

FL 200  
INVESTMENTS

VESSELIVE

APARTMENT BUILDINGS

9051&9055 20<sup>th</sup> Avenue SW, Seattle WA 98106



architectural and structural design



# INTRODUCTION

## PROPERTY ADDRESS

9051 and 9055 20th Avenue SW,  
Seattle 98106

## PROPERTY OWNER

FL 200 Investments  
Contact: Alan Neely

## CONTACT PERSON

Bruce Wellenbrink, SE  
Diagonal D LLC  
2514 W McGraw Street  
Seattle WA 98199  
206 282 4416

## LOCATION

The Owner purchased two adjacent properties located at the corner of 20th Avenue SW and SW Barton Street with approximately equal size. The plan is to develop both properties in two phases of construction. The first phase is the development of the North property and the second phase is the development of the corner lot. Both lots have approximately

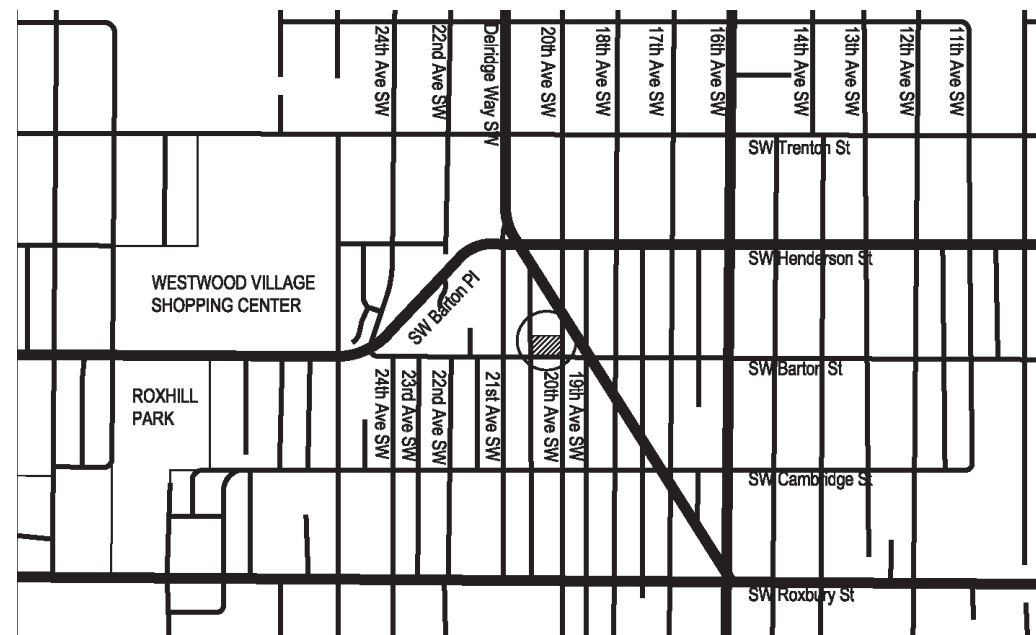
equal street property line at 20th Ave SW, located to the East and unimproved driveway to the West.

## EXISTING STRUCTURES AND VEGETATION

Each of the two properties has an existing one level single-family house with carport and some secondary structures. The condition of the existing structures is deteriorated and has no value of preservation. The existing trees are A Fir tree and Holy trees and not designated for preservation.

## TOPOGRAPHY

The topography is very unconventional for residential lots. There is an immediate drop of about 10 ft. along 20th Ave SW and SW Barton St. The driveway does not have access to SW Barton St. because of the steep slope. Modification of the slope of the alley in order to allow access to SW Barton Street is impeded by the fact that the single-family properties on the other side of the alley have garages at the level of alley.



Alley with no access to SW Barton St

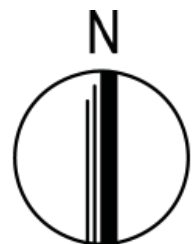
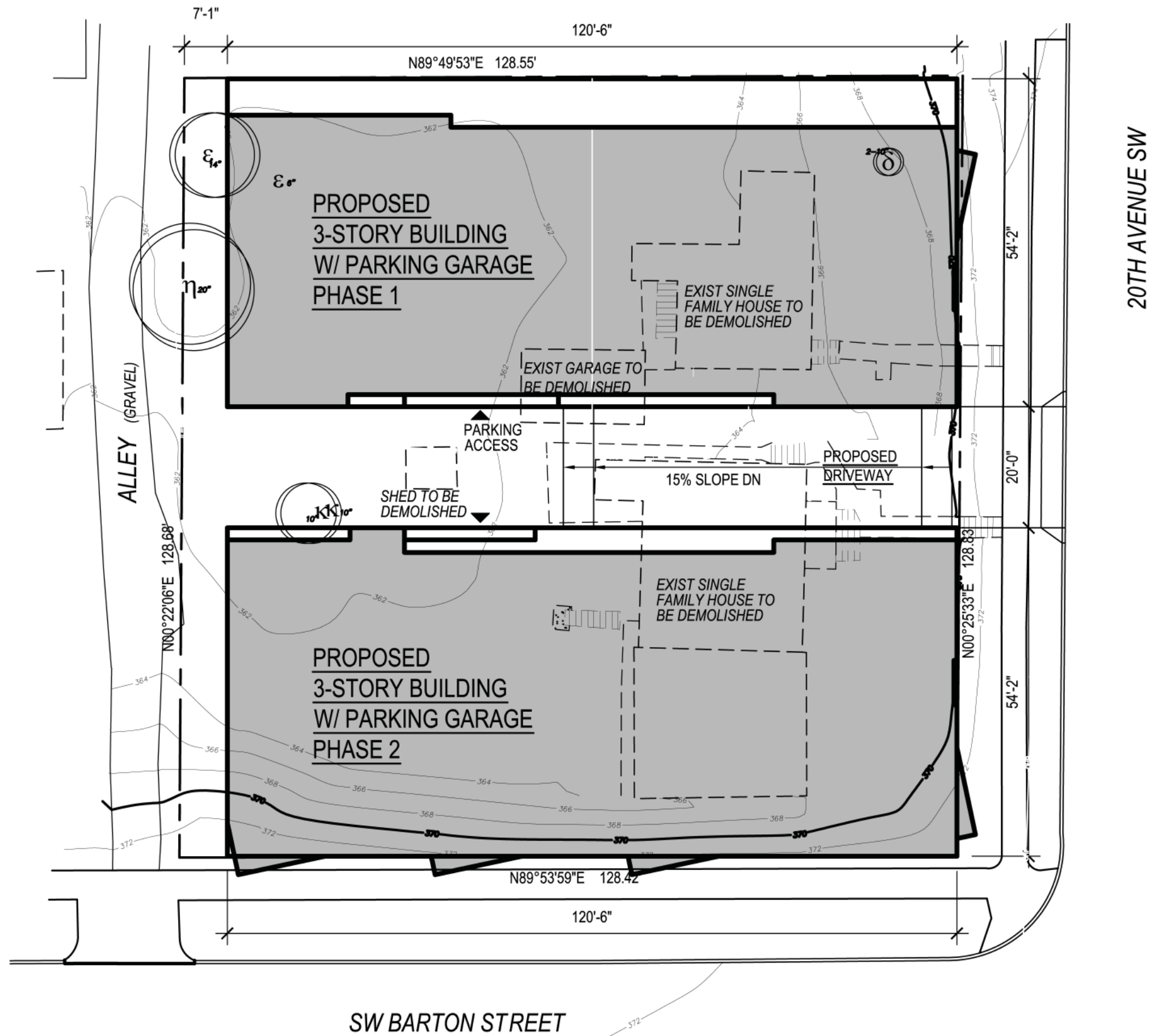
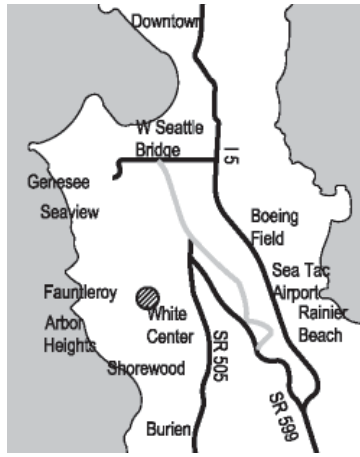


Department of Planning & Development



Existing structure on lot

# SITE PLAN



20TH AVENUE SW

SW BARTON STREET

# PROJECT DESCRIPTION

## PROJECT VISION STATEMENT

The project is situated in Westwood-Highland Park Residential Urban Village of West Seattle. The area is predominantly occupied by single family houses built in the middle of the previous century and some scattered commercial properties. It is an area in transition, moving forward to increased density and an improved pedestrian experience. Architecturally, most of the newcomers play around with looks that are modern versions of Northwest styles. The vision for the Vesseliye Apartment Development is to succeed by going all the way with a balance between standing out and fitting in. The composition represents a three-dimensional construction of linear and planar elements continually weaving and fusing with a sense of control that keeps the moves from seeming arbitrary or forced. The goal is with imaginative design and refined detail to lift the structures beyond the limitations of cost and site.

## PROJECT OBJECTIVE

The proponents' project objectives are to create a development that supports and contributes to the emerging vibrant character of the neighborhood. This objective will be achieved with new well designed architecture to complement the physical fabric and activities. Specific objectives are:

- Strengthen the streetscape with a well designed new building.
- Induce pulsating character and activity of the neighborhood and the streetscape.
- Think holistically about the design of the building and its setting, envisioning the next step in the development of both lots.
- Provide affordable residential units that will serve the West Seattle community and will bring increased vibrancy to the neighborhood.

## PROJECT DATA PHASE 1 BUILDING

Use	Residential- apartment units Parking only for residents
Lot Size	16,543 sq.ft. total both lots
Area	6,146 sq.ft. parking 15,832 sq.ft. residential 21,978 sq.ft total
Levels	3 above ground 1 partly below ground Green roof terrace
Units	20 flats 3 two-bedroom 11 one- bedroom 6 open one-bedroom
Parking	18 stalls total 10 medium size 7 small size 1 ADA for van 5 bicycle spaces
Garbage/ Recycable	In parking level. Access coordinated with NW Waste management
Green Factor	0.3 Green roof; Street landscape areas; Landscape area at West side; Street Trees; Permiable paving at driveway.

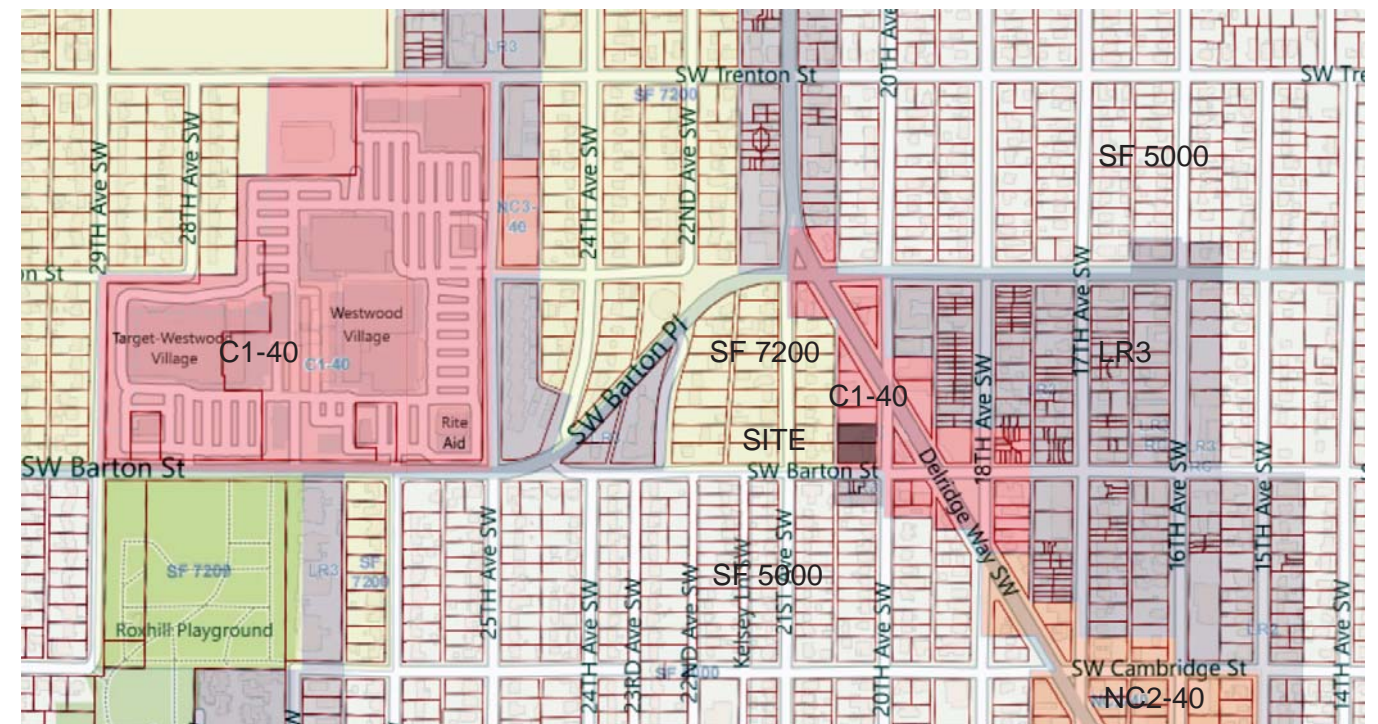
## PROJECT DATA PHASE 2 BUILDING

Use	Live/Work units Residential- apartment units Parking only for residents
Lot Size	16,543 sq.ft. total both lots
Area	6,152 sq. ft. parking 18,032 sq.ft. residential 24,184 sq.ft. total
Levels	3 above ground 1 partly below ground Green roof terrace
Units	23 units 4 Live/Work 19 one bedroom flats
Parking	18 stalls total 10 medium size 7 small size 1 ADA for van 6 bicycle spaces
Garbage/ Recycable	In parking level. Access coordinated with NW Waste management
Green Factor	0.3 Green roof; Street landscape areas; Landscape area at West side; Street Trees; Permiable paving at driveway.

# ZONING DIAGRAM

<b>Zoning</b>	NC1-40
<b>Urban Village</b>	Westwood-Highland Park Residential Urban Village
<b>Overlay</b>	No
<b>Pedestrian Zone</b>	No
<b>Environmental Critical Areas</b>	None Steep slope; potential slide; riparian corridors; wetlands; liquefaction; flood prone; abandoned landfill; known slide areas; peat settlement prone; wildlife; shoreline habitat
<b>Adjacent Zoning North</b>	NC1-40
<b>Adjacent Zoning East</b>	NC1-40
<b>Adjacent Zoning South</b>	NC1-40 South of the second lot LR3
<b>Adjacent Zoning West</b>	SF 7500
<b>Existing Alley Width</b>	16 feet; unimproved gravel
<b>Required Alley Width</b>	20 feet
<b>Permitted Uses</b>	Table A Section 23.47A.004 residential uses permitted.
<b>Street Level Uses</b>	23.47A.005.C.4. Residential uses may occupy 100 percent of the street-level street-facing facade in a structure if the structure: c. Is not located in a pedestrian-designated zone or a zone that has a height limit of 85 feet or higher; and d. Does not face a designated principal pedestrian street.
<b>Street Level Standards</b>	23.47A.008.2 Blank facades b. Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. c. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.
<b>Structure Height</b>	40 feet
<b>Rooftop Features</b>	23.47A.012.C.2. Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend up to 4 feet above the otherwise applicable height limit. 23.47A.012.C.24.f Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.
<b>Floor Area Ratio (FAR)</b>	Table A for 23.47A.013 1. Total permitted for a single-purpose structure containing only residential or non-residential use: <b>3</b>

<b>Setback Requirements</b>	23.47A.014.B.3. a. 15 feet for portions of structures above 13 feet in height to a maximum of 40 feet; 4. One-half of the width of an abutting alley may be counted as part of the required setback. For the purpose of this Section 23.47A.014, the alley width and the location of the rear lot line shall be determined prior to any dedication that may be required for alley improvement purposes.
<b>Utility Setbacks</b>	10 feet to overhead power lines
<b>Landscaping</b>	Green Factor score of .30 or greater
<b>Parking Access</b>	23.47A.032 .A.b. If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut. 23.53.030.G Exception for Alley Improvement 3. Widening and/or improving the right-of-way would eliminate alley access to an existing lot; 4. Widening and/or improving the right-of-way is impractical because topography precludes the use of the alley for vehicular access to the lot.
<b>Required Parking</b>	No minimum
<b>Bicycle Parking</b>	1 per 4 units
<b>Amenity Area</b>	23.47A.024.A 5% of the total gross floor area in residential use.



# NEIGHBORHOOD CONTEXT

Westwood Neighborhood is the West Seattle neighborhood between SW Holden Street at the north and SW Roxbury Street in the south, SW 35th Avenue to the west and Delridge Way SW to east. The residents call it "our own little town", with a library, high school, middle school, elementary school, fire department station, medical services, shopping center, Post Office, stores, restaurants, community center with a swimming pool, and athletic facilities, religious institutions.

The place is with no extended past and a future to be shaped. The primary architecture tradition is grounded in a search for ever-shifting frontier. The trends to follow are democratic diversity, Northwest traditions and freedom.

Some of the steps that shifted the neighborhood presence as vibrant and interesting in its experience are shown in the images on this and next page.

- transfer
- pulse
- improve
- actuate
- ecourage
- inspire
- share
- enjoy



Westwood in the early 70's



Westwood Village Center



St. James Church



Roxhill Park



SW Roxbury Street



# CHARACTER



WESTWOOD VILLAGE CENTER



VIEW FROM THE LOT DOWN 20TH AVE



FOLSOM+DORM DEVELOPMENT  
ARCHITECT DAVID BAKER + PARTNERS

## MULTIFAMILY BUILDING EXAMPLER

The selected examples are from buildings with similar program, budget and type of neighborhood. The esthetics was inspiring with its combination of bold lines with playful and visually interesting palette.



PARKER PLACE  
ARCHITECT DAVID BAKER +PARTNERS



HANCOCK LOFTS  
ARCHITECT KONING EIZEBERG ARCHITECTURE





SOUTHWEST BRANCH OF SEATTLE PUBLIC LIBRARY  
ARCHITECT RICHARD SUNDBERG



TOWNHOUSES

## INSPIRING ARCHITECTURE FROM THE NEIGHBORHOOD



humane

artistic

diverse

continual

HOPE ACADEMIC  
ENRICHMENT CENTER





MULTIFAMILY BUILDINGS FROM THE CLOSE NEIGHBORHOOD



Perceptive geometric expression.  
Simple and refined detail.  
Composition of color planes.



**STREETSCAPE EXAMPLE FROM ACROSS THE STREET**  
 Similar pattern of landscape band with midsize trees, 4 feet scored concrete walkway and second landscape along the building with evergreen bushes.



**ROOF TERRACES**  
 Geometric shape frames the landscape areas and transforms the building language .

PROJECT SITE SURROUNDING

1. Project site lot. Located between SW Barton Street, 20th Avenue SW and Alley.
2. Property on the North site of the project site. Mixed use building constructed in 2008. First floor is office of a construction company, second level is residential units. Parking is in the front and rear yard
3. 7- Eleven Mini market with parking area in front.
4. Offices and small retails.
5. Former 76 gas station. Only the structure of the mini store is remaining. The lot is vacant with signs "For Lease" and fenced with chain link.

6. One story office building with parking in front.
7. One story parking and storage building.
8. Three-four level multi family buildings.
9. Single family house in SF7500 zone.
10. Learning Way School and Day care.
11. Town houses in Low-rise zone.
12. Body shop and tire replacement.



4



5



5



6



9



10



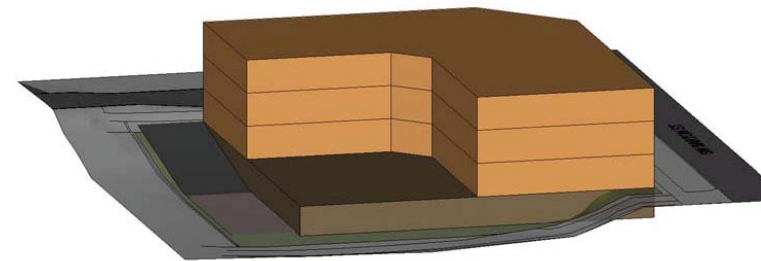
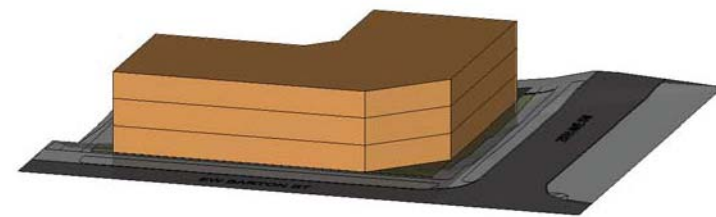
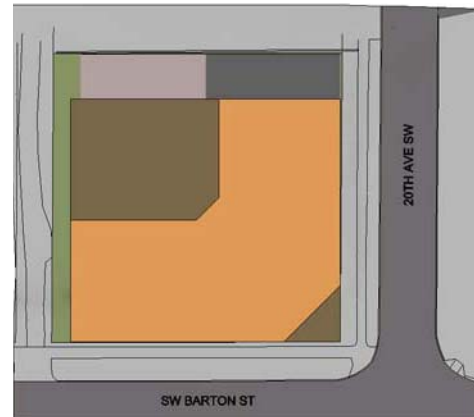
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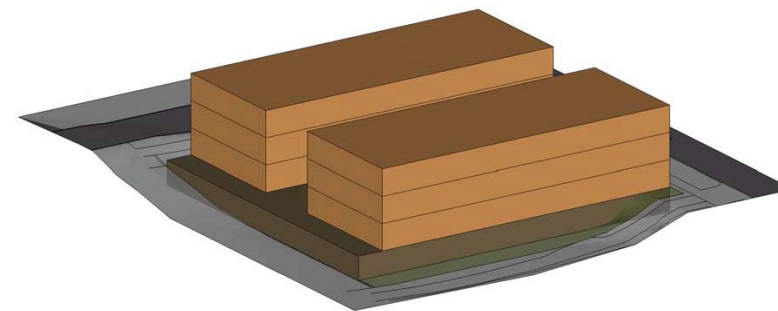
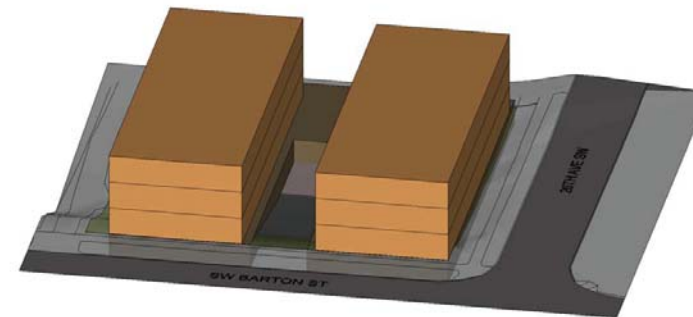
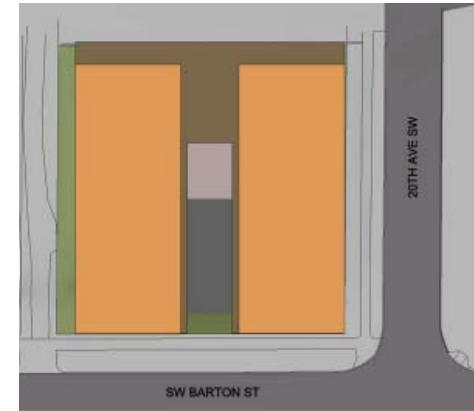
# MASSING CONCEPT EVOLUTION

L-SHAPE BUILDING  
 Driveway at North side  
 Common spaces over the parkade



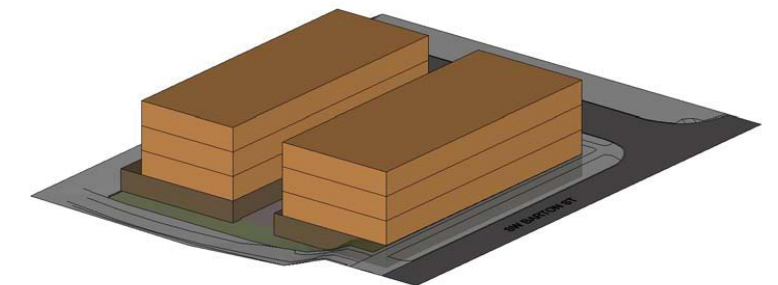
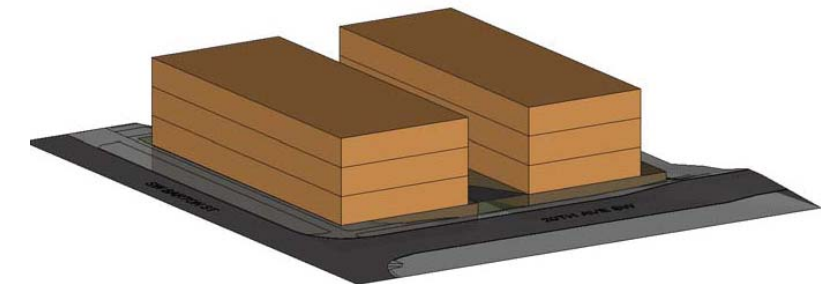
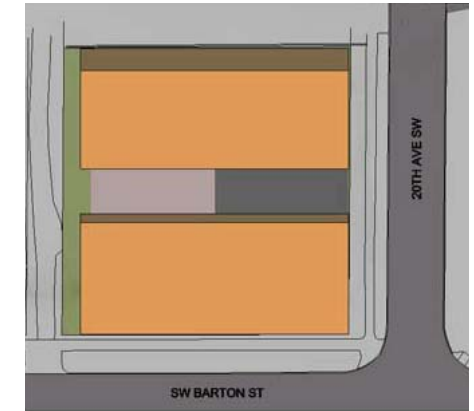
**PROS**  
 The configuration will allow for engaging corner solution.  
**CONS**  
 The massing perception becomes out of scale as one big building.  
 The driveway is next to the driveway of the property at the North side.  
 The location of the common amenity space challenges the privacy of the units.

2 S-N BUILDINGS  
 Driveway from SW Barton Street  
 Connected U-shape parkade



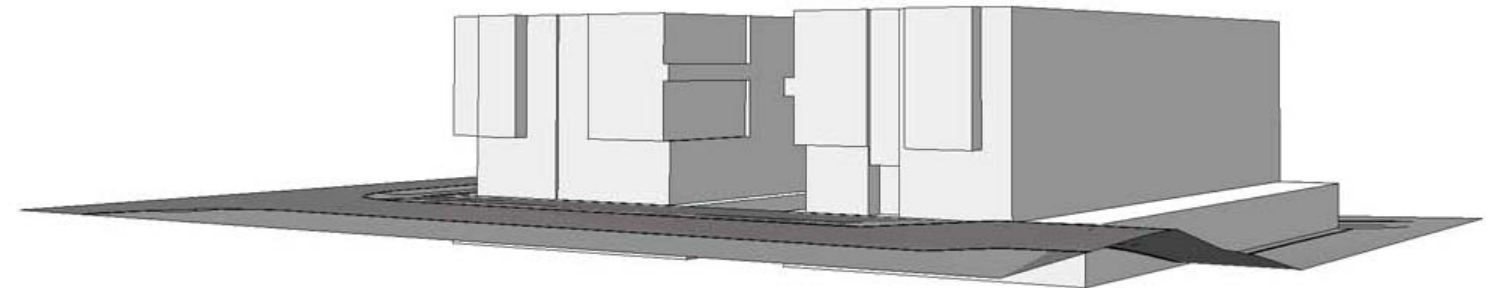
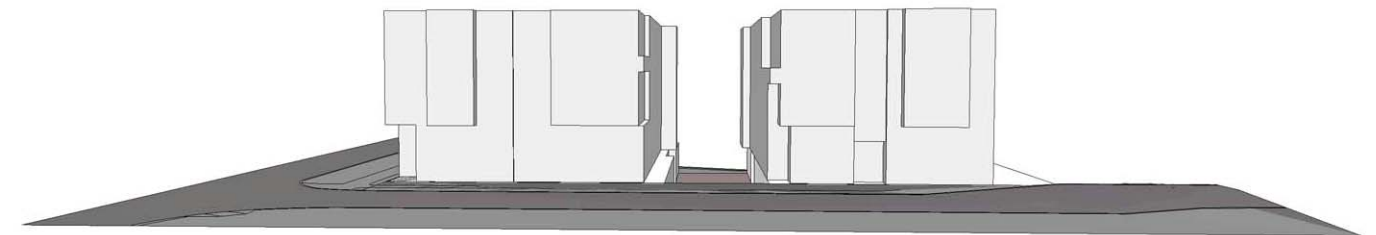
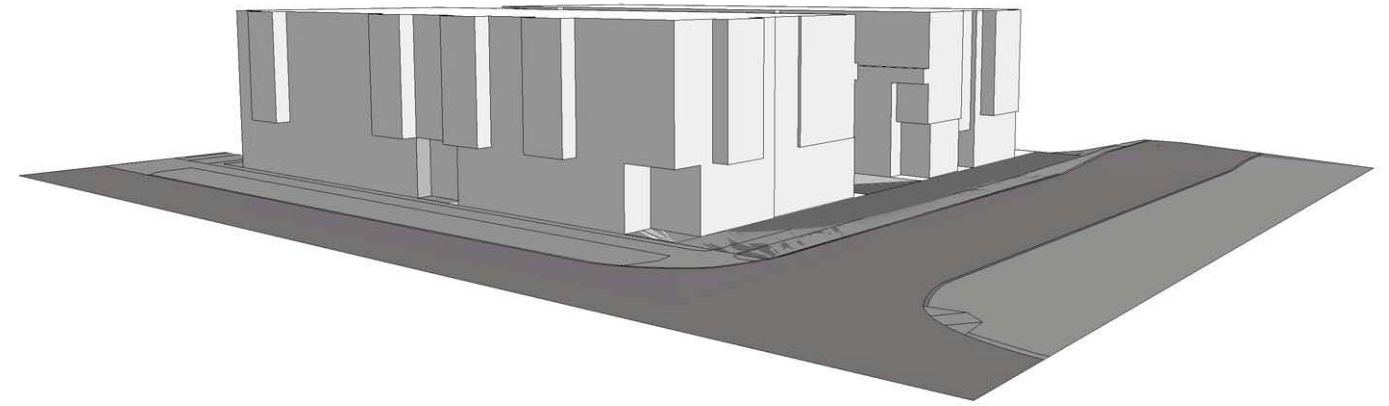
**PROS**  
 Residential area is potentially largest.  
**CONS**  
 Driveway from SW Barton Street is less appropriate as 20th Avenue SW is less used street.  
 The long elevation facing the single family residential area is less appropriate with its bulkness.  
 The parking layout is 50' wide which makes it less efficient with one-sided row of parking stalls.  
 Privacy between units on both sides of the driveway.

2 E-W BUILDINGS  
 Driveway from 20th Avenue SW  
 Separate parkades



**PROS**  
 The smaller side of the rectangle is oriented toward area of the single family houses, while the longer toward the low-rise building area.  
 The size of the parking allows for maximum parking stalls. There is no requirement for minimum number of parking stalls per Code, though the goal is to have 80-90% of 1-1 ratio between units and parking stalls.  
 The driveway is separated from the driveway of the property to the north.  
 Straight forward solution to client's plan to develop the both properties in two phases.  
**CONS**  
 Privacy between units on both sides of the driveway.

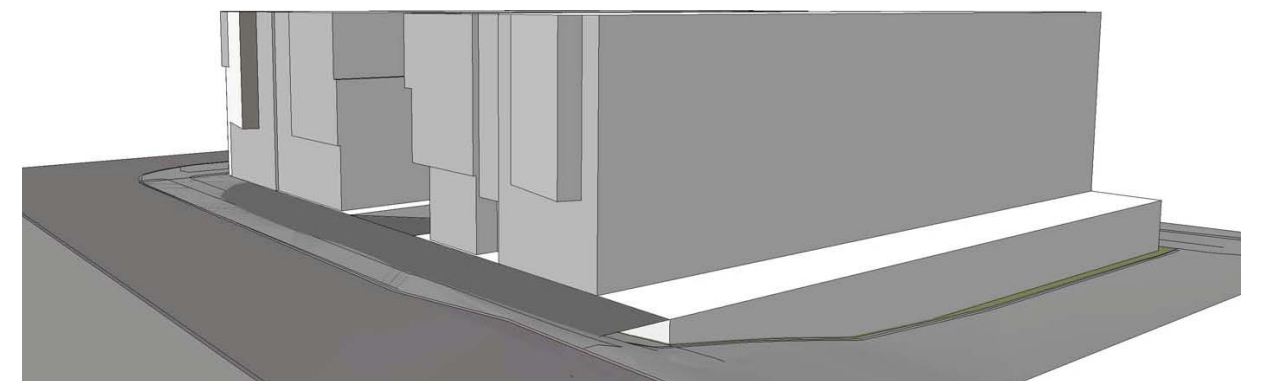
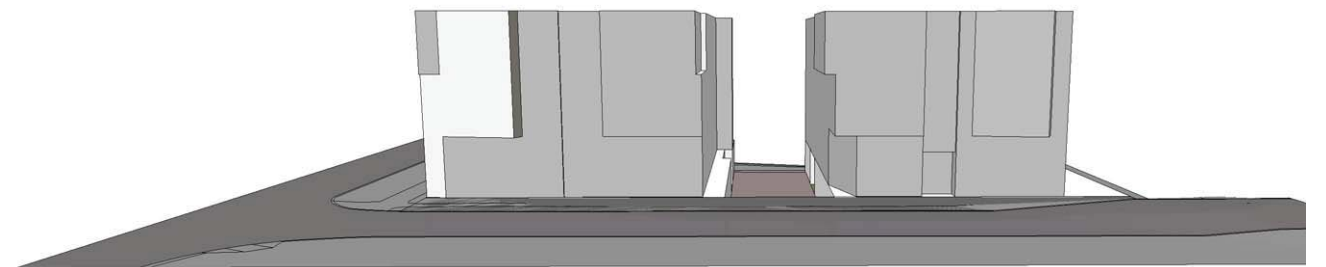
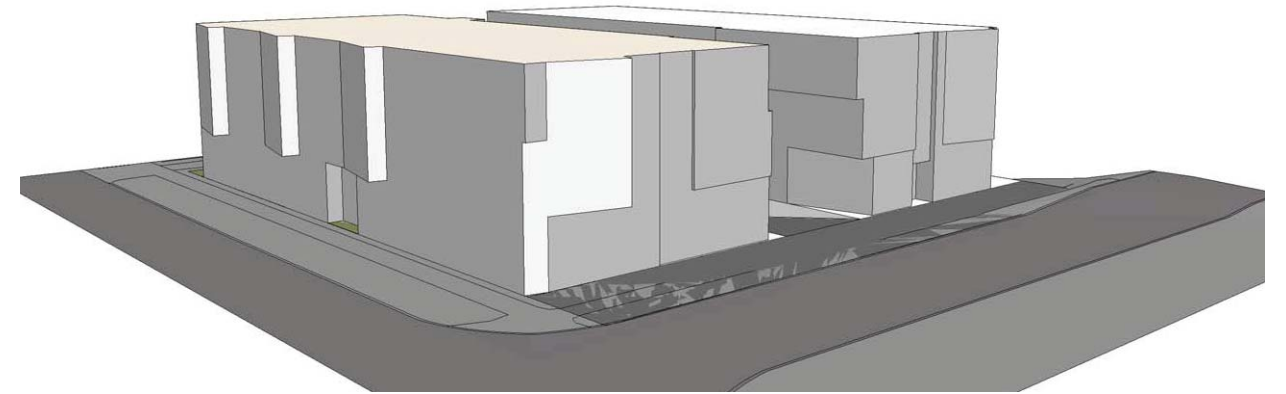
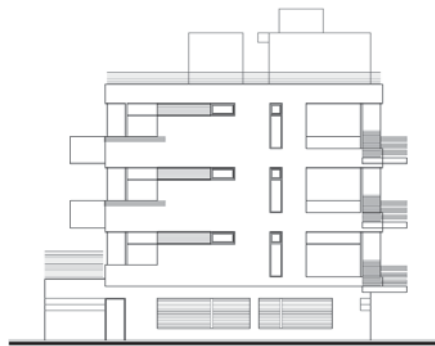
# OPTION 1



**PROS**  
Orthogonal modulation of the massing is tied with expressive vertical lines which balance off the long facade. The bay windows and corner setbacks are square to keep with the scheme. Playful and lively façade, which is at home with new up and coming area.

**CONS**  
The increased number of windows will increase the costs. The architectural expression may bring the building to stand out more than initial designer's intent.

## OPTION 2



### PROS

The two buildings are relating to one another at the front as tongue and groove.

The one and the same angle of bay windows at the East and South elevation tie the perimeter of the building.

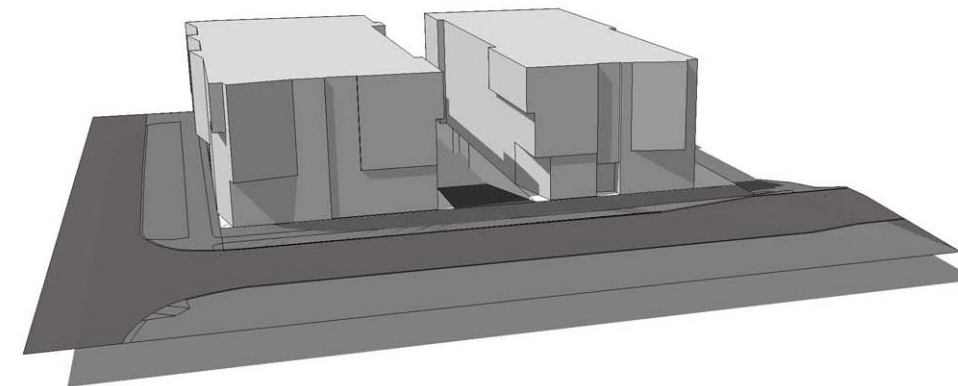
### CONS

The impression of the building is expected.

The North facade is monotonous.

### OPTION 3

It was selected by the architect and client and further developed. It ties the two buildings in one whole. The building forms are a response to the characteristic aspects of the site and clients program. The elongated rectangular parallelepipeds are weaved in interrelated horizontal and vertical bands reflecting the interior functional scheme. The void is dynamic with the projected elements drawing the two buildings to each other. The street corner and the Alley corner open with the angle of the building keeping with its logical flow. The North elevation is modulated and complete better the overall perception of the building. The two buildings tie with elements that visually continue or repeat in the East and West facades.



### SHADOWS AT EQUINOX

The South facade of North positioned building (Phase 1) has full sun exposure from March to October. The buildings will throw shadow on the next property structure at late autumn and winter time only to the first floor.



WATER COLOR SKETCH





20 AVE SW VIEW



PROPOSED 20 AVE SW VIEW



Analytical scheme of the dimensional relationship between mass and visual perception.



PHASE 1 BUILDING ELEVATION CONCEPT



EAST FAÇADE



WEST FAÇADE



NORTH FAÇADE



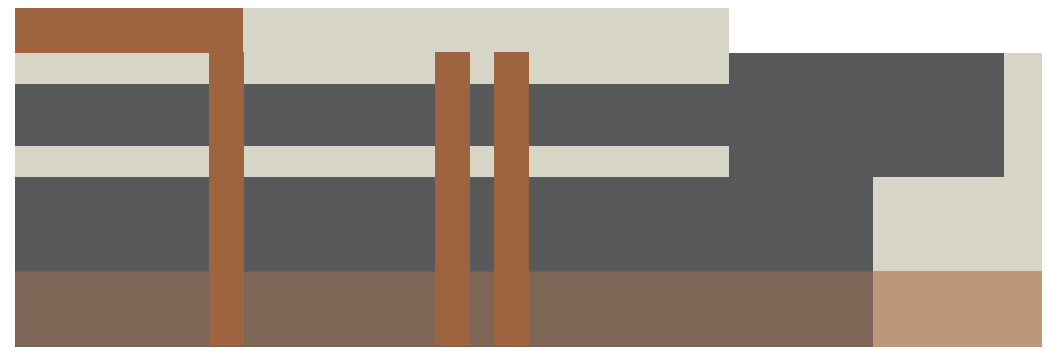
SOUTH FAÇADE



Dynamics in relations between the elements and the ensemble.



PHASE 2 BUILDING ELEVATION CONCEPT



- EL 405'-4" ROOF
- EL 394'-4" LEVEL 3
- EL 383'-10" LEVEL 2
- EL 372'-10" LEVEL 1



EAST FAÇADE

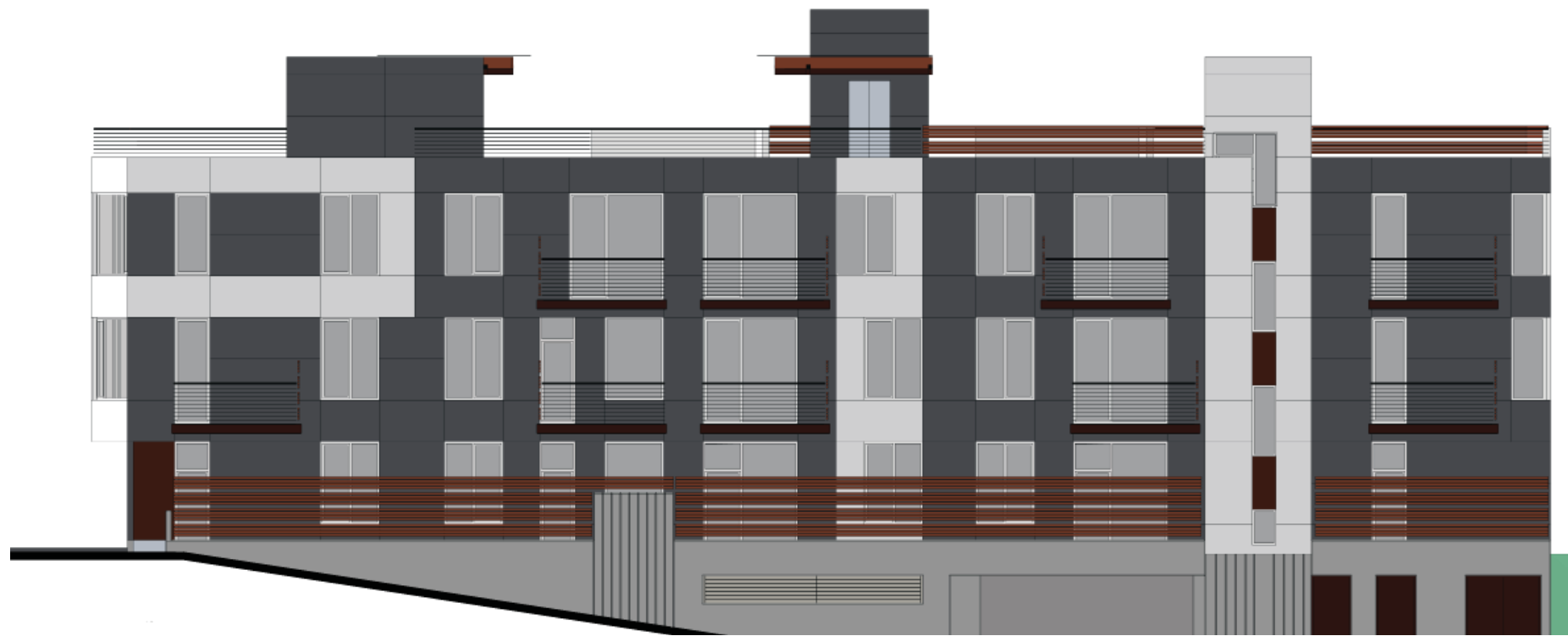
- EL 405'-4" ROOF
- EL 394'-4" LEVEL 3
- EL 383'-10" LEVEL 2
- EL 372'-10" LEVEL 1
- EL 363'-10" PARKING



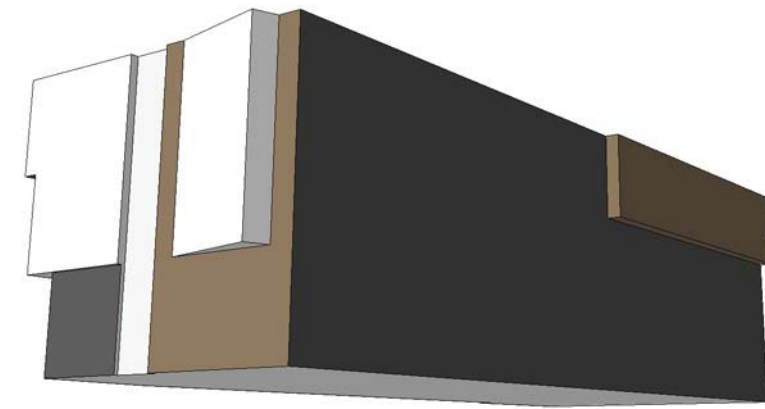
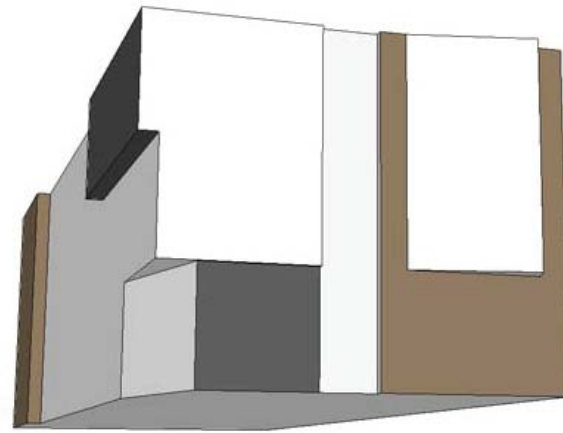
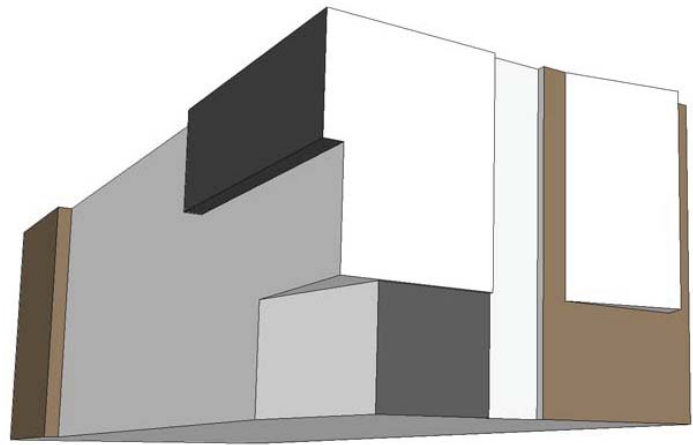
WEST FAÇADE



SOUTH FAÇADE



NORTH FAÇADE



MASSING STUDY

PHASE 1 BUILDING



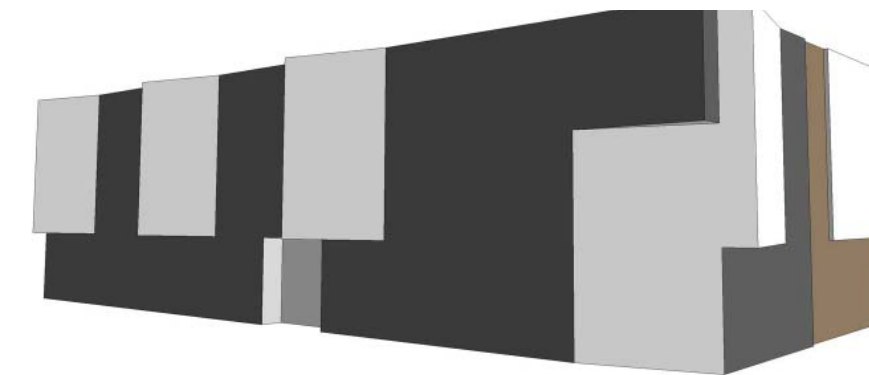
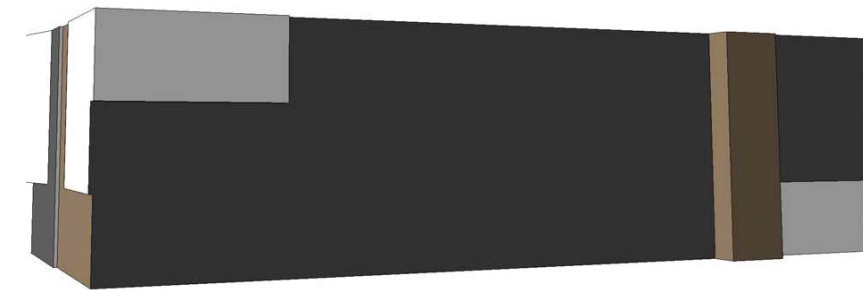
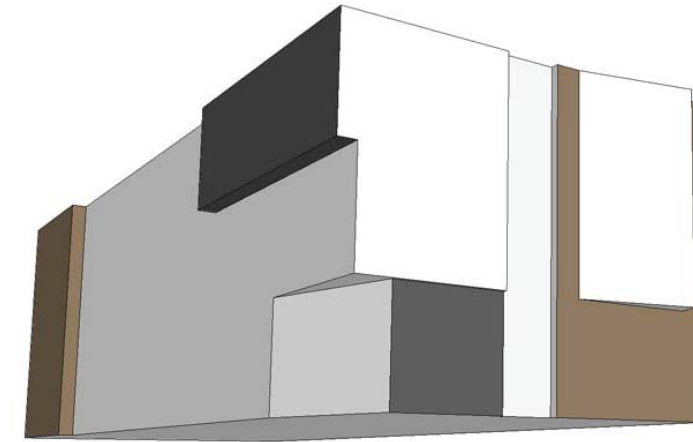




PHASE 2 BUILDING







MASSING STUDY



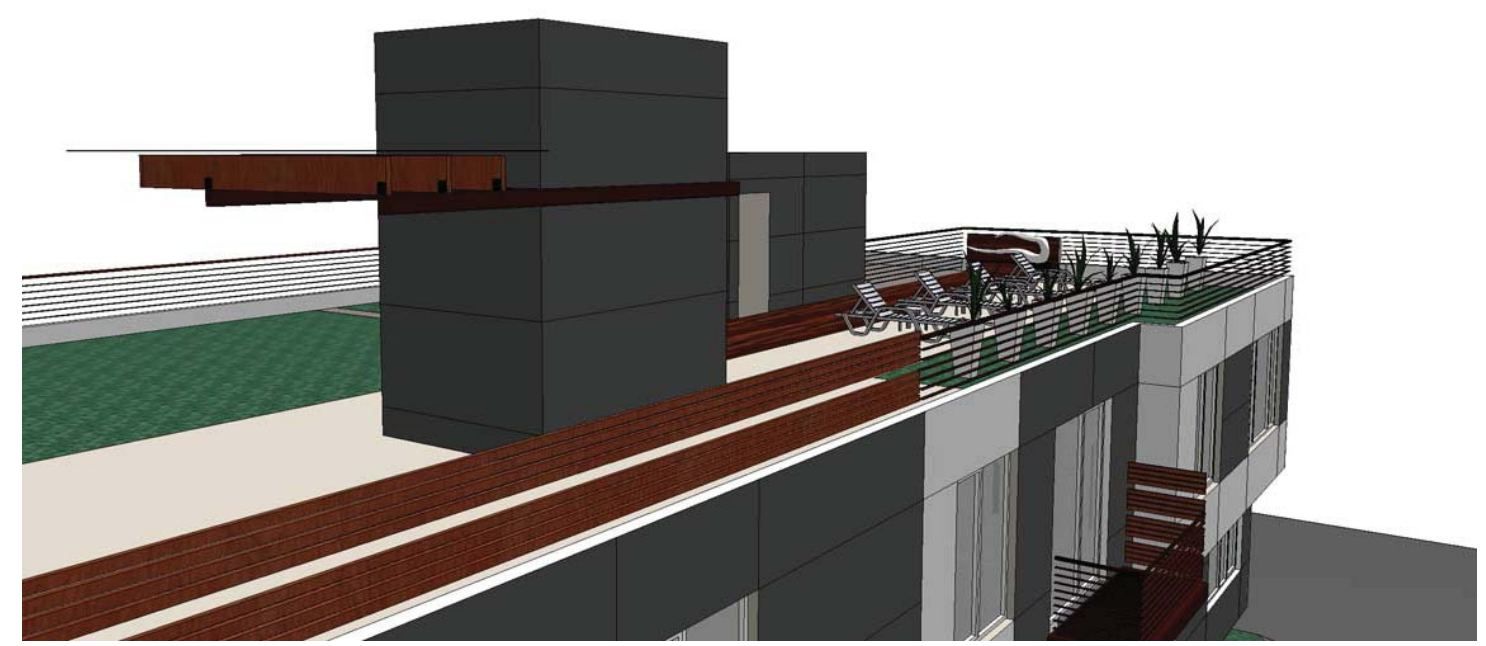
VESELIYE  
DEVELOPMENT





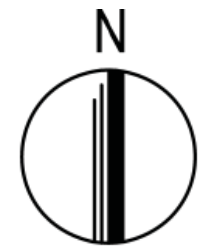


BUILDING ELEMENTS





ROOF  
TERRACES



## DESIGN GUIDELINE ANALYSIS

### CONTEXT AND SITE

#### CS1. NATURAL SYSTEMS AND SITE FEATURES

##### • B. SUNLIGHT AND NATURAL VENTILATION

Daylighting and ventilation for the residential units is maximized by choosing a configuration of two separate rectangles of a small depth, which give a larger perimeter area. The size and distance between the floor plates was studied in order to achieve the balance of complying with the requirements of Building Codes, and meeting the client's program as well as providing for maximum openings.

##### • D. PLANTS AND HABITAT

The project includes improvement of the existing neglected street landscape, with the planting of new street trees. New small trees will also be planted at the rear side of the lot which faces single family residential properties across the Alley.

##### • E. WATER

Both buildings will provide green roof areas. The level portion of the driveway is proposed to be of permeable paving.

#### CS2. URBAN PATTERN & FORM

##### • A. LOCATION IN THE CITY AND NEIGHBORHOOD

The project is designed to stand with its individual identity yet without domination over the neighboring single family and low-rise residential structures.

##### • C. RELATIONSHIP TO THE BLOCK

Special attention is given to the treatment of the SE street corner and SW building corner which is across from the Alley, creating an interesting urban edge. The street corner is angled with the direction used throughout the building layout giving some extra landscape space for visual interest and sense of direction.

The long elevation along SW Barton Street is modulated to avoid a monolithic presence. The same approach was taken with the other long facades.

##### • D. HEIGHT, BULK & SCALE

The scale of the development is consistent with the existing multi-family buildings in close proximity. The selected architectural vocabulary will visually break the mass to proportions closer to those of the single family structures West of the property, and the low-rise structures to the South.

#### CS3. ARCHITECTURAL CONTEXT & CHARACTER

##### • A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

The project will exploit contemporary, as well as traditional Northwest materials in a modern application, providing a unique

addition to the architecturally eclectic neighborhood with its new style and architectural forms.

### PUBLIC LIFE

#### PL1. PUBLIC SPACE

##### • B WALKWAYS AND CONNECTIONS

The project will enhance the pedestrian experience through amenities such as landscape, lighting, street furniture, and the art work placed in the designated recess area on the East facade.

#### PL2. WALKABILITY

##### • B SAFETY AND SECURITY

Doors, windows, balconies and terraces will encourage natural surveillance. The access of service spaces in both buildings is inside the buildings. The parking access will be provided with mirrors to navigate traffic.

#### PL3. STREET-LEVEL INTERACTION

##### • A ENTRIES

The main entries to the building as well as to the Live/Work units are developed as one continuous line, which starts as a vertical element on the facade and turns into a horizontal canopy.

#### PL4. ACTIVE TRANSPORTATION

##### • B. PLANNING AHEAD FOR CYCLISTS

The development will accommodate amenities for bicyclists, such as street racks and storage on the parking level.

### DESIGN CONCEPT

#### DC1. PROJECT USES AND ACTIVITIES

##### • B. VEHICULAR ACCESS AND CIRCULATION

The parking provided will be within the buildings. The parkades are below grade at street level with a shared driveway access.

##### • C. PARKING & SERVICE USES

Garbage and recyclable space will be in the enclosed space of the parkade. The design team contacted NW Waste Management to review the proposed location, which received their initial approval.

#### DC2. ARCHITECTURAL CONCEPT

##### • A. MASSING

With the purpose of reducing the perceived massing the design uses recesses and projecting segments in the facades, bay windows, balconies and canopies.

##### • B. ARCHITECTURAL AND FACADE COMPOSITION.

The design was developed with a strong emphasis on architectural expression of the building as a whole. The four facades of the two building connect into one continuous band and tie in with the roof terrace design.

Blank walls are avoided by designing openings and rustication in the concrete walls as part of the overall facade diagram. The repetitiveness of details such as balcony railings and opening screens contribute to the broad perception of the building.

##### • D. SCALE AND TEXTURES

The texture of the building is developed on the principle of abstract composition of lines, shapes and color.

#### DC3. OPEN SPACE CONCEPTS

##### • B. OPEN SPACE USES & ACTIVITIES

The roof terraces are designed to have areas for gathering and areas for solitude and relaxation. Canopies are provided for short term protection.

##### • C. DESIGN

A combination of hardscape and planting will be used throughout the site, emphasizing a flow through the property.

#### DC4. EXTERIOR ELEMENTS & FINISHES

##### • A. BUILDING MATERIALS

Building materials will be selected to complement the quality of the neighborhood in a contemporary way.

##### • C LIGHTING

Lighting will be used to increase site safety and to highlight features such as canopies, planting, and art.

##### • D LANDSCAPE AND HARDSCAPE MATERIALS

In keeping with the sustainable principles most of the vegetation will be indigenous.

## POSSIBLE DEPARTURE

**1. SMC 23.47A.008 Street-level development standards.****Reference**

23.47a.008.D.3. The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

**Proposed**

The lot line is 7'-8" from the sidewalk which is the proposed setback from the sidewalk on 20 Ave SW. This reduces the required 10 feet setback by 2'-4".

**Rationale**

The elevations facing 20th Avenue SW have only one residential unit in each building situated in the Northwest corner. The remainder of the street-facing facade is lobby and main entrance in the Phase 1 building and Live/Work unit in the Phase 2 building. The provided landscape area with 7'-8" depth will allow for vegetation that will be a buffer between the street and the single residential unit.

**2. SMC 23.47A.008 Street-level development standards.****Reference**

SMC 23.47A.008.E. When a live-work unit is located on a street-level street-facing facade, the provisions of subsections 23.47A.008.A and 23.47A.008.B apply, and the portion of each such live-work unit in which business is conducted must be located between the principal street and the residential portion of the live-work unit. SMC 23.47A.008.B b. Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.

**Proposed**

Floor-to-floor height is proposed to be 11 feet.

**Rationale**

The construction of the street level floor is type VA conventional wood-frame construction. This construction will allow for a floor-ceiling height of 10 feet which will make these relatively small spaces feel spacious. The targeted renters of these spaces will be representatives of small professional businesses such as lawyers, accountants, real estate agents, etc. Such office spaces do not need as high ceilings as merchants or larger service

providers. From outside this height is consistent with the feel of the immediate neighborhood. It is appropriate with the intention to fit into the scale of the adjacent single family houses and low-rise residential structures.

**3. SMC 23.47A.032.A. Access to off-street parking from alley.****Reference**

SMC 23.47A.032.A.3. "In C1 and C2 zones, access to off-street parking may be from a street, alley, or both when the lot abuts an alley. However, structures in C zones with residential uses and structures in C zones across the street from residential zones shall meet the requirements for parking access for NC zones as provided in subsection 23.47A.032.A.1. If two or more structures are located on a single site, then a single curb cut shall be provided according to the standards in Sections 23.47A.032.A.1, .2, and 23.54.030.F.2."

SMC 23.47A.032.A.1.a. "Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts."

**Proposed**

Access to both parkades to be from 20th Ave SW via 20 feet wide driveway meeting the design requirements of SMC.

**Rationale**

The alley where the lots are, does not connect to the street (SW Barton Street) because of the steep slope, although there is a curb cut. Any correction of the slope will interfere with the adjacent single-family lots which have garages with access from the Alley. Those problems justify the exception for alley improvement per: SMC 23.53.030.G.3. "Widening and/or improving the right-of-way would eliminate alley access to an existing lot."

SMC 23.53.030.G 4. "Widening and/or improving the right-of-way is impractical because topography precludes the use of the alley for vehicular access to the lot".

The Land Use Code has provisions allowing the access to the parking to be from the street for C zones per:

SMC 23.47A.032.A.1.b. "If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut."

SMC 23.47A.032.D 1. "Access to off-street parking may be from a street if, due to the relationship of an alley to the street system, use of the alley for parking access would create a significant safety hazard as determined by the Director."

**4. SMC 23.53.035 Structural building overhangs.****Reference**

SMC 23.53.035.A c. The maximum length of each bay window or balcony shall be 15 feet at the line establishing the required open area, and shall be reduced in proportion to the distance from such line by means of 45 degree angles drawn inward from the ends of such 15 foot dimension, reaching a maximum of 9 feet along a line parallel to and at a distance of 3 feet from the line establishing the open area.

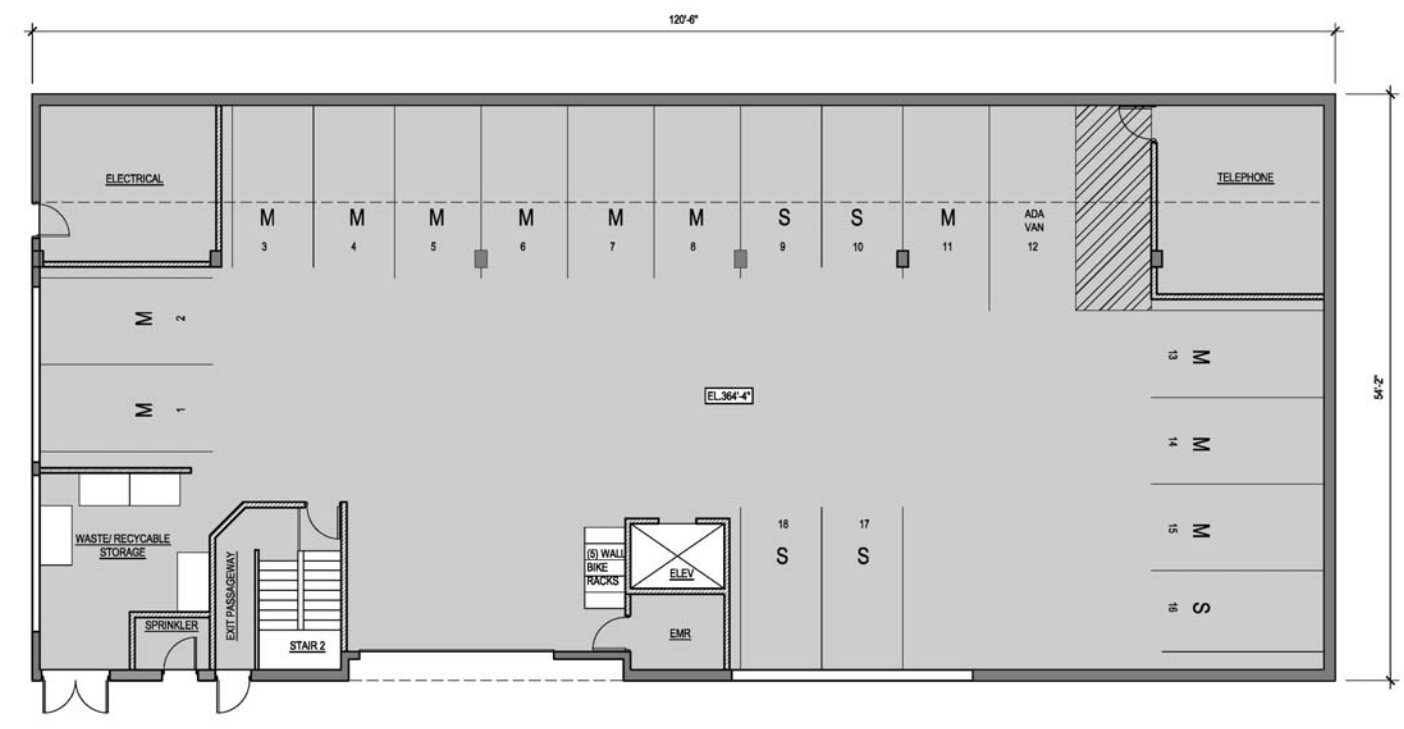
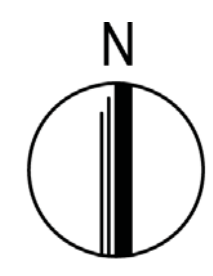
**Proposed**

The length of the proposed bay window is 15 feet and is reduced to 0 along a line parallel to and at a distance of 3 feet by means of 78 degree and 12 degree angles drawn inward.

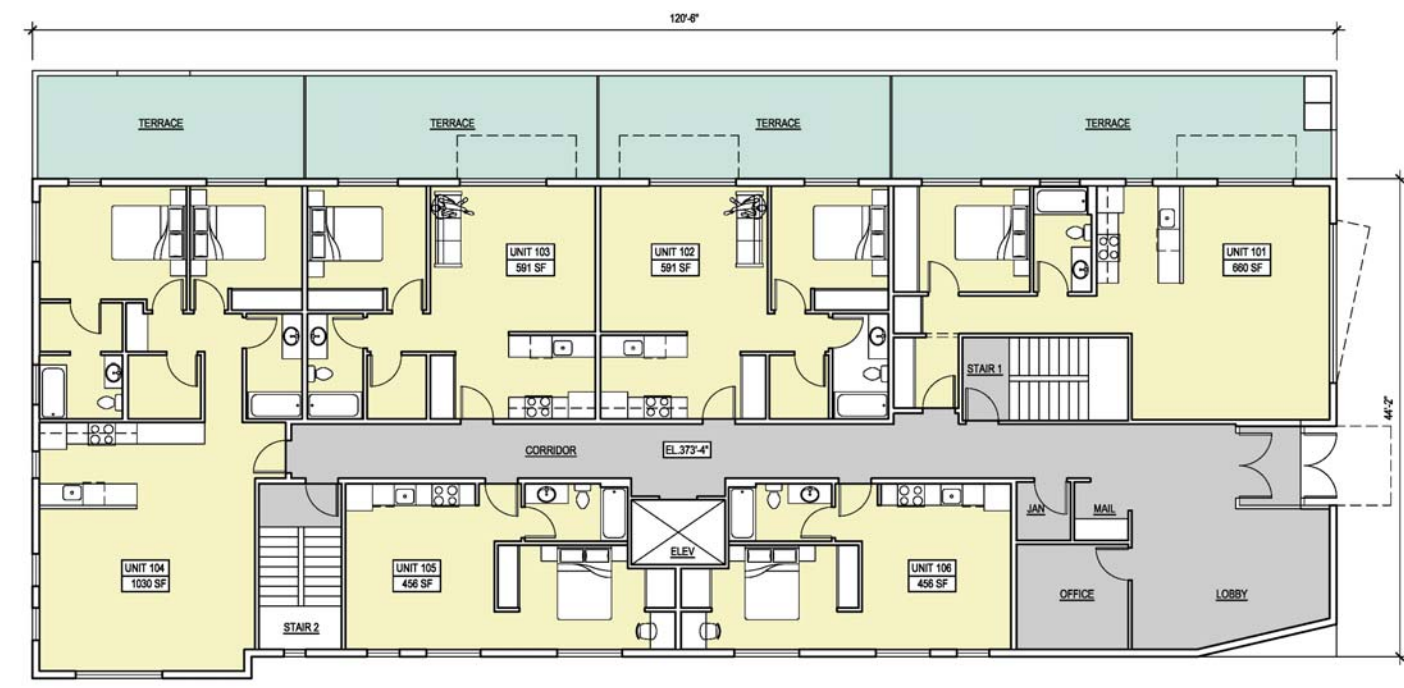
**Rationale**

The proposed configuration of the bay window does not increase the area otherwise permitted by the Code. It better responds to the design concept and avoids repetition of one and the same layout throughout similar buildings.

# PHASE 1 BUILDING FLOOR PLANS CONCEPT

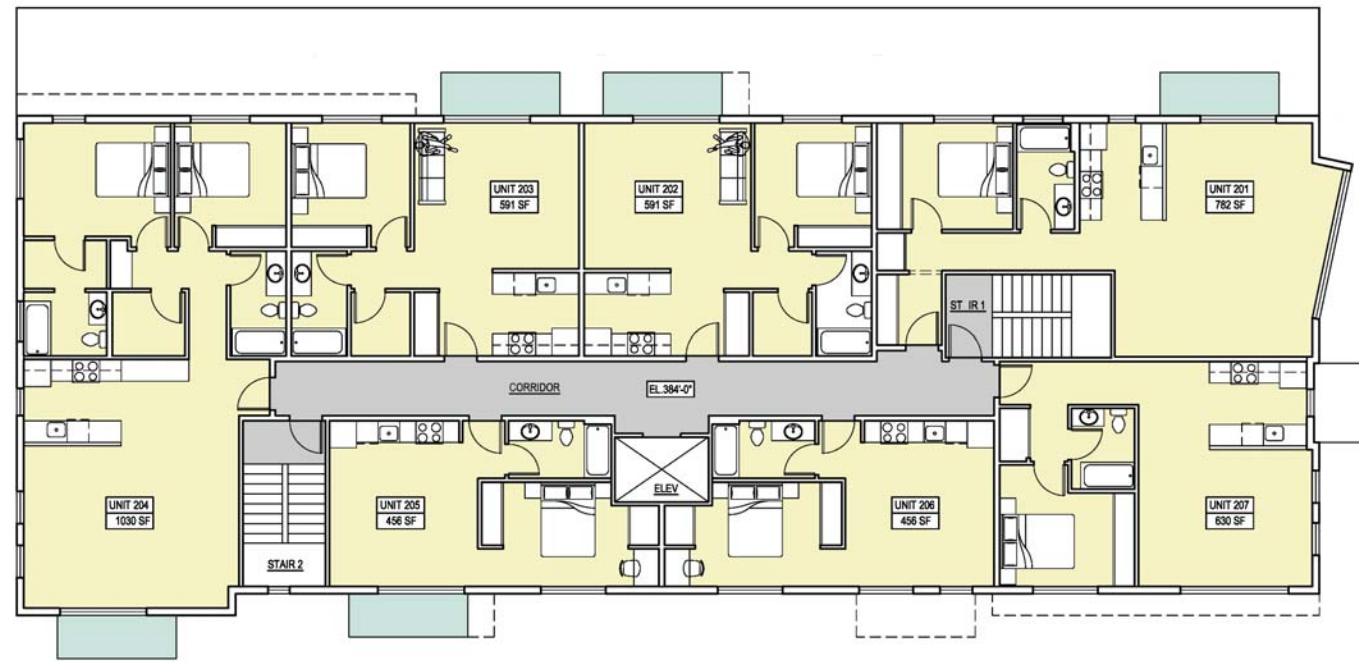


PARKING LEVEL

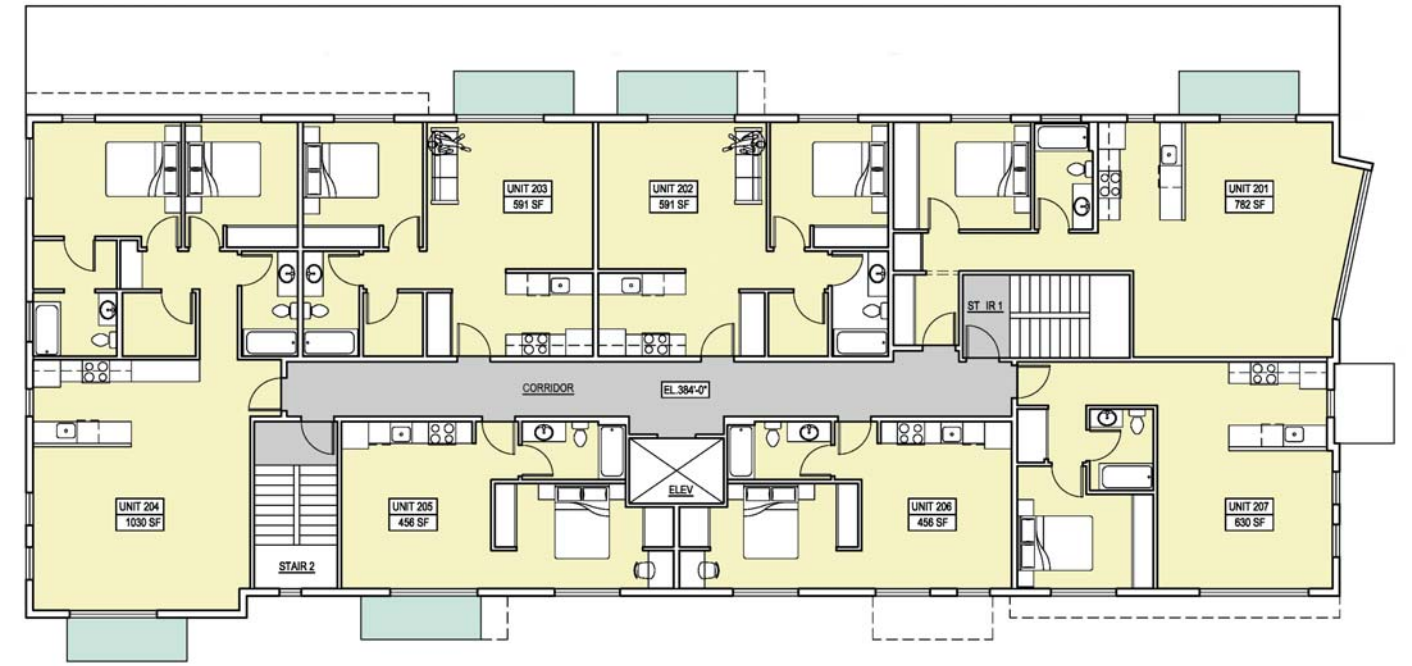


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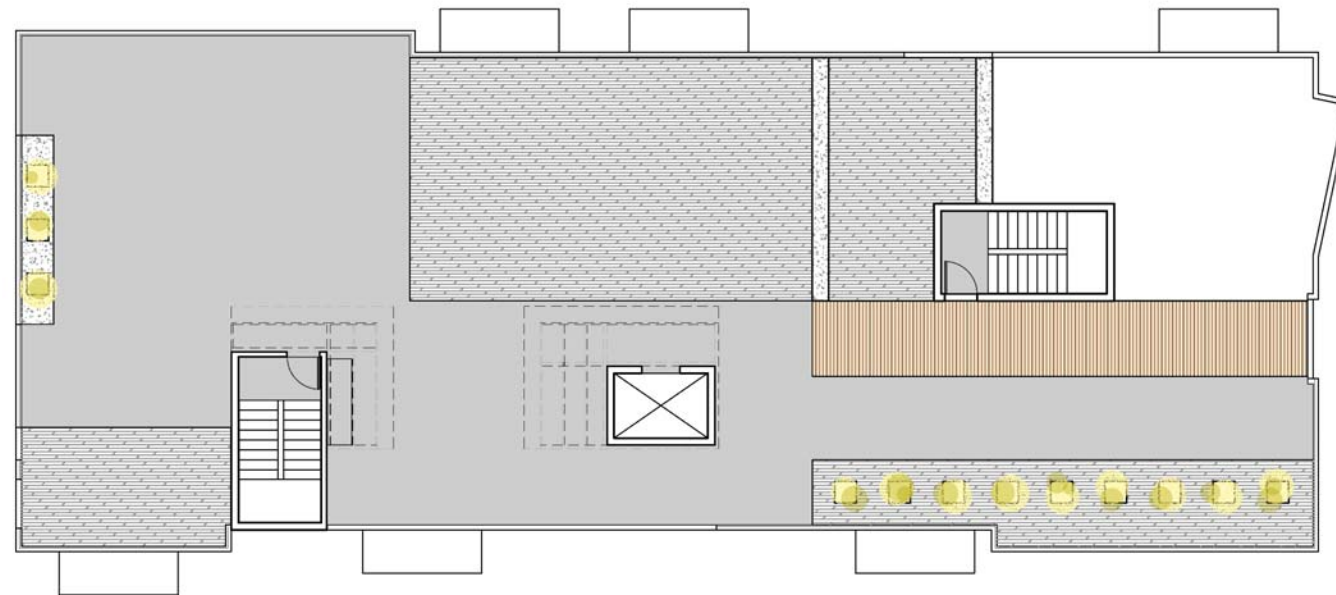




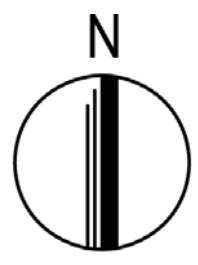
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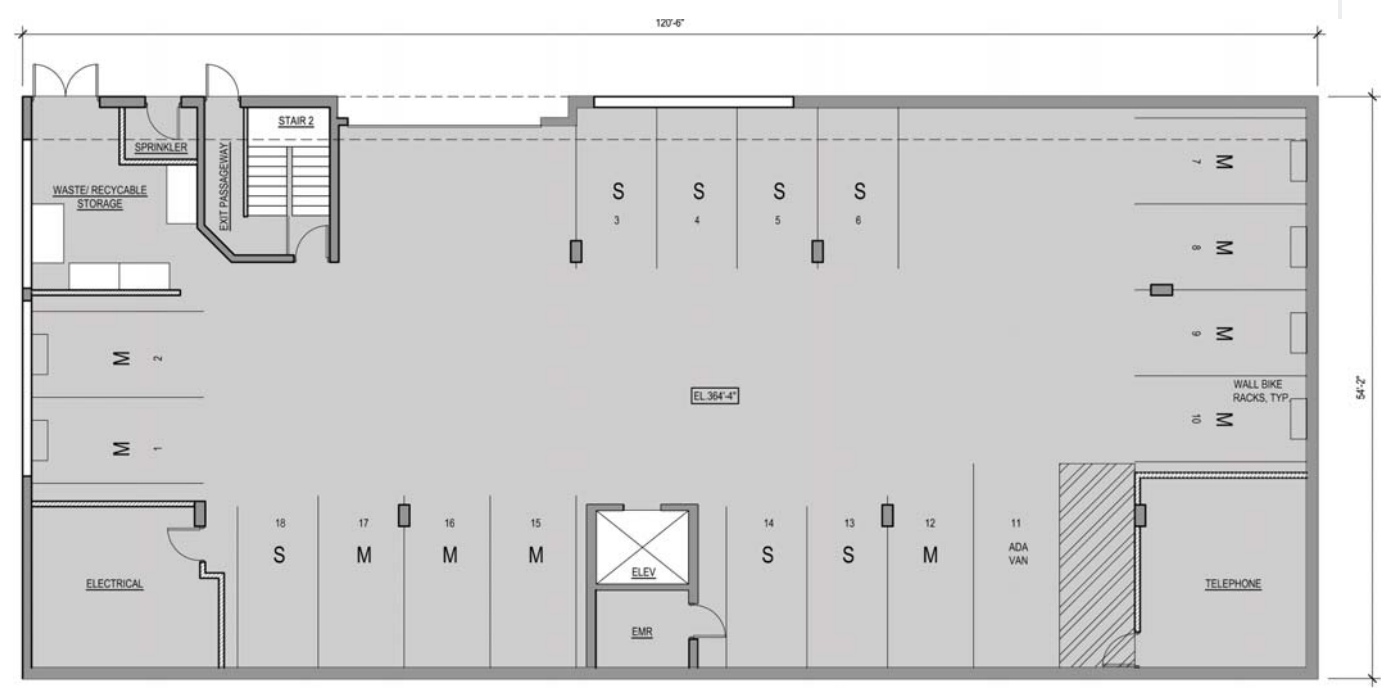
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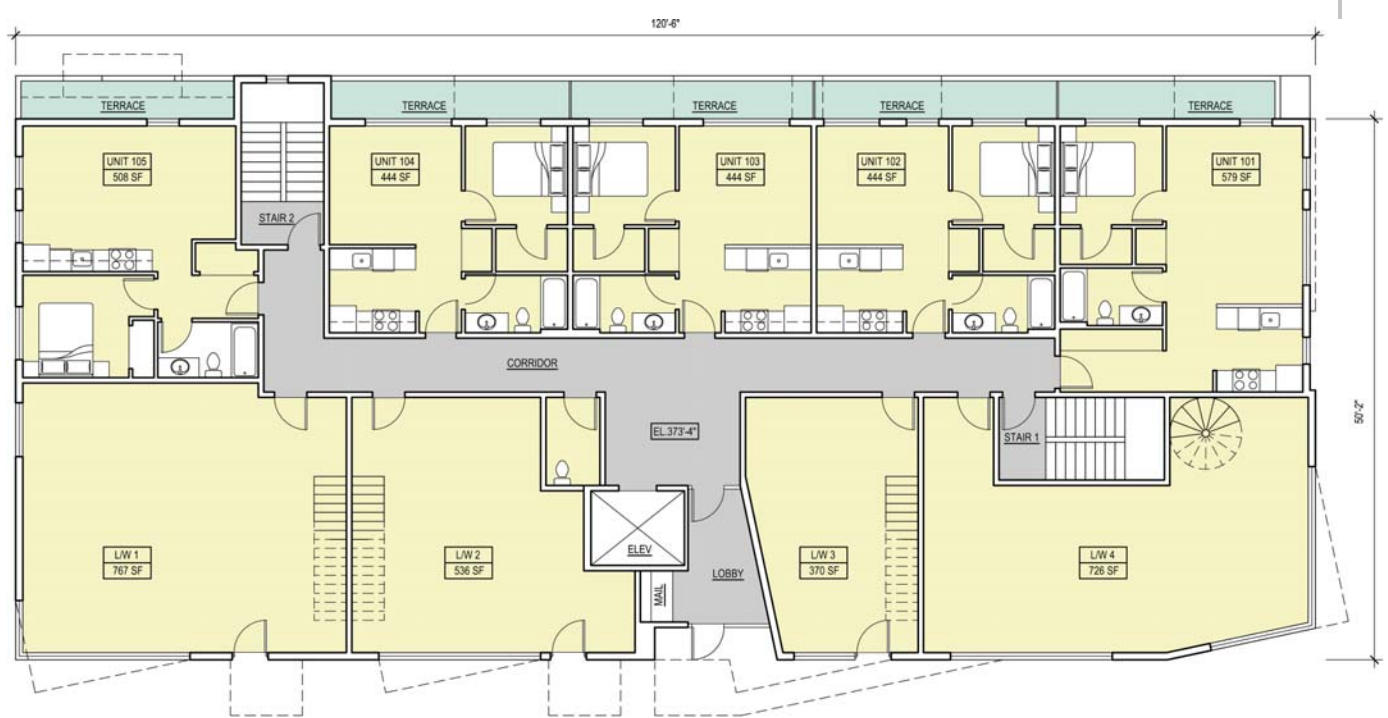
ROOF LEVEL



PHASE 2 BUILDING  
FLOOR PLANS CONCEPT



PARKING LEVEL



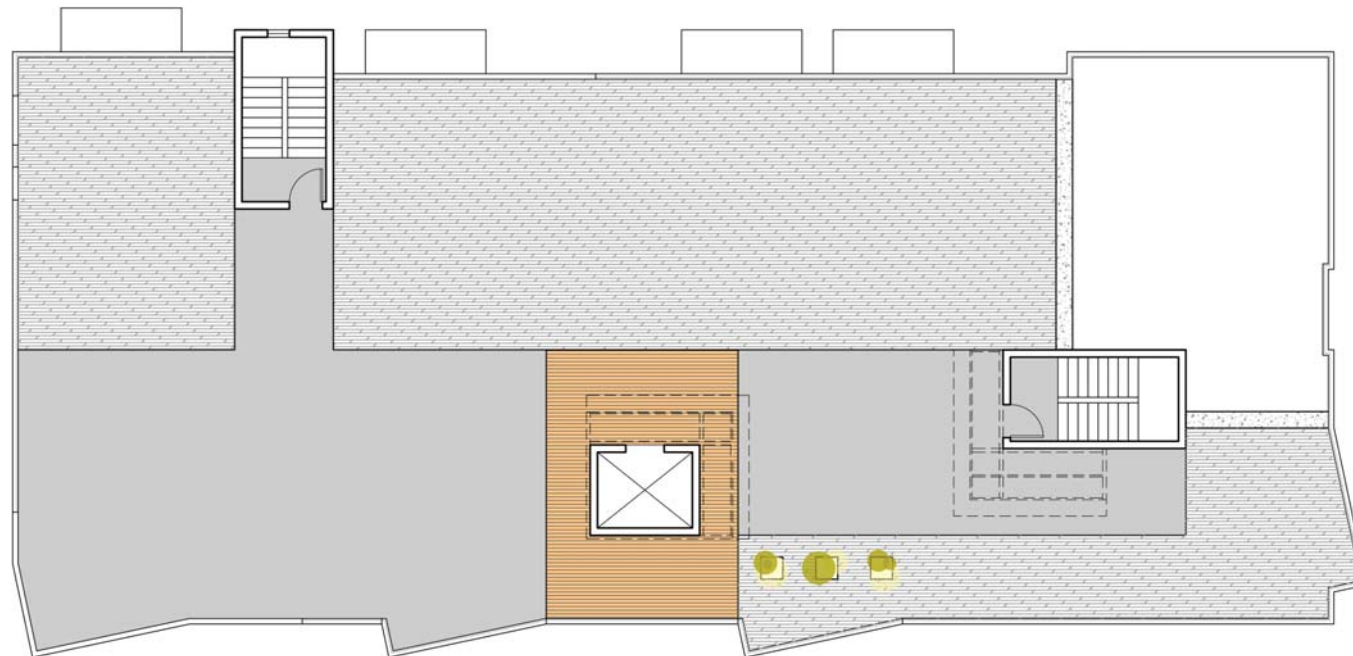
LEVEL 1



LEVEL 2



LEVEL 3



ROOF LEVEL