04.11.2013 DESIGN REVIEW RECOMMENDATION MEETING

3829 CALIFORNIA AVE SW / DPD PROJECT #3013307

washington 2505 3rd avenue•suite 300C , Seattle, WA 98121 • california 1993 Santa Barbara Street, San Luis Obispo, CA 93401 • www.caronarchitecture.com

caron

Address : 3829 California Avenue SW
DPD Project Number : 3013307
Developer: Sergey Savchuk
Applicant: Caron Architecture
Contact: Scott Jeffries, Caron Architecture
Zoning: Lowrise 3 (LR-3)

The project is a 3-story apartment building containing 29 residential units and associated under-building parking. 30 parking stalls have been provided, with 21 below grade and 9 at grade stalls. The existing 1-story apartments and garages on the site will be demolished. The building height and scale and are contextual to the adjacent multifamily and commercial buildings on California Ave.
Project History:

The Early Design Guidance meeting was held on June 28, 2012.
The Master Use Permit drawings were submitted on August 1, 2012.

Site Plan features:

-Residential building consistent with neighborhood character and scale
-3 story height is consistent with recent multi-family developments in the area
-Main residential pedestrian entry at northeast corner of building enhances the relationship with the California Ave SW and SW Bradford St intersection
-Landscape plantings provided at the berm along California Avenue SW and at patio areas to the south and west sides of the building to hide the under-building parking
-A majority of the parking is provided below grade to minimize impact of surface parking
-Parking and trash pickup access from alley
-Existing street trees on California Ave SW will be maintained

Amenities:

-Large common roof deck area with green roof, landscaping, and p-patch planters
-Private patios at 1st floor units
-Bicycle storage provided in parking garage

DEVELOPMENT STATISTICS SUMMARY

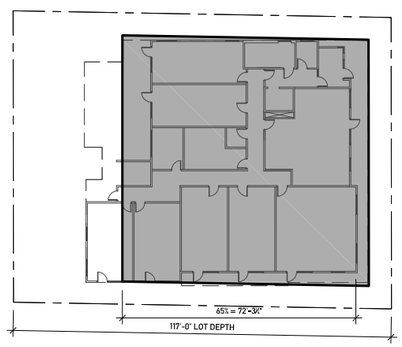
Lot Size	10,554 SF
FAR	1.5
Allowable FAR	**15,831** SF
Proposed FAR	**15,302** SF
Parking Stalls	30

	FAR SF	Units
Roof	353	0
3rd Floor	4,822	10
2nd Floor	5,215	11
Ground Floor	4,912	8
Total	**15,302**	**29**

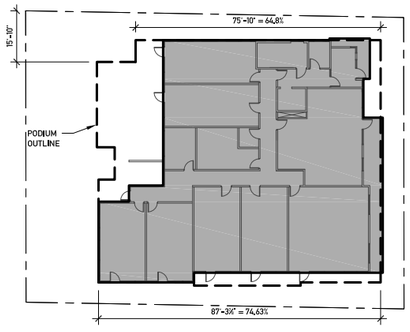
DESIGN REVIEW GUIDELINE	EDG COMMENT	ARCHITECT'S RESPONSE
A-1: Responding to Site Characteristics The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views of other natural features.	Address the awkward sequence of entry, including the accessible ramp, on California Ave SW created by the heightened berm, and "push the building down" as far as possible.	Access to the parking was re-evaluated and the building was lowered by approximately one foot. The drop is limited by the limited length of the vehicular ramp and overhead clearance requirements. In addition, the existing berm along California Ave SW is to be retained and added on-top of in order to reduce the impact of the partially buried story. The ADA pedestrian ramp has been relocated along the northerly property line to minimize its dominance, allowing for more landscaping and a more prominent pedestrian entry along the street front.
A-2: Streetscape Compatibility The citing of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.	The choreography of pedestrian movements needs more exploration and attention, as does the integration of the entry and ramp with the location of other elements of the structure.	In addition to relocating the ADA ramp, the building was redesigned to place the pedestrian lobby in the northwest corner of the building, which is more on-axis with the pedestrian curb cut to California Ave SW, as well as the sidewalk alignment of SW Bradford Street, creating a prominent street entry corner to the street experience.
A-3: Entrance Visible from the Street Entries should be clearly identifiable and visible from the street.	The entry stairs, entry, lobby, and accessible ramp should be more integrally located and apportioned.	The entry sequence is now directly in the prominent corner element. The ADA pedestrian ramp was relocated in the side setback and made much less a feature and works with existing grades.
A-5: Respect for Adjacent Sites Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.	Respect for adjacent properties needs to be revised in the following design elements: the location of windows on the north façade, the blank wall along the south property edge, the open stairwell and balcony overlooks that face the single family neighbors to the west.	The site retaining wall along the south property line has been pulled back 18 inches to allow for a hanging planter with weeping vegetation, which will cover the concrete retaining wall. A green-screen has been added along the west exposure of the open stairway at the rear of the building to provide privacy for the adjacent single family neighbors. Windows along the north façade have been minimized and placed as high within the units as possible to provide maximum privacy for all residents and adjacent townhomes. The 3rd floor unit at the southwest corner of the building has been eliminated, and the large windows at the 1st and 2nd floor units at the southwest corner have been reoriented to the south, away from the single family neighbors and towards the existing commercial building.
A-7: Residential Open Space Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.	Address the choice of size and configuration of open spaces provided for the ground floor units along the south property line.	Common open spaces have been located at the first floor level on the east, north, and west sides of the building, orienting them away from the adjacent residential building to the north and providing them with opportunities for direct sunlight. The common roof deck is also located in the middle of the roof to minimize conflict with the neighbors. Private patios are located on south west podium.
A-8: Parking and Vehicle Access Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.	Provide a better design solution to the basement parking garage and its effect on the height of the entry/lobby level, sidewalk, and accessible pathway structure in front.	The garage entry ramp has been redesigned to allow a one foot reduction in the height of the garage lid from the design presented at EDG, which allowed the first floor height to be reduced in relation to the sidewalk and reduced the length of the accessible pathway. A DEPARTURE IS REQUIRED TO MAKE THE RAMP STEEPER.
C-2: Architectural Concept and Consistency Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.	Functions should be conveyed through various articulations of the façades.	Composition, massing, and exterior materials and colors are indicated on the building elevations. The massing reflects vertical elements at the main pedestrian entrance and elevator tower, and horizontal elements at the units. This places an emphasis on the entry by differentiating it from the body and reduces the massing elements to a more pedestrian scale.
C-3: Human Scale The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.	Continue to break down the mass of the structure and modulate the façades through a variety of techniques.	The massing and composition have further been refined and broken by color and modulation, in addition to change of pattern and orientation of paneling to take into account the Board's comments and suggestions.
C-4: Exterior Finish Materials Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materiels that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.	Consideration should be taken with attachments, detailing and the interface of materials. Of special interest is the treatment of the accessibility ramp.	Exterior materials are indicated on the building elevations. The ADA pedestrian ramp has been relocated to be much less prominent and as such the emphasis on the ramp material is diminished. The accessible ramp consists of architecturally exposed cast in place concrete with painted architectural steel railings. The pattern of the walking surfaces have been given texture to create interest and differentiate it from the surrounding hardscape.

DESIGN REVIEW GUIDELINE	EDG COMMENT	ARCHITECT'S RESPONSE
D-1: Pedestrian Open Spaces and Entrances Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.	Address relocating the entry and lobby.	In addition to relocating the ADA pedestrian ramp, the building was redesigned to place the pedestrian lobby in the northeast corner of the building, which is more on-axis with the pedestrian curb cut to California Ave SW, as well as the sidewalk alignment of SW Bradford Street, allowing for a more cohesive pedestrian choreography and felicitous interplay to the street experience. The building overhang above allows for weather protection and downward directed lighting above the main entry.
D-2: Blank Walls Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.	Address the blank wall running along the south property line.	The site retaining wall along the south property line has been pulled back 18 inches to allow for a hanging planter with weeping vegetation which will cover the concrete retaining wall. The parking garage lid has been reduced in height by 1 foot to minimize the height of the concrete retaining wall to a maximum height of approximately 4'-3" at the southeast corner and a typical height of 2'-6".
D-3: Retaining Walls Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.	Address the wall along the south property line.	The site retaining wall along the south property line has been pulled back 18 inches to allow for a hanging planter with weeping vegetation which will cover the concrete retaining wall. The parking garage lid has been reduced in height by one foot to minimize the height of the concrete retaining wall to a maximum height of approximately 4'-3" at the southeast corner and a typical height of 2'-6".
D-5: Visual Impacts of Parking Structure The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.	Provide a better design solution to the basement parking garage and its effect on the height of the entry/lobby level, sidewalk, and accessible pathway structure in front.	The garage entry ramp has been redesigned to allow a 1 foot reduction in the height of the garage lid from the design presented at EDG, to minimize the "lift" of the building. The exterior parking at the alley is screened by wood privacy fences near the north and south property lines.
D-12: Residential Entries and Transitions For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.	Special attention should be paid to creating a pleasant and inviting transition between the sidewalk and the residential entry.	Landscaping has been added between the front façade and the sidewalk, and the accessible pedestrian ramp has been shifted to the northeast corner of the site to soften the relationship between the building and the sidewalk. The building has been reduced in height by one foot, minimizing the elevation change between the sidewalk elevation and the first floor elevation.
E-3: Landscape Design to Address Special Site Conditions The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.	A major attempt should be made to soften the project along its southern property line. The project should present a pleasant face to the single family residences across the alley. Serious efforts should be made to integrate the open space areas of the front with the pedestrian path, entry, and ADA ramp.	The site retaining wall along the south property line has been pulled back 18 inches to allow for a hanging planter with weeping vegetation which will cover the concrete retaining wall. The relocation of the ramp allows for a large, inviting landscape area to present the building to the street and to minimize the impact of the under-building parking. Landscaping on the podium will provide both visual interest and privacy protection to and from the single family neighbors to the west.

CODE SECTION	REQUIREMENT	PROVIDED	COMPLIES	DEPARTURE REQUEST	RATIONALE
23.54.030.D.3	Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3....The Director may permit a driveway slope of more than 15 percent if it is found that: a. The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible; b. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and c. The driveway is still useable as access to the lot.	20% maximum driveway slope	N	Allow a 20% maximum driveway slope with 10% crest and sag	The steeper ramp slope allows the first floor elevation to be set lower to make the project massing smaller and help to address the entry sequence from California Avenue. The board noted this under Design Guidelines A-1, Responding to Site Characteristics and A-8, Parking and Vehicle Access.
23.45.527	The maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line	75% length to lot depth ratio		Allow a 75% facade to lot line ratio within 15 feet of the property line at the south facade Lot depth: 117' 76/117=65% Allowed 88/117=75% Proposed	This departure addresses A-5, Respect for Adjacent Sites. The building if considered as an average (length to lot depth ratio) would be compliant, as the north facade length has a 54.7% ratio (10% below allowable). The south facade length is compliant at the third floor and roof, only the first and second floors would be subject to the departure. Reducing the length of the north facade and increasing the length of the south facade, which is adjacent to an existing commercial building, allows more units to have south-facing windows, which reduces the size and quantity of windows on the north facade facing the adjacent multifamily building and pulls the majority of the face further away from the SF zone and adjacent existing multi-family building.

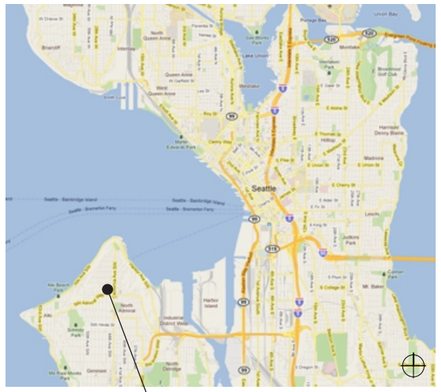


DEVELOPABLE AREA = 5,810.0 SF



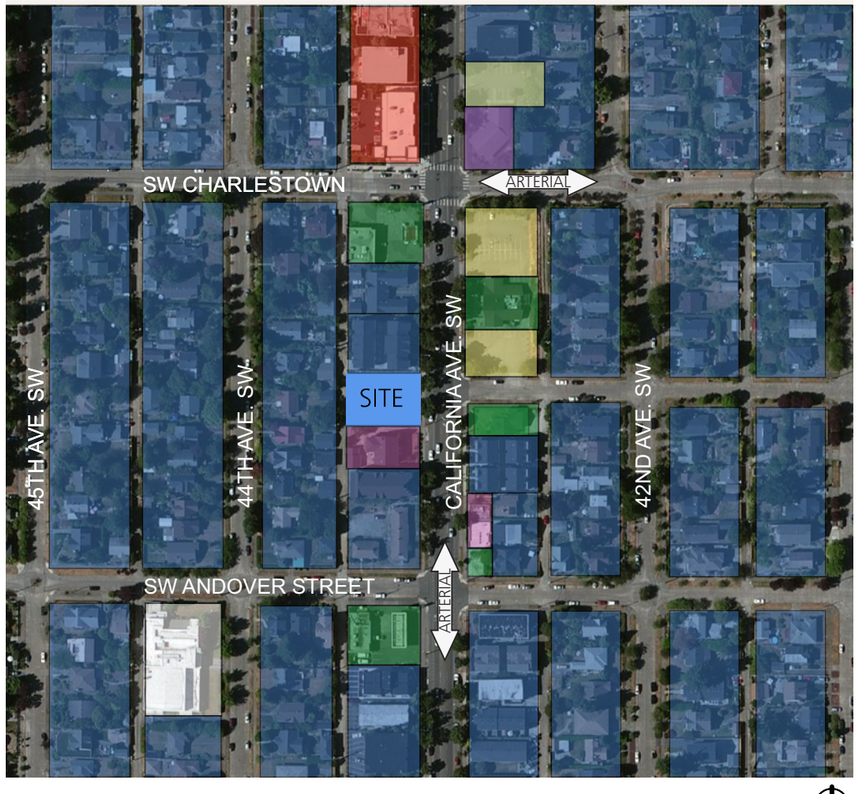
BUILDING FOOTPRINT ABOVE PODIUM = 5,363.9 GSF
5,130.9 > 5,810.0 COMPLIES
PARKING PODIUM FOOTPRINT = 6,468 GSF

LENGTH TO LOT DEPTH RATIO



Located in the Genesee area of West Seattle, the site is located on the west side of California Avenue in a commercial corridor and is zoned LR-3 RC. The neighborhood is composed of single and multi-family residencies, retail, office, mixed use and restaurant uses. A church is located approximately two blocks to the southwest. Most of the adjacent structures are low to mid-rise and were built in the last half of the 20th century. Many of the surrounding single family homes date from 1930's to 1940's.

The surrounding neighborhood is predominantly zoned SF-5000, with NC1-3 and LR3-RC zones to the north and south along California Ave SW. Arterials in the immediate vicinity are SW Charlestown Street and California Ave SW.



VICINITY MAP

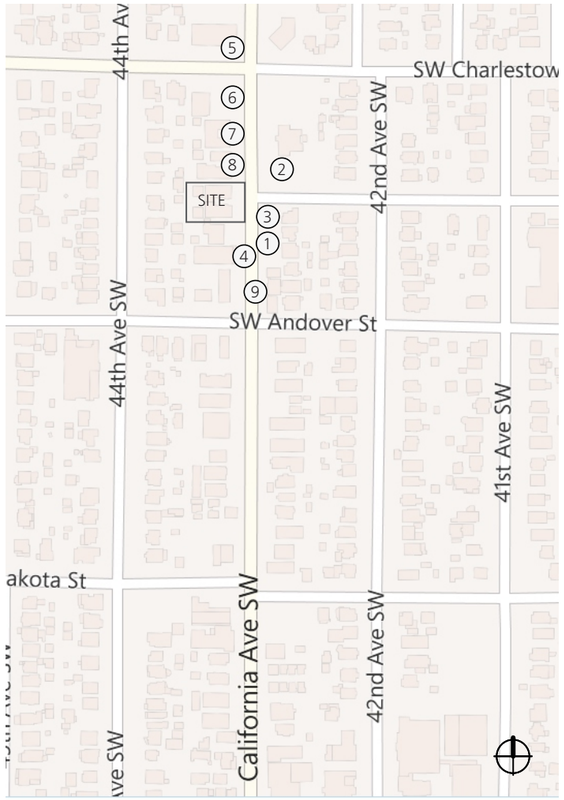
VICINITY LEGEND

- MIXED USE
- RETAIL
- OFFICE
- RESIDENTIAL
- SURFACE PARKING
- CHURCH

ZONING MAP

ZONING LEGEND

- SF 5000 Single Family
- NC1 Neighborhood Commercial
- LR3 Low Rise 3

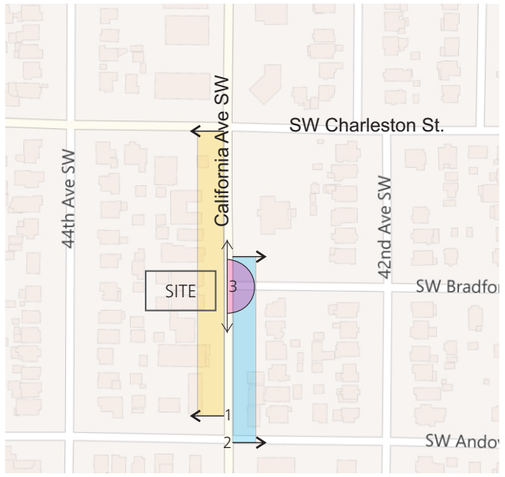


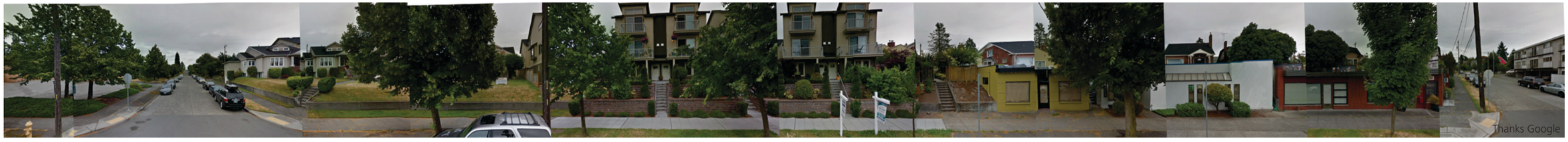
NEIGHBORHOOD PHOTOS

1 - STREET ELEVATION: CALIFORNIA AVE SW LOOKING WEST

2 - INTERSECTION OF SW BRADFORD ST & CALIFORNIA AVE SW

Common Design Themes :
- Mixture of gable and flat roofs
- Variety of siding choices
- Low rise
- Elevated above street level





3 - STREET ELEVATION: CALIFORNIA AVE SW LOOKING EAST

SITE PHOTOS

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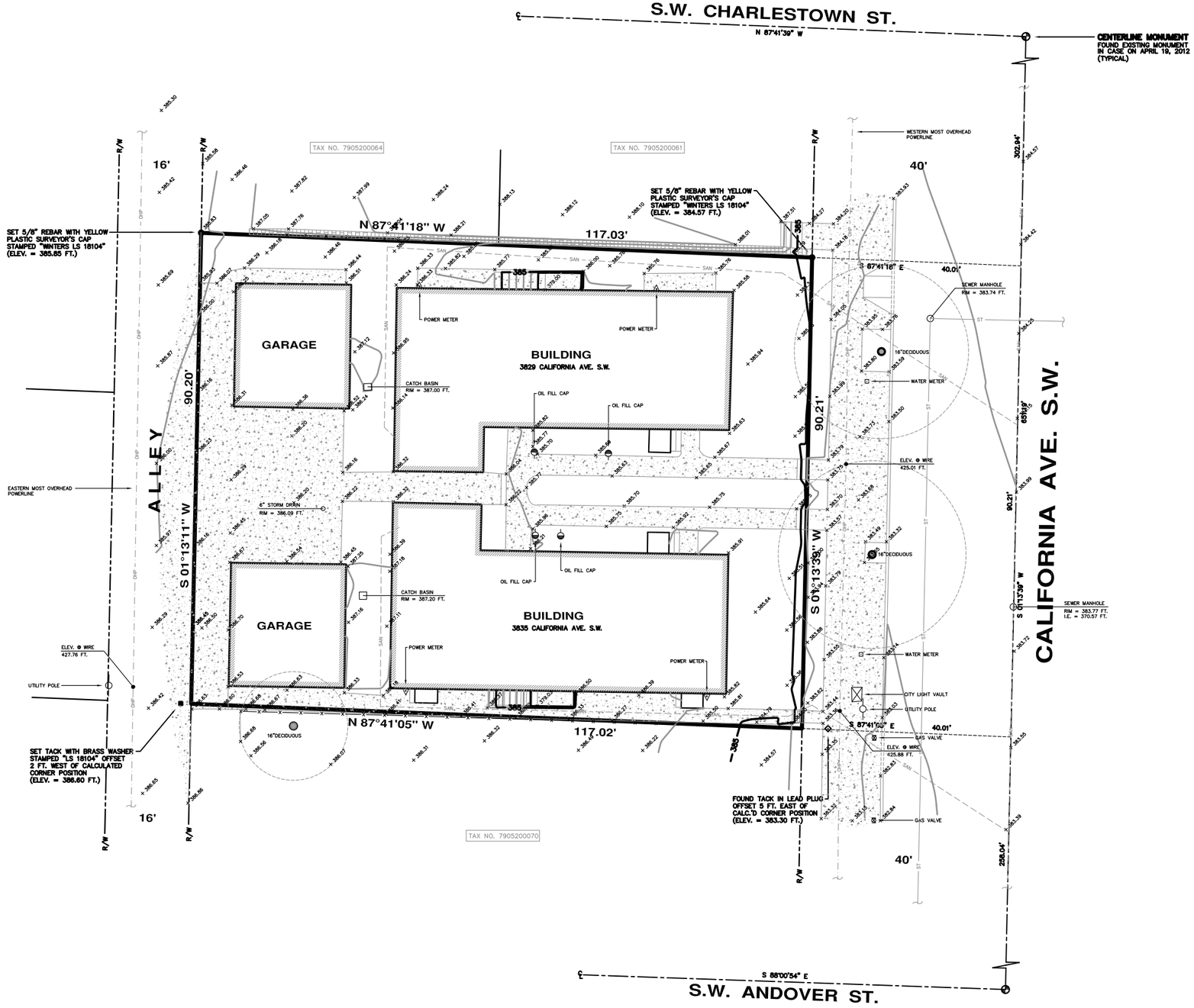

NORTH

SCALE: 1"=10'
0 5 10 20

NOTES

1. THIS SURVEY WAS PERFORMED BY FIELD TRAVERSE USING A 10 SECOND "TOTAL STATION" THEODOLITE SUPPLEMENTED WITH A 100 FT. STEEL TAPE. THIS SURVEY MEETS OR EXCEEDS THE STANDARDS FOR LAND BOUNDARY SURVEYS AS SET FORTH IN WAC CHAPTER 332-130-090.
2. CONTOUR INTERVAL = 1 FT.
3. ELEVATION DATUM = NAVD'88, ELEVATION 355.66 FT. AS PER BENCH MARK NO. 141 AS SHOWN AND DESCRIBED IN CITY OF SEATTLE 1993-1994 JAMP VERTICAL REPORT
4. PARCEL AREA = 10,554 SQ. FT.
5. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT. THEREFORE EASEMENTS AFFECTING THIS PROPERTY, IF ANY, ARE NOT SHOWN HEREON.
6. UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS APPROXIMATE ONLY AND IS BASE UPON CITY OF SEATTLE SEWER CARD NO. 3611 AND ALSO AS PER TIES TO ABOVE GROUND STRUCTURES.
7. TAX PARCEL NO. 7905200065

PROPERTY DESCRIPTION

LOT 3, EXCEPT THE NORTH 27.5 FT., BLOCK 2, SPARKMAN & MCLEAN'S SECOND ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 10 OF PLATS, PAGE 99, RECORDS OF KING COUNTY, WA.

SITE SURVEY

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1. CALIFORNIA AVE SW LOOKING SOUTH

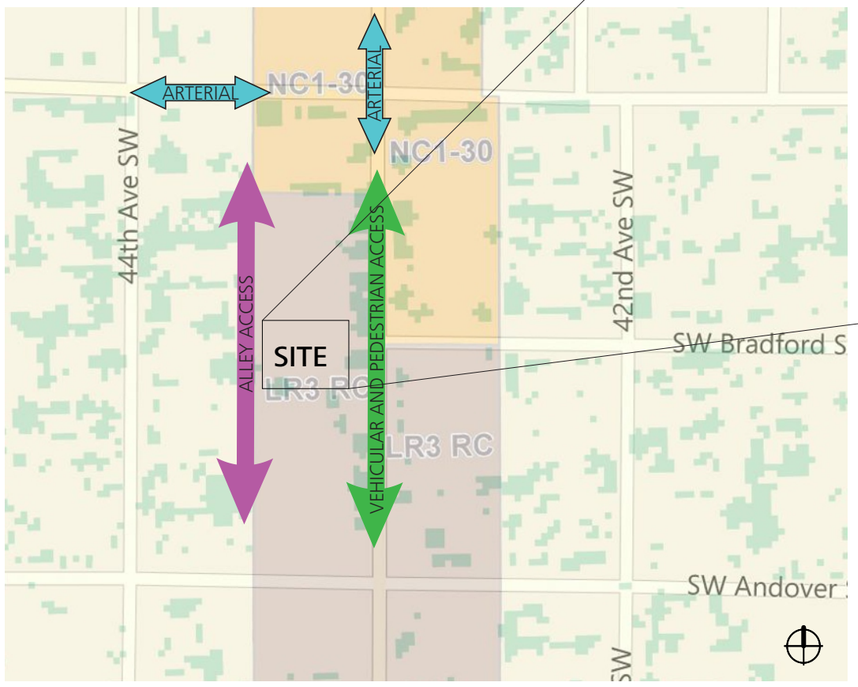
2. LOOKING WEST FROM CALIFORNIA AVE SW

3. CALIFORNIA AVE SW LOOKING NORTH

4. ALLEY LOOKING SOUTH

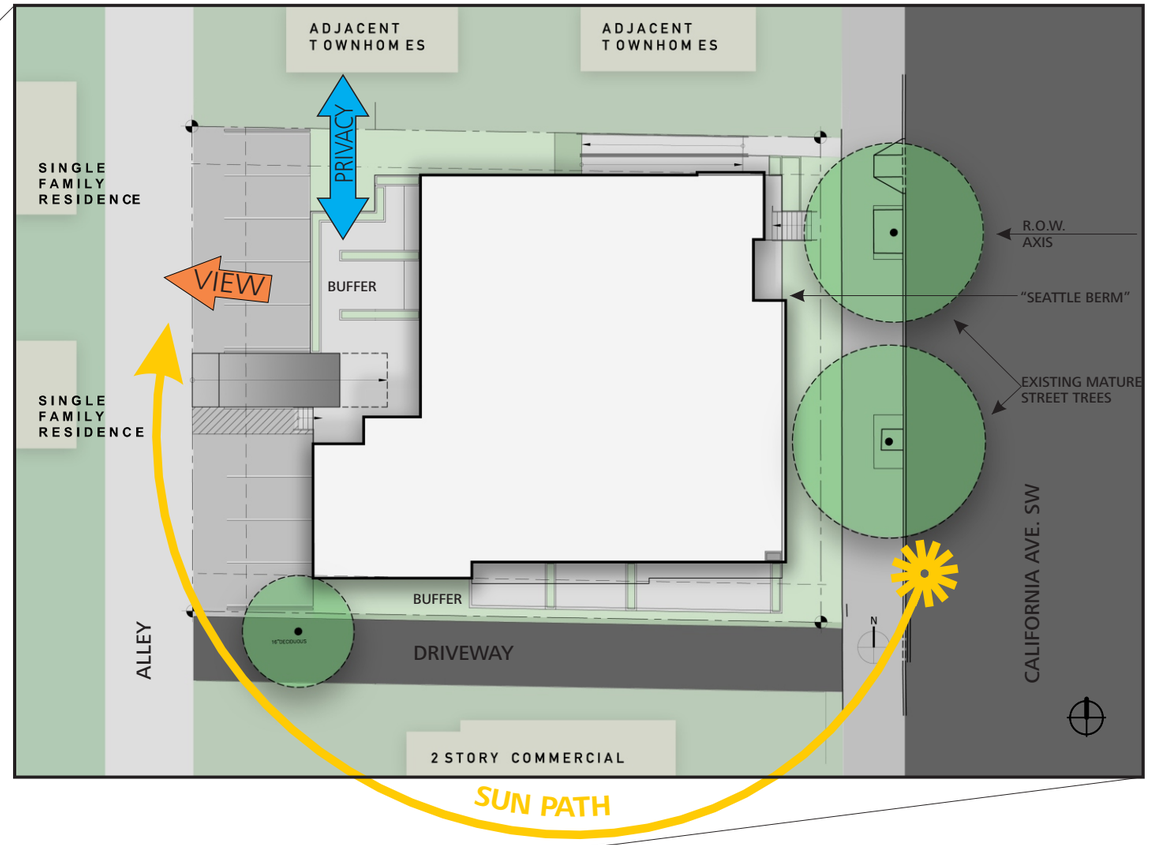
5. ALLEY LOOKING NORTH

SITE AERIAL



SITE ANALYSIS

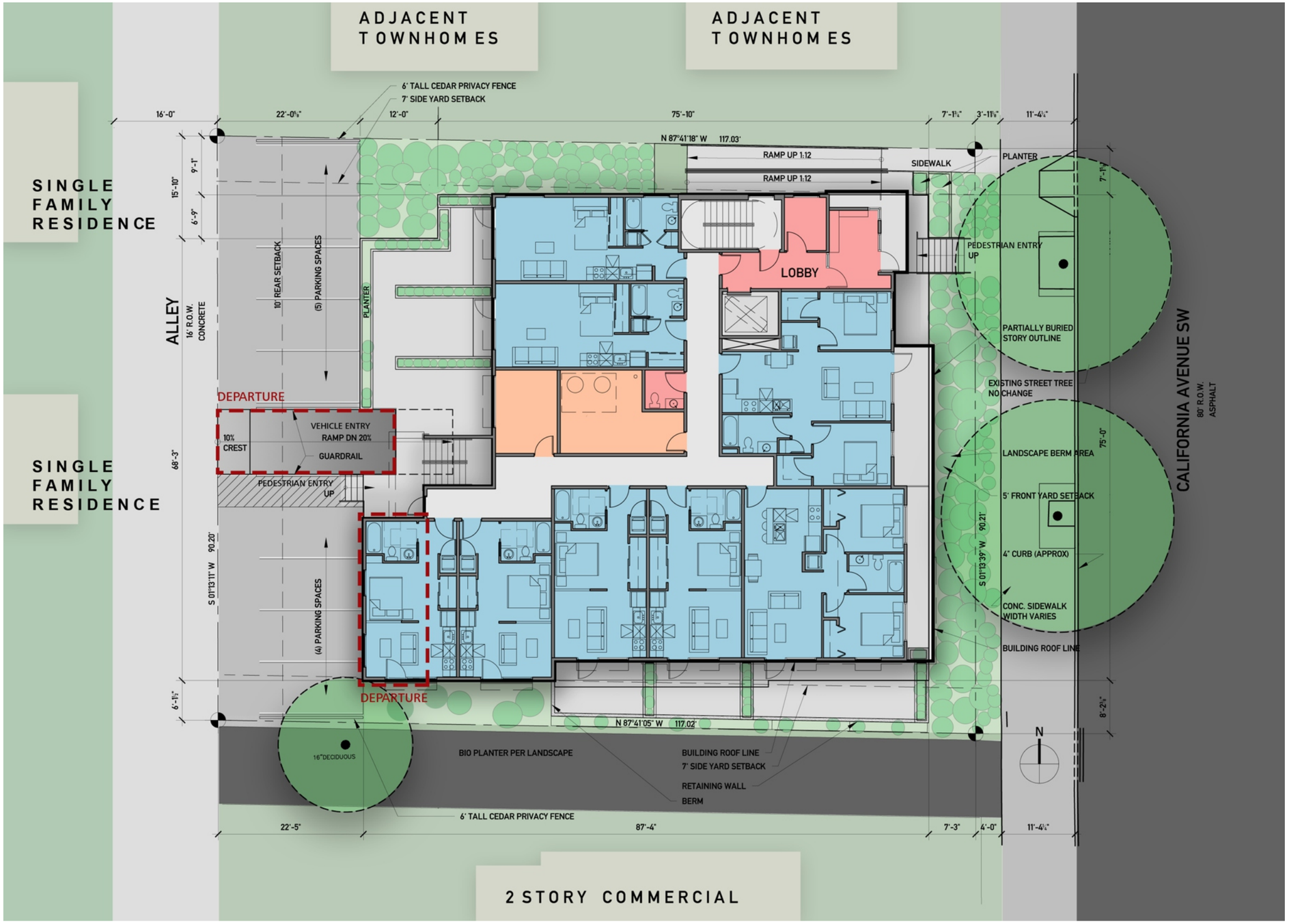
SITE PLAN



SITE CONDITIONS

This site is currently built-out with two single story apartment buildings. It has very little slope and is approximately 24 inches above the California Ave SW right-of-way. All views are territorial looking over the neighborhood, with the exception of a potential view of the Olympic Mountains or a water view from the proposed roof top amenity area. Given the low height of adjacent buildings, the proposed apartment will not block views.
RC zoning allows for potential commercial use, but this section of California is predominately residential in nature and the client selected not to provide any commercial use.

The urban tree canopy is fairly sporadic in the area, but this section fo California Avenue has large street trees on west side of California Ave SW. The majority of the tree canopy is located in the single family areas. .



SITE PLAN

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CALIFORNIA AVENUE ELEVATION LOOKING NORTHWEST

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CALIFORNIA AVENUE ELEVATION LOOKING SOUTHWEST

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ALLEY ELEVATION LOOKING NORTHEAST

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ALLEY ELEVATION LOOKING SOUTHEAST

ROOF DECK LOOKING SOUTHEAST

1 FIBER-CEMENT PANEL SIDING

SHERWIN WILLIAMS
SW 6356 COPPER MOUNTAIN

2 FIBER-CEMENT HORIZONTAL SIDING
3 STEEL SUNSCREEN
4 HANDRAIL

SHERWIN WILLIAMS
SW 7675 SEALSKIN

5 PLATE STEEL PANEL
6 PLANTER

BLACKENED STEEL

7 FIBER-CEMENT PANEL SIDING

SHERWIN WILLIAMS
SW 7566 WESTHIGHLAND WHITE

8 DOOR/WINDOW (VINYL)
9 DOOR/WINDOW (STOREFRONT)

CHARCOAL

10 WINDOW (VINYL)
11 CONCRETE PATH
12 OPAQUE GLASS PRIVACY SCREEN

WHITE

13 SANDBLASTED CONCRETE

NATURAL

14 FENCE

WOOD

EXTERIOR MATERIALS

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MATERIALS SCHEDULE

1. FIBERCEMENT SIDING PANEL
   COLOR : SHERWIN WILLIAMS SW 6353
   COPPER MOUNTAIN
   SHEEN : FLAT
2. FIBERCEMENT SIDING PANEL
   COLOR : SHERWIN WILLIAMS SW 7566
   WESTHIGHLAND WHITE
   SHEEN : FLAT
3. HORIZONTAL FIBERCEMENT SIDING
   COLOR : SHERWIN WILLIAMS SW 7675 SEALSKIN
   SHEEN : FLAT
4. BLACKENED SHEET STEEL OVER RAINSCREEN
5. VINYL WINDOW OR DOOR ASSEMBLY
   COLOR : BRONZED
6. STOREFRONT WINDOW
   COLOR : BRONZED
7. STEEL RAILING
   COLOR : SW 7675 SEALSKIN
   SHEEN :SEMI-GLOSS
8. STEEL STAIR
   COLOR : SW 7675 SEALSKIN
   SHEEN :SEMI-GLOSS
9. PARTIALLY BURIED PARKING LEVEL
10. CONCRETE PLANTER
11. CONCRETE RETAINING WALL
12. BLACKENED STEEL PLANTER
13. STEEL SUN SCREEN
    COLOR : SW 7675 SEALSKIN
    SHEEN :SEMI-GLOSS

CALIFORNIA AVE SW ELEVATION (WEST)

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   WESTHIGHLAND WHITE
   SHEEN : FLAT
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   SHEEN : FLAT
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13. STEEL SUN SCREEN
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    SHEEN :SEMI-GLOSS

ALLEY ELEVATION (EAST)

caron

MATERIALS SCHEDULE

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   COLOR : SHERWIN WILLIAMS SW 7566
   WESTHIGHLAND WHITE
   SHEEN : FLAT
3. HORIZONTAL FIBERCEMENT SIDING
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   SHEEN : FLAT
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SOUTH ELEVATION

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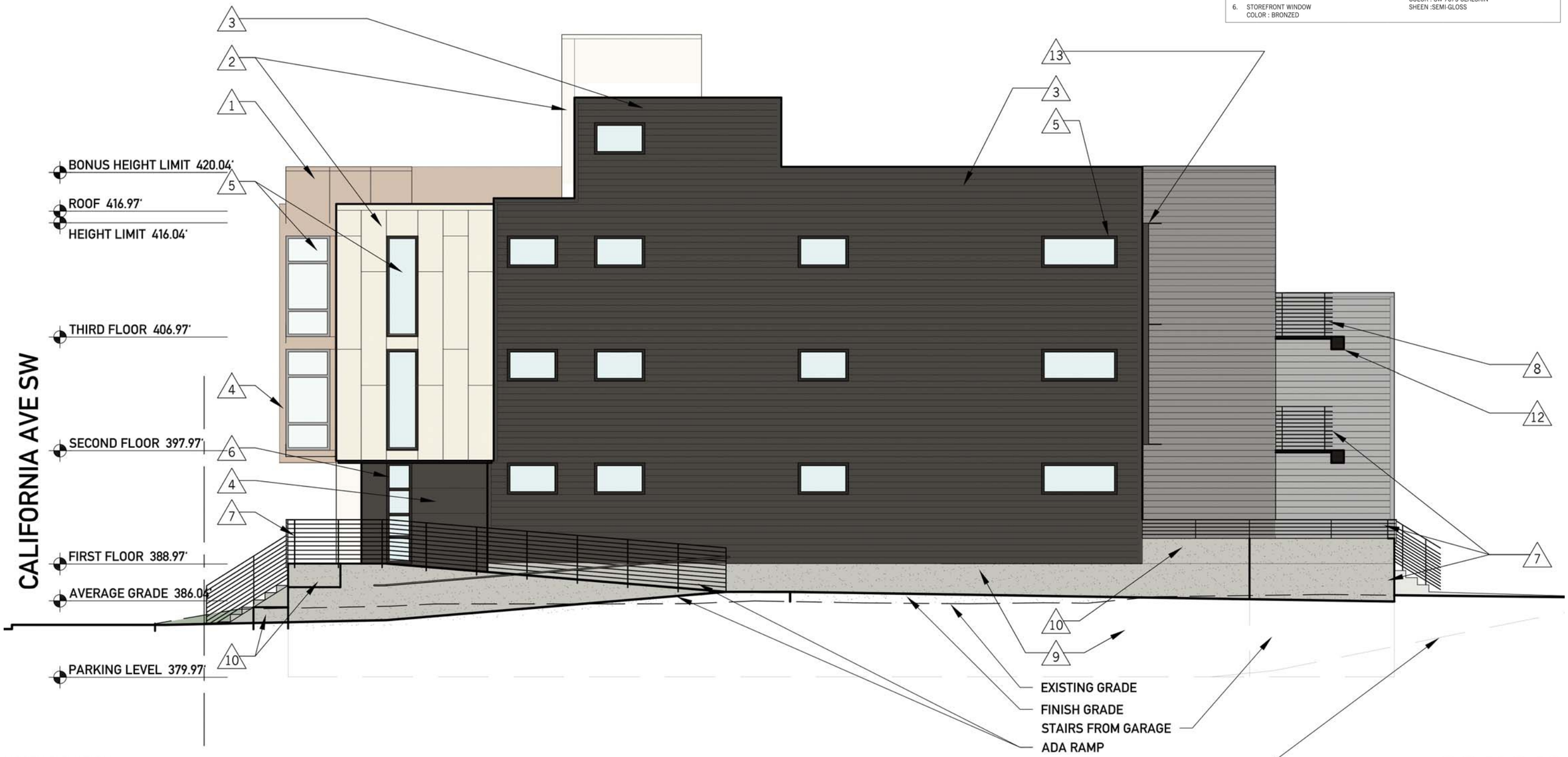
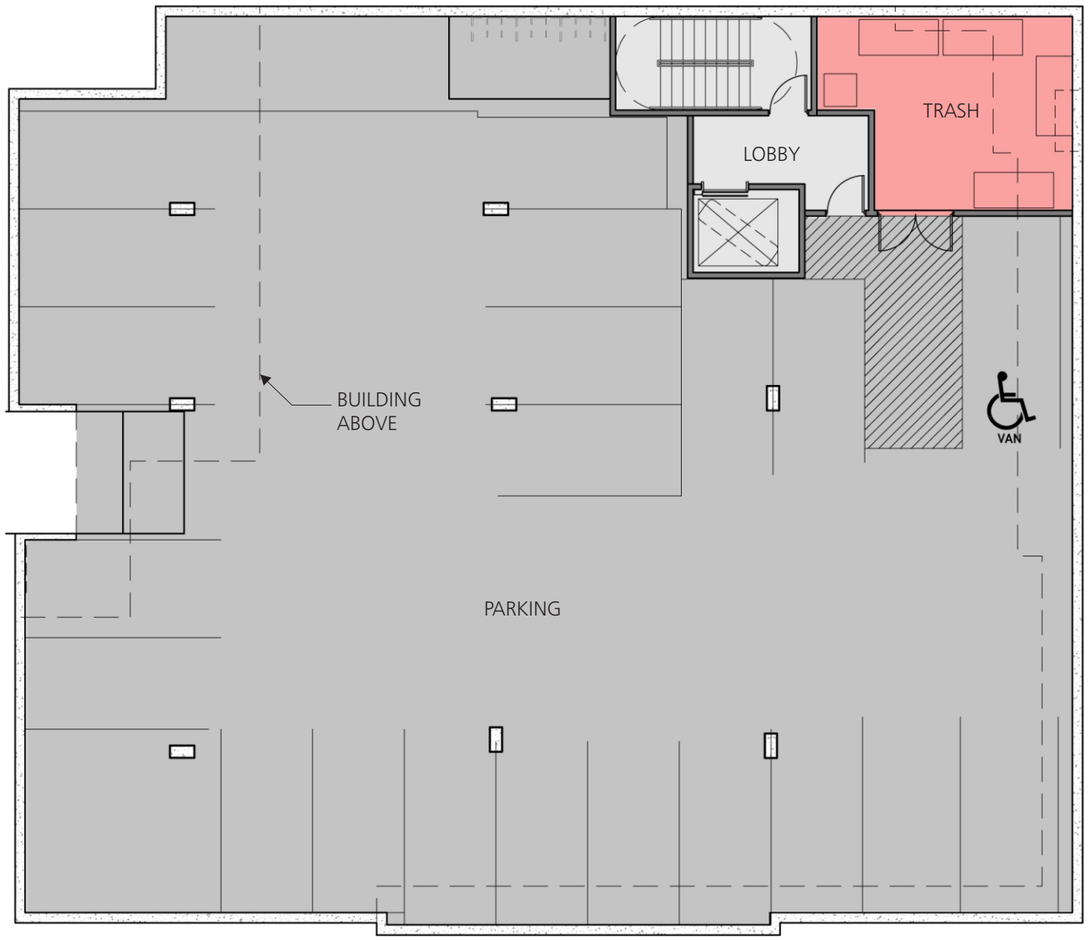
    COLOR : SW 7675 SEALSKIN
    SHEEN :SEMI-GLOSS

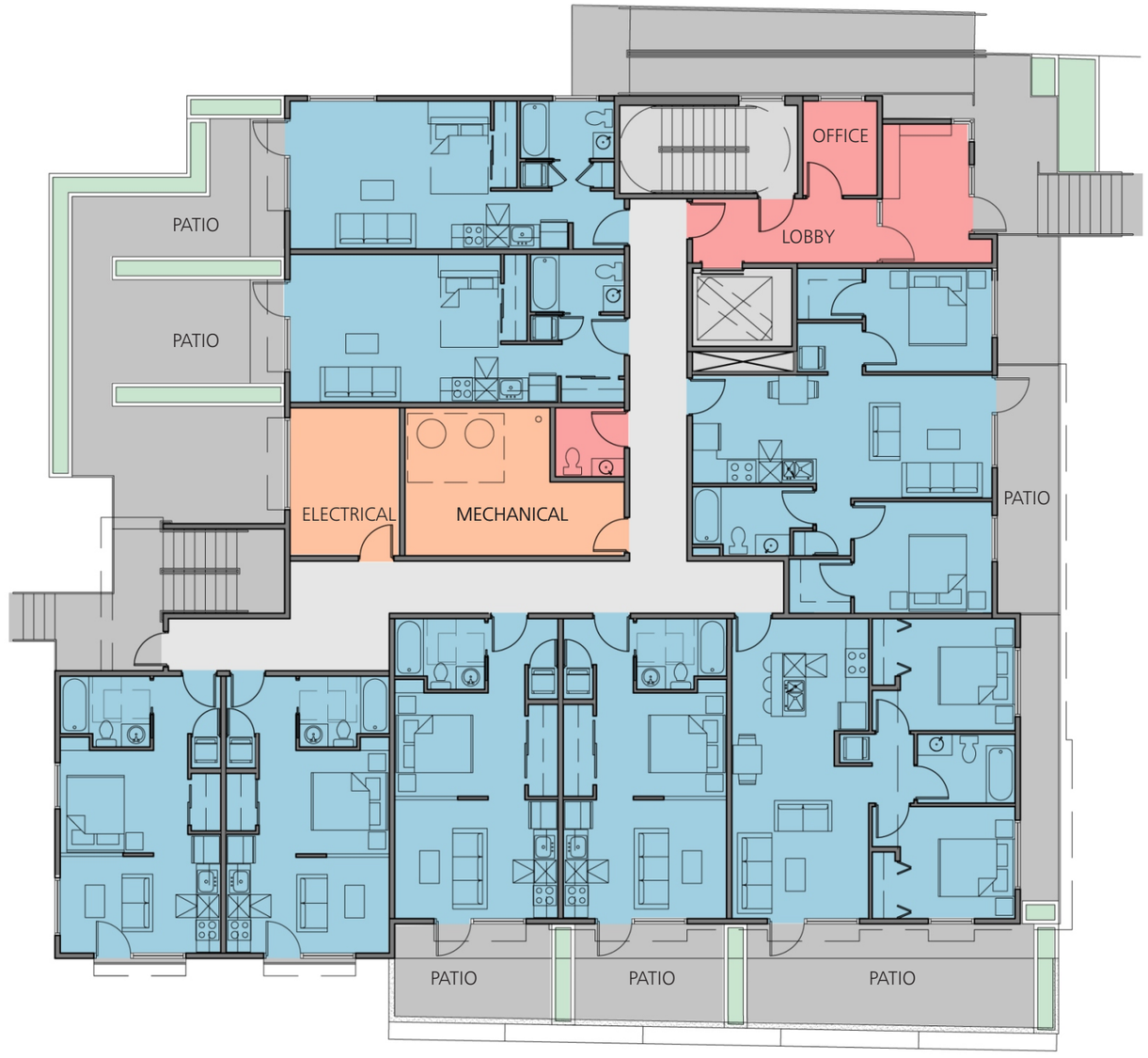


NORTH ELEVATION

caron



PARKING LEVEL



FIRST LEVEL

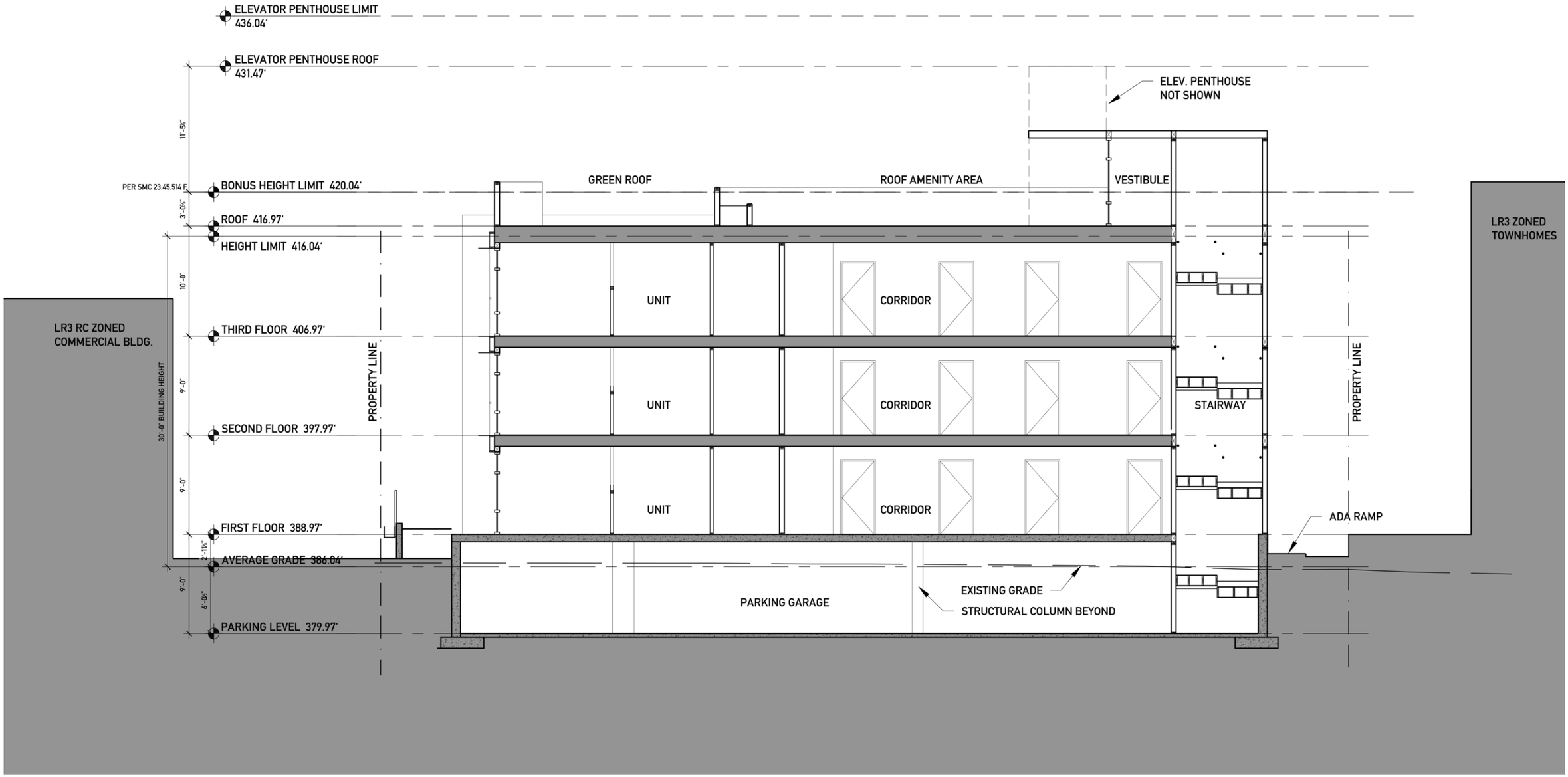
SECOND LEVEL

THIRD LEVEL

FLOOR PLANS

04.11.2013 DESIGN REVIEW RECOMMENDATION MEETING

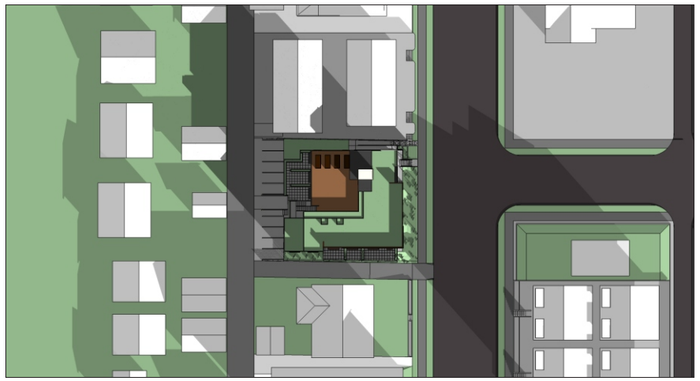
3829 CALIFORNIA AVE SW / DPD PROJECT #3013307



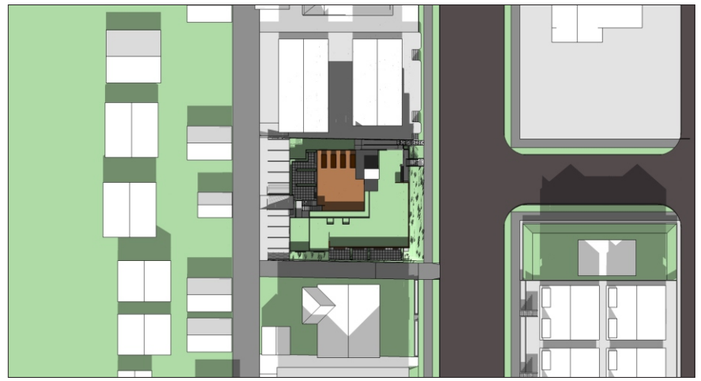
BUILDING SECTION

04.11.2013 DESIGN REVIEW RECOMMENDATION MEETING

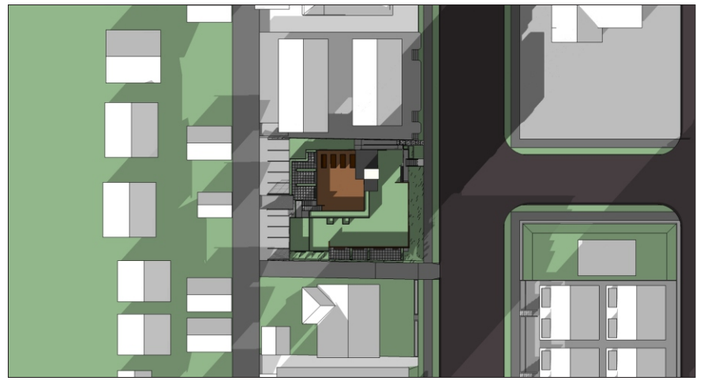
3829 CALIFORNIA AVE SW / DPD PROJECT #3013307



12/21 9am

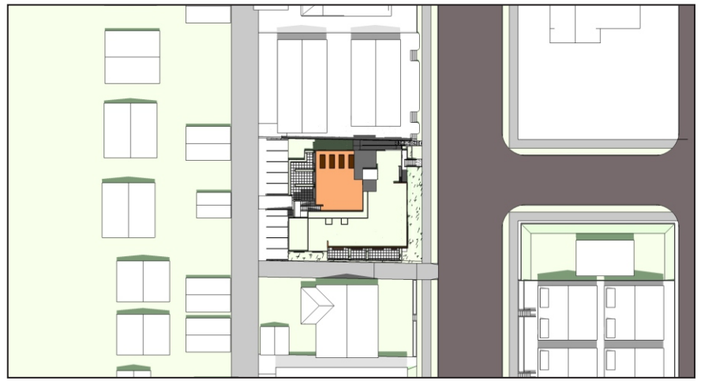


12/21 12pm



12/21 3pm

6/21 9am



6/21 12pm

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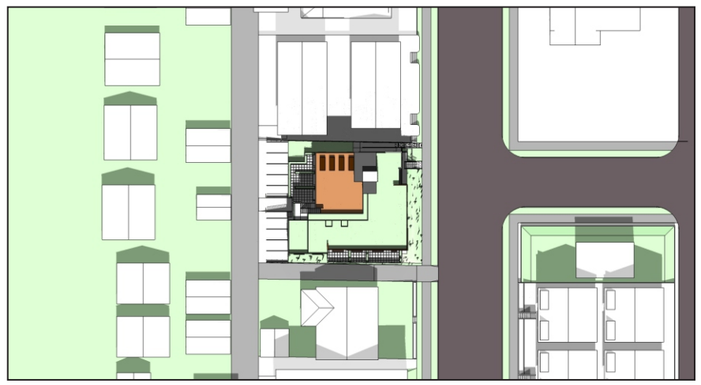
3/21 9am

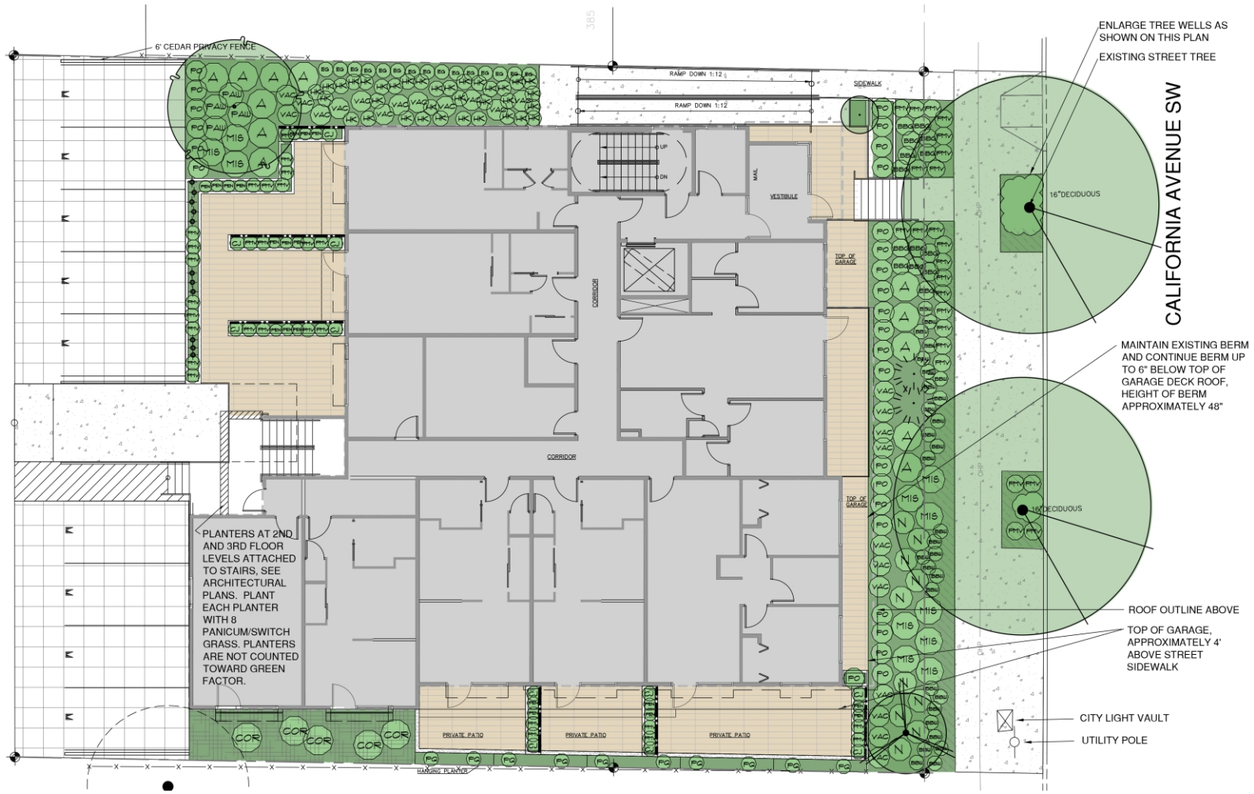


3/21 12pm

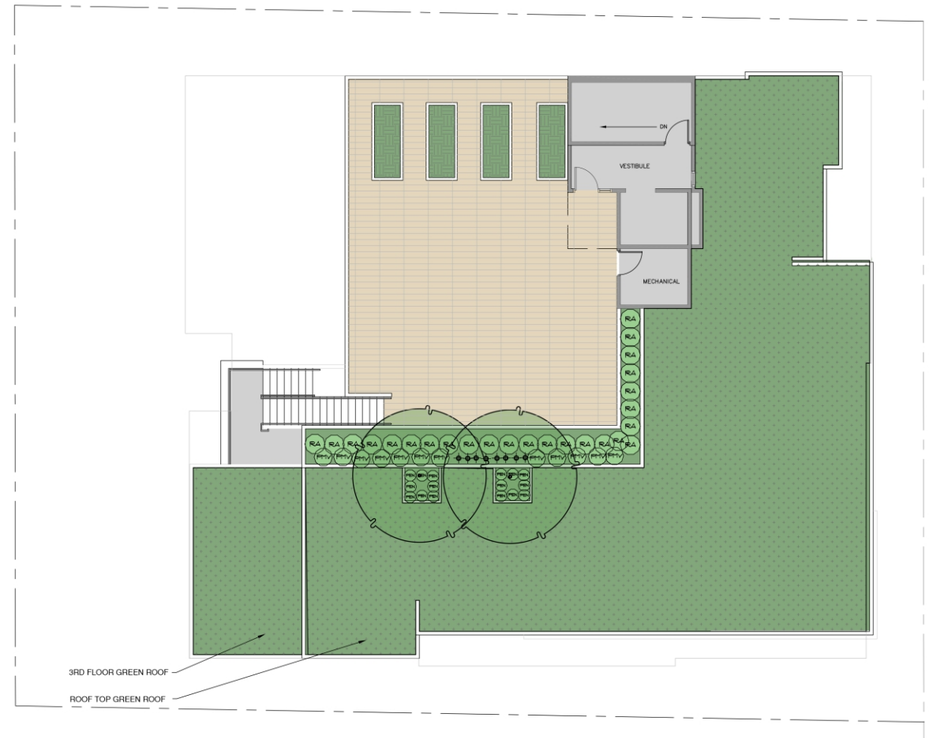
3/21 3pm

SHADOW STUDIES

caron



GROUND AND 1ST LEVEL PLANTINGS



3RD FLOOR AND ROOF TOP GARDENS

AUTUMN BRILLIANCE SERVICEBERRY

SLENDER HINOKI CYPRESS

PRINCETON SENTRY GINGKO

RED FASTUOSA BAMBOO

COMPACT STRAWBERRY BUSH

JAPANESE BARBERRY BONAZA GOLD

BRESSINGHAM WHITE BERGENIA

ISANTI RED-OSIER DOGWOOD

YELLOW BISHOP'S HAT

AUGUST MOON HOSTA

MISCANTHUS MORNING LIGHT

COMPACT HEAVENLY BAMBOO

OSMANTHUS DELEVAYII

HEAVY METAL SWITCH GRASS

DWARF FOUNTAIN GRASS

ABBOTSWOOD WHITE POTENTILLA

MT. VERNON LAUREL

OTTO LUYKEN

ARP ROSEMARY

AUTUMN SOY SEDUM

EMERALD GREEN ARBORVITAE

EVERGREEN HUCKLEBERRY

PLANT SCHEDULE

QUANT		BOTANICAL NAME	COMMON NAME	SIZE	SPACING
3		AMELANCHIER 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	1 1/4" CALIPER	
2		CHAMAECYPARIS OBTUSA 'GRACILIS'	SLENDER HINOKI CYPRESS	5-6'	
		EXISTING STREET TREES			
		16" CALIPER EACH PER SURVEY			
1		GINKGO 'PRINCETON SENTRY'	PRINCETON SENTRY GINKGO	1 1/2" CAL	
1		SEMIARUNDINARIA FASTUOSA	RED FASTUOSA BAMBOO	5 GAL	
12	#	ARBUTUS U. COMPACTA	COMPACT STRAWBERRY BUSH	2 GAL	
14	#	BERBERIS 'BONANZA GOLD'	JAPANESE BARBERRY BONAZA GOLD	1 GAL	
30	#	BERGENIA 'BRESSINGHAM WHITE'	BRESSINGHAM WHITE BERGENIA	1 GAL	
5	#	CORNUS SERICEA 'ISANTI'	ISANTI RED-OSIER DOGWOOD	2 GAL	
0	#	EPIMEDIUM SULPHUREUM	YELLOW BISHOP'S HAT	1 GAL	
35		HOSTA 'AUGUST MOON'	AUGUST MOON HOSTA	2 GAL	
11	#	MISCANTHUS SINENSIS 'MORNING LIGHT'	MISCANTHUS MORNING LIGHT	1 GAL	
10	#	NANDINA DOMESTICA 'COMPACTA'	COMPACT HEAVENLY BAMBOO	2 GAL	
0	#	OSMANTHUS DELEVAYII	NO COMMON NAME	2 GAL	
16	#	PANICUM VIRGATUM 'HEAVY METAL'	HEAVY METAL SWITCH GRASS	1 GAL	
35	#	PENNISETUM 'HAMELN'	DWARF FOUNTAIN GRASS	1 GAL	
0	#	POTENTILLA ABBOTSWOOD WHITE	ABBOTSWOOD WHITE POTENTILLA	2 GAL	
63	#	PRUNUS MT VERNON	MT VERNON LAUREL	1 GAL	
27	#	PRUNUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	2 GAL	
25	#	ROSMARINUS 'ARP'	ARP ROSEMARY	2 GAL	
19	#	SEDUM 'AUTUMN JOY'	AUTUMN JOY SEDUM	1 GAL	
15	#	THUJA O. EMERALD GREEN	EMERALD GREEN ARBORVITAE	5'	
24	#	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	2 GAL	
24	#	CAREX OBNUPTA	SLOUGH SEDGE	1 GAL	18" O.C.
12	#	ELEOCHARIS PALUSTRIS	COMMON SPIKE RUSH	1 GAL	18" O.C.
12	#	IRIS TENAX	OREGON IRIS	1 GAL	18" O.C.
24	#	JUNCUS ENSIFOLIUS	DAGGER LEAF RUSH	1 GAL	18" O.C.
32	#	RUBUS PENTALOBUS 'EMERALD CARPET'	CREEPING RUBUS	1 GAL	24" O.C.
		VINES			
4		AKEBIA QUINATA, PROVIDE IN PLANTERS A WEST FACING GREEN SCREEN	FIVELEAF AKEBIA	2 GAL	
11		CLEMATIS JACKMANII	JACKMANII CLEMATIS	2 GAL	
10		PARTHENOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER	2 GAL	
		SEDUMS FOR GREEN ROOF PLANTINGS, 4" DEPTH TRAY PLANTING SYSTEM, 75% COVERAGE AT TIME OF INSTALLATION, PLANTS AT APPROX. 10" O.C.			
		COORDINATE ROOT BARRIER WITH ROOFING CONTRACTOR, ARCHITECT AND EXTENSIVE GREEN ROOF SUPPLIER/INSTALLER			

CONTACT SDOT URBAN FORESTRY (206-684-5693) TO COORDINATE STREET TREE PROTECTION AS WELL AS ANY OTHER WORK IN THE RIGHT OF WAY ***BEFORE*** WORK COMMENCES ON-SITE.

RAISED BED EDIBLE GARDEN

BAMBOO SHOULD HAVE 36" DEEP COMMERCIAL BAMBOO BARRIER, SET SO THAT TOP EDGE IS 1.5" ABOVE MULCH LEVEL, BAMBOO SHOULD BE INSPECTED YEARLY TO MAINTAIN ANY SHOOTS THAT ESCAPE BARRIER

FOR EACH HATCH AREA PROVIDE AMOUNT OF PLANTINGS LISTED ADJACENT TO HATCH
★ SHRUB WITH A MATURE HEIGHT OF 24" OR GREATER, (FOR GREEN FACTOR CALCULATIONS)

PLANT SHRUBS AND GROUNDCOVERS A MINIMUM OF 18" FROM PAVED SURFACES

TRAIN VINES TO ADJACENT GREEN SCREEN.

SEE ARCHITECTURAL PLANS FOR ALL RAILS AND RAILINGS
COORDINATE ALL WORK WITH ARCHITECTURAL AND CIVIL DRAWINGS.

BIORETENTION CELL PLANTINGS ARE TO PROVIDE 90 % COVER WITHIN 2 YEARS FROM TIME OF PLANTING, PER CODE.

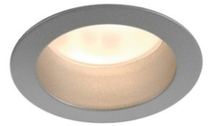
GREEN SCREEN METAL LATTICE

PERVIOUS PAVING, WITH A TOTAL OF OVER 24" OF GRAVEL AND SOIL BENEATH

PAVING OR PAVERS OVER ROOF/GARAGE BELOW, NOT PERMEABLE PER GREEN FACTOR CALCULATION

1 RECESSED CEILING LIGHTING

SLV HORN LED
RECESSED LUMINAIRE



2 RECESSED WALL LIGHT

SLV DOWNUNDER LED 14
RECESSED LUMINAIRE

3 EXTERIOR SCONCES

SLV ASTINA OUT ESL
EXTERIOR WALL

LIGHTING PLAN

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