

WSECU U-DISTRICT |
EARLY DESIGN GUIDANCE SUBMITTAL

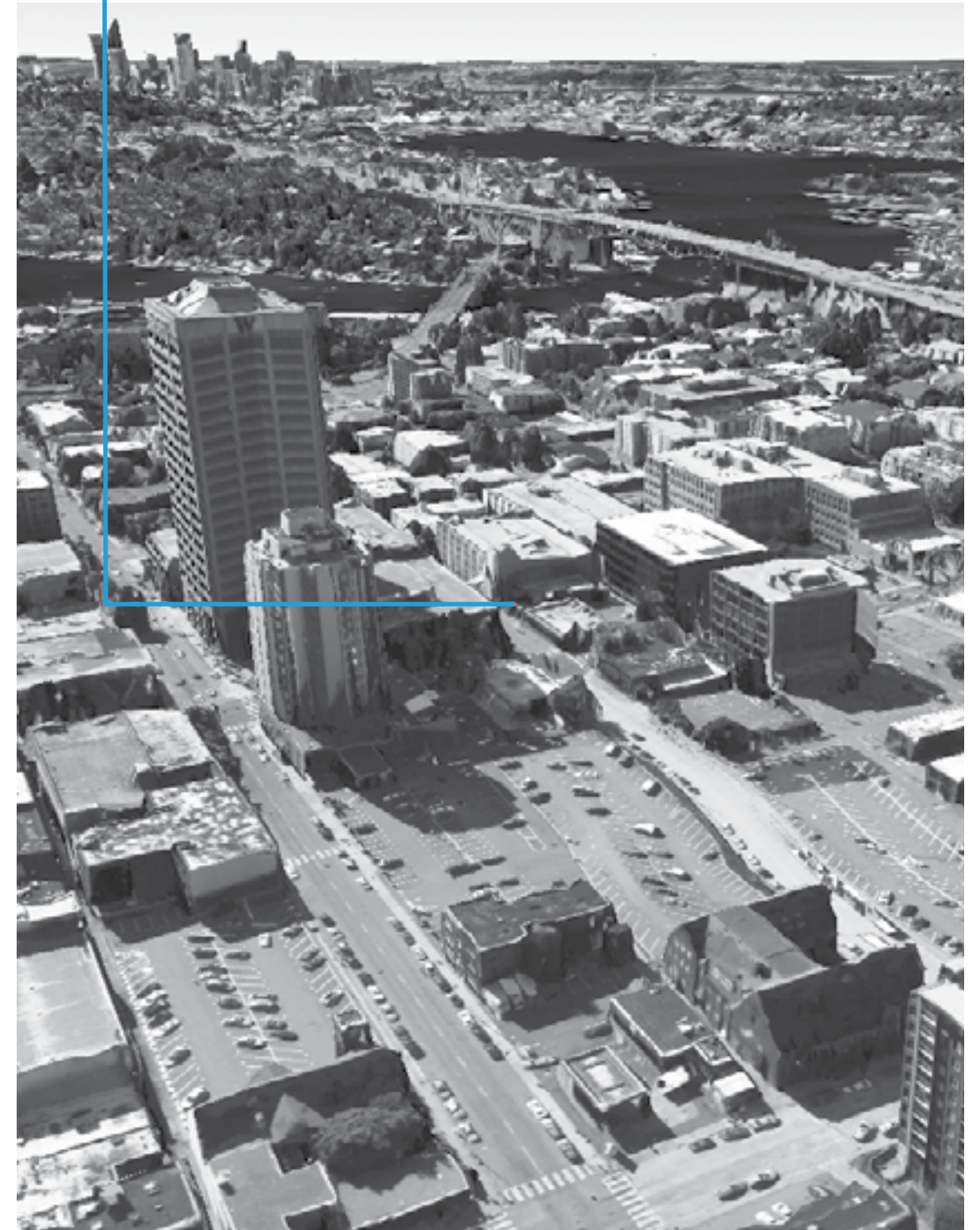


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Statement of Development Objectives

The proposed development would fulfill the Washington State Employees Credit Union’s (WSECU) desire to continue to be part of the University District neighborhood. This building will allow WSECU to own their own building within the community and to better meet the needs of their members. Located at the prominent corner of NE 45th Street and 12th Avenue NE, the WSECU branch will be highly visible and readily accessible to the neighborhood. This project is being developed by WSECU in partnership with Wright Runstad & Company.

The WSECU branch and office area will occupy the first two floors of the building, with four floors of spec tenant office space above. Entry to the bank branch will be near the corner of the site, while access to the office building above will be provided to the south, off of 12th Avenue NE. In addition, a detached retail component will be located at the northwest corner of the ground level.

There are no minimum parking requirements, however parking is allowed on the site. Proposed are two levels of semi-enclosed parking on the west side of the lot with approximately 28 stalls. The 11 surface stalls will be dedicated to the WSECU branch members, with remaining parking to serve the office. Access to parking will be from the west alley way.

Total anticipated square footage will be approximately 25,000sf of office, 4,000sf of retail, and 5000sf WSECU Branch.

The building will meet current required energy codes and will pursue a LEED Silver rating.

Urban Design Analysis

Vicinity map with Traffic Classifications

SUMMARY

The development site is located on the southwest corner of 12th Avenue NE and NE 45th Street intersection, within the University District Northwest Urban Center Village.

The site is easily accessed by autos, buses, cyclists and pedestrians due to its close proximity to many major and minor arterials. Access to I-5 is nearby via on- and off-ramps to the west on NE 45th Street. The site is also located within the NE 45th Street Light Rail Overlay District, with the future light rail station conveniently located only a block away.

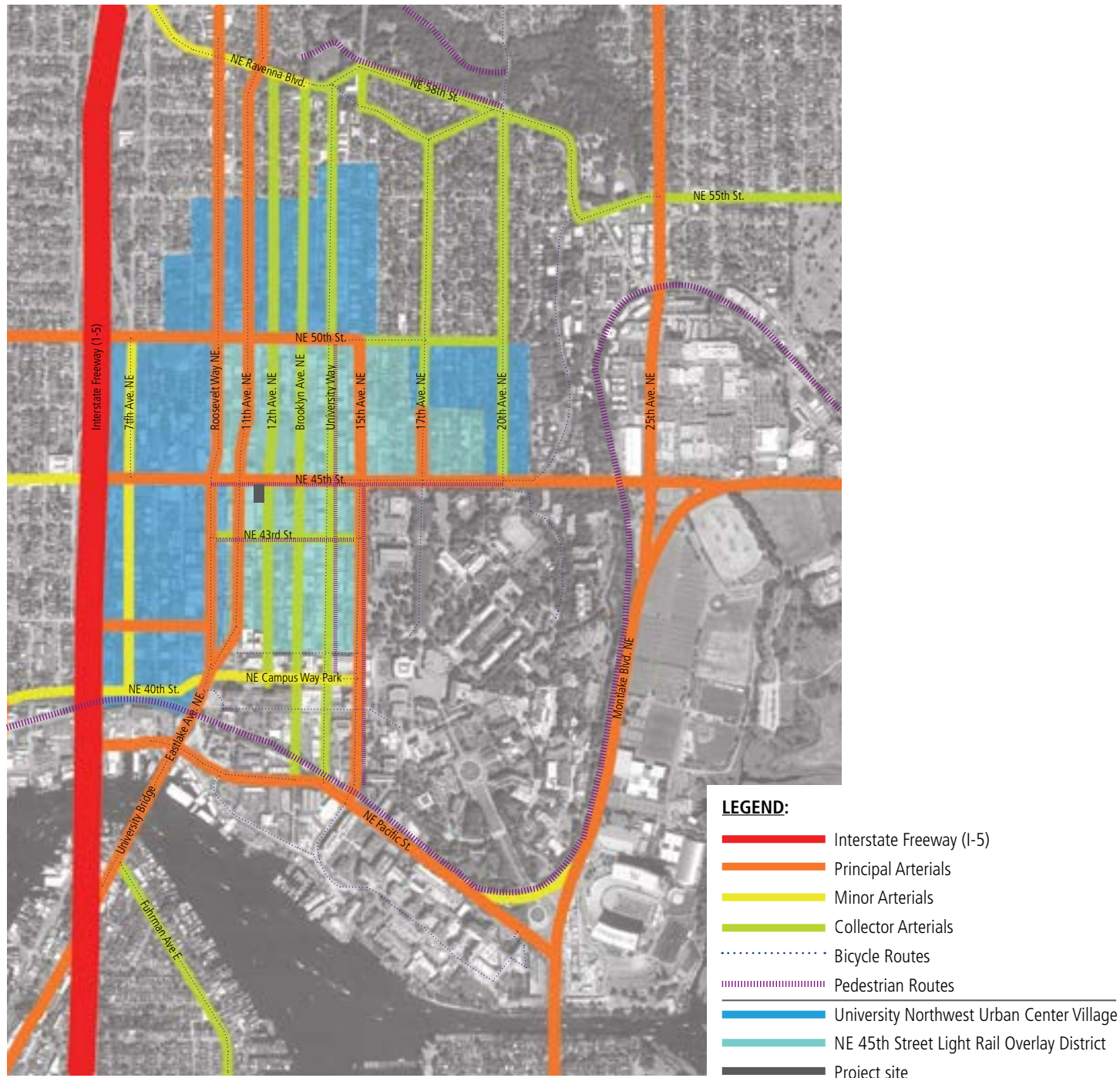
Reviewing projects in the vicinity of the proposed development revealed that there are a variety of uses around the site. There is commercial to the north and west, institutional to the south and east and residential further south. Located at the intersection of this mix, the proposed project seeks to bring financial, retail and office activities together in one place.

Existing street-level commercial uses within the neighborhood are often distinct from office in mixed-use scenarios, further emphasizing the pedestrian-oriented streetscape. The proposed project intends to occupy the prominent corner of the site creating a strong urban, pedestrian edge with generous amounts of transparency into the retail lobby and branch. All commercial will be located at ground level and the massing of this base will be distinct from the office tower above.

Institutional projects immediately adjacent to the site consist mostly of large, relatively monolithic structures. They are solid with little to no transparency creating a less than friendly pedestrian environment. The ground level of the proposed project is programmed with retail at the ground level and incorporates pedestrian friendly features such as transparent glass and canopy covered entries. The office tower above intends to be light and semi-transparent in contrast to the surrounding buildings.

There is an existing language of street trees planted along the sidewalks at both 12th Avenue NE and NE 45th Street, which this project will continue.

VICINITY | TRAFFIC CLASSIFICATION MAP



SURROUNDING STRUCTURES PERFORMANCE BICYCLES 1



DESIGN CUES:

- Retail signage at intersection;
- Significant visibility at storefront/pedestrian edge.

WSECU OFFICE BUILDING 5



DESIGN CUES:

- Juxtaposition of brick mass and large window openings/fenestration.

2

Urban Design Analysis

Surrounding Structures and Uses

SURROUNDING STRUCTURES MARS HILL CHURCH 2



UW - UNIVERSITY TOWER 6



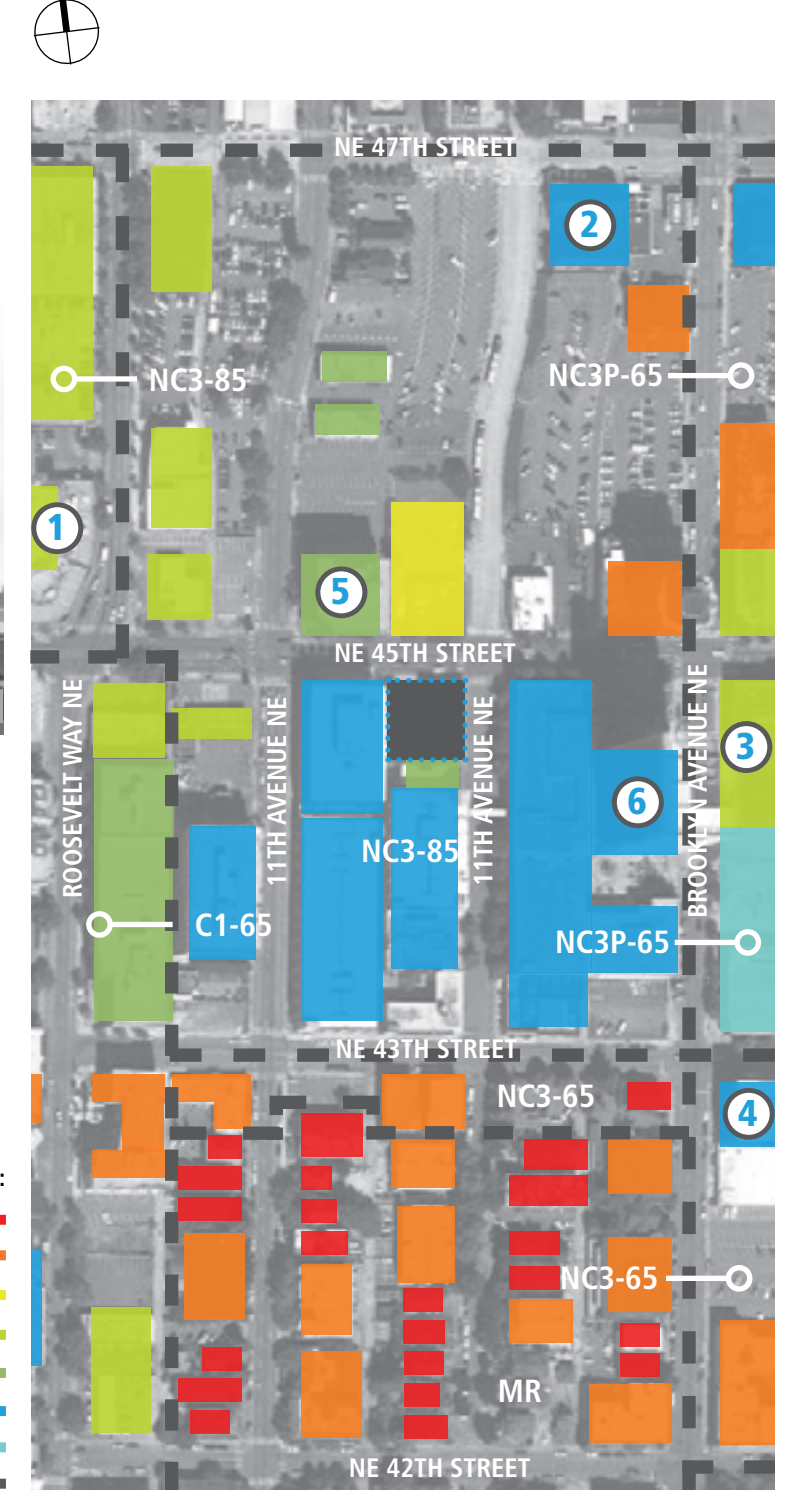
NEPTUNE THEATER 3



UW APARTMENTS 4



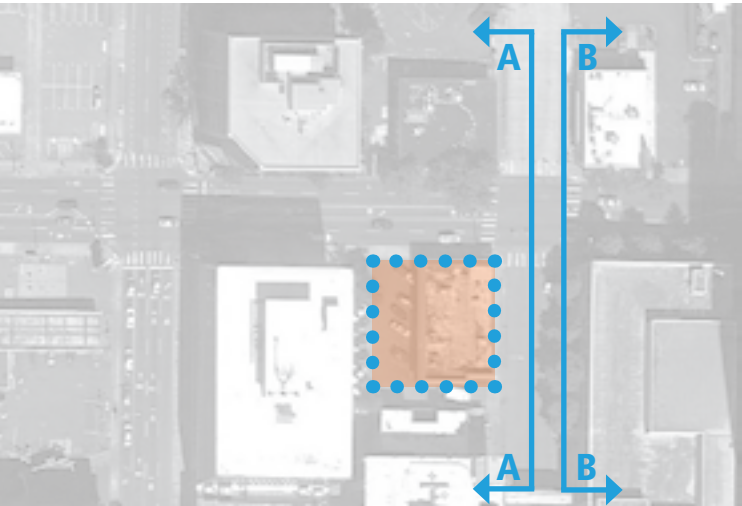
VICINITY | TRAFFIC CLASSIFICATION MAP



- LEGEND:**
- Single-family Residential
 - Multi-family Residential
 - Hotel
 - Commercial
 - Office
 - Institutional
 - Proposed Light Rail Station
 - Project site

Urban Design Analysis
Photomontage of Streetscape

PHOTOMONTAGE KEYPLAN



NE 45TH STREET



PROJECT SITE (opposite)

BB

12TH AVENUE NE LOOKING INTO THE SITE



PHOTOMONTAGE KEYPLAN (opposite)



NE 45TH STREET



PROJECT SITE

AA

12TH AVENUE NE LOOKING FROM THE SITE



NE 45TH STREET LOOKING SOUTH INTO THE SITE

DD



NE 45TH STREET LOOKING NORTH FROM THE SITE

CC



Urban Design Analysis
Photomontage of Streetscape

ON SITE LOOKING SOUTH INTO THE ALLEY

EE



EAST/ WEST ALLEY



PROJECT SITE (opposite)

FF

ON SITE LOOKING WEST FROM PARKING

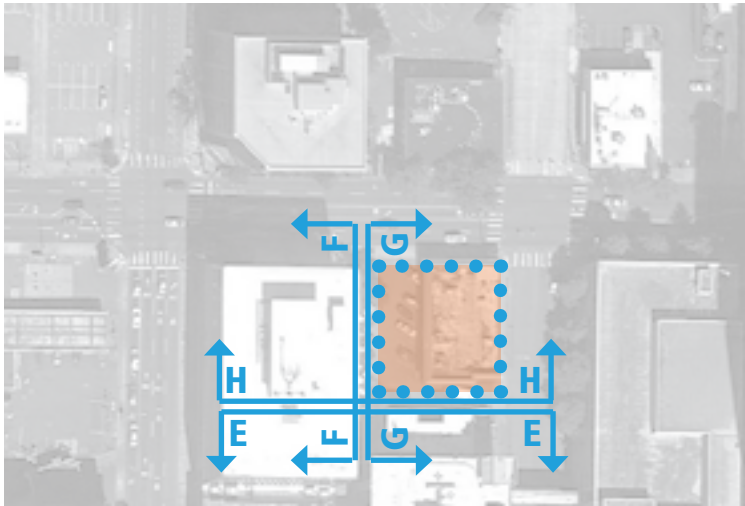


NORTH/ SOUTH ALLEY



PROJECT SITE (opposite)

PHOTOMONTAGE KEYPLAN



GG

FROM PARKING LOOKING NORTHEAST



NORTH/ SOUTH ALLEY



PROJECT SITE

HH

ON SITE LOOKING NORTHEAST



EAST/ WEST ALLEY



PROJECT SITE

PROJECT SITE



PROJECT SITE

Adjacent (9) block context

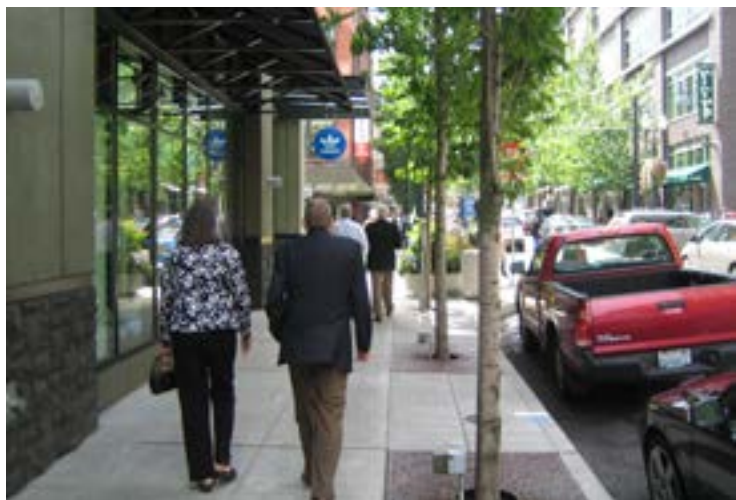


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Design Guidelines

The following design guidelines from the [Seattle Design Guidelines](#) are relevant to the design of this project.

GUIDELINES				
1	2	3	4	
A SITE PLANNING				
A-1 Respond to Site Characteristics	A-2 Streetscape Compatibility	A-4 Human Activity	A-10 Corner Lots	
The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetataion and views or other natural features.	The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.	New development should be sited and designed to encourage human activity on the street.	Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.	
RESPONSE				
The preferred scheme is located at the corner of NE 45th St. (mixed-use corridor) and 12th Ave NE. The corner lot affords an opportunity for increased transparency at this location. The ground level program includes retail and incorporates pedestrian friendly features such as large-scale glazing into the bank and retail spaces, canopy covered entries and a continuation of the existing adjacent street tree buffer. The building massing also addresses this corner condition by opening up to the intersection and providing for additional opportunities for daylighting.	The preferred scheme builds off of several existing conditions at adjacent sites including pedestrian canopy, ground level retail and storefronts as well as uses building mass to “fill” the entire street frontage at NE 45th St. to provide consistency of development and human scale. The scale of the preferred scheme also responds to adjacent building scales (ranging from 2-5 stories).	As noted in the response to A-1, the preferred scheme incorporates ground level retail into the building program. Entries will be slightly recessed to promote pedestrian movement along the otherwise strong urban edge and canopies will be provided to encourage year-round use. The preferred scheme also varies the depth of the sidewalk by setting the retail volume back from the property line.	Per guideline A-1, the preferred scheme employs a massing strategy that pulls the upper level massing back away from the street corner and opens up the intersection vertically and visually. This bend at the office building not only distinguishes it from the rest of the building form but also provides a sculptural effect at the facade at the corner of NE 45th St. (mixed-use corridor) and 12th Ave NE. Parking access has been moved off alley to minimize curb cuts and interference with pedestrian activities.	



GUIDELINES

5

C ARCHITECTURAL ELEMENTS

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

RESPONSE

The preferred scheme utilizes modulation of massing and variation of materials to anchor itself within the adjacent context. The ground level massing is masonry and storefront in order to create a consistent presence at the street. In addition, the upper level glazing creates a visual connection with the street similar to the adjacent Deca Hotel, University Commercial Building and University Tower. Also, note that the modulation of the facades at both NE 45th St. (mixed-use corridor) and 12th Ave NE adhere to the modules noted above.



6

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.



7

D PEDESTRIAN ENVIRONMENT

D-4 Design of Parking Lots Near Sidewalks

Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

The preferred scheme utilizes a massing strategy that partially obscures the surface parking which has been located off the alley and away from NE 45th St. (mixed-use corridor). While no wall is technically employed, a single story retail volume is placed between the street and the parking, which not only screens the parking but also creates a more continuous urban fabric for pedestrians at the sidewalk.

8

D LANDSCAPING

E-1 Landscaping to Reinforce Design Continuity w/ Adjacent Sites

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

The preferred scheme utilizes a buffer of streets along the public edges along NE 45th St. and 12th Ave NE which integrates with similar planting at adjacent sites to provide a continuous green buffer.



Design Guidelines

The following design guidelines from the [University Community Design Guidelines](#) are relevant to the design of this project.

GUIDELINES	1	2	3	4
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A SITE PLANNING

A-1 Respond to Site Characteristics

Context:
The pedestrian-oriented street streetscape is perhaps the most important characteristic to be emphasized in the neighborhood. The University Community identified certain streets as “Mixed Use Corridors”. These are streets where commercial and residential uses and activities interface and create a lively, attractive, and safe pedestrian environment. The Mixed Use Corridors are shown in Map 1 (page 2).

A-2 Streetscape Compatibility

Context:
Reinforcing the pedestrian streetscape and protecting public view corridors are particularly important site planning issues. Stepping back upper floors allows more sunlight to reach the street, minimizes impact to views, and maintains the low- to medium-rise character of the streetscape. Roof decks providing open space for mixed-use development can be located facing the street so that upper stories are, in effect, set back.

Guideline:
Minimizing shadow impacts is important in the University neighborhood. The design of a structure and its massing on the site can enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21st and September 21st.

A-4 Human Activity

Context:
Pedestrian orientation and activity should be emphasized in the University Community, particularly along Mixed Use Corridors. While most streets feature narrow sidewalks relative to the volume of pedestrian traffic, wider sidewalks and more small open spaces for sitting, street musicians, bus waiting, and other activities would benefit these areas. Pedestrian-oriented open spaces, such as wider sidewalks and plazas, are encouraged as long as the setback does not detract from the “street wall.”

Guideline:
On Mixed Use Corridors, where narrow sidewalks exist (less than 15’ wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

A-10 Corner Lots

Context:
The Citywide Design Guidelines encourage buildings on corner lots to orient to the corner and adjacent street fronts. Within the University Community there are several intersections that serve as “gateways” to the neighborhood.

Guideline:
For new buildings located on a corner, including, but not limited to the corner locations identified in Map 3 (page 9), consider providing special building elements distinguishable from the rest of the building such as a tower, corner articulation or bay windows. Consider a special site feature such as diagonal orientation and entry, a sculpture, a courtyard, or other device. Corner entries should be set back to allow pedestrian flow and good visibility at the intersection.

RESPONSE

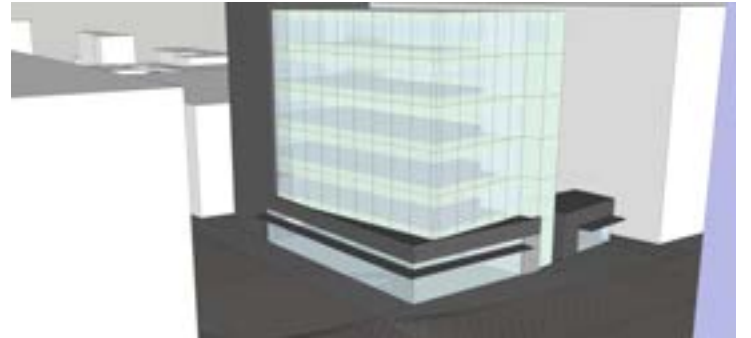
See response to [Seattle Design Guidelines](#) A-1 (previous page).

The preferred scheme is located at the corner of NE 45th St. (mixed-use corridor) and 12th Ave NE. Multiple existing high-rise buildings within the immediate vicinity provide significant shadowing along NE 45th St.. This project seeks to reduce shadow impacts at this intersection by shaping the building mass at the upper levels in a way that bends away from the street corner. This provides relief from shadowing and ensures greater solar exposure at the streetscape in addition to reducing the scale at the street.



See response to [Seattle Design Guidelines](#) A-4 (previous page).

Per guideline A-2, the preferred scheme employs a massing strategy that pulls the upper level massing back away from the street corner and opens up the intersection vertically and visually. This bend at the office building not only distinguishes it from the rest of the building form but also provides a sculptural effect at the facade at the corner of NE 45th St. (mixed-use corridor) and 12th Ave NE. The entry at the ground level is also recessed to further open this corner.



GUIDELINES				
5	6	7	8	
C ARCHITECTURAL ELEMENTS C-1 Architectural Context Context: Buildings in the University Community feature a broad range of building types with an equally broad range of architectural character. Because of the area’s variety, no single architectural style or character emerges as a dominant direction for new construction. Guidelines: 1. Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character. 3. On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction.	C-4 Exterior Finish Materials Guidelines: 1. New buildings should emphasize durable, attractive, and well-detailed finish materials, including: <ul style="list-style-type: none">• Brick (especially appropriate).• Concrete (if it features architecturally treated texture or color, other refined detailing, and/or complementary materials). 7. Light standards should be compatible with other site design and building elements. (Signs) Context: The Citywide Design Guidelines do not provide guidance for new signs. New guidelines encourage signs that reinforce the character of the building and the neighborhood. Guidelines: 1. The following sign types are encouraged, particularly along Mixed Use Corridors: <ul style="list-style-type: none">• Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians.• Carefully executed window signs, such as etched glass or hand painted signs.	D PEDESTRIAN ENVIRONMENT D-4 Design of Parking Lots Near Sidewalks Examples: 2. On Mixed Use Corridors, walls rather than shrub screens are generally preferred because walls require less space and landscaping can be difficult to maintain in congested areas. If walls are provided, they must be made of “permanent” materials such as masonry.	D-5 Visual Impact of Parking Structures Examples: 1. The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below grade parking is the next best solution for parking. 2. There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.	
RESPONSE See response to Seattle Design Guidelines C-1 (previous page).	See response to Seattle Design Guidelines C-4 (previous page).	See response to Seattle Design Guidelines D-4 (previous page).	The preferred scheme utilizes a two level parking strategy that incorporates one level of below grade parking and another level of surface parking which is hidden off the alleyway. Alley access is anticipated to be limited by right in and right out.	



Site Analysis

SITE INFORMATION

SITE ADDRESS:

1121 NE 45th Street

Parcel: 12,360 GSF

FAR: 6

12,360 x 6 = 74,160 GSF

ZONE:

Neighborhood Commercial 3, NC3-85.

The site is located within two overlay areas, the NE 45th Street Light Rail Overlay District and the University Northwest Urban Center Village.

STRUCTURE HEIGHT LIMIT:

85'-0"

FLOOR AREA RATIO (FAR):

FAR is 6 because of the rail overlay (Non-residential uses in NC3 is otherwise 4.5 maximum FAR).

STREET LEVEL USE:

The following is exempt from FAR:

- Street level uses, including retail
- Areas below grade
- Space for amenity public benefit features

Street level uses require minimum floor to floor height of the ground @ 13'-0" and transparency for 60% of the facade between 2'-0" and 8'-0".

USES:

Office and Sales & Service General Use are permitted uses.

SETBACKS:

No setbacks are required because the site does not abut any residential zones.

SURVEY INFORMATION

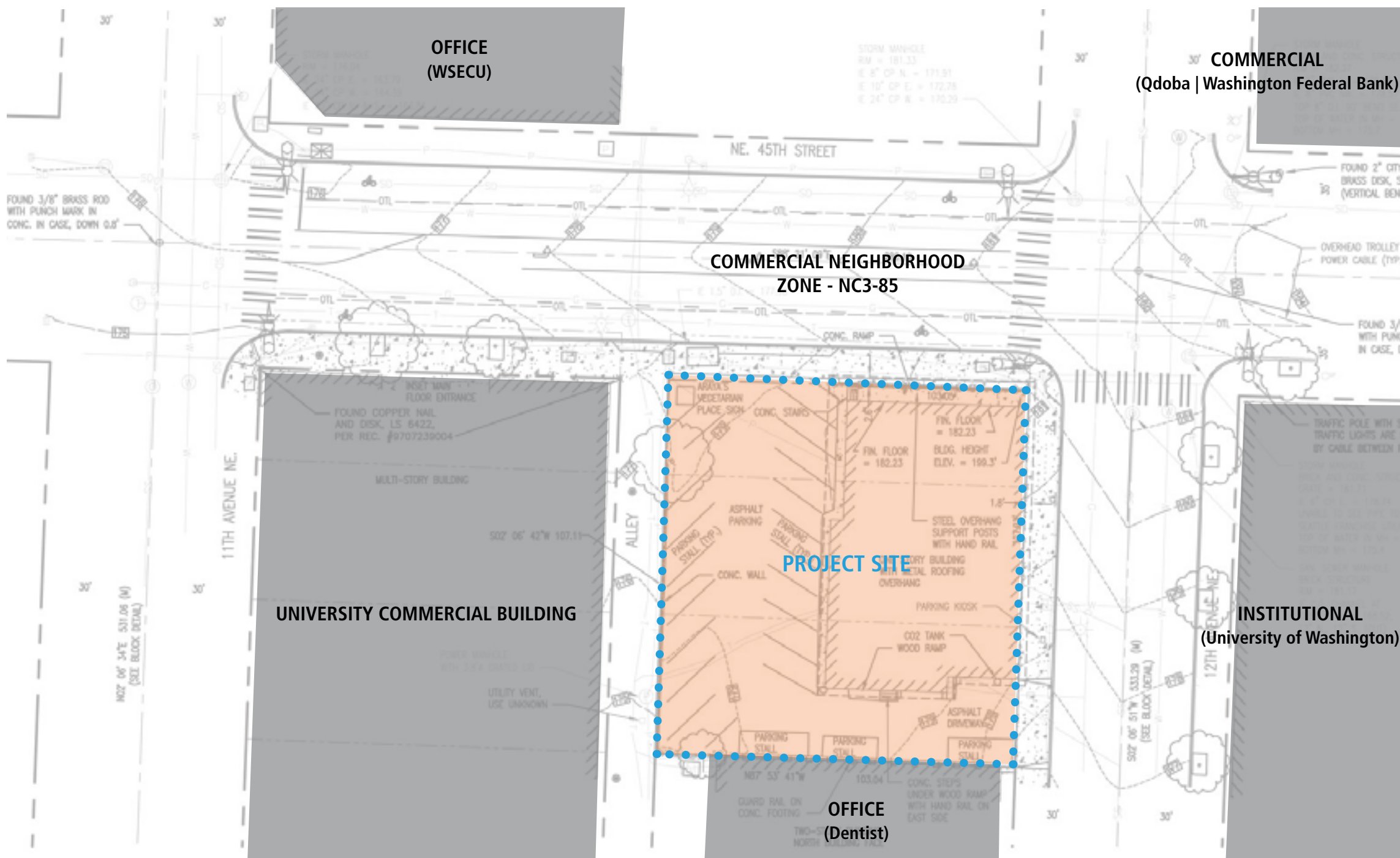
TOPOGRAPHY:

Changes to the site grades are minor but accentuated by the small dimensions of the property. The site slopes from a high point of +/-181'-0" at the Northeast corner to +/-177'-0" at the Southeast corner. The East edge of the property is generally level at 179'-0" but is about 4'-0" higher than the sloping alley in the Southwest corner. The grade change is managed by a concrete retaining wall.

EXISTING BUILDINGS (on site):

Currently on the site is a one story retail building with moderately fenestrated facades and a metal awning around most of the perimeter. The building is occupied by two food service tenants. The remainder of the site consists of about 21 parking stalls, thru driveway, and open spaces for garbage storage collection.

SITE SURVEY



DIAGRAMS

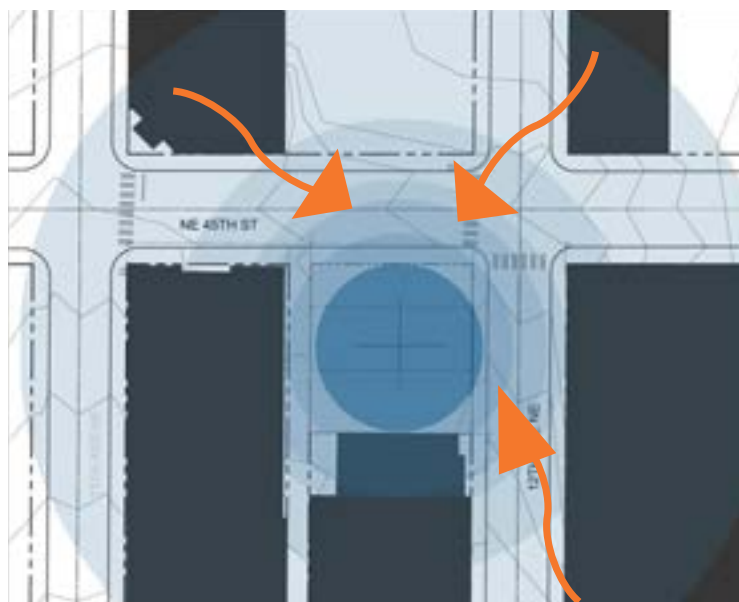
TREES:

No significant trees have been identified on the site, or within the sidewalk ROW. There are a few low quality trees in the alley. Adjacent blocks do have street trees.



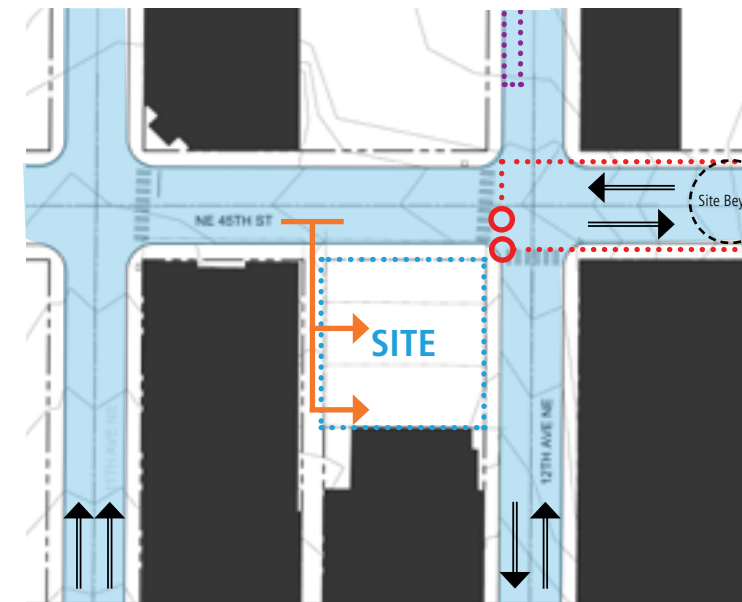
SIGNIFICANT VIEWS FROM SITE:

There are no significant territorial views as the site is constrained by the adjacent buildings. There is the possibility that the building's top floor would have views over the existing buildings, depending on designed height. Neighborhood and street views are enhanced by the highly pedestrian environment. [See page 14 for correlating views \(existing\).](#)



ACCESS OPPORTUNITIES AND CONSTRAINTS:

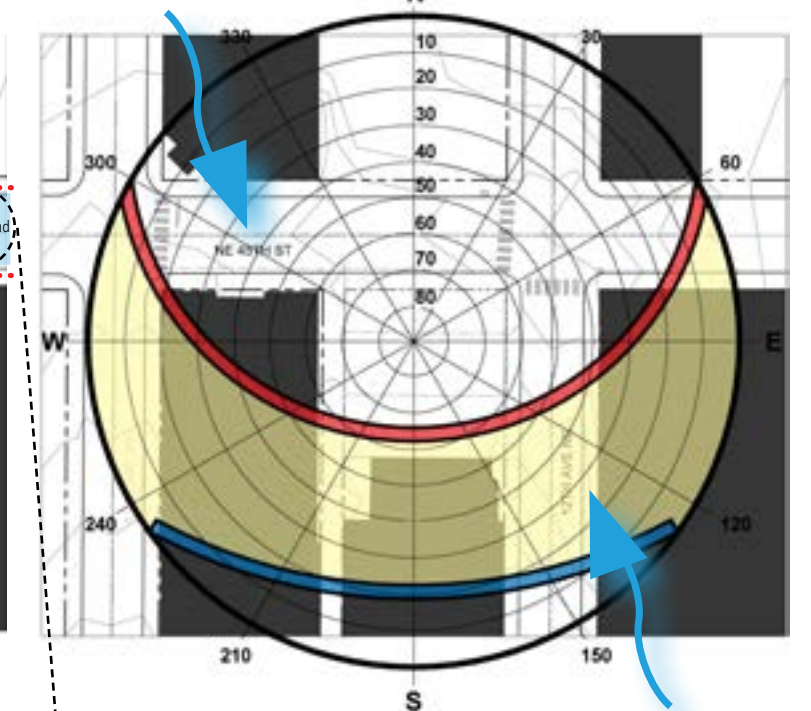
The site is easily accessible by all modes of transportation. Current parking space orientation suggest a right turn traffic flow from NE 45th, entering the parking from the alleyway. Future Brooklyn Light Rail Station (Anticipated 2020 opening with daily ridership of 12,300 people).



SOLAR EXPOSURE AND PREVAILING WINDS:

The site is rather enclosed by tall buildings on the East, South and West sides, although 12th Avenue NE provides some distance to the building across the street. The open lot to the North is currently under construction.

SUMMER BREEZES



WINTER WINDS

ADDITIONAL SITE CONSTRAINTS

MINIMUM ALLEY WIDTH:

The minimum alley width is twenty (20) feet. in NC3 Zones. An alley improvement is required as the parcel map indicates an existing alley width of 14'. This parcel would have to dedicate half the difference, or 3' on the western edge of the property. (23.53.030.D.1)

PARKING REQUIREMENTS:

No minimum parking requirement per SMC Section 23.54.015 Table A, non-residential uses in urban centers or the Station Area Overlay Districts. (Normally, Office use requires .7 per 1000 GSF. Sales & Service requires 1 per 500 GSF.)

Parking should not be in front of the building. Parking adjacent to a building should be $\leq 60'$ in width street frontage.

Parking lot landscape requirements are based on the number of stalls. Because we have only 11 surface parking stalls, there are no landscape requirements.

DIAGRAM LEGEND:

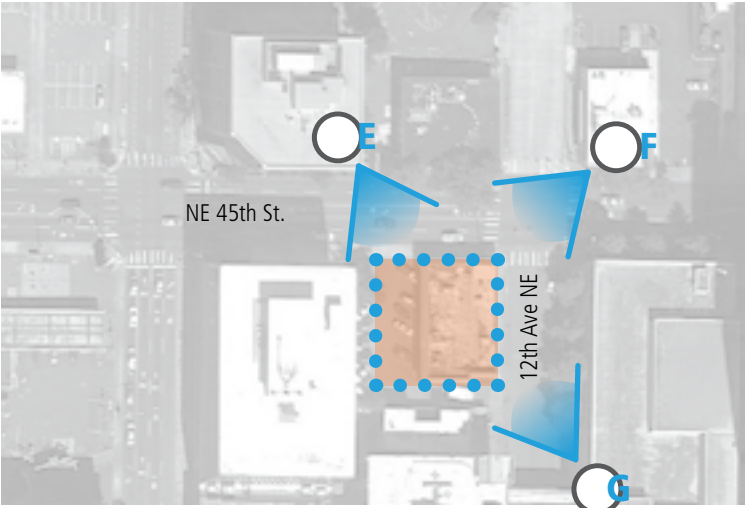
- Direction of Traffic
- Arterial
- Pedestrian Access (primary)
- Vehicular Access
- King Count Bus Layover Zone
- Light Rail Route
- Brooklyn Light Rail Entrances



(Image courtesy of Sound Transit)

Site Analysis Site Photos

SITE PHOTOS KEYPLAN



FROM NE 45TH STREET LOOKING SOUTHEAST AT SITE

E



FROM NE 45TH STREET LOOKING SWATHWEST AT SITE

F



FROM 12TH AVENUE NE LOOKING NORTHWEST AT SITE

G



ALTERNATE SCHEME
N/S BAR SCHEME

1



Alternative 1 proposes a building that is a simple bar at the west edge of the site and a smaller retail component that holds the corner of NE 45th St. (mixed use corridor) and 12th Ave NE. The ground level is programmed with retail and includes a separate entry and lobby for the five office levels above. The building core and feature stair grounds the building at the west edge (alley) along NE 45th St. The entry to the WSECU is located at the corner of the bar element and provides separation from the small retail component at the northwest corner of the site. The roof includes a semi-enclosed penthouse which occupies the full floor plate of the building.

ALTERNATE SCHEME
E/W BAR SCHEME

2



Alternative 2 proposes a building that is a simple bar at the north edge of the site along 45th St. (mixed use corridor) and a smaller retail component that holds the property edge along 12th Ave NE. The ground level is programmed with retail and includes a separate entry and lobby for the five office levels above. The building core and feature stair grounds the building at the west edge (alley) along NE 45th St. The entry to the WSECU is located at the corner of NE 45th St. (mixed use corridor) and 12th Ave NE. A feature stair provides separation of the bar mass from the small retail component at the southwest corner of the site. The roof includes a semi-enclosed penthouse which occupies the full floor plate of the building.

PREFERRED SCHEME

3



Alternative 3 proposes a massing that clearly distinguishes the retail base from the office tower above. The base holds the corner of NE 45th St. (mixed use corridor) and 12th Ave NE while the five upper levels of office bend away from the street corner. The base and core tower consist of masonry, while the office tower above intends to be light and semi-transparent. A feature exit stair tower engages the office mass and slides past the base to meet the ground. A small retail component occupies the northwest corner of the site but is pulled away from the stair tower to allow a pedestrian connection through to the parking beyond.

Design Concepts

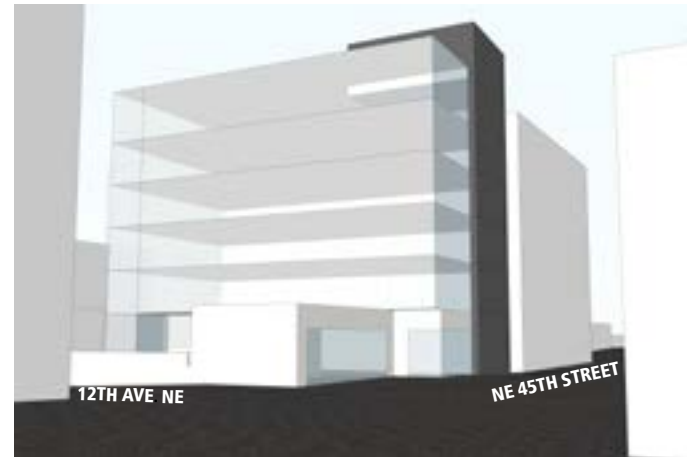
Alternative 1: N/S Bar Scheme

Pros:

1. Pedestrian scale clearly articulated through massing at NE 45th St.
2. Building set in from the corner of NE 45th St. (mixed use corridor), and 12th Ave NE creating more space for pedestrian traffic and potential landscape/seating at ground level retail.
3. Scale of retail component ties into the existing urban fabric at eastern edge of site (1.5 story) along 12th Ave NE.
4. Direct access to parking off alley.

Cons:

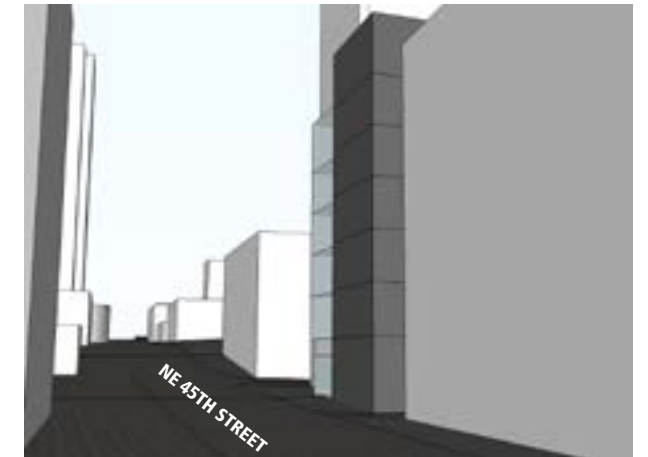
1. Building mass does not “fill” entire frontage at either NE 45th St or 12th Ave NE.
2. Pedestrian scale not clearly articulated through massing at NE 45th St.
3. No direct pedestrian access from NE 45th St. into parking.
4. Building massing minimizes opportunities for surface parking (off alley) which will not likely meet the needs of future tenants.
3. Retail frontage at bar massing severely limited along NE 45th St due to building core. This will not likely meet the needs of future tenants.



View Looking Southwest



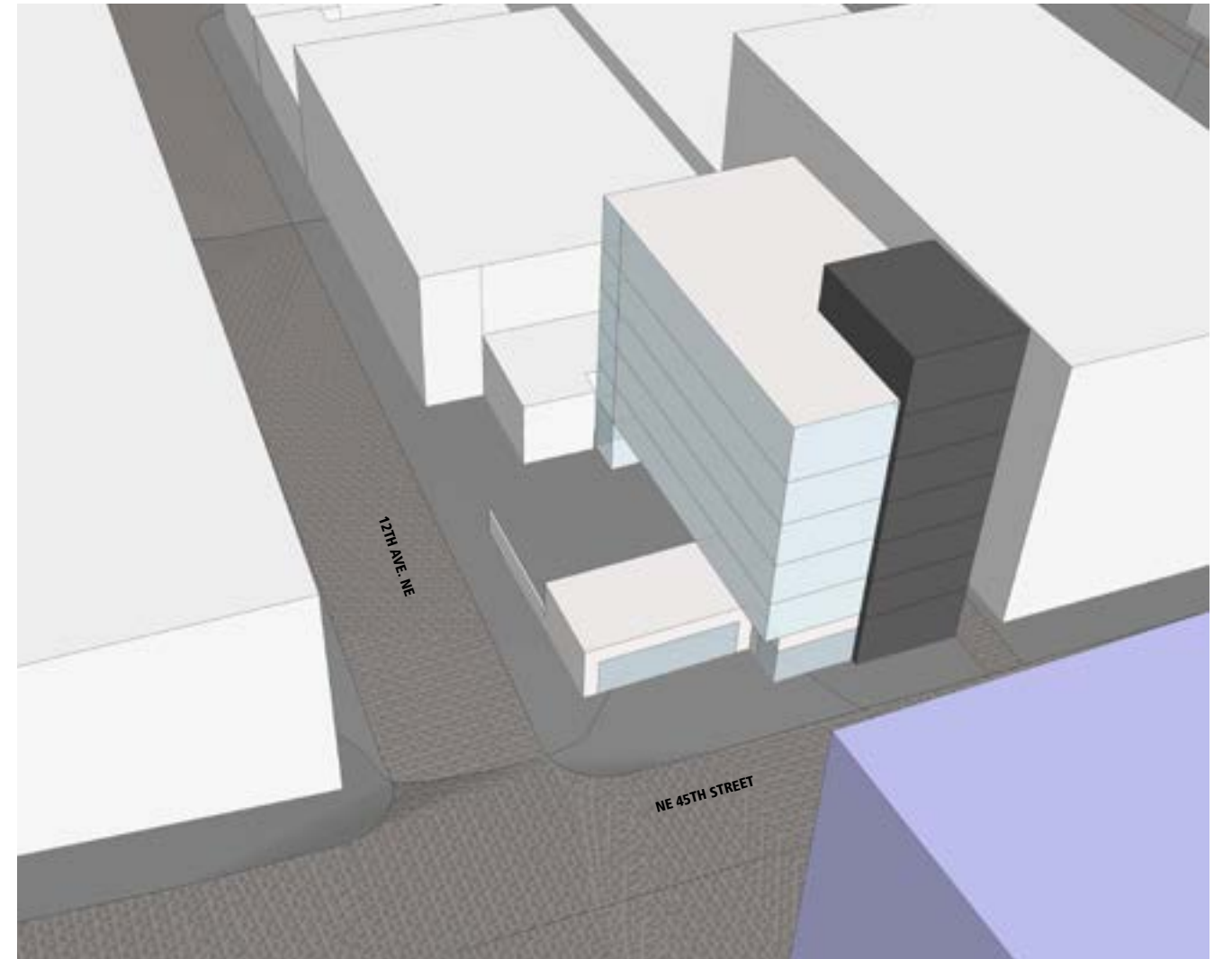
View Looking Northwest



View From 45th Street Looking East



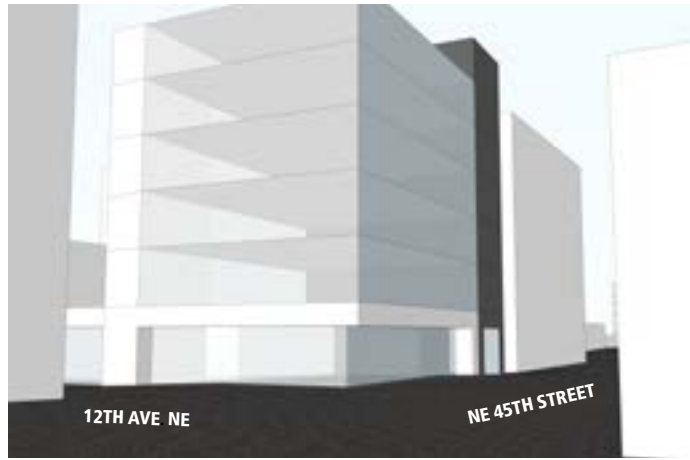
View From 45th Street Looking into the Alley



Proposed Building Massing and Orientation



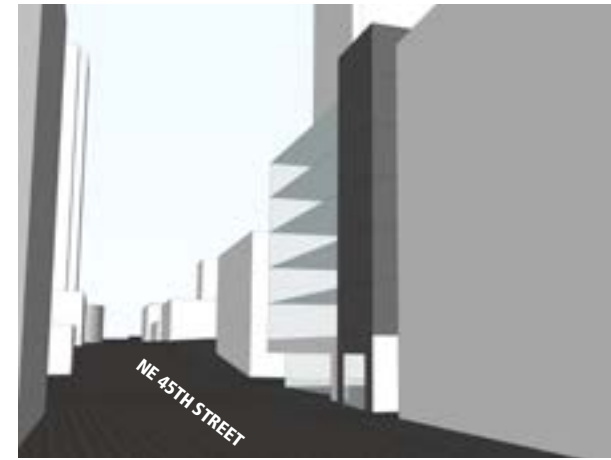
Proposed Site & Landscaping Plan



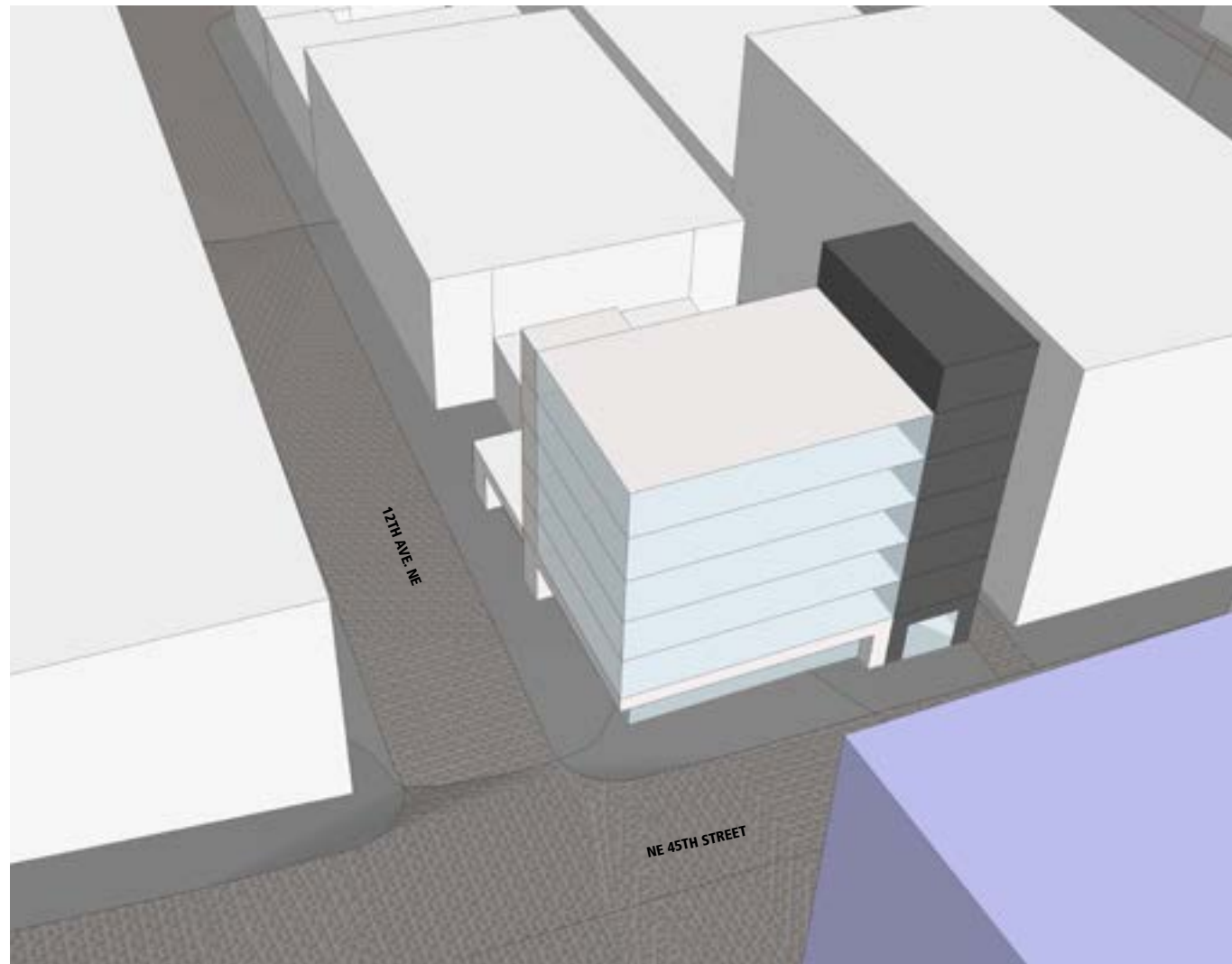
View Looking Southwest



View Looking Northwest



View From 45th Street Looking East



Proposed Building Massing and Orientation



View From 45th Street Looking into the Alley

5

Design Concepts

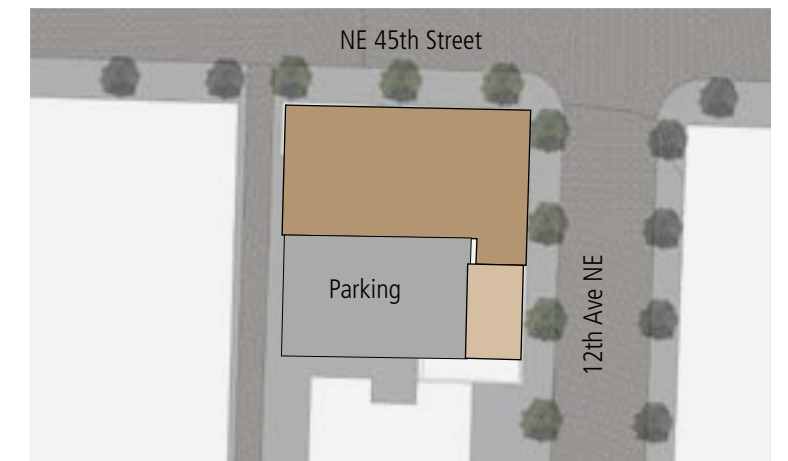
Alternative 2: E/W Bar Scheme

Pros:

1. Building mass "fills" entire frontage at NE 45th St.
2. Building mass recessed at NE 45th St to increase width at pedestrian zone.
2. Building set in from the corner of NE 45th St. (mixed use corridor), creating more space for pedestrian traffic and potential landscape/seating at ground level retail.
3. Retail component at southwest corner of site screens parking beyond.
4. Scale of retail component ties into the existing urban fabric at southern edge of site (1.5 story).
5. Direct access to parking off alley.

Cons:

1. Massing of base is not distinct from the office building above.
2. Pedestrian scale not clearly articulated through massing at NE 45th St.
3. No direct pedestrian access from NE 45th St. into parking
3. Building massing minimizes opportunities for surface parking (off alley) which will not likely meet the needs of future tenants.



Proposed Site & Landscaping Plan

Design Concepts

Alternative 3: Preferred

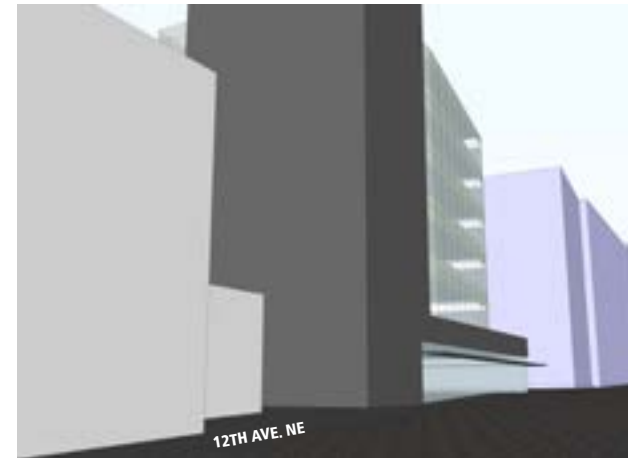
Pros:

1. Building mass and materials clearly distinguish the base from office building above.
2. Building holds the corner of NE 45th St. (mixed use corridor) and 12th Ave. NE, creating strong urban pedestrian edge.
3. The office building bends away from street corner at upper levels reducing the scale at the street and provides greater solar exposure to the streetscape and pedestrians below.
4. Building mass recessed at NE 45th St to increase width at pedestrian zone.
5. Retail component at the northwest corner of site screens the parking beyond.
6. Direct access to parking off alley.
7. Separation between retail and feature exit stair allow for pedestrian access to parking from NE 45th St.
8. Retail component sits back slightly from property line to increasing opportunities for use of the pedestrian zone.
9. Feature exit stair marks the west edge of office building and because it sits proud it can be seen from both east and west approach.

Cons:



View Looking Southwest



View Looking Northwest



View From 45th Street Looking East



Proposed Building Massing and Orientation



Proposed Site & Landscaping Plan

6

Street Level Strategies

The street level environment of the proposed project will programmatically consist of the WSECU branch, the office building lobby and a small additional retail which screens the parking beyond.

Materials at the base will include masonry at the core tower and header, large amounts of transparent glass providing vision into the lobby and retail as well as metal panels where appropriate. Different colors and/or patterns within the sidewalk will differentiate and identify entry points.

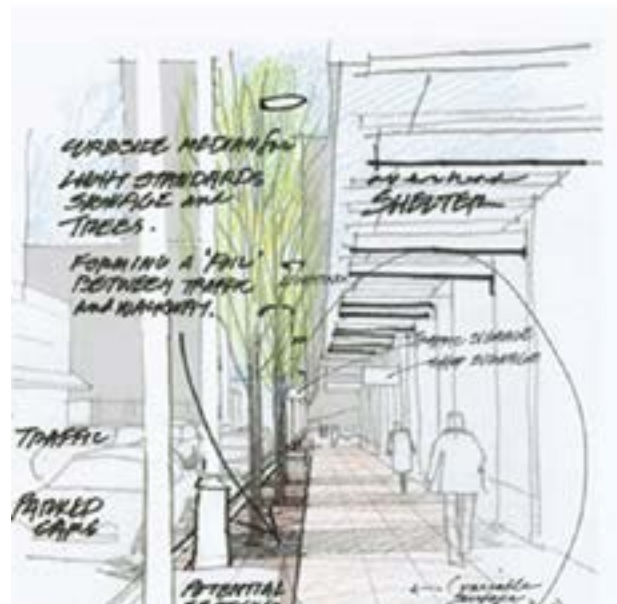
Project entries will be slightly recessed to allow for ease of identity as well as to promote pedestrian movement.

Overhead canopies and lateral protection from wind, sun and rain is an important pedestrian amenity and will be located at building entry points and along retail. Signage will be mounted to the canopies and at the building face adjacent to entry points.

Street lighting will be thoughtfully located with the pedestrian in mind.

The proposed project will continue the existing adjacent street tree language.

Bike parking will be provided along the building edge as appropriate.



Departures

Development Standard Departure Summary

Please note that all three schemes presented within this package are code compliant alternatives which require no departures from the current standards.