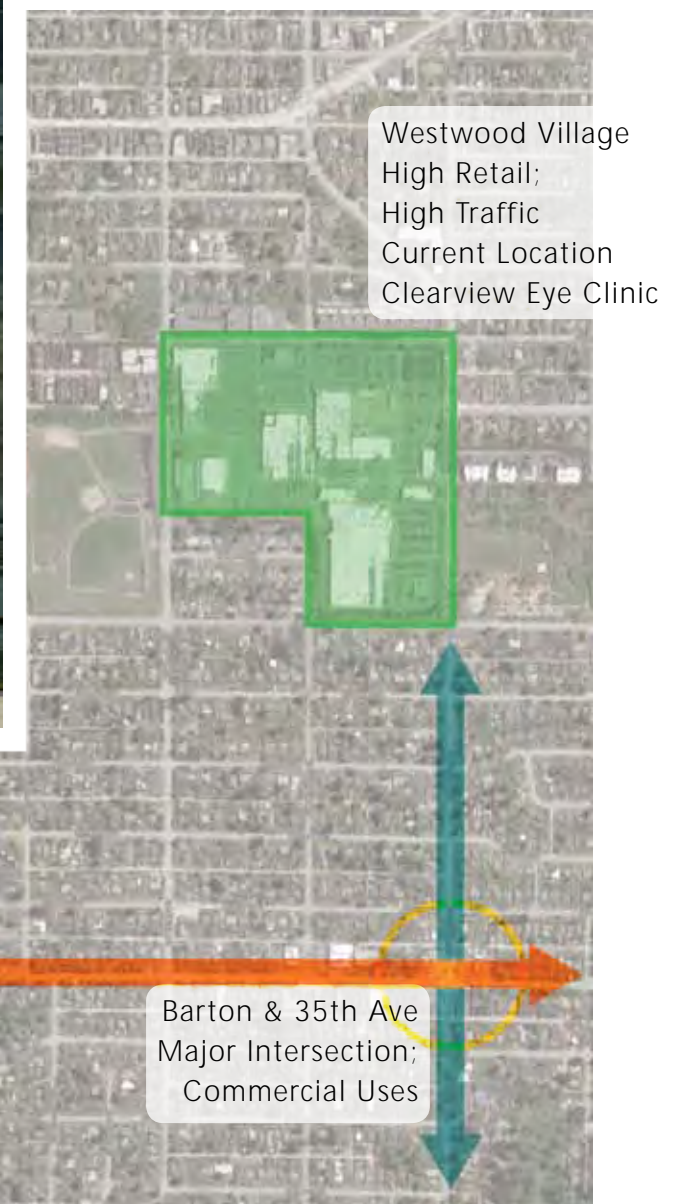




Design Review Recommendation

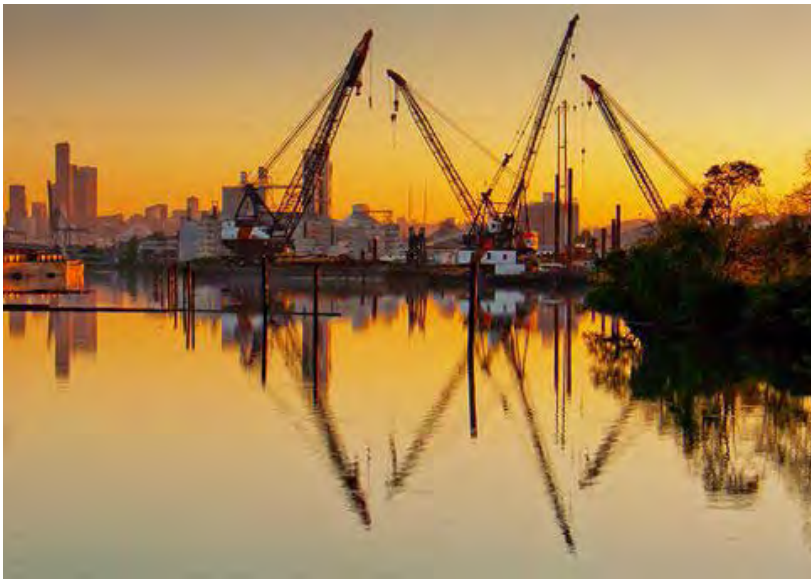
April 16, 2015
DPD Project #3017306
7520 35th Avenue Ave SW
Seattle, Washington



2 . PROJECT GOALS

PROJECT VISION

- Establish a high quality mid-block building in a transitional commercial zone and encourage future beneficial urban development.
- Provide permanent home for existing ophthalmology practice with more than a 60 year legacy in West Seattle, developed, owned and operated by practitioners that live in the neighborhood.
- Activate the neighborhood with 120+ customer visits per day
- Provide an enhanced pedestrian destination and environment.
- Stimulate existing, adjacent retail and commercial businesses.
- Provide a visual upgrade to the neighborhood.
- Provide opportunity for commercial tenant space and new retail activity.



PB ARCHITECTS INC P.S.

617 8TH AVENUE S. | SEATTLE | WA 98104 | 206.443.9790

PROJECT TEAM

Owner

Clearview Eye & Laser, PLLC. has its’ roots in West Seattle since 1957, when now retired Dr. Ferris Ketchum and Dr. William P. Mulligan began their ophthalmology practice serving West Seattle at a location in the Junction neighborhood. This successful practice grew and expanded to the current two locations in Westwood Village and adjacent to Highline Medical Center in Burien.

Clearview Eye & Laser is a comprehensive ophthalmology practice offering state-of-the-art medical, laser and surgical treatment for eye diseases. Their board-certified ophthalmologists and optometrist perform both routine and medical eye exams. and are trained to diagnose, manage, and treat eye diseases that require both medical and non-medical treatment. Their goal is to provide the highest quality care possible, following a long tradition of ethical and skilled physicians of great personal integrity. For over 60 years, they have served patients of all ages in a professional, dignified and caring environment.

With dedicated resources and a professional, experienced team in place, Clearview is ready to begin development of a permanent home for their practice with expanded facilities and capabilities for their customers and provide an enhancement to the neighborhood.

Team

Owner: Clearview Eye and Laser Center PLLC

Architect: PB Architects Inc., P.S.

Civil Engineer: NBEngineering

Structural Engineer: Yu & Trochalakis, PLC

Mechanical Engineer: Hermanson

Surveyor: Chadwick & Winters

Landscape Architect: Hough, Beck, and Baird

Geotechnical Engineer: Geotech Consultants, Inc.

Traffic Consultant: JTE, Inc.

PROJECT

The site is near the middle of a small NC2 commercial zone located along 35th Avenue SW, with the primary cross streets of SW Webster St and SW Holden St.

The zone consists of an eclectic mix of existing uses: single and multi-family housing, retail, auto repair, and includes a church, gas station, and fire station. The commercial zone generally is a half block wide extending from the centerline of 35th Avenue SW to existing alleys on the east to equivalent half-block depth to the west.

The primary goals for the Eye Clinic are to construct a building along with necessary surface and structured parking that they will own and occupy. The street level retail area will also be owned and occupied by the Eye Clinic which will provide eye wear and related accessories. The project also includes additional retail space for lease. The proposed development would include the demolition and removal of one house and accessory structure, and the Red Star Pizza building.

PROPOSED DEVELOPMENT’S STATISTICS AND DESIRES:

- a. The proposed development is a three story building with structured and surface parking. The uses will be first floor structured parking and retail, and the second and third floors will be an Eye Clinic. Total square footage of building is approximately 17,900 square feet.
- b. First floor retail approximate square footage: 4,500 square feet, including mezzanine space.
- c. Second and third floor Commercial (Eye Clinic) approximate total square footage: 13,400 square feet.
- d. Approximate number of parking stalls:
Surface parking for 29 parking stalls.
- e. No residential units are proposed.
- f. The existing alley is un-improved and is proposed to be upgraded from the south border of the site north to SW Webster Street. The alley is 16 feet wide with single family zoning bordering the alley's eastern edge. One single-family garage is located across from the site on the eastern alley edge. Power poles with telephone lines serve the structures on both sides of the alley. The proposal would use the alley for vehicle ingress/egress but due to the narrowness of the alley and it's shared use with other neighbors, garbage, utility vehicles, etc. the proposal requires maintaining the existing curb cut off 35th Avenue SW to alleviate traffic conflicts.

Maintaining the existing curb cut (currently serving Red Star Pizza's parking area) is crucial to the proposed Eye Clinic's vehicular access and egress. The facility will average the following:
120 patients per day plus a staff of 20.
4 daily deliveries by truck (UPS, USPS, Fed Ex, laundry, etc);
King County Access bus twice a day, several times a week;

The facility requires easy access for patient transfer by Emergency vehicles.

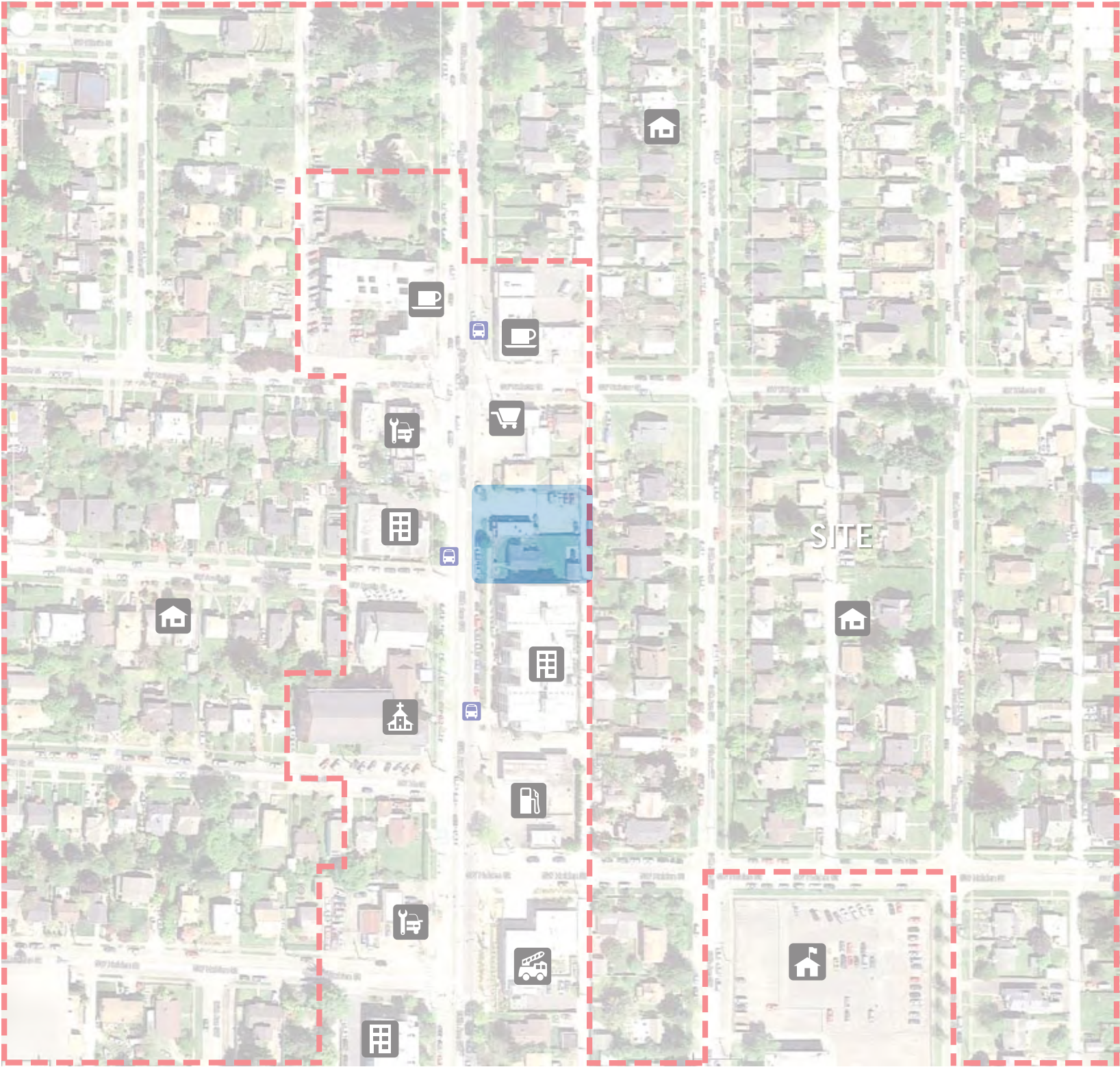
The majority of patients are over 65 and many with vision issues.

A traffic study and facility-use analysis has been prepared that support present the case for maintaining the existing curb cut off of 35th Avenue SW.

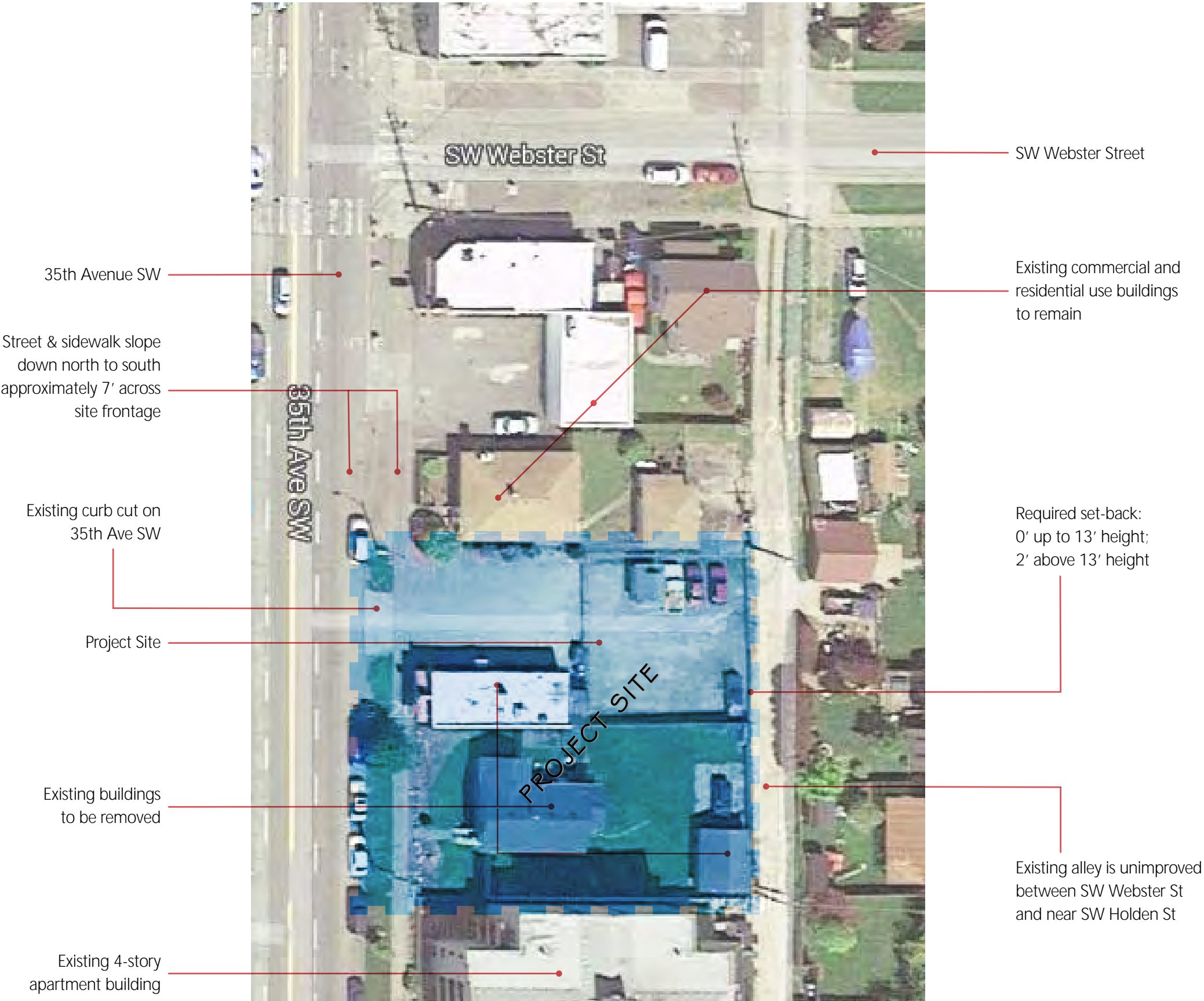
- g. None of the existing buildings on-site are of historical significance and can be removed.

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- Bus Stop
- Single-Family
- Multi-Family
- Church
- School
- Gas Station
- Fire Station
- Grocery
- Cafe
- Car Repair





Swedish Automotive



Seattle Public Library - High Point Branch



High Point Medical / Dental Building



Fire Station #37



Seattle Public Library - SW Branch

Edward Jones Investments Webster St John's Corner Deli House Red Star Pizza House Hill Crest Apartments



Bus Stop

S I T E

35TH AVENUE SW - EASTSIDE
NOTABLE FEATURES

- Fire Station is nicely designed and is a relatively new facility.
- Bus stops exist in front of gas station and Edwards-Jones Investments.
- Hill Crest Apartments adjacent to proposed site is a large building with long facade (approx. 200' long)
- Note: Block between SW Webster and SW Holden is approx. 600' long.

DESIGN CUES

- Hill Crest Apartments for height and modulation cues.
- Provide street trees to enhance the street scene by continuing the existing street trees fronting Hill Crest Apartments and gas station.
- Olympic Manor retail frontage

Austin St Debonaire Apartments W Sea Autoworks Webster St Olympic Manor Apts



Bus Stop

(site opposite side)

35TH AVENUE SW - WESTSIDE
NOTABLE FEATURES

- On west side of 35th Avenue SW street trees front the former Mars Hill Church, Debonaire Apartments and the Olympic Manor apartments.
- Olympic Manor apartments have some active commercial pedestrian activity at the street level.

DESIGN CUES

- Provide street trees to enhance the street scene by continuing street tree plantings
- Provide an active pedestrian friendly commercial frontage to enhance the activity that exists at the Olympic Manor apartments.



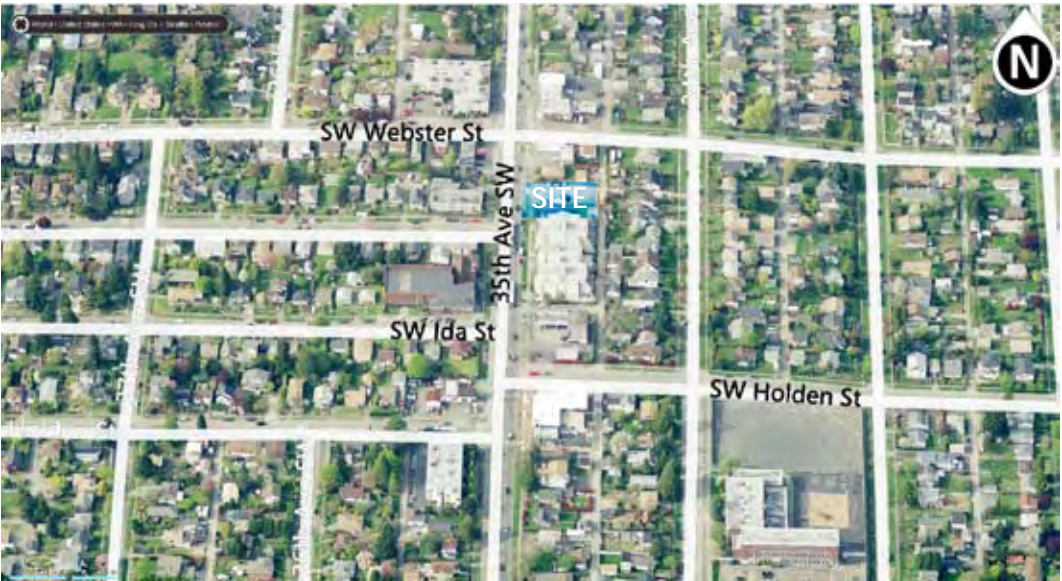
Site Context



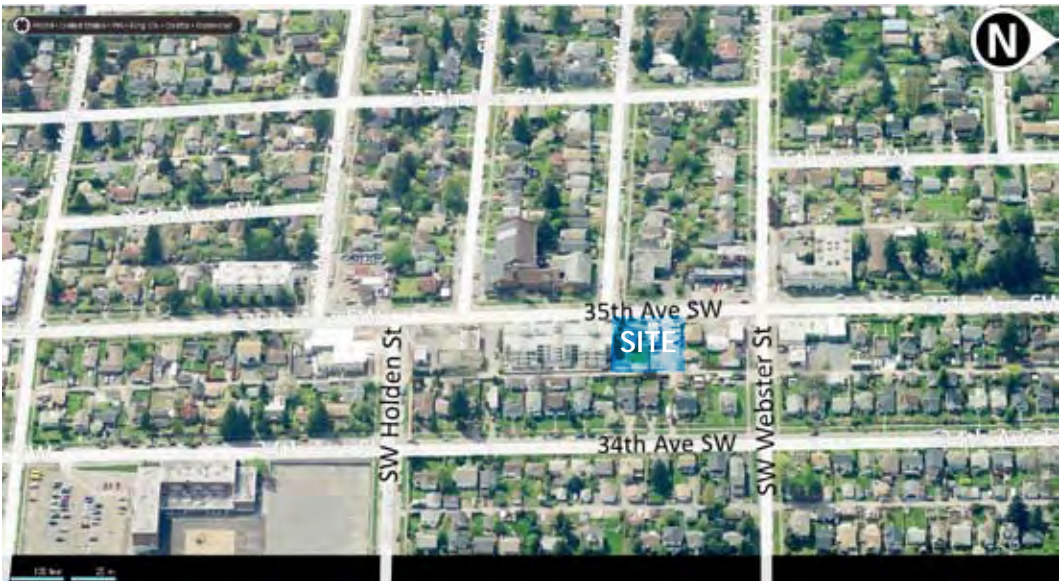
Looking East



Looking South



Looking North



Looking West





ZONING ANALYSIS: PER SMC TITLE 23

- a. Zoning: NC2-40
- b. Lot area: Approximately 14,970 sq.ft. (Does not include portions of the two northern parcels)
- c. 23.47A.008: Street level development standards:
 - B.3: Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.
- d. 23.47A.012: Structure height:
 - A: Height limit is 40 feet
 - 1.a: the height of a structure may exceed the limit by up to 4 feet if a floor-to-floor height of 13 feet or more is provided by non-residential uses at street level.
- e. 23.47A.014: Setback requirements
 - B.2: A setback is required along any rear or side lot line that abuts a lot in a residential zone as follows:
 - B.2.a: A 10 foot setback is required above 13 feet in height when abutting a residential zone.
 - B.4: One-half of the width of an abutting alley may be counted as part of the required setback.
- f. 23.47A.016: Landscaping and screening standards
 - A.2: Landscaping that achieves a Green Factor score of 0.30 or greater is required.
- g. 23.47A.032: Parking location and access
 - B.1c: Parking to the side of a structure shall not exceed 60 feet of street frontage (exhibit B).
 - 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.
- h. Miscellaneous information and requirements:
 - Bus stops are located on SW Webster (north bound) and between SW Webster and SW Austin (south bound). Bus route is #21.

MASSING COMPARISON - ALTERNATIVE #2, EDG #2

- Building aligned with 35th Avenue SW
- Reduces impact on single family zone edge to east.
- Presents combination of blank and fenestrated facades to street frontage.



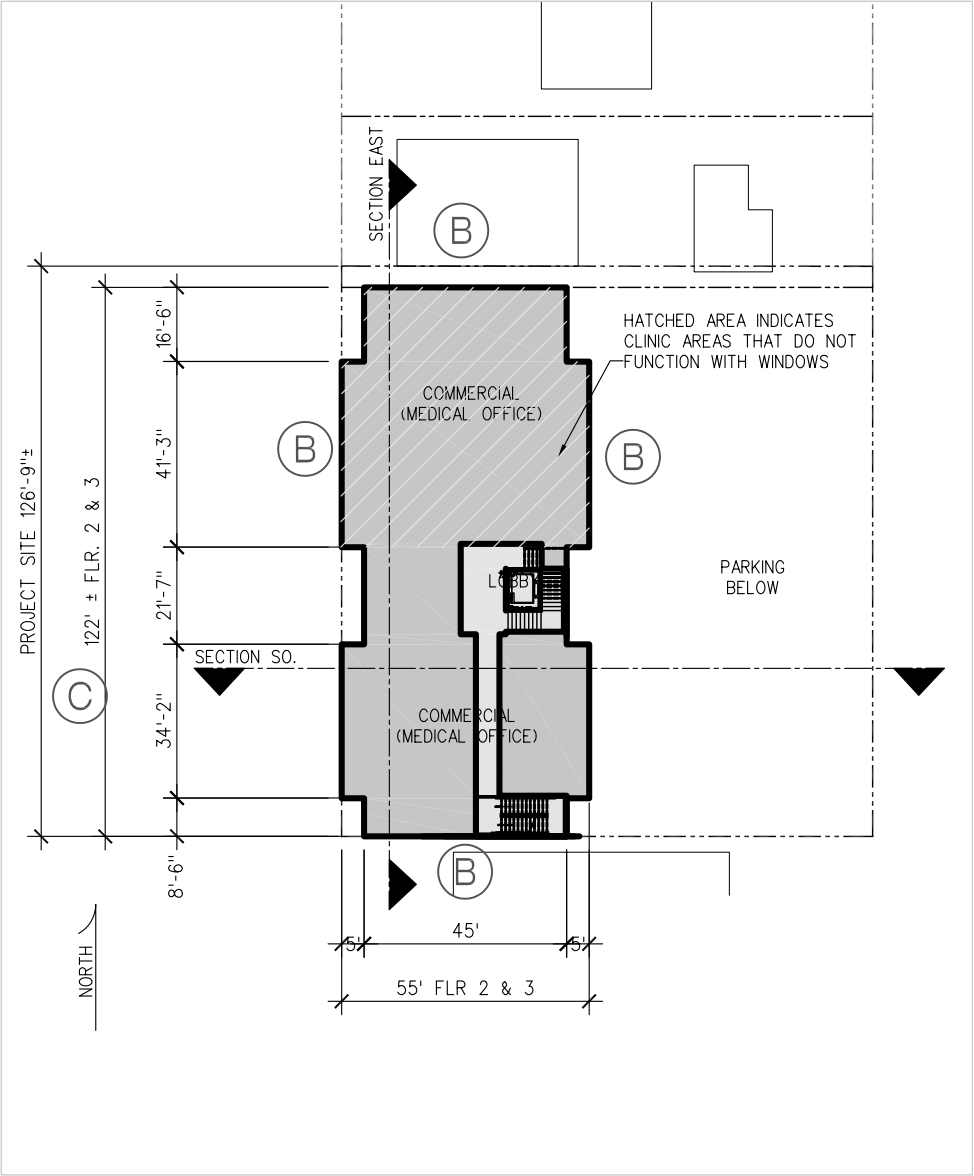
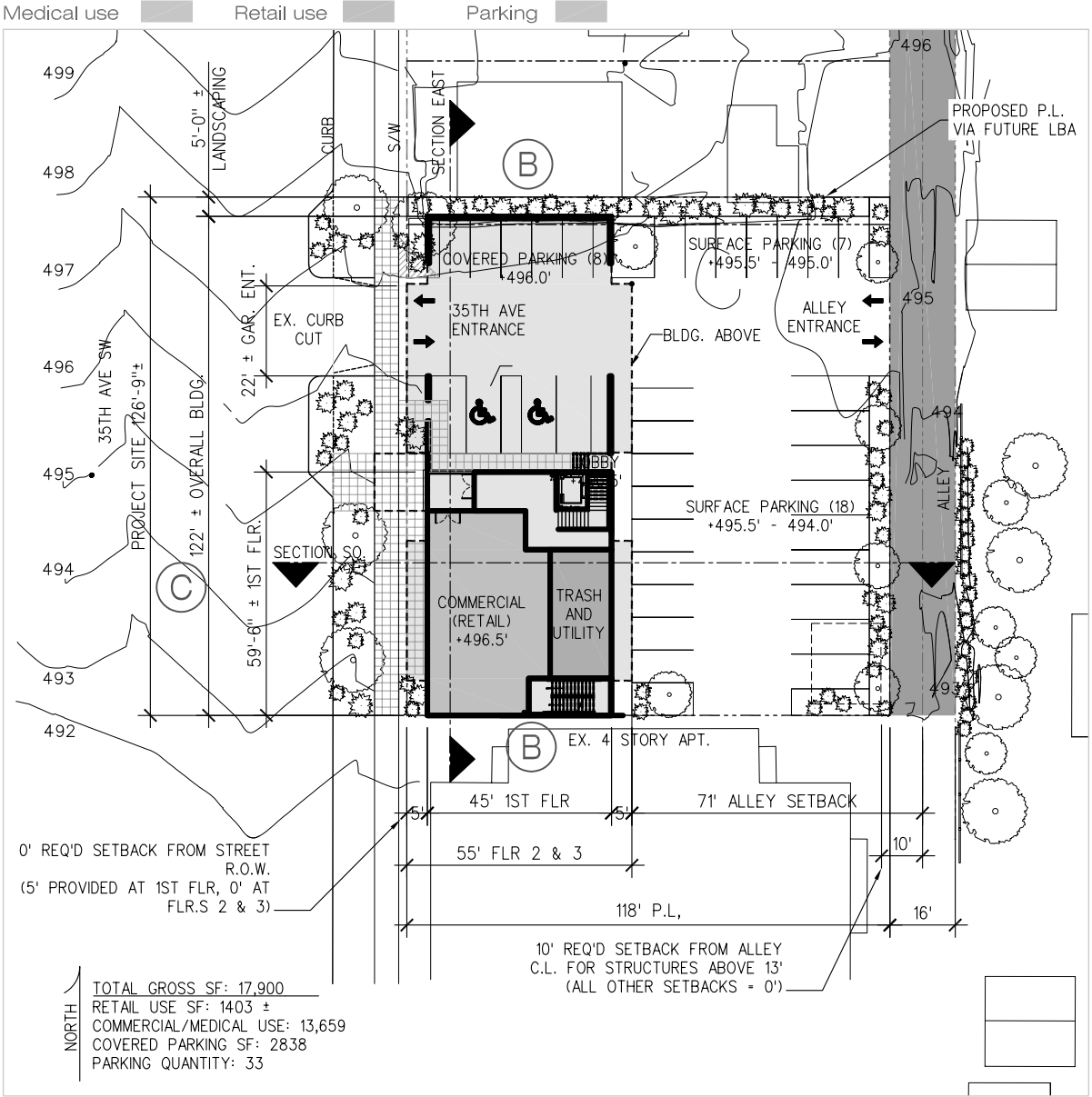
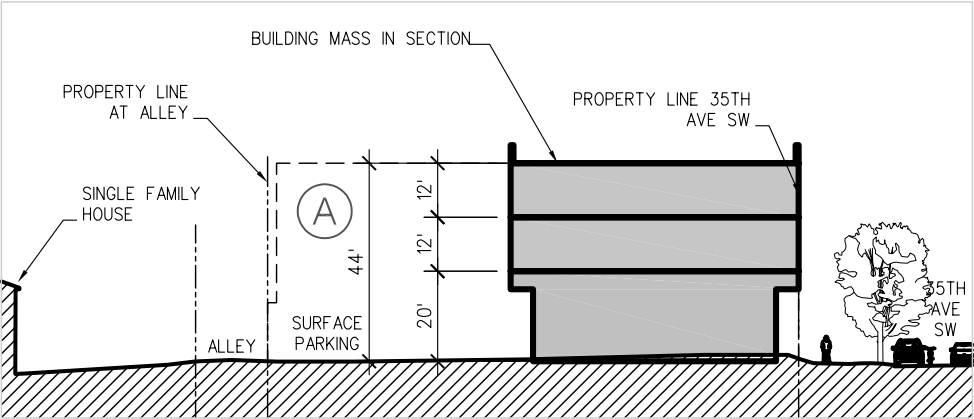
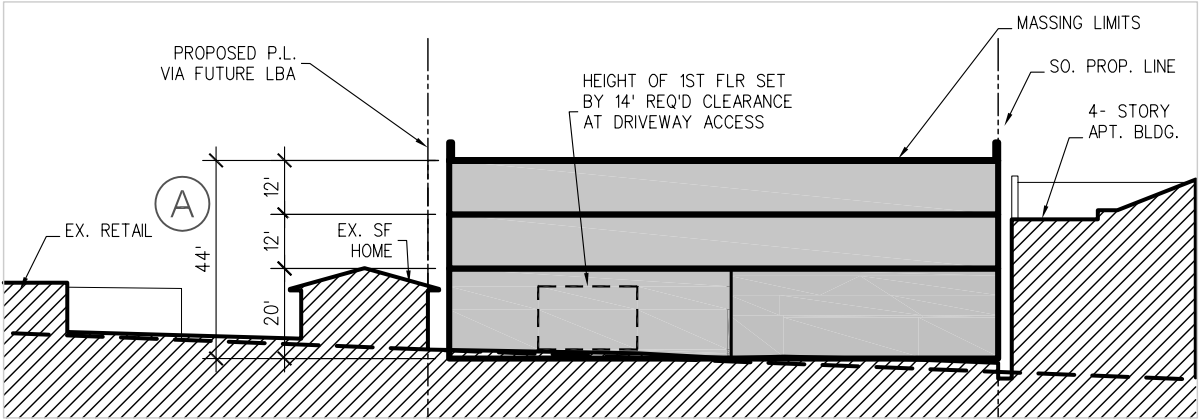
MASSING COMPARISON - CURRENT DESIGN

- Bulk of the building has been modulated and set back from street.
- Additional retail space added to street level at north.
- Southwest corner setback & upper stories respect datum lines of Hillcrest Apartments.
- Parking frontage reduced and screened.

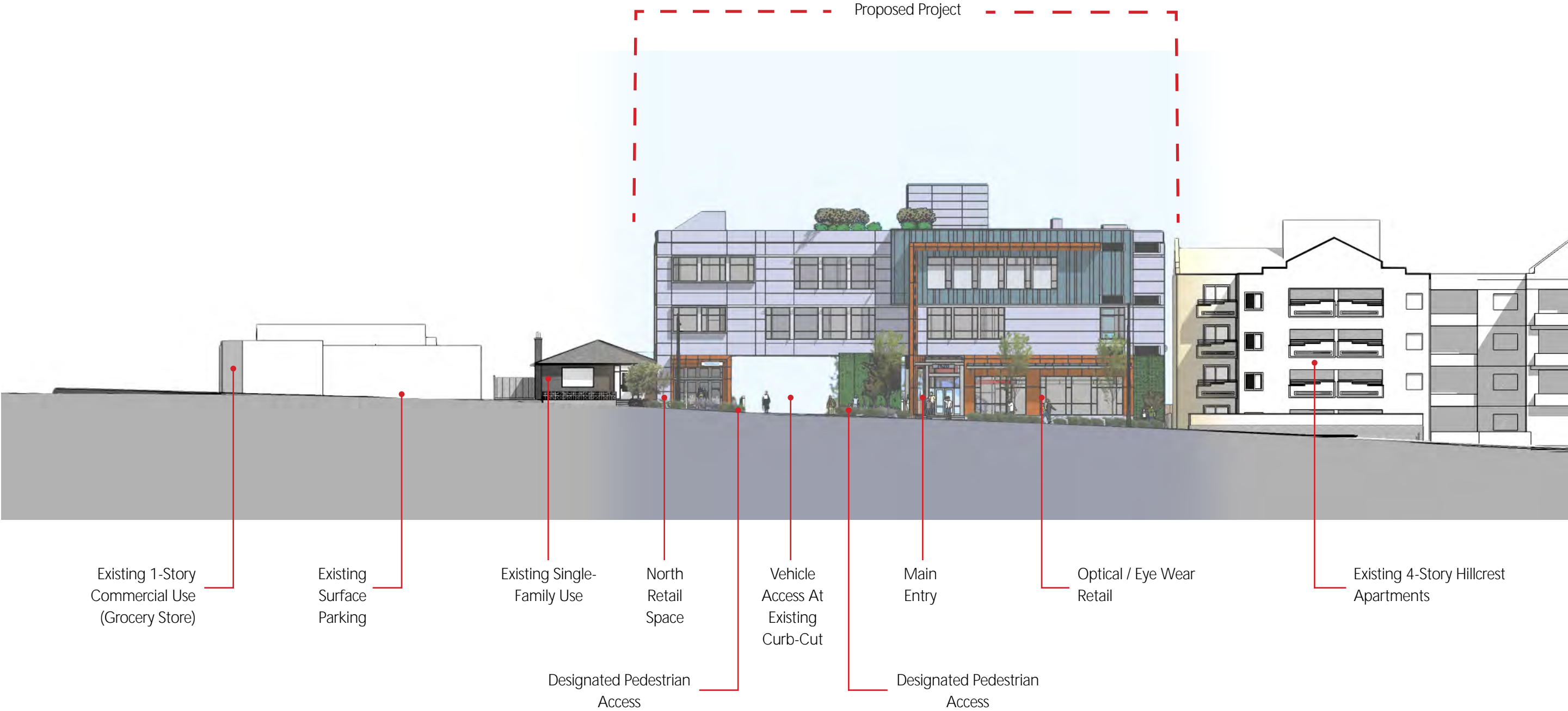


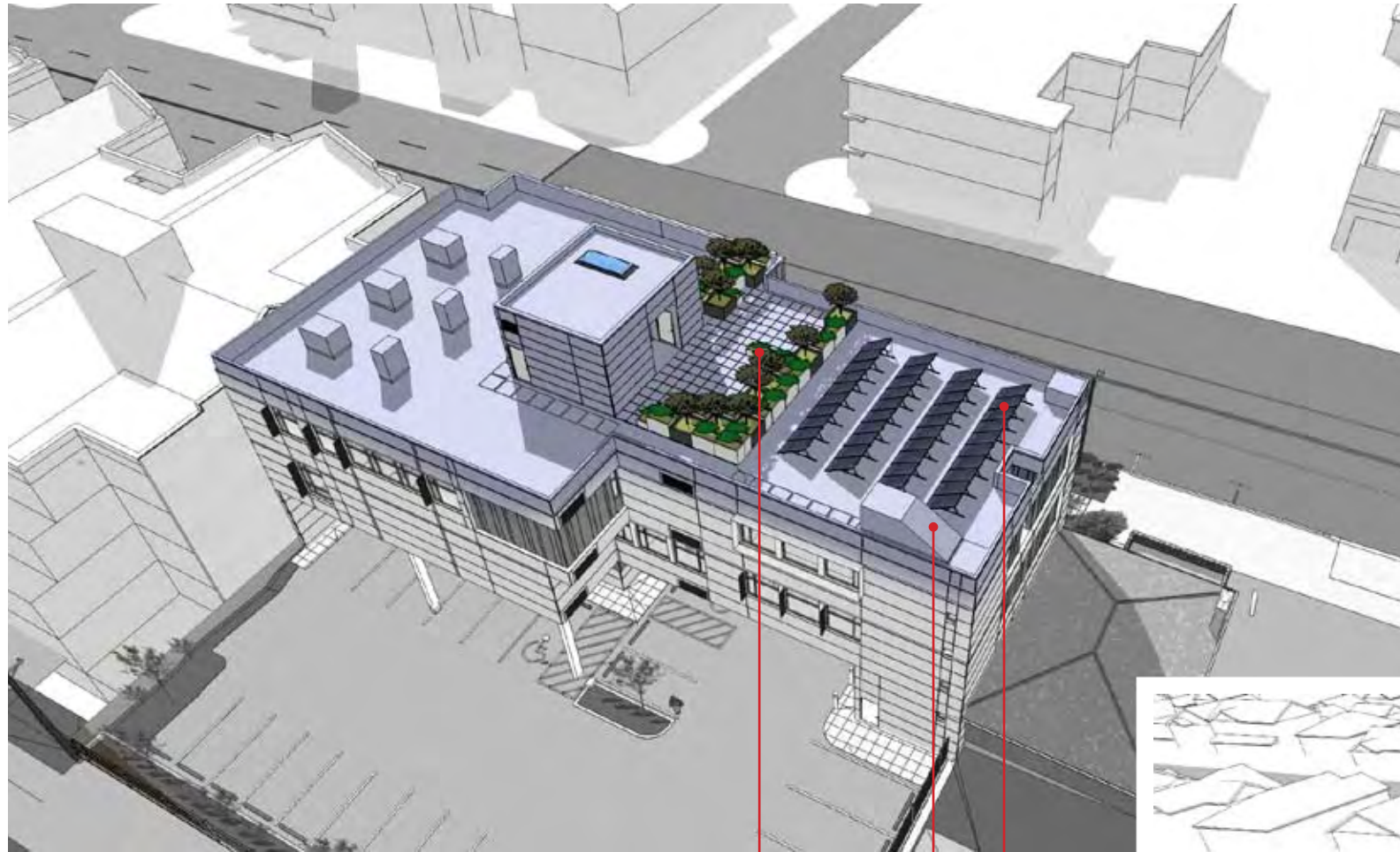
Design Considerations











Rooftop Looking West

Rooftop Deck and Green
Roof Plantings

Roof
Access
Stair

Solar
Arrays



Elevator /
Stair /
Mechanical
Penthouse

Rooftop
Mechanical
Units

Rooftop Looking East



North portion of street
façade has 10' setback
modulation



3rd level ASC
alternative
siding



East façades are set
back between 55' &
70' from alley centerline
and single family zone
to the east



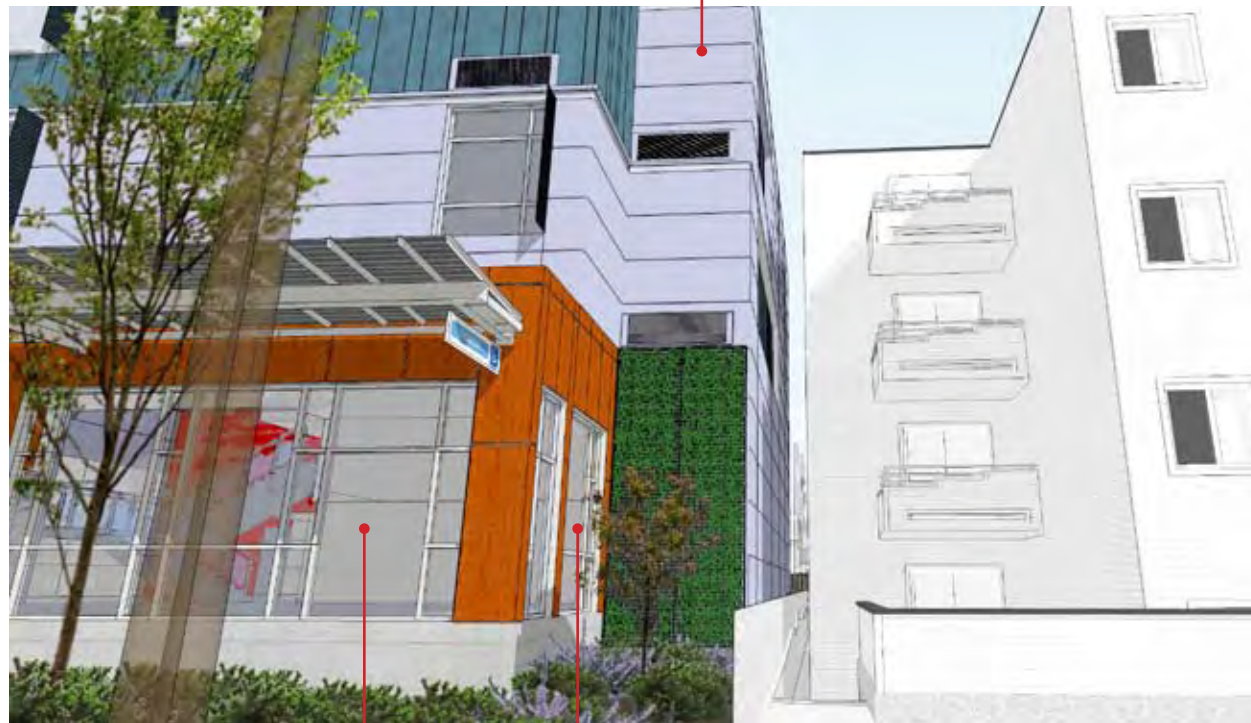
Laminate 'wood' tone
cladding at street level
& roof overhangs



North façades light well
slot & recessed siding
treatment

2nd & 3rd floor façades are setback to approximate adjacent apartment building

SW corner is setback 13' from property line and is 8' wide



Retail space is along property line at widened sidewalk, but is set back 8' from SW corner

Optical / Eye Wear Retail Entry



North Retail Entry



Main Building Entry



North Retail Plaza & Pedestrian Walkway



Vehicle Access 'Portal'
pass through drop off / pickup



Streetview
From South



Sidewalk View From
South



Main Entry / Plaza /
Sidewalk Benches



Alley Looking South

Surface Parking Fence and Landscape Screening



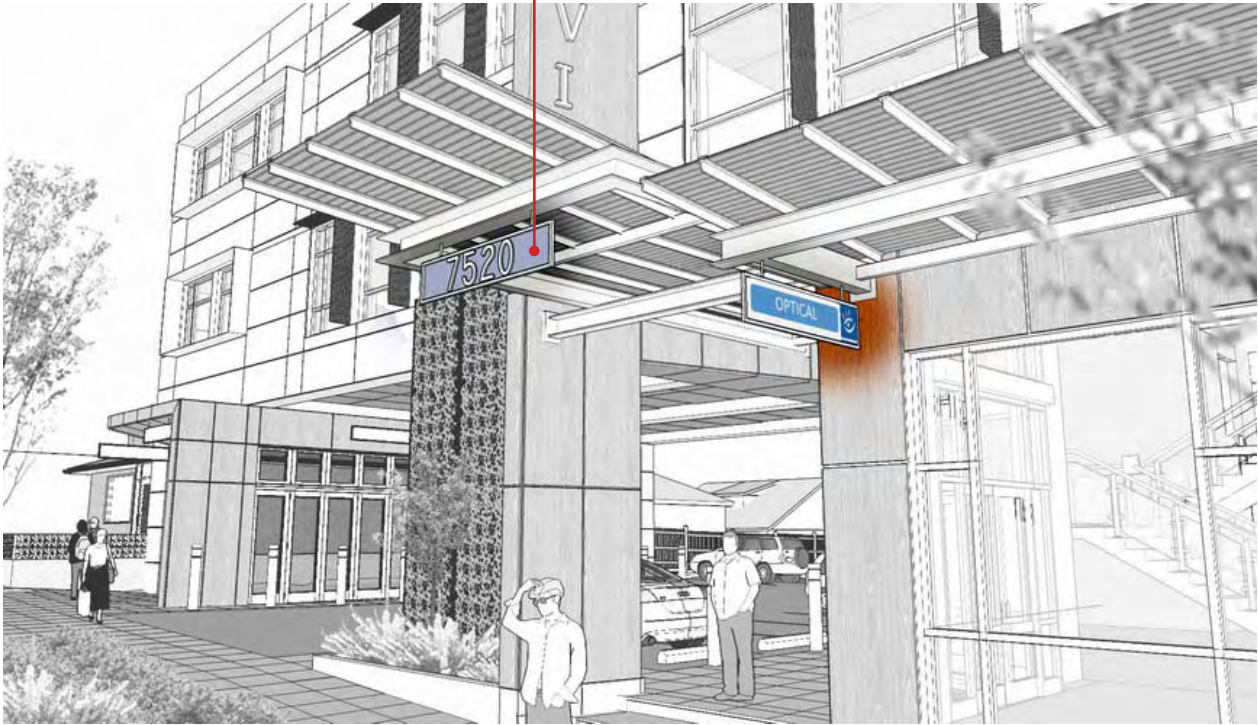
Alley Entrance to Surface Parking

Main Building Sign

Optical / Eye
Wear Sign



Main Entry Address
Sign



North Retail Blade
Sign



North Façade
Logo Sign

Secondary
Building Sign

Design Considerations





- Examples of design patterns to be avoided
- Dark, obscure 'garage' door vehicle access
 - Low ceiling, uninviting parking and drop off/pick-up area
 - Poor sight-lines
 - No accomodation for pedestrians



Design example of successful integration of vehicle access, pedestrian circulation, building entry, and parking.

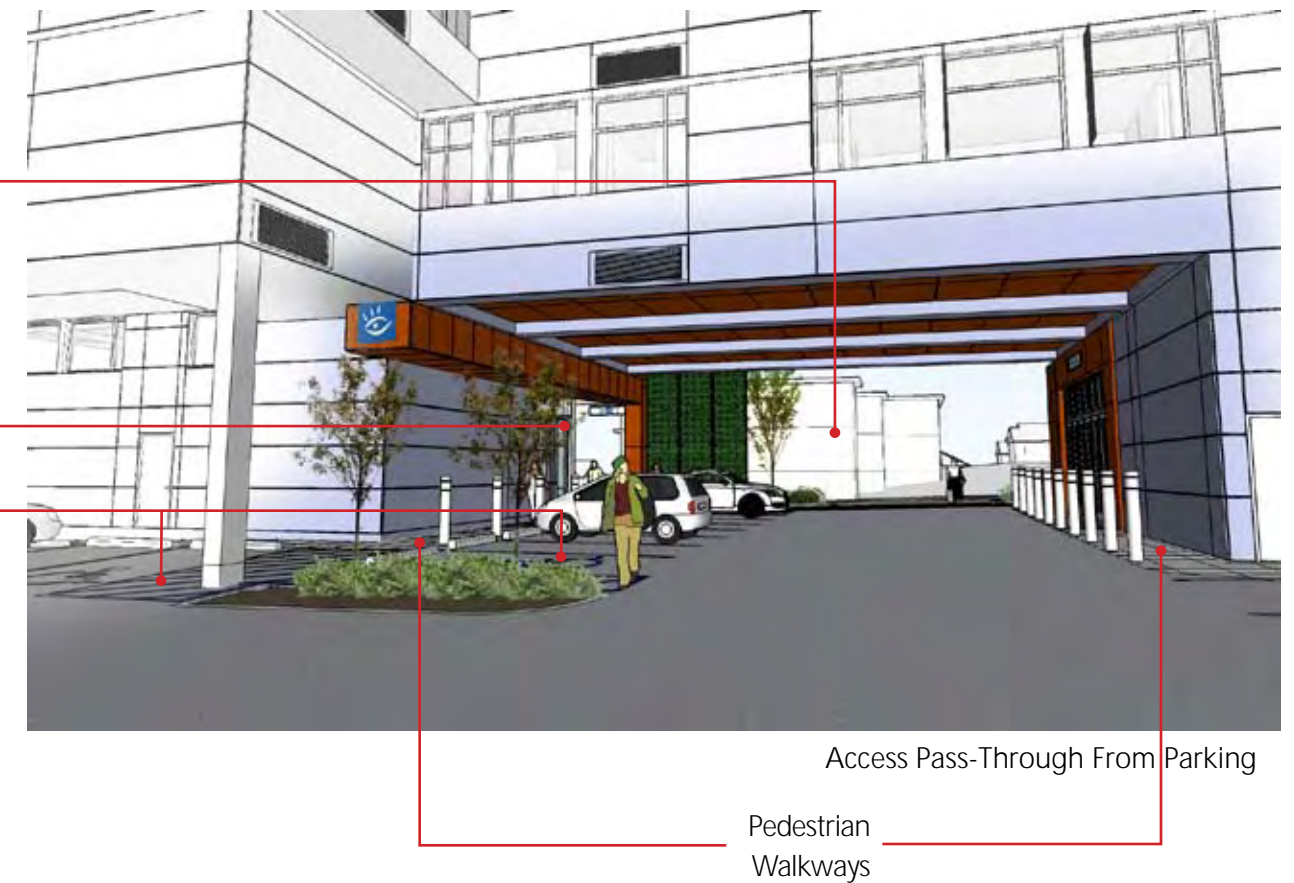
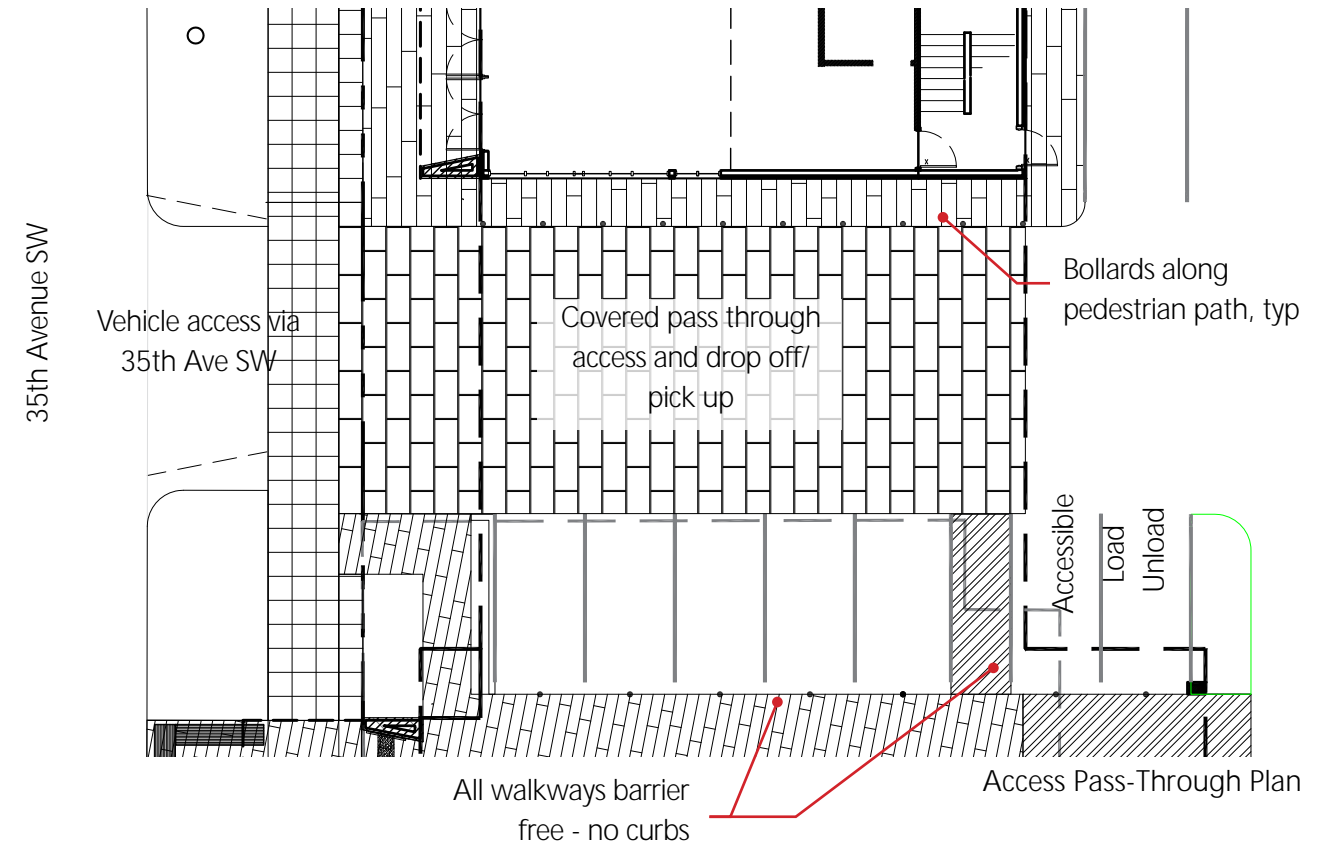


North Retail

Proposed Vehicle Access at Existing Curb-Cut Location on 35th Ave SW

Pass through to surface parking, drop off / pick up access

Open, 14' high pass through from 35th Avenue entrance



30% Complete Street Improvements Plans

NOT FOR CONSTRUCTION

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE 2014 EDITION OF CITY OF SEATTLE STANDARD SPECIFICATIONS, THE 2014 EDITION OF THE CITY OF SEATTLE STANDARD PLANS, AND SEATTLE DEPARTMENT OF TRANSPORTATION DIRECTOR'S RULE 05-2009 FOR STREET AND SIDEWALK PAVEMENT OPENING AND RESTORATION. A COPY OF THESE DOCUMENTS SHALL BE ON SITE DURING CONSTRUCTION.

2. A COPY OF THE APPROVED PLAN MUST BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.

3. CORRECTIONS AND OMISSIONS ON THE PERMITTED PLANS MUST BE CORRECTED BY THE ENGINEER AND APPROVED BY THE CITY OF SEATTLE.

4. ALL PERMITS REQUIRED FOR WORK WITHIN THE PUBLIC RIGHT OF WAY MUST BE OBTAINED PRIOR TO THE START OF CONSTRUCTION.

5. PRIOR TO THE START OF CONSTRUCTION WITHIN THE RIGHT OF WAY, THE PERMITTEE SHALL SCHEDULE AND ATTEND A PRECONSTRUCTION MEETING WITH THE CITY OF SEATTLE DEPARTMENT OF TRANSPORTATION.

6. PERMITTEE SHALL CONTACT SEATTLE DEPARTMENT OF TRANSPORTATION STREET USE INSPECTOR A MINIMUM OF 2 BUSINESS DAYS PRIOR TO MEETING AN INSPECTOR.

7. ALL DAMAGE TO CITY INFRASTRUCTURE CAUSED BY THE CONSTRUCTION SHALL BE REPAIRED AS REQUIRED BY THE SEATTLE DEPARTMENT OF TRANSPORTATION.

8. THE APPROVED PLANS SHOW THE APPROXIMATE AREA OF PAVEMENT RESTORATION BASED ON THE DEPTH OF UTILITY CUTS AND/OR THE AREA OF CURB AND/OR PAVEMENT TO BE REMOVED AND REPLACED. THE ACTUAL LIMITS OF THE PAVEMENT RESTORATION SHALL BE PER THE STREET AND SIDEWALK PAVEMENT OPENING AND RESTORATION DIRECTOR'S RULE 05-2009 AND WILL BE DETERMINED IN THE FIELD BY THE SEATTLE DEPARTMENT OF TRANSPORTATION STREET USE INSPECTOR PRIOR TO THE PAVEMENT RESTORATION.

9. DATUM: NAVD 83 AND NAD83 (1997).

10. SURVEYING AND STAKING OF ALL IMPROVEMENTS IN THE PUBLIC RIGHT OF WAY SHALL BE COMPLETED PRIOR TO CONSTRUCTION. SURVEY CUT SHEETS MUST BE SUBMITTED AND APPROVED BY THE SEATTLE DEPARTMENT OF TRANSPORTATION AT LEAST 5 DAYS PRIOR TO CONSTRUCTION.

11. IF AN EXISTING CURB IS TO BE REMOVED AND REPLACED IN THE SAME LOCATION THE PERMITTEE SHALL PROVIDE THE STREET USE INSPECTOR A PLAN WITH EXISTING FLOW LINE AND TOP OF CURB ELEVATIONS IDENTIFIED. PERMITTEE TO STATE THE LOCATION OF THE EXISTING CURB PRIOR TO DEMOLITION.

12. THE PERMITTEE SHALL BE RESPONSIBLE FOR IDENTIFYING AND REPLACING ALL MONUMENTS THAT MAY BE DISTURBED, DESTROYED OR REMOVED BY THE PROJECT AND FILE AN APPLICATION FOR PERMIT TO REMOVE OR DESTROY A SURVEY MONUMENT WITH THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES, PURSUANT TO RCW 9A.24.040(9).

13. THE PERMITTEE SHALL SUBMIT ALL APPLICABLE RECORDS UNDER SECTION 1-4-2 OF THE STANDARD SPECIFICATIONS PRIOR TO CONSTRUCTION. A MATERIAL SOURCE FORM FOR ALL MATERIALS TO BE PLACED IN THE RIGHT OF WAY AND MAX CONCRES AND AGGREGATES TO BE PLACED IN THE RIGHT OF WAY MUST BE SUBMITTED TO THE SEATTLE DEPARTMENT OF TRANSPORTATION FOR REVIEW AND APPROVAL PRIOR TO BEGINNING CONSTRUCTION. A REVISED MATERIAL SOURCE FORM AND MAX CONCRES MUST BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT OF ANY SUBSTITUTE MATERIALS.

14. THE PERMITTEE SHALL NOTIFY THE SEATTLE FIRE DEPARTMENT DISPATCHER (206-386-1485) AT LEAST TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL WATER SERVICE INTERRUPTIONS, HYDRANT SHUT-OFFS, AND STREET CLOSURES OR OTHER ACCESS BARRIERS. THE PERMITTEE SHALL ALSO NOTIFY THE DISPATCHER OF ALL NEW, REDUCED, OR ELIMINATED HYDRANTS RESULTING FROM THIS WORK.

15. THE PERMITTEE SHALL LOCATE AND PROTECT ALL CASTINGS AND UTILITIES DURING CONSTRUCTION.

16. THE PERMITTEE SHALL CONTACT THE UNDERGROUND UTILITIES LOCATOR SERVICE (1-800-424-5555) AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.

17. IT IS THE SOLE RESPONSIBILITY OF THE PERMITTEE TO VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS SHOWN AND TO FURTHER LOCATIONS AND AVOID ANY OTHER UTILITIES NOT SHOWN WHICH MAY BE AFFECTED BY THE RECONFIGURATION OF THE PLAN.

18. THE PERMITTEE SHALL ADJUST ALL EXISTING MANHOLE RIMS, DRAINAGE STRUCTURE LOS, VALVE BOXES, AND UTILITY ACCESS STRUCTURES TO FINISH GRADE WITHIN AREAS AFFECTED BY THE PROPOSED IMPROVEMENTS.

19. SPIN-DOWN MUST BE PERFORMED ON ALL CORE DRILL OPERATIONS INTO EXISTING MANS OR STRUCTURES. CONTRACTORS ARE NOT ALLOWED TO CORE INTO MANS OR STRUCTURES WITHOUT PRIOR APPROVAL FROM SPIN-DOWN. TO SCHEDULE CORE CUTS CONTACT SPIN-DOWN AT 206-445-5511 A MINIMUM OF 48 HOURS IN ADVANCE.

20. UTILITY SERVICE CONNECTIONS SHOWN ON THIS PLAN REQUIRE SEPARATE PERMITS AND ARE TO BE MAINTAINED PRIVATELY AND NOT BY THE CITY OF SEATTLE.

21. THE PERMITTEE SHALL PROVIDE FOR ALL TESTING AS REQUIRED BY THE STREET USE INSPECTOR.

22. BACKFILL MATERIAL USED IN PUBLIC RIGHT-OF-WAY SHALL MEET STANDARD SPECIFICATIONS AND SHALL BE APPROVED BY SEATTLE DEPARTMENT OF TRANSPORTATION.

23. INSPECTION AND ACCEPTANCE OF ALL WORK IN THE PUBLIC RIGHT-OF-WAY SHALL BE DONE BY REPRESENTATIVES OF THE CITY OF SEATTLE. IT SHALL BE THE PERMITTEE'S RESPONSIBILITY TO COORDINATE AND SCHEDULE APPROPRIATE INSPECTIONS ALLOWING FOR PROPER ADVANCE NOTICE. THE SEATTLE DEPARTMENT OF TRANSPORTATION STREET USE INSPECTOR MAY REQUIRE REMOVAL AND RECONSTRUCTION OF ANY ITEMS PLACED IN THE RIGHT OF WAY THAT DO NOT MEET CITY STANDARDS OR THAT WERE CONSTRUCTED WITHOUT APPROPRIATE INSPECTIONS.

24. THE PERMITTEE SHALL PROVIDE AND MAINTAIN ANY EROSION CONTROL AND SEDIMENTATION COLLECTION FACILITIES TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE NATURAL OR PUBLIC DRAINAGE SYSTEM FOR SECTION 8-D-1. AS CONSTRUCTION PROGRESSES AND UNEXPECTED (SEASONAL) CONDITIONS DICTATE, ADDITIONAL CONTROL FACILITIES MAY BE REQUIRED. DURING THE COURSE OF CONSTRUCTION IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE PERMITTEE TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY THE PERMITTEE'S ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES THAT MAY BE NEEDED TO PROTECT ADJACENT PRIORITIES.

25. THE PERMITTEE SHALL KEEP ALL PAVED SURFACES IN THE RIGHT OF WAY CLEAN BY SWEEPING PER SECTION 8-D-1.3(16).

26. ALL DISTURBED SOILS MUST BE AMENDED PER STANDARD PLAN 142 AND SECTION 8-D-2 OF THE STANDARD SPECIFICATIONS UNLESS WITHIN ONE FOOT OF A CURB OR SIDEWALK, THREE FEET OF A UTILITY STRUCTURE (E.G. WATER METER, UTILITY POLE, MANHOLE LID, OR THE IMPERIAL OF AN EXISTING TREE).

27. ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE CITY OF SEATTLE TRAFFIC CONTROL MANUAL FOR IN-STREET WORK. AN APPROVED TRAFFIC CONTROL PLAN WILL BE REQUIRED FOR ALL ALLEYS PRIOR TO BEGINNING CONSTRUCTION.

28. PERMITTEE SHALL NOTIFY KING COUNTY METRO AT 684-2732 FOURTEEN DAYS IN ADVANCE OF ANY IMPACT TO TRANSIT OPERATIONS.

29. COORDINATE SIGN AND PAINT STATION AND/OR PARKING METER HEAD REMOVAL AND INSTALLATION WITH SEATTLE DEPARTMENT OF TRANSPORTATION AT 684-5370. SIGNPOSTS ARE TO BE INSTALLED IN ACCORDANCE WITH STANDARD PLANS 616, 620, 627A, 627B, 625, 625A, 625B, 625C, 625D, 625E, 625F, 625G, 625H, 625I, 625J, 625K, 625L, 625M, 625N, 625O, 625P, 625Q, 625R, 625S, 625T, 625U, 625V, 625W, 625X, 625Y, 625Z, 625AA, 625AB, 625AC, 625AD, 625AE, 625AF, 625AG, 625AH, 625AI, 625AJ, 625AK, 625AL, 625AM, 625AN, 625AO, 625AP, 625AQ, 625AR, 625AS, 625AT, 625AU, 625AV, 625AW, 625AX, 625AY, 625AZ, 625BA, 625BB, 625BC, 625BD, 625BE, 625BF, 625BG, 625BH, 625BI, 625BJ, 625BK, 625BL, 625BM, 625BN, 625BO, 625BP, 625BQ, 625BR, 625BS, 625BT, 625BU, 625BV, 625BW, 625BX, 625BY, 625BZ, 625CA, 625CB, 625CC, 625CD, 625CE, 625CF, 625CG, 625CH, 625CI, 625CJ, 625CK, 625CL, 625CM, 625CN, 625CO, 625CP, 625CQ, 625CR, 625CS, 625CT, 625CU, 625CV, 625CW, 625CX, 625CY, 625CZ, 625DA, 625DB, 625DC, 625DD, 625DE, 625DF, 625DG, 625DH, 625DI, 625DJ, 625DK, 625DL, 625DM, 625DN, 625DO, 625DP, 625DQ, 625DR, 625DS, 625DT, 625DU, 625DV, 625DW, 625DX, 625DY, 625DZ, 625EA, 625EB, 625EC, 625ED, 625EE, 625EF, 625EG, 625EH, 625EI, 625EJ, 625EK, 625EL, 625EM, 625EN, 625EO, 625EP, 625EQ, 625ER, 625ES, 625ET, 625EU, 625EV, 625EW, 625EX, 625EY, 625EZ, 625FA, 625FB, 625FC, 625FD, 625FE, 625FF, 625FG, 625FH, 625FI, 625FJ, 625FK, 625FL, 625FM, 625FN, 625FO, 625FP, 625FQ, 625FR, 625FS, 625FT, 625FU, 625FV, 625FW, 625FX, 625FY, 625FZ, 625GA, 625GB, 625GC, 625GD, 625GE, 625GF, 625GG, 625GH, 625GI, 625GJ, 625GK, 625GL, 625GM, 625GN, 625GO, 625GP, 625GQ, 625GR, 625GS, 625GT, 625GU, 625GV, 625GW, 625GX, 625GY, 625GZ, 625HA, 625HB, 625HC, 625HD, 625HE, 625HF, 625HG, 625HH, 625HI, 625HJ, 625HK, 625HL, 625HM, 625HN, 625HO, 625HP, 625HQ, 625HR, 625HS, 625HT, 625HU, 625HV, 625HW, 625HX, 625HY, 625HZ, 625IA, 625IB, 625IC, 625ID, 625IE, 625IF, 625IG, 625IH, 625II, 625IJ, 625IK, 625IL, 625IM, 625IN, 625IO, 625IP, 625IQ, 625IR, 625IS, 625IT, 625IU, 625IV, 625IW, 625IX, 625IY, 625IZ, 625JA, 625JB, 625JC, 625JD, 625JE, 625JF, 625JG, 625JH, 625JI, 625JJ, 625JK, 625JL, 625JM, 625JN, 625JO, 625JP, 625JQ, 625JR, 625JS, 625JT, 625JU, 625JV, 625JW, 625JX, 625JY, 625JZ, 625KA, 625KB, 625KC, 625KD, 625KE, 625KF, 625KG, 625KH, 625KI, 625KJ, 625KK, 625KL, 625KM, 625KN, 625KO, 625KP, 625KQ, 625KR, 625KS, 625KT, 625KU, 625KV, 625KW, 625KX, 625KY, 625KZ, 625LA, 625LB, 625LC, 625LD, 625LE, 625LF, 625LG, 625LH, 625LI, 625LJ, 625LK, 625LL, 625LM, 625LN, 625LO, 625LP, 625LQ, 625LR, 625LS, 625LT, 625LU, 625LV, 625LW, 625LX, 625LY, 625LZ, 625MA, 625MB, 625MC, 625MD, 625ME, 625MF, 625MG, 625MH, 625MI, 625MJ, 625MK, 625ML, 625MM, 625MN, 625MO, 625MP, 625MQ, 625MR, 625MS, 625MT, 625MU, 625MV, 625MW, 625MX, 625MY, 625MZ, 625NA, 625NB, 625NC, 625ND, 625NE, 625NF, 625NG, 625NH, 625NI, 625NJ, 625NK, 625NL, 625NM, 625NN, 625NO, 625NP, 625NQ, 625NR, 625NS, 625NT, 625NU, 625NV, 625NW, 625NX, 625NY, 625NZ, 625OA, 625OB, 625OC, 625OD, 625OE, 625OF, 625OG, 625OH, 625OI, 625OJ, 625OK, 625OL, 625OM, 625ON, 625OO, 625OP, 625OQ, 625OR, 625OS, 625OT, 625OU, 625OV, 625OW, 625OX, 625OY, 625OZ, 625PA, 625PB, 625PC, 625PD, 625PE, 625PF, 625PG, 625PH, 625PI, 625PJ, 625PK, 625PL, 625PM, 625PN, 625PO, 625PP, 625PQ, 625PR, 625PS, 625PT, 625PU, 625PV, 625PW, 625PX, 625PY, 625PZ, 625QA, 625QB, 625QC, 625QD, 625QE, 625QF, 625QG, 625QH, 625QI, 625QJ, 625QK, 625QL, 625QM, 625QN, 625QO, 625QP, 625QQ, 625QR, 625QS, 625QT, 625QU, 625QV, 625QW, 625QX, 625QY, 625QZ, 625RA, 625RB, 625RC, 625RD, 625RE, 625RF, 625RG, 625RH, 625RI, 625RJ, 625RK, 625RL, 625RM, 625RN, 625RO, 625RP, 625RQ, 625RR, 625RS, 625RT, 625RU, 625RV, 625RW, 625RX, 625RY, 625RZ, 625SA, 625SB, 625SC, 625SD, 625SE, 625SF, 625SG, 625SH, 625SI, 625SJ, 625SK, 625SL, 625SM, 625SN, 625SO, 625SP, 625SQ, 625SR, 625SS, 625ST, 625SU, 625SV, 625SW, 625SX, 625SY, 625SZ, 625TA, 625TB, 625TC, 625TD, 625TE, 625TF, 625TG, 625TH, 625TI, 625TJ, 625TK, 625TL, 625TM, 625TN, 625TO, 625TP, 625TQ, 625TR, 625TS, 625TT, 625TU, 625TV, 625TW, 625TX, 625TY, 625TZ, 625UA, 625UB, 625UC, 625UD, 625UE, 625UF, 625UG, 625UH, 625UI, 625UJ, 625UK, 625UL, 625UM, 625UN, 625UO, 625UP, 625UQ, 625UR, 625US, 625UT, 625UU, 625UV, 625UW, 625UX, 625UY, 625UZ, 625VA, 625VB, 625VC, 625VD, 625VE, 625VF, 625VG, 625VH, 625VI, 625VJ, 625VK, 625VL, 625VM, 625VN, 625VO, 625VP, 625VQ, 625VR, 625VS, 625VT, 625VU, 625VV, 625VW, 625VX, 625VY, 625VZ, 625WA, 625WB, 625WC, 625WD, 625WE, 625WF, 625WG, 625WH, 625WI, 625WJ, 625WK, 625WL, 625WM, 625WN, 625WO, 625WP, 625WQ, 625WR, 625WS, 625WT, 625WU, 625WV, 625WW, 625WX, 625WY, 625WZ, 625XA, 625XB, 625XC, 625XD, 625XE, 625XF, 625XG, 625XH, 625XI, 625XJ, 625XK, 625XL, 625XM, 625XN, 625XO, 625XP, 625XQ, 625XR, 625XS, 625XT, 625XU, 625XV, 625XW, 625XX, 625XY, 625XZ, 625YA, 625YB, 625YC, 625YD, 625YE, 625YF, 625YG, 625YH, 625YI, 625YJ, 625YK, 625YL, 625YM, 625YN, 625YO, 625YP, 625YQ, 625YR, 625YS, 625YT, 625YU, 625YV, 625YW, 625YX, 625YY, 625YZ, 625ZA, 625ZB, 625ZC, 625ZD, 625ZE, 625ZF, 625ZG, 625ZH, 625ZI, 625ZJ, 625ZK, 625ZL, 625ZM, 625ZN, 625ZO, 625ZP, 625ZQ, 625ZR, 625ZS, 625ZT, 625ZU, 625ZV, 625ZW, 625ZX, 625ZY, 625ZZ.

30. ALL WORK PERFORMED BY SEATTLE CITY LIGHT, SEATTLE PUBLIC UTILITIES, AND OTHER UTILITIES TO REMOVE OR RELOCATE EXISTING UTILITIES SHALL BE DONE AT THE PERMITTEE'S EXPENSE.

31. PERMITTEE MUST CONTACT THE SEATTLE DEPARTMENT OF PARKS AND RECREATION TO APPLY FOR A SEPARATE PERMIT IF WORKING WITHIN A DESIGNATED PARK BOULEVARD.

32. CARE SHALL BE EXERCISED WHEN EXCAVATING NEAR EXISTING CHARGED WATER MAINS.

33. PERMITTEE SHALL CONTACT SEATTLE DEPARTMENT OF TRANSPORTATION STREET USE INSPECTOR A MINIMUM OF 2 BUSINESS DAYS PRIOR TO PLANTING FOR INSPECTION OF STREET TREES AND LANDSCAPING.

NE 85TH ST SECTION

SCALE: NTS 1

ALLEY SECTION

SCALE: NTS 2

SHEET INDEX

1 COVER SHEET
2 ALLEY PLAN & PROFILE
3 35TH AVE SW PLAN

SOURCE DATA

TOPOGRAPHIC SURVEY BY CHADWICK & WINTERS, JANUARY 20, 2015 AND SEWER CARD 6019

BENCHMARKS

VERTICAL DATUM: WASHINGTON COUNCIL OF COUNTY SURVEYORS
ID# SNV-5236
DESCRIPTION 2" BRASS CAP STAMPED C OF S 5236
LOCATION: 95 FT. NORTH OF THE NE CORNER OF SW HOLLEN ST & 35TH AVE SW
ELEVATION: 480.416 FT. (NAVD83)

HORIZONTAL DATUM

OWNER: WASHINGTON DEPT. OF TRANSPORTATION
ID# 6232
DESCRIPTION: WERTOT BRASS DISK SET IN DRILL HOLE LEVEL WITH CONCRETE SURFACE.
LOCATION: IN SIDEWALK OF SOUTHERLY SIDE OF FAUNTLERVOY WAY S.W., APPROX. 20 METERS EAST OF CALIFORNIA AVE.
NORTHING: 252,605.900 (NAD 83/97)
EASTING: 1,256,763.542 (NAD 83/97)

OWNER: CITY OF SEATTLE
ID# N/A
DESCRIPTION: N/A
LOCATION: SET 5/8" REBAR AND YELLOW PLASTIC SURVEYOR'S CAP STAMPED "WINTERS LS 1804" AT CALCULATED CORNER POSITION
ELEVATION: NE CORNER PROPERTY CORNER OF PROJECT AREA 487.446 FT. (NAVD83)

OWNER/APPLICANT: CLEARVIEW EYE CLINIC
ID# CHADWICK & WINTERS, PLLC
LOCATION: 2105 SW HUNTER ST, SUITE 201
SEATTLE, WA 98138
(206) 437-9600

ARCHITECT: PB ARCHITECTS, P.S.
ID# 617 8TH AVE S
SEATTLE, WA 98104
(206) 443-9700

CIVIL ENGINEER: NICK BOSSOFF ENGINEERING, INC.
ID# 8716 14TH AVE NE
REDMOND, WA 98052-1914
(425) 881-5504

CALL 48 HOURS BEFORE YOU DIG 1-800-424-5555

NAME OF DEVELOPMENT: CLEARVIEW EYE CLINIC
DPD PROJECT # 3017306

BOFF PROJECT NO. 7514 & 7520 35TH AVE SW STREET & ALLEY IMPROVEMENTS COVER SHEET

BOFF PROJECT NO. 7514 & 7520 35TH AVE SW STREET & ALLEY IMPROVEMENTS COVER SHEET

REVIEWED BY SPV/WATER ENGINEERING 20.....
REVIEWED BY SPV/DRAINAGE 20.....
APPROVED BY SDOT STREET IMPROVEMENT PERMITTING 20.....

NAME OR INITIALS AND DATE: DESIGNED: NB
CHECKED: TDB
DESIGN REVIEW: NB
DESIGN REVIEW: NB

INITIALS AND DATE: PROJECT MANAGER: DESIGNED: NB
CHECKED: TDB
DESIGN REVIEW: NB
DESIGN REVIEW: NB

City of Seattle
Seattle Department of Transportation

7514 & 7520 35TH AVE SW STREET & ALLEY IMPROVEMENTS ALLEY PLAN & PROFILE

NAME OF DEVELOPMENT: CLEARVIEW EYE CLINIC
DPD PROJECT # 3017306

BOFF PROJECT NO. 7514 & 7520 35TH AVE SW STREET & ALLEY IMPROVEMENTS ALLEY PLAN & PROFILE

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DESIGN REVIEW: NB
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INITIALS AND DATE: PROJECT MANAGER: DESIGNED: NB
CHECKED: TDB
DESIGN REVIEW: NB
DESIGN REVIEW: NB

City of Seattle
Seattle Department of Transportation

7514 & 7520 35TH AVE SW STREET & ALLEY IMPROVEMENTS ALLEY PLAN & PROFILE

NAME OF DEVELOPMENT: CLEARVIEW EYE CLINIC
DPD PROJECT # 3017306

BOFF PROJECT NO. 7514 & 7520 35TH AVE SW STREET & ALLEY IMPROVEMENTS ALLEY PLAN & PROFILE

ALLEY PROFILE

SCALE: HORIZONTAL 1"=10'
VERTICAL 1"=5'

ALLEY PLAN & PROFILE

SCALE: HORIZONTAL 1"=10'
VERTICAL 1"=5'

REVIEWED BY SPV/WATER ENGINEERING 20.....
REVIEWED BY SPV/DRAINAGE 20.....
APPROVED BY SDOT STREET IMPROVEMENT PERMITTING 20.....

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INITIALS AND DATE: PROJECT MANAGER: DESIGNED: NB
CHECKED: TDB
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DESIGN REVIEW: NB

City of Seattle
Seattle Department of Transportation

7514 & 7520 35TH AVE SW STREET & ALLEY IMPROVEMENTS ALLEY PLAN & PROFILE

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DESIGN REVIEW: NB
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INITIALS AND DATE: PROJECT MANAGER: DESIGNED: NB
CHECKED: TDB
DESIGN REVIEW: NB
DESIGN REVIEW: NB

City of Seattle
Seattle Department of Transportation

7514 & 7520 35TH AVE SW STREET & ALLEY IMPROVEMENTS ALLEY PLAN & PROFILE

NAME OF DEVELOPMENT: CLEARVIEW EYE CLINIC
DPD PROJECT # 3017306

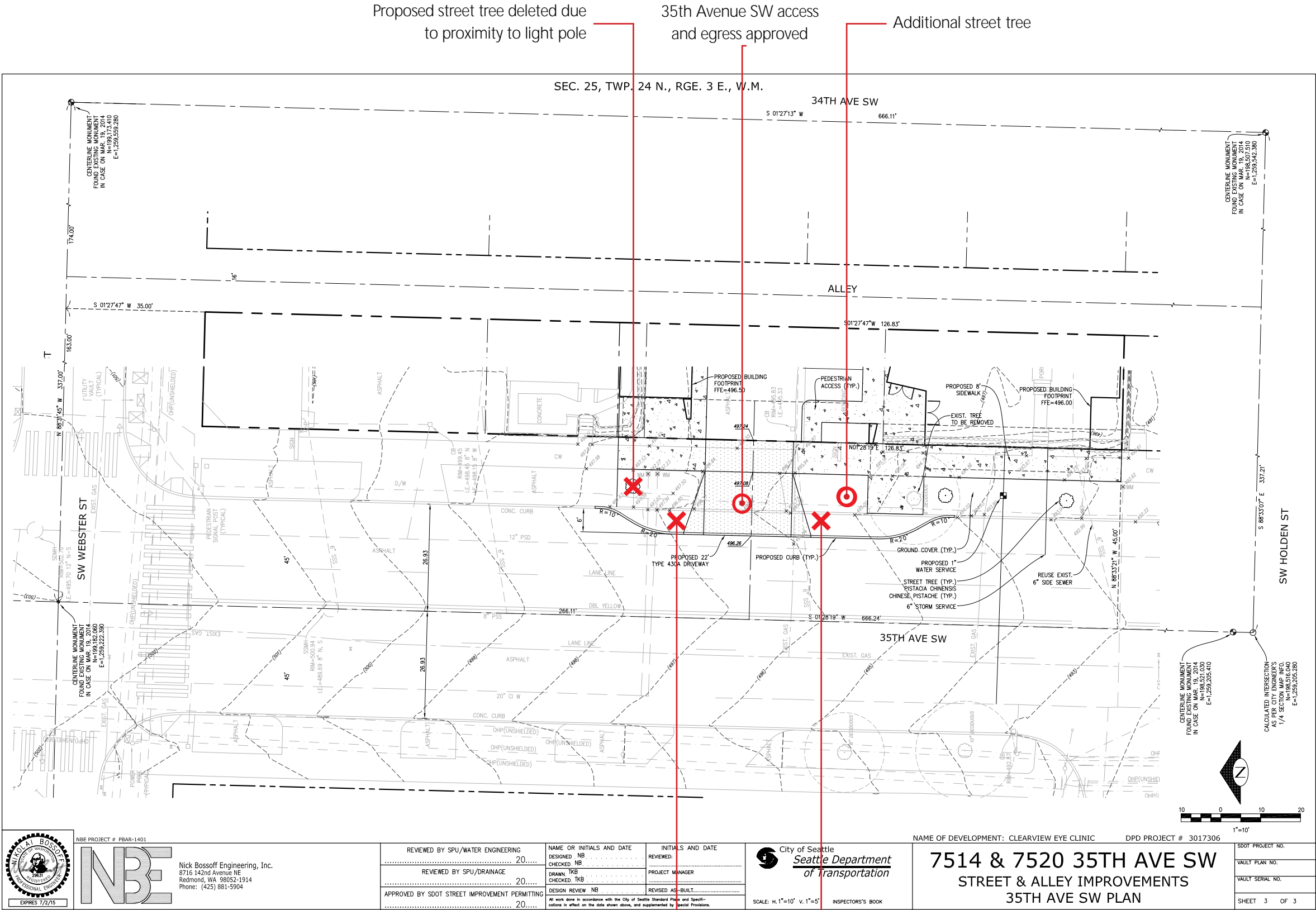
BOFF PROJECT NO. 7514 & 7520 35TH AVE SW STREET & ALLEY IMPROVEMENTS ALLEY PLAN & PROFILE

P

PB ARCHITECTS INC P.S.

617 8TH AVENUE S. | SEATTLE | WA 98104 | 206.443.9790

DPD PROJECT #3017306 | DPD PERMIT #TBD | 7520 35TH AVENUE SW | DESIGN REVIEW SUBMITTAL | APR.16.2015





Aerial View Looking Southeast

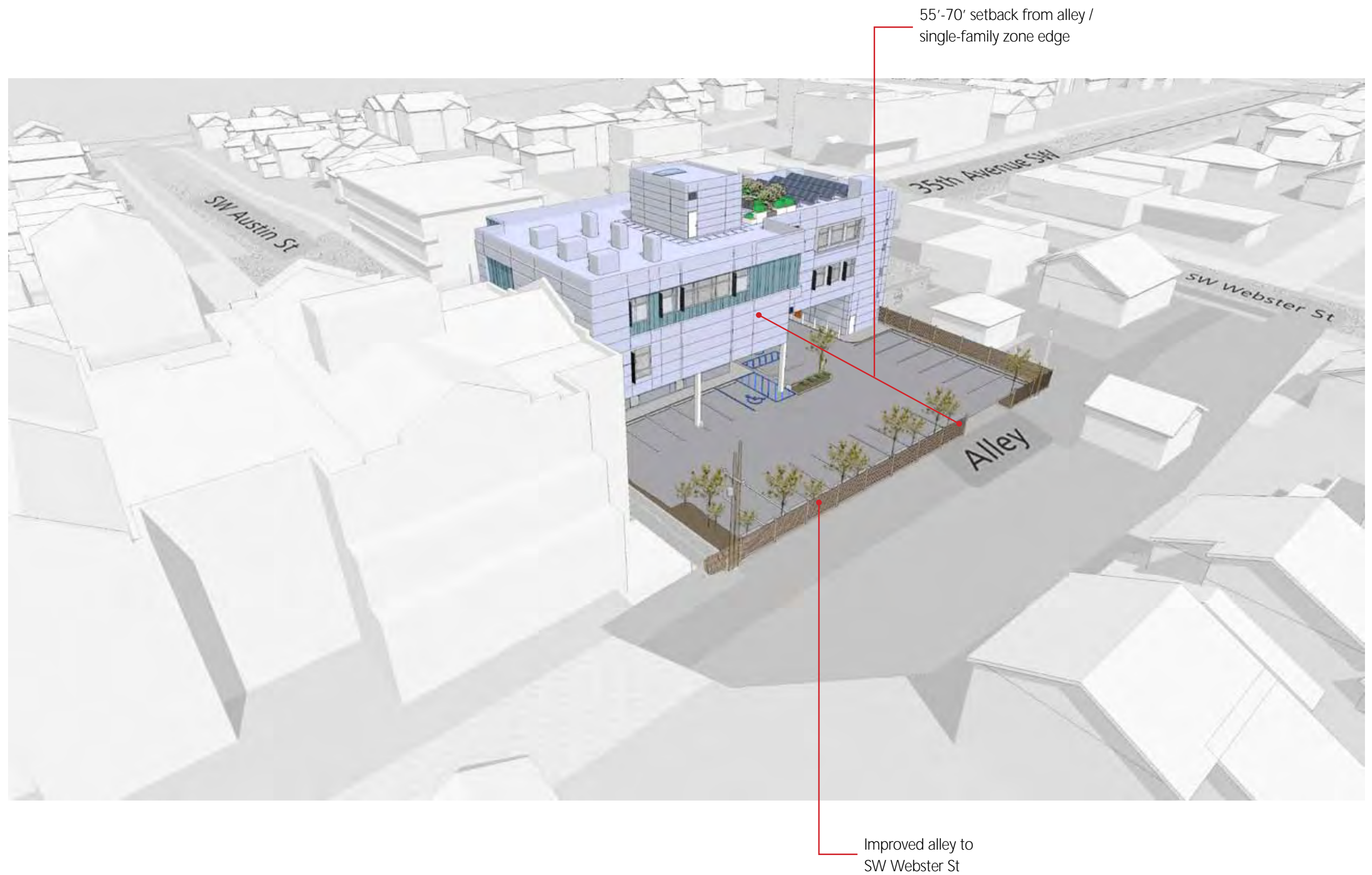
North façade architectural treatment

Façade modulation



Aerial View Looking Northeast

Façade modulation



Overall Design





Overall Design



Overall Design



PB ARCHITECTS INC P.S.

617 8TH AVENUE S. | SEATTLE | WA 98104 | 206.443.9790

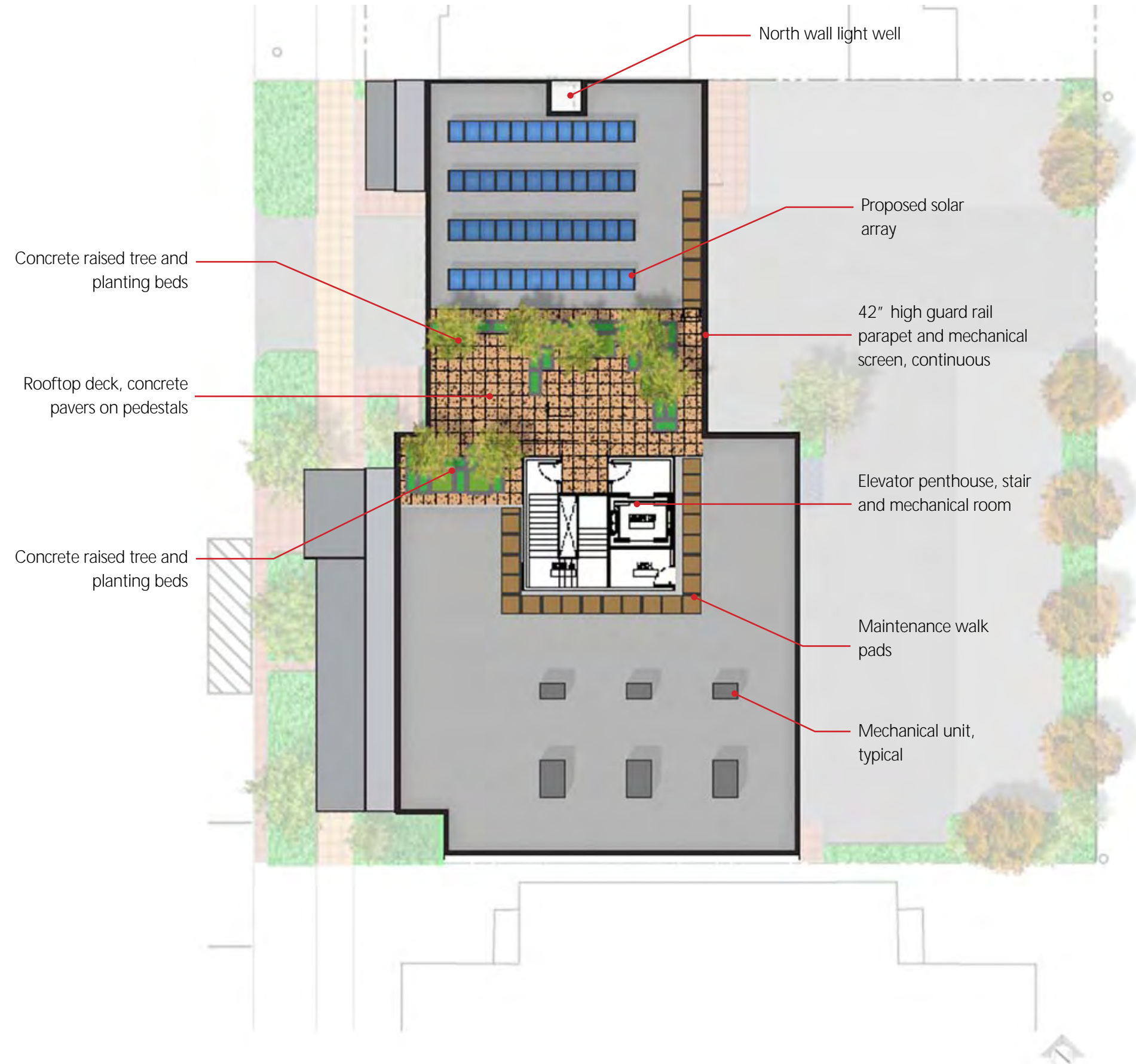
DPD PROJECT #3017306 | DPD PERMIT #TBD | 7520 35TH AVENUE SW | DESIGN REVIEW SUBMITTAL | APR.16.2015



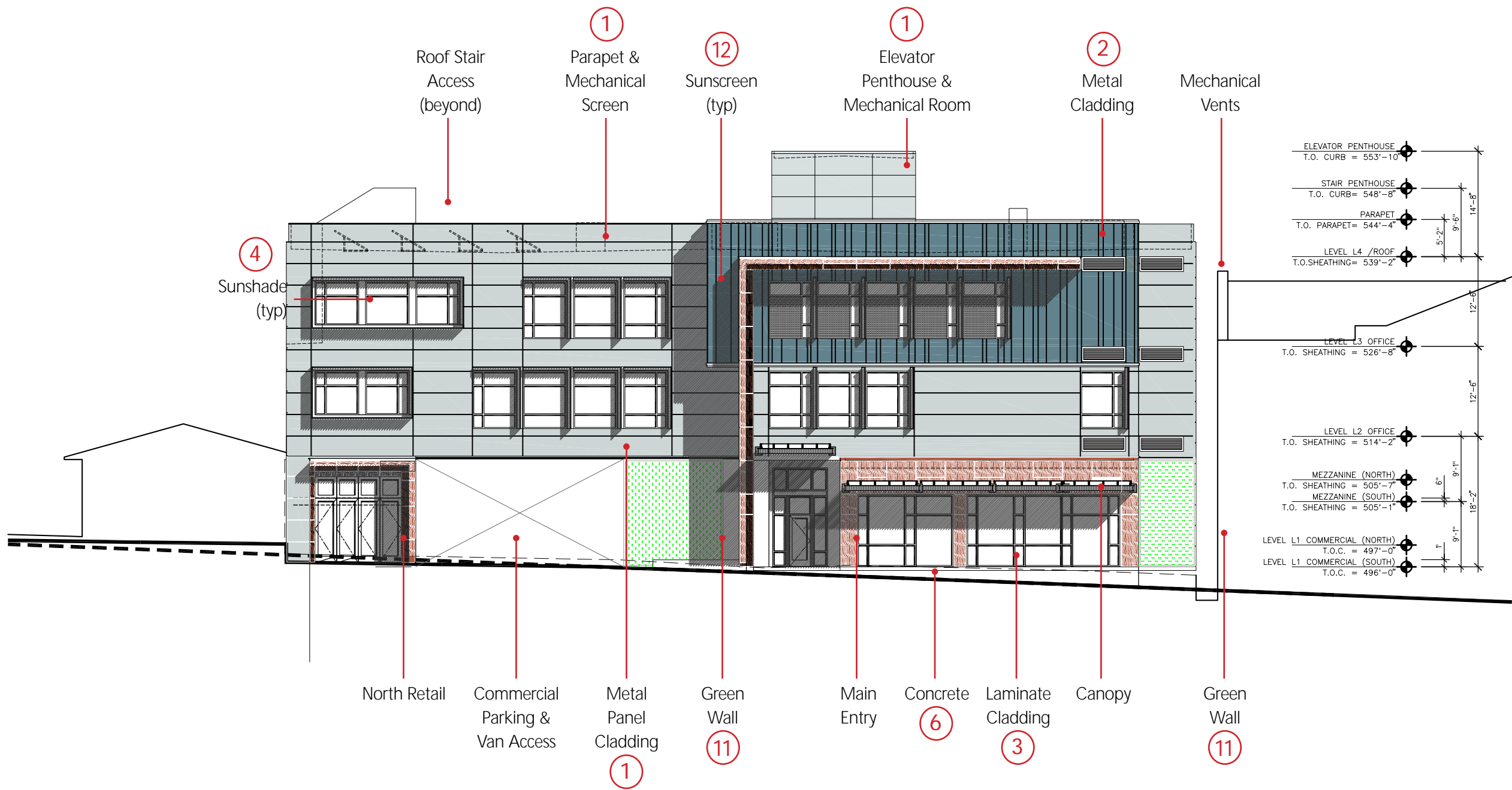


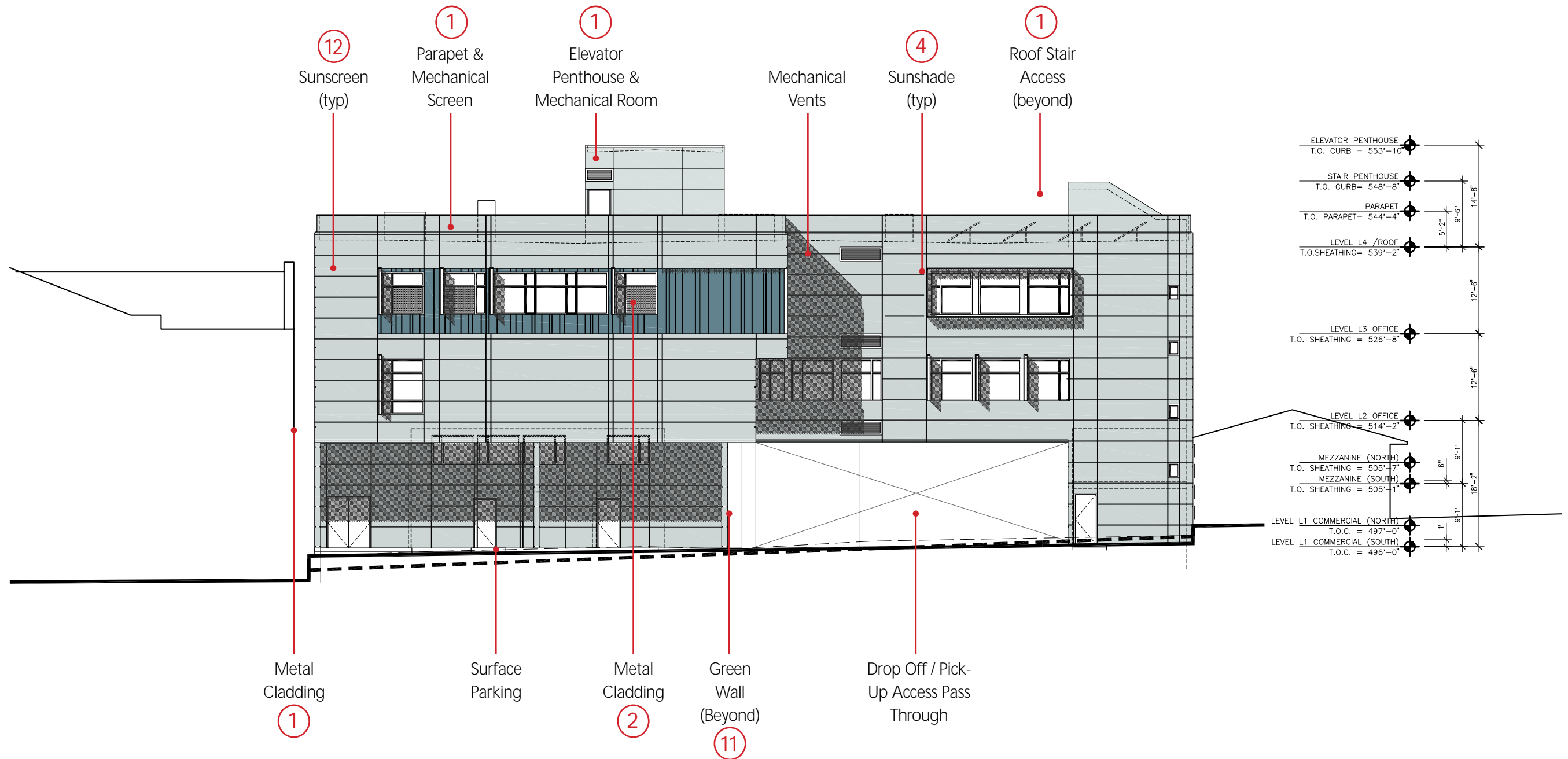
Overall Design

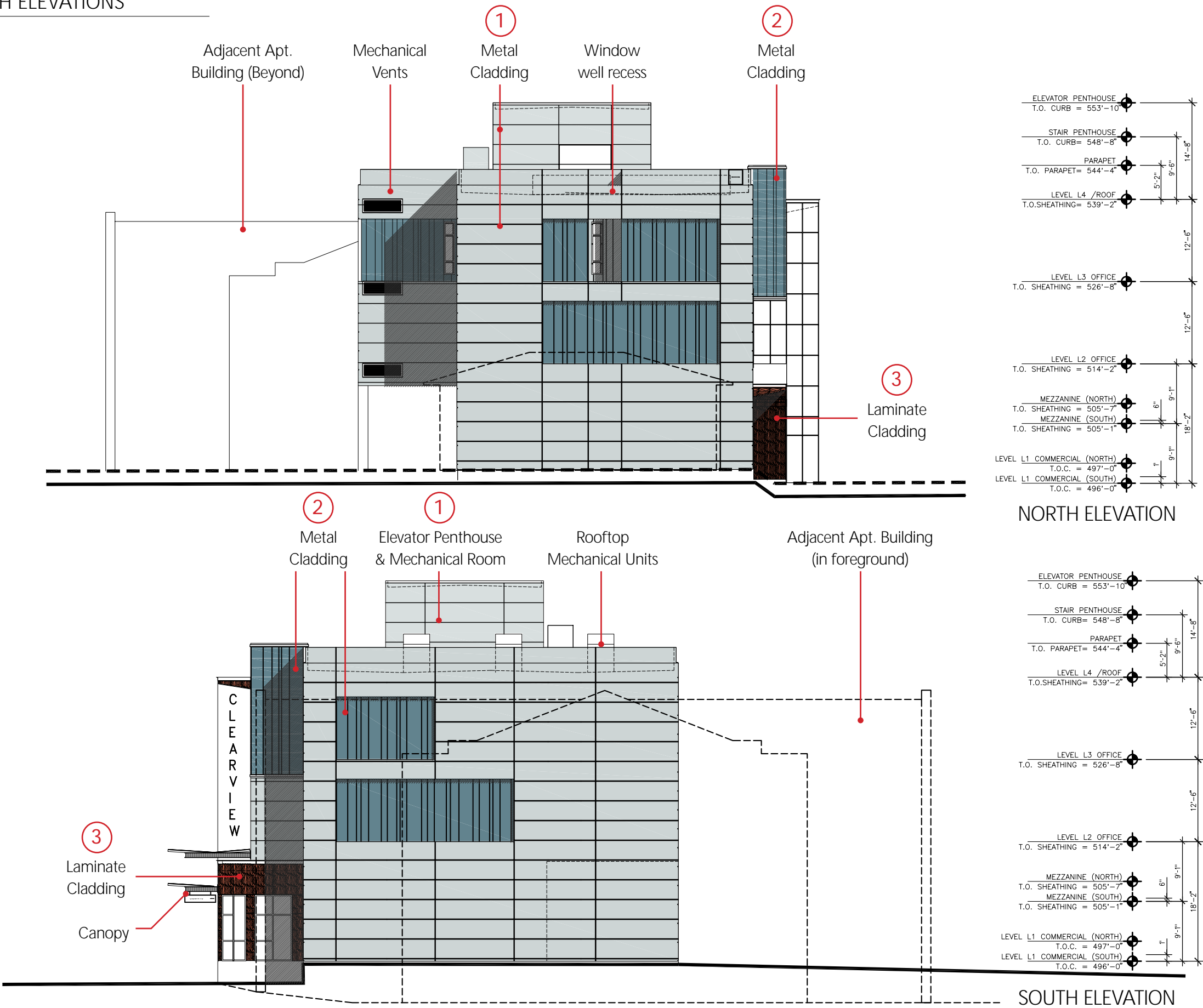




Overall Design

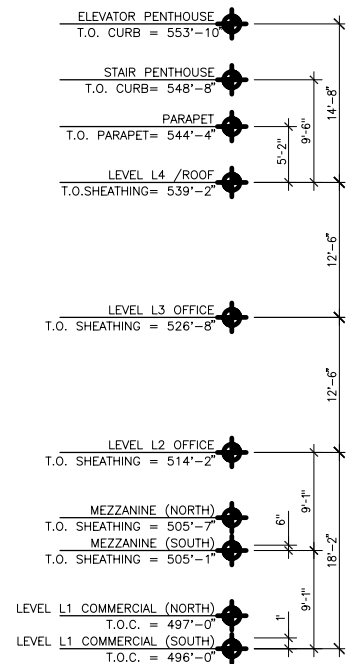
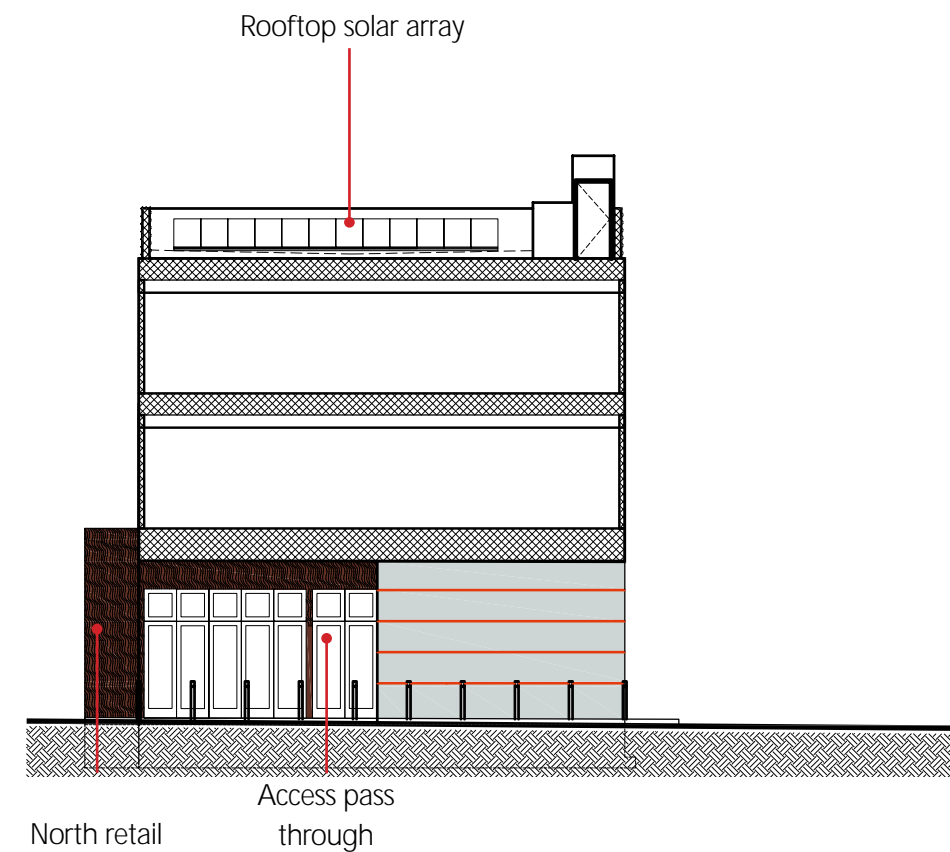
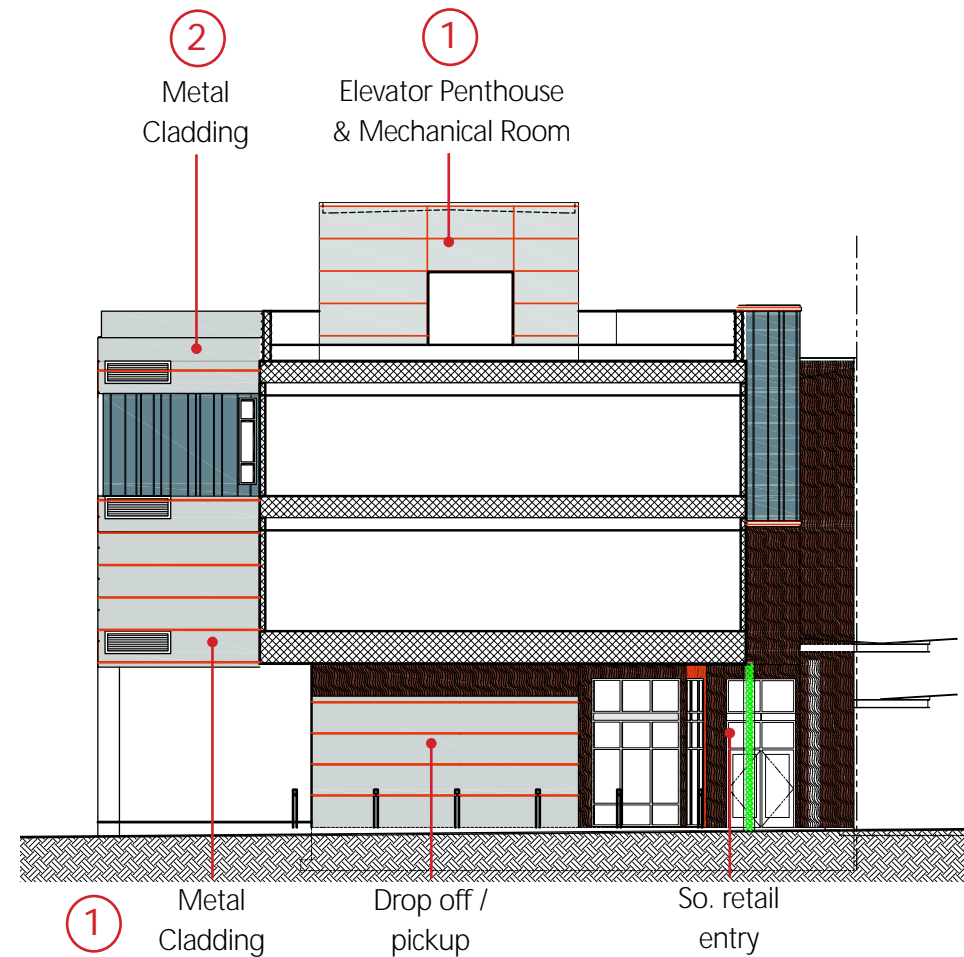
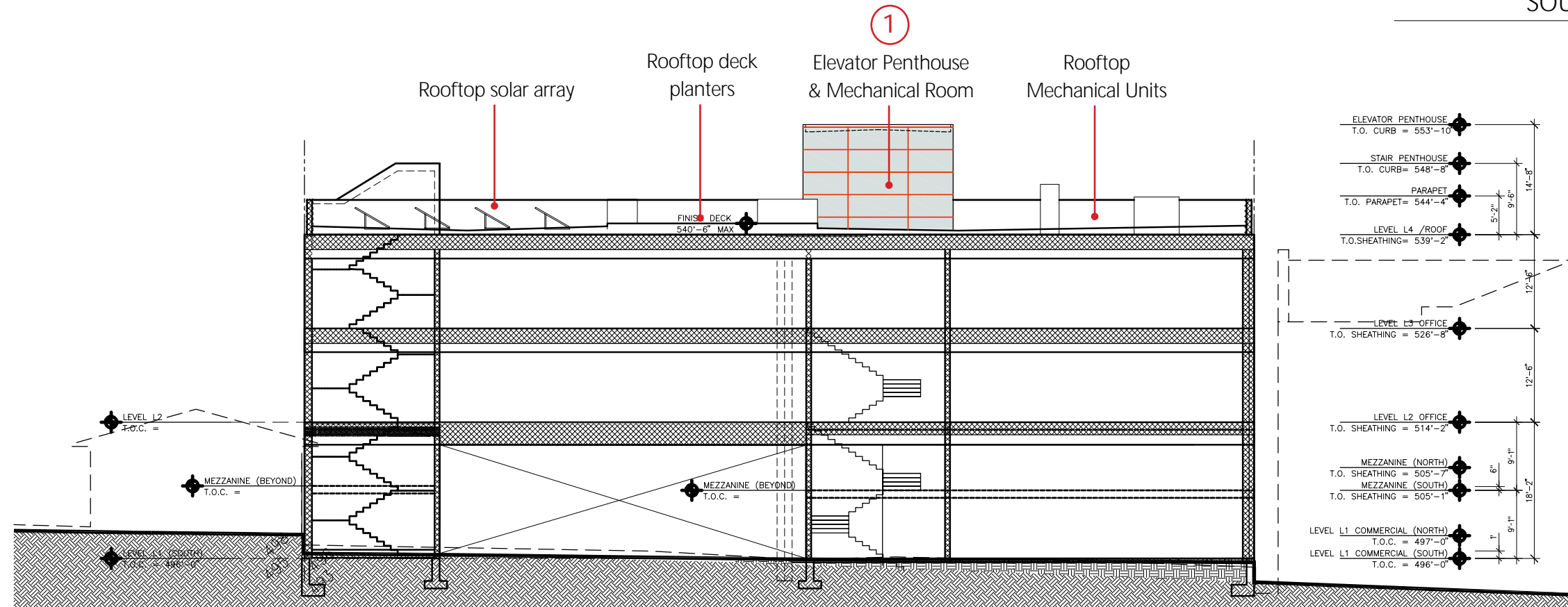


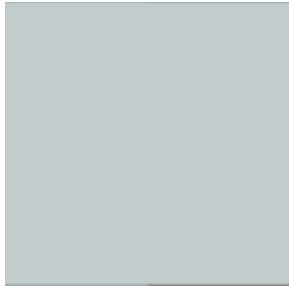




Overall Design

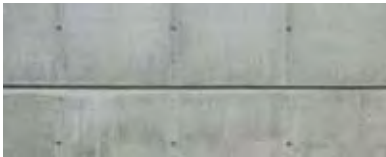






① Metal Panel Cladding

Centria
"Chromium Gray"
#971



⑥ Concrete



⑪ Green Screen

14' high

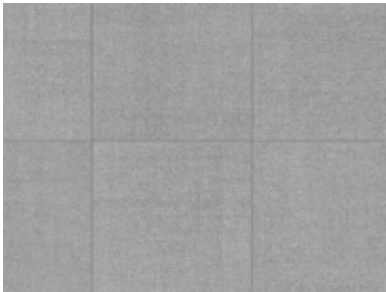


⑮ Landscape Light



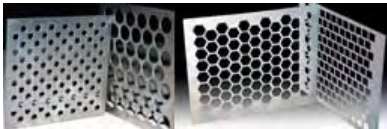
② Metal Panel Cladding

Centria "Zinc Blue" #766



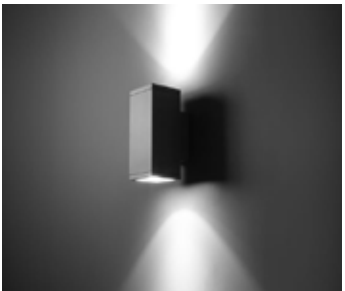
⑦ Sidewalk Paving

2' x 2' scored

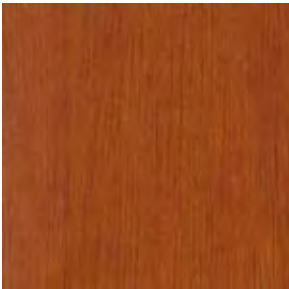


⑫ Sunscreens

Perferated metal



⑯ Wall Sconce



③ Laminate Panel Cladding

"Parklex" #Ambar



⑧ Walkway Pavers

2' x 2'



⑬ Planter Bench



⑰ Bollard Light



④ Windows/Door Frames & Sunshade

Clear Anodized Aluminum (typ)



⑨ Alternate Walkway Pavers



⑭ Sidewalk Bench



⑱ Pedestrian Walkway Light



⑤ Retail & Adjacent Doors and Cladding

Bone White



⑩ Wood Fence

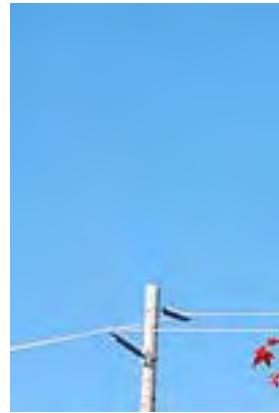


⑲ Inground Light

Bioretention Plants



Acer circinatum



Acer truncatum x
Acer platanoides
Warrenred



Carex obnupta



Iris douglasiana



Juncus effusus



Symphocarpus x chenaultii Hancock

Green Roof Plants



Bamboo multiplex
Golden Goddess



Cotinus coggygria
Royal Purple



Lavandula angustifolia
Munstead



Miscanthus sinensis
Purpurascens



Nasella tenuissima



Pennisetum alopecuroides
Little Bunny



Rhudbeckia hirta
Indian Summer

Overall Design

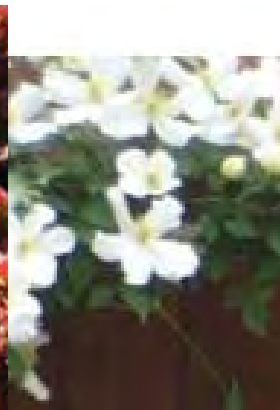
Streetscape & Site Plants



Acer palmatum
Tobiosho



Berberis thunbergii f.
atropurpurea Bagatelle



Clematis armandii
Vine



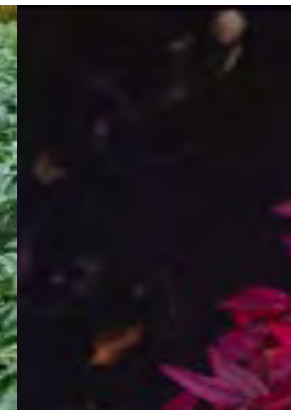
Cornus sericea Kelsey



Liriope spicata
Silver Dragon



Nandina domestica
Moyers Red



Prunus laurocerasus
Mount Vernon



Styrax japonica



Teucrium chamaedrys

10'-1"

11'-9"

36 SF

20'-0"

SF

10'-1"

SF

5'-0"

60 SF

16 SMALL PLANTERS AT ~4.4 SF

11 SMALL PLANTERS AT 11 SF

268 SF GREEN ROOF PLANTING TOTAL

ROYAL PURPLE SMOKE TREE (SMALL)

137 SF

HOUSE

ALLEE ELM (MEDIUM/LARGE TREE), TYP

243 SF

116 SF

8'-0"

14'-10"

7'-10"

8'-4" LARGE

8'-4" LARGE

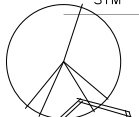

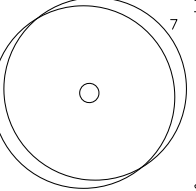






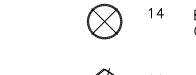












8'-4" LARGE

8'-4" LARGE

VINE MA

Roof Deck

PLANTING SCHEDULE

SYM	QTY	SCIENTIFIC/COMMON NAME	SIZE/REMARKS	SYM	QTY	SCIENTIFIC/COMMON NAME	SIZE/REMARKS	SYM	QTY	SCIENTIFIC/COMMON NAME	SIZE/REMARKS
TREES				GROUNDCOVERS				ROOFTOP DECK PLANTING TREES			
	3	Ulmus parvifolia 'Emer II' / ALLEE ELM	4.5"-5" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER; SYMMETRICAL BRANCHING AND FORM; MIN 6' BRANCHING HEIGHT		86	Carex obnupta/ SLOUGH SEDGE	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC		7	Cotinus coggygria 'Royal Purple' / ROYAL PURPLE SMOKE TREE	4' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; SINGLE STEMMED; STRAIGHT CENTRAL LEADER; SYMMETRICAL BRANCHING AND FORM; SPECIMEN TREE STANDARD
	6	Acer truncatum x Acer platanoides 'Warrensred' / PACIFIC SUNSET MAPLE	2"-2.5" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER; SYMMETRICAL BRANCHING AND FORM; MIN 6' BRANCHING HEIGHT		86	Juncus effusus/ SOFT RUSH	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC				
	7	Acer circinatum/ VINE MAPLE	8'-10' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; SYMMETRICAL BRANCHING AND FORM; MULTI-STEMMED; MIN 3 STEMS		87	Iris douglasiana/ DOUGLAS IRIS	1 GAL CONT; FIRM TUBERS WITH MIN 3 EYES @ 18" OC				
	1	Acer palmatum 'Tobiosho' / TOBIOSHO JAPANESE MAPLE	2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER; SYMMETRICAL BRANCHING AND FORM; SPECIMEN QUALITY		186	Liriope spicata 'Silver Dragon' / SILVER DRAGON LILY TURF	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC		14	Bamboo multiplex 'Golden Goddess' / GOLDEN GODDESS BAMBOO	2 GAL CONT; FULL, WELL BRANCHED, & WELL ROOTED, SPACING AS SHOWN
SHRUBS				VINES				SHRUBS & GROUNDCOVERS			
	34	Berberis thunbergii f. atropurpurea 'Bagatelle' / DWARF PURPLELEAF JAPANESE BARBERRY	2 GAL CONT; FULL, WELL ROOTED, & WELL BRANCHED		2	Clematis armandii 'Apple Blossom' / APPLE BLOSSOM EVERGREEN CLEMATIS	1 GAL CONT; FULL & WELL ROOTED; MIN VINE STEM LENGTH TO BE 3'		16	Miscanthus sinensis 'Purpurascens' / PURPLE SILVER GRASS	2 GAL CONT; FULL, WELL BRANCHED, & WELL ROOTED, SPACING AS SHOWN
	26	Hakonechloa macro 'All Gold' / JAPANESE FOREST GRASS	1 GAL CONT; FULL & WELL ROOTED		2	Akebia quinata 'Variegata' / VARIEGATED FIVE-LEAF CHOCOLATE VINE	1 GAL CONT; FULL & WELL ROOTED; MIN VINE STEM LENGTH TO BE 3'		56	Nasella tenuissima / MEXICAN FEATHER GRASS	1 GAL CONT; FULL, WELL BRANCHED, & WELL ROOTED, SPACING AS SHOWN
	17	Nandina domestica 'Mayer's Red' / MOYER'S RED HEAVENLY BAMBOO	2 GAL CONT; FULL, WELL ROOTED, & WELL BRANCHED						22	Rudbeckia hirta 'Indian Summer' / BLACK EYED SUSAN	2 GAL CONT; FULL, WELL BRANCHED, & WELL ROOTED, SPACING AS SHOWN
	63	Pennisetum alopecuroides 'Little Bunny' / LITTLE BUNNY FOUNTAIN GRASS	1 GAL CONT; FULL, WELL BRANCHED & WELL ROOTED						24	Pennisetum alopecuroides 'Little Bunny' / LITTLE BUNNY FOUNTAIN GRASS	1 GAL CONT; FULL, WELL BRANCHED & WELL ROOTED; TRIANGULAR SPACING @ 12" OC
	17	Symphoricarpos x chenaultii 'Hancock' / SNOWBERRY HANCOCK	2 GAL CONT; FULL, WELL ROOTED, & WELL BRANCHED								
	38	Teucrium chamaedrys / WALL GERMANDER	1 GAL CONT; FULL & WELL ROOTED								

PLANTING NOTES

1. THESE DRAWINGS ARE INTENDED TO CONVEY DESIGN CONCEPTS ONLY. THERE IS NO INTENTION TO CONVEY EVERY ELEMENT OF THE WORK NECESSARY TO THE SUCCESSFUL COMPLETION OF THE PROJECT. THE OWNER & CONTRACTOR MUST INTERPRET CERTAIN ELEMENTS OF THE DESIGN TO ADJUST TO SITE CONDITIONS. THE LA IS AVAILABLE FOR ADDITIONAL CONSULTING SERVICES AS MUTUALLY DEEMED NECESSARY BY OWNER.

2. ANY DISCREPANCIES WITH THE DWGS AND/OR SPECS & SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER PRIOR TO PROCEEDING WITH CONSTRUCTION.

3. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING UTILITIES PRIOR TO BEGINNING CONSTRUCTION.

4. PLANT MATERIAL LOCATIONS SHALL BE COORDINATED WITH IRRIGATION LOCATIONS TO AVOID ANY CONFLICTS.

5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE QUANTITIES REQUIRED TO MEET THE SPECIFIED PLANT SPACING.

6. INSTALL GROUNDCOVERS IN A TRIANGULAR PATTERN AT SPACING SHOWN IN THE PLANT SCHEDULE. WHERE GROUNDCOVER ABUTS CURBING, WALLS, OR WALKS, MIN PLANTING DISTANCE SHALL BE NINE (9) INCHES FROM SAME. INSTALL GROUNDCOVERS CONTINUOUS IN BETWEEN SHRUB PLANTINGS.

7. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUB-CONTRACTORS AS REQUIRED TO ACCOMPLISH PLANTING OPERATIONS.
8. CONTACT SEATTLE DEPARTMENT OF TRANSPORTATION LANDSCAPE ARCHITECTURE OFFICE TWO DAYS BEFORE TREE PLANTING; CITY ARBORIST (206) 684-5693.

9. PLANTING DRAWING IS BASED UPON BASE DRAWINGS DATED 04/03/15. PREPARED BY: PB ARCHITECTS INC.

10. TREE LOCATIONS SHOWN ON SHEET L-1 ARE APPROXIMATE; IF FIELD ADJUSTMENTS ARE NECESSARY THE FOLLOWING MIN SETBACKS FOR CENTERLINE OF TREE TRUNKS SHALL APPLY:

A. STREET LIGHTS20'

B. DRIVEWAYS7.5'

C. INTERSECTIONS30'

D. UNDERGROUND SEWER & WATER LINES5'

E. UNDERGROUND GAS LINES5'

F. UNDERGROUND HIGH PRESSURE GAS LINES5'

G. UTILITY/POWER POLES5'

H. UNDERGROUND FIBER CABLE2'

I. OTHER TREES15'

J. FACE OF CURB3'


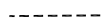

PLANTING ABBREVIATIONS

#/NO	NUMBER	DWG(S)	DRAWING(S)
%	PERCENT	EX	EXISTING
&	AND	GAL	GALLON
ARCH	ARCHITECTURE	HT	HEIGHT
@	AT	LA	LANDSCAPE ARCHITECT
B&B	BALLED AND BURLAPPED	MAX	MAXIMUM
CAL	CALIPER	MIN	MINIMUM
CL	CENTER LINE	OC	ON CENTER
COS	CITY OF SEATTLE	QTY	QUANTITY
CLR	CLEAR	SPEC(S)	SPECIFICATIONS
CONT	CONTAINER	SF	SQUARE FEET
DPD	SEATTLE DEPARTMENT OF PLANNING AND DEVELOPMENT	STD	STANDARD
		SYM	SYMBOL
DIA	DIAMETER	TYP	TYPICAL

IRRIGATION NOTES

1. NO IRRIGATION IS REQUIRED IN BIORETENTION PLANTING AREAS. ALL OTHER PLANTING AREAS TO BE IRRIGATED WITH WATER CONSERVING IRRIGATION SPRAY SYSTEM.
2. PROVIDE ONE QUICK COUPLER IN PLANTING AREAS ALONG 35TH AVENUE SW AND PROVIDE ONE QUICK COUPLER IN PARKING AREA ADJACENT TO ALLEY.

PLANTING LEGEND

	DETAIL IDENTIFICATION SHEET IDENTIFICATION
	VEGETATED WALL
	ROOT BARRIER PER CITY OF SEATTLE STANDARD PLANS 100A; 14' LENGTH UNLESS OTHERWISE NOTED



STATE OF WASHINGTON
LICENSED
LANDSCAPE ARCHITECT

JULIET B. VONG
LANDSCAPE ARCHITECT



Implementation



PB ARCHITECTS INC P.S.

617 8TH AVENUE S. | SEATTLE | WA 98104 | 206.443.9790

DPD PROJECT #3017306 | DPD PERMIT #TBD | 7520 35TH AVENUE SW | DESIGN REVIEW SUBMITTAL | APR.16.2015





Implementation



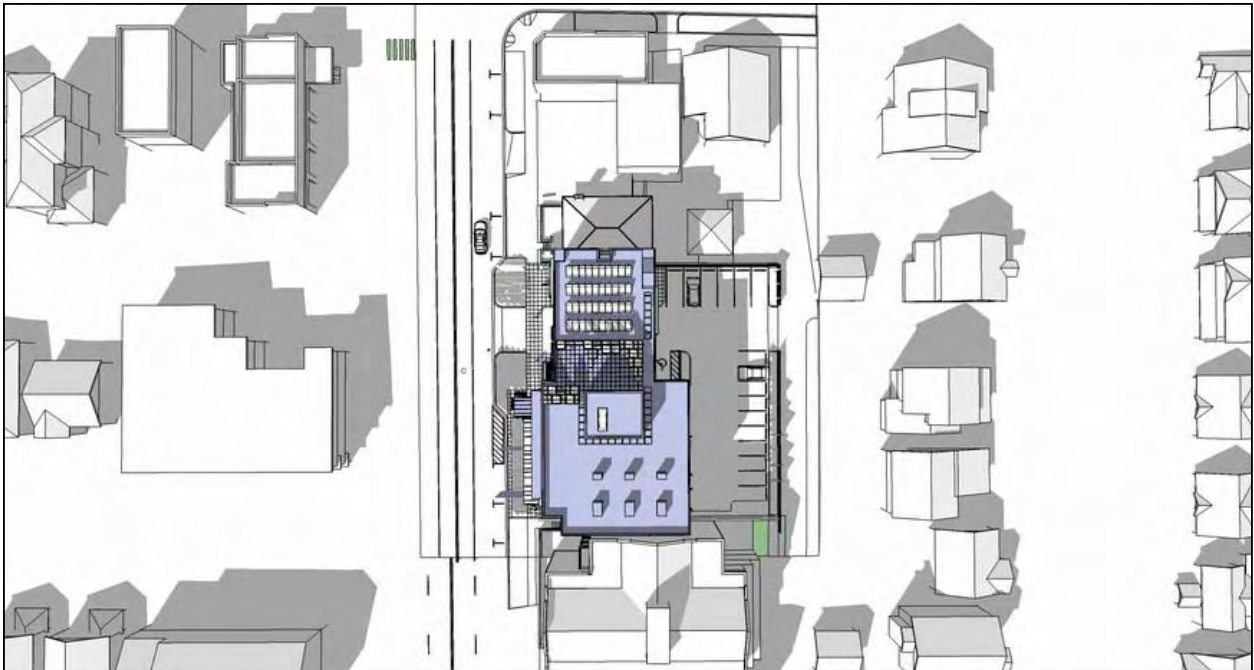




Mar-Sep 21st Noon



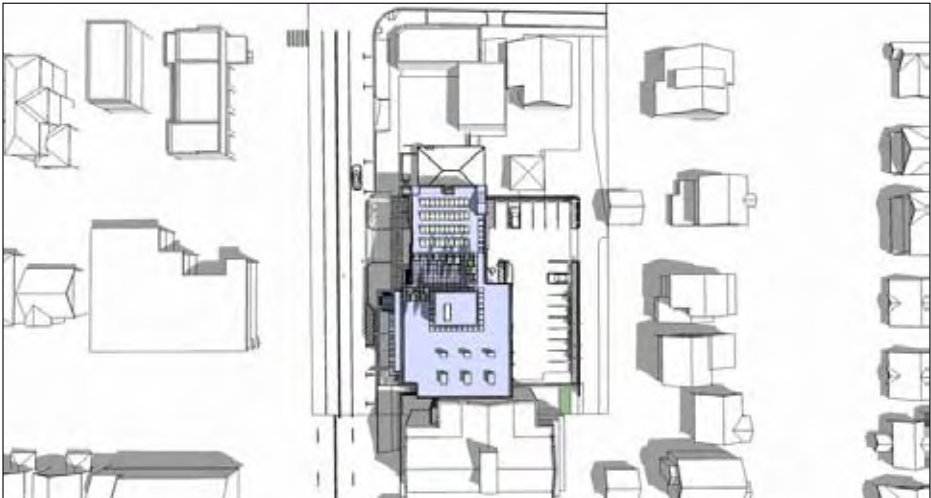
Mar-Sep 21st 10AM



Mar-Sep 21st 2PM

Implementation

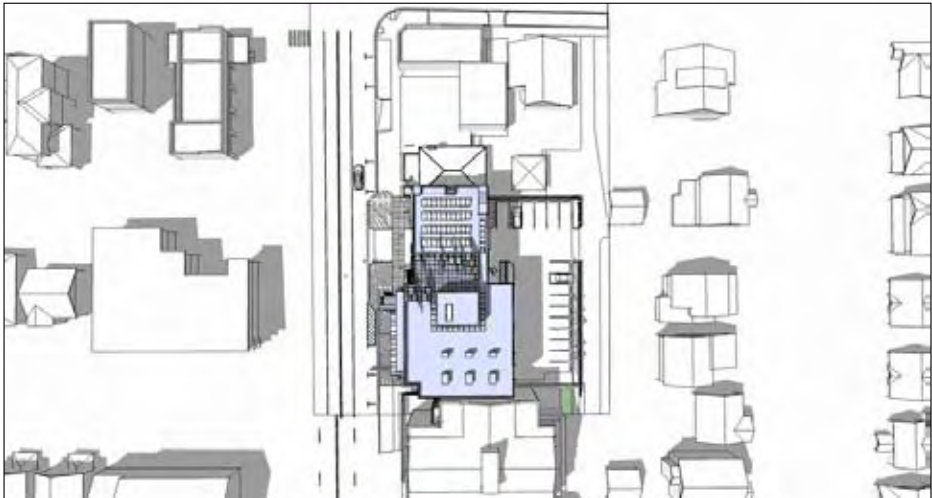




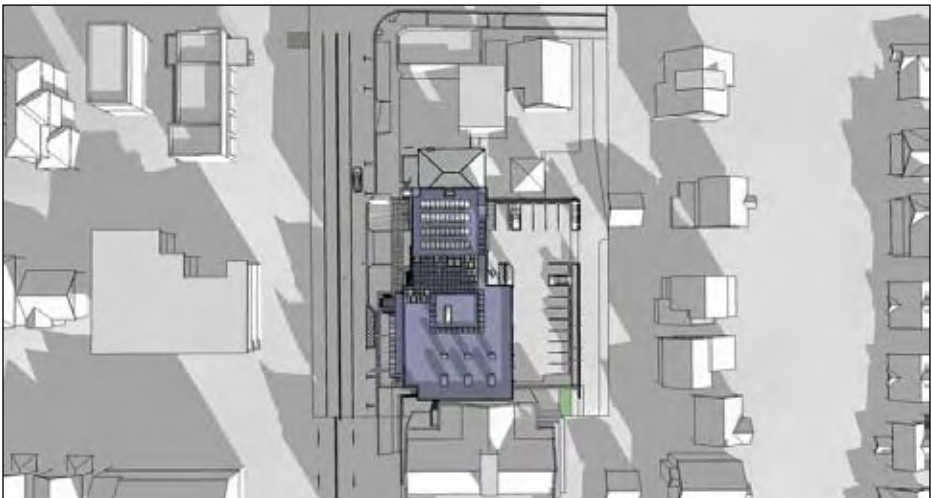
Jun 21st 10AM



Jun 21st Noon



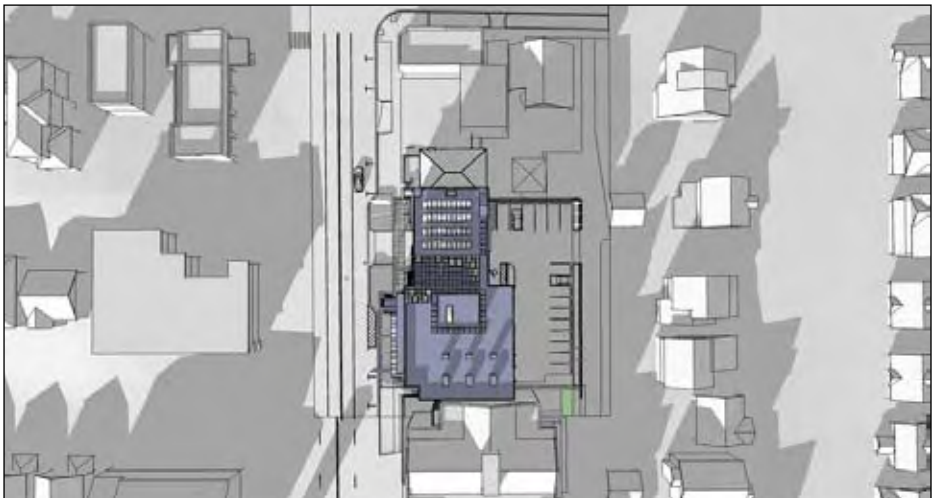
Jun 21st 2PM



Dec 21st 10AM



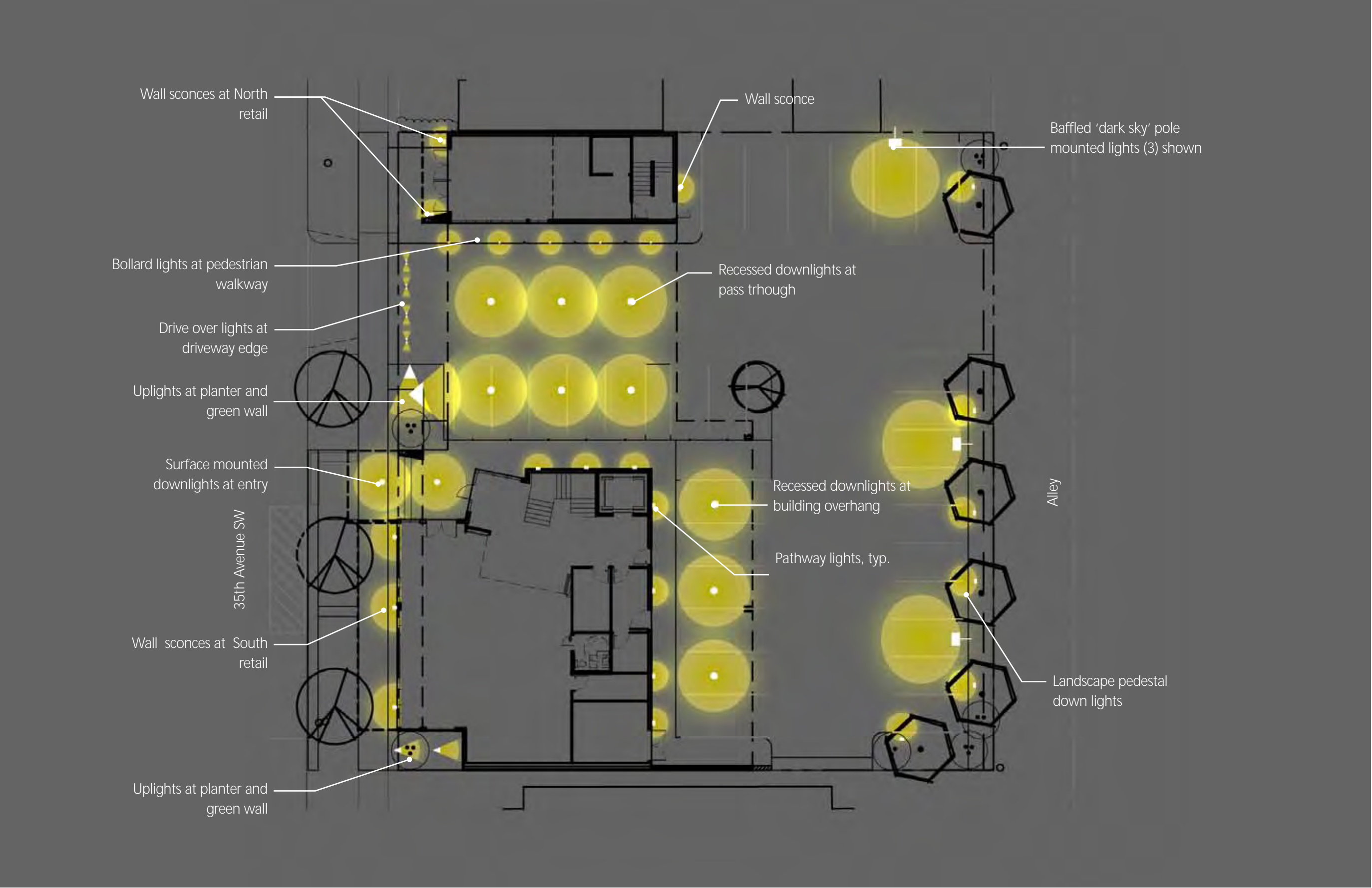
Dec 21st Noon



Dec 21st 2PM

Implementation





Implementation



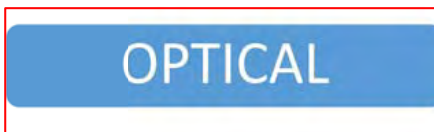
SIGNAGE CONCEPTS

Signage: conceptual sign locations are include an address sign on entry marquee facing 35th Ave SW; vertical sign on the fin wall facing south; horizontal sign at fin wall facing north. Signs may include "Clearview".

Clearview signs will be in a simple font, with softly backlit channel lettering.

Additional signage will include blades signs for pedestrian level retail spaces.

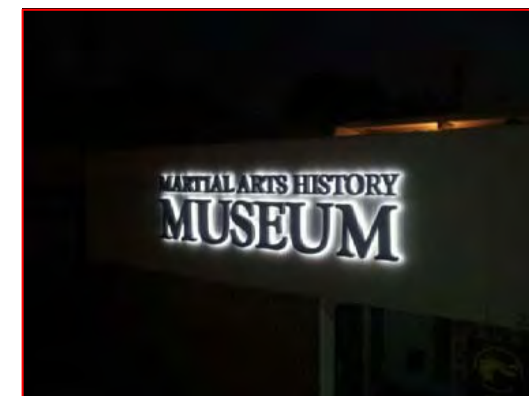
Please review the concept sketches for location and scale.



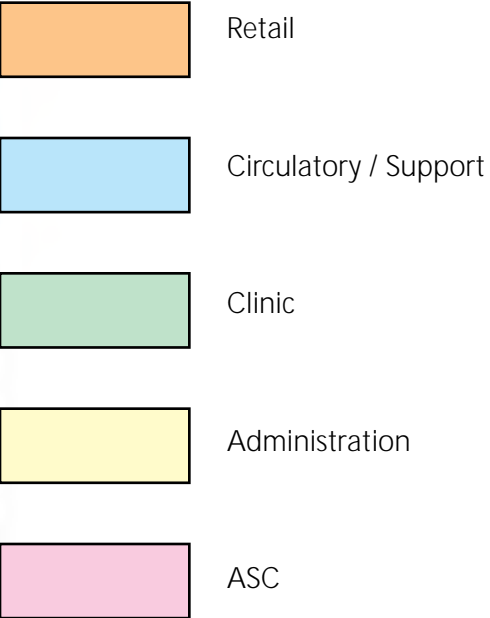
Signage examples used in current drawings

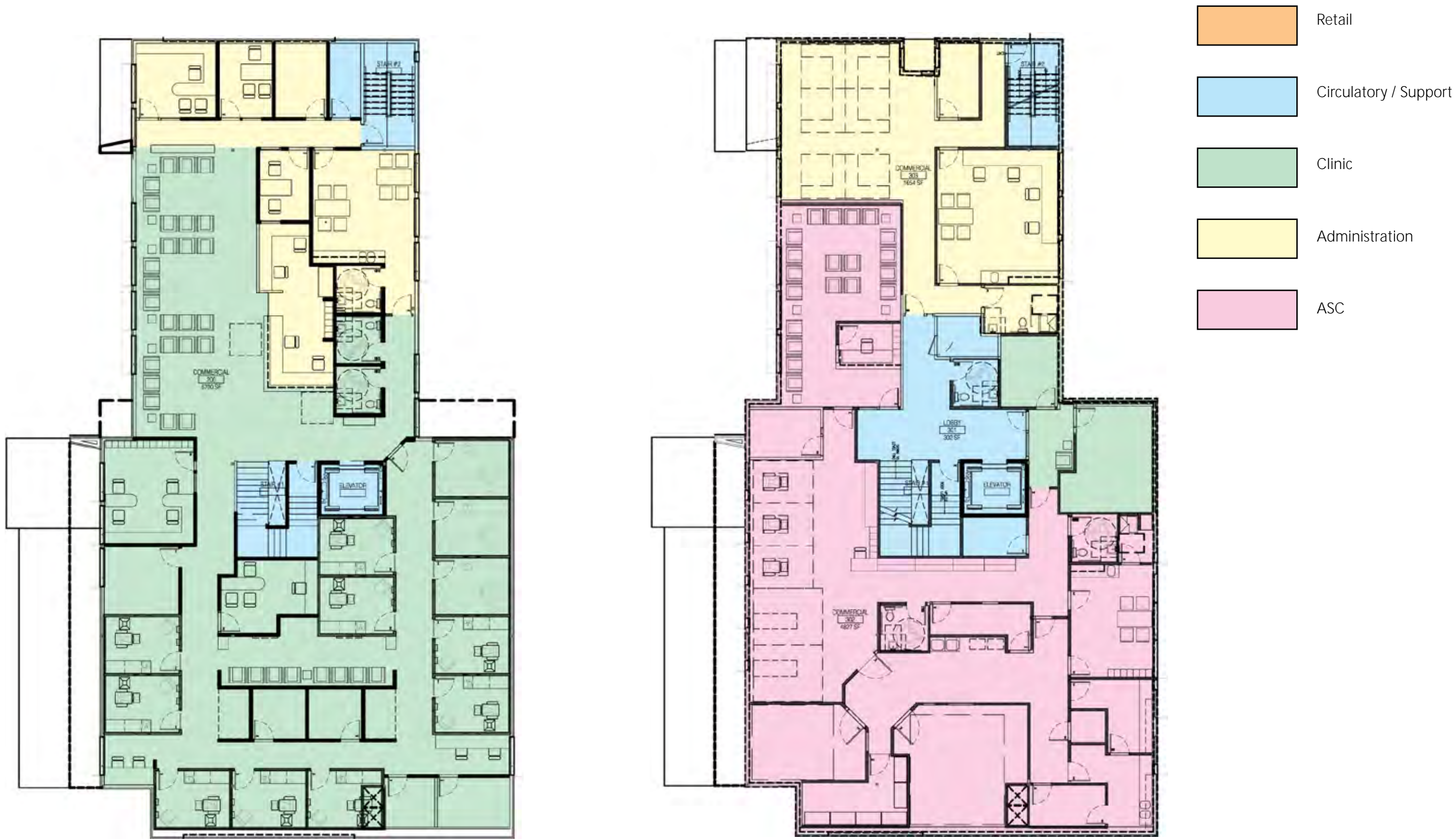


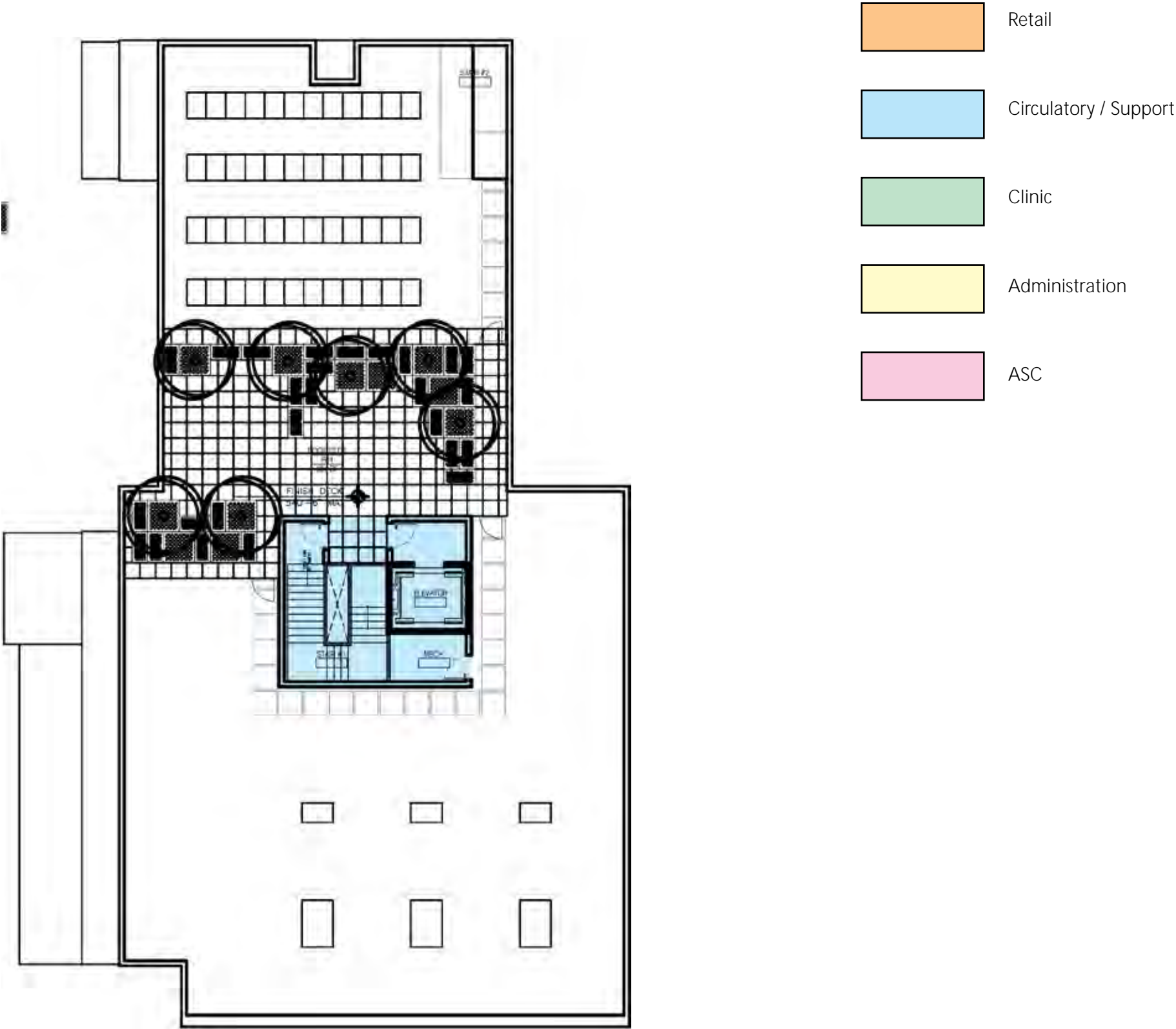
Blade sign examples



Back lit sign examples







Implementation



Design Concept and Massing: The design and siting pattern of the new commercial development should provide an appropriate transition to a less intensive zone, exhibit form and features identifying the interior functions, be compatible with the anticipated scale of development, and complement the architectural character of neighboring residential buildings. **(CS2.A.2, CS2.C.2, CS2.D.1, CS2.D.2, CS2.D.3, CS2.D.4, CS2.D.5)**

Response:
The existing midblock commercially zoned site on the east side of 35th Avenue SW has a large multi-family apartment building to its immediate south and an a eclectic array of mostly smaller buildings to the north, across the street and at the nearest intersection of 35th avenue SW and SW Webster Street. Uses vary also from single family houses to apartments to auto repair. There is a church building in the vicinity and other single story commercial uses. The nearest recent new building is Fire Station #37 a block away and less than 5 years old. All the other buildings vary from about 30-75+ years old.

The site has a zone edge condition to a Single Family (SF5000) zone across the existing alley to the East.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

Response:
The design of the proposed building accommodates the programmatic requirements of this owner-occupied eye clinic use. It approximates the scale of the adjacent apartment building. It establishes a visibility appropriate to its function and sets a presence for quality, future development.

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

Response:
The scale of the proposed building continues the relative heights and similar setbacks of the adjacent apartment building. With its ground level commercial/retail use, it engages the street edge directly, provides widened sidewalks and improves the opportunity for street level/pedestrian interaction.

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

Response:
The scale of the proposed building continues the relative heights and similar setbacks of the adjacent apartment building. Its bulk at less than 50% of the maximum allowed, set back from the alley and orientated along 35th Avenue, diminishes the impact on the single family zone to the east. This is an improvement over the large adjacent apartment building to the south. The building’s design along 35th Avenue SW anticipates future development to the north, encouraging similar, height, bulk and scale allowed by this NC2-40 zone.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

Response:
The building site is nearly square, with no notable vegetation, and for most of its length slopes gently down approximately 2 feet from north to south (elev. 497’ to 495’). There are existing rockery/retaining walls on adjacent properties on the north and south property lines. The existing sidewalk and street have a constant grade along the site frontage that slopes a total of 5 feet from north to south (elev. 498’ to 493’). The building design selects a mid-point elevation for the main level retail and entrance at 496’ and an elevation of 497’ for the north retail. This combination allows for barrier free access from a majority of the sidewalk frontage and surface parking under and behind the building footprint.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

Response:
The site has a zone edge condition to a Single Family (SF5000) zone across the existing alley to the East. The proposed building design is voluntarily set back approximately 55’ from the alley centerline (required setback is 10’ above 13’ height). The alley edge has a wood fence and a 5’ wide landscape buffer screening the surface parking for the building from the single family zone to the east.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

Response:
The mass of the building is held towards the 35th avenue frontage and is modulated to reflect the interior function. The east facing façade setbacks from the alley centerline are 55’, 74’ and 79’.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Response:
The building location on the site and the placement of fenestration minimizes the disruption of privacy of adjacent buildings. The south facing façade is modulated and is largely blank facing the existing apartment building, which has blank north façade. The east façades are set back (as noted above) from the alley and single family zone to the east with minimal fenestration reflecting the interior function of the building.

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

Response:
The existing open spaces in the neighborhood consist primarily of paved vehicle access and surface parking lots with some landscaped areas abutting the street scape. The proposed building design incorporates a widened sidewalk, open plaza and entry areas at the retail locations, enhanced right-of-way landscaping, amenities and landscaping screening. Pedestrians can egress/ingress from the alley.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

Response:
The proposed building design provides opportunity for sidewalk level, open spaces and interaction along the north retail sidewalk. Additionally, the building entry and south retail areas are open to a widened sidewalk and plaza area allowing for the placement of benches, bicycle parking with enhancing opportunities for people to gather and pause.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

Response:
The building’s entry and retail spaces abutting the sidewalk have maximum transparency, and sight lines to sidewalk activity. Additionally, the screened but open parking/drop off area at the 35th Avenue frontage enhances the sense of openness and provides or additional natural site lines across the entire site from sidewalk to rear surface parking.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

Response:
The lighting plan for the building and site provides for a variety of lighting solutions appropriate to circulation pathways from and at the street, the entries, and along and within the screened parking areas. The lighting plan will achieve secure lighting at these areas and seek to minimize unwanted glare on adjacent properties.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

Response:
All of the street facing facades are largely glazed with a variety of window shapes and doors. The building entry and lobby area exterior walls are mostly transparent allowing views from the street as well as the pedestrian paths and vehicle access areas. The north retail has additional glazing and doors facing the pedestrian paths and vehicle access areas.

At the Recommendation meeting, the Board expects to see a cohesive arrangement of the architectural elements (elevator penthouse, stair penthouse, mechanical equipment, etc.), open space, access and landscaping (green roof) planned for the building’s rooftop that weren’t illustrated on the presented design schemes. **(DC2.A.1, DC3.B.1)**

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

Response:
The proposed building design roof elements include a combined elevator/stair/mechanical penthouse that serves a roof level deck and landscaping (green roof), and a separate access stairway/ exit. Additionally, there are freestanding mechanical units located that serve the clinic’s needs for special air handling requirements. Lastly, we have included solar panel arrays. The elevator and stair penthouses are designed to be the minimum height needed. All of the other roof elements (mechanical equipment) are largely screened by a continuous parapet at the roof perimeter.

The Board noted that the applicant should pay specific attention to the north, east and west façades to allow for creative fenestration and articulation and avoid blank walls while meeting the unique interior programming needs for the medical user. The Board expects to see more detailed renderings of façade treatments, arrangement of interior space and interaction with the parking/landscaping/open space, in response to this concern at the Recommendation meeting. **(DC2.B)**

Response:
Overall, the proposed building façade design have been carefully developed to include creative solutions to accommodate an interior that largely does not function with windows. On the street (west) elevation the design has arranged many of the interior spaces that can function with exterior openings (waiting areas, offices) towards the street allowing for large windows. The west façade also includes a creative use of sunshades and shrouds to add texture and variety to window openings and provide functional shading. On the third level, for the Ambulatory Surgery Center (ASC) the design includes smaller, slot windows and shades in a grouping that reflects the interior function of patient pre/post operative stations.

The east facing façades are set back from the alley and single family zone edge as much as 75’. The design of these façades also have been developed to include windows wherever possible given the internal function of exam, test and procedures rooms that do not function with windows. The third level includes use of some small windows and spandrel/opaque glass and sunshades to provide architectural interest and variety. The façades also contain articulated surfaces and cladding changes.

On the north lot line/fire wall, the design includes additional modulation and architectural treatments with a recessed slot allowing

for several windows, and a change in the wall plane with a change in cladding material. As an alternate, this recessed area could include a mural..

DC2-B Architectural and Façade Composition

DC2-B-1. Façade Composition: Design all building façades — including alleys and visible roofs — considering the composition and architectural expression of the building as a whole. Ensure that all façades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage façades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

Response:
The building façades are designed to utilize primarily (3) high quality cladding types to develop a consistent vocabulary reflecting the building’s form and expressing internal functions. The façades include a system of fenestration utilizing a consistent module and proportion for single and multiple window groupings. The openings create a pattern that is reflected in the cladding joints both horizontally and vertically. The cladding patterns are also utilized to add interest to the areas of the façades that are necessarily blank due to the clinic’s internal functions.

It is imperative that the project provide an appropriate transition to the single family-zoned properties to the east and be respectful to adjacent properties, particularly the neighboring residential development to the south. The Board appreciated that the north-south massing orientation and building setback from the alley of Option #2 design respectfully responded to the residential properties to the east. However, the Board felt that a similar gesture to the neighboring residential property to the south was warranted. Therefore, the Board stated the future design should appropriately respond to the setbacks and datum lines of the residential property to the south to allow for light and air to the residential neighbors. At the Recommendation meeting, the Board expects to review a study that explores a voluntary setback at the southwest corner up the project to the existing datum or other design that meets the intent of this Board direction. **(CS2.C.2, CS2.D.1, CS2.D.5)**

Response:
The building design has incorporated a voluntary setback at the southwest corner. The treatment in this location includes a 13 foot deep by 8 foot wide setback that is landscaped, and has a 16’ tall green wall. This corner treatment extends the full height of the



building and enhances access to light and air for the existing 4 units at the northwest corner of the existing 4 story apartment building. The setback also helps to maintain sightlines from these units to the street. Additionally, the building design for the south half of the 2nd and 3rd floors incorporates a street setback that approximates the setback of the facades of adjacent apartment building that are forward to the street. Lastly, the north half of the street façade is set back an additional 10 feet, providing additional modulation similar to the existing apartment building to the south.

CS2-C Relationship to the Block

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

Response:
The scale of the proposed building continues the relative heights and similar setbacks of the adjacent apartment building. With its ground level commercial/retail use, it engages the street edge directly, provides widened sidewalks and improves the opportunity for street level/pedestrian interaction.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

Response:
The scale of the proposed building continues the relative heights and similar setbacks of the adjacent apartment building. Its bulk at less than 50% of the maximum allowed, set back from the alley and orientated along 35th Avenue, diminishes the impact on the single family zone to the east. This is an improvement over the large adjacent apartment building to the south that is closer to 100% of the allowable FAR and is built close to the alley. The proposed building’s design along 35th Avenue SW anticipates future development to the north, encouraging similar, height, bulk and scale allowed by this NC2-40 zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Response:
The building location on the site and the placement of fenestration minimizes the disruption of privacy of adjacent buildings. The south facing façade is modulated and is largely blank toward the existing apartment building, which is also blank. There are no windows that look into adjacent apartment units from the proposed clinic building. The east façades are set back (as noted above) from the alley and single family zone to the east with minimal fenestration reflecting the interior function of the building.

35th Avenue Southwest Frontage: The Board felt that the design of the building should incorporate a stronger retail presence along 35th Avenue Southwest. The Board expressed a desire to see how the building could engage the streetscape in a meaningful way. **(PL3.A.1, PL3.C)**

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

Response:
The building has two primary points of entry. The main entry plaza is recessed back from the street allowing barrier free access from the sidewalk and the covered and surface parking areas. It is anchored by a vertical fin element with signage above and also announced by a projecting marquee that extends over the widened sidewalk and his higher than adjacent awning projections at the retail frontage. This recessed entry provides weather protection and contains both the clinic’s optical/eyewear entry doors as well as the eye clinic lobby. The entire area is fitted with glazed doors and adjacent windows that extend the full height of the ground level space (approximately 14’). From this entry plaza the sightlines are favorable in all directions: into the retail area, the lobby area, out to the street, and across to the covered parking area of the north retail. The north retail area has the second primary entry that is dedicated to the space and oriented to the street. This entry is setback from the sidewalk with its own plaza/patio and contains doors that can opened completely to extend the interior retail space to the outside. The north retail has its own overhanging roof projection to provide a distinct identity, sense of entry, weather protection and signage opportunities.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

Response:
The north retail street facing façade is setback from the street with an open plaza/patio and large glazed doors that can be opened in agreeable weather. The south retail space is the eye clinics’ dedicated optical/eyewear space and is accessed directly from the street via a covered, recessed entry shared with the main building entry. These multiple entries are largely glazed allowing deep views into the retail and lobby interior from the sidewalk.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

Response:
The north retail street has large glazed doors that can be opened in agreeable weather. The optical retail has the majority of its street edge façade glazed in a variety of window shapes allowing for complete visibility to the merchandising displays. Both retail spaces as well as the building entry/lobby feature double height space (14’ plus) and allow for mezzanines spaces that overlook and serve the ground/ street level spaces.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

Response:
The north retail space is designed to engage the widened sidewalk and the façade is setback from the street with an open plaza/patio and large glazed doors that can be opened in agreeable weather. This allows for outdoor seating/dining/display. Additionally, the right-of-way improvements include widened sidewalks and additional areas for seating/bicycle parking directly in front of the building entry and south retail entry.

The Board encouraged the applicant to consider the setbacks of adjacent structures along 35th Avenue Southwest frontage in designing street-level interaction in a manner that contributes to the pedestrian level experience. The Board reiterated that additional setback along 35th

Avenue Southwest would be appropriate to achieve a good human scale and reinforce the existing spatial characteristic of the street frontage to the south (e.g., Hillside Apartments). **(DC2.A, DC2.B)**

Response:

The overall design includes voluntary setbacks at the SW corner (as described above), and on the north retail space. Additionally, the building design for the south half of the 2nd and 3rd floors incorporates a street setback of 5 feet and approximates the setback of the facades of adjacent apartment building. Lastly, the north half of the street façade is set back 10 feet, providing additional modulation which breaks down the scale of the overall façade and mimics the adjacent Hillside Apartments pattern of varying street façade positions.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

Response:

The proposed massing of the building is primarily arranged to reinforce a strong street frontage presence and create open space behind, separating the commercial use from the single family zone edge. This open space is screened with fencing and landscaping and includes surface parking. To engage the street, the proposed design includes sidewalk setbacks as described above and creates pockets of open space at the North retail, near the main entry and at the southwest corner. These spaces are either landscaped or provide activity space along the sidewalk in combination with internal uses (north retail).

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

Response:

The design of building overall and individually each façade contains secondary elements to add architectural interest, articulation of interior functions and break down the larger expanses of the facades. On the west (street) elevation this includes street level awnings and marquees. On the 2nd and 3rd levels all of the fenestration includes sunshades or cowlings for functional sun protection and also adding texture and variety to the façade. There are also two vertical fins that extend up the main façade and become horizontal overhangs. The larger of these two marks the main entry. The smaller replicates the

shape in a reduced scale commensurate with the north retail space. Lastly, there are variations in the façade cladding adding horizontal bands at the ceiling levels and a small step back at the parapet.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

Response:

The building facades are designed to utilize primarily (3) high quality cladding types to develop a consistent vocabulary reflecting the building’s form and expressing internal functions. The facades include a system of fenestration utilizing a consistent module and proportion for single and multiple window groupings. The openings create a pattern that is reflected in the cladding joints both horizontally and vertically. The cladding patterns are also utilized to add interest to the areas of the facades that are necessarily blank due to the clinic’s internal functions.

The Board supported a design that included elements that would better interact with the streetscape and/or emphasize retail edge connectivity with the public spaces. At the Recommendation meeting, the Board expects to review an ensemble of elements (entries, weather protection, architectural features, lighting, pedestrian amenities, etc.) that are incorporated in the commercial development. The Board also encouraged the applicant to explore the inclusion of an additional commercial use at the street-level as a method to further activate the streetscape. **(CS2.B.2, PL2.C, PL3.A, PL3.C)**

Response:

The streetscape design overall has been developed to integrate with the proposed retail spaces, entries and vehicle access from 35th Avenue SW. This includes awnings, overhangs, recesses, landscaping and screening to enhance the pedestrian experience. The current design has added retail space on the north side of the building that in previous versions was screened surface parking.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

Response:

The main lobby entry and clinic optical/eyewear retail entry share a weather protected, generously scaled space that connects directly to the widened sidewalk and expanded streetscape area with seating and bicycle racks. This area of the building is anchored by the vertical fin and horizontal overhang that is highly visible from both sidewalk and street. Both pedestrians and vehicle occupants can readily identify the building’s use, recognize entry points, and comfortably and safely approach and access the building. Additionally, both retail spaces are highly transparent and visible from a distance allowing immediate awareness of the uses within. These elements are integrated into the design of the vehicle access portal as described below.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

Response:

Approximately 65% of the street frontage includes overhead weather protection, in the form of marquees and awnings that project over the sidewalk. These projections are along the clinic optical/eyewear retail and main entry. Additionally the north retail includes an overhang protecting its’ entry and plaza/patio area. The inclusion of these elements is unique to the street as existing nearby buildings have minimal examples of similar street side uses. Another unique aspect includes the vehicle entry and covered parking/drop off and pick up area. This open (but screened) space is formed by the upper floors spanning the south ground loor space to the north retail space and includes pedestrian walkways marked by surface materials and bollards. While this is the primary vehicle access route, is has been developed more like a port cochere and is intended to safely accommodate both pedestrian and vehicles in an inviting, open space.

At the Recommendation meeting, the Board expects to review a conceptual signage plan that is designed to be consistent with the architectural concept and responsive to the pedestrian experience. The Board voiced concern with the proposed horizontal signage at the parapet level and encouraged a design that incorporates vertical and street-level (canopy) signage. **(DC4.B)**

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

Response:

As the project is not speculatively developed and is being constructed and occupied by the owner/occupants, developing signage has been carefully considered and integrated into the overall building design. The use of the vertical fin element at the building’s entry provides a unique identity to the building and is a natural opportunity to provide primary signage. The “Clearview” letters may be raised and illuminated by appropriate up-lights or may be softly backlit channel letters. The orientation of this primary signage reflects the desire to provide visibility to north bound traveling vehicles (and pedestrians) allowing easy identification of the building location for visitors that are anticipated to arrive largely from the south. Additional signage includes blade signs at street level awnings and overhangs or both the optical/eyewear retail space, address at main entry, and for the north retail space. Lastly, we have allowed for the owner’s trademark logo as a small square sign located on the northwest corner of the building’s parapet.

Vehicular Parking and Access: The Board reiterated their concerns regarding the visibility of the surface parking area from 35th Avenue Southwest and stated that screening of parking would need to be addressed. The Board stated that future design should address this concern appropriately. **(DC1.C.2)**

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

Response:

Utilizing the existing curb cut location on 35th as a primary access point to the property and developing easily accessible surface parking has been a primary requirement for the project. This is based on the volume and variety of vehicle visits to the building and the need to provide clear, readily identifiable access to safely and comfortably accommodate the clientele. To address the Board’s concerns, the design includes the following solutions: First the width of surface parking facing 35th Avenue SW has been reduced from 58 feet to 39 feet. Of the 39’ approximately 15’ feet is screened with landscaping and a 14’ high green wall. The remaining 24’ represents the driveway width from the 35th Avenue curb cut. Secondly, the reduced parking width has been replaced by the introduction of retail space on the north end of the project (described above) and this retail portion of the building screens portions of the surface parking located behind the building. There is also a pedestrian path along the north retail connecting the street to the rear of the building. Lastly, the bulk of the required parking is behind the building and along the alley. This area is screened from the alley with a 6’ wood fence and 5’ wide landscaping.

The Board inquired about the proposed 14’ clearance height for the driveway access via the existing curb cut abutting 35th Avenue Southwest and wasn’t convinced that the information presented adequately supported the applicant’s assertion that a 14’ clearance height minimum requirement to accommodate emergency vehicles (ambulances, fire trucks, delivery vehicles, transit vans etc.) is essential. At the Recommendation meeting, the Board expects the applicant to provide more detailed information regarding the access requirements relative to the medical services uses. The Board also requested that the applicant explore alternative offsite options (load/unload zone) and provide feedback at the next meeting.

(CS2.B.2, DC1.B)

Response:

The 14’ height of the access ‘portal’ responds to several requirements. First, as indicated by the Seattle Fire Code, this is the minimum height required for emergency vehicle access. While emergency vehicle access occurs at this facility only occasionally, the proposed height will allow these vehicles to arrive when needed at a barrier free, covered access point, safely off the busy arterial of 35th Avenue. Satisfying this requirement also allows for safe, convenient access by other over height vehicles such as transit vans that visit the facility on a frequent, regular basis. This same vertical clearance height is noted in numerous codes and standards for safe access and general

use by any vehicle. Transit vans access the facility approximately 4-6 times a week. These include King County access, and various local retirement home access vans. Delivery vans arrive approximately twice daily. The project’s goal is to encourage the transit vans to utilize this covered access area for pick-up and drop-off. Again, this represents the most direct, safe and convenient approach for these visitors, many who may be physically impaired. It is anticipated that delivery trucks may use the curbside load/unload area. This has been developed to provide a point of access to the building directly from the street for these types of vehicles. Typically, these vehicles (UPS, FedEx, etc.) would pull up to the designated curb load/unload, exit the vehicle curbside (not the traffic street lane side) and deliver smaller to medium size packages directly to the main entry. Maintaining the 14’ height of this entry point has several additional benefits. First, it provides for a readily identifiable, open and attractive access point and entrance area for the volume of daily visitors arriving by vehicles. As a practical matter, with the available height, these vehicles can access the parking without concern if their vehicle happens to be taller than standard, have a roof top rack, box or bikes. Secondly, this same open area has distinct paths for pedestrians to access the building entries points. These paths are designed to be barrier free (no curbs) and are designated by surface variation/materials and bollards. Taken all together, the design of this space accommodates the clearance requirements, safe visitor drop-off and pick-up, transit vans, daily vehicle trips and pedestrians all in a cohesive, attractive and safe space.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

Response:

As noted previously, the main lobby entry and clinic optical/eyewear retail entry share a weather protected, generously scaled space that connects directly to the widened sidewalk and expanded streetscape area. This area of the building is anchored by the vertical fin and horizontal overhang that is highly visible from both sidewalk and street. Both pedestrians and vehicle occupants can readily identify the building’s use, recognize entry points, and comfortably and safely approach and access the building. This strong connection to the street is further enhanced by utilizing the available height requirement noted above to allow the development of the vehicle access point to be clear and open and inviting, rather than dark and small and restrictive. We seek in this design to create an attractive, easy to navigate ‘portal’ rather than a visually constrictive ‘garage door’ entry.

This treatment allows the covered space within to feel and act more like a port cochere than a parking garage. We believe this further strengthens the presence and connection to the street.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

Response:
As noted above, the current design of the main access off 35th Avenue SW allows for a favorable experience for vehicles of any height while integrating paths for safe pedestrian access. This main access point is intended to be the primary entry for day to day customers, whether arriving in private vehicles, taxi or transit vans. The proposed load/unload zone curbside in front of the building for delivery vehicles bringing routine, smaller packages, can arrive and access the building without crossing or conflict with any pedestrian routes. On the alley side of the property, there is a secondary access. This is alternative vehicle entry/exit access point, but also will accommodate service vehicles such as garbage, recycling and delivery of larger items. The surface parking area behind the building has parking spaces and designated pedestrian walkways, and isolates access to the building garbage/recycling/dumpster room to the far end of the parking area. There is also a separate exterior door for deliveries that are part of the clinic’s medical functions: laundry pickup and delivery, larger medical supplies boxes, etc. It is anticipated that these delivery vehicles will utilize the alley for their periodic access.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

Response:
In addition to the general parking and accessible parking spaces in the covered ‘port cochere’ area, the surface parking behind the building has 6 spaces that abut the rear of the building with a pedestrian walkway for access. These spaces are also weather protected due to the projecting upper floors, and represent a natural opportunity to designate carpool and/or electric vehicles parking spaces.

At the EDG meeting, the applicant’s materials included proposed improvements within the 35th Avenue Southwest right-of-way and the unimproved alley which generated several questions from the Board. The

Board felt that resolution of these outstanding improvements in addition to the abovementioned dedicated load/unload zone would better assist them in providing future design guidance. Improvements, landscaping and design elements within the right-of-way are within the purview of the Seattle Department of Transportation (SDOT). Therefore, the applicant is directed to address this Board request directly with SDOT during the initial MUP review process and provide street improvement design specifics (including landscaping) at the Recommendation meeting. **(DC1.B.1)**

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

Response:
As noted above, the design proposes a load/unload zone curbside in front of the building. As shown in our landscaping plans, there a various landscape and paving improvements to the sidewalk and curb frontage areas of the right-of-way (ROW). We also propose landscape bulbs on both sides of the curb cut access. These areas are part of our landscaping green factor calculations, enhance the visual experience from street and sidewalk, and lastly, create clear sightlines for safe vehicle access both entering and exiting the building. The alley is proposed to be improved not only for the project’s east edge abutting the alley, but all the way north from the property to the SW Webster St. ROW. All of these improvements are part the currently submitted Street Improvement Plan (SIP)

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

Response:
The building’s use an eye clinic with an ambulatory surgery center (ASC) necessitates the need for controlled interior environment and support mechanical systems. The building’s natural orientation eliminates solar gain from the south. The street level retail spaces will feature operable windows and, in the case of the north retail space, large, retractable doors that can be open with agreeable weather conditions. The street (west) façade fenestration includes awning/overhangs at street level providing both the interior spaces and sidewalk with shade. The upper story windows all feature sunshades and cowlings to reduce solar gain. Street trees will provide additional shading during the afternoon hours along the street level facades. Similar window treatments are included on the east façade and the upper floor overhang provide solar and weather protection to the ground floor and mezzanine exterior wall. The building’s location on the street side of the site eliminates shading even in the winter months on the single family zone to the east.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

Response:
There are no natural habitats, significant trees, and vegetation on site. The existing site is primarily existing structures asphalt parking, grass, and low replaceable bushes and shrubs of which all will be demolished and removed.



DEPARTURE	CODE REQUIREMENT	PROPOSED DESIGN	DEPARTURE DESCRIPTION
<p>#1: A Departure from standard requiring primary access to off-street parking from the alley will be required to allow retention of existing commercial curb cut.</p> <p>#2: If Departure #1 is necessary, a second departure will be necessary to allow secondary access to off-street parking from the alley to facilitate medical services use access.</p>	<p>Exception may be granted by the Director as a Type 1 decision based on further review by DPD. SMC 23.74A.032.D.1</p>	<p>Maintain existing curb cut at 35 Ave NW. Curb cut now serves Red Star Pizza.</p> <p>Provide secondary access to the alley from on-site parking.</p>	<p>TRAFFIC RECOMMENDATIONS: A traffic study has been completed by the traffic engineer and feed back from DPD's traffic engineer and SDOT indicate that maintaining the existing driveway from 35th Ave. SW. is OK. Existing traffic data indicates that within the area of the site that there are minor accident and safety issues and maintaining the existing driveway will not have significant impact on pedestrian safety an will not need further mitigation.</p> <p>SDOT at a March 2015 public meeting indicated plans for installing a left turn only lane in the center of 35th Avenue SW and the construction could start as early as this August. The left turn lane will further enhance traffic calming for the vehicle access/egress to the site.</p> <p>SCL has indicated that they will not remove the power poles in the alley. Primary and Secondary power runs down the alley serving structures on both sides of alley. The 16 foot wide alley is restricted by the location of the poles which further enhances the need for vehicle access and egress from 35th Ave. SW.</p> <p>JUSTIFICATION FOR DEPARTURES: The Eye Clinic's vehicular requirements are as follows: the Clinic will average 130 patients per day plus a staff of 20; four daily deliveries by truck (UPS, USPS, FedEx, laundry, etc); King County Access Bus twice a day several times a week. The facility requires easy access for patient transfer by emergency vehicles; the majority of the patients are over 65 and many with vision issues. The alley is only 16 feet wide and the width is further restricted by about 3 feet due to existing power poles. The alley as the only means of vehicle access/egress to the site will have the potential of serious congestion when one considers neighboring use, City use, and the Eye Clinic's vehicular use. Alley-only access will negatively impact the single family homes at this SF5000 zone edge. Maintaining the existing curb cut from 35th Avenue SW for vehicular ingress/egress is crucial to the Clinic's function.</p>
DEPARTURE	CODE REQUIREMENT	DEPARTURE DESCRIPTION	
<p>#3: A Depature is required to exceed 10' maximum set back from street property line.</p>	<p>SMC 23.47A.008.A.3. May be granted when wider sidewalks, plaza, or other approved landscaped or open spaces are provided.</p>	<p>A design departure is requested for the two areas to have a greater distance than 10 feet from the street lot line.</p> <p>First area: The center main entry provides access to the building and the adjacent main entry to the Optical Eye Ware space. The building access area is programmed for the functional relationship between the upstairs clinic and the Optical Eye Ware area. The proposal is to have the main entry doors set back from the street lot line approximately 15 feet. The additional set back allows for a readily identifiable, distinctive and larger circulation space to the clinic's main entry and shared access to the Optical Eye Ware area. The proposed access includes a wider sidewalk, open space with landscaping, landscaped green wall screening parking, barrier free access, and entry marquee that provides weather protection. In addition to enhancing the main entry, the proposal includes landscaping, and a paved area that includes benches and bicycle racks for public interaction in the street right of way immediately to the west of main entry. This area's proposed design departure #3 is in response to the Boards recommendations at EDG #2 meeting, (Section 2, 35th Avenue Southwest Frontage, paragraph b).</p> <p>Second area: The southwest corner of the building is set back 13 feet from the street lot line and is 8 feet wide. The area is fully landscaped and is designed to provide light and air for 4 units in the adjacent apartment building. The set back also allows the proposal to provide modulation at the corner of the building which is in keeping with the modulation at the corner of the apartment building. This area's proposed design departure #3 is in response to the Boards recommendations at EDG #2 meeting, (Section 1, Design Concept and Massing, paragraph a, subparagraph iv.</p>	



DEVELOPMENT STANDARD DEPARTURES – Summary from EDG #2 with Response

Vehicular Access (23.47A.032.A): The Code states vehicular access is permitted from an improved alley. If access is not provided from an alley and the lot abuts only one street, access is permitted from the street. The applicant proposes vehicular access to parking from both the alley and from an existing curb cut abutting 35th Avenue Southwest.

The Board indicated a willingness to entertain this requested departure, provided that the design concept includes a parking design with **access/circulation that better engages the 35th Avenue Southwest street-level frontage and screens the visual impacts of parking**. The applicant will need to provide more information (two and three dimensional diagrams, etc.) regarding **potential access/circulation options**; demonstrate how the requested departure would assist in **maximizing the use while engaging the 35th Avenue Southwest streetscape**; demonstrate how **protections for pedestrians** (traffic calming methods) will addressed and provide **feedback from SDOT/DPD staff** (Land Use Planner, Transportation Planner). The Board suggested that one potential option would be to establish a one-way traffic pattern or a right-in/right-out configuration for the 35th Avenue Southwest access. The Board also mentioned that a **load/unload parking zone** along 35th Avenue Southwest for emergency and drop-off/pick-up options should also be explored.

Response:
As indicated from the inception of this project, the need for access from 35th avenue and from an improved alley is essential to the building's use. The current design includes a variety of adjustments and improvements to the plans presented in the Second EDG presentation. Options for alternative circulation have been explored (see following sheet) and a preferred arrangement identified that addresses the Boards requests as follows:

1) “access/circulation that better engages the 35th Avenue Southwest street-level frontage and screens the visual impacts of parking”; the preferred design eliminates a portion of surface parking frontage on 35th Avenue SW and replaces it with new commercial retail space. This is a reduction of surface parking frontage width from 58 feet to 39 feet. Of the 39’ approximately 15’ feet is screened with landscaping and a 14’ high green wall. The remaining 24’ represents the driveway width from the 35th Avenue curb cut. The new retail space on the north end of the project screens surface parking located behind the building. There are also two pedestrian paths, one along the north retail and one along the building’s main entry, connecting the street to the rear of the building.

2) “potential access/circulation options”; several alternatives have been explored as follows: (see diagrams next page)

- Option #1 - Two-Way Access (Preferred):** via existing 35th Ave. curb cut with screened parking on one side and inclusion of north retail space; compatible with SDOT SIP 30% approval.
- Option #2 - One-Way Access:** via existing 35th Ave. curb cut with screened parking on one side and inclusion of north retail space.
- Option #3 - Right Turn Only:** Two-way access via existing 35th Ave. curb cut on one side and inclusion of north retail space. Entry and exit restricted to right turn in and right turn out only traffic flow.

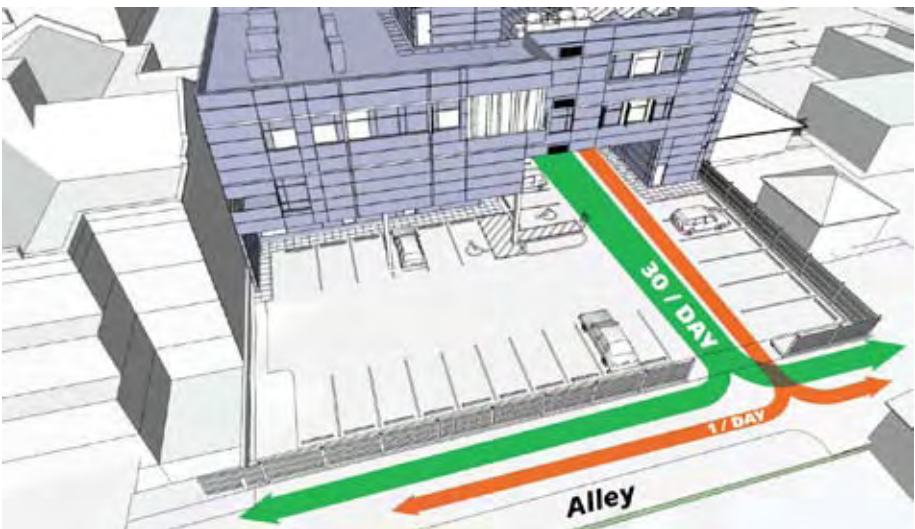
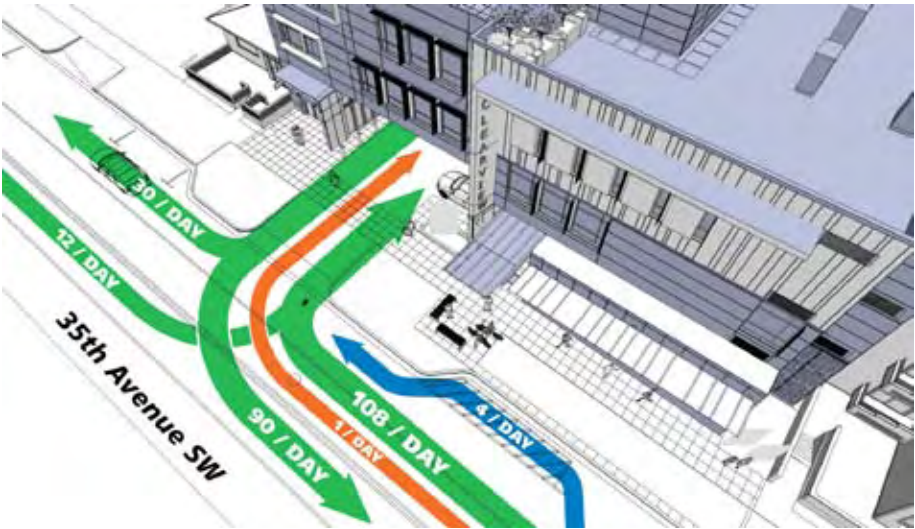
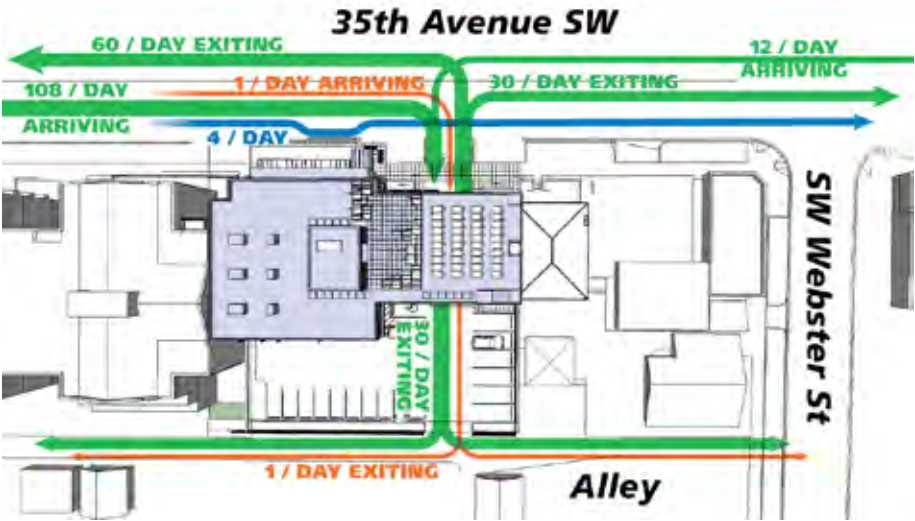
3) “maximizing the use while engaging the 35th Avenue Southwest streetscape”; typical vehicle access to support the building use include 120+ vehicles per day, 4 delivery trucks per day, King County access or other transit buses, 4-7 times per week. Traffic studies indicate that utilizing both the existing 35th Ave. curb cut along with access from an improved alley will safely accommodate this volume. With the integration of dedicated pedestrian paths, clear sightlines, inviting and open driveway access, the preferred access/circulation solution most successfully integrates vehicles, pedestrians, street side amenities and landscaping.

3) “protections for pedestrians”; the proposed design and preferred vehicle access option incorporates several key strategies to safely accommodate the safety of pedestrians and the vehicle ingress/egress. Required 10 foot site triangle accommodates pedestrian safety by allowing pedestrians to see vehicles exiting the site. Landscaping in the site triangle is restricted to a 3 foot height to maintain pedestrian visibility of cars exiting the site. South of the driveway is a designated 30 foot no parking zone and north of the driveway is a 15 foot no parking zone of which the zones will not only enhance pedestrian clear site lines but also for the drivers of vehicles entering and exiting the site.

4) “feedback from SDOT/DPD staff”; (see attached documentation)

5) “load/unload parking zone”; The Board suggestion of including a load/unload parking zone has been incorporated into the design. This curbside space is planned immediately south of the ‘landscape’ bulb, and provides direct access to the main building entry. It is envisioned that this space will be used primarily by delivery trucks. Many of these drivers can exit on the curbside and safely stay out of the 35th Avenue traffic lane. We see this location as less attractive and more hazardous for private vehicles or transit vans and prefer that these vehicles perform their drop-off or pick up via the 35th Avenue curb cut access to the covered driveway/parking area.

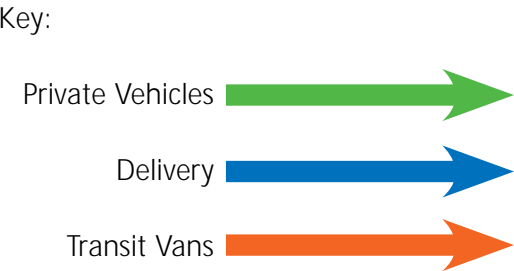
Option #1 - Two-Way Access (preferred)
(compatible with SDOT-approved 30% SIP)



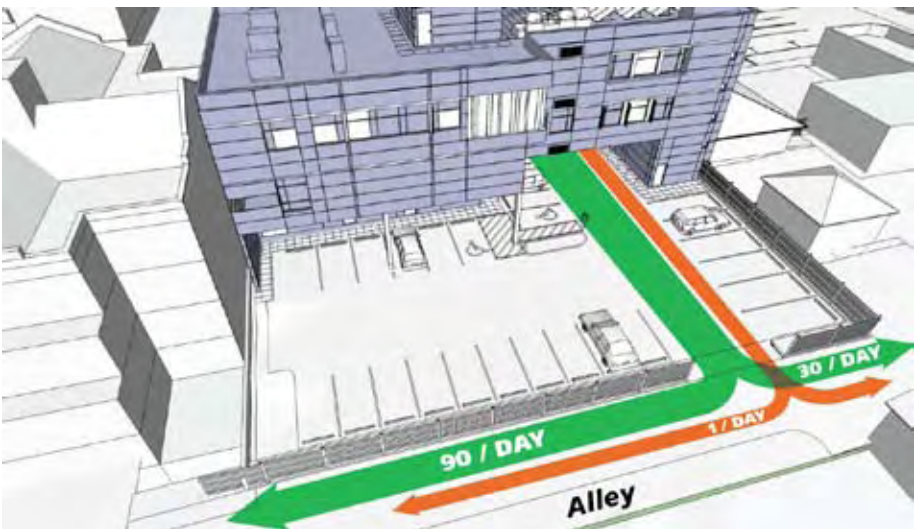
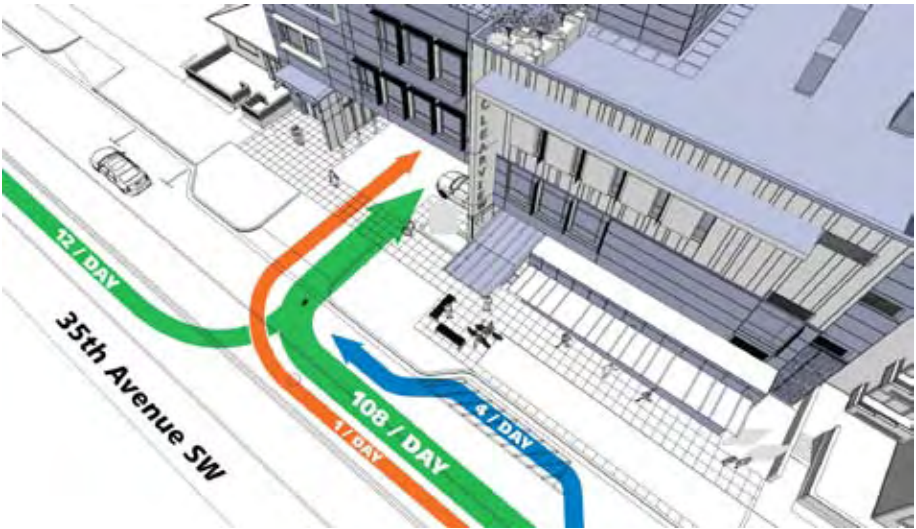
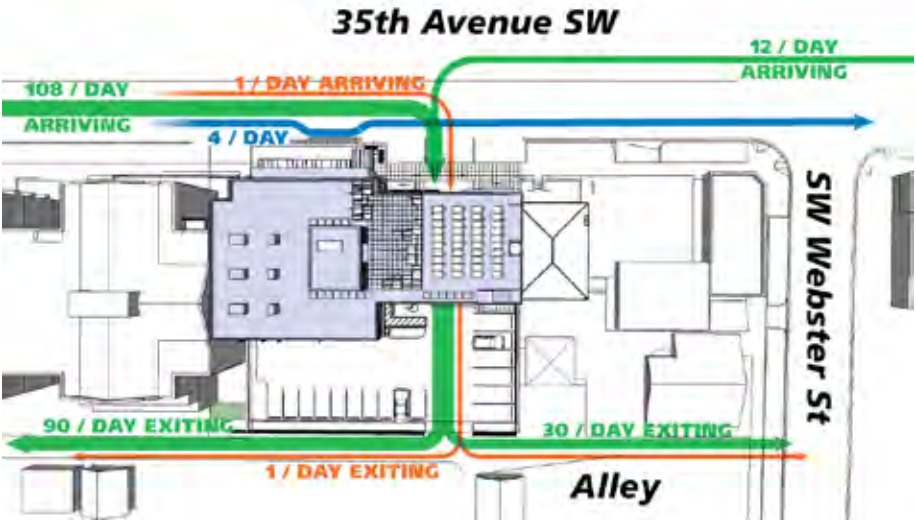
DEVELOPMENT STANDARD DEPARTURES –
Access / Circulation Options & Assumptions

The following assumptions are used for the vehicle access/ circulation options:

- Typical day; Monday through Friday 8AM-5PM
- 120 private vehicles per day
- 4 delivery trucks per day
- King County access or other transit buses, twice a day 2-3 per week (average one per day)
- 90% of all private vehicle access will arrive via 35th Avenue SW and approach from the south (Northbound)
- 100% of all delivery trucks and transit buses will arrive via 35th Avenue SW and approach from the south (Northbound)
- 75% of all private vehicles will depart via 35th Avenue SW
- Delivery trucks will use 35th Avenue exclusively
- Transit buses will exit via the alley
- All options compatible with pending SDOT re-channelization improvements



Option #2 - One-Way Access



Option #3 - Right Turn Only

