



**SDCI # 3027128**

**8803 M L King Jr Way South**

**FULL DESIGN REVIEW / DESIGN RECOMMENDATION**



# Link Townhomes / East



# PROJECT INTRODUCTION

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## Project Information

<b>Address</b>	4215 S. Trenton Street Seattle WA 98118
<b>Applicant</b>	NK Archtiects Christine Goodwin 310 First Avenue S, Suite 4s Seattle WA 98104 206.933.1150
<b>Owner</b>	IS Property Investments, LLC Dan Swallow 411 1st Avenue S, Suite 650 Seattle WA 98104 206.728.6556
<b>SDCI Project #:</b>	3027128
<b>Contact:</b>	Tami Garrett

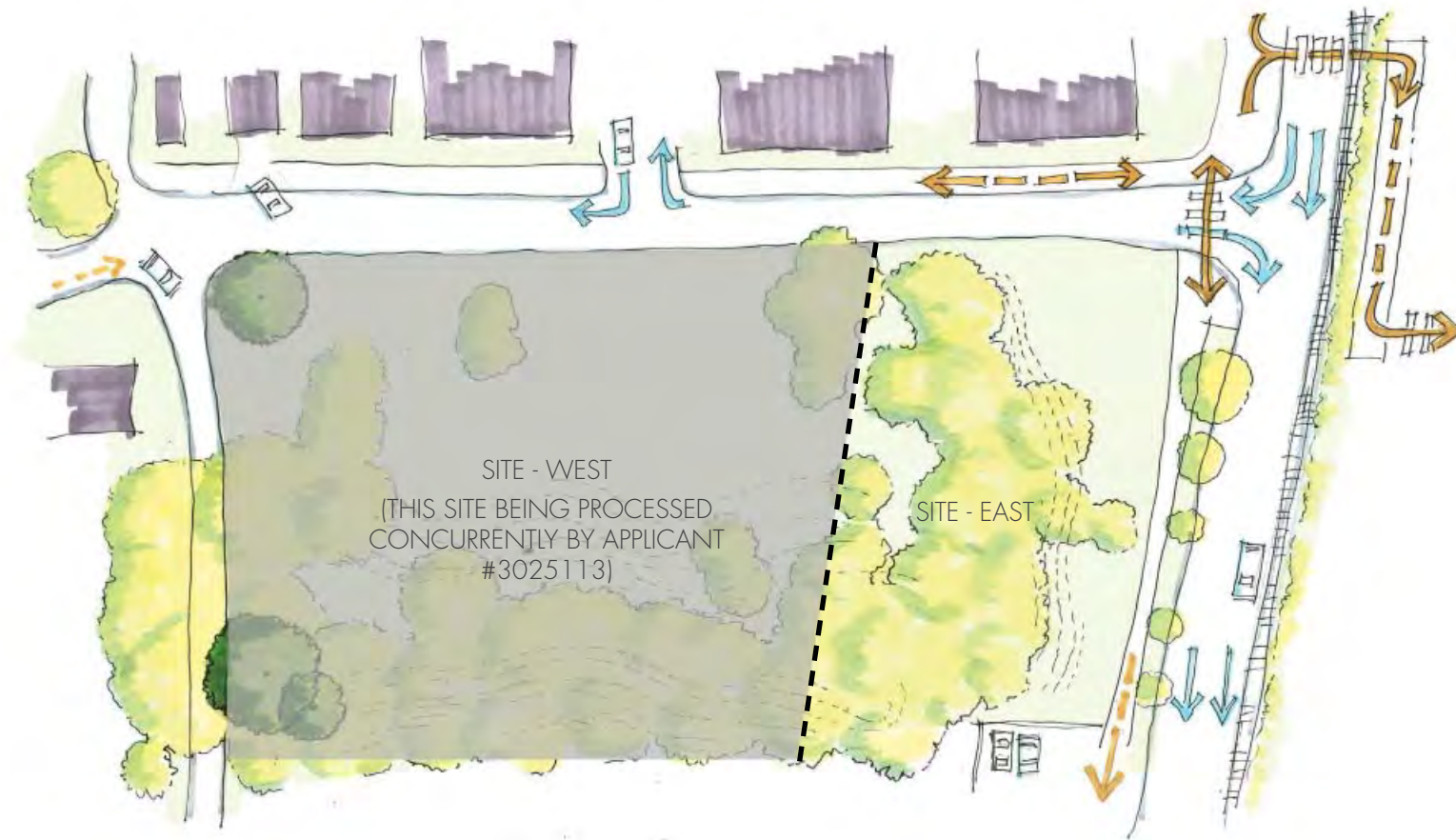
## Project Data

<b>Lot Area</b>	12,525 SF
<b>Zoning</b>	SF5000 (Contract Rezone Proposed Zoning: NC3-40)
<b>Area</b>	18,505 SF
<b>Stories</b>	4 Stories
<b>Units</b>	10 Live-Works
<b>Parking</b>	5 Surface Parking Stalls
<b>Existing Development:</b>	No existing structures
<b>Concurrent Development:</b>	New property line proposed per short plat #3026975

**\*Project is participating in the MHA Program**

## Development Objective

To provide a community of attractive, owner-occupied live/work units that combine a clean and contemporary style with active outdoor spaces, resulting in a project that enhances and further connects the neighborhood. The rezone would help implement the Rainier Beach vision for redevelopment along MLK Jr. Way South by adding live/work units in the Urban Village contributing to the vitality of the community above Henderson Street by providing for active home businesses and live/work employment. The project would further connect the neighborhood and enhance the pedestrian infrastructure along the MLK Way Jr. South frontage.

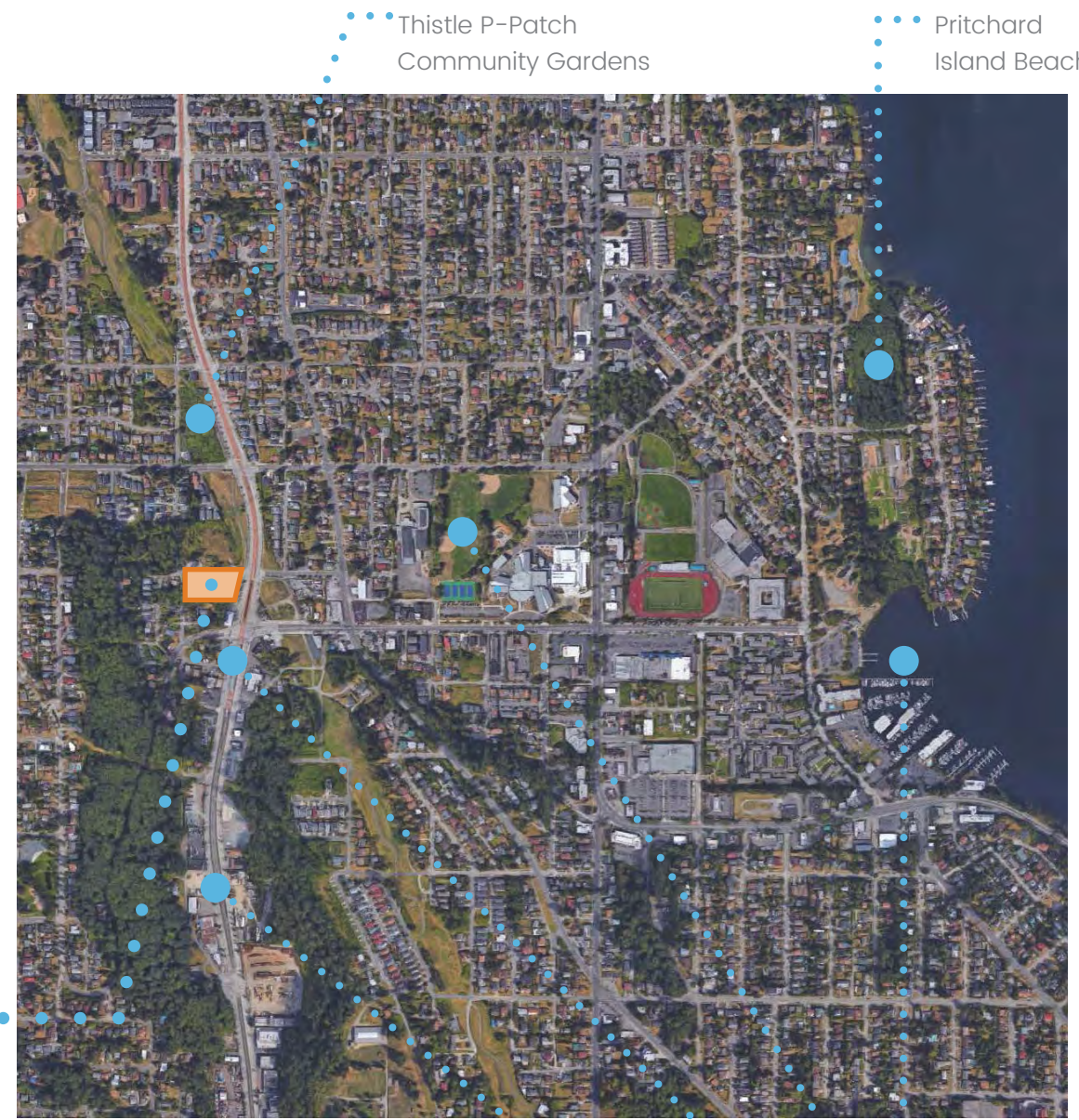
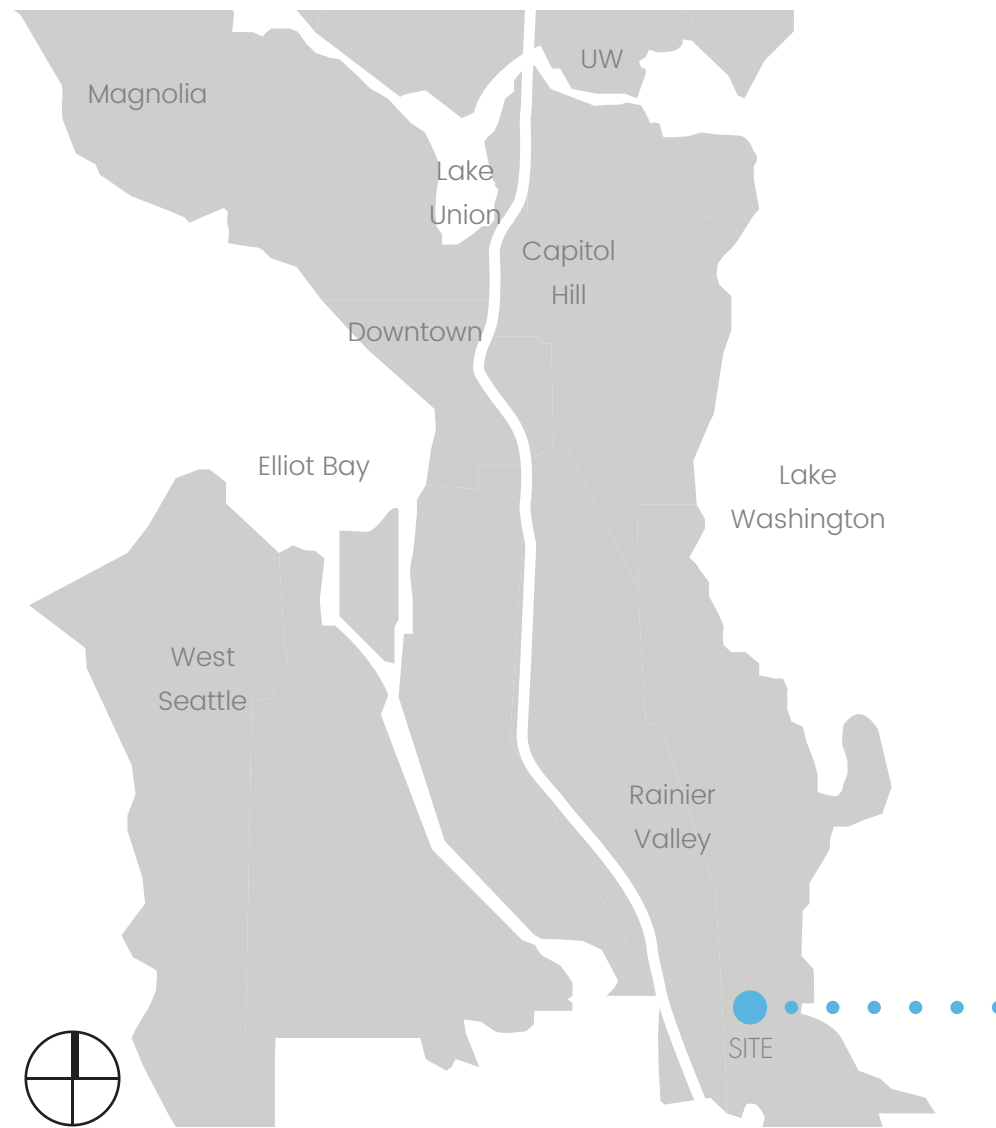


# CONTEXT ANALYSIS

- PROJECT LOCATION
- ZONING
- STATION AREA PEARL
- TRANSPORTATION CONNECTIONS



# PROJECT LOCATION



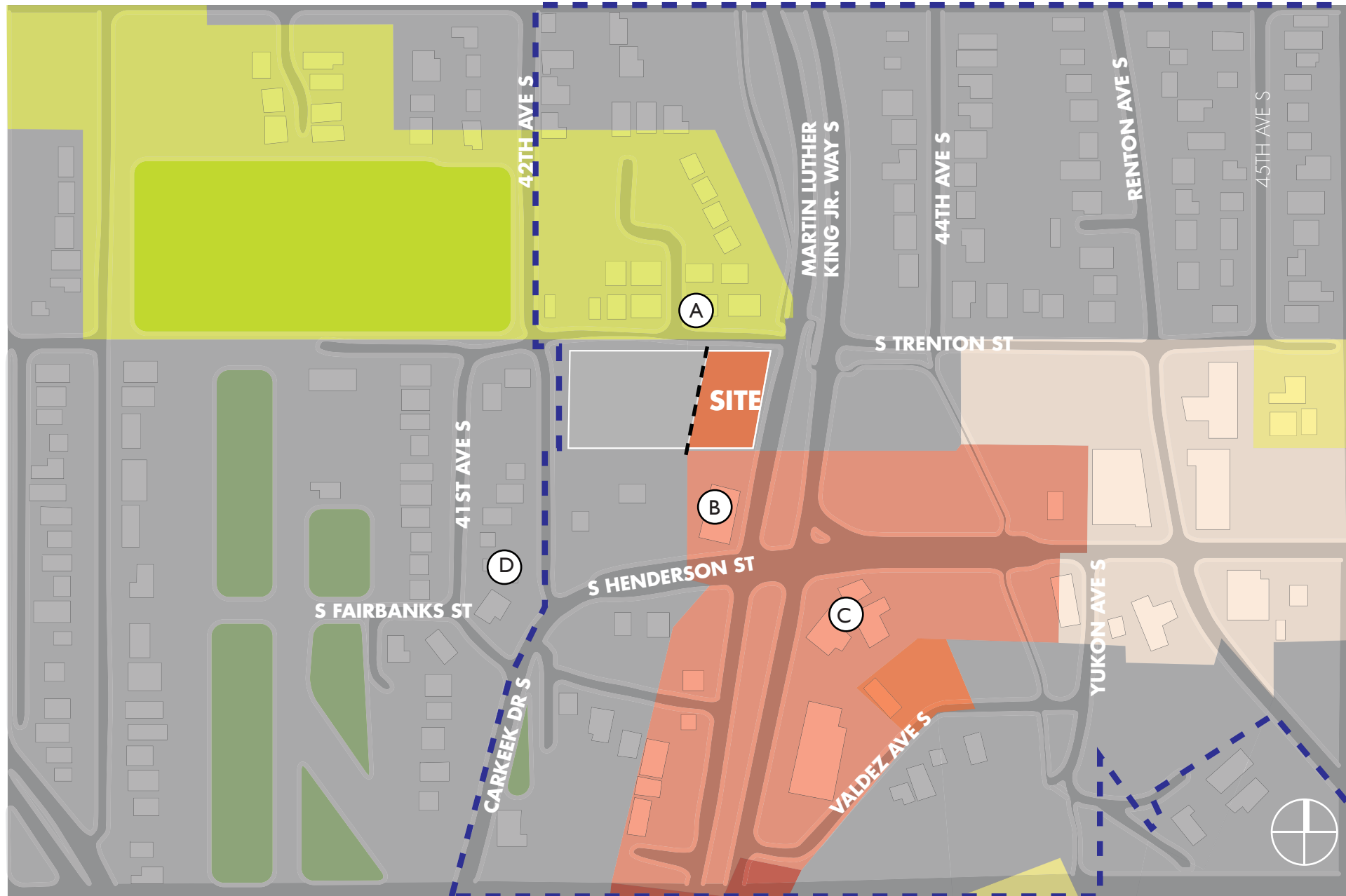
Thistle P-Patch  
Community Gardens

Pritchard  
Island Beach

Atlantic City  
Boat Ramp  
Rainier Beach  
Playfield  
Link Light Rail  
Station  
Martin Luther King Jr.  
Way

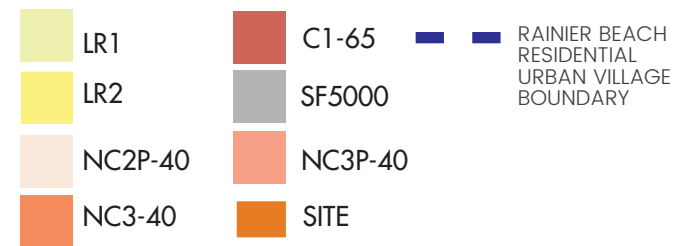


# ZONING INFORMATION



## SITE

- Located in the Rainier Beach Residential Urban Village
- Comprehensive plan designates the parcel as Multifamily
- Currently zoned SF5000
- The applicant is applying for a contract re-zone to NC3-40
- Parcels to the North zoned LR2
- Parcels to the South zoned SF5000 and NC3P-40
- Parcels to the West zoned SF5000
- Parcels to the East zoned SF5000 and NC2P-40



A. Townhomes



B. Vegetable Bin



C. Commercial Space



D. Single Family Home



# NEIGHBORHOOD CONTEXT



## Legend

- |                    |                             |                                  |               |             |
|--------------------|-----------------------------|----------------------------------|---------------|-------------|
| ----- Light Rail   | ----- 1/4 Mile From Station | City of Seattle Owned Properties | Existing Tree | Bus Layover |
| Existing Building  | Existing Trail              | Key Intersection                 | Gateway       | Transit     |
| Light Rail Station | Existing Building           | Special Pedestrian Lighting      |               |             |

## NEIGHBORHOOD DEVELOPMENT:

The project site is at a crossroads of multiple zoning designations. The Rainier Beach Neighborhood Plan Update encourages more infill development and consistency in zoning designations. For that reason, the applicant has applied for a contract re-zone to NC3-40 to create a transition between the commercial use to the Southeast and the more residential neighborhood to the North and West.

### First, what is a Neighborhood Pearl?

A neighborhood pearl is broadly described as an area where Rainier Beach residents shop, gather, live and recreate. In neighborhood planning meetings, residents identified areas with clusters of destinations, resulting in 4 neighborhood pearls; Station Area, Rose St, Beach Square, and the Historic Business District.

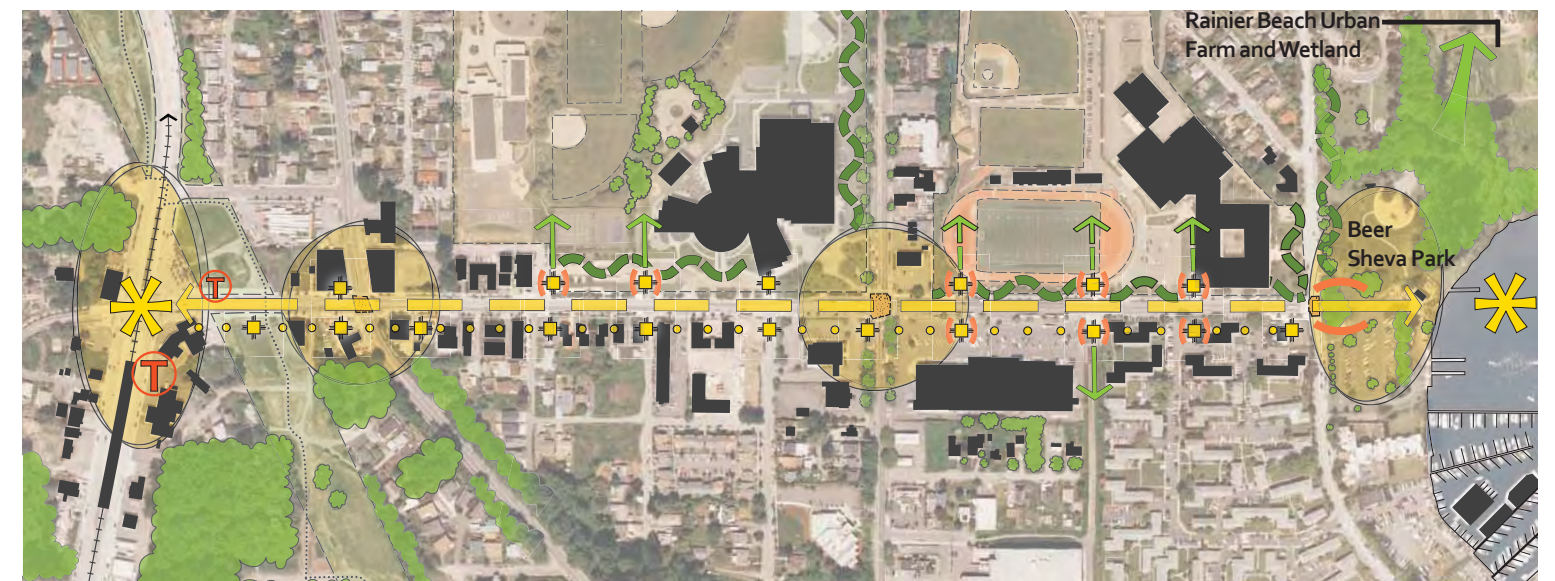
### The Station Area Neighborhood Pearl:

“The overall objective... is to foster development that provides opportunities for Rainier Beach community. A measure of success should be that the youth of Rainier Beach can envision themselves as living and/or working in an area around the station that provides: a safe and attractive environment; affordable housing; and opportunities for employment and entrepreneurship.”

### Purpose

- To encourage more infill development near station and Beach Square, and to increase consistency of zoning.
- Encourage development to achieve the envisioned high-quality, dense residential building.

The site sits directly north of the Vegetable Bin, and directly south of a new townhouse project. Further south along MLK Jr. Way S lies smaller commercial spaces, and is zoned to encourage future development of Live/Work and Mixed Use buildings. Development to the north and west is proposed to remain as residential development to help better transition from single family neighborhood to urban environment.





# TRANSPORTATION CONNECTIONS





# BOARD RECOMMENDATIONS

PROPOSED EDG DESIGN

BOARD RECOMMENDATION & RESPONSE

# BOARD RECOMMENDATIONS

## EDG PREFERRED OPTION

At the EDG meeting on April 25, 2017, the Board voiced unanimous support for the preferred option and provided guidance which will be addressed in the following pages.

### DISTINGUISHING FEATURES - AS PRESENTED AT EDG

Total Units: 10 (13 x 33')  
 Resident Parking: 10 (10 surface stalls)  
 Average Unit Size: 1,300 Sq Ft  
 FAR achieved: 11,840 / 12,525 = .94  
 Target FAR: 1.10

### PROS

- Parks 100% units
- Rooflines respond to townhouse typology along MLK Way
- Residential unit entries face MLK Way with backdoor at parking
- Units offer eyes on the street and community with 360 degree window opportunities
- Encourages pedestrian connections to transit
- Network of pedestrian paths create links between units and public realm
- Green amenity space at ground level along west PL encourages neighborly interaction
- Auto access mimics development across Trenton
- Creation of internal street with generous planting, trees, and pedestrian connections acts as urban alley experience
- Has the largest central drive/parking area providing opportunities for a mix of materials and highly detailed textures





## BOARD RECOMMENDATIONS

## DESIGN RECOMMENDATION RESPONSE

PRIORITIES + BOARD RECOMMENDATIONS		RESPONSE	PAGES	DESIGN GUIDELINE
1ai	<p><b>DESIGN CONCEPT, ARCHITECTURAL CHARACTER &amp; MASSING</b></p> <p>The Board agreed with public sentiment that pursuit of a zoning designation that would allow for commercial use is appropriate.  <i>(The Board acknowledged that it was beyond their purview to provide feedback concerning the rezone aspect of this proposal but did encourage the development team to consider pursuit of a zoning designation that would allow for commercial development at this site.)</i></p>	The rezone application has been changed to NC3-40, a commercially zoned designation. Additionally, the project now includes live-work units along its full frontage along Martin Luther King Jr. Way S. The building heights have increased from 3 to 4 stories in response to the desire to increase the scale/density for this project due to its proximity to the light rail station.	13	CS2.A CS3.A CS3.B
1aii	<p><b>DESIGN CONCEPT, ARCHITECTURAL CHARACTER &amp; MASSING</b></p> <p>It is imperative that the development provide opportunities for community gathering spaces. The Board supported the conceptual design direction of the community amenity area for Option 3 illustrated in the design packet.</p>	A generous community gathering area has been provided at the southwest corner of the site, between the MLK and Trenton projects. The gathering space includes various seating areas, a covered arbor, lush landscaping as well as bicycle parking.	16, 17	PL3.B.4 DC1.A.2 DC3.B
1aiii	<p><b>DESIGN CONCEPT, ARCHITECTURAL CHARACTER &amp; MASSING</b></p> <p>The Board recognized that due to the existing sloped, vegetated topography and surrounding unimproved streets, development siting would be challenging. The Board requested to review detailed building/site sections and floor plans with focused attention to ground floor livability, accessible entries and second level/terrace connections to the adjacent streets, interior court and south property line.</p>	Detailed building/site sections and floor plans with focused attention to ground floor livability and the relationship between the units and the ground plane have been provided throughout the packet. A series of sections through the lower levels of the units and their relationship to the ground plane have been included, as well.		CS1.C CS1.D CS2.B CS2.D
1b	<p><b>DESIGN CONCEPT, ARCHITECTURAL CHARACTER &amp; MASSING</b></p> <p>The Board stated that future design should be compatible with the existing architectural context and establish a positive context for others to build upon in the future. The Board advised the applicant to be mindful of the neighborhood context during the selection of exterior materials and color palette.</p>	The project establishes a positive context for future development in the neighborhood through the use of a thoughtful and contemporary material and color palette as well as through compatible building scale. The project matches existing building scale for the new developments in the neighborhood while also being sensitive to the existing single-family developments in close proximity.	12,13	CS3.A DC4.A
2a	<p><b>M L KING JR WAY SOUTH FRONTAGE</b></p> <p>The Board felt that further exploration of varied roof forms and the addition of secondary elements into the façade design are necessary in the next design iteration to create a strong visual presence and architectural interest along M L King Jr Way South.</p>	A varied roof form option was studied and while the roof form itself isn't varied, the 2-story bay elements in conjunction with the step back of the top floor create a strong visual presence, as well as architectural interest along MLK. These elements create a varied facade, rather than just a roof form. Additionally, the uniform roof line reinforces the commercial nature of the building.	15	CS2.A CS2.D.4 PL3.B DC2.C
2b	<p><b>M L KING JR WAY SOUTH FRONTAGE</b></p> <p>The Board encouraged exploration of methods/design features that create a generous and accessible pedestrian connection (widened path, ramps, etc.) to the adjacent property (west site).</p>	The pedestrian connection to the west site, through the 2 Live/Work building is comprised of a spacious staircase as well as inviting landscape and hardscape elements. All of these elements help to activate the space.	14	PL1.B PL2.A PL2.D DC1.A PL3.B
3a	<p><b>SOUTH TRENTON STREET FRONTAGE</b></p> <p>The Board felt that special attention should be made on the roof forms and the centralized common entry to create some architectural interest along M L King Jr Way South.</p>	2-story angled bay in conjunction with the step back of the top floor create a strong visual presence at the corner of MLK and Trenton Street as well as at the centralized common entry. These elements create a varied facade.	12,14	CS2.A CS2.D.4 PL3.B



## BOARD RECOMMENDATIONS

## DESIGN RECOMMENDATION RESPONSE

PRIORITIES + BOARD RECOMMENDATIONS		RESPONSE	PAGES	DESIGN GUIDELINE
3b	<p><b>SOUTH TRENTON STREET FRONTAGE</b> The Board stated that the ground-level treatment of the corner edge condition along South Trenton Street (large landscaped buffer and signage (monument sign)) was appropriate. <b>The Board commented that this corner is not an appropriate location for communal gathering.</b></p>	The corner edge condition along S Trenton street/MLK is comprised of layers of landscape elements as well as functional elements. The corner contains hardscaping, landscaping, an accessible ramp, a private patio and building signage. The landscaping and signage softens the functional elements while the private patio puts eyes on the street while also activating the ground level.	12	CS2.C.1 PL2.D PL3.B DC4.B
3c	<p><b>SOUTH TRENTON STREET FRONTAGE</b> The Board emphasized that the north façade abutting South Trenton Street be well composed with fenestration and secondary elements that add depth and interest to this visible façade.</p>	The north facade contains a large amount of fenestration as well as an angled bay that both adds depth and interest to the corner. Secondary elements, including awnings, railings, hardscaping and projections add an additional layer of interest at this prominent corner.	12	CS2.B CS2.C.1
4a	<p><b>VEHICULAR/BICYCLE PARKING + ACCESS</b> The Board voiced concern that the site circulation is primarily vehicular focused and emphasized that connective opportunities for pedestrians and cyclists is important. The Board stated that this aspect of the design should be strengthened throughout the site and looks forward to reviewing the next design iteration that addresses this concern.</p>	The primary pedestrian route passes between the 2 live/work buildings leading into the shared common community gathering area. The cyclist circulation is a clear pathway around the site along the generous sidewalks. Cyclist access to the site can be found on the adjacent west site, at the building breaks along Trenton Street.	16,17	PL2.B PL2.D PL4.B.3



DESIGN CONCEPT, ARCHITECTURAL CHARACTER & MASSING  
+ SOUTH TRENTON STREET FRONTAGE (3B + 3C)



The private patio at MLK Jr. Way South provides opportunities for social action and “eyes on the street”, but is buffered from the intersection by the accessible ramp and planter. The angled bay with the deck from the second story living level adds depth and visual interest at the intersection.

The design and siting of the new residential development should create a sense of place and establish a desirable context in the Rainier Beach neighborhood, be oriented to the corner and respect adjacent properties.

- CS2.A - LOCATION IN THE CITY AND NEIGHBORHOOD
- CS2.C.1 - CORNER SITES
- CS2.D.4 - MASSING CHOICES
- CS3.A - EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

The board voiced unanimous support for the preferred design scheme, Option 3, presented at EDG. While the board acknowledged it was beyond their purview to provide feedback concerning the contract rezone, they encouraged the team to consider pursuit of a zoning designation allowing for commercial development.

- CS2.A - LOCATION IN THE CITY AND NEIGHBORHOOD
- CS3.A - EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES
- CS3.B - LOCAL HISTORY AND CULTURE

Since EDG both parcels associated with the project are being proposed as NC3-40 through the contract rezone process. The project is located in an area of transition facing both a busy arterial with existing commercial uses to the Southeast and a quiet residential street to the West with an existing neighborhood of single-family homes. The design of the two parcels better emphasizes this transition. The East site proposes 10 live-work units to further activate Martin Luther King Jr. Way South. The West site includes 34 townhomes increasing density while also respecting the residential character to the adjacent neighborhood. The fourth floor added to the units along MLK Jr. Way South since the EDG meeting, in addition to other elements composing the work entry, strengthen the commercial edge. Brick delineates the commercial base and individual canopies, blade signs, and lighting fixtures help to define each unit.





# BOARD RECOMMENDATIONS

## DESIGN CONCEPT, ARCHITECTURAL CHARACTER + MASSING (1A1)

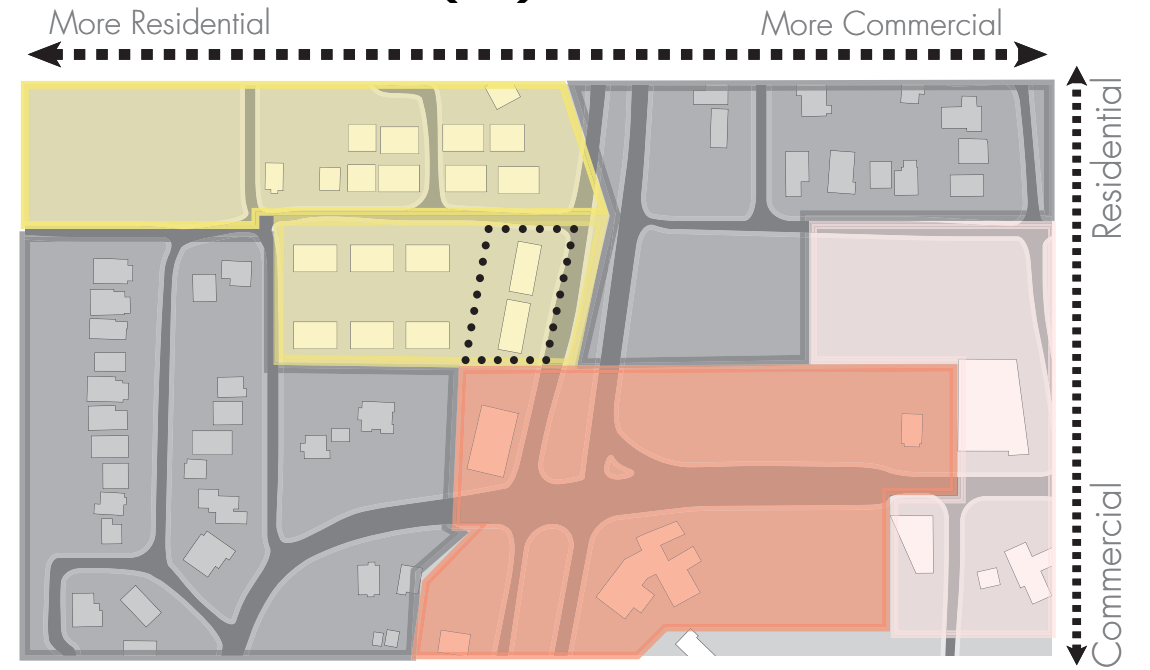
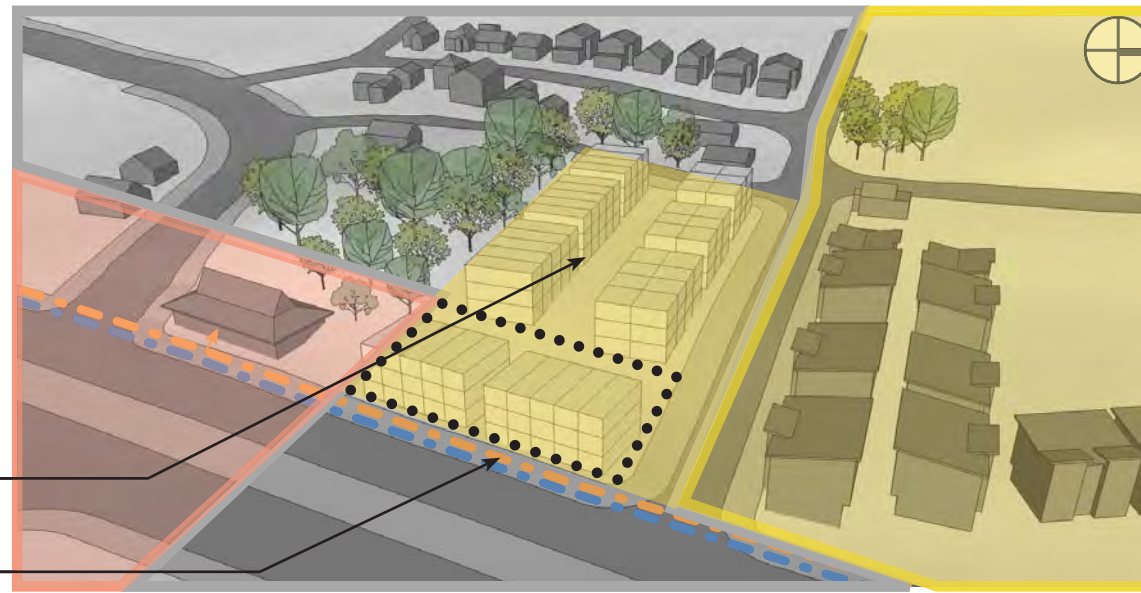
- LR1
- LR2
- NC2P-40
- NC3-40
- C1-65
- SF5000
- NC3P-40
- SITE

### DESIGN AT EDG

REQUESTED REZONE: LR2

Same roof form and number of levels did not differentiate the different townhome buildings

Townhomes in EDG preferred option did not active the commercial edge of the site



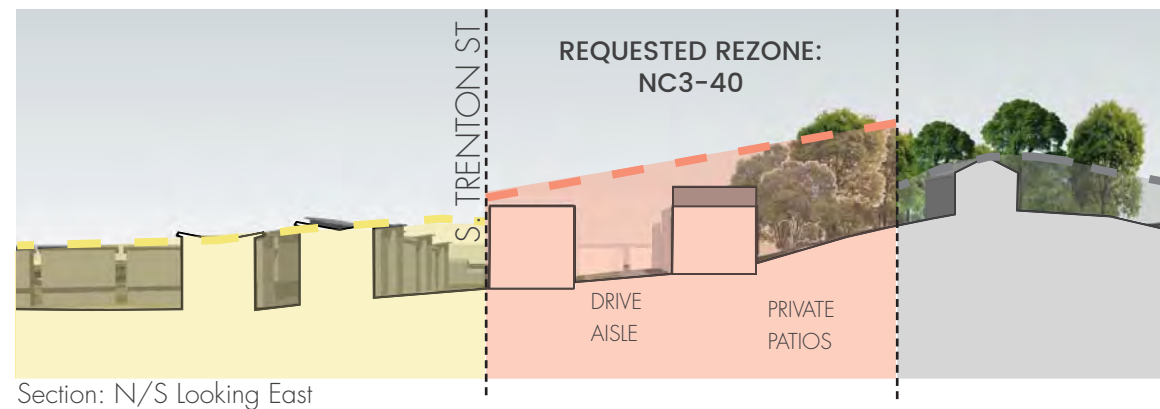
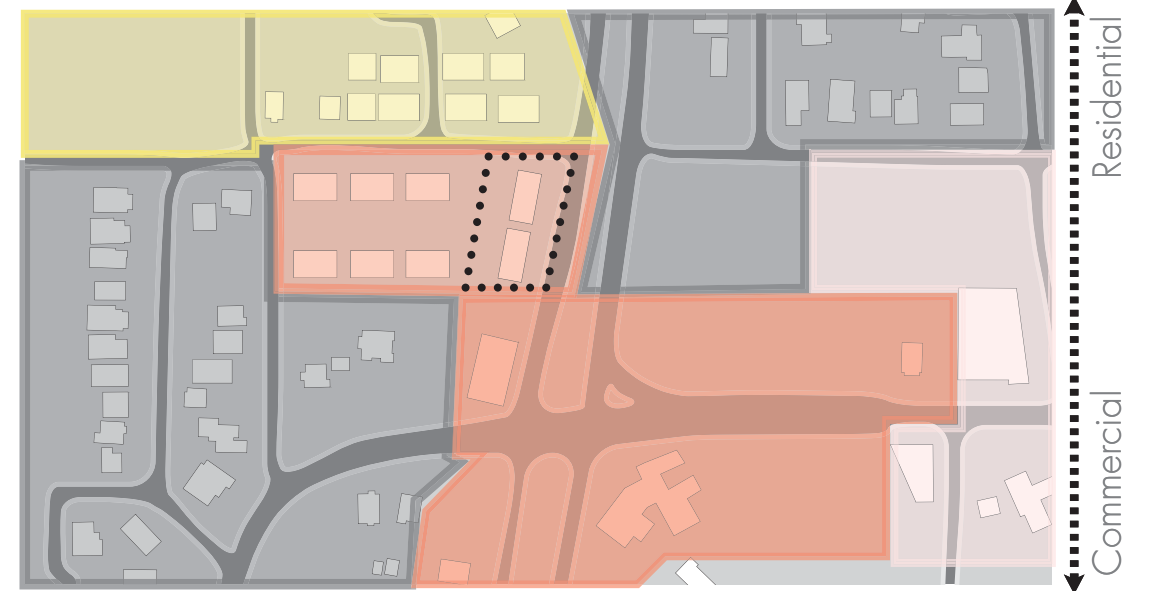
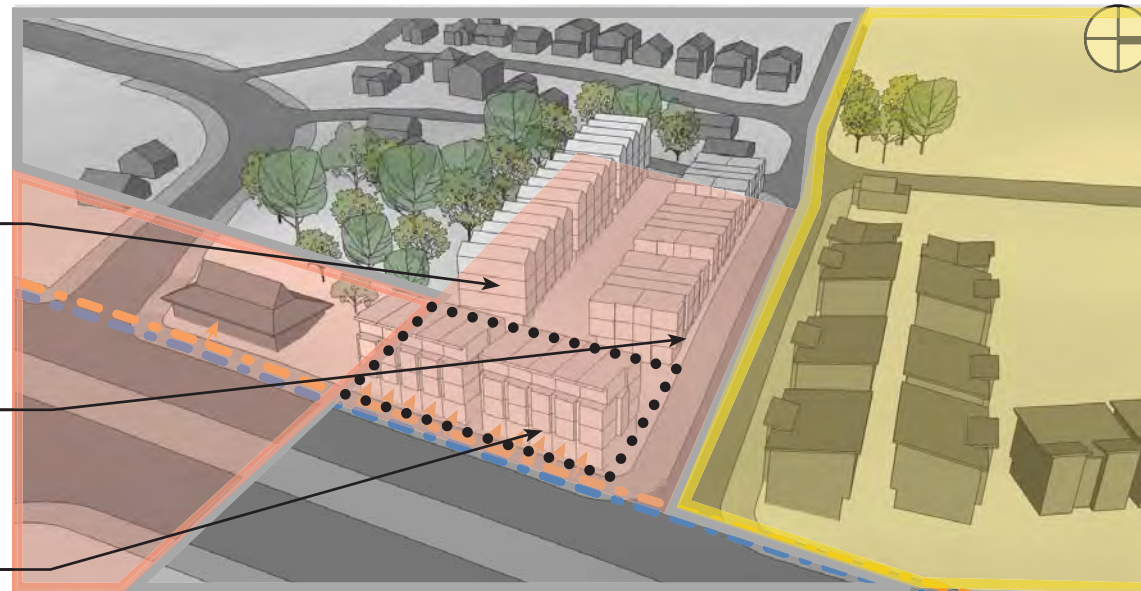
### CURRENT DESIGN

REQUESTED REZONE: NC3-40

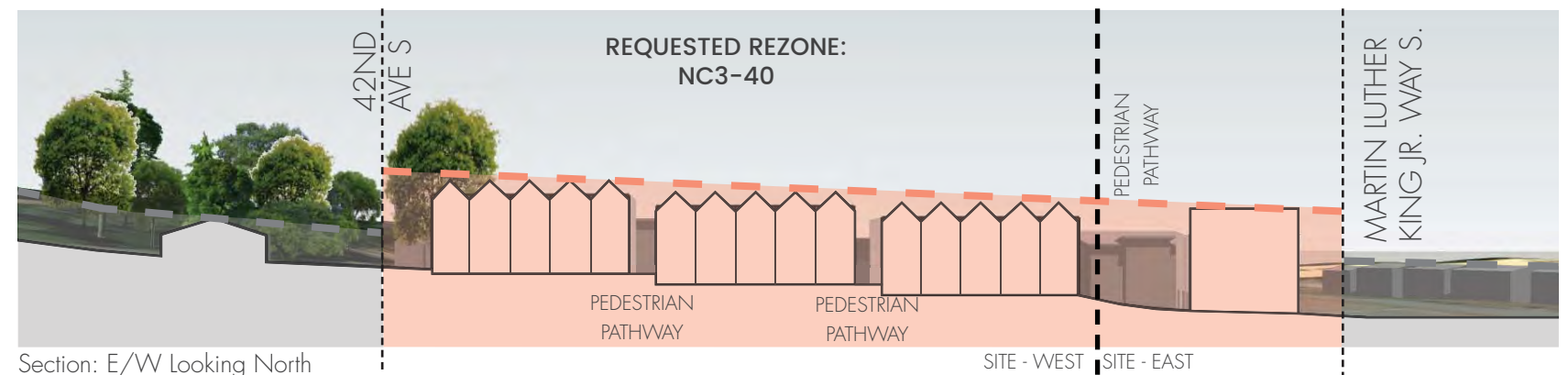
Individually stepped gabled roofs of the southern townhome buildings are a more traditional roof form better transitioning to single-family homes.

Townhomes along Trenton continue the commercial nature of the live-work bldgs, but the reduced number of floors better matches the proportion of the townhomes across the street

Live-work units provide a commercial use along MLK & an opportunity for pedestrian interaction along the route between the light rail station & Chief Sealth Trail



Section: N/S Looking East



Section: E/W Looking North



M. L. KING JR WAY FRONTAGE (2B)



The board felt the massing forms abutting M L King Jr. Way South were successful from a ground-level perspective but there should be special attention paid to the roof forms and the centralized common entry along M L King Jr Way South.

CS2.A - LOCATION IN THE CITY AND NEIGHBORHOOD  
 CS2.D 4 - CORNER SITES  
 PL3.B - RESIDENTIAL EDGES

Compared to the EDG meeting the central stair space is more activated with the live-work mail at the bottom of the stairs and the townhome mail at the top. Large windows from the live-work units provide more visibility to the space. Stepped concrete planters better define the edge of the stairway. The heavy landscaping at the bottom of the stairs in the EDG preferred option creates a more private space while the hardscape in the current design provides opportunities for more seating and groups to gather.



CURRENT DESIGN



EDG PREFERRED OPTION



**M. L. KING JR WAY FRONTAGE (2A + 3A)**

The varied roof form becomes the focal point of the design instead of the elements at the base of the building or bays that are enhancing the pedestrian experience.

The individual units are defined and the building does not read as a whole. The roof massing also appears top heavy.



**SCHEMATIC DESIGN STUDY - SAWTOOTH ROOF LINE 3D VIEW**

Single angle to the roof line reinforces the commercial nature of the building.

Two-story bays and step back at the top floor create a strong visual presence.

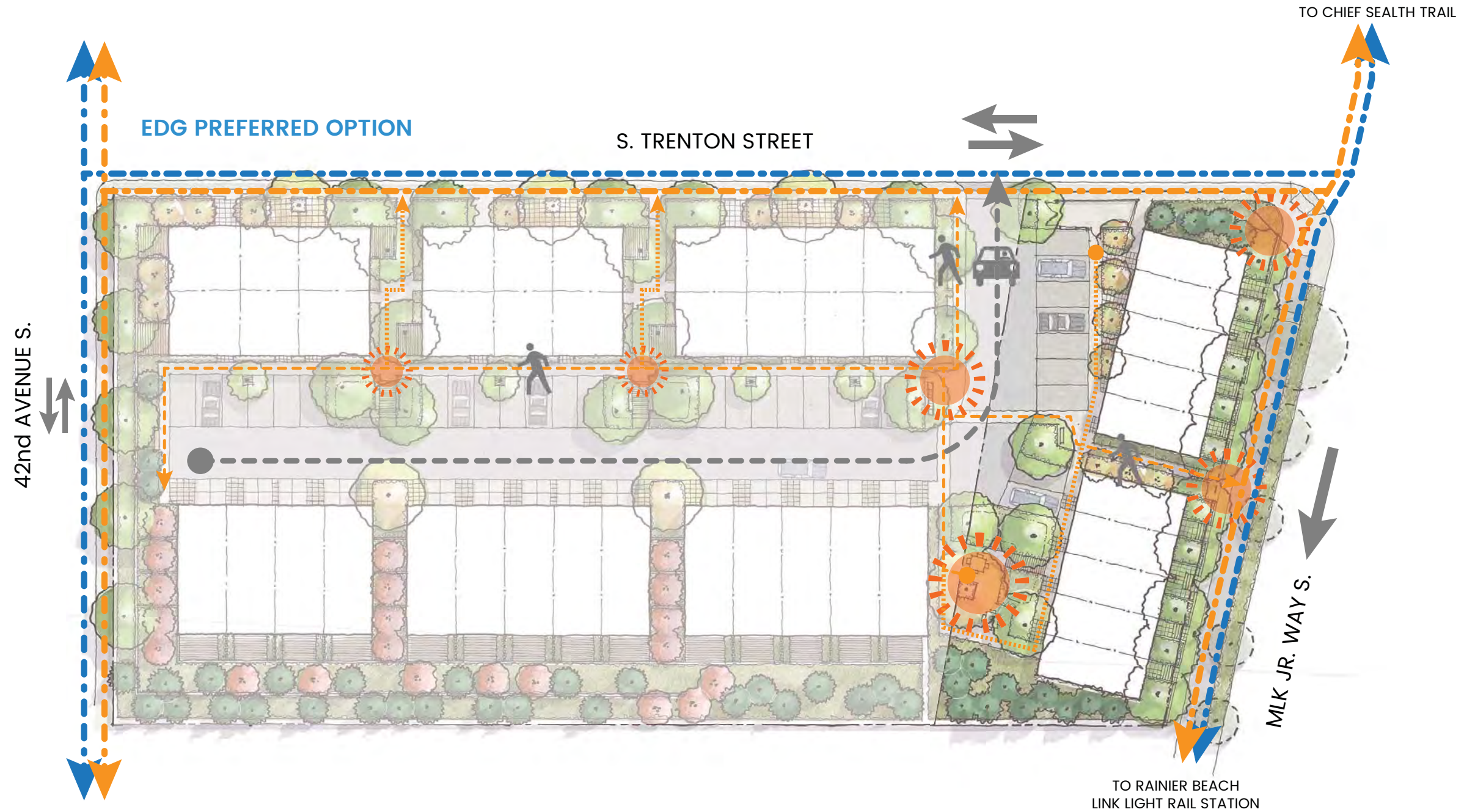


**PREFERRED ROOF DESIGN - UNIFORM ROOF LINE 3D VIEW**



**BOARD RECOMMENDATIONS**

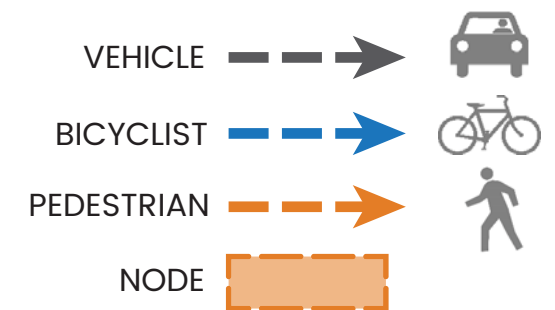
**DESIGN CONCEPT, ARCHITECTURAL CHARACTER + MASSING AND VEHICULAR/BICYCLE PARKING AND ACCESS (1AII)**



The board voiced concern the site circulation is primarily vehicular focused and that emphasized connective opportunities for pedestrian and cyclists is important. They stated it was an aspect of the design needing to be strengthened.

- PL2.B - SAFETY AND SECURITY
- PL2.D - DESIGN AS WAYFINDING
- PL4.B.3 - BIKE CONNECTIONS

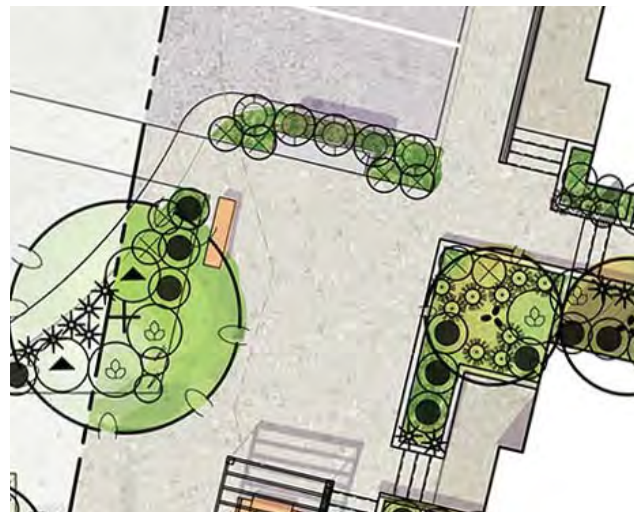
The primary East-West path was strengthened by having it pass through the common area versus between the parking stalls as previously. Another protected connection was also added at the North end of the site. It serves as an accesible ramp to get from the "work" spaces of the live-work units to the waste storage enclosure, but may also be used by pedestrians and bicyclists alike.





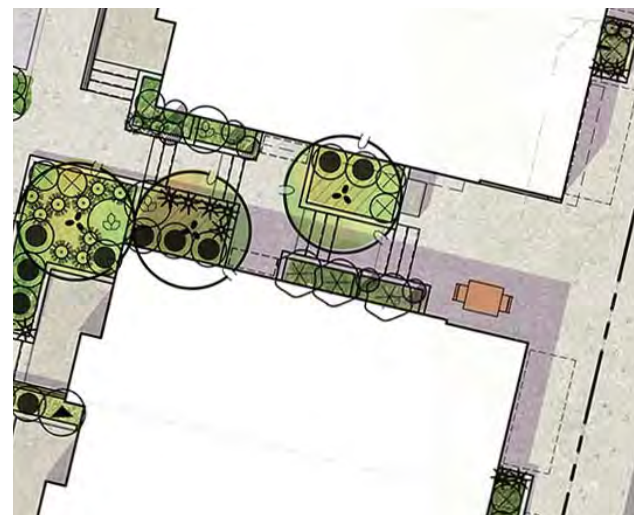
## BOARD RECOMMENDATIONS

# DESIGN CONCEPT, ARCHITECTURAL CHARACTER + MASSING AND VEHICULAR/BICYCLE PARKING AND ACCESS (1AII)



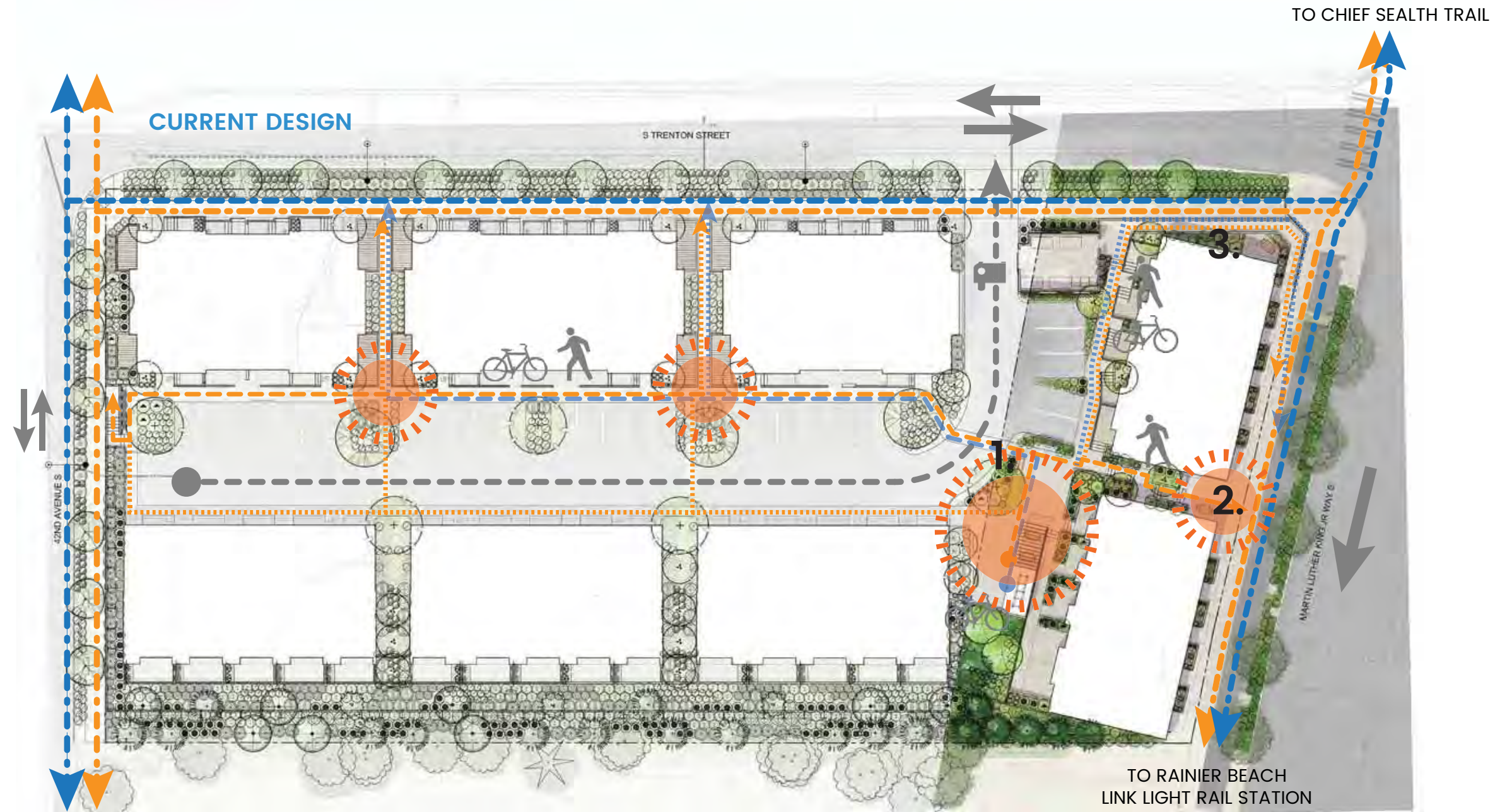
### 1. Primary E-W Route Through Common Space

Instead of passing through the parking spaces as presented in the EDG site plan the primary route passes through the common area where the townhome mail and bike shelter are located.



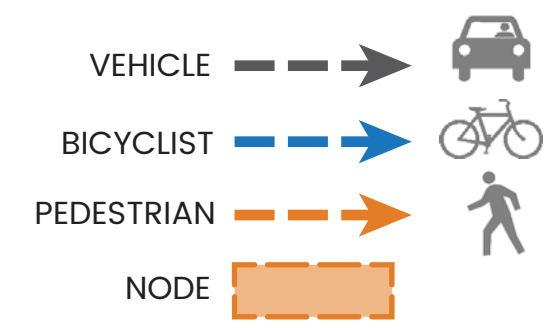
### 2. Central Stairway

The stairway features a more commercial edge with more hardscape for potential seating and is activated by placing the live-work and townhome mail at the top and bottom.



### 3. Protected Pathway

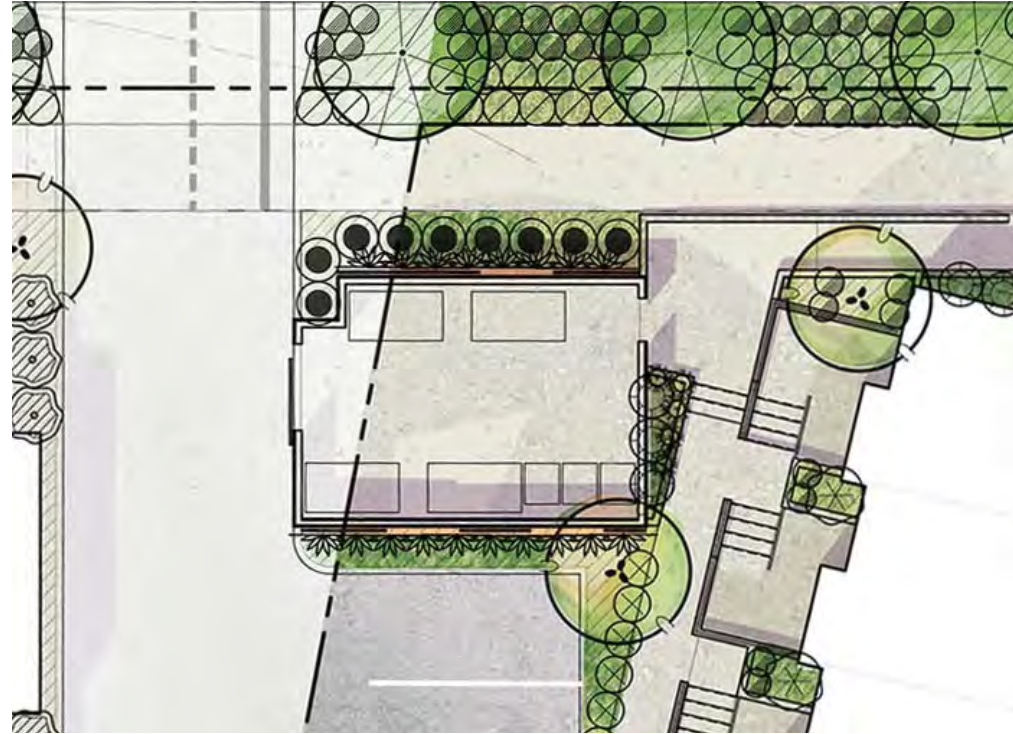
The accessible route from the live-work units to the waste storage enclosure is slightly elevated above the sidewalk and separated by a concrete curb. It is an alternative path for pedestrians and bicyclists versus using the central stair.



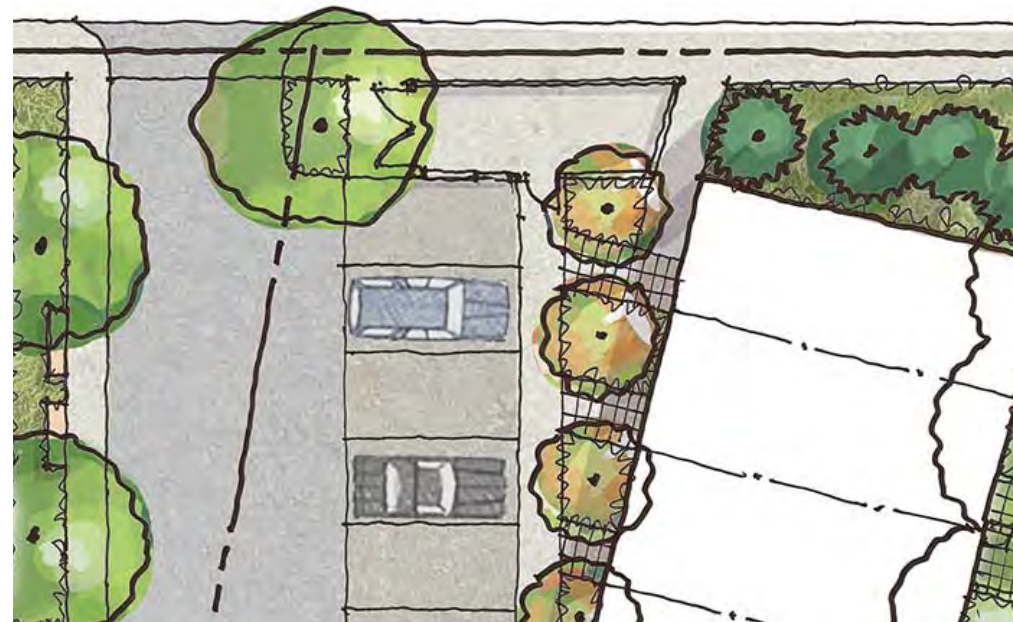


# BOARD RECOMMENDATIONS

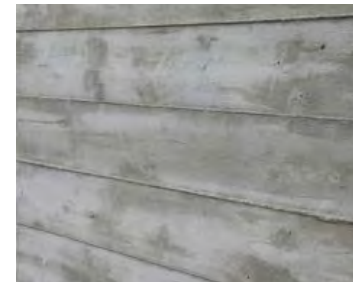
## SOUTH TRENTON STREET FRONTAGE



CURRENT DESIGN



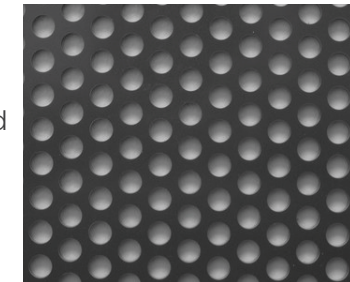
EDG PREFERRED OPTION



Board formed concrete at the base



Overlapping cedar siding stained to match the wood veneer panel



Perforated metal panel

The board observed the waste storage area near the vehicular entrance abutting South Trenton Street may be impactful to the public realm along the street and advised the applicant give focused attention to the concern. They requested specifics concerning waste storage, location, access and feedback from Seattle Public Utilities should be presented at the next meeting.

PLI.B.1 - PEDESTRIAN INFRASTRUCTURE  
DCI.C.4 - VIEWS & CONNECTIONS

Locating the trash enclosure at the driveway entrance is the most feasible as no access is allowed from MLK Jr. Way South and there is a large grade change between the site and 42nd Avenue South. This also permits the service providers to access the waste storage enclosure because it is less than 55' away from the truck, eliminating the need for a staging area along the sidewalk which would be highly visible to passing pedestrians. The waste storage enclosure will be finished in high quality materials consisting of a board formed concrete base, overlapping stained cedar siding, and perforated metal panels to allow for ventilation. Compared to the EDG preferred option the current trash & recycling enclosure is set back from the sidewalk providing space for a 4'-6" wide planting area.

'Per SMC 23.54.040.E.1 the storage space shall be located on the lot of the structure it serves and, if located outdoors, shall not be located between a street-facing facade of the structure and the street.

Per SMC 23.54.040.I the director in consultation with the Director of Seattle Public Utilities, has the discretion to to modify the requirement of the section as a Type I Decision, if the applicant proposes alternative, workable measures that meet the intent of this section.'

The trash enclosure has been sent to SPU. Received preliminary approval. Awaiting final approval.



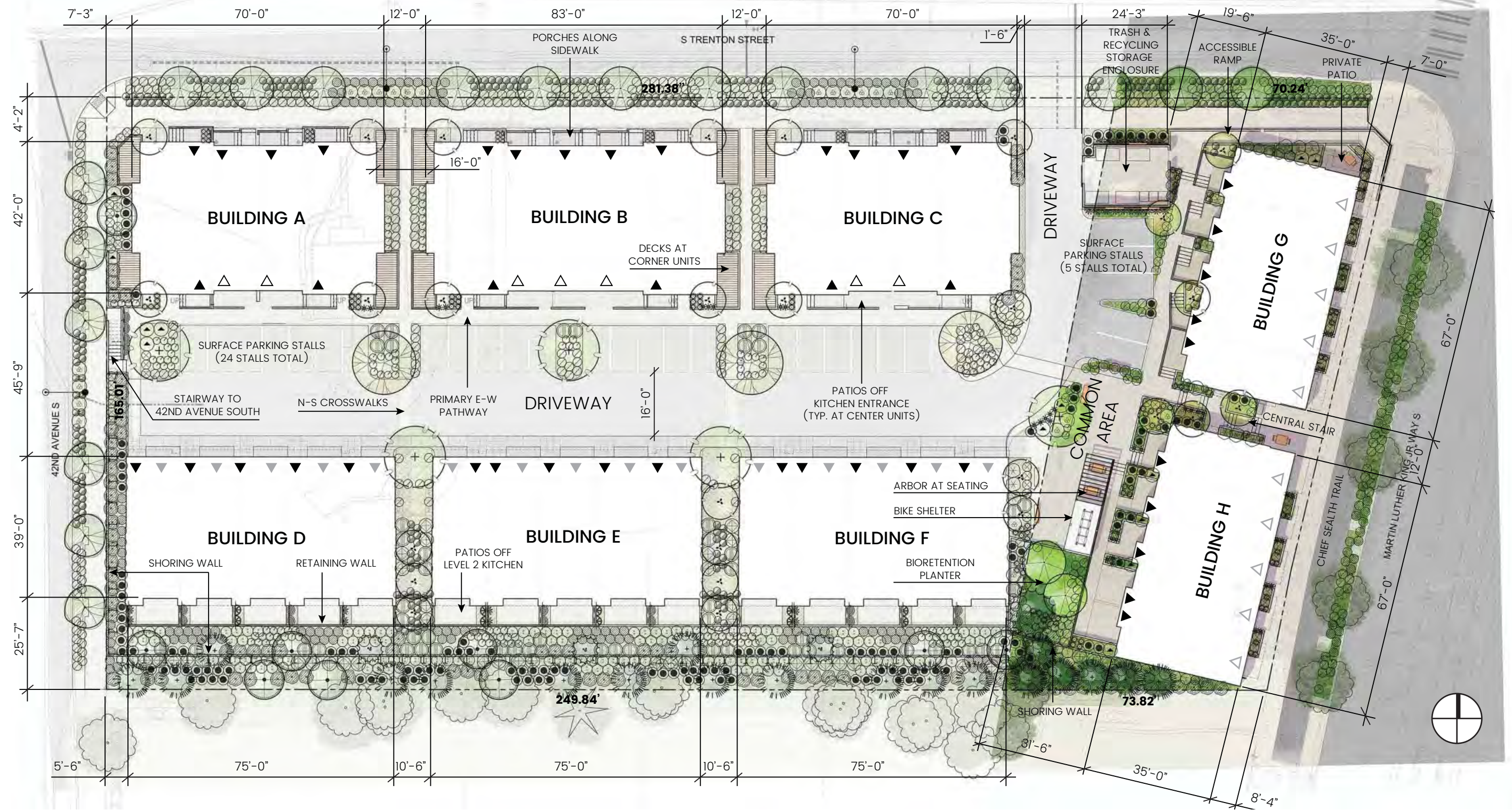
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# SITE DESIGN

NEW SITE PLAN  
SITE VIGNETTES











## SITE DESIGN

## SITE VIGNETTES - COMMON GATHERING SPACE



EDG PREFERRED OPTION

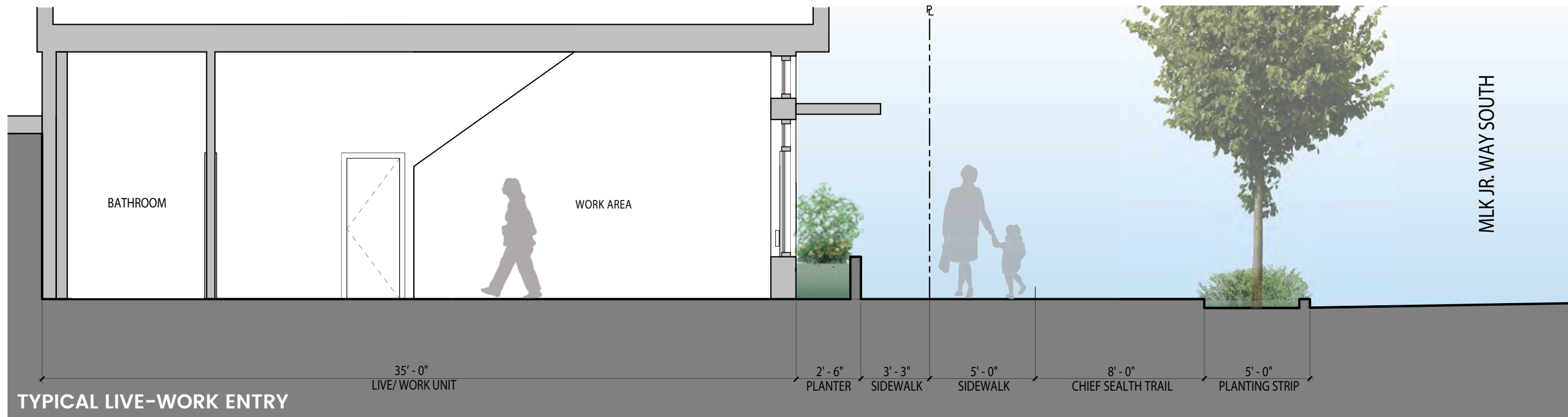
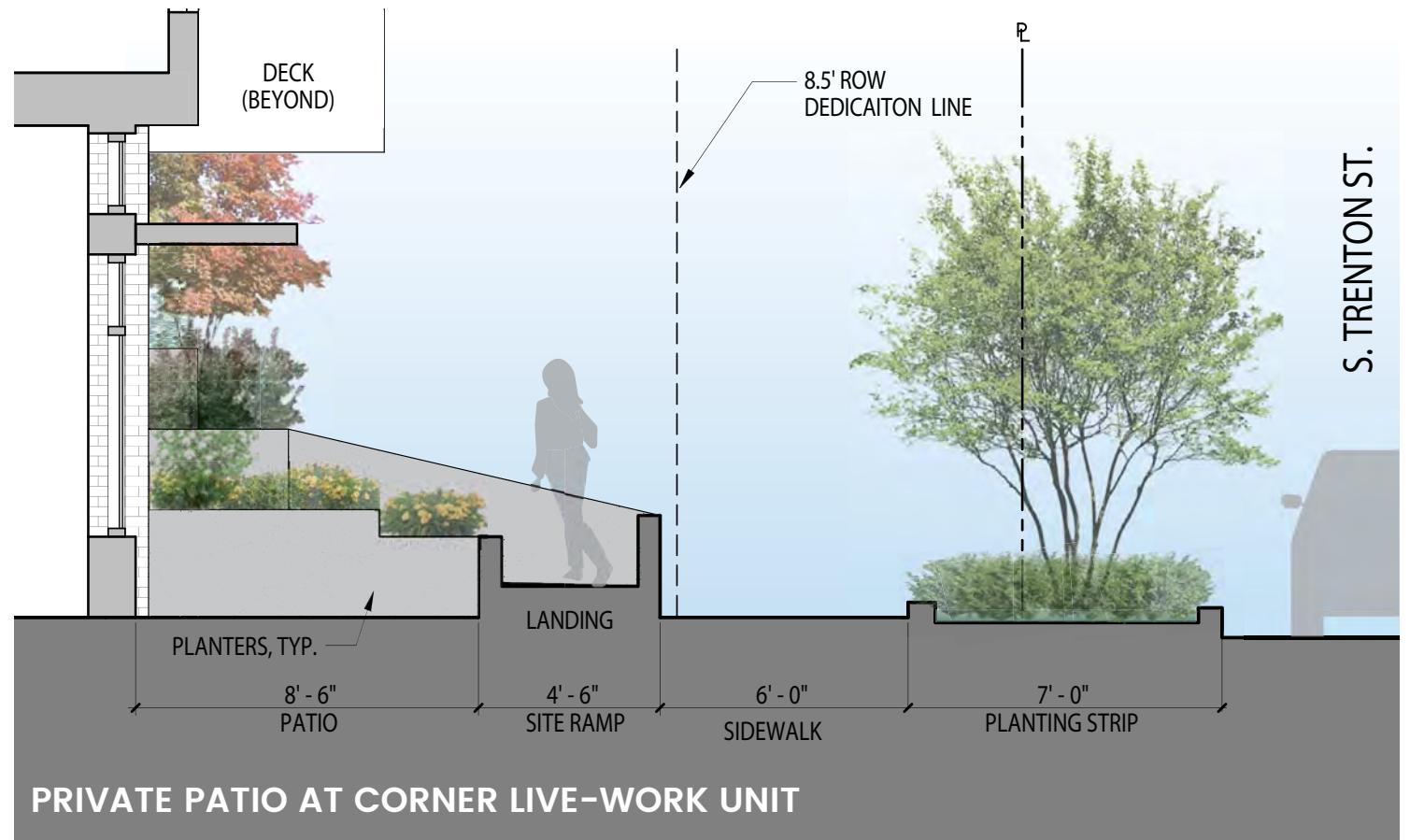
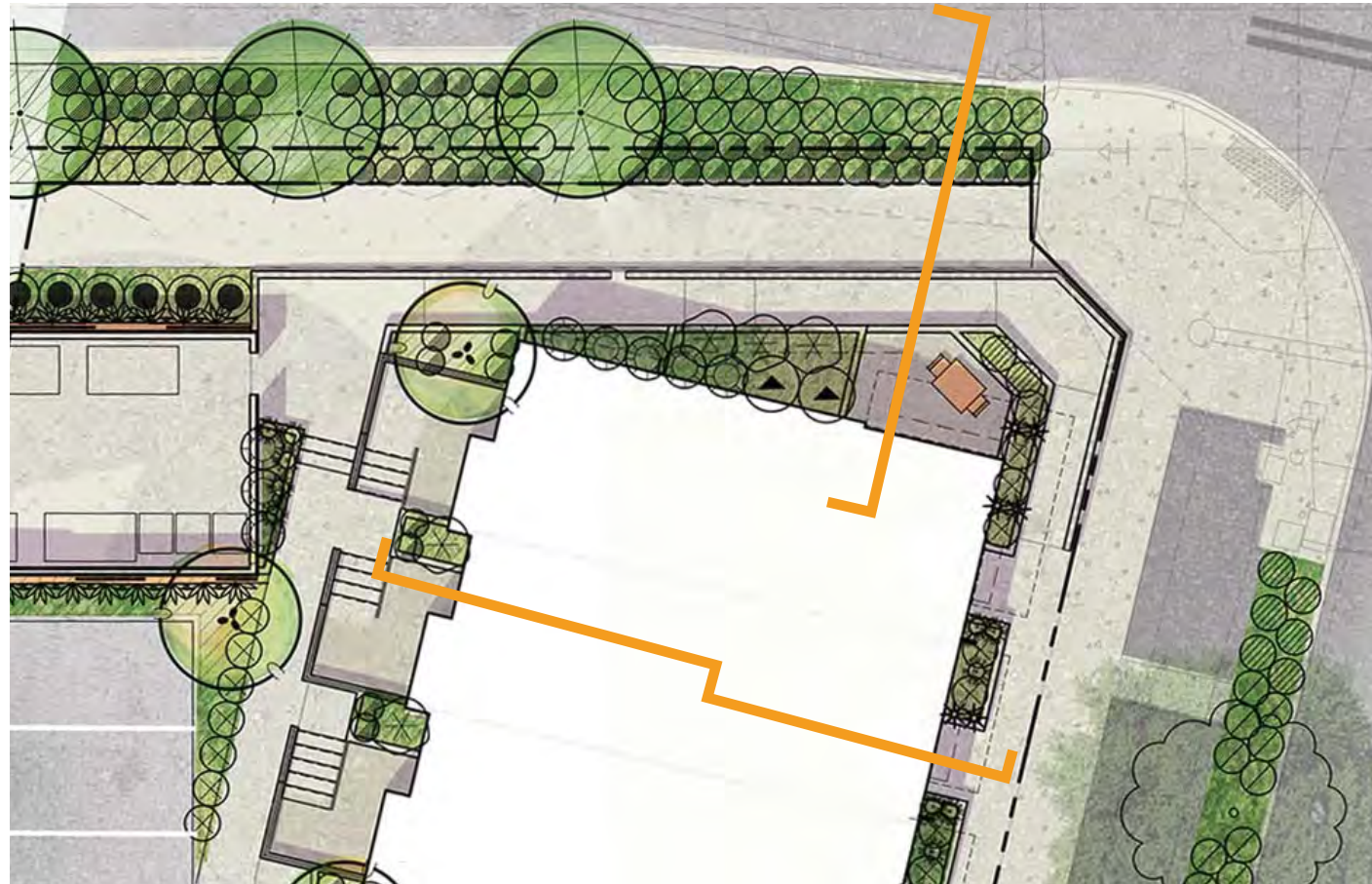


CURRENT DESIGN



**SITE DESIGN**

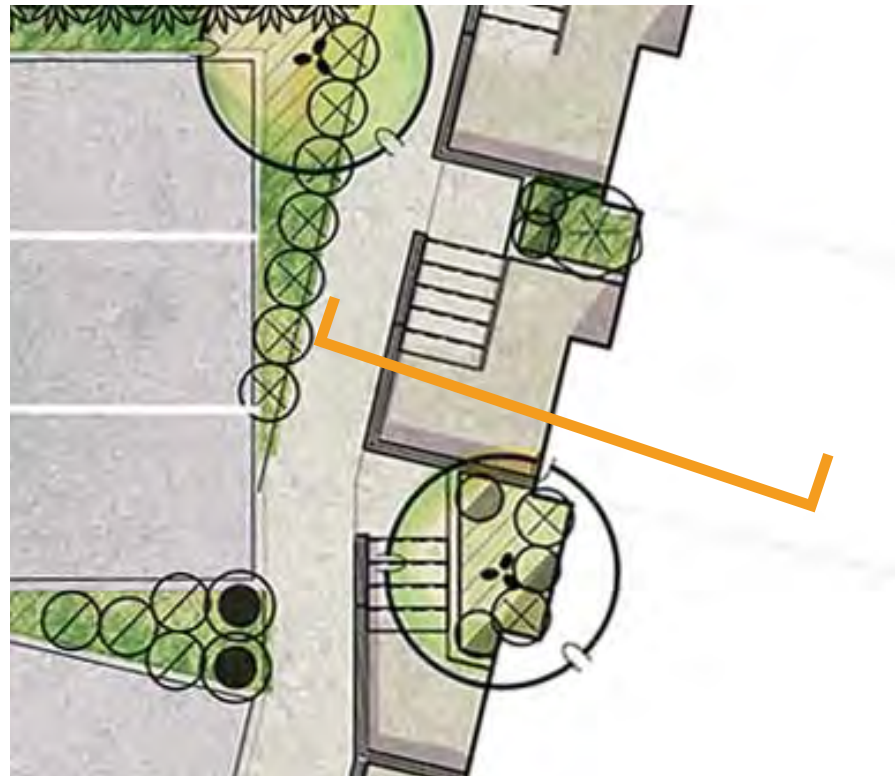
**SITE VIGNETTES - LIVE-WORK PRIVATE PATIO & ENTRIES**



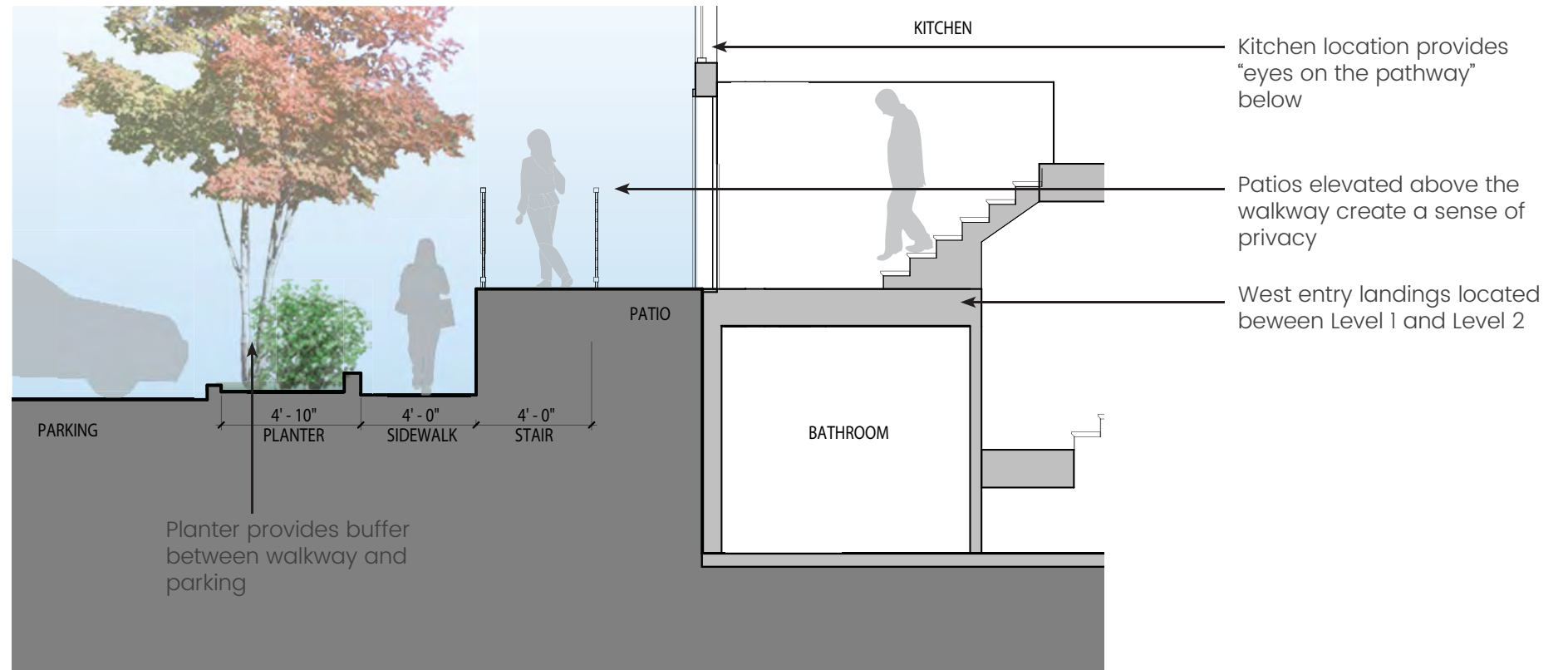


# SITE DESIGN

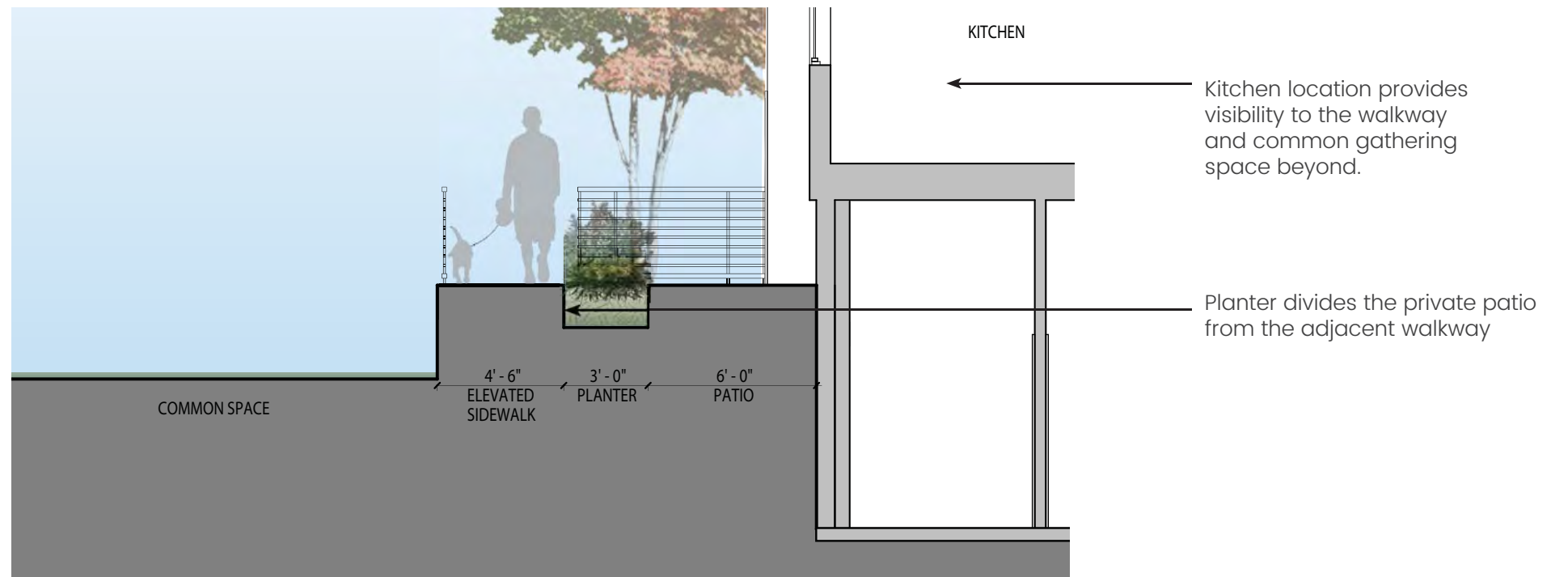
## SITE VIGNETTES - LIVE-WORK PATIOS & ENTRIES



**BUILDING G - WEST ENTRIES**



**BUILDING H - WEST ENTRIES**





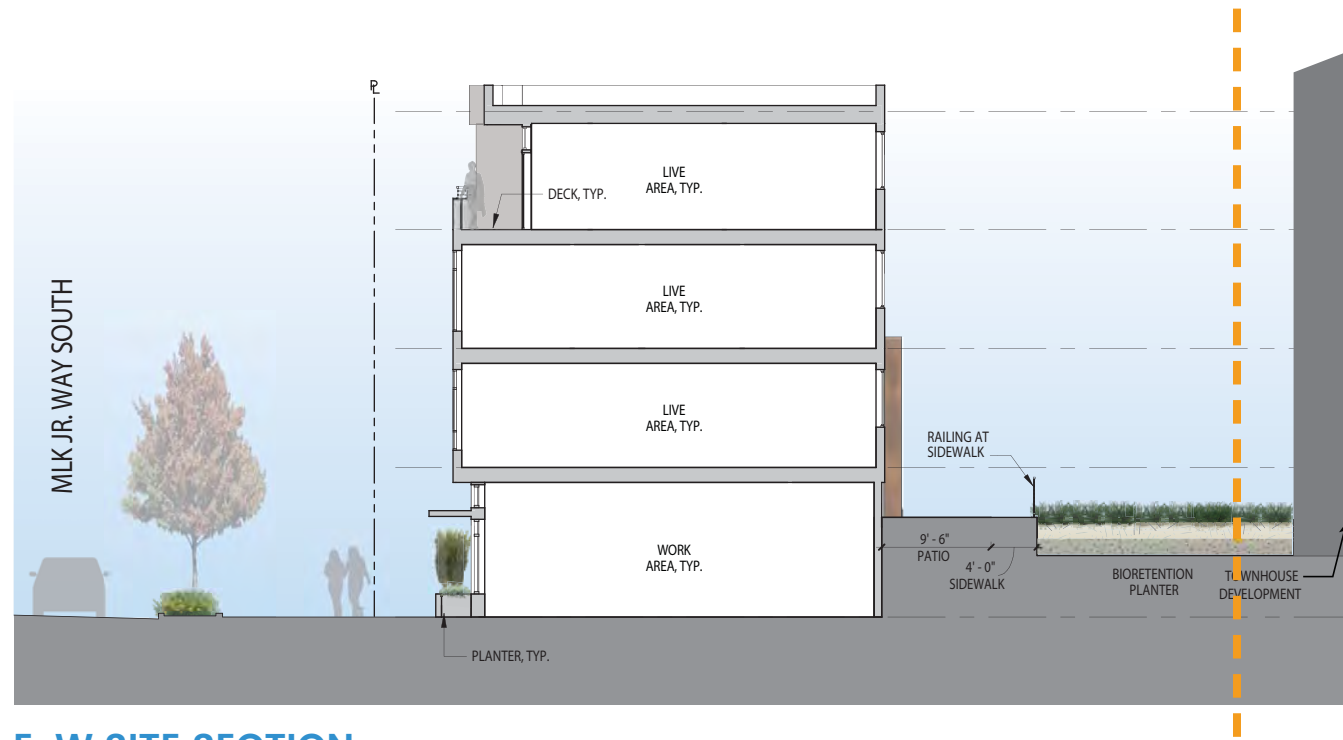
# SITE DESIGN

# SITE SECTIONS



N-S SITE SECTION

WEST PROJECT SITE



E-W SITE SECTION



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① LIGHT POLE AT DRIVEWAY



② LANDSCAPE SPOT LIGHT



③ PATH LIGHT



④ RECESSED LIGHT AT ENTRIES W/ CANOPIES OR OVERHANGS

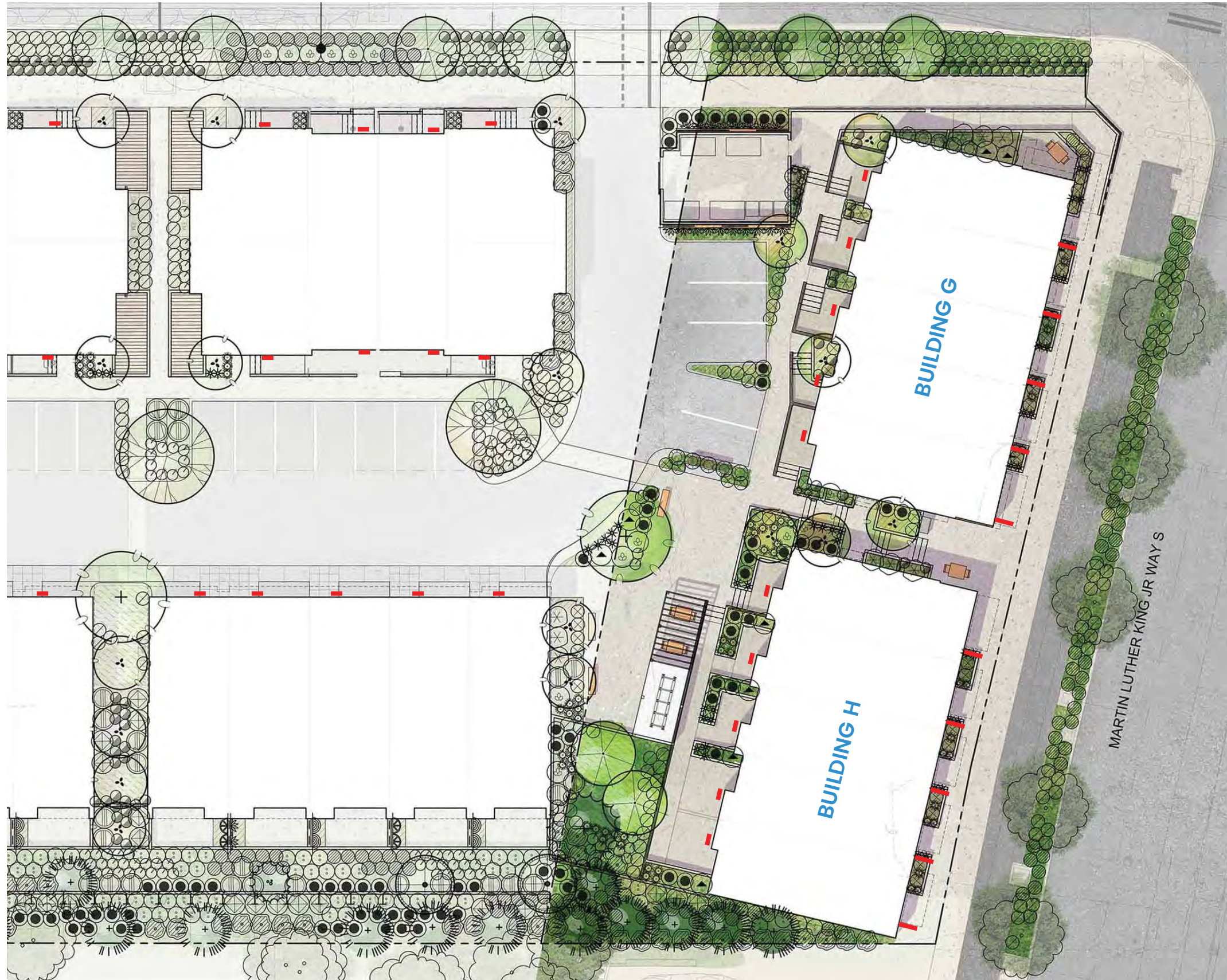


⑤ WALL SCONCES AT ENTRIES



**SITE DESIGN**

**SIGNAGE DIAGRAM**



BLACK METAL HOUSE NUMBERS AT WEST LIVE ENTRIES



BLADE SIGN AT EAST WORK ENTRIES





2 Wood Arbor



4 Raised Concrete Plant Beds



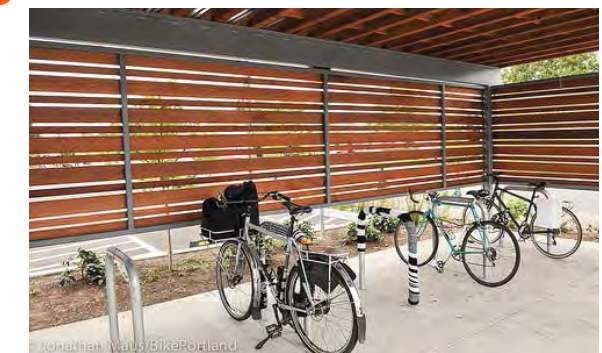
6 Bioretention Planting



1 Tables & Chairs



3 Wood Benches



5 Bike Shelter



7 Bike Rack





Parthenocissus tricuspidata  
Boston Ivy



Clematis armandii  
Evergreen Clematis



Campsis radicans  
Trumpet Vine



Carex morrowii  
Japanese Sedge



Cornus sericea 'Isanti'  
Redosier Dogwood



Cornus stolonifera 'Kelseyii'  
Kesley Dogwood



Deschampsia cespitosa  
Tufted Hairgrass



Gaultheria shallon  
Salal



Geranium macrorrhizum  
Hardy Geranium



Hemerocallis  
Daylily



Heuchera  
Coral Bells



Juncus effesus  
Common Rush



Mahonia nervosa  
Low Oregon Grape



Acer freemanii 'Autumn Blaze'  
Autumn Blaze Maple



Cercidiphyllum japonicum  
Katsura



Ginkgo biloba 'Princeton Sentry'  
Princeton Sentry Ginkgo



Amelanchier x grandiflora  
'Autumn Brilliance'



Acer circinatum  
Vine Maple



Pseudotsuga menziesii  
Douglas Fir



Thuja plicata  
Western Red Cedar



Hydrangea quercifolia  
Oakleaf Hydrangea



Mahonia x media 'Arthur Menzies'



Philadelphus lewisii  
Mock Orange



Physocarpus opulifolius  
'Diablo'



Ribes sanguineum  
Red Flowering Currant



Spiraea betulifolia 'Tor'  
Birch-leaf Spirea

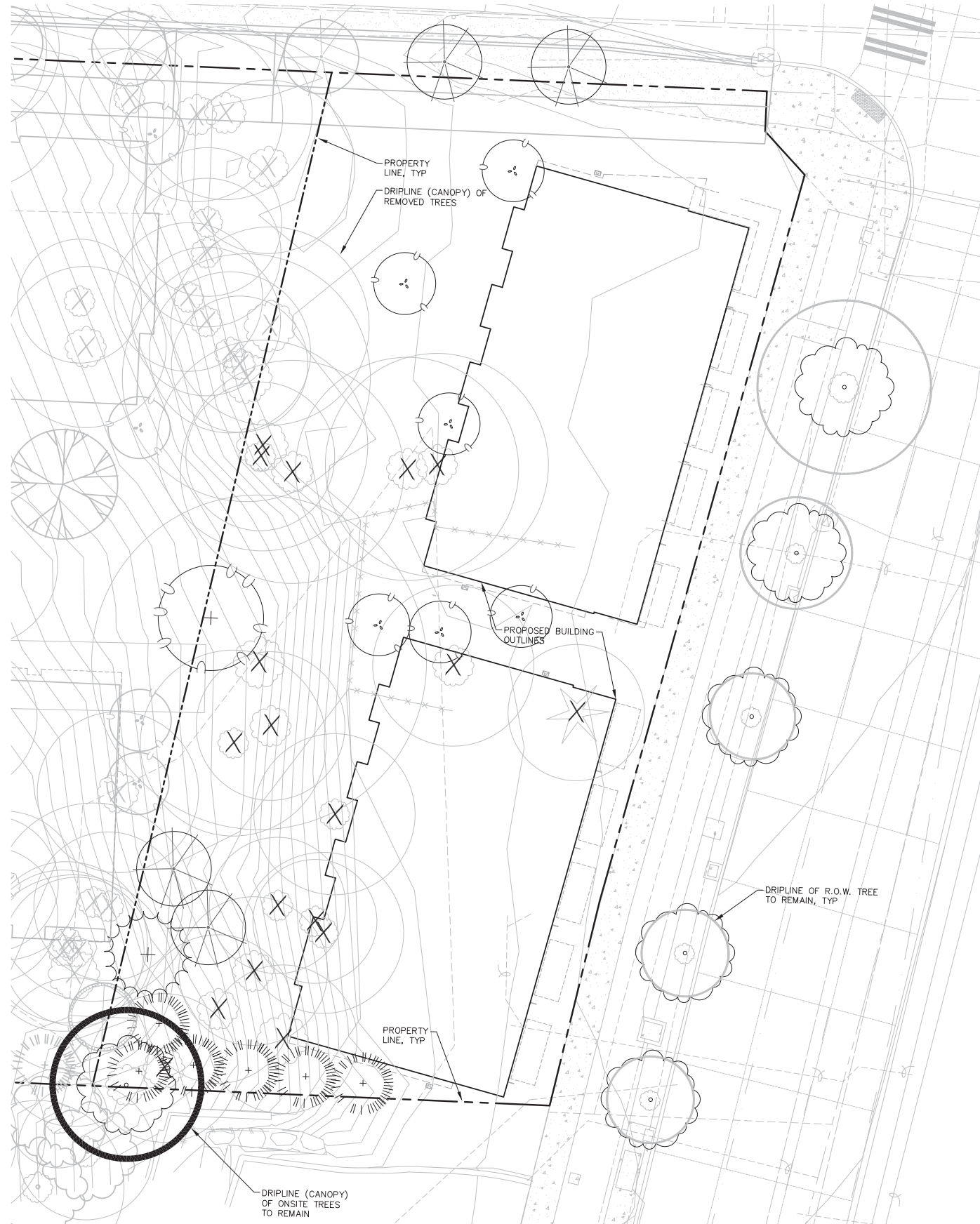


Vaccinium ovatum  
Evergreen Huckleberry



Symphoricarpos albus  
Snowberry





**TREE REPLACEMENT LEGEND** (LEGEND SHOWN AT 1"=20'-0" SCALE)

SYMBOL	QTY.	DESCRIPTION
---		DRIPLINE OF R.O.W. TREES
---		DRIPLINE OF ONSITE TREES TO REMAIN AND PROTECT
---		DRIPLINE OF EXCEPTIONAL ONSITE TREES TO BE REMOVED
<b>EXISTING TREES:</b>		
(Starburst symbol)	1	TREES TO REMAIN AND BE PROTECTED IN ACCORDANCE WITH CITY OF SEATTLE STANDARD PLAN NO. 132a, 132b, AND 133, LATEST EDITIONS.
(X symbol)	0	EXCEPTIONAL TREES (OR 24"+ DBH) TO BE REMOVED
(X symbol)	18	NON-EXCEPTIONAL TREES TO BE REMOVED
<b>REPLACEMENT TREES:</b>		
<b>DECIDUOUS TREES</b>		
(+ symbol)	1	CERCIDIPHYLLUM JAP. 'ROTFUCHS' (RED FOX KATSURA) 8'-10' HT., B&B, FULL, BUSHY *40' DIAMETER MATURE CANOPY (350 SF PER CITY OF SEATTLE GREEN FACTOR PLANT LIST)
(+ symbol)	6	ACER CIRCINATUM (VINE MAPLE) (3) STEMS MIN AT 1" CAL. EACH, B&B, FULL *25' DIAMETER MATURE CANOPY (75 SF PER CITY OF SEATTLE GREEN FACTOR PLANT LIST)
(+ symbol)	4	AMELANCHIER x GRANDIFLORA (SERVICEBERRY) 6'-8' HT., B&B, FULL *15' DIAMETER MATURE CANOPY (75 SF PER CITY OF SEATTLE GREEN FACTOR PLANT LIST)
<b>EVERGREEN TREES</b>		
(+ symbol)	6	THUJA PLICATA (WESTERN RED CEDAR) 8'-10' HT., B&B, FULL, BUSHY *40' DIAMETER MATURE CANOPY 350 SF PER CITY OF SEATTLE GREEN FACTOR PLANT LIST)
(+ symbol)	1	PSEUDOTSUGA MENZIESII (DOUGLAS FIR) 8'-10' HT., B&B, FULL, BUSHY *35' DIAMETER MATURE CANOPY (350 SF PER CITY OF SEATTLE GREEN FACTOR PLANT LIST)

**TREE REPLACEMENT SUMMARY**

TREE REPLACEMENT CANOPY PROVIDED ON-SITE (APPROVED GREEN FACTOR SPECIES ONLY)

1 KATSURA X 350SF CANOPY	=	350 SF
6 VINE MAPLES X 75SF CANOPY	=	450 SF
4 SERVICEBERRY X 75SF CANOPY	=	300 SF
6 RED CEDAR X 350SF CANOPY	=	2,100 SF
1 DOUG FIR X 350SF CANOPY	=	350 SF
<b>TOTAL REPLACEMENT CANOPY</b>	<b>=</b>	<b>3,550 SF</b>

**NOTES**

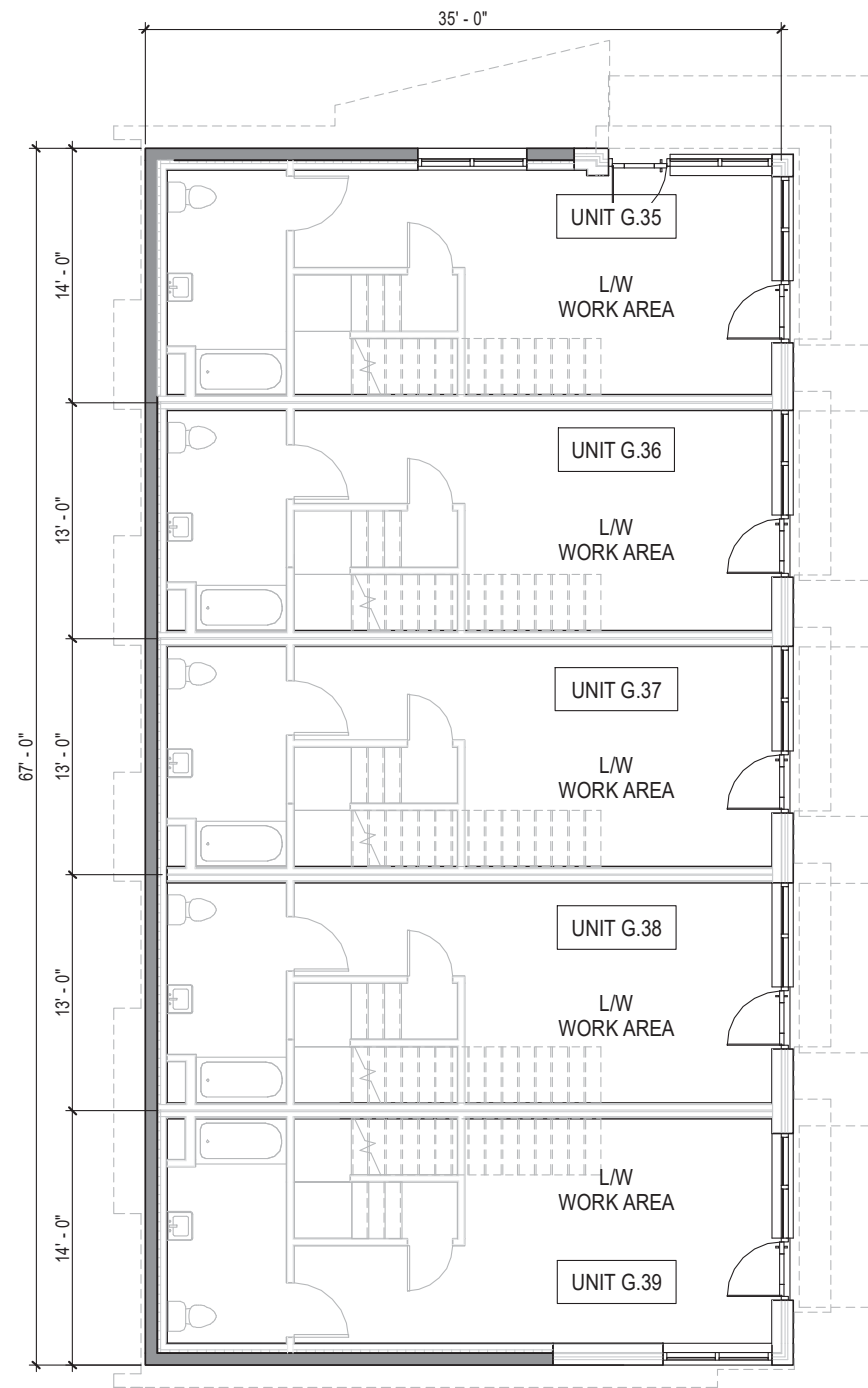
- SEE L100 LANDSCAPE PLAN FOR TREE REPLACEMENT.
- TREE PROTECTION TO BE IN ACCORDANCE WITH SMC 25.11 TREE PRESERVATION, LATEST EDITION.



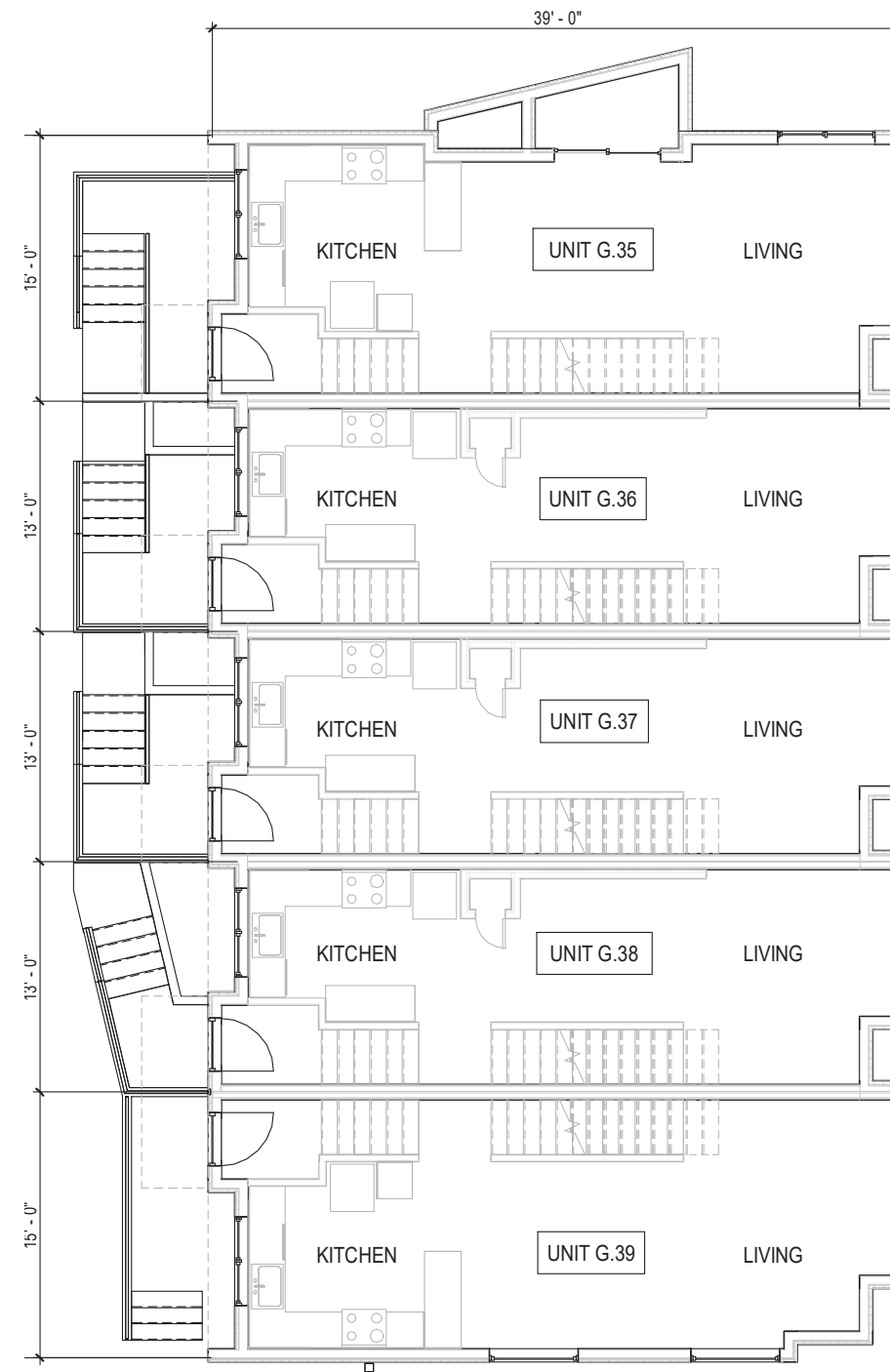
# BUILDING DESIGN

FLOOR PLANS  
MATERIALS  
ELEVATIONS  
DEPARTURES  
DIRECTOR'S DECISION

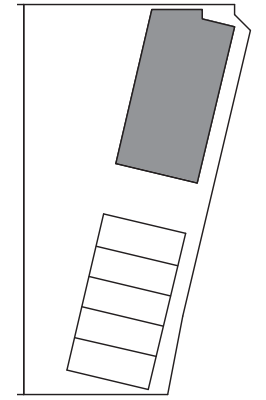




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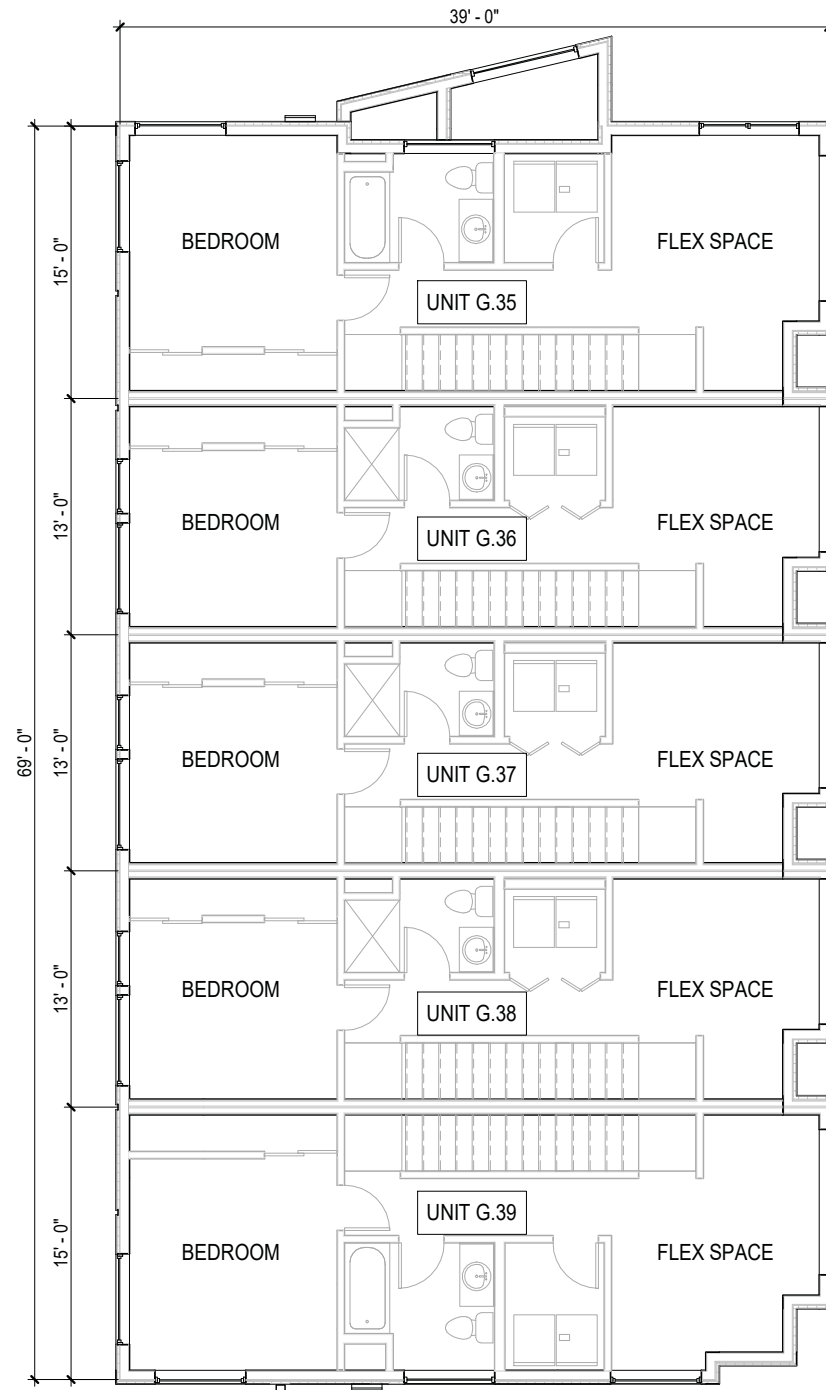


**Level 2**



**BUILDING KEY**

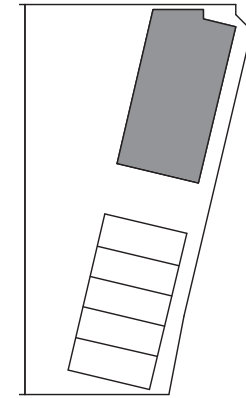




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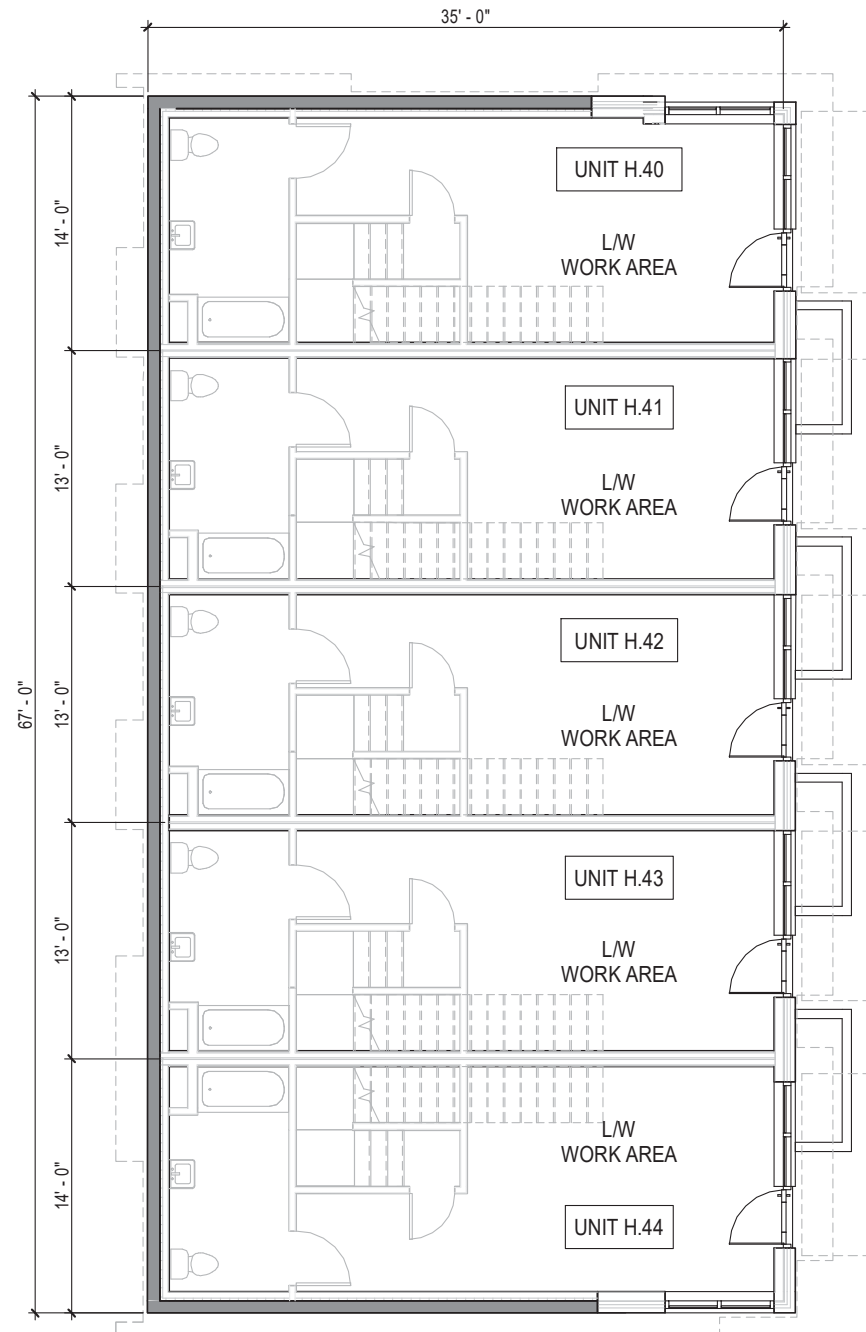


**Level 4**

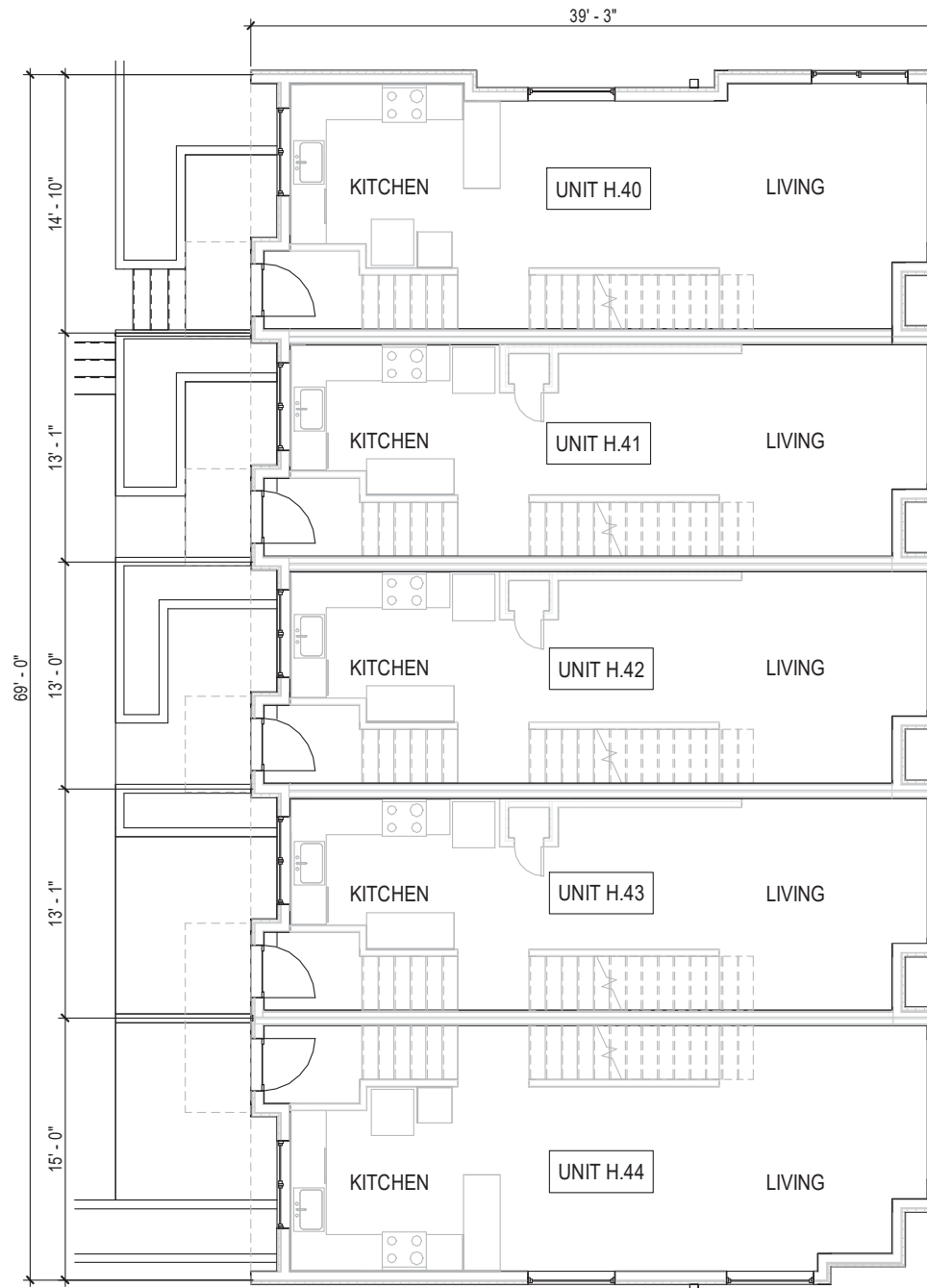


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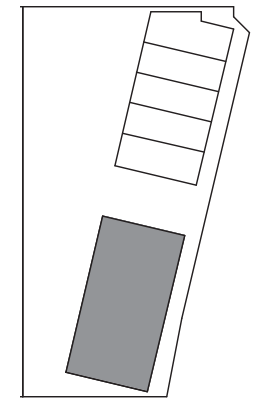




**Level 1**

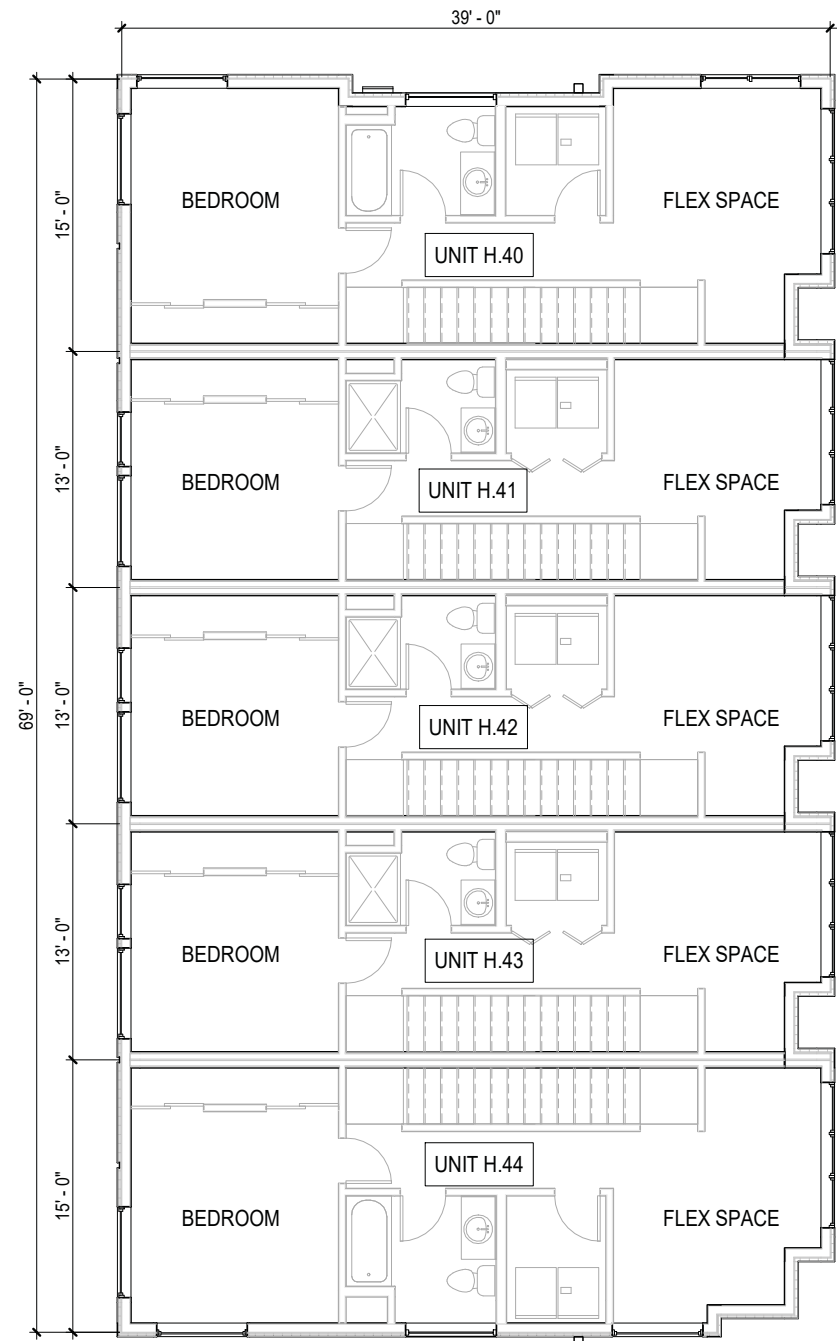


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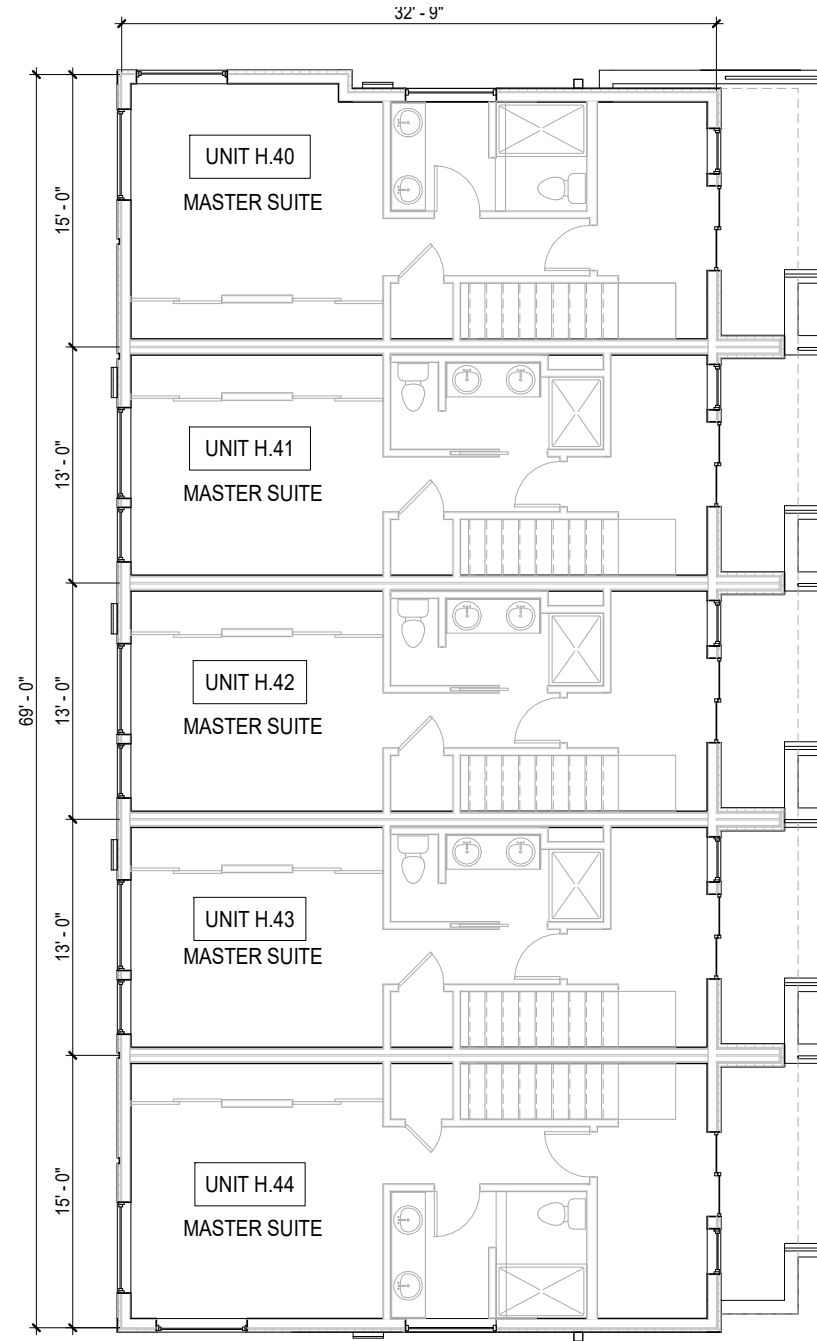


**BUILDING KEY**

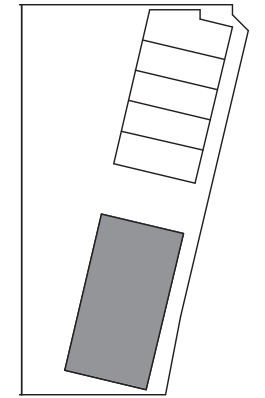




Level 3

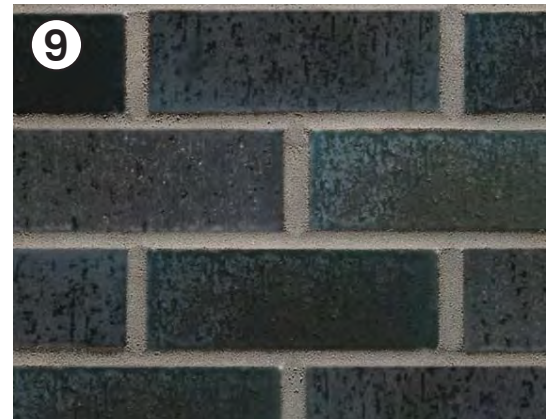
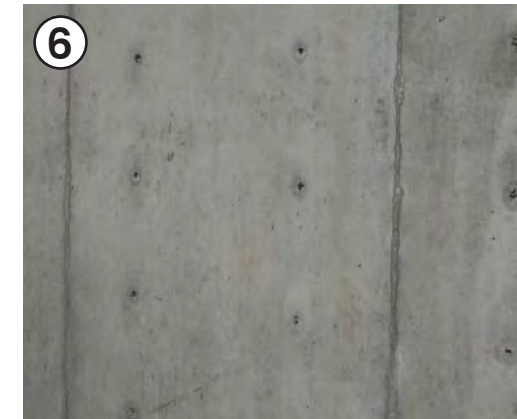
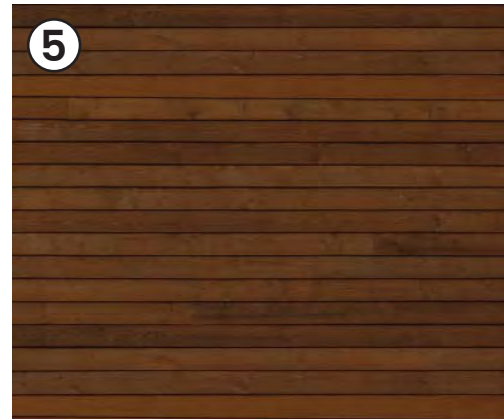
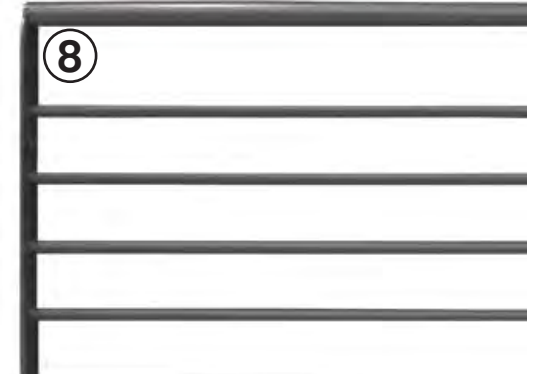
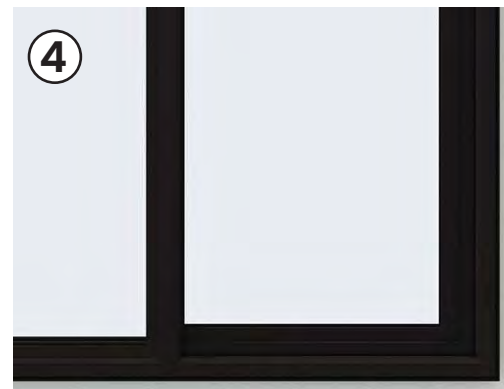
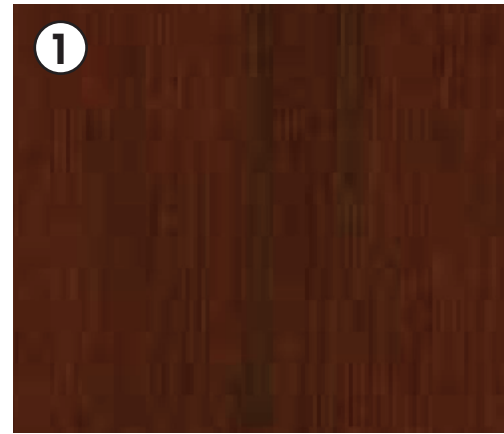


Level 4



BUILDING KEY





1. WOOD VENEER PANEL

2. GREY FIBER CEMENT PANEL

3. WHITE FIBER CEMENT PANEL

4. BLACK FRAME WINDOWS

5. STAINED CEDAR SIDING

6. CAST-IN PLACE CONCRETE

7. BOARD FORMED CONCRETE

8. BLACK METAL RAILINGS

9. BRICK

10. PAINTED METAL PARAPET CAP



**BUILDING DESIGN**

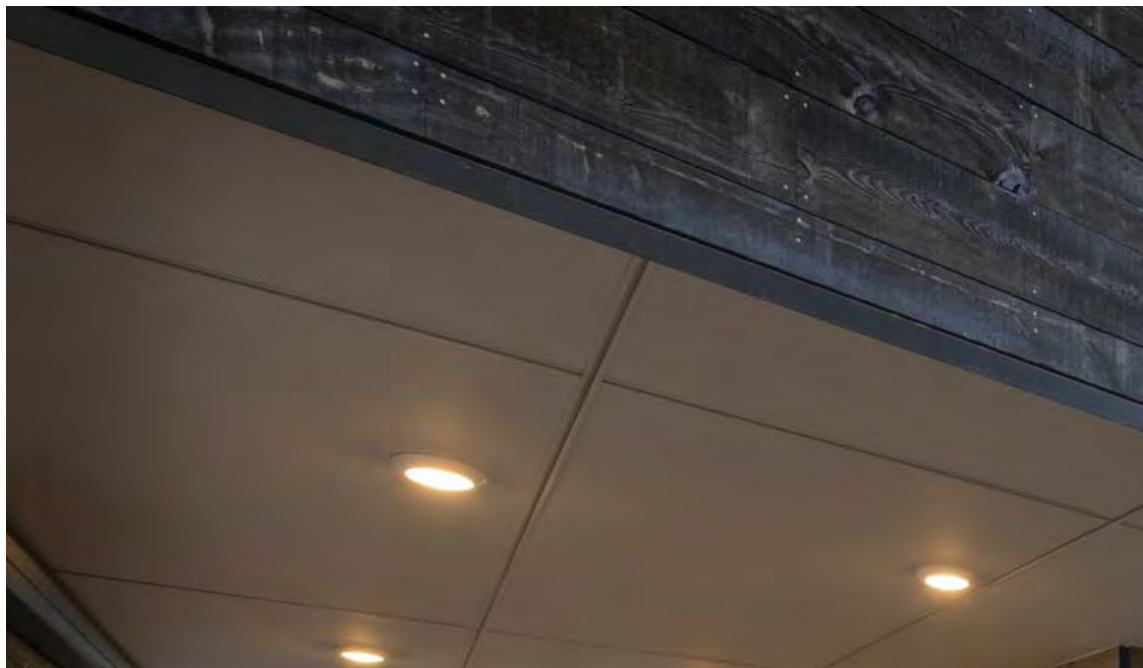
**MATERIAL PALETTE**



WOOD VENEER PANEL AT BAYS AND CORNER DECK



BRICK, BLACK STOREFRONT FRAMES AND CONCRETE BASE AT THE LIVE-WORK UNITS



PAINTED FIBER CEMENT PANEL AT SOFFITS

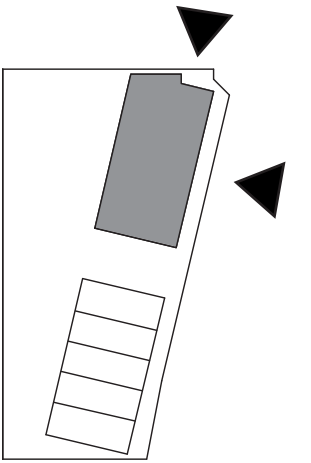


METAL CANOPY AT WEST ENTRIES W/  
FULL LITE GLASS DOOR



METAL CANOPY W/ SOFFIT AND DOWNLIGHTS AT  
MLK JR. WAY S. ENTRIES (SOFFIT TO BE BLACK)





BUILDING KEY

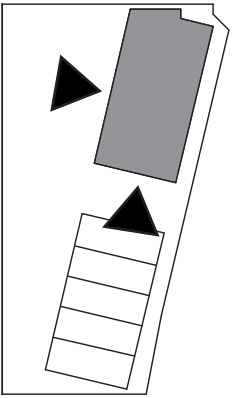


East Elevation



North Elevation





BUILDING KEY

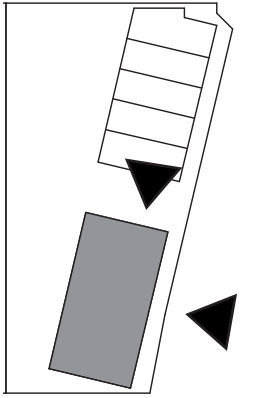


West Elevation



South Elevation





BUILDING KEY



East Elevation



North Elevation

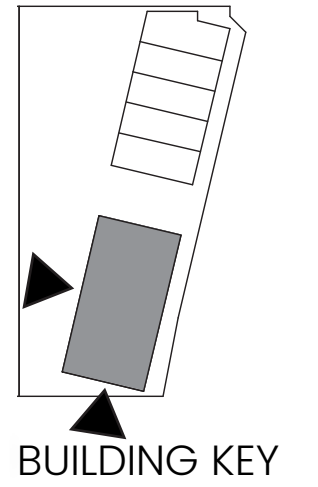




West Elevation

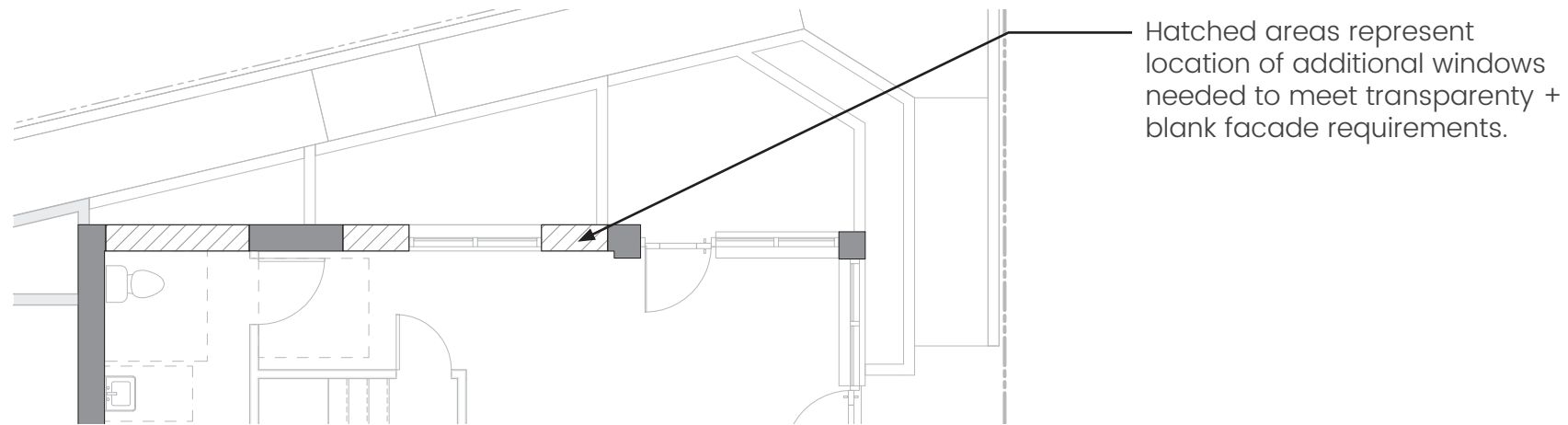


South Elevation



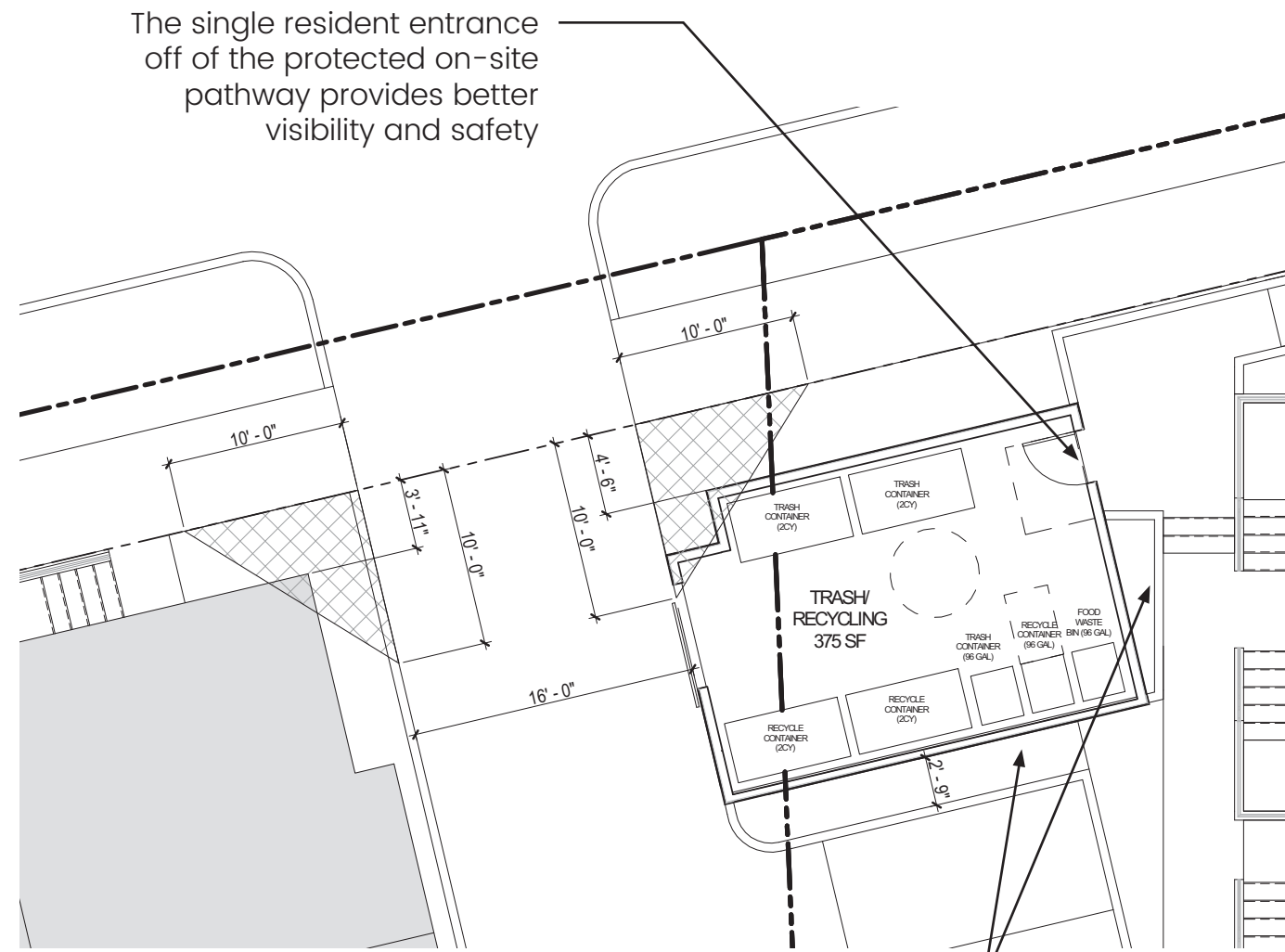


SMC REFERENCE	REQUIREMENT	DEPARTURE AMOUNT	JUSTIFICATION	
1	23.47A.008.A2b Street-Level Development Standards	The total of all blank facade segments may not exceed 40% of the width of the facade of the structure along the street.	Max allowed Blank Facade: 40% Proposed Blank Facade: 57% Departure Amount = 17% > Min Allowed	The placement of the windows follows the function of the building. The prominent commercial corner is highly transparent while the more private functions (bathrooms/hallway) are less transparent. Additionally, additional windows would be screened by planters and the accessible ramp that wraps the building on the west side.
2	23.47A.008.B2a Street-Level Development Standards	60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent.	Minimum Transparency Required: 60% Proposed Transparency: 39% Departure Amount = 21% < Minimum Required	The placement of the windows follows the function of the building. The prominent commercial corner is highly transparent while the more private functions (bathrooms/hallway) are less transparent. Additionally, additional windows would be screened by planters and the accessible ramp that wraps the building on the west side.

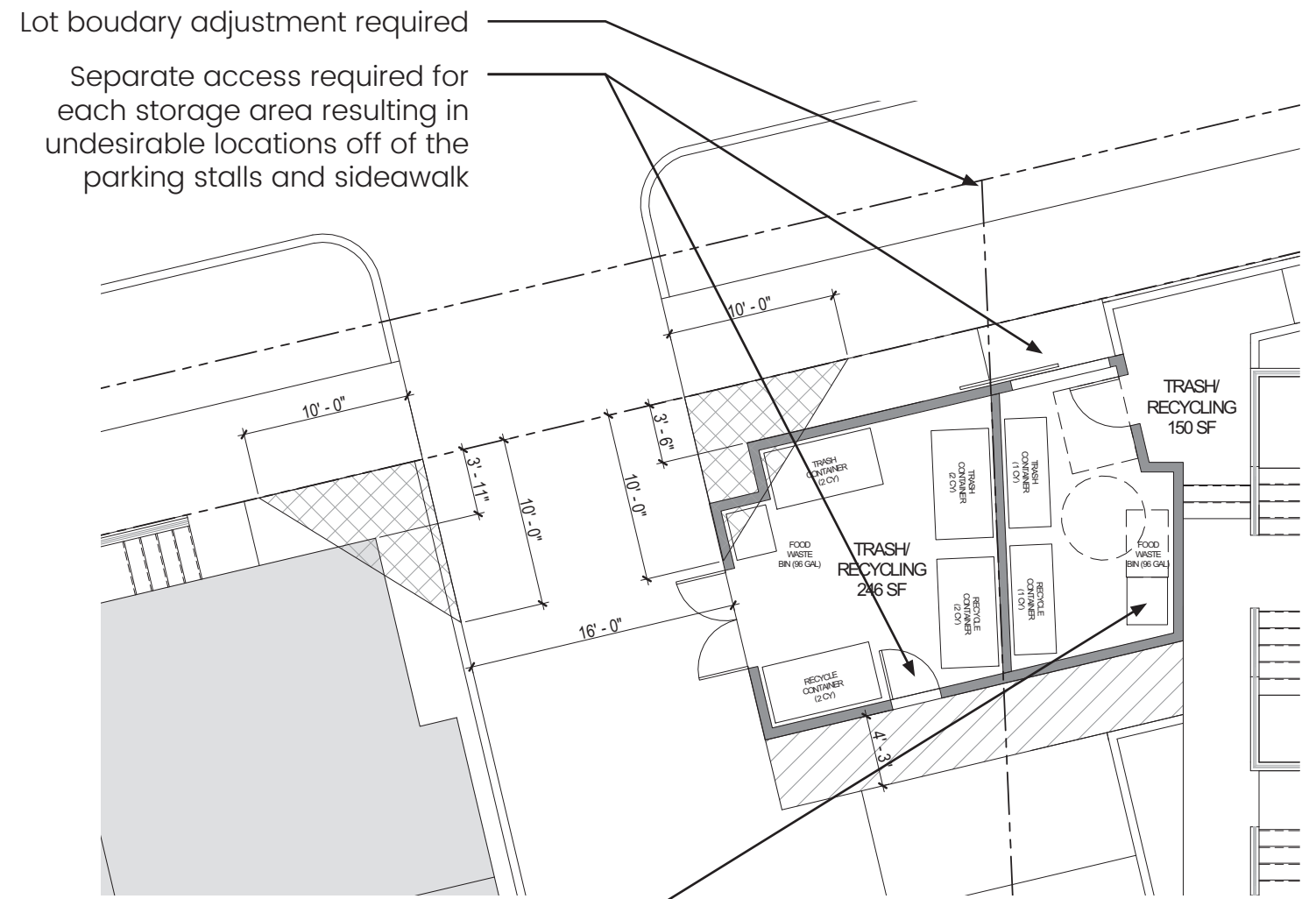




SMC REFERENCE	REQUIREMENT	DEPARTURE AMOUNT	JUSTIFICATION
23.54.040 Solid Waste & Recyclable Materials Storage & Access	The storage space shall be located on the lot of the structure it serves and, if located outdoors, shall not be located between a street-facing facade of the structure and the street;	The shared storage space will bridge Parcel A & B.	Covenants and easements will exist between the two parcels for shared access between the two parcels. This is a townhome with 8+ units and per the Seattle Public Utilities solid waste storage and service guidelines shared access should be provided under an HOA. Separating the storage areas would require a lot boundary adjustment and lead to a larger storage space footprint than required by SPU and a higher number of receptacles than would be needed with a shared space. The amount of landscaped area is smaller with two planters eliminated and the area along Trenton reduced by a foot. The two separate storage spaces would also require additional access points in less than ideal locations. Resident access to the West parcel would be adjacent to the parking stalls with reduced visibility and safety. Hauler access to the East parcel would be from the sidewalk and the pedestrian thoroughfare along Trenton.



More opportunities for landscaping around the storage space



Larger footprint needed than the 375 SF recommended by SPU

**Preferred Storage Space**

**Storage Space on Respective Parcel**



# APPENDIX

ZONING CODE ANALYSIS  
NEIGHBORHOOD CONTEXT  
SURROUNDING USES  
TRANSPORTATION ANALYSIS  
CURRENT CONDITIONS  
SURVEY  
STREETSCAPES  
DESIGN GUIDELINES  
EDG OPTIONS  
NK PROJECT EXAMPLES  
INTRACORP PROJECT EXAMPLES



## CODE ANALYSIS

PARCEL #: 212370-0305 (New Parcel B)

ZONING: NC3-40 (Proposed Re-Zone, currently SF5000)

Note: The comprehensive plan for the city of Seattle indicates this site is to be zoned multifamily for future zoning changes.

OVERLAYS: Rainier Beach Residential Urban Village, Airport Height District Overlay

LOT AREA: Approximately 12,525 Sq Ft

ECA: Steep Slope

PERMITTED USES (23.47A.004)  
Permitted Outright: Live-Work Units

FLOOR AREA RATIO (23.47A.013):  
Minimum: Not Applicable  
Maximum: 3.0

\*Applies to a lot occupied solely by a non-residential use

STRUCTURE HEIGHT (23.47A.004):  
40' base height limit

+4' for 13' floor-to-floor height for non-residential uses  
+4' for parapets

SETBACKS (23.47A.014):

Front: 0'  
Side: 0'  
Rear: 0'

AMENITY AREA (23.47A.024):

5% of gross floor area in residential use

GREEN FACTOR (23.47A.016):

Landscaping that achieves a Green Factor score of 0.3 or greater

AUTOMOBILE PARKING (23.54.015):

No Minimum Requirement

No minimum requirement for non-residential uses in commercial zones within urban villages, if the residential use is located within 1,320 feet of a street with frequent transit service.

BICYCLE PARKING (23.54.015):

No Minimum Requirement

In the case of a use not shown on Table D for 23.54.015, there is no minimum bicycle parking requirement.

STREET-LEVEL DEVELOPMENT STANDARDS (23.47A.008):

Blank façade: Blank segments of the street-facing façade between 2' and 8' above the sidewalk may not exceed 20' in width and the total of all blank segments may not exceed 40% of the width of the facade of the structure along the street

Transparency: 60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent

Non-residential Depth: Non-residential uses shall extend an average depth of at least 30' and a minimum depth of 15' from the street-level, street-facing facade

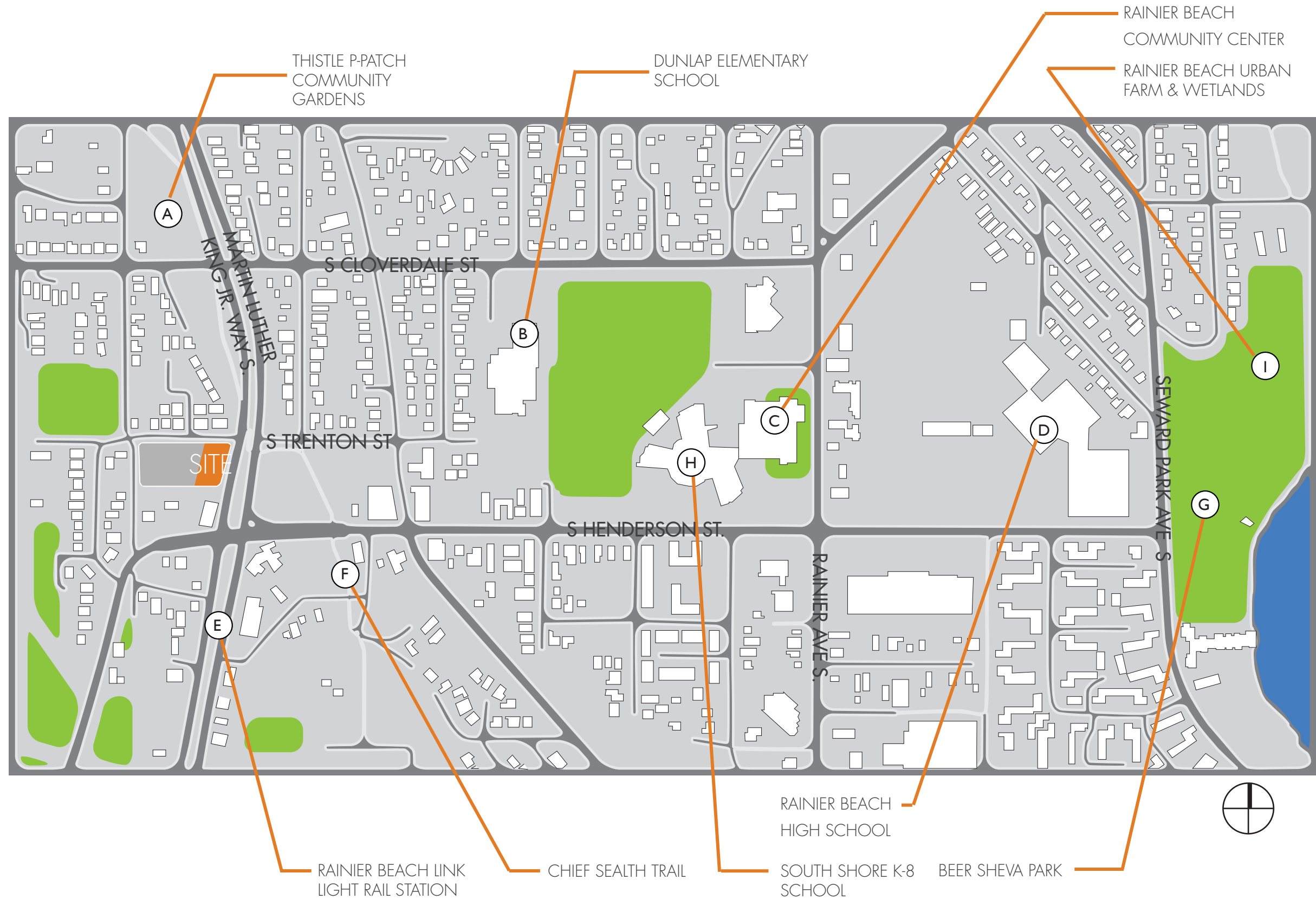
Non-residential Height: Street-level non-residential uses shall have a floor-to-floor height of at least 13'

Residential Uses: The floor of a dwelling unit located along the street-level, street-facing facade shall be at least 4' above or 4' below sidewalk grade or be set back at least 10' from the sidewalk

SOLID WASTE (23.54.040):

Shared storage space for solid waste containers:  
26-50 units = 375 sq ft.









A. Thistle P-Patch Community Gardens



B. Dunlap Elementary School



C. Rainier Beach Community Center



D. Rainier Beach High School



E. Rainier Beach Link Light Rail Station



F. Chief Sealth Trail



G. Beer Sheva Park

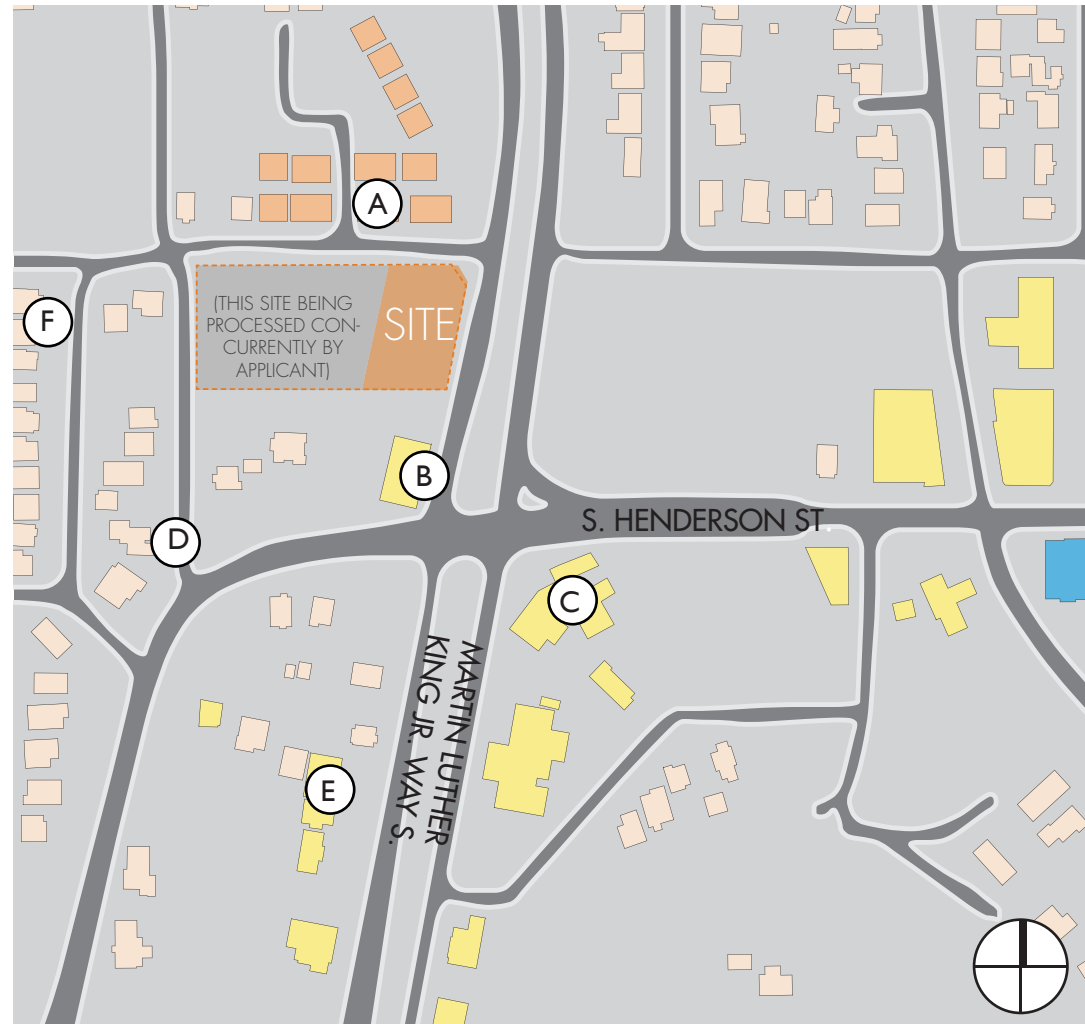


H. South Shore K-8 School



I. Rainier Beach Urban Farm & Wetlands





MAP KEY

- SINGLE-FAMILY
- MULTIFAMILY
- MIXED-USE
- COMMERCIAL

The site is bordered by a residential neighborhood to the West and North. Across S. Trenton Street is a new development of townhomes. To the East and South of the site is a mix of single-family residences and businesses. Directly South of the site is the Vegetable Bin, a grocery store and deli. Buddy's, located at the intersection of Martin Luther King Jr. Way South and S. Henderson Street, is a home furnishing store.



A. Townhomes



B. Vegetable Bin



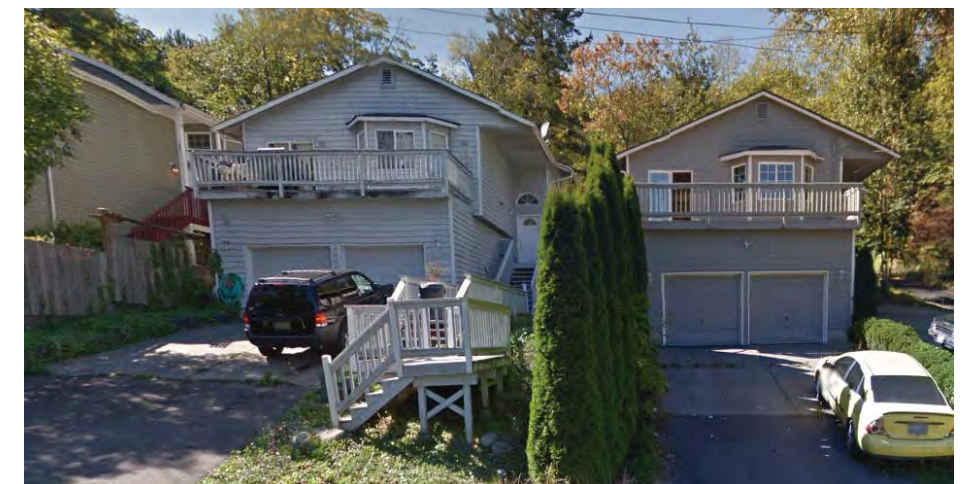
C. Commercial Space



D. Single Family Home



E. Flock Christian Church



F. Single Family Homes



TRANSIT

The project site is located in a frequent transit corridor and is served by both King County Metro and Link Light Rail. The Link Light Rail Rainier Beach Station is 2 blocks South of the site. Bus stops serving routes 9X, 106, and 107 are located at the intersection of Martin Luther King Jr. Way S. and S. Henderson Street.

CYCLING

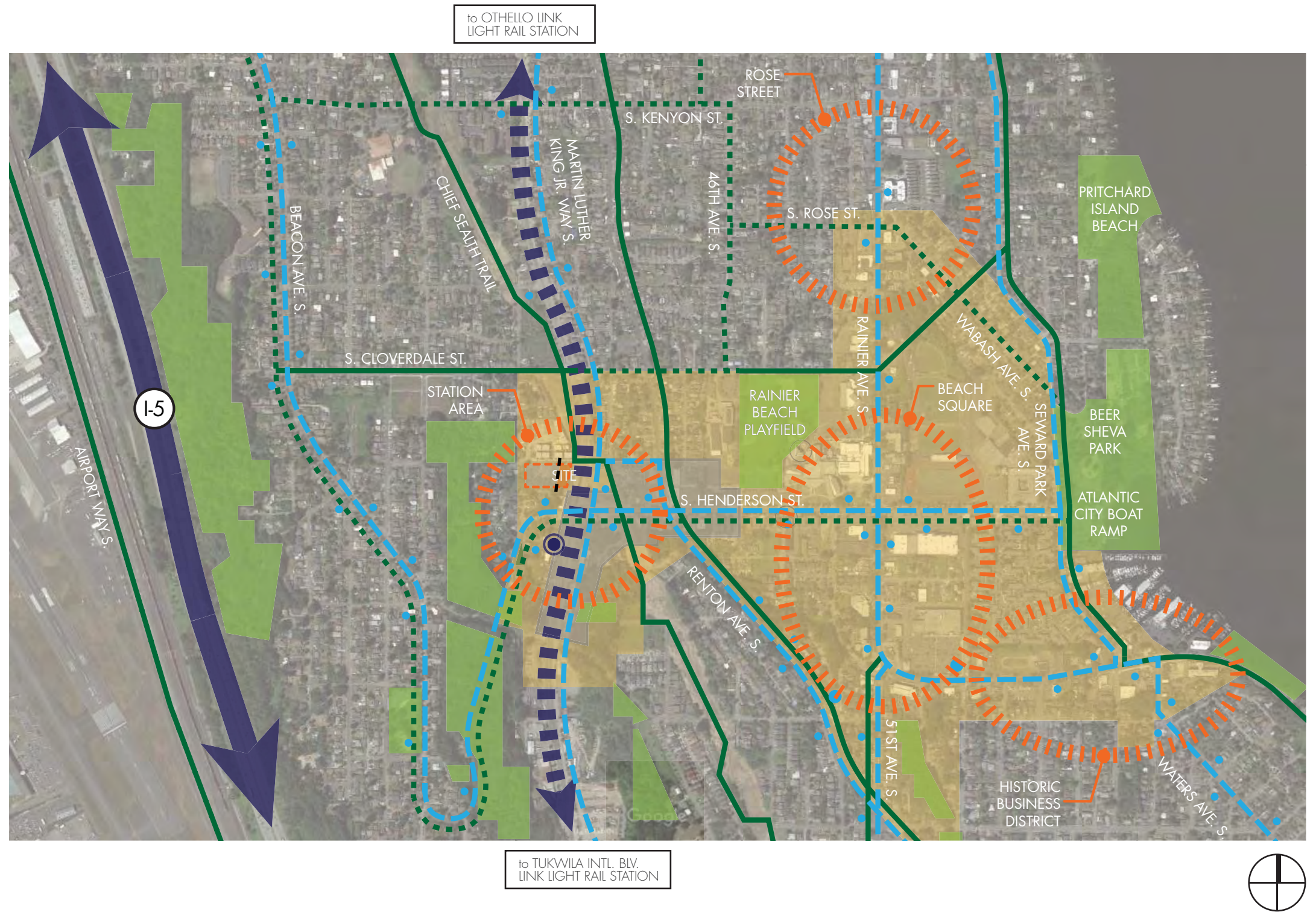
The Chief Sealth Trail crosses Martin Luther King Jr. Way S at S. Trenton Street in front of the site, providing a separated bikeway running North to S. Angeline Street and South to the Kubota Gardens. There are a number of other North-South streets nearby including Renton Avenue S, Seward Park Avenue S and Beacon Avenue S with buffered bike lanes or shared-lane markings.

PEARLS

The Pearls identified on the map by the orange circles have been identified in the Rainier Beach Neighborhood Plan Update as a node of places where community members go to shop, socialize, or attend religious or cultural gatherings. The four Pearls include: Beach Square, Historic Business District, Station Area, and Rose Street. The project site is located in the Station Area Pearl.

MAP KEY

- SITE
- PARK/ GREENBELT
- RAINIER BEACH RESIDENTIAL URBAN VILLAGE
- FREQUENT TRANSIT CORRIDOR
- PEARLS
- BUS ROUTE
- BUS STOP
- DEDICATED BIKE LANES
- BIKE FRIENDLY LANES
- INTERSTATE HIGHWAY
- LIGHT RAIL
- LIGHT RAIL STOP

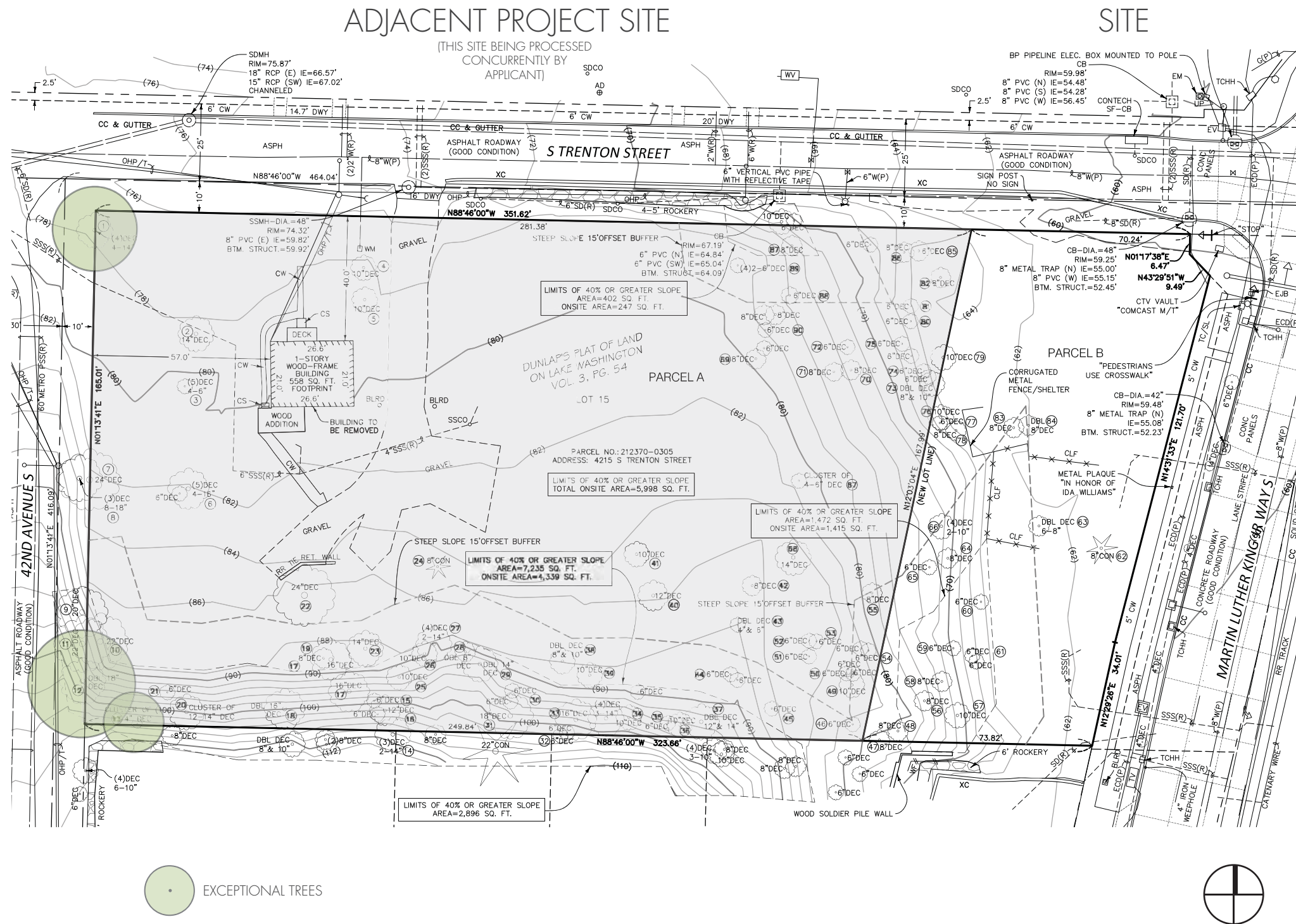








SITE FEATURES - EXISTING



The development site at 4215 S. Trenton St. consists of a large irregularly shaped parcel without underlying, historic parcels from the original neighborhood plat. The property has frontage on 3 sides; on the west side facing 42nd Ave S, on the north side facing S. Trenton St. and on the east side facing Martin Luther King Jr Way S. The majority of the south property line consists of ECA steep slope, and abuts both a parking lot for the Vegetable Bin and a single family home.

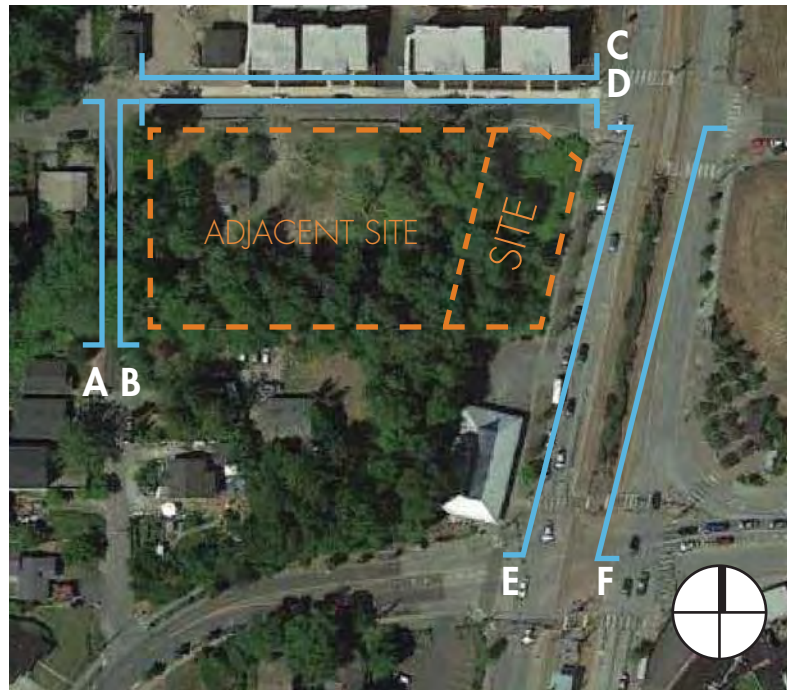
The site slopes from the southwest down towards the northeast, and features three areas of steep slope that were created as part of previous grading operations. There are numerous trees on and adjacent to the site, as well as a substantial number that provide screening from the properties to the south and buffer the existing single family residence on-site from MLK Way. An unpaved driveway serves the site and is accessed from S. Trenton St, which is improved along the north half of the road.

Although one parcel originally, the owner has started the short plat application process to split the parcel into 2 lots, as shown in this graphic. The early design guidance for this project focuses on Parcel B.

ROW and street improvements will be implemented along with development of the site. Both 42nd Ave S. and S. Trenton St will undergo the street improvement process.



STREETSCAPES



Streetscapes



OPPOSITE WEST EDGE OF ADJACENT PROJECT SITE

A. 42nd Avenue S (Looking West)



WEST EDGE OF ADJACENT PROJECT SITE

B. 42nd Avenue S (Looking East)



C. S Trenton Street (Looking North)

OPPOSITE ADJACENT PROJECT SITE

OPPOSITE PROJECT SITE



SITE

NEW PROPERTY LINE PROPOSED PER SHORT PLAT 3026975

ADJACENT PROJECT SITE

D. S Trenton Street (Looking South)





E. Martin Luther King Jr. Way S (Looking West)



F. Martin Luther King Jr. Way S (Looking East)



CONTEXT AND SITE

- CS1 - Natural Systems and Site Features
  - C. Topography
  - D. Plants & Habitat
- CS2 - Urban Pattern & Form
  - A. Location in the City and Neighborhood
  - B. Adjacent Sites, Streets, & Open Spaces
  - C. Relationship to the Block
  - D. Height, Bulk, and Scale
- CS3 - Architectural Context & Character
  - A. Emphasizing Positive Neighborhood Attributes

Located in the Rainier Beach community at the intersection of Martin Luther King Jr. Way S. and S. Trenton St, the site is currently hidden from view of passers-by by a series of large shrubs and trees. This 1.3 acre site currently hosts one single family home. Surrounded on three sides by Right-Of-Way, and a single family house and parking lot to the south, we see this as an outwardly focused project that responds to both intersections and the property across the street to the north.

The topography of the site has a significant slope of 40-45' from the south west corner to the south east corner, but has a more gradual slope of approximately 20' in grade along S. Trenton St. The site hosts 3 exceptional trees. The fate of these trees will be determined during the Street Improvement process, but are shown as being maintained for EDG planning purposes. The interior of the site will be regraded to allow the change to a layout conducive to townhomes, resulting in a removal of interior plantings to be replaced with well-considered landscaping that is sustainable in the long term.

Front doors for homes on site will face 2 of the 3 street frontages, and will be accessed directly from the public sidewalk and work with the topography to present a three-story facade to the street. Welcoming landscaped open space at the entry to each home creates opportunity for interaction between residents, their guests, and the neighborhood. The homes to the West of our site take their frontage along S. Trenton, with 42nd acting as their side yard. Our site mimics this approach.

Site access is from S. Trenton St, drawing from the patterning of the development across the site to the North. Access from MLK Way is undesirable due to heavy traffic, and 42nd is an undesirable access point due to the steep slope.

Finally, the new townhomes across S. Trenton St. to the North face the development site; with a contemporary design our task for the new project is to build off of and respond to their site with a respectful design that further contributes to the neighborhood.

PUBLIC LIFE

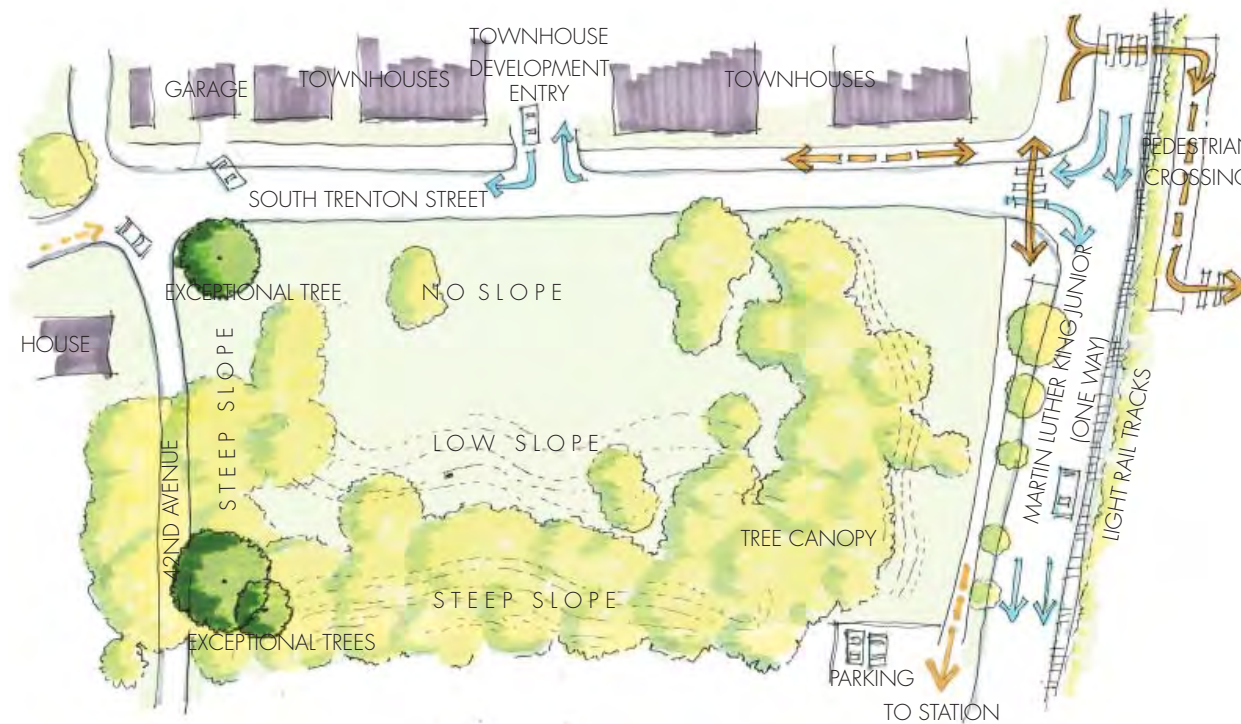
- PL1 - Connectivity
  - A. Network of Open Spaces
  - B. Walkways and Connections
  - C. Outdoor Uses and Activities
- PL2 - Walkability
  - B. Safety & Security
  - D. Wayfinding
- PL3 - Street-Level Interaction
  - A. Entries
  - C. Residential Edges
- PL4 - Active Transportation
  - A. Entry Locations & Relationships

While most people will access this site by car due to its location next to a noisy, high-volume arterial, the Rainier Beach Link Station will be the secondary means of accessing the site by transit. Our intention is to improve the condition of S. Trenton St and 42nd Ave S. in accordance with SDOT street improvement requirements to connect the existing sidewalk along MLK Way to the site for pedestrian access. We feel controlling vehicular access to a single point provides improved pedestrian vs. vehicle safety as well as heightened security for residents both within and adjacent to the development.

The development site focuses the pedestrian network through a network of pathways that direct residents towards the Light Rail station in an effort to encourage the use of mass transit. This network of pathways will connect all areas of the site to the surrounding neighborhood by way of all three streets surrounding the site.

The site will be regraded to gently slope with the grade of S. Trenton St. The site primarily focuses its attention toward MLK Jr. Way S as the "front door" to the site. The site attempts to respectfully address the corner with vegetation to help make the transition from major arterial to home front.

Residential entries will be designed to feel as Individual as possible. On a site of this scale it will be important to highlight individual aspects of each unit to encourage a sense of place and ownership for residents and visitors alike. Similarly to the Townhouse site to the North of this site, we will be introducing an urban street-like feel within our development for surface parking and garage access. This allows for a variety of unit types that will appeal to a diverse range of buyers, and encourage neighbor interaction on our site.





**DESIGN CONCEPT**

- DC1 - Project Uses & Activities
  - A. Arrangement of Interior Uses
  - B. Vehicular Access and Circulation
  - C. Parking and Service Uses
- DC2 - Architectural Concept
  - A. Massing
  - D. Scale and Texture
- DC3 - Open Space Concept
  - B. Open Spaces Uses and Activities
  - C. Design
- DC4 - Materials
  - A. Exterior Elements and Finishes
  - C. Lighting
  - D. Trees, Landscape and Hardscape Materials

As previously described, the vehicular access to the site emulates the site to the North. Beyond the driveway and surface parking area, the site plan focuses solely on pedestrian travel and encourages residents toward Light Rail and mass transit usage by providing a connection in the middle of the site toward MLK Way.

The project anticipates a contemporary aesthetic and will utilize a shed or flat roof. This approach matches contemporary projects throughout the area, and helps to reduce the perceived massing of the buildings to better relate to the human scale. The buildings themselves are kept moderate in size, are intended to step with the sloping grade, and will have their surfaces modulated by bays, material transitions, porches, and other such elements allowing the individuality of each unit to be expressed while still harmonious to the building as a whole.

Communal amenity area is proposed at the west side of the rowhomes, and will be shared. Private patios will be separated from each other with fencing or railings that will be approximately 4' tall - short enough to encourage neighborly interaction, but tall enough to instill a sense of privacy. Common pathways connect residential entryways to the Public ROW and encourage additional social interaction on site.

Materials will be textured and durable, and colors will vary to provide distinction between buildings or clusters of buildings while staying within a shared overall palette to prevent a checkerboard appearance. Individual porch fixtures will provide primary wayfinding lighting, supplemented by post and path lights as needed for safety. Light fixtures will be shielded to prevent spillover to neighboring properties. Accents such as architectural railings and fixtures, landscape seating and equipment, and hardscape surfaces will be chosen to enhance and unify the project aesthetic.

**CONTEXT AND SITE**

- CS1 - Natural Systems and Site Features
  - C. Topography
  - D. Plants & Habitat
- CS2 - Urban Pattern & Form
  - A. Location in the City and Neighborhood
  - B. Adjacent Sites, Streets, & Open Spaces
  - C. Relationship to the Block
  - D. Height, Bulk, and Scale
- CS3 - Architectural Context & Character
  - A. Emphasizing Positive Neighborhood Attributes

Located in the Rainier Beach community at the intersection of Martin Luther King Jr. Way S. and S. Trenton St, the site is currently hidden from view of passers-by by a series of large shrubs and trees. This 1.3 acre site currently hosts one single family home. Surrounded on three sides by Right-Of-Way, and a single family house and parking lot to the south, we see this as an outwardly focused project that responds to both intersections and the property across the street to the north.

The topography of the site has a significant slope of 40-45' from the south west corner to the south east corner, but has a more gradual slope of approximately 20' in grade along S. Trenton St. The site hosts 3 exceptional trees. The fate of these trees will be determined during the Street Improvement process, but are shown as being maintained for EDG planning purposes. The interior of the site will be regraded to allow the change to a layout conducive to townhomes, resulting in a removal of interior plantings to be replaced with well-considered landscaping that is sustainable in the long term.

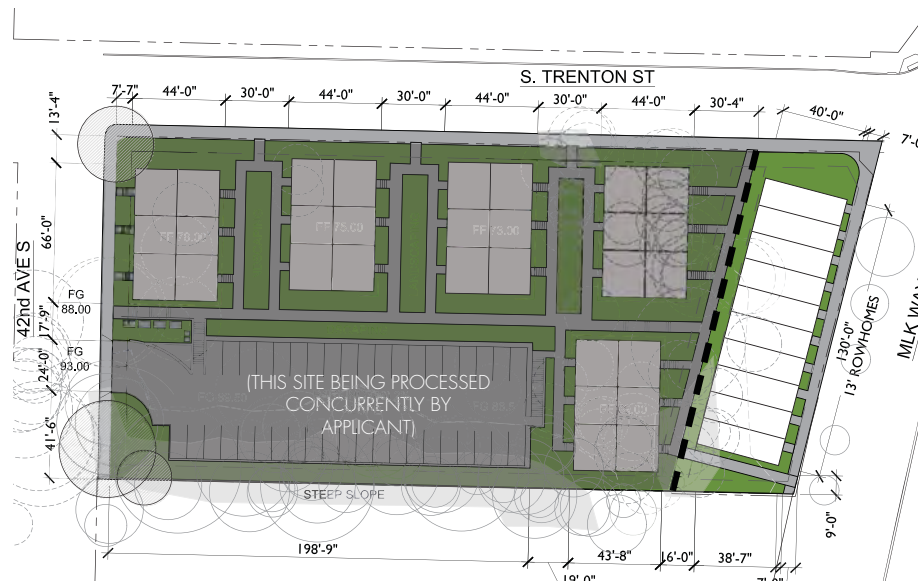
Front doors for homes on site will face 2 of the 3 street frontages, and will be accessed directly from the public sidewalk and work with the topography to present a three-story facade to the street. Welcoming landscaped open space at the entry to each home creates opportunity for interaction between residents, their guests, and the neighborhood. The homes to the West of our site take their frontage along S. Trenton, with 42nd acting as their side yard. Our site mimics this approach.

Site access is from S. Trenton St, drawing from the patterning of the development across the site to the North. Access from MLK Way is undesirable due to heavy traffic, and 42nd is an undesirable access point due to the steep slope.

Finally, the new townhomes across S. Trenton St. to the North face the development site; with a contemporary design our task for the new project is to build off of and respond to their site with a respectful design that further contributes to the neighborhood.



OPTION COMPARISON

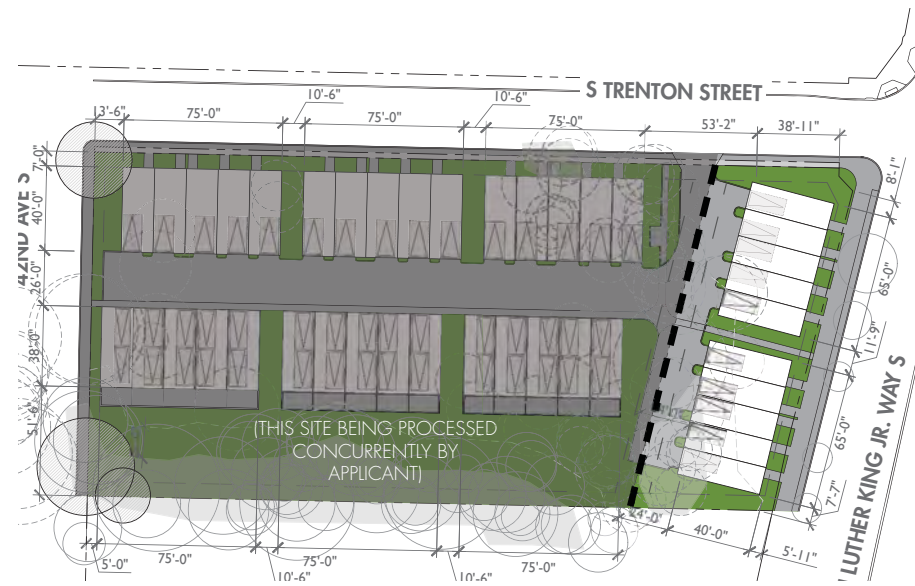


OPTION 1 - CODE COMPLIANT

Option 1 utilizes a surface parking area in the southwest corner, eliminating the majority of existing planting along the south property line, while separating vehicular and pedestrian traffic on site.

Units typically face a shared common courtyard or street front. Middle 18' wide units will only have 1 wall of windows, limiting daylight, but providing an affordable option for the neighborhood.

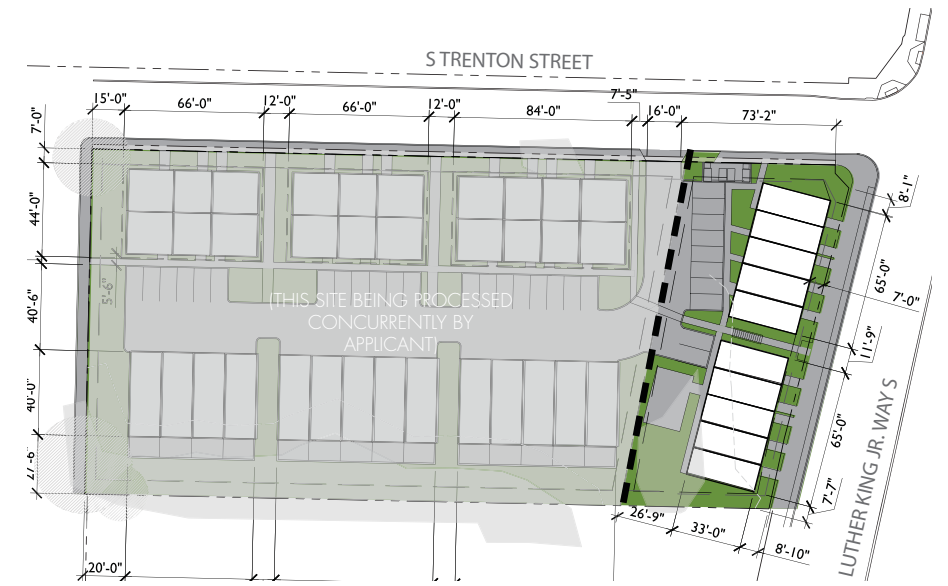
The network of pathways connects the site to MLK at the South East corner on Site B, the least visible connection for all 3 options.



OPTION 2 - CODE COMPLIANT

Option 2 proposes vehicular access from S. Trenton St. and proposes each unit be garage-parked. Each unit proposes a roof deck to achieve the required amenity area.

The network of pathways connects the site from 42nd Ave S. to MLK at the center of the site through the auto court and the middle of the adjacent project site, but the pedestrian and auto court are shared resulting in increased pedestrian safety concerns.



OPTION 3 - PREFERRED & CODE COMPLIANT

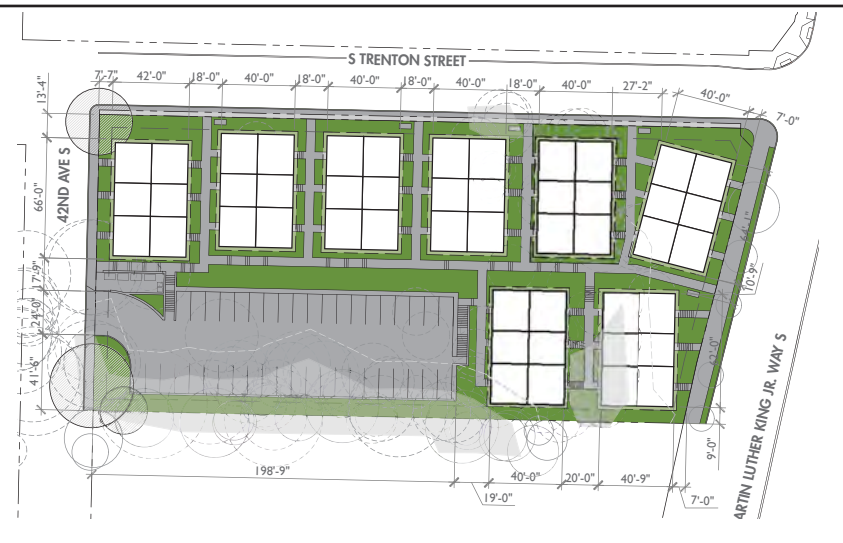
Option 3 also proposes vehicular access from S. Trenton St. and proposes surface parking immediately west of the proposed rowhomes; creating an opportunity for a lively urban alley experience with the adjacent project site. A community amenity area is proposed along the west property line and is shared with the adjacent project site that encourages neighborly interaction. The required amenity area is achieved at ground level and either flat or shed roofs are proposed along MLK, creating a favorable massing along this edge over roof decks.

Units front MLK Jr. Way S and have a second level back door entry facing the parking and amenity area.

The network of pathways connects the site from 42nd Ave S. to MLK at the center of the site through the auto court and the middle of the adjacent project site. Additionally, pathway connections between buildings along the North property line connect S. Trenton St. with this pedestrian network of pathways. These pathways are separated from the autocourt and enhance pedestrian safety on site.

FULLY DEVELOPED, NON-SHORT PLATTED SITE

If the client were to proceed without short platting the site, the site would ONLY allow for vehicular access at the South West corner of the site due to the requirements associated with code section 23.45.510.C.4.C.1. This code section is not departable. This site plan, although code-compliant, results in a site plan with 48 densely-packed units and 41 surface parking stalls. This layout provides little privacy for neighbors, limited community amenity space, and due to a significant grade change, still provides a cliff-like wall at the parking area. Additionally, the owner prefers to fully park the site for future homeowners. The logical vehicular access point is clearly along S. Trenton St, and therefore the client has elected to proceed with a Short Plat.







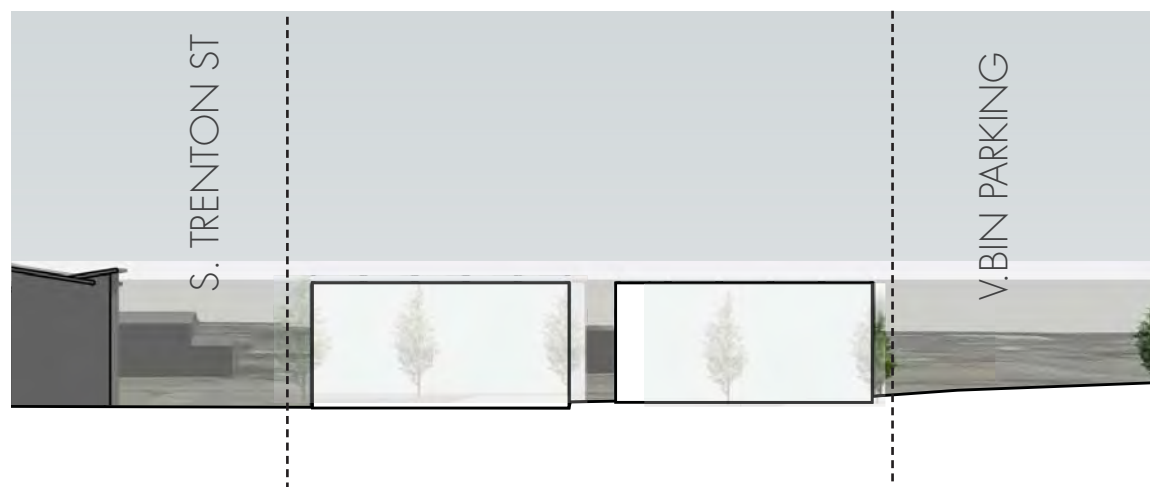
Aerial looking Southeast towards site



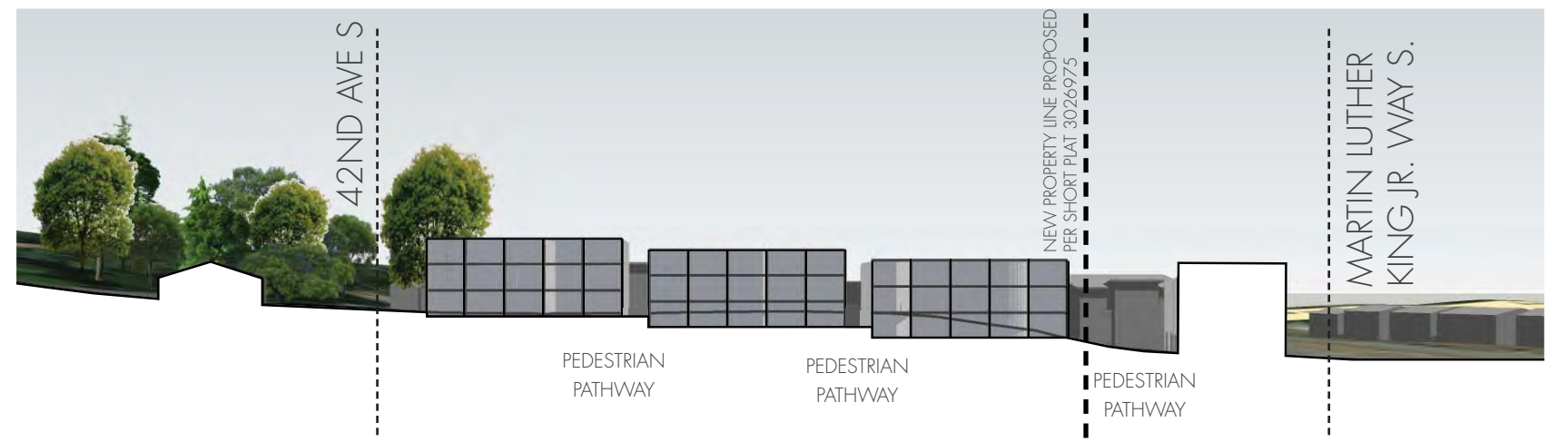
View looking at site from crosswalk at S. Trenton St.



View looking East down S Trenton Street



Section: N/S Looking East

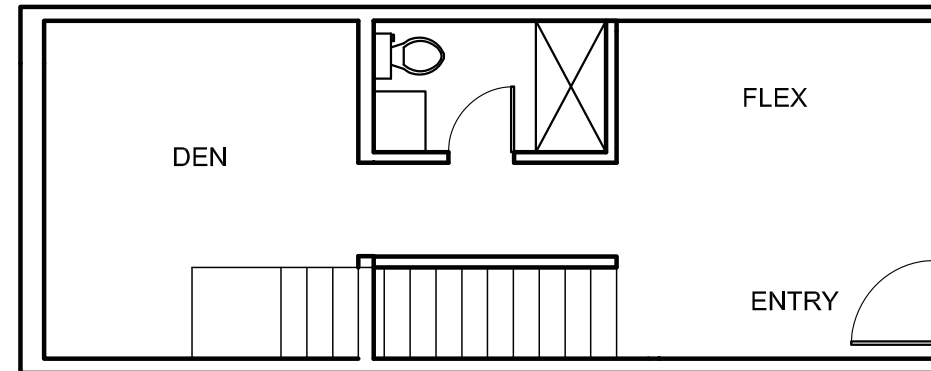


Section: E/W Looking North

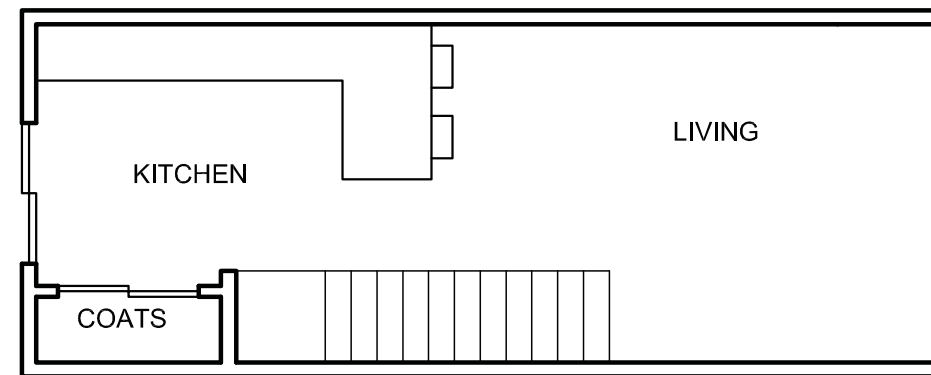


OPTION 3 - CONCEPTUAL FLOOR PLANS

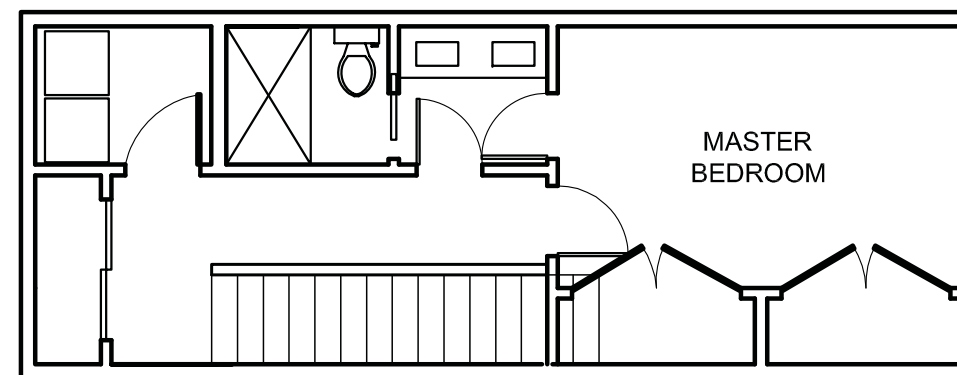
These units offer a flex space on level 1 for a second bedroom, with the main living area on the second level with back door access to the urban alley and parking area. The master bedroom and laundry are on level 3.



CONCEPTUAL PLAN - LEVEL 1



CONCEPTUAL PLAN - LEVEL 2



CONCEPTUAL PLAN - LEVEL 3



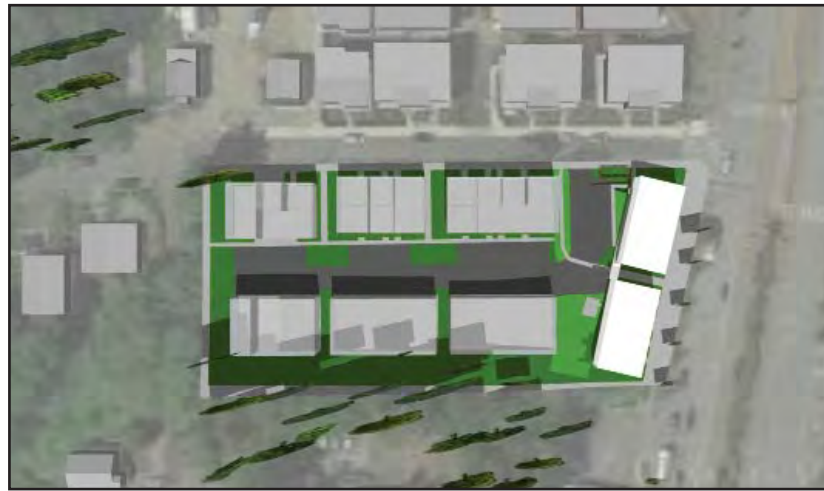


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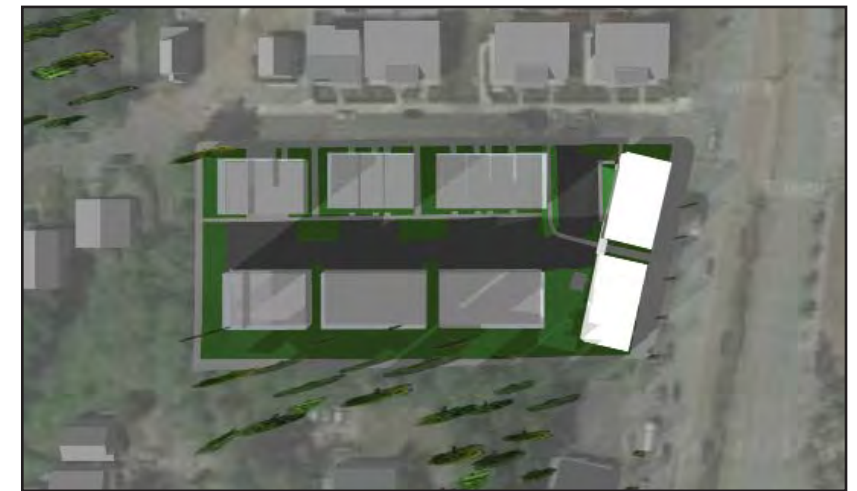
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JUNE



MARCH/SEPTEMBER



DECEMBER







DWELL 61ST



HARBOR LIVE/WORK



KIRKLAND VI



CREEKSIDE TOWNHOMES



DEP HOMES 35TH



GREENBRIDGE TOWNHOMES



ADMIRAL LOFT TOWNHOMES



WOODLAND PARK TOWNHOMES



SALVEO TOWNHOMES





CENTERRA



SPRING PEAK TOWNHOMES



PERSPECTIVE AT TERRAINE & WEST JULIAN STREET



RALLY LIVE/WORK TOWNHOMES



ELEMENT



COPPERIDGE