



EARLY DESIGN GUIDANCE PACKAGE

**9218 18th Ave SW
Seattle, WA**

SDCI PROJECT NO.:

3036383-LU
3036384-LU
3036524-EG

MEETING DATE:

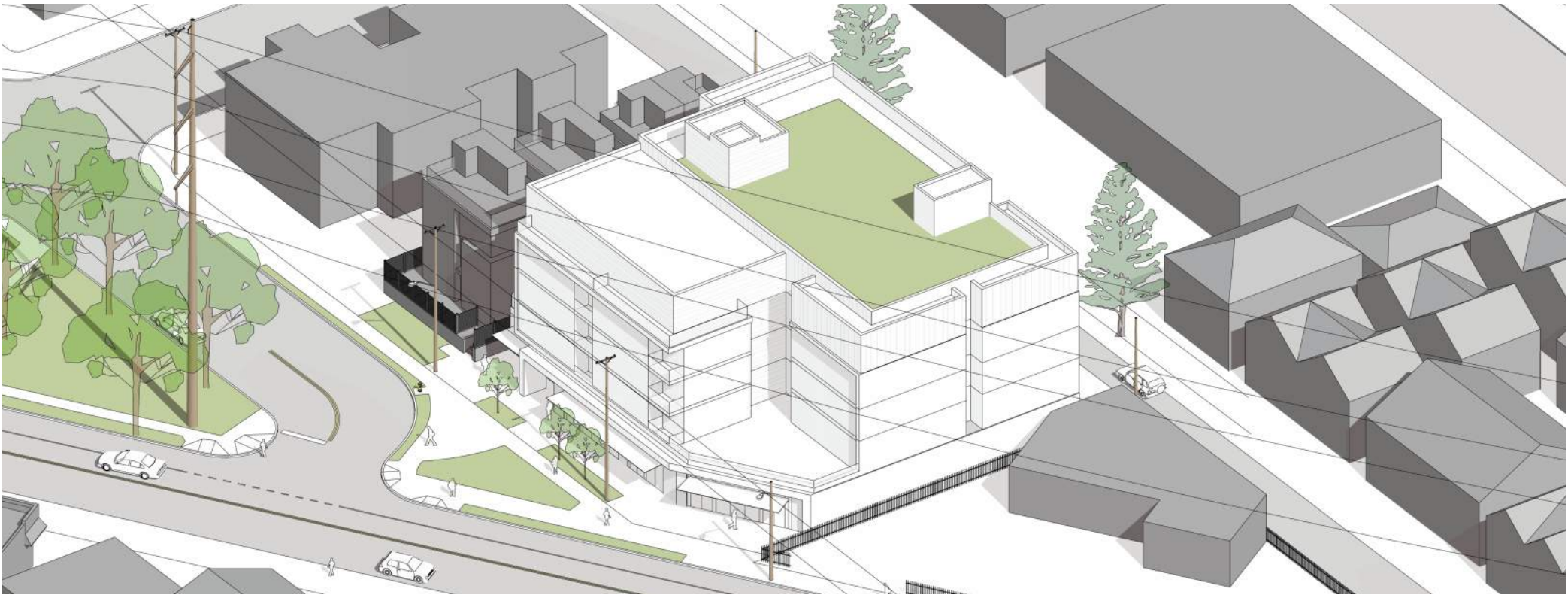
10/15/20

APPLICANT TEAM:

AKA Investors, Developer
Caron Architecture, Architect
GHA Landscape Architects, Landscape Architect

CARON

CARON REF #2020.009



OPTION 3 (PREFERRED)

CONTENTS

03 Development Objectives	pg. 3
03 Summary of Public Outreach	pg. 4
04 Survey / Tree Survey	pg. 5
04 Site Plan	pg. 6
05 Urban Design Analysis	pg. 10
05 9-Block Model	pg. 18
06 Zoning Data	pg. 26
07 Design Guidelines	pg. 27
08 Architectural Massing Concepts	pg. 29
Option 1	pg. 30
Option 2	pg. 40
Option 3 (Preferred)	pg. 50
09 Landscape Plan	pg. 60
09 Departures*	pg. 63
10 Appendix	pg. 64

**No departures requested*

PROJECT TEAM

OWNER
Harry Arsene & Alicia Arsene, AKA
Investors, LLC

CARON ARCHITECTURE CONTACT
Andrew Kluess, Associate Principal
andrewkluess@caronarchitecture.com
206.367.1382
Caron Reference No.: 2020.009

SITE INFORMATION

ADDRESS:
9218 18th Ave SW Seattle, WA 98106

SDCI PROJECT NO.:
3036524-EG
3036383-LU
3036384-LU

PARCEL(S):
9352900275, 9352900270, 9352900265

SITE AREA:
13,772 sf

ZONING:
NC3-55 (M)

OVERLAY DESIGNATION:
Westwood-Highland Park (Residential Urban
Village), Airport Height Overlay (Conical
Surface)

PARKING REQUIREMENT:
None

LEGAL DESCRIPTION:
WHITE CENTER ADD
Plat Block: 2
Plat Lot: 17-19

DEVELOPMENT STATISTICS

PREFERRED OPTION 3:
Building Height: 55'-0"
Allowable FAR: 3.75 (51,645 sf)
Proposed FAR: 3.58 (49,244 sf)
Residential Units: 59
Parking Stalls: 25
Bike Parking: 60 Long-term, 10 Short-term

3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

This proposal includes a five-story mixed-use residential building with on-site parking and ground-floor commercial space. Twenty-five parking stalls are proposed below grade despite there being no minimum requirements. The street frontage will be comprised of ground level commercial space along a 18th Ave SW and Delridge Way SW. Parking access is proposed along the alley while the residential access is proposed on the northwest corner of the site along 18th Ave SW. The development aims to become a welcomed addition to the neighborhood and a desirable place to call home for dozens of new neighbors. The objective is to create an aesthetically pleasing facility that also functions for the neighborhood and its residents in equal measure.

SITE DESCRIPTION & ANALYSIS

The site is comprised of three parcels on the east of the intersection of Delridge Way SW and 18th Avenue SW. Existing single family residences have been removed. The lot has a minimal slope with the alley sloping down roughly two feet from north to south and the sidewalk along 18th Ave SW is relatively flat. The site is located in an area of increasing density and is transitioning to more mixed-use development with the Westwood Village being located just a few blocks west of the site. A small greenspace termed the Delridge Triangle is located east of the site across 18th Ave SW and pedestrian passage to the greenspace is commonly accessed along Delridge Way SW. Five-foot wide sidewalks currently line Delridge Way SW and 18th Avenue SW and are proposed to be brought up to current SDOT standards for width and location. Overhead power lines run down Delridge Way SW,18th Avenue SW, and the alley and further impact the proposed designs due to setback requirements. Existing trees on site are to be removed, and new street trees per SDOT standards are to be provided on Delridge Way SW and 18th Ave SW.

ZONING ANALYSIS

As of early 2019, the site has been upzoned from C1-40 to NC3-55 (M). This means that the site has a maximum building height of 55’ and mandatory housing affordability (MHA) standards are in effect. Multifamily residential and commercial uses are allowed as well as on-site parking. However, no parking is required due to the site's location in the Westwood-Highland Park Urban Village and its proximity to public transportation routes. *See ‘Zoning Data’ on page 20 for more specific information.*

TRANSPORTATION

Delridge Way SW is a principle arterial that serves multiple bus routes. Route 60 provides access to downtown Seattle while route 128 provides local access in West Seattle south towards Southcenter. 18th Avenue SW is a local access street with no bus routes. There is designated bicycle lanes on 16th Avenue connecting, and shared bike/bus/auto lanes are on Delridge. SDOT is planning to includes bike lanes on Delridge Way SW (see page 7).

NEIGHBORHOOD DESIGN

The surrounding neighborhood has some common building typologies. Our site and to the east and northeast is primarily 3-story townhouses. To the southwest across Delridge is primarily single family homes across Delridge Way SW. 1-story retail is also a predominant typology found in the area starting from White Center and continues up north along Delridge in a less concentrated manner. Some newer 4-story mixed-use apartments with more modern aesthetics have recently been developed just to the north along Delridge. These structures, both new and old, are mostly low-rise and vary between one-story to four-stories tall. With the exception of local churches in the area, the proposed project with its recent upzone will be the tallest building in the near vicinity.

DEVELOPMENT SUMMARY (PREFERRED OPTION 3)

LEVEL	GROSS SF	FAR SF	RESIDENTIAL GSF	COMMERCIAL GSF	RESIDENTIAL UNIT COUNT	PARKING STALLS	BIKE STALLS
ROOF	546	461	546	-	-	-	-
5	9,229	8,926	9,229	-	14	-	-
4	9,553	9,231	9,553	-	15		
3	9,553	9,231	9,553	-	15	-	-
2	9,553	9,231	9,553	-	15	-	-
1	12,460	12,164	6,683	5,777	-	-	70
P1	12,281	-	12,281	-	-	25	-
TOTAL	63,175 SF	49,244 SF	57,398 SF	5,777 SF	59 Units	25 Stalls	70 Stalls

3.0 SUMMARY OF PUBLIC OUTREACH

COMMUNITY OUTREACH SUMMARY

As part of the Department of Neighborhoods requirements for community outreach, the design team opted to engage in a ‘high-impact’ method to spread awareness of the proposed project. This method includes a printed, digital, and in-person means to discuss the project with its neighbors and to gain valuable insight on any concerns they have and what they’d like to see in the development.

		HIGH-IMPACT	OUTREACH PROPOSED	OUTREACH CONDUCTED
PRINTED	c	<ul style="list-style-type: none"> Direct mailings to all residences and business within approximately 500 ft. radius of the proposed site. 	<ul style="list-style-type: none"> A folded mailer will be sent to residences and businesses within an approximately 500 ft radius of the proposed site, including apartments and other multi-family buildings. The mailer will include information about the project and associated webpage, hotline, and online survey. The mailer will be sent 21 days before the survey closes and will included information in Spanish. 	<ul style="list-style-type: none"> June 22, 2020 - August 14, 2020
DIGITAL/ ELECTRONIC	a	<ul style="list-style-type: none"> Online survey 	<ul style="list-style-type: none"> The online survey will include basic background information on the project and ask questions inteded to solicit priorities and concerns from community members. The survey will be available for 3-4 weeks and will be available in Spanish. 	<ul style="list-style-type: none"> June 22, 2020 - July 15, 2020
	b	<ul style="list-style-type: none"> Project hotline 	<ul style="list-style-type: none"> The project hotline will include recorded, current information about the project, how to find the webpage, info on the online survey, and the option to leave a voicemail. Outreach team members will return calls. The hotline will be available for 6-8 weeks and will be available in Spanish. 	<ul style="list-style-type: none"> June 22, 2020 - August 14, 2020
		MULTI-PRONG		
	a	<ul style="list-style-type: none"> Basic Project Webpage 	<ul style="list-style-type: none"> The project webpage will have information about the project and its design considerations, as well as an opportunity for community members to share feedback via and embedded online survey. The webpage will be available for 6-8 weeks and will be available in Spanish. 	<ul style="list-style-type: none"> June 10, 2020 - August 14, 2020
	b	<ul style="list-style-type: none"> Email to Community Organizations 	<ul style="list-style-type: none"> Email sent to distribution list that included community organizations identified by DON. The email will introduce the project, information about the webpage, hotline, and online survey, and an attached project factsheet. The email will be sent 21 days before the survey closes. 	<ul style="list-style-type: none"> June 22, 2020 - August 14, 2020

METHOD 1: PRINTED

Fliers were mailed to every resident and business in a 500 foot radius around the site to inform the neighborhood about the site, information pertaining to its proposed development and a link to the project webpage, hotline, and online survey.

COMMUNITY OUTREACH MAILER

New development is on the way: Weigh in early!

Nueva urbanización está en camino: ¡Comparta su opinión temprano!

Contact Us: Kate Graham
 Email | Correo electrónico: 18thAveSWProject@Cascadiaconsulting.com
Contactanos: Project Hotline | Teléfono: 206-337-7374



**9218
18th Ave SW**

We want to hear from you!
¡Queremos escucharlos!

Visit the project webpage to learn more and take the early design survey:

 Para obtener más información y realizar una encuesta de opinión sobre el diseño del proyecto, visite:

18thAveSWearlydesign.com



ARSENE
CONSTRUCTION

Go online to share your feedback on the redevelopment of 9218 18th Ave SW.
Any information collected may be made public.

Visita la pagina web para compartir su opinión sobre la reurbanización de 9218 18th Ave SW.
Cualquier información recopilada puede hacerse pública.

➔ 18thAveSWearlydesign.com

The proposed 5 story mixed-use apartment building will include ground floor commercial space, 76 residential units, a below grade parking lot, bike parking, and an outdoor courtyard.

El edificio de apartamentos de uso mixto de 5 pisos propuesto incluirá un espacio comercial en la planta baja, 76 unidades residenciales, un estacionamiento debajo del grado, estacionamiento para bicicletas y un patio al aire libre.

3.0 SUMMARY OF PUBLIC OUTREACH

METHOD 2: DIGITAL/ELECTRONIC

1. Online Survey: An online survey was created to accompany the distributed fliers and in-person meeting and remained open from June 22 to July 15 2020. 9 people responded to the survey citing concerns over affordability, sustainability, local businesses, pedestrian accessibility, parking and safety.

CONCERNS

- It may feel out of scale with the other buildings nearby
- Driving and parking will become more difficult
- Pricing of the units in the building
- This is a racially diverse neighborhood and projects of this scale typically bring homogenous renters

COMMENTS

- Would like to see a ground floor commercial retailer
- Many families with children live in this area, and an outdoor play areas would be nice
- There is a lack of parking in the neighborhood

2. Project Hotline: The project hotline phone number was set up and launched on June 16, 2020 and was listed on web and print materials. The outgoing voicemail message was recorded in English and Spanish, but no voicemails were received during the project. The project hotline email address was also listed on web and print materials and was used to sending emails to community organizations.

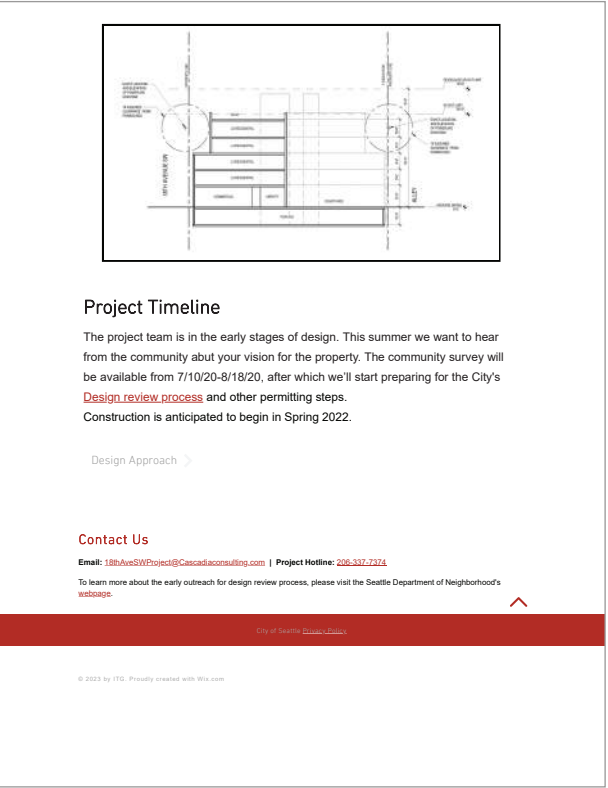
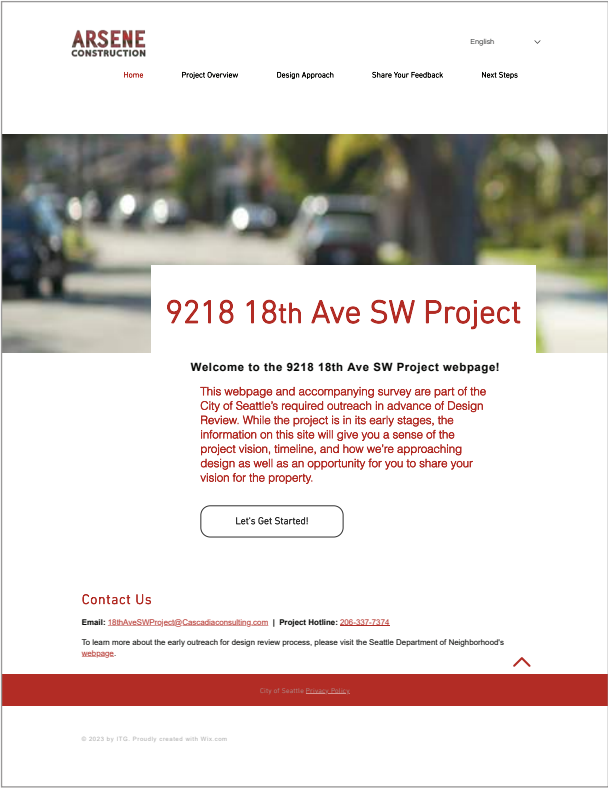
No voicemails from the residents or community organizations were received during outreach.

3. Basic Project Webpage: The project website was launched on July 10, 2020. The website included a project overview, design approach, hotline information and the ability to take the feedback survey. All pages were translated to English.

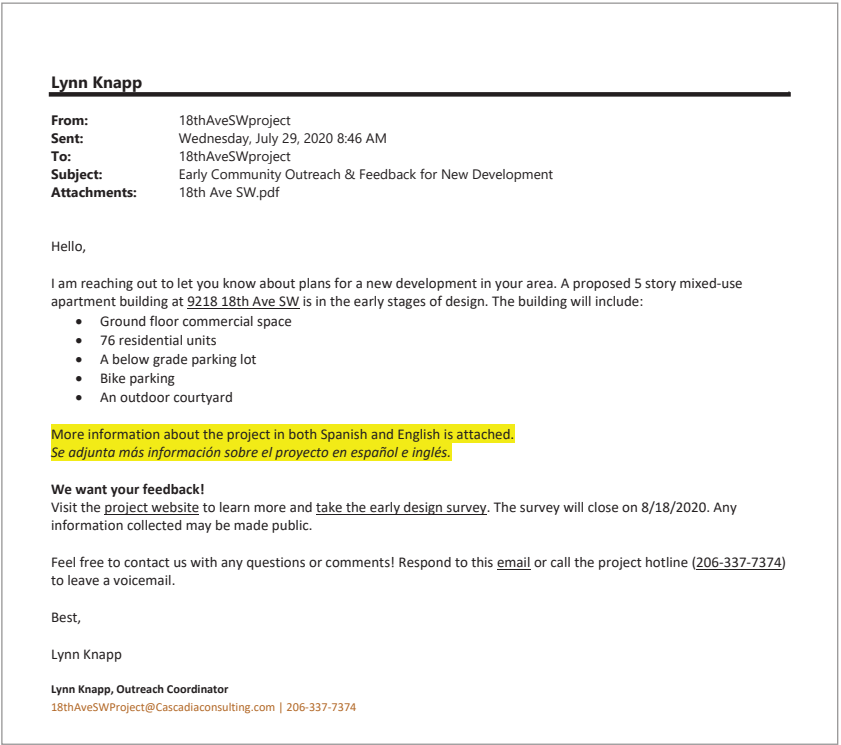
4. Email to Community Groups: An email was sent inviting community organizations to provide feedback on the project to 17 organizations on July 29, 2020. The email included a PDF of the direct-mail postcard.

No emails from community organizations were received during outreach.

SNAPSHOT OF PROJECT WEBPAGE



EMAIL TO COMMUNITY GROUPS



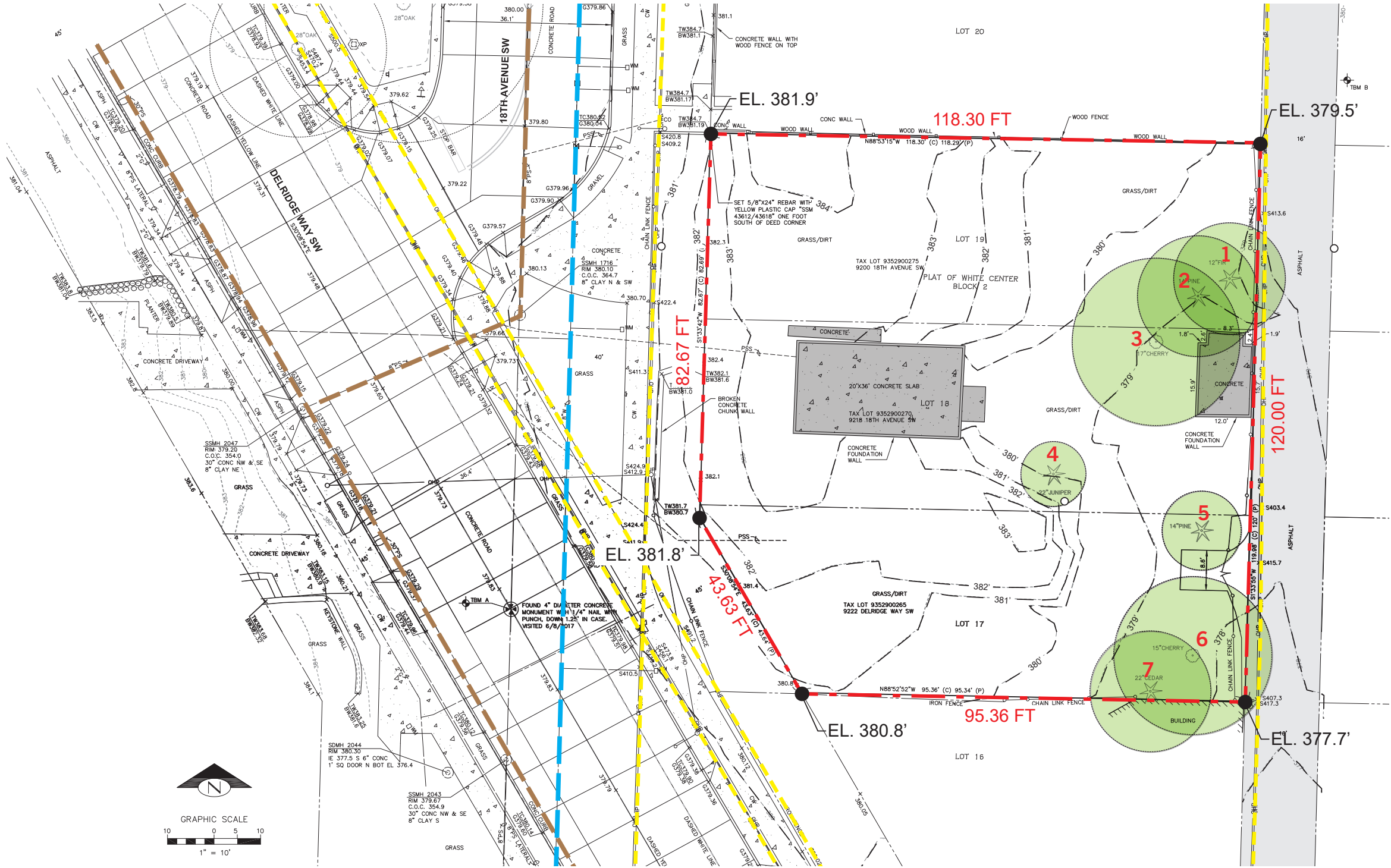
4.0 SURVEY / TREE SURVEY

KEY

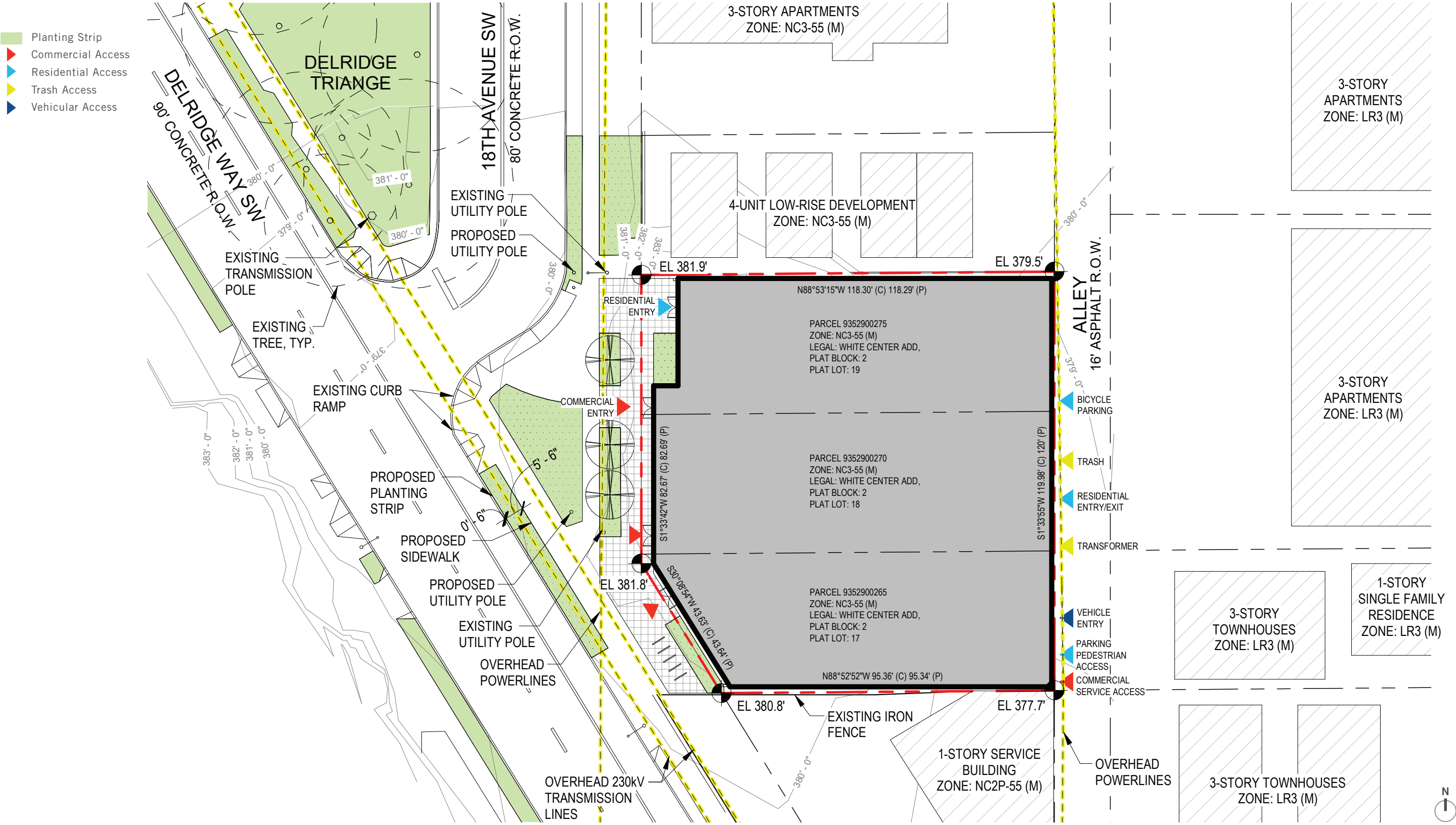
- Existing Concrete Footing
- Existing Trees
- Alley
- Property Lines
- Overhead Power lines
- Water Lines
- Sewer Lines

TREE SURVEY

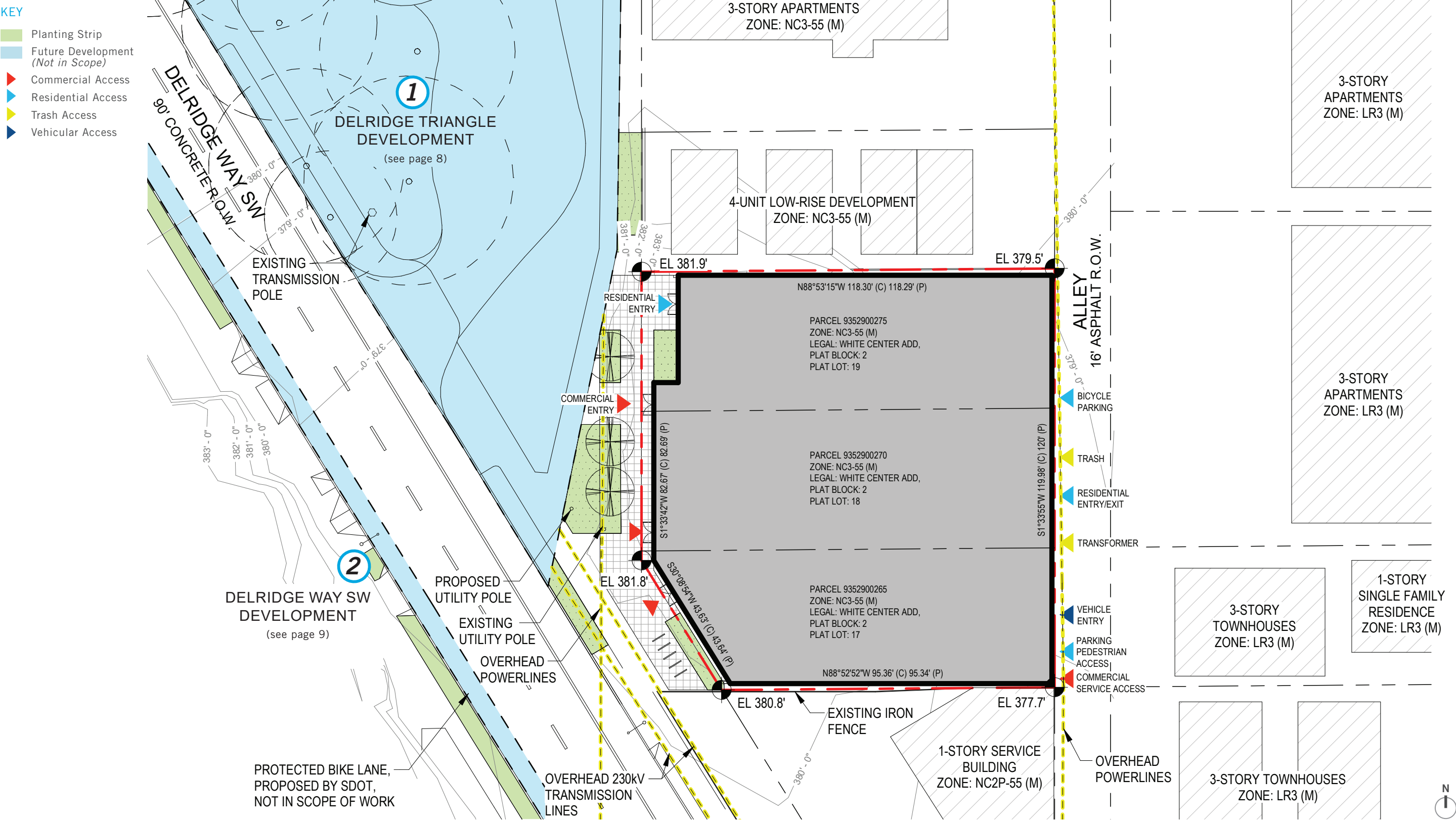
- 1. 12" Fir
- 2. 14" Pine
- 3. 17" Cherry
- 4. 22" Juniper
- 5. 14" Pine
- 6. 15" Cherry
- 7. 22" Cedar



4.0 SITE PLAN



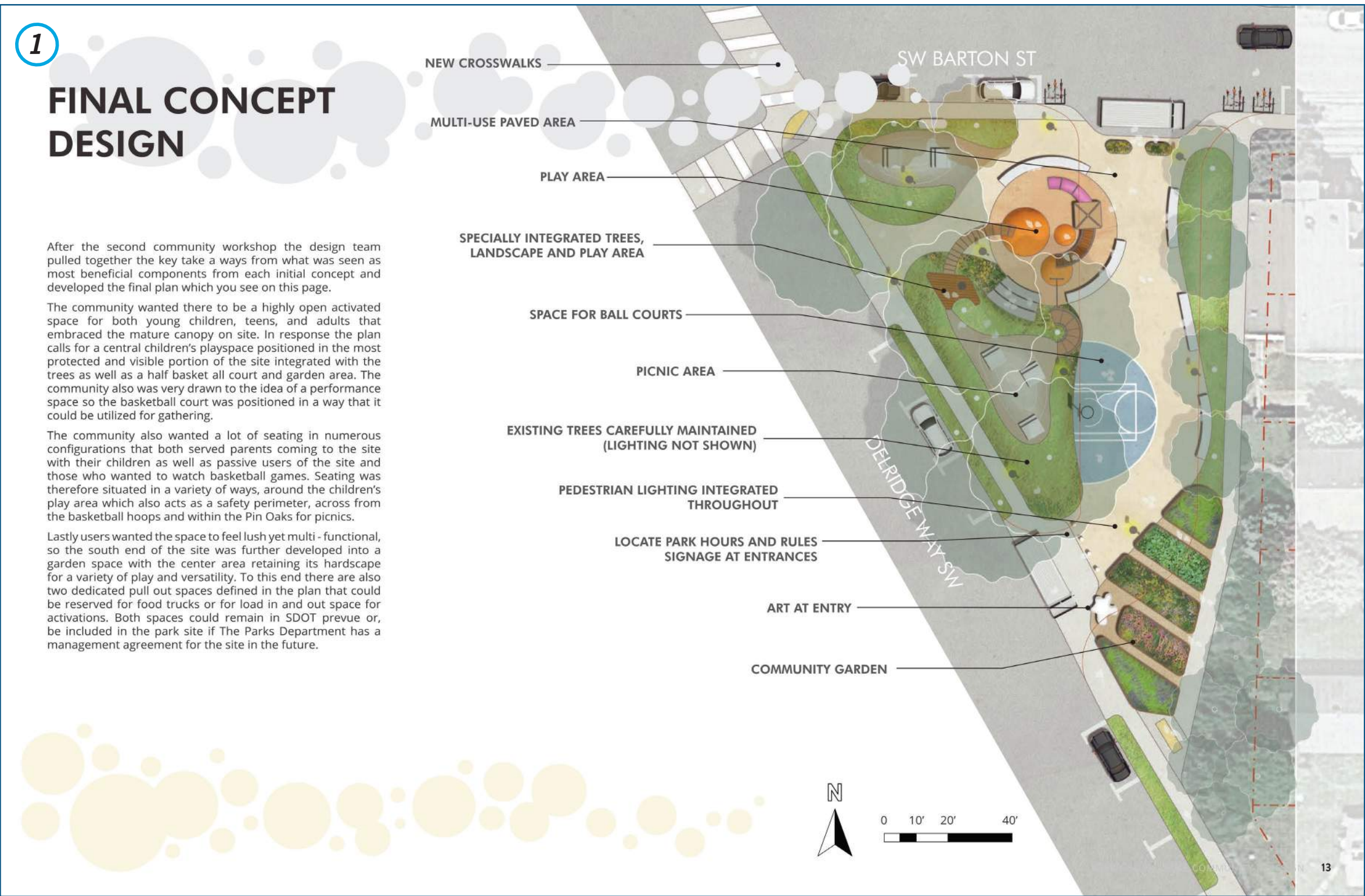
4.0 SITE PLAN WITH FUTURE DEVELOPMENT



4.0 FUTURE DELRIDGE TRIANGLE DEVELOPMENT

DELRIDGE TRIANGLE DEVELOPMENT

The Delridge Triangle is the plot of land located west of the site across 18th Ave SW. It is currently the property of SDOT, but plans have been made by members of the neighborhood to push for Seattle's Parks and Recreation administration to purchase the land and revitalize it as Seattle's newest park. The imagery shown here was created by a consulting firm (Makers) for the Friends of the Delridge Triangle, a local committee, and was provided to us to show how the Triangle could look after redevelopment. This is only shown as a reference and the project team will coordinate with SDOT as the Delridge Triangle development progresses.



PROPOSED DELRIDGE TRIANGLE DESIGN (SLIDE PROVIDED BY MAKERS)

4.0 FUTURE DELRIDGE WAY SW DEVELOPMENT

DELRIDGE WAY SW DEVELOPMENT

SDOT also has separate plans to make street improvements along Delridge Way SW which include adding a dedicated bike lane and a transit island west of the site. SDOT began construction on this project in June 2020 and plans to be finished sometime in 2022.

2

APPENDIX A. RAPIDRIDE DELRIDGE IMPROVEMENTS

Seattle Department of Transportation (SDOT) is planning street improvements and rechannelization on Delridge Way in conjunction with King County Metro's project to upgrade Route 120 to the new RapidRide H Line. These street improvements include repaving, bus lanes, bike lanes, new bus stops, landscaping, sidewalks and concrete driveway replacements. The entire length of Delridge Way within Seattle city limits is included in this program, including areas that will not be served by RapidRide H. RapidRide H will leave Delridge Way at SW Barton Pl to serve the Westwood area before continuing south through White Center.

As of July, 2019, planning for these improvements is still underway. Thirty percent designs were presented to the public in May, depicting a new protected bike lane and removal of street parking on the southbound side of Delridge Way. A new “island” bus stop for routes 60 and 128 will be constructed opposite the triangle, between the bike and traffic lanes. These are draft designs that will continue to change as the planning process moves forward. Construction is expected to begin in early 2020; Rapidride service is scheduled to begin in 2021.

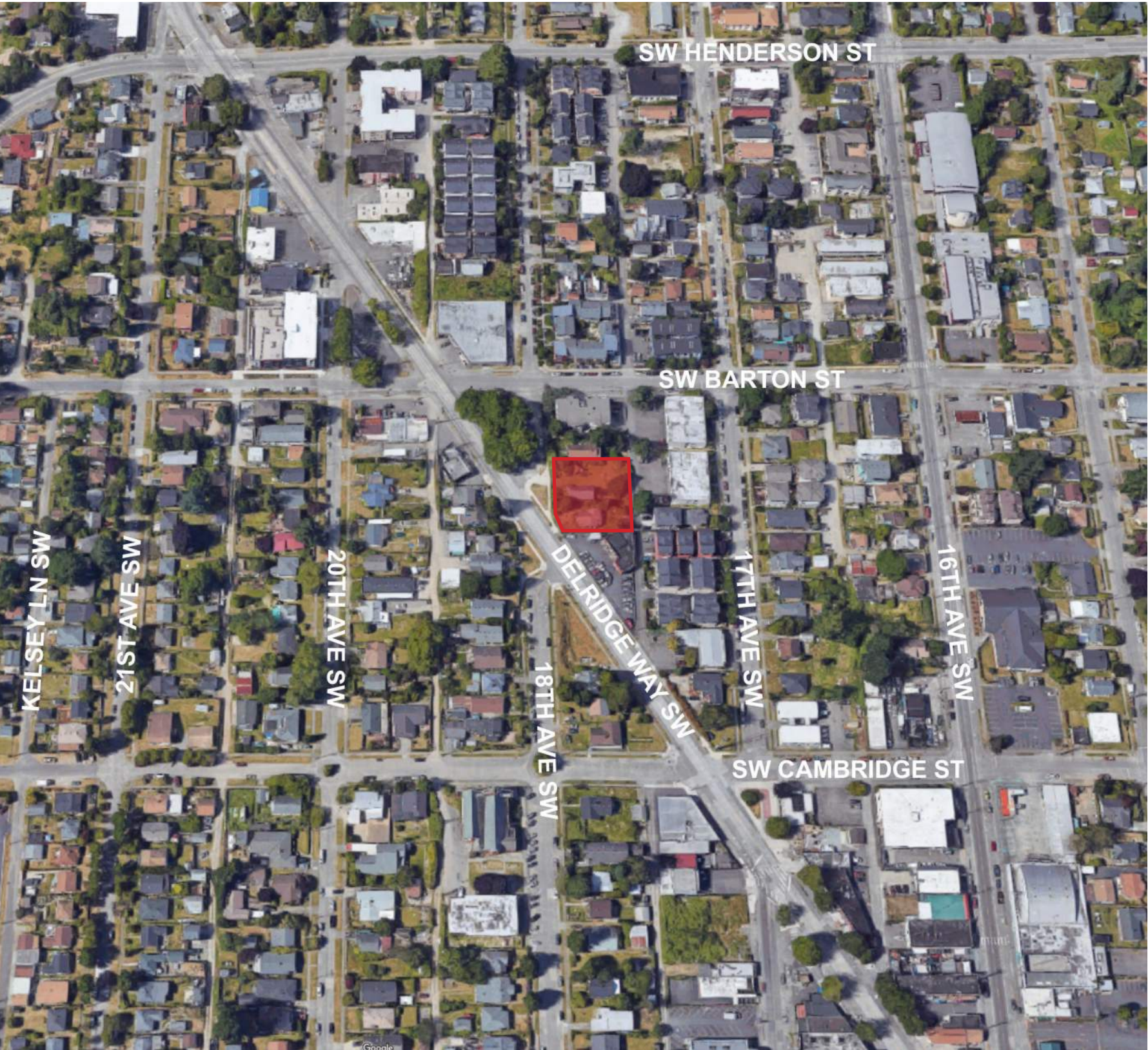


30% Street Design Channelization Plan

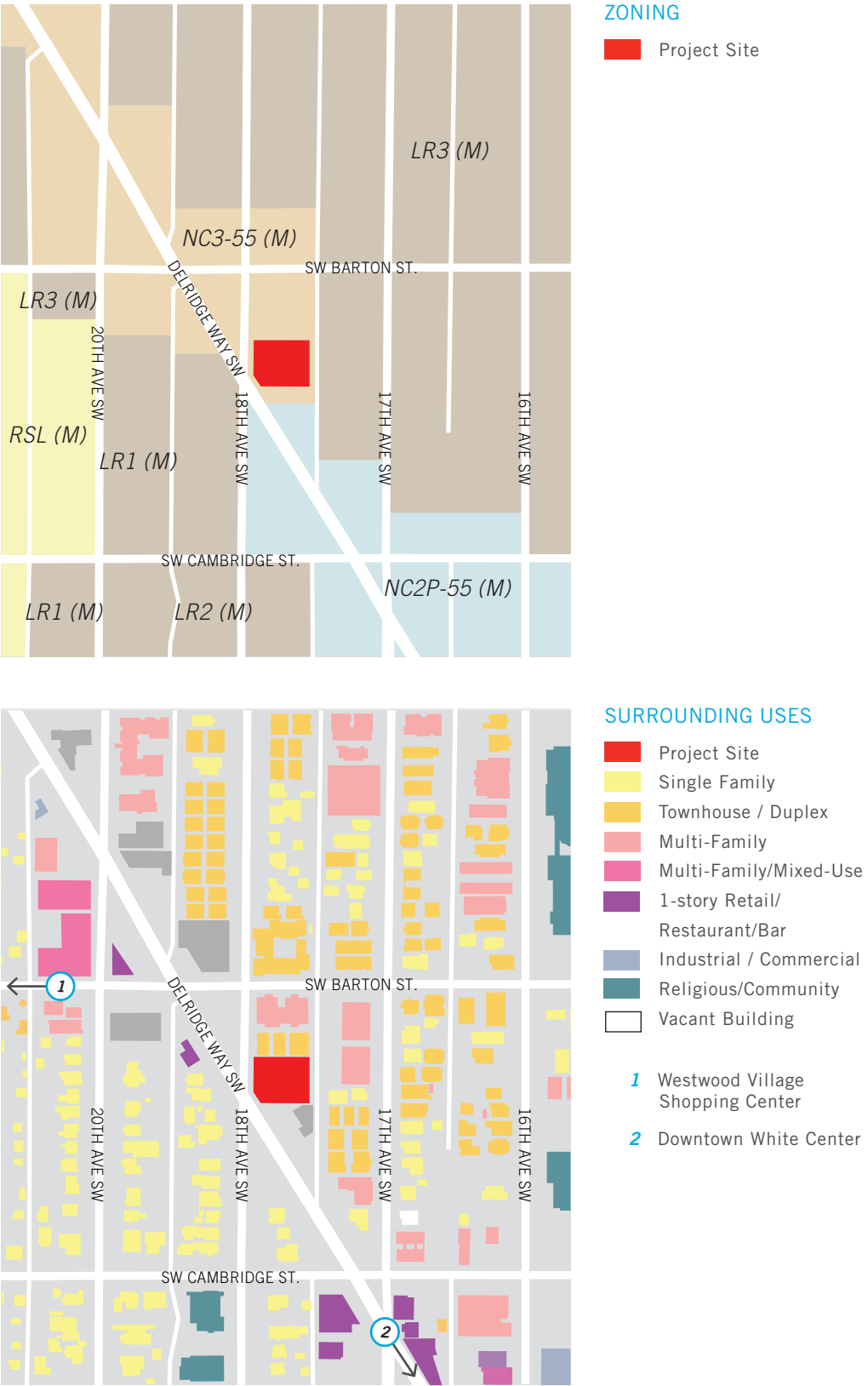


30% Street Design Paving Plan

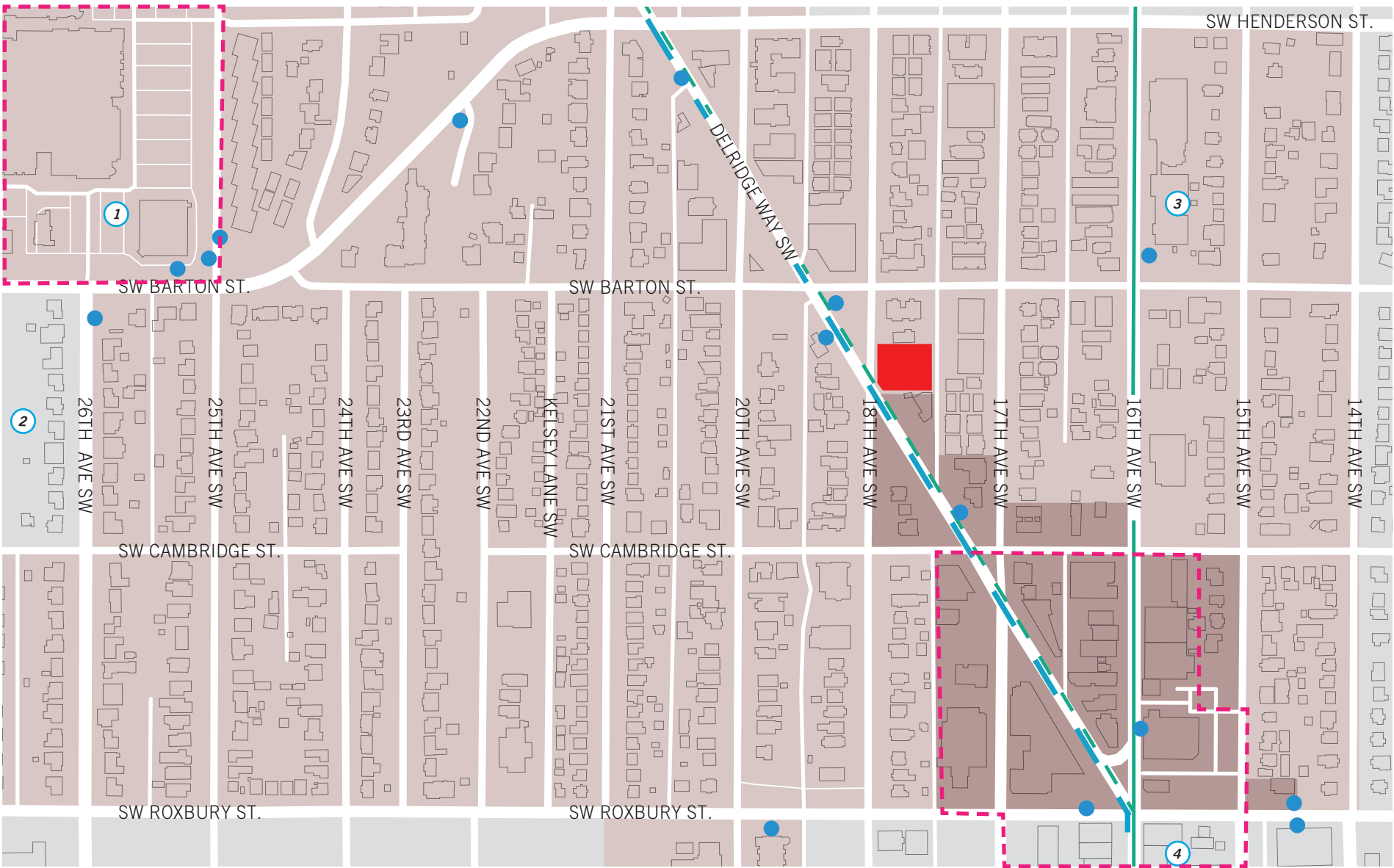
5.0 URBAN DESIGN ANALYSIS



AXONOMETRIC MAP (GOOGLE EARTH)



5.0 URBAN DESIGN ANALYSIS



- VICINITY MAP KEY
- Project Site
 - Westwood-Highland Park (Residential Urban Village)
 - Pedestrian Designated Zone
 - Dedicated Bike Lanes
 - Bike & Car Lane shared
 - Future Rapid Ride Bus Line 'H'
 - Bus Stops
 - View (Images Below)
 - Shopping/ Retail/ Restaurant/ Area

COMMUNITY NODES & LANDMARKS



1 WESTWOOD VILLAGE
0.6 MILES FROM SITE



2 ROXHILL PARK
0.7 MILES FROM SITE



3 SALVATION ARMY COMMUNITY CENTER
0.2 MILES FROM SITE

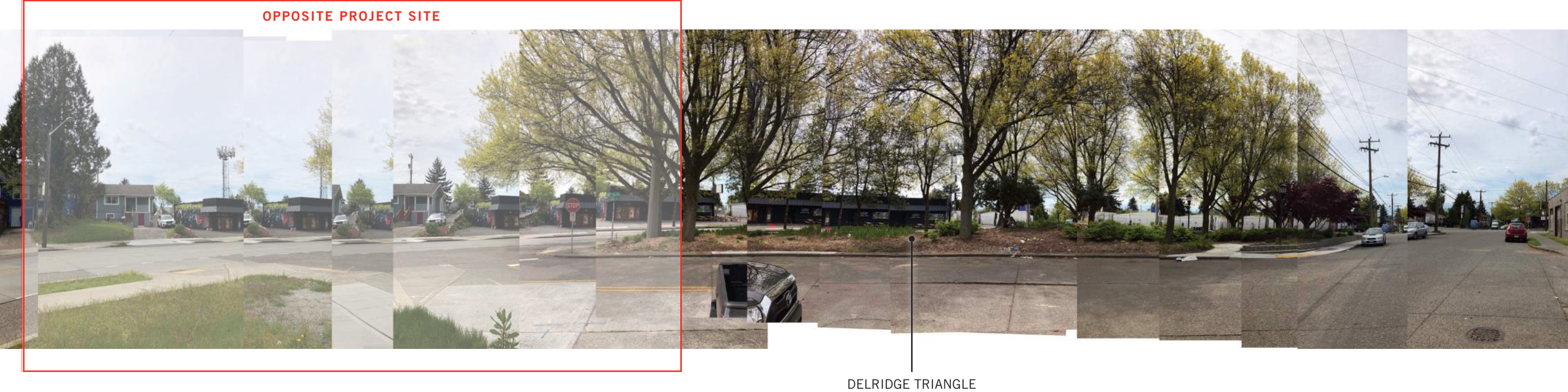


4 DOWNTOWN WHITE CENTER
0.4 MILES FROM SITE

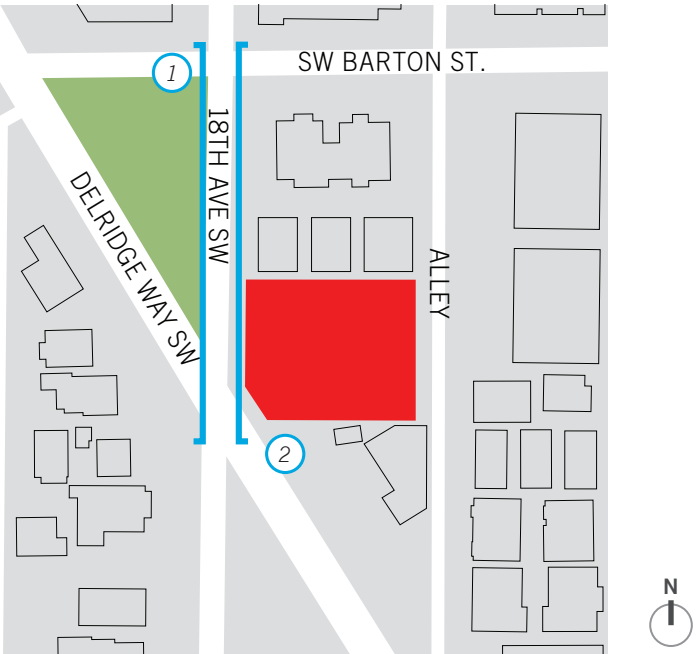
5.0 URBAN DESIGN ANALYSIS

STREETSCAPES

1 18TH AVE SW LOOKING WEST



2 18TH AVE SW LOOKING EAST



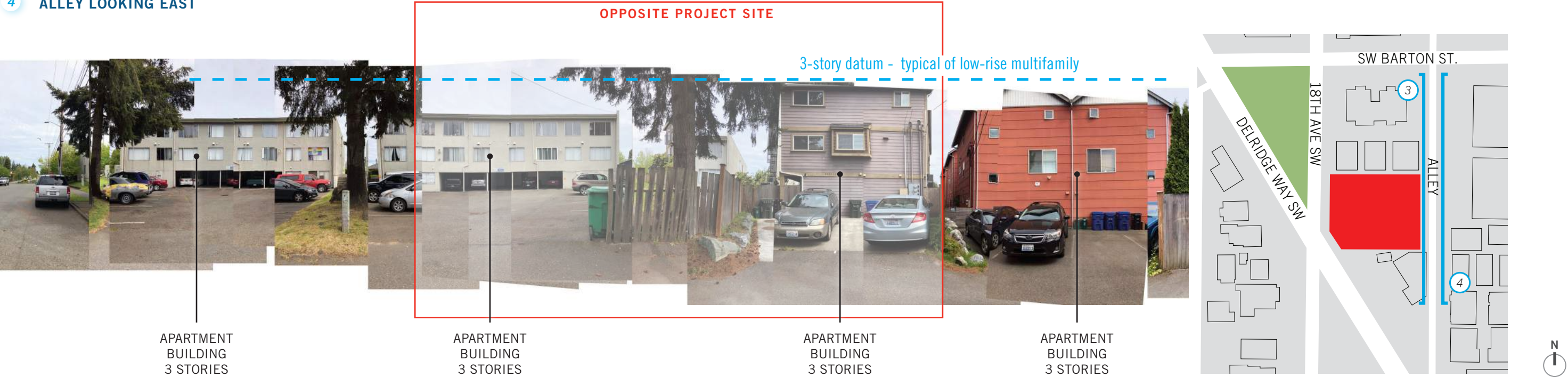
5.0 URBAN DESIGN ANALYSIS

STREETSCAPES

3 ALLEY LOOKING WEST



4 ALLEY LOOKING EAST



5.0 URBAN DESIGN ANALYSIS

STREETSCAPES

1 DELRIDGE WAY SW LOOKING WEST



2 DELRIDGE WAY SW LOOKING EAST



5.0 URBAN DESIGN ANALYSIS

NEIGHBORHOOD DESIGN CUES

Surrounding uses include many two & three-story townhomes, some new 4-story mixed-use multifamily structures, a lot of single family homes, and 1-story retail buildings fronting Delridge Way. The new multifamily housing are predominantly three & 4-story structures that create a defined urban edge by building up close to the property line and zoning setbacks. These are more contemporary in design and most do not have pitched roofs. They have a palette of materials which we can draw from. The area also has a lot of 1-story retail buildings that are very pedestrian friendly and have active uses. Since the project is directly adjacent to the Pedestrian Designated Zone, we will respond to this building scale and use in our design. Access to new buildings is primarily from alleys in the area.



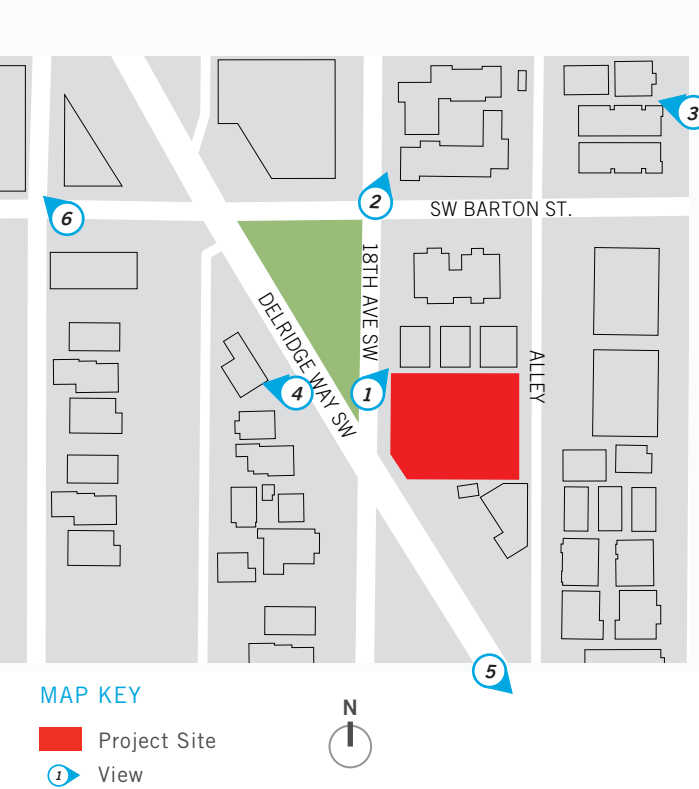
1 3-STORY RESIDENTIAL DEVELOPMENT ADJACENT TO SITE



2 3-STORY TOWNHOUSES NORTH OF SITE



3 3-STORY TOWNHOUSES NORTH OF SITE



4 1-STORY RETAIL / SOCIAL CLUB



5 1-STORY RETAIL/ BAKERY & RESTAURANTS



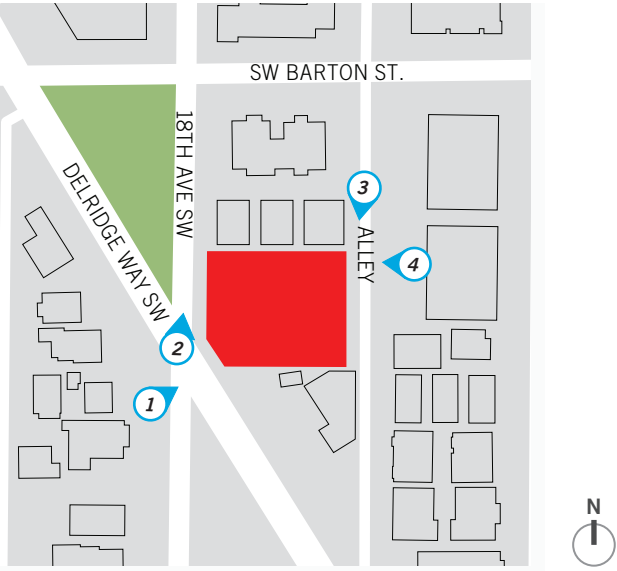
6 4-STORY APARTMENTS NORTHWEST OF SITE

5.0 URBAN DESIGN ANALYSIS

SITE PHOTOS

The following photos show the site’s existing conditions and surrounding context. The site previously held single family residences, which has since been removed. The site slopes roughly 3.5’ from the northwest to southeast with the northwest corner of the site the highest portion. The alley sits lower in elevation than 18th Ave SW and had been improved so no alley improvement or widening is required.

Overhead powerlines can be seen running along 18th Ave SW and the alley and Transmission Lines along Delridge Way SW and will have an impact on the proposed design in the form of setbacks. To the south of the site is an auto repair building with a chainlink fence against the property line. To the north of the site are four new townhouses which sit approximately 5’-0” from the property line and have parking along the alley. All trees onsite will be removed for construction. No street trees are currently present but are recommended along 18th Ave SW per SDOT standards.



MAP KEY

Project Site

View



1 LOOKING NORTHEAST ACROSS DELRIDGE WAY SW



3 LOOKING NORTH ON 18TH AVE SW



4 LOOKING SOUTH AT EAST LOT LINE IN ALLEY

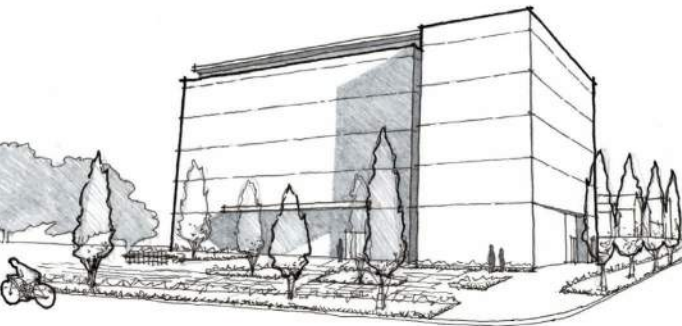
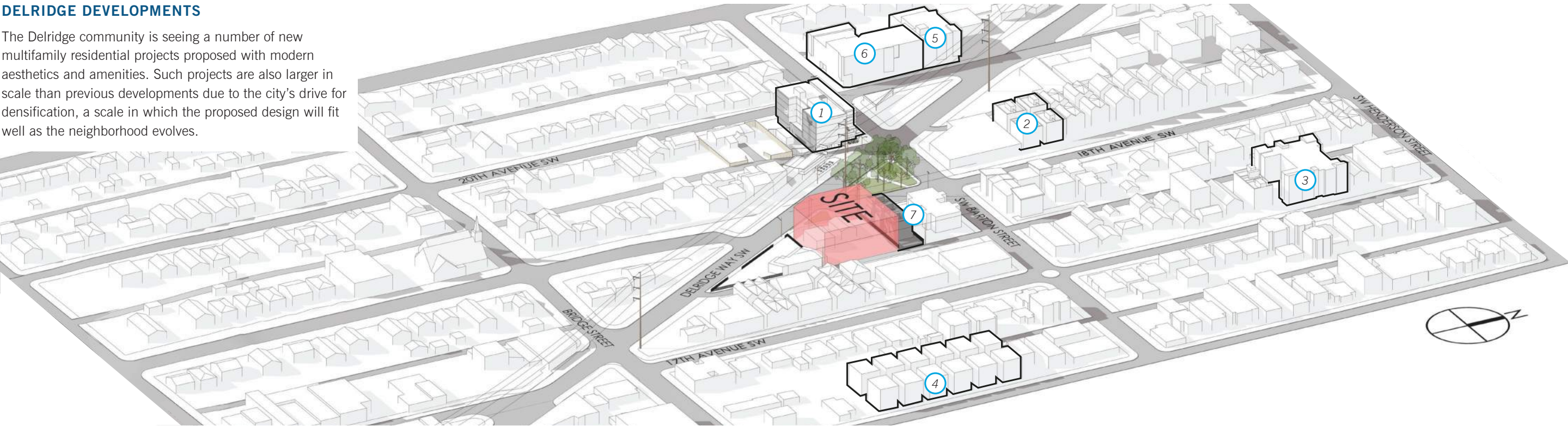


6 LOOKING WEST ALONG NORTH LOT LINE

5.0 URBAN DESIGN ANALYSIS

DELRIDGE DEVELOPMENTS

The Delridge community is seeing a number of new multifamily residential projects proposed with modern aesthetics and amenities. Such projects are also larger in scale than previous developments due to the city’s drive for densification, a scale in which the proposed design will fit well as the neighborhood evolves.



1 9201 DELRIDGE WAY SW
SDCI# 3036618



2 9043 18TH AVENUE SW
SDCI# 3020870



3 9021 17TH AVENUE SW
SDCI# 3020808



4 9217-9229 16TH AVENUE SW
SDCI# 3025717, 3026206,



5 9049 20TH AVE SW
SDCI# 3026801

FUTURE DEVELOPMENTS
AND AND DEVELOPMENTS
UNDER CONSTRUCTION
1-5

RECENTLY COMPLETED
DEVELOPMENTS
6-7



6 BLUE STONE APARTMENTS 9051 20TH AVE

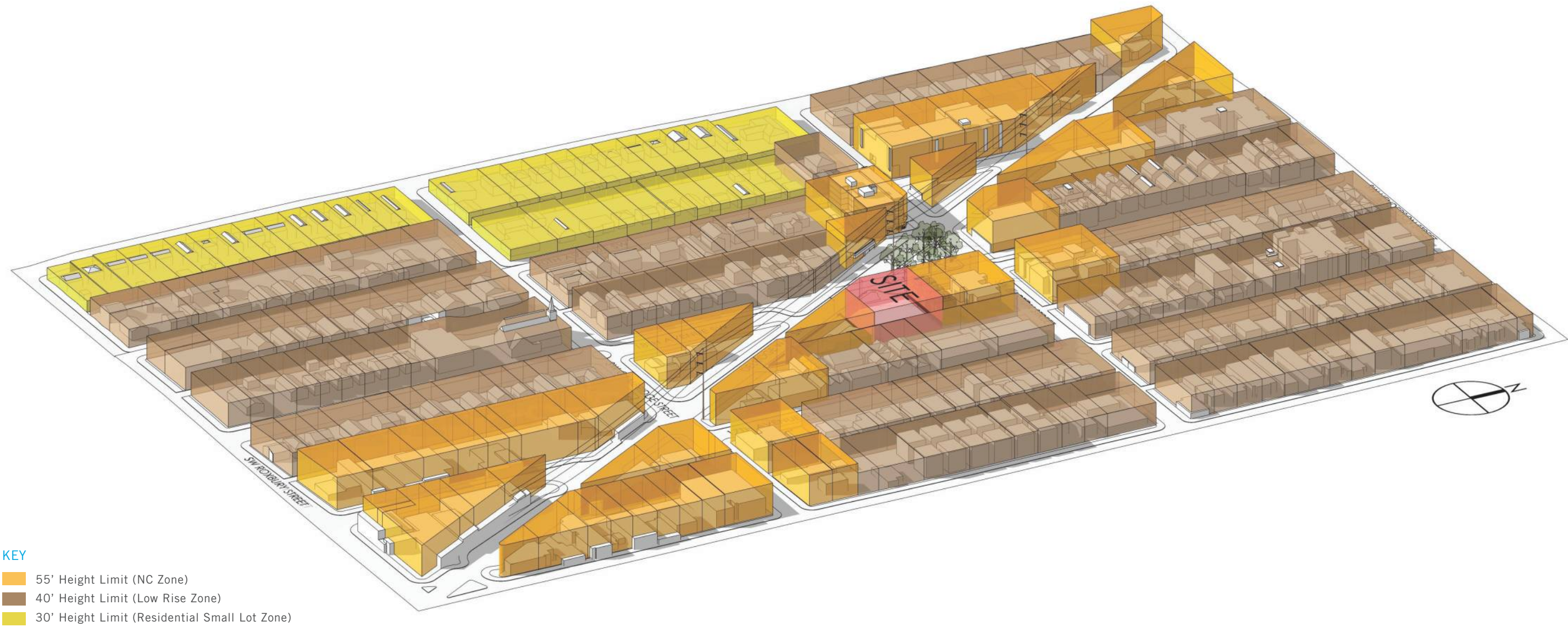


7 RESIDENTIAL DEVELOPMENT 9200 18TH AVE SW

5.0 URBAN DESIGN ANALYSIS

ZONING CONTEXT

The site is located in an area of Delridge that is comprised of multiple zones and a variety of height limits. The recently adopted 55' height limit on which the site sits is found along Delridge Ave SW. Each zoning envelope represents its parcel's development potential and how the proposed project compares relatively. Though this project will be one of the first of this size, with the recently upzoning of this area, there will soon be more projects of comparable size.



5.0 URBAN DESIGN ANALYSIS

NEIGHBORHOOD SCALES & TYPOLOGIES

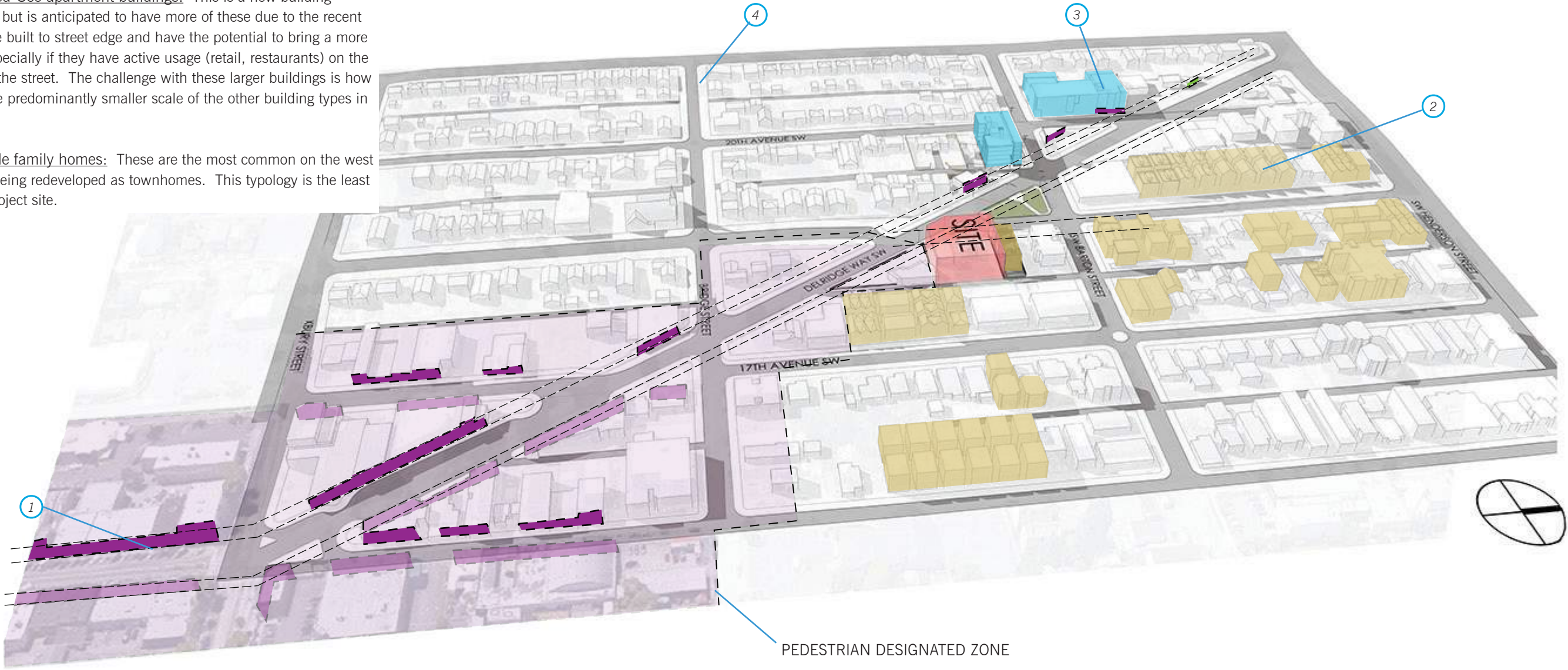
This area along Delridge Way SW has 4 common typologies & scales that are informative to potential development and this project in particular.

1) 1-story retail/restaurants: This typology has migrated north from downtown White Center along Delridge Way. Our site is just one parcel north of the Pedestrian Designated Zone, but can still use this language to continue on up Delridge on the west side. These buildings are all built aligned to Delridge and are mostly built directly on the property line to create a pedestrian friendly scale & active street frontage.

2) 3-story townhomes: These have proliferated in this area and are now the predominant building typology on the east and to the north of Delridge Way.

3) 4 to 5 story Mixed-Use apartment buildings: This is a new building typology to the area, but is anticipated to have more of these due to the recent upzoning. These are built to street edge and have the potential to bring a more urban ambience, especially if they have active usage (retail, restaurants) on the street level & facing the street. The challenge with these larger buildings is how to fit these within the predominantly smaller scale of the other building types in the area.

4) 1 to 2 story single family homes: These are the most common on the west side, but many are being redeveloped as townhomes. This typology is the least informative to our project site.



5.0 URBAN DESIGN ANALYSIS

NEIGHBORHOOD SCALES & TYPOLOGIES

This area along Delridge Way has 4 predominant building typologies & scales that are informative to potential development and this project in particular.

1-story retail/restaurants: This typology has migrated north from downtown White Center along Delridge Way. Our site is just one parcel north of the Pedestrian Designated Zone, which requires active uses fronting Delridge. This language actually continues up Delridge Way on the west side even past the pedestrian zone. These buildings are all built aligned to Delridge and are mostly built directly on the property line to create a pedestrian friendly scale & active street frontage.



3-story townhomes: These have proliferated in this area and are now the predominant building typology on the east and to the north of Delridge Way.



5.0 URBAN DESIGN ANALYSIS

NEIGHBORHOOD SCALES & TYPOLOGIES

4 to 5 story Mixed-Use apartment buildings: This is a new building typology to the area, but is anticipated to have more of these due to the recent upzoning. These are built to street edge and have the potential to bring a more urban ambience, especially if they have active usage (retail, restaurants) on the street level & facing the street. The challenge with these larger buildings is how to fit these within the predominantly smaller scale of the other building types in the area.



1 to 2 story single family homes: These are the most common on the west side, but many are being redeveloped as townhomes. This typology is the least informative to our project site.



5.0 URBAN DESIGN ANALYSIS

SITE CONSTRAINTS:

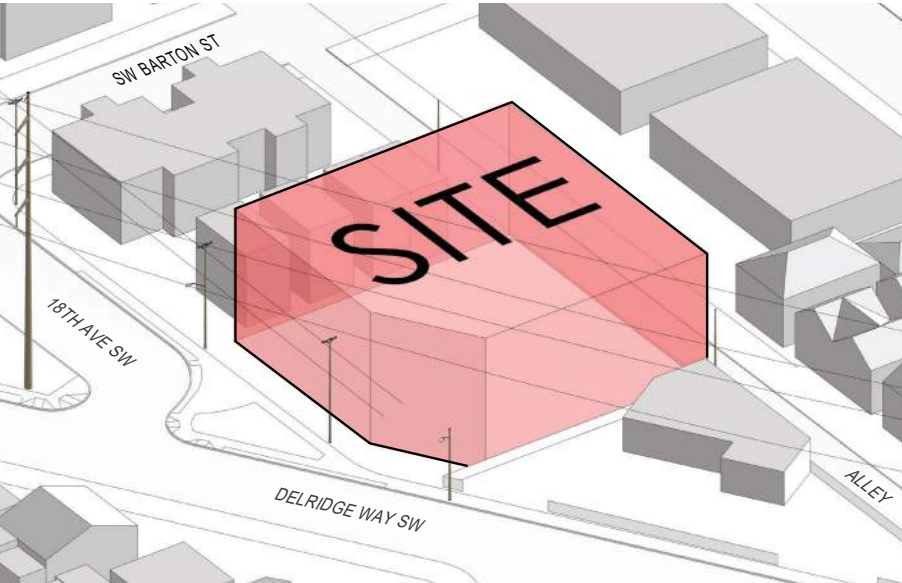
POWERLINE SETBACKS AND FAR

Due to the powerline setbacks on three sides of the site, the maximum zoning envelope is primarily decreased significantly on the east side of the site, as well as on the west and southwest side of the site. While technically the site could still be built out to meet FAR, after these setbacks are in place, in order to maximize units layouts and core locations, the square footage is dramatically decreased.

DESIGN PROCESS

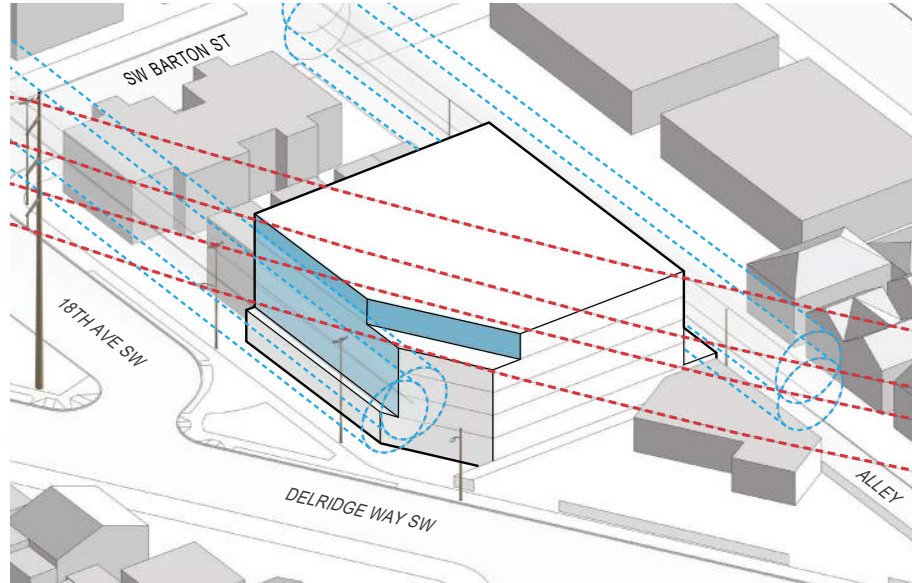
STEP 1: BUILD OUT TO ZONING ENVELOPE

SITE AREA: 13,772 sf
ALLOWABLE FAR: 3.75 (51,645 sf)



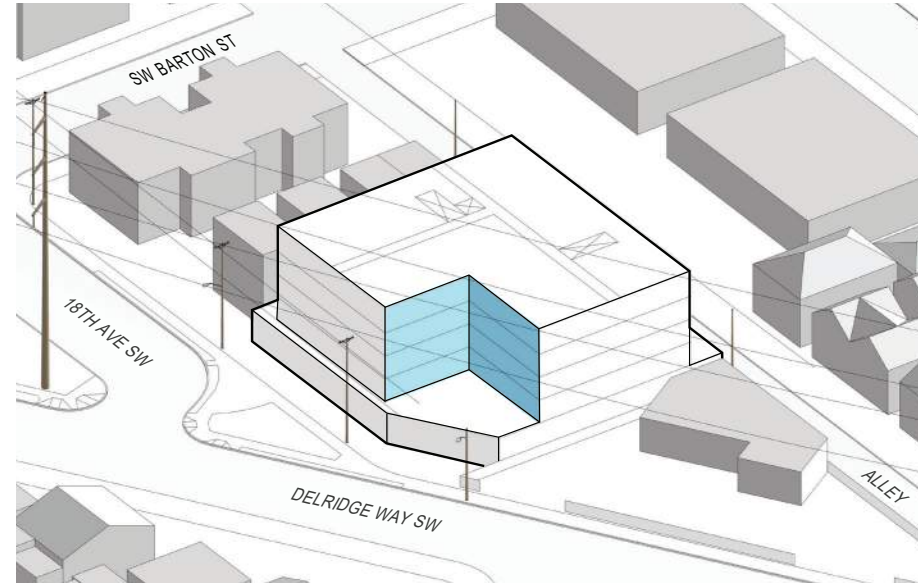
STEP 2: SETBACK FOR POWERLINES

MAX AREA WITH SETBACKS:
59,518 sf

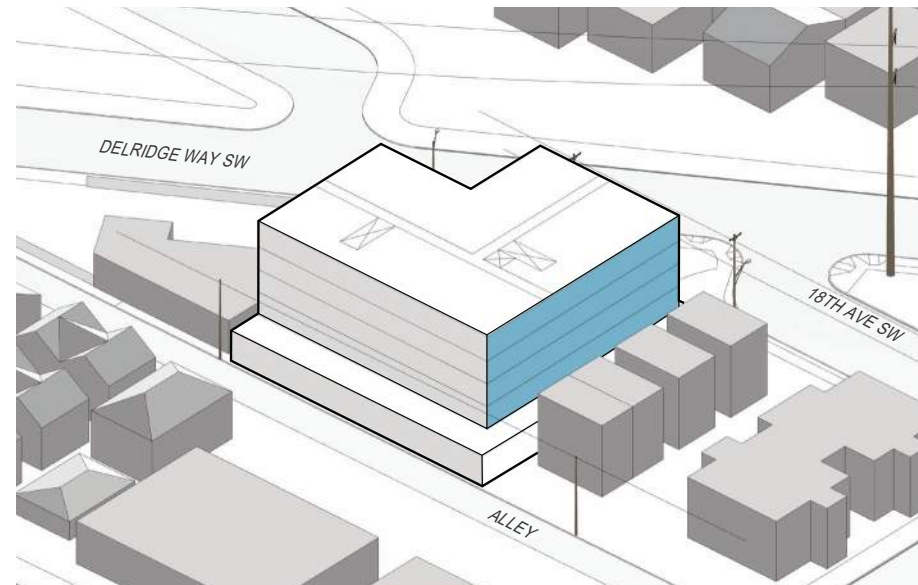
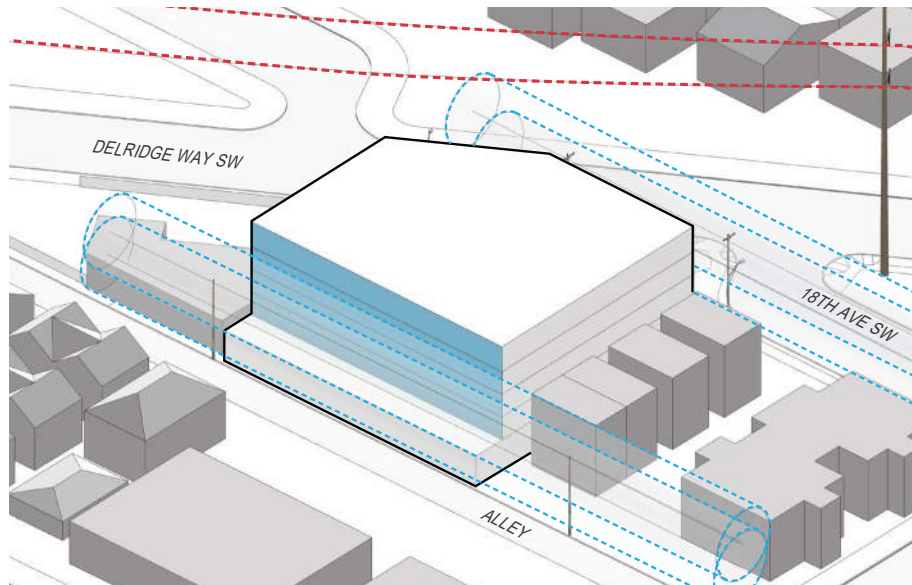
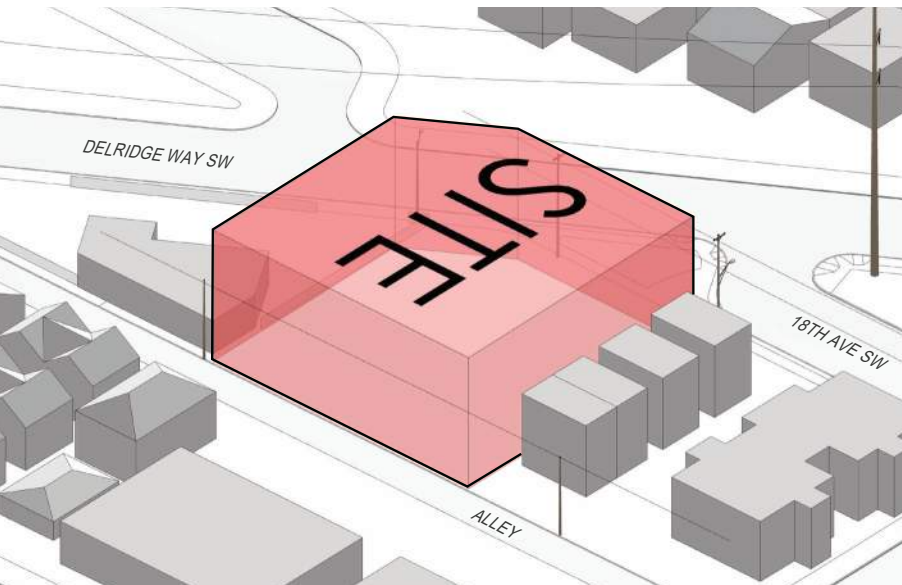


STEP 3: REFINE GEOMETRIES FOR UNIT OPTIMIZATION

MAX AREA WITH UNIT OPTIMIZATION:
49,000 sf



AXONOMETRIC VIEW FROM SOUTHWEST

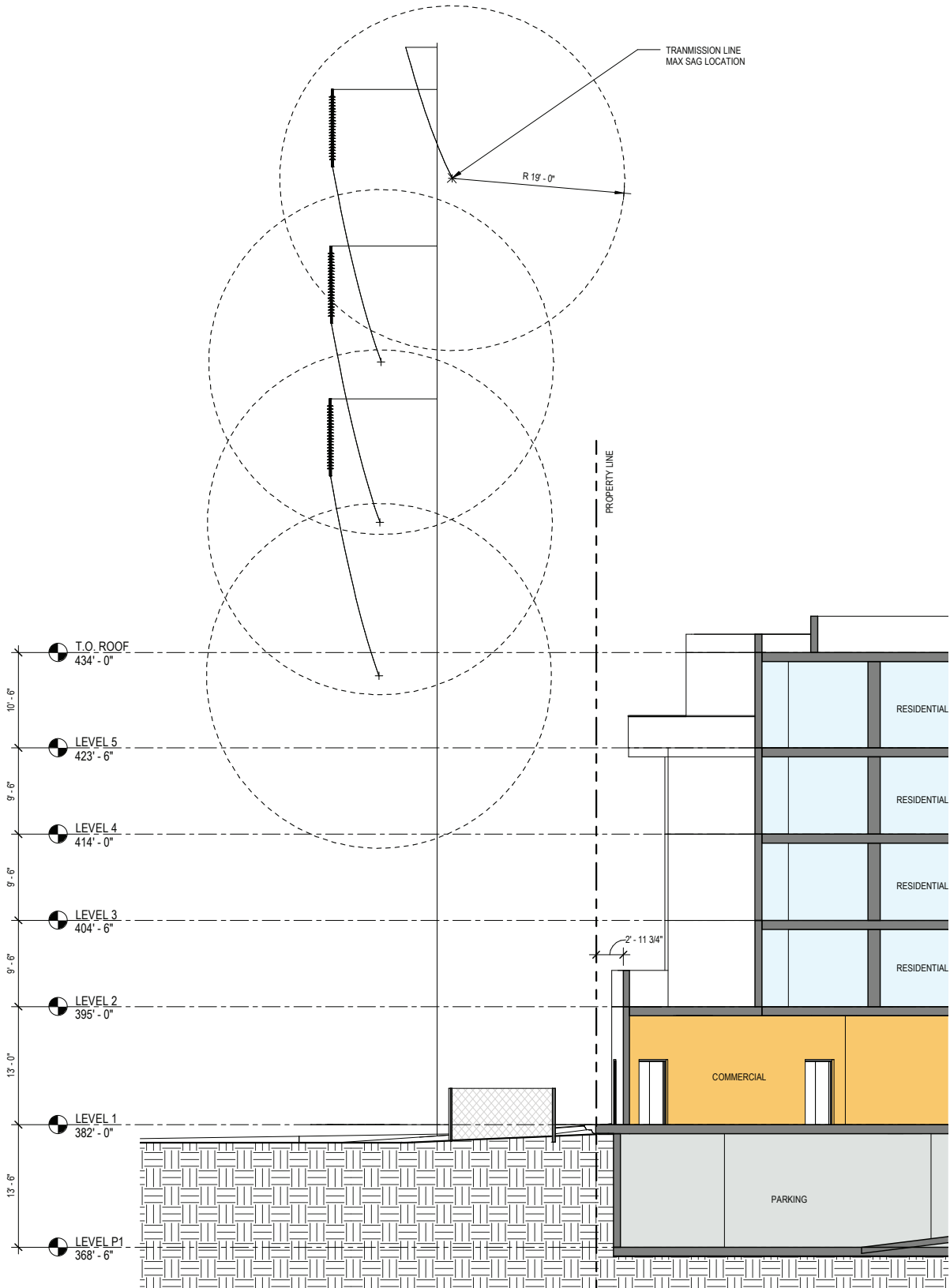


AXONOMETRIC VIEW FROM NORTHEAST

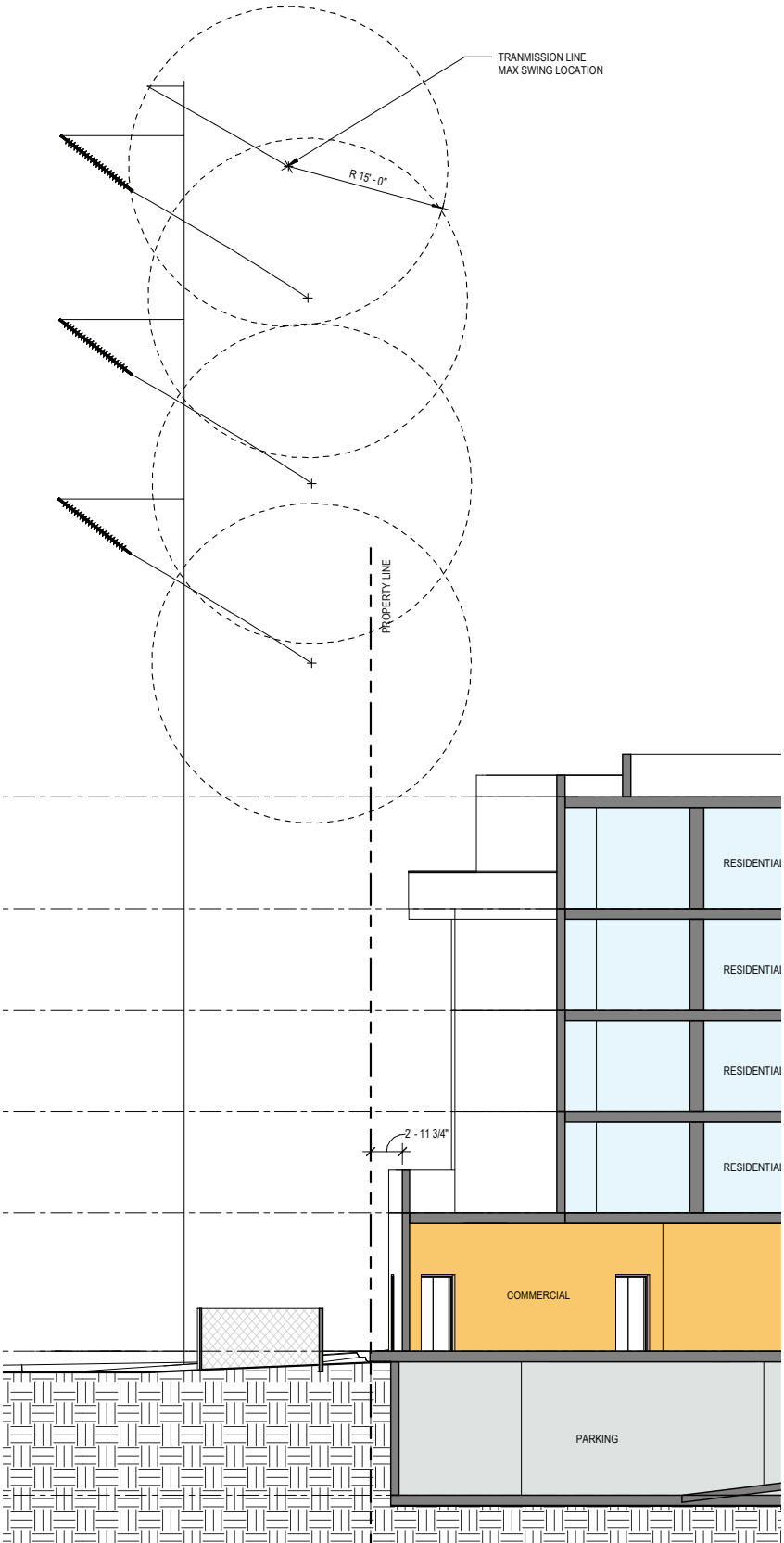
5.0 URBAN DESIGN ANALYSIS

SITE CONSTRAINTS:

TRANSMISSION LINES ALONG
DELRIDGE WAY



MAX SAG

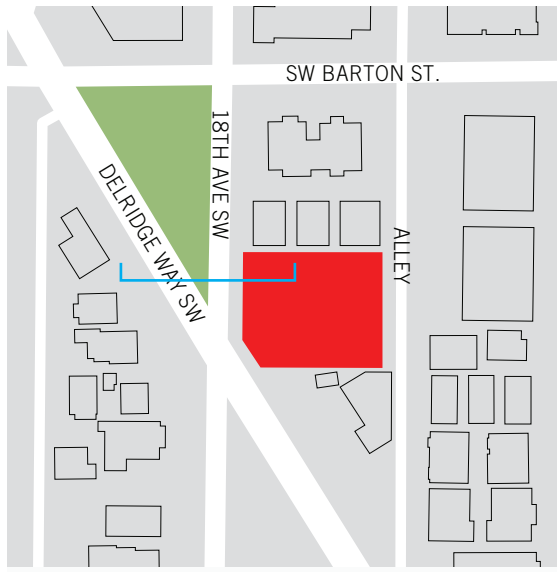


MAX SWING

5.0 URBAN DESIGN ANALYSIS

SITE CONSTRAINTS:

POWERLINES ALONG 18TH AVE
AND ALLEYWAY



6.0 ZONING DATA

ZONE: NC3-55 URBAN VILLAGE: WESTWOOD-HIGHLAND PARK RESIDENTIAL

APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	OPTION 1	OPTION 2	OPTION 3 (PREFERRED)
Uses Permitted	23.47A.004	Table A	Eating and Drinking Establishments, Office, Sales and Service, Live Work Units, Residential Uses, Lodging: Permitted	√	√	√
Street-Level Uses	23.47A.005	C.1 & D.1	The site is located at the edge of the designate 'pedestrian-designated zone' immediately to the south. Eating & Drinking, entertainment, hotels, offices, parks, retail, & sales, are allowed. Residential is also allowed.	√	√	√
Street-Level Development Standards	23.47A.008	A.1	Applies for structures in NC-zones	√	√	√
		A.2.b	Blank street facing facades between 2 feet & 8 feet shall not be more than 20 feet in length	√	√	√
		A.2.c	Total blank facades shall not exceed 40% of the width of the street facing facade of the structure	√	√	√
		A.3	Street level, street facing facades shall be within 10 of the street property line, unless wider sidewalks, plazas, or other approved spaces are provided.	√	√	√
		B.2.a	60% of street facing facades between 2 feet & 8 feet shall be transparent	√	√	√
		B.3.a	Non-residential uses > 600 SF shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level stree-facing facade	√	√	√
		B.4	Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet	√	√	√
		E.2	Each live-work unit must have a pedestrian entry on the street-facing facade that is designed to be visually prominent and provide direct access to the non-residential portions of the unit.	√	√	√
Structure Height	23.47A.012	A	55 feet	√	√	√
Floor Area Ratio	23.47A.013	Table A	FAR limit outside Station Area Overlay District: 3.75	√	√	√
Landscaping	23.47A.016	A.2	Green factor of 0.3 required	√	√	√
		B.1	Street Trees are required	√	√	√
Light and Glare Standards	23.47A.022	A	Exterior lighting must be shielded and directed away from adjacent uses	√	√	√
		B	Interior lighting in parking garages must be shielded to minimize nighttime glare affecting nearby uses	√	√	√
Amenity Area	23.47A.024	A	Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A.	√	√	√
		B	All residents shall have access to at least one common or private amenity area. Amenity areas shall not be enclosed. Common amenity area shall have a minimum horizontal dimension of 10 feet, and be no less than 250 SF. Private balconies and decks shall have a minimum area of 60 SF and no horizontal dimension less than 6 feet.	√	√	√
Required Parking	23.54.015	Table A, K	Non-residential uses in urban villages that are not within an urban center or the Station Area Overlay District, if the non-residential use is located within a frequent transit service area. = No minimum requirement	√	√	√
		Table B, M	All residential uses in commercial, RSL and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within a frequent transit service area. = No minimum requirement	√	√	√
Required Bicycle Parking	23.54.015	Table D, A.1	Eating and drinking establishments: Long-term = 1 per 5,000 sf, Short-term = 1 per 1,000 sf (Required spaces: 1 long-term, 6 short-term; or General Sales: Long Term = 1 per 4,000 sf & 1 per 2,000sf (Required spaces: 2 long-term, 6 short-term; Provided spaces: 1 long-term, 6 short-term) Multi-family structures: Long-term = 1 per dwelling unit, Short-term = 1 per 20 dwelling units (Required spaces: 59 long-term, 4 short-term; Provided spaces: 59 long-term, 4 short-term [Option 3])	√	√	√
Trash Storage	23.54.040	Table A	Residential development: 51-100 dwelling units = Minimum of 375 sf + 4 sf for each additional unit above 50 = 411sf Non-residential development: (5,300SF provided) 5,001-15,000sf = Minimum of 125sf, but 50% = 63sf (see B below) [Total minimum required: 474 sf; Provided: 557 sf (Option 3)]	√	√	√
		B	Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for non-residential development. In mixed use developments, storage space for garbage may be shared between residential and non-residential uses, but separate spaces for recycling shall be provided.	√	√	√
		E	Trash storage shall not be between building and the street	√	√	√

7.0 DESIGN GUIDELINES

CS2.C URBAN PATTERN & FORM | RELATIONSHIP TO THE BLOCK

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

Architect Response:

The massing of the preferred scheme is broken up to respond to the adjacent blocks. The 1-story base relates to the 1-story retail context of the area, and the upper massing is subdivided into 3 parts relating to the massings of the townhomes and size of adjacent lots. Along the alley, the massing has a relief recess that breaks up that side to a 1/3 2/3 relationship and corresponds with the massings and lots of the parcels and buildings across the alley way. Also, due to the many setbacks from powerlines on this site, the bulk of the building was pushed toward the alley, but these setbacks help the massing to better relate to the scale of the neighborhood as clarified above. See diagram to the left.

CS2.D URBAN PATTERN & FORM | HEIGHT, BULK, AND SCALE

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

Architect Response:

Because the current urban pattern is smaller scale buildings, a major goal of this project is to break up the mass of the building into well-designed smaller components. The elevation of the west façade aims to take the scale and proportions of the predominant building types & scales to create a cohesive block while also adding density. The retail base is pronounced as a 1-story base to follow the existing 1-story retail context, and the upper massing relates to the proportions and scale of the surrounding townhomes. See diagram to the lower right.

CS3 ARCHITECTURAL CONTEXT & CHARACTER

Contribute to the architectural character of the neighborhood.

Architect Response:

As described above, the massing and articulation follows the context and scale of the area. The massing is broken down to better relate to the scale of the neighborhood. The upper massing is pushed back to better pronounce the 1-story retail base, which is the predominant scale of the neighborhood retail, and the rest of the massing is broken down to relate to the scale and massing of the predominant 3-story townhomes. To further this, the massing has recesses and articulation similar to the adjacent townhomes. Materials will be similar to many of the new townhomes popping up in the area. The base is more of a contemporary articulation with a frame. However, the color and material of this portion is intended to relate to those in the adjacent neighborhood, also.

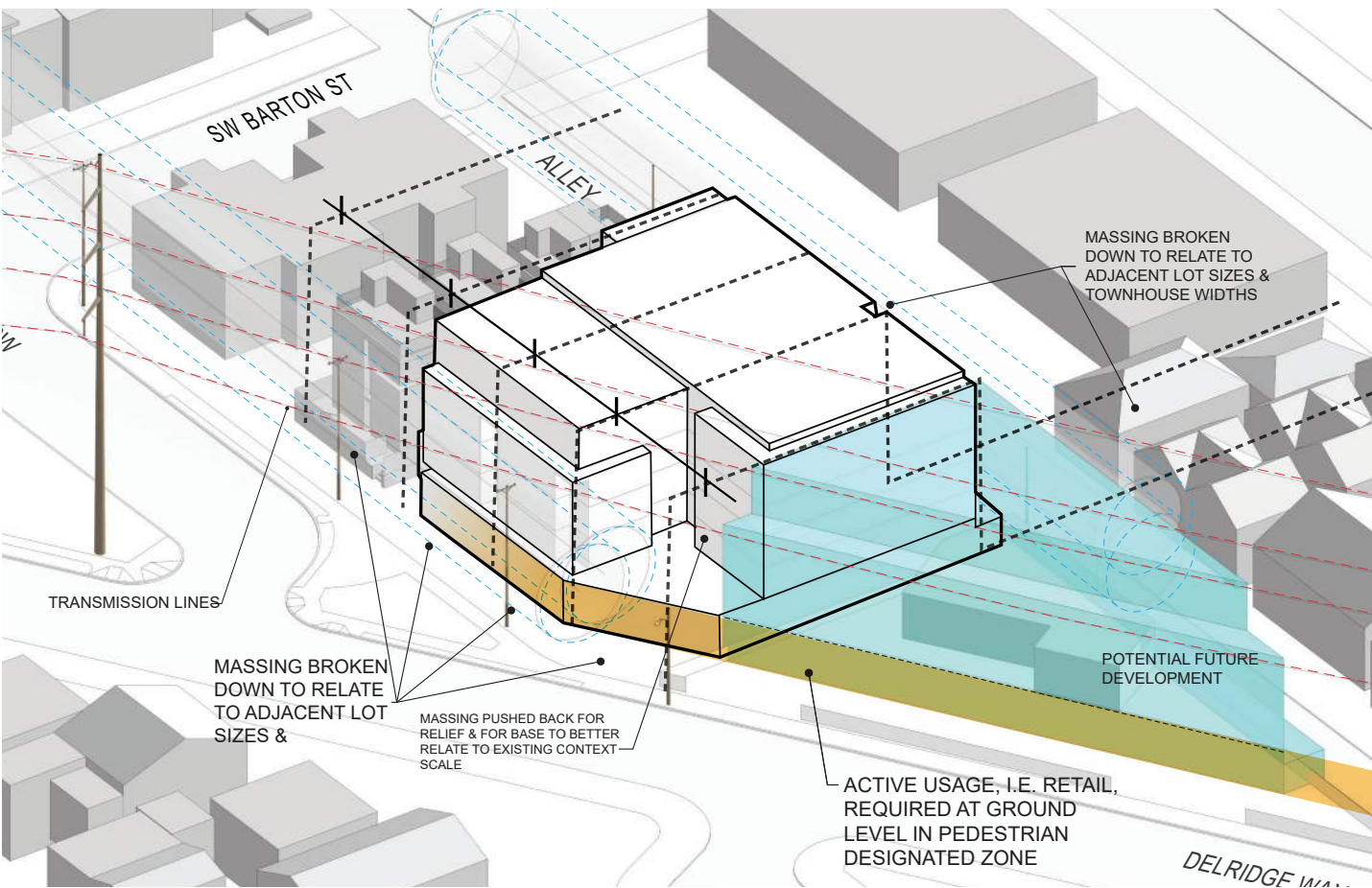
The character of the neighborhood is evolving and changing. Drive-and-park businesses and underutilized lots are being replaced with denser and taller structures. The proposed building will add a contemporary profile to the neighborhood and build out an infill lot. The intention is to use the site's visual prominence along Delridge Way SW to help identify the building's place in the neighborhood and to act as a signifier of place. The site itself is an in-between zone, not quite in Westwood Village, not quite in White Center, so adding a point of interest to mark one's place between the two neighborhoods would be a proactive way to help facilitate that connection.

PL1.C CONNECTIVITY | OUTDOOR USES + ACTIVITIES

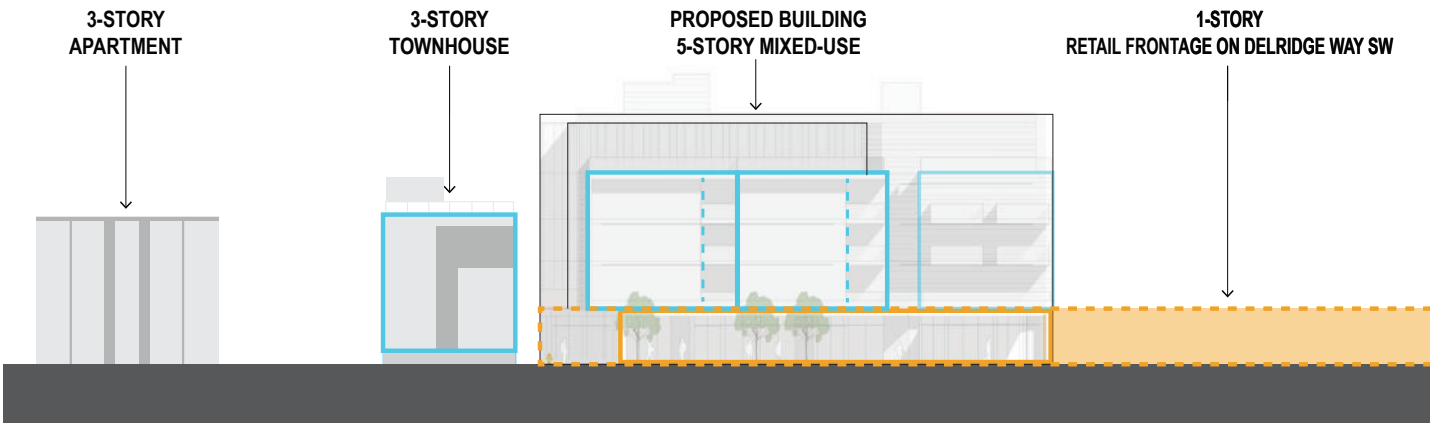
Compliment and contribute to the network of open spaces around the site and the connections among them.

Architect Response:

The corner of Delridge Way SW and 18th Ave SW will become a major connection point to the Delridge Triangle after street improvements are made to make the intersection safer and more walkable. The project will help to foster this connection by providing ample open space at the corner. Seating and landscaping is proposed for public enjoyment and a wider sidewalk is proposed for public safety.



CS2.C GRAPHIC | MASSING RELATIONSHIP TO BLOCK



CS2.D GRAPHIC | ARTICULATION OF WESTERN FACADE

7.0 DESIGN GUIDELINES

PL2.B WALKABILITY | SAFETY AND SECURITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

Architect Response:

Providing a safe and walkable area around the site is a major project goal and responsibility of the neighborhood. The commercial space along 18th Ave SW and Delridge Way SW will provide ample transparency on the street. Due to a majority of the units on the residential floors overlooking both 18th Ave SW and the alley, there are many opportunities for safety through eyes on the street. Following C.P.T.E.D. practices (Crime Prevention Through Environmental Design), lighting is proposed along the east facade to illuminate the area and help deter any crime that may occur. Lastly, notches and alcoves in the building facade are minimized at the ground level to prevent dark corners.

PL3 STREET-LEVEL INTERACTION

Encourage human interaction and activity at the street level with clear connections to building entries and edges.

Architect Response:

Due to the increasing density planned for this area, this project responds to the future commercial corridor along Delridge by locating the level 1 commercial space on the corner of Delridge Way SW and 18th Ave SW. The residential lobby and amenity space is tucked away from the busy Delridge Way and toward the neighboring residential buildings creating a quiet and safe entry for residents. Parking and back-of-house functions are located off the alley as is typical in this neighborhood.

DC2 ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

Architect Response:

Inspiration behind the preferred concept was to take the building’s programmatic and site complexities and to break them down into smaller masses that relate to the existing scale of the neighborhood. The 1-story base is built to the property line and is pronounced proud of the rest of the building to better relate to the existing retail context on Delridge Way. The upper massing is broken down into 1/3’s to be the same widths of adjacent lots and townhomes. Recesses and setbacks further reinforce this concept.

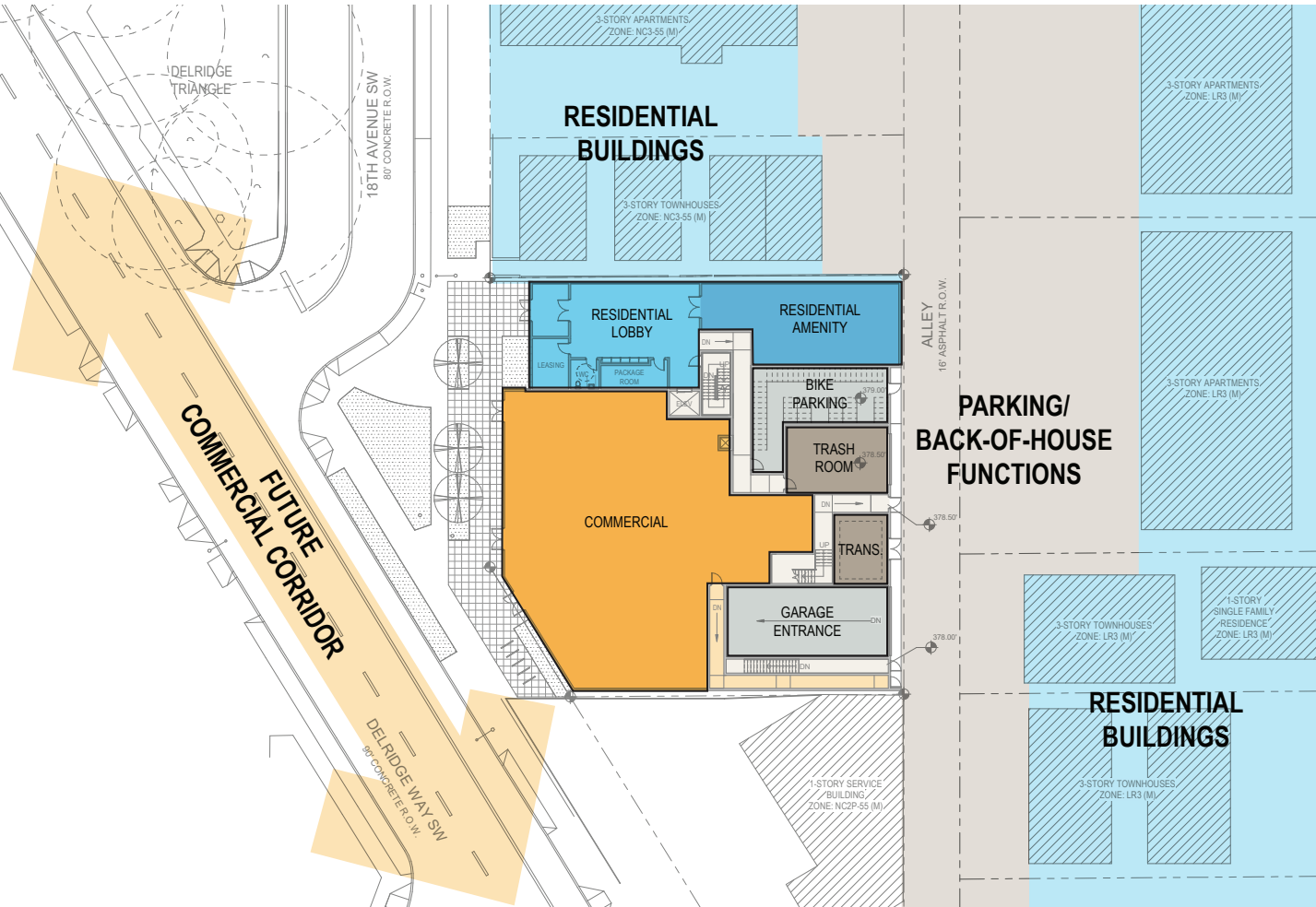
The garage entrance, trash room, transformer vault, and other building funtions were placed on the alley side to keep the street side open for commercial space and the residential lobby. On upper floors, residential units were optimized by pushing the bulk of them toward the alley while leaving clearance for powerlines on the alley side, leaving room for balconies and facade articulation along 18th Ave SW. Because of the possible development of the site to the south, it was important to take that into consideration when locating units along the southern property line. Because of this, avoiding units with windows along this southern property line made the most sense. Because the alley side and the southern side of the building are still prominent visually in the neighborhood, the design of their facades will be important.

DC3 OPEN SPACE CONCEPT

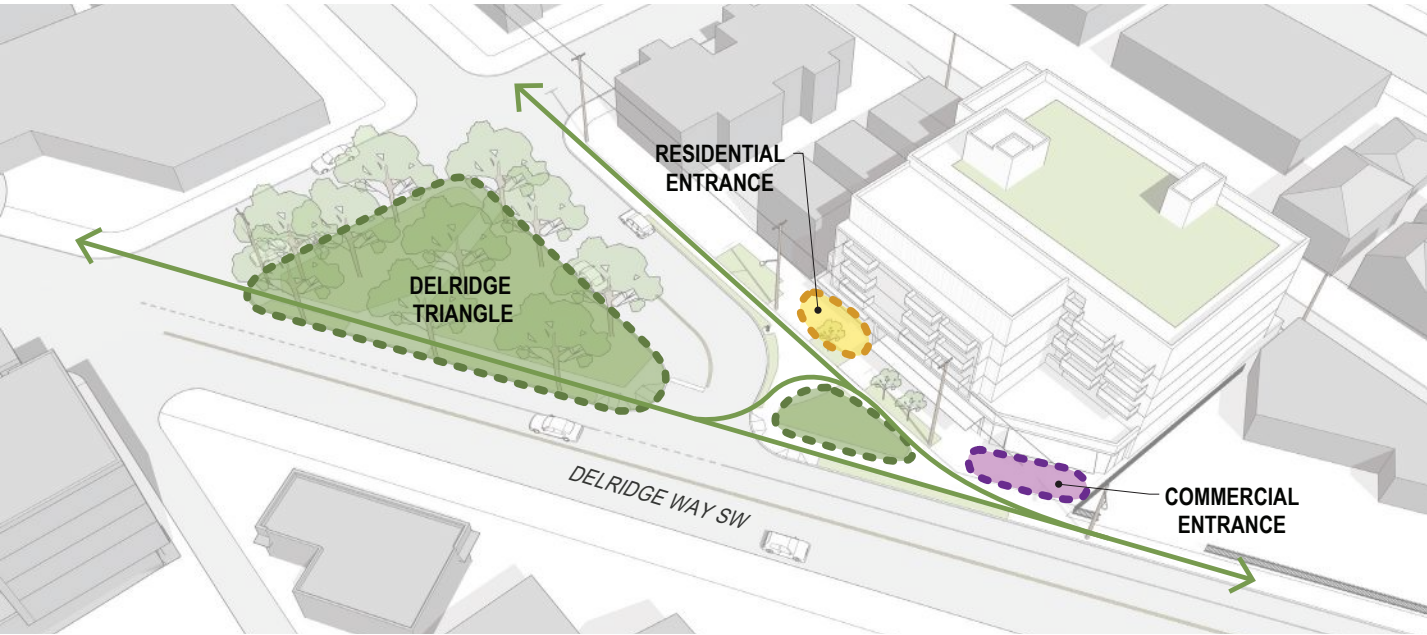
Integrate open space design with the design of the building so that each complements the other.

Architect Response:

The Delridge Triangle is one of many open spaces of varying size along Delridge Way SW and is an important focal point in this neighborhood. This project addresses the Delridge Triangle as well as the neighboring sites by providing linking the neighboring open space with a residential plaza on the northwest side of the site and a small commercial plaza along Delridge Way SW.



PL3 GRAPHIC | GROUND FLOOR SPACE PLANNING



DC3 GRAPHIC | GROUND FLOOR OPEN SPACE

8.0 ARCHITECTURAL MASSING CONCEPTS

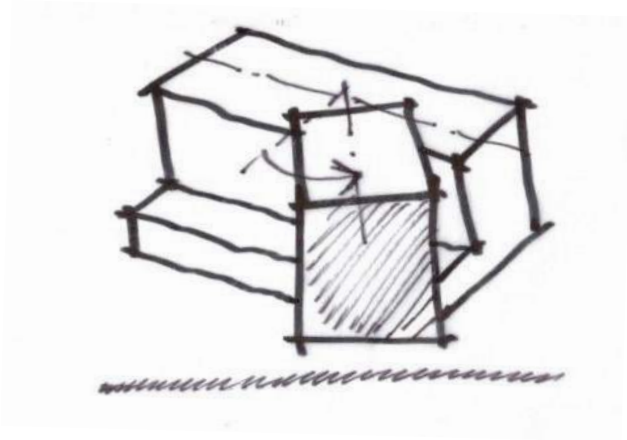


	Option 1	Option 2	Option 3 (Preferred)
CONCEPT:	Orient to Delridge	Intersecting Boxes	Sliding Frames
# UNITS:	55	55	59
AMENITY SF (OUTDOOR):	3,125	4,067	3,772
AMENITY SF (INDOOR)	986	1,413	1,167
COMMERCIAL SF:	4,567	4,486	5,242
PARKING STALLS:	28	25	25
BIKE STALLS:	55 Long-Term, 10 Short-Term	57 Long-Term, 10 Short-Term	60 Long-Term, 10 Short-Term
FAR SF:	47,036	49,699	49,244
OPPORTUNITIES:	<ul style="list-style-type: none">Strong frontage facing Delridge.Facade along 18th Ave SW pulled back to allow for articulation with balconies & to allow space between adjacent townhouse to the north.Residential entrance pulled away from 18th Ave SW to allow for generous plaza on northwest side of site.	<ul style="list-style-type: none">Simple geometric relationship between masses.Generous plaza on southwest of site connects to Delridge TriangleNorthwest corner is set back to let light and space to adjacent development.	<ul style="list-style-type: none">Responds well to the scale of the existing area, ie. 1-story retail & the adjacent 3-story townhomesSetback from powerlines allows for facade articulation on 18th Ave SW.Setback from north property line gives space to townhouses and allows for fenestration.Generous residential lobby entrance to the north.Generous plaza on southwest of site connects to Delridge Triangle.
CONSTRAINTS:	<ul style="list-style-type: none">Large facade facing Delridge does not fit the scale of the street and areaMajority of north facade is built right up to the property line and shades 3 of the 4 townhomes to the north.Blank facade on north wall due to zero lot line condition.Stair core located on north facade.Irregular shaped units difficult to lay out.Unit windows on southern facade may be covered with future development.	<ul style="list-style-type: none">Blank facades on north and south wall due to zero lot line conditions.Majority of north facade is built right up to the property line and shades 3 of the 4 townhomes to the north.Units on northwest side shaded most of the year.Little articulation on wall closest to 18th Ave SW.5-story facade on 8th avenue does not respond to the predominant scale of buildings in the area, ie. 3-story townhomes.	<ul style="list-style-type: none">Blank facade on south wall due to zero lot line condition.
CODE COMPLIANCE:	Yes, code compliant	Yes, code compliant	Yes, code compliant

8.0 OPTION 1

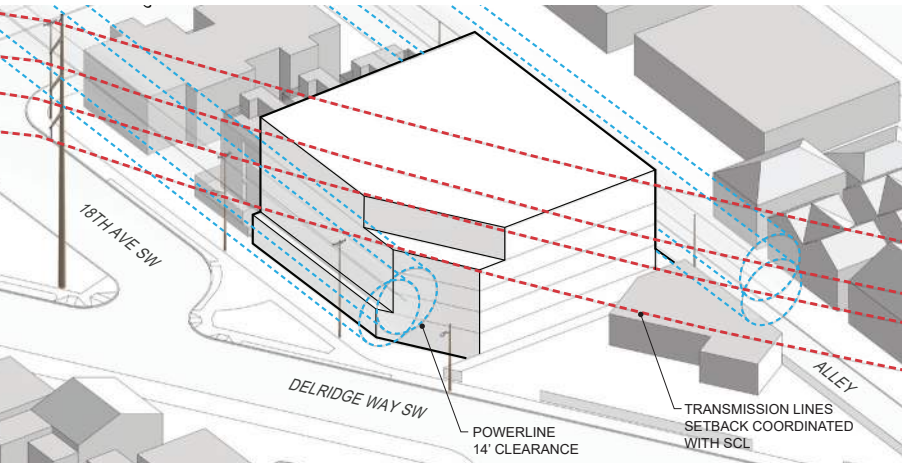
DESIGN PARTI - ORIENT TO DELRIDGE

The building's mass can be thought as two intersecting volumes: the larger one sits toward the alley and the smaller one aligns with Delridge Way SW. This helps to create more articulation of the mass toward 18th Ave SW and a strong urban edge on Delridge where future development is expected to occur. Further setbacks of the larger mass and variations in roofline reinforce the smaller mass's significance along Delridge.

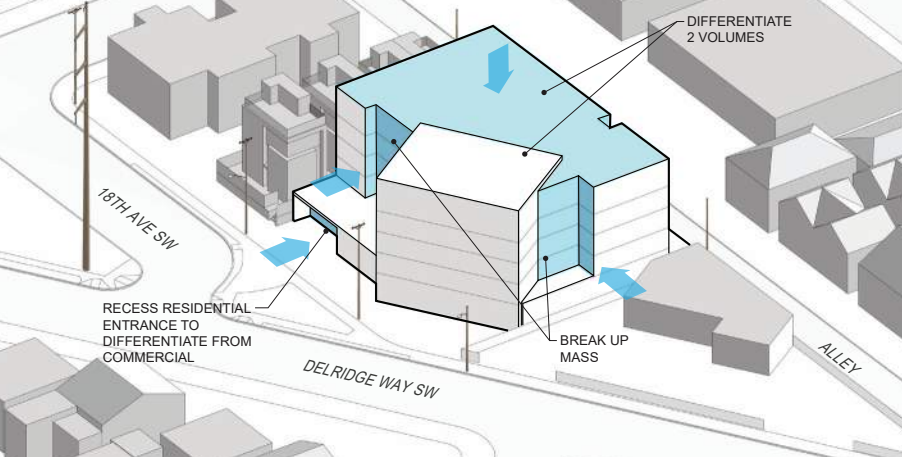


DESIGN PROCESS

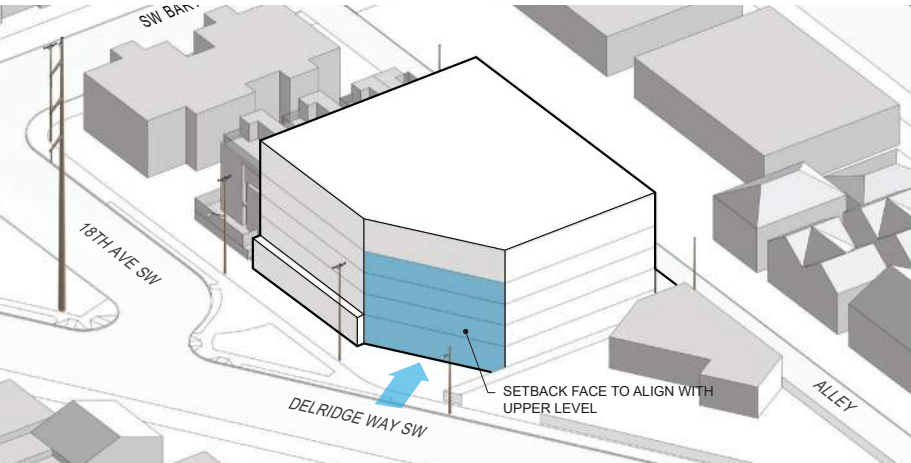
STEP 1: BUILD TO ZONING ENVELOPE



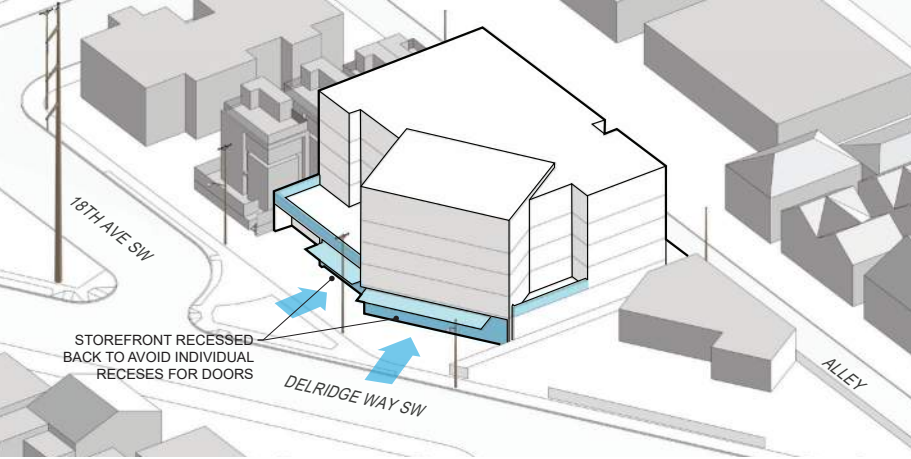
STEP 4: CREATE RECESSES TO RELATE TO TOWNHOME SCALE



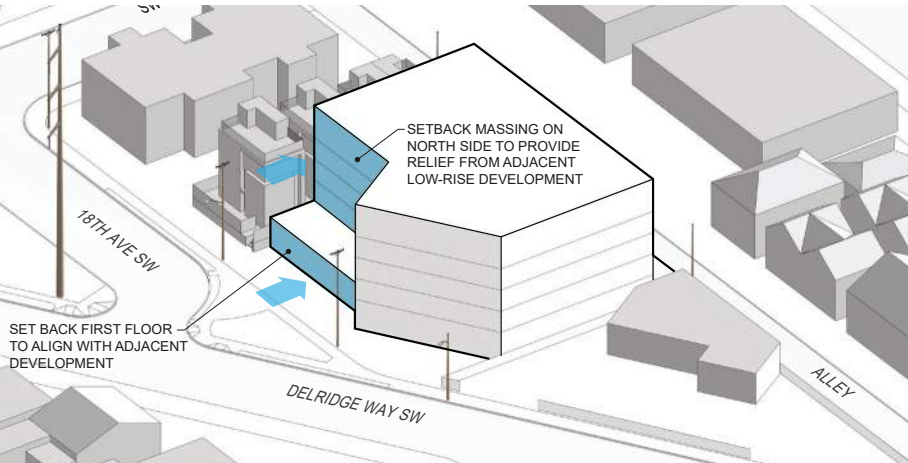
STEP 2: CREATE GENERAL MASSING RELIEF



STEP 5: FURTHER ARTICULATION



STEP 3: FURTHER MASSING REFINEMENT



8.0 OPTION 1

DESIGN INSPIRATION



①

DC2.A: MASSING

5-stories without any setbacks is oriented to create a strong urban frontage. It can be expressed with varying reveals and window placement for visual interest. It does not respond to the scale of the neighborhood, however.



②

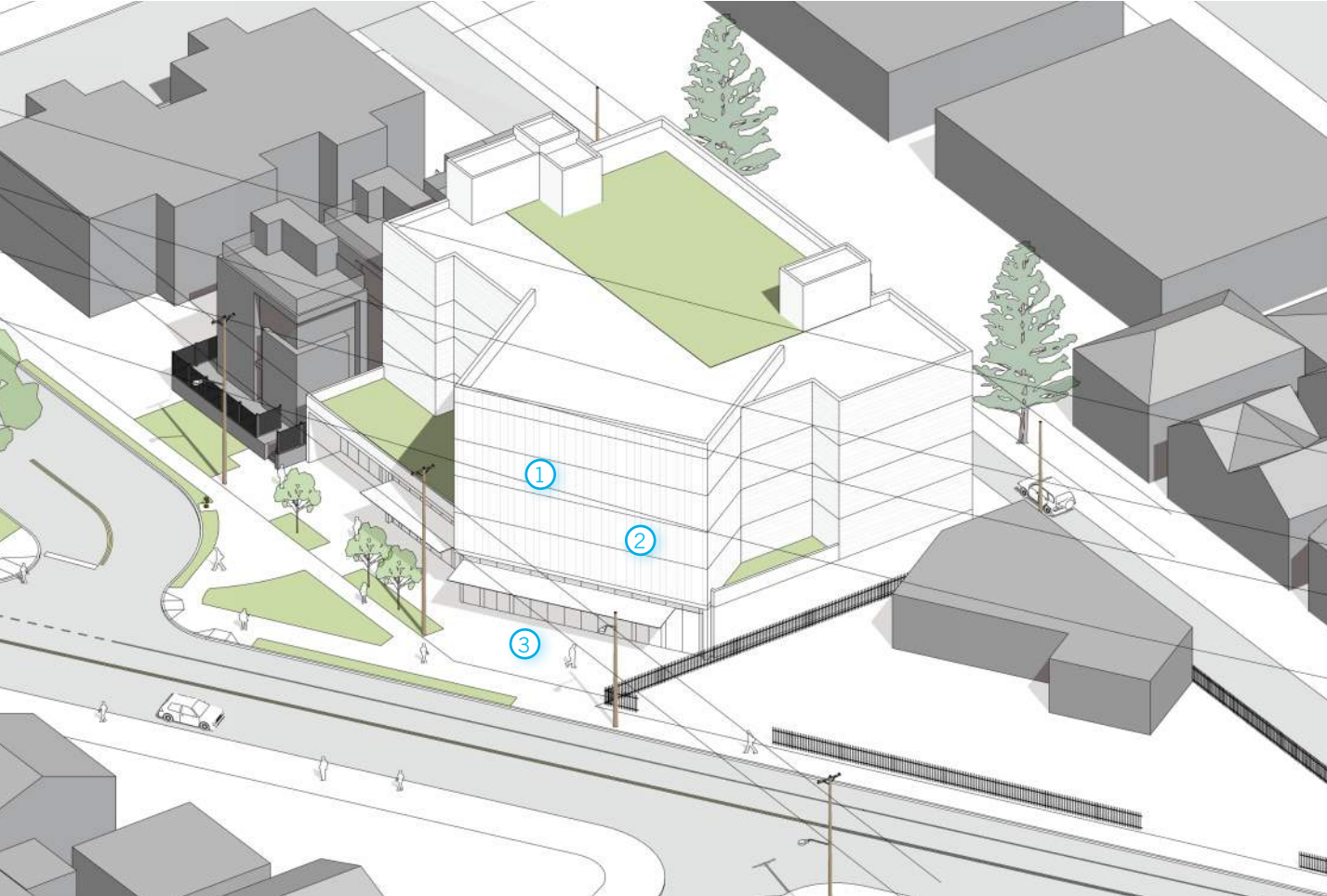


③

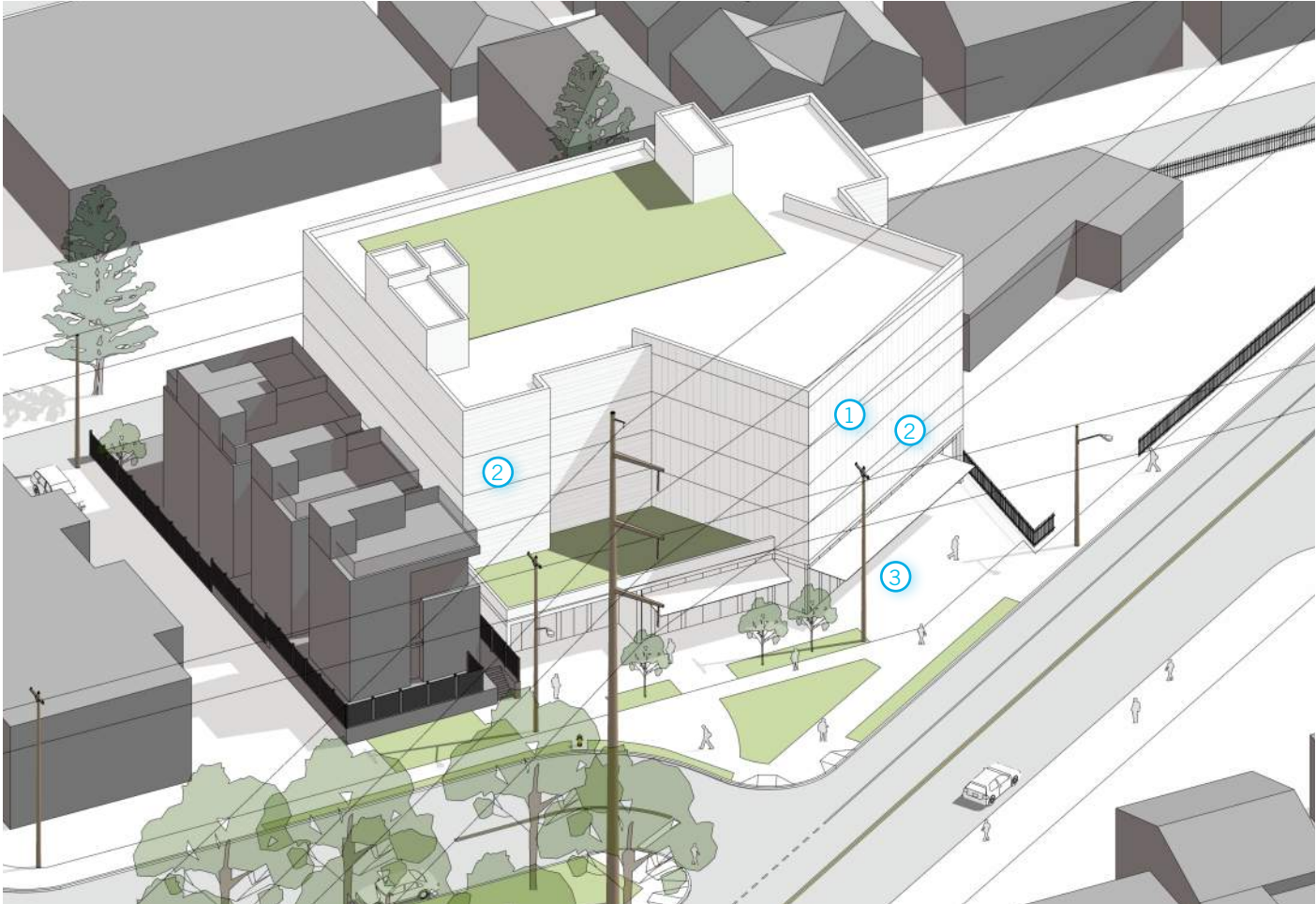
PL1.C: OUTDOOR USES AND ACTIVITIES

Glazing, weather protection, and outdoor elements helps transform this sidewalk into an active pedestrian space.

FINAL CONCEPT MASSING



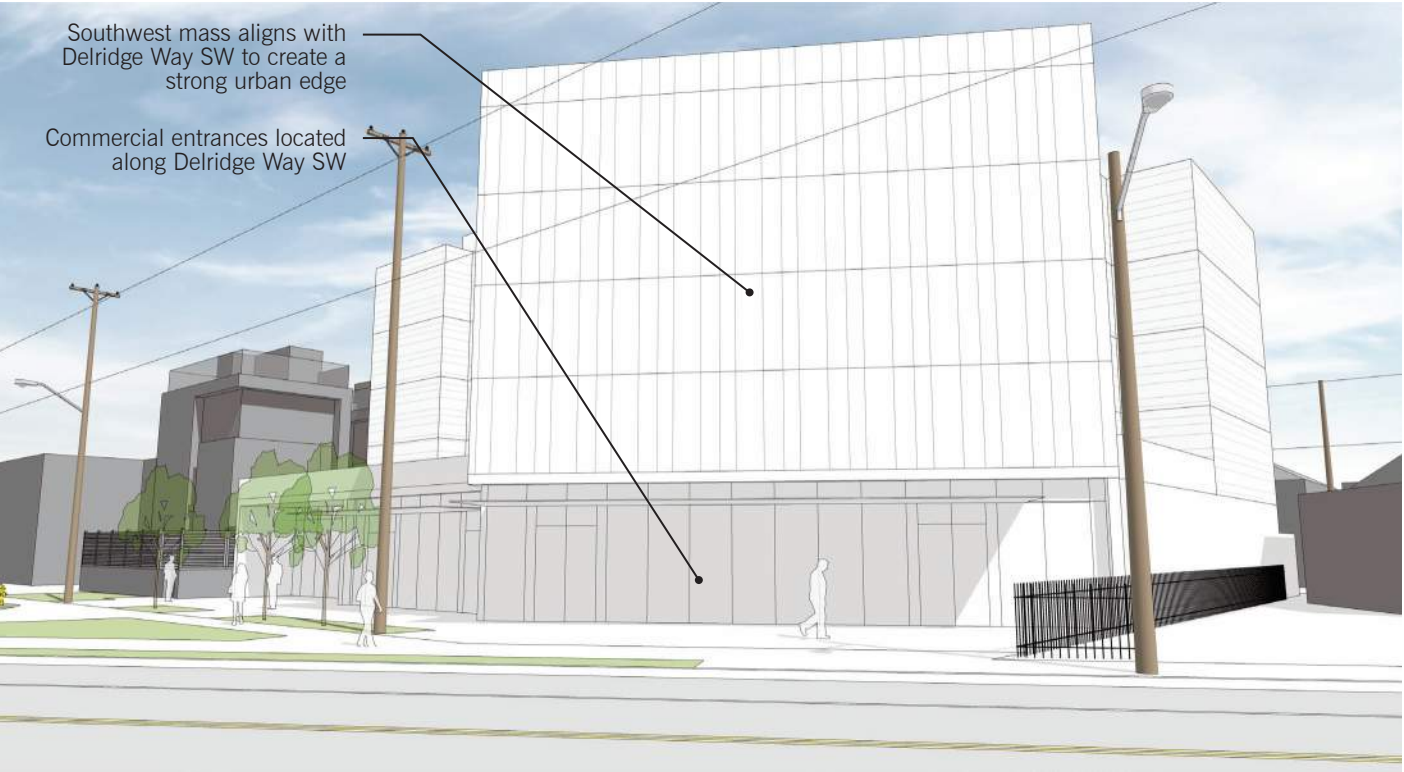
AXONOMETRIC VIGNETTE FROM SOUTHWEST



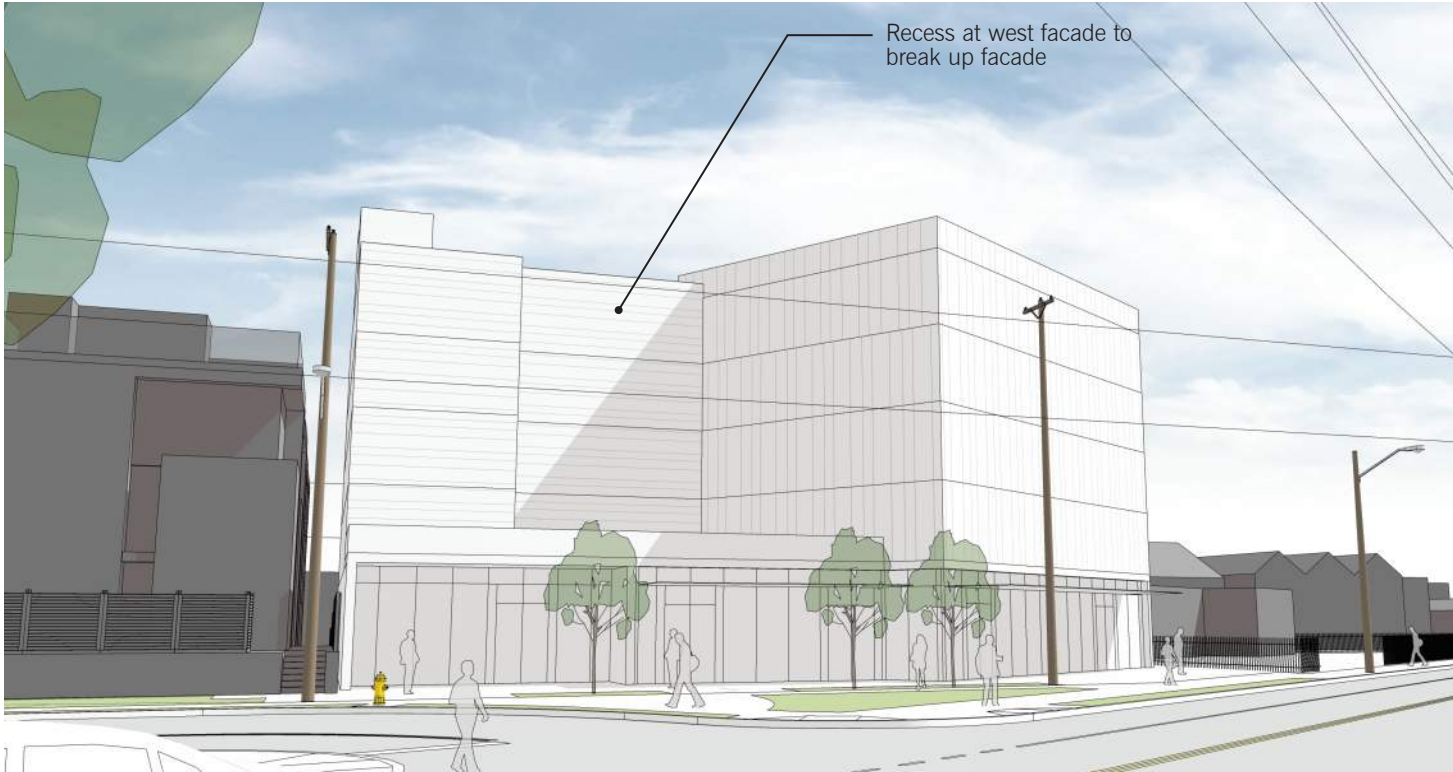
AXONOMETRIC VIGNETTE FROM NORTHWEST

8.0 OPTION 1 | MASSING

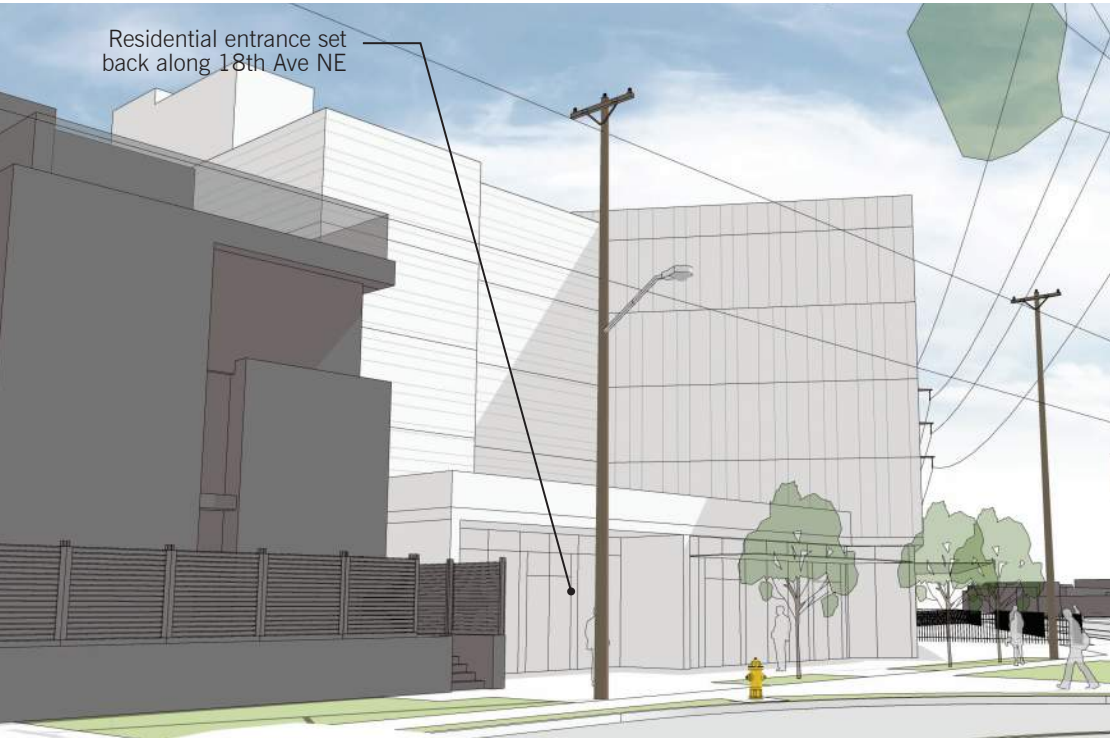
DESIGN ANALYSIS



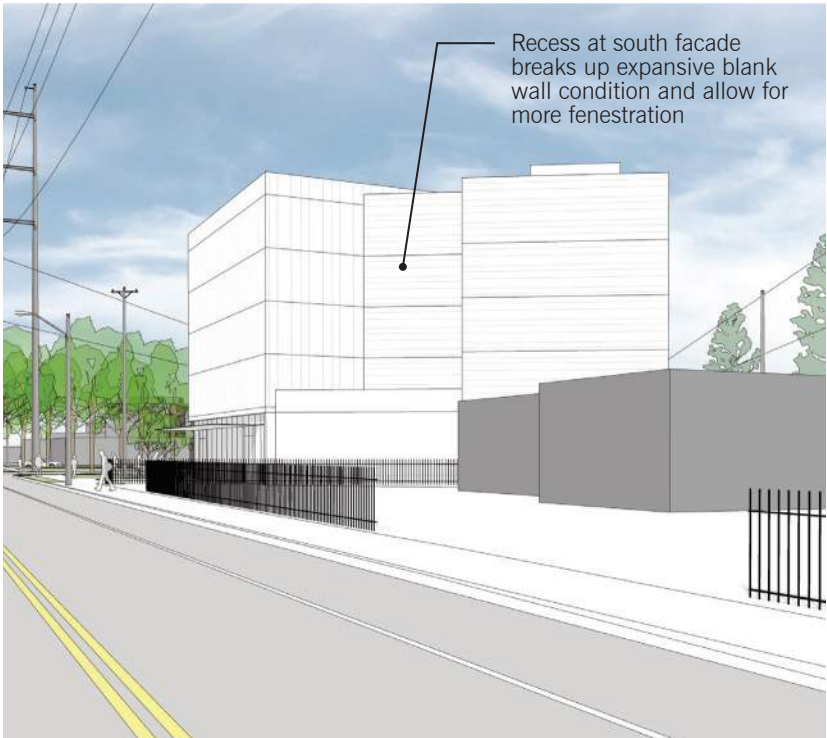
VIEW FROM DELRIDGE WAY SW



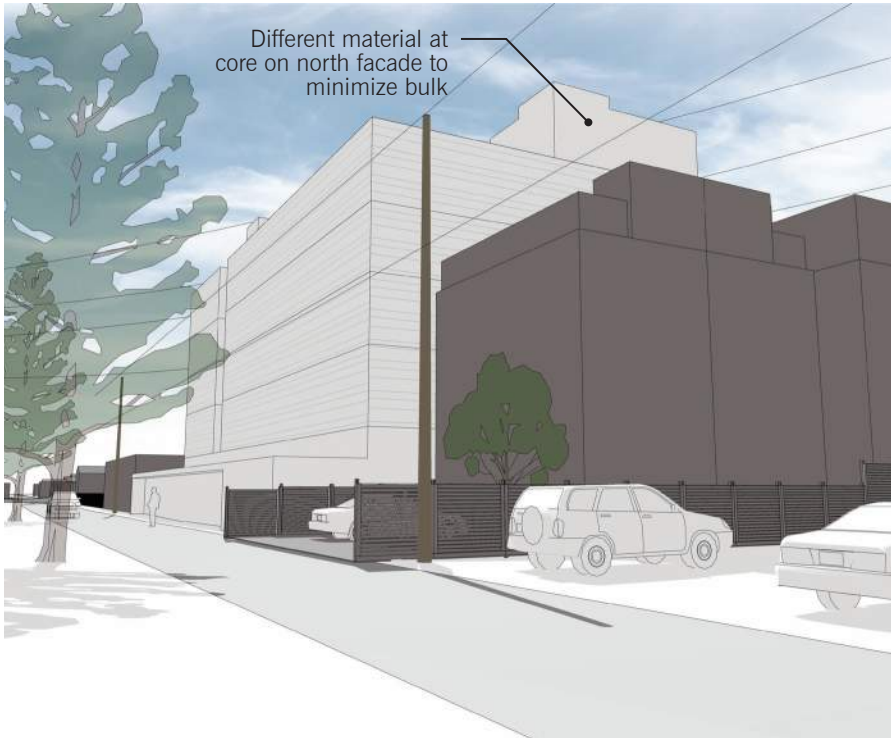
VIEW FROM DELRIDGE WAY SW AND 18TH AVE SW



VIEW FROM 18TH AVE SW



VIEW FROM DELRIDGE WAY SW LOOKING NORTH



VIEW FROM ALLEY LOOKING SOUTH

8.0 OPTION 1 | MASSING



AERIAL VIEW FROM SOUTHWEST

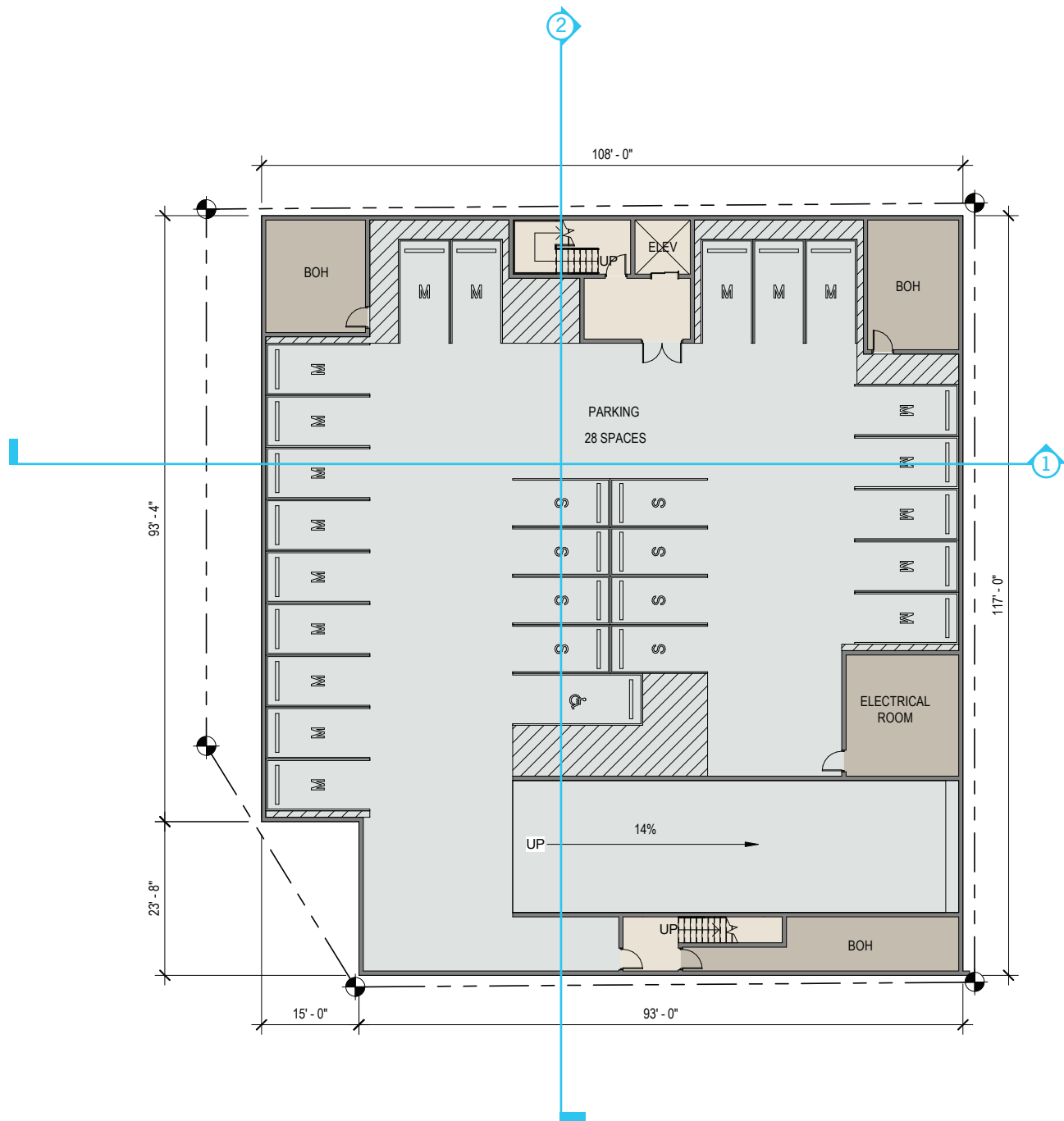
8.0 OPTION 1 | MASSING



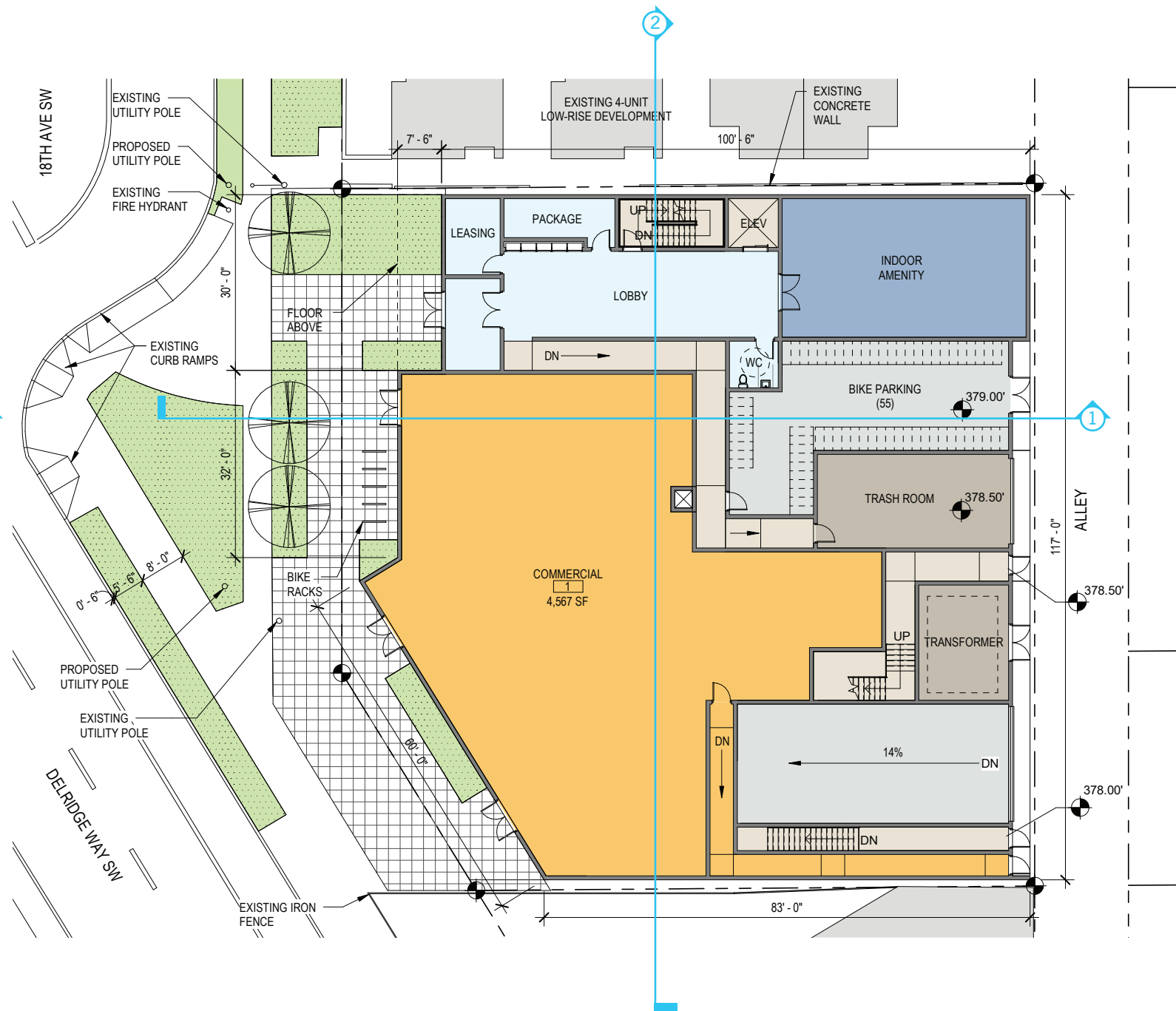
AERIAL VIEW FROM NORTHWEST

8.0 OPTION 1 | FLOOR PLANS

- KEY
- | | |
|-------------|---------------------|
| Commercial | Planting Strip |
| Residential | Residential Amenity |
| Utility/BOH | Parking/Garage |
| Circulation | Balcony |



LEVEL P1



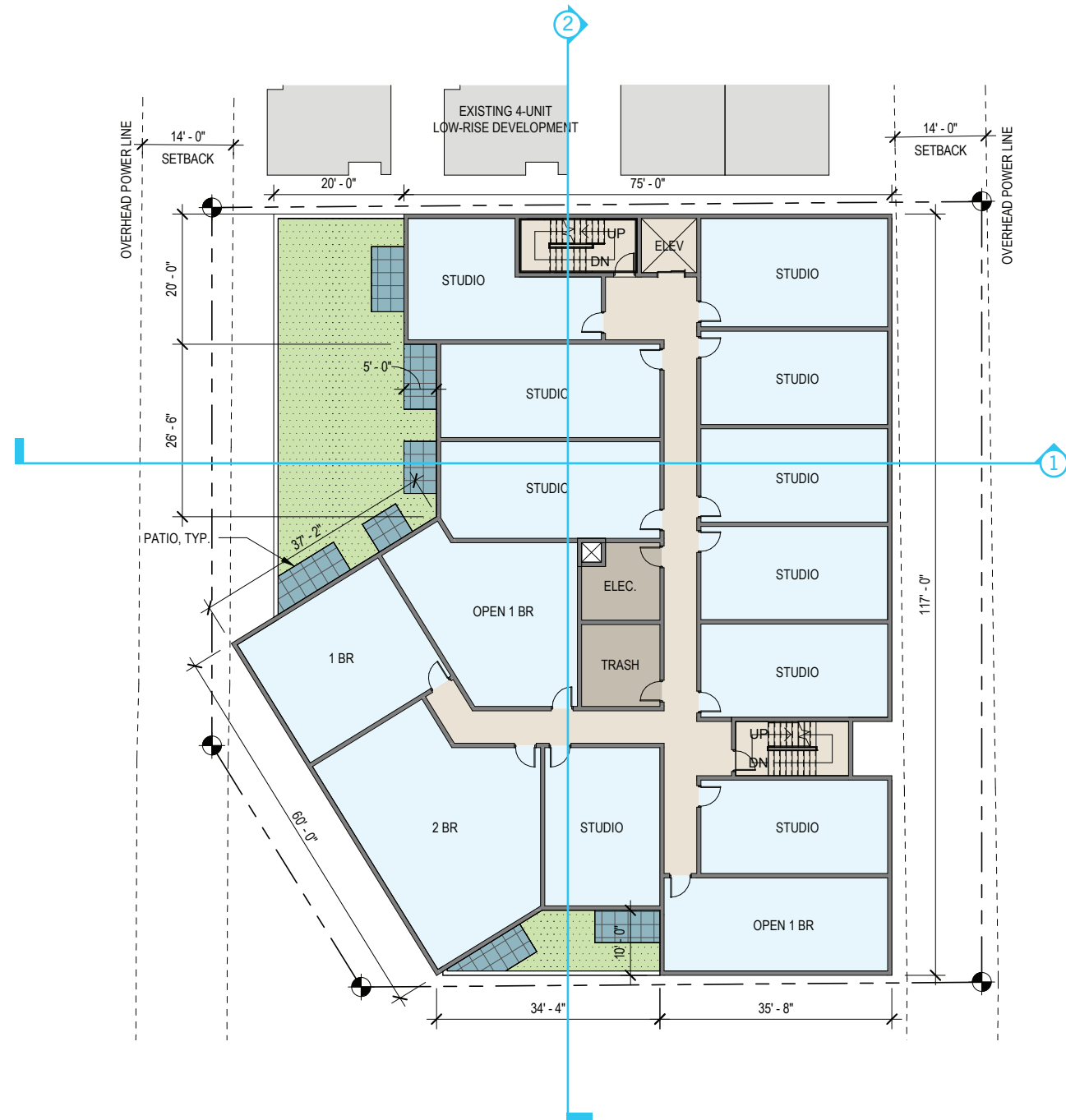
LEVEL 1



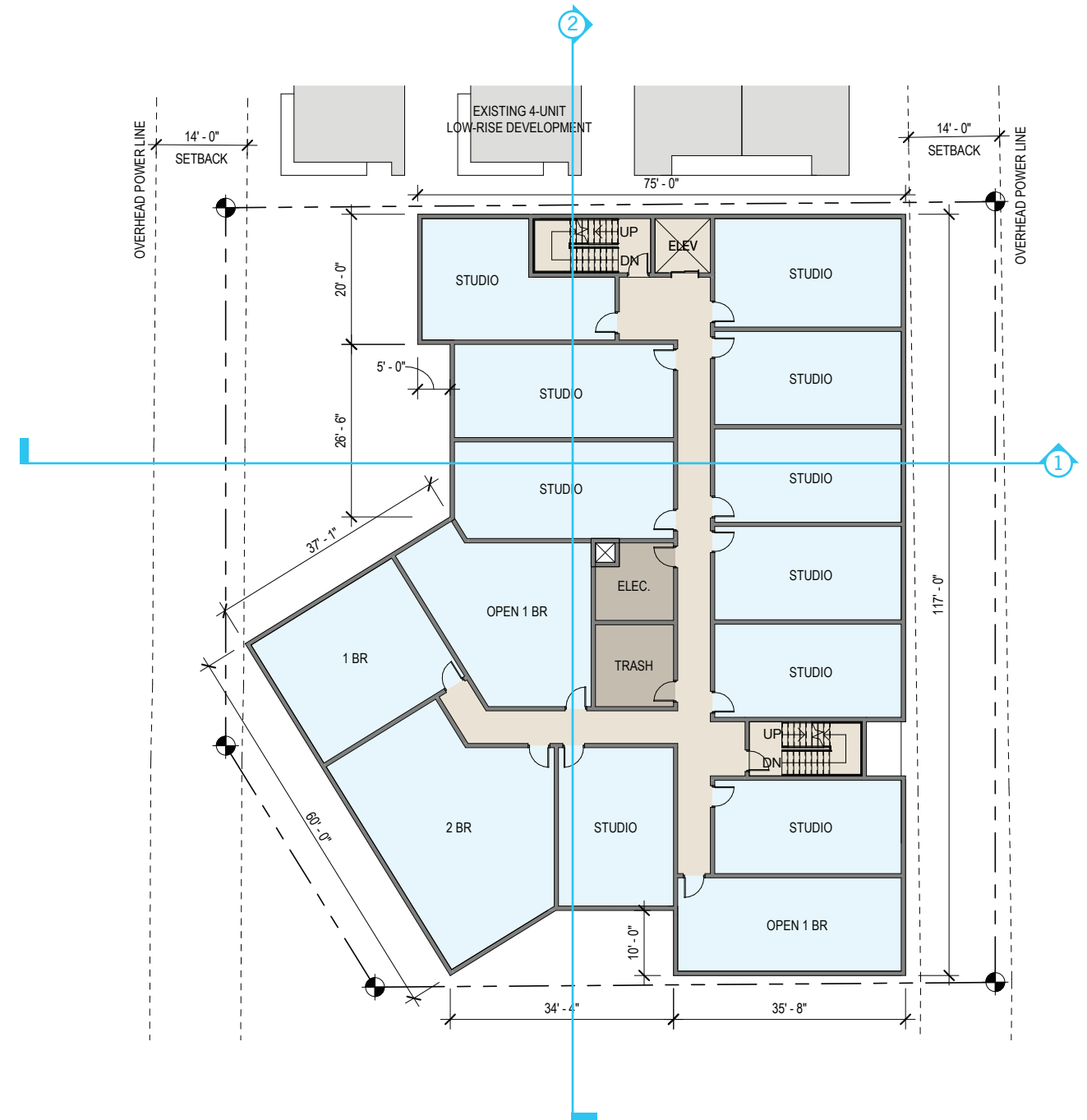
8.0 OPTION 1 | FLOOR PLANS

KEY

- | | |
|-------------|---------------------|
| Commercial | Planting Strip |
| Residential | Residential Amenity |
| Utility/BOH | Parking/Garage |
| Circulation | Balcony |



LEVEL 2



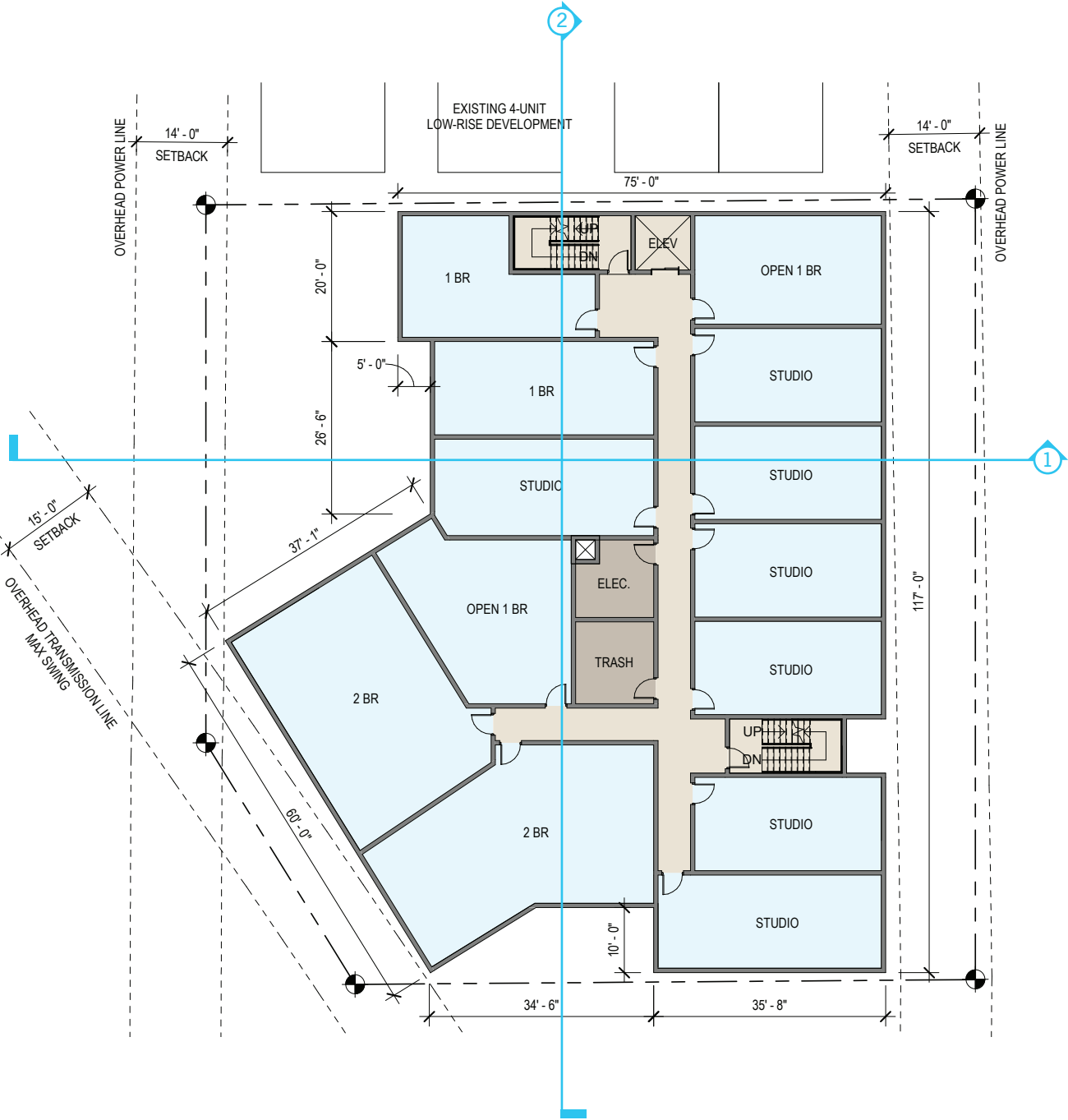
LEVEL 3-4



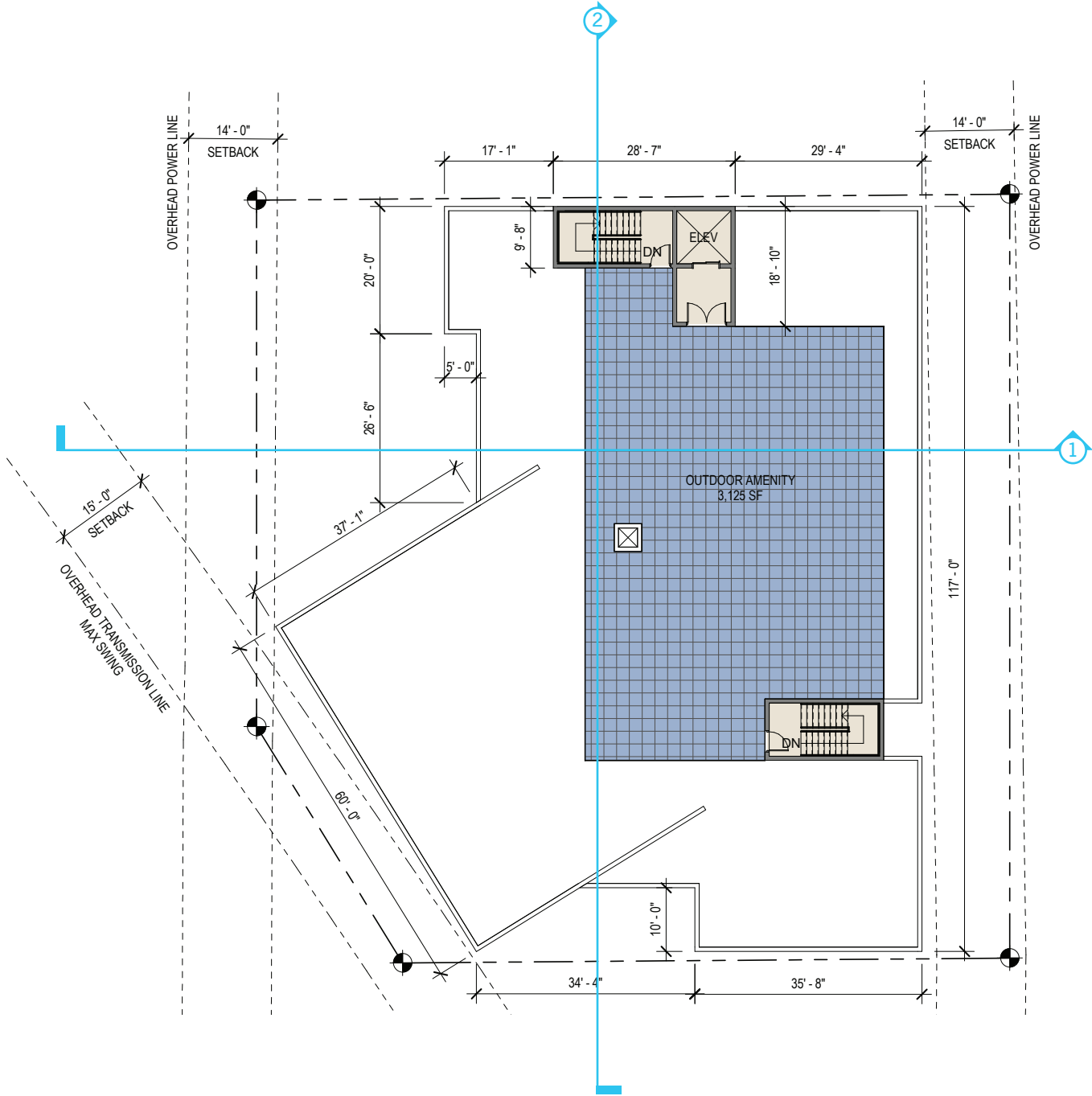
8.0 OPTION 1 | FLOOR PLANS

KEY

Commercial	Planting Strip
Residential	Residential Amenity
Utility/BOH	Parking/Garage
Circulation	Balcony



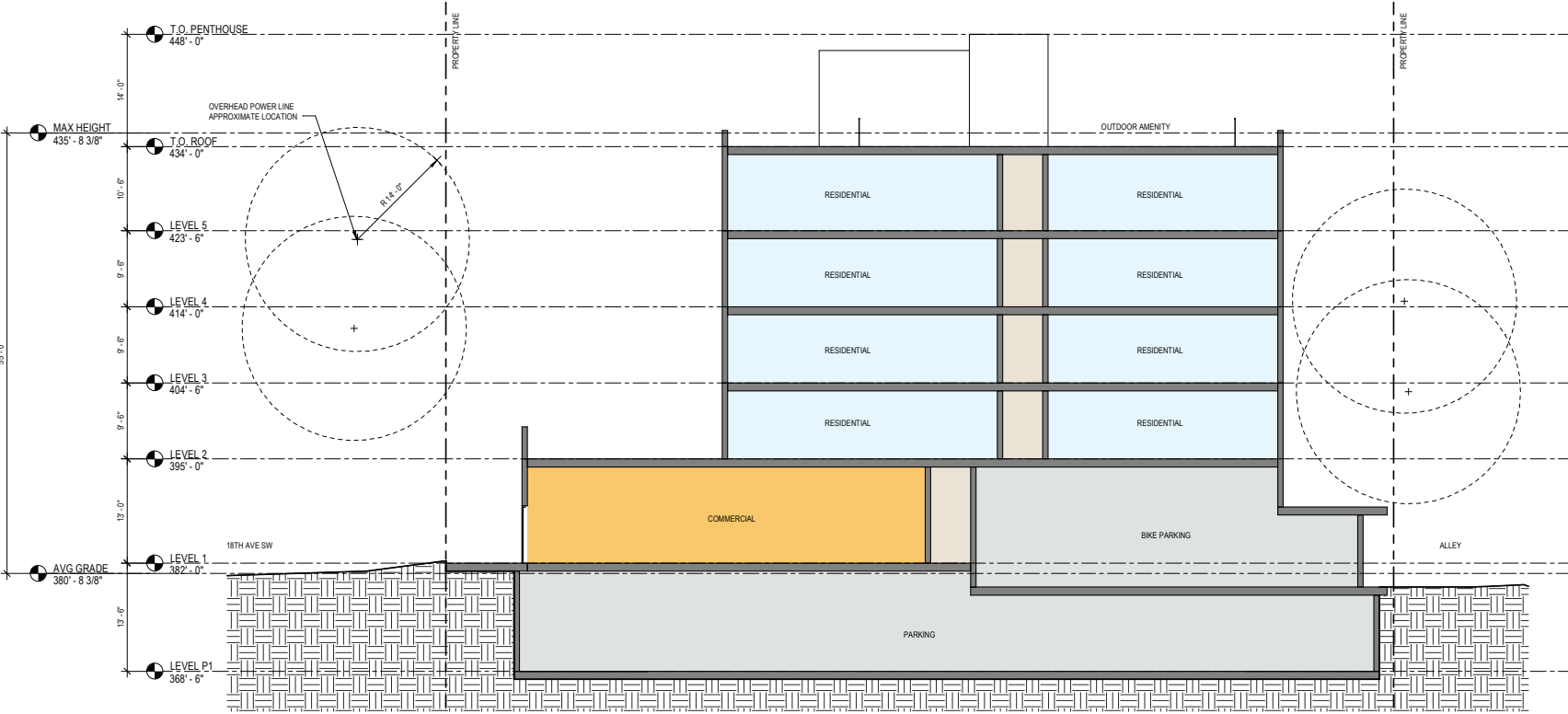
LEVEL 5



ROOF

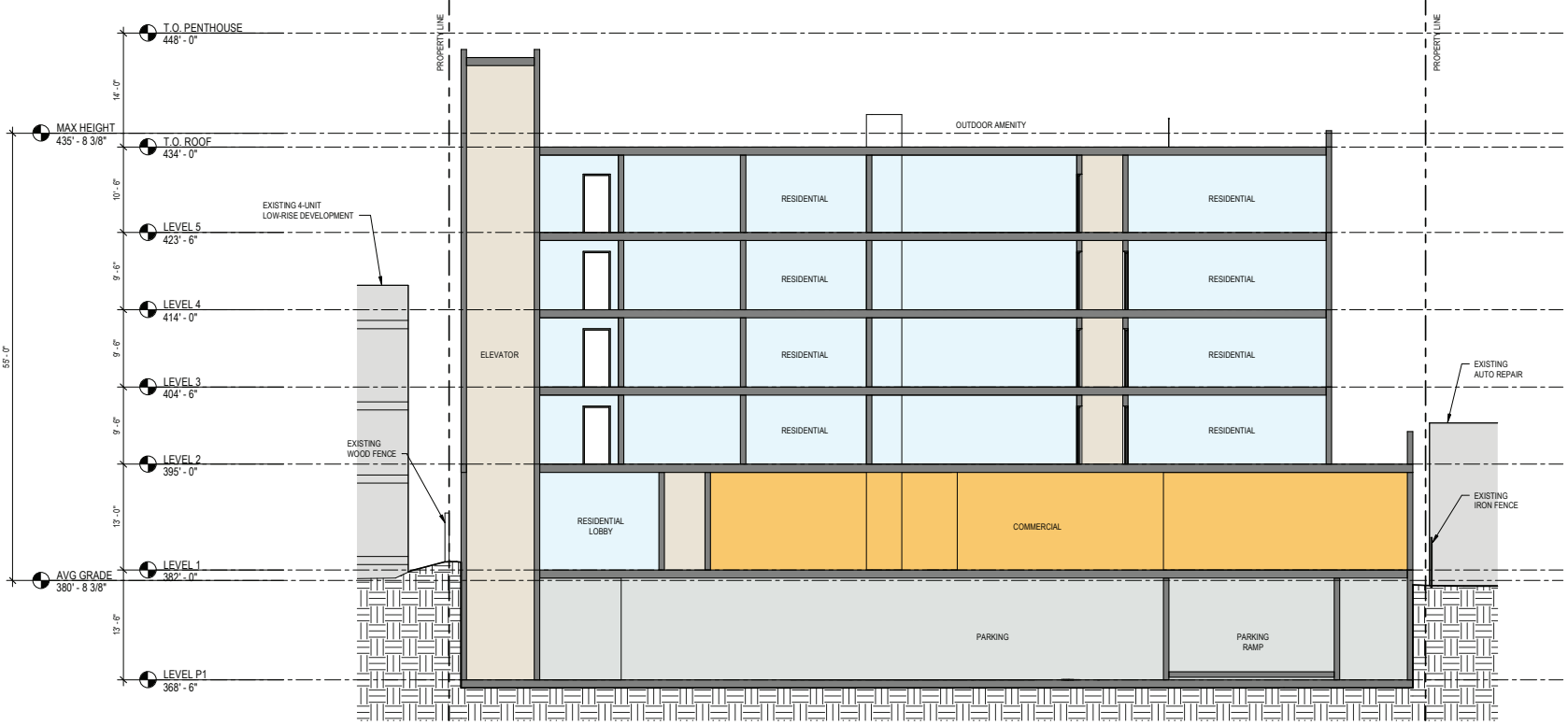


8.0 OPTION 1 | SECTIONS



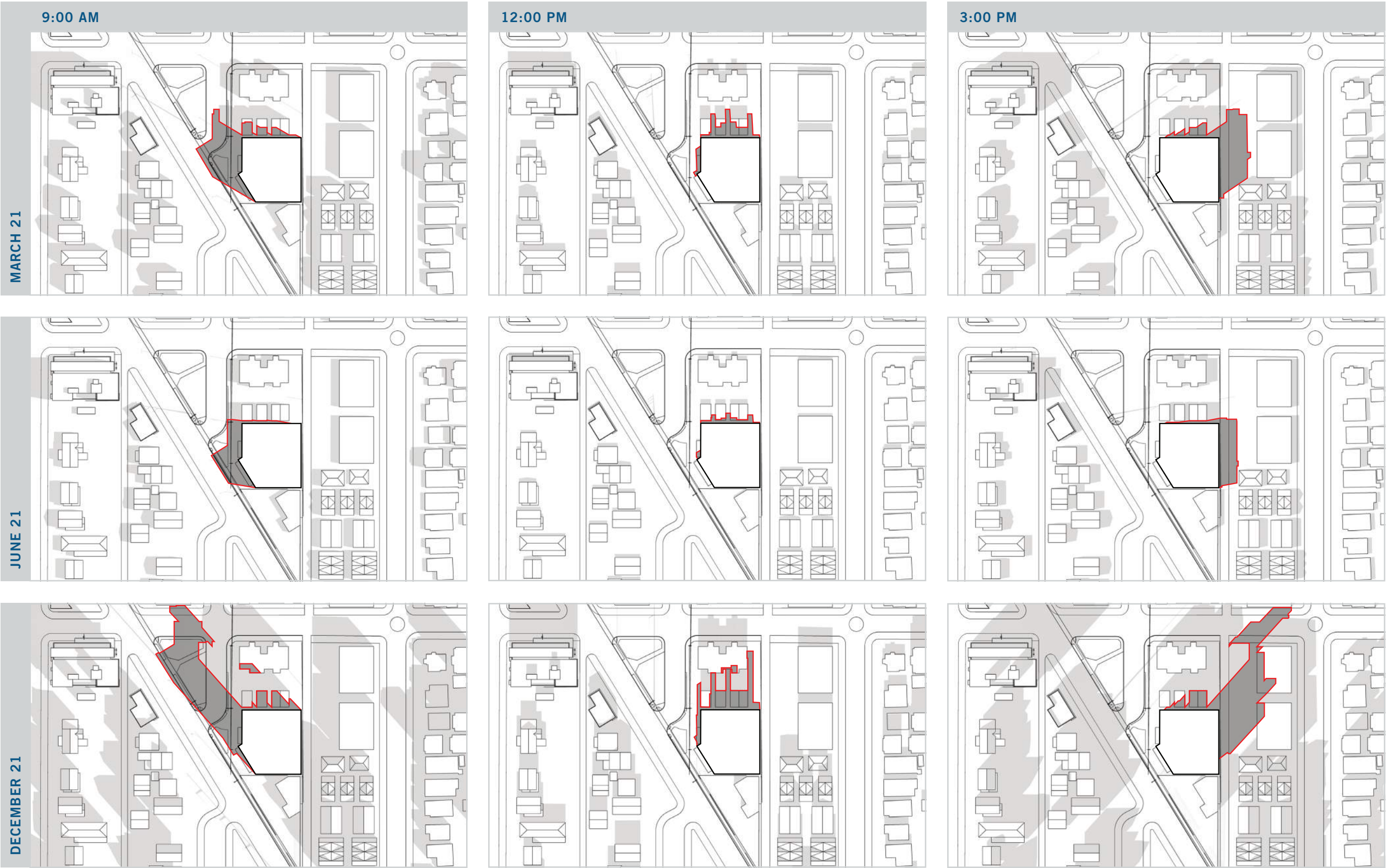
SECTION 1

- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Parking



SECTION 2

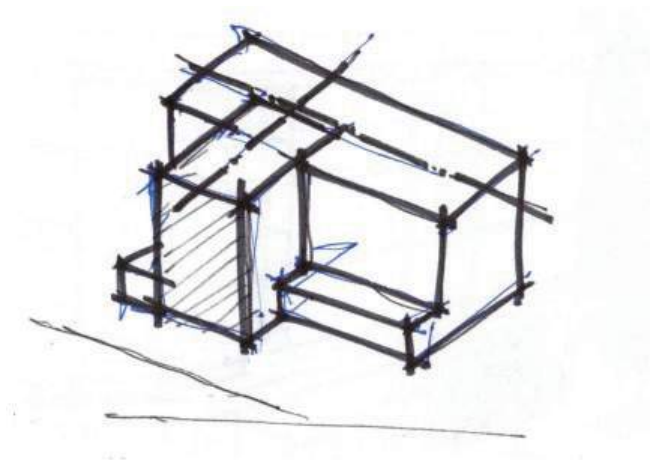
8.0 OPTION 1 | SHADOW STUDY



8.0 OPTION 2

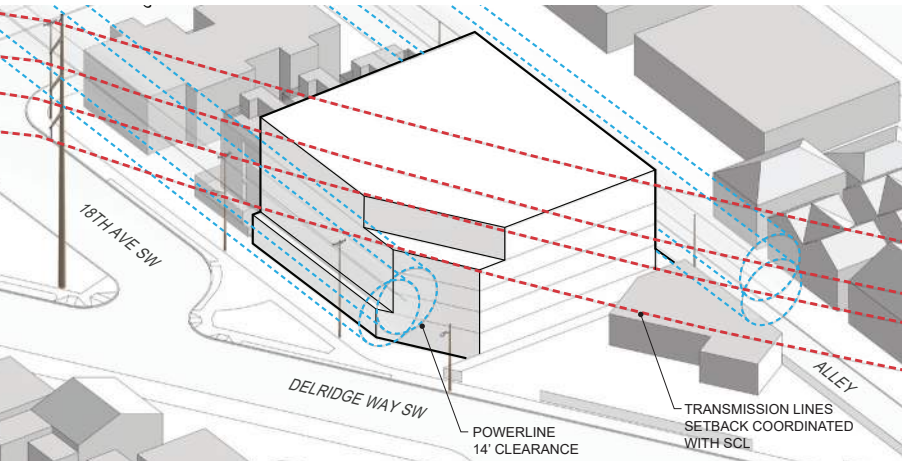
DESIGN PARTI - INTERSECTING BOXES

The building's mass can be thought as two intersecting volumes: the larger one sits toward the alley and the smaller one intersects it at a right angle to create a "T" scheme. This helps to create more articulation of the mass toward 18th Ave SW and an open corner at both the northwest and southeast corners of the site. Variations in roofline reinforce the intersecting masses while creating a simple massing.

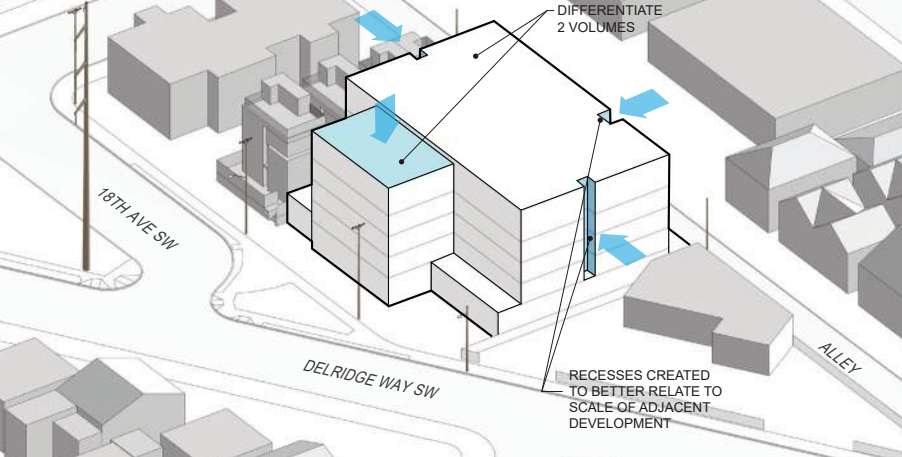


DESIGN PROCESS

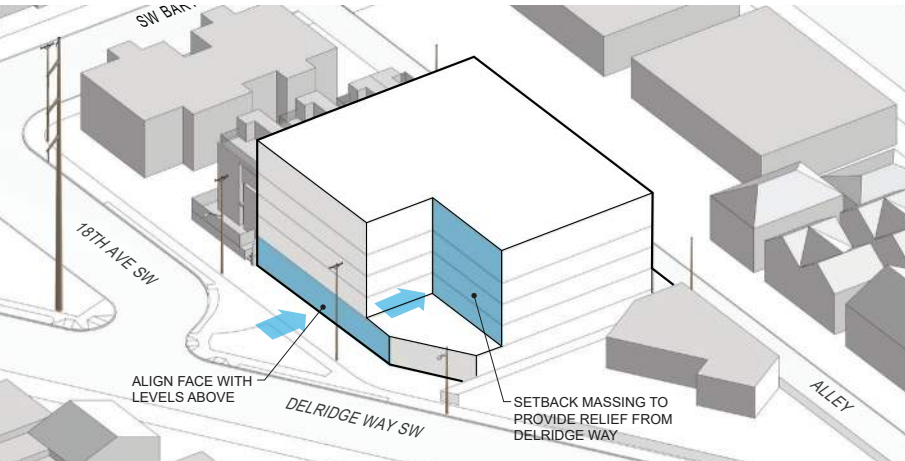
STEP 1: BUILD TO ZONING ENVELOPE



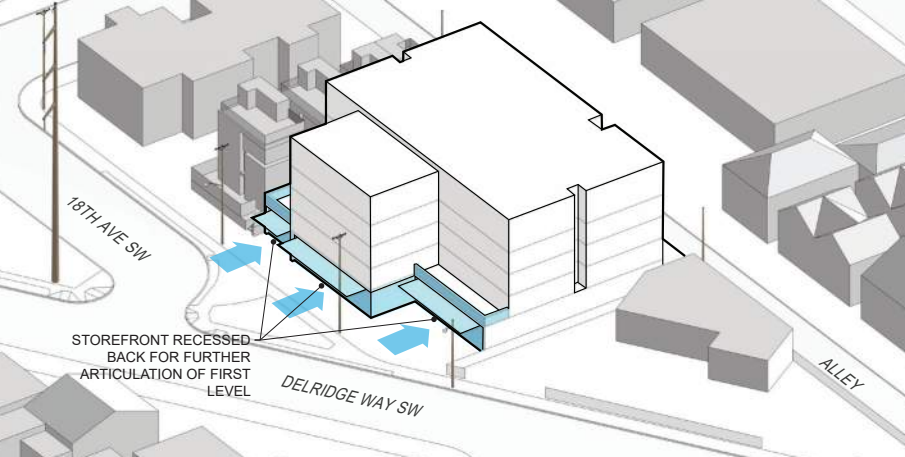
STEP 4: CREATE RECESSES TO RELATE TO TOWNHOME SCALE



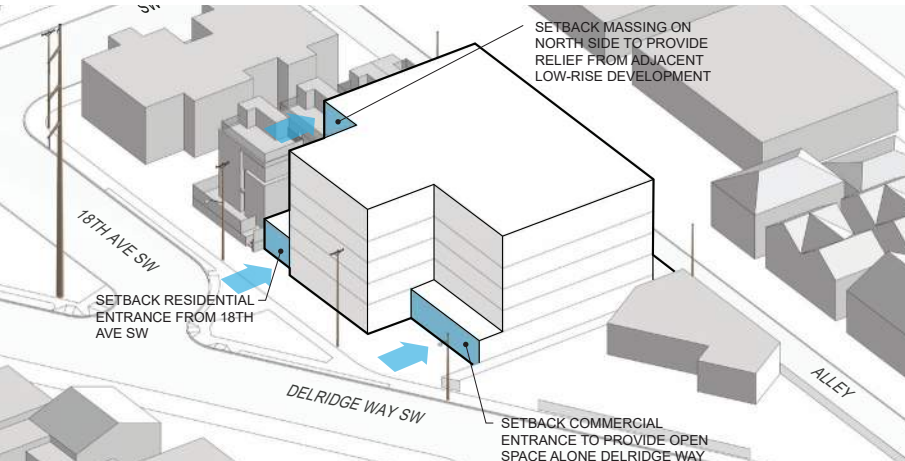
STEP 2: CREATE GENERAL MASSING RELIEF



STEP 5: FURTHER ARTICULATION



STEP 3: FURTHER MASSING REFINEMENT



8.0 OPTION 2 | MASSING

DESIGN INSPIRATION



① DC2.A: MASSING
Intersecting masses add visual interest to the facade without over-complicating its geometries.

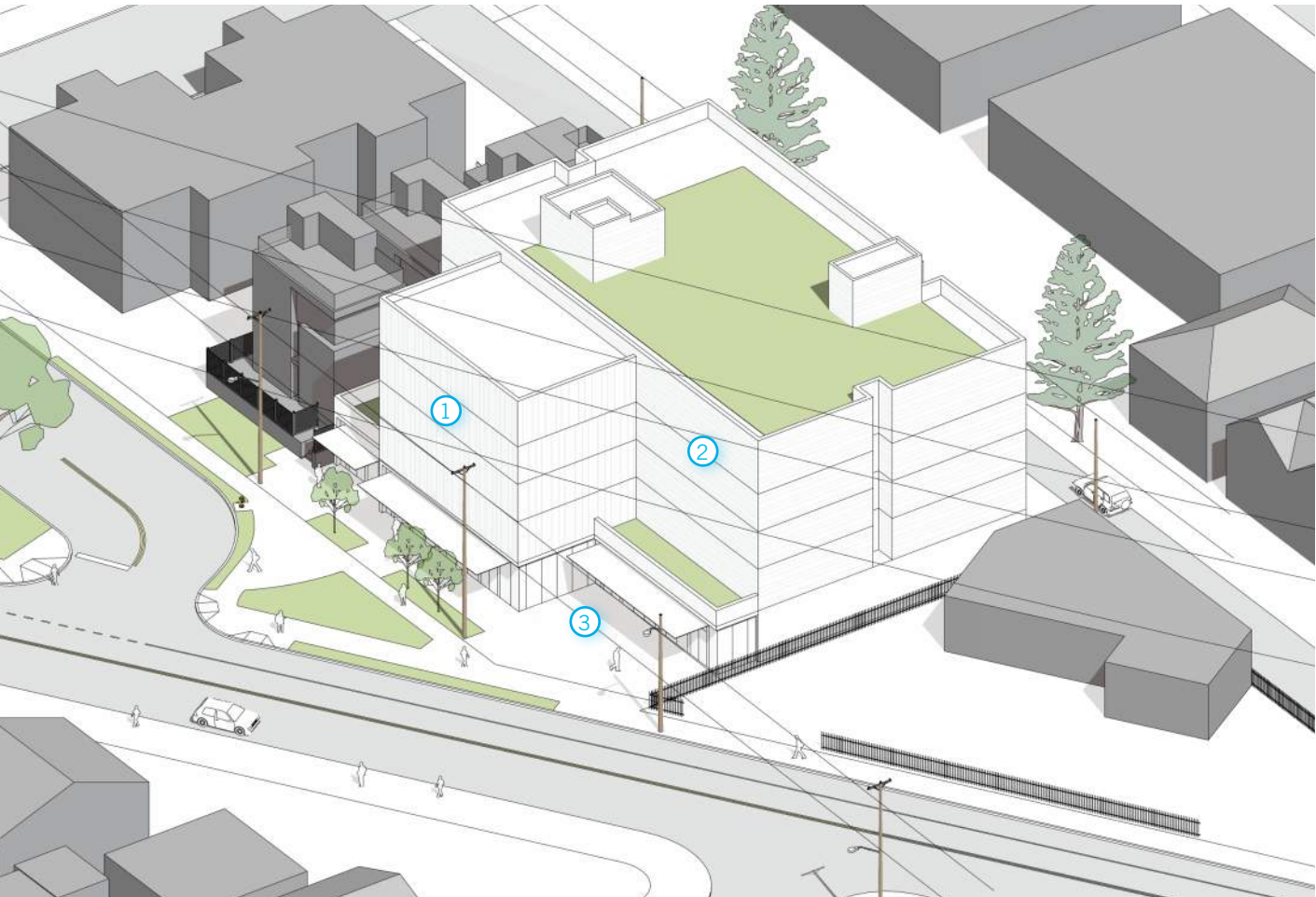


② CS2.D: HEIGHT, BULK, AND SCALE
Contrasting materials between masses add visual interest and breaks down mass while not overcomplicating geometry.

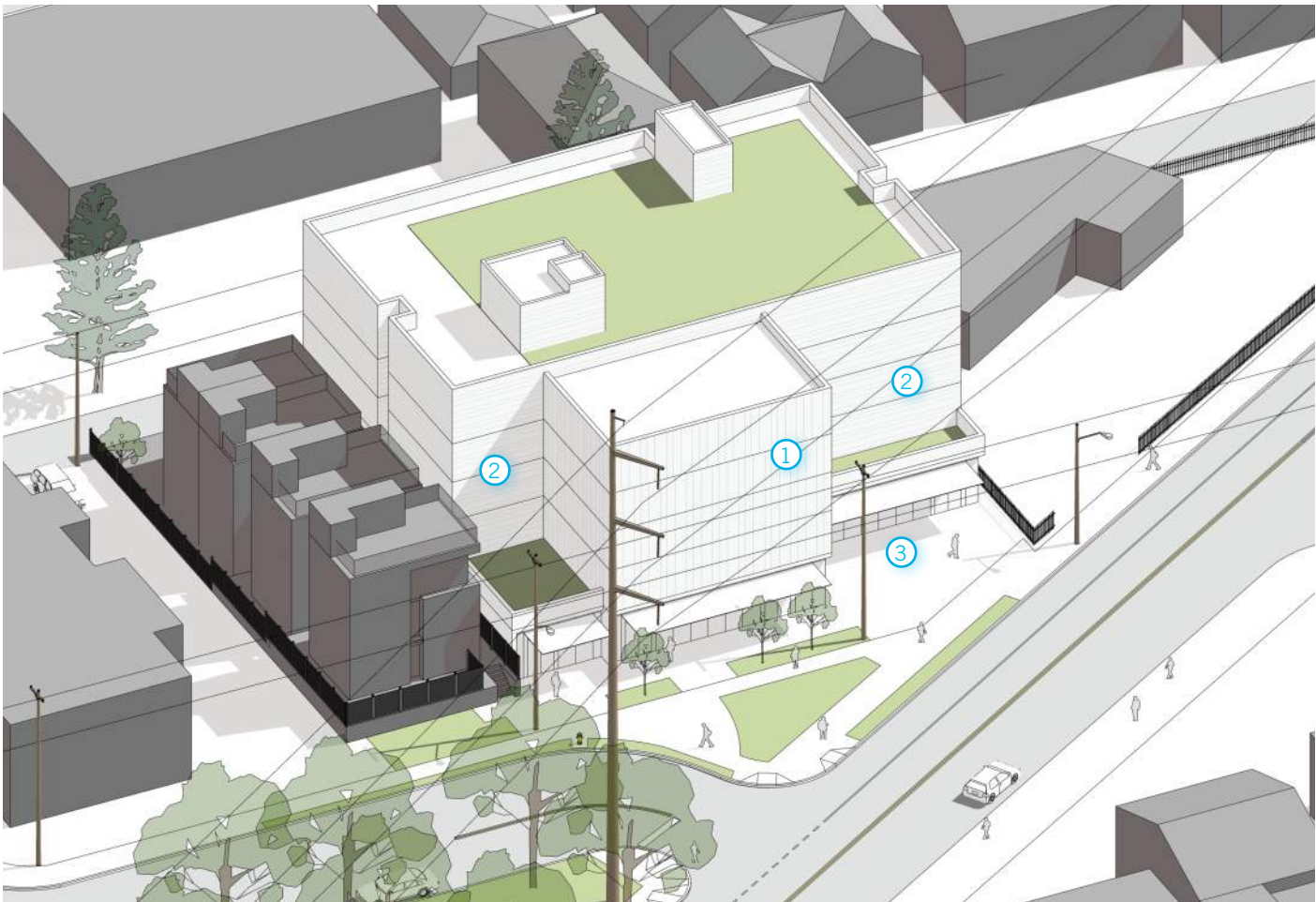


③ PL1.C: OUTDOOR USES AND ACTIVITIES
Glazing, weather protection, and outdoor elements helps transform this sidewalk into an active pedestrian space.

FINAL CONCEPT MASSING



AXONOMETRIC VIGNETTE FROM SOUTHWEST



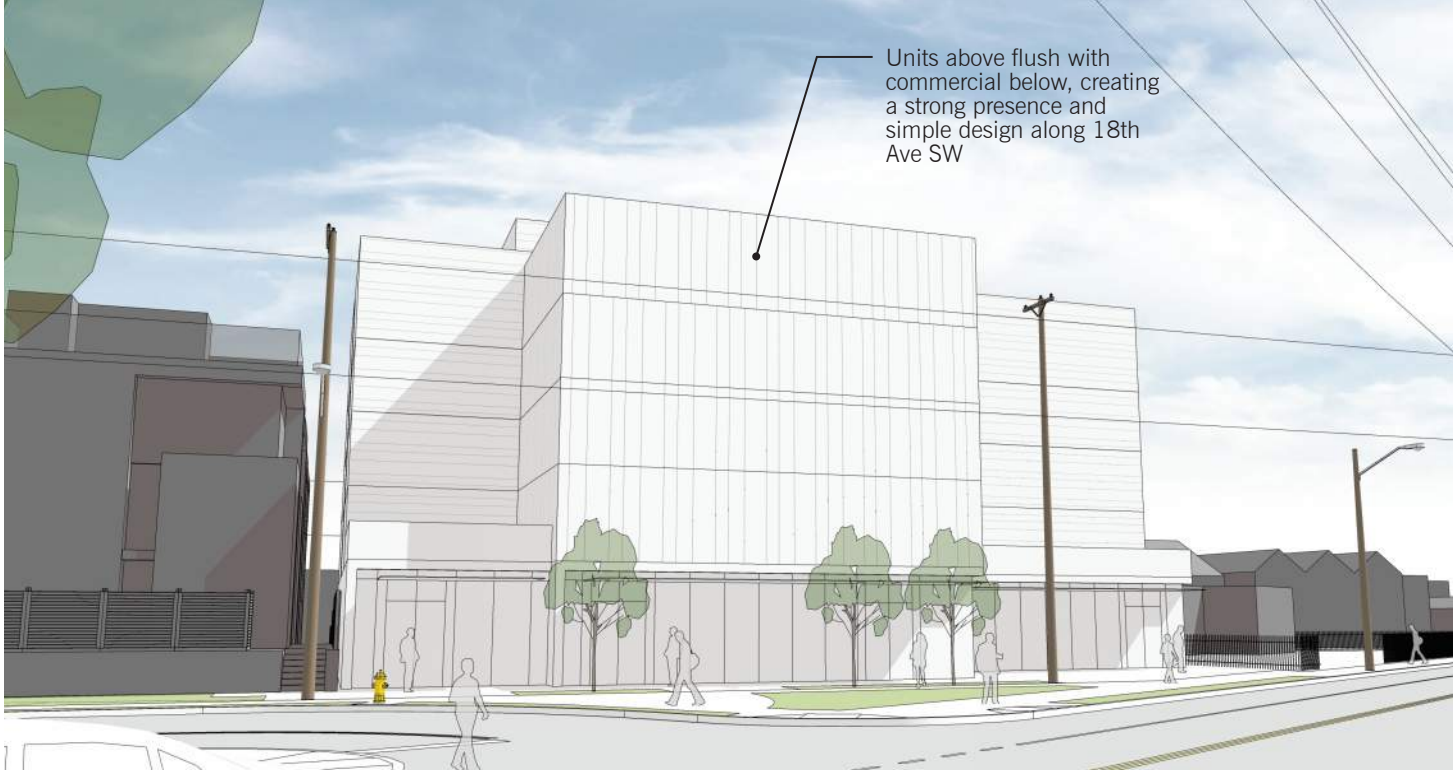
AXONOMETRIC VIGNETTE FROM NORTHWEST

8.0 OPTION 2 | MASSING

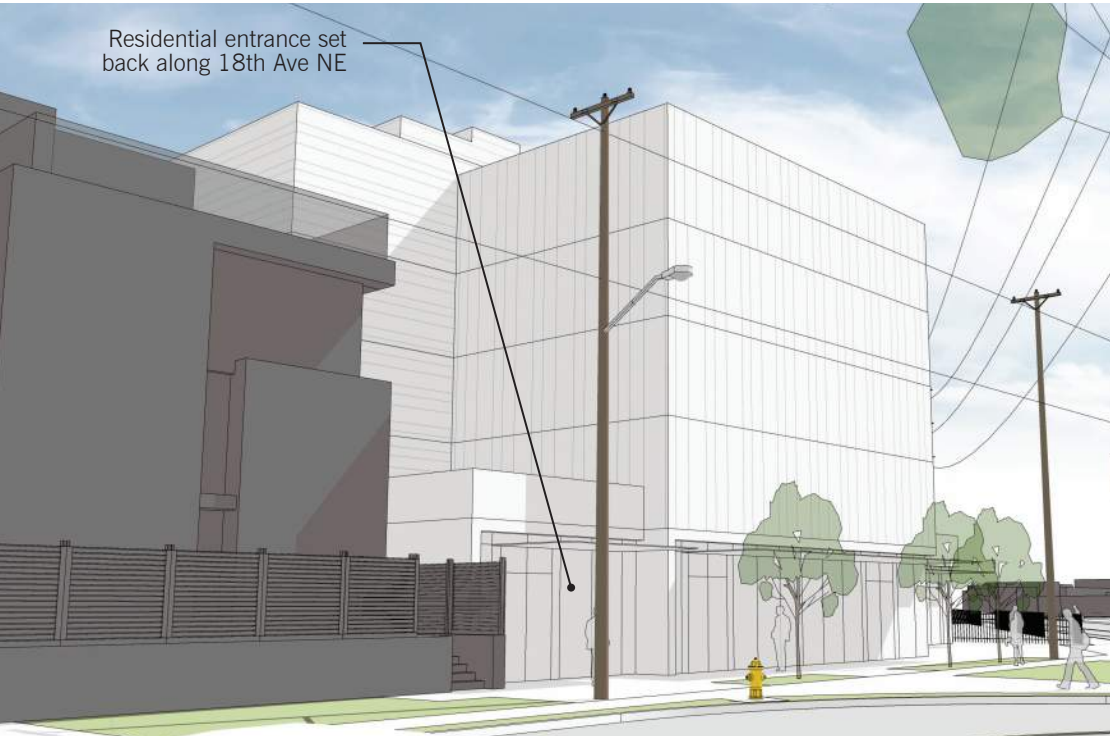
DESIGN ANALYSIS



VIEW FROM DELRIDGE WAY SW



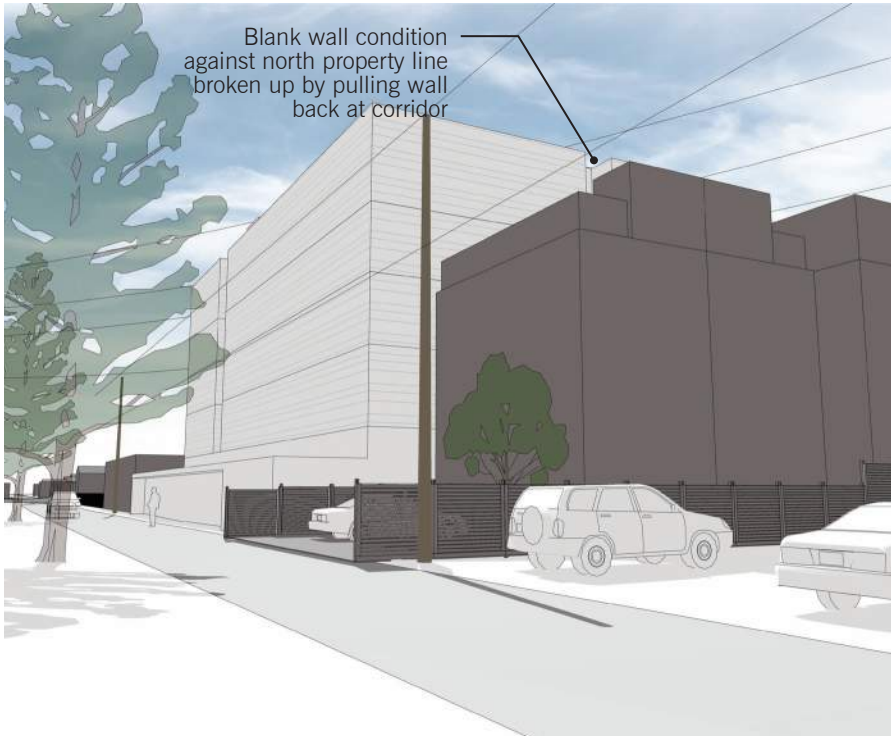
VIEW FROM DELRIDGE WAY SW AND 18TH AVE SW



VIEW FROM 18TH AVE SW



VIEW FROM DELRIDGE WAY SW LOOKING NORTH



VIEW FROM ALLEY LOOKING SOUTH

8.0 OPTION 2 | MASSING



AERIAL VIEW FROM SOUTHWEST

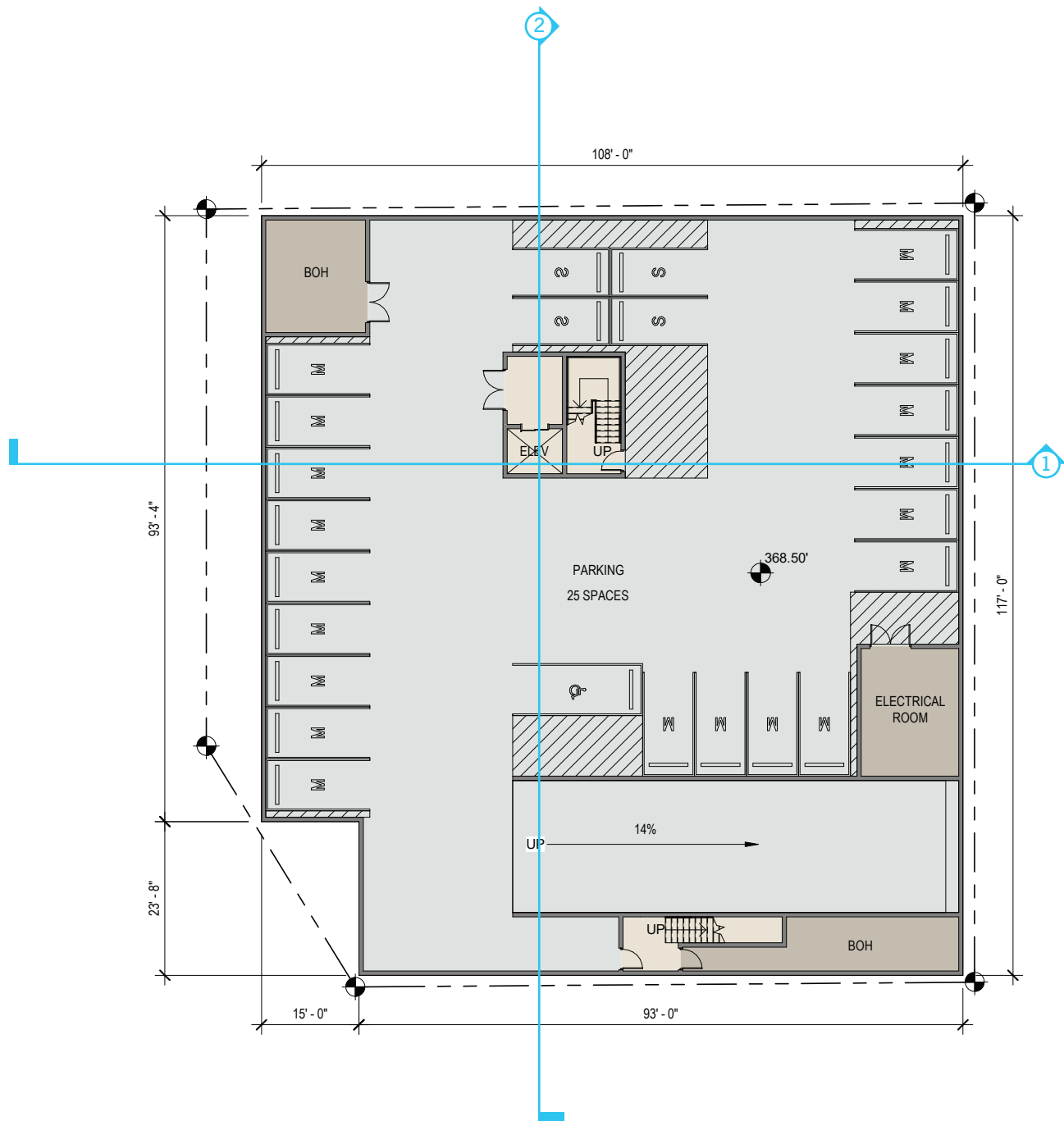
8.0 OPTION 2 | MASSING



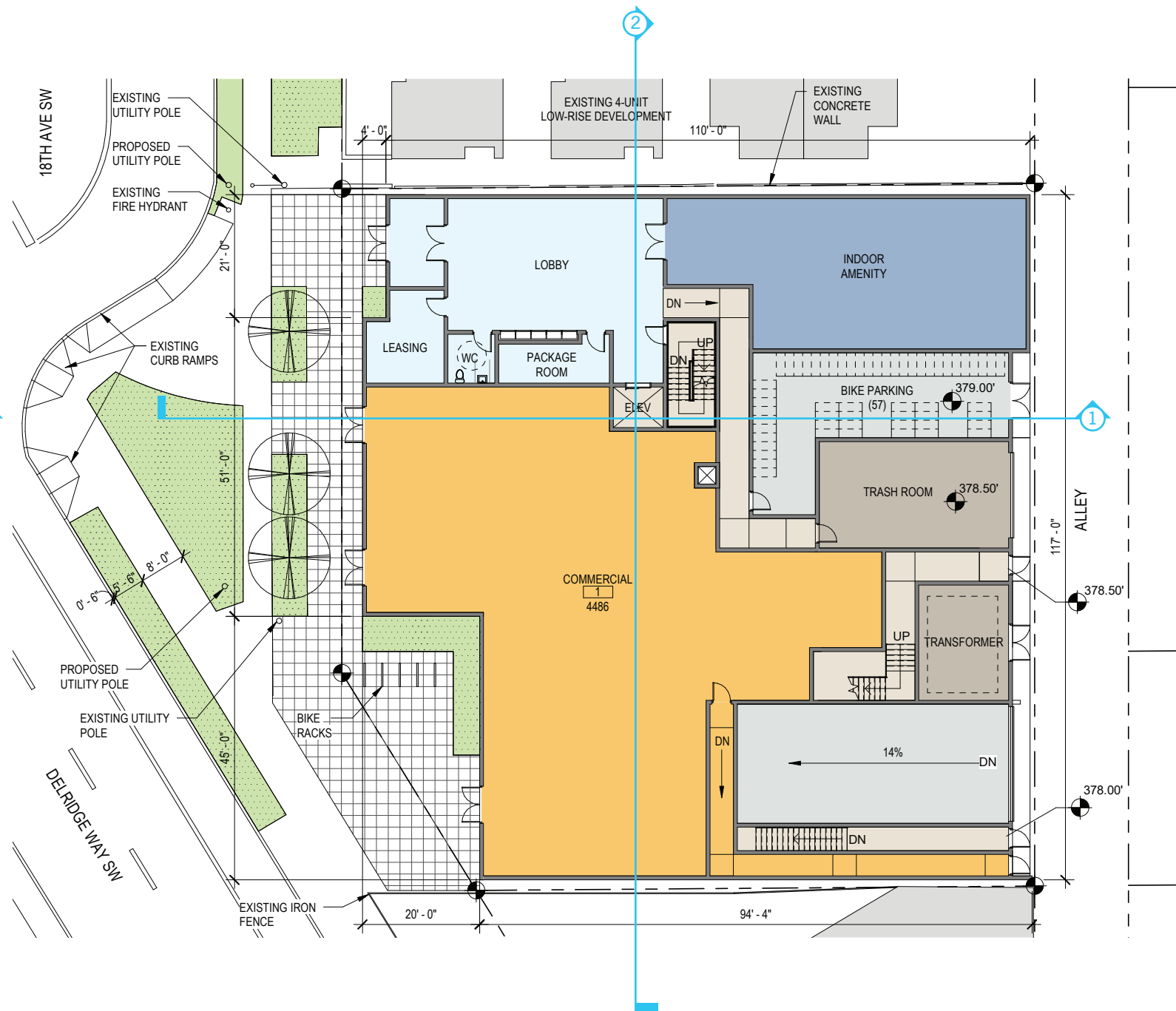
AERIAL VIEW FROM NORTHWEST

8.0 OPTION 2 | FLOOR PLANS

- KEY
- | | |
|-------------|---------------------|
| Commercial | Planting Strip |
| Residential | Residential Amenity |
| Utility/BOH | Parking/Garage |
| Circulation | Balcony |



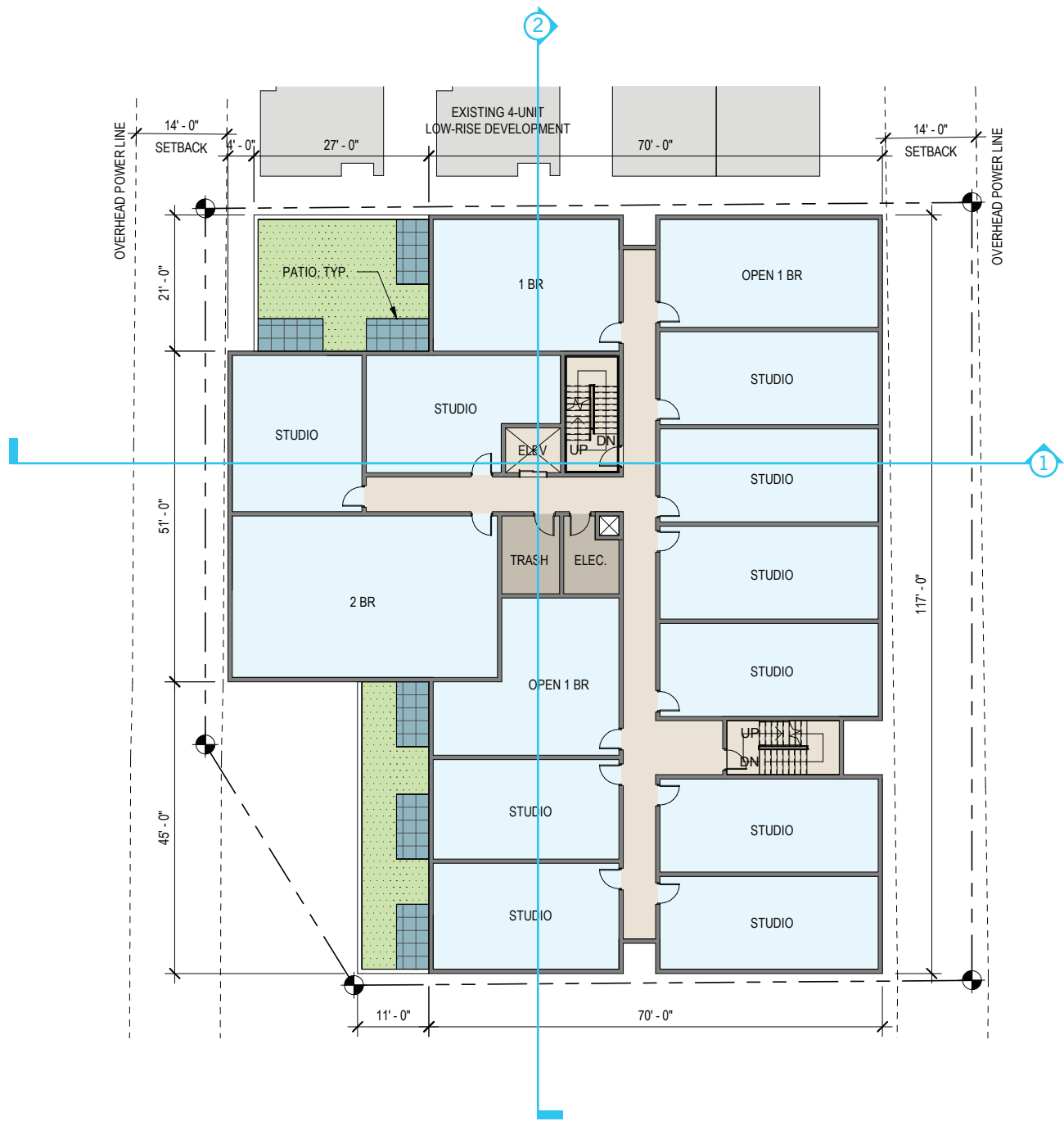
LEVEL P1



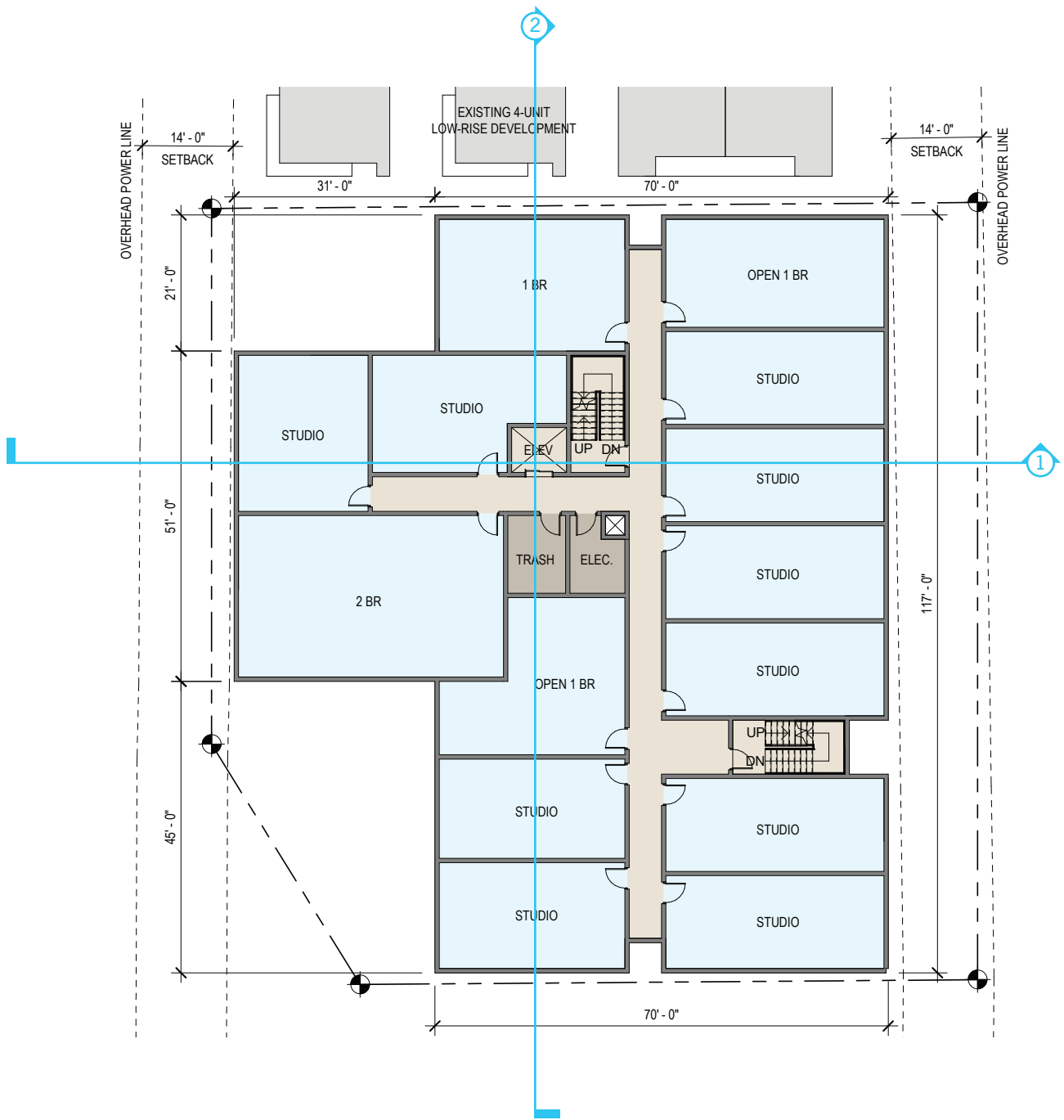
LEVEL 1

8.0 OPTION 2 | FLOOR PLANS

- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Planting Strip
 - Residential Amenity
 - Parking/Garage
 - Balcony



LEVEL 2

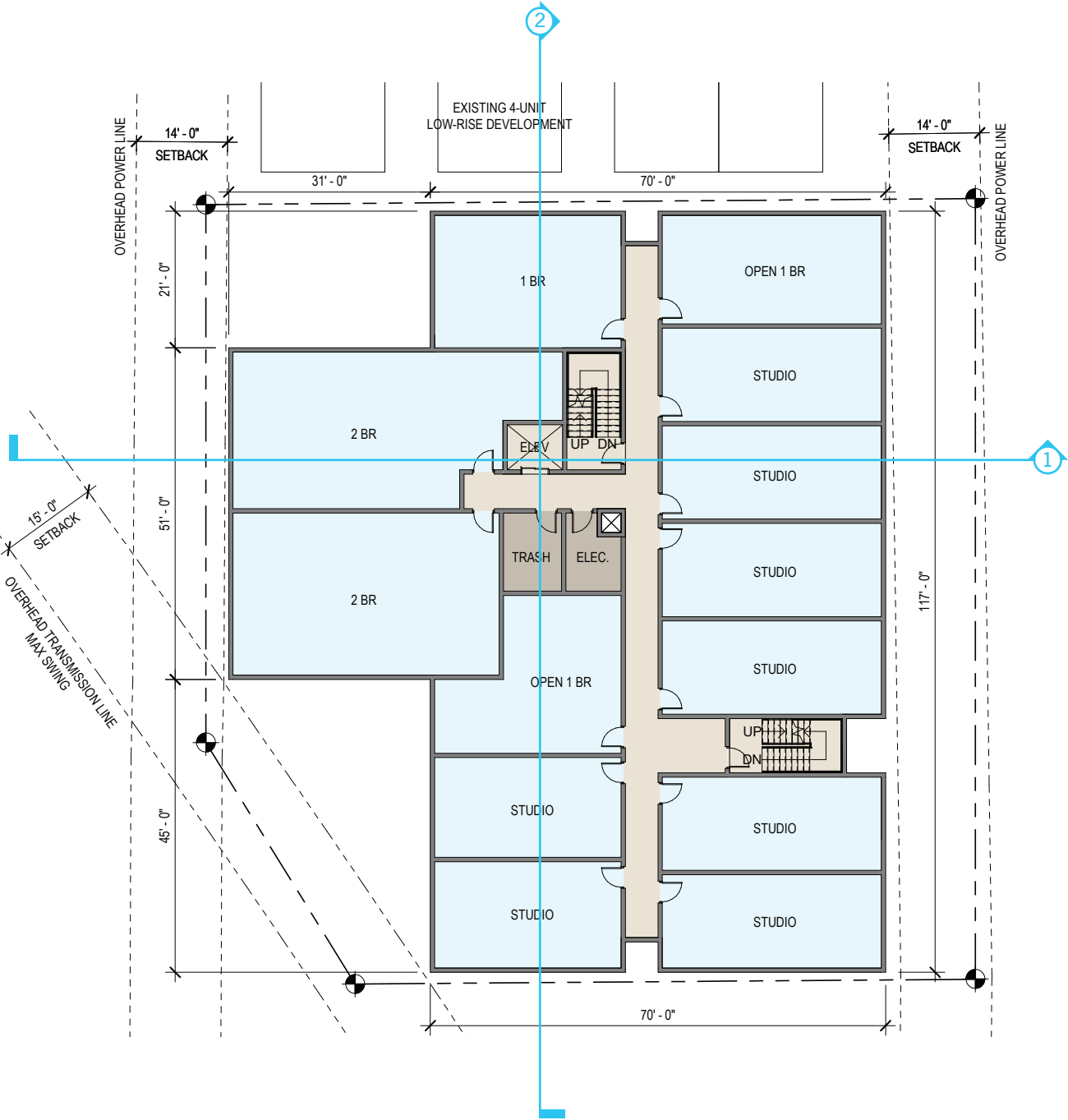


LEVEL 3-4

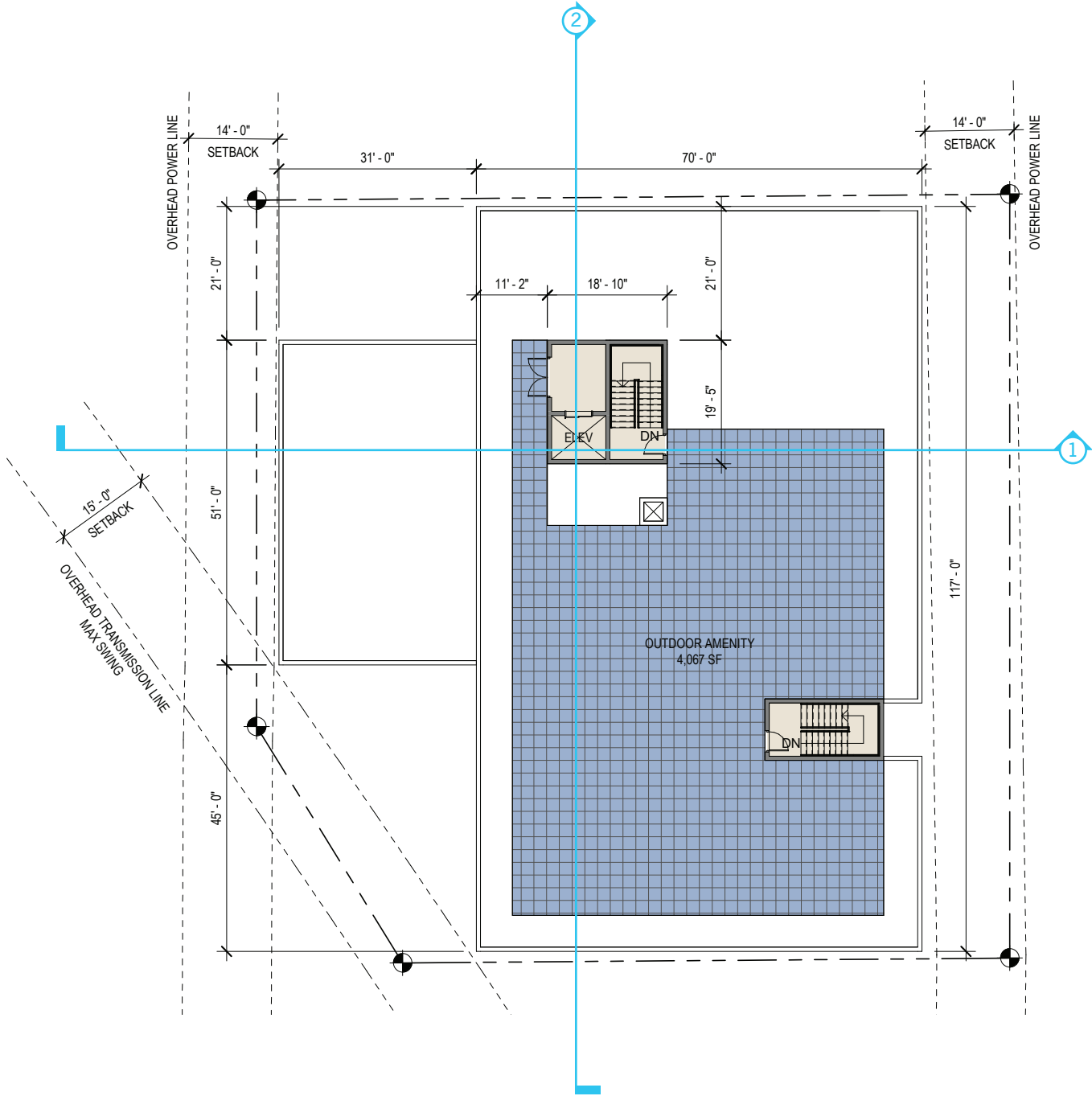


8.0 OPTION 2 | FLOOR PLANS

- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Planting Strip
 - Residential Amenity
 - Parking/Garage
 - Balcony



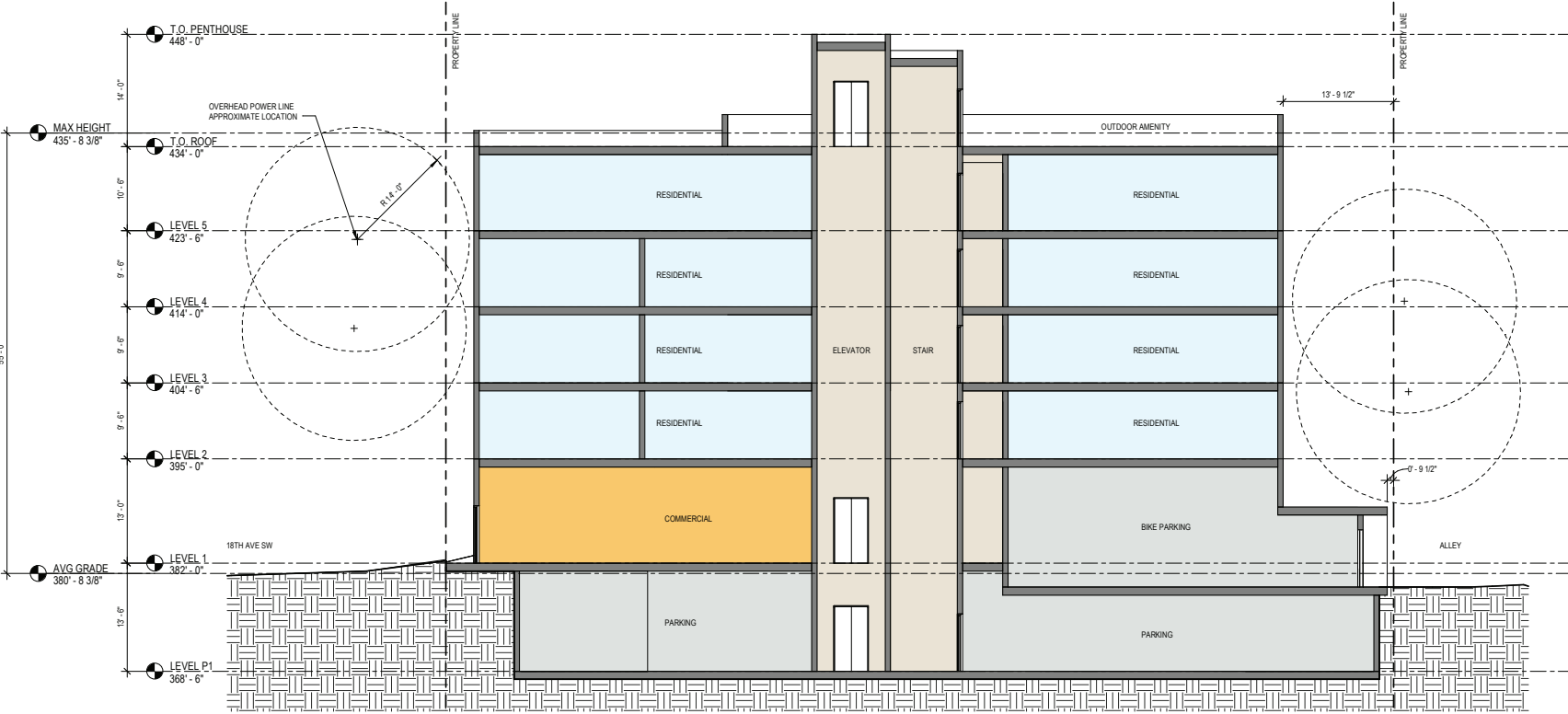
LEVEL 5



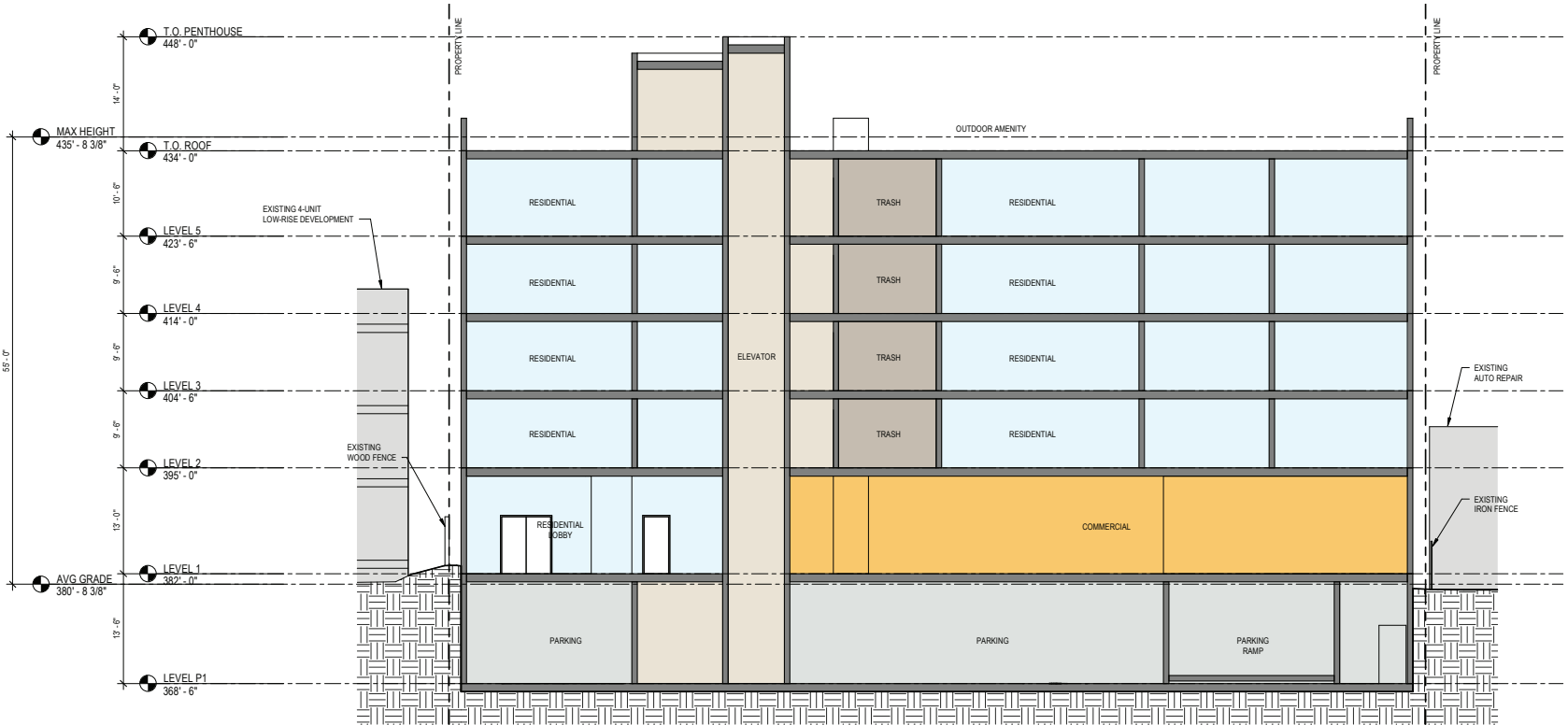
ROOF



8.0 OPTION 2 | SECTIONS



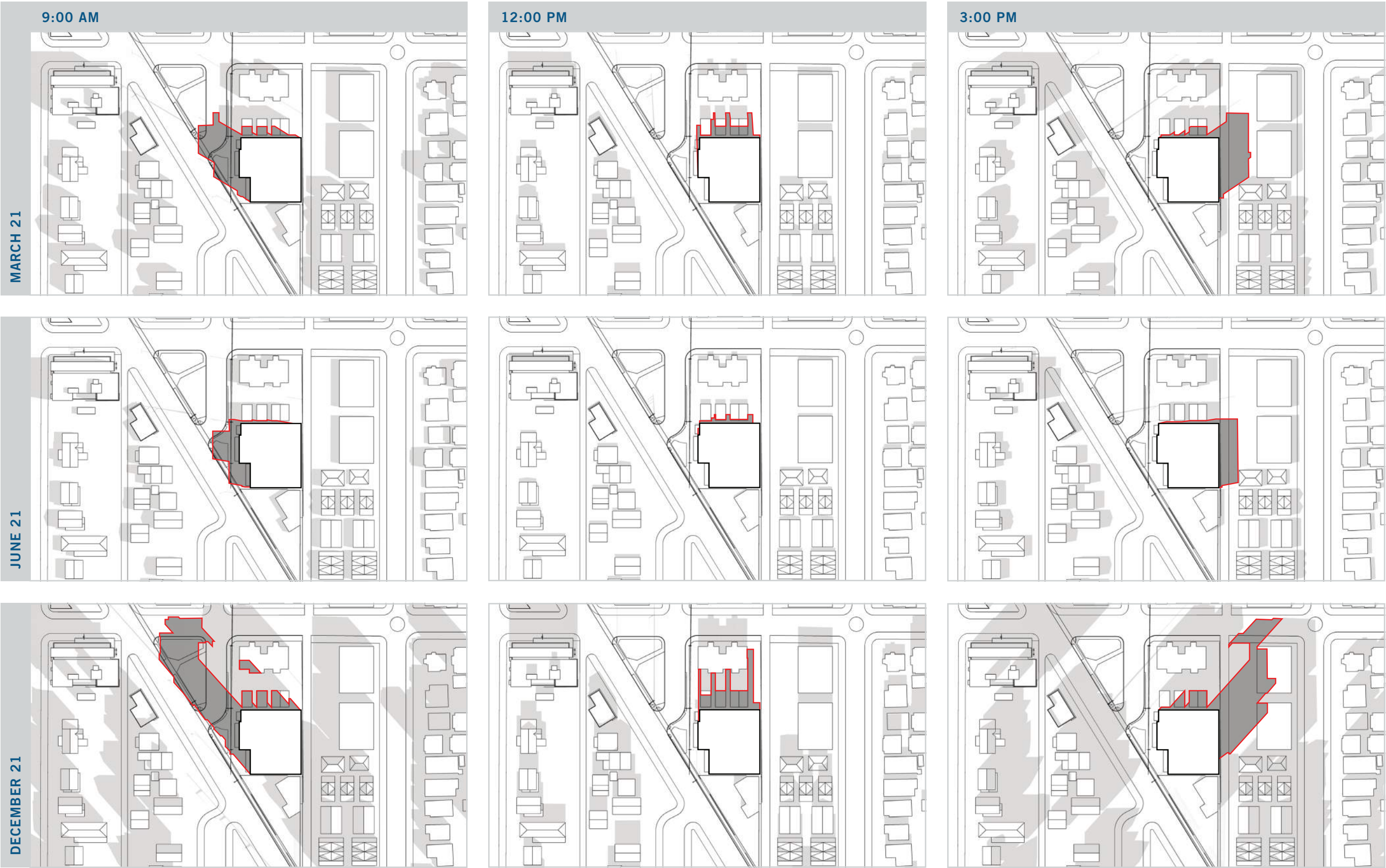
SECTION 1



SECTION 2

- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Parking

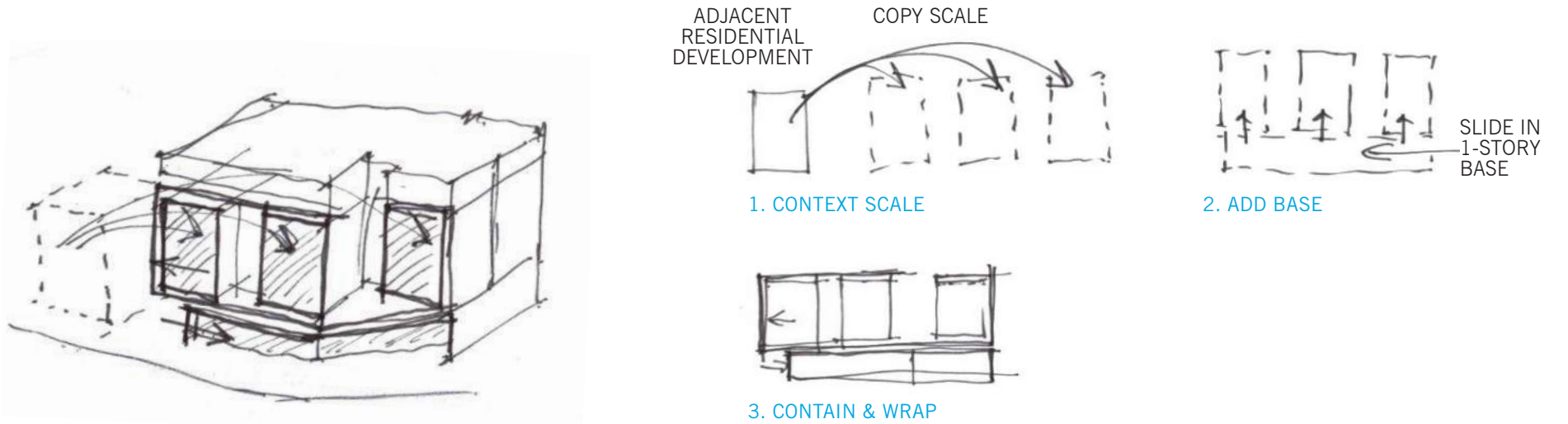
8.0 OPTION 2 | SHADOW STUDY



8.0 OPTION 3 (PREFERRED)

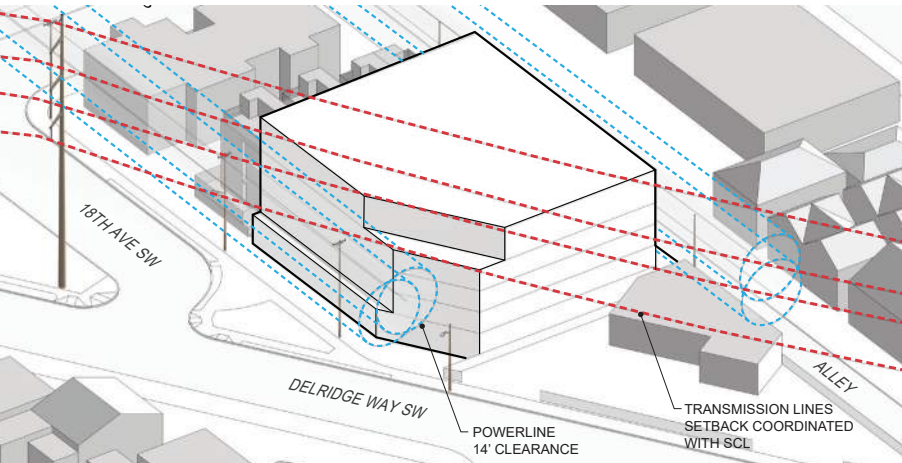
DESIGN PARTI - SHIFTING FRAMES

The building's mass can be thought as separate smaller volumes relating to the scale of the neighborhood building typologies, but are then contained within frames that slide in relationship to each other. The main massing is subdivided into volumes that relate to the adjacent 3-story townhomes. These are then contained in a frame, and then a frame for the base slides under it. The base contains the retail and retail frontages that recessed separately. This frame at the base is expressed proud of the upper massing to create a distinction of 1-story that relates to the typical 1-story, pedestrian scaled retail in the area. These frames are in a dynamic sliding juxtaposition to add a contemporary expression, and to express a more open southern end to Delridge Way, and a more closed termination towards the more private residential end on 18th Avenue.

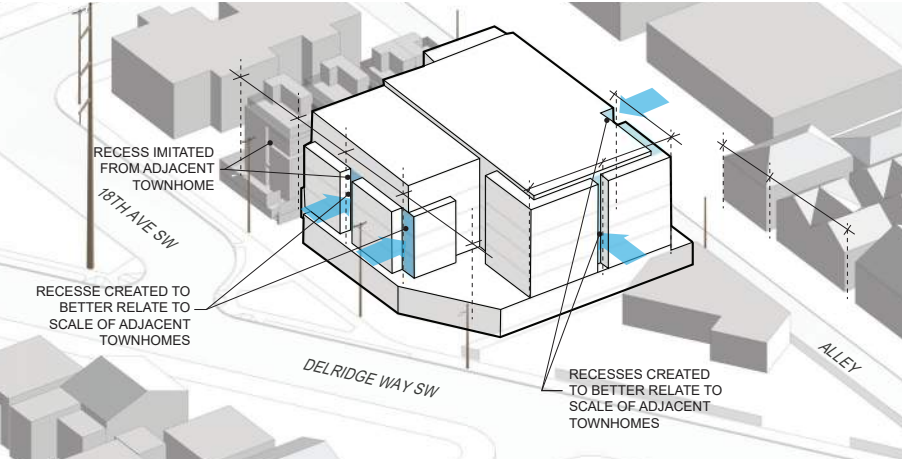


DESIGN PROCESS

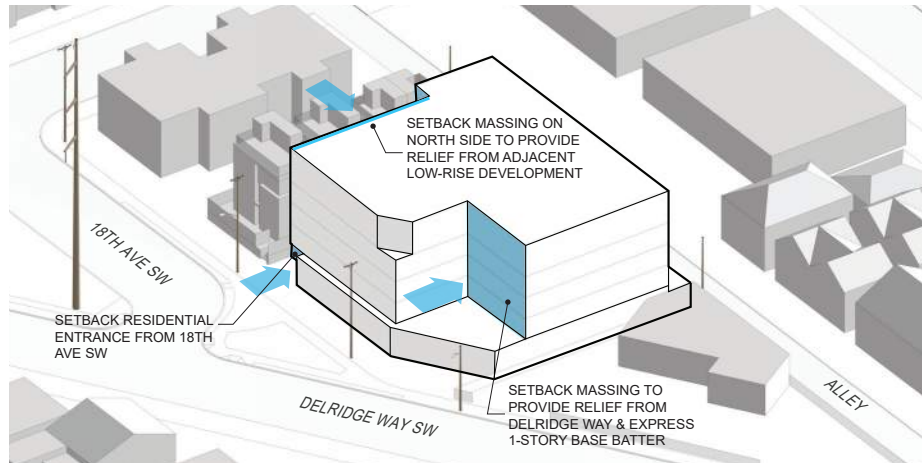
STEP 1: BUILD TO ZONING ENVELOPE



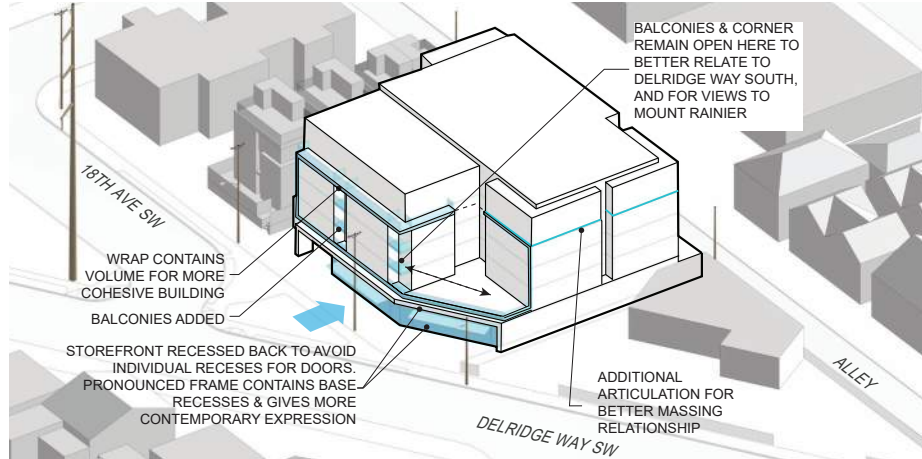
STEP 4: CREATE RECESSES TO RELATE TO TOWNHOME SCALE



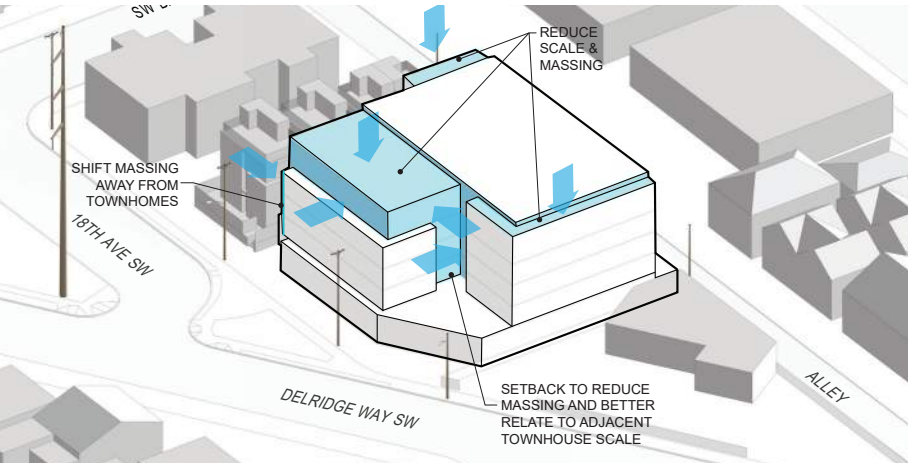
STEP 2: CREATE GENERAL MASSING RELIEF



STEP 5: FURTHER ARTICULATION



STEP 3: FURTHER MASSING REFINEMENT



8.0 OPTION 3 (PREFERRED) | MASSING

DESIGN INSPIRATION



①



②



③



③

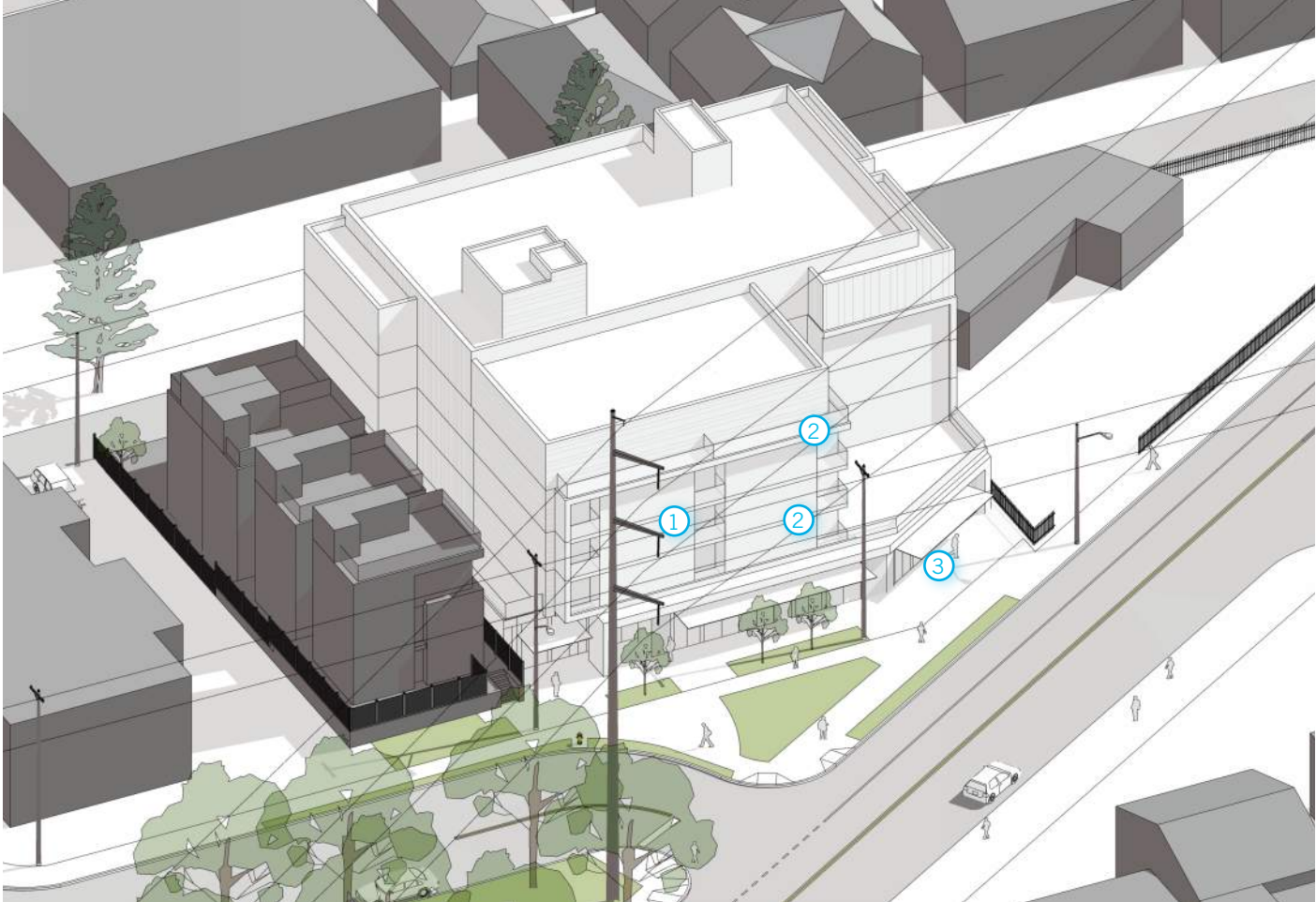
DC2.A: MASSING; & CS2.D: HEIGH, BULK, & SCALE

The massing is broken down to relate to the 1-story retail and 3-story townhomes in the area. The base is expressed proud of the upper levels. The upper levels are broken to the scale of the townhomes. Frames help to contain the smaller volumes to make a more cohesive whole.

FINAL CONCEPT MASSING



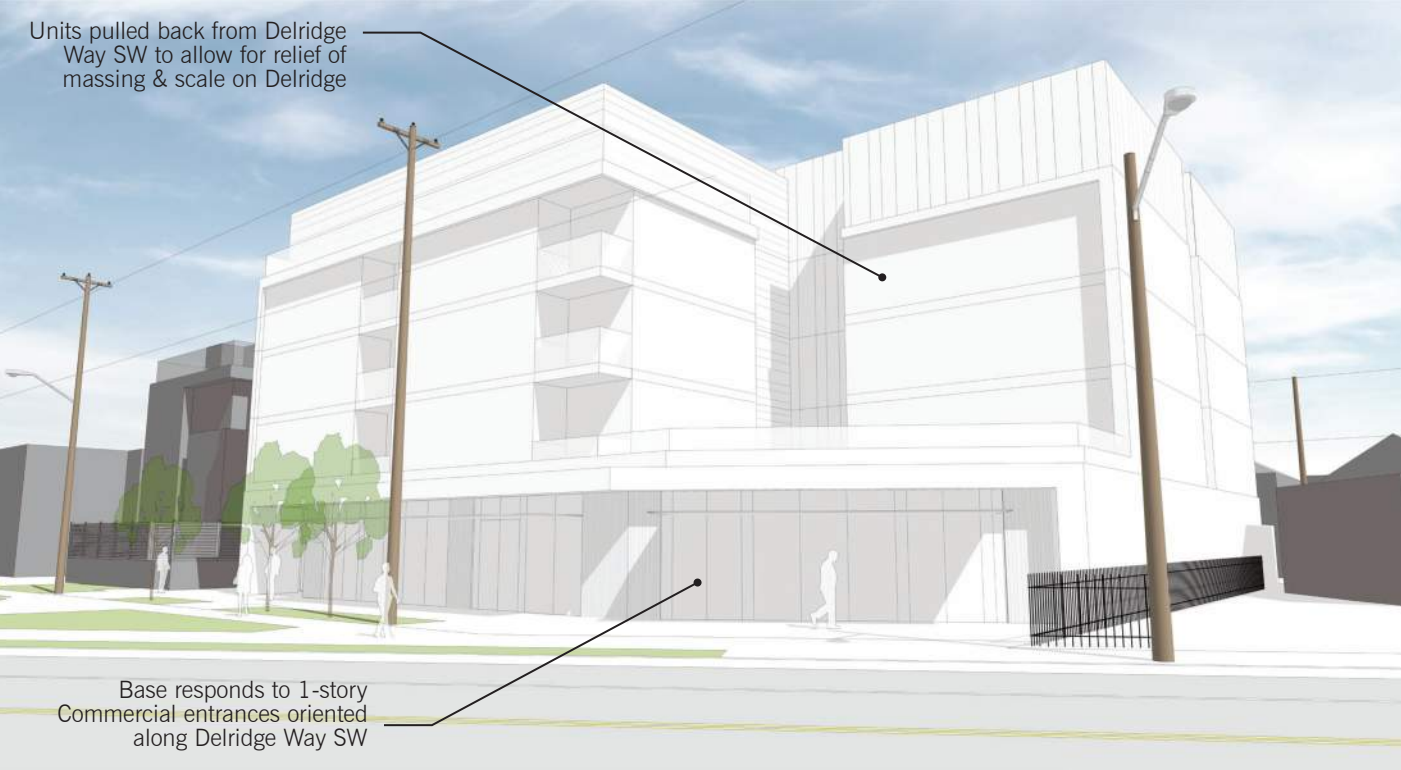
AXONOMETRIC VIGNETTE FROM SOUTHWEST



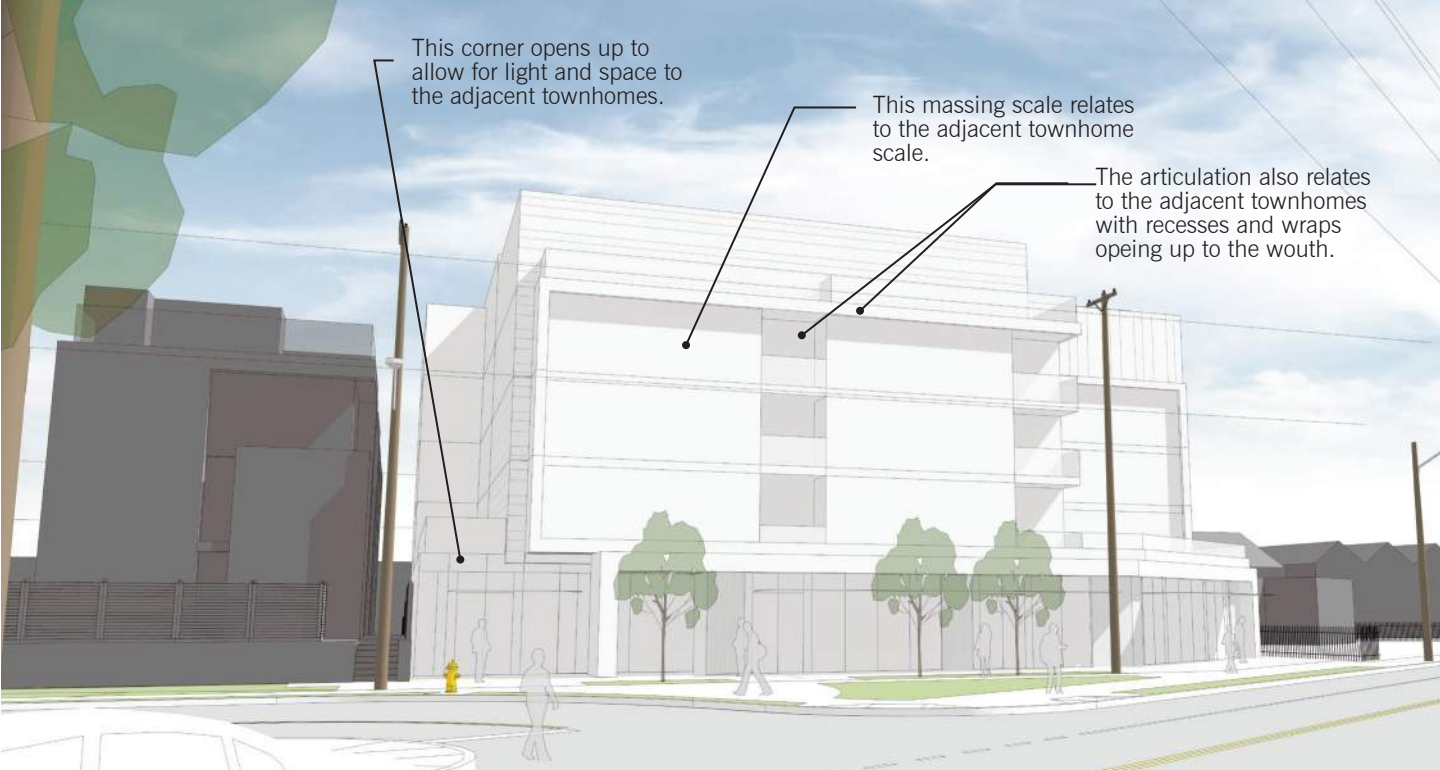
AXONOMETRIC VIGNETTE FROM NORTHWEST

8.0 OPTION 3 (PREFERRED) | MASSING

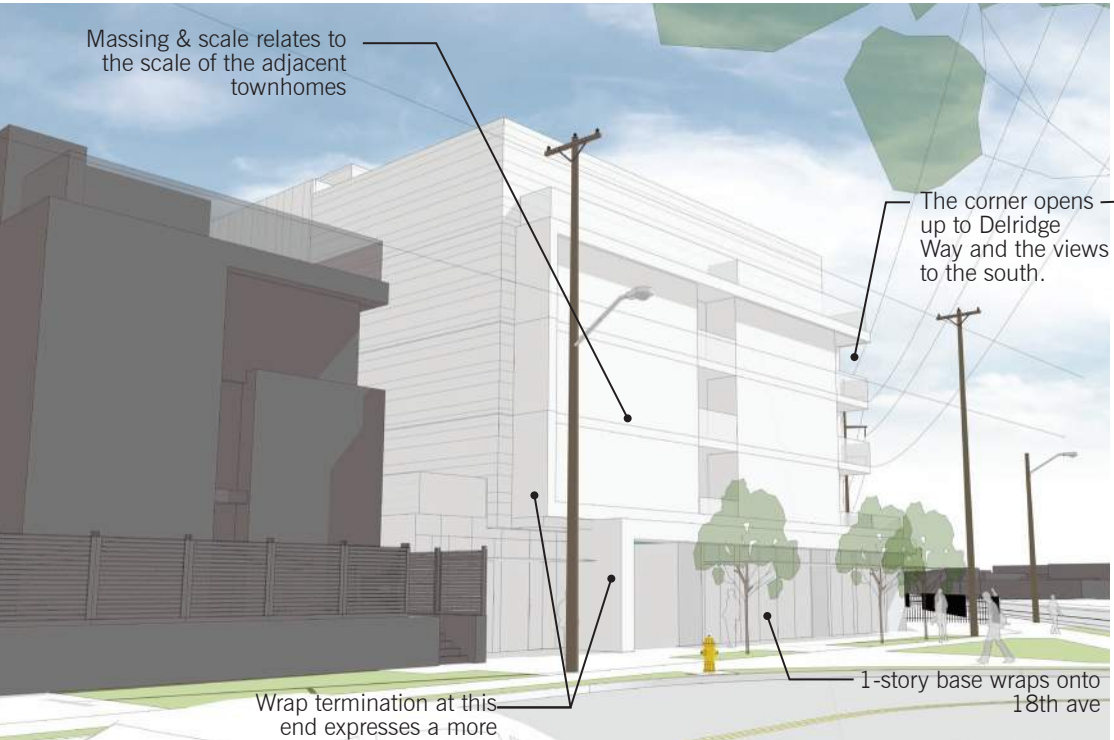
DESIGN ANALYSIS



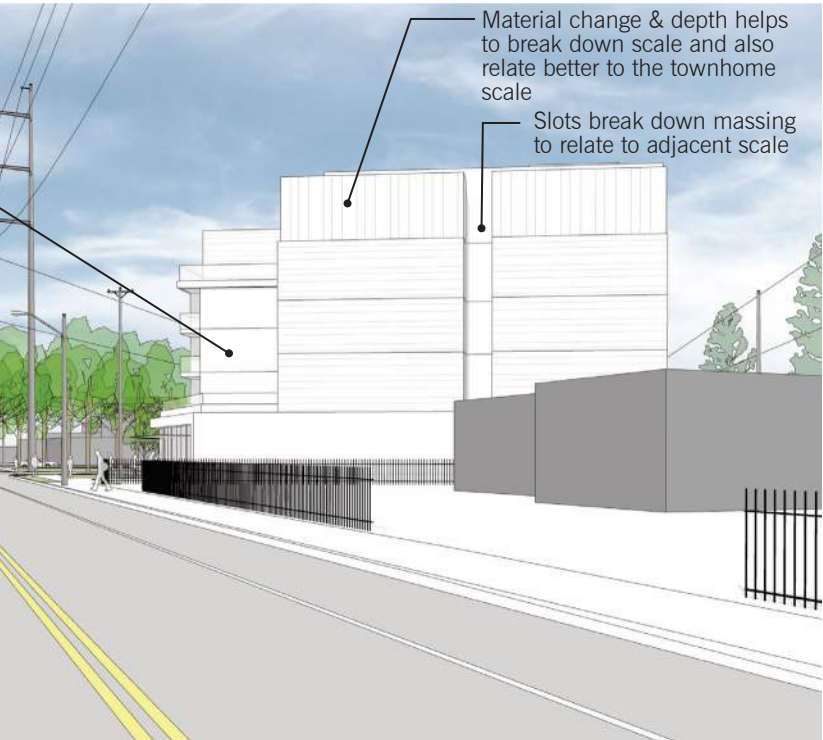
VIEW FROM DELRIDGE WAY SW



VIEW FROM DELRIDGE WAY SW AND 18TH AVE SW



VIEW FROM 18TH AVE SW



VIEW FROM DELRIDGE WAY SW LOOKING NORTH



VIEW FROM ALLEY LOOKING SOUTH

8.0 OPTION 3 (PREFERRED) | MASSING



AERIAL VIEW FROM SOUTHWEST

8.0 OPTION 3 (PREFERRED) | MASSING

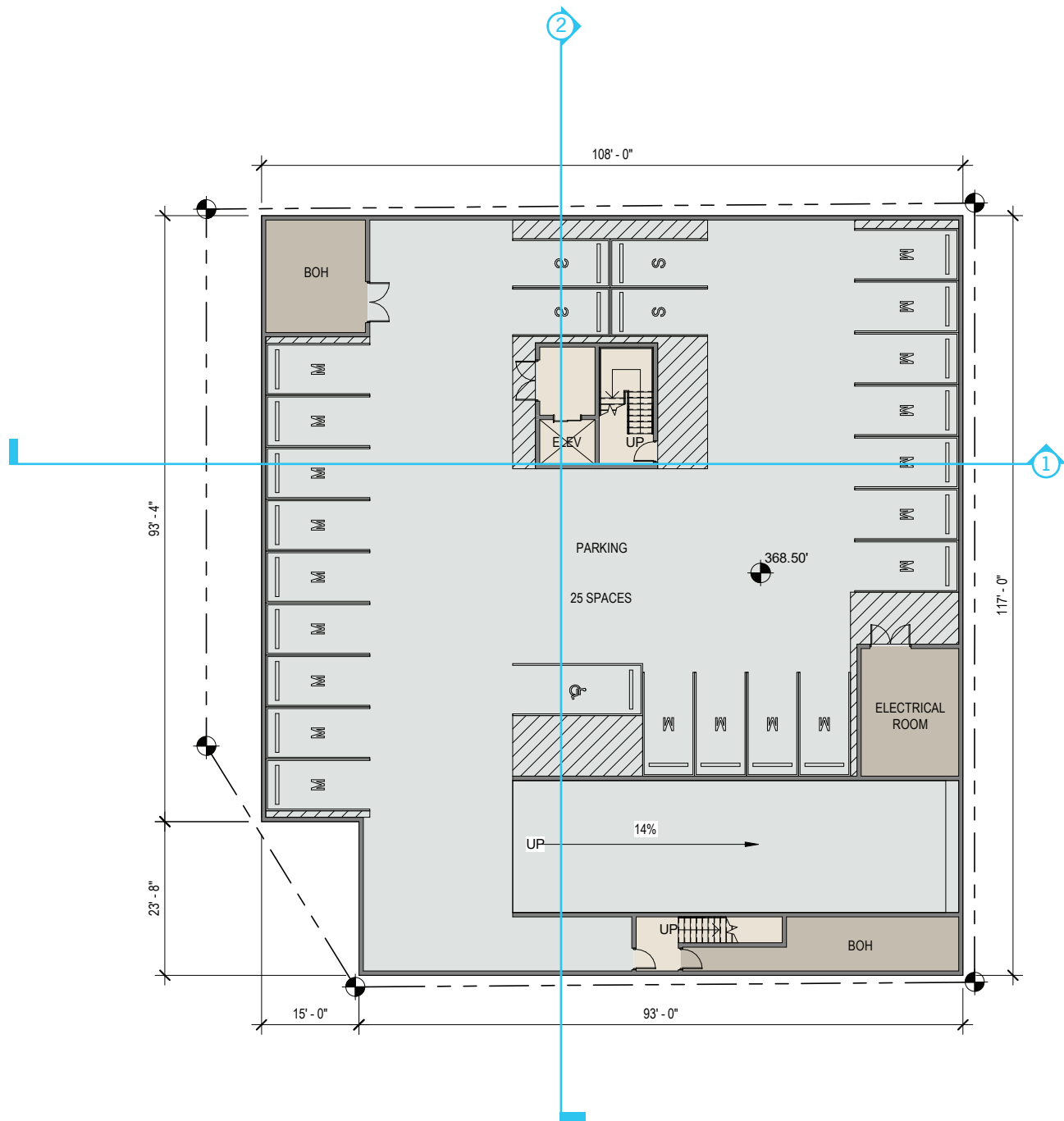


AERIAL VIEW FROM NORTHWEST

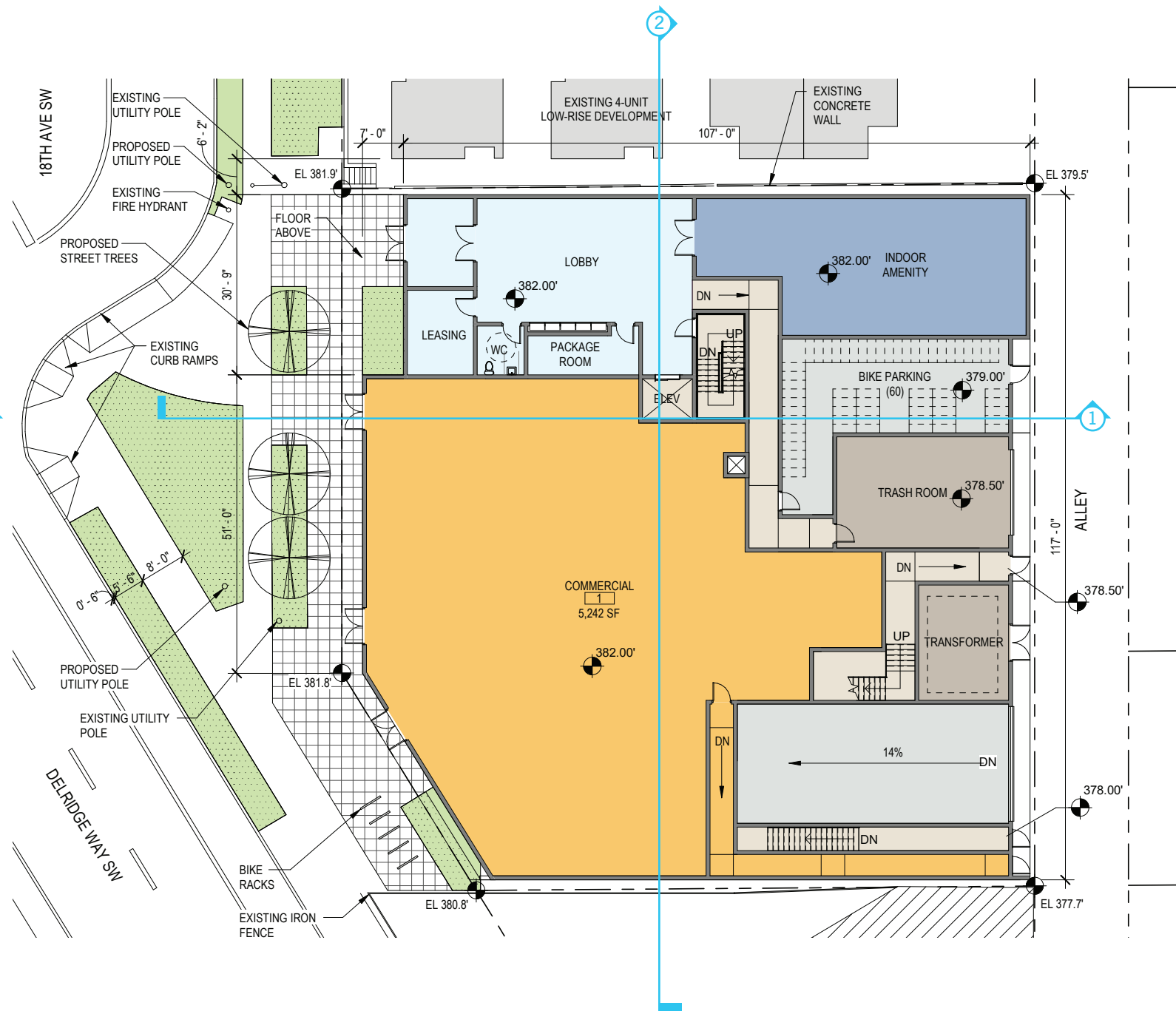
8.0 OPTION 3 (PREFERRED) | FLOOR PLANS

KEY

Commercial	Planting Strip
Residential	Residential Amenity
Utility/BOH	Parking/Garage
Circulation	Balcony



LEVEL P1

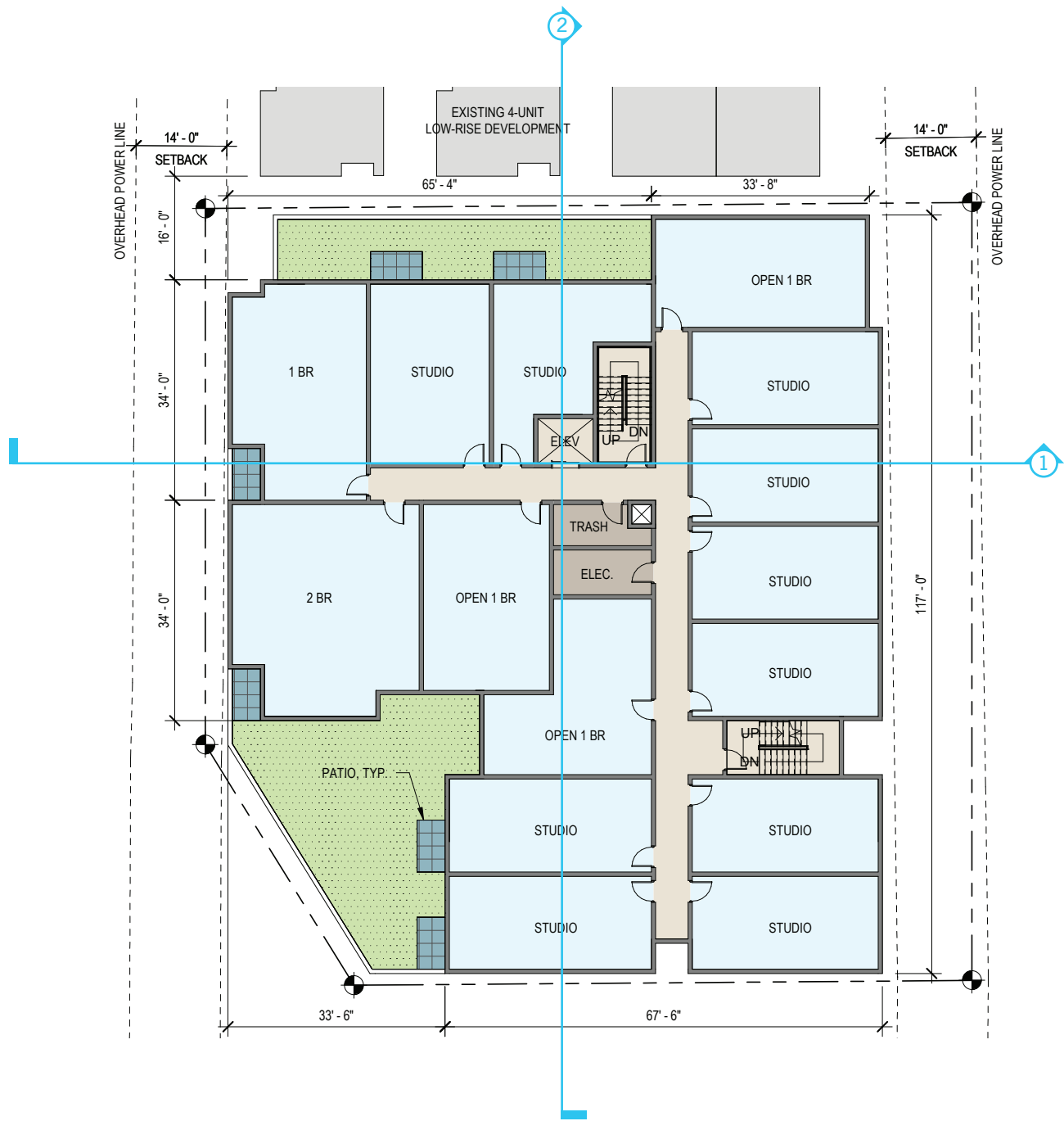


LEVEL 1

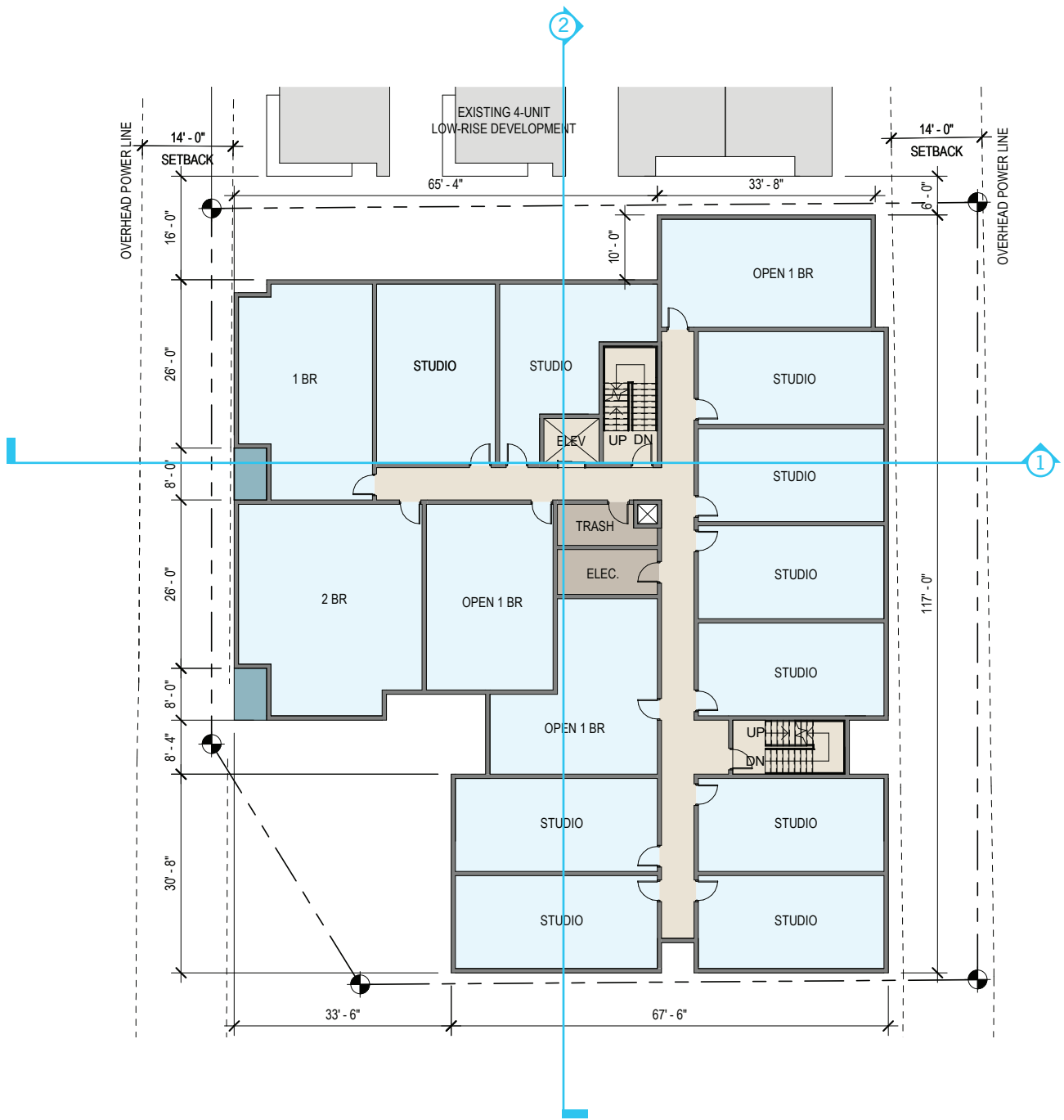


8.0 OPTION 3 (PREFERRED) | FLOOR PLANS

- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Planting Strip
 - Residential Amenity
 - Parking/Garage
 - Balcony



LEVEL 2

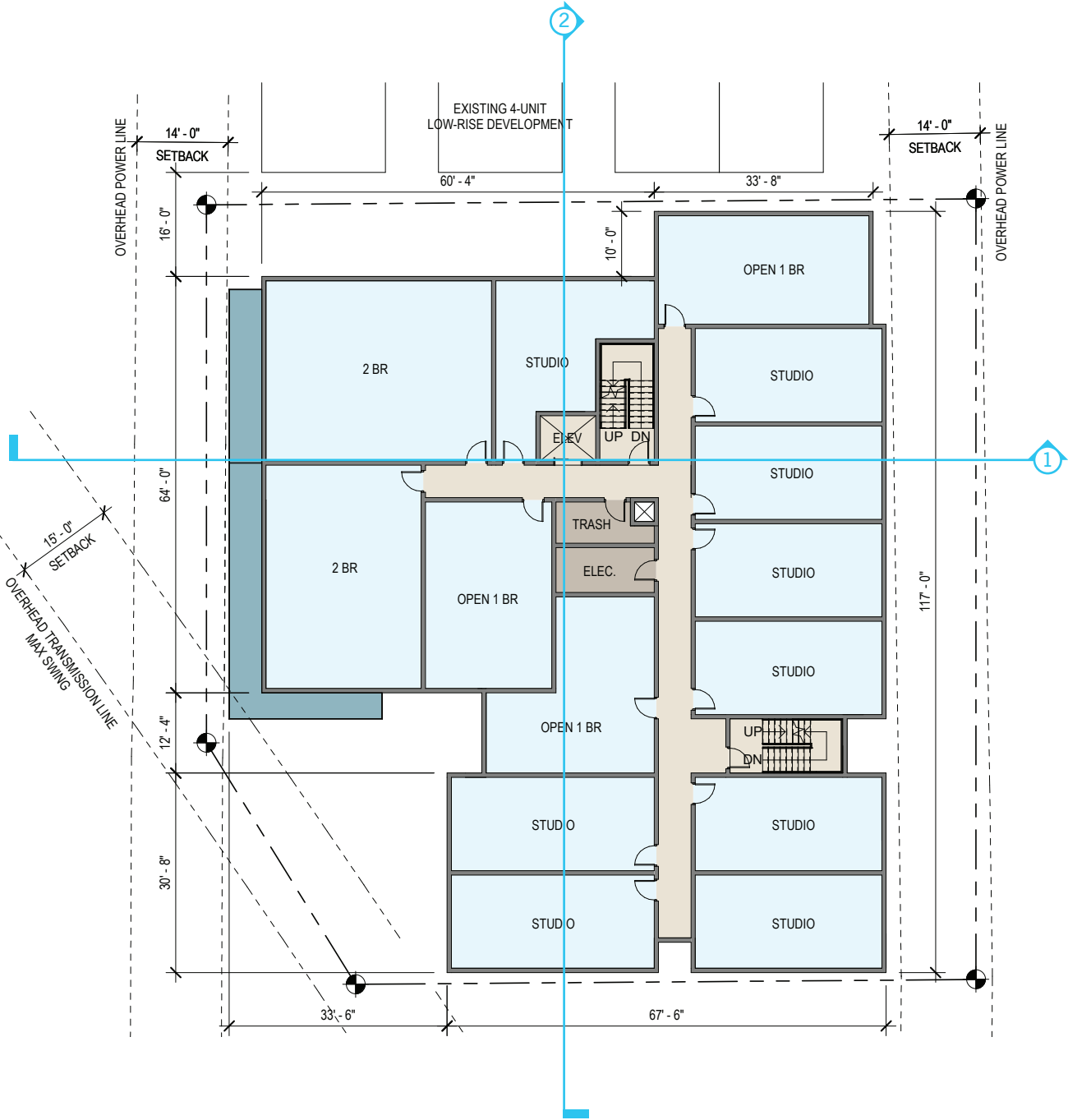


LEVEL 3-4

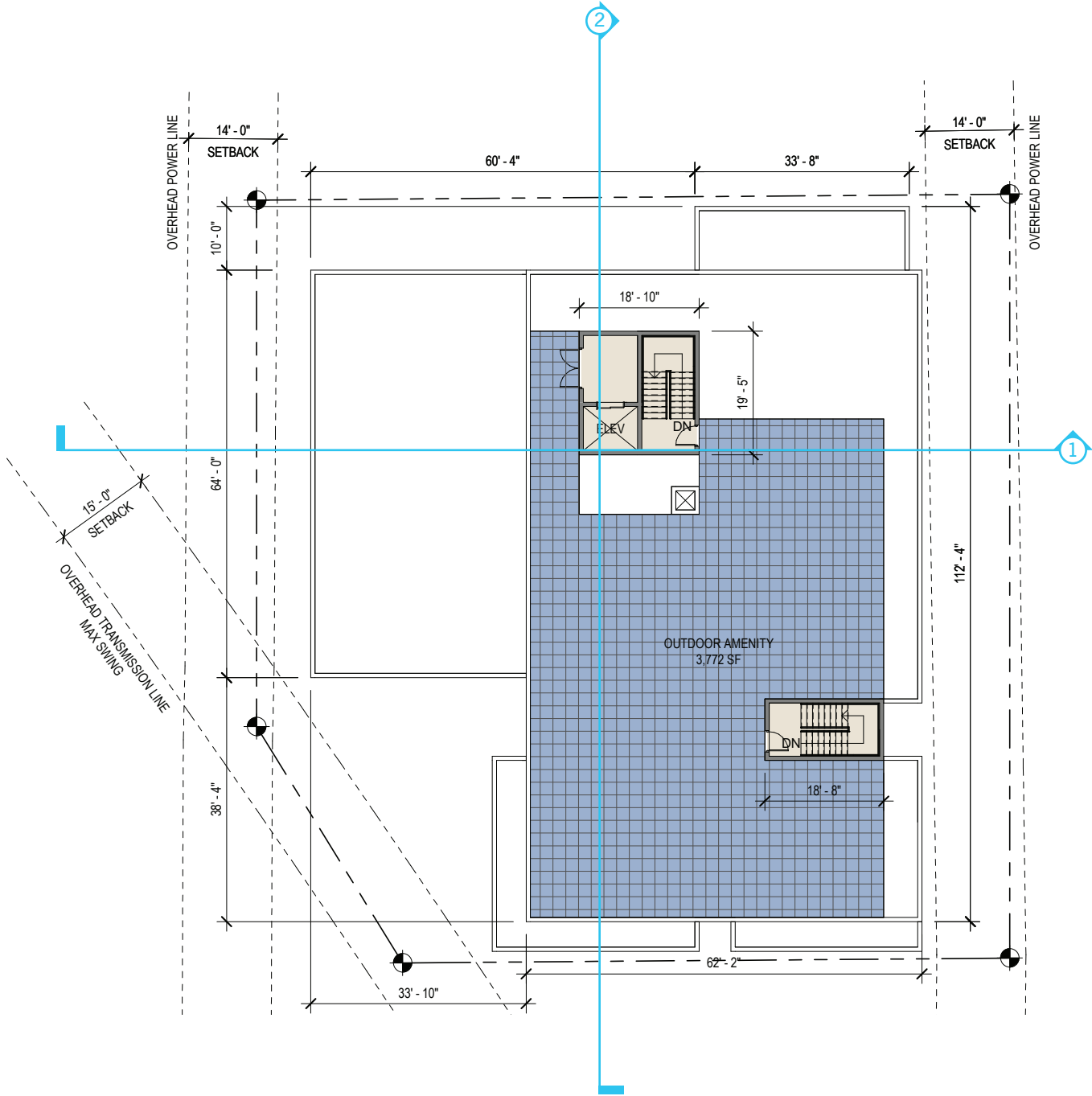


8.0 OPTION 3 (PREFERRED) | FLOOR PLANS

- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Planting Strip
 - Residential Amenity
 - Parking/Garage
 - Balcony

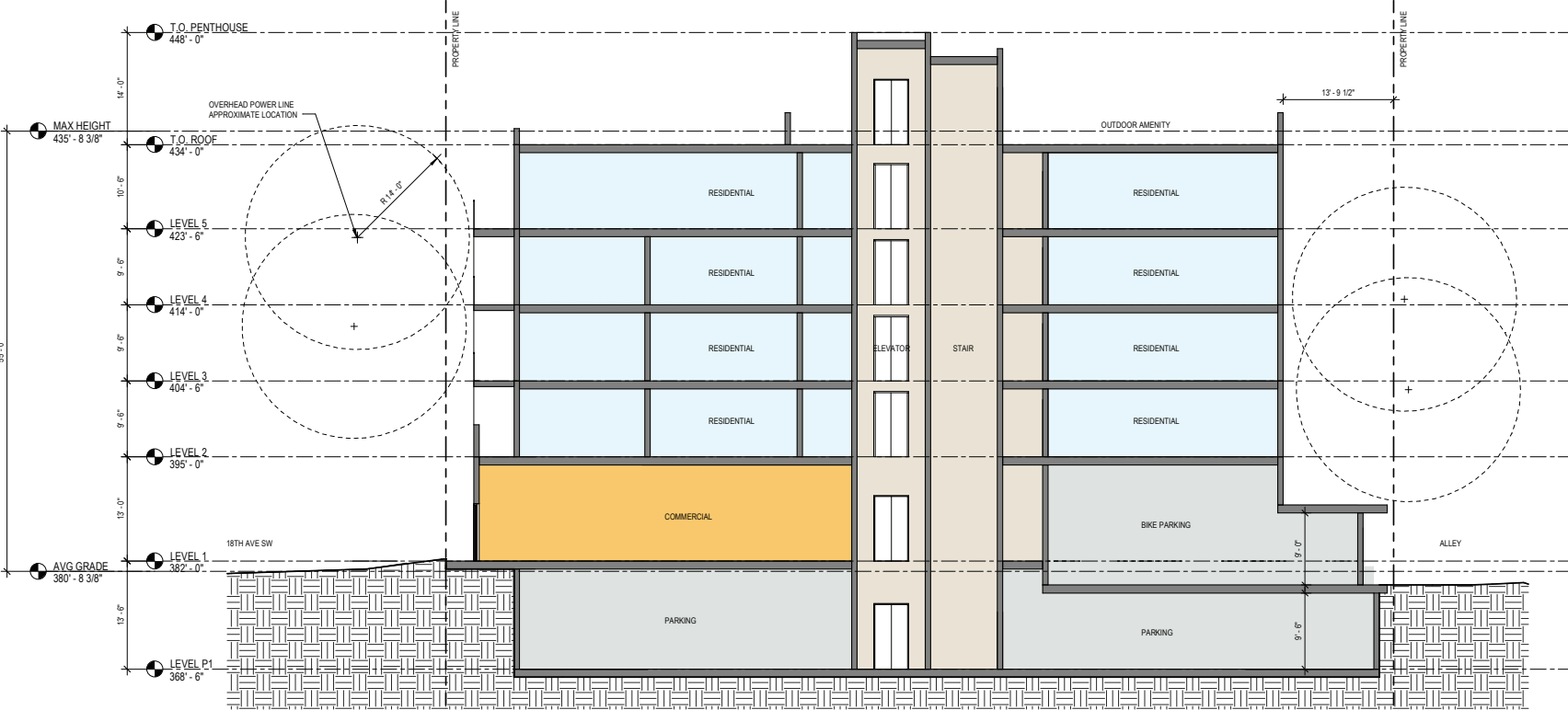


LEVEL 5



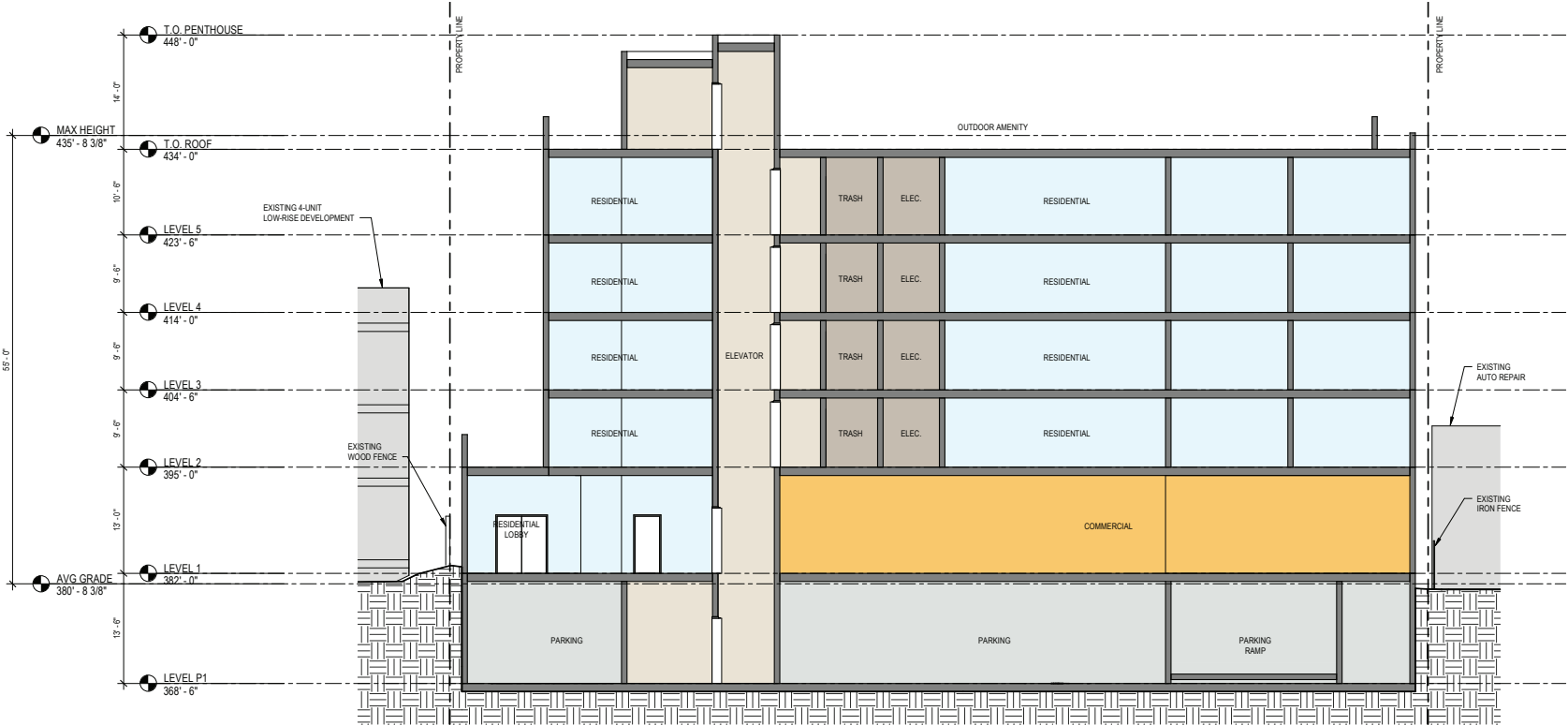
ROOF

8.0 OPTION 3 (PREFERRED) | SECTIONS



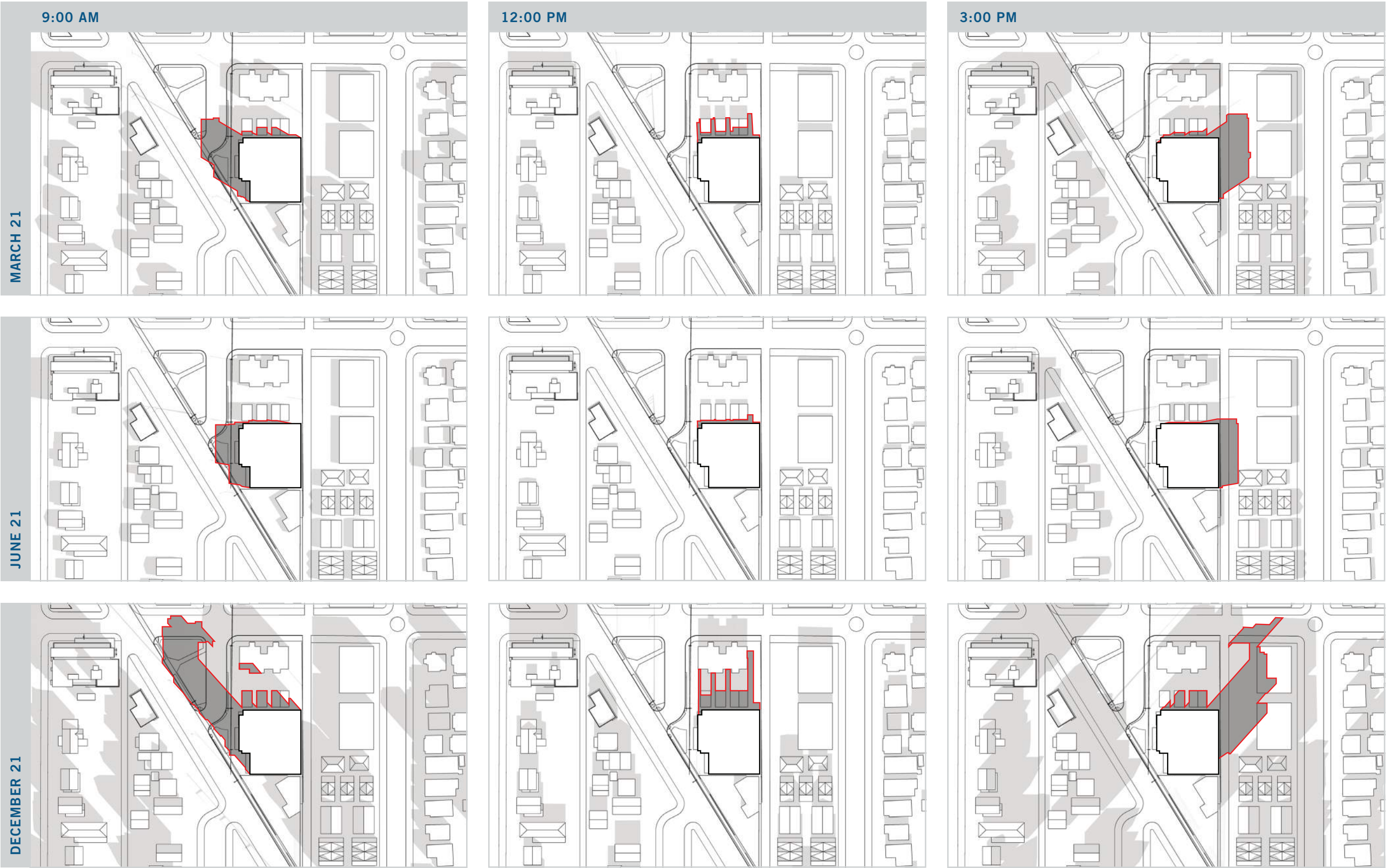
SECTION 1

- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Parking

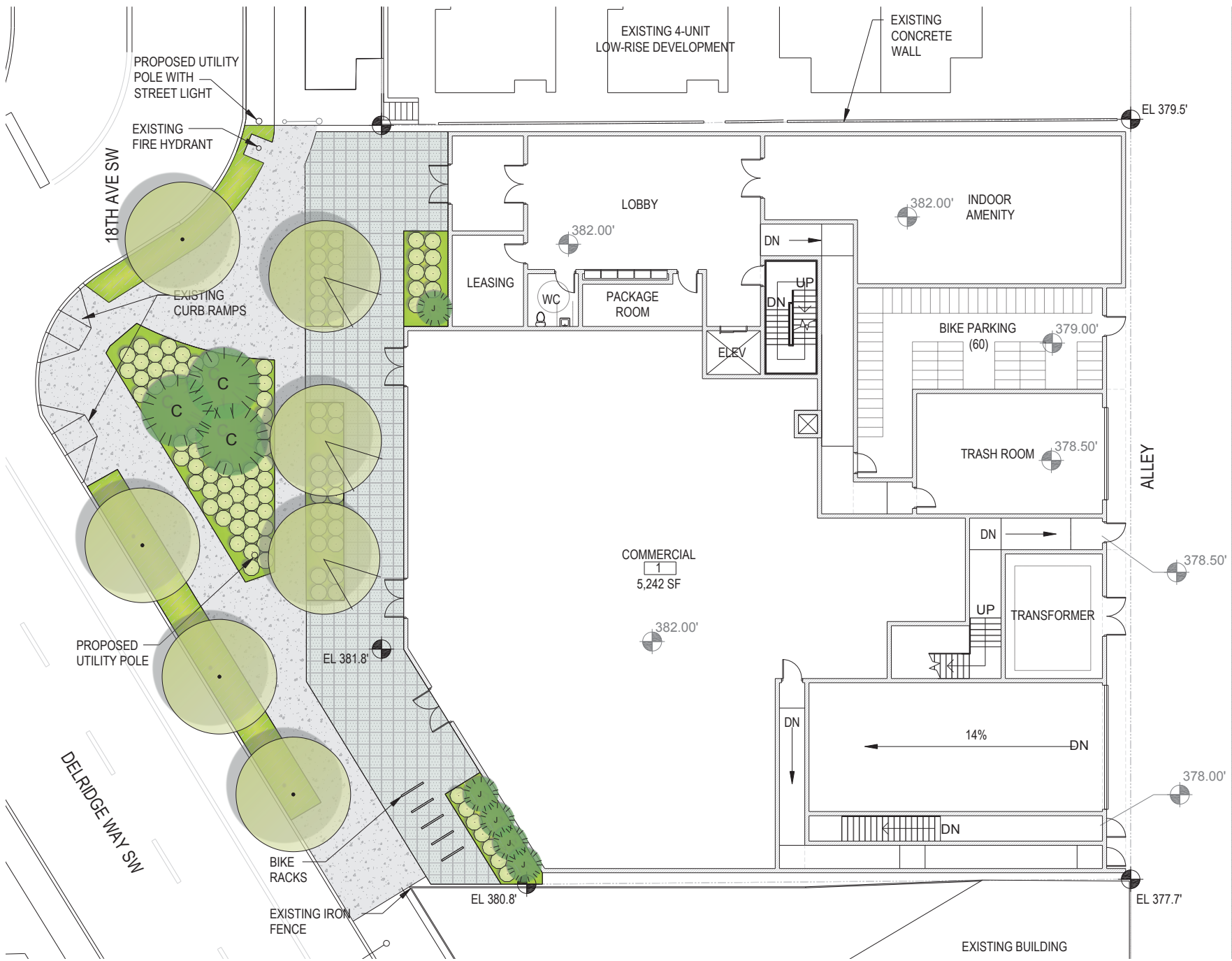


SECTION 2

8.0 OPTION 3 (PREFERRED) | SHADOW STUDY



9.0 LANDSCAPE PLAN



LEVEL 1

QUANT	BOTANICAL NAME	COMMON NAME	SIZE
3	SMALL COLUMNAR TREE		1.5" CAL
3	SMALL TREE		1.5" CAL
3	MEDIUM SMALL TREE STREET TREE FORM		1.5" CAL
4	MEDIUM SMALL TREE STREET TREE FORM		1.5" CAL
1	SMALL EVERGREEN TREE		1.5" CAL
5	SMALL COLUMNAR EVERGREEN TREE		1.5" CAL
3	MEDIUM EVERGREEN TREE		1.5" CAL
* 232 #	SHRUB WITH MATURE HEIGHT OF AT LEAST 24"		2 GAL
	PLANTING AREA, TYPICAL		
	GREEN ROOF PLANTING		

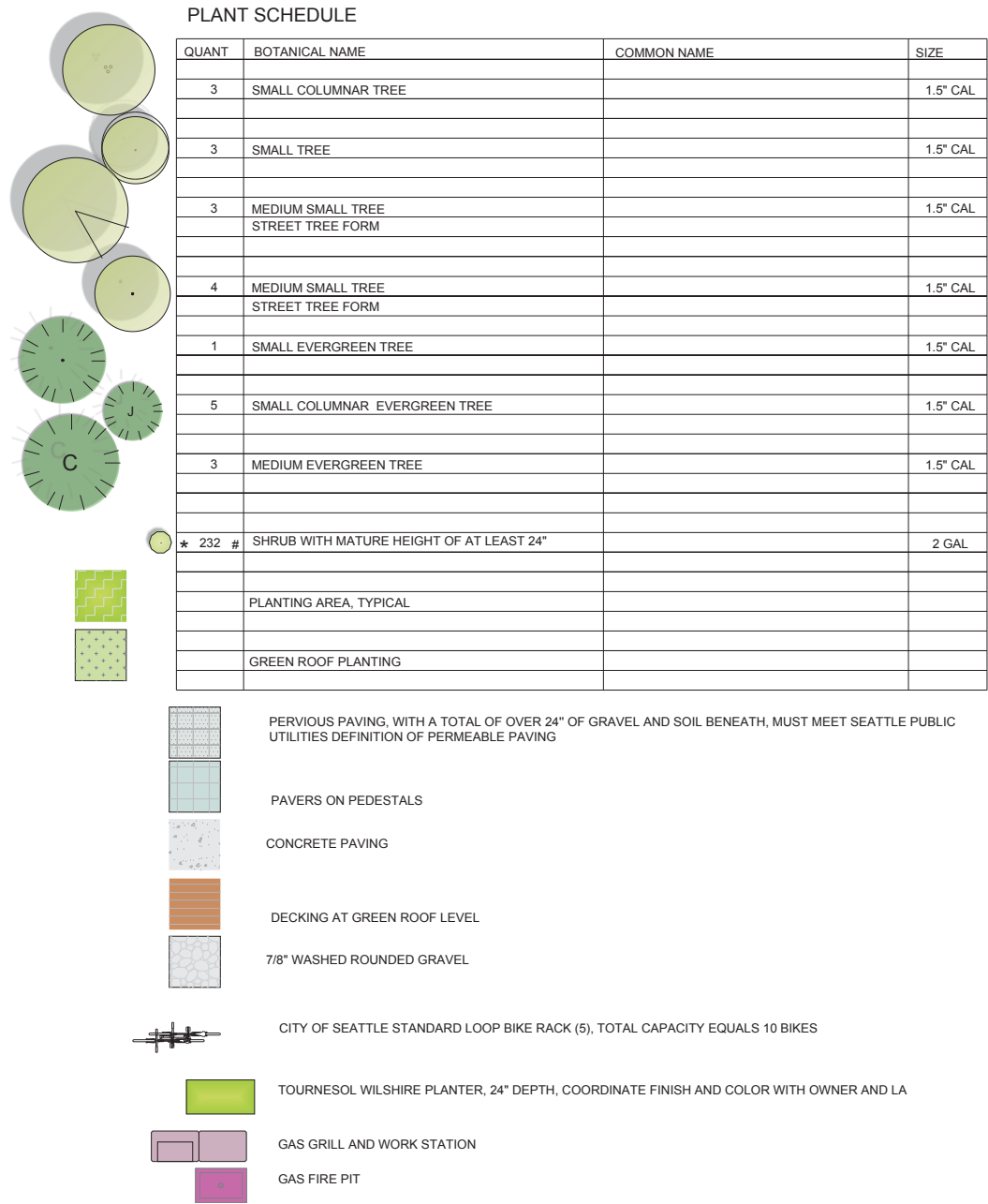
CITY OF SEATTLE STANDARD LOOP BIKE RACK (5), TOTAL CAPACITY EQUALS 10 BIKES

GAS GRILL AND WORK STATION

GAS FIRE PIT



9.0 LANDSCAPE PLAN



LEVEL 2



9.0 LANDSCAPE PLAN



ROOF

PLANT SCHEDULE

QUANT	BOTANICAL NAME	COMMON NAME	SIZE
3	SMALL COLUMNAR TREE		1.5" CAL
3	SMALL TREE		1.5" CAL
3	MEDIUM SMALL TREE STREET TREE FORM		1.5" CAL
4	MEDIUM SMALL TREE STREET TREE FORM		1.5" CAL
1	SMALL EVERGREEN TREE		1.5" CAL
5	SMALL COLUMNAR EVERGREEN TREE		1.5" CAL
3	MEDIUM EVERGREEN TREE		1.5" CAL
* 232 #	SHRUB WITH MATURE HEIGHT OF AT LEAST 24"		2 GAL
	PLANTING AREA, TYPICAL		
	GREEN ROOF PLANTING		

PERVIOUS PAVING, WITH A TOTAL OF OVER 24" OF GRAVEL AND SOIL BENEATH, MUST MEET SEATTLE PUBLIC UTILITIES DEFINITION OF PERMEABLE PAVING

PAVERS ON PEDESTALS

CONCRETE PAVING

DECKING AT GREEN ROOF LEVEL

7/8" WASHED ROUNDED GRAVEL

CITY OF SEATTLE STANDARD LOOP BIKE RACK (5), TOTAL CAPACITY EQUALS 10 BIKES

TOURNESOL WILSHIRE PLANTER, 24" DEPTH, COORDINATE FINISH AND COLOR WITH OWNER AND LA

GAS GRILL AND WORK STATION

GAS FIRE PIT



9.0 DEPARTURES

NO DEPARTURES ARE REQUESTED

Appendix

10.0 APPENDIX I BLANK FACADE STUDIES

