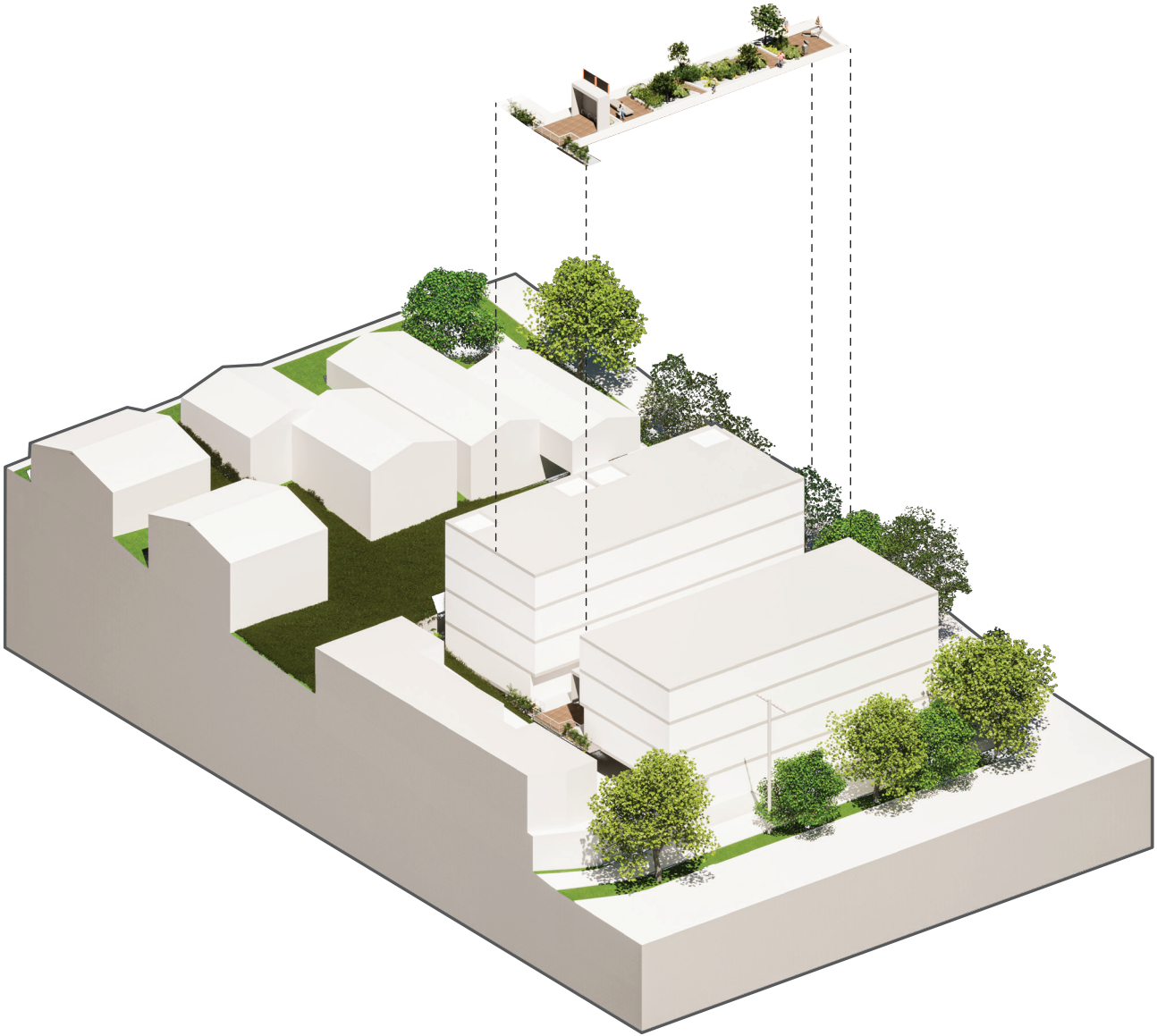


EARLY DESIGN GUIDANCE

February 13, 2023

WALLINGFORD TOWNHOUSES

SDCI 3039690-EG
2121 N 35th St
Seattle WA 98103



Applicant

Metrica LLC
permit@metrica.us
206.751.4293
13810 Somerset Blvd SE.
Bellevue WA, 98006

Owner

Chainqui Development
Jenny.tsen@chainqui.com
206.413.6178
2401 3rd Ave Unit 1212
Seattle, WA 98121

SDCI Contact

Sean Conrad
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206.733.9063
700 5th Ave, Suite 2000,
Seattle, WA, 98104

01

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Appendix 1. Traffic, Landscape & Solid Waste Collection

02

Development Objectives

2.1 Project Description

2.2 Project Data

2.3 Development Objectives

2.1 Project Description

The Project is a residential townhouse development located in the Wallingford neighborhood of Seattle. The site allows heights up to 40ft and the future project will enjoy views of Lake Union, Downtown Seattle and possibly Mount Rainier in the distance.

The site is a sloped lot located at the corner of Bagley Ave N and N 35th St. The SW corner is also where Bagley Ave N and N Pacific St intersect. N 35th St is located to the East and it is a quieter street with a predominantly local and residential character. N Pacific St is a larger street, it has a wider profile, and it directly connects the site to Gasworks Park and the University of Washington. It further connects to Ballard (to the West) and to the Montlake Cut and the 520 Bridge (to the East).

Parallel to N Pacific St is the Burke-Gilman Trail - a 20-mile long recreational trail for walkers, runners, cyclists and commuters. Any pedestrian traffic flowing south on N 35th St can connect to the Burke-Gilman trail directly, as one of its entrances is located right at the intersection of N Pacific St and N 35th St. The trail also connects to Seattle’s Eastside, across Lake Washington. This trail, which is part of the King County Regional Trail System, starts in the Golden Gardens Park in Ballard, and ends in Blyth Park in Bothell. It also connects with the working and tech-oriented neighborhood of South Lake Union, as it overlaps with the Cheshiahud Lake Union Loop. Furthermore, it connects with the light rail station at University District, which provides connection to the airport and beyond.

The buildings surrounding the area along N Pacific St are of low profile and are traditional in character, with a mix of uses that include marinas, light industrial, warehouses, offices and residential buildings. At the interior of the neighborhood, east and north, there’s a consolidated residential area, with a local scale.

The proximity to the Burke-Gilman Trail - which provides unique possibilities to commuters, the possible views to Lake Union and its unique position at the junction of local and urban streets gives a special significance to this lot.

2.2 Project Data

- Site Area: 12,010 SF
- Number of Residential Units: 8 units
- Proposed Commercial Area: None
- Number of Parking Stalls: 16
- Proposed Bike Parking: 8
- Total Area: 25,938 SF
- Total Area Above Grade: 21,600 SF
- Allowable FAR: 36,030 SF
- Max. Development Potential: 36,030 SF

2.3 Development Objectives

The Project consists of the development of 8 townhouse units of approximately 3000 SF each. The preferred design option consists of two separate structures, each with 4 units. The structures are positioned on the site to address some of the challenges on the site: Topography, Pedestrian Access, Scale, and Potential for views. The two structures are located parallel to the site's elevation contours. This disposition results in two buildings, one higher than the other, with a clear pedestrian entry via an open terraced plaza at the center of the site; connecting both structures and providing clear, equitable access to all the units through a shared open space. The difference in height between the structures allows all residents to enjoy views of lake union from their units - even the ones at the back: these units will enjoy views of the lake from the upper levels.

The layout of the project in the form of two bars parallel to the contour elevations, also creates a larger and more appropriate facade towards N Pacific St, consolidating the street front and “completing the block” - taking cues from the existing building to the West, which is a long building that provides a continuous street edge to N Pacific St; while breaking the mass in two smaller volumes at the East - responding with a more appropriate scale and massing choice to the residential and local character of N 35th St. With the pedestrian entrance located from the quieter, more local street, access to the parking is proposed off Bagley Ave N, at the lowest portion of the sloped lot, away from the corner, where it is both more efficient and more discreet.

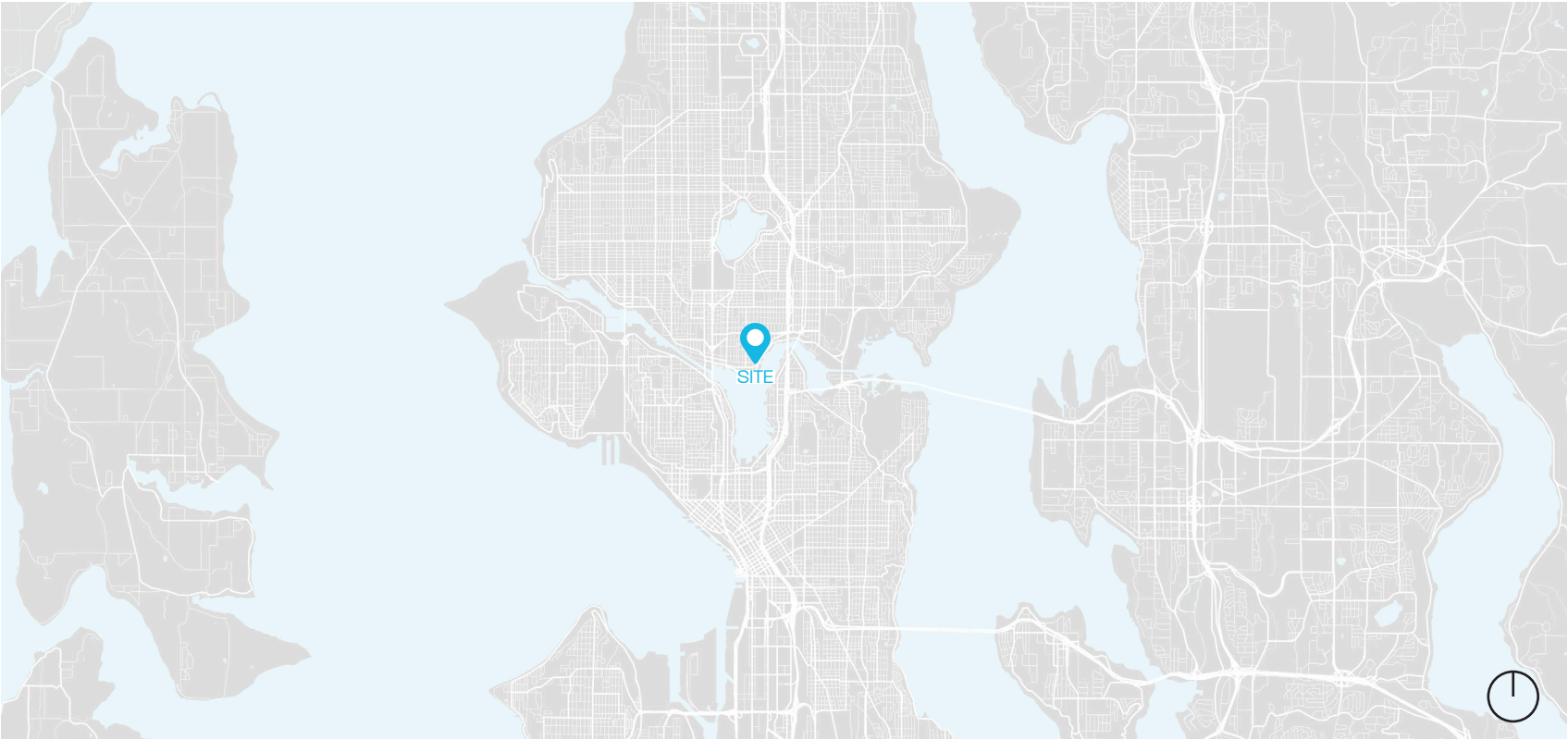


Image 1. Site Location

The project location, next to the Burke-Gilman Trail, provides a unique opportunity to extend and connect the family life of this residential area from inside the neighborhood, with the multiple purposes of this Trail: may it be commuting, recreation, sports, or other uses. The project consolidates the connection between the residential neighborhood with the Burke-Gilman Trail, enhancing dialogue with its immediate context, and reinforcing the local character of N 35th St while providing a new life to this area by changing the site's Industrial Use with a residential building at this intersection.

The 3 design options proposed in this document evaluate different configurations of pedestrian and vehicular access to the site. Each one has its own advantages and disadvantages. The preferred Option (Option C), in our opinion, creates the most thoughtful and meaningful relationship with the site and with the public realm.

03

Summary of Public Outreach

3.1 Project Description

3.2 Brief Summary of Outreach Methods

3.3 What We heard from the Community

3.1 Project Description

Project Address

2121 N 35th St, Seattle WA 98103

Description

The design proposes the construction of eight townhouses, a shared parking garage and a private community area. The Project will have a total of 4 stories and a maximum height of 40ft.

Contact: Andres Villaveces
Applicant: Métrica LLC
Contact information: permit@métrica.us
Type of Building: Townhouses
Neighborhood: Wallingford
In Equity Area: No

3.2 Brief Summary of Outreach Methods

Printed Outreach

- Choice: Flyer, High Impact Method
- Requirement: Door-to-door fact sheet or flyer distributed to residences and businesses within approximately 500 ft radius of the proposed site.
- What we did: Flyers were sent out to individual addresses on a 500ft radius.
- Date Completed: October 24th 2022.

Electronic/Digital Outreach

- Choice: Online Survey, High Impact Method
- Requirement: Interactive project website (with public commenting function).
- What we did: We set up the following survey: <https://www.surveymonkey.com/r/FJ6H9DP> and during three weeks it was up running, receiving replies from the community.
- Date Completed: November 13th 2022.

Electronic/Digital Outreach (Alternative to In-Person outreach)

- Choice: Interactive Website, High Impact Method
- Requirement: Interactive project website (with public commenting function).
- What we did: We set up the following website: <https://www.chainqui.com/post/wallingford-townhouses-project> and during three weeks it was up running receiving visits from the public.
- Date Completed: November 13th 2022.

3.3 What We heard from the Community

Total of flyers distributed: 871 flyers.

Summary of replies and comments received on the Online Survey and the Website.

Design Related

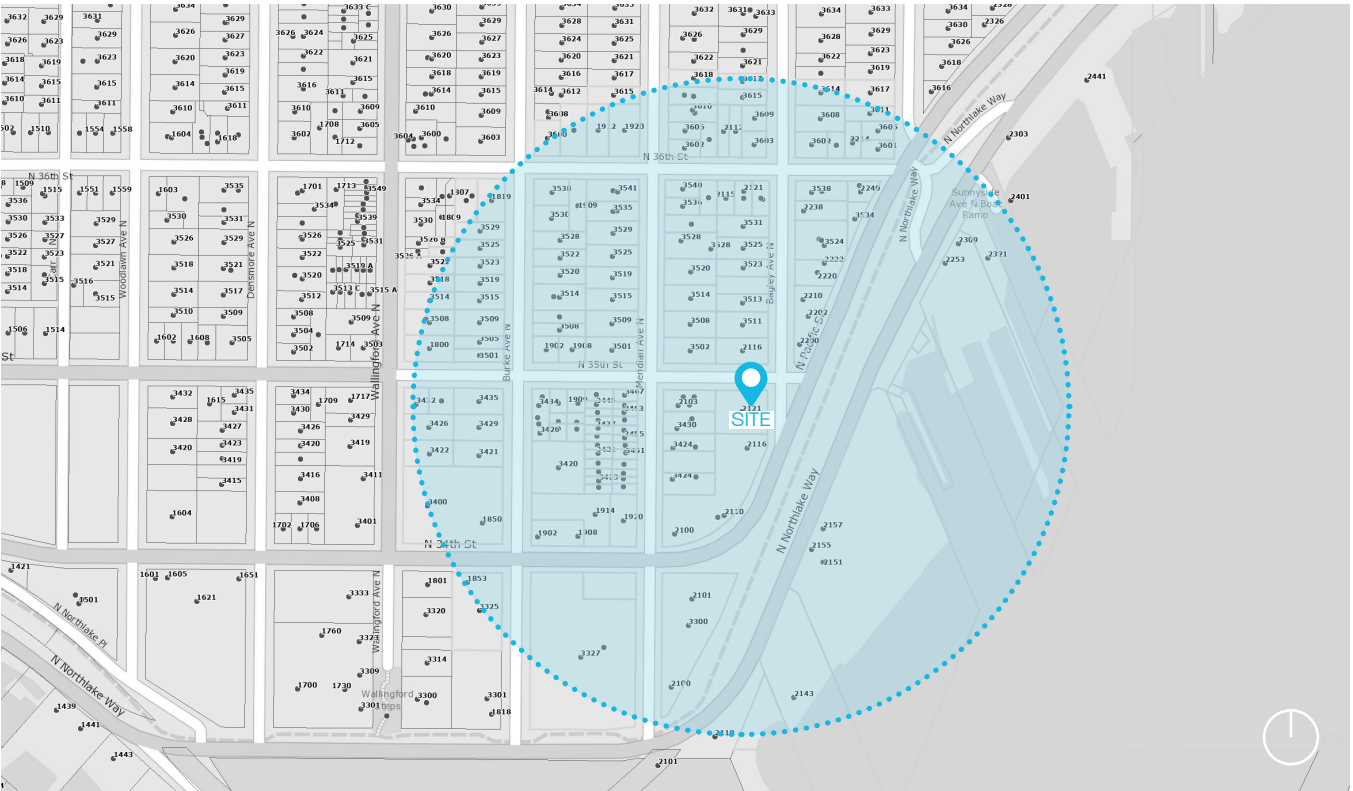
- 68.42% of the respondents would like the project to be good for pedestrians (enough space to walk, etc.), with one person commenting: “N 35th street can be dangerous to cross anything that you can do to help with visibility and ensuring pedestrian/dog walker access would be helpful”.
- 47.37% expressed interest in it having attractive building materials at street-level (siding, windows, doors, signs, etc.).
- 36.84% questioned whether it will make driving and parking in the neighborhood more difficult.

Not Design Related

- 42.11% was worried about construction noise and impact.
- 42.11% expressed concern about the project not being affordable.
- Some people mentioned their interest in the project being pet friendly, including landscape that is not poisonous to animals.

To incorporate in the project:

- Special attention will be given to pedestrian, bicycle and vehicular circulation.
- Street - level facades and their relationship to the street are of special importance and will be carefully evaluated.



04

Existing Site Plan

4.1 Legal Description

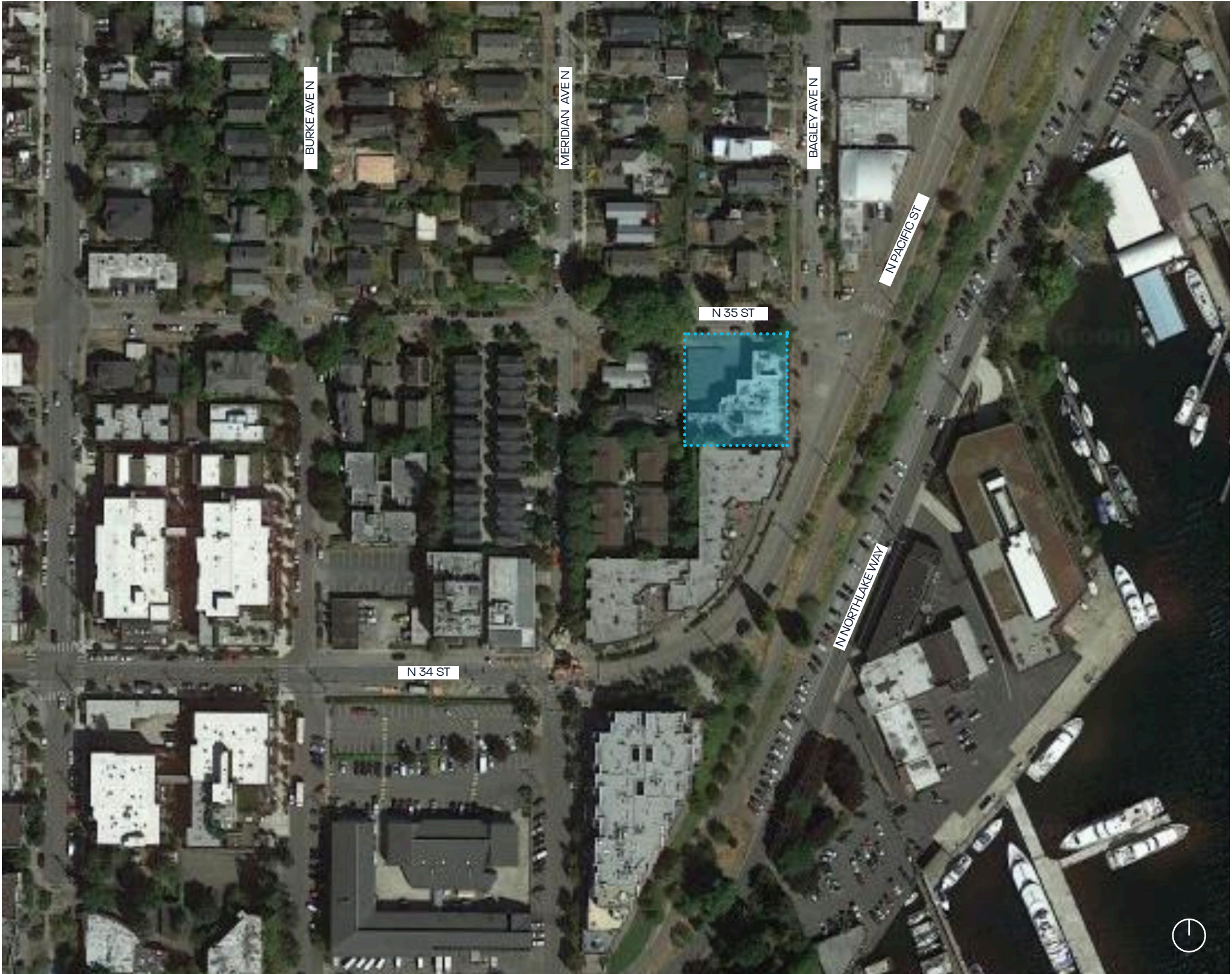
4.2 Existing Site Plan and Site Topography

4.3 Vehicular and Pedestrian Access

4.4 Existing Tree Survey

4.1 Legal Description

Bagleys Add Lot 7 & West 60 Ft Of North 40 Ft Of Lot 8 & East 60 Ft Of North 40 Ft 2 Inches Of Lot 8 All In Blk 4.



1. Project Site

Image 1. Aerial Photograph

4.2 Existing Site Plan and Site Topography

The site is a corner property facing the arterial Urban connector corridor N Pacific St to the east, and a local street (N 35th St, Neighborhood Yield type) to the north. Bagley Ave N and N Pacific St, intersect near the SW corner of the site.

To the West, the lot borders a 9' easement and a two-story four-plex multi family unit. The adjacent property to the South is occupied with a mixed use building with 3-stories.

The site's original grade is a considerable slope towards the east side, but the property has been flattened to house a parking area that serves the existing building on the site. Currently, a two-story structure with light Industrial use is present on the site. No significant trees are present on site.

The site northern edge is conditioned by a 13.1% slope that runs in the west - east direction along N 35th st.

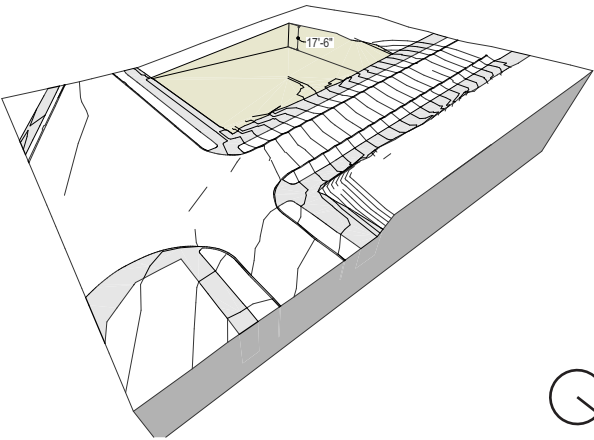


Image 1. Site Topography

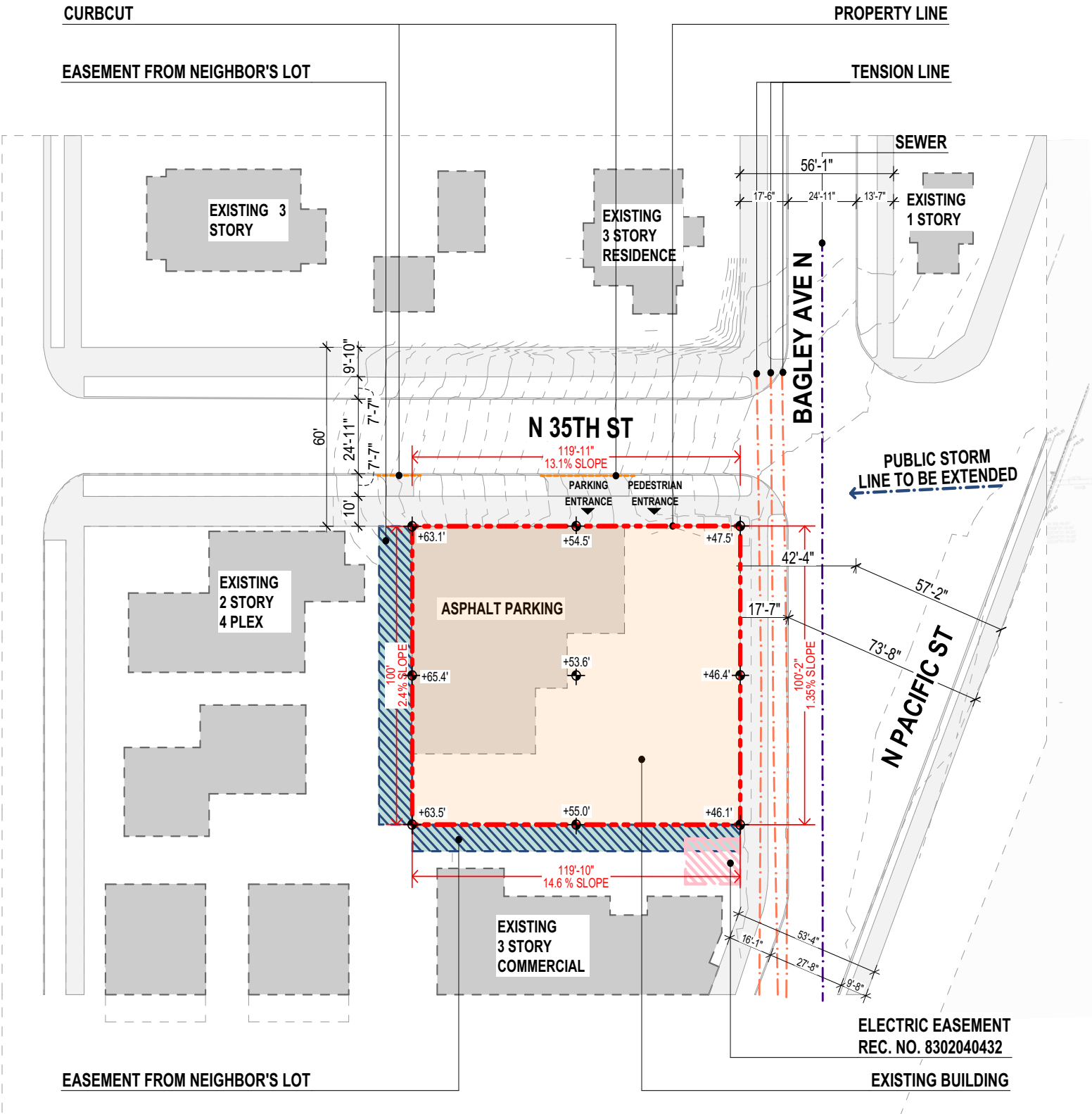


Image 2. Existing Site Plan

4.3 Vehicular and Pedestrian Access

The existing building has a main vehicular access and a secondary pedestrian-only access, both from N 35th St at the North side.

The vehicular traffic arrives mainly from N Pacific St, and N 35th St. Vehicular access for most surrounding structures facing N Pacific St is directly from N Pacific St.

Nearby pedestrian routes include the Burke-Gilman Trail, N 34th St, Wallingford Ave, and Stone Way Ave. Bus routes that also feed the pedestrian routes along N 35th St, Stone Way, Wallingford Ave and N 40th St.

In the larger context, through the Burke-Gilman Trail and the Cheshiahud Lake Union Loop, locals can get direct access by bicycle to the Light Rail at Univerity Station; crossing the Fremont or University Bridges provides access reach South Lake Union and Downtown - where they can access the Ferry at Pier 50 or Pier 52, Amtrak Station, Sounder Station, and ultimately, even reach the Sea-Tac Airport.

Estimated Commute Times:

Downtown Seattle: 4.5 miles / 10-30 minutes by car / 30-40 minutes by transit
Bellevue: 12 miles / 20-40 minutes by car / 65-80 minutes by transit
Redmond: 14.5 miles / 20-40 minutes by car / 35-40 minutes by transit

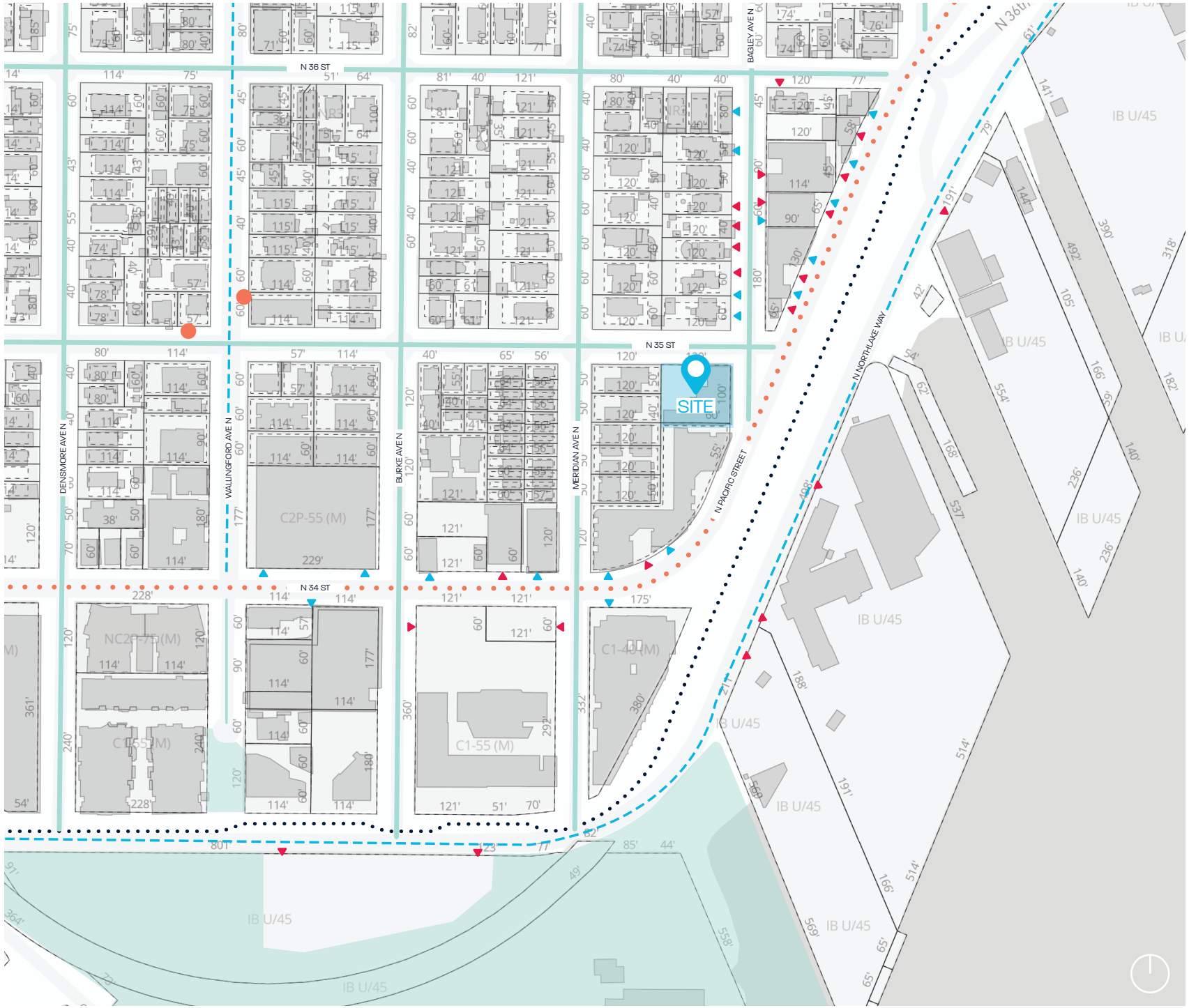
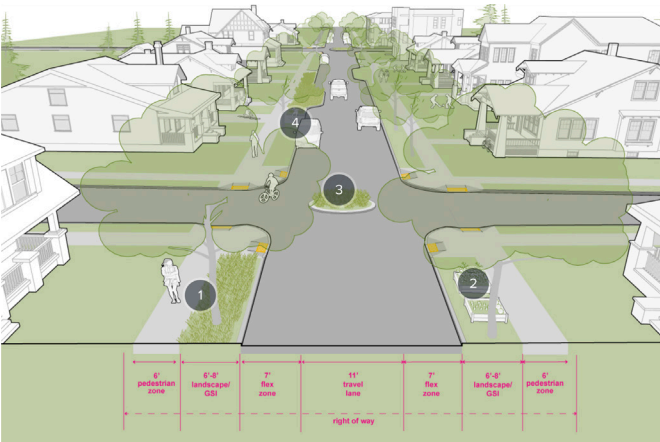
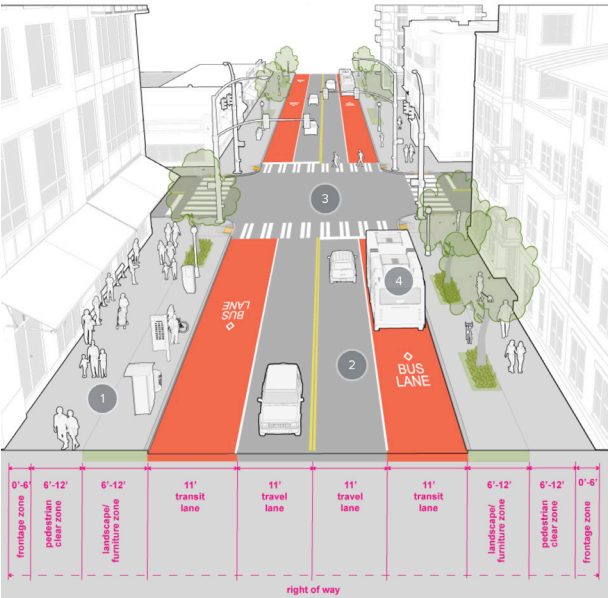


Image 1. Vehicular and Pedestrian Access - Scheme C

- Neighborhood Yield
- Urban Center Connector
- Neighborhood Corridor
- Pedestrian Access
- Vehicular Access
- Burke - Gilman Trail / Cheshiahud Lake Union Loop
- Bus Stop



1. Neighborhood Yield
Neighborhood Yield Streets are designed as low speed and low volume streets that provide access to residences and community amenities such as parks, schools, and gathering spaces.¹



2. Urban Center Connector
Urban Center Connector Streets are those streets identified as part of the Freight Network (Major truck streets) and the Frequent Transit Network linking Urban Centers and Villages where a high level of public and private investment in pedestrian transit infrastructure is anticipated to support high quality, reliable transit service.²

1. <https://streetsillustrated.seattle.gov/street-type-standards/neighborhood-yield/>
2. <https://streetsillustrated.seattle.gov/street-type-standards/urban-center-connector/>

4.4 Existing Tree Survey

The existing building has low planters with shrubs along Bagley Ave N, and on N 35th St front.

Per the Arborist Report these are the trees currently found in vicinity of the property:

- One (1) Pink oak (*Quercus pulastris*): This Pin oak has a DBH of 19.6 inches and is in fair condition. This tree does not meet the size threshold to be considered exceptional.
- Four (4) Japanese snowbell (*Styrax japonicus*): These trees range in DBH from 2.1 to 2.7 inches. One tree was dead, while three were in fair to poor condition. These trees do not meet the size threshold to be considered exceptional nor do they meet the size threshold for significant-size trees.
- Six (6) Western red cedar (*Thuja plicata*): These trees range in DBH from 6.4 to 18.4 inches and are in fair condition. These trees do not meet the size threshold or definition of a grove to be considered exceptional.

Conclusion
None of the eleven (11) inventoried trees met the size threshold to be considered exceptional as defined by Seattle Municipal Code Director's Rule 16-2008.

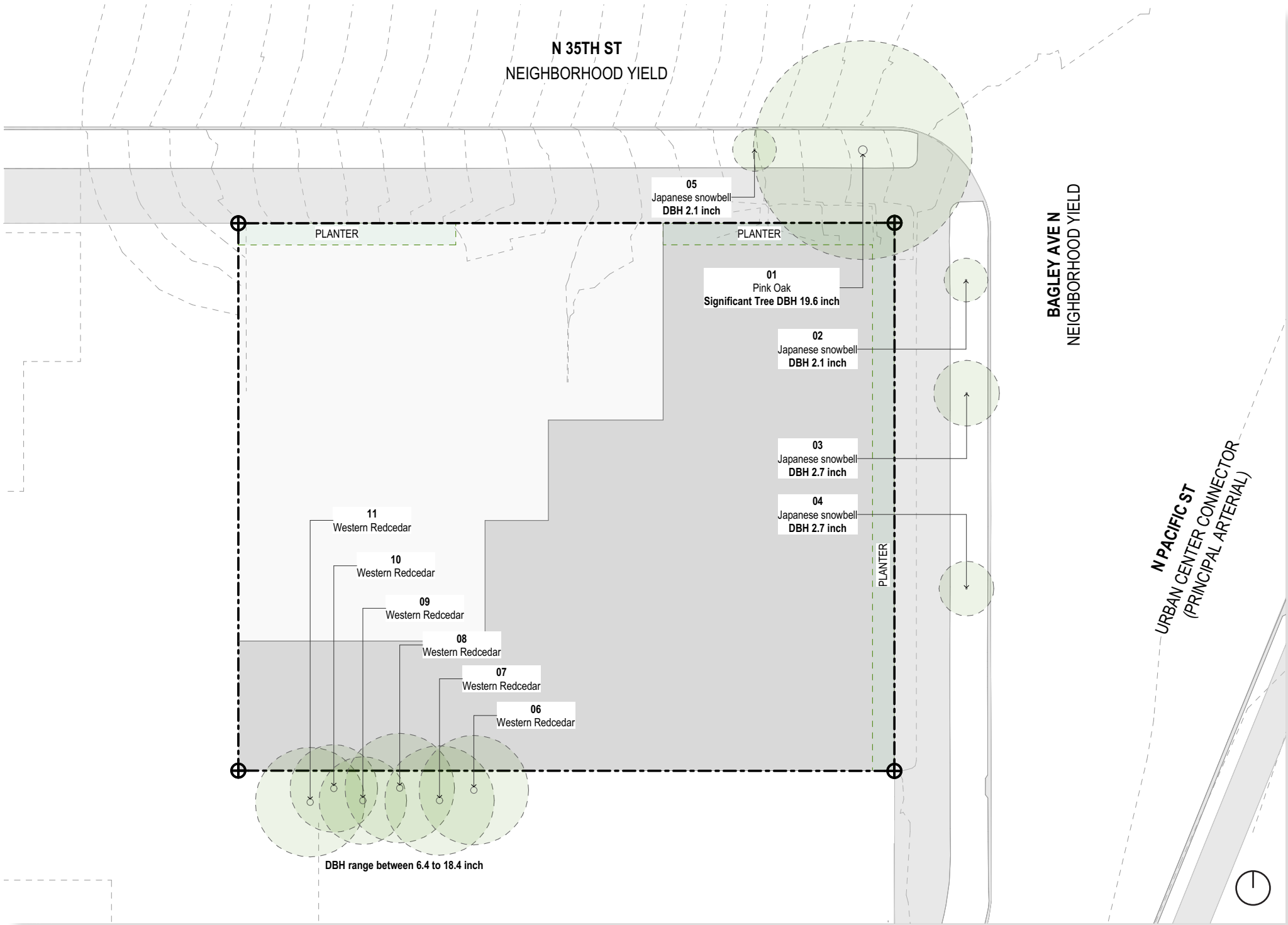


Image 1. Tree Plan

05

Urban Design Analysis

- 5.1 Aerial Photograph
- 5.2 Existing Neighborhood Multi-Family Character
- 5.3 Context - Axonometric Image
- 5.4 Street Elevations
- 5.5 Maps / SEPA Scenic Route
- 5.6 Access & Mobility
- 5.7 Vicinity Map
- 5.8 Site Photos

5.1 Aerial Photograph

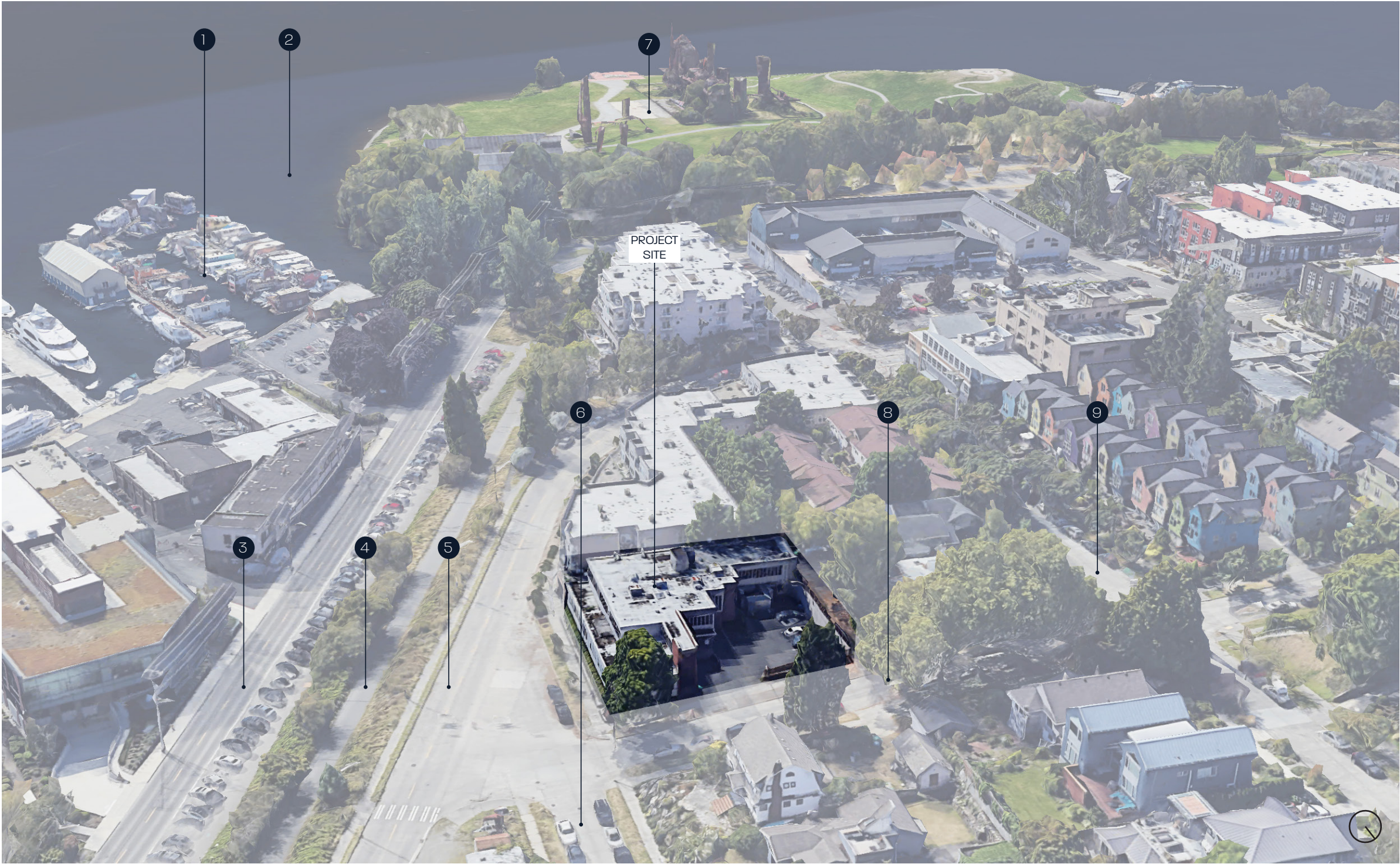


Image 1. Aerial Photograph

- | | |
|---|-------------------|
| 1. Gas Works Park Marina | 5. N Pacific St |
| 2. Lake Union | 6. Bagley Ave N |
| 3. N Northlake Way | 7. Gas Works Park |
| 4. Burke - Gilman Trail / Cheshiaud Lake Union Loop | 8. N 35th St |
| | 9. Meridian Ave N |

5.2 Existing Neighborhood Multi-Family Character

Wallingford's main characteristic is its low rise buildings, being single family residences and townhouses, the main types of construction found inside the Neighborhood.

Some multifamily residences and commercial buildings of about 4-5 stories are found along busy streets (main, connectors and corridors) such as N Northlake Way, N 34th St, Wallingford Ave N, Stone Way N, Aurora Ave N, Fremont Ave N and N 45th St.

The Lake surroundings has an Industrial Use with plenty of marinas, warehouses and small buildings.

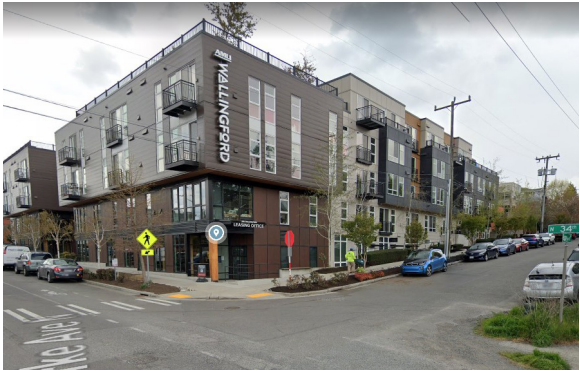


Image 1. 34 and Burke Apartments.
Open corner to appeal to pedestrians and create a noticeable entrance



Image 2. 34 and Burke Apartments
Massing breaks with different materials and special modulation on each volume



Image 3. 3411 Meridian Ave
Use of Color in the main facades. Each unit is clearly differentiated both with color and massing. This approach responds really well to the single family residence character of the neighborhood.



Image 4. Northlake Apartments
Quality durable materials with elegant use of awnings and modulation in the corners.

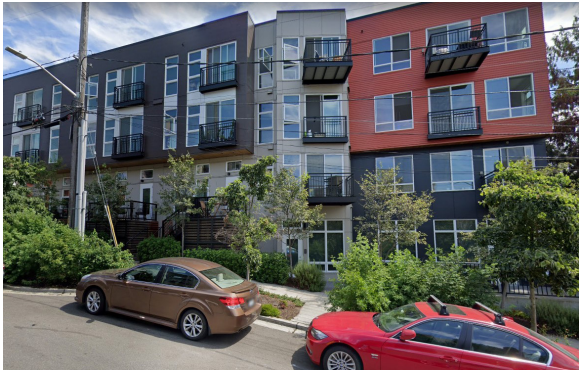


Image 5. 34 and Burke Apartments
Modern Aesthetic, with balconies that add texture and complement facade modulation



Image 6. Clearly identifiable building access with use of glass for the main lobby.



Image 7. Condo 2 3300 Meridian Ave N 98103
Use of terraces, balconies and awning to create a textured facade and quality interiors



Image 8. Condo 3300 Meridian Ave N 98103
Clear Solid base and use of terraces and balconies.



Image 9. Meridian Apartments
Low Scale, traditional Sloped roofs and design that blend with the original character of the neighborhood.

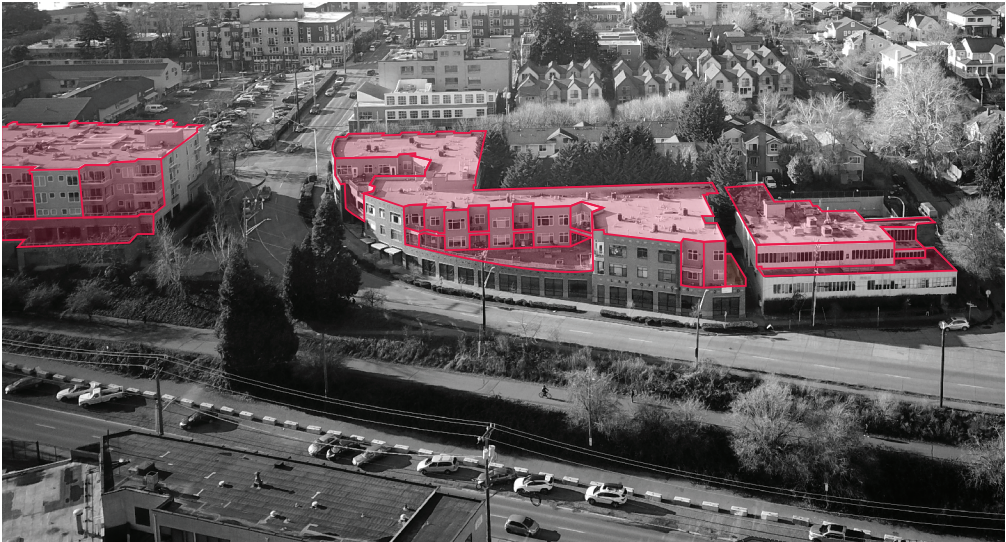
5.3 Context - Axonometric Image



5.4 Street elevations

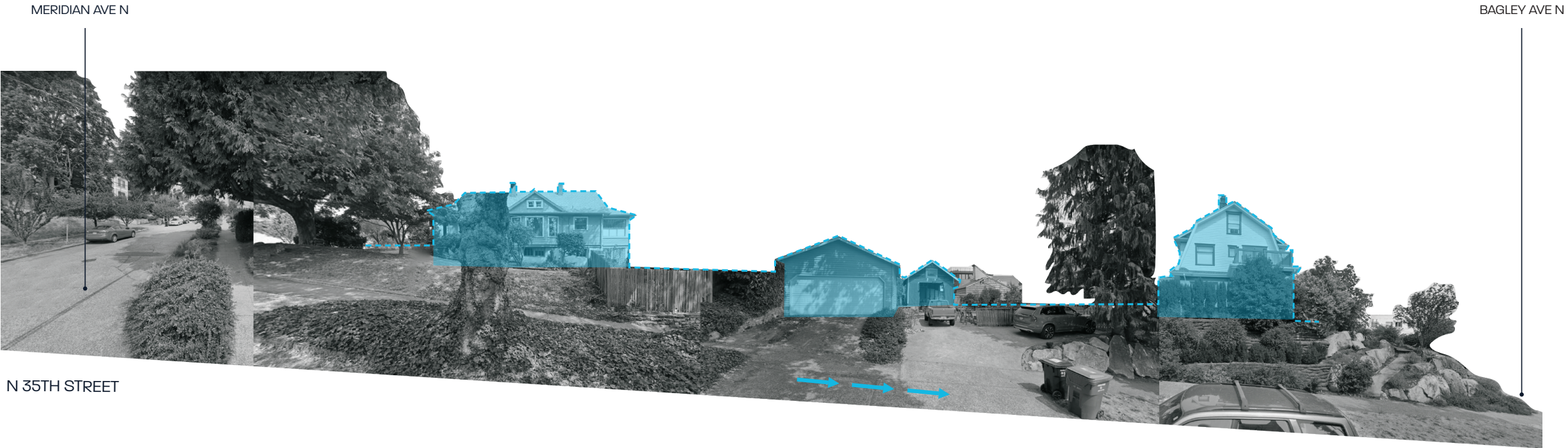


1. Aerial Photograph - Street profiles and typologies



2. Aerial Photograph - Flat Roof and terraces towards the waterfront

5.4 Street elevations



3. Looking North from Project Site - Slope towards the waterfront



4. Looking South to Project Site - Slope towards the waterfront

5.5 Maps - SEPA Scenic Route

N Pacific Street is part of Seattle's designated Scenic Routes per SMC 25.05.675 Subsection P, Ord 97025. The City's policy is to protect public views of significant natural and human-made features, that may be appreciated while driving or walking along this street.

At the project's location there's views of Lake Union to the East, Ship Canal Bridge to the North, and Downtown Seattle to the South. The property is located to the west side of N Pacific St, which means there's no obstruction of the views caused by the proposed project, as shown in the images.

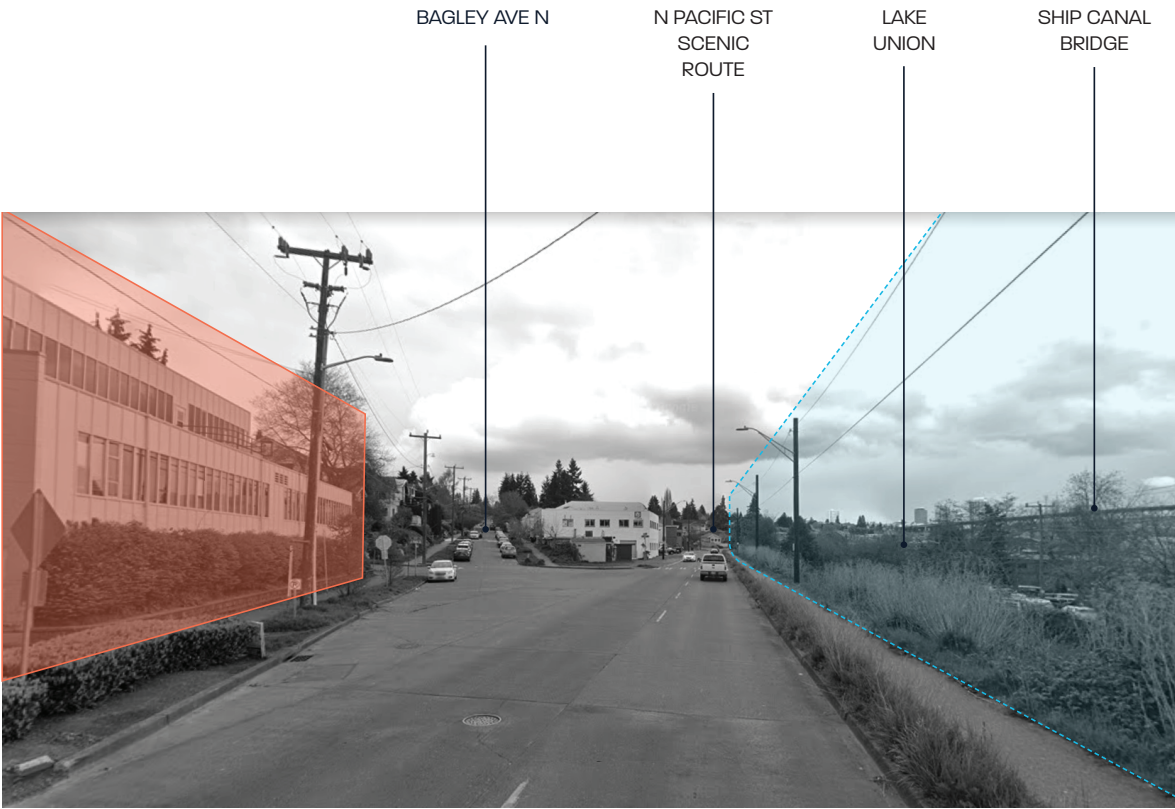


Image 1. Looking north from N Pacific St

- Project Site
- Unobstructed Views

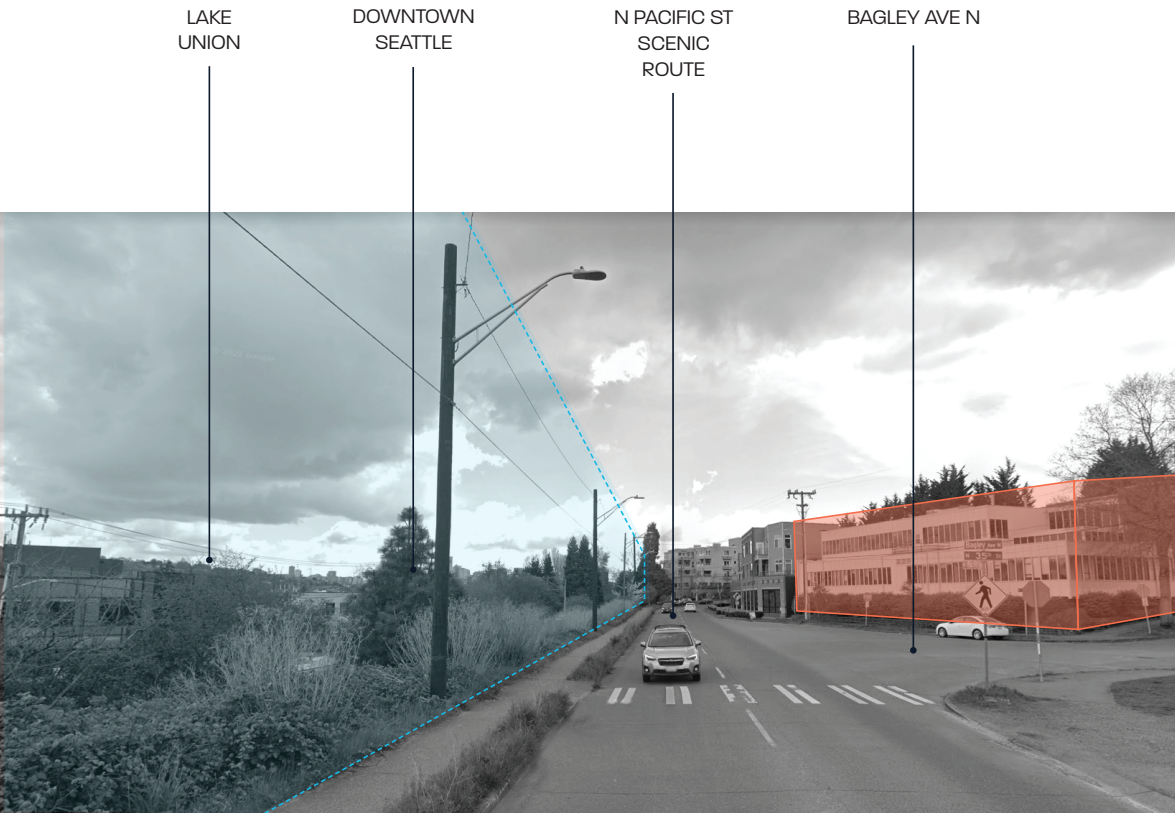


Image 2. Looking south from N Pacific St

5.6 Access and Mobility

Pedestrian and Bicycle

Walking to and from Wallingford and taking advantage of views of Lake Union is one of the highlights the project location has.

There's a short Pedestrian zone with a light commercial character along N 34th St (until it turns into N Pacific St) This supports the purpose of enhancing the pedestrian character on the N 35th St corner with Bagley Ave N for the Residential areas located to the north and west of the lot. These would bring a new life to the area, by making it a connection spot between the neighborhood and the Trails.

Burke-Gilman Trail and Cheshiahud Lake Union Loop pass by the front of the lot, between N Pacific St and N Northlake Way.

Vehicular

The vehicular traffic comes mainly from Stone Way N, Wallingford Ave N, Aurora Ave N, N 34th / N Pacific St, and N 35th St.

King County Metro

Lines 26, 31, 32 16, 44 connect the project with Northgate TC, Downtown Seattle, E Green Lake, Magnolia, University District, Seattle Center, Ballard, and Montlake.

Sound Transit

Along I-5

Community Transit

Along I-5

RapidRide service

Aurora Ave N

Light Rail station

University District

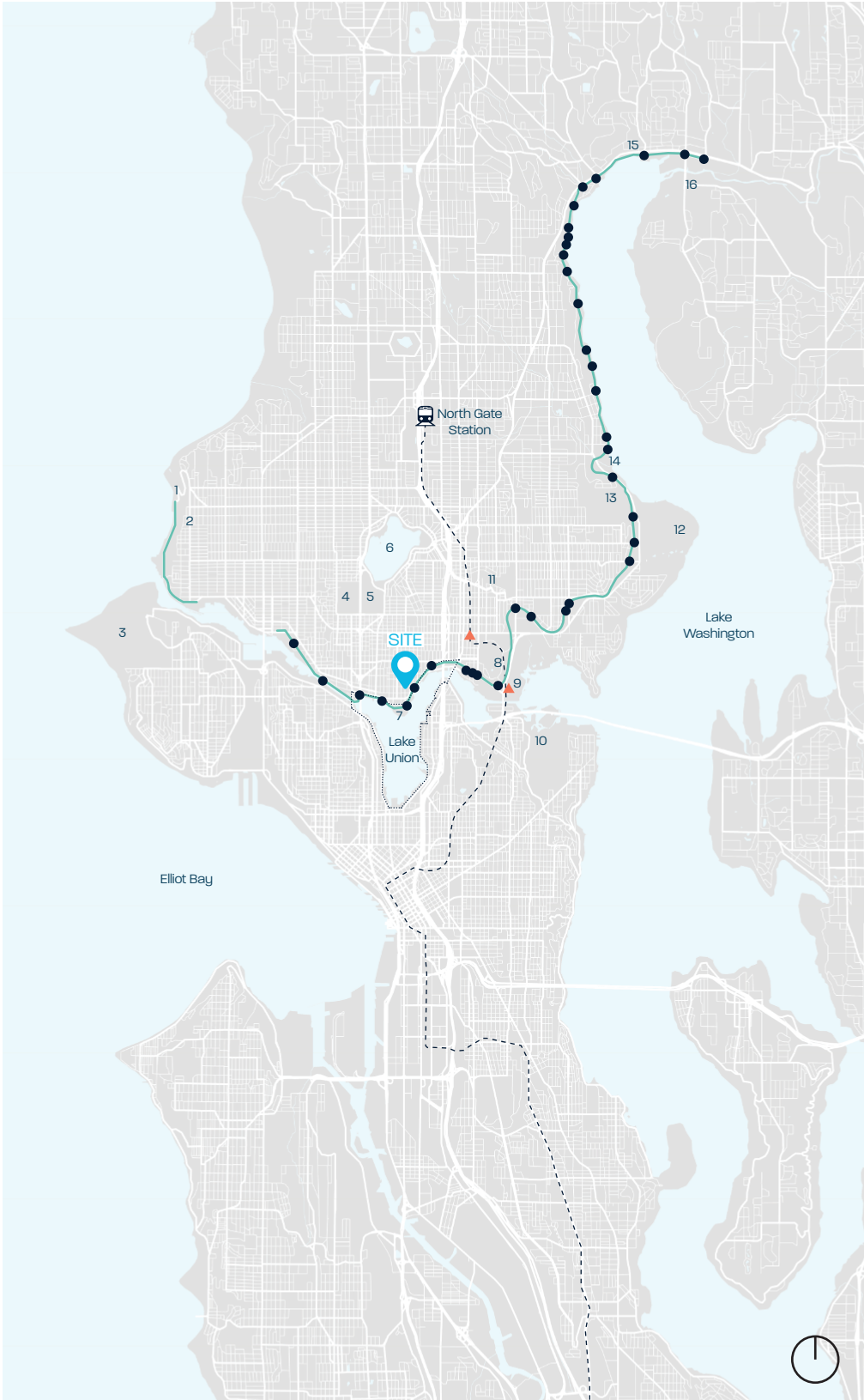


Image 1. Burke Gilman Trail & Cheshiahud Lake Union Loop

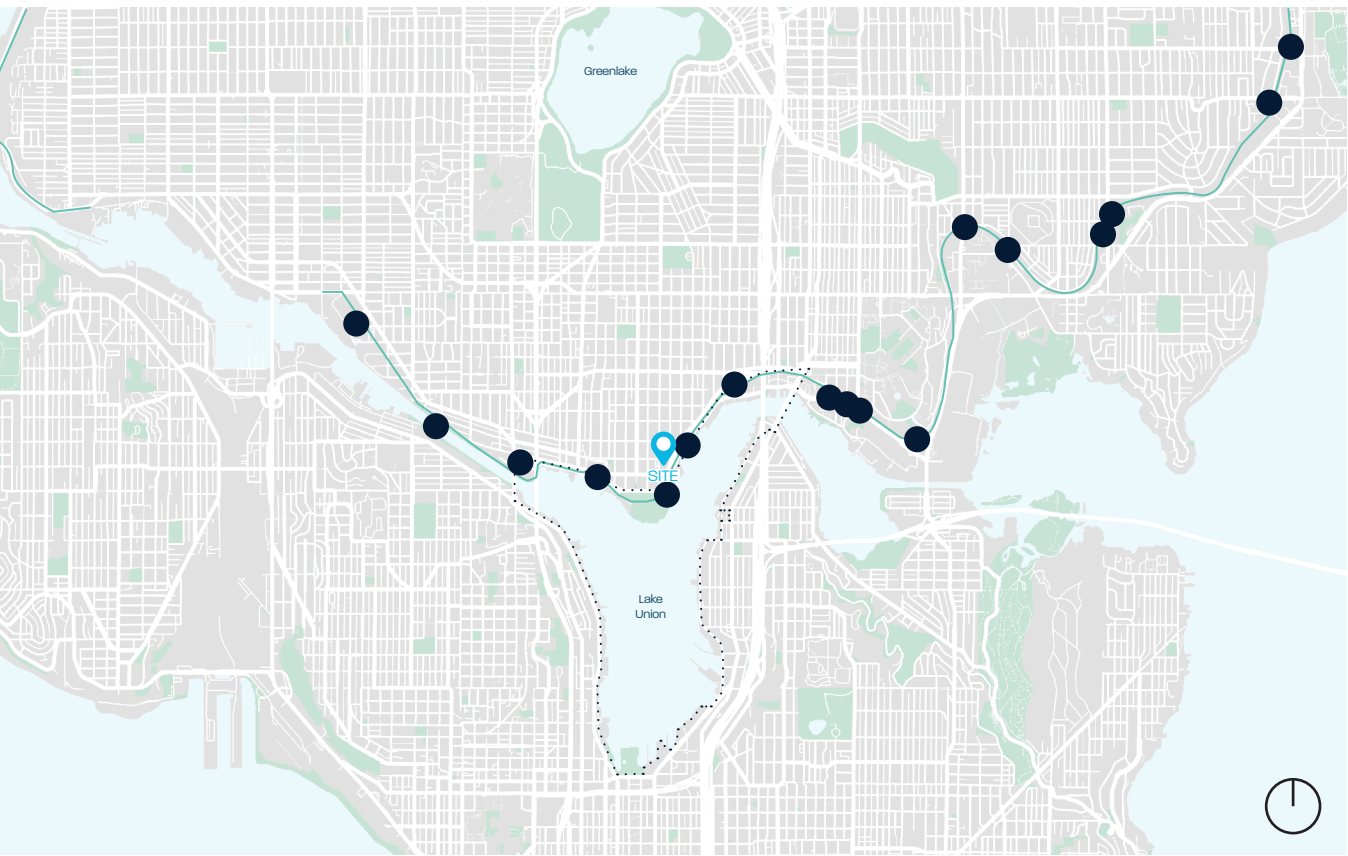







Image 2. Burke Gilman Trail & Cheshiahud Lake Union Loop

-  Burke Gilman Trail
-  Cheshiahud Lake Union loop
-  Light Rail (Connection to SEATAC Airport)
-  Road Access Point
-  Light Rail Station

5.6 Access and Mobility

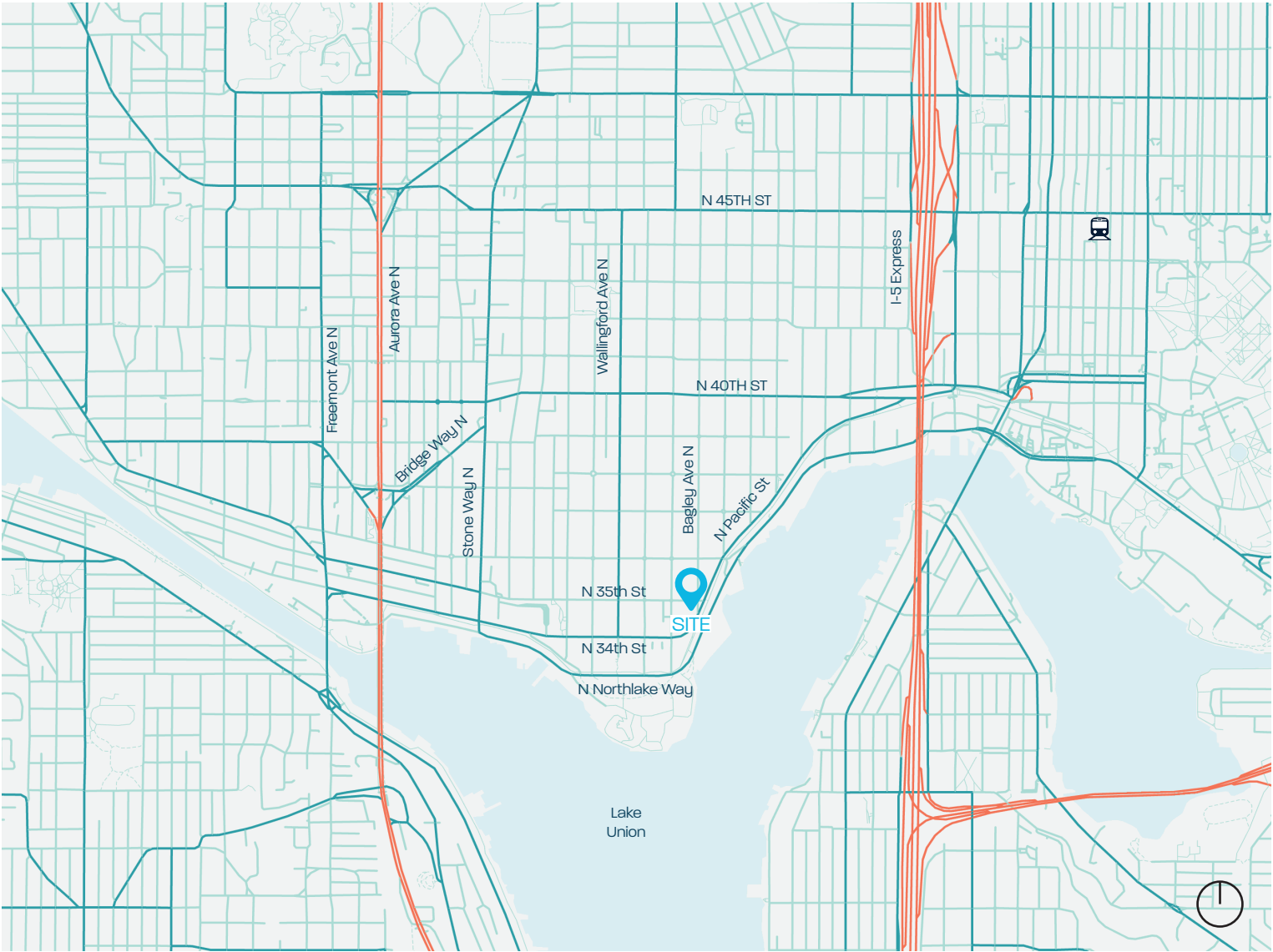


Image 1. Access and Mobility

- Local Roads
- Arterial Roads
- Highway Roads
- Light Rail Station

Site Access - Transportation

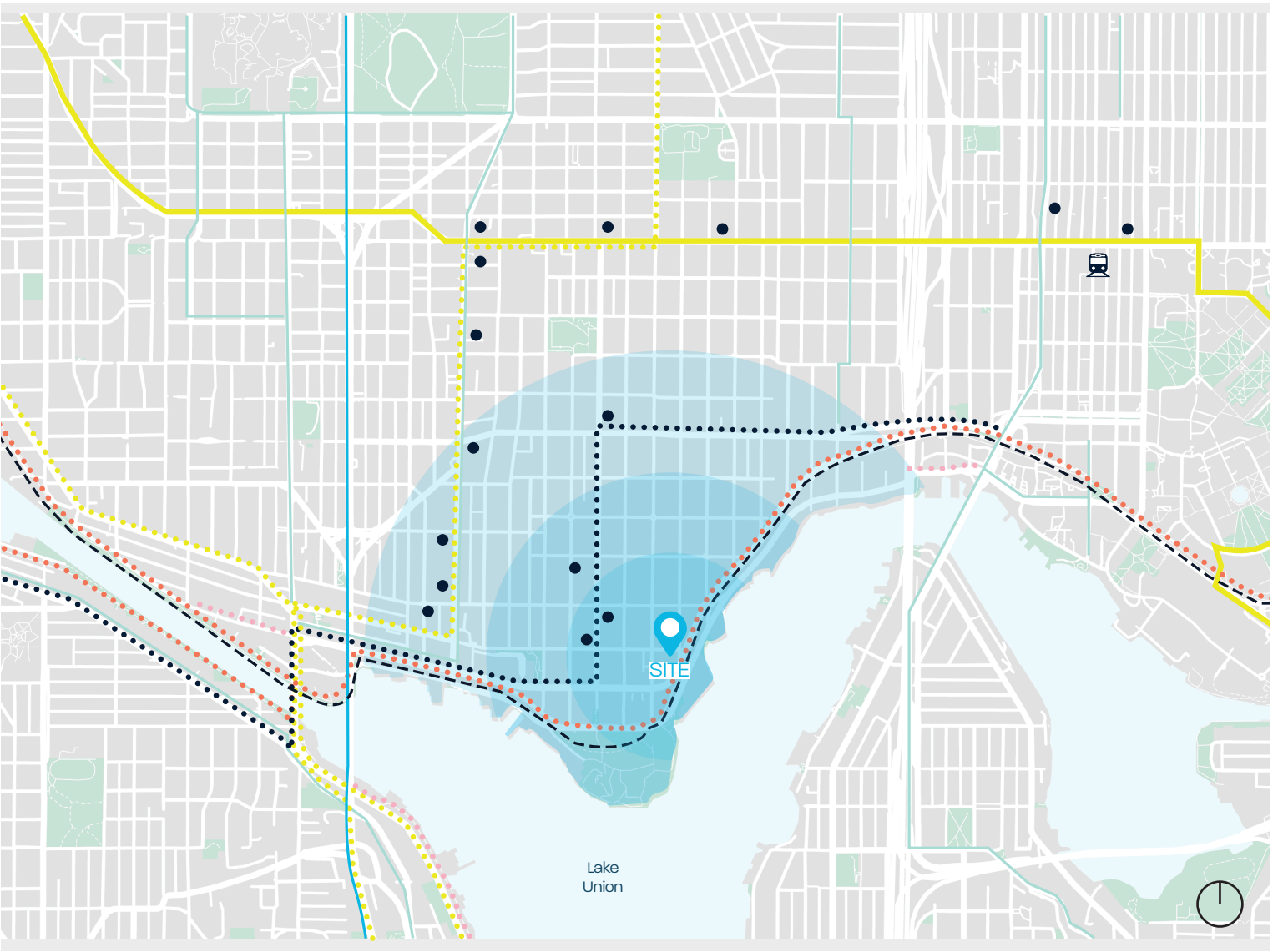


Image 2. Site Access - Transportation

- Bike Lane
- Protected Bike Lane
- Neighborhood Greenway
- Multi-Use Rail
- Bus Stops
- Rapid Ride Route
- Frequent Bus 10-12 Minutes
- Frequent & Basic Bus Lines
- Light Rail Station
- 1. Walking Distance 5 minutes.
- 2. Walking Distance 10 minutes
- 3. Walking Distance 15 minutes

5.7 Vicinity Map

The project is located in the Wallingford neighborhood of Seattle, very close to Gasworks Park, with immediate access to the Burke-Gilman Trail and the Cheshiahud Lake Union Loop.

The neighborhood is consolidated as a low-height, mostly residential area, with larger buildings along busier streets such as Pacific N, Stoneway N and Wallingford Ave N. There's some local and zonal parks, pedestrian areas, commercial streets and bicycle paths that give life to this community.

This unique location will allow residents to be within walking / biking distance of Wallingford Urban Village and Fremont Hub, with access to multiple transportation alternatives to Downtown, South Lake Union, the University Community, and Ballard, creating a truly urban Development.

Characteristics of Planned Projects

- a. 3421 Woodland Park Ave N
8-story, 130-unit apartment building with 3 live-work units and retail space. Parking for 22 vehicles is proposed. 3032609-EG. Contemporary aesthetic, deep windows add texture and scale to the facade.
- b. 3524 Stone Way N
5-story office building with general sales and service and restaurant. Parking for 148 vehicles proposed. Existing buildings to be demolished. 3032146-EG. High contrast between open (glazed) and more closed facade with a restrained palette of materials and a modern aesthetic.
- c. 3800 Latona Ave Ne
6-story office, retail and warehouse building. Parking for 160 vehicles proposed. Existing buildings to be demolished. Appealing open communal spaces, this project has special features for bikers and promotes the use of the Burke Gilman Trail to its residents.
- d. 3801 Stone Way N.
5-story mixed-use building, 278 units. Modern Aesthetic, use of colors and pedestrian oriented first floor.

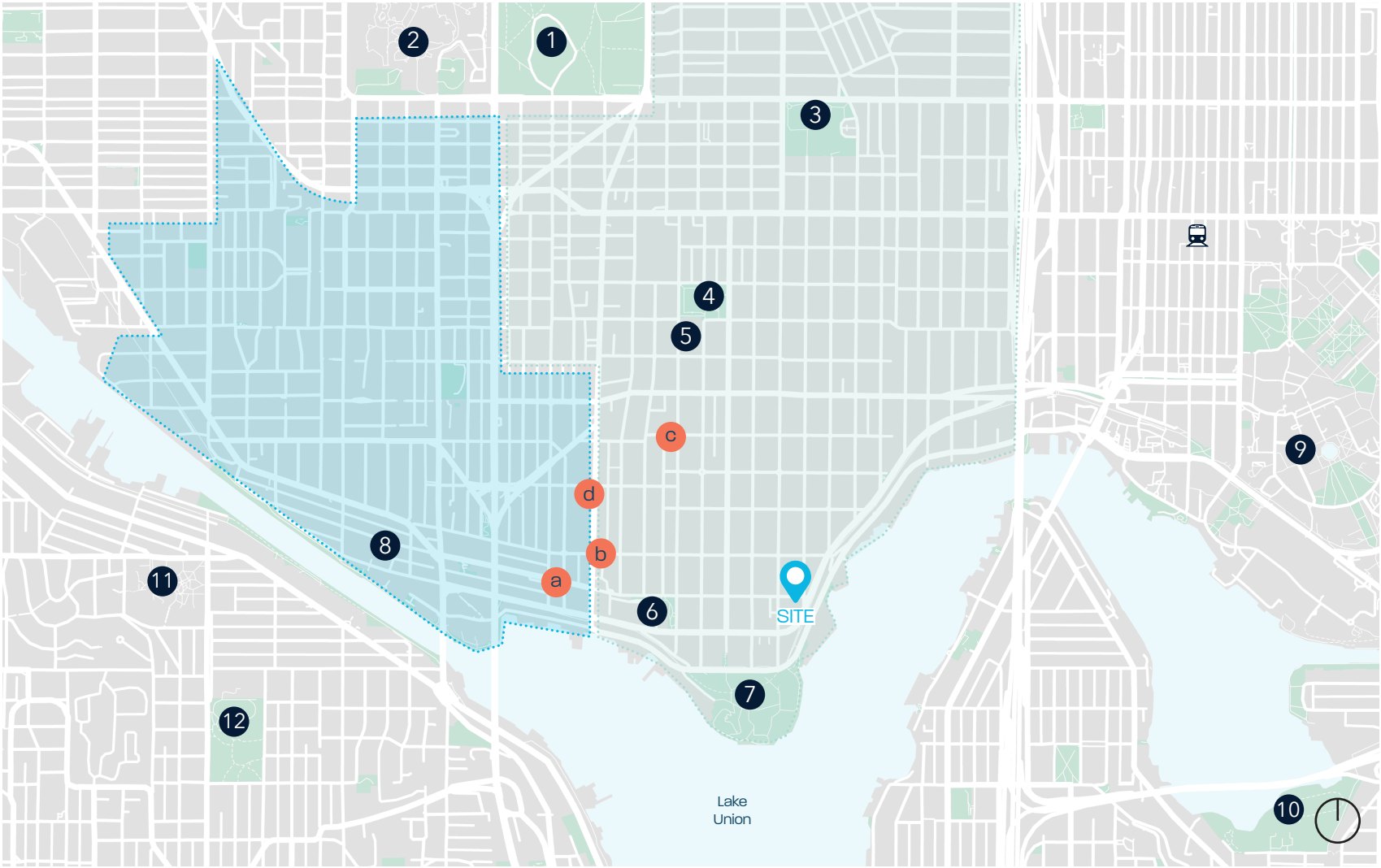


Image 1. Vicinity Map

Neighborhood	Planned Projects	Neighborhood Character			
<div></div> Fremont	<div></div> Major	1. Woodland Park	5. Hamilton Int. Middle School	9. University of Washington	
<div></div> Wallingford		2. Woodland Park Zoo	6. North Transfer Station	10. Montlake Playfield Park	
		3. Meridian Playground	7. Gas Works Park	11. Seattle Pacific University	
		4. Wallingford Playfield	8. Sunday Markets	12. David Rogers Park	



Image a. 3421 Woodland Park Ave N.



Image b. 3524 Stone Way N.



Image c. 3800 Latona Ave NE.



Image d. 3801 Stone Way N.

5.8 Site Photos



Image 1. View - Lake Union from Bagley Avenue N



Image 2. Law Offices N Pacific St, Seattle, WA 98103



Image 3. Site view from N Pacific St



Image 4. Site view from N Pacific St



Image 5. Site view from N Pacific St



Image 6. Site view from N Pacific St



Image 7. Corner Bagley Ave N and N35th St



Image 8. Corner Bagley Ave N and N35th St



Image 9. Street view Bagley Ave N



Image 10. Corner Bagley Ave N and N35th St



Image 11. Corner Bagley Ave N and N35th St



Image 12. Existing site view N35th St

5.8 Site photos



Image 13. Existing site view N35th St



Image 14. Existing site view N35th St



Image 15. Existing site view N35th St



Image 16. Existing site view N35th Street and alley.



Image 17. Existing site view N35th St and alley.



Image 18. Street view N35th St



Image 19. Street view N35th St



Image 20. Street view N35th Street



Image 21. Burke Gilman Trail



Image 22. Burke Gilman Trail

06

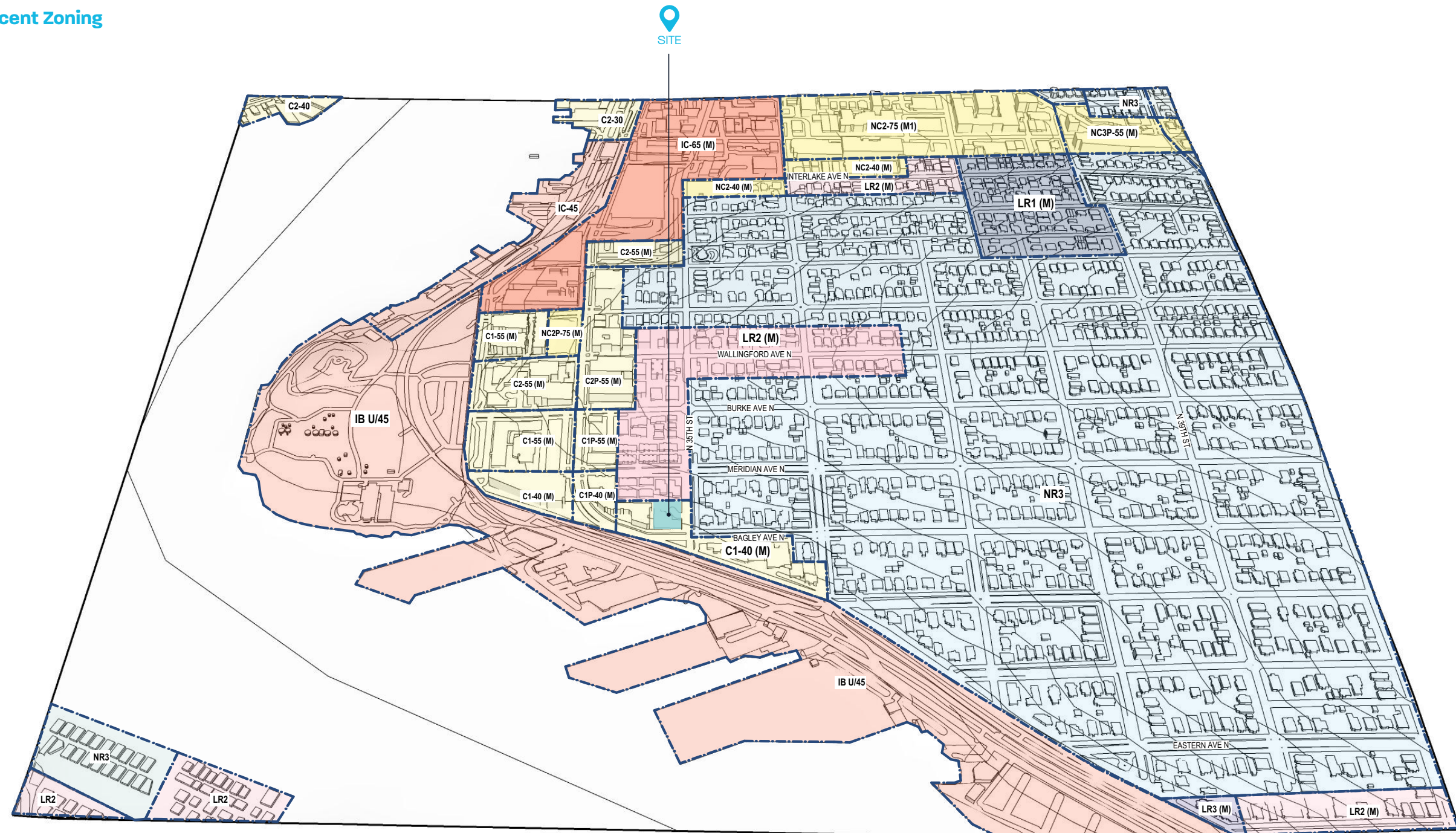
Zoning Data

6.1 Context and Adjacent Zoning

6.2 Zoning Data and Zoning Diagrams

6.3 Land Use Code Summary

6.1 Context and Adjacent Zoning



6.2 Zoning Data & Zoning Diagrams

The parcel is zoned C1-40 (M) (Commercial 1), which allows a maximum height of 40ft.

Address: 2121 N 35th St, Seattle, WA 98103

- Site Area: 12,010 SF
- Number of Residential Units: 8
- Number of Parking Stalls: 16
- Proposed Bike Parking: 8
- Total Area: 25,938 SF
- Total Area Above Grade: 21,600 SF
- Allowable FAR: 3.00
- Allowable FAR: 36,030 SF

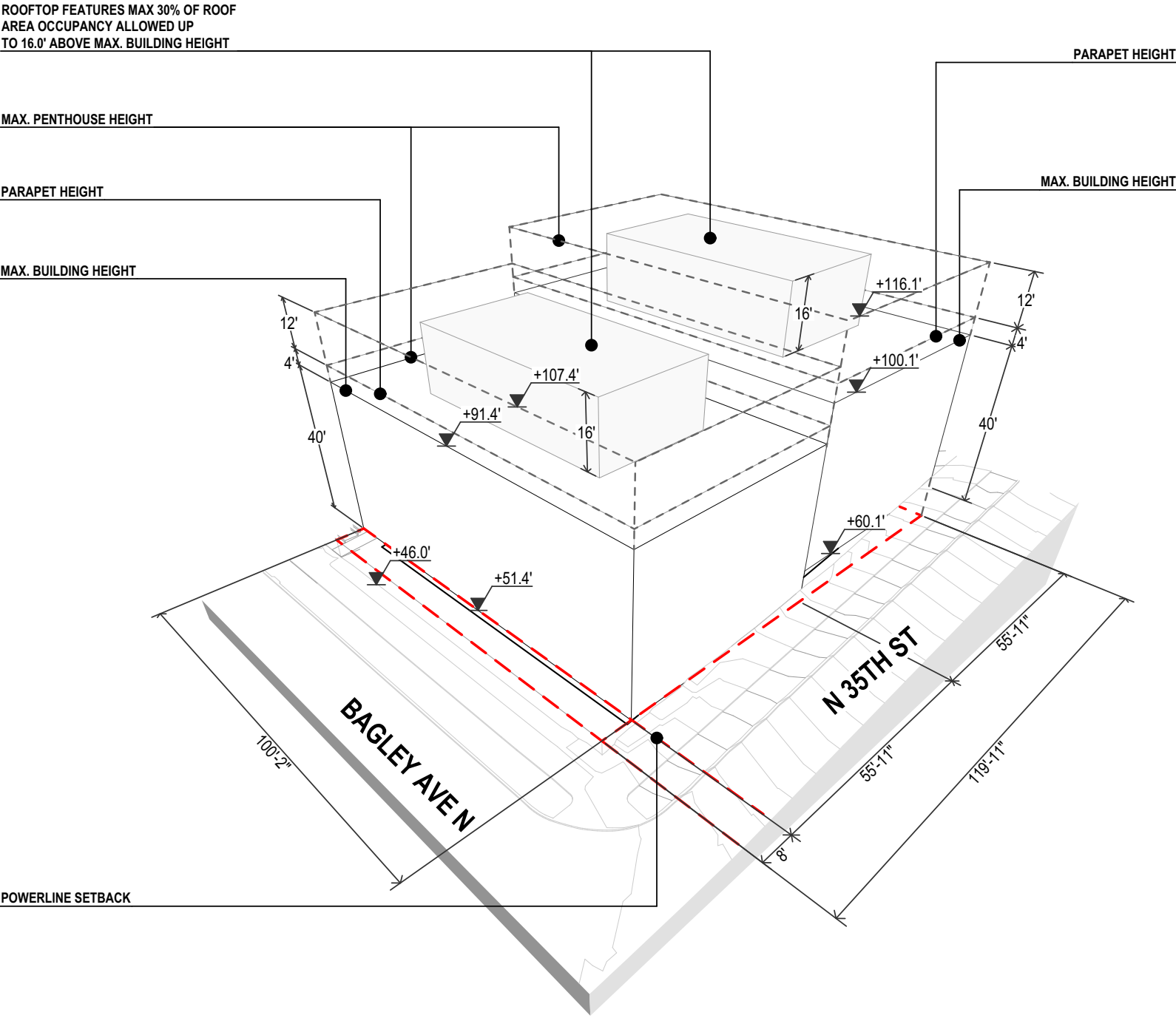


Image 1. Maximum Building Envelope Diagram

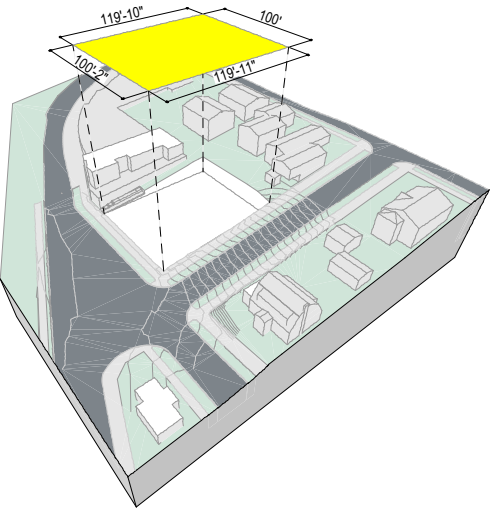


Image 2. Site Property Diagram

6.3 Land Use Code Summary

LAND USE CODE SUMMARY	
23.47A.002 - Scope of provisions	SEA C1 - 40 (M) Commercial 1 - 40 ft Max Ht, Mandatory Housing Affordability suffix
23.47A.004 - Permitted and prohibited uses	Residential. Table A for 23.47A.004 Uses in Commercial zones
23.47A.005 - Street-level uses	No limit on Residential Use applies.
23.47A.006 - Conditional uses	Not Proposed
23.47A.008 Street Level Development Standards	<ul style="list-style-type: none">A1 b.Structures that contain a residential use in C zones;A1 c.Structures in C zones across the street from residential zonesBlank Facade max 20ft in width; max 40% of total.10ft Setback is required
23.47A.012 Structure Height	40ft. Some exceptions apply. Parapets can exceed max height by 4ft. Green Roof can exceed by 2ft, and railings can be provided
23.47A.013 Floor Area Ratio	36030
23.47A.014 Setback Requirements	<ul style="list-style-type: none">Front (East): 0ft required, except Power line requires 14ft Radial Setback.Front (North): 0ft Required except Setback Triangle Required at NW Corner.Side (South): 0ft Required. 4ft - Provided - Fire separationRear (West) 10ft required above 13ft. 0ft Required at Ground Level.Upper Level for lots abutting LR zones: 0 ft at Ground, 10ft between 13ft & 65ft. Applies to north setback
23.47A.017 Mandatory Housing Affordability in C and NC Zones	Refer to Chapters 23.58B and 23.58C.
23.47A.024 Amenity Area	<ul style="list-style-type: none">5 percent of the total gross floor areaAll residents shall have access to at least one common or private amenity areaAmenity areas shall not be enclosedCommon amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in sizePrivate balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet
23.47A.0230 Required Parking	1 space for each dwelling unit
23.47A.032 - Parking location and access	For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.

07

Design Guidelines

7.1 Priority Design Guidelines

7.1 Priority Design Guidelines

The guidelines shown here have been identified as the priority Design Guidelines to follow. The guidelines are related to aspects of the project's relation to the site and public realm that range in scope and scale.

Some of the Design Guidelines are related to the site's specific characteristics; some are related to the project's relation to people and how the project design facilitates human interaction; and some are related to the location of the building in the street, the neighborhood, the city and beyond.

CS1-C.1

CATEGORY

1 - CONTEXT & SITE

GUIDELINE

CS1. Natural Systems and Sit...

SUBGUIDELINE

C. Topography

ITEM

1. Land Form

HIGHLIGHTS

Topography to inform the design.

CS1-C.2

CATEGORY

1 - CONTEXT & SITE

GUIDELINE

CS1. Natural Systems and Sit...

SUBGUIDELINE

C. Topography

ITEM

2. Elevation Changes

HIGHLIGHTS

Use topography to determine location of functions on the site.

CS1-D.2

CATEGORY

1 - CONTEXT & SITE

GUIDELINE

CS1. Natural Systems and Sit...

SUBGUIDELINE

D. Plants and Habitat

ITEM

2. Off-Site Features

HIGHLIGHTS

Provide connection to off-site habitats (burke Gilman trail, Lake Union Loop and beyond).

CS2-B.2

CATEGORY

1 - CONTEXT & SITE

GUIDELINE

CS2. Urban Pattern and Form

SUBGUIDELINE

B. Adjacent Sites, Streets, an...

ITEM

2. Connection to the Street

HIGHLIGHTS

Provide main pedestrian entrance on the quieter residential street.

CS2-C.3

CATEGORY

1 - CONTEXT & SITE

GUIDELINE

CS2. Urban Pattern and Form

SUBGUIDELINE

C. Relationship to the Block

ITEM

3. Full Block Sites

HIGHLIGHTS

Break up long facades and building mass along residential street.

CS2-D

CATEGORY

1 - CONTEXT & SITE

GUIDELINE

CS2. Urban Pattern and Form

SUBGUIDELINE

D. Height, Bulk, and Scale

ITEM

1. Existing Development and Zoning

HIGHLIGHTS

Review the height, bulk, and scale to determine an appropriate design.

CS2-S.III

CATEGORY

1 - CONTEXT & SITE

GUIDELINE

CS2. Urban Pattern and Form

SUBGUIDELINE

S. Wallingford Supplemental ...

ITEM

III. Corner Lots

HIGHLIGHTS

Buildings on corner lots should be oriented to the corner. Parking and vehicle access should be located away from the corner.

CS2-S.IIii

CATEGORY

1 - CONTEXT & SITE

GUIDELINE

CS2. Urban Pattern and Form

SUBGUIDELINE

S. Wallingford Supplemental ...

ITEM

I. Responding to Site Characteristics

HIGHLIGHTS

Buildings are terraced following the slope of N 35th St for view opportunity.

CS3-I

CATEGORY

1 - CONTEXT & SITE

GUIDELINE

CS3. Architectural Context an...

SUBGUIDELINE

S. Wallingford Supplemental ...

ITEM

I. Architectural Context

HIGHLIGHTS

Contemporary architectural styles and materials that will complement existing and future developments in Wallingford.

DC1-C.1

CATEGORY

3 - DESIGN CONCEPT

GUIDELINE

DC1. Project Uses and Activiti...

SUBGUIDELINE

C. Parking and Service Uses

ITEM

1. Below-Grade Parking

HIGHLIGHTS

Provide below grade parking, minimize visual impact.

DC3-B.4

CATEGORY

3 - DESIGN CONCEPT

GUIDELINE

DC3. Open Space Concept

SUBGUIDELINE

B. Open Spaces Uses and Act...

ITEM

4. Multifamily Open Space

HIGHLIGHTS

Provide common area for all residents to encourage social interaction and a sense of community.

DC3-S.I

CATEGORY

3 - DESIGN CONCEPT

GUIDELINE

DC3. Open Space Concept

SUBGUIDELINE

S. Wallingford Supplemental ...

ITEM

I. Residential Open Space

HIGHLIGHTS

Maximize open space opportunity by creating terraces on sloping land.

PL2-A.1

CATEGORY

2 - PUBLIC LIFE

GUIDELINE

PL2. Walkability

SUBGUIDELINE

A. Accessibility

ITEM

1. Access for All

HIGHLIGHTS

Pedestrian entrance is leveled on N 35th St to provide residents easy and safe access.

PL2-S.Ii

CATEGORY

2 - PUBLIC LIFE

GUIDELINE

PL2. Walkability

SUBGUIDELINE

S. Wallingford Supplemental ...

ITEM

I. Pedestrian Open Spaces and Entrances:

HIGHLIGHTS

Place pedestrian entrance at a visible landscaped open space to promote pedestrian friendly setting.

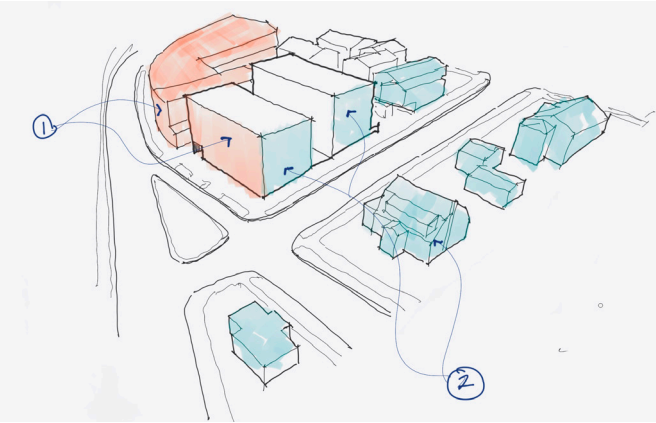


Image 1. Massing

- ① Urban scale, consolidate block, continuous street-front presence.
- ② Residential Neighborhood Scale, reduce bulk and mass, break down long facade and building along residential street

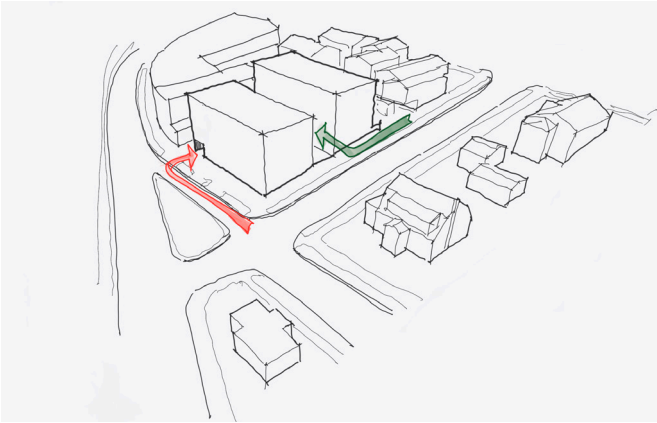


Image 2. Access

- Main pedestrian and bike access along residential street along common area. Access courtyard provides opportunity to create terrace on sloping land.
- Vehicular access along commercial street. Parking is below grade, minimizing visual impact, and responding to site topography. Parking is placed away from the corner.

08

Architectural Massing Concepts

8.1 Three Viable Architectural Massing Options

8.2 Option A

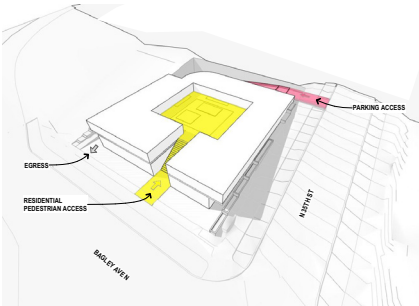
8.3 Option B

8.4 Option C - Preferred

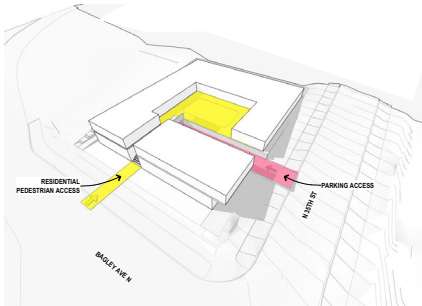
8.5 Design Rationale for Massing Options

8.6 Facade Schemes - Option C (preferred)

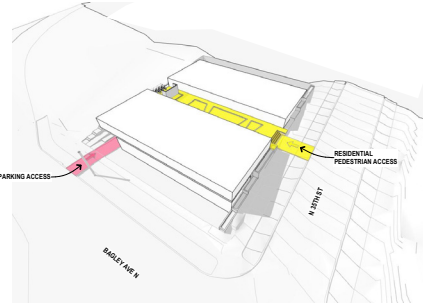
8.1 THREE VIABLE ARCHITECTURAL MASSING CONCEPTS



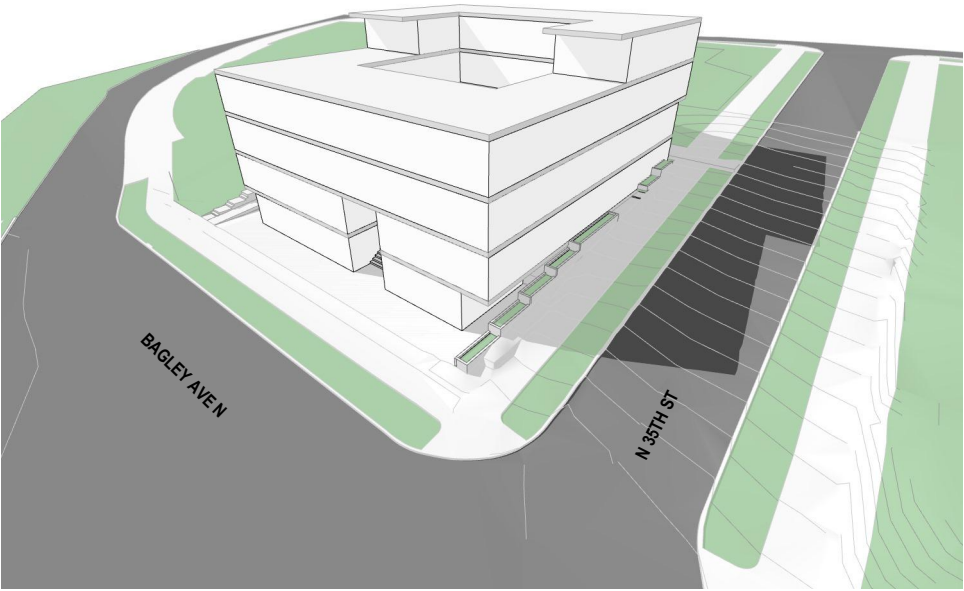
A | OPTION A
FAR: 21,098 SF
No. UNITS: 8 UNITS
59% of allowable FAR used



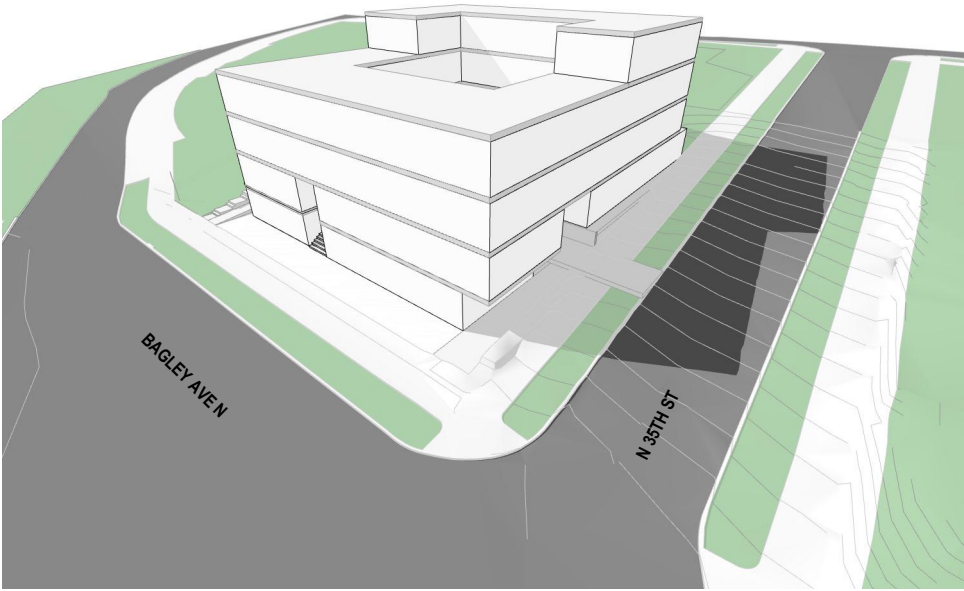
B | OPTION B
FAR: 24,025 SF
No. UNITS: 8 UNITS
67% of allowable FAR used



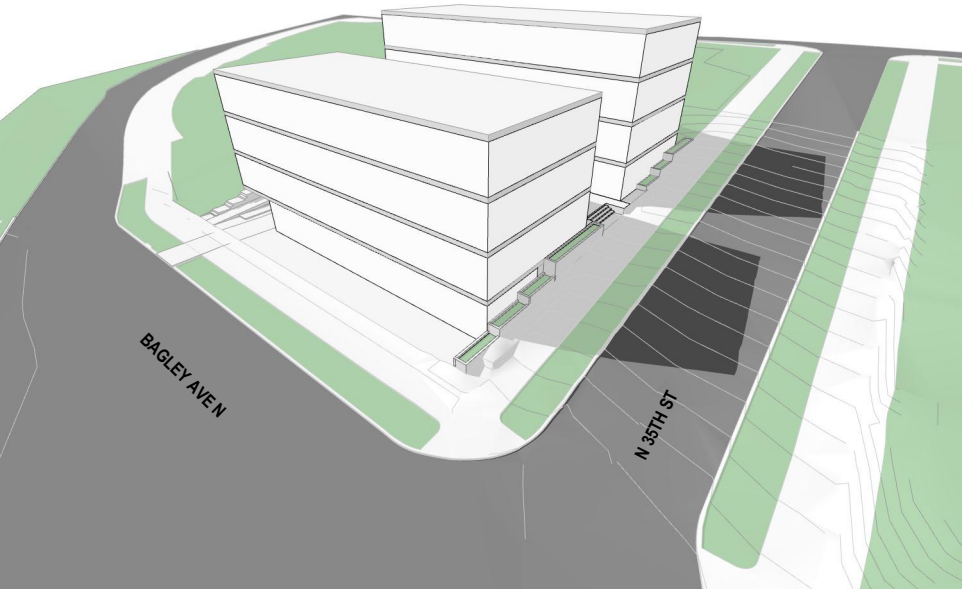
C | OPTION C (PREFERRED)
FAR: 25,938 SF
No. UNITS: 8 UNITS
72% of allowable FAR used



Option A

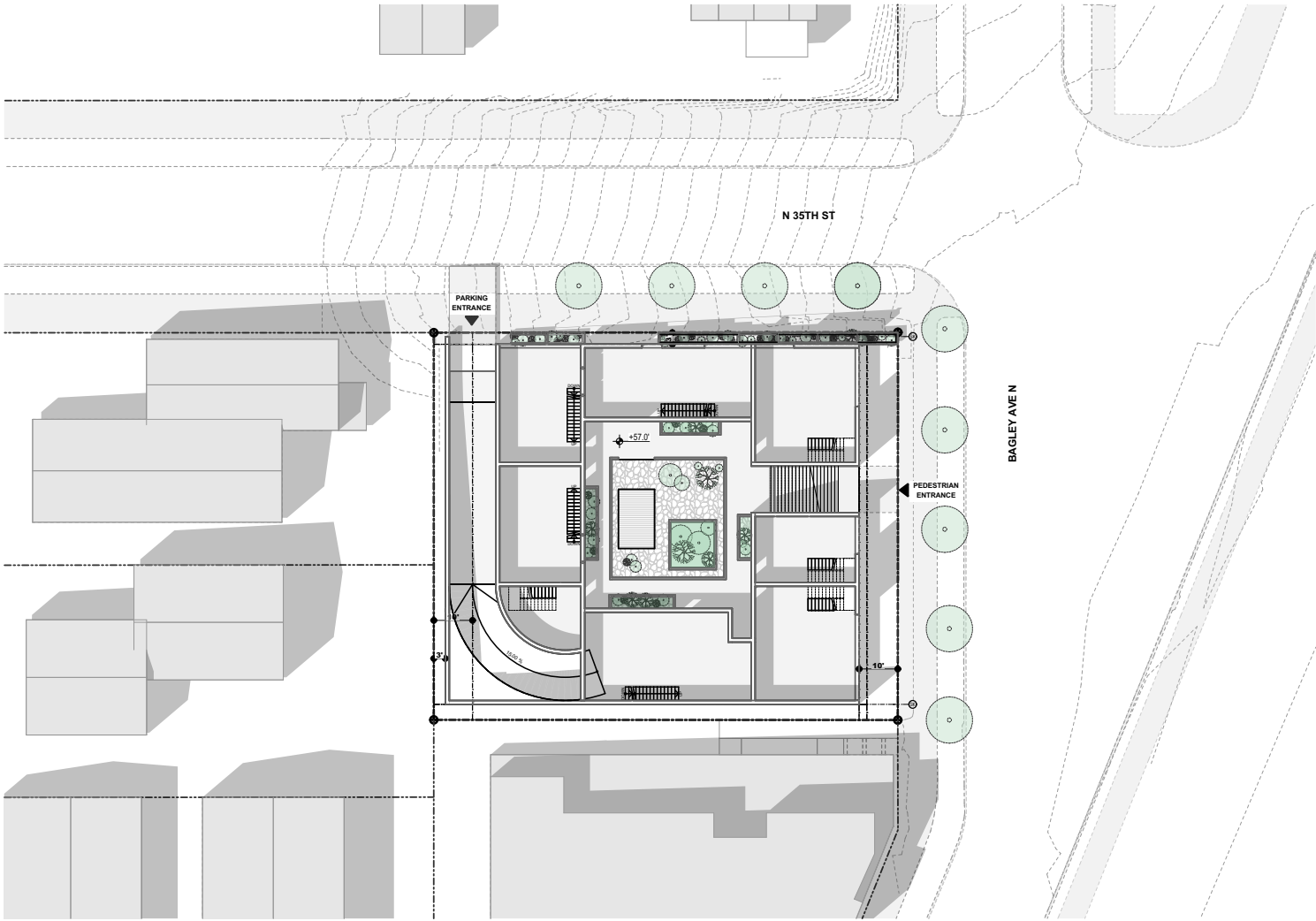


Option B

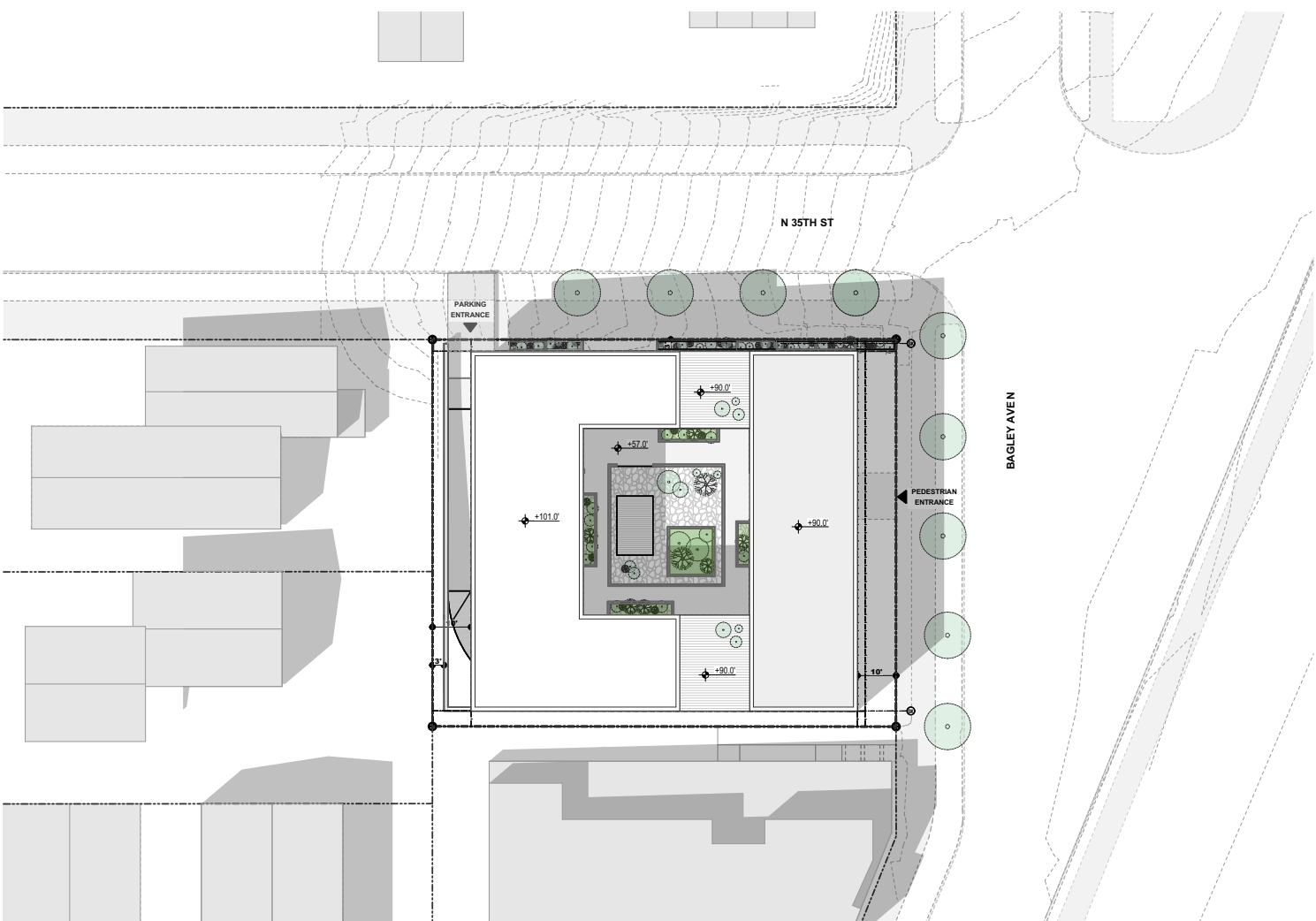


Option C - Preferred

GROUND AND ROOF SITE PLAN - OPTION A



Site Plan -Ground Option A



Site Plan - Roof Option A

Option A - Opportunities & Constraints

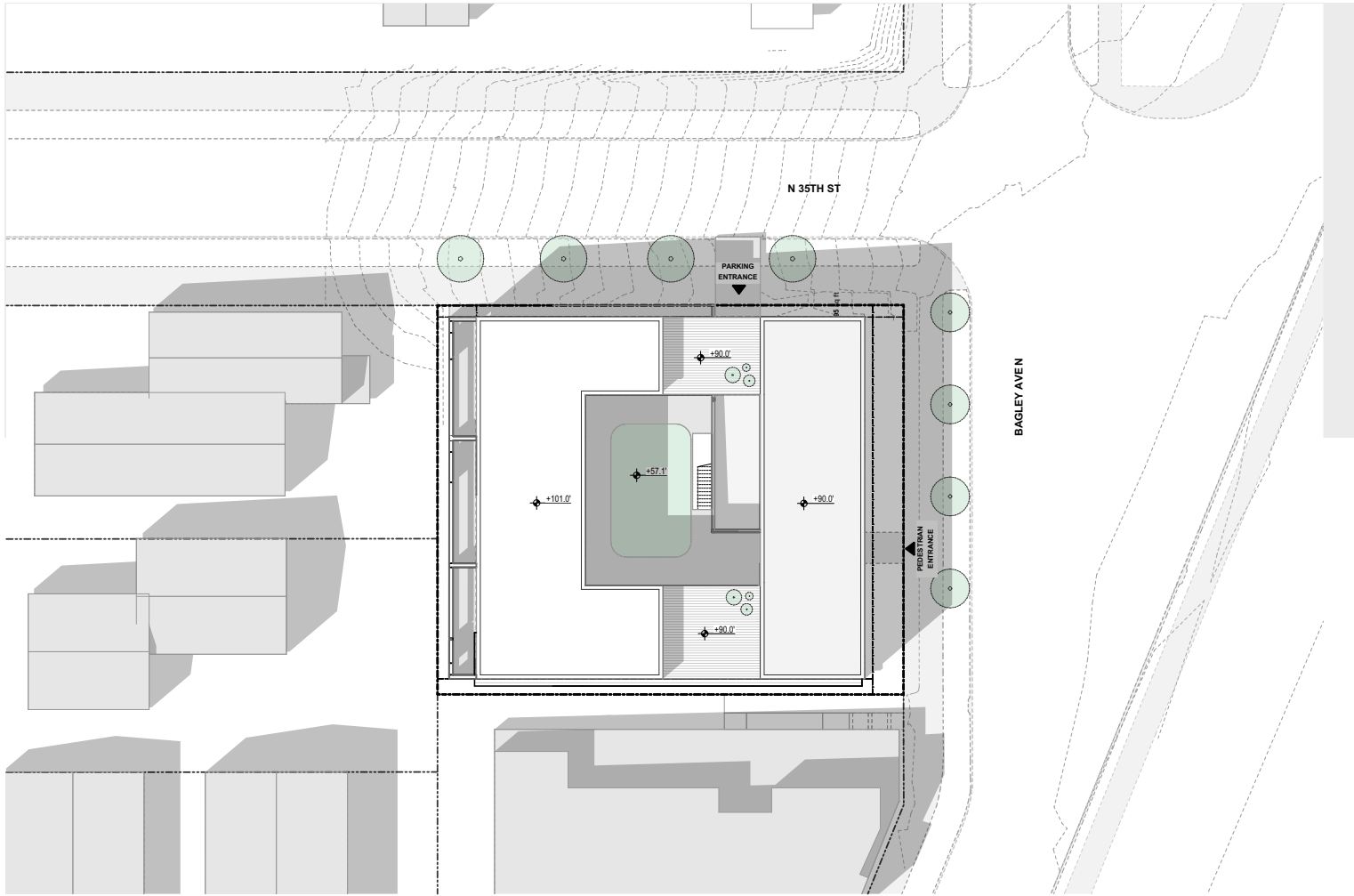
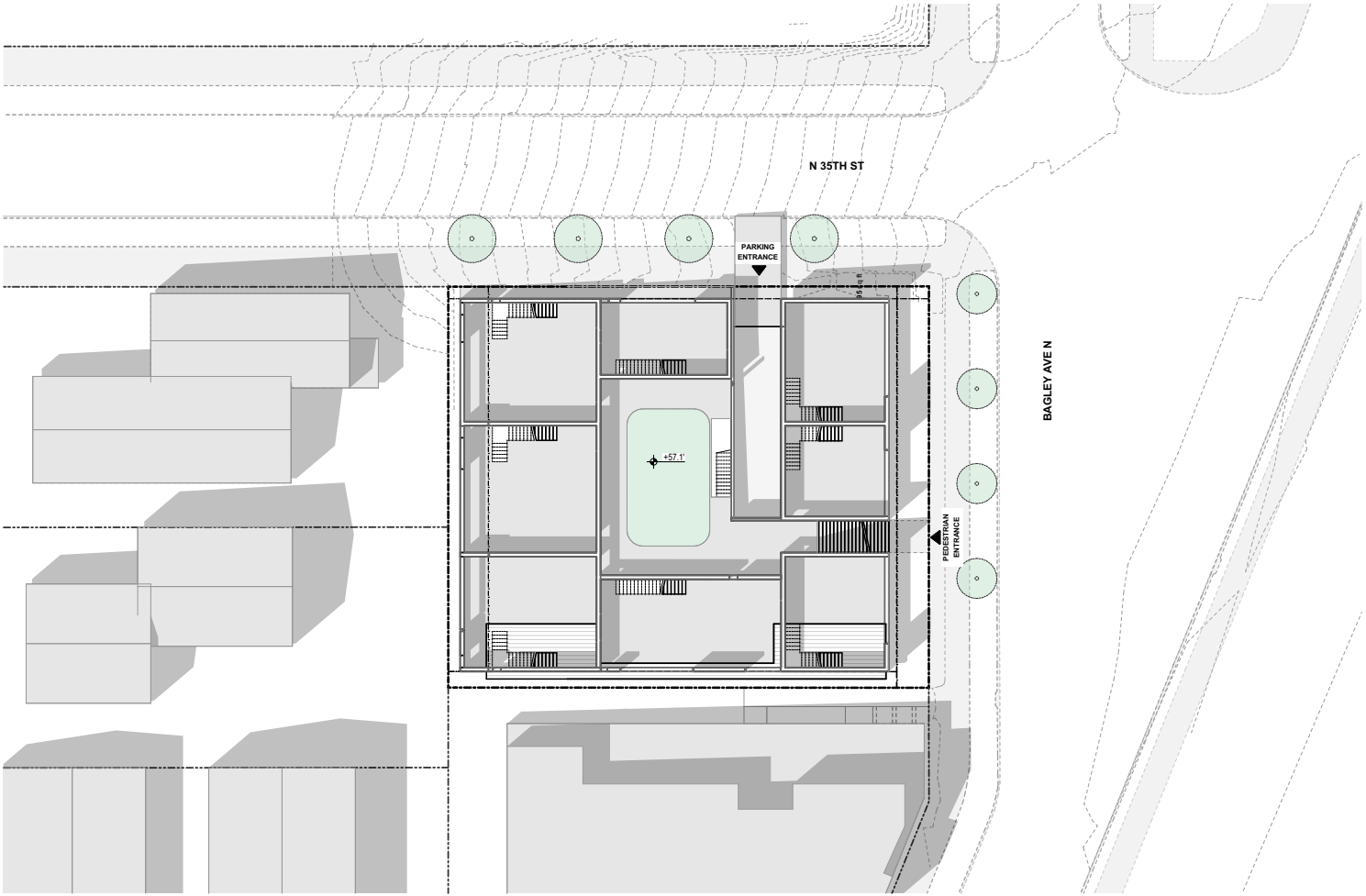
Opportunities:

- A serene and private courtyard for the residents;
- Vehicular access is adjacent to an existing alley on N 35th St, where a small amount of vehicular traffic might be expected by the pedestrians.

Constraints:

- Vehicular access is placed on pedestrian route, the N 35th St, to/from Burke-Gilman Trail;
- The vehicular access is at the highest point of the site, which makes a steep ramp into the underground garage;
- Pedestrian access is at the lowest point of the site, which creates steps up to the courtyard;
- Only 62% efficiency of the allowable FAR;
- 1.8 parking/unit.

GROUND AND ROOF SITE PLAN - OPTION B



Site Plan - Ground Option B

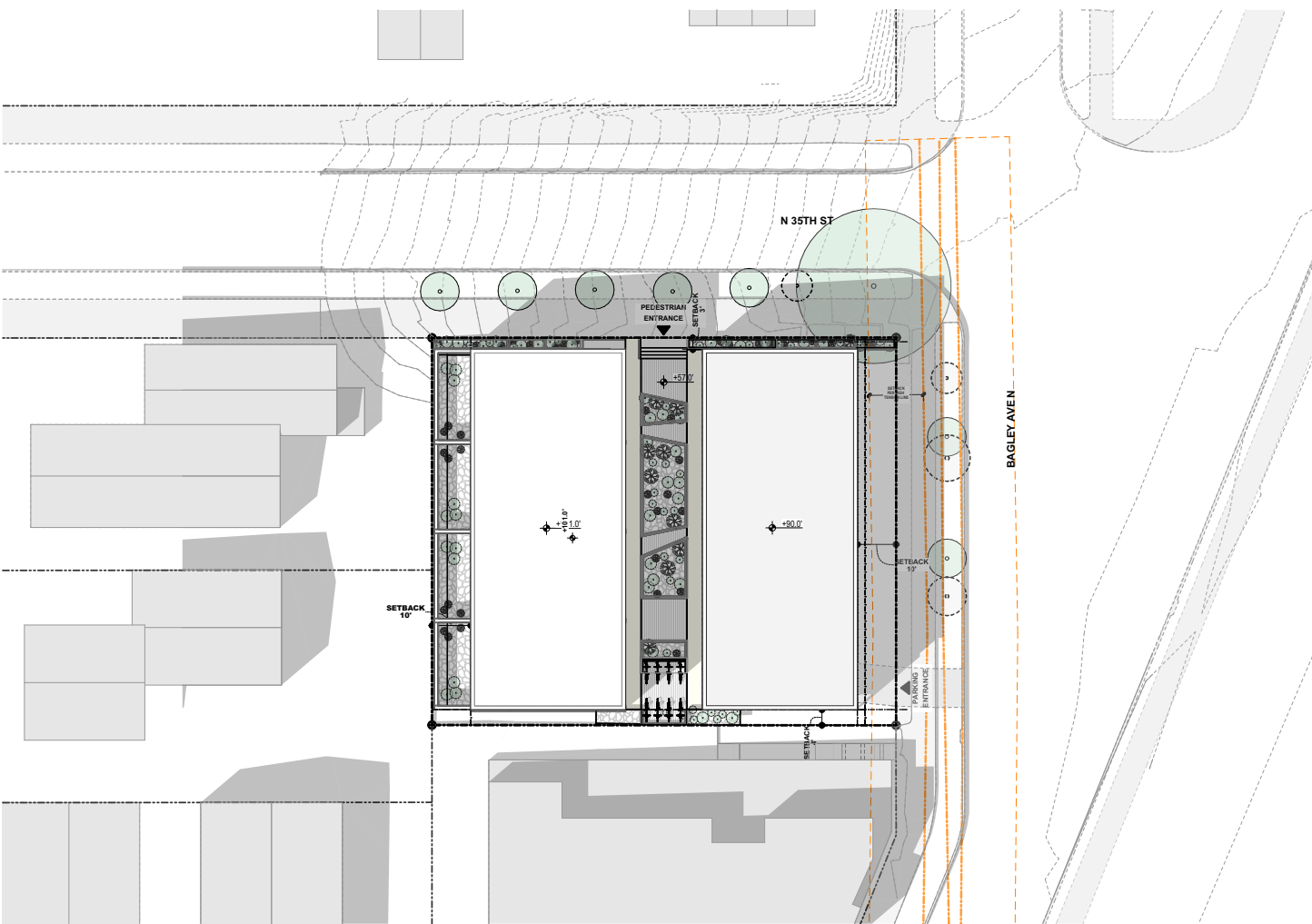
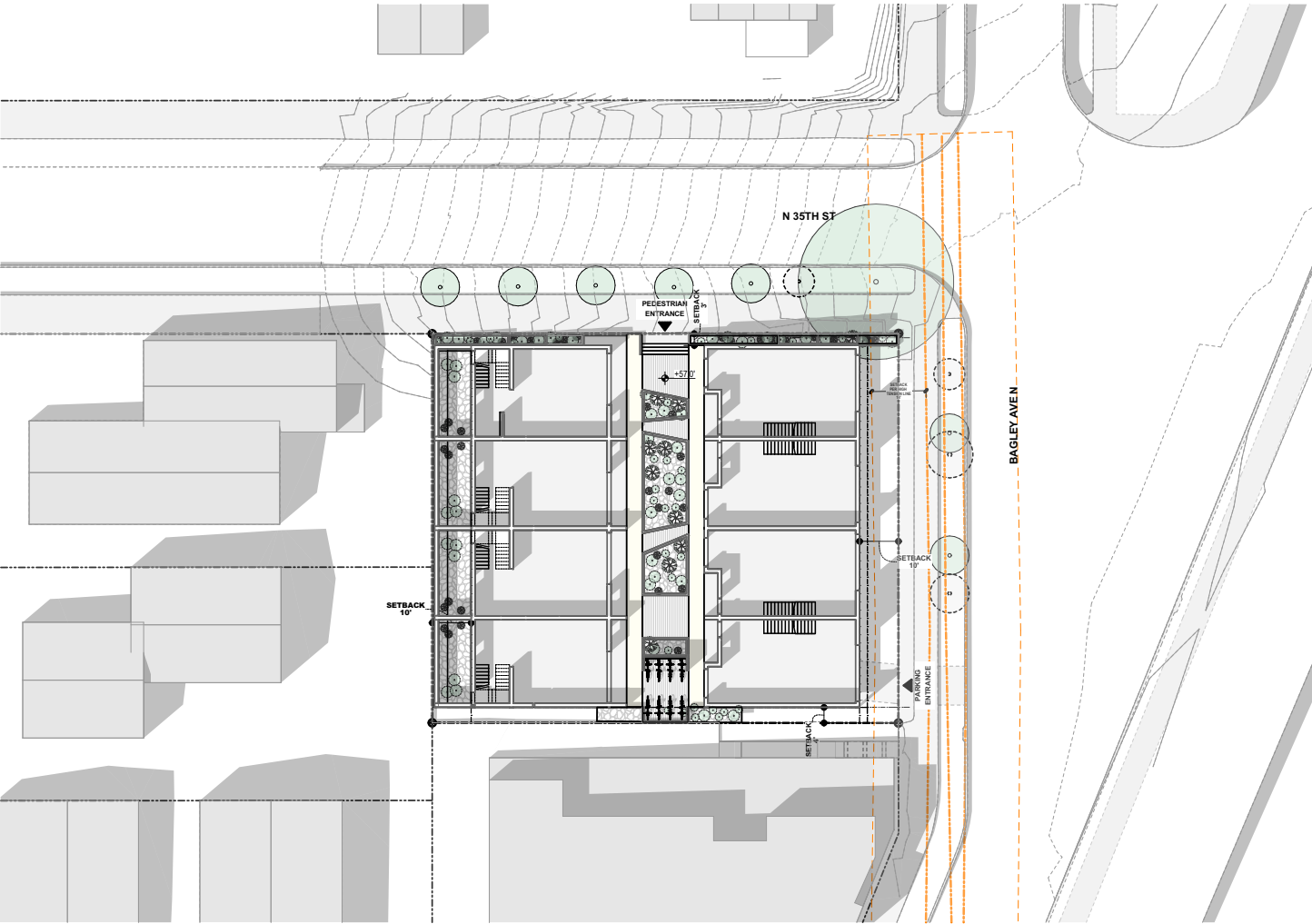
Site Plan - Roof Option B

Option B - Opportunities & Constraints

- Opportunities:
- A serene and private courtyard for the residents.

- Constraints:
- Vehicular access is placed in the middle of the site on N 35th St so the slope of the ramp is more reasonable, but will be close to a stop sign and again in the way of the pedestrian route to/from Burke-Gilman Trail;
 - Pedestrian access is at the lowest point of the site, which creates steps up to the courtyard;
 - Only 67% efficiency of the allowable FAR;
 - 1.6 parking/unit.

GROUND AND ROOF SITE PLAN - OPTION C (PREFERRED)



Site Plan -Ground Option C (Preferred)

Site Plan - Roof Option C (Preferred)

Option C - Opportunities & Constraints (Preferred)

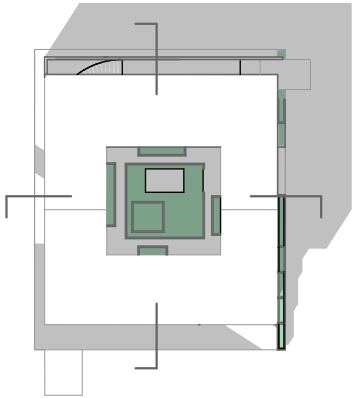
Opportunities:

- A serene and private plaza for the residents;
- Pedestrian access with a visible landscaped plaza is located off N 35th St, an add on to complete the experience of a residential street;
- Vehicular access is off Bagley Ave N, away from N 35th St, where vehicular traffic is expected and less foot traffic, for pedestrian safety walking or bicycling to/from Burke-Gilman Trail;
- 2.0 parking/unit.

Constraints:

- Only 72% efficiency of the allowable FAR.

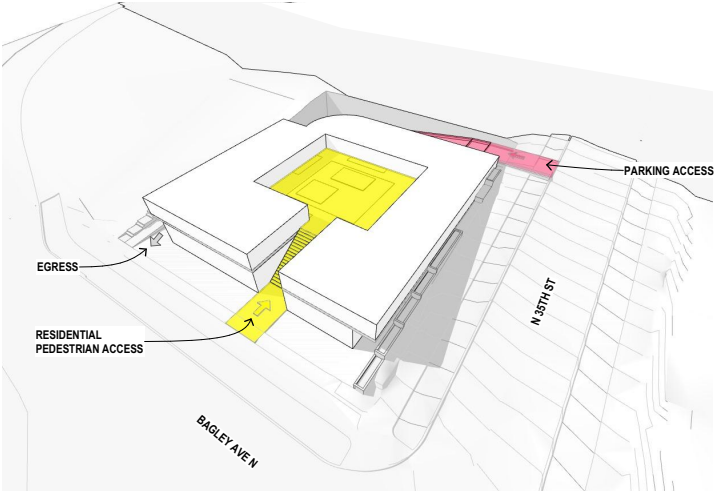
8.2 OPTION A - GENERATIVE DIAGRAMS



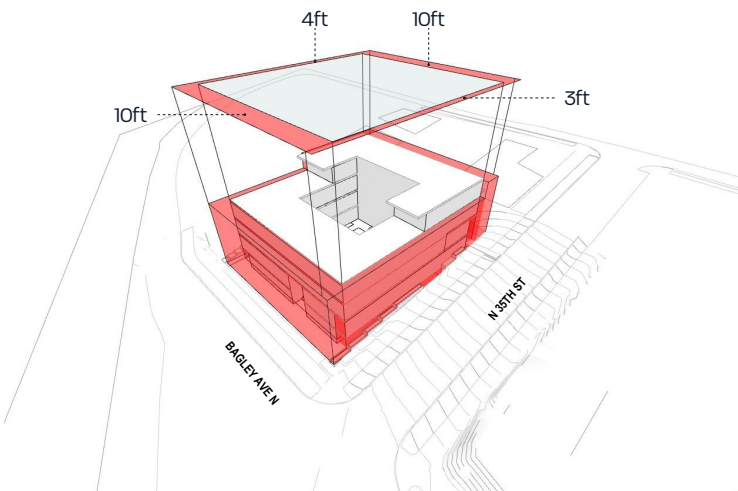
A

OPTION A

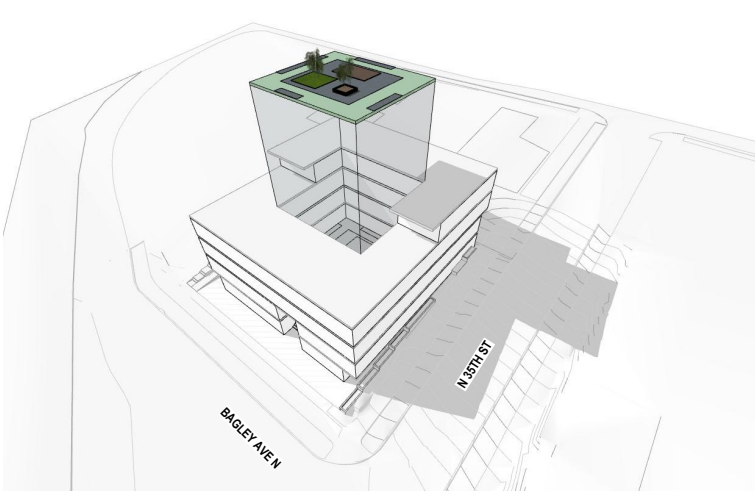
FAR: 21,098 SF
No. UNITS: 8 UNITS



1. Vehicle And Pedestrian Access



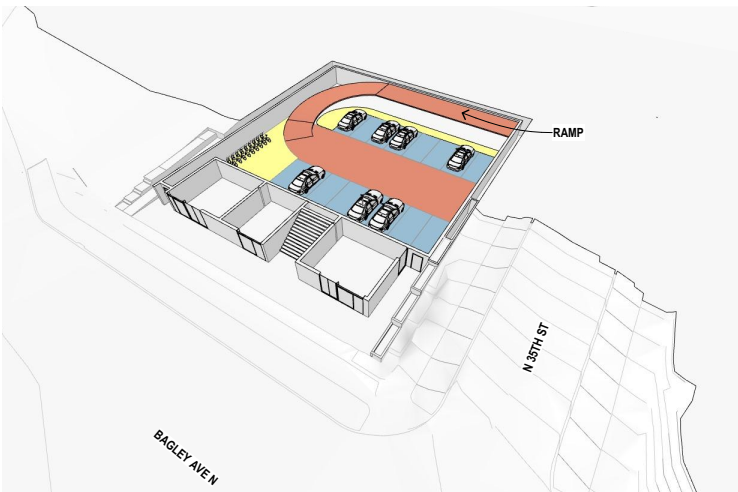
2. Setbacks



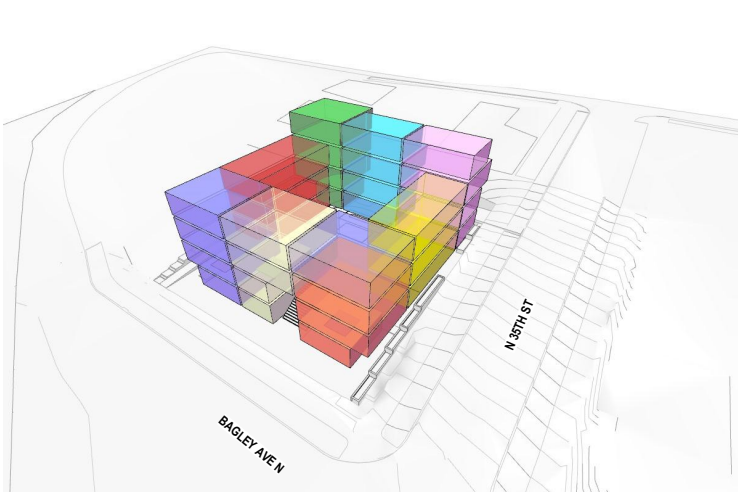
3. Common Areas



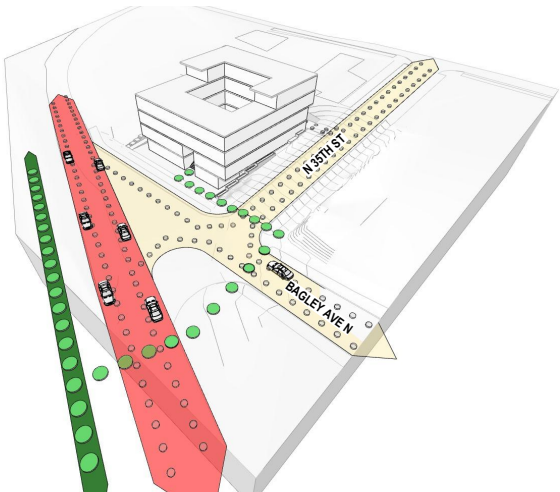
Hillclimb Court by Olson Kundig
A serene and private courtyard for the residents to enjoy in an urban setting.
Architectural style to be contemporary - light color palette.



4. Parking

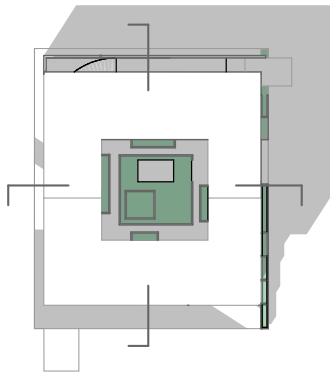


5. Units



6. Relationship to Context

8.2 OPTION A - PLANS



A

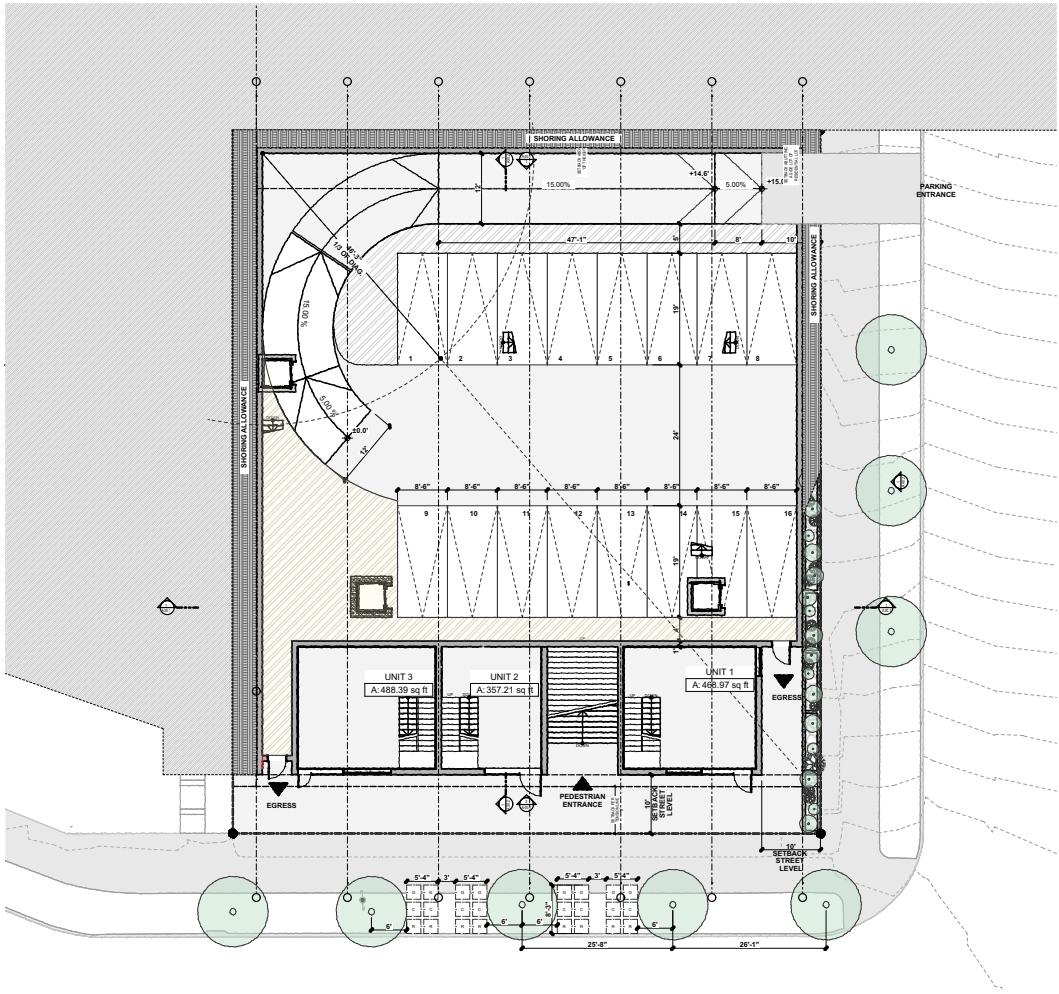
OPTION A
FAR: 21,098 SF
No. UNITS: 8 UNITS

FAR CALCULATIONS
(22,081 SF)

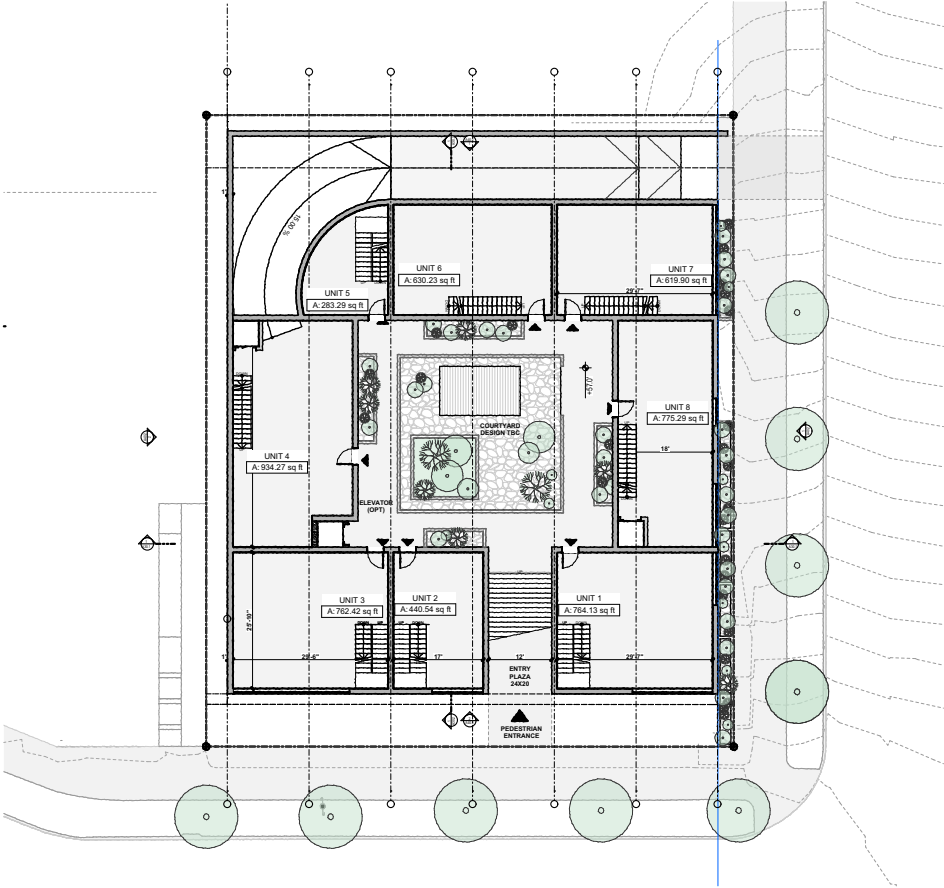
L1	1,314.57 ft²
L2	5,210.11 ft²
L3	6,096.33 ft²
L4	6,499.95 ft²
L5	1,977.92 ft²

21,098.88 ft²

59% of allowable FAR used

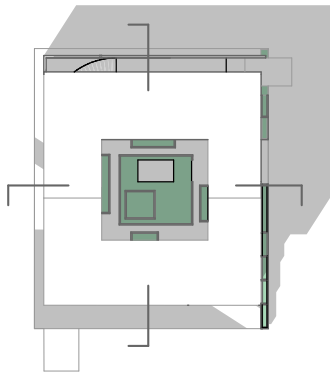


Ground Level



Level 2

8.2 OPTION A - PLANS



A

OPTION A

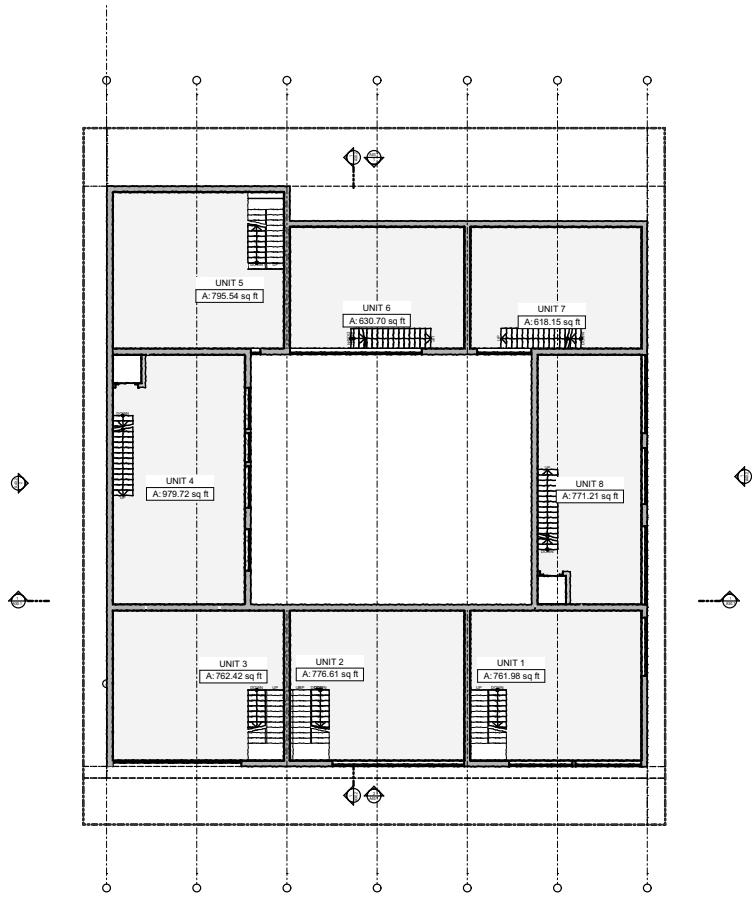
FAR: 21,098 SF
No. UNITS: 8 UNITS

FAR CALCULATIONS
(22,081 SF)

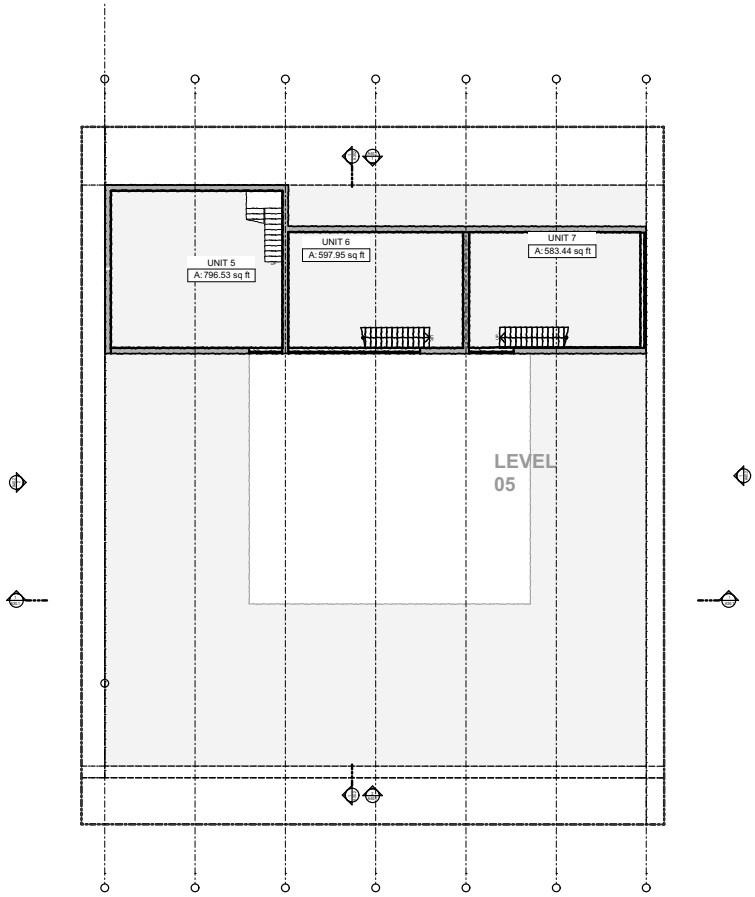
L1	1,314.57 ft²
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L3	6,096.33 ft²
L4	6,499.95 ft²
L5	1,977.92 ft²

21,098.88 ft²

59% of allowable FAR used

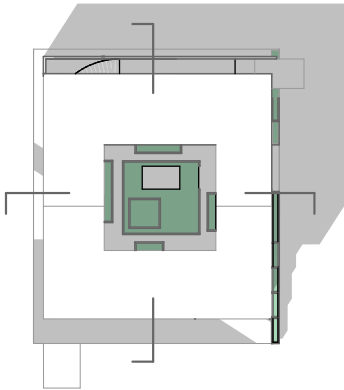


Level 3



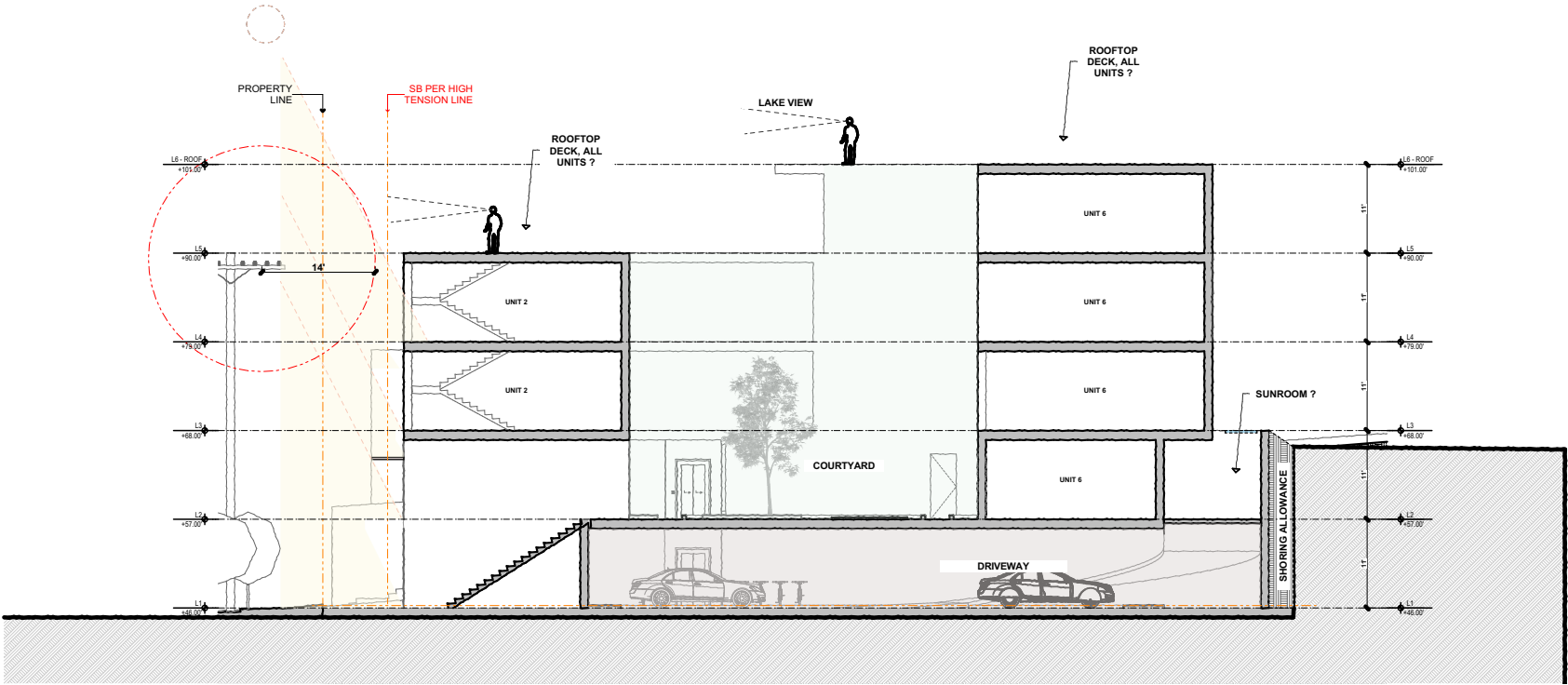
Roof Level

8.2 OPTION A - SECTIONS

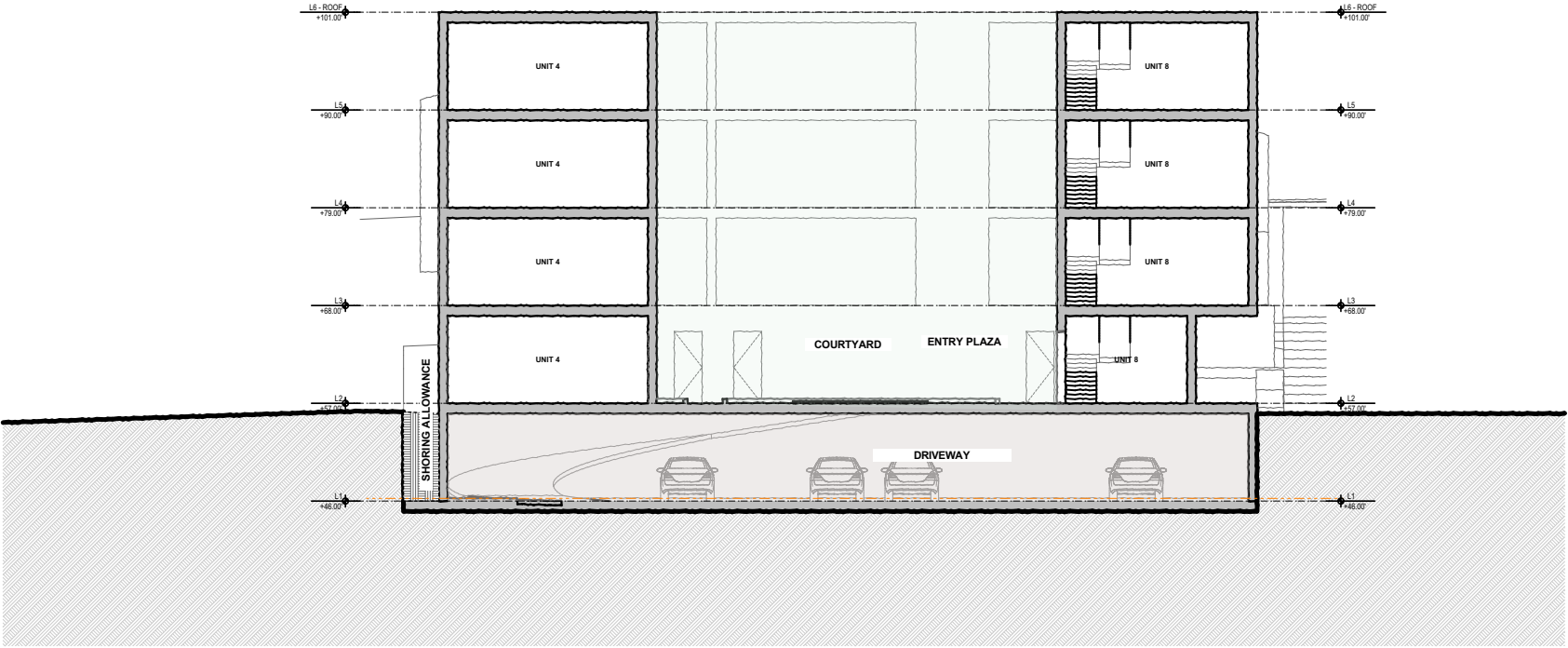


A

OPTION A
FAR: 21,098 SF
No. UNITS: 8 UNITS

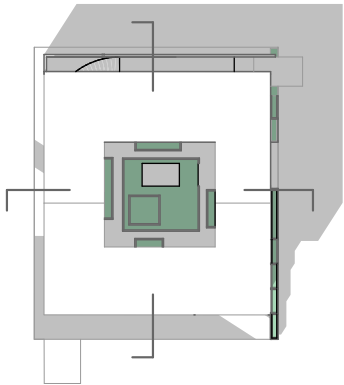


NORTH - SOUTH STACKING

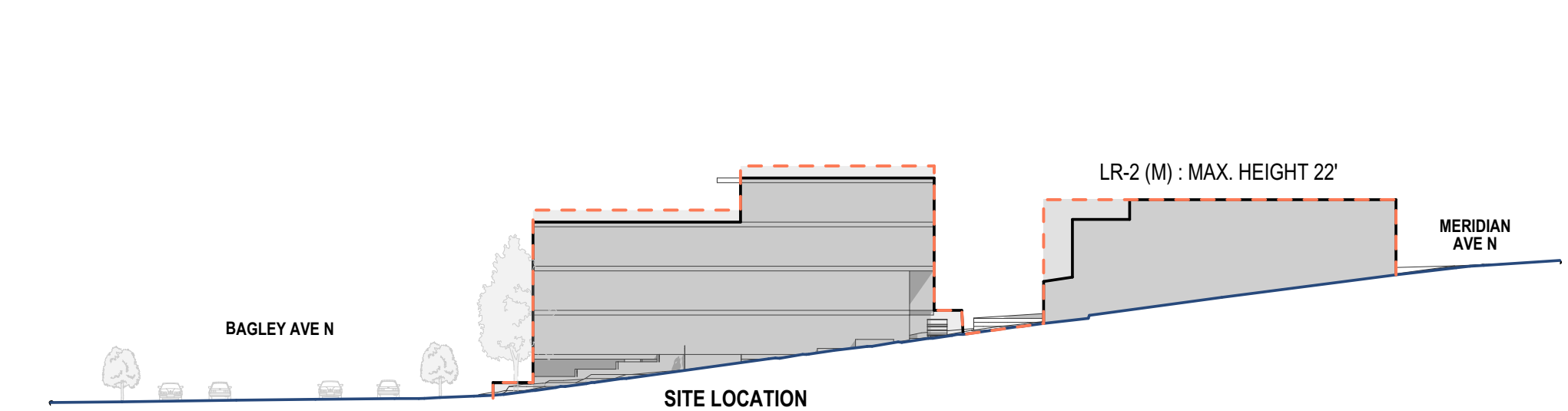


EAST - WEST STACKING

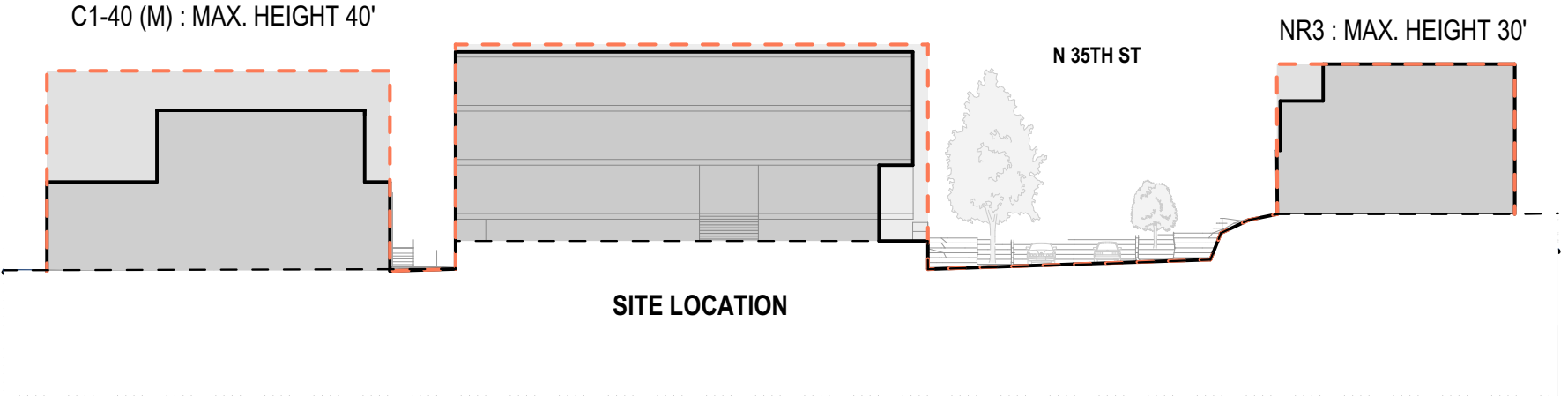
8.2 OPTION A - NEIGHBORS/STREET PROFILE



A | OPTION A
FAR: **21,098 SF**
No. UNITS: **8 UNITS**

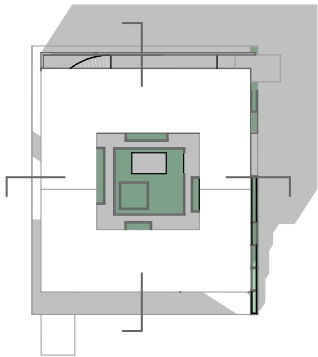


NORTH - SOUTH STACKING

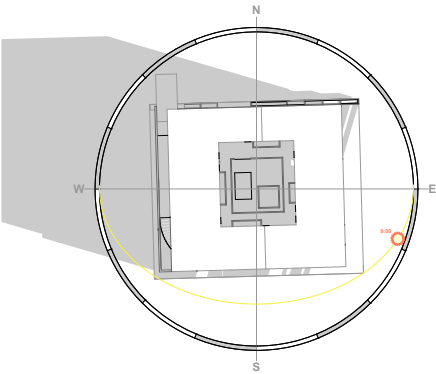
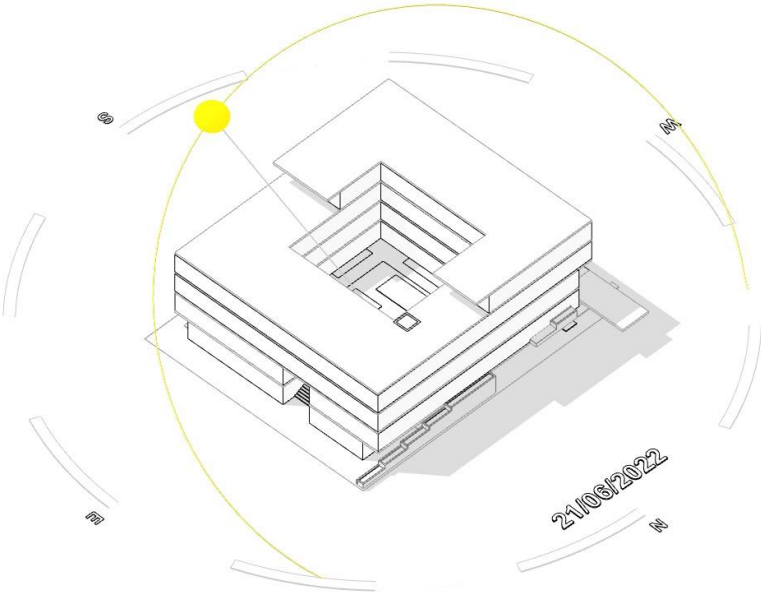


EAST - WEST STACKING

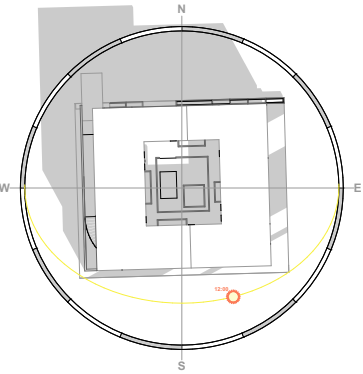
8.2 OPTION A - SHADING DIAGRAMS



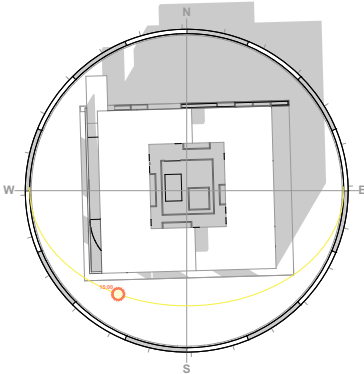
A | **OPTION A**
FAR: **21,098 SF**
No. UNITS: **8 UNITS**



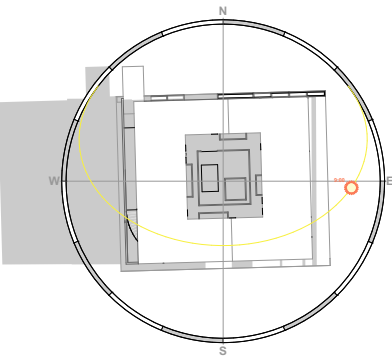
Mar/Sep 9:00AM



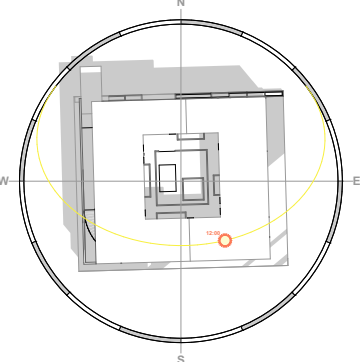
Mar/Sep 21 12:00PM



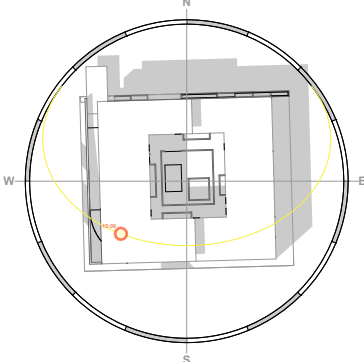
Mar/Sep 21 3:00PM



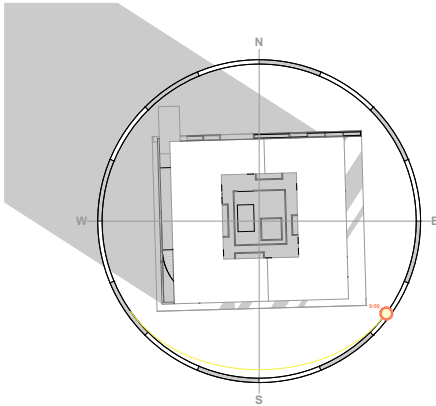
Jun 21 9:00AM



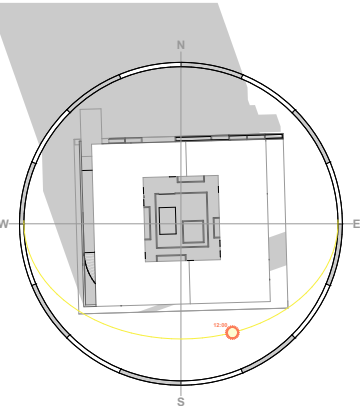
Jun 21 12:00PM



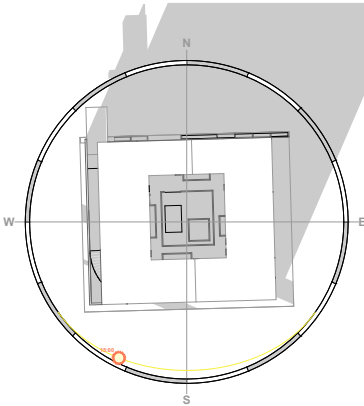
Jun 21 3:00PM



Dec 21 9:00AM



Dec 21 12:00PM

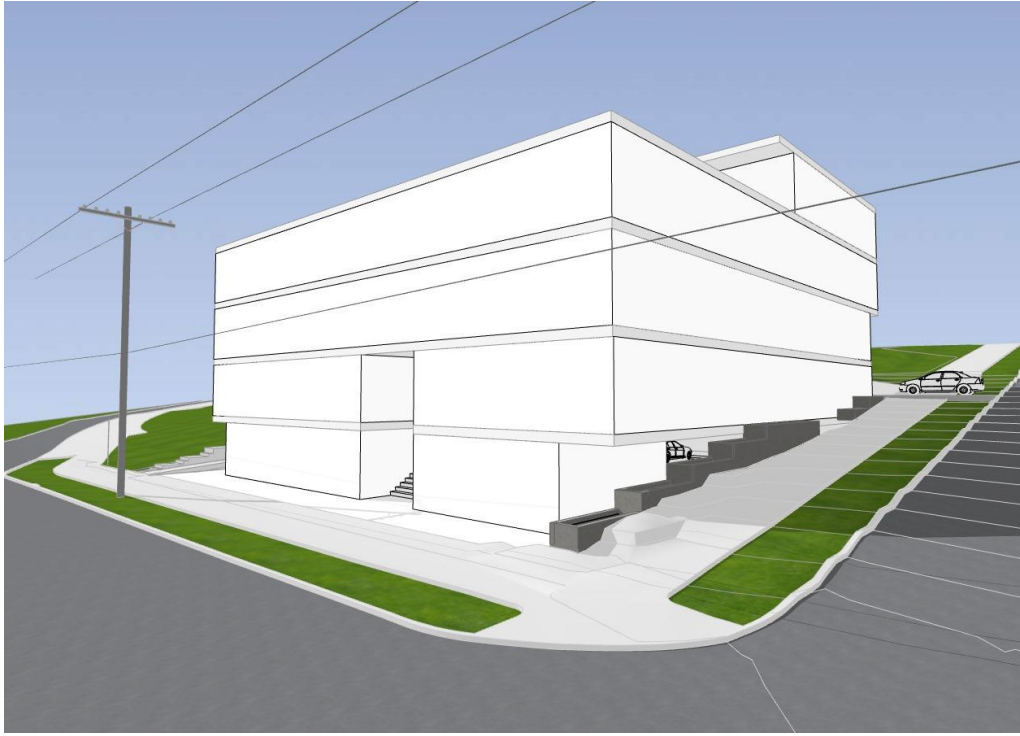


Dec 21 3:00PM

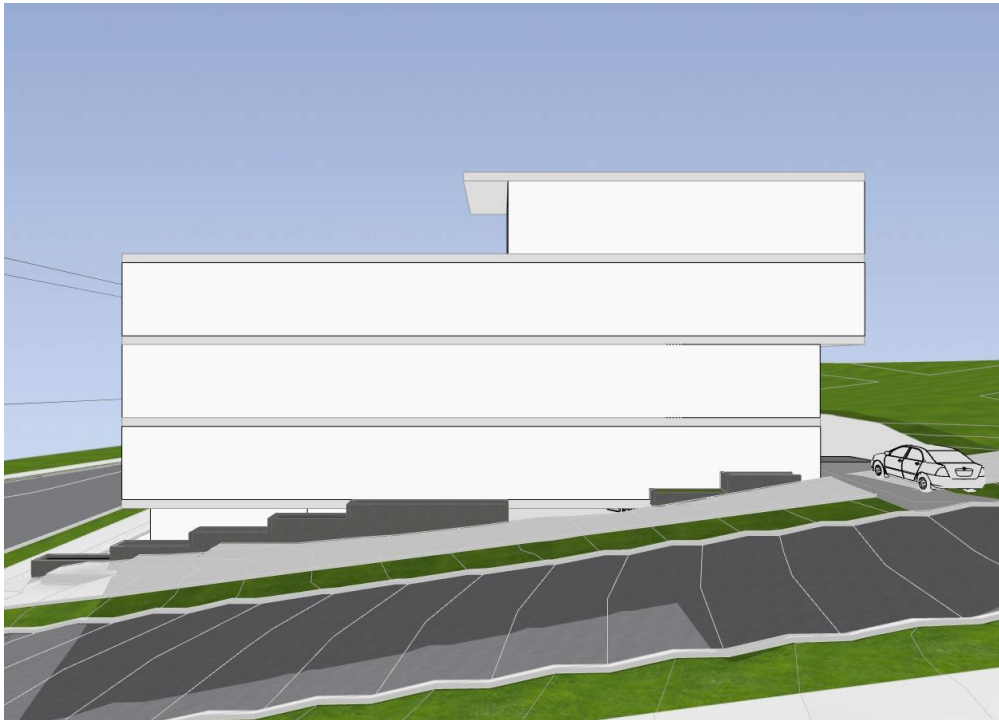
8.2 OPTION A - STREET VIEWS



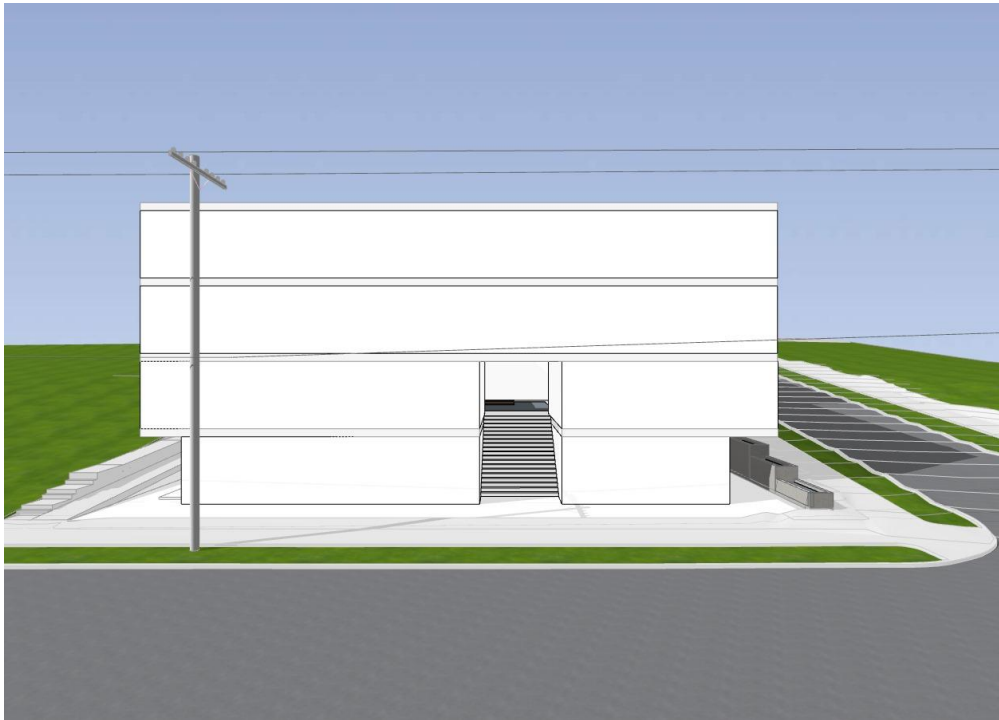
1. View from Bagley Ave N



2. Corner Bagley Ave N and N 35th St

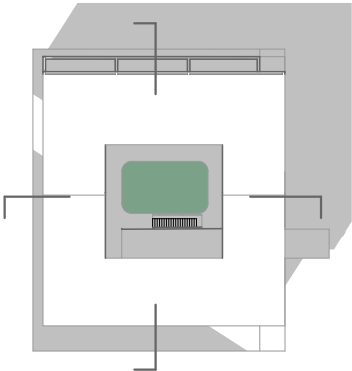


3. View from N 35th St

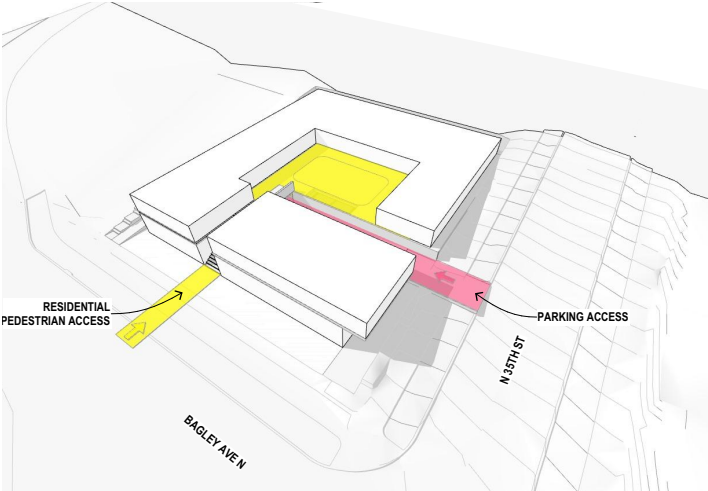


4. East Facade

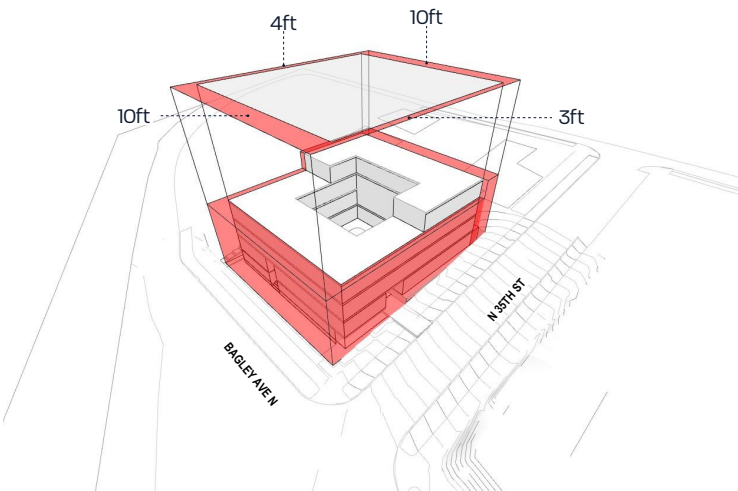
8.3 OPTION B - GENERATIVE DIAGRAMS



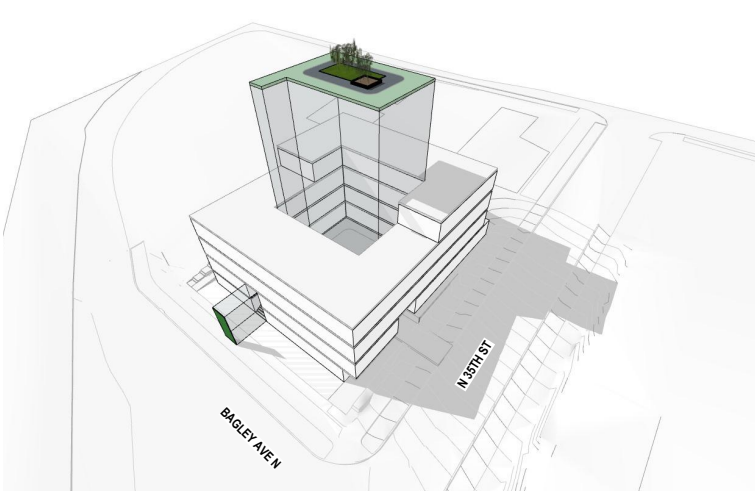
B | **OPTION B**
FAR: 24,025 SF
No. UNITS: 8 UNITS



1. Vehicle And Pedestrian Access



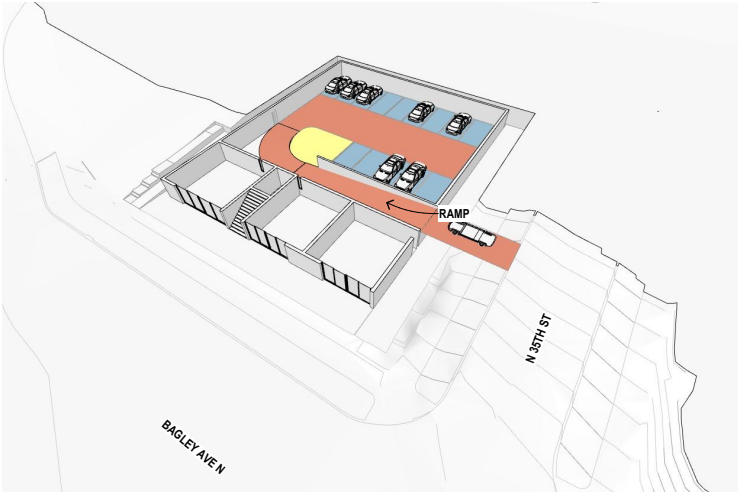
2. Setbacks



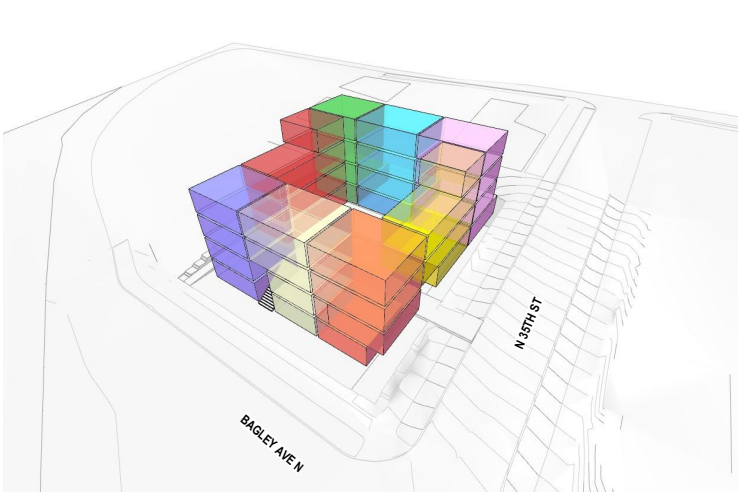
3. Common Areas



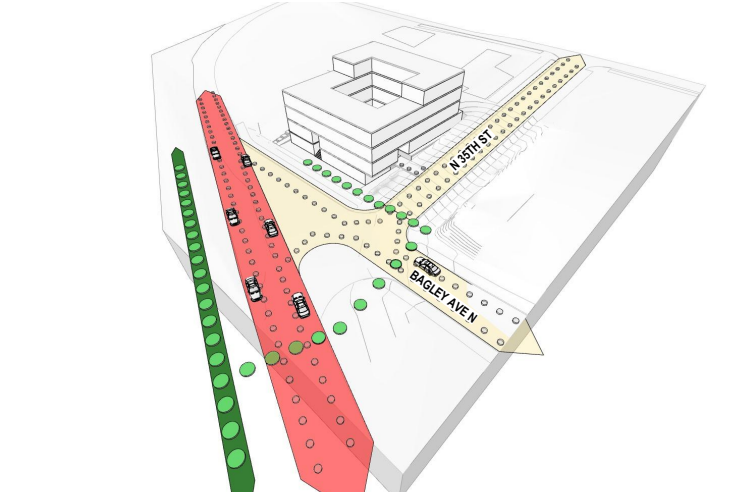
Parco in California by Miller Hull
A serene and private courtyard for the residents to enjoy in an urban setting.
Architectural style to be contemporary - dark color palette.



4. Parking

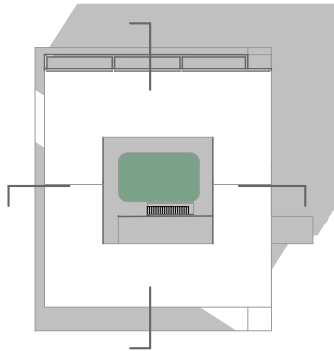


5. Units



6. Relationship to Context

8.3 OPTION B - PLANS



B

OPTION B

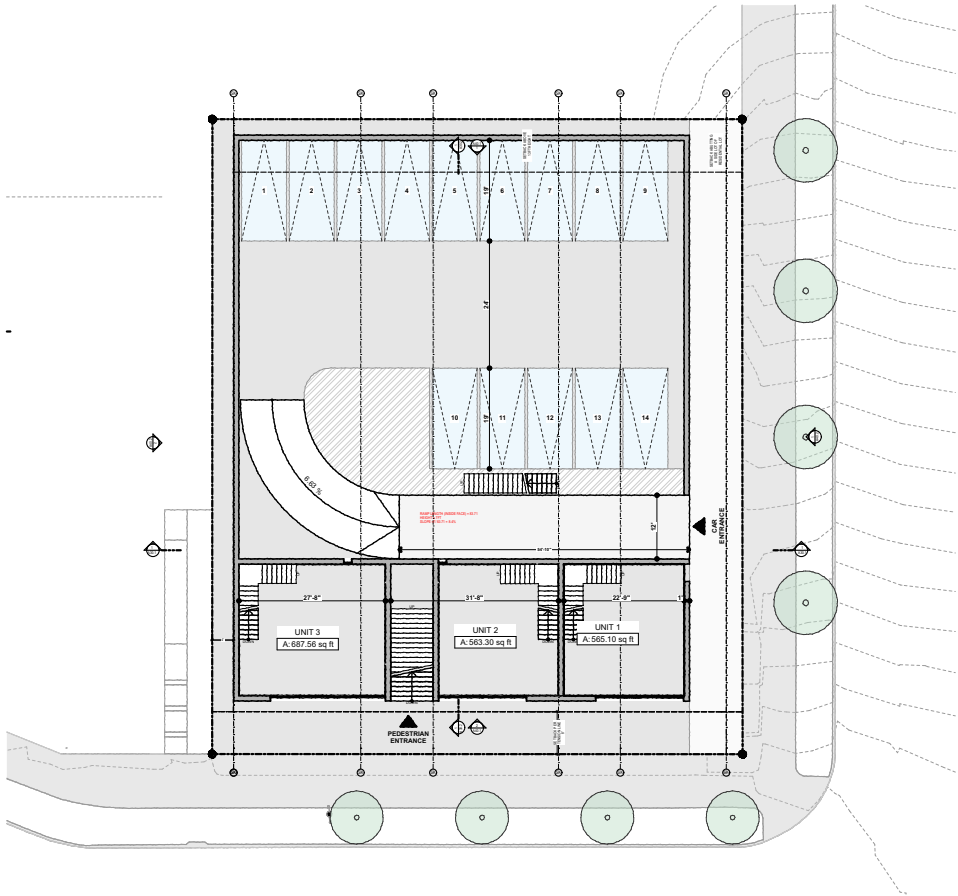
FAR: **24,025 SF**
No. UNITS: **8 UNITS**

FAR CALCULATIONS
(25,017 SF)

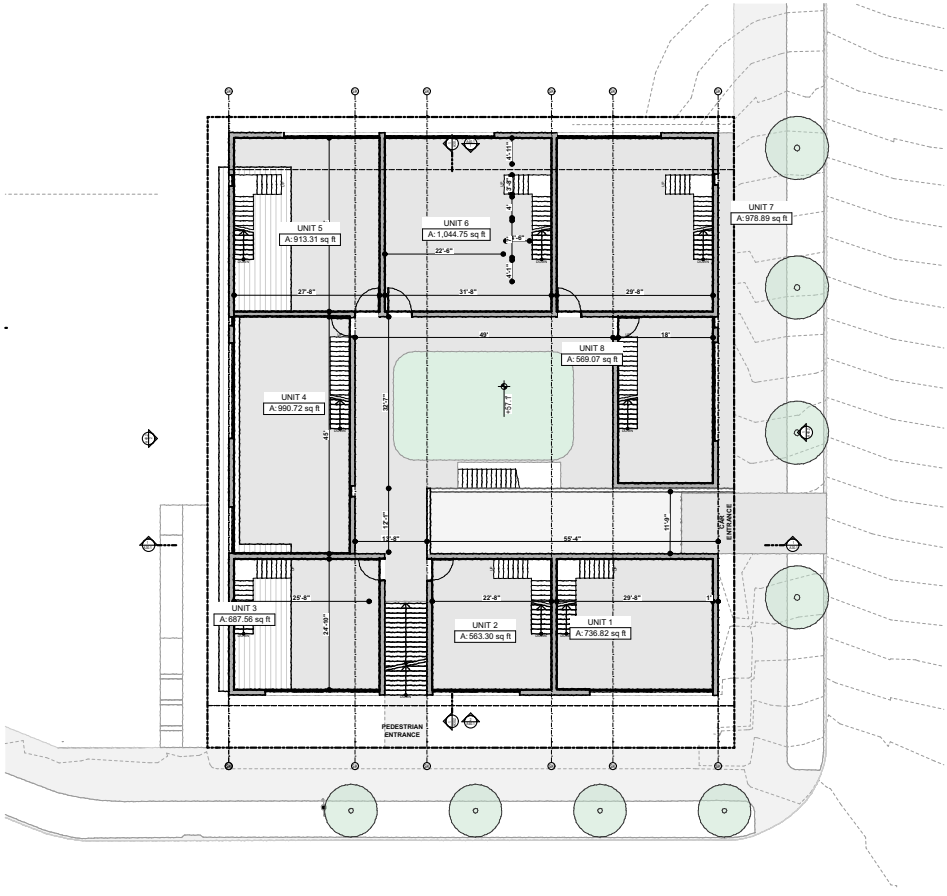
L1	1,815.96 ft²
L2	6,484.42 ft²
L3	6,325.28 ft²
L4	6,325.43 ft²
L5	3,074.30 ft²

24,025.39 ft²

67% of allowable FAR used

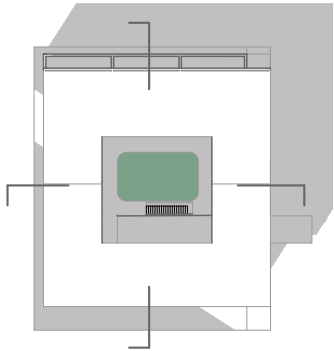


Ground Floor



Level 1

8.3 OPTION B - PLANS

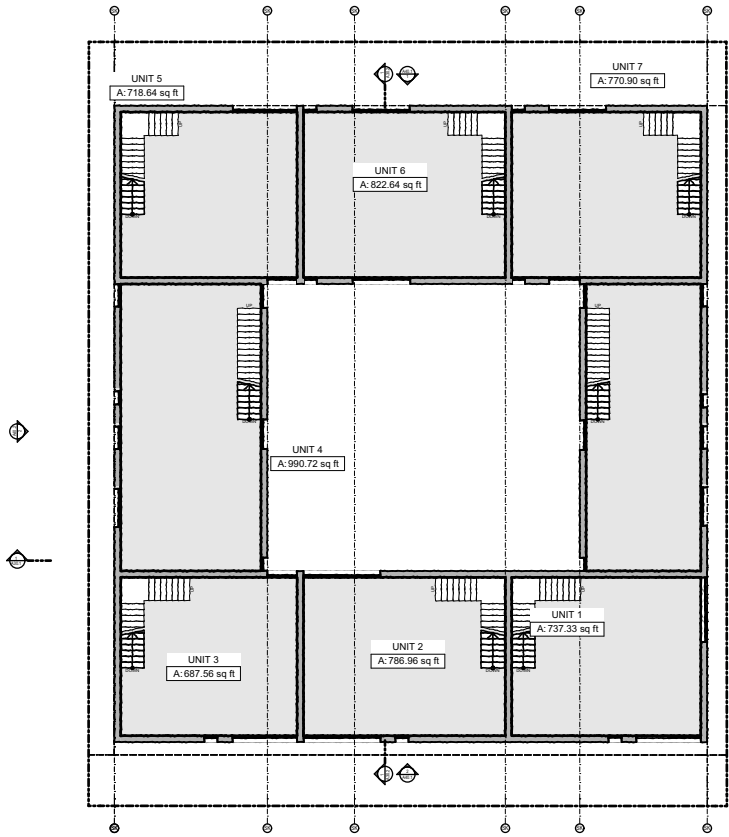


B

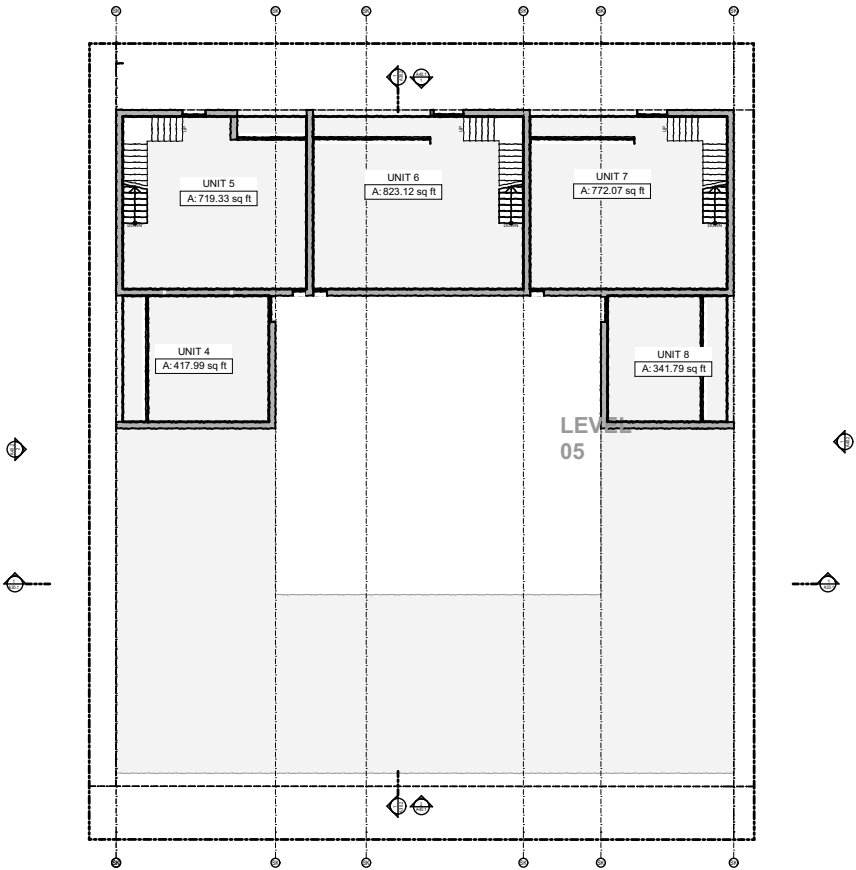
OPTION B
FAR: 24,025 SF
No. UNITS: 8 UNITS

FAR CALCULATIONS (25,017 SF)	
L1	1,815.96 ft²
L2	6,484.42 ft²
L3	6,325.28 ft²
L4	6,325.43 ft²
L5	3,074.30 ft²
24,025.39 ft²	

67% of allowable FAR used

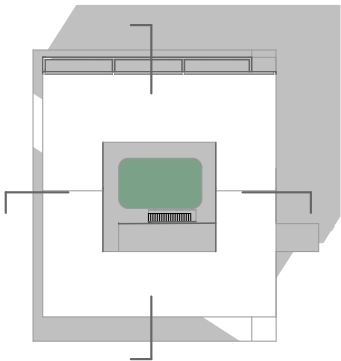


Level 2



Roof Level

8.3 OPTION B - SECTIONS



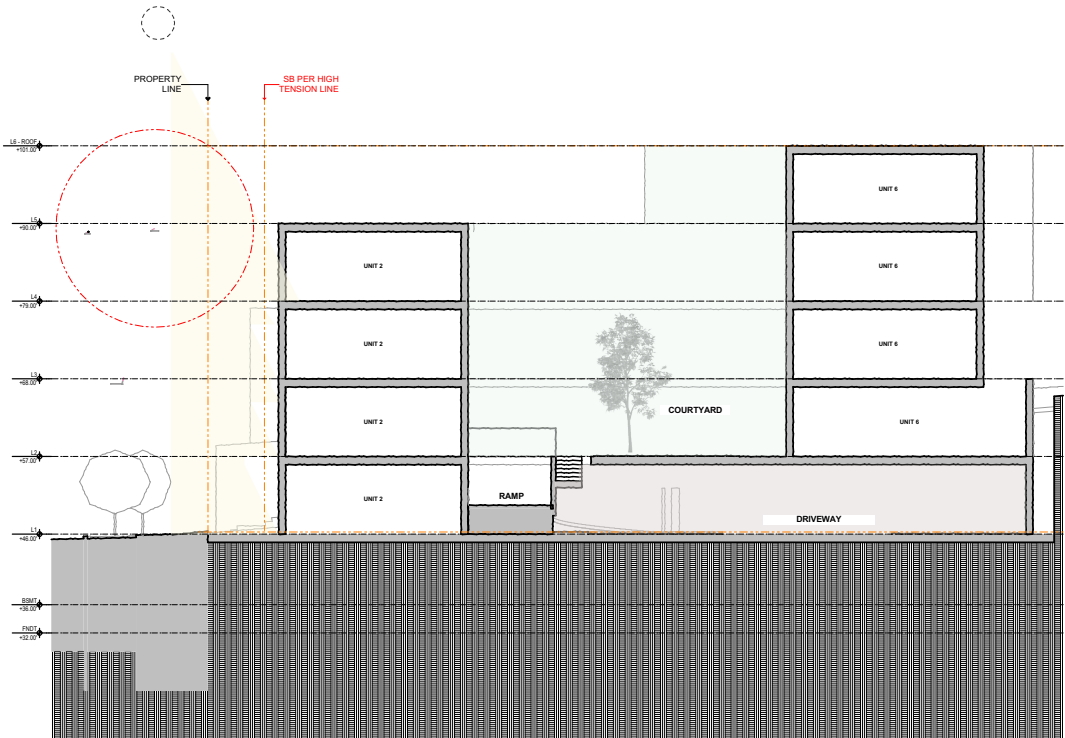
B

OPTION B

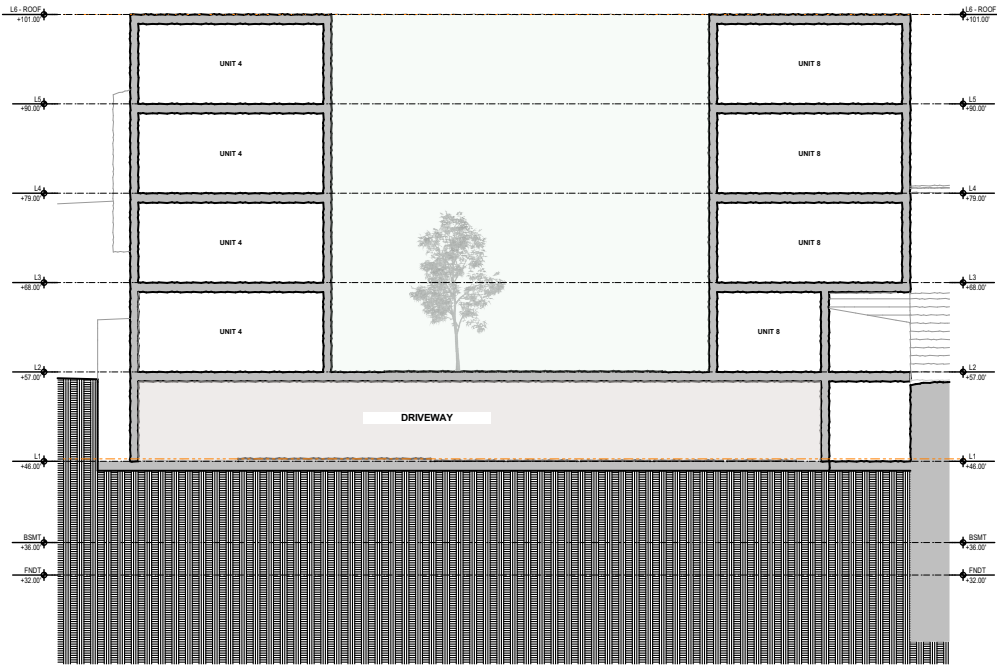
FAR: 24,025 SF

No. UNITS: 8 UNITS

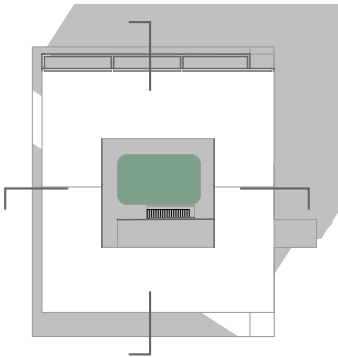
NORTH - SOUTH STACKING



EAST - WEST STACKING



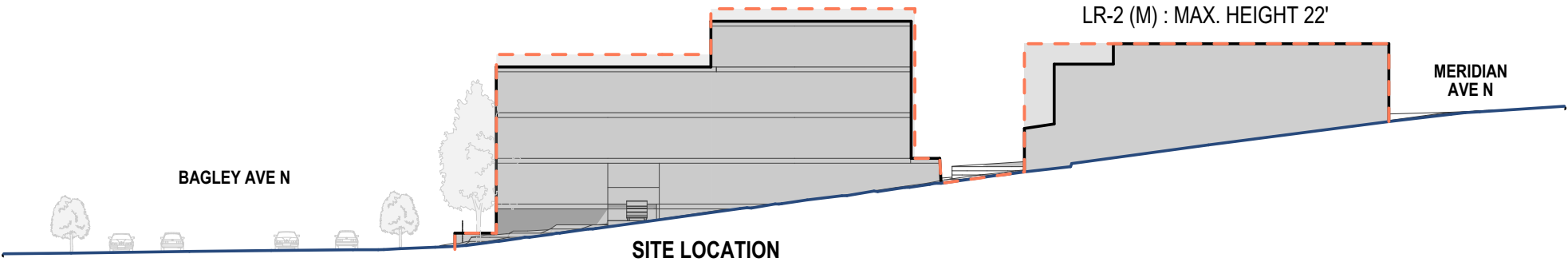
8.3 OPTION B - NEIGHBORS/STREET PROFILE



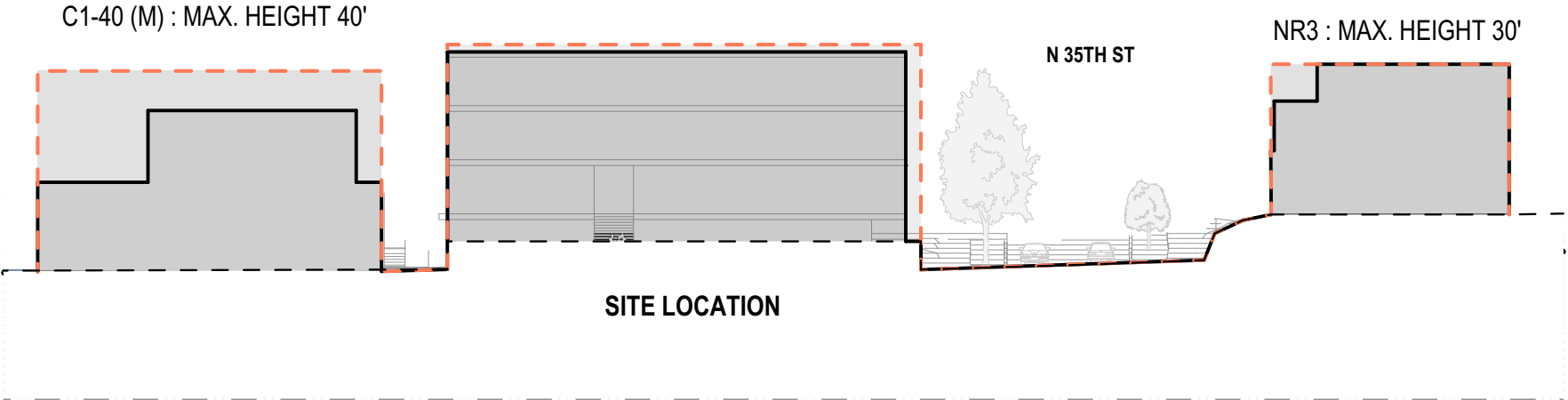
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OPTION B

FAR: 24,025 SF
No. UNITS: 8 UNITS

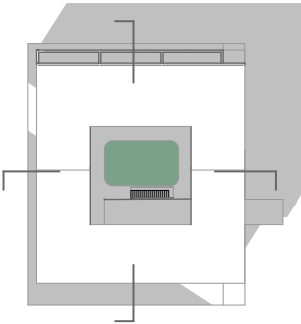


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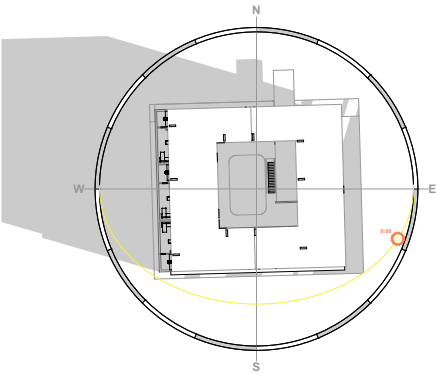
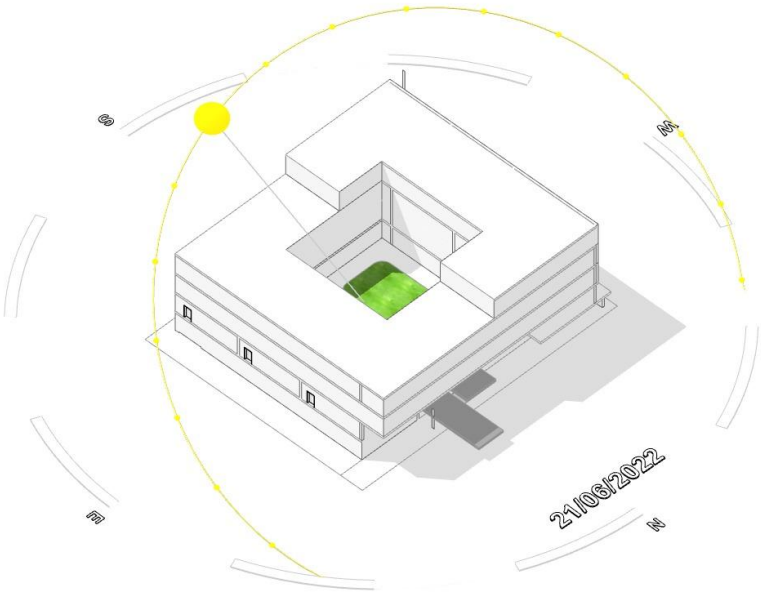


EAST - WEST STACKING

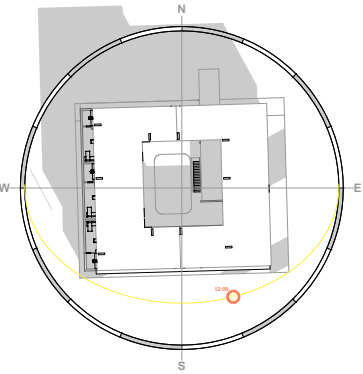
8.3 OPTION B - SHADING DIAGRAMS



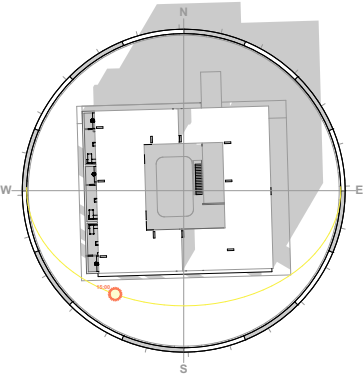
B | OPTION B
FAR: 24,025 SF
No. UNITS: 8 UNITS



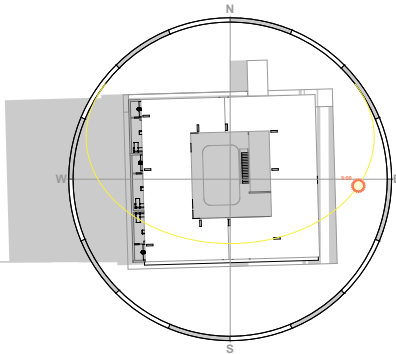
Mar/Sep 9:00AM



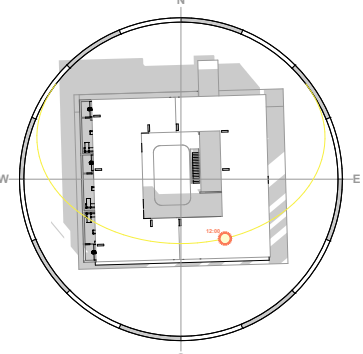
Mar/Sep 21 12:00PM



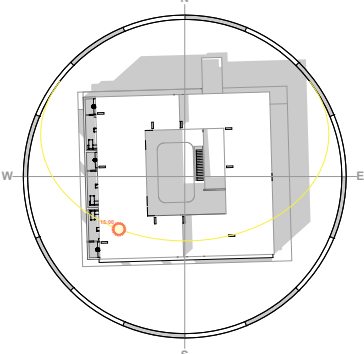
Mar/Sep 21 3:00PM



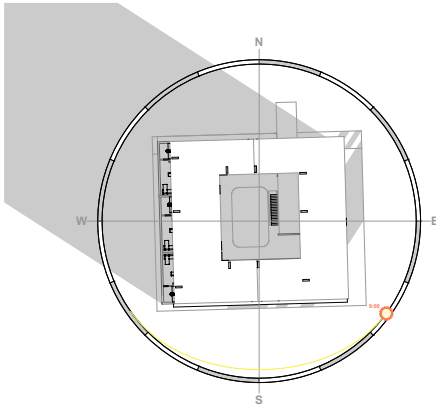
Jun 21 9:00AM



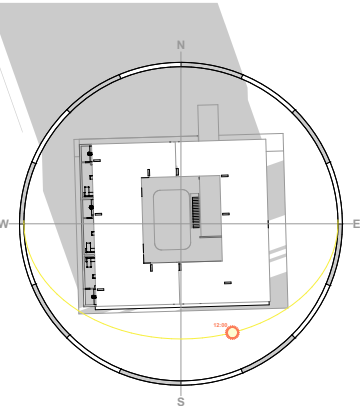
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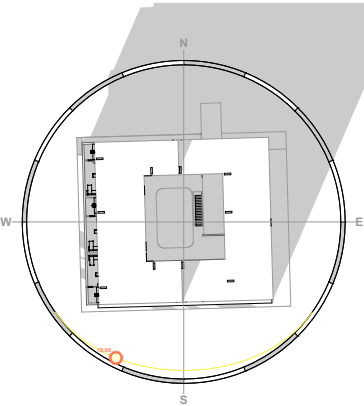
Jun 21 3:00PM



Dec 21 9:00AM

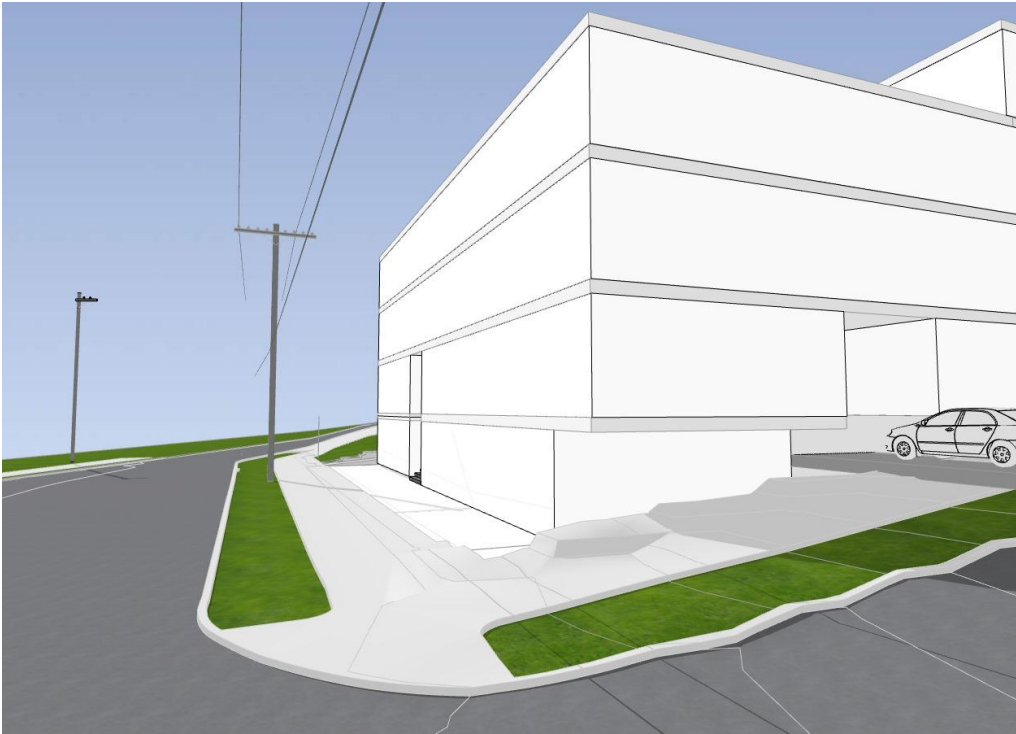


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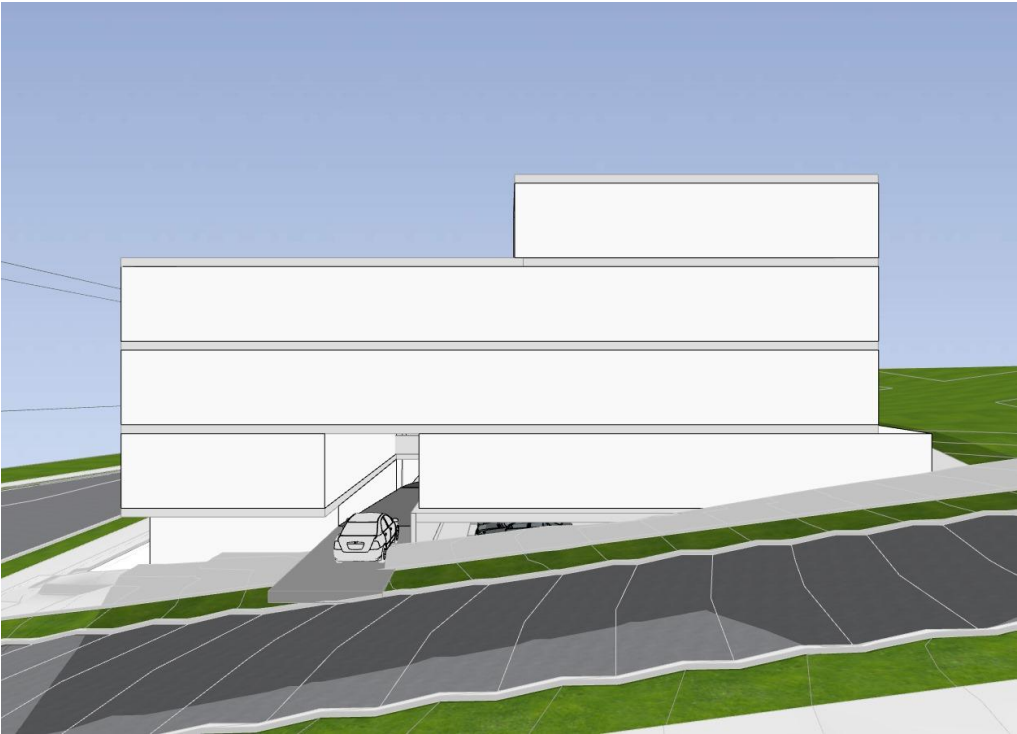


Dec 21 3:00PM

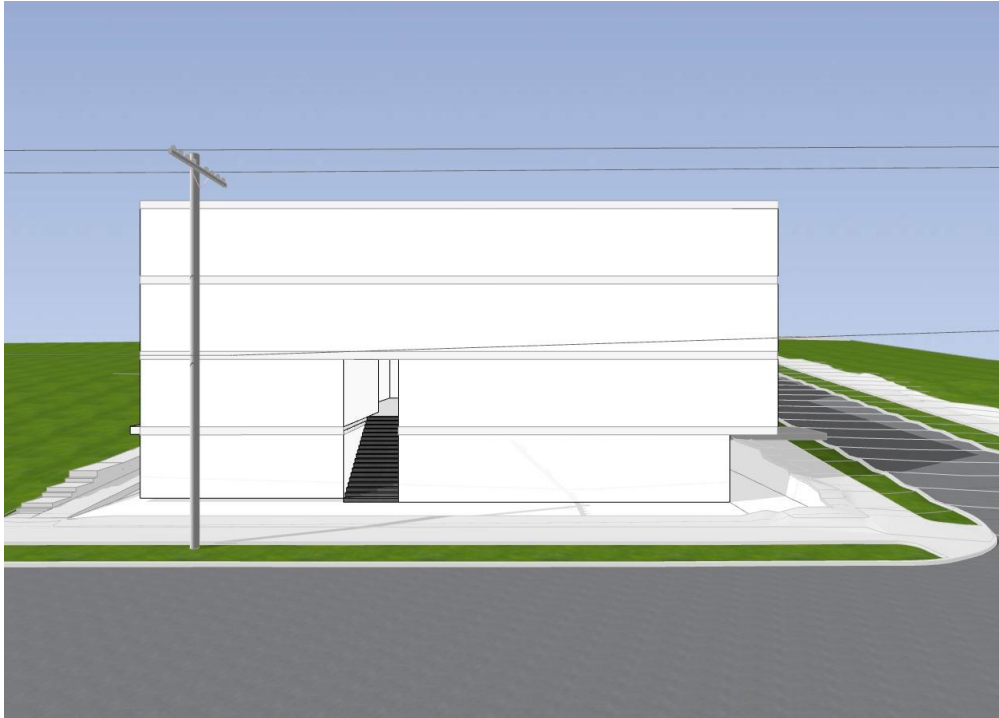
8.3 OPTION B - STREET VIEWS



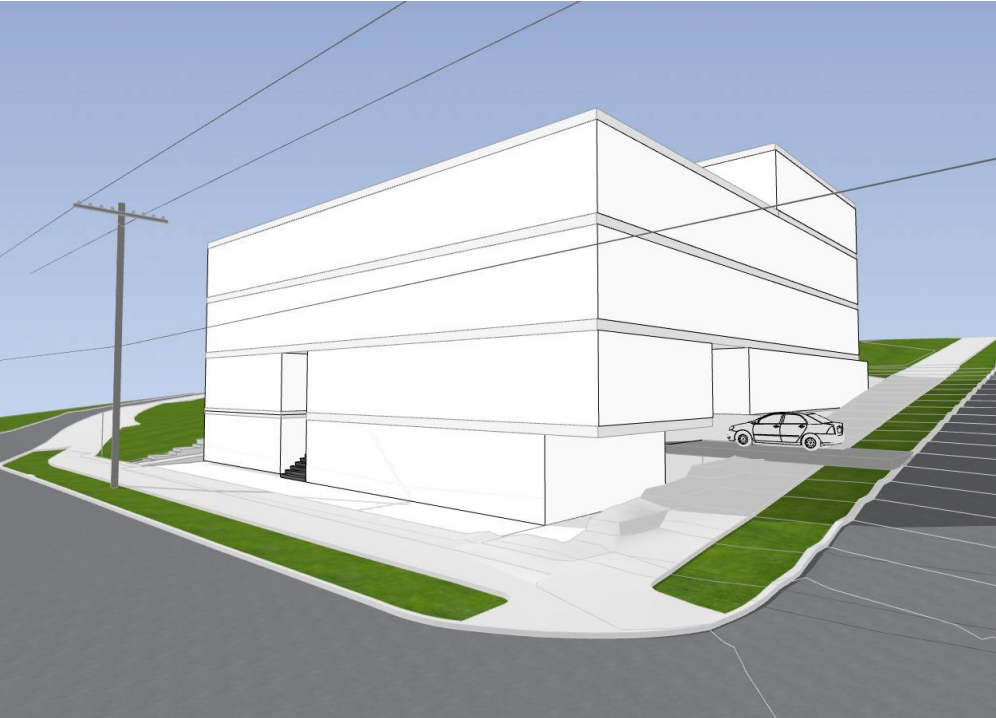
1. View from Bagley Ave N



2. View from N 35th St

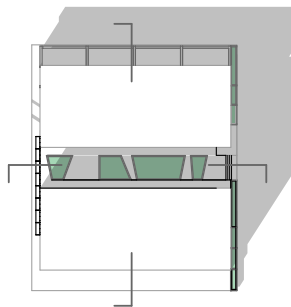


3. East Facade

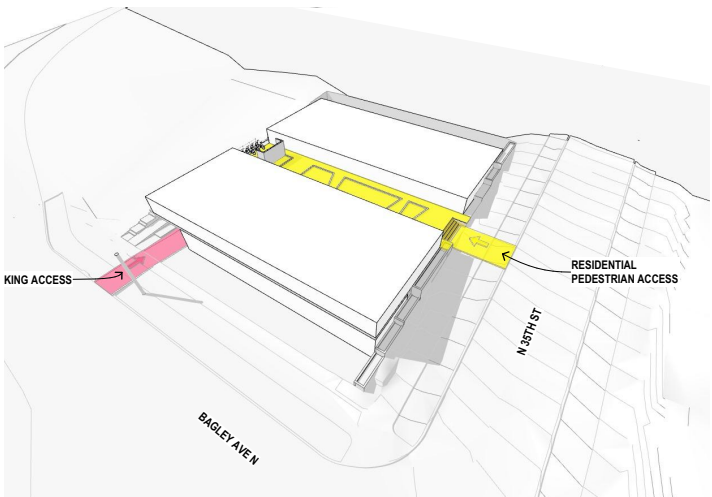


4. Corner Bagley Ave N and N 35th St

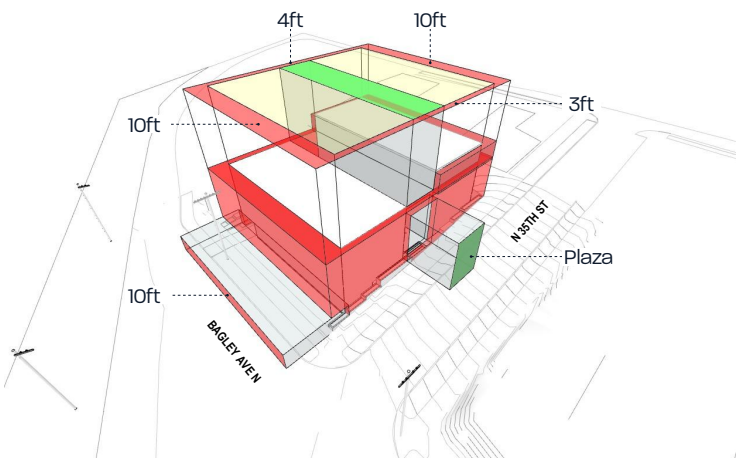
8.4 OPTION C - GENERATIVE DIAGRAMS



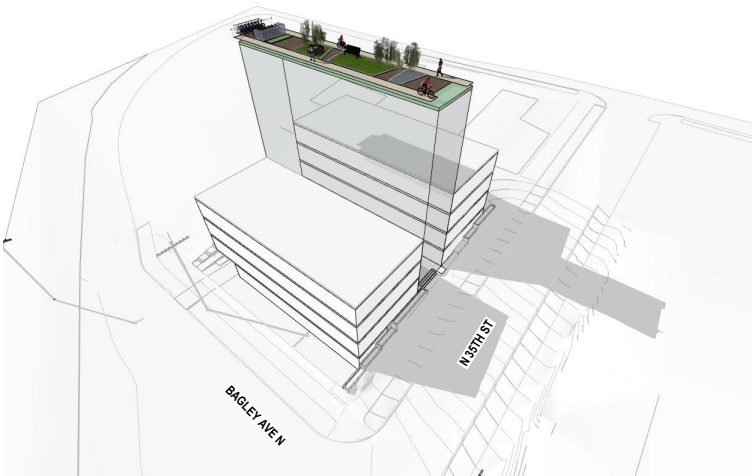
C | OPTION C (PREFERRED)
FAR: 25,938 SF
No. UNITS: 8 UNITS



1. Vehicle And Pedestrian Access



2. Setbacks



3. Common Areas



The Genesee Townhomes

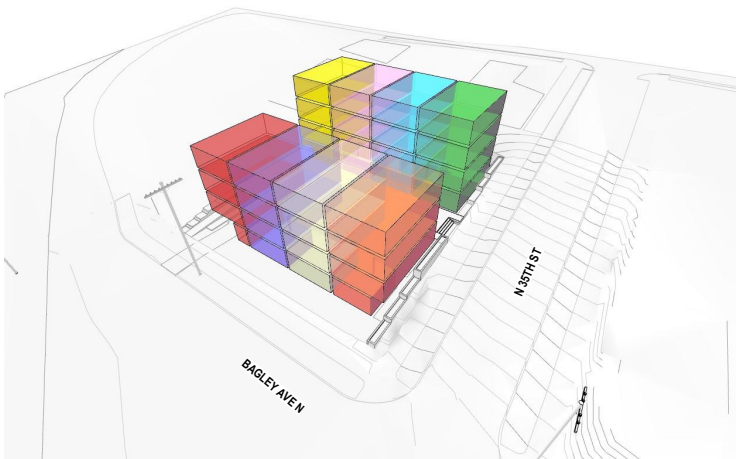


Mason on Mariposa

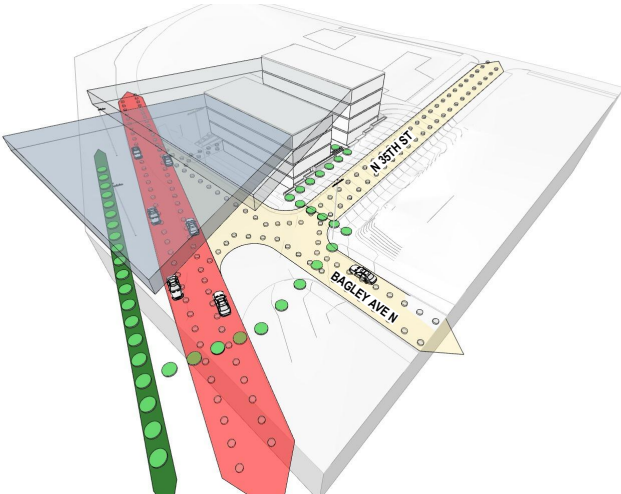
A serene and enhanced private courtyard for the residents to enjoy in an urban setting.
Architectural style to be contemporary - contrasting color palette



4. Parking

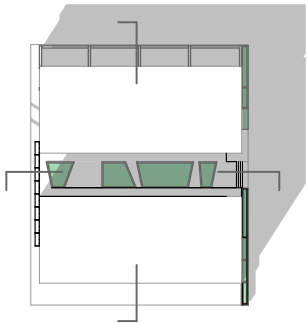


5. Units



6. Relationship to Context

8.4 OPTION C - PLANS



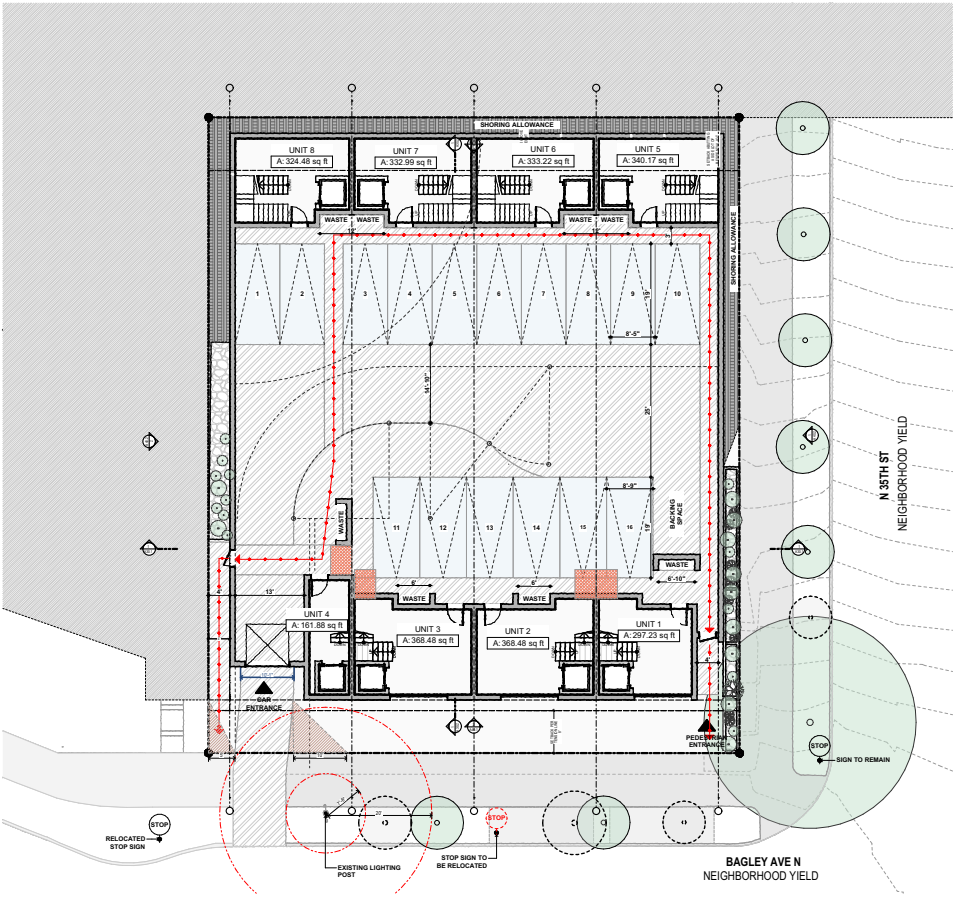
C | OPTION C (PREFERRED)
FAR: **25,938 SF**
No. UNITS: **8 UNITS**

FAR CALCULATIONS
(26,274 SF)

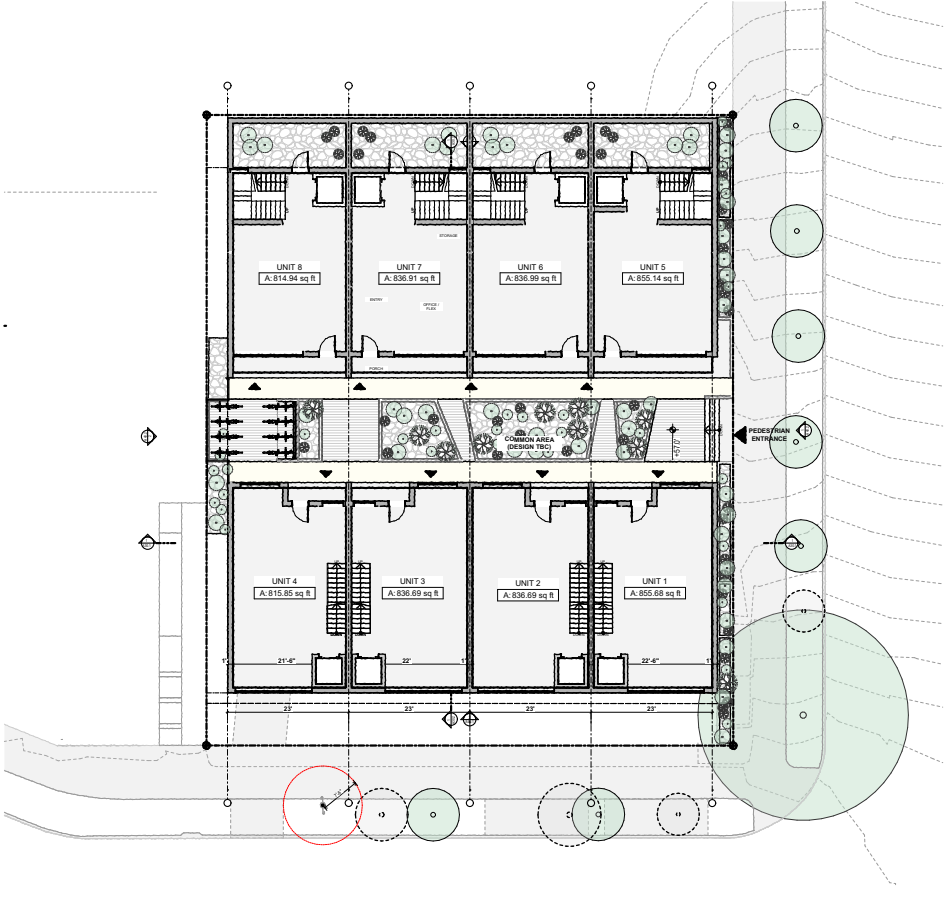
L1	2,524.81 ft²
L2	6,688.89 ft²
L3	6,689.82 ft²
L4	6,689.82 ft²
L5	3,344.91 ft²

25,938.25 ft²

72% of allowable FAR used

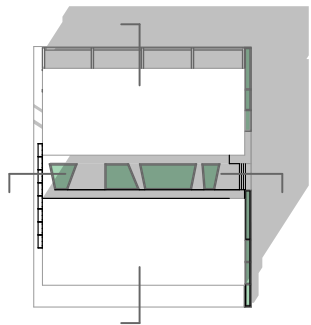


Ground Level



Level 1

8.4 OPTION C - PLANS



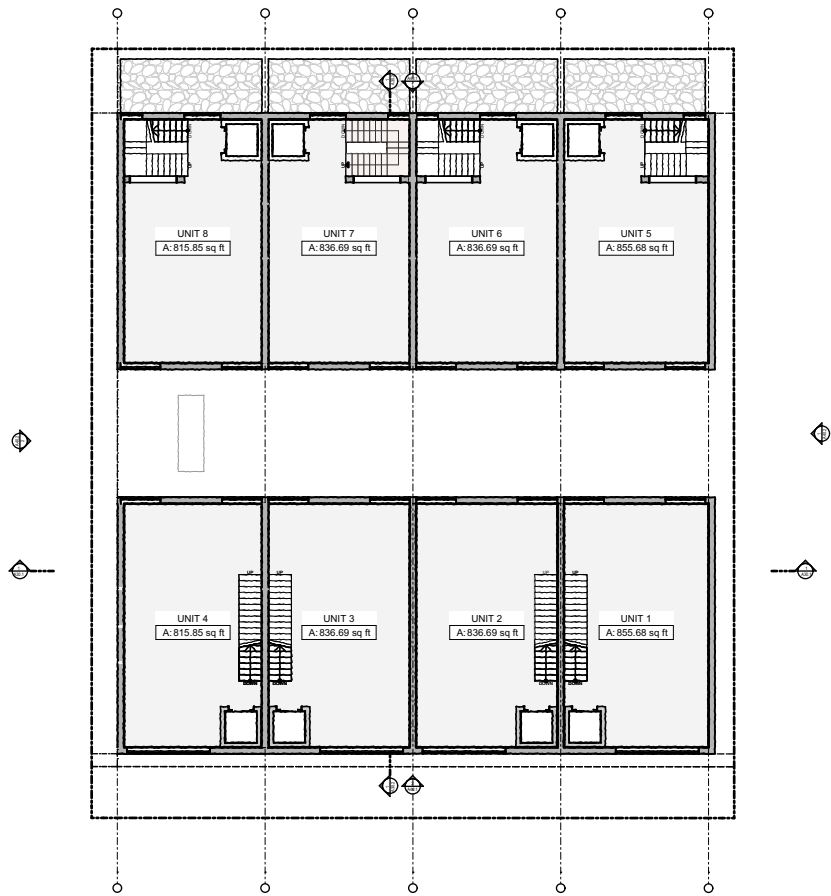
C | OPTION C (PREFERRED)
FAR: **25,938 SF**
No. UNITS: **8 UNITS**

FAR CALCULATIONS
(26,274 SF)

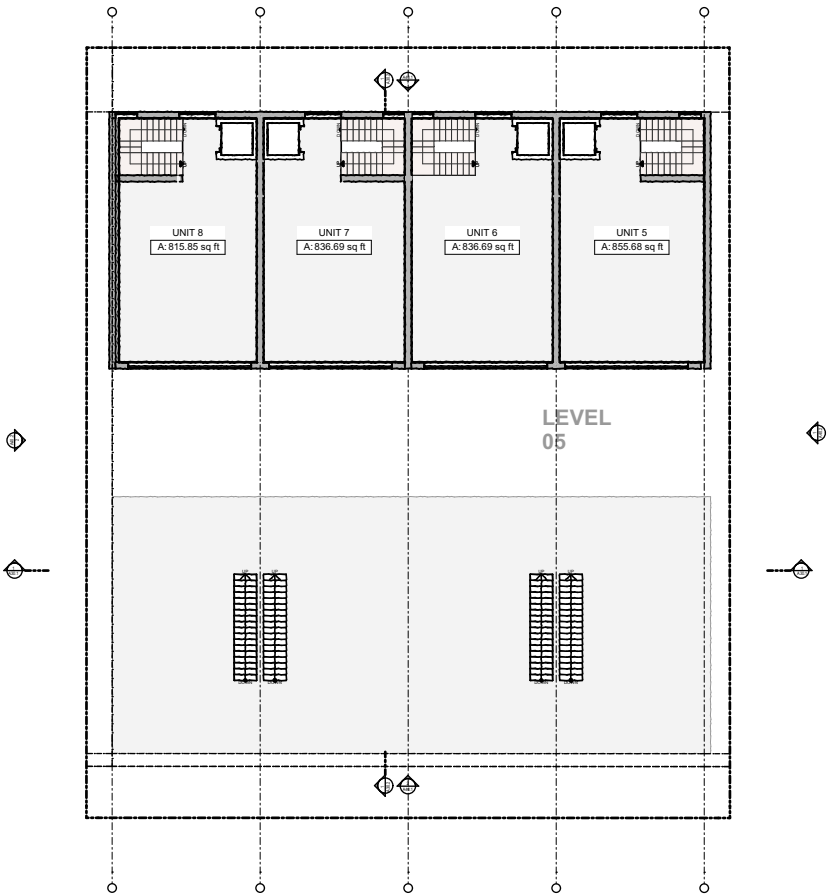
L1	2,524.81 ft²
L2	6,688.89 ft²
L3	6,689.82 ft²
L4	6,689.82 ft²
L5	3,344.91 ft²

25,938.25 ft²

72% of allowable FAR used

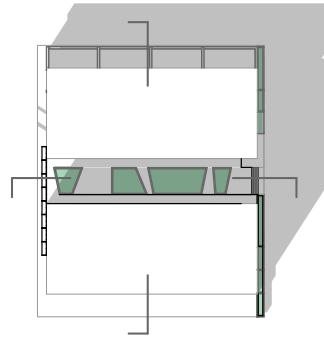


Level 2



Roof Level

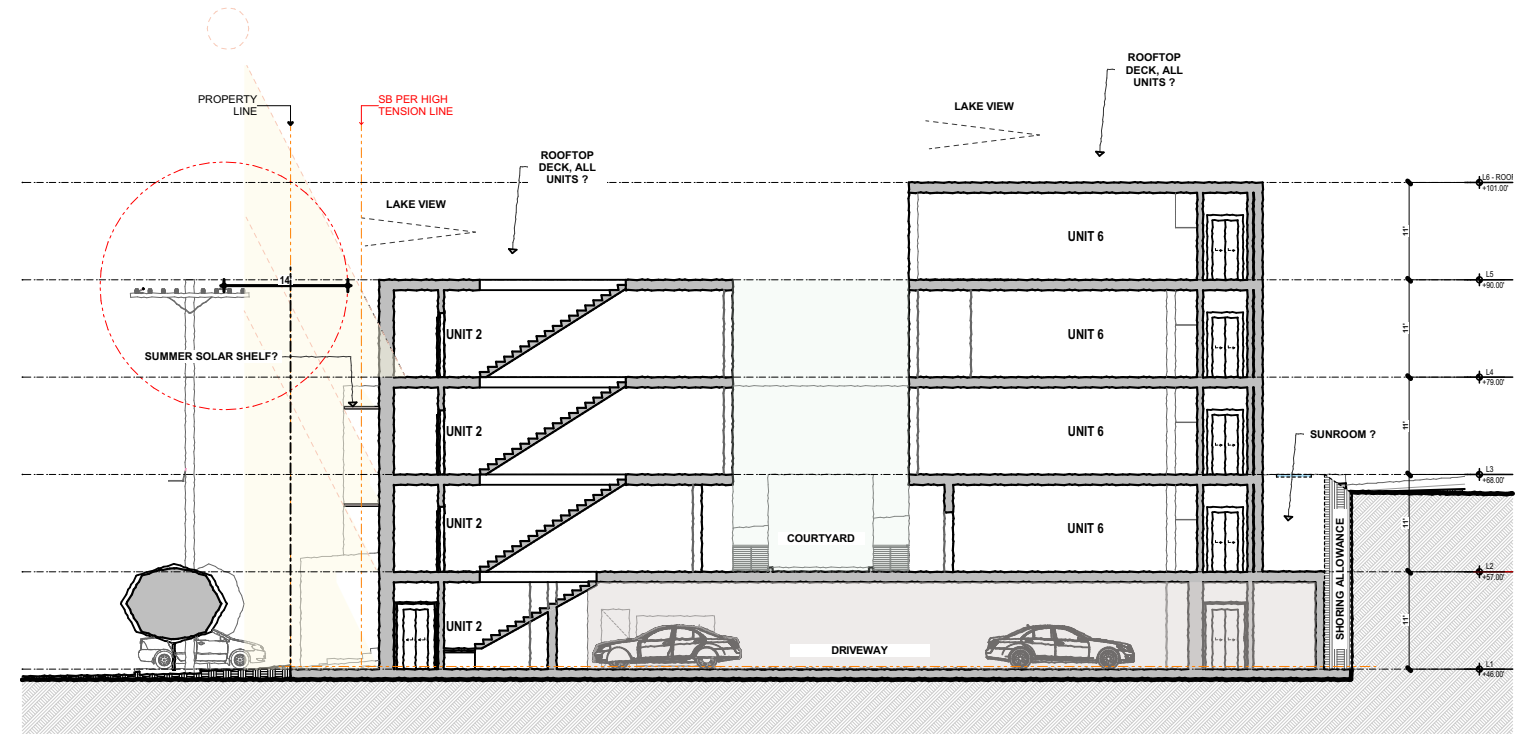
8.4 OPTION C - SECTIONS



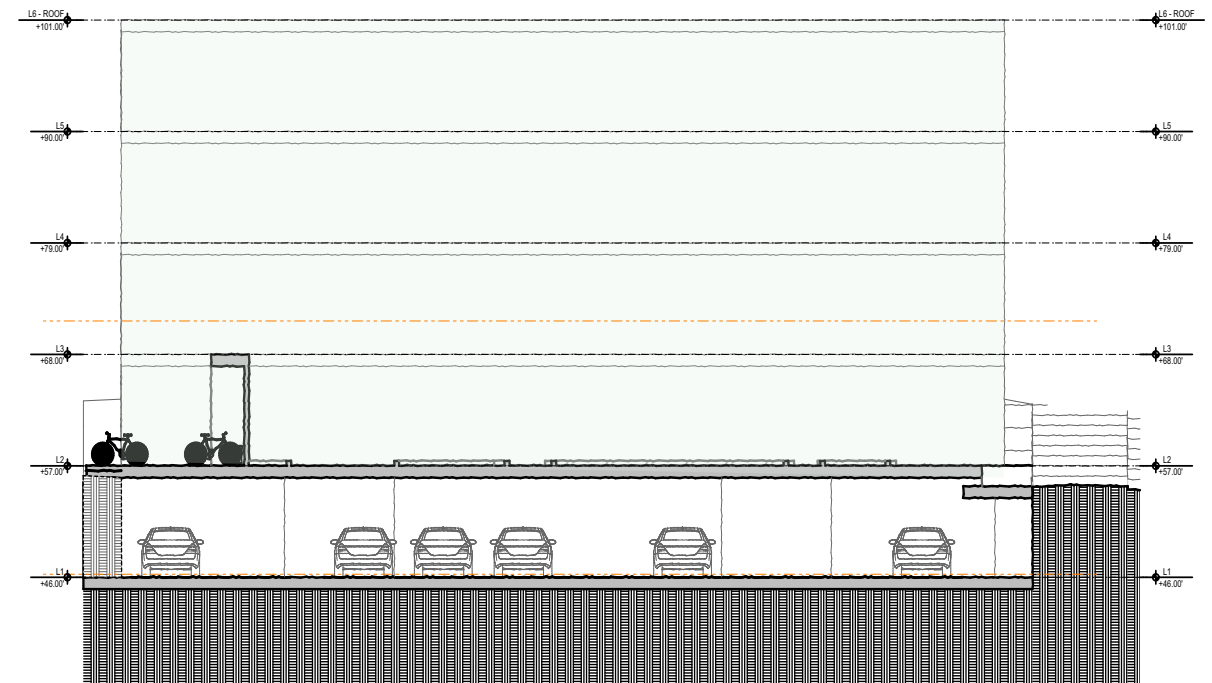
C

OPTION C (PREFERRED)

FAR: 25,938 SF
No. UNITS: 8 UNITS

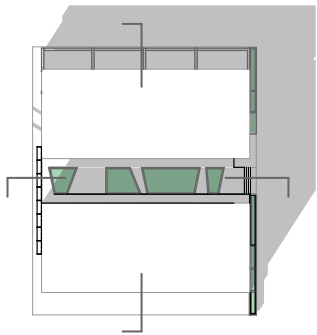


NORTH - SOUTH STACKING



EAST - WEST STACKING

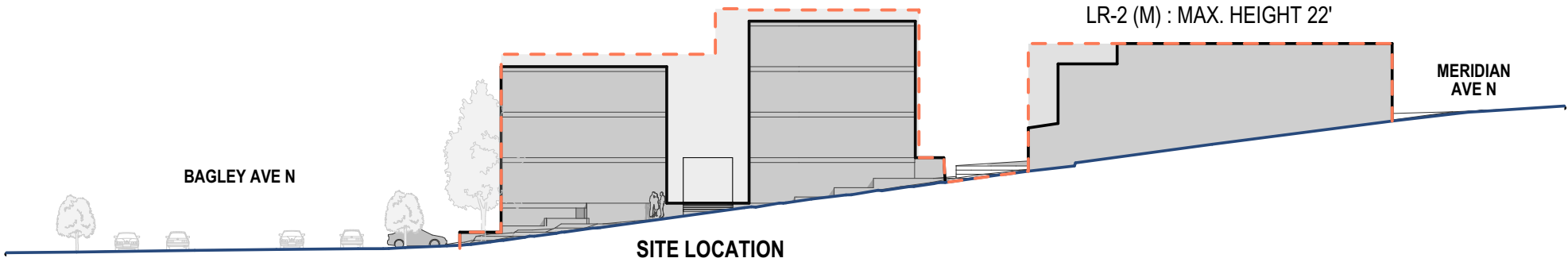
8.4 OPTION C - NEIGHBORS/STREET PROFILE



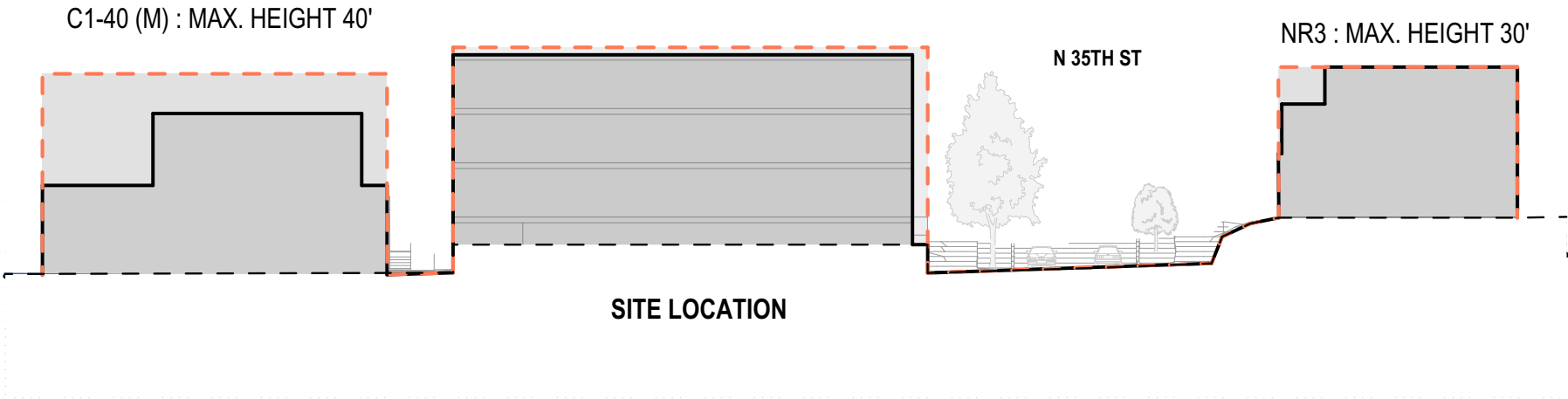
C

OPTION C (PREFERRED)

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No. UNITS: 8 UNITS

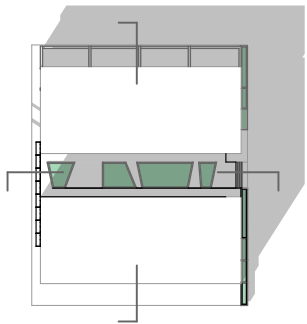


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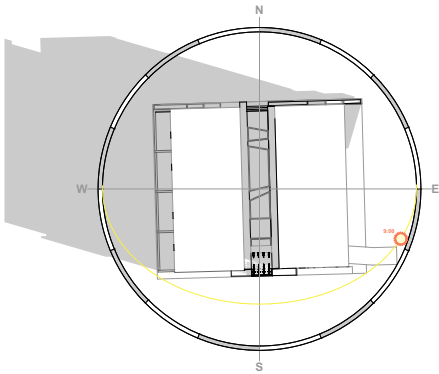
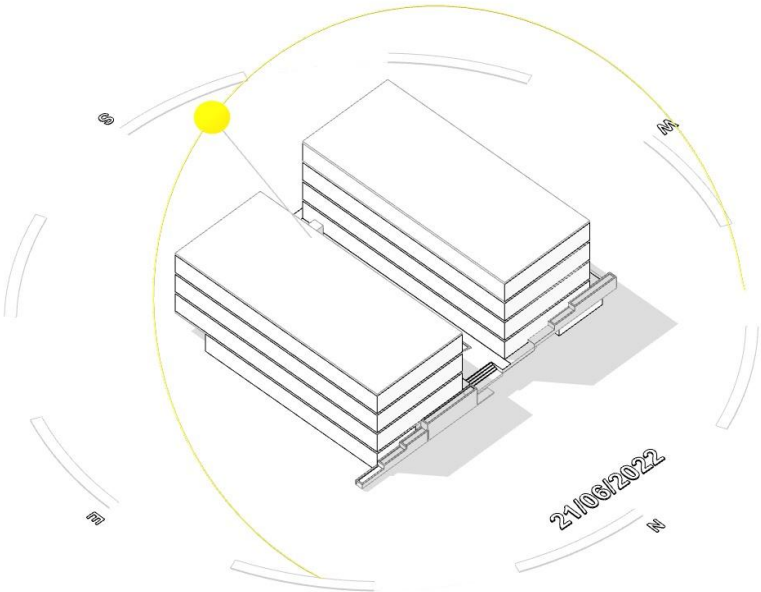


EAST - WEST STACKING

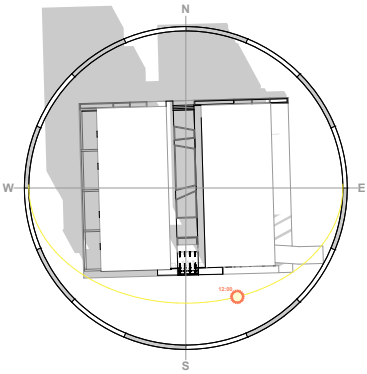
8.4 OPTION C - SHADING DIAGRAMS



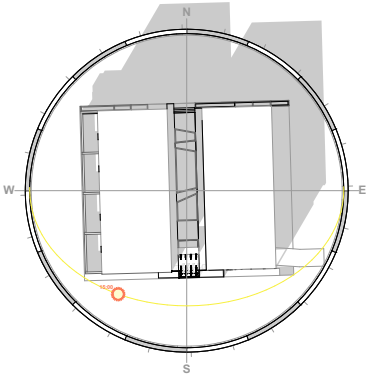
C | OPTION C (PREFERRED)
FAR: **25,938 SF**
No. UNITS: **8 UNITS**



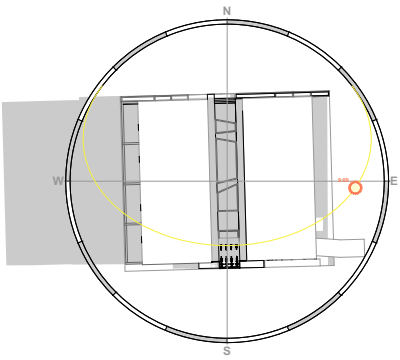
Mar/Sep 9:00AM



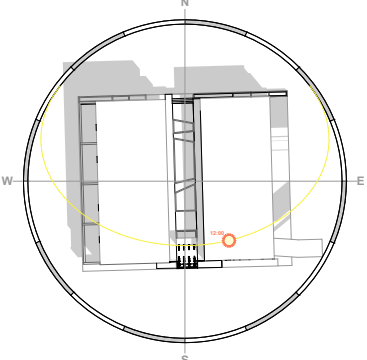
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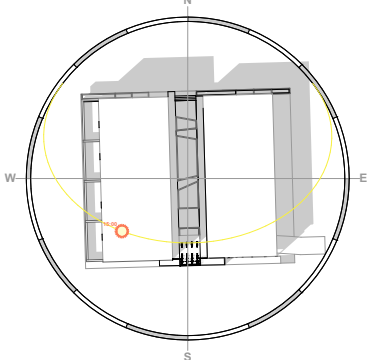
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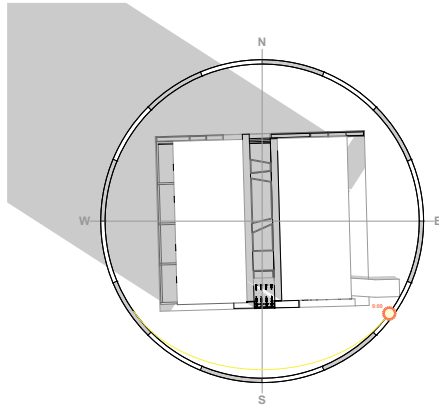
Jun 21 9:00AM



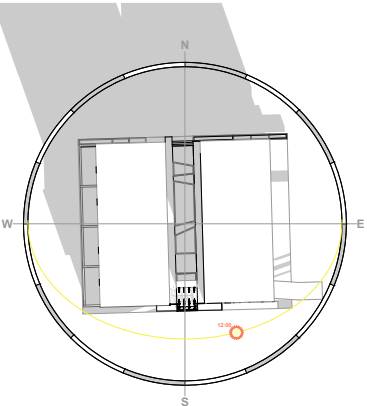
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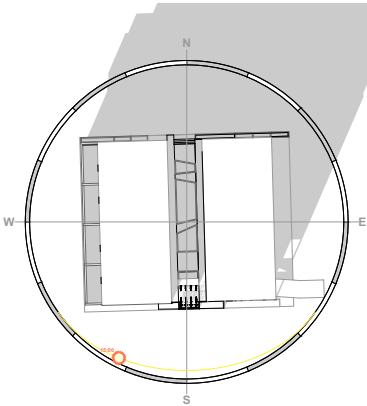
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Dec 21 9:00AM

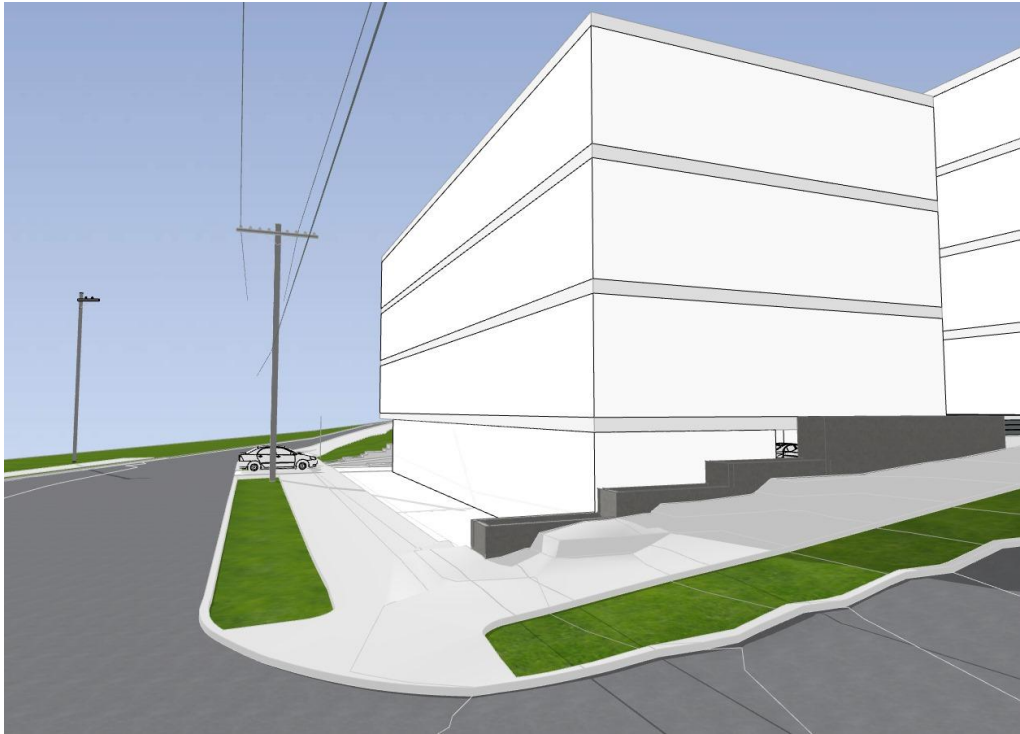


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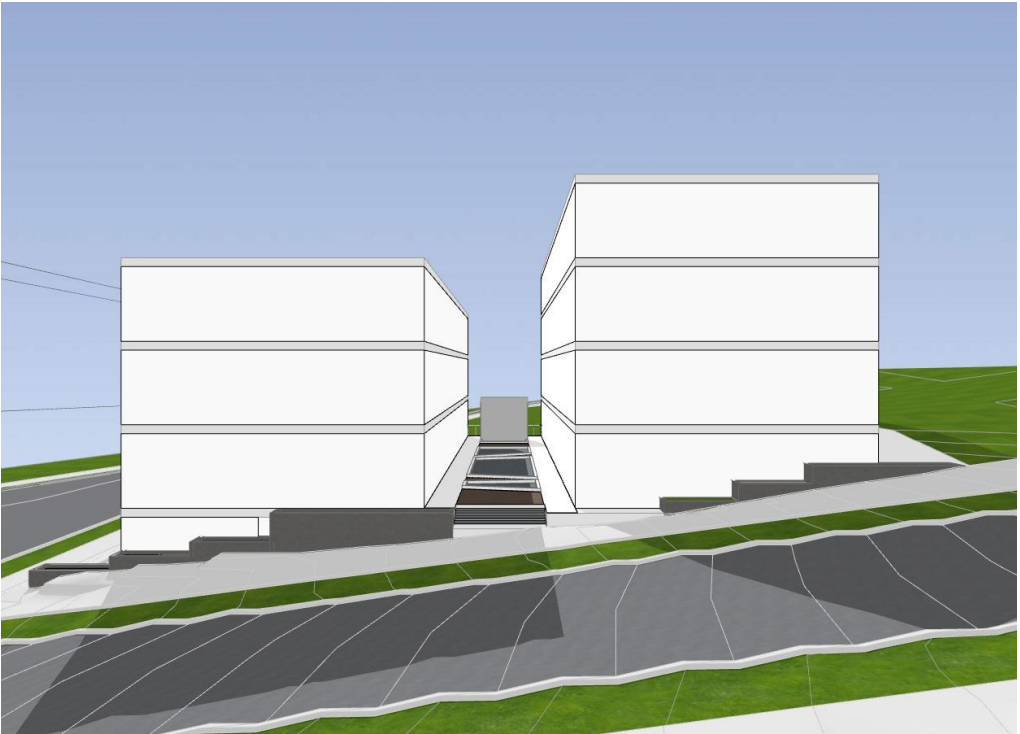


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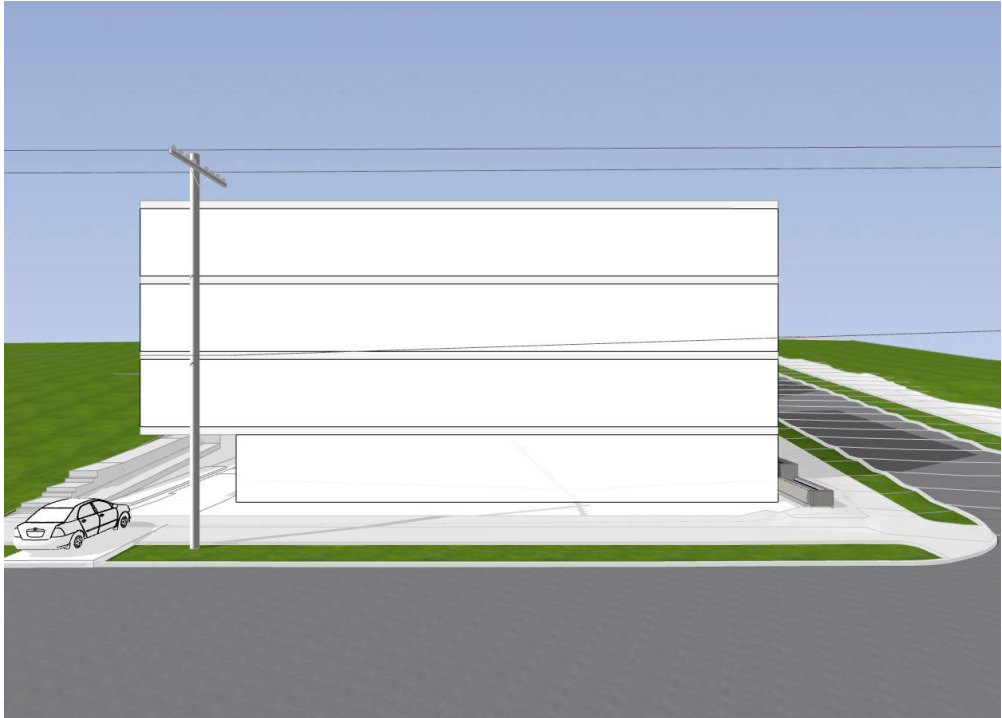
8.4 OPTION C - STREET VIEWS



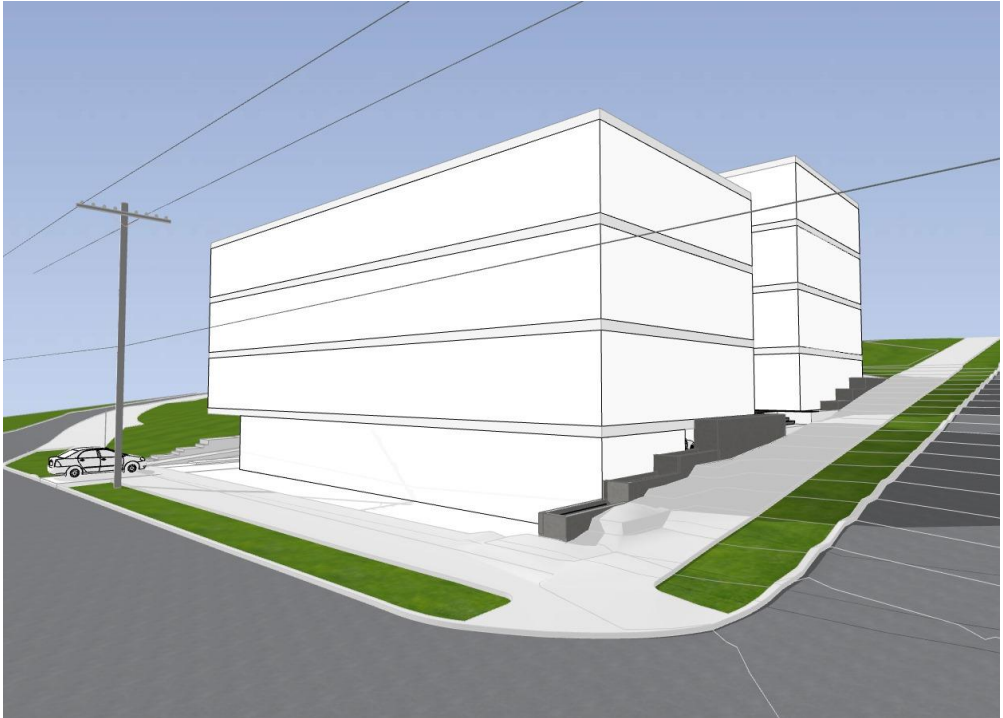
1. View from Bagley Avenue N



2. View from N 35th St



3. East Facade



4. Corner Bagley Ave N and N 35th Str

8.5 Design Rationale of Massing Options

The Project consists of the development of 8 townhouse units of approximately 3000 SF each.

The 3 design options proposed in this document evaluate different configurations of pedestrian and vehicular access to the site. Each one has its own advantages and disadvantages. The preferred Option (Option C), creates the most thoughtful and meaningful relationship with the public realm and with the city, and the better pedestrian experience.

The preferred design option consists of two separate structures, each with 4 units. The structures are positioned on the site to address some of the challenges on the site: such as 15% slope, Pedestrian & Vehicular Access, Scale and Potential for views.

The placements of the two structures are corresponding to the site contour with a primary pedestrian entry in between.

Because of the slope, the difference in height between the structures allows all residents to enjoy views of Lake Union - the ones at the back will have views of the lake from the upper levels.

The primary pedestrian entry in the middle of N 35th Street is not only located appropriately on the sloped street where it creates the least steps; it also breaks down the code compliant massing on N 35th Street to a more immediate neighborhood friendly scale. With the pedestrian entrance located on a quieter, neighborhood street; access to the parking is proposed off Bagley Ave N, where it is both more efficient in terms of utilization and more discreet in terms of context.

Option C design allows two parking stalls per unit, which is appropriate for a housing this size and reduces the likelihood of the residents needing street parking. Furthermore, Bagley Ave N in front of the site is a neighborhood yield street before it joins N Pacific St, which makes vehicular access off Bagley Ave N a safer choice for both the pedestrians and vehicles.

The project location, next to the Burke-Gilman Trail, provides a unique opportunity to extend and connect the family life of this residential area from inside the neighborhood, with the multiple purpose of this Trail: may it be commuting, recreation, sports or other uses. The project consolidates the connection between the residential neighborhood with the Burke-Gilman Trail, enhancing a dialogue with its immediate context, reinforcing the local character of N 35th St while providing a new life to this area by changing the site's Industrial Use with a residential building at this intersection.

Supported Design Guidelines

- Entry and access accessible to all (PL2-A.1 - Accessibility)
- A common area for all residents to encourage social interaction and a sense of community (DC3-B.4 Multifamily Open Space)
- A Pedestrian-oriented open spaces accessed from the residential street (PL2-S.II - Pedestrian Open Spaces and Entrances)
- Maximize Open Space opportunities by creating terraces on sloping land (DC3-S.I - Residential Open Space)
- Uses topography to determine the location of structures on site, and uses topography to inform the design (CS1-C.1 Land Form & CS1-C.2 Elevation Changes),
- Provides the main pedestrian entrance on the quieter residential Street (CS2-B.2 Connection to the Street),
- Break up long facades and building mass along the residential street (CS2-C.3)
- The connection to off-site habitats (CS1-D.2 - Off Site Features).
- Provide below grade parking, minimize visual impact (DC1-C.1 Below Grade Parking)

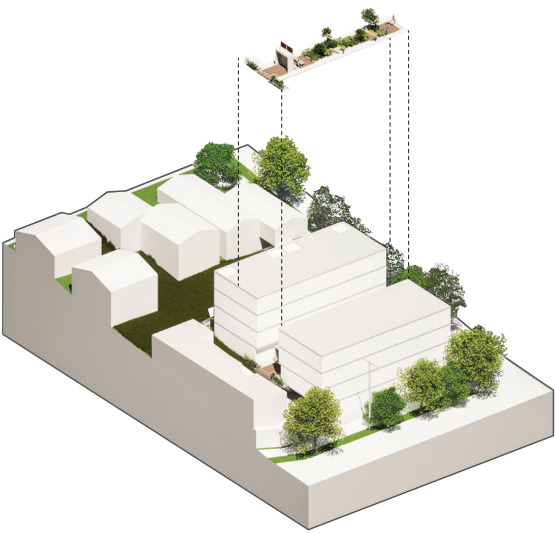


Image 1. Common Area



Image 2. Entry Plaza

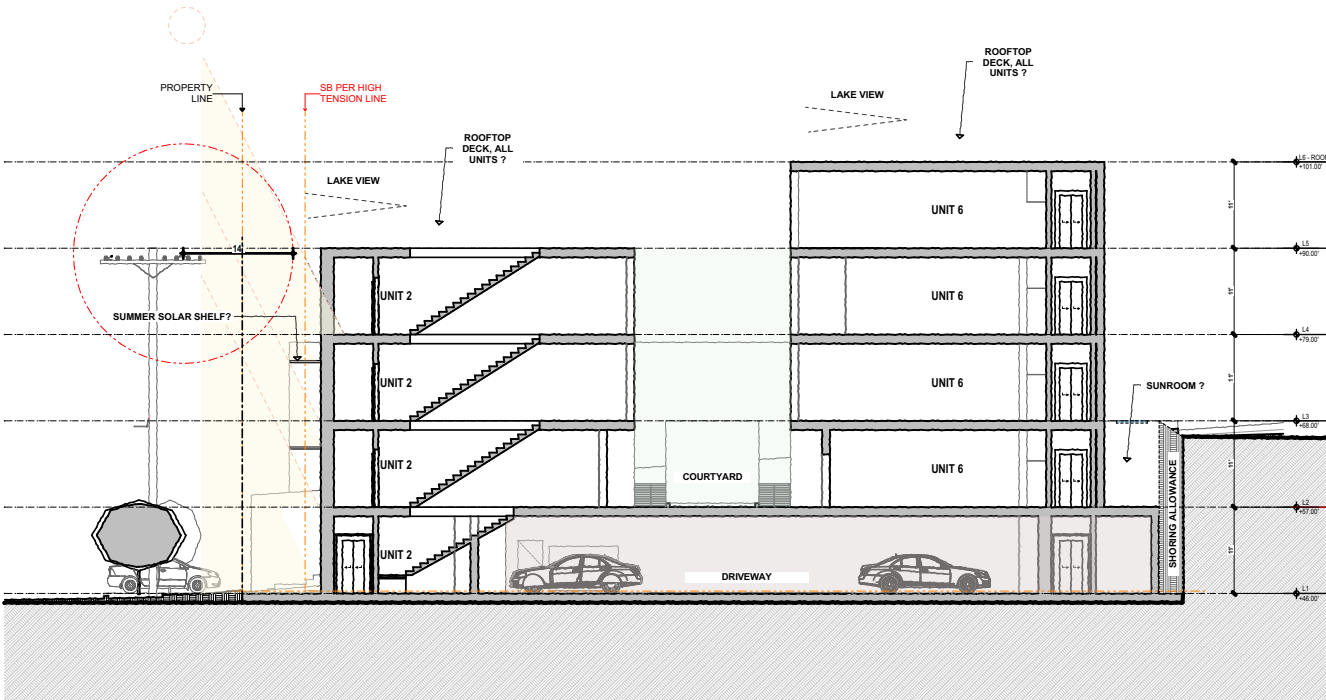


Image 3. Relation to topography

Responses to EDG Preliminary
Comments from SDCI

Page	Comment	Response
4	Per the Early Design Guidance (EDG) packet checklist http://www.seattle.gov/Documents/Departments/SDCI/Permits/EDGPacketRequirements.pdf , please provide concise development objectives/summary statements which describe how the project fits within and contributes to its context, as well as any sustainable ambitions of the project and/or approach to historic preservation, if applicable.	The text in page 4 has been complemented with more detailed information describing the design approach, which focuses on the project scale, the impact of topography and it's relationship with the surrounding structures.
6	Per the Early Design Guidance (EDG) packet checklist http://www.seattle.gov/Documents/Departments/SDCI/Permits/EDGPacketRequirements.pdf , please provide a summary of all design-related comments heard during the required public outreach. Please also describe how feedback from the public in the Early Community Outreach process was incorporated into or informed your design approach.	The comment in Page 6 has been addressed, the community outreach has been completed and approved and the relevant feedback has been added to the report.
8	I would keep the aerial photo to assist in establishing where the site is. I recommend labeling the surrounding streets. The other three images can be removed.	The Survey plans have been eliminated from the page 8 and the street labeling has been added as requested.
9	I recommend making the image larger and identifying vehicle and pedestrian access into/out of the site. Please include ROW dimensions.	On page 9, the Exsisting Conditions Plan has been enlarged, including the ROW dimensions and pedestrian/vehicular access, as per the comments received.
14	Remove this page.	Following the comment instructions, page14 has been removed.
14	Include a brief statement on why you have included these photos. Please identify existing conditions and contextual elements that work well in this neighborhood and how they might inform the design process. This can be done with notes or callouts, but diagrams are preferred. When these conditions are abstracted, it allows the audience to see their essential qualities and imagine how they might be brought to the design of this project, on this site.	Wording supporting the reason to include the reference and neighborhood photos has been included under each photo as requested. The intention of this is to provide context and explain the reasons these images add value to the project.
15	I recommend zooming in to the area within the red oval.	The map image on page 16 has been zoomed to focus on the areas of interest, following the comment.
16 & 17	On pages 16 and 17 include call outs of relevant datum lines, parcel/siting pattern, fenestration patterns, roof forms, etc.	As per the comments received, the information and images have been updated to reflect patterns and topography on building elements such as terraces, flat roofs, facades, heights, etc.
21	Simplify this map. Are the images shown precedent images that have helped inform the three massing options?	The plan has been simplified and clear references to neighborhood characters of future developments have been noted.
26	Revise this map and zoom in to the area of the project site.	Responding to comment on page 26, the image has been zoomed in, and rotated as requested.
30	Include Wallingford Design Guidelines CS2-III and CS3-I and general design guideline CS2-D.	The Design Guidelines on page 30 have been updated to include CS2-III and CS3-I and general design guideline CS2-D.
31-34	For each option, please include a site plan that shows buildings (including roof overhangs) with other site improvements such access and site circulation, proposed ground-level and upper-level open space layout, street scape development, vehicle and bicycle parking, service areas, etc. <ul style="list-style-type: none">• For each option, please include relevant spot elevations on the site plan to show relationship of buildings to site levels.• For each option,list opportunities and constraints.	Additional pages have been added in order to include Ground floor Plan and Roof Floor plans in a larger scale, so they show clearly the elements as required.
35,42,49	Per the Early Design Guidance (EDG) packet checklist http://www.seattle.gov/Documents/Departments/SDCI/Permits/EDGPacketRequirements.pdf , please include precedent images or reference imagery from the neighborhood or beyond that will inform the design development of the proposal. Also, in order to clearly convey the relevance of this imagery to the proposed development, please clearly caption each and note the specific relevance of the image and/or provide diagrams. For each option express how the urban design analysis has informed each of the concepts.	Clear references to ideas that might inform our future design have been noted.

Appendix

Appendix 1. Traffic, Landscape and Solid Waste Collection

Appendix 1. Traffic, Landscape & Solid Waste Collection

Traffic

The project is proposing to install a median island to formalize the N Pacific St/N 35th St and Bagley Ave N/N 35th St intersections. The current configuration creates a large void area where all three streets intersect, potentially creating some confusion among drivers utilizing these streets. The proposed improvements would include a new one-way southbound lane to continue traffic from Bagley to Pacific, and allow for access to the project site on the southwest corner of 35th and Bagley. Additional striping and signing improvements will be proposed to supplement the island improvements and new one-way configuration.

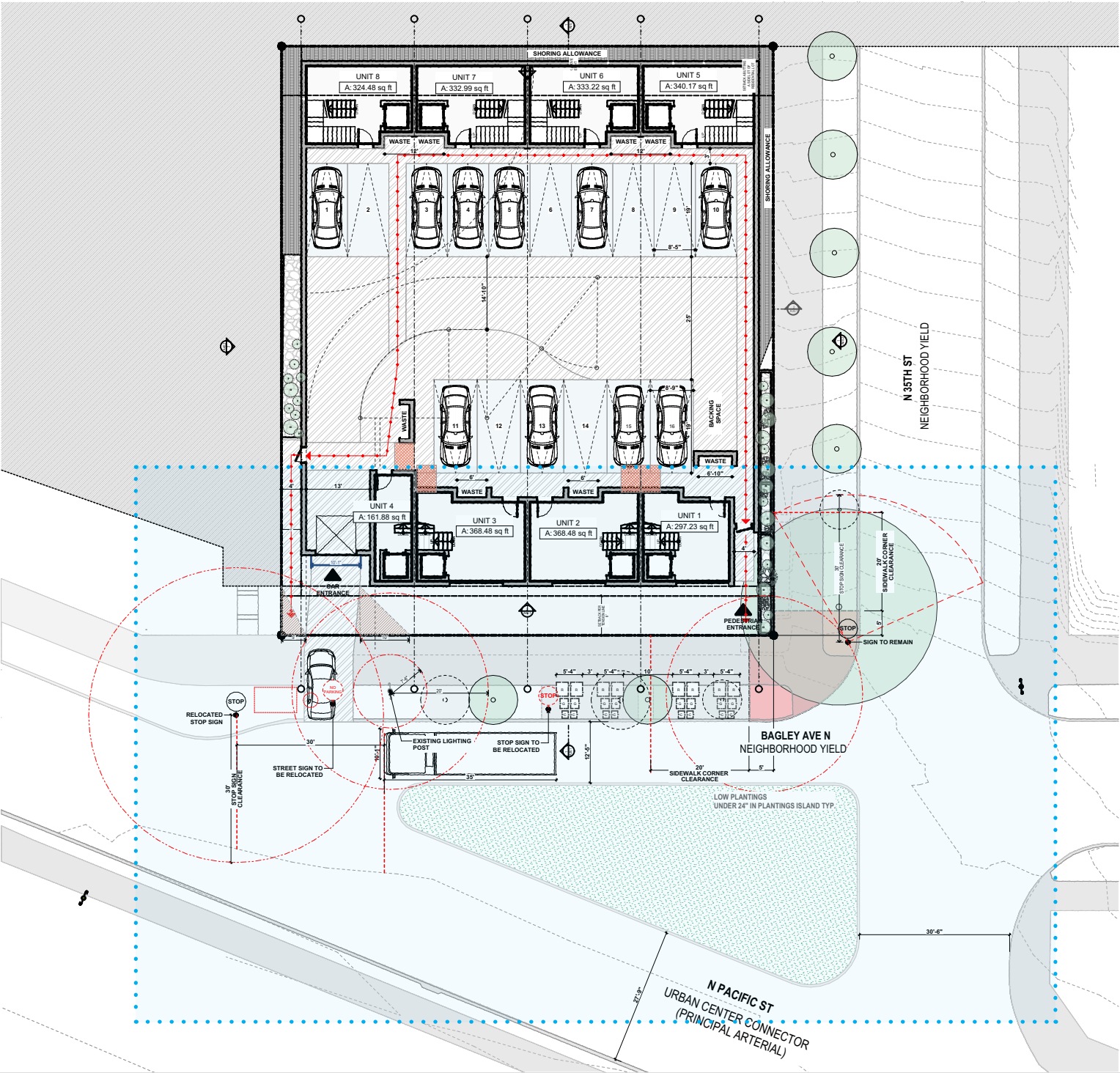
Landscape

The right-of-way landscaping will be improved along both N 35th St and Bagley Ave N. The existing street tree at the corner of N 35th Ave and Bagley Ave N will remain and be protected. New large canopy street trees will be installed approximately 30' on center down N 35th Street. Along Bagley Ave N the existing struggling Styrax street trees will be removed and replaced with two new street trees. The traffic island along Bagley Ave N and the other planter strips in the ROW throughout the project will be planted with lush low, maintenance shrubs and groundcovers.

Solid Waste Collection

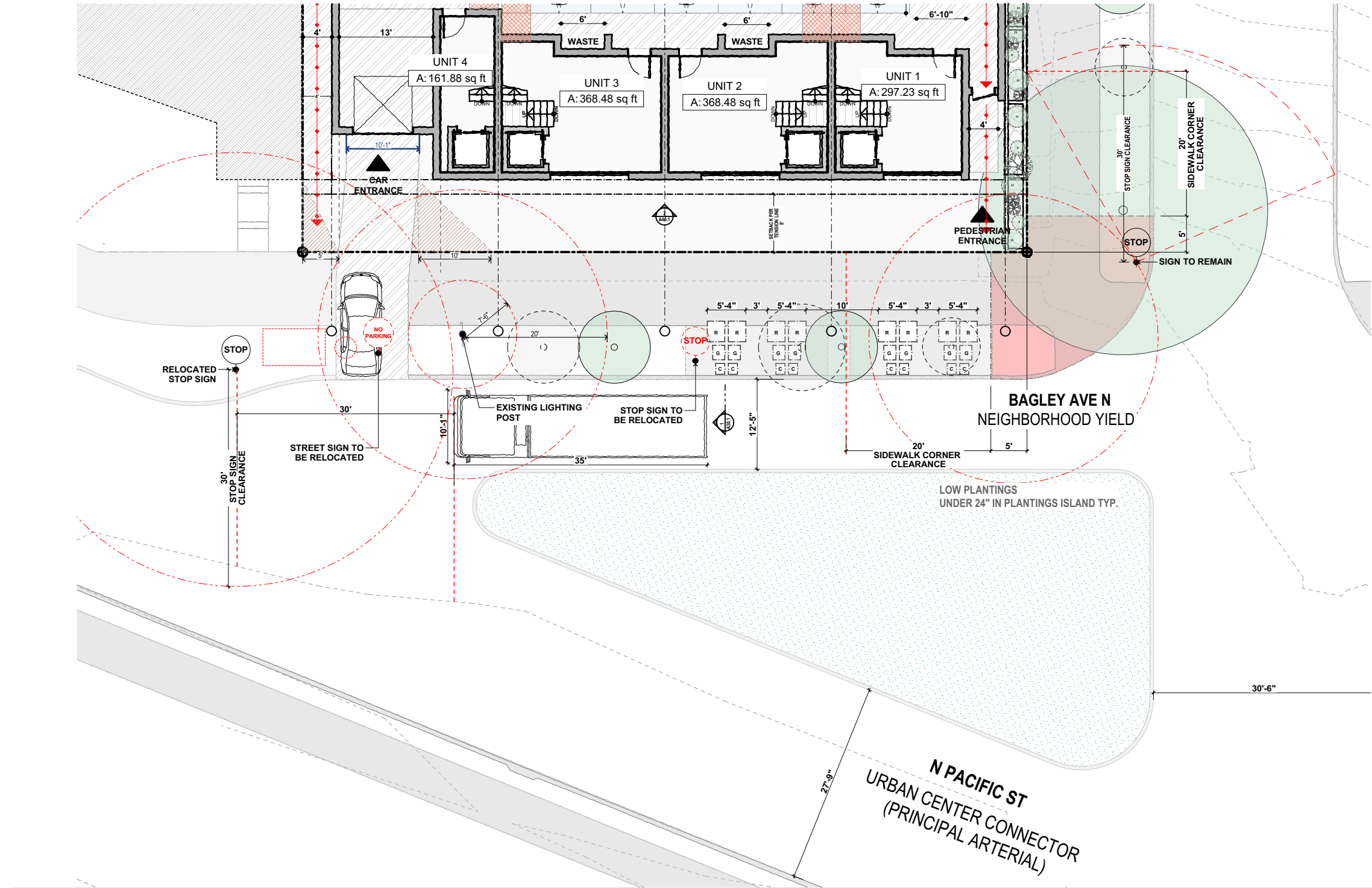
The solid waste collection proposed is based on an individual service for each townhouse, and includes a 96 Gallon bin for recycling, 32 Gallon bin for garbage, and a 12-gallon bin for food+yard waste, for each unit.

The bins are placed along the ROW, with the required clearance of 3' between bins, and its layout allows the necessary room for the Waste Pickup truck (rear load) and appropriate space for trees along the same area.



Traffic, Landscape & Solid Waste Collection

Appendix 1. Traffic, Landscape & Solid Waste Collection



Traffic, Landscape & Solid Waste Collection



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