



# WEDGWOOD CENTER DEVELOPMENT

A mixed use redevelopment

8400 35th Avenue NE Seattle, WA 98115

Early Design Guidance - 1

SDCI # 3040032-EG

03/25/2024

**Applicant Team**

Developer | Security Property

Architect | SCB

Landscape Architect | Communita Atelier

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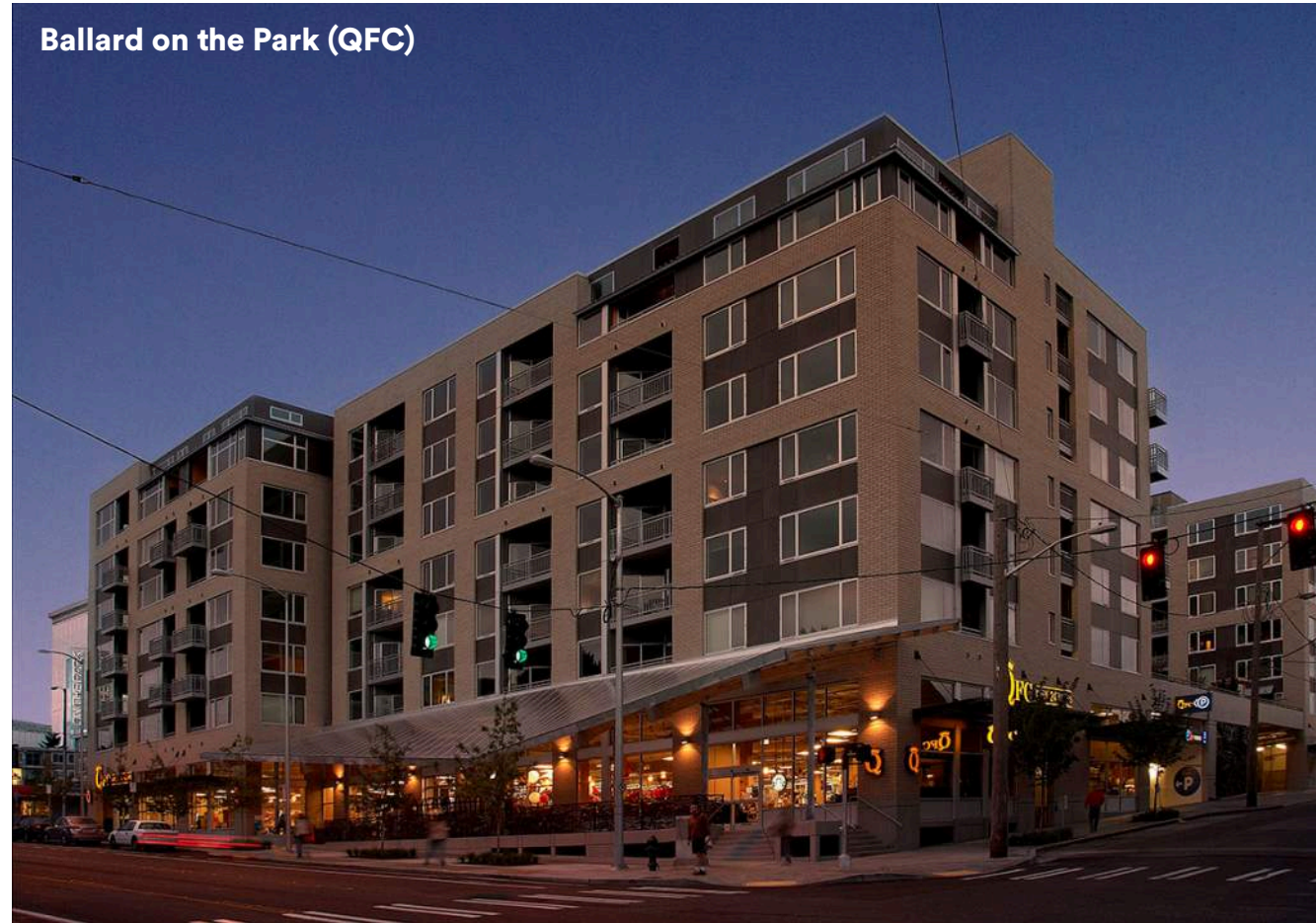
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## Emphasizing Positive Neighborhood Attributes

Founded in 1969, Security Properties is a Seattle-based, real estate development firm that has been a leader and award-winner in the development of mixed-use grocer and residential buildings in Seattle and Portland. The Seattle mixed-use grocer projects include the Epicenter in Fremont (PCC), Ballard on the Park (QFC), and Angeline in Columbia City (PCC). Security Properties has also designed and entitled Magnolia Village Condominiums (Safeway).

Each project is distinct, designed to reflect the community context with public features that relate to the history and identity of the neighborhood.

Ballard on the Park (QFC)



Epicenter in Fremont (PCC)



Magnolia Village Condominium (Safeway)



Angeline in Columbia City (PCC)



## Project Vision

Security Properties is proposing a new development at 8400 35th Ave NE in the Wedgwood neighborhood of Seattle. The linear site currently includes two one-story buildings and surface parking lengthwise along 35th Avenue NE and 85th Street. The northern building was previously operated by QFC and is now vacant. The second building has multiple retail tenants.

The development proposal is to demolish the existing two buildings for a new mixed-use project with the following uses:

- Approximately 21,508 sq. ft. for a new neighborhood grocer
- Approximately 331 apartments with a mix of studio, one-and two-bedroom units, and seven townhomes
- Approximately 18,385 sq. ft. of commercial spaces for existing tenants who wish to remain and new retail/restaurant uses
- Approximately 336 underground parking stalls for residential and retail
- Approximately 18 accessible and convenient surface parking stalls as part of a shared use public plaza
- Approximately 3,520 sq. ft. per floor of voluntary setbacks at the street level for nodes, public uses, outdoor dining, alley courtyards and setbacks from the single-family zone, and tree care and preservation

In addition to meeting the City's Design Guidelines, Security Properties has developed options that incorporate design priorities from the Future of 35th Ave NE Plan and the Wedgwood Vision document. Both plans were part of community coordinated efforts with the Department of Neighborhoods and SDOT to identify priorities related to growth in Wedgwood and along the 35th Avenue corridor.



## Design Goals

*Achieve a timeless design that fits within the surrounding context and respects adjacent sites and zone transitions*

- Break-up the bulk so it appears as 2 masses
- Provide activated nodes at the corners of 85th and 82nd street (nodes are a design feature in the Future 35th Avenue NE Plan)
- Include a mid-block shared use public plaza along 35th Avenue
- Retain significant trees on the south of the site as part of an open seating area with associated commercial
- Design to the human-scale, glassy storefront along 85th and 35th
- Prioritize open space, retail use, and town homes along ground level of 82nd Street

## Consider Neighbors and Zone Transitions

*Design considerations must consider surrounding development, uses, and zones*

- Thoughtfully locate vehicular site access locations and the loading dock
- Incorporate mitigation measures like a covered loading dock, materials, and placement of amenities to reduce any noise impacts
- Locate courtyards to provide light and air to adjacent sites
- Incorporate setbacks above the first level to reduce shadow impacts on adjacent sites
- Increase landscaping with voluntary ground-level setbacks

## Promote Sidewalk Activation and Community Building

*Incorporate design moves that enliven the pedestrian experience and provide public spaces for the community to gather*

- Provide corner "nodes" at 35th and 85th and 35th and 82nd
- Provide a mid-block shared use plaza in preferred design along 35th
- Provide benches, seating, bike racks, public art and other furnishings for public use
- Set-back approximately 4' along 35th to provide opportunity for future right-of-way widening
- Increase sidewalk width on 35th.

## Provide Viable Space for Neighborhood Grocer

*Restore desired neighborhood grocer*

- Grocer requires a minimum of 20,000 sq.ft.in a rectangle, on a single level plus a mezzanine
- One contiguous space on one level
- Minimum vertical clear height of 19'-0"
- Must have a minimum of 75 parking stalls with some parking at grade
- No stairs or elevators from residential
- Unblocked storefront
- Must have convenient, surface parking for visibility and quick stops



*The northern building was previously operated by QFC and is now vacant*



*The southern building has multiple retail tenants*

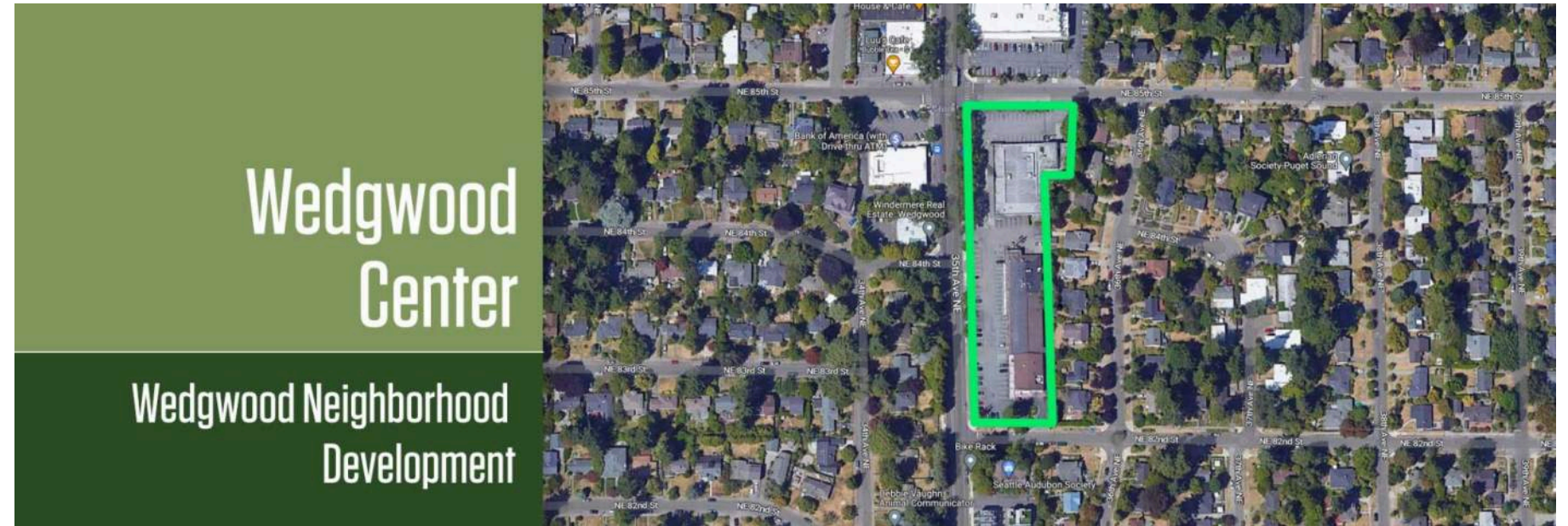


*Beautiful large trees to the south*



## Wedgwood Center Community Outreach

<https://www.spwedgwood.com/#welcome>



## Outreach Summary

- 500-foot mailing to introduce the project team and interactive website
- Interactive Website which is still live for feedback
- 5 Meetings with the Wedgwood Community Council, latest meeting on December 5, 2023
- Community wide meeting hosted on December 13, 2023

## Common feedback from the Wedgwood Community includes

- Desire to have a grocer return to the neighborhood
- Pedestrian and community amenities along 35th
- Sensitivity to the homes along 36th Avenue
- Loading dock to remain where it is currently located
- Some surface or easy parking for seniors

### Message

Hello,  
I live within 500 ft of this proposed project and strongly support added retail and dense housing! My only ask is that you prioritize easy accessibility for people walking, rolling, and biking (including safe sidewalks, pedestrian plazas, and ample bike parking) and work with the community to minimize construction noise disruptions. This is a vibrant family neighborhood and plenty of people would love to stroll with their kids and dogs to patronize the retail amenities. Thanks.

### Message

Please allow a set back from the sidewalk to allow a bit of public space for tables and chairs, flower stands, and general community gathering. This is the hub of the neighborhood and needs to be enviting. There needs to be an inducement to linger.

### Message

Hi there, I just listened to a recording of Wedgwood community council meeting where you shared your early plans. I live on 36th ave, adjacent to the proposed site. While I'm disappointed for our visibility and sunlight to be cut short with multi story buildings, I feel most strongly about your alley and loading proposals. I'm deeply concerned about the noise and traffic from a block wide alley in the back of all our houses, plus loading dock for a huge supermarket.

### Message

Thank you for the excellent presentation at the Wedgwood Community Council meeting in April, which I listened to later. I have lived a block away from the site for 32 years and look forward to having a grocery store once again. Besides my personal inconvenience, I have been saddened by the lower number of neighbors walking past my house because the main shopping attraction in the area is gone.  
I'd like to endorse the option of keeping the loading dock for the grocery store in the same location on the side facing NE 85th St. Because it lines up with the parking lot entry to RiteAid, it is the easiest area for trucks to maneuver. Often, more than one truck has been there at a time and the parking lots have provided space for the trucks to wait and position themselves.

**Site Address:**

8400 35th Avenue NE, Seattle, WA 98115

**Zoning:**

NC2P-55 (M)

**Area:**

Site as shown contains 90,362 square feet or 2.0744 acres, more or less.

**Legal Description:**

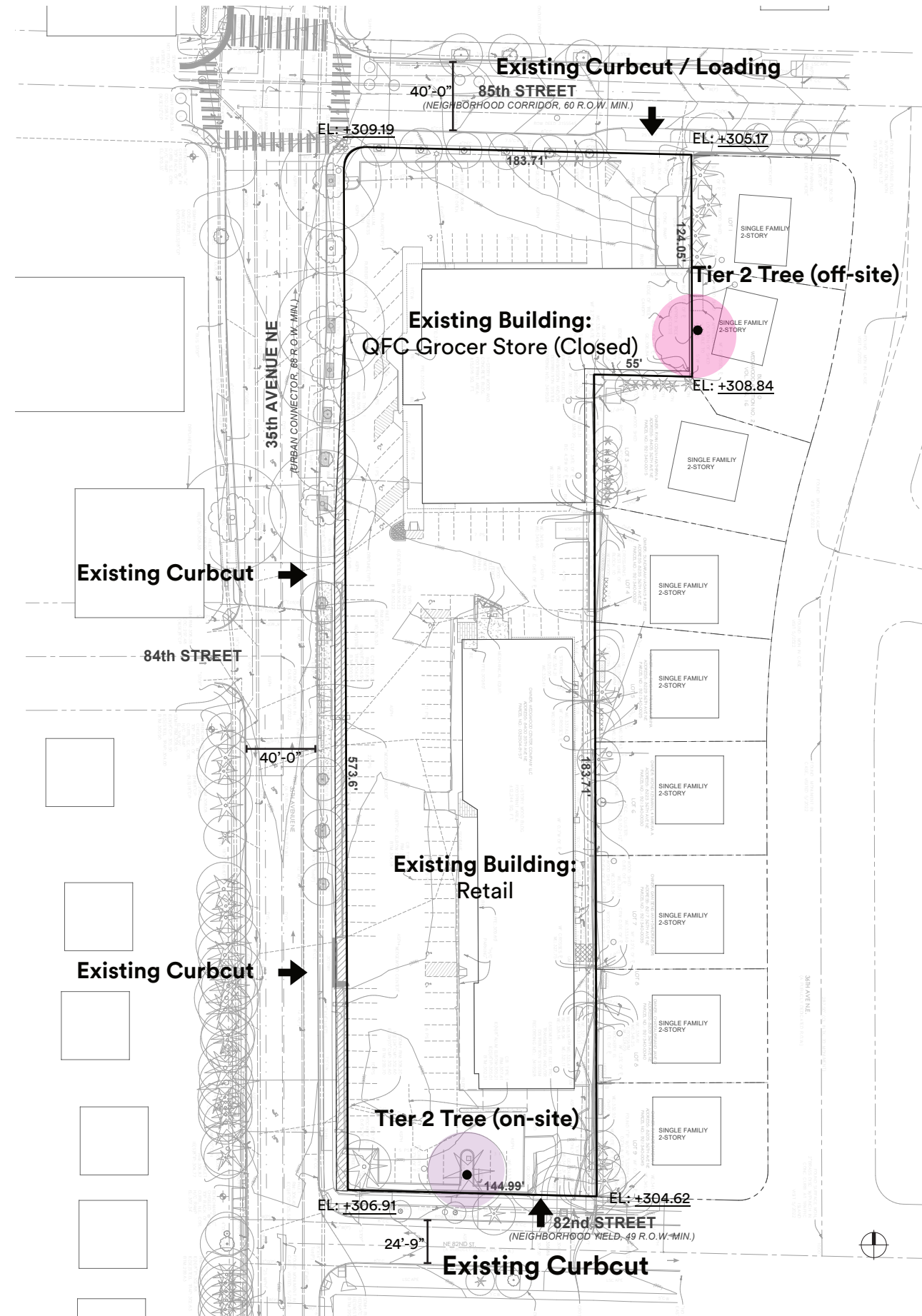
That portion of the northwest quarter of the northwest quarter of the northwest quarter of section 3, township 25 north, range 4 east, willamette meridian, in king county, Washington, lying west of the plat of wedgwood addition no. 2, according to the plat thereof, recorded in volume 40 of plats, page 16, in king county, Washington;

Except the north 30 feet thereof conveyed to king county for northeast 85th street by deed recorded under recording number 3155545; and

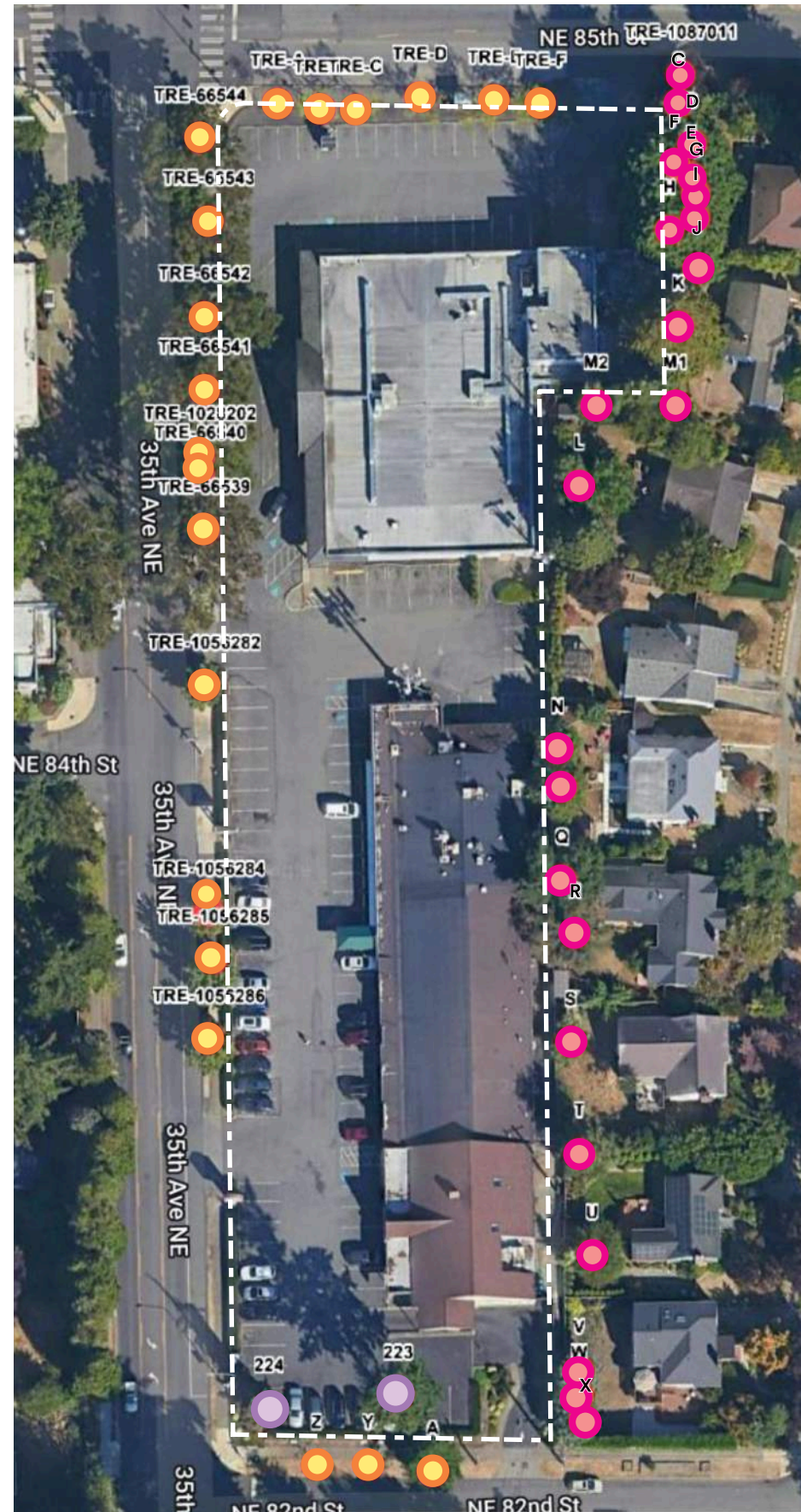
Except the south 30 feet thereof conveyed to king county for northeast 82nd street by deed recorded under recording number 3140494; and

Except the west 30 feet thereof; and

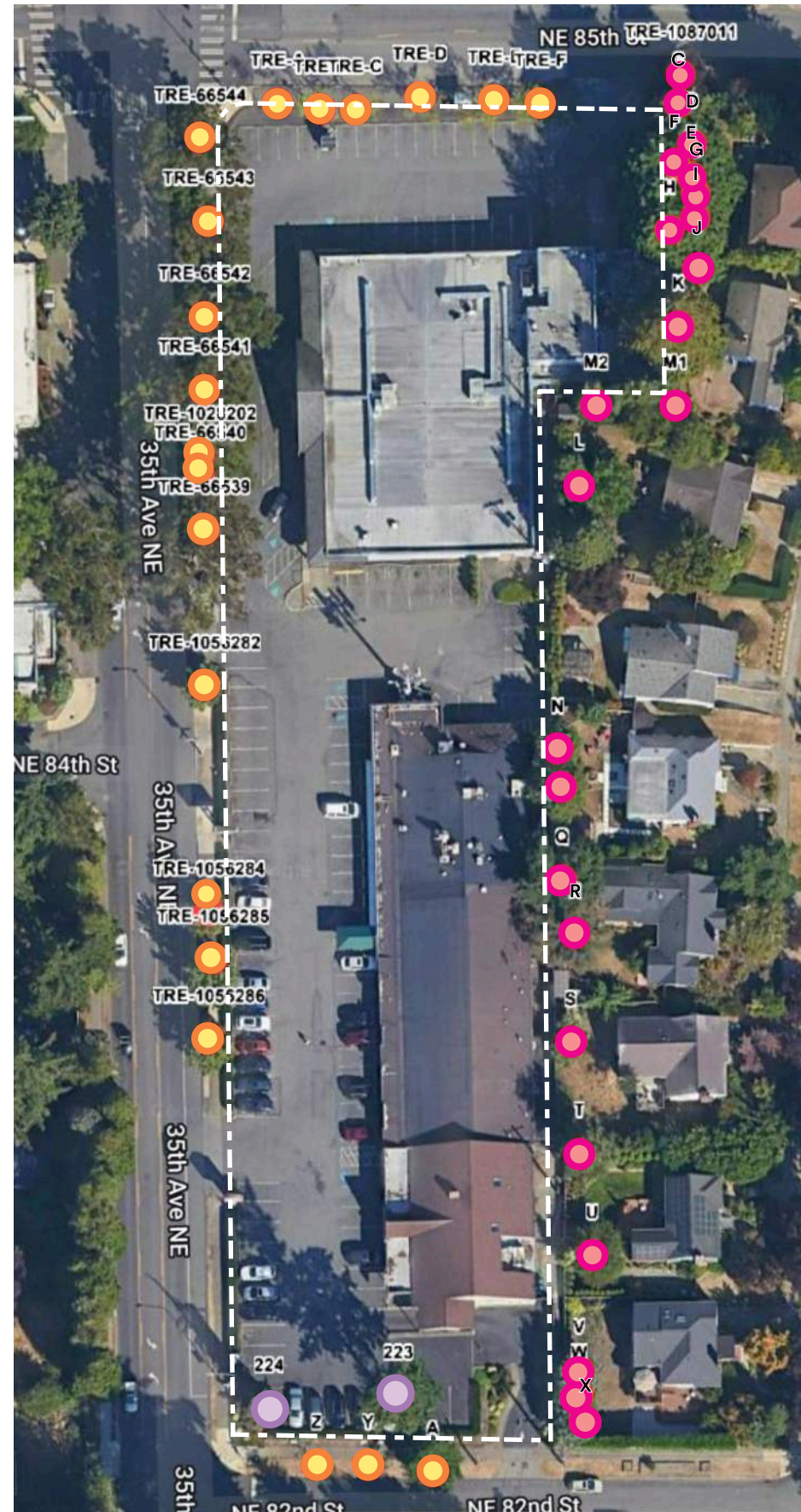
Except that portion of the remainder conveyed to the city of Seattle for widening of 35th avenue northeast by deed recorded under recording number 6446327.



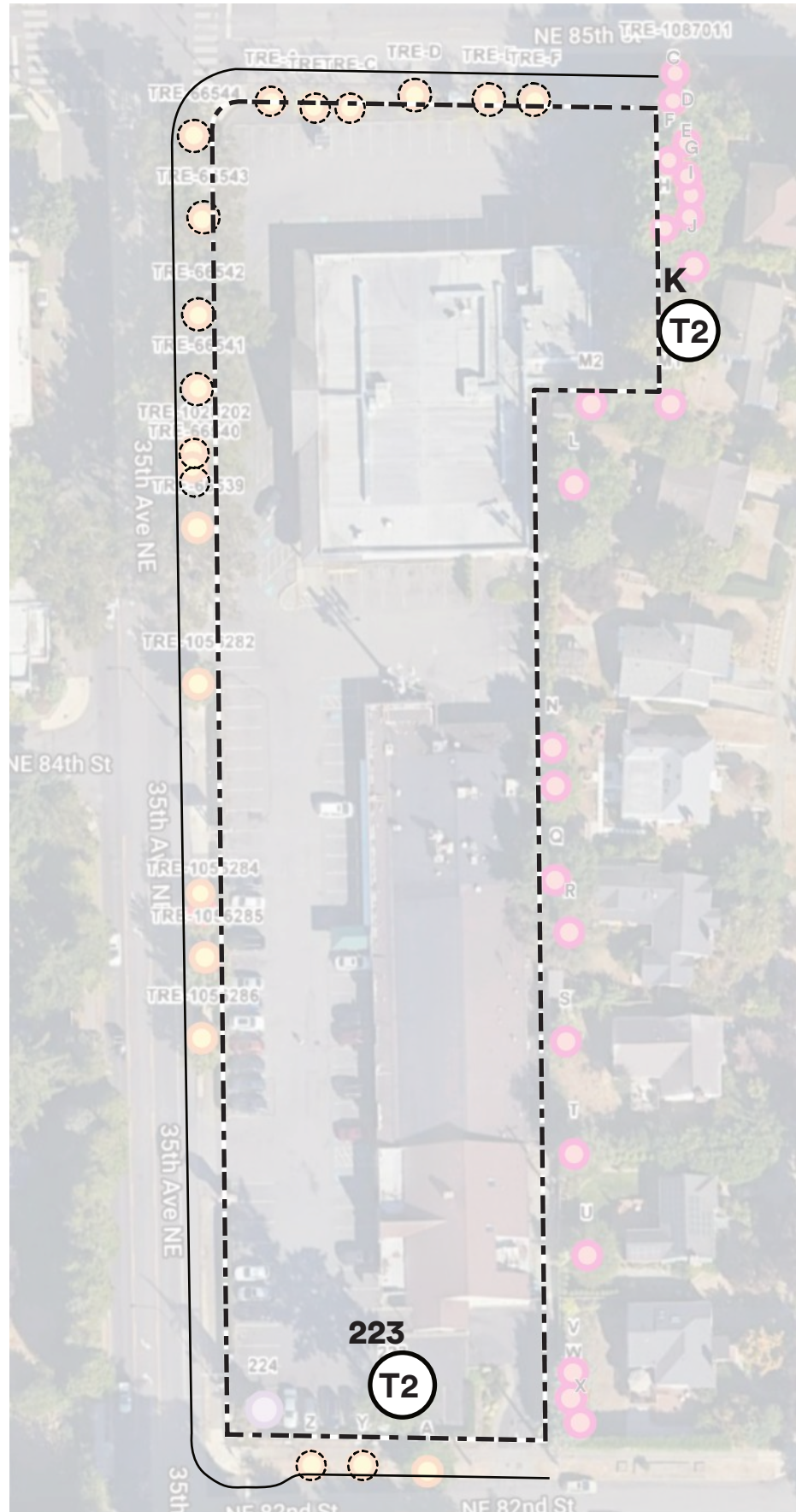




Location	Tree Tag	Tree ID	Common	Botanical	Tree Condition	Exact DBH	Height Range	# of Trunks	Notes	Tier Designation
On-site Trees	223	2837	Douglas Fir	<i>Pseudotsuga menziesii</i>	Fair	28	60+	1	Tree sits in planting bed well established gall on west side skirted Spar just above light some twig died back overall okay condition, poor taper	Tier 2
	224	2836	Blue Weeping Alaskan Cedar	<i>Chamaecyparis nootkatensis 'Glauca Pendula'</i>	Good	18	31-45	3	Healthy tree, trunk splits at 2 ft then second stems wrap around and split again at 5 ft	Tier 3
Off-site Trees	C	2765	China Fir	<i>Cunninghamia lanceolata</i>	Fair	12	16-30	1	tree is thinning with excessive coning and elongated branches. Dead twigs and branches present. Has been pruned to property line over the years. Minimal impact during construction	Tier 3
	D	2766	Leyland Cypress	<i>Cupressocyparis leylandii</i>	Good	12	31-45	1	Tree was topped at one time then left to grow. Has been hedged back to property line over the years for truck clearance but only up to a certain height. naturally bracing with other trees Min impact	Tier 3
	E	2768	Leyland Cypress	<i>Cupressocyparis leylandii</i>	Poor	18	31-45	2	tree appears to be dead, dual trunk and sits back far enough there would be no impact.	Tier 3
	F	2767	Leyland Cypress	<i>Cupressocyparis leylandii</i>	Good	12	31-45	1	Tree was topped in the past and has been hedged back for property line clearance over the years. Minimal impact	Tier 3
	G	2769	Leyland Cypress	<i>Cupressocyparis leylandii</i>	Poor	12	31-45	1	Topped in the past, canopy is minimally over property line	Tier 3
	H	2770	Leyland Cypress	<i>Cupressocyparis leylandii</i>	Poor	12	31-45	1	next to fence and has been hedged back over the years more than the rest. hedge back prior to construction for clearance to help minimize impact	Tier 3
	I	2771	Leyland Cypress	<i>Cupressocyparis leylandii</i>	Poor	12	16-30	1	smaller tree, was not able to get a good picture, suppressed, canopy does not reach property line	Tier 3
	J	2772	Edible Apple Species	<i>Malus domestica</i>	Poor	6	00-15	1	Minimal visual, appears to be typical of species and has also been trimmed in the past for building clearance	Tier 3
	K	2773	Western Red Cedar	<i>Thuja plicata</i>	Fair	22	60+	3	Tree has 3 large stems, there are 3 cobra cabling systems installed in the canopy. Tree is thinning and is accustomed to the close proximity of the building. Monitor during excavating prune for clea	Tier 2
	L	2774	Leyland Cypress	<i>Cupressocyparis leylandii</i>	Poor	12	16-30	2	This is one of 4 all are split at the base, limited access but none look more than 6". Old support straps in place, have been hedged back and down over the years for power line clearance	Tier 3
	M1	2776	Douglas Fir	<i>Pseudotsuga menziesii</i>	Fair	12	31-45	2	mix of fir and cypress here all have been hedged back over the years and have grown and adjusted to the proximity of the building already in place impact will be moderate to minimal	Tier 3
	M2	2775	Leyland Cypress	<i>Cupressocyparis leylandii</i>	Fair	12	31-45	2	several in a row here all have been hedged back for property line clearance over the years.	Tier 3
	N	2873	Sawara False Cypress	<i>Chamaecyparis pisifera</i>	Good	12	16-30	1	topped for line clearance and hedged back for property clearance over the years.	Tier 4
	P	2874	Sawara False Cypress	<i>Chamaecyparis pisifera</i>	Good	12	16-30	1	topped for line clearance and hedged back for property line clearance several stems connected within canopy	Tier 3
	Q	2875	Western Hemlock	<i>Tsuga heterophylla</i>	Poor	20	16-30	1	topped for line clearance, very poor condition typical of species when topped	Tier 3
	R	2876	Pacific Dogwood	<i>Cornus nuttallii</i>	Good	10	16-30	3	topped for line clearance and pruned back from fence for property line clearance.	Tier 4
	S	2877	Black Locust	<i>Robinia pseudoacacia</i>	Good	6	16-30	3	topped for line clearance some dead wood in canopy	Tier 4
	T	2878	European White Birch	<i>Betula pendula</i>	Good	10	31-45	1	trimmed back and topped for line clearance full canopy little dead	Tier 4
	U	2879	Deodar Cedar	<i>Cedrus deodara</i>	Good	7	16-30	1	young tree, sits in with a lilac bush	Tier 4
	V	2880	Leyland Cypress	<i>Cupressocyparis leylandii</i>	Good	12	16-30	2	topped for line clearance and hedged back for property line clearance	Tier 3
W	2881	Leyland Cypress	<i>Cupressocyparis leylandii</i>	Good	12	16-30	2	topped for line clearance and hedged back for property line clearance	Tier 3	
X	2882	Leyland Cypress	<i>Cupressocyparis leylandii</i>	Good	12	16-30	2	topped for line clearance and hedged back for property line clearance	Tier 3	



TRE-1028202	2855	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	6	16-30	1	ROW tree young tree exposed roots 100% CRZ paved	NA
TRE-1056282	2849	Norway Maple	Acer plantanoides	Good	9	16-30	1	ROW tree surface roots going into the Hedge and towards parking lot 100% CRZ paved asphalt is cracking West Side trimmed for car clearance	NA
TRE-1056284	2846	Norway Maple	Acer plantanoides	Good	8	16-30	1	ROW tree surface roots breaking up towards Hedge heading towards parking lot 100% CRZ is paved trimming on westside of tree for clearance unbalanced canopy	NA
TRE-1056285	2843	Norway Maple	Acer plantanoides	Good	10	31-45	1	ROW tree surface Roots reaching out towards hedge in parking lot 100% of CRC paved some pavement lifting trimming on roadside for car clearance overall okay	NA
TRE-1056286	2841	Norway Maple	Acer plantanoides	Good	9	31-45	1	ROW tree asphalt over surface roots breaking 100% CRZ paved Street tree clearance cuts for Road	NA
TRE-1087011	2872	Thundercloud Purple-Leafed Plum	Prunus cerasifera 'Thundercloud'	Good	13	31-45	1	ROW tree hazelnut next to it typical of species, ivy on Main stem Deadwood throughout overall okay	NA
TRE-66539	2850	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	27	60+	1	ROW tree 100% CRZ is paved buttress root showing sidewalk driveway lifting, large canopy 40% Deadwood throughout canopy appears to be a column of decay in the westside of the tree Deadwood	NA
TRE-66540	2854	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	11	31-45	1	Large bow and lean in tree towards Northeast into parking lot 100% CRZ paved some damage on branches from vehicles wound at 10 ft	NA
TRE-66541	2856	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	22	60+	1	ROW tree homeless currently parked right next to it Deadwood throughout canopy comparable to others in line wound on stem at 15 ft good wound wood	NA
TRE-66542	2859	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	28	60+	1	ROW tree swollen root collar 100% CRZ paved cavity at 15 ft large wound compartmentalizing well some Deadwood throughout canopy	NA
TRE-66543	2860	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	18	46-60	1	ROW tree 100% root system paved wound at 2 ft wound on Branch at 15 some Deadwood throughout canopy	NA
TRE-66544	2862	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	27	46-60	1	ROW tree Corner Tree by stoplight splits at 10 ft Deadwood and canopy trimmed for stoplight clearance	NA
TRE-A	2864	Ash Species	Fraxinus species	Poor	4	16-30	1	ROW tree only 10% LCR.	NA
TRE-B	2866	Ash Species	Fraxinus species	Poor	5	16-30	1	ROW tree 25% LCR Deadwood throughout lower canopy	NA
TRE-C	2868	Ash Species	Fraxinus species	Poor	5	16-30	1	ROW tree all of these have swollen root crowns may be grafted and poorly planted 35% LCR Deadwood in lower canopy upper canopy looks okay some cracking in the asphalt nearby	NA
TRE-D	2869	Ash Species	Fraxinus species	Fair	5	16-30	1	ROW tree same swelling at root crown as others some cracking on cement dead wood in tree 65% LCR	NA
TRE-E	2870	Ash Species	Fraxinus species	Fair	6	16-30	1	ROW tree damage on Main Stem swelling on Root Crown Deadwood throughout 50% LCR	NA
TRE-F	2871	Ash Species	Fraxinus species	Fair	6	16-30	1	Row tree swelling at root crown discoloration on Main stem some Dead wood throughout best canopy of the bunch 75% LCR	NA
A	2838	Douglas Fir	Pseudotsuga menziesii	Good	13	31-45	1	ROW tree in planting bed between the street and sidewalk some surface roots damage branches on roadside overall good condition	NA
Y	2839	Sweet Cherry	Prunus avium	Poor	3	00-15	1	ROW tree tree is stressed and dying	NA
Z	2840	Sweet Cherry	Prunus avium	Dead	3	00-15	1	Row tree dead	NA



223 | Douglas Fir



224 | Blue Weeping Alaskan Cedar



TRE-66542 | Raywood Ash



TRE-66539 | Raywood Ash



D | Leyland Cypress



E | Leyland Cypress



H | Leyland Cypress



K | Western Red Cedar



M1 | Douglas Fir

### Director's Rule 7-2023

Seattle's tree protection regulations categorize trees into 4 different tier groups:








- "Tier 1 tree" means a heritage tree. A heritage tree is a tree or group of trees as defined in Seattle Municipal Code, Title 15.
- "Tier 2 tree" means any tree that is 24 inches in diameter at standard height or greater, tree groves, each tree comprising a tree grove, and specific tree species below 24 inches in diameter at standard height as provided by this Rule or successor Rule.
- "Tier 3 tree" means any tree that is 12 inches in diameter at standard height or greater but less than 24 inches in diameter at standard height and is not defined as a Tier 1 or Tier 2 tree.
- "Tier 4 tree" means any tree that is 6 inches or greater in diameter at standard height

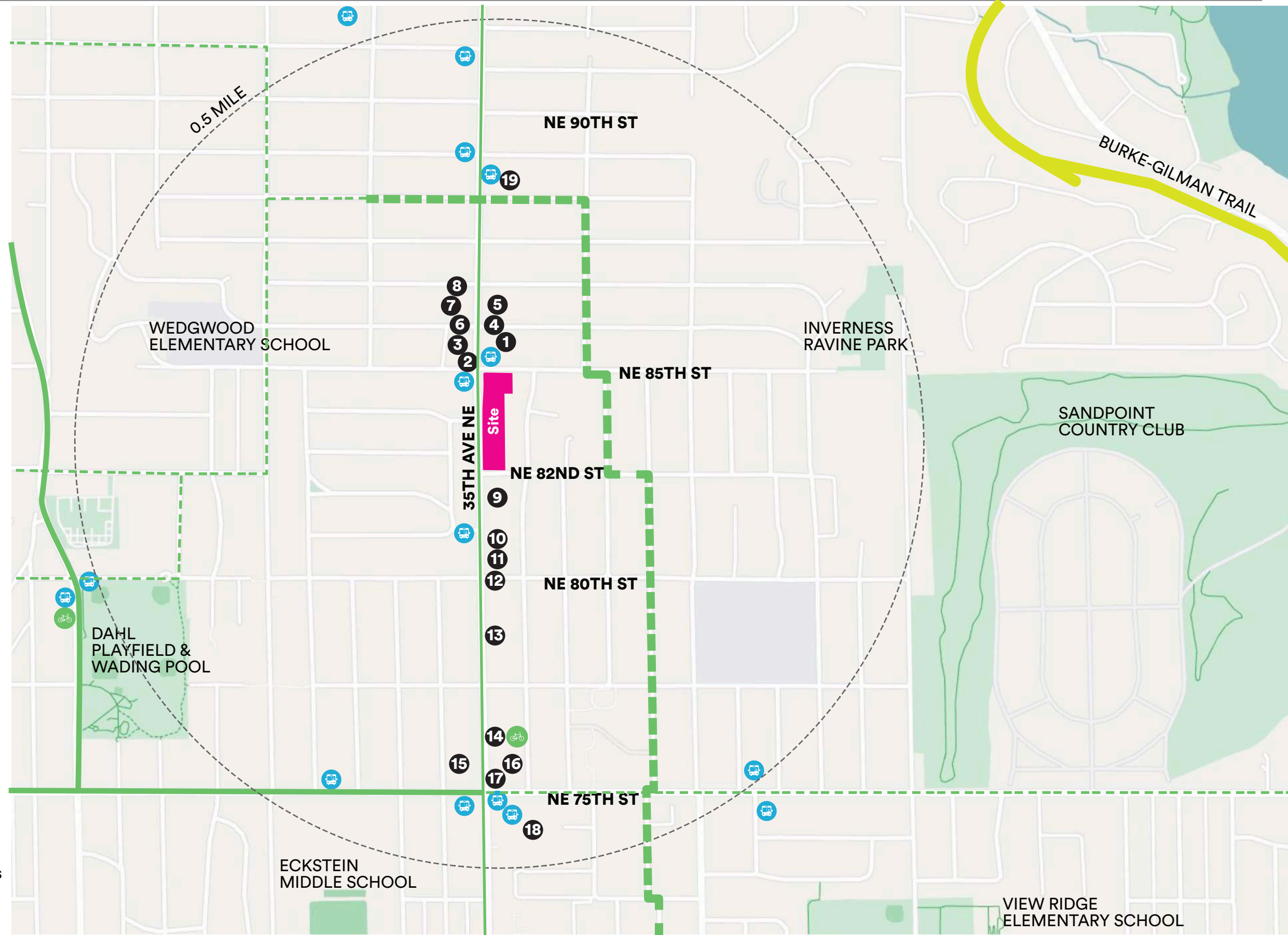
Ⓣ2 Tier 2 trees

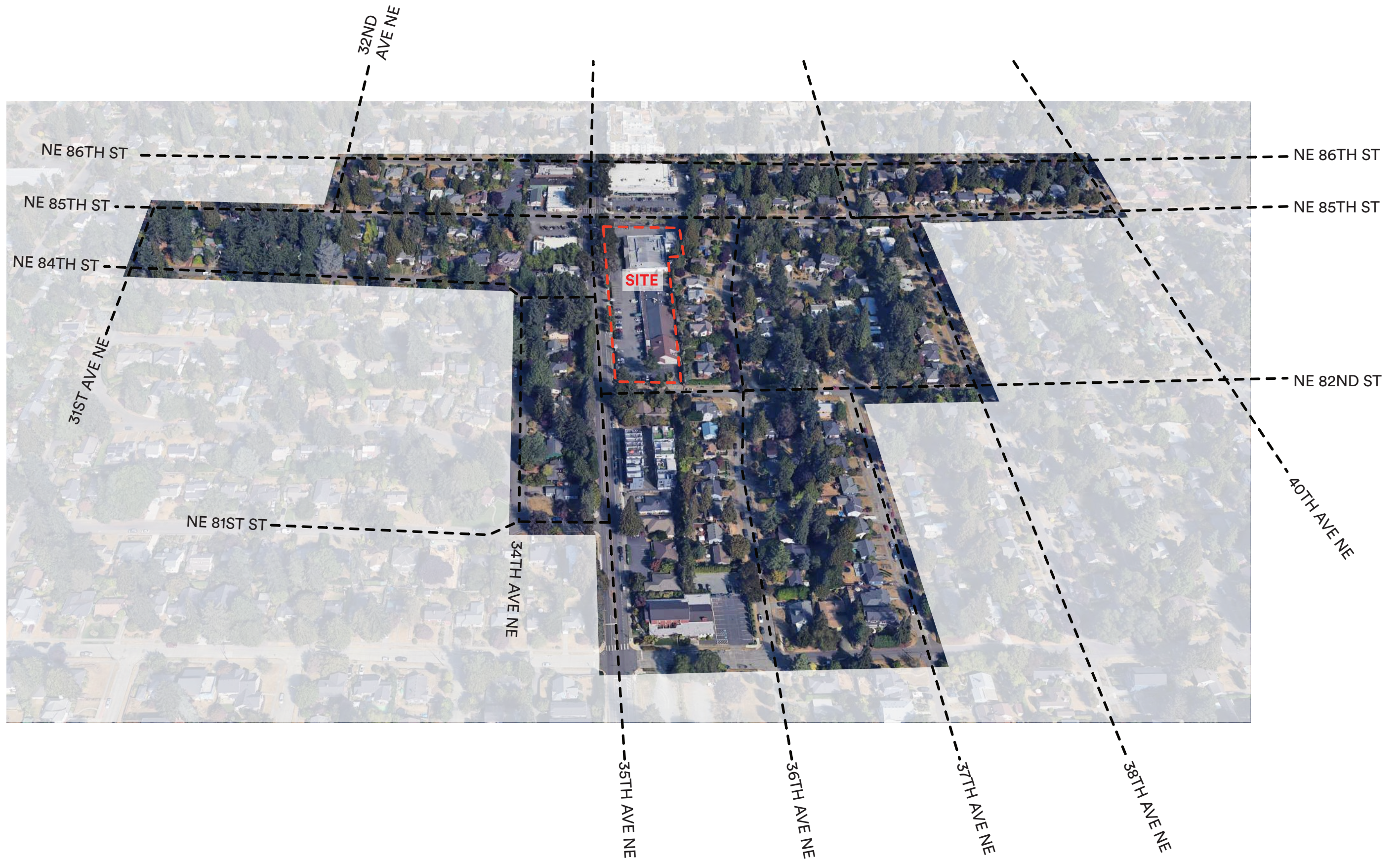
○ Proposed trees to remove & replace (Ongoing coordination with SDOT)

— Proposed curb lines to widen to sidewalk (Ongoing coordination with SDOT)

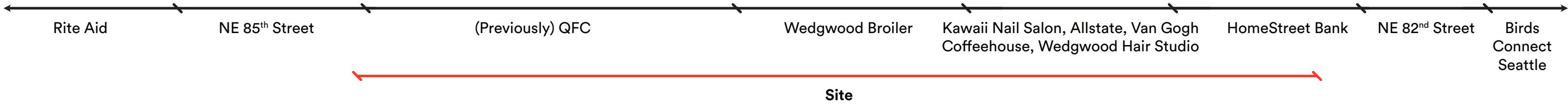
1. Rite Aid
2. Luu'sV Cafe
3. Wedgwood Ale House & Cafe
4. Cloudberry Pet Salon
5. Wonderland Salon
6. Cafe Javasti
7. Layer Salon
8. Wedgwood Laundromat
9. Seattle Audubon Society
10. Woodlawn Optical
11. Wedgwood Dental Clinic
12. Wedgwood Presbyterian Church
13. USPS
14. Thai of Wedgwood
15. Grand Central Bakery
16. (mend) Bicycles
17. Sophie's Tacos
18. Safeway
19. Our Lady of the Lake Catholic School

-  Bike shop
-  Bus stop
-  Neighborhood Greenway
-  Bicycle Lane:  
Includes buffered bike lanes and uphill-only lanes
-  Sharrows:  
Streets with shared-lane markings
-  Separated Bikeway:  
Includes trails and protected bike lanes
-  Un-Marked Street:  
No bicycle facility but commonly used

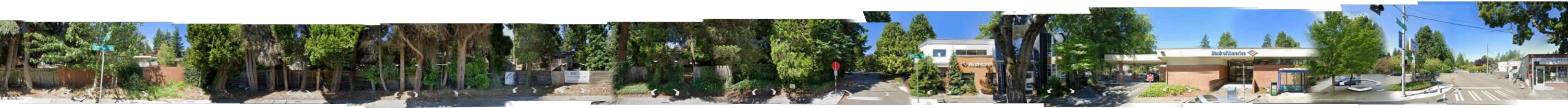




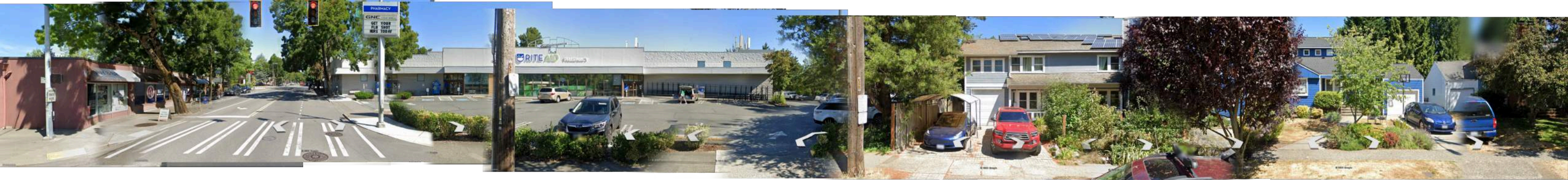
35TH AVENUE - URBAN CONNECTOR - LOOKING EAST



35TH AVENUE - URBAN CONNECTOR - LOOKING WEST



### NE 85TH STREET - NEIGHBORHOOD CORRIDOR - LOOKING NORTH



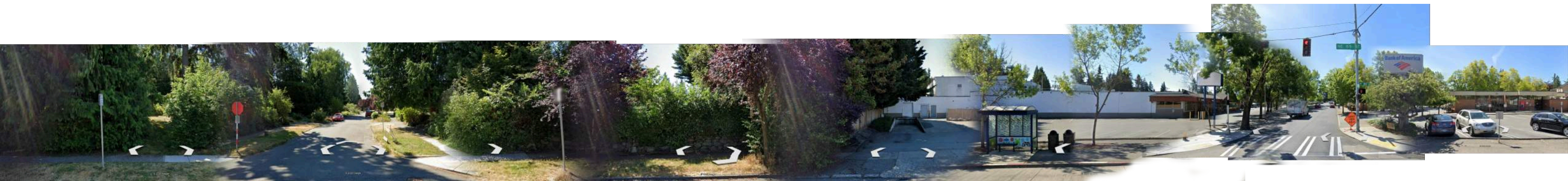
35<sup>th</sup> Ave NE

Rite Aid

3526 - 3538 NE 85<sup>th</sup> Street

Site (across from site)

### NE 85TH STREET - NEIGHBORHOOD CORRIDOR - LOOKING SOUTH



8418 36<sup>th</sup> Ave NE

36<sup>th</sup> Ave NE

8415 36<sup>th</sup> Ave NE

(Previously) QFC

35<sup>th</sup> Ave NE

Bank of America

Site

NE 82ND STREET - NEIGHBORHOOD YIELD - LOOKING NORTH



35<sup>th</sup> Ave NE

HomeStreet Bank

8205 36<sup>th</sup> Ave NE

36<sup>th</sup> Ave NE

Site

NE 82ND STREET - NEIGHBORHOOD YIELD - LOOKING SOUTH



36<sup>th</sup> Ave NE

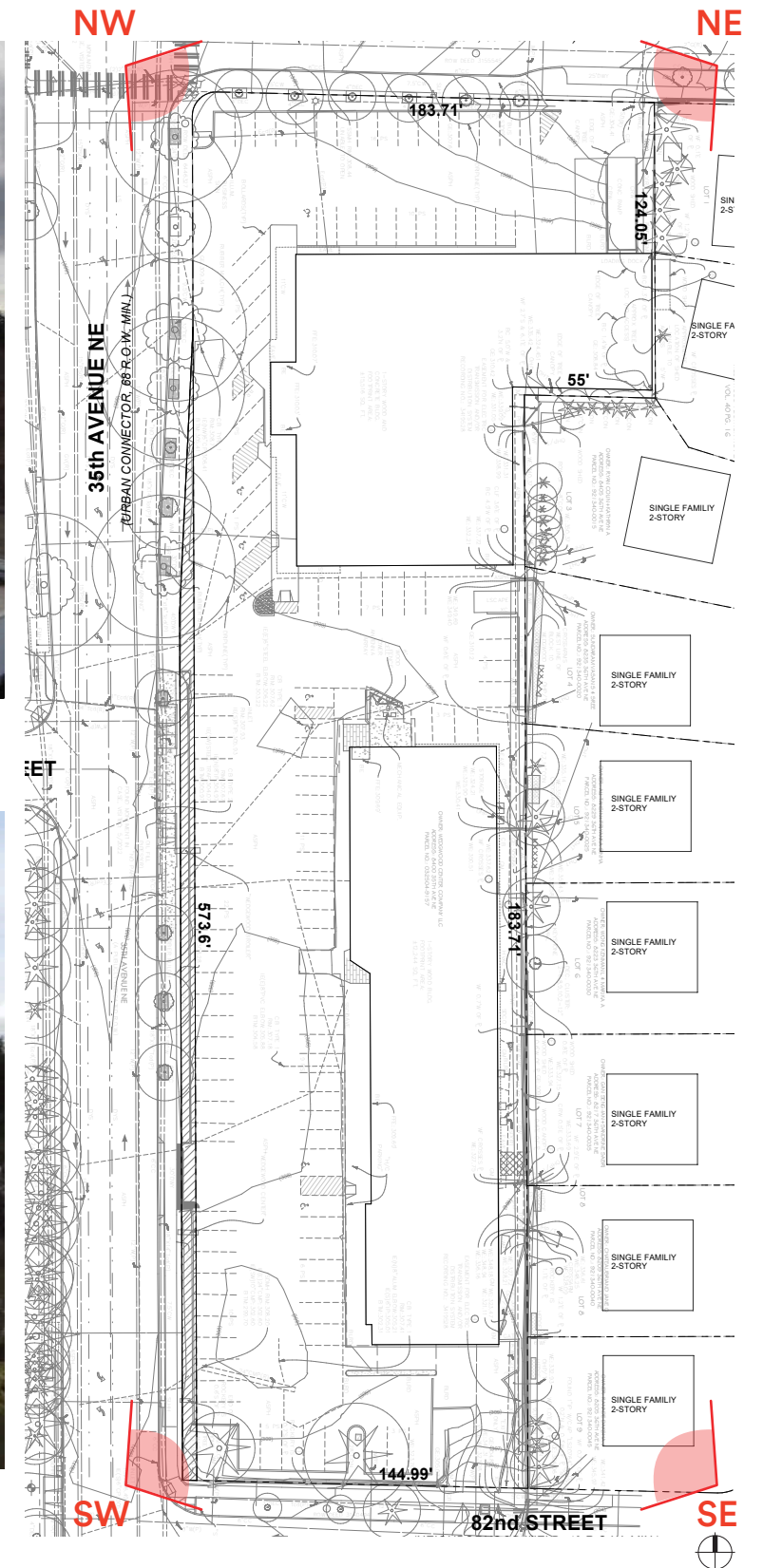
8057 36<sup>th</sup> Ave NE

Birds Connect Seattle

35<sup>th</sup> Ave NE

Site (across from site)





Wedgwood is a charming residential neighborhood located in the northeastern part of Seattle, Washington. Known for its quiet streets, tree-lined avenues, and strong sense of community, Wedgwood offers a suburban feel within the city limits. The area is primarily residential, characterized by single-family homes with well-maintained lawns and gardens. The community has put together a Visioning Plan to add density along 35<sup>th</sup> Avenue NE at the intersections of 65<sup>th</sup>, 75<sup>th</sup>, 85<sup>th</sup> and 95<sup>th</sup> to support more residential and retail.



## Vision Statement

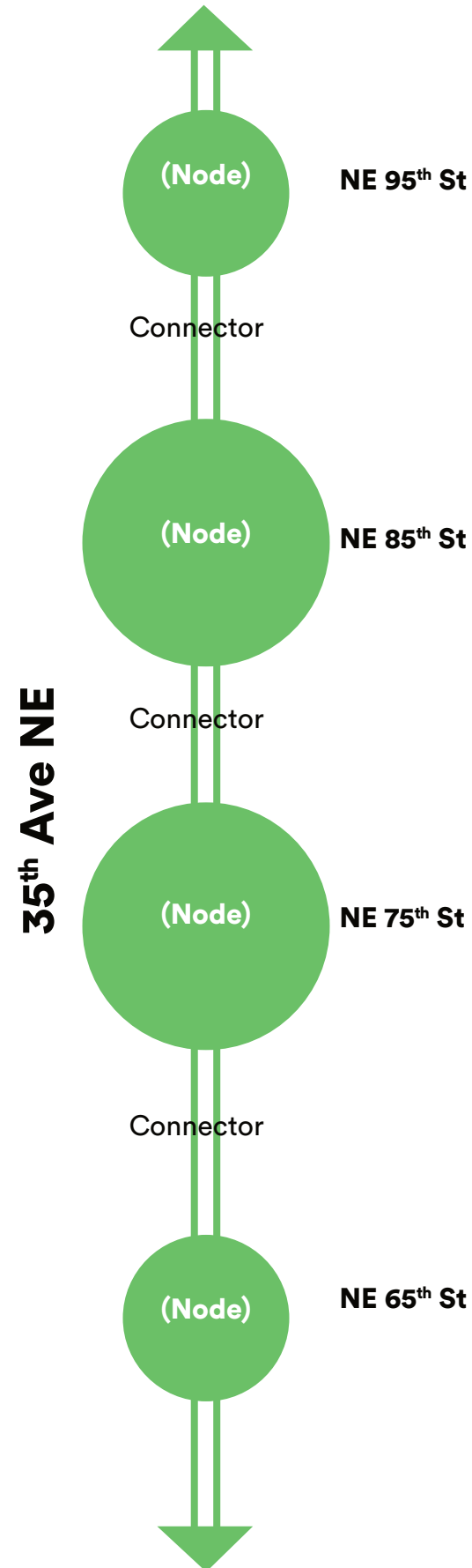
Our vision for Wedgwood is:

- a woodsy, small town within the city where single-family homes, park areas, and gardens surround a vibrant and human-scale commercial/multifamily district, serving residents' day-to-day needs and including open space for community gatherings, and
- a safe and pedestrian-friendly community that welcomes diversity and where a commitment to sustainability is everywhere apparent.



“Recognizing that change is inevitable, residents of the Wedgwood, Ravenna, Bryant, View Ridge, and Hawthorne Hills neighborhoods initiated a community-led, proactive planning process for the 35th Ave NE Business District. The goals of this plan were not necessarily intended to facilitate immediate change to the business district, but to create a community supported platform for positive change in the future.”

- C-1** The Wedgwood Business District will feature increased commercial businesses and mixed-use buildings (commercial on 1st floor entrance opening to the sidewalk with offices and residential above) on 35th Avenue NE. This new growth will provide the neighborhood with increased services and housing options and add vitality to the business district.
- C-3** These commercial areas will be pedestrian-friendly, well-connected, and with development and design standards respectful of adjacent and nearby residential neighborhoods.
- C-5** New commercial and mixed-use buildings will have pedestrian-oriented storefronts opening to the sidewalk. They will have structured or rear surface parking, but not surface parking in front.
- C-6** Commercial entities in Wedgwood will be primarily small, independent businesses that support local residents with some larger stores that also draw from surrounding neighborhoods.
- CD-1** New development will respect adjacent residential properties through appropriate design measures, including:
  - a. Ground- and upper-level setbacks, especially critical next to single-family zones.
  - b. Landscape screening between uses (for example, between residential and commercial), retaining large trees and vegetation where possible.
  - c. Site planning requirements to ensure good pedestrian access and appropriate location of parking, vehicular access, and services.
  - d. Development of different housing types (e.g., duplex, triplex, cluster, live/work courtyards) to properly transition commercial to single-family zones.
  - e. Maintenance of pedestrian "shortcuts" and pathways.
- CD-2** The business district's pedestrian environment will be enhanced by providing:
  - a. Small-scale retail spaces at ground level.
  - b. Sidewalk widening and enhancement.
  - c. Landscaping and outdoor seating.
  - d. Weather protection where appropriate.
  - e. Street trees.
  - f. Pedestrian-scaled lighting.
  - g. Crosswalks.
  - h. Public art and other elements that contribute to community identity.
- CD-3** Impacts of parking on the surrounding neighborhood will be minimized by:
  - a. Below-grade parking for mixed-use residential development is preferable to free standing structured parking.
  - b. Parking lot screening and generous parking lot landscaping.
  - c. Parking located to minimize its visibility (such as the Starbucks and Top Pot buildings).
  - d. Reduced parking requirements to encourage walking, biking, and use of public transit. More transit and shuttle buses are preferred to additional parking.



**(Nodes )**

As the community works with the development community and SDOT on improvements around the NE 65th, NE 75th, NE 85th, and NE 95th Street intersections, these node characteristics should be emphasized:

1. Interrupt the character of the connectors to create different types of space along the corridor.
2. Link the edges to the street by creating a more visually permeable edge.
3. Promote multi-family residential and commercial land uses to activate and enliven the street.
4. Offer diverse gathering spaces for small conversations and larger gatherings.
5. Use higher-quality materials to create a more gracious, dignified pedestrian realm.

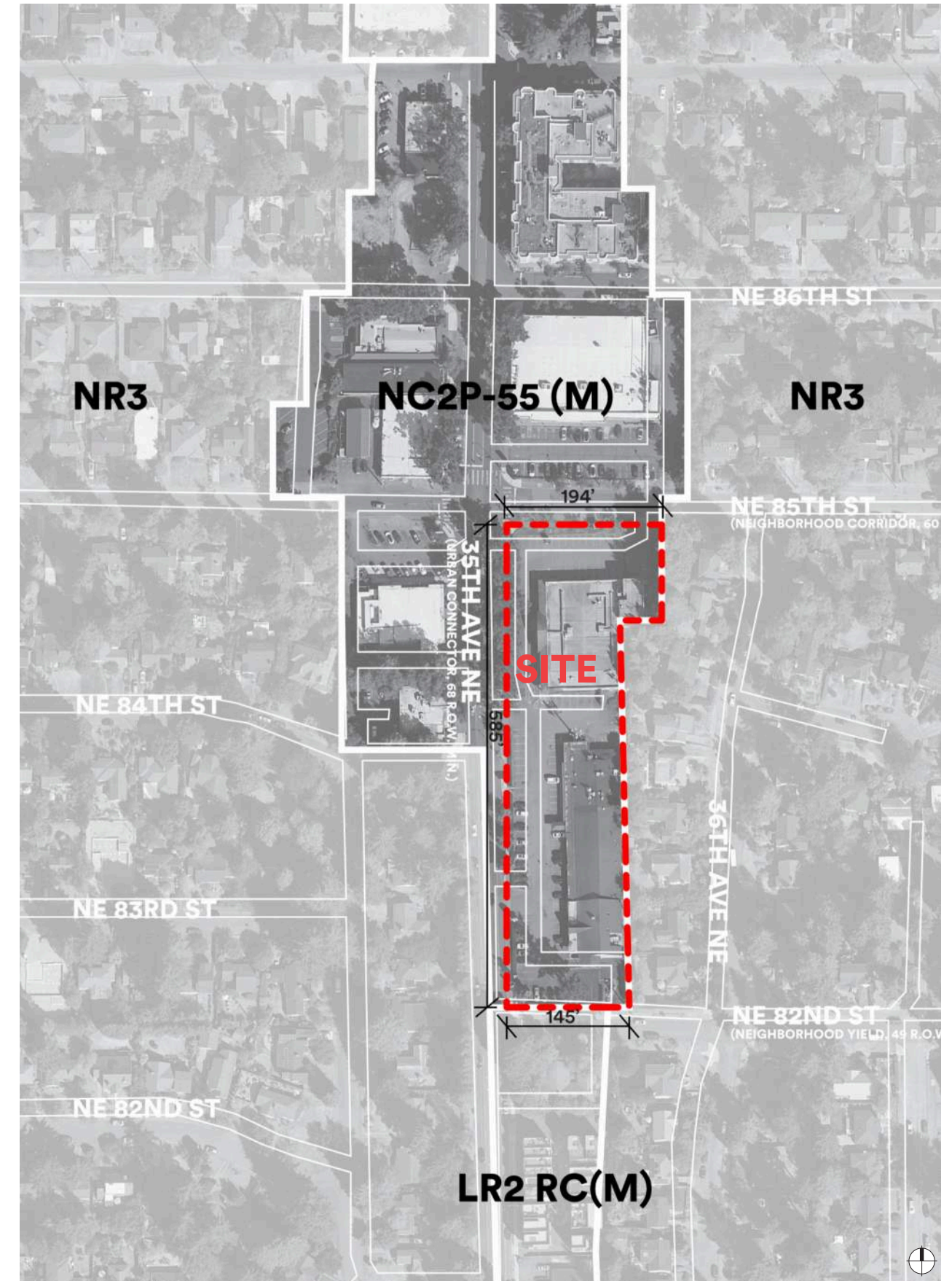


**(Connectors )**

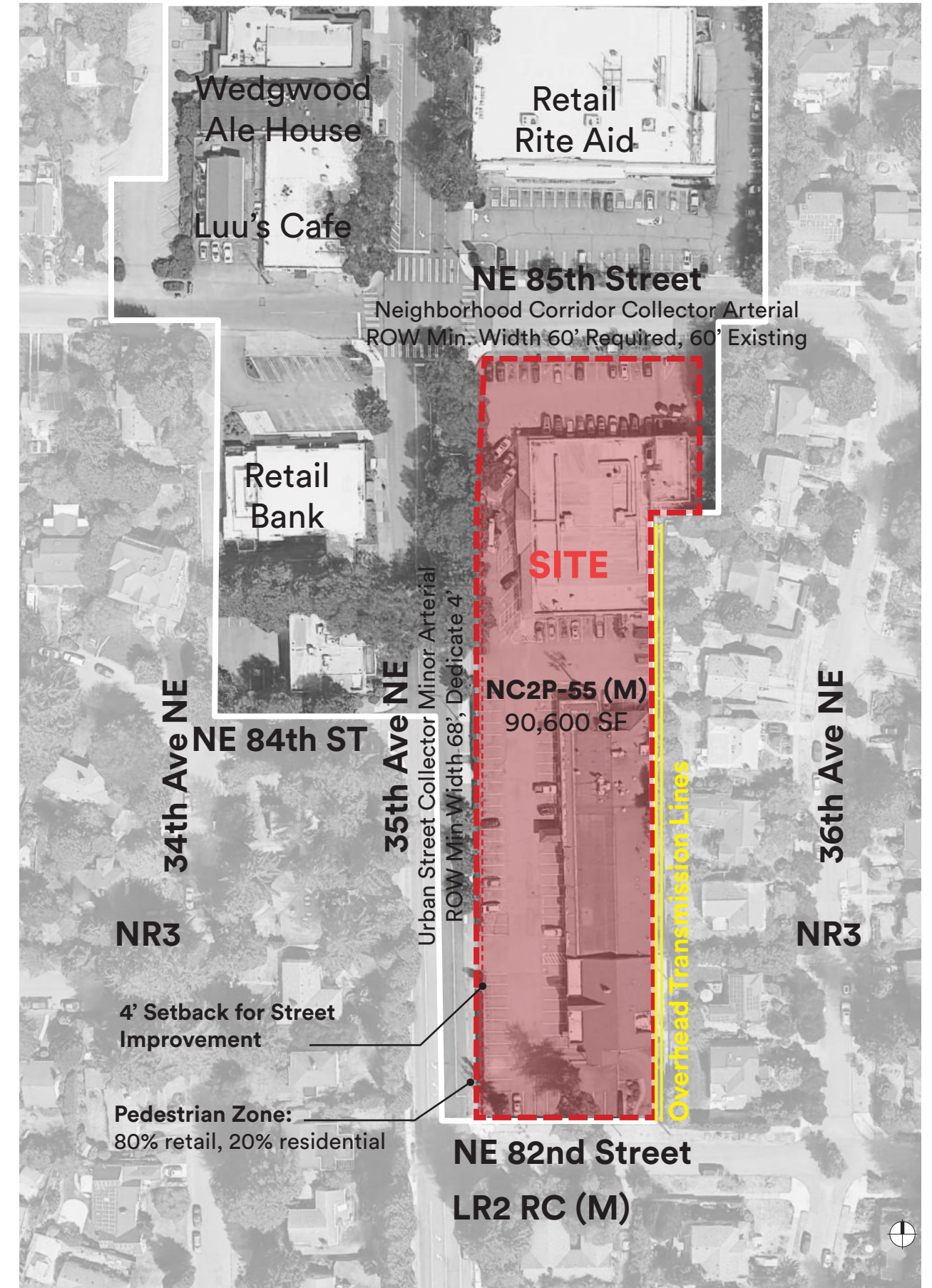
The connectors are defined by the characteristics listed below. When improving these areas, the community should strengthen these attributes:

1. Enhance the sense of calm created by land uses like single-family homes, schools, and places of worship.
2. Build on the leafy identity of 35th Ave NE to north of the study area by creating a continuous tree canopy that defines the ceiling of the street, similar to the image on the left.
3. Create a hierarchy of well-defined spaces and reinforce a sense of privacy for the adjacent property owners.
4. Emphasize the rhythmic and directed nature of the connectors. Focusing attention on the destination, create a human-scaled structure that pulls pedestrians forward.
5. Prioritize amenities, design features, and elements that make the place welcoming and gracious for pedestrians.

SECTION	ITEM	DESCRIPTION
23.47A.014.D 23.41.012.B	ZONING	NC2P-55 (M)
	OVERLAY ZONES/DISTRICTS	None
23.47A.014	ZONING MAP	46
	FREQUENT TRANSIT	Yes. Per 23.54020.F.2.a
	MHA	Medium performance zone
	ECA	Salmon Watershed
	FAR	3.75
	SITE	90,600 (King County Report)
	UTILITIES	OH Power: None on 35th, 85th or 82nd
	ALLOWED USES	Drinking establishments: CU-25, restaurants, medical services, offices, retail, childcare, light manufacturing, multi-family, live-work and residential uses in pedestrian zones may not occupy more than 20% of street facing, pedestrian zones require one or more of the following uses at 80% of the pedestrian street level eating/drinking establishments façade
	MAX WIDTH AND DEPTH	250', may exceed if 23.47A.014.D is met
	HEIGHT	55'; 10' additional height may be granted if development capacity of site is reduced by retaining a tree greater than 2 feet in diameter.
FAR	3.75 x 90,600 = 339,750 SF	
23.47A.016 SEATTLE RIGHT-OF-WAY IMPROVEMENTS MANUAL	SETBACK REQUIREMENTS	
	B.1.	• 15' corner setback at residential / commercial lot intersection.
	B.3.	• An upper-level setback is required along any rear or side lot line that abuts a lot in a neighborhood residential zone, that is across an alley from a lot in a neighborhood residential zone, or that abuts a lot that is zoned both commercial and neighborhood residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot as follows: 1. 0' for the 13' of height 2. 15' for height from 13' to 40' 3. Above 40' in height, the setback angles back at 3' H: 10'V
	D. - Façade modulation	Facade modulation. For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line. For structures with a width of more than 500 feet, at least two portions of the structure 30 feet or greater in width and separated by at least 100 feet must be set back a minimum of 15 feet from the front property line.
	G. - Structures and projections in required setbacks	1 - Decks and balconies a. - Decks with open railings may extend into the required setback, but are not permitted within 5 feet of a lot in a residential zone, except as provided in subsection 23.47A.014.G.1.b. 2. - Eaves, cornices, and gutters projecting no more than 18 inches from the structure facade are permitted in required setbacks. 6. - Setback requirements do not limit underground structures.
H.	Setback requirement for loading adjacent to an alley. Where access to a loading berth is from the alley, and truck loading is parallel to the alley, a setback of 12 feet is required for the loading berth, measured from the centerline of the alley (Exhibit D for 23.47A.014). This setback must be maintained up to a height of 12 feet.	
23.47A.024	LANDSCAPING AND SCREENING STANDARDS	Green Factor score > 0.3
	85TH	Neighborhood Corridor: 12' sidewalk
	35th	Urban Center Connector: 12' sidewalk
	D.d.Screening of surface parking areas	1) Three-foot-high screening is required along street lot lines. 2) Surface screening is required for parking abutting or across an alley from a lot in a residential zone or abutting a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot. Such parking shall have 6-foot-high screening along the abutting lot line and a 5-foot-deep landscaped area inside the screening (see Exhibit A for 23.47A.016).
	AMENITY AREA FOR RESIDENTIAL USES	5% of Total Gross Floor Residential Area Balconies no less than 60sf and 6ft

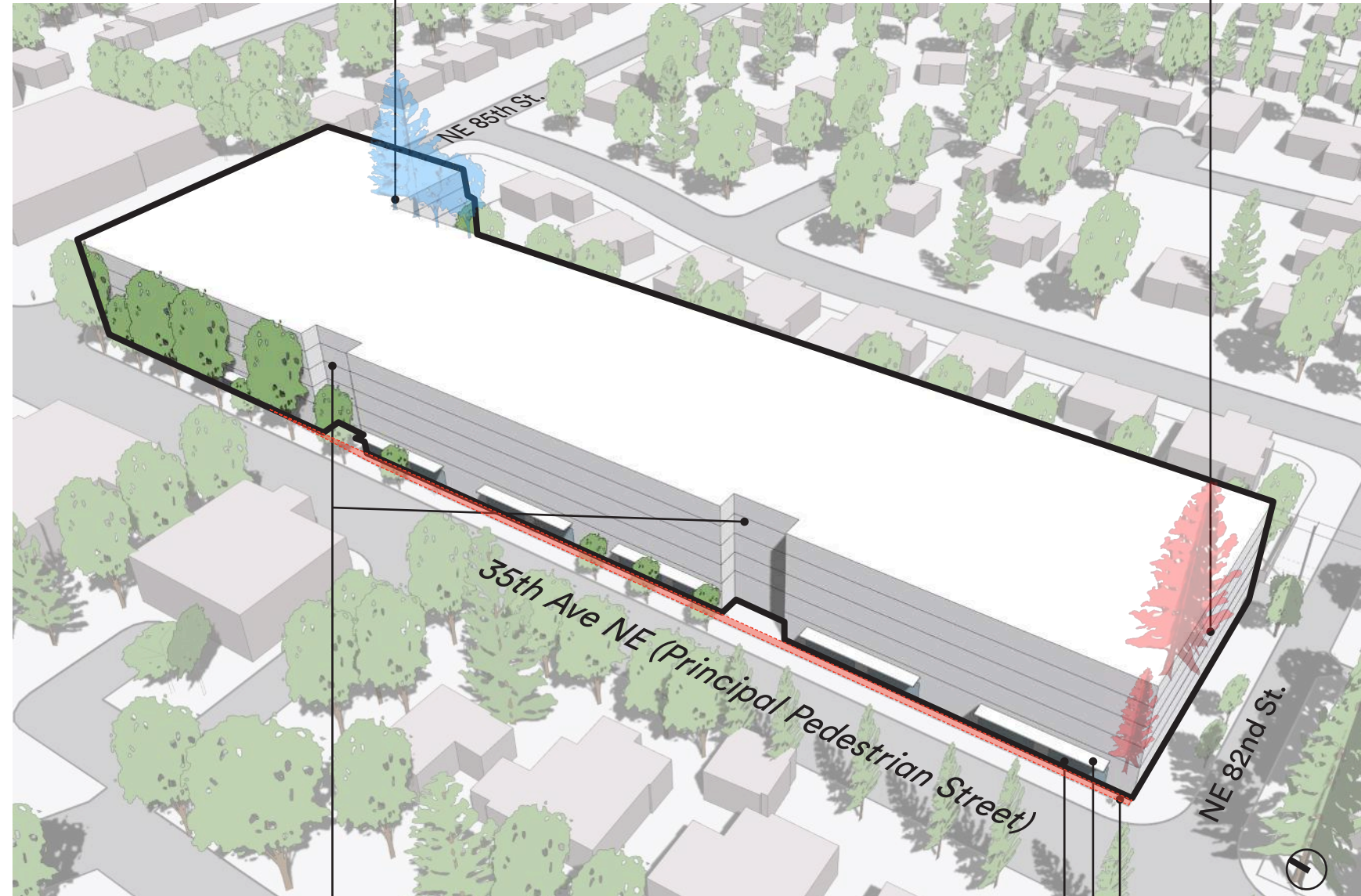


<b>23.54.015</b>	<b>PARKING</b>	<b>Parking Ratios (Code)</b> Residential 1:1 du Residential 1:2 small efficiency Retail Sale and Service: 1 : 500 sf (Grocer) Eating and drinking 1:250 sf 50% Parking Reduction for Frequent Transit Area
<b>23.54.020 F.2</b>	Parking Exceptions	<b>Bike Parking Ratios Long Term</b> Residential 1:1 du Retail Sale and Service: 1 : 4,000 sf <b>Bike Parking Ratios Short Term</b> 1 : 20 du Retail Sale and Service: 1 : 2,000 sf
<b>23.54.030 A</b>	Parking Space and Access Standards	1. "Large vehicle" means the minimum size of a large vehicle parking space shall be 8.5 feet in width and 19 feet in length. 2. "Medium vehicle" means the minimum size of a medium vehicle parking space shall be 8 feet in width and 16 feet in length. 3. "Small vehicle" means the minimum size of a small vehicle parking space shall be 7.5 feet in width and 15 feet in length.
<b>23.54.030 B</b>	Parking Space Requirments, Residential Uses	b. When more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size category in subsection 23.54.030.A, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles.
	Curb Cuts	2.a.b. Curb cut widths 1) For one-way traffic, the minimum width of curb cuts is 12 feet, and the maximum width is 15 feet. 2) For two-way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined.
<b>23.54.035</b>	<b>LOADING</b>	If < 16,000 and provide loading space on alley, loading berth requirements may be waived 15' width * 35' (low & med) / 55'(high) * 14' vertical Retail Eating Establishments (medium demand)
	<b>STREET RIGHT OF WAY</b>	35th Ave NE (Minor Arterial) Street type: Urban center collector ROW Min. width 68' required; Existing ROW width = 60' 85th Ave NE (Collector Arterial) Street type: Neighborhood corridor ROW Min. Width: 60' required; Existing ROW Width = 60'
<b>23.47A.005</b>	<b>STREET-LEVEL USES</b>	Residential uses may be no more than 20% of the street-level street-facing façade Along designated principal pedestrian streets, one or more of the following uses are required along 80% of the street-level, street-facing facade: Art facilities, Community gardens, Eating and drinking establishments, Entertainment uses, Food processing and craft work, Institutions, Lodging uses, Medical services, Offices, Parks and open spaces, Rail transit facilities, Retail sales and services, Low-income housing
<b>23.47A.008</b>	<b>STREET-LEVEL DEVELOPMENT STANDARDS</b>	Blank segment between 2' to 8' < 20' in width; Total blank segements < 40% facing the street Street-level, street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided 60% transparency, 13' ground level FTF
	C. Pedestrian designated zones:	all structures abutting a principal pedestrian street that include more than 5,000 square feet of street-level commercial uses shall include small commercial spaces
<b>23.41.012</b>	<b>DEVELOPMENT STANDARDS DEPARTURE</b>	Structure height, except that: f. Departures of up to 10 feet of additional height may be granted if the applicant demonstrates that: 1) The departure is needed to protect a tree that is located on the lot that is either an exceptional tree, as defined in Section 25.11.020, or a tree greater than 2 feet in diameter measured 4.5 feet above the ground: and 2) Avoiding development in the tree protection area will reduce the total development capacity of the site.



Remove trees that reduce the total development capacity, per SMC 25.11.070

Trim the canopy for equipment access, ensuring not to exceed 25% on the west side of the stem. See Exhibit - Arborist Report, Page 6



Overhead transmission line setback

Upper-level setback along the portion of any rear or side lot line that abuts a lot or portion of a lot in an LR, MR, or HR zone, per SMC 23.47A.014.B.2:

1. Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet; and
2. For each portion of a structure above 65 feet in height, additional setback at the rate of 1 foot of setback for every 10 feet by which the height of such portion exceeds 65 feet, up to a maximum setback of 20 feet.

For structures with a width of more than 500 feet, at least two portions of the structure 30 feet or greater in width and separated by at least 100 feet must be set back a minimum of 15 feet from the front property line, per SMC 23.47A.014.D

Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent, per SMC 23.47A.008.B.2

Continuous overhead weather protection along at least 60 percent of the street frontage of a structure on a principal pedestrian street, per SMC 23.47A.008.C.4

Approx. 4' ROW setback for street improvement

**GUIDELINE**

**CS2. URBAN PATTERN AND FORM**

**C. Relationship to the Block**

**3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design. Consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.

**D. Height, Bulk, and Scale**

**5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

**RESPONSE**

Studying the block sizes in the neighborhood and around the node of 85th, the block we're located on is more than 600 feet long, which is over twice the length as compare to the commercial blocks to the north. To address the scale of this large block, we implemented several design approaches. In Option 3, the Preferred Alternative, sets back from the east and south property lines to improve the transitions between the building and existing structures in order to provide appropriate transition. Also, the massing is divided into three parts: North, South, and a "bridge" that connects them. The North massing is larger to align with the nearby commercial node, while the South massing is smaller to match the residential scale. Between these lies an open-air mid-block plaza, accommodating both pedestrians and some convenient parking. These strategies effectively respond to neighboring zones and reduces the perceived mass.



*Reduce perceived massing for a full-block site*

**GUIDELINE**

**PL1. CONNECTIVITY**

**A. Network of Open Spaces**

**2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

**B. Walkways and Connections**

**3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays.

**RESPONSE**

The dynamic, multi-functional mid-block plaza serves as the inviting gateway to both the grocery and residential spaces, while doubling as an exterior spill-out retail. Along the southern property line, the architectural design of Option 3, the Preferred Alternative, intentionally retreats and carves out a thoughtfully planned second exterior plaza adorned with lush greenery. These carefully crafted plazas not only contribute essential open space but elevate the project in harmony with the 35th Avenue Plan.

To enhance the usability of the open areas throughout the site, we will activate them with street furniture, lighting, landscaping, large storefront windows, and other elements. For additional information, refer to the landscape plans for a more detailed overview.



*Vibrant small scale plaza, spill out dining, open to sky*

**GUIDELINE**

**PL3. STREET LEVEL INTERACTION**

**C. Retail Edges**

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

**RESPONSE**

Delving into the intricacies of the ground floor program, our team focused on creating a captivating and walkable environment. The ground floor boasts an impressive height of approximate 16 feet with expansive floor-to-ceiling glazing. This deliberate design choice is not just about aesthetics; it's a strategic move to amplify visibility into the commercial retail spaces.

By embracing ground floor height, we've bestowed a sense of grandeur and flexibility to the retail tenant. This flexibility is a pivotal feature, allowing for a blend of diverse commercial uses. Recognizing the unique priorities of the 35th Avenue Community, this approach was strategically identified as a top-tier objective, resulting in a space that resonates with the vibrant heartbeat of the community.



*Retail streetscape in Wedgwood*



**GUIDELINE**

**DC1. PROJECT USES AND ACTIVITIES**

- A. Arrangement of Interior Uses**
  - 1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.
- C. Parking and Service Uses**
  - 4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation. Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments.

**RESPONSE**

The design of our project site plan is a deliberate orchestration, strategically placing public amenities along the vibrant street front and plazas, while discreetly concealing service functions from view. By situating retail loading off 85th Street, we've prioritized safety and crafted a self-contained service area for the retail tenants.

For enhanced safety and seamless navigation, distinct circulation paths have been ingeniously separated for parking and loading, ensuring a harmonious coexistence between vehicles and pedestrians. To adorn our eastern property line, a blend of lush plantings and a thoughtfully designed retaining wall, culminates in an aesthetically pleasing edge that complements the overall visual appeal of the space.



*Creating safe environment by segregating traffic*

**GUIDELINE**

**DC1. PROJECT USES AND ACTIVITIES**

- B. Vehicular Access and Circulation**
  - 1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, & drivers by:
    - A.** Using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;
    - B.** Where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or
    - C.** Employing a multi-sensory approach to areas of potential vehicle-pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.
- C. Parking and Service Uses**
  - 3. Multiple Uses:** Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

**RESPONSE**

In analyzing the intricate web of traffic dynamics involving commercial, residential, and pedestrian movements, our team focused on prioritizing safety and ensuring a seamless separation of paths. To shield the public from undue impact, residential parking and loading access unfolds from the serene alley linked to 82nd Street, while the bustle of commercial loading occurs from 85th Street.

During the day, the primary function of our mid-block plaza is retail parking. However the plaza design sets the stage for a multi use transformative space during non-business hours. As the residential lobby gracefully unveils onto this plaza, envision a hub of activity, a communal epicenter inviting interaction, fostering gathering, and hosting a myriad of amenity-driven activities.



*Shared pedestrian & vehicular traffic*

**GUIDELINE**

**DC2. ARCHITECTURAL CONCEPT**

- A. Massing**
- 2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

**RESPONSE**

Recognizing this is a larger project, our design team is incorporating a variety of architectural elements to diminish the apparent mass. A key strategy involves a decisive split of the project at the ground level, introducing a sense of openness and captivating pedestrian intrigue. Complementary measures involve finely tuning the facade through strategic recesses, introducing balconies to establish a harmonious rhythm, and artfully carving out sections of the mass to accentuate and celebrate building entries. This multifaceted approach not only addresses the challenge of scale but also enhances the visual appeal, ensuring that the project seamlessly integrates with its surroundings while captivating the onlooker with its thoughtful design nuances.



*Break down the scale of long architectural facade*

- Residential
- Grocer
- Retail
- Parking
- BOH

**Residential units** on upper stories  
Maintain minimum 8'6" ceiling height for health and well-being of residents

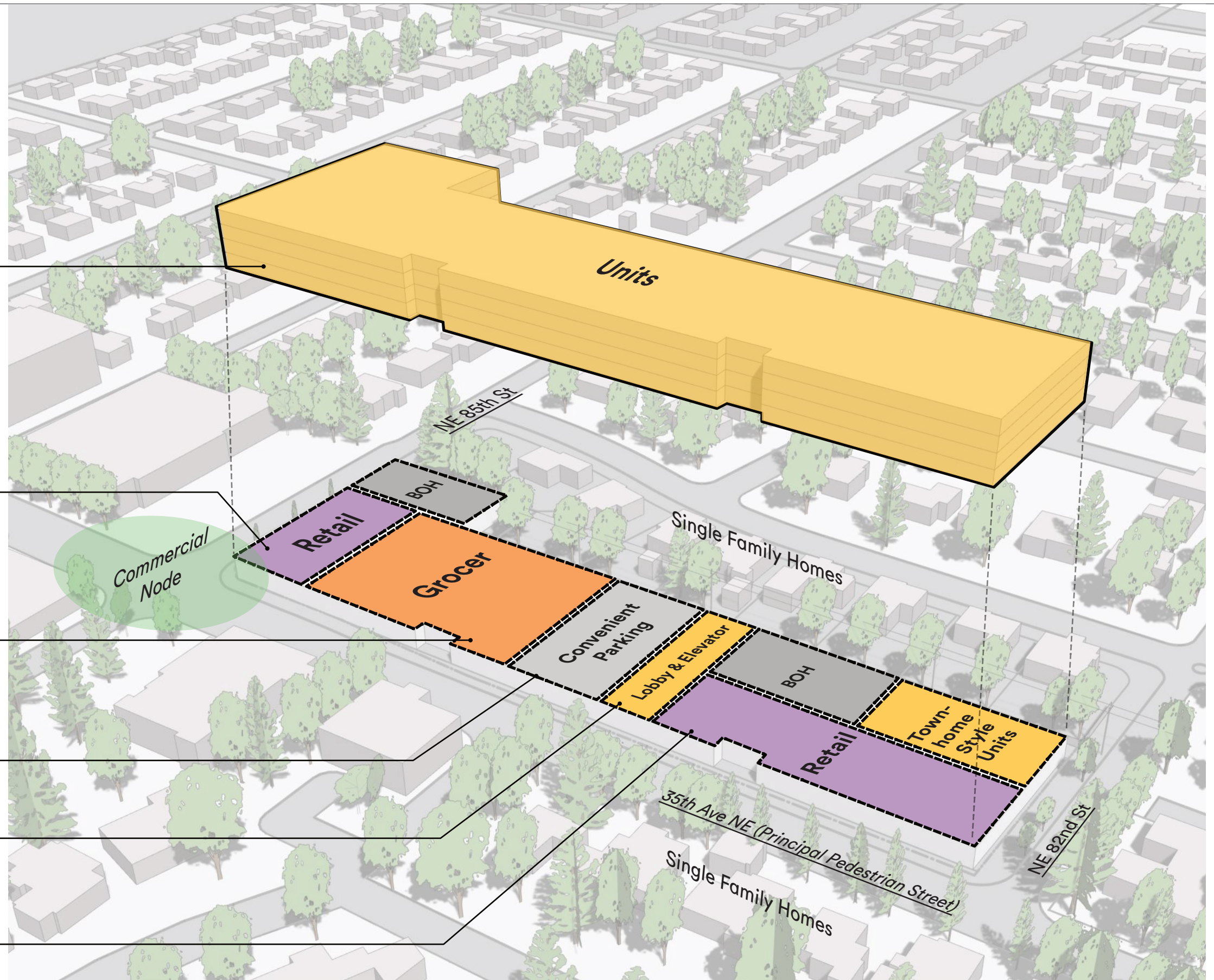
**Retail** frontage along 85<sup>th</sup> Street, adjacent to commercial node. Better activates the street in lieu of grocer store

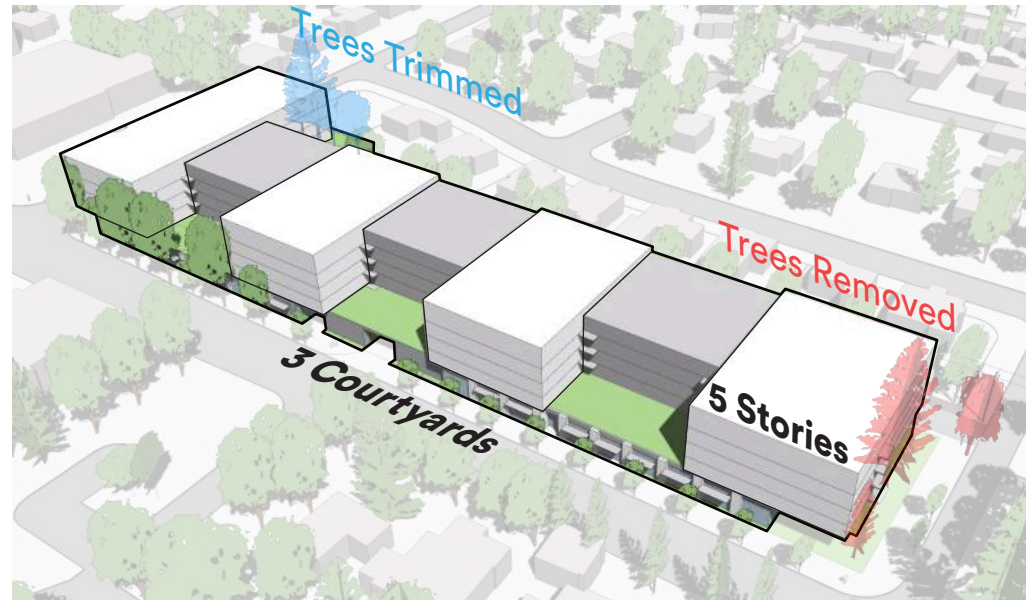
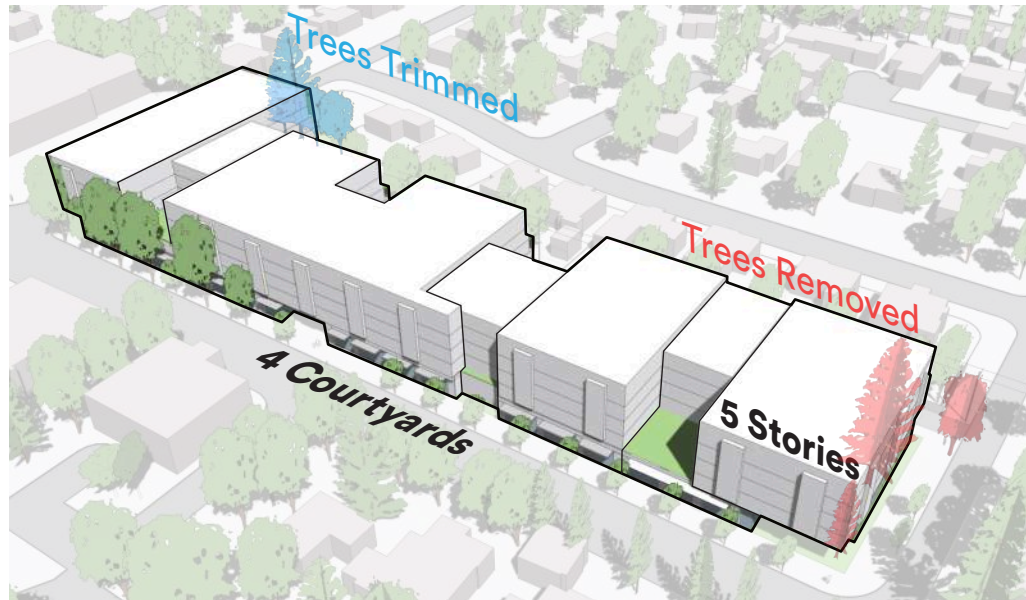
**Grocery store** with significant accessory spaces, such as loading docks or storage areas, is best situated on the north side, adjacent to wider streets and commercial node

**Convenient parking** is needed for grocer store and desired by the community

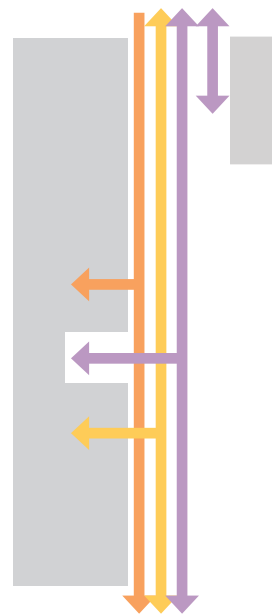
**Residential lobby** and elevator are centrally located to ensure equal travel distance for residents at both the south and north ends

**Retail** along 35<sup>th</sup> Ave, activating principal pedestrian street





**CONCEPT A: STREET WALL  
(Code Compliant)**



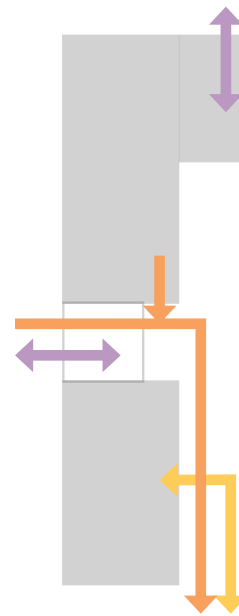
The design team has considered various factors such as building massing, site circulation, parking and loading needs, and the surrounding context to create a development that meets code requirements and fits into the existing urban fabric.

There is a grocer located at the north end of the site, and convenient surface parking and loading accessed from the private alley on the east. Retail parking is located below grade with access from 85th St.

This option softens the edges of the development by incorporating townhomes along 82nd St. to help with the transition into single-family homes on the east side of the site.

- Grocer Loading
- Commercial Parking
- Residential Parking

**CONCEPT B: BARS**

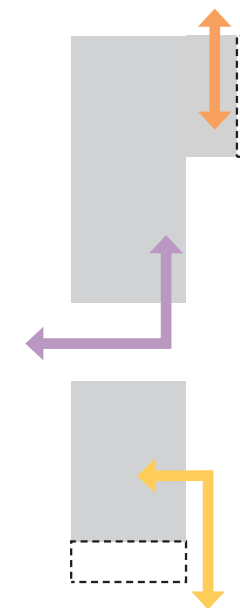


This option bifurcates the development along 35th and creates a private alley along the eastern lot line to provide access to loading, retail, and residential parking. The massing of the building has been broken down by three courtyards along 35th Ave to reduce the overall scale and create distinct areas for different uses.

However, there is a concern regarding the noise that may result from the increased vehicular access, particularly for neighboring properties to the east. There is also a trade-off between not providing vehicle access from 35th Ave and having a larger plaza area at mid-block.

This option softens the edges of the development by incorporating townhomes along 82nd St. and the alley to help with the transition into single-family homes on the east side of the site.

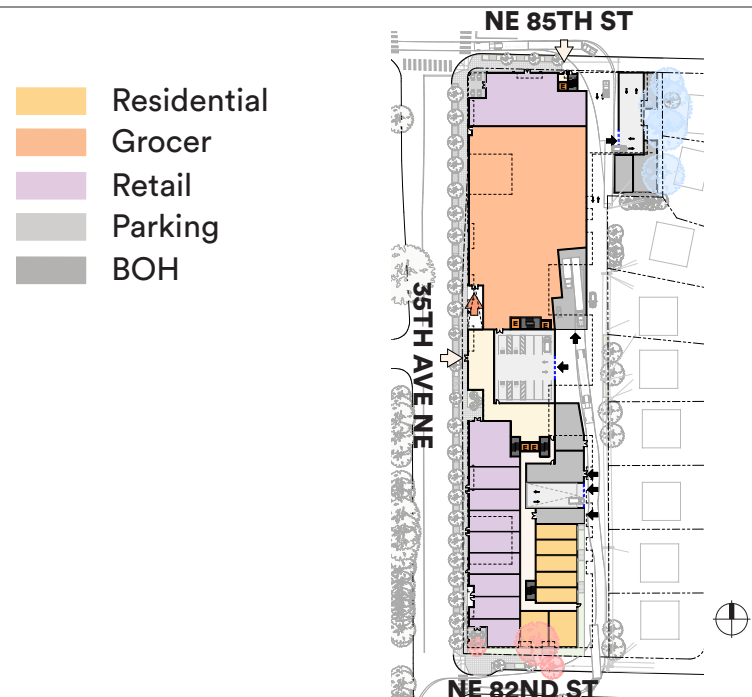
**CONCEPT C : BALANCED  
(Preferred)**



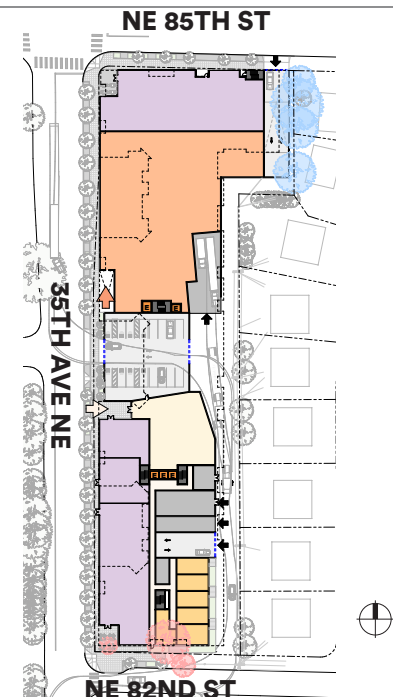
This is the preferred development option. It seeks to preserve tier 2 trees along 82nd St., while creating urban nodes, open spaces, and plazas. The plan also seeks to break down the massing along 35th Ave into the appearance of 2 buildings to better relate to the neighborhood, and adds a sixth level to offset the lost of FAR from the retention of tier 2 trees.

The grocer loading is off of 85th St., which minimizes any unwanted noise for the neighbors to the east. This loading arrangement also ensures that loading doesn't intermix with any visitors to the development.

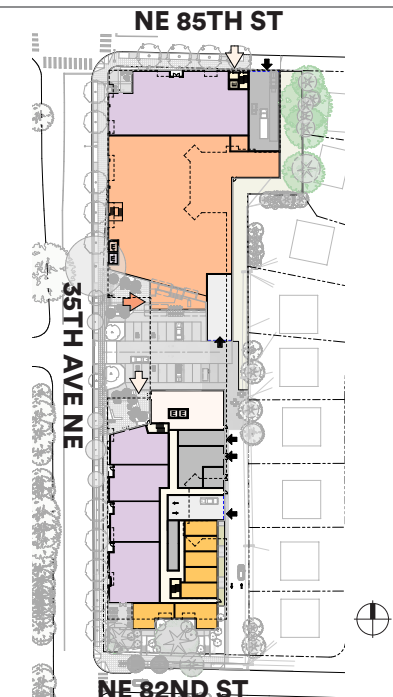
Overall, this plan is designed to balance the needs of the community, the developer, and the environment. By preserving tier 2 trees, creating open spaces, and minimizing noise and traffic, the plan seeks to create a sustainable and vibrant development that benefits everyone involved.



**CONCEPT A: STREET WALL  
(Code Compliant)**



**CONCEPT B: BARS**



**CONCEPT C : BALANCED  
(Preferred)**

<b>CONCEPT</b>	<ul style="list-style-type: none"> <li>• Code compliant</li> <li>• Floor Plan to maximize the development capacity</li> </ul>	<ul style="list-style-type: none"> <li>• The massing has been broken down by 3 courtyards along the 35th Ave to reduce the overall scale and create distinct areas for different uses.</li> <li>• Create a wall facing the east side</li> </ul>	<ul style="list-style-type: none"> <li>• Massing break into three parts: North, South, and a “bridge” that links the two.</li> <li>• North massing has a larger scale in response to the commercial node it’s adjacent to, while the southern massing is broken down into smaller scale, responding to the residential scale on the south side.</li> <li>• Aligning the massing with the mid-block plaza to introduce natural daylight to the public space</li> </ul>
<b>SITE ACCESS</b>	<ul style="list-style-type: none"> <li>• Main access for delivery and retail is from 85th</li> <li>• Access for residential is from 82nd</li> <li>• Convenience parking access is from 82nd</li> </ul>	<ul style="list-style-type: none"> <li>• Main access for delivery is from 35th</li> <li>• Access for residential is from 82nd</li> <li>• Convenience parking access is from 82nd</li> </ul>	<ul style="list-style-type: none"> <li>• Main access for delivery and retail is from 85th (back-in)</li> <li>• Access for residential is from 82nd</li> <li>• Convenience parking access is from 35th</li> </ul>
<b>PROGRAM</b>	4 levels of residential above 1 level of retail and 2 levels of below grade parking	4 levels of residential above 1 level of retail and 2 levels of below grade parking	5 levels of residential above 1 level of retail and 2 levels of below grade parking
<b>TYP. PLATE SIZE</b>	62,740 SF / Floor	61,500 SF / Floor	59,220 SF / Floor
<b>TREES</b>	<ul style="list-style-type: none"> <li>• On-Site trees: Remove tree 223 and 224</li> <li>• ROW trees: Remove and replace 6 trees along 85<sup>th</sup> St due to their poor health condition, 1 tree along 82<sup>nd</sup> due to the truck loading turning radius</li> <li>• Off-Site trees: Trim back trees that encroach beyond the property line, including one tier-2 tree</li> </ul>	<ul style="list-style-type: none"> <li>• On-Site trees: Remove tree 223 and 224</li> <li>• ROW trees: Remove and replace 6 trees along 85<sup>th</sup> St due to their poor health condition, 1 tree along 82<sup>nd</sup> due to the truck loading turning radius</li> <li>• Off-Site trees: Trim back trees that encroach beyond the property line, including one tier-2 tree</li> </ul>	<ul style="list-style-type: none"> <li>• On-Site trees: Set back the building to maintain tree 223 and 224</li> <li>• ROW trees: Remove and replace 6 trees along 85<sup>th</sup> St due to their poor health condition</li> <li>• Off-Site trees: Setback the building to not disturb trees that encroach into applicant’s property line, including one tier-2 tree</li> </ul>
<b>DEPARTURES</b>		<ul style="list-style-type: none"> <li>• 23.47A.032 - Access to parking &amp; loading with curb cut off of principal pedestrian street</li> <li>• 23.47A.008 - Request to allow flexibility from minimum size requirements of small commercial space</li> </ul>	<ul style="list-style-type: none"> <li>• 23.47A.032 - Access to parking &amp; loading with curb cut off of principal pedestrian street</li> <li>• 23.47A.032 - Surface parking off of principal pedestrian street</li> <li>• 23.47A.008 - Request to allow flexibility from minimum size requirements of small commercial space</li> <li>• 23.41.012.11(f) - Structural Height: 10’ of additional height to development to protect exceptional trees</li> </ul>

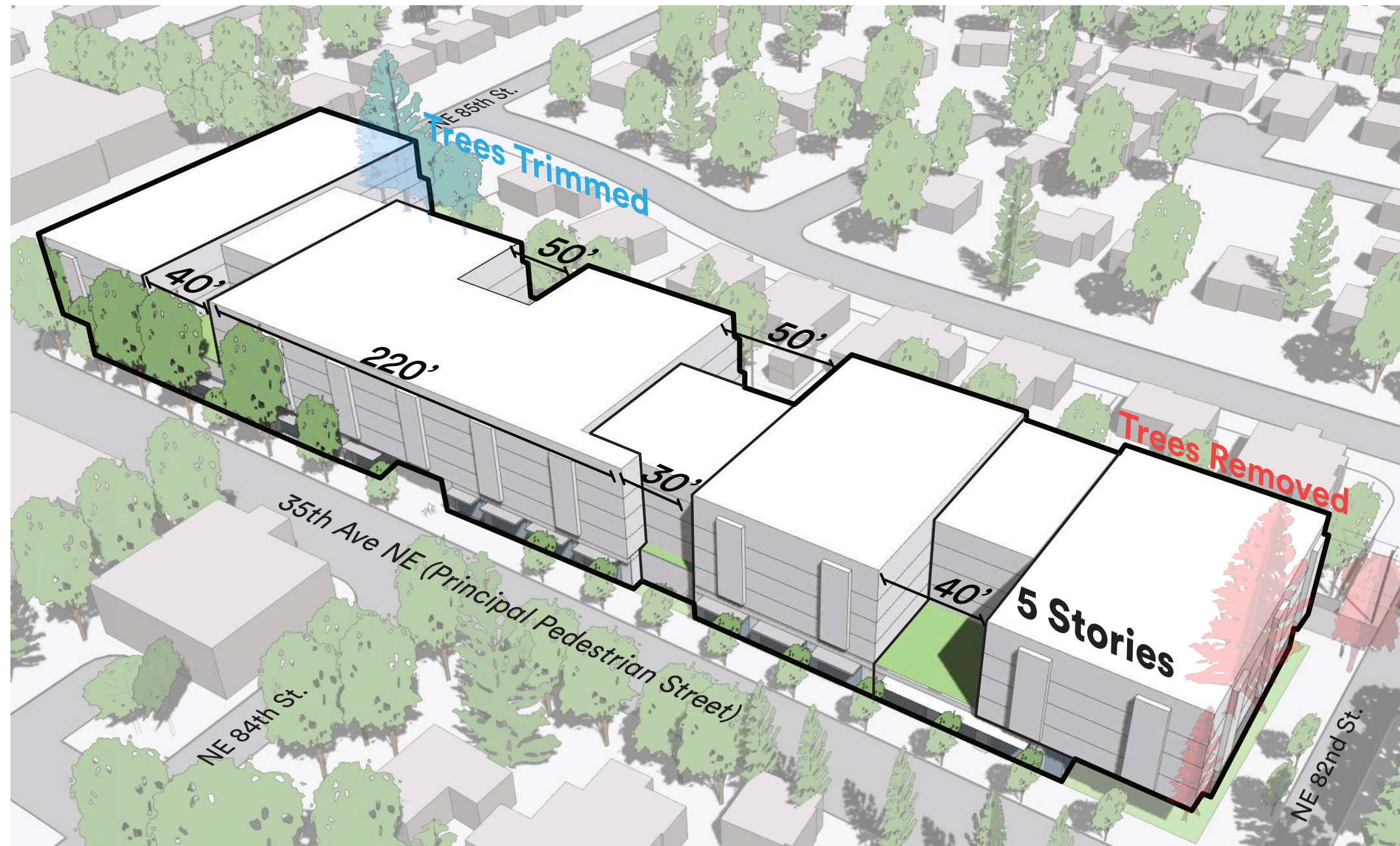
## CONCEPT A: STREET WALL (Code Compliant)

This option bifurcates the site along 35th and creates a private alley along the eastern lot line to provide access to loading, retail, and residential parking.

However, there is a concern regarding the noise that may result from the increased vehicular access, particularly for neighboring properties to the east. There is also a trade-off between not providing vehicle access from 35th Ave and having a larger plaza area at mid-block.



Minimum setback along the interior lot line

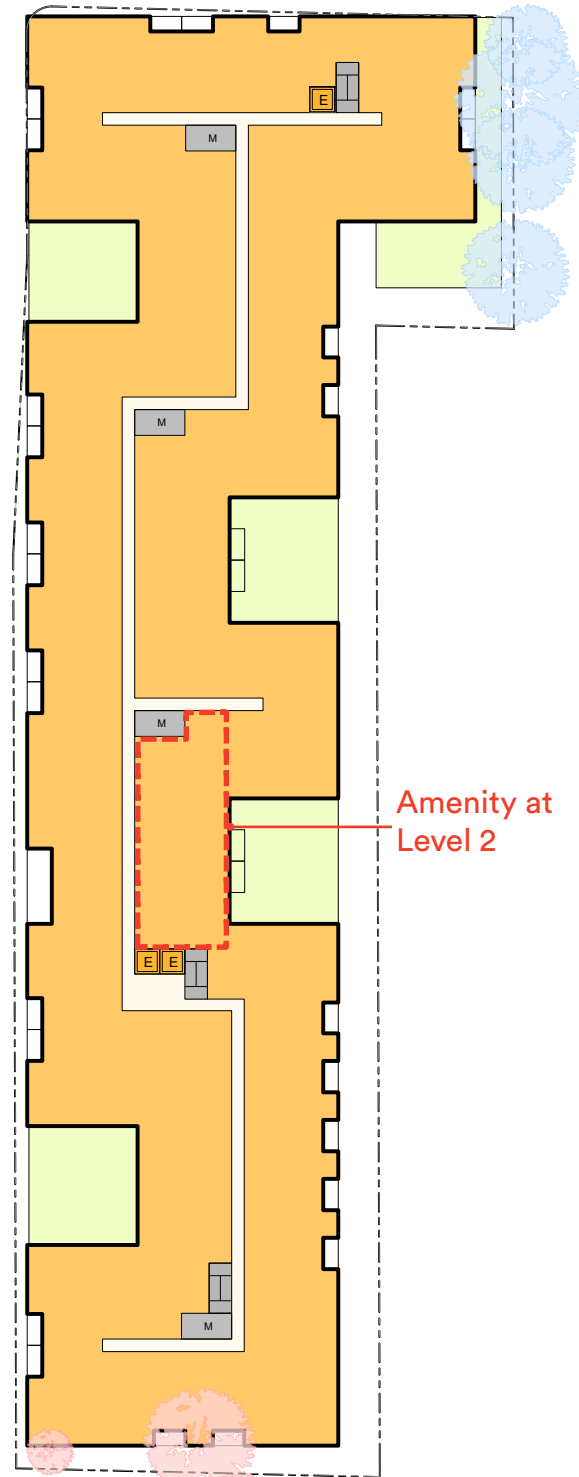


## PROS

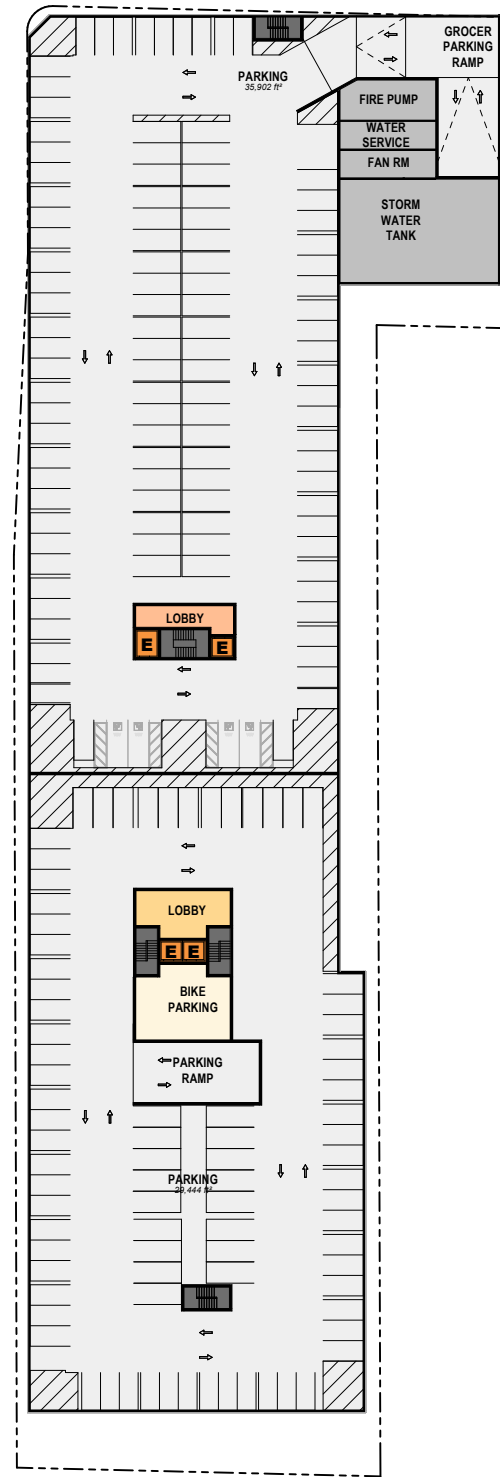
- + Break down masses by 4 courtyards. Two face 35<sup>th</sup> Ave and two face the alley side.
- + Private alley along eastern lot line will provide access to loading, retail & residential parking
- + Resi lobby fronting 35th Ave
- + Adds needed density and housing

## CONS

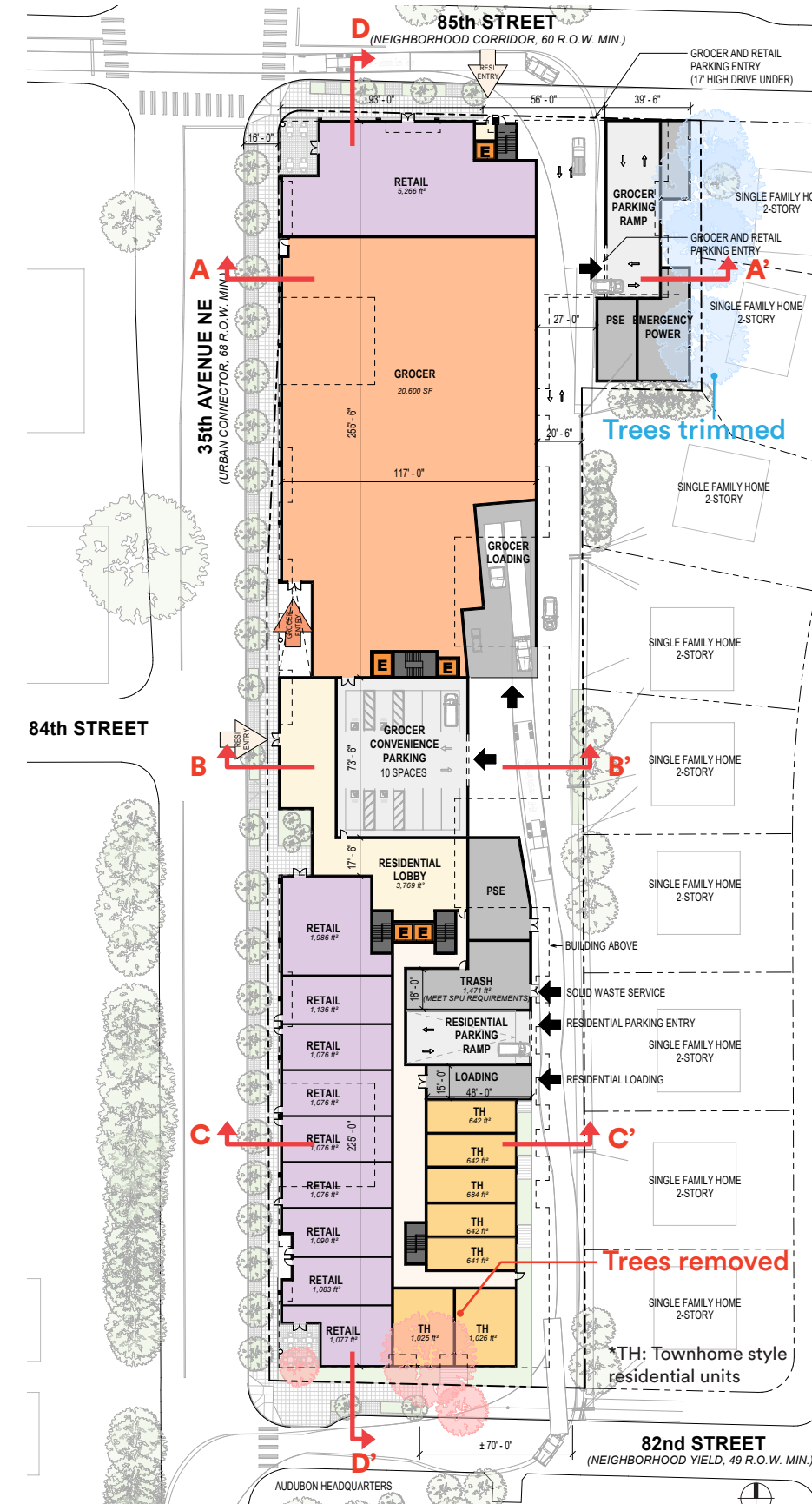
- Courtyards are too narrow (40'-50'), result in reduced daylight and view opportunities for residents
- Create a wall fronting the 35<sup>th</sup> with minimum modulation allowed by zoning code.
- Trucks unloading adjacent to single family homes could be loud
- Trucks entering and exiting the development will require a 70' wide curb cut along 82nd, the removal of parallel parking along 82nd and the removal of a large tree within the right of way and is intermixed with residential / commercial vehicles
- No vehicle access from 35th for commercial parking will likely create confusion as to how to access parking for the grocer. It also reduces convenience and ADA parking for the commercial; and will intermix commercial and residential vehicle traffic, which could create safety issues.
- Remove Tier 2 trees, as allowed by code



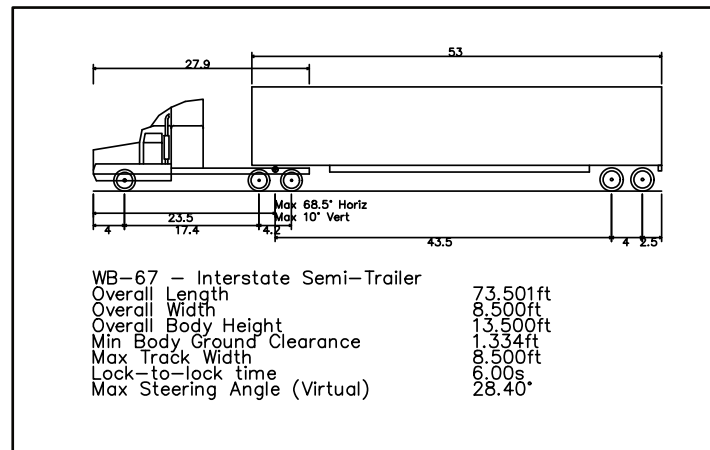
Typical Floor Plan



P1 Floor Plan



Site Plan



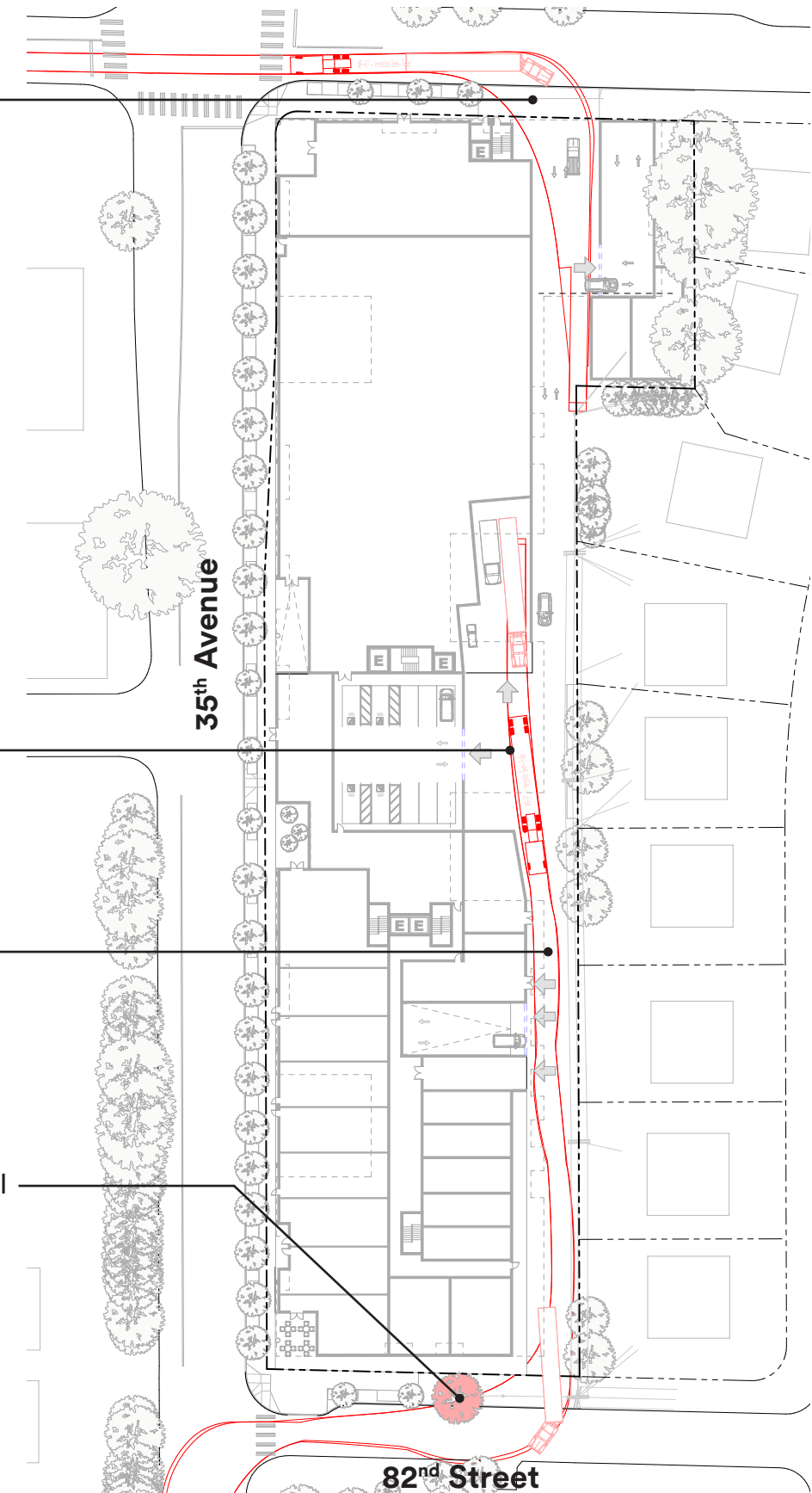
75ft long truck for grocer loading

Truck access from 85<sup>th</sup>, requires 40-ft wide curbcut

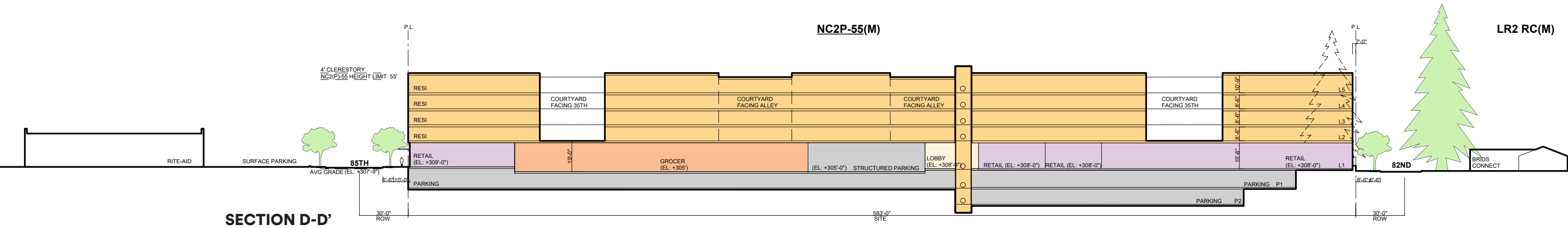
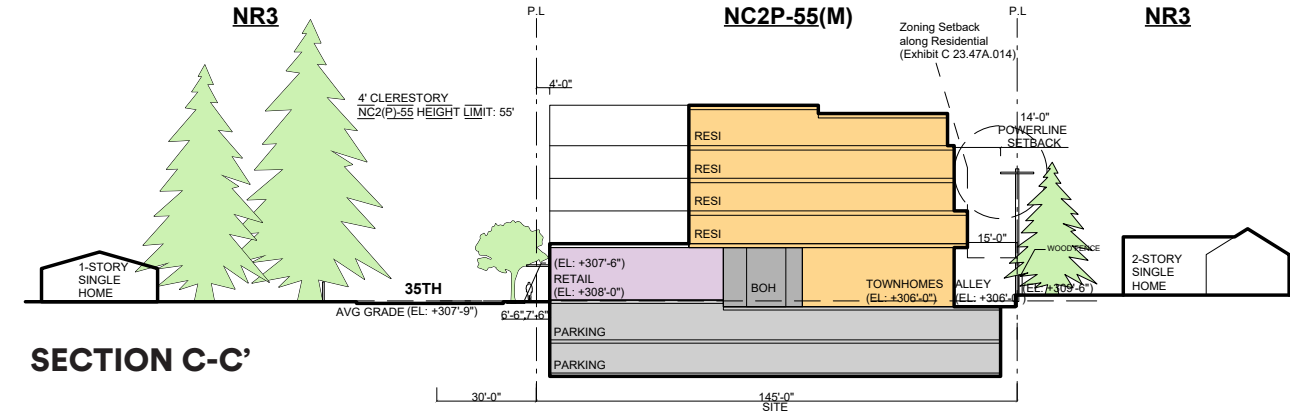
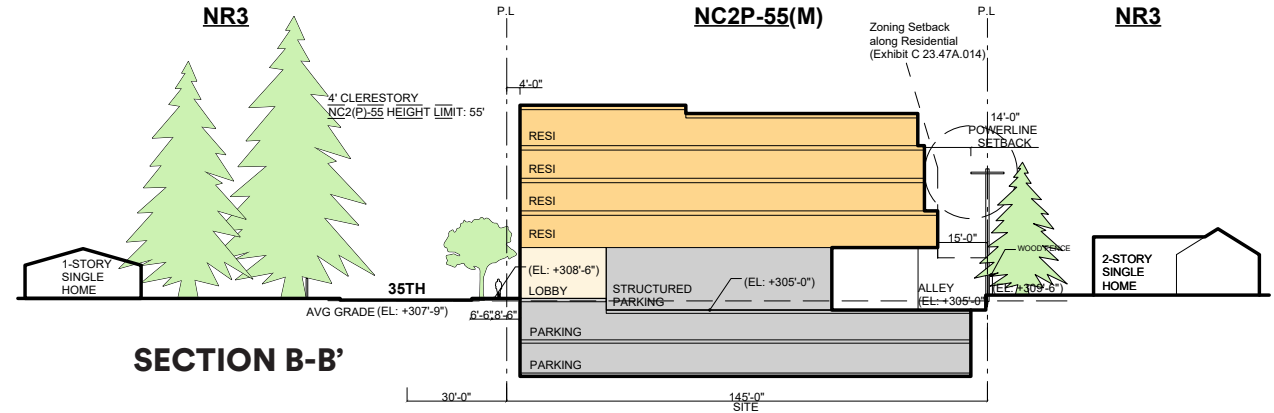
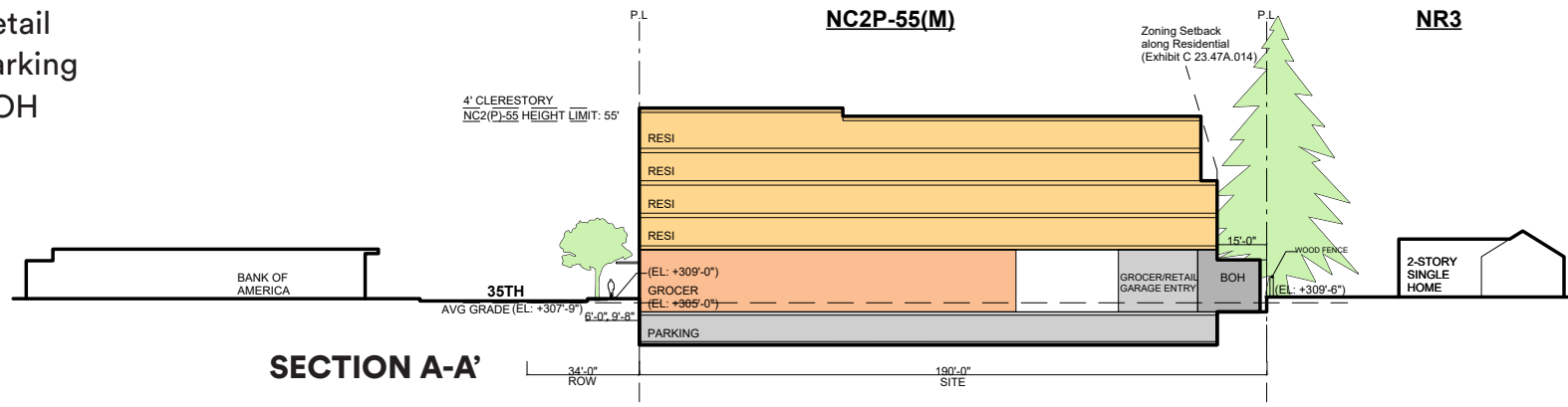
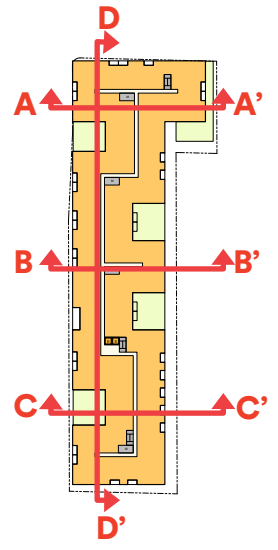
Private alley along interior lot line abutting residential, Causing noise concerns

One alley serving grocer, residents, and retail. Posing hazardous conflicts

Exit to 82<sup>nd</sup>, requires large curbcut and street tree removal



- Residential
- Grocer
- Retail
- Parking
- BOH







Shadow of proposed building  
Shadow of neighboring building & trees

9 AM

March/September 21st



June 21st



December 21st



12 PM



3 PM



CONCEPT B: BARS

The design team has considered various factors such as building massing, site circulation, parking and loading needs, and the surrounding context to create a development that meets code requirements and fits into the existing urban fabric.

The massing of the building has been broken down by 3 courtyards along the 35<sup>th</sup> Ave to reduce the overall scale and create distinct areas for different uses. However, it pushes all the masses to the back side and results in a “wall” facing all the single family homes to the east. There is a grocer located at the north end of the site, and convenient structured parking and loading from 35th Ave. Retail parking is located below grade with access from 85th St.

This option softens the edges of the development by incorporating townhomes along 82nd St. to help with the transition into single-family homes on the east side of the site.



Minimum setback along the interior lot line

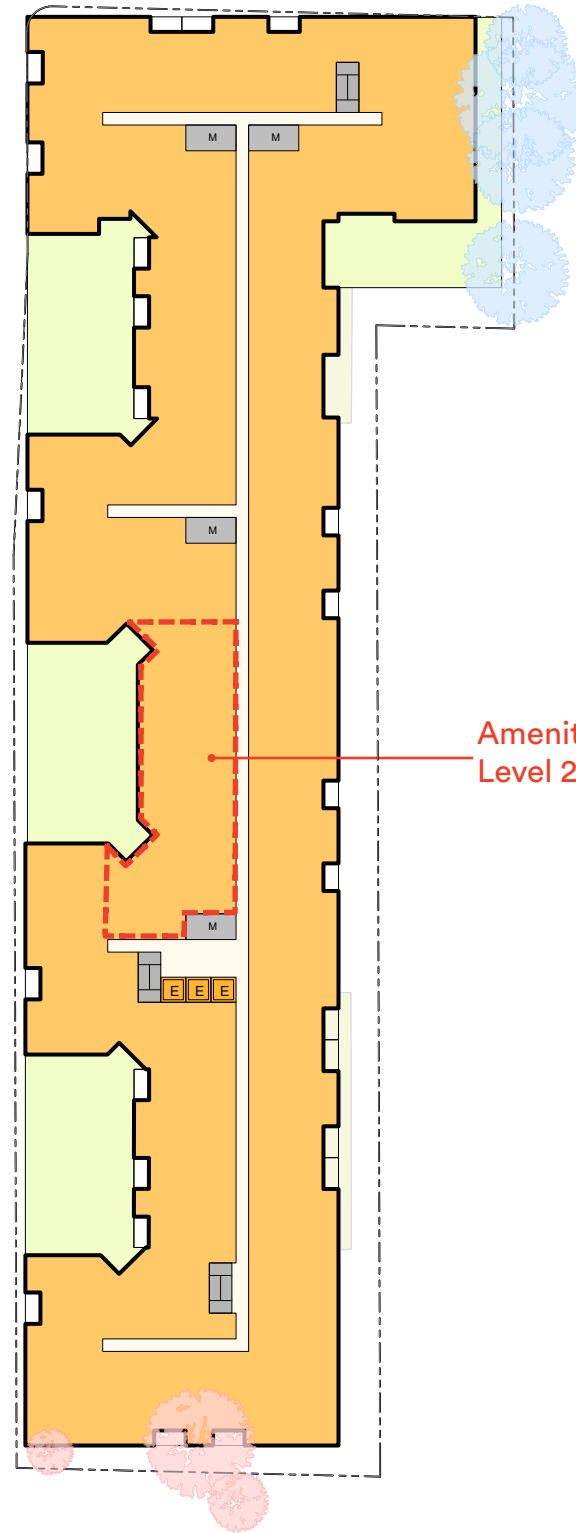


## PROS

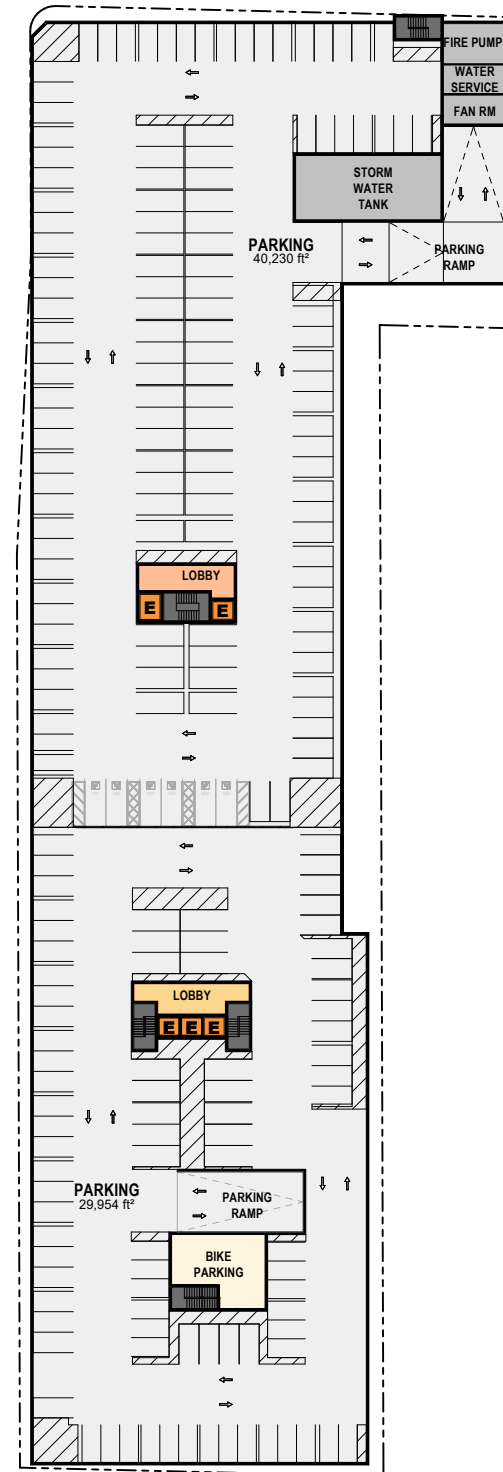
- + Bifurcates the site and breaks down the building along the 35th Ave by 3 big courtyards. It reduces the scale and creates nodes and open spaces
- + Retail parking access from 85th
- + Convenient structured parking and passenger loading from 35th Avenue
- + Townhomes and residential along 82nd to soften the edges as the uses turn into to single family homes

## CONS

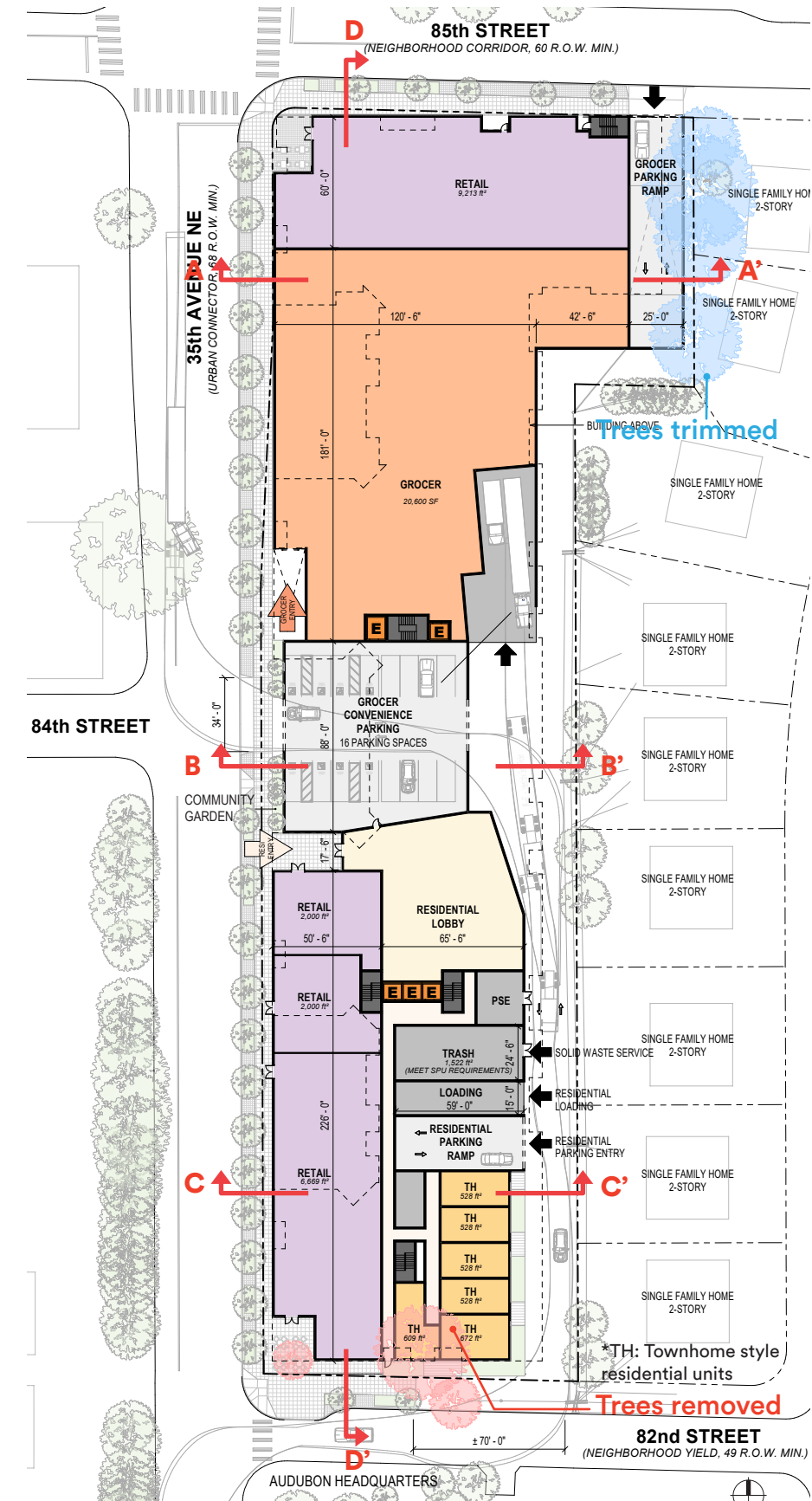
- Removes Tier 2 tree, as allowed by the code
- Pushes all the masses to the back side and creates a "wall" facing all the single family homes to the east.
- Trucks entering and exiting the development will require a 70' wide curb cut along 82nd, the removal of parallel parking along 82nd and the removal of a large tree within the right of way and is intermixed with residential / commercial vehicles
- Requires departures



Typical Floor Plan

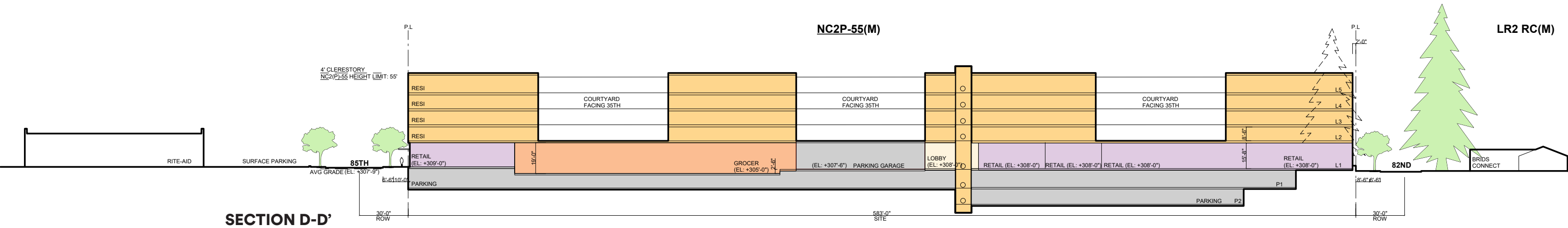
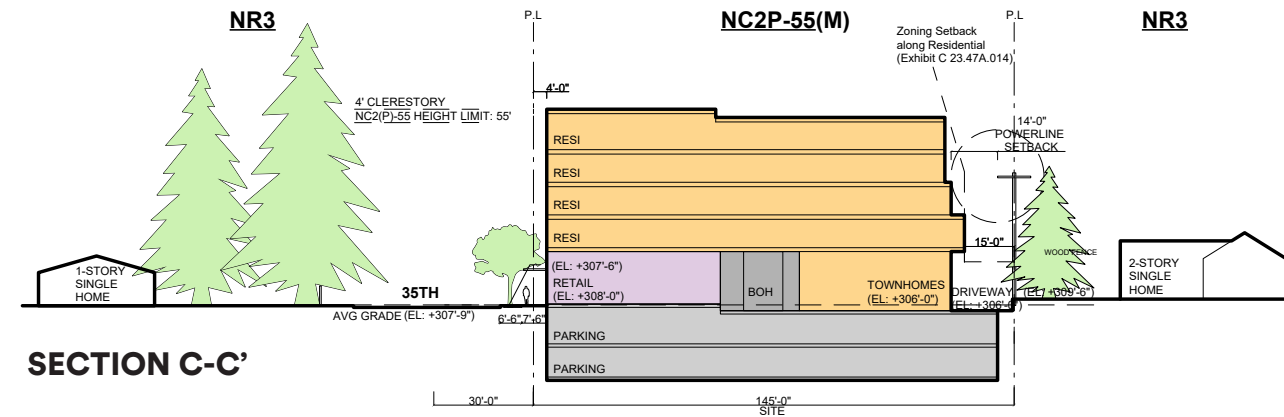
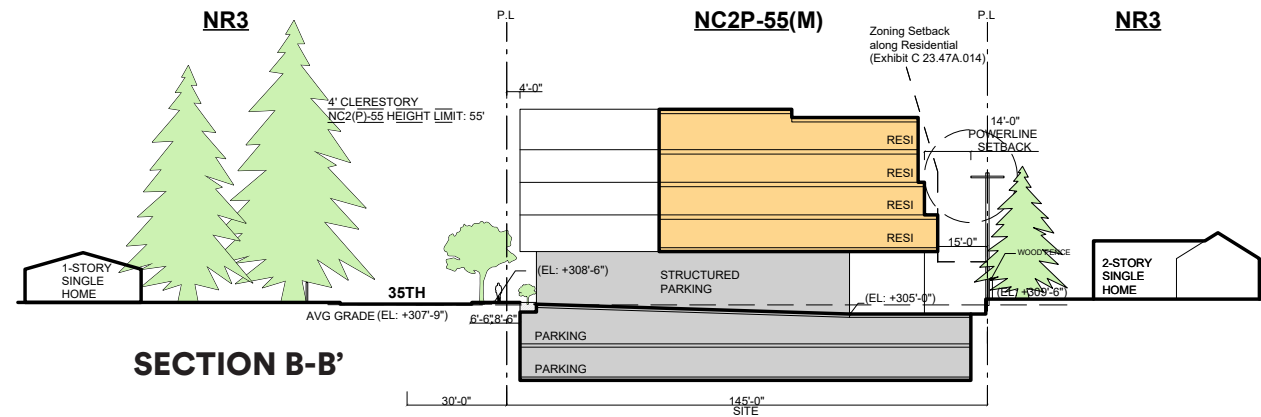
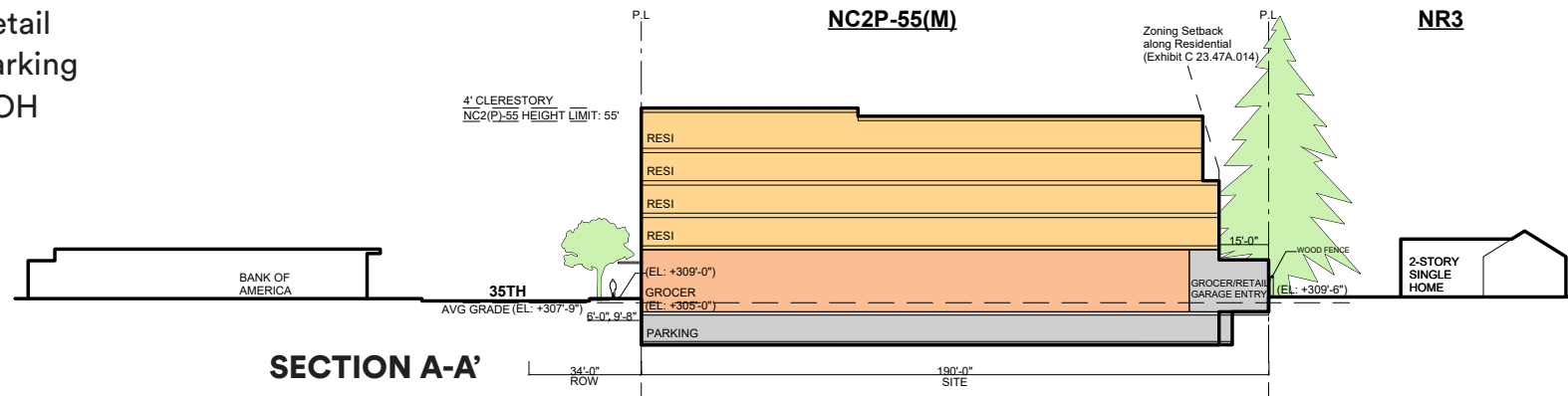
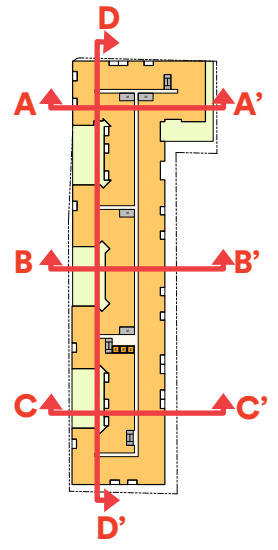


P1 Floor Plan



Site Plan

- Residential
- Grocer
- Retail
- Parking
- BOH





Shadow of proposed building  
 Shadow of neighboring building & trees

9 AM

March/September 21st



June 21st



December 21st



12 PM



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## CONCEPT C : BALANCED (Preferred)

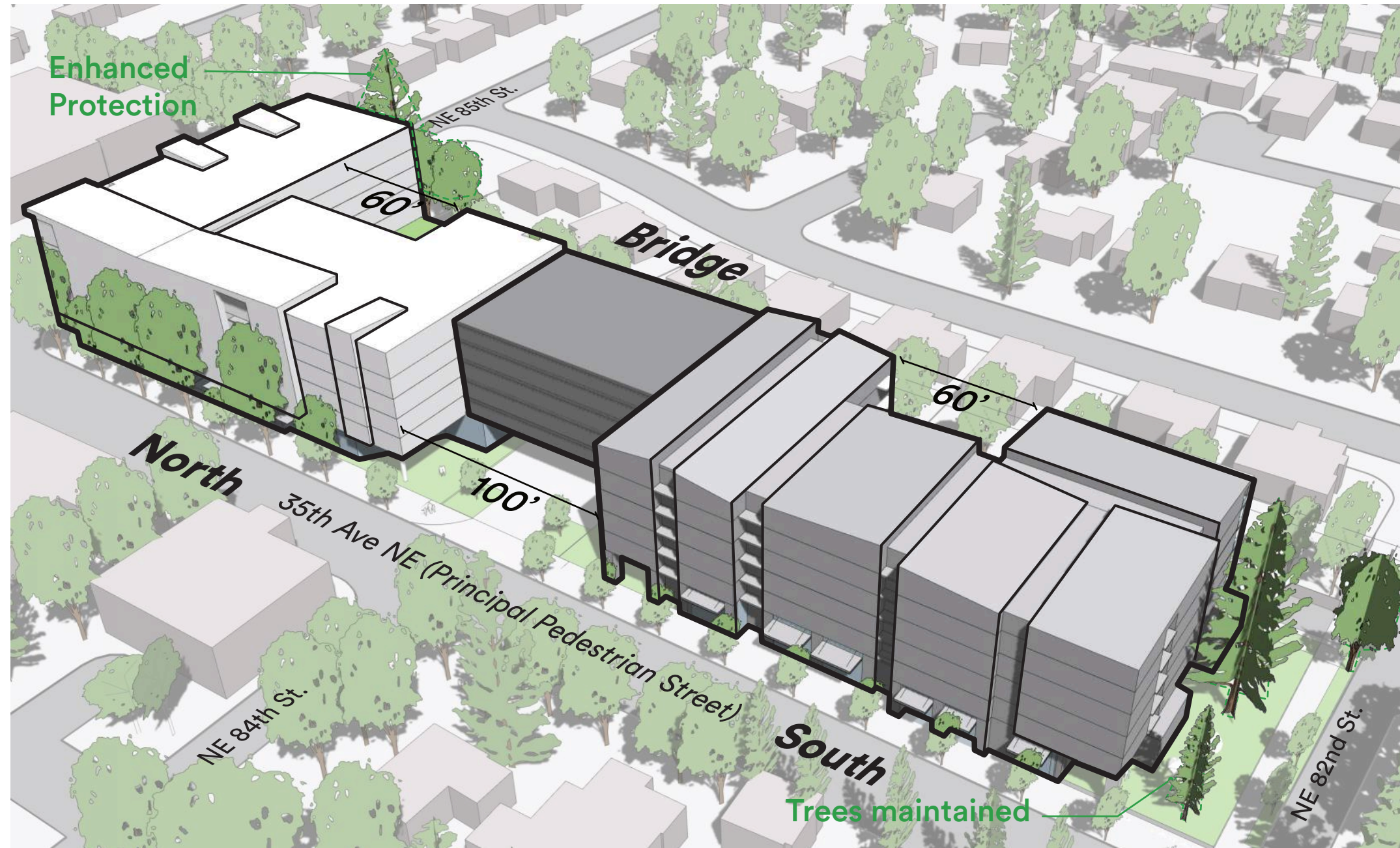
This is the preferred development option. It seeks to preserve an onsite Tier 2 tree along 82nd, while creating urban nodes, open spaces, and plazas. The plan also seeks to break down the massing along 35th Ave into the appearance of 3 volumes to better relate to the neighborhood, and adds a sixth level to offset the loss of FAR from the retention of special trees.

The grocer loading is off of 85th St, which minimizes any unwanted noise for the neighbors to the east. This loading arrangement also ensures that loading doesn't intermix with any visitors to the development. Additionally, the plan seeks to maximize surface parking along the same circulation path as the below grade parking structure.

Overall, this plan is designed to balance the needs of the community, the developer, and the environment. By preserving large trees, creating open spaces, and minimizing noise and traffic, the plan seeks to create a sustainable and vibrant development that benefits everyone involved.



Two interior courtyards with an additional setback along the lot line.



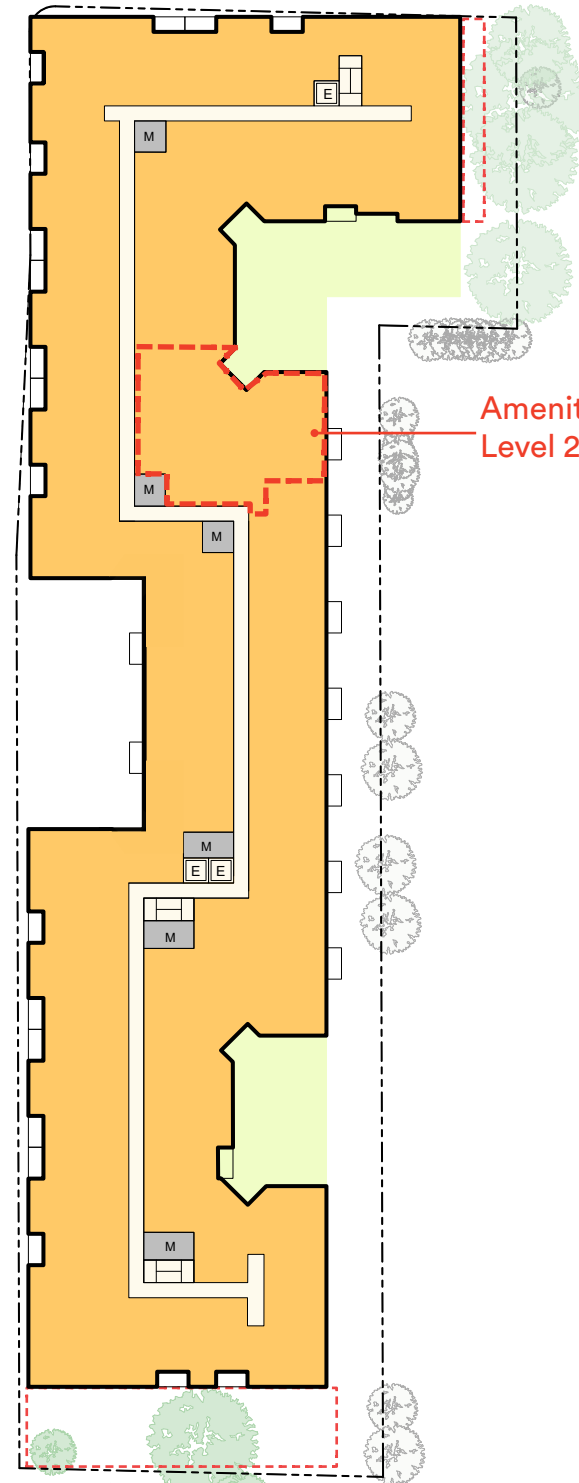
**PROS**

- + Retains a Tier 2 tree along 82nd St.
- + Balanced massing that breaks scale along both the 35th Ave and back side facing the single family homes
- + Grocer loading in enclosed area off of 85th. This minimizes any unwanted noise coming off of the private alley
- + Loading doesn't intermix with any visitors to the development
- + Mid-block vehicle entry and surface parking on 35th is reflective of the pattern of development in the vicinity, provides convenient and accessible parking for grocery visitors, and provides more light and air to the public realm on 35th
- + Larger plaza on the south end of the development with voluntary landscaping
- + Mid-block connection connects 35th ave and 82nd St through a pedestrian friendly pathway and vegetation
- + Adds needed density and housing

**CONS**

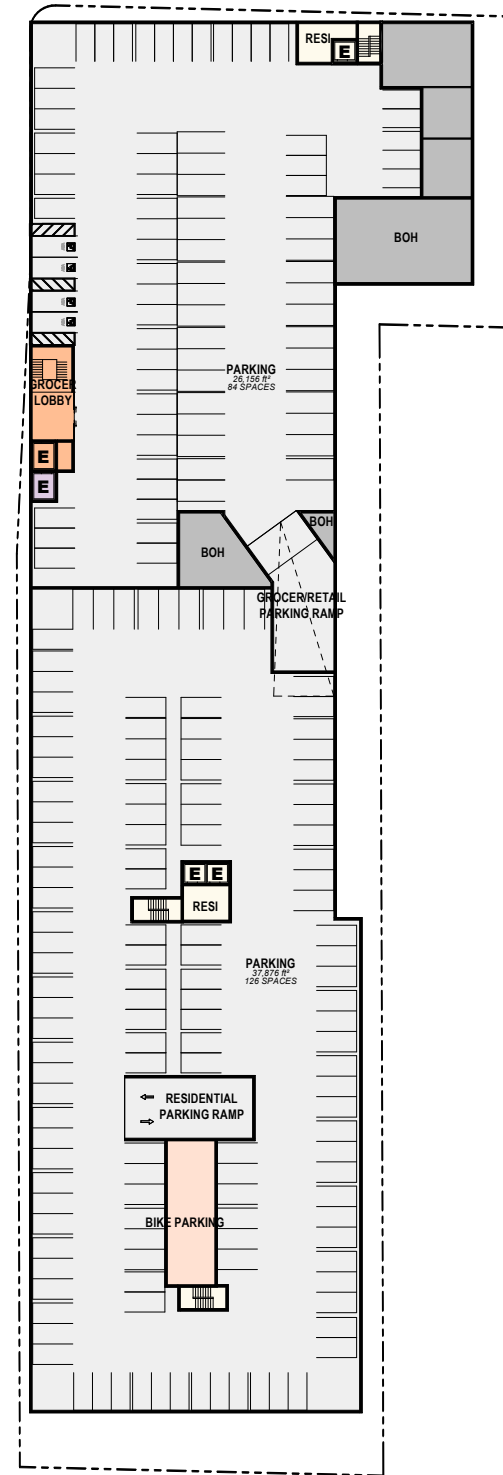
- Loading off of 85th is back-in
- Requires departures

**-600 SF / Floor  
for Enhanced Protection**

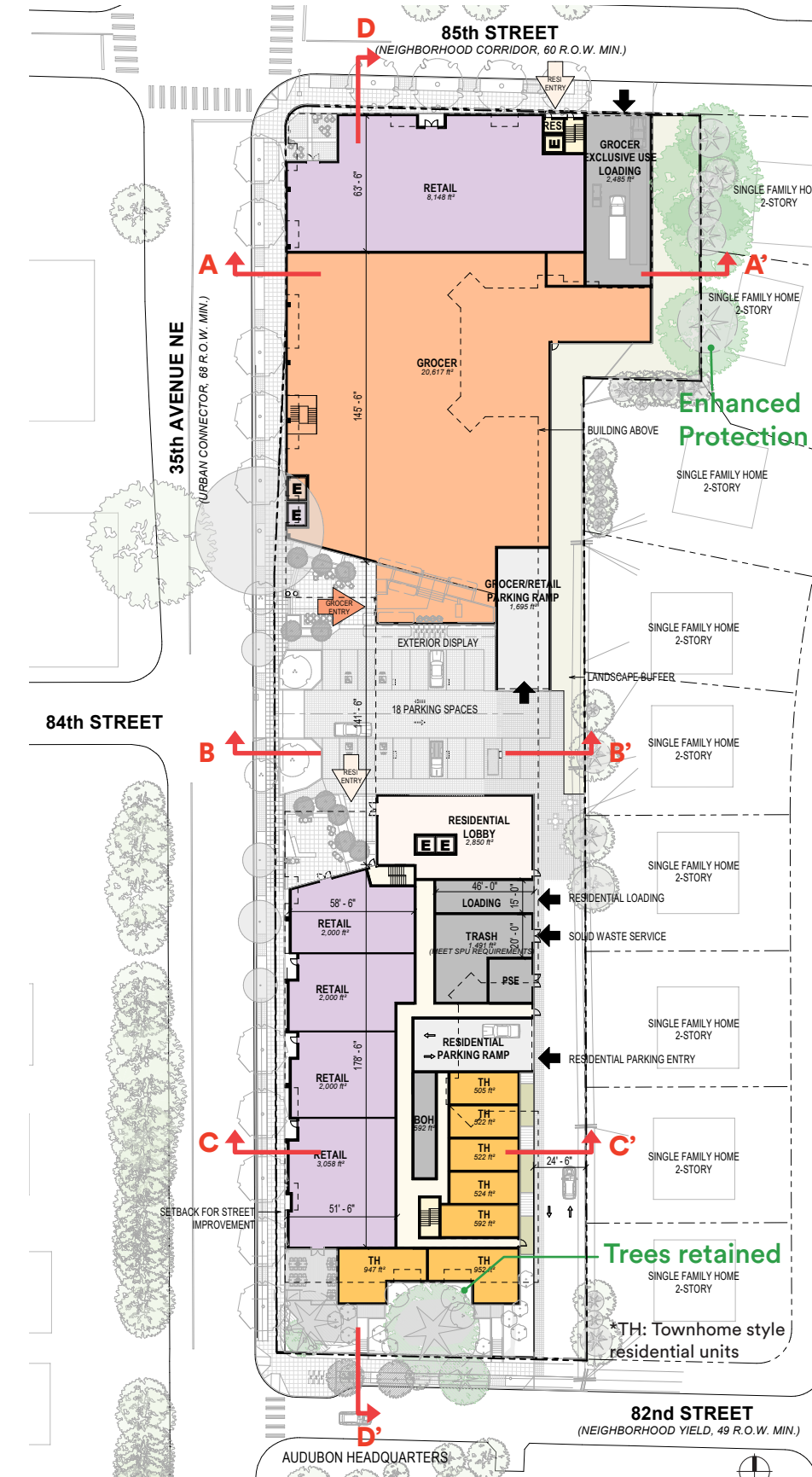


**-2,920 SF / Floor  
for Retaining Trees**

Typical Floor Plan

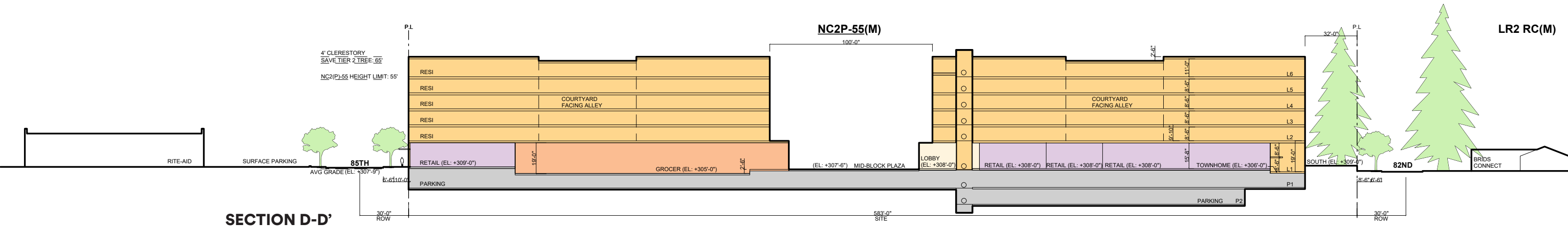
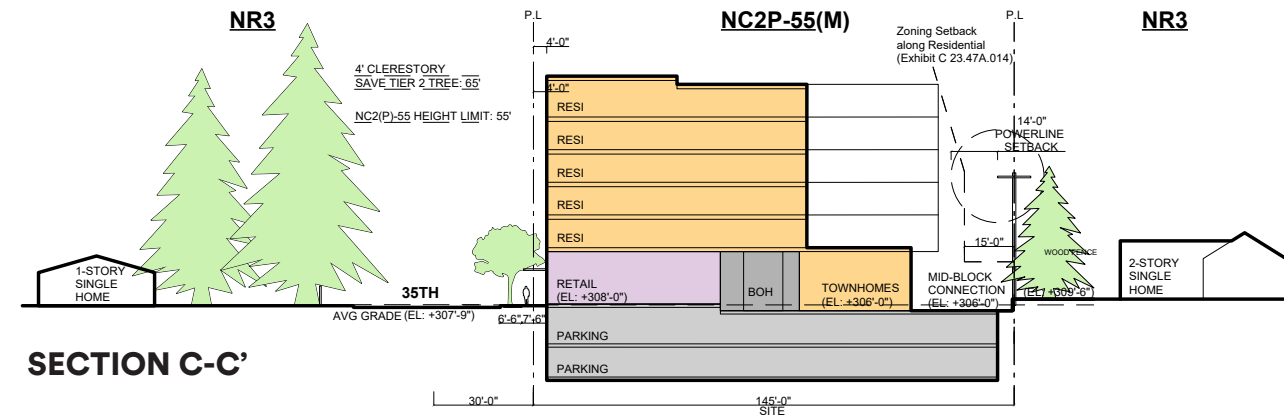
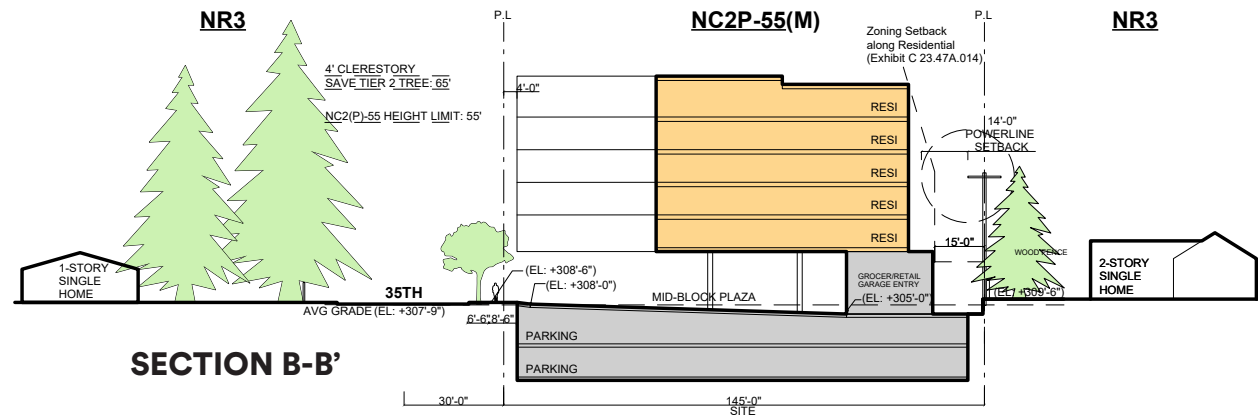
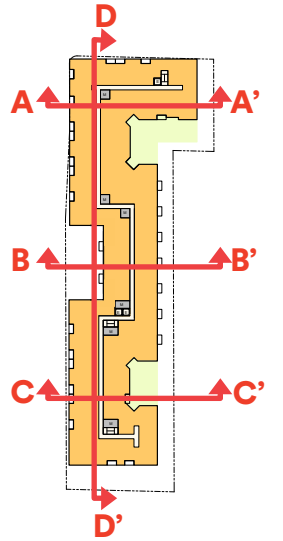
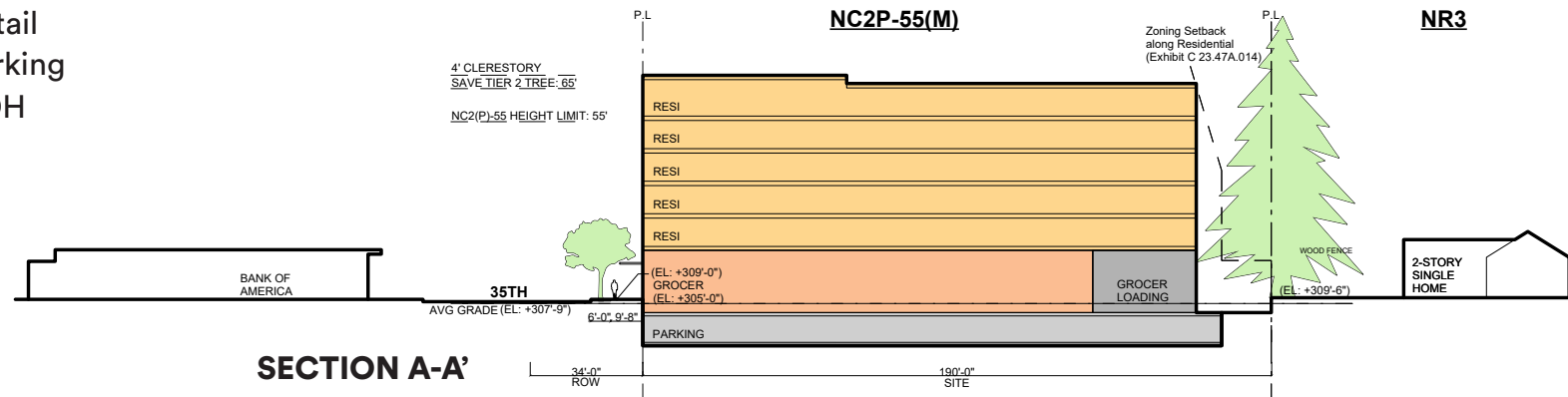


P1 Floor Plan

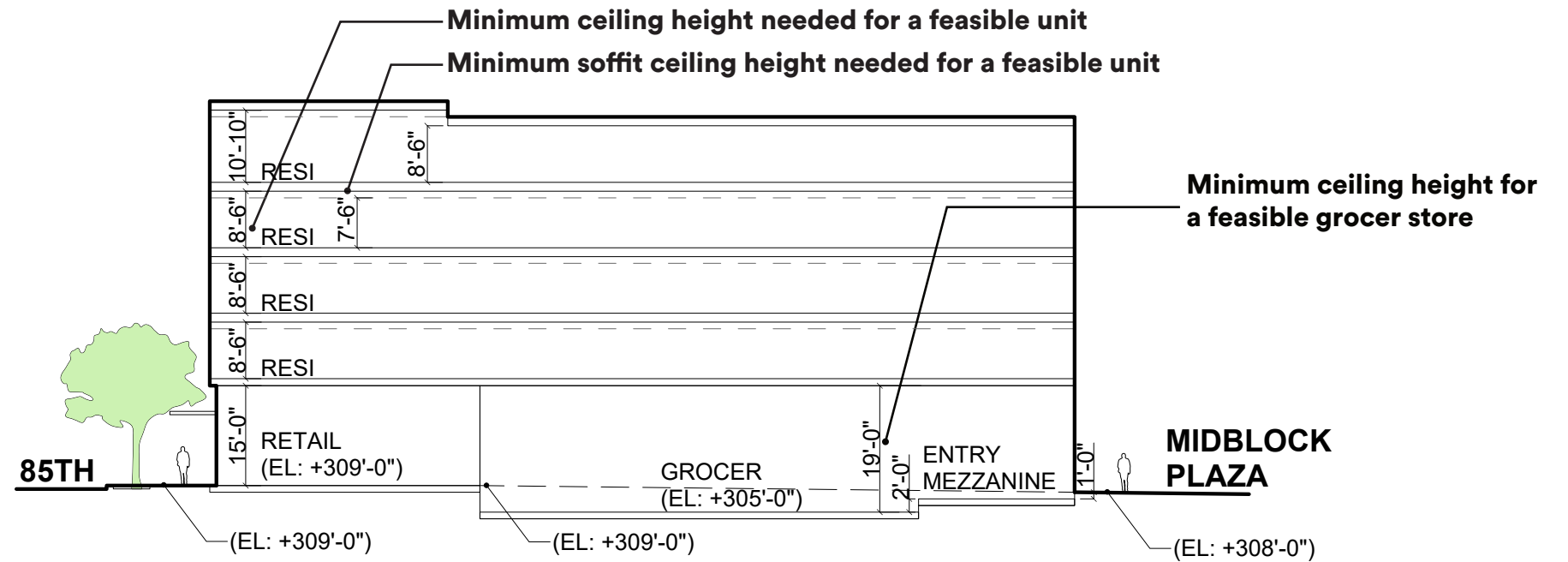
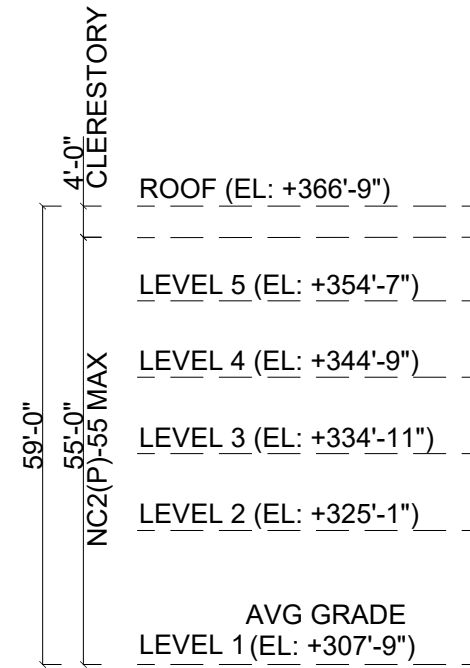
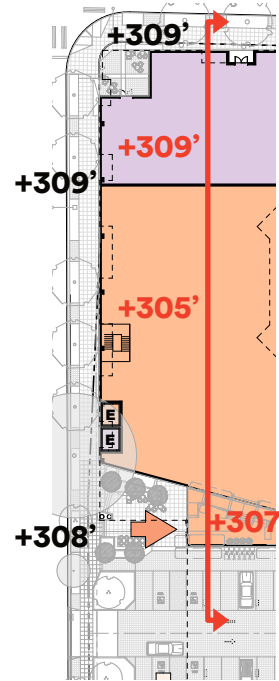
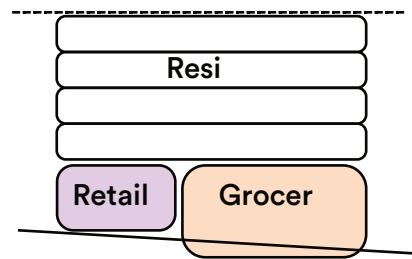


Site Plan

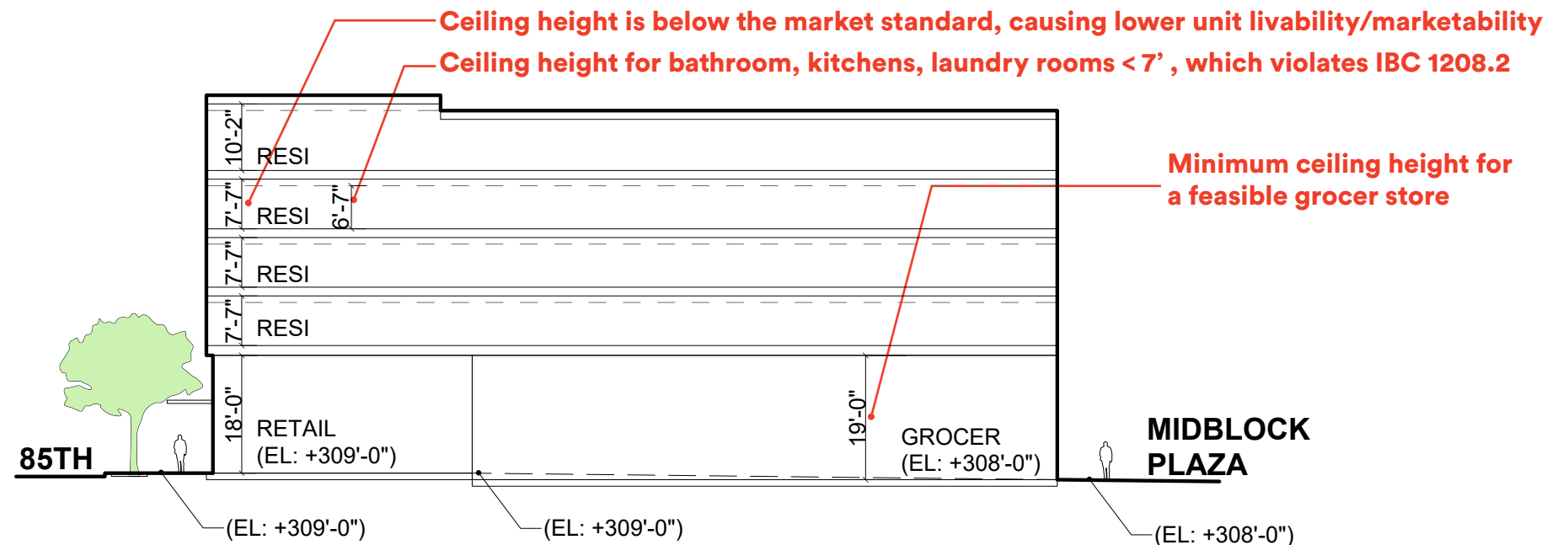
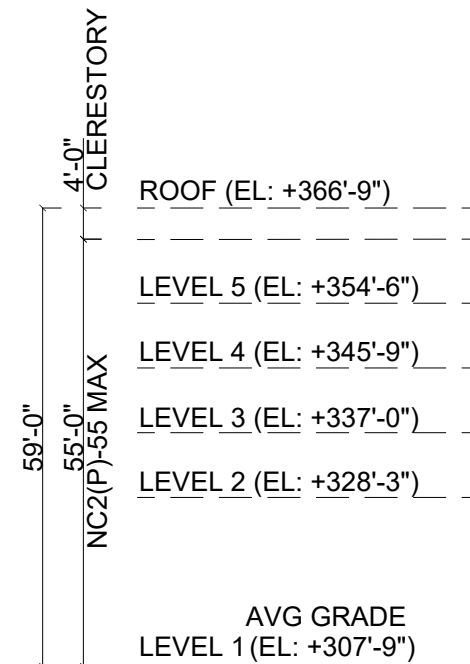
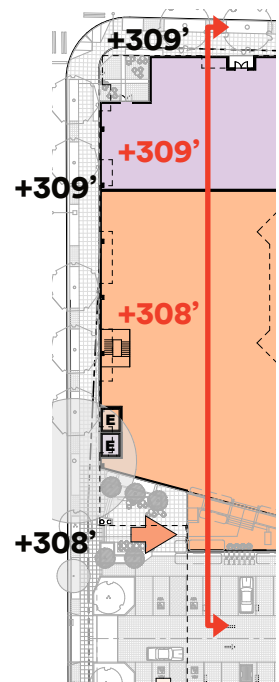
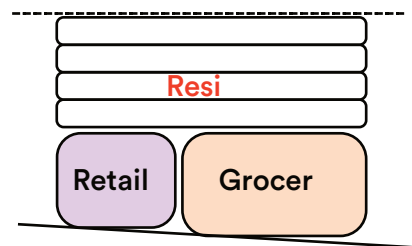
- Residential
- Grocer
- Retail
- Parking
- BOH



Sunken Grocer



Raised Grocer (Infeasible)

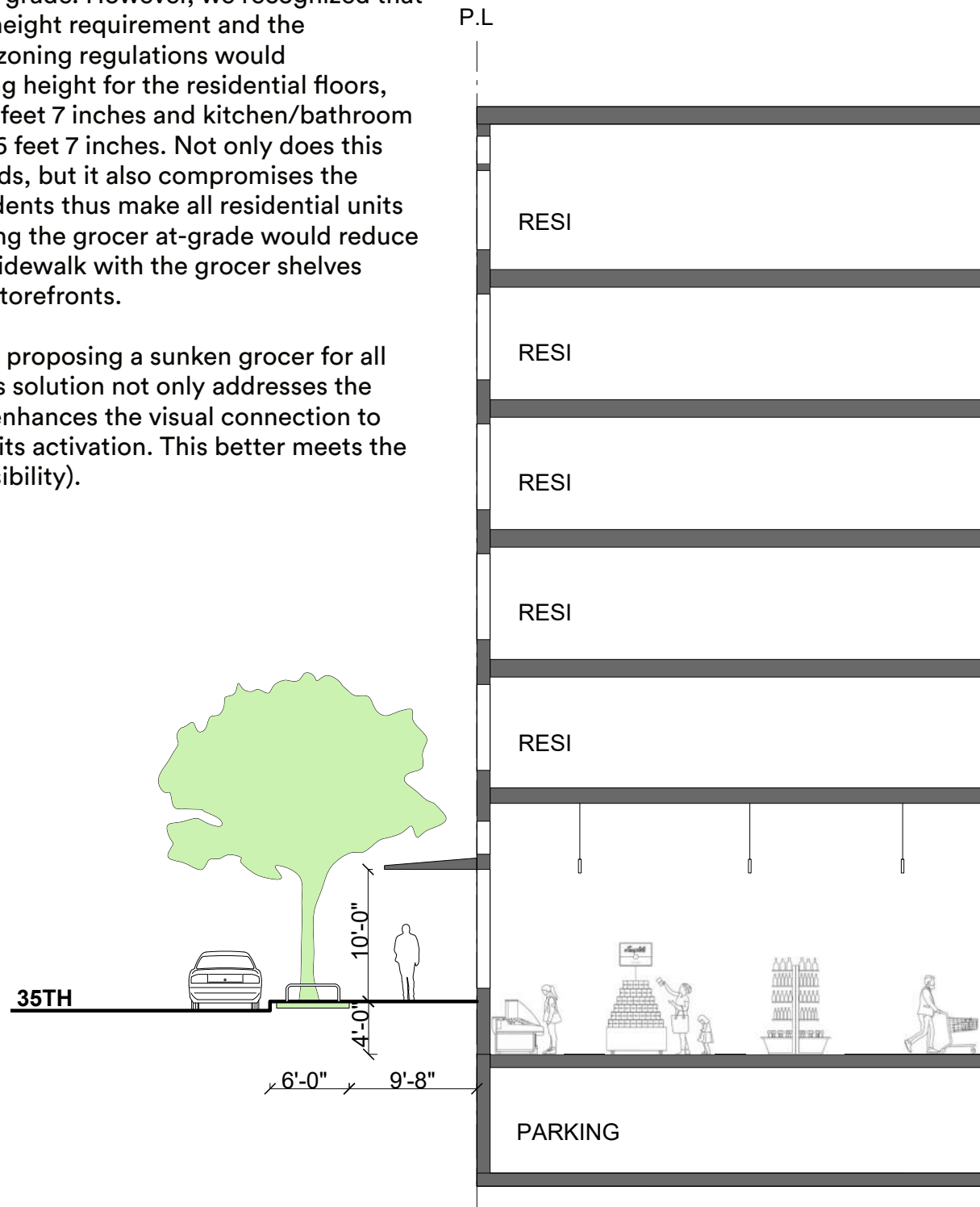
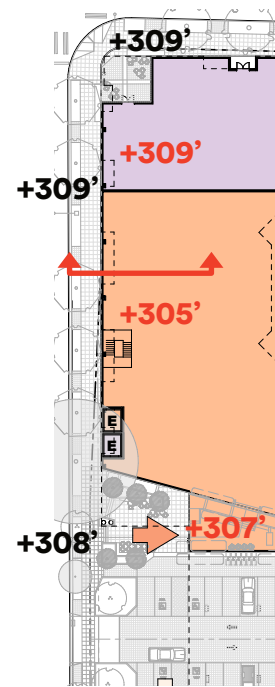


# ARCHITECTURAL MASSING CONCEPTS

Based on our previous experiences and discussions with potential grocer tenants, we've determined that a minimum ceiling height of 19 feet is necessary for a grocery store to function, and 8'6" minimum ceiling height for residential units in this market. Additionally, according to IBC 1208.2, occupiable spaces must have a ceiling height of at least 7 feet 6 inches, while bathrooms and kitchens must have a minimum height of 7 feet.

With these requirements in mind, the design team explored an option where the grocer is at-grade. However, we recognized that adhering to both the ceiling height requirement and the maximum height limit set by zoning regulations would significantly reduce the ceiling height for the residential floors, resulting in living spaces of 7 feet 7 inches and kitchen/bathroom areas with soffits measuring 6 feet 7 inches. Not only does this violate building code standards, but it also compromises the health and well-being of residents thus make all residential units infeasible. Additionally, placing the grocer at-grade would reduce transparency level from the sidewalk with the grocer shelves obstructing a portion of the storefronts.

Therefore, the design team is proposing a sunken grocer for all three options. We believe this solution not only addresses the ceiling height issue but also enhances the visual connection to the street and contributes to its activation. This better meets the Design Guideline (PL3-C2 Visibility).



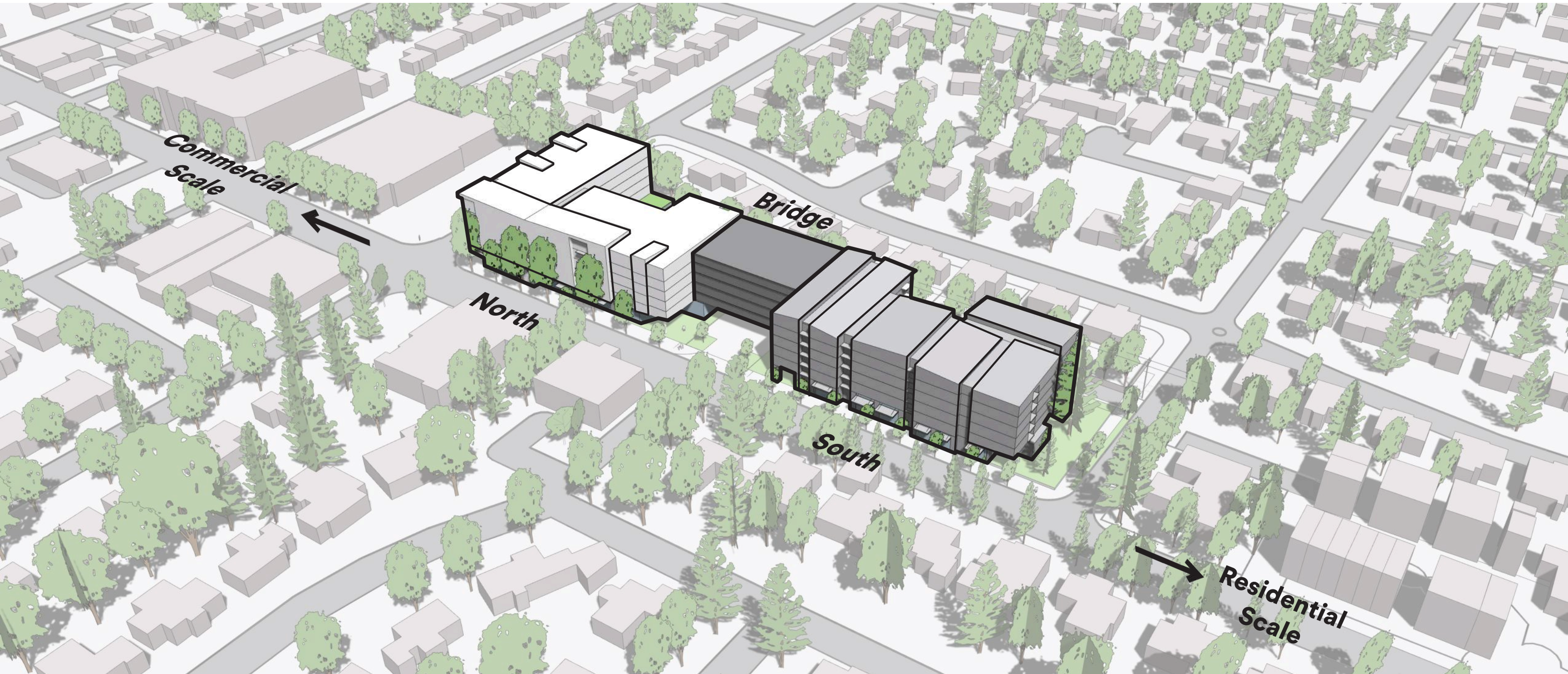
# CONCEPT C (PREFERRED) - GROCER DESIGN STUDY



Successful sunken grocer store in Columbia City



Sunken grocer with vision glass that activates the street







View from alley facing North (Foreground shown)



View from alley facing North (Foreground hidden)

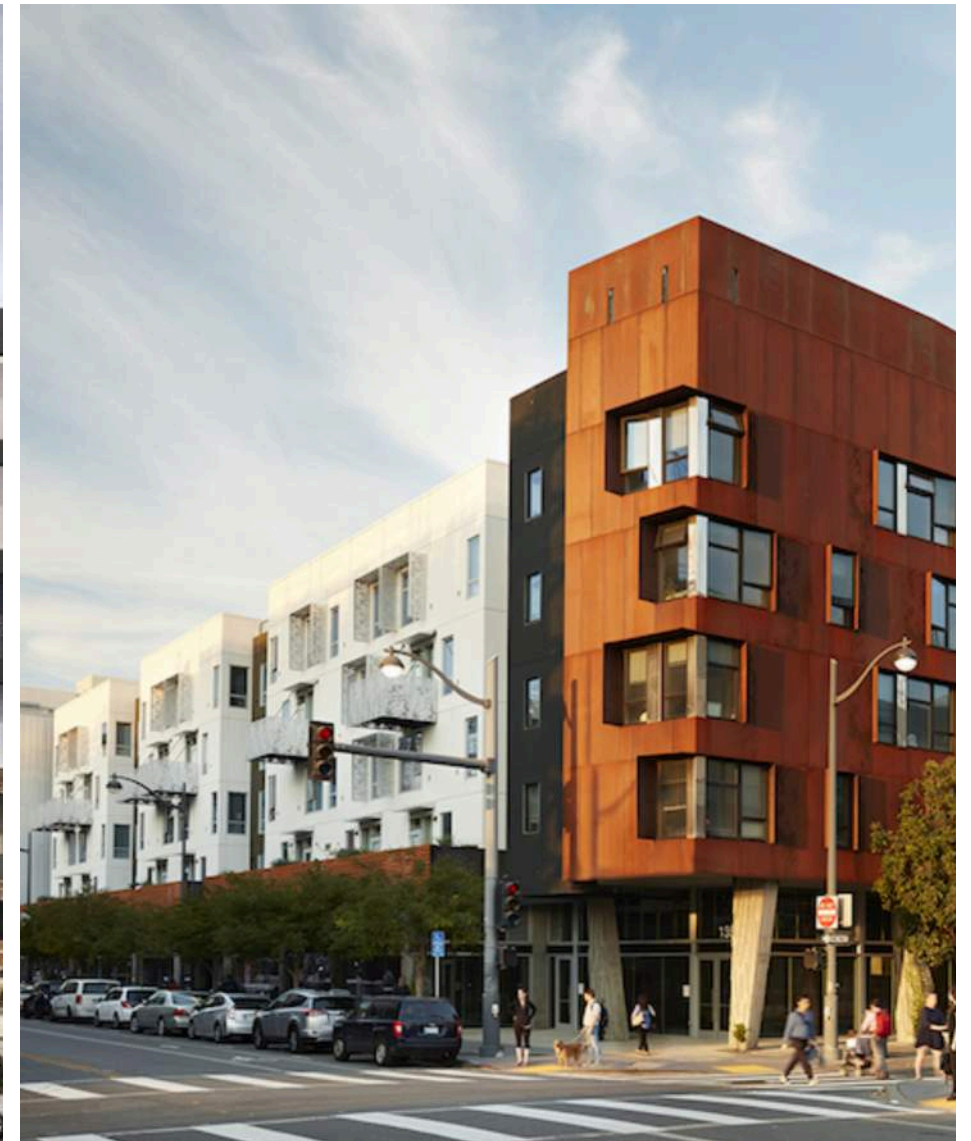




Massing is broken down by providing an alcove



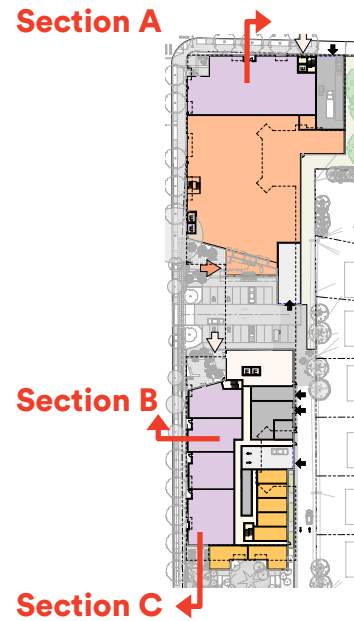
Modern take of tripartite articulation: top, middle, base



Use different exterior materials & colors to break the massing



Long facade broken down into discrete volumes. A mid-block plaza further breaks down the scale and enhances the street experience



Use architectural massing to create weather protection



Architectural rhythm at the ground floor defines the scale of the street



Outdoor seating groups covered by canopies



Right size the sidewalk with street trees, spill-out seating and ground floor retail

Shadow of proposed building  
Shadow of neighboring building & trees

9 AM

March/September 21st



June 21st



December 21st



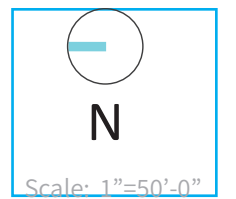
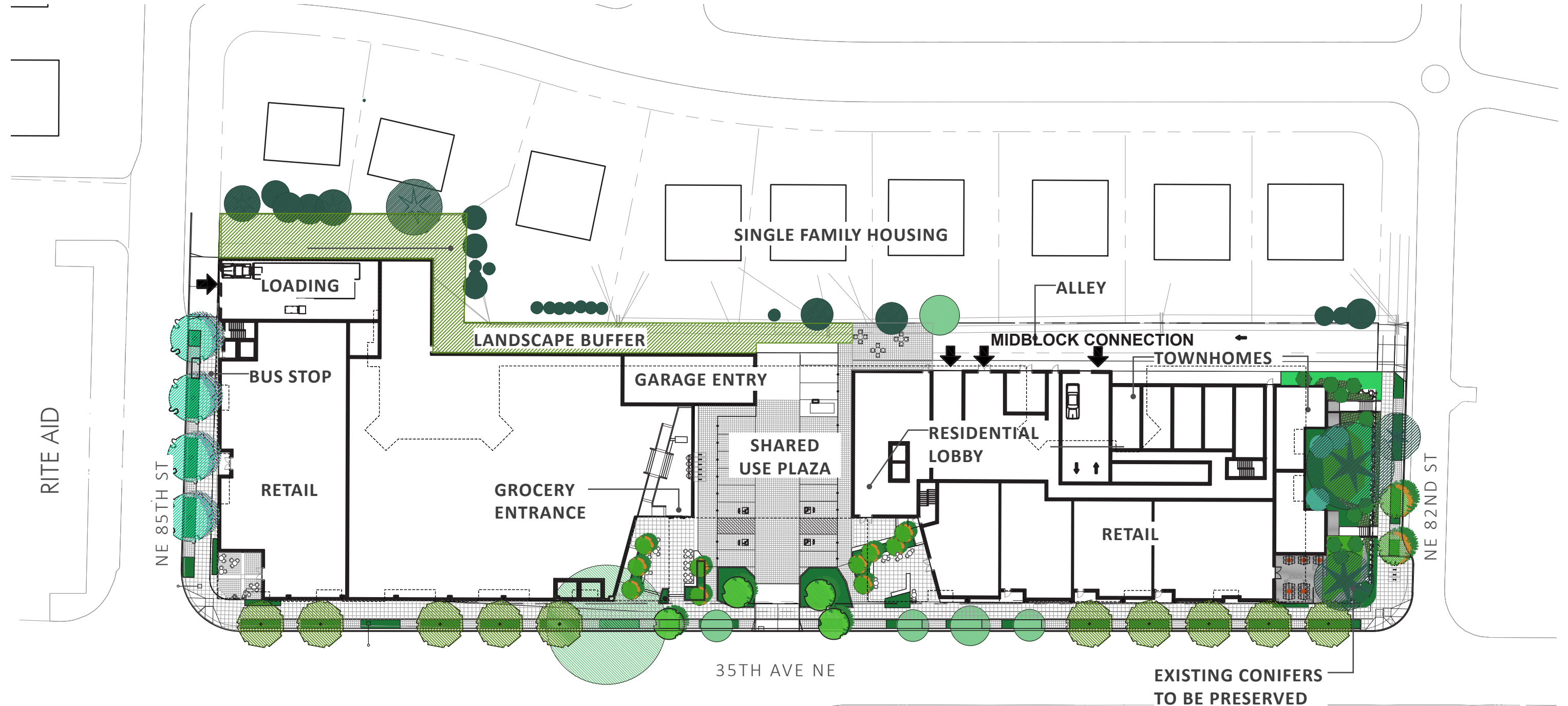
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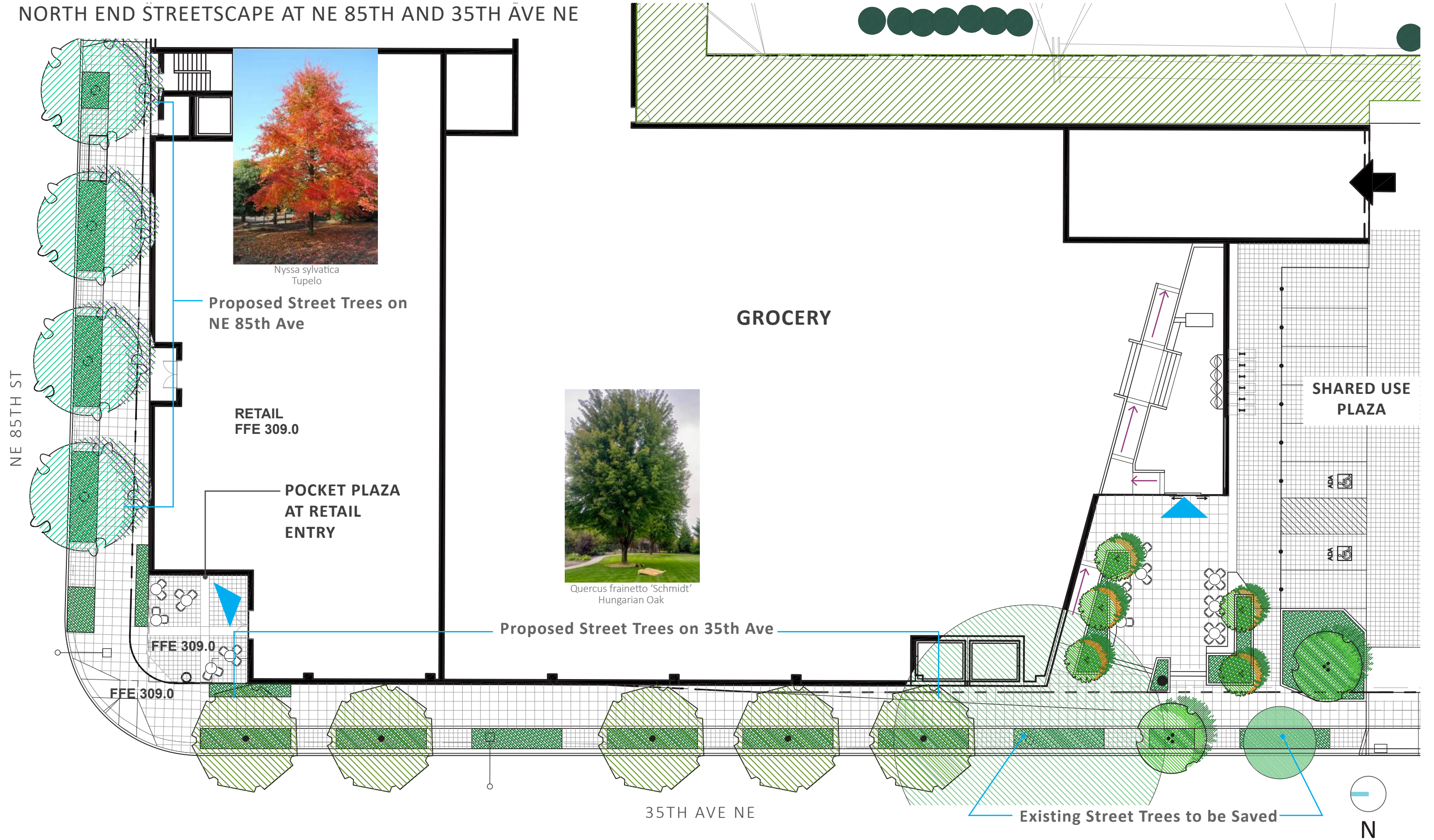
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LEVEL 1 PLAN - OVERVIEW



NORTH END STREETScape AT NE 85TH AND 35TH AVE NE





**PL3-C2: Visibility**

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

**PL3-A2a: Overhead shelter**

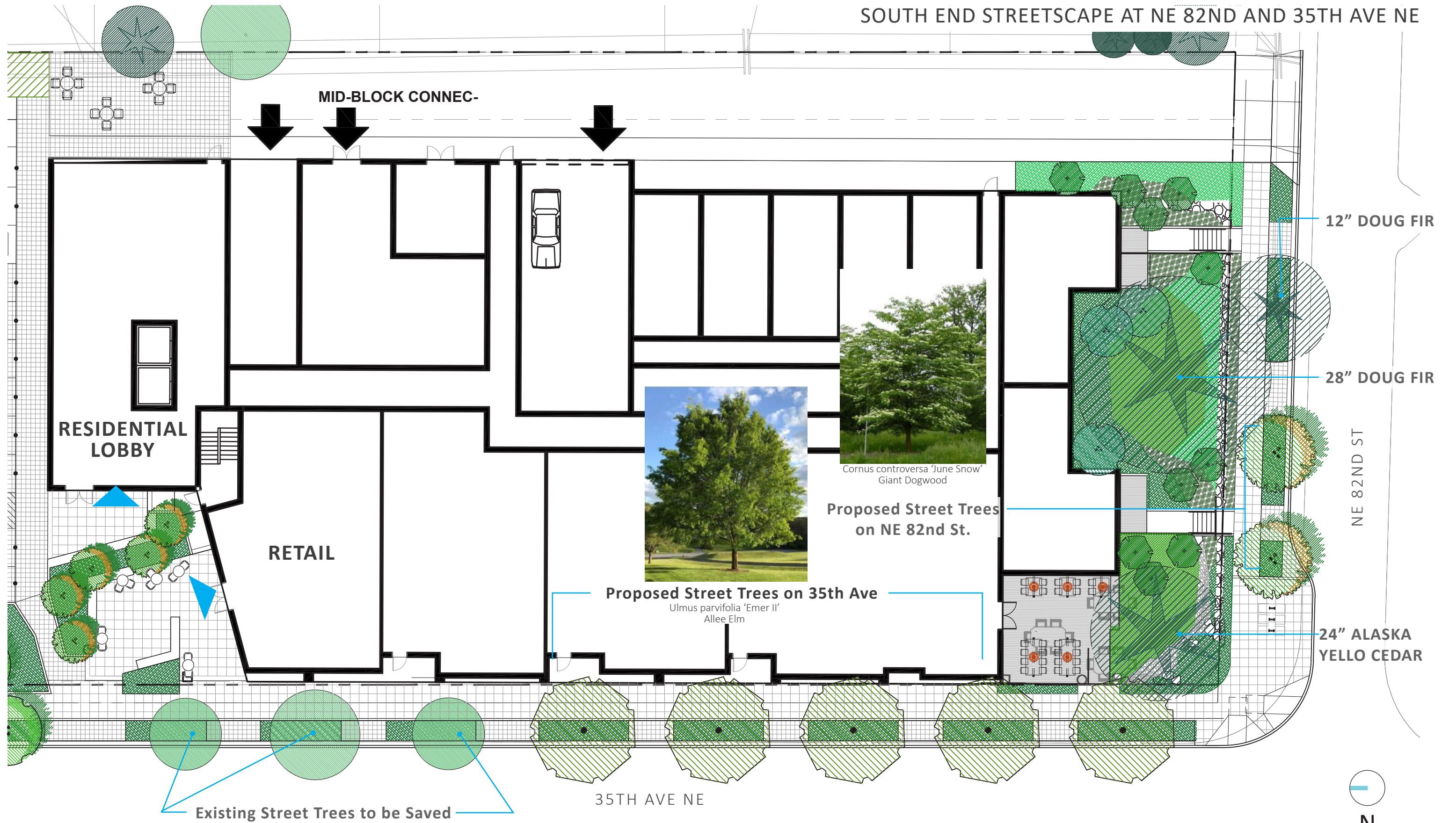
Canopies, porches, building extensions

**PL3-C3: Ancillary Activities**

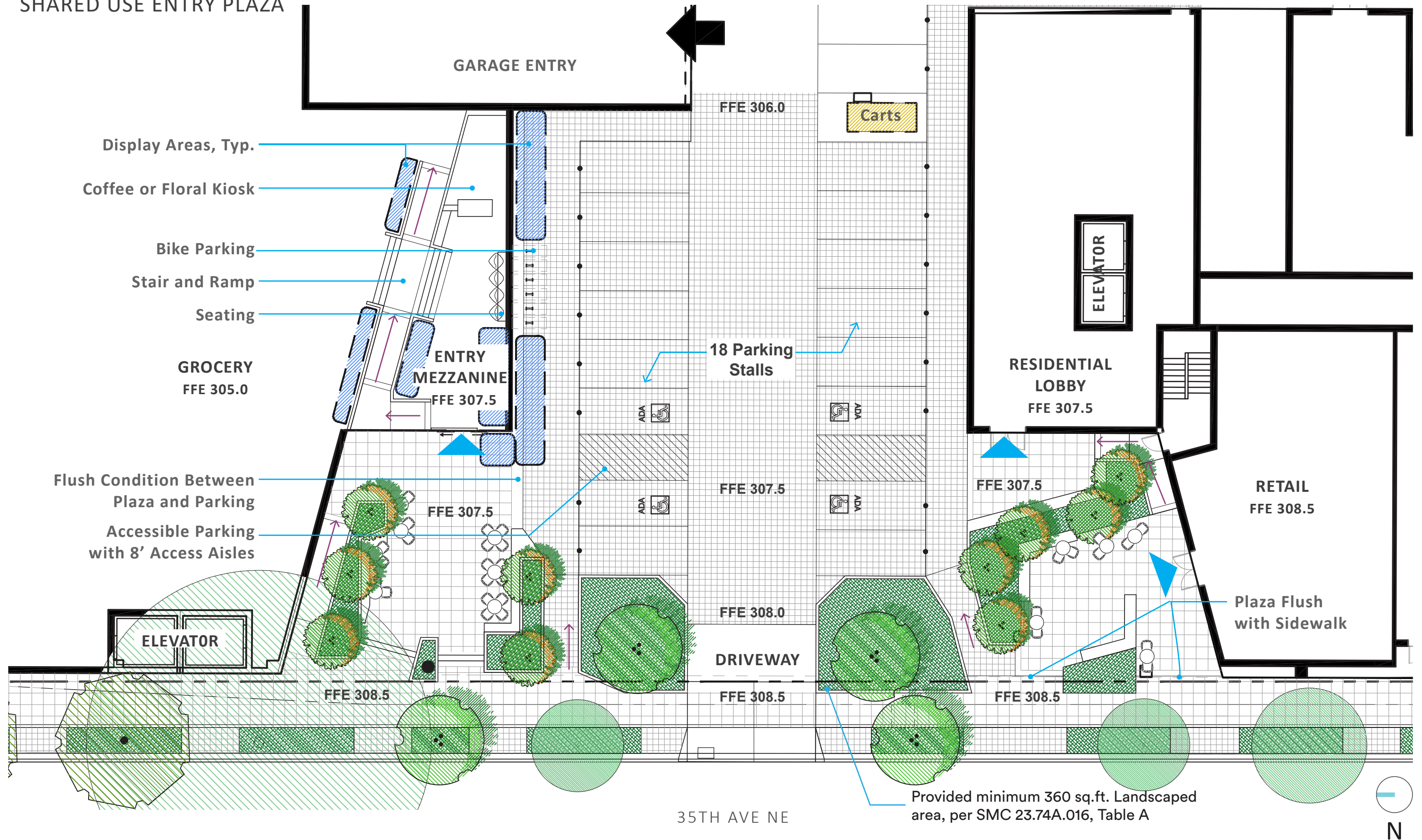
Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

**PL3-A1b: Retail entries**

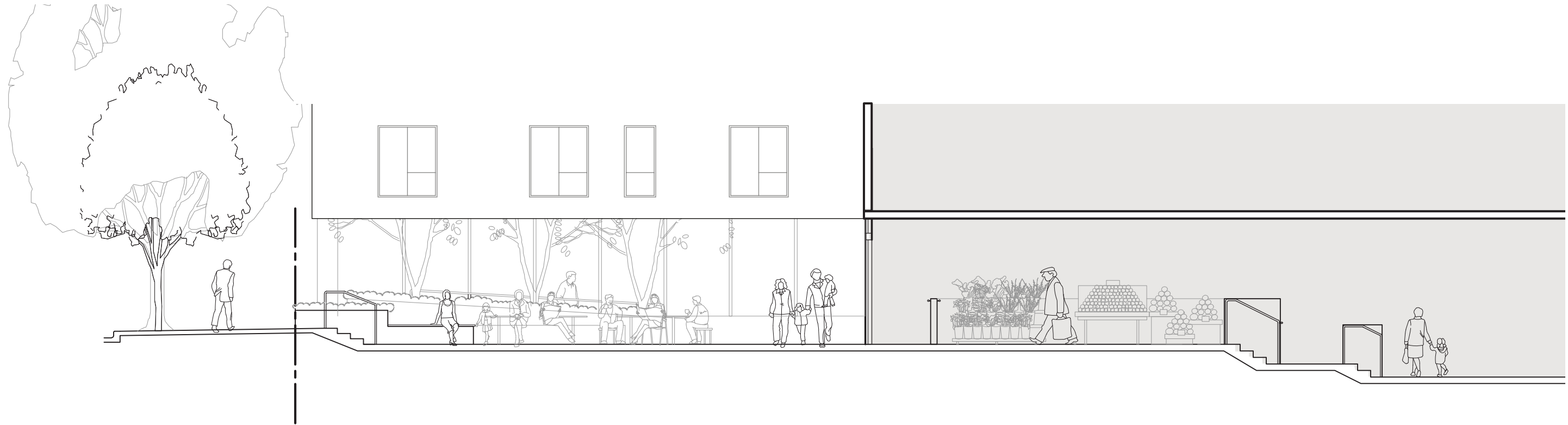
Should include adequate space for several patrons to enter and exit simultaneously, preferably under cover from weather.



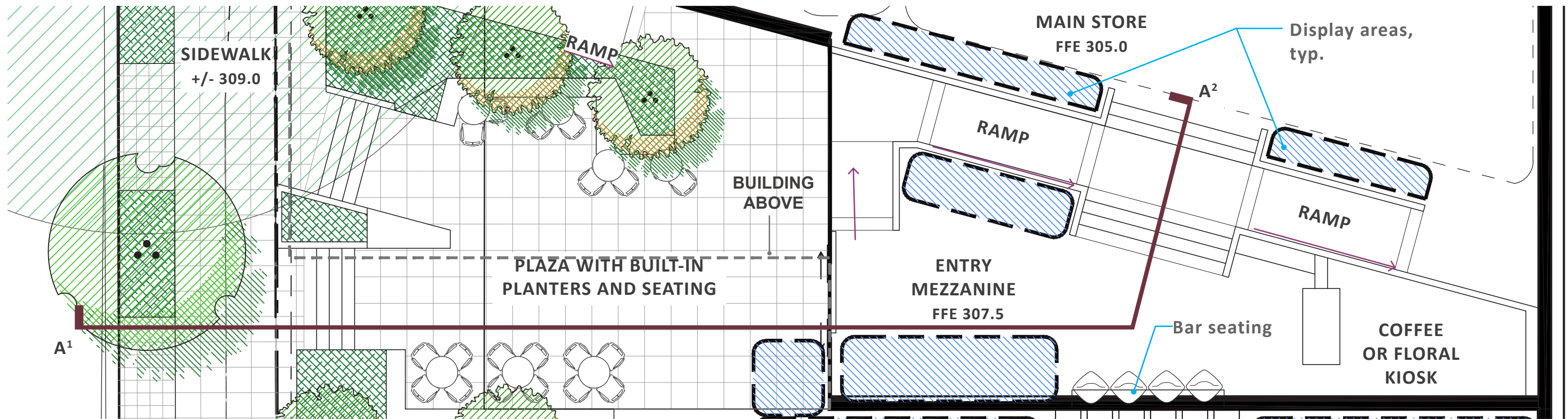
SHARED USE ENTRY PLAZA



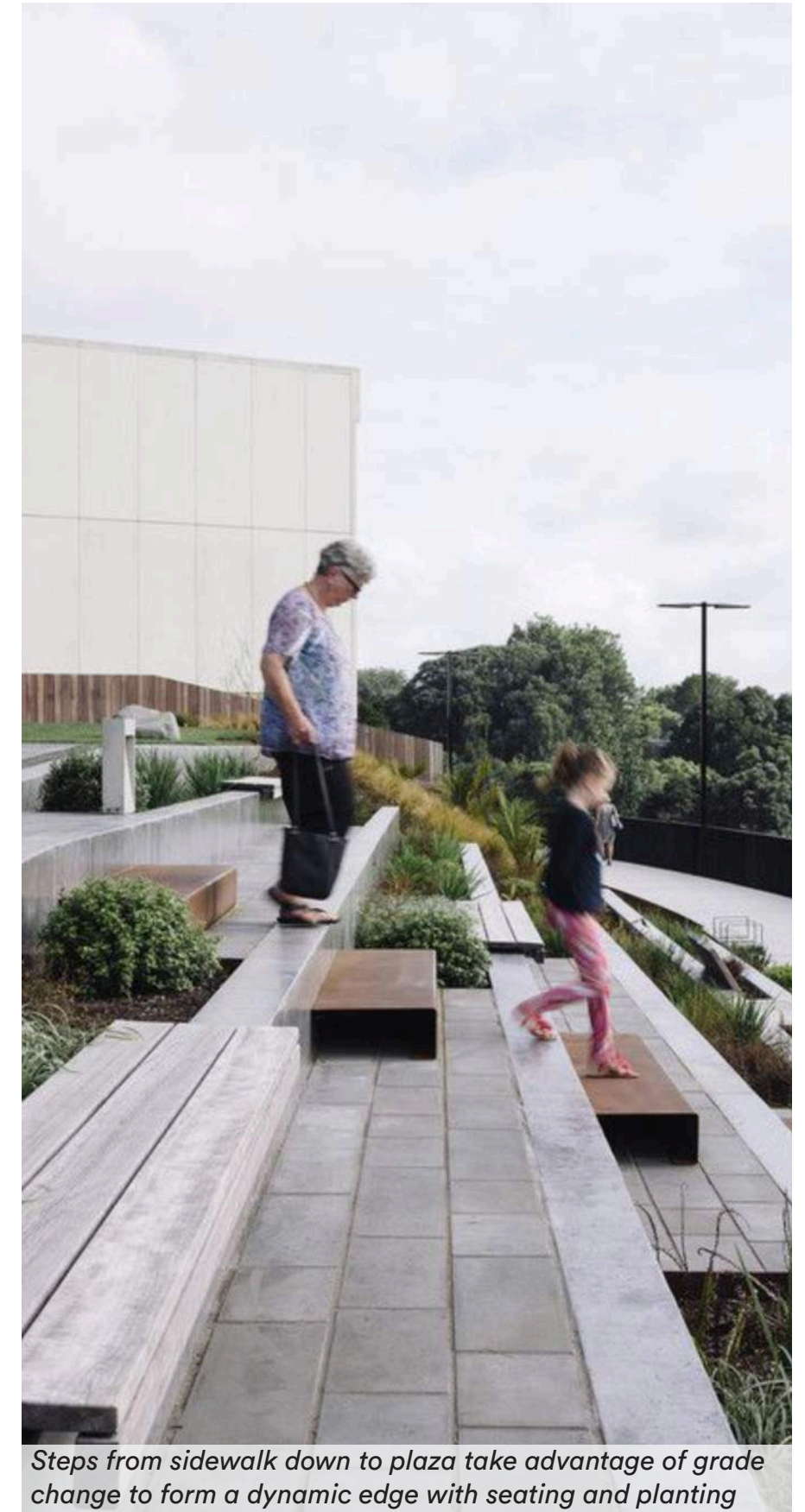
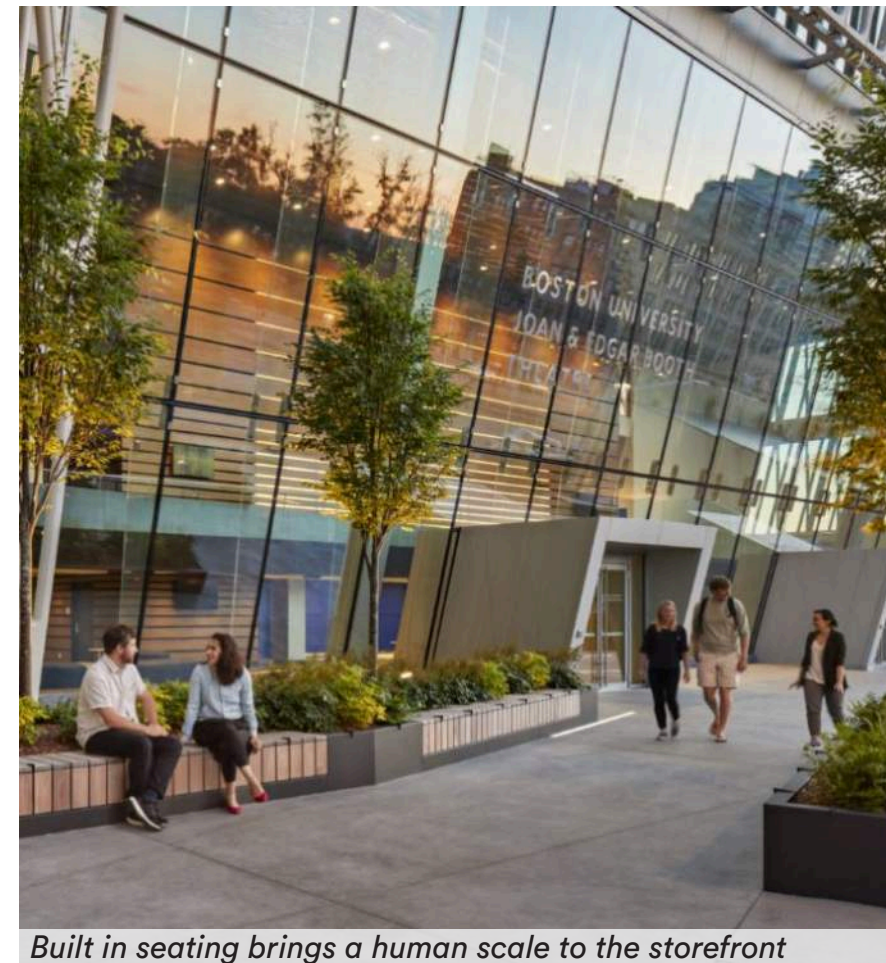
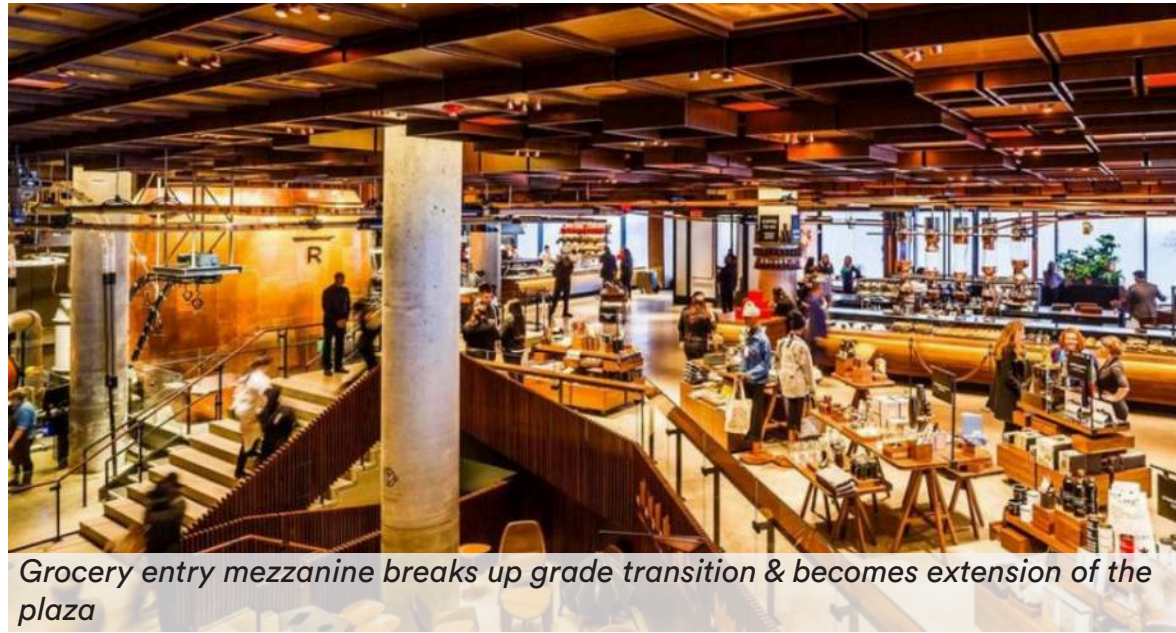




SECTION A



PLAZA ENTRY AT GROCERY





Landscaping, lights, and paving treatment enhance the pedestrian experience



Covered space creates shelter for pedestrian and cars



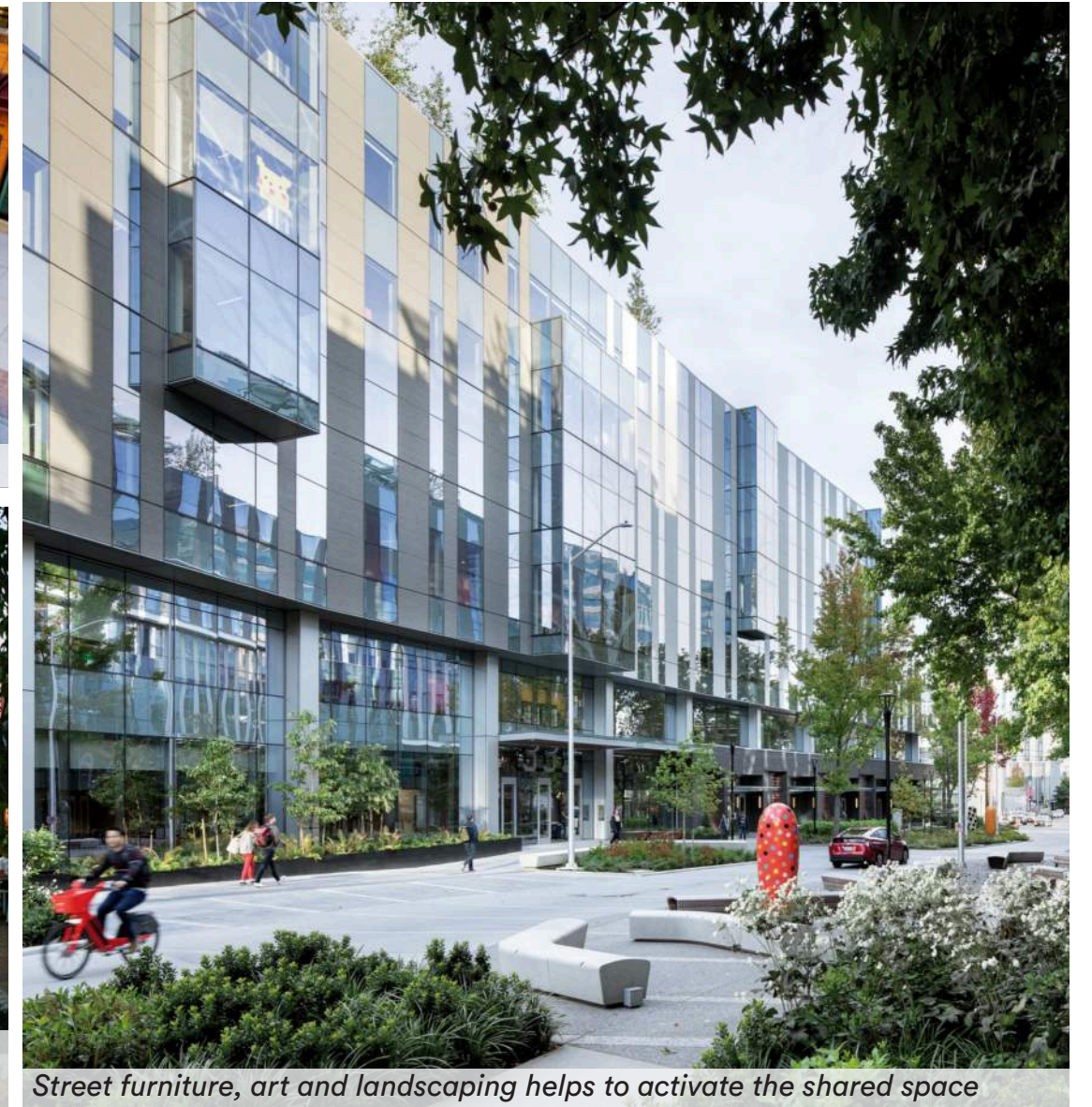
Mixing vehicular and pedestrian traffic activates street and slows down cars



Use paving textures and colors to define the space



Integration of street parking with bollards, vegetation, and paving creates a safe environment for pedestrians



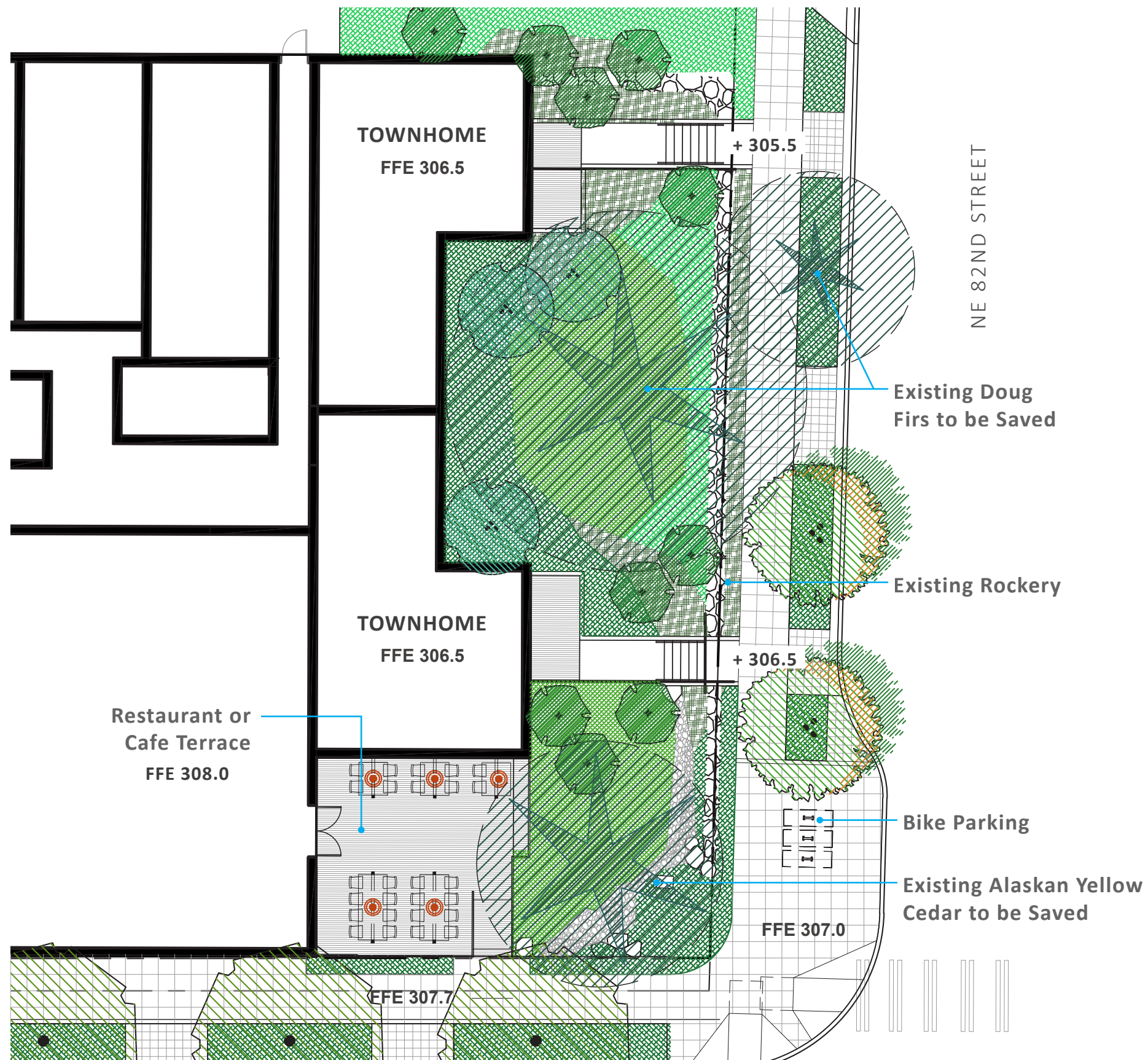
Street furniture, art and landscaping helps to activate the shared space

This project's Shared Use Plaza marries a living street with two pedestrian-only plazas. It is a thoroughly porous and interconnected zone that is typically open, flat and without curbs, where pedestrians are given priority as they move around parked or slow-moving vehicles. From Seattle's most storied example at Pike Place Market - to its newest cousin, the Arbor Blocks in South Lake Union - these streets combine special paving, furnishings, pedestrian lighting, bollards, landscaping and other amenities to create a multi-purpose and welcoming public space.





SOUTH-FACING TOWNHOMES AND RESTAURANT TERRACE

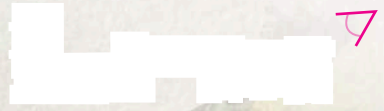


PLANTING CHARACTER



RESTAURANT TERRACE INSPIRATION







	Concept			Code Citation	Departure	Rationale	Related Guidelines
	A	B	C				
<b>01</b> Additional 10' in Building Height				<b>SMC 23.41.012.B.11.f</b> Departures of up to 10 feet of additional height may be granted if the applicant demonstrates that: 1) The departure is needed to protect a tree that is located on the lot that is a tree greater than 2 feet in diameter measured 4.5 feet above the ground; and 2) Avoiding development in the tree protection area will reduce the total development capacity of the site.	Propose building height to be 55' + 10' = 65'	The design that retains the Tier 2 tree and adds an additional 10 of height better meets the intent of the design guidelines because it not only preserves the beautiful trees on-site but also pushes the building back, resulting in a smoother transition to lower-height buildings on adjacent sites. The proposed design does not necessitate an increase in building FAR or casting additional shadows on neighboring properties.	<b>CS1 - D1:</b> On-Site Features <b>CS2 - D2:</b> Existing Site Features <b>CS2 - B1:</b> Daylight and Shading
<b>02</b> Surface Parking abutting Principal Pedestrian Street				<b>SMC 23.47A.032.B.2</b> In pedestrian designated zones, surface parking is prohibited abutting the street lot line along a principal pedestrian street.	Propose 18 surface parking stalls at the midblock of 35 <sup>th</sup> Ave.	The design with the departure to allow surface parking abutting a principal pedestrian street better meets the intent of the design guidelines because it creates a mid-block plaza that combines pedestrian amenities with some convenient parking. This plaza is envisioned as a vibrant, pedestrian-friendly space, featuring well-paved pathways and various amenities.	<b>PL1 - A2:</b> Adding to Public Life <b>PL1 - B3:</b> Pedestrian Amenities <b>PL1 - C1:</b> Selecting Activity Areas <b>CS2 - C3:</b> Full Block Sites <b>DC1 - C3:</b> Multiple Uses
<b>03</b> Curbcut off of Principal Pedestrian Street				<b>SMC 23.47A.032.A.2a</b> If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.	Propose a curbcut on 35 <sup>th</sup> Ave which is a principal pedestrian street.	The design with the departure to allow a curbcut on 35 <sup>th</sup> Ave will better meet the intent of the design guidelines because separate traffic, enhance safety, and provide convenient access for all modes of travel. Limiting the alley to residential use minimizes noise disruption for neighbors, while direct access to grocery parking from 35th Ave facilitates wayfinding for visitors and supports the activation of a proposed mid-block plaza. This proposal also breaks the block in a logical location that is consistent with the block length on surrounding commercial blocks.	<b>CS2 - B3:</b> Character of Open Space <b>CS2 - C3:</b> Full Block Sites <b>CS2 - D5:</b> Respect for Adjacent Sites <b>PL2 - D1:</b> Design as Wayfinding <b>PL4 - A1:</b> Serving all Modes of travel
<b>04</b> Small Commercial Uses				<b>SMC 23.47A.008.C.6a</b> Except as provided in subsection 23.47A.008.C.6.c, all structures abutting a principal pedestrian street that include more than 5,000 square feet of street-level commercial uses shall include small commercial spaces meeting the requirements of subsection 23.47A.008.C.6.b in the quantity required by Table A for 23.47A.008.C.	Provide three retail spaces of approximately 2,000 square feet, one at 3,000 square feet, and one larger retail space of approximately 8,000 square feet in lieu of eight retail spaces a maximum of 1,500 square feet in size.	The design with the departure better meets the intent of the design guidelines because larger retail spaces add to the diversity of retail in the immediate vicinity and replace existing retail spaces onsite to allow for the retailers to relocate in the new building.	<b>DC2 - E1:</b> Legibility and Flexibility <b>Wedgwood Vision Plan C-61:</b> Retail

# 01 Additional 10' in Building Height (SMC 23.41.012.B.11.f)

**A) The Code requires:**

Departures of up to 10 feet of additional height may be granted if the applicant demonstrates that:

- 1) The departure is needed to protect a tree that is located on the lot that is either an exceptional tree, as defined in Section 25.11.020, or a tree greater than 2 feet in diameter measured 4.5 feet above the ground; and
- 2) Avoiding development in the tree protection area will reduce the total development capacity of the site.

**B) The applicant proposes:**

Increasing the permitted building height by 10' from the current height limit of 55' (to a total of 65', an approximately 18% increase), as allowed by the code in exchange for retaining a Tier 2 tree.

**C) This will help the project better meet the intent of Design Guideline:**

**CS1-D1 On-Site Features:** Incorporate on-site natural habitats and landscape elements such as existing trees, native plant species or other vegetation into project design and connect those features to existing networks of open spaces and natural habitats wherever possible.

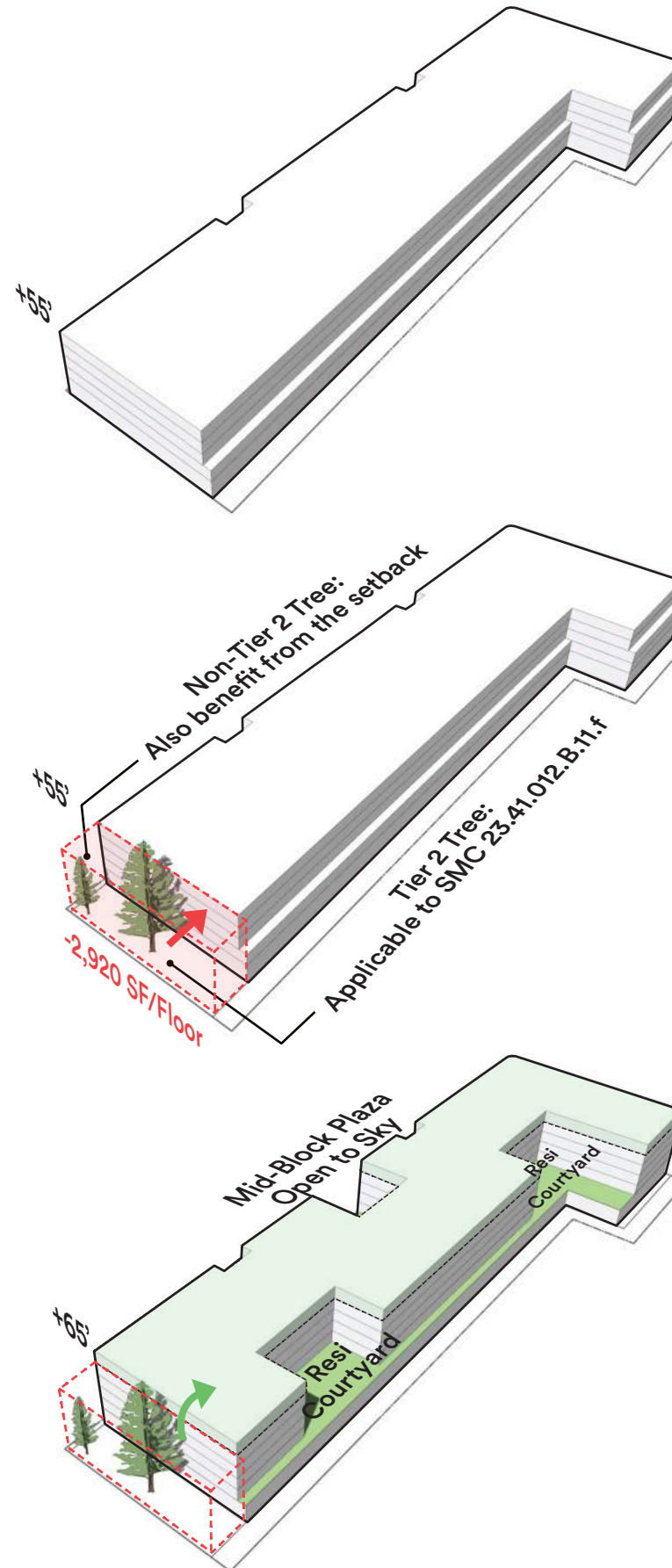
**CS2-D2 Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties; for example siting the greatest mass of the building on the lower part of the site or using an existing stand of trees to buffer building height from a smaller neighboring building.

**CS2-B1 Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

In Wedgwood, Seattle, trees are a defining feature of the neighborhood's landscape and community identity. Wedgwood is known for its abundant greenery, with tree-lined streets, parks, and residential areas contributing to its picturesque charm. Saving these trees is critical to preserve neighborhood's physical landscape, cultural heritage, community spirit, and environmental sustainability (CS1-D1).

Preserving the large trees to the south not only maintains the natural buffer zones but also pushes the building further back. Together, they help the transition from mid-rise to low-rise neighboring zones and better meet the intent of the design guidelines (CS2-D2).

Nested among super tall trees that naturally cast expansive shadows year-round, the proposed additional floor does not result in a bigger building (FAR) or more shadows on adjacent sites (CS2-B1).



## 1. Zoning Envelope

- 5 Stories
- 55' Building Height
- Total GSF (FAR): 339,750 SF (3.75)



## 2. Saving Tier 2 Tree

- 5 Stories
- 55' Building Height
- Total GSF (FAR): 278,869 SF (3.07)



## 3. Retrieve Housing Densities

- 6 Stories
- 65' Building Height
- Total GSF (FAR): 339,750 SF (3.75)

In Wedgwood, Seattle, trees are a defining feature of the neighborhood's landscape and community identity. Wedgwood is known for its abundant greenery, with tree-lined streets, parks, and residential areas contributing to its picturesque charm.

Saving these trees is critical to preserve neighborhood's physical landscape, cultural heritage, community spirit, and environmental sustainability (CS1-D1).

**Weeping Alaskan Cedar (224)**

*A tree called a Weeping Alaskan Cedar is very visible at NE 82nd Street on one corner of the Wedgwood Shopping Center. It is described as “weeping” because of its drooping foliage, as said in Trees of Seattle that it “presents a wilted Dr. Seuss aspect.” This tree, which looks like a Dr. Seuss character, has a twin located one block to the south in the landscaping of Wedgwood Presbyterian Church at NE 80th Street.*

Valarie. (2023). Enjoying the Trees of Wedgwood. Wedgwood in Seattle History. <https://wedgwoodinseattlehistory.com/2023/11/01/enjoying-the-trees-of-wedgwood/>

**Douglas Fir (223)**

Tier 2 Tree with 28” Diameter at breast height (DBH) and 60+ feet height range  
Applies to SMC 23.41.012 which allows structure height departure up to 10 feet.

**Douglas Fir (A)**

A young native street tree that is really nice and established.  
Option C that preserves this tree is preferred by Urban Forestry.

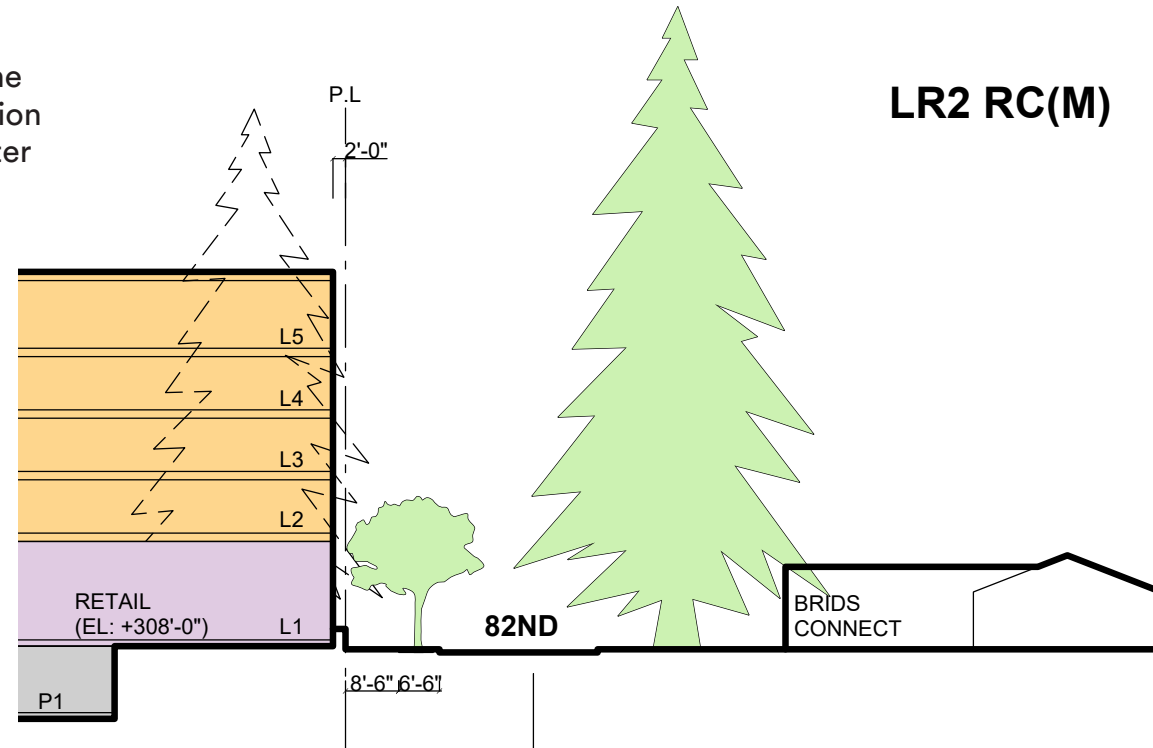


# DEPARTURES

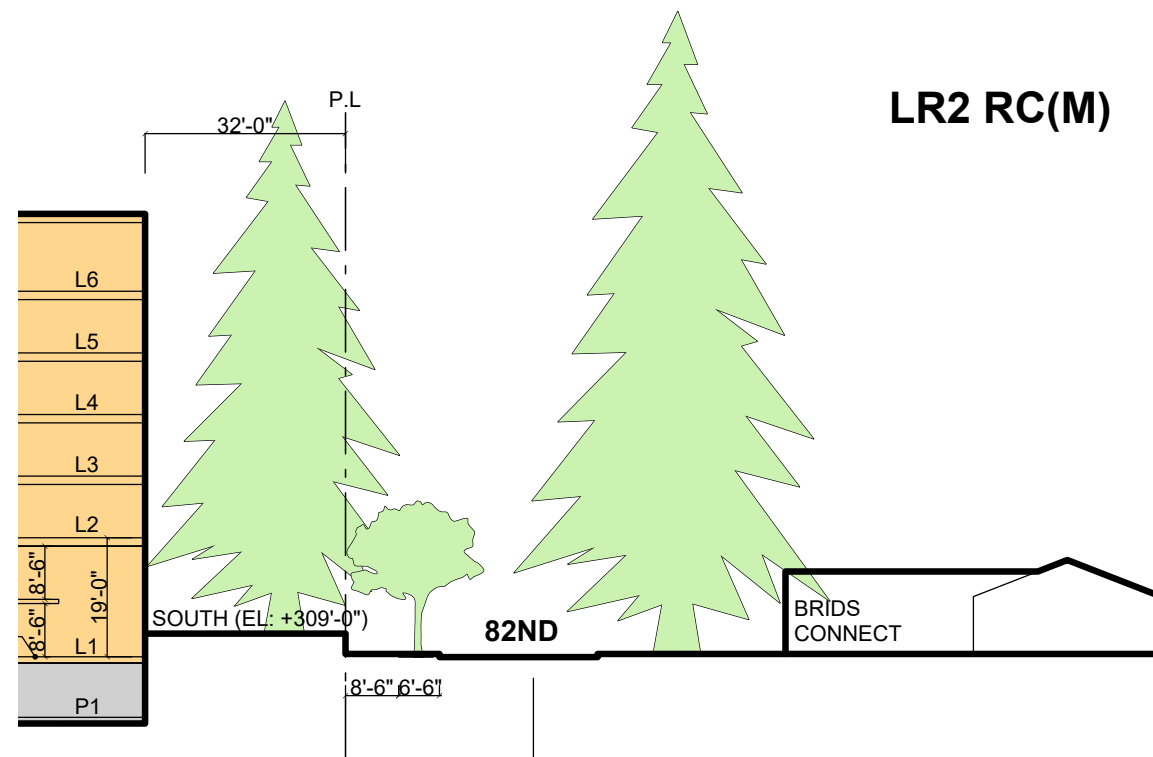
# POTENTIAL DEPARTURES

Preserving the large trees to the south not only maintains the natural buffer zones but also pushes the building further back. Together, they help the transition from mid-rise to low-rise neighboring zones and better meet the intent of the design guidelines (CS2-D2).

## Concept A: Removing trees





## Concept C (Preferred): Maintaining trees



# DEPARTURES

# POTENTIAL DEPARTURES

Nested among super tall trees that naturally cast expansive shadows year-round, the proposed additional floor does not result in a bigger building (FAR) or more shadows on adjacent sites (CS2-B1).

Shadow of proposed building   
Shadow of neighboring building & trees 

**Concept A:**  
Removing trees

March/September 21st  
9 AM



12 PM



3 PM



**Concept C (Preferred):**  
Maintaining trees

March/September 21st  
9 AM



12 PM



3 PM



# 02 Surface Parking abutting Principal Pedestrian Street (SMC 23.47A.032.B.2)

**A) The Code requires:**

In pedestrian designated zones, surface parking is prohibited abutting the street lot line along a principal pedestrian street.

**B) The applicant proposes:**

Provide approximately 18 surface parking spaces at the mid-block plaza for stop-in convenience parking for grocer and retail.

**C) This will help the project better meet the intent of Design Guidelines:**

**PL1-A2 Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

**PL1-B3 Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building’s entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

**PL1-C1 Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

**CS2-C3 Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design. Consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.

**DC1-C3 Multiple Uses:** Design parking areas to serve multiple uses such as children’s play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

The project team envisions the mid-block shared use plaza as a vibrant, pedestrian-friendly open space that enhances the community (PL1-A2 & B3), rather than simply a surface parking lot (DC1-C3). It will feature well-paved pathways that blur the distinction between pedestrian and vehicular areas. Various pedestrian amenities such as seating, street furniture, lighting, landscaping, artwork, and grocery displays will be incorporated to activate the space and shield it from cars (PL1-B3).

The open-air mid-block plaza, centrally positioned among the grocery store, residential lobby, and retail and residential units on the upper level, offers sunny exposure, views across the area, and eyes on the streets (PL1-C1). This design approach aims to create an inviting, dynamic, and secure open space that aligns with design guidelines and serves the needs of the community.

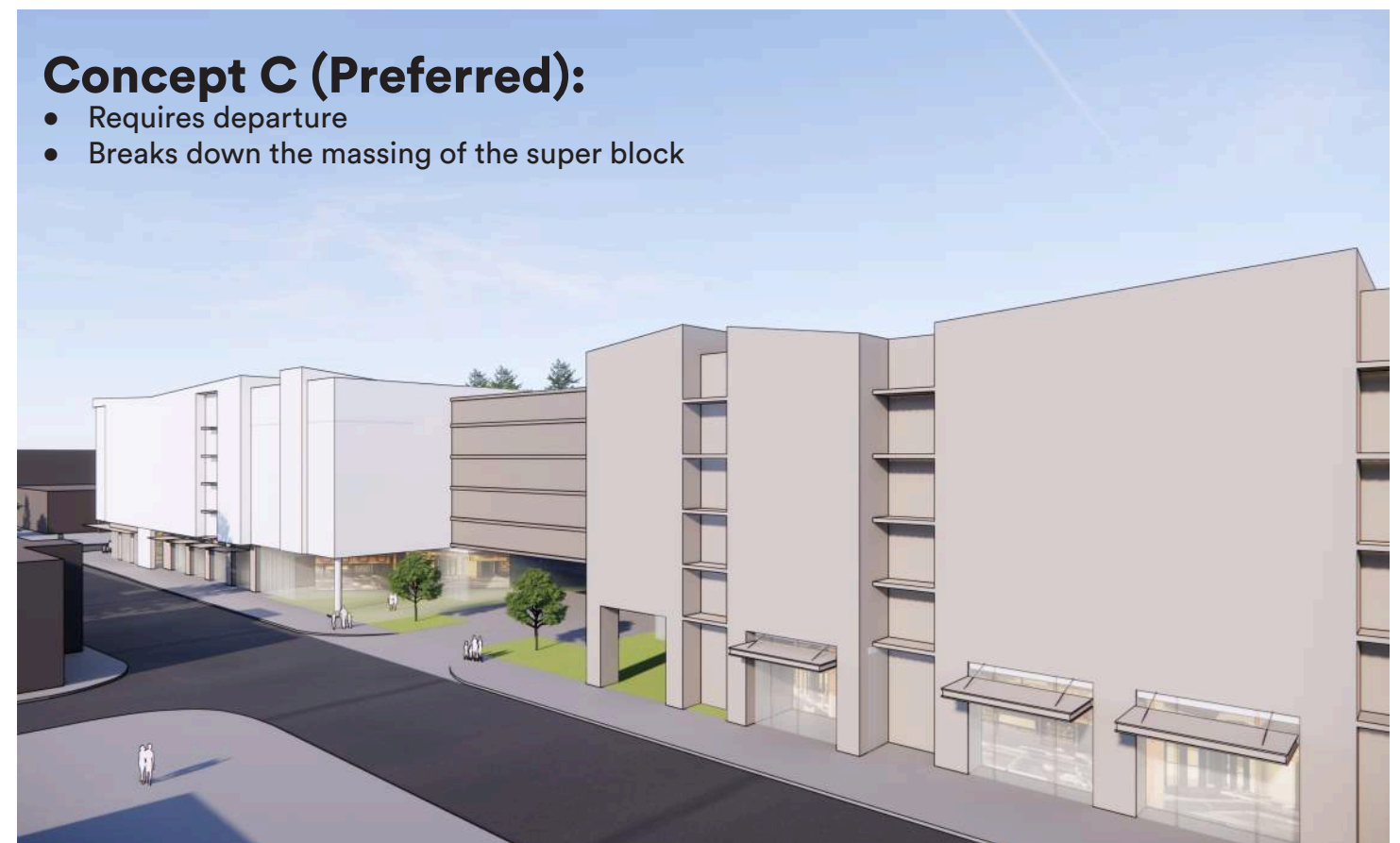
**Concept A:**

- Code Compliant
- Continuous long facade



**Concept C (Preferred):**

- Requires departure
- Breaks down the massing of the super block



# DEPARTURES

# POTENTIAL DEPARTURES

The project team envisions the mid-block shared use plaza as a vibrant, pedestrian-friendly open space that enhances the community (PL1-A2 & B3), rather than simply a surface parking lot (DC1-C3). It will feature well-paved pathways that blur the distinction between pedestrian and vehicular areas. Various pedestrian amenities such as seating, street furniture, lighting, landscaping, artwork, and grocery displays will be incorporated to activate the space and shield it from cars (PL1-B3).

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# 03 Curbcut off of Principal Pedestrian Street (SMC 23.47A.032.A.2a)

**A) The Code requires:**

If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.

**B) The applicant proposes:**

Propose parking access on 35<sup>th</sup> Ave which is a principal pedestrian street.

**C) This will help the project better meet the intent of Design Guidelines:**

**CS2-B3 Character of Open Space:** Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or “rooms” for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).

**CS2-C3 Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design. Consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.

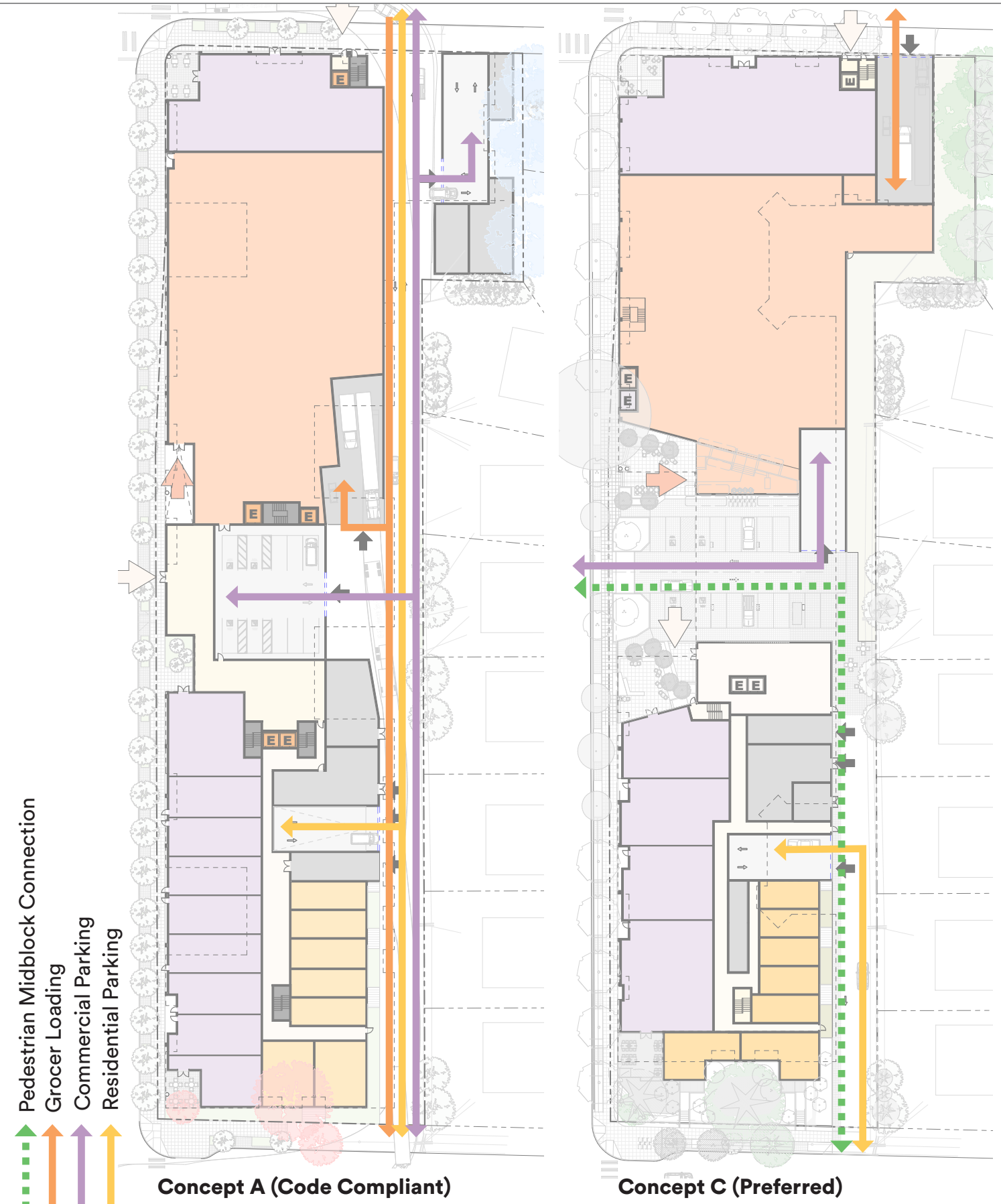
**CS2-D5 Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

**PL2-D1 Design as Wayfinding:** Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

**PL4-A1 Serving all Modes of travel:** Provide safe and convenient access points for all modes of travel

Upon analyzing the dimensions of blocks and existing buildings within the vicinity and surrounding the four commercial nodes outlined in the Wedgwood 35th vision plan, we noticed a trend: blocks to the North are smaller, usually under 300 feet along 35th Avenue, while those to the South are longer but divided into multiple parcels and buildings. Our full-block parcel is located on a superblock that is over 600 feet long. This poses a unique and challenging condition within Wedgwood, in terms of providing pedestrian scale, safety, and easy wayfinding for our community. The design team believes creating this mid-block plaza, with access from 35th, for both pedestrians and some convenience parking is a smart way to break down the massing of the building (CS2-C3), organize a complicated mixed use development, and provide safe way finding for all of its users. This better meets the intent of the design-guidelines because it breaks down the the block to a more pedestrian scale.

Because of the mixed-use nature of the proposed project, code-complied design would necessitate that residential parking and loading, commercial parking, and grocery delivery loading share access to the site via a 20-foot alley. This arrangement poses significant safety hazard for the public and disrupts neighboring homes to the east. The proposed curbcut along 35th Street serves to segregate traffic, prevent hazardous conflicts, and offer safe and convenient access points for all modes of travel. (PL4-A1). The alley is limited to residential use which minimizes noise disturbance to our neighbors (CS2-D5). Additionally, direct access to grocer parking form 35th Ave provides easy wayfinding for visitors (PL2-D1) and support the activation of proposed mid-block plaza (CS2-B3).





# DEPARTURES

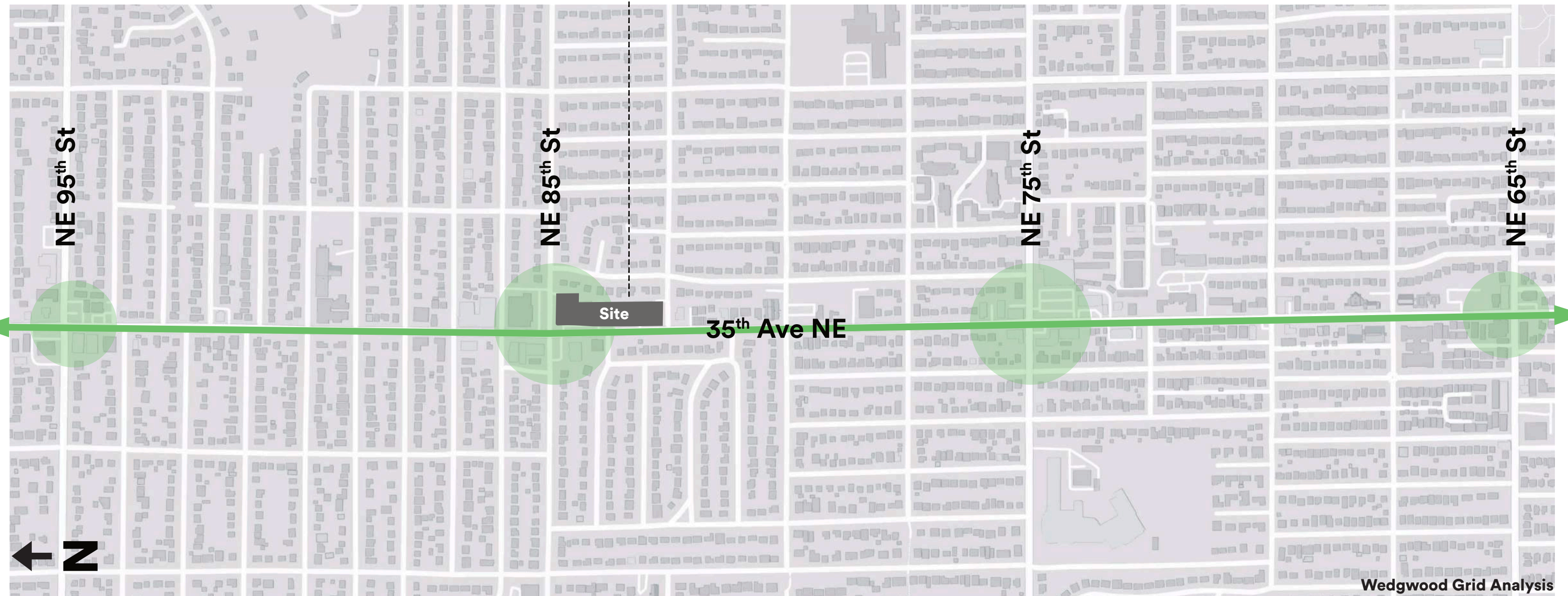
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# POTENTIAL DEPARTURES



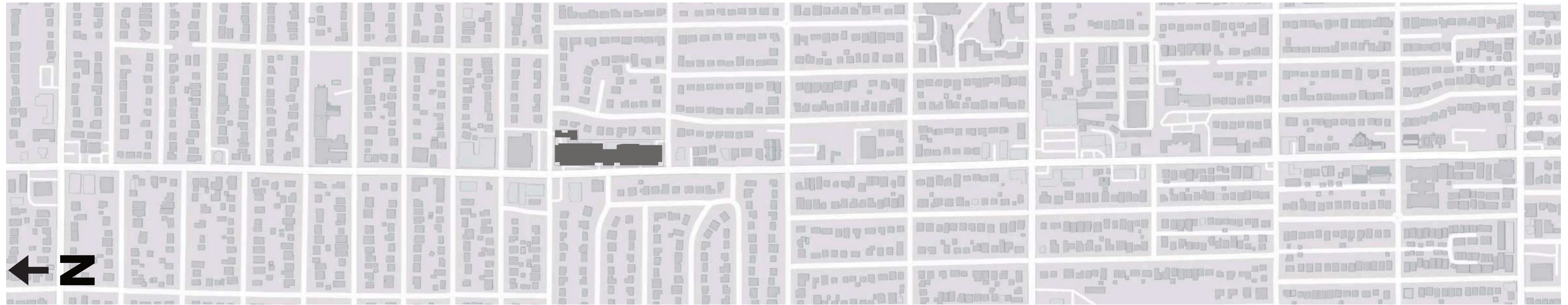
Current Site Condition



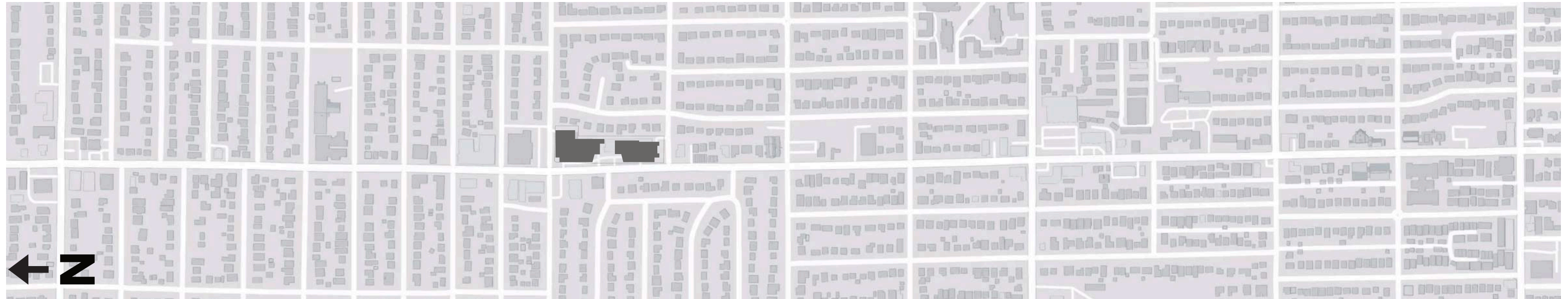
Wedgwood Grid Analysis

In comparing the ground floor layouts for concept A and C, the design team believes creating this mid-block plaza, with access from 35<sup>th</sup>, for both pedestrians and vehicles is a smart way to break down the massing of the building (CS2-C3), organize a complicated mixed use development, and provide safe way finding for all of its users. This better meets the intent of the design-guidelines because it breaks down the the block to a pedestrian scale that fits within the neighborhood.

**Concept A (Code Compliant):**



**Concept C (Preferred):**



# DEPARTURES

# POTENTIAL DEPARTURES

Because of the mixed-use nature of the proposed project, code-complied design would necessitate that residential parking and loading, commercial parking, and grocery delivery loading share access to the site via a 20-foot alley. This arrangement poses significant safety hazard for the public and disrupts neighboring homes to the east.

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**Residential Alley:**  
For residential parking only  
Minimal noise disturbance to neighboring homes

**Mid-block Plaza (Pedestrian & Cars):**  
A vibrant, pedestrian-friendly open space that enhances the community

**Mid-block Connection (Pedestrian Only):**  
Alternate pedestrian path that connects 82<sup>nd</sup> and 35<sup>th</sup>

**Proposed curbcut:**  
For commercial customers only  
Easy way-finding

# Successful Precedents | 2550 32<sup>nd</sup> Avenue W (University District Safeway)

- Presentation material dated 04.10.2020 by Jackson Main Architecture
- This project sought and received approval for parking garage access from the street instead of off an alley
- Applicant team in this project pointed out that due to the mixed-use nature of the proposed project, compliance with this code requirement would create very significant safety hazards for the general public and the residents of the proposed development by restricting all site traffic to a single point of access in the narrow alley



The Code requires access to parking and loading to be taken from the alley when the lot abuts an improved alley. The applicant proposes parking access from Brooklyn Avenue NE. Note: This is not to be requested as a departure before the SDCI Director determines it will not meet the criteria for a Type I Directors Decision request. Potential Departure Driveway access to Brooklyn Avenue NE (SMC 23.48.085.D1 – Parking and Loading Access)

### SMC 23.48.085.D.1 - Parking & Loading Access - EDG 3 Comment

The Board accepted the information provided by City staff related to the likely approval of a driveway connection to Brooklyn Avenue as a Director's Decision. The Board requested additional information related to the adjacent locations of the driveway and crosswalk and the flexibility in separating these elements. (PL1-B-3. Pedestrian Amenities, DC1-A-2. Gathering Places, DC1-B-1. Access Location and Design). The Board had previously suggested:

- Linking the driveway to the open space through the extension of façade plane and ground materials from the open space to the driveway frontage.
- Designing the driveway crossing as a woonerf, with surface cues that encourage pedestrian movement with physical and visual continuity to the sidewalk design of the surrounding block frontage.

#### Response:

The applicant has met with SDCI and SDOT and based on their feedback has submitted a formal request with supporting documentation to place the driveway along Brooklyn Ave. The driveway's new location and design reduces safety hazards, improves visibility for pedestrians and vehicles, reduces circulation and traffic issues, and incorporates the Green Street standards with careful attention to its proximity to the open space and building entrances. The driveway is further integrated with the open space and takes into consideration the grocery entrance from the open space. Please note that the alley is currently not improved. While the applicant will be dedicating 3' to the alley with as part of this development, the alley will still be below the standard for new alley width until the opposing properties are developed to equally dedicate property to meet the 20' alley width standard.

**"Access to parking and loading shall be from the alley when the lot abuts an improved alley."**

**"If the use of the alley for parking and loading access would create a significant safety hazard as determined by the director, parking and loading access may be permitted from the street."**

The proposed mixed-use redevelopment will include an expanded Safeway grocery store on the ground floor that will occupy most of the site (excluding the required open public amenity space and setback requirements), with two levels of underground parking for the retail and residential units above. Due to the mixed-use nature of the proposed project, compliance with this code requirement would mean that passenger vehicles (residents and grocery store customers) and commercial delivery trucks (semi-trucks and smaller) would have to share site access in the alley. This would create very significant safety hazards for the general public and the residents of the proposed development by restricting all site traffic to a single point of access in the narrow alley.

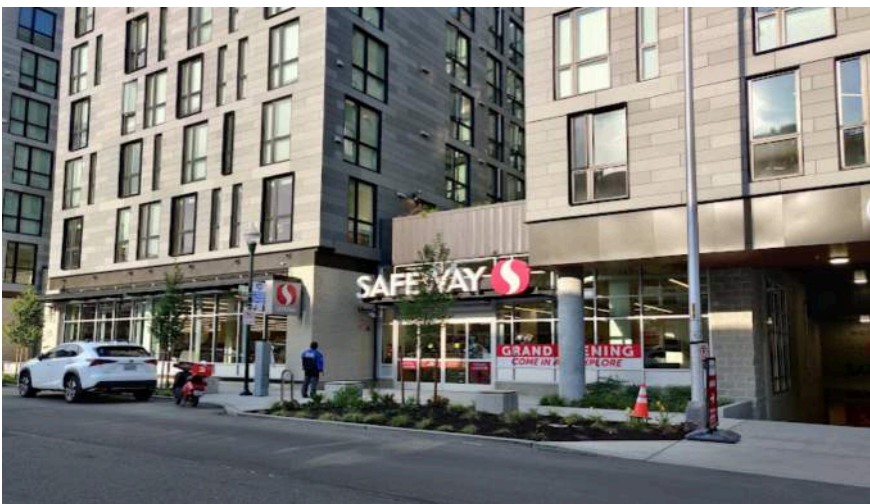
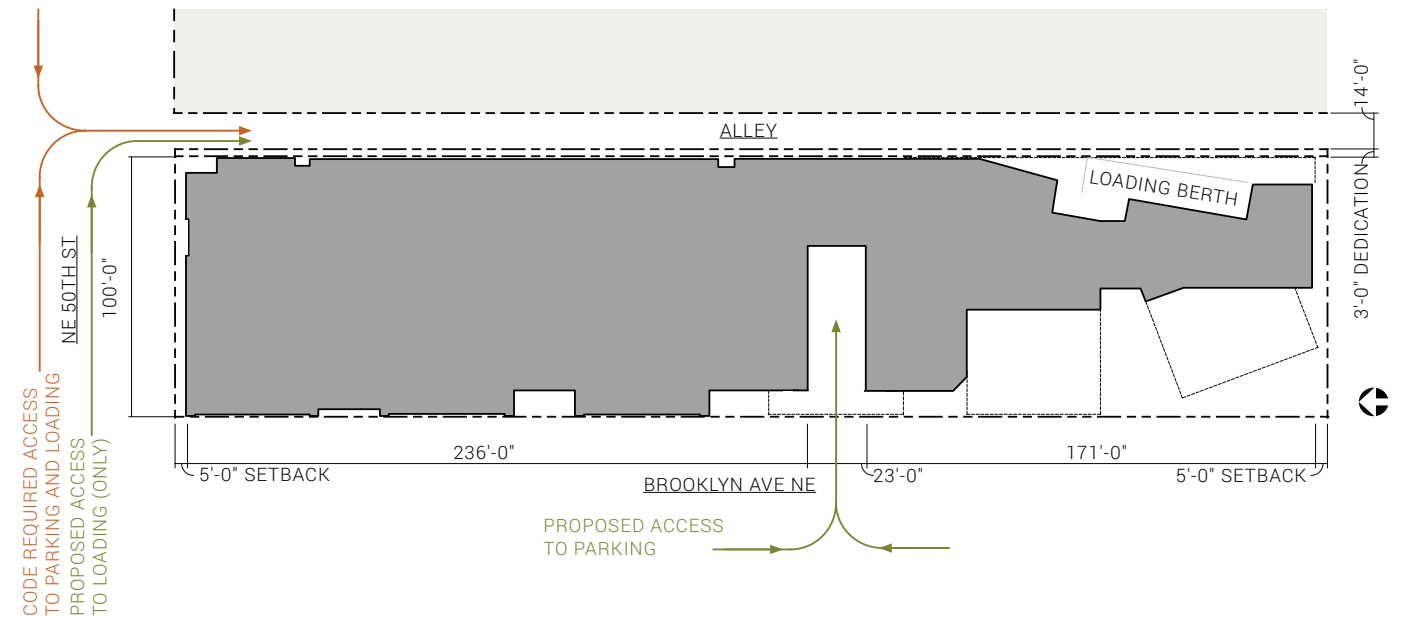
Mixing large and small delivery trucks with reduced visibility and maneuverability with passenger vehicles, pedestrians, and bicycles would cause hazardous conflicts, blockages, and potential issues in emergency egress situations. In addition to the great inconvenience for Safeway customers who will be forced to find and navigate through this narrow alley to enter the parking structure, this condition would create significantly more traffic as both the grocery store customers and tenants and their guests will be forced to navigate through additional streets to access the parking entrance. The alley is currently used to store garbage by tenants along University Way and is often frequented by homeless and drug users. Separately, using the alley as an entry point would severely limit the ability to use the alley as a midblock

connection as supported by code section 23.48.640.E.2, significantly and negatively impact the proposed 10,000 square foot open space, and hinder pedestrian and bicycle access to the neighborhood park from the alley and "The Ave".

We are proposing that access to the underground parking garage be provided with a single curb cut on Brooklyn Ave, a significant reduction from the current five curb cuts along Brooklyn Ave. Transpo Group has submitted a traffic report and analysis examining pedestrian/bicycle circulation, traffic operations, vehicular turning movements, transit impacts, and safety concerns and is working with SDOT and SDCI to support this Type 1 request.

### LEGEND

- PROPOSED BUILDING
- ADJACENT PROPERTIES



Successful Precedents | 2550 32<sup>nd</sup> Avenue W (Magnolia Safeway)

- Presentation material dated 05.26.2021 by Bumgardner Architects
- This project also sought and received approval for parking garage access from the street instead of off an alley. In addition, surface parking abutting pedestrian-oriented street was approved and supported by the board
- Applicant team in this project also addressed similar concerns including safety hazard caused by mixed traffic, impact to alley neighbors, reduced quality on public open space, convenience to shoppers, etc



# 04 Small Commercial Uses (SMC 23.47A.008.C.6a)

**A) The Code requires:**

Except as provided in subsection 23.47A.008.C.6.c, all structures abutting a principal pedestrian street that include more than 5,000 square feet of street-level commercial uses shall include small commercial spaces meeting the requirements of subsection 23.47A.008.C.6.b in the quantity required by Table A for 23.47A.008.C.

c.Exception. The requirements of this subsection 23.47A.008.C.6 do not apply to structures with more than 50 percent of the total street-level gross floor area occupied by any of the following uses:  
9)Grocery stores less than 15,000 square feet;

d.As a Type I decision, the Director may waive the requirements of subsection 23.47A.008.C.6. The Director's decision shall be based on the availability of existing small commercial spaces on a principal pedestrian street:

- 1)Within the same urban village as the structure;
- 2)Within 400 lineal feet of the structure, if the structure is located within an urban center; or
- 3)Within the same pedestrian-designated zone as the structure on the same principal pedestrian street, if the structure is located outside of an urban village or urban center.

This project is required to provide 8 small commercial spaces.

**B) The applicant proposes:**

Provide three retail spaces of approximately 2,000 square feet, one at 3,000 square feet, and one larger retail space of approximately 8,000 square feet in lieu of eight retail spaces a maximum of 1,500 square feet in size.

**C) This will help the project better meet the intent of Design Guidelines:**

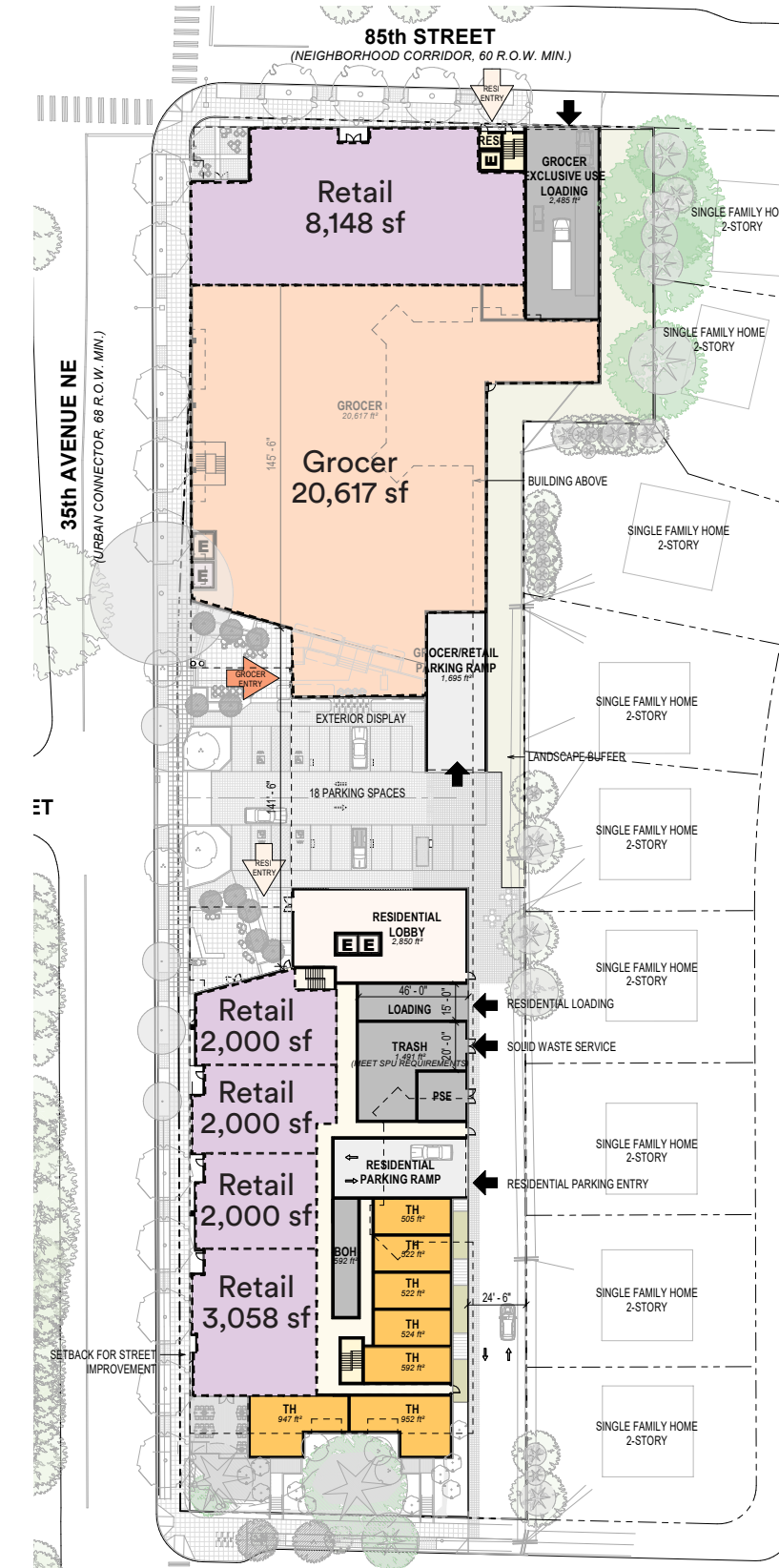
**DC2-E1 Legibility and Flexibility:** Strive for a balance between building legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

**Wedgwood Vision Plan C-61:** Commercial entities in Wedgwood will be primarily small, independent businesses that support local residents with some larger stores that also draw from surrounding neighborhoods.

The departure better meets the intent of the design guidelines because larger retail spaces add to the diversity of retail in the immediate vicinity and replaces existing retail spaces onsite to allow for the retailers to relocate in the new building. There are 7 small retailers (less than 1,500 sf) within 500' of the site. In talking to some of the existing retailers and with the recent QFC closure, they're worried their store will not get the necessary traffic needed to sustain themselves. They describe the relationship very symbiotically. Allowing a mix of large, medium and small retails will help to revitalize the site and provide balance between building legibility and flexibility (DC2-E1).



Existing Retail Total: **27,760 sf**



Proposed Retail Total: **37,823 sf**

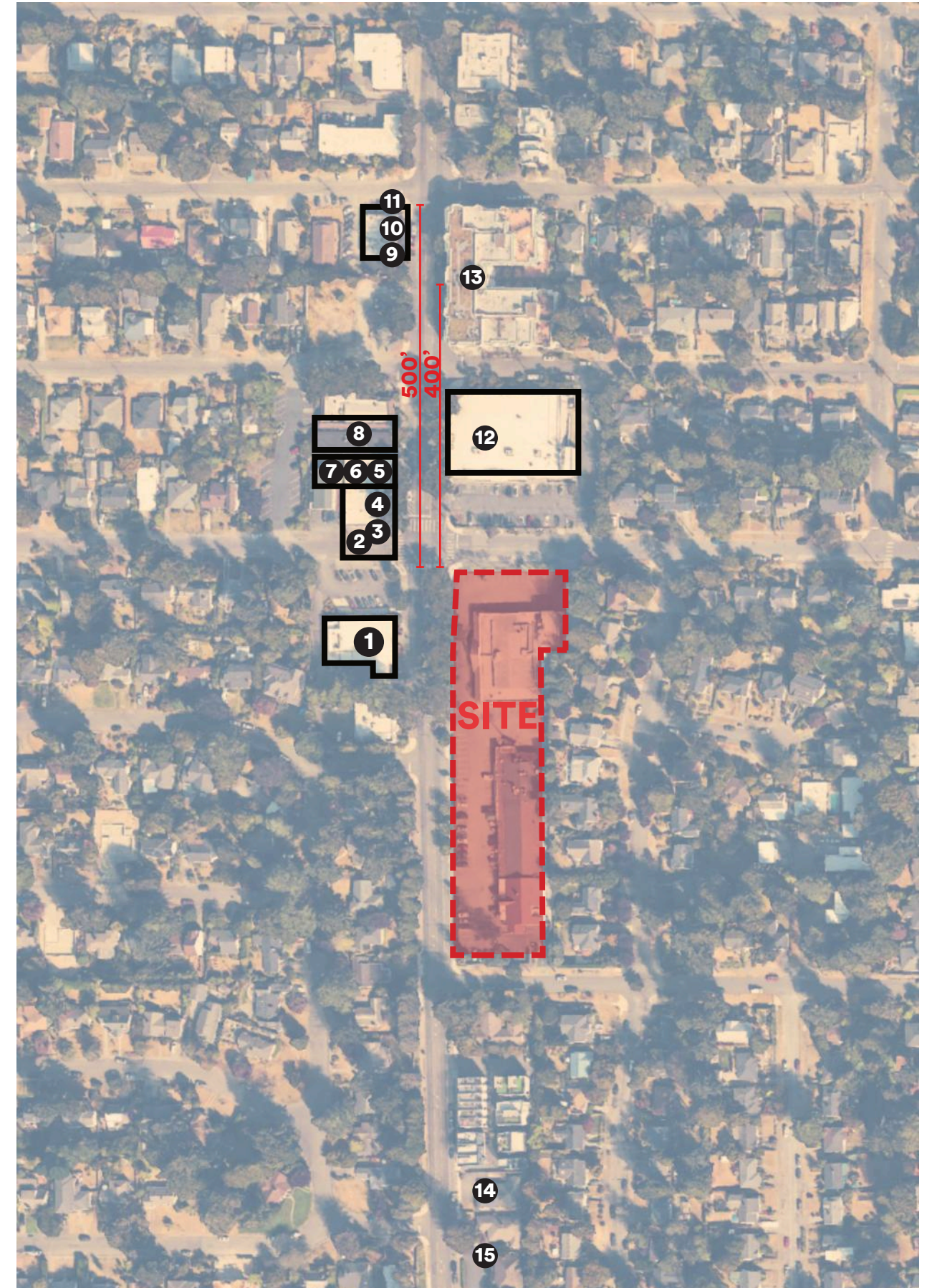
# DEPARTURES

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- 1 Bank of America: 6,147 sf
- 2 Luu's Cafe: 710 sf
- 3 Body & Brain: 6,100 sf
- 4 Blue Poppy Floral: 7,60 sf
- 5 Wedgwood Ale House (Pool Hall): 1,220 sf
- 6 Wedgwood Ale House: 2,080 sf
- 7 Ale Cafe: 600 sf
- 8 Wells Fargo: 4,600 sf
- 9 Cafe Javasti: <1,500 sf
- 10 Layer Salon: <1,500 sf
- 11 Wedgwood Laundromat: <1,500 sf
- 12 Rite Aid: 26,853 sf
- 13 Cloudberry Pet Salon: unknown
- 14 Woodlawn Optical: 1,913 sf
- 15 Wedgwood Dental Clinic: 1,900 sf

# POTENTIAL DEPARTURES



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## **Appendix 1. Arborist Report**

November 2, 2023

Client: Security Properties  
Brian Sanchez

Location: 8400 35<sup>th</sup> Ave NE  
Seattle, WA 98115  
Parcel # 0325049157

Project Arborist: Anne M Morey  
ISA Certified Arborist PN-9302A  
ISA Qualified Tree Risk Assessor

#### Scope of Work:

To assess and inventory trees on and offsite in preparation for a site redevelopment as a follow up to the Tree Solutions Inventory Draft Report done October 14, 2022.

#### Personal qualifications and levels of assessment:

I have worked in the tree industry for over 20 years and have obtained our ISA Certifications for Arborist and Tree Risk Assessor. I used my experience in the field and preparing reports for municipalities throughout King, Snohomish and Pierce Counties to create this report/letter.

#### There are three (3) levels of tree risk assessment

- Level 1: Visual Assessment;** distant assessment of 1 or a group of trees to determine any obvious hazards and determine if other levels of assessment are necessary.
- Level 2: Basic Assessment;** detailed visual inspection of a tree and its surrounding site using simple tools to acquire more information about the tree and any potential defects.
- Level 3: Advanced Assessment;** these assessments are used to provide more detailed information about specific tree parts, defects, targets, or site conditions.

#### Site Observations and Inventory:

The full site is approximately 90,600 square feet and is located to the west of 35<sup>th</sup> Ave NE and south of NE 85<sup>th</sup> St in the Wedgwood neighborhood of Seattle. The property has two commercial buildings which are occupied by several businesses and some vacant, there are parking areas running along 35<sup>th</sup> Ave NE and some areas to the north and south of the property lines.

This report is based off the conceptual designs and previous arborist report provided in where the construction of a mixed-use grocer, retail, and residential development is going to be.

I reviewed all trees originally inventoried in the first Draft Report on October 14, 2022 by Tree Solutions. I've created an updated inventory that can be accessed through the link below and allows you to select the individual trees and the tree details.

<https://app.arborprousa.com/viewer/GoR6pmC2lC0mwBbj>

*When you open this link, go to the top right corner and click on the gear icon. There will be a drop-down menu, slide the "dot size" tear drop all the way to the left, scroll down and select "Tree ID", slide the label font size dot all the way to the left and scroll further down to slide the label threshold all the way to the left and hit SUBMIT. That will expose the Tree ID numbers on the map.*

Each tree maintains the same tree tag used in the previous report by Tree Solutions for ID and SDOT trees are identified by its SDOT tree inventory number to maintain consistency. ROW trees are identified in the table below in place of Tier rating.

Seattle Municipal Code states trees that are of 6" or greater at standard height are required to be assessed for development projects. However, there were several SDOT trees on the north property line that were yet to be inventoried by the city falling under their 0 - 5" threshold. These trees were included in this inventory with similar tree identification numbers as the city but for the purpose of this inventory given a letter designation versus number to stay consistent with labeling. The link for the map above can be customized to distinguish between ROW, Offsite and Onsite trees. This is shown in Attachment 1 below.

Access was limited along the west property line. All trees were inventoried using the ArborPro program and due to access, size (DBH) is approximate and location is within 3' of locate indicated on the map below primarily on the west property line. Attachment 1 below is the map of this inventory. Attachment 2 is the Tree Table that corresponds with the map.

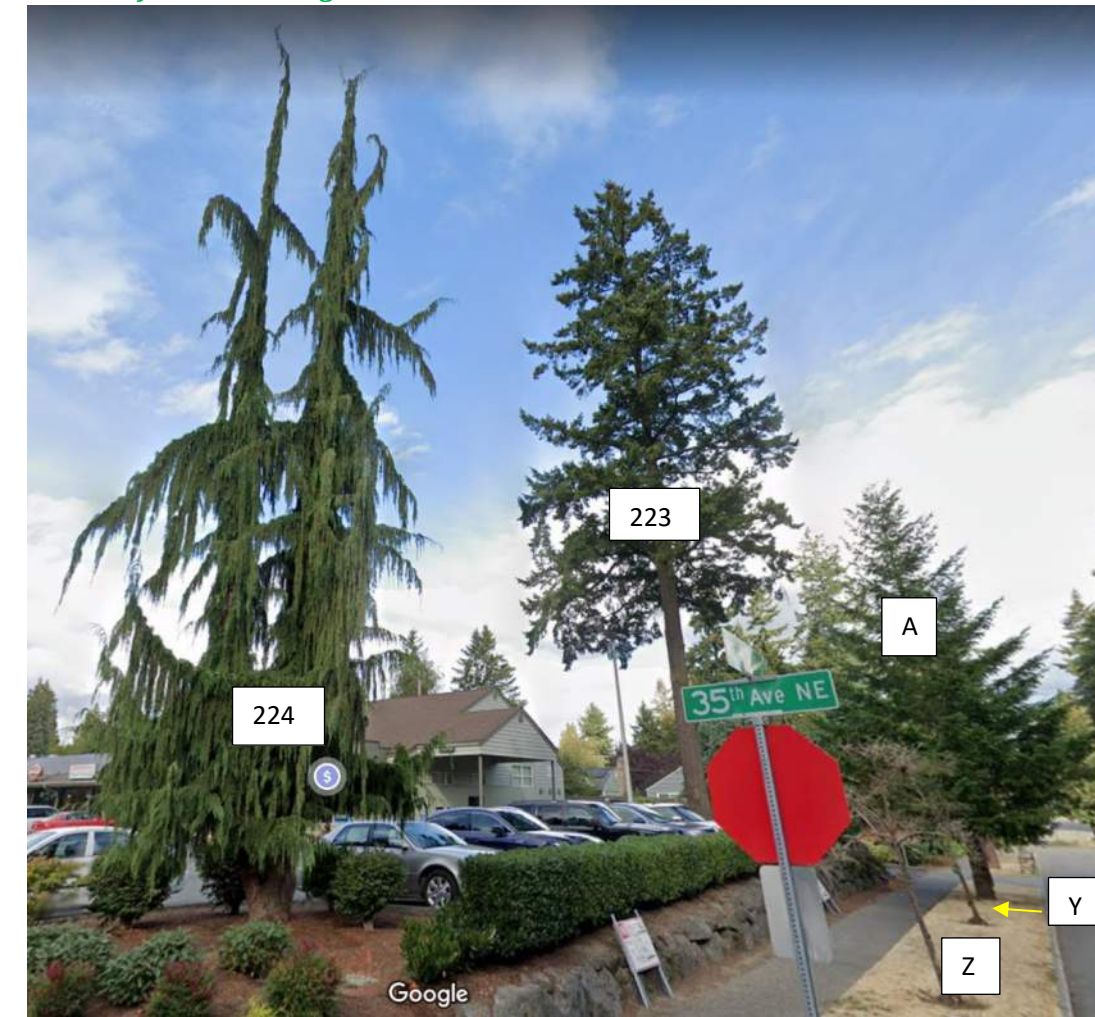
**The Trees:**

The south property line along NE 82<sup>nd</sup> St has three (3) SDOT trees and two (2) trees within the property. Two (2) of the SDOT trees are dead or dying and the remaining is a young Douglas fir (*Pseudotsuga menziesii*) which sits directly next to a power pole and the south entrance to the property.

Within the property, in a parking lot island sits the 28" Douglas fir, tree 223, this is a Tier 2 designated tree as defined in Director's rule 7-2023. This tree has had its canopy raised over the years likely for light and parking clearance and appears to of been wind-sailed excessively between July of 2008 and July of 2011. There are some compromised unions with sap flow just above the lower canopy.

Branches are elongated (likely due to the excessive trimming) with ends turned downward and twig die back present throughout the canopy. There is limited to no root zone aside from the small planting bed it's in and the taper on the root crown is very poor. The cities recently updated tree ordinance allows for tree protection area around retained trees to be based on existing encroachments, SMC 25.11.060.A.4 and any increase in tree protection area around the root crown may be a benefit.

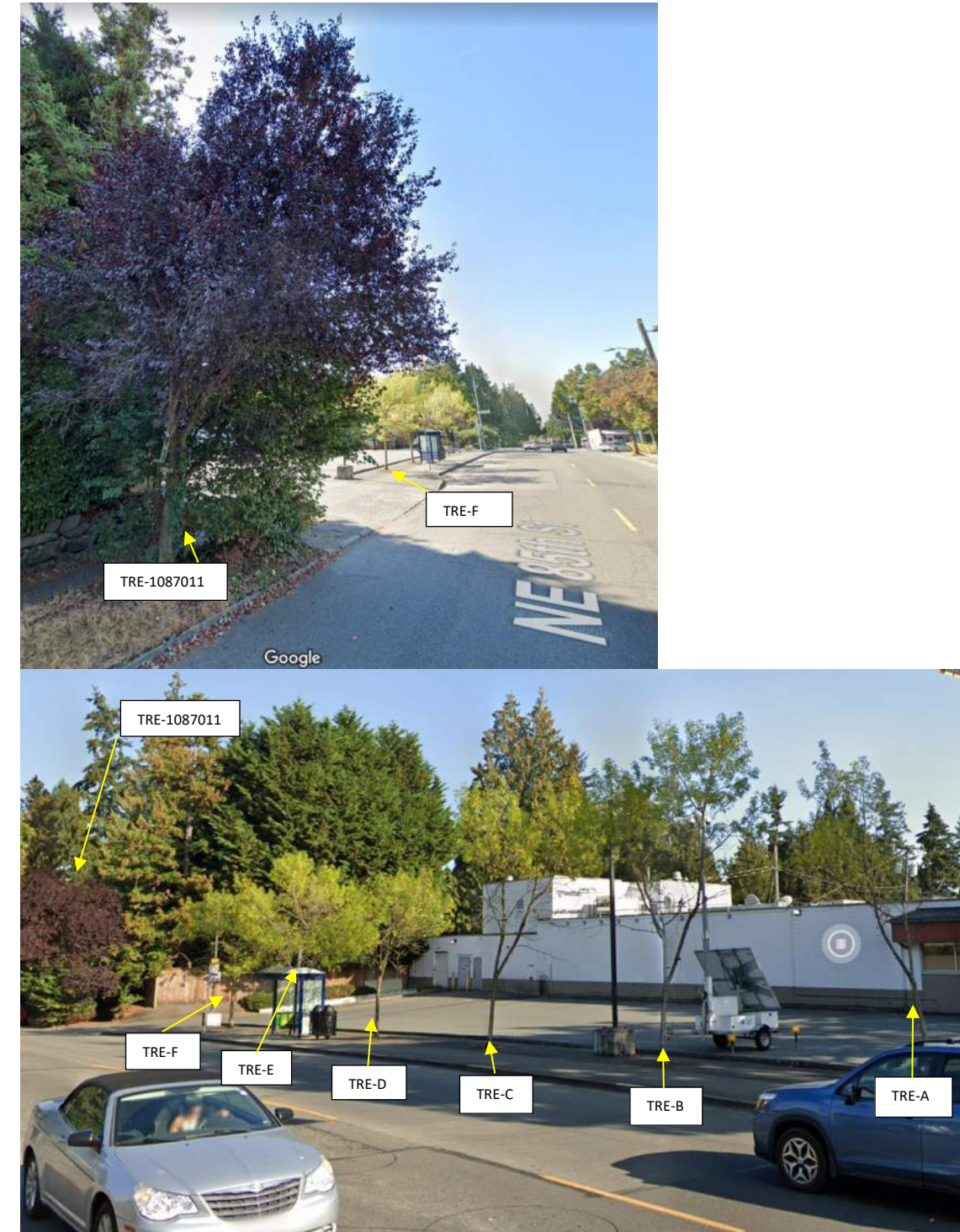
Tree #224 is an Alaskan cedar in very good condition. This is a Tier 3 designated tree as defined in Director's rule 7-2023. There are 3 stems on this tree with the two center stems intertwined up to approximately 10'. This tree sits in a nicely barked planting bed near underground utilities on the southwest corner of the property. With proper tree protection I feel this tree will do well throughout construction.



The west property line that runs along 35<sup>th</sup> Ave NE has 11 SDOT trees. These have all been inventoried by the city of Seattle and will require a permit for pruning or removal as would all other SDOT trees.



The north property line that runs along NE 85<sup>th</sup> St has 7 SDOT trees. 6 of these trees have not yet been inventoried by SDOT and are under the 6" threshold required for assessment.



The west property line is shared with 9 privately owned properties. All but one of these properties have trees whose driplines overhang the site. Each parcel is identified and trees with shared driplines were inventoried.

**Parcel 9213400005**

Trees C – J appear to be within this property. These are all cypress that were at one time topped and have been hedged back to the fence line over the years for semi-truck access. There is already a gradual grade change along this section of the property that the root systems to these trees have already adjusted to. Upcoming construction should be minimally impactful, reconstruction of retaining walls should be monitored by an ISA certified arborist to ensure minimal impact during the process.

**Parcel 9213400010**

Tree K is located on this property. This is a large triple trunk western red cedar with a dynamic cobra cabling system installed to support the canopy. This is a Tier 2 tree as defined in Director's rule 7-2023. The dripline encroaches the property and has been trimmed back over the years for building and roof clearance. The foundation for the building onsite is almost directly against the root crown of the tree. As the building is planned for demo, the canopy can be trimmed back some to allow for equipment access but no more than 25% of the west side of that stem should be trimmed. Upcoming construction within the dripline on the west side of the tree should be minimally impactful to the root system as the tree has already adapted to this limited root zone. An ISA certified arborist shall be on site during construction in this area to ensure removal of foundation and new installation of the property barrier/retaining wall is completed with minimal impact to the root system. There shall be regular monthly inspections of the tree protection around this particular tree throughout the project to help ensure survival and minimal impact to ongoing work after the area is completed.

**Parcel 9213400015**

Trees M1, M2 and L are on this property. Trees in group M1 include a 12" Douglas fir and 1 to 2 multi-stem cypress. The fir has had its canopy lifted considerably for clearance from the neighboring parcel to the east as that is where the majority of that canopy is located. The cypress has been hedged back for power line and property line clearance over the years. There is a lot of die back in the canopies but overall, the trees are well adjusted to the property lines. There is a wooden fence less than a foot from the trees on the north side with a natural forest floor that runs east to west between the fence and the already established building. It would be ideal to maintain this set back distance for limited impact to the established root systems in this area. If work should occur within the driplines an ISA certified arborist shall be onsite to monitor and mitigate accordingly. Trees in group M2 are made up primarily of 2 or 3 multi-stem cypress similar to those in group M1 with the same surrounding site conditions. The same criteria apply to these trees as trees in group M1.

The trees in group "L" include 5 to 6 cypresses, there does not appear to be any that are over 12" DBH in this group. These trees run north to south along the west property line. There is a wooden fence that separates the properties with the area on the Wedgwood site side being paved. Some of the trees are dead standing and/or dying with support braces on them. All have been hedged back

over the years for property line and power line clearance. As the west side of the tree's root zone has been paved and the trees have been maintained to the property line due to power line clearance, I feel there will be minimal impact on these trees during construction. If excavating does occur within the dripline an ISA certified arborist shall be onsite to monitor and advise accordingly.

**Parcel 9213400025**

Trees N and P are located on this property. These trees have both been topped for power line clearance over the years. They appear to have been well kept with the excessive lateral growth due to topping. The west side of the trees are mostly hedged back to the property line where a wooden fence separates the properties. They have also had their canopies lifted to accommodate clearance of the fence as well. There is a power pole located very close to tree P which contains a transformer. Clearance for this pole has been mandatory over the years which has eliminated over half of this particular tree. The fence and property lines are less than 3 feet from the base of each tree. If excavating does occur within the dripline an ISA certified arborist shall be onsite to monitor and advise accordingly.

**Parcel 9213400030**

Trees Q and R are located on this property. Tree Q is a western hemlock that has been constantly topped for power line clearance. There is elongated branch growth, a column of decay, sap flow from the topped area and compromised branch unions. Twig and branch die back which is typical of this species after enduring these trimmings over the years and having 40% of its root system paved. I wouldn't expect this tree to survive much longer with the changing climate and continued power line clearance. Upcoming construction with proper tree protection in place, appears to be set back enough to where it will be minimally impactful. This tree is in poor health. Tree R is a pacific dogwood in pretty good condition. Limbs have been pruned for property line clearance over the years. Well established with 30% of the CRZ paved. Minimal impact on this tree during construction with the proper tree protection in place.

**Parcel 9213400035**

Tree S is on this property. This is a black locust, young tree with pruning for property clearance. 30% of CRZ is paved. Minimal impact on this tree during construction with the proper tree protection in place.

**Parcel 9213400040**

Trees T and U are located on this property. T is a birch tree that's canopy is growing mostly to the east towards the house. There have been some minor reduction cuts for power line clearance and property clearance over the years as there is also a power pole within 10 feet of the main stem. 30% of the CRZ is paved on the west side with a wooden fence separating properties. Tree U is a young deodar cedar with minimal canopy overhanging the property lines. 20% CRZ is paved. Both trees would be minimally impacted during construction with proper tree protection in place.

**Parcel 9213400045**

Trees V, W and X are on this property. These are cypress that have been topped and hedged back for power line and property line clearance. There is a wooden fence less than 5 feet from the base of each tree to the west. Each tree is typical of the species after being grouped and hedged in this

manner. 20% CRZ is paved. All trees would be minimally impacted during construction with proper tree protection in place.

### **Tree Protection**

The following is a list of protection measures that must be employed before, during and after construction to ensure the long-term viability of retained trees.

1. Project Arborist: The project arborists shall at minimum have an International Society of Arboriculture (ISA) Certification and ISA Tree Risk Assessment Qualification.
2. Tree Protection Area (TPA): TPA is the area within the dripline of all retained trees. The TPA for non-exceptional trees may be reduced to within the dripline based on the recommendation of the project arborist. The TPA for exceptional trees may be reduced to within the dripline based on the recommendation of the project arborist and approval by the City of Seattle.
3. Tree Protection Fencing: Tree protection fencing shall consist of 6-foot-tall chain-link fencing installed at the edge of the TPA as approved by the project arborist. Fence posts shall be anchored into the ground or bolted to existing hardscape surfaces.
  - a. Where trees are being retained as a group the fencing shall encompass the entire area including all landscape beds or lawn areas associated with the group.
  - b. Per arborist approval, TPA fencing may be placed at the edge of existing hardscape within the TPA to allow for staging and traffic.
  - c. Where work is planned within the TPA, install fencing at edge of TPA and move to limits of disturbance at the time that the work within the TPA is planned to occur. This ensures that work within the TPA is completed to specification.
  - d. Where trees are protected at the edge of the project boundary, construction limits fencing shall be incorporated as the boundary of tree protection fencing.
4. Access Beyond Tree Protection Fencing: In areas where work such as installation of utilities is required within the TPA, a locking gate will be installed in the fencing to facilitate access. The project manager or project arborist shall be present when tree protection areas are accessed.
5. Tree Protection Signage: Tree protection signage shall be affixed to fencing every 20 feet. Signage shall be fluorescent, at least 2' x 2' in size. Signage must include all information in the PDF located here: <http://www.seattle.gov/Documents/Departments/SDCI/Codes/TreeProtectionAreaSign.pdf> in addition to the contact information for the project manager and instructions for gaining access to the area.
6. Filter / Silt Fencing: Filter / silt fencing within, or at the edge of the TPA of retained trees shall be installed in a manner that does not sever roots. Install so that filter / silt fencing sits on the ground and is weighed in place by sandbags or gravel. Do not trench to insert filter / silt fencing into the ground.

7. Monitoring: The project arborist shall monitor all ground disturbance at the edge of or within the TPA.

8. Soil Protection: Retain existing paved surfaces within or at the edge of the TPA for as long as possible. No parking, foot traffic, materials storage, or dumping (including excavated soils) are allowed within the TPA. Heavy machinery shall remain outside of the TPA. Access to the tree protection area will be granted under the supervision of the project arborist. If project arborist allows, heavy machinery can enter the area if soils are protected from the load. Acceptable methods of soil protection include placing 3/4-inch plywood over 4 to 6 inches of wood chip mulch, or use of AlturnaMats® (or equivalent product approved by the project arborist). Compaction of soils within the TPA must not occur.

9. Soil Remediation: Soil compacted within the TPA of retained trees shall be remediated using pneumatic air excavation according to a specification produced by the project arborist.

10. Canopy Protection: Where fencing is installed at the limits of disturbance within the TPA, canopy management (pruning or tying back) shall be conducted to ensure that vehicular traffic does not damage canopy parts. Exhaust from machinery shall be located 5 feet outside the dripline of retained trees. No exhaust shall come in contact with foliage for prolonged periods of time.

11. Duff/Mulch: Apply 6 inches of arborist wood chip mulch or hog fuel over bare soil within the TPA to prevent compaction and evaporation. TPA shall be free of invasive weeds to facilitate mulch application. Keep mulch 1 foot away from the base of trees and 6 inches from retained understory vegetation. Retain and protect as much of the existing duff and understory vegetation as possible.

12. Excavation: Excavation done within the TPA shall use alternative methods such as pneumatic air excavation or hand digging. If heavy machinery is used, use flat front buckets with the project arborist spotting for roots. When roots are encountered, stop excavation and cleanly sever roots. The project arborist shall monitor all excavation done within the TPA.

13. Fill: Limit fill to 1 foot of uncompacted well-draining soil, within the TPA of retained trees. In areas where additional fill is required, consult with the project arborist. Fill must be kept at least 1 foot from the trunks of trees.

14. Root Pruning: Limit root pruning to the extent possible. All roots shall be pruned with a sharp saw making clean cuts. Do not fracture or break roots with excavation equipment.

15. Root Moisture: Root cuts and exposed roots shall be immediately covered with soil, mulch, or clear polyethylene sheeting and kept moist. Water to maintain moist condition until the area is back filled. Do not allow exposed roots to dry out before replacing permanent back fill.

16. Hardscape Removal: Retain hardscape surfaces for as long as practical. Remove hardscape in a manner that does not require machinery to traverse newly exposed soil within the TPA. Where equipment must traverse the newly exposed soil, apply soil protection as described in section 8.

Replace fencing at edge of TPA if soil exposed by hardscape removal will remain for any period of time.

17. Tree Removal: All trees to be removed that are located within the TPA of retained trees shall not be ripped, pulled, or pushed over. The tree should be cut to the base and the stump either left or ground out. A flat front bucket can also be used to sever roots around all sides of the stump, or the roots can be exposed using hydro or air excavation and then cut before removing the stump.

18. Irrigation: Retained trees with soil disturbance within the TPA will require supplemental water from June through September. Acceptable methods of irrigation include drip, sprinkler, or watering truck. Trees shall be watered three times per month during this time.

19. Pruning: Pruning required for construction and safety clearance shall be done with a pruning specification provided by the project arborist in accordance with American National Standards Institute ANSI-A300 2017 Standard Practices for Pruning. Pruning shall be conducted or monitored by an arborist with an ISA Certification.

20. Plan Updates: All plan updates or field modification that result in impacts within the TPA or change the retained status of trees shall be reviewed by the senior project manager and project arborist prior to conducting the work.

21. Materials: Contractor shall have the following materials on-site and available for use during work in the TPA:

- Sharp and clean bypass hand pruners
- Sharp hand-held root saw
- Shovels
- Clear polyethylene sheeting
- Water
- Sharp and clean bypass loppers
- Reciprocating saw with new blades
- Trowels
- Burlap

**Conclusion/Recommendations:**

Once the final plans are approved a reassessment of the trees onsite and off should be completed to better address the impacts to the trees.

Permits shall be obtained from SDOT as will permission to remove and replace trees in the adjacent ROW and to complete work that may impact trees located in the ROW.

All offsite and onsite trees retained during construction shall be protected as described in the Tree Protection portion of this report and monitored throughout the process when construction is being done within driplines or as otherwise stated in this by an ISA certified arborist.

Site planning around exceptional trees must follow the requirements outlined in SMC 25.11.050 and all pruning shall be conducted by an ISA Certified arborist to ANSI A300 specifications in accordance with the new ordinance put forth May of 2023.

**Photos:**



Image 1 China Fir "C"



Image 2 cypress "D-I"



Image 3 Cypress "F"



Image 4 Western Red Cedar "K"



Image 5 Cypress "F, I, H"



Image 6 Western Red Cedar "K"



Image 7 Western Red Cedar "K"



Image 8 Western Red Cedar "K"



Image 9 Western Red Cedar "K" Cables

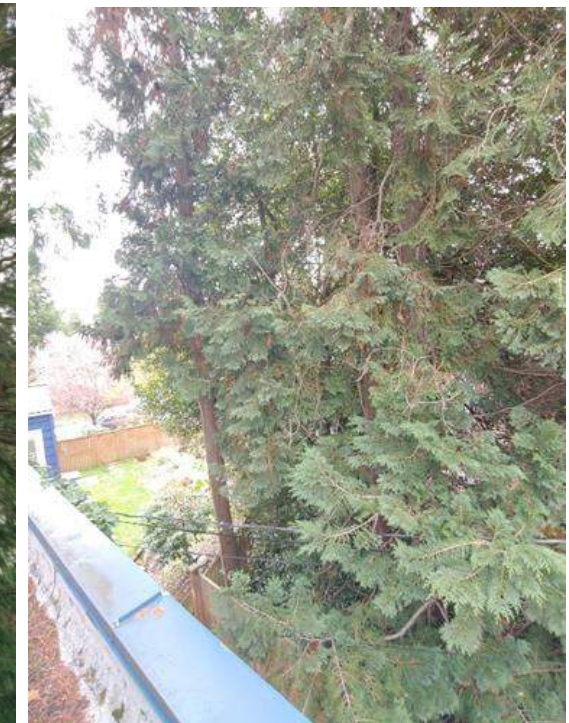


Image 10 Doug fir and cypress "M1 & M2"





Image 11 Cypress and Fir "M1 & M2"



Image 12 cypress "M2"



Image 13 cypress "M2"



Image 14 Fir "M1"



Image 15 Fir "M1"



Image 16 cypress and power lines "M2"



Image 17 Cypress "L"

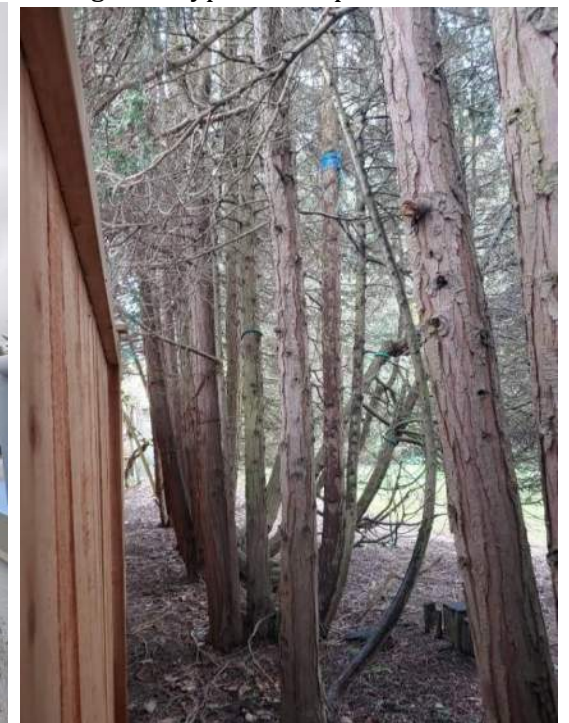


Image 18 cypress "L"



Trees in both groups L and M1 & M2 all appear to be set back about 2 to 4 feet from the fence which will add to the preserved root zone in these areas. Protection fencing to be installed where fence is now (property lines) and an ISA certified arborist to be present when excavating in these areas.

Image 19 cypress appears to be largest of group "L"

Thank you for the opportunity to help with your trees, please contact me if you have any further questions on this letter.

*Anne Marie Morey*

**A & M Tree Service NW, Inc.**

**Owner**

ISA Certified Arborist

#PN-9302A

ISA Qualified Tree Risk Assessor

Office Voice Mail: 425-867-2307

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Member of PNW and Western Chapters ISA

Attachment 1:



ROW Trees = Purple  
 Offsite Trees = Green/Red  
 Onsite Trees = Green

Attachment 2

Tree Tag	Tree ID	Common	Botanical	Tree Condition	Exact DBH	Height Range	# of Trunks	Notes	Tier Designation
223	2837	Douglas Fir	Pseudotsuga menziesii	Fair	28	60+	1	Tree sits in planting bed well established gall on west side skirted Spar just above light some twig died back overall okay condition, poor taper	Tier 2
224	2836	Blue Weeping Alaskan Cedar	Chamaecyparis nootkatensis 'Glauca Pendula'	Good	18	31-45	3	Healthy tree, trunk splits at 2 ft then second stems wrap around and split again at 5 ft	Tier 3
A	2838	Douglas Fir	Pseudotsuga menziesii	Good	13	31-45	1	ROW tree in planting bed between the street and sidewalk some surface roots damage branches on roadside overall good condition	ROW
C	2765	China Fir	Cunninghamia lanceolata	Fair	12	16-30	1	tree is thinning with excessive coning and elongated branches. Dead twigs and branches present. Has been pruned to property line over the years. Minimal impact during construction	Tier 3
D	2766	Leyland Cypress	Cupressocyparis leylandii	Good	12	31-45	1	Tree was topped at one time then left to grow. Has been hedged back to property line over the years for truck clearance but only up to a certain height. naturally bracing with other trees Min impact	Tier 3
E	2768	Leyland Cypress	Cupressocyparis leylandii	Poor	18	31-45	2	tree appears to be dead, dual trunk and sits back far enough there would be no impact.	Tier 3
F	2767	Leyland Cypress	Cupressocyparis leylandii	Good	12	31-45	1	Tree was topped in the past and has been hedged back for property line clearance over the years. Minimal impact	Tier 3
G	2769	Leyland Cypress	Cupressocyparis leylandii	Poor	12	31-45	1	Topped in the past, canopy is minimally over property line	Tier 3
H	2770	Leyland Cypress	Cupressocyparis leylandii	Poor	12	31-45	1	next to fence and has been hedged back over the years more than the rest. hedge back prior to construction for clearance to help minimize impact	Tier 3
I	2771	Leyland Cypress	Cupressocyparis leylandii	Poor	12	16-30	1	smaller tree, was not able to get a good picture, suppressed, canopy does not reach property line	Tier 3
J	2772	Edible Apple Species	Malus domestica	Poor	6	00-15	1	Minimal visual, appears to be typical of species and has also been trimmed in the past for building clearance	Tier 3
K	2773	Western Red Cedar	Thuja plicata	Fair	30+	60+	3	Tree has 3 large stems, there are 3 cobra cabling systems installed in the canopy. Tree is thinning and is accustomed to the close proximity of the building. Monitor during excavating prune for clea	Tier 2
L	2774	Leyland Cypress	Cupressocyparis leylandii	Poor	12	16-30	2	This is one of 4 all are split at the base, limited access but none look more than 6". Old support straps in place, have been hedged back and down over the years for power line clearance	Tier 3

M1	2776	Douglas Fir	Pseudotsuga menziesii	Fair	12	31-45	2	mix of fir and cypress here all have been hedged back over the years and have grown and adjusted to the proximity of the building already in place impact will be moderate to minimal	Tier 3
M2	2775	Leyland Cypress	Cupressocyparis leylandii	Fair	12	31-45	2	several in a row here all have been hedged back for property line clearance over the years.	Tier 3
N	2873	Sawara False Cypress	Chamaecyparis pisifera	Good	12	16-30	1	topped for line clearance and hedged back for property clearance over the years.	Tier 4
P	2874	Sawara False Cypress	Chamaecyparis pisifera	Good	12	16-30	1	topped for line clearance and hedged back for property line clearance several stems connected within canopy	Tier 3
Q	2875	Western Hemlock	Tsuga heterophylla	Poor	20	16-30	1	topped for line clearance, very poor condition typical of species when topped	Tier 3
R	2876	Pacific Dogwood	Cornus nuttallii	Good	10	16-30	3	topped for line clearance and pruned back from fence for property line clearance.	Tier 4
S	2877	Black Locust	Robinia pseudoacacia	Good	6	16-30	3	topped for line clearance some dead wood in canopy	Tier 4
T	2878	European White Birch	Betula pendula	Good	10	31-45	1	trimmed back and topped for line clearance full canopy little dead	Tier 4
TRE-1028202	2855	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	6	16-30	1	ROW tree young tree exposed roots 100% CRZ paved	ROW
TRE-1056282	2849	Norway Maple	Acer plantanoides	Good	9	16-30	1	ROW tree surface roots going into the Hedge and towards parking lot 100% CRZ paved asphalt is cracking West Side trimmed for car clearance	ROW
TRE-1056284	2846	Norway Maple	Acer plantanoides	Good	8	16-30	1	ROW tree surface roots breaking up towards Hedge heading towards parking lot 100% CRZ is paved trimming on westside of tree for clearance unbalanced canopy	ROW
TRE-1056285	2843	Norway Maple	Acer plantanoides	Good	10	31-45	1	ROW tree surface Roots reaching out towards hedge in parking lot 100% of CRC paved some pavement lifting trimming on roadside for car clearance overall okay	ROW
TRE-1056286	2841	Norway Maple	Acer plantanoides	Good	9	31-45	1	ROW tree asphalt over surface roots breaking 100% CRZ paved Street tree clearance cuts for Road	ROW
TRE-1087011	2872	Thundercloud Purple-Leafed Plum	Prunus cerasifera 'Thundercloud'	Good	13	31-45	1	ROW tree hazelnut next to it typical of species, ivy on Main stem Deadwood throughout overall okay	ROW

TRE-66539	2850	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	27	60+	1	ROW tree 100% CRZ is paved buttress root showing sidewalk driveway lifting, large canopy 40% Deadwood throughout canopy appears to be a column of decay in the westside of the tree Deadwood	ROW
TRE-66540	2854	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	11	31-45	1	Large bow and lean in tree towards Northeast into parking lot 100% CRZ paved some damage on branches from vehicles wound at 10 ft	ROW
TRE-66541	2856	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	22	60+	1	ROW tree homeless currently parked right next to it Deadwood throughout canopy comparable to others in line wound on stem at 15 ft good wound wood	ROW
TRE-66542	2859	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	28	60+	1	ROW tree swollen root collar 100% CRZ paved cavity at 15 ft large wound compartmentalizing well some Deadwood throughout canopy	ROW
TRE-66543	2860	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	18	46-60	1	ROW tree 100% root system paved wound at 2 ft wound on Branch at 15 some Deadwood throughout canopy	ROW
TRE-66544	2862	Raywood Ash	Fraxinus angustifolia subsp. oxycarpa	Fair	27	46-60	1	ROW tree Corner Tree by stoplight splits at 10 ft Deadwood and canopy trimmed for stoplight clearance	ROW
TRE-A	2864	Ash Species	Fraxinus species	Poor	4	16-30	1	ROW tree only 10% LCR.	ROW
TRE-B	2866	Ash Species	Fraxinus species	Poor	5	16-30	1	ROW tree 25% LCR Deadwood throughout lower canopy	ROW
TRE-C	2868	Ash Species	Fraxinus species	Poor	5	16-30	1	ROW tree all of these have swollen root crowns may be grafted and poorly planted 35% LCR Deadwood in lower canopy upper canopy looks okay some cracking in the asphalt nearby	ROW
TRE-D	2869	Ash Species	Fraxinus species	Fair	5	16-30	1	ROW tree same swelling at root crown as others some cracking on cement dead wood in tree 65% LCR	ROW
TRE-E	2870	Ash Species	Fraxinus species	Fair	6	16-30	1	ROW tree damage on Main Stem swelling on Root Crown Deadwood throughout 50% LCR	ROW
TRE-F	2871	Ash Species	Fraxinus species	Fair	6	16-30	1	Row tree swelling at root crown discoloration on Main stem some Dead wood throughout best canopy of the bunch 75% LCR	ROW
U	2879	Deodar Cedar	Cedrus deodara	Good	7	16-30	1	young tree, sits in with a lilac bush	Tier 4
V	2880	Leyland Cypress	Cupressocyparis leylandii	Good	12	16-30	2	topped for line clearance and hedged back for property line clearance	Tier 3
W	2881	Leyland Cypress	Cupressocyparis leylandii	Good	12	16-30	2	topped for line clearance and hedged back for property line clearance	Tier 3
X	2882	Leyland Cypress	Cupressocyparis leylandii	Good	12	16-30	2	topped for line clearance and hedged back for property line clearance	Tier 3
Y	2839	Sweet Cherry	Prunus avium	Poor	3	00-15	1	ROW tree tree is stressed and dying	ROW
Z	2840	Sweet Cherry	Prunus avium	Dead	3	00-15	1	Row tree dead	ROW

### Assumptions and Limiting Conditions

1) Any legal description provided to the A & M Tree Service NW, Inc. is assumed to be correct. Any titles and ownerships to any property are assumed to be good and marketable. No responsibility is assumed for matters legal in character. Any and all property is appraised or evaluated as though free and clear, under responsible ownership and competent management.

2) It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, or other governmental regulations, unless otherwise stated.

3) Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, A & M Tree Service NW, Inc. can neither guarantee nor be responsible for the accuracy of information.

4) A & M Tree Service NW, Inc. shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.

5) Loss or alteration of any part of this report invalidated the entire report.

6) Possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the person to whom it is addressed, without the prior expressed written or verbal consent of A & M Tree Service NW, Inc.

7) Neither all or any part of the contents of this report, nor copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales or other media, without the prior expressed written or verbal consent of A & M Tree Service NW, Inc. -- particularly as to value conclusions, identity of A & M Tree Service NW, Inc., or any reference to any professional society or to any initialed designation conferred upon A & M Tree Service NW, Inc. as stated in its qualifications.

8) This report and any values expressed herein represent the opinion of A & M Tree Service NW, Inc., and the fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence neither of a subsequent event, nor upon any finding in to reported.

9) Sketches, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys.

10) Unless expressed otherwise: 1) information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection; and 2) the inspection is limited to visual examination of accessible items without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the tree or other plant or property in question may not arise in the future.

**Note: Even healthy trees can fail under normal or storm conditions. The only way to eliminate all risk is to remove all trees within reach of all targets. Annual monitoring by an ISA Certified Arborist or Certified Forester will reduce the potential of tree failures. It is impossible to predict with certainty that a tree will stand or fail, or the timing of the failure. It is considered an 'Act of God' when a tree fails, unless it is directly felled or pushed over by man's actions.**

## Methods

### **Measuring**

We measured the diameter of each tree at 54 inches above grade, diameter at standard height (DSH). If a tree had multiple stems. We measured each stem individually at standard height and determined a single-stem equivalent diameter by using the method outlined in the city of Seattle Director's Rule 16-2008 or the Guide for Plant Appraisal, 10th Edition Second Printing published by the Council of Tree and Landscape Appraisers. A tree is regulated based on this single-stem equivalent diameter value.

### **Evaluating**

We evaluated tree health and structure utilizing visual tree assessment (VTA) methods. The basis behind VTA is the identification of symptoms, which the tree produces in reaction to a weak spot or area of mechanical stress. A tree reacts to mechanical and physiological stresses by growing more vigorously to re-enforce weak areas, while depriving less stressed parts. An understanding of the uniform stress allows the arborist to make informed judgments about the condition of a tree.

### **Rating**

When rating tree health, we took into consideration crown indicators such as foliar density, size, color, stem and shoot extensions. When rating tree structure, we evaluated the tree for form and structural defects, including past damage and decay. A & M Tree Service NW, Inc. has adapted our ratings based on the Purdue University Extension formula values for health condition (Purdue University Extension bulletin FNR-473-W - Tree Appraisal). These values are a general representation used to assist arborists in assigning ratings.

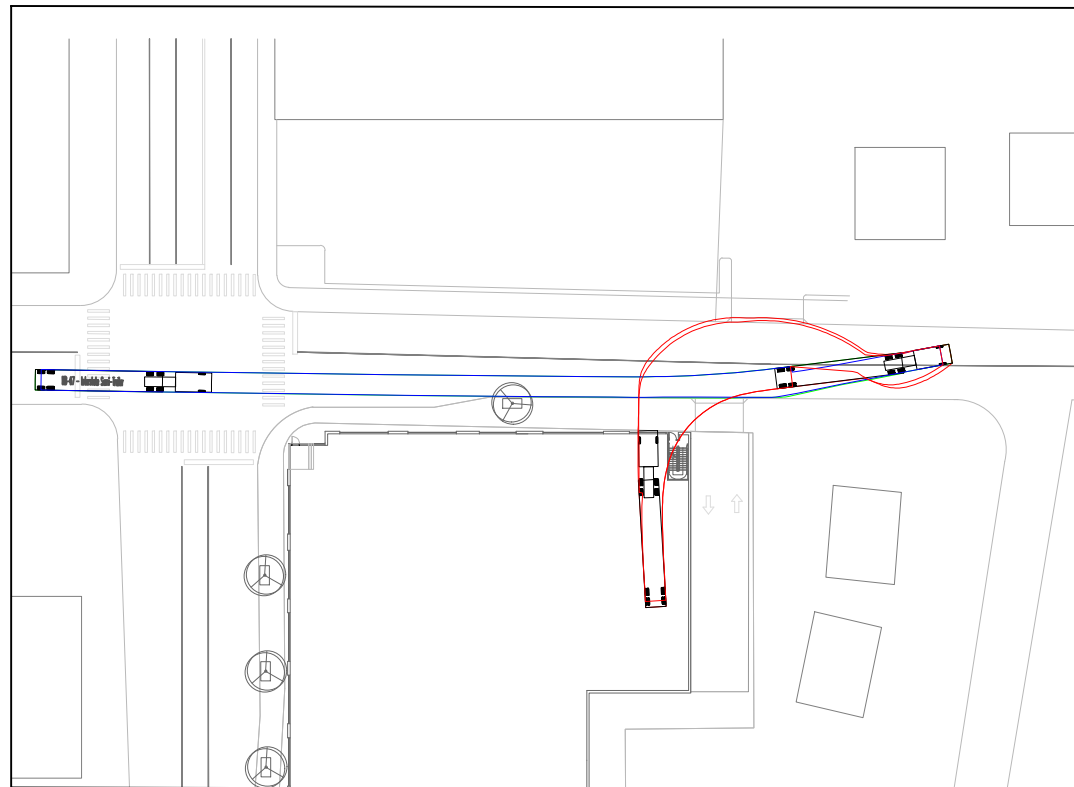
*Excellent* - Perfect specimen with excellent form and vigor, well-balanced crown. Normal to exceeding shoot length on new growth. Leaf size and color normal. Trunk is sound and solid. Root zone undisturbed. No apparent pest problems. Long safe useful life expectancy for the species.

*Good* - Imperfect canopy density in few parts of the tree, up to 10% of the canopy. Normal to less than  $\frac{3}{4}$  typical growth rate of shoots and minor deficiency in typical leaf development. Few pest issues or damage, and if they exist, they are controllable, or tree is reacting appropriately. Normal branch and stem development with healthy growth. Safe useful life expectancy typical for the species.

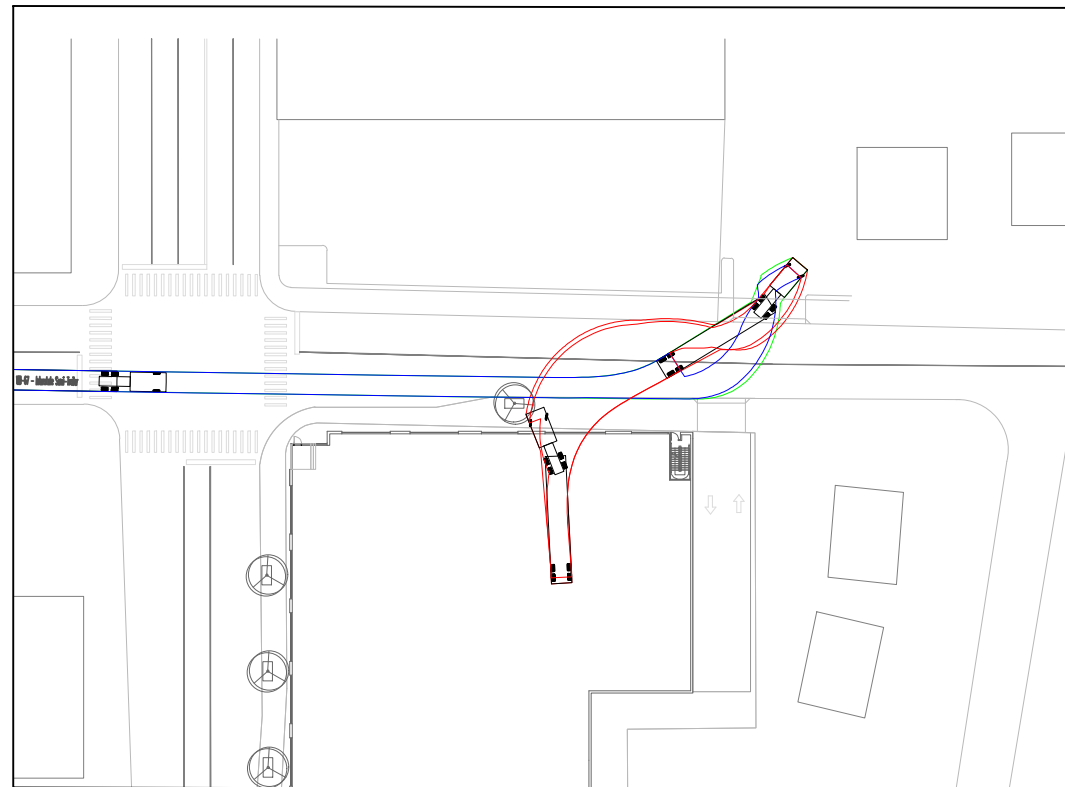
*Fair* - Crown decline and dieback up to 30% of the canopy. Leaf color is somewhat chlorotic/necrotic with smaller leaves and "off" coloration. Shoot extensions indicate some stunting and stressed growing conditions. Stress cone crop clearly visible. Obvious signs of pest problems contributing to lesser condition, control might be possible. Some decay areas found in main stem and branches. Below average safe useful life expectancy

*Poor* - Lacking full crown, more than 50% decline and dieback, especially affecting larger branches. Stunting of shoots is obvious with little evidence of growth on smaller stems. Leaf size and color reveals overall stress in the plant. Insect or disease infestation may be severe and uncontrollable. Extensive decay or hollows in branches and trunk. Short safe useful life expectancy

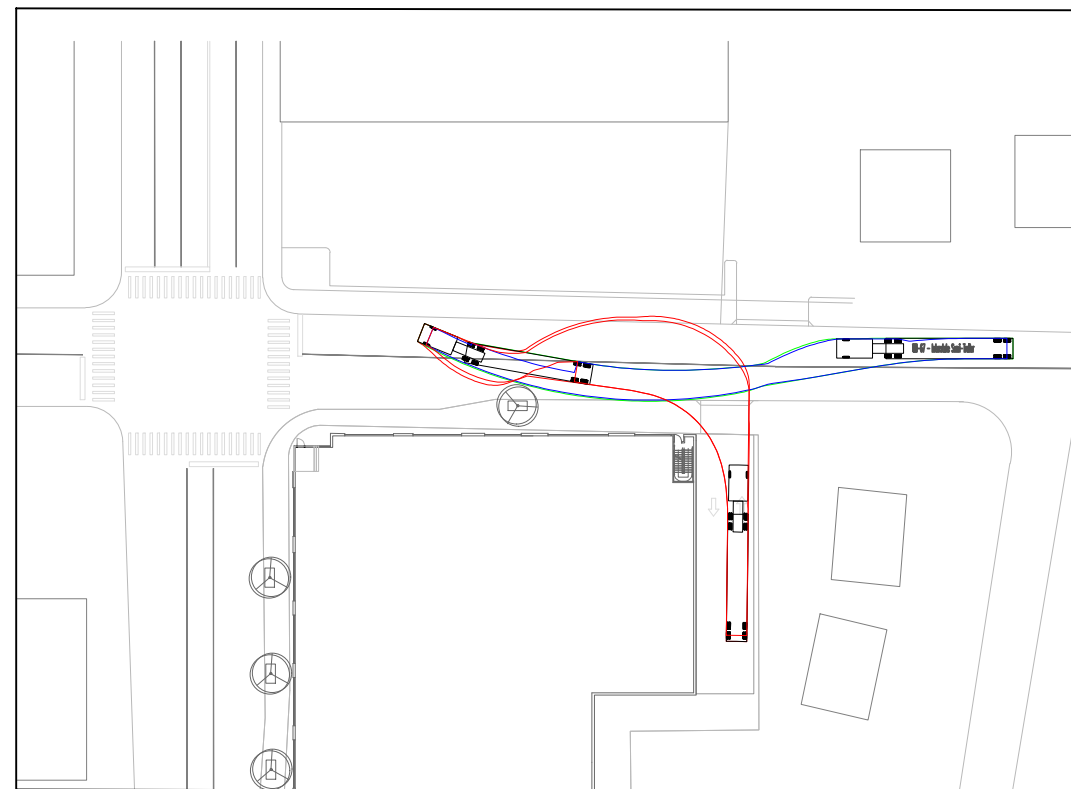
## **Appendix 2. Traffic Study**



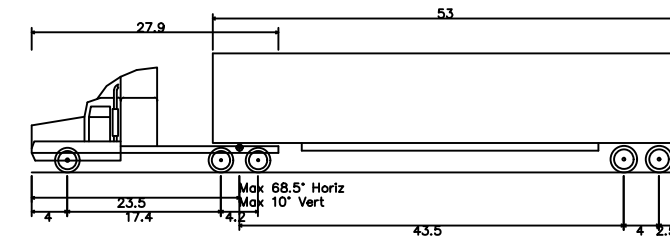
ENTERING MANEUVER 1



ENTERING MANEUVER 2



ENTERING MANEUVER 3



WB-67 - Interstate Semi-Trailer	
Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

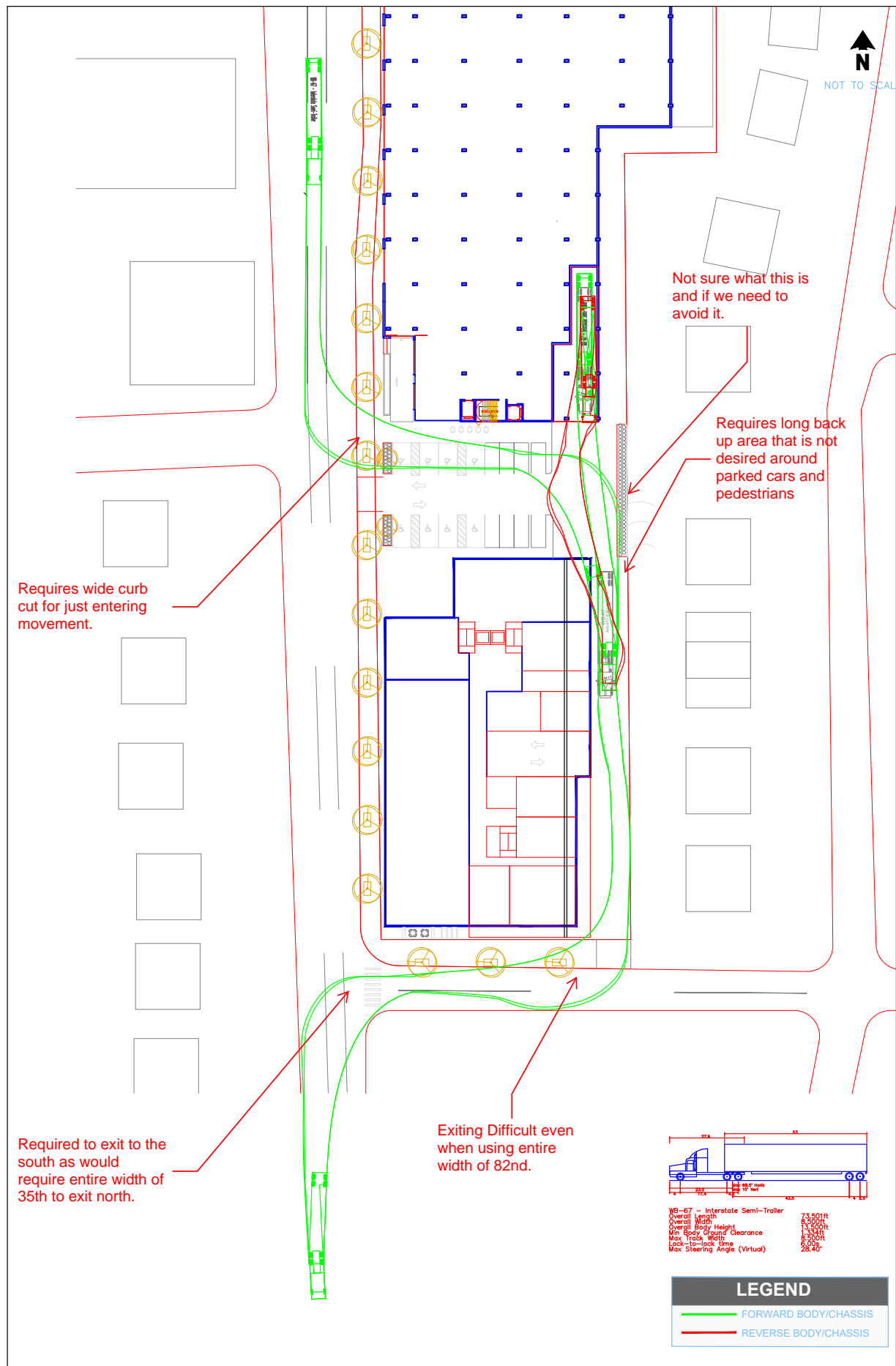
LEGEND	
<span style="color: green;">—</span>	VEHICLE ENVELOPE
<span style="color: blue;">—</span>	WHEEL ENVELOPE
<span style="color: red;">—</span>	REVERSE BODY/CHASSIS

# 85th St Access - WB-67 Vehicle Maneuvers

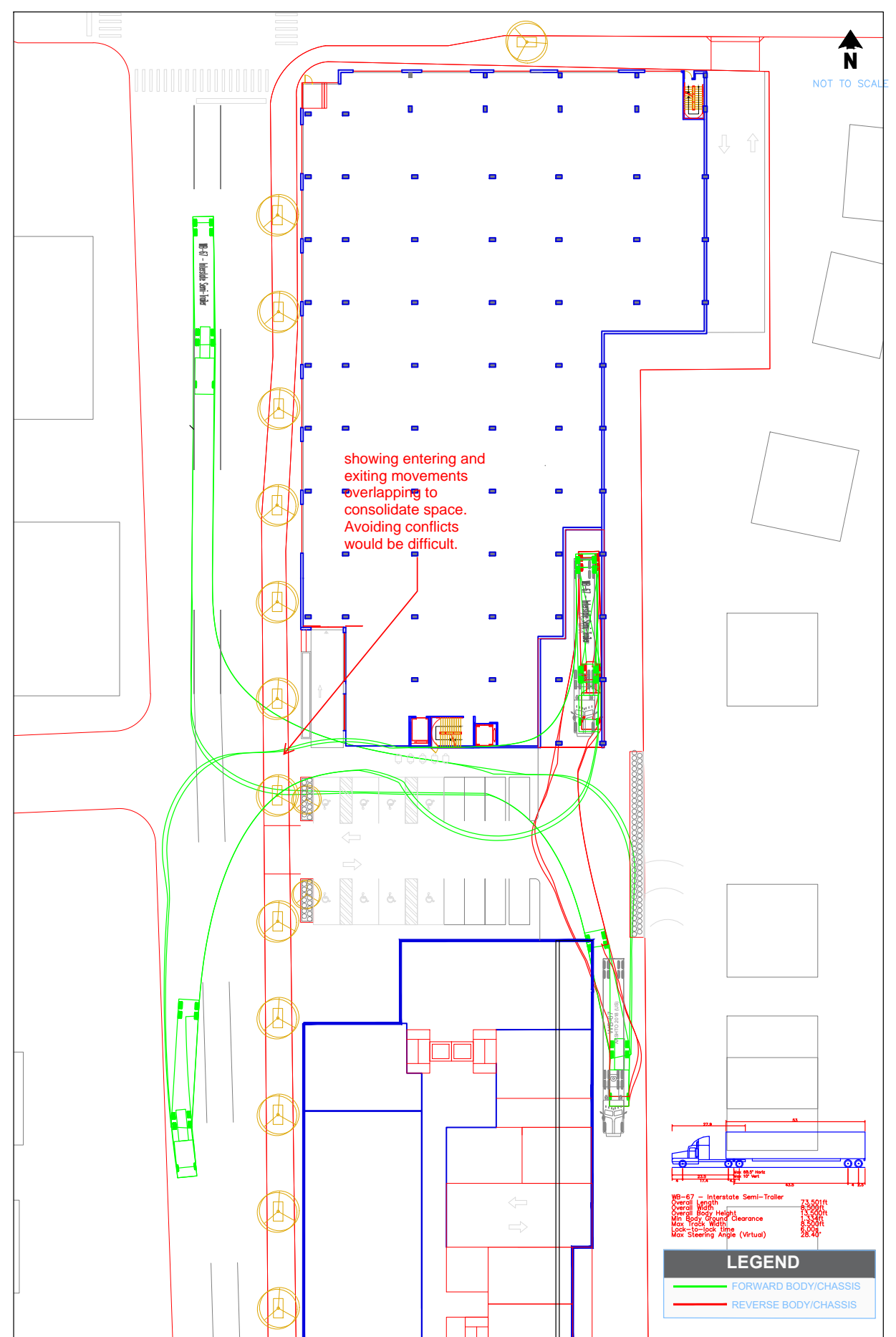
1.22208.00 - Wedgwood Redevelopment

May 1, 2023

FIGURE



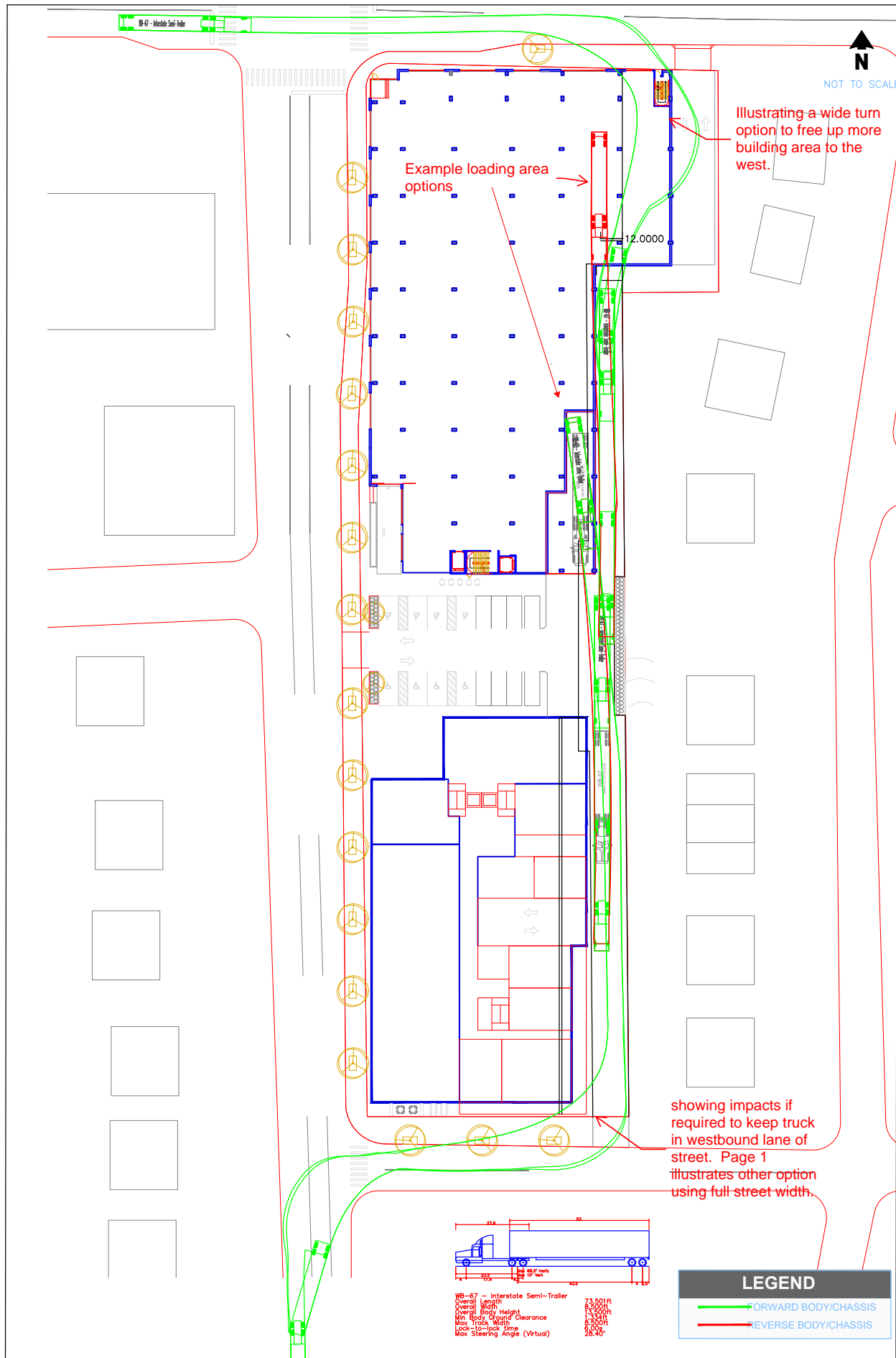
Truck Enter via Mid-Block 84th Alignment and Exit via 82nd Street March 3, 2023  
Wedgewood Redevelopment



Truck Enter and Exit via Mid-Block 84th Alignment March 3, 2023  
Wedgewood Redevelopment

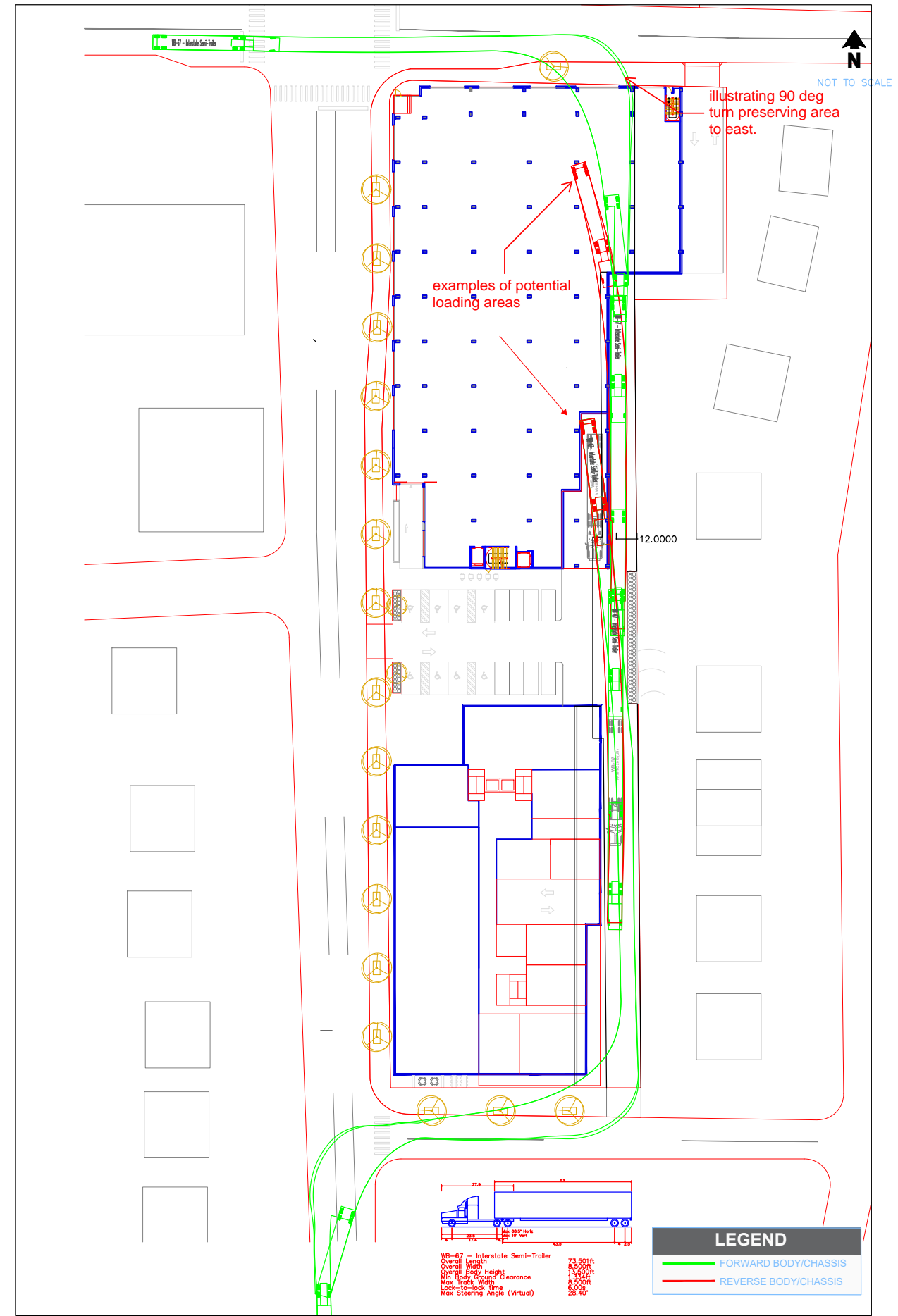






Truck Enter via 85th Street (wide turn) and Exit via 82nd Street  
 Wedgewood Redevelopment

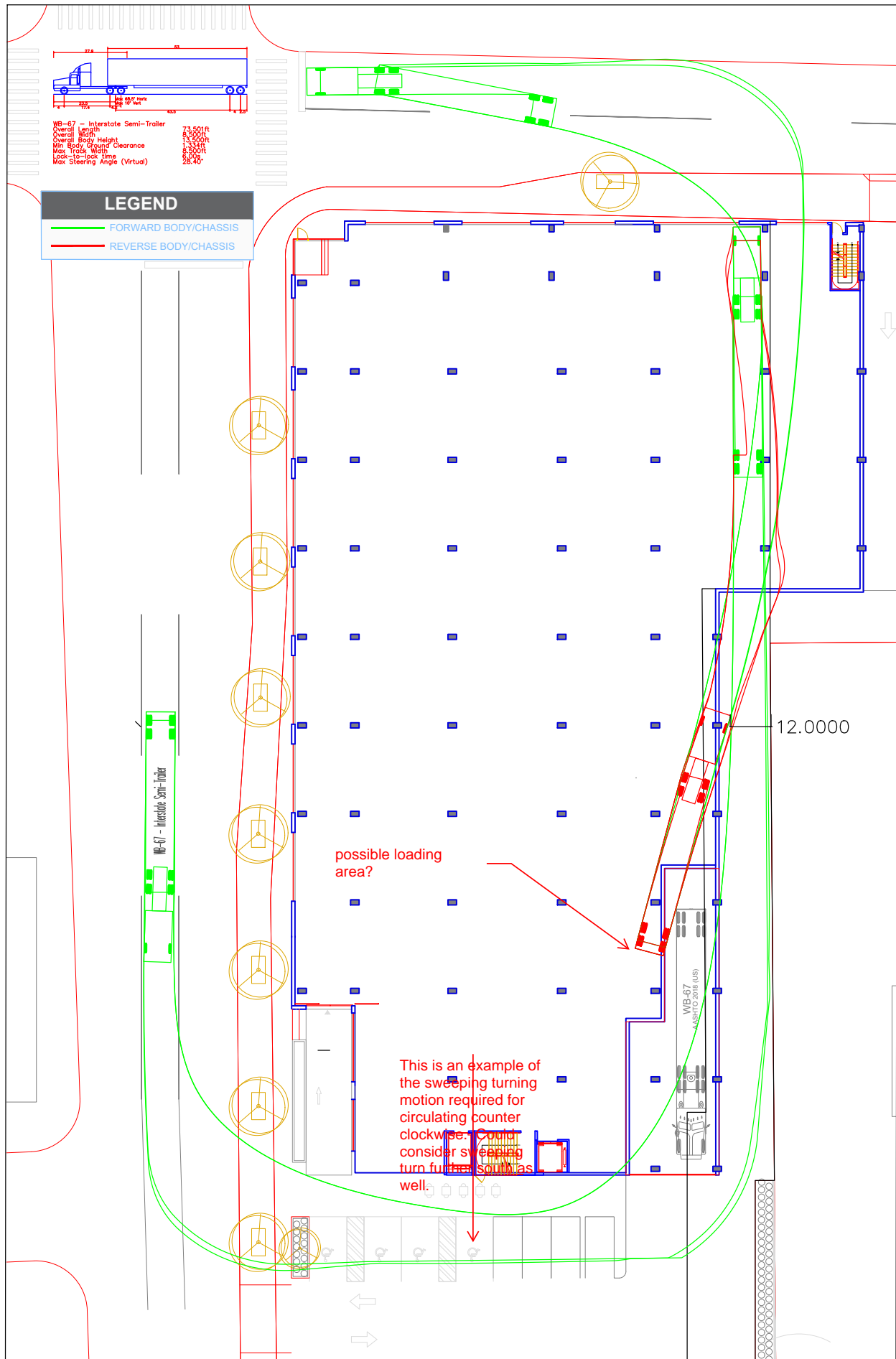
March 3, 2023



Truck Enter via 85th Street (sharp turn) and Exit via 82nd Street  
 Wedgewood Redevelopment

March 3, 2023



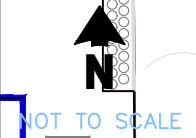
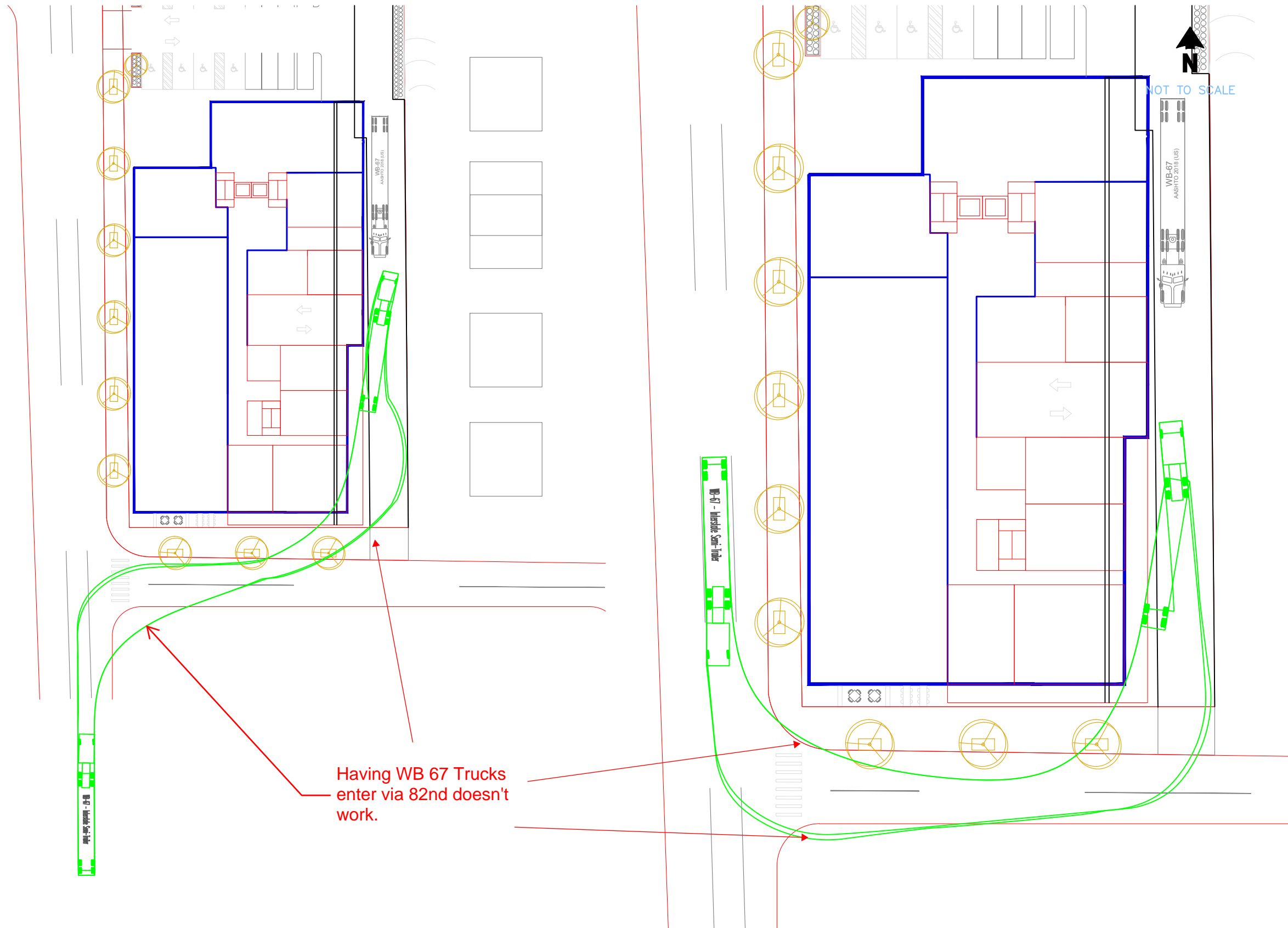


Truck Enter via Mid-block 84th Alignment and Exit via 85th Street

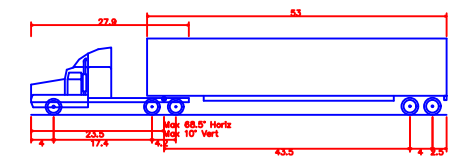
March 3, 2023

Wedgewood Redevelopment





NOT TO SCALE



WB-67 - Interstate Semi-Trailer  
 Overall Length 73.50ft  
 Overall Width 8.50ft  
 Overall Body Height 13.50ft  
 Min Body Ground Clearance 1.34ft  
 Max Tractor Width 8.50ft  
 Lock-to-lock time 6.00s  
 Max Steering Angle (Virtual) 28.40°

Having WB 67 Trucks enter via 82nd doesn't work.

**LEGEND**

- FORWARD BODY/CHASSIS
- REVERSE BODY/CHASSIS

# Truck Enter via 82nd Street from South and from North

Wedgewood Redevelopment

March 3, 2023

