



WEDGWOOD CENTER DEVELOPMENT

A mixed use redevelopment

8400 35th Avenue NE Seattle, WA 98115

Early Design Guidance - 2

SDCI # 3040032-EG

10/28/2024

Applicant Team

Developer | Security Properties

Architect | SCB

Landscape Architect | Communita Atelier

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Project Vision

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 occupied on a short term lease with a re-saler. The southern building has multiple retail tenants.

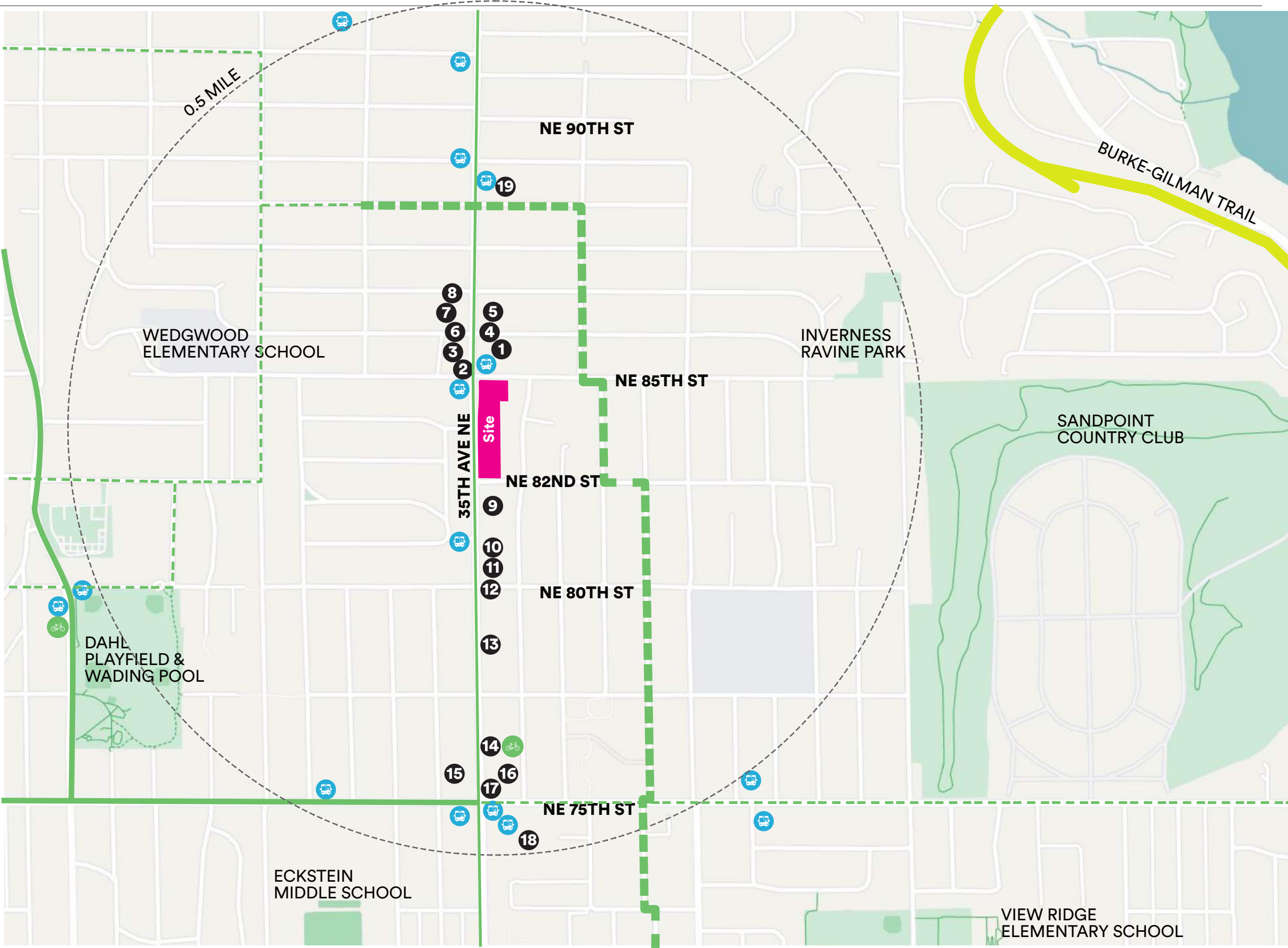
The development proposal is to demolish the existing two buildings for a new mixed-use project with the following uses:

- Approximately **32,200 sq. ft.** for a new neighborhood grocer
- Approximately **319** apartments with a mix of studio, one-and two-bedroom units.
- Approximately **10,000 sq. ft.** For a new neighborhood childcare facility.
- Approximately **9,100 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 **12** accessible and convenient surface parking stalls as part of a shared use public court
- Approximately **3,520 sq. ft.** per floor of voluntary setbacks at the street level for nodes, public uses, outdoor dining, driveway, courtyards and setbacks from the single-family zone, and tree care and preservation



- 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



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:

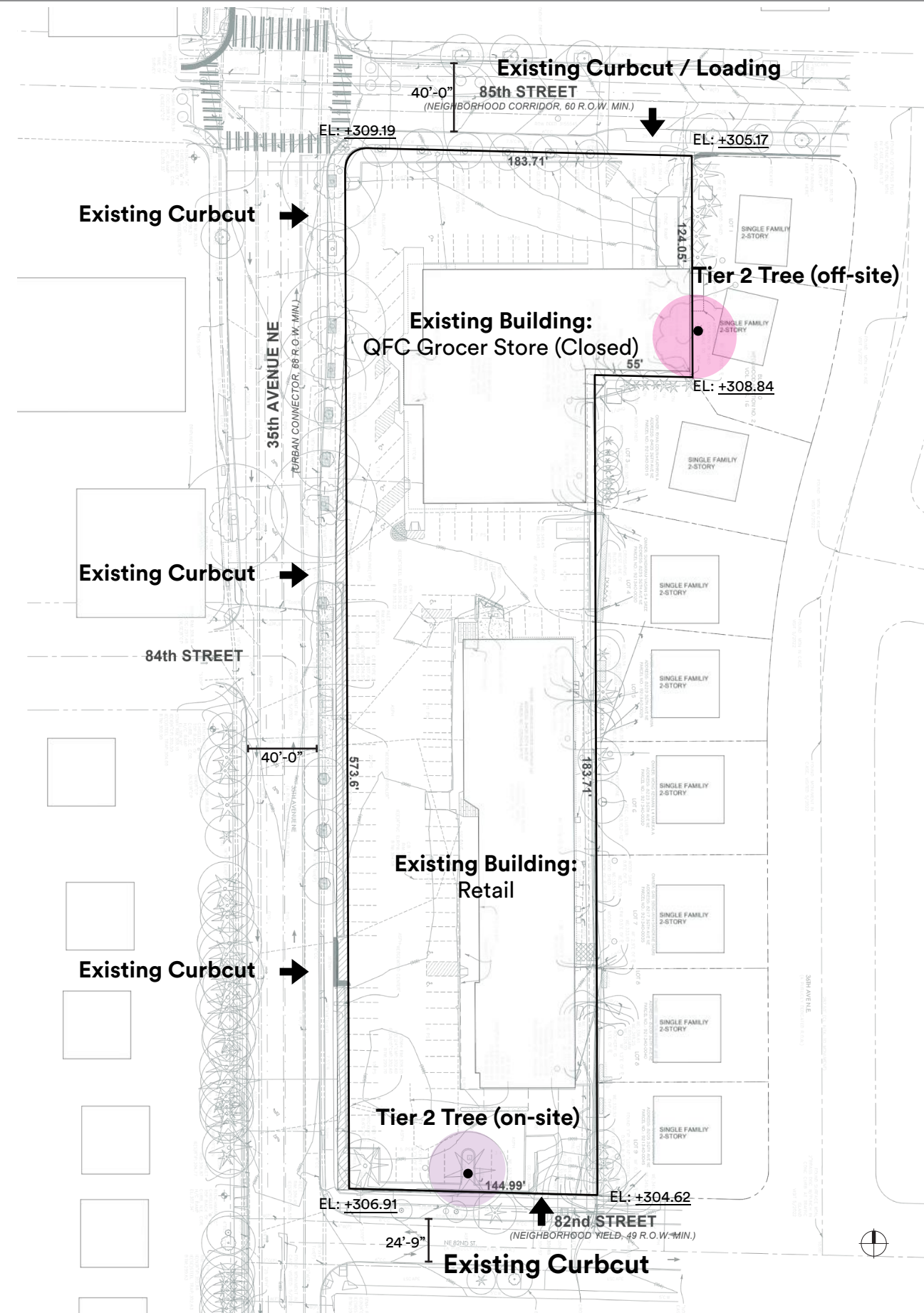
That portion of the northwest quarter of the northwest quarter of the northwest quarter of section 3, township 25 north, range 4 east, willamette meridian, in king county, Wash- ington, lying west of the plat of wedgwood addition no. 2, according to the plat thereof, recorded in volume 40 of plats, page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

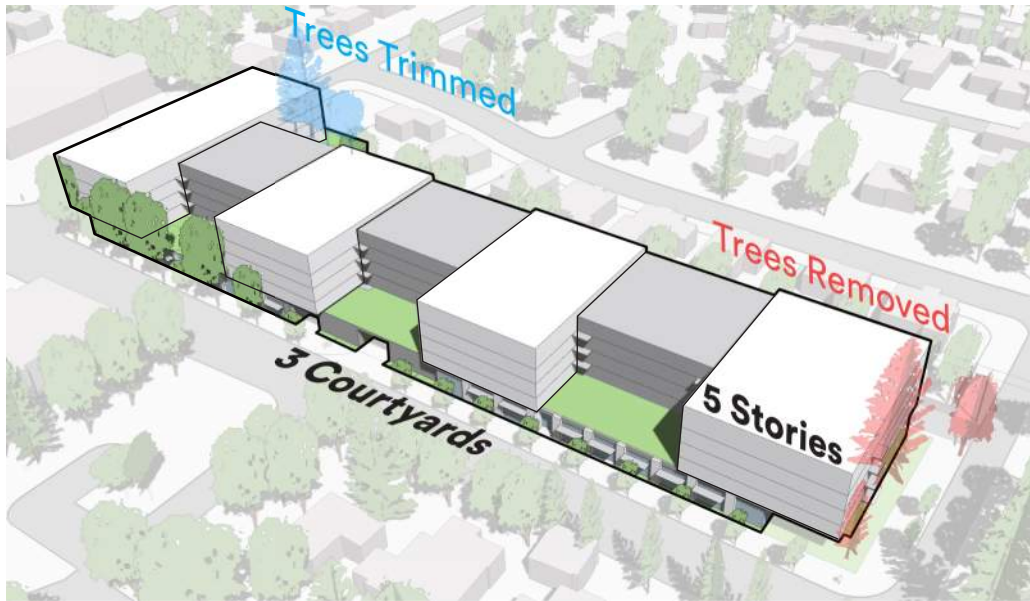
Except that portion of the remainder conveyed to the city of Seattle for widening of 35th avenue northeast by deed recorded under recording number 6446327.



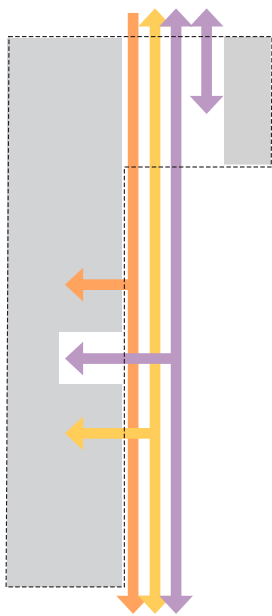
CONCEPT A: STREET WALL
(Code Compliant)



CONCEPT B: BARS

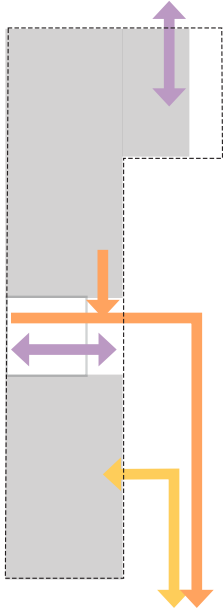


CONCEPT C : BALANCED
(Preferred)



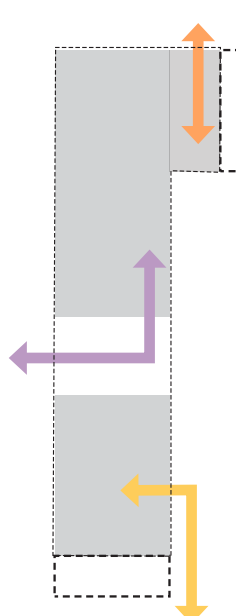
- Private alley along eastern lot line
- Creates a strong street wall along 35th
- Adds needed density and housing

PLAN DIAGRAM



- Reduce the perceived massing along the 35th Ave by 3 courtyards
- Spacious courtyards that become nice residential amenities

PLAN DIAGRAM

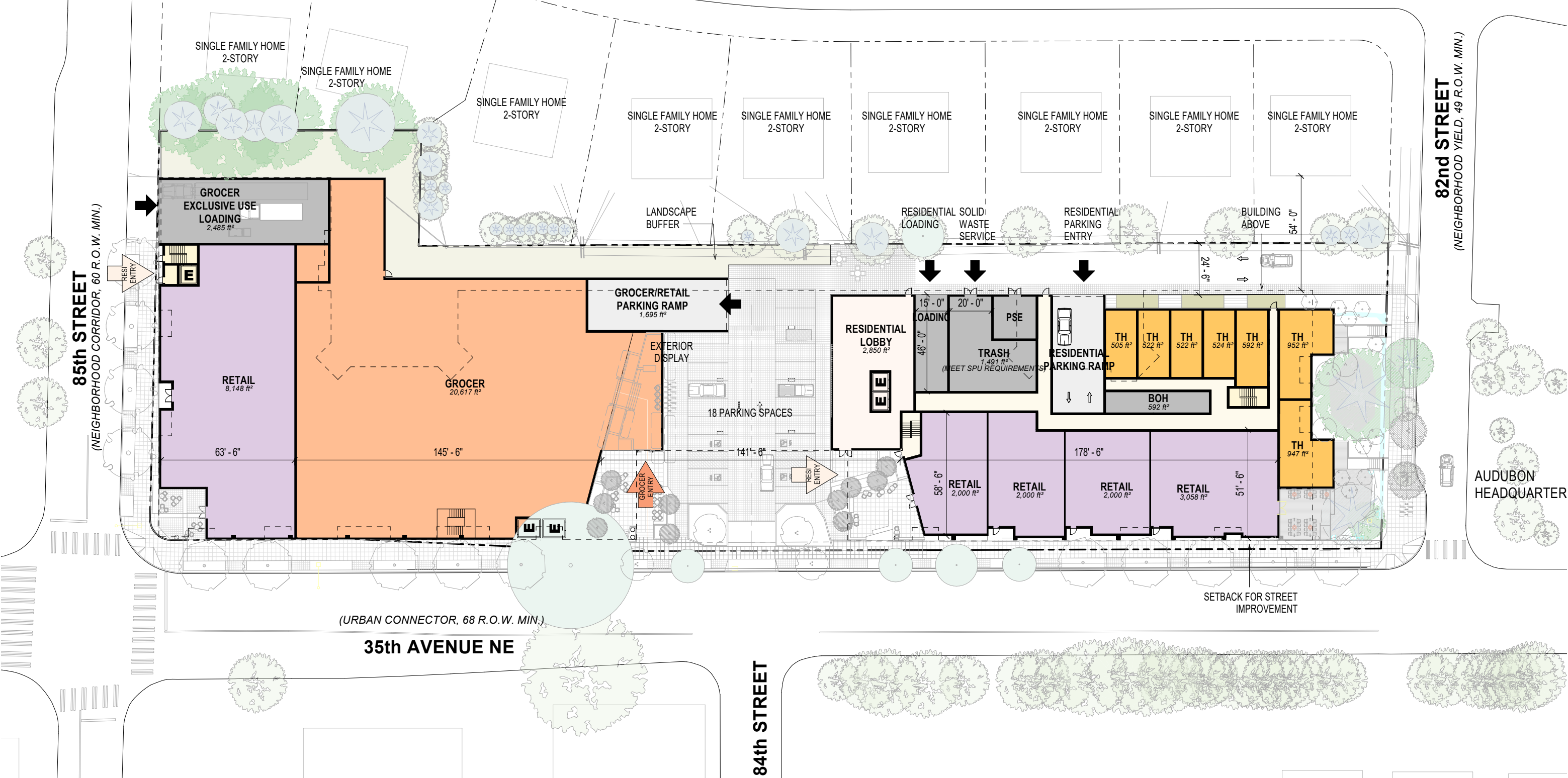


- Balanced massing, breaks scale along both sides
- Retains a Tier 2 tree along 82nd St.
- Enclosed grocer loading off of 85th, minimizes any unwanted noise, separate from the traffics
- Mid-block vehicle entry and surface parking is reflective of the pattern of development in the vicinity
- Provides convenience and accessible parking for grocery visitors
- Provides more light and air to the public realm on 35th
- Larger southern plaza

PLAN DIAGRAM

SUPPORTED AT EDG 1

EDG 1 CONCEPT C : BALANCED (Preferred)



The Wedgwood Projects first Early Design Guidance meeting with the Design Review Board was on March 25, 2024. At that meeting the Board requested clarification on aspects of the project design. Below is a summary of what we heard from the Board. Responses to these requests for additional information are on the following pages.

1 Overall Massing

There were three massing concepts presented at the EDG 1 meeting and the Board supported massing Concept C with the following comments and requests:

- A. **Support for** 3-part massing in Concept C with modulation that creates the appearance of smaller buildings on the block
- B. **Request for** further study of massing of the buildings to reduce the perceived scale and fit the context of the neighborhood better.
- C. **Support for** the increased setback on NE 82nd in order to retain a Tier 2 and Tier 3 tree.

2 35th Ave Frontage

- A. **Support for** emphasis on the corner of 35th and 85th as an anchor in the neighborhood.
Request for additional studies on the design of this corner
- B. **Request for** further study of circulation options at the Mid-block Court.
 - i. Retain vehicular access but remove surface parking
 - ii. Revise access to one-way only
 - iii. Remove all vehicle access and parking and design Court as pedestrian only
 - iv. Request for study of access to the grocery store from the north side of the site in lieu from the center
- C. **Request for** additional study of elements of the Mid-block Court including:
 - i. Covered/Open parking zone
 - ii. Extent of retail into the Central Court area

3 NE 85th St Frontage

- A. **Support for** the proposed loading dock along 85th, but request for more study to address questions about pedestrian safety at the sidewalk and vehicle safety at the right of way.
- C. **Request for** more study of the building as the massing transitions to the single family homes to the east along 85th.

4 East Facade

- A. **Support for** private drive along the east property line to support pedestrian and bike traffic
- B. **Request for** more study of modulations, stepping height and other details along east facade to confirm appropriate zone transitions
- C. **Request for** more information about the use of private drive and buffer to the adjacent lower density neighborhoods.

5 Commercial

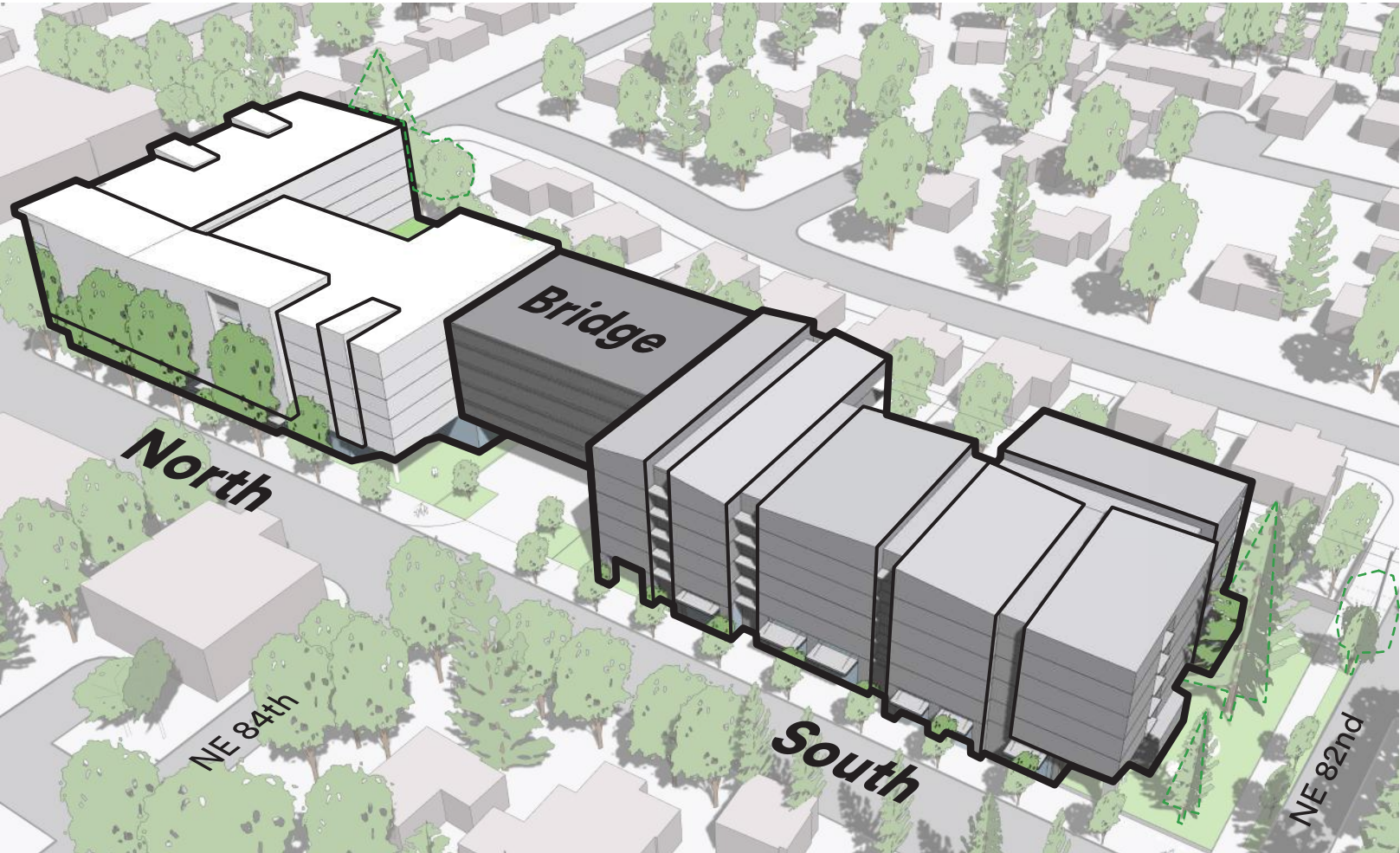
- A. **Request for** further studies on street level activation at sidewalks on retail edges
- B. **Request for** further detail on the pedestrian zone (first 15 feet) of the building

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B. **Support** for massing Concept C, but **request** for further study of massing of the buildings to reduce the perceived scale and fit the context of the neighborhood better

Board Feedback

The Board unanimously supported the applicant’s preferred massing, Concept C. Noting that the building would most commonly be viewed from north or south from 35th Ave NE, the Board supported the three-part massing, with additional modulations, that creates the appearance of a series of smaller buildings along the long block. The Board requested further study to ensure the perceived scale is appropriate to the neighborhood context.



Massing Concept C looking Northeast

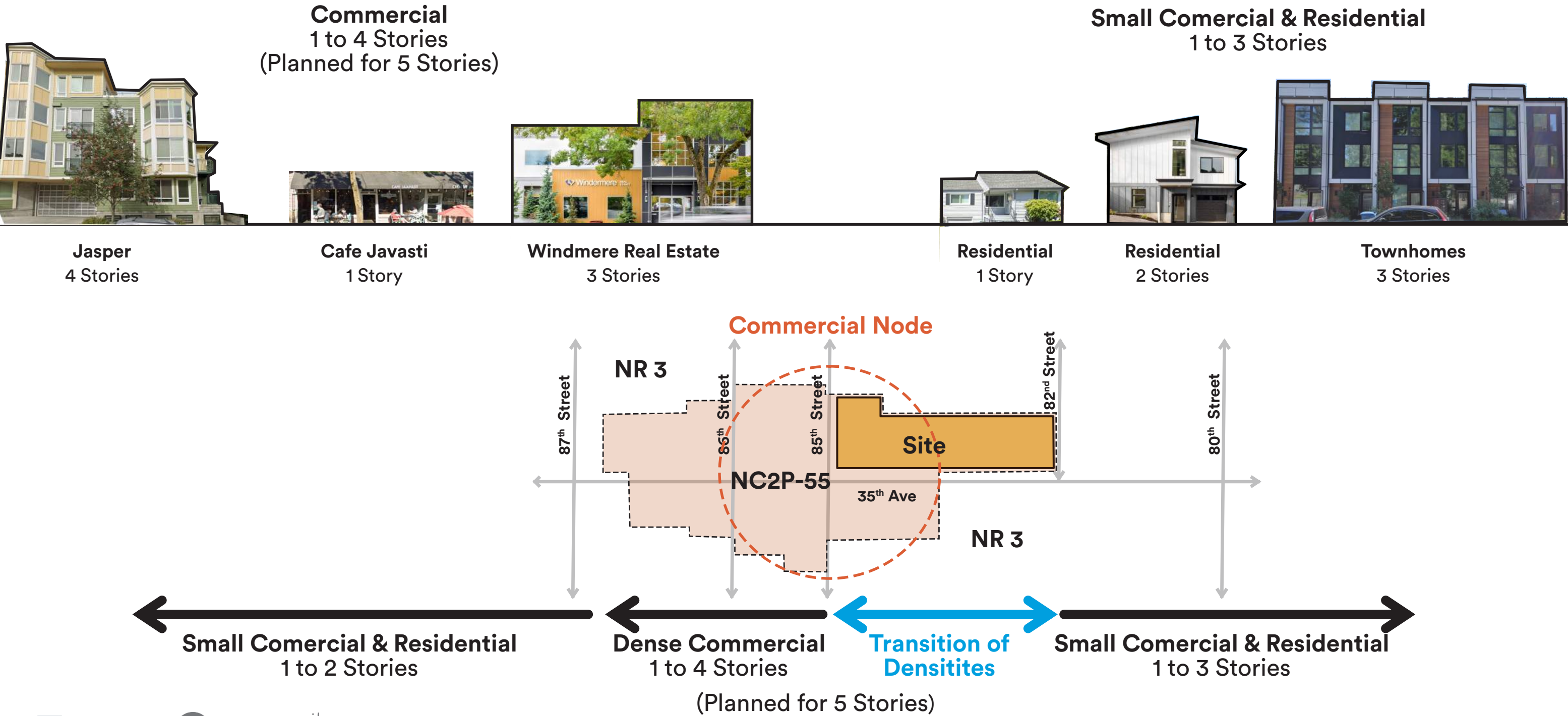


Massing Concept C looking Northwest

B. **Support** for massing Concept C, but **request** for further study of massing of the buildings to reduce the perceive scale and fit the context of the neighborhood better

Applicant Response

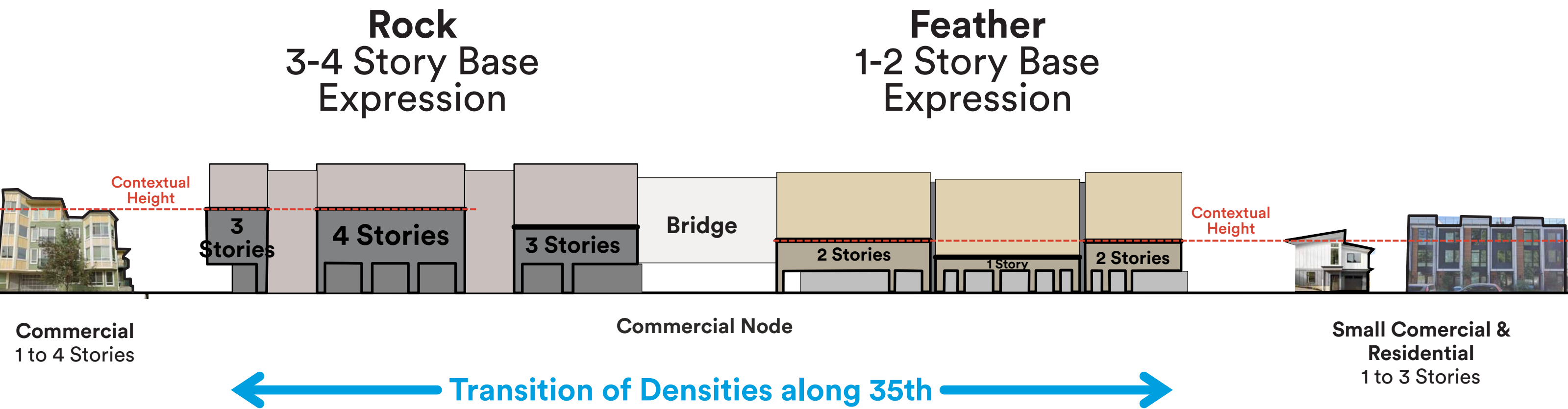
Our site is in a transitional space. To the North is a range of commercial buildings 1 to 4 stories tall, with zoning (NC2P-55) allowing up to 5 story buildings. To the south sits a Neighborhood Residential zone where buildings are 1 to 3 stories tall. The proposed development has a unique opportunity to create a seamless transition between these differing densities while meeting the community goals of developing a commercial node surrounding the intersection of 35th Ave & 85th St.



B. **Support** for massing Concept C, but **request** for further study of massing of the buildings to reduce the perceive scale and fit the context of the neighborhood better

Applicant Response

The design team refined the architectural expression of Concept C to address the transitional nature of the block more effectively with a 4 story base expression at the corner of 35th and 85th stepping down to a 1-2 story base expression nearer 82nd St, creating a sense of neighborhood-focused scale from the commercial to the residential zone. The ‘rock’ form is intended to create a solid center for the community of Wedgwood, while the ‘feather’ is intended to further break down scale and incorporate color schemes which lead to this portion feeling lighter & smaller in scale.



Concept Diagram

B. **Support** for massing Concept C, but **request** for further study of massing of the buildings to reduce the perceive scale and fit the context of the neighborhood better



Rock
3-4 Stories

Feather
1-2 Stories

View looking Southeast

B. **Request for** more study of the NW building corner to encourage engagement and activation

Board Feedback

The Board noted that development of the northwest corner of the building is an important opportunity to set design precedent at the important neighborhood commercial node noted in the Wedgwood Vision Plan. The Board questioned the notched-in ground floor that did not correlate to the building form above, creating a fully covered space. The Board requested studies to show how the design of the building and site will activate the corner.



EDG 1 - Perspective of Northwest Corner at 35th and 85th

B. **Request for** more study of the NW building corner to encourage engagement and activation

Applicant Response

The design team studied several alternative massing options at the corner, described below:



Pull Corner Back 15 feet

- Holds corner back, creates a sightline
- De-emphasizes corner expression, diminishing the corner commercial use
- Provides open-to-the-sky outdoor space with seasonal limitations, and relies on retailer to provide site furniture



Expand the Opening

- Inset massing creates strong presence
- Covered space provides outdoor seating and shelter from rain



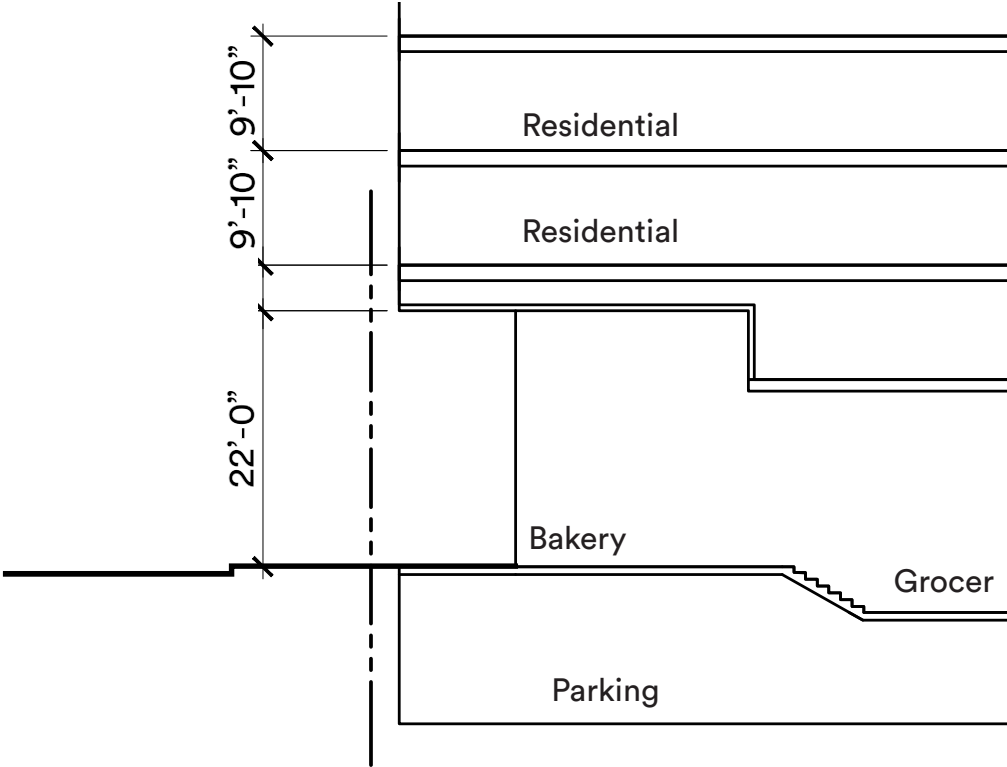
Midcentury Preferred

- Creates a visually strong and unique architectural expression at the corner
- Covered space provides outdoor seating and shelter from rain
- Building Access and outdoor space orients toward 35th Ave

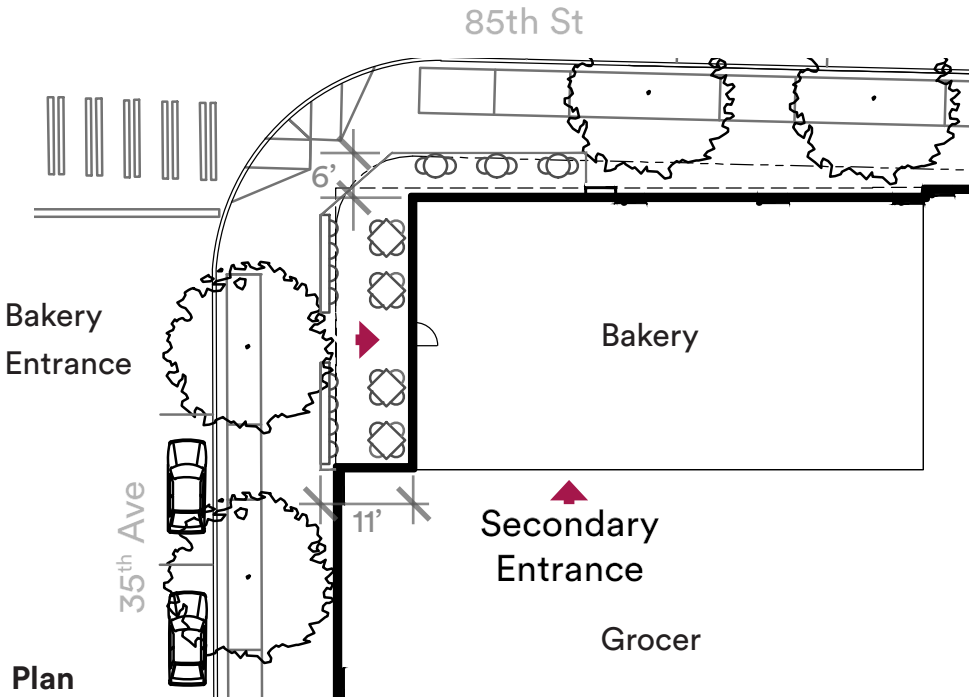
B. Request for more study of the NW building corner to encourage engagement and activation



Perspective of Northwest Corner at 35th and 85th



Section



Plan

- B. **Request for** further study of circulation options at the Mid-block Court
- i. Retain vehicular access but remove surface parking
 - ii. Revise access to one-way only
 - iii. Remove all vehicle access and parking and design Court as pedestrian only
 - iv. Request for study of access to the grocery store from the north side of the site in lieu from the center

Board Feedback

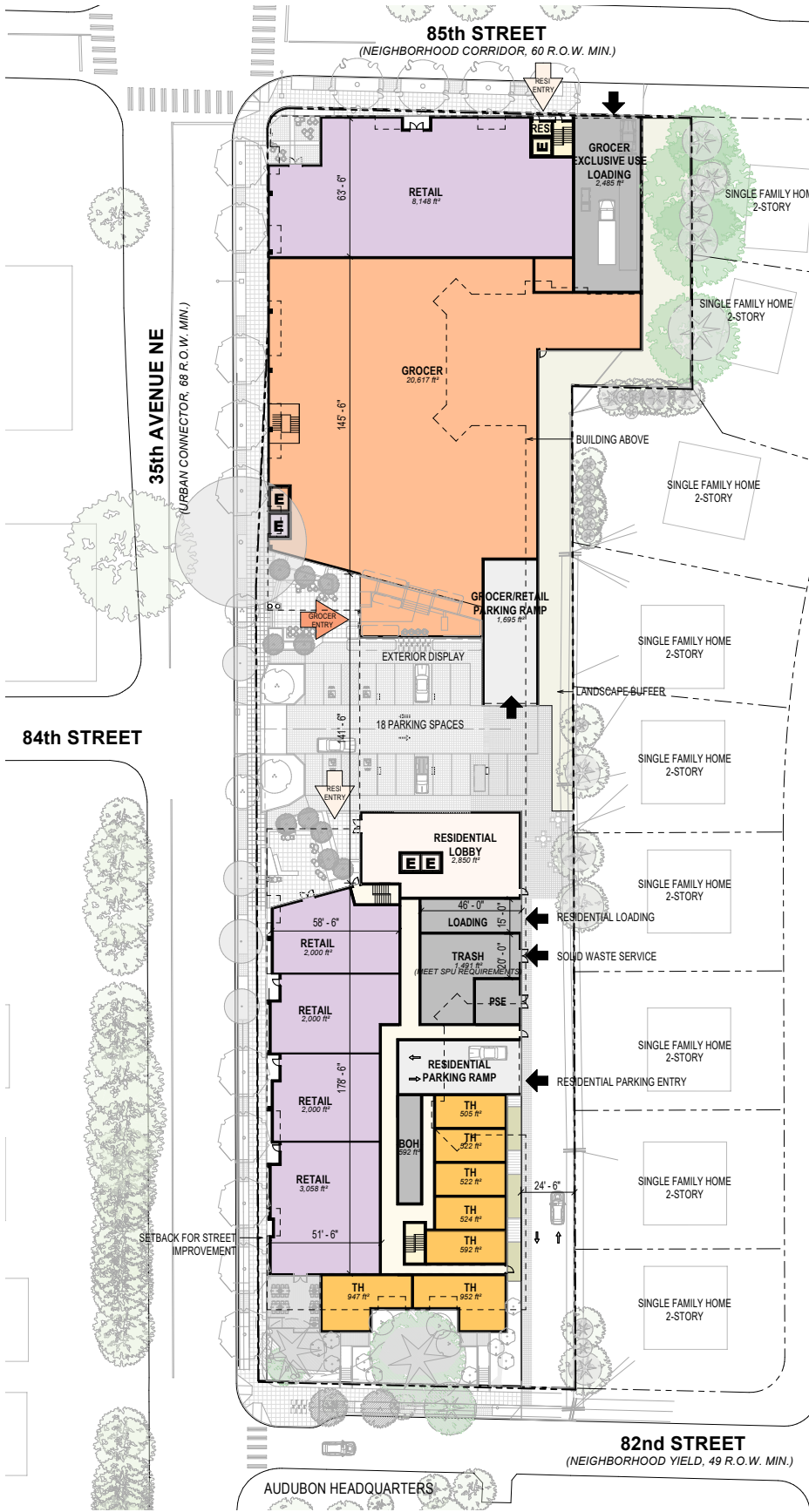
The Board discussed the curb cut access at 35th Ave NE and surface parking of Concept C at length. They voiced concerns regarding pedestrian safety as well as opportunities for pedestrian activation with active vehicle circulation crossing the sidewalk and in the ‘plaza’. They questioned whether on-site surface convenience parking was necessary as there is available street parking. There was a further suggestion to include a retail unit to enclose the east side of the gathering space that could add further activation of the space.

Applicant Response

The applicant understands the concerns and has studied several options which aim to maximize pedestrian safety while remaining cognizant of the requirements necessary for a grocer tenant to occupy the prime Retail.

Grocer Requirements

- Grocery must be a minimum of 32,000 SF in a rectangle, on a single level plus a mezzanine.
- One contiguous space, on one level
- Minimum floor-to-floor height of 20’-0”
- Must have a minimum of 96 parking spaces (3:1000 SF) with 12 minimum spaces at grade near the grocer entrance.
- Loading dock for grocery deliveries must allow for 73’ long trucks - WB-67
- Must have two vehicular access points into the grocer (35th Ave & 85th St)
- Outdoor display area required near the grocer entry.
- Easy & clear wayfinding is required.

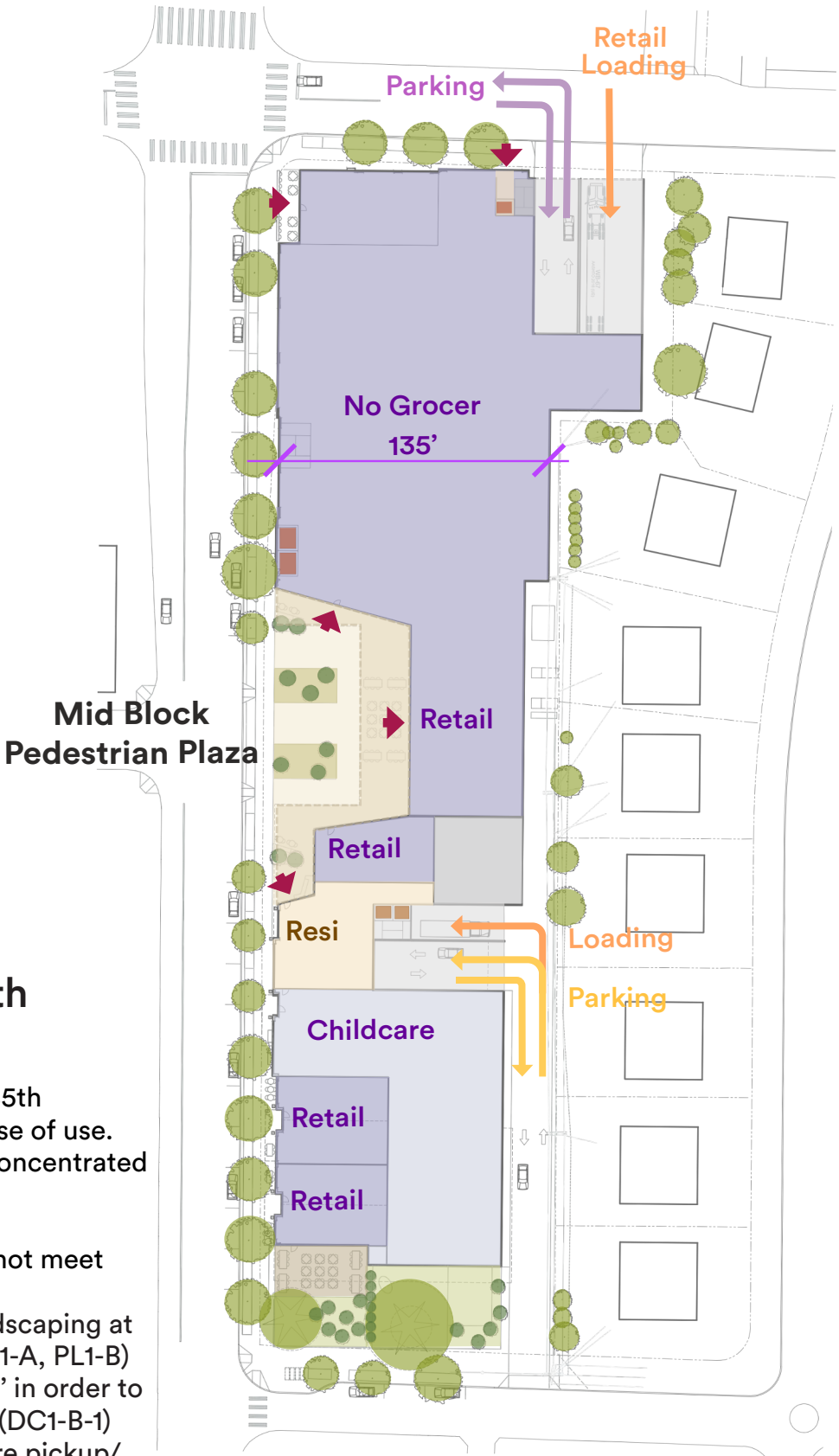


EDG 1 Concept C Site Plan

B. Request for further study of circulation options at the Mid-block Court

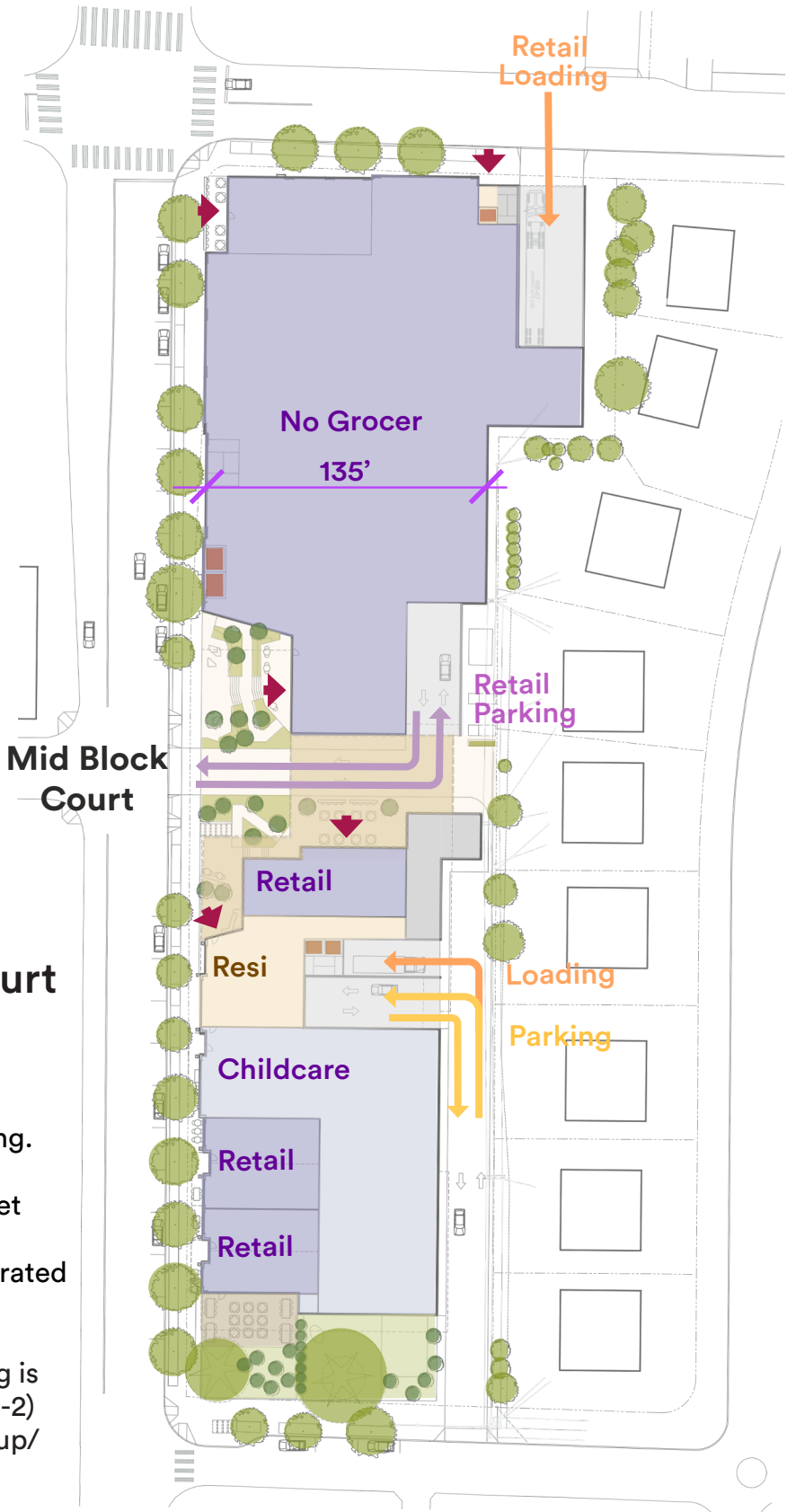
Study 1:
Pedestrian Plaza,
Vehicle access from 85th

- Mid Block Plaza is pedestrian only
- Vehicle access into retail moves to 85th
- North retail reaches too deep for ease of use.
- Northern retail provides too much concentrated retail SF for the neighborhood.
- Retail depth is not feasible.
- No grocer. Parking & circulation do not meet requirements
- Maximized outdoor seating and landscaping at Mid Block Plaza (PL3-A-B, PL3-2, PL1-A, PL1-B)
- Curb cut along 85th is too wide at 55' in order to provide adequate pedestrian safety (DC1-B-1)
- No convenience parking for childcare pickup/drop off



Study 2:
Two Way + No Parking + Court

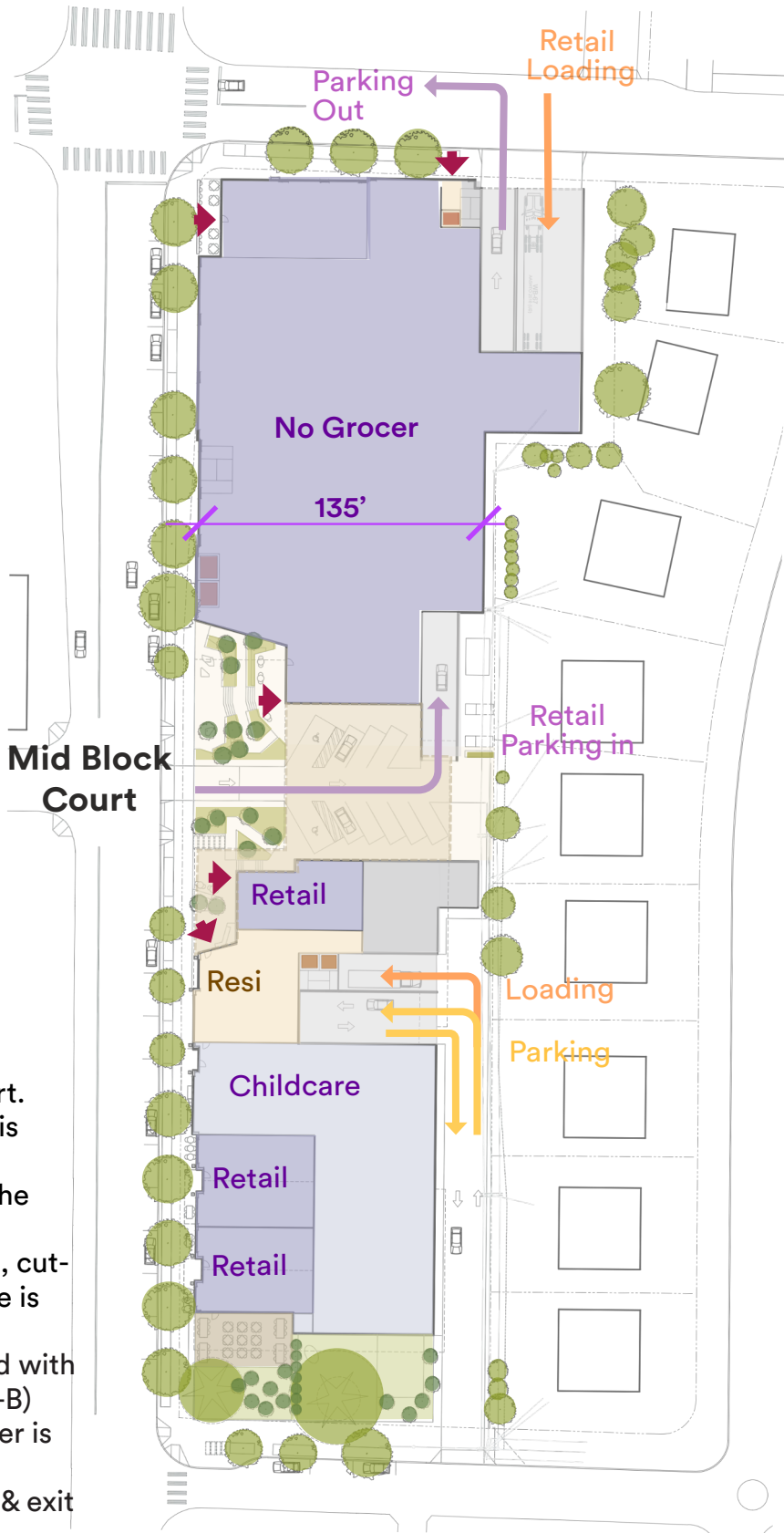
- Maintains two way circulation through the midblock court and removes surface parking.
- Northern retail depth is not feasible.
- No grocer. Parking & circulation do not meet requirements.
- Northern retail provides too much concentrated retail SF for the neighborhood.
- Retail buried in court is not feasible.
- Additional outdoor seating and landscaping is provided at Mid Block Court (PL3-A-B, PL3-2)
- No convenience parking for childcare pickup/drop off



B. Request for further study of circulation options at the Mid-block Plaza

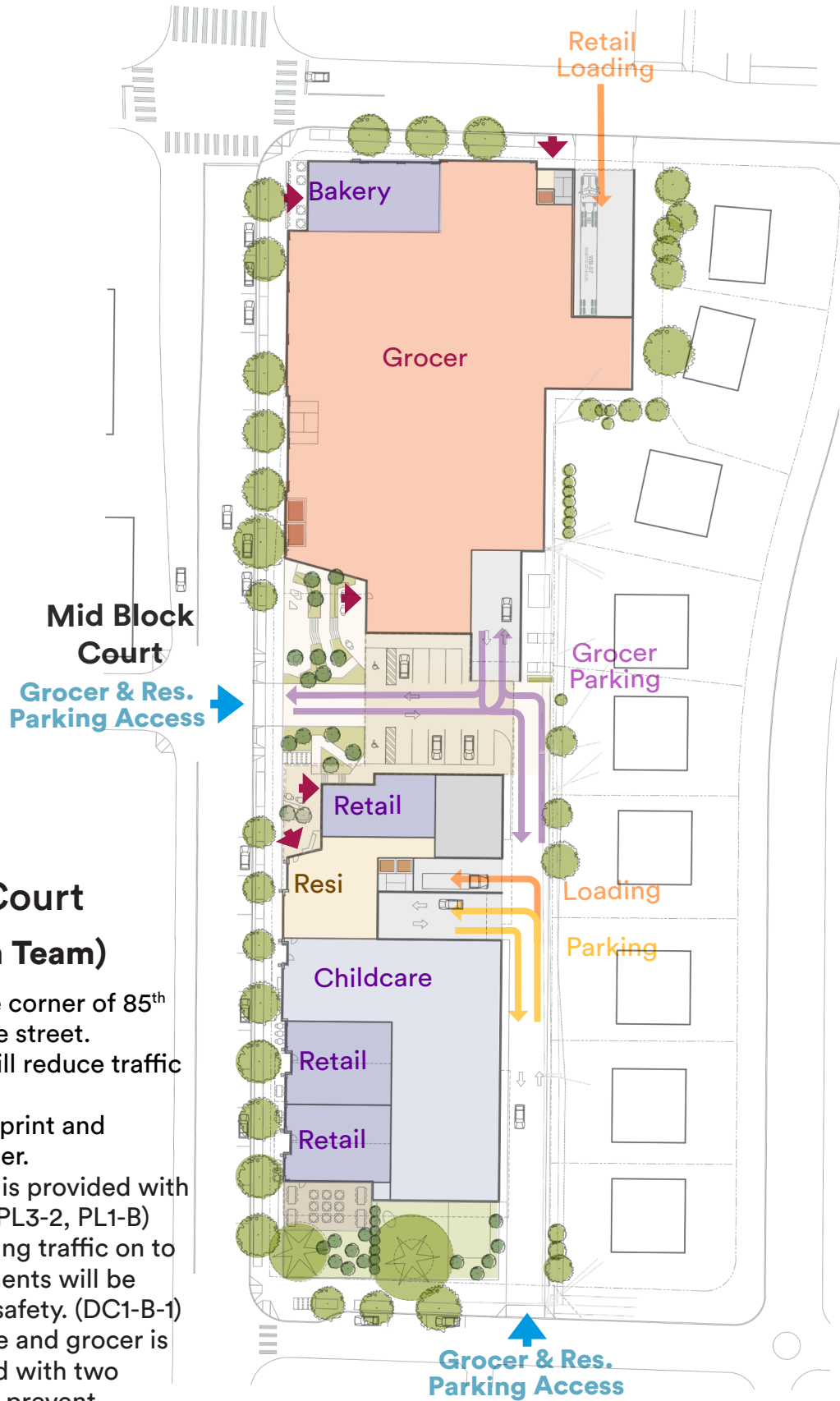
Study 3:
One Way + Parking + Court

- One Way circulation through mid block court. The curb cut along 85th is over 55' wide and is unsafe (DC1-B-1)
- Vehicle queuing on 85th could back up into the intersection of 85th and 35th.
- With dual access points to/from the parking, cut-through traffic from 82nd to 85th when 35th Ave is busy poses a concern.
- Outdoor seating and landscaping is provided with relief from streetscape (PL3-A-B, PL3-2, PL1-B)
- Convenience parking for childcare and grocer is provided
- Grocer requires multiple vehicular entrance & exit points. One-way circulation does not meet requirements.



Study 4:
Two Way + Parking + Court
(Preferred - Grocer & Design Team)

- Bakery and outdoor seating at the corner of 85th and 35th activates both ends of the street.
- Access to 82nd via the driveway will reduce traffic on 35th from the Mid-block Court.
- This layout maximizes grocer footprint and feasibility of a neighborhood grocer.
- Outdoor seating and landscaping is provided with relief from streetscape (PL3-A-B, PL3-2, PL1-B)
- Vehicular circulation reduces exiting traffic on to 35th. Multisensory safety components will be included to maximize pedestrian safety. (DC1-B-1)
- Convenience parking for childcare and grocer is provided & traffic flow is improved with two access points to disperse traffic & prevent backups.



- C. **Request** for additional study of elements of the Mid-block Court including:
- i. Covered/Open parking zone
 - ii. Extent of retail into the Mid Block Court area

Board Feedback

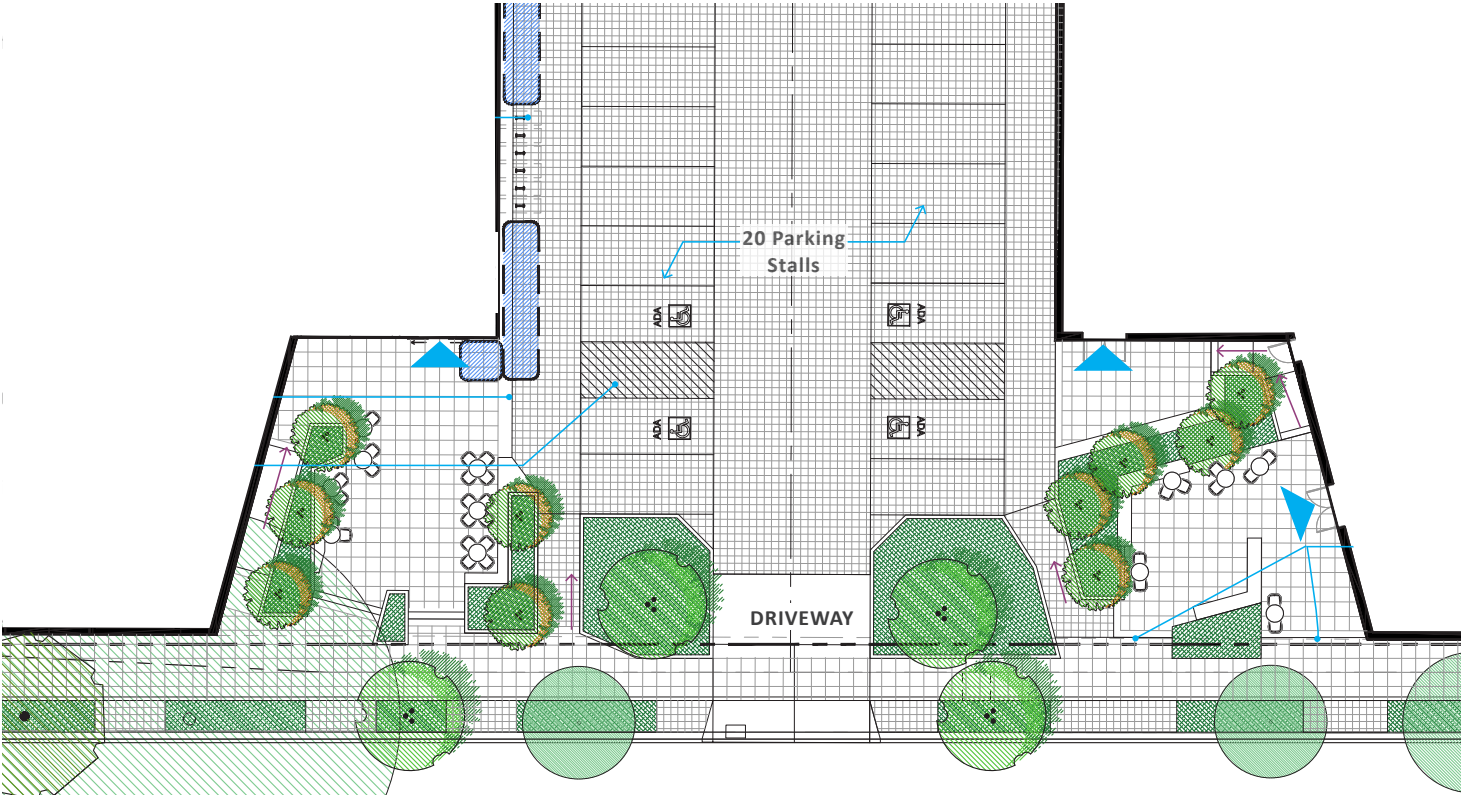
The Board noted they would prefer to see more area open to the sky to allow in more daylight. They also voiced concerns regarding pedestrian safety as well as opportunities for pedestrian activation with active vehicle circulation crossing the sidewalk and in the ‘plaza’.

Applicant Response

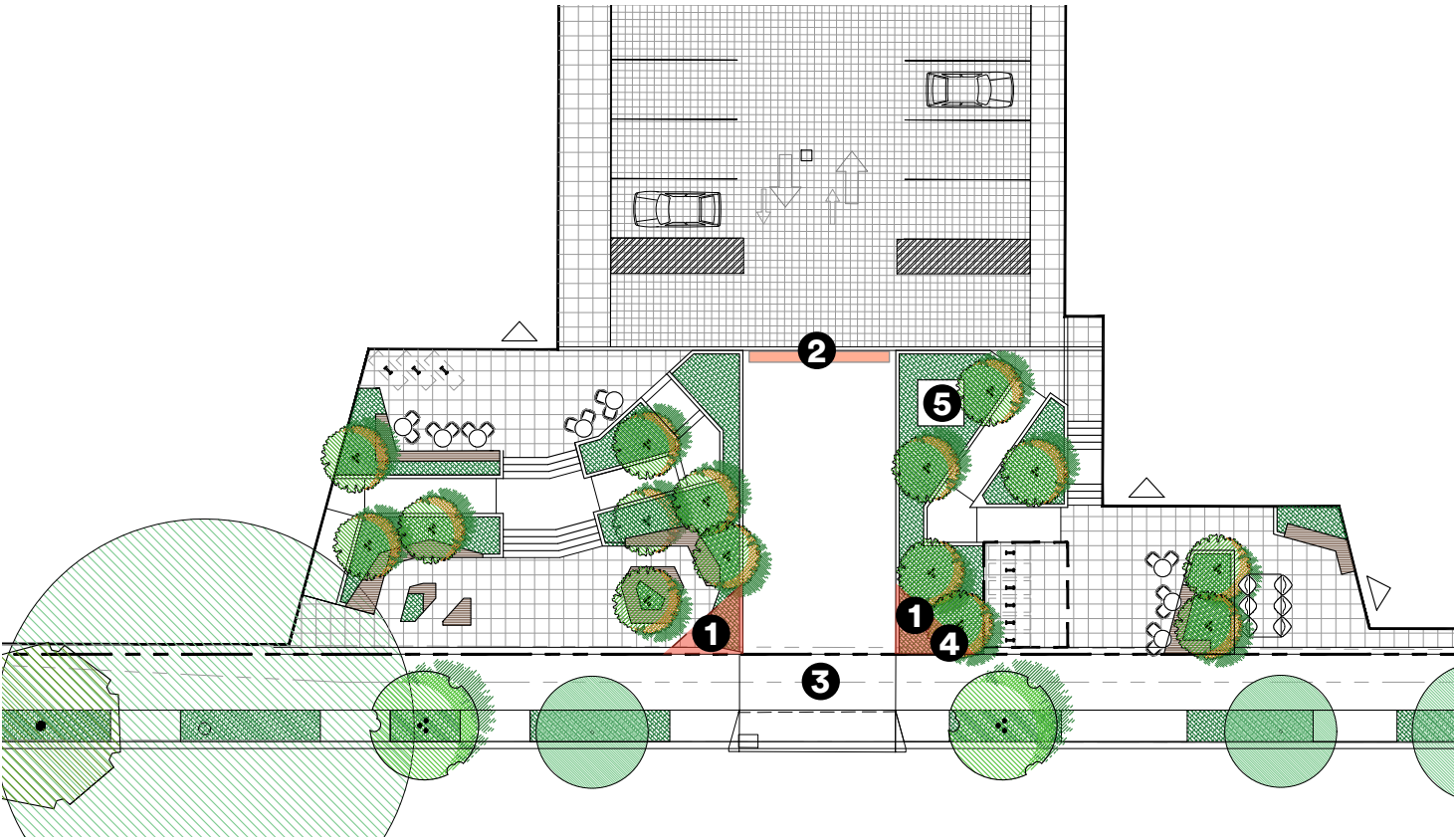
In alignment with the Seattle Design Guidelines, driveway use is maximized (DC1-B), and where the curb cut is provided, safety measures are a primary focus including those listed below:

- Light bollards
- Signage will be provided at all applicable conditions
- Low plantings such that visibility is not obscured will be provided near the vehicular access points from 35th Street & 85th Street
- Speed bumps will be provided at the vehicular access from 35th Street as an additional preventive measure to ensure pedestrians and vehicles both may safely use the court.

- 1 Low Grass & Shrubs to Maintain Maximum Visibility
- 2 Speed Bump
- 3 Scoring Pattern
- 4 Pedestrian Lighting
- 5 Utility box screened by shrubs from sidewalk



EDG-1



EDG-2 Proposed Driveway at Mid-block Plaza

- C. Request for additional study of elements of the Mid-block Court including
- i. Covered/Open parking zone
 - ii. Extent of retail into the Central Court area

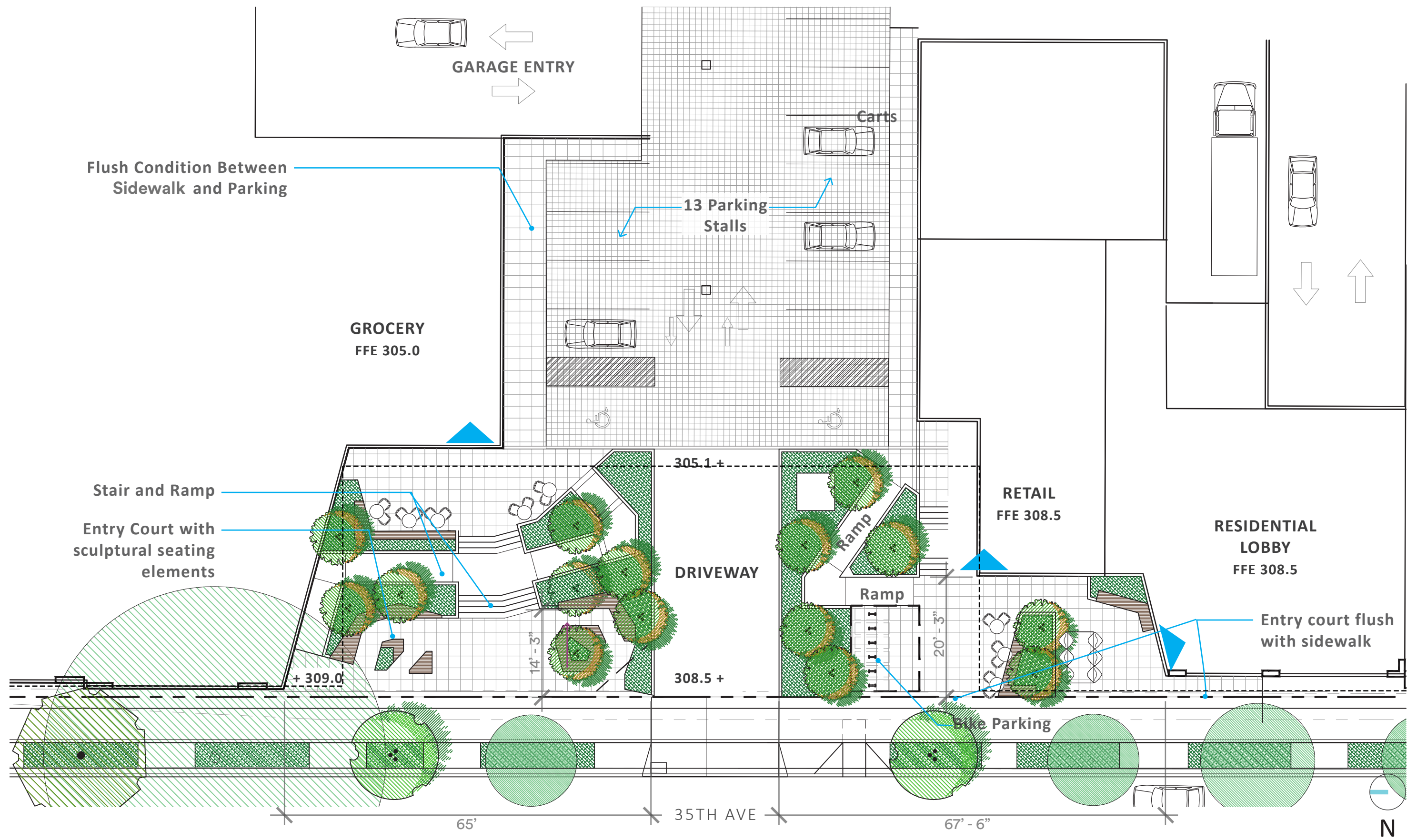
Applicant Response Continued

Since EDG 1, we made the court and open to the sky area larger in the center of the development - as indicated in green - while reducing the number of parking spaces. We’ve also added a retail space along the Mid-block court.

	Covered	Open to Sky	Convenience Parking Spaces
EDG 1	2,300 sf	2,400 sf	18
EDG 2	1,500 sf	3,200 sf	12

Decreased Covered area by 13%
Reduced Convenience Parking spaces by 33%



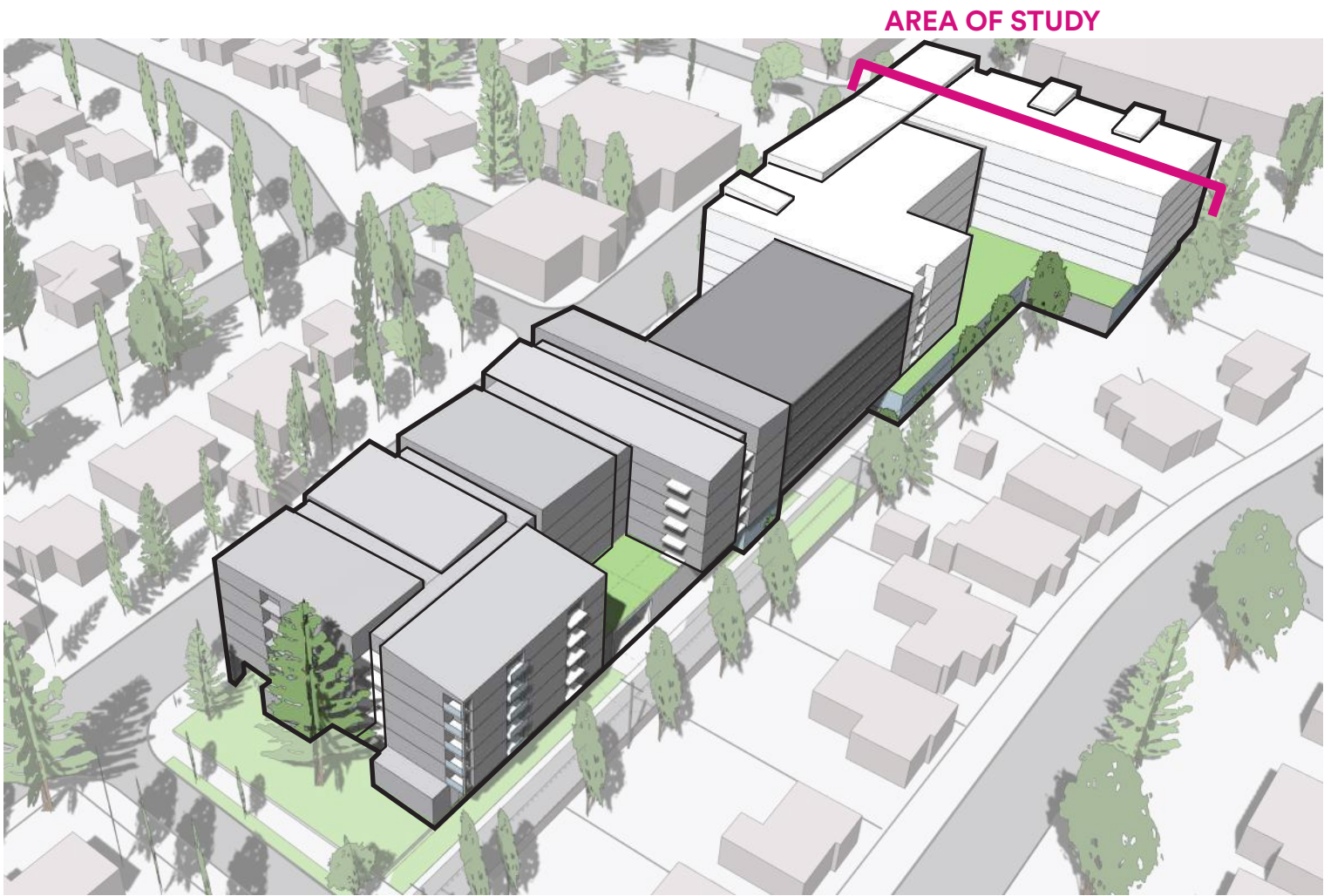




B. **Request for** more study of the massing transition along the north facade to the east facade at the zone transition.

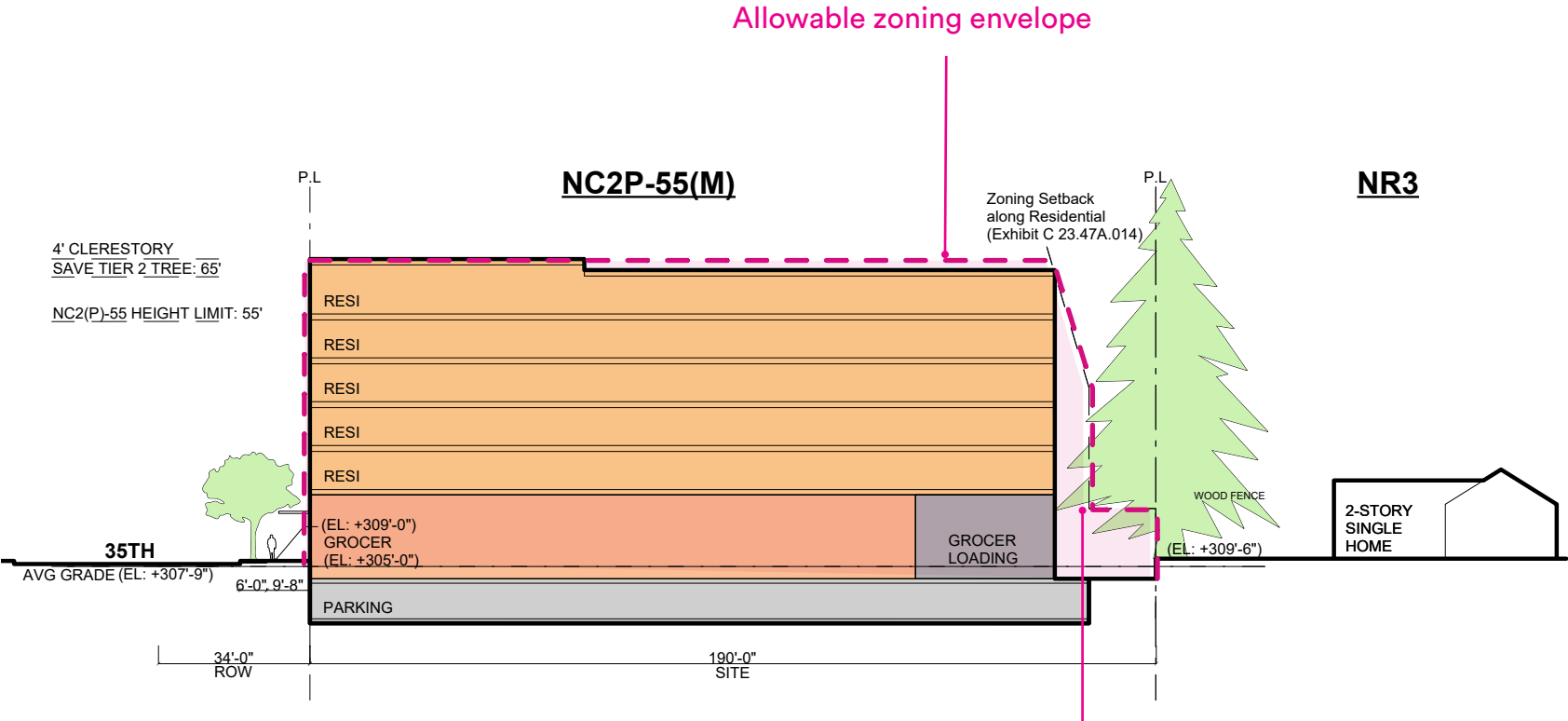
Board Feedback

The Board noted that the north façade, and especially the northeast corner of the building, was not clearly illustrated in the packet. They requested more information on this massing, specifically how the massing transitions along the north facade around to the east facade at the zone transition.

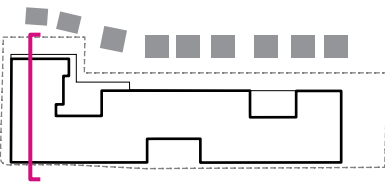


EDG 1 - Massing Concept C looking Northwest

B. **Request for** more study of the massing transition along the north facade to the east facade at the zone transition.



EDG-1 Building Section W-E



According to the arborist report page 7, the canopy can be trimmed back a maximum of 25% for equipment access on the west side of that stem. Construction within the dripline on the of the tree should have minimal impact as the tree has already adapted to this limited root zone.

The design team is providing a setback greater than the code minimum to promote better tree health.



Existing View looking east along 85th

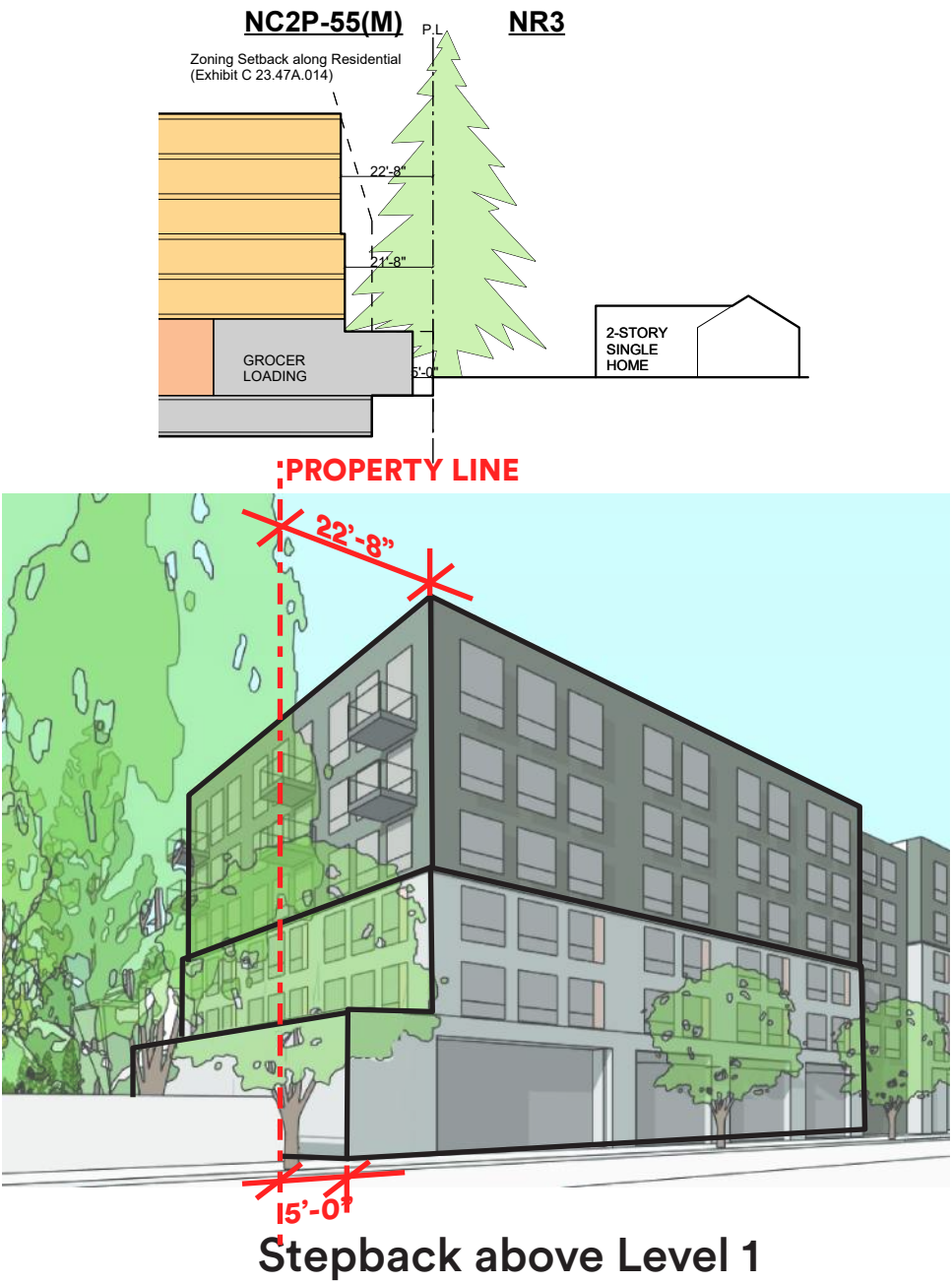


Existing View looking west along 85th

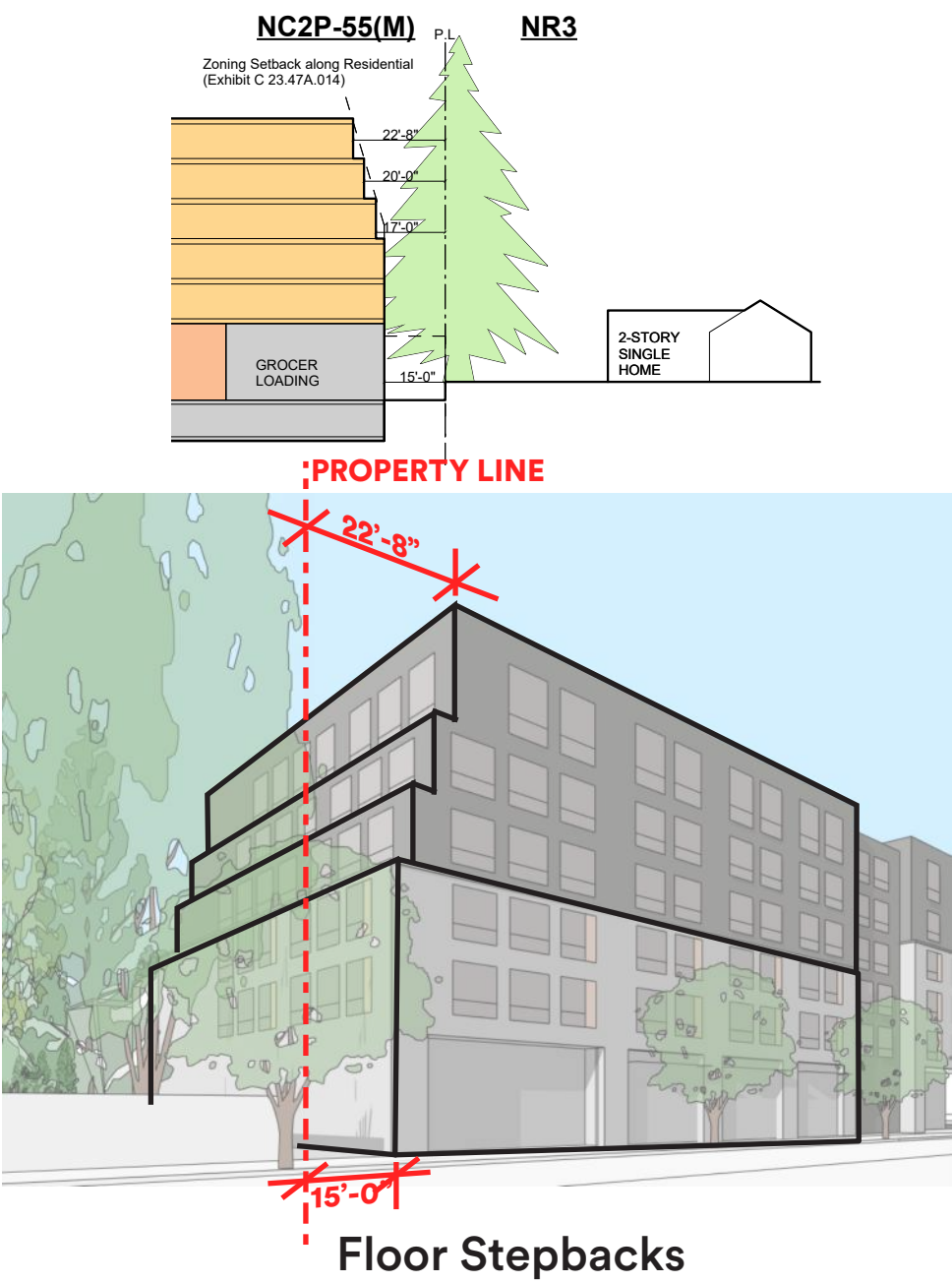
B. **Request for** more study of the massing transition along the north facade to the east facade at the zone transition.

Applicant Response

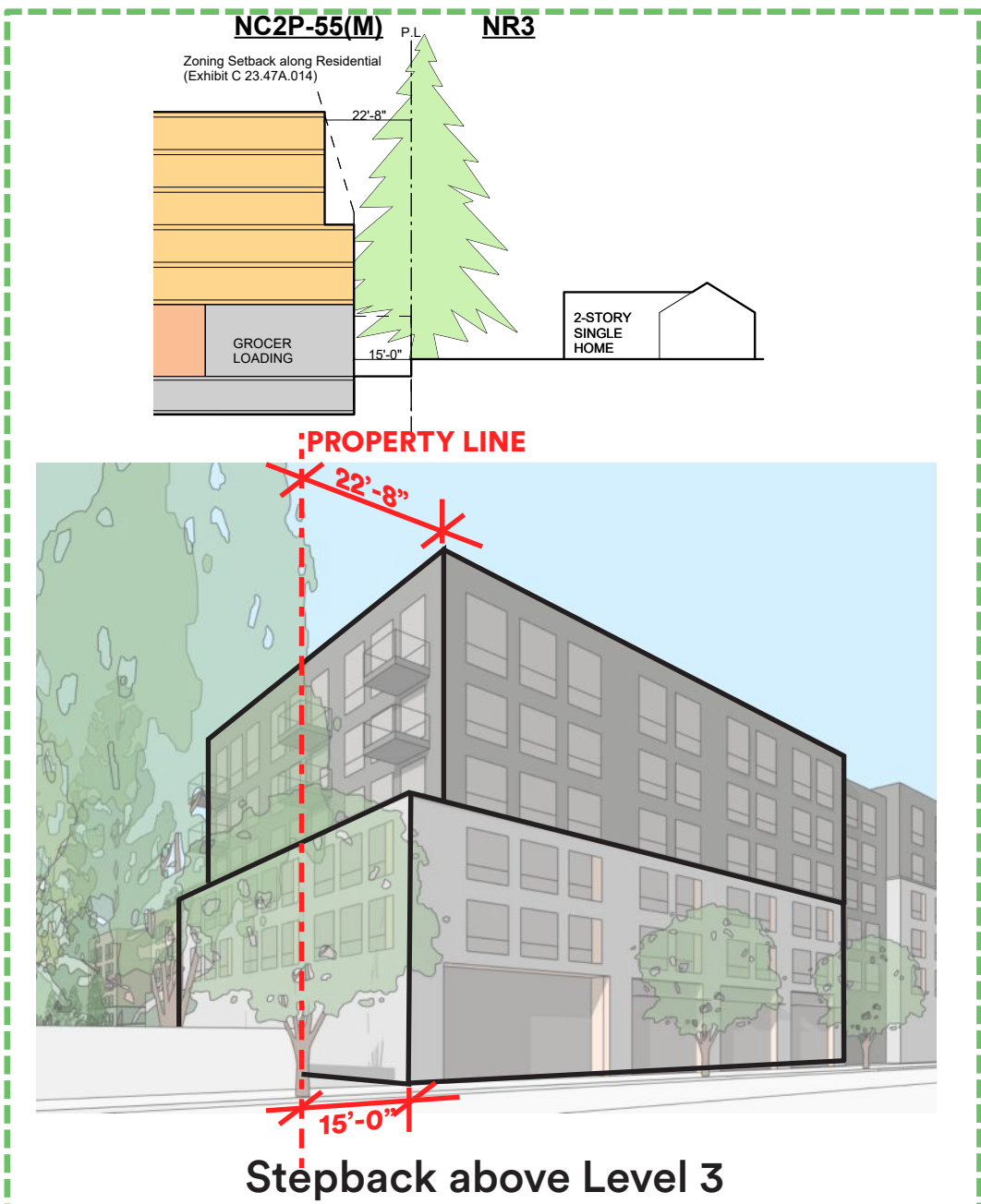
The design team studied several massing alternates along the the NE Corner of the lot. See studies below.



- A proposed step above Level 1 creates an emphasis on the loading volume.
- The loading zone receives the same finishes as the primary building, minimizing its presence (DC1-C-2)

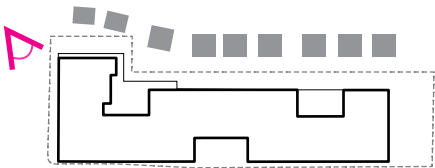


- The proposed massing step matches the angle of the zoning setback along a residential zone
- The loading zone receives the same finishes as the primary building, minimizing its presence (DC1-C-2)



- Preferred**
- The proposed massing step above Level 3 matches the primary building massing and maximizes the setback above as we transition so the adjacent single family residences (CS2-D)
 - The proposed step height and extent connects to the scale of the adjacent neighborhood while working with the existing trees to provide screening and privacy. (CS2-D)
 - The loading zone receives the same finishes as the primary building, minimizing its presence (DC1-C-2)

B. **Request for** more study of the massing transition along the north facade to the east facade at the zone transition.



EDG 2 - View looking Southwest

A. **Support** for the proposed loading dock along 85th, but **request** for more study to address questions about pedestrian safety at the sidewalk and vehicle safety at the right of way

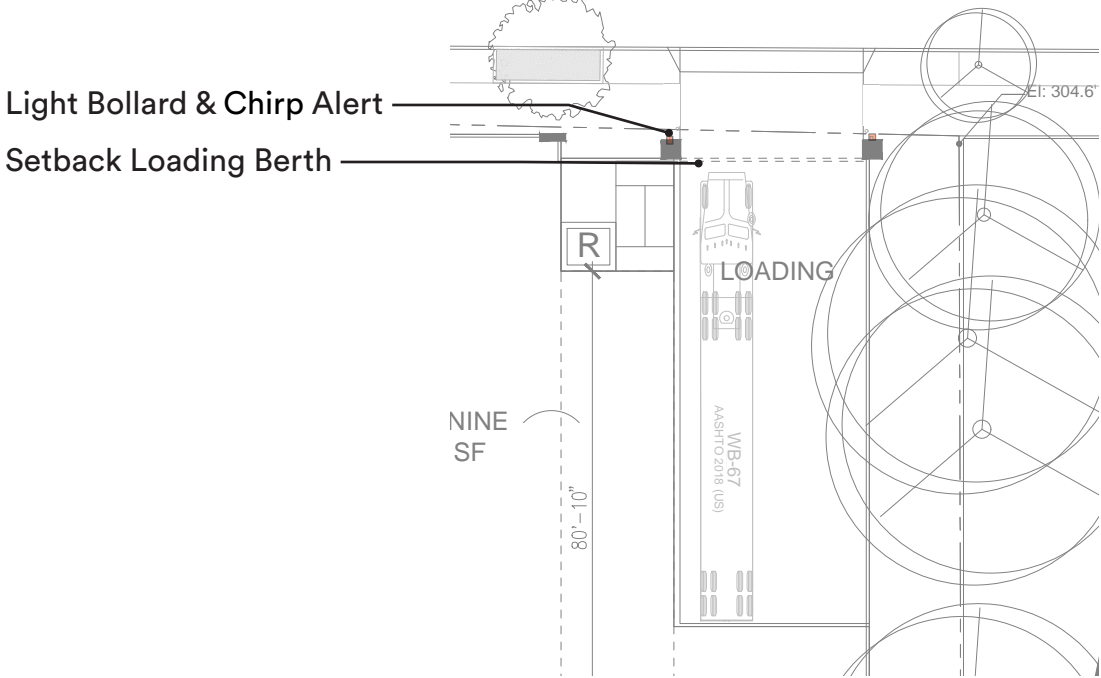
Board Feedback

The Board generally supported the commercial loading dock along the north property line accessed from NE 85th St but had concerns on how the function may impact both pedestrian safety at the sidewalk and vehicle safety within the right-of-way. The Board requested more thorough studies of truck access strategies to ensure safety in the public realm.

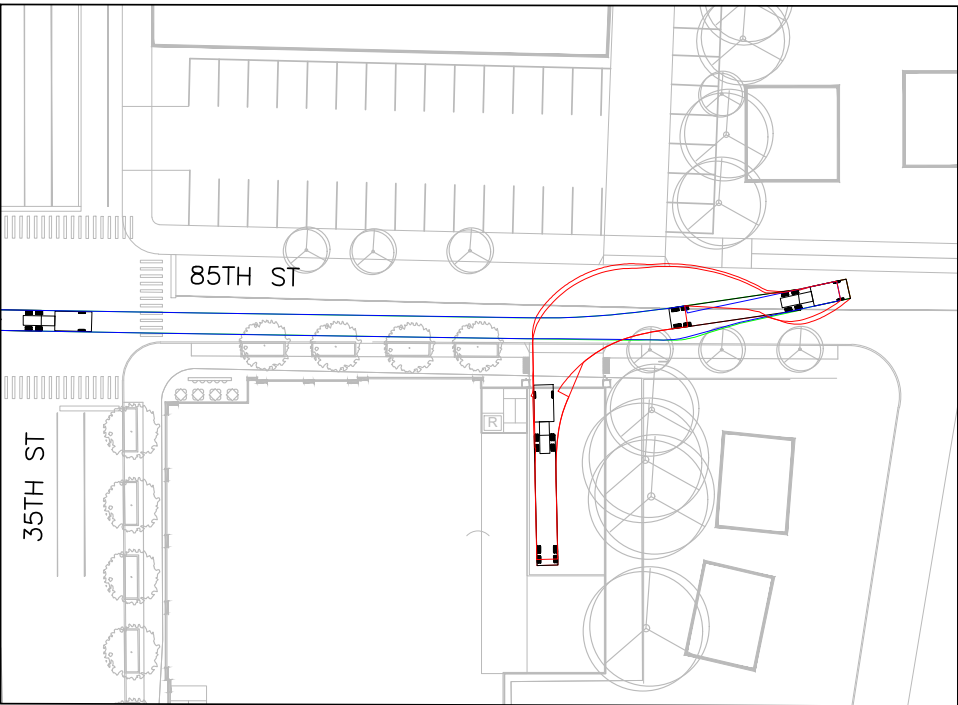
Applicant Response

As required by the grocer’s program, the design team is proposing (2) loading berths that can accept up to 70’ long trucks. Turning studies were completed to show trucks could back in from 85th traveling either east or west. We’ve also added additional measures around the dock to ensure this berth is safe for pedestrians. Please see the items listed below:

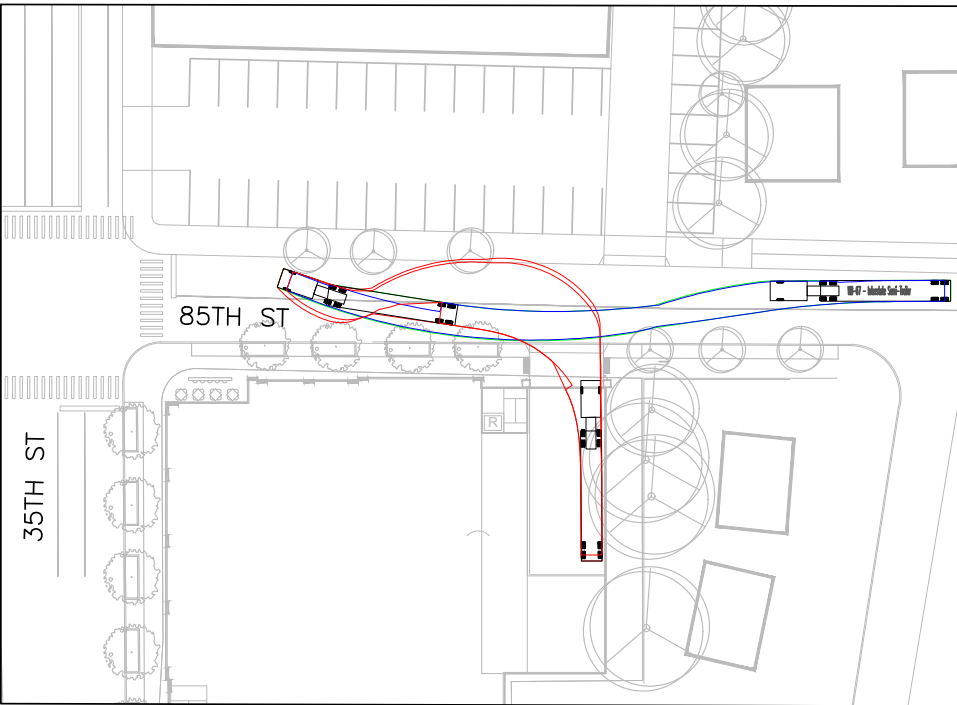
- Light bollards
- Change scoring of driveway 2’x2’
- Signage
- Loading Dock Management Plan



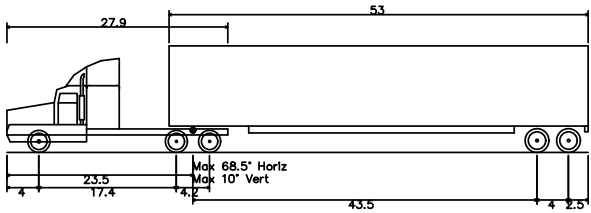
Loading Berth on 85TH



ENTERING MANEUVER 1



ENTERING MANEUVER 2



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	
—	VEHICLE ENVELOPE
—	WHEEL ENVELOPE
—	REVERSE BODY/CHASSIS

- A. **Support** for private driveway along the east property line to support pedestrian and bike traffic
- C. **Request** for more information about the use of private drive and buffer to the adjacent lower density neighborhoods

Board Feedback

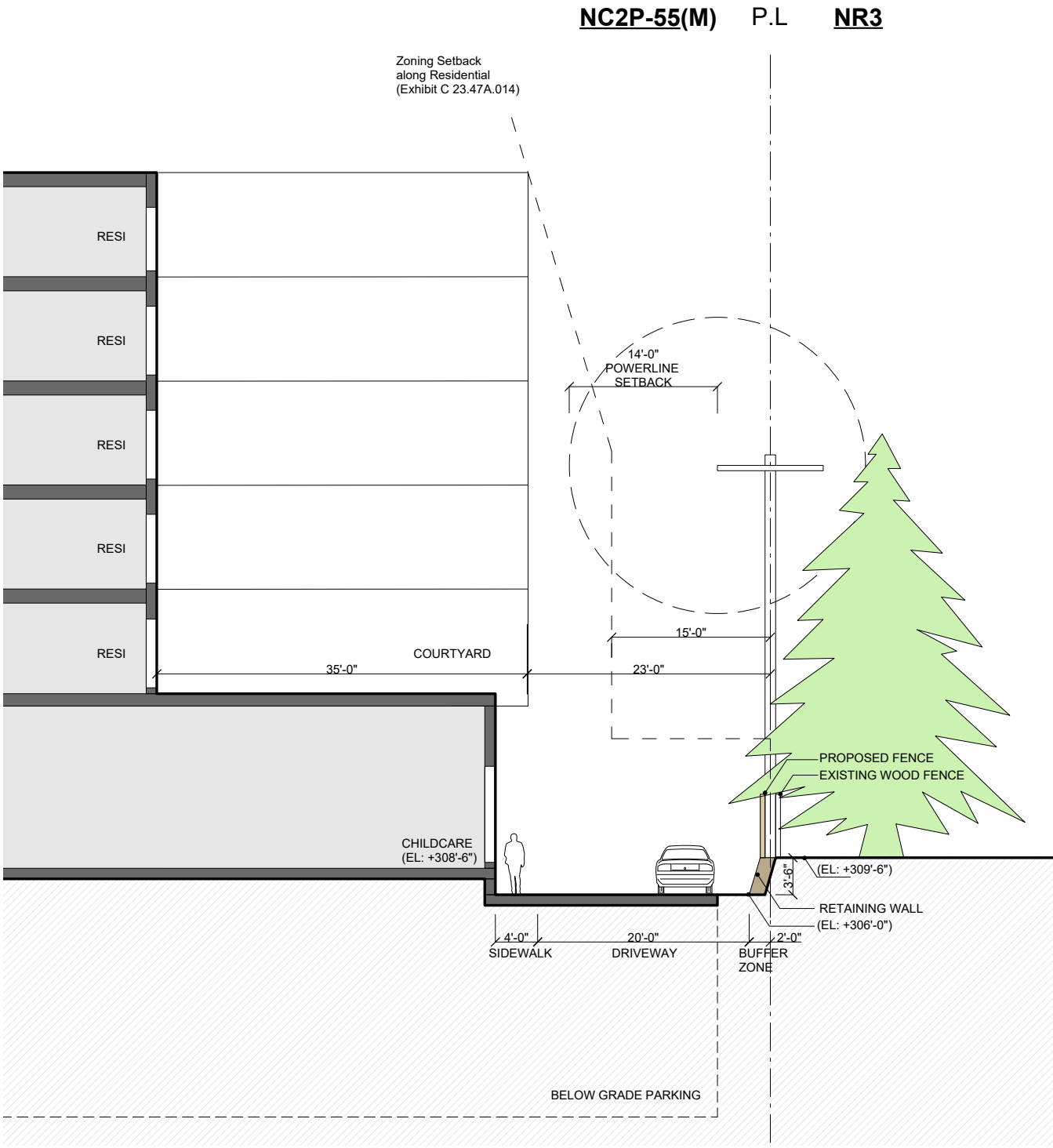
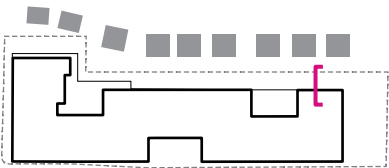
The Board generally supported the private drive that could also support pedestrian and bicycle access from NE 82nd St to the center of the development. They had concerns about the design of the private drive along the east property line (accessed at the southeast corner of the site) and potential impacts to the adjacent lower density neighborhood. The Board requested studies to show how the design of the drive, including plantings, fencing, grade differential, etc., can help in buffering and screening vehicle access

Applicant Response

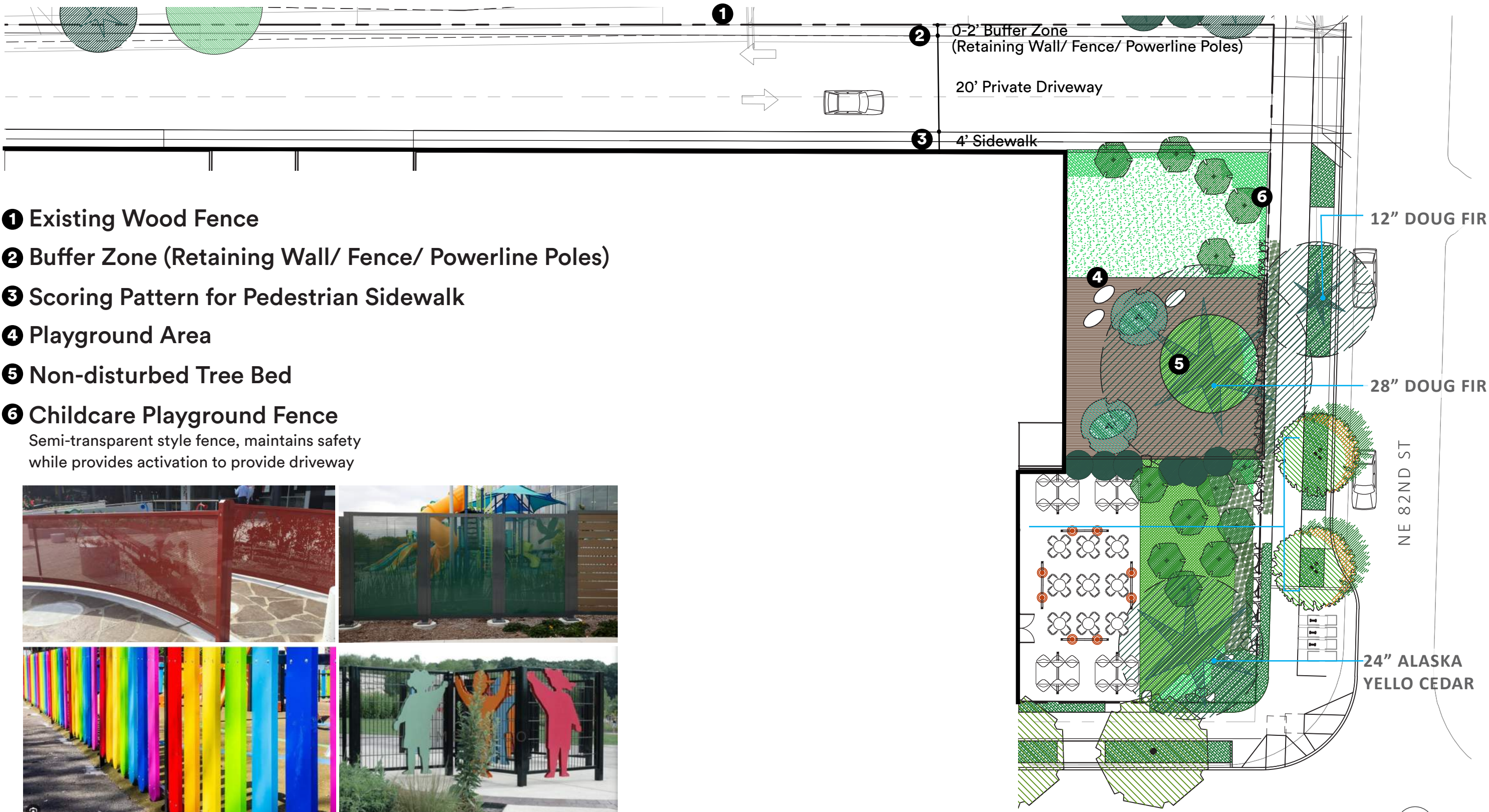
The minor grade change, in combination with visual planting & fencing screening, will retain privacy for the adjacent properties (CS2-D-5) and the proposed building set back approximately 20’ from the property line adjacent to existing neighbors.



Existing View looking north from 82nd street



Proposed Section along east

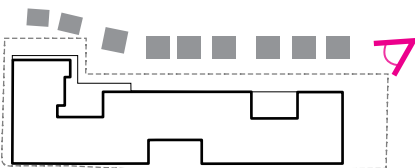


- 1 Existing Wood Fence
 - 2 Buffer Zone (Retaining Wall/ Fence/ Powerline Poles)
 - 3 Scoring Pattern for Pedestrian Sidewalk
 - 4 Playground Area
 - 5 Non-disturbed Tree Bed
 - 6 Childcare Playground Fence
- Semi-transparent style fence, maintains safety while provides activation to provide driveway





- A. **Support for** private driveway along the east property line to support pedestrian and bike traffic
- B. **Request for** more study of modulations, stepping height and other details along east facade to confirm appropriate zone transitions



Board Feedback

The Board noted that they would like to see more study of the modulations, stepping height back, and other proposed detailing along the east façade to understand how height, bulk and scale were creating an appropriate zone transition.



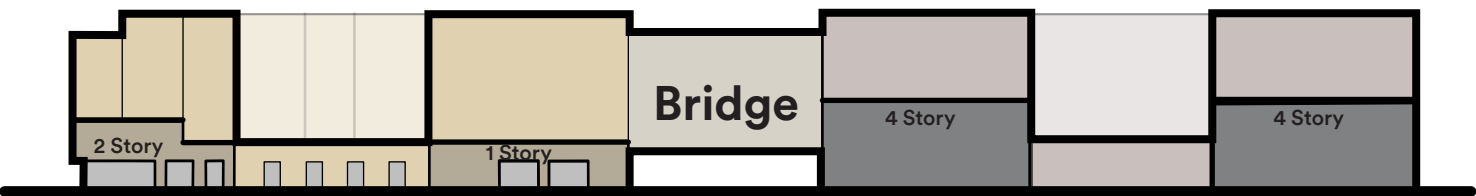
EDG 1 - Proposed View from driveway facing North (Foreground hidden)

- A. **Support for** private driveway along the east property line to support pedestrian and bike traffic
- B. **Request for** more study of modulations, stepping height and other details along east facade to confirm appropriate zone transitions

Applicant Response

The team proposes vertical and horizontal modulations to speak to the neighborhood contextual scale & adds active use to provide a safe and active private driveway and a transition between the project and its neighbors. (DC2-B, DC1-B).

The team has enhanced this corner since EDG 1 with an added childcare play area, added building steps to further break down the volume, and the addition of an amenity space at Level 6.



East Elevation Modulation Diagram



Proposed massing diagrams

- 1 Amenity deck at 6th floor
- 2 Massing steps along south facade
- 3 Childcare (in lieu of townhome-style units)



View from driveway facing North (Foreground shown)



View from driveway facing North (Foreground hidden)

- A. **Request for** further studies on street level activation at sidewalks on retail edges
- B. **Request for** further detail on the pedestrian zone (first 15 feet) of the building

Board Feedback

The Board discussed the development of the 35th Ave NE commercial frontage, noting the layout needed further definition to show how the commercial frontage will be developed to encourage activation. The Board requested that the applicant provide studies of the sidewalk spaces along the retail edges to create more opportunities for spill out and interior/exterior connection, noting the spaces should be scaled to the neighborhood and uses. They commented that light and air at sidewalk level should be maximized by creating spaces that are open to the sky.



EDG 1 - View looking Northeast from 35th and 82nd

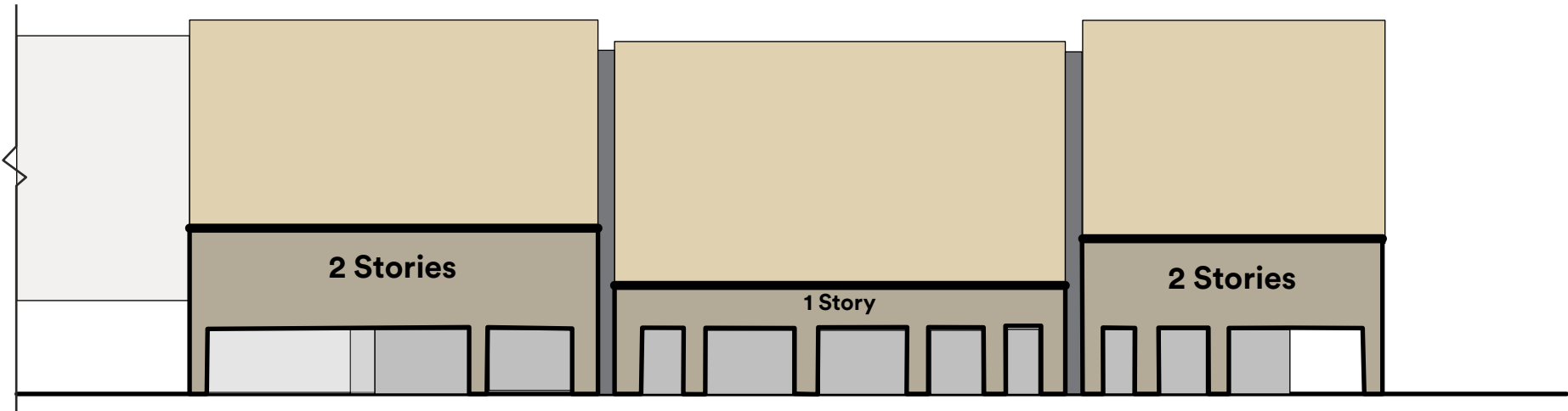
- A. **Request for** further studies on street level activation at sidewalks on retail edges
- B. **Request for** further detail on the pedestrian zone (first 15 feet) of the building

Applicant Response

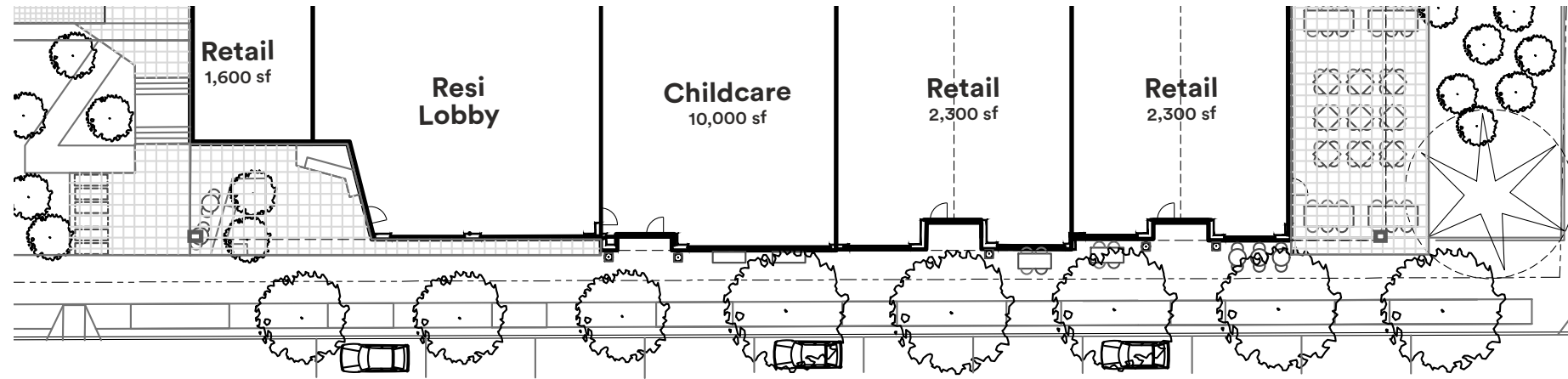
By modulating both in the vertical and horizontal directions, the facade strives to serve as a smooth transition between differing densities. (CS2-A, CS2-C, CS2-D)

The varied setbacks serve both to create opportunities for different uses - hard edge, cafe tables, outdoor dining - but also a sense of natural undulation along the streetscape. scale and accents of the neighborhood. (CS2, CS3, PL1-B, PL1-C)

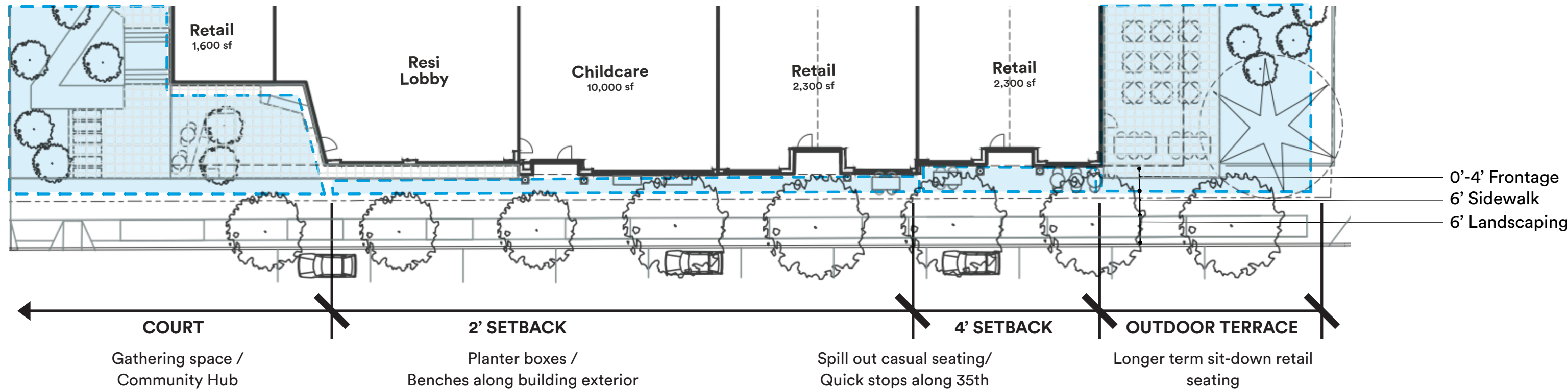
Based on the team’s study of potential retail tenants, retail spaces sized over 2000 SF are maintained; however, the entries and building articulation are such that smaller 1100 SF retail tenants could be easily accommodated.



EDG 2 - View looking Northeast from 35th and 82nd



- A. **Request for** further studies on street level activation at sidewalks on retail edges
- B. **Request for** further detail on the pedestrian zone (first 15 feet) of the building



Precedent Image



Precedent Image



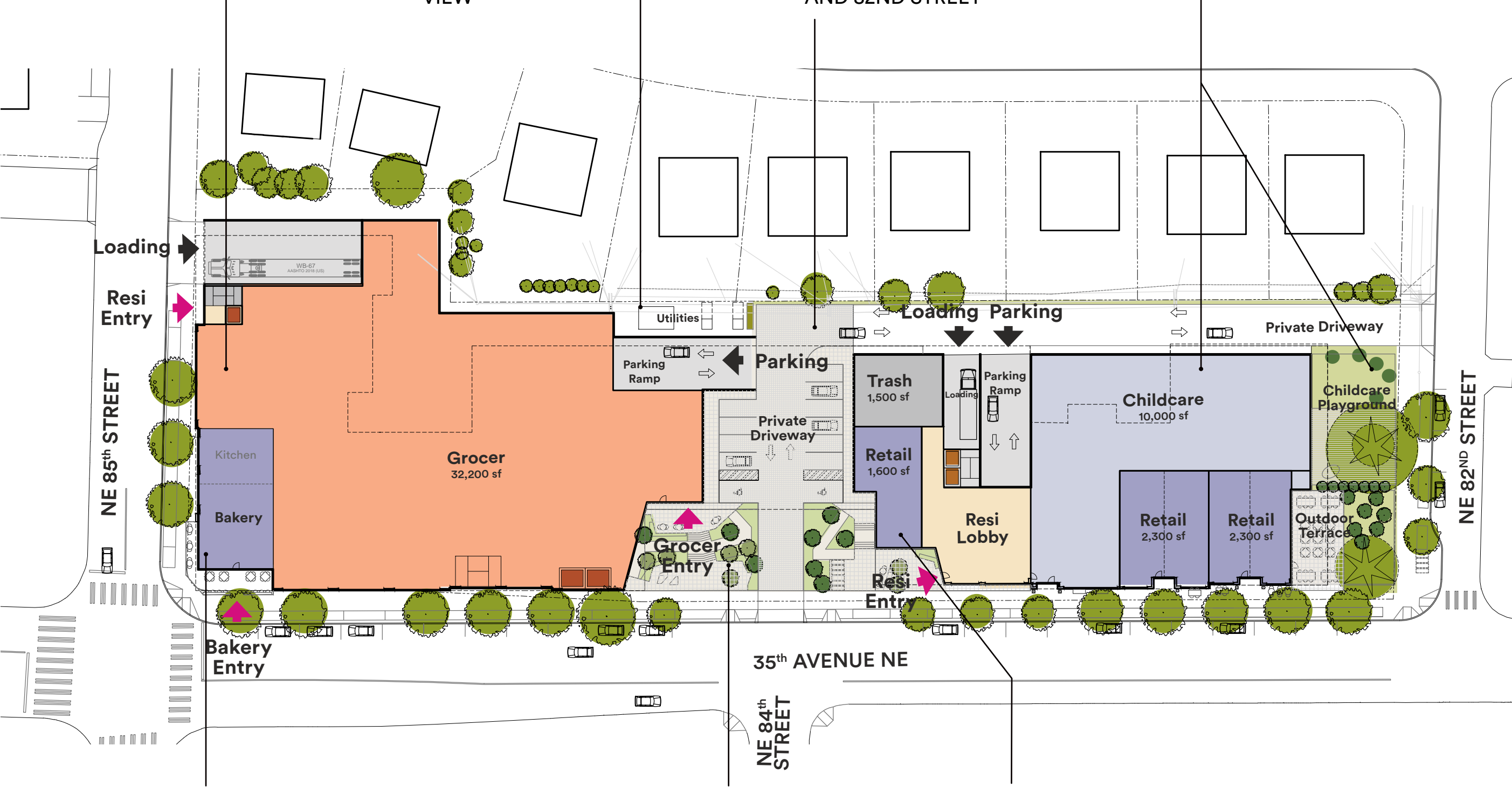
Precedent Image



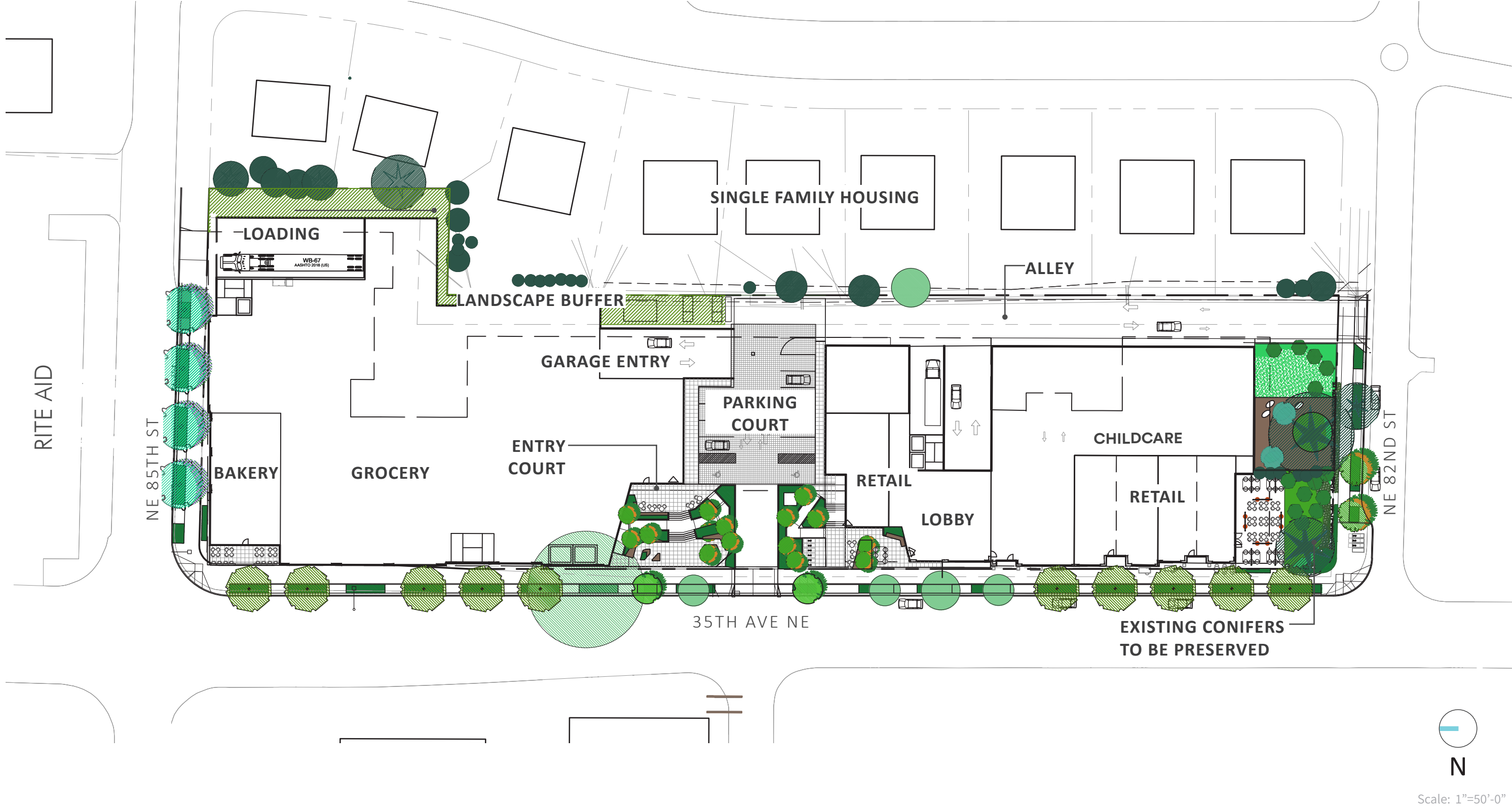
Precedent Image



- ENLARGED GROCERY STORE WITH 85TH STREET FRONTAGE
- UTILITY EQUIPMENT SCREENED FROM THE PUBLIC VIEW
- PROVIDE VEHICULAR CONNECTION FROM 35TH TO PRIVATE DRIVEWAY AND 82ND STREET
- CONVERT TOWNHOME-STYLE UNITS TO CHILDCARE



- CORNER RETAIL WITH ACCESS FROM BOTH 85TH STREET AND GROCER
- REVISED EXTERIOR DESIGN TO FURTHER EMPHASIZE THIS INTERSECTION
- IMPROVE SAFETY AT MID BLOCK NODE WITH REDUCED PARKING, RAISED PLANTERS, SPEED BUMPS, & CLEAR VISIBILITY TRIANGLES
- RELOCATE ONE RETAIL SPACE ADJACENT TO MID-BLOCK TO ACTIVATE THIS SPACE





Design Departures

Code Citation		Departure
01 Additional 10' in Building <u>SUPPORTED AT EDG 1</u>	<u>SMC 23.41.012.B.11.f</u> 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.	Increasing the permitted building height by 10' from the current height limit of 55' to a total of 65',as allowed by the code in exchange for retaining a Tier 2 tree.
02 Surface Parking abutting Principal Pedestrian Street	<u>SMC 23.47A.032.B.2</u> In pedestrian designated zones, surface parking is prohibited abutting the street lot line along a principal pedestrian street.	Provide approximately 12 surface parking spaces at the mid-block court for stop-in convenience parking required for grocer and retail.
03 Vehicular Access from Front and Side Street Lot Line	<u>SMC 23.47A.032.A.1c</u> If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines.	Propose parking access from 35th Ave, which is the front lot line, as well as from 82nd St and Northeast 85th St, which are side lot lines.
04 Curbcut off of Principal Pedestrian Street	<u>SMC 23.47A.032.A.2a</u> 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 parking access on 35th Ave which is a principal pedestrian street.
05 Small Commercial Uses	<u>SMC 23.47A.008.C.6a</u> 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 that are less than 1,500 sf. This project is required to provide 8 small commercial spaces per code.	Provide retail spaces for neighborhood essentials - a 32,200 square foot neighborhood grocer & 10,000 square for childcare center. Three retail spaces of approx. 2,000 square feet, and one at 2,700 square feet are provided in lieu of eight retail spaces a maximum of 1,500 square feet in size. These 2,000 square feet retail spaces are designed such that they could easily be divided into two smaller retail spaces.

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.

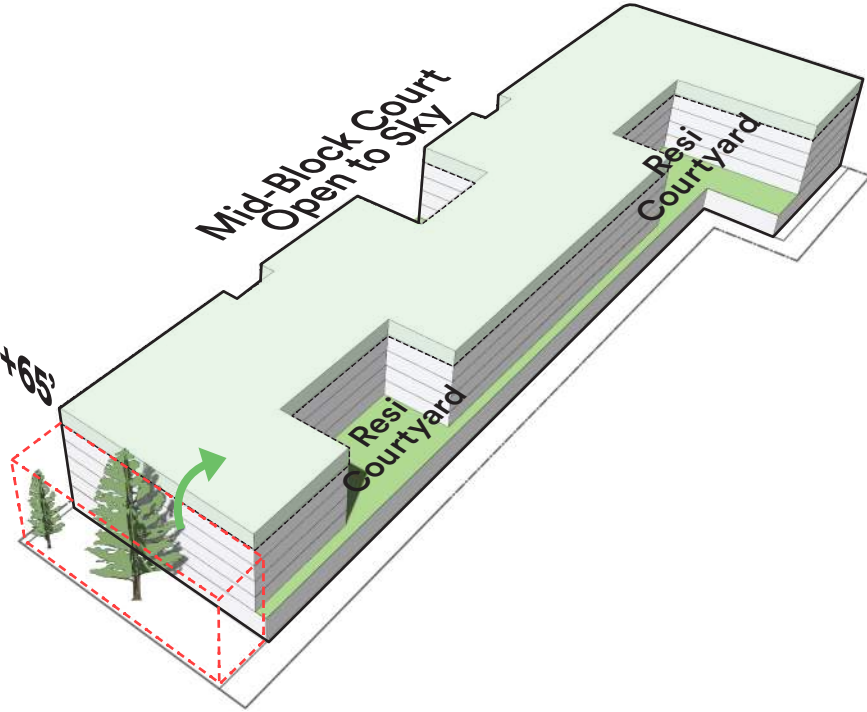
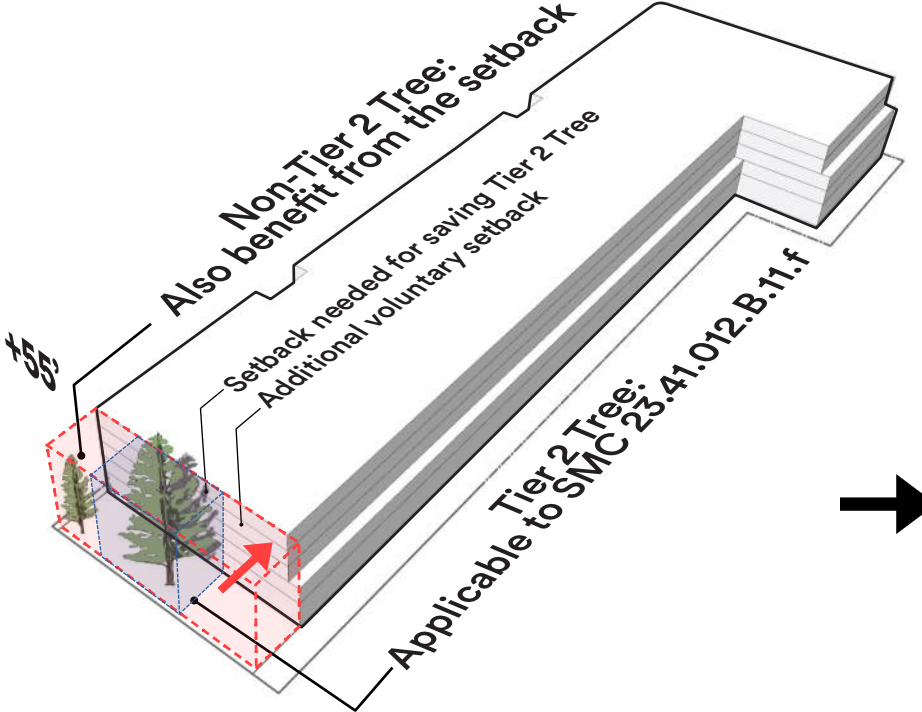
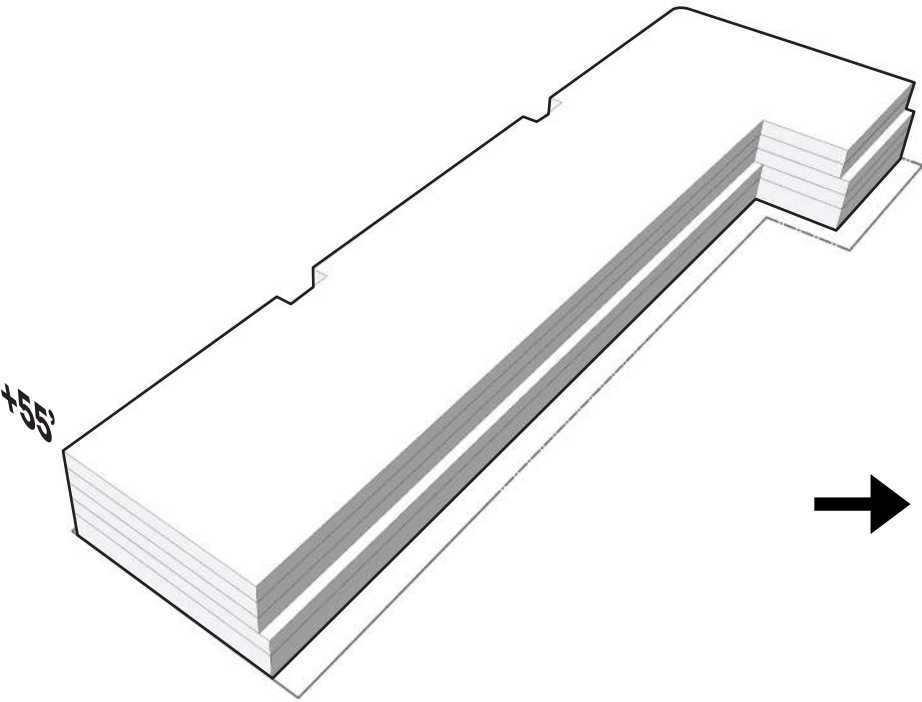
C) This will help the project better meet the intent of Design Guideline:
CS1-D1 On-Site Features: Incorporate on-site natural habitats and landscape elements such as existing trees, native plant species or other vegetation into project design and connect those features to existing networks of open spaces 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)

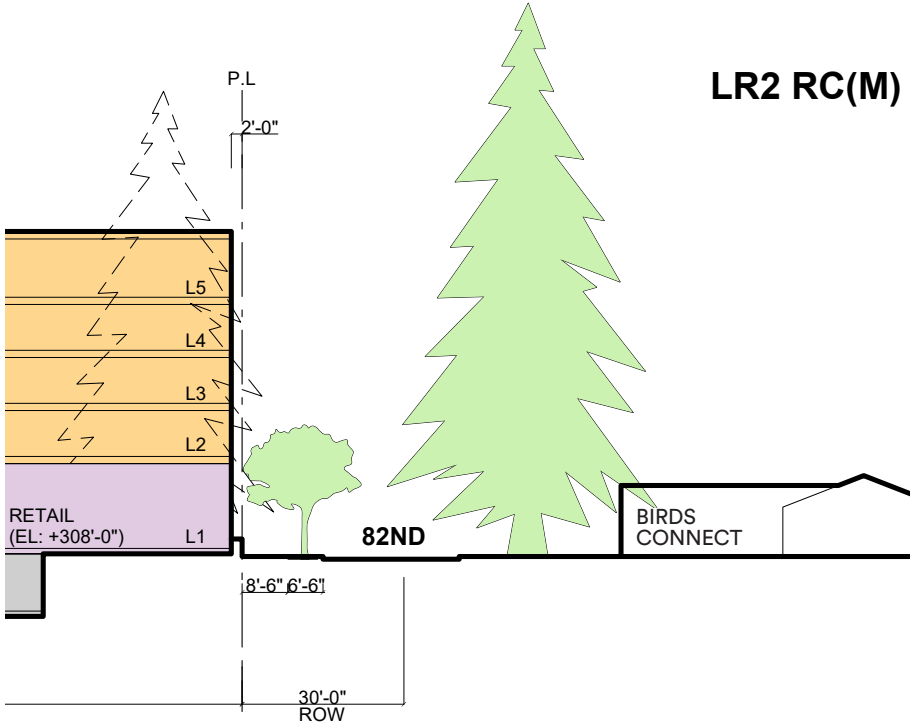
2. Housing Capacity Lost by Saving Tier 2 Tree

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

3. Add Additional Height per Code

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

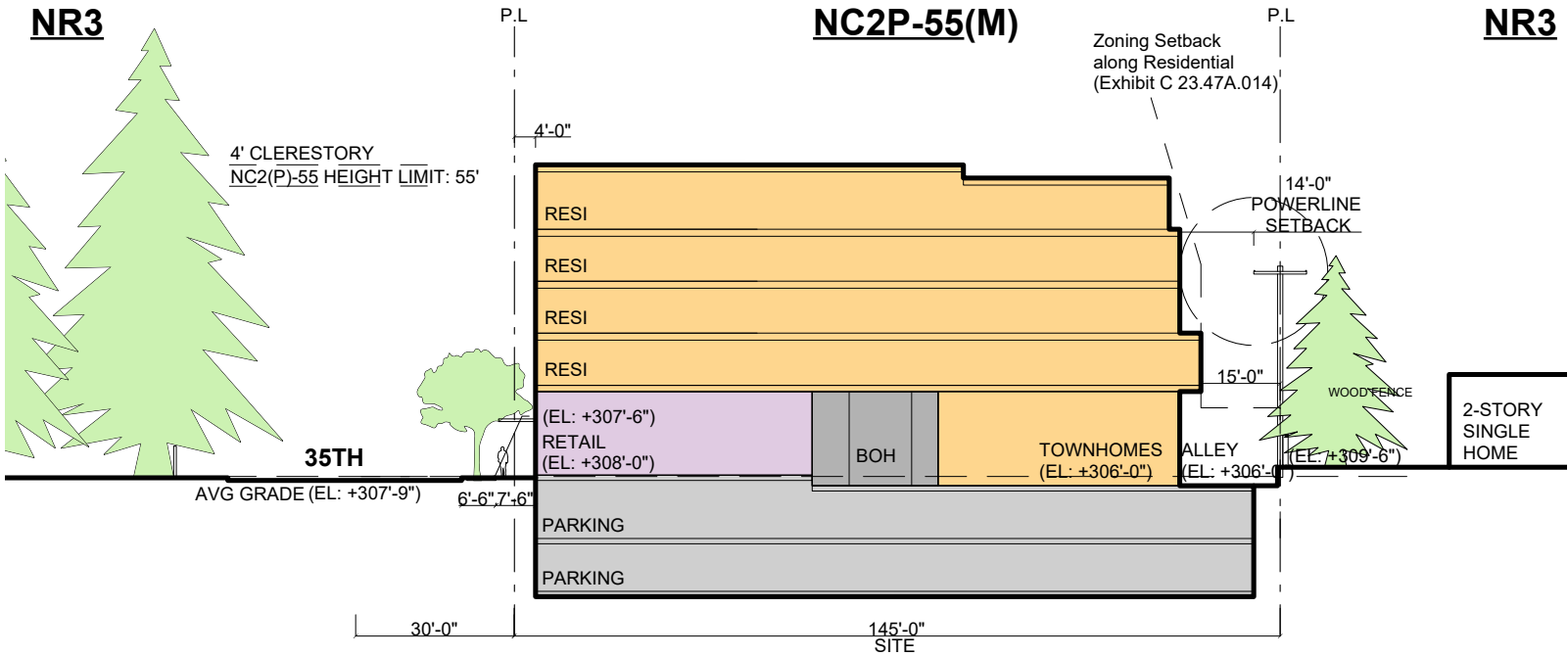
Concept A:
Removing trees



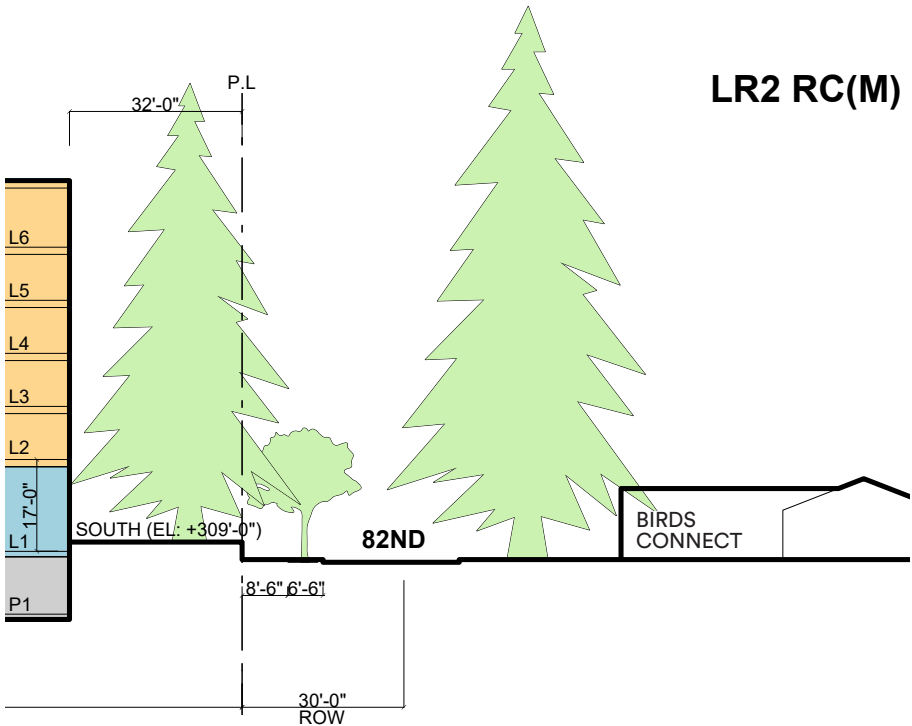
NR3

NC2P-55(M)

NR3



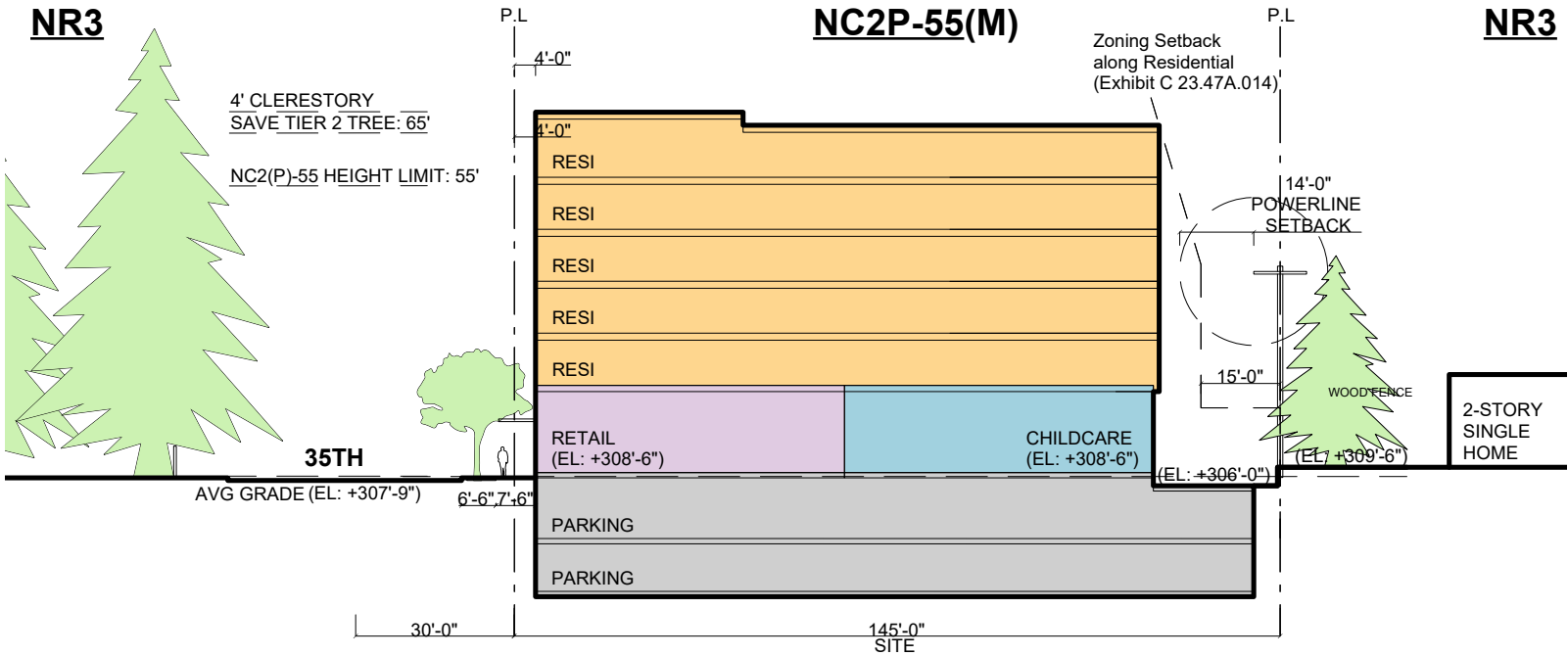
Revised Concept C
(Preferred):
Maintaining trees



NR3

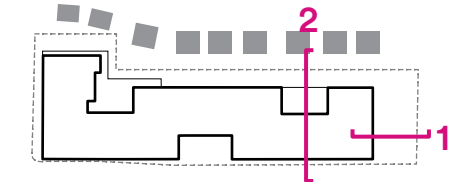
NC2P-55(M)

NR3



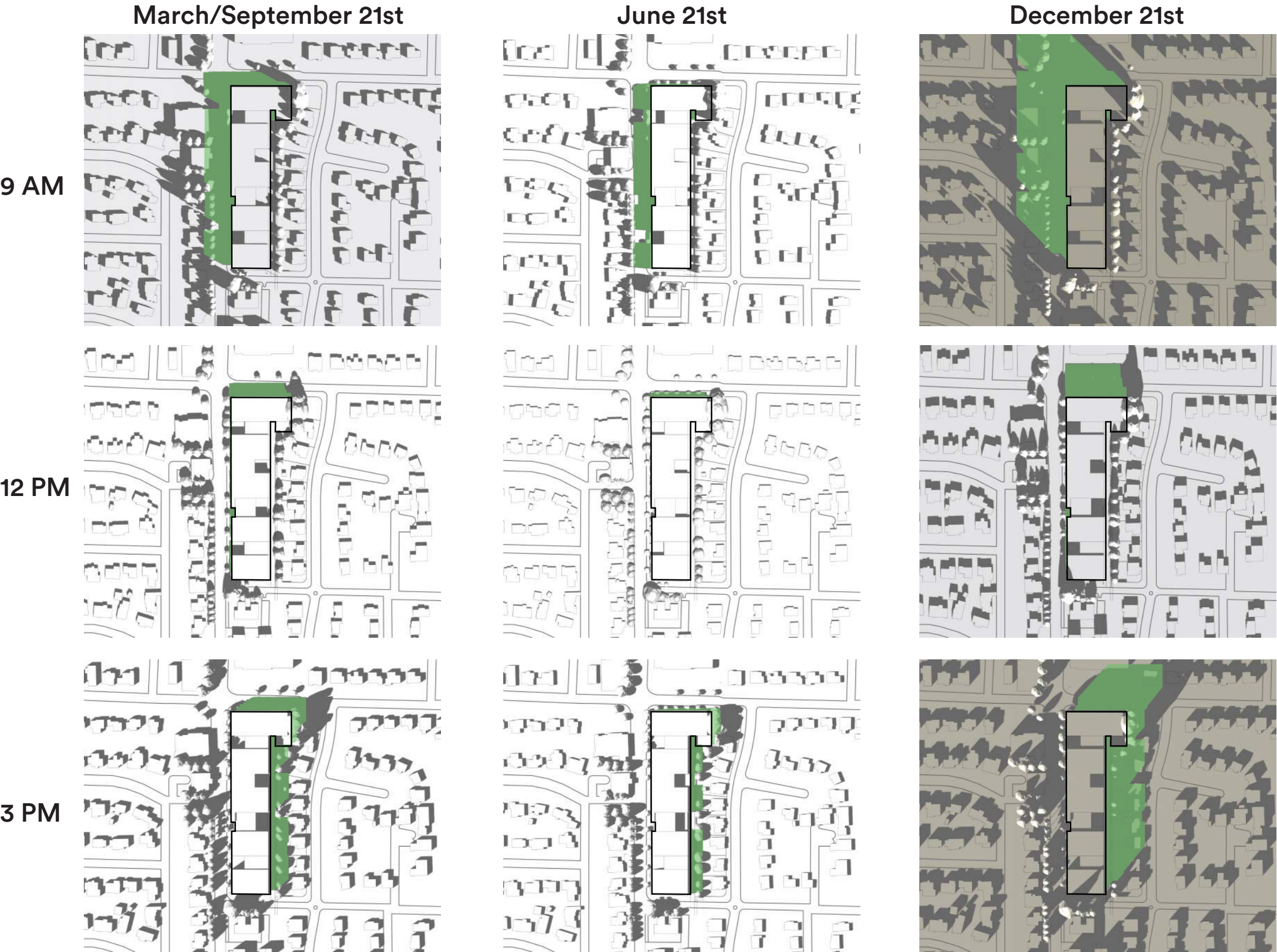
Section 1

Section 2



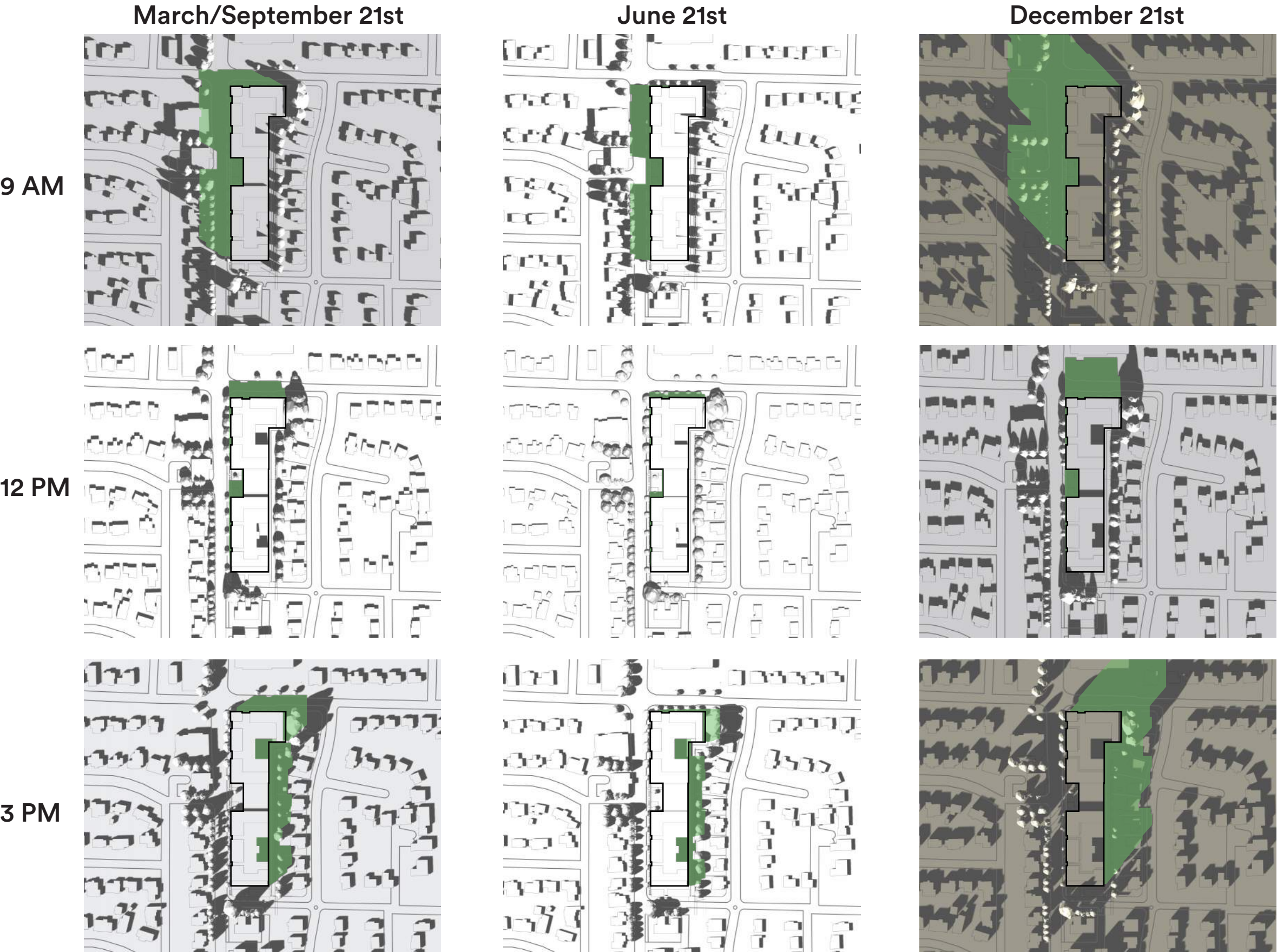
Concept A:
Removing trees

Shadow of proposed building
Shadow of neighboring building & trees



Revised Concept C
(Preferred):
Maintaining trees

- Shadow of proposed building
- Shadow of neighboring building & trees



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 12 surface parking spaces at the mid-block court for stop-in convenience parking required 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.

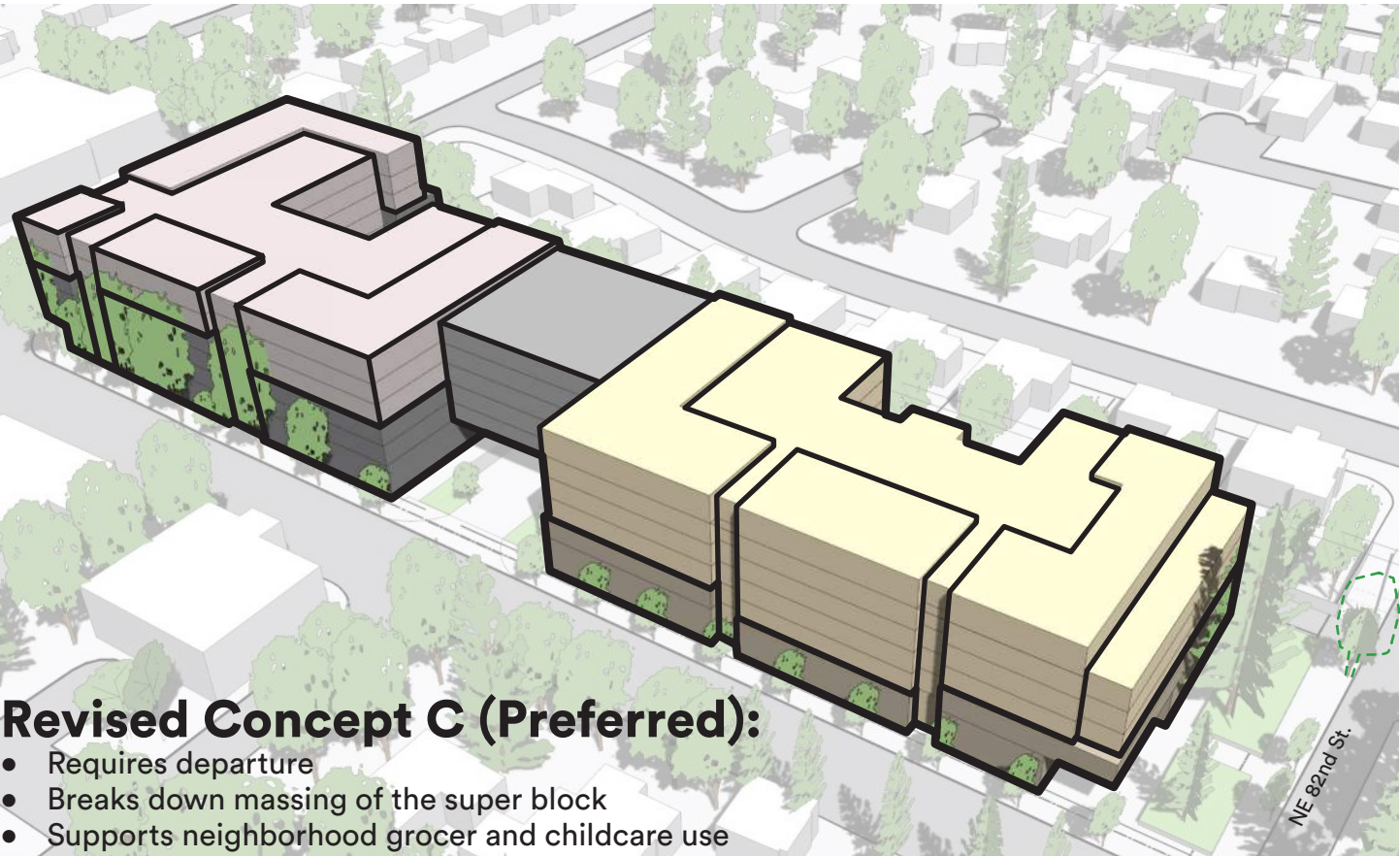
The project team envisions the mid-block shared use plaza as a vibrant, pedestrian-friendly open space that enhances the community (PL1-A2 & B3), rather than simply a surface parking lot (DC1-C3). It will function as a buffer to parking, featuring well-paved pathways that blur the distinction between 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 allows a grocer to function, aligns with design guidelines and serves the needs of the community.



Concept A:

- Code Compliant
- Continuous long facade



Revised Concept C (Preferred):

- Requires departure
- Breaks down massing of the super block
- Supports neighborhood grocer and childcare use



03 Vehicular Access from Front and Side Street Lot Lines (SMC 23.47A.032.A.1c)

- A) The Code requires:
If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines.
- B) The applicant proposes:
Propose parking access from 35th Ave, which is the front lot line, as well as from 82nd St and Northeast 85th St, which are side lot lines.
- C) This will help the project better meet the intent of Design Guidelines:

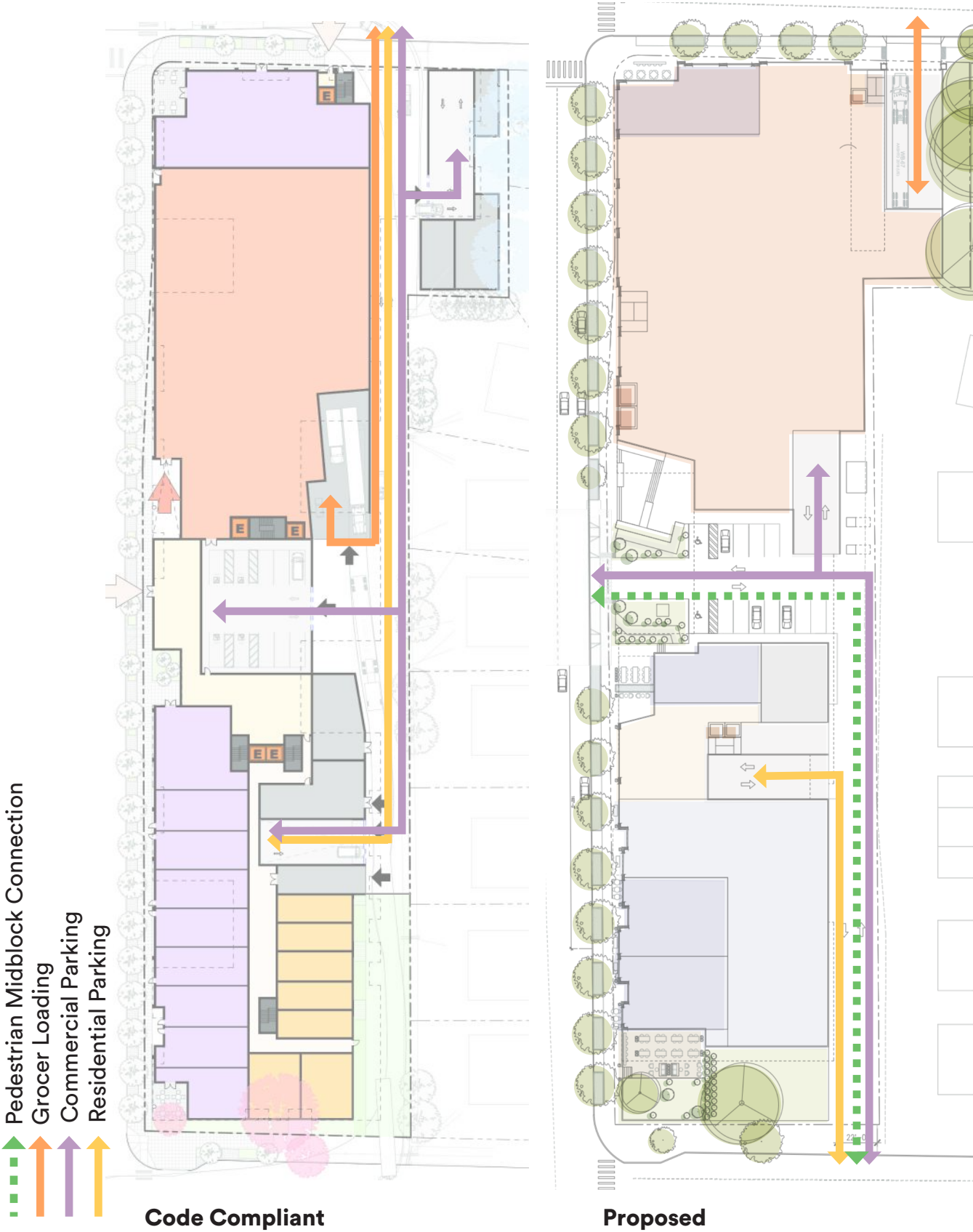
CS2-D5 Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

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

Because of the complex mixed-use nature of the proposed project, code-compliant design would necessitate that residential parking and loading, commercial parking, and grocery delivery loading all share access to the site via a 20-foot alley. This arrangement poses a significant safety hazard for the public and disrupts neighboring homes to the east. The proposed curb cut along 35th Street serves to segregate traffic, prevent hazardous conflicts, and offer safe and convenient access points for all modes of travel. (PL4-A1).

In the options reviewed, the design team strives to maximize pedestrian safety both through design and the inclusion of low planters, and speed bumps, as well as be cognizant of the essential parking needs of the grocer, and create traffic flow patterns that will have a minimized impact on neighboring residences.



04 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 35th 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

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.

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

Blocks locks to the North of the proposed development 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. The design team believes creating a mid-block court, 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 (PL2-D1).



Code Compliant



Proposed



CURB CUT

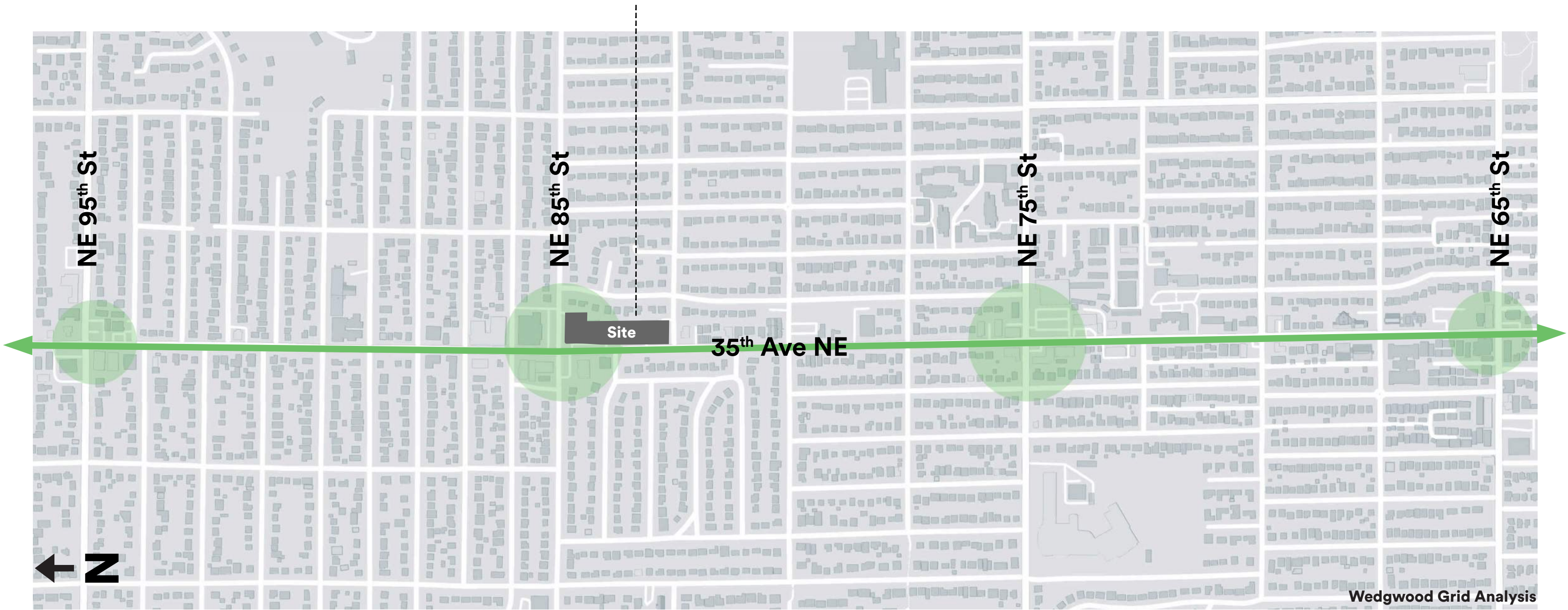
Our full-block parcel is located on a superblock that is over 600 feet long. This poses a unique and challenging condition within Wedgwood, in terms of providing pedestrian scale, safety, and easy wayfinding for our community.

REQUESTED DEPARTURES



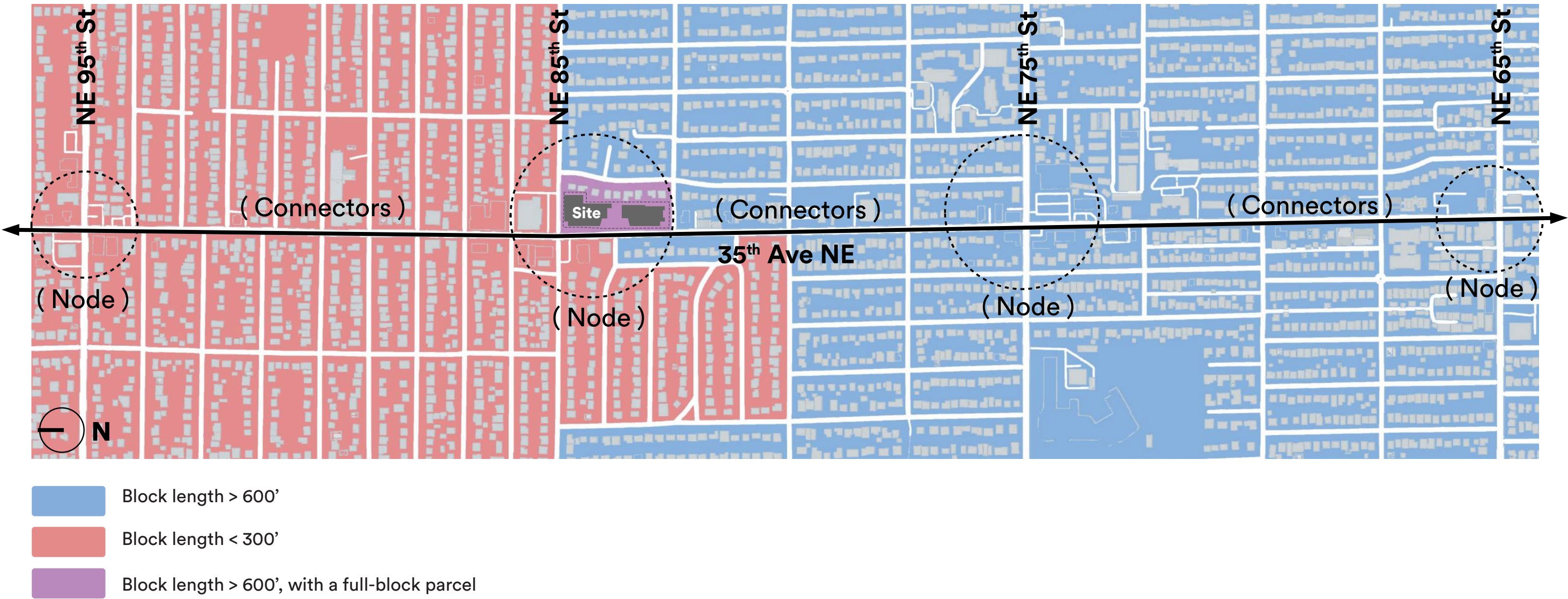
- Block Length > 600' —
- Block Length < 300' —
- Ingress/Egress →
- Commercial ■
- Residential ■

Current Site Condition



Wedgwood Grid Analysis

The design team believes creating this mid-block court, with access from 35th, 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.



The proposed curb cut 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 from 35th Ave provides easy wayfinding for visitors (PL2-D1) and support the activation of proposed mid-block court (CS2-B3).



Childcare Center:
Use of windows and semi-transparent fences to activate the private driveway



Mid-block Connection (Pedestrian & Cars):
• Alternative pedestrian pathway connecting 82nd and 35th.
• Alternate traffic access for commercial parking in&out, easing the traffic load at the 35th curbcut.

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

Successful Precedents | 2550 32nd 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 cannot 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

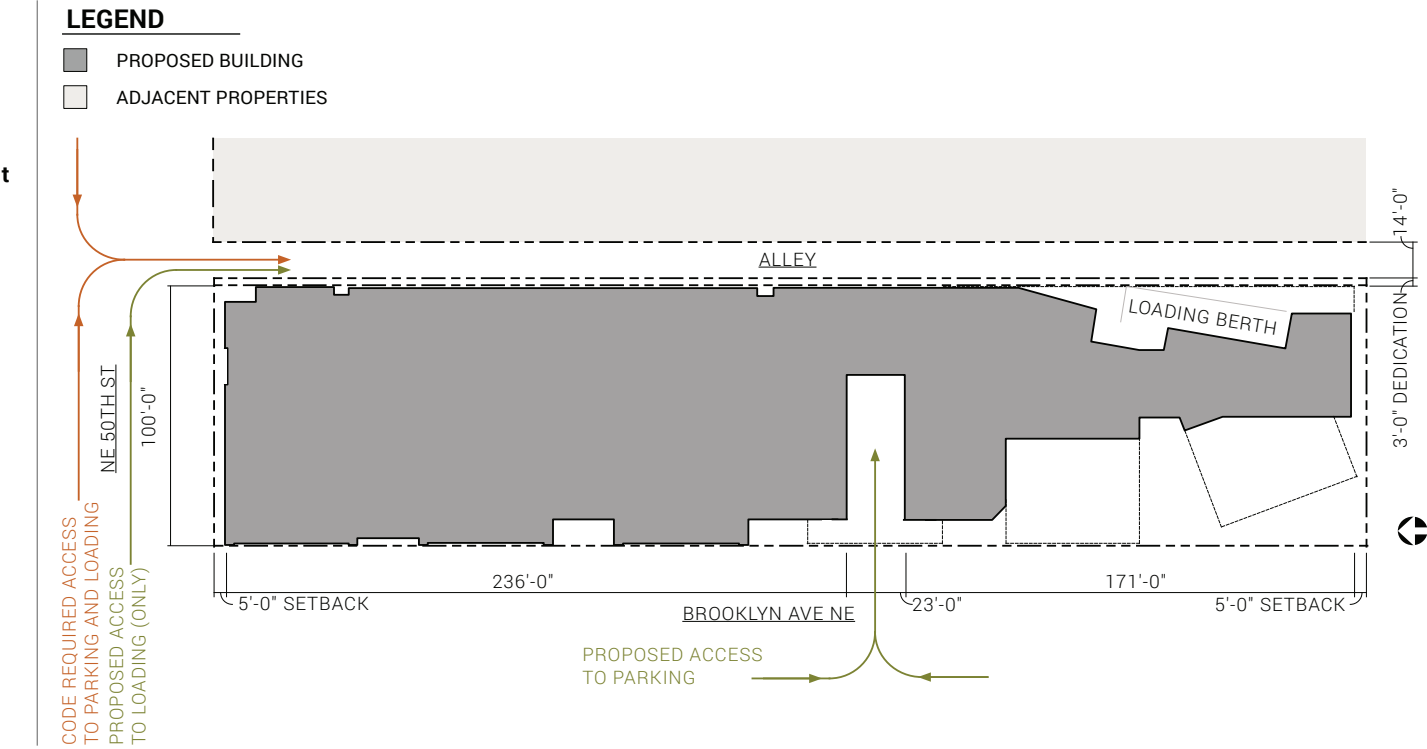
The Board accepted the information provided by City staff related to the likely approval of a driveway connection to Brooklyn Avenue as a Director's Decision. The Board requested additional information related to the adjacent locations of the driveway and crosswalk and the flexibility in separating these 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.

Successful Precedents | 2550 32nd 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



05 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:

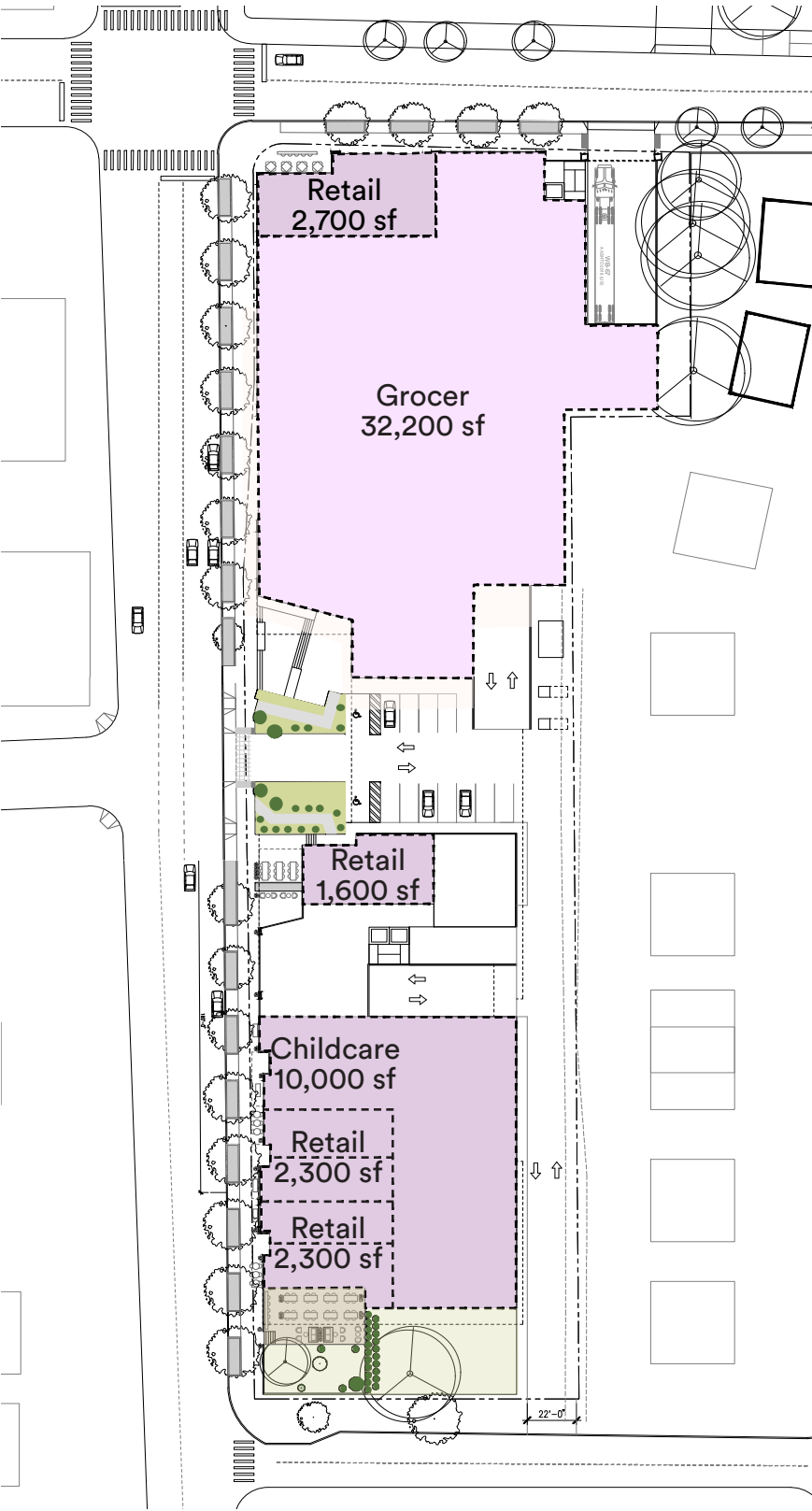
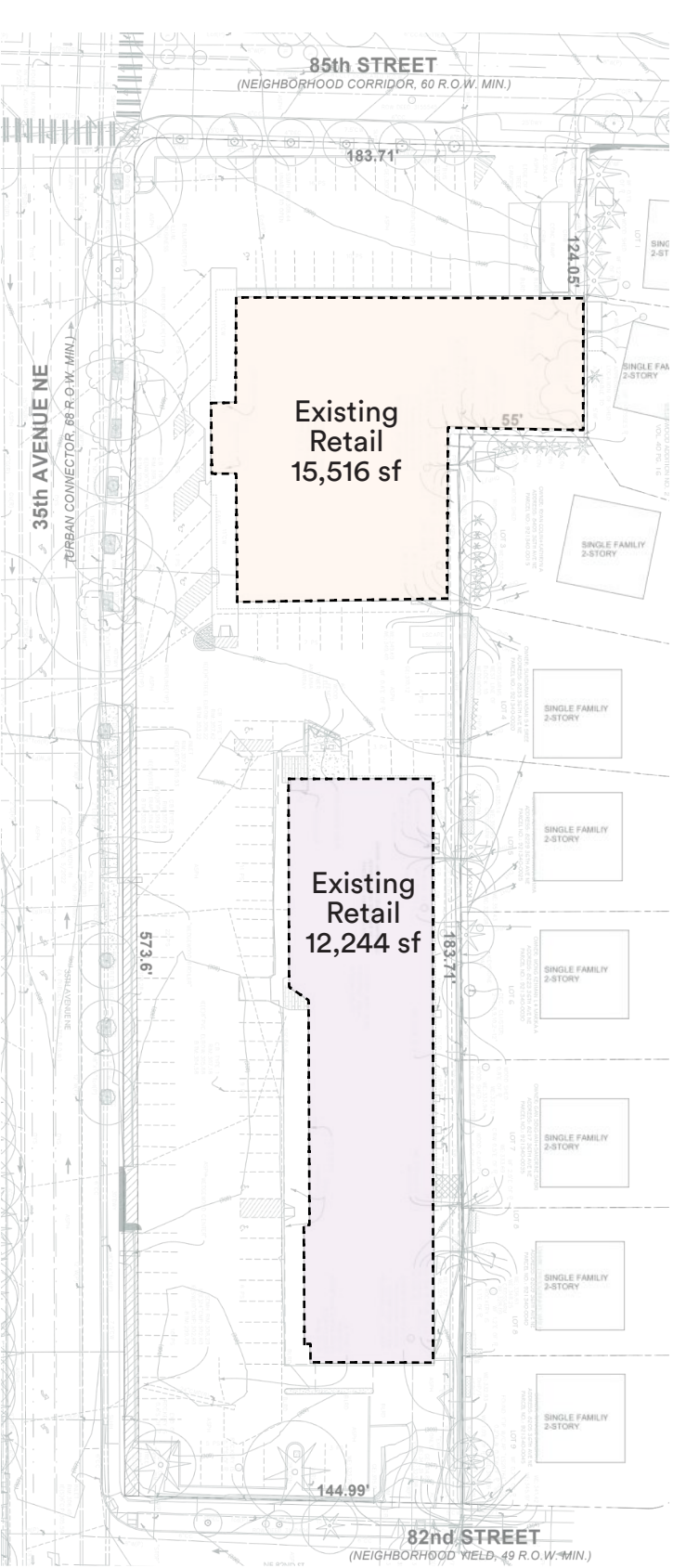
Providing retail spaces for neighborhood essentials - a 32,200 square foot neighborhood grocer & 10,000 square foot childcare center. In addition, three retail spaces of approximately 2,000 square feet, and one at 2,700 square feet are provided in lieu of eight retail spaces a maximum of 1,500 square feet in size. These 2,000 square feet retail spaces are designed such that they could easily be divided into two smaller retail spaces with an entry sequence and building form designed for the ease of such flexibility.

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.



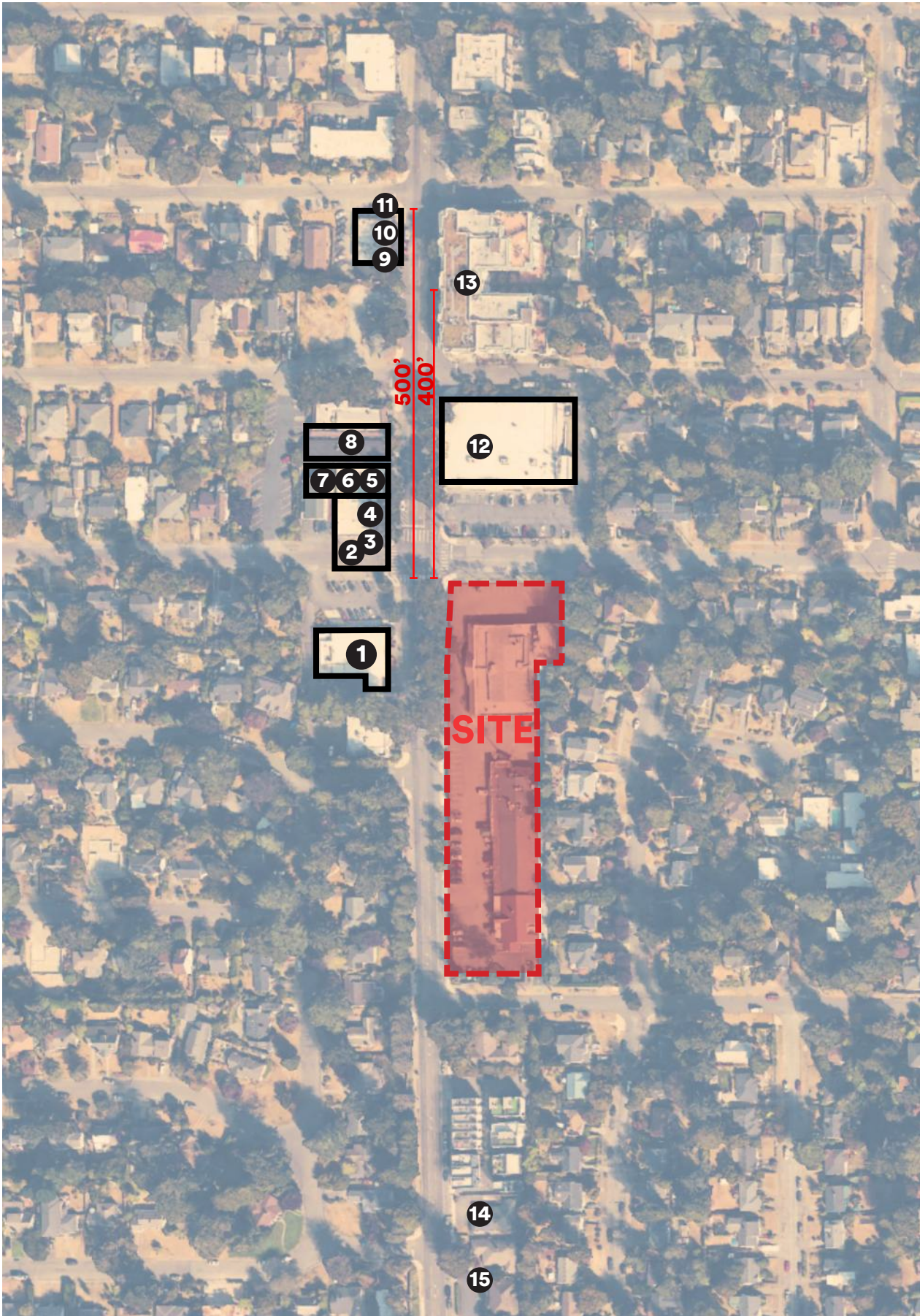
Existing Retail Total: **27,760 sf**

Proposed Retail Total: **51,300 sf**

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).



- 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

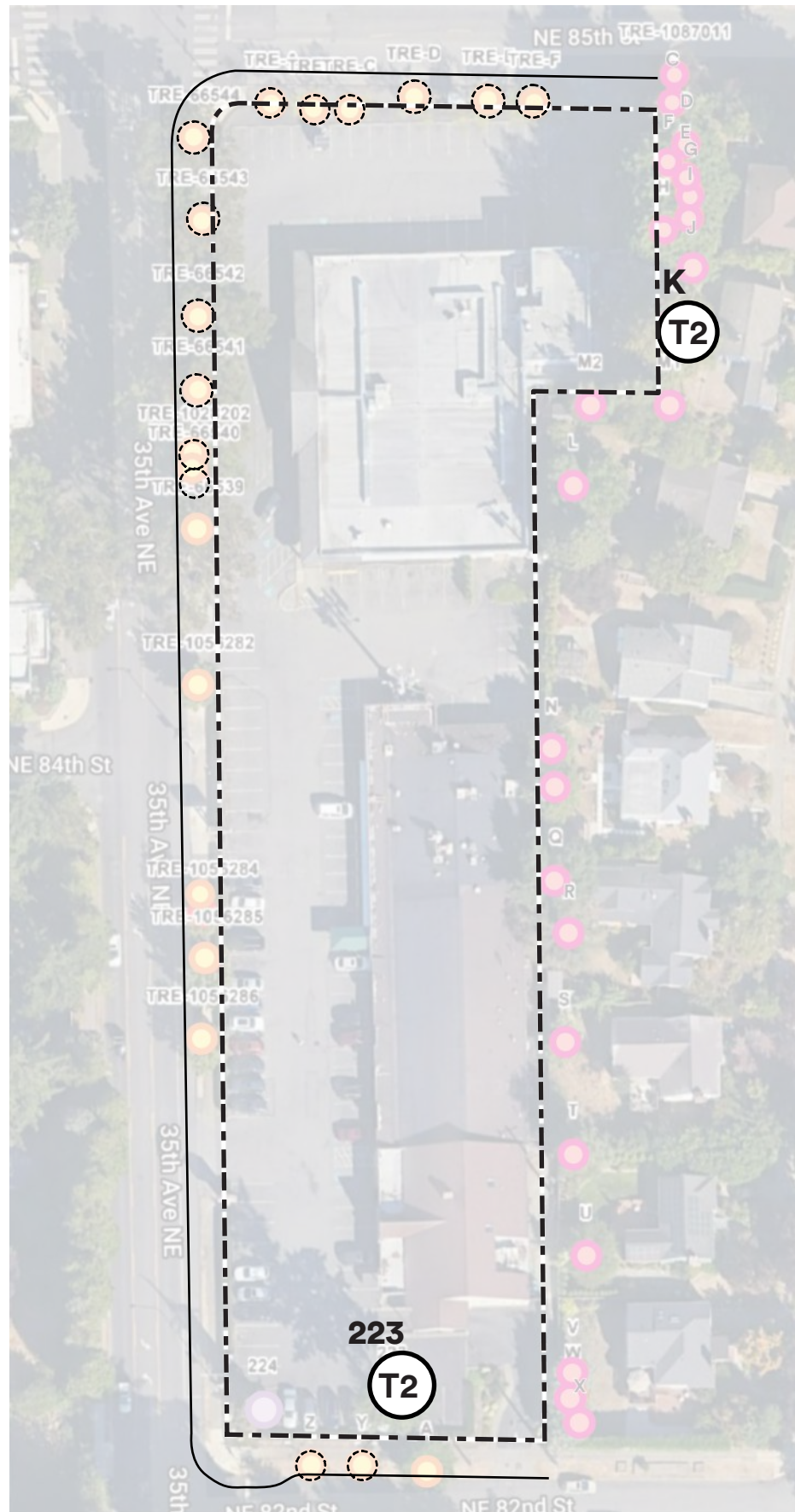


Thank you



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Appendix 1. EDG-1 Analysis



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



Tier 2 trees

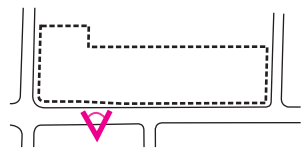


Proposed trees to remove & replace (Ongoing coordination with SDOT)



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

35TH AVENUE (URBAN CONNECTOR)



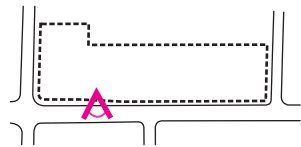
LOOKING EAST, NORTH PART



LOOKING EAST, SOUTH PART



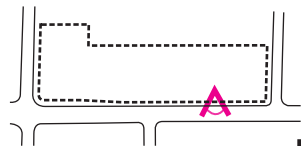
35TH AVENUE (URBAN CONNECTOR)



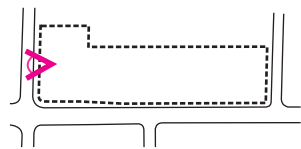
LOOKING WEST, NORTH PART



LOOKING WEST, SOUTH PART



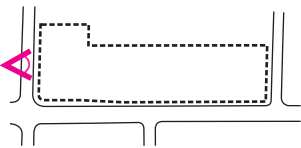
NE 85TH STREET (NEIGHBORHOOD CORRIDOR)



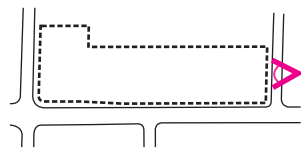
LOOKING NORTH



LOOKING SOUTH



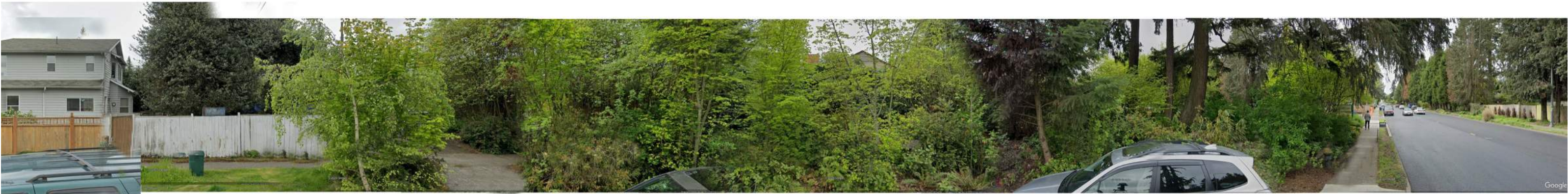
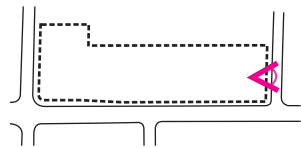
NE 82ND STREET (NEIGHBORHOOD YIELD)



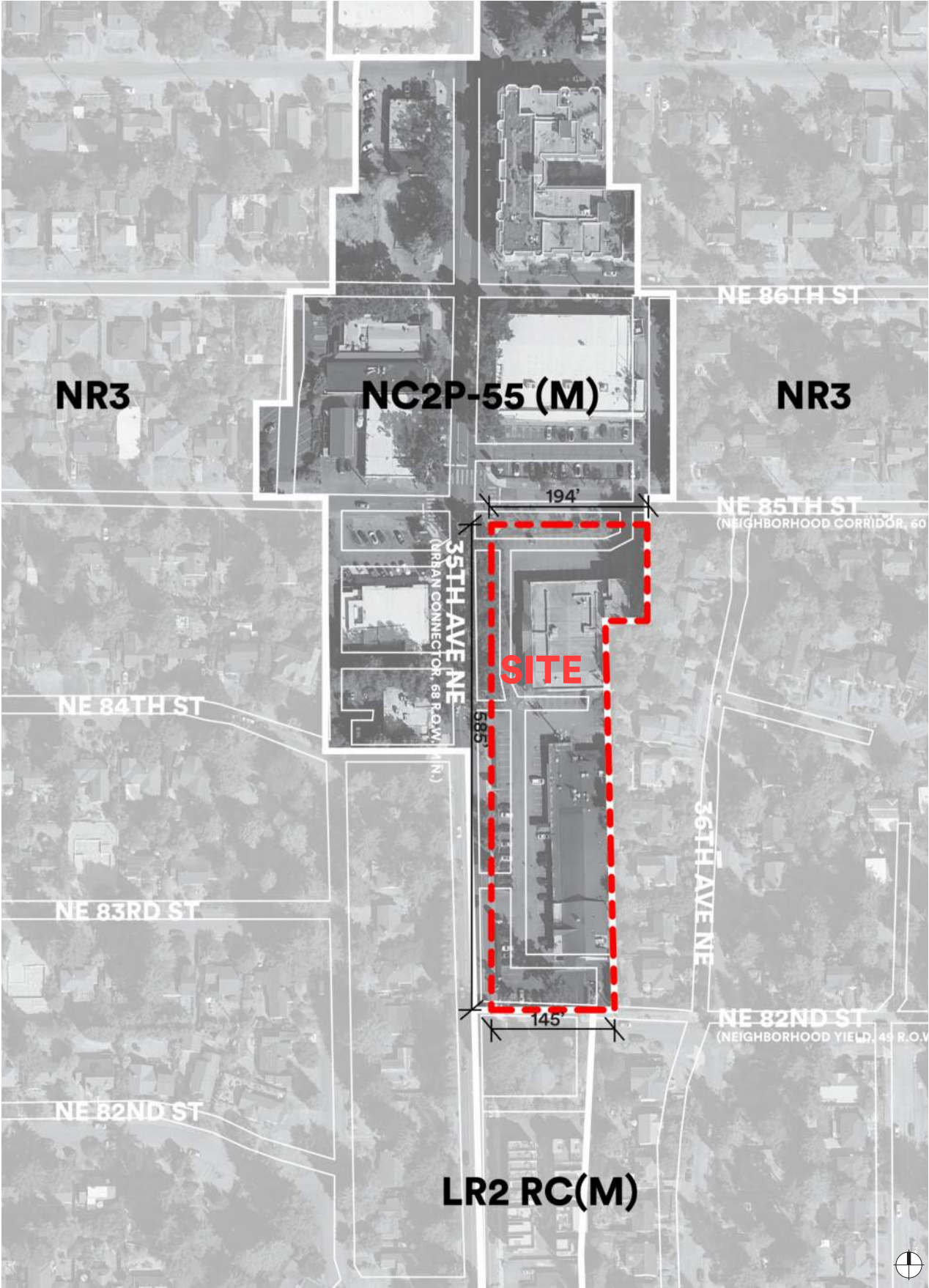
LOOKING NORTH



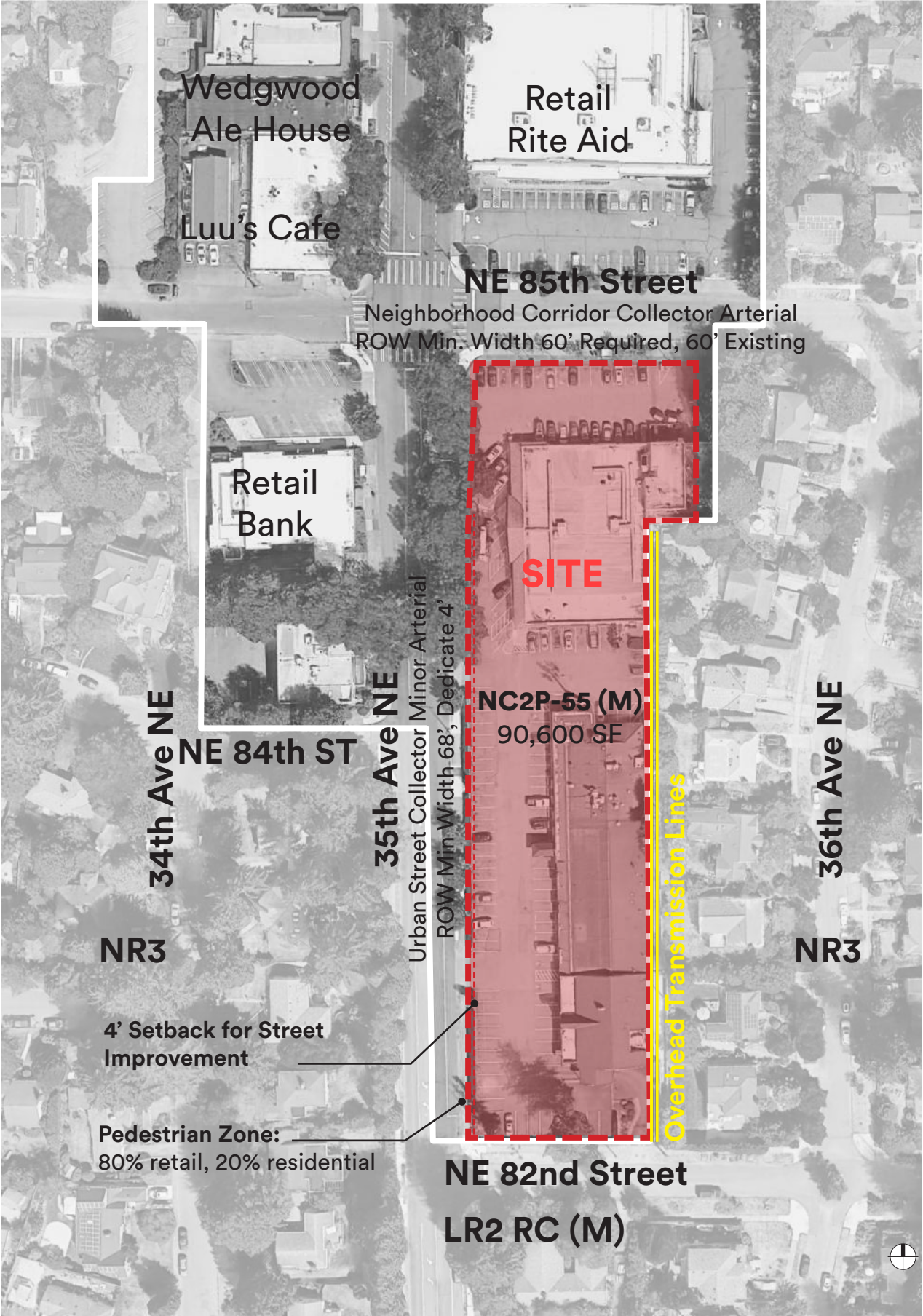
LOOKING SOUTH



SECTION	ITEM	DESCRIPTION
23.47A.014.D 23.41.012.B	ZONING	NC2P-55 (M)
	OVERLAY ZONES/DISTRICTS	None
	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.014	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.
23.47A.016 SEATTLE RIGHT-OF-WAY IMPROVEMENTS MANUAL	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.
	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).
23.47A.024	AMENITY AREA FOR RESIDENTIAL USES	5% of Total Gross Floor Residential Area Balconies no less than 60sf and 6ft



23.54.015	PARKING	Parking Ratios (Code) 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
23.54.020 F.2	Parking Exceptions	Bike Parking Ratios Long Term Residential 1:1 du Retail Sale and Service: 1 : 4,000 sf Bike Parking Ratios Short Term 1 : 20 du Retail Sale and Service: 1 : 2,000 sf
23.54.030 A	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.
23.54.030 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.
23.54.035	LOADING	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)
	STREET RIGHT OF WAY 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'
23.47A.005	STREET-LEVEL USES	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
23.47A.008	STREET-LEVEL DEVELOPMENT STANDARDS	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
23.41.012	DEVELOPMENT STANDARDS DEPARTURE	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

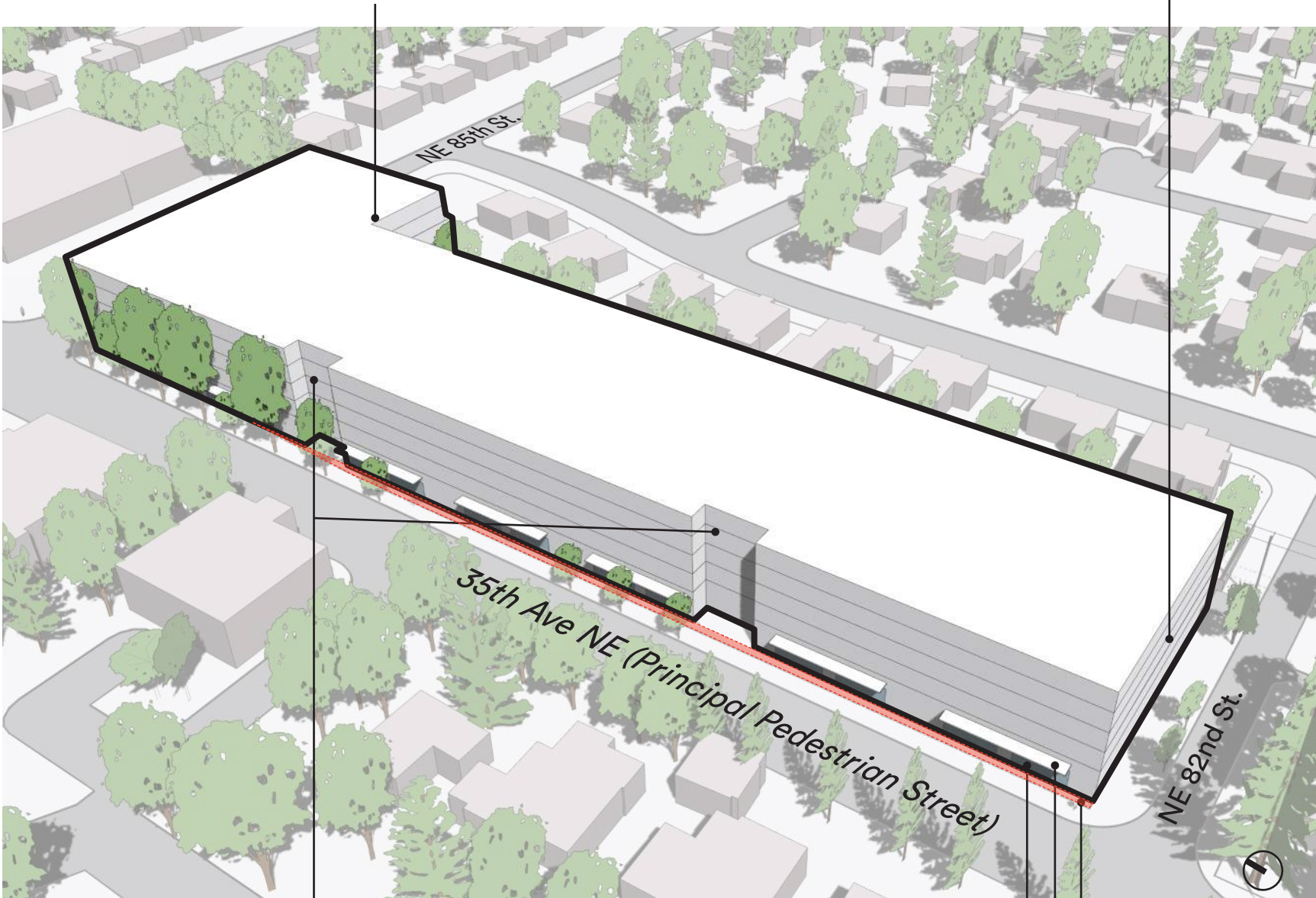
Trim the canopy for equipment access, ensuring not to exceed 25% on the west side of the stem. See Exhibit - Arborist Report, Page 6



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

- 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 85th Street, adjacent to commercial node. Better activates the street in lieu of grocer store

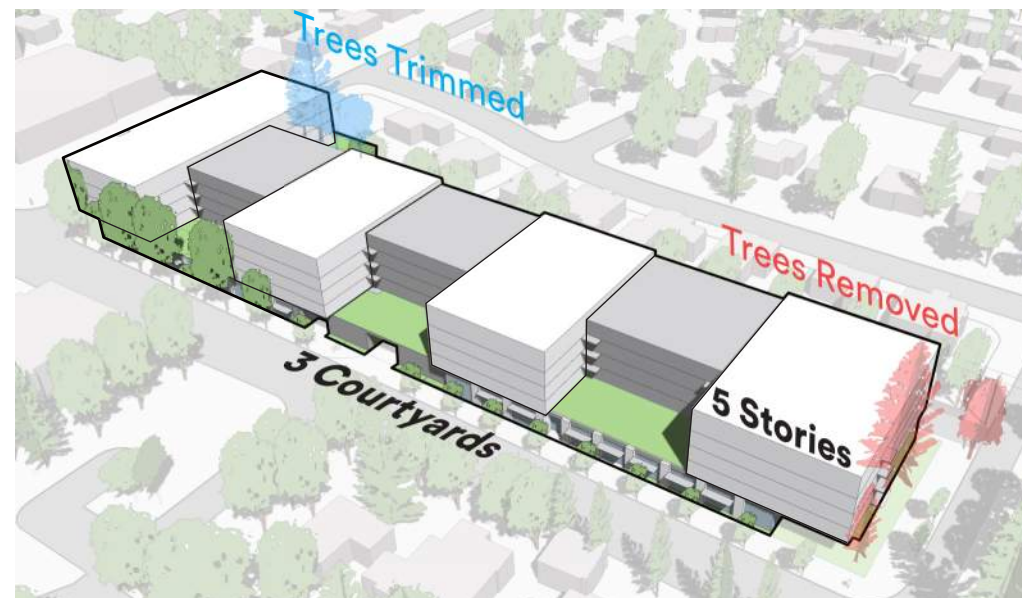
Grocery store with significant accessory spaces, such as loading docks or storage areas, is best situated on the north side, adjacent to wider streets and commercial node

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

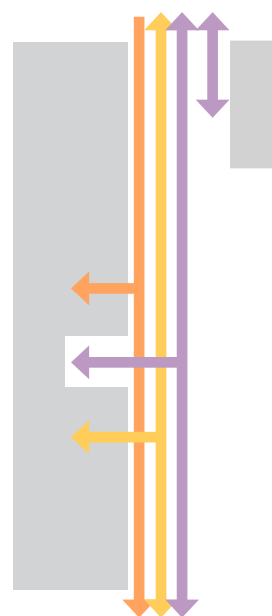
Residential lobby and elevator are centrally located to ensure equal travel distance for residents at both the south and north ends

Retail along 35th Ave, activating principal pedestrian street





CONCEPT A: STREET WALL (Code Compliant)

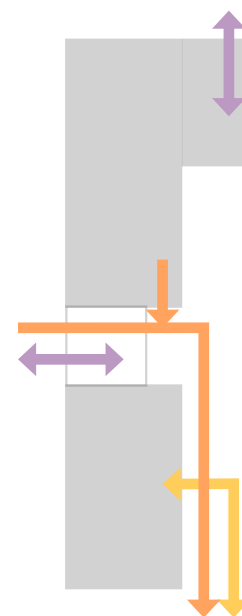


The design team has considered various factors such as building massing, site circulation, parking and loading needs, and the surrounding context to create a development that meets code requirements and fits into the existing urban fabric.

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.

CONCEPT B: BARS

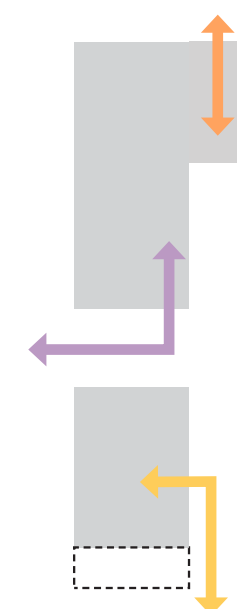


This option bifurcates the development along 35th and creates a private alley along the eastern lot line to provide access to loading, retail, and residential parking. The massing of the building has been broken down by three courtyards along 35th Ave to reduce the overall scale and create distinct areas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

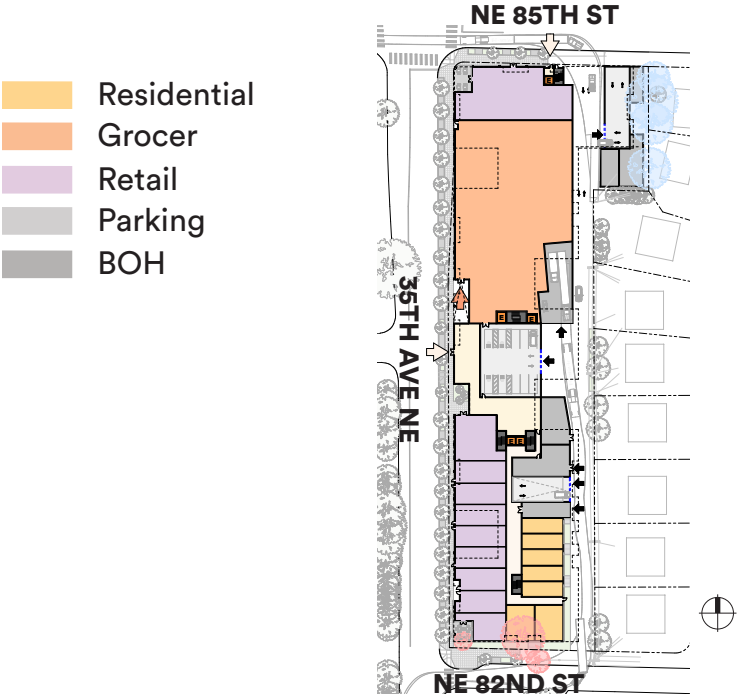


This is the preferred development option. It seeks to preserve tier 2 trees along 82nd St., while creating urban nodes, open spaces, and plazas. The plan also seeks to break down the massing along 35th Ave into the appearance of 2 buildings to better relate to the neighborhood, and adds a sixth level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

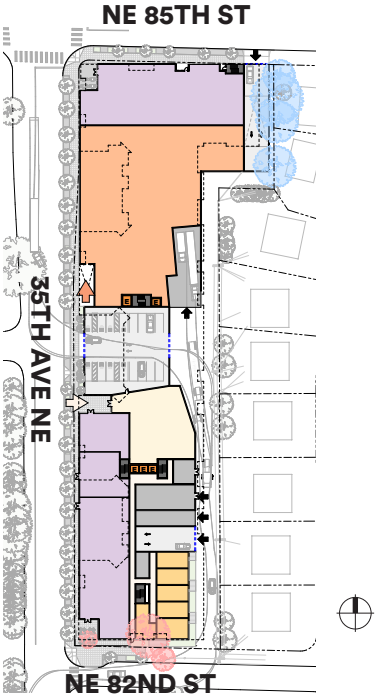
The grocer loading is off of 85th St., which minimizes any unwanted noise for the neighbors to the east. This loading arrangement also ensures that loading doesn't intermix with any visitors to the development.

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.

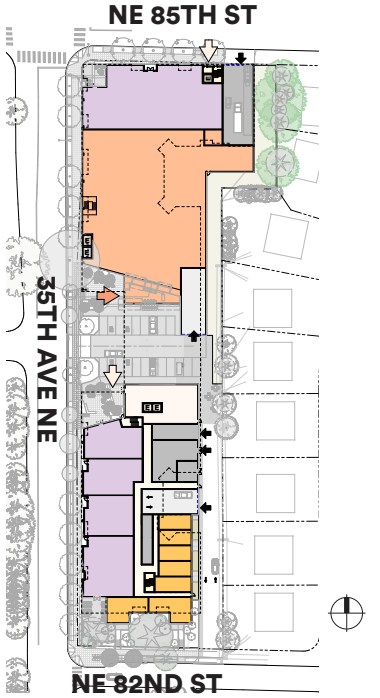
-  **Grocer Loading**
-  **Commercial Parking**
-  **Residential Parking**



CONCEPT A: STREET WALL
(Code Compliant)



CONCEPT B: BARS



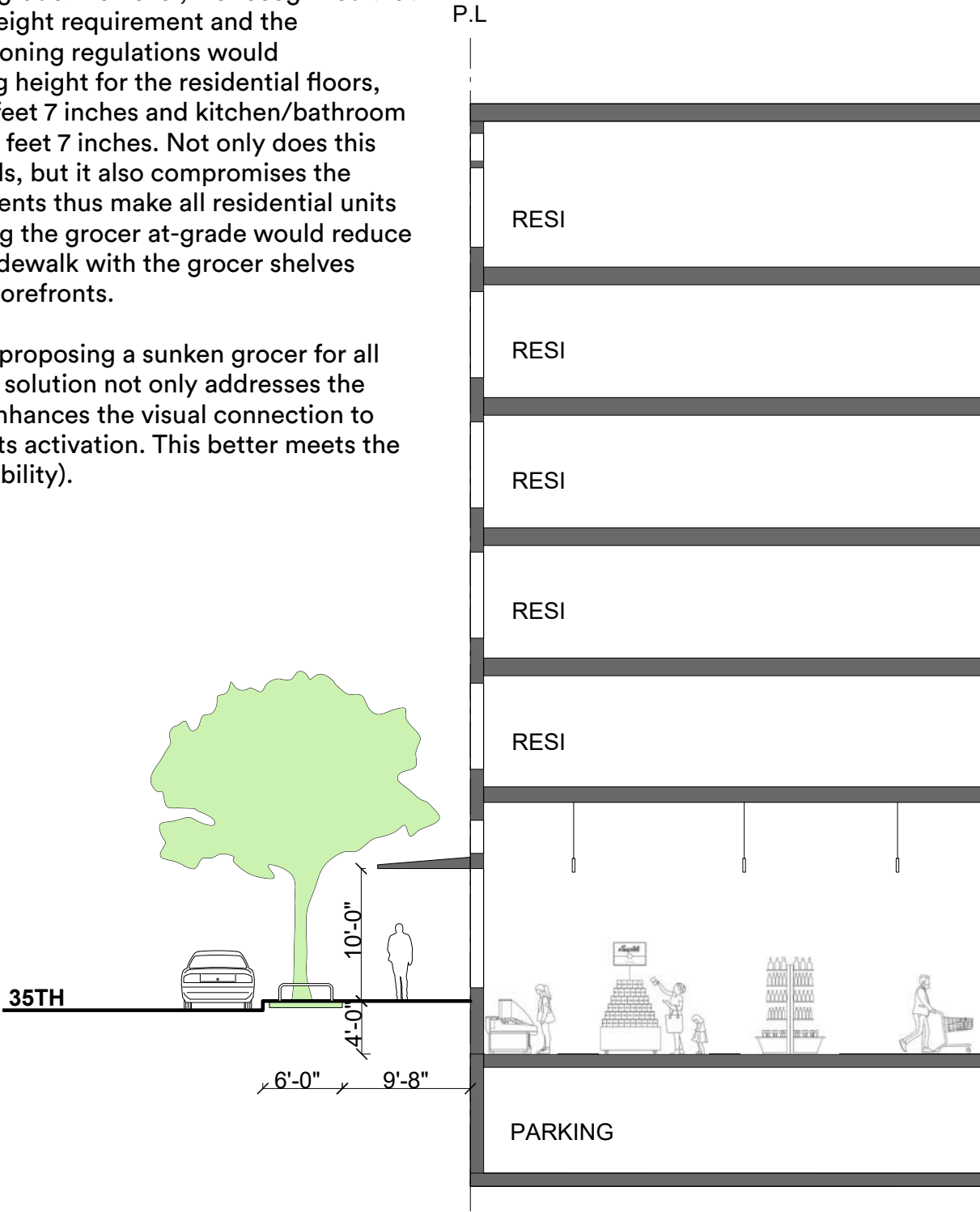
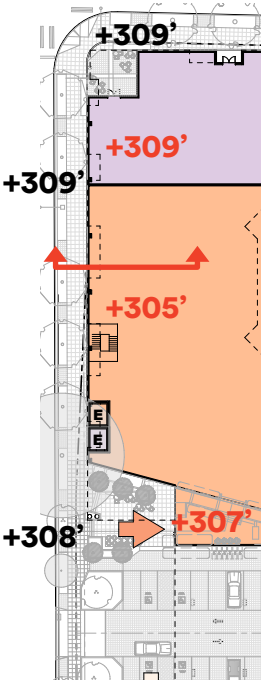
CONCEPT C : BALANCED
(Preferred)

CONCEPT	<ul style="list-style-type: none">Code compliantFloor Plan to maximize the development capacity	<ul style="list-style-type: none">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.Create a wall facing the east side	<ul style="list-style-type: none">Massing break into three parts: North, South, and a “bridge” that links the two.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.Aligning the massing with the mid-block plaza to introduce natural day-light to the public space
SITE ACCESS	<ul style="list-style-type: none">Main access for delivery and retail is from 85thAccess for residential is from 82ndConvenience parking access is from 82nd	<ul style="list-style-type: none">Main access for delivery is from 35thAccess for residential is from 82ndConvenience parking access is from 82nd	<ul style="list-style-type: none">Main access for delivery and retail is from 85th (back-in)Access for residential is from 82ndConvenience parking access is from 35th
PROGRAM	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
TYP. PLATE SIZE	62,740 SF / Floor	61,500 SF / Floor	59,220 SF / Floor
TREES	<ul style="list-style-type: none">On-Site trees: Remove tree 223 and 224ROW trees: Remove and replace 6 trees along 85th St due to their poor health condition, 1 tree along 82nd due to the truck loading turning radiusOff-Site trees: Trim back trees that encroach beyond the prop-erty line, including one tier-2 tree	<ul style="list-style-type: none">On-Site trees: Remove tree 223 and 224ROW trees: Remove and replace 6 trees along 85th St due to their poor health condition, 1 tree along 82nd due to the truck loading turning radiusOff-Site trees: Trim back trees that encroach beyond the property line, including one tier-2 tree	<ul style="list-style-type: none">On-Site trees: Set back the building to maintain tree 223 and 224ROW trees: Remove and replace 6 trees along 85th St due to their poor health conditionOff-Site trees: Setback the building to not disturb trees that encroach into applicant’s property line, including one tier-2 tree
DEPARTURES		<ul style="list-style-type: none">23.47A.032 - Access to parking & loading with curb cut off of principal pedestrian street23.47A.008 - Request to allow flexibility from minimum size re-quirements of small commercial space	<ul style="list-style-type: none">23.47A.032 - Access to parking & loading with curb cut off of principal pedestrian street23.47A.032 - Surface parking off of principal pedestrian street23.47A.008 - Request to allow flexibility from minimum size requirements of small commercial space23.41.012.11(f) - Structural Height: 10’ of additional height to development to protect exceptional trees

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.

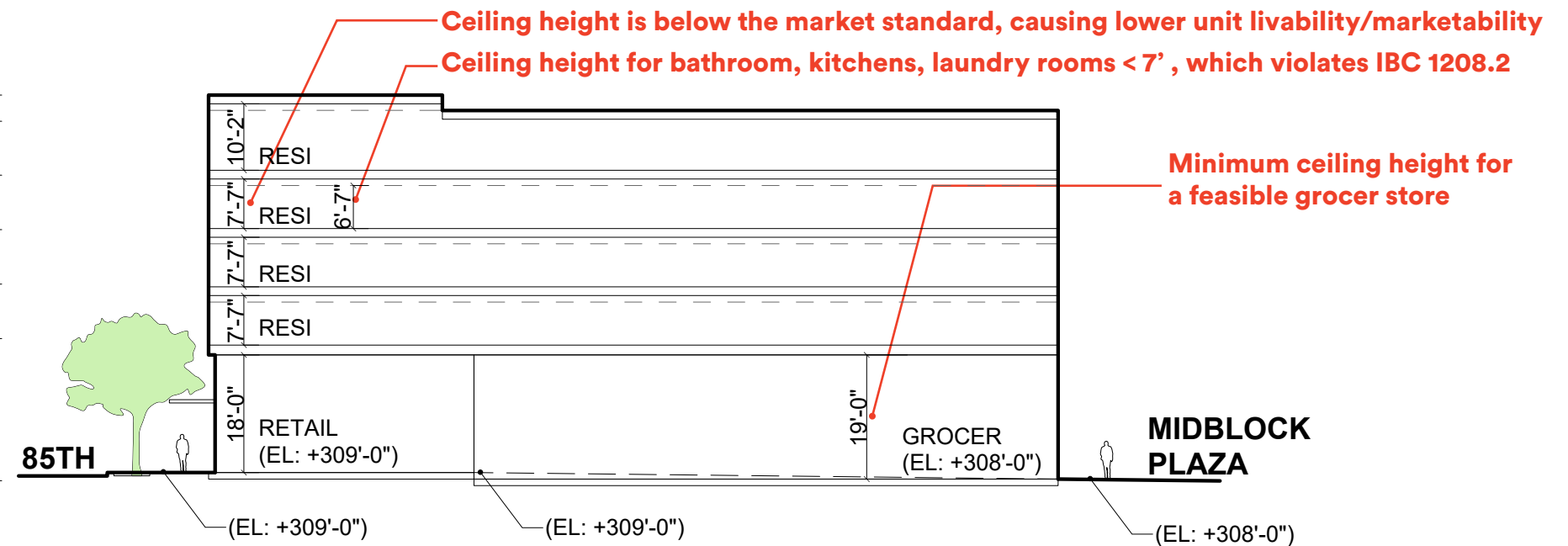
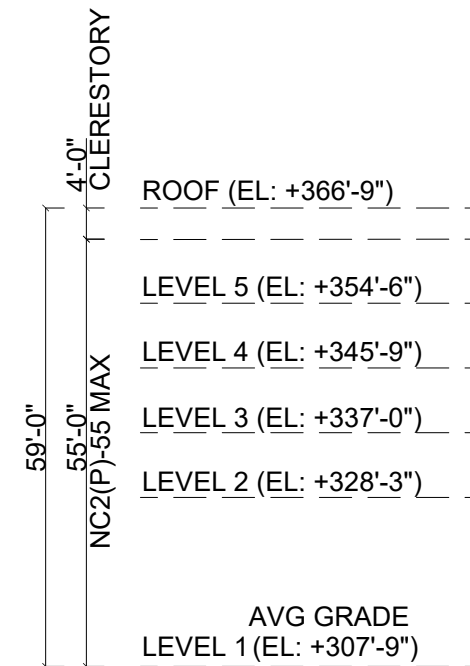
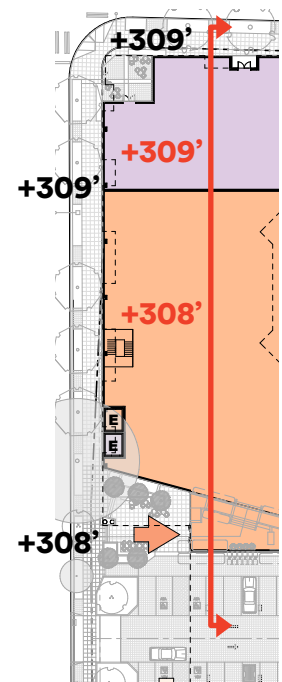
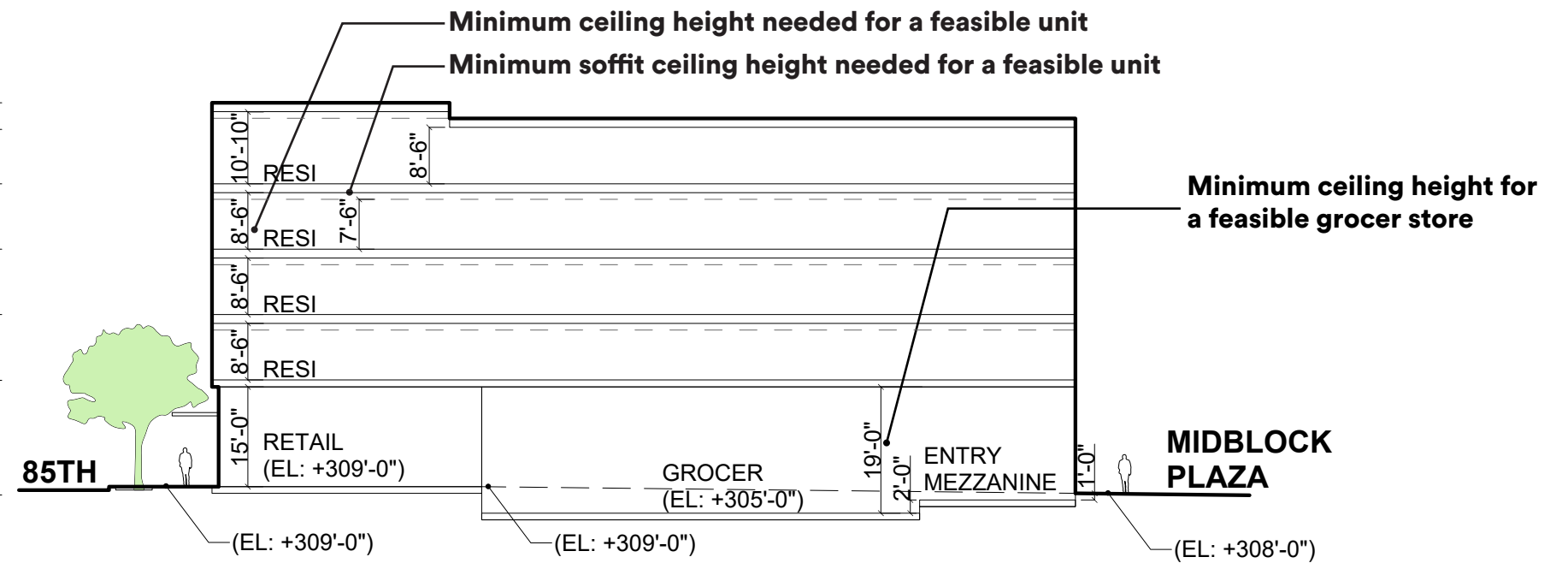
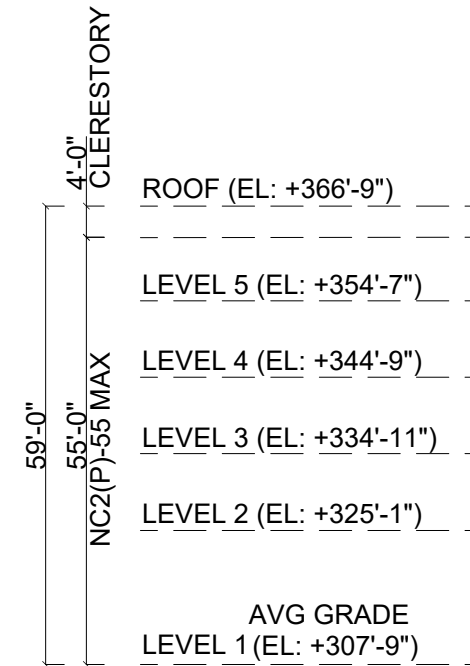
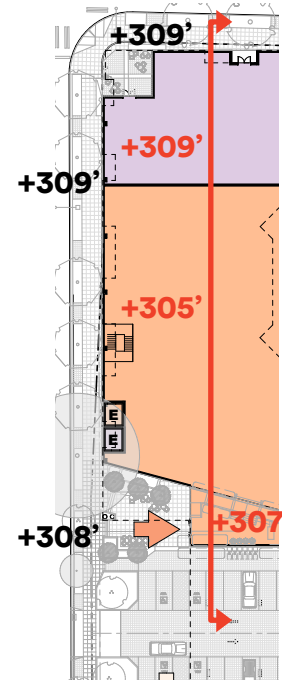
Therefore, the design team is proposing a sunken grocer for all three options. We believe this solution not only addresses the ceiling height issue but also enhances the visual connection to the street and contributes to its activation. This better meets the Design Guideline (PL3-C2 Visibility).

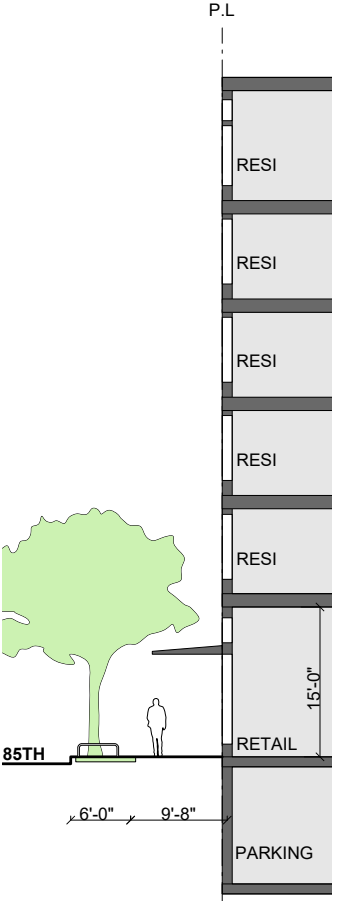
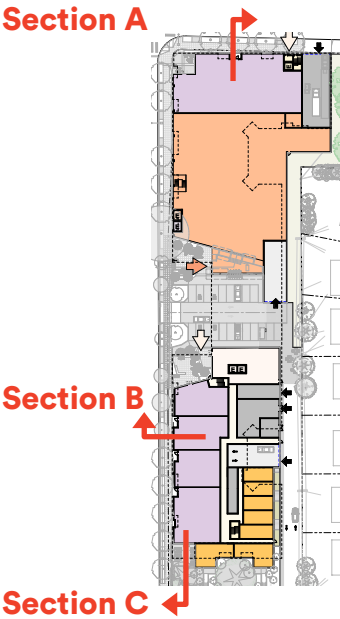


Successful sunken grocer store in Columbia City

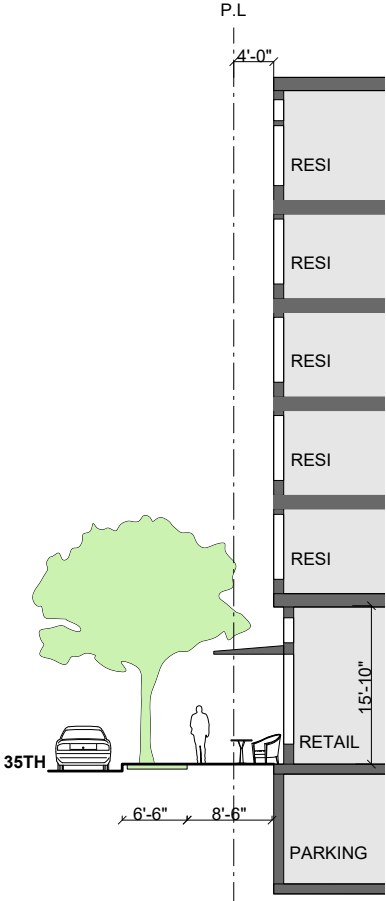


Sunken grocer with vision glass that activates the street

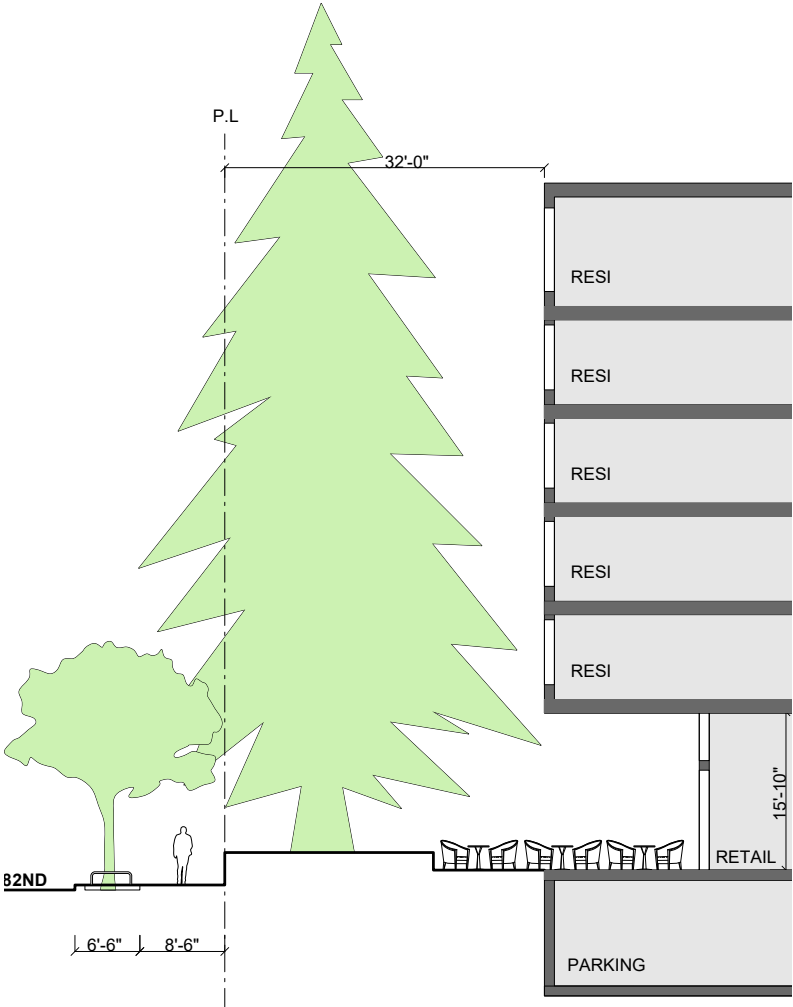




Section A



Section B



Section C



Use architectural massing to create weather protection



Outdoor seating groups covered by canopies



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



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

Appendix 2. Arborist Report

November 2, 2023

Client: Security Properties
Brian Sanchez

Location: 8400 35th 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 I 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 35th Ave NE and south of NE 85th 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 35th 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.

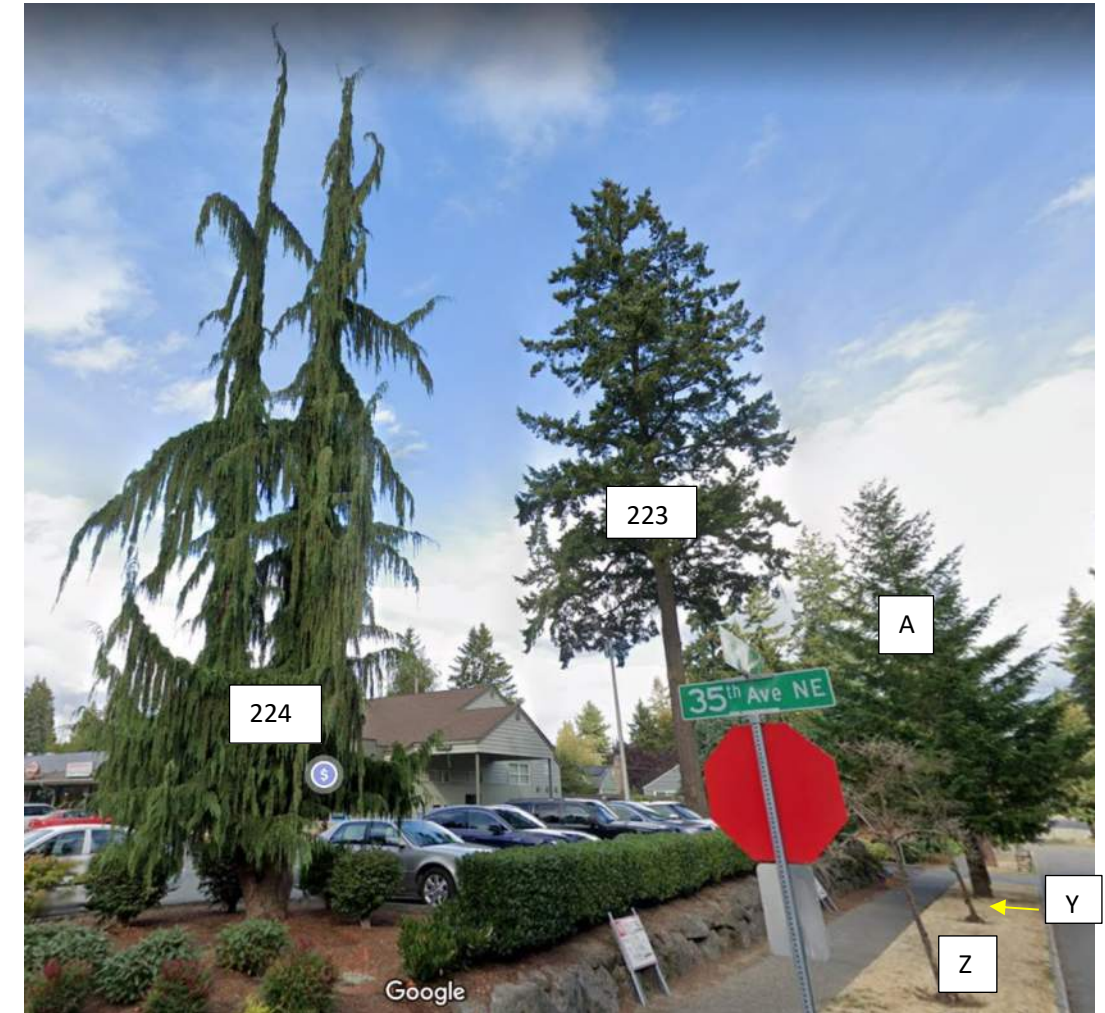
The Trees:

The south property line along NE 82nd 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.

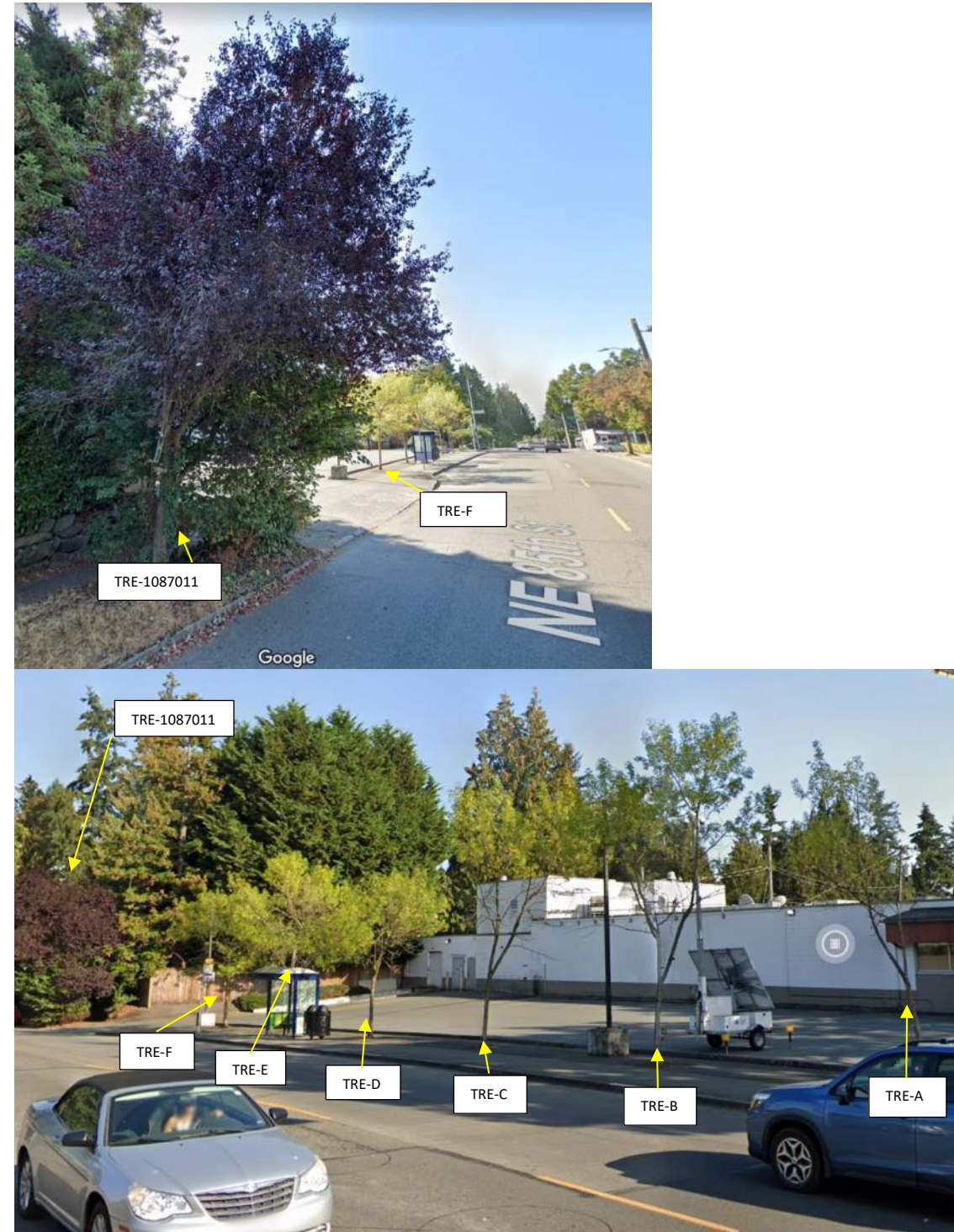
Tree #224 is an Alaskan cedar in very good condition. This is a Tier 3 designated tree as defined in Director's rule 7-2023. There are 3 stems on this tree with the two center stems intertwined up to approximately 10'. This tree sits in a nicely barked planting bed near underground utilities on the southwest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



The west property line that runs along 35th 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 85th 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

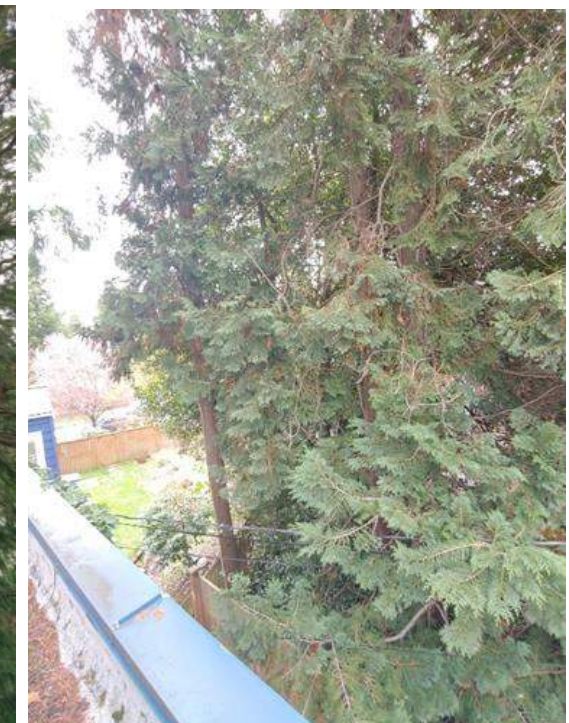


Image 10 Doug fir and cypress "M1 & M2"



Image 11 Cypress and Fir "M1 & M2"



Image 12 cypress "M2"



Image 13 cypress "M2"

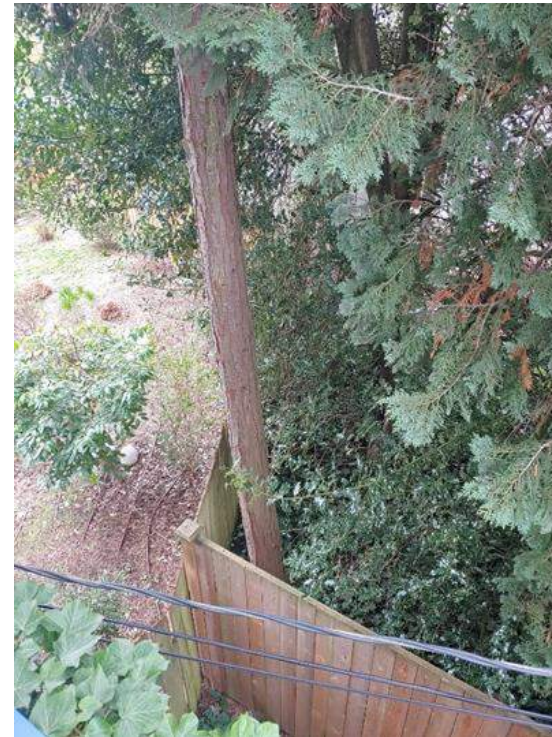


Image 14 Fir "M1"



Image 15 Fir "M1"



Image 16 cypress and power lines "M2"



Image 17 Cypress "L"

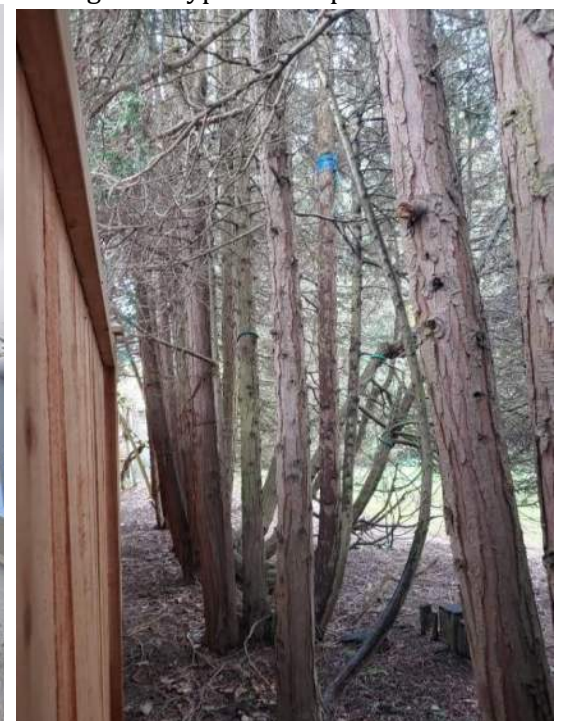


Image 18 cypress "L"



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

Cell: 425-260-4293



Member of PNW and Western Chapters ISA

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.

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.	Tien 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	Cupressocypariss leylandii	Good	12	16-30	2	topped for line clearance and hedged back for property line clearance	Tier 3
W	2881	Leyland Cypress	Cupressocypariss leylandii	Good	12	16-30	2	topped for line clearance and hedged back for property line clearance	Tier 3
X	2882	Leyland Cypress	Cupressocypariss 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.

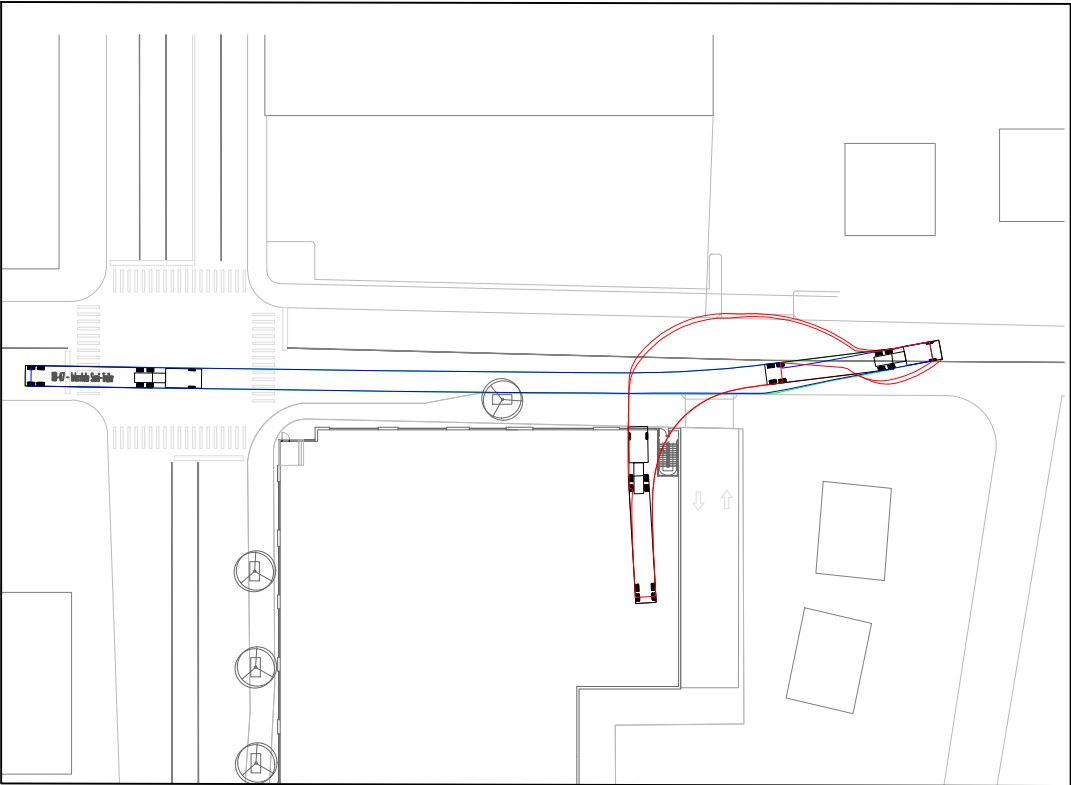
Excellent - Perfect specimen with excellent form and vigor, well-balanced crown. Normal to exceeding shoot length on new growth. Leaf size and color normal. Trunk is sound and solid. Root zone undisturbed. No apparent pest problems. Long safe useful life expectancy for the species.

Good - Imperfect canopy density in few parts of the tree, up to 10% of the canopy. Normal to less than ¾ 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.

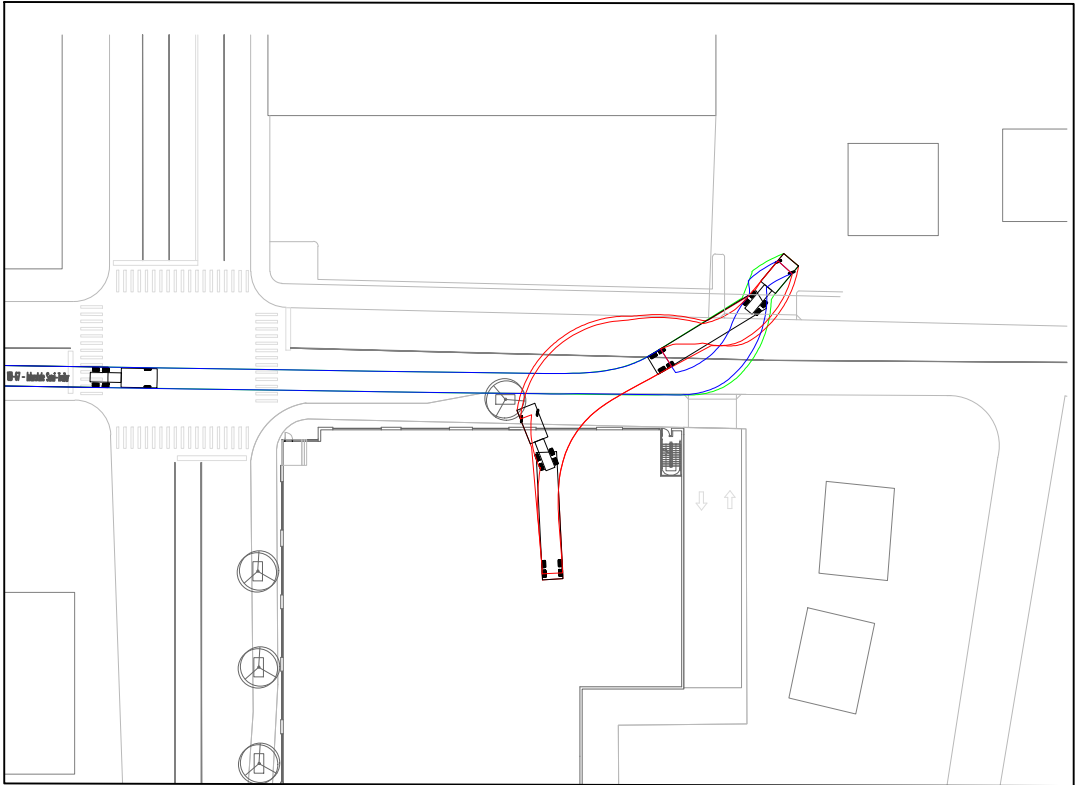
Fair - Crown decline and dieback up to 30% of the canopy. Leaf color is somewhat chlorotic/necrotic with smaller leaves and “off” coloration. Shoot extensions indicate some stunting and stressed growing conditions. Stress cone crop clearly visible. Obvious signs of pest problems contributing to lesser 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

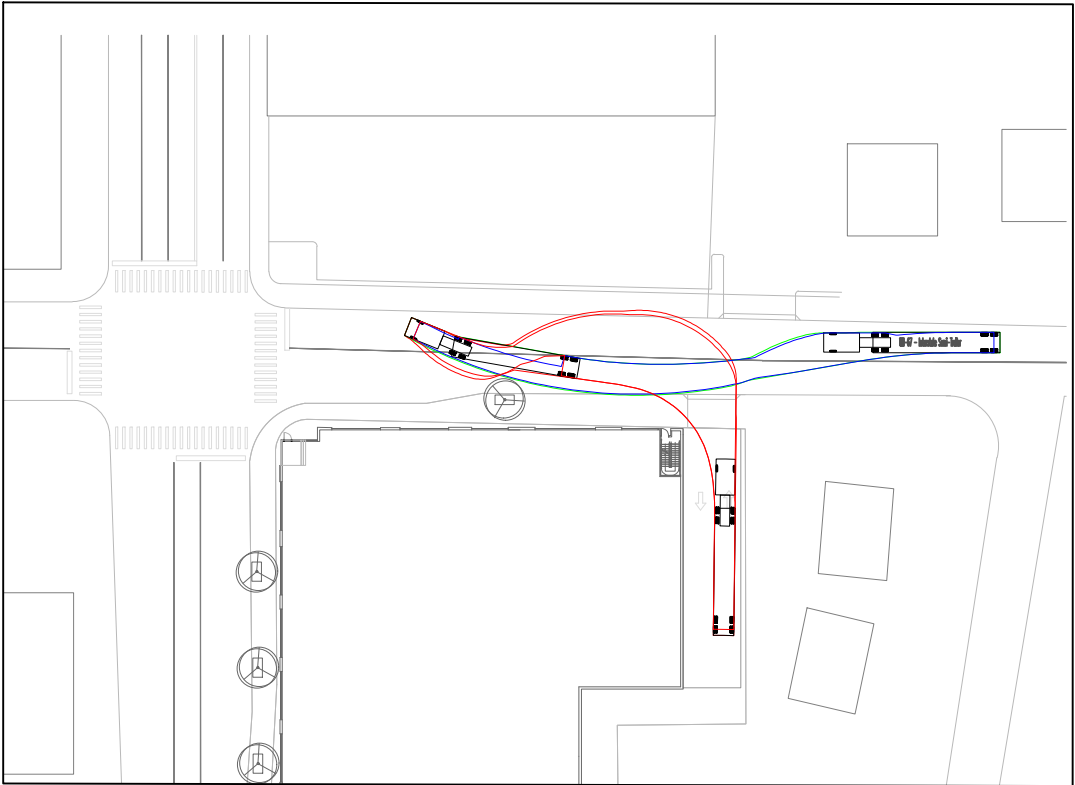
Appendix 3. Traffic Study



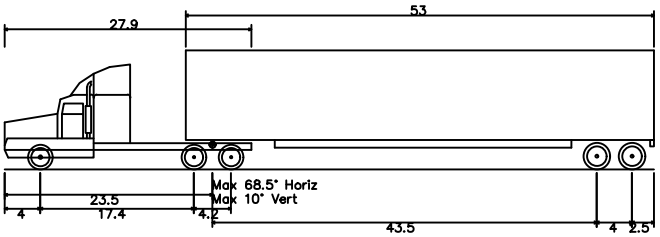
ENTERING MANEUVER 1



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°

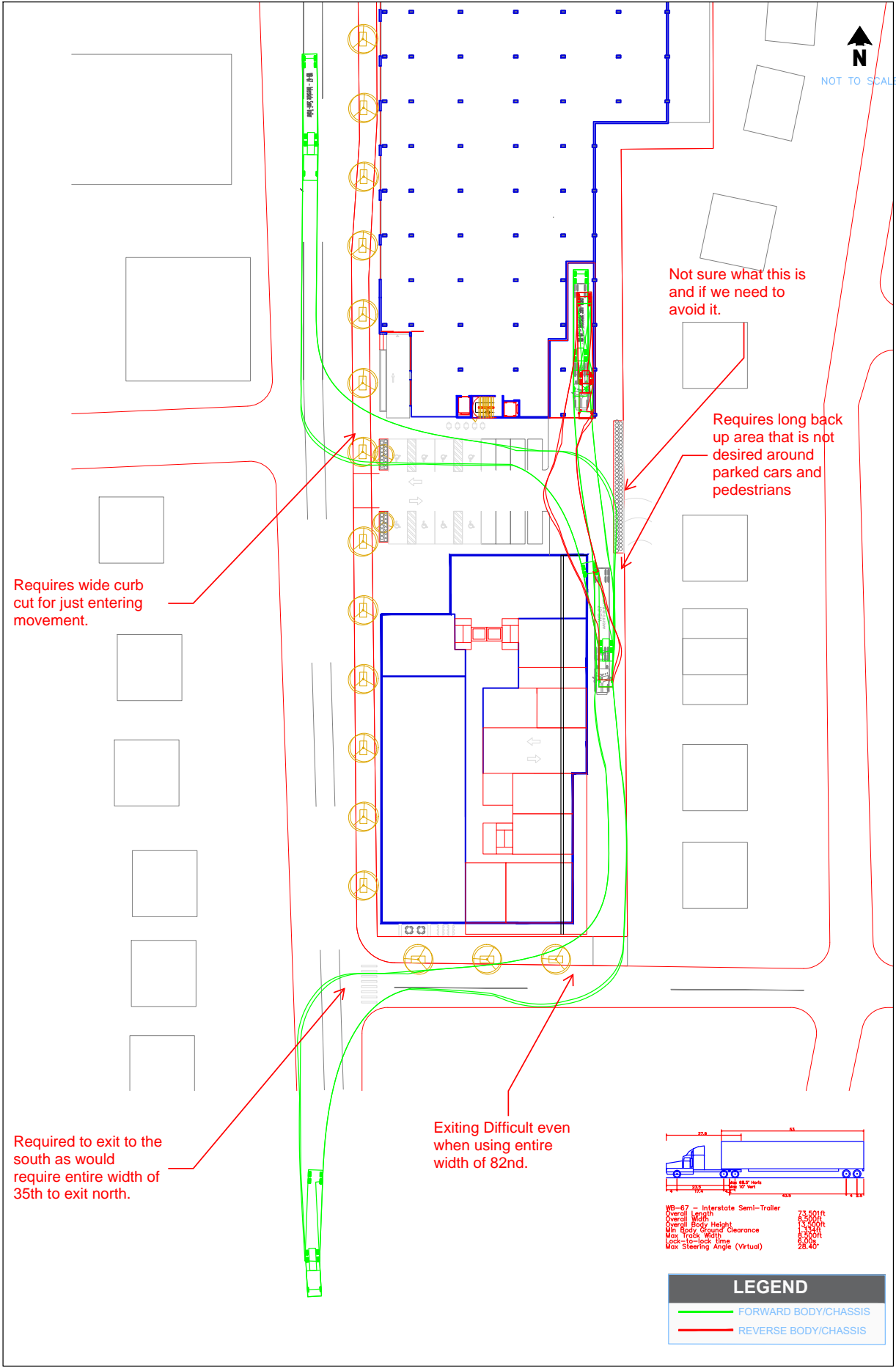
LEGEND	
—	VEHICLE ENVELOPE
—	WHEEL ENVELOPE
—	REVERSE BODY/CHASSIS

85th St Access - WB-67 Vehicle Maneuvers

1.22208.00 - Wedgwood Redevelopment

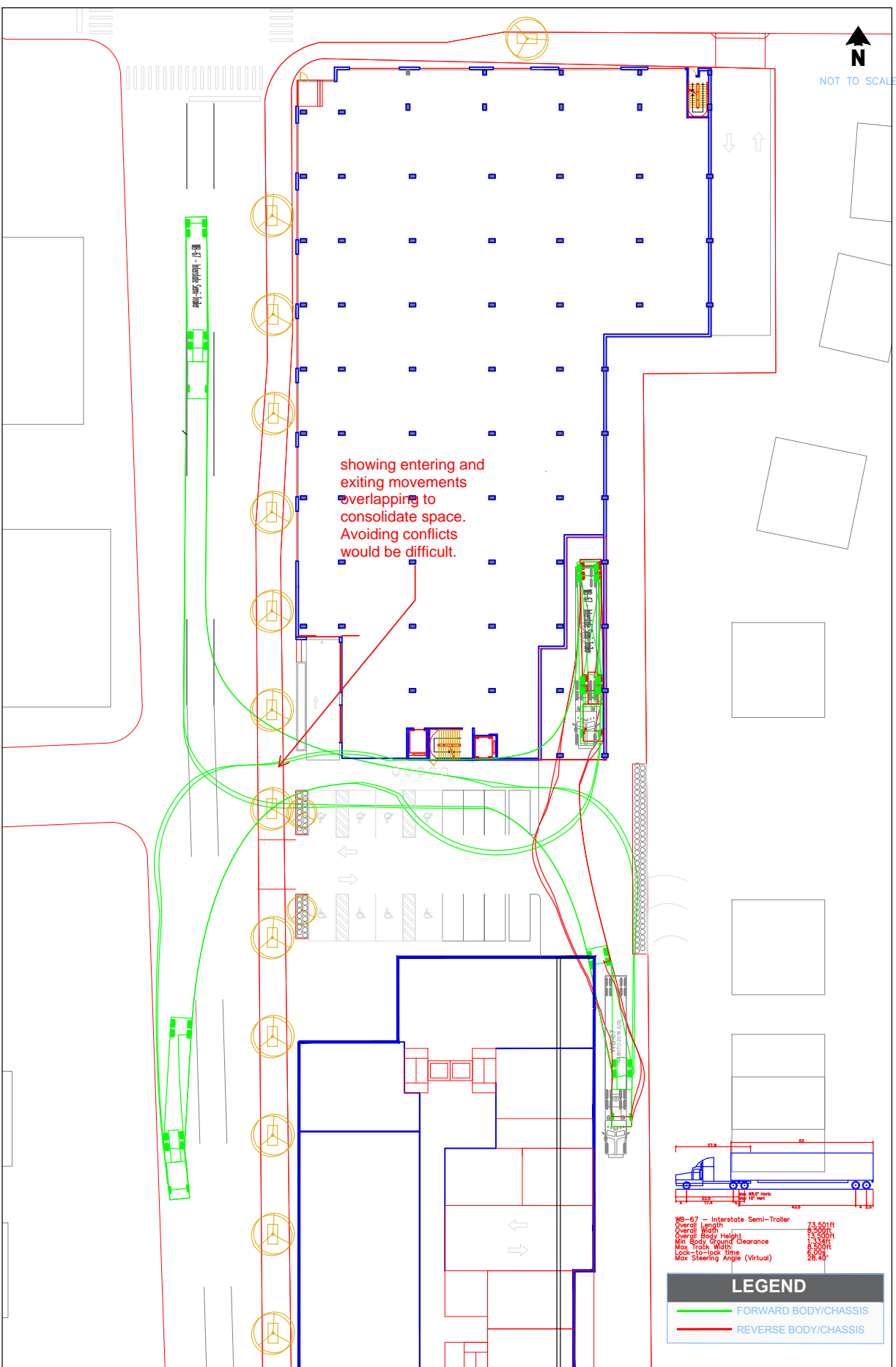
May 01, 2023 - 5:29pm victorm M:\22\1.22208.00 - Wedgwood Redevelopment\Engineering\CAD\Turning Maneuvers\2023-03-31 Turning Analysis.dwg Layout: 7

May 1, 2023



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

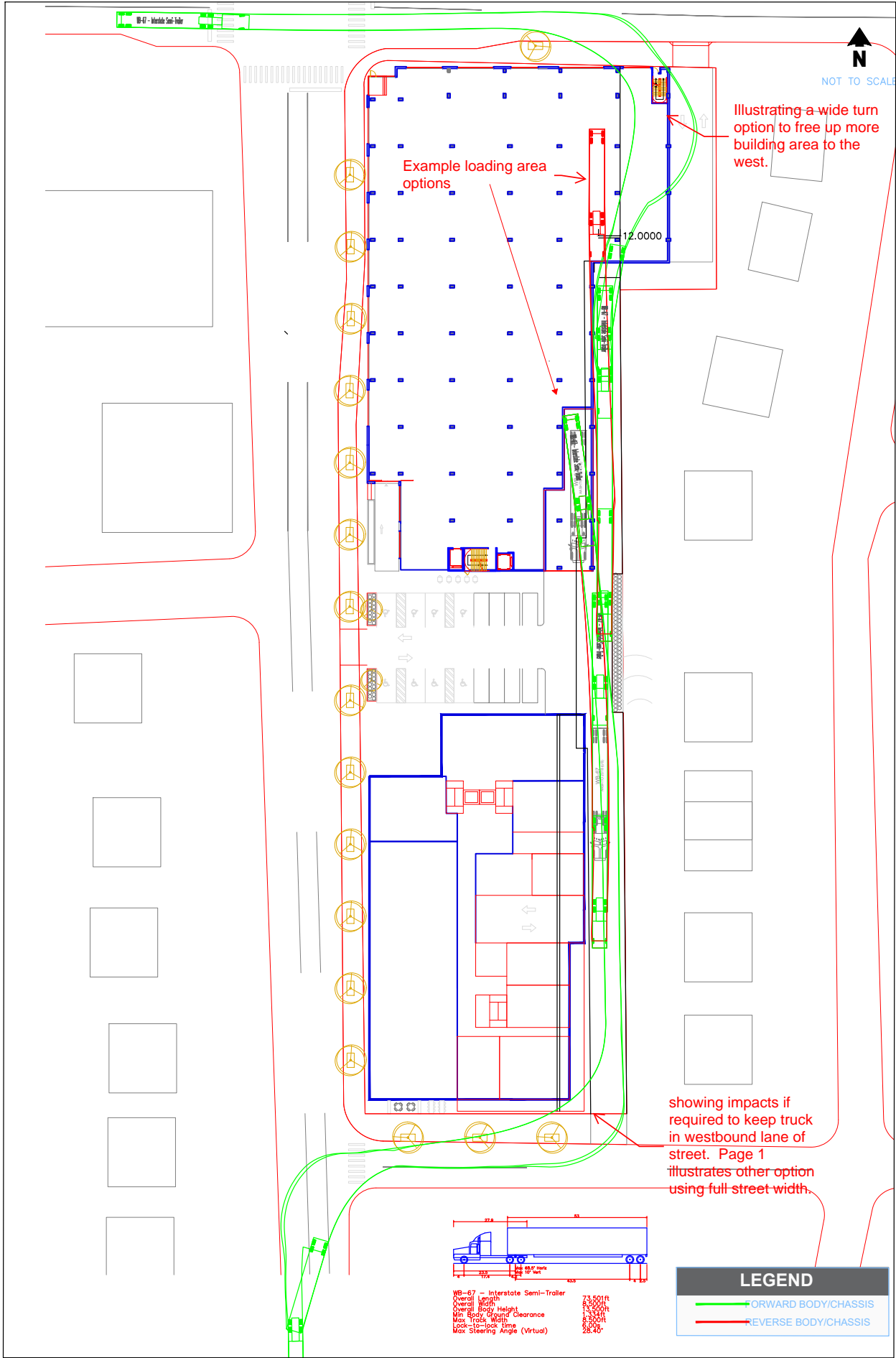
March 3, 2023



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Wedgewood Redevelopment

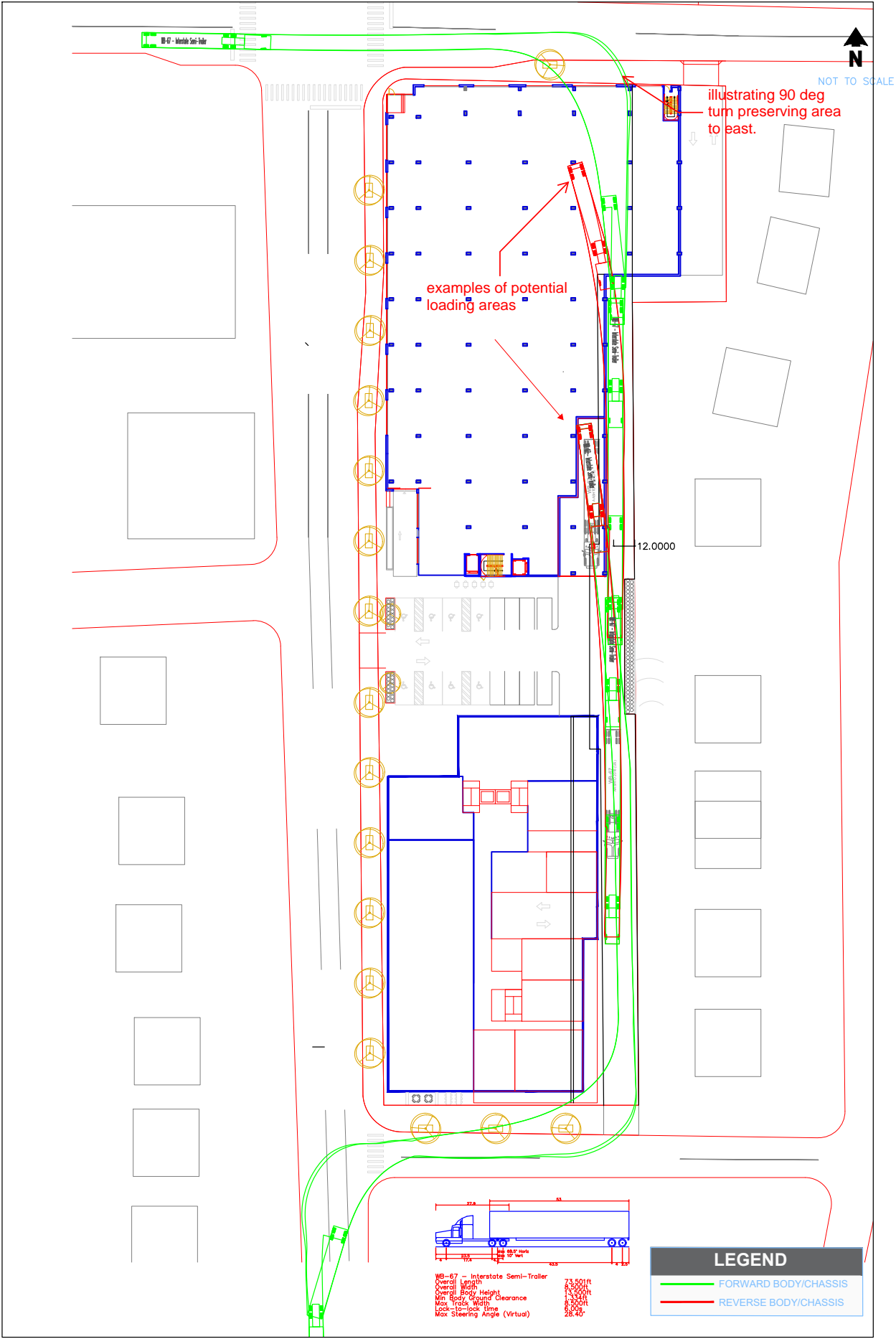
March 3, 2023





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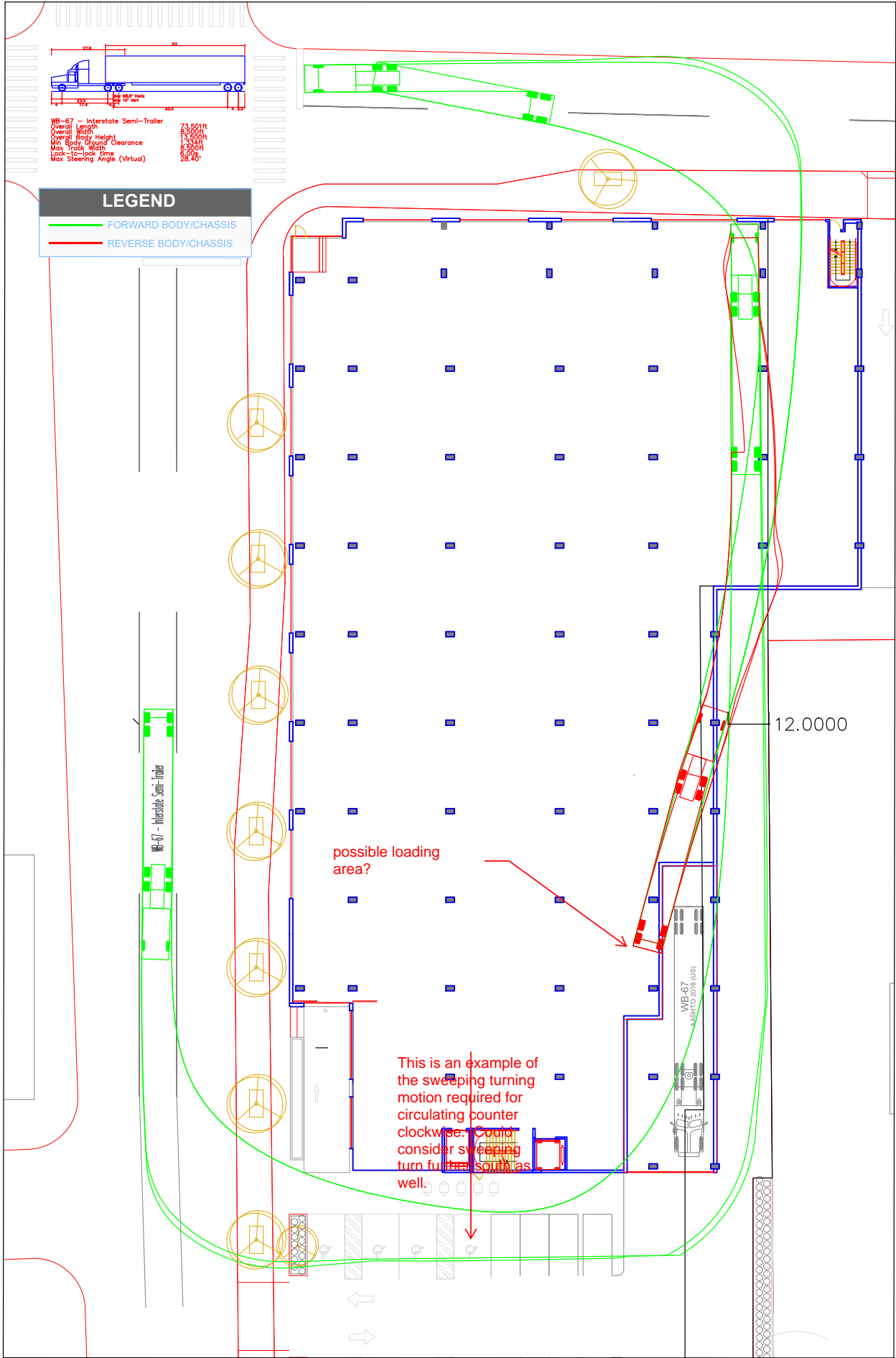
March 3, 2023



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

March 3, 2023



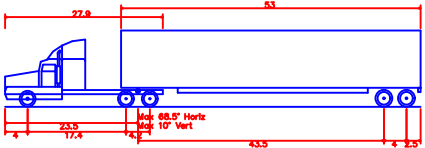
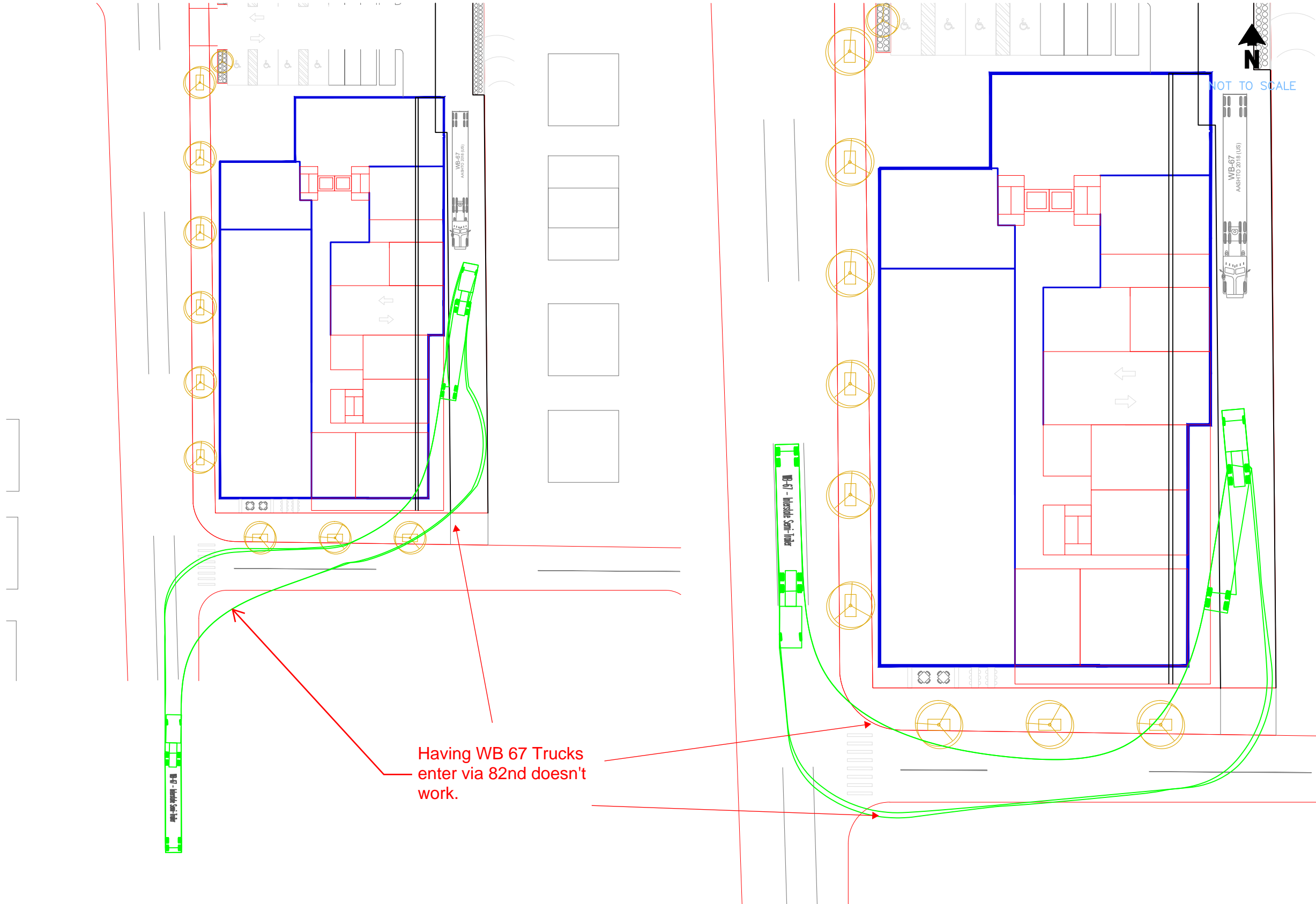


Truck Enter via Mid-block 84th Alignment and Exit via 85th Street

March 3, 2023

Wedgewood Redevelopment





WB-67 - Interstate Semi-Trailer	
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Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	6.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

LEGEND

FORWARD BODY/CHASSIS

REVERSE BODY/CHASSIS

Truck Enter via 82nd Street from South and from North

Wedgewood Redevelopment

March 3, 2023

