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PROPOSAL DESCRIPTION

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The 3420 15th Avenue West site is located along an active commercial corridor at the intersection of three neighborhoods: North Queen Anne, Interbay, and Ballard to the north. The area is composed of both single-family residents and multi-unit buildings (30% - 70%). The project team will seek to design a multi-unit development with 39 small efficiency dwelling units (SEDUs). We will strive to enhance the existing neighborhood context.

CONTEXT

Our intent is to interpret the community, history and character of the site in order to create an appealing and lasting design. We want to offer a smart and efficient layout with a unit mix that will be attractive to new and existing residents. Analyzing the existing surrounding developments will ensure a conscious approach to building siting for both residents and neighbors. The sloping site also gives an opportunity to break up the mass and terrace the structure uphill from the street to the alley.

CONNECT

One of the great attributes of the site is its walkability via 15th Avenue West and active alley with close proximity to everyday commercial goods and services. In addition, its location near an active transit hub to other areas of the city is very beneficial. The project sits on the Northbound (east side) of 15th Avenue West and is served by Metro bus routes 31 & 32 and rapid ride D route. There is a strong connection to downtown Seattle via Elliott Ave West to Western Avenue. The easiest route to I-5 is via Mercer Street across Lower Queen Ann hill. The project is located a 20-minute walk north to the Ship Canal Trail with access to Fremont and Lake Union to the east. Slightly further north, the dynamic Ballard neighborhood lies across the Ballard Bridge.

COMMUNITY

The project's demographics will direct the design to be economical, efficient and functional. The intent of the design is for the buildings to become a functional part of the community by providing street visibility, landscaped edges, and sensitive massing. By creating a strong presence along 15th Avenue West the development will provide an active transition between a predominately commercial/industrial sector to a multi-family and single family residential based area.



NORTH QUEEN ANNE, INTERBAY AND BALLARD COMMUNITIES



QFC anchored commercial area on W. Dravus St. east of 15th Avenue W.



Interbay Golf Course Driving Range, part of the Interbay Athletic Complex that includes a 9-hole golf course, putting course, soccer field and baseball fields.



Interbay Pea Patch on the south end of the Interbay Athletic Complex. Over 100 gardeners garden on 4,400 square feet of space. A portion of the production goes to local food banks. The community uses the open space for gatherings and celebrations.



The Balmer Yard is an 80 acre train yard in between Queen Anne and Magnolia neighborhoods. It has 41 parallel tracks and acts as a main switching area for rail cars.

The North Queen Anne, Interbay, and Magnolia Neighborhoods have an eclectic mix of residential housing options from single family to large scale multi-family developments. There are also pockets of commercial, warehouse and industrial uses. Two major north-south elements affecting design in Interbay are the Balmer Rail Yards and 15th Avenue W. The railyards create a functional barrier between Magnolia hill to the west and Queen Anne hill to the east. 15th Avenue W. is a six lane high traffic connector with a 30 MPH posted speed limit. Due to minimal curb cuts, intersections and street connected developments, rarely do cars travel that slow.

Long thought of as an industrial zone, Interbay is in the midst of a renaissance with the public Interbay Athletic Complex anchoring new developments.

These newer developments have made positive strides in varying facades, materials and creating usable open spaces. There seems to be a new concerted effort to make the buildings an integral part of the community. Some of the recent townhouse developments have made minimal attempts to create a connection between the buildings and the adjacent outdoor spaces and the larger community.

Common community characteristics include:

- Eclectic mix of surrounding businesses
- Active pedestrian citizens
- Connection to nearby parks system
- Mature Landscaping
- Increasingly self sustaining community
- Minimal sustainable design practices
- Minimal community spaces
- Vehicle focused design - on grade parking lots

NEIGHBORING BUILDINGS



Typical low-rise neighboring apartment building



Single family residential to the north of the site.



Single family residence on 14th Avenue W in the Queen Anne neighborhood

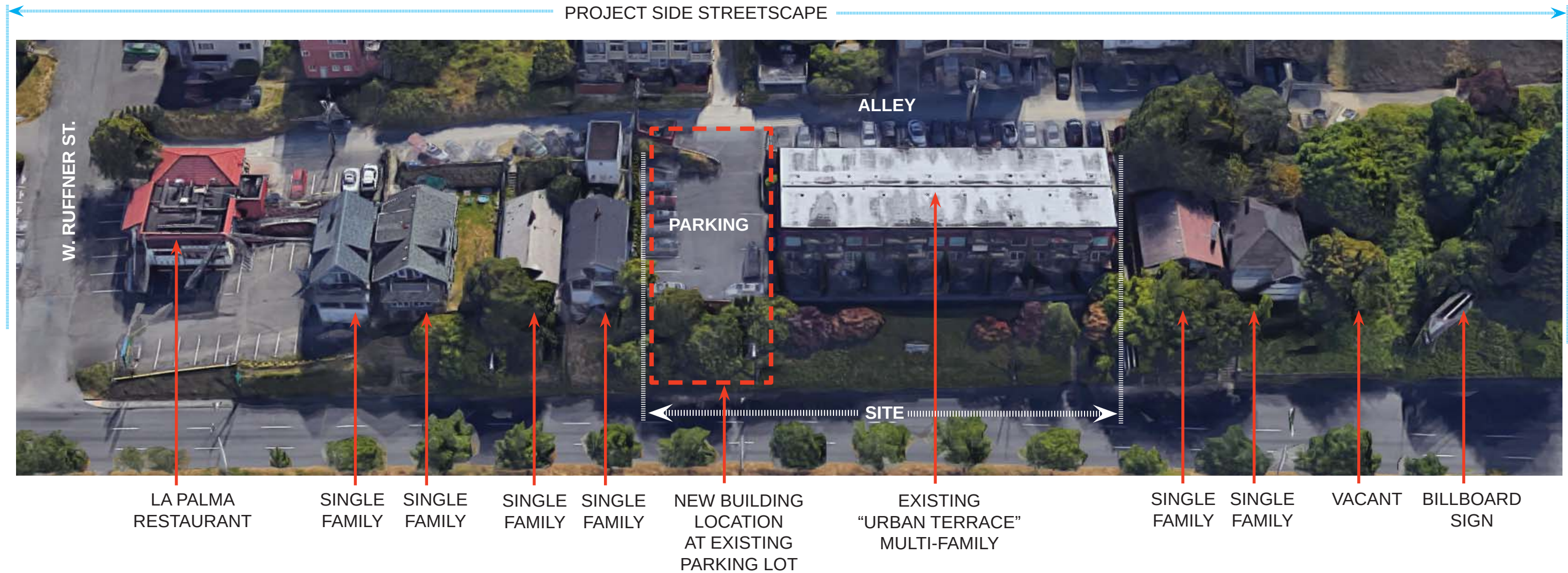




A VIEW FROM SITE WEST ACROSS 15TH AVE W

Aerial Streetscape photos of 15th Ave West between W. Ruffner St. and Dravus St. that show the abandoned self-service car wash that is now a parking lot along southbound 15 Ave. W.. At the north end of the parking area is a drive-thru coffee shop. The topography drops severely, approximately 20', to the west to mostly single story industrial uses and multi-story office uses. These uses continue for several blocks to the railyard at the base of Magnolia hill.



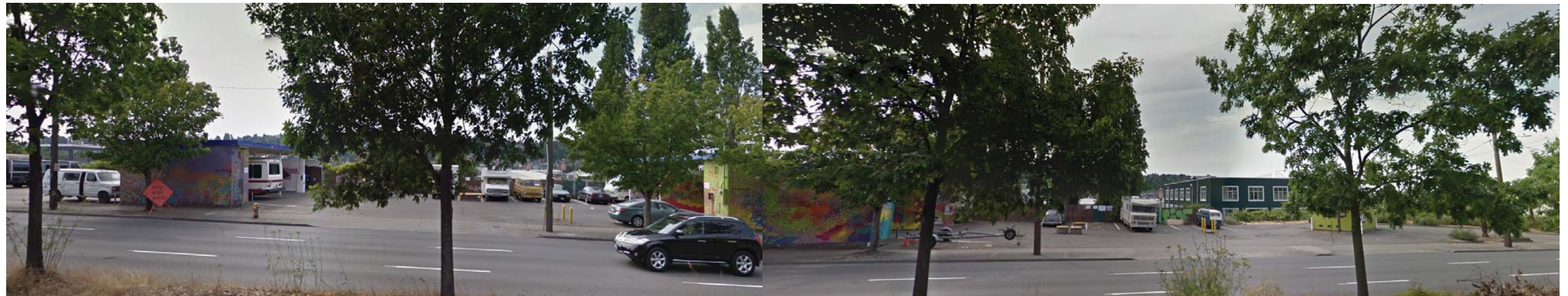


A VIEW OF SITE EAST ACROSS 15TH AVE W

Aerial Streetscape photo of 15th Ave West between W. Ruffner St. and Dravus St.. At the north end of the streetscape is a restaurant with access from W. Ruffner St.. There are four single family residences to the south of the restaurant that are presently used as rental properties with vehicular access from the alley to the east. Heading south, the topography climbs severely, creating a green wall front setback approximately 15' in height. The project is an addition to the existing Urban Terrace multi-family building and will be constructed on the existing alley-accessed parking lot down to 15th Ave. W.. To the south of the site are two more single family rentals and vacant land before a series of 3 story multi-family buildings with vehicular access from the northbound 15th Ave. W. on-ramp.



A



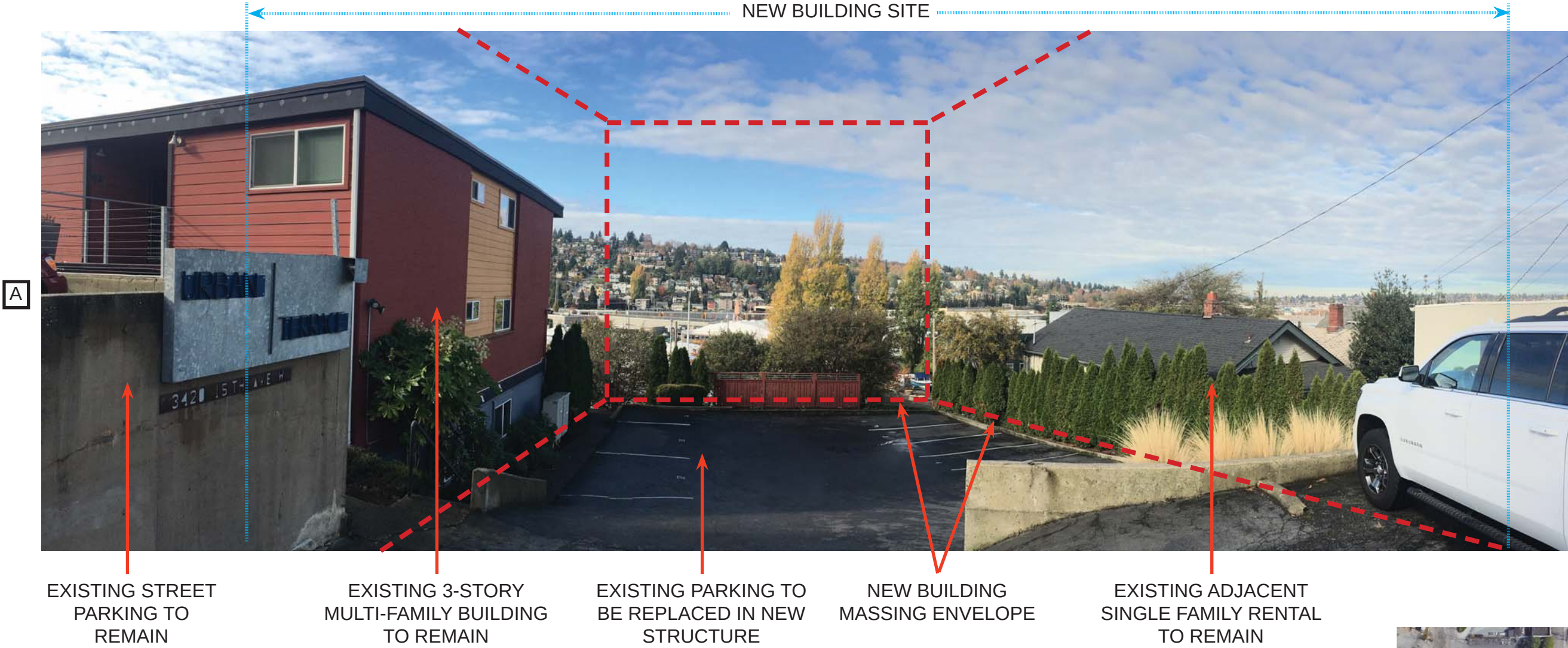
Street level view of the property across the street shows a site that is in transition from a previous car-wash use to a current car lot. The zoning is SM-D 40-85 which could allow for a mixed use structure up to 85' high, but development will be difficult due to the depth of the lot.

B



Street level view of site shows a large 15-20' tall green space with retaining walls under over-grown ivy and shrubs. The four foot wide sidewalk abuts the retaining walls and provides minimal buffer to the traffic on 15th Ave W. Properties on either side of the project site have little connection to 15th Ave W. other than two small staircases. This lack of connection to the street encourages higher speeds on 15th Ave W.





A VIEW WEST ACROSS SITE FROM ALLEY

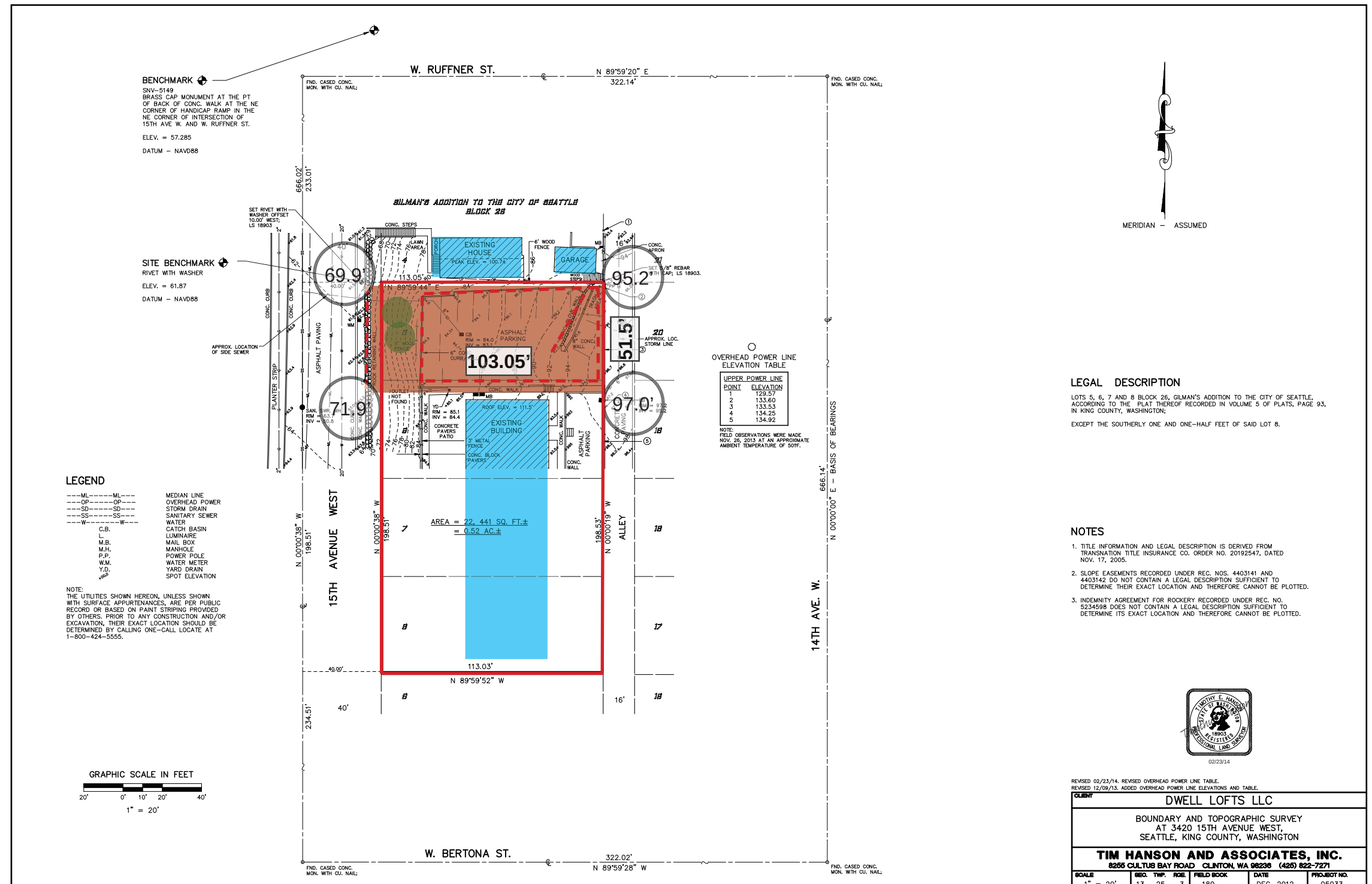
The alley to the east of the site will act as the vehicular access and main pedestrian access for the building. The site slopes away from the alley requiring a steep ramp to access the new parking level below the proposed building. The adjacent Urban Terrace building, which shares a portion of the site, will remain and will have a common path and staircase from the alley to 15th Ave. W.. The existing neighboring rental residence to the north will also remain.

Commanding territorial views to the west will be a focus of the design as will the connection to the site and existing elements. Another key design element is how the slope will break down the massing of the new structure.



The existing 22,441 SF site drops approximately 25 feet total from the alley on the east to 15th Ave W. on the west. All existing structures and landscaping will be removed from the noted site area. Retaining walls will be provided to the north and south of the site area to maintain the existing sloped area. The new building area footprint is approximately 5,330 SF. Car access and a majority of the pedestrian access will be from the alley with a shared pedestrian access to be provided to 15th Ave W.

- Site Property Line
 - - - Existing pavement or retaining walls to be removed
 - Existing Adjacent Buildings
 - Project Affected Trees
 - New Project Area
- Structures to be removed:
1. Trash Enclosure
 2. Stone Retaining Walls
 3. Concrete Retaining Wall and Curb
 4. Asphalt Paving



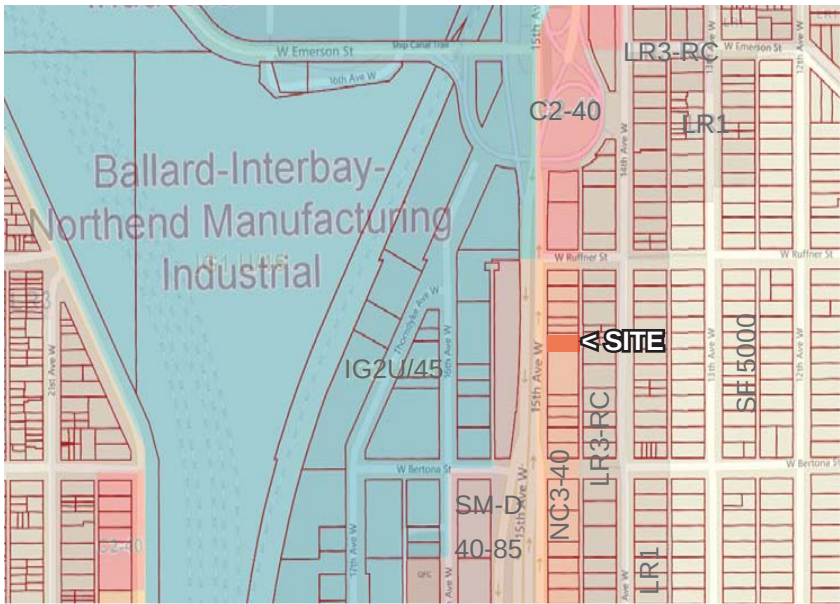
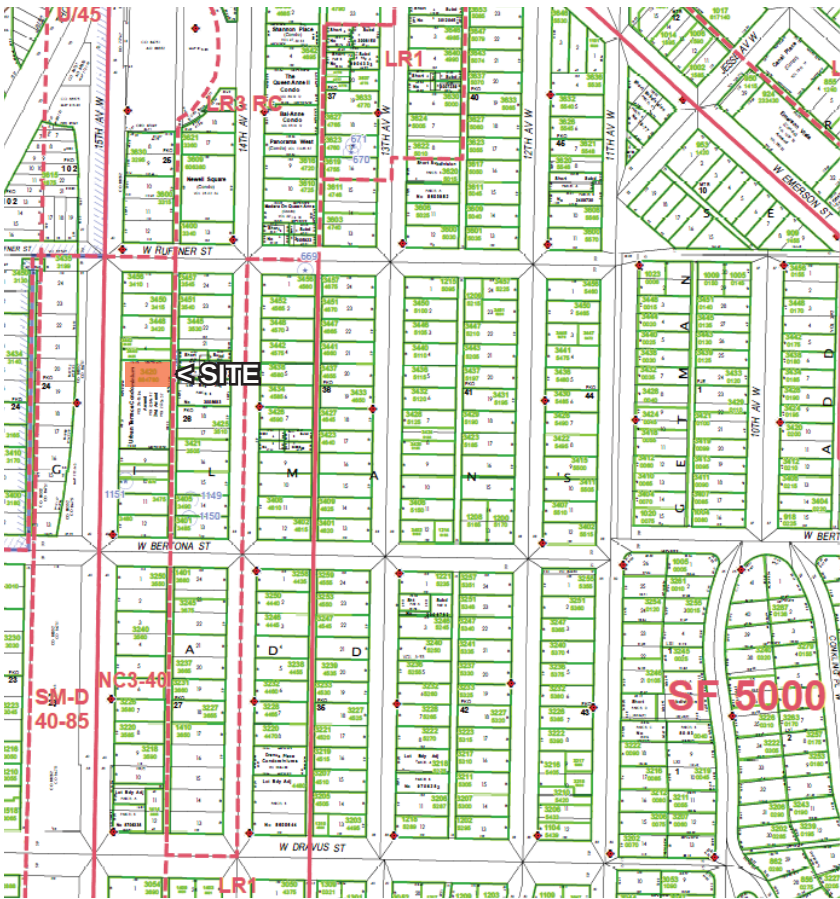
SURROUNDING USES
OTHER THAN SINGLE
FAMILY

- RETAIL USE
- MULTI-FAMILY
- MIXED-USE
RESIDENTIAL
- COMMERCIAL/OFFICE
- CHURCH

NEIGHBORING BUILDINGS
& BUSINESSES

- A Read Cabinetry
- B La Palma Restaurant
- C Java Jazz Coffee
- D Urban Terrace
Condominiums
- E Vacant Car Wash
- F St. Margaret's Church
- G Quest Church
- H QFC
- I Railyard



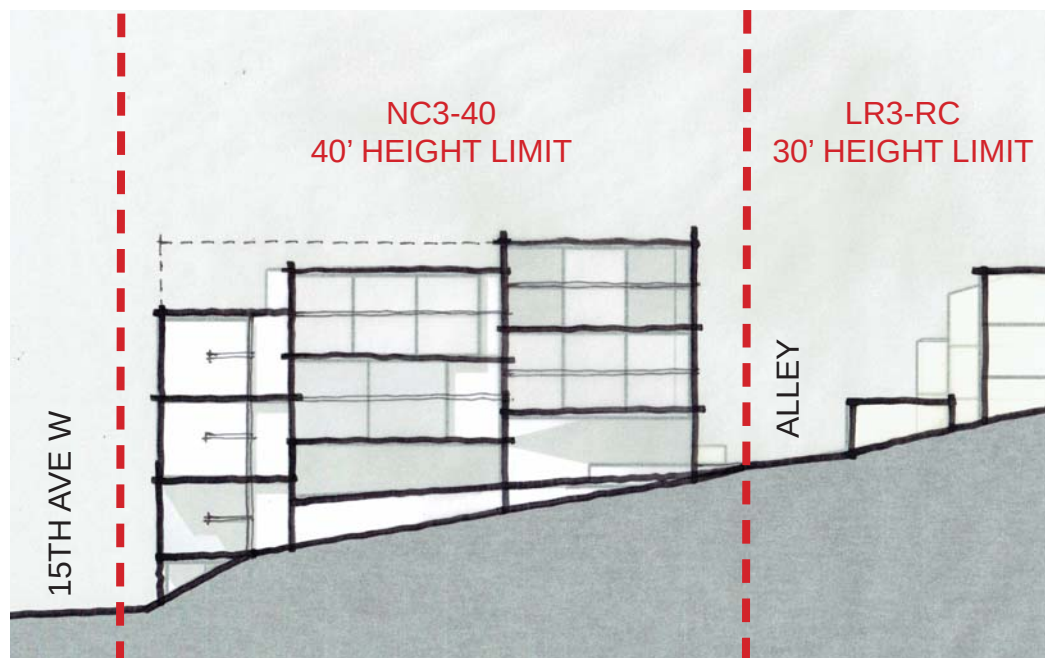


Land Use Code Summary

- Zoning: NC3-40
- 23.47A.002 Scope of Provisions
NC3-40 Neighborhood Commercial 3 (NC3) Zone
- 23.47A.004 Permitted and prohibited uses.
Table A Residential use is permitted outright subject to provisions of this title.
The proposal complies with this section of the Land Use Code.
- 23.47.005 C.1. more than 20% can be residential use
- 23.47.008 Street-level development standards
D.2. Residential use to be 4' above or below sidewalk
- 23.47A.012 Structure height.
Designated zone allows for height of forty (40) feet.
-1.a.1.b. Add 4' if residential use at street-facing facade is at least 4' above sidewalk grade.
J.2. Roof top features. Add 4'-0" for parapets, open railings, planters, etc.
J.4. Roof top features. Add 10'-0" for stair towers, elevators, etc.
The proposal complies with this section of the Land Use Code.
- 23.47.013D Floor Area Ratio (FAR) Limits.
A. All gross floor area not exempt is counted against the maximum gross floor area.
B. Maximum FAR allowed in NC3 zone = 3.25
The proposal complies with this section of the Land Use Code.
- 23.47A.014 Setbacks and separations.
Front 0'-0" if residential use is located 4' above sidewalk.
B.3.a. Rear 15'-0" minimum above 13' (across alley from residential)
Side 0'-0" minimum
B.4. One-half width of abutting alley may be counted as part of the required setback.
The proposal complies with this section of the Land Use Code.
- 23.47A.016 Landscaping standards.
A.2 Green Factor of 0.3 or greater required if more than 4 new dwelling units
B.1. Street trees required.
D.1. Screening of surface parking areas.
Table D - d.garbage dumpsters 6-foot high screening.
The proposal complies with this section of the Land Use Code.

- 23.47A.024 Amenity area.
A.5% of gross floor area (Residential Use).
B.1 All residents have access to at least one common or private amenity area
B.2 Shall not be enclosed
B.4 Common Amenity areas shall have a minimum horizontal dimension of 10 feet, and no area less than 250 sq feet
The proposal complies with this section of the Land Use Code.
- 23.47A.030 Required parking and loading per Table B 23.54.015
Table B 23.54.015 - I. 1 space per 2 small efficiency dwelling units.
23.54.020 Parking quantity exemptions:
F.2.a. 50% reduction for proximity to frequent transit service
39 SEDU x 1/2 units = 20 spaces x 50% fts reduction = 10 spaces
The proposal complies with this section of the Land Use Code.
- 23.47A.032 A.1.a. Parking Access provided from alley.
B.1.a. Parking shall not be located between a structure and a street lot line.
The proposal complies with this section of the Land Use Code.
- 23.54.015 - Required parking
10 spaces required.
Table B 23.54.015 - I. 1 space per 2 small efficiency dwelling units.
23.54.020 Parking quantity exemptions:
F.2.a. 50% reduction for proximity to frequent transit service
39 SEDU x 1/2 units = 20 spaces x 50% fts reduction = 10 spaces
K.1. Table E - Bicycle parking = .75 per small efficiency dwelling units = 29 spaces required.
The proposal complies with this section of the Land Use Code.

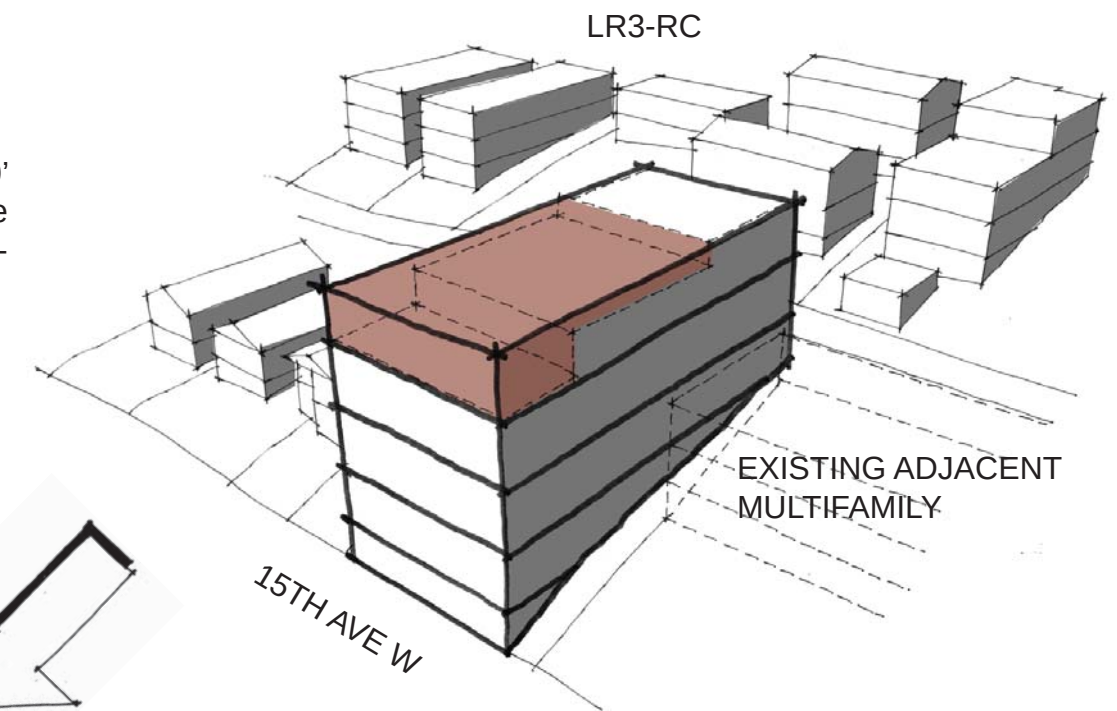
No Special Review Distrcts, Overlay or Urban Village requirements



SCHEMATIC SECTION

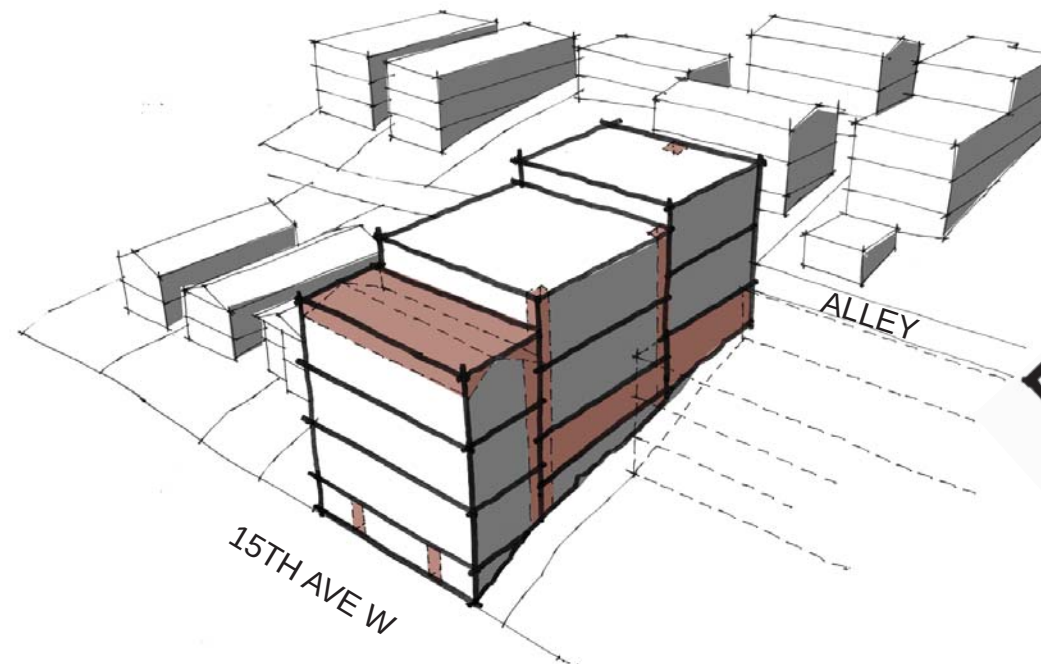
1: The Box

Started with the base envelope 40' high from the alley, maximizing the buildable area within the NC3-40 requirements and setbacks.



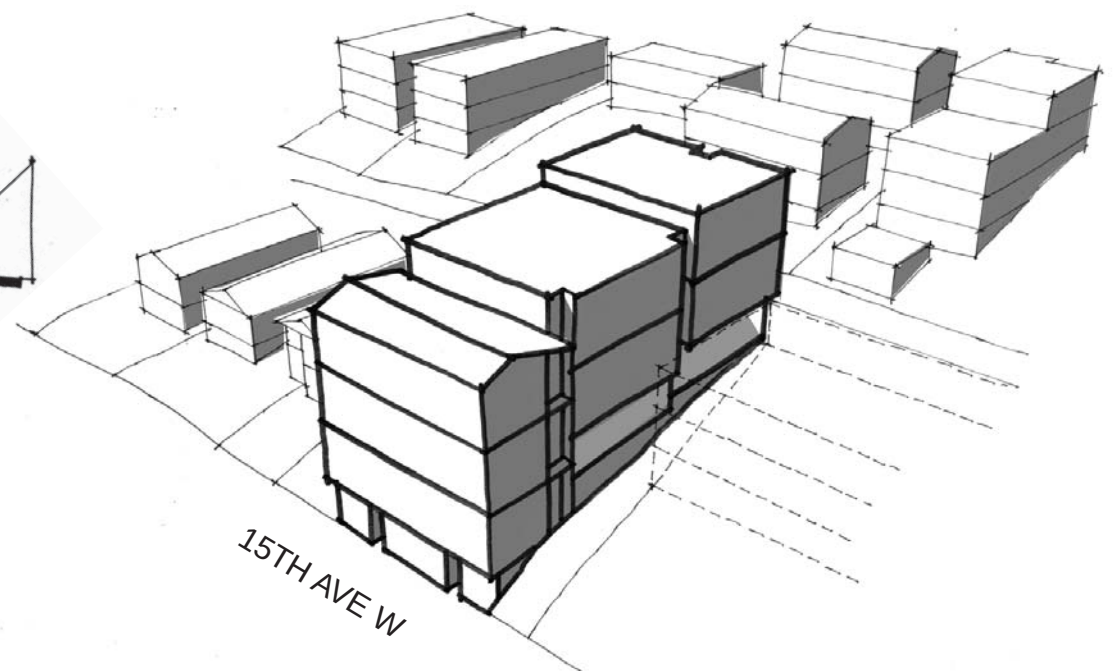
2: Breaking the Box

Stepped the building down the site to match the sloped grade and to breakdown the massing. It also becomes more compatible with the scale of the existing multi-family developments. The garage area was carved out to further minimize the mass.



3: Creating the Form

Pitched the roof on the street front to minimize perceived height and to allow for loft spaces. Sloped roof and material change give the streetfront a unique appearance. Made further reductions to the mass to further delineate each terracing portion of the building.



This project is situated in a transition zone. Moving east up Queen Anne Hill, the transition is between low density neighborhood commercial with a 40' height limit and a mix of 2-3 story multifamily residential to single family residential. Across 15th moving west the grade continues sloping downward through the Seattle Mixed - Dravus zone that allows for 40-85' high mixed-use residential and down to Industrial zoning with a 45' height limit before residential zoning on Magnolia Hill. Our goals was to maximize the development potential while being sensitive to existing and potential future structures.

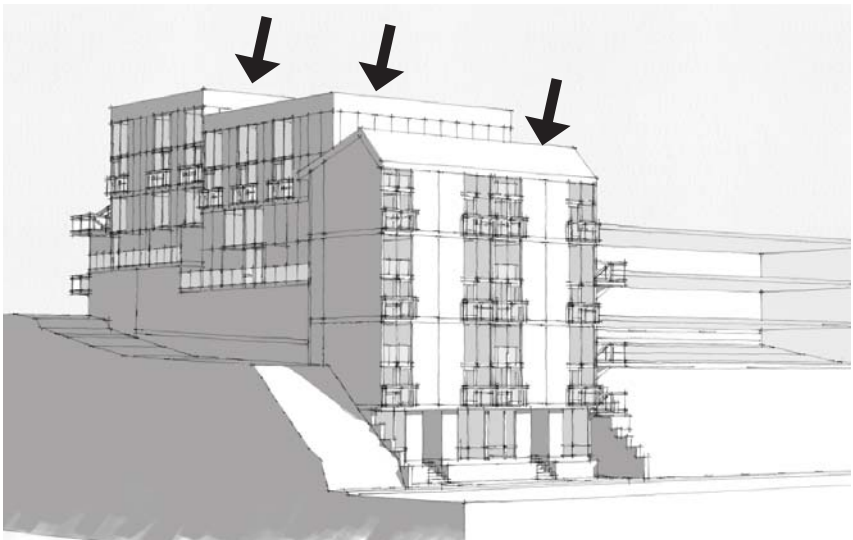
NE VIEW

The site slopes significantly off of 15th Ave W. up Queen Anne Hill. This building will be one of the first in this area to engage the street-front as most structures are setback from the street and accessed from the alley. The building to the south is part of the development and will share a pedestrian access to 15th Ave W.



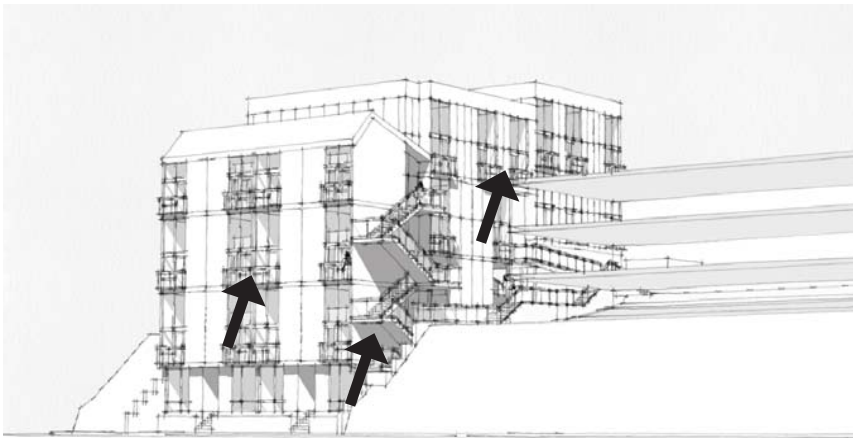
SE VIEW

There are a series of single family scaled rentals to the north that are also on NC3-40 zoned land. The design looks forward to the inevitable development of the site and how to provide both views and privacy for the residents.



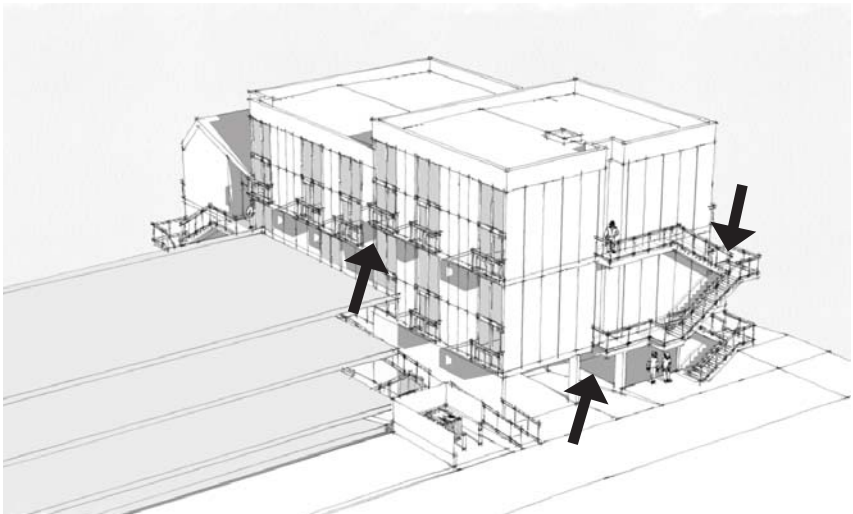
MASSING 1

Breaking the form as the building moves down the slope from the alley to 15th Ave W. Make each portion of the building distinct to emphasize the pieces of the building.



MASSING 2

Break the facades with large openings and balconies to give the elevations rhythm and depth. The exposed staircase will be a dynamic element that will help way-find and provide vertical circulation.



MASSING 3

The open garage off the alley will reduce the mass of the structure at the back elevation. The exit stair will add movement to the alley facade and provide access to the main pedestrian thoroughfare. Openings and balconies on the large facades to break up the massing.

SCHEME 1:

The proposed project consists of an addition of a new building with 39 Small Efficiency Dwelling Units (SEDU) to a site with an existing 3 story 23-unit building. The structure will be built on an existing parking lot and continue down to 15th Ave W.

In order to maximize the volume and space for each SEDU, the majority are loft units. With 14'-7" floor to ceiling space and large windows the units will feel much more spacious and airy.

The access to required parking is from the alley and below the structure. The garage slopes downhill and follows the grade in order to minimize the structure height. The main pedestrian access is also from the alley due to the existing patterns and the pedestrian-unfriendly sidewalk at 15th Ave W. Access from the alley to the street will be provided to encourage pedestrian flow and to plan for the future developments.

The building steps down the site to break down the mass and to maximize the development potential for the buildable area.

PROJECT DATA:

Lot Size: 22,441 SF

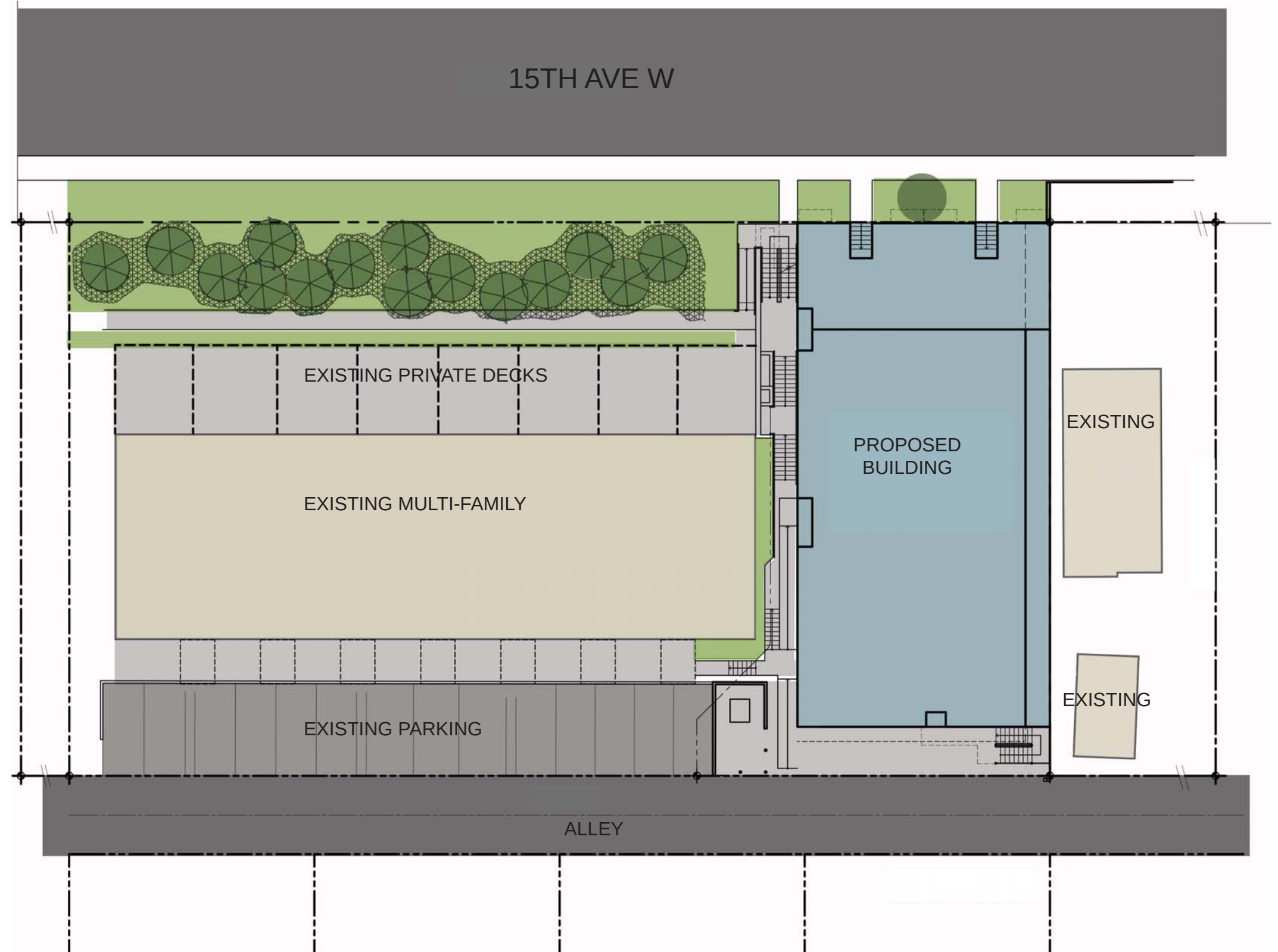
FAR Allowable: 22,441 SF x 3 = 67,323 SF

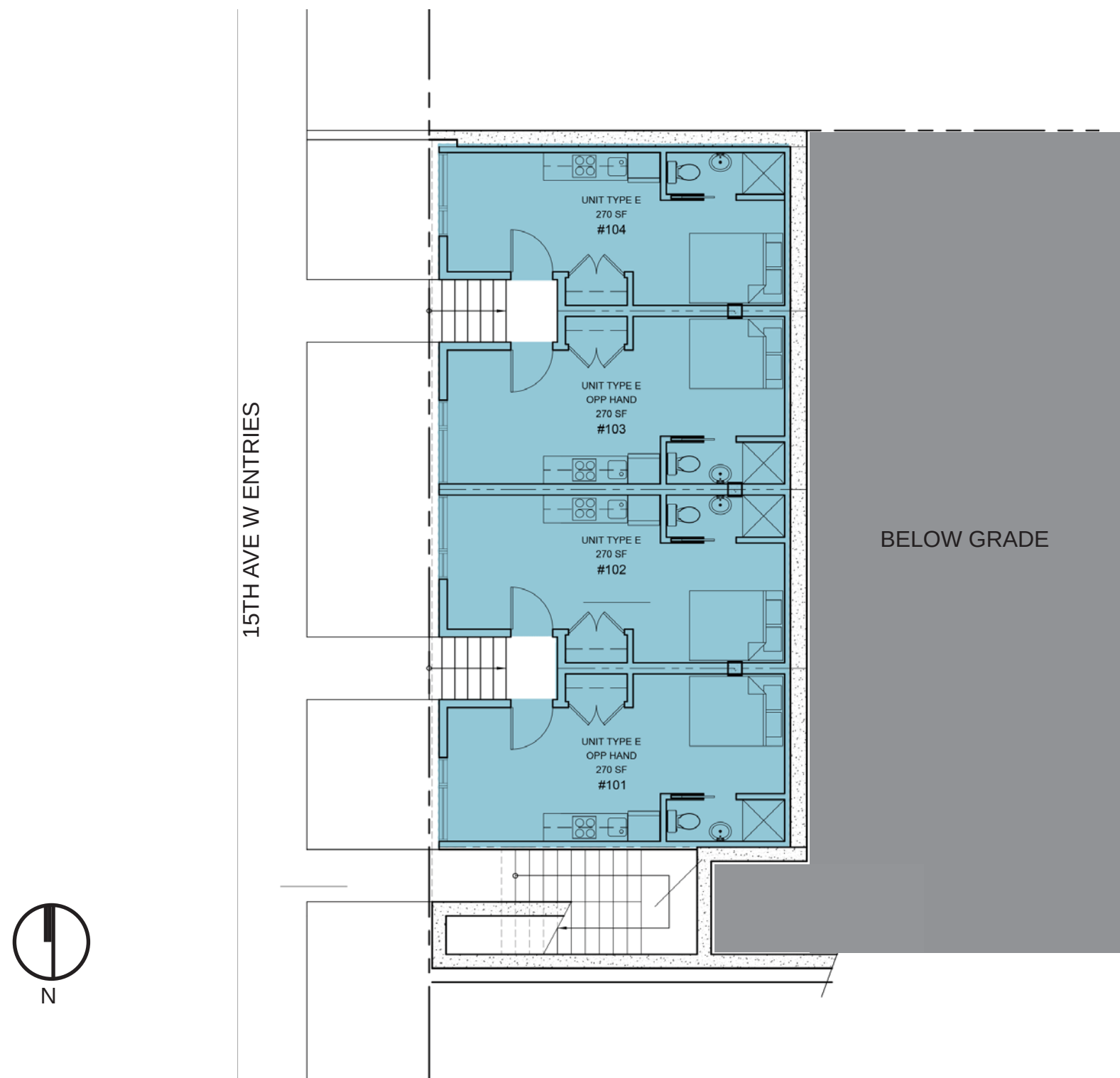
FAR Proposed: 14,283 SF exist + 19,980 new = 34,263 SF

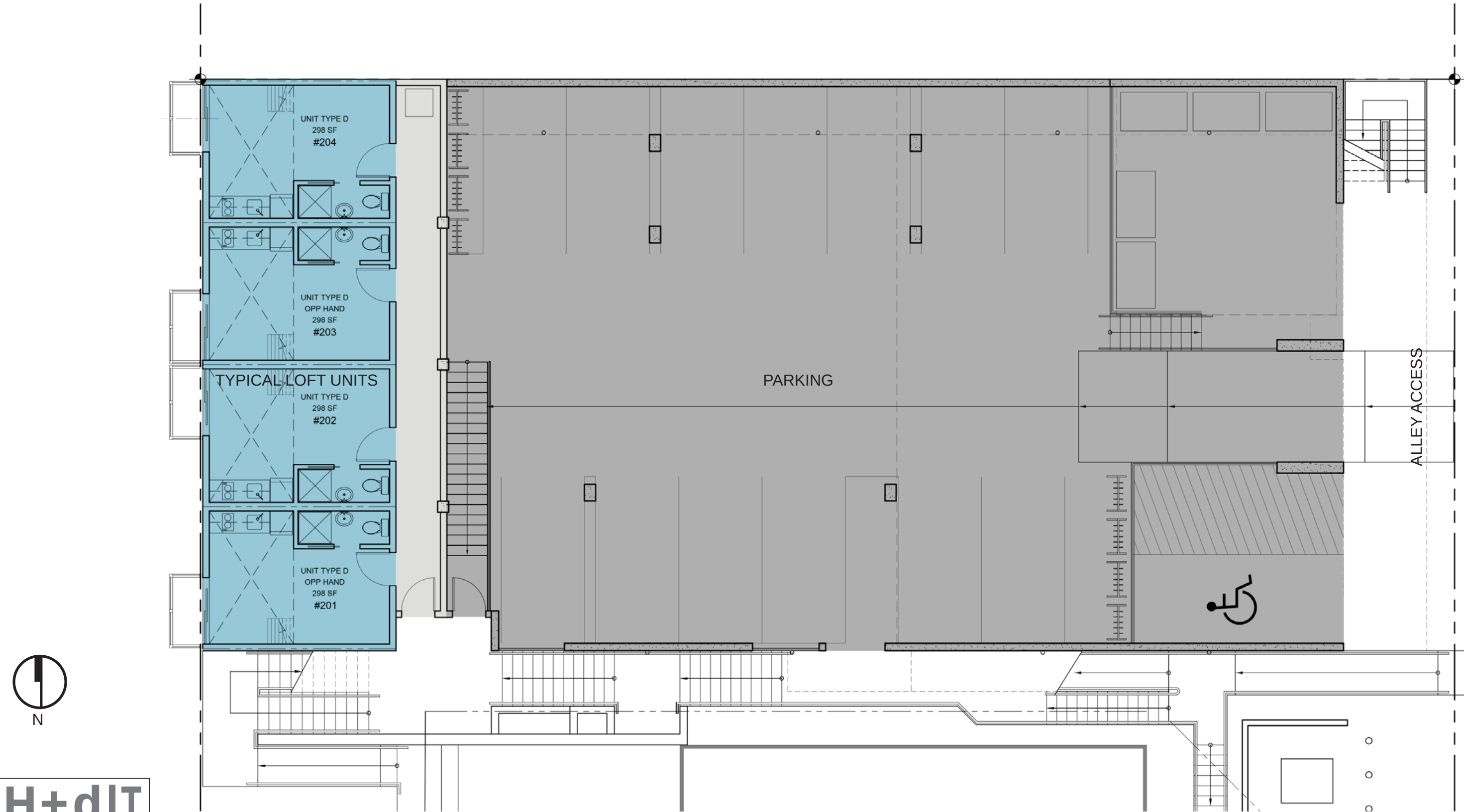
Existing Units: 23

New Small Efficiency Dwelling Units: 39

Total Units: 62





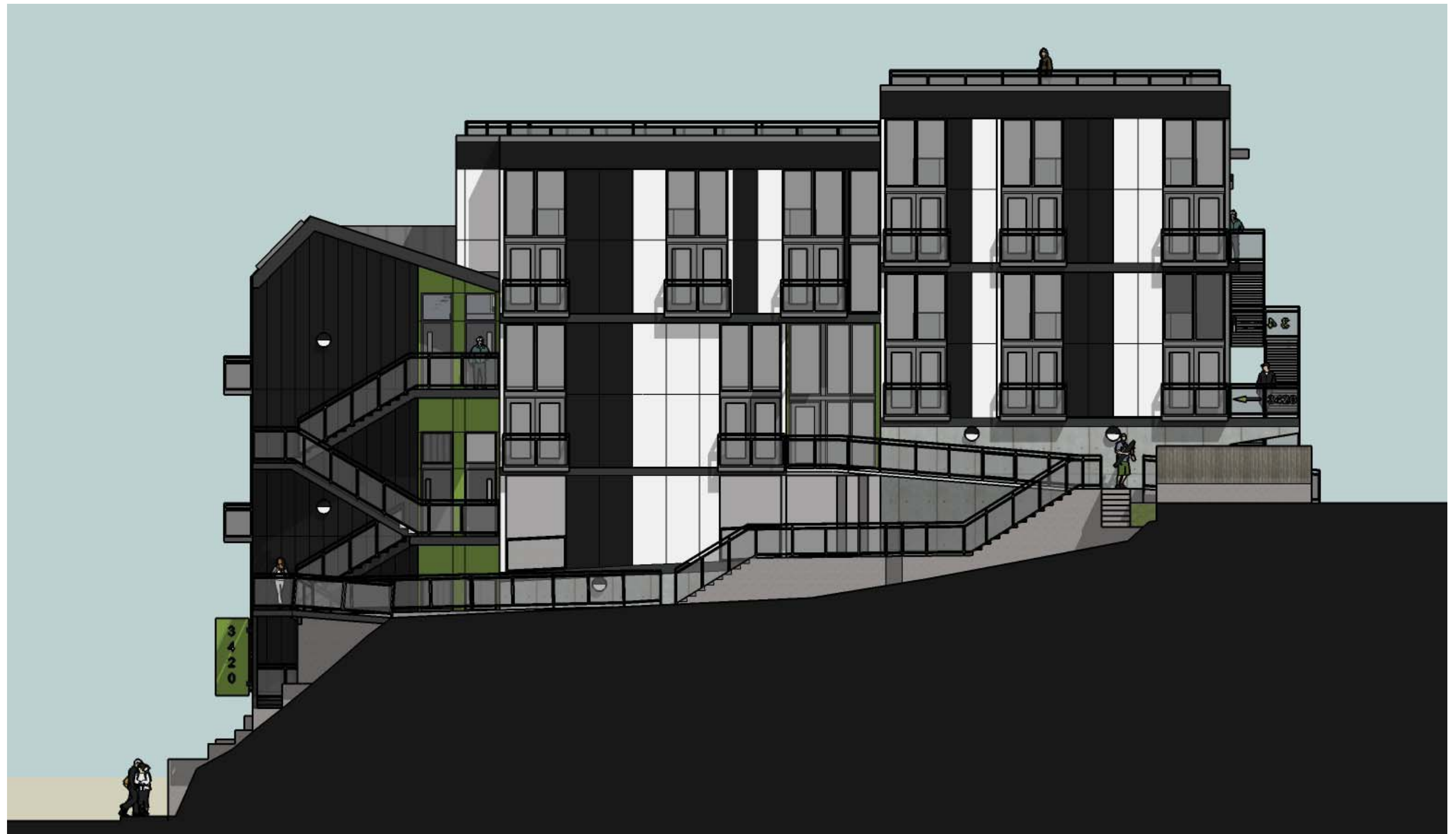


















< ALLEY - VIEW FROM E



< 15TH AVE N - VIEW FROM NW



15TH AVE N - VIEW FROM SW >

CS. CONTEXT AND SITE

- CS1

NATURAL SYSTEMS & SITE FEATURES

B

SUNLIGHT AND NATURAL VENTILATION

B.1.

DAYLIGHT AND SHADING

THE LARGE WINDOWS WILL PROVIDE MAXIMUM DAYLIGHT FOR THE UNITS. STEPPING THE MASS WILL MINIMIZE THE SHADING ON ADJACENT PROPERTY

C

TOPOGRAPHY

C.1.

ELEVATION CHANGES

THE EXISTING SITE TOPOGRAPHY PROVIDES OPPORTUNITIES TO STEP THE STRUCTURE TO ACCOMODATE THE CHANGE IN ELEVATION.
- CS2

URBAN PATTERN AND FORM

B

ADJACENT SITES, STREETS, AND OPEN SPACES

B.1.

SITE CHARACTERISTICS

THE SITE TOPOGRAPHY FROM STREET TO ALLEY CREATES AN OPPORTUNITY TO CREATE A UNIQUE DESIGN.

B.2.

CONNECTION TO THE STREET

THE SITING OF THE RESIDENTIAL UNITS ABOVE SIDEWALK GRADE WILL PROVIDE PRIVACY WHILE STILL CONNECTING TO THE STREET.

C

RELATIONSHIP TO THE BLOCK

C.1.

MID-BLOCK SITES

THIS SITE WILL BE THE FIRST IN THE AREA TO DEVELOP A CONNECTION TO THE STREET. LANDSCAPING AND WALKWAY WILL CONNECT THE SITE TO FUTURE DEVELOPMENTS.

D

HEIGHT, BULK, AND SCALE

D.1.

EXISTING DEVELOPMENT AND ZONING

ANTICIPATED DEVELOPMENT TO THE NORTH WILL CONTINUE A GREATER DENSITY AND HEIGHT TO MATCH THE PROPOSAL.

D.2.

EXISTING SITE FEATURES

THE TOPOGRAPHY WILL FORCE TRANSITIONS IN THE MASS AS THE STRUCTURE CONNECTS THE STREET AND ALLEY.

D.3.

ZONE TRANSITIONS

THE ALLEY SETBACK AND SLOPE WILL LESSEN THE IMPACT OF THE GREATER BUILDING HEIGHT FOR THE UPHILL LOTS.
- CS3

ARCHITECTURAL CONTEXT AND CHARACTER

A

EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

A.1.

CONTEMPORARY DESIGN

THE EXISTING NEIGHBORHOOD CONSISTS OF MOSTLY OLDER STRUCTURES, BUT CONTEMPORARY ARCHITECTURAL STYLES ARE BEING INTRODUCED AS NEW PROJECTS ARE DEVELOPED. THE SEATTLE FIRE STATION 20 DOWN THE STREET ON 15TH AVE W. IS AN EXAMPLE THAT USES MODERN MATERIALS SUCH AS METAL SIDING AND EXPOSED CONCRETE.

PL. PUBLIC LIFE

- PL1

CONNECTIVITY

B

WALKWAYS AND CONNECTIONS

B.1.

PEDESTRIAN INFRASTRUCTURE

THE MAIN PEDESTRIAN ACCESS FOR THE STRUCTURE WILL COME FROM THE REAR OF THE SITE, WHERE PARKING IS LOCATED ADJACENT

- B.3.

PEDESTRIAN AMENITIES

RAISED ENTRIES TO THE STREET FACING RESIDENCES AND AN ARCHITECTURAL STAIRCASE WILL CONNECT THE BUILDING TO THE STREET.
- PL2

A

ACCESSIBILITY

A.1.

ACCESS FOR ALL

RAMPS AND STAIRS CONNECT THE VARIOUS LEVELS OF THE SITE WITH THE MAIN FOCUS OFF THE ACCESSIBLE ALLEY ENTRY.

B

SAFETY AND SECURITY

B.1.

LIGHTING FOR SAFETY

WELL LIT PATHWAYS AND CONNECTIONS WILL PROVIDE SAFE MOVEMENT THROUGH THE SITE.

C

WEATHER PROTECTION

C.1.

LOCATIONS AND COVERAGE

COVERED PARKING AND RECESSED ENTRIES WILL PROVIDE PROTECTION FOR RESIDENTS.

D

WAYFINDING

D.1.

DESIGN WAYFINDING

LIGHTING, SIGNAGE AND COLORS WILL HELP DIRECT RESIDENTS AND VISITORS TO ENTRIES AND ACCESS POINTS.
- PL3

A

ENTRIES

A.1.

DESIGN OBJECTIVES

c. COMMON ENTRIES TO RESIDENTIAL BUILDINGS.

ON THE CONSTRAINED SITE, THE EFFORT IS TO CREATE VISIBLE, PROTECTED AND SAFE ENTRIES FOR RESIDENTS AND VISITORS

d. INDIVIDUAL ENTRIES TO GROUND-RELATED HOUSING.

UNITS AT 15TH AVE W HAVE INDIVIDUAL ENTRIES LINED BY PLANTERS.

B

RESIDENTIAL EDGES

B.1.

SECURITY AND PRIVACY

CREATING A MID SITE ENTRY SETBACK FROM THE RESIDENTIAL PROPERTY TO THE SOUTH PROVIDES A PRIVACY BUFFER AND SECURITY FROM THE STREET AND ALLEY.

B.2.

GROUND LEVEL RESIDENTIAL

RAISED FLOORS WITH WELL LIT ENTRIES AND LANDSCAPE BUFFERS WILL PROVIDE PRIVACY AND SECURITY.
- PL4

A

ENTRY LOCATIONS AND RELATIONSHIPS

A.1.

SERVING ALL MODES OF TRAVEL

THE ALLEY IS THE MAIN ACCESS FOR PEDESTRIANS, BIKES AND CARS. THE MAIN ENTRY AND GARAGE CONNECT DIRECTLY TO THE ALLEY.

B

PLANNING AHEAD FOR BICYCLISTS

B.1.

BIKE FACILITIES

BICYCLE PARKING IS INCLUDED IN THE GARAGE.

B.2.

BIKE CONNECTIONS

THE ALLEY CONNECTS TO THE GARAGE STORAGE AREA

C

PLANNING AHEAD FOR TRANSIT

C.1.

TRANSIT CONNECTIONS

SITE IS LOCATED ON A FREQUENT TRANSIT CORRIDOR ON 15TH AVE W.

DC. DESIGN CONCEPT

- DC1

PROJECT USES AND ACTIVITIES

A

ARRANGEMENT OF INTERIOR USES

A.1.

VISIBILITY

ACCESS POINT TO THE ENTRY WILL BE WELL MARKED

A.4.

VIEWS AND CONNECTIONS

BALCONIES AT UNITS PROVIDE VIEWS OF INTERBAY AND THE OLYMPICS TO THE WEST & POTENTIAL ELLIOTT BAY VIEWS TO THE SOUTH.

B

VEHICULAR ACCESS AND CIRCULATION

B.1.

ACCESS LOCATION AND DESIGN

THE PARKING GARAGE IS LOCATED TO THE REAR OF THE SITE ACCESSED BY THE EXISTING ALLEY.

C

PARKING AND SERVICE USES

C.1.

VISUAL IMPACTS

THE PARKING SPOTS ARE BELOW THE STRUCTURE AND WILL BE SHEILDDED FROM ADJACENT SITES.
- DC2

ARCHITECTURAL CONCEPT

A

MASSING

A.1.

SITE CHARACTERISTICS AND USES

MASSING STEPS DOWN THE SLOPED SITE BREAKING UP THE MASS OF THE STRUCTURE AND CREATING INTEREST ACROSS THE BUILDING .

A.2.

REDUCED PERCEIVED MASS

BALCONIES, LARGE GLAZED OPENINGS, RECESSES AND INDENTATIONS TO THE STEPPED STRUCTURE HELP REDUCE THE PERCEIVED MASS. CHANGES IN MATERIALS WILL ALSO BREAK UP THE MASS.

B

ARCHITECTURAL AND FACADE COMPOSITION

B.1.

FACADE COMPOSITION

FACADES ARE WELL PROPORTIONED AND CREATE INTEREST AND PATTERNS THROUGHOUT. THE ALLEY IS OF SPECIAL INTEREST AND DETAIL AS ONE OF THE MAIN ENTRIES TO THE SITE.
- DC3

OPEN SPACE CONCEPT

B

OPEN SPACE USES AND ACTIVITIES

B.1.

MEETING USERS NEEDS

DECKS AND GUARD RAILS ARE LOCATED OFF ALL UNITS TO PROVIDE OPPORTUNITIES TO OPEN THE UNIT TO THE EXTERIOR. PRIVATE ROOF DECKS ARE PROVIDED FOR UPPER FLOOR UNITS.
- DC4

EXTERIOR ELEMENTS AND FINISHES

A

BUILDING MATERIALS

A.1.

EXTERIOR FINISH MATERIALS

A MIX OF DURABLE AND INTERESTING MATERIALS WILL BE USED ON THIS STRUCTURE ADDING TO THE INTEREST AND BREAKING UP THE MASS.

B

SIGNAGE

B.1.

SCALE AND CHARACTER

DUE TO THE SITE SLOPE AND ENTRY LOCATION, SIGNAGE WILL BE IMPORTANT IN WAYFINDING AND DIRECTION. IT WILL BE INCORPORATED IN THE DESIGN AND COLOR CODED FOR EASE OF UNDERSTANDING.

C

LIGHTING

C.1.

FUNCTION

LIGHTING WILL HIGHLIGHT AND CREATE A SAFE PASSAGEWAY TO ENTRIES AND ACROSS THE SITE FROM THE ALLEY TO THE STREET.





LOFT SPACE WITH LARGE WINDOWS



TERRACED STRUCTURE



MATERIAL / MASSING



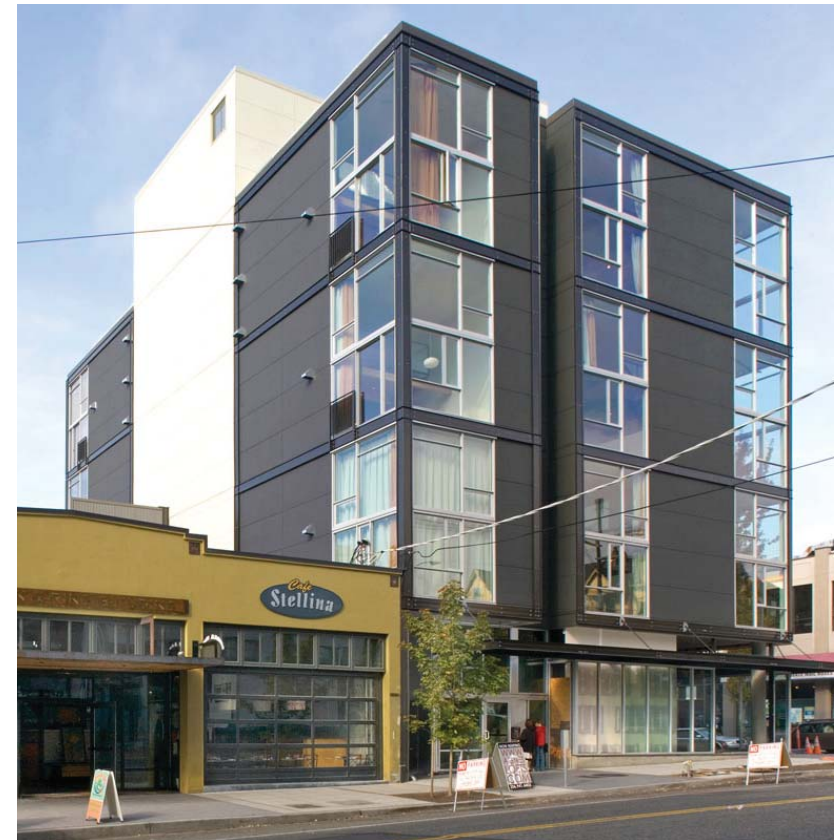
STAIR DESIGN ELEMENT



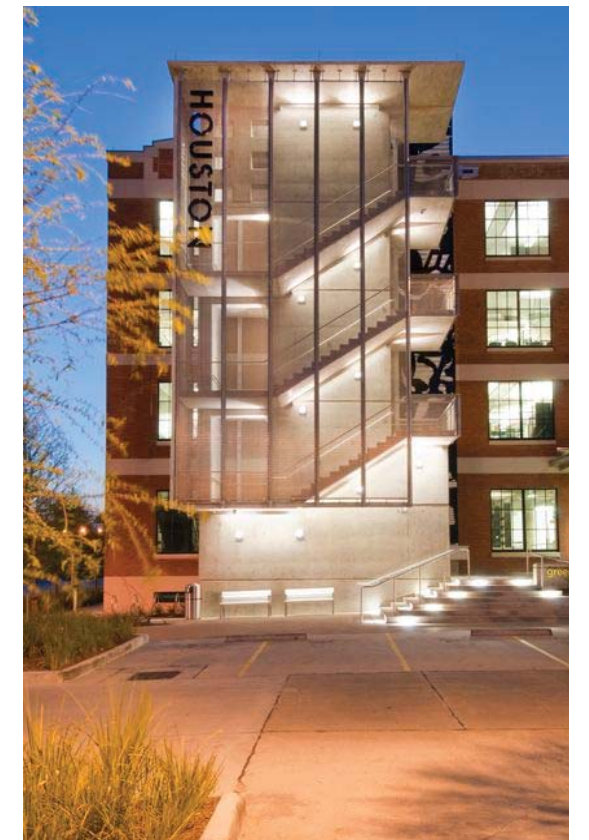
LOFT SPACES



LOFT SPACES / TERRACING



LOFT SPACES / MASSING / SCALE



STAIR DESIGN ELEMENT

DEPARTURE REQUESTS				
TYPE	SMC	SMC REQUIREMENT	DEPARTURE REQUESTED	REASON FOR DEPARTURE
PARKING SPACE STANDARDS	23.54.030.B.1.b	When more than five spaces are provided, a minimum of 60% of the spaces shall be striped for medium vehicles. Ths minimum size for the medium parking space shall also be the maximum size. Forty percent of parking spaces may be striped for any size, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shale be shown as for medium vehicles.	Allow for 52% of spaces for medium vehicles and 48% of vehicle spaces to be for compact vehicles with combined parking lots.	Due to the size of the existing parking lot and the dimension of the building with required setbacks, there is only room for a compact vehicle layout under the new structure. This will allow for the maximum amount of vehicles and provide sufficient parking and covered bike parking. It will help meet the Design Guidance PL4 Active Transportation A.1. "Serving All Modes of Travel" by giving enough space for pedestrian walkways, bike parking and vehicle parking.



EQUINOX
MARCH 21/SEPT 21



SUMMER SOLSTICE
JUNE 21



WINTER SOLSTICE
DECEMBER 21



LEFT BLANK

