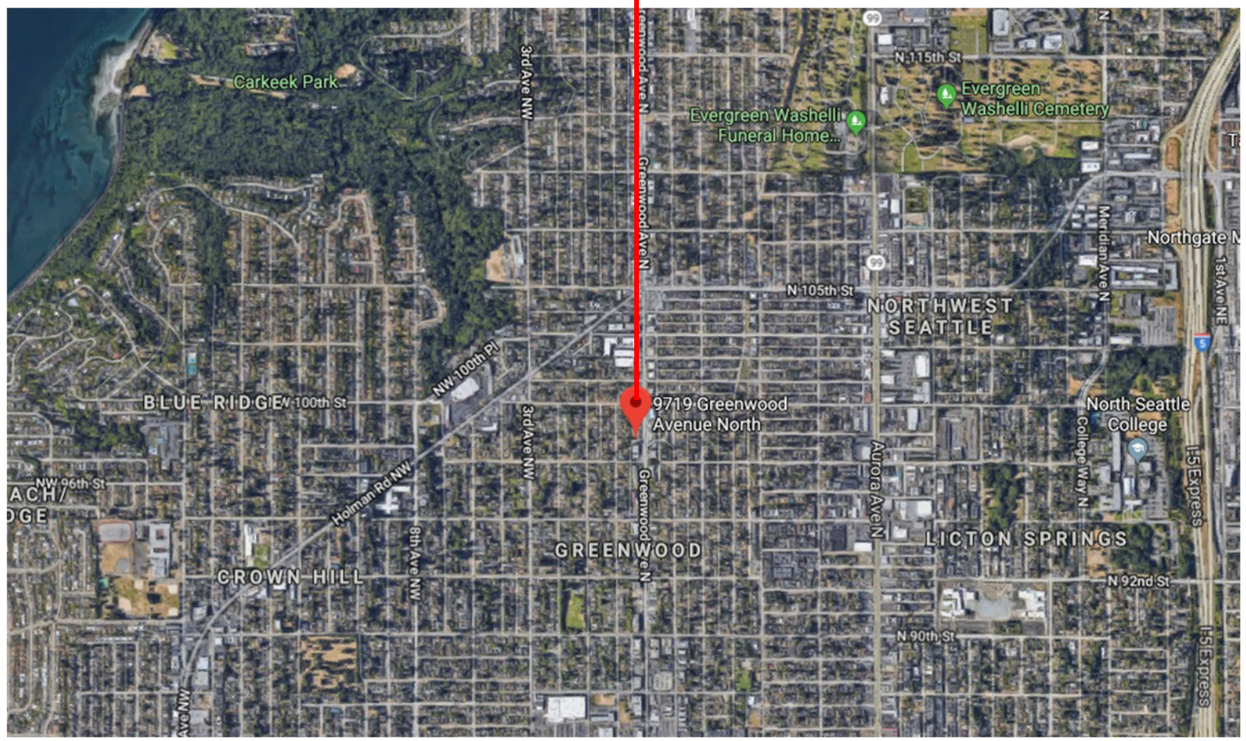
ADR: RECOMMENDATION - CORRECTION 2
ADMINISTRATIVE DESIGN REVIEW
9719 - 9721 GREENWOOD AVENUE NORTH
SDCI #3032983-LU
ALLOY DESIGN GROUP, LLC
07/07/2020

SITE



ARCHITECT : ALLOY DESIGN GROUP
OWNER : GREENWOOD LONG TERM CAPITAL LLC

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DEVELOPMENT OBJECTIVE:

To provide new housing with street fronting commercial space to an evolving neighborhood on the Greenwood Avenue North corridor. Parking is located at the rear to minimize its presence and emphasize the pedestrian experience. The proposed development is located at a transitional edge between single family and commercial zoning. The massing scheme therefore acknowledges this transition in building scale.

SITE ZONING

PROJECT ADDRESS	:	9719 - 9721 GREENWOOD AVENUE NORTH
APN	:	618470-0010
ZONE	:	C1-40
OVERLAY	:	NONE
SITE AREA	:	6,720 SF
DWELLING UNITS	:	7 RESIDENTIAL UNITS & 2 LIVE-WORK UNITS
PARKING SPACES	:	4
ALLOWABLE FAR	:	6,720 X 3=20,160 SF
PROPOSED USE	:	LIVE-WORK & TOWNHOMES



EARLY OUTREACH METHODS

1. Printed Outreach, High Impact:
Direct mailing to residences and businesses within 500 foot radius of site

2. Electronic/Digital Outreach, High Impact:
Online Survey

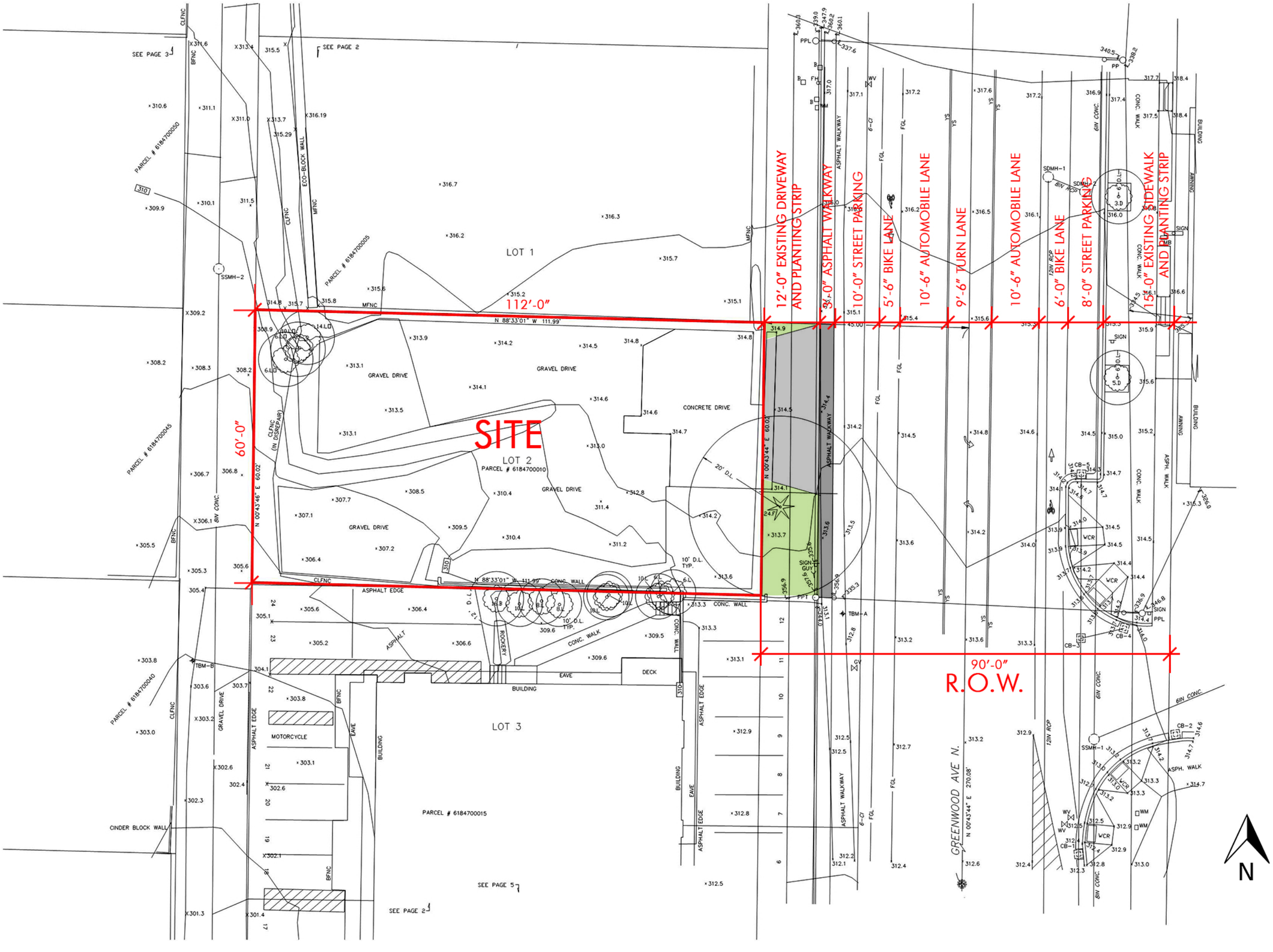
3. In-Person Outreach, High-Impact:
Guided Site Tour

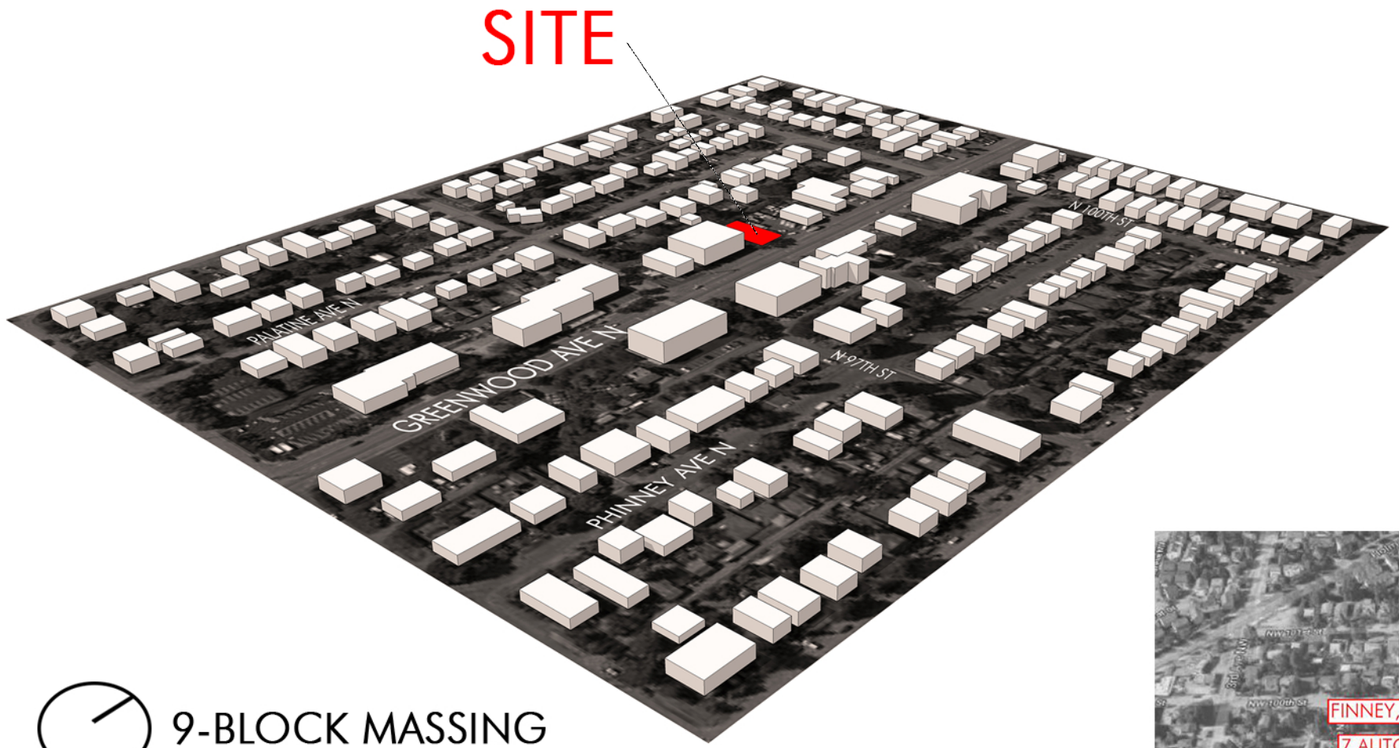
DESIGN RELATED FEEDBACK

From Online Survey:
Many respondents prioritized environmental sustainability and would like the development to be pedestrian oriented, with lots of plants/greenery. Multiple respondents would like the project to respect the scale of the single family zone to the west, and would prefer a sensitive design in terms of position of balconies, windows, lighting, etc. One respondent would like to see transparency and activity at the rear of the site to deter vice in the alley. Another respondent suggested the use of sustainable materials and to fit with the neighborhood. Respondents were also concerned about construction noise/impacts, the affordability of the units and that the building will look unique and interesting.

From Guided Site Tour: Conducted 2/17/19 at 2:00PM
We discussed the scope of the project, building size, unit count, building height, parking arrangement, setbacks, site circulation, alley improvements, etc. Attendees were mostly concerned about parking quantity, alley improvements, solid waste pickup from service providers, whether the finished project would be for rent or for sale, what the price of the finished building's units would be, SDOT's current improvement projects along Greenwood Avenue North, the future MHA upzoning along Greenwood, etc.

SURVEY


SITE
LOT 1
LOT 2
PARCEL # 6184700010
LOT 3
PARCEL # 6184700015
PARCEL # 6184700050
PARCEL # 6184700005
PARCEL # 6184700045
PARCEL # 6184700040
112'-0"
60'-0"
90'-0"
R.O.W.
12'-0" EXISTING DRIVEWAY AND PLANTING STRIP
5'-0" ASPHALT WALKWAY
10'-0" STREET PARKING
5'-6" BIKE LANE
10'-6" AUTOMOBILE LANE
9'-6" TURN LANE
10'-6" AUTOMOBILE LANE
6'-0" BIKE LANE
8'-0" STREET PARKING
15'-0" EXISTING SIDEWALK AND PLANTING STRIP
GRAVEL DRIVE
CONCRETE DRIVE
ASPHALT WALKWAY
ASPHALT EDGE
CONC. WALL
ECO-BLOCK WALL
ROCKERY
BUILDING
EAVE
DECK
MOTORCYCLE
CINDER BLOCK WALL
GREENWOOD AVE N.
SEE PAGE 3
SEE PAGE 2
SEE PAGE 5
SEE PAGE 2
SSMH-1
SSMH-2
TBM-A
TBM-B
CB-1
CB-2
CB-3
CB-4
CB-5
N 88°33'01" W 111.99'
N 00°43'44" E 60.02'
N 00°43'44" E 270.08'
10' D.L. TYP.
20' D.L.
CLFNC
BFNC
MFNC
WV
WM
SIGN
PPL
PP
FPT
TBM-A
TBM-B
N
3032983-LU
4



9-BLOCK MASSING

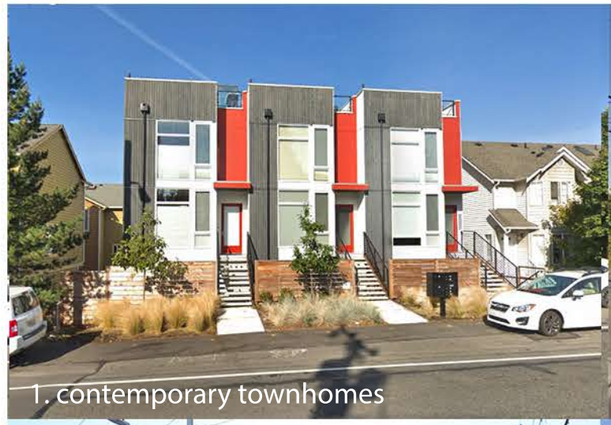


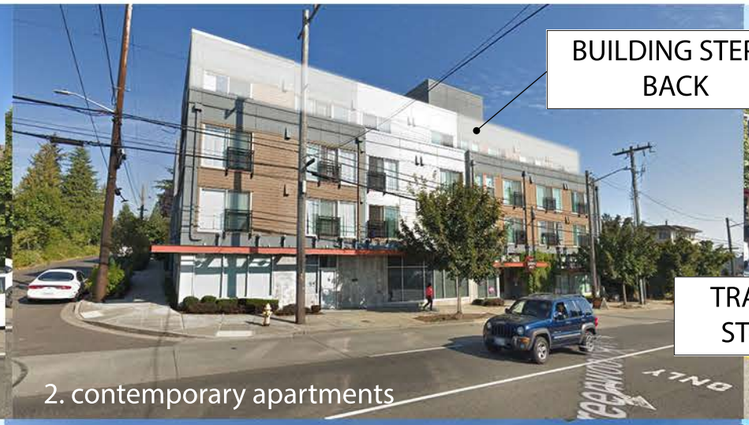
ADJACENT USES & TRANSIT

NEIGHBORHOOD CONTEXT



SINGLE-USE BUILDINGS


1. contemporary townhomes

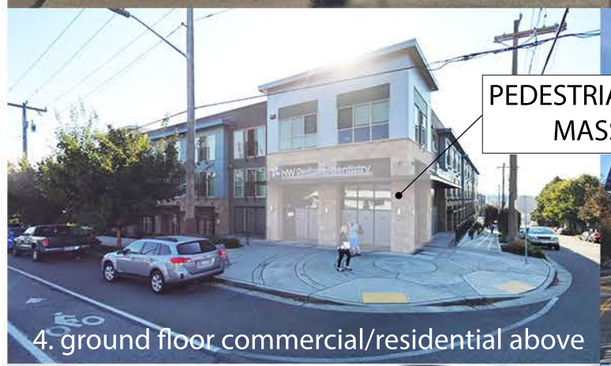


2. contemporary apartments



3. traditional storefronts

MIXED-USE BUILDINGS



4. ground floor commercial/residential above


5. ground floor commercial/residential above


6. ground floor commercial/residential above

CIVIC-BUILDINGS


7. Seattle Area German American School


8. Seattle Public Library - Greenwood Branch


9. Seattle Fire Station 21

These buildings exemplify the south/north transition of urban village, to lowrise/commercial, to lowrise/residential along Greenwood Ave N. Buildings on this corridor often step back above three stories and provide setbacks from the sidewalk to support a walkable street with transparent/active sidewalk presence. These examples show the variety of building types and scales in the greater neighborhood.

STREET ELEVATIONS

4 story apartment building

vacant lot

single story buildings



N 97TH ST

9719
(SITE)

N 100TH ST

GREENWOOD AVE NORTH LOOKING WEST



adjacent building

adjacent building side yard



N 100TH ST

(ACROSS FROM SITE)

N GREENWOOD CIR

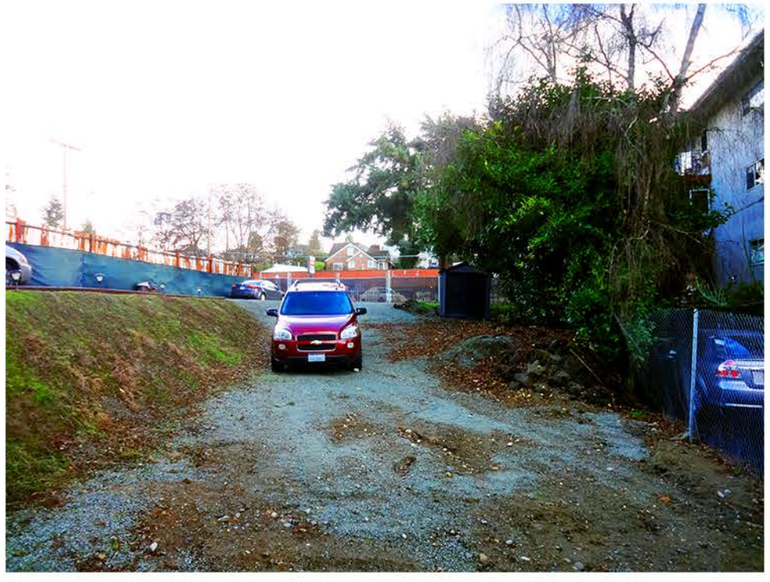
GREENWOOD AVE NORTH LOOKING EAST

Note: The existing immediate context around the site is primarily single story, automobile oriented buildings with very little visual transparency. The proposed development would set a new standard for pedestrian oriented development on this block.

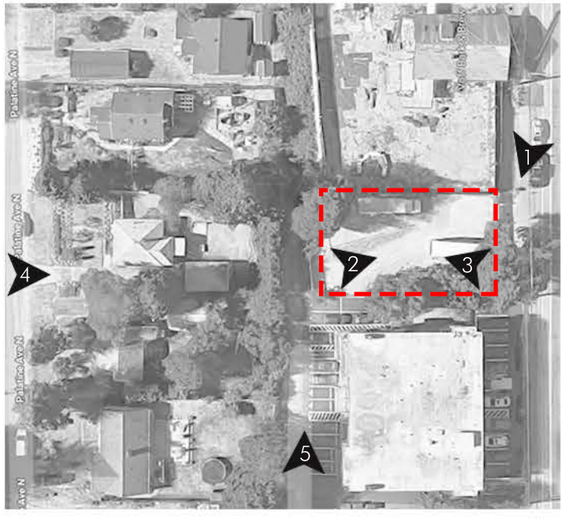
EXISTING SITE CONDITIONS



1. VIEW OF SITE FROM GREENWOOD AVE N, FACING SOUTH



2. VIEW ON SITE FACING EAST





3. VIEW ON SITE FACING WEST



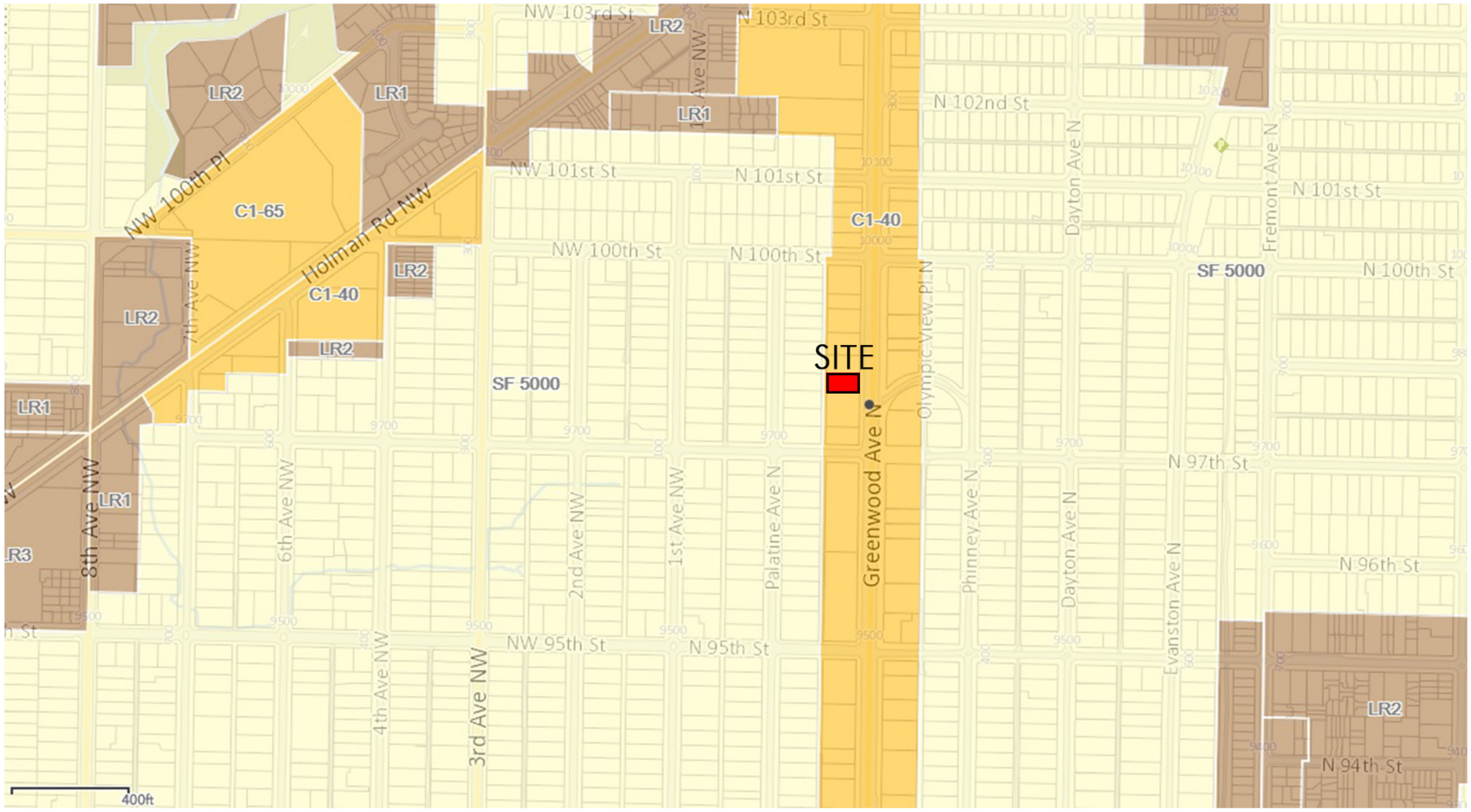
4. VIEW OF HOUSES IN ADJACENT SINGLE FAMILY ZONE



5. EXISTING ALLEY CONDITIONS

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ZONING DATA (1/2)



ZONING DATA (2/2)

CODE CITATION	REQUIRED	PROVIDED
STREET LEVEL DEVELOPMENT STANDARDS: LIVE-WORK 23.47A.008	• Min. 15 foot commercial depth from the street-level street-facing facade • Visually prominent pedestrian entry at street-facing façade • Exterior signage for each live-work	• (19′) commercial depth provided • Visually prominent entries provided • Exterior signage for businesses provided
STRUCTURE HEIGHT 23.47A.012	• 40′ base height limit • 44′ height limit where 13′ or more provided for non-residential uses at street level	• Structures comply with height limits
FLOOR AREA RATIO 23.47A.013	• Max. FAR = 3.0 • 3.0 x 6,720 = 20,160 SF	• Proposed FAR 14,580 SF (2.17)
SETBACKS 23.47A.014	• Front: None required • Side: None required • Rear: 15′ Required (+2′ over 40′)	• Front: 3′-4″ Min. Proposed • Side: 5′ Min. Proposed • Rear: 25′-5″ Min. Proposed
USES 23.47A.004	• Live-work and residential uses permitted	• Live-work and residential uses proposed
STREET-LEVEL USES 23.47A.005	• Residential uses may occupy no more than 20% of the street-level street facing facade	• No residential uses proposed at street-level street facing façade
STREET-LEVEL DEVELOPMENT STANDARDS 23.47A.008	• Blank facades: Max. 20′ width between 2′ & 8′ above sidewalk & may not exceed 40% of structure width • Transparency: 60% of street facing façade between 2′ + 8′ above sidewalk • Height: Min. 13′ floor to floor for non-residential uses at street level	• Blank facades are less than 20′ wide & less than 40% of structure width • Min. 60% transparency provided • 13′ floor to floor provided at street level for the live-work units
LANDSCAPING 23.47A.016	• Min. 0.3 Green Factor required • Street Trees Required	• Min. 0.3 Green Factor provided • (2) street trees provided
AMENITY AREA 23.47A.024	• 5% of residential gross floor area required	• Min. 5% of residential gross floor area proposed
PARKING 23.54.015	• 50% parking reduction for frequent transit • 1 space required per dwelling unit • No parking required for live-work under 1,500 sf • Total 3 parking spaces required • 1 Bicycle parking space per dwelling unit required	• 4 parking spaces proposed • 16 bicycle parking spaces proposed
SOLID WASTE 23.54.040	• 1 2′X6′ storage area per unit required	• (9) 2′X6′ solid waste storage areas provided

OPTION ONE

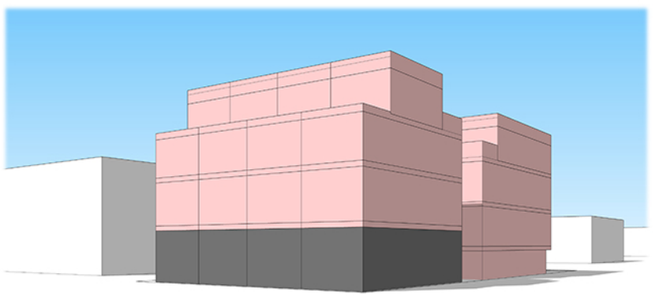
- 4 live-work units, 4 townhomes
- 14,691 GSF

Option one is a two building scheme with four live work units fronting Greenwood Ave N and four townhome units at the rear. Each building is four stories with a recessed upper story. All residential units are accessed via entries at the central courtyard. This scheme has the narrowest side yard setbacks in order to accomodate the necessary width per unit; this configuration may be obtrusive to future development of the neighboring property to the north. The live work units have the least amount of sidewalk frontage per unit in this scheme and the least amount of visual transparency to the street. Although this scheme provides the greatest amount of work spaces fronting the street, each unit is highly compromised in size. The longer unit size is less compatible with the sloping site.

OPPORTUNITIES
- More businesses on street
- Two buildings instead of one

CONSTRAINTS
- Narrow side yards
- Limited commercial transparency
- Narrow live-work spaces

DEPARTURES REQUESTED
-None



OPTION 1

OPTION TWO

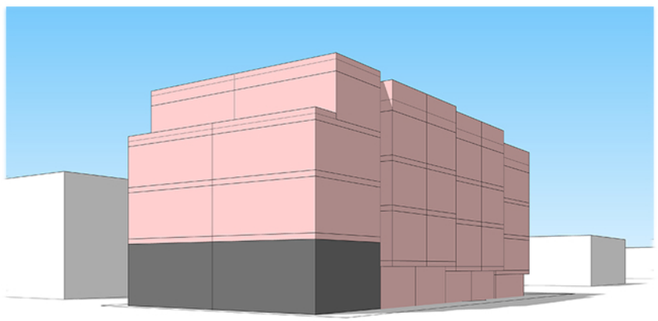
- 2 live-work units, 6 townhomes
- 17,095 GSF

Option two is a one building scheme with two live work units fronting Greenwood Ave N and six townhome units at the rear. The building is four stories at the front with a recessed upper story. All residential units are accessed via pathways at the north and south property lines. This scheme has generous side yard setbacks in order to accomodate access to each unit; this configuration is less obtrusive to future development of the neighboring property to the north. The live work units have substantial sidewalk frontage per unit in this scheme and greater transparency to the street. Although this scheme has fewer work spaces fronting the street, the units are more flexible and greater in size. This unit orientation allows the building to step down with the topography of the site.

OPPORTUNITIES
- Wider live-work spaces
- Generous side yards

CONSTRAINTS
- Appears more massive
- Least sensitive zone transition at rear
- Fewer live-work spaces

DEPARTURES REQUESTED
-None



OPTION 2

OPTION THREE - PREFERRED

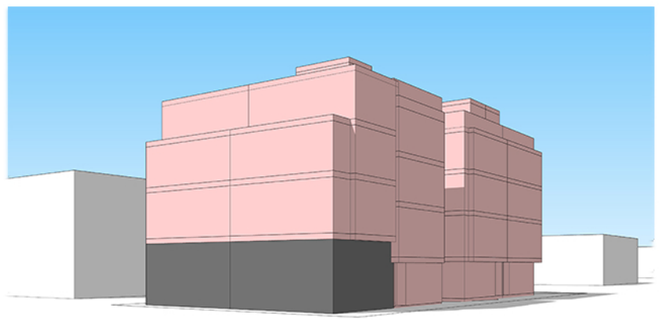
- 2 live-work units, 7 townhomes
- 14,668 GSF

Option three is a two building scheme with two live work units fronting Greenwood Ave N and seven townhome units at the rear. The buildings are four stories. All residential units are accessed via pathways at the north and south property lines, with the exception of the center unit in the rear building, which is accessed via the central courtyrad. This scheme also has generous side yard setbacks in order to access to each unit; this configuration is less obtrusive to neighboring properties. The live work units have substantial sidewalk frontage per unit in this scheme and greater transparency to the street. This option combines the neighborhood sensitive massing of a two building scheme with wider (more functional and visible) live work units at the front.

OPPORTUNITIES
- Wider live-work spaces
- Generous side yards
- Most sensitive zone transition at rear

CONSTRAINTS
- Fewer live-work units
- Least square footage

DEPARTURES REQUESTED
-None



OPTION 3 - PREFERRED

BOARD RECOMMENDATIONS

PRIORITIES & RECOMMENDATIONS

1. Massing & Context

a. Staff supports Option 3, the applicant's preferred massing option, as it is well modulated and creates a strong connection to the street by maximizing the live/work frontage and porosity. (CS2-B-2, PL3-C-1, DC2)

Response: We are proceeding with the preferred Option 3, as suggested.

b. Staff specifically prioritizes Design Guideline CS3-A-4, Evolving Neighborhoods, which states, "In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future." The massing, composition and materiality should establish a high quality precedent for future development. (CS3-A-4)

Response: The articulation and arrangement of the building has been developed and it is well composed, balanced, and articulated, in high quality materials.

c. Staff supports the upper level setback along Greenwood Ave N as it breaks down the scale of the mass, differentiates the live/work units and townhouse units, and creates attractive façade proportions. (CS2-D-1, DC2-A, DC2-B-1)

Response: The upper level setback has been retained.

d. Staff supports stepping down the two structures from east to west in response to grade as it responds well to site topography. (DC2-A-1)

Response: The structures step down the site, directly responding to site topography.

e. Staff supports the stepping down of the rear townhouse units from north to south in response to grade. However, Staff states that the ultimate façade composition and materiality should support and relate to these massing moves. (DC2-A-1, DC2-B-1, DC4)

Response: The facade composition and materiality are directly related to and supportive of the stepping of the units from north to south.

f. Staff supports the generous rear setback and varied parapets as it reduces massing impacts on the adjacent single family zone. In response to early public outreach documented on page 3 of the EDG packet, Staff specifically prioritizes Design Guidelines CS2-D-3, Zone Transitions, and CS2-D-4, Massing Choices. (CS2-D-3, CS2-D-4)

Response: The generous rear setback and varied parapets have been retained.

g. Staff supports the modulation and depth of plane changes illustrated on pages 14 and 28, and notes this should be maintained as the design develops. (DC2, DC2-B-1, DC2-D)

Response: The modulation and depth of the plane changes has been maintained.

2. Façade Composition & Materiality

a. Staff strongly supports the high level of glazing illustrated in the building concept sketch on page 28 as it contributes to a commercial character and engages passersby. The high level of glazing is critical to the success of the street-facing façade and should be maintained as the design develops. (PL3-C-1, DC2, DC2-B-1, DC4)

Response: The high level of glazing has been maintained.

b. In response to early public outreach documented on page 3 of the EDG packet, Staff specifically prioritizes Design Guidelines DC2-D-2, Texture, and DC4-A, Exterior Elements and Finishes. Staff notes that context images #4-6 on page 6 of the EDG packet differentiate commercial from residential uses through the use of masonry. Staff strongly recommends incorporating a more durable, robust and textured material, such as masonry, on the 3-story projecting volume that contains the 2 live/work units. (DC2-D-2, DC4-A)

Response: The three-story volume at street level is clad in standing seam metal, which is durable, robust, and textured, as suggested. Unfortunately, we are not comfortable using masonry due to moisture problems related to using masonry finishes on wood framed structures.

c. Staff supports the fine grained scale of materials depicted in elevation on page 14 as it relates to the existing single family architectural context, creates textured facades, and reduces the scale of the mass. (DC2-C-3, DC2-D-2, DC4-A)

Response: The fine grained materials have been retained in the project design.

d. Staff is concerned about impacts to the privacy of residents of the ground-level bedrooms, particularly for the two internal facing facades and the rear facade. Avoid window overlap, size windows appropriately, and incorporate vegetative screening. (CS2-D-5, DC2-B-1, DC3-A-1)

Response: Windows at these locations have been adjusted to minimize overlap, and also have vegetative screening to minimize privacy conflicts.

e. Staff supports the overhead weather protection illustrated on pages 12-13 and notes that canopies should be well integrated into the design of the street-facing façade. (PL2-C-2)

Response: The canopies are included in the design and are integrated into the design of the facade.

3. Site Plan

a. Staff supports the use of finely textured permeable paving materials as depicted in the top precedent image on page 13 and in the conceptual landscape plan on page 29. Use paving materials to differentiate private residential pedestrian pathways from the public retail frontage. (DC4-D-2)

Response: Finely textured paving materials have been maintained for all pathways and hard surfaces. Paving patterns have been differentiated, responding to the different conditions of retail, residential, and parking uses.

b. Staff supports the recessed entries located within the side setbacks as it enhances the entry experience and removes the entry from the path of circulation. Entries should be composed of a collection of coordinated elements. (PL3-A-3, PL3-A-4)

Response: The recessed side entries have been maintained, and are composed of varying materials, recessed entries, overhangs above, addressing signage, landscaping, and lighting.

c. Due to the existing bike lanes on Greenwood Ave N, Staff specifically prioritizes PL4-B-2, Bike Facilities. Incorporate convenient and secure bike storage onsite and within the adjacent right-of-way. (PL4-B-2)

Response: Bicycle parking has been included throughout the site, as well as in the adjacent right-of-way. 14 total bicycle spaces have been provided, 12 on-site, and 2 in the right-of-way, far exceeding minimum code requirements.

d. Staff recommends incorporating lighting into the design of the entries and using lighting to aid pedestrian circulation, while taking care to avoid lighting impacts. Provide a lighting plan at the Recommendation phase that includes fixture locations and design. (DC4-C)

Response: Lighting has been incorporated into the design of the entries, pathways, and retail frontage. A lighting plan has been added to the packet.

e. Staff recommends incorporating pedestrian-scaled retail signage, as well as wayfinding address signage for rear units at the northeast and southeast corners of the site. Provide a conceptual signage plan at the Recommendation phase. (DC4-B)

Response: Retail and addressing signage have been added to the packet and wayfinding signage has been incorporated into the site plan.

f. Staff notes there is not enough information in the EDG packet to understand trash storage. Staff specifically prioritizes Design Guideline DC1-C-4, Service Uses. Trash storage should be attractively screened to minimize visual impacts on building aesthetics and pedestrian circulation. Avoid locating trash storage adjacent to ground level bedroom windows. (DC1-C-4)

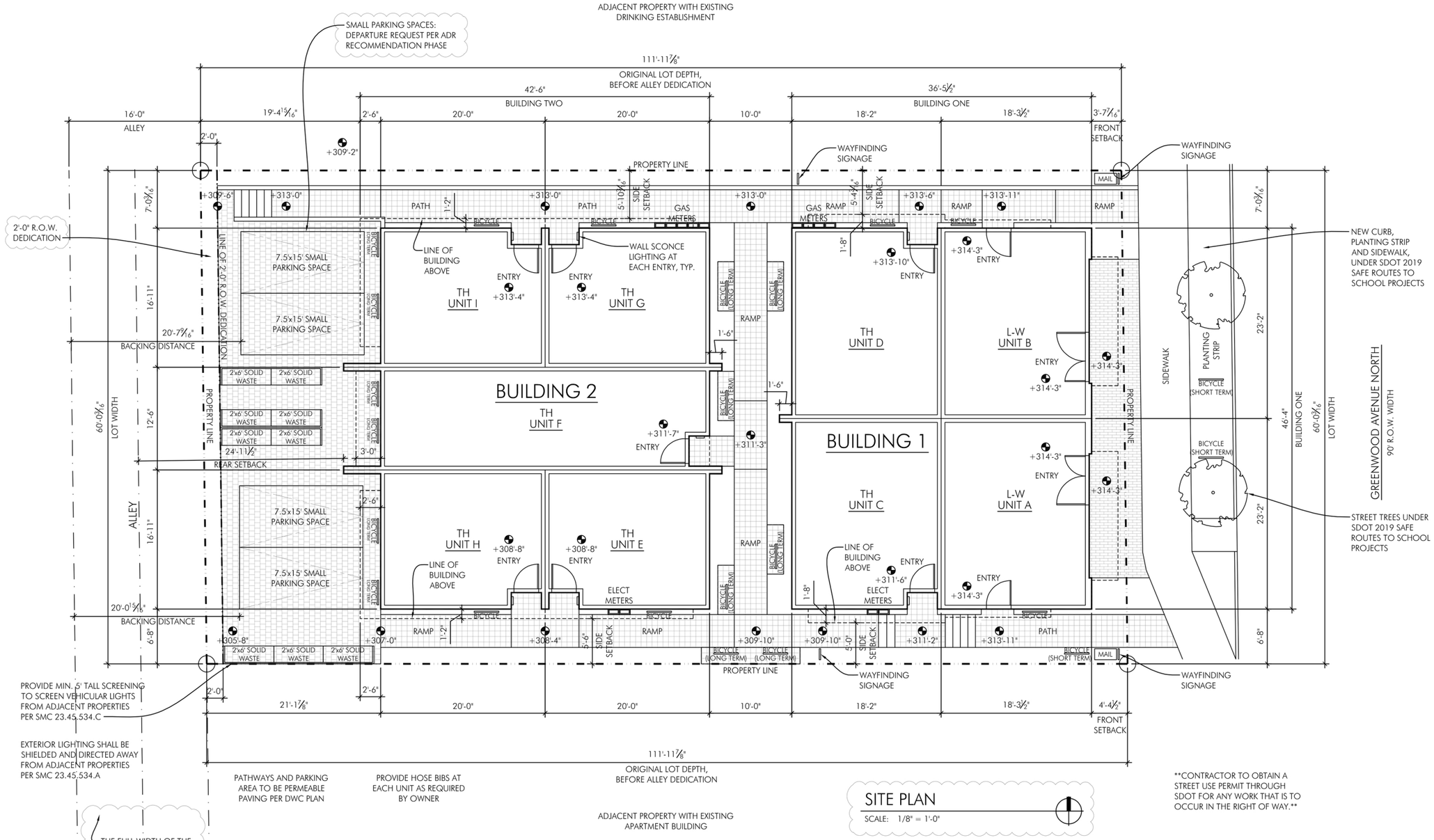
Response: The trash storage has been clarified on the site plan. Trash storage adjacent to bedroom windows has been minimized.

PERSPECTIVE VIEW

VIEW FROM THE SOUTHEAST



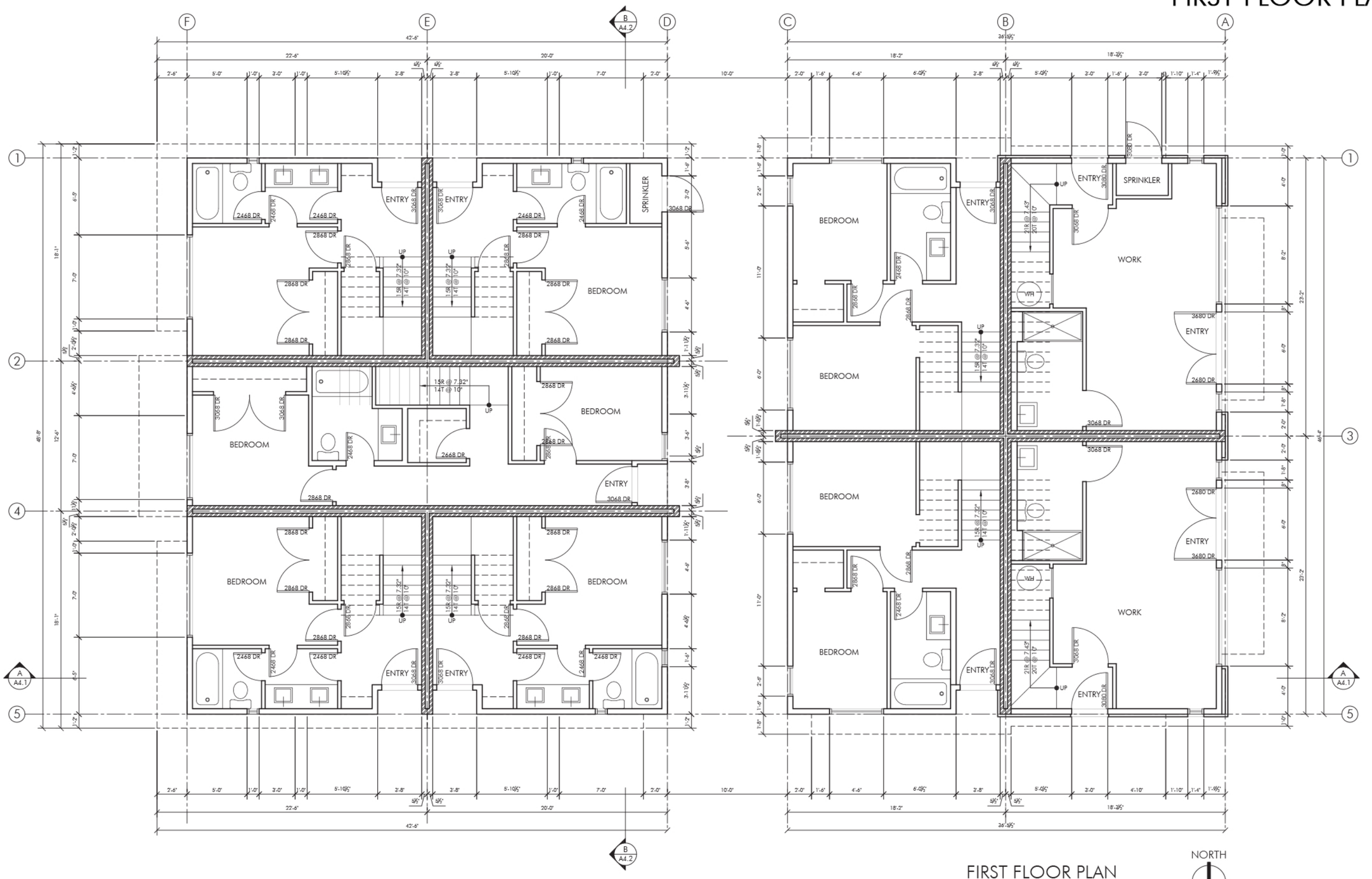
SITE PLAN



SITE PLAN

SCALE: 1/8" = 1'-0"

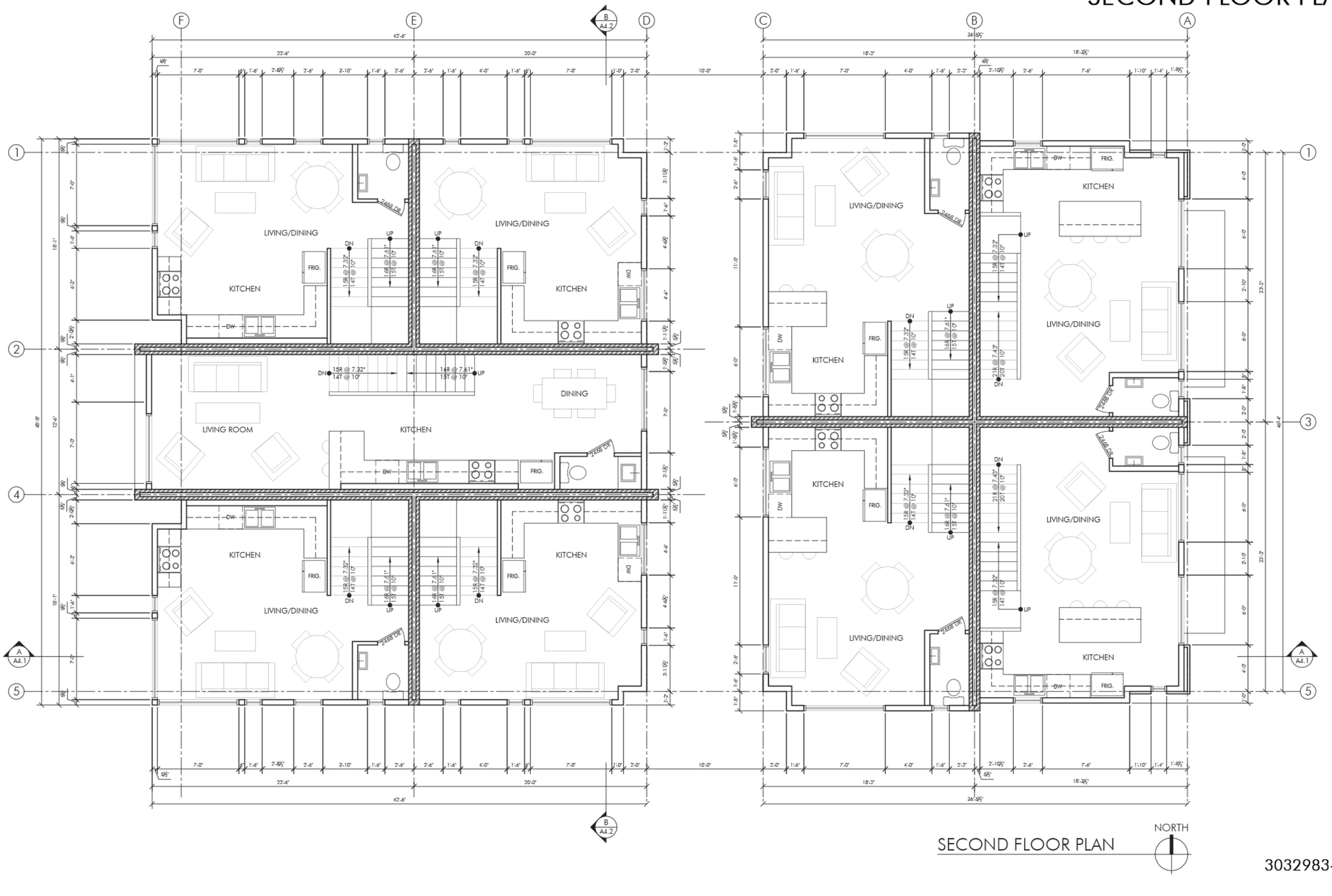
FIRST FLOOR PLAN



FIRST FLOOR PLAN

NORTH

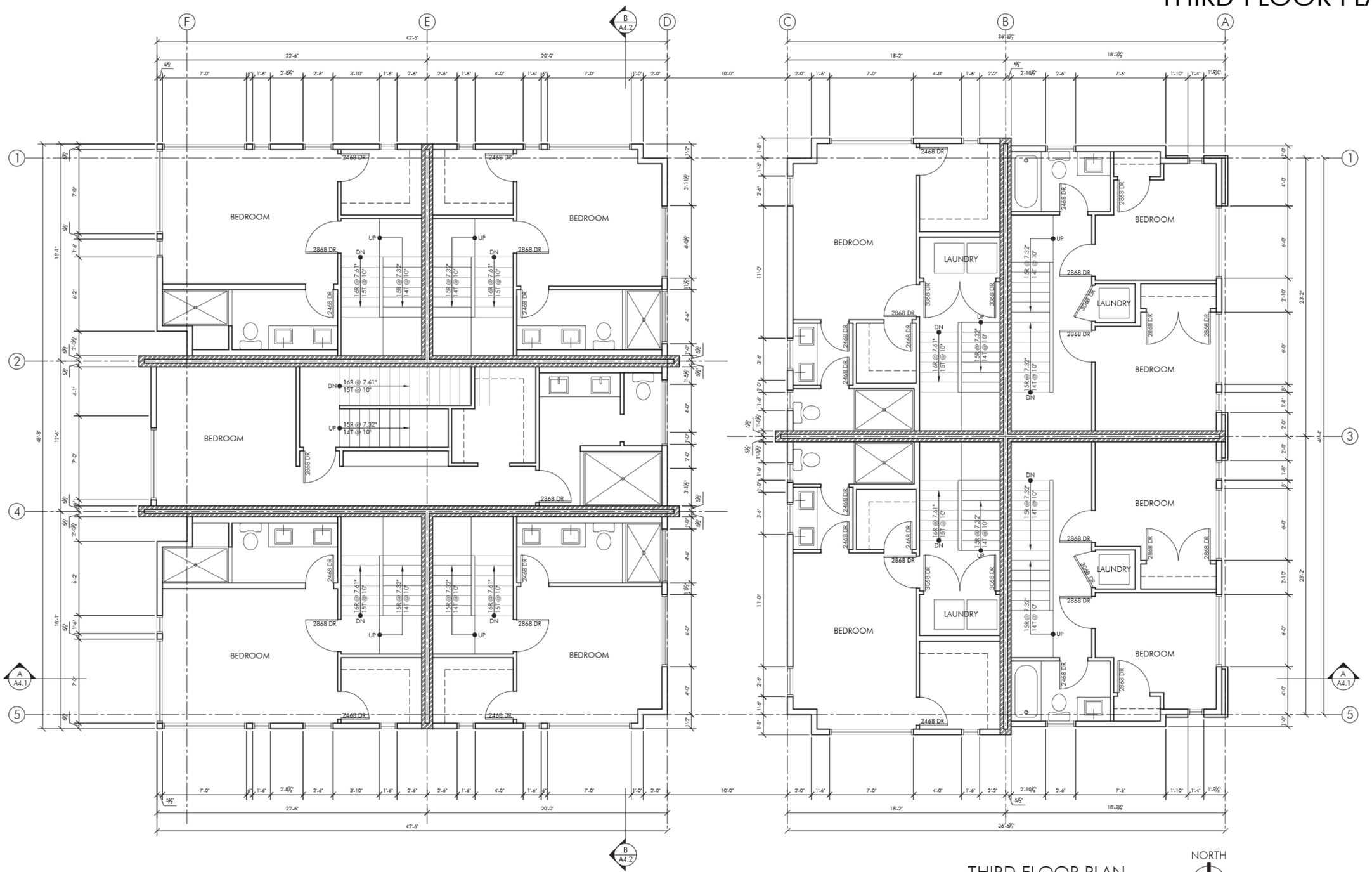
SECOND FLOOR PLAN



SECOND FLOOR PLAN

NORTH

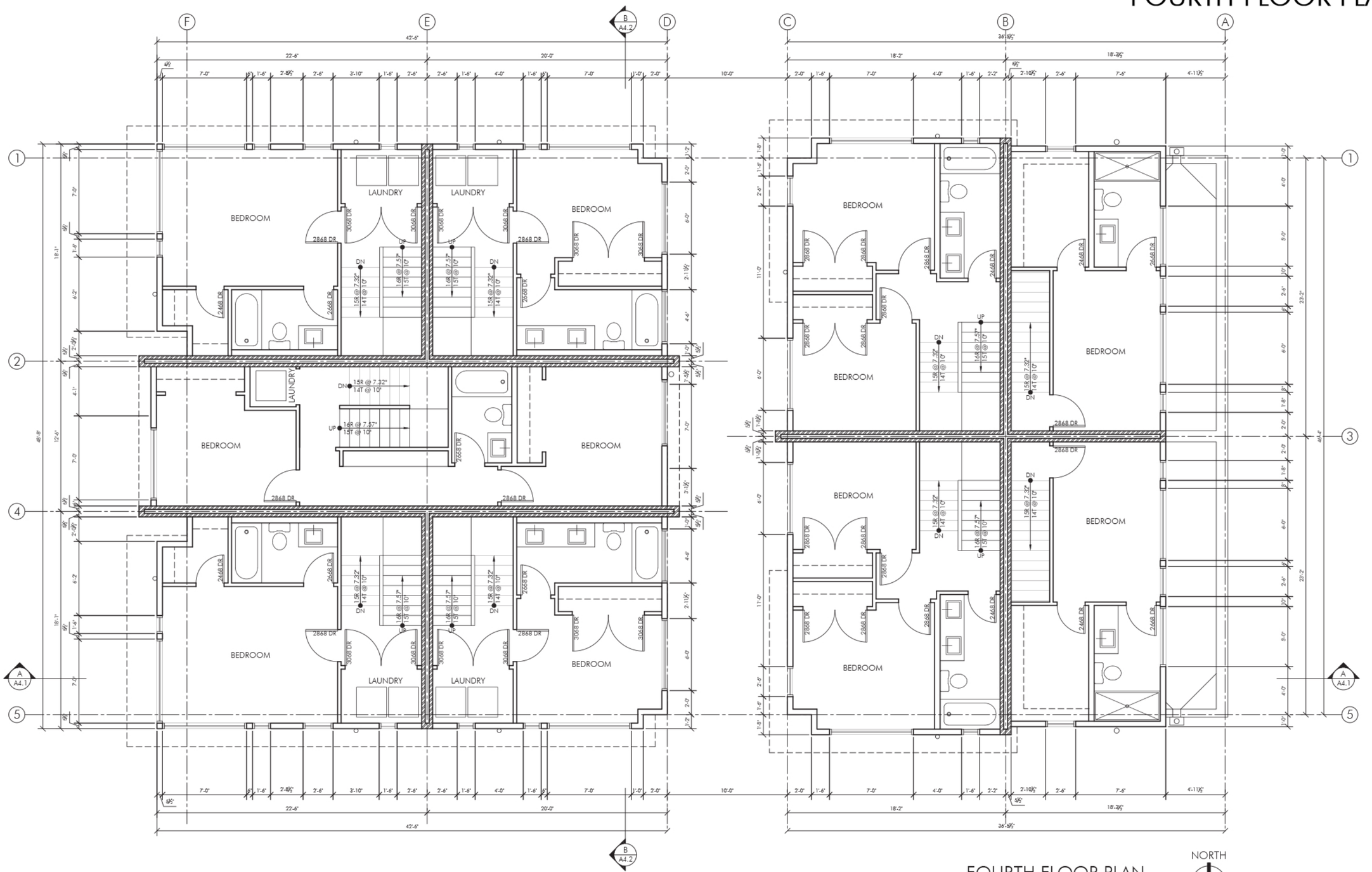
THIRD FLOOR PLAN



THIRD FLOOR PLAN

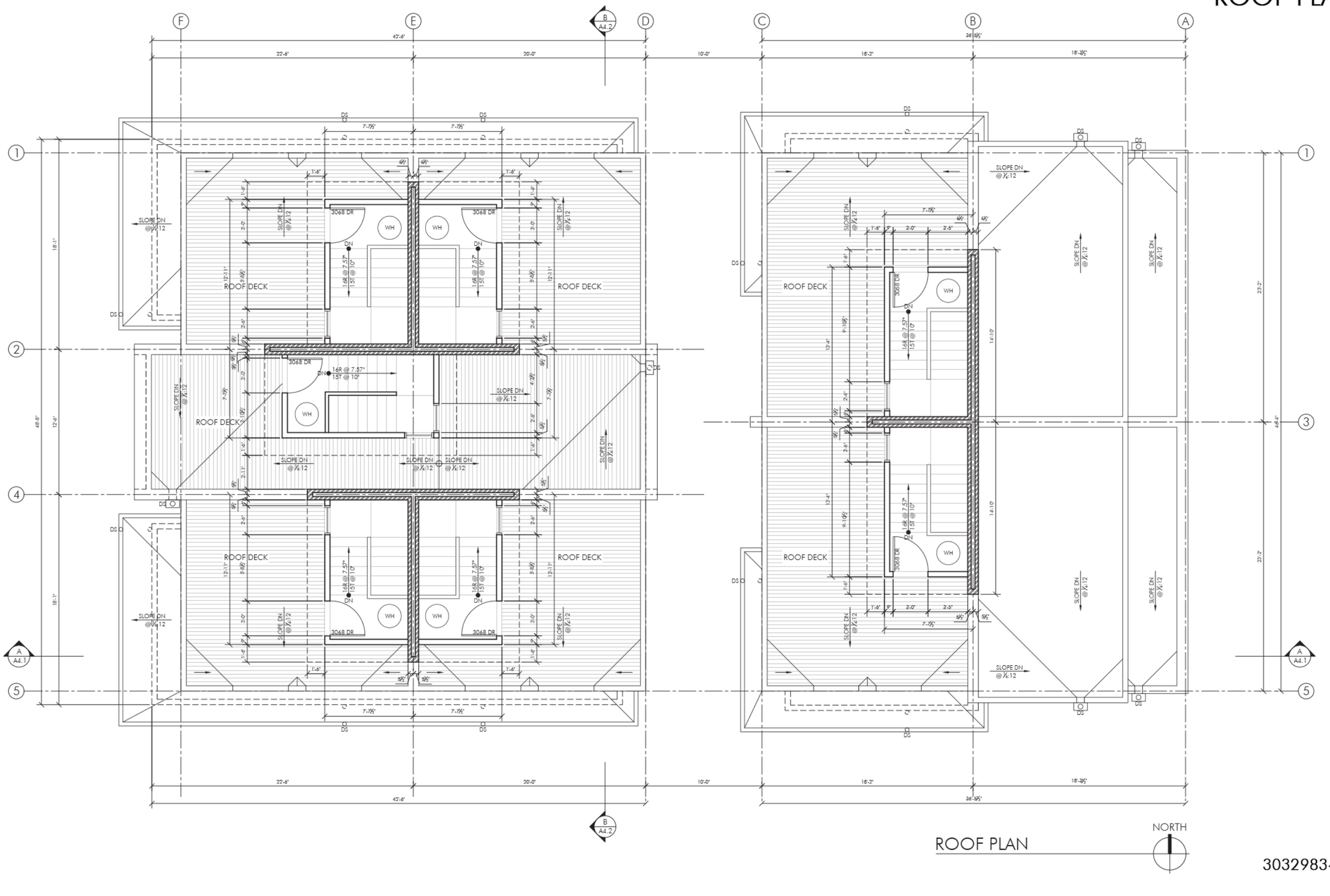
NORTH

FOURTH FLOOR PLAN



FOURTH FLOOR PLAN

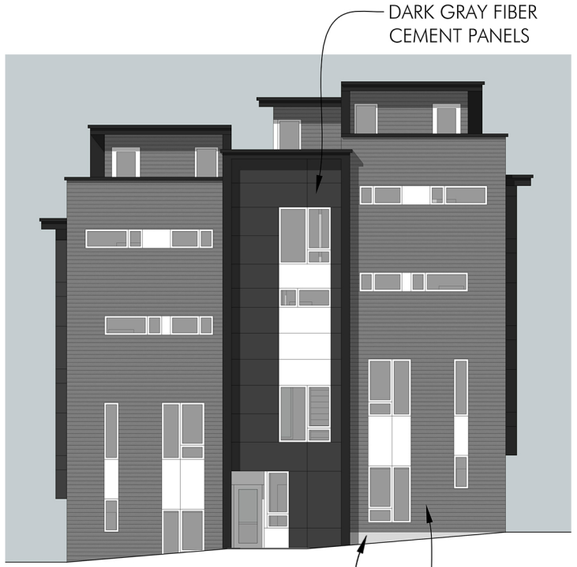
ROOF PLAN



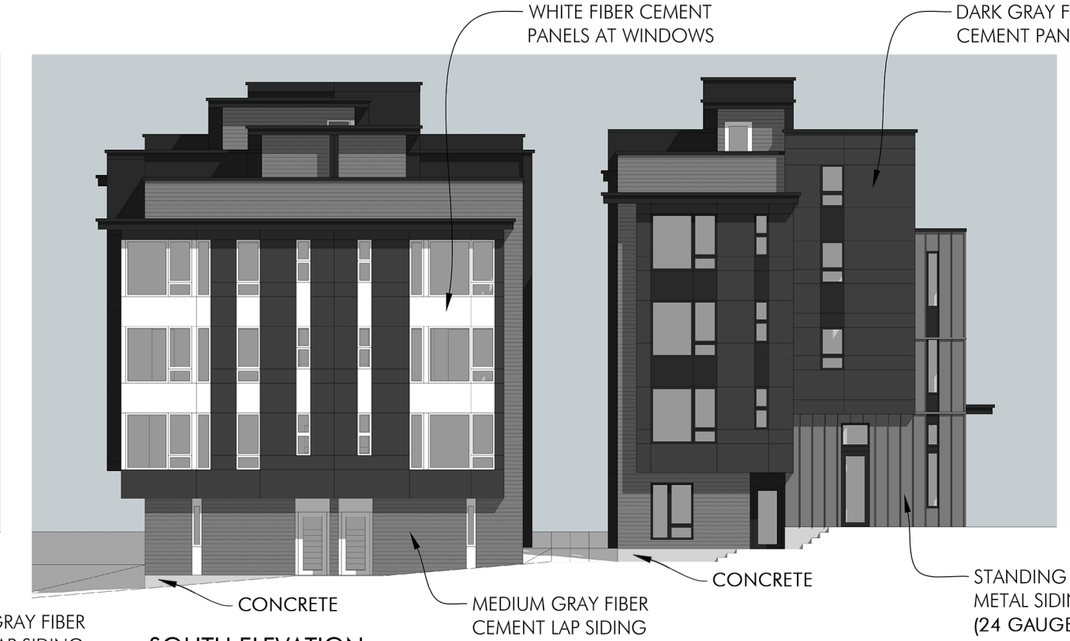
ROOF PLAN

NORTH

ELEVATIONS



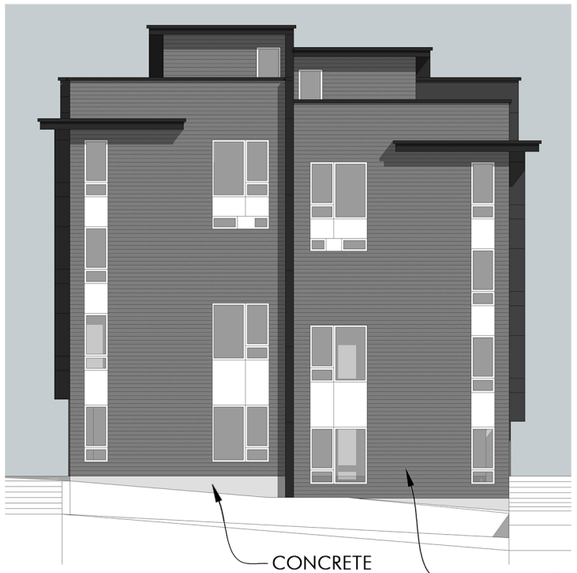
EAST ELEVATION, BUILDING 2



SOUTH ELEVATION



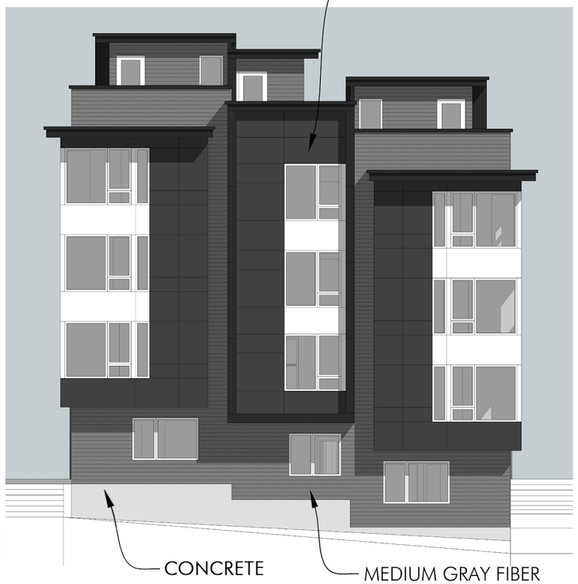
EAST ELEVATION



WEST ELEVATION, BUILDING 1



NORTH ELEVATION



WEST ELEVATION

SECTIONS



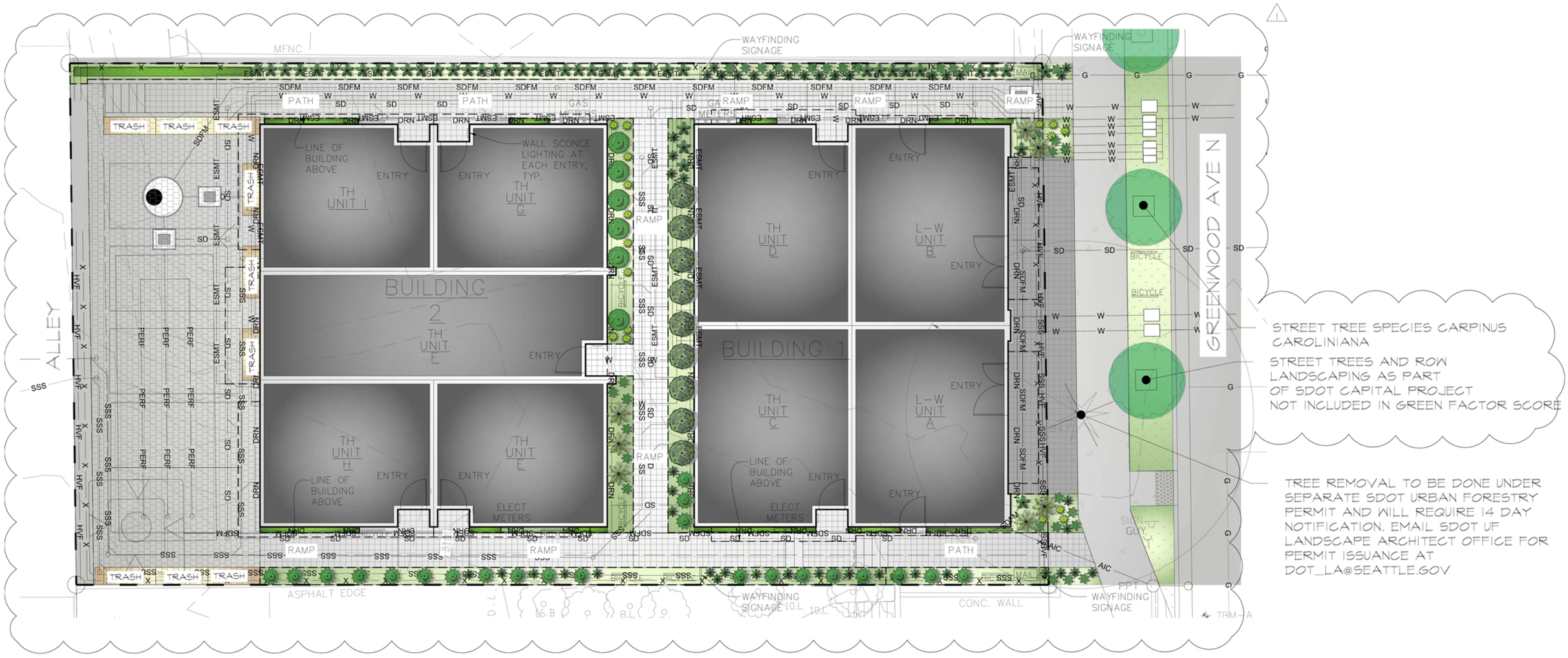
SECTION A LOOKING NORTH

SECTIONS



SECTION B LOOKING WEST

LANDSCAPE PLAN



NORTH

RENDERED LANDSCAPE PLAN

0 8 16 24 feet

SCALE: 1/8" = 1'-0"

LANDSCAPE PLAN
















PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME
	Cornus 'Eddie's White Wonder' / Eddie's White Wonder Dogwood Street Tree

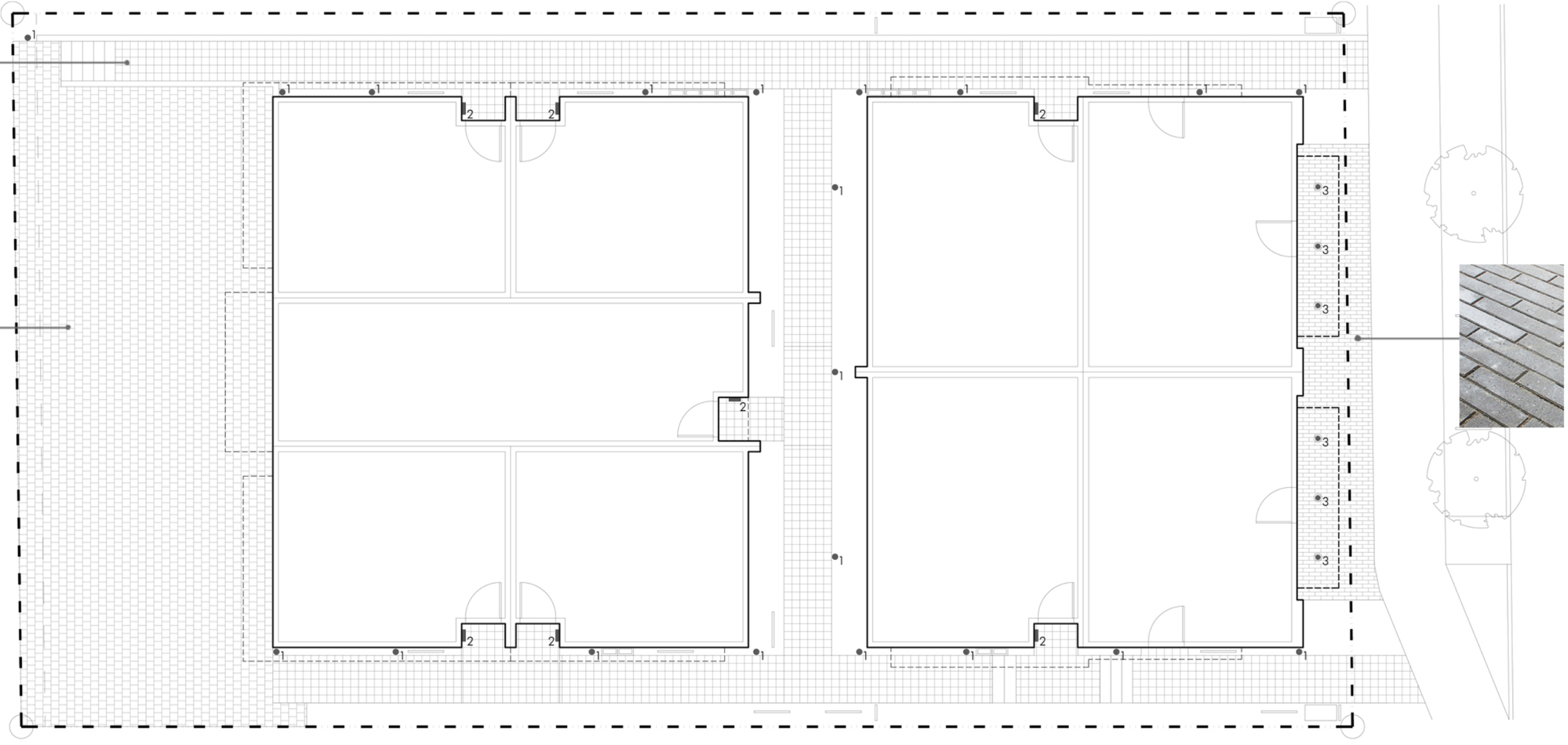
SHRUBS	BOTANICAL / COMMON NAME
	Bergenia cordifolia 'Winterglut' / Wintergiow Bergenia
	Carex oshimensis 'Everillo' / Everillo Japanese Sedge
	Liriope muscari 'Big Blue' / Big Blue Lilyturf
	Mahonia eurybracteata 'Soft Caress' / Mahonia Soft Caress
	Nandina domestica 'Gulf Stream' TM / Heavenly Bamboo
	Polystichum munitum / Western Sword Fern
	Prunus laurocerasus 'Mount Vernon' / Mount Vernon Laurel
	Rhododendron x 'Ramapo' / Ramapo Rhododendron
	Sarcococca ruscifolia / Fragrant Sarcococca

GROUND COVERS	BOTANICAL / COMMON NAME
	Arctostaphylos uva-ursi 'Vancouver Jade' / Kinnikinnick
	Pachysandra terminalis / Japanese Spurge
	Pachysandra terminalis 'Silver Edge' / Japanese Spurge
	Vinca minor 'Bowles Blue' / Dwarf Periwinkle

LIGHTING PLAN



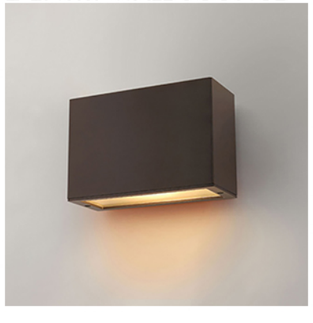




1 PATHWAY DOWNLIGHT



2 ENTRY WALL SCONCE



3 CANOPY DOWNLIGHT



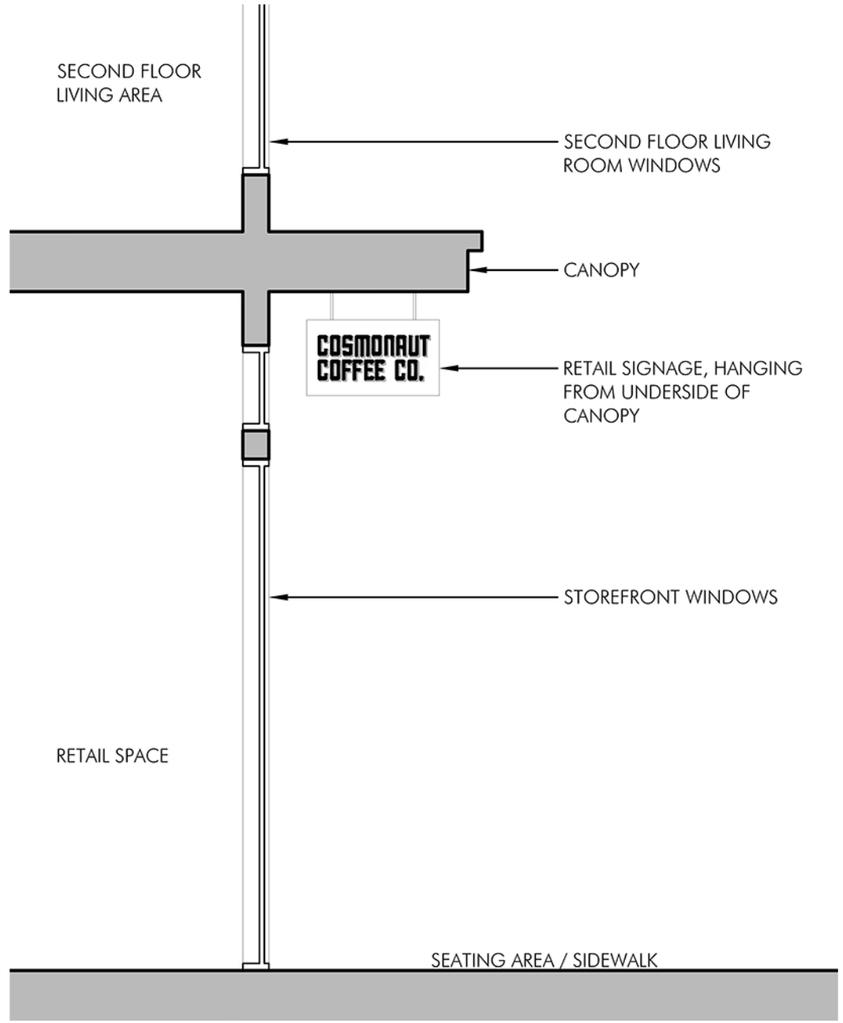
LIGHTING KEY

- ●1 PATHWAY DOWNLIGHT (20)
- ▮2 ENTRY WALL SCONCE (7)
- ●3 CANOPY DOWNLIGHT (6)

ENTRIES AND SIGNAGE



TYPICAL RESIDENTIAL ENTRIES



RETAIL SIGNAGE

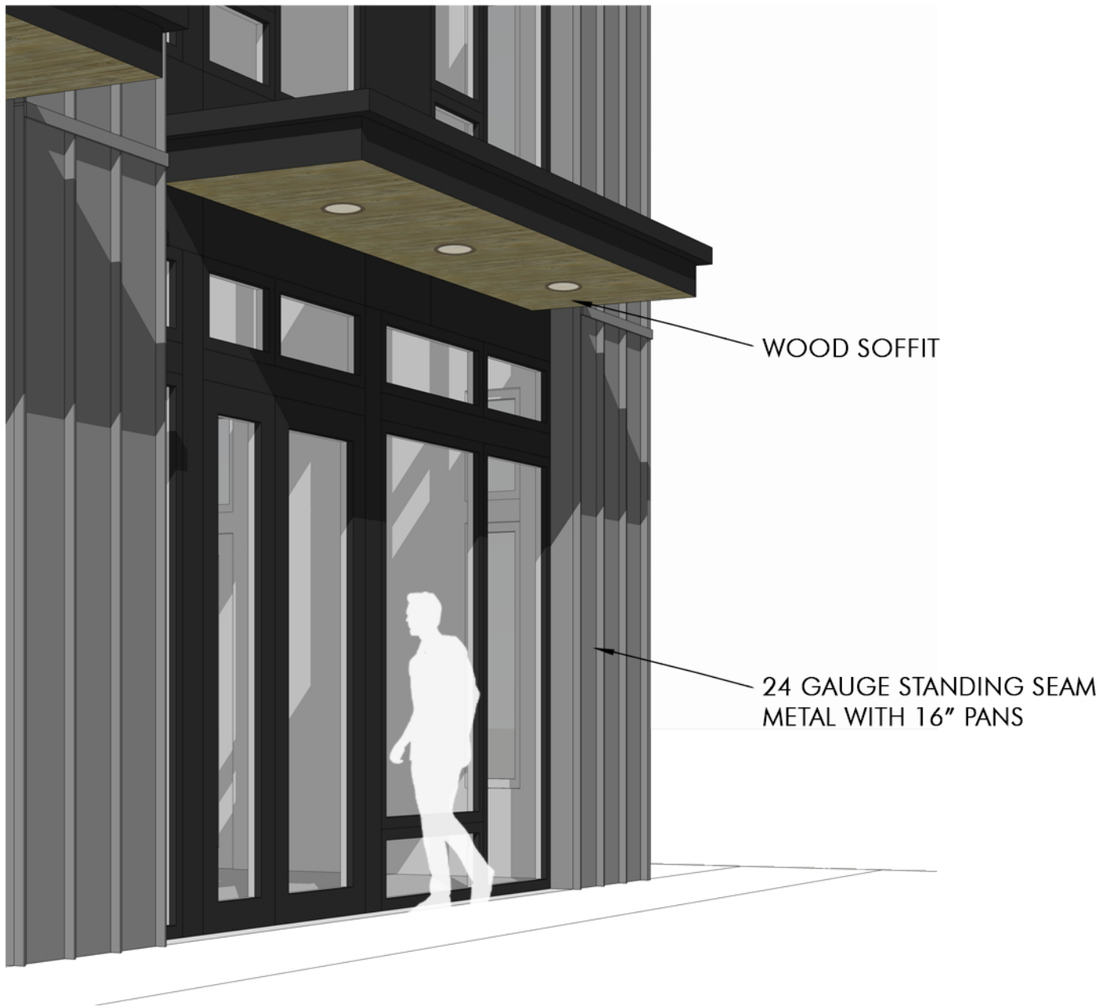
WINDOW ALIGNMENT STUDY



GROUND LEVEL BEDROOM WINDOWS OF BUILDING 1 ON WEST ELEVATION

WINDOW LITES ARE TRANSLUCENT FOR PRIVACY

EAST ELEVATION OF BUILDING 2



WEATHER PROTECTION

WOOD FRAMED CANOPIES PROVIDE WEATHER PROTECTION FOR THE COMMERCIAL ENTRIES FACING THE STREET. THE CANOPIES ARE 12′-0″ IN HEIGHT FROM SIDEWALK GRADE AND MEASURE 1′-0″ THICK. THE CANOPIES PROJECT APPROXIMATELY 3′-2″ AND PROVIDE COVERAGE FOR THE FULL WIDTH OF EACH STOREFRONT GLAZING (15′-8″).

EACH CANOPY IS PAINTED DARK GRAY WITH A WOOD SOFFIT FINISH.

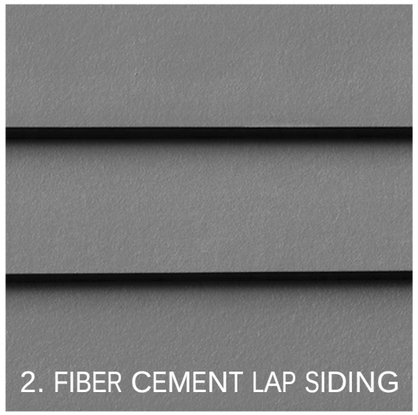
FACADE MATERIALS

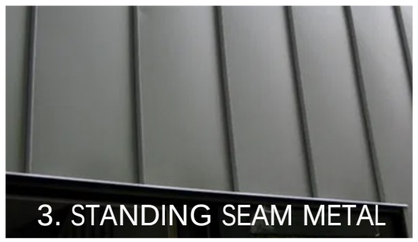
THE THREE STORY VOLUME ALONG THE STREET FRONTAGE IS GRAY STANDING SEAM METAL. THIS MATERIAL IS DURABLE AND ROBUST AND PROVIDES A TEXTURED APPEARANCE AT THE STREET LEVEL.

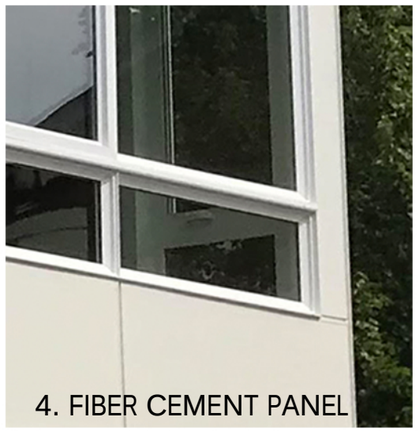
THE STANDING SEAM METAL IS 24 GAUGE METAL WITH 16″ PANS.

DIMENSIONED PERSPECTIVE VIEW









VIEW FROM THE SOUTHEAST



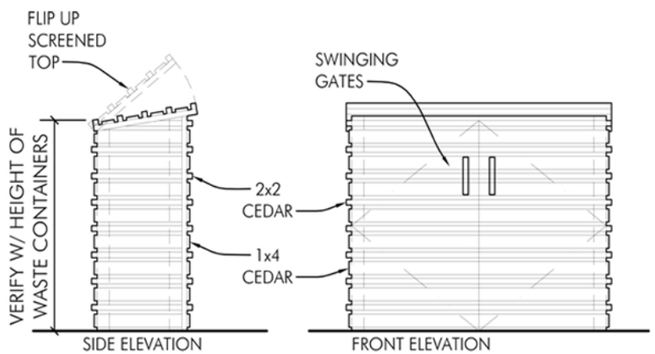
DEPARTURE REQUEST

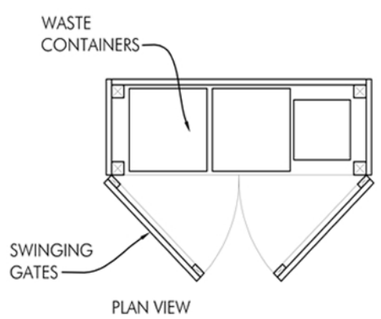
THE APPLICANT REQUESTS A DEPATURE FROM THE CODE TO ALLOW (4) SMALL PARKING SPACES (7.5'X15') OPPOSED TO THE CODE PRESCRIBED (3) MEDIUM PARKING SPACES (8'X16').

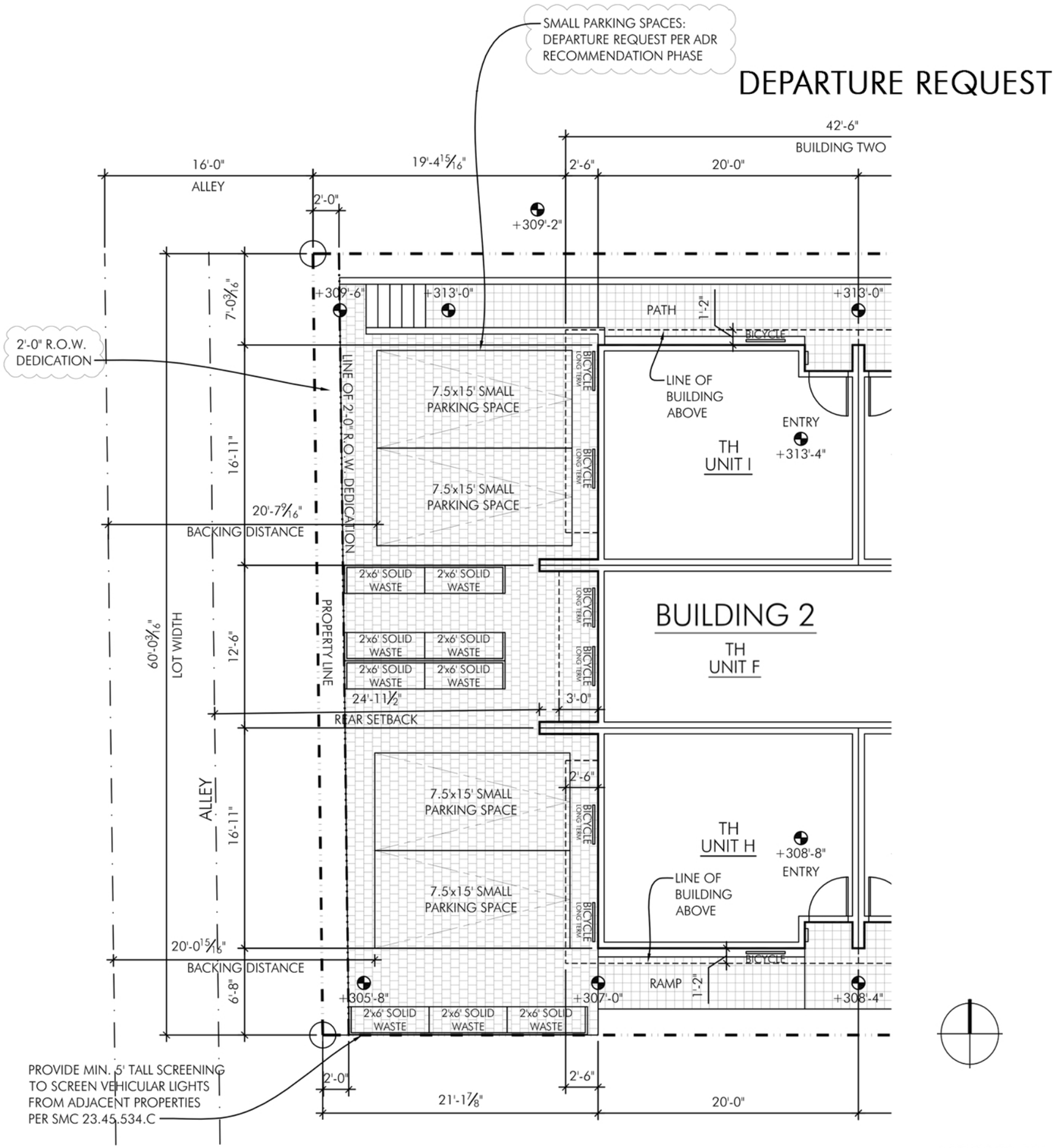
SMALLER PARKING STALLS CAN ORIENT 90 DEGREES TO THE ALLEY AND PROVIDE AMPLE BACKING DISTANCE AND BETTER SPACE FOR SOLID WASTE STAGING AND STORAGE. THE PROPOSED LOCATION OF TRASH STORAGE MOVES THE TRASH AWAY FROM THE NORTH SITE PATH AND GROUND LEVEL BEDROOM WINDOWS. THREE STORAGE AREAS REMAIN NEAR THE SOUTH PROPERTY LINE; WE WERE ONLY ABLE TO REMOVE ONE FROM THIS AREA.

THE GROUPED SOLID WASTE CONTAINERS WILL BE ENCLOSED BY WOODEN STRUCTURES WITH ACCESS DOORS ON ONE SIDE.

WASTE STORAGE SCREENING







DEPARTURE REQUEST

CITATION:
SMC 23.54.030.B1.a

CODE REQUIREMENT:
"WHEN FIVE OR FEWER PARKING SPACES ARE PROVIDED, THE MINIMUM REQUIRED SIZE OF A PARKING SPACE SHALL BE FOR A MEDIUM VEHICLE..."

DEPARTURE REQUEST:
THE APPLICANT IS REQUESTING TO PROVIDE FOUR SMALL PARKING SPACES.

RATIONALE:
THE REDESIGN OF THE REAR SOLID WASTE STORAGE AREA AND PARKING AREA SHOWN ON PAGE 31 OF THE REC PACKET RESPONDS TO CONCERN OVER THE LOCATION OF SOLID WASTE NEAR PATHWAYS AND THE REVIEWER SUGGESTED A DEPARTURE REQUEST: "ALTERNATIVELY, THE APPLICANT MAY CONSIDER A DEPARTURE REQUEST FOR SMALL PARKING SPACES TO ALLOW FOR MORE WASTE STORAGE SPACE." WE LOCATED AS MUCH TRASH AS POSSIBLE AT THE CENTER OF THE AREA. IN ORDER TO MOVE THE TRASH TO THE MIDDLE OF THE PARKING AREA, THE PARKING SPACES MUST ORIENT 90 DEGREES TO THE BUILDING.
WHEN WE DRAW MEDIUM SIZE PARKING SPACES (8'-0" WIDE BY 16'-0" LENGTH), AT 90 DEGREES TO THE BUILDING, WE FALL SHORT OF THE REQUIRED "AISLE WIDTH" OR BACKING DISTANCE OF 22' INTO THE ALLEY, PER SMC 23.54.030.E. THE PROPOSED SITE DESIGN SHOWS SMALL SIZE PARKING SPACES (7'-6" WIDE BY 15'-0" LENGTH) TO ALLOW FOR AN ACCEPTABLE BACKING DISTANCE OF 20' INTO THE ALLEY.
THEREFORE, WE ARE REQUESTING A DEPARTURE TO ALLOW SMALL SIZE PARKING SPACES IN ORDER TO CREATE A MORE GENEROUS AND FUNCTIONAL TRASH STORAGE AREA.

PERSPECTIVE VIEW

VIEW FROM THE NORTHWEST

