



RECOMMENDATION MEETING

9025 46th Ave S
Seattle, WA 98118

SDCI PROJECT NO:

#3036645-LU

MEETING DATE:

08/25/2021

APPLICANT CONTACT:

Peter Tallar, Project Manager
Caron Architecture

PeterTallar@caronarchitecture.com
206.367.1382

801 Blanchard St, #200, Seattle 98121

CARON

CARON REF #2020.020



CONTENTS

03	Proposal	pg. 3
04	Existing Site Conditions	pg. 4
05	Project Design History	pg. 8
06	Design Guidance	pg. 11
07	Renderings	pg. 12
08	Materials & Color Palette	pg. 20
09	Elevations	pg. 21
10	Composite Site Plan	pg. 23
11	Floor Plans	pg. 24
12	Composite Landscape Plan	pg. 30
13	Exterior Lighting Plan	pg. 32
14	Signage Concept Plan	pg. 33
15	Building Sections	pg. 34
16	Code Departures	pg. 36

PROJECT TEAM

OWNER
Blau Real Estate Investments, LLC

CARON ARCHITECTURE CONTACT
Peter Tallar, Project Manager
petertallar@caronarchitecture.com
206.367.1382
Caron Reference No.: 2020.020

PROJECT HISTORY

EDG MEETING
08/27/2020

GUIDANCE RECEIVED
12/15/2020

MUP APPLICATION
02/02/2021

DEEMED COMPLETE
03/08/2021

SITE INFORMATION

ADDRESS:
9025 46th Ave S

SDCI PROJECT NO.:
#3036645-LU

PARCEL(S):
212270-0006

SITE AREA:
6,570 SF

OVERLAY DESIGNATION:
Urban Village

PARKING REQUIREMENT:
None

DEVELOPMENT STATISTICS

ZONING:
LR-3 (M2)

BUILDING HEIGHT:
50' Maximum

RESIDENTIAL UNITS:
42

PARKING STALLS:
0

BIKE STALLS:
48

3.0 PROPOSAL

DEVELOPMENT OBJECTIVES

The proposed development will create a transit-oriented development utilizing Seattle's recently passed HALA legislation. Our objective is to develop a never-used, vacant lot with workforce housing. The project is a 5-story apartment structure with a daylight basement, which will be one of the first new multi-story buildings in the recently upzoned Rainier Beach Urban Village. The option we developed from the EDG is a 42-unit SEDU building with rooftop amenity space. The site is just a few blocks from the Rainier Beach light rail station and aims to be at the forefront of new development in the neighborhood. Because we are developing a vacant lot, no displacement of current residents will occur; this project is only a net gain for the neighborhood. The site's proximity to the light rail station means no vehicular parking is required. Bike parking will be provided for each apartment, as well as renewable energy provisions, such as photovoltaics on the roof, making the project an ecologically-sound good neighbor.

DEVELOPMENT SUMMARY PREFERRED OPTION

LEVEL	TOTAL GROSS SF	TOTAL FAR SF	RESIDENTIAL UNITS	USE
ROOF	504	437	0	Amenity Space
5	3125	2991	8	Residential
4	3125	2991	8	Residential
3	3125	2991	8	Residential
2	3125	2991	8	Residential
1	2988	2685	5	Residential/lobby/trash
B1	2747	0	5	Residential/storage/utility
TOTAL	18,739	15,086	42	

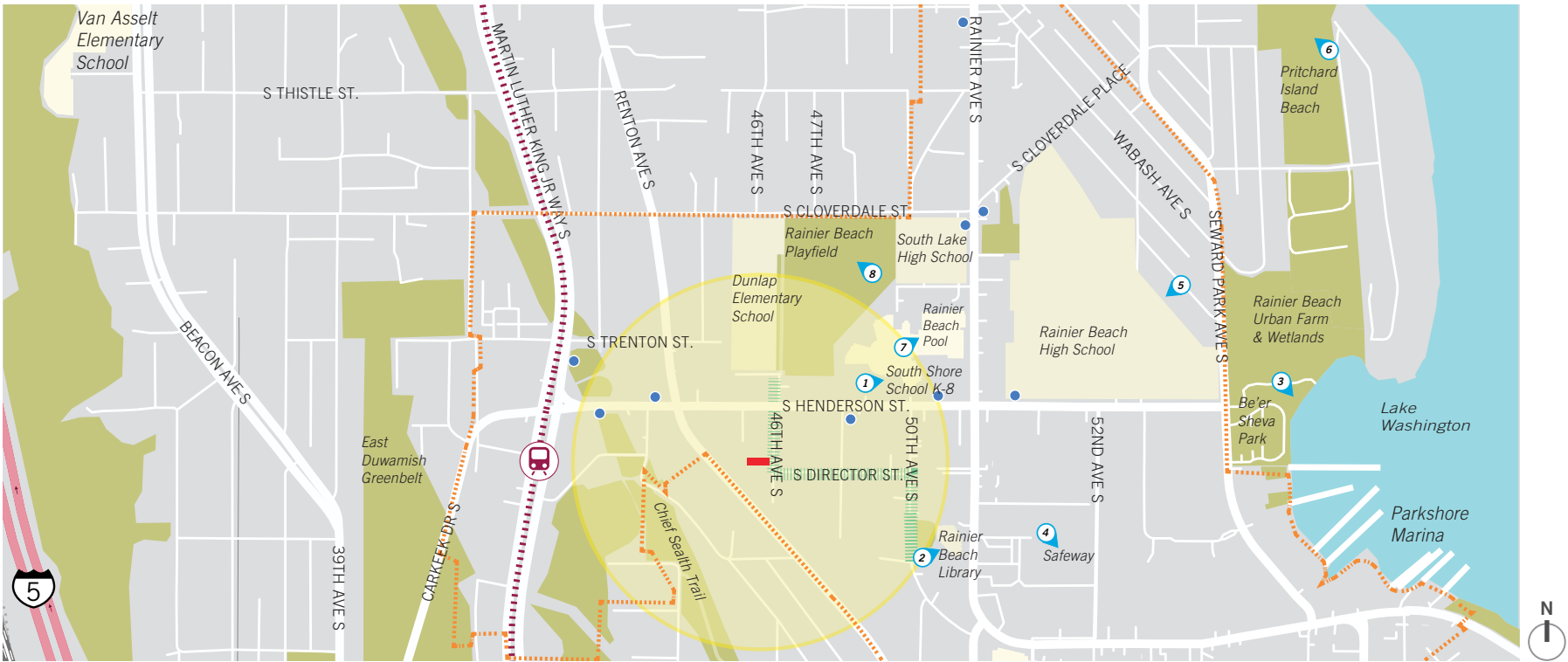


AXONOMETRIC VIEW



9-BLOCK AERIAL MAP

4.0 EXISTING SITE CONDITIONS - SELECT NEIGHBORING BUILDINGS



VICINITY & WALKING MAP KEY

- Project Site
- Park
- Residential Urban Village
- Bus Stops
- Dedicated Bike Lanes
- Light Rail Route
- 5-Minute Walking Distance
- View (community nodes reference images)

COMMUNITY NODES



1 SOUTHSORE SCHOOL K-8
0.2 MILES FROM SITE



2 RAINIER BEACH LIBRARY
0.2 MILES FROM SITE



3 BE'ER SHEVA PARK
0.7 MILES FROM SITE



4 RAINIER BEACH SAFEWAY
0.4 MILES FROM SITE



5 RAINIER BEACH HIGH SCHOOL
0.5 MILES FROM SITE



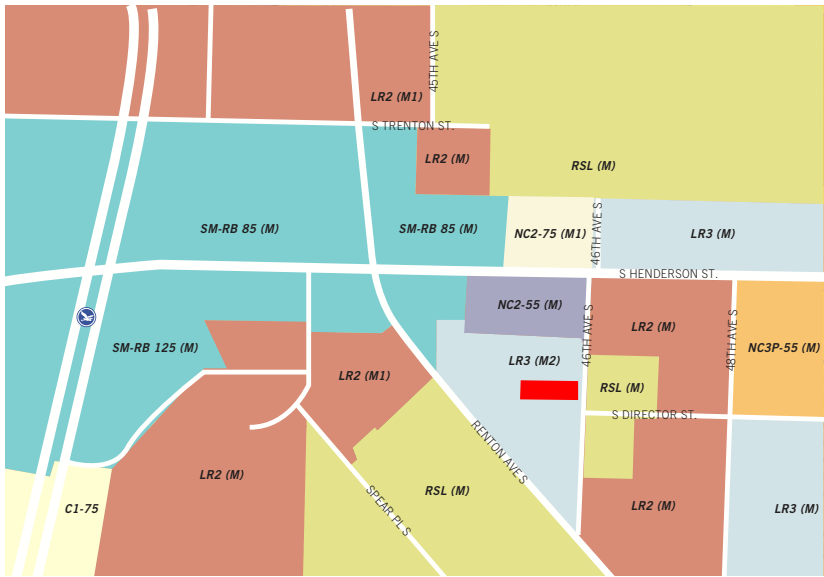
6 PRITCHARD ISLAND BEACH
0.8 MILES FROM SITE



7 RAINIER BEACH POOL
0.4 MILES FROM SITE



8 RAINIER BEACH PLAYFIELD
0.3 MILES FROM SITE



ZONING

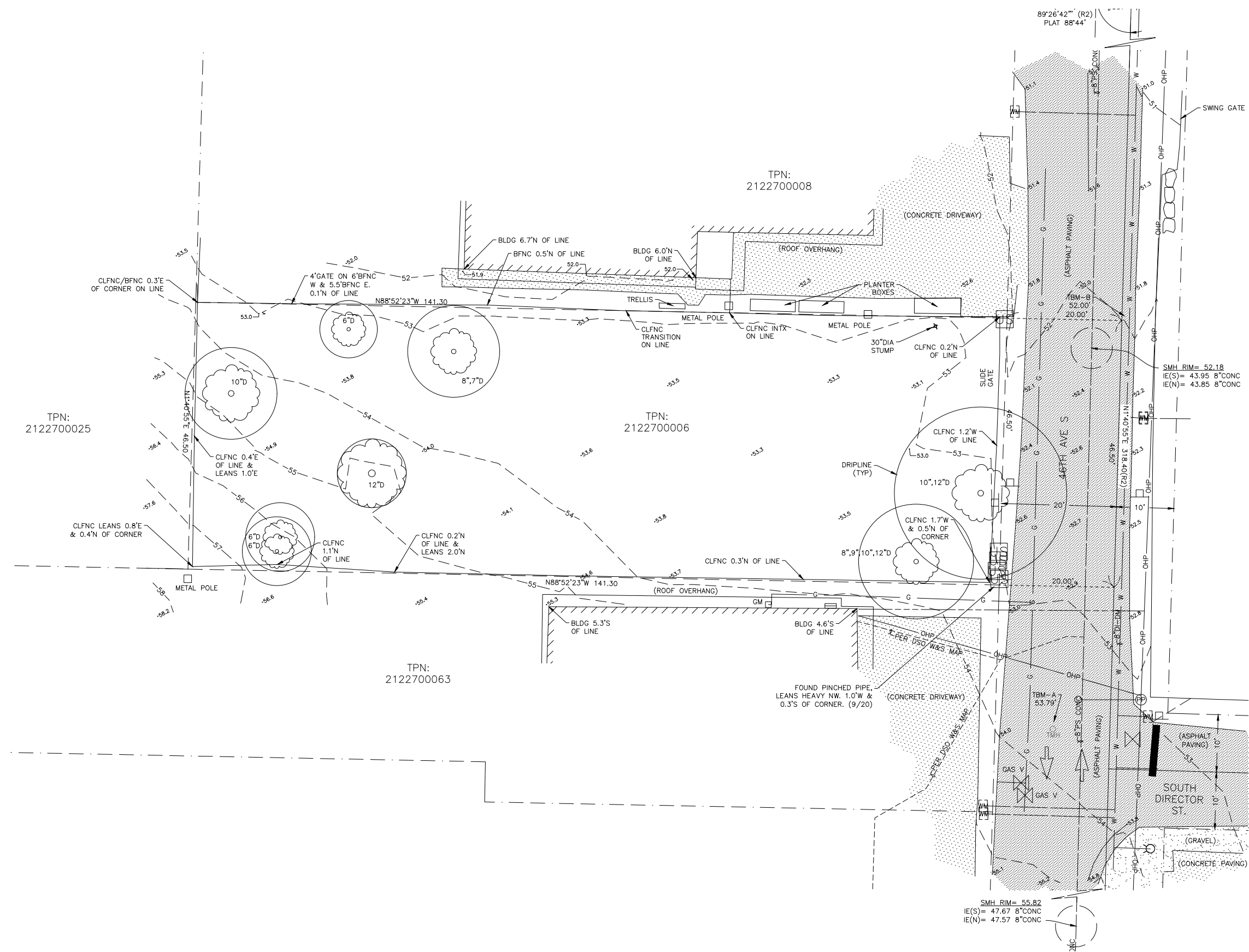
- Project Site
- RSL
- LR2
- NC2-75
- NC3P-55
- LR3
- SM-RB 85
- NC2-55



SURROUNDING USES

- Project Site
- Mixed-Use
- Multi-Family
- Commercial
- Townhouse / Duplex
- Service Building
- Office / Warehouse
- Parking
- Single Family

4.0 SURVEY



4.0 SITE PHOTOS

OPPORTUNITIES / CONSTRAINTS

The site is quite literally a blank canvas. The vacant lot is sandwiched mid-block between 2 single-family dwellings & would result in no displacement. Opportunities include: Desirable views to Lake Washington are to the east and greenbelt along Renton Ave S to the east. Site is within 1/4 mile of the light rail station.

Constraints: a very narrow 46.5’ residential mid-block lot with no alley access. No street improvements exist along the frontage, and 11’ dedication is required to install sidewalk/ curb/planting strip. Site is surrounded by single family houses on 7200 sf lots with yards – will be newest development in a decade and with the most density.



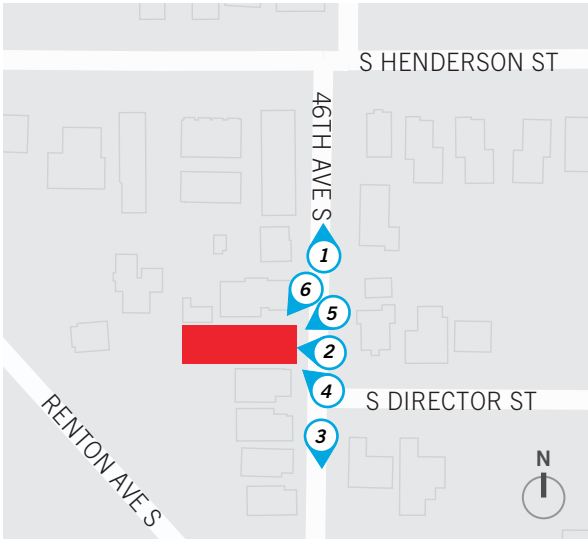
1 VIEW FROM 46TH AVE S. LOOKING NORTH



2 VIEW FROM 46TH AVE S. LOOKING WEST



3 VIEW FROM 46TH AVE S. LOOKING SOUTH



MAP KEY

- Project Site
- View



4 SOUTH-EAST CORNER OF SITE FROM 46TH AVE S.



5 NORTH-EAST CORNER OF SITE FROM 46TH AVE S.



6 NEIGHBORING HOUSE NORTH OF SITE FROM 46TH AVE S.

4.0 SITE STREETSCAPES

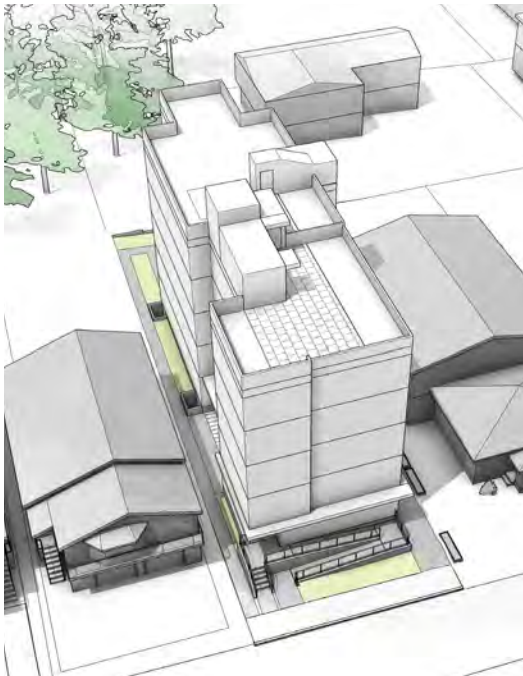
1 46TH AVENUE SOUTH LOOKING WEST



2 46TH AVENUE SOUTH LOOKING EAST



5.0 PROJECT DESIGN HISTORY



	Option 1	Option 2	Option 3 - Planner Supported	Option 3 - Developed
CONCEPT:	Preferred	Code compliant	Alternate	
# UNITS:	42	36	40	42
AMENITY AREA SF	1,616	1,656	1,957	1,643
PARKING STALLS:	0	0	0	0
BIKE STALLS:	50	42	42	48
FAR SF:	15,108	12,991	15,023	15,086
OPPORTUNITIES:	- Plan offers modulation on all facades, particularly at front - Offers most units with corner glazing potential - Least intrusive trash room location for adjacent properties - Secure bike room at rear of building - Highest development potential	- Greatest potential for rooftop modulation and high ceilings - All amenity space on ground level - Front yard space, room for outdoor seating	- Good potential for units with corner glazing - Plan offers side-ramp setback from southern property at front of site - Secure undercover bike parking area at rear of building	- Strong elevated front entry elements - ADA ramp integrated into site design - Narrow street facing facade profile, allows larger side setback, least “bulky” - Roof deck amenity faces east, but set back to reduce perceived mass at street - Multiple elements to encourage street-level activation
CONSTRAINTS:	- Requires small departure on north side - Trash room accessible from outside only	- Lowest development yeild - Does not offer rooftop amenity space - Long, unmodulated facade on north side	- Trash room further from street & shares walking path - Requires departure on south side for facade length - Smallest lobby, less potential for street interaction	None
CODE COMPLIANCE:	No, Departure Requested	Yes, code compliant	No, Departure Requested	No, Departures Requested

5.0 MUP CYCLE 1 CORRECTION NOTICE & RESPONSE

- 1. As discussed in the EDG report, staff is concerned about the flatness of the street-facing façade given the project’s bulk & scale in relation to the immediate context. Guidance was given about adding depth and modulation to reduce the perceived mass of the street-facing façade and an adequate response to the guidance has not been given. Add an upper-level setback to the street-facing façade to address the guidance and surrounding context. In addition, add depth to the glazing to add visual interest and push the railing at the roof deck to not be visible from the street to further reduce the mass of the structure. (CS3-A-1, DC2-A-2)

RESPONSE: Per our subsequent video call, it was clarified that fitting into the existing context and setting an example for inevitable future development was a priority goal in relation to this comment. We addressed this comment by raising the canopy around the building to reinforce the existing datum set by the roof lines of the neighboring houses. This move helps to visually tie the building to the existing neighborhood, but also sets a precedent & datum for future development to reference. The front façade is also updated with punched window bays featuring large window/door combinations with a Juliet balcony. The siding panels under the windows are painted to match the frame color, helping to reinforce the plane change. The street-facing rooftop guardrail has been pushed back to reduce the perceived height of the building. As discussed, reducing the upper levels with a wedding-cake massing strategy would not enhance the neighborhood or create a better design/response to the guidelines or set a good precedent for future development. The width of the building at the street is similar to the width of both neighboring structures, and the scale & modulation of the facade helps to establish a consistent façade dimension for structures long the street. Vertically the street-facing facade is a classic tripartite elevation – with a strong base, defined & consistent middle and light top, which could inform and enhance future development.

- 2. Staff supports the high-quality materials and particularly the large amount of brick on each façade creating a cohesive composition. Maintain this aspect as the design progresses. (DC4-A-1)

RESPONSE: Brick continues to be featured on all sides of the building. Panel accents help to emphasize the stacking bays of windows.

- 3. Staff supports the use of Juliet balconies as a secondary architecture element but as proposed, they appear tacked on. Design the Juliet balconies to be an integral component of the building’s façade that is thoughtfully incorporated. (DC2-B-1, DC2-C)

RESPONSE: Juliet balconies are, by definition, bolt-on features. The window frame color has been revised to a dark color and the Juliet balconies are also painted black. This black-on-black color scheme helps to make the balconies a more integrated part of the façade.

- 4. The fenestration of the street facing façade is shifted slightly to the north, creating an awkward thick brick band to the south and a thin brick band to the north. In order to create a cohesive composition, make the street facing façade symmetrical. (DC2-B-1)

RESPONSE: The front façade has been adjusted so the windows are evenly spaced between equal brick pilaster elements.

- 5. The location of the solid waste storage room was supported at EDG and since it has moved to the northeast corner of the creating a blank wall condition along the street facing façade a and a lack of activation and transparency along the street edge Revise the first-floor plan to mitigate this and create a plan more similar to what was seen at EDG. Consider swapping the location of the solid waste storage room and the adjacent SEDU unit as a remedy. (DC1-C-4)

RESPONSE: This item was also discussed at length, both in the EDG meeting and during our follow-up call. The guidance report discouraged dumpster staging on the street. SPU has very rigid guidelines for when and how far their contractors can enter onto the property to retrieve dumpsters & the type of access they need. SDOT also needed to approve of the route for dumpsters into the ROW. To meet SPU’s & SDOT’s guidelines, we had to move the trash room to its current position. Swapping the unit for room does not solve this issue, and arguably would make it that unit unbearable. During our call it was clarified that transparency and street activation were the priority issues here. We have revised the design to include large windows at the lobby, mimicked by a large decorative intake air screen at the trash room to help increase visual connection from the building out to the street. The width of the trash room and lobby reinforce the stacked units above, thus the width of ground-level elements like the entry stairs and bioretention planter are also used to maintain the composition of the façade. The planter projects out of the ground and will be filled with plants to help screen and add a layering effect at the street level to minimize the impact of the location of the trash room. The planter is the same depth as the front stairs & stoop. A leaning bench has also been added in front of the planter to provide a space for folks to stand and wait. The texture of the concrete wall of the trash room will be board-form to help reduce the perceived mass. SDOT has approved a ROW configuration with the planting strip located behind the sidewalk – creating planting buffer between the sidewalk and the bioretention planter, adding to the layering effect of secondary elements to help activate the street environment and screen the trash room.

- 6. Increase the glazing at the lobby to be floor to ceiling to increase transparency and activation to the street. (PL2-B-1, PL2-B-3, PL3-A)

RESPONSE: Larger, vertically oriented windows have been added to the lobby.

- 7. Changes in Cladding Materials and Color Cladding material or color changes should be accompanied by appropriately scaled changes in plane (and ideally, a programmatic rationale). Staff appreciate the design intent driving these siding variations (breaking down scale, adding modulation, marking program elements, etc.) but this compositional logic needs to be realized in all three dimensions. Without a change of plane, siding changes appear only as applied patterns, and actually weaken the larger composition. Where siding changes color or type, provide a minimum 5-1/2” (2x6 over-frame) change in plane. (DC2-B, DC2-C, DC2-D)

RESPONSE: The façade composition has been revised with the intent of creating more consistency in the stacking of the window bays and position of operables/juliets. Color has been added to emphasize the stacking of windows. Accent panels and trim has also been introduced to create a consistent edge at the transition of materials. Structural overframing would add real bulk & mass to the building, which seems inconsistent and contradictory to several other guidance points and correction comments.

- 8. Staff does not support the two departure requests. The addition of the departures does not create a design that better meets the intent of the Seattle Design Guidelines. (CS2-D-5, PL2-B-3, DC2-A-2, DC2-B-2))

RESPONSE: The guidance report required a massing option that included departures. This issue was also discussed at length in our clarification call. Please see updated departure requests on sheet A0.04 & 0.05.

5.0 MUP SUBMITTAL RENDERINGS



4 NORTHWEST CORNER - REAR YARD
1/8" = 1'-0"



3 SOUTHWEST CORNER - REAR YARD
N.T.S.



2 NORTHEAST CORNER - STREET FACING FACADE
1/8" = 1'-0"



1 SOUTHEAST CORNER - STREET FACING FACADE
N.T.S.

6.0 DESIGN GUIDANCE

1. URBAN PATTERN AND FORM:

- a. Staff supports further development of Option 3, as it provides the strongest foundation for an attractive and engaging ground level, which is discussed in more detail below. However, staff is concerned about the flatness of the street-facing massing in this option, particularly given the project’s bulk and scale in relation to the immediate context. Introduce depth (e.g. punched windows) and/or modulation to reduce the perceived mass of the street-facing façade. Consider bay windows, found throughout the neighborhood including the adjacent property to the south, as a potential solution. (CS3-A, DC2-A-2, DC2-C-1)
- b. The proposal will be the first development in the immediate vicinity to take advantage of the recent upzoning from Single-Family to LR3. In agreement with public comment, extra attention is needed to ensure a compatible fit with the existing context while establishing a desirable context for future multifamily developments in the vicinity to build on. (CS2-D-1, CS3-A)
- c. As the design is developed, staff recommends high-quality materials that provide texture and scaling as a method of stitching this building into the existing context. Large, flat panels will emphasize the perceived mass of the building and are discouraged. (DC2-C-3, DC2-D, DC4-A-1)
- d. Staff supports the ADA entry ramp location proposed in Option 3, which does not dominate the streetscape in the way that the ramp in Option 1 does. As the proposal is further developed, ensure that the entry ramp is attractive, intuitive, and fully integrated into the architectural design. (PL2-A-1)
- e. Staff is concerned about solar access for the basement-level units. As the proposal is further developed, design interiors and exterior features (including landscaping) to maximize solar access for these units. Provide a section through basement-level units at the Recommendation stage of review. (CS1-B-2)
- f. The EDG packet indicates that the proposed massing creates opportunities for corner glazing. Staff supports and encourages corner glazing and encourages large glazing throughout the design, as the increased transparency can help reduce the perceived bulk and scale of the building. (DC2-C-2)
- g. Staff supports the proposed raised entry which helps stitch the proposal into the existing context in which such entries are common. (CS3-A-1, DC3-C-1)
- h. Staff is concerned about the proposed location of the mail room at the front of the building. Activity in the mail room is likely to be very quick and does not provide an opportunity for residents to linger and interact with one another or with the public realm. Staff recommends swapping the mail room and lobby locations (or combining into one larger space) to improve street activation and increase opportunities for social interaction. (PL2-B-1, PL3-B-4)

2. OPEN SPACE:

- a. Staff supports the proposed location of the roof deck at the street edge, which significantly reduces the potential for privacy impacts on adjacent properties. (CS2-D-5)
- b. In addition to complementing the neighborhood pattern, the raised entry also provides an opportunity for a stoop or porch-like amenity space that would encourage activation and interaction between neighbors. This concept could be fully realized by swapping the location of the lobby with the mail room (as described above) and providing some porosity in the form of operable windows or roll-up/accordion doors. (DC2-C-2, DC3-A, DC3-B, DC3-C-1)
- c. As the landscape plan is developed, consider how large screening elements (such as trees) can help integrate the proposal with the existing smaller-scale context. Indicate the container size of any new trees in the landscape plan. (DC2-C-2, DC4-D-3)

3. SERVICE USES:

- a. Staff supports the location of the waste storage room which is integrated into the building and away from public view. A staging area is not shown, and staff therefore presumes that the storage room location is serviceable by SPU. Staff supports a waste storage room location that does not necessitate staging in the front setback or right-of-way on collection days. (DC1-C-4)
- b. Bicycle parking in Option 3 appears to be external. Tenants are unlikely to utilize this parking for long-term use if it does not feel secure. As the design is further developed, ensure that these areas are secure in a manner that is attractive and consistent with the architectural concept. Show any security features in the MUP drawings. (PL4-B-2)

GUIDANCE	PAGE
1a	10
1b	11
1c	12
1d	14
1e	13
1f	13
1g	15
1h	15
2a	16
2b	15
2c	28, 29
3a	17
3b	14

7.0 RENDERINGS



VIEW FROM 46TH AVE S LOOKING NORTHWEST

Guidance Response 1a

We have developed option 3 per staff request. Maintaining the wide stoop and layered planted areas present was an important part of the design to engage & activate the street environment. The flatness of the façade is counteracted by the introduction of large-stacked Juliet windows inset from the brick façade to create a sense of depth to the main plane of the façade. The building entry is set back from street and protected by a canopy that spans across the entire street-facing façade. The canopy is raised above the entry so that it aligns visually with the roof fascia datum of the adjacent single-family houses. More detail is given below, but fine-grain elements such as the Juliet balcony railings help to minimize the flatness of the façade by introducing depth to visually interesting elements to draw the eye & activate the street. It should be noted here that the massing of option 3 requires a minor code departure to maintain the desirable features of the presented design, including reduced bulk & scale, narrow street-facing façade, ADA ramp location, and lobby layout. It was made very clear in the at EDG that a departure was required for option 3. The departure would allow for considerable mass to be shifted away from the street & south facades to the rear of the building, thus considerably reducing the perceived mass. Please see the departure request #1.

7.0 RENDERINGS



VIEW OF ENTRANCE LOOKING WEST FROM 46TH AVE S (TREES NOT SHOWN FOR CLARITY)

Guidance Response 1b

Noted; the development goal is to create a building that helps reinforce positive design attributes and inform possible future development in the vicinity. As noted above the canopy is positioned vertically to align and reinforce an existing datum present along the street. In addition, the rooftop railing has been pushed back from the street-facing façade to help reduce perceived height and bulk of the building. It should be noted that the width of the street-facing façade is nearly the same as the width of street-facing facades of the adjacent houses, which again helps to bring the building into the context of the existing neighborhood. Other strategies to help fit the project to the context are noted in our responses to other guidance items, including high-quality materials, visually layering elements, and creating a visually compelling entry with multiple elements to encourage activation.

Adjacent House Widths

Click the camera to see more pictures.
Picture of Building 1

Click the camera to see more floor plans.
Floor plan of Building 1

LEGEND	
PARCEL #	212270-0063
APPRaiser	DMCC
DRAW DATE	8/28/03
REV DATE	
FIREPLACE	(
BSMT	1420
1ST FL	1420
1/2 FL	- - - -
2ND FL	- - - -
3RD	- - - -
UNFIN 1/2	- - - -
UNFIN FULL	- - - -
BSMT GAR	460
ATT GAR	80
CARPORT	- - - -
OP	- - - -

Click the camera to see more pictures.
Picture of Building 1

Floor plan of Building 1

LEGEND	
PARCEL #	212270-0008
APPRaiser	RPAN
DRAW DATE	
REV DATE	
FIREPLACE	(
BSMT	
1ST FL	2145 sf
1/2 FL	1392 sf
2ND FL	
3RD	
UNFIN 1/2	
UNFIN FULL	
BSMT GAR	
ATT GAR	
CARPORT	
OP	
ENC P	
DECK	

7.0 RENDERINGS



Guidance Response 1c

Playing off of the material choice of nearby apartment structures and public buildings, brick is the predominant material featured on the project. Brick is accented by panels to create a contrasted look which emphasizes the openings or building modulation, which helps reduce the perceived mass. Material scale is also used to reduce the perceived flatness of the street-facing façade. Board-form concrete helps form the base of the building and is topped by brick with inset panels, which reinforce the stacked units. The Juliet balconies also feature an open mesh infill instead of a solid panel, in line with the scale of the brick used throughout. Dark windows help the openings recede into the façade instead of pop out visually.

VIEW FROM 46TH AVE S LOOKING SOUTHWEST

7.0 RENDERINGS



WEST PERSPECTIVE (REAR)

Guidance Response 1e

Solar access to basement units is significant. For the two basement units B06 & B07, we propose wide window sets resulting in about 8' linear feet of window space per unit. We are proposing window wells at 42" clear in width to allow more space between the face of window and the interior of the well wall. For the rear three units, we are proposing full depth window wells below grade, resulting in private exterior patio spaces for the three rear basement units.



WEST ELEVATION (REAR)

Guidance Response 1f

Glazing proposed for each unit is large – featuring 8' tall sliders with Juliet balconies for most units. We've taken advantage of opportunities for window units to butt close together at the building corners to create large-feature glazing areas, helping to maximize transparency and let in plenty of light to each unit, thus helping the reduce the perceived bulk & scale of the building.

7.0 RENDERINGS



VIEW OF SOUTH SIDE SHOWING BIKE CAGES (TREES NOT SHOWN FOR CLARITY)

Guidance Response 1d

The design scheme has the ADA ramp on the south per staff guidance. The ramp serves as part of the egress from the site. It is used to access the exterior bike parking and rear amenity space. It is partially covered by the main entry canopy that wraps around the front of the building forming a significant datum line. Again, it should be noted here that this staff-supported feature requires a code departure in its presented form. An equivalent code compliant building would require the ramp run length, contrary to staff guidance, to extend across the front of the building, creating a meandering, confusing entry sequence that would hinder its integration into the structure. See departure request #1.

Guidance Response 3b

Secure bike parking is achieved by being located partly in an enclosed room accessed from inside the building, and in secure cages on the exterior of the building. The bike cages are not visible from the street and are hidden behind opaque walls. The bike racks are accessible from behind security gates facing the pathway along the south property line. Weather protection is provided per code by continuing the large canopy element from the front façade around the corner over the cages, helping to integrate the bike parking into the overall design of the building.

7.0 RENDERINGS



VIEW OF ENTRANCE ON 46TH AVE S LOOKING WEST

Guidance Response 1g

The staff supported raised entry forms a porch and plinth above the sidewalk, creating a grand, more defined entry sequence from the street and increases street activation. The ADA ramp adjacent is integrated into the entry to the site, helping to define the transition between public and private spaces.

Guidance Response 1h / 2b

The lobby/entry sequence has been revised to function better and create space for transition from the street to the inside, get mail, meet a neighbor and continue to one's apartment. Larger full glazed doors, as well as windows, create a light-filled space to welcome residents. Windows have been added facing the street and the south to connect visually to the outside.

7.0 RENDERINGS



Guidance Response 2a

VIEW FROM 16TH AVE S. LOOKING NORTHWEST

Staff supported roof deck, noted & maintained. The roof deck is situated on the street edge which reduces privacy impacts on adjacent properties while allowing residents and guests to maximize their enjoyment of the view towards the lake.

7.0 RENDERINGS



VIEW FROM 46TH AVE S LOOKING SOUTHWEST

Guidance Response 3a

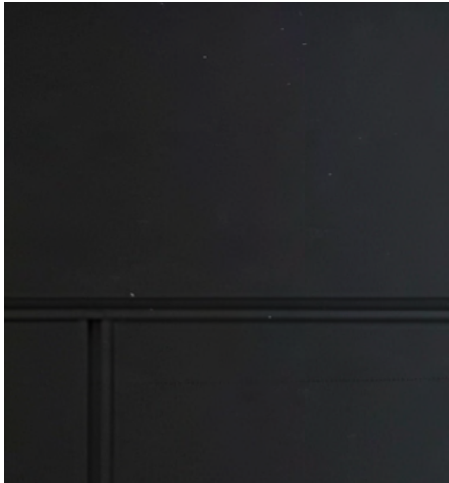
The location of the waste storage room the NE corner of the building. It is integrated into the building and away from public view. The location was extensively coordinated with SPU, SDOT and their contractors. It is within the 50' distance requirement from door to curb for dumpster hauling by SPU contractors. Well screened from street view with a decorative security gate, it can still be quickly and easily accessed by SPU and its contractors. The location within 50' of the curb allows trash removal with no need for staging in the front setback or right-of-way on collection days accordance with SDCI guidance.

This utilitarian use is screened from the street by layering site elements to help tie the building into the context.

The bioretention planter is placed in front of the trash room wall, raised out of the ground to create a stepped effect, and will be filled with plants to soften the edge of the building and creating more modulation. In front of the planter a leaning bench will be placed for residents, their guests, and neighbors to stand and rest, increasing street level activation.

SDOT has approved the location of the planting strip and sidewalk, which allows for a wide planted area in front of the bioretention planter, including space for a street tree. This layering, with both hard and soft elements, achieved with the help of departure for the location, height, and size of the bioretention planter. Please see departure request #2.

8.0 MATERIAL BOARD



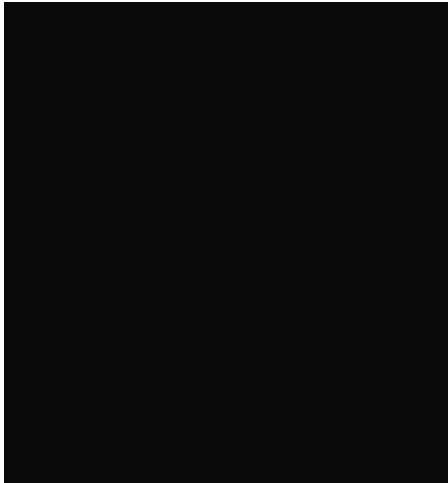
PT-1 Fiber cement panel, 5/16" thickness, field painted
Black Magic, E5 SW 6991



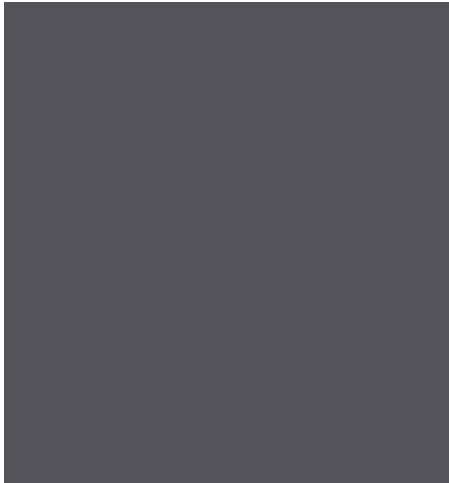
PT-2 Fiber cement panel, 5/16" thickness, field painted
Passive, SW 7064, 236-C1



PT-3 Fiber cement panel, 5/16" thickness, field painted
Rocky River, FN 216, SW 6215



MTL-1 / MTL-3 Shop-fabricated metal, assemblies, powder-coated
RAL9005 49/82830, 38/80010



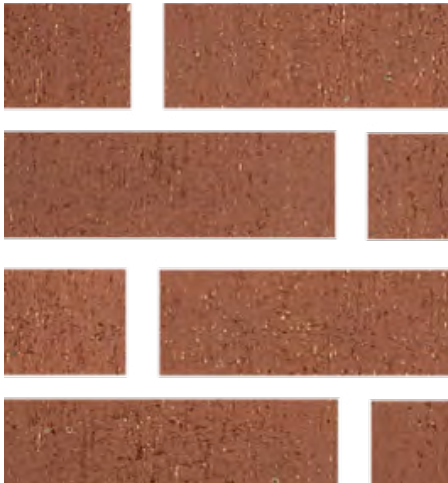
MTL-2 22 ga. flashing, pre-finished
Cool SLATE GRAY, SRI:32, LRV: 12, GA: 24 & 22



CON-1 Board-form concrete, 8" seams



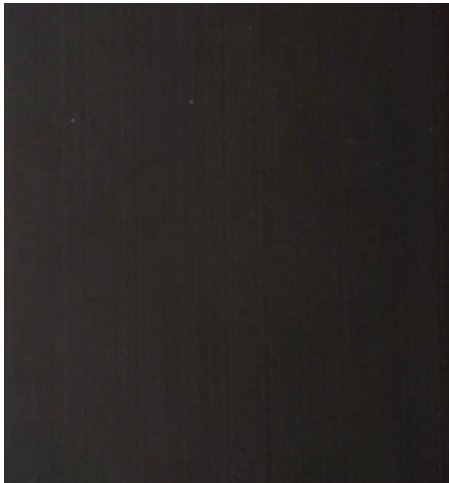
CON-2 C.I.P. concrete, sack & patch on exposed areas



BRK-1 Thin brick, 1/2" thickness
New London



VIN-1



STR-1
Dark Bronze

9.0 ELEVATIONS | MATERIALS



MATERIALS

- BRK-1
- CON-1
- CON-2
- MTL-1
- MTL-2
- MTL-3
- VIN-1
- STR-1
- PT-1
- PT-2
- PT-3

9.0 ELEVATIONS | MATERIALS



MATERIALS

- | | |
|-------|-------|
| BRK-1 | VIN-1 |
| CON-1 | STR-1 |
| CON-2 | PT-1 |
| MTL-1 | PT-2 |
| MTL-2 | PT-3 |
| MTL-3 | |

KEY

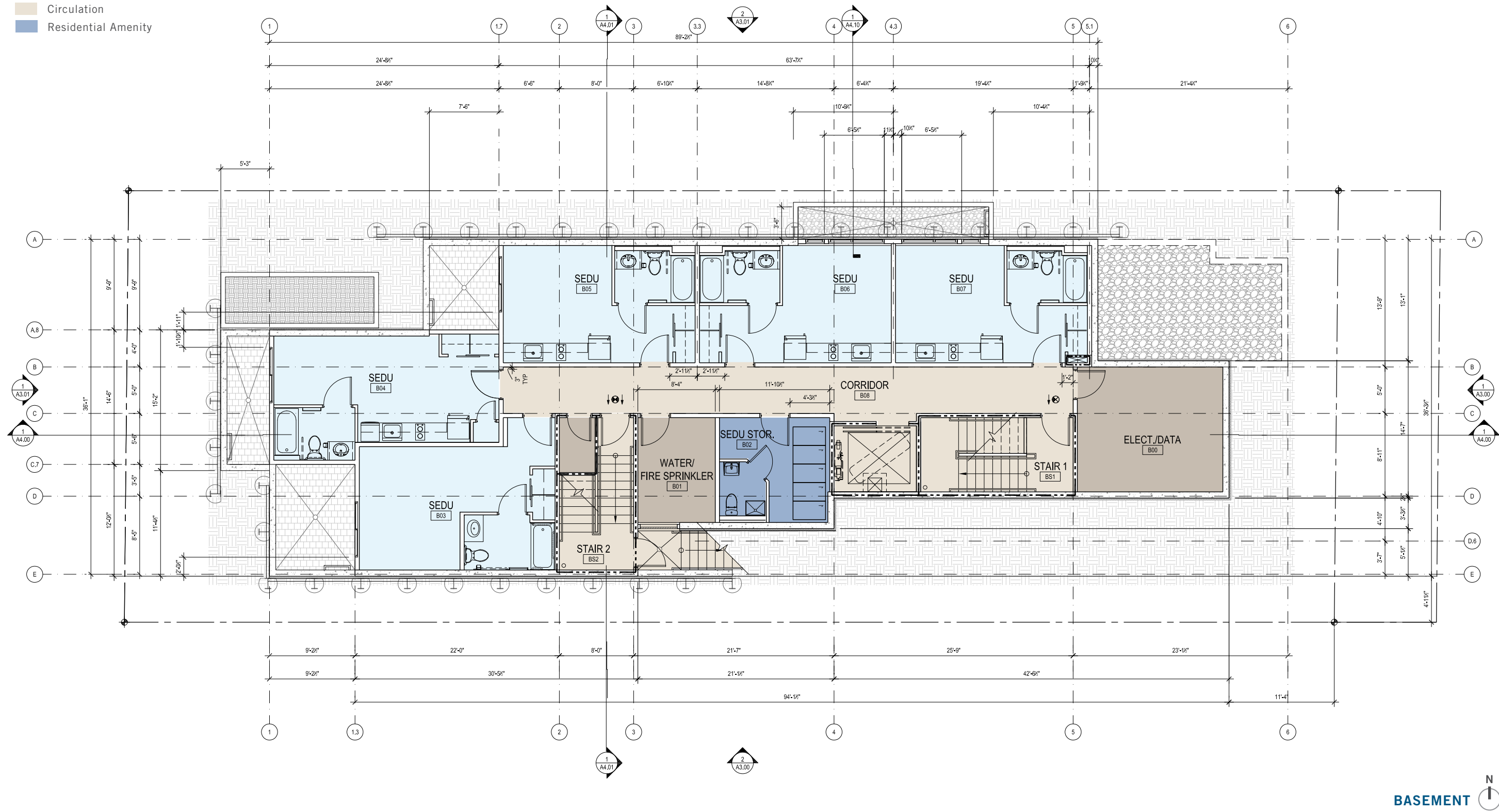
-
- Site plan for a 17,835 SF, 5-story, 42 SEDU unit apartment building with a basement. The plan shows the building footprint, parking stalls, landscaping, and surrounding context including adjacent single-family residences and a gas valve. Key features include a security gate, asphalt ramp, canopy overhead, and various setbacks and easements. The plan is oriented with North at the top.
- Key features and dimensions:
- Building Footprint:** 17,835 SF, 5-story, 42 SEDU unit apartment building with a basement.
 - Parking:** 24 stalls, including a caged bike enclosure and short-term bike parking.
 - Landscaping:** New trees per landscape plan, emergency escape ladders & gates, and various setbacks (e.g., 15' rear setback line, 7' avg. side setback).
 - Surrounding Context:** Adjacent single-family residences with ADUs, a gas valve, and a property dedication area.
 - Dimensions:** Overall dimensions include 109'-8" (width) and 36'-1" (depth).
 - Other Features:** Security gate, asphalt ramp, canopy overhead, and various easements (e.g., 5' front setback, 6' planting strip).

9025 46th Ave South Seattle WA 98118 | SDCI #3036645-LU

CARON ARCHITECTURE

11.0 FLOOR PLANS

- KEY
- Units
 - Utility/BOH
 - Circulation
 - Residential Amenity



KEY

Legend:

- Circulation (Light Blue)
- Residential Amenity (Light Green)

Room Labels and Dimensions:

- SEDU 103: 11'-10" x 8'-5"
- SEDU 104: 14'-5" x 5'-0"
- SEDU 105: 24'-8 1/2" x 6'-5"
- SEDU 106: 14'-8 1/4" x 6'-5"
- SEDU 107: 19'-4 1/2" x 6'-5"
- SEDU 108: 12'-4" x 8'-4"
- SEDU 109: 10'-10" x 6'-5"
- SEDU 110: 10'-10" x 6'-5"
- SEDU 111: 10'-10" x 6'-5"
- SEDU 112: 10'-10" x 6'-5"
- SEDU 113: 10'-10" x 6'-5"
- SEDU 114: 10'-10" x 6'-5"
- SEDU 115: 10'-10" x 6'-5"
- SEDU 116: 10'-10" x 6'-5"
- SEDU 117: 10'-10" x 6'-5"
- SEDU 118: 10'-10" x 6'-5"
- SEDU 119: 10'-10" x 6'-5"
- SEDU 120: 10'-10" x 6'-5"
- SEDU 121: 10'-10" x 6'-5"
- SEDU 122: 10'-10" x 6'-5"
- SEDU 123: 10'-10" x 6'-5"
- SEDU 124: 10'-10" x 6'-5"
- SEDU 125: 10'-10" x 6'-5"
- SEDU 126: 10'-10" x 6'-5"
- SEDU 127: 10'-10" x 6'-5"
- SEDU 128: 10'-10" x 6'-5"
- SEDU 129: 10'-10" x 6'-5"
- SEDU 130: 10'-10" x 6'-5"
- SEDU 131: 10'-10" x 6'-5"
- SEDU 132: 10'-10" x 6'-5"
- SEDU 133: 10'-10" x 6'-5"
- SEDU 134: 10'-10" x 6'-5"
- SEDU 135: 10'-10" x 6'-5"
- SEDU 136: 10'-10" x 6'-5"
- SEDU 137: 10'-10" x 6'-5"
- SEDU 138: 10'-10" x 6'-5"
- SEDU 139: 10'-10" x 6'-5"
- SEDU 140: 10'-10" x 6'-5"
- SEDU 141: 10'-10" x 6'-5"
- SEDU 142: 10'-10" x 6'-5"
- SEDU 143: 10'-10" x 6'-5"
- SEDU 144: 10'-10" x 6'-5"
- SEDU 145: 10'-10" x 6'-5"
- SEDU 146: 10'-10" x 6'-5"
- SEDU 147: 10'-10" x 6'-5"
- SEDU 148: 10'-10" x 6'-5"
- SEDU 149: 10'-10" x 6'-5"
- SEDU 150: 10'-10" x 6'-5"
- SEDU 151: 10'-10" x 6'-5"
- SEDU 152: 10'-10" x 6'-5"
- SEDU 153: 10'-10" x 6'-5"
- SEDU 154: 10'-10" x 6'-5"
- SEDU 155: 10'-10" x 6'-5"
- SEDU 156: 10'-10" x 6'-5"
- SEDU 157: 10'-10" x 6'-5"
- SEDU 158: 10'-10" x 6'-5"
- SEDU 159: 10'-10" x 6'-5"
- SEDU 160: 10'-10" x 6'-5"
- SEDU 161: 10'-10" x 6'-5"
- SEDU 162: 10'-10" x 6'-5"
- SEDU 163: 10'-10" x 6'-5"
- SEDU 164: 10'-10" x 6'-5"
- SEDU 165: 10'-10" x 6'-5"
- SEDU 166: 10'-10" x 6'-5"
- SEDU 167: 10'-10" x 6'-5"
- SEDU 168: 10'-10" x 6'-5"
- SEDU 169: 10'-10" x 6'-5"
- SEDU 170: 10'-10" x 6'-5"
- SEDU 171: 10'-10" x 6'-5"
- SEDU 172: 10'-10" x 6'-5"
- SEDU 173: 10'-10" x 6'-5"
- SEDU 174: 10'-10" x 6'-5"
- SEDU 175: 10'-10" x 6'-5"
- SEDU 176: 10'-10" x 6'-5"
- SEDU 177: 10'-10" x 6'-5"
- SEDU 178: 10'-10" x 6'-5"
- SEDU 179: 10'-10" x 6'-5"
- SEDU 180: 10'-10" x 6'-5"
- SEDU 181: 10'-10" x 6'-5"
- SEDU 182: 10'-10" x 6'-5"
- SEDU 183: 10'-10" x 6'-5"
- SEDU 184: 10'-10" x 6'-5"
- SEDU 185: 10'-10" x 6'-5"
- SEDU 186: 10'-10" x 6'-5"
- SEDU 187: 10'-10" x 6'-5"
- SEDU 188: 10'-10" x 6'-5"
- SEDU 189: 10'-10" x 6'-5"
- SEDU 190: 10'-10" x 6'-5"
- SEDU 191: 10'-10" x 6'-5"
- SEDU 192: 10'-10" x 6'-5"
- SEDU 193: 10'-10" x 6'-5"
- SEDU 194: 10'-10" x 6'-5"
- SEDU 195: 10'-10" x 6'-5"
- SEDU 196: 10'-10" x 6'-5"
- SEDU 197: 10'-10" x 6'-5"
- SEDU 198: 10'-10" x 6'-5"
- SEDU 199: 10'-10" x 6'-5"
- SEDU 200: 10'-10" x 6'-5"
- CORRIDOR 108: 12'-4" x 8'-4"
- LAUNDRY 110: 10'-10" x 6'-5"
- BIKE STORAGE 109: 10'-10" x 6'-5"
- STAIR 1 (1S1): 10'-10" x 6'-5"
- STAIR 2 (1S2): 10'-10" x 6'-5"
- LOBBY 101: 10'-10" x 6'-5"
- VESTIBULE 100: 10'-10" x 6'-5"
- TRASH STORAGE 102: 10'-10" x 6'-5"

Overall Dimensions:

- Overall Width: 109'-8"
- Overall Depth: 31'-2"

9025 46th Ave South Seattle WA 98118 | SDCI #3036645-LU

CARON ARCHITECTURE

KEY

-
- Legend:**
- Circulation (Light Blue)
 - Residential Amenity (Light Green)
- Room Schedule:**
- | Room Number | Room Name | Area (sq. ft.) |
|-------------|-----------|----------------|
| 200 | SEDU | 109.8 |
| 201 | SEDU | 109.8 |
| 202 | SEDU | 109.8 |
| 203 | SEDU | 109.8 |
| 204 | SEDU | 109.8 |
| 205 | SEDU | 109.8 |
| 206 | SEDU | 109.8 |
| 207 | SEDU | 109.8 |
| 208 | CORRIDOR | 109.8 |
| 251 | STAIR 1 | 109.8 |
| 252 | STAIR 2 | 109.8 |
- Dimensions:**
- Overall dimensions: 109'-8" (width) x 365'-1" (depth).
- Room dimensions (approximate):
- SEDU 200: 14'-8" x 11'-10"
 - SEDU 201: 14'-8" x 11'-10"
 - SEDU 202: 14'-8" x 11'-10"
 - SEDU 203: 14'-8" x 11'-10"
 - SEDU 204: 14'-8" x 11'-10"
 - SEDU 205: 14'-8" x 11'-10"
 - SEDU 206: 14'-8" x 11'-10"
 - SEDU 207: 14'-8" x 11'-10"
- Notes:**
- STAIR 1 (251) and STAIR 2 (252) are located in the central corridor area.
 - SEDU 200, 201, 202, 203, 204, 205, 206, and 207 are residential units.
 - SEDU 208 is the central corridor.
 - SEDU 209 is a bathroom located near the stairs.

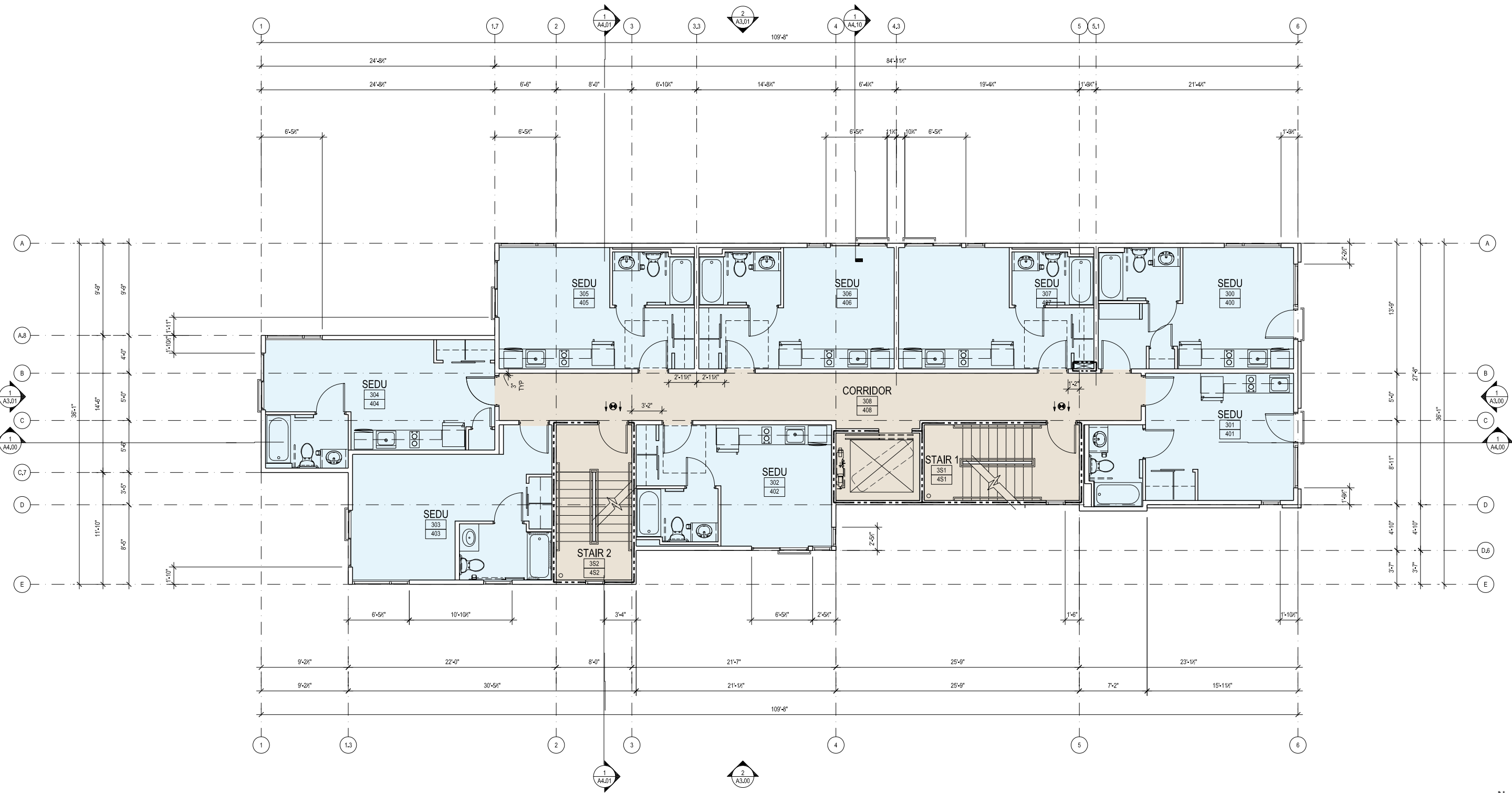
LEVEL 2 

11.0 FLOOR PLANS

KEY

Units

Circulation

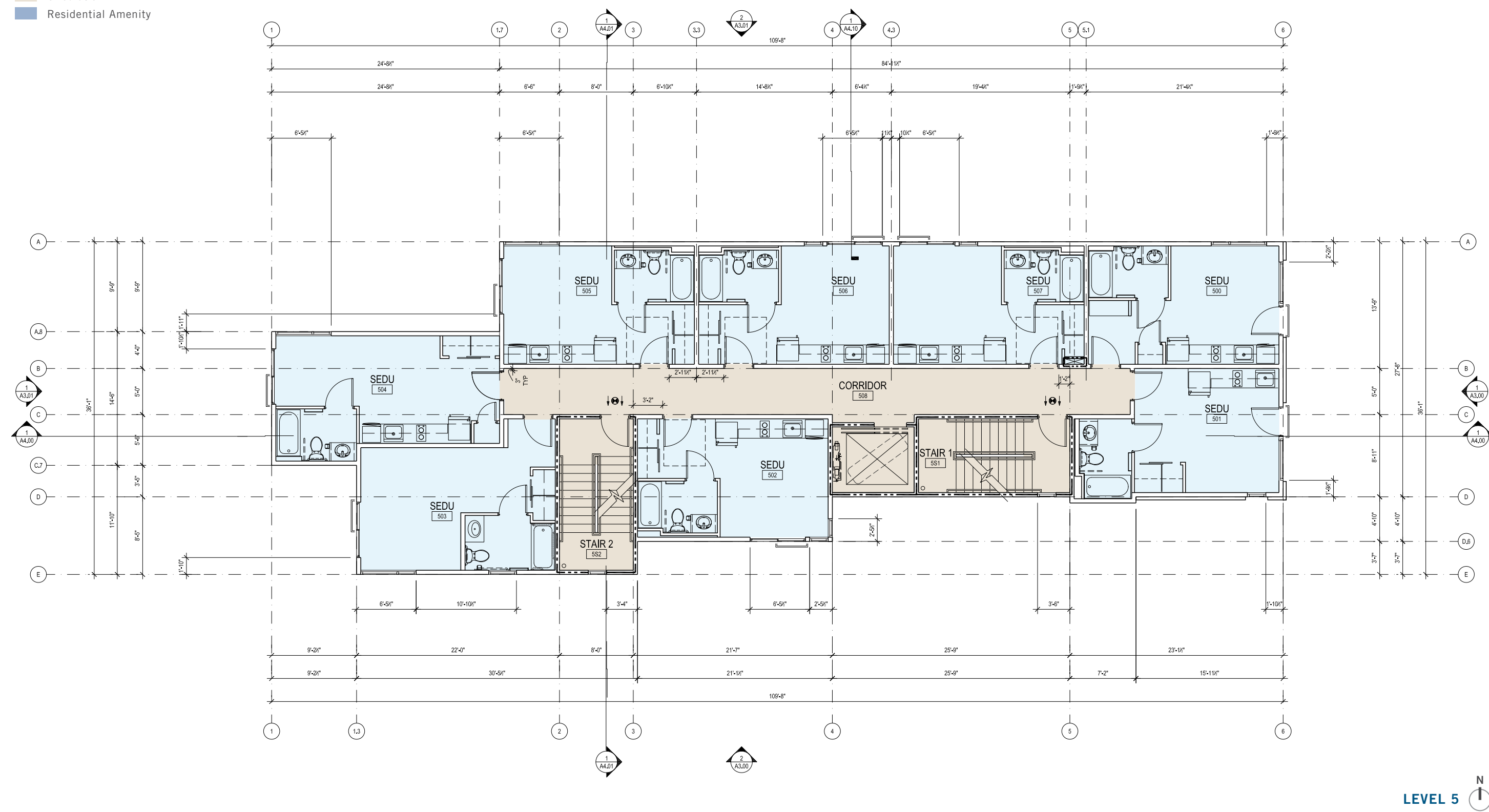


LEVELS 3-4

11.0 FLOOR PLANS

KEY

- Units
- Circulation
- Residential Amenity

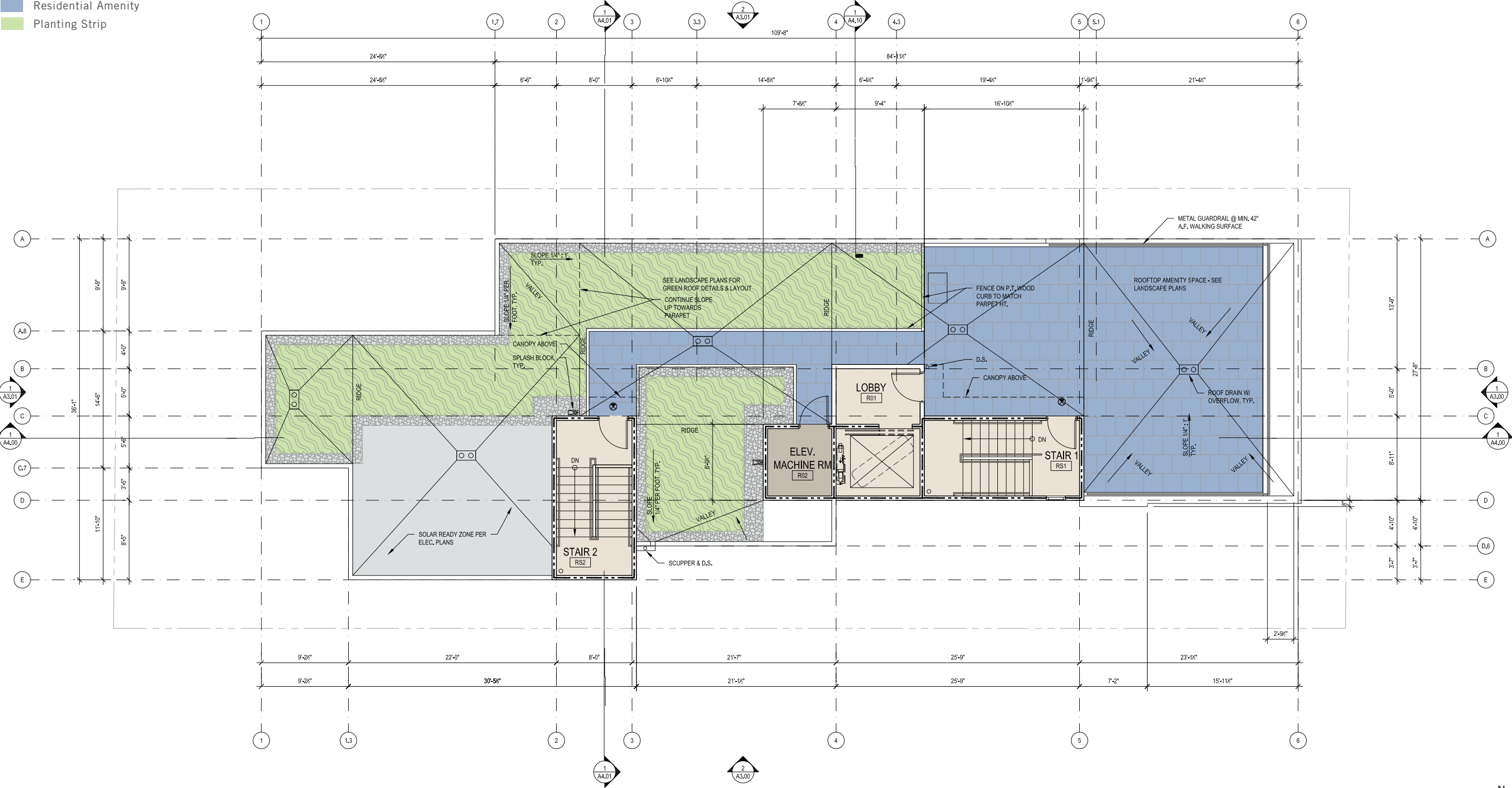


LEVEL 5

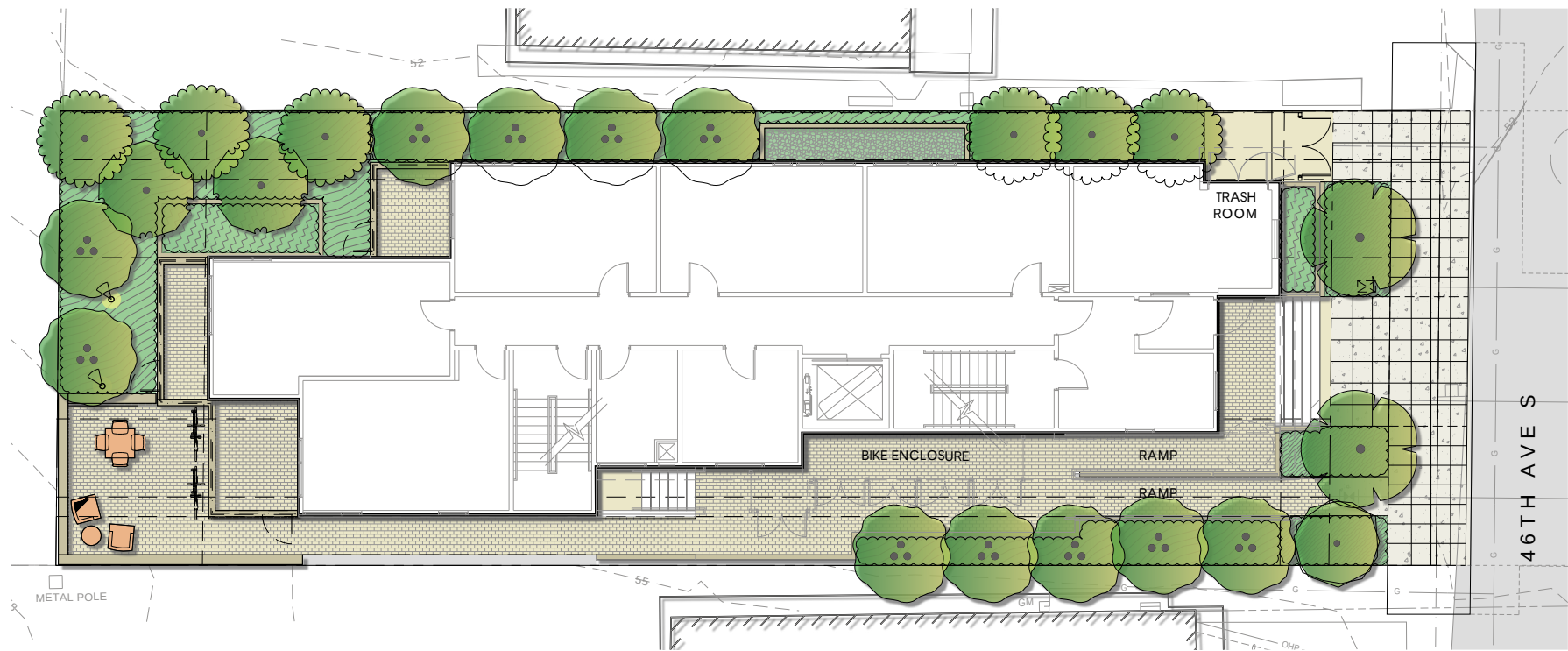
11.0 FLOOR PLANS

KEY

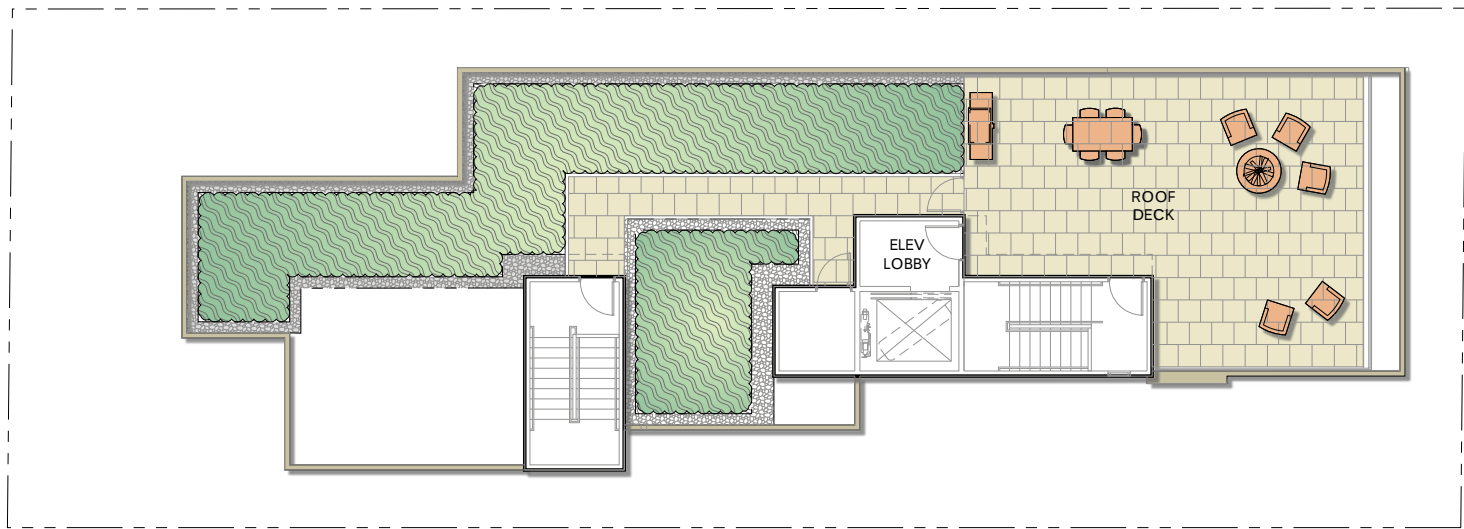
- Utility/BOH
- Circulation
- Residential Amenity
- Planting Strip



12.0 COMPOSITE LANDSCAPE / HARDSCAPE PLAN



1 Seattle Green Factor Plan - Level 1
scale 1/8" = 1' - 0"



2 Seattle Green Factor Plan - Roof
scale 1/8" = 1' - 0"

Guidance Response 2c

Large trees and shrubs reduce the perceived mass and help to integrate the building into the existing neighborhood and greenbelt. Many trees are needed to meet the Green Factor requirements. Trees are located along the perimeter of the site on the north and south property lines which will act as screening elements and help frame and visually soften the building in its context. Container sizes are noted on the planting schedule.



Autumn Sunset Apple Serviceberry



Eddie's White Wonder Dogwood



Vine Maple



Japanese Maple



Persian Spire Parrotia

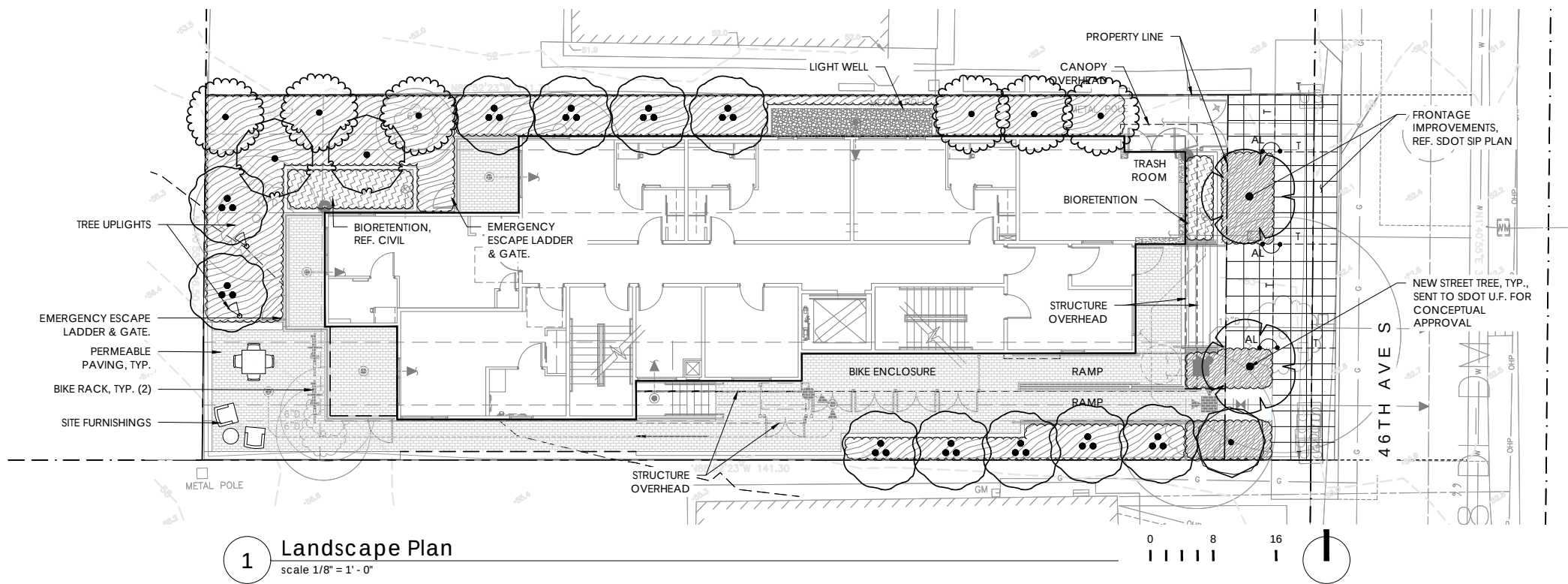


Concrete Paving



Permeable Pavers

12.0 COMPOSITE LANDSCAPE / HARDSCAPE PLAN



RIGHT-OF-WAY PLANTING AREAS:
(PER COS STD PLAN 142)

- ALL SOIL AREAS DISTURBED OR COMPACTED DURING CONSTRUCTION, AND NOT COVERED BY BUILDINGS OR PAVEMENT, SHALL BE AMENDED WITH COMPOST AS DESCRIBED BELOW.
- SUBSOIL SHOULD BE SCARIFIED (LOOSENED) 4 INCHES BELOW AMENDED LAYER, TO PRODUCE 12-INCH DEPTH OF UN-COMPACTED SOIL, EXCEPT WHERE SCARIFICATION WOULD DAMAGE TREE ROOTS OR AS DETERMINED BY THE ENGINEER.
- COMPOST SHALL BE TILLED IN TO 8 INCH DEPTH INTO EXISTING SOIL OR PLACE 8 INCHES OF COMPOST-AMENDED SOIL PER SOIL SPECIFICATION.
- PLANTING BEDS SHALL RECEIVE 3" OF COMPOST TILLED INTO 8" DEPTH, OR MAY SUBSTITUTE 8" OF IMPORTED SOIL CONTAINING 35-40% COMPOST BY VOLUME. MULCH AFTER PLANTING WITH 2-4 INCHES OF ARBORIST WOOD-CHIP MULCH OR APPROVED EQUAL MULCH PER BELOW.
- SETBACKS: TO PREVENT UNEVEN SETTLING, DO NOT COMPOST-AMEND SOILS WITHIN 3 FEET OF UTILITY INFRASTRUCTURES (POLES, VAULTS, METERS, ETC.). WITHIN ONE FOOT OF PAVEMENT EDGE, CURBS AND SIDEWALKS SOIL SHOULD BE COMPACTED TO APPROXIMATELY 90% PROCTOR TO ENSURE A FIRM SURFACE.
- REFER TO CITY OF SEATTLE STANDARD SPECIFICATIONS:
8-02 TOPSOIL TYPE B
9-14.1 TOPSOIL TYPE A - IMPORTED, TOPSOIL TYPE B - REUSED AMENDED SITE SOIL AND PLANTING SOIL.

ON-GRADE TOPSOIL:

- TOPSOIL: TWO-WAY MIX, AVAILABLE AT CEDAR GROVE COMPOSTING, MAPLE VALLEY, WA, (877) 764-5748, OR APPROVED EQUAL.
- PREPARATION: LOOSEN SUBGRADE SOIL TO MINIMUM DEPTH OF 8 INCHES W/CULTIMULCHER OR SIMILAR EQUIPMENT. REMOVE STONES, GRAVEL, STICKS, ETC.
- PLACEMENT: TOPSOIL MINIMUM DEPTH 8". SPREAD APPROX. 1/2 THE THICKNESS OF PLANTING SOIL MIX OVER LOOSENED SUBGRADE. MIX THOROUGHLY INTO TOP 4-INCHES OF SUBGRADE. SPREAD REMAINDER TO MEET REQUIRED GRADES. HOLD 3" BELOW ADJACENT PAVED WALKS, CURBS, AND PLANTER WALLS.

MULCH:

- BARK MULCH: PACIFIC GARDEN MULCH, CEDAR GROVE COMPOST, OR APPROVED EQUAL, AND SHALL BE NO LESS THAN 2 OR MORE THAN 4 YEARS OLD. MINIMUM DEPTH 2", EXCEPT AT GREEN ROOF AND WHERE NOTED OTHERWISE.

LANDSCAPE NOTES:

- PROJECT MEETS 0.60 SEATTLE GREEN FACTOR SCORE.
- ALL PROPOSED PLANTING AREAS SHALL BE WATERED WITH AN IN-GROUND, AUTOMATIC IRRIGATION SYSTEM, WITH EXCEPTION OF MULCH BEDS AT EXISTING TREES.
- SEE COS STD PLANS 100 SERIES FOR ADDITIONAL PLANTING REQUIREMENTS AND DETAILS.

MATERIALS LIST - STREET LEVEL

	CONCRETE PAVING -SAND COATED EXPANSION JOINTS -SAW CUT CONTROL JOINTS -LIGHT SAND BLAST FINISH -SCORE PER PLAN
	THROUGH JOINT
	PERMEABLE PAVERS & EDGE RESTRAINT AQUAPAVE PERMEABLE PAVERS, (OR ALTERNATE) COLOR/SIZE: CHARCOAL, STANDARD SERIES RUNNING BOND PATTERN SHOWN. BY ABBOTSFORD CONCRETE PRODUCTS, 1.866.888.2811
	CONTINUOUS PVC EDGE RESTRAINT MANUFACTURED BY PAVE-TECH INC. PROVIDE PAVE EDGE RIGID EDGE RESTRAINT & ALL ASSOC. PARTS, INCL. GALVANIZED STEEL SPIKES (10"x3/8"), WHERE PAVERS ARE NOT ADJACENT TO OTHER PAVING. INSTALL PER MFG. REC.
	ALIGN
	PEBBLE MULCH 7/8" DIA CLEAN-WASHED GRAVEL, 2" MIN. DEPTH, 4" MAX. DEPTH
	TREE UP-LIGHTS
	SITE FURNISHINGS OWNER FURNISHED

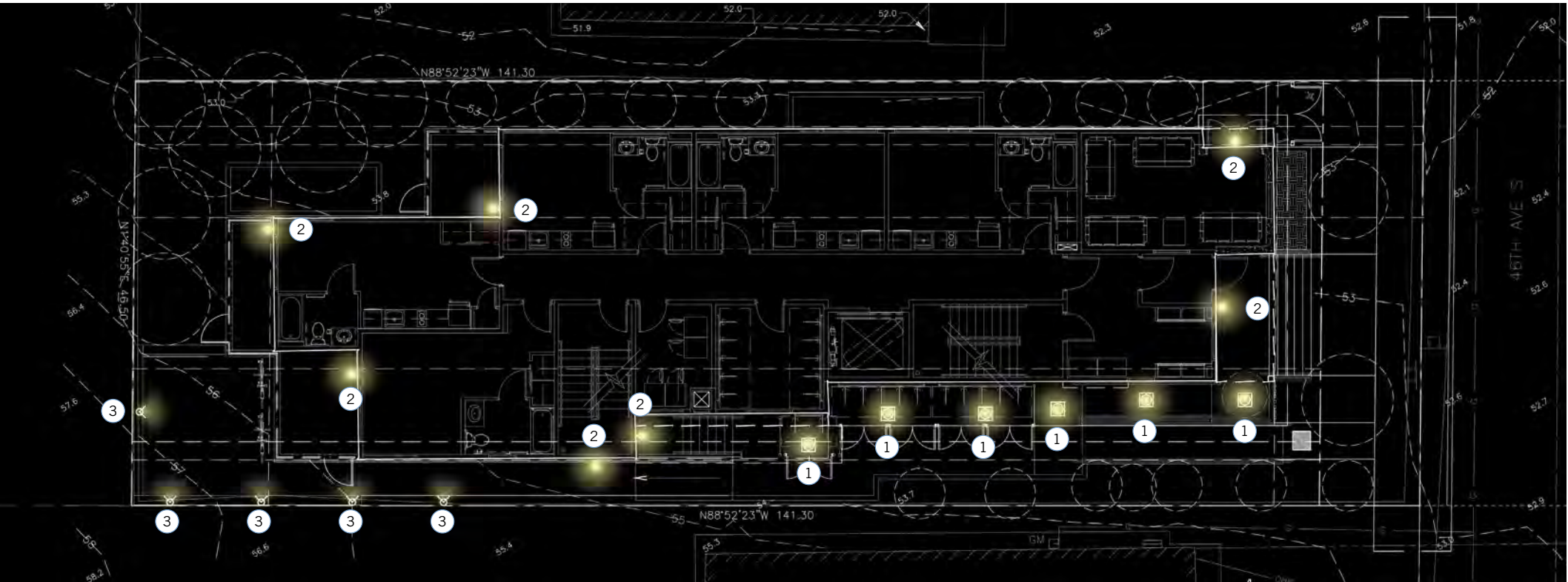
PLANT LIST

STREET TREES	BOTANICAL NAME	COMMON NAME	SIZE	COND	DROUGHT
	CORNUS 'EDDIE'S WHITE WONDER' (*STREET TREES CONCEPTUALLY APPROVED BY SDOT URBAN FORESTRY 6/4/2021, PERMIT #SDOTTREE0001789)	'EDDIE'S WHITE WONDER' DOGWOOD	2" 1/2 CAL.	B&B	
	PARROTIA PERSICA 'JL COLUMNAR' TM (*STREET TREES CONCEPTUALLY APPROVED BY SDOT URBAN FORESTRY 6/4/2021, PERMIT #SDOTTREE0001789)	PERSIAN SPIRE PARROTIA	1.5' CAL.	B&B	DROUGHT TO CAL.
TREES	BOTANICAL NAME	COMMON NAME	SIZE	COND	
	ACER CIRCINATUM MULTI-STEM, MIN. 3 STEMS	VINE MAPLE	8' HT.	B&B	NATIVE/ADAF
	ACER PALMATUM	JAPANESE MAPLE	6-8' HT.	B&B	
	AMELANCHIER X GRANDIFLORA 'AUTUMN SUNSET'	'AUTUMN SUNSET' APPLE SERVICEBERRY	6-8' HT.	B&B	DROUGHT TO
SHRUB (IN ALL PLANTING AREAS) - TO BE CHOSED FROM THE LIST BELOW					
	CORNUS STOLONIFERA 'KELSEY' *	'KELSEY' RED TWIG DOGWOOD	1 GAL.	CONT.	30" O.C.
	ILEX CRENATA 'CONVEXA' *	JAPANESE HOLLY	5 GAL.	CONT.	30" O.C.
	BUXUS MICORPHYLLA 'WINTER GEM'	WINTER GEM BOXWOOD	5GAL.	CONT.	30" O.C.
	NANDINA 'MOON BAY'	'MOON BAY' NANDINA	1 GAL.	CONT.	30" O.C.
	PITTOSPORUM TOBIRA 'WHEELER'S DWARF' *	WHEELER'S DWARF JAPANESE MOCK ORANGE	5 GAL.	CONT.	30" O.C.
	POLYSTICHUM MUNITUM **	SWORD FERN	1 GAL.	CONT.	30" O.C.
	ROSA 'AMBER' FLOWER CARPET **	'AMBER' FLOWER CARPET ROSE	1 GAL.	CONT.	30" O.C.
	RHODODENDRON 'HINO CRIMSON'	'HINO CRIMSON' RHOD.	1 GAL.	CONT.	30" O.C.
	SPIRAEA JAPONICA **	SPIRAEA	2 GAL.	CONT.	30" O.C.
GROUNDCOVERS					
	LIRIOPE SPICATA	CREeping LILYTURF	1 GAL.	CONT.	18" O.C.
	50% EPIMEDIUM X RUBRUM **	50% HYBRID EPIMEDIUM	1 GAL.	CONT.	18" O.C.
	25% ASTILBE X ARENDSII 'PEACH BLOSSOM'	25% 'PEACH BLOSSOM' ASTILBE	1 GAL.	CONT.	18" O.C.
	25% POLYSTICHUM MUNITUM **	25% SWORD FERN	1 GAL.	CONT.	18" O.C.

13.0 LIGHTING PLAN



ROOF PLAN



SITE PLAN

LIGHTING DETAILS



01 Recessed Canopy Light



02 Sconce Wall-pack



03 Pathway Lighting

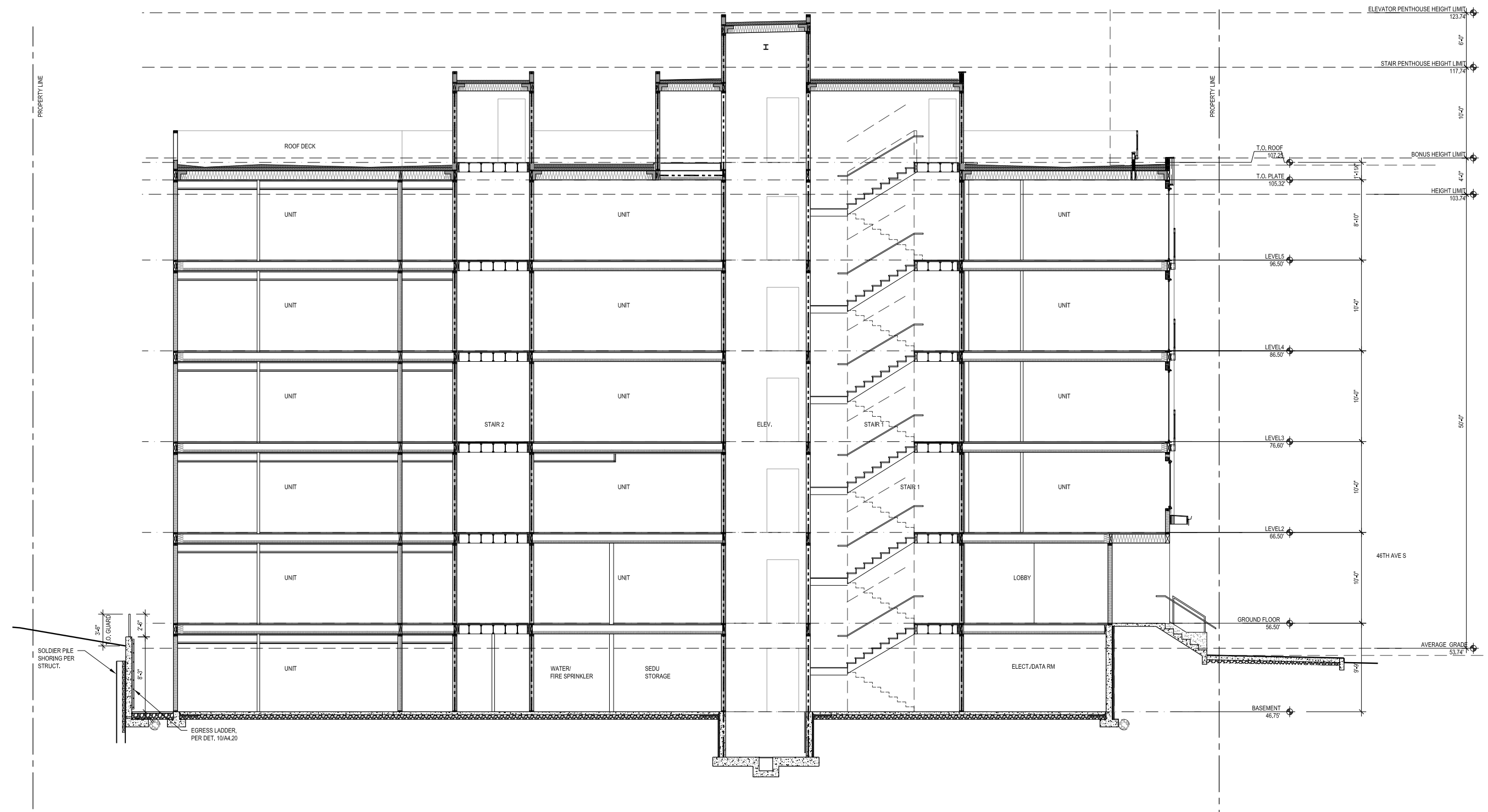
14.0 SIGNAGE CONCEPT PLAN



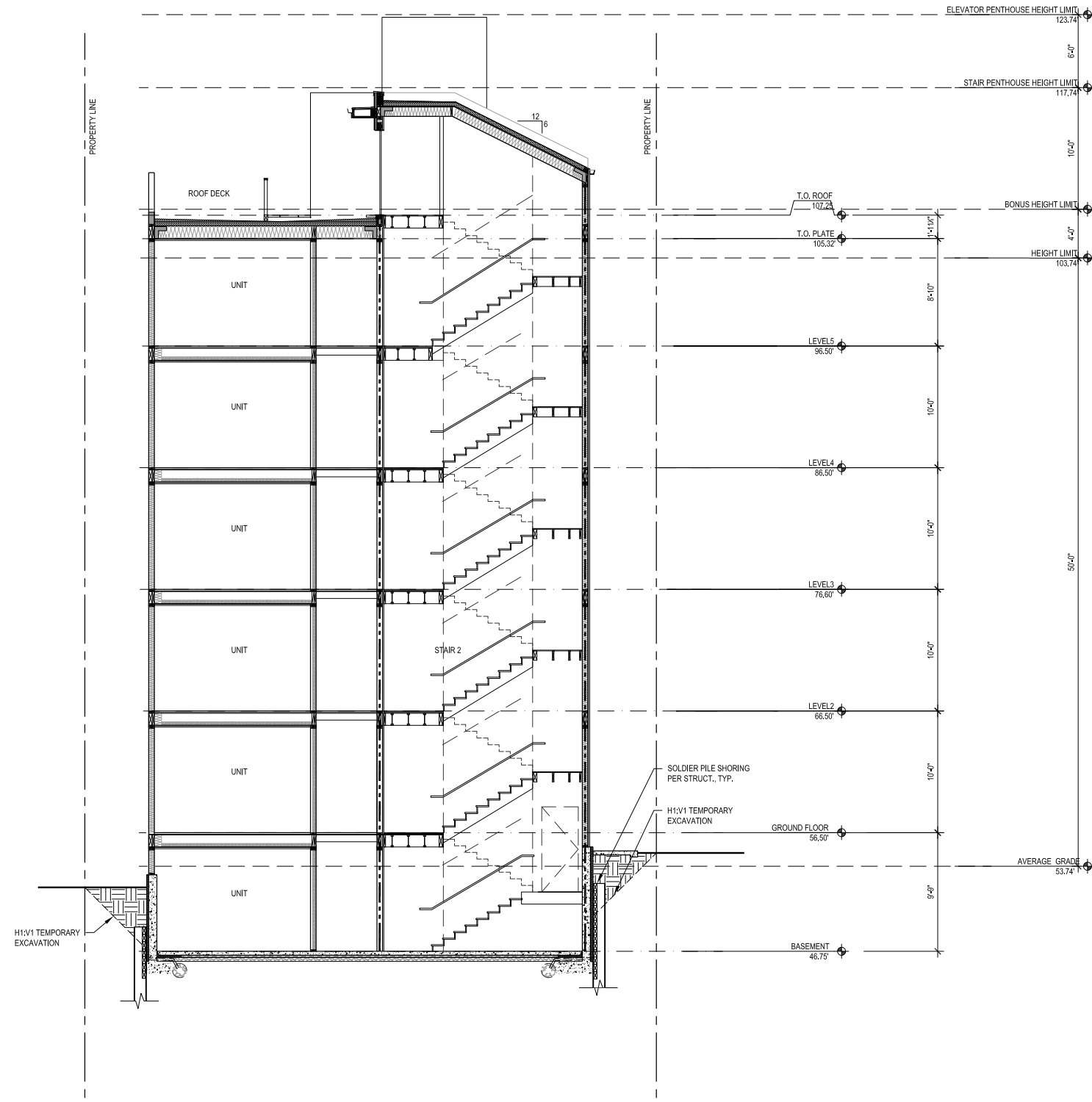
SIGNAGE DETAIL & EXAMPLES



15.0 BUILDING SECTION 1



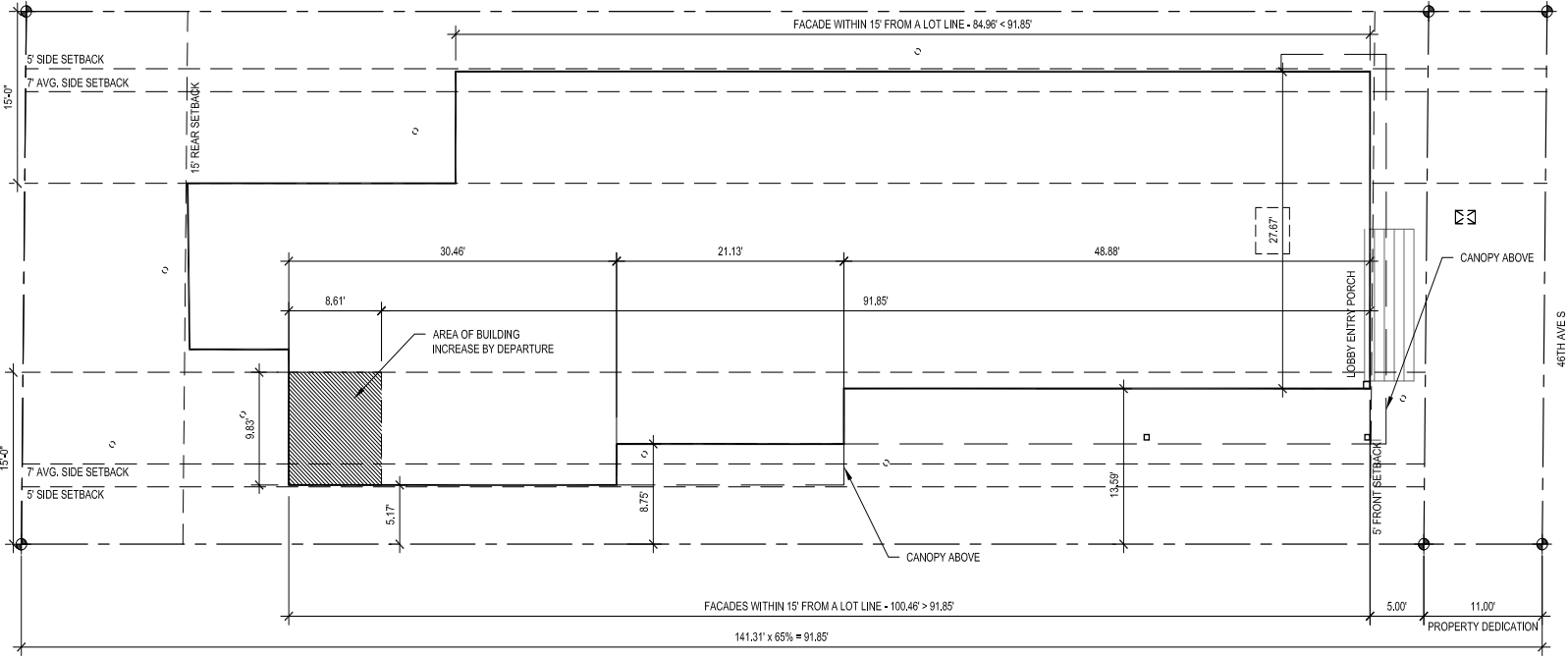
15.0 BUILDING SECTION 2



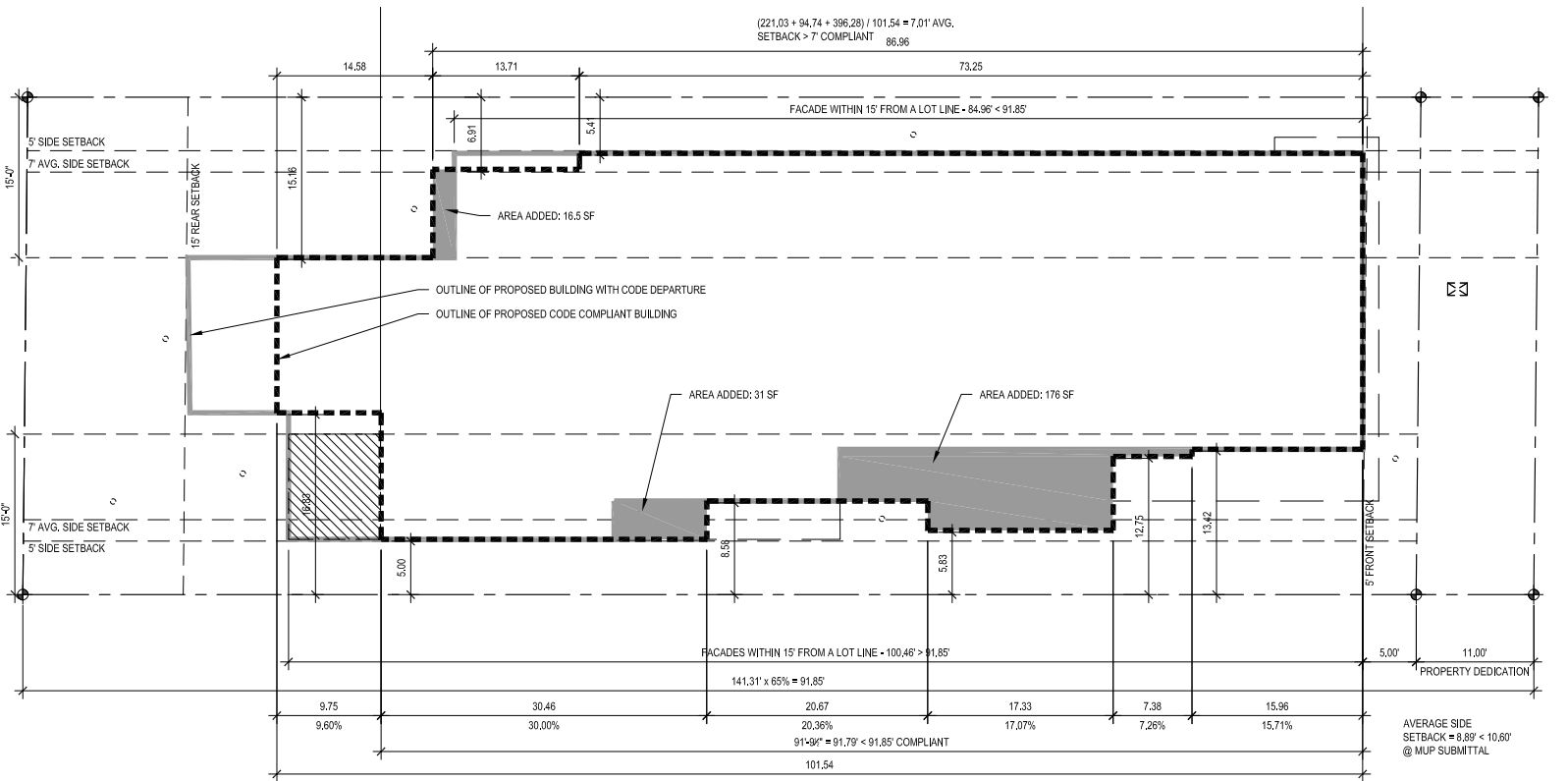
16.0 CODE DEPARTURES

DEPARTURE 1

CODE CITATION:	23.45.527.B.1
CODE REQUIREMENT:	The maximum combined length of all portions of façades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line
CORRESPONDING DESIGN GUIDELINE:	CS2.C.2. Mid-Block Sites, CS2.D.1. Existing Development and Zoning, CS3.A Emphasizing Positive Neighborhood Attributes, PL2.A Accessibility, PL2.C.1. Locations and Coverage, PL3.A.2. Common Entries, PL4.B.3. Bike Connections, PL4.C.1. Influence on Project Design, DC2.A.2. Reducing Perceived Mass, DC2.C.1. Visual Depth and Interest
PROPOSED DESIGN DEPARTURE:	Allowed façade length: 141.31 side lot line length x 65% = 91.85'. Increase of total façade length within 15' of a side lot line by 8.61' to 100.46' or 71% of lot line length
RATIONALE:	The ADR guidance report supported the development of option 3, which included the departure request, that trades a narrower building profile and inviting entry sequence at the street for a slightly bulkier rear where the egress stair core is located. The supported ADR option is not possible without the departure. Reduces perceived mass. The building with the departure better meets the design guidelines by directly addressing guidance recommendation 1.d: the building is set back further from the south lot line to allow room for the ADA ramp placement. This allows enough run for the ramp to meet the necessary rise to the finish floor of the entry in one switchback. Without the departure additional ramp length is needed to extend around the front of the building, which would contradict the guidance recommendation, see detail 1D (CS3.A, DC2.A.2, DC2.C.1). The guidance report notes concern for the bulk and scale of the building multiple times. An equivalent building that is code-compliant is actually bulkier and extends further into both side setbacks than the proposed building. The departure request results in an additional area of 84.63 sf per floor plate located at the rear of the building on the south side. As noted in the diagram, a compliant building gets wider and extends out in multiple directions, adding a total area of 223.5 sf to each floor plate, or nearly 3x the area in the side setback. In addition, the building as designed with the departure results in no portion exceeding the minimum 5' side setback and results in an average side setback 10.60 feet on the south side. Thus the building is actually less bulky than a compliant building, fitting better into a neighborhood transitioning from low density to high density, see plan diagrams & detail 1B & 1C (CS2.C.2, CS2.D.1). Furthermore, the narrow street-facing façade created by the departure is no wider than the front-most façade of either neighboring house by 8", helping the building fit in with the current context, see detail 1E (CS3.A.1, CS3.A.4). The owners brought up concerns about ease of access to the building and creating a pleasant entry sequence, which is also mentioned in the guidance report recommendations 1.d, 1.g, 1.h, & 2.b. As noted above a compliant building requires the ADA ramp to extend around the front of the building. The space needed for such an additional ramp run eliminates the stoop and results in an entry sequence that is convoluted and cumbersome, as seen in the diagram 1D. The departure allows a linear pathway for residents from street, to stoop, to vestibule, to lobby, to corridor. The resulting entry sequence allows for direct visual connection to the street, more street activation, and ease of movement through the building, resulting in longevity for the structure.



1 FACADE LENGTH DEPARTURE REQUEST DIAGRAM
1/8" = 1'-0"



1A EQUIVALENT CODE-COMPLIANT BUILDING
3/32" = 1'-0"

16.0 CODE DEPARTURES

DEPARTURE 1 (CONTINUED)



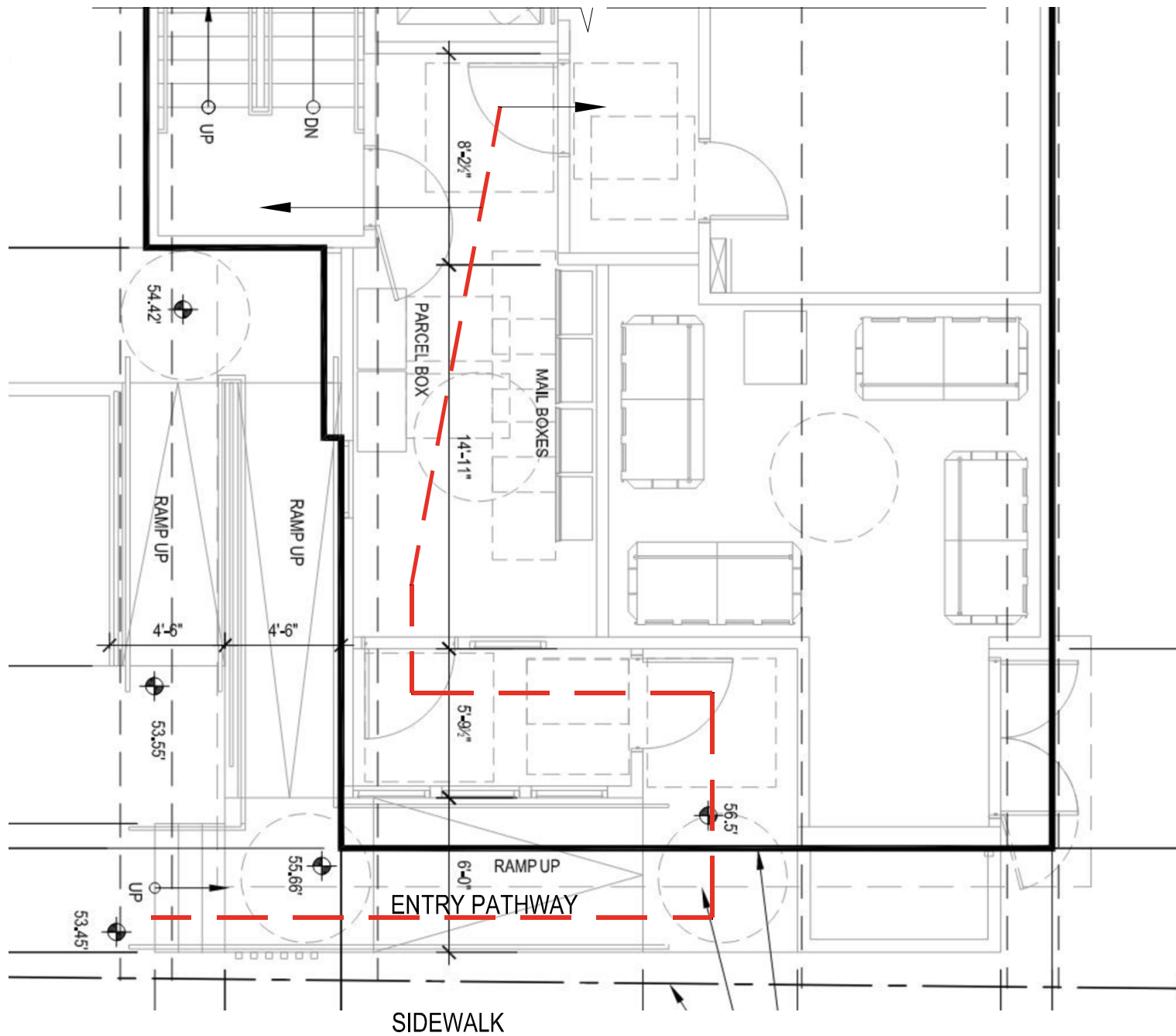
1B BUILDING WITH DEPARTURE
N.T.S.



1C EQUIVALENT CODE-COMPLIANT BUILDING
N.T.S.

N

16.0 CODE DEPARTURES
DEPARTURE 1 (CONTINUED)

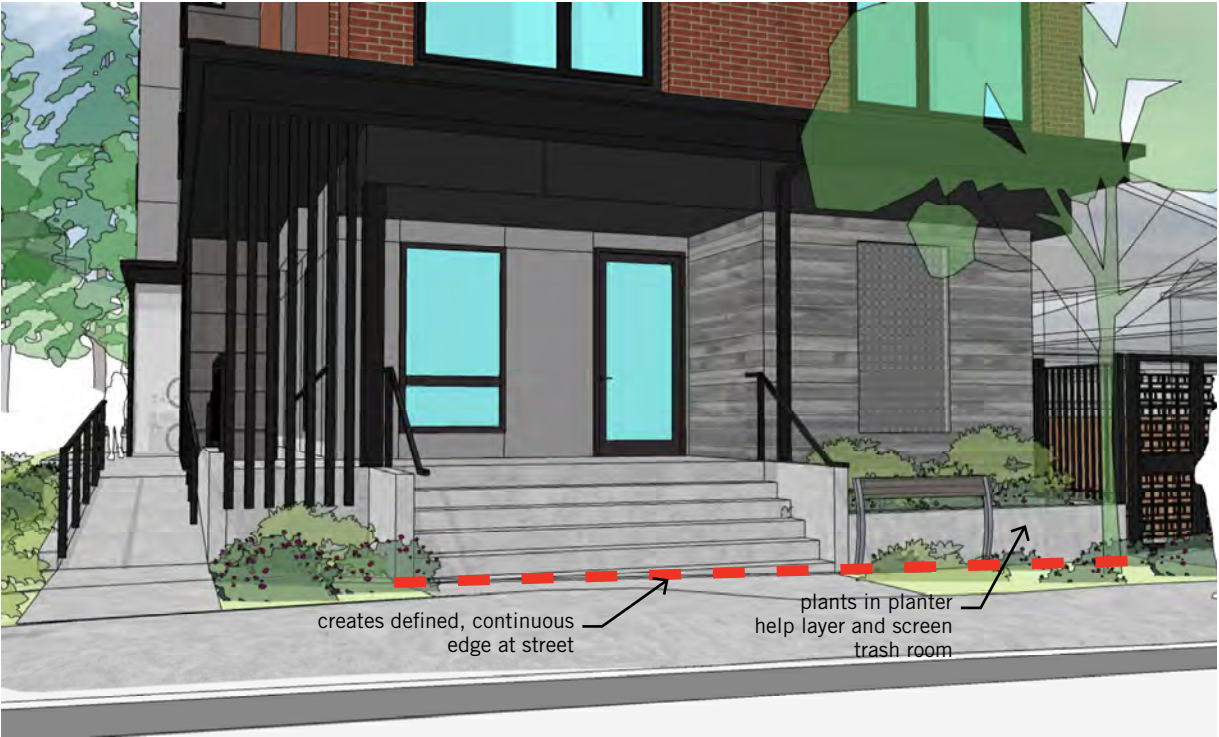


1D LOBBY ENTRY WITHOUT DEPARTURE
N.T.S.

16.0 CODE DEPARTURES

DEPARTURE 2

CODE CITATION:	23.45.518.I.10 & 23.45.518.I.11
CODE REQUIREMENT:	10. Above-grade green stormwater infrastructure (GSI) features are allowed without setback or separation restrictions if: a) Each above-grade GSI feature is no more than 4.5 feet tall, excluding piping; b) Each above-grade GSI feature is no more than 4 feet wide; and c) The total storage capacity of all above-grade GSI features is no greater than 600 gallons. 11. Above-grade GSI features larger than what is allowed in subsection 23.45.518.I.10 are allowed within a required setback or separation if: a) Above-grade GSI features do not exceed ten percent coverage of any one setback or separation area; b) No portion of an above-grade GSI feature is located closer than 2.5 feet from a side lot line; and c) No portion of an above-grade GSI feature projects more than 5 feet into a front or rear setback area.
CORRESPONDING DESIGN GUIDELINE:	DC1.C.4, CS3.A.1, DC3.C.1, DC2.C.2, DC4.D.3
PROPOSED DESIGN DEPARTURE:	Allow GSI feature that is 11'-9" wide as viewed from the street. Allow GSI feature to cover 18.96% of the front setback area.
RATIONALE:	The code restricts required GSI features in two ways in in relation to setbacks: 1) it limits the width to less than 4' wide, & 2) limits the area to less than 10% of the setback. GSI features are required by zoning & stormwater code. This project, like many others, is extremely limited in the methods available to mitigate stormwater; and according to the stormwater code: above-grade bioretention planters are the only GSI available given the soil conditions of the site & the height of the sewer in the street. Without the above grade planter this project will dump unmitigated stormwater into the sewer. This departure request is simply to allow us to use the code-required techniques to mitigate as much stormwater from the site as feasible, as required by law. To do this we would provide a single planter in the front that is more than 4 feet wide and which covers 18.96% of the front setback area. Without the above-grade planter on-site mitigation is not feasible to the extent it would be with the planter. This requested departure also addresses guidance items 1.g, 2.c & 3.a by providing a landscape element to help visually layer and screen the blank wall of the trash room from the street (DC2.C.2, DC1.C.4). The planter extends into the setback the same distance as the front stairs, forming a consistent built edge at the property line, which again, reinforces the layering effect to help define the base of the building by reaching out to the street (DC4.D.3, DS3.A.1, DC3.C.1). Without the above-grade planter the blank trash room wall extends down to the foundation, with less screening & modulation opportunity. The landscaped area left behind becomes a lost opportunity for layering and does not have the same effect as providing a built element for people sit on or rest belongings against as they move in and out of the building or take the trash out, increasing street-level activation.



2A ENTRY WITH DEPARTURE - ABOVE GRADE GSI PLANTER
N.T.S.



2B COMPLIANT ENTRY - NO ABOVE GRADE GSI PLANTER
N.T.S.

16.0 CODE DEPARTURES
DEPARTURE 2 (CONTINUED)

