## CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEVELOPMENT OBJECTIVES &amp; SITE STATISTICS</td>
<td>3</td>
</tr>
<tr>
<td>SITE AERIAL VIEW &amp; ZONING MAP</td>
<td>4</td>
</tr>
<tr>
<td>BOUNDARY, TOPOGRAPHIC &amp; TREE SURVEY</td>
<td>5</td>
</tr>
<tr>
<td>CONTEXT PHOTOS ALONG DELRIDGE AVE</td>
<td>6</td>
</tr>
<tr>
<td>CONTEXT PHOTO KEY MAP</td>
<td>7</td>
</tr>
<tr>
<td>BUILDING CONTEXT PHOTOS</td>
<td>8</td>
</tr>
<tr>
<td>EARLY DESIGN GUIDANCE PREFERRED SCHEME</td>
<td>10</td>
</tr>
<tr>
<td>URBAN DESIGN DIAGRAM &amp; DESIGN CONCEPT</td>
<td>12</td>
</tr>
<tr>
<td>LANDSCAPE PLAN</td>
<td>13</td>
</tr>
<tr>
<td>ISOMETRIC &amp; ONE POINT PERSPECTIVES OF ENTRY &amp; EGRESS POINTS</td>
<td>14</td>
</tr>
<tr>
<td>BUILDING PLANS</td>
<td>15</td>
</tr>
<tr>
<td>SITE SECTIONS</td>
<td>18</td>
</tr>
<tr>
<td>BUILDING PERSPECTIVES</td>
<td>20</td>
</tr>
<tr>
<td>NORTH PEDESTRIAN R.O.W. PERSPECTIVE, LIGHTING CONCEPT &amp; CUT-SHEETS</td>
<td>24</td>
</tr>
<tr>
<td>MATERIAL BOARD &amp; CALL-OUTS</td>
<td>26</td>
</tr>
<tr>
<td>COLOR ELEVATIONS</td>
<td>28</td>
</tr>
<tr>
<td>SUN STUDIES</td>
<td>30</td>
</tr>
<tr>
<td>DEPARTURES</td>
<td>32</td>
</tr>
</tbody>
</table>
Important Design Guidelines

• Site Planning
  Respond to site characteristics
  The slope presents challenges and opportunities. Single Family zone is a particular challenge. It is important to engage the city stair adjacent to the north property line. Use the location of the four houses to create a central space for outdoor activities.

  Residential open space
  Open space in balance with the natural forest will require some hardscape. Plant material should be compatible with the natural vegetation. Direct the outlook of some of the apartments into the central open space away from the street.

• Height Bulk and Scale
  There is no obvious architectural context in the site vicinity. A convenience store, gas station, and mini-storage are the surrounding uses. Under these circumstances the project can establish a context for future development.

• Architectural elements
  Human Scale
  The building is big and it should present a friendly sidewalk experience. Consideration should be given to all the ways that the building will be seen, from a distance looking from the ridge to the west, from cars north and south bound on Delridge, from the sidewalk and the bus stop, and equally important, from the inside looking out.

• Pedestrian Environment
  There will be pedestrian activity along Delridge to and from the bus stop and there will be foot traffic up and down the stair to the north of the site. The stair connects the neighborhood and the grade school at the top of the hill to Delridge. The project should make the use of the stair convenient and safe for the residents.

Safety and Security
This is always an issue when there is easy access to residential units.

• Landscape
  Special site conditions
  The site is bordered on two sides by urban forest. The topography is sloped so walking through the forest is difficult. The landscape that the project will add must be compatible with the natural vegetation and in fact be an extension of that natural feeling.

Key goals for the project

• Provide market rate rental housing
• Connect to the existing hillside stair in the Myrtle Way SW right of way and increase its use and safety.
• Provide opportunities for residents to enjoy the surrounding urban forest
• Reduce the impact of noise and commotion from Delridge Way SW
• Provide an appropriate street front to encourage pedestrian activity
• Create a comfortable waiting area near the Bus stop
• Site the apartment and the houses to create the feeling of a small neighborhood with a common outdoor space and pedestrian connections to the school at the top of the hill and to the commercial center to the south on Delridge

Project Description

The site is a split zone, the western parcel along Delridge Way SW is C-1/40 and the eastern parcel is zoned SF 5000. The intention is to construct a four level apartment building with about 60 apartment units, over a concrete base that contains parking and work live units or retail commercial space on the C-1/40 land. Three-four single family rental houses are proposed for the SF land. Parking for them would be located in the parking base structure of the apartment building.

Project Data

<table>
<thead>
<tr>
<th>Location</th>
<th>Residential</th>
<th>Parking</th>
<th>Commercial</th>
<th>Unit count</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1/40 land area</td>
<td>23,788 sf</td>
<td></td>
<td></td>
<td>15 units</td>
<td>P2</td>
</tr>
<tr>
<td>SF 5000 land area</td>
<td>20,350 sf</td>
<td></td>
<td></td>
<td>33 units</td>
<td>P1</td>
</tr>
<tr>
<td>P2</td>
<td>39 stalls</td>
<td></td>
<td></td>
<td>Total Parking</td>
<td>77 stalls</td>
</tr>
<tr>
<td>P1</td>
<td>38 stalls</td>
<td></td>
<td></td>
<td>Gross Area</td>
<td>48,889 sf</td>
</tr>
<tr>
<td>Gross Area</td>
<td>26,115 sf</td>
<td>1,740 sf</td>
<td></td>
<td>Total Building Area</td>
<td>76,744 sf</td>
</tr>
</tbody>
</table>
DELRIDGE MIXED USE PROJECT
EARLY DESIGN GUIDANCE PACKAGE

CONTEXT PHOTOS ALONG DELRIDGE WAY

DELRIDGE WAY - EAST SIDE VIEW (COMPRESSED)

TOWN HOMES
SINGLE FAMILY HOME
STAIRS TO ELEMENTARY SCHOOL
SITE
GAS STATION

DELRIDGE WAY - WEST SIDE VIEW (COMPRESSED)

POLICE STATION
HOME Depot
PUBLIC STORAGE
GAS STATION
SINGLE FAMILY HOME
TOWN HOMES
APARTMENTS
The Delridge Neighborhood Plan designates the site vicinity as the “South Node” and it anticipates the development of a walkable pedestrian scale neighborhood center. The “South Node” is a transportation cross road. There is an important transit stop on Delridge Way SW at the North West corner of our site at the foot of the city stairway in the SW Myrtle R/W. The stair is the pedestrian connection from Delridge to the grade school and the residential community at the top of the hill east of Delridge.

Concept A locates the building at the sidewalk edge to engage with pedestrian activity moving to and from the transit stop. Commercial space is located at sidewalk level and is transparent to allow views into the space and pedestrian exposure for the business that operates there.

The massing of the building will create the “street wall” that is necessary to achieve a sense of defined space for the neighborhood center. Future development on both sides of the street is necessary to fully realize this “goal” of the neighborhood plan, but this project is a start in that direction.

The north end of our street wall will be a green landscape wall that will function as a backdrop for seating for people waiting for transit. Leaning against a glass storefront is not a comfortable way to wait for the bus. Project parking is internal on level 1 behind the commercial space and it steps up to level 2 to respond to the existing topography.

The garage entry at the south west end of the site is set back from the street a few feet to allow space for a landscape buffer between the sidewalk and the building.

The several stories of apartments are configured to create an internal courtyard that will be an activity space for the residents. A large opening in the west façade connects the court yard to the street and to the emerging neighborhood center. The opening also allows some view into the courtyard from the neighborhood. The court yard will be a secure area for the enjoyment of the residents but it is not disconnected from the larger community.

3 rental houses will be build on the hillside to the east of the apartments on the edge of the Urban Forest. They will help define the courtyard space and will contribute to the small neighborhood feeling of the project. The parking for the houses is in the apartment garage. Elevators will provide access to the pedestrian bridge that crosses over the courtyard to the house. The bridge also provides a connection to the Urban Forest and to the stairway in the SW Myrtle St R/W. The bridge will be the visual center of activity in the court yard space.
DELRIDGE MIXED USE PROJECT
EARLY DESIGN GUIDANCE PACKAGE

ISOMETRIC & ONE POINT PERSPECTIVES OF ENTRY & EGRESS POINTS
DELRIDGE MIXED USE PROJECT
EARLY DESIGN GUIDANCE PACKAGE

PROJECT A STATS
61 UNITS
1,740 SF RETAIL
3 HOUSES
77 CAR STALLS

P2 LEVEL - PARKING / RETAIL / LOBBY LEVEL PLAN

P1 LEVEL - PARKING / AMENITY / RESIDENTIAL LEVEL PLAN

PLAN SYMBOLS
- PARKING
- RETAIL
- LOBBY / AMENITY
- AUX / SUPPORT SPACES
- RESIDENTIAL
- RESIDENTIAL DECKS
R1 LEVEL - RESIDENTIAL & AMENITY LEVEL PLAN

R2 LEVEL - RESIDENTIAL LEVEL PLAN
OVERALL DESIGN PERSPECTIVES
A: View looking north at street level

B: View looking south at street level

C: Looking east from the west side of Delridge Ave through the residential block and into the forested courtyard

D: View of retail space from Delridge Ave
COURTYARD & SINGLE FAMILY HOUSE PERSPECTIVES

C: LOOKING EAST FROM THE WEST END OF THE FOOT BRIDGE

D: LOOKING SOUTH WEST ACROSS THE COURTYARD FROM THE NORTH WEST CORNER OF THE COURTYARD
LOOKING SOUTH AT PEDESTRIAN RIGHT OF WAY AND ILLUMINATED FACADE AND GREENWALL

1. RECESSED CAN LIGHTING IN SOFFIT TO ILLUMINATE FROSTED GLASS AWNING AND FACADE OF BUILDING ALONG DELRIDGE

2. LOOKING SOUTH AT PEDESTRIAN RIGHT OF WAY AND ILLUMINATED FACADE AND GREENWALL
**Wall luminaires**

- **with double-sided light output**
- Protection class IP 65
- Die cast aluminium, aluminium and stainless steel
- Reflectors of pure anodized aluminium

**Lighting Cut-Sheets**

- Model No. SC40DC323120S0
  - Luminaires: Die cast extruded Industrial
  - Recessed: 6" DIA RECESSED WP CAN LIGHT
  - Reflector: 90% REFLECTANCE
  - Lumen: 3200 LM

**Typical Wall Sconce**

- Colour: graphite - article number
- white - article number + W
- silver - article number + A

\[ \beta = \text{half beam angle} \]

**Stair & Utility Lights**

- Step Lighting
- ADA Unit Entry Wall Sconce

---

**Specifications**

- **LED-Recessed wall luminaires**
  - with directed light
  - Installation depth 70 mm
  - Protection class IP 65
  - • LEDs: Power supply unit firmly installed
  - • Colour temperature: 3300 K
  - • Dimmable: 10-100% (triac)

- **Die cast aluminium, aluminium and stainless steel**
- **Safety glass**

- **Label and Listings**
  - UL Listed (w/ lamp location w/ fixed through)
  - Energy Star Rated (Electronic Triac only)
  - State of California Title 24 (Electronic triac & Air-Tight)
  - Washington State ASATME-263 (for Air-Tight)
  - Energy Star Rated (Electronic Triac only)

---

**Lighting Cut-Sheets**

- 6" DIA RECESSED WP CAN LIGHT
- ADA UNIT ENTRY WALL SCONCE
MATERIAL CALL-OUTS

- CORRUGATED SIDING
- ALUMINUM MULLIONS
- DECKING
- GLASS GUARD RAIL
- CONC PAVERS
- FLAT PANEL SIDING
- AWNING GLAZING
- WOOD FINISH ON RAILINGS & DOORS
- CONCRETE FINISH
- BOARD FORMED CONCRETE FINISH
Departure 1
We request a departure from the rear yard setback requirement.

SMC 23.47A.014 Setback requirements

2. A setback is required along any rear or side lot line that abuts a lot in a residential zone, as follows:
   a. Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet.

We propose to reduce the rear yard setback along the east side of the C-1/40 parcel to 0. The SF-5000 parcel to the East is a part of this development proposal and the separation between buildings can be evaluated on its merits.

Departure 2
We request a departure from the street level street facing facades requirement.

SMC 23.47A.008 Street-level development standards

A. Basic street-level requirements.
   3. Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

We propose modulating the street level facade on the compass orthogonal to visually break up the street facade and create small plaza spaces for retail and landscape to spill out onto the sidewalk.
Departure 3

We request a departure from the on site tree protection requirement.

SMC 25.11.080.A.2 Tree protection on sites undergoing development in Lowrise 4, Midrise, and Commercial Zones.

A. Exceptional Trees.
   2. The Director may permit an exceptional tree to be removed only if the applicant demonstrates that protecting the tree by avoiding development in the tree protection area could not be achieved through the development standard departures permitted in Section 23.41.012, and/or a reduction in the parking requirements of Section 23.54.015 up to a maximum reduction often (10) percent of the number of required parking spaces.

Per our Arborist’s recommendations, we propose removing these trees due to the fact they are diseased & in poor condition. Even if the project does not go through these trees should be removed.

Departure 4

We request a departure from the street level parking separation from street level, street facing facade by another permitted use.

Per Section 23.47A.032B1b

B. Location of parking.
   1. The following rules apply in NC zones, except as provided in subsection 23.47A.032.D.

   b. Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.