



EARLY DESIGN GUIDANCE

9201 Delridge Way SW
Seattle, WA

SDCI PROJECT NO.:
3029353

MEETING DATE:
2/15/18

APPLICANT TEAM:
AKA Investors, Developer
Caron Architecture, Architect

CARON

CARON REF #2017.076



PREFERRED OPTION 3

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PROJECT TEAM

OWNER

Harry Arsene & Alicia Arsene, AKA
Investors, LLC

CARON ARCHITECTURE CONTACT

Thomas Eng, Project Manager
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206.367.1382
Caron Reference No.: 2017.076

SITE INFORMATION

ADDRESS:

9201 Delridge Way SW Seattle, WA 98106

SDCI PROJECT NO.:

3029353

PARCEL(S):

9352900450, 9352900451

SITE AREA:

10,382 sf

OVERLAY DESIGNATION:

Westwood-Highland Park (Residential Urban Village), Airport Height Overlay (Conical Surface)

PARKING REQUIREMENT:

Office: 1 per 1,000 SF (first 1,500 ft is exempt)

Storage Uses: 1 per 2,000 sf

LEGAL DESCRIPTION:

WHITE CENTER ADD LESS W 61.30 ft
Plat Block: 4
Plat Lot: 26-27

DEVELOPMENT STATISTICS

OPTION 1:

Building Height: 44'-0"

Allowable FAR: 3.0

Proposed FAR: 2.6 (26,732 sf)

Parking Stalls: 11

Residential Units: 1

OPTION 2:

Building Height: 44'-0"

Allowable FAR: 3.0

Proposed FAR: 2.9 (29,976 sf)

Parking Stalls: 11

Residential Units: 1

PREFERRED OPTION 3:

Building Height: 44'-0"

Allowable FAR: 3.0

Proposed FAR: 2.9 (30,207 sf)

Parking Stalls: 12

Residential Units: 1

3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

This proposal includes a four-story mini-storage facility with parking, office, and a caretaker's unit. Parking is required to be provided on site as its located just to the north outside the pedestrian zone. The street frontage will be comprised of ground level office along SW Barton Street and at 20th Ave SW. Loading access will be located in the alley. Parking access is proposed in two different locations: access to structured parking for options 1 & 3 is via the alley; in option two it is proposed from SW Baron St. The development aims to supply storage to the surrounding area where new apartment complexes, some with SEDU units have been completed and more are proposed. The objective is to demonstrate clear circulation on a small site and ease of access to each storage unit.

SITE DESCRIPTION & ANALYSIS

The site is two parcels on the northeast half of the block at the intersection of Delridge Way SW and SW Barton St. The site is presently occupied by a one story auto repair service and tire center. The lot slopes down approximately eight feet east to west. The Westwood Village is located a few blocks west of the site. The site located in an area of increasing density and is transitioning to more mixed use and townhouse development. The street frontage of SW Barton St. slopes towards the west and is paved with no trees and has one power pole with high voltage lines overhead. The street frontage is flat along 20th Ave SW and has one large tree with adequate sidewalks.

ZONING ANALYSIS

The existing site consists of an auto repair service garage on two lots. The site is located in the Westwood-Highland Park Urban Village. The site is surrounded on three sides by public rights-of-way: 20th Ave SW to the west, SW Barton St. to the north, Delridge Way SW at the northeast corner and an alley to the east. The alley creates a corner access condition at Delridge Way SW and SW Barton St, connecting to the intersection more like a fifth street. The site is zoned C1-40, directly across the street from the lot to the west is zoned LR-3; to the north, east, and the lot directly south is zoned C1-40. Further west and south of the lot is zoned SF 7200.

TRANSPORTATION

Delridge Way SW is a principle arterial that serves multiple bus routes. Route 60 provides access to downtown Seattle while route 128 provides local access in west Seattle south towards Southcenter. Barton St. is a local access street with no bus routes but connects Delridge Way SW with the Westwood Village at SW Barton Pl. There are no designated bicycle routes in the immediate vicinity.

NEIGHBORHOOD DESIGN

The surrounding neighborhood is primarily single family homes with apartment structures along Delridge Way, SW Barton, and 16th Ave. The apartment structures in the area are generally of an older vintage. Proposed apartment complexes are scheduled for completion with a contemporary design vocabulary within a few blocks of the site. Most adjacent structures are one story while new and proposed buildings being three to four stories in height.

DEVELOPMENT SUMMARY (PREFERRED OPTION 3)

LEVEL	GROSS SF	FAR SF	RESIDENTIAL UNITS	OFFICE SF	STORAGE SF	PARKING STALLS
4	7,451	7,205	1 Unit (664 SF)	0	6,244	0
3	7,451	7,205	0	0	6,908	0
2	7,451	7,205	0	0	6,908	0
1	8,822	8,592	0	1,499 SF	696	12 Stalls
TOTAL	31,175 SF	30,207 SF	1 Unit	1,499 SF	20,756 SF	12 Stalls

4.0 SURVEY

PTN. OF: SE 1/4, SE 1/4, SEC. 36, TWP. 24 N., RGE. 3 E., W.M.
SEATTLE, WASHINGTON

SURVEYOR'S NOTES:

1-BASIS OF BEARING FOR THIS SURVEY IS THE MONUMENTED CENTERLINE OF 20TH AVENUE SW FROM THE FOUND MONUMENTS AT THE INTERSECTION OF SW CAMBRIDGE STREET AND SW BARTON STREET BEING NORTH 01°18'29" EAST, ACCORDING TO THE PLAT OF WHITE CENTER AN ADDITION TO THE CITY OF SEATTLE RECORDED IN VOLUME 20 OF PLATS, PAGE 65, RECORDS OF KING COUNTY, WASHINGTON.

2-EQUIPMENT: LEICA TOP1203, 3" INSTRUMENT WAS USED IN OBTAINING ANGLE AND DISTANCE MEASUREMENTS FOR THIS SURVEY. ALL MEASURING INSTRUMENTS AND EQUIPMENT SHALL BE MAINTAINED IN ADJUSTMENT ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

3-PROCEDURES: FIELD TRAVERSE METHOD MEETS OR EXCEEDS MINIMUM REQUIREMENTS IN ACCORDANCE WITH WAC 332-130-090.

4-VERTICAL DATUM: NAVD88 ELEV. = 380.267'

WGS SURVEY DATA WAREHOUSE POINT DESIGNATION 3832-3003, 2 INCH BRASS CAP STAMPED CITY OF SEATTLE 3832 3003 SET AT THE NORTHEAST CORNER OF THE INTERSECTION OF 18TH AVENUE SW & SW BARTON STREET, MIDPOINT OF DIAGONAL SECTION BETWEEN BACK OF CONCRETE WALKS.

5-BURIED UTILITIES: BURIED UTILITIES SHOWN PER A COMBINATION OF DIRECT FIELD OBSERVATION, UTILITY LOCATE PAINT MARKS FROM AN UNKNOWN ENTITY, SIDE SEWER CARDS, AND DSD WATER AND SEWER MAP INFORMATION. SIGNATURE SURVEYING & MAPPING, PLLC DOES NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THE UTILITY INFORMATION.

LEGAL DESCRIPTION:

PER KING COUNTY DEPARTMENT OF ASSESSMENTS EREAL PROPERTY PARCEL DATA:
LOT 26-27, BLOCK 4, PLAT OF WHITE CENTER ADDITION.

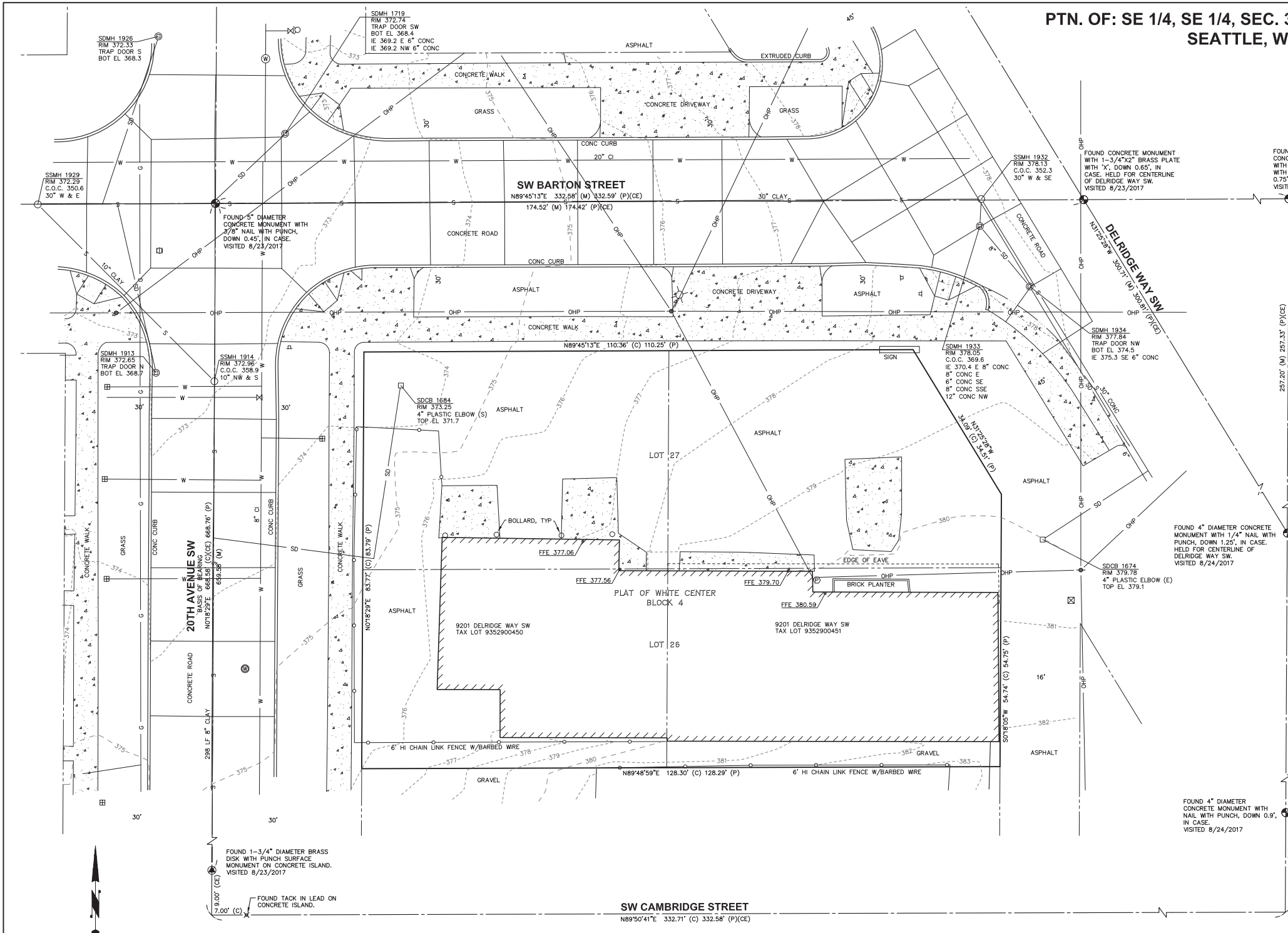
REFERENCES:

WHITE CENTER AN ADD. TO CITY OF SEATTLE, VOL. 20, P. 65
COUNTY ENGINEERS QUARTER SECTION MAP SURVEY, VOL. 366, P. 240

LEGEND

- MONUMENT FOUND AS NOTED
- ▲ SURFACE MONUMENT FOUND AS NOTED
- (M) SIGNATURE SURVEYING & MAPPING PLLC MEASURED DISTANCE
- (C) SIGNATURE SURVEYING & MAPPING PLLC CALCULATED DISTANCE
- (P) PLAT DISTANCE
- (CE) COUNTY ENGINEERS QUARTER SECTION MAP
- FFE FINISHED FLOOR ELEVATION
- OHP OVERHEAD UTILITY LINE
- W WATER LINE
- S SANITARY SEWER LINE
- G GAS LINE
- SD STORM DRAIN LINE
- UTILITY POLE
- ⊙ WATER MANHOLE
- ⊕ MONITORING WELL
- ⊠ GAS VALVE
- ⊡ CATCH BASIN
- ⊕ POWER METER
- ⊠ SIGN
- ⊕ LIGHT
- ⊕ FIRE HYDRANT
- ⊕ WATER VALVE
- ⊕ WATER METER
- C.O.C. CENTER OF CHANNEL
- ⊕ SANITARY SEWER MANHOLE
- ⊕ STORM DRAIN MANHOLE
- ⊕ JUNCTION BOX

DRAWN BY:	DPH	JOB NUMBER	17030
CHECKED BY:	PLS	PAGE	1 OF 1
SCALE:	1" = 10'		
DATE:	9/27/2017		
FIELD BOOK:	81 & 82		

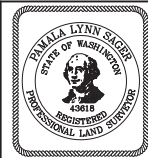


NO.	DATE	REVISION	BY

TOPOGRAPHIC AND BOUNDARY SURVEY
FOR
AKA INVESTORS
9201 DELRIDGE WAY SW
SEATTLE, WASHINGTON

Signature
Surveying & Mapping, PLLC

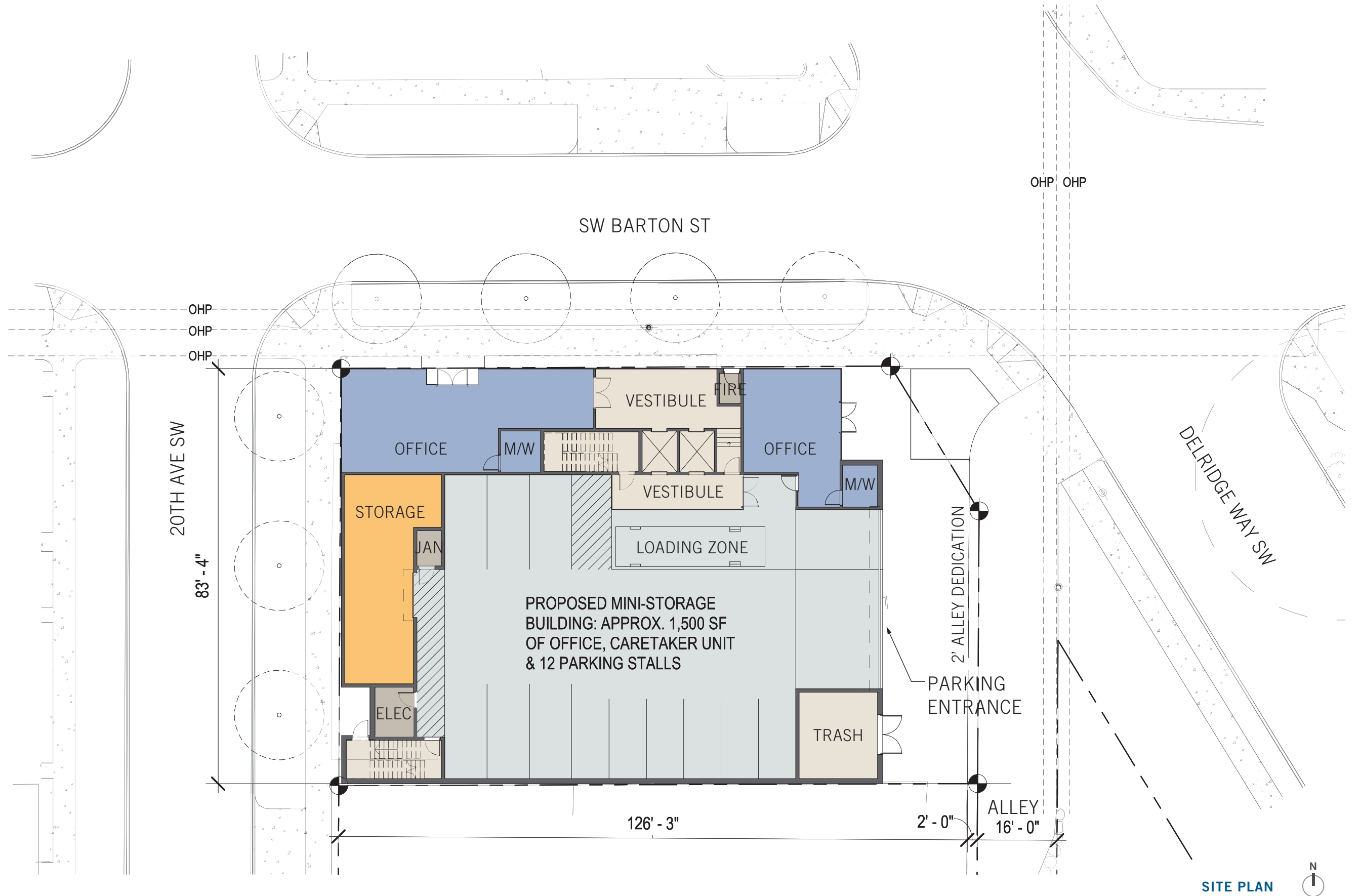
P.O. Box 55487
Shoreline, WA 98155
Tel. (206) 947-4975
Fax (206) 364-3032



4.0 SITE PLAN

KEY

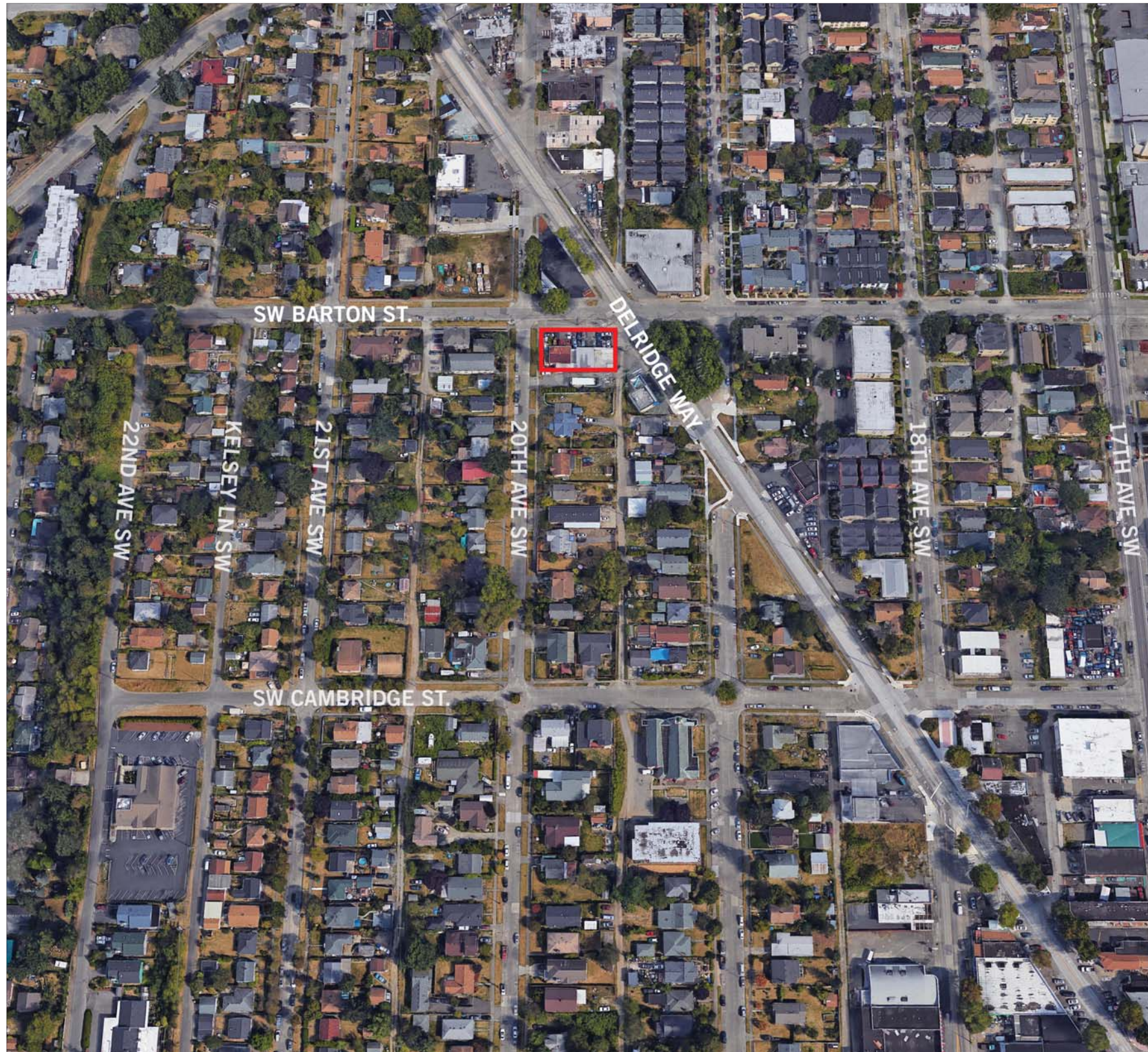
- Office
- Utility/BOH
- Circulation
- Storage
- Parking/Garage



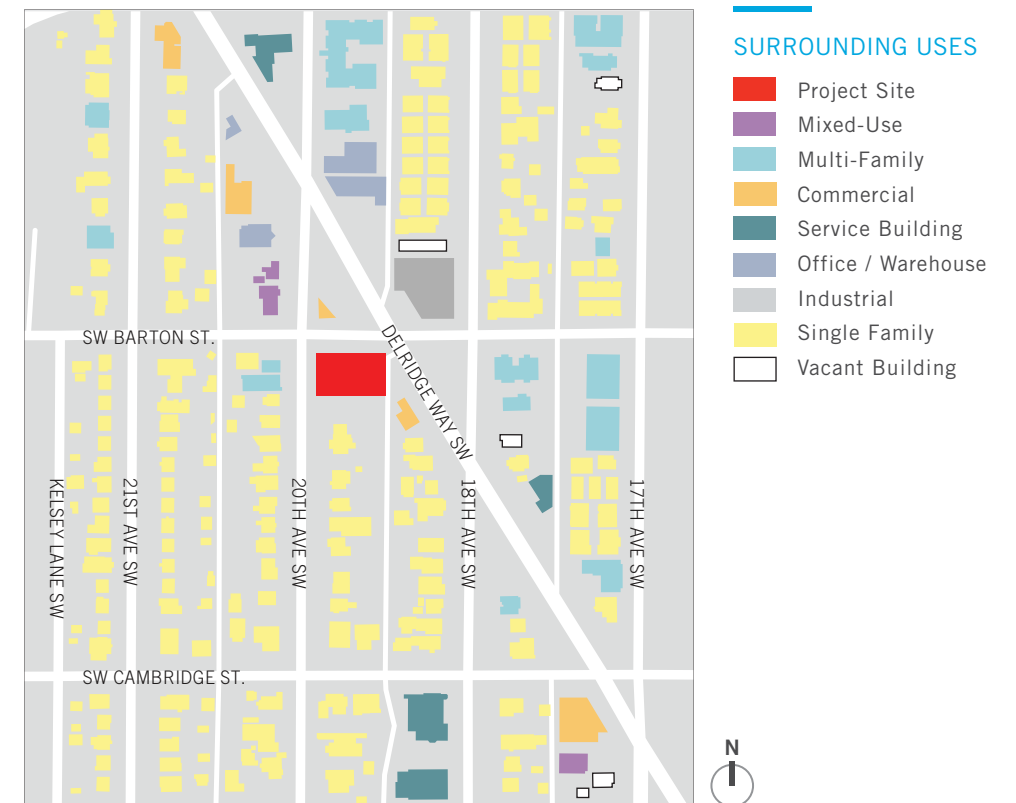
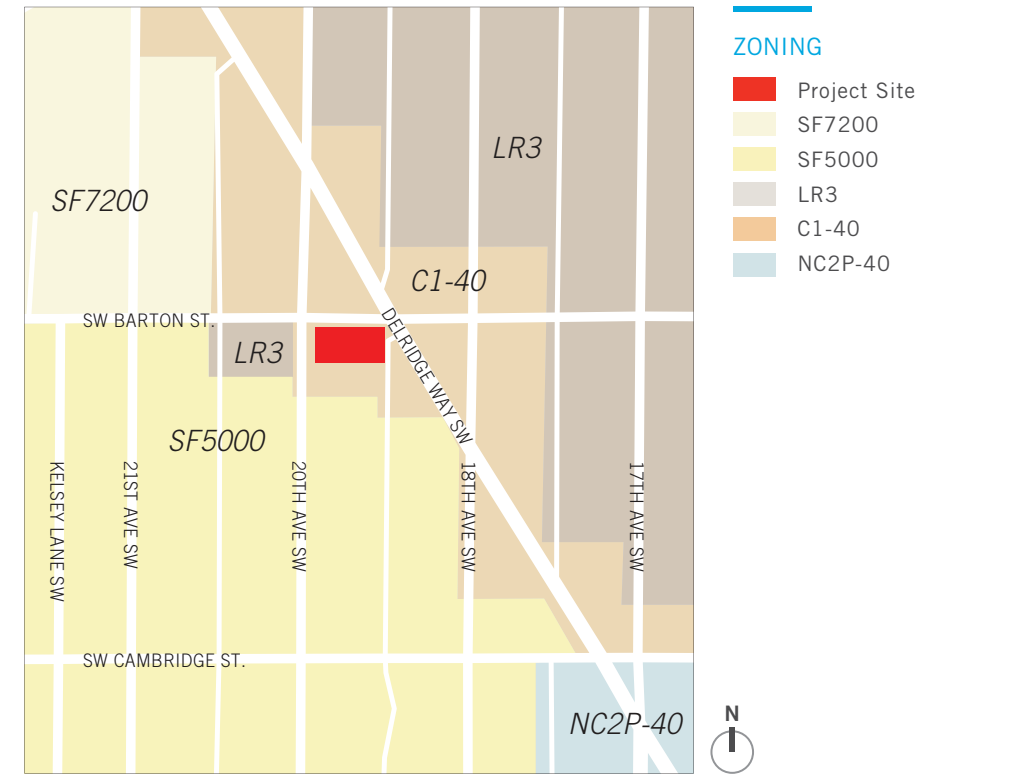
SITE PLAN



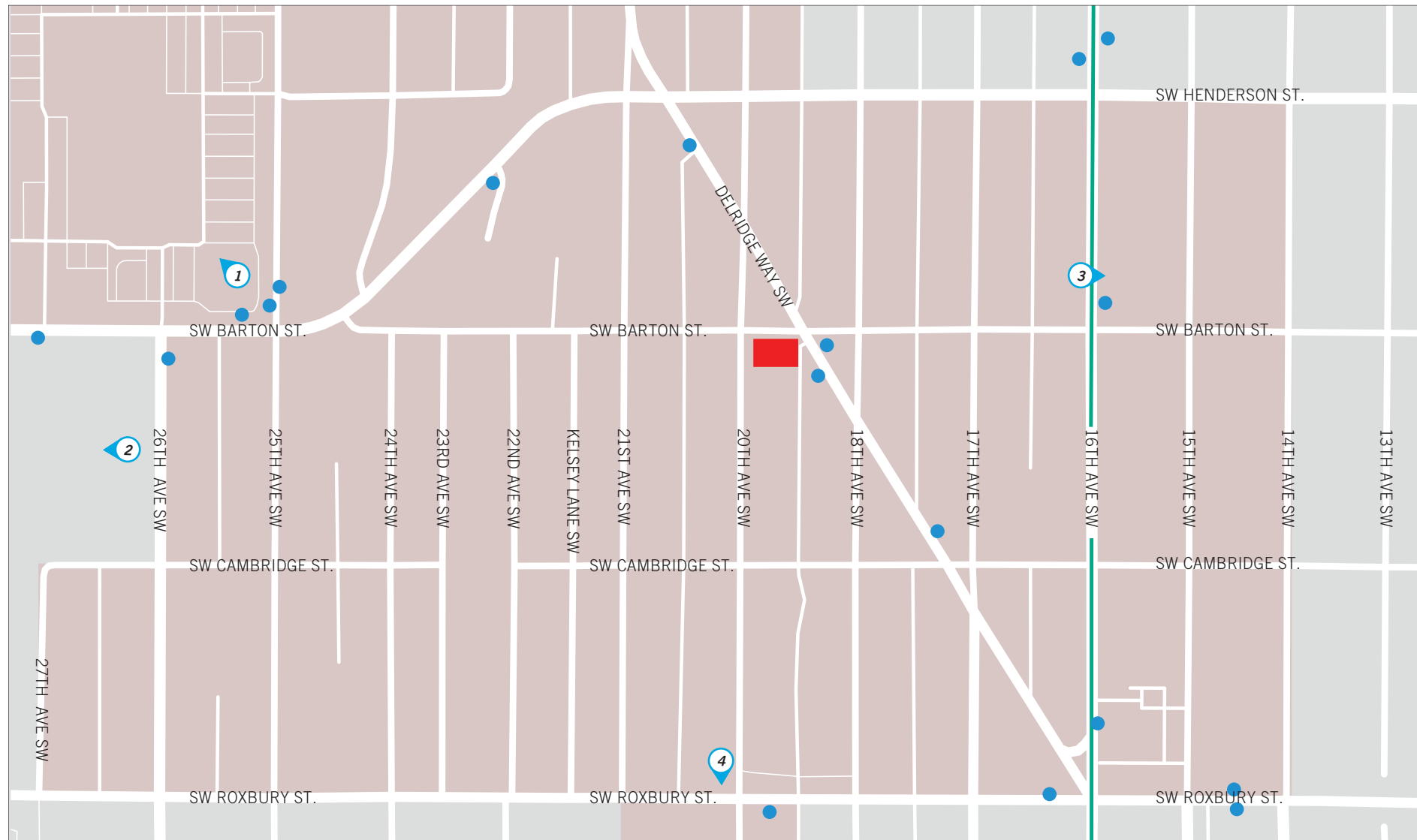
5.0 URBAN DESIGN ANALYSIS



AXONOMETRIC MAP (GOOGLE EARTH)



5.0 URBAN DESIGN ANALYSIS



VICINITY MAP KEY

- Project Site
- Park
- Westwood-Highland Park (Residential Urban Village)
- Dedicated Bike Lanes
- Bus Stops
- 1 View (Images Below)

COMMUNITY NODES & LANDMARKS



1 WESTWOOD VILLAGE
0.5 MILES FROM SITE



2 ROXHILL PARK
0.7 MILES FROM SITE



3 SALVATION ARMY COMMUNITY CENTER
0.2 MILES FROM SITE



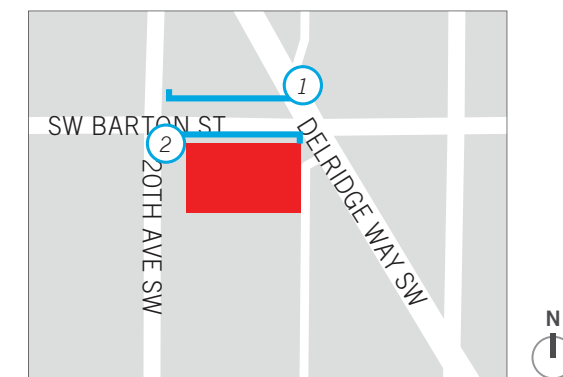
4 HOLY FAMILY ROMAN CATHOLIC CHURCH
0.3 MILES FROM SITE

5.0 STREETSAPES

1 SW BARTON ST LOOKING NORTH



2 SW BARTON ST LOOKING SOUTH

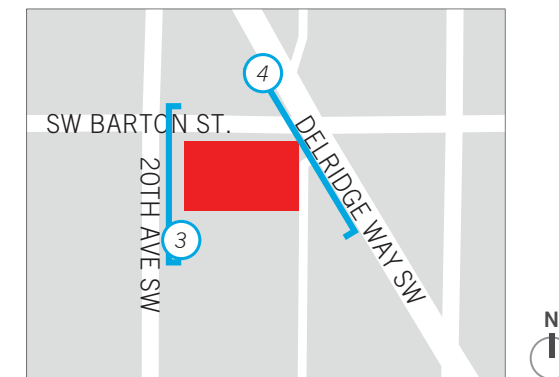


5.0 STREETSAPES

3 20TH AVE SW LOOKING EAST



4 DELRIDGE WAY SW LOOKING WEST



5.0 NEIGHBORHOOD DESIGN CUES

DESIGN CUES

Surrounding uses include many drive-and-park businesses, some multifamily structures and single family houses. New multifamily housing are predominantly three story structures that create a defined urban edge by building up close to the zoning setbacks. Stairs, stoops, and primary entries face the street with glazing and fine grain details at street level. Access to new buildings is primarily from alleys in the area, with little to no new surface parking.

Some neighboring buildings display a human-scaled single-story podium and walkable right of way, features that the proposed design would like to incorporate in its addition to the neighborhood.



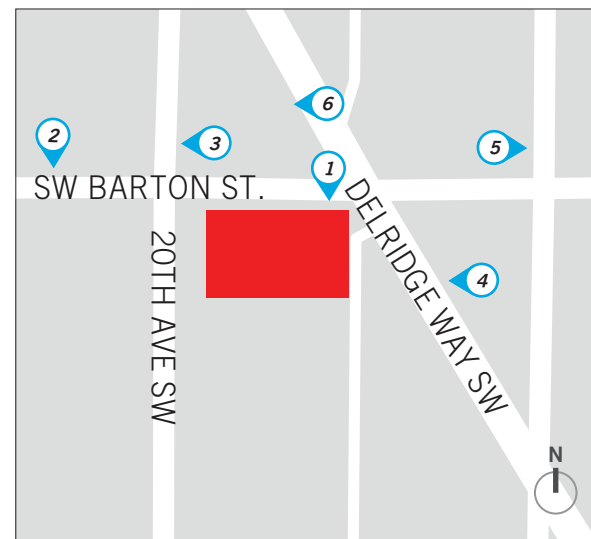
1 SW BARTON ST., TOWARDS DELRIDGE WAY SW



2 SW BARTON ST., LOOKING SOUTH



3 20TH AVE SW, LOOKING WEST



MAP KEY

- Project Site
- ① View



4 DELRIDGE WAY SW, LOOKING TOWARDS SITE

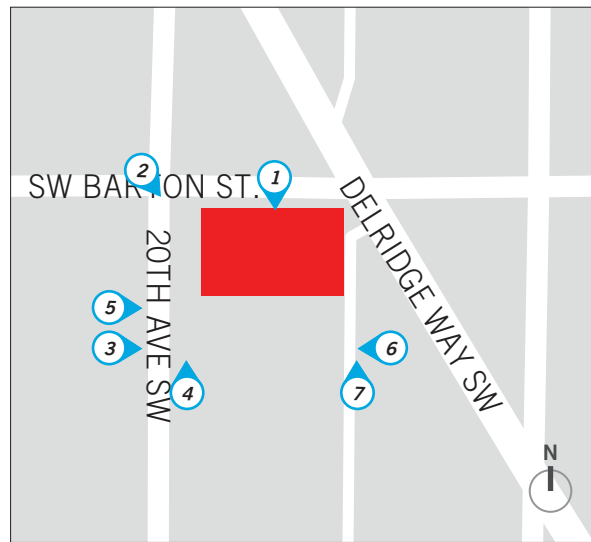


5 18TH AVE SW, LOOKING EAST



6 DELRIDGE WAY SW, LOOKING WEST

5.0 SITE PHOTOS



MAP KEY

- Project Site
- ① View



1 LOOKING SOUTH FROM SW BARTON ST.



2 LOOKING SOUTHEAST FROM SW BARTON ST.



3 LOOKING EAST FROM 20TH AVE SW



4 LOOKING NORTH ON 20TH AVE SW



5 ALONG SOUTH LOT LINE



6 LOOKING WEST FROM ALLEY



7 LOOKING NORTH FROM ALLEY

6.0 ZONING DATA

APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	OPTION 1	OPTION 2	OPTION 3
Uses Permitted	23.47A.004	Uses Permitted - Table A	Mini-storage warehouse up to 40,000 SF	√	√	√
Street Level Uses	23.47A.005	B	Mini warehouses may not abut a street level street facing facade if they include more than 1 dwelling unit	√	√	√
Street Development Standards	23.47A.008	A.1	Apply for C-zones across from residential zone	√	√	√
		A.2.a	Facades are blank unless they include windows, doors, stairs, porticos, or landscaping that is attached to the facade itself	√	√	√
		A.2.b	Blank street facing facades between 2 feet & 8 feet shall not be more than 20feet in length	√	√	√
		A.2.d	Total blank facades shall not exceed 40% of the width of the street facing facade of the structure	√	√	√
		A.3	Facades shall be within 10 of the street property line	√	√	√
		B.3	Depth provisions for new structures or new additions to existing structures. Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. If the combination of the requirements of Sections 23.47A.005 or 23.47A.008 and this depth requirement would result in a requirement that an area greater than 50 percent of the structure's footprint be dedicated to non-residential use, the Director may modify the street-facing facade or depth requirements, or both, so that no more than 50 percent of the structure's footprint is required to be non-residential.	√	√	Departure Requested
Transparency		B.2	60% of street facing facades between 2feet & 8feet shall be transparent	√	√	√
Size Of Use	23.47A.010	B	Gross floor area (FAR) is the portion of occupied by the primary use and all accessory uses	√	√	√
		B.2	Accessory parking is exempt from this size calc	√	√	√
Structure Height	23.47A.012	A.1	40' height limit + 4' for 13' floor to floor height of Ground floor level	√	√	√
FAR	23.47A.013		3.25 for mix residential/non-residential	√	√	√
Setbacks Setback For Loading Adjacent To Alley	23.47A.014	F	Where access to a loading berth is from the alley and truck loading is parallel to the alley a setback of 12 feet is required for the loading berth, measured from the centerline of the alley.	√	√	√
Landscaping	23.47A.016	A.2	Green factor of 0.3 required	√	√	√
Parking Access	23.47A.032		C1 zone access from street or alley	√	√	√
	23.47A.032	B.1.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.	√	Departure Requested	√
Reqd Parking	23.54.015	D	No parking is required for the first 1500 SF of non-residential use in c1 zone	√	√	√
		Table A	1 parking space reqd per 2000 sf of storage use	√	√	√
Parking Spaces	23.54.030	B.2.b	When between 11-19 parking stalls are provided a minimum 25% shall be striped for small stalls to a max. Of 65%. 35% Shall be striped for large stalls	√	√	√
Driveway Width		D.2.a.2	22 feet min. Width for 2-way traffic & follow turning radius in exhibit b	√	√	√
Loading Berth	23.54.035	Table A	Mini warehouse is medium demand	√	√	√
			1 loading berth required	√	√	√
Loading Berth Length		C.2	35' & 10 Wide	√	√	√
Trash Storage	23.54.040	Table A	175 SF for use between 15,000-50,000 SF	√	√	√
		E	Trash storage shall not be between building and the street	√	√	√

7.0 DESIGN GUIDELINES

CS2 URBAN PATTERN & FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

Architect Response:

The site sits on a pseudo-corner lot facing north towards Delridge Way in a low-rise commercial area with many drive-and-park businesses mixed among single family homes. There is strong potential for this project to continue to form an urban edge to the neighborhood following the development of the Bluestone apartments kitty-corner to the lot. The location allows much of the building frontage to face oncoming traffic traveling south along Delridge Way, creating potential for interesting architectural solutions in a high-visibility setting. Connection to the corner facing Delridge Way is complicated by the location of the alley, which acts like a fifth street barging into the intersection of Delridge Way and SW Barton St. Emphasis is placed on locating the sales office facing SW Barton St. near the corner in each of our design options, for the highest visibility for the business. The massing is affected by the presence of utility lines running along SW Barton St. Upper level massing will have to be set back from the street to accommodate the safety setback from the lines.

CS3 ARCHITECTURAL CONTEXT & CHARACTER

Contribute to the architectural character of the neighborhood.

Architect Response:

The character of the neighborhood is evolving and changing. Drive-and-park businesses and underutilized lots are being replaced with denser and taller structures. Our proposed building will add a contemporary profile to the neighborhood and build out an infill lot. We intend to use the site's marginal prominence to help identify the building's place in the neighborhood and to act as a signifier of place. The site itself is an in-between zone, not quite in Westwood Village, not quite in White Center, so adding a point of interest to mark one's place along Delridge Way would add to the context of the neighborhood.

PL2 WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

Architect Response:

Building out the site will also include improvements to the surrounding pedestrian environment including improved sidewalks, curb ramps, etc. A more defined urban edge will be created by each of our design options, with office space fronting directly onto SW Barton St. in each option. Occupied space along the long street facing facade will improve safety and keep eyes on the street while meeting the transparency requirement. Lighting will also be used strategically to keep the site secure without shining onto adjacent properties.

PL3 STREET-LEVEL INTERACTION

Encourage human interaction and activity at the street level with clear connections to building entries and edges.

Architect Response:

The entrance to the sales office will be easily identifiable and covered by a canopy. The office will have large windows at the street level for visibility and light. Vehicle entrances will be secure and also easily identifiable for people to move in and out without causing backups onto surrounding streets. The preferred option affords space at the ground level for landscaping to act as a screen for the trash area and service spaces facing Delridge Way along the alley.

DC1 PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

Architect Response:

Given the use of the building, loading and unloading in a secure area will be a prominent feature of the design. Currently vehicular access is being proposed in two locations across all the options: from the alley for two options and from the SW Barton St. for the third option. The preferred option locates the loading berth inside the structure, accessed from the alley, and is the most secure option. The loading berth is a pass-through situation, requiring a curb cut along 20th Ave SW. for truck exiting only. Service spaces will be screened by landscaping.

DC2 ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

Architect Response:

The concept behind the preferred option is to create two uniform boxes, one stacked on top of the other – the storage box above the service box. The ground level will be open and articulated with fine grain details and landscaping incorporated into the pedestrian realm. The upper level housing the storage units will be more uniform and an experiment with texture and material to add interest to the building and the neighborhood. While the perceived mass may be unavoidable, we can celebrate it with the use of various facade treatments to make it interesting.

8.0 ARCHITECTURAL MASSING CONCEPTS



	Option 1	Option 2	Preferred Option 3
# RESIDENTIAL UNITS:	1	1	1
COMMERCIAL SF:	2,916	1,307	1,499
PARKING STALLS:	11	11	12
FAR SF:	26,732	29,976	30,207
RESIDENTIAL FAR SF:	646	687	664
OPPORTUNITIES:	<ul style="list-style-type: none"> • Large storefront on facing streets • Easy access to garage from alley • Good core location • Simple building geometry 	<ul style="list-style-type: none"> • Easy access to loading zone and parking • Compact and simple parking layout with secure loading zone • Clear access to vestibule from office • Clean building geometry • Opportunity for alternative means of transparency. 	<ul style="list-style-type: none"> • Ample parking and access from alley • Large storefront on facing streets • Easy access to trash room • Caretaker unit faces Delridge Way and SW Barton St
CONSTRAINTS:	<ul style="list-style-type: none"> • Office is larger than necessary • Rentable storage space is limited due to lack of parking stalls • Loading zone is outside building 	<ul style="list-style-type: none"> • Office is small • Less storefront on Barton Street than other schemes 	<ul style="list-style-type: none"> • Trucks need to back out of site
CODE COMPLIANCE:	Yes, code compliant	No, 1 departure requested	No, 1 departure requested

8.0 OPTION 1 | SUMMARY

# RESIDENTIAL UNITS:	1
COMMERCIAL RETAIL SF:	2,916
PARKING STALLS:	11
FAR SF:	26,732
RESIDENTIAL FAR SF:	646
CODE COMPLIANCE:	Yes, code compliant

CONCEPT DIAGRAMS



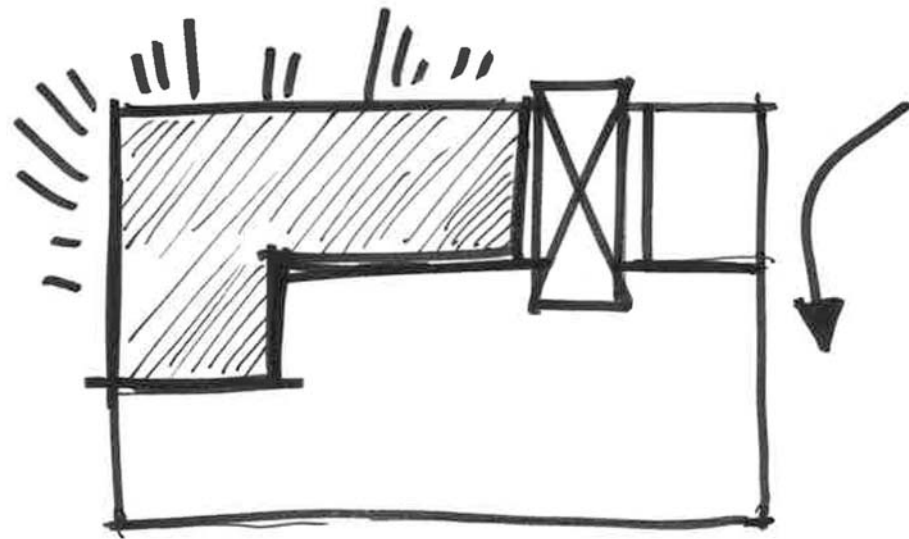
VIEW FROM NORTHEAST



VIEW FROM NORTHWEST

- (A) Parking Entrance
- (B) Loading Zone
- (C) Office Storefront
- (D) Caretaker Unit

MASSING DIAGRAM



**LWEAR ALONG
BARTON**

DESIGN CUES



Strong, simple lines with punched openings and lifted form.



Create detailed graphic facade on upper floors.



Areas of vertical circulation exposed and made pronounced.

8.0 OPTION 1 | SUMMARY

DESIGN ANALYSIS



MATERIAL PALLETTE

- (A) Primary Material
- (B) Secondary Material
- (C) Accent Material

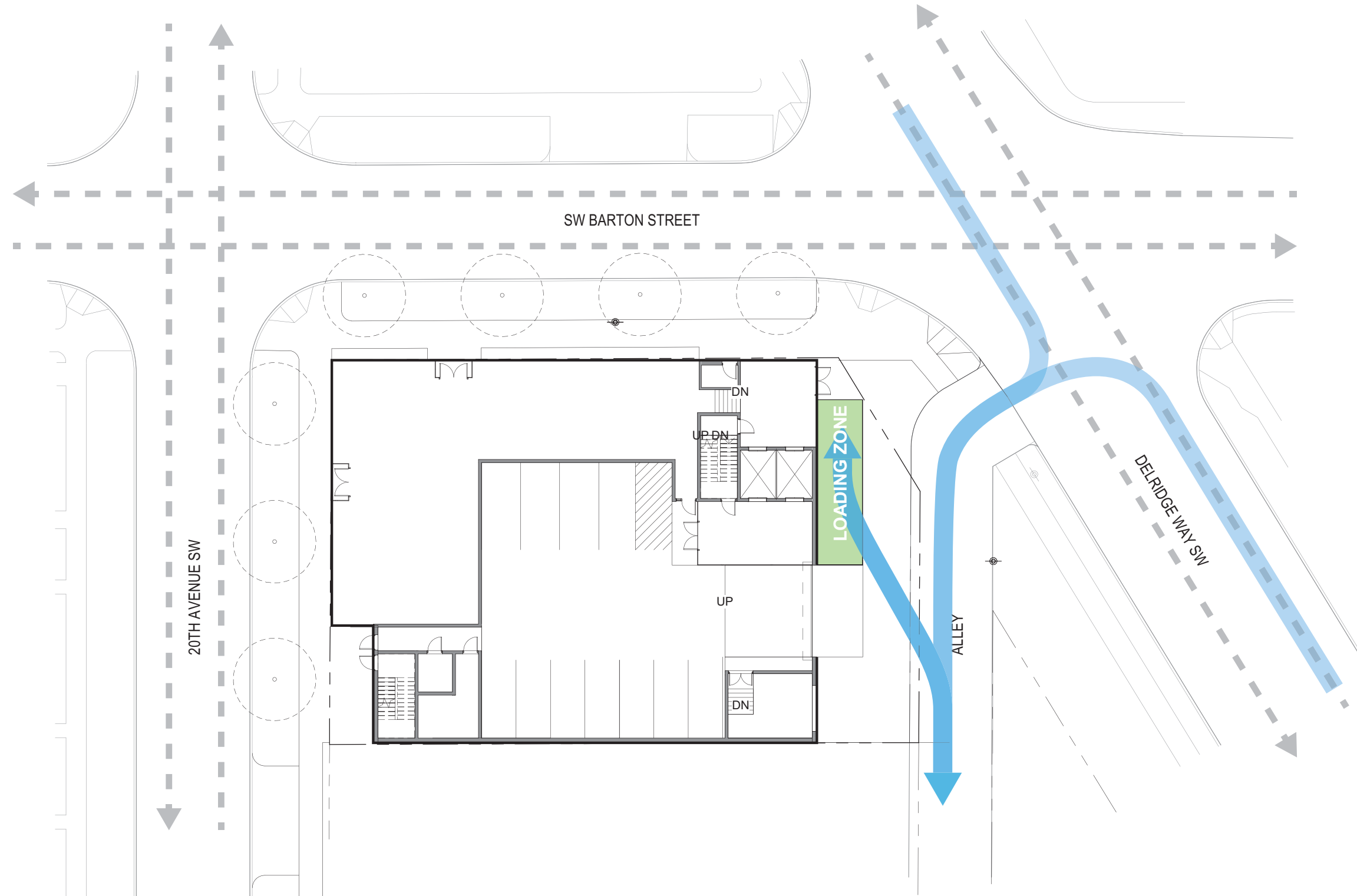
+ The design provides ample storefront along Barton Street and on the corner of Delridge Way.

+ The loading zone is free of cross-traffic with plenty of turn around space.

+ This design provides plenty of transparency along 20th Avenue and a clean facade above.

8.0 OPTION 1 | SUMMARY

CIRCULATION PLAN



- KEY**
- TRAFFIC DIRECTION
 - PATH FOR LOADING / UNLOADING

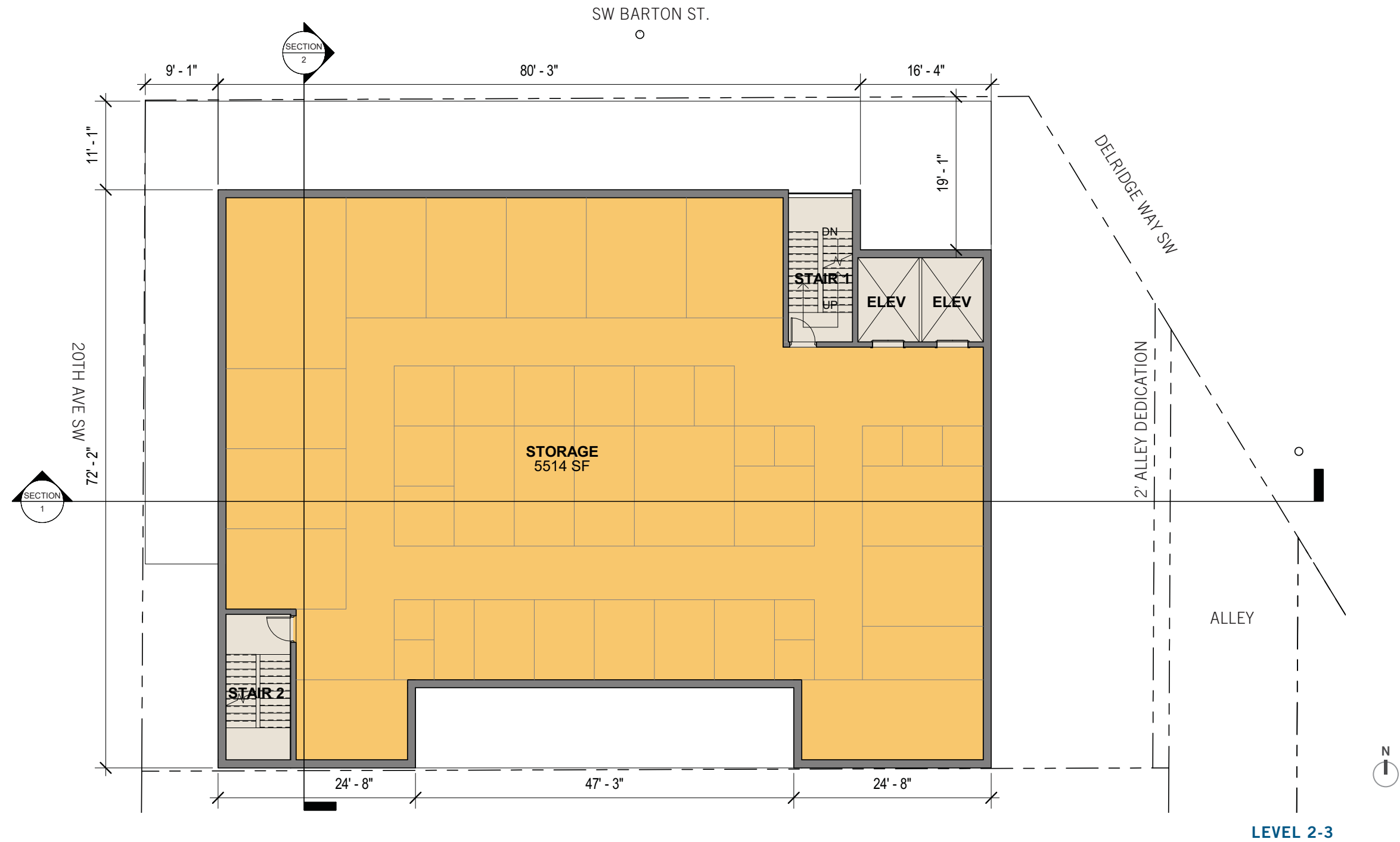
8.0 OPTION 1 | FLOOR PLANS

SW BARTON ST.



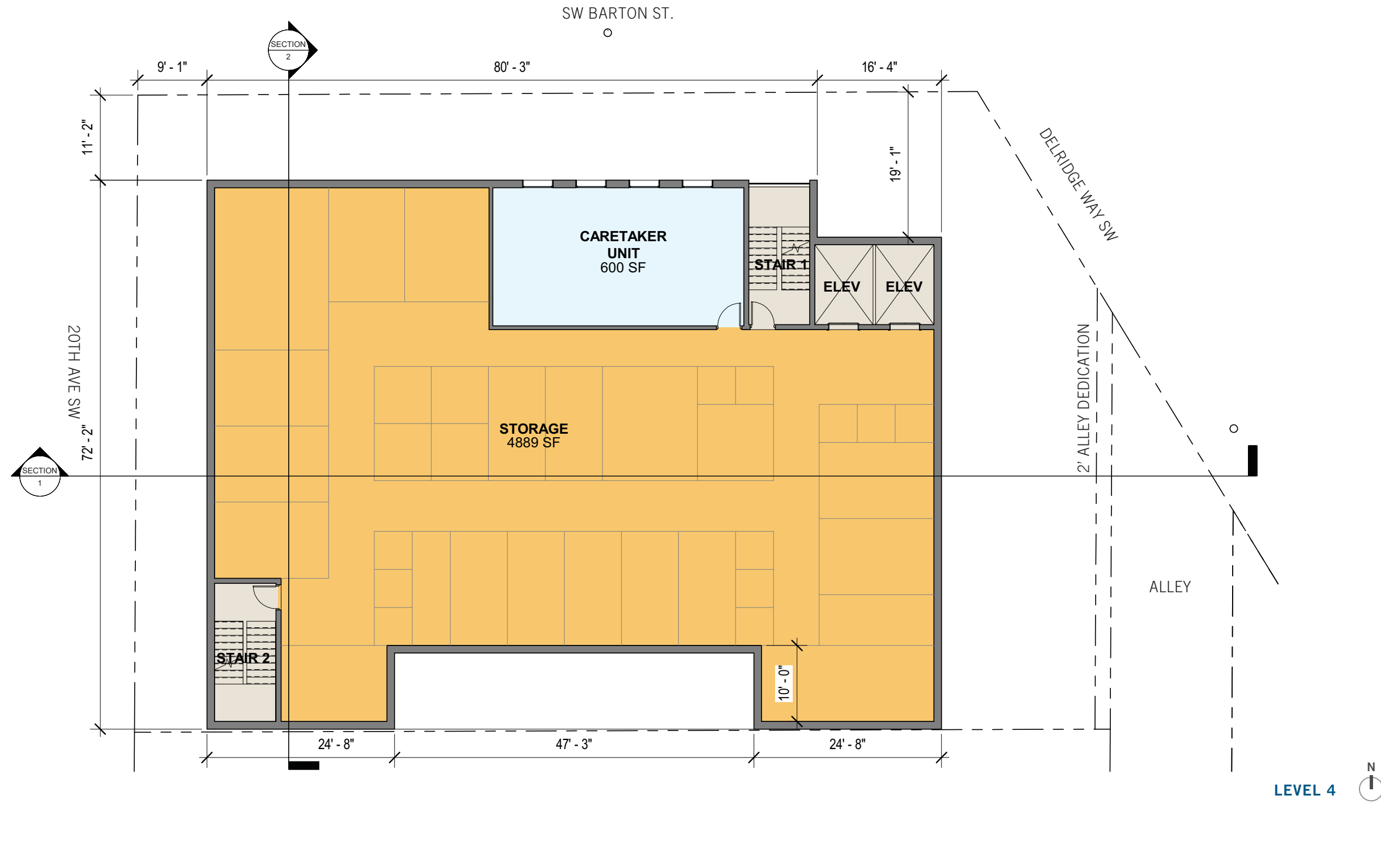
- KEY**
- Storage
 - Office
 - Utility/BOH
 - Circulation
 - Caretaker Unit
 - Parking/Garage

8.0 OPTION 1 | FLOOR PLANS



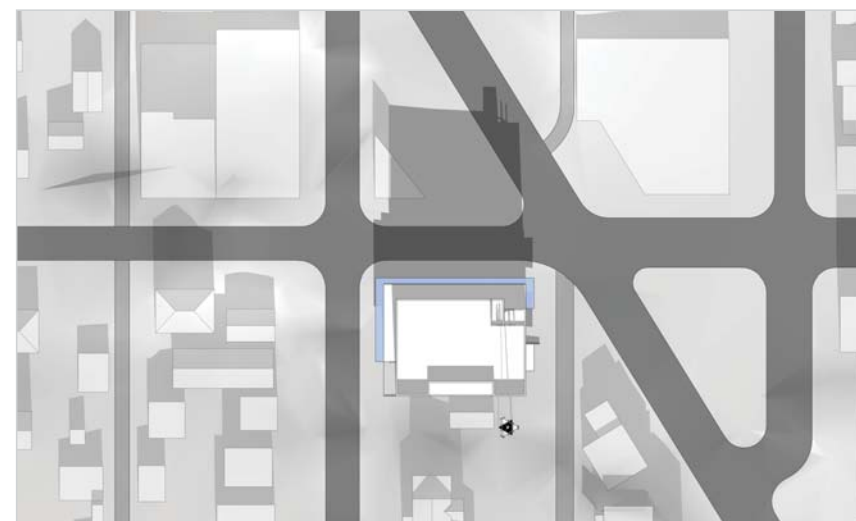
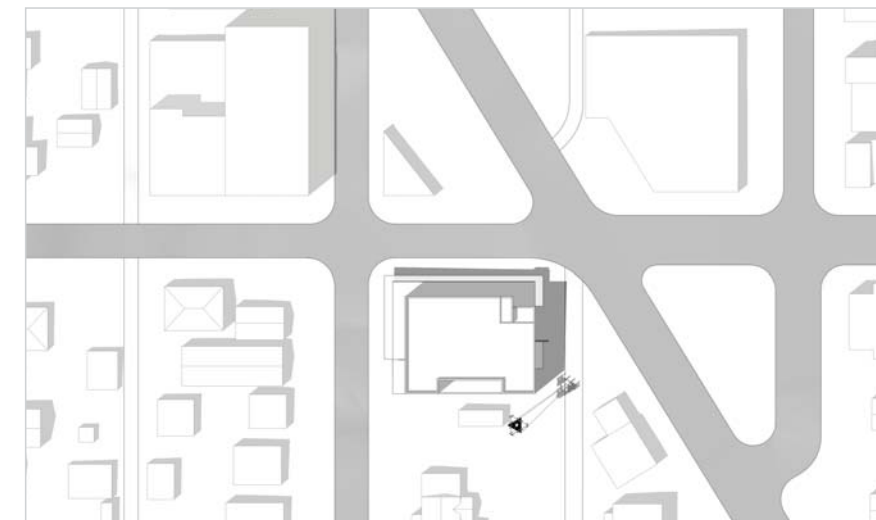
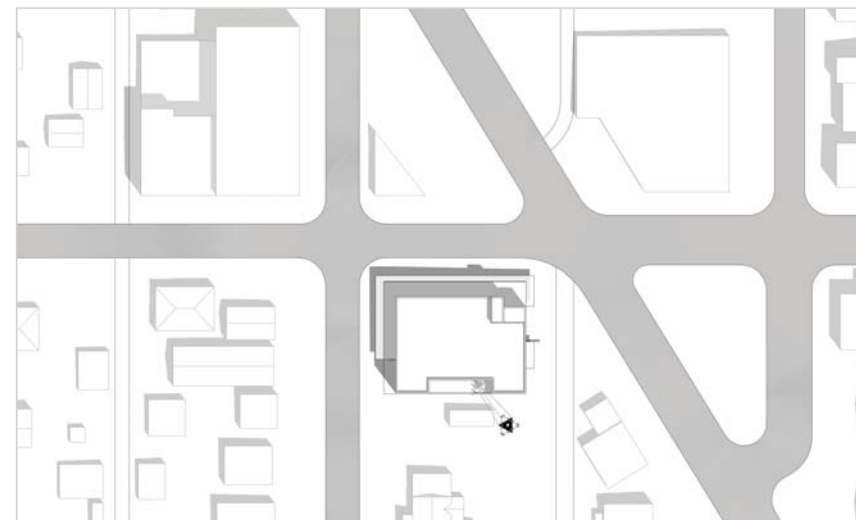
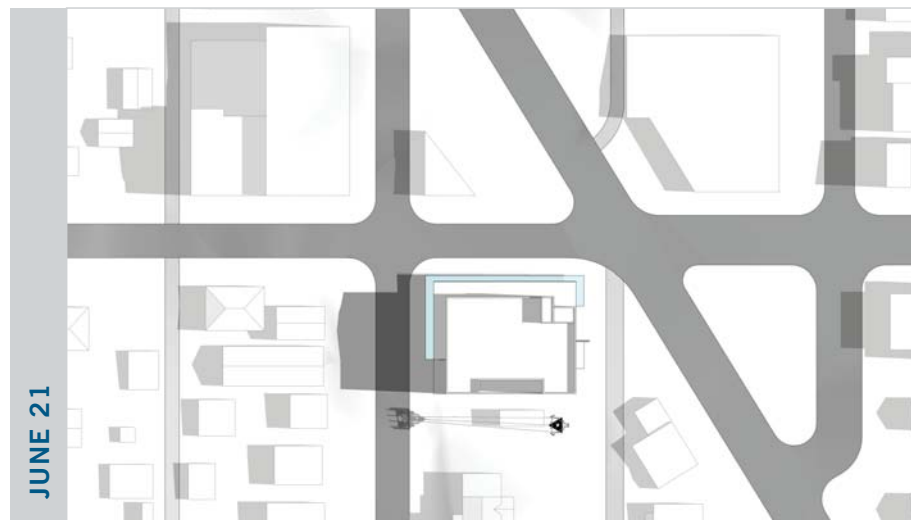
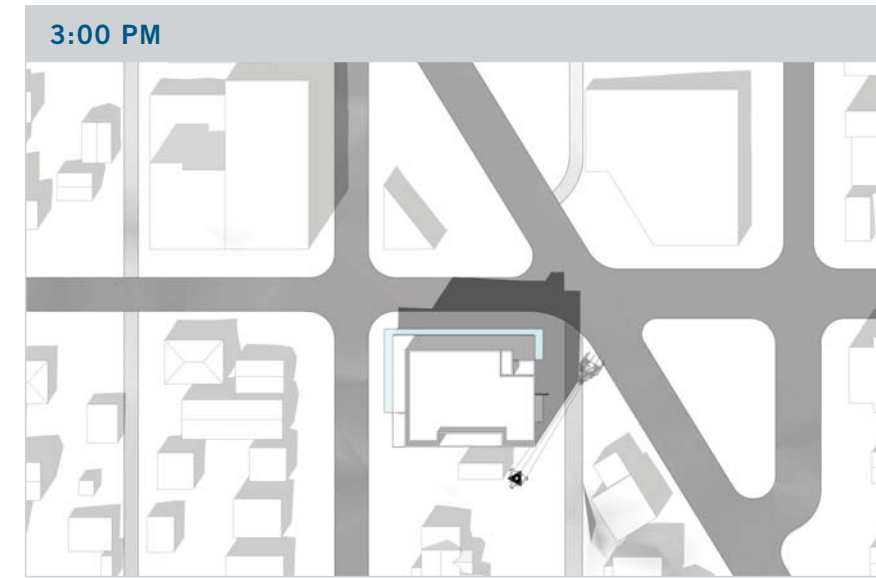
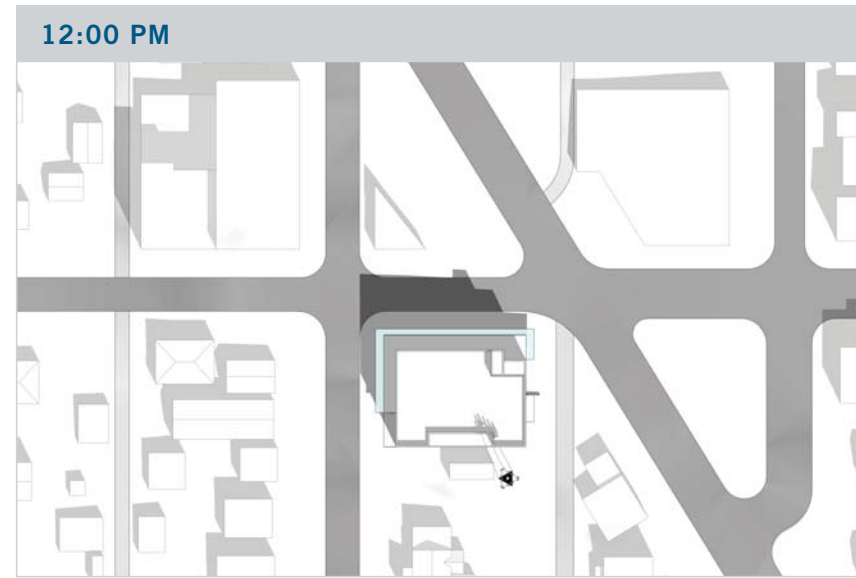
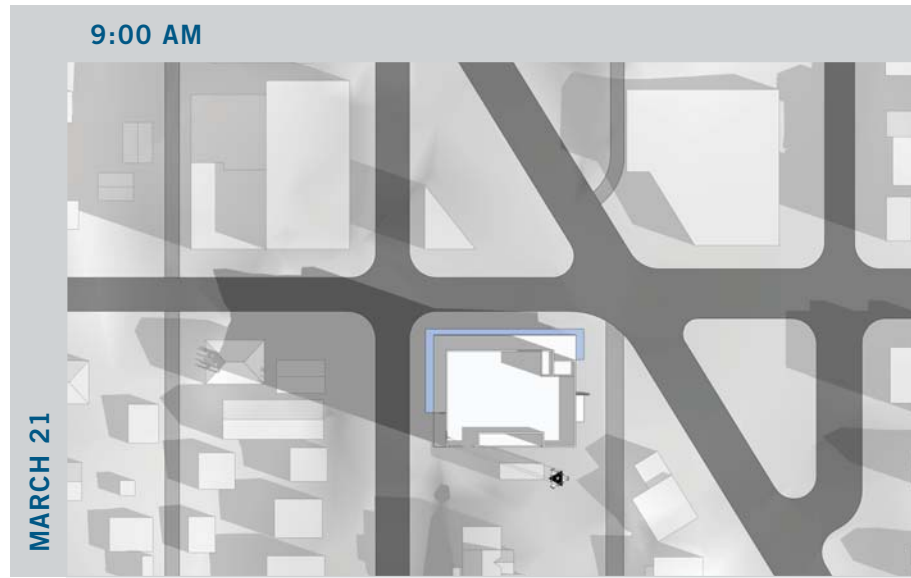
- KEY**
- Storage
 - Office
 - Utility/BOH
 - Circulation
 - Caretaker Unit
 - Parking/Garage

8.0 OPTION 1 | FLOOR PLANS

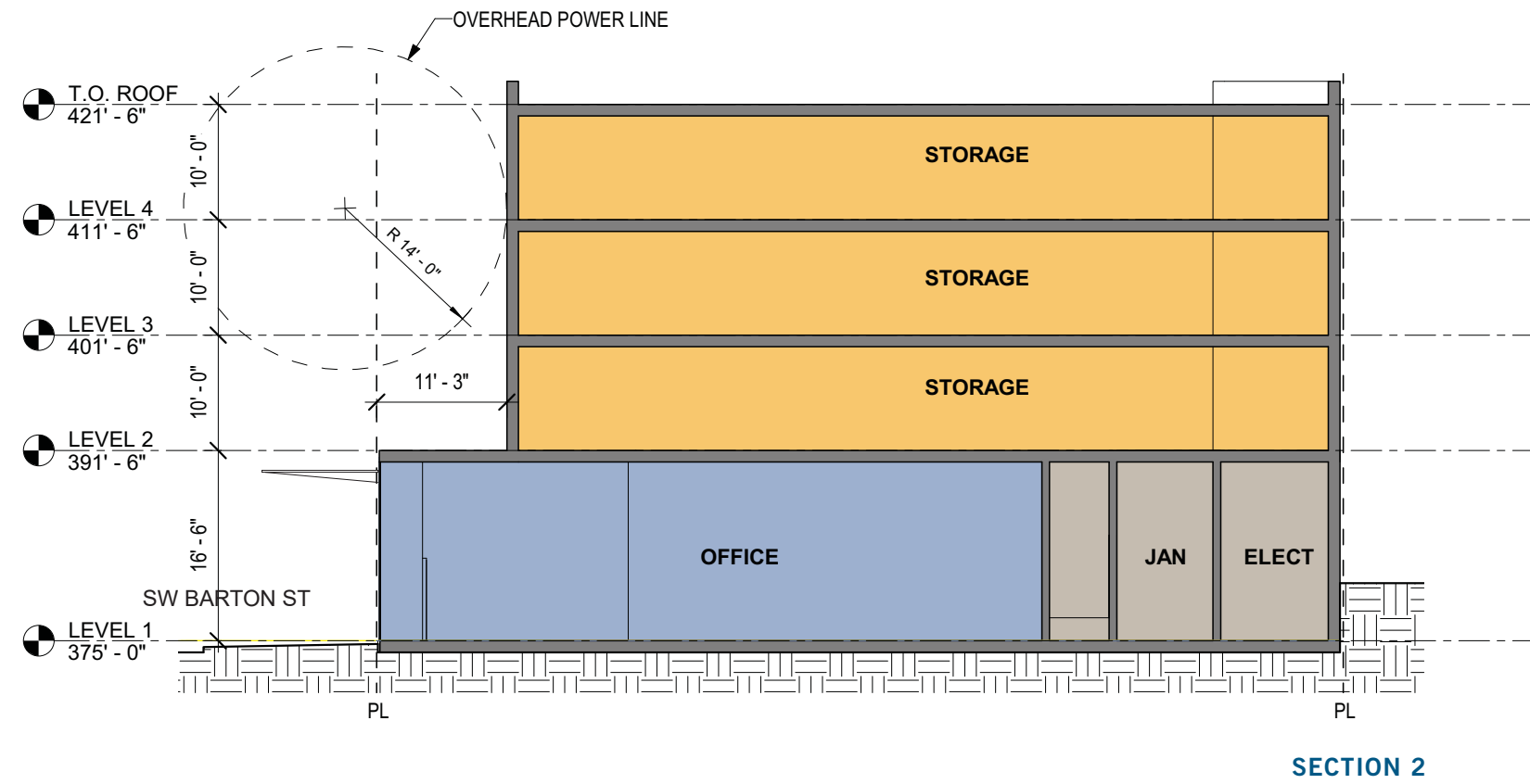
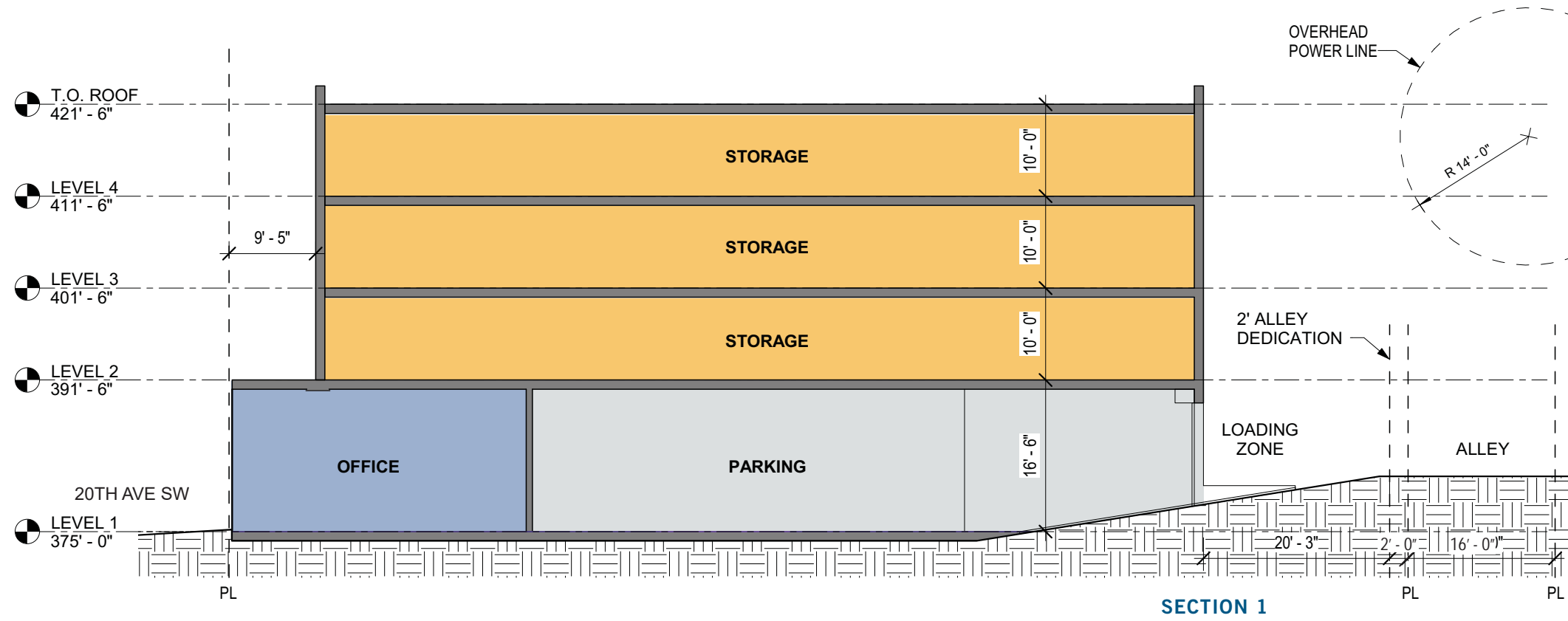


- KEY**
- Stc
 - Office
 - Utility/BOH
 - Circulation
 - Caretaker Unit
 - Parking/Garage

8.0 OPTION 1 | SHADOW STUDY



8.0 OPTION 1 | SECTIONS



- KEY**
- Storage
 - Office
 - Utility/BOH
 - Circulation
 - Caretaker Unit
 - Parking/Garage

8.0 OPTION 2 | SUMMARY

# RESIDENTIAL UNITS:	1
COMMERCIAL RETAIL SF:	1,307
PARKING STALLS:	11
FAR SF:	29,976
RESIDENTIAL FAR SF:	687
CODE COMPLIANCE:	No, 1 departure requested

CONCEPT DIAGRAMS



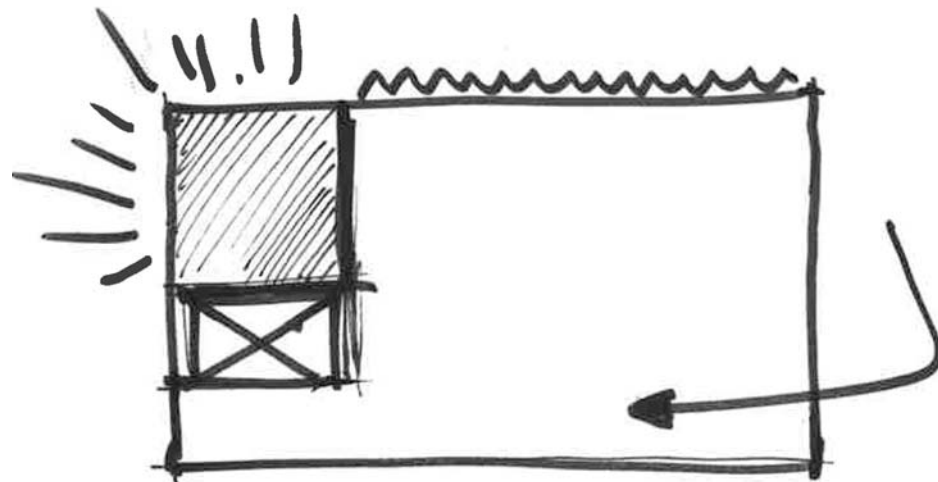
VIEW FROM NORTHEAST



VIEW FROM NORTHWEST

- A Parking Entrance
- B Loading Zone
- C Office Storefront
- D Caretaker Unit

MASSING DIAGRAM



FOCUS ON RESIDENTIAL

DESIGN CUES



Monolithic facade interrupted by heavy recesses and access points.



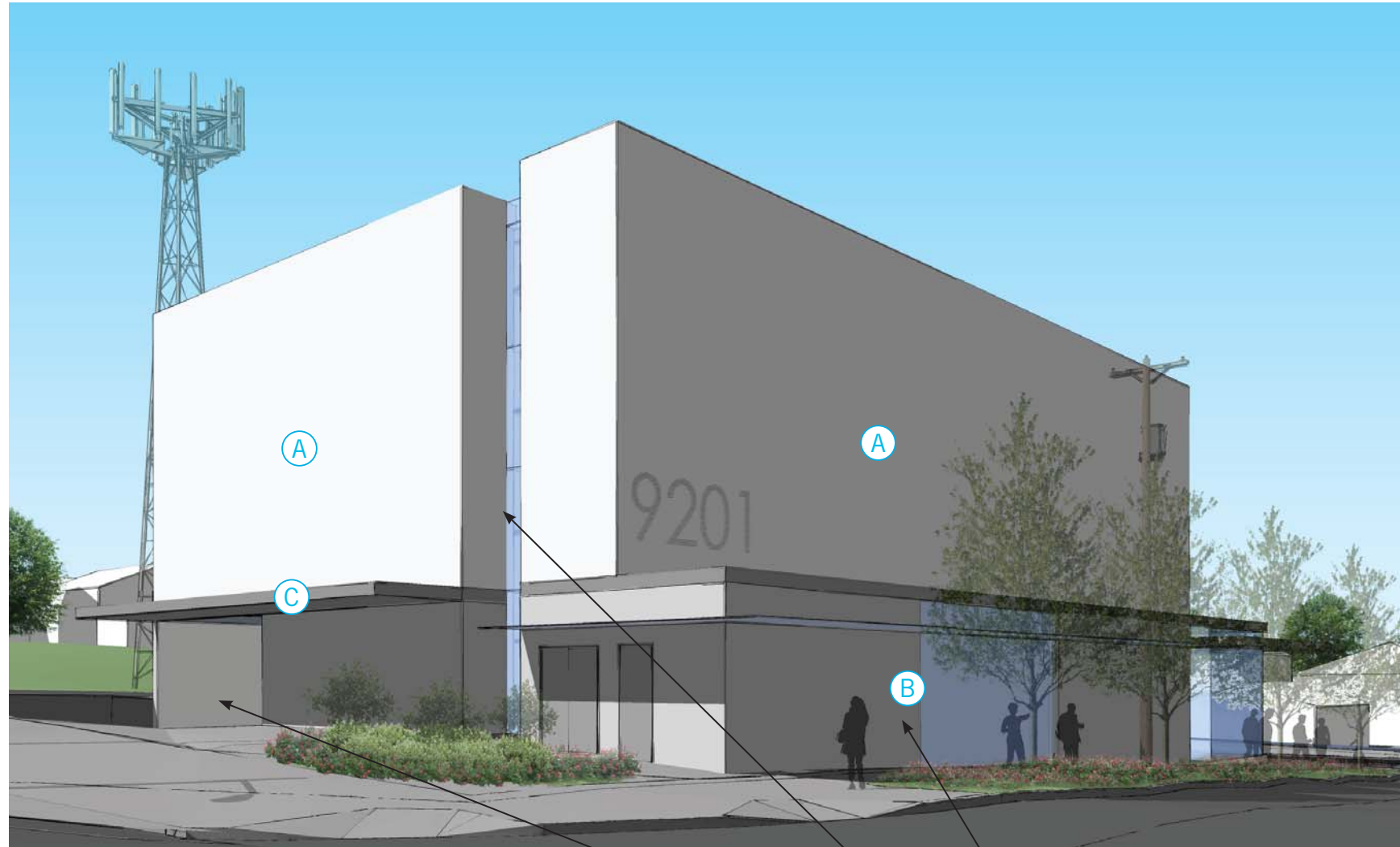
Heavy, natural materials contrasted with light and modern.



Green wall at blank facades along ground floor.

8.0 OPTION 2 | SUMMARY

DESIGN ANALYSIS



MATERIAL PALLETTE

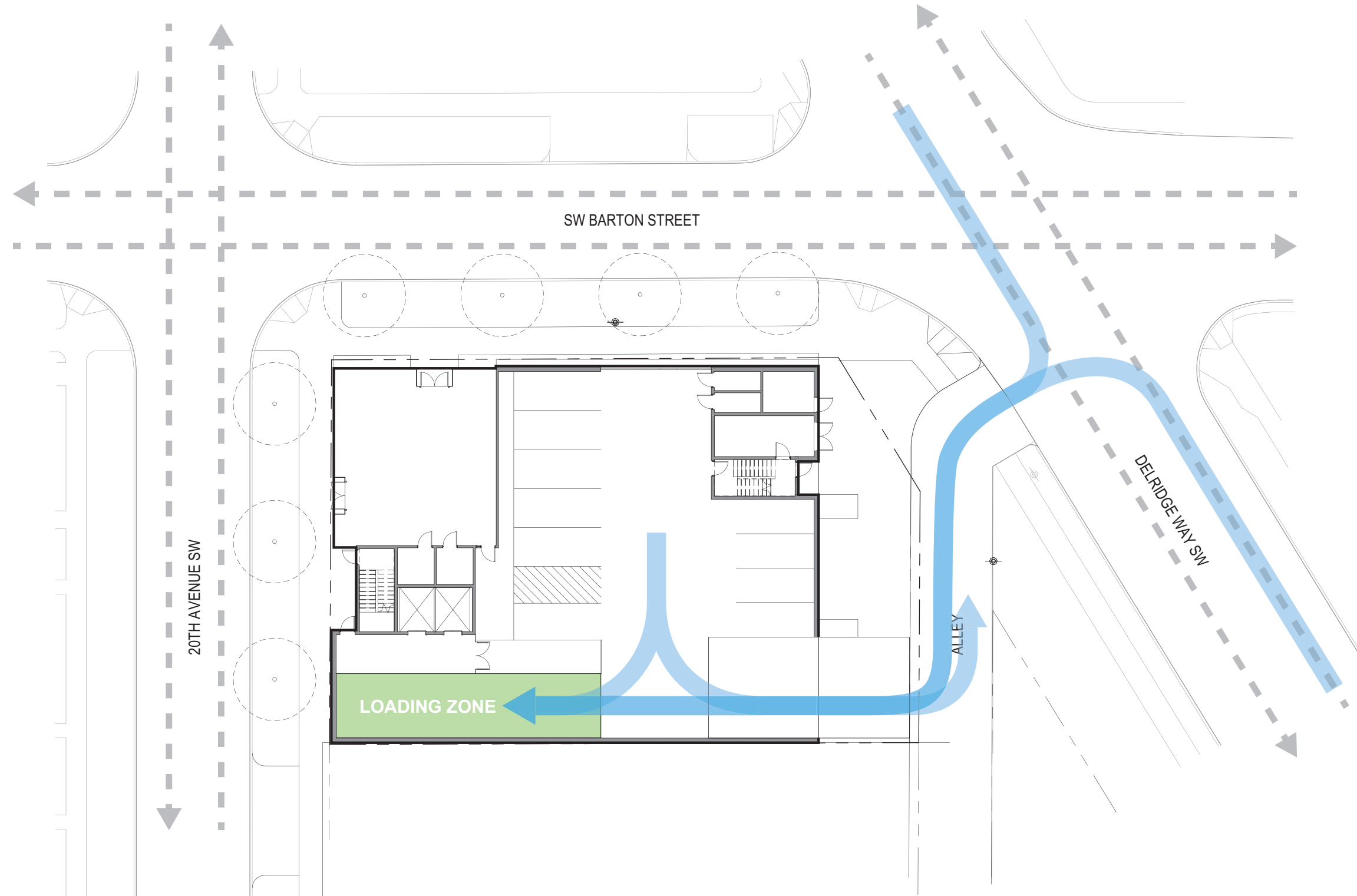
- (A) Primary Material
- (B) Secondary Material
- (C) Accent Material

- + Opportunity to implement a long green wall along SW Barton Street and Delridge Way.
- + Vertical circulation and access points present opportunities to break up facade into smaller masses



- + Caretaker unit and more building modulation faces adjacent residential street.
- + Design provides a corner storefront on SW Barton St and 20th Ave SW

8.0 OPTION 1 | SUMMARY

CIRCULATION PLAN



KEY

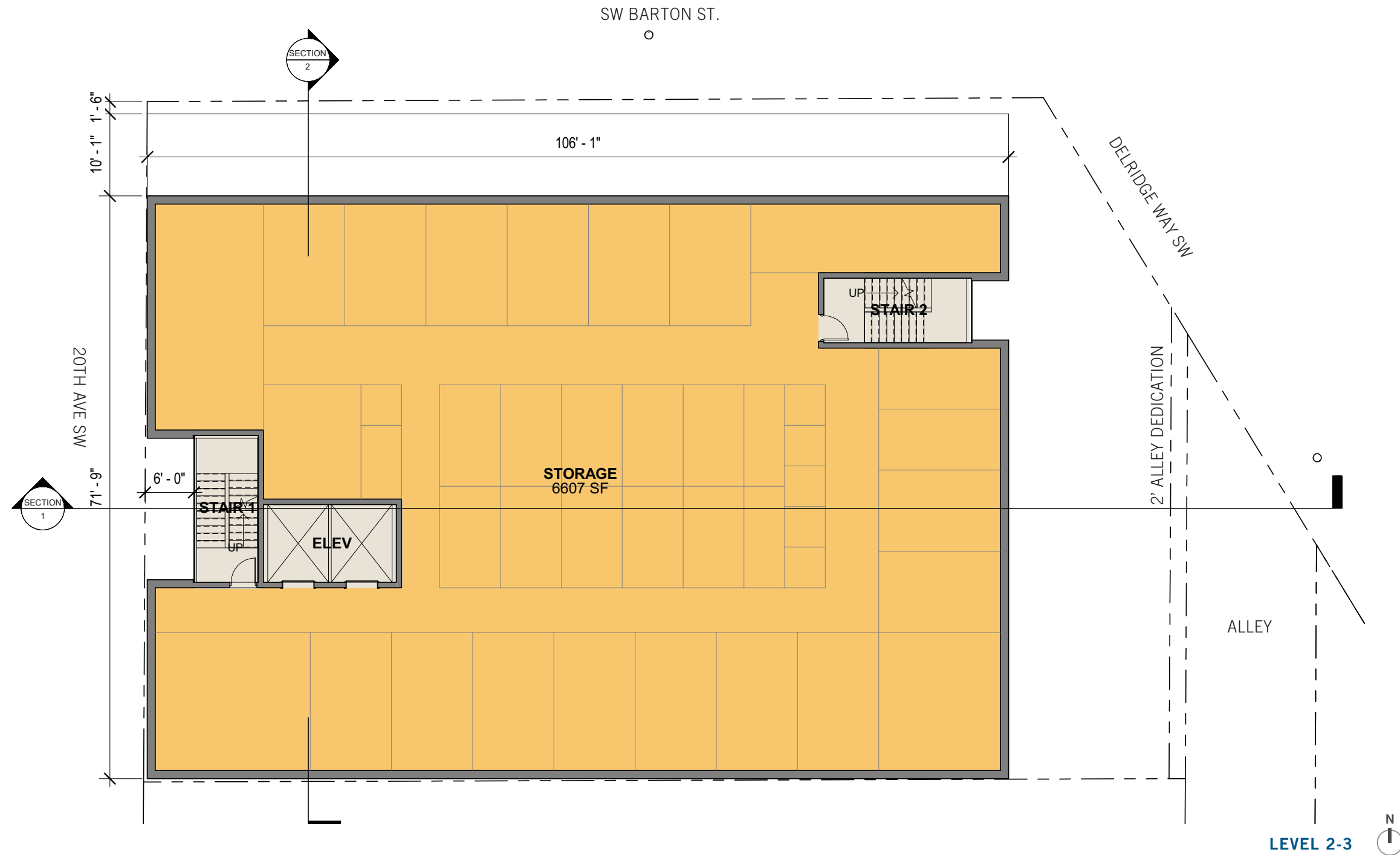
-  TRAFFIC DIRECTION
-  PATH FOR LOADING / UNLOADING

8.0 OPTION 2 | FLOOR PLANS

SW BARTON ST.

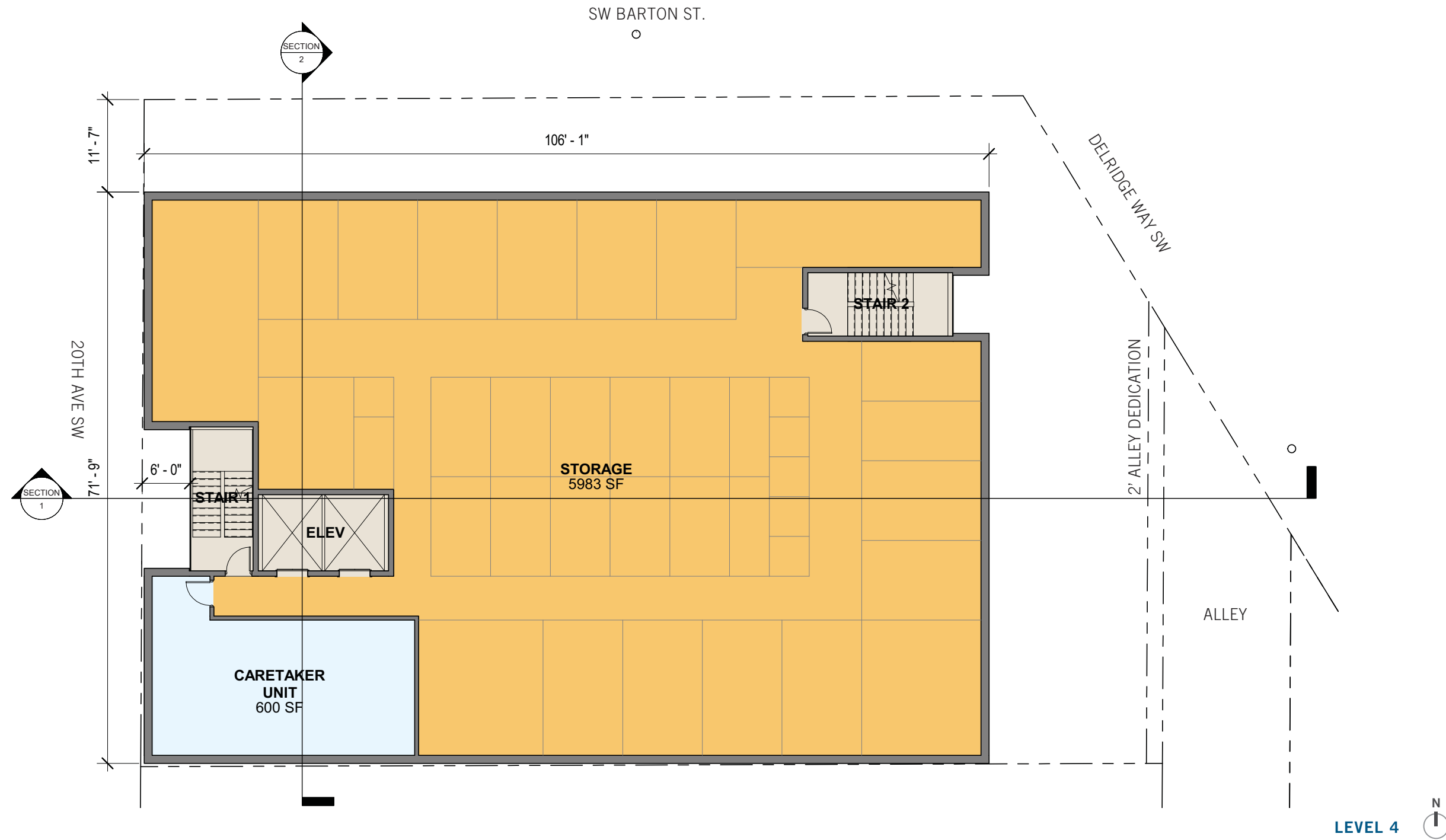


8.0 OPTION 2 | FLOOR PLANS



- KEY**
- Storage
 - Office
 - Utility/BOH
 - Circulation
 - Caretaker Unit
 - Parking/Garage

8.0 OPTION 2 | FLOOR PLANS



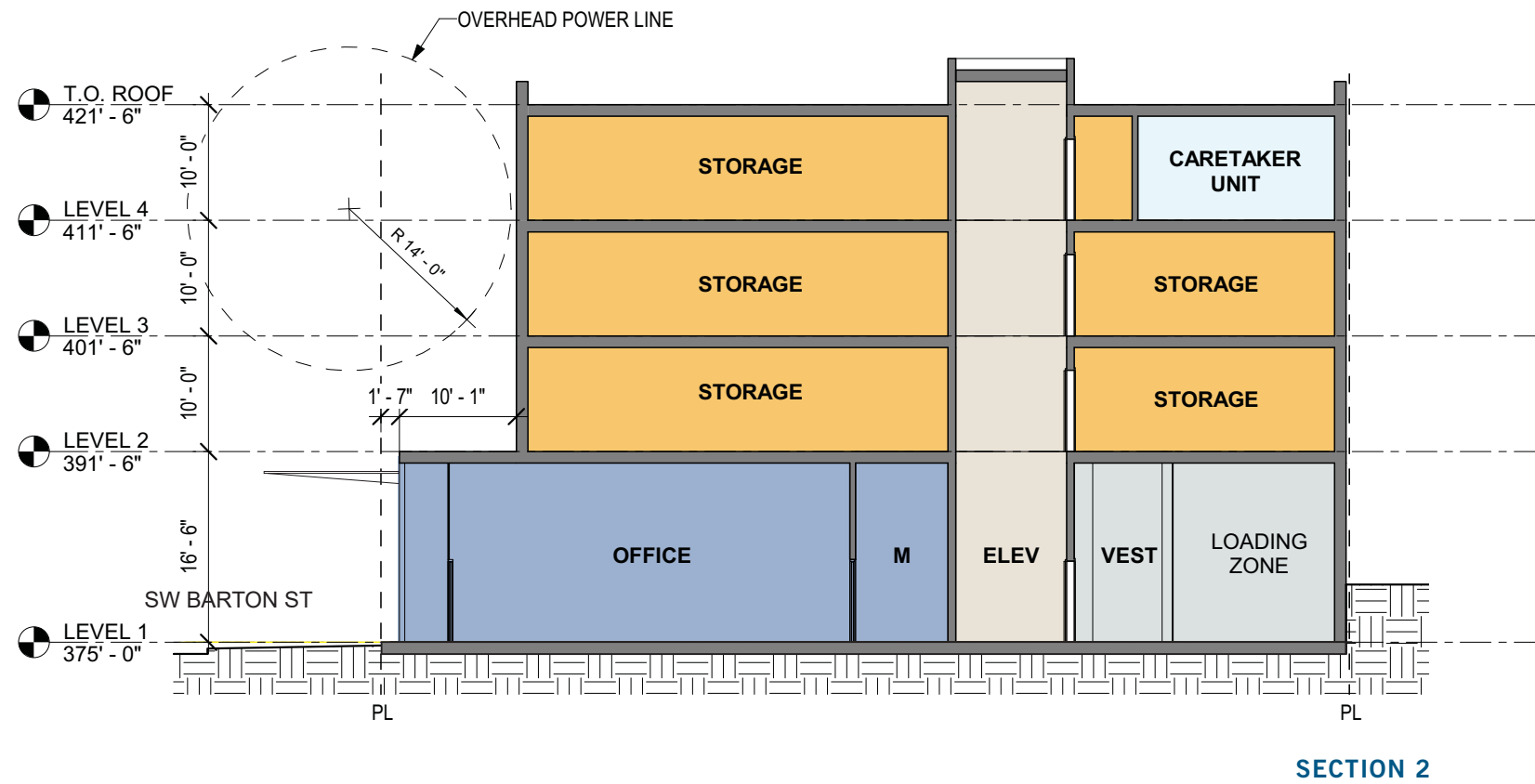
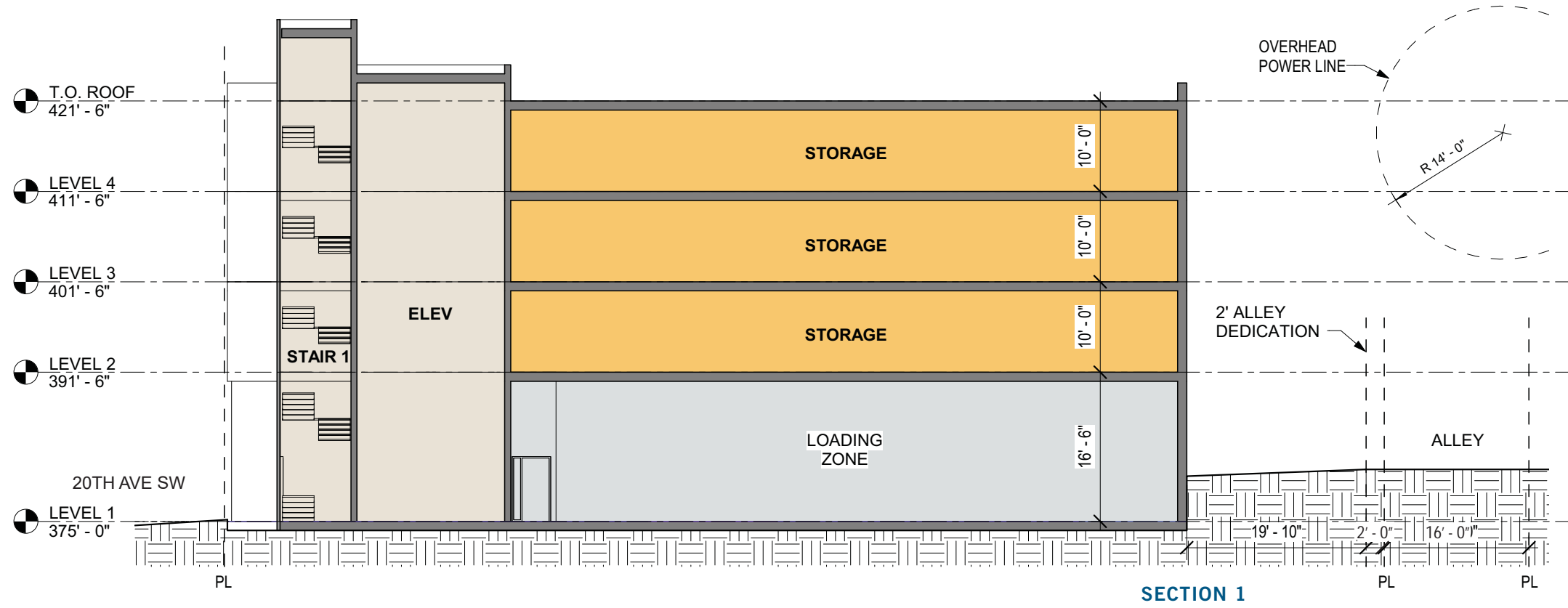
- KEY**
- Stc
 - Office
 - Utility/BOH
 - Circulation
 - Caretaker Unit
 - Parking/Garage

LEVEL 4

8.0 OPTION 2 | SHADOW STUDY



8.0 OPTION 2 | SECTIONS



KEY

- Storage
- Office
- Utility/BOH
- Circulation
- Caretaker Unit
- Parking/Garage

8.0 PREFERRED OPTION 3 | SUMMARY

# RESIDENTIAL UNITS:	1
COMMERCIAL RETAIL SF:	1,499
PARKING STALLS:	12
FAR SF:	30,207
RESIDENTIAL FAR SF:	664
CODE COMPLIANCE:	No, 1 departure requested

CONCEPT DIAGRAMS



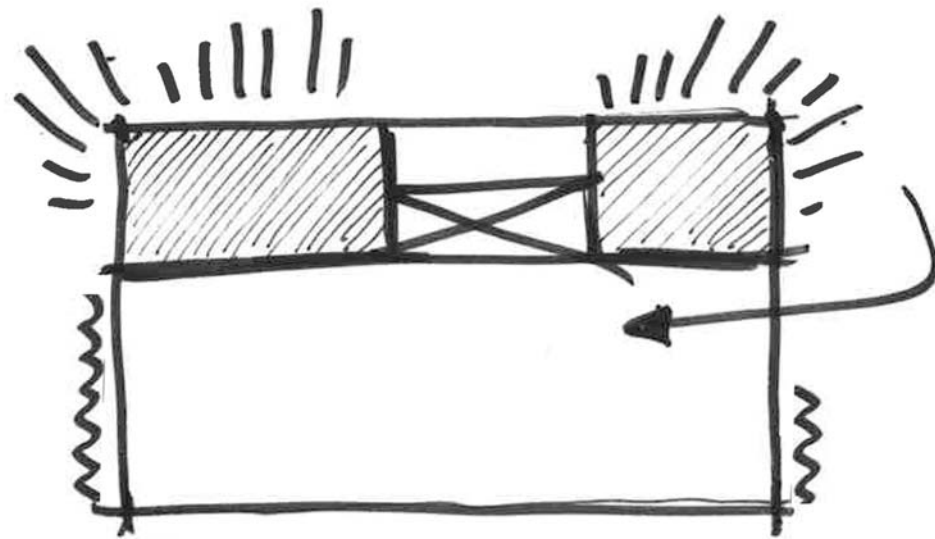
VIEW FROM NORTHEAST



VIEW FROM NORTHWEST

- (A) Parking Entrance
- (B) Loading Zone
- (C) Office Storefront
- (D) Caretaker Unit

MASSING DIAGRAM



FOCUS ON DELRIDGE
AND BARTON

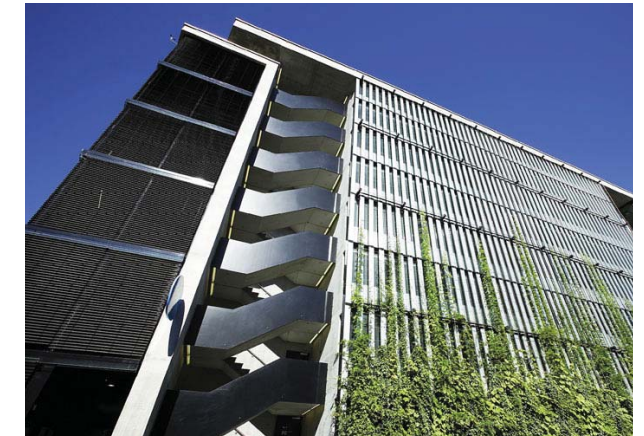
DESIGN CUES



Divided building geometries with clean assignment of contrasting materials.



Strong, contrasting forms and patterns with translucency at base.



Green wall introduced at ground floor and ties in to facade above.

8.0 PREFERRED OPTION 3 | SUMMARY

DESIGN ANALYSIS



MATERIAL PALLETTE

- (A) Primary Material
- (B) Secondary Material
- (C) Accent Material

+ A glassy storefront is provided along the entirety of Barton Street and on the corner of Delridge Way.

+ The caretaker's unit is located in a prominent position on the corner of Delridge Way.

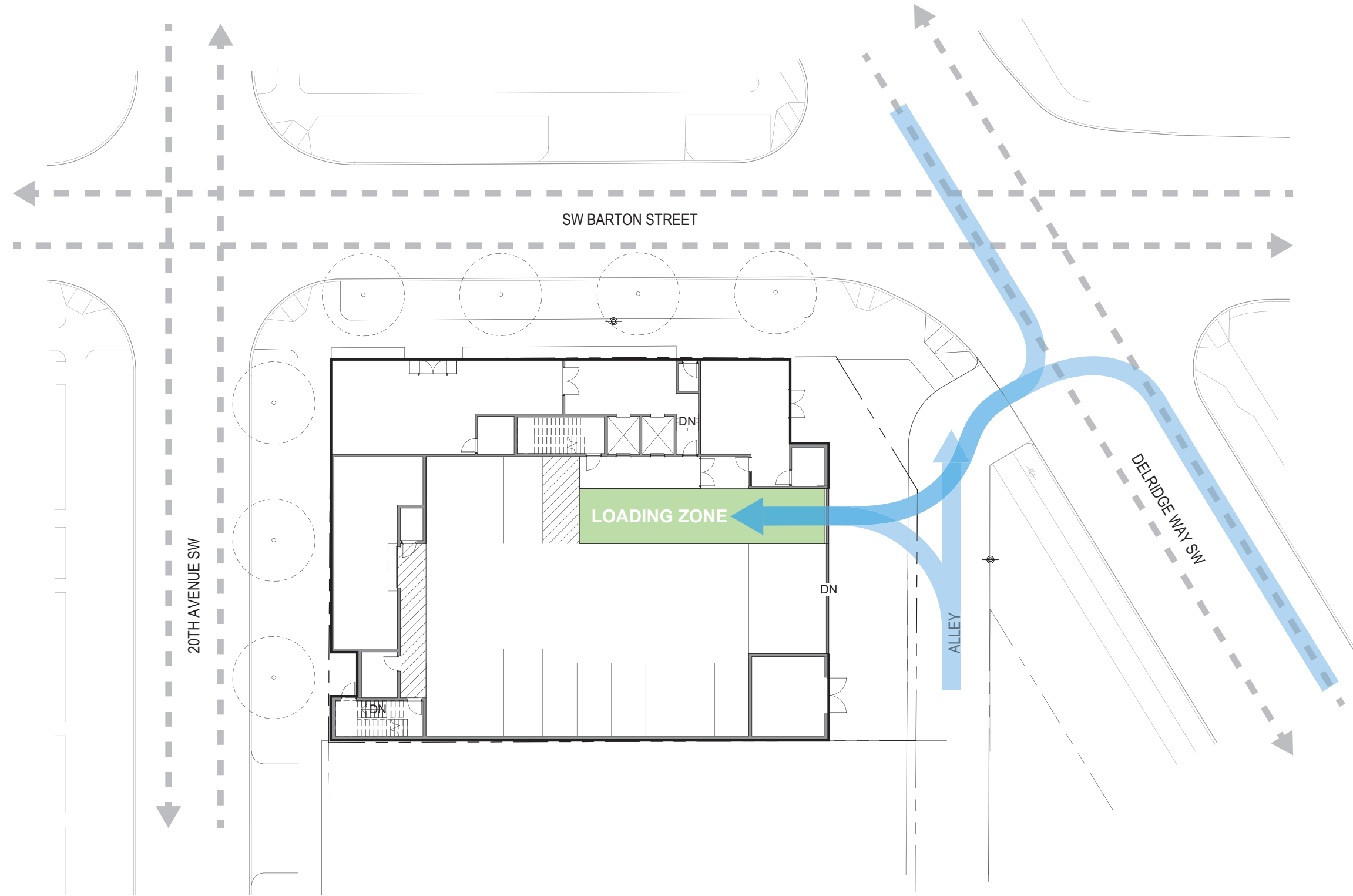
+ Transparency is provided at vertical circulation.

+ A green wall is provided along blank facades to promote visual interest and to soften building's geometries.

+ Office space is provided at corner of SW Barton Street and SW 20th Avenue.

8.0 OPTION 1 | SUMMARY

CIRCULATION PLAN



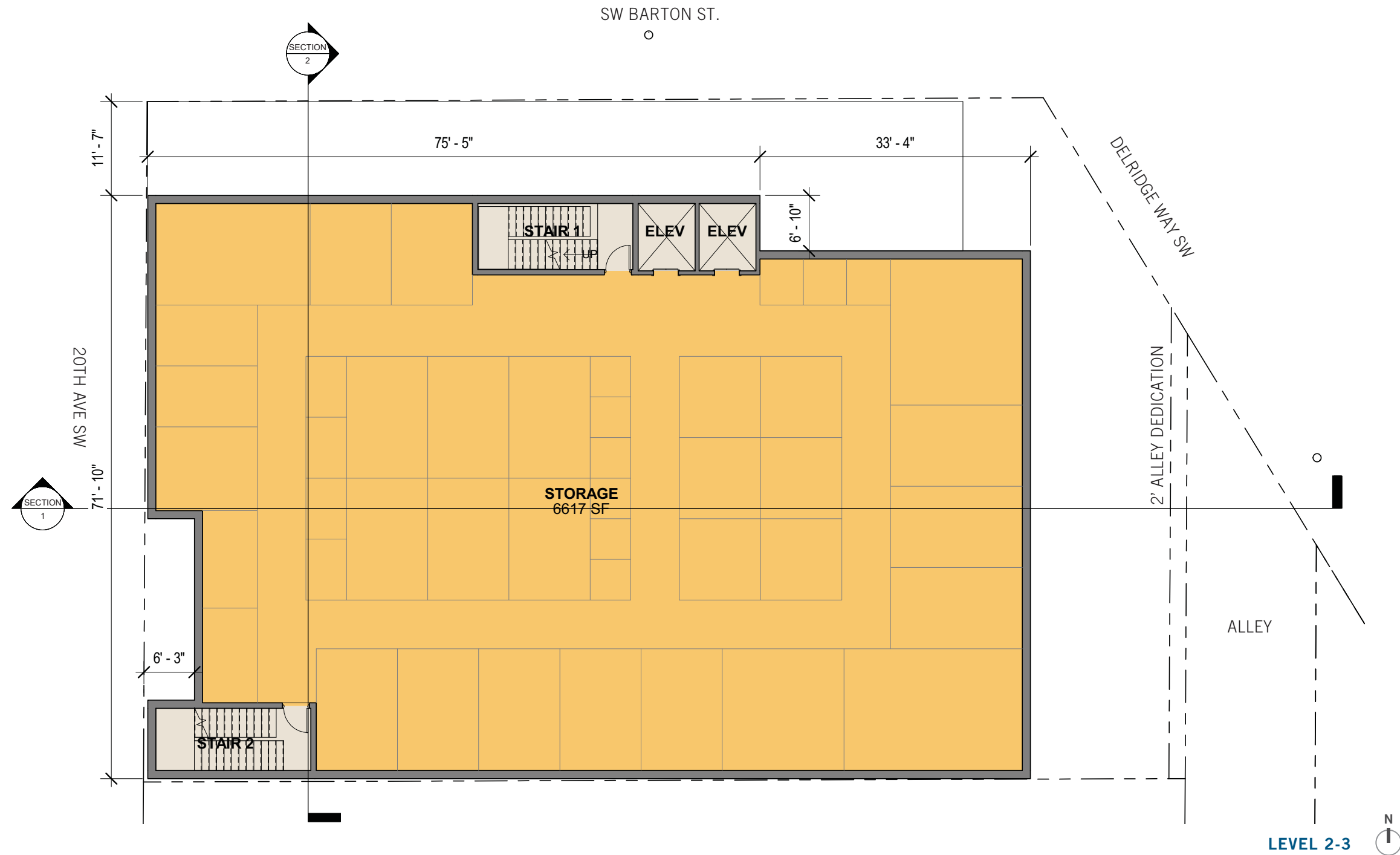
- KEY**
- TRAFFIC DIRECTION
 - PATH FOR LOADING / UNLOADING

8.0 PREFERRED OPTION 3 | FLOOR PLANS

SW BARTON ST.

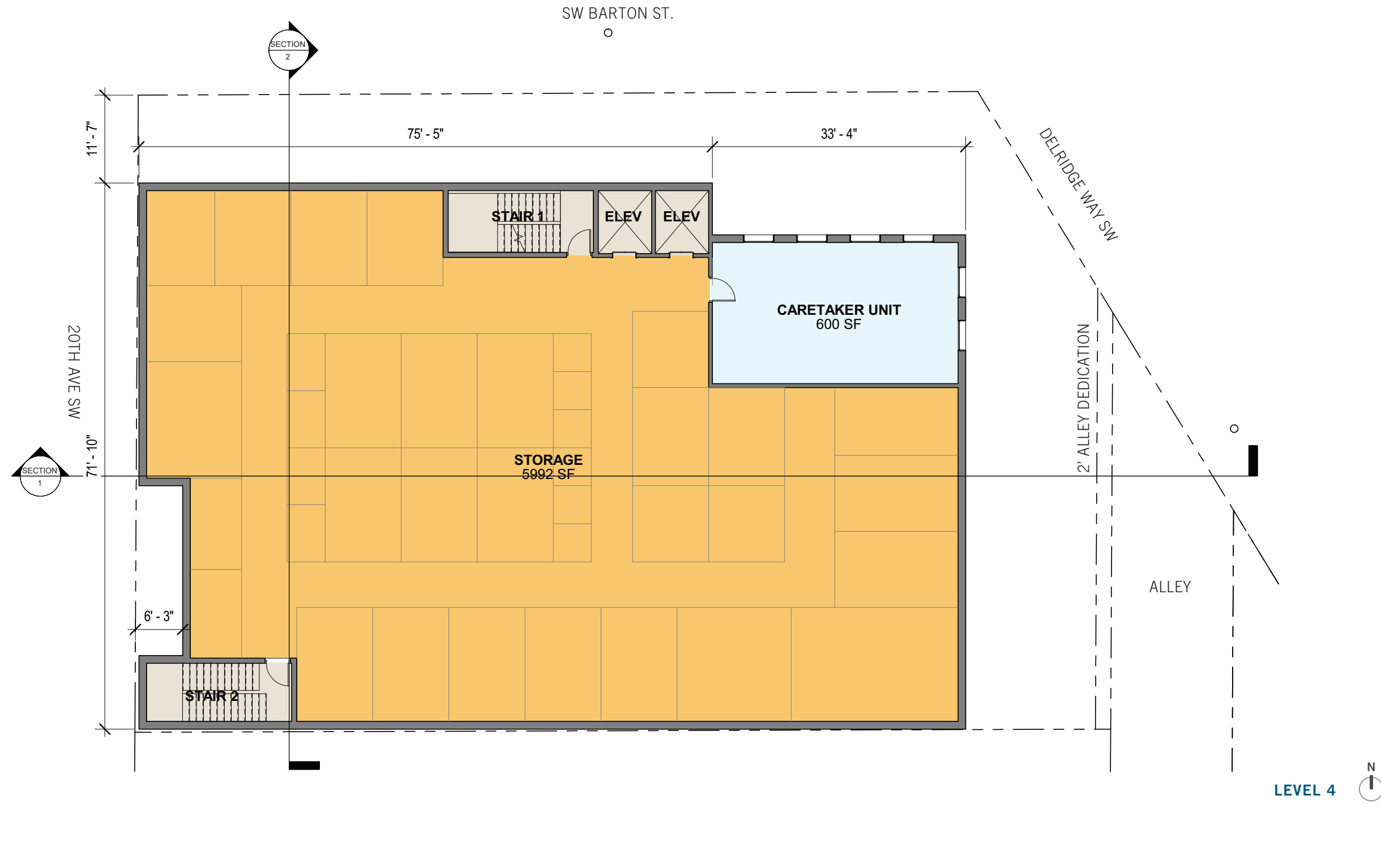


8.0 PREFERRED OPTION 3 | FLOOR PLANS



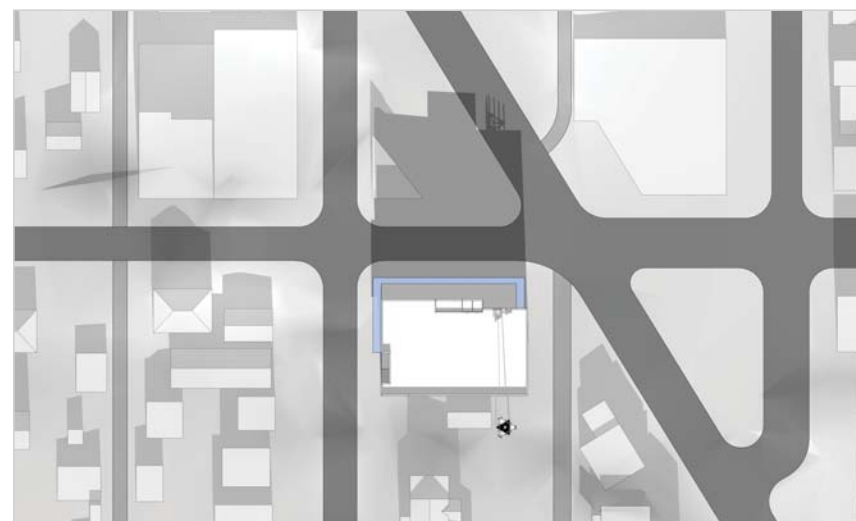
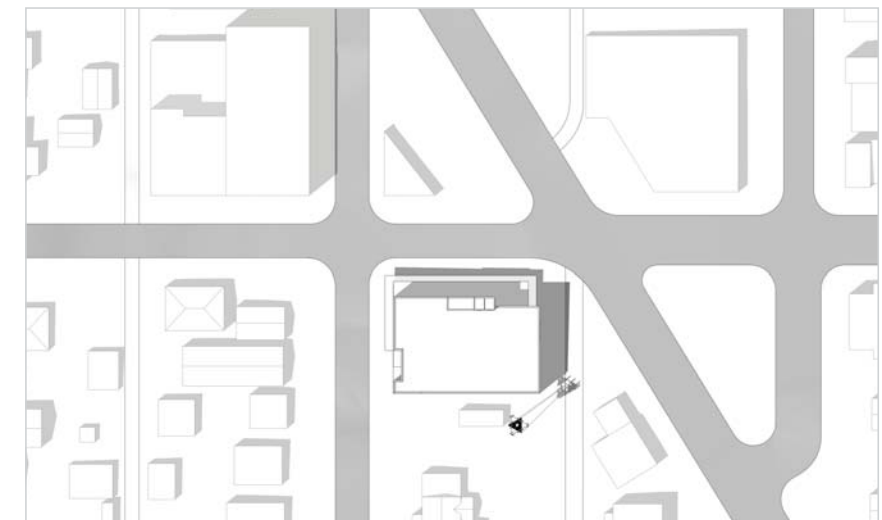
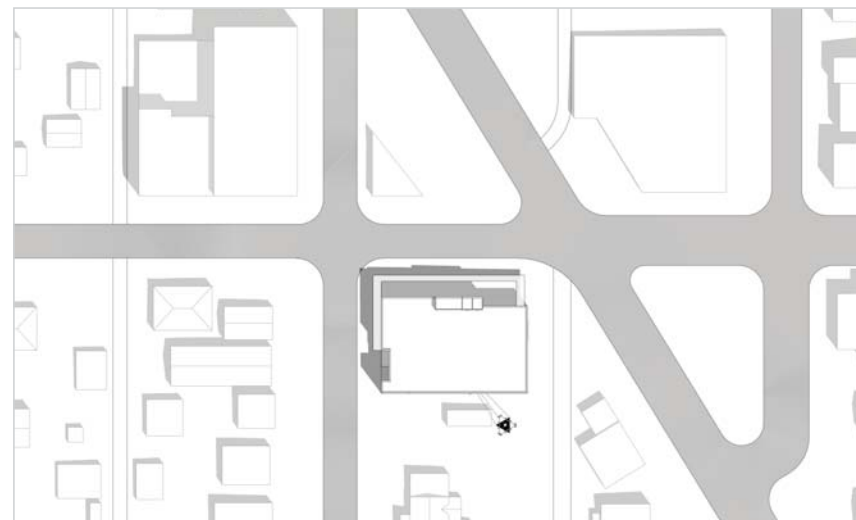
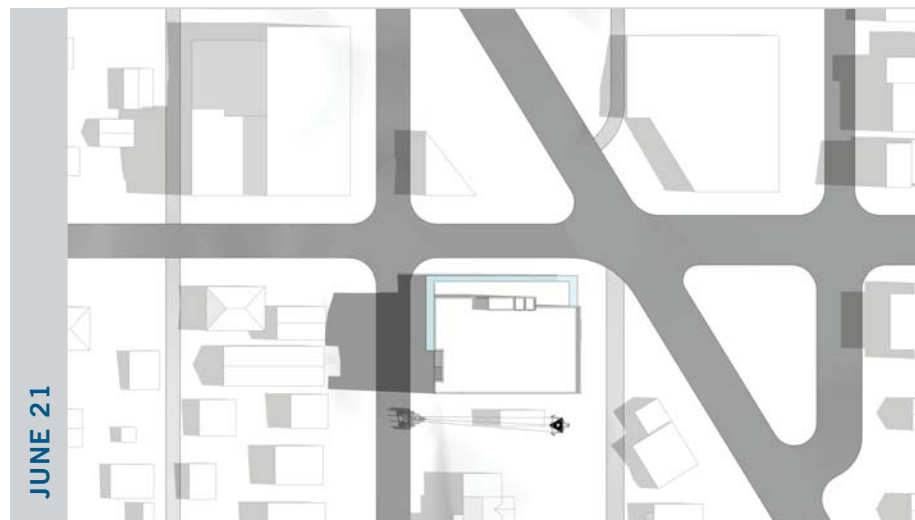
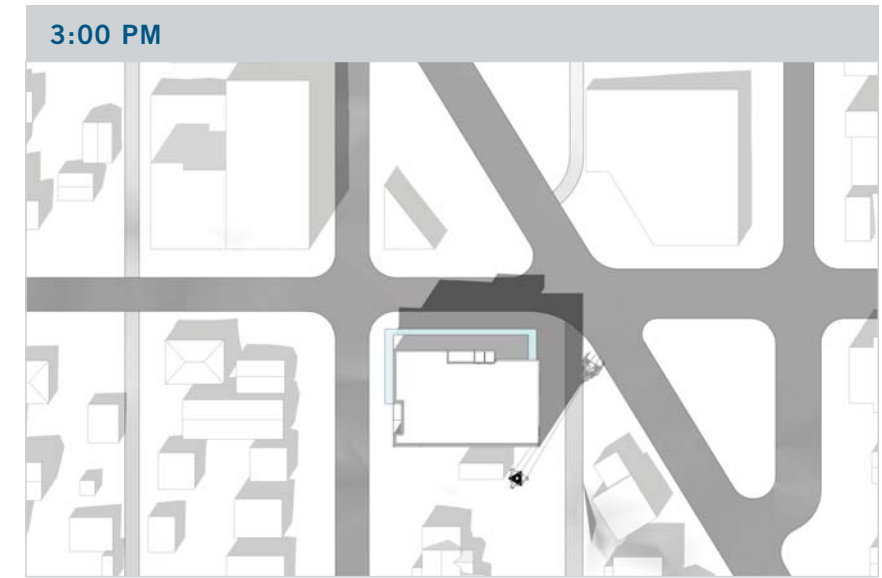
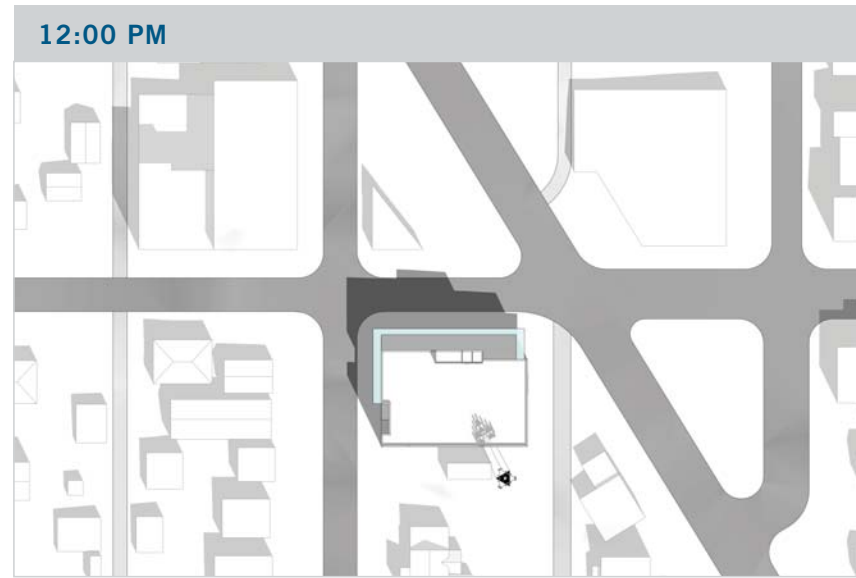
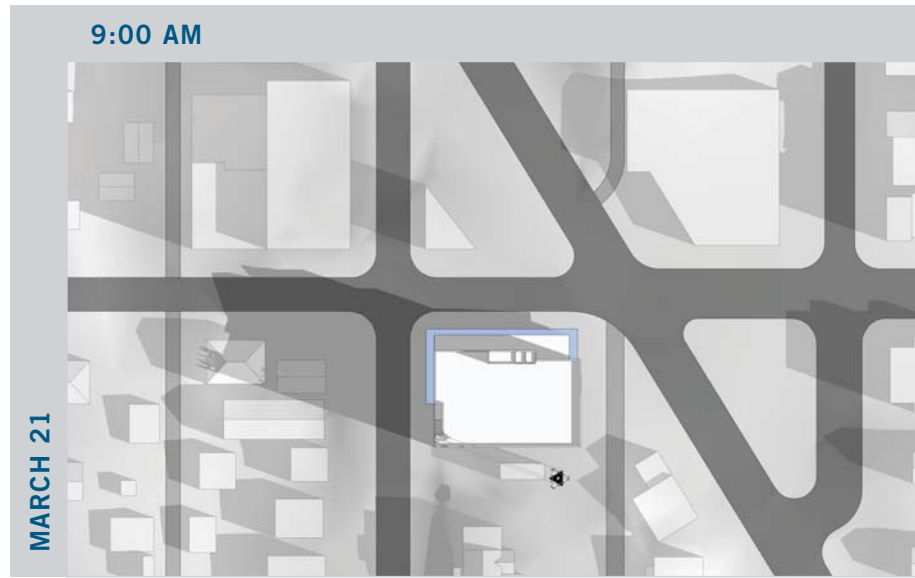
- KEY**
- Storage
 - Office
 - Utility/BOH
 - Circulation
 - Caretaker Unit
 - Parking/Garage

8.0 PREFERRED OPTION 3 | FLOOR PLANS

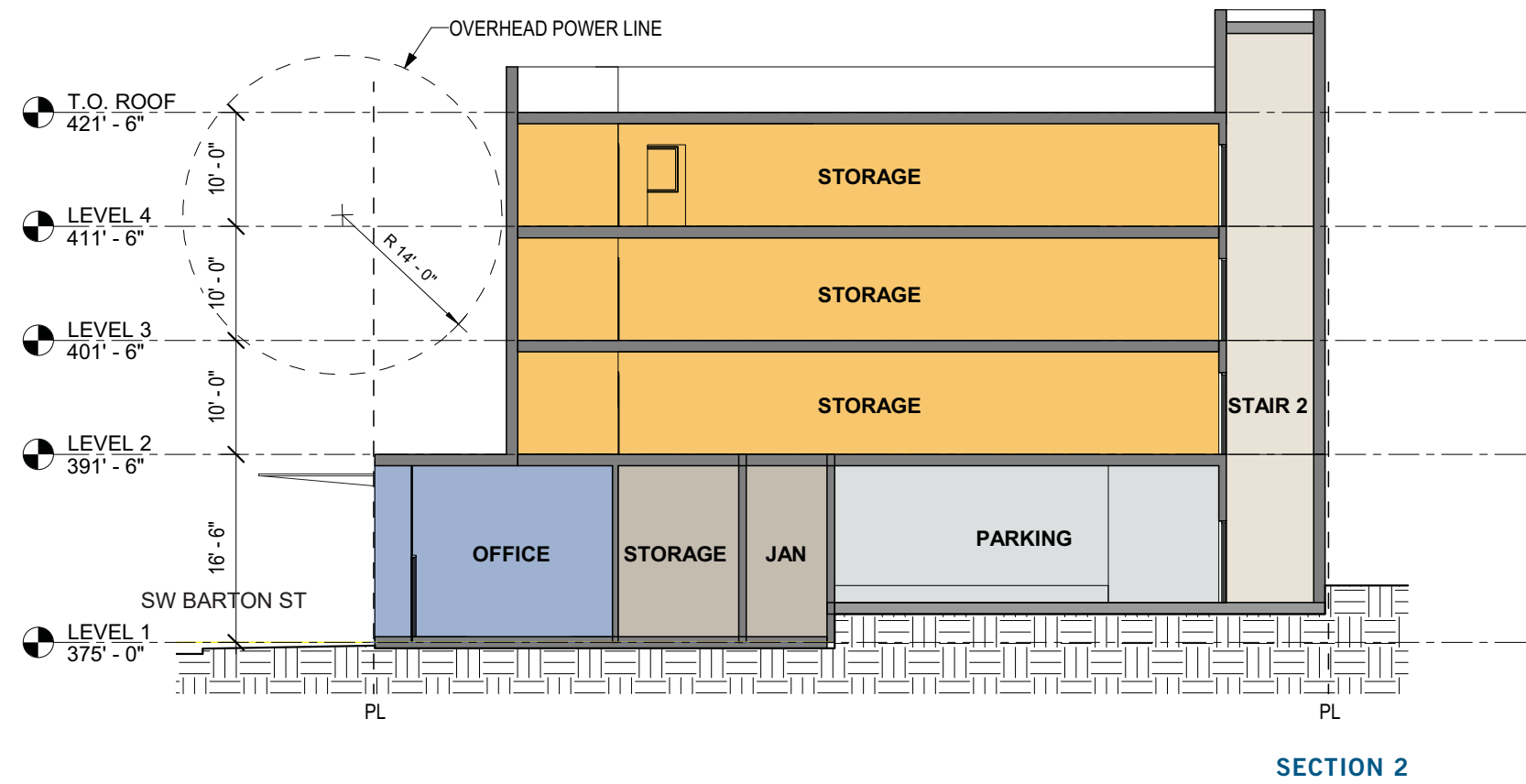
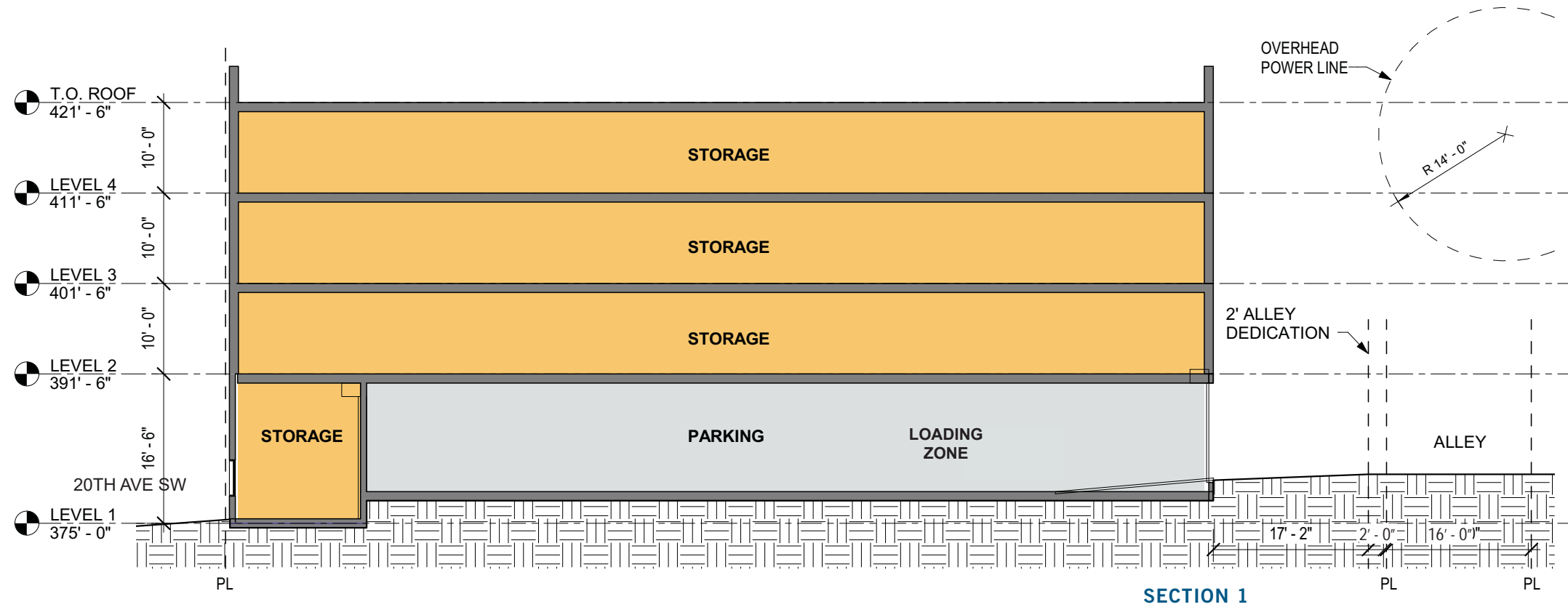


- KEY**
- Stc
 - Office
 - Utility/BOH
 - Circulation
 - Caretaker Unit
 - Parking/Garage

8.0 PREFERRED OPTION 3 | SHADOW STUDY

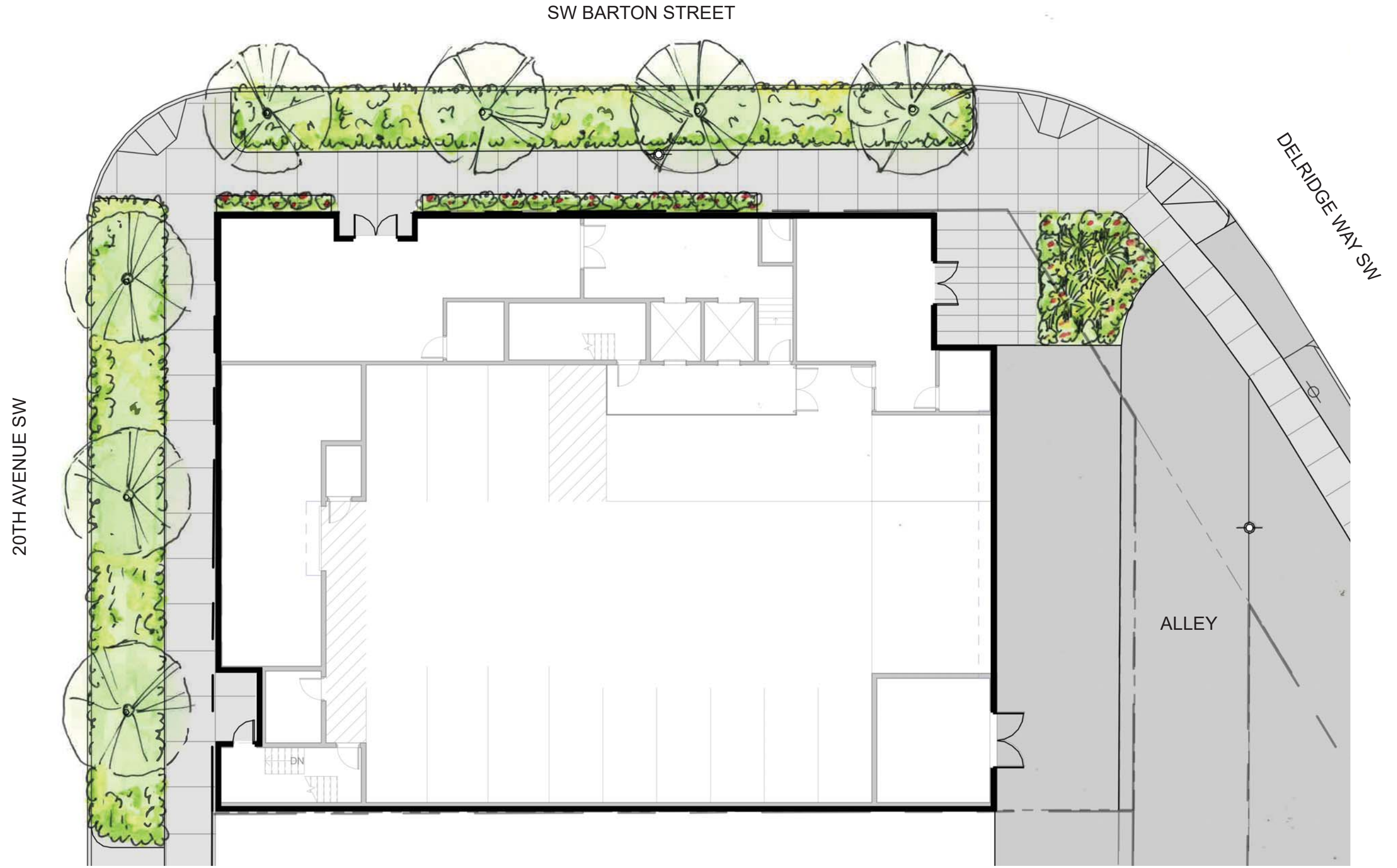


8.0 PREFERRED OPTION 3 | SECTIONS



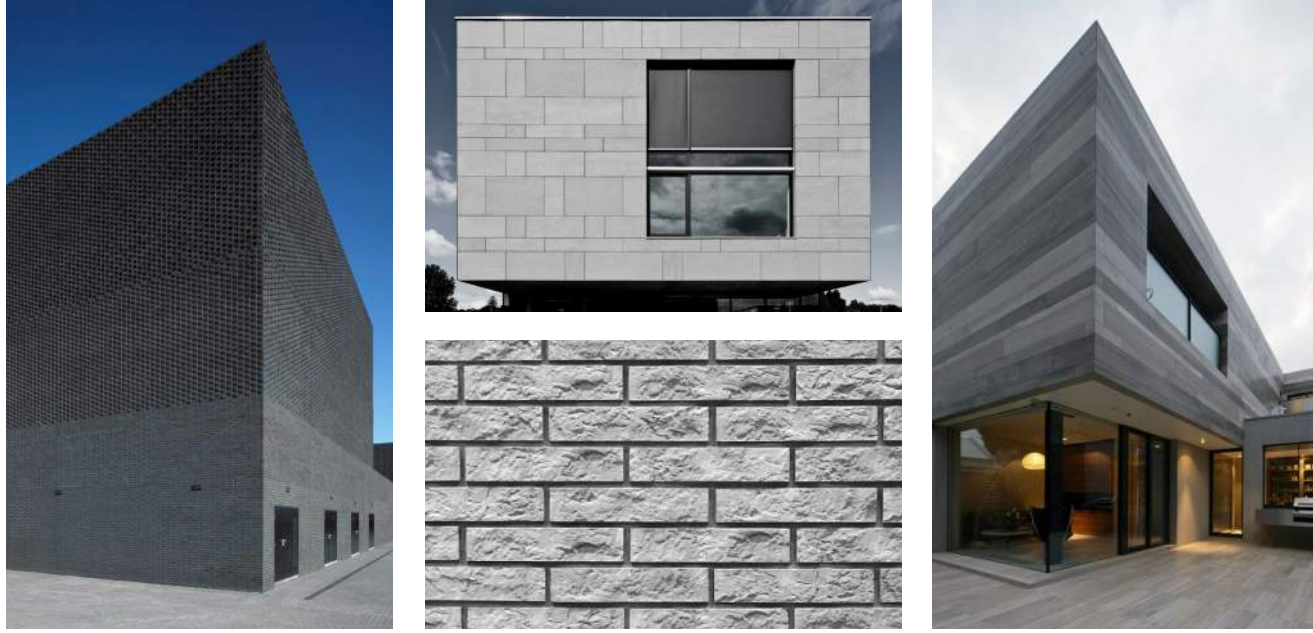
- KEY**
- Storage
 - Office
 - Utility/BOH
 - Circulation
 - Caretaker Unit
 - Parking/Garage

9.0 PREFERRED OPTION 3 | LANDSCAPE PLAN



9.0 PREFERRED OPTION 3 | MATERIALS

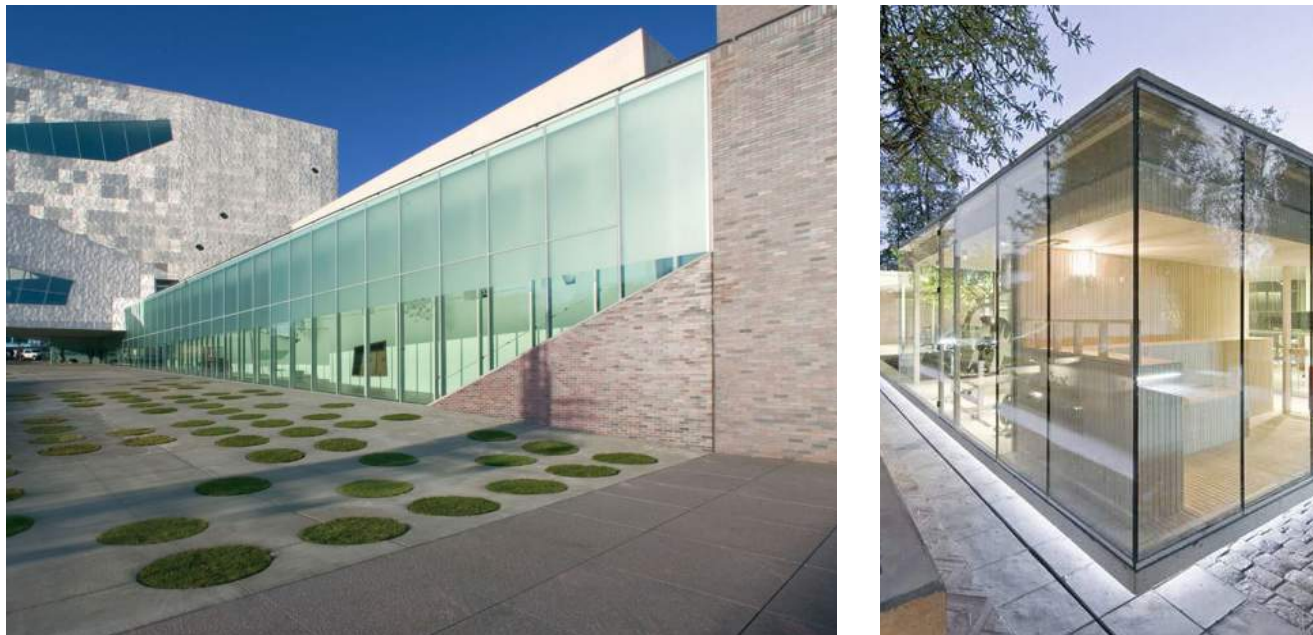
FIBER CEMENT / BRICK



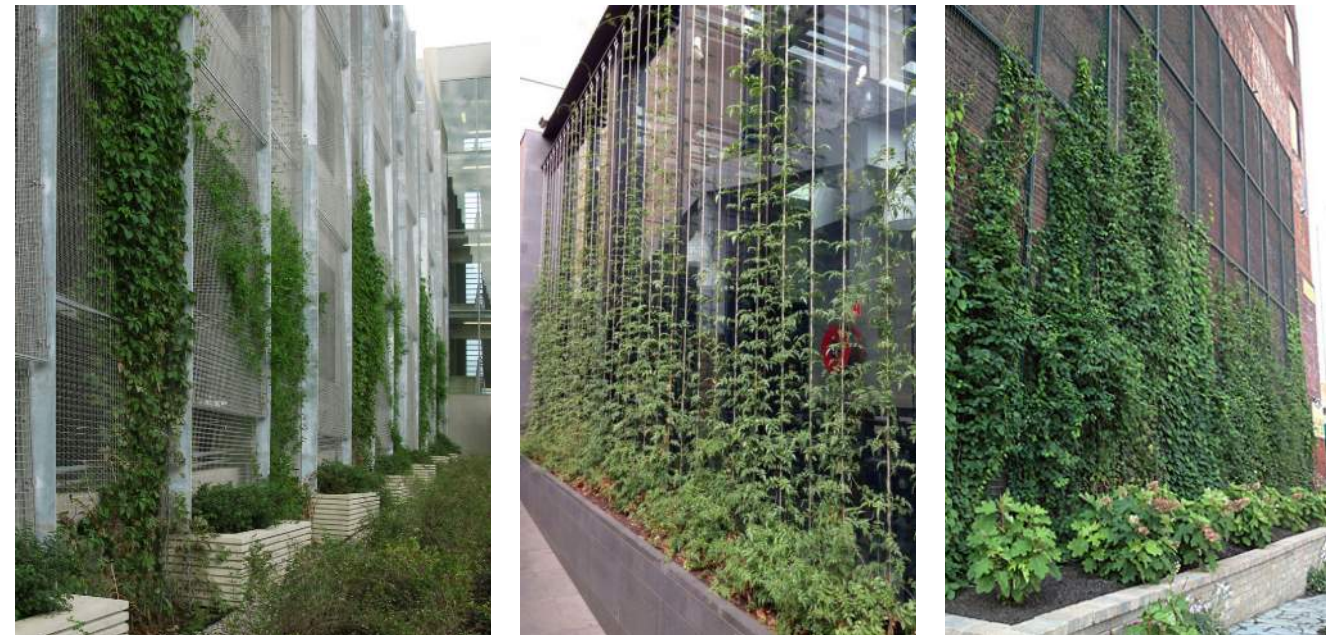
METAL ACCENT



GLASS

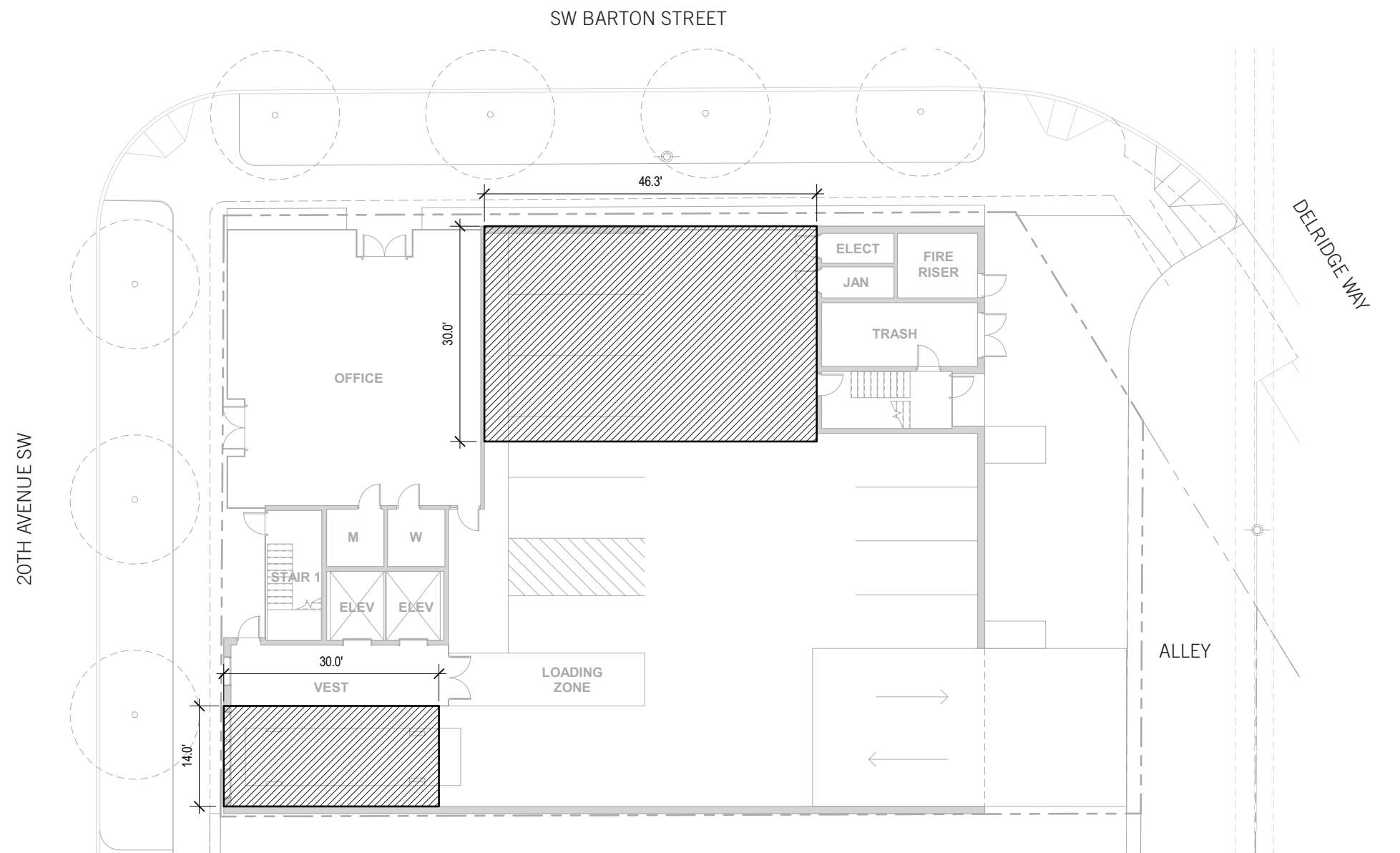


GREEN SCREEN




10.0 OPTION 2 DEPARTURE

CODE CITATION:	23.47A.032.B.1.b
CODE REQUIREMENT:	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.
CORRESPONDING DESIGN GUIDELINE:	DC1 Project Uses and Activities Given the use of the building, loading and unloading in a secure area will be a prominent feature of the building.
PROPOSED DESIGN DEPARTURE:	Street-facing facade parking is located at street level along portion of SW Barton Street.
RATIONALE:	The goal of the massing option is to provide space within the building for the required parking stalls while creating a loading berth within the structure accessed off the alley in a secure area.



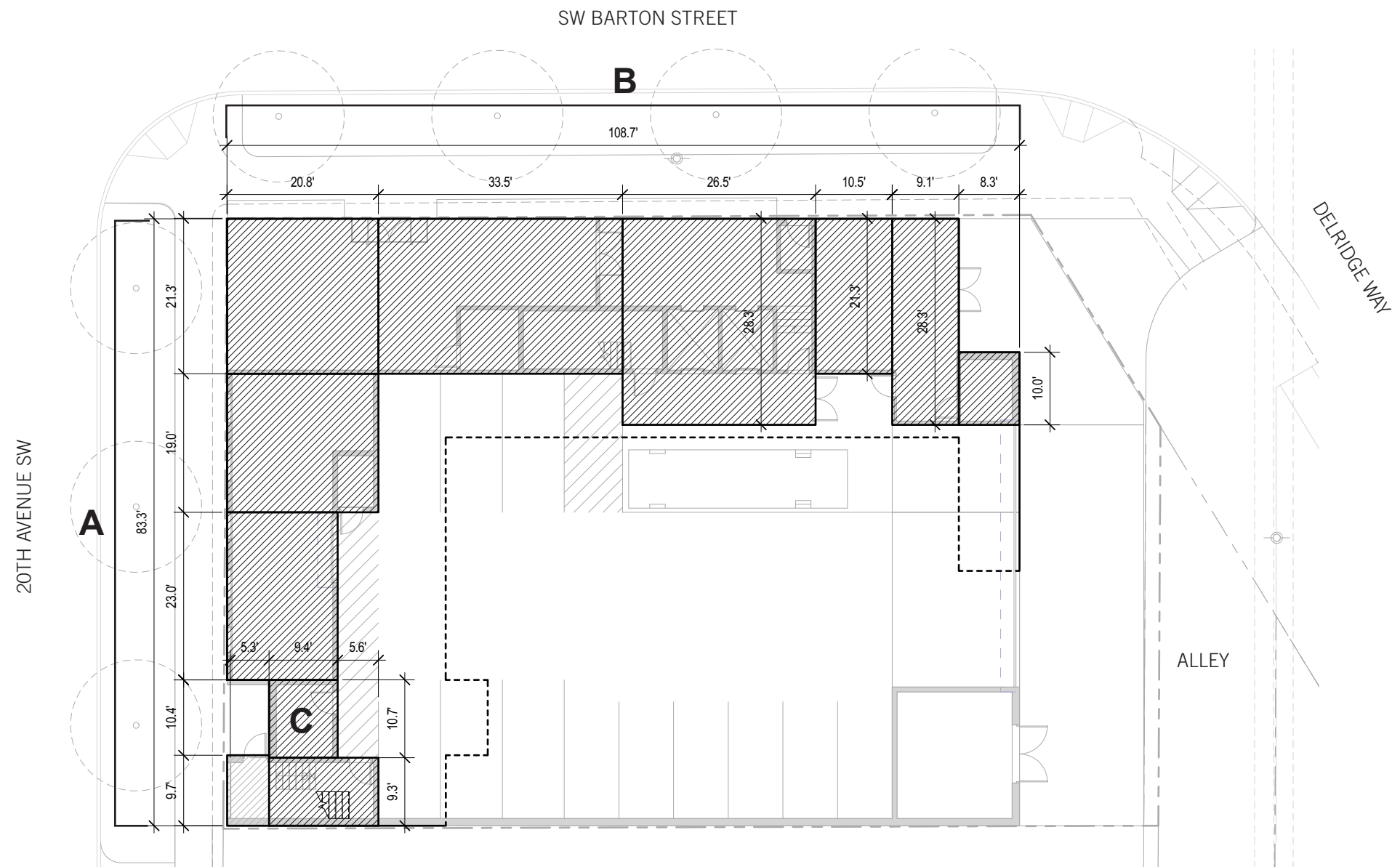
KEY

 Area of Departure

LEVEL 1 PLAN 

10.0 PREFERRED OPTION 3 DEPARTURE

CODE CITATION:	23.47A.008.B.3
CODE REQUIREMENT:	Depth provisions for new structures or new additions to existing structures. Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. If the combination of the requirements of Sections 23.47A.005 or 23.47A.008 and this depth requirement would result in a requirement that an area greater than 50 percent of the structure's footprint be dedicated to non-residential use, the Director may modify the street-facing facade or depth requirements, or both, so that no more than 50 percent of the structure's footprint is required to be non-residential.
CORRESPONDING DESIGN GUIDELINE:	PL3 Street-Level Interaction Encourage human interaction and activity at the street level with clear connections to building entries and edges.
PROPOSED DESIGN DEPARTURE:	A. Average depth of non-residential area along 20th Avenue SW is less than 30'-0". B. Average depth of non-residential area along SW Barton Street is less than 30'-0". C. Portion of non-residential area along 20th Avenue SW is shallower than 15'-0".
RATIONALE:	The goal of the massing option is to provide space within the building for the required parking stalls while maintaining street level parking separation from the facade by another permitted use and access from alley.



DEPARTURE CALCULATIONS

A Average depth = 17'-7"

$$((5.3 \times 9.7) + (15.0 \times 9.3) + (9.4 \times 10.7) + (14.7 \times 23.0) + (20.8 \times 40.3)) / 83.3 = 17.6$$

B Average depth = 22'-9"

$$((54.3 \times 21.3) + (26.5 \times 28.3) + (10.5 \times 21.3) + (9.1 \times 28.3) + (8.3 \times 10.0)) / 108.7 = 22.7$$

Code Compliant Non-Residential Space = 55.0% of building footprint

$$((4,860.7 / 8,780.6) \times 100) = 55.4$$

LEVEL 1 PLAN



KEY

- Calculated Non-Residential Space
- Location Line of Code-Compliant Space