



DESIGN RECOMMENDATION MEETING

9201 Delridge Way SW
Seattle, WA 98106

SDCI PROJECT NO.:

3029353, 3029353-EG

MEETING DATE:

2/21/19

APPLICANT TEAM:

AKA Investors, Developer
Caron Architecture, Architect

CARON

CARON REF #2017.076



CONTENTS

3.0	Proposal	pg. 3
4.0	Summary Context Analysis	pg. 4
5.0	Neighboring Site Conditions	pg. 6
5.0	Survey	pg. 7
5.0	Streetscapes	pg. 8
5.0	Existing Site Conditions	pg. 10
6.0	Zoning Data	pg. 11
7.0	Site Plan	pg. 12
7.0	Project Design History	pg. 13
8.0	Design Guidelines	pg. 14
8.0	Itemized Response to EDG	pg. 15
8.0	Responses to Neighborhood Comments	pg. 20
9.0	Floor Plans	pg. 22
10.0	Composite Landscape Plan	pg. 28
11.0	Elevations	pg. 20
12.0	Material Board	pg. 35
12.0	Material Detailing	pg. 36
13.0	Renderings	pg. 38
13.0	Site Elements	pg. 41
14.0	Exterior Lighting Plan	pg. 43
15.0	Signage Concept Plan	pg. 44
16.0	Building Sections	pg. 45
17.0	Departures	pg. 47
18.0	Other Graphics from EDG	
	Shadow Study	pg. 48

PROJECT TEAM

OWNER:
Harry Arsene & Alicia Arsene, AKA
Investors, LLC

CARON ARCHITECTURE:
Yoriko Endo, Project Manager
yorikoendo@caronarchitecture.com
206.367.1382
Caron Reference No.: 2017.076

SITE INFORMATION

ADDRESS:
9201 Delridge Way SW Seattle, WA 98106

SDCI PROJECT NO:
3029353, 3029353-EG

PARCEL(S):
9352900450, 9352900451

SITE AREA:
10,382 sf

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

PARKING REQUIREMENT:
None: Parking Flexibility Area

BICYCLE PARKING REQUIREMENT:
Office Use: 1 Long-term, 1 Short-term
Storage Use: 4 Long-term or Short-term

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

DEVELOPMENT STATISTICS

ZONING:
C1-40

BUILDING HEIGHT:
44'

RESIDENTIAL UNITS:
0

COMMERCIAL SPACE:
916 SF

STORAGE SPACE:
32,355 SF

PARKING STALLS:
4 with 1 Loading Berth

BIKE STALLS:
5 Long-term
2 Short-term

CODES:
SMC 2015, SBC 2015

3.0 PROPOSAL

DEVELOPMENT OBJECTIVES

This proposal includes a four-story w/ basement mini-storage facility with parking and an office. Parking is not required due to the site residing in a parking flexibility area, but four stalls are provided out of necessity for a self-storage building. One loading berth is also provided for truck access. Access for the garage and loading berth will be located in the alley. The street frontage will be comprised of ground-level office on the corner of SW Barton Street and Delridge Way SW. Ground-level storage is proposed along the northwest corner of SW Barton Street and 20th Avenue SW with ample glazing to gain greater transparency.

SITE DESCRIPTION & ANALYSIS

The site is two parcels on the northwest half of the block at the intersection of Delridge Way SW and SW Barton Street. The site is presently occupied by a one-story auto repair service garage. The lot slopes down approximately eight feet from east to west. The Westwood Village shopping center is located a few blocks west of the site. The site is located in an area of increasing density and is transitioning to more mixed-use and townhouse development. The street frontage of SW Barton Street slopes towards the west and is paved with no trees and has one power pole with high voltage lines overhead. High voltage lines also run along the alley opposite to the site. Street frontage along 20th Avenue slopes down two feet from the south towards the intersection of 20th Avenue SW and SW Barton Street. One medium tree sits in the right of way and will be removed.

ZONING ANALYSIS

The existing site consists of an auto repair service garage on two lots. The site is located in the Westwood-Highland Park Residential Urban Village. The site is surrounded on three sides by public rights-of-way: 20th Avenue SW to the west, SW Barton Street 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 Street, connecting to the intersection and acts like an additional street at the corner. The site is zoned C1-40. The lot across 20th Avnue SW to the west is zoned LR3; to the north, east, and the lot directly south is zoned C1-40. Parcels further west and south of the lot are zoned SF 5000.

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 Street is a local access street with no bus routes but connects Delridge Way SW with the Westwood Village at SW Barton Place. There is a dedicated bicycle route along 16th Avenue SW three blocks east of the site.

NEIGHBORHOOD CHARACTER

The surrounding neighborhood is primarily single family homes with apartment structures along Delridge Way SW, SW Barton Street, and 16th Avenue SW. The apartment structures in the area are generally of an older vintage character. 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 are three to four stories in height.

DEVELOPMENT SUMMARY

LEVEL	GROSS SF	FAR SF	OFFICE SF	STORAGE SF	PARKING STALLS	BIKE STALLS
4	7,296	7,296	0	7,296	0	0
3	7,414	7,414	0	7,414	0	0
2	6,630	6,630	0	6,630	0	0
1	8,330	8,330	916 SF	3,654	4 Stalls (1 Loading Berth)	2 Short-Term, 5 Long-Term
B	8,283	0	0	7,361	0	0
TOTAL	37,952 SF	29,670 SF	916 SF	32,355 SF	4 Stalls	7 Stalls

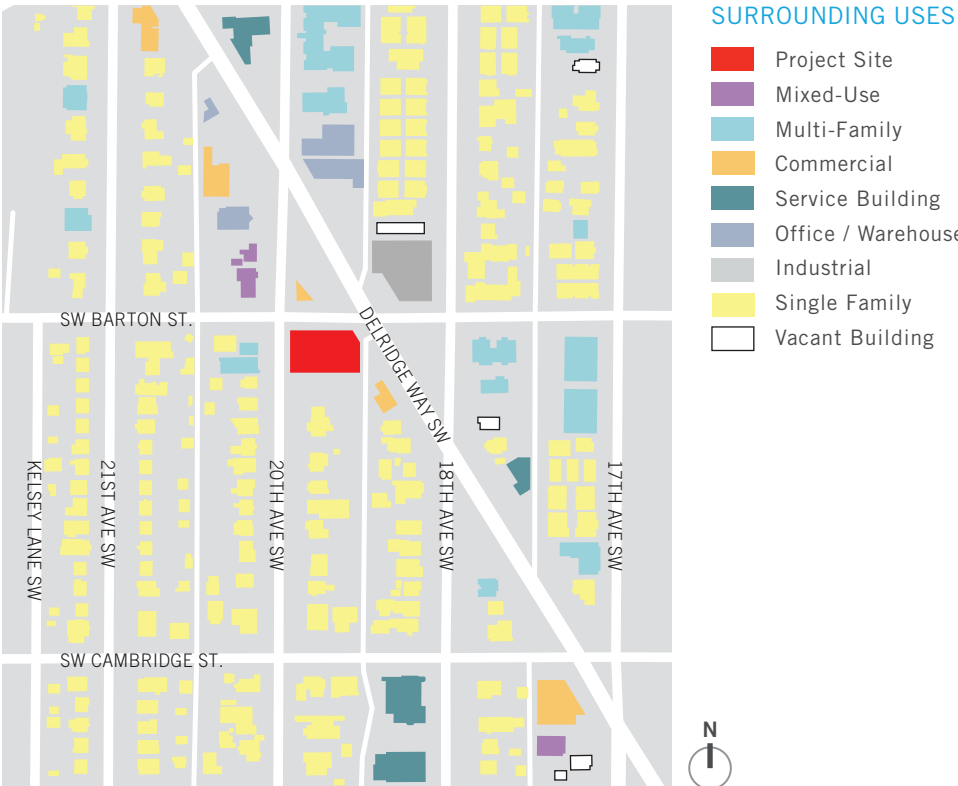
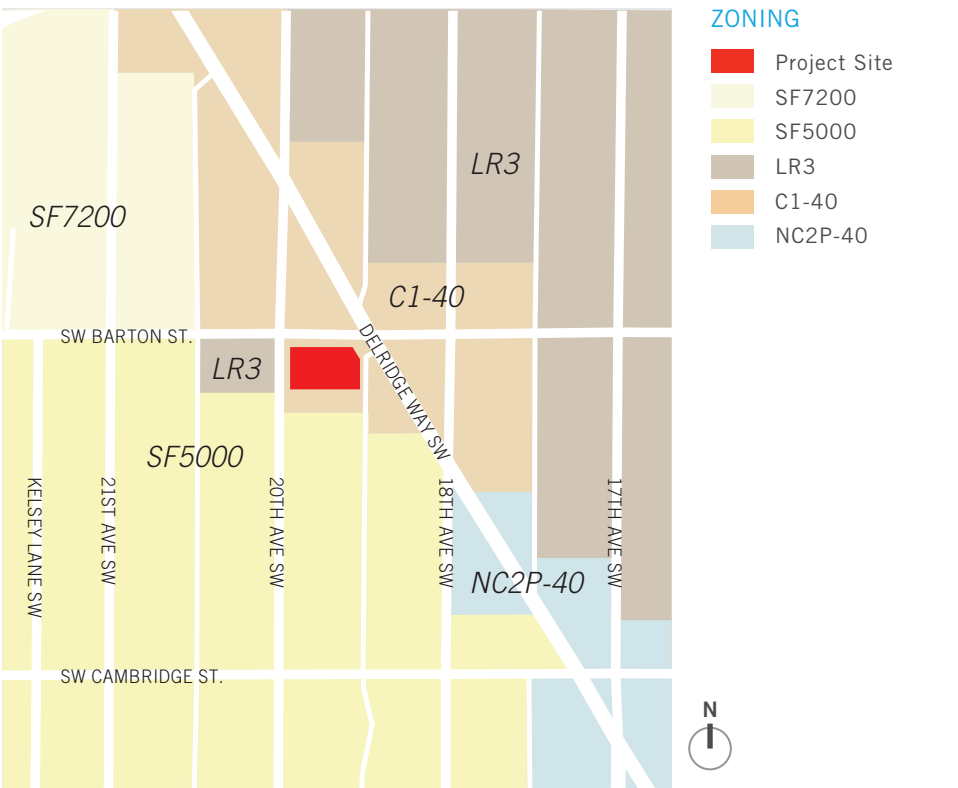


AERIAL MAP (GOOGLE EARTH)

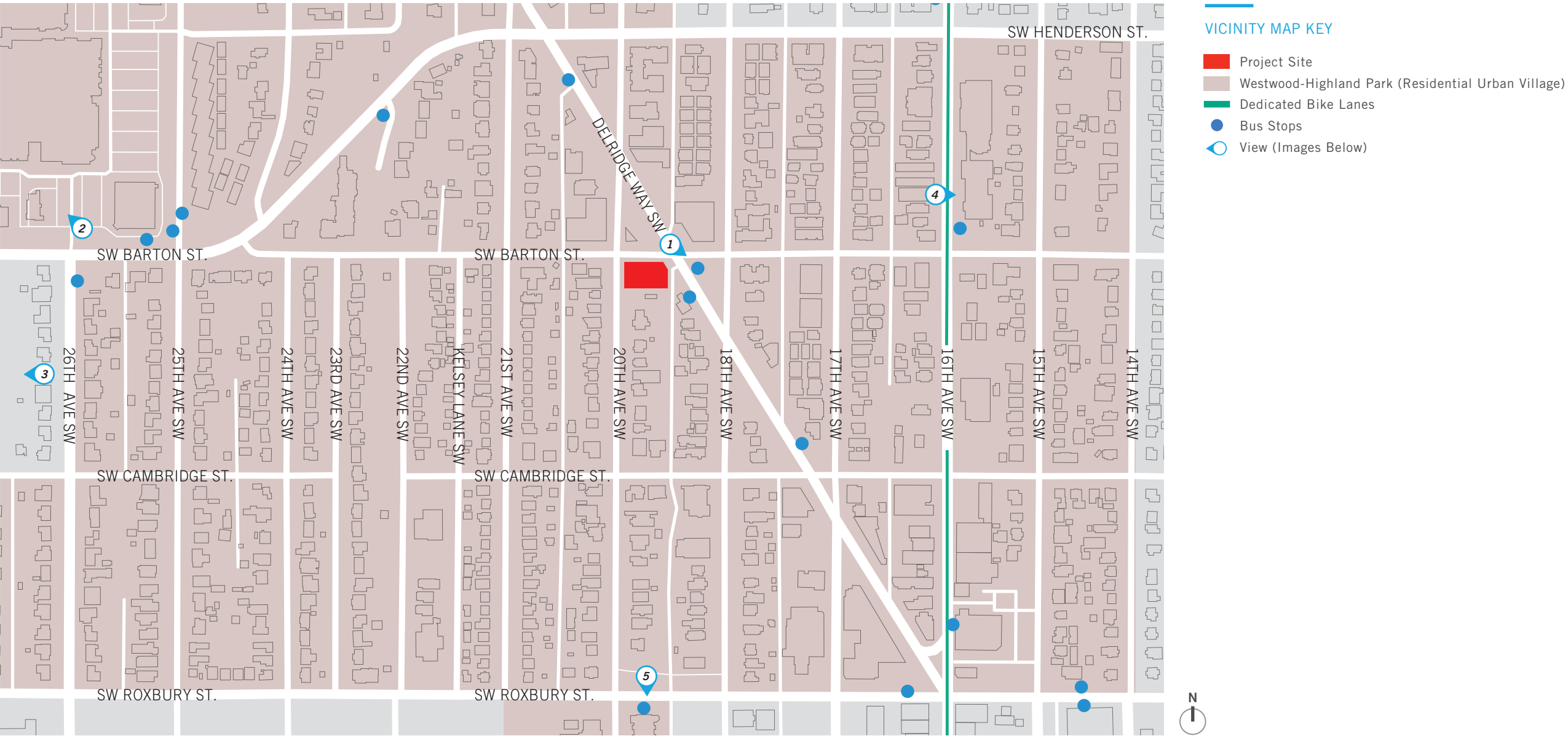
4.0 SUMMARY CONTEXT ANALYSIS



AERIAL MAP (GOOGLE EARTH)



4.0 SUMMARY CONTEXT ANALYSIS



COMMUNITY NODES & LANDMARKS



1 DEL RIDGE WAY BUS TRIANGLE
0.0 MILES FROM SITE



2 WESTWOOD VILLAGE
0.5 MILES FROM SITE



3 ROXHILL PARK
0.7 MILES FROM SITE

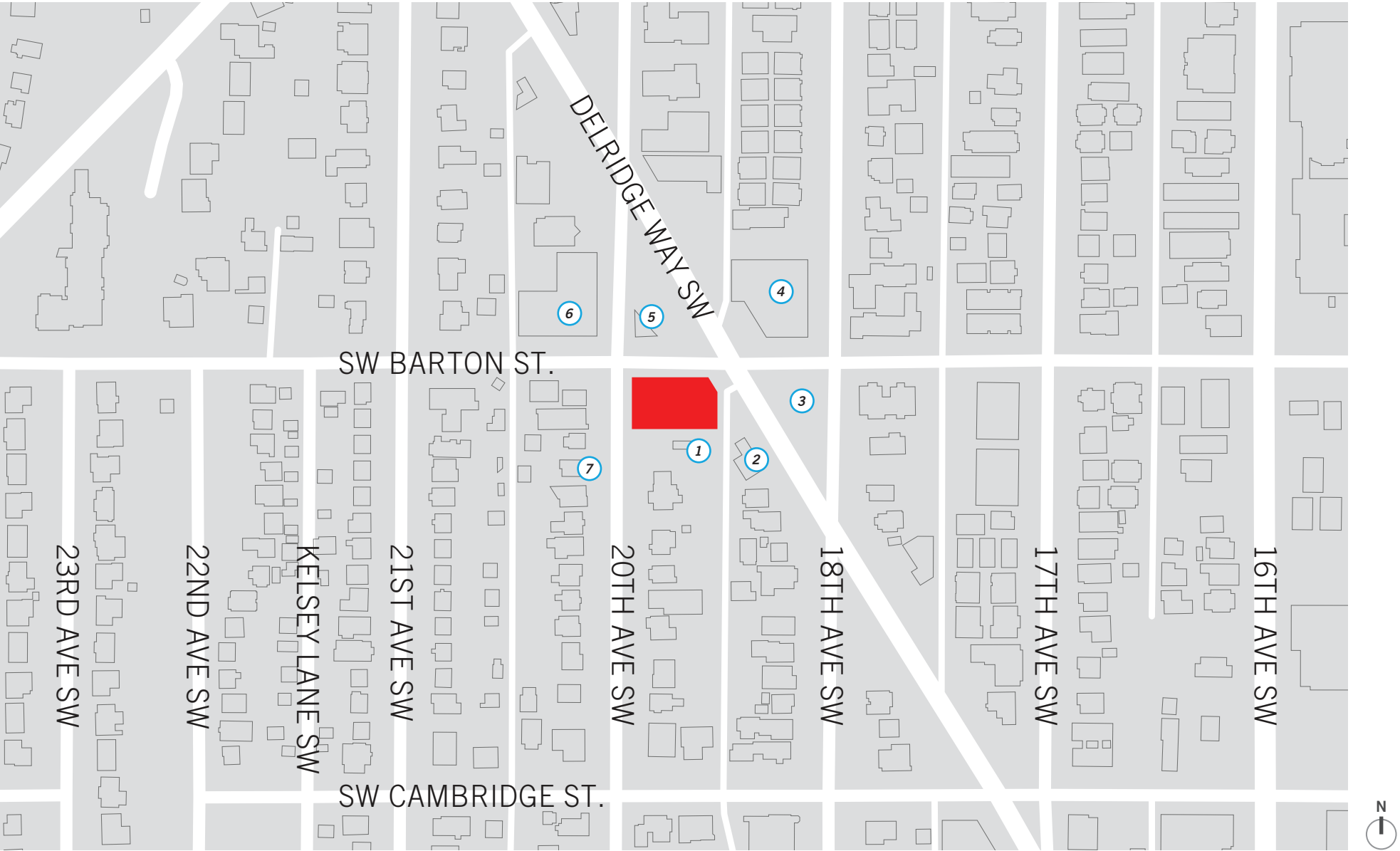


4 SALVATION ARMY COMMUNITY CENTER
0.2 MILES FROM SITE



5 HOLY FAMILY ROMAN CATHOLIC CHURCH
0.3 MILES FROM SITE

5.0 NEIGHBORING SITE CONDITIONS



NEARBY STRUCTURES AND LANDMARKS



1 CELLPHONE TOWER



2 SOCIAL CLUB / BAR



3 DELRIDGE WAY BUS TRIANGLE



4 SINGLE-STORY OFFICE



5 DRIVE-IN RESTAURANT

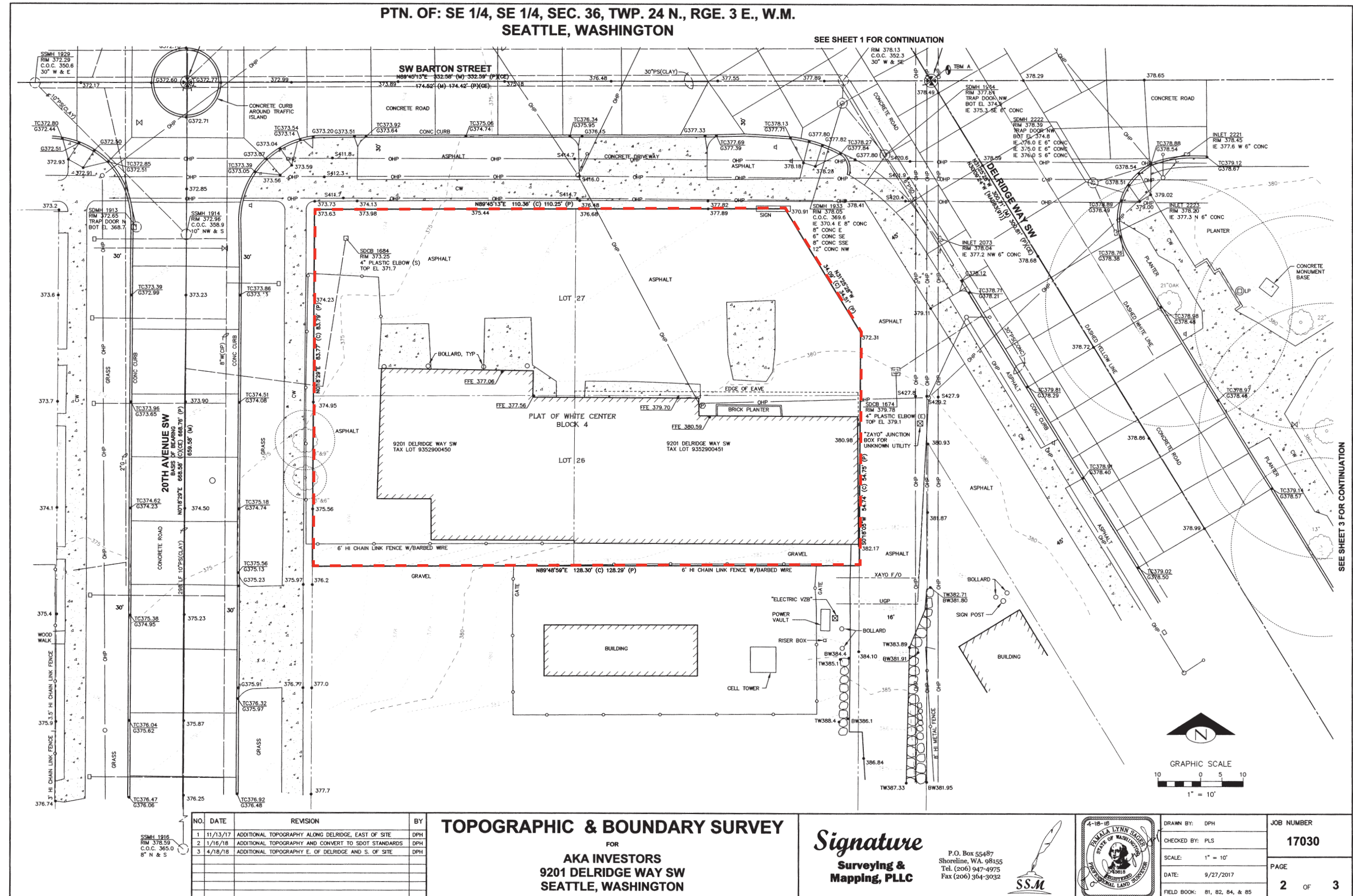


6 4-STORY APARTMENT



6 SINGLE-FAMILY RESIDENTIAL

5.0 SURVEY

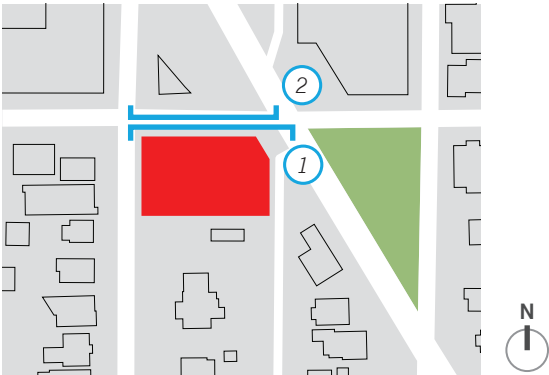


5.0 STREETSAPES

1 SW BARTON ST LOOKING SOUTH



2 SW BARTON ST LOOKING NORTH



5.0 STREETSAPES

1 20TH AVENUE SW LOOKING EAST



2 SW BARTON ST LOOKING NORTH



5.0 EXISTING SITE CONDITIONS



1 LOOKING SOUTH FROM SW BARTON ST.



2 LOOKING SOUTHEAST FROM SW BARTON ST.



3 LOOKING EAST FROM 20TH AVE SW



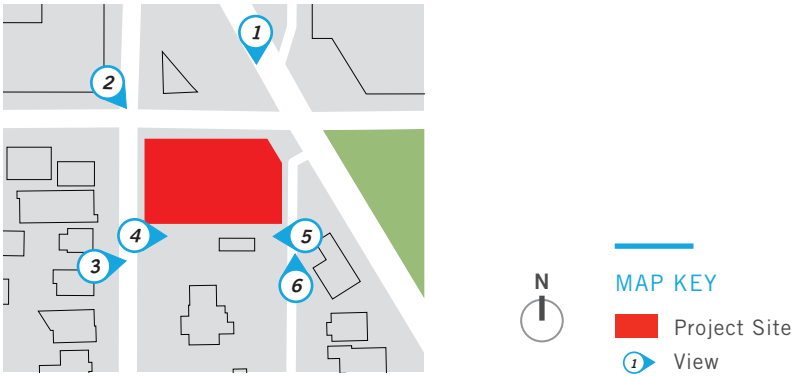
4 ALONG SOUTH LOT LINE



5 LOOKING WEST FROM ALLEY



6 LOOKING NORTH FROM ALLEY

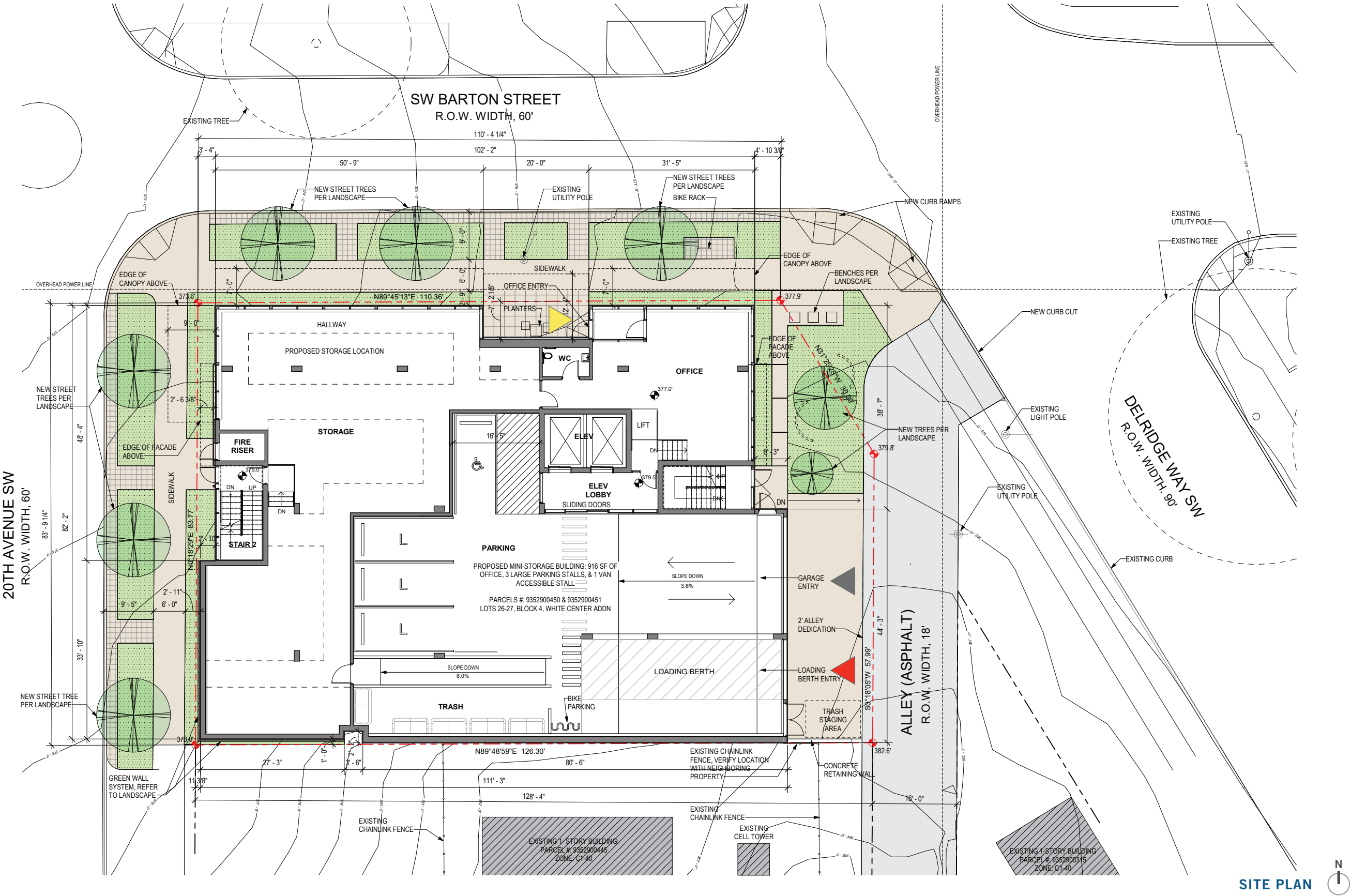


6.0 ZONING DATA

APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	COMPLIANCE
Permitted and Prohibited Uses	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-Level Development Standards	23.47A.008	A.1	The provisions of this subsection 23.47A.008.A apply to: c. Structures in C zones across the street from residential zones.	
		A.2.a	For purposes of this Section 23.47A.008, facade segments are considered blank if they do not include at least one of the following: 1) Windows; 2) Entryways or doorways; 3) Stairs, stoops, or porticos; 4) Decks or balconies; or 5) Screening and landscaping on the facade itself.	√
		A.2.b	Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.	√
		A.2.c	The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.	√
		B.2.a	60% of street facing facades between 2' & 8' shall be transparent.	DEPARTURE REQUESTED (SEE PG. 47)
		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.	√
Maximum Size of Nonresidential Use	23.47A.010	B	Gross floor area (FAR) is the portion of occupied by the primary use and all accessory uses.	√
Structure Height	23.47A.012	A.1	The height of a structure may exceed the otherwise applicable limit by up to 4 feet, subject to subsection 23.47A.012.A.1.c, provided the following conditions are met: 1) Either: a) A floor-to-floor height of 13 feet or more is provided for non-residential uses at street level.	√
Floor Area Ratio	23.47A.013	Table A	Total FAR permitted on a lot that is solely occupied by residential use or non-residential use. FAR = 3.	√
Landscaping and Screening Standards	23.47A.016	A.2	Green factor of 0.3 required.	√
Parking Location and Access	23.47A.032		C1 zone access from street or alley.	√
		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.	√
Required Parking and Maximum Parking Limits	23.54.015		(Parking not required because site is within Frequent Transit Service Area.)	
Parking Space and Access Standards	23.54.030	B.2.a	When ten or fewer parking spaces are provided, a maximum of 25 percent of the parking spaces may be striped for small vehicles. A minimum of 75 percent of the spaces shall be striped for large vehicles.	√
		D.2.a.2)	22 feet min. Width for 2-way traffic & follow turning radius in Exhibit B.	√
Loading Berth Requirements and Space Standards	23.54.035	Table A	Mini warehouse is medium demand.	√
			1 loading berth required.	√
		C.2	35' length x 10' width.	√
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 SITE PLAN

- KEY
- Circulation
 - Planting Strip
 - Alley
 - Surrounding Bt
 - Office Entry
 - Parking Entry
 - Loading Berth



SITE PLAN

7.0 PROJECT DESIGN HISTORY

				
	OPTION 1	OPTION 2 - BOARD APPROVED	OPTION 3	REC OPTION (OPTION 2 DEVELOPED)
# RESIDENTIAL UNITS:	1	1	1	0
COMMERCIAL SF:	2,916 SF	1,307 SF	1,499 SF	916 SF
PARKING STALLS:	11 Stalls	11 Stalls	12 Stalls	4 Stalls
FAR SF:	26,732 SF	29,976 SF	30,207 SF	29,670 SF
RESIDENTIAL FAR SF:	646 SF	687 SF	664 SF	0 SF
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	<ul style="list-style-type: none">• Access from alley• Compact and simple parking layout with secure loading zone• Large storefront facing streets• Easy access to trash room• “Stacked boxes” concept enhanced with careful attention to material selection• Simple massing
CONSTRAINTS:	<ul style="list-style-type: none">• Office is larger than necessary• Rent-able 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	<ul style="list-style-type: none">• Larger moving trucks will need to back into loading area.
CODE COMPLIANCE:	Yes, code compliant	No, 1 departure requested	No, 1 departure requested	No, 1 departure requested

8.0 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 SW 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 four-story apartment building counter-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 on the corner of SW Barton Street and Delridge Way SW to maximize visibility. The massing is affected by the presence of high voltage power 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 embrace the unique corner 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 the proposed design with large amounts of transparency fronting directly onto SW Barton Street in each option. While not required for this site, overhead weather protection with lighting is proposed along SW Barton Street and a portion of 20th Avenue SW to ensure an enjoyable walking experience during the city's rainier months.

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 corner of Delridge Way SW and SW Barton Street is pulled away from the property line to create a generously landscaped area with seating.

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. Parking access is being proposed from the alley with both the loading berth and garage entry placed as far from the corner as feasible. Trash storage and staging is also accessed from the alley. Due to Delridge Way's high traffic volume, the grade level office is placed on the corner for greater visibility, security, and access. Storage space on the ground floor has been placed towards 20th Avenue SW and SW Barton Street which are quieter and more residential in character.

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 proposed option is to create a series of stacked boxes, the inspiration of which having been found in the programmatic nature of a self-storage facility. Both stair towers are intended to be placed along the exterior facade to further separate each box and to celebrate the building's uses. Each of the boxes vary in size, texture, and materiality to reduce the building's perceived bulk and scale.

8.0 ITEMIZED RESPONSES TO EDG

COMMENT 1 - CONTEXT, SITE, AND PUBLIC LIFE

The Board acknowledged public comment highlighting the residential character of the neighborhood while emphasizing the importance of an active street front with adequate room for pedestrian traffic to pass and avoid conflict with vehicles. In summary, the Board supported elements of the Option 2 and 3 ground floor programs, as described below. Develop the ground floor program to respond to the goals of activating the street and reducing pedestrian-vehicle conflicts at the alley.

EDG OPTION 1

A. Option 1 (EDG Packet, pages 15-25): The ground floor plan proposed office space at the northwest corner, stretching along 20th Ave SW and SW Barton St. A vestibule at the northeast corner offered pedestrian in/egress out onto the alley. Immediately to the south of this vestibule was a surface loading zone and vehicular entrance to the garage. The Board agreed that reducing pedestrian-vehicle conflicts is an important consideration, particularly at the alley, and for this reason, the Option 1 ground floor was the least preferred option.

RESPONSE

- 1
- As recommended by the Board, the loading zone and garage access have been located furthest south of the building to reduce pedestrian-vehicle conflicts.

EDG OPTION 2

B. Option 2 (EDG Packet, pages 26-33): The ground floor of Option 2 also focused the office at the northwest corner of the ground floor. However, with a nearly 1,000-square foot reduction in size, the office did not extend as generously along SW Barton St as Option 1. The vehicle loading space was moved into the parking garage, and the vestibule was moved to 20th Ave SW. The entrance to the parking garage was located at the furthest south portion of the site, off the alley. The Board supported the location of loading zone within the parking garage with entrance to the garage at the south end of the site off the alley and recommended maintaining the garage entry location as shown.

RESPONSE

- 2
- As recommended by the Board, the loading zone was brought inside the building to enhance the building’s presence from the corner and to reduce pedestrian conflicts.

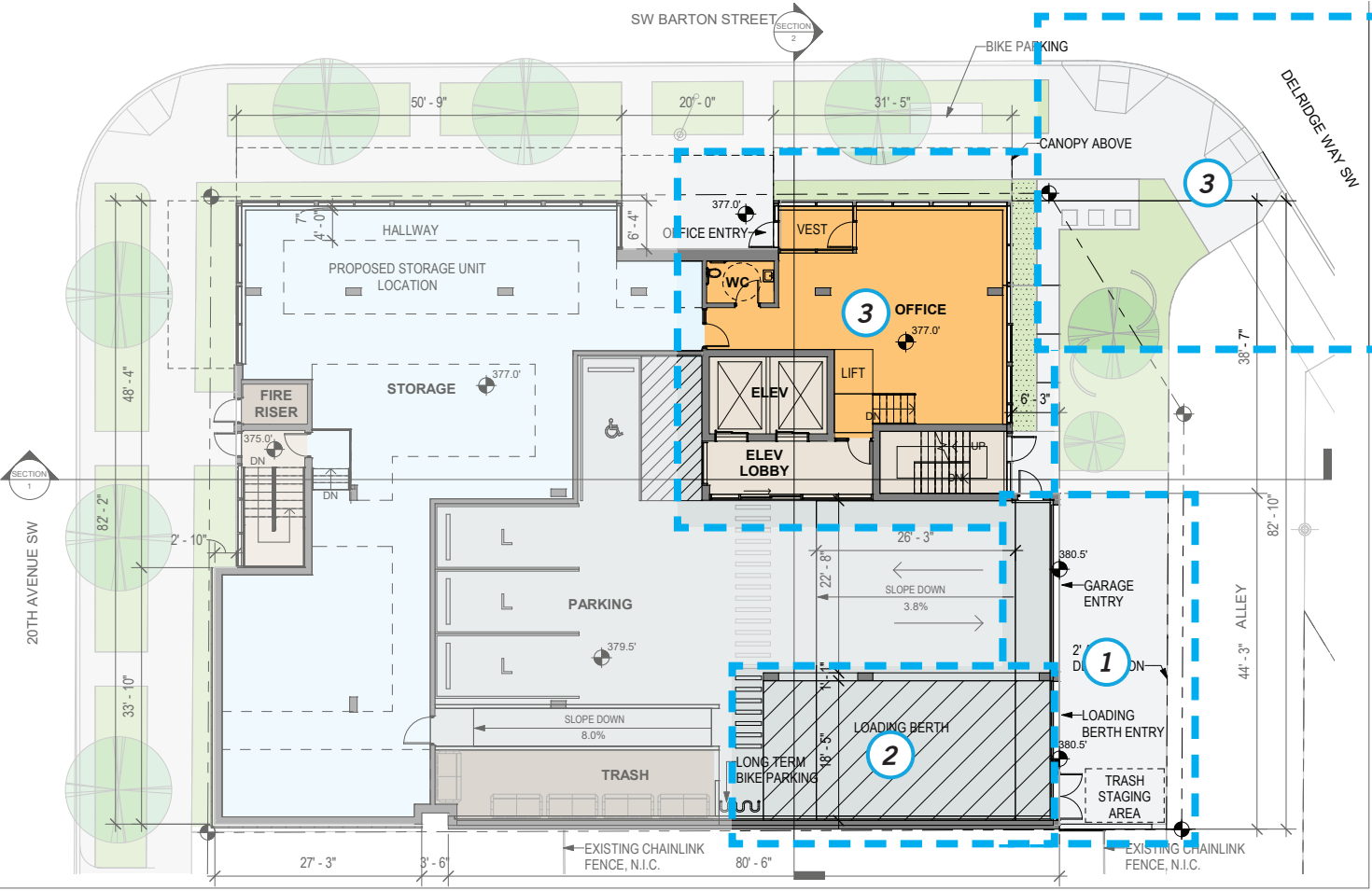
EDG OPTION 3

C. Option 3 (EDG Packet, pages 34-40): The ground floor proposed office space at both the northwest and northeast corners with vestibule in between. The loading zone was located again within the parking garage, with entrance to the garage further north in the alley, close to the entrance for the northeast corner office. The Board supported the location of uses along 20th Ave SW and SW Barton St, while expressing concern that the location of the loading zone and entrance to the parking garage required the most amount of vehicle maneuvering in proximity to pedestrian circulation at the northeast corner.

RESPONSE

- 3
- The proposed office space was located on the northeast corner of Delridge Way SW and SW Barton Street for greater visibility. Further study was given to truck maneuverability into the building to make loading and unloading faster and safer.

PROPOSED DESIGN



8.0 ITEMIZED RESPONSES TO EDG

COMMENT 2 - ARCHITECTURAL AND DESIGN CONCEPT

The Board acknowledged public comment describing the context as residential in character. With this description in mind, the Board discussed the proposed architectural concept.

A. The architectural concept was described as the creation of two uniform boxes, one stacked on top of the other, expressing the interior use in the exterior design (storage and service/office). The ground level is to be open and articulated with fine grain details and landscaping, while the upper level houses the storage units and would be more uniform expression. Texture and material are intended to add interest to the building (page 13, EDG Packet). The Board supported this architectural concept, agreeing that the project could be a beautiful sculptural object with simple massing and materiality to address scale. The Board agreed that Option 2 was the most successful at articulating this architectural concept with its simple and consistent forms.

RESPONSE

As supported by the Board, Option 2 and its visual presence was further developed. Care was taken to ensure that the supported massing concept was not compromised in its design development. Due to the building’s blank facades and lack of windows, materiality plays a strong part in the success of the concept. Different materials were applied to the “boxes” to help break down the scale of the facade while maintaining a clean, “stacked box” concept.

The proposed material along the south facade and on Delridge Way SW will be high quality fiber cement paneling with custom patterning to create a unique architectural presence while maintaining a clean aesthetic. Materials along the SW Barton Street will be highly modulated metal paneling and glazing while 20th Avenue SW will have more metal paneling, glazing, and concrete with a green screen. Collectively, the building will present different palettes of materials and color from differing vantage points.

EDG DESIGN (OPTION 2)



PROPOSED DESIGN



VIEW OF NORTHEAST CORNER FROM DELRIDGE WAY SW

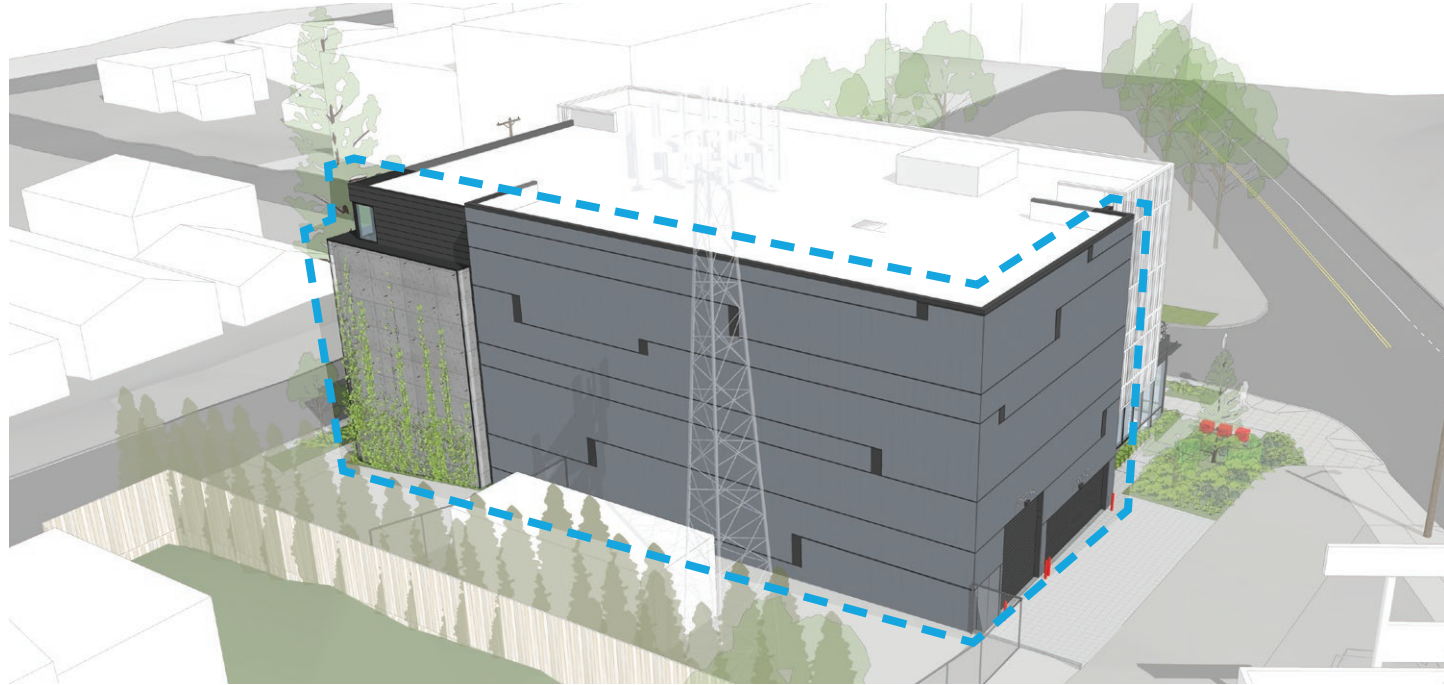
B. While appreciating the simplicity and elegance of the architectural concept, the Board acknowledged public comment describing the context as residential in character and request that the design respond appropriately to this context. With this input in mind, the Board offered the following design guidance.

i. South Elevation. The site abutting directly to the south contains an existing cell tower, making the south façade of the proposed development highly visible. The porosity or transparency of the proposed development’s southwest tower element, with its metal hexagon construction, offers opportunity for clear views of the design expression on the south elevation of this project. As such, the Board recommended the south elevation be carefully treated and that the architectural concept be clearly articulated at this location. Extending the architectural expression to this south elevation will ensure an appropriate response to the residential character of the neighborhood.

RESPONSE

In response to the Board’s comments, careful study of the south and east facades were taken to ensure a well-designed building from all vantage points. Different patterns and windows were tested on the south and east facades to best break up the scale of the building. A randomized pattern of horizontal and vertical reveals was the preferred option due to its large scale, non-repeating pattern, and uniqueness. Proposed materials on the east and west facades wrap around their respective corners to visually unify each of the building’s “boxes”. A vertical recess is made on the south facade to break up the length of the building and provide a visual break to each “box”.

PROPOSED DESIGN



AERIAL VIEW OF SOUTH AND EAST FACADES

8.0 ITEMIZED RESPONSES TO EDG

COMMENT 2 (CONTINUED) - ARCHITECTURAL AND DESIGN CONCEPT

ii. Northeast Corner and Base. As described above, the Board supported the massing of Option 2, finding it best articulated the architectural concept. In consideration of the public comment encouraging activation of the street and improvements for adequate circulation for pedestrians, the Board offered guidance related to the treatment of the street-level, street-facing facades and right-of-way improvements.

1. Because the Board felt the office uses will likely not be a high activity- generating use, they recommended the application of high-quality materials with texture and human scale at the street-level facades (fiber cement panel would not be supported).

RESPONSE

A highly modulated metal panel system is proposed on the north “box” and wraps around on both 20th Avenue SW and Delridge Way SW facades. The metal system provides a higher quality finish than alternate options and the modulation creates more visual interest in the otherwise blank facade.

EDG DESIGN (OPTION 2)



PROPOSED DESIGN



VIEW OF NORTHEAST CORNER FROM DELRIDGE WAY SW

2. The Board agreed that the application of glass along the entire base is not necessary, rather the proportion of glass and blank wall should read as intentional.

RESPONSE

Areas of glazing proposed along the north facade protrude out from the facade above to reinforce the “stacked box” concept. Areas that are recessed along the north and west facades are left blank to further reinforce the design.

EDG DESIGN (OPTION 2)



PROPOSED DESIGN



VIEW OF NORTHWEST CORNER

3. The Board recommended overhead weather protection be applied in a thoughtful way that enhances the hierarchy of all architectural elements and reinforces proportions. This weather protection will contribute to the overall residential context and support pedestrian traffic to the future pocket park across Delridge Way SW to the east. Include in the Recommendation packet information describing the design of the future pocket park and describe how the design responds to this future condition.

RESPONSE

Simple, steel overhead canopies are proposed along portions of SW Barton Street and 20th Avenue SW. A larger and taller canopy is proposed above the office entry to help delineate space and reinforce the break in the adjacent storefronts. Together, these canopies form a substantial area of rain protection for pedestrians walking by. The Friends of the Delridge Triangle, the committee responsible for handing the redevelopment of the pocket park, will begin design discussions early this year. The proposed design is planned to support future pedestrian traffic along the block.

EDG DESIGN (OPTION 2)



PROPOSED DESIGN



VIEW OF NORTHWEST CORNER

8.0 ITEMIZED RESPONSES TO EDG

COMMENT 2 (CONTINUED) - ARCHITECTURAL AND DESIGN CONCEPT

ii. Northeast Corner and Base. As described above, the Board supported the massing of Option 2, finding it best articulated the architectural concept. In consideration of the public comment encouraging activation of the street and improvements for adequate circulation for pedestrians, the Board offered guidance related to the treatment of the street-level, street-facing facades and right-of-way improvements.

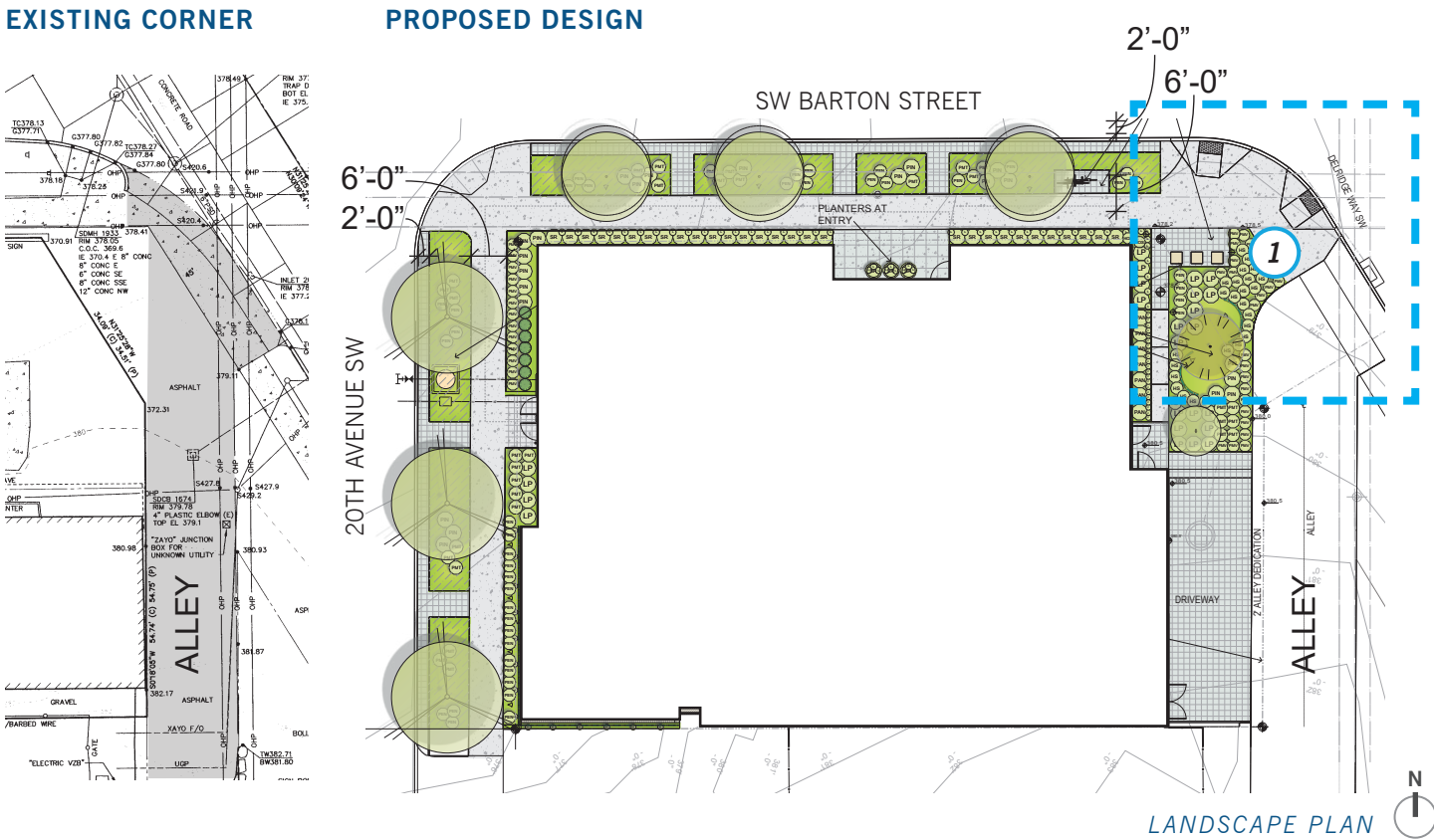
4. In further support of the future pocket park to the east and public request for safe pedestrian circulation, the Board recommended the SW Barton Street sidewalk be as wide as possible. The proposed ground level greenspace along SW Barton Street was supported in further pursuit of these objectives.

RESPONSE

The sidewalk along SW Barton Street and 20th Avenue SW will be widened from 5' to 6' to accommodate smoother pedestrian flow while maintaining large landscaping strips on either side. 2' pavement strips are also proposed along the curb of both streets to accommodate easy mid-block access for on-street parking. A 6' sidewalk was chosen over a wider design in support of more generous landscaping along both street fronts and between the sidewalk and proposed building facade. This will increase perceived protection from the street and make for a more enjoyable pedestrian experience. Additionally, both streets are also largely residential in character and 6' is believed to be generous enough to handle pedestrian traffic now and into the future.

NORTHEAST CORNER

With the support of SDOT, improvements to the corner of Delridge Way SW and SW Barton Street are also proposed. Improvements include angling the alley entrance off of the corner, reducing the alley entrance width to 20', extending the corner and additional 3'-6" into the street, adding an additional curb ramp to connect to the future pocket park. These improvements will allow for a safer corner with more space for pedestrians and fewer areas of conflict between pedestrians and motorists.



iii. Articulate Interior Uses on the Exterior. In addition to supporting the expression of the architectural concept in Option 2, the Board also supported how well Option 2 expressed its own residential use on the exterior. This residential use, a caretaker's unit, was proposed at the southwest corner of Option 2. The Board supported this location of the caretaker's unit because it overlooked 20th Avenue SW and beyond, to the low rise residential development to the west. To emphasize this residential use and response appropriately to the residential character of the neighborhood, the Board recommended this caretaker's unit be further expressed on the façade. The Board suggested an inset balcony in lieu of the four windows shown, as the inset balcony would be in keeping with the architectural concept. The four windows were described as unsuccessful in expressing the residential use.

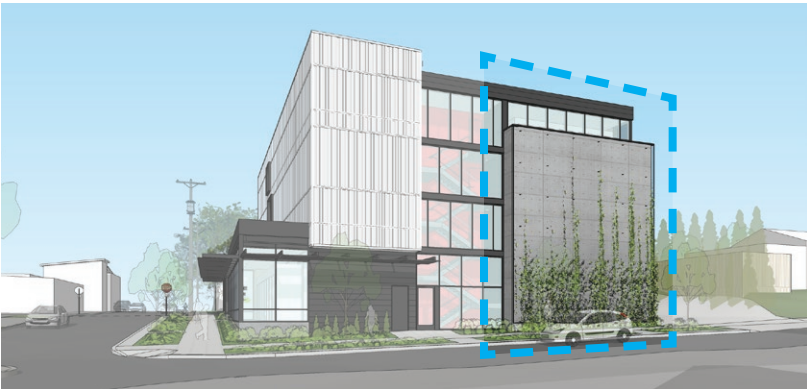
RESPONSE

While the caretaker unit was removed from the building's program, the Board's comments were taken into consideration in recessing the space above the proposed green wall. This helps to break down the scale of the facade, introduce more transparency into the space, and respects the residential character of the street.

EDG DESIGN (OPTION 2)



PROPOSED DESIGN



VIEW OF WEST FACADE

8.0 ITEMIZED RESPONSES TO EDG

COMMENT 3 - DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) will be based on the departure’s potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). At the time of the Early Design Guidance meeting, the following departures were requested:

- 1. Street Development Standards, Average Depth of Non-Residential Space (SMC 23.47A.008.B.3.): The Code requires that non-residential uses shall extend an average depth of at least 30-feet and a minimum 15-feet from the street-level street-facing façade. If the combination of the requirements from this section and SMC 23.47A.005 result in a requirement that an area greater than 50% of the structure's footprint be dedicated to non-residential use, the Director may modify the street-facing façade or depth requirement, or both, so that no more than 50% of the structure's footprint is required to be non-residential. The applicant proposes a reduction to this requirement to allow an average depth of 17-feet, 7-inches along 20th Ave SW and 22-feet, 9-inches along SW Barton Street.

The Board indicated preliminary support for the request with careful treatment of the street-level street facing façades. Elements of texture and human scale should be applied. Furthermore, the Board supported the office uses at the northwest and northeast corners. (PL3, Street-Level Interaction).

RESPONSE

Departures regarding average or minimum depths of non-residential space are no longer requested.

-
- 2. Parking Access (SMC 23.47A.032.B.1.b): The Code requires that street-level parking within a structure be separated from the street-level, street-facing façade by another permitted use. The applicant proposes an exception to this standard to allow parking within the structure to not be separated from the street-level street-facing façade by another use along SW Barton Street. This departure was requested for Option 2.

The Board indicated preliminary support for the departure request. The Board acknowledged that the goal is not to have cars at grade, but agreed that the impacts could be mitigated with a successful façade at grade, including elements of texture and human scale. Furthermore, the Board supported the northwest corner office use at grade. (DC1 Project Uses and Activities)

RESPONSE

Careful study of the parking garage was taken to ensure parking was separated from the street by another permitted use. Departures regarding this are no longer requested.

8.0 RESPONSES TO NEIGHBORHOOD COMMENTS

VOLUNTARY NEIGHBORHOOD MEETING - 9/11/18

Attendees	Company	A voluntary neighborhood meeting was conducted by Caron Architecture and AKA Investors to hear from the Delridge neighborhood and to provide input on the proposed self-storage building design. The meeting was held on site with a walk around the property to discuss the design and to hear from the public about any suggestions or concerns that they had. Images in this section are from the draft packet that Caron Architecture provided the neighborhood and have not been seen by the Board.
David Reddish	Caron Architecture	
Yoriko Endo	Caron Architecture	
Aaron Blaha	Caron Architecture	
Harry Arsene	AKA Investors	
Marianne McCord	SDCG	
Other Neighbors	Other	

COMMENT 1 - SOUTH MASS

Some neighborhood members expressed interest in seeing color introduced in the south and southeastern facades. Some did not want the building to be as gray as was shown in the illustrations.

RESPONSE

A darker material was selected to reduce the visual impact of the south mass. The garage doors and accent panels were also darkened to further reduce visual clutter. Bright red paint was also introduced inside the stair towers to add richness and contrast to the exterior.

NEIGHBORHOOD MEETING DESIGN



PROPOSED DESIGN



VIEW OF EAST FACADE

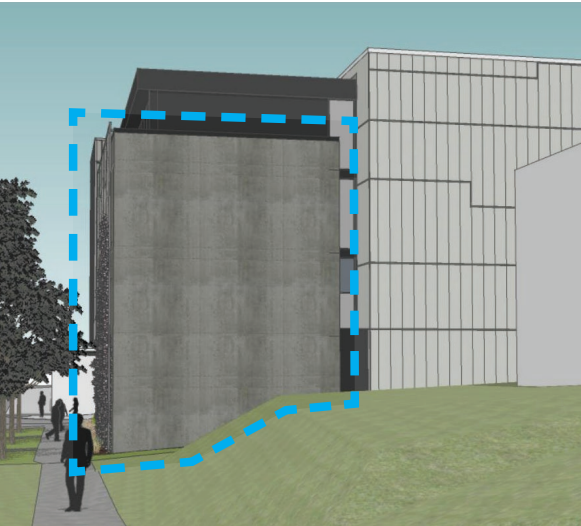
COMMENT 2 - GREEN WALL

The Neighborhood attendees generally supported the proposed green wall on 20th Ave SW but suggested that the south facing facade will immediately get tagged with graffiti. The group discussed placing a mural on that wall, but tagging would still be an issue. Caron proposed returning the green wall screen partially along the south wall to discourage tagging, and this study was generally accepted.

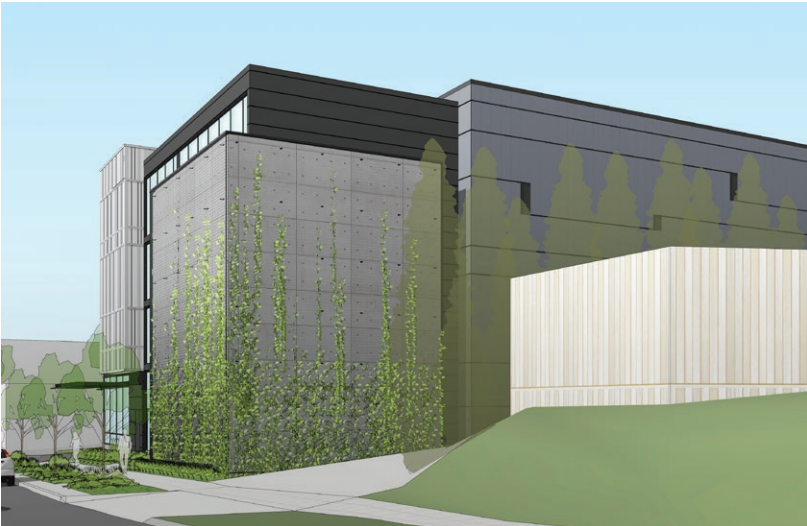
RESPONSE

In response to the neighborhood’s guidance, the proposed green wall has been extended to wrap around a portion of the south facade. It was determined that the green wall lattice that would support the ivy would provide enough of a deterrent to tagging. The recessed space was also shallowed to 1’-6” to deter encampment.

NEIGHBORHOOD MEETING DESIGN



PROPOSED DESIGN



VIEW OF SOUTHWEST FACADE

COMMENT 3 - STAIR TOWERS

The neighborhood liked the transparency of the stair towers and some commented on potentially seeing a mural on the inside, visible from the street. Caron stated that a special wallcovering was being proposed for that area, and color would be studied as well.

RESPONSE

Upon studying the design further, a solid red color was selected over wallcovering as to not over-complicate the building's visual presence. The red accent is also proposed in other locations such as the outdoor seating and on window-facing storage units to help unify the interior with a strong color palette.

PROPOSED DESIGN



EAST STAIR TOWER



WEST STAIR TOWER

COMMENT 4 - LANDSCAPING

Neighborhood attendees were generally in support of the building setback facing Delridge and generous landscaping design on corner.

RESPONSE

Landscaping on the corner of Delridge Way SW and SW Barton Street was retained and enhanced to promote a safe and convenient open space. Seating has been shifted farther from the corner to create a more pedestrian-friendly rest area. A low-sloping staircase was also introduced to connect the corner with the loading garage, creating better access without the need to walk along the alley.

NEIGHBORHOOD MEETING DESIGN



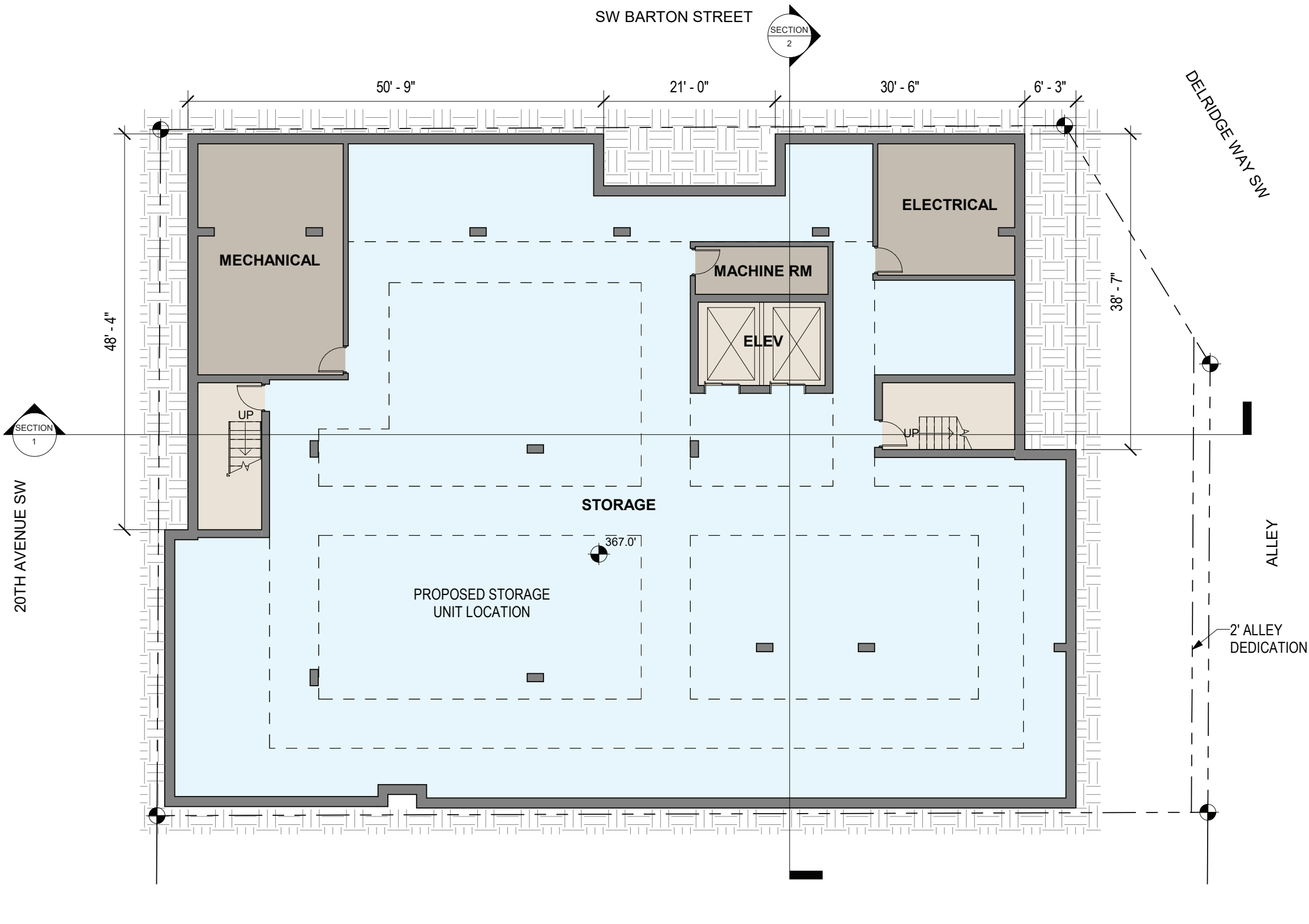
PROPOSED DESIGN



CORNER OF DELRIDGE WAY SW AND SW BARTON STREET

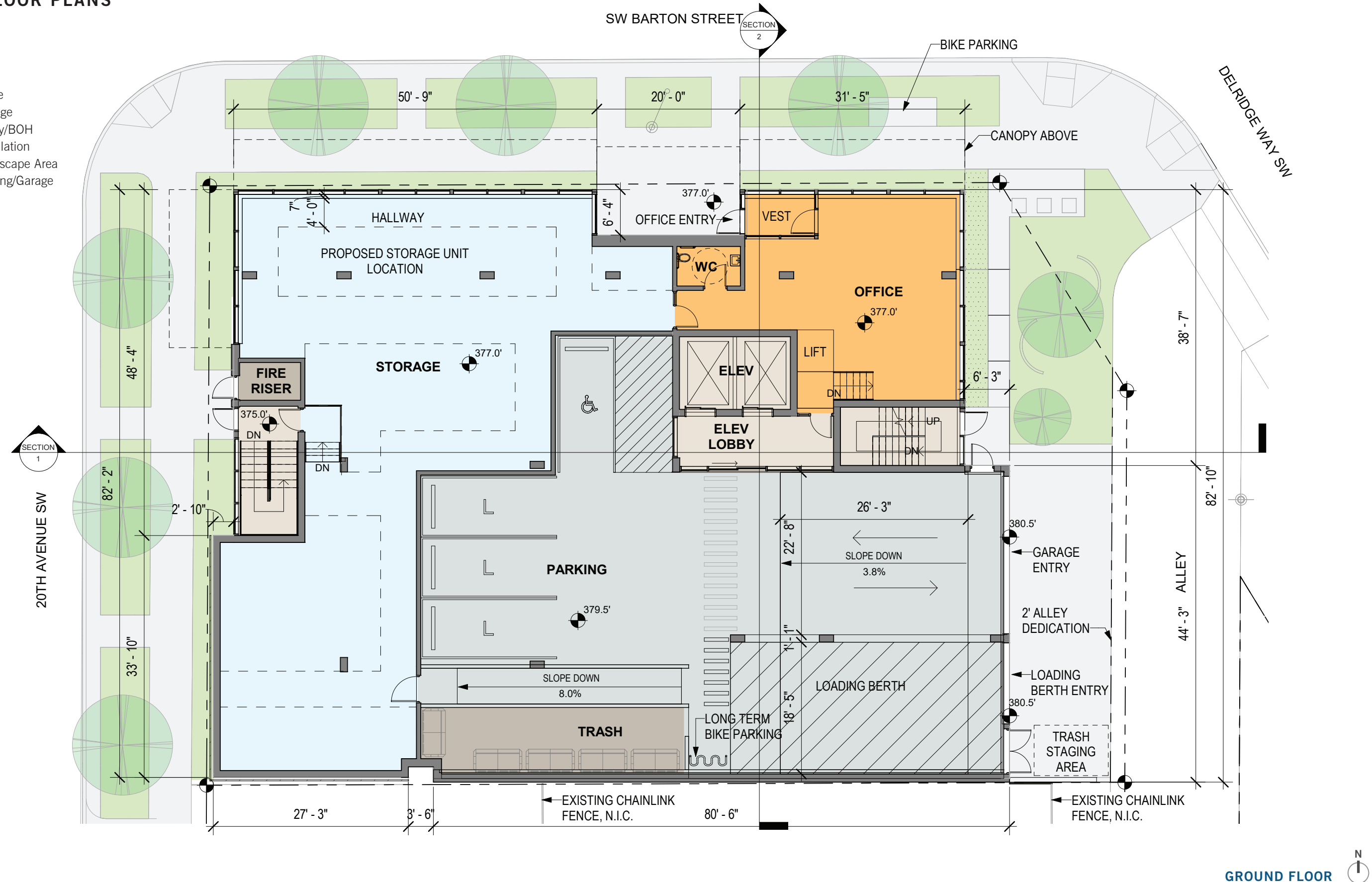
9.0 FLOOR PLANS

- KEY
- Office
 - Storage
 - Utility/BOH
 - Circulation
 - Landscape Area
 - Parking/Garage



9.0 FLOOR PLANS

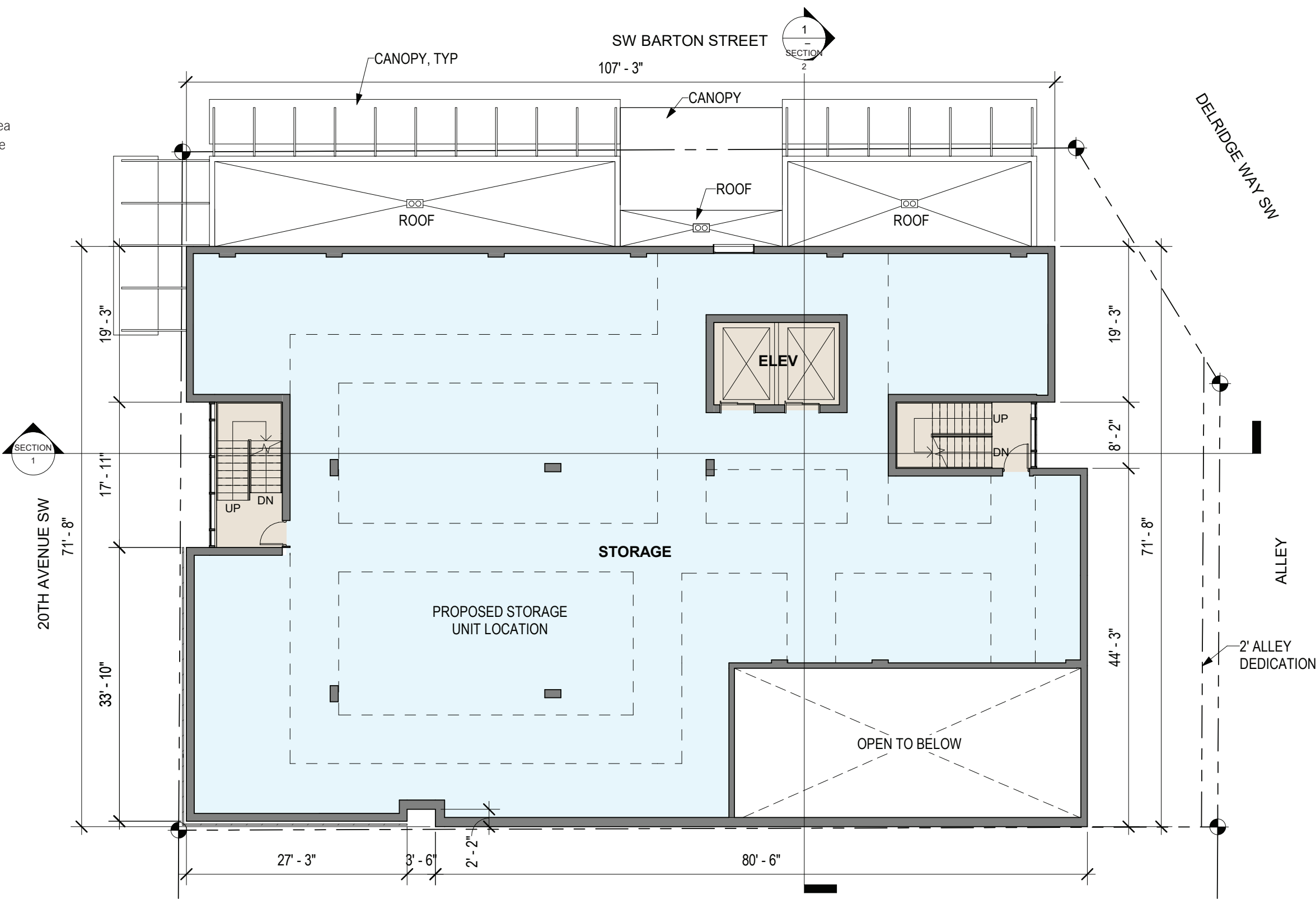
- KEY
- Office
 - Storage
 - Utility/BOH
 - Circulation
 - Landscape Area
 - Parking/Garage



GROUND FLOOR

9.0 FLOOR PLANS

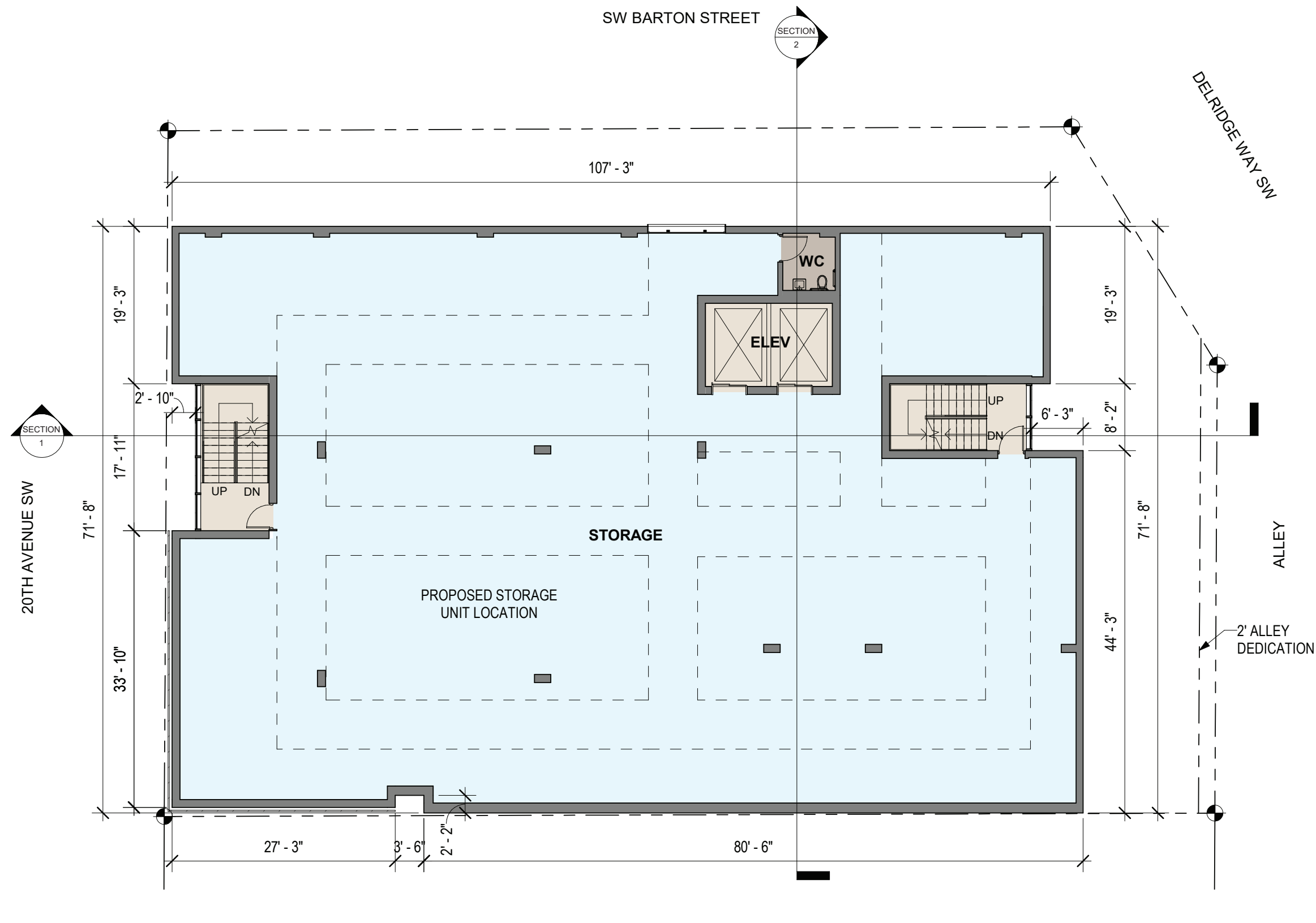
- KEY
- Office
 - Storage
 - Utility/BOH
 - Circulation
 - Landscape Area
 - Parking/Garage



LEVEL 2

9.0 FLOOR PLANS

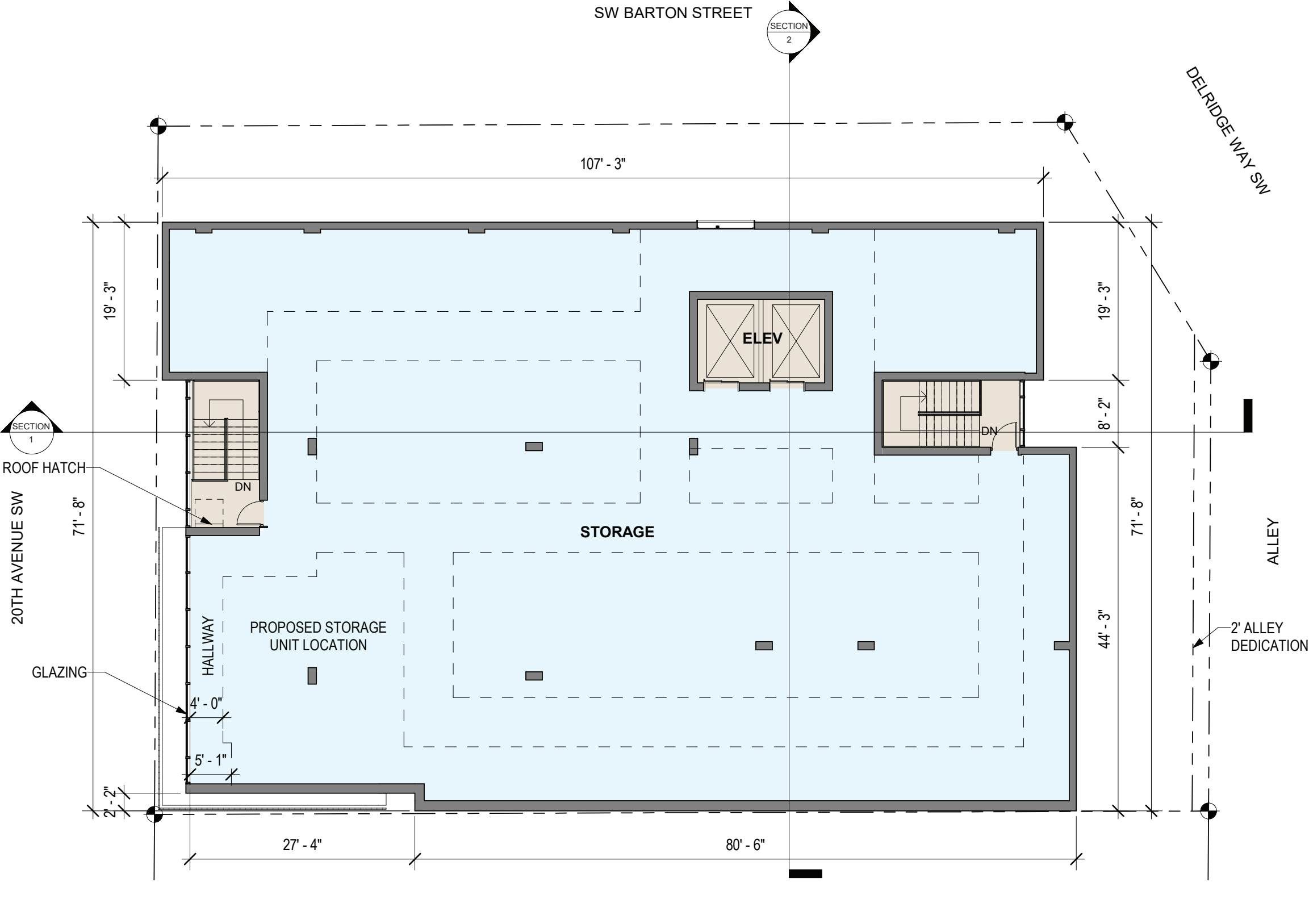
- KEY
- Office
 - Storage
 - Utility/BOH
 - Circulation
 - Landscape Area
 - Parking/Garage



LEVEL 3

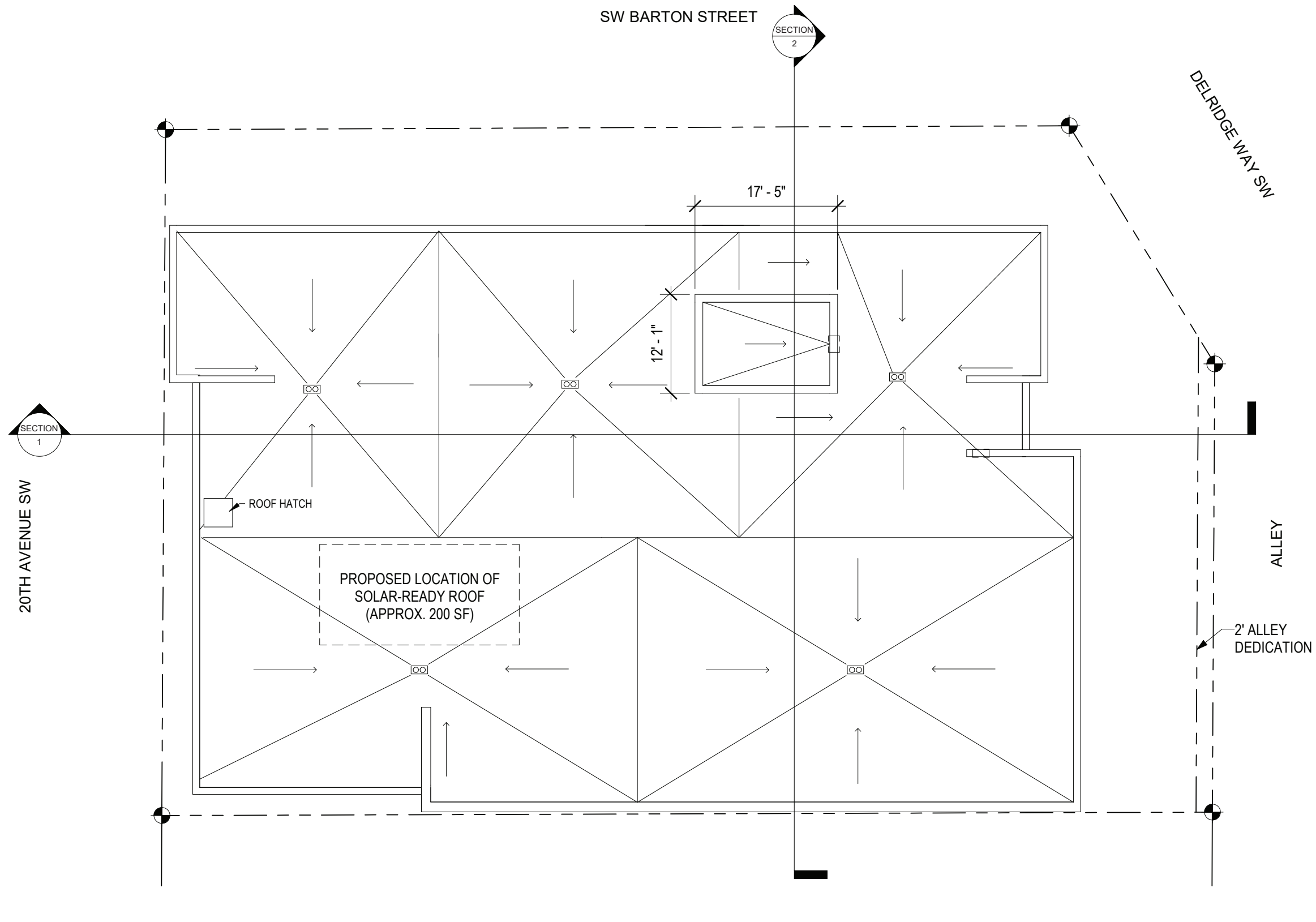
9.0 FLOOR PLANS

- KEY
- Office
 - Storage
 - Utility/BOH
 - Circulation
 - Landscape Area
 - Parking/Garage

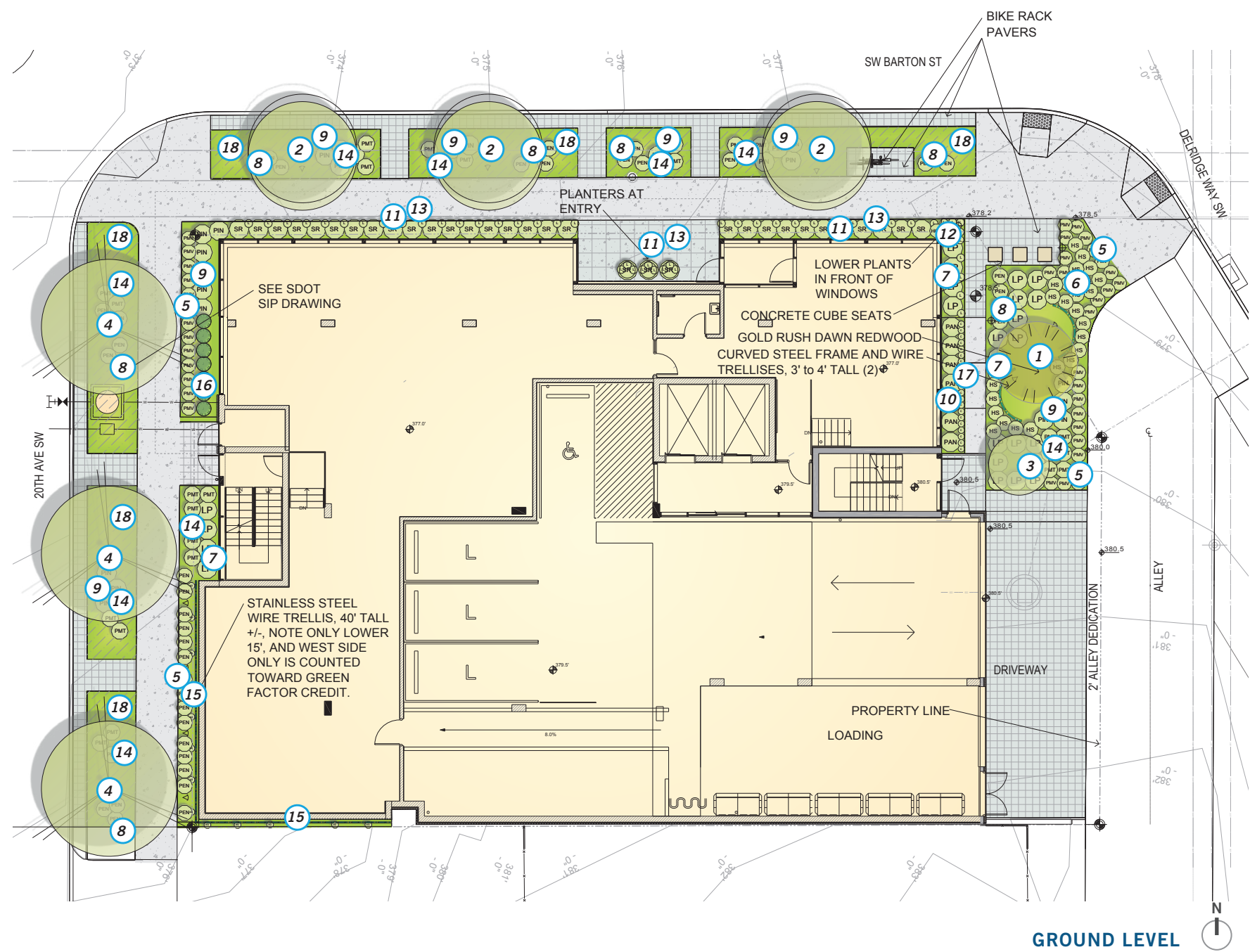


9.0 FLOOR PLANS

- KEY
- Office
 - Storage
 - Utility/BOH
 - Circulation
 - Landscape Area
 - Parking/Garage



10.0 COMPOSITE LANDSCAPE / HARDSCAPE PLAN



GROUND LEVEL

TREES / STREET TREES



1 Gold Rush Dawn Redwood



2 American Hornbeam

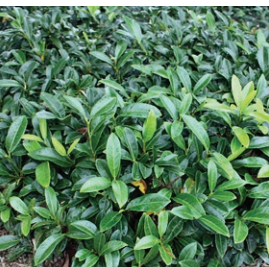


3 Cambridge Flowering Pear



4 Accolade Elm

PLANTING



5 Mt. Vernon Laurel



6 Blue Oat Grass



7 Royal Carpet Honey Suckle



8 Dwarf Fountain Grass



9 Dwarf Mugo Pine



10 Bird's Nest Spruce



11 Tall Sarcococca



12 Krossa Regal Hosta



13 Mondo Grass



14 Mango Tango Potentilla



15 Five Leaf Akebia



16 Blue Arrow Juniper

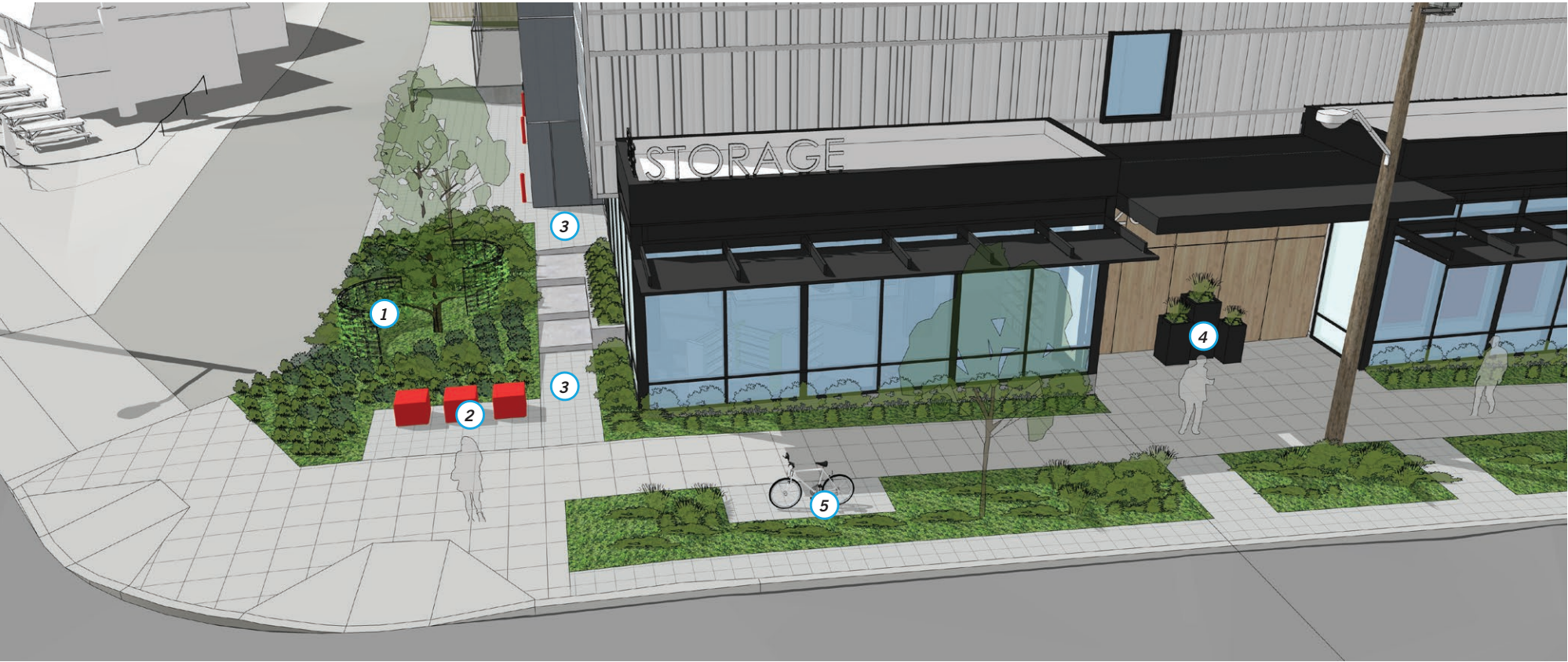


17 Ice Dance Sedge



18 Kinnikinnik

10.0 COMPOSITE LANDSCAPE / HARDSCAPE PLAN



LANDSCAPE FEATURES



1 3-4' Tall Curved Steel Frame and Wire Trellises



2 Cube Seats



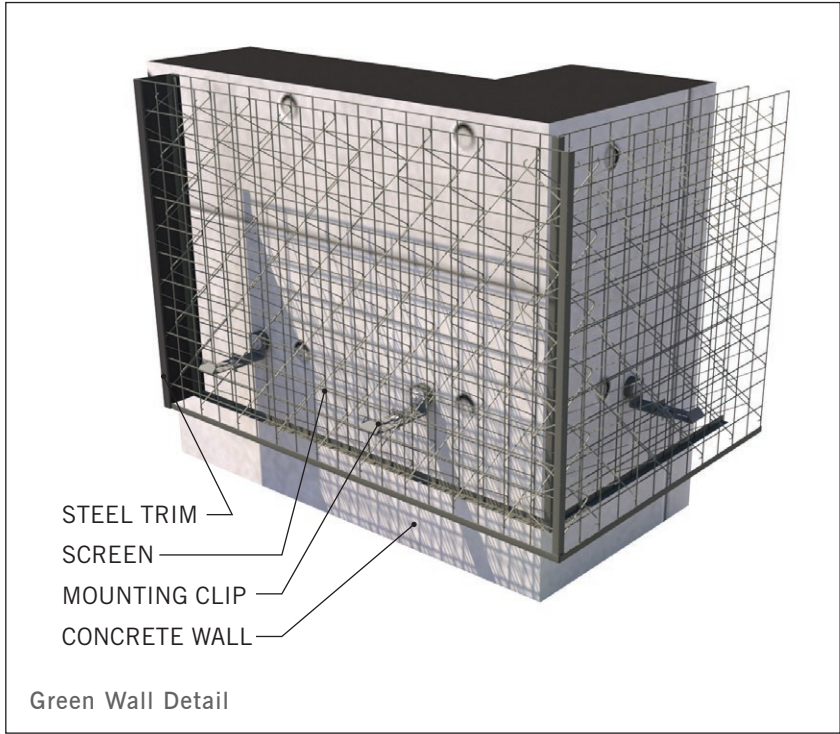
3 Square Pavers



4 Planters



5 Bike Rack

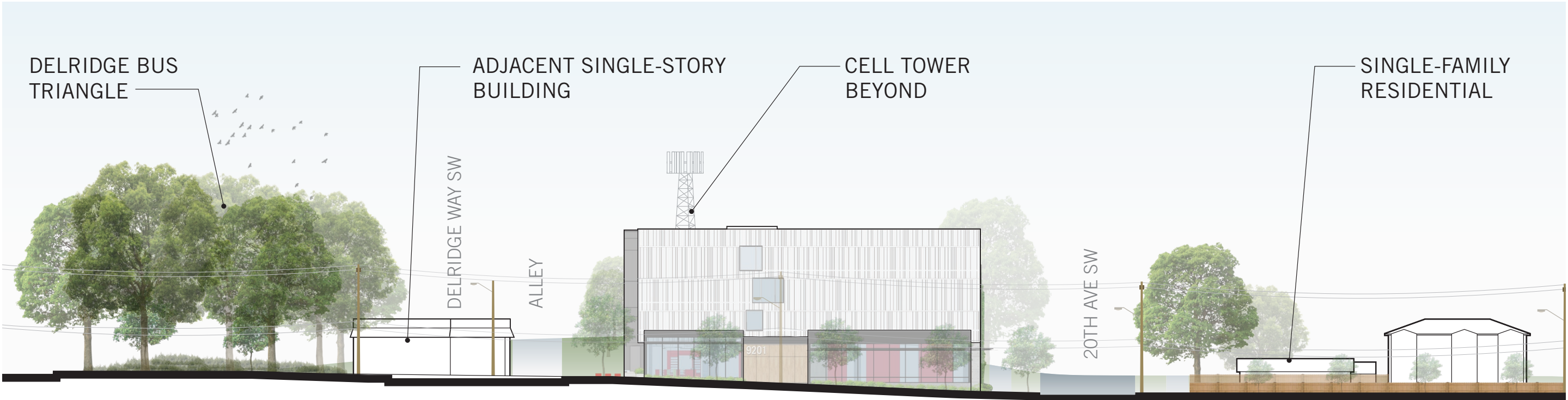


6 Green Wall

11.0 CONTEXT ELEVATIONS

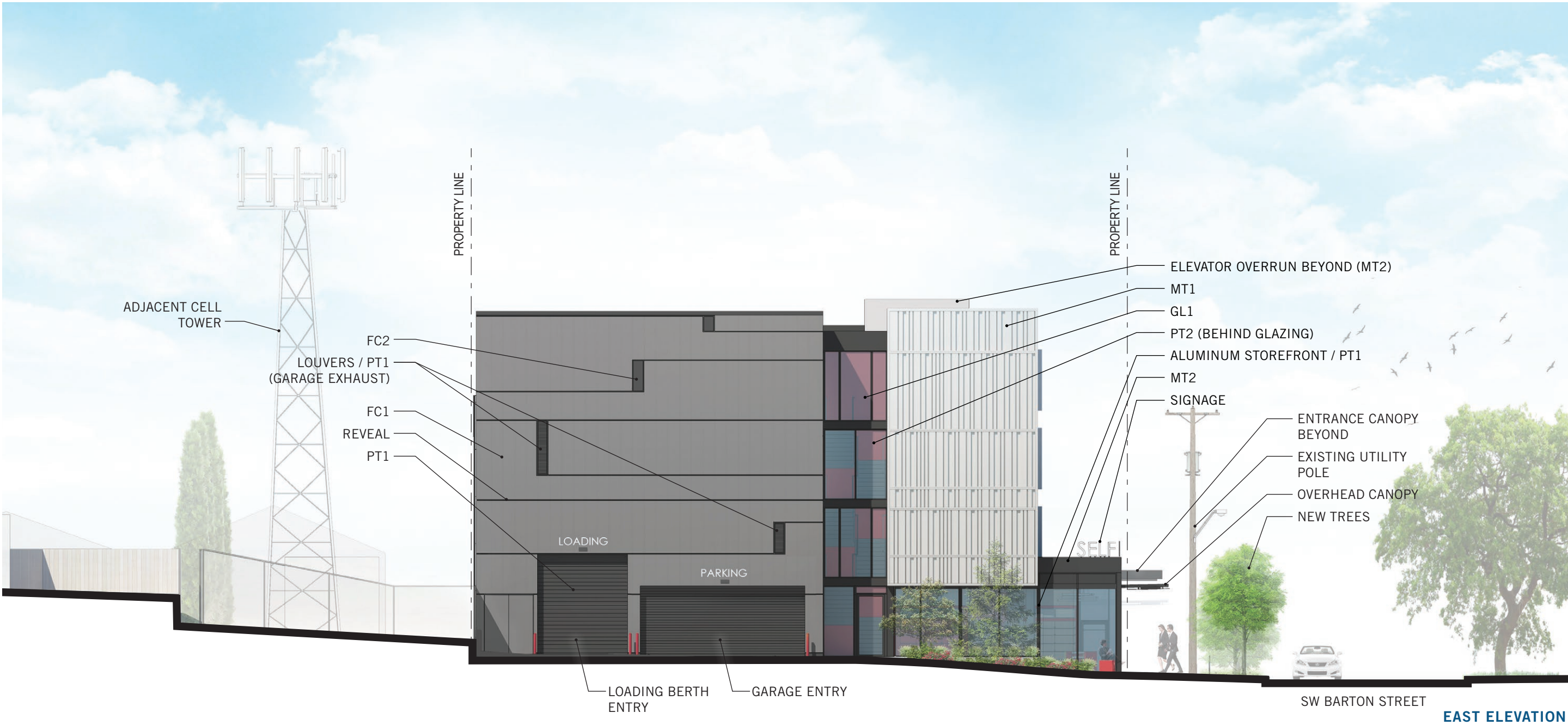


EAST ELEVATION


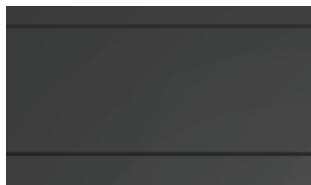
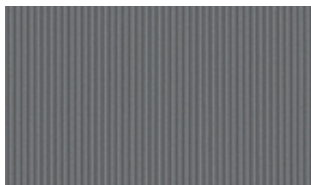
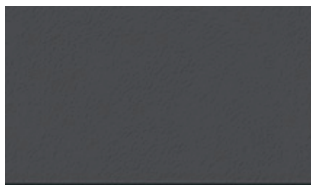
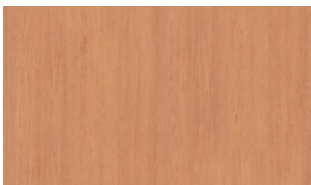






NORTH ELEVATION

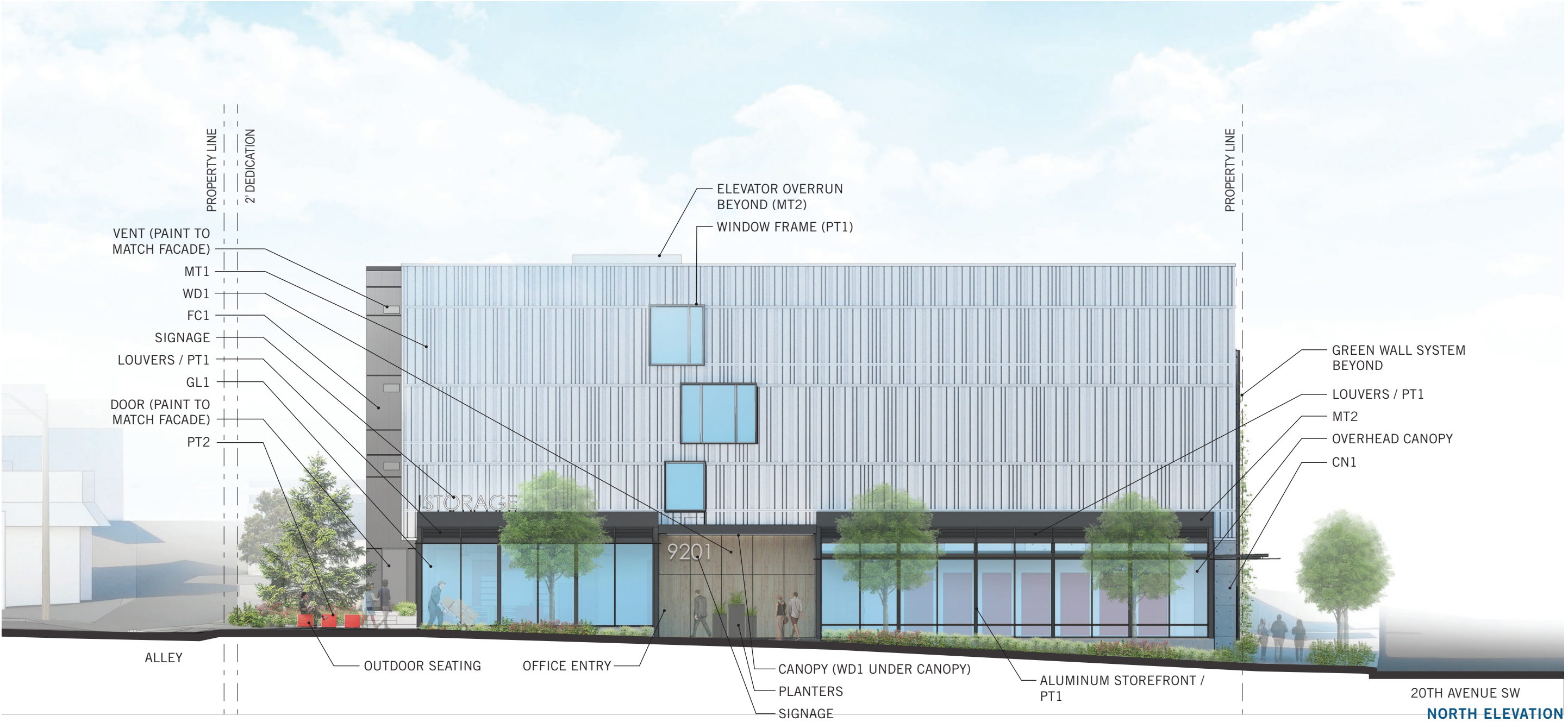
11.0 EAST ELEVATION | MATERIALS




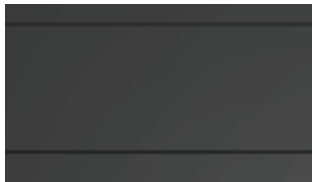
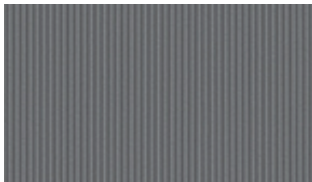
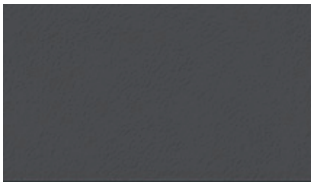





MATERIALS

								
MT1 Metal Panel Color: Metallic Silver	MT2 Metal Panel Color: Black	FC1 Fiber Cement Panel Color: Slate	FC2 Fiber Cement Panel Color: Sumi	WD1 Composite Wood Panel Color: Light Brown	GL1 Architectural Glazing Color: Clear	CN1 Site-Cast Concrete	PT1 Exterior Paint, Black	PT2 Interior Paint, Red

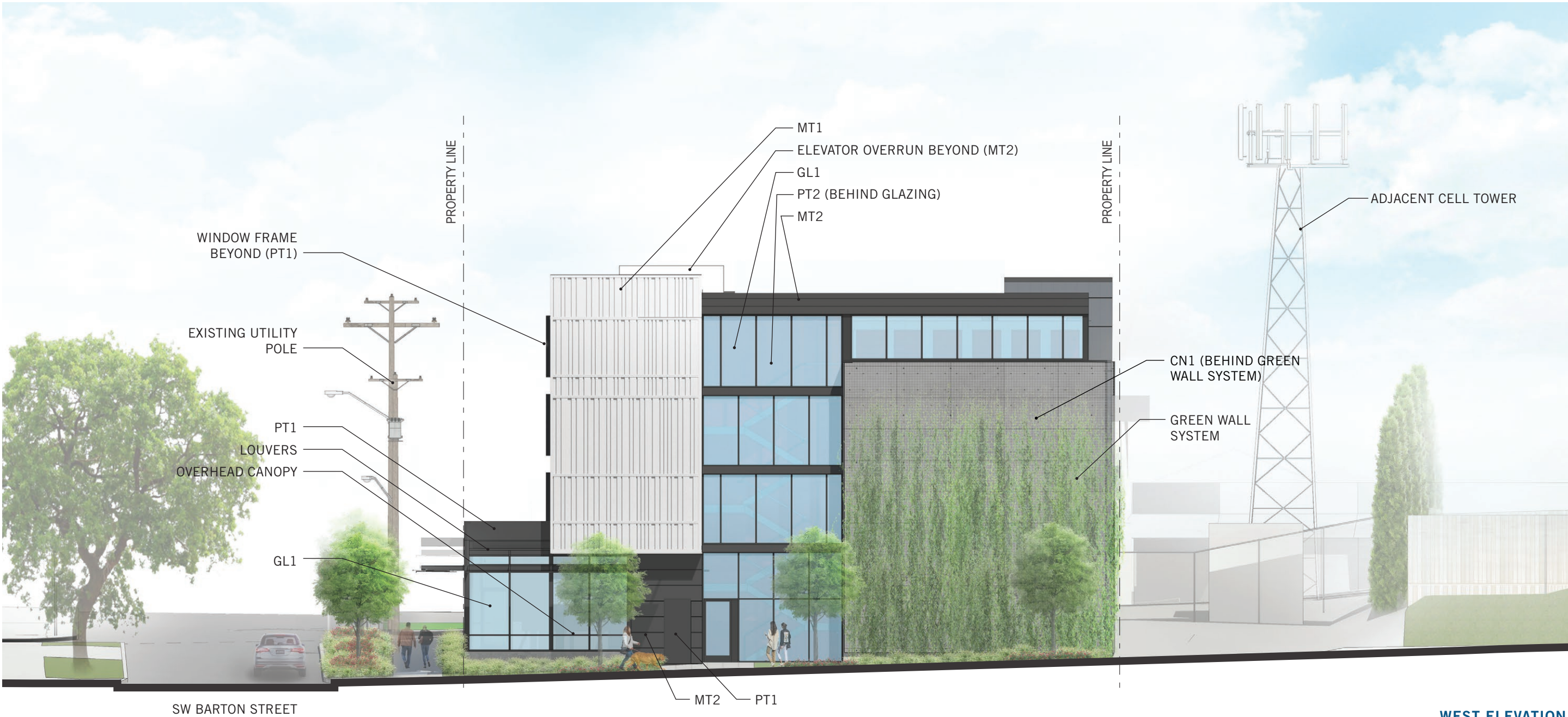
11.0 NORTH ELEVATION | MATERIALS



MATERIALS


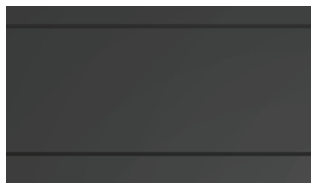
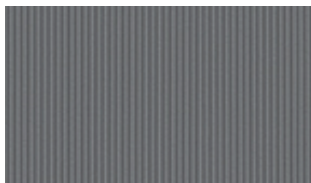
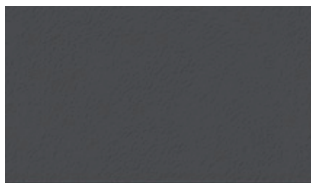
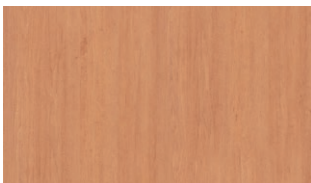




								
MT1 Metal Panel Color: Metallic Silver	MT2 Metal Panel Color: Black	FC1 Fiber Cement Panel Color: Slate	FC2 Fiber Cement Panel Color: Sumi	WD1 Composite Wood Panel Color: Light Brown	GL1 Architectural Glazing Color: Clear	CN1 Site-Cast Concrete	PT1 Exterior Paint, Black	PT2 Interior Paint, Red

11.0 WEST ELEVATION | MATERIALS

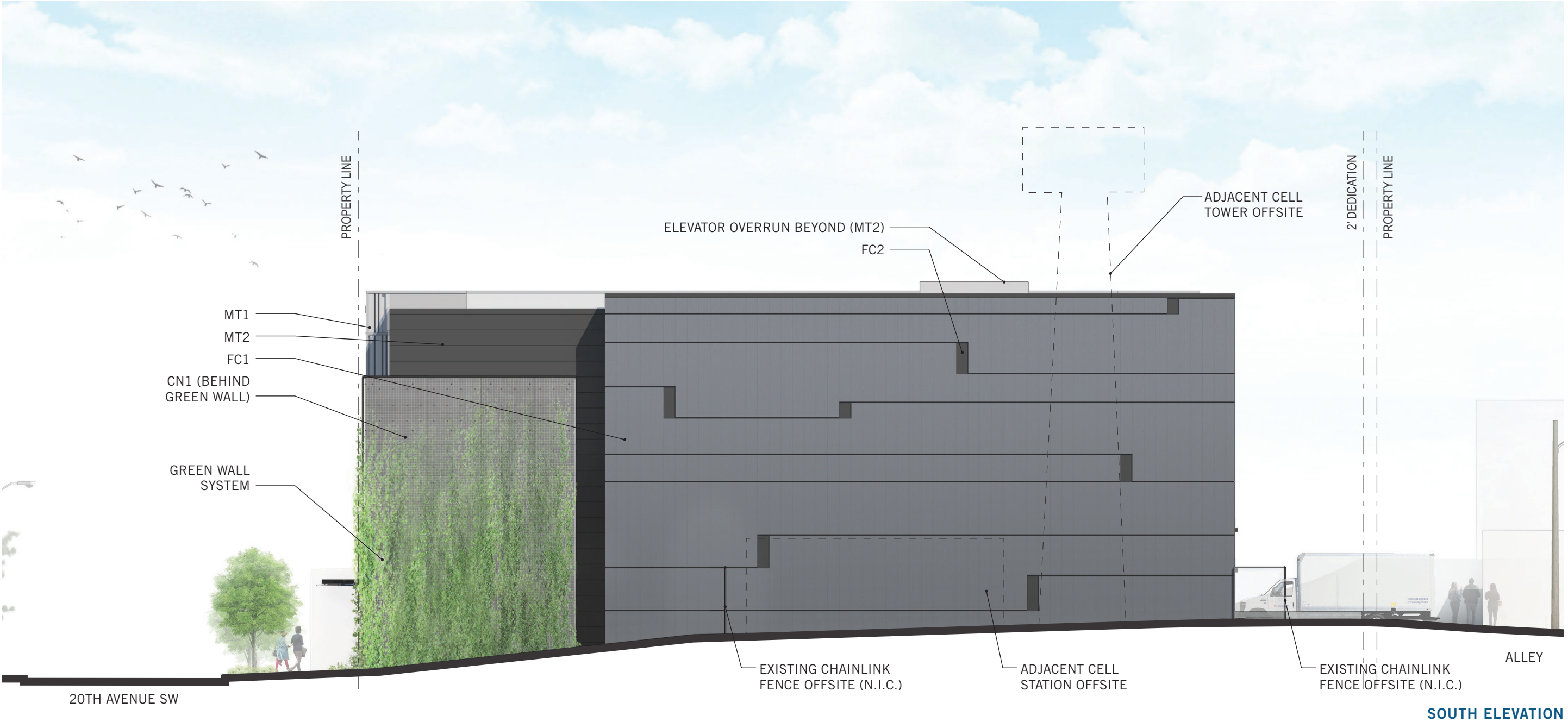


WEST ELEVATION


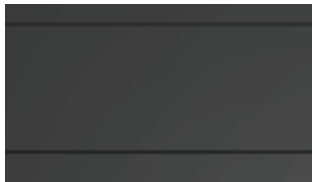
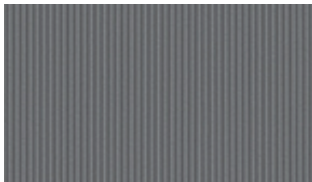
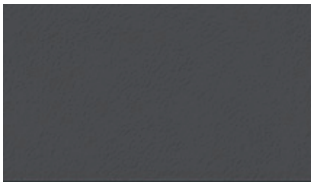





MATERIALS

								
MT1 Metal Panel Color: Metallic Silver	MT2 Metal Panel Color: Black	FC1 Fiber Cement Panel Color: Slate	FC2 Fiber Cement Panel Color: Sumi	WD1 Composite Wood Panel Color: Light Brown	GL1 Architectural Glazing Color: Clear	CN1 Site-Cast Concrete	PT1 Exterior Paint, Black	PT2 Interior Paint, Red

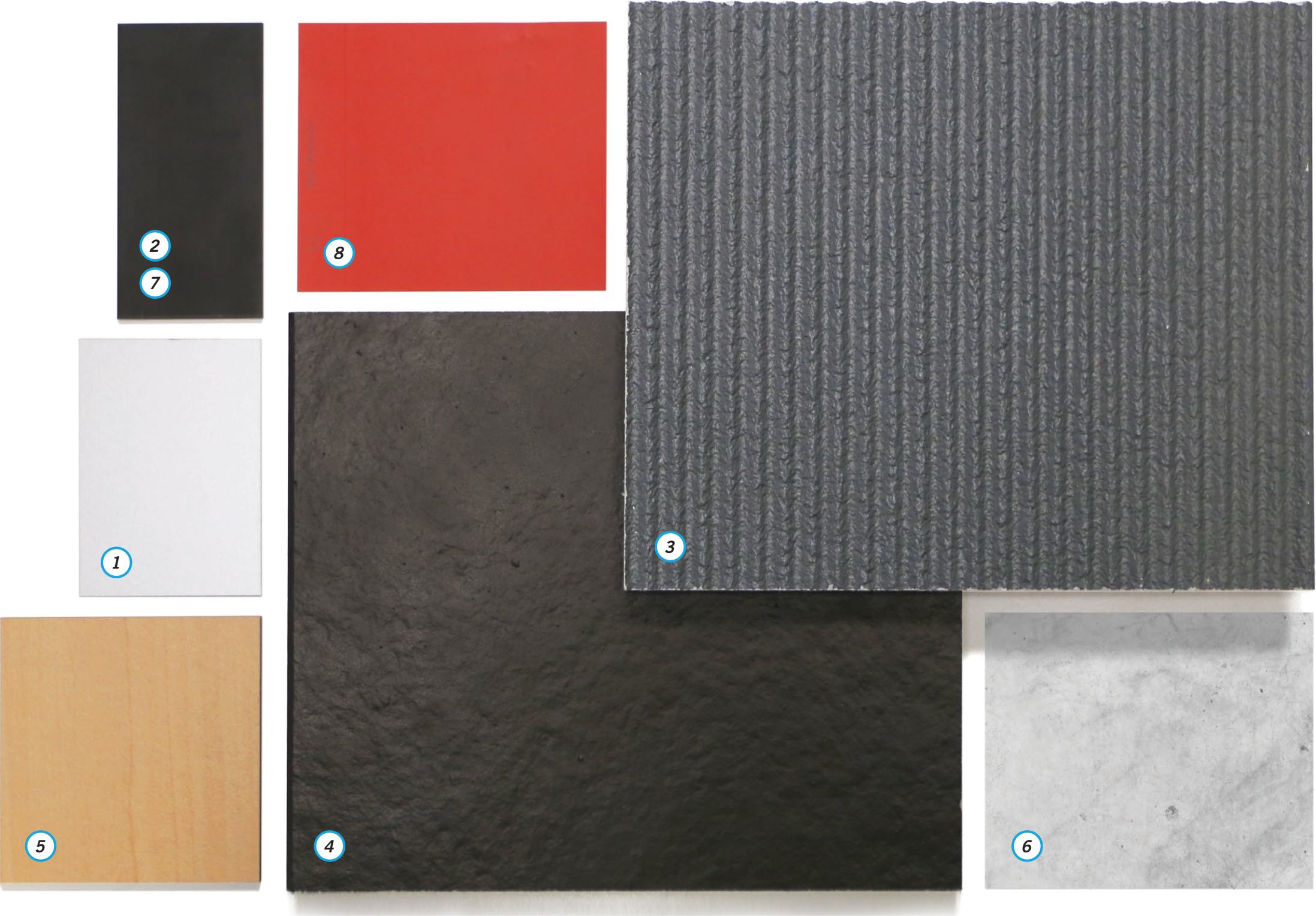
11.0 SOUTH ELEVATION | MATERIALS



MATERIALS

								
MT1 Metal Panel Color: Metallic Silver	MT2 Metal Panel Color: Black	FC1 Fiber Cement Panel Color: Slate	FC2 Fiber Cement Panel Color: Sumi	WD1 Composite Wood Panel Color: Light Brown	GL1 Architectural Glazing Color: Clear	CN1 Site-Cast Concrete	PT1 Exterior Paint, Black	PT2 Interior Paint, Red

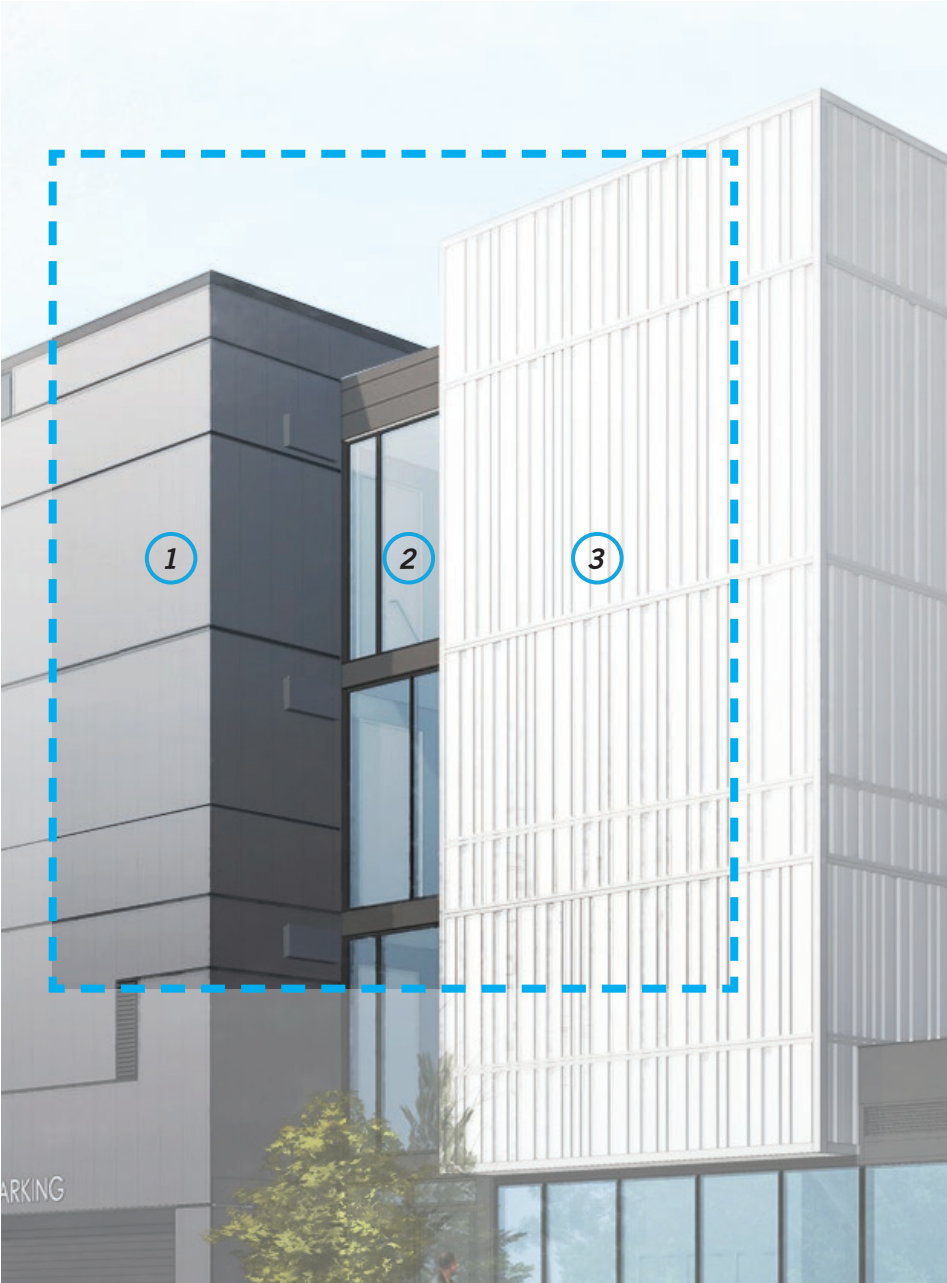
12.0 MATERIAL BOARD



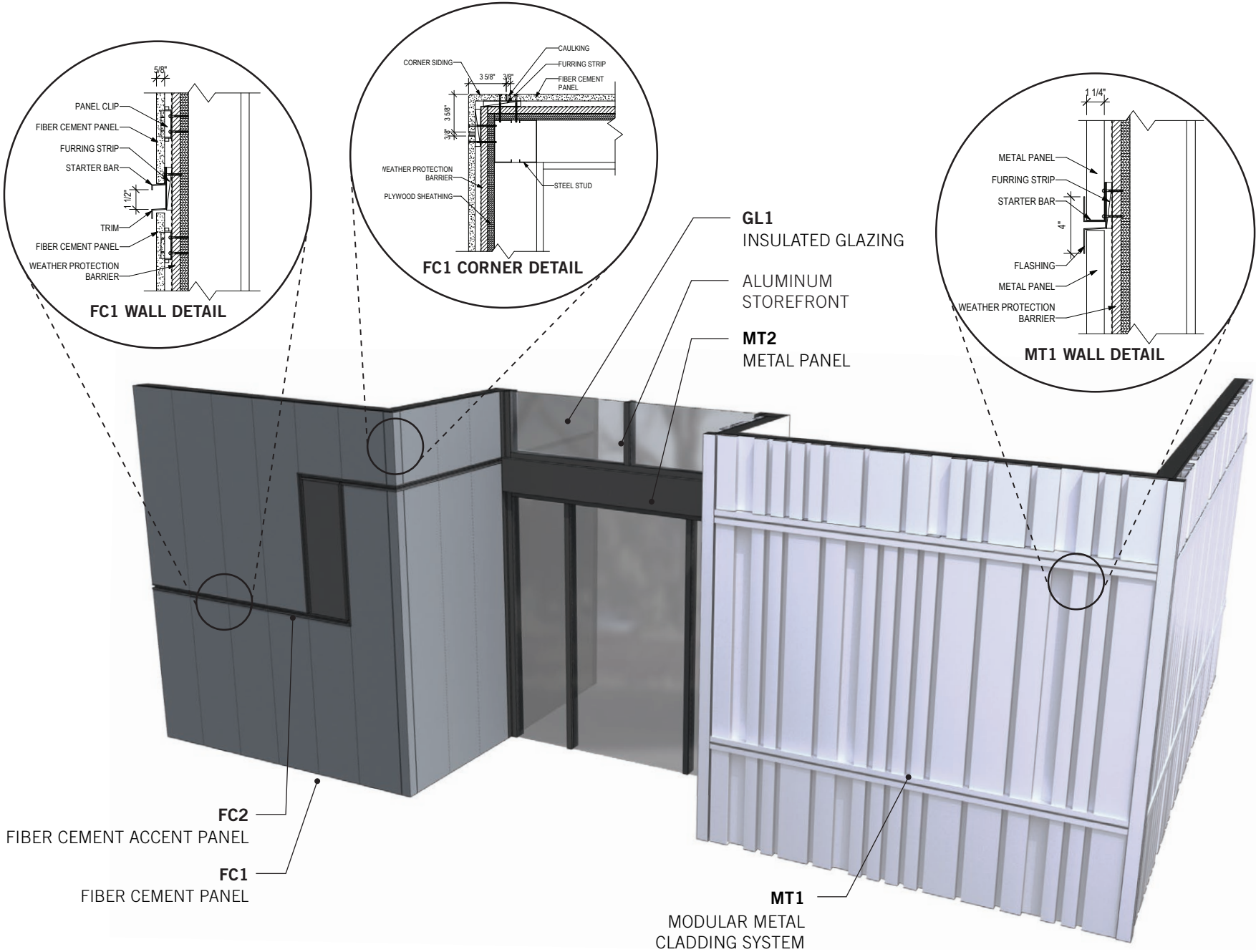
- 1 MT1 Metal Panel
Manufacturer: AEP Span, Flex Series
Pattern: Random
Color: Metallic Silver
- 2 MT2 Metal Panel
Manufacturer: AEP Span, Flush Panel
Pattern: 12" Width
Color: Black
- 3 FC1 Fiber Cement Panel
Manufacturer: Ceraclad
Pattern: Zen Garden
Color: Slate
Finish: Ceramic
- 4 FC2 Fiber Cement Panel
Manufacturer: Ceraclad
Pattern: Contemporary Smooth
Color: Sumi
Finish: Ceramic
- 5 WD1 Composite Wood Panel
Manufacturer: Material Exterior Grade
Color: Light Brown (#758cs)
Finish: SEI
- 6 CN1 Site-Cast Concrete
- 7 PT1 Exterior Paint, Black
Applications: Storefront, Canopies,
Trim, Flashing
- 8 PT2 Interior Paint, Red
Applications: Back Wall of Stair-
wells, Storage Units Facing Glazing

12.0 MATERIAL DETAILING

- 1 A series of reveals run through the fiber cement facade to help break down the otherwise blank facade and to add further definition to the mass. Vertical fiber cement panels infill at key locations to create greater variation in the facade.
- 2 Vertical circulation runs between the two large opaque masses and is celebrated with glass and light.
- 3 A highly detailed metal panel system is proposed on the smaller mass to provide contrast to the larger mass, to break down the building's scale, and to enhance its street presence.



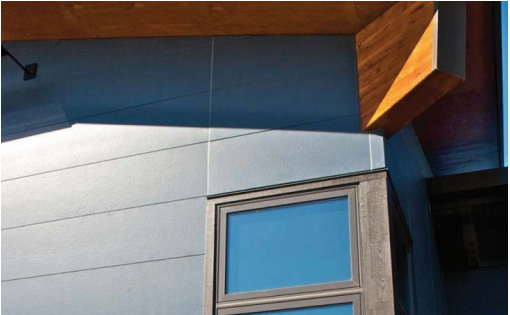
VIEW FROM DELRIDGE WAY SW



MATERIAL EXAMPLES



FC1 - CERACLAD, ZEN GARDEN



FC2 - CERACLAD, SMOOTH



MT1 - AEP SPAN, FLEX SERIES

13.0 RENDERINGS



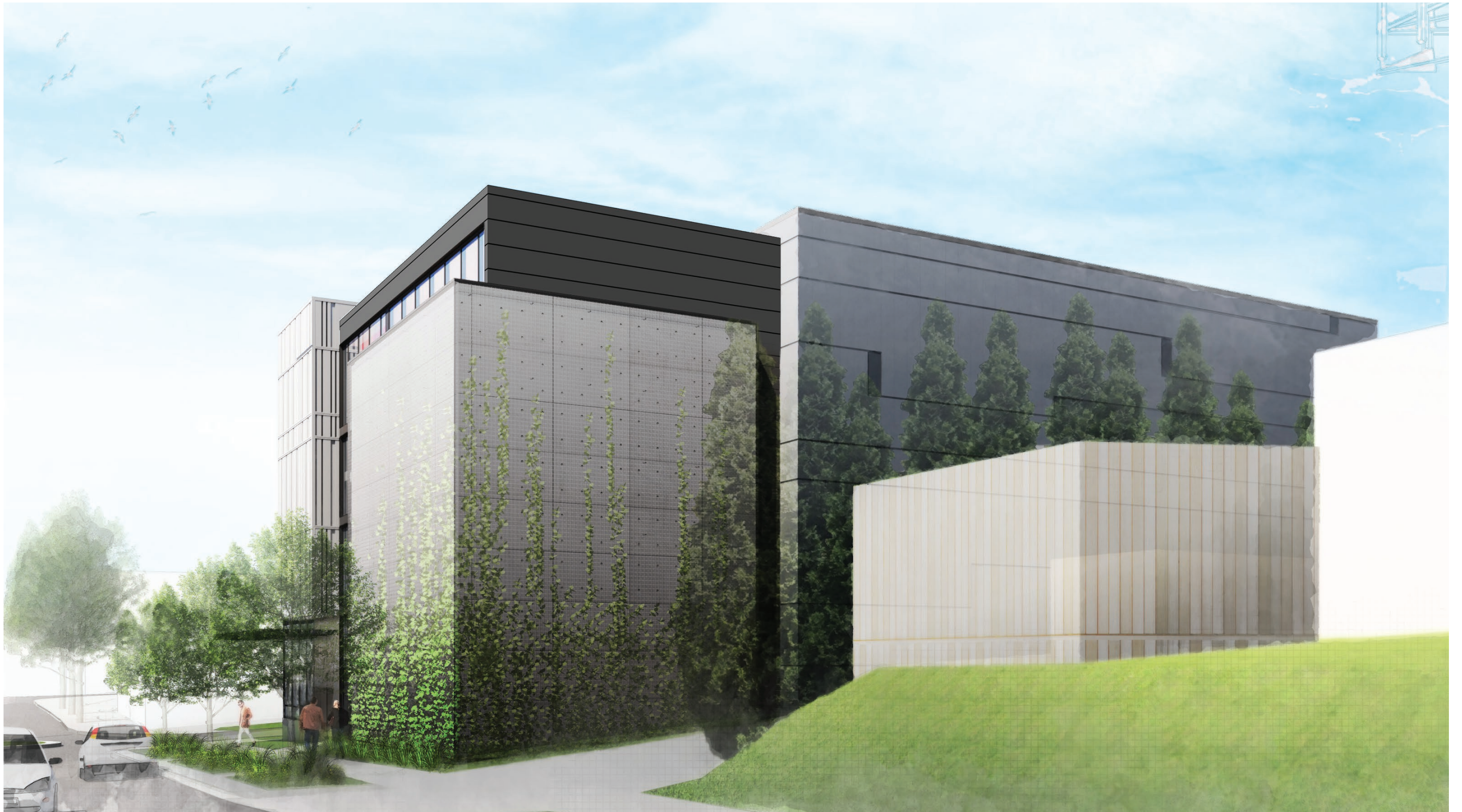
VIEW FROM NORTHEAST

13.0 RENDERINGS



VIEW FROM NORTHWEST

13.0 RENDERINGS



VIEW FROM SOUTHWEST

13.0 RENDERINGS



VIEW FROM BUS TRIANGLE

13.0 SITE ELEMENTS

SW BARTON STREET

Careful attention was paid to the walkability of SW Barton Street as it connects to the adjacent bus triangle across Delridge Way SW.

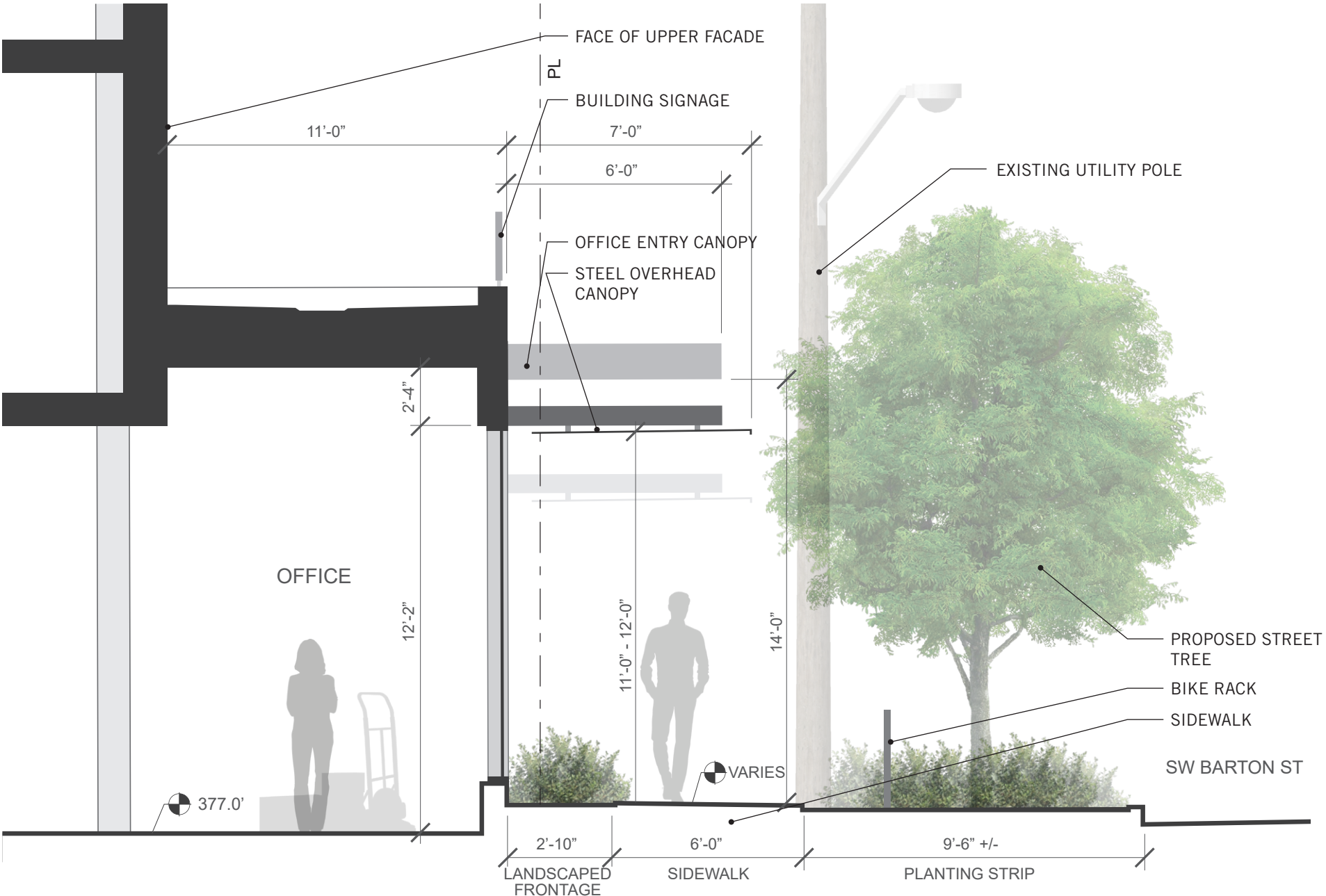
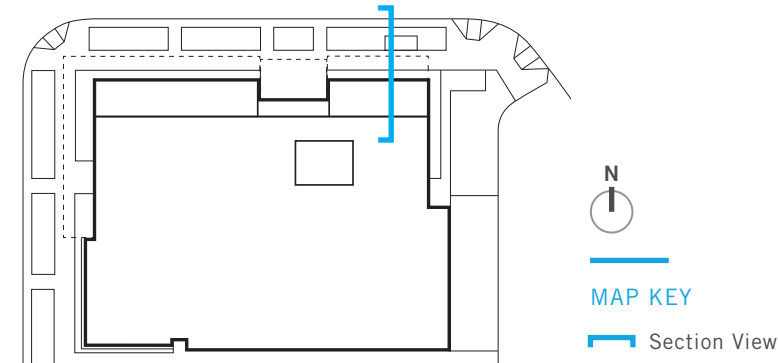
- 1 Overhead weather protection runs above the right of way and diverts water back into the landscape strip instead of shedding onto the sidewalk.
- 2 Seating is provided on the corner of Delridge Way SW and SW Barton Street as a place of refuge and primary entry point to the site.
- 3 Landscaping is also provided along Delridge Way SW and SW Barton Street to create a safer and more welcoming environment.



VIEW FROM DELRIDGE WAY SW LOOKING WEST



VIEW OF OFFICE ENTRY FROM SW BARTON STREET



SECTION VIEW OF SW BARTON STREET

INSPIRATION IMAGES



13.0 SITE ELEMENTS

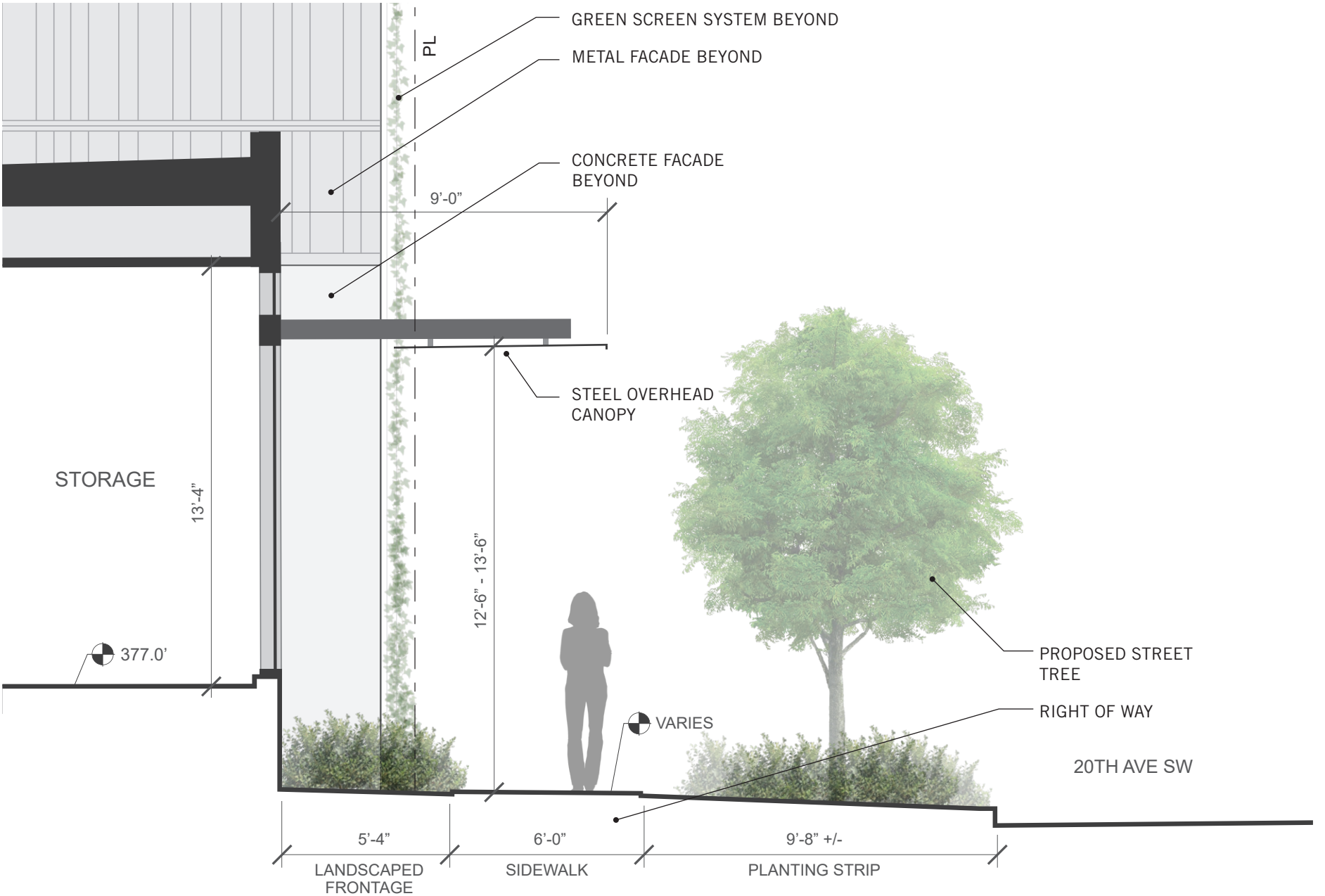
20TH AVENUE SW

Single-family residences lie to the west of the site across 20th Avenue SW so particular attention has been given to the proposed design to ensure a quiet and walkable street is preserved.

- 1 Overhead weather protection runs above the right of way and diverts water back into the landscape strip instead of shedding onto the sidewalk.
- 2 A green screen system is attached to the southwest facade to soften the concrete wall and provide a more welcoming corner.
- 3 Generous landscaping is also provided on both sides of the right of way to provide a greener and more walkable environment.

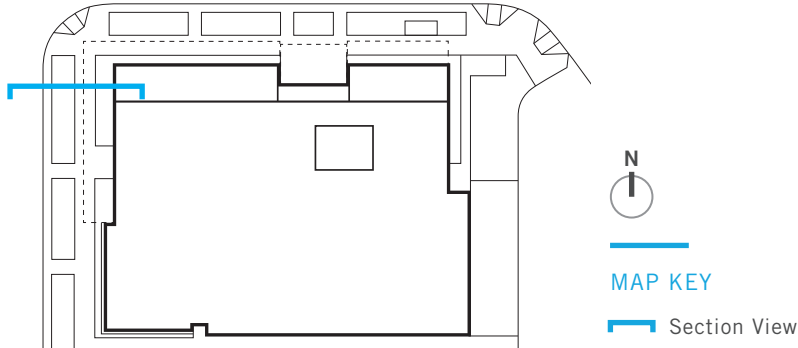


VIEW OF 20TH AVENUE SW FROM CORNER

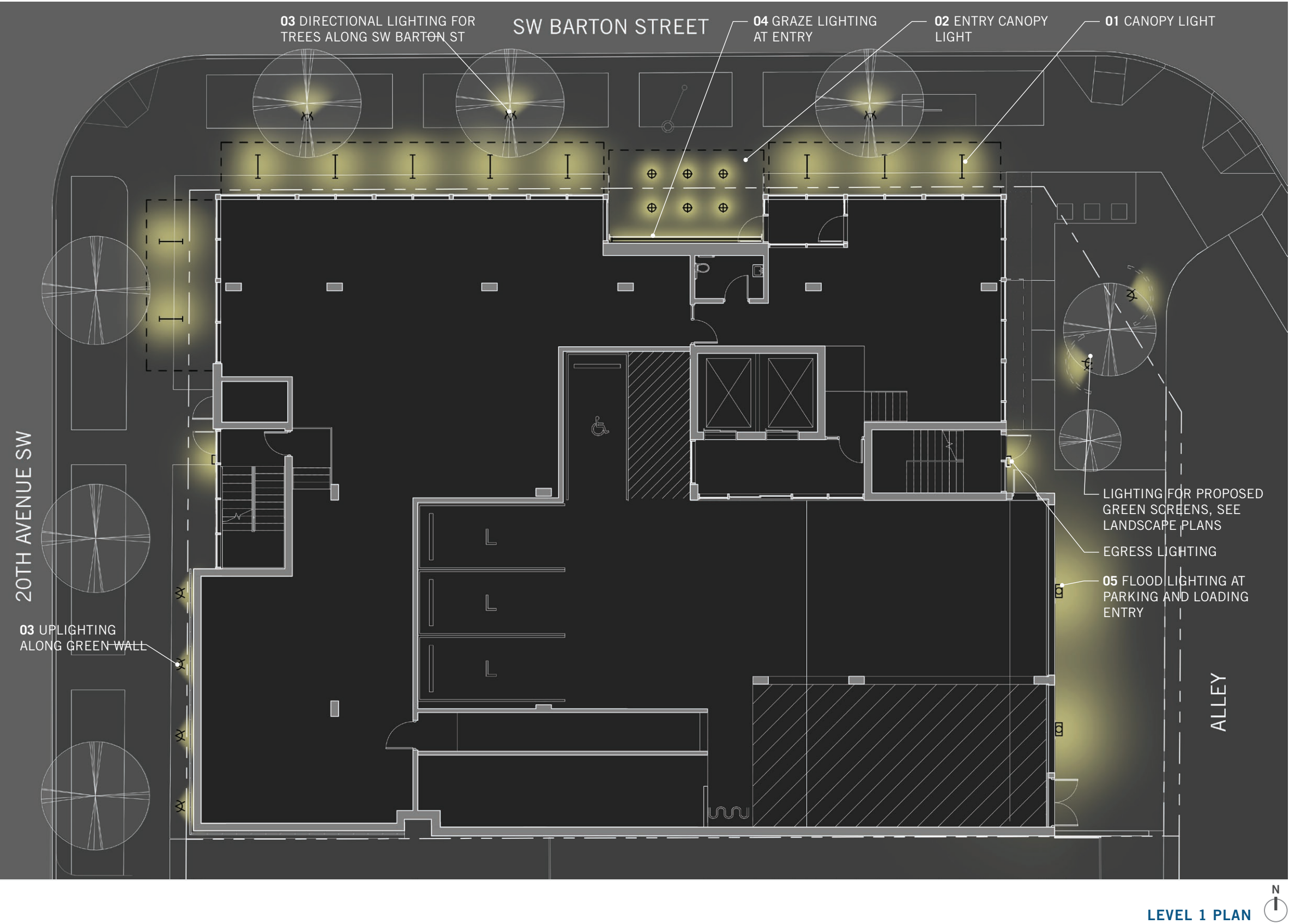


SECTION VIEW OF 20TH AVENUE SW

INSPIRATION IMAGES



14.0 EXTERIOR LIGHTING PLAN



LIGHTING DETAILS



01 Canopy Light



02 Entry Canopy Light



03 Directional Landscape Light



04 Recessed Linear Graze Light

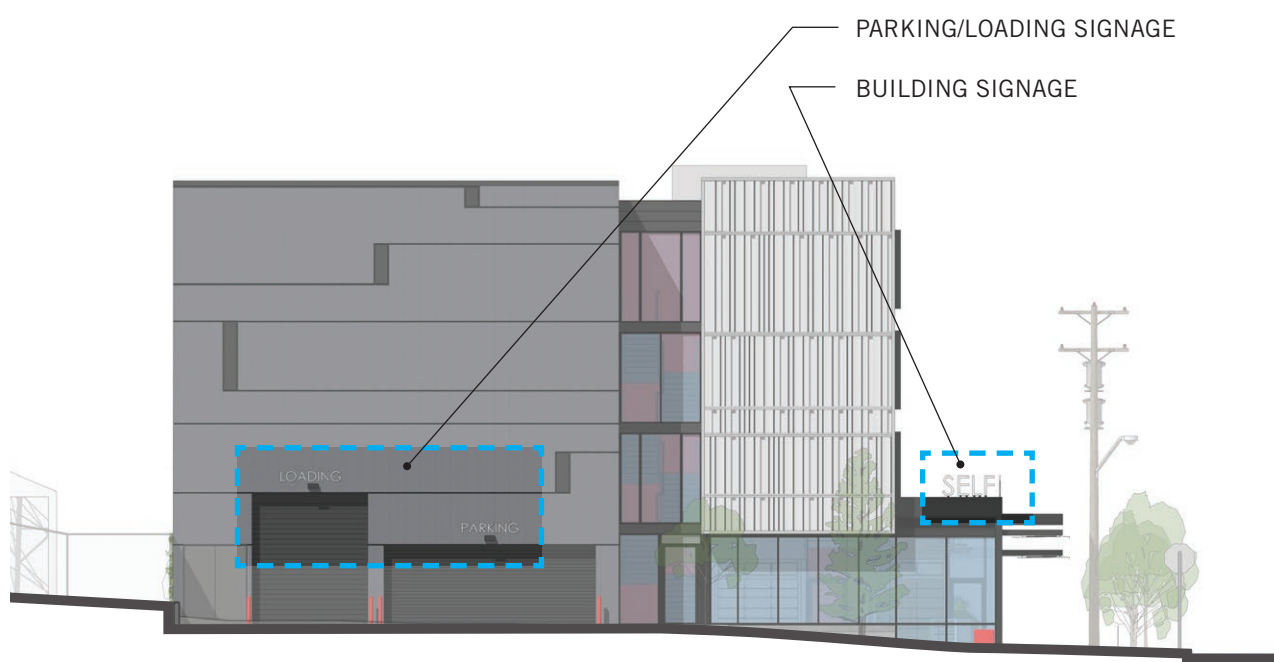


05 Wall Mounted Flood Light

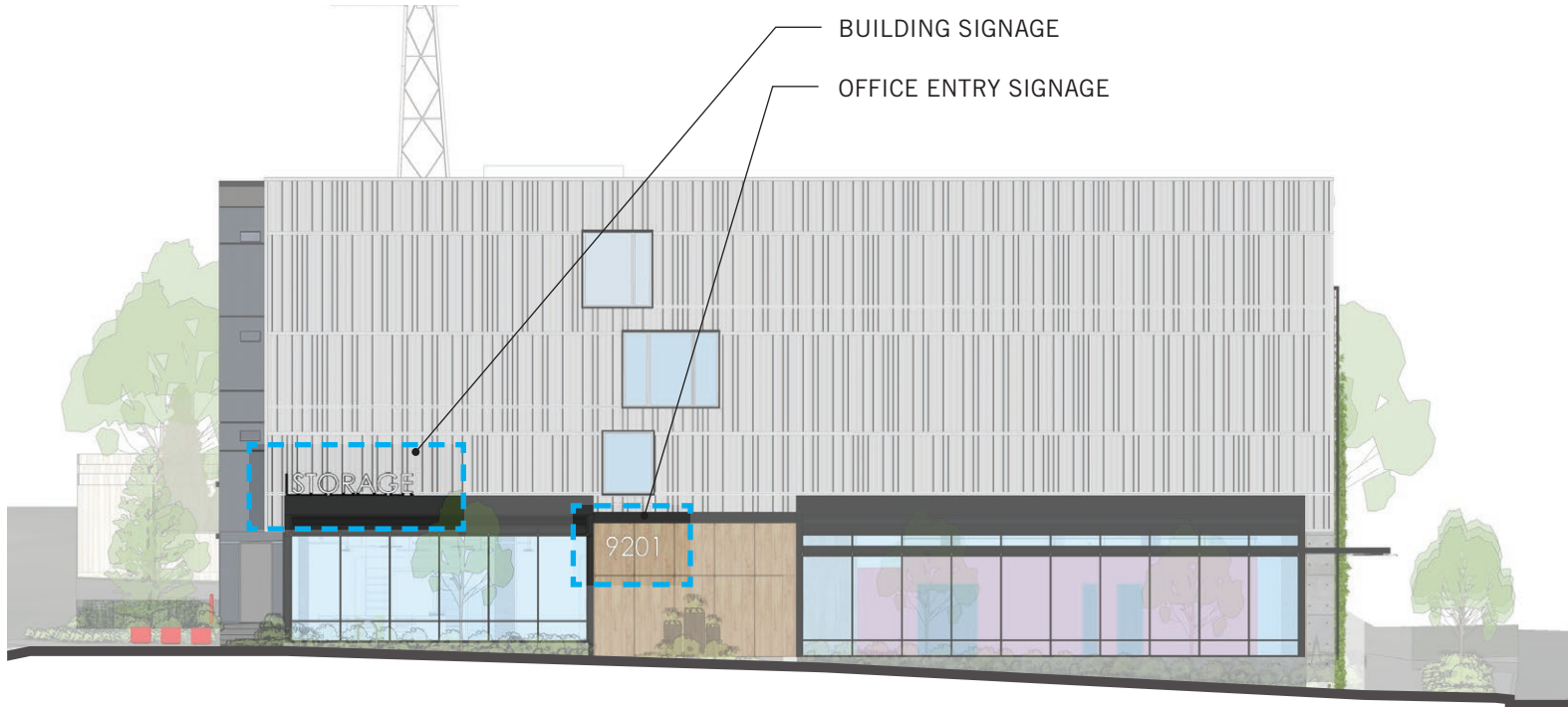


06 Egress Light

15.0 SIGNAGE CONCEPT



EAST ELEVATION



NORTH ELEVATION



VIEW FROM NORTHEAST

SIGNAGE DETAIL & EXAMPLES

Self-storage signage will be simple lettering internally lit to produce a white glow during nighttime hours. The signage will also highlight the corner of Delridge Way SW by wrapping around the second story parapet.

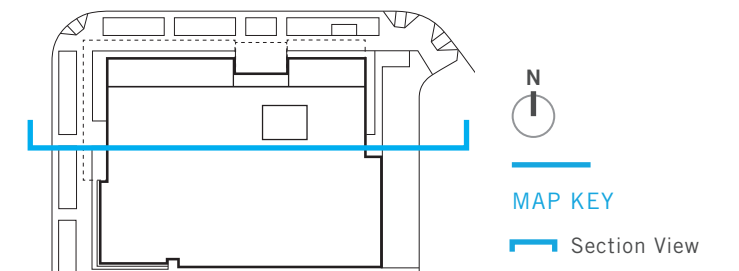
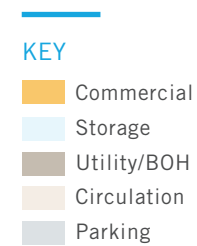
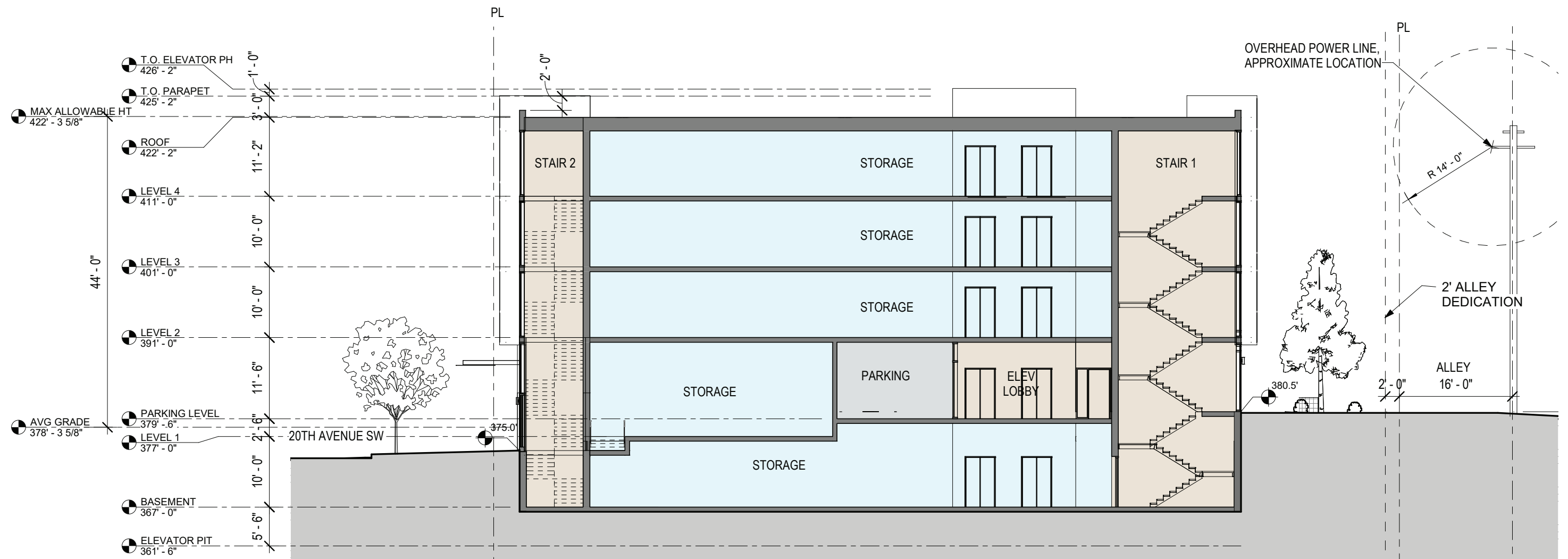
Parking garage entry, loading berth entry, and address number signage will be stainless steel lettering mounted on their respective facades.



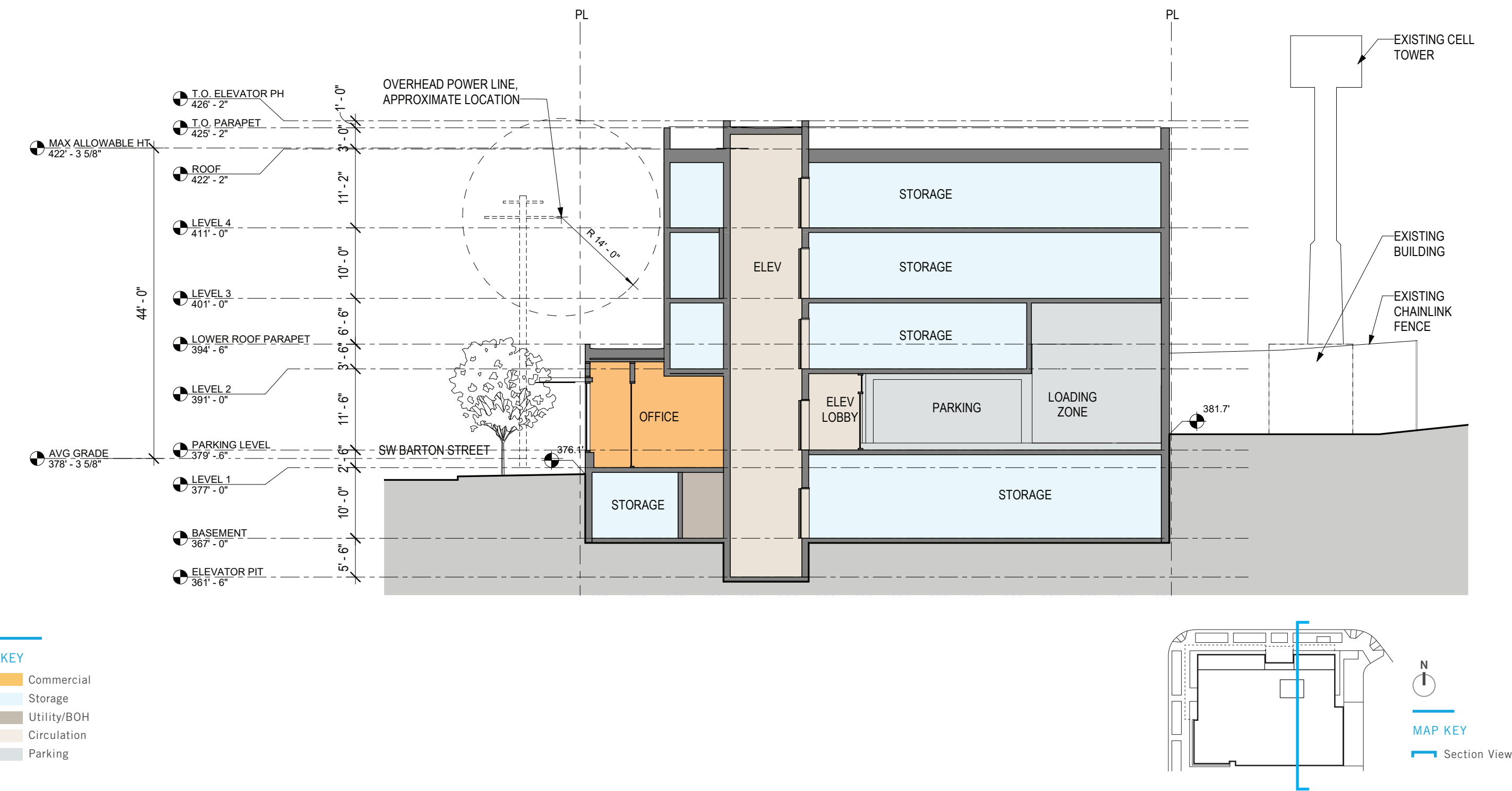
SIGNAGE FOR BUILDING

SIGNAGE FOR PARKING AND OFFICE

16.0 BUILDING SECTIONS



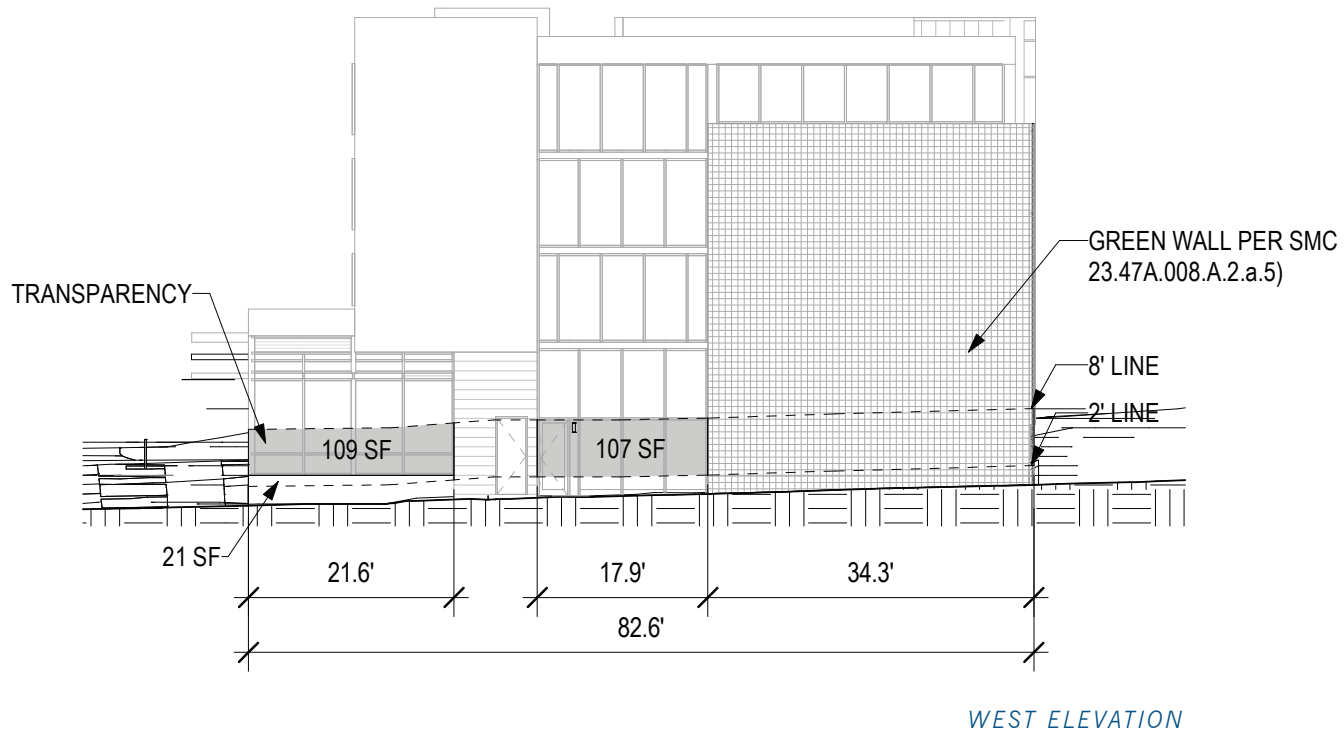
16.0 BUILDING SECTIONS



17.0 DEPARTURE 1

CODE CITATION:	23.47A.008.B.2.a
CODE REQUIREMENT:	60% of the street-facing facade between 2 feet and 8 feet above sidewalk shall be transparent.
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:	33% transparency is proposed at street-level between 2' and 8' above grade for the 20th Avenue SW facade.
RATIONALE:	20th Avenue SW is residential in nature and doesn't have a largely active street life. As such, a green wall system along a large portion of the street is more preferable than windows and qualifies as a non-blank facade. The proposed green wall was also supported by neighborhood attendees through voluntary community outreach.

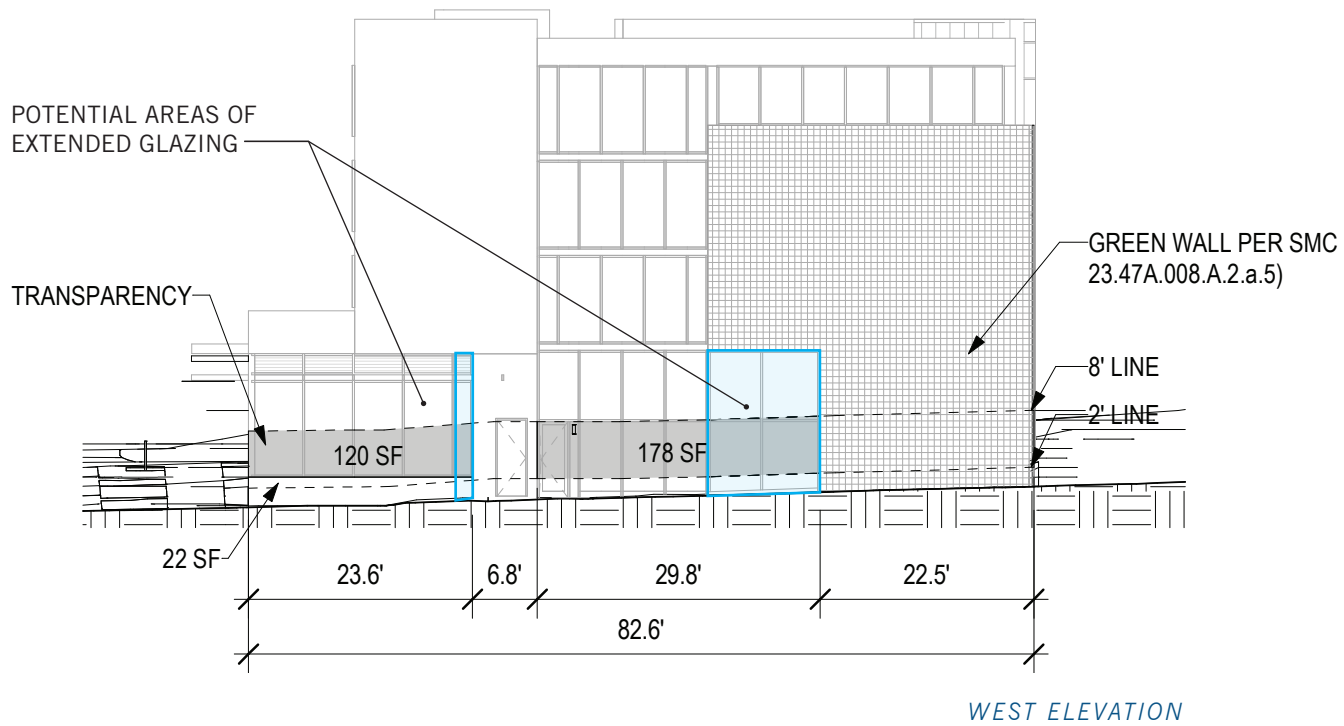
DEPARTURE REQUEST



TRANSPARENCY CALCULATIONS

20TH AVENUE SW:
TOTAL TRANSPARENT FACADE AREA BETWEEN 2 FEET AND 8 FEET: 161 SF
 $((21.6 \times 6 - 21) + (17.9 \times 6)) / (82.6 \times 6) = 0.44$
 $0.44 \times 100 = 44\% < 60\%$ (NOT COMPLIANT, DEPARTURE REQUESTED)

COMPLIANT ALTERNATIVE



TRANSPARENCY CALCULATIONS

20TH AVENUE SW:
TOTAL TRANSPARENT FACADE AREA BETWEEN 2 FEET AND 8 FEET: 298 SF
 $((23.6 \times 6 - 22) + (29.8 \times 6)) / (82.6 \times 6) = 0.61$
 $0.60 \times 100 = 60\%$ (COMPLIANT)

18.0 OTHER GRAPHICS FROM EDG | SHADOW STUDY

