



**RECOMMENDATION MEETING**

**9218 18th Ave SW  
Seattle, WA 98106**

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**SDCI PROJECT NO.:**

3036383-LU  
3036384-LU  
3036524-EG

**MEETING DATE:**

12.02.21

**APPLICANT TEAM:**

AKA Investors, Developer  
Caron Architecture, Architect  
GHA Landscape Architects, Landscape Architect

**CARON**

CARON REF #2020.009





CONTENTS

03 Proposal	pg. 3
04 Summary Context Analysis	pg. 4
05 Existing Site Conditions	pg. 7
06 Zoning Data	pg. 15
07 Composite Site Plan	pg. 16
08 Design Guidelines	pg. 17
Project History	pg. 19
Itemized Response to EDG2	pg. 21
09 Floor Plans	pg. 25
10 Composite Landscape Plan	pg. 30
11 Elevations	pg. 34
12 Material & Color Palette	pg. 39
13 Streetscape Sections	pg. 40
14 Renderings	pg. 43
15 Exterior Lighting Plan	pg. 49
16 Signage Concept Plan	pg. 52
Detailing   Exterior Cladding	pg. 53
17 Building Sections	pg. 54

APPENDIX

Shadow Study	pg. 57
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PROJECT TEAM

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

**CARON ARCHITECTURE CONTACT**  
Andrew Kluess, Associate Principal  
andrewkluess@caronarchitecture.com  
206.367.1382  
Caron Reference No.: 2020.009

PROJECT HISTORY

**EDG 1**  
10.15.20

**EDG 2**  
04.01.21

SITE INFORMATION

**ADDRESS:**  
9218 18th Ave SW Seattle, WA 98106

**SDCI PROJECT NO.:**  
3036524-EG  
3036383-LU  
3036384-LU

**PARCEL(S):**  
9352900275, 9352900270, 9352900265

**SITE AREA:**  
13,765 SF

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

**PARKING REQUIREMENT:**  
None

**LEGAL DESCRIPTION:**  
WHITE CENTER ADD  
Plat Block: 2  
Plat Lot: 17-19

DEVELOPMENT STATISTICS

**ZONING:**  
NC3-55 (M)

**BUILDING HEIGHT LIMIT:**  
55'-0"

**FAR:**  
3.75

**ALLOWABLE FAR:**  
51,618.75 SF

**PROPOSED FAR:**  
46,602 SF

**RESIDENTIAL UNITS:**  
48 Units

**PARKING STALLS:**  
28 Stalls

**BIKE STALLS:**  
52 Long-term Stalls  
8 Short-term Stalls



3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

This proposal includes a five-story mixed-use residential building with on-site parking and ground-floor commercial space. Twenty-eight parking stalls are proposed below grade despite no minimum parking requirement. The street frontage will be comprised of ground level commercial space along 18th Ave SW and Delridge Way SW. Parking access is proposed along the alley while the residential access is proposed on the northwest corner of the site along 18th Ave SW. The development aims to become a welcomed addition to the neighborhood and a desirable place to call home for dozens of new neighbors. The objective is to create an aesthetically pleasing space that also functions for the neighborhood and its residents in equal measure.

SITE DESCRIPTION & ANALYSIS

The site is comprised of three parcels on the northeast of the intersection of Delridge Way SW and 18th Avenue SW. Existing single family residences have been removed. The lot has a minimal slope with the alley sloping down roughly two feet from north to south and the sidewalk along 18th Ave SW is relatively flat. The site is located in an area of increasing density and is transitioning to more mixed-use development with the Westwood Village being located just a few blocks west of the site. A small green space, known as the Delridge Triangle, is located west of the site across 18th Ave SW and pedestrian passage to the green space is commonly accessed along Delridge Way SW. Five-foot wide sidewalks currently line Delridge Way SW and 18th Avenue SW and are proposed to be brought up to current SDOT standards for width and location. Overhead powerlines run down Delridge Way SW, 18th Avenue SW, and the alley and further impact the proposed designs due to powerline setback requirements. Existing trees on site are to be removed, and new street trees per SDOT standards are to be provided on Delridge Way SW and 18th Ave SW.

ZONING ANALYSIS

As of early 2019, the site has been upzoned from C1-40 to NC3-55 (M). This means that the site has a maximum building height of 55’ and mandatory housing affordability (MHA) standards are in effect. Multifamily residential and commercial uses are allowed as well as on-site parking. However, no parking is required due to the site’s location in the Westwood-Highland Park Urban Village and its proximity to public transportation routes. See ‘Zoning Data’ on page 14 for more specific information.

TRANSPORTATION

Delridge Way SW is a principal 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. 18th Avenue SW is a local access street with no bus routes. There are designated bicycle lanes on 16th Avenue SW connecting to a shared bike/bus/auto lanes on Delridge Way SW. SDOT has constructed a dedicated bike lanes on Delridge Way SW (see page 15).

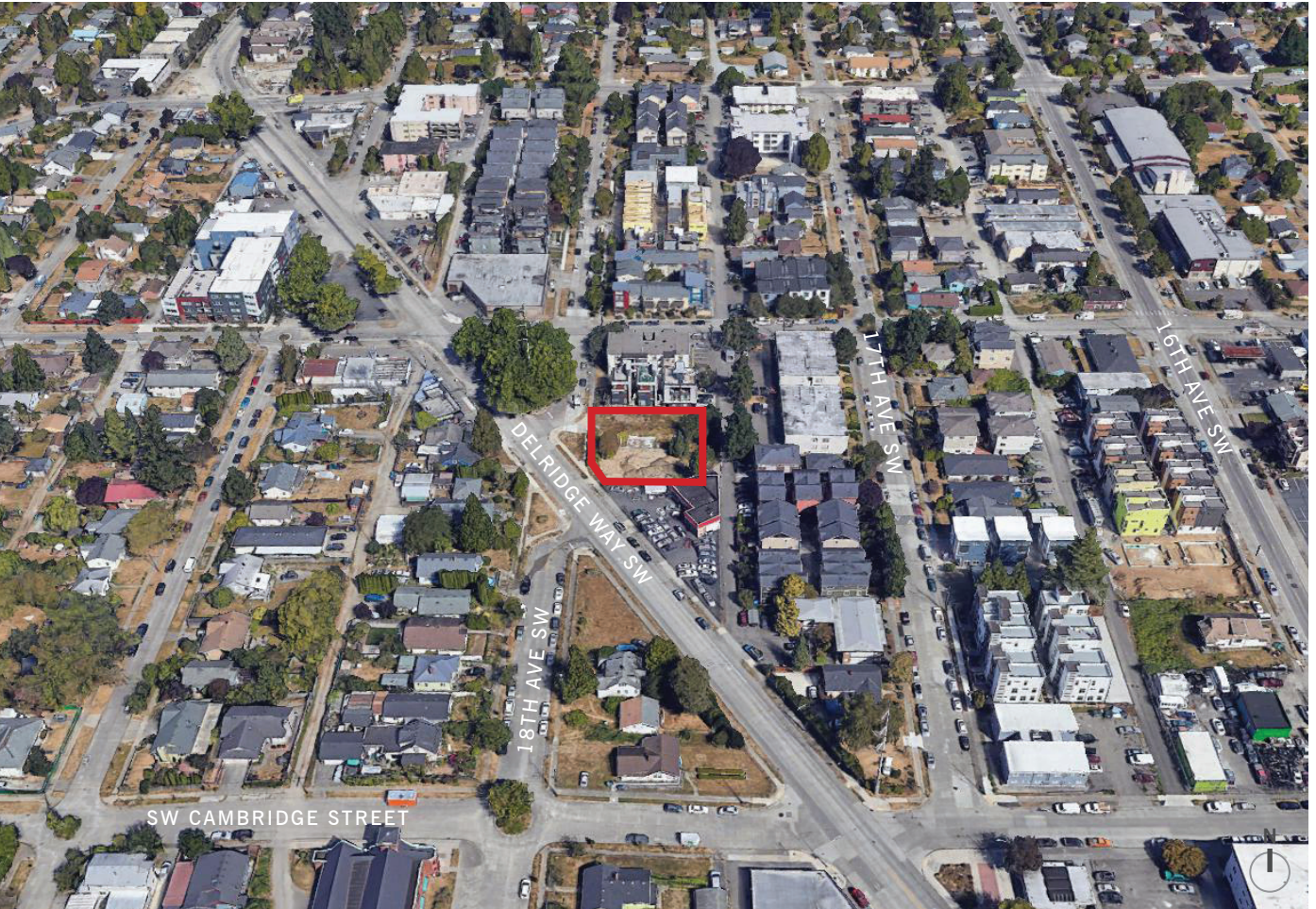
NEIGHBORHOOD DESIGN

The surrounding neighborhood has some common building typologies. To the east and northeast of our site is primarily 3-story townhouses. To the southwest across Delridge Way SW is primarily single family homes. 1-story retail is also a predominant typology found in the area starting from White Center and continues up north along Delridge in a less concentrated manner. Some newer 4-story mixed-use apartments with more modern aesthetics have recently been developed just to the northwest along Delridge. The mixed-use structures, both new and old, are mostly low-rise and vary between one-story to four-stories tall. With the exception of local churches in the area, the proposed project with its recent upzone will be the tallest building in the near vicinity.

DEVELOPMENT SUMMARY

LEVEL	TOTAL GROSS SF*	NET CHARGEABLE SF	RESIDENTIAL SF	COMMERCIAL SF	RESIDENTIAL UNITS	PARKING STALLS	BIKE STALLS
ROOF	410 SF	410 SF	410 SF	-	-	-	-
5	8,751.5 SF	8,751.5 SF	8,751.5 SF	-	12	-	-
4	8,751.5 SF	8,751.5 SF	8,751.5 SF	-	12	-	-
3	8,751.5 SF	8,751.5 SF	8,751.5 SF	-	12	-	-
2	8,751.5 SF	8,751.5 SF	8,751.5 SF	-	12	-	-
1	11,186 SF	11,186 SF	7,119 SF	4,067 SF	-	-	52 long-term, 8 short-term
P1	10,588	-	10,588 SF	-	-	28	-
TOTAL	57,190 SF	46,602 SF	52,123 SF	4,067 SF	48 Units	28 Stalls	60 Stalls

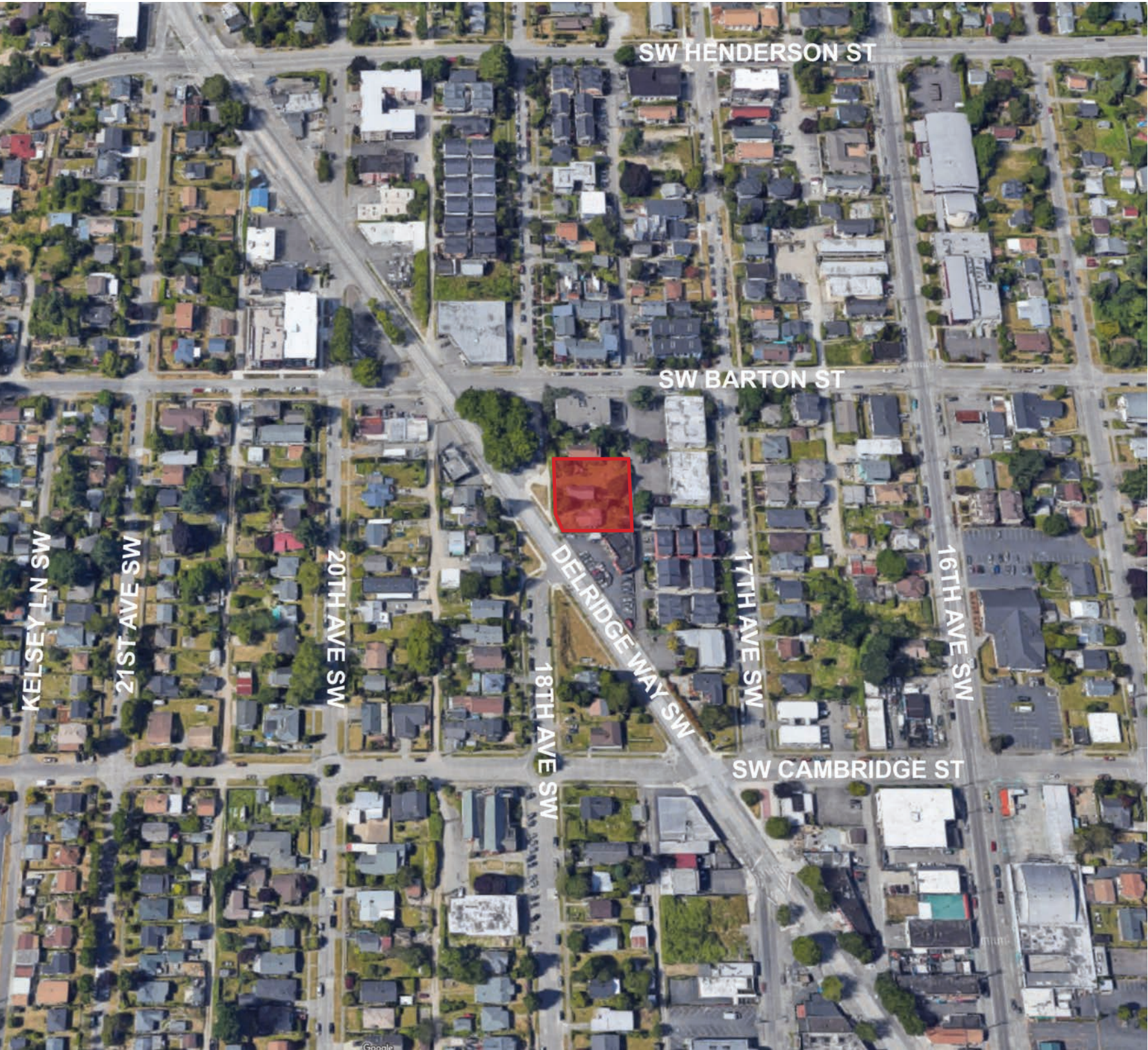
*\*Per SMC 23.84A.014 – “G” : “Gross floor area” means the number of square feet of total floor area bounded by the inside surface of the exterior wall of the structure as measured at the floor line, and any additional areas identified as gross floor area within a zone.*



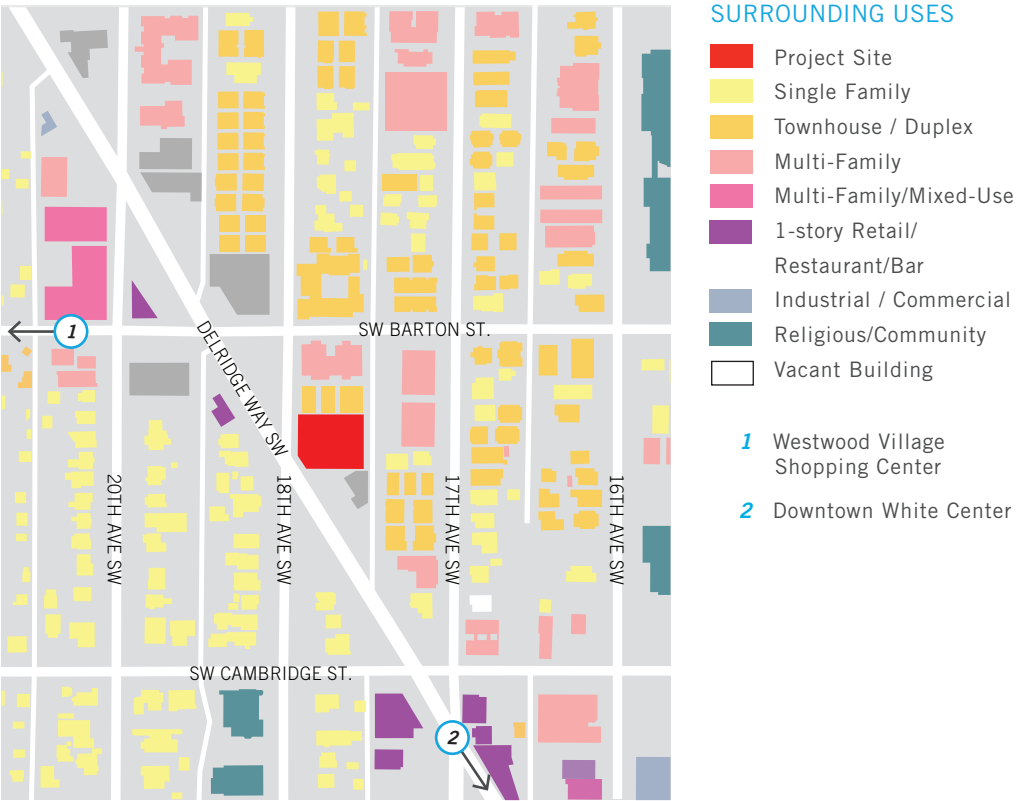
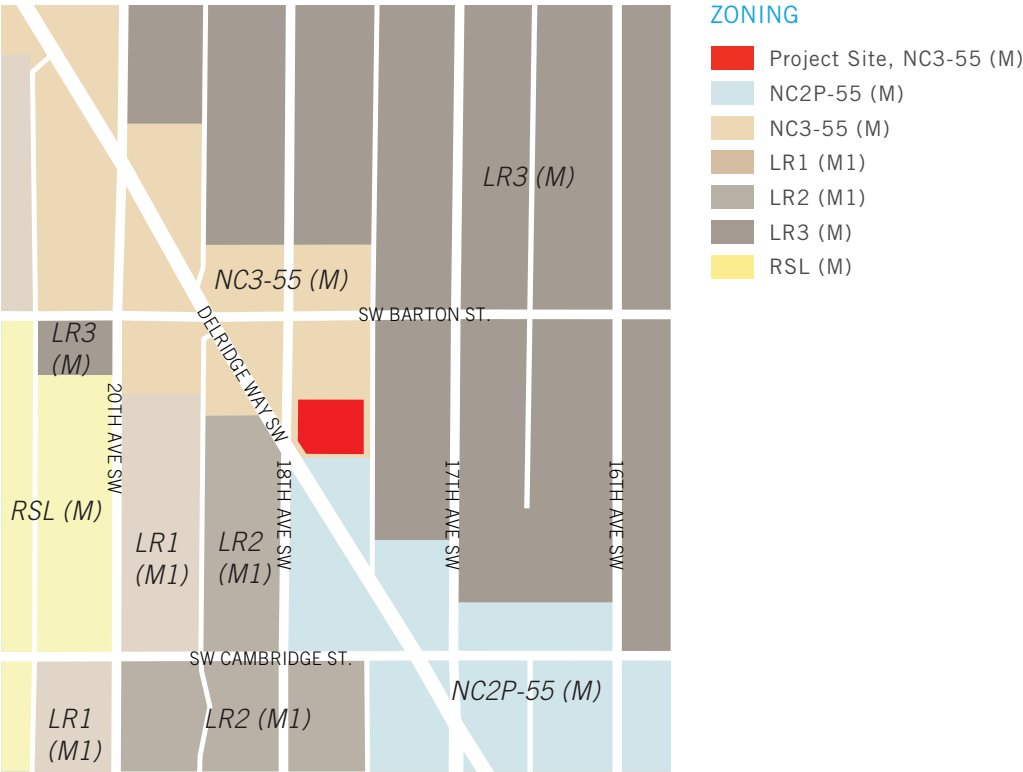
9-BLOCK AERIAL MAP (PHOTO)



4.0 SUMMARY CONTEXT ANALYSIS

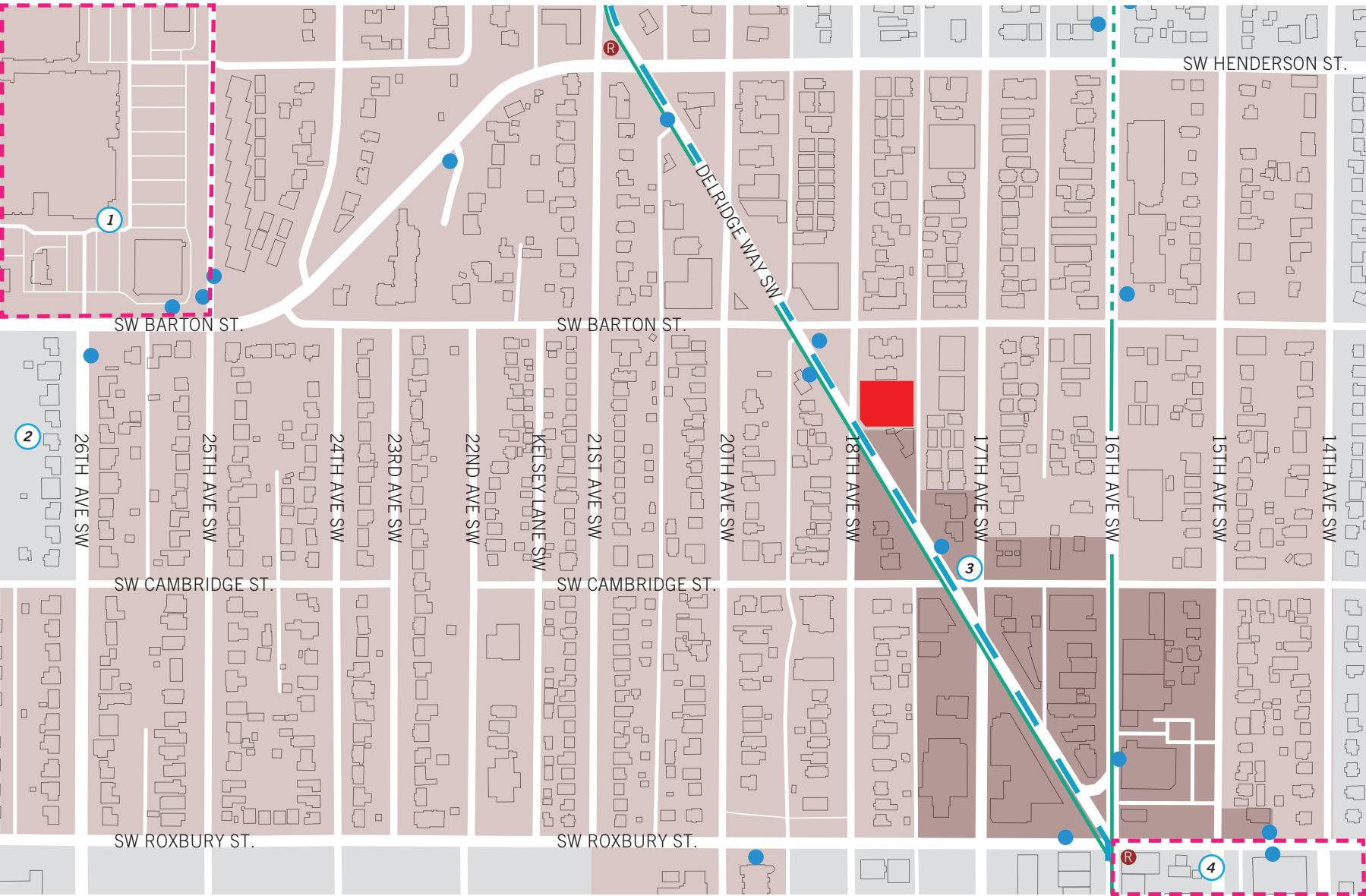


AXONOMETRIC MAP (GOOGLE EARTH)





4.0 SUMMARY CONTEXT ANALYSIS



VICINITY MAP KEY

- Project Site
- Westwood-Highland Park (Residential Urban Village)
- Pedestrian Designated Zone
- Dedicated Bike Lanes
- Bike & Car Lane shared
- Future Rapid Ride Bus Line 'H'
- Bus Stops
- Future Rapid Ride Station
- View (Images Below)
- Shopping/ Retail/ Restaurant/ Area

COMMUNITY NODES & LANDMARKS



1 WESTWOOD VILLAGE  
0.6 MILES FROM SITE



2 ROXHILL PARK  
0.7 MILES FROM SITE



3 PEDESTRIAN ZONE  
0.1 MILES FROM SITE



4 DOWNTOWN WHITE CENTER  
0.4 MILES FROM SITE



5.0 SURVEY / TREE SURVEY

KEY

- Existing Concrete Footing
- Existing Trees
- Alley
- Property Lines
- Overhead Powerlines
- Water Lines
- Sewer Lines

TREE SURVEY

- 1. 12" Fir
- 2. 14" Pine
- 3. 17" Cherry
- 4. 22" Juniper
- 5. 14" Pine
- 6. 15" Cherry
- 7. 22" Cedar

No exeptional trees present



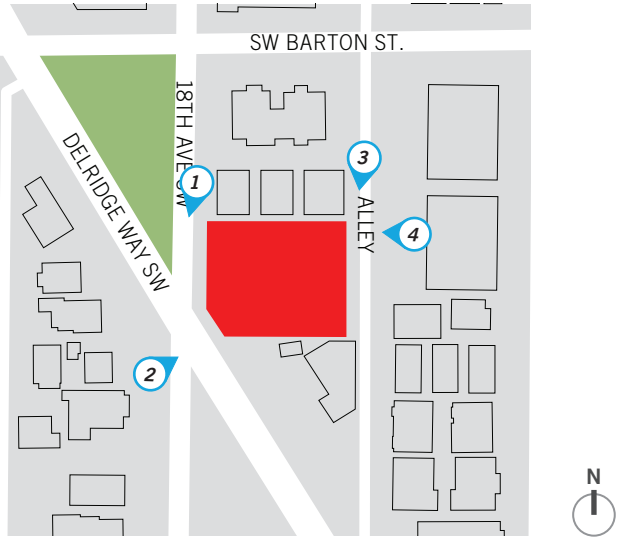


5.0 EXISTING SITE CONDITIONS

SITE PHOTOS

The following photos show the site’s existing conditions and surrounding context. The site previously held single family residences, which has since been removed. The site slopes roughly 3.5’ from the northwest to southeast with the northwest corner of the site the highest portion. The alley sits lower in elevation than 18th Ave SW and had been improved so no alley improvement or widening is required.

Overhead powerlines can be seen running along 18th Ave SW and the alley and Transmission Lines along Delridge Way SW and will have an impact on the proposed design in the form of setbacks. To the south of the site is an auto repair building with a chainlink fence against the property line. To the north of the site are four new townhouses which sit approximately 5’-0” from the property line and have parking along the alley. All trees onsite will be removed for construction. No street trees are currently present but will be provided along 18th Ave SW per SDOT standards. SDOT has recently added a parking lane and dedicated bike lane to Delridge Way SW and is currently installing artwork in the ROW triangle.



MAP KEY

- Project Site
- View



1 LOOKING SOUTH AT DELRIDGE WAY SW ALONG



2 LOOKING NORTHEAST ACROSS DELRIDGE WAY SW



3 LOOKING SOUTH AT EAST LOT LINE IN ALLEY



4 LOOKING WEST ALONG NORTH LOT LINE

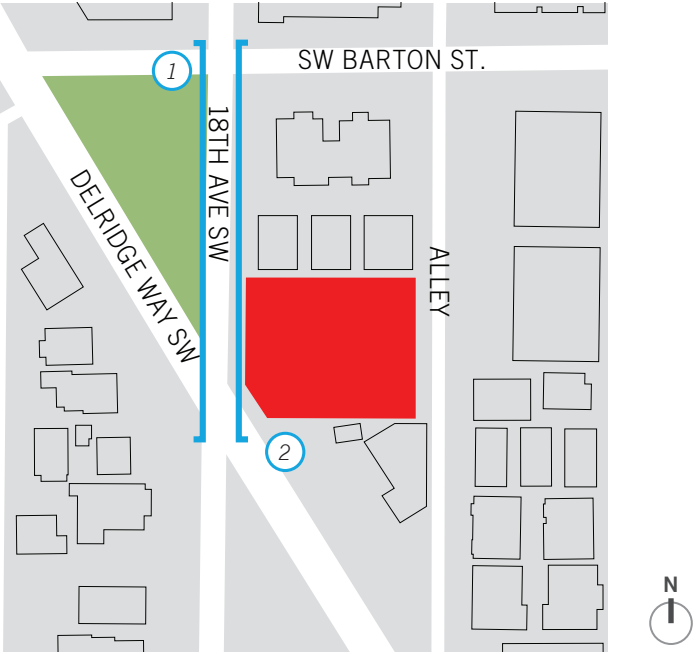
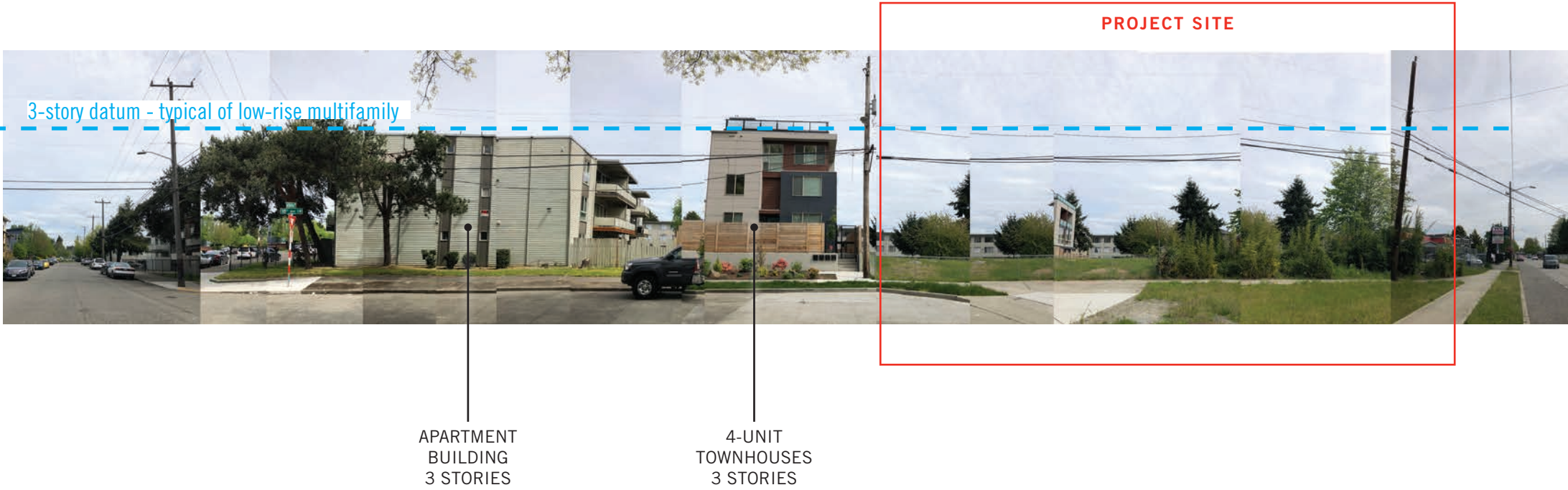


5.0 STREETSAPES

1 18TH AVE SW LOOKING WEST



2 18TH AVE SW LOOKING EAST



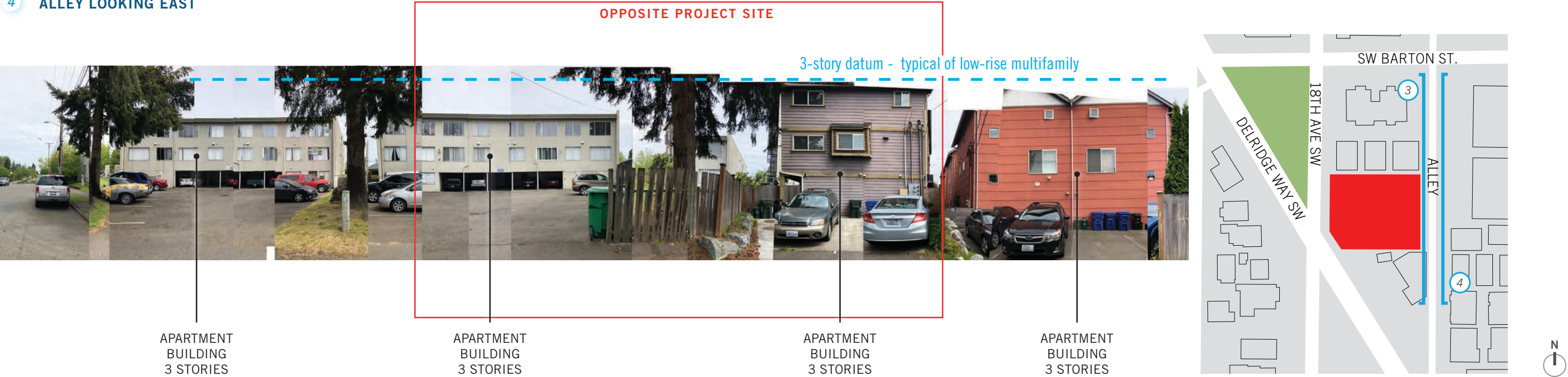


5.0 STREETSAPES

3 ALLEY LOOKING WEST



4 ALLEY LOOKING EAST



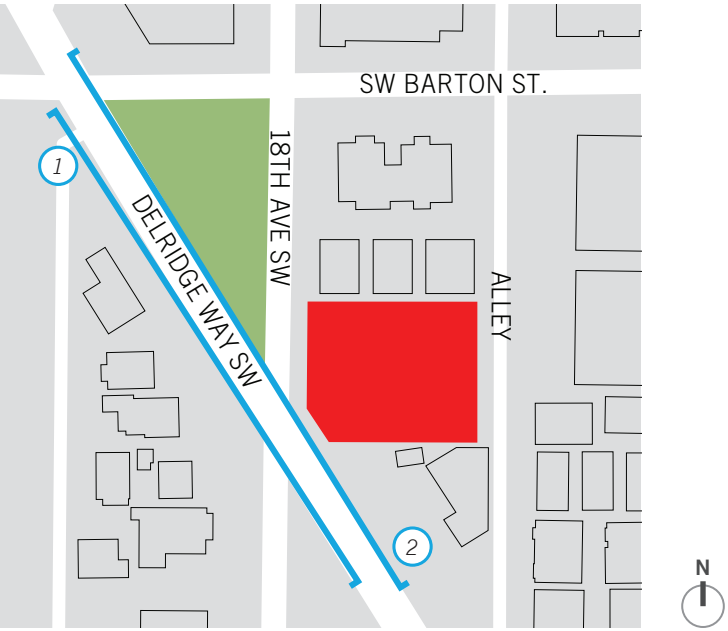


5.0 STREETSAPES

1 DELRIDGE WAY SW LOOKING WEST



2 DELRIDGE WAY SW LOOKING EAST





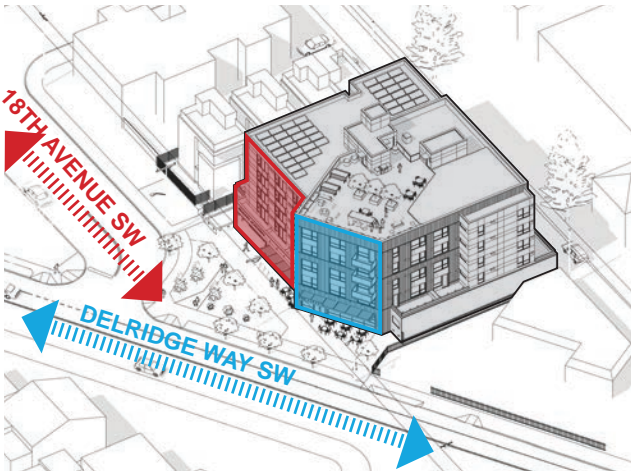
5.0 URBAN DESIGN ANALYSIS

DESIGN NARRATIVE

This building will be an anchor of this intersection, convergence of two different streets - where a rigid street grid intersects Delridge Way SW. The design will respond to the different characters of the two streets - Delridge Way SW and 18th Ave SW. The design will reflect the challenge of preserving the established residential character of the neighborhood while integrating a more contemporary presence that is shaping Delridge Way. It will also respond to the Delridge Triangle.



INTERSECTING GRID & DIFFERENT STREET CHARACTERS



INTERSECTING MASSES



FACADE TREATMENTS DIFFERENTIATED BY STREET



5.0 URBAN DESIGN ANALYSIS

NEIGHBORHOOD PATTERN

The neighborhood development pattern is defined by intersection of diagonally platted Delridge Way SW with regular orthogonal grid, creating triangular sites and intersections. Due to the prevailing nature and character of recent development of this condition, continuous street facade development will likely not occur in this neighborhood.



① The development along 18th Ave is primarily residential and mostly townhouses north of site.

② The many triangular sites in this neighborhood will make it difficult to create a continuous street facade along Delridge in the years to come.

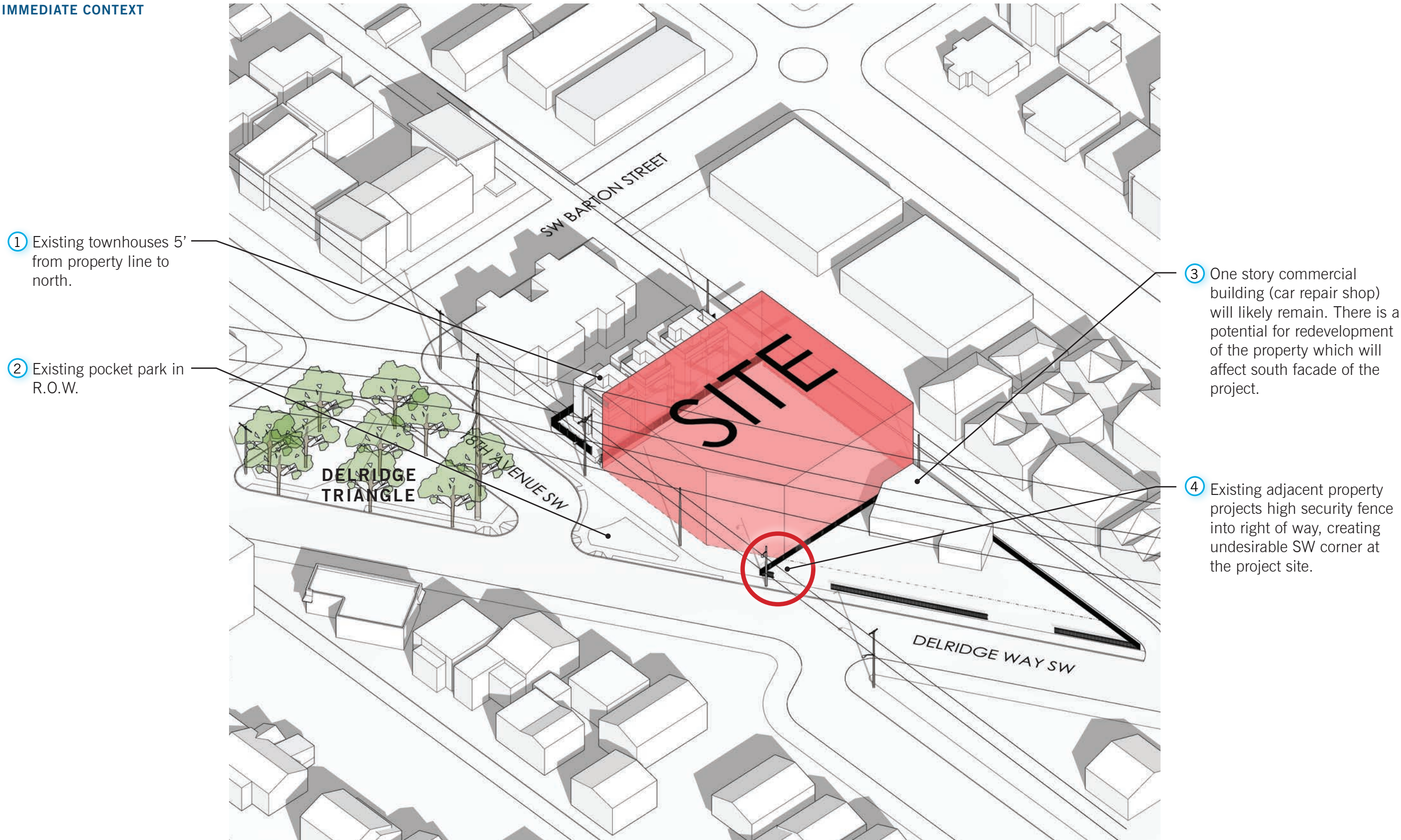
④ Newer mixed use/apartments sparsely located along Delridge.

③ Single family homes make up most of the development south of Delridge.



5.0 URBAN DESIGN ANALYSIS

IMMEDIATE CONTEXT



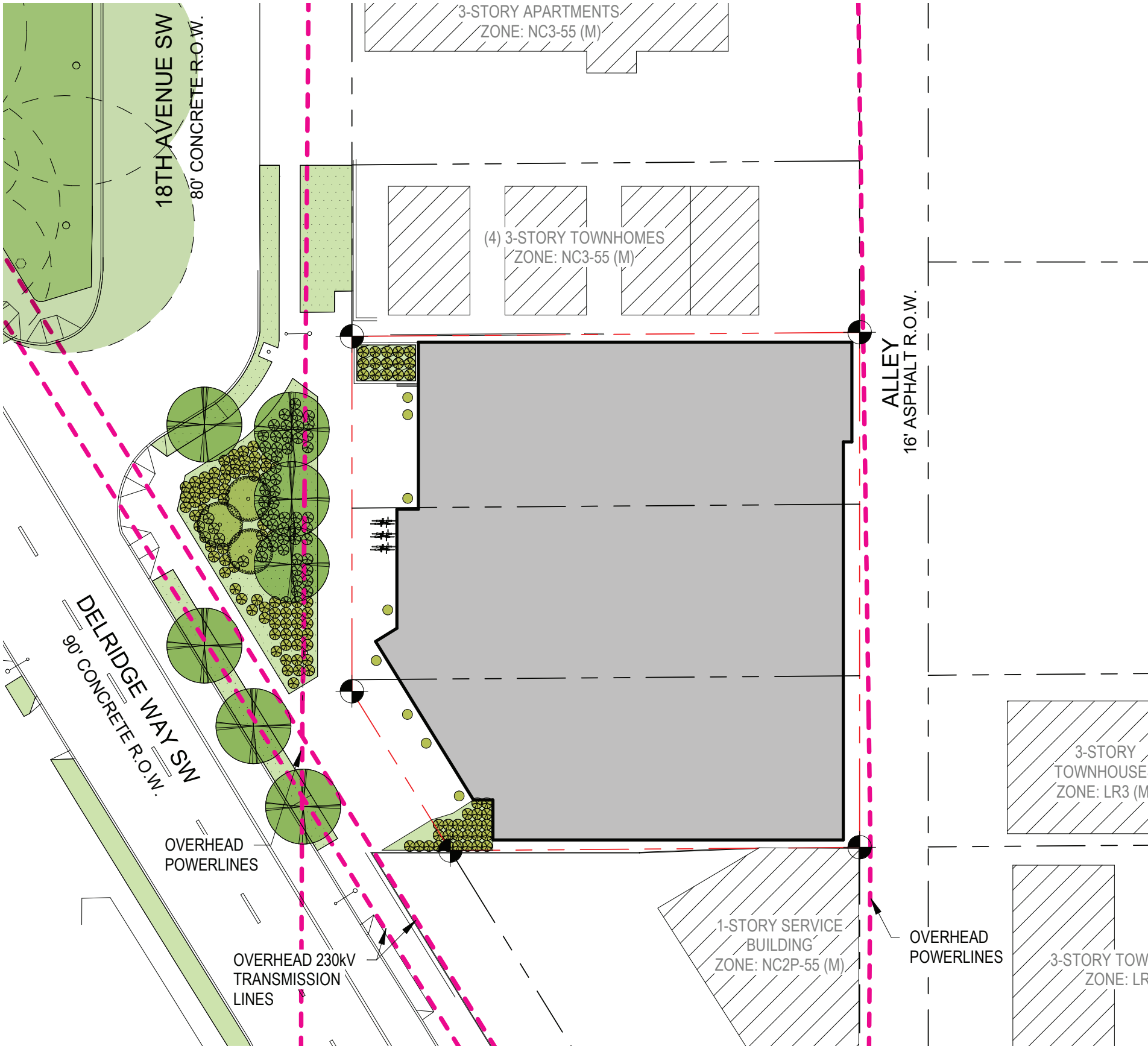
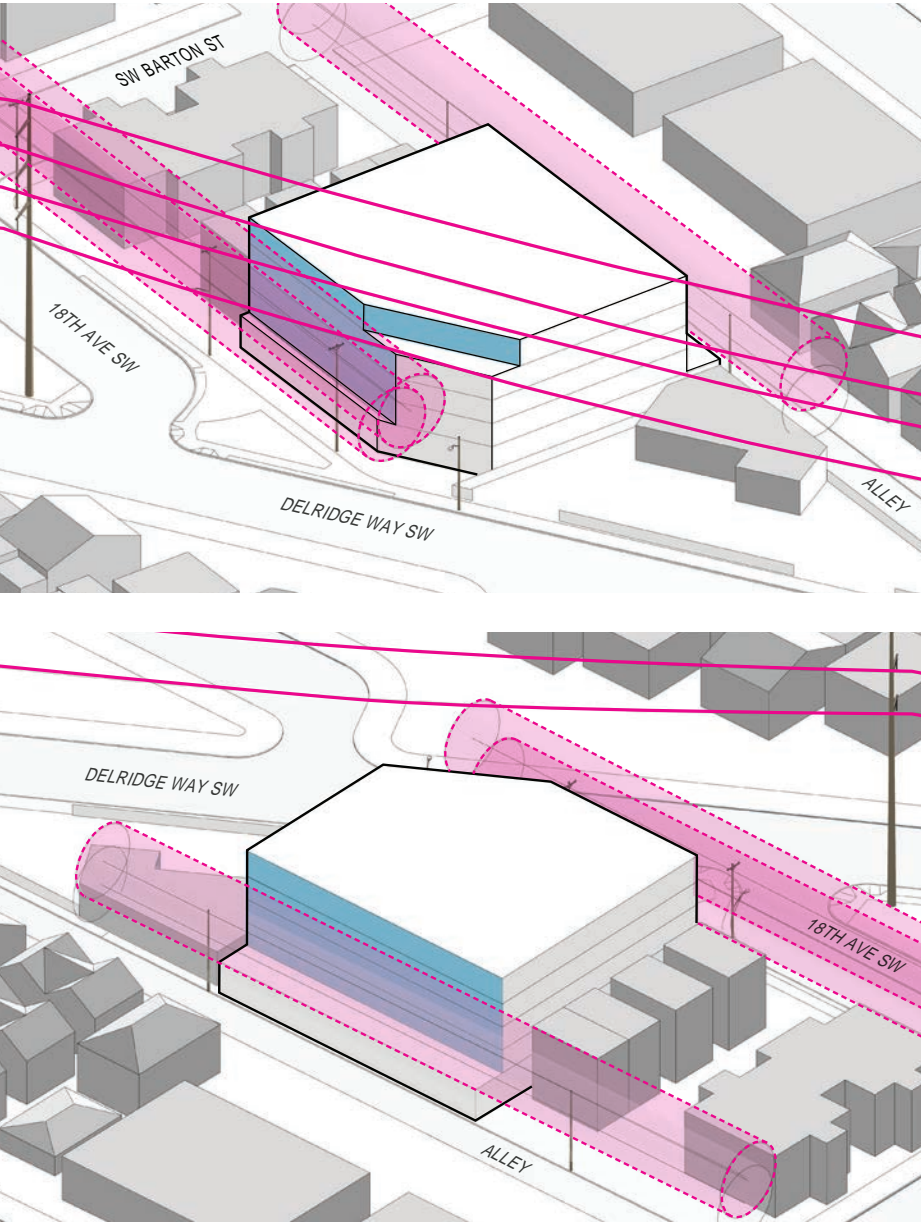


5.0 URBAN DESIGN ANALYSIS

SITE CONSTRAINTS:

High voltage powerlines require setbacks both on 18th Avenue SW, Delridge Way SW, and along the alley.

KEY  
Overhead Powerlines





6.0 ZONING DATA

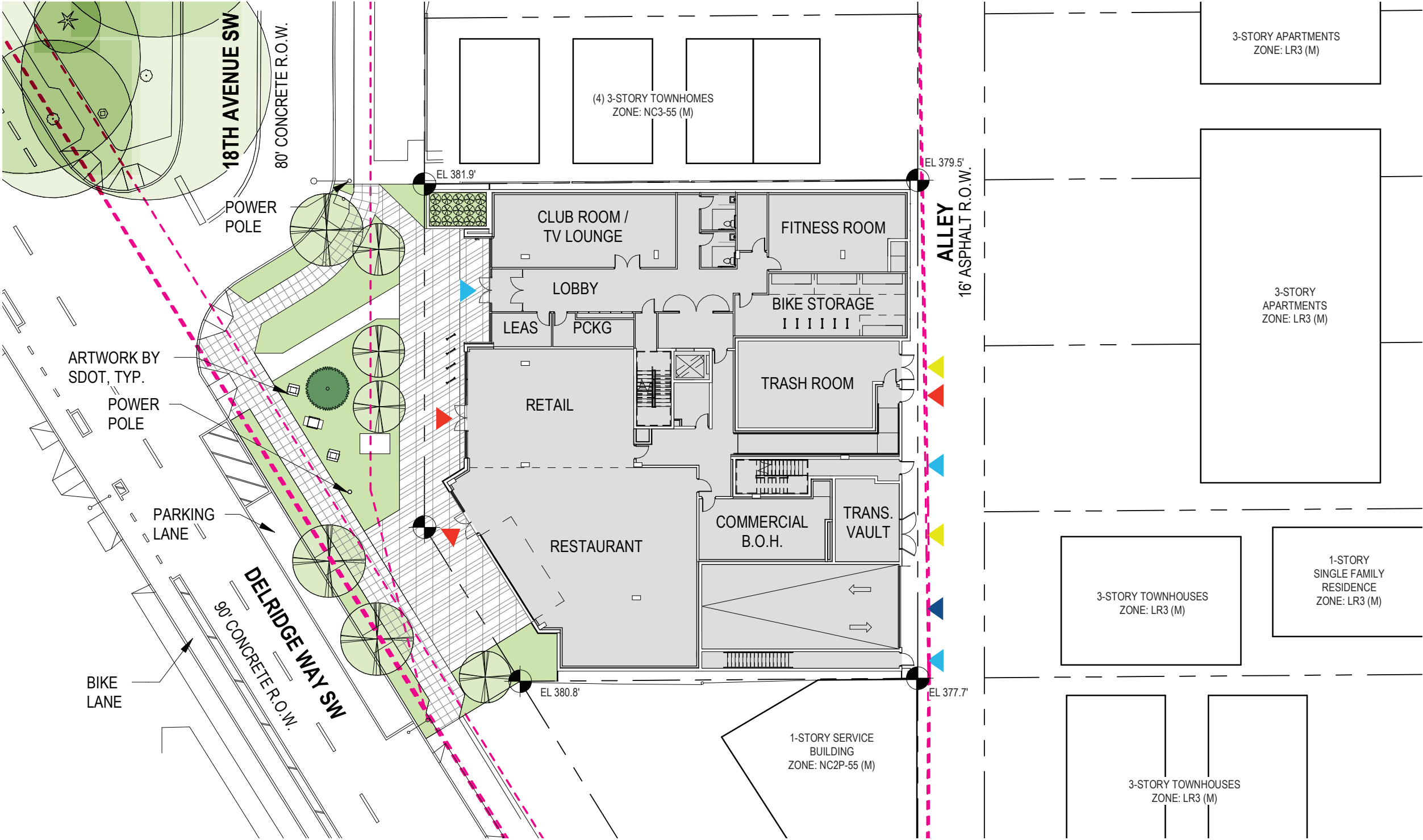
ZONE: NC3-55 (M)      URBAN VILLAGE: WESTWOOD-HIGHLAND PARK RESIDENTIAL

APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	DESIGN OPTION
Uses Permitted	23.47A.004	Table A	Permitted Uses: Restaurants, Residential, Retail Sales	√
Street-Level Development Standards	23.47A.008	A.1	Applies for structures in NC-zones	√
		A.2.b	Blank street facing facades between 2 feet & 8 feet above sidewalk shall not be more than 20 feet in length	√
		A.2.c	Total blank facades shall not exceed 40% of the width of the street facing facade of the structure	√
		A.3	Street level, street facing facades shall be within 10 of the street property line, unless wider sidewalks, plazas, or other approved spaces are provided.	√
		B.2.a	60% of street facing facades between 2 feet & 8 above sidewalk feet shall be transparent	√
		B.3.a	Non-residential uses > 600 SF shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade	√
		B.4	Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet	√
Structure Height	23.47A.012	A	55 feet max height limit	√
Floor Area Ratio	23.47A.013	Table A	FAR limit outside Station Area Overlay District: 3.75	√
Landscaping	23.47A.016	A.2	Green factor of 0.3 required	√
		B.1	Street Trees are required	√
Light and Glare Standards	23.47A.022	A	Exterior lighting must be shielded and directed away from adjacent uses	√
		B	Interior lighting in parking garages must be shielded to minimize nighttime glare affectDing nearby uses	√
Amenity Area	23.47A.024	A	Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A.	√
		B	All residents shall have access to at least one common or private amenity area. Amenity areas shall not be enclosed. Common amenity area shall have a minimum horizontal dimension of 10 feet, and be no less than 250 SF. Private balconies and decks shall have a minimum area of 60 SF and no horizontal dimension less than 6 feet.	√
Required Parking	23.54.015	Table A, K	Non-residential uses in urban villages that are not within an urban center or the Station Area Overlay District, if the non-residential use is located within a frequent transit service area. = No minimum requirement	√
		Table B, M	All residential uses in commercial, RSL and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within a frequent transit service area. = No minimum requirement	√
Required Bicycle Parking	23.54.015	Table D, A.1, A.6, D.2	Eating and drinking establishments: Long-term = 1 per 5,000 sf, Short-term = 1 per 1,000 sf (Required spaces: 1 long-term, 4 short-term); Provided spaces: 2 long-term, 4 short-term) Multi-family structures: Long-term = 1 per dwelling unit, Short-term = 1 per 20 dwelling units (Required spaces: 48 long-term, 4 short-term); Provided spaces: 50 long-term, 4 short-term) <u>TOTAL PROVIDED SPACES: 52 long-term, 8 short-term</u>	√
Trash Storage	23.54.040	Table A	Residential development: 26-50 dwelling units = 375 SF Non-residential development: 0-5,000 SF = 82 SF; 50% = 41 SF (see B below) [Total minimum required: 416 SF; Provided: 737 SF	√
		B	Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for non-residential development. In mixed use developments, storage space for garbage may be shared between residential and non-residential uses, but separate spaces for recycling shall be provided.	√



7.0 SITE PLAN

- KEY
- Landscape Area
  - Commercial Access
  - Residential Access
  - Trash / Utility Access
  - Vehicular Access
  - Overhead Powerlines



SITE PLAN



8.0 DESIGN GUIDELINES

CS1-B SUNLIGHT AND NATURAL VENTILATION

Architect Response:

- Setbacks ranging from six to eleven feet are proposed along the north facade which help to minimize the shading and solar exposure impact on the neighboring townhouses.
- Setbacks ranging from three to eleven feet are proposed along the south facade which permit openings on the facade and provide natural light into units.

CS2-B ADJACENT SITES, STREETS, AND OPEN SPACES

Architect Response:

- The proposed building mass reflects the unique lot configuration and street intersection. It connects to both streets fronting the site in different ways as described in the response to CS2-C.
- New trees proposed along the two streets and at the existing bulb will add to the greenery that already exists across the site at Delridge Triangle. These two tree ‘islands’ will mark this intersection as pedestrians and cars travel north on 18th Ave SW.

CS2-C.1 RELATIONSHIP TO THE BLOCK - CORNER SITES

Architect Response:

- The proposed building is oriented toward Delridge Way SW, anchoring this prominent corner site. The Delridge mass, extended out to the street as far as the powerline clearance allows, rises from the ground up and further emphasizing the corner. From there, the building turns gently to 18th Ave SW and the change in the facade treatment signals the change of the street character. While Delridge facade is strong and confident, the 18th Ave facade feels softer and residential-like.

CS2-D HEIGHT, BULK, AND SCALE

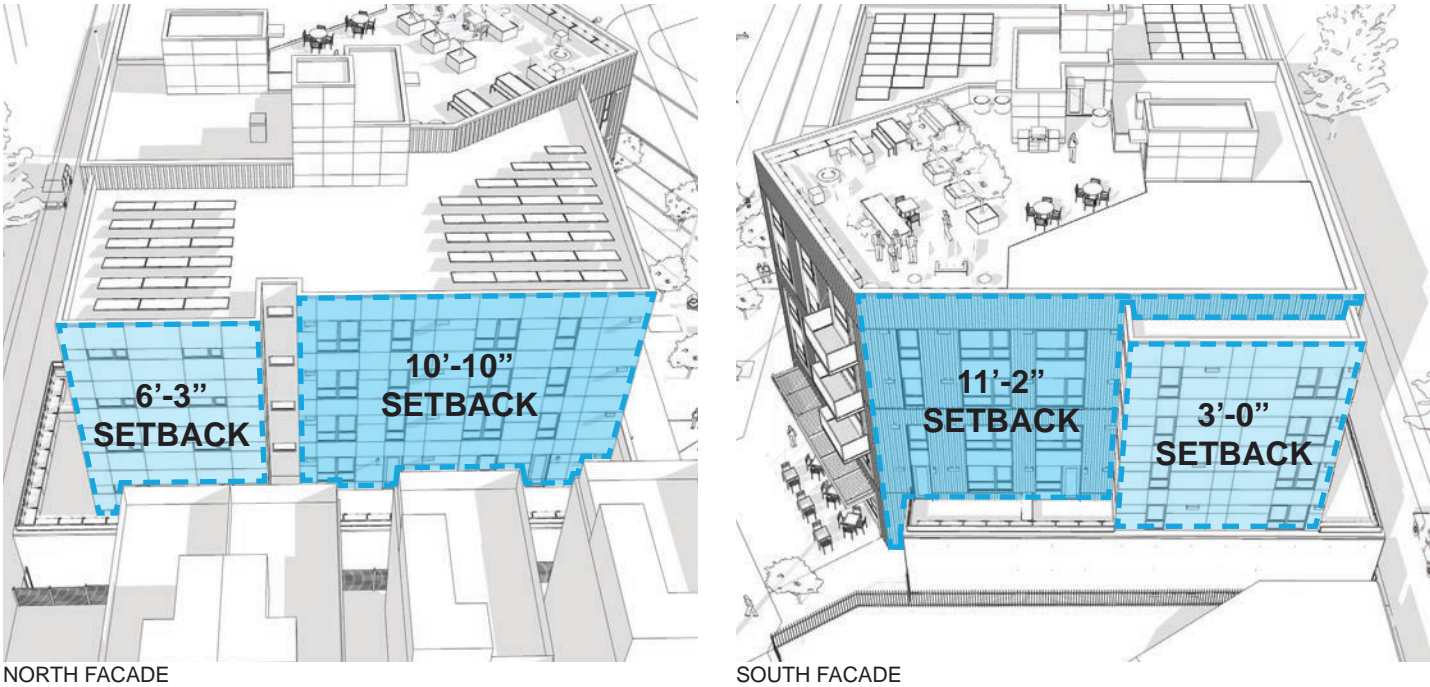
Architect Response:

- The site marks the beginning of the NC3 zone and the end of the NC2-Pedestrian zone south of site along Delridge Way SW, although the height limit for both zones remains the same at 55'. The LR-3 zone across the alley has the height limit of 50'. Given these height limits, the scale of the proposed development is in line with the anticipated zoning envelope in this area.
- Façade modulation and building setbacks are utilized to reduce a perceived mass, give some relief to the existing townhouses to the north, and provide solar gain to the units facing south. The limited number of openings proposed on the north façade are carefully placed to reduce privacy concerns.

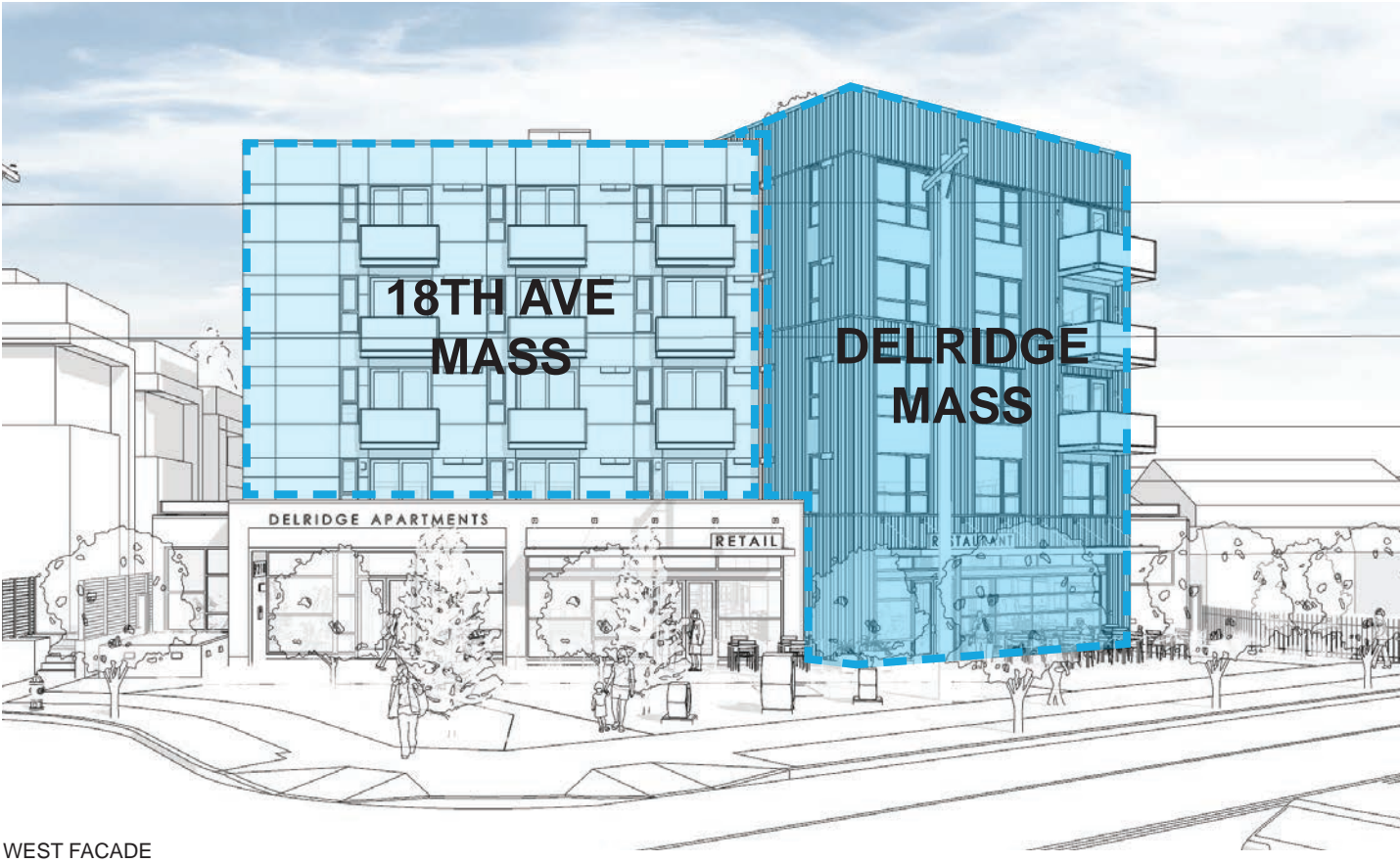
CS3 ARCHITECTURAL CONTEXT AND CHARACTER

Architect Response:

- The proposed building strives to both fit into an established residential neighborhood and integrate into a future development pattern along the evolving Delridge Way. This effort is achieved through the proposed massing, fenestration pattern, secondary architectural elements, and landscaping. The result is the building that serves both as an urban edge and is a compatible addition to the residential neighborhood.



CS1-B, SUNLIGHT AND NATURAL VENTILATION



CS2-C.1, CS3, CORNER SITE, ARCHITECTURAL CONTEXT AND CHARACTER



8.0 DESIGN GUIDELINES

PL3 STREET-LEVEL INTERACTION

Architect Response:

- Residential and retail entries are clearly defined and visible from streets. Retail spaces are located at the corner of Delridge Way SW and 18th Ave SW while a residential entry is located on 18th Ave SW. The street level facade splits and recesses at the north end to create separate spaces for residential and retail uses.
- A generous setback provided at the street level widens the sidewalk and allows for retail activities to spill out. Planting and landscape features enliven this open space where future residents and retail patrons can mingle. The space also provides a respite from a busy Delridge Wayh, with a view of beautiful mature trees at Delridge Triangle. Ample glazing visually connects activities inside to outside.
- Amenity space is tucked away from the busy Delridge Way and toward the neighboring residential buildings creating a quiet and safe entry for residents. Parking and back-of-house functions are located off the alley as is typical in this neighborhood.

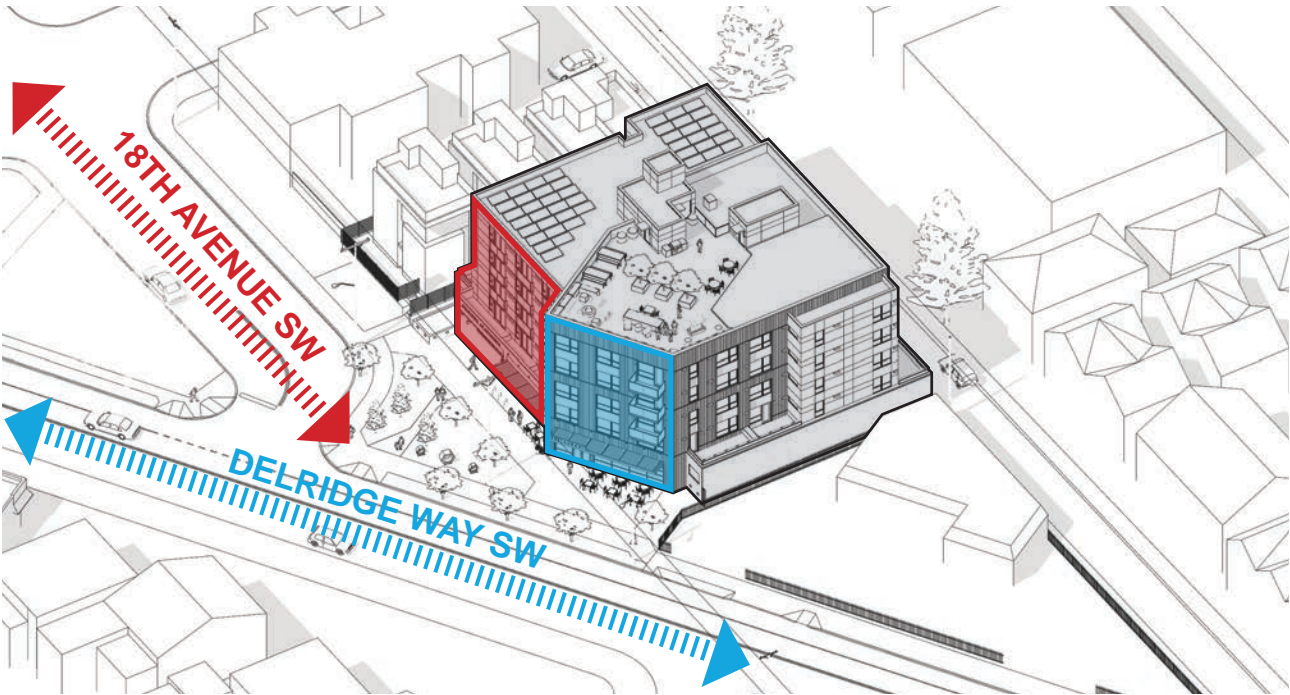
DC2 ARCHITECTURAL CONCEPT

Architect Response:

- The proposed building mass reflects the unique lot configuration and street intersection. Even though the building facades aims to address the different characters of two streets fronting the site, they are designed as a whole. The building will possess both urban scale and human scale.
- Secondary elements such as balconies and canopies are provided to add visual interest, texture, and depth to the facades.
- The amount of blank wall on the north and south facades have been eliminated by pushing these walls back from the property line to allow for fenestration.



PL3, STREET-LEVEL INTERACTION



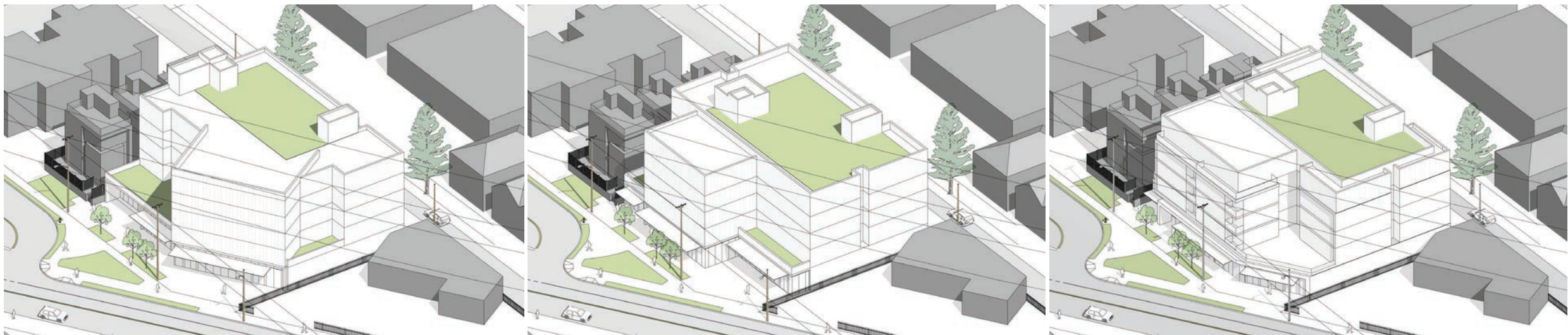
DC2, MASS REFLECTS INTERSECTING GRID



DC2, SECONDARY ELEMENTS ADD VISUAL INTEREST, TEXTURE, AND DEPTH TO FACADE



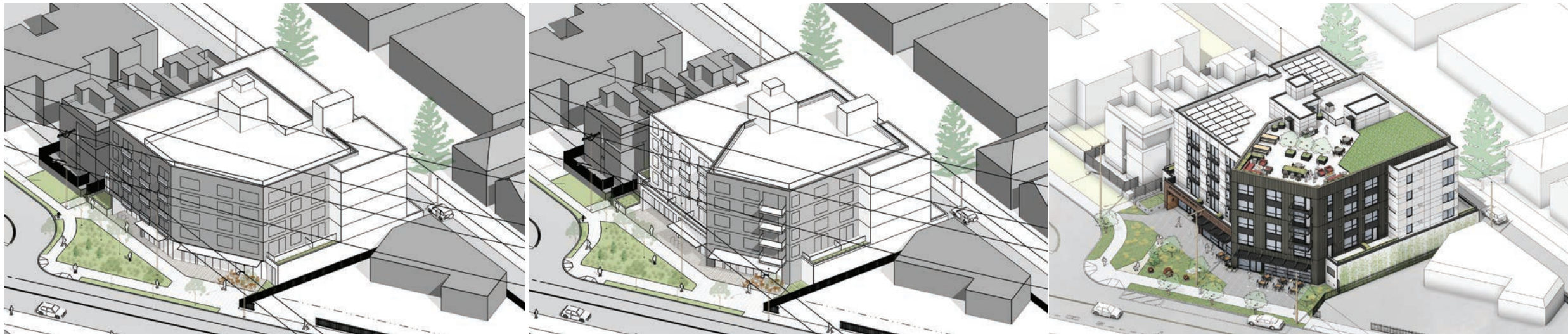
8.0 PROJECT DESIGN HISTORY - EDG 1



	OPTION 1	OPTION 2	OPTION 3 (PREFERRED)
CONCEPT:	Orient to Delridge	Intersecting Boxes	Sliding Frames
# UNITS:	55	55	59
AMENITY SF (OUTDOOR):	3,125	4,067	3,772
AMENITY SF (INDOOR)	986	1,413	1,167
COMMERCIAL SF:	4,567	4,486	5,242
PARKING STALLS:	28	25	25
BIKE STALLS:	55 Long-Term, 10 Short-Term	57 Long-Term, 10 Short-Term	60 Long-Term, 10 Short-Term
FAR SF:	47,036	49,699	49,244
OPPORTUNITIES:	<ul style="list-style-type: none"><li>Strong frontage facing Delridge.</li><li>Facade along 18th Ave SW pulled back to allow for articulation with balconies &amp; to allow space between adjacent townhouse to the north.</li><li>Residential entrance pulled away from 18th Ave SW to allow for generous plaza on northwest side of site.</li></ul>	<ul style="list-style-type: none"><li>Simple geometric relationship between masses.</li><li>Generous plaza on southwest of site connects to Delridge Triangle</li><li>Northwest corner is set back to let light and space to adjacent development.</li></ul>	<ul style="list-style-type: none"><li>Responds well to the scale of the existing area, ie. 1-story retail &amp; the adjacent 3-story townhomes</li><li>Set back from powerlines allows for facade articulation on 18th Ave SW.</li><li>Set back from north property line gives space to townhouses and allows for fenestration.</li><li>Generous residential lobby entrance to the north.</li><li>Generous plaza on southwest of site connects to Delridge Triangle.</li></ul>
CONSTRAINTS:	<ul style="list-style-type: none"><li>Large facade facing Delridge does not fit the scale of the street and area</li><li>Majority of north facade is built right up to the property line and shades 3 of the 4 townhomes to the north.</li><li>Blank facade on north wall due to zero lot line condition.</li><li>Stair core located on north facade.</li><li>Irregular shaped units difficult to lay out.</li><li>Unit windows on southern facade may be covered with future development.</li></ul>	<ul style="list-style-type: none"><li>Blank facades on north and south wall due to zero lot line conditions.</li><li>Majority of north facade is built right up to the property line and shades 3 of the 4 townhomes to the north.</li><li>Units on northwest side shaded most of the year.</li><li>Little articulation on wall closest to 18th Ave SW.</li><li>5-story facade on 8th avenue does not respond to the predominant scale of buildings in the area, ie. 3-story townhomes.</li></ul>	<ul style="list-style-type: none"><li>Blank facade on south wall due to zero lot line condition.</li></ul>
CODE COMPLIANCE:	Yes, code compliant	Yes, code compliant	Yes, code compliant



8.0 PROJECT DESIGN HISTORY - EDG 2



	OPTION 4	OPTION 5 (PREFERRED)	REC (OPTION 5 - DEVELOPED)
# UNITS:	56	56	48
AMENITY SF (OUTDOOR):	3,415	3,690	6,851
AMENITY SF (INDOOR)	1,428	1,450	1,343
COMMERCIAL SF:	3,796	3,865	4,067
PARKING STALLS:	29	28	28
BIKE STALLS:	57 Long-Term, 6 Short-Term	57 Long-Term, 6 Short-Term	52 Long-Term, 8 Short-Term
FAR SF:	48,059	46,705	46,602
OPPORTUNITIES:	<ul style="list-style-type: none"><li>Strong urban edge on Delridge Way SW and 18th Ave SW.</li><li>Portion of north facade set back at 15’ provides extra relief at north for townhouses.</li></ul>	<ul style="list-style-type: none"><li>Strong presence on Delridge Way SW and is differentiated from facade on 18th Ave SW.</li><li>Facade pulled back from 18th Ave SW allows for julliette balconies and suggests 18th being the more residential of the 2 streets.</li><li>Commercial facade is naturally divided into 2 sections for 2 smaller commercial spaces.</li></ul>	<ul style="list-style-type: none"><li>Strong presence on Delridge Way SW and is differentiated from facade on 18th Ave SW.</li><li>Facade pulled back from 18th Ave SW allows for julliette balconies and suggests 18th being the more residential of the 2 streets.</li><li>Commercial facade is naturally divided into 2 sections for 2 smaller commercial spaces.</li></ul>
CONSTRAINTS:	<ul style="list-style-type: none"><li>One mass along Delridge Way SW and 18th Ave SW appears monolithic.</li></ul>	<ul style="list-style-type: none"><li>4’ less set back on north compared to Option 4 next to townhouses.</li></ul>	
CODE COMPLIANCE:	Yes, code compliant	Yes, code compliant	Yes, code compliant



8.0 ITEMIZED RESPONSE TO EDG 2

EARLY DESIGN GUIDANCE MEETING #2  
APRIL 1, 2021

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, staff provides the following siting and design guidance.

1. URBAN PATTERN AND FORM:

Per board guidance at EDG 1, the applicant returned with two additional massing studies which featured simpler massing that holds the corner of Delridge Way SW and 18th Avenue SW more effectively than the previously presented options. The Board discussed the merits of Options 4 and 5, and recommended that the applicant move forward with developing Option 5 in response to the following guidance:

COMMENT 1.A

The Board appreciated the way in which the applicant articulated the 2 massing elements and how each related to Delridge Way SW and 18th Avenue respectively. The Board recommended that this be retained moving forward. (CS1-B-2, CS2-B-2, CS2-C-1)

ARCHITECT RESPONSE:

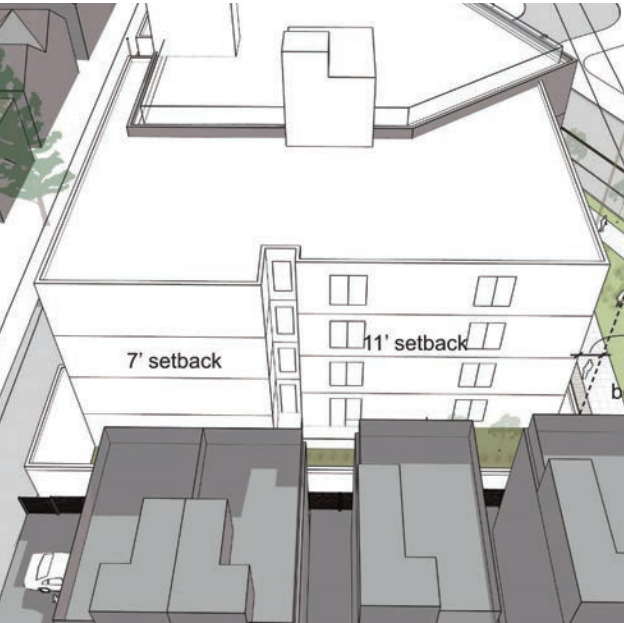
The 2 massing elements shown at EDG 2 have been incorporated into the design. They have been reinforced by their differing materiality and fenestration treatment, signifying a difference in street character. See Fig 1.

COMMENT 1.B

The Board applauded the applicant for providing large setbacks at the west half of the north and south sides of the building, however, they were particularly concerned about the large expanses of blank wall proposed on the eastern portions of the north and south facades. The Board directed the applicant to integrate more glazing into these facades, specifically at the east ends towards the alley, and on the west facing return walls, to reduce the impacts associated with the blank walls and to improve solar access for residents. (CS1-B-2, DC2-B-2)

ARCHITECT RESPONSE:

The eastern portion of the south façade has been pulled back from the property line to allow for glazing and glazing has been added to the west facing return walls. Additional glazing has also been provided at the north façade. Windows and vegetation have been carefully considered to provide air and light for new residents and privacy for the residents to the north. See Fig 2 & 3.



EDG 2 PREFERRED OPTION



DEVELOPED PREFERRED OPTION

FIG 3 - ADDITIONAL FENESTRATION AT NORTH FACADE



FIG 1 - DEVELOPED PREFERRED OPTION



EDG 2 PREFERRED OPTION



DEVELOPED PREFERRED OPTION

FIG 2 - ADDITIONAL FENESTRATION AT SOUTH FACADE



8.0 ITEMIZED RESPONSE TO EDG 2

COMMENT 1.C

The Board recommended that the eastern half of the south side be set back further to allow for more separation between the proposed building and the adjacent single-story structure, which in turn would allow for larger expanses of glazing. (CS1-B-2, DC2-B-2)

ARCHITECT RESPONSE:

The eastern portion of the south façade has been pulled back from the property line to allow for glazing. See Fig 2.

COMMENT 1.D

The Board appreciated the amount of pedestrian connectivity and the streetscape experience and the increased opportunities for activity to spill out into the public right-of-way to create a more active and engaging public realm. The Board recommended that the applicant work with SDOT to incorporate the large triangular right-of-way planting strip into the overall landscape design. (PL1-B-3, PL3-C)

ARCHITECT RESPONSE:

The project is continuing coordination with SDOT landscaping in the ROW as part of the SIP process. The landscape planting materials and species on site will be similar and consistent to those located within the ROW. The enhanced paving pattern and color within the property line has been extended into the ROW to engage the triangular planting area. A paved walkway has been extended through the triangle to provide a direct walking route between the building and Delridge Way SW and provide better visual access to the sculptures installed by SDOT. See Fig 4.

COMMENT 1.E

The Board noted that the strong massing of Option 5 with its two distinct volumes, successfully addressed the EDG guidance related to the ability to divide the one large commercial space into two identifiable smaller spaces. The Board recommended that the applicant study how the design of the storefront and hardscape might further enhance the delineation between to two spaces. (CS2-B-2, PL1-A-1, PL1-A-2, PL2-A-1)

ARCHITECT RESPONSE:

Variation in material, orientation, and the way the materials meet the ground provide visual delineation between the two masses and differentiate two smaller commercial spaces. To unify the look and feel of the open space at ground level and avoid visual busyness, the concrete pattern at both commercial entries and the residential entry are continuous. The differentiation between the 2 commercial spaces are emphasized by the difference in material and orientation toward the street, as well as additional planters to divide the space. See Fig 4 and 5.

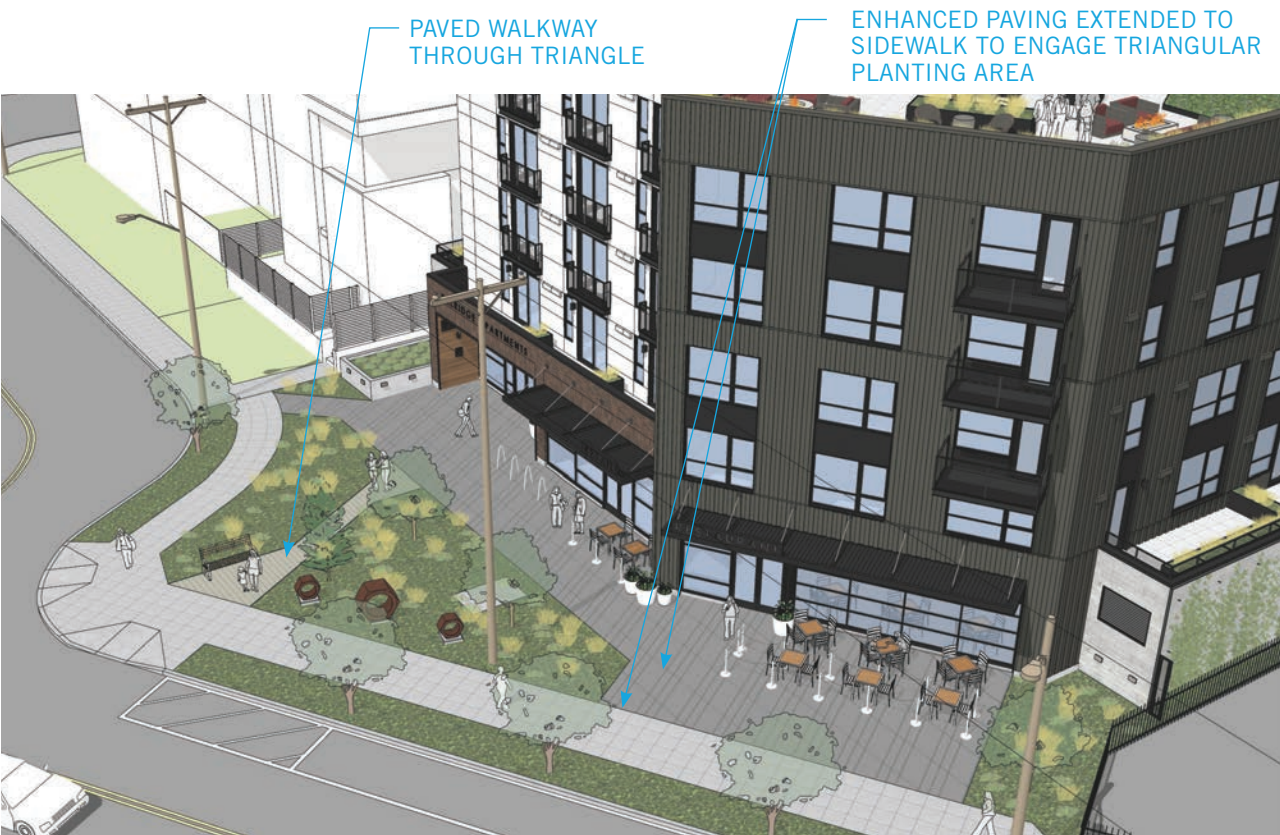


FIG 4 - LANDSCAPE DESIGN AT GROUND LEVEL



FIG 5 - COMMERCIAL ENTRIES



8.0 ITEMIZED RESPONSE TO EDG 2

COMMENT 1.F

The Board recommended, moving forward, that the applicant develop the design of the 18th Avenue SW facing façade and hardscape to make a clear distinction between the main residential entry and the commercial space, whether that be through a differentiation in materiality, signage, or other secondary architectural elements. (PL2-D-1, PL3-A1, PL3-A-2,DC2-C-1, DC2-D-1)

ARCHITECT RESPONSE:

Variation in finish materials, and overhead weather protection provide delineation between the residential entry and commercial spaces. The residential entry is recessed and emphasized by the “frame” element and the wood soffit is proposed to create a warmer residential feel that invites residents in. The commercial entry reaches out to pedestrians with its projected metal canopy. Signage will be incorporated into the entry design for wayfinding and further differentiating the two uses. See Fig 6 and p 51.

COMMENT 1.G

The Board noted that the design of the ground floor residential lobby, commercial space, and right-of-way, should consider the overflow of each use, ease of wayfinding, safety/security, appropriate lighting. (PL2-B, PL3-B-1)

ARCHITECT RESPONSE:

An exterior lighting plan has been provided on sheets 48-50 and signage information is provided on sheet 51. Operable overhead doors have been added to the storefront allowing a better connection between interior and exterior spaces, and space has been provided for sales displays or outdoor restaurant seating to further reinforce the commercial space’s connection to the exterior. See Fig 4 and 5.

COMMENT 1.H

The Board stressed the importance of purposefully designing the lower levels of the north and south facades to provided visual interest and relief from the blank walls as perceived from the adjacent properties. The Board recommended that the applicant utilize the gap between the building and the property lines for landscaping that could be used to also help deemphasize the property line walls and provide a more visibly pleasing buffer. (DC2-B-2)

ARCHITECT RESPONSE:

Landscaping has been added in the gap at the property lines to diminish the effect of the large expanses of concrete wall at the north and south property lines on the ground level. Decorative metal gates have been added to secure the gap between the building and the north and south property lines. See Fig 7.



FIG 6 - RESIDENTIAL AND COMMERCIAL ENTRIES



FIG 7 - LANDSCAPING AT NORTH AND SOUTH PROPERTY LINE



8.0 ITEMIZED RESPONSE TO EDG 2

COMMENT 1.I

The Board unanimously agreed that the same level of massing modulation and façade treatment is to be applied to the alley side of the building. It was recommended that balconies, decks, and other human scale elements be used on this façade to provide additional visual interest. (DC1-C-4, DC2-A-2, DC2-B-1, DC2-B-2DC2-C-1, DC2-D-1, DC4-A-1)

ARCHITECT RESPONSE:

The brown mass intersecting the white mass on the Delridge side of the building has been brought back to also articulate the alley facade and emphasize the intersecting grid concept. The overhead electrical lines clearances in the alley do not allow enough space for occupiable balconies above the L2 decks so Juliet balconies have been provided. Landscaping has been added to the L2 decks to enhance the podium. The concrete parapet has been lowered to reduce the perceived height at ground level and a metal railing has been added to help animate the alley facade along with the proposed planting on the L2 decks. Juliet balconies allow space for future residents to place small potted plants outdoors which will help soften the facade as well. See Fig 8.

COMMENT 1.J

The Board recommended that the second-floor roof be used as residential decks to help animate the alley side of the building. (PL3-B-4, DC3-B-3)

ARCHITECT RESPONSE:

Private patios have been provided to all L2 units and landscaping has been provided to animate the facade along these decks. The concrete parapet has been lowered and a metal railing added to lessen the perceived height and add visual interest to the L2 decks from ground level. The green screen on the north concrete wall wraps around to the alley to further animate the ground level alley facade. See Fig 8 and 9.

COMMENT 1.K

The Board noted that the higher parapet and deeper balconies on the Delridge Way SW oriented mass were successful in breaking down the scale of the façade. These elements are to be retained moving forward. (DC2-A-2, DC2-B-1)

ARCHITECT RESPONSE:

At EDG 2 the parapet at roof level was lowered and a metal railing provided. To emphasize the mass facing Delridge, the parapet has been raised to guardrail height. Deeper balconies oriented toward Delridge Way SW have been retained. See Fig 1.

COMMENT 1.L

The Board expressed concern with the relative flatness of each façade and recommended that the applicant look at ways in which to provide additional perceived depth through deeper set windows, smaller-scaled materials, and other human scaled elements. (DC2-B-2, DC2-D-2)

ARCHITECT RESPONSE:

Siding patterns and materials, landscaping, canopies, balconies, setbacks at L2 and modulation provide depth to the facades. See elevations for more material information. See p51 and 52 for detailing of materials to provide depth of materials.



FIG 8 - ALLEY FACADE



FIG 9 - ALLEY VIEW



9.0 FLOOR PLANS

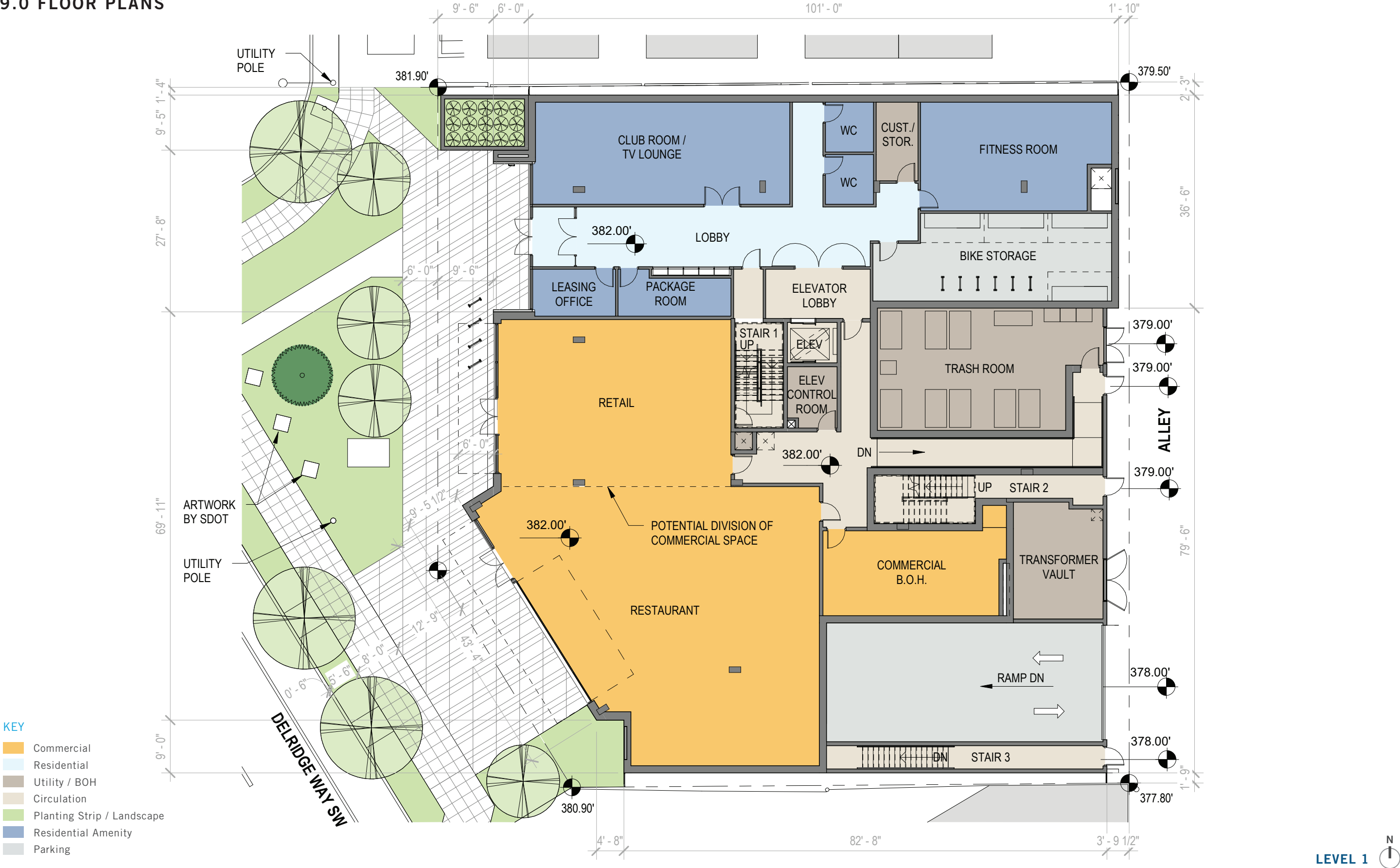
- KEY
- Commercial
  - Residential
  - Utility / BOH
  - Circulation
  - Planting Strip / Landscape
  - Residential Amenity
  - Parking



LEVEL P1



9.0 FLOOR PLANS





9.0 FLOOR PLANS





9.0 FLOOR PLANS



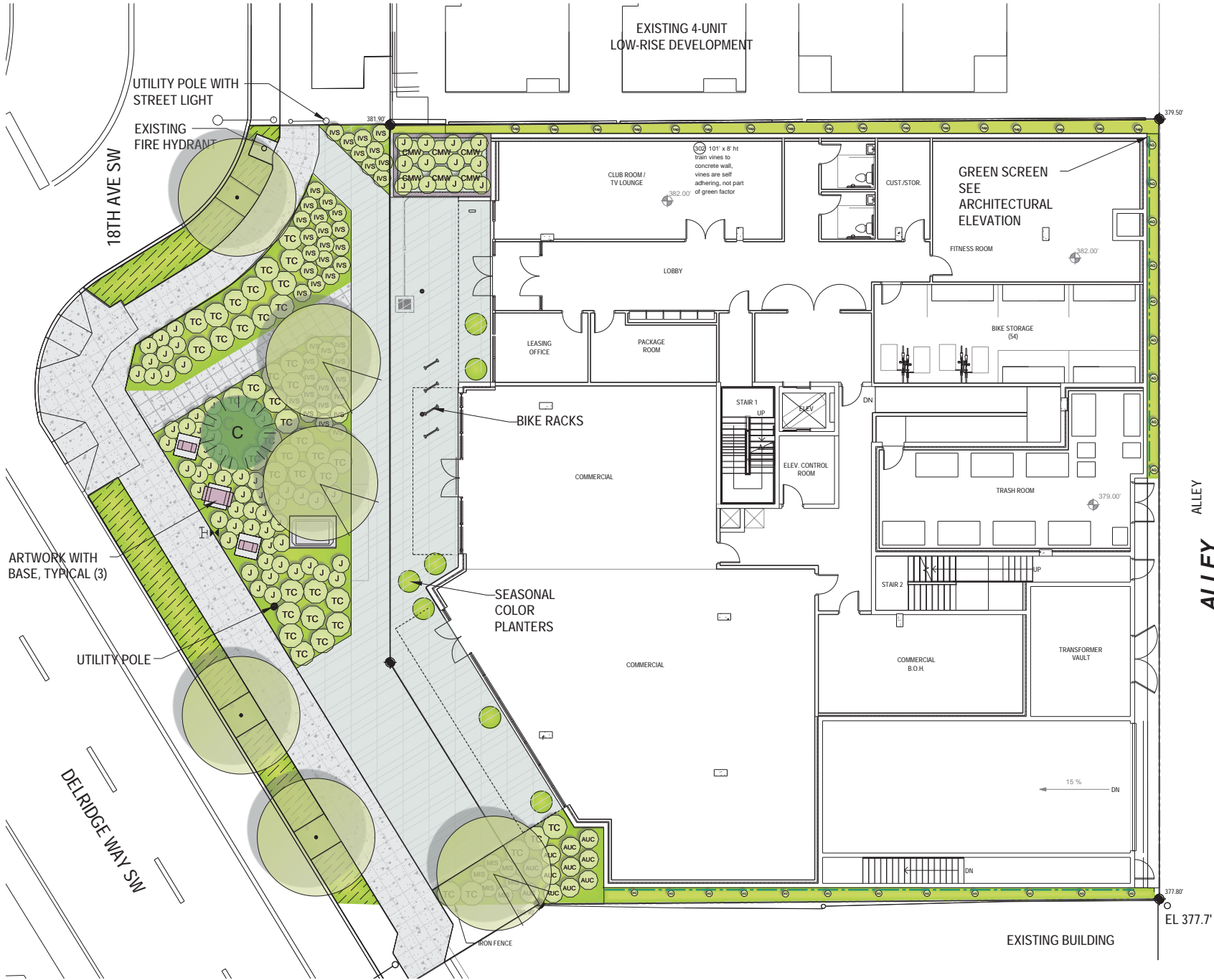


9.0 FLOOR PLANS





10.0 COMPOSITE LANDSCAPE / HARDSCAPE PLAN



PLANT SCHEDULE

QUANT	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
3	DAVIDIA INVOLUCRATA STREET TREE FORM	DOVE TREE	2-2.5' CAL	
3	NYSSA SYLVATICA 'HAYMANRED' STREET TREE FORM	RED RAGE TUPELO	2-2.5' CAL	
1	SEQUOIA SEMPERVIRENS 'APTOS BLUE' STREET TREE FORM	COASTAL REDWOOD 'APTOS BLUE'	6-7'	
★ 11 #	ABUTUS UNEDO COMPACTA	COMPACT STRAWBERRY BUSH	5 GAL	
104 #	CAREX EVERLIME	EVERLIME CAREX	1 GAL	
★ 6 #	CORNUS MIDWINTER FIRE	MIDWINTER FIRE REDTWIG DOGWOOD	2 GAL	
★ 29 #	EUONYMUS JAPONICUS 'GREEN SPIRE'	'GREEN SPIRE' EUONYMUS	2 GAL	
★ 3 #	HAMAMELLIS MOLLIS 'DIANE'	DIANE WITCH HAZEL	4-5'	
10 #	HEMEROCALIS HAPPY RETURNS	DAY LILY HAPPY RETURNS	1 GAL	
★ 57 #	ILEX CRENATA 'SKY PENCIL'	SKY PENCIL JAPANESE HOLLY	2 GAL	
★ 43 #	ITEA VIRGINICA 'SPRICH'	LITTLE HENRY® DWARF VIRGINIA SWEETSPIRE	2 GAL	
★ 15 #	JUNCUS INFLEXUS 'BLUE ARROWS'	BLUE ARROWS RUSH	1 GAL	
★ 15 #	JUNIPERUS SCOPULORUM 'BLUE ARROW'	BLUE ARROW JUNIPER	5 GAL	
175 #	LIRIOPE SILVERY SUNPROOF	SILVERY SUNPROOF MONDO GRASS	1 GAL	
★ 5 #	MISCANTHUS YAKU JIMA	SEMI DWARF MAIDEN GRASS	2 GAL	
★ 19 #	PENNISETUM 'HAMELN'	DWARF FOUNTAIN GRASS	1 GAL	
★ 7 #	POTENTILLA MANGO TANGO	MANGO TANGO POTENTILLA	2 GAL	
★ 12 #	ROSEMARINUS 'ARP'	ARP ROSEMARY	2 GAL	
21 #	SEDUM AUTUMN JOY	AUTUMN JOY SEDUM	1 GAL	
★ 43 #	TAXUS CUSPIDATA 'MONLOO'	EMERALD SPREADER® JAPANESE YEWE	2 GAL	
★ 4 #	YUCCA FILAMENTOSA 'COLOR GUARD'	COLOR GUARD YUCCA	2 GAL	
VINES				
21	AKEBIA QUINATA VARIGATA	VARIGATED FIVE LEAF AKEBIA	2 GAL	
3	CLEMATIS HENRYII	WHITE FLOWERING CLEMATIS	2 GAL	
17	HYDRANGEA ANOMALA PETIOLARIS 'MIRANDA'	MIRANDA CLIMBING HYDRANGEA	2 GAL	
110 #	ARCTOSTAPHYLOS UVA-URSI 'MASSACHUSETTS'	KINNIKINNICK MASSACHUSETTS	1 GAL	24" O.C.
	GREEN ROOF TRAY PLANTING SYSTEM. TRAY SYSTEM WEIGHS UP TO 34 POUNDS PER SQUARE FOOT SATURATED WEIGHT MAXIMUM.			

FOR EACH HATCH AREA PROVIDE AMOUNT OF PLANTINGS LISTED ADJACENT TO HATCH SHRUB WITH A MATURE HEIGHT OF 24" OR GREATER, (FOR GREEN FACTOR CALCULATIONS) PLANT SHRUBS AND GROUNDCOVERS A MINIMUM OF 18" FROM PAVED SURFACES DROUGHT TOLERANT SHRUB OR GROUNDCOVER, ONCE ESTABLISHED, NOTE SOME SPECIES ARE DRAUGHT TOLERANT WHEN GROWN IN SHADE AS THEY ARE ON THIS PLAN

SEE ARCHITECTURAL PLANS FOR ALL RAILS AND RAILINGS

COORDINATE ALL WORK WITH ARCHITECTURAL AND CIVIL DRAWINGS.

COORDINATE TREE LOCATIONS WITH UTILITY PLANS, TREES MUST BE 5' MINIMUM HORIZONTAL DISTANCE FROM UNDERGROUND UTILITIES. COORDINATE WITH OWNER AND LANDSCAPE ARCHITECT IF TREES NEED TO BE LOCATED SUBSTANTIAL DIFFERENT FROM LOCATIONS AS SHOWN ON PLANS.

STREET TREE PLANTING REQUIRES A PRE-PLANTING INSPECTION – COORDINATE WITH LANDSCAPE ARCHITECT OF RECORD. SPECIES & SIZE SUBSTITUTION TO BE APPROVED BY LA OF RECORD AND SDOT URBAN FORESTRY. EMAIL DOT\_LA@seattle.gov FOR FINAL INSPECTION AND PERMIT STREET TREES SIGN OFF.

ALL PLANTINGS AND LANDSCAPE ELEMENTS REQUIRED AS PART OF THIS BUILDING PERMIT MUST BE MAINTAINED FOR THE LIFE OF THE PROJECT. IF ALTERATIONS OR FAILURES REDUCE LANDSCAPE FEATURES TO A LEVEL BELOW THE MINIMUM REQUIRED PLANTING AREA OR GREEN FACTOR SCORE, NEW FEATURES MUST BE ADDED TO COMPENSATE. THIS REQUIREMENT ALSO APPLIES TO LANDSCAPE IMPROVEMENTS IN THE RIGHT-OF-WAY.

SEE ARCHITECTURAL PLANS FOR AMENITY SPACE CALCULATIONS



- CAST CONCRETE WITH ENHANCED PATTERN
- PAVERS ON PEDESTALS
- CONCRETE PAVING, WITH STANDARD 24" BY 24" SCORING
- 7/8" WASHED ROUNDED GRAVEL
- CITY OF SEATTLE STANDARD LOOP BIKE RACK (5), TOTAL CAPACITY EQUALS 10 BIKES

- TOURNESOL WILSHIRE PLANTER, 24" DEPTH, COORDINATE FINISH AND COLOR WITH OWNER AND LA
- GAS GRILL
- GAS FIRE PIT
- GREEN SCREEN METAL LATTICE, SEE GREEN FACTOR EXHIBIT SHEETS FOR WIDTH BY HEIGHT DIMENSIONS HEIGHTS: 8' TALL ON SOUTH SIDE GROUND FLOOR, 2.5' TALL ON NORTH SIDE OF 2ND FLOOR





A vertical bar chart showing the distribution of 1500 genes across 15 categories. The categories are: AUC, C, CMW, EJ, HAN, HR, I, IVS, J, L, MIS, PEN, PMT, RA, TC, YCO, AG, CH, and Hsp. The sizes of the circles represent the number of genes in each category. The categories are arranged in a vertical line, with a green gear icon in the center.

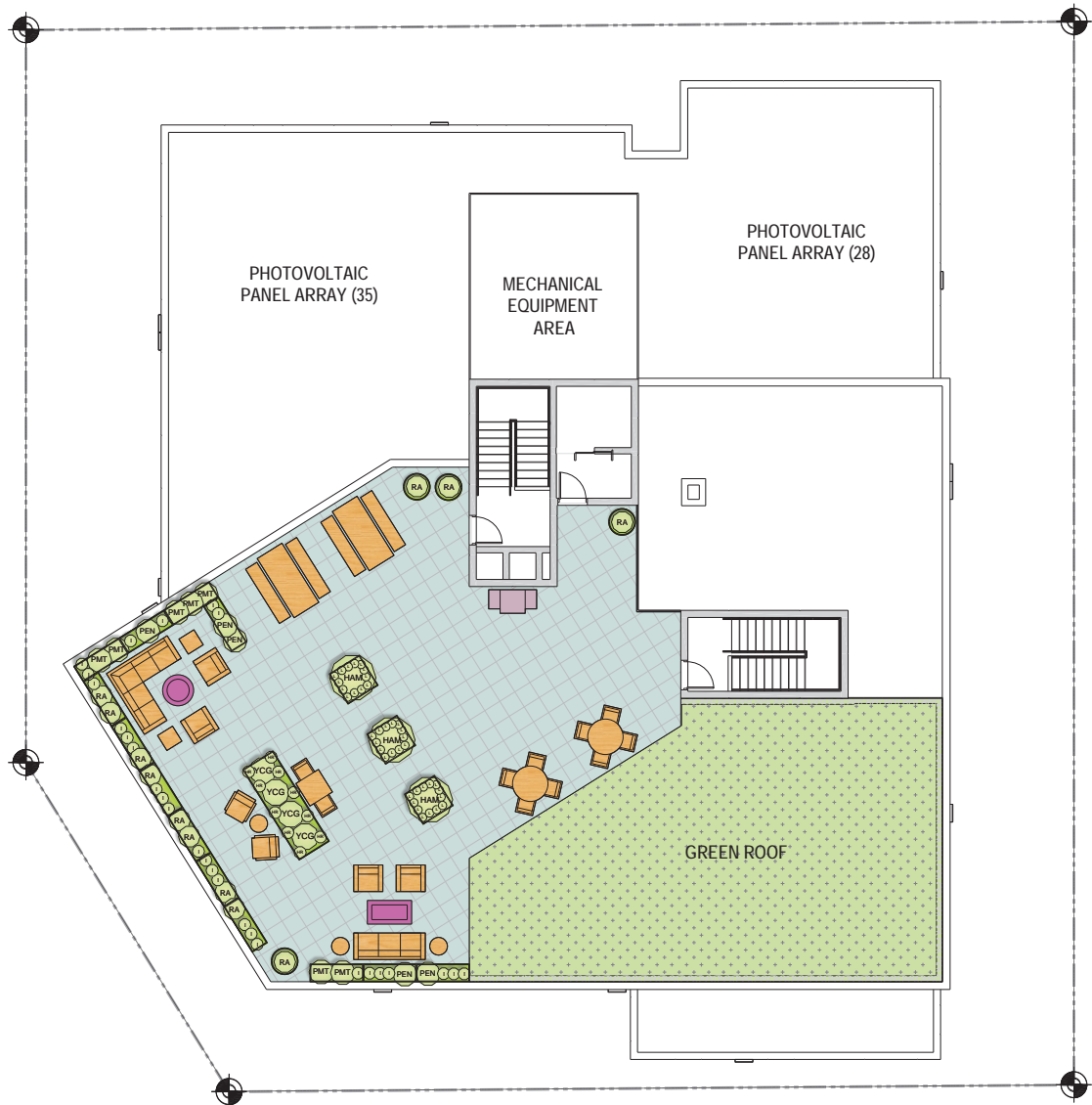
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SEE ARCHITECTURAL PLANS FOR AMENITY SPACE CALCULATIONS

-



10.0 COMPOSITE LANDSCAPE / HARDSCAPE PLAN



PLANT SCHEDULE

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3	CLEMATIS HENRYII	WHITE FLOWERING CLEMATIS	2 GAL	
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FOR EACH HATCH AREA PROVIDE AMOUNT OF PLANTINGS LISTED ADJACENT TO HATCH SHRUB WITH A MATURE HEIGHT OF 24" OR GREATER, (FOR GREEN FACTOR CALCULATIONS)

PLANT SHRUBS AND GROUNDCOVERS A MINIMUM OF 18" FROM PAVED SURFACES

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







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-  CAST CONCRETE WITH ENHANCED PATTERN
-  PAVERS ON PEDESTALS
-  CONCRETE PAVING, WITH STANDARD 24"
-  7/8" WASHED ROUNDED GRAVEL
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10.0 DESIGN OF SEATING TYPES AND OTHER SPECIAL FEATURES

**From:** McKnight, Maija <Maija.McKnight@seattle.gov>  
**Sent:** Tuesday, August 31, 2021 4:44 PM  
**To:** Andrew Kluess; Ene Osteraas-Constable  
**Cc:** constable.scott@gmsil.com; Lauren McWhorter; Yoriko Endo  
**Subject:** RE: Public art renderings- Delridge Rapid Ride

Greetings,  
These artworks are created though City of Seattle DOT’s 1% for Art and Administered by the Office of Arts & Culture, planned to be installed in mid-November 2021. They are cast bronze and range in height between 3-5’. Please find below notes from the Public Art Advisory Committee review process that includes a concept description and artist bios. Thank you, Maija

Maija McKnight (*she/her*)  
Public Art Project Manager | Seattle Office of Arts & Culture  
o: 206.684-7311 c: 206.643.5343 | f: 206.684.7171  
[seattle.gov/arts](http://seattle.gov/arts) | *Making Art Work*  
[Facebook](#)|[Twitter](#)|[Instagram](#)| [Subscribe to ARTS Enews](#)



**ARTWORK DESCRIPTION:**  
“Know How” will capture the persistence of human ingenuity and know-how through a series of cast bronze, large-scale nuts and wrench sculptures (3-5’ high) integrated in three medians. These sculptures will herald the entry to South Delridge, inviting engagement and play while evoking the neighborhood’s history of industry and labor (ship building, brick making, flour milling, canning, steel mill).

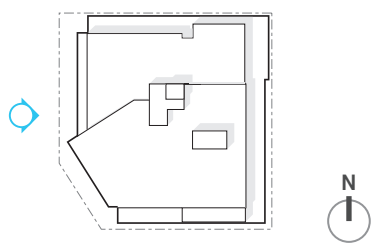
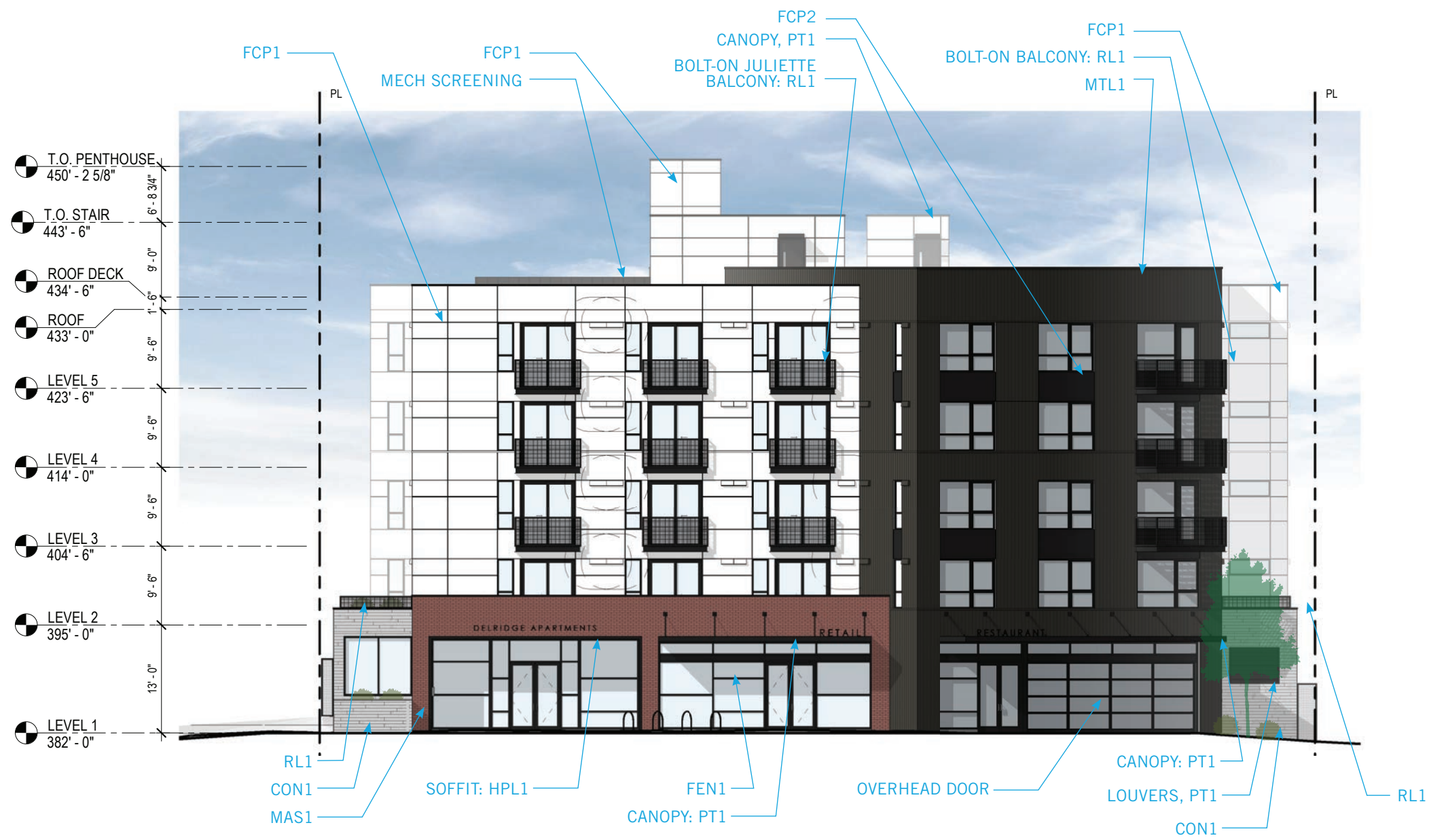
**ARTWORK REVIEWS:**  
SDOT Design Team Meetings: March/April 2018  
Public Art Advisory Concept Review and Approval: Tuesday, May 22, 2018

**ARTIST BIO:**  
Scott Constable is the founder and principal of Wowhaus, a multi-disciplinary art/design collaborative whose award-winning work over the past two decades spans public art, social practice, architecture and furniture design. Constable is also the founder and author of Deep Craft, a popular weblog that draws from his ongoing craft-based research and observation. Constable has taught and lectured at diverse schools and institutions, including the California College of the Arts, where he was the 2010 Wornick Distinguished Professor of Wood Arts. Scott has been artist in residence at Grizedale Arts, Mildred’s Lane, and the Kohler Arts Center, and has been awarded many honors and distinctions, including an Investing in Artists Grant from the Center for Cultural Innovation. A native of Philadelphia’s Main Line, Constable studied at the Rhode Island School of Design and the School of the Art Institute of Chicago, where he earned his degree with a concentration in Sculpture/Generative Systems.




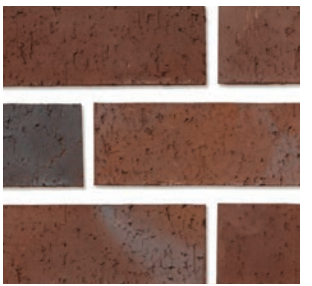




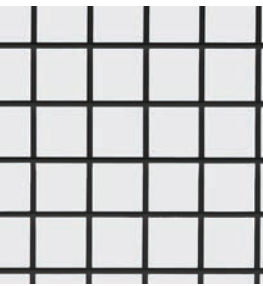
Prior to joining Wowhaus, Ene Osteraas-Constable worked as an educational multimedia writer and producer for Paramount Publishing. The recipient of two Creative Work Fund Grants as well as an Oakland Individual Artist’s grant, Ene received her BFA from the University of Massachusetts. She was the first Program Coordinator for the Edible Schoolyard, contributing to the establishment of the seminal organic gardening and cooking program founded by Alice Waters. A native New Yorker, Ene’s work is also informed by her time in New York City at the Public Art Fund, co-producing the Greenwich Village Halloween Parade, and producing the Bryant Park Festival.



11.0 WEST ELEVATION | MATERIALS

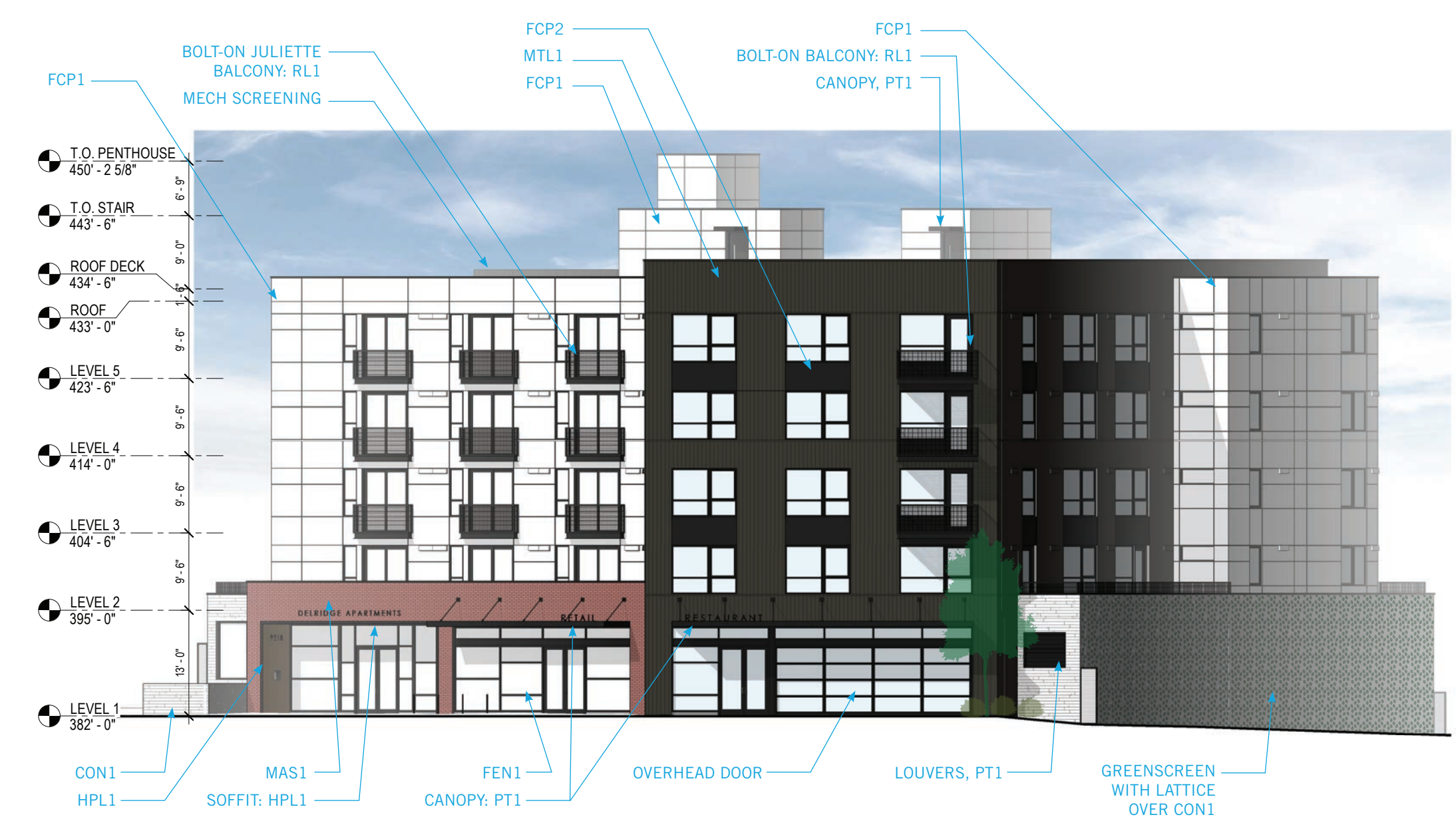


MATERIALS





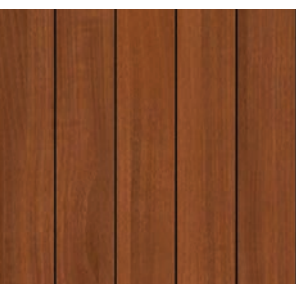


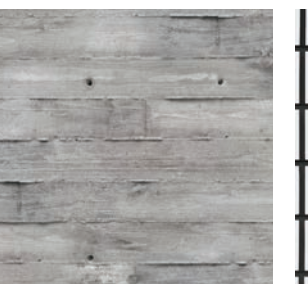
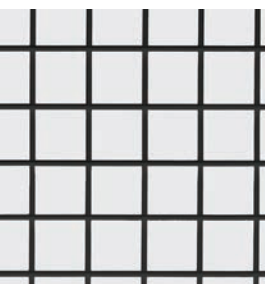
								
MTL1 Metal Panel, Dark Bronze	FCP1 Fiber Cement Panel, White	FCP2 Fiber Cement Panel, Black	MAS1 Brick Veneer, Forest Blend	HPL1 High-Pressure Wood Laminate Panel, at Residential Entry only	FEN1 Aluminum Storefront, Black Anodized	PT1 Paint: Black	CON1 Site-Cast Concrete, Board-Form Liner	RL1 Metal Mesh Railing, Powder Coated Black



11.0 SOUTHWEST ELEVATION | MATERIALS

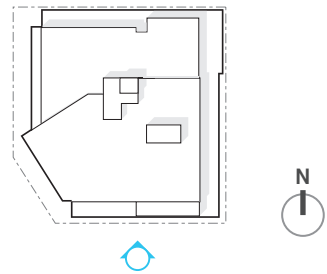
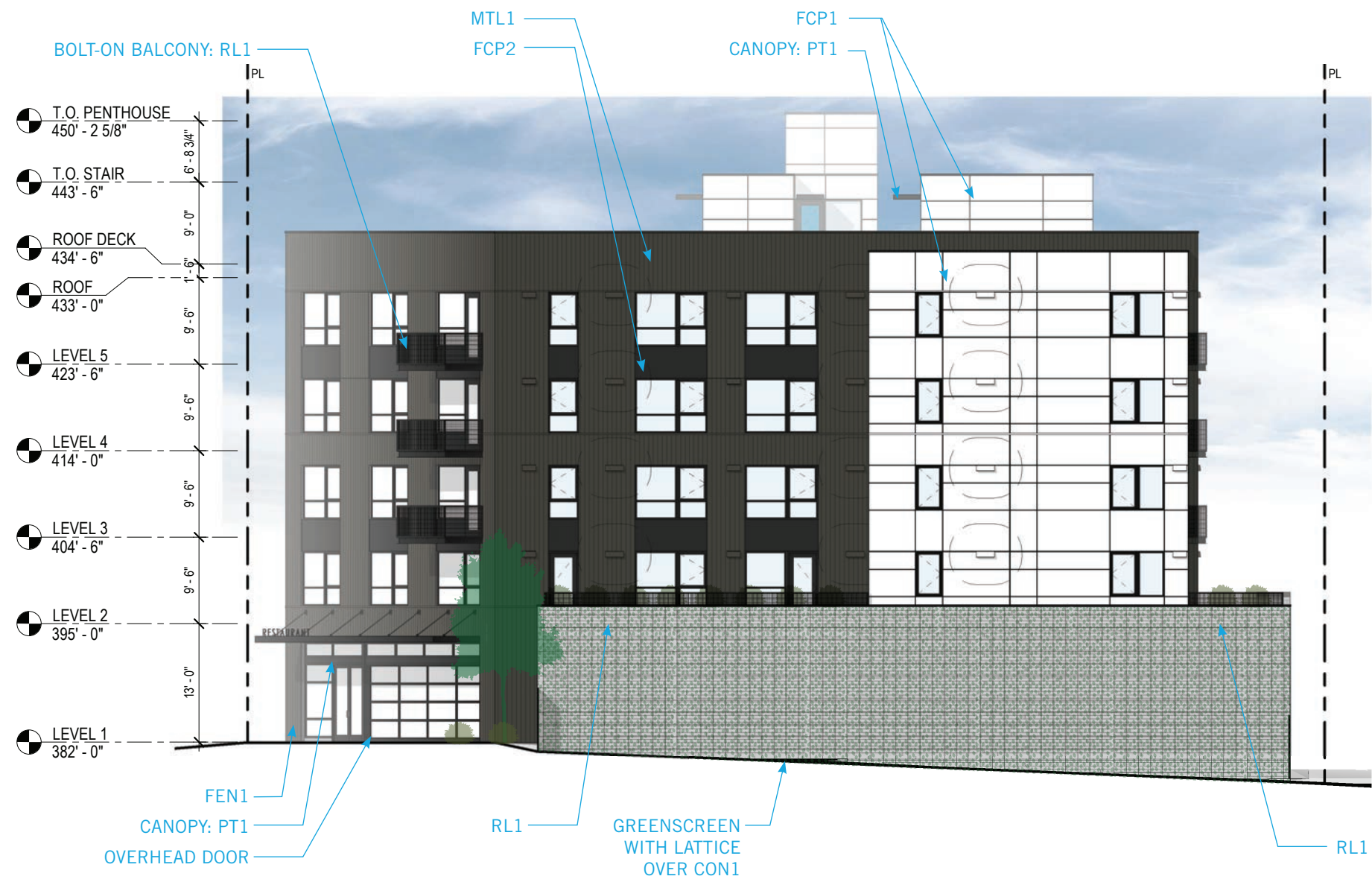


MATERIALS





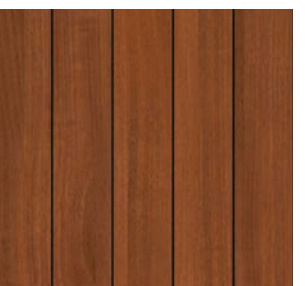


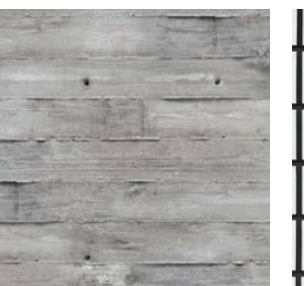
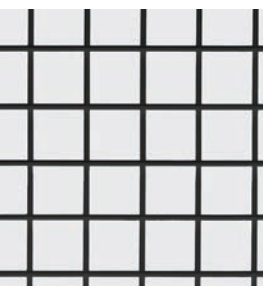
								
MTL1 Metal Panel, Dark Bronze	FCP1 Fiber Cement Panel, White	FCP2 Fiber Cement Panel, Black	MAS1 Brick Veneer, Forest Blend	HPL1 High-Pressure Wood Laminate Panel, at Residential Entry only	FEN1 Aluminum Storefront, Black Anodized	PT1 Paint: Black	CON1 Site-Cast Concrete, Board-Form Liner	RL1 Metal Mesh Railing, Powder Coated Black



11.0 SOUTH ELEVATION | MATERIALS

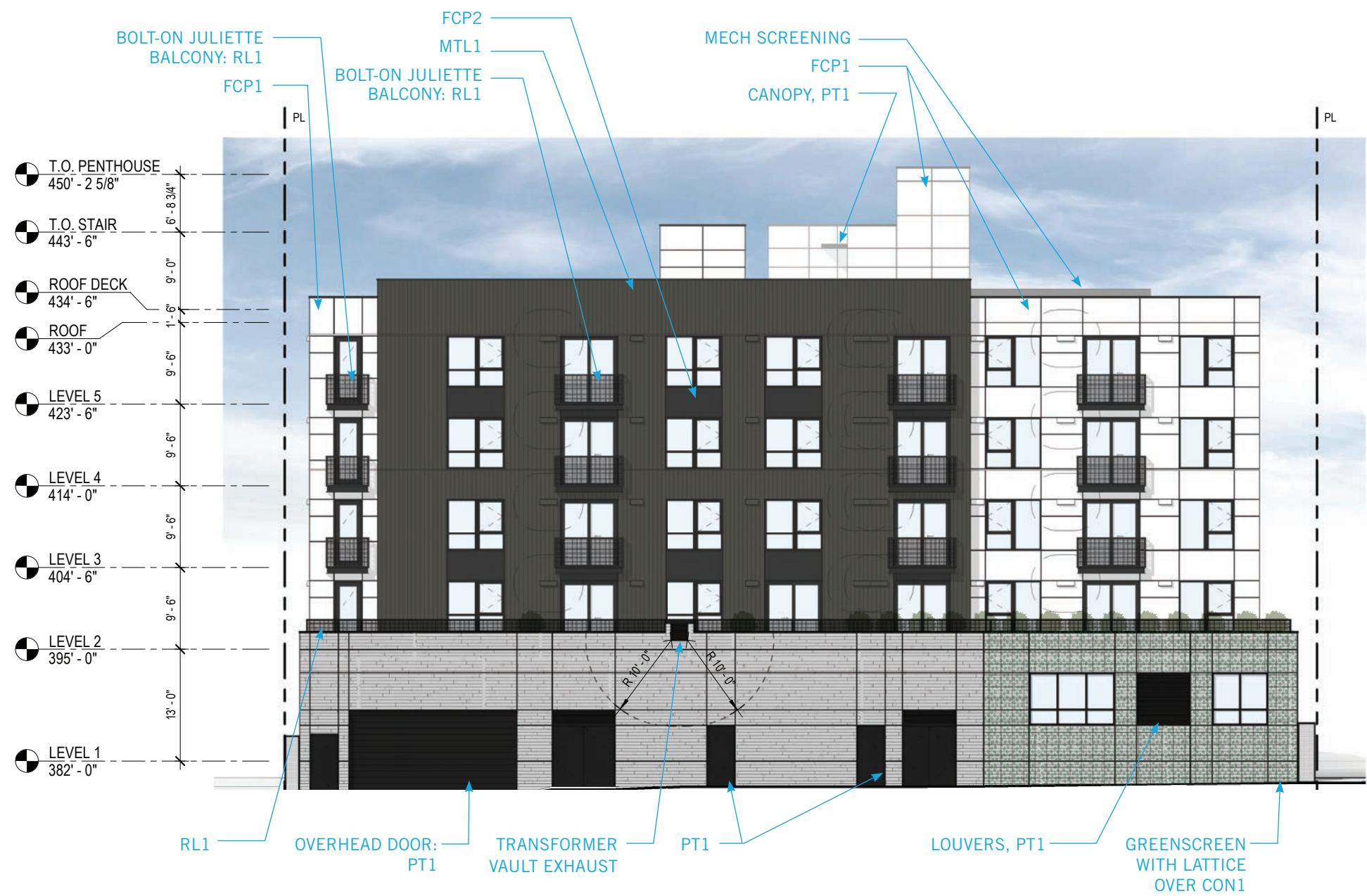


MATERIALS

								
MTL1 Metal Panel, Dark Bronze	FCP1 Fiber Cement Panel, White	FCP2 Fiber Cement Panel, Black	MAS1 Brick Veneer, Forest Blend	HPL1 High-Pressure Wood Laminate Panel, at Residential Entry only	FEN1 Aluminum Storefront, Black Anodized	PT1 Paint: Black	CON1 Site-Cast Concrete, Board-Form Liner	RL1 Metal Mesh Railing, Powder Coated Black



11.0 EAST ELEVATION | MATERIALS



MATERIALS



MTL1 Metal Panel, Dark Bronze



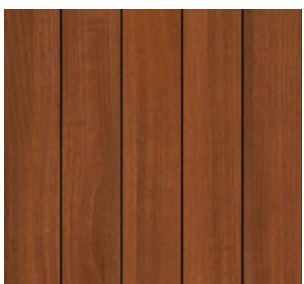
FCP1 Fiber Cement Panel, White



FCP2 Fiber Cement Panel, Black



MAS1 Brick Veneer, Forest Blend



HPL1 High-Pressure Wood Laminate Panel, at Residential Entry only



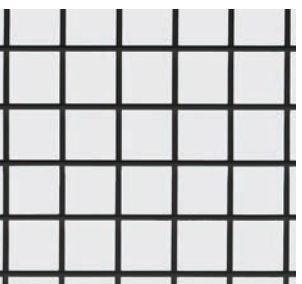
FEN1 Aluminum Storefront, Black Anodized



PT1 Paint: Black



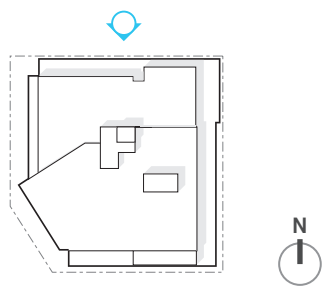
CON1 Site-Cast Concrete, Board-Form Liner






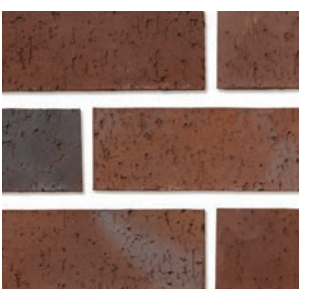
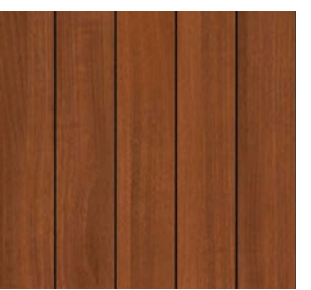



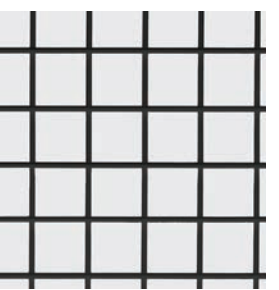
RL1 Metal Mesh Railing, Powder Coated Black



11.0 NORTH ELEVATION | MATERIALS

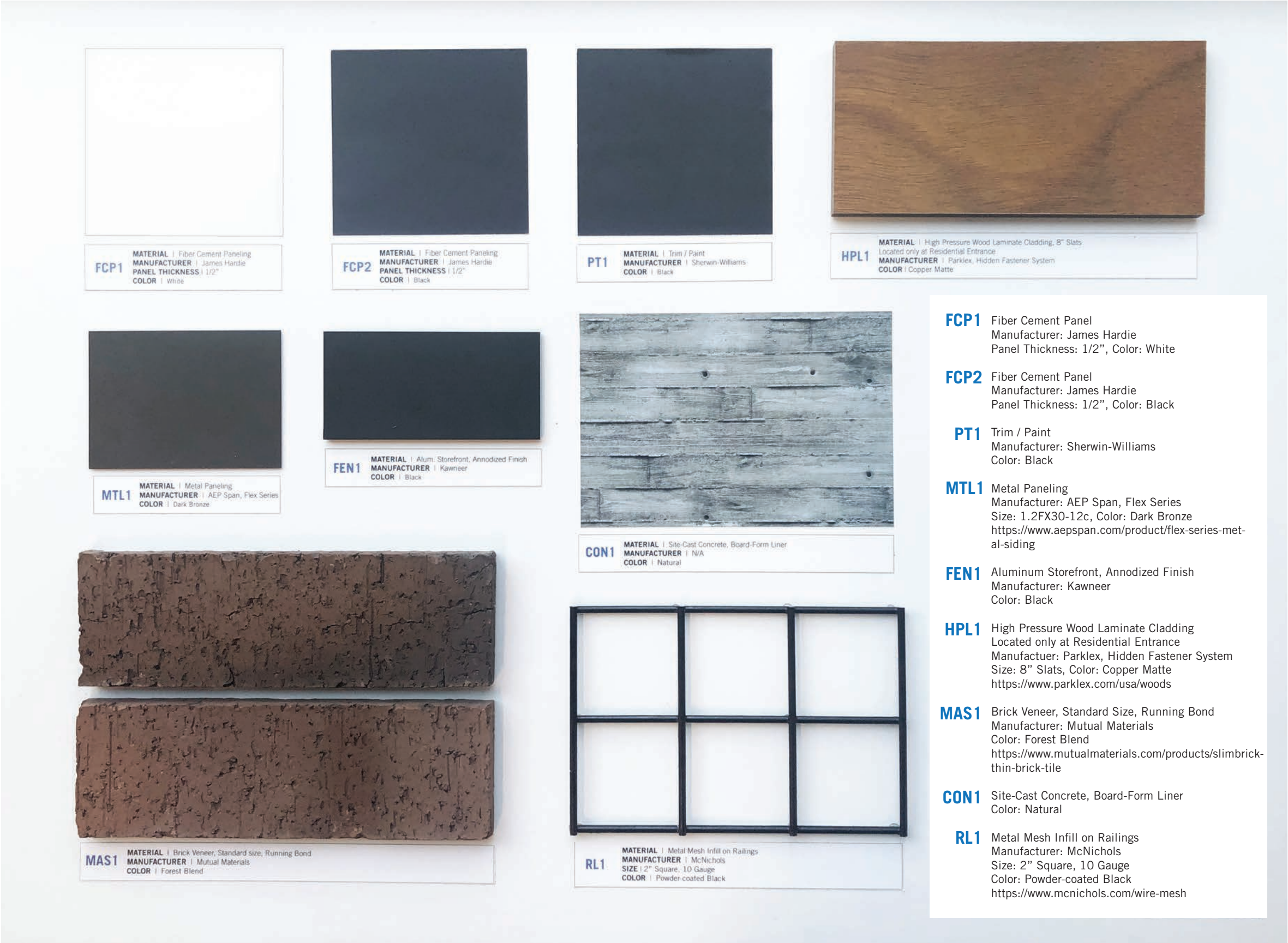


MATERIALS

								
<b>MTL1</b> Metal Panel, Dark Bronze	<b>FCP1</b> Fiber Cement Panel, White	<b>FCP2</b> Fiber Cement Panel, Black	<b>MAS1</b> Brick Veneer, Forest Blend	<b>HPL1</b> High-Pressure Wood Laminate Panel, at Residential Entry only	<b>FEN1</b> Aluminum Storefront, Black Anodized	<b>PT1</b> Paint: Black	<b>CON1</b> Site-Cast Concrete, Board-Form Liner	<b>RL1</b> Metal Mesh Railing, Powder Coated Black



12.0 MATERIAL BOARD

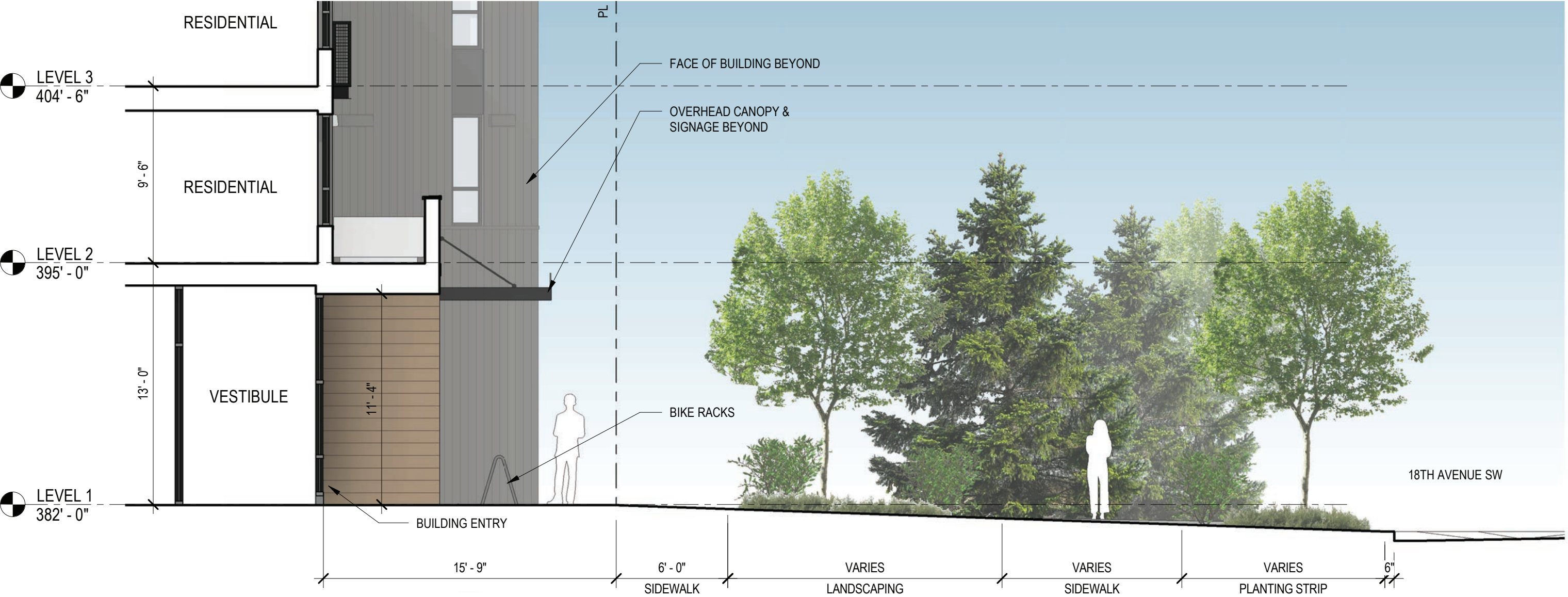
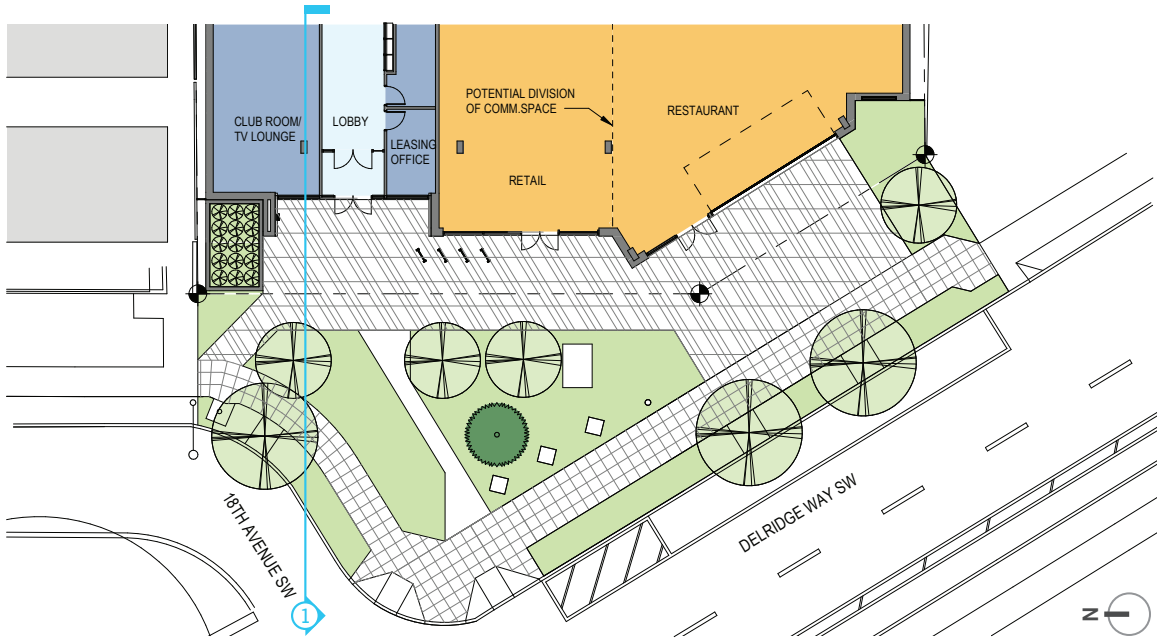




13.0 STREETSCAPE SECTIONS

BUILDING ENTRY @ 18TH AVENUE SW

The building’s residential entry is shown to be tucked back behind the corner’s landscaping and is given additional room between the facade and the property line. This helps to provide a quieter, safer, and more pedestrian-friendly experience for both building occupants and passersby in response to the noisy and auto-oriented Delridge Way SW. The entry portal is also shown to be tucked under the parapet above to provide overhead weather protection while offering a unique building approach that differs from adjacent commercial spaces. Finally, a low head height and adjacent bike racks help to make a human-scaled environment with convenient public amenities.

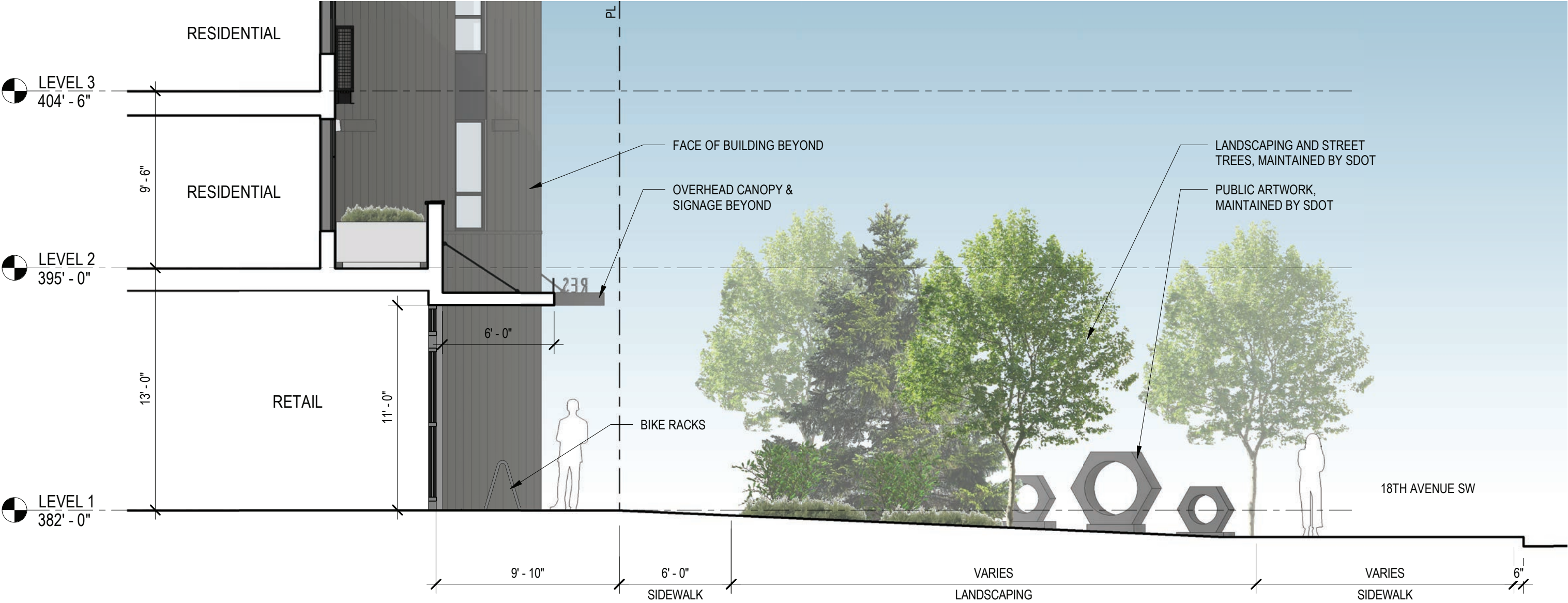
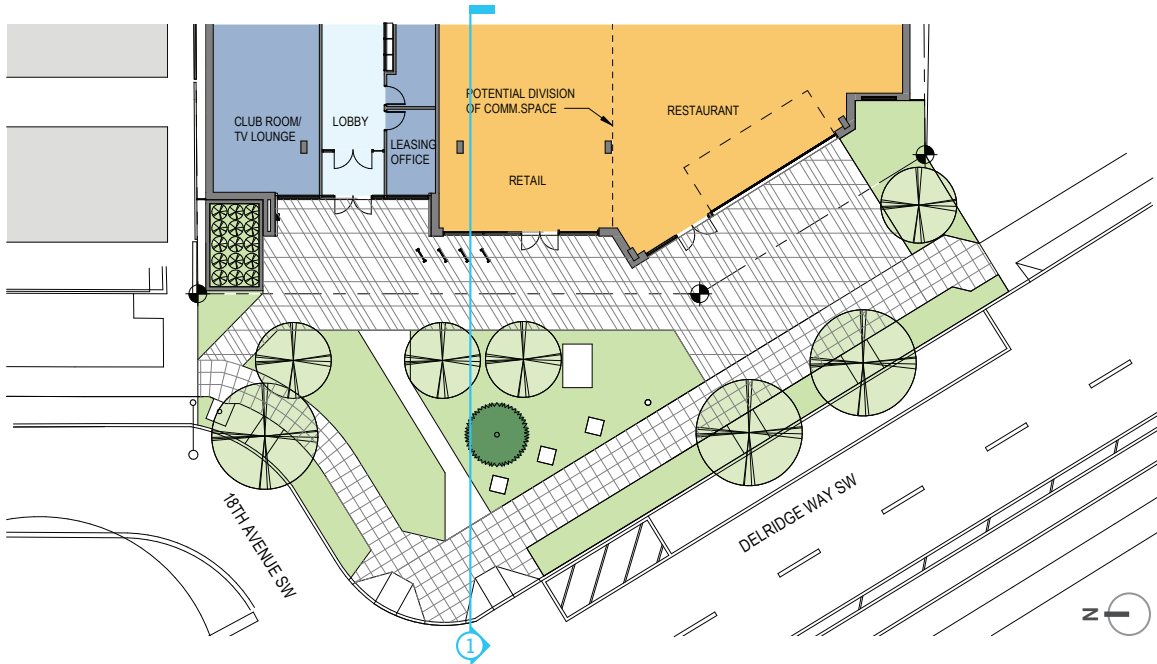




13.0 STREETSCAPE SECTIONS

RETAIL ENTRY @ CORNER OF 18TH AVENUE SW & DELRIDGE WAY SW

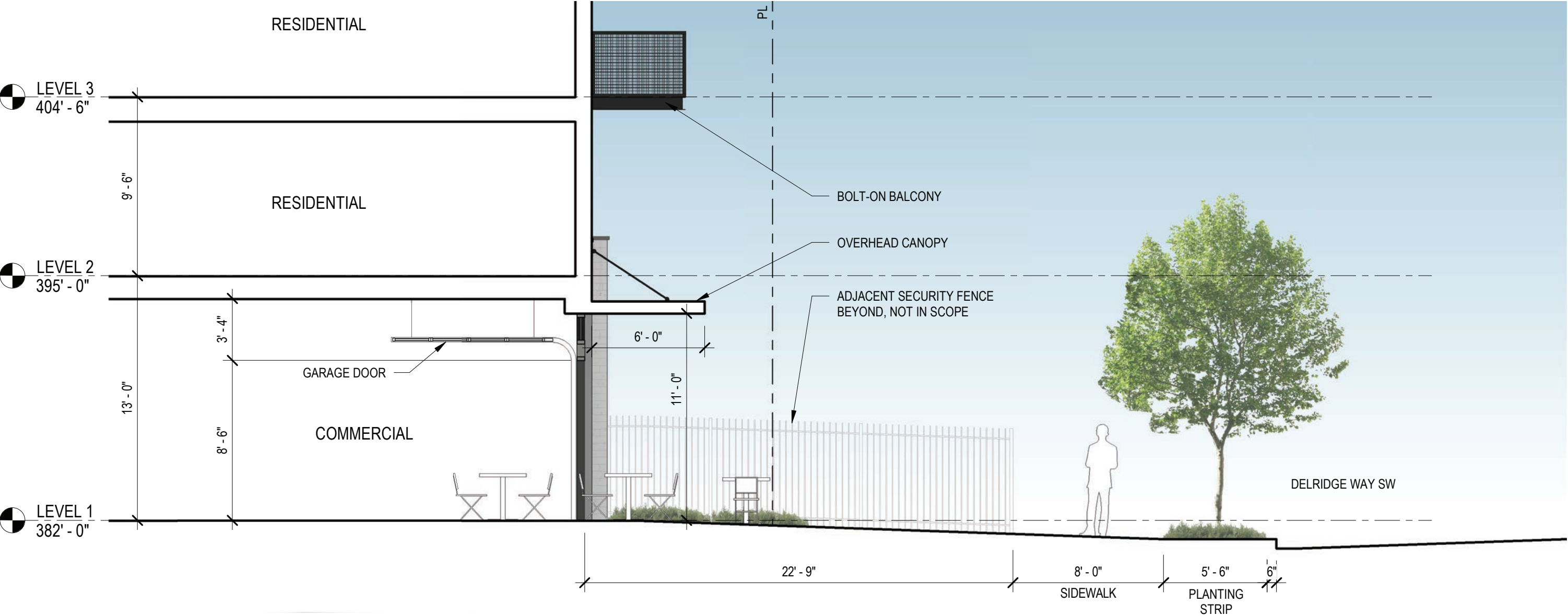
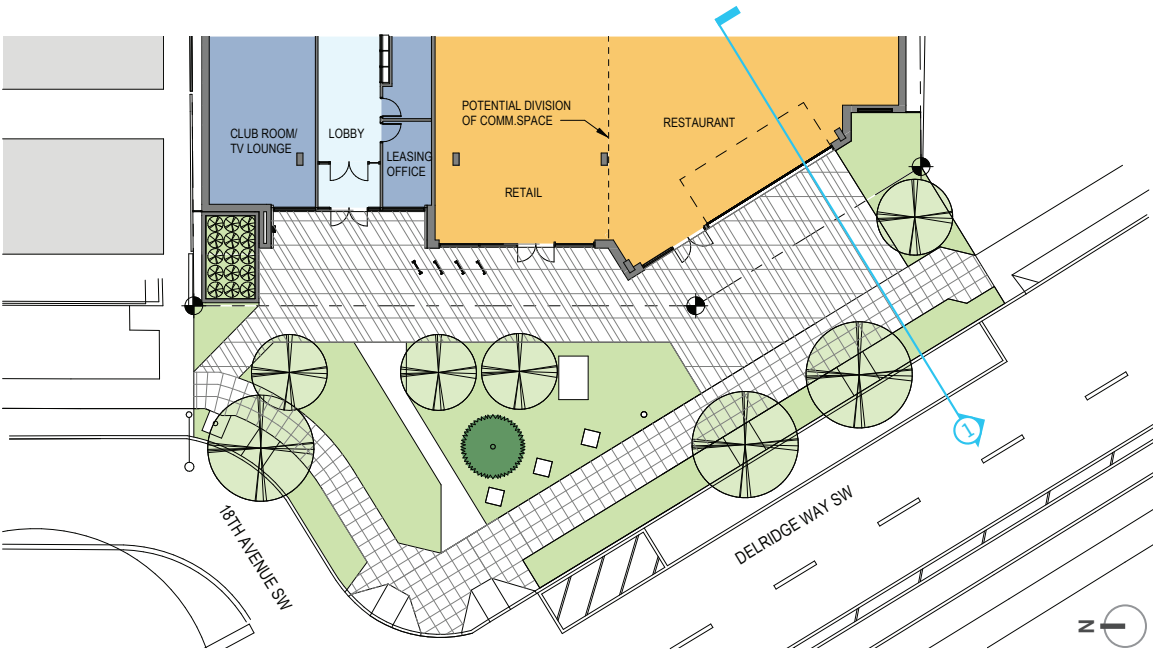
Similar to the proposed building's residential entry, the central commercial space is shown to be separated by the adjacent landscaped street corner. This will help to minimize traffic noise coming from Delridge Way SW and to provide a more comfortable shopping or dining experience. Overhead weather protection is provided above the storefront for both convenience and to help engage the building with the right of way. Finally, a pathway is proposed through the landscaped triangle to make access to this space even more convenient without jeopardizing its benefits.



13.0 STREETSCAPE SECTIONS

RESTAURANT ENTRY @ DELRIDGE WAY SW

A section through the building's primary commercial space shows the proposed distances between the building and the property line and the property line and the street. A garage door is proposed along the storefront to help open up the space to the street, both physically and visually. Tenancy is undermined at this time, however a future restaurant or cafe was kept in mind for this corner. As such, enough room was maintained between the building and the property line to activate the streetfront with temporary seating without extending into the right of way. Its location south of the landscaped triangle also makes the space more visible to the public which will help drive pedestrian traffic into the site.





## 14.0 RENDERINGS



AERIAL VIEW FROM SOUTHWEST



14.0 RENDERINGS



VIEW OF SOUTHWEST FACADE FROM DELTRIDGE WAY SW



14.0 RENDERINGS



VIEW OF WEST FACADE FROM CORNER



14.0 RENDERINGS



CLOSEUP VIEW OF BUILDING ENTRY



14.0 RENDERINGS



CLOSEUP VIEW OF COMMERCIAL ENTRY



14.0 RENDERINGS



VIEW OF EAST FACADE FROM ALLEY



15.0 LIGHTING PLAN



LIGHTING DETAILS



1 Wall Sconce



2 Egress Light



3 Bollard Light



4 Landscape Up Light



5 Soffit Light



6 Wall Mount Light

LIGHTING SYMBOLS

Wall Sconce

Egress Light

Bollard Light

Landscape Up Light

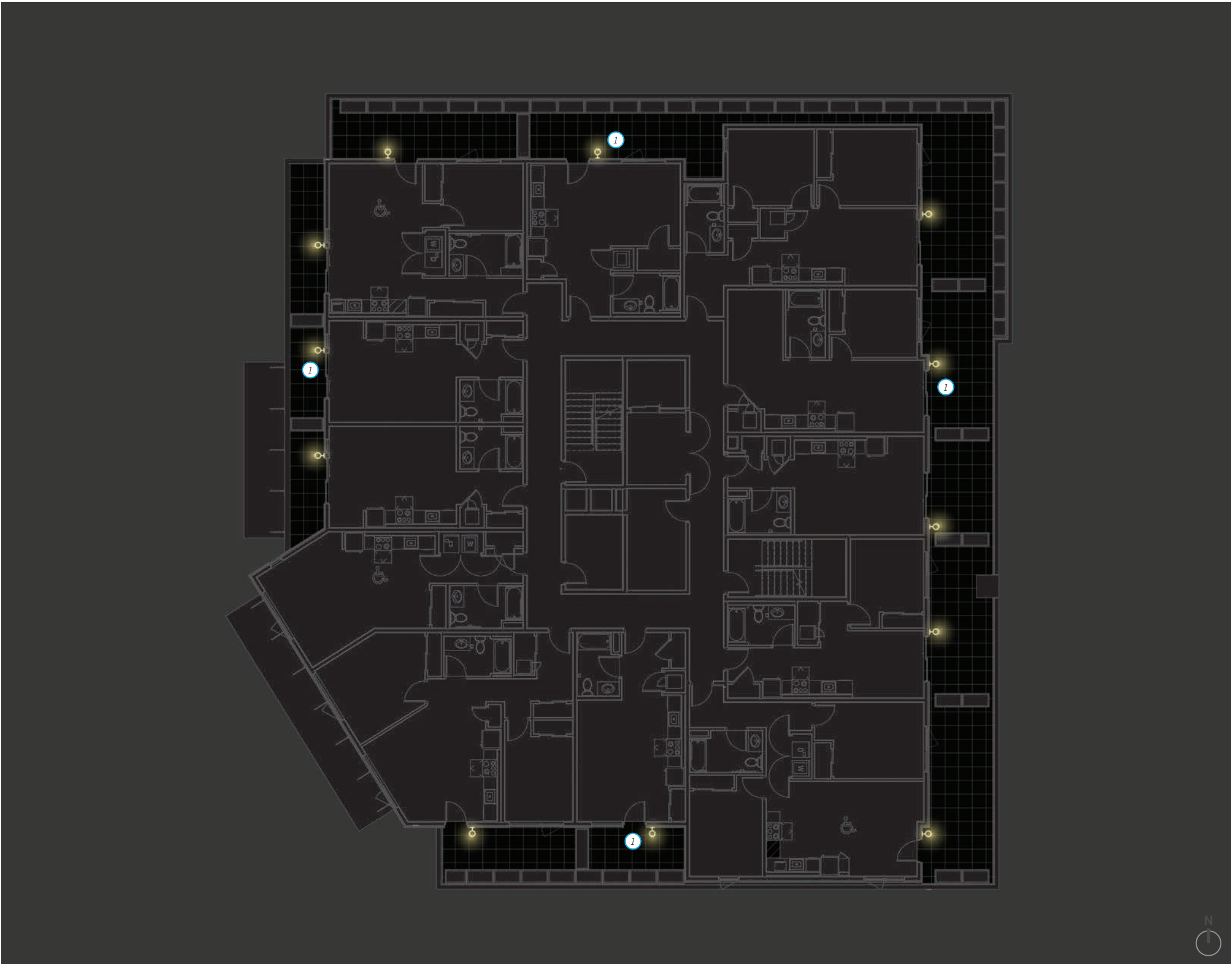
Soffit Light

Wall Mount Light

GROUND LEVEL




15.0 LIGHTING PLAN




LEVEL 2


LIGHTING DETAILS




1 Wall Sconce




2 Egress Light




3 Bollard Light



4 Landscape Up Light



5 Soffit Light



6 Wall Mount Light

LIGHTING SYMBOLS



Wall Sconce



Egress Light



Bollard Light



Landscape Up Light



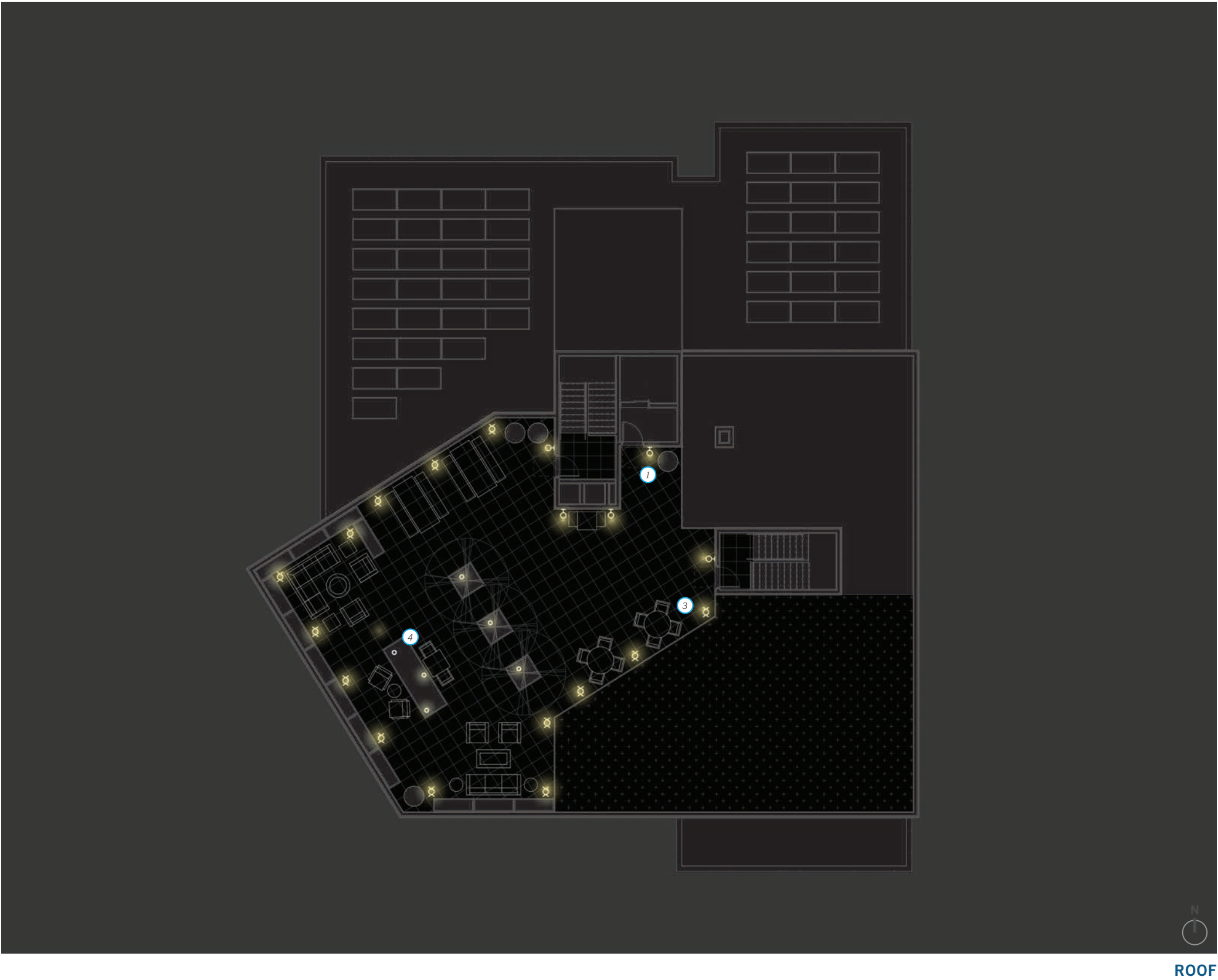
Soffit Light




Wall Mount Light




15.0 LIGHTING PLAN




LIGHTING DETAILS




1 Wall Sconce




2 Egress Light




3 Bollard Light



4 Landscape Up Light









6 Soffit Light



7 Wall Mount Light

LIGHTING SYMBOLS

 Wall Sconce	 Egress Light
 Bollard Light	 Landscape Up Light
 Soffit Light	 Wall Mount Light



16.0 SIGNAGE CONCEPT PLAN

SIGNAGE DETAIL & EXAMPLES

Signage was designed to reflect the industrial aesthetic of the building, which will blend with the neighborhood. Signage for the residential entry will be simple steel lettering attached to brick facade. The address signage will be a cut plate of steel and backlit for easy visibility from Delridge Way. The signage for the commercial spaces are to be cut from steel plates and internally lit to fit in with building aesthetic but differentiate these spaces from residential entries.

*Note: Entry signage text, fonts, and sizes shown are subject to change due to development's future branding design with developer approval. Imagery and details displayed are to show overall design intent, lighting, and materiality.*



RESIDENTIAL LOBBY ENTRY



RETAIL/RESTAURANT ENTRIES



① RESIDENTIAL ENTRY SIGNAGE



② ADDRESS SIGNAGE



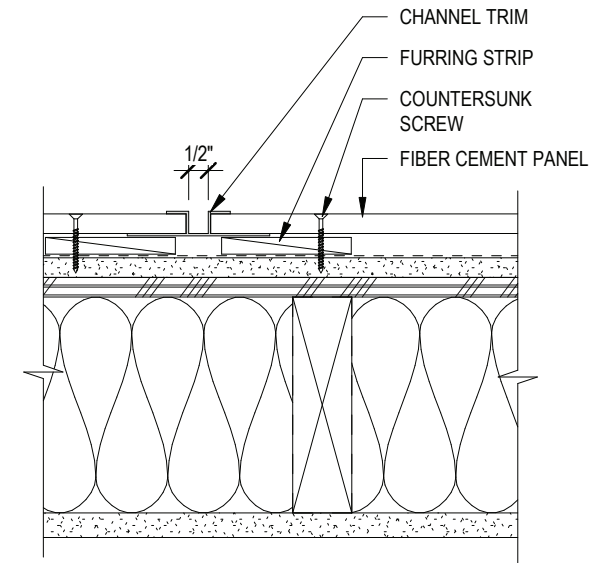
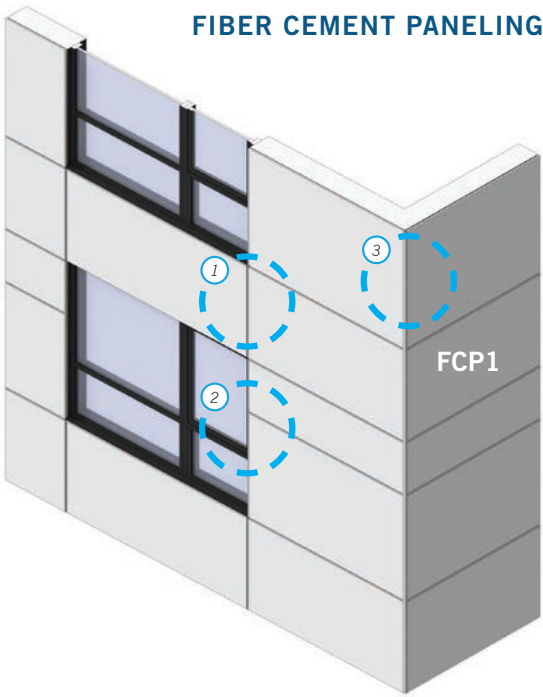
③ COMMERCIAL ENTRY SIGNAGE



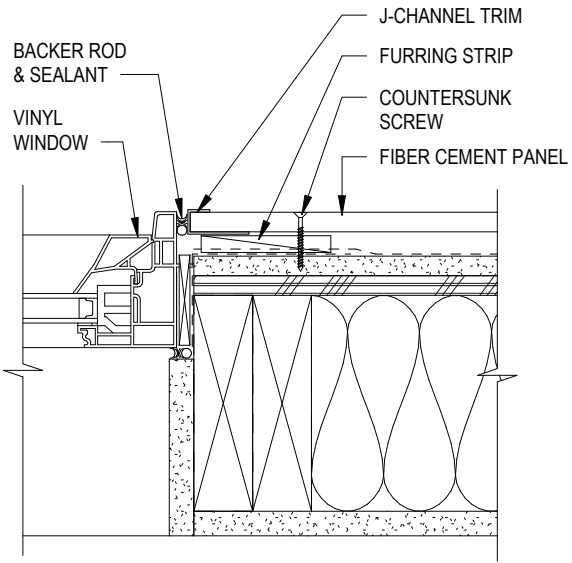
16.0 DETAILING | EXTERIOR CLADDING

CLADDING DETAILS

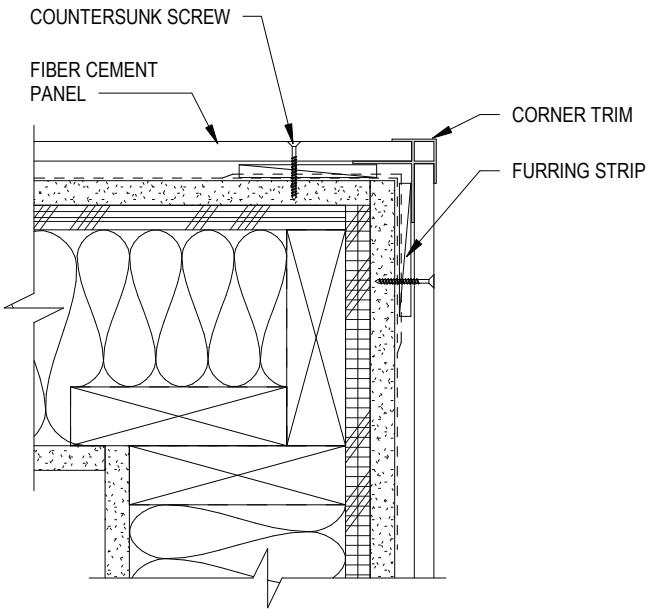
Several materials are proposed on the exterior facade, from brick to fiber cement and metal paneling. The fiber cement and metal paneling was studied in further detail to accurately depict various material transitions, reveals, and window jamb conditions. A request was made by the Board during EDG2 to study ways of increasing the building’s window depths to create more texture and visual interest. In response, windows and doors proposed on the metal paneling facade have an extended length of angled steel which surrounds each opening. This aids in creating a visual depth to the windows while not compromising the building’s constructability or thermal efficiency.



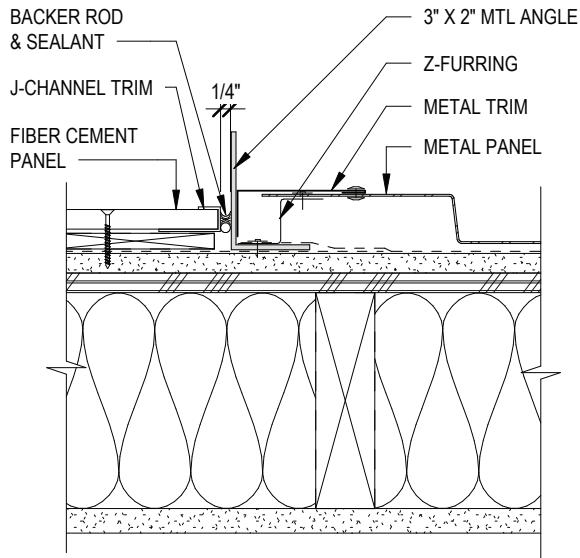
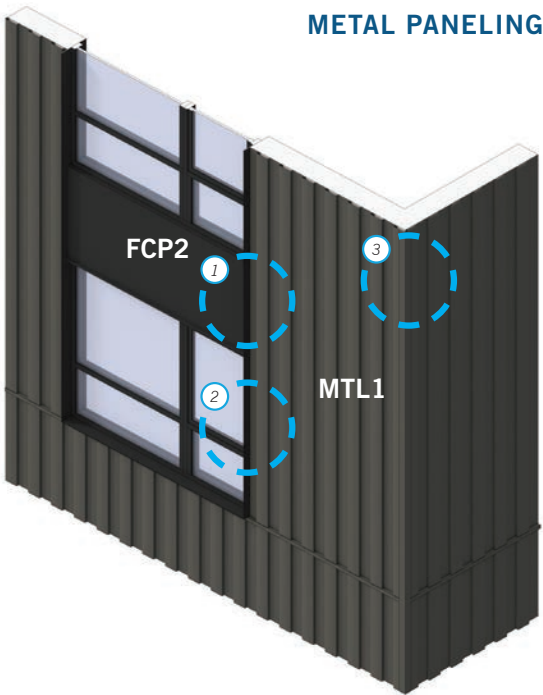
1 TYP REVEAL @ FIBER CEMENT PANELING



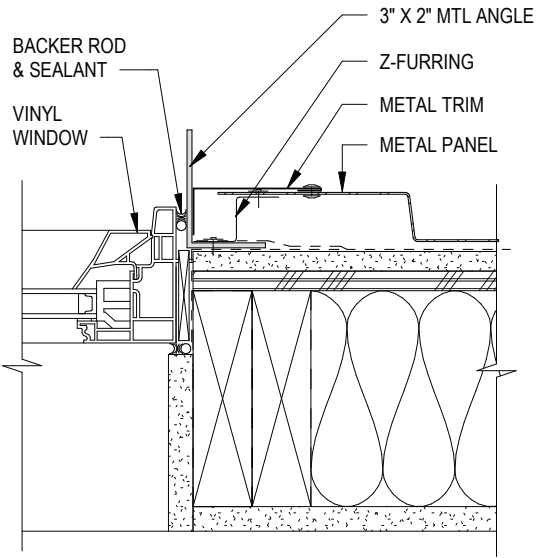
2 WINDOW JAMB @ FIBER CEMENT PANELING



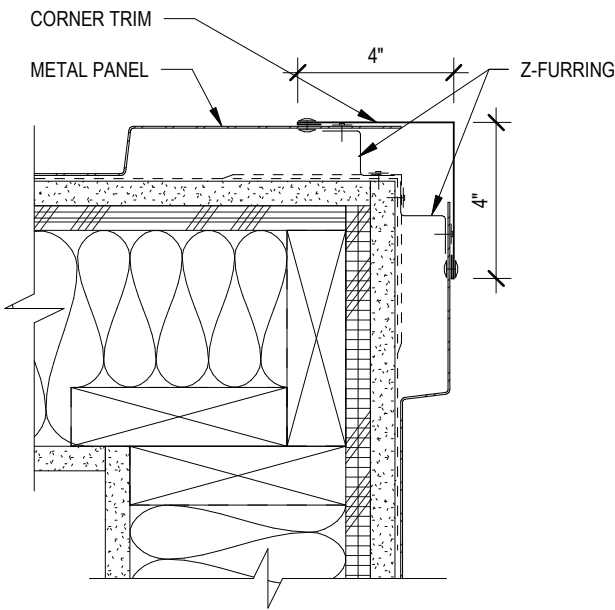
3 FIBER CEMENT PANELING @ OUTSIDE CORNER



1 METAL PANELING @ F.C. SPANDREL



2 WINDOW JAMB @ METAL PANELING

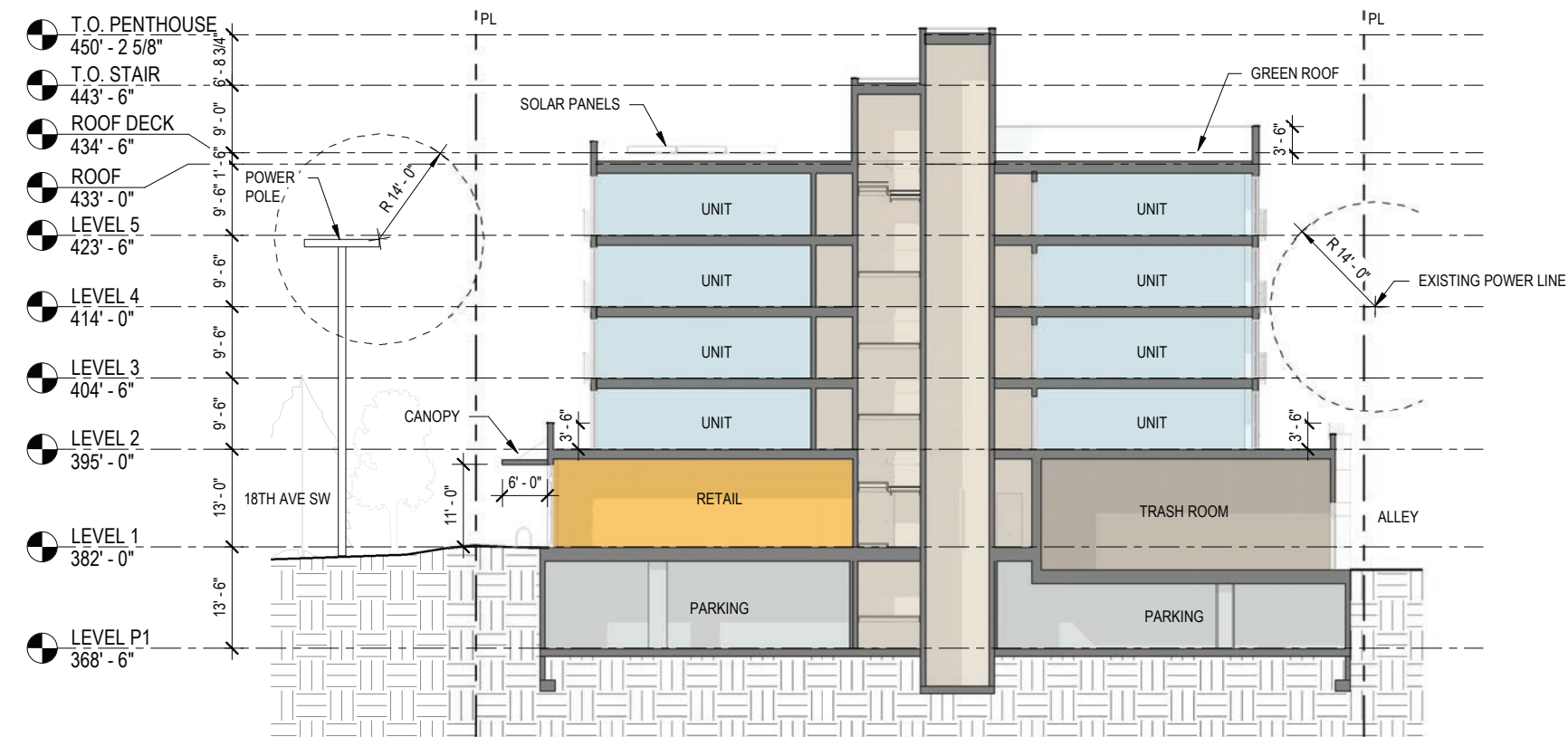


3 METAL PANELING @ OUTSIDE CORNER

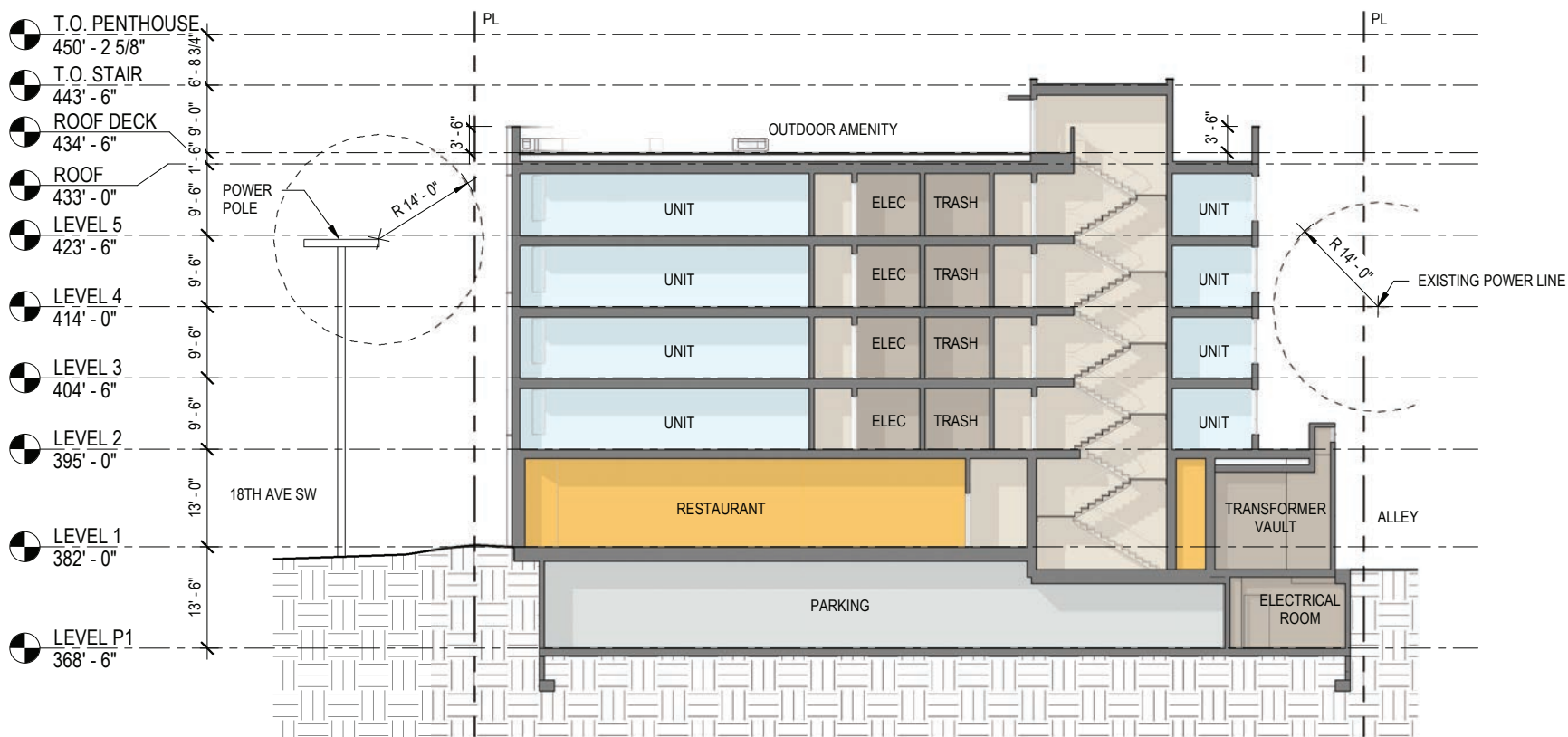
DETAILS



17.0 BUILDING SECTIONS

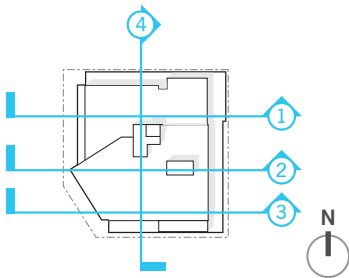


SECTION 1



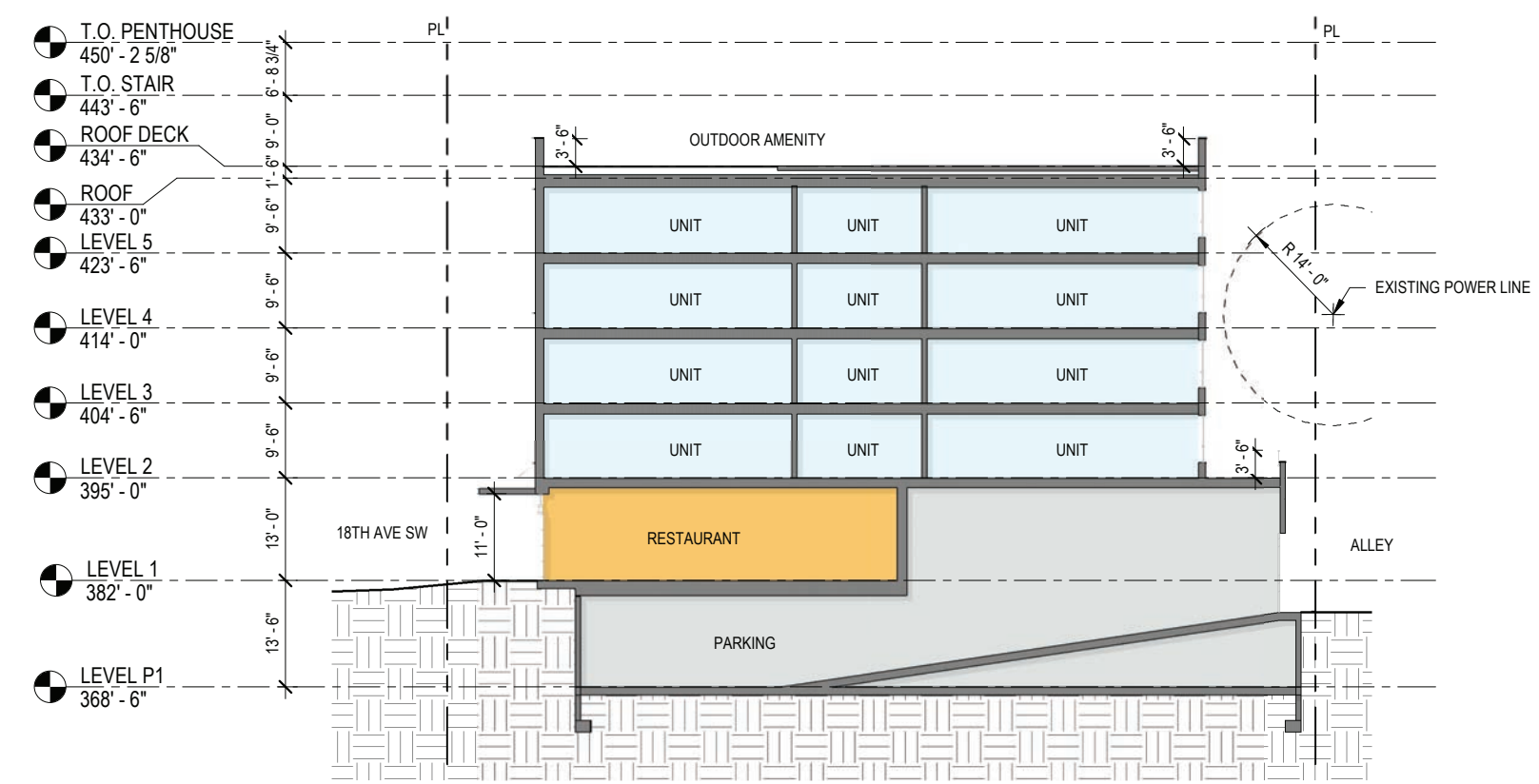
SECTION 2

- KEY
- Commercial
  - Residential
  - Utility / BOH
  - Circulation
  - Residential Amenity
  - Parking



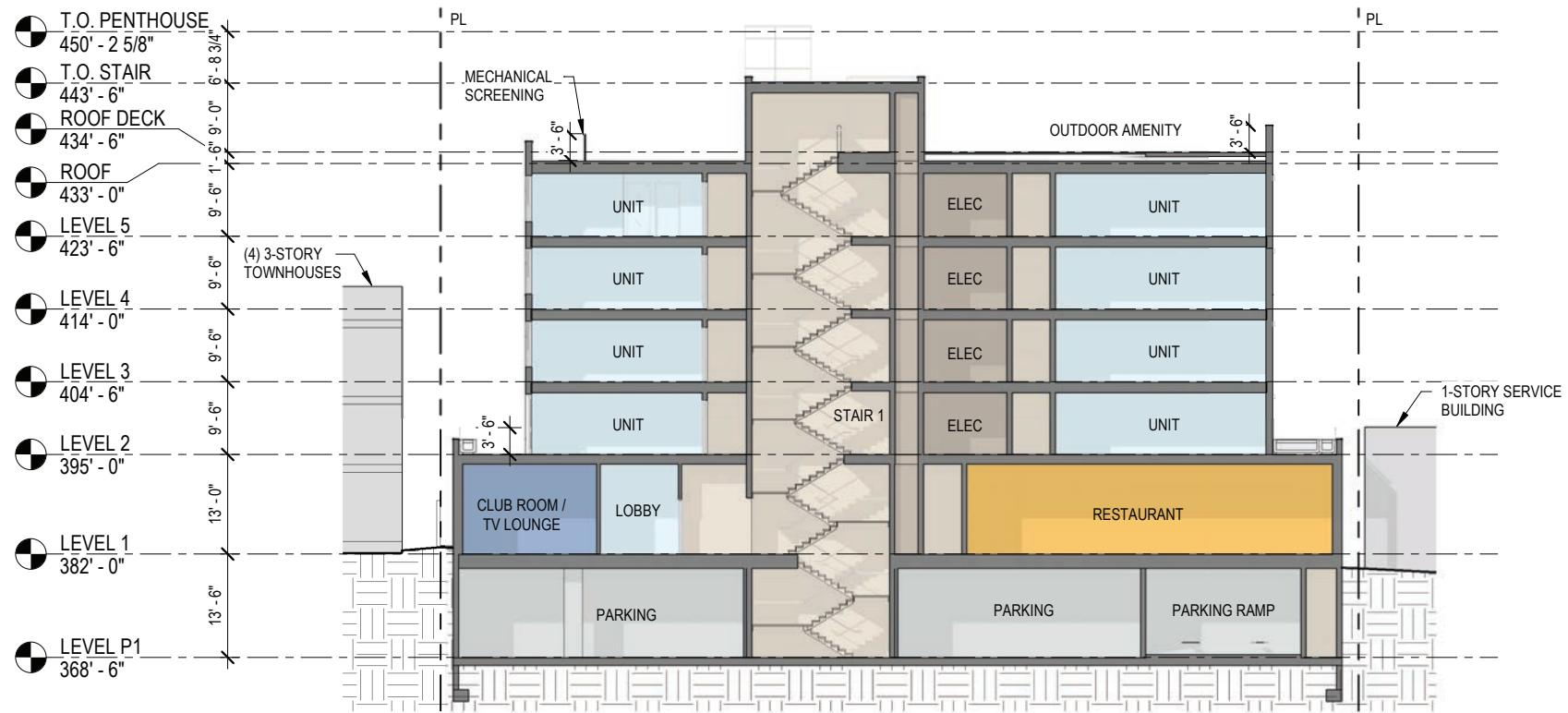


17.0 BUILDING SECTIONS

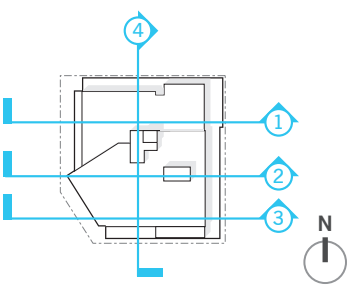


SECTION 3

- KEY
- Commercial
  - Residential
  - Utility / BOH
  - Circulation
  - Residential Amenity
  - Parking



SECTION 4

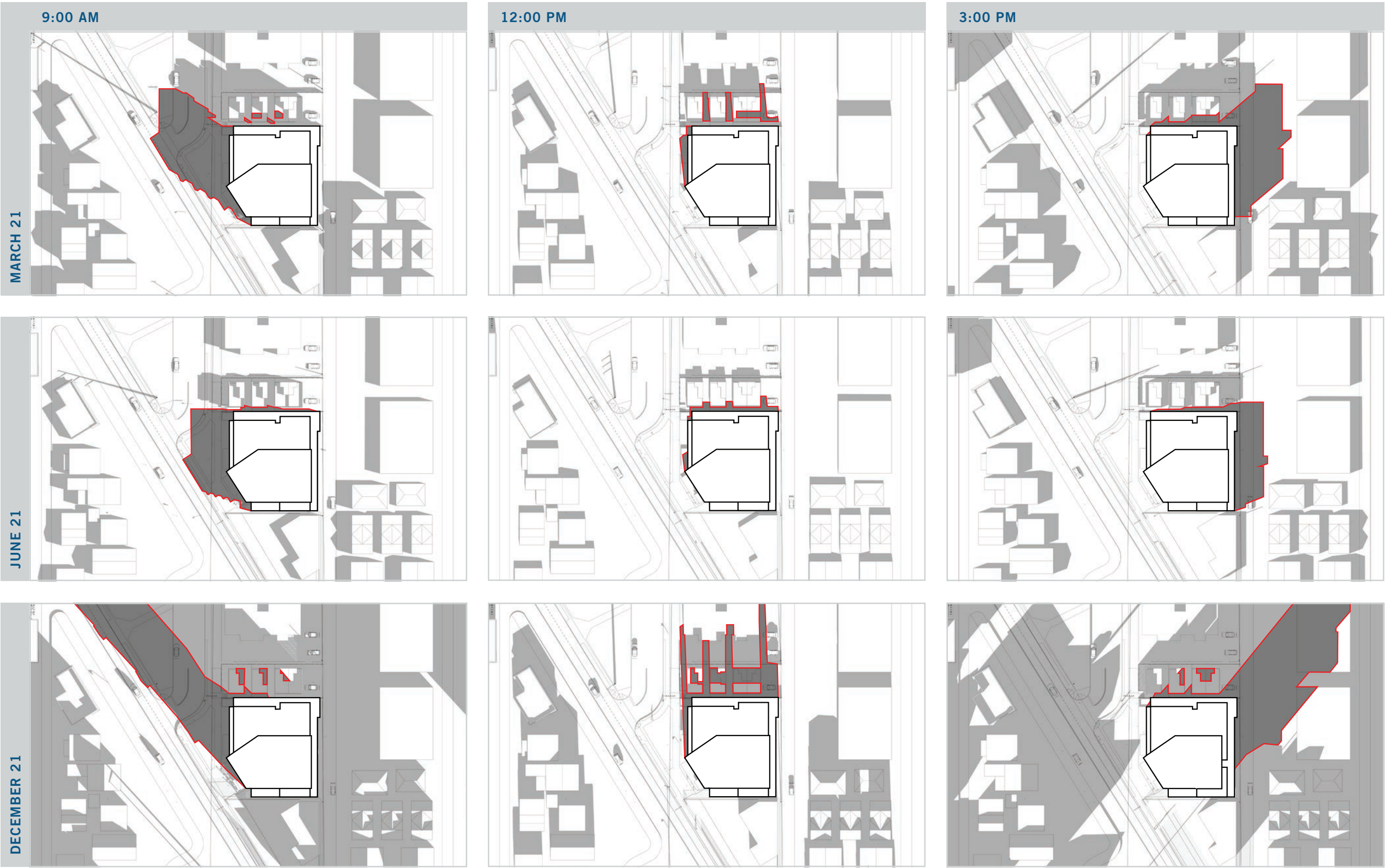




# APPENDIX



SHADOW STUDY



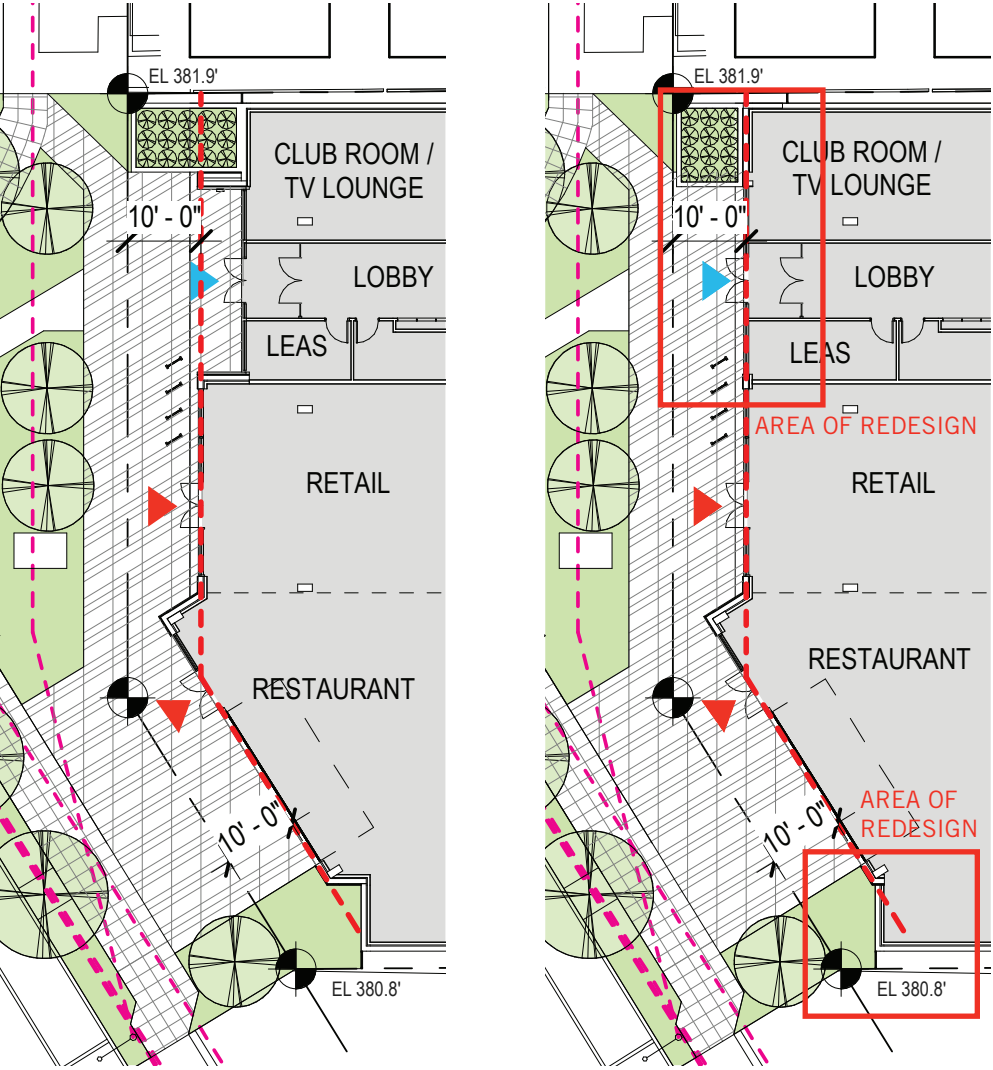


# ADDENDUM



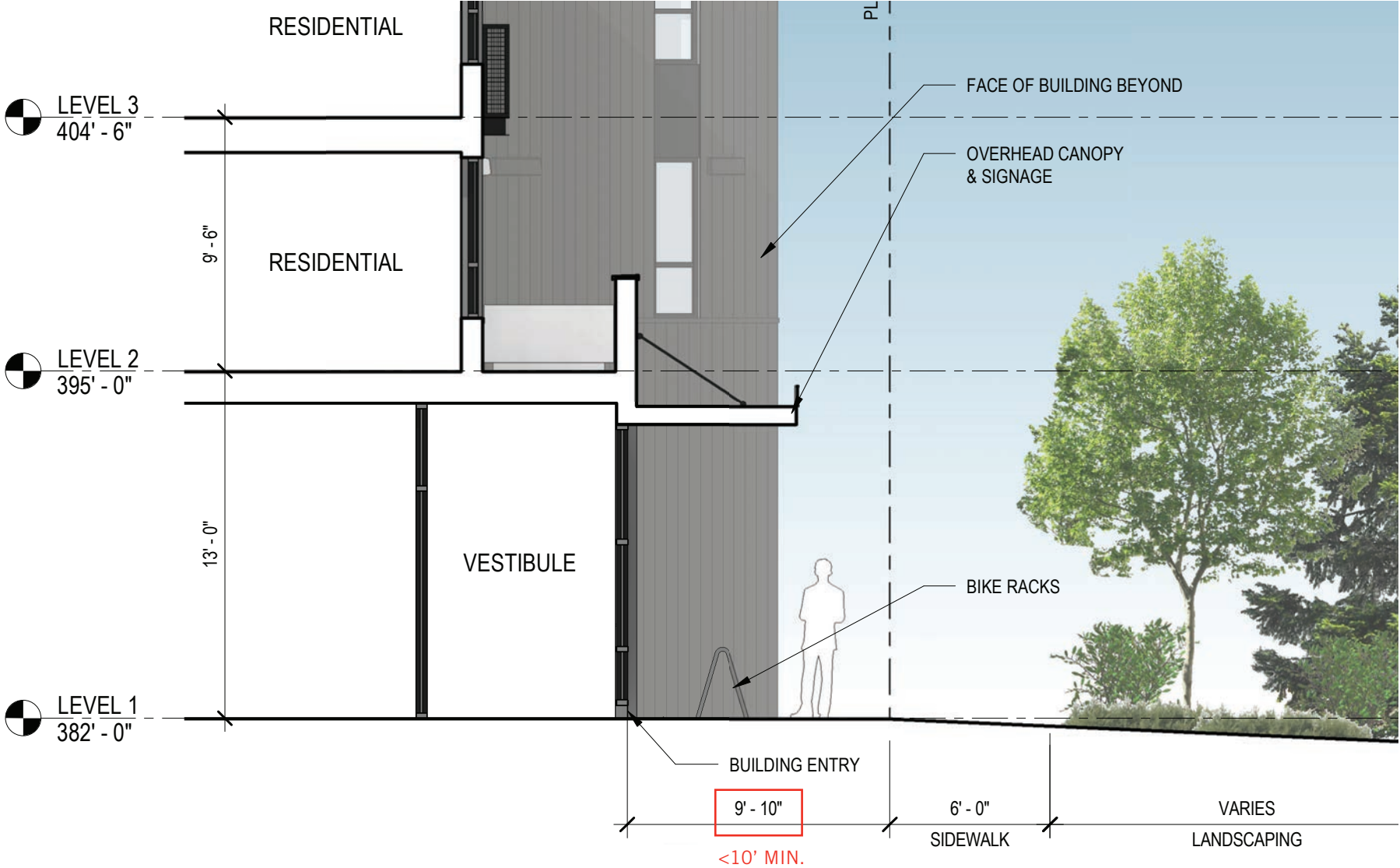
19.0 CODE COMPLIANCE

CODE CITATION:	23.47A.008.A.3
CODE REQUIREMENT:	Street-level, street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
CODE COMPLIANCE:	Portions of the facade at 18th Ave SW (Residential Entry) and Delridge Way SW (southwest corner) need to move within 10' of the lot line in order to be in compliance with code.



ORIGINAL DESIGN

CODE COMPLIANT REDESIGN





19.0 CODE COMPLIANCE (CONT.)

CODE CITATION:	23.47A.008.A.3
CODE REQUIREMENT:	Street-level, street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
CODE COMPLIANCE:	Portions of the facade at 18th Ave SW (Residential Entry) and Delridge Way SW (southwest corner) need to move within 10' of the lot line in order to be in compliance with code.



AERIAL VIEW FROM SOUTHWEST



CLOSEUP VIEW OF BUILDING ENTRY