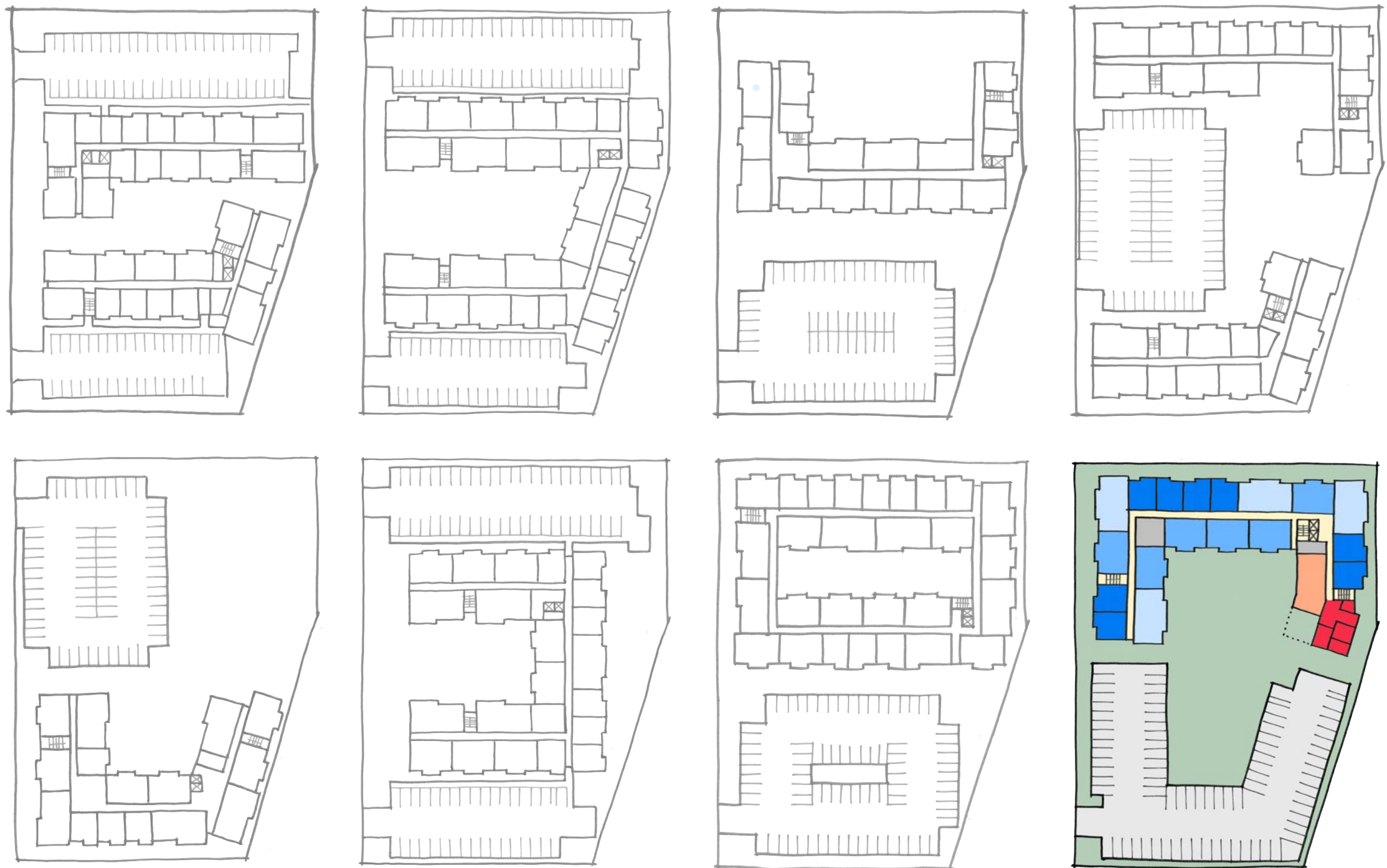


LAM BOW APARTMENTS
SEATTLE HOUSING AUTHORITY

6935 - 6955 DELRIDGE WAY SW
SEATTLE, WA 98106

ADMINISTRATIVE EARLY DESIGN GUIDANCE
SDCI PROJECT #3029799



PAST PROJECTS

SMR ARCHITECTS

For over three decades, SMR Architects has been crafting inspired structures where people want to live, learn, work and play. With a focus on the people who ultimately use the building, our structures provide a place for life to happen, as well as interact with and enrich the neighborhoods in which they are a part. Our team’s collaborative approach, experience, and sustainable philosophy helps us serve both our clients and the community, always putting people first.

SEATTLE HOUSING AUTHORITY (SHA)

Since its establishment in 1939, SHA strives to enhance the Seattle community by creating and sustaining decent, safe and affordable living environments that foster stability and increase self-sufficiency for people with low incomes. As stewards of the public trust, SHA pursues their mission and responsibilities in a spirit of service, teamwork, and respect. They embrace the values of excellence, collaboration, innovation, and appreciation. SHA provides long-term, low-income rental housing and rental assistance to more than 34,000 people representing more than 17,000 households in the city of Seattle. SHA owns and operates approximately 8,000 units at nearly 400 sites throughout the city. More than 80% of SHA residents are children, elderly, or disabled.

LEGEND: SMR PROJECTS

- 1. **Hoa Mai Gardens** | Seattle Housing Authority | Yesler Terrace, Seattle, WA
- 2. **Plaza Roberto Maestas** | El Centro de la Raza | Beacon Hill, Seattle, WA
- 3. **Velocity** | Imagine Housing | Kirkland, WA
- 4. **Cottage Grove Commons** | Downtown Emergency Service Center | Delridge, Seattle, WA





IMAGE: SOUTH - WEST AERIAL VIEW OF THE EXISTING SITE.

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PROJECT VISION

The Lam Bow Apartments project is a unique opportunity to improve a large parcel currently owned by the Seattle Housing Authority and increase the number of affordable homes within the Delridge neighborhood of Seattle.

Many massing and parking configurations were studied before the preferred scheme was realized. The project aims to create a sense of community and meaningful opportunities for social engagement and interaction among residents through thoughtful design.

Children are a unifying force for social interaction and the design focused on placing their play opportunities at the heart of the project to foster this interaction and provide a safe environment for play.

By placing the building on the north lot and the parking on the south lot, a large central open space can be created. The double horseshoe configuration between building and hardscape will provide protection for, and activation of, the large open space which acts as the heart of the project.

The new Lambow Apartments will contribute to the neighborhood context by providing activation along both Delridge Way SW and 23rd Ave SW, at an appropriate scale and use. High quality materials will be selected for longevity and environmental sustainability. Ample fenestration will provide natural light and ventilation for residents, and eyes on the public realm.





SHA DEVELOPMENT OBJECTIVES

DESIGN PROPOSAL

RESIDENTIAL UNITS: +/- 79 units

PARKING STALLS: +/- 79 surface parking spaces

SITE AREA: 72,823 SF (1.67 acres)

LAM BOW REDEVELOPMENT OBJECTIVES

- Replace the 21 units lost in the October 2016 fire and increase the total number of units on the site.

- Create a mixed-income community with units serving residents at or below 30% of Area Median Income (AMI) and 60% of AMI.

- Increase the supply of affordable homes, especially larger apartments (2BD+) for families with children. Our target unit count and mix is:

1-Bedroom Units:	22
2-Bedroom Units:	42
3-Bedroom Units:	15
Total Units:	79

- Create safe, family oriented outdoor amenities to serve the building's residents.

- Design the common room and office suite to act as an anchor between the interior and exterior common spaces while providing visual connection to outdoor amenities, parking lot, elevator, and entry.

- Provide surface parking to support large households including working families and visitors. Due to the site's liquefiable soils, the cost of underground parking is extremely high in proportion to the construction cost, thereby limiting the quantity of affordable housing that can be achieved on site with the same budget. The parking configuration has been carefully studied and designed to respect the neighbors and create high-quality open spaces on site.

- Design a site plan and building massing that fits within the adjacent zoning and respects our neighbors.

SITE SECTION

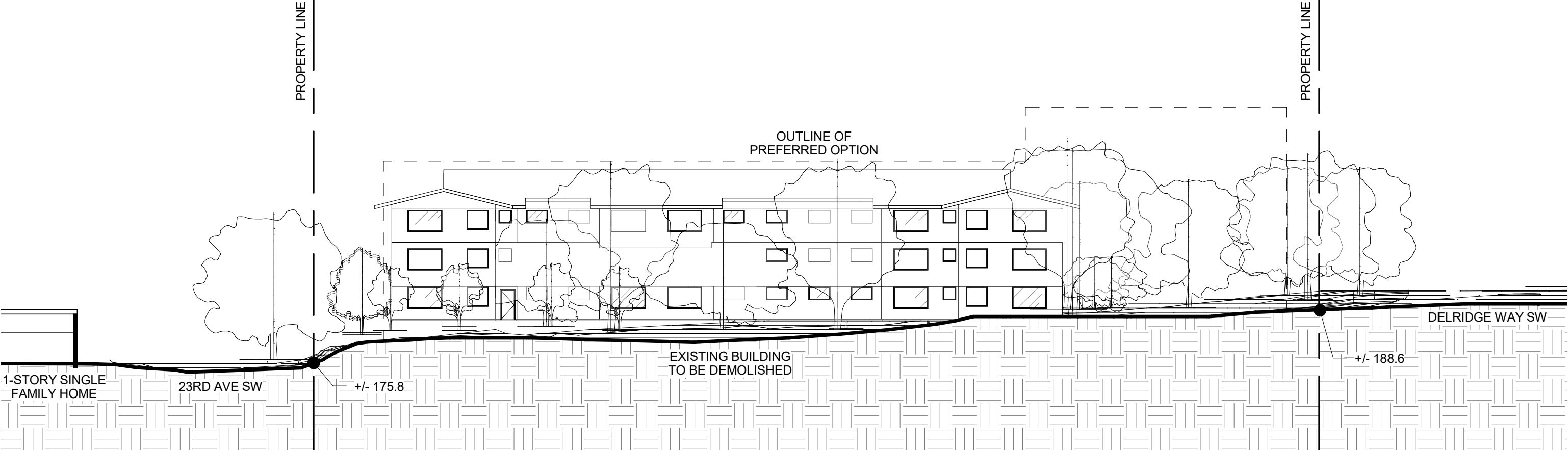


DIAGRAM: E-W SECTION LOOKING NORTH

LEGAL DESCRIPTION

Lots 3 and 4, block 42, homcroft, according to the plat thereof recorded in volume 24 of plats, page 42, in King County, Washington; except the southerly 50 feet of Lot 4 as measured on the west line thereof.

ARBORIST REPORT

-Twenty-three trees on site are equal to, or greater than, 6 inches in diameter at standard height (DSH); two trees, numbered 344 and 350, are exceptional.

- Tree 344 is a Mountain Hemlock with a 13 inch DSH. It is in good health and structural condition. Tree 344 is exceptional due to its size. The tree is located adjacent to a concrete patio. Due to it's location and grade, design Alternatives A2 and B2 will remove Tree 350. Design Alternatives A1, and B1 will preserve Tree 350.

- Tree 350 is a Japanese Maple with a 19 inch DSH. It is in good health and structural condition. Tree 350 is exceptional due to its size. The tree is located approximately 3 feet east of the apartment building and is lifting the concrete walkway. A soil depth of 3 inches was observed near the base of the tree and surface roots were observed. Due to the proximity of the tree to the existing building that will be demolished, the Arborists recommended it be removed. Design Alternatives A1, and B1 will preserve Tree 350. Design Alternatives A2 and B2 will remove Tree 350.

-Although not exceptional trees, there are mature trees in the center of the site that we feel can enhance the open space. Design Alternatives B1 and B2 will preserve some of these trees: 345 & 347.



SITE PHOTOS



1 Existing R.O.W. on Delridge Way SW Looking North



2 East Surface Parking Lot, Tree #350, Existing Building



3 East Surface Parking Lot, Tree #350, Existing Building



4 Existing Pathway and Magnolia Trees Looking West



5 Existing Pathway, Magnolia Trees, and Tree 344 Looking East



6 Existing Site Pad and South Property Line



7 Existing R.O.W. on 23rd Ave Looking South



8 Existing Rockery and Site Access from 23rd Ave



9 South Surface Parking - Access from 23rd Ave

PROPERTY INFORMATION

ADDRESS:	6935 - 6955 DELRIDGE WAY SW SEATTLE, WA
APN:	343850-2425
LOT AREA:	72,823 SF
EXISTING ZONING:	LR3
EASEMENTS/ DEDICATIONS:	10' SEWER EASEMENT CENTER OF PROPERTY

ZONING COMPARISON

	EXISTING ZONING	PROPOSED ZONING	ALTERNATE ZONING EXPLORED (NOT PURSUED)		MHA ZONING PER EIS (FOR REFERENCE)	
ZONE	LR3	LR3 (M)	NC-40	MR	MHA LR2	MHA LR3
ALLOWABLE FAR (SINGLE USE)	1.3	1.8	3.00	3.20	1.5	1.8
ALLOWABLE DENSITY	182 UNITS	NO LIMIT	NO LIMIT	NO LIMIT	NO LIMIT IF COMPLY W/ GREEN BLDG STD	NO LIMIT IF COMPLY W/ GREEN BLDG STD
GROSS ALLOWABLE AREA PER FAR	94,670 SF	131,081 SF	218,469 SF	233,034 SF	109,235 SF	131,081 SF
ALLOWABLE STRUCTURE HEIGHT	30'	40'	40'	60'	40'	50'
REQUIRED FRONT SETBACK	5'	5'	1ST FL UNITS: 4' ABV/BEL SIDEWALK GRADE OR 10' FROM STREET	7' AVG, 5' MIN.	5'	5'
REQUIRED SIDE YARD SETBACK	5' MIN.	5' MIN.	15' NEXT TO RESIDENTIAL ZONE + 2' / 10' HT ABV 40'	7' AVG, 5' MIN.	5' MIN.	5' MIN.
REQUIRED REAR YARD SETBACK	10' W/ ALLEY 15' W/O ALLEY	10' W/ ALLEY 15' W/O ALLEY	15' NEXT TO RESIDENTIAL ZONE + 2' / 10' HT ABV 40'	10' W/ ALLEY 15' W/O ALLEY	10' W/ ALLEY 15' W/O ALLEY	10' W/ ALLEY 15' W/O ALLEY
MAX. STRUCTURE WIDTH	120'	120'	CHANGE OF MAT'LS OR MIN. 18" DEEP SETBACK EVERY 50' MIN.	150'	90'	120'
MAX. FAÇADE LENGTH ≤ 15' FROM SIDE LOT LINE (% OF LOT DEPTH, STRUCTURE DEPTH)	65%	65%	CHANGE OF MAT'LS OR MIN. 18" DEEP SETBACK EVERY 50' MIN.	75%	65%	65%
REQUIRED EXTERIOR AMENITY AREA	25% OF LOT AREA	25% OF LOT AREA	5% OF GROSS RESID. FL. AREA. EXC. MECH, PKG.	5% OF GROSS RESID. FL. AREA. EXC. MECH, PKG.	25% OF LOT AREA	25% OF LOT AREA
MINIMUM AMENITY AREA	18,206 SF	18,206 SF	4,050 SF	4,050 SF	18,206 SF	18,206 SF
NOTES		EXISTING ZONING ON SITE W/ MHA SUFFIX	NO COMM. USES PROPOSED. MIN 13' FLOOR TO FLOOR HEIGHT AT L1.	TOO DENSE FOR EXISTING CONTEXT		

9-BLOCK DEVELOPMENT

CURRENT
ZONING

PROPOSED
CONTRACT
REZONE

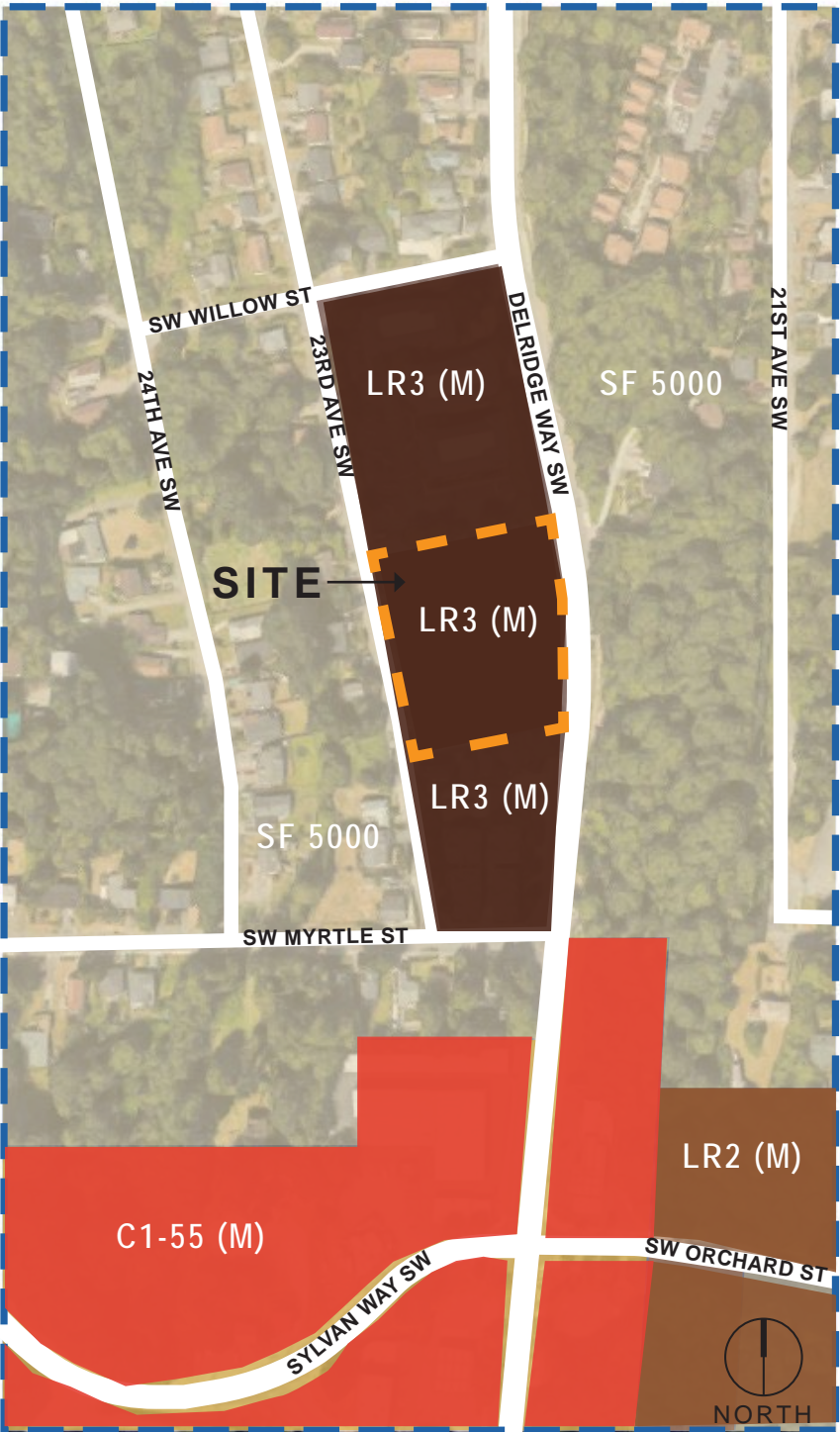
MHA
RECOMMENDED
REZONE

ZONING

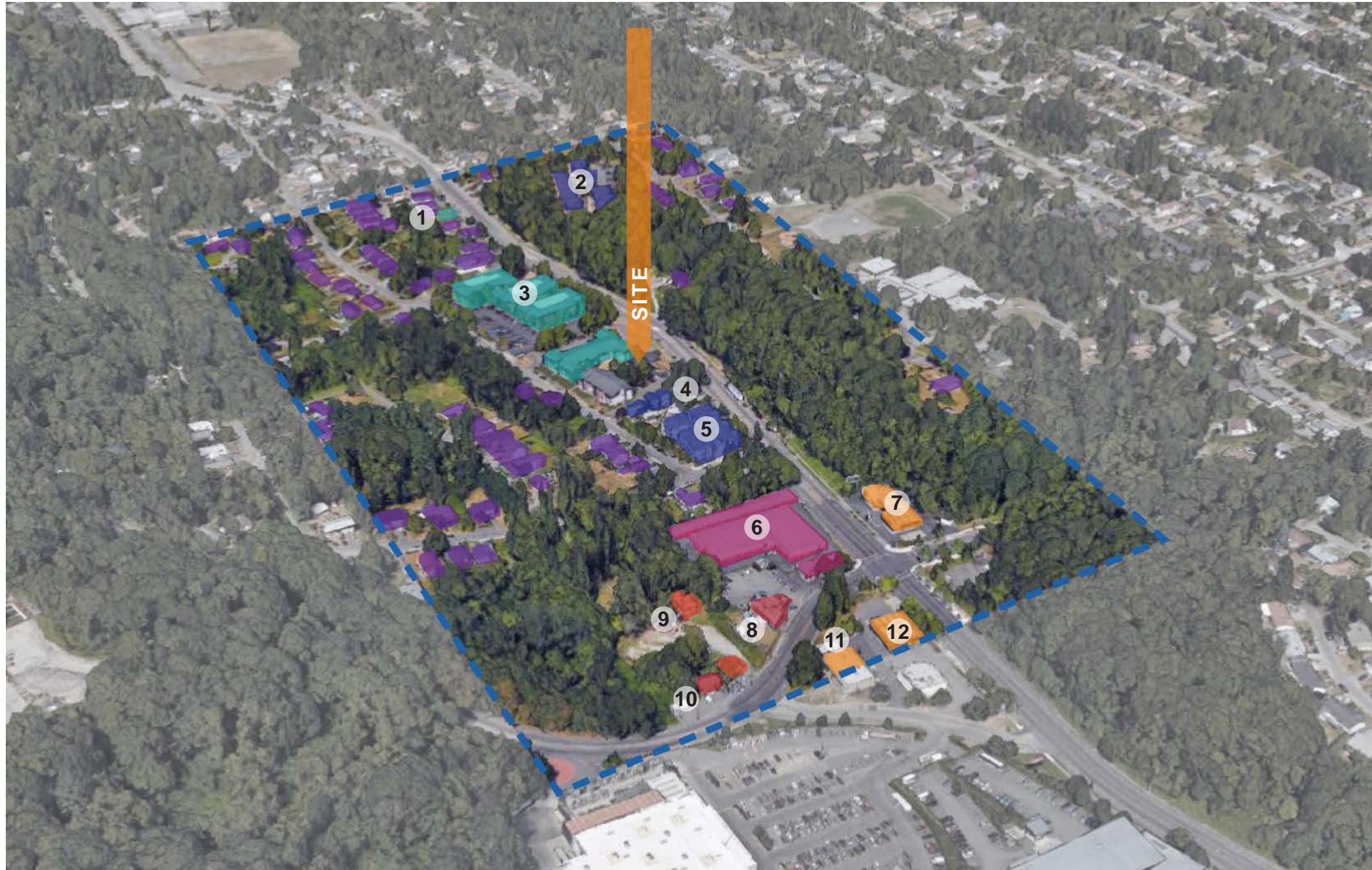
- SF 5000
- LR2
- LR2 (M)
- LR3
- LR3 (M)
- C1-30/40
- C1-55 (M)

LEGEND

- 9-BLOCK BOUNDARY
- STREET
- SITE



The site is located centrally in a LR3 zone. It is not located within an urban village or urban center. Although the site is currently not equipped with frequent transit, the Rapid Ride H line will open in 2020, and meet these requirements. The project will submit a contract rezone to change the zoning to LR3 (M) which is the proposed MHA rezone.



9-BLOCK DEVELOPMENT

Although the surrounding neighborhood is predominately made-up of single-family homes, the adjacent sites to the north and south contain apartment buildings, townhomes, retail spaces, restaurants, and a cultural center.

STRUCTURE TYPE

1. LENA APARTMENTS
2. CROFT PLACE TOWNHOMES
3. WILLOW COURT APARTMENTS
4. TOWNHOMES ON 23RD AVE SW
5. TOWNHOMES ON SW MYRTLE STREET
6. PUBLIC STORAGE
7. SHELL GAS STATION
8. TUG INN
9. VIETNAMESE CULTURAL CENTER
10. EL RAY DEL TACO
11. SHERWIN-WILLIAMS PAINT STORE
12. ARCO GAS STATION

STRUCTURE USE

- APARTMENT
- TOWNHOME/DUPLEX
- SINGLE-FAMILY HOME
- STORAGE/WAREHOUSE
- BAR/RESTAURANT
- COMMUNITY CENTER/CHURCH
- RETAIL/WHOLESALE
- GREEN SPACE

LEGEND

- 9-BLOCK BOUNDARY
- SITE



CONTEXT ANALYSIS:

NEIGHBORHOOD & SITE DEVELOPMENT

Located in the High Point neighborhood of West Seattle, the parcel is situated on the west side of Delridge Way SW. The site is surrounded by residential developments, with commercial businesses to the south around Sylvan Way SW. The topography of the site and surrounding neighborhood is relatively steep, with substantial grade changes.

Delridge Way SW is classified as a principal arterial street and minor transit street. It consists of one lane of traffic in each direction with a center turning lane, and parking on both sides of the street. Metro operates the 120 Line in both directions along this street.

23rd Ave SW is classified as an access street and does not have a transit designation. It is wide enough for two-way traffic with parking on both sides, but is not striped. Currently, no sidewalk, curb and gutter exist on either side of the street in front of the subject property on 23rd Ave SW.

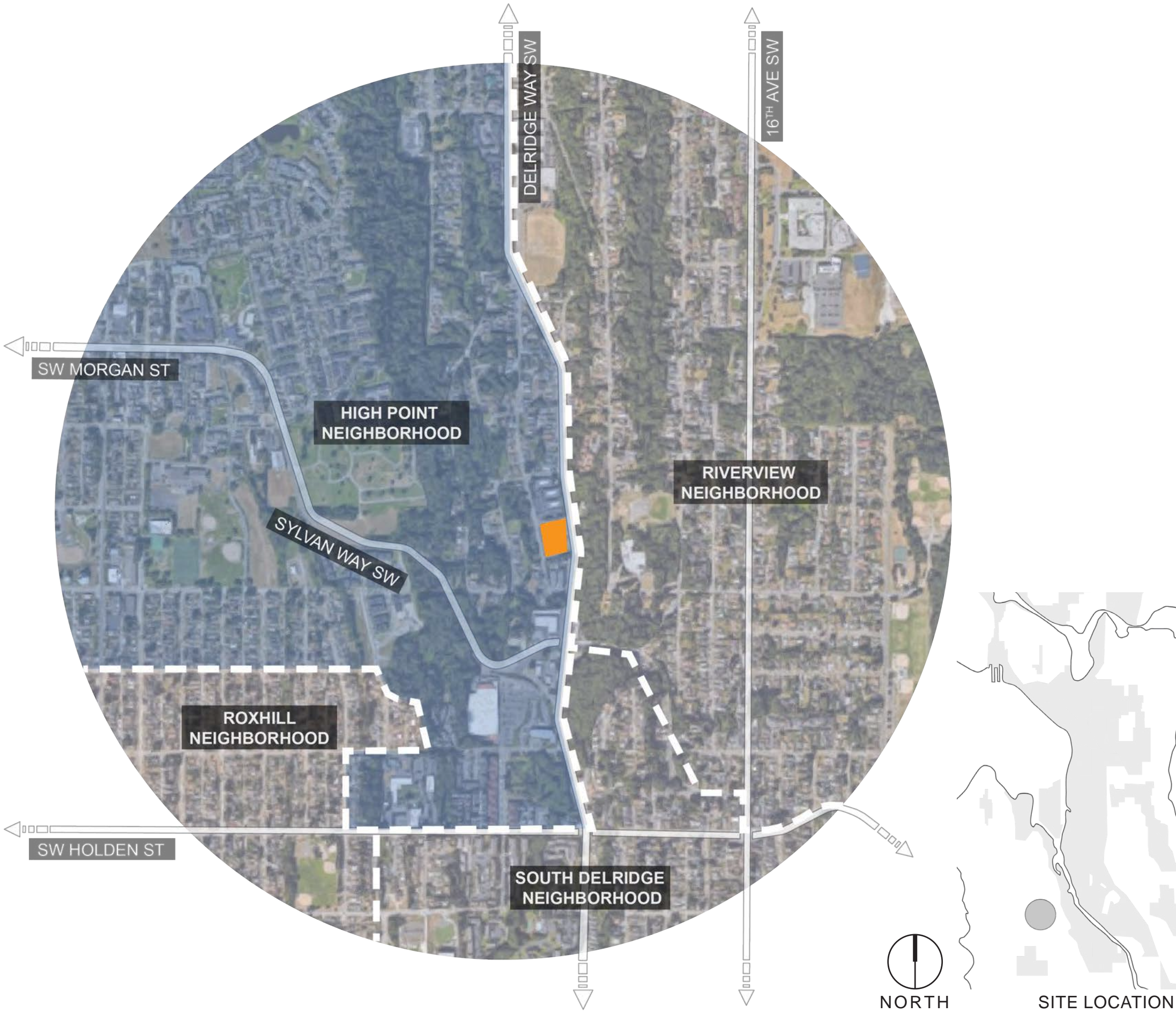
LEGEND

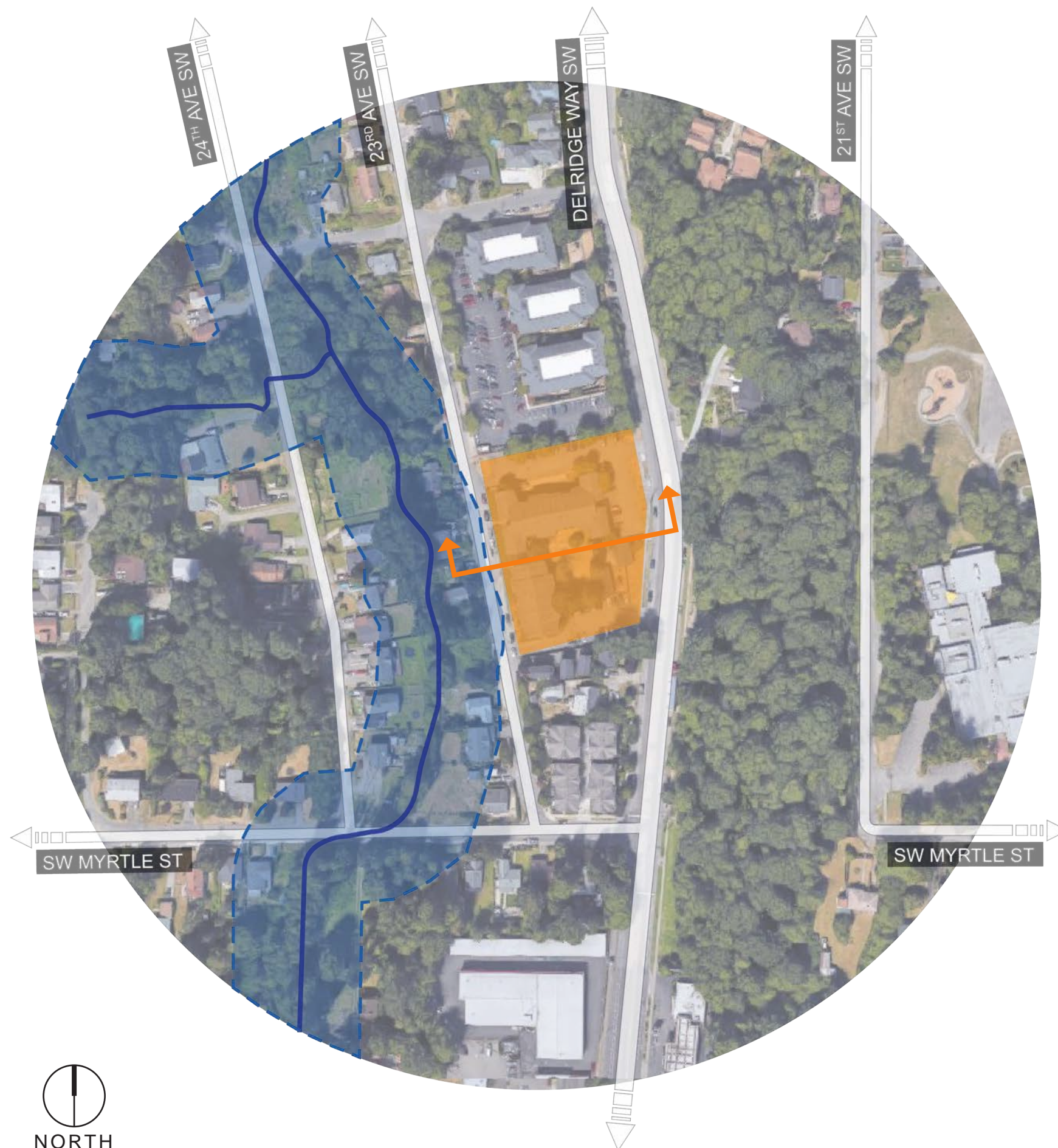
HIGH POINT NEIGHBORHOOD

OTHER SURROUNDING NEIGHBORHOODS

SITE

STREET





ENVIRONMENTALLY CRITICAL AREAS (ECA) ANALYSIS

A wetland study has been conducted, regarding the riparian corridor that is within close proximity to the site's west property line:

Riparian Management Area:

The subject property appears to be located outside of the 100-foot ECA Riparian Management Area. As such, no restrictions would be on this property with respect to riparian buffer and riparian regulations. Proposed street improvements would not be restricted with respect to the riparian buffer and riparian regulations (SMC 25.09.200.A.3.a).

Wetland and Wetland Buffer:

The subject property is separated from the wetland by a developed street, SMC 25.09.160.E.3 allows for development within the wetland buffer if the project meets the provisions therein, including restoration activities.

Wetlands associated with Longfellow Creek are located approximately 90 feet from the property. While the mapping is approximate, aerial imagery indicates the riparian corridor to be narrow and abutted by residential development; thus, the wetland would not likely extend far beyond the creek corridor given the presence of homes and yards adjacent to the creek corridor. Based on preliminary review, we anticipate the wetland is a Category III wetland with low level of habitat function, with an associated 60 foot buffer, in which case no portion of the subject property would be impacted by wetland buffer.

Site Topography:

The site slopes significantly downward from east to west, with a maximum grade difference between the Delridge Way SW and 23rd Ave SW property lines of approximately 18 feet. The sloping site requires sensitive response to allow the greatest amount of accessibility while maintaining building scale appropriate to the surrounding context. (See page 6 for site section.)

LEGEND

- RIPARIAN CORRIDOR-ECA3
- LONGFELLOW CREEK ROUTE
- SITE

CONTEXT ANALYSIS:
SURROUNDING USES
& NATURAL FEATURES





SURROUNDING USES

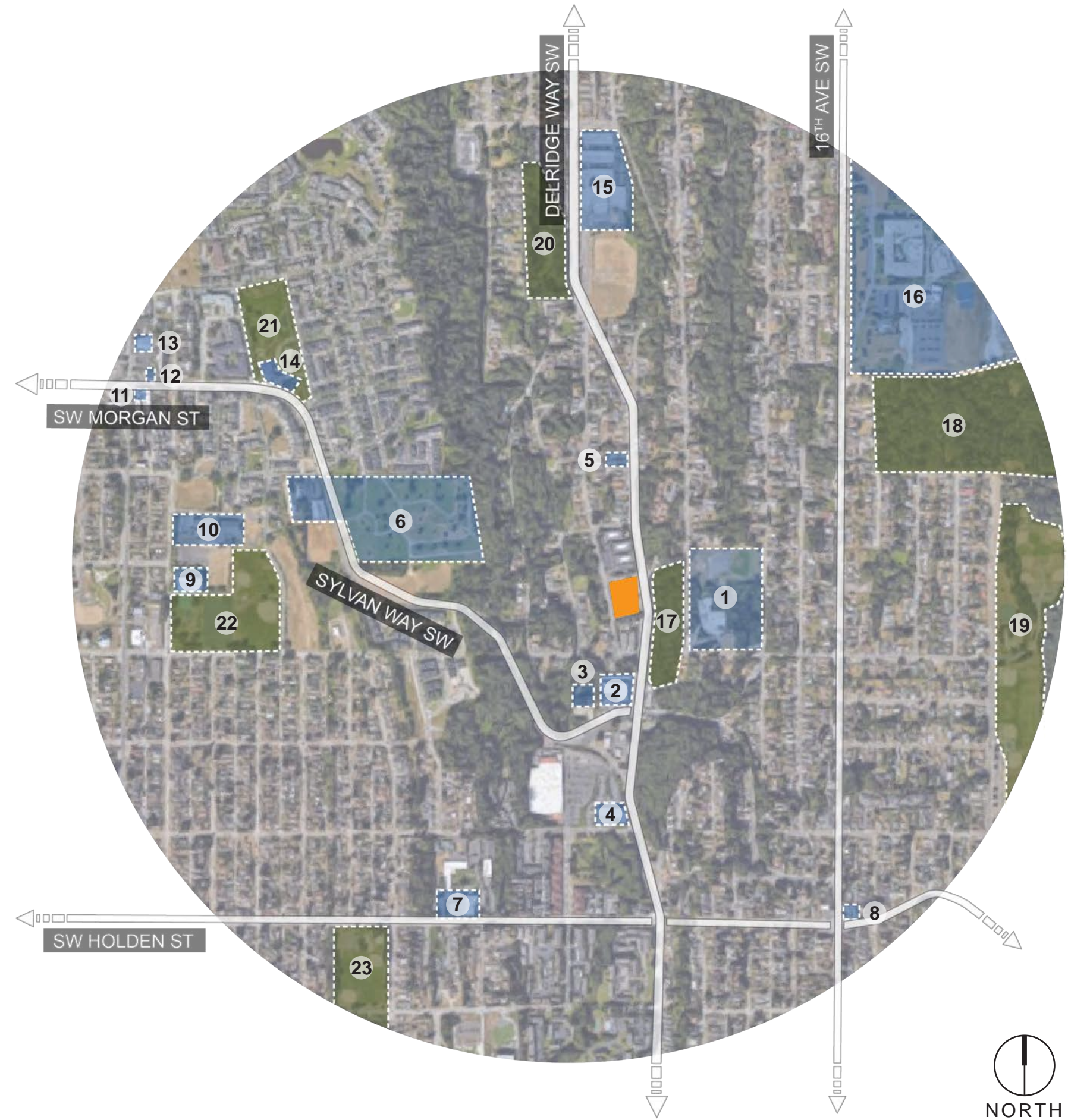
- 1. SANISLO ELEMENTARY SCHOOL
- 2. PUBLIC STORAGE
- 3. VIETNAMESE CULTURAL CENTER
- 4. SOUTHWEST PRECINCT - SEATTLE POLICE DEPARTMENT
- 5. REFUGEE AND IMMIGRANT FAMILY CENTER BILINGUAL PRESCHOOL
- 6. FOREST LAWN FUNERAL HOME
- 7. HIGHLINE WEST SEATTLE MENTAL HEALTH CENTER
- 8. SEATTLE FIRE STATION 11
- 9. HIGH POINT COMMUNITY CENTER
- 10. WEST SEATTLE ELEMENTARY SCHOOL
- 11. WEST SEATTLE FOOD BANK
- 12. SOUTH SEATTLE MARKET
- 13. WALGREENS
- 14. NEIGHBORHOOD HOUSE
- 15. LOUISA BOREN STEM K-8
- 16. SOUTH SEATTLE COLLEGE

NATURAL FEATURES

- 17. DELRIDGE AND MYRTLE PARK
- 18. WEST DUWAMISH GREENBELT TRAILS
- 19. RIVERVIEW PLAY FIELD
- 20. LONGFELLOW CREEK
- 21. HIGH POINT COMMONS
- 22. WALT HUNDLEY PLAY FIELD
- 23. EC HUGHES PLAYGROUND

LEGEND

-  SURROUNDING USES
-  NATURAL FEATURES
-  STREET
-  SITE





3. VIETNAMESE CULTURAL CENTER



4. SW PRECINCT - SEATTLE POLICE DEPT.



9. HIGH POINT COMMUNITY CENTER



11. WEST SEATTLE FOOD BANK



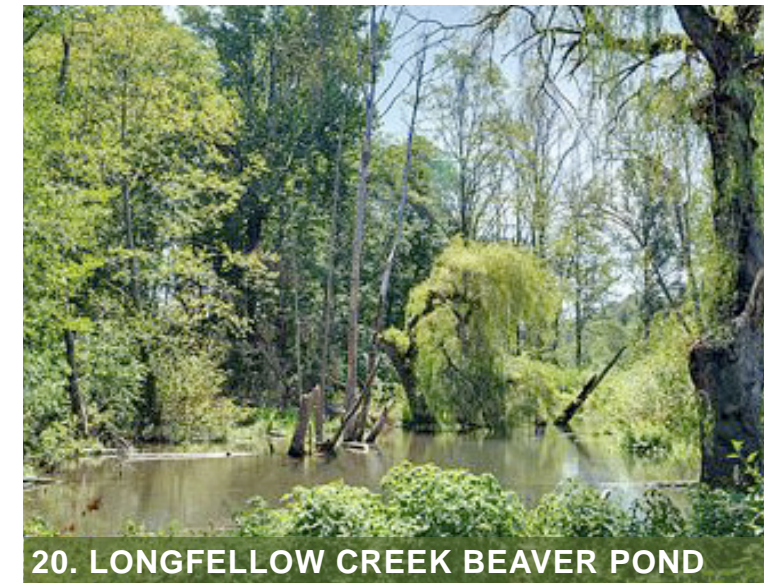
14. NEIGHBORHOOD HOUSE



16. SOUTH SEATTLE COLLEGE



18. WEST DUWAMISH GREENBELT TRAILS



20. LONGFELLOW CREEK BEAVER POND



20. LONGFELLOW CREEK SALMON BONE BRIDGE



21. HIGH POINT COMMONS PARK AMPHITHEATER



21. HIGH POINT COMMONS BEE GARDEN



22. WALT HUNDLEY PLAY FIELD

CONTEXT ANALYSIS:

NOTABLE ARCHITECTURE
AND SITING PATTERNS

Although the surrounding neighborhood is mostly constructed of single-family homes, prominent streets west of the site boast new development and multifamily housing. Notable architectural context and community-focused green spaces can be found along California Ave SW and Fauntleroy Way SW.

ARCHITECTURAL CONTEXT

- 1. WESTHAVEN APARTMENTS
- 2. DESC’S COTTAGE GROVE APARTMENTS
- 3. ONE COMMUNITY COMMONS
- 4. 5917 FAUNTLEROY WAY SW
- 5. FAUNTLEROY LOFTS
- 6. 6012 CALIFORNIA AVE SW LIVE/WORK TOWNHOMES
- 7. VIRIDIAN APARTMENTS
- 8. MORGAN 5.1 & 5.2 TOWNHOMES

COURTYARD & P-PATCH PRECEDENTS

- 9. THE CROFT TOWNHOMES
- 10. WILLOW COURT APARTMENTS
- 11. HIGH POINT JUNEAU COMMUNITY P-PATCH
- 12. WEST RIDGE APARTMENTS P-PATCH

LEGEND

- ARCHITECTURAL CONTEXT
- COURTYARD & P-PATCH PRECEDENTS
- STREET
- SITE





1. WESTHAVEN APTS



2. DESC'S COTTAGE GROVE APTS



3. ONE COMMUNITY COMMONS



4. 5917 FAUNTLEROY WAY SW



5. FAUNTLEROY LOFTS



6. 6012 CALIFORNIA SW TOWNHOMES



7. VIRIDIAN APTS



8. MORGAN 5.1 & 5.2 TOWNHOMES



9. CROFT PLACE TOWNHOMES | COURTYARD



10. WILLOW COURT APTS | COURTYARD



11. HIGH POINT JUNEAU COMMUNITY | P-PATCH



12. WEST RIDGE APTS | P-PATCH

STREETSCAPES

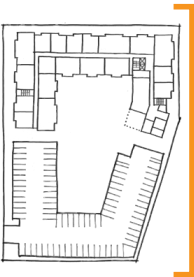
Site



Existing Townhomes

Willow Court Apartments

1 DELRIDGE WAY SW LOOKING WEST



PLAN LEGEND



Greenbelt Along Delridge Way SW

2 DELRIDGE WAY SW LOOKING EAST



PLAN LEGEND



Single-Family Residential Homes Along 23rd Ave SW

① 23RD AVE SW LOOKING WEST



Willow Court Apartments

Existing Townhomes

② 23RD AVE SW LOOKING EAST



CONTEXT ANALYSIS:
TRANSIT OPPORTUNITIES

The site, shown in orange, is located along a heavily trafficked street, providing a variety of means of access. Nearby frequent bus routes, which depart approximately every 15 minutes during the week, run north to south along Delridge Way SW and 16th Ave SW, and east to west along Sylvan Way SW. By 2020, the Rapid Ride express bus (H Line) will run along Delridge Way SW and provide the most convenient access to downtown Seattle and Burien.

There is also easy access to the site by car. Heavy car traffic usage along Delridge Way SW and moderate traffic usage along Sylvan Way SW and 23rd Ave SW.

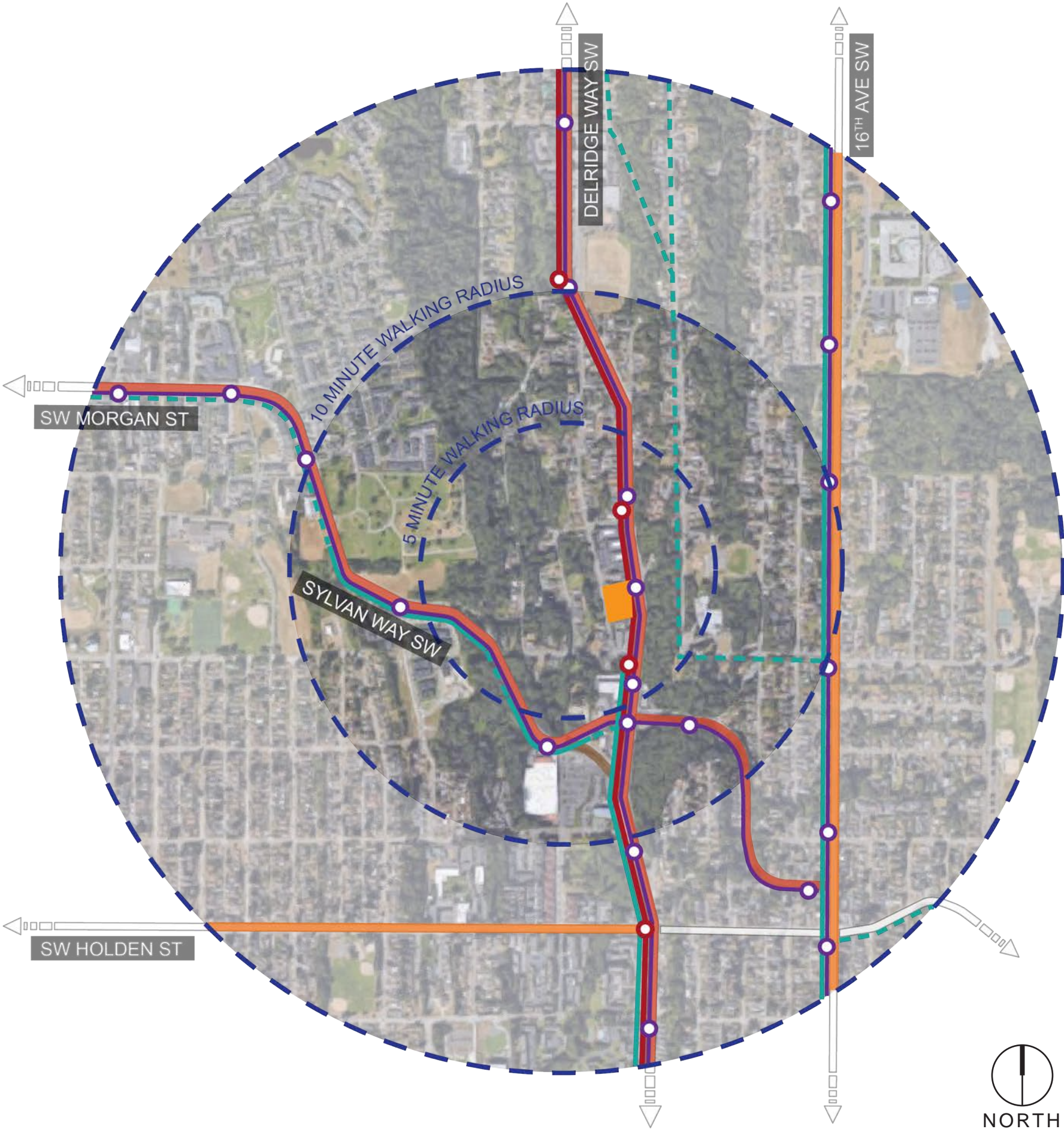
Pedestrian access is provided by sidewalks along Delridge and the highly walkable neighborhoods to the west. There are dedicated bicycle lanes to the east and south of the site along Sylvan Way SW and 16th Ave SW.

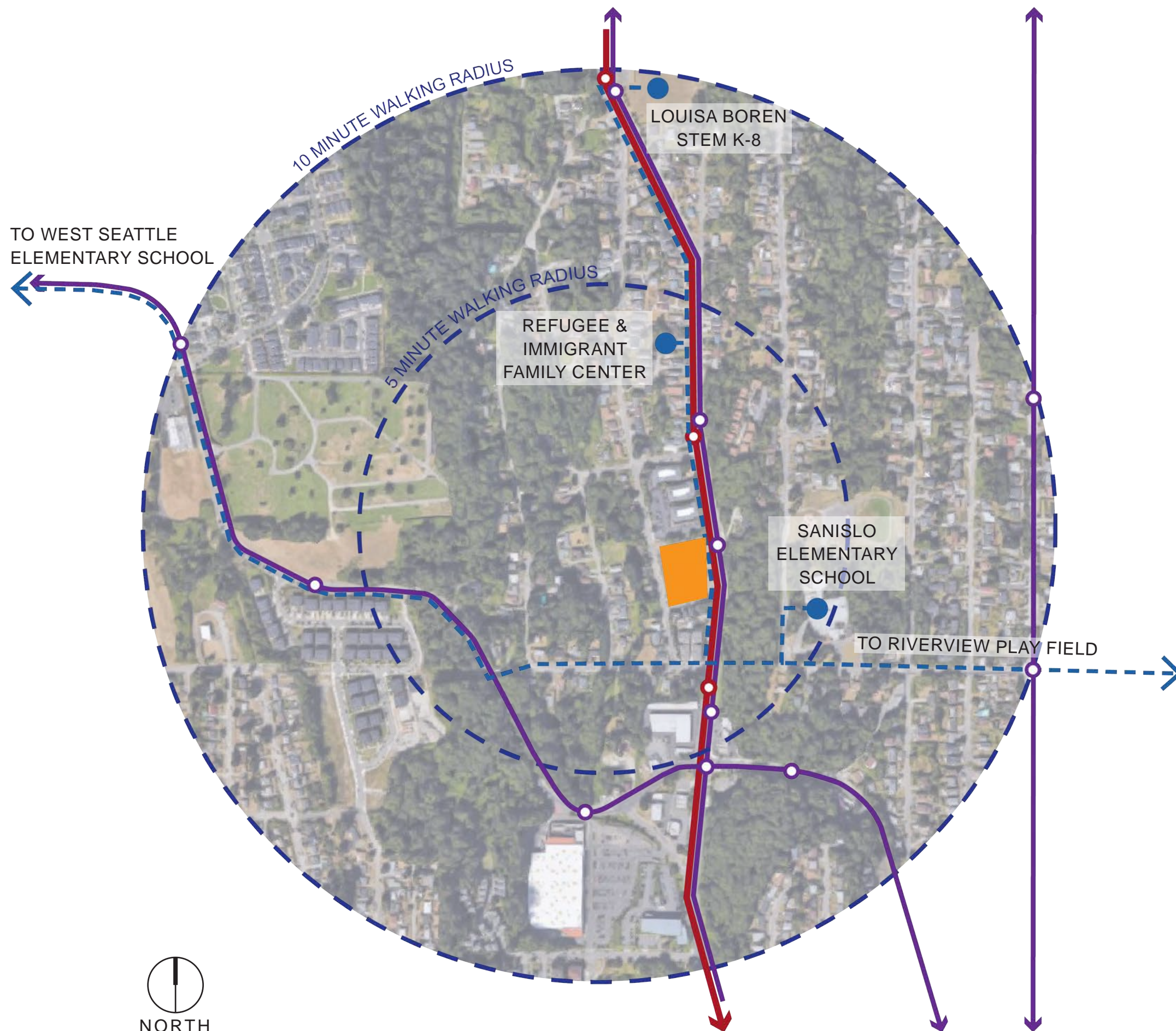
BUS ROUTES:

CURRENT: 120, 125, 128
PLANNED (BY 2020): RAPID RIDE H LINE

LEGEND

- METRO BUS STOP
- METRO BUS ROUTE
- FUTURE RAPID RIDE H LINE STATION
- FUTURE RAPID RIDE H LINE ROUTE
- MODERATE VEHICLE TRAFFIC
- HEAVY VEHICLE TRAFFIC
- DEDICATED BIKE LANE
- BIKE-FRIENDLY PATH
- SITE











CONTEXT ANALYSIS:

WALKABILITY

There are three bus stops within a 5-minute walk of the site, located along Delridge Way SW. The closest pedestrian thoroughfare is Delridge Way which provides north-south sidewalks as well as crosswalks to connect east-west pedestrian movement.

Schools, commercial businesses, and green space amenities are within a 10 minute walk. Sanislo Elementary School and the Refugee and Immigrant Family Center are easily accessible by foot.

LEGEND

-  METRO BUS STOP
-  METRO BUS ROUTE
-  FUTURE RAPID RIDE H LINE STATION
-  FUTURE RAPID RIDE H LINE ROUTE
-  WALKING PATH
-  SITE

CONTEXT ANALYSIS:

SITE ACCESS DIAGRAM

SITE OPPORTUNITIES

- Easy access to transit system along Delridge Way SW.
- Adjacent low-rise buildings allow for greater solar access and views to the east, south and west.
- Relatively low vehicle traffic on 23rd Avenue SW.
- Easy access to a number of schools, green spaces, and other amenities along Delridge Way SW and SW Myrtle Street.

SITE CONSTRAINTS

- Heavy vehicle traffic on Delridge Way SW.
- The site's significant grade change (approximately 18 feet from east to west) creates numerous challenges to providing an accessible path across the site, locating accessible building entrances, and maintaining a parking layout that does not exceed 2-5% slope.
- The existing topography makes it difficult to retain existing trees due to the regrading that is required for accessible site access and the need to maintain the current grade at existing trees.
- The site development as a whole must be cohesive and accessible, providing easy building access to residents, clear wayfinding for visitors, and allowing for visual security across the site.
- An existing sewer main runs between the two lots resulting in a 10' easement on each lot. The sewer main relocation costs severely limits the developable area on site.
- Large existing trees at different grades, including two exceptional trees, severely limit the developable area of the site.

LEGEND

- ↔ PEDESTRIAN SITE ACCESS
- ↔ ACCESSIBLE ROUTE ACROSS SITE
- PEDESTRIAN BUILDING ACCESS
- ↔ VEHICLE SITE ACCESS



SEATTLE DESIGN GUIDELINES

CS1 NATURAL SYSTEMS AND SITE FEATURES

CS1-C-2: ELEVATION CHANGES

The site includes steep approaches to the east (Delridge Way SW) and west (23rd Ave SW) with the grade along Delridge Way SW being the highest point. The average grade plane calculations are split into two sections (east and west) which results in a lower allowable building height along 23rd Ave SW (220.00') and a higher structure height on Delridge Way SW (229.33') when compared to a single avg grade plane calculation (223.96').

The massing takes advantage of the change in grade to step down the building one-story in the east-west direction to create a better zoning transition to the SF zone to the west (CS2-D-3). By locating most of the massing along Delridge Way SW, the bulk and scale of the west portion of massing is reduced along 23rd Ave SW.

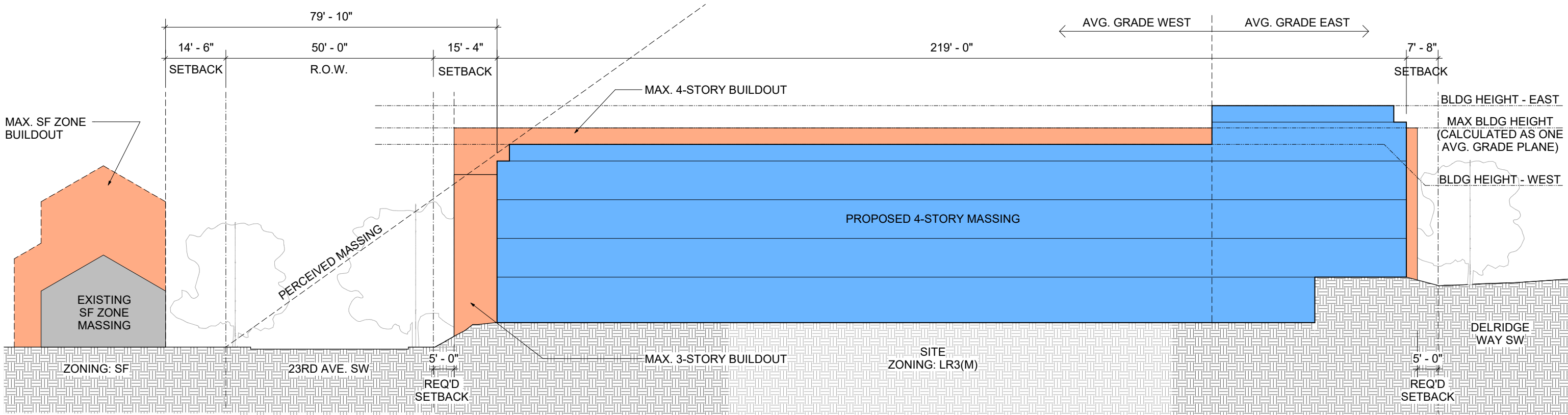
CS2 URBAN PATTERN AND FORM

CS2-D-1: EXISTING DEVELOPMENT AND ZONING

Responds to height bulk and scale of the neighboring SF buildings to the west by providing a generous setback on 23rd to produce a greater buffer between the SF zone and LR site. The west façade bays are setback 15'-0" from 23rd Ave SW while the main building massing is setback 18'-0" (5'-0" min setback required).

CS2-D-3: ZONING TRANSITIONS

Increased setback helps with the zoning transition from LR to SF by mimicking the front yard requirements of SF parcels (20' or average of adjacent parcels, whichever is less). The average front yard of the single-family homes to the east are about 14'-6". The zoning transition is also enhanced by 23rd Ave SW which separates the LR and SF zones with a 50' wide street. The increased setback results in minimal shading of the SF homes (except for 9am on 12/21) as shown in the solar diagrams on page 65.



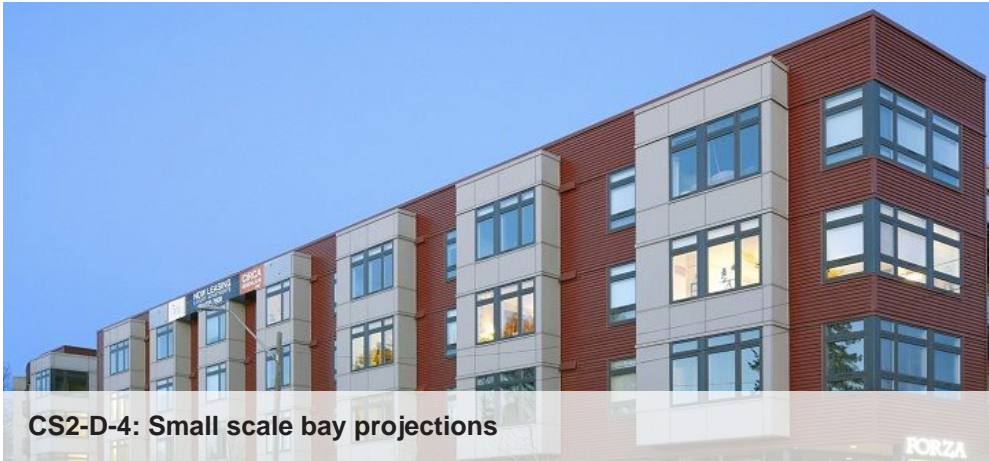
CS1-C-2 & CS2-D-1,3: Stepped massing and increased setback on 23rd Ave SW provides transition to SF zone to west

SEATTLE DESIGN GUIDELINES, CONTINUED

CS2 URBAN PATTERN AND FORM

CS2-D-4: MASSING CHOICES

In all schemes, the bay projections are scaled similar to the modulation present in adjacent structures at 3'-0" deep and between 12'-6" and 24'-6" wide. Additionally, the bays will stop at the roof joist, and not extend up to the top of the roof parapet. At the west façade of the preferred scheme, the frequency of the bay projections is increased, and the bay widths are decreased (max 14'-6" wide) to create a different treatment along 23rd Ave SW. Narrower bays on the west facade better match the smaller scale modulations of adjacent single family homes.



CS2-D-4: Small scale bay projections

PL2 WALKABILITY

PL2-A-1,2: ACCESSIBILITY

Provides an accessible routes to and through the site that connects with both Delridge Way SW and 23rd Ave SW rights-of-way. The accessible route will be incorporated within the overall landscape design through a meandering network of ramps and textured walkways.



PL2-A-1,2: Integrate accessible routes into site design

PL2-B-1: EYES ON THE STREET

For safety and security, the building entry, reception, and common areas were placed to provide the best natural visual surveillance of the courtyard and surface parking lot in all schemes. The entry, courtyard and surface parking configuration in the preferred scheme achieves the most ideal layout for creating a safe on-site environment.

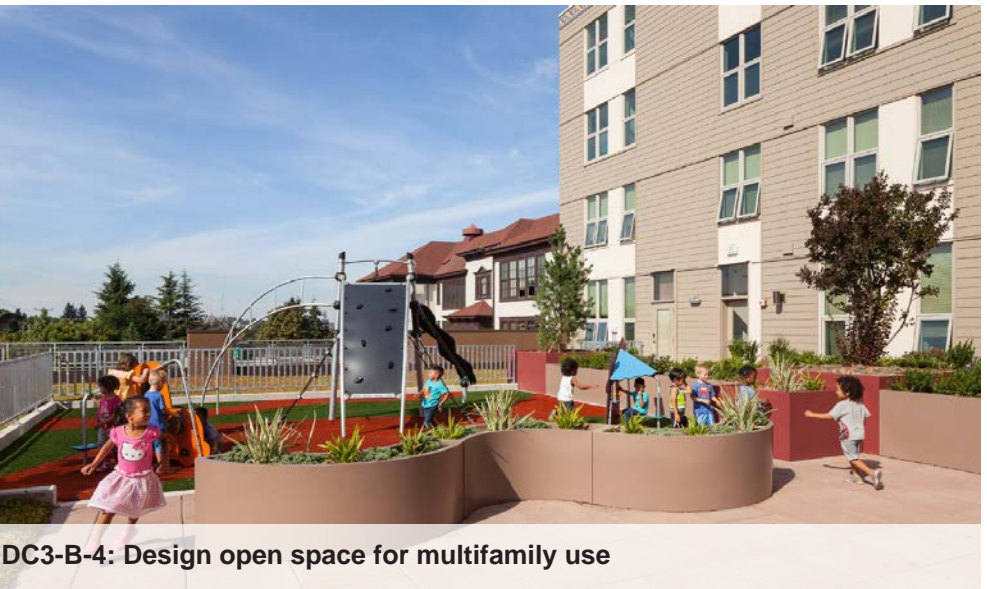


PL2-B-1: Natural Visual Surveillance from Reception/Entry

DC3 OPEN SPACE CONCEPT

DC3-B-4: MULTIFAMILY OPEN SPACE

Proposed building massing and parking layout accommodates the largest central outdoor amenity area on the flattest portions of the site for children's play and active use with smaller seating area for adults. This configuration protects the open space from 23rd Ave SW and Delridge Way SW while providing full southern sun exposure.



DC3-B-4: Design open space for multifamily use

DC1 PROJECT USES AND ACTIVITIES

DC1-B-1: VEHICULAR ACCESS LOCATION AND DESIGN

Surface parking is accessed at the south end of the 23rd Av SW street frontage, providing safe separation from the pedestrian site access which occurs mid-site on the same frontage (23rd Ave SW), and mid-site on Delridge Way SW.



↔ VEHICULAR SITE ACCESS
↔ PEDESTRIAN SITE ACCESS

DC1-B-1: Vehicular Access Diagram

MASSING CONCEPT STUDIES

3-STORY MASSING STUDY **A1**
Existing Zoning - Code Compliant



- Two L-shaped buildings located on north and south ends of site.
- Large surface parking located in center of site.
- No large exterior amenity space provided.
- Existing exceptional trees retained.
- Reduced unit count.
- Parking concentrated on 23rd Ave SW

3-STORY MASSING STUDY **A2**
Existing Zoning - Split Parking



- Two L-shaped buildings entered on site.
- Two surface parking lots. Visual surveillance by property management is more difficult.
- Small, central amenity space. Protected from Delridge Way SW and surface parking lot.
- Sewer main relocation is needed.
- Departure required (structure width).

3-STORY MASSING STUDY **A3**
Existing Zoning - Texas Donut



- Single donut-shaped building on north lot.
- Surface parking located on south lot.
- Narrow amenity space located in the center of building.
- No large building massing or articulation occurs.
- Departure required (structure width).

3-STORY MASSING STUDY **A4**
Existing Zoning - Centered C



- Single C-shaped building in center of site.
- Two surface parking lots. Visual surveillance by property management is more difficult.
- Narrow, central amenity space. Protected from Delridge Way SW & surface parking lot.
- Sewer main relocation is needed.
- Departure required (structure width).
- Reduced unit count.

4-STORY MASSING STUDY **B1**
Rezone - Code Compliant



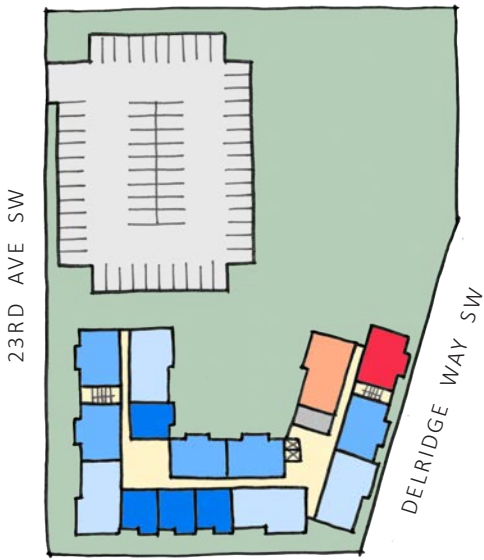
- U-shaped building located on the north lot.
- North courtyard area.
- Large surface parking located on south lot
- No large exterior amenity space provided.
- Existing exceptional trees retained.
- Reduced unit count.

4-STORY MASSING STUDY **B2 | PREFERRED**
Rezone - Inverted U



- Inverted U-shaped building located on the north lot responds to both street frontages.
- U-shaped surface parking mitigates grade changes.
- Large central courtyard.
- Departure required (structure width).
- Equity between street frontages

4-STORY MASSING STUDY **B3**
Rezone - Code Compliant



- U-shaped building located on the south lot.
- Large surface parking located in the north lot.
- No large exterior amenity space provided.
- Existing exceptional trees retained.
- Reduced unit count.

4-STORY MASSING STUDY **B4**
Rezone - Centered C



- C-shaped building in center of site.
- Two surface parking lots. Visual surveillance by property management is more difficult.
- Narrow, central amenity space. Protected from Delridge Way SW & surface parking lot.
- Sewer main relocation is needed.
- Departure required (structure width).



SCHEME B2 ENTRY STUDIES

ENTRY STUDY B2 PREFERRED Level 1 Plan Diagram	ENTRY STUDY B2.1 Level 1 Plan Diagram	ENTRY STUDY B2.2 Level 1 Plan Diagram	ENTRY STUDY B2.3 Level 1 Plan Diagram
 <p>Level 2 Plan Diagram</p> 	 <p>Level 2 Plan Diagram</p> 	 <p>Level 2 Plan Diagram</p> 	 <p>Level 2 Plan Diagram</p> 
Massing articulation highlights main pedestrian entry on Delridge Way SW.	Pedestrian entry can be accessed from parking lot or Delridge Way SW.	Pedestrian entry can be accessed from parking lot of Delridge Way SW.	Pedestrian entry can be accessed from courtyard, not visible from Delridge Way SW.
Property management office suite has visual surveillance of entry, parking lot, courtyard, and elevator vestibule.	Property management office suite has visual surveillance of entry, parking lot, courtyard, and elevator vestibule.	Property management office suite has visual surveillance of entry, parking lot, and elevator vestibule.	Property management office suite has visual surveillance of entry, courtyard, and elevator vestibule.
Community Room is located at courtyard level, with direct access to courtyard.	Community Room is located at courtyard level, with direct access to courtyard.	Community Room is located at courtyard level, with direct access to courtyard.	Community Room is located at courtyard level and on the same floor as the Property Management office suite.

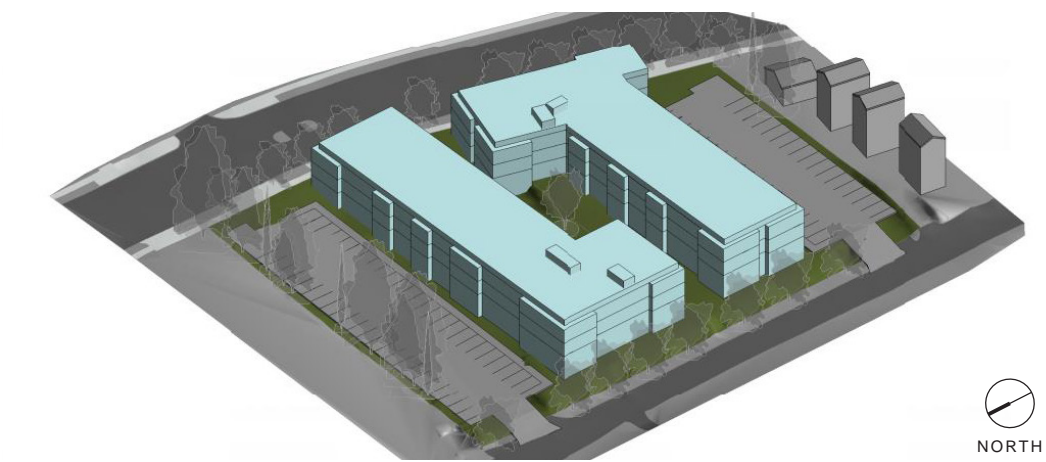
DESIGN ALTERNATIVES OVERVIEW

DESIGN ALTERNATIVE A1
EXISTING ZONING - CODE COMPLIANT



Gross North Building Area: 40,587 SF + Gross South Building Area: 37,788 SF
GROSS TOTAL BUILDING AREA: 78,375 SF
North Building Footprint: 13,529 SF + South Building Footprint: 12,596 SF
TOTAL BUILDING FOOTPRINT: 26,125 SF
HEIGHT: 30'-0" to top of roof structure
FAR: 1.07
NUMBER OF UNITS: 76
PARKING SPACES: 67
DEPARTURE REQUIRED: None
EXCEPTIONAL TREES RETAINED: Both trees 344 and 350 will be preserved.

DESIGN ALTERNATIVE A2
EXISTING ZONING - SPLIT PARKING



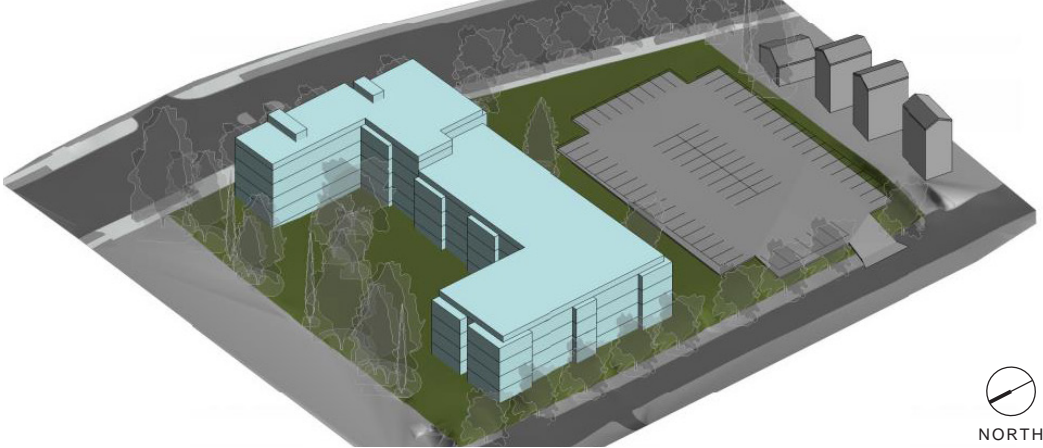
Gross North Building Area: 42,747 SF + Gross South Building Area: 40,041 SF
GROSS TOTAL BUILDING AREA: 82,788 SF
North Building Footprint: 14,249 SF + South Building Footprint: 13,347 SF
TOTAL BUILDING FOOTPRINT: 27,596 SF
HEIGHT: 30'-0" to top of roof structure
FAR: 1.14
NUMBER OF UNITS: 80
PARKING SPACES: 80
DEPARTURES REQUIRED: 1. Removal of tree 344 & 350.
2. Structure width (see page 66)
EXCEPTIONAL TREES RETAINED: Trees 344 and 350 will be removed.

DESIGN GUIDELINES
CS1 NATURAL SYSTEMS & SITE FEATURES CS1-C-2 Elevation Changes
CS2 URBAN PATTERN & FORM CS2-D-1 Existing Development and Zoning CS2-D-3 Zoning Transitions CS2-D-4 Massing Choices
PL2 ACCESSIBILITY PL2-A-1 & 2 Walkability PL2-B-1 Accessibility: Street Level Interaction - Eyes On The Street
DC1 PROJECT USES & ACTIVITIES DC1-B-1 Vehicular Access Location and Design
DC3 OPEN SPACE CONCEPT DC3-B-4 Multi-Family Open Space

DESIGN GUIDELINE	OPPORTUNITY	CONSTRAINT
CS1-C-2 Natural Systems & Site Features - Elevation Changes		X
CS2-D-1 Urban Pattern & Form - Existing Development and Zoning		X
CS2-D-3 Urban Pattern & Form - Zoning Transitions		X
CS2-D-4 Urban Pattern & Form - Massing Choices		X
PL2-A-1 & 2 Accessibility - Walkability	X	
PL2-B-1 Accessibility: Street Level Interaction - Eyes On The Street	X	
DC1-B-1 Project Uses & Activities - Vehicular Access		X
DC3-B-4 Open Space Concept - Multi-family Open Space		X

DESIGN GUIDELINE	OPPORTUNITY	CONSTRAINT
CS1-C-2 Natural Systems & Site Features - Elevation Changes		X
CS2-D-1 Urban Pattern & Form - Existing Development and Zoning		X
CS2-D-3 Urban Pattern & Form - Zoning Transitions		X
CS2-D-4 Urban Pattern & Form - Massing Choices		X
PL2-A-1 & 2 Accessibility - Walkability	X	
PL2-B-1 Accessibility: Street Level Interaction - Eyes On The Street		X
DC1-B-1 Project Uses & Activities - Vehicular Access	X	
DC3-B-4 Open Space Concept - Multi-family Open Space	X	

DESIGN ALTERNATIVE B1
REZONE - CODE COMPLIANT



GROSS BUILDING AREA: 72,633 SF

TOTAL BUILDING FOOTPRINT: 17,309 SF

HEIGHT: 30'-0" to top of roof structure

FAR: 1.00

NUMBER OF UNITS: 66

PARKING SPACES: 66

DEPARTURES REQUIRED: None

EXCEPTIONAL TREES RETAINED: Both trees 344 and 350 will be preserved.

DESIGN GUIDELINE	OPPORTUNITY	CONSTRAINT
CS1-C-2 Natural Systems & Site Features - Elevation Changes	X	
CS2-D-1 Urban Pattern & Form - Existing Development and Zoning		X
CS2-D-3 Urban Pattern & Form - Zoning Transitions		X
CS2-D-4 Urban Pattern & Form - Massing Choices		X
PL2-A-1 & 2 Accessibility - Walkability	X	
PL2-B-1 Accessibility: Street Level Interaction - Eyes On The Street	X	
DC1-B-1 Project Uses & Activities - Vehicular Access	X	
DC3-B-4 Open Space Concept - Multi-family Open Space	X	

DESIGN ALTERNATIVE B2 | PREFERRED
REZONE - INVERTED U



GROSS BUILDING AREA: 87,851 SF

TOTAL BUILDING FOOTPRINT: 20,503 SF

HEIGHT: 30'-0" to top of roof structure

FAR: 1.21

NUMBER OF UNITS: 79

PARKING SPACES: 79

DEPARTURES REQUIRED: 1. Removal of tree 344 & 350.
2. Structure width (see page 67)

EXCEPTIONAL TREES RETAINED: Trees 344 and 350 will be removed.

DESIGN GUIDELINE	OPPORTUNITY	CONSTRAINT
CS1-C-2 Natural Systems & Site Features - Elevation Changes	X	
CS2-D-1 Urban Pattern & Form - Existing Development and Zoning		X
CS2-D-3 Urban Pattern & Form - Zoning Transitions		X
CS2-D-4 Urban Pattern & Form - Massing Choices		X
PL2-A-1 & 2 Accessibility - Walkability	X	
PL2-B-1 Accessibility: Street Level Interaction - Eyes On The Street	X	
DC1-B-1 Project Uses & Activities - Vehicular Access	X	
DC3-B-4 Open Space Concept - Multi-family Open Space	X	

DESIGN GUIDELINES
CS1 NATURAL SYSTEMS & SITE FEATURES CS1-C-2 Elevation Changes
CS2 URBAN PATTERN & FORM CS2-D-1 Existing Development and Zoning CS2-D-3 Zoning Transitions CS2-D-4 Massing Choices
PL2 ACCESSIBILITY PL2-A-1 & 2 Walkability PL2-B-1 Accessibility: Street Level Interaction - Eyes On The Street
DC1 PROJECT USES & ACTIVITIES DC1-B-1 Vehicular Access Location and Design
DC3 OPEN SPACE CONCEPT DC3-B-4 Multi-Family Open Space

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DESIGN ALTERNATIVE A1

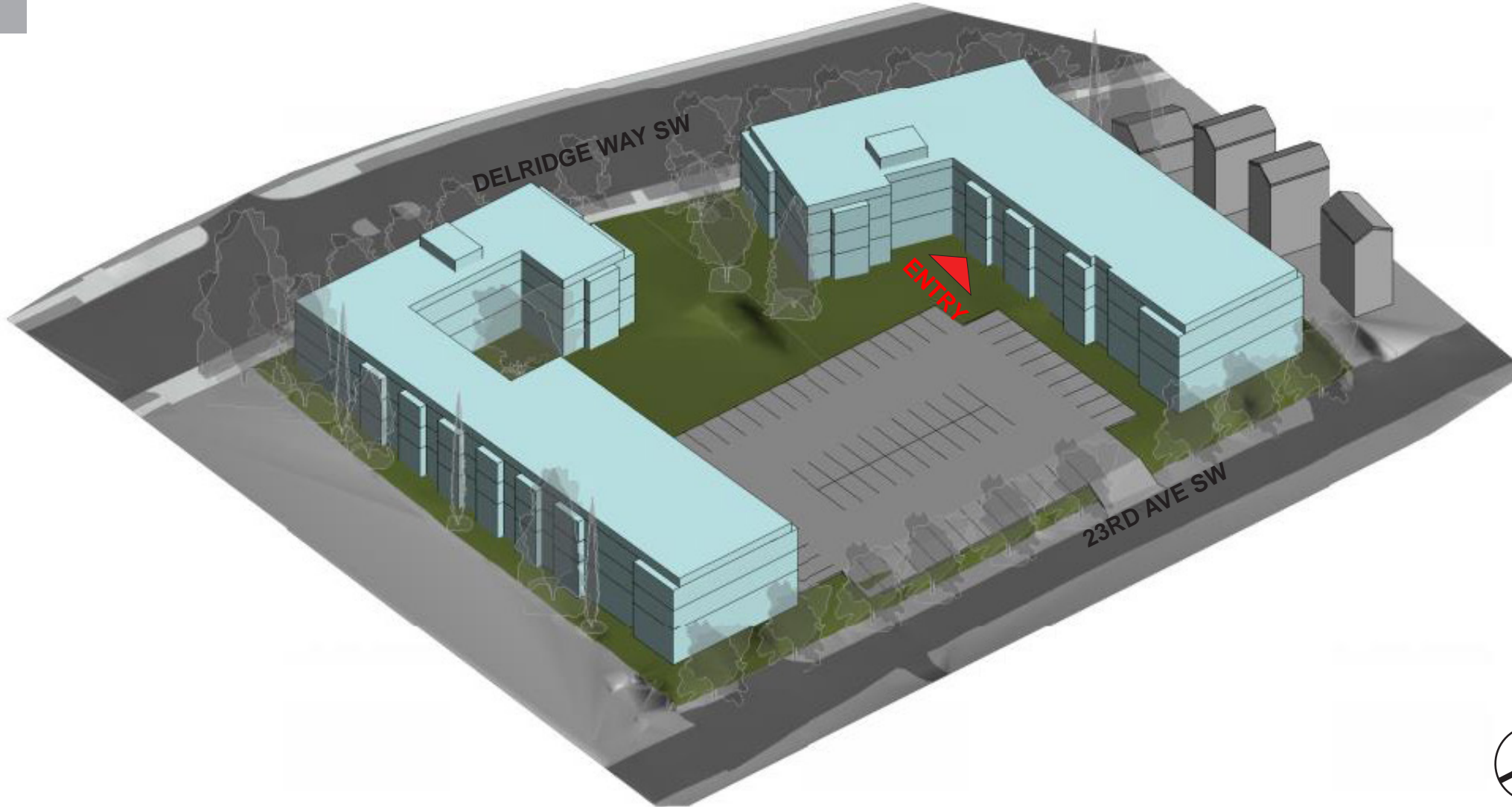
EXISTING ZONING - CODE COMPLIANT

OPPORTUNITIES

- PL2-A-1,2: Creates accessible route to and through the site that connects with both Delridge Way SW and 23rd Av SW rights-of-way.
- PL2-B-1: The entry and property management office suite has a direct view of the surface parking and the site's pedestrian entry point along Delridge Way SW.

CONSTRAINTS

- CS1-C-2: Grade at the existing exceptional trees to be maintained restricts much of the site grading. Finish floor heights do not relate to site grade and context.
- CS2D-1, 3: LR3 zone north and south of site. SF zone transition occurs across 23rd Ave SW. Massing concentrated on Delridge Way SW, and north & south lot lines which results in large parking lot along the 23rd Ave SW street frontage.
- CS2-D-4: Large massing proposed compared to existing context. Bay projections are introduced to break up façade and create smaller scale modulations similar to those present in adjacent structures.
- DC-1-B-1: Vehicle access for surface parking is centered on site which will conflict with pedestrian site access point along 23rd Ave SW.
- DC3-B-4: The building massings do not allow for a large outdoor amenity area which can be programmed for different actives and uses.



NORTH-WEST AERIAL VIEW



MASSING CONCEPT

- Two new 3-story building massings are located on the north and south ends of the site to best avoid removing the existing exceptional trees.
- Small courtyard and main pedestrian access point is formed along the east side of the parcel, between the two building massings in center of site.
- Large surface parking lot is located on west portion of site, centered between the two building massings.
- One property management office and community room is located in the north building along the main, central pedestrian access point.
- This scheme allows for the existing sewer main that runs down the center of the site to remain in place, resulting in a large cost savings for the project.

Gross North Building Area: 40,587 SF + Gross South Building Area: 37,788 SF

GROSS TOTAL BUILDING AREA: 78,375 SF

North Building Footprint: 13,529 SF + South Building Footprint: 12,596 SF

TOTAL BUILDING FOOTPRINT: 26,125 SF

HEIGHT: 30'-0" to top of roof structure

FAR: 1.07

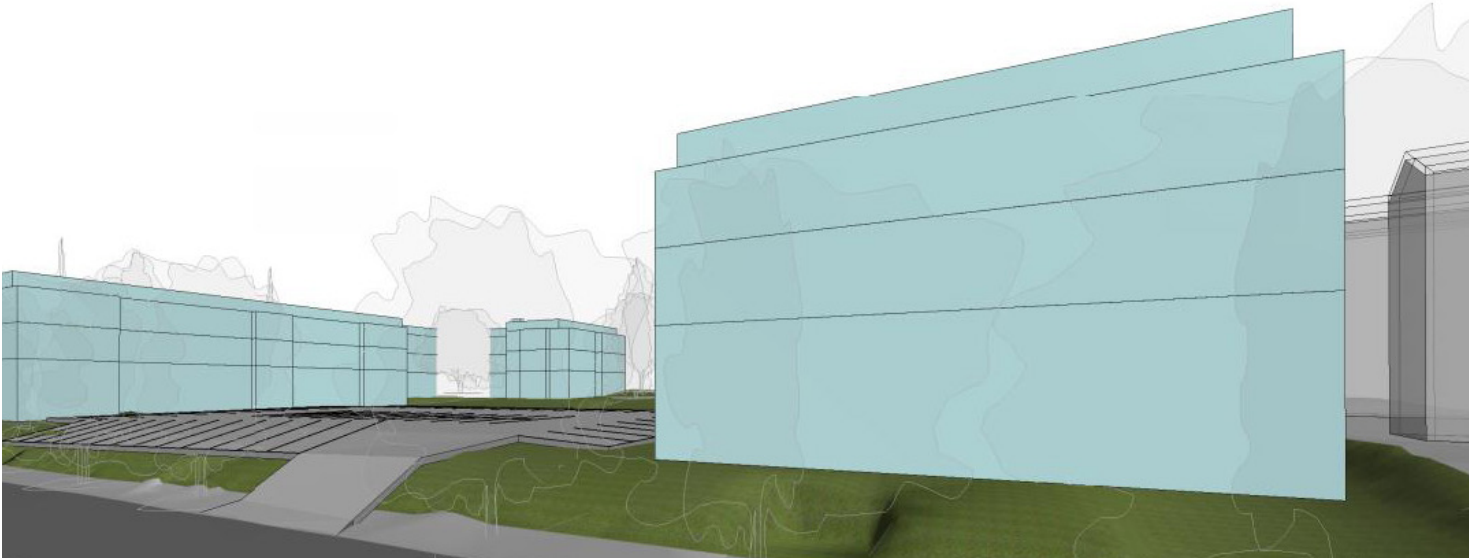
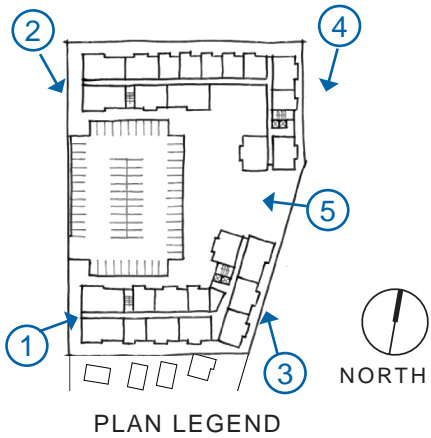
NUMBER OF UNITS: 76

PARKING SPACES: 67

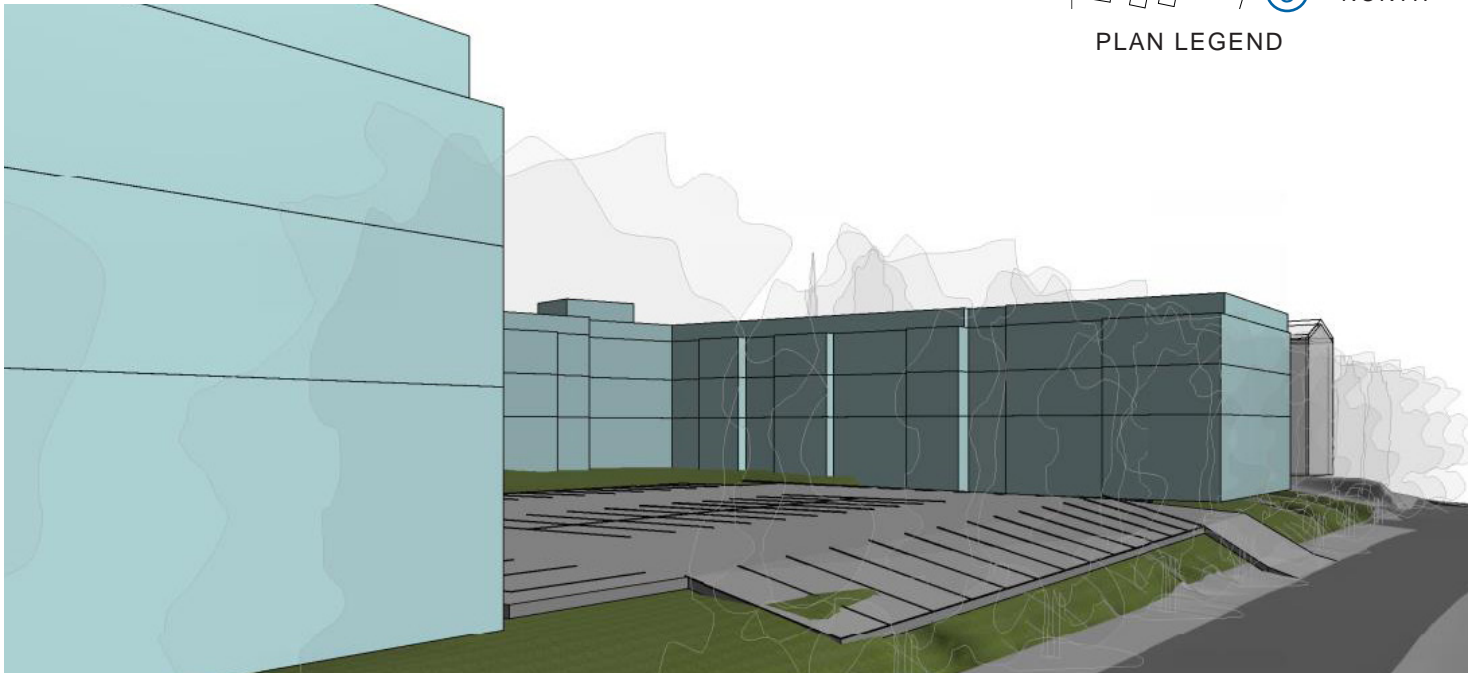
DEPARTURE REQUIRED: None

EXCEPTIONAL TREES RETAINED: Both trees 344 and 350 will be preserved.

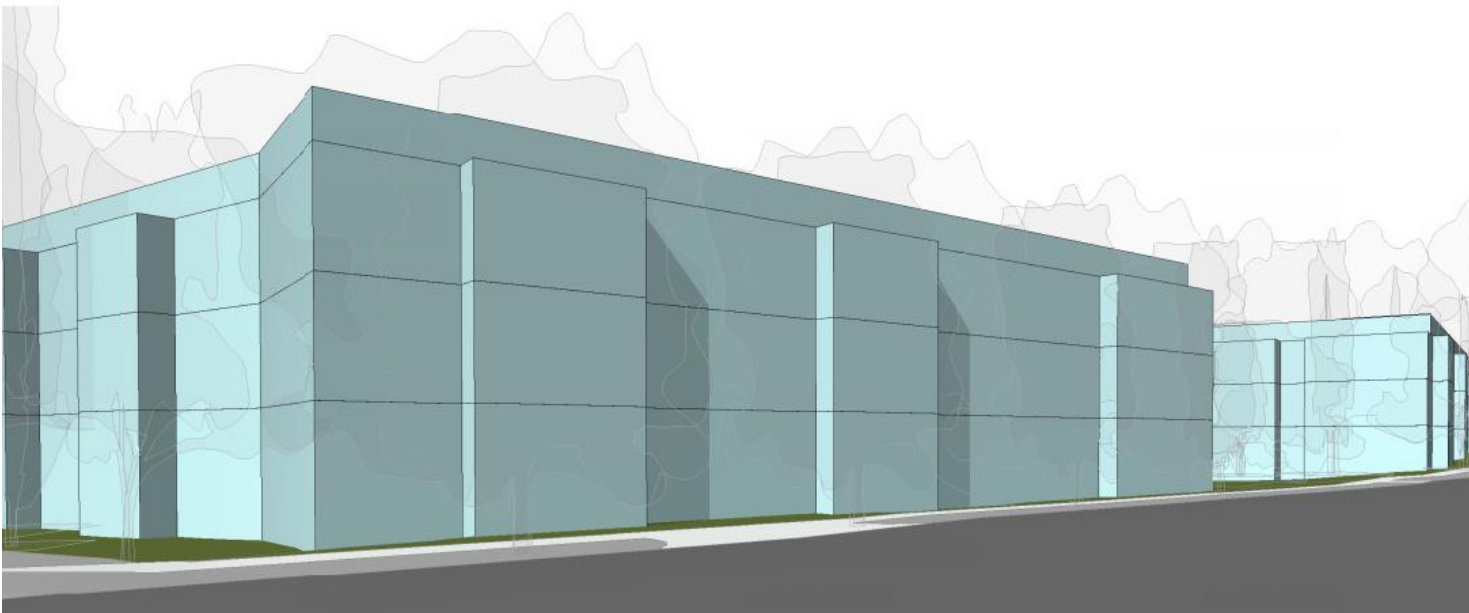
DESIGN ALTERNATIVE A1
EXISTING ZONING - CODE COMPLIANT



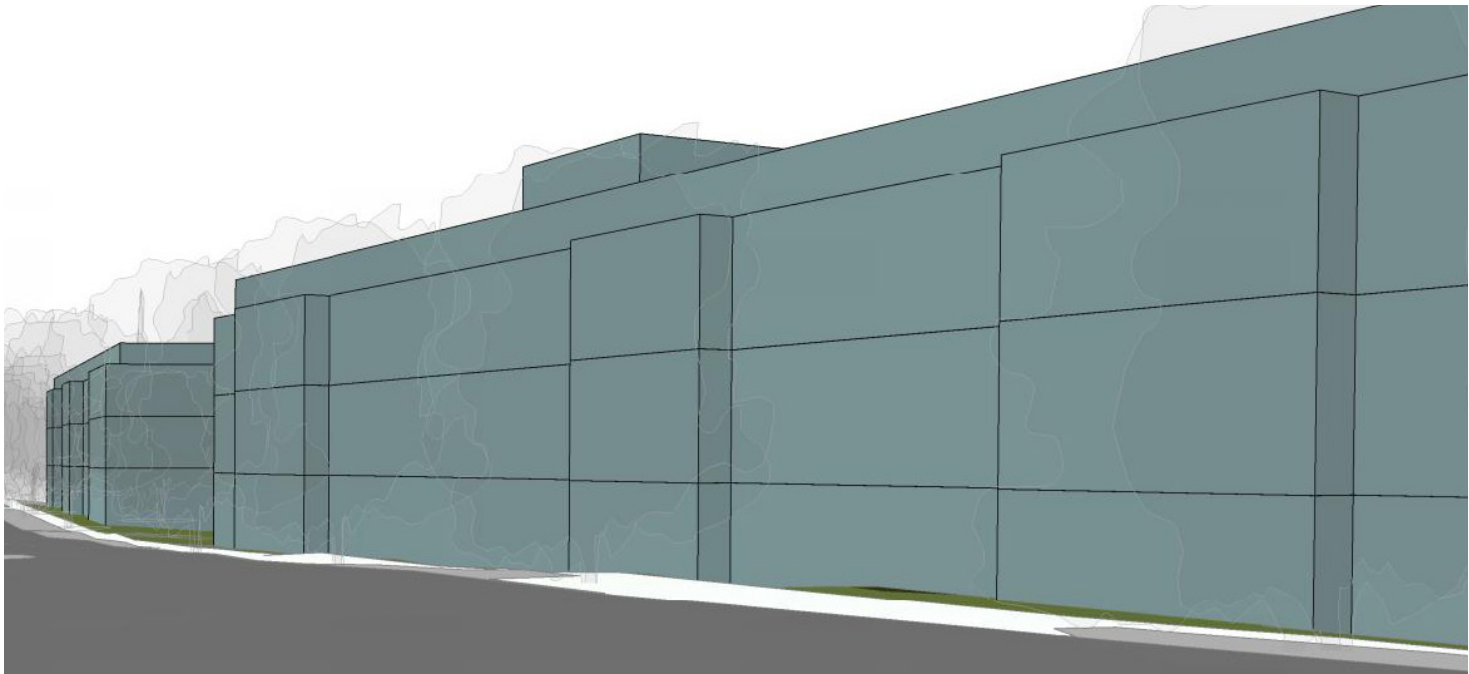
1 SITE FROM 23RD AVE LOOKING NORTH



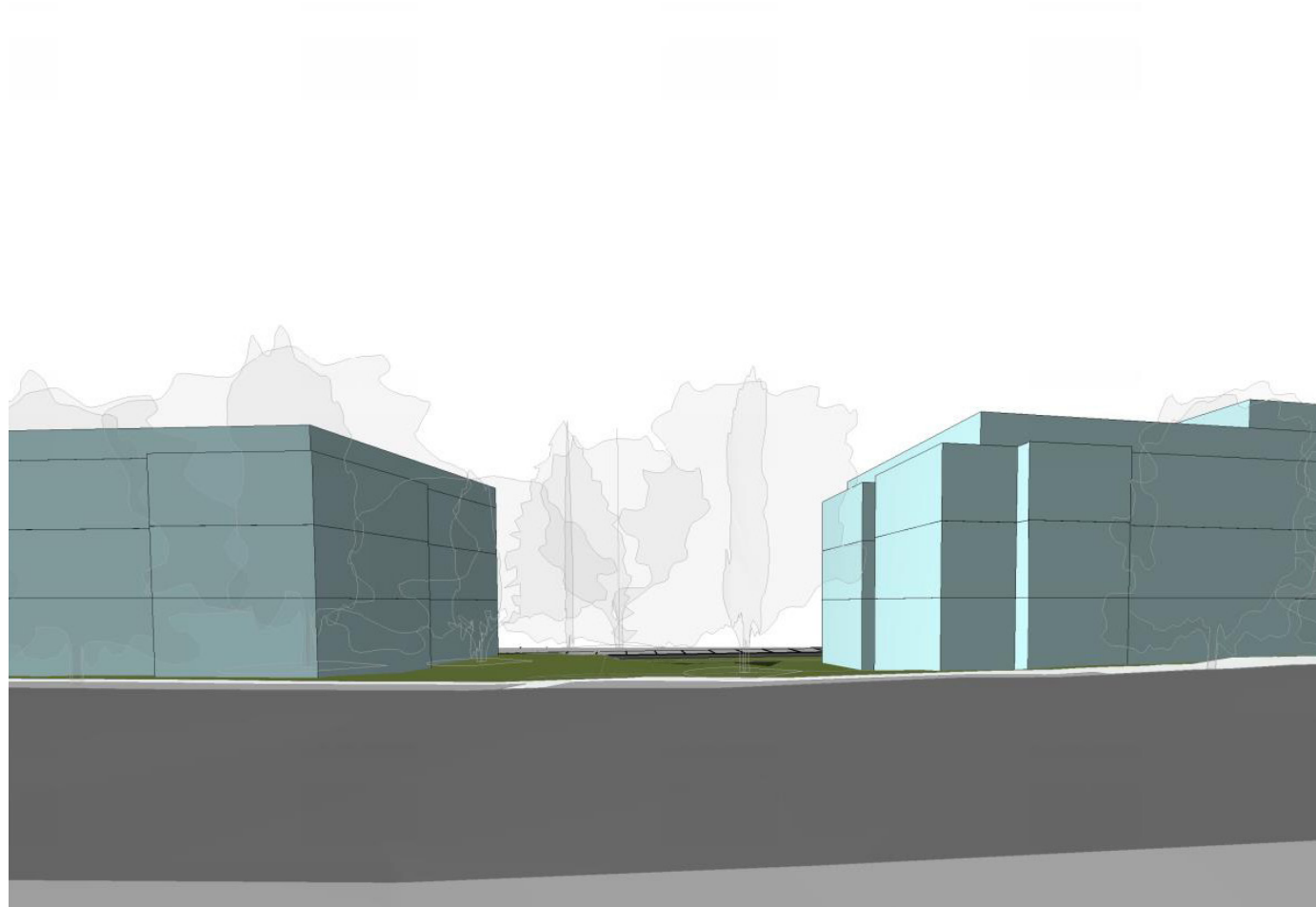
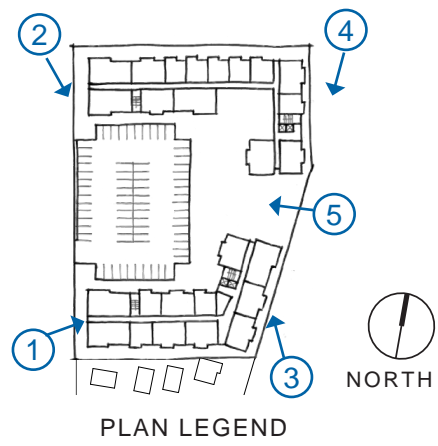
2 SITE FROM 23RD AVE LOOKING SOUTH



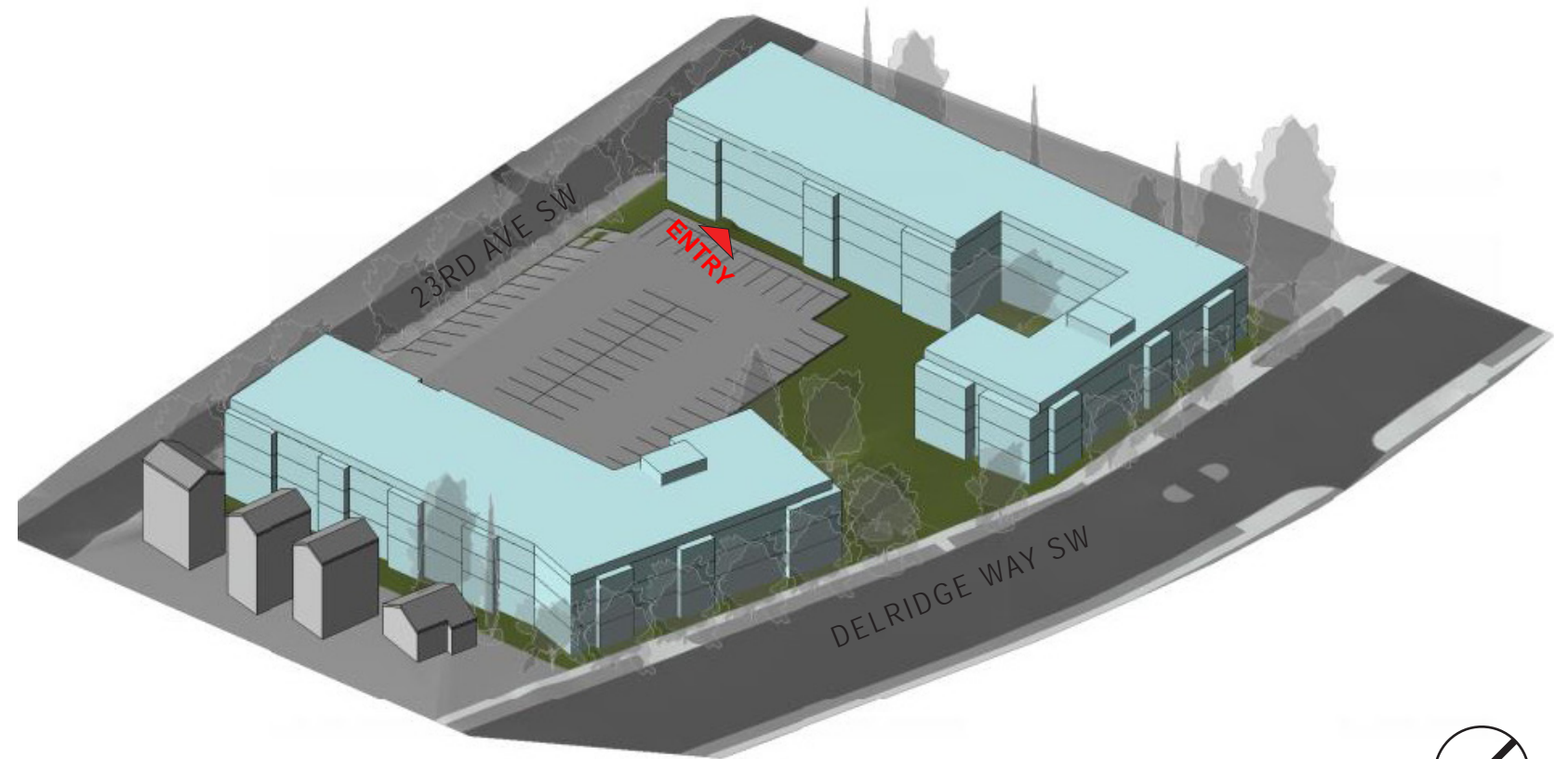
3 SITE FROM DELRIDGE WAY LOOKING NORTH



4 SITE FROM DELRIDGE WAY LOOKING SOUTH



⑤ VIEW OF ENTRY FROM DELRIDGE WAY



SOUTH-EAST AERIAL VIEW

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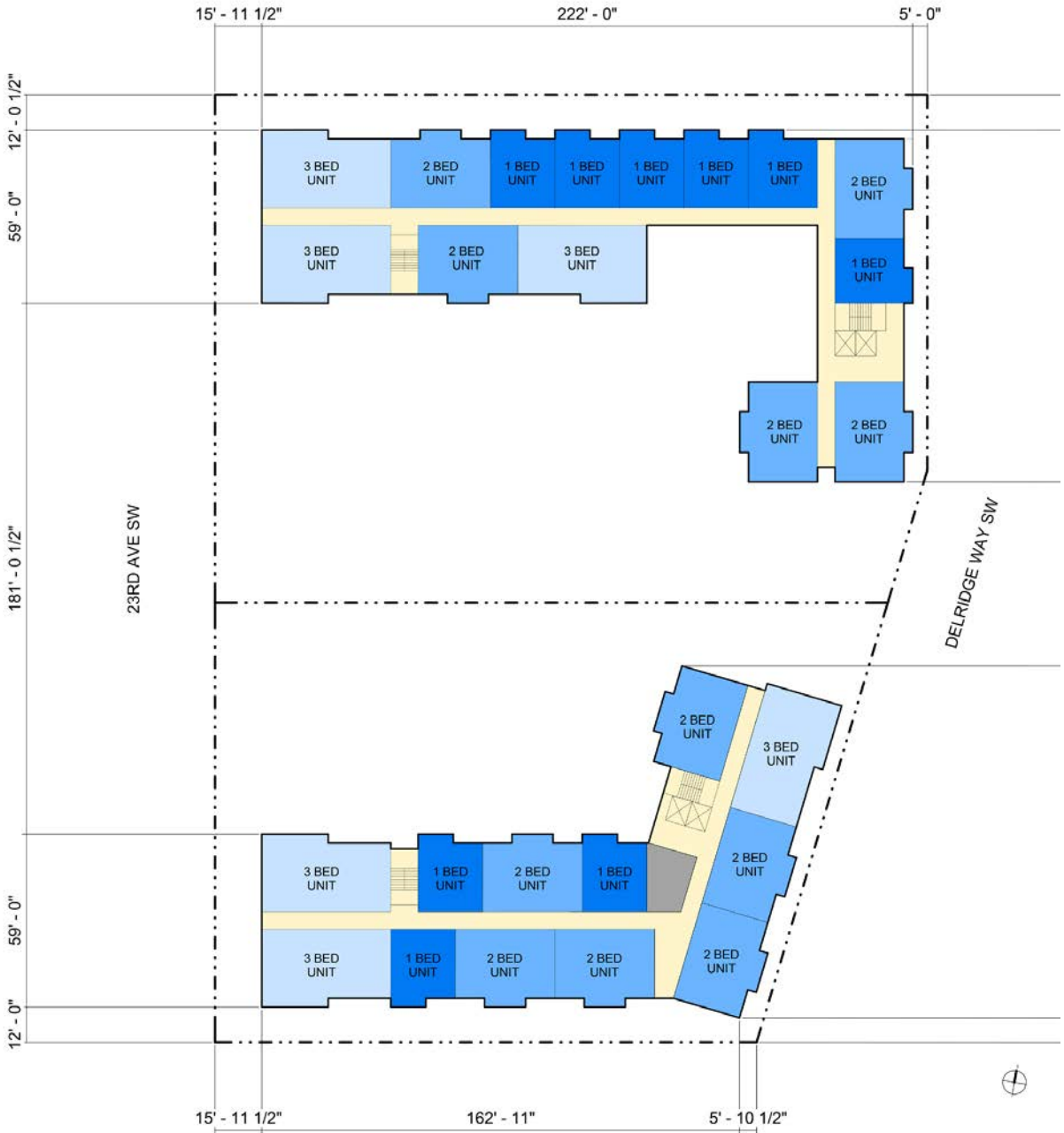
DESIGN ALTERNATIVE A1

EXISTING ZONING - CODE COMPLIANT

NOTE: EXCEPTIONAL
TREES 344 AND 350 ARE
TO BE PRESERVED.



LEVEL 1 FLOOR PLAN



LEVELS 2 - 3 FLOOR PLAN

- LEGEND**
- 1-BEDROOM UNIT
 - 2-BEDROOM UNIT
 - 3-BEDROOM UNIT
 - CIRCULATION
 - COMMUNITY SPACES
 - OFFICES AND STAFF SPACES
 - UTILITY AND STORAGE SPACES
 - VEHICLE ENTRY
 - PEDESTRIAN ENTRY



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DESIGN ALTERNATIVE A2

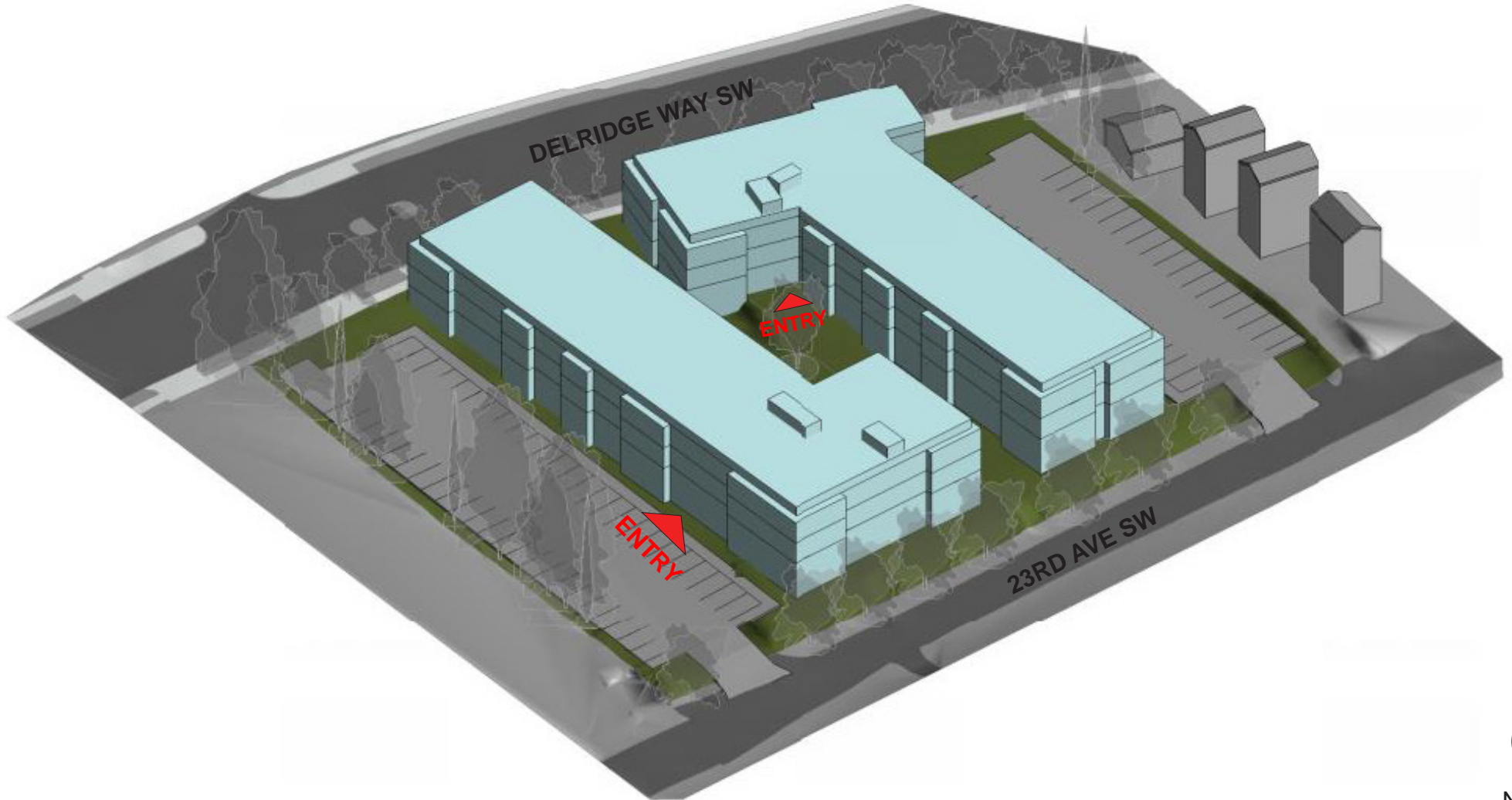
EXISTING ZONING - SPLIT PARKING

OPPORTUNITIES

- PL2-A-1,2: Creates accessible route to and through the site that connects with both Delridge Way SW and 23rd Av SW rights-of-way.
- DC-1-B-1: Surface parking lot is accessed at the north and south end of the 23rd Av SW street frontage, providing safe separation from the central pedestrian site access point on both Delridge Way SW & 23rd Av SW.
- DC3-B-4: The central courtyard allows for a dedicated amenity area for children's play and active use, encouraging shared use, and creating opportunities for a sense of community between occupants of the two buildings.

CONSTRAINTS

- CS1-C-2: The site location and bar-shaped massing of the north building does not allow for a stepped massing and will result in a taller structure on 23rd Ave SW.
- CS2D-1, 3: LR3 zone north and south of site. SF zone transition occurs across 23rd Ave SW. Large setbacks at north and south property lines result in reduced exterior amenity space.
- CS2-D-4: Large massing proposed compared to existing context. Bay projections are introduced to break up façade and create smaller scale modulations similar to those present in adjacent structures.
- PL2-B-1: The entry and property management office suite does not have a direct view of the north surface parking lot or the site's pedestrian entry point along Delridge Way SW.



NORTH-WEST AERIAL VIEW

MASSING CONCEPT

- Two new 3-story building massings are located on the center of the site to split up the large surface parking into smaller areas.
- A small shared courtyard is created between the two building massings along the central pedestrian access 'corridor'.
- One property management office and community room is located in the south building off the central courtyard.
- This scheme requires the relocation of an existing sewer main that runs down the center of the site which results in a large cost impact for the project.

Gross North Building Area: 42,747 SF + Gross South Building Area: 40,041 SF

GROSS TOTAL BUILDING AREA: 82,788 SF

North Building Footprint: 14,249 SF + South Building Footprint: 13,347 SF

TOTAL BUILDING FOOTPRINT: 27,596 SF

HEIGHT: 30'-0" to top of roof structure

FAR: 1.14

NUMBER OF UNITS: 80

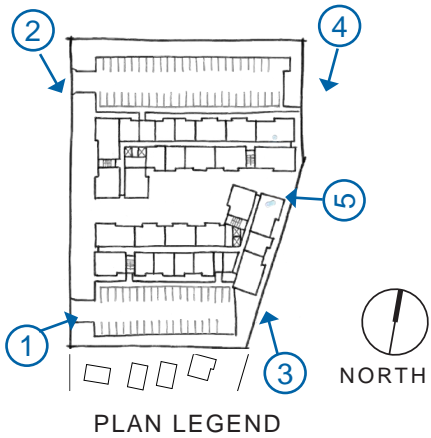
PARKING SPACES: 80

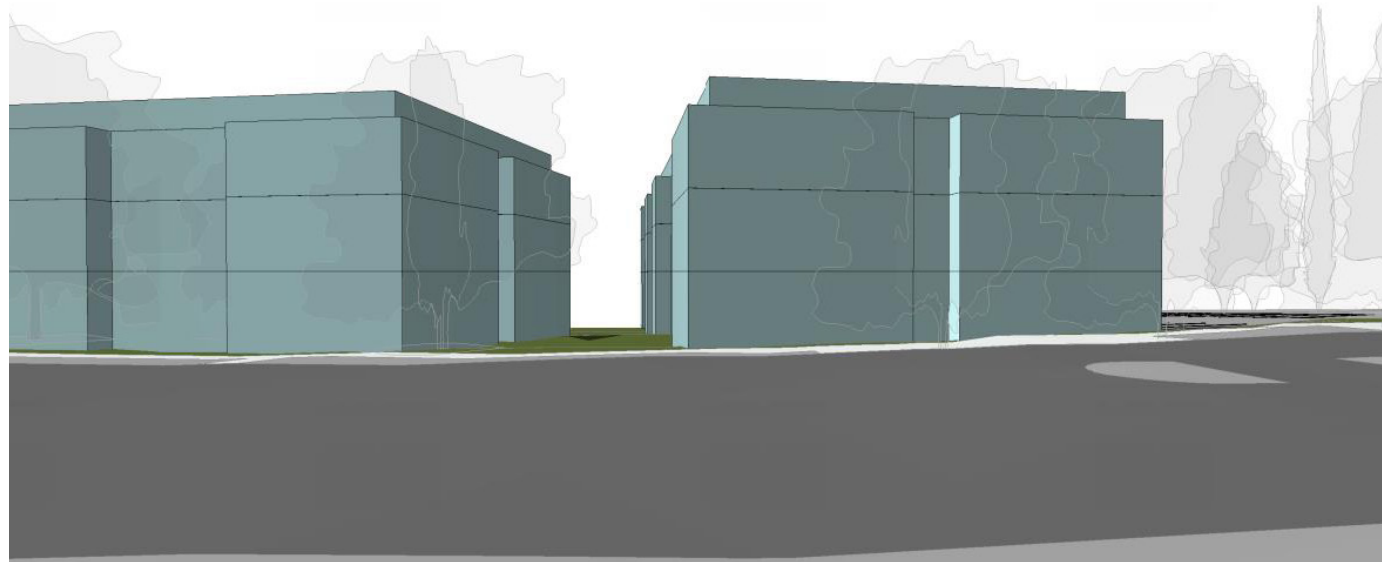
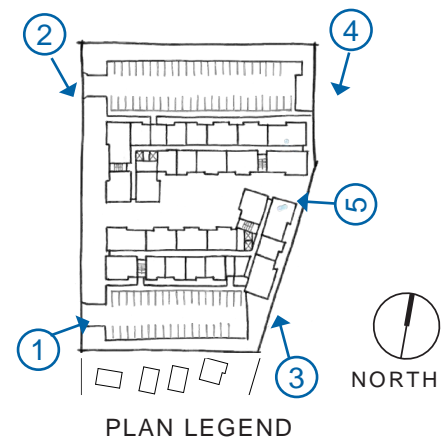
DEPARTURES REQUIRED: 1. Removal of tree 350.

2. Structure width (see page 66)

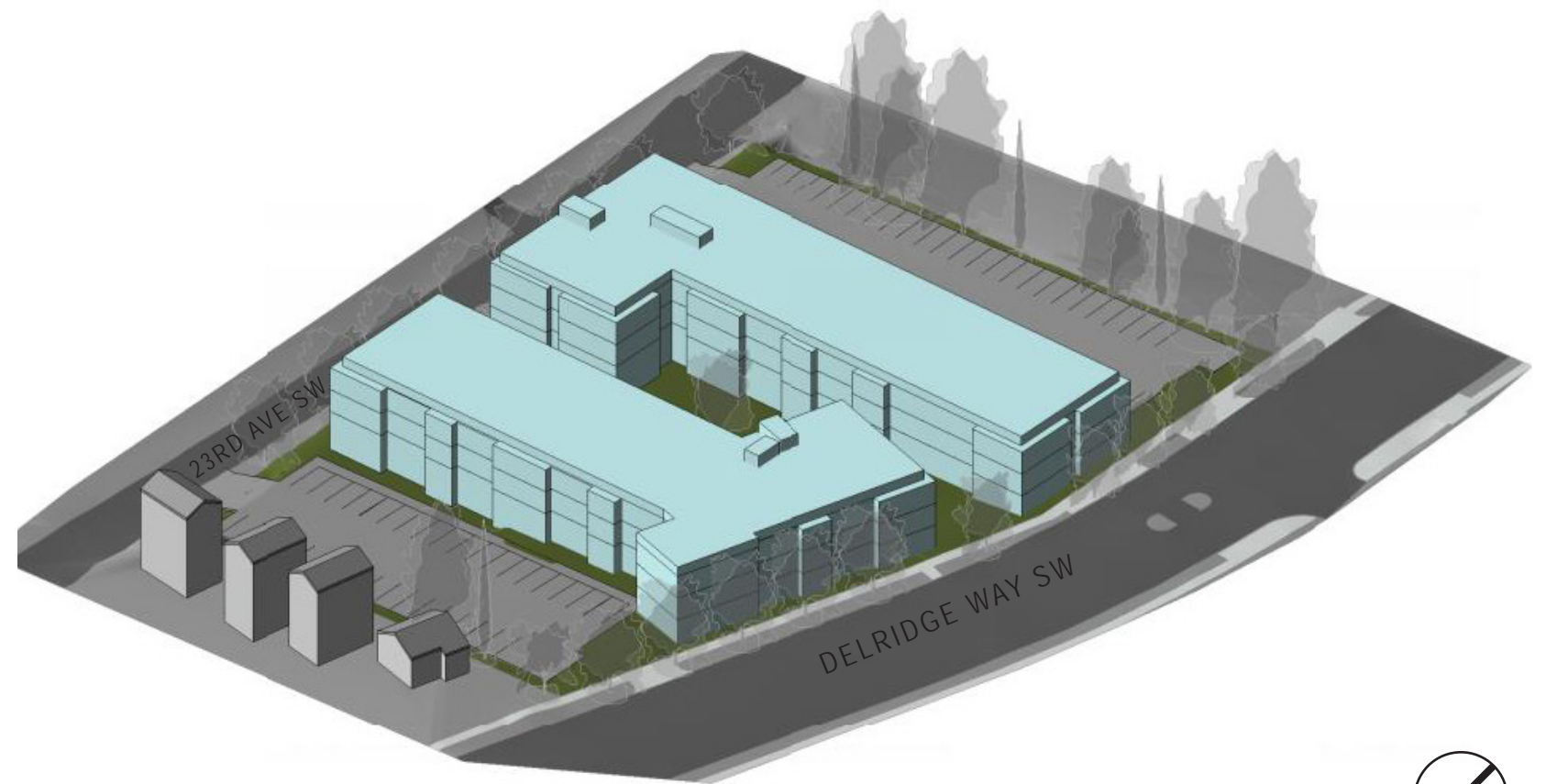
EXCEPTIONAL TREES RETAINED: Trees 344 and 350 will be removed.

DESIGN ALTERNATIVE A2
EXISTING ZONING - SPLIT PARKING





⑤ VIEW OF ENTRY FROM DELRIDGE WAY



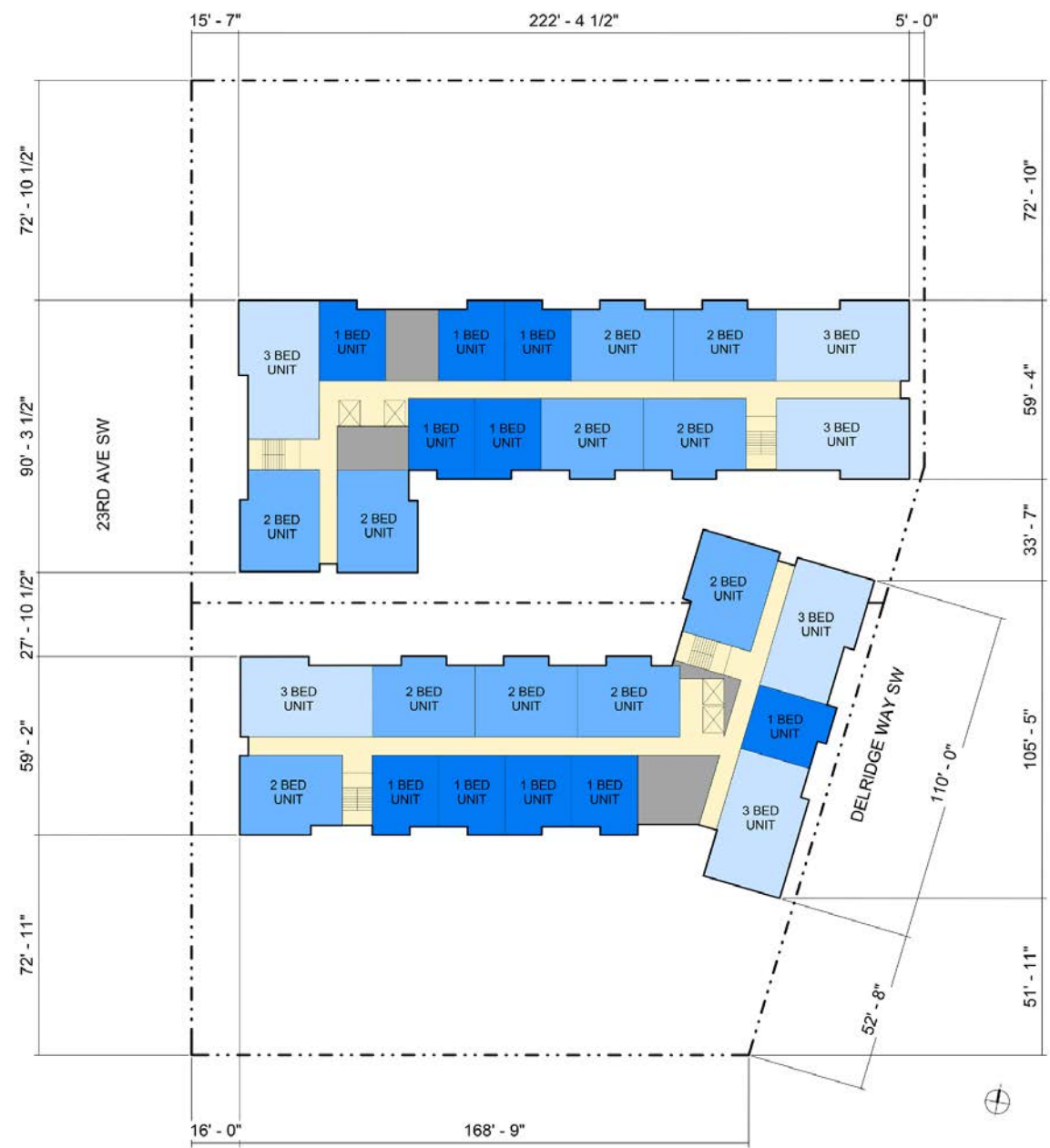
SOUTH-EAST AERIAL VIEW



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LEVEL 1 FLOOR PLAN



LEVELS 2 - 3 FLOOR PLAN

- LEGEND**
- 1-BEDROOM UNIT
 - 2-BEDROOM UNIT
 - 3-BEDROOM UNIT
 - CIRCULATION
 - COMMUNITY SPACES
 - OFFICES AND STAFF SPACES
 - UTILITY AND STORAGE SPACES
 - VEHICLE ENTRY
 - PEDESTRIAN ENTRY



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DESIGN ALTERNATIVE B1

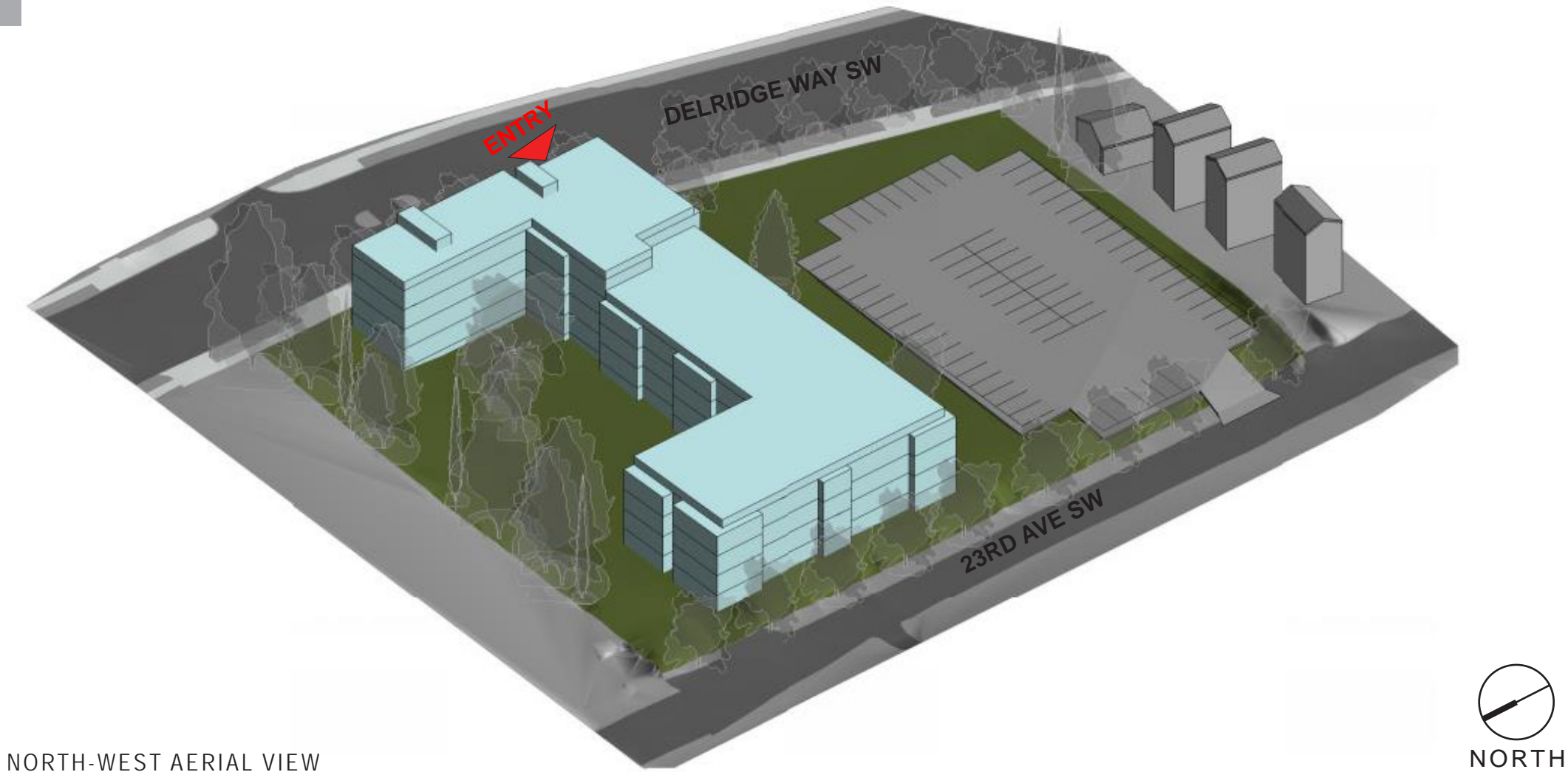
REZONE - CODE COMPLIANT

OPPORTUNITIES

- CS1-C-2: Massing responds to the steep grade by stepping down the west portion of massing to minimize the bulk and scale along 23rd Ave SW.
- PL2-A-1,2: Creates accessible route to and through the site that connects with both Delridge Way SW and 23rd Av SW rights-of-way.
- PL2-B-1: The entry and property management office suite has a direct view of the surface parking and the site's pedestrian entry point along Delridge Way SW.
- DC-1-B-1: Surface parking lot is accessed at the south end of the 23rd Av SW street frontage, providing safe separation from the central pedestrian site access point on both Delridge Way SW & 23rd Av SW.
- DC3-B-4: The new building's massing allows for an outdoor amenity area for children's play and active use in the north yard. A smaller passive open space at the SE corner of the site can provide opportunities for gardening and picnics.

CONSTRAINTS

- CS2D-1, 3: LR3 zone north and south of site. SF zone transition occurs across 23rd Ave SW. Massing concentrated at west and east lot lines. Setback increased on 23rd Ave to reduce perceived height, bulk, and mass to transition to SF zone to west.
- CS2-D-4: Large massing proposed compared to existing context. Bay projections are introduced to break up façade and create smaller scale modulations similar to those present in adjacent structures.



NORTH-WEST AERIAL VIEW

MASSING CONCEPT

- New, 4-story building massing located on the north lot to best avoid removing the existing exceptional trees. U-shaped massing creates a courtyard within north yard which is protected from both streets and the on-site surface parking lot.
- A large surface parking lot is located on the south parcel.
- The property management office and community room is located on the SE corner of the building which provides access to the courtyard from the community room and visual surveillance of the parking lot and Delridge Ave SW from the property management office.
- This scheme allows for the existing sewer main that runs down the center of the site to remain in place, resulting in a large cost savings for the project.

GROSS BUILDING AREA: 72,633 SF

TOTAL BUILDING FOOTPRINT: 17,309 SF

HEIGHT: 44'-0" to top of roof structure

FAR: 1.00

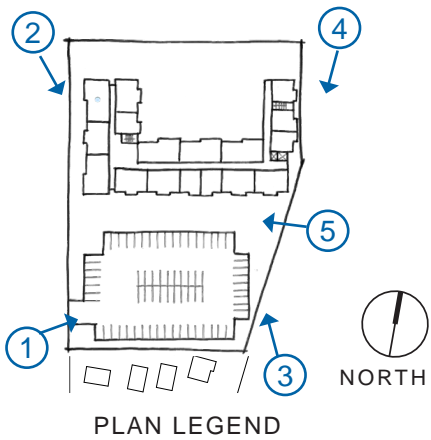
NUMBER OF UNITS: 66

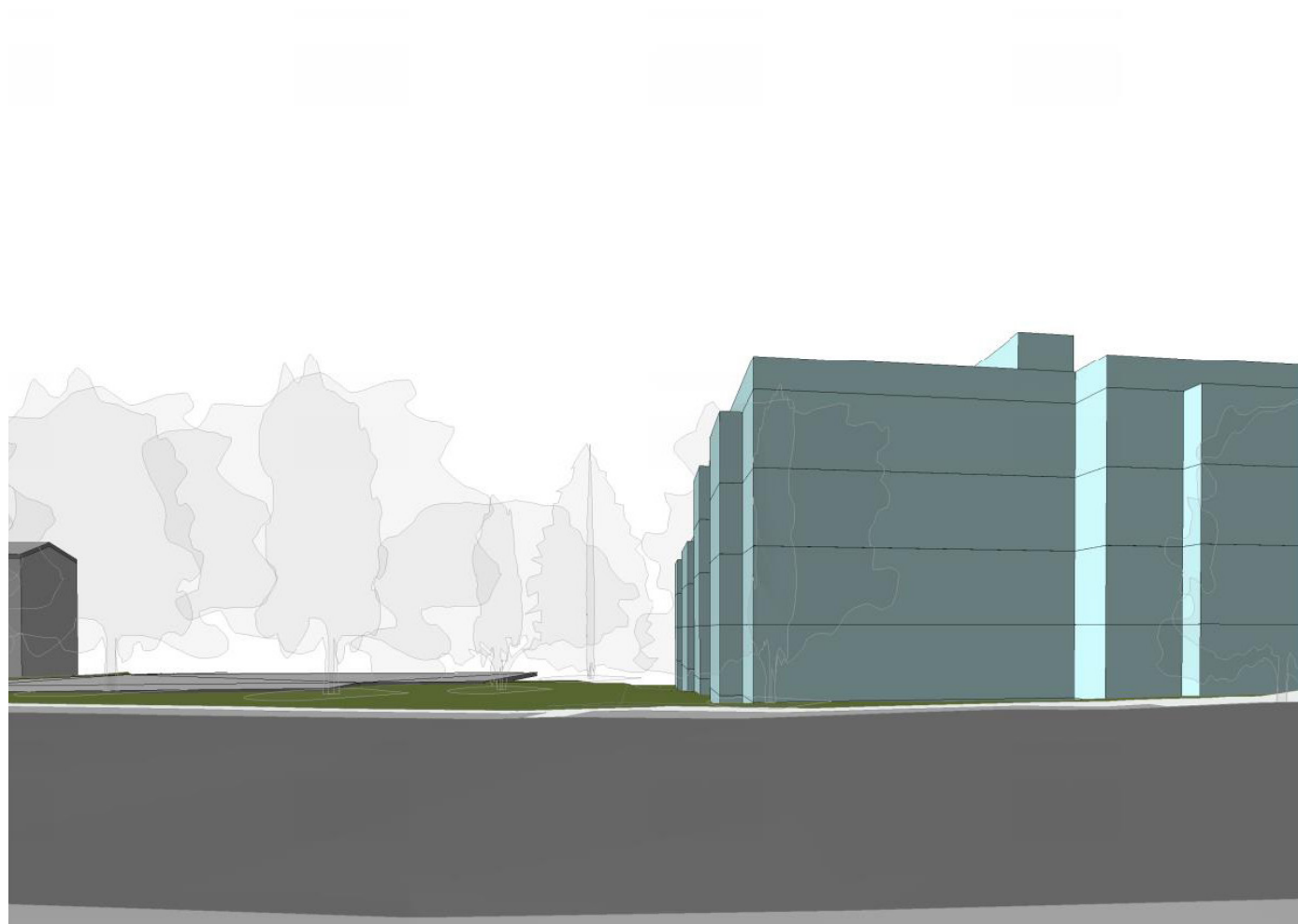
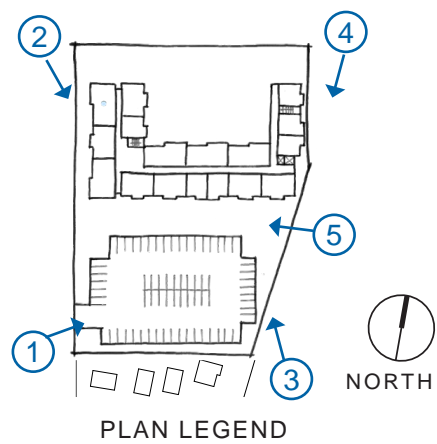
PARKING SPACES: 66

DEPARTURES REQUIRED: None

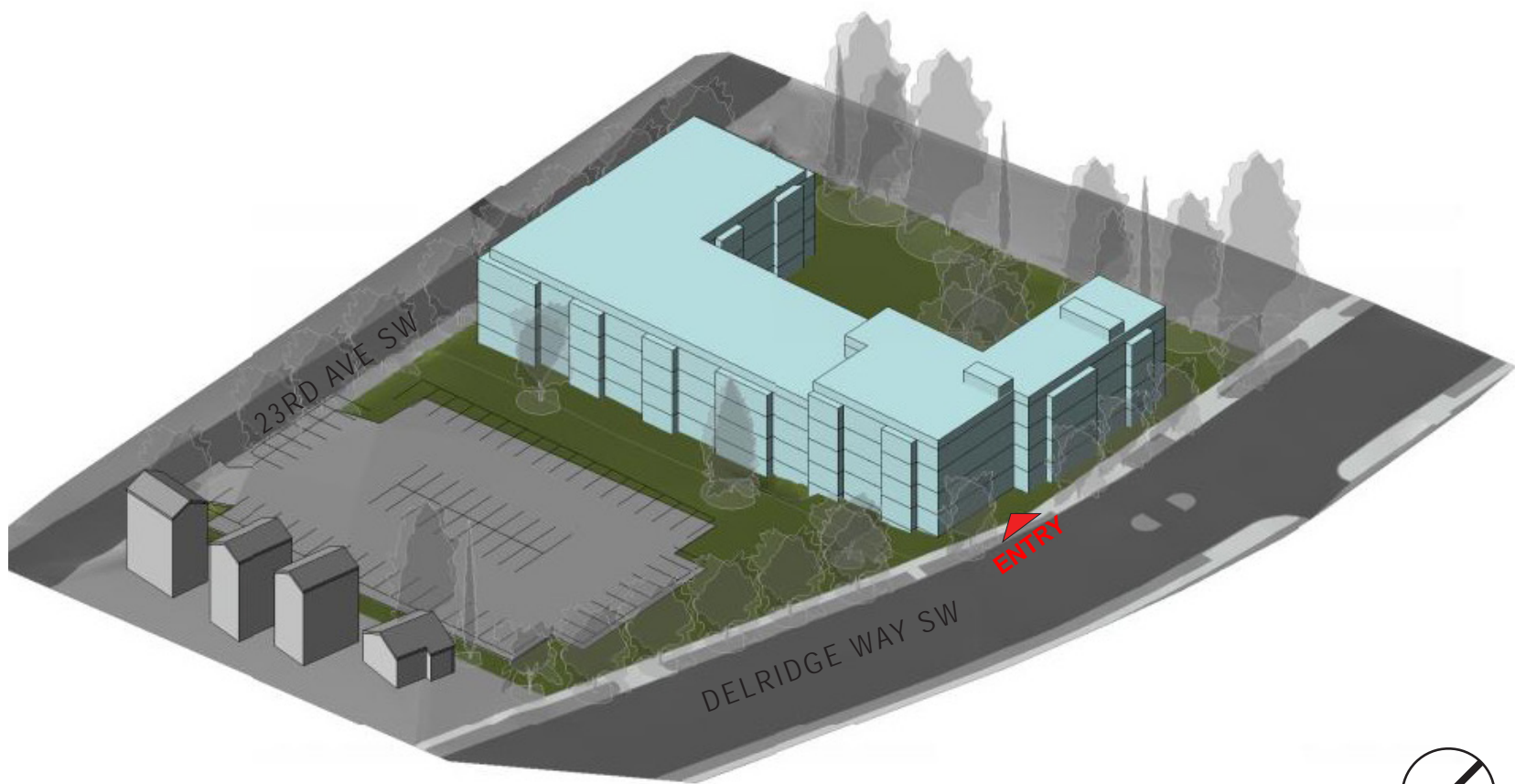
EXCEPTIONAL TREES RETAINED: Both trees 344 and 350 will be preserved.

DESIGN ALTERNATIVE B1
REZONE - CODE COMPLIANT





5 VIEW OF ENTRY FROM DELRIDGE WAY



SOUTH-EAST AERIAL VIEW



DESIGN ALTERNATIVE B1

REZONE - CODE COMPLIANT

NOTE: EXCEPTIONAL
TREES 344 AND 350 ARE
TO BE PRESERVED.

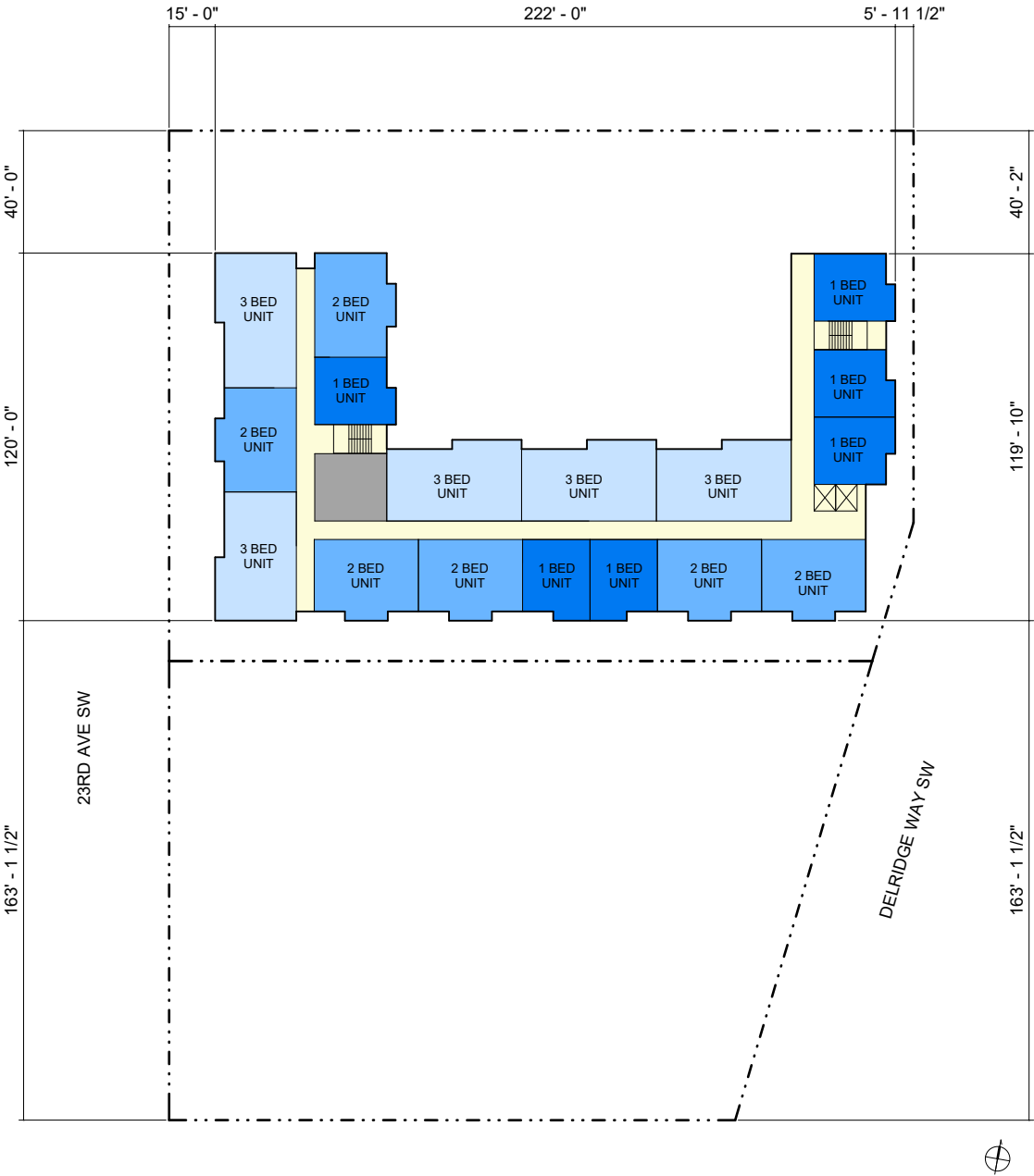
- LEGEND
- 1-BEDROOM UNIT
 - 2-BEDROOM UNIT
 - 3-BEDROOM UNIT
 - CIRCULATION
 - COMMUNITY SPACES
 - OFFICES AND STAFF SPACES
 - UTILITY AND STORAGE SPACES
 - VEHICLE ENTRY
 - PEDESTRIAN ENTRY



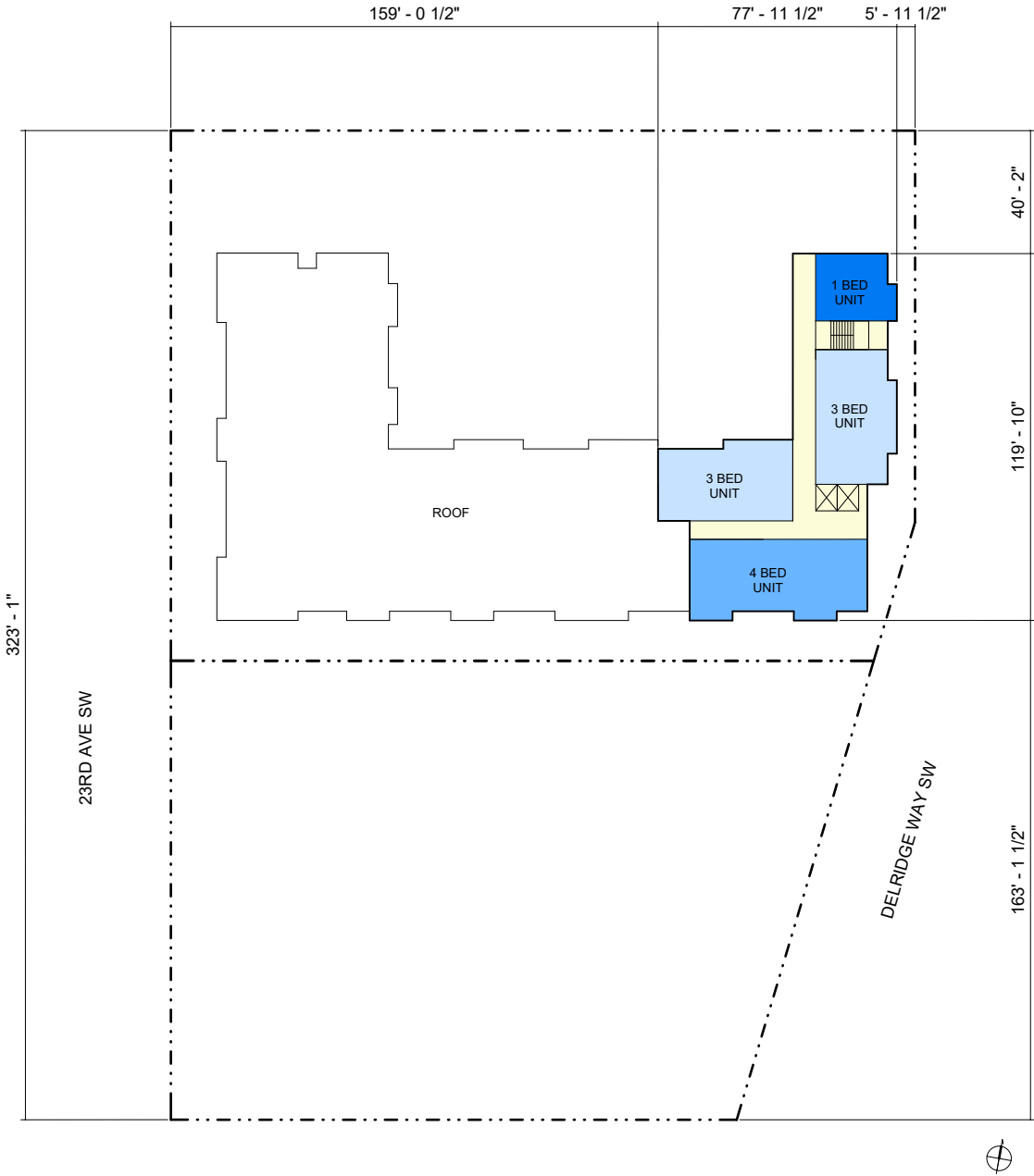
LEVEL 1 FLOOR PLAN



LEVEL 2 FLOOR PLAN



LEVELS 2 - 4 FLOOR PLAN



LEVEL 5 FLOOR PLAN

LEGEND

- 1-BEDROOM UNIT
- 2-BEDROOM UNIT
- 3-BEDROOM UNIT
- CIRCULATION
- COMMUNITY SPACES
- OFFICES AND STAFF SPACES
- UTILITY AND STORAGE SPACES
- VEHICLE ENTRY
- PEDESTRIAN ENTRY



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DESIGN ALTERNATIVE B2 PREFERRED SCHEME

REZONE - INVERTED U

OPPORTUNITIES

- CS1-C-2: Massing responds to the steep grade by stepping down the west portion of massing to minimize the bulk and scale along 23rd Ave SW.
- PL2-A-1,2: Creates accessible route to and through the site that connects with both Delridge Way SW and 23rd Av SW rights-of-way.
- PL2-B-1: The entry and property management office suite has a direct view of the surface parking and the site's pedestrian entry point along Delridge Way SW.
- DC-1-B-1: Surface parking lot is accessed at the south end of the 23rd Av SW street frontage, providing safe separation from the central pedestrian site access point on both Delridge Way SW & 23rd Av SW.
- DC3-B-4: The new building's massing allows for a large central outdoor amenity area for children's play and active use, encouraging shared use.

CONSTRAINTS

- CS2D-1, 3: LR3 zone north and south of site. SF zone transition occurs across 23rd Ave SW. Massing concentrated at west, north, and east lot lines. Setback increased on 23rd Ave to reduce perceived height, bulk, and mass to transition to SF zone to west.
- CS2-D-4: Large massing proposed compared to existing context. Bay projections are introduced to break up façade and create smaller scale modulations similar to those present in adjacent structures.



NORTH-WEST AERIAL VIEW

MASSING CONCEPT

- New, 4-story building massing located on the north lot. Double horseshoe-shaped massing and parking lot layout provides a 'front facade' on both streets and creates a large south-facing courtyard between the parking lot and building
- The property management office is located on the SE corner of the building which provides direct access and visual surveillance of the parking lot, main pedestrian entry, and courtyard.
- Community room is located on a lower level with direct access to the courtyard.
- This scheme allows for the existing sewer main that runs down the center of the site to remain in place, resulting in a large cost savings for the project.
- Parking configuration allows for better response to existing grade, consolidates open space and creates circuitous circulation route for accessible path across site.

GROSS BUILDING AREA: 87,851 SF

TOTAL BUILDING FOOTPRINT: 20,503 SF

HEIGHT: 44'-0" to top of roof structure

FAR: 1.21

NUMBER OF UNITS: 79

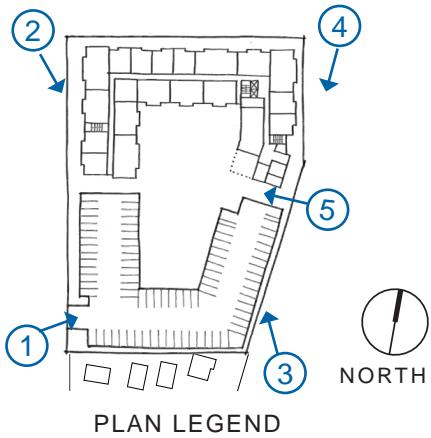
PARKING SPACES: 79

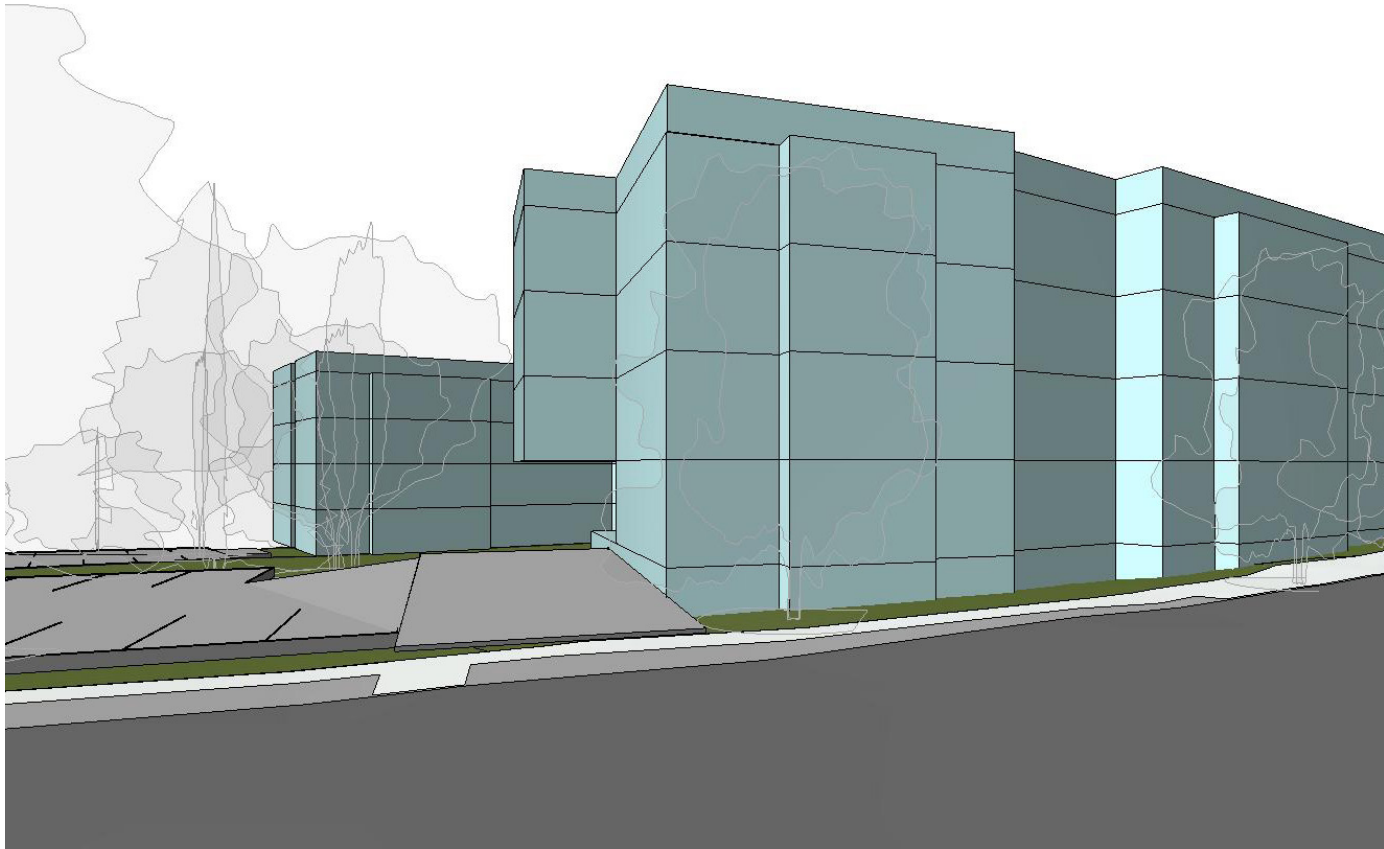
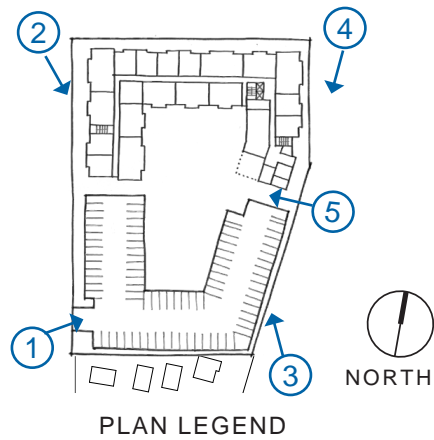
DEPARTURES REQUIRED: 1. Removal of tree 350.

2. Structure width (see page 67)

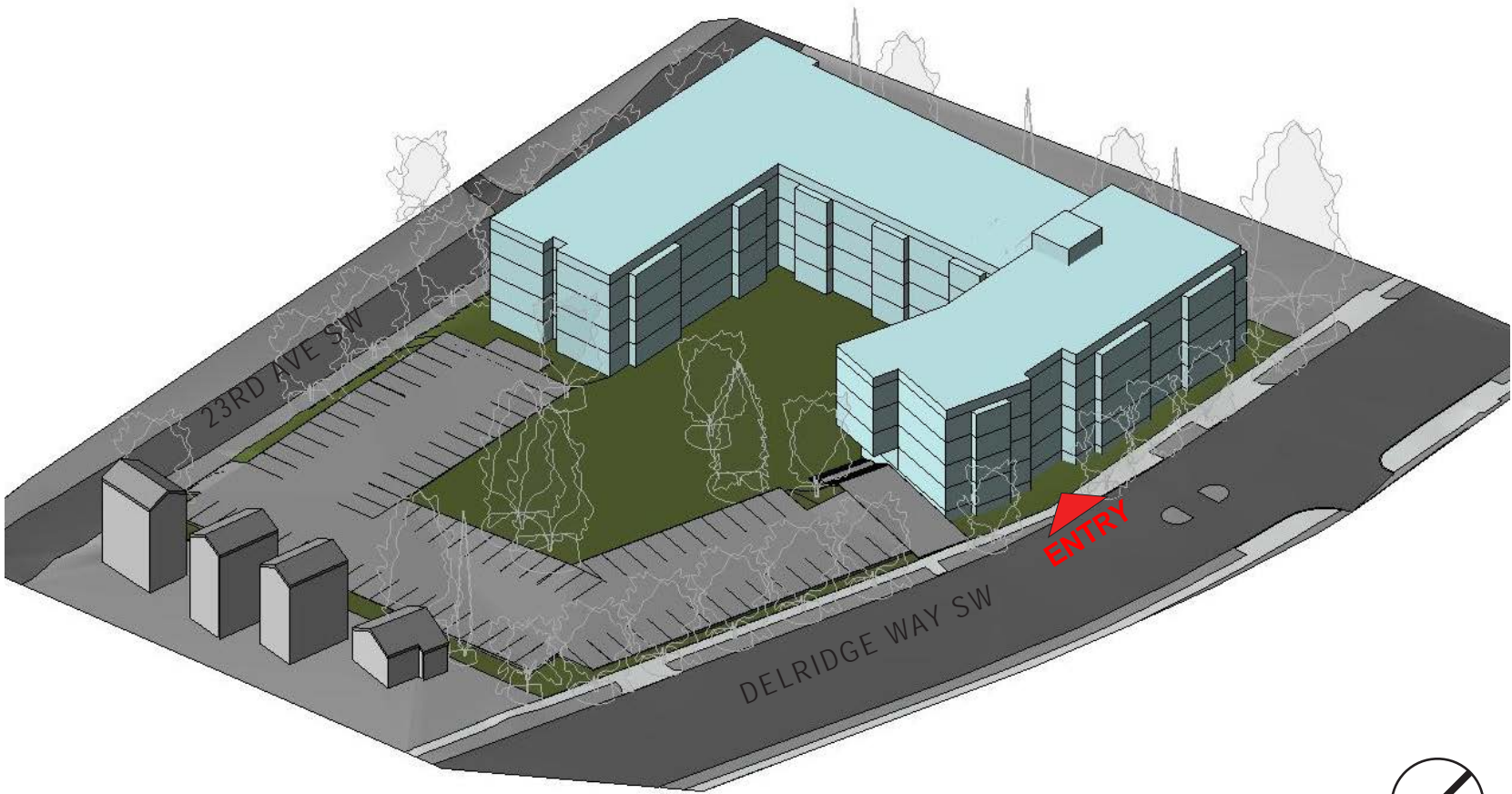
EXCEPTIONAL TREES RETAINED: Tree 344 and 350 will be removed.

DESIGN ALTERNATIVE B2
REZONE - INVERTED U





5 VIEW OF ENTRY FROM DELRIDGE WAY



SOUTH-EAST AERIAL VIEW

DESIGN ALTERNATIVE B2

REZONE - INVERTED U

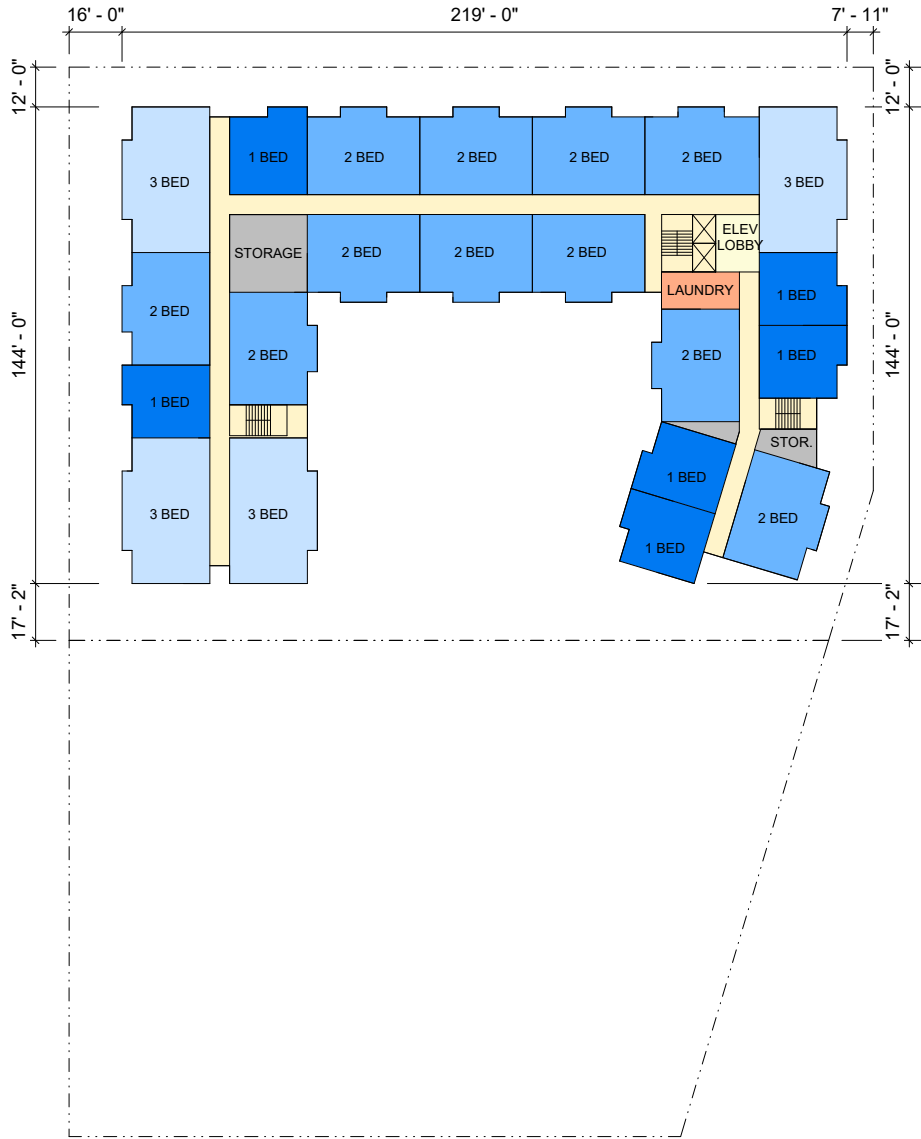
- LEGEND
- 1-BEDROOM UNIT
 - 2-BEDROOM UNIT
 - 3-BEDROOM UNIT
 - CIRCULATION
 - COMMUNITY SPACES
 - OFFICES AND STAFF SPACES
 - UTILITY AND STORAGE SPACES
 - VEHICLE ENTRY
 - PEDESTRIAN ENTRY



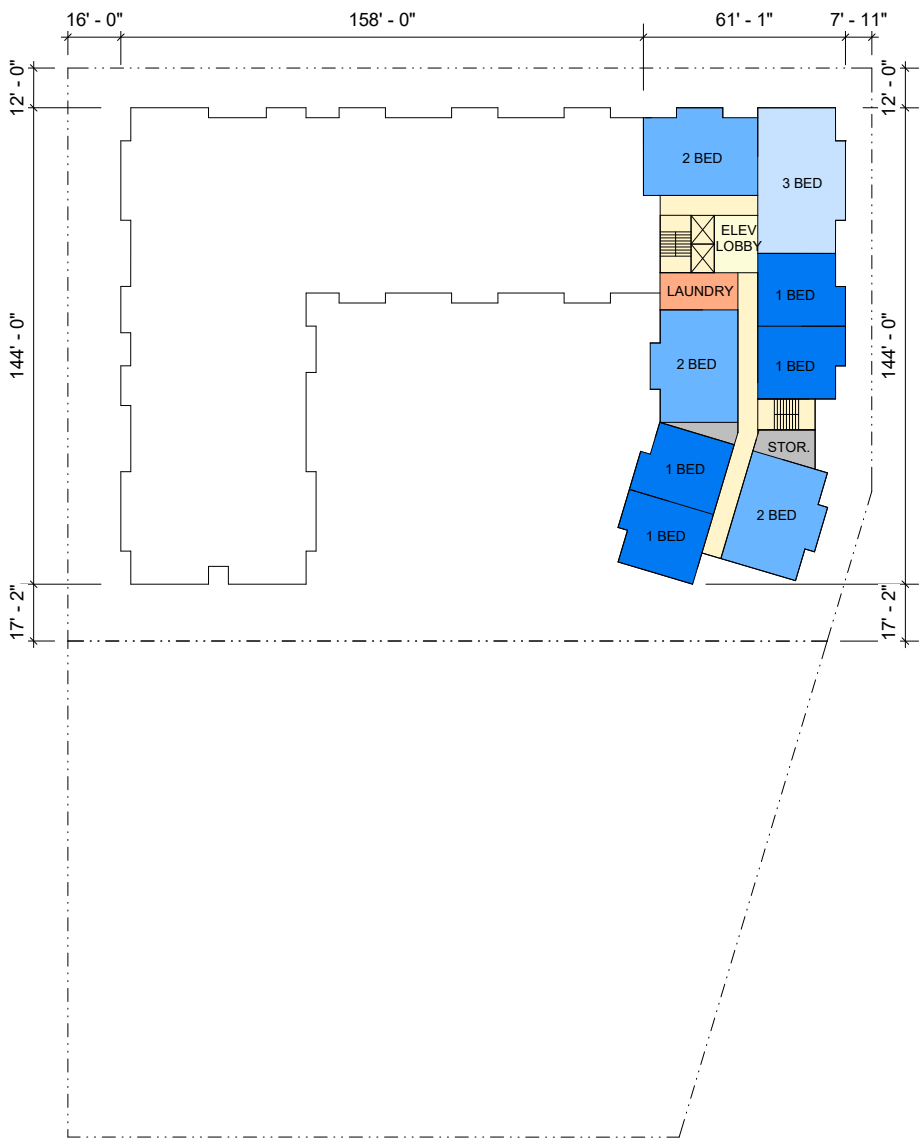
LEVEL 1 FLOOR PLAN



LEVEL 2 FLOOR PLAN



LEVELS 2 - 4 FLOOR PLAN

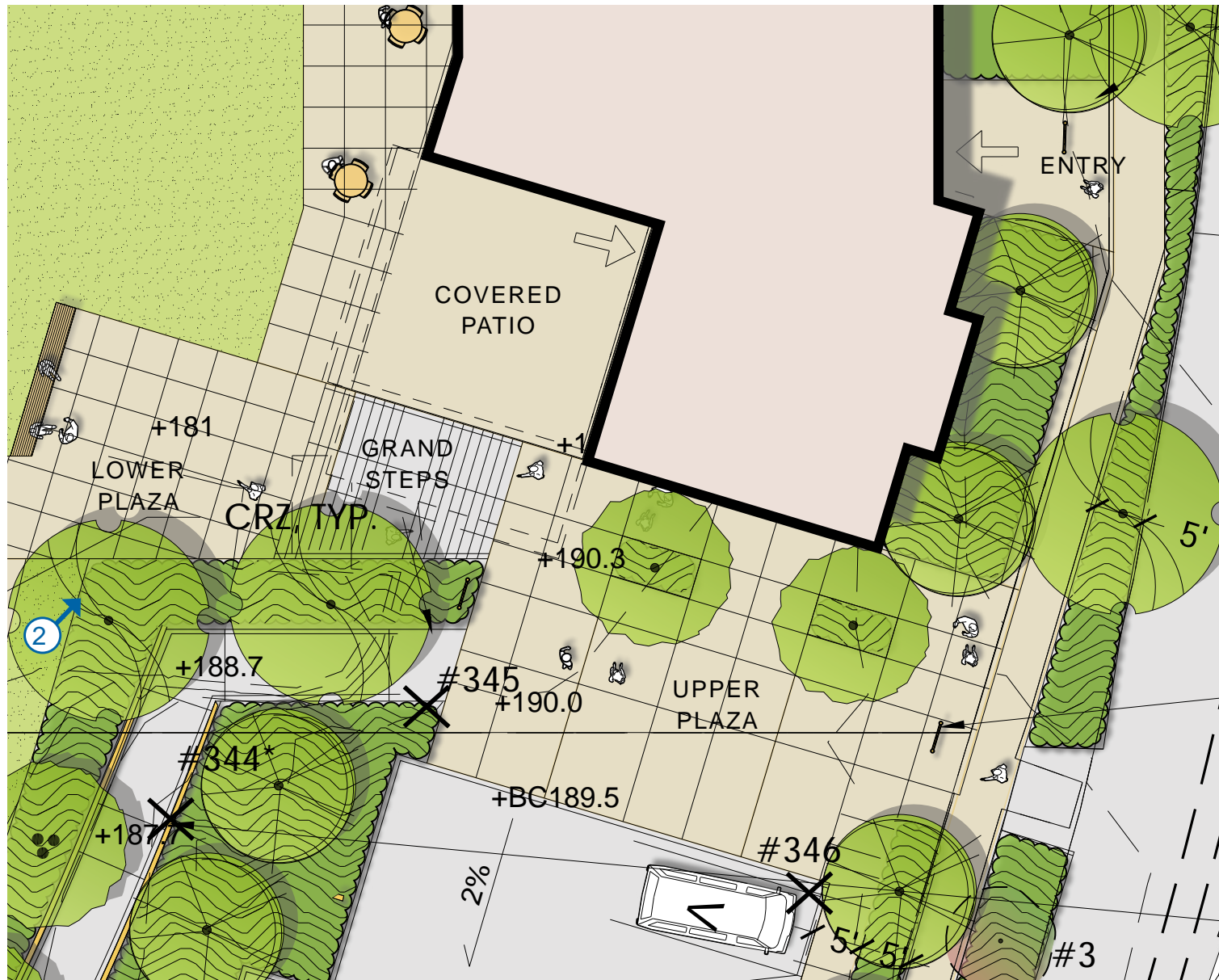


LEVEL 5 FLOOR PLAN

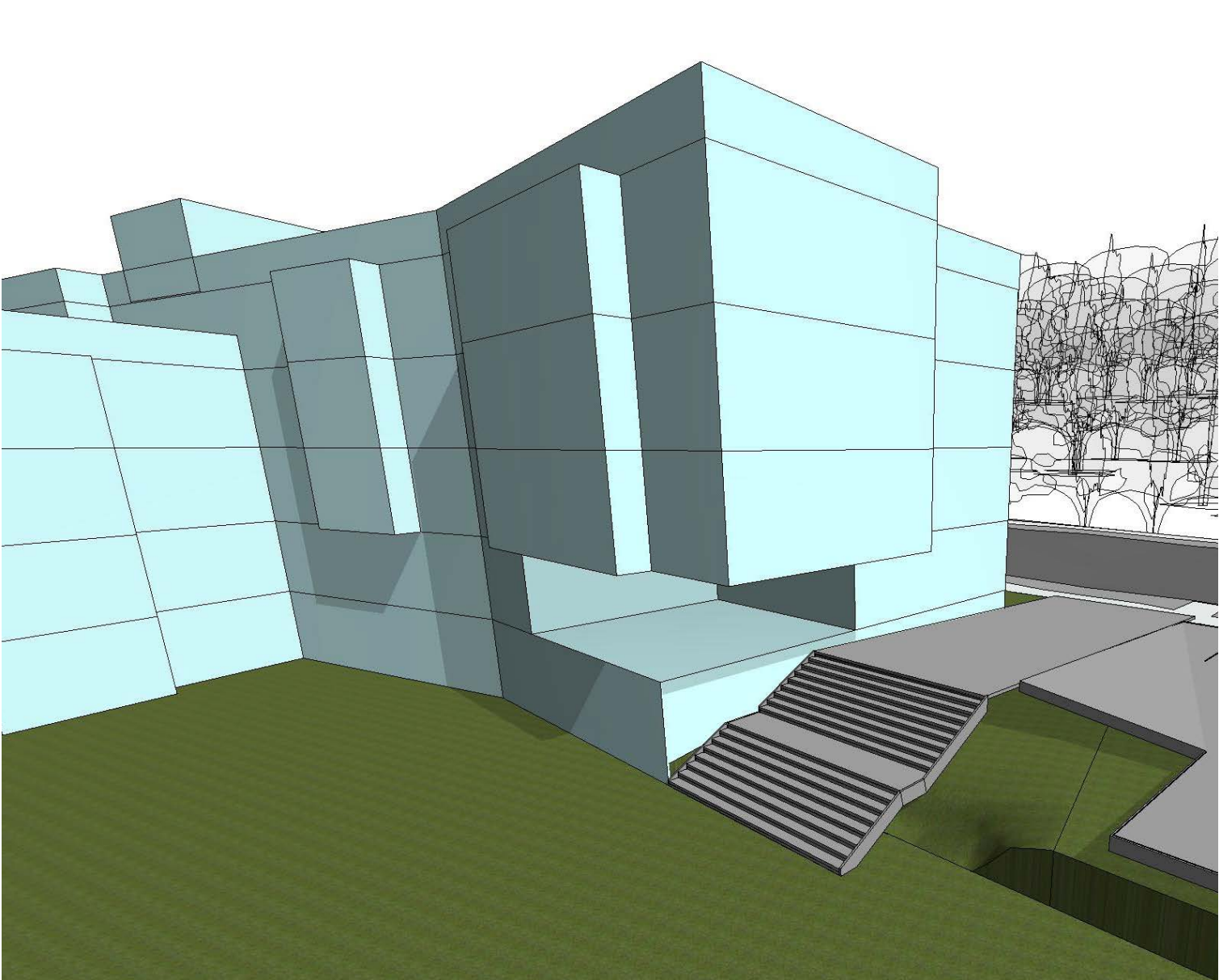
LEGEND

- 1-BEDROOM UNIT
- 2-BEDROOM UNIT
- 3-BEDROOM UNIT
- CIRCULATION
- COMMUNITY SPACES
- OFFICES AND STAFF SPACES
- UTILITY AND STORAGE SPACES
- VEHICLE ENTRY
- PEDESTRIAN ENTRY





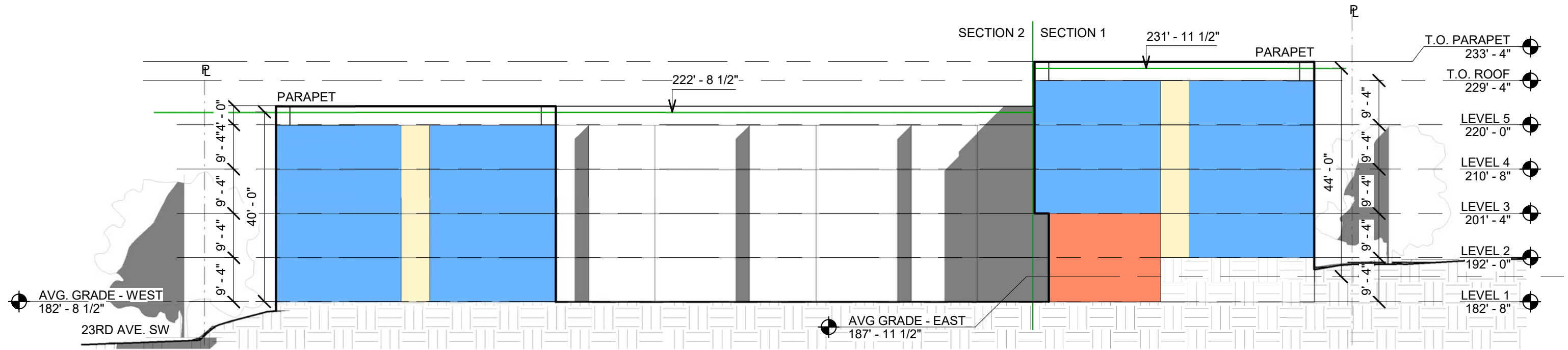
1. ENLARGED PLAN: COVERED PATIO AND PLAZA



2. SE AXON VIEW: COVERED PATIO AND PLAZA

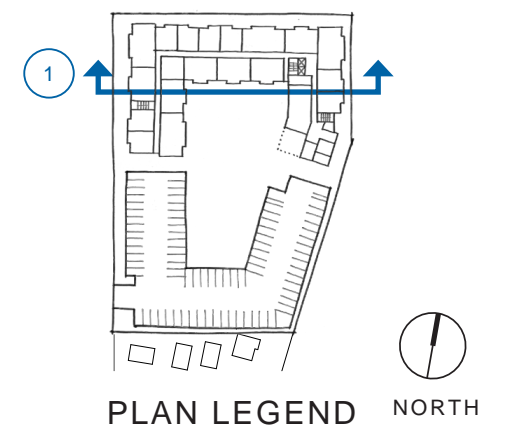
DESIGN ALTERNATIVE B2

REZONE - INVERTED U



NOTE: SIDEWALK SLOPES FROM NORTH TO SOUTH.
SIDEWALK ELEVATION AT NORTH OF BLDG: 192'
SIDEWALK ELEVATION AT SOUTH OF BLDG: 190'

1 DIAGRAM: E-W SECTION LOOKING NORTH



SECTION DIAGRAM

[illegible]

PAGE 56 | SMR ARCHITECTS | SDCI #3029799 | EARLY DESIGN GUIDANCE | LAM BOW APARTMENTS, SEATTLE HOUSING AUTHORITY

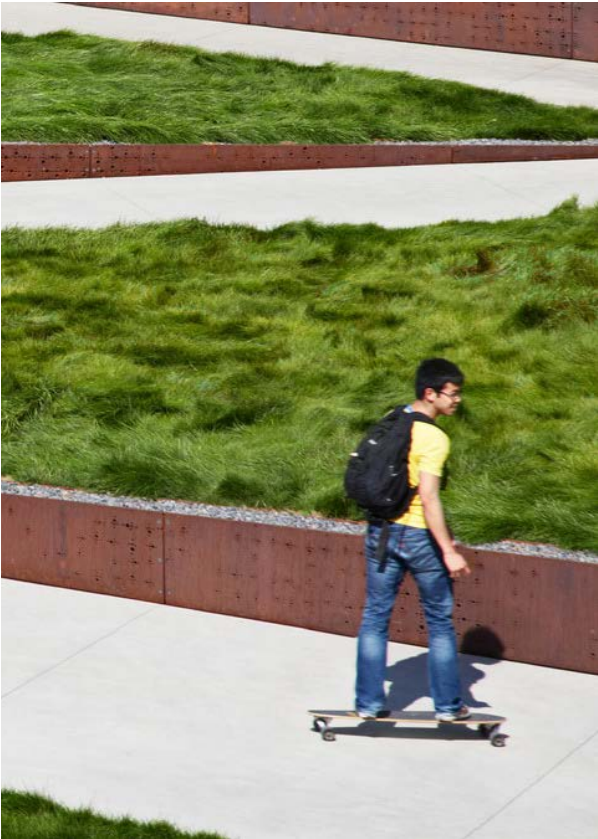
LANDSCAPE INSPIRATIONAL IMAGERY



generous new streetscapes



steps



long ramps



steep ramps



parking



entryway



gather



play



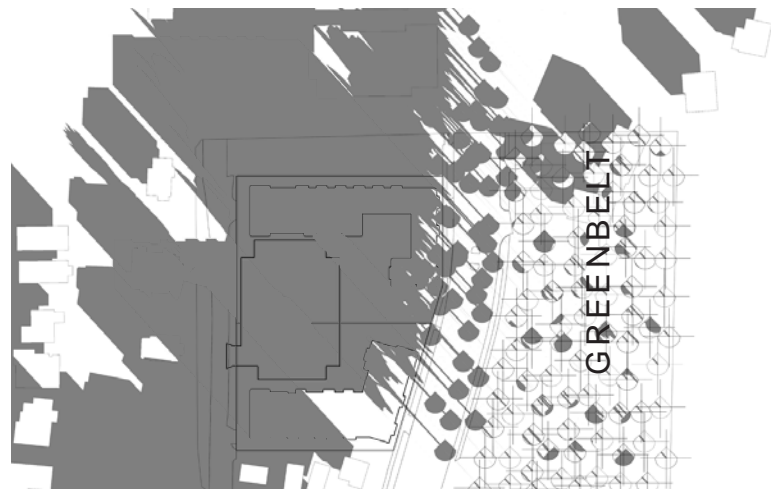
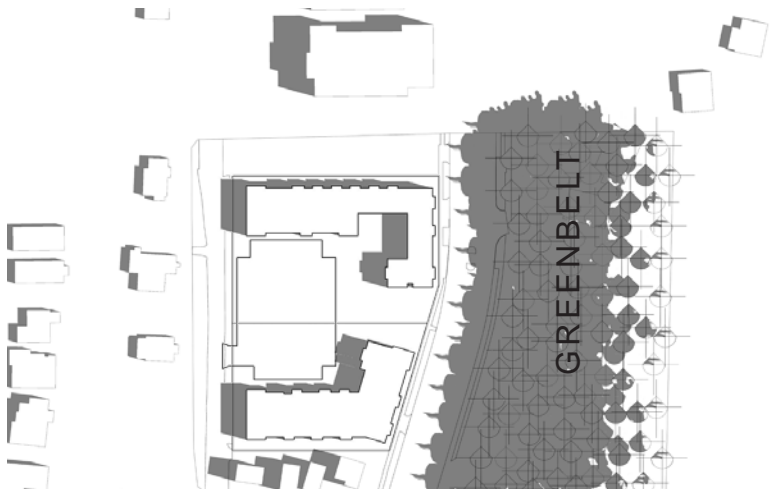
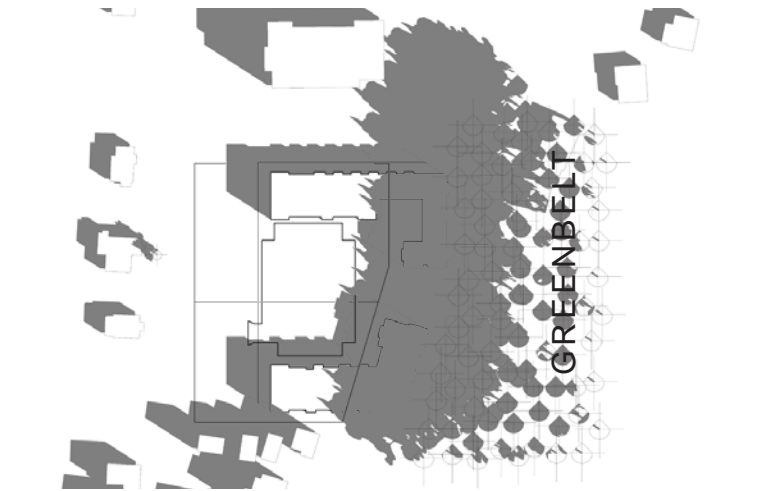
strengthen

SOLAR DIAGRAMS - ALTERNATIVE A1

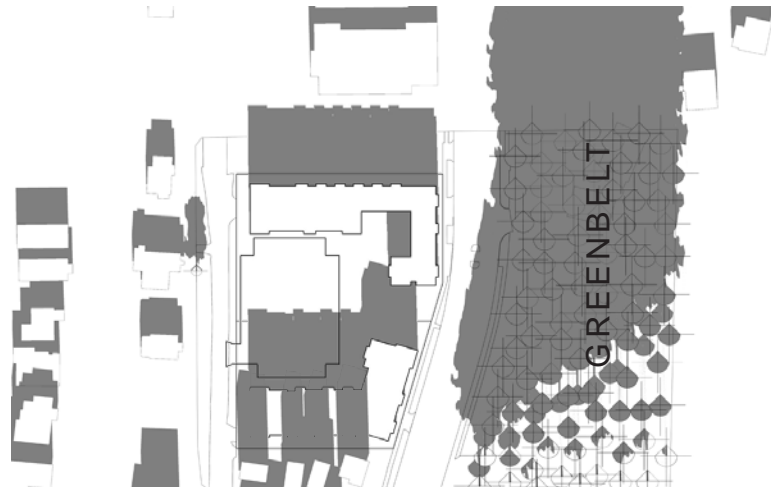
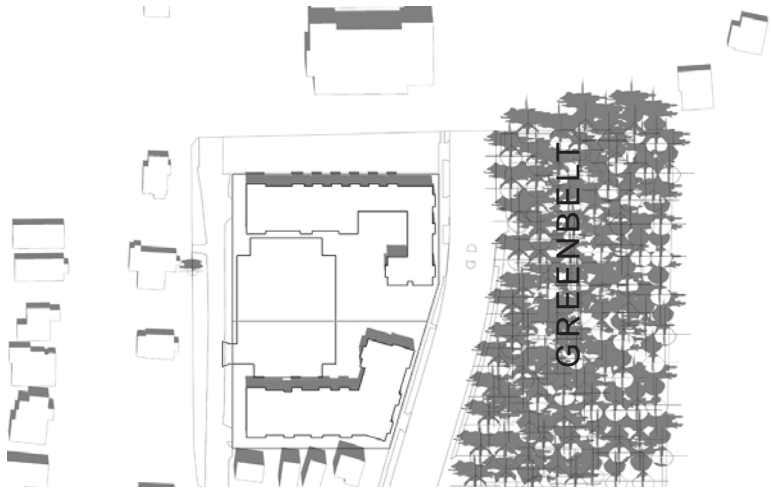
MARCH/SEPTEMBER 21

JUNE 21

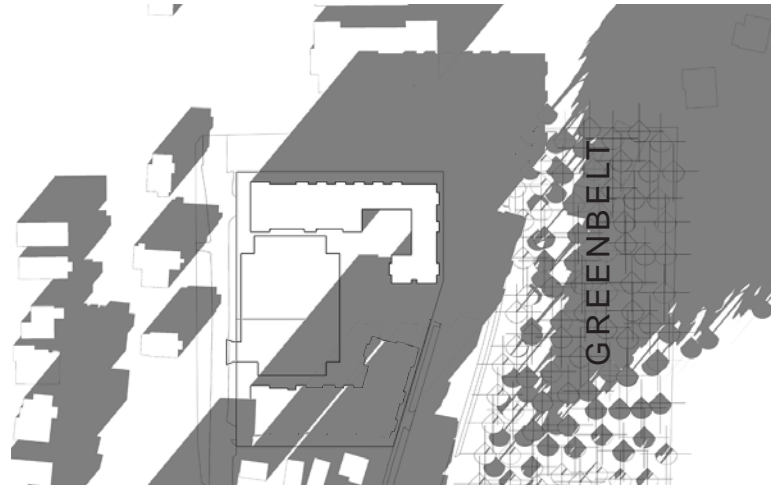
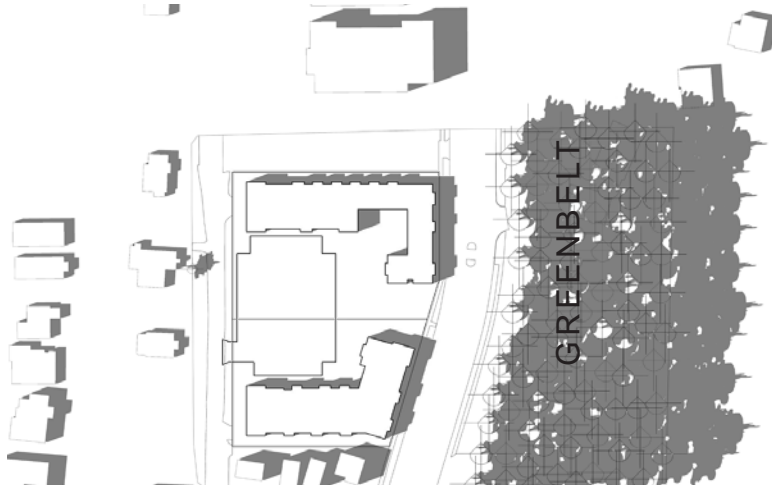
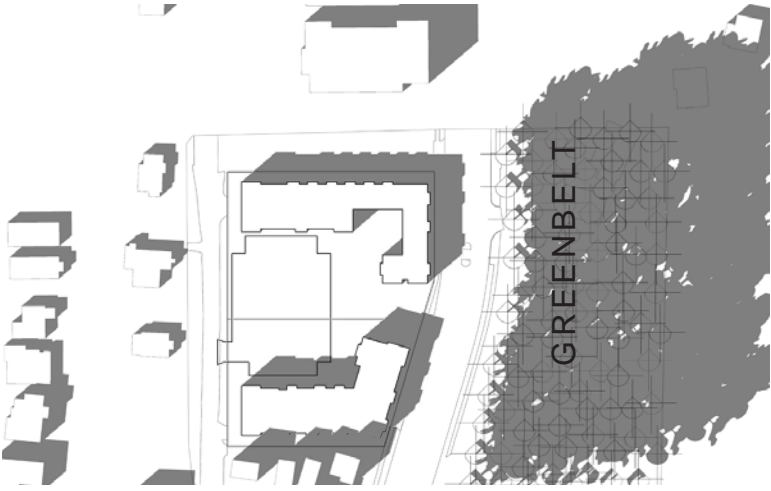
DECEMBER 21



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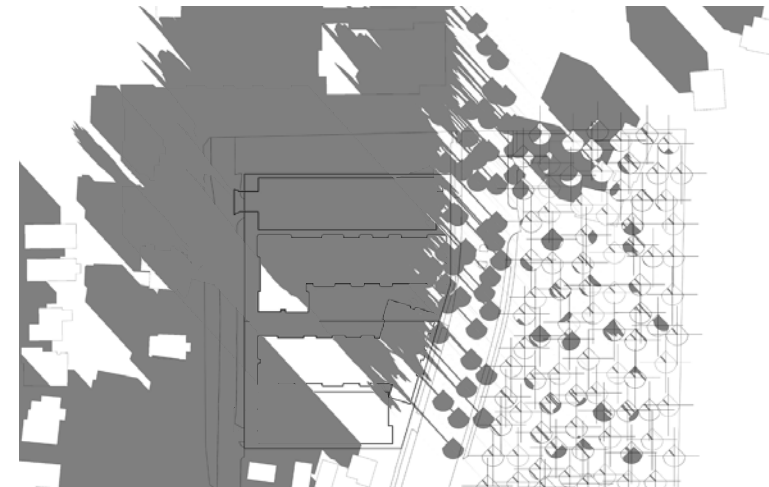
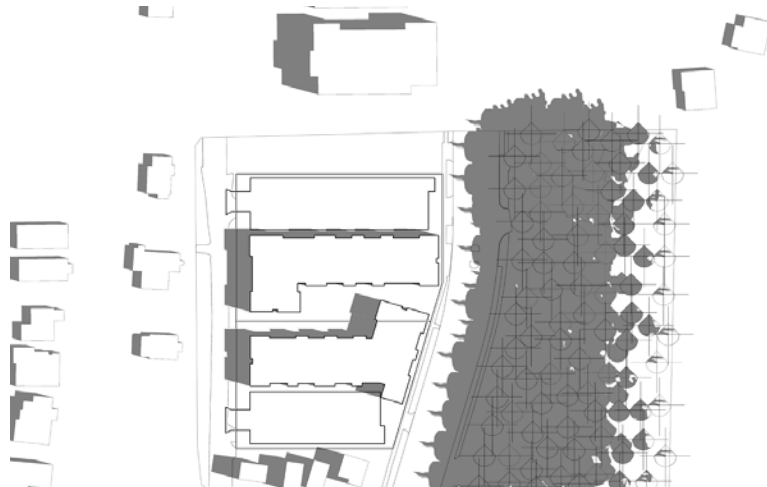
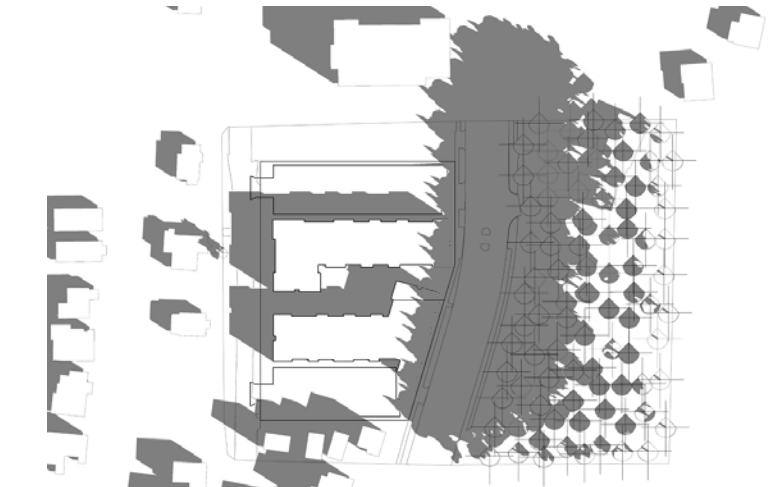


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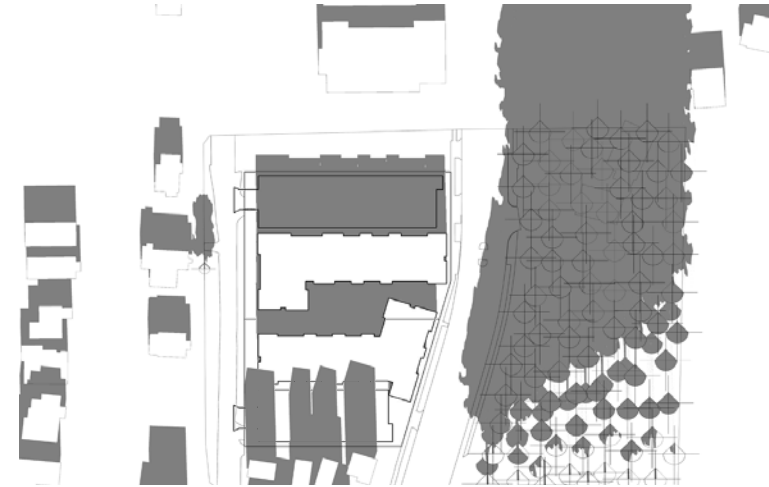
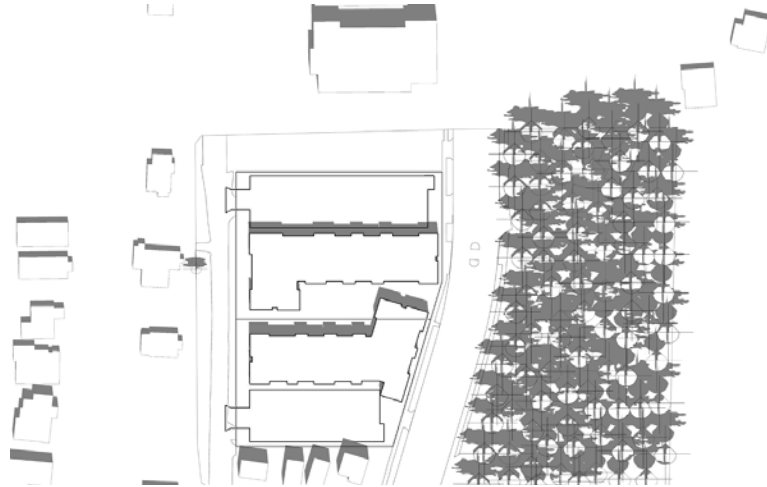
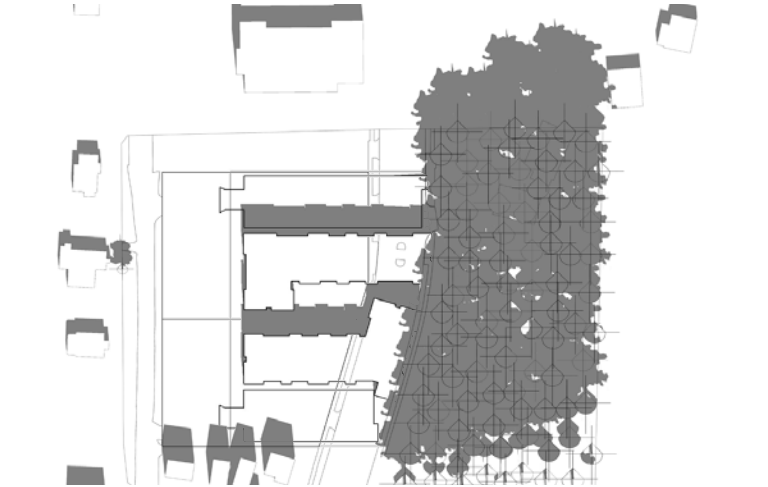
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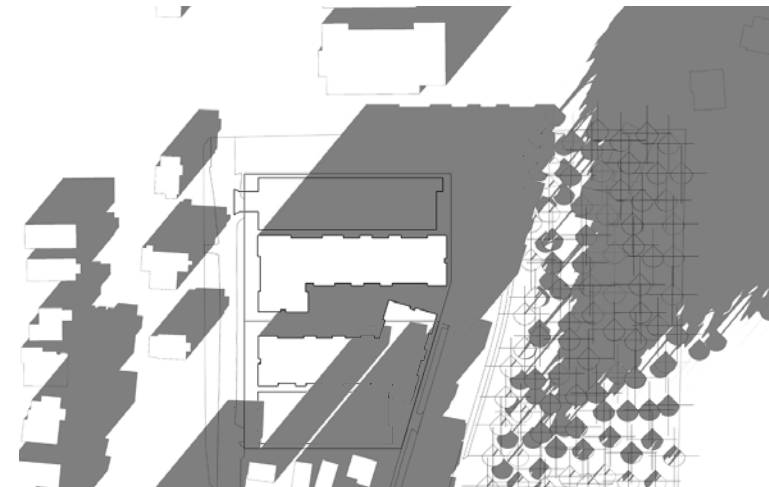
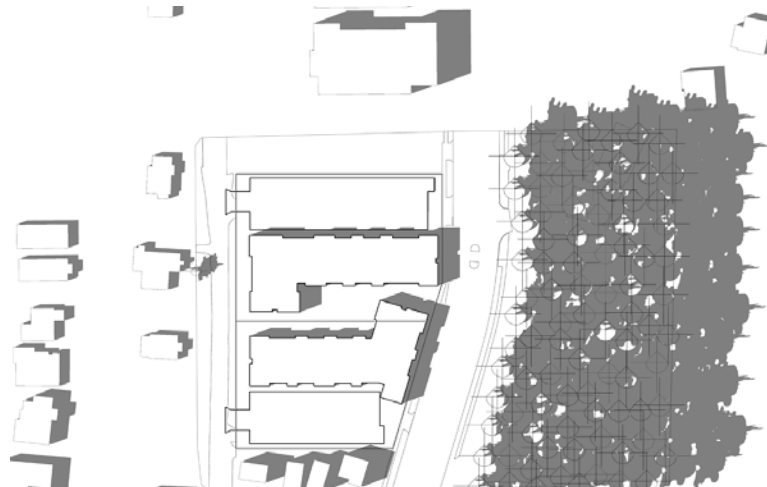
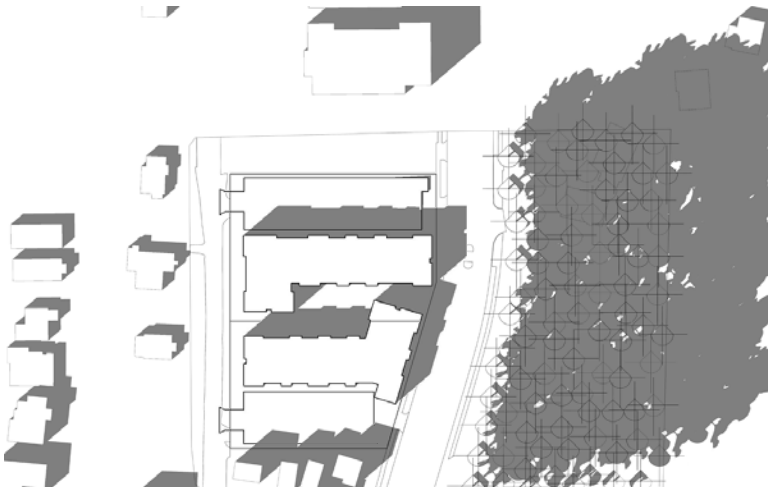
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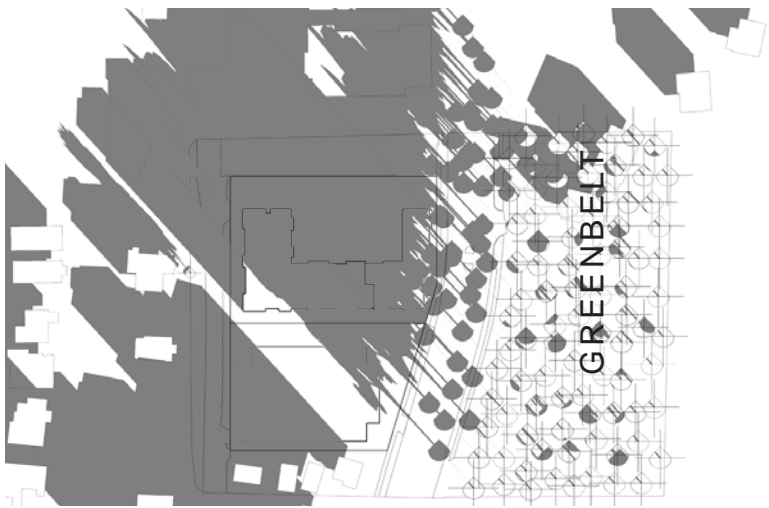
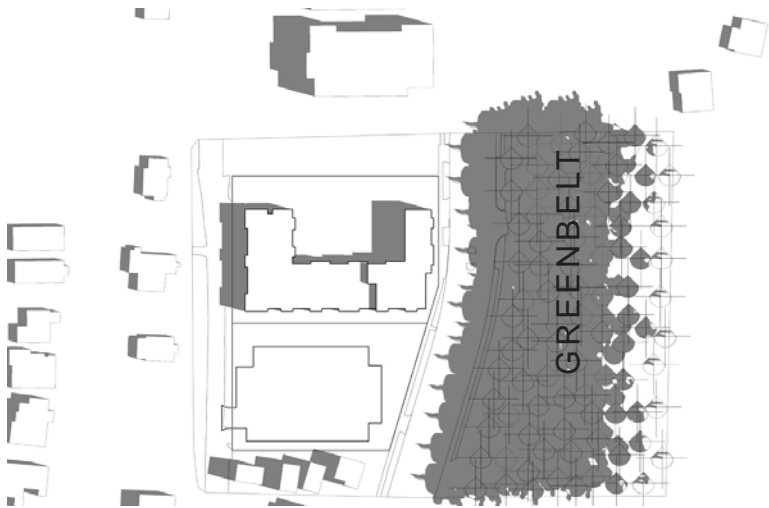
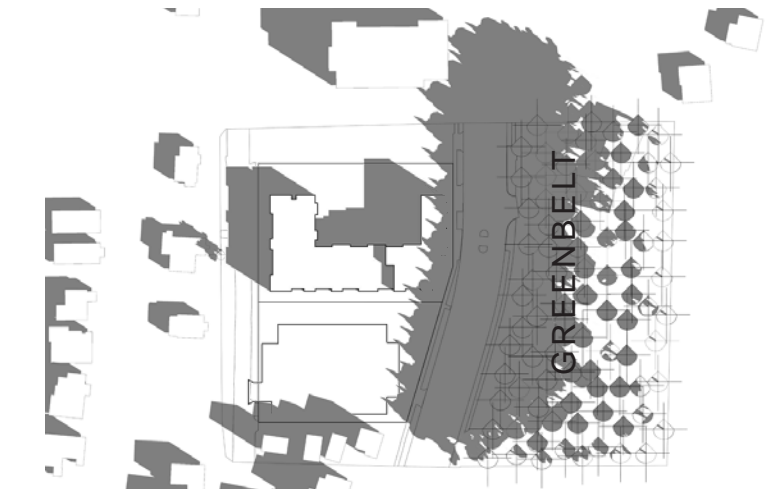


SOLAR DIAGRAMS - ALTERNATIVE B1

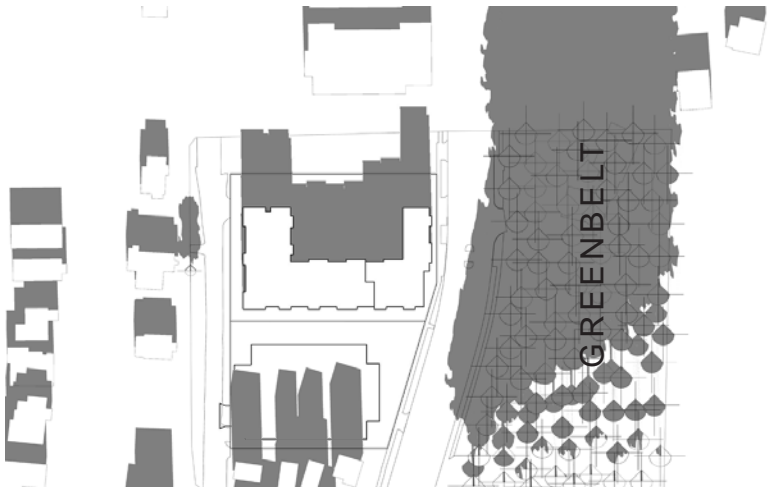
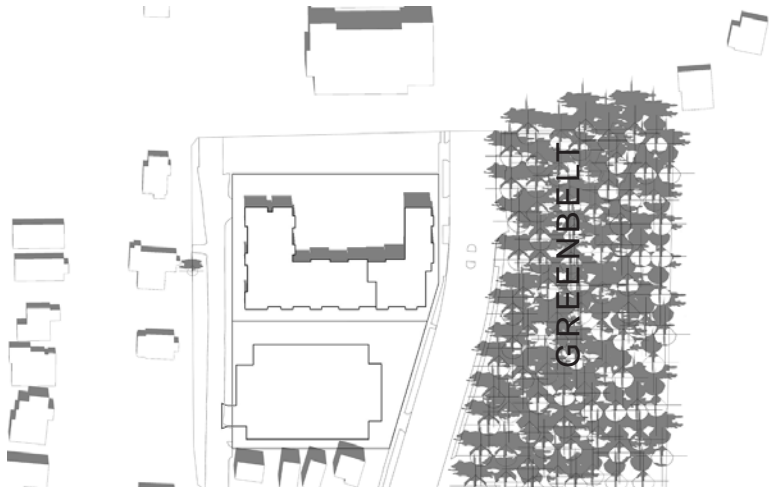
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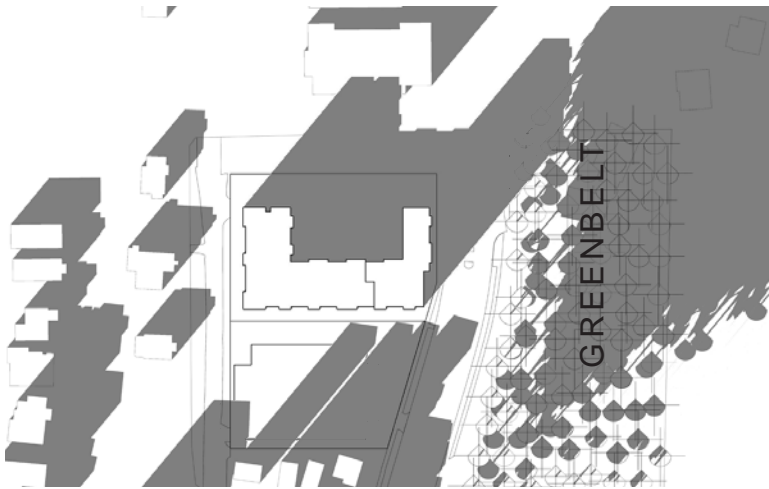
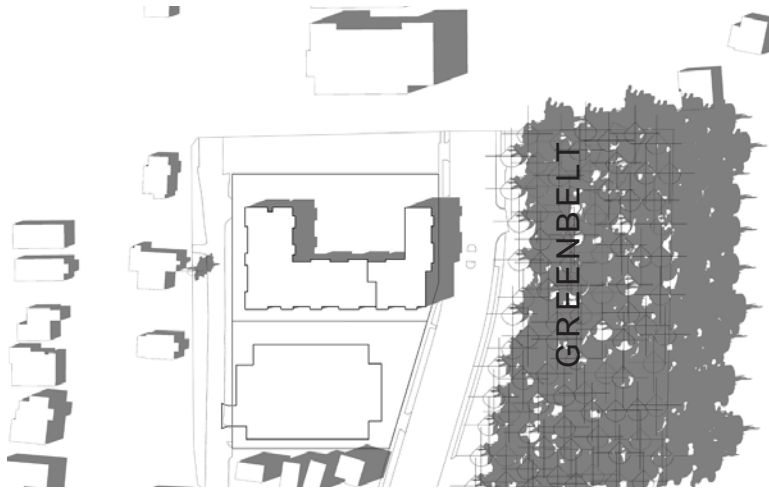
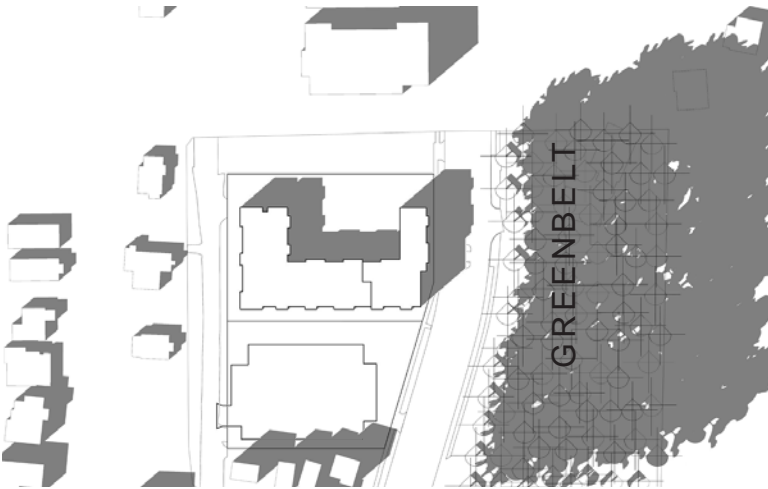
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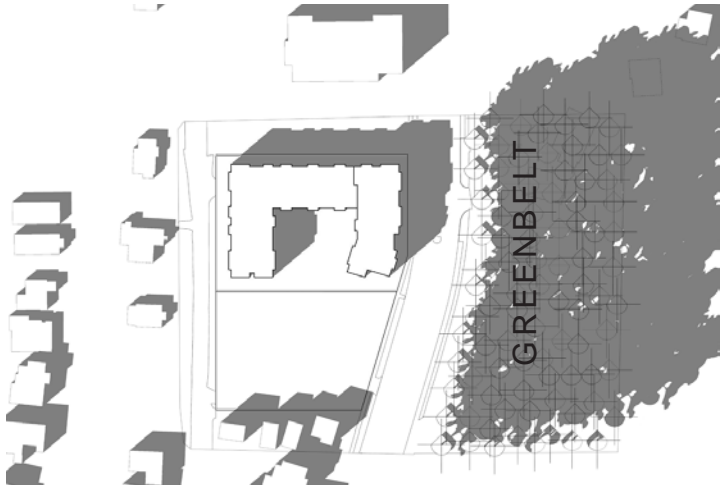


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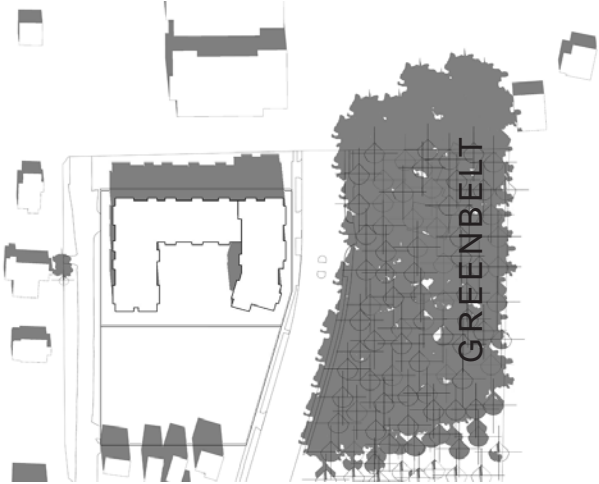




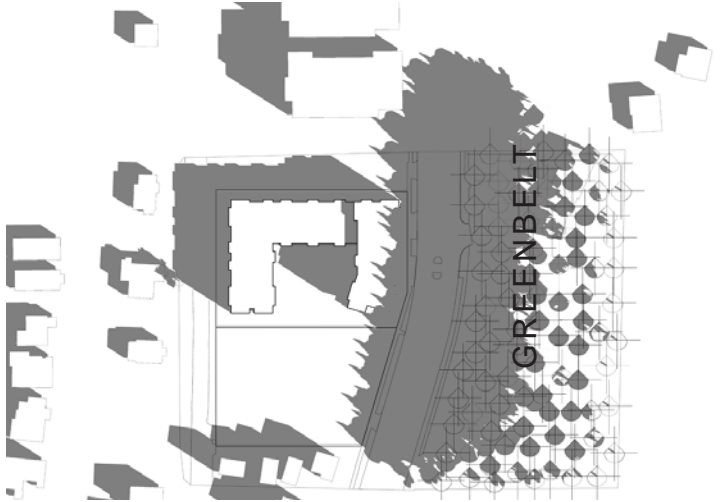
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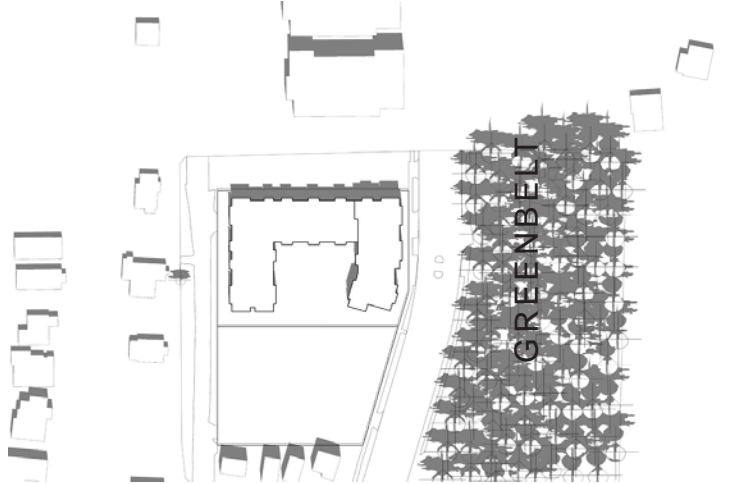
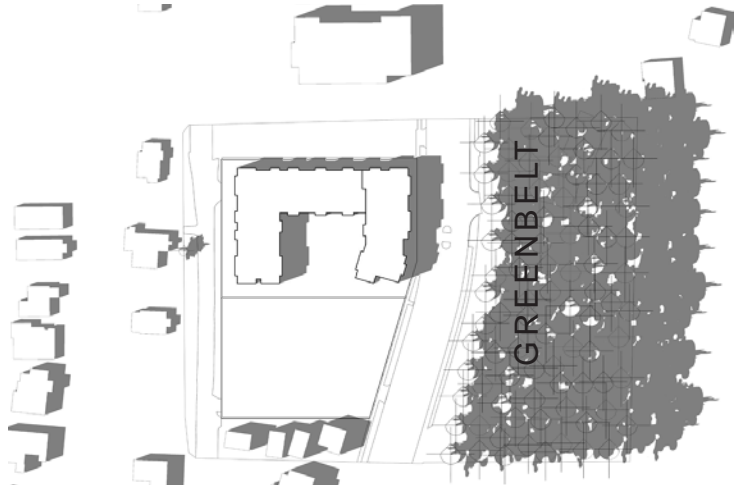
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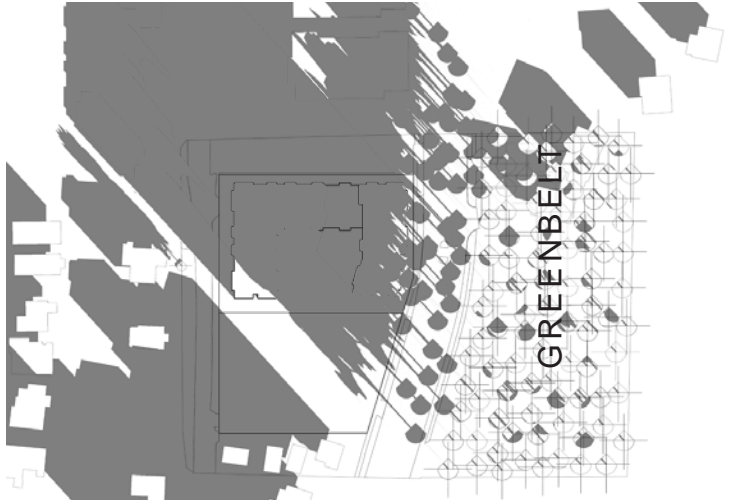
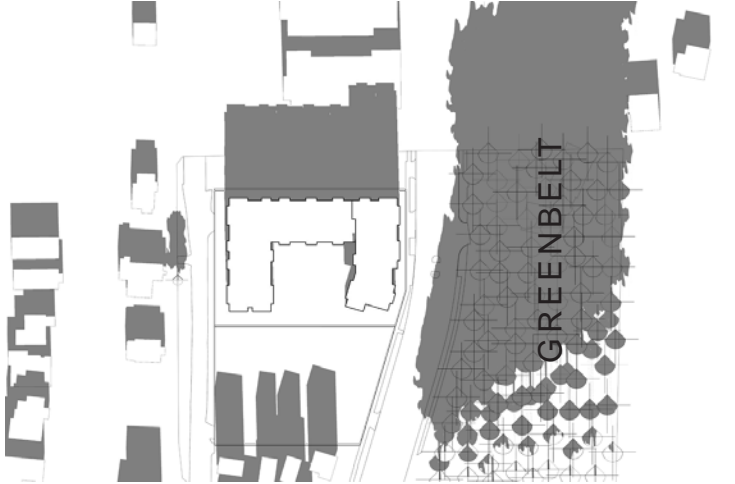
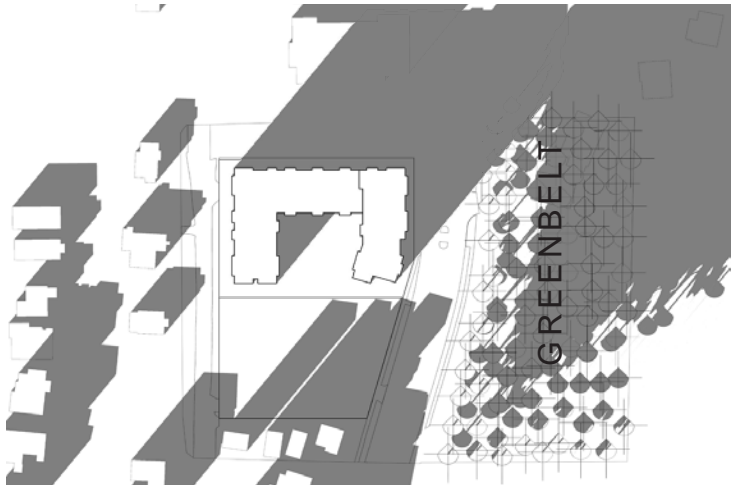
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JUNE 21



DECEMBER 21



A2 DEPARTURE REQUEST

SUMMARY

LAND USE CODE REQUIREMENT

SMC 23.45.527 - Structure width in LR3 zone outside Urban Villages, Urban Centers or Station Area Overlay Districts for apartments is 120 feet. Note: Structure width only applies between side lot lines.

DEPARTURE REQUEST

The project requests a departure to the maximum structure width. Scheme A2 structure width is currently 122'-4". If this scheme was to proceed forward, we need some flexibility to develop the design further, and so request a departure of up to 8'-0" for a maximum allowable structure width of 128'-0".

RATIONALE

This scheme includes two street-facing facades which are parallel at the north 1/4 of the site. Delridge Way SW changes direction and runs at an angle along the east property line for the south 3/4 of the site frontage.

The east façade of the south building is oriented parallel to the street upon which it fronts. The east façade of the building, as measured parallel to Delridge Way SW is 110'-0" long. On the east frontage, the scheme's massing rotates to maintain a parallel relationship with Delridge Way SW. The eccentric geometry of Delridge causes the structure width - as measured orthogonal to 23rd Ave SW, to exceed the maximum allowable structure width. When measured parallel to Delridge, the perceived structure width is 110'-0".

We believe the departure creates a better massing and site response that allow the building to be oriented towards Delridge Way SW by lengthening the structure widths along the right-of-way frontages.

IMPACTS IF NOT GRANTED

Limiting the structure width to 120' would require the massing to be revised to an L-shaped scheme that is not oriented parallel with Delridge Way SW.

DESIGN GUIDELINES SUPPORTING DEPARTURE REQUEST

- CS2-C-2: Mid-Block Sites

Massing oriented perpendicular to Delridge Way SW creates a stronger street edge.

- DC2-A-1: SITE CHARACTERISTICS AND USES

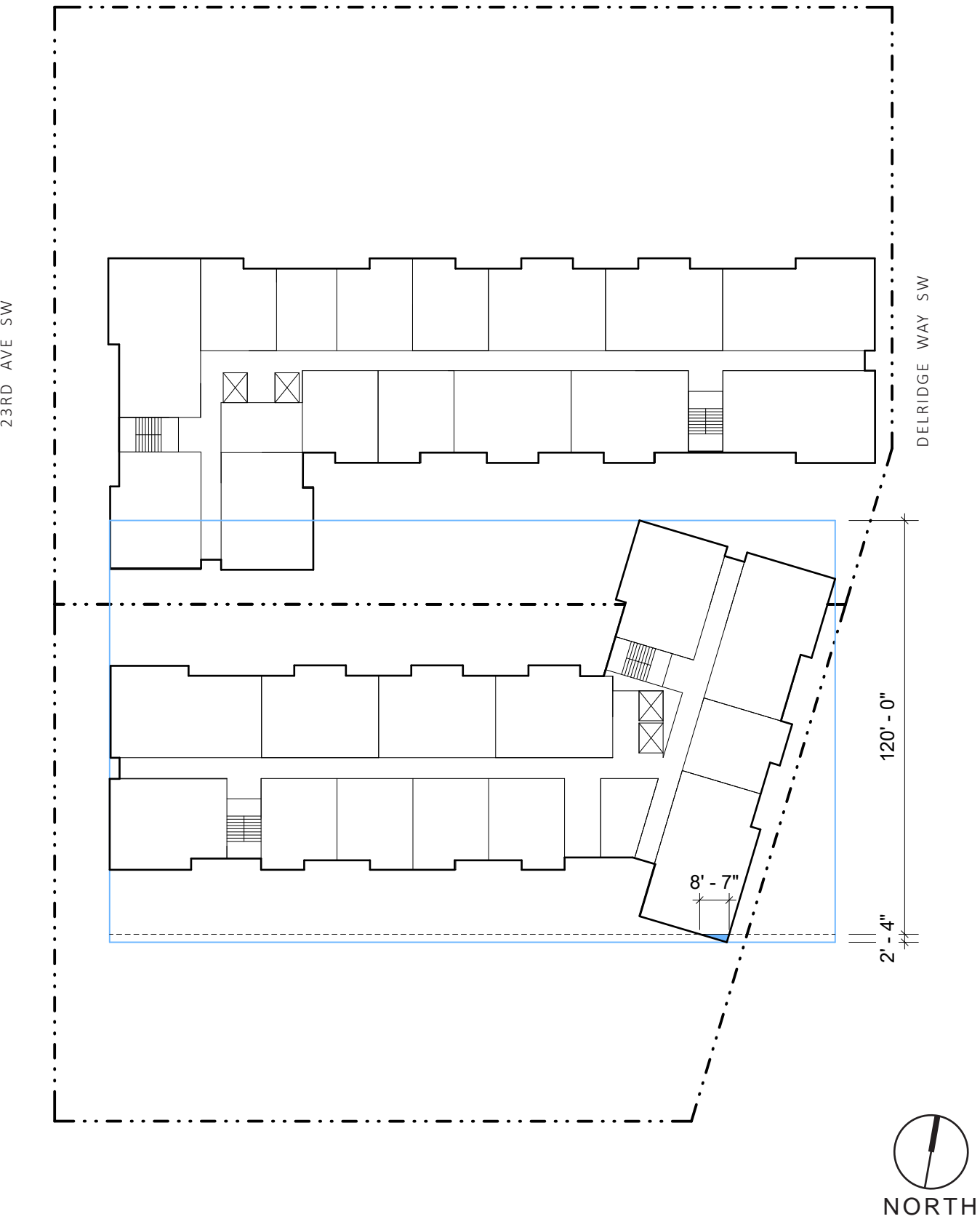
Massing better responds to the street orientation and eccentric angles of Delridge Way SW.

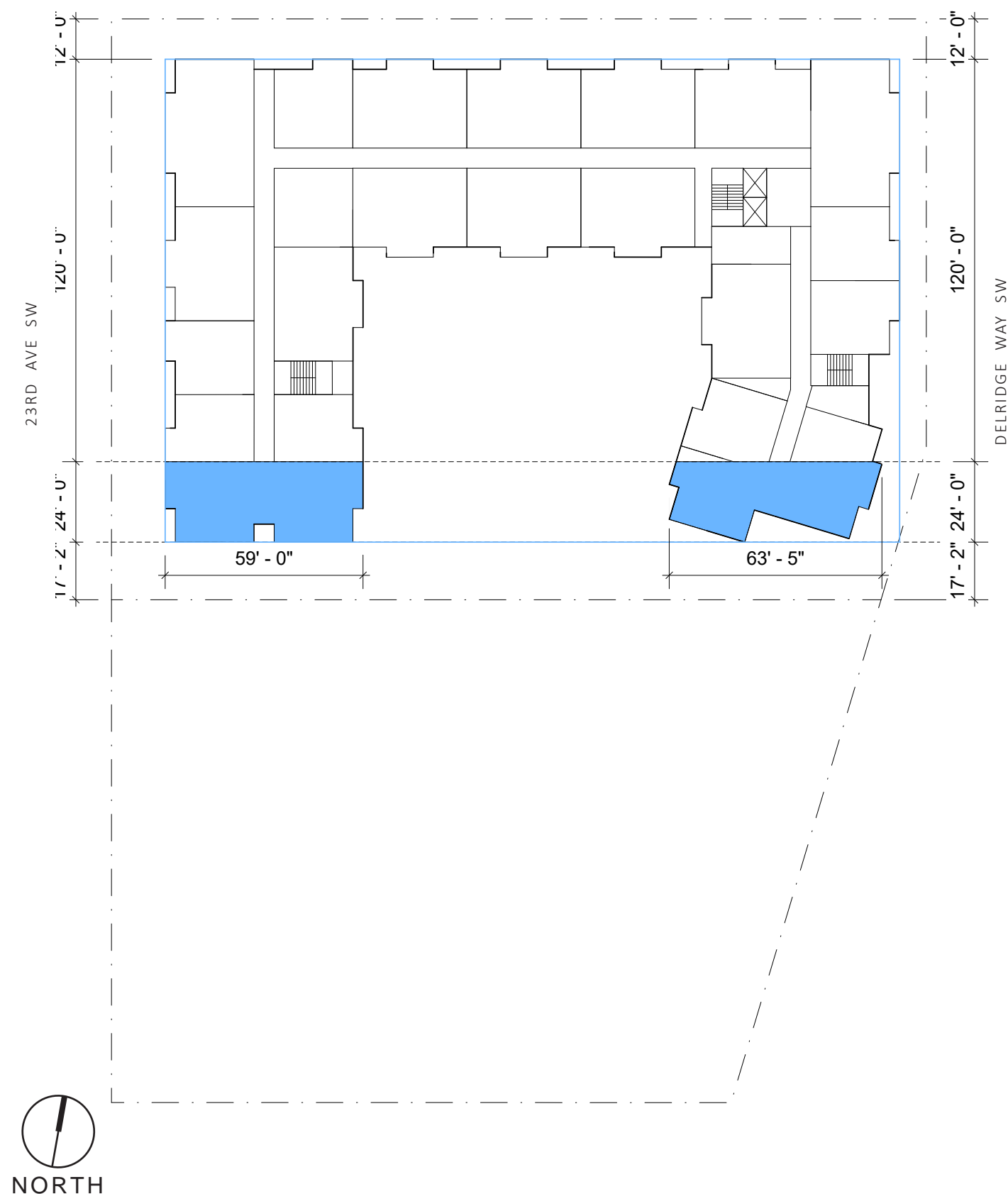
- DC3-B-4: MULTIFAMILY OPEN SPACE

By skewing the eastern leg of the building, a larger interior courtyard is created allowing for a child play structure and more social interaction within the landscaped courtyard.

LEGEND

DEPARTURE





B2 DEPARTURE REQUEST #1

SUMMARY

LAND USE CODE REQUIREMENT

SMC 23.45.527 - Structure width in LR3 zone outside Urban Villages, Urban Centers or Station Area Overlay Districts for apartments is 120 feet. Note: Structure width only applies between side lot lines.

DEPARTURE REQUEST

The project requests a departure to the maximum structure width. Scheme B2 structure width is currently 144'-0". If this scheme was to proceed forward, we need some flexibility to develop the design further, and so request a departure of up to 29'-0" for a maximum allowable structure width of 149'-0".

RATIONALE

This scheme includes two street-facing facades which are parallel at the north 1/4 of the site. Delridge Way SW changes direction and runs at an angle along the east property line for the south 3/4 of the site frontage.

The east façade of the building maintains its orientation parallel to the street upon which it fronts. At the south wing of the building, the massing is rotated to follow the orientation of Delridge Way SE. This design feature results in a longer façade length but accomplishes multiple goals. The rotation at the SE wing allows the massing to continue a strong street presence along the Delridge Way SW street frontage and it creates a significant architectural feature at this pivot point. The building program takes advantage of this architectural element by locating ground floor common spaces at this hinge. The main pedestrian building entry point is also highlighted by this architectural feature. We believe the departure will highlight the main entry, create a more interesting building massing, express the main building entry, and improve the massing's response to the street frontage.

The required setback at the west façade is 5'-0". To reduce the perceived height, bulk, and scale of the massing, the preferred scheme provides a setback of 15'-0" to projected bays and 18'-0" to the primary massing. The 15'-0" setback mimics the front yard requirements of SF parcels (20' or average of adjacent parcels, whichever is less). The average front yard of the single-family homes to the east are about 14'-9". The impact on the adjacent is also mitigated by the 50'-0" wide R.O.W. which separates the LR and SF zones. With the R.O.W. width and setbacks provided, there will be an average of 79'-9" between the proposed massing and the SF houses to the west.

Impacts of increased massing in LR3 zones has also been studied during the proposed MHA zoning changes. As documented in the MHA Urban Design and Neighborhood Character Study, a 12' setback above 40' at street facing property lines was proposed in LR3 zones with a 50' height limit. The provided 15'-0" setback exceeds this recommendation to ensure light and air access in public rights of way and a transition to the SF zone to the west.

IMPACTS IF NOT GRANTED

If this departure is not granted on the east façade, the reduced structure width would consolidate four-unit stacks and make the elevation regular and homogenous for the entire four-floor mass. As a result, the wayfinding from Delridge Way SW would suffer because it would be unclear where the building entry is located. Additionally, the massing would not reflect the unique reorientation of Delridge Way SW, reducing the design's connection within the existing urban pattern and street context.

If this departure is not granted on the west façade the massing will be revised to decrease the setback to 5'-0", resulting in a greater perceived massing as shown in the street sections diagrams.

DESIGN GUIDELINES SUPPORTING DEPARTURE REQUEST

(continued on next page)

LEGEND

DEPARTURE

B2 DEPARTURE REQUEST #1 - CONTINUED

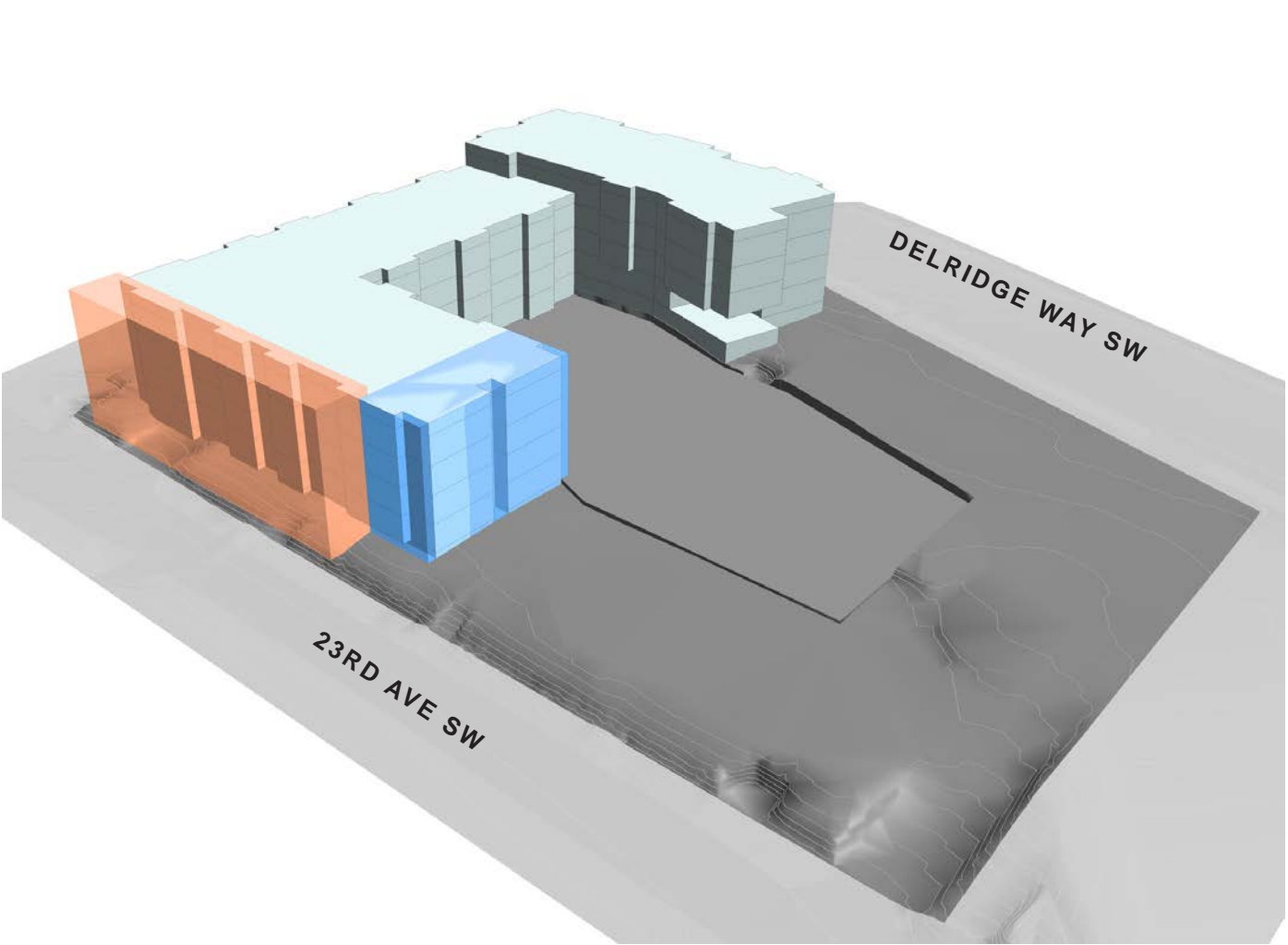
DESIGN GUIDELINES SUPPORTING DEPARTURE REQUEST ON WEST FACADE

- CS2-D-1: EXISTING DEVELOPMENT AND ZONING: Responds to height bulk and scale of the neighboring SF buildings to the west by increasing setback to ‘relocate’ building massing to the south.
- CS2-D-3: ZONING TRANSITIONS: 15'-0" setback mimics the average front yard of SF parcels to the west (14'-9").
- DC2-A-2: REDUCING PERCEIVED MASS: Longer structure width allows for increased setback, which produces a smaller perceived massing along 23rd Ave SW.
- PL3-B-2: RESIDENTIAL EDGES - GROUND-LEVEL RESIDENTIAL: Increased setback provides greater buffer and additional privacy at ground-level units.

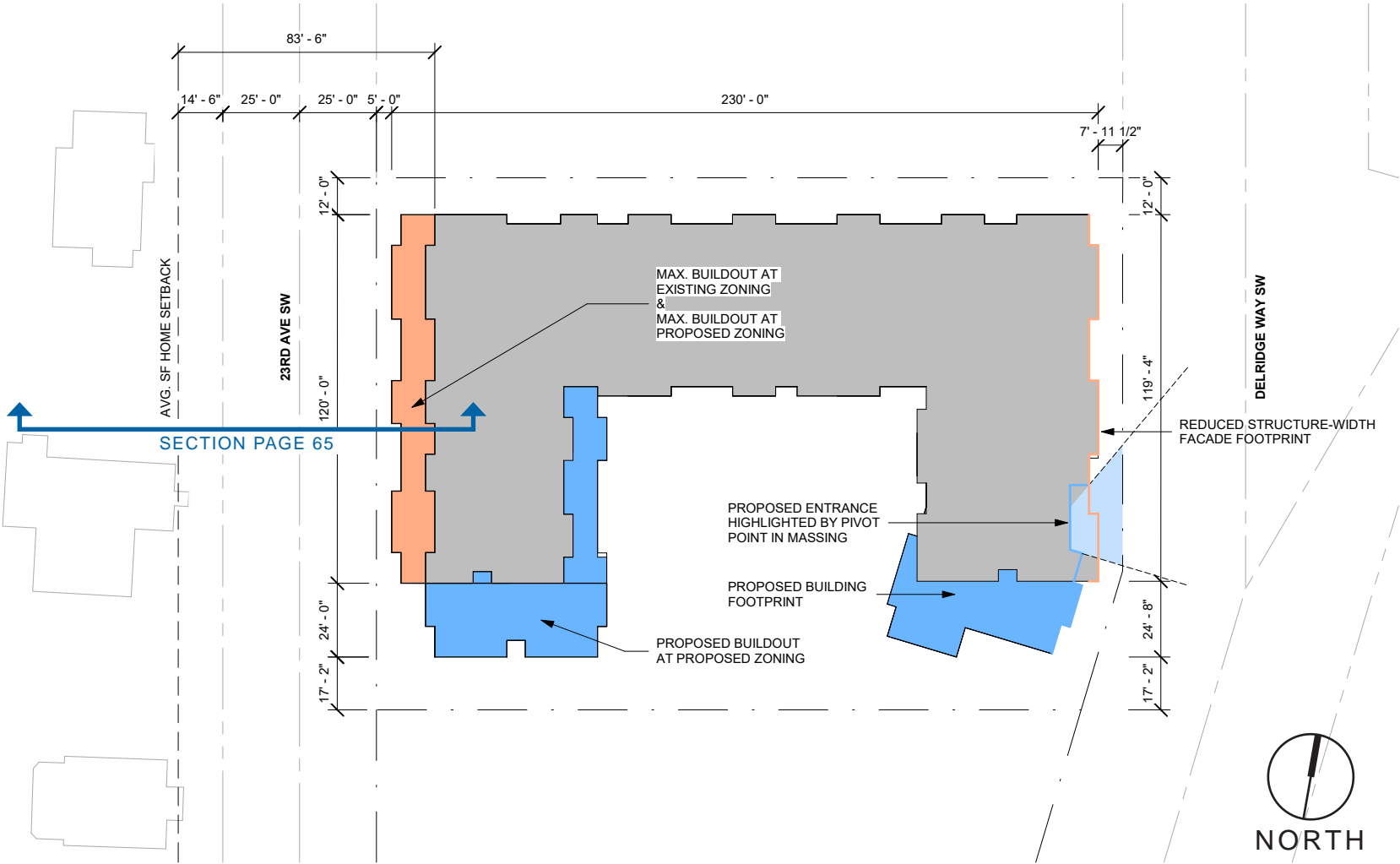
DESIGN GUIDELINES SUPPORTING DEPARTURE REQUEST ON EAST FACADE

- CS2-B-1: SITE CHARACTERISTICS, CS2-C-2: MID-BLOCK SITES: Massing oriented perpendicular to Delridge Way SW creates a stronger street edge and connection within the existing urban pattern.
- CS2-D-4: MASSING CHOICES: More interesting building massing created which is programmed with ground floor common area including entry, mail room, and property management office suite.
- PL2-D-1: WAYFINDING: Pivot point creates unique design feature to be used as wayfinding for building entry.
- PL3-A-1: DESIGN OBJECTIVES: Common entry to multi-story residential building is emphasized within ‘pivot point’.
- DC2-A-1: SITE CHARACTERISTICS AND USES: Massing better responds to the street orientation and eccentric angles of Delridge Way SW.

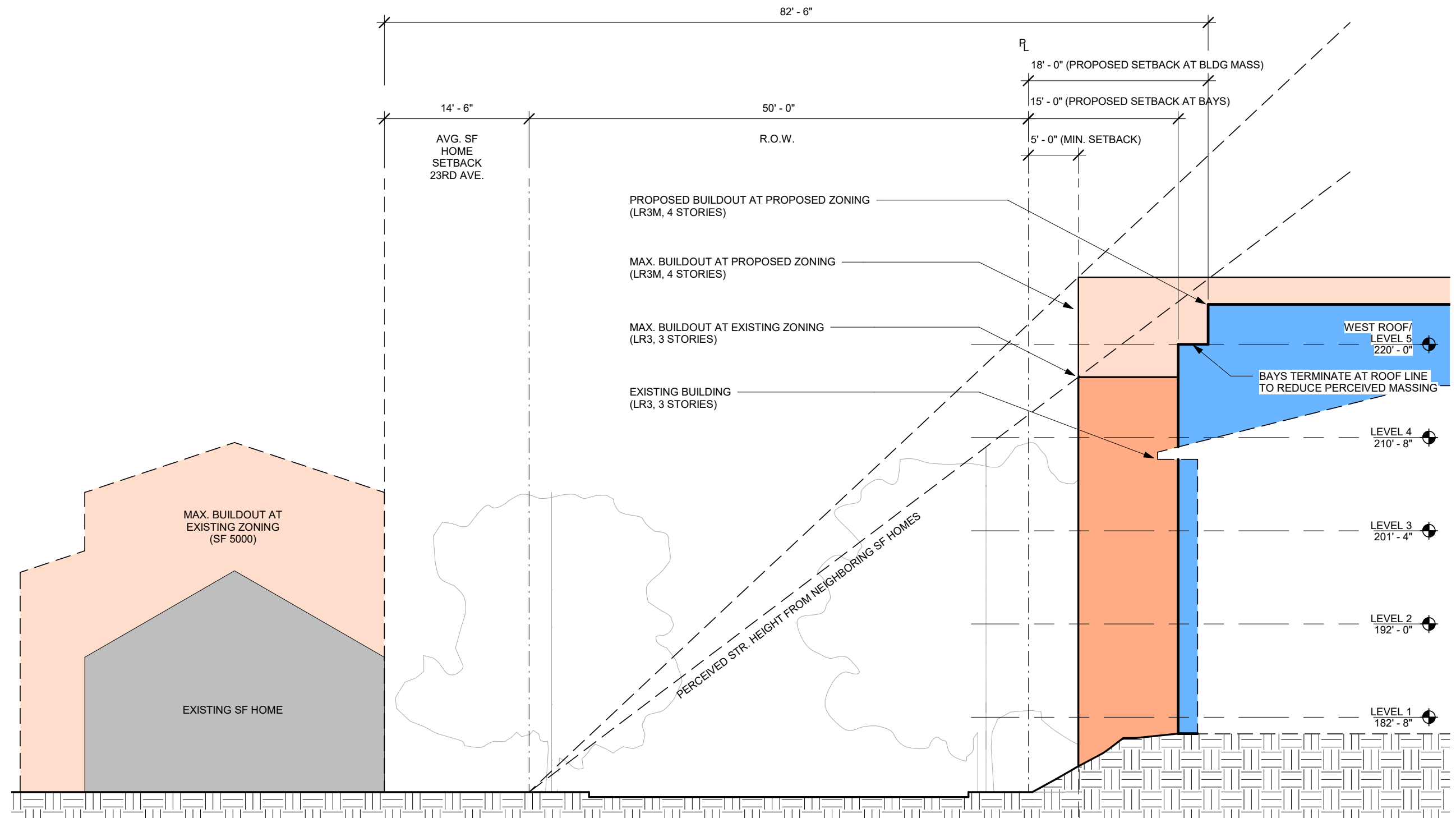
DC2-A-2: REDUCING PERCEIVED MASS: Building massing is recessed at ‘pivot point’ which increases setback from Delridge Way SW and reduces the perceived massing of the building by breaking this frontage into two sections.



PROPOSED MASSING (BLUE) AND ALLOWABLE MASSING (ORANGE)



PROPOSED BUILDING FOOTPRINT (BLUE) AND ALLOWABLE BUILDING FOOTPRINT (ORANGE)



**PROPOSED BUILDING PROFILE (BLUE) AND
ALLOWABLE BUILDING PROFILE (ORANGE)**

B2 DEPARTURE REQUEST #2

LAND USE CODE REQUIREMENT

SMC 25.11.040 - Removal or topping of exceptional trees is prohibited on lots in Lowrise zones.

DEPARTURE REQUEST

The project requests a departure to remove exceptional trees on site:

#344 - Mountain Hemlock (13” DSH)

#350 - Japanese Maple (19” DSH)

RATIONALE

Scheme B2 building massing takes advantage of the steep east-west grade change by stepping down most of the massing, except for the frontage along Delridge Way SW. The level 1 floor elevation is 182.67’ and the level 2 floor elevation is 192.00’. These elevations were determined by coordinating the accessible building entry points with the existing site grades from the west parking lot (at level 1) and Delridge Way SW (at level 2).

Tree #344 is located at an existing elevation of 187.02’. Tree #350 is located at an existing elevation of 186.36’. The existing grades at the exceptional trees need to be maintained to retain the two trees which precludes the preferred massing orientation, finish floor elevation, parking grade elevation, and building height of the B2 scheme.

The proposed scheme will be planting over new 50 trees on site. These trees will be set at a grade which better relate to the site design and will increase the mature canopy coverage which was lost from the exceptional trees:

Existing exceptional trees:

Tsuga Mertensiana/ Mountain Hemlock (#344) canopy = 10’ = 79 sf

Acer Palmatum / Japanese Maple (#350) canopy = 19’ = 283 sf

Total exceptional tree canopy = 362 sf

Replacement trees:

(3) Acer Palmatum / Japanese Maple, mature canopy = 15’ = 177 sf

Total replacement canopy = 528 sf

IMPACTS IF NOT GRANTED

If tree #350 were to be retained, the resulting finish floor elevations would need to be revised so the level 1 floor elevation is approx. 187.00’. This would result in an increased building height along 23rd Ave SW and recessed L1 units along Delridge Way SW. Additionally, due to the proximity of tree #350 to the existing building that will be demolished (approx. 3 feet), the arborist has recommended removing tree #350. If this tree were to be retained, it would likely not survive construction.

If tree #344 were to be retained, the landscaping and accessible path across the site would also need to be revised to provide a longer ramp to the building entry to avoid tree #344. This would reduce the size of the plaza which fronts Delridge Way SW, as well as omit a parking space and four site trees.

DESIGN GUIDELINES SUPPORTING DEPARTURE REQUEST

• CS1-C-2: ELEVATION CHANGES: Floor elevations and building entries respond to the existing grade at the street frontages (Delridge Way SW & 23rd Ave SW).

• CS2-D-1: EXISTING DEVELOPMENT AND ZONING, CS2-D-3: ZONING TRANSITIONS, DC2-A-2: REDUCING PERCEIVED MASS: Building massing reduced on 23rd Ave SW and increased on Delridge Way SW, creating better transition to SF zoning to west.

• PL2-A-1: ACCESS TO ALL, PL2-A-2: ACCESS CHALLENGES: Direct accessible path provided between parking lot and level 1 & 2 building entries without long ramping or a steep parking lot (over 5% slope).

• DC3-B-4: MULTIFAMILY OPEN SPACE

• DC3-C-2: AMENITIES AND FEATURES

Removing tree #344 creates larger plaza at main building entry from Delridge Way SW.



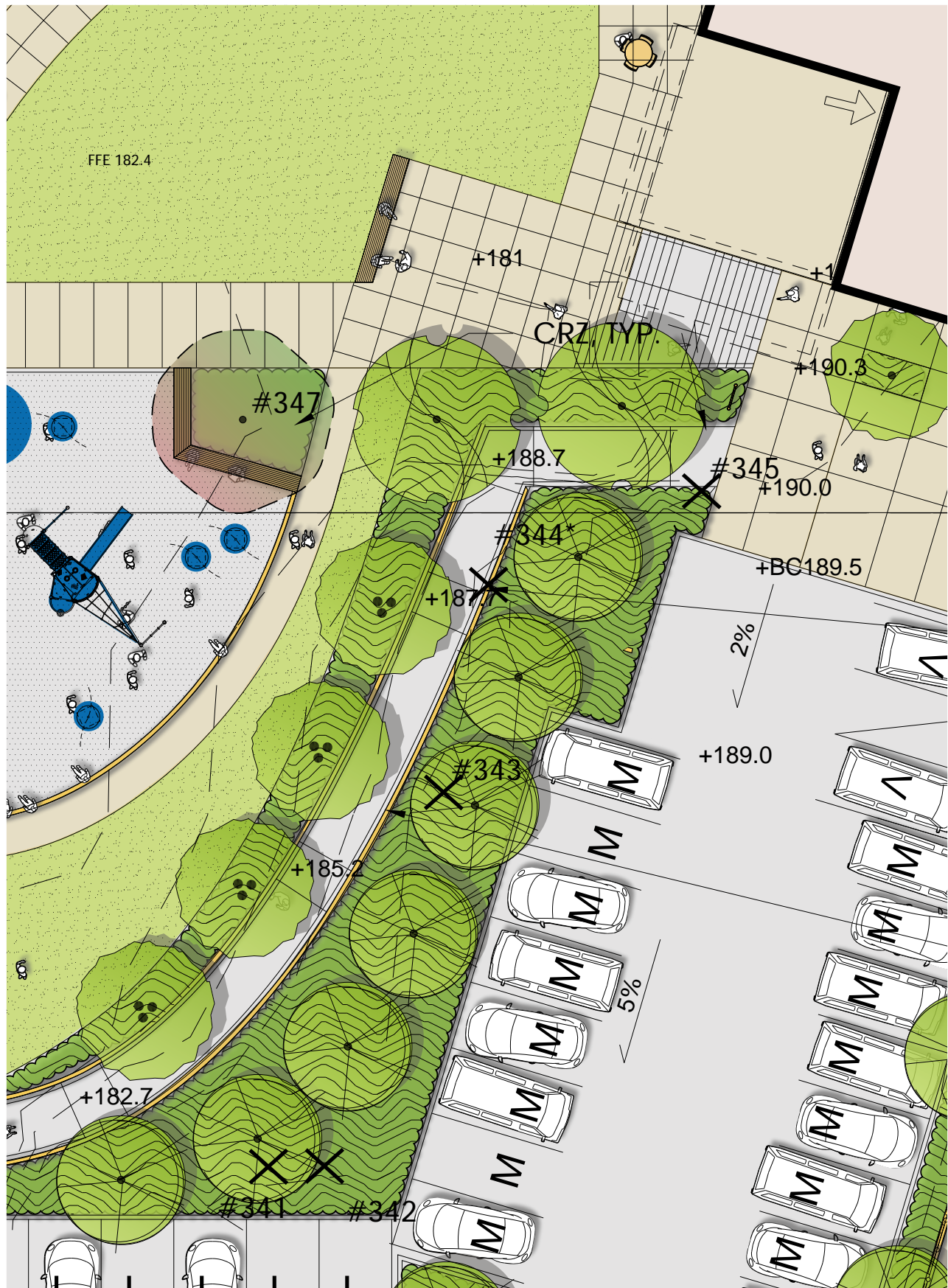
TREE #344



TREE #344



TREE #347 (LEFT) TREE #344 (RIGHT)



**ENLARGED LANDSCAPE PLAN AT TREE #344
PREFERRED SCHEME B2**

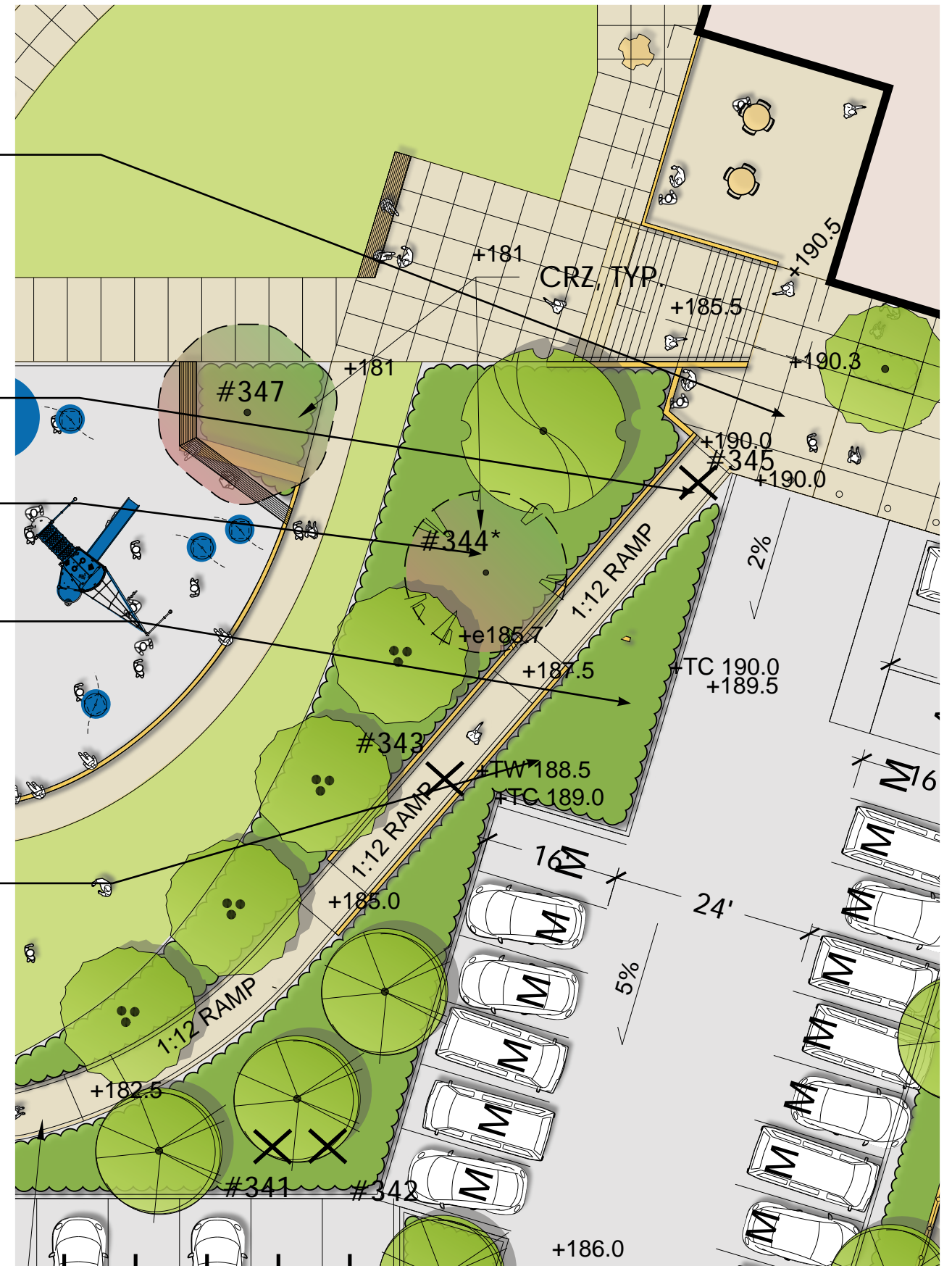
PLAZA REDUCED
IN WIDTH

ACCESSIBLE
PATHWAY
REVISED

EXISTING TREE
#344 RETAINED

ONE (1) PARKING
SPACES OMITTED

FOUR (4) SITE
TREES OMITTED



**ENLARGED LANDSCAPE PLAN AT TREE #344
IF DEPARTURE IS NOT SUPPORTED**

