



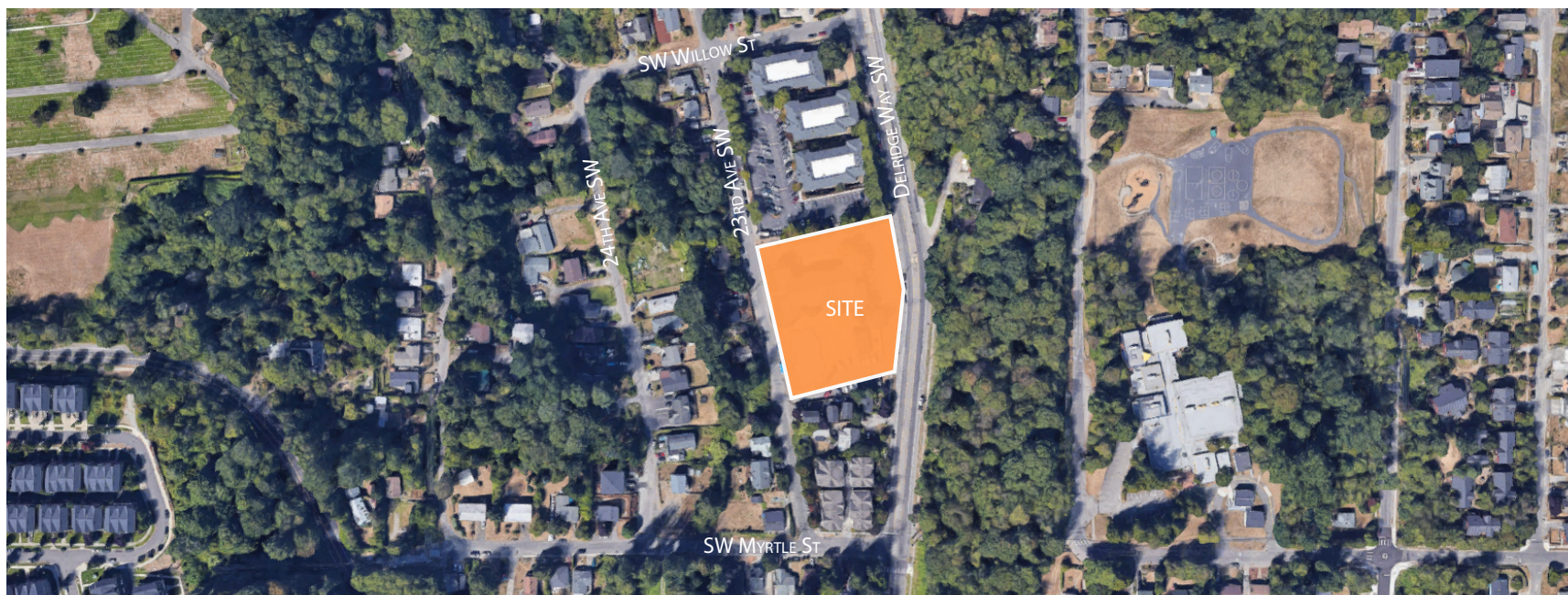
LAM BOW APARTMENTS

SEATTLE HOUSING AUTHORITY

DESIGN RECOMMENDATION #2 REVIEW MEETING

6935 - 6955 DELRIDGE WAY SW
SEATTLE, WA 98106

SDCI PROJECT #3029799
RECOMMENDATION MEETING:
DECEMBER 23, 2019



Karen Kiest | Landscape Architects

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2.0 PROJECT OVERVIEW

PROJECT TEAM

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.

SMR ARCHITECTS - APPLICANT

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.

PROJECT DESCRIPTION

The project will create 82 new, affordable housing units within the Delridge neighborhood of Seattle. The building is placed on the north lot and the parking is placed on the south lot of the site. The double horseshoe configuration between building and hardscape provides protection for, and activation of, the large open courtyard space at the center of the site. The common room (level 1) has direct access to the exterior residential amenity space. The office suite (level 2) faces the project's Delridge Way SW entrance. Residential units are located at all levels.

RELEVANT PROJECTS - SMR ARCHITECTS



Hoa Mai Gardens | Seattle Housing Authority | Yesler Terrace, Seattle, WA



Plaza Roberto Maestas | El Centro de la Raza | Beacon Hill, Seattle, WA



Velocity | Imagine Housing | Kirkland, WA



Cottage Grove Commons | Downtown Emergency Service Center | Delridge, Seattle, WA



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: 29 one-bedroom units, 39 two-bedroom units, and 14 three-bedroom units.
- 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.

2.0 PROJECT OVERVIEW

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.

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.



Hoa Mai Gardens



Ronald Commons



Plymouth on First Hill



AERIAL PHOTO OF SITE 9-BLOCK AREA



BUILDING FOOTPRINT
21,047 SF

TOTAL BUILDING AREA
GROSS FLOOR AREA: 87,390 SF

HEIGHT
40'-0" (LR3(M))

FAR
1.18

SITE AREA
72,823 SF (1.67 acres)

RESIDENTIAL UNITS
82 units

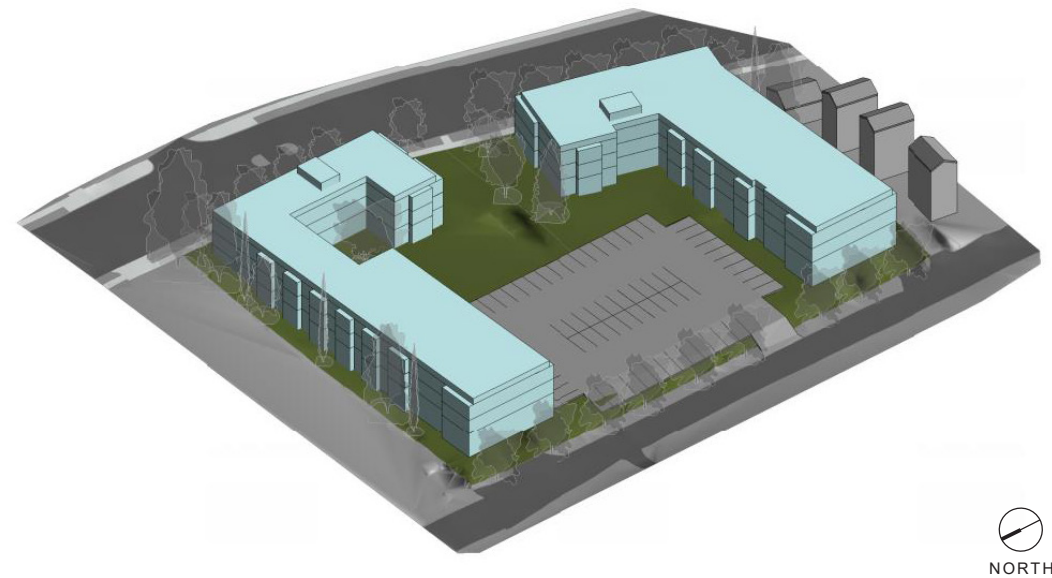
VEHICLE PARKING
69 surface parking spaces

BIKE PARKING
LONG TERM: 87 SPACES
SHORT TERM: 6 SPACES

TOTAL AREA TOWARDS AMENITY
21,461 SF

REQUESTED DEPARTURES
1. STRUCTURE WIDTH: DELRIDGE WAY SW
2. STRUCTURE WIDTH: 23RD AVE SW
4. PARKING SETBACK

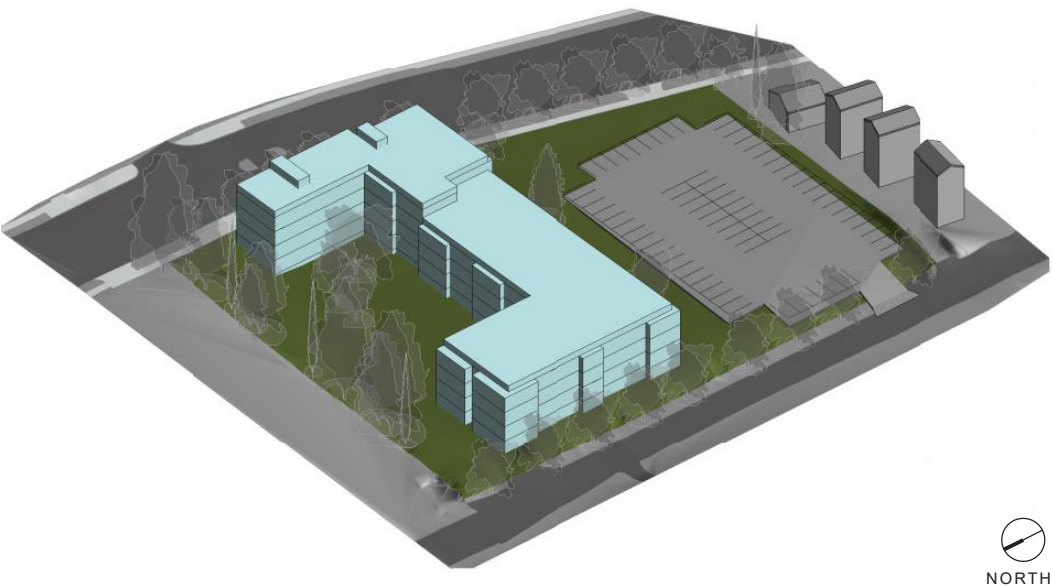
DESIGN ALTERNATIVE A1
EXISTING ZONING - CODE COMPLIANT



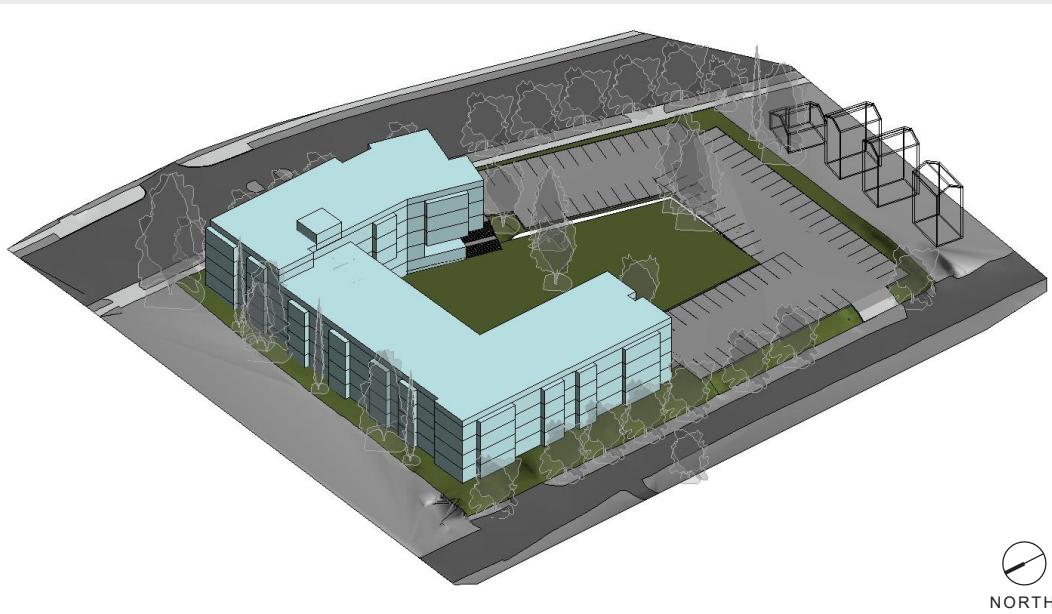
DESIGN ALTERNATIVE A2
EXISTING ZONING - SPLIT PARKING



DESIGN ALTERNATIVE B1
REZONE - CODE COMPLIANT



DESIGN ALTERNATIVE B2 | PREFERRED
REZONE - INVERTED U

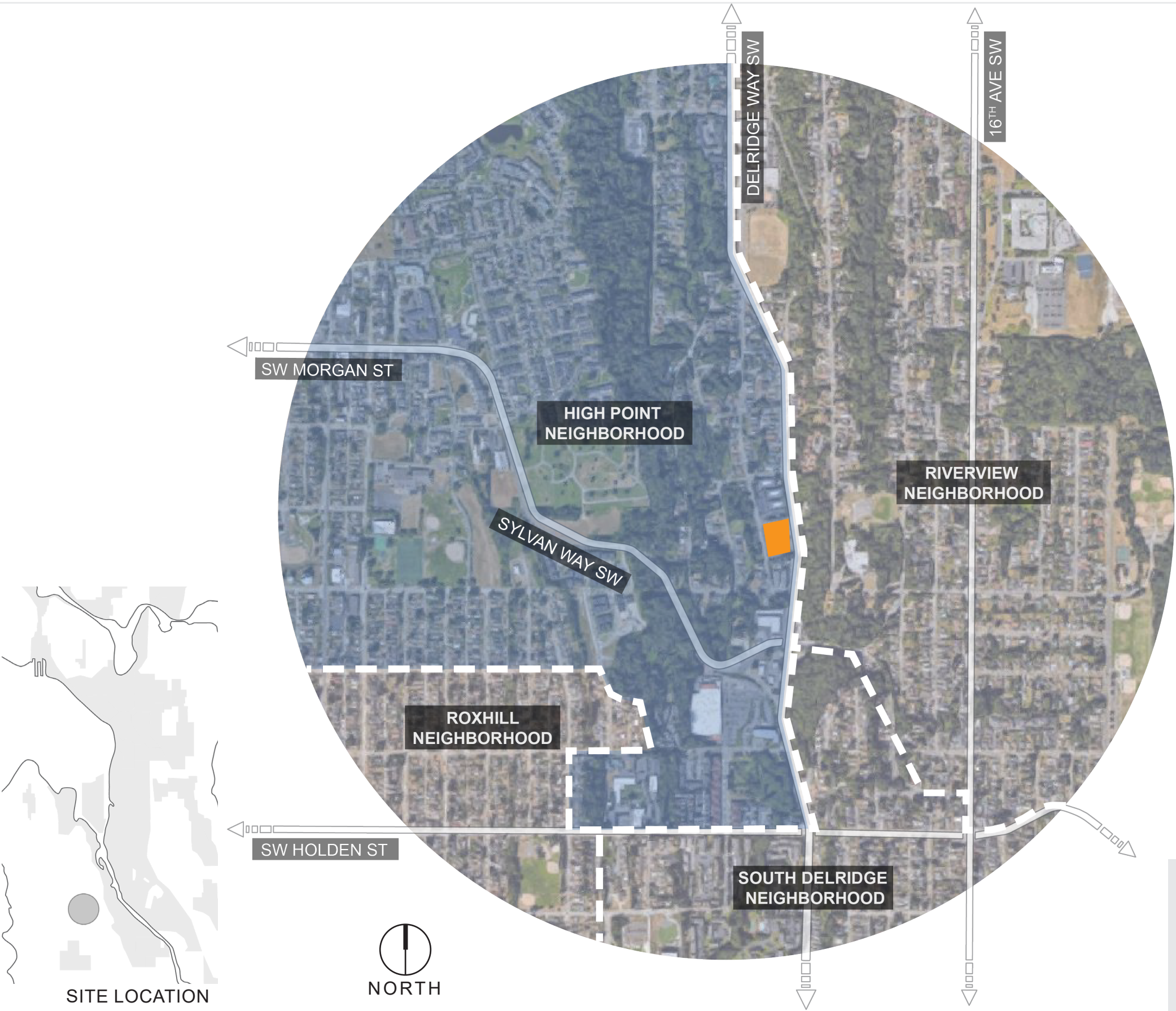


NEIGHBORHOOD & SITE DEVELOPMENT

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.



5.0 EXISTING SITE CONDITIONS



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

9-BLOCK DEVELOPMENT



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.

6.0 ZONING DATA

SEATTLE LAND USE CODE ANALYSIS - LR3 (M) ZONE

SITE ADDRESS: 6935-6955 DELRIDGE WAY SW 98106
PARCEL NO: 354850-2425

LEGAL DESCRIPTION:
Lots 3 and 4, block 42, homecroft, 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.

ZONING: LR3 (M) - Low-Rise

OVERLAY: None

LOT SIZE:
- Lot 3: (6935 Delridge Way SW): 41,767 SF
- Lot 4: (6955 Delridge Way SW): 31,056 SF
Total Lot Size: 72,823 SF

UNIT COUNT:
- Proposed: 82 units
- Existing: 30 units (Note: Previously 51 units total on site, former 21-unit apartment building was destroyed in 2016 fire).

23.45.510 – FLOOR AREA RATIO (FAR) LIMITS
B.1.Table A: The maximum FAR allowable for LR3(M) zones is 1.8

23.45.514– DENSITY LIMITS
C.1.Table B: No limit

23.45.514– STRUCTURE HEIGHT
D.1.Table C: 40’ for Apartment in LR3(M) Zone Outside UC/UV
Due to the sloped topography of the site, the project proposes to use the average grade calculation established in 23.86.006.A and Director’s Rule 4-2012 to establish two sections for average grade.

Preferred Scheme Average Grade:
- Section 1 (East) Average Grade: 188.71’
- Section 2 (West) Average Grade: 184.66’

J.2 Parapets may extend up to 4 feet above the max height limit.

23.45.514.G – ROOFS ENCLOSED BY A PARAPET
Roofs completely surrounded by a parapet by exceeding the height limit for a slope if highest point of slope is <75% of the parapet height and the lowest point <= the height limit.

23.45.518 – SETBACKS AND SEPARATIONS
Table A: Setbacks for Apartments in LR Zones

Front:	5’ min
Rear:	10’ min (with alley) 15’ min (no alley)
Side (facades <40’):	5’ min
Side (facades >40’):	5’ min 7’ avg

2.A - UPPER LEVEL SETBACKS:
Portions of structure above 44' require 12' setback from front lot line. Cornices, eaves, gutters, roofs, and other forms of weather protection allowed in upper-level setback (4' max encroachment if >3' from lot line).

Rooftop features not allowed in upper-level setback except:
Open railings (up to 4' above setback height) & Parapets (up to 2' above setback height).

Note: Delridge Way SW & 23rd Ave SW are both considered Front Lot Lines per 23.84A.

23.45.522 – AMENITY AREA
A. Amenity Area – 25% of lot area; 50% of amenity area must be ground level amenity. Must be accessible to all residents. To qualify: Minimum 250 SF and 10’ lineal dimension.
- Amenity Area (Required): 72,823 SF Lot x .25 = 18,206 SF
- Ground Level Amenity Area (Required): 9,103 SF

23.45.527 - STRUCTURE WIDTH AND FAÇADE LENGTH LIMITS IN LR ZONES
A. Maximum structure width is 120 feet.

SEE DEPARTURE REQUEST #1 & 2

B. Façade length within 15 feet of a side lot line is 65% of the length of the lot line.
23.45.527.B does not apply.
23.45.527.B does not apply.

23.45.534 - LIGHT AND GLARE STANDARDS
C. Parking areas shall be screened from abutting properties by a fence (5’ to 6’ H) or a solid evergreen hedge or landscaped berm at least 5’ high.

23.45.56 – PARKING LOCATIONS, ACCESS, AND SCREENING
B.2. Parking shall not be located: Between principal structure and street lot line, in the required front setback, within 20’ of any street lot line.

SEE DEPARTURE REQUEST #4

D.2: Parking shall be screened by a fence, wall or landscaped area 3’ high (measured from curb/street) and setback 3’ from the lot line.

23.54.015 – REQUIRED VEHICLE PARKING
Table B, Row P. Required parking: No minimum (Income-restricted <80% AMI)

Table D, Row D.2 Bicycle Parking:
Required Long Term: 1 space / 1 unit
Short Term: 1 space / 20 units

23.54.040 – SOLID WASTE AND RECYCLABLE STORAGE
Table A: 375 SF + 4 SF / unit over 50

D.3: Screened from view if located outdoors.
E: Storage cannot be located between the structure and the street.

25.11.070 - TREE PROTECTION LR ZONES
2. Director may permit the exceptional tree to be removed through departures permitted in 23.41.012.



- LEGEND**
- UNITS
 - CIRCULATION
 - COMMUNITY SPACES
 - OFFICES AND STAFF SPACES
 - UTILITY AND STORAGE SPACES
 - VEHICLE ENTRY
 - PEDESTRIAN ENTRY

8.0 DESIGN REVIEW 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 (224.66') and a higher structure height on Delridge Way SW (228.71').

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-D-3: ZONING TRANSITIONS

The architectural concept emphasizes two distinct but complementary languages which transition where the building massing steps down from level 5 to level 4.

The 'L' shaped lower massing incorporates smaller scale bay projections with overhanging sloped roofs, a material transition at level four, and more residential scale materials, textures, trim, and detailing to match the residential character found in SF zones on 23rd Ave SW. Additionally, the building massing has been revised per Rec1 comments to stop the bays at level 4 and incorporate additional facade modulation on the 23rd Ave SW elevation

The 'I' shaped upper massing applies the same materials and colors through larger articulations to respond to the higher density character along Delridge Way SW.

CS2 URBAN PATTERN AND FORM

CS2-D-1: EXISTING DEVELOPMENT AND ZONING

A 12'-6" setback is provided at the west property line well exceeds the 5'-0" minimum setback and 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).

When including the average front yard of the single-family homes to the east (14'-6") and the ROW width (50'), the overall separation between massings in LR and SF zones is approximately 78'-0".

CS2-D-4: MASSING CHOICES

At the west façade, a color change and material transition at the fourth floor breaks up the building height to reduce the perceived height and scale better with the adjacent context. Per Rec1 comments, the color and materials have been revised to lighten the appearance at the fourth floor.



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-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 surface parking lot and courtyard. Units will have large living room windows to promote eyes on the street while landscaping provides a necessary safety and security buffer between ground floor units and the courtyard or public sidewalk. Per the Rec1 comments, a retaining wall was introduced on the 23rd Ave SW frontage to provide informal seating.

DC3 OPEN SPACE CONCEPT

DC3-B-4: MULTIFAMILY OPEN SPACE

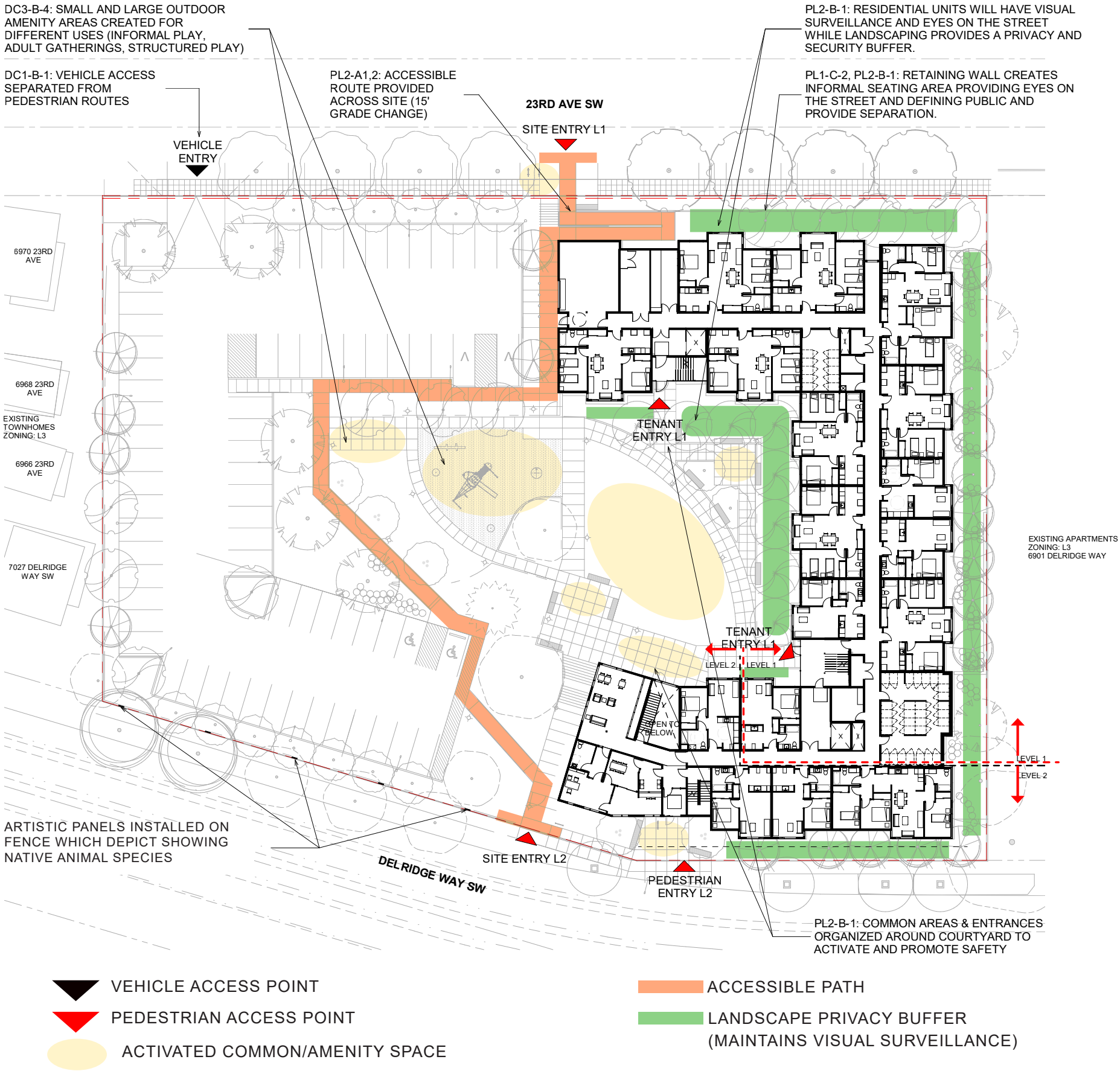
Multifamily open space is organized around the central courtyard with different size gathering spaces programmed for use by a variety of tenants (structured play equipment, smaller adult gathering areas with benches, informal play yard for older children). Per the Rec1 comments, an additional set of double doors was added to the community room to further activate the courtyard.

The main pedestrian entrances on 23rd Ave SW and Delridge Way SW are activated with signage, bike parking, and seat walls.

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.



8.0 RESPONSE TO EDG



BOARD DIRECTION

1a. Staff generally supports massing Option B2, the applicant’s preferred massing option, as it responds to the angle of Delridge Way SW, steps with the grade change across the site, and minimizes shadow impacts on open space. (CS1-B-2, CS1-C, DC2-A-1).

RESPONSE: Not Applicable.

BOARD DIRECTION

1b. Staff is concerned that the success of Option B2 is dependent on the landscape plan and lacks an overarching architectural concept. In response to public comment, Staff recommends identifying an architectural concept that responds to the unique conditions along each frontage and applying this concept as the design evolves to create a cohesive expression that is well integrated with the existing context and landscape plan. (DC2, DC3)

RESPONSE: The architectural concept has been further developed to emphasize two distinct but complementary massings which split where the building massing steps down from level 5 to level 4.

The ‘L’ shaped lower massing incorporates smaller scale bay projections with overhanging sloped roofs, a material transition at level four, and more residential scale materials, textures, trim, and detailing to match the residential character of 23rd Ave SW. Additionally, the building massing has been revised per Rec1 comments to stop the bays at level 4 and incorporate additional facade modulation on the 23rd Ave SW elevation.

The ‘I’ shaped upper massing applies the same materials and colors through larger articulations to respond to the higher density character along Delridge Way SW. Larger bay projections within the east wing have flat roofs and reference the material changes from the ‘L’ massing, applied to larger façade. The main entry and common areas on the east wing are highlighted through a material change and the massing orientation towards Delridge.

BOARD DIRECTION

1c. Staff supports the stepped massing move illustrated on page 24 of the EDG-2 packet, as it responds well to site topography. Consider incorporating a vertical recess on the north façade that distinguishes the taller mass from the lower mass and breaks up the north façade. (DC2, DC2-A-1)

RESPONSE: The building massing has been revised to include a bay at the north façade and vertical recess in the south façade where the ‘I’ and ‘L’ massings intersect.



BOARD DIRECTION

1d. Staff supports the 15-foot setback from the west property line and single family zone, however, the setback alone does not fully mitigate height, bulk and scale concerns along the sensitive zone transition. Incorporate elements that contribute to a small-scale residential character, such as reducing the height of the projecting bays, minimizing the solid parapet, and incorporating individual entries. Staff specifically prioritizes CS2-D-3, Zone Transitions, and CS2-D-4, Massing Choices. (CS2-D-3, CS2-D-4).

RESPONSE: The proposal has been revised to respond to these Design Guidelines (CS2-D-3, CS2-D-4 & DC2-A-2, DC2-C) by incorporating the following at the west and north facades:

EDG Response 1d, 1g, 2a, 2b, 2c, 2e

Color change and material transition at the fourth floor breaks up the building height to reduce the perceived height and scale better with the adjacent context (CS2-D-3, DC2-A-2).

Per Rec1 comments, the color and materials have been revised to lighten the appearance at the fourth floor.

EDG Response 1d, 1g, 2a, 2b, 2c, 2e

Smaller scale lap siding cladding materials are used throughout the project to better match siding materials found in SF zones. These materials are purposely applied to bay projections and the lower three floors along 23rd to relate to the SF zone and aid in the zoning transition (DC2-C).



EDG Response 1d, 2a

The massing has been recessed at the corridor in the west façade and a material change occurs, with a lowered parapet, at the west and north elevations to break down the overall massing and reduce the perceived length of these façades (CS2-D-3, CS2-D-4 & DC2-A-2). Per Rec1 comments, additional facade modulation has been incorporated on the 23rd Ave SW elevation.

EDG Response 1d, 1g, 2a, 2b, 2c, 2e

The bay projections stop below the parapet at the roof joist and the bays are detailed with sloped roofs and small overhangs to introduce detailing found in SF zones (CS2-D-4, DC2-A-2, DC2-C).

Per Rec1 comments, the bays on the west facade stop at level 4.

BOARD DIRECTION

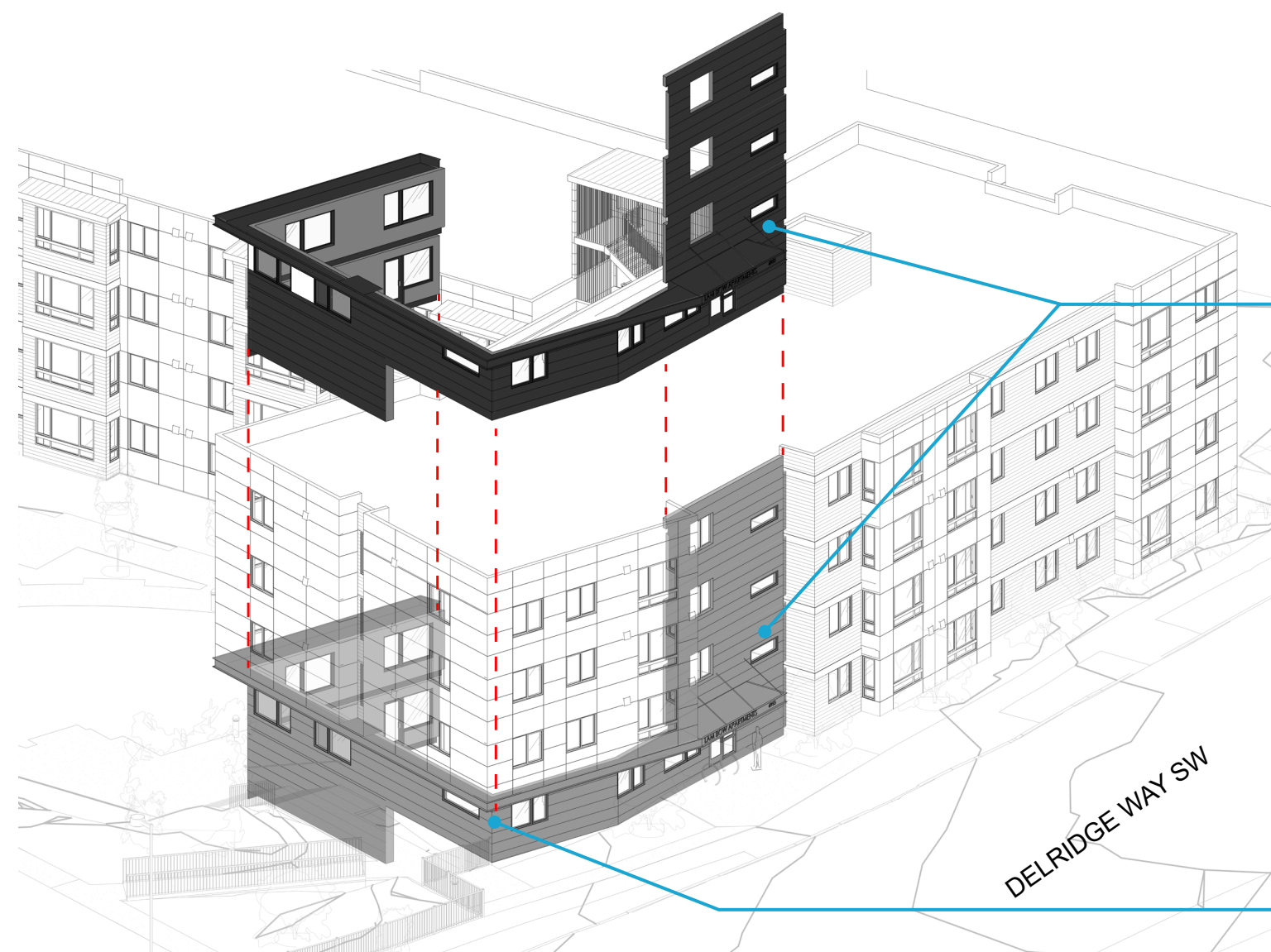
2d. Staff notes that the “Small Scale Bay Projections” precedent image on page 25 of the EDG-2 packet also depicts large glazing that breaks up the field and provides visual interest. Staff recommends incorporating large glazing. (DC2-B-1)

RESPONSE: Six-pane, large scale glazing provides visual interest at bays. (DC2-B-1).

EDG Response 1d, 1g, 2a, 2b, 2c, 2e

The siding detailed with horizontal trim at each floor to break down the building height and match human-scale articulation found in the SF zone (DC2-C).

8.0 RESPONSE TO EDG



BOARD DIRECTION

1e. Staff supports the projecting mass above the covered exterior patio as a signature massing move, but is concerned that it is not integrated into the overall architectural expression. Consider how this move may inform the development of the taller portion of the mass along Delridge Way SW, the portion of the mass to the south of the primary residential entry, or the two wings on either side of the courtyard. (DC2)

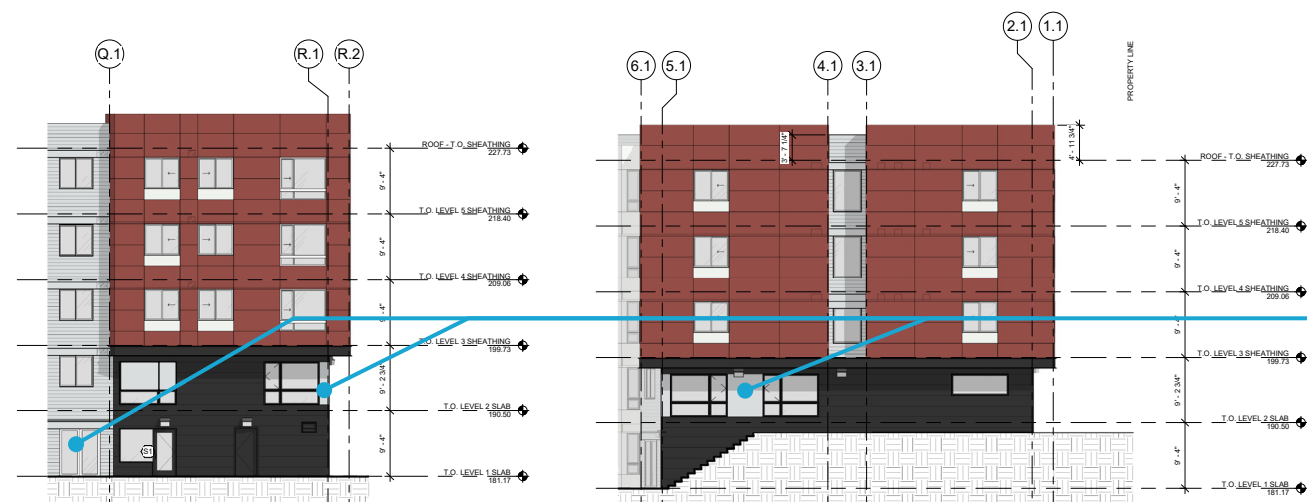
RESPONSE: The massing from the level 1 community room courtyard patio to the level 2 main entry on Delridge Way SW is carved away to reveal a dark material application which continues up to the roof at the building entry. This uniform language highlights the residential common spaces and architecturally defines the main pedestrian entry on the Delridge Way SW frontage (PL3-A-1).

Detailing of the 'carve' includes an angled massing at level 1 and 2, different material application, and a 3'-0" recess from level 2 to level 3 which includes a continuous ledger profile that forms the main entry canopy (PL3-A-2).

BOARD DIRECTION

1f. Staff is concerned about the pinch-point created by the low height of the overhanging mass above the "grand steps" when viewed from Delridge Way SW. Explore lifting the mass in this location. Provide pedestrian eye-level perspectives of this condition at the Recommendation phase. (DC2, DC2-A).

RESPONSE: Uniform 3'-0" recess at 'carved' common room areas removes pinch point created from previous covered patio and improves wayfinding by focusing visual interest on the main pedestrian entry on Delridge Way SW.



RESPONSE: Per the Rec1 comments, the glazing at the SW corner of the library/mail room has been increased in height and panels have been incorporated into this facade to provide a ganged appearance to reflect what was shown during EDG. Additionally, a second double door has been added to the L1 community room to further activate the courtyard and connect these spaces.

BOARD DIRECTION

1g. Staff recommends incorporating individual unit entries along 23rd Ave SW and the courtyard to activate these frontages and create a human scale. (PL3-A-3)

RESPONSE: Individual unit entries and patios on 23rd Ave SW and the courtyard were studied but decided against due to the Seattle Housing Authority's policies regarding safety and security of both its residents and the adjacent SF homes. Such unit entries would limit SHA's overall program goals with redevelopment of the site. SHA Property Management cannot consistently monitor and regulate undesirable use of individual entries/unit patios and has had continuous difficulty with these amenity areas being utilized as unsafe and unsightly storage. Additionally, direct unit access to patios inhibits resident's feeling of safety due to the possibility of break-ins from these access points. The number of building access points are kept to a minimum and located in visible areas to emphasize safety and security on site (PL2-B, PL3-A-1).

In response to this item, the 23rd Ave SW street frontage has been developed to improve street-level activation by making the west site access gate a more defined point of entry for visitors and building tenants. The 23rd Ave SW entry will improve wayfinding and incorporate usable site features such as additional bicycle racks, site signage, a seat wall/bench, and artistic textures at exposed site walls (PL1-B-1, DC3-B-3, DC4-D-4). Per the Rec1 comments, a retaining wall was introduced on the 23rd Ave SW frontage to create informal seating area, providing eyes on the street and defining public and provide separation.

Within the courtyard, the large landscape buffer between units and the central courtyard is intentional to provide privacy to ground level units (PL3-B-1,2) while social interaction in the courtyard is achieved through communal open space placement and design (DC3-B-4). The building's common room and secondary tenant entries to the stair/elevator cores are located directly off the courtyard to provide consistent foot traffic and activate the courtyard space. The project's landscape design has also evolved to incorporate several common gathering spaces designed for different uses to foster social interaction amongst tenants (DC3-C-2). Per the Rec1 comments, an additional set of double doors was also added to the community room to further activate the courtyard.

Additionally, information about local wetland plants from nearby Thornton Creek will be etched onto the granite seating slabs in the courtyard and main site entrances to create an informal learning opportunities for neighborhood children.

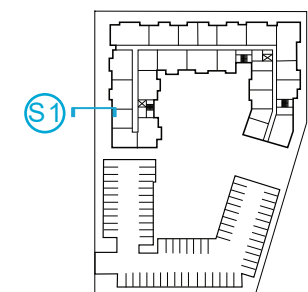
BOARD DIRECTION

1h. Staff preliminarily supports the design-based rationale for the requested departure along Delridge Way SW, as the resulting massing angle maintains a strong street edge and highlights the entry. (CS2, PL3A1)

RESPONSE: Not applicable.



S1



PLAN LEGEND

8.0 RESPONSE TO EDG

BOARD DIRECTION

2a. Staff is concerned with the extreme length of the east, west and north façades, and notes that the projecting bays alone do not break up the significant and lengthy bulk and scale. Staff specifically prioritizes Design Guidelines DC2-A-2, Reducing Perceived Mass, and DC2-C, Secondary Architectural Features. (DC2-A-2, DC2-C).

RESPONSE: See response to 1d on page 17.

BOARD DIRECTION

2b. Staff recommends development of the two unique yet complementary architectural languages, consisting of modulation, materiality and secondary features; one that responds to the small-scale residential character along 23rd Ave SW and another that responds to the active, urban character along Delridge Way SW. (CS3, DC2, DC2-B-1,DC2-C)

RESPONSE: See response to 1b on page 16.

BOARD DIRECTION

2c. Staff is concerned with the lack of a human scale within the courtyard and specifically prioritizes Design Guideline DC2-D-1, Human Scale. Staff notes that balconies would promote eyes on the courtyard and activate the façade. (DC2-D-1)

RESPONSE: The Seattle Housing Authority does not provide balconies at any of its developments for safety reasons. The risk balconies pose to children living in SHA developments outweighs the purpose they may serve as design features. SHA residents invariably use balconies on older existing (or in the past on former SHA buildings) for storage, which is a constant source of tension between residents and Property Management staff due to lease enforcement issues, especially with residents who have issues with hoarding, and can lead to eviction of tenants. This has also been a safety issue to due to unsecured items falling from balconies and overloading of the balcony structure. For all of these reasons SHA has not incorporated balconies into its buildings for over a decade.

However, in response to the guidance the same level four material transition, smaller scale textures, trim, and detailing found on the 23rd Ave SW façade have been brought into the courtyard to solidify the ‘L’ shaped massing concept and bring human scale elements into the courtyard.



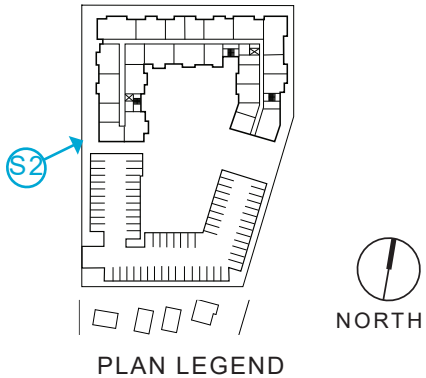
§2 3D VIEW OF 23RD AVE ENTRY POINT

2d. See page 17 for response.

BOARD DIRECTION

2e. Staff supports the 15-foot setback from the west property line. Staff is inclined to support the requested departure from façade length requirements on the west façade provided that there is further development of scaling elements and textured treatments that respond to the single family zone. (CS2-D-4, DC2-D)

RESPONSE: See response to 1d on page 17.



BOARD DIRECTION

3a. Staff specifically prioritizes Design Guidelines CS1-D-1, On-Site Features; PL1-B, Walkways and Connections; and DC3-B, Open Space Uses and Activities, to be applied as the open space and landscape plan evolves. (CS1-D-1, PL1-B, DC3-B)

RESPONSE: The proposal will incorporate a number of existing trees in the landscape design. On site pedestrian infrastructure will connect to existing public sidewalks and include an accessible path from 23rd Ave SW to Delridge Way SW through a series of ramps. The landscape plan incorporates programmed open spaces allowing for different uses and activities.

BOARD DIRECTION

3b. Staff is concerned about the vast surface parking lot. Attractive screening of the surface parking lot on all sides is critical. The treatment should respond to the unique conditions of each frontage, including internal edges. (CS2-D-5, DC1-C-2)

RESPONSE: The surface parking lot will be screened along each frontage and buffered from the internal courtyard/playground structure.

BOARD DIRECTION

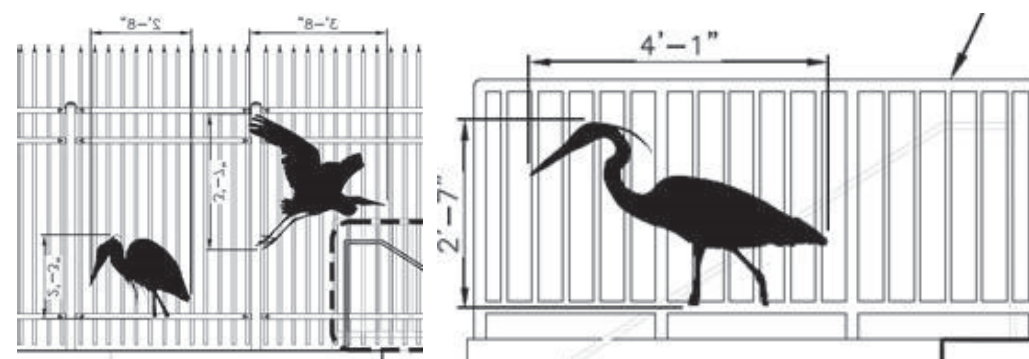
3c. Staff is concerned that the frontage along Delridge Way SW lacks urban character, particularly along the surface parking lot. Explore design solutions that enhance the urban character and pedestrian experience, while also screening surface parking. Consider artistic panels or sculptural pieces. (CS2, CS2-A-1, PL3, DC1-C-2)

RESPONSE: The frontage along Delridge Way SW does not currently have a strong urban character. To enhance the walkability of this street, the parking lot will be screened along Delridge Way SW through landscaping and vegetation. With the high density of traffic along this street, it's beneficial to create a soft, natural edge at this frontage to enhance the pedestrian experience. Additionally, a low picket fencing is proposed along the parking lot to create transparency along the site edges, enhancing safety and security of the site (PL2-B-3). Per Rec1 comments, informational plant labels will be placed along this frontage to provide interest and foster more interaction between the site and passing pedestrians. See page 15 for locations and 39 for renderings of this area.

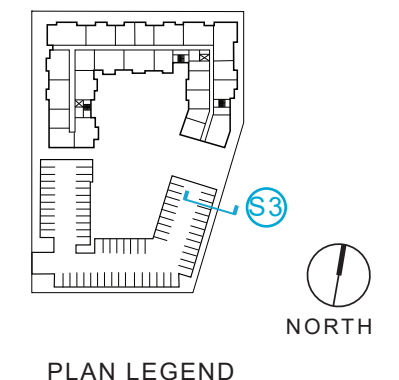
Per Rec1 comments, artistic imagery of local wildlife or fauna will be placed along this frontage to provide interest and foster more interaction between the site and passing pedestrians. See page 15 for locations and 39 for renderings of this area.



§3 SITE SECTION - EAST PARKING LOT TO DERIDGE WAY SW



OPAQUE SCREENING HEDGE AT PARKING



PLAN LEGEND

8.0 RESPONSE TO EDG

BOARD DIRECTION

3d. Staff directs further development of intimately scaled gathering spaces that promote a range of activities and interaction. Incorporate built-in furnishings to achieve this effect and create distinctive places within the landscape plan. Staff notes that retaining existing mature trees will also promote a human scale. (DC2-D-1, DC3-B-1, DC3-C-2)

RESPONSE: The south-facing courtyard has been developed to provide a series of seating and gathering spaces around the lawn on the north along a loop for pedestrians, trikers, and bikers. The courtyard extends south with more informal activities -- play area, sloped lawn, picnic/BBQ area, etc.

See [pages 30 and 31](#) for additional enlarged site plans and example images.

- LEGEND
- 1 entry

2 slab seats

3 bioswale

4 break out spot

5 community plaza

6 lawn play

7 entry

8 bike access

9 entry gate & upper ramp

10 stairs

11 break out spot

12 pedestrian pole lights

13 lower gate and fence

14 kid route

15 play area

16 rolling lawn

17 lower ramp

18 picnic place



BOARD DIRECTION

3e. Staff encourages further study of the treatment of the grade change onsite. Avoid large, exposed retaining walls. Explore terracing, sloped landscaping and/or stepped seat walls, which would also help create useable space. Provide sections illustrating the grade change across the site at the Recommendation phase. (DC3-B-1, CS1-C)

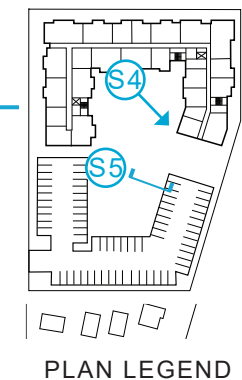
RESPONSE: The grade changes across the site have been studied and further developed concurrently with the landscape design. A minimal amount of retaining walls are proposed on site. Instead, steep slopes are mitigated through the use of landscaping, plantings of various heights, terracing grades, and low retaining walls which double as amenity space seating.



④ 3D VIEW OF GRADE CHANGE AT COURTYARD



⑤ SITE SECTION - EAST PARKING LOT TO COURTYARD.



PLAN LEGEND

8.0 RESPONSE TO EDG

BOARD DIRECTION

3f. Staff is concerned about the proximity of the children’s play area to the surface parking lot. Provide more information, including sections, on the transition from the parking lot to play area at the Recommendation phase. Provide a rationale as to why the ultimate location of the play area is preferred. (DC1, DC3-B-1)

RESPONSE: The team studied multiple locations for the play area, including further north within the building courtyard. The current location is preferred for the following reasons:

- Structured play areas tend to get very loud, the exposed location doesn’t allow for sound to reverberate off the building, creating more pleasant exterior spaces for all residents.
- It provides more sun exposure, especially in the evening, than if located further north or closer to the main building.
- Locating structured play on the south parcel allows more 'breathing room' within the courtyard of the building and creates another focal point at the south end of the site.

Providing a safe and protected play space is important to the Seattle Housing Authority. Landscaping with a continuous fence will be provided between the parking lot and play area to create a physical barrier and green buffer to protect tenants and children.

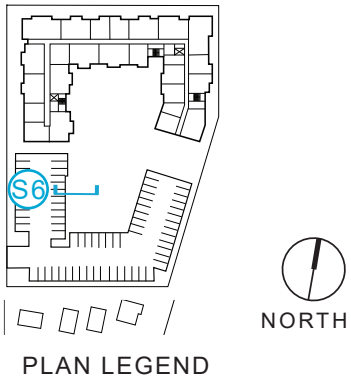
BOARD DIRECTION

4a. In agreement with the Board’s initial guidance, Staff reiterates that the preservation of existing trees should be prioritized and specifically prioritizes Design Guideline DC4-D-4, Place Making. (CS1-D-1, DC4-D-4)

RESPONSE: In addition to retaining the Mountain Hemlock (#344), the team studied the feasibility of retaining other trees in the courtyard and revised the proposal to retain two of the three existing Magnolias (#345, #347) and another Japanese Maple (#346). The retained trees are in the east end of the courtyard and will be visible from Delridge Way SW which enhances the site’s character and placemaking.



S6 SITE SECTION - WEST PARKING LOT TO PLAYGROUND



BOARD DIRECTION

4b. Staff does not support the proposed design-based rationale for the removal of Exceptional Tree #344, a 13-inch Mountain Hemlock, as the mature tree as the potential to serve as a place-making element within the landscape plan. Staff supports the alternative ramp configuration, which allows for retention of the tree, presented on page 67 of the EDG-2 packet. (CS1-D-1, DC4-D-4)

RESPONSE: The latest proposal retains exceptional tree #344.

BOARD DIRECTION

4c. Staff is concerned about the removal of Exceptional Tree #350, a 19-inch Japanese Maple, as there appears to be substantial available open space onsite to which the mass could relocate to avoid the Exceptional Tree. The EDG-2 packet describes this tree as in “good health and good structural condition” on page 6. Staff directs further study of onsite tree relocation. (CS1-D-1, DC4-D-4)

RESPONSE: Tree #350 will be removed at the arborist's recommendation.

BOARD DIRECTION

4d. Staff supports the retention of the existing Magnolia tree (tree #347) and encourages further study of the retention of the second existing Magnolia tree (tree #348). (CS1-D-1, DC4-D-4)

RESPONSE: See response to 4a.

BOARD DIRECTION

4e. Staff does not support the removal of the nine existing trees along the north property line (trees #354-362). These mature trees provide effective screening of the existing surface parking lot on the adjacent site. If the proposed footprint falls within the tree protection zone, consider shifting the mass south. Staff notes that protection of existing trees on adjacent sites is required. (CS1-D-1, CS2-D-2, DC1-C-2, DC4-D-4)

RESPONSE: The revised proposal retains trees at the east and west ends of the north yards (trees #354, 356, 361, 362) to provide screening. The team studied the retention of trees #358, 359, 360 but the proposed units and windows in this area require re-grading and a terraced retaining wall, making it unfeasible to retain these trees at their existing grade without impacting the livability of these ground-floor units.

BOARD DIRECTION

5a. In agreement with the Board's initial guidance, Staff encourages the incorporation of a variety of opportunities for short-term bike storage throughout the site and further consideration of how bike infrastructure could activate the courtyard. (PL4-A,PL4-B)

RESPONSE: The proposal includes short-term bike storage at the main building entry on Delridge Way SW. The courtyard design incorporates meandering paths and bike storage to accommodate playful biking on site by the building's small children. Additionally, a bike storage room with direct access to the courtyard is located on Level 1 of the east wing (Room 102).

BOARD DIRECTION

5b. Staff encourages the incorporation of long-term bike storage rooms easily accessible from the Level 1 building entry or courtyard and the Level 2 entry off Delridge Way SW. (PL4-B)

RESPONSE: The proposal includes long-term bike parking at level 1 and tenant storage lockers at levels 2-4 for general and bicycle storage.

BOARD DIRECTION

6a. Staff states that lighting should be considered as a feature that has the potential to contribute to a human scale. Lighting should be well integrated into the open space design. Provide a lighting plan at the Recommendation phase. (DC4-C)

RESPONSE: See [page 42](#) for site lighting plan.

BOARD DIRECTION

6b. In agreement with the Board's initial guidance and earlier public comments, Staff reiterates the importance designing for safety and security. However, lighting should also be designed to minimize impacts on adjacent residential sites. (CS2-D-5, PL2-B, DC4-C)

RESPONSE: Lighting will only be directed on site to minimize impacts on adjacent residential sites. Indirect pole lighting is proposed to reduce light intensity and glare, see [page 43](#) for fixtures to be used.

9.0 FLOOR PLANS

BUILDING DIAGRAMS AND USE



BUILDING DIAGRAMS AND USE



LEVELS 3 - 4 FLOOR PLAN



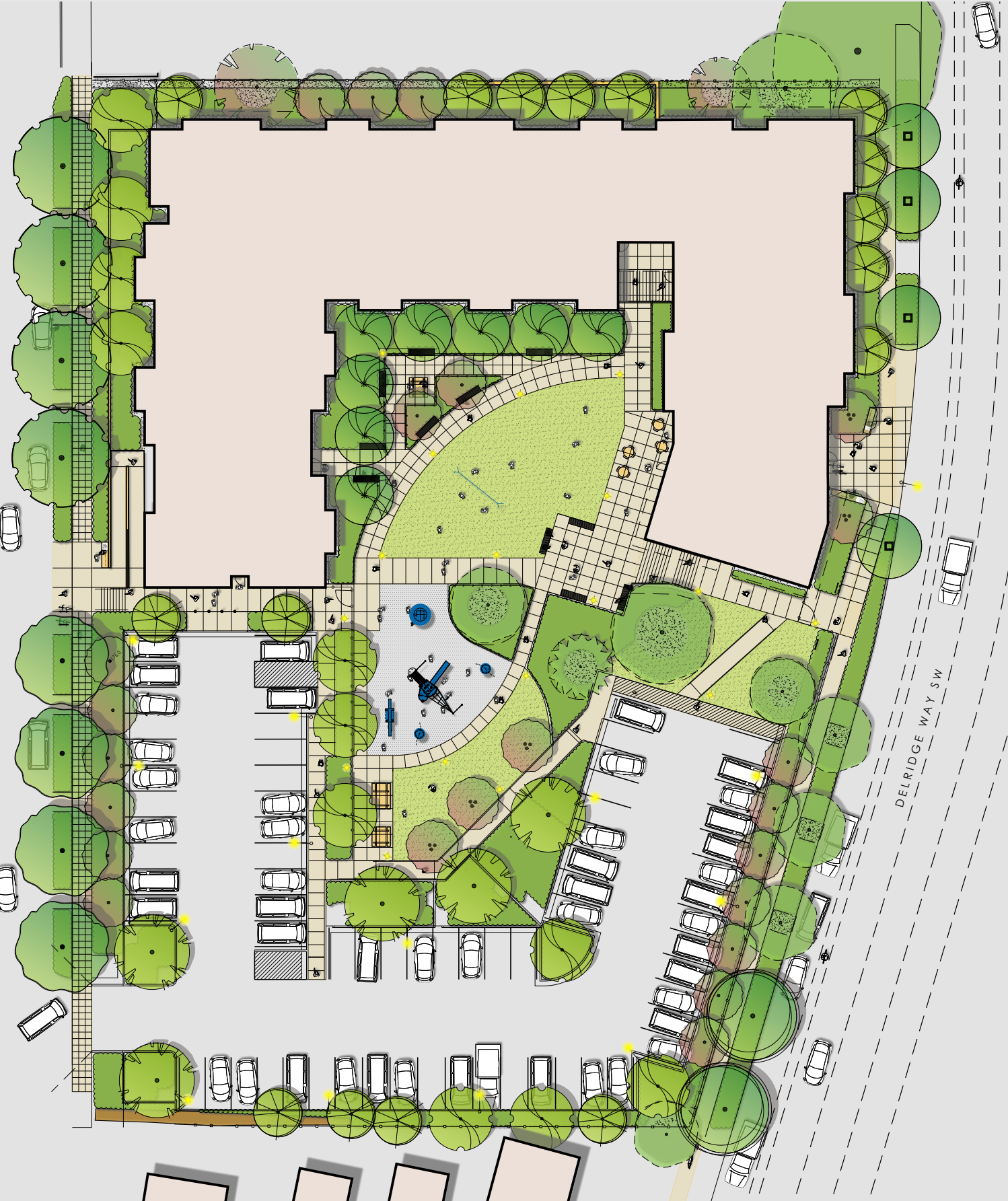
LEVEL 5 FLOOR PLAN

LEGEND

- UNITS
- CIRCULATION
- COMMUNITY SPACES
- OFFICES AND STAFF SPACES
- UTILITY AND STORAGE SPACES
- VEHICLE ENTRY
- PEDESTRIAN ENTRY



10.0 LANDSCAPE PLAN

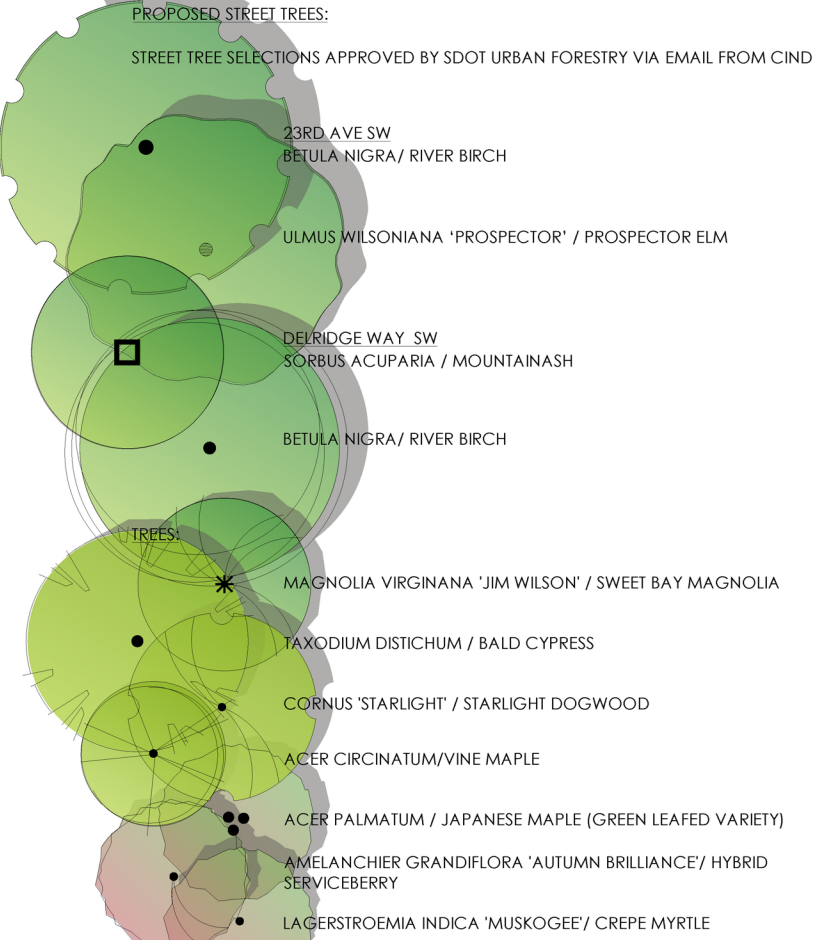


MATERIALS & FINISHES	
SYMBOL	DESCRIPTION
	CONC. PVNG. W/ SAWCUT JTS. NO SHINERS, LT. SANDBLAST FIN.
	BIKE RACKS, OHAU, BY SPORTWORKS
	AT BUILDINGS, 24" MULCH MAINTENANCE BAND
	POLE LIGHTS: PEDESTRIAN, PARKING LOT. SEE ELECTRICAL
	SEATWALL / SLAB, 15" HT., SIZE PER PLAN.

ROW CONCRETE PAVING:	
1. PER COS STD. PLAN 420 W/ THE FOLLOWING EXCEPTION: SAND COATED THROUGH JTS., SAWCUT, SANDBLAST	
	2' X 2' SCORING (EXCEPT AS SHOWN) W/ LT. BROOM FIN., SAWCUT JTS., NO SHINERS
	THROUGH JOINT (TJ)

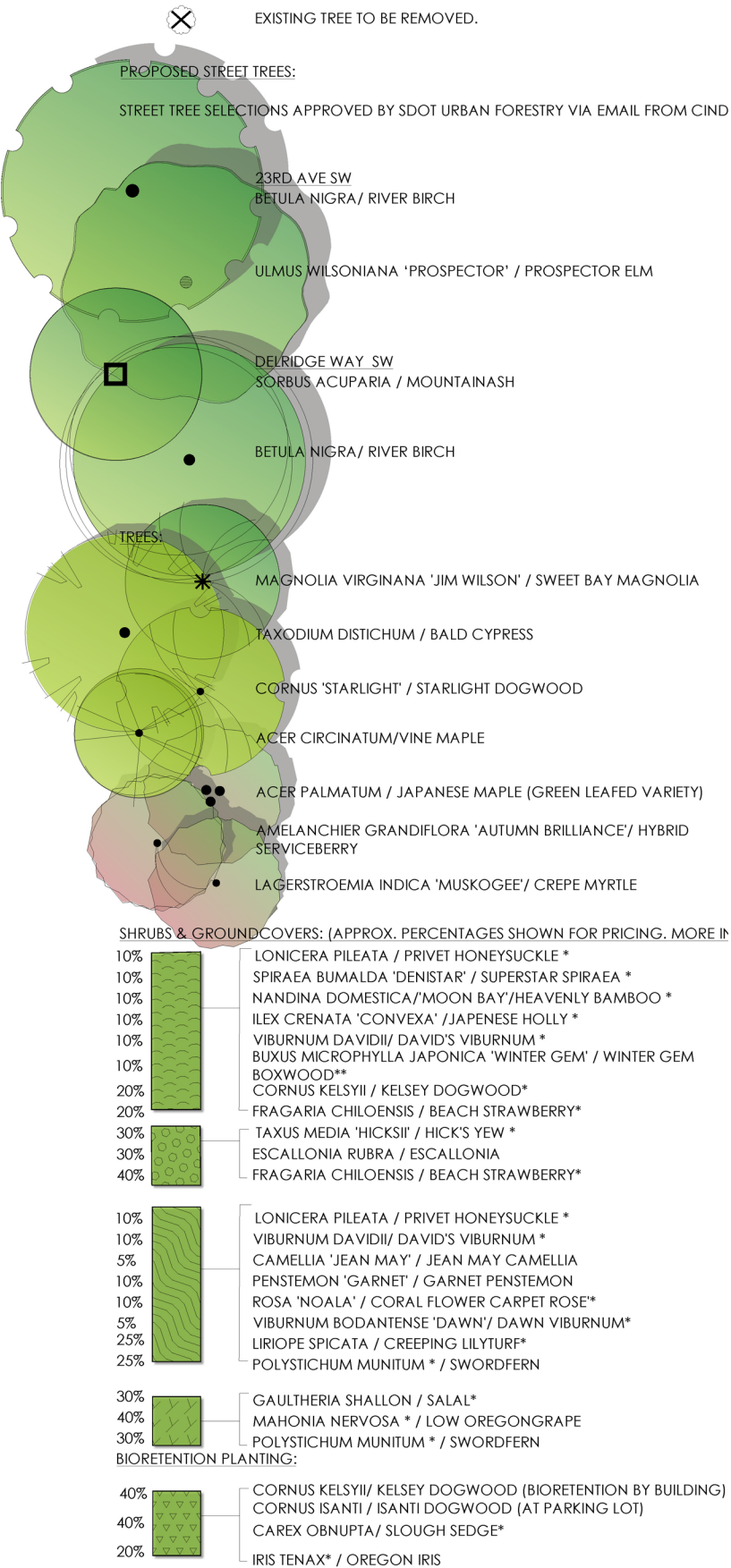


EXISTING TREE TO BE REMOVED.



SHRUBS & GROUNDCOVERS: (APPROX. PERCENTAGES SHOWN FOR PRICING. MORE IN

10%	LONICERA PILEATA / PRIVET HONEYSUCKLE *
10%	SPIRAEA BUMALDA 'DENISTAR' / SUPERSTAR SPIRAEA *
10%	NANDINA DOMESTICA / MOON BAY / HEAVENLY BAMBOO *
10%	ILEX CRENATA 'CONVEXA' / JAPANESE HOLLY *
10%	VIBURNUM DAVIDII / DAVID'S VIBURNUM *
10%	BUXUS MICROPHYLLA JAPONICA 'WINTER GEM' / WINTER GEM
20%	BOXWOOD**
20%	CORNUS KELSEYII / KELSEY DOGWOOD*
30%	FRAGARIA CHILOENSIS / BEACH STRAWBERRY*
30%	TAXUS MEDIA 'HICKSII' / HICK'S YEW *
30%	ESCALLONIA RUBRA / ESCALLONIA
40%	FRAGARIA CHILOENSIS / BEACH STRAWBERRY*
10%	LONICERA PILEATA / PRIVET HONEYSUCKLE *
10%	VIBURNUM DAVIDII / DAVID'S VIBURNUM *
5%	CAMELLIA 'JEAN MAY' / JEAN MAY CAMELLIA
10%	PENSTEMON 'GARNET' / GARNET PENSTEMON
10%	ROSA 'NOALA' / CORAL FLOWER CARPET ROSE*
5%	VIBURNUM BODANTENSE 'DAWN' / DAWN VIBURNUM*
25%	LIRIOPE SPICATA / CREEPING LILYTURF*
25%	POLYSTICHUM MUNITUM * / SWORDFERN
30%	GAULTHERIA SHALLON / SALAL*
40%	MAHONIA NERVOSA * / LOW OREGONGRAPE
30%	POLYSTICHUM MUNITUM * / SWORDFERN
BIORETENTION PLANTING:	
40%	CORNUS KELSEYII / KELSEY DOGWOOD (BIORETENTION BY BUILDING)
40%	CORNUS ISANTI / ISANTI DOGWOOD (AT PARKING LOT)
20%	CAREX OBNUPTA / SLOUGH SEDGE*
	IRIS TENAX* / OREGON IRIS



STREET TREES



Betula nigra 'Dura Heat'
Dura Heat River Birch



Ulmus wilsoniana 'Prospector'
Prospector Elm



Sorbus aucuparia
Mountain Ash



Magnolia virginiana 'Jim V'
Sweet Bay Magnolia

SHRUBS



Nandina 'Moon Bay'
Moon Bay Heavenly Bamboo



Buxus microphylla 'Winter Gem'
Winter Gem Japanese Boxwood



Rosa 'Noala'
Coral Flower Carpet Rose



Viburnum bodnantense 'D'
Dawn Viburnum

NATIVE MIX



Vaccinium ovatum
Evergreen Huckleberry



Gaultheria shallon
Salal



Mahonia nervosa
Leatherleaf Mahonia



Polystichum munitum
Sword Fern

BIORETENTION



Cornus sericea 'Kelseyii'
Kelsey Redtwig Dogwood



Spiraea x bumalda 'Denistar'
Superstar Spirea

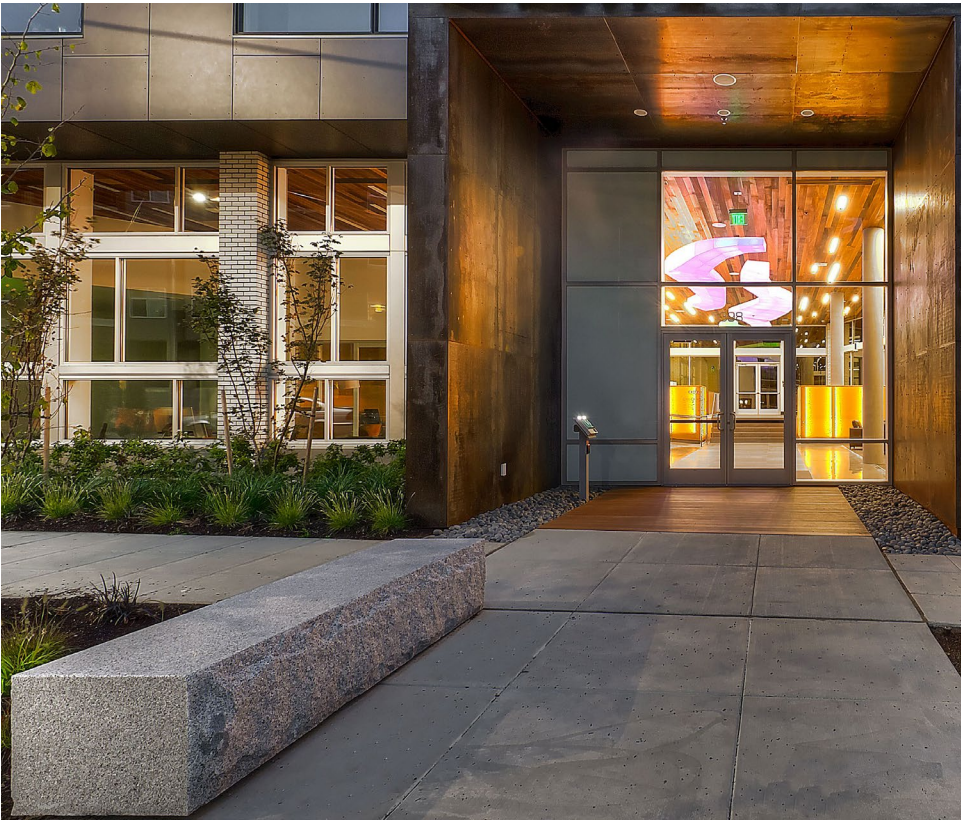
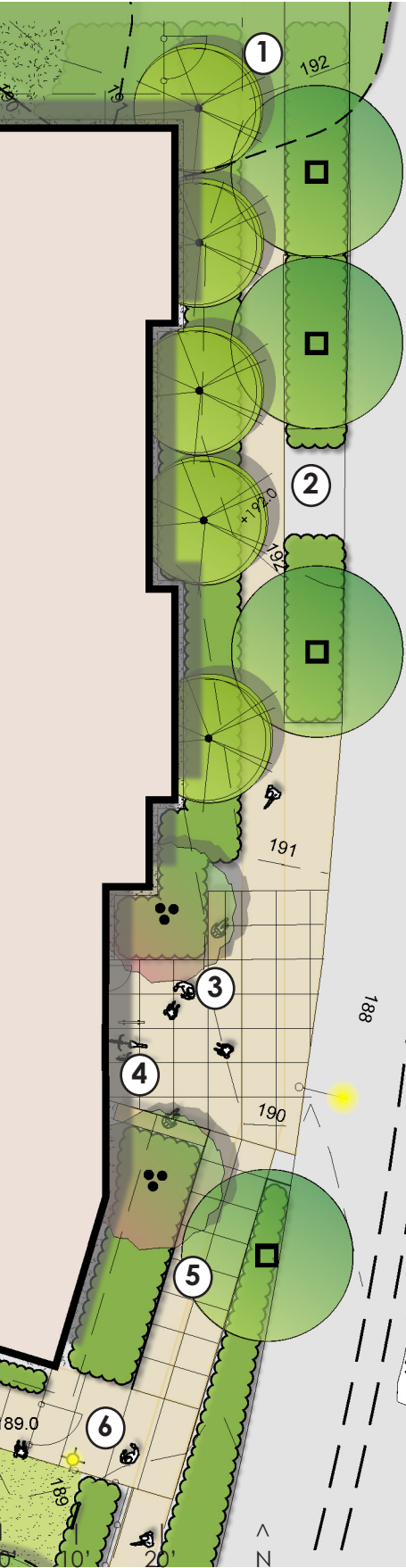


Carex obnupta
Slough Sedge



Iris tenax
Oregon Iris

10.0 STREET LEVEL DETAIL



3 seating at entry

DELDRIDGE WAY SW

- 1 existing sidewalk
- 2 ex. bus stop location
- 3 seating at entry
- 4 bike racks at entry
- 5 6' sidewalk w landscape buffer
- 6 gate and picket fence



6. Delridge picket fence art



5 6' s/w w landscape buffer



23rd AVENUE SW

- 1 connect to ex. sidewalk
- 2 6' sidewalk w/cut-throughs, walk off strips
- 3 stairs and ramp
- 4 generous entry w/seating
- 5 bike racks at entry



2 cut-throughs, walk



4 generous entry w/seating

COURTYARD

- 1 entry
- 2 slab seats
- 3 bioswale
- 4 break out spot
- 5 community plaza
- 6 lawn play
- 7 entry
- 8 bike access
- 9 entry gate & upper ramp
- 10 stairs
- 11 break out spot
- 12 pedestrian pole lights
- 13 lower gate and fence
- 14 kid route
- 15 play area
- 16 rolling lawn
- 17 lower ramp
- 18 picnic place



2. Native plant etching in slab seating



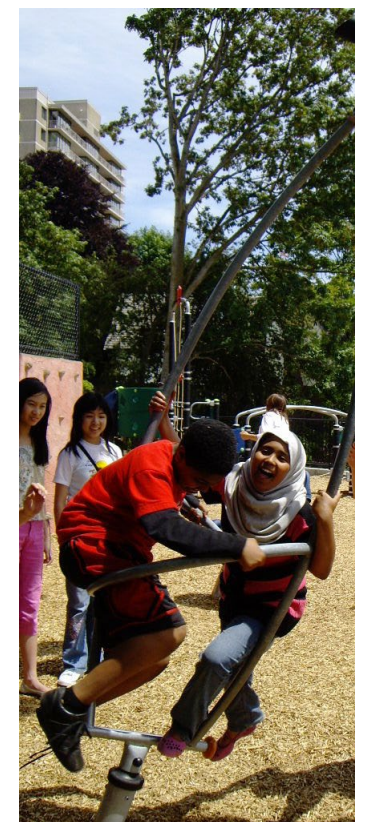
2 slab seats



3 bioswale



6 lawn play

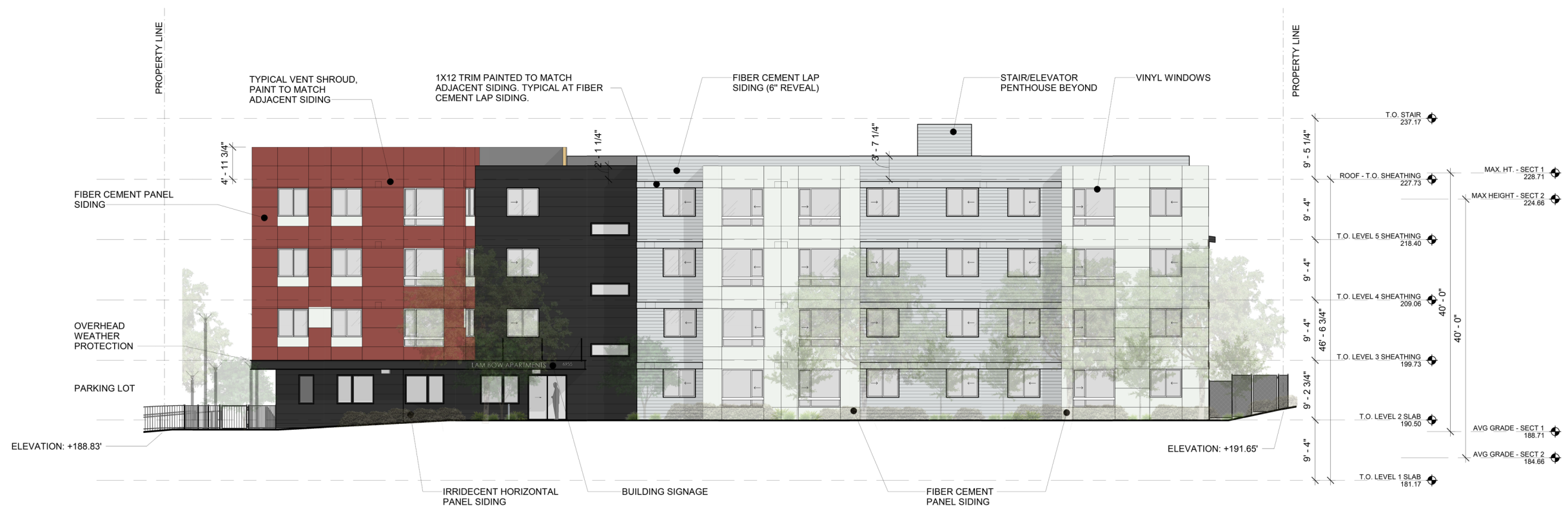


15 play area

11.0 ELEVATIONS



NORTH ELEVATION



EAST ELEVATION

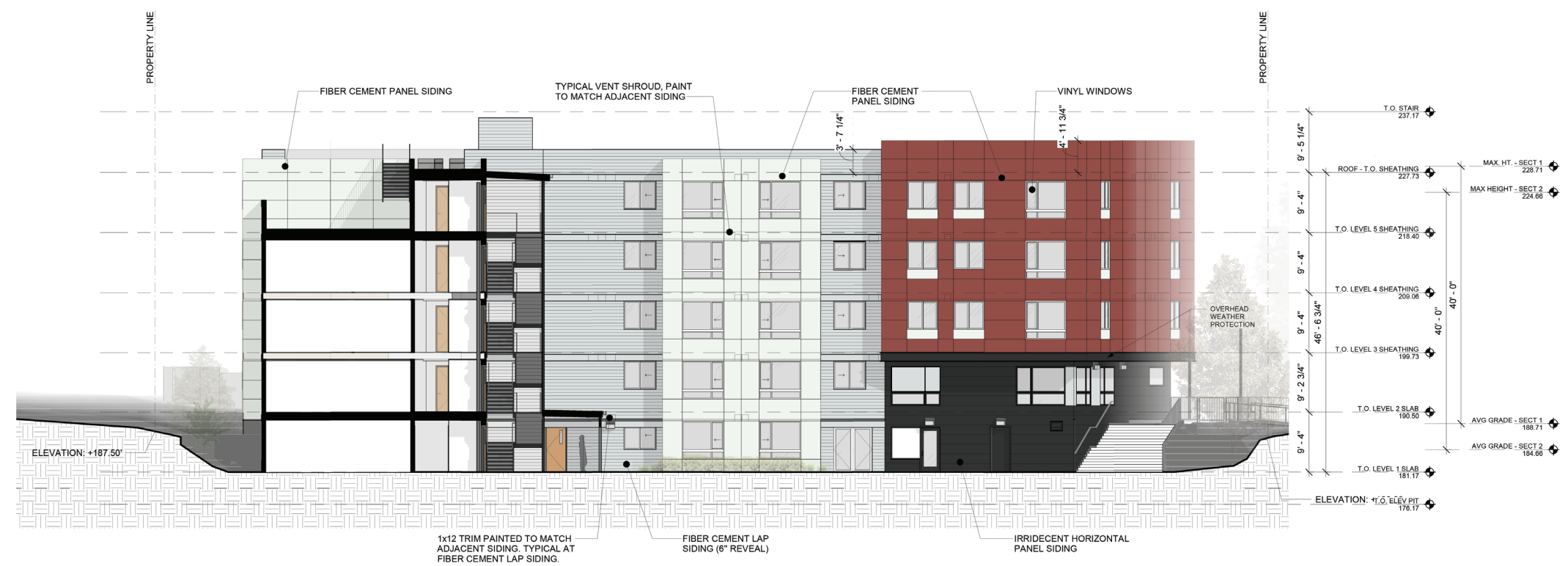


SOUTH ELEVATION

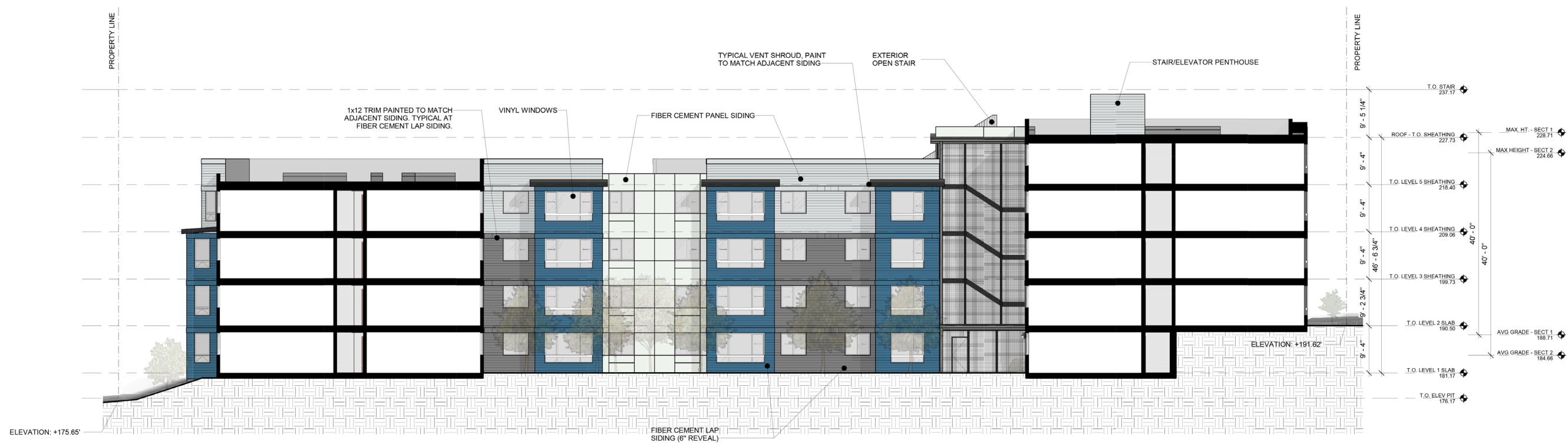


WEST ELEVATION

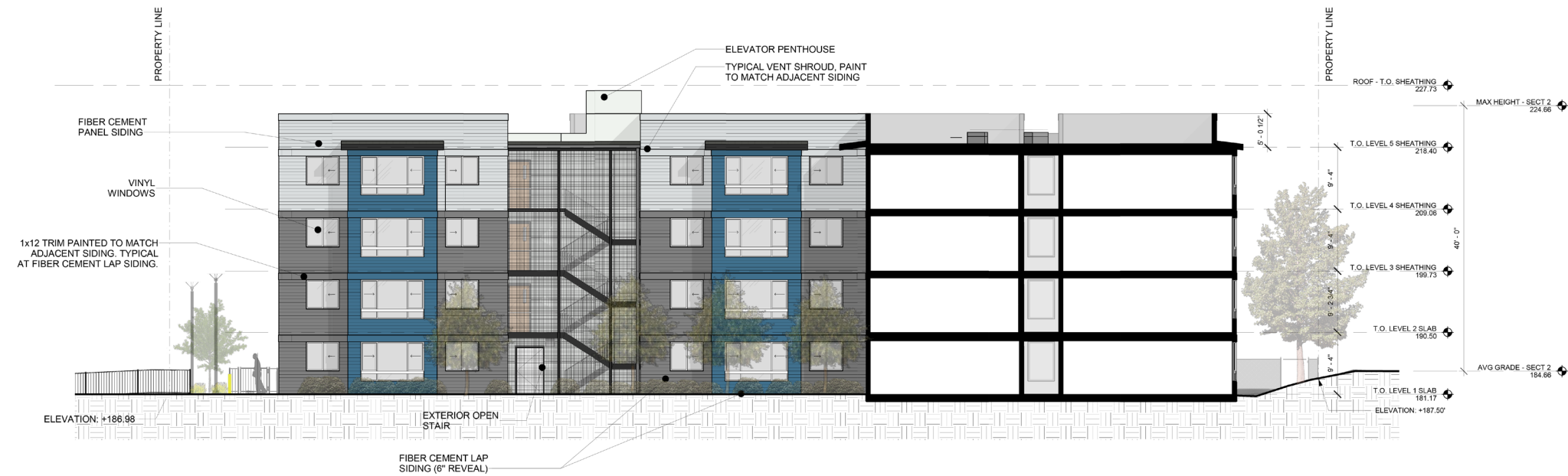
11.0 ELEVATIONS



EAST SECTION ELEVATION AT COURTYARD [AA]



SOUTH SECTION ELEVATION AT COURTYARD [BB]



WEST SECTION ELEVATION AT COURTYARD [DD]

12.0 MATERIAL AND COLOR PALETTE



SOUTH SECTION ELEVATION AT COURTYARD [BB]

FCL-PT1	FCL-PT2	FCL-PT3	FCP-PT4	FCP-PT5	SP	MP
FIBER CEMENT LAP SIDING 6" REVEAL	FIBER CEMENT LAP SIDING 6" REVEAL	FIBER CEMENT LAP SIDING 6" REVEAL	FIBER CEMENT PANEL	FIBER CEMENT PANEL	PREFINISHED TEXTURED FIBER CEMENT PANEL SIDING - BLACK	METAL MESH PANEL - BLACK



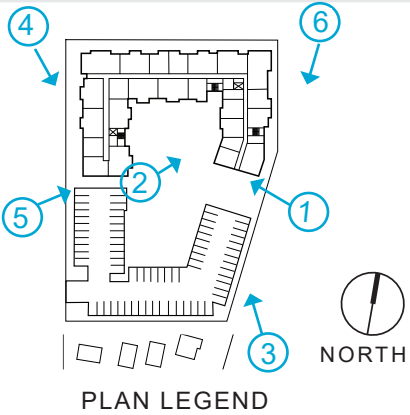
EAST ELEVATION

FCL-PT1	FCL-PT2	FCL-PT3	FCP-PT4	FCP-PT5	SP	MP
FIBER CEMENT LAP SIDING 6" REVEAL	FIBER CEMENT LAP SIDING 6" REVEAL	FIBER CEMENT LAP SIDING 6" REVEAL	FIBER CEMENT PANEL	FIBER CEMENT PANEL	PREFINISHED TEXTURED FIBER CEMENT PANEL SIDING - BLACK	METAL MESH PANEL - BLACK

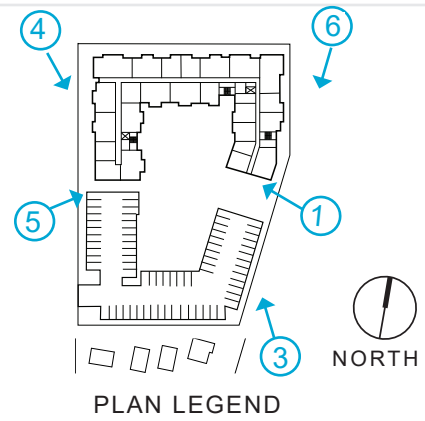
13.0 RENDERINGS



① VIEW OF ENTRY FROM DELRIDGE WAY



② PLAZA AND COMMUNITY ROOM

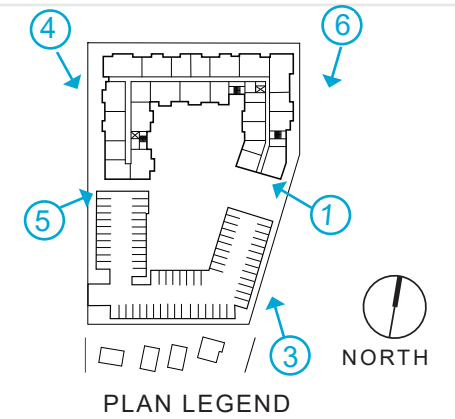


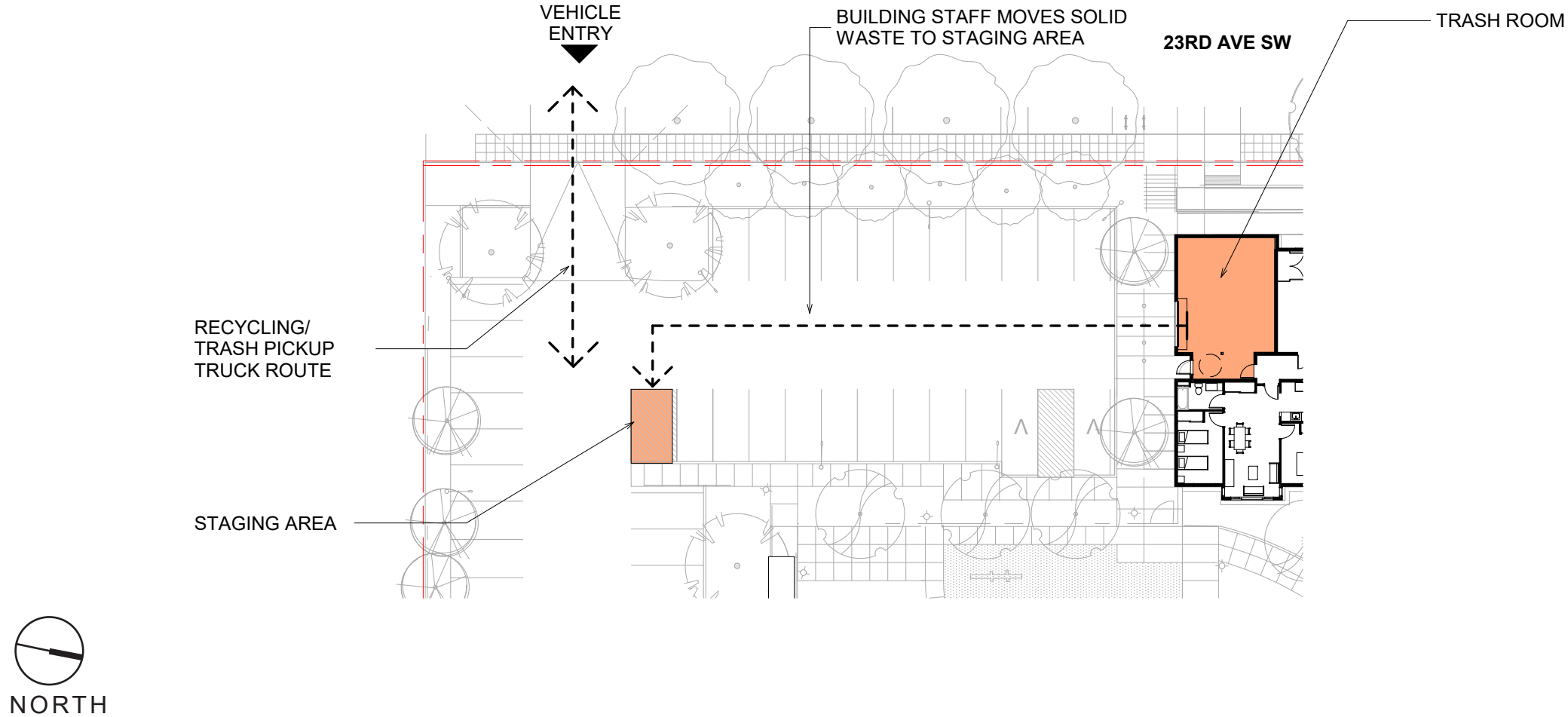
③ SITE FROM DELRIDGE WAY LOOKING NORTHWEST



④ SITE FROM 23RD AVE LOOKING SOUTH

13.0 RENDERINGS





14.1 EXTERIOR LIGHTING PLAN



FIXTURES

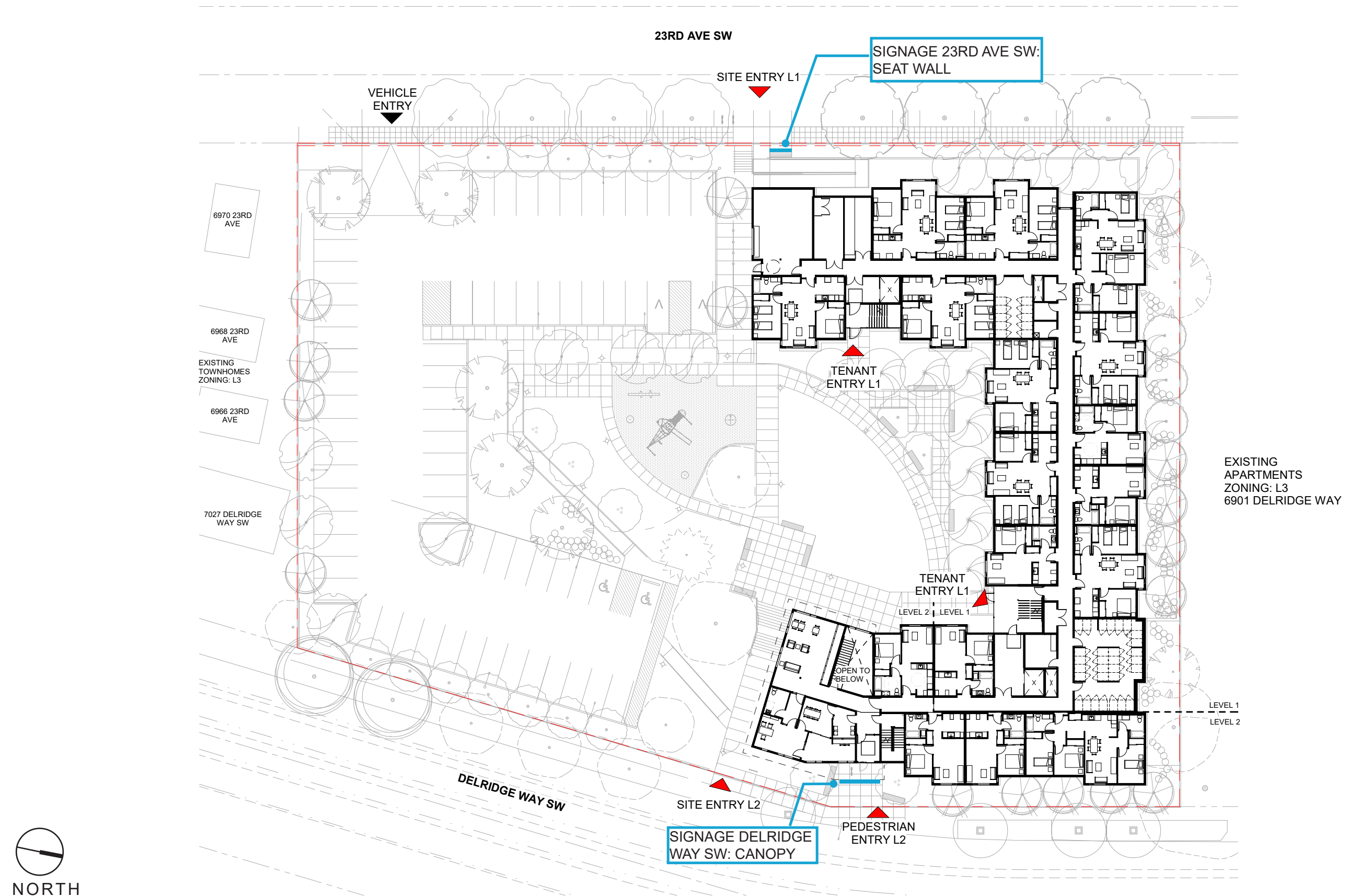
FIXTURE P1: Indirect Parking Lot Pole Lighting



FIXTURE W1: Wall Sconce Lighting



15.0 SIGNAGE CONCEPT PLAN





SIGNAGE 23RD AVE SW: SEAT WALL



Example Seat Wall Signage



SIGNAGE DELRIDGE WAY SW: CANOPY



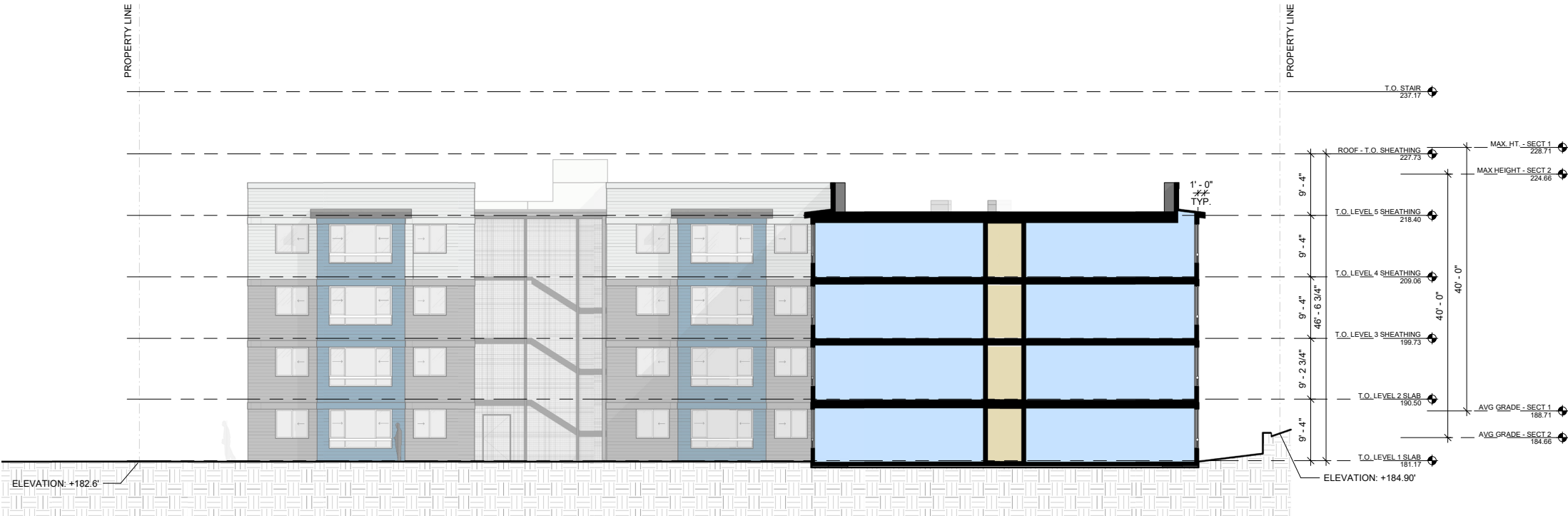
Example Canopy Signage

16.0 BUILDING SECTIONS



NORTH SECTION [CC]

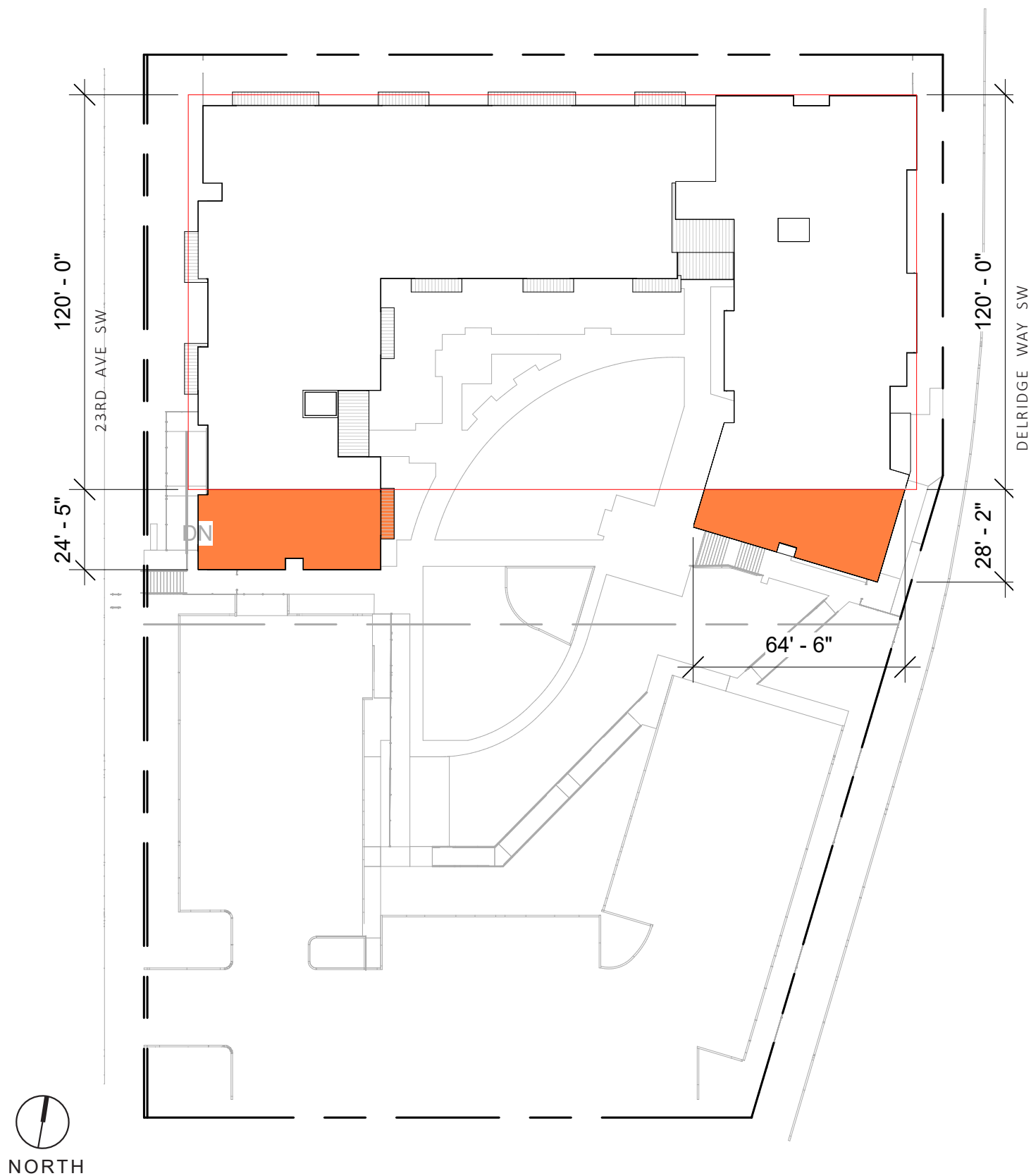
- LEGEND
- UNITS
 - CIRCULATION
 - COMMUNITY SPACES
 - OFFICES AND STAFF SPACES
 - UTILITY AND STORAGE SPACES



WEST SECTION [DD]

- LEGEND
- UNITS
 - CIRCULATION
 - COMMUNITY SPACES
 - OFFICES AND STAFF SPACES
 - UTILITY AND STORAGE SPACES

17.0 DEPARTURES



DEPARTURE REQUEST #1 & 2

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 exceed the maximum structure width by 24'-4" to allow for a structure width of up to 144'-4".

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.

Departure #1

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 (p51). 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.

Departure #2

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 12'-6" to projected bays and 15'-6" to the primary massing. The 12'-6" 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 west are about 14'-9".

The impact on the adjacent is also mitigated by the 50'-0" wide R.O.W. (51'-0" R.O.W after 1' dedication) which separates the LR and SF zones. With the R.O.W. width and setbacks provided, there will be an average of 78'-0" 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 12'-6" 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

Departure #1

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 (see diagram, p49).

Departure #2

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 (p50).

LEGEND

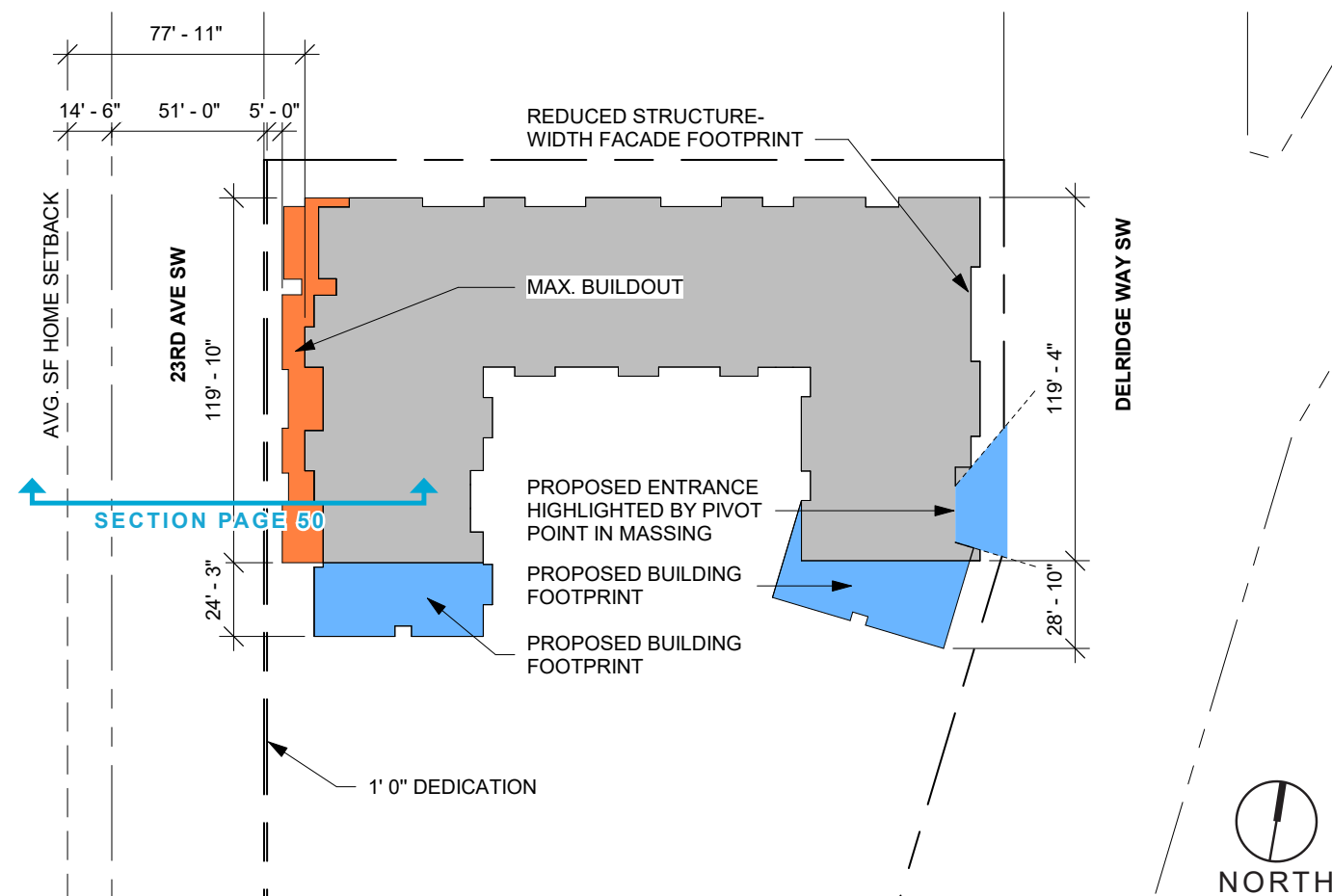
DEPARTURE

DEPARTURE REQUEST #1 & 2 - CONTINUED

DESIGN GUIDELINES SUPPORTING DEPARTURE REQUEST #1 (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.

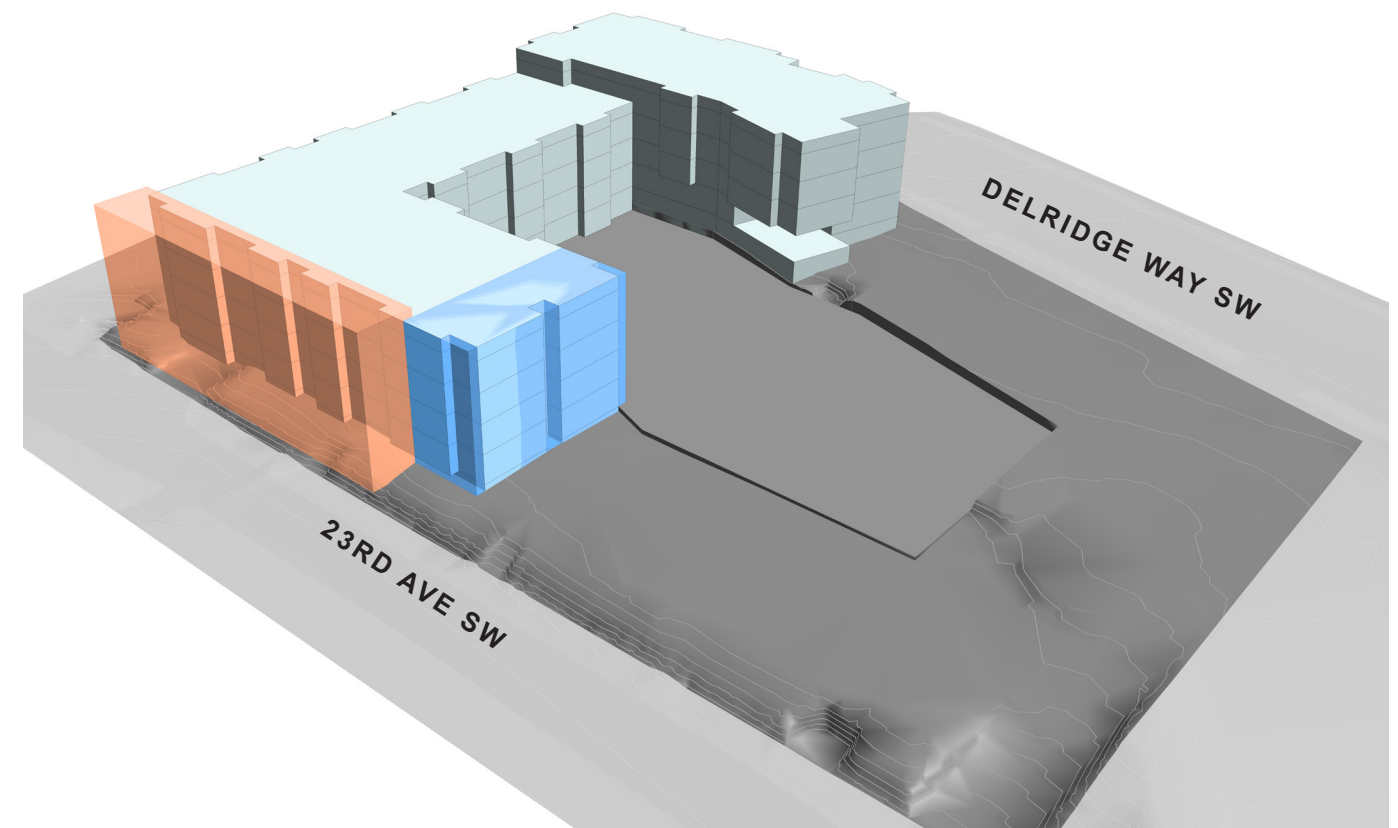


PROPOSED BUILDING FOOTPRINT (BLUE) AND ALLOWABLE BUILDING FOOTPRINT (ORANGE)

DESIGN GUIDELINES SUPPORTING DEPARTURE REQUEST #2 (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.

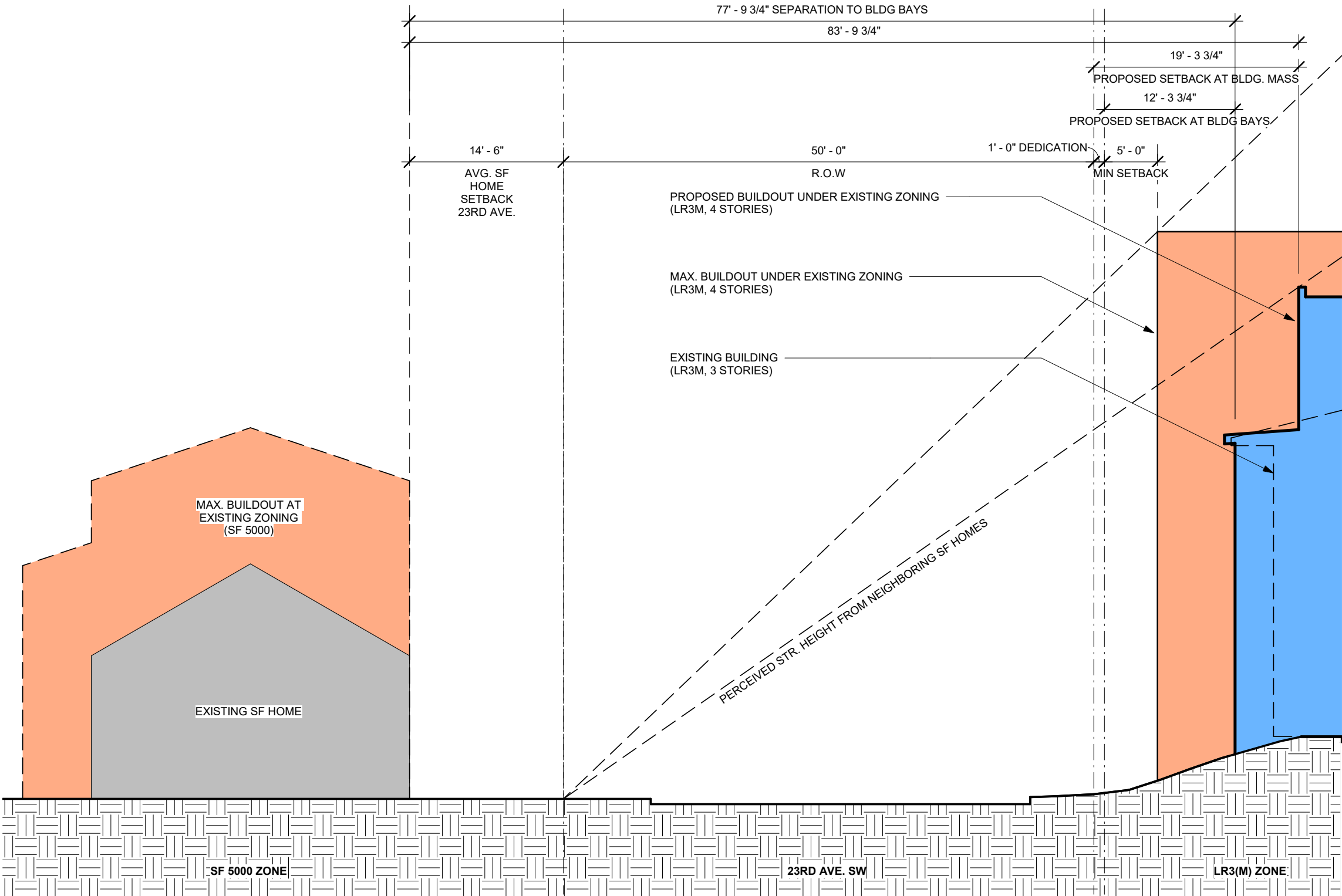
Refer to p17 for strategies reducing perceived mass and responding to neighborhood context on 23rd Ave SW.



PROPOSED MASSING (BLUE) AND ALLOWABLE MASSING (ORANGE)

17.0 DEPARTURES

DEPARTURE REQUEST #1 & 2 - CONTINUED



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

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17.0 DEPARTURES

DEPARTURE REQUEST #3

LAND USE CODE REQUIREMENT

SMC 23.45.536.B.2 - Surface parking a. Except as otherwise provided in this subsection 23.45.536.B, surface parking may be located anywhere on a lot except: 1) Between a principal structure and a street lot line; 2) In the required front setback or side street side setback; and 3) Within 20 feet of any street lot line

DEPARTURE REQUEST

The project requests a departure to locate parking within 20 feet of street lot lines, at a proximity of 7'-0".

RATIONALE

The site configuration, including the building and parking layout, was driven by the retention of existing large and exceptional trees (#344, 345, 346) to highlight the large courtyard and enhance place making as directed by the Design Review Board (EDG report items 4a, 4b, 4d).

Per Tip 242 and SMC 25.11.070.A - A departure can be granted to revise the parking standards in order to protect an exceptional tree if the resulting design would avoid the tree protection area (applicable to trees over 6" in diameter). In order to achieve the necessary parking count and retain exceptional tree #344 (13" Mountain Hemlock), tree #345 (17.9" Saucer Magnolia), and tree #346 (7.4" Japanese Maple), the street lot line setback must be 7'-0" at the east lot line and 9'-0" at the west lot line.

This proposed setback meets the previous land use code requirement of 7'-0" (prior to 4/16/19 MHA upzone), and if not for the height increase needed from the MHA upzone, the project could be vested under the previous code per 23.76.026.C.2.a and comply outright. Note that the EDG packet was submitted 4/16/19 and the EDG report was reviewed and issued under the previous code.

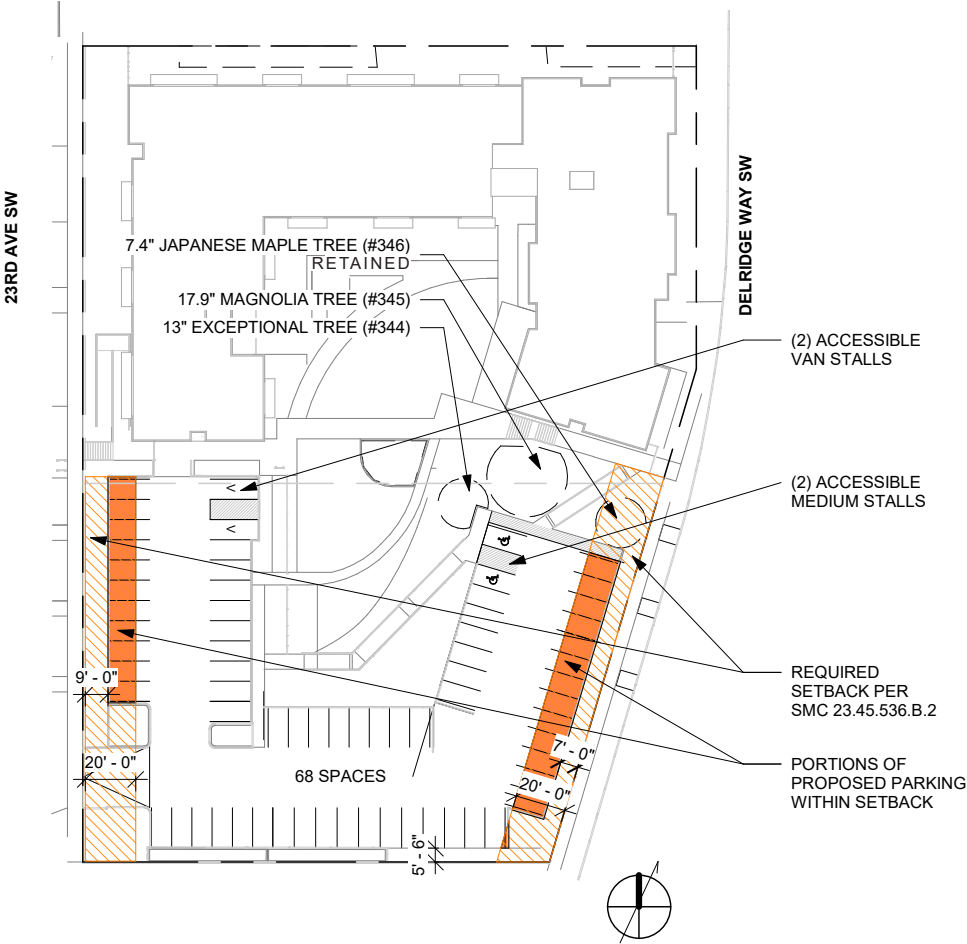
Additionally, this project was designed around a principal exterior amenity area for the children and families who will live on site. The success of this concept depends on locating the parking tight against the extents of the south parcel to maximize the size of usable exterior amenity spaces and provide an ample buffer between the common courtyard area and parking lot (EDG report items 3d, 3f). Parking will remain screened with landscaping and a low fence, per the requirements of SMC 23.45.536, and will otherwise comply with applicable code sections.

Although no parking is required on site by the land use code, the transportation analysis completed on 2/14/2019 predicted a parking demand of 0.78 vehicles per unit which would require 64 parking spaces for a project of this size (82 units).

The Seattle Housing Authority has completed their own parking demand estimate based on current inventories and estimates the 68 parking spaces to be the minimum required to serve 82 large family units of affordable housing.

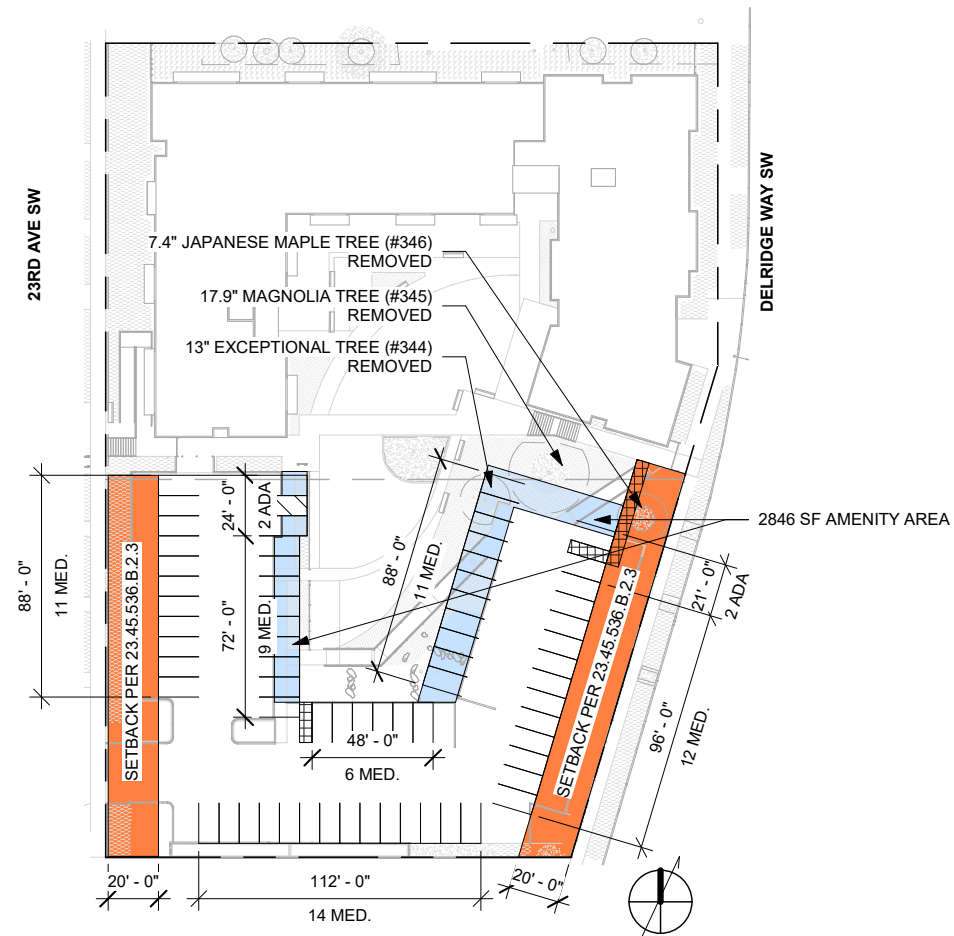
DESIGN GUIDELINES SUPPORTING DEPARTURE REQUEST:

- CS1-C-1: LAND FORM: The proposed design best preserves existing topography, maintains the approximate location of an existing curb cut and driveway ramp, and minimizes soil disturbance.
- CS1-D-1: ON-SITE FEATURES: One of the primary considerations in the proposed parking location is maintaining existing trees and topography.
- CS2-D-2: EXISTING SITE FEATURES: Site design utilizes existing mature trees.
- CS3-A-4: EVOLVING NEIGHBORHOODS // DC1-A-3: FLEXIBILITY: This departure would allow the footprint of the parking lot to effectively mirror the proposed building, minimizing site intrusion, and creating a continuous, clearly defined edge to the proposed development.
- PL1-A-1: ENHANCING OPEN SPACE: Keeping parking close to the edges enhances and maximizes usable amenity space on site.
- PL1-C-1: SELECTING ACTIVITY AREAS: The site concept was driven by concentrating activity on the sunny southern side of the building with a courtyard concept, framed in part by the parking.
- DC3-B-1: MEETING USER NEEDS // DC3-B-4: MULTIFAMILY OPEN SPACE: With 82 family units on site, the Seattle Housing Authority has estimated that there will be approximately 200 people on site, half of whom will be children. It is therefore critical that the parking be placed at the edges to maximize usable exterior amenity spaces and provide an ample buffer between exterior common areas and the surface parking for child safety.
- DC4-D-4: PLACE MAKING: Retention of existing significant and exceptional trees help define exterior space and courtyard.



PROPOSED LAYOUT - KEEPING LARGE TREES, WITH DEPARTURE:

- 68 PARKING SPACES
- 2 ADA STALLS
- 2 VAN STALLS
- 64 MEDIUM STALLS (8'-0" X 16'-0")
- RETAINS EXCEPTIONAL TREE #344 (13" MOUNTAIN HEMLOCK), TREE #345 (17.9" SAUCER MAGNOLIA), AND TREE #346 (7.4" JAPANESE MAPLE)

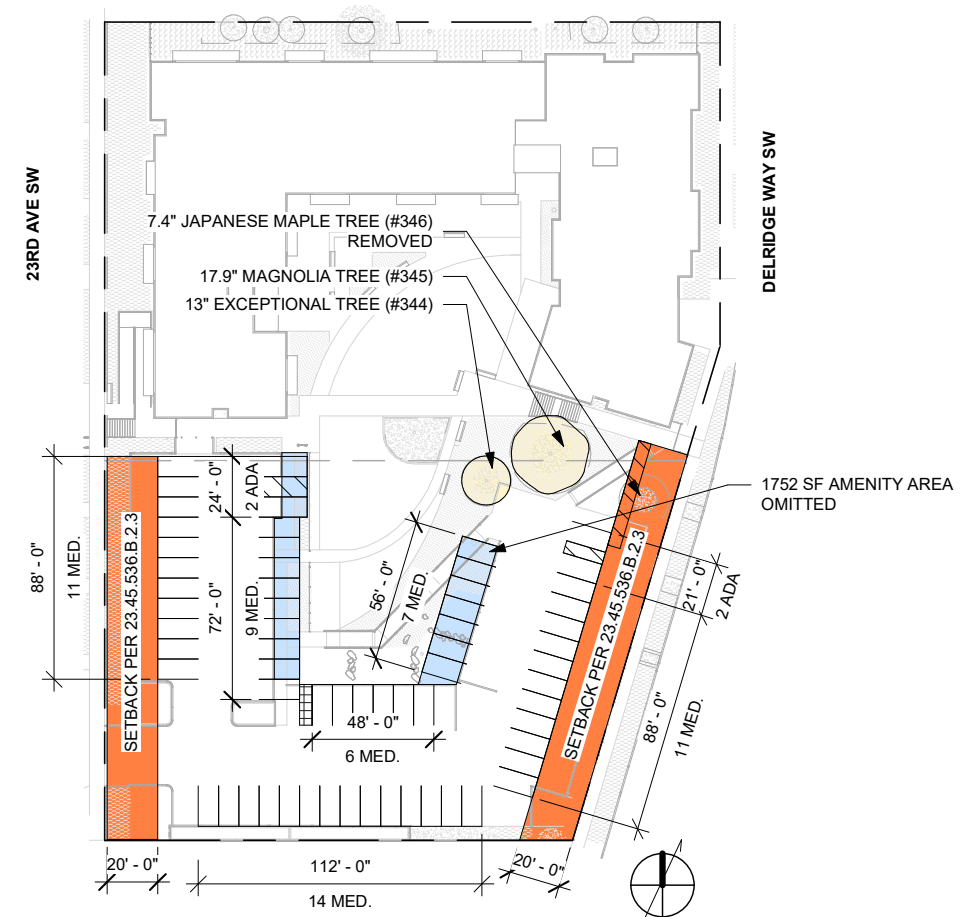
**ALTERNATIVE 1 - REMOVING LARGE TREES:**

68 PARKING SPACES

- 2 ADA STALLS
- 2 VAN STALLS
- 64 MEDIUM STALLS (8'-0" X 16'-0")
- REMOVES EXCEPTIONAL TREE #344 (13" MOUNTAIN HEMLOCK), TREE #345 (17.9" SAUCER MAGNOLIA), AND TREE #346 (7.4" JAPANESE MAPLE)

IMPACTS IF NOT GRANTED

- Reduction of total parking. While this project is exempt from minimum parking requirements, the Seattle Housing Authority standards are to provide close to one parking space per unit, as they are typically all used. Reducing the number of on-site parking spaces would negatively impact the availability of street parking in the neighborhood. See Alternative 2 on the adjacent page for a code-compliant alternative which retains the same proposed trees, resulting in a reduction of 6 parking spaces.
- Removal of exceptional and existing trees. In addition to the exceptional tree #344 the proposed design retains two healthy magnolia trees (#347, 348) and a Japanese Maple (#346). Not granting this departure would make it infeasible to maintain the proposed number of parking spaces while retaining exception tree #344, magnolia tree #348 and the Japanese Maple #346. See Alternative 1 on the adjacent page for an alternative which retains the proposed number of parking spaces, while removing these large and exceptional trees.
- Reduction of amenity area. The proposed parking layout strikes a balance between parking screening and maximizing amenity area. While code minimums for amenity area would still be reached under compliant alternative designs, not granting the departure would result in between 1500 and 3000 square feet of amenity area shifting to the unusable edges of the site.
- Reduced safety for children in play areas. Currently, the design maintains a safety buffer between cars and play areas by utilizing that buffer for required bioretention. Not granting this departure while keeping sufficient play space for the projected number of children would result in a reduced buffer between play areas and parking, compromising safety.

**ALTERNATIVE 2 - KEEPING LARGE TREES (CODE COMPLIANT):**

62 PARKING SPACES

- 2 ADA STALLS
- 2 VAN STALLS
- 58 MEDIUM STALLS (8'-0" X 16'-0")
- RETAINS EXCEPTIONAL TREE #344 (13" MOUNTAIN HEMLOCK) AND TREE #345 (17.9" SAUCER MAGNOLIA), RETAINS TREE #346 (7.4" JAPANESE MAPLE)