EARLY DESIGN GUIDANCE PACKAGE

9218 18th Ave SW
Seattle, WA

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

MEETING DATE:
10/15/20

APPLICANT TEAM:
AKA Investors, Developer
Caron Architecture, Architect
GHA Landscape Architects, Landscape Architect
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*No departures requested

PROJECT TEAM
OWNER
Harry Arsene & Alicia Arsene, AKA Investors, LLC
CARON ARCHITECTURE CONTACT
Andrew Klues, Associate Principal
andrewklues@caronarchitecture.com
206.367.1382
Caron Reference No.: 2020.009

SITE INFORMATION
ADDRESS:
9218 18th Ave SW Seattle, WA 98106
SDCI PROJECT NO.:
3036524-EG
3036383-LU
3036384-LU
PARCELS:
9352900275, 9352900270, 9352900265
SITE AREA:
13,772 sf
ZONING:
NC3-55 (M)
OVERLAY DESIGNATION:
Westwood-Highland Park (Residential Urban Village), Airport Height Overlay (Conical Surface)
PARKING REQUIREMENT:
None
LEGAL DESCRIPTION:
WHITE CENTER ADD
Plat Block: 2
Plat Lot: 17-19

DEVELOPMENT STATISTICS
PREFERRED OPTION 3:
Building Height: 55’-0”
Allowable FAR: 3.75 (51,645 sf)
Proposed FAR: 3.58 (49,244 sf)
Residential Units: 59
Parking Stalls: 25
Bike Parking: 60 Long-term, 10 Short-term
### DEVELOPMENT OBJECTIVES

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

### SITE DESCRIPTION & ANALYSIS

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

### ZONING ANALYSIS

As of early 2019, the site has been upzoned from C1-40 to NC3-55 (M). This means that the site has a maximum building height of 55’ and mandatory housing affordability (MHA) standards are in effect. Multifamily residential and commercial uses are allowed as well as on-site parking. However, no parking is required due to the site’s location in the Westwood-Highland Park Urban Village and its proximity to public transportation routes. See ‘Zoning Data’ on page 20 for more specific information.

### TRANSPORTATION

Delridge Way SW is a principle arterial that serves multiple bus routes. Route 60 provides access to downtown Seattle while route 128 provides access to West Seattle and Southcenter. 18th Avenue SW is a local access street with no bus routes. The site is designated bicycle lanes on 16th Avenue SW and shared bike/bus/auto lanes are on Delridge. SDOT is planning to includes bike lanes on Delridge Way SW (see page 7).

### NEIGHBORHOOD DESIGN

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

### DEVELOPMENT SUMMARY (PREFERRED OPTION 3)

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<th>LEVEL</th>
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<th>FAR SF</th>
<th>RESIDENTIAL GSF</th>
<th>COMMERCIAL GSF</th>
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<td>TOTAL</td>
<td>63,175 SF</td>
<td>49,244 SF</td>
<td>57,398 SF</td>
<td>5,777 SF</td>
<td>59 Units</td>
<td>25 Stalls</td>
<td>70 Stalls</td>
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### COMMUNITY OUTREACH SUMMARY

As part of the Department of Neighborhoods requirements for community outreach, the design team opted to engage in a ‘high-impact’ method to spread awareness of the proposed project. This method includes a printed, digital, and in-person means to discuss the project with its neighbors and to gain valuable insight on any concerns they have and what they’d like to see in the development.

#### Method 1: Printed

Fliers were mailed to every resident and business in a 500 foot radius around the site to inform the neighborhood about the site, information pertaining to its proposed development, and a link to the project webpage, hotline, and online survey.

#### Community Outreach Mailer

A folded mailer will be sent to residences and businesses within an approximately 500 ft radius of the proposed site, including apartments and other multi-family buildings. The mailer will include information about the project and associated webpage, hotline, and online survey. The mailer will be sent 21 days before the survey closes and will include information in Spanish.

<table>
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<tr>
<th>HIGH-IMPACT</th>
<th>OUTREACH PROPOSED</th>
<th>OUTREACH CONDUCTED</th>
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<td><strong>PRINTED</strong></td>
<td>• Direct mailings to all residences and business within approximately 500 ft. radius of the proposed site.</td>
<td>• June 22, 2020 - August 14, 2020</td>
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<tr>
<td><strong>DIGITAL/ELECTRONIC</strong></td>
<td><strong>PRINTED</strong></td>
<td>• A folded mailer will be sent to residences and businesses within an approximately 500 ft radius of the proposed site, including apartments and other multi-family buildings. The mailer will include information about the project and associated webpage, hotline, and online survey. The mailer will be sent 21 days before the survey closes and will include information in Spanish.</td>
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<tr>
<td><strong>DIGITAL/ELECTRONIC</strong></td>
<td>• Online survey</td>
<td>• June 22, 2020 - July 15, 2020</td>
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<tr>
<td><strong>MULTI-PRONG</strong></td>
<td>• Project hotline</td>
<td>• June 22, 2020 - August 14, 2020</td>
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<tr>
<td><strong>MULTI-PRONG</strong></td>
<td>• Basic Project Webpage</td>
<td>• June 10, 2020 - August 14, 2020</td>
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<tr>
<td><strong>MULTI-PRONG</strong></td>
<td>• Email to Community Organizations</td>
<td>• June 22, 2020 - August 14, 2020</td>
</tr>
</tbody>
</table>

#### 3.0 SUMMARY OF PUBLIC OUTREACH

- **Printed:**
  - Project webpage will have information about the project and its design considerations, as well as an opportunity for community members to share feedback via and embedded online survey. The webpage will be available for 6-8 weeks and will be available in Spanish.
  - The project hotline will include recorded, current information about the project, how to find the webpage, info on the online survey, and the option to leave a voicemail. Outreach team members will return calls. The hotline will be available for 3-4 weeks and will be available in Spanish.
  - June 22, 2020 - August 14, 2020

- **Digital/Electronic:**
  - Online survey will include basic background information on the project and ask questions inteded to solicit priorities and concerns from community members. The survey will be available for 3-4 weeks and will be available in Spanish.
  - Project hotline will include recorded, current information about the project, how to find the webpage, info on the online survey, and the option to leave a voicemail. Outreach team members will return calls. The hotline will be available for 3-4 weeks and will be available in Spanish.
  - June 22, 2020 - August 14, 2020

- **Multi-Prong:**
  - Basic Project Webpage
  - June 22, 2020 - August 14, 2020

- **Multi-Prong:**
  - Email to Community Organizations
  - June 22, 2020 - August 14, 2020

**Method 1: Printed**

Fliers were mailed to every resident and business in a 500 foot radius around the site to inform the neighborhood about the site, information pertaining to its proposed development and a link to the project webpage, hotline, and online survey.

**Community Outreach Mailer**

Any information collected may be made public. Contact Us: Kate Graham, 18thAveSWProject@Cascadiaconsulting.com

**PUBLIC OUTREACH**

- **Basic Project Webpage**
  - June 22, 2020 - August 14, 2020

- **Email to Community Organizations**
  - June 22, 2020 - August 14, 2020
3.0 SUMMARY OF PUBLIC OUTREACH

METHOD 2: DIGITAL/ELECTRONIC

1. Online Survey: An online survey was created to accompany the distributed flyers and in-person meeting and remained open from June 22 to July 15 2020. 9 people responded to the survey citing concerns over affordability, sustainability, local businesses, pedestrian accessibility, parking and safety.

CONCERNS

- It may feel out of scale with the other buildings nearby
- Driving and parking will become more difficult
- Picing of the units in the building
- This is a racially diverse neighborhood and projects of this scale typically bring homogenous renters

COMMENTS

- Would like to see a ground floor commercial retailer
- Many families with children live in this area, and an outdoor play areas would be nice
- There is a lack of parking in the neighborhood

2. Project Hotline: The project hotline phone number was set up and launched on June 16, 2020 and was listed on web and print materials. The outgoing voicemail message was recorded in English and Spanish, but no voicemails were received during the project. The project hotline email address was also listed on web and print materials and was used to sending emails to community organizations.

No voicemails from the residents or community organizations were received during outreach.

3. Basic Project webpage: The project website was launched on July 10, 2020. The website included a project overview, design approach, hotline information and the ability to take the feedback survey. All pages were translated to English.

4. Email to Community Groups: An email was sent inviting community organizations to provide feedback on the project to 17 organizations on July 29, 2020. The email included a PDF of the direct-mail postcard.

No emails from community organizations were received during outreach.
4.0 SURVEY / TREE SURVEY

KEY
- Existing Concrete Footing
- Existing Trees
- Alley
- Property Lines
- Overhead Power lines
- Water Lines
- Sewer Lines

TREE SURVEY
1. 12" Fir
2. 14" Pine
3. 17" Cherry
4. 22" Juniper
5. 14" Pine
6. 15" Cherry
7. 22" Cedar
4.0 SITE PLAN WITH FUTURE DEVELOPMENT

KEY
- Planting Strip
- Future Development (Not in Scope)
- Commercial Access
- Residential Access
- Trash Access
- Vehicular Access

DELRIDGE TRIANGLE DEVELOPMENT
(see page 8)

DELRIDGE WAY SW DEVELOPMENT
(see page 9)

EXISTING TRANSMISSION POLE

PROPOSED UTILITY POLE

EXISTING UTILITY POLE

OVERHEAD POWERLINES

PROTECTED BIKE LANE, PROPOSED BY SDOT, NOT IN SCOPE OF WORK

OVERHEAD 230kV TRANSMISSION LINES

EXISTING IRON FENCE

3-STORY APARTMENTS
ZONE: NC3-55 (M)

4-UNIT LOW-RISE DEVELOPMENT
ZONE: NC3-55 (M)

1-UNIT LOW-RISE DEVELOPMENT
ZONE: NC3-55 (M)

3-STORY TOWNHOUSES
ZONE: LR3 (M)

3-STORY APARTMENTS
ZONE: LR3 (M)

3-STORY TOWNHOUSES
ZONE: LR3 (M)

1-STORY SINGLE FAMILY RESIDENCE
ZONE: LR3 (M)
4.0 FUTURE DELRIDGE TRIANGLE DEVELOPMENT

DELRIDGE TRIANGLE DEVELOPMENT
The Delridge Triangle is the plot of land located west of the site across 18th Ave SW. It is currently the property of SDOT, but plans have been made by members of the neighborhood to push for Seattle’s Parks and Recreation administration to purchase the land and revitalize it as Seattle’s newest park. The imagery shown here was created by a consulting firm (Makers) for the Friends of the Delridge Triangle, a local committee, and was provided to us to show how the Triangle could look after redevelopment. This is only shown as a reference and the project team will coordinate with SDOT as the Delridge Triangle development progresses.

FINAL CONCEPT DESIGN

After the second community workshop the design team pulled together the key takeaways from what was seen as most beneficial components from each initial concept and developed the final plan which you see on this page.

The community wanted there to be a highly open activated space for both young children, teens, and adults that embraced the mature canopy on site. In response the plan calls for a central children’s play space positioned in the most protected and visible portion of the site integrated with the trees as well as a half basketball all court and garden area. The community also was very drawn to the idea of a performance space so the basketball court was positioned in a way that it could be utilized for gathering.

The community also wanted a lot of seating in numerous configurations that both served parents coming to the site with their children as well as passive users of the site and those who wanted to watch basketball games. Seating was therefore situated in a variety of ways, around the children’s play area which also acts as a safety perimeter, across from the basketball hoops and within the Pin Oaks for picnics.

Lastly users wanted the space to feel lush yet multi-functional, so the south end of the site was further developed into a garden space with the center area retaining its hard scape for a variety of play and versatility. To this end there are also two dedicated pull out spaces defined in the plan that could be reserved for food trucks or for food in and out space for activations. Both spaces could remain in SDOT prevue or be included in the park site if The Parks Department has a management agreement for the site in the future.
EARLY DESIGN GUIDANCE

DELRIDGE WAY SW DEVELOPMENT

SDOT also has separate plans to make street improvements along Delridge Way SW which include adding a dedicated bike lane and a transit island west of the site. SDOT began construction on this project in June 2020 and plans to be finished sometime in 2022.

APPENDIX A. RAPIDRIDE DELRIDGE IMPROVEMENTS

Seattle Department of Transportation (SDOT) is planning street improvements and rechannelization on Delridge Way in conjunction with King County Metro’s project to upgrade Route 120 to the new RapidRide H Line. These street improvements include repaving, bus lanes, bike lanes, new bus stops, landscaping, sidewalks and concrete driveway replacements. The entire length of Delridge Way within Seattle city limits is included in this program, including areas that will not be served by RapidRide H. RapidRide H will leave Delridge Way at SW Barton Pl to serve the Westwood area before continuing south through White Center.

As of July, 2015, planning for these improvements is still underway. Thirty percent designs were presented to the public in May, depicting a new protected bike lane and removal of street parking on the southbound side of Delridge Way. A new “island” bus stop for routes 60 and 128 will be constructed opposite the triangle, between the bike and traffic lanes. These are draft designs that will continue to change as the planning process moves forward. Construction is expected to begin in early 2020. RapidRide service is scheduled to begin in 2021.
5.0 URBAN DESIGN ANALYSIS

AXONOMETRIC MAP (GOOGLE EARTH)
5.0 URBAN DESIGN ANALYSIS

COMMUNITY NODES & LANDMARKS

1. WESTWOOD VILLAGE
   0.6 MILES FROM SITE

2. ROXHILL PARK
   0.7 MILES FROM SITE

3. SALVATION ARMY COMMUNITY CENTER
   0.2 MILES FROM SITE

4. DOWNTOWN WHITE CENTER
   0.4 MILES FROM SITE
5.0 URBAN DESIGN ANALYSIS

STREETSCAPES

1. 18TH AVE SW LOOKING WEST

OPPOSITE PROJECT SITE

DELRIDGE TRIANGLE

2. 18TH AVE SW LOOKING EAST

PROJECT SITE

3-story datum - typical of low-rise multifamily

APARTMENT BUILDING 3 STORIES

4-UNIT DEVELOPMENT 3 STORIES
5.0 URBAN DESIGN ANALYSIS

STREETSCAPES

3 ALLEY LOOKING WEST

PROJECT SITE

SERVICE BUILDING
1 STORY

1-UNIT DEVELOPMENT
3 STORIES

APARTMENT BUILDING
3 STORIES

4 ALLEY LOOKING EAST

OPPOSITE PROJECT SITE

APARTMENT BUILDING
3 STORIES

APARTMENT BUILDING
3 STORIES

APARTMENT BUILDING
3 STORIES

APARTMENT BUILDING
3 STORIES

3-story datum - typical of low-rise multifamily

4-UNIT DEVELOPMENT
3 STORIES

APARTMENT BUILDING
3 STORIES

5.0 URBAN DESIGN ANALYSIS

STREETSCAPES

3 ALLEY LOOKING WEST

PROJECT SITE

SERVICE BUILDING
1 STORY

1-UNIT DEVELOPMENT
3 STORIES

APARTMENT BUILDING
3 STORIES

4 ALLEY LOOKING EAST

OPPOSITE PROJECT SITE

APARTMENT BUILDING
3 STORIES

APARTMENT BUILDING
3 STORIES

APARTMENT BUILDING
3 STORIES

APARTMENT BUILDING
3 STORIES

3-story datum - typical of low-rise multifamily

4-UNIT DEVELOPMENT
3 STORIES

APARTMENT BUILDING
3 STORIES
5.0 URBAN DESIGN ANALYSIS

STREETSCAPES

1) DELRIDGE WAY SW LOOKING WEST

- SINGLE FAMILY RESIDENCES 1-2 STORIES
- NEW RESTAURANT/BAR 1 STORY
- RESTAURANT 1 STORY
- 1-story datum - typical of retail/restaurants in the area

2) DELRIDGE WAY SW LOOKING EAST

- DELRIDGE TRIANGLE
- SERVICE BUILDING 1 STORY

- 1-story datum - typical of retail/restaurants in the area
5.0 URBAN DESIGN ANALYSIS

NEIGHBORHOOD DESIGN CUES

Surrounding uses include many two & three-story townhomes, some new 4-story mixed-use multifamily structures, a lot of single family homes, and 1-story retail buildings fronting Delridge Way. The new multifamily housing are predominantly three & 4-story structures that create a defined urban edge by building up close to the property line and zoning setbacks. These are more contemporary in design and most do not have pitched roofs. They have a palette of materials which we can draw from. The area also has a lot of 1-story retail buildings that are very pedestrian friendly and have active uses. Since the project is directly adjacent to the Pedestrian Designated Zone, we will respond to this building scale and use in our design. Access to new buildings is primarily from alleys in the area.
5.0 URBAN DESIGN ANALYSIS

SITE PHOTOS

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

Overhead powerlines can be seen running along 18th Ave SW and the alley and Transmission Lines along Delridge Way SW and will have an impact on the proposed design in the form of setbacks. To the south of the site is an auto repair building with a chainlink fence against the property line. To the north of the site are four new townhouses which sit approximately 5'-0" from the property line and have parking along the alley. All trees onsite will be removed for construction. No street trees are currently present but are recommended along 18th Ave SW per SDOT standards.
DELRIDGE DEVELOPMENTS

The Delridge community is seeing a number of new multifamily residential projects proposed with modern aesthetics and amenities. Such projects are also larger in scale than previous developments due to the city’s drive for densification, a scale in which the proposed design will fit well as the neighborhood evolves.

FUTURE DEVELOPMENTS

AND UNDER CONSTRUCTION 1-5

1 9201 DELRIDGE WAY SW SDCI# 3036618

2 9043 18TH AVENUE SW SDCI# 3020870

3 9021 17TH AVENUE SW SDCI# 3020808

4 9217-9229 16TH AVENUE SW SDCI# 3025717, 3026206

RECENTLY COMPLETED DEVELOPMENTS 6-7

5 9049 20TH AVE SW SDCI# 3026801

6 BLUE STONE APARTMENTS 9051 20TH AVE

7 RESIDENTIAL DEVELOPMENT 9200 18TH AVE SW
5.0 URBAN DESIGN ANALYSIS

ZONING CONTEXT
The site is located in an area of Delridge that is comprised of multiple zones and a variety of height limits. The recently adopted 55' height limit on which the site sits is found along Delridge Ave SW. Each zoning envelope represents its parcel's development potential and how the proposed project compares relatively. Though this project will be one of the first of this size, with the recently upzoning of this area, there will soon be more projects of comparable size.

KEY
- 55' Height Limit (NC Zone)
- 40' Height Limit (Low Rise Zone)
- 30' Height Limit (Residential Small Lot Zone)
5.0 URBAN DESIGN ANALYSIS

NEIGHBORHOOD SCALES & TYPOLOGIES

This area along Delridge Way SW has 4 common typologies & scales that are informative to potential development and this project in particular.

1) 1-story retail/restaurants: This typology has migrated north from downtown White Center along Delridge Way. Our site is just one parcel north of the Pedestrian Designated Zone, but can still use this language to continue on up Delridge on the west side. These buildings are all built aligned to Delridge and are mostly built directly on the property line to create a pedestrian friendly scale & active street frontage.

2) 3-story townhomes: These have proliferated in this area and are now the predominant building typology on the east and to the north of Delridge Way.

3) 4 to 5 story Mixed-Use apartment buildings: This is a new building typology to the area, but is anticipated to have more of these due to the recent upzoning. These are built to street edge and have the potential to bring a more urban ambience, especially if they have active usage (retail, restaurants) on the street level & facing the street. The challenge with these larger buildings is how to fit these within the predominantly smaller scale of the other building types in the area.

4) 1 to 2 story single family homes: These are the most common on the west side, but many are being redeveloped as townhomes. This typology is the least informative to our project site.
5.0 URBAN DESIGN ANALYSIS

NEIGHBORHOOD SCALES & TYPOLOGIES

This area along Delridge Way has 4 predominant building typologies & scales that are informative to potential development and this project in particular.

1-story retail/restaurants: This typology has migrated north from downtown White Center along Delridge Way. Our site is just one parcel north of the Pedestrian Designated Zone, which requires active uses fronting Delridge. This language actually continues up Delridge Way on the west side even past the pedestrian zone. These buildings are all built aligned to Delridge and are mostly built directly on the property line to create a pedestrian friendly scale & active street frontage.

3-story townhomes: These have proliferated in this area and are now the predominant building typology on the east and to the north of Delridge Way.
4 to 5 story Mixed-Use apartment buildings. This is a new building typology to the area, but is anticipated to have more of these due to the recent upzoning. These are built to street edge and have the potential to bring a more urban ambience, especially if they have active usage (retail, restaurants) on the street level & facing the street. The challenge with these larger buildings is how to fit these within the predominantly smaller scale of the other building types in the area.

1 to 2 story single family homes. These are the most common on the west side, but many are being redeveloped as townhomes. This typology is the least informative to our project site.
5.0 URBAN DESIGN ANALYSIS

SITE CONSTRAINTS:

POWERLINE SETBACKS AND FAR

Due to the powerline setbacks on three sides of the site, the maximum zoning envelope is primarily decreased significantly on the east side of the site, as well as on the west and southwest side of the site. While technically the site could still be built out to meet FAR, after these setbacks are in place, in order to maximize units layouts and core locations, the square footage is dramatically decreased.

DESIGN PROCESS

STEP 1: BUILD OUT TO ZONING ENVELOPE
SITE AREA: 13,772 sf
ALLOWABLE FAR: 3.75 (51,645 sf)

STEP 2: SETBACK FOR POWERLINES
MAX AREA WITH SETBACKS: 59,518 sf

STEP 3: REFINE GEOMETRIES FOR UNIT OPTIMIZATION
MAX AREA WITH UNIT OPTIMIZATION: 49,000 sf

SITE

AXONOMETRIC VIEW FROM SOUTHWEST

AXONOMETRIC VIEW FROM NORTHEAST
5.0 URBAN DESIGN ANALYSIS

SITE CONSTRAINTS:

TRANSMISSION LINES ALONG DELRIDGE WAY
5.0 URBAN DESIGN ANALYSIS

SITE CONSTRAINTS:

POWERLINES ALONG 18TH AVE
AND ALLEYWAY
### 6.0 ZONING DATA

**ZONE:** NC3-55  
**URBAN VILLAGE:** WESTWOOD-HIGHLAND PARK RESIDENTIAL

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<th>SUB-SECTION</th>
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<th>OPTION 2</th>
<th>OPTION 3 (PREFERRED)</th>
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<td>23.47A.005</td>
<td>C.1 &amp; D.1</td>
<td>The site is located at the edge of the designate pedestrian design zone immediately to the south. Eating &amp; Drinking, entertainment, hotels, offices, parks, retail, &amp; sales, are allowed. Residential is also allowed.</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Street-Level Development Standards</td>
<td>23.47A.008</td>
<td>A.1</td>
<td>Applies for structures in NC zones</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A.2.b</td>
<td>Blank street facing facades between 2 feet &amp; 8 feet shall not be more than 20 feet in length</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A.2.c</td>
<td>Total blank facades shall not exceed 40% of the width of the street facing facade of the structure</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A.3</td>
<td>Street level, street facing facades shall be within 10 of the street property line, unless wider sidewalks, plazas, or other approved spaces are provided</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B.2.a</td>
<td>60% of street facing facades between 2 feet &amp; 8 feet shall be transparent</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B.3.a</td>
<td>Non-residential uses &gt; 600 SF shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street level street-facing facade</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B.4</td>
<td>Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E.2</td>
<td>Each live-work unit must have a pedestrian entry on the street-facing facade that is designed to be visually prominent and provide direct access to the non-residential portions of the unit</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Structure Height</td>
<td>23.47A.012</td>
<td>A</td>
<td>55 feet</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Floor Area Ratio</td>
<td>23.47A.013</td>
<td>Table A</td>
<td>FAR limit outside Station Area Overlay District: 3.75</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Landscaping</td>
<td>23.47A.016</td>
<td>A.2</td>
<td>Green factor of 0.3 required</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B.1</td>
<td>Street Trees are required</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Light and Glare Standards</td>
<td>23.47A.022</td>
<td>A</td>
<td>Exterior lighting must be shielded and directed away from adjacent uses</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>Interior lighting in parking garages must be shielded to minimize nighttime glare affecting nearby uses</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Amenity Area</td>
<td>23.47A.024</td>
<td>A</td>
<td>Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>All residents shall have access to at least one common or private amenity area. Amenity areas shall not be enclosed. Common amenity area shall have a minimum horizontal dimension of 10 feet, and be no less than 250 SF. Private balconies and decks shall have a minimum area of 60 SF and no horizontal dimension less than 6 feet</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Required Parking</td>
<td>23.54.015</td>
<td>Table A, K</td>
<td>Non-residential uses in urban villages that are not within an urban center or the Station Area Overlay District, if the non-residential use is located within a frequent transit service area. No minimum requirement</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Table B, M</td>
<td>All residential uses in commercial, RSL and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within a frequent transit service area. No minimum requirement</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Required Bicycle Parking</td>
<td>23.54.015</td>
<td>Table D, A.1</td>
<td>Eating and drinking establishments: Long-term = 1 per 5,000 sf; Short-term = 1 per 1,000 sf (Required spaces: 1 long-term, 6 short-term; or General Sales: Long-term = 1 per 4,000 sf &amp; 1 per 2,000sf (Required spaces: 2 long-term, 6 short-term; Provided spaces: 1 long-term, 6 short-term))</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Trash Storage</td>
<td>23.54.040</td>
<td>Table A</td>
<td>Residential development: 51-100 dwelling units = Minimum of 375 sf + 4 sf for each additional unit above 50 = 415 sf Non-residential development: (5,300SF provided) 5,001-15,000sf = Minimum of 125sf, but 50% = 63sf (see B below) ([Total minimum required: 474 sf; Provided: 527 sf (Option 3)])</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for non-residential development. In mixed use developments, storage space for garbage may be shared between residential and non-residential uses, but separate spaces for recycling shall be provided</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E</td>
<td>Trash storage shall not be between building and the street</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
</tbody>
</table>
7.0 DESIGN GUIDELINES

CS2.C URBAN PATTERN & FORM | RELATIONSHIP TO THE BLOCK
Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

Architect Response:
The massing of the preferred scheme is broken up to respond to the adjacent blocks. The 1-story base relates to the 1-story retail context of the area, and the upper massing is subdivided into 3 parts relating to the massings of the townhomes and size of adjacent lots. Along the alley, the massing has a relief recess that breaks up that side to a 1/3 2/3 relationship and corresponds with the massings and lots of the parcels and buildings across the alley way. Also, due to the many setbacks from powerlines on this site, the bulk of the building was pushed toward the alley, but these setbacks help the massing to better relate to the scale of the neighborhood as clarified above. See diagram to the left.

CS2.D URBAN PATTERN & FORM | HEIGHT, BULK, AND SCALE
Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

Architect Response:
Because the current urban pattern is smaller scale buildings, a major goal of this project is to break up the mass of the building into well-designed smaller components. The elevation of the west façade aims to take the scale and proportions of the predominant building types & scales to create a cohesive block while also adding density. The retail base is pronounced as a 1-story base to follow the existing 1-story retail context, and the upper massing relates to the proportions and scale of the surrounding townhomes. See diagram to the lower right.

CS3 ARCHITECTURAL CONTEXT & CHARACTER
Contribute to the architectural character of the neighborhood.

Architect Response:
As described above, the massing and articulation follows the context and scale of the area. The massing is broken down to better relate to the scale of the neighborhood. The upper massing is pushed back to better pronounce the 1-story retail base, which is the predominant scale of the neighborhood retail, and the rest of the massing is broken down to relate to the scale and massing of the predominant 3-story townhomes. To further this, the massing has recesses and articulation similar to the adjacent townhomes. Materials will be similar to many of the new townhomes popping up in the area. The base is more of a contemporary articulation with a frame. However, the color and material of this portion is intended to relate to those in the adjacent neighborhood, also.

The character of the neighborhood is evolving and changing. Drive-and-park businesses and underutilized lots are being replaced with denser and taller structures. The proposed building will add a contemporary profile to the neighborhood and build out an infill lot. The intention is to use the site’s visual prominence along Delridge Way SW to help identify the building’s place in the neighborhood and to act as a signifier of place. The site itself is an in-between zone, not quite in Westwood Village, not quite in White Center, so adding a point of interest to mark one’s place between the two neighborhoods would be a proactive way to help facilitate that connection.

PL1.C CONNECTIVITY | OUTDOOR USES + ACTIVITIES
Compliment and contribute to the network of open spaces around the site and the connections among them.

Architect Response:
The corner of Delridge Way SW and 18th Ave SW will become a major connection point to the Delridge Triangle after street improvements are made to make the intersection safer and more walkable. The project will help to foster this connection by providing ample open space at the corner. Seating and landscaping is proposed for public enjoyment and a wider sidewalk is proposed for public safety.
7.0 DESIGN GUIDELINES

PL2.B WALKABILITY | SAFETY AND SECURITY
Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

Architect Response:
Providing a safe and walkable area around the site is a major project goal and responsibility of the neighborhood. The commercial space along 18th Ave SW and Delridge Way SW will provide ample transparency on the street. Due to a majority of the units on the residential floors overlooking both 18th Ave SW and the alley, there are many opportunities for safety through eyes on the street. Following C.P.T.E.D. practices (Crime Prevention Through Environmental Design), lighting is proposed along the east facade to illuminate the area and help deter any crime that may occur. Lastly, notches and alcoves in the building facade are minimized at the ground level to prevent dark corners.

PL3 STREET-LEVEL INTERACTION
Encourage human interaction and activity at the street level with clear connections to building entries and edges.

Architect Response:
Due to the increasing density planned for this area, this project responds to the future commercial corridor along Delridge by locating the level 1 commercial space on the corner of Delridge Way SW and 18th Ave SW. The residential lobby and amenity space is tucked away from the busy Delridge Way and toward the neighboring residential buildings creating a quiet and safe entry for residents. Parking and back-of-house functions are located off the alley as is typical in this neighborhood.

DC2 ARCHITECTURAL CONCEPT
Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

Architect Response:
Inspiration behind the preferred concept was to take the building’s programmatic and site complexities and to break them down into smaller masses that relate to the existing scale of the neighborhood. The 1-story base is built to the property line and is pronounced proud of the rest of the building to better relate to the existing retail context on Delridge Way. The upper massing is broken down into 1/3’s to be the same widths of adjacent lots and townhomes. Recesses and setbacks further reinforce this concept.

The garage entrance, trash room, transformer vault, and other building functions were placed on the alley side to keep the street side open for commercial space and the residential lobby. On upper floors, residential units were optimized by pushing the bulk of them toward the alley while leaving clearance for powerlines on the alley side, leaving room for balconies and facade articulation along 18th Ave SW. Because of the possible development of the site to the south, it was important to take that into consideration when locating units along the southern property line. Because of this, avoiding units with windows along this southern property line made the most sense. Because the alley side and the southern side of the building are still prominent visually in the neighborhood, the design of their facades will be important.

DC3 OPEN SPACE CONCEPT
Integrate open space design with the design of the building so that each complements the other.

Architect Response:
The Delridge Triangle is one of many open spaces of varying size along Delridge Way SW and is an important focal point in this neighborhood. This project addresses the Delridge Triangle as well as the neighboring sites by providing linking the neighboring open space with a residential plaza on the northwest side of the site and a small commercial plaza along Delridge Way SW.
## 8.0 ARCHITECTURAL MASSING CONCEPTS

<table>
<thead>
<tr>
<th>CONCEPT:</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3 (Preferred)</th>
</tr>
</thead>
<tbody>
<tr>
<td># UNITS:</td>
<td>55</td>
<td>55</td>
<td>59</td>
</tr>
<tr>
<td>AMENITY SF (OUTDOOR)</td>
<td>3,125</td>
<td>4,067</td>
<td>3,772</td>
</tr>
<tr>
<td>AMENITY SF (INDOOR)</td>
<td>986</td>
<td>1,413</td>
<td>1,167</td>
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<tr>
<td>COMMERCIAL SF:</td>
<td>4,567</td>
<td>4,486</td>
<td>5,242</td>
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<tr>
<td>PARKING STALLS:</td>
<td>28</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>BIKE STALLS:</td>
<td>55 Long-Term, 10 Short-Term</td>
<td>57 Long-Term, 10 Short-Term</td>
<td>60 Long-Term, 10 Short-Term</td>
</tr>
<tr>
<td>FAR SF:</td>
<td>47,036</td>
<td>49,699</td>
<td>49,244</td>
</tr>
</tbody>
</table>

### OPPORTUNITIES:
- Strong frontage facing Delridge.
- Facade along 18th Ave SW pulled back to allow for articulation with balconies & to allow space between adjacent townhouse to the north.
- Residential entrance pulled away from 18th Ave SW to allow for generous plaza on northwest side of site.
- Simple geometric relationship between masses.
- Northwest corner is set back to let light and space to adjacent development.
- Responds well to the scale of the existing area, ie. 1-story retail & the adjacent 3-story townhomes.
- Setback from powerlines allows for facade articulation on 18th Ave SW.
- Setback from north property line gives space to townhouses and allows for fenestration.
- Generous residential lobby entrance to the north.
- Generous plaza on southwest of site connects to Delridge Triangle.

### CONSTRAINTS:
- Large facade facing Delridge does not fit the scale of the street and area.
- Majority of north facade is built right up to the property line and shades 3 of the 4 townhomes to the north.
- Blank facade on north wall due to zero lot line condition.
- Stair core located on north facade.
- Irregular shaped units difficult to lay out.
- Unit windows on southern facade may be covered with future development.
- Blank facades on north and south wall due to zero lot line conditions.
- Majority of north facade is built right up to the property line and shades 3 of the 4 townhomes to the north.
- Units on northwest side shaded most of the year.
- Little articulation on wall closest to 18th Ave SW.
- 5-story facade on 8th avenue does not respond to the predominant scale of buildings in the area, ie. 3-story townhomes.
- Blank facade on south wall due to zero lot line condition.

### CODE COMPLIANCE:
- Yes, code compliant
- Yes, code compliant
- Yes, code compliant
**DESIGN PARTI - ORIENT TO DELRIDGE**

The building’s mass can be thought as two intersecting volumes; the larger one sits toward the alley and the smaller one aligns with Delridge Way SW. This helps to create more articulation of the mass toward 18th Ave SW and a strong urban edge on Delridge where future development is expected to occur. Further setbacks of the larger mass and variations in roofline reinforce the smaller mass’s significance along Delridge.

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**DESIGN PROCESS**

**STEP 1: BUILD TO ZONING ENVELOPE**

**STEP 2: CREATE GENERAL MASSING RELIEF**

**STEP 3: FURTHER MASSING REFINEMENT**

**STEP 4: CREATE RECESES TO RELATE TO TOWNHOME SCALE**

**STEP 5: FURTHER ARTICATION**
8.0 OPTION 1

DESIGN INSPIRATION

DC2.A: MASSING
5-stories without any setbacks is oriented to create a strong urban frontage. It can be expressed with varying reveals and window placement for visual interest. It does not respond to the scale of the neighborhood, however.

FINAL CONCEPT MASSING

PL1.C: OUTDOOR USES AND ACTIVITIES
Glazing, weather protection, and outdoor elements helps transform this sidewalk into an active pedestrian space.
8.0 Option 1 | Massing

**Design Analysis**

- **Southwest mass align with Delridge Way SW to create a strong urban edge.**
- **Commercial entrances located along Delridge Way SW.**
- **Recess at south facade breaks up expansive blank wall condition and allow for more fenestration.**
- **Residential entrance set back along 18th Ave NE.**
- **Different material at core on north facade to minimize bulk.**
- **Recess at west facade to break up facade.**

---

**View from Delridge Way SW**

**View from Delridge Way SW and 18th Ave SW**

**View from 18th Ave SW**

**View from Delridge Way SW looking north**

**View from alley looking south**
8.0 OPTION 1 | MASSING

AERIAL VIEW FROM SOUTHWEST
8.0 OPTION 1 | MASSING

Canyon-like effect between north facade and adjacent development

AERIAL VIEW FROM NORTHWEST
8.0 OPTION 1 | FLOOR PLANS

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

EXISTING 4-UNIT LOW-RISE DEVELOPMENT

LEVEL 2

LEVEL 3-4

EXISTING 4-UNIT LOW-RISE DEVELOPMENT

SCALE: 1/16" = 1'-0"

DATE: 7/28/2020

DESCRIPTION: 20.009

PROJECT NUMBER: 9218 18th Ave SW Mixed-Use

PROJECT NAME: 2505 3rd Avenue • Suite 300C, Seattle WA 98121 • www.caronarchitecture.com

PATIO, TYP.
8.0 OPTION 1 | SHADOW STUDY

9:00 AM

12:00 PM

3:00 PM

MARCH 21

JUNE 21

DECEMBER 21

N
8.0 OPTION 2

DESIGN PARTI - INTERSECTING BOXES

The building’s mass can be thought of as two intersecting volumes: the larger one sits toward the alley and the smaller one intersects it at a right angle to create a “T” scheme. This helps to create more articulation of the mass toward 18th Ave SW and an open corner at both the northwest and southeast corners of the site. Variations in roofline reinforce the intersecting masses while creating a simple massing.

DESIGN PROCESS

STEP 1: BUILD TO ZONING ENVELOPE

STEP 2: CREATE GENERAL MASSING RELIEF

STEP 3: FURTHER MASSING REFINEMENT

STEP 4: CREATE RECCESES TO RELATE TO TOWNHOME SCALE

STEP 5: FURTHER ARTICULATION

POWERLINE

14’ CLEARANCE

TRANSMISSION LINES

SETBACK COORDINATED WITH SCL

SETBACK MASSING TO PROVIDE RELIEF FROM DELRIDGE WAY

ALIGN FACE WITH LEVELS ABOVE DELRIDGE WAY SW

SETBACK COMMERCIAL ENTRANCE TO PROVIDE OPEN SPACE ALONG DELRIDGE WAY

SETBACK MASSING ON NORTH SIDE TO PROVIDE RELIEF FROM ADJACENT LOW-RISE DEVELOPMENT

SETBACK RESIDENTIAL ENTRANCE FROM 18TH AVE SW

STOREFRONT RECESSED BACK FOR FURTHER ARTICULATION OF FIRST LEVEL
8.0 OPTION 2 | MASSING

DESIGN INSPIRATION

DC2.A: MASSING
Intersecting masses add visual interest to the facade without over-complicating its geometries.

CS2.D: HEIGHT, BULK, AND SCALE
Contrasting materials between masses add visual interest and breaks down mass while not overcomplicating geometry.

PL1.C: OUTDOOR USES AND ACTIVITIES
Glazing, weather protection, and outdoor elements helps transform this sidewalk into an active pedestrian space.

FINAL CONCEPT MASSING

AXONOMETRIC VIGNETTE FROM SOUTHWEST

AXONOMETRIC VIGNETTE FROM NORTHWEST
**Design Analysis**

**VIEW FROM DELRIDGE WAY SW**
- Units oriented toward 18th Ave SW and roof amenity on level 2.

**VIEW FROM 18TH AVE SW**
- Commercial entrances oriented toward 18th Ave SW and pulled back to create plaza at corner.

**VIEW FROM DELRIDGE WAY SW AND 18TH AVE SW**
- Units above flush with commercial below, creating a strong presence and simple design along 18th Ave SW.

**VIEW FROM 18TH AVE NE**
- Residential entrance set back along 18th Ave NE.

**VIEW FROM DELRIDGE WAY SW LOOKING NORTH**
- Blank wall condition against south property line broken up by pulling wall back at corner.

**VIEW FROM ALLEY LOOKING SOUTH**
- Blank wall condition against north property line broken up by pulling wall back at corner.
8.0 OPTION 2 | MASSING

AERIAL VIEW FROM SOUTHWEST
8.0 OPTION 2 | MASSING

Canyon-like effect between north facade and adjacent development
8.0 OPTION 2 | FLOOR PLANS

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

LEVEL P1
- 25 SPACES
- BOH
- Electrical Room
- Elev
- Fire Hydrant
- Parking
- Planting Strip
- Residential Amenity
- Transformer Package Room
- BOH
- Existing Curb Ramps
- Existing Fire Hydrant
- Existing Utility Pole
- Existing 4-Unit Low-Rise Development
- Existing Concrete Wall

LEVEL 1
- Elev
- BOH
- Electrical Room
- Fire Hydrant
- Parking
- Planting Strip
- Residential Amenity
- Transformer Package Room
- BOH
- Existing Curb Ramps
- Existing Fire Hydrant
- Existing Utility Pole
- Existing 4-Unit Low-Rise Development
- Existing Concrete Wall
8.0 OPTION 2 | FLOOR PLANS

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

LEVEL 5

EXISTING 4-UNIT LOW-RISE DEVELOPMENT

OVERHEAD POWER LINE

OVERHEAD TRANSMISSION LINE

MAX SWING

SETBACK

DOWNTOWN

ELEV

OUTDOOR AMENITY

4,067 SF

N

LEVEL 5

ROOF
8.0 OPTION 2 | SHADOW STUDY
**EARLY DESIGN GUIDANCE**

**8.0 OPTION 3 (PREFERRED)**

**DESIGN PARTI - SHIFTING FRAMES**

The building’s mass can be thought as separate smaller volumes relating to the scale of the neighborhood building typologies, but are then contained within frames that slide in relationship to each other. The main massing is subdivided into volumes that relate to the adjacent 3-story townhomes. These are then contained in a frame, and then a frame for the base slides under it. The base contains the retail and retail frontages that recessed separately. This frame at the base is expressed proud of the upper massing to create a distinction of 1-story that relates to the typical 1-story, pedestrian scaled retail in the area. These frames are in a dynamic sliding juxtaposition to add a contemporary expression, and to express a more open southern end to Delridge Way, and a more closed termination towards the more private residential end on 18th Avenue.

**DESIGN PROCESS**

**STEP 1: BUILD TO ZONING ENVELOPE**

**STEP 2: CREATE GENERAL MASSING RELIEF**

**STEP 3: FURTHER MASSING REFINEMENT**

**STEP 4: CREATE RECEESSES TO RELATE TO TOWNHOME SCALE**

**STEP 5: FURTHER ARTICULATION**
8.0 OPTION 3 (PREFERRED) | MASSING

**DESIGN INSPIRATION**

The massing is broken down to relate to the 1-story retail and 3-story townhomes in the area. The base is expressed proud of the upper levels. The upper levels are broken to the scale of the townhomes. Frames help to contain the smaller volumes to make a more cohesive whole.

**FINAL CONCEPT MASSING**

**AXONOMETRIC VIGNETTE FROM SOUTHWEST**

**AXONOMETRIC VIGNETTE FROM NORTHWEST**
8.0 OPTION 3 (PREFERRED) | MASSING

**DESIGN ANALYSIS**

Units pulled back from Delridge Way SW to allow for relief of massing & scale on Delridge.

Base responds to 1-story Commercial entrances oriented along Delridge Way SW.

Massing & scale relates to the scale of the adjacent townhomes.

Wrap termination at this end expresses a more private residential area.

VIEW FROM DELRIDGE WAY SW

VIEW FROM 18TH AVE SW

VIEW FROM DELRIDGE WAY SW LOOKING NORTH

VIEW FROM ALLEY LOOKING SOUTH

This corner opens up to allow for light and space to the adjacent townhomes.

This massing scale relates to the adjacent townhome scale.

The articulation also relates to the adjacent townhomes with recesses and wraps opening up to the south.

Material change & depth helps to break down scale and also relate better to the townhome scale.

Slots break down massing to relate to adjacent scale.

Recess on alley facade reduces bulk and scale.

VIEW FROM DELRIDGE WAY SW AND 18TH AVE SW

VIEW FROM DELRIDGE WAY SW LOOKING NORTH

VIEW FROM ALLEY LOOKING SOUTH
8.0 OPTION 3 (PREFERRED) | MASSING

AERIAL VIEW FROM SOUTHWEST
Although units face townhouses, the canyon-like effect decreased by pulling back north facade.

Blank facade
8.0 OPTION 3 (PREFERRED) | FLOOR PLANS

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

LEVEL P1
- Commercial
- Residential
- Utility/BOH
- Parking/Garage
- Circulation
- Planting Strip
- Residential Amenity

LEVEL 1
- Commercial
- Residential
- Utility/BOH
- Parking/Garage
- Circulation
- Planting Strip
- Residential Amenity

SCALE:PROJECT NUMBER:
DESCRIPTION:
DATE: PROJECT NAME:
1/16" = 1'-0"
8.0 OPTION 3 (PREFERRED) | FLOOR PLANS

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

SCALE: 1/16" = 1'-0"

20.009
9218 18th Ave SW Mixed-Use
8/5/2020

PREFERRED OPTION, LEVEL 3-4 REVISION, OPT 2

EXISTING 4-UNIT LOW-RISE DEVELOPMENT

LEVEL 2

LEVEL 3-4
8.0 OPTION 3 (PREFERRED) | FLOOR PLANS

KEY
- Commercial
- Residential
- Utility/BOH
- Circulation

EXISTING 4-UNIT LOW-RISE DEVELOPMENT

LEVEL 5

ROOF

DESCRIPTION: 1/16" = 1'-0"

PROJECT NUMBER: 2505 3rd Avenue • Suite 300C, Seattle WA 98121 • www.caronarchitecture.com

DATE: 8/5/2020

DESCRIPTION: PREFERRED OPTION, LEVEL 5 REVISION, OPT 1
8.0 OPTION 3 (PREFERRED) | SHADOW STUDY

MARCH 21

9:00 AM

12:00 PM

3:00 PM

JUNE 21

DECEMBER 21
PLANT SCHEDULE

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<th>DESCRIPTION</th>
<th>QUANT</th>
<th>COMMON NAME</th>
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<tr>
<td>shrub</td>
<td>with mature height of at least 24&quot;</td>
<td>2 gal</td>
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**SMALL TREE**

- 3 1.5" CAL
- SMALL COLUMNAR EVERGREEN TREE
- SMALL EVERGREEN TREE

**MEDIUM SMALL TREE**

- 4 1.5" CAL
- MEDIUM EVERGREEN TREE

**MEDIUM SMALL TREE**

- 3 1.5" CAL

**SMALL COLUMNAR TREE**

- 5 1.5" CAL

**PLANT SCHEDULE**

- SHRUB WITH MATURE HEIGHT OF AT LEAST 24"
- 2 gal

**SIZE**

- SMALL TREE
- MEDIUM SMALL TREE
- MEDIUM SMALL TREE
- SMALL COLUMNAR EVERGREEN TREE
- SMALL EVERGREEN TREE
- SMALL COLUMNAR TREE

**LOCATION**

- PLANTING AREA, TYPICAL
- CONCRETE PAVING
- PAVERS ON PEDESTALS
- PERVIOUS PAVING, WITH A TOTAL OF OVER 24" OF GRAVEL AND SOIL BENEATH, MUST MEET SEATTLE PUBLIC UTILITIES DEFINITION OF PERMEABLE PAVING
- 7/8" WASHED ROUNDED GRAVEL
- CITY OF SEATTLE STANDARD LOOP BIKE RACK (5), TOTAL CAPACITY EQUALS 10 BIKES
- TOURNESOL WILSHIRE PLANTER, 24" DEPTH, COORDINATE FINISH AND COLOR WITH OWNER AND LA
- GAS GRILL AND WORK STATION
- GAS FIRE PIT

**GREEN ROOF PLANTING**

- SMALL COLUMNAR TREE
- MEDIUM SMALL TREE
- MEDIUM SMALL TREE
- SMALL EVERGREEN TREE
- SMALL COLUMNAR EVERGREEN TREE
- SMALL EVERGREEN TREE

**LEVEL 1**

- EXISTING 4-UNIT LOW-RISE DEVELOPMENT
- EXISTING CONCRETE WALL
- PROPOSED UTILITY POLE WITH STREET LIGHT
- EXISTING FIRE HYDRANT
- PROPOSED UTILITY POLE
- EXISTING IRON FENCE
- EXISTING BUILDING
- EXISTING 4-UNIT LOW-RISE DEVELOPMENT
- EXISTING CONCRETE WALL
- PROPOSED UTILITY POLE WITH STREET LIGHT
- EXISTING FIRE HYDRANT
- PROPOSED UTILITY POLE
- EXISTING IRON FENCE
- EXISTING BUILDING

**EXISTING**

- CURB RAMPS
- BIKE RACKS
- 14%
LEVEL 2
9.0 LANDSCAPE PLAN

PLANT SCHEDULE

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CONCRETE PAVING
PERVIOUS PAVING, WITH A TOTAL OF DOUBLE" OF GRAVEL, AND SOIL, BENEATH, MUST MEET SEATTLE PUBLIC UTILITIES DEFINITION OF PERMEABLE PAVING

DECKING AT GREEN ROOF LEVEL

CITY OF SEATTLE STANDARD LOUS/FRAME RAIL, TOTAL CAPACITY EQUALS 10 BIKES

GAS GRILL AND WORK STATION

GAS FIRE PIT

GREEN ROOF PLANTING

SMALL COLUMNAR TREE 3 1.5" CAL
MEDIUM SMALL TREE 3 1.5" CAL
MEDIUM SMALL TREE 4 1.5" CAL
SMALL EVERGREEN TREE 1 1.5" CAL
STREET TREE FORM

GHA Landscape Architects
SEATTLE, WA 9811
1417 NE 80th St
FAX 206 TELE 206.522.2334

CERTIFICATE No. 513
NEIL BUCHANAN
LANDSCAPE ARCHITECT
REGISTERED
WASHINGTON

62 EARLY DESIGN GUIDANCE
9.0 DEPARTURES

NO DEPARTURES ARE REQUESTED
Appendix
10.0 APPENDIX | BLANK FACADE STUDIES