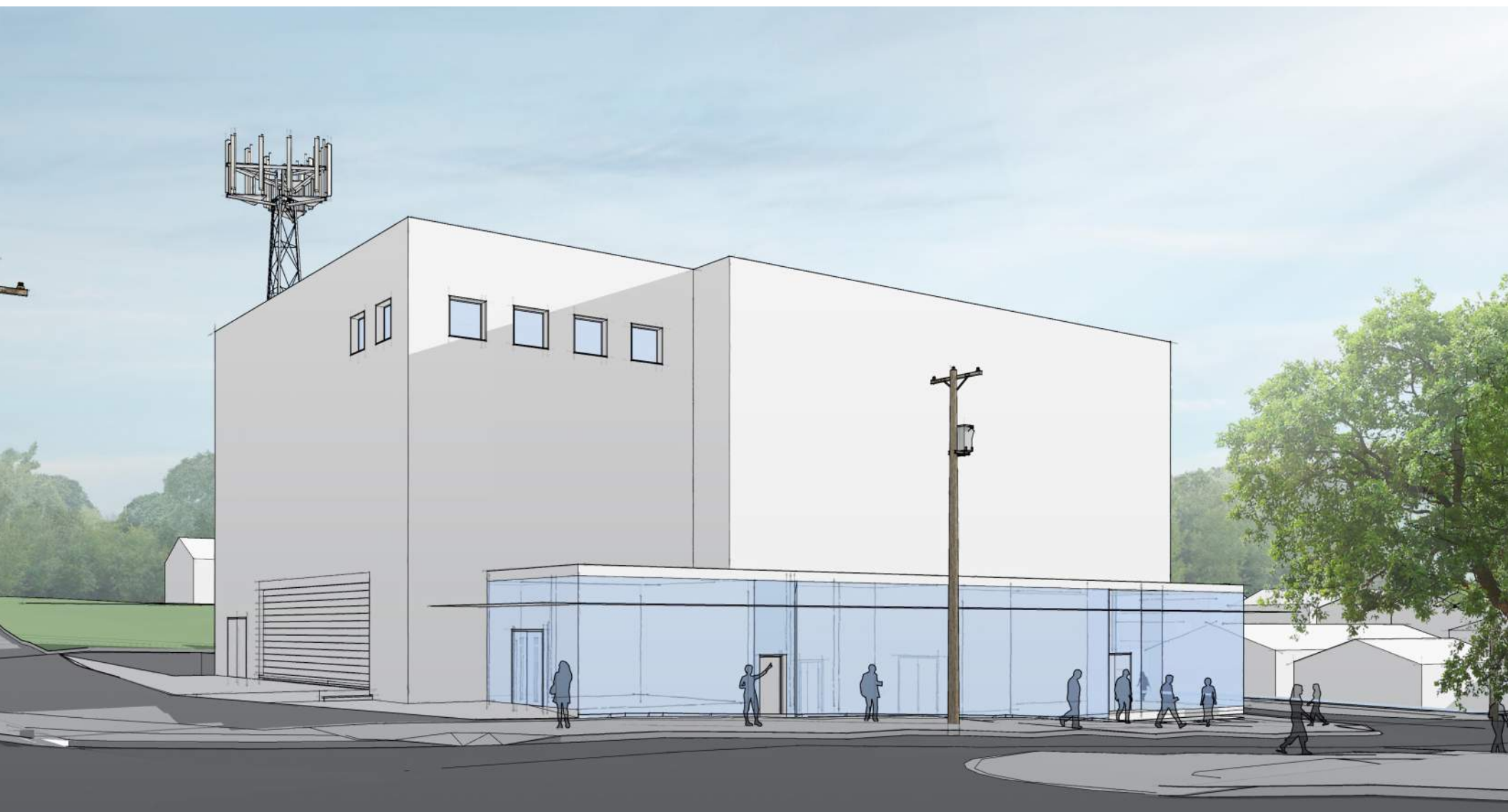


add a conceptual landscape plan or plan that describes your intent for the treatment of the ROW & setbacks (hardscape, landscape, etc.).

The EDG meeting is scheduled for February 15th. Please drop off the final EDG packets (8 copies) by noon on Monday, February 5th. Drop off at the 19th floor. And upload one PDF to: <https://spaces.hightail.com/uplink/SDCI>.



EARLY DESIGN GUIDANCE

9201 Delridge Way SW
Seattle, WA

SDCI PROJECT NO.:
3029353

MEETING DATE:
12/28/17

APPLICANT TEAM:
AKA Investors, Developer
Caron Architecture, Architect



PREFERRED OPTION 3

CONTENTS

03 Development Objectives	pg. 3
04 Site Plan	pg. 5
05 Urban Design Analysis	pg. 6
06 Zoning Data	pg. 12
07 Design Guidelines	pg. 13
08 Architectural Massing Concepts	pg. 14
Option 1	pg. 15
Option 2	pg. 22
Preferred Option 3	pg. 29
09 Departures	pg. 36

PROJECT TEAM

OWNER
Harry Arsene & Alicia Arsene, AKA
Investors, LLC

CARON ARCHITECTURE CONTACT
Thomas Eng, Project Manager
thomaseng@caronarchitecture.com
206.367.1382
Caron Reference No.: 2017.076

SITE INFORMATION

ADDRESS:
9201 Delridge Way SW Seattle, WA 98106

SDCI PROJECT NO.:
3029353

PARCEL(S):
9352900450, 9352900451

SITE AREA:
10,382 sf

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

PARKING REQUIREMENT:
Office: 1 per 1,000 SF (first 1,500 ft is
exempt)
Storage Uses: 1 per 2,000 sf

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

DEVELOPMENT STATISTICS

OPTION 1:
Building Height: 44'-0"
Allowable FAR: 3.0
Proposed FAR: 3.0 (30,979 sf)
Parking Stalls: 11
Residential Units: 1

OPTION 2:
Building Height: 44'-0"
Allowable FAR: 3.0
Proposed FAR: 2.7 (27,639 sf)
Parking Stalls: 12
Residential Units: 1

PREFERRED OPTION 3:
Building Height: 44'-0"
Allowable FAR: 3.0
Proposed FAR: 3.0 (31,108 sf)
Parking Stalls: 12
Residential Units: 1

3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

This proposal includes a four-story mini-storage facility with parking, office, and a caretaker’s unit. Parking is required to be provided on site as its located just to the north outside the pedestrian zone. The street frontage will be comprised of ground level office along SW Barton Street and at 20th Ave SW. Loading access will be located in the alley. Parking access is proposed in two different locations: access to structured parking for options 1 & 3 is via the alley; in option two it is proposed from SW Baron St. The development aims to supply storage to the surrounding area where new apartment complexes, some with SEDU units have been completed and more are proposed. The objective is to demonstrate clear circulation on a small site and ease of access to each storage unit.

SITE DESCRIPTION & ANALYSIS

The site is two parcels on the northeast half of the block at the intersection of Delridge Way SW and SW Barton St. The site is presently occupied by a one story auto repair service and tire center. The lot slopes down approximately eight feet east to west. The Westwood Village is located a few blocks west of the site. The site located in an area of increasing density and is transitioning to more mixed use and townhouse development. The street frontage of SW Barton St. slopes towards the west and is paved with no trees and has one power pole with high voltage lines overhead. The street frontage is flat along 20th Ave SW and has one large tree with adequate sidewalks.

ZONING ANALYSIS

The existing site consists of an auto repair service garage on two lots. The site is located in the Westwood-Highland Park Urban Village. The site is surrounded on three sides by public rights-of-way: 20th Ave SW to the west, SW Barton St. to the north, Delridge Way SW at the northeast corner and an alley to the east. The alley creates a corner access condition at Delridge Way SW and SW Barton St, connecting to the intersection more like a fifth street. The site is zoned C1-40, directly across the street from the lot to the west is zoned LR-3; to the north, east, and the lot directly south is zoned C1-40. Further west and south of the lot is zoned SF 7200.

TRANSPORTATION

Delridge Way SW is a principle arterial that serves multiple bus routes. Route 60 provides access to downtown Seattle while route 128 provides local access in west Seattle south towards Southcenter. Barton St. is a local access street with no bus routes but connects Delridge Way SW with the Westwood Village at SW Barton Pl. There are no designated bicycle routes in the immediate vicinity.

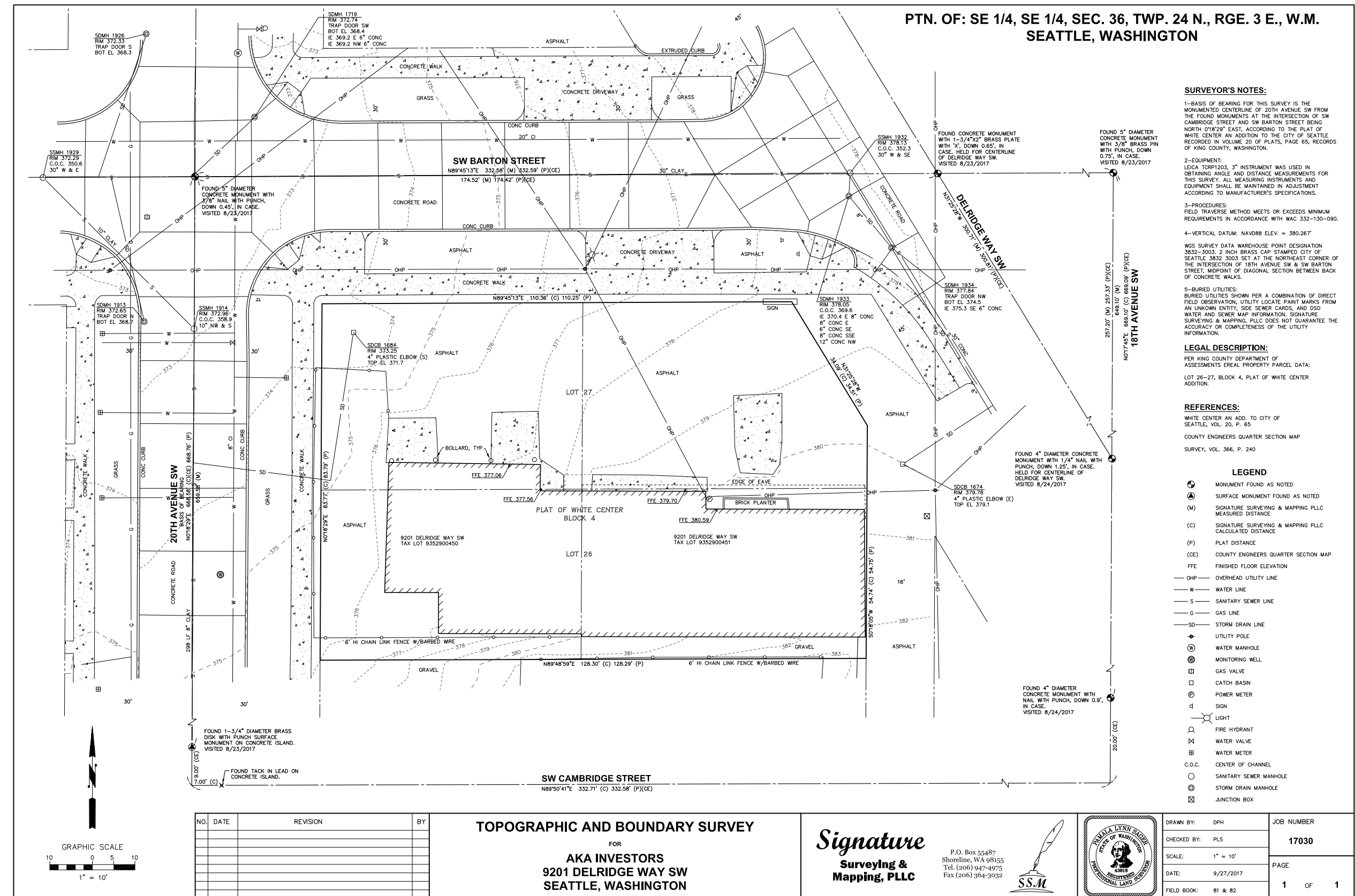
NEIGHBORHOOD DESIGN

The surrounding neighborhood is primarily single family homes with apartment structures along Delridge Way, SW Barton, and 16th Ave. The apartment structures in the area are generally of an older vintage. Proposed apartment complexes are scheduled for completion with a contemporary design vocabulary within a few blocks of the site. Most adjacent structures are one story while new and proposed buildings being three to four stories in height.

DEVELOPMENT SUMMARY (PREFERRED OPTION 3)

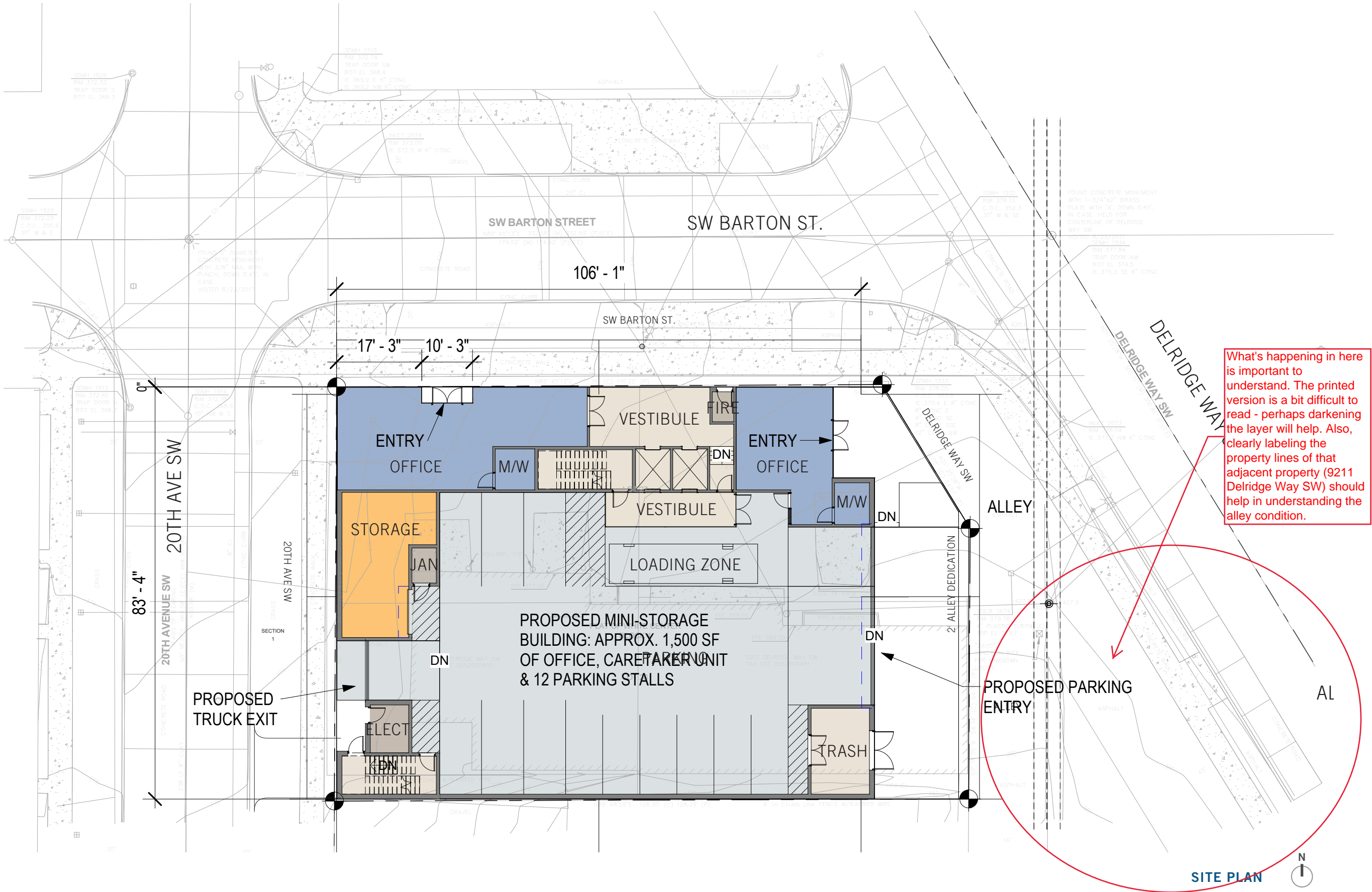
LEVEL	GROSS SF	RESIDENTIAL UNITS	OFFICE SF	STORAGE SF	PARKING STALLS
4	7,486	1 Unit (612 SF)	0	5,999	0
3	7,486	0	0	6,611	0
2	7,486	0	0	6,611	0
1	8,520	0	1,467 SF	0	11 Stalls
TOTAL	30,978 SF	1 Unit	1,467 SF	19,221 SF	11 Stalls

4.0 SURVEY

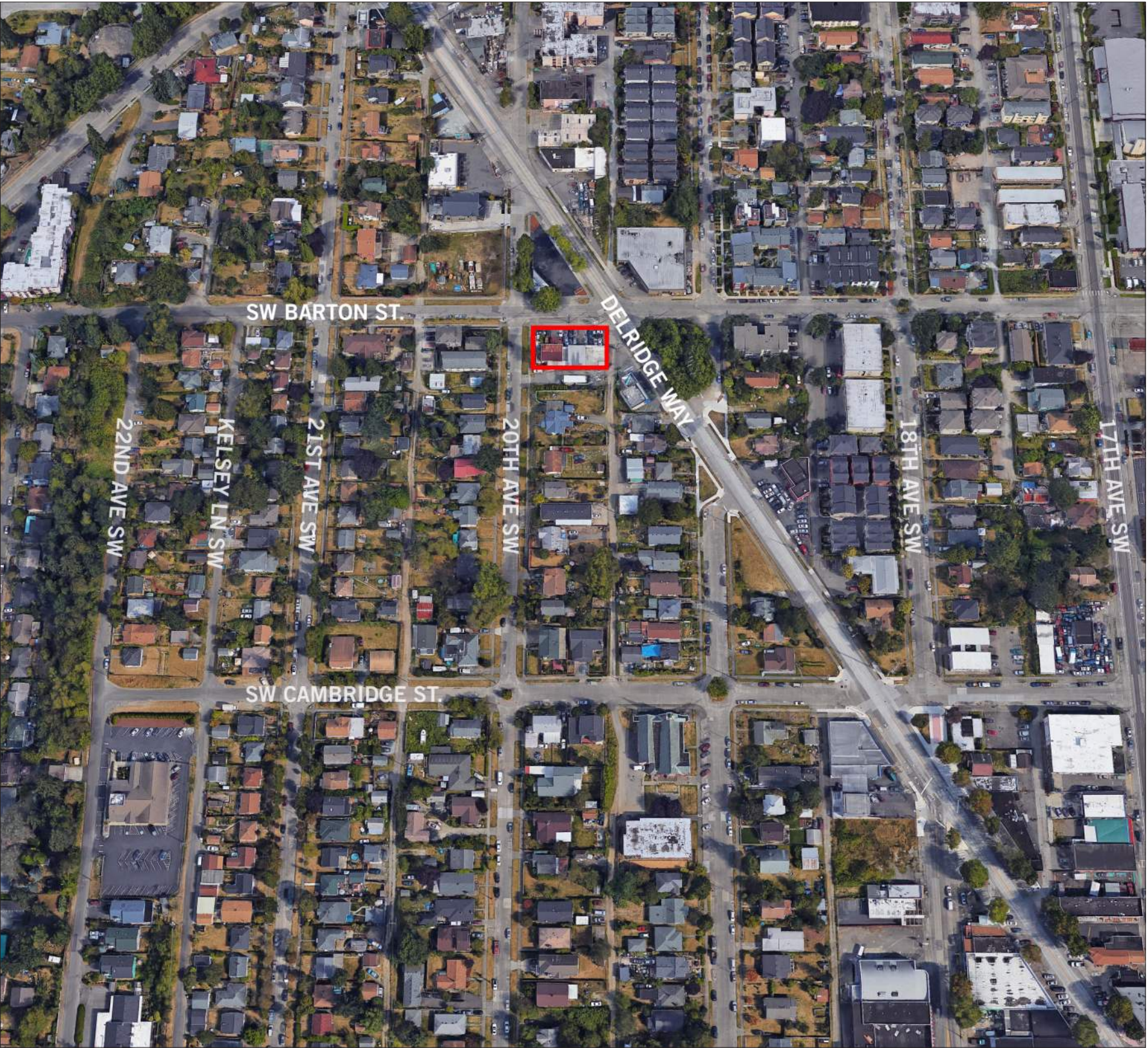


4.0 SITE PLAN

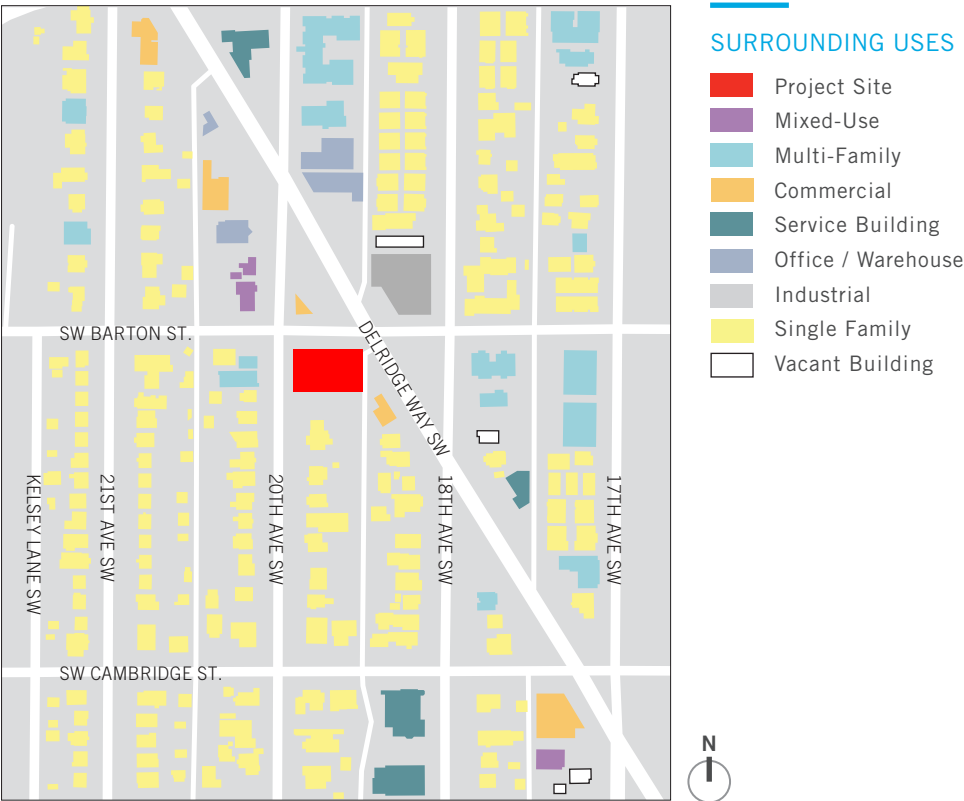
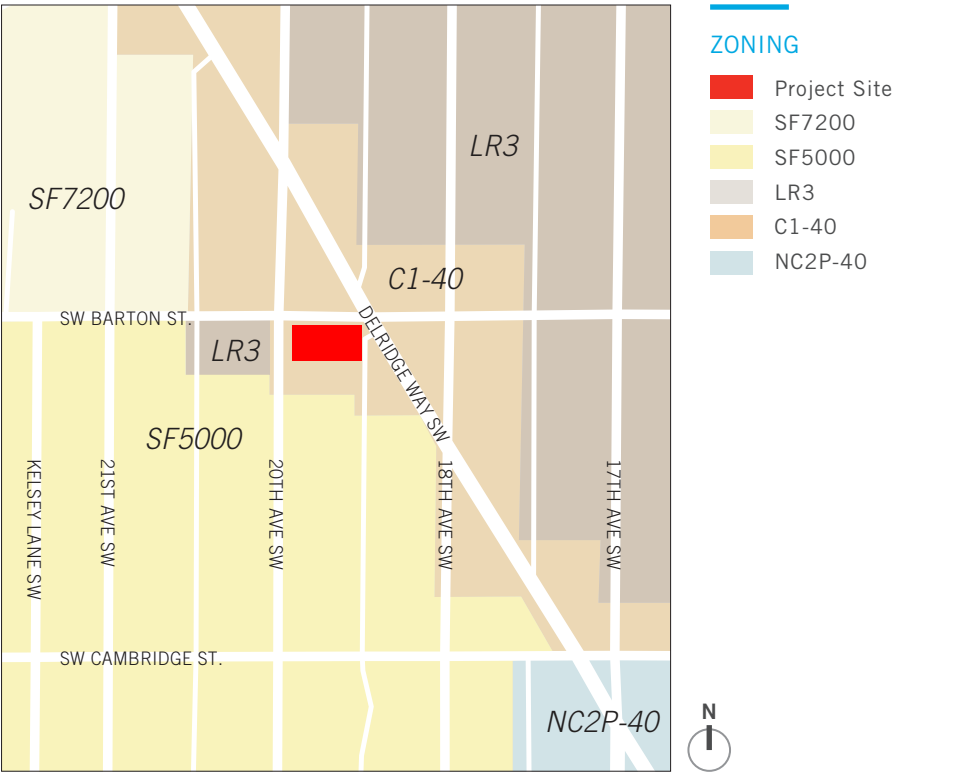
- KEY
- Office
 - Utility/BOH
 - Circulation
 - Parking/Garage



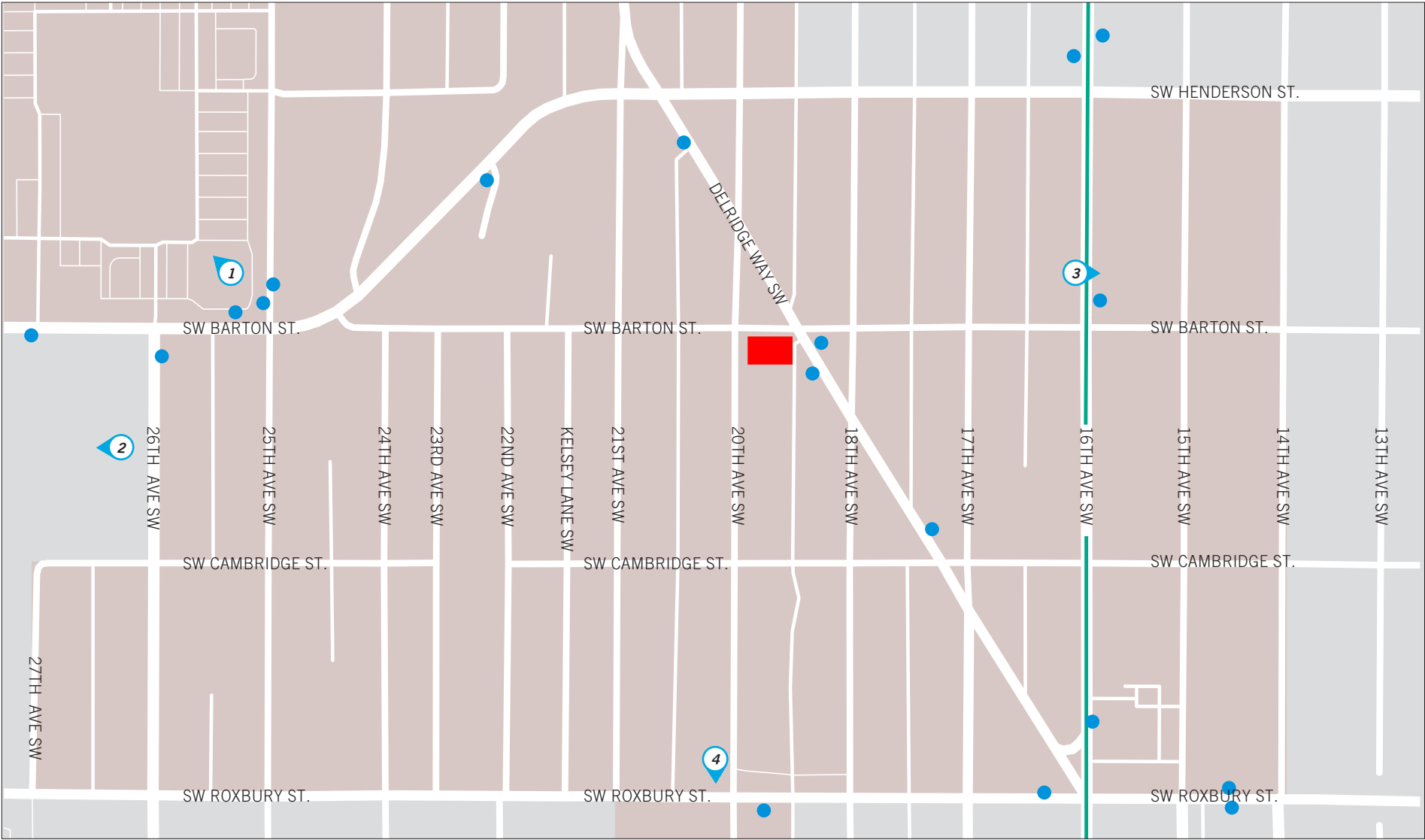
5.0 URBAN DESIGN ANALYSIS



AXONOMETRIC MAP (GOOGLE EARTH)



5.0 URBAN DESIGN ANALYSIS



VICINITY MAP KEY

- Project Site
- Park
- Westwood-Highland Park (Residential Urban Village)
- Dedicated Bike Lanes
- Bus Stops
- View (Images Below)

Describe a bit about why these four sites are selected. What is the significance? Is the project taking design cues from these sites?

Is it likely routes (pedestrian and/or vehicular) will be to/from these sites?

This photo is difficult to read in the printed version. Try lightening.

COMMUNITY NODES & LANDMARKS



1 WESTWOOD VILLAGE
0.5 MILES FROM SITE



2 ROXHILL PARK
0.7 MILES FROM SITE



3 SALVATION ARMY COMMUNITY CENTER
0.2 MILES FROM SITE



4 HOLY FAMILY ROMAN CATHOLIC CHURCH
0.3 MILES FROM SITE

5.0 STREETSCAPES

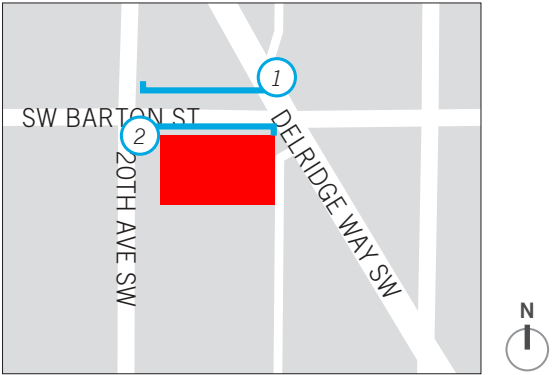
1 SW BARTON ST LOOKING NORTH



I encourage you to extend this montage a bit to include this structure.

Again, many of the photos are difficult to read in the printed packet. Try lightening.

2 SW BARTON ST LOOKING SOUTH



5.0 STREETSCAPES

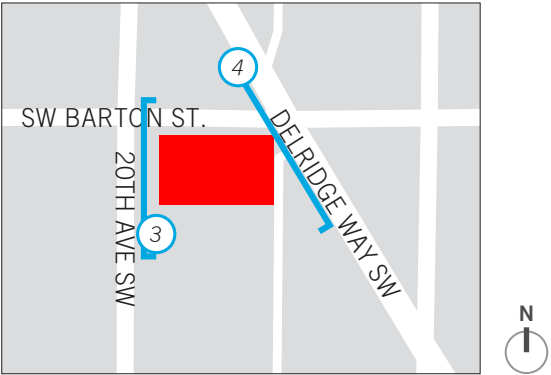
3 20TH AVE SW LOOKING EAST



4 DELRIDGE WAY SW LOOKING WEST



Is this the alley? Adding labels to these montages may help in understanding the site.



5.0 NEIGHBORHOOD DESIGN CUES

DESIGN CUES

Surrounding uses include many drive-and-park businesses, some multifamily structures and single family houses. New multifamily housing are predominantly three story structures that create a defined urban edge by building up close to the zoning setbacks. Stairs, stoops, and primary entries face the street with glazing and fine grain details at street level. Access to new buildings is primarily from alleys in the area, with little to no new surface parking.

are you taking any material cues from adjacent development?



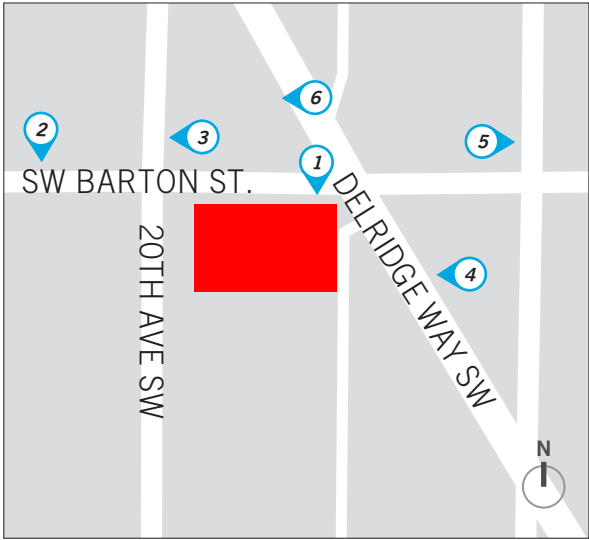
1 SW BARTON ST., TOWARDS DELRIDGE WAY SW



2 SW BARTON ST., LOOKING SOUTH



3 20TH AVE SW, LOOKING WEST



MAP KEY

- Project Site
- View



4 DELRIDGE WAY SW, LOOKING TOWARDS SITE

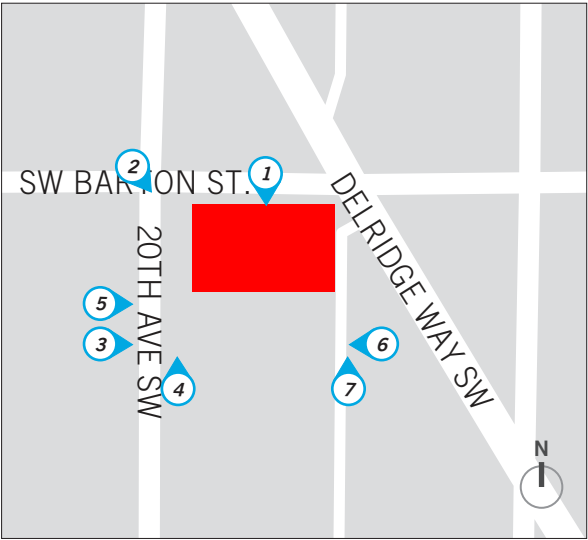


5 18TH AVE SW, LOOKING EAST



6 DELRIDGE WAY SW, LOOKING WEST

5.0 SITE PHOTOS



- MAP KEY
- Project Site
 - View



1 LOOKING SOUTH FROM SW BARTON ST.



2 LOOKING SOUTHEAST FROM SW BARTON ST.



3 LOOKING EAST FROM 20TH AVE SW



4 LOOKING NORTH ON 20TH AVE SW



5 ALONG SOUTH LOT LINE



6 LOOKING WEST FROM ALLEY



7 LOOKING NORTH FROM ALLEY

6.0 ZONING DATA

Great layout!

APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	OPTION 1	OPTION 2	OPTION 3
Uses Permitted	23.47A.004	Uses Permitted - Table A	Mini-storage warehouse up to 40,000 SF	√	√	√
Street Level Uses	23.47A.005	B	Mini warehouses may not abut a street level street facing facade if they include more than 1 dwelling unit	√	√	√
Street Development Standards	23.47A.008	A.1	Apply for C-zones across from residential zone	√	√	√
		A.2.a	Facades are blank unless they include windows, doors, stairs, porticos, or landscaping that is attached to the facade itself	√	√	√
		A.2.b	Blank street facing facades between 2 feet & 8 feet shall not be more than 20feet in length	√	√	√
		A.2.d	Total blank facades shall not exceed 40% of the width of the street facing facade of the structure	√	√	√
		A.3	Facades shall be within 10 of the street property line	√	√	√
		B.3	Depth provisions for new structures or new additions to existing structures. Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. If the combination of the requirements of Sections 23.47A.005 or 23.47A.008 and this depth requirement would result in a requirement that an area greater than 50 percent of the structure's footprint be dedicated to non-residential use, the Director may modify the street-facing facade or depth requirements, or both, so that no more than 50 percent of the structure's footprint is required to be non-residential.	Departure Requested	√	√
Transparency		B.2	60% of street facing facades between 2feet & 8feet shall be transparent	√	√	√
Size Of Use	23.47A.010	B	Gross floor area (FAR) is the portion of occupied by the primary use and all accessory uses	√	√	√
		B.2	Accessory parking is exempt from this size calc	√	√	√
Structure Height	23.47A.012	A.1	40' height limit + 4' for 13' floor to floor height of Ground floor level	√	√	√
FAR	23.47A.013		3.25 for mix residential/non-residential	√	√	√
Setbacks Setback For Loading Adjacent To Alley	23.47A.014	F	Where access to a loading berth is from the alley and truck loading is parallel to the alley a setback of 12 feet is required for the loading berth, measured from the centerline of the alley.	√	√	√
Landscaping	23.47A.016	A.2	Green factor of 0.3 required	√	√	√
Parking Access	23.47A.032		C1 zone access from street or alley	√	√	√
	23.47A.032	B.1.b	Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.	√	√	Departure Requested
Reqd Parking	23.54.015	D	No parking is required for the first 1500 SF of non-residential use in c1 zone	√	√	√
		Table A	1 parking space reqd per 2000 sf of storage use	√	√	√
Parking Spaces	23.54.030	B.2.b	When between 11-19 parking stalls are provided a minimum 25% shall be striped for small stalls to a max. Of 65%. 35% Shall be striped for large stalls	√	√	√
Driveway Width		D.2.a.2	22 feet min. Width for 2-way traffic & follow turning radius in exhibit b	√	√	√
Loading Berth	23.54.035	Table A	Mini warehouse is medium demand	√	√	√
			1 loading berth required	√	√	√
Loading Berth Length		C.2	35' & 10 Wide	√	√	√
Trash Storage	23.54.040	Table A	175 SF for use between 15,000-50,000 SF	√	√	√
		E	Trash storage shall not be between building and the street	√	√	√

7.0 DESIGN GUIDELINES

CS2 URBAN PATTERN & FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

Architect Response:

The site sits on a pseudo-corner lot facing north towards Delridge Way in a low-rise commercial area with many drive-and-park businesses mixed among single family homes. There is strong potential for this project to continue to form an urban edge to the neighborhood following the development of the Bluestone apartments kitty-corner to the lot. The location allows much of the building frontage to face oncoming traffic traveling south along Delridge Way, creating potential for interesting architectural solutions in a high-visibility setting. Connection to the corner facing Delridge Way is complicated by the location of the alley, which acts like a fifth street barging into the intersection of Delridge Way and SW Barton St. Emphasis is placed on locating the sales office facing SW Barton St. near the corner in each of our design options, for the highest visibility for the business. The massing is affected by the presence of utility lines running along SW Barton St. Upper level massing will have to be set back from the street to accommodate the safety setback from the lines.

CS3 ARCHITECTURAL CONTEXT & CHARACTER

Contribute to the architectural character of the neighborhood.

Architect Response:

The character of the neighborhood is evolving and changing. Drive-and-park businesses and underutilized lots are being replaced with denser and taller structures. Our proposed building will add a contemporary profile to the neighborhood and build out an infill lot. We intend to use the site's marginal prominence to help identify the building's place in the neighborhood and to act as a signifier of place. The site itself is an in-between zone, not quite in Westwood Village, not quite in White Center, so adding a point of interest to mark one's place along Delridge Way would add to the context of the neighborhood.

PL2 WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

Architect Response:

Building out the site will also include improvements to the surrounding pedestrian environment including improved sidewalks, curb ramps, etc. A more defined urban edge will be created by each of our design options, with office space fronting directly onto SW Barton St. in each option. Occupied space along the long street facing facade will improve safety and keep eyes on the street while meeting the transparency requirement. Lighting will also be used strategically to keep the site secure without shining onto adjacent properties.

PL3 STREET-LEVEL INTERACTION

Encourage human interaction and activity at the street level with clear connections to building entries and edges.

Architect Response:

The entrance to the sales office will be easily identifiable and covered by a canopy. The office will have large windows at the street level for visibility and light. Vehicle entrances will be secure and also easily identifiable for people to move in and out without causing backups onto surrounding streets. The preferred option affords space at the ground level for landscaping to act as a screen for the trash area and service spaces facing Delridge Way along the alley.

DC1 PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

Architect Response:

Given the use of the building, loading and unloading in a secure area will be a prominent feature of the design. Currently vehicular access is being proposed in two locations across all the options: from the alley for two options and from the SW Barton St. for the third option. The preferred option locates the loading berth inside the structure, accessed from the alley, and is the most secure option. The loading berth is a pass-through situation, requiring a curb cut along 20th Ave SW. for truck exiting only. Service spaces will be screened by landscaping.

DC2 ARCHITECTURAL CONCEPT

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

Architect Response:

The concept behind the preferred option is to create two uniform boxes, one stacked on top of the other – the storage box above the service box. The ground level will be open and articulated with fine grain details and landscaping incorporated into the pedestrian realm. The upper level housing the storage units will be more uniform and an experiment with texture and material to add interest to the building and the neighborhood. While the perceived mass may be unavoidable, we can celebrate it with the use of various facade treatments to make it interesting.

The architectural concept is described as two uniform boxes, stacked. And it is unclear from the subsequent massing option pages if this one concept is applied to each of the three options.

I think it is in our best interest to bring to the Board more than one concept - in order to avoid a second EDG meeting. As noted in the EDG packet checklsit (http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/dpds021441.pdf) three viable alternative architectural massing concepts should be presented.

If each massing option does have a different architectural concept, let's emphasize those differences more overtly.

8.0 ARCHITECTURAL MASSING CONCEPTS

use the same dark gray tone to designate the public alley (use in all applicable renderings).



	Option 1	Option 2	Preferred Option 3
# RESIDENTIAL UNITS:	1	1	1
COMMERCIAL SF:	1,307	2,916	1,499
PARKING STALLS:	11	12	12
FAR SF:	30,979	27,639	31,108
RESIDENTIAL FAR SF:	687	646	664
OPPORTUNITIES:	<ul style="list-style-type: none">• Easy access to loading zone and parking• Compact and simple parking layout with secure loading zone• Clear access to vestibule from office• Clean building geometry• Opportunity for alternative means of transparency.	<ul style="list-style-type: none">• Large storefront on facing streets• Easy access to garage from alley• Good core location• Simple building geometry	<ul style="list-style-type: none">• Ample parking and access from alley• Large storefront on facing streets• Easy access to trash room• Caretaker unit faces Delridge Way and SW Barton St
CONSTRAINTS:	<ul style="list-style-type: none">• Office is small• Less storefront on Barton Street than other schemes	<ul style="list-style-type: none">• Office is larger than necessary• Rentable storage space is limited due to lack of parking stalls• Loading zone is outside building	<ul style="list-style-type: none">• Truck needs to exit onto 20th Ave SW
CODE COMPLIANCE:	No, 1 departure requested	Yes, code compliant	No, 2 departures requested

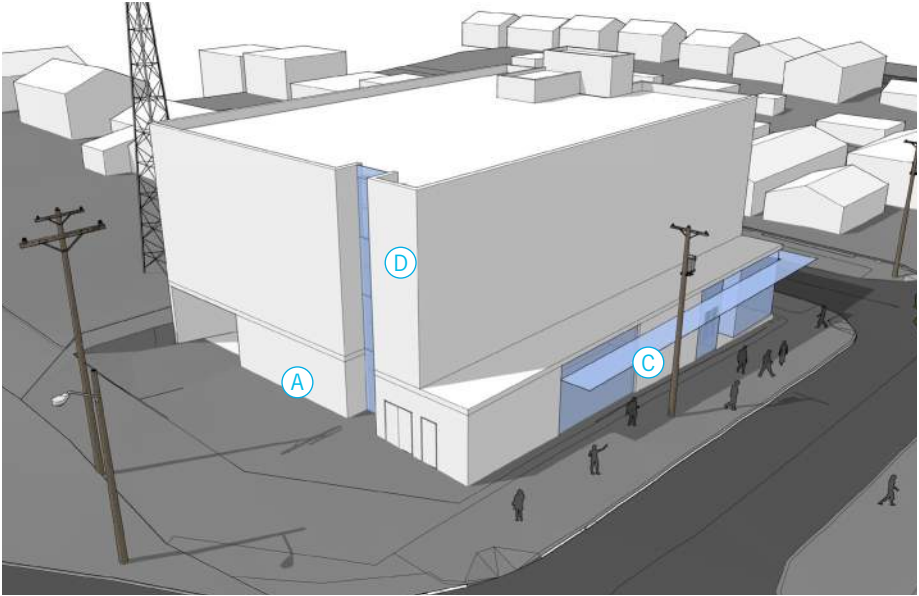
Generally, the Board is accustomed to seeing the code compliant option first. Consider this in the organization of your packet.

i find only one departure identified for option 3

8.0 OPTION 1 | SUMMARY

# RESIDENTIAL UNITS:	1
COMMERCIAL RETAIL SF:	1,307
PARKING STALLS:	11
FAR SF:	30,979
RESIDENTIAL FAR SF:	687
CODE COMPLIANCE:	No, 1 departure requested

CONCEPT DIAGRAMS



VIEW FROM NORTHEAST

- A

 Parking Entrance
- B

 Loading Zone
- C

 Office Storefront
- D

 Caretaker Unit



VIEW FROM NORTHWEST

add street names

DESIGN CUES



Clean geometries with heavy relief. Provides a clear sense of entry.



Heavy, natural materials contrasted with light and modern.

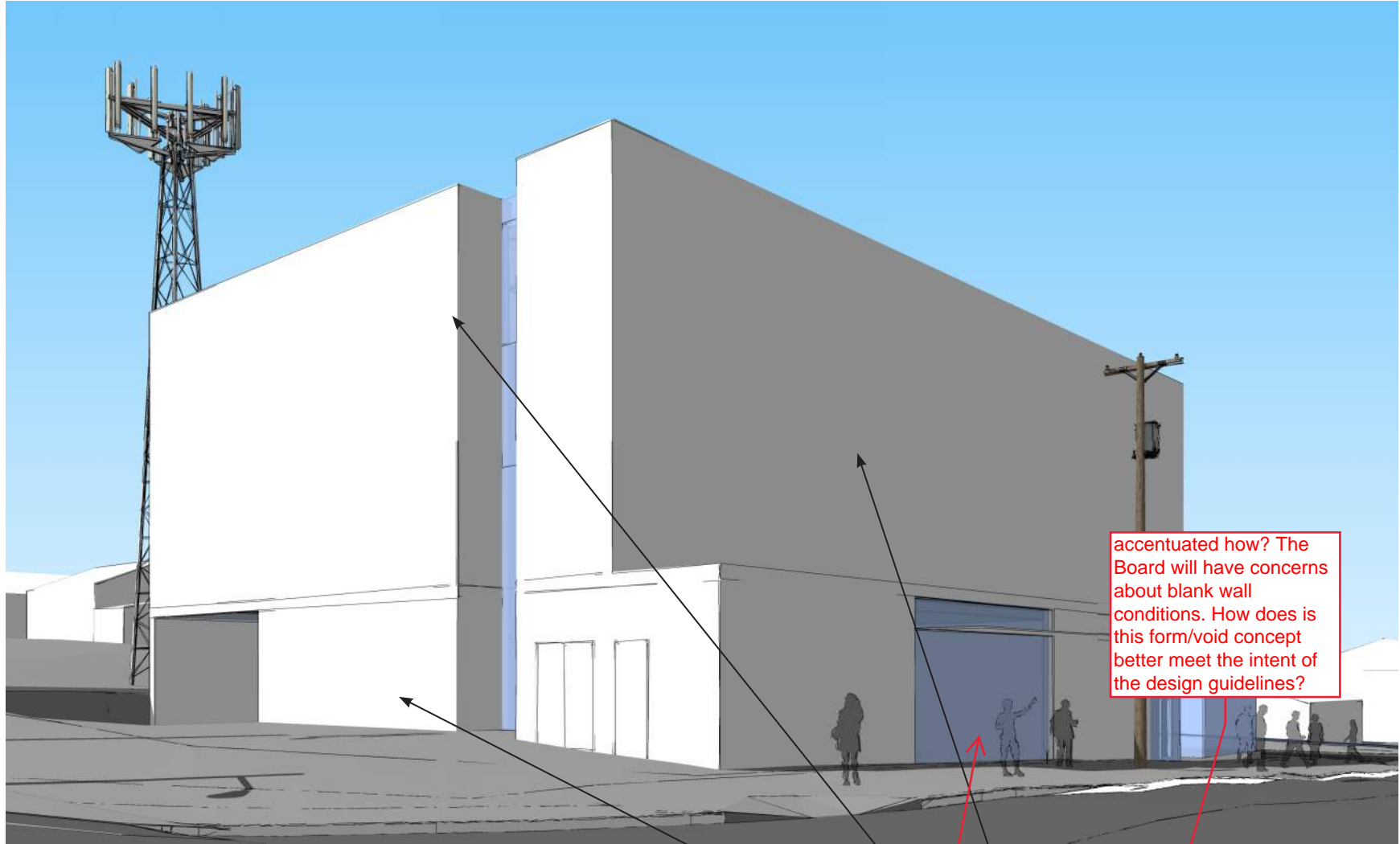


Clear, monolithic expression and application of materials.

what type of materials are you considering?

8.0 OPTION 1 | SUMMARY

DESIGN ANALYSIS

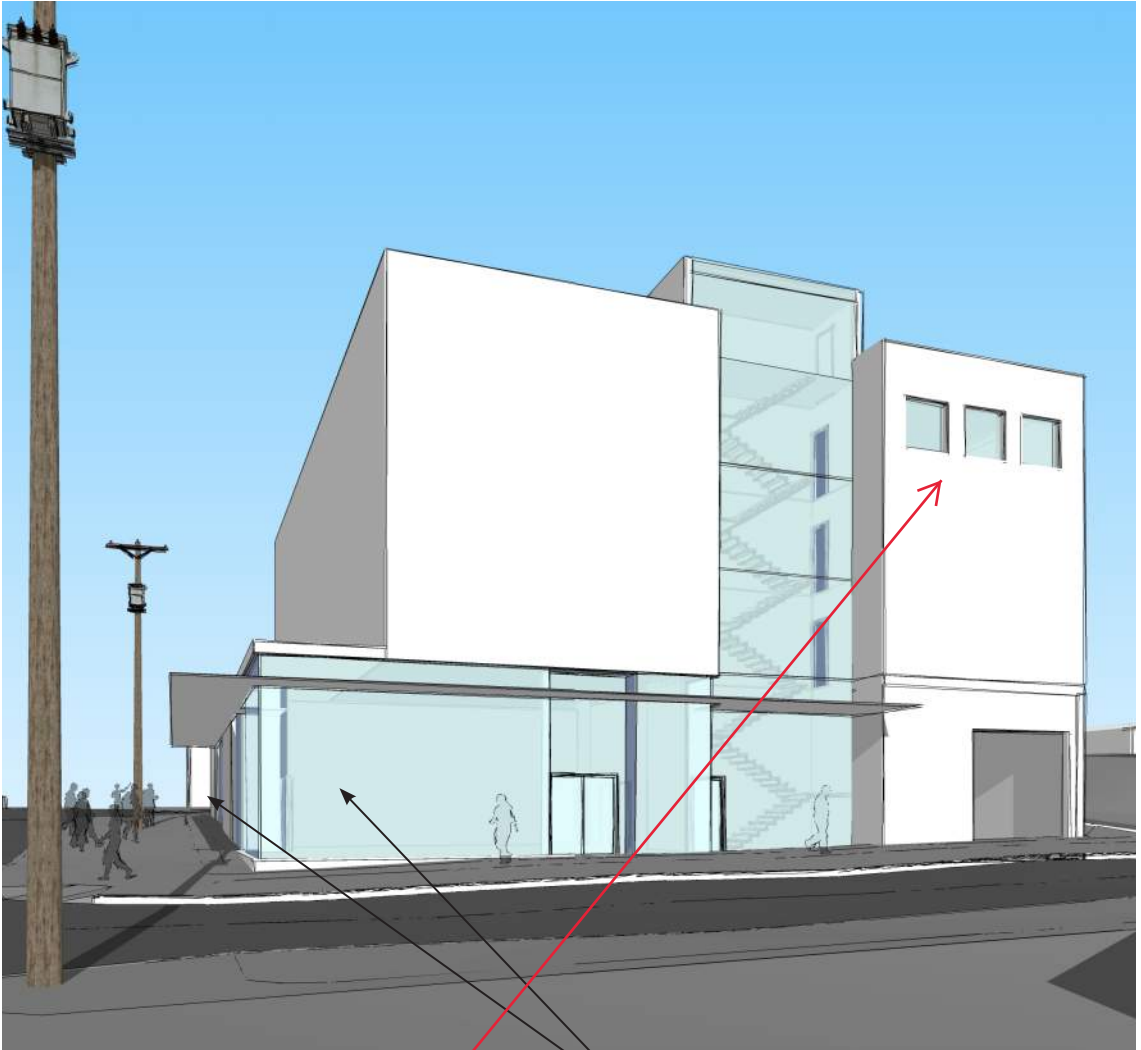


accentuated how? The Board will have concerns about blank wall conditions. How does is this form/void concept better meet the intent of the design guidelines?

+ The large, planar geometries can be accentuated and give the building a sense of form and void.

+ The core, caretaker unit, and parking access locations present a unique geometry and asymmetrical relation to the facade.

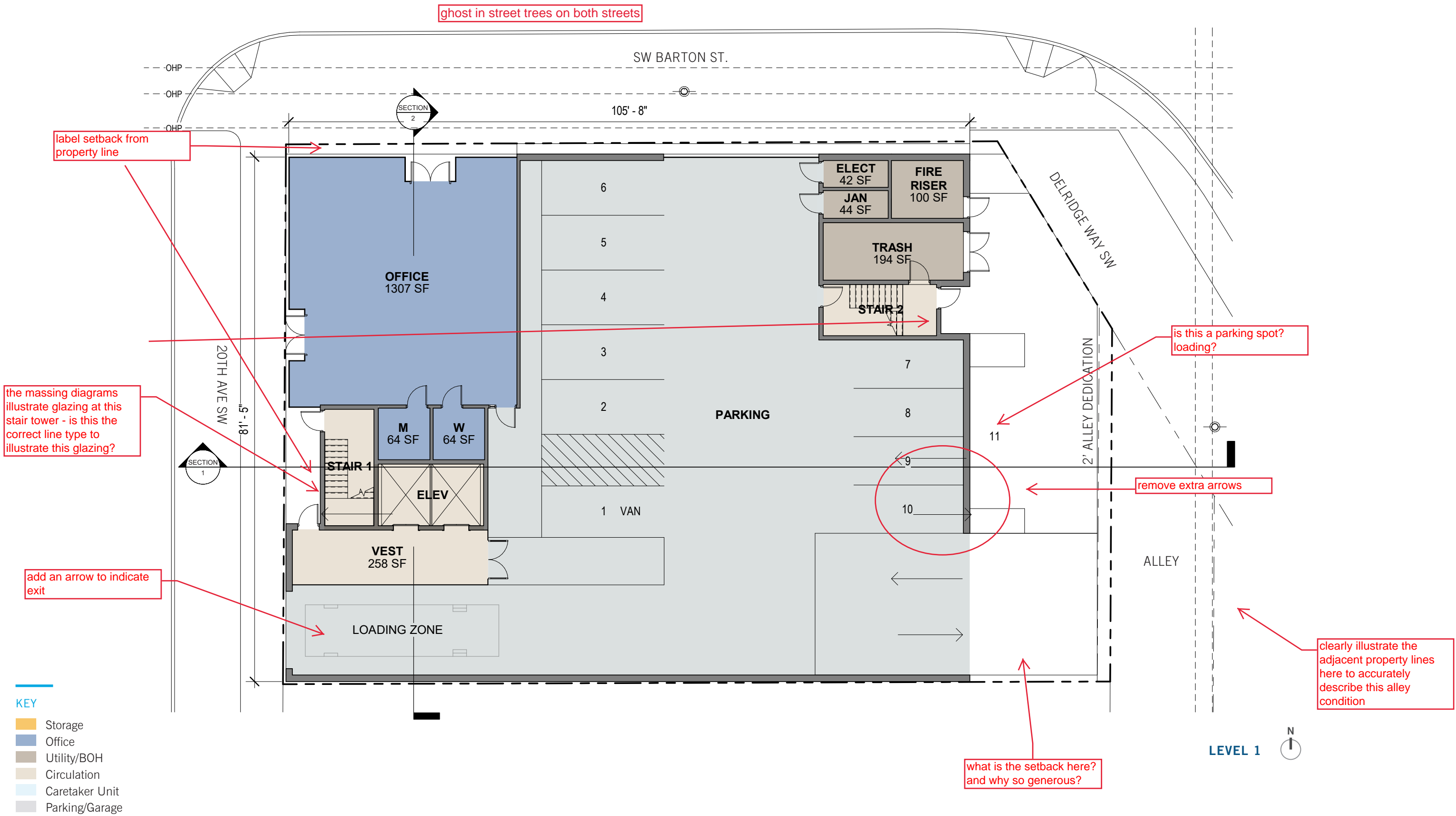
is this glazing proposed at the parking?



+ This design provides a corner storefront on SW Barton St and 20th Ave SW

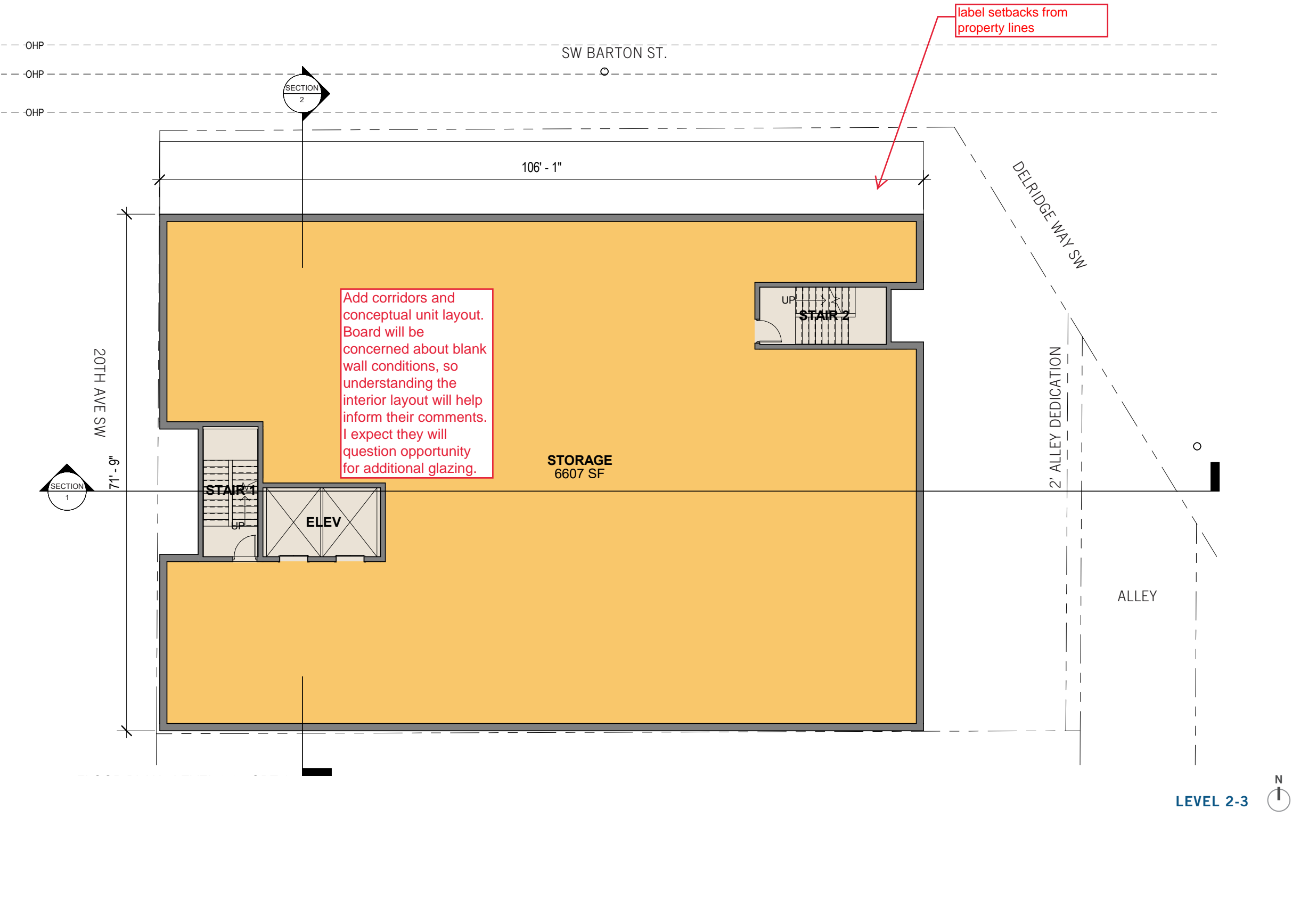
appears the caretaker unit is over here, facing 20th. does is this comment still relevant?

8.0 OPTION 1 | FLOOR PLANS

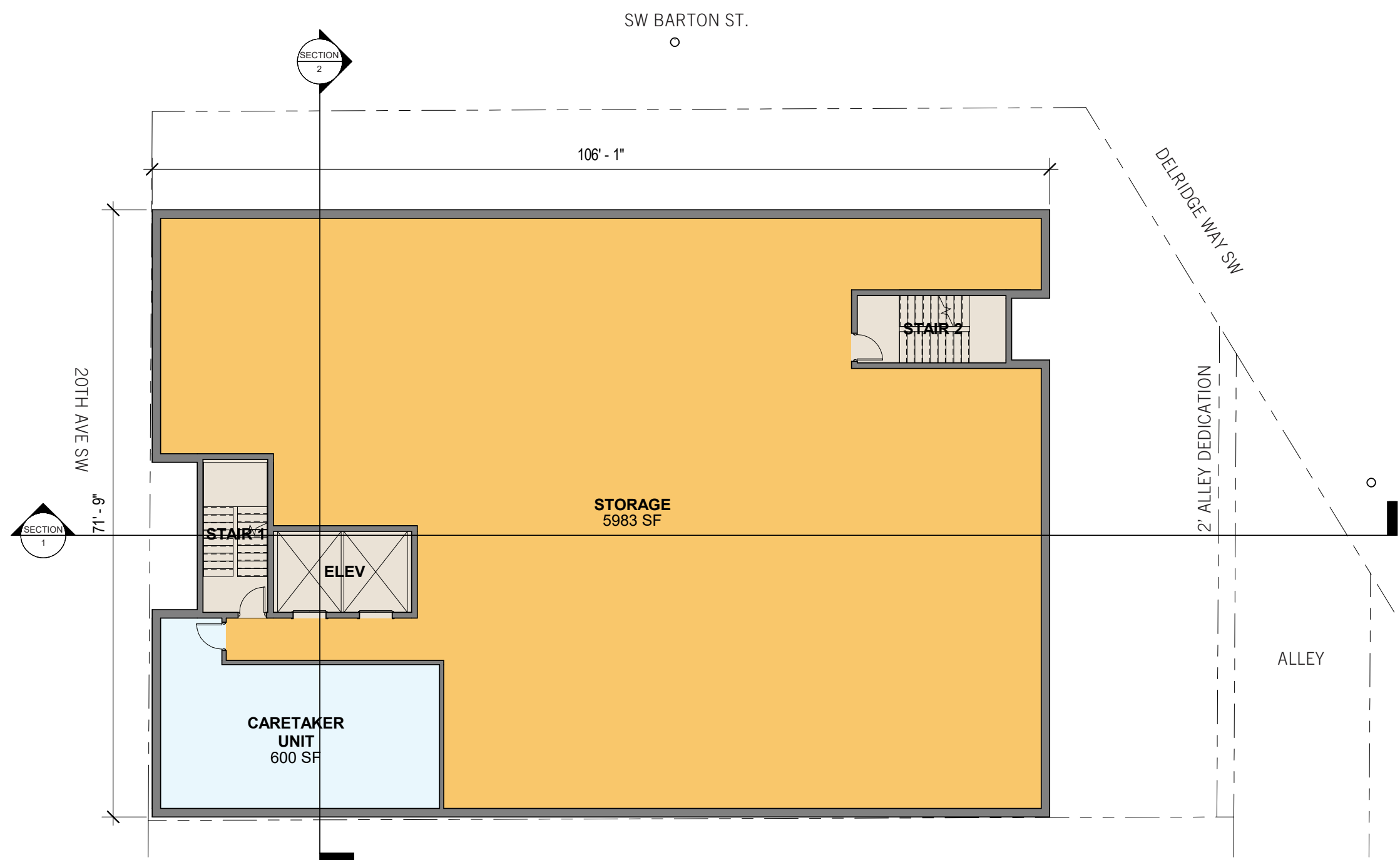


8.0 OPTION 1 | FLOOR PLANS

All comments apply to the floor plans for each option.



8.0 OPTION 1 | FLOOR PLANS

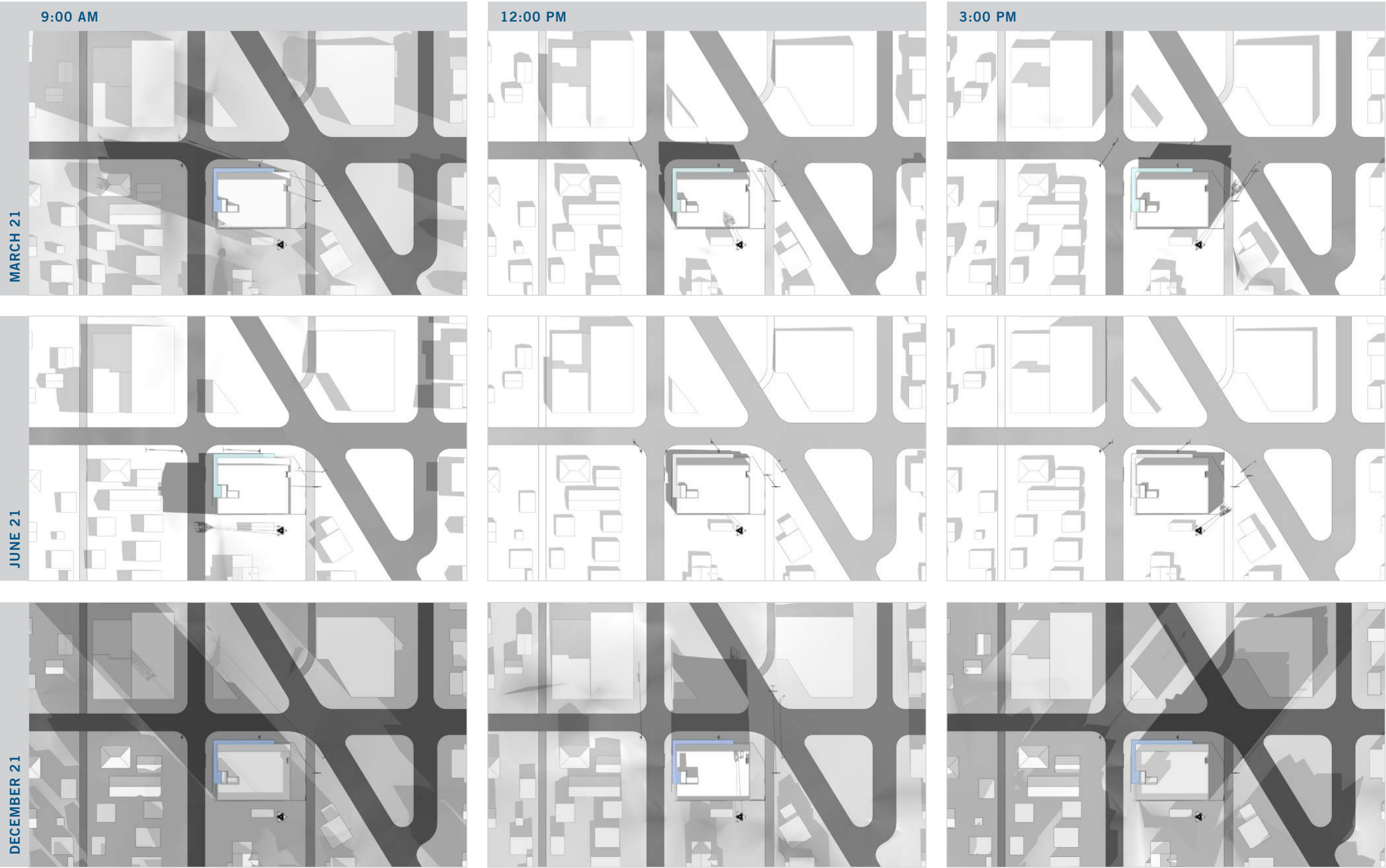


- KEY
- Storage
 - Office
 - Utility/BOH
 - Circulation
 - Caretaker Unit
 - Parking/Garage

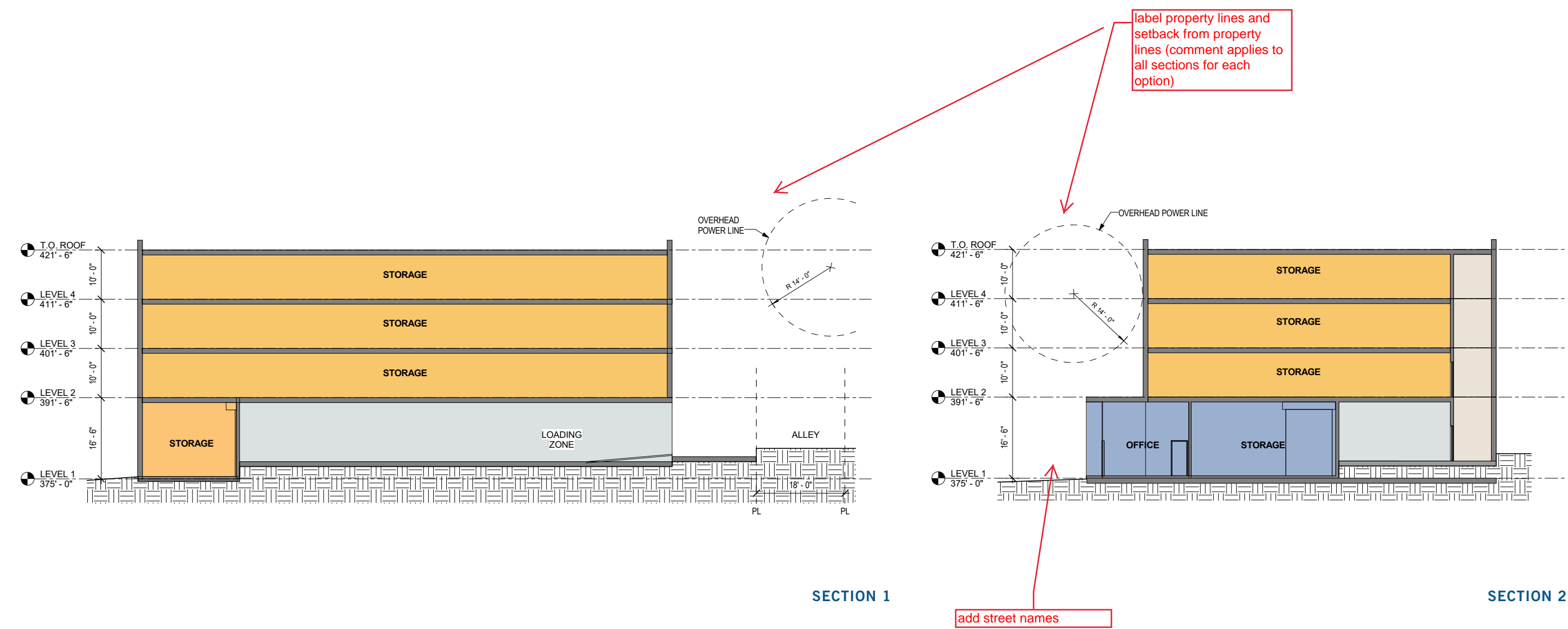
LEVEL 4

N

8.0 OPTION 1 | SHADOW STUDY



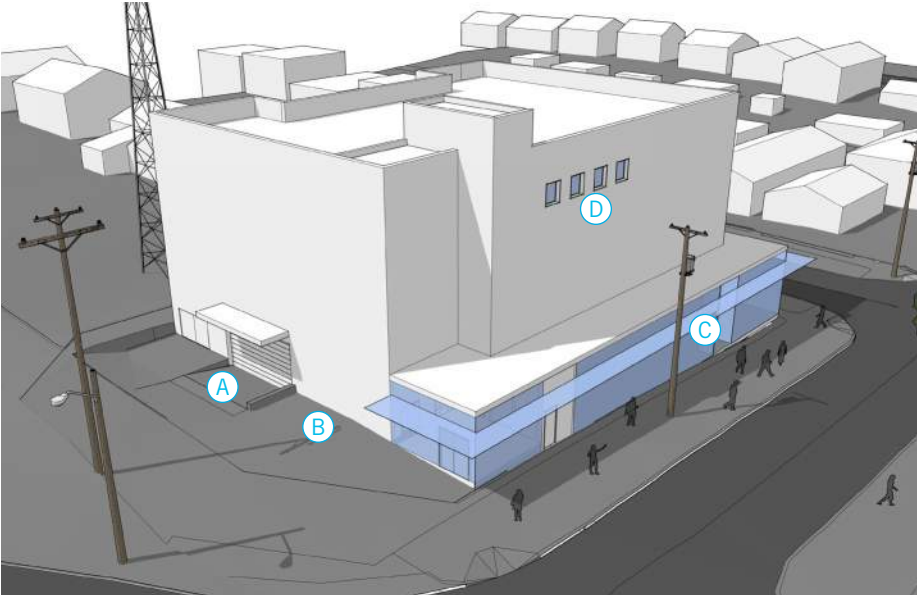
8.0 OPTION 1 | SECTIONS



8.0 OPTION 2 | SUMMARY

# RESIDENTIAL UNITS:	1
COMMERCIAL RETAIL SF:	2,916
PARKING STALLS:	12
FAR SF:	27,639
RESIDENTIAL FAR SF:	646
CODE COMPLIANCE:	Yes, code compliant

CONCEPT DIAGRAMS



VIEW FROM NORTHEAST

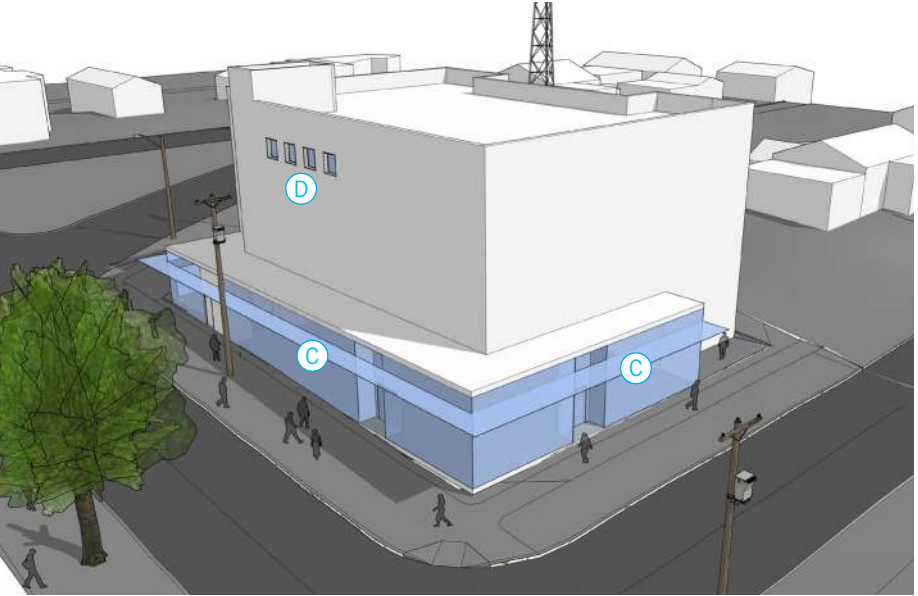
- (A)

Parking Entrance
- (B)

Loading Zone
- (C)

Office Storefront
- (D)

Caretaker Unit



VIEW FROM NORTHWEST

DESIGN CUES

as noted on page 13, it appears the same architectural concept is applied to options 1, 2, and 3.
Are they different? The Board expects to see three different, viable alternatives. We need to highlight the differences/bring forward three concepts.



Clean geometries with heavy relief. Provides a clear sense of entry.



Strong, simple lines with punched openings and lifted form.



Create unique and detailed facade on upper floors.

8.0 OPTION 2 | SUMMARY

DESIGN ANALYSIS



- + The design provides ample storefront along Barton Street and on the corner of Delridge Way.
- + The loading zone is free of cross-traffic with plenty of turn around space.

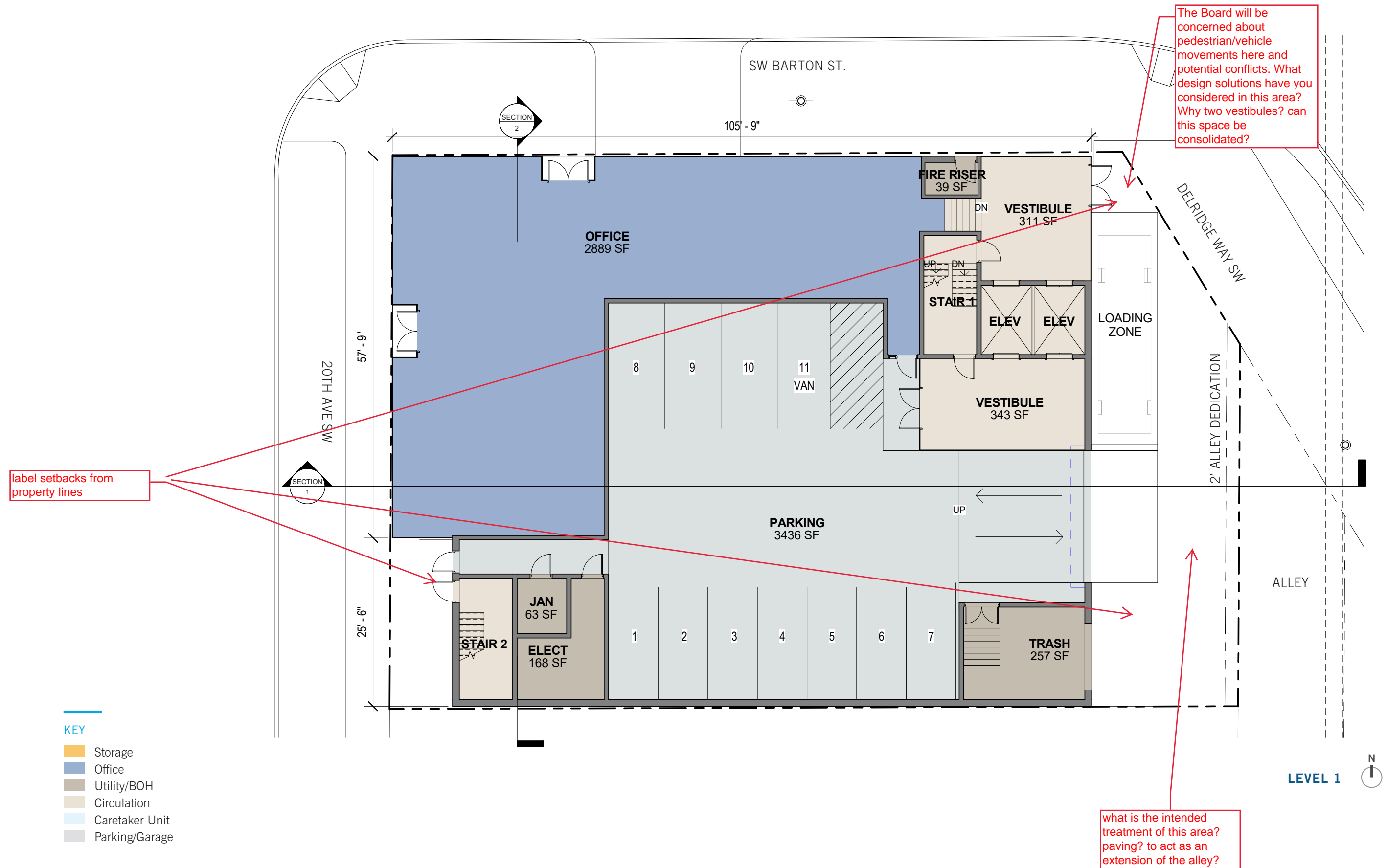
is the turn around space within the structure? or adjacent the alley (outside the structure)?



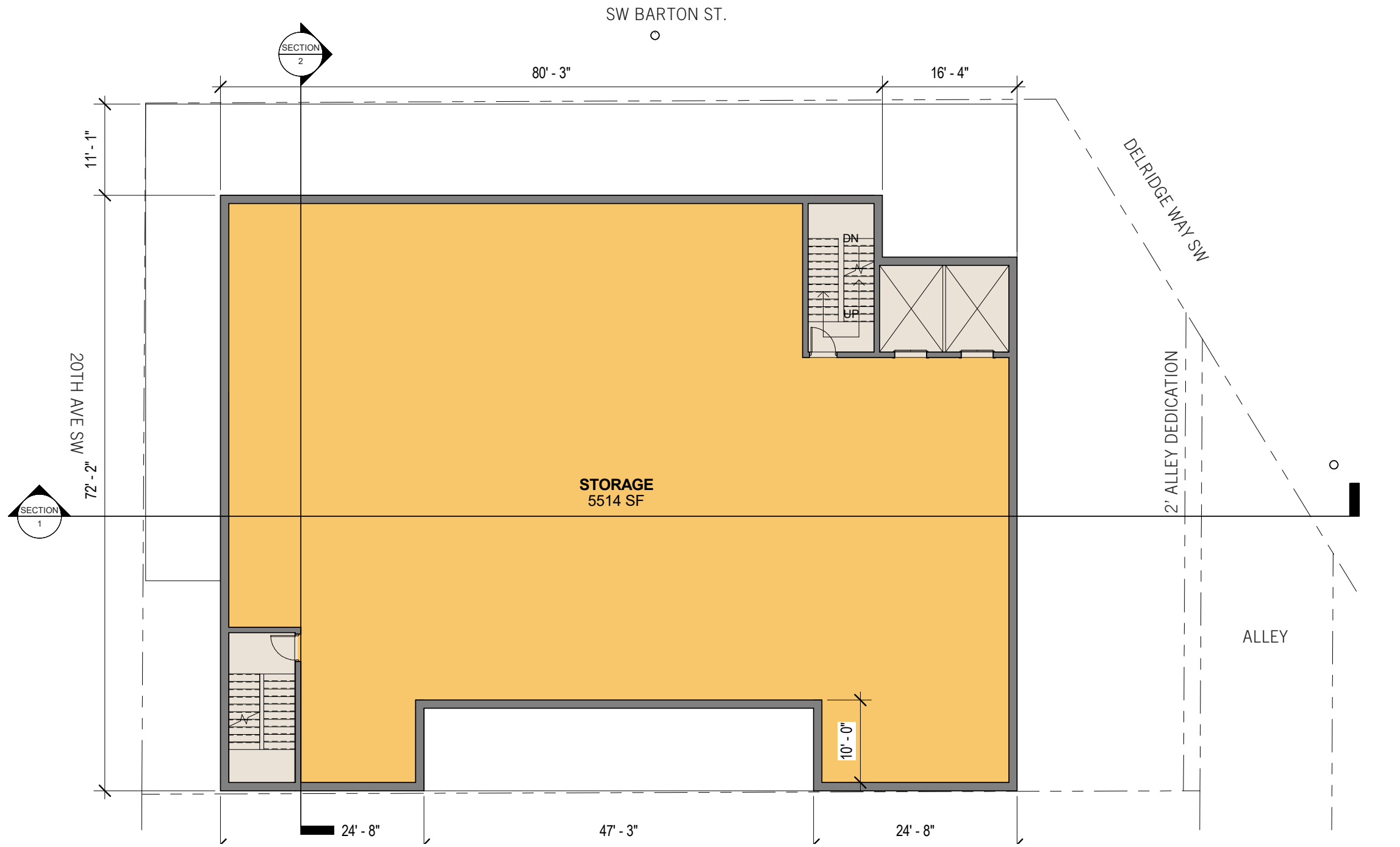
- + This design provides plenty of transparency along 20th Avenue and a clean facade above.

I believe the Board will have concerns about blank wall conditions. How will your concept address these concerns?

8.0 OPTION 2 | FLOOR PLANS



8.0 OPTION 2 | FLOOR PLANS



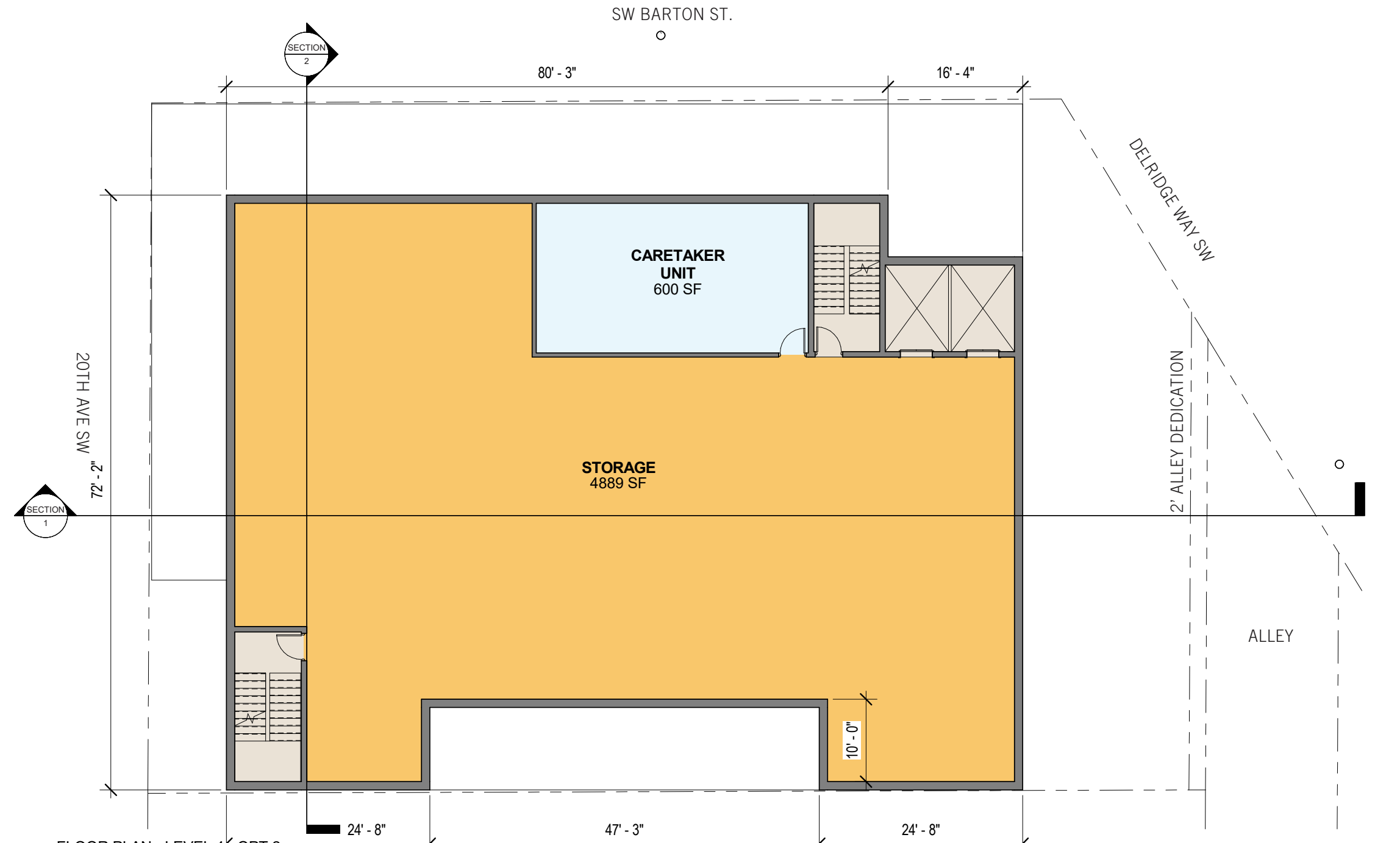
KEY

- Storage
- Office
- Utility/BOH
- Circulation
- Caretaker Unit
- Parking/Garage

LEVEL 2-3



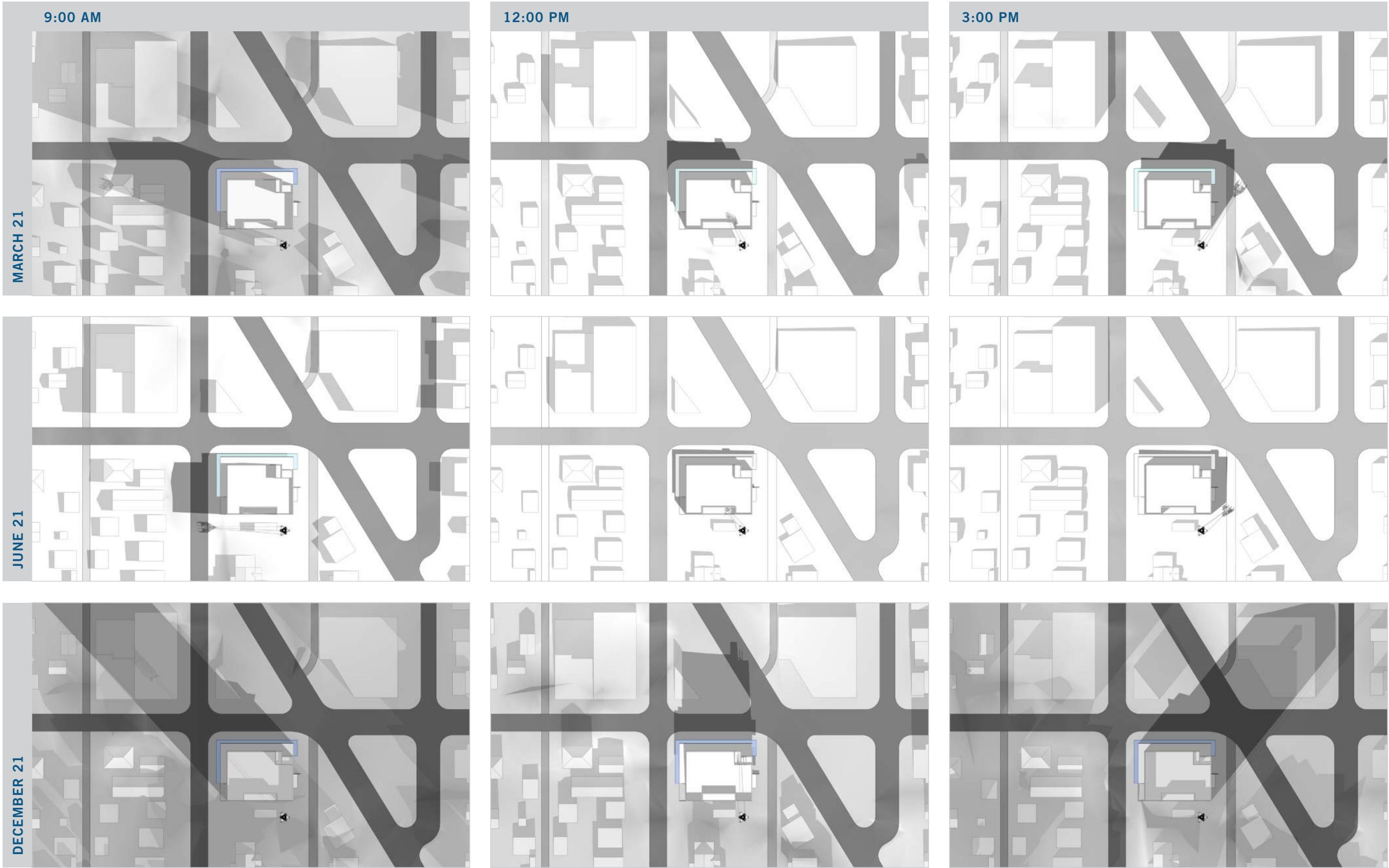
8.0 OPTION 2 | FLOOR PLANS



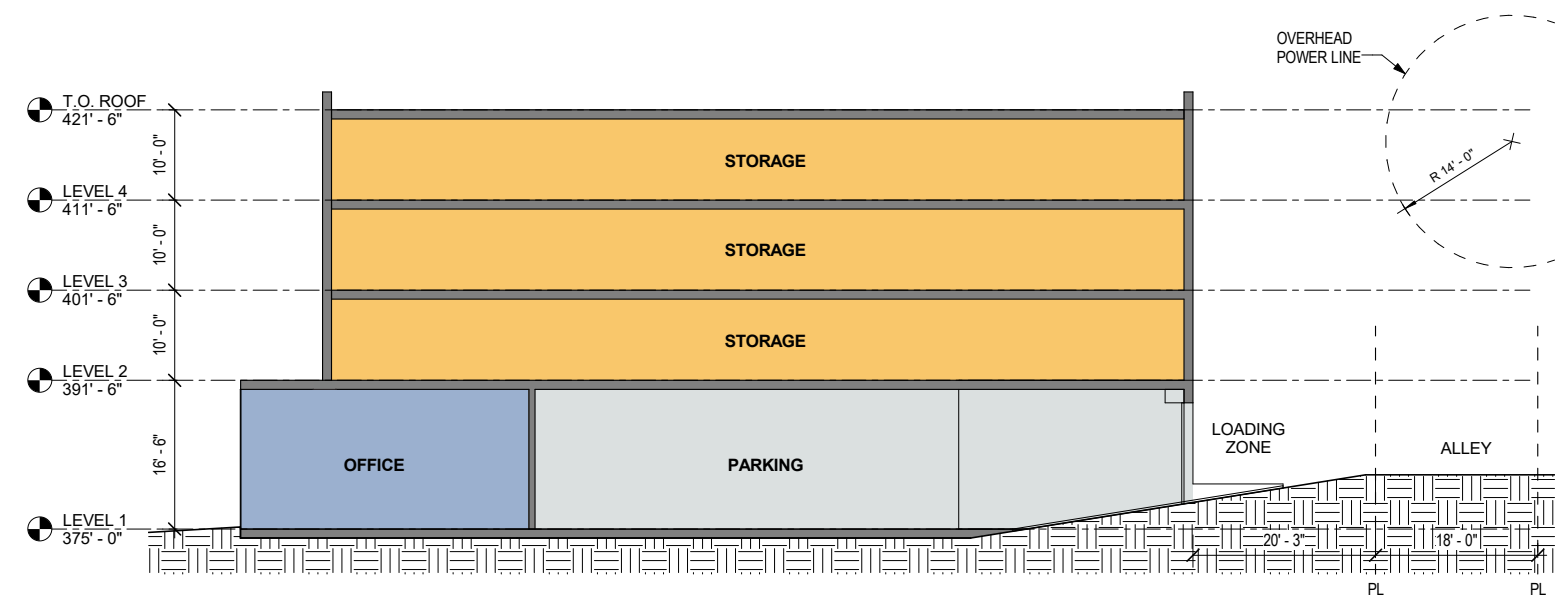
- KEY
- Storage
 - Office
 - Utility/BOH
 - Circulation
 - Caretaker Unit
 - Parking/Garage

LEVEL 4

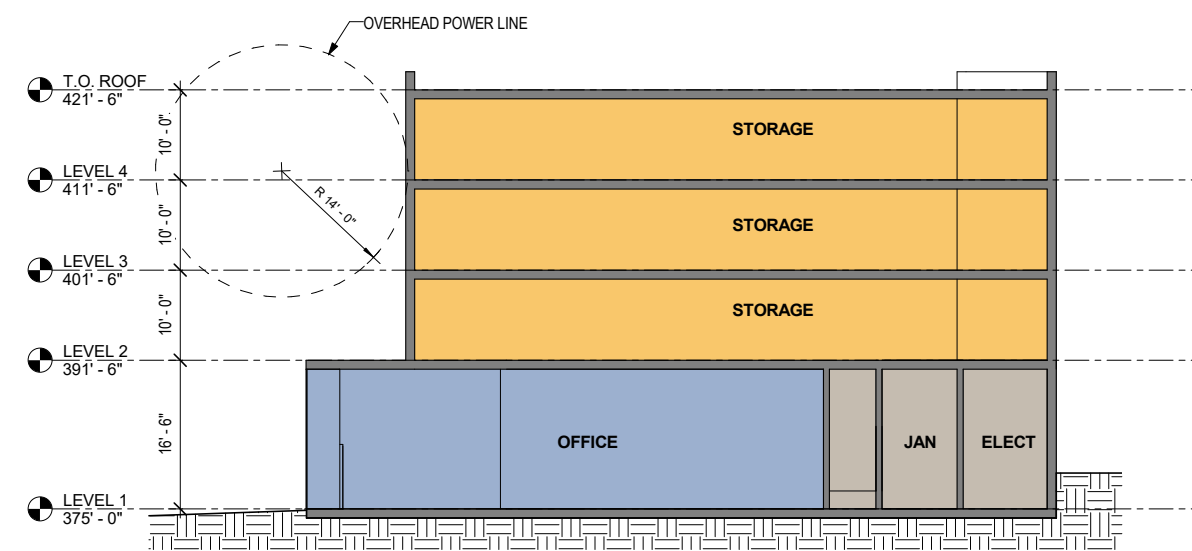
8.0 OPTION 2 | SHADOW STUDY



8.0 OPTION 2 | SECTIONS



SECTION 1



SECTION 2

KEY

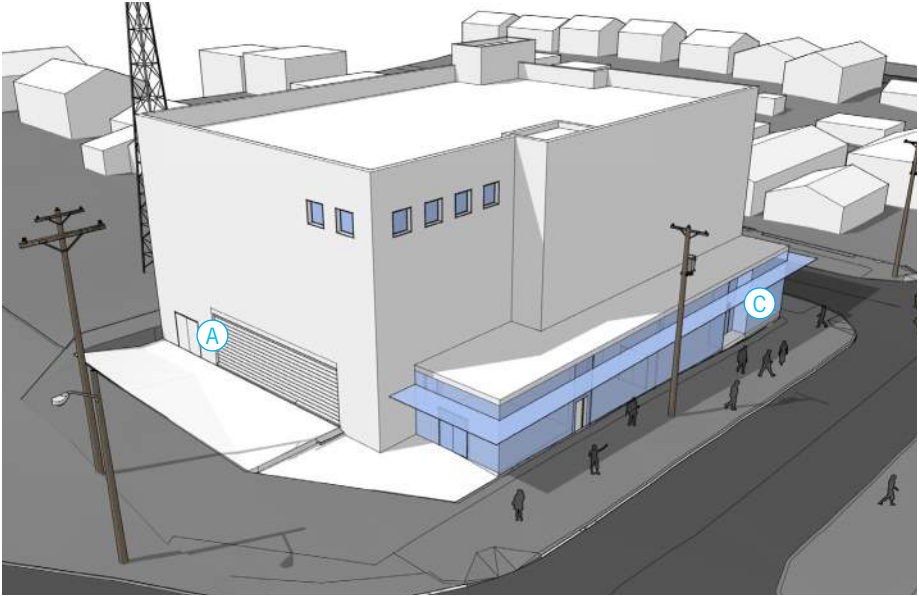
- Storage
- Office
- Utility/BOH
- Circulation
- Caretaker Unit
- Parking/Garage

8.0 PREFERRED OPTION 3 | SUMMARY

# RESIDENTIAL UNITS:	1
COMMERCIAL RETAIL SF:	1,499
PARKING STALLS:	12
FAR SF:	31,108
RESIDENTIAL FAR SF:	664
CODE COMPLIANCE:	No, 2 departures requested

i only found one request

CONCEPT DIAGRAMS



VIEW FROM NORTHEAST

- A

Parking Entrance
- B

Loading Zone
- C

Office Storefront
- D

Caretaker Unit



VIEW FROM NORTHWEST

DESIGN CUES FROM THE NEIGHBORHOOD



Divided building geometries with clean assignment of contrasting materials.



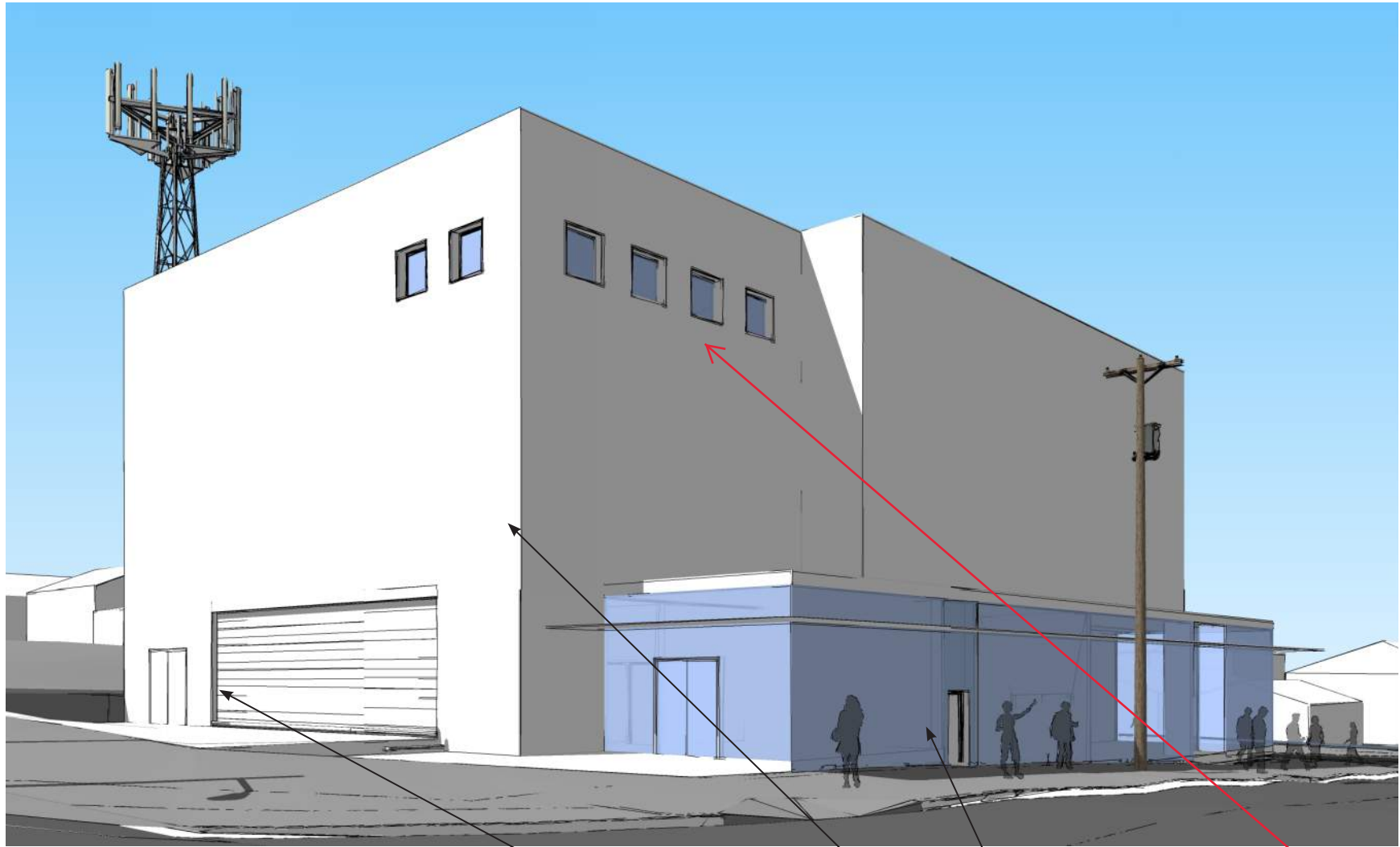
Strong, contrasting forms with translucency at base.



Green wall introduced at ground floor which ties in to rest of facade.

8.0 PREFERRED OPTION 3 | SUMMARY

DESIGN ANALYSIS



- + The clean facade along Barton Street is an opportunity to provide transparency in more unique ways.
- + This design provides deep recessed at areas of circulation to help break down the facade to a smaller scale.
- + With a lack of an outdoor loading zone, the facade can be cleaner and better tie in to the rest of the building design.

- + The caretaker unit faces the adjacent residential zone and helps to break down the facade.
- + Office space and circulation is revealed along 20th Avenue.

this appears to be the caretaker unit.

this doesnt match the floor plans.

8.0 PREFERRED OPTION 3 | FLOOR PLANS

How does the massing act as wayfinding for vehicles to the garage entrance?

is this exit is for large trucks only, will signage be provided in the garage?

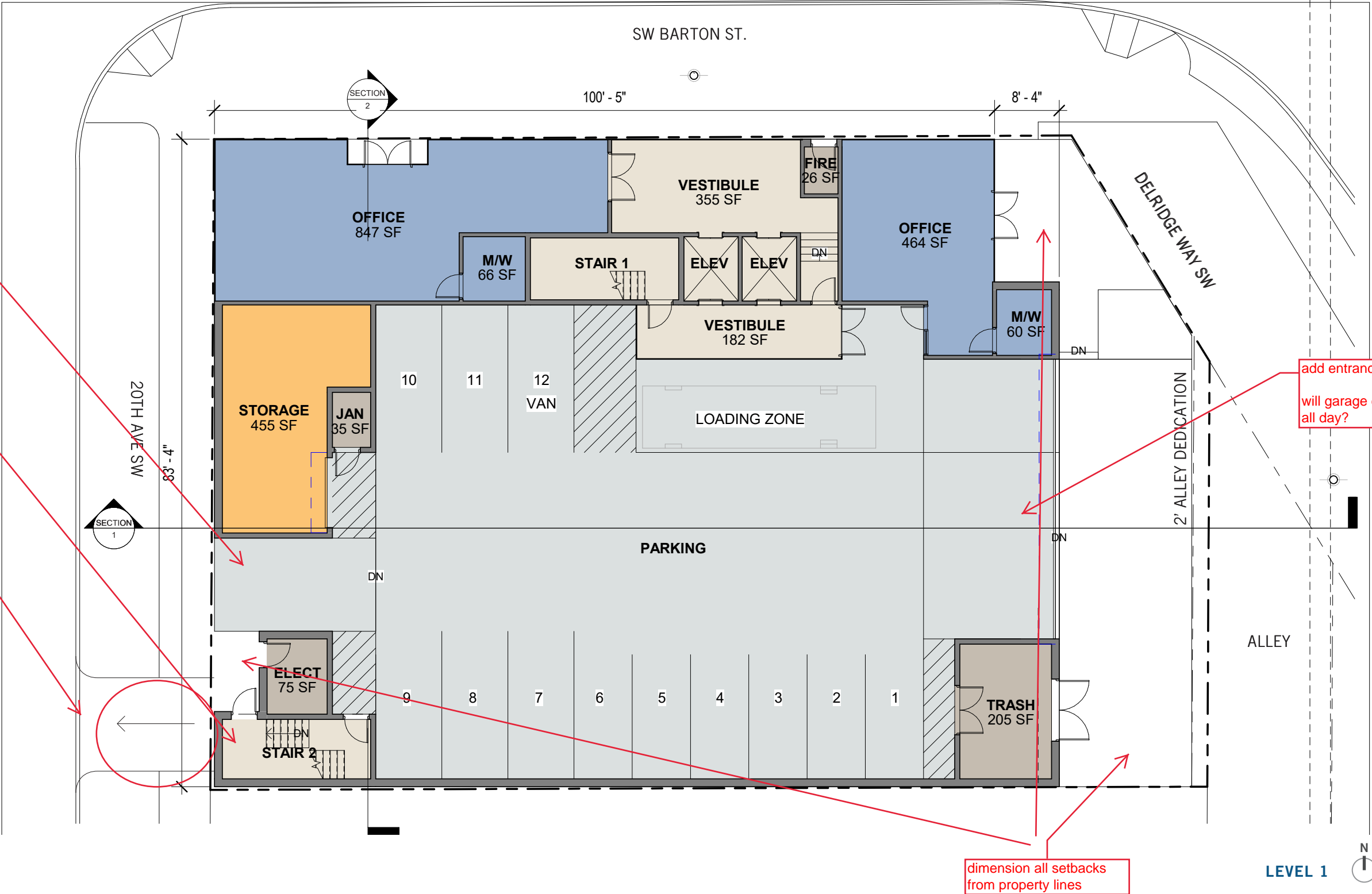
stair tower is shown highly glazed, revise line to reflect this glazing

move arrow and curb cut to match exit

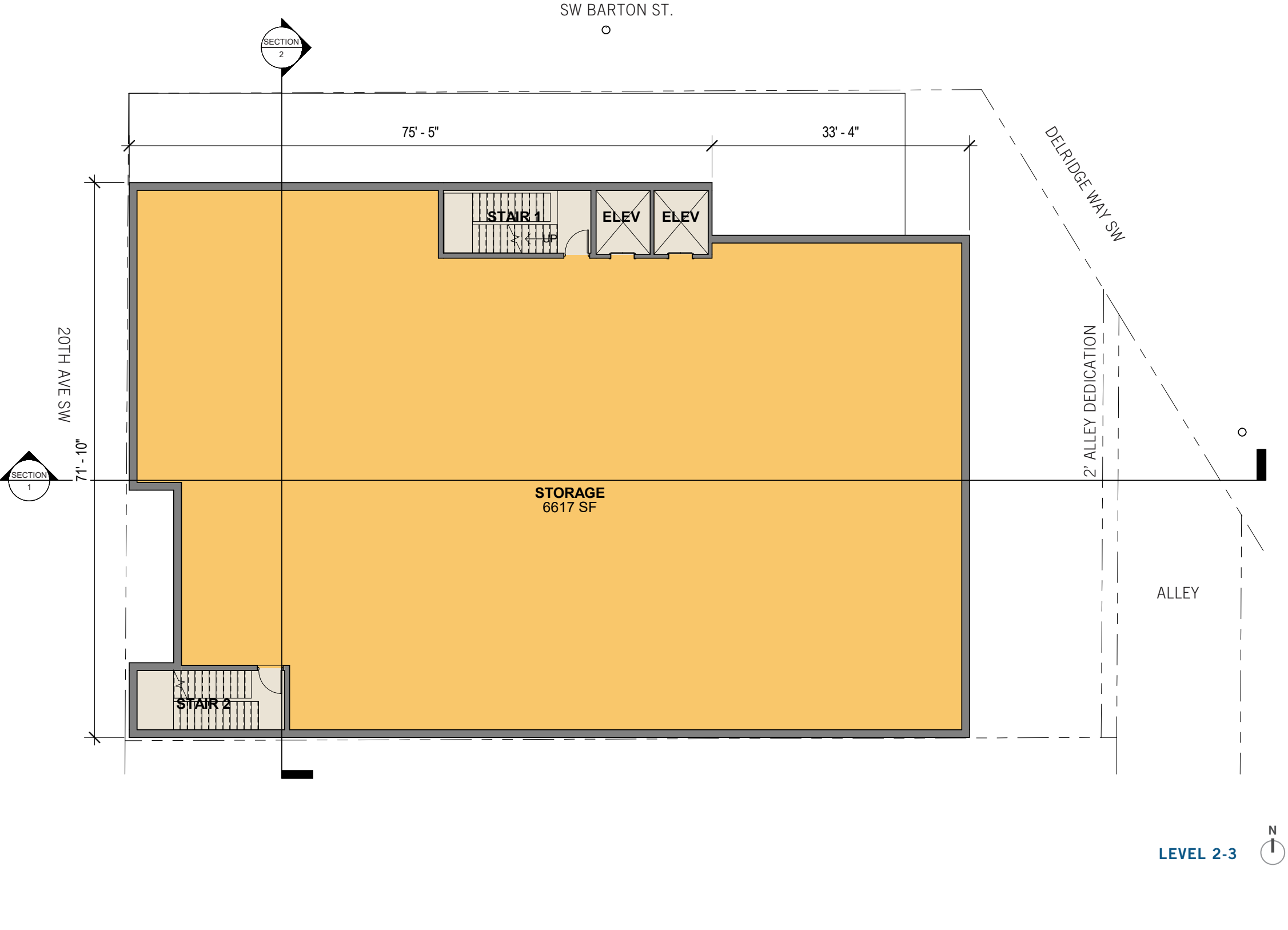
add entrance/exit arrows.
will garage door be open all day?

dimension all setbacks from property lines

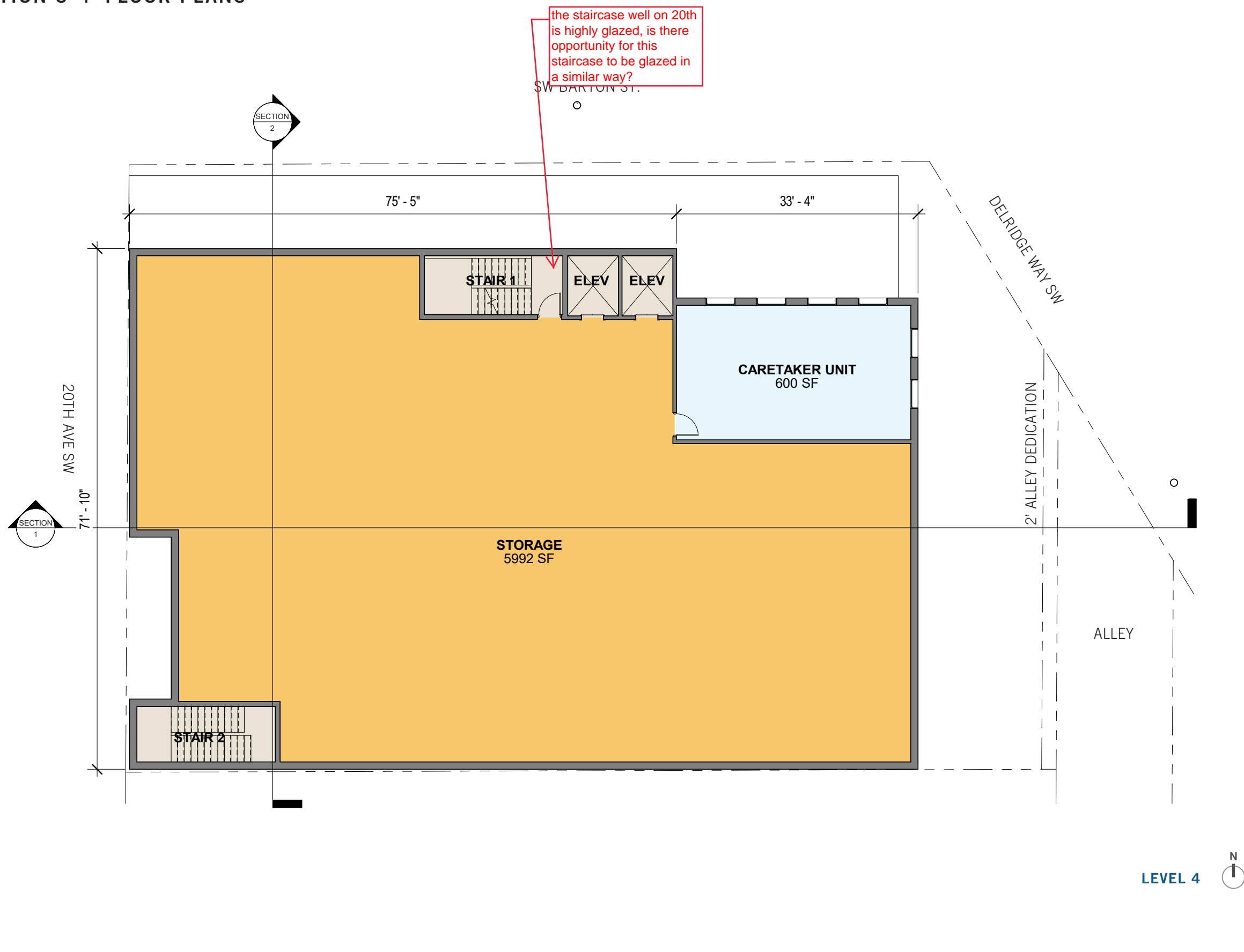
- KEY
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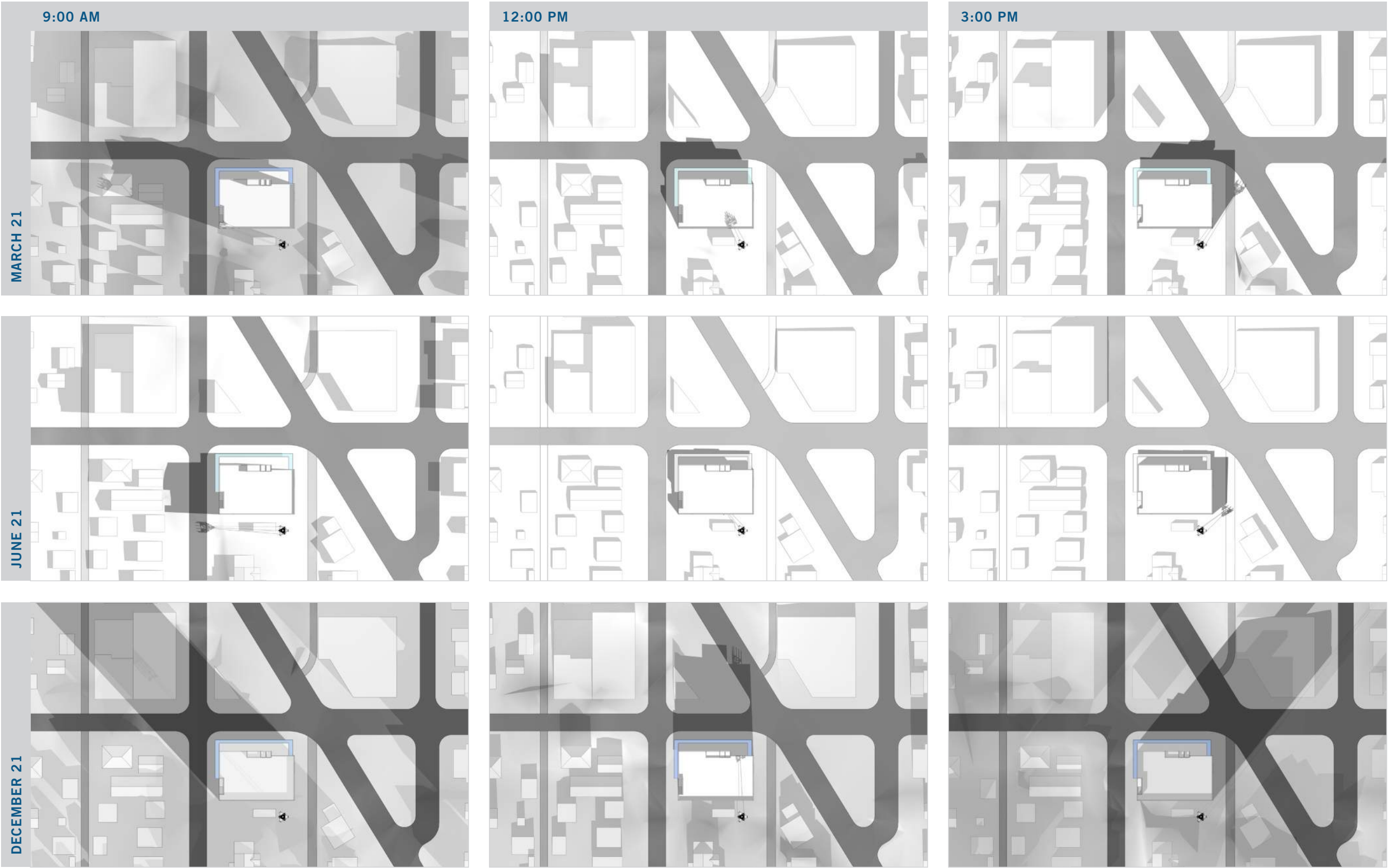
8.0 PREFERRED OPTION 3 | FLOOR PLANS



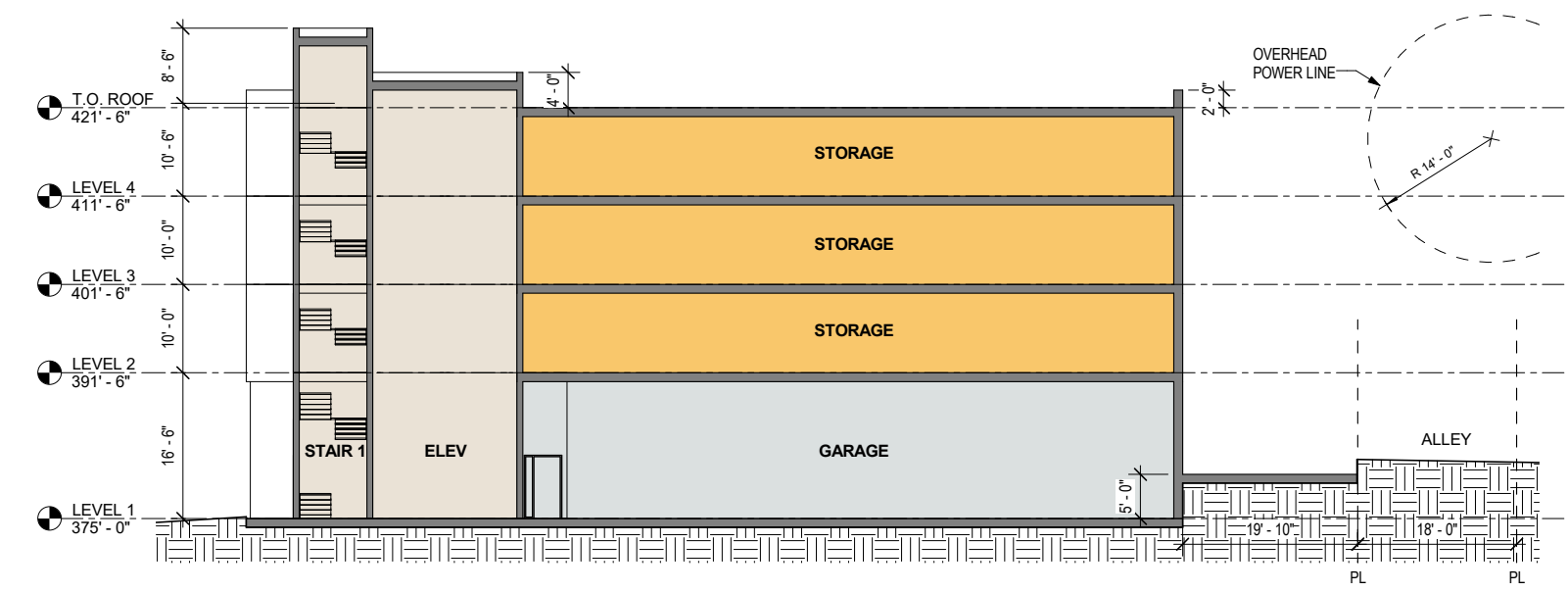
8.0 PREFERRED OPTION 3 | FLOOR PLANS



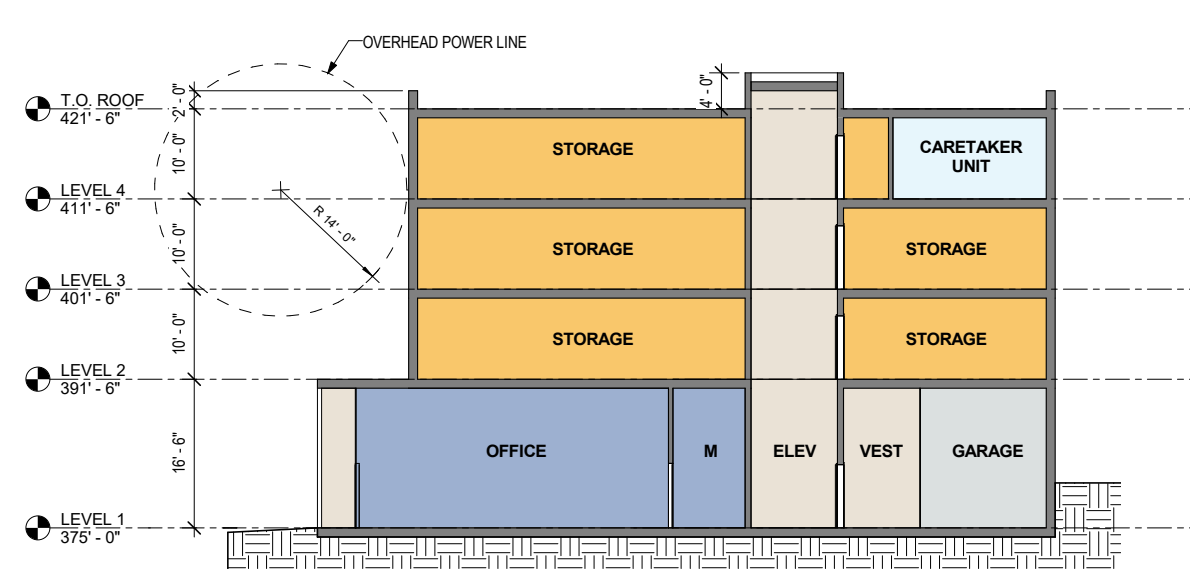
8.0 PREFERRED OPTION 3 | SHADOW STUDY



8.0 PREFERRED OPTION 3 | SECTIONS



SECTION 1



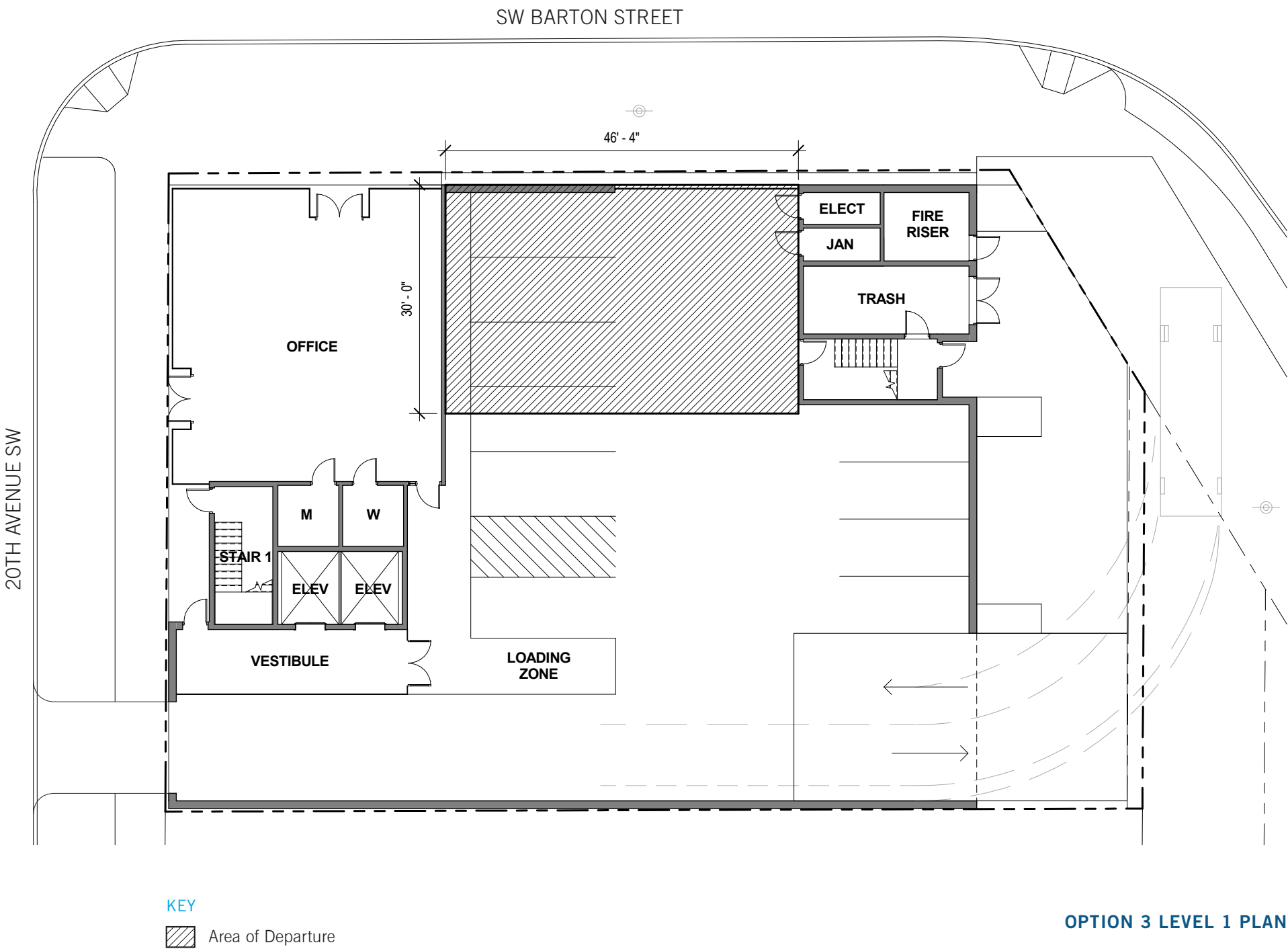
SECTION 2

- KEY
- Storage
 - Office
 - Utility/BOH
 - Circulation
 - Caretaker Unit
 - Parking/Garage

9.0 OPTION 1 DEPARTURE

CODE CITATION:	23.47A.032.B.1.b
CODE REQUIREMENT:	Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.
CORRESPONDING DESIGN GUIDELINE:	DC1 Project Uses and Activities Given the use of the building, loading and unloading in a secure area will be a prominent feature of the building.
PROPOSED DESIGN DEPARTURE:	Street-facing facade parking is located at street level along portion of SW Barton Street.
RATIONALE:	The goal of the massing option is to provide space within the building for the required parking stalls while creating a loading berth within the structure accessed off the alley in a secure area.

add a bit more description of how this design better meets the intent of the selected design guideline - and identify which guidelines specifically is better met - not just the DC1 section.



9.0 PREFERRED OPTION 3 DEPARTURE

CODE CITATION:	23.47A.008.B.3
CODE REQUIREMENT:	Depth provisions for new structures or new additions to existing structures. Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. If the combination of the requirements of Sections 23.47A.005 or 23.47A.008 and this depth requirement would result in a requirement that an area greater than 50 percent of the structure's footprint be dedicated to non-residential use, the Director may modify the street-facing facade or depth requirements, or both, so that no more than 50 percent of the structure's footprint is required to be non-residential.
CORRESPONDING DESIGN GUIDELINE:	PL3 Street-Level Interaction Encourage human interaction and activity at the street level with clear connections to building entries and edges.
PROPOSED DESIGN DEPARTURE:	A. Average depth of non-residential area along 20th Avenue SW is less than 30'-0". B. Average depth of non-residential area along SW Barton Street is less than 30'-0". C. Portion of non-residential area along 20th Avenue SW is shallower than 15'-0".
RATIONALE:	The goal of the massing option is to provide space within the building for the required parking stalls while maintaining street level parking separation from the facade by another permitted use and access from alley.

DEPARTURE CALCULATIONS

A Average depth = 26'-11"

$$((9.7 \times 20.8) + (10.3 \times 9.4) + (30.0 \times 20.8) + (21.3 \times 20.8)) / (9.7 + 10.3 + 30.0 + 21.3) = 19.2$$

B Average depth = 25'-6"

$$((20.8 \times 21.3) + (33.5 \times 21.3) + (26.5 \times 28.3) + (10.5 \times 21.3) + (9.4 \times 28.3) + (8.1 \times 10.0)) / (20.8 + 33.5 + 26.5 + 10.5 + 9.4 + 8.1) = 22.8$$

add a bit more description of how this design better meets the intent of the selected design guideline - and identify which guidelines specifically is better met - not just the PL3 section.

Code Compliant Non-Residential Space = 55.0% of building footprint

$$((4,860.7 / 8,780.6) \times 100) = 55.4$$

