

2.0 CONTENTS	2
3.0 PROJECT DATA	3
4.0 SURVEY	4
5.0 URBAN DESIGN ANALYSIS	5
urban context - walkability & transit	
proposed sdot rapid ride improvements	
delridge triangle park improvements	
local amenities	
site zoning & 3x3 block vicinity	
existing urban context	
material context	
street montages & uses	
site photos	
6.0 COMMUNITY OUTREACH	18
community outreach plan	
community outreach feedback	
7.0 ZONING DATA	19
8.0 DESIGN GUIDELINES	20
9.0 DESIGN CONCEPTS & INSPIRATION	23
10.0 ARCHITECTURAL DESIGN CONCEPTS	25
comparisons	
scheme 1 : anchor	
scheme 2 : wedge	
scheme 3 : offset	
solar studies	
landscape design concept	
material explorations	
11.0 DESIGN SUMMARY	45

PROJECT INFORMATION

SITE ADDRESS	9201 Delridge Way SW
PARCEL NUMBERS	9352900450, 9352900451
PROJECT NUMBER	3036618-EG

PROJECT TEAM

ARCHITECT	Atelier Drome Architecture 112 Prefontaine PI S Seattle, WA 98104
CONTACT	Michelle Linden michelle@atelierdrome.com
BUILDER	STS Construction

PROJECT CRITERIA

ZONING	NC3-55 (M)
OVERLAYS	Westwood-highland park (residential urban village) Conical surface (airport height) Parking flexibility
ABUTTING ZONES	RSL(M) (west) LR1(M) (south) LR3(M) (east)
CURRENT USE	(1) existing office building
LOT AREA	10,372 sf TOTAL 9352900450: 5,136 sf 9352900451: 5,236 sf
ALLOWABLE FAR	38,895 sf (3.75)
ECAs	None
VEHICULAR PARKING	None required (urban village + frequent transit)

PROJECT PROPOSAL

GROSS BUILDING FLOOR AREA	42,818 sf (preferred scheme)
PROPOSED RESIDENTIAL AREA	28,677 sf (preferred scheme)
PROPOSED RESIDENTIAL UNITS	72 units (preferred scheme)
PROPOSED COMMERCIAL UNITS	1 unit (preferred scheme)
PROPOSED VECHICULAR PARKING	None (all schemes)
NO. OF STORIES	5 stories of residential with 1 below-grade level of utility
DEMOLITION	Existing automotive building to be demolished

CONTEXT + SITE

The project is located in the Westwood Highland Park residential urban village, a neighborhood currently in transition since much of it was up-zoned through recent HALA legislation. A mixed area, comprised of primarily single family and low rise zones served by pockets of commercial zoning clustered along Delridge Way SW and also Westwood Village Shopping Mall to the west; the urban village serves as both an anchor for the Westwood Highland park neighborhood, and an intersection point for much of the expanding public and bicycle transit planning in the area. New development in response to the increased height and density potential of the rezoning has begun and is expected to continue at a larger scale. With a full block of frontage along the north end of the parcel, and located at the intersection of the Delridge WAY SW arterial and two neighborhood access roads, the project has the opportunity to be a foothold for the larger scale commercial development to come. At present, there is low-scale commercial activity along both sides of Delridge Way SW in the form of single-story, stand-alone buildings as well as a mix of older single-family homes with newer townhouse and 3-4 story apartment building developments (the project is located kitty-corner to the larger developments to the NW including Bluestone and Livingstone apartments). On the west side of the site is an existing single-family residential neighborhood that was recently up-zoned to LR3 (M) from LR3 and RSL (M) from SF5000. The parcel immediately to the south is zoned NC3-55 and is developed with a cell phone tower as well as smaller scale accessory structures. Beyond that parcel are LR1 (M) lots which were rezoned from SF5000. The site has good solar access throughout the day and year as most of the nearby buildings to the south are of a smaller scale. For now, the future building will provide views towards the Puget Sound and downtown at the upper levels.

The site is well served by public transit along Delridge Way SW, with multiple bus routes providing connections to downtown Seattle, Georgetown, Tukwila and Southcenter. The planned H line Rapid Ride line will provide transit stops at SW Henderson Street and SW Barton Street within easy walking distance of the proposed building site. Pedestrian sidewalks and main vehicular access are provided on all three street fronts of the parcel. The closest cycling routes are the neighborhood greenways along 16th Avenue SW and 30th Ave SW, and Delridge Way SW is currently hosts a sharrow with future bike lanes planned.

DEVELOPMENT PROPOSAL

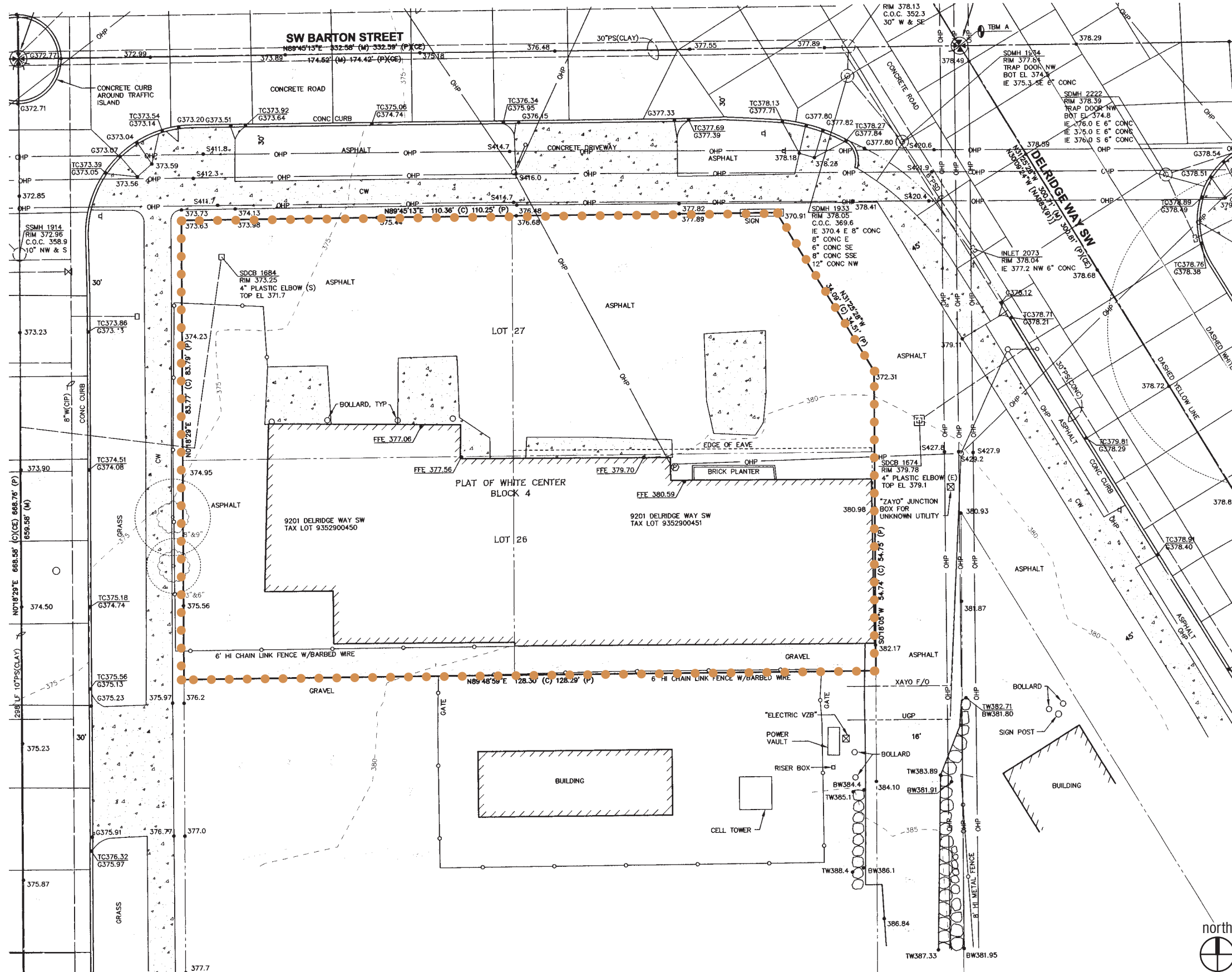
The proposed project is a new 5 story mixed used building comprised of 4 stories of apartments over a 1 story commercial base. A partial basement will be provided for utilities, bicycle parking and mechanical space. The existing automotive building will be demolished.

DEVELOPMENT OBJECTIVES

Objective 1: provide articulated massing which responds to the buildings role as a leader for future larger scale development in the area as well as respect for the character of the adjacent residential neighborhoods.

Objective 2: design a building that responds to its unique site at the intersection of an arterial and two neighborhood streets.

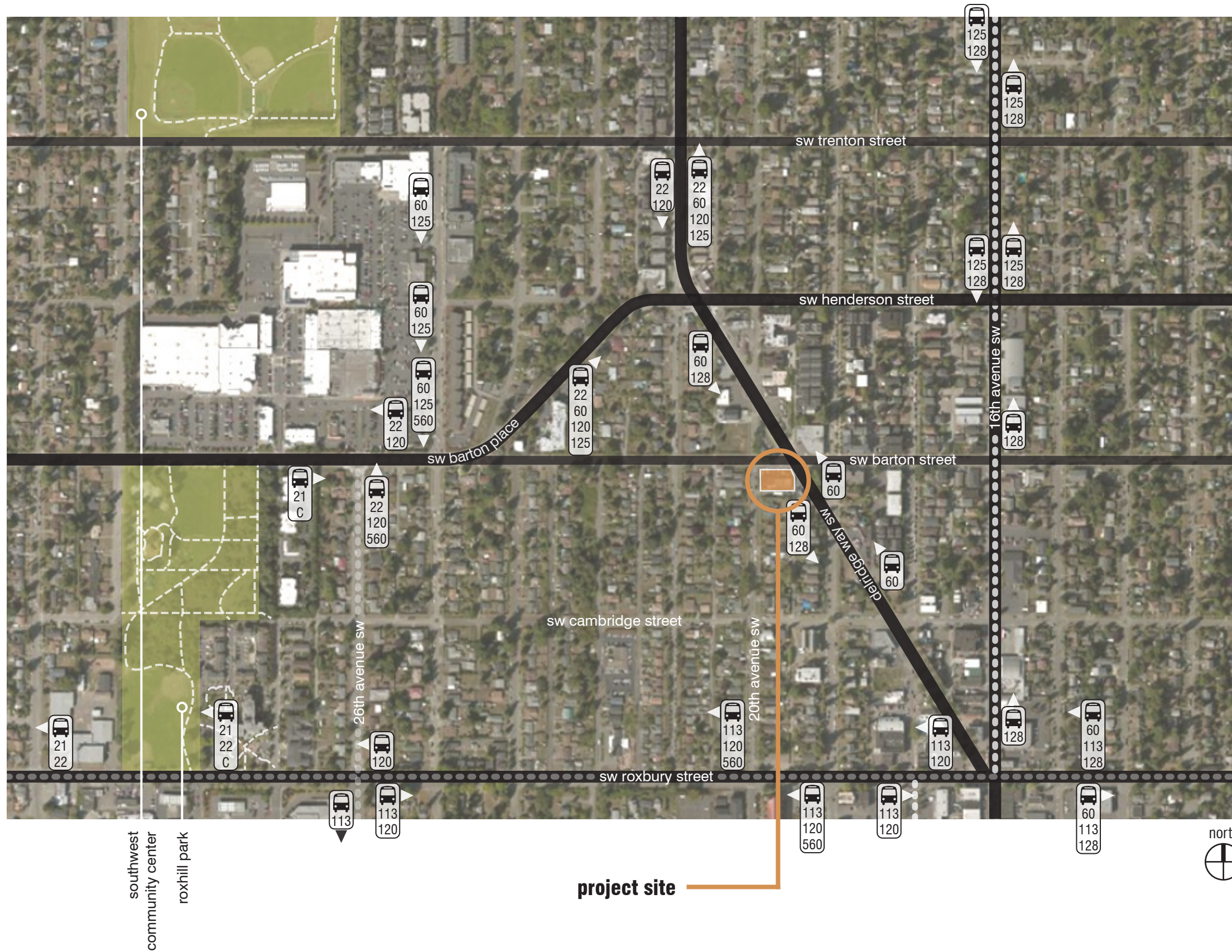
Objective 3: provide comfortable and economic housing for a growing neighborhood, in a growing city.



LEGAL DESCRIPTION

Per Chicago title company Alta Commitment No. 0095446-06 dated July 18, 2017:

Lots 26 and 27, Block 4, White Center, according to the Plat thereof recorded in Volume 20 of Plats, page 65, in King County, Washington.










NEIGHBORHOOD CIRCULATION

The project site is served by multiple bus routes. The 60 bus provides access to First Hill and Broadway through Georgetown, while the 120 and 125 buses take the West Seattle Bridge to downtown Seattle. Access to West Seattle is provided by the 22 and 128 buses, which both go north to Alaska Junction. The 22 bus provides southwest access to Gatewood and Arbor Heights, while the 128 bus provides southeast access through White Center to Tukwila and Southcenter.

A dedicated cycling route runs north-south on 16th Avenue SW, and bicycle-friendly roads run east-west along SW Henderson Street and SW Roxbury Street.

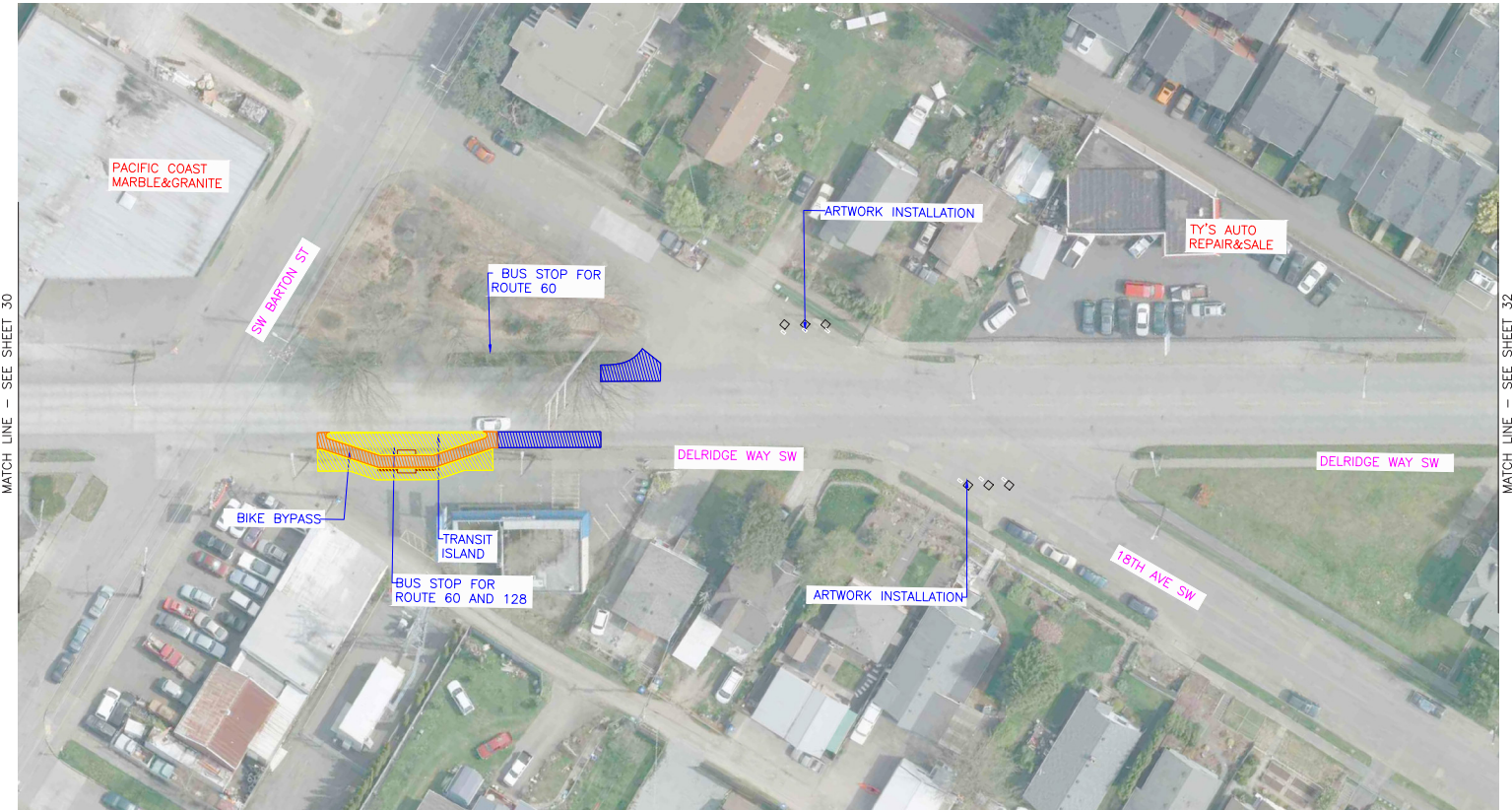
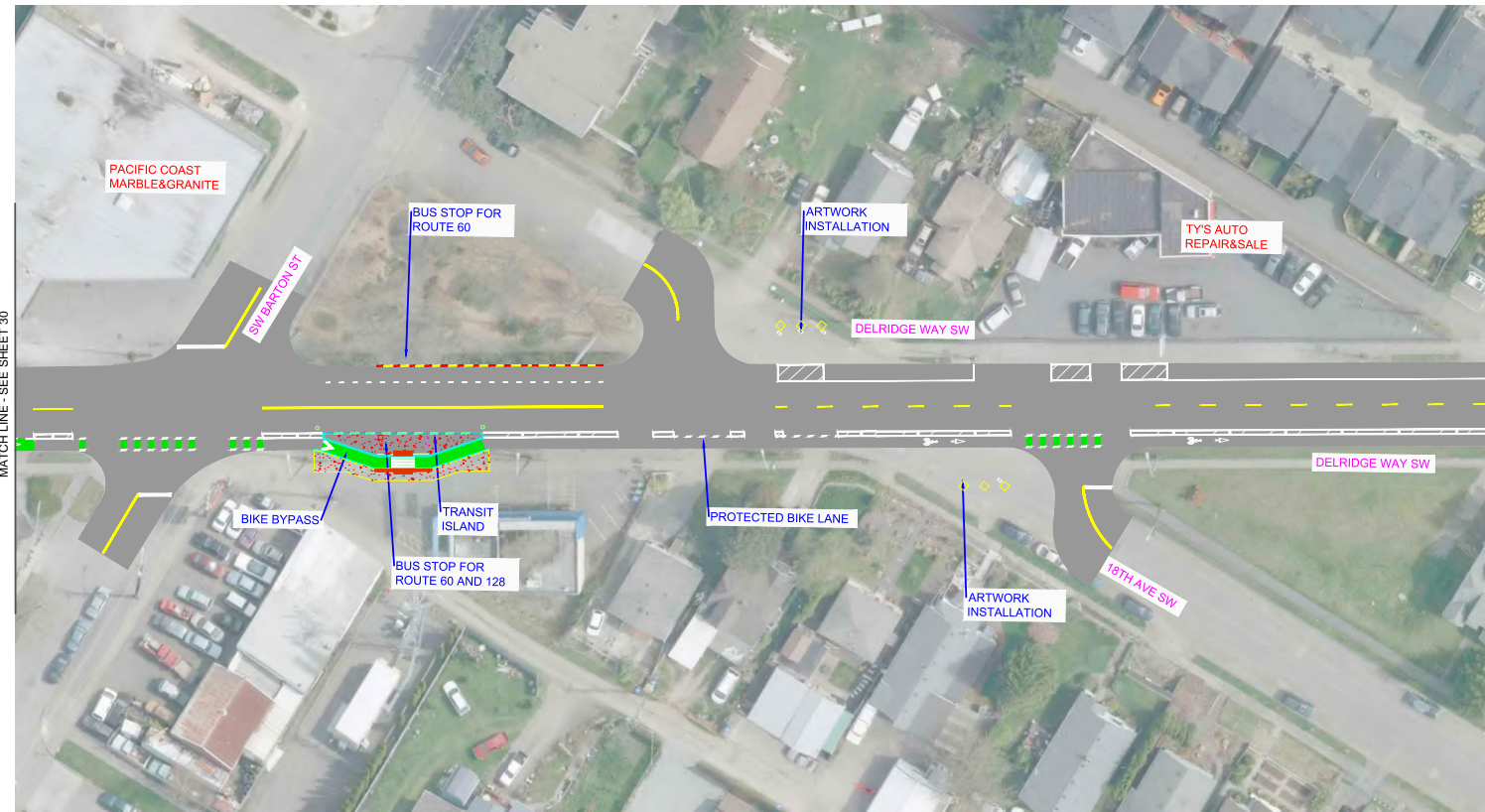
legend

-  arterials
-  bus stop
-  designated bicycle route
-  bicycle-friendly roads
-  trails
-  park / open space
-  project site

RAPID RIDE IMPROVEMENTS

Seattle's Department of Transportation has been planning an overhaul of the Rapid Ride route, which per their website will "add a new rapid transit line, improve safety, enhance bike infrastructure, and repairs roads in poor condition" along the Delridge Way corridor. Construction began in June 2020 and is expected to continue through 2022.

The improvements will not directly impact the project site itself. However, it will be an important factor to consider when locating lobbies and other common areas and access to these spaces from the rapid ride improvements.



CHANN LEGEND:

- 247 PARKING LANE
- RAPIDRIDE STATION
- RECTANGULAR RAPID FLASHING BEACON
- BIKE CROSSINGS
- SIGNALS
- LANDSCAPING
- NEW CROSSWALKS
- CURB RAMP
- DRIVEWAY
- 247 BUS LANE
- LANDSCAPE MEDIAN STRIPS



DELRIDGE WAY SW – RAPIDRIDE H LINE
31 OF 32



PAVING LEGEND

- ASPHALT FULL DEPTH REPLACEMENT
- CONCRETE DRIVEWAY
- CONCRETE STREET
- ASPHALT OVERLAY/SPOT REPLACEMENT
- LANDSCAPING
- SIDEWALK
- RAPIDRIDE STATION



DELRIDGE WAY SW – RAPIDRIDE H LINE
31 OF 35

graphics courtesy of SDOT RapidRide H Line Pre-Construction Materials

FINAL CONCEPT DESIGN

After the second community workshop the design team pulled together the key take a ways 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 playspace positioned in the most protected and visible portion of the site integrated with the trees as well as a half basket 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 hardscape 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 load 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.



DELRIDGE TRIANGLE PARK

Located across Delridge Way SW from the project site is the Delridge Triangle Park, an SDOT maintained traffic island with a grove of mature trees that has the potential to be a functioning green space for the community but is currently underutilized due to inaccessibility, low visibility from surrounding buildings that encourages crime, and minimal landscaping other than the dense tree cover. Community groups have spearheaded a clean up and re-design effort working with SDOT, Urban Forestry, Seattle Parks and Makers architects to re-envision the triangle as a community park, with projects including new crosswalks and curb ramps to improve access, new landscaping and hardscaping to encourage its use, children's play equipment, seating areas and a small ball court.

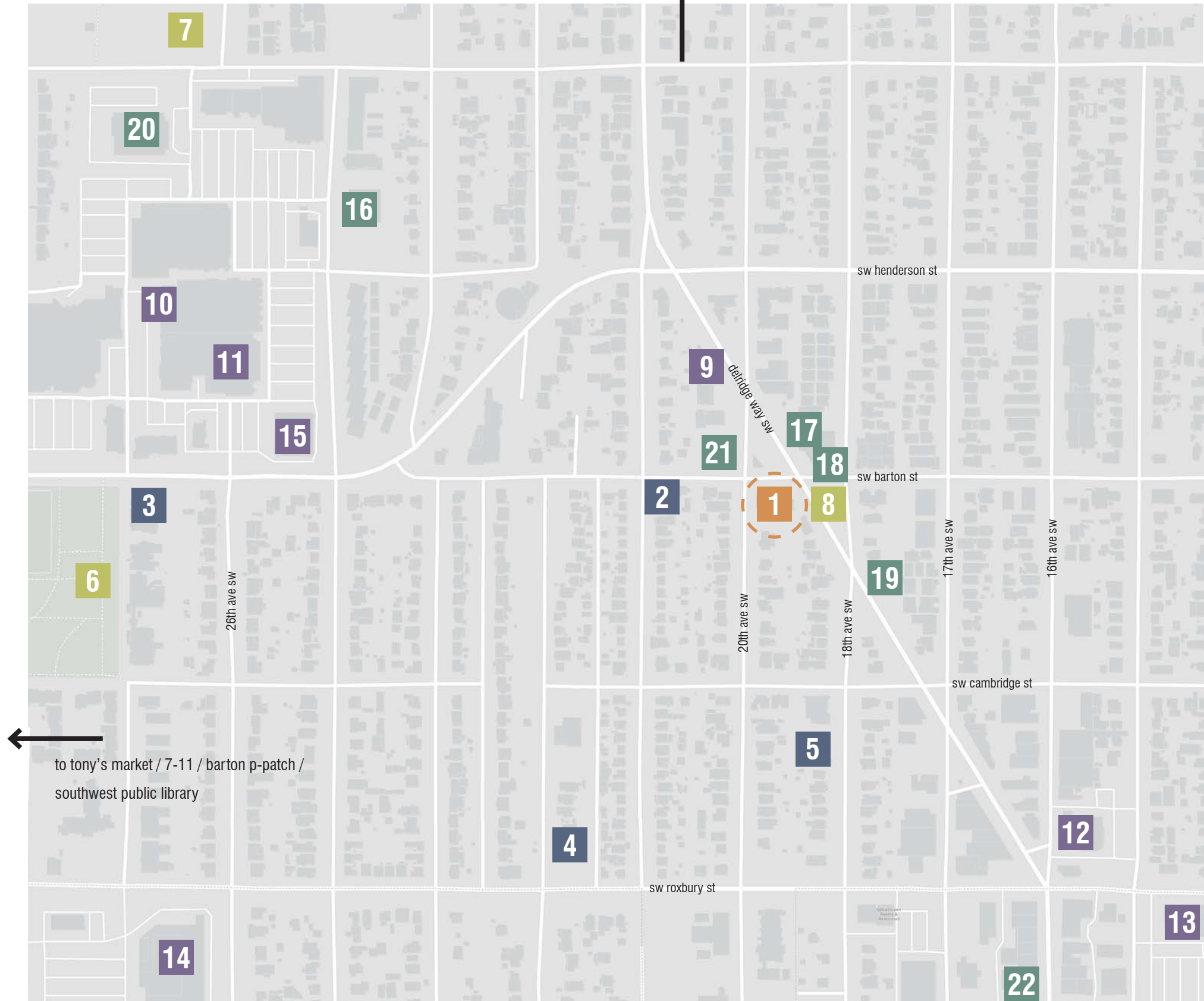
The proposed building and its green space have been designed to highlight the relationship between its site and the planned neighborhood amenity across the street, as well as support its efforts in making the triangle a safer and more widely used space through ample fenestration facing the park and a complementary green space in front of the building that bridges Delridge Way SW.



Graphics courtesy of the July 2019 Delridge Triangle Redesign report by MAKERS

5.0 URBAN DESIGN ANALYSIS | local amenities

↑ to denny international middle school / chief sealth high school



← to tony's market / 7-11 / barton p-patch / southwest public library

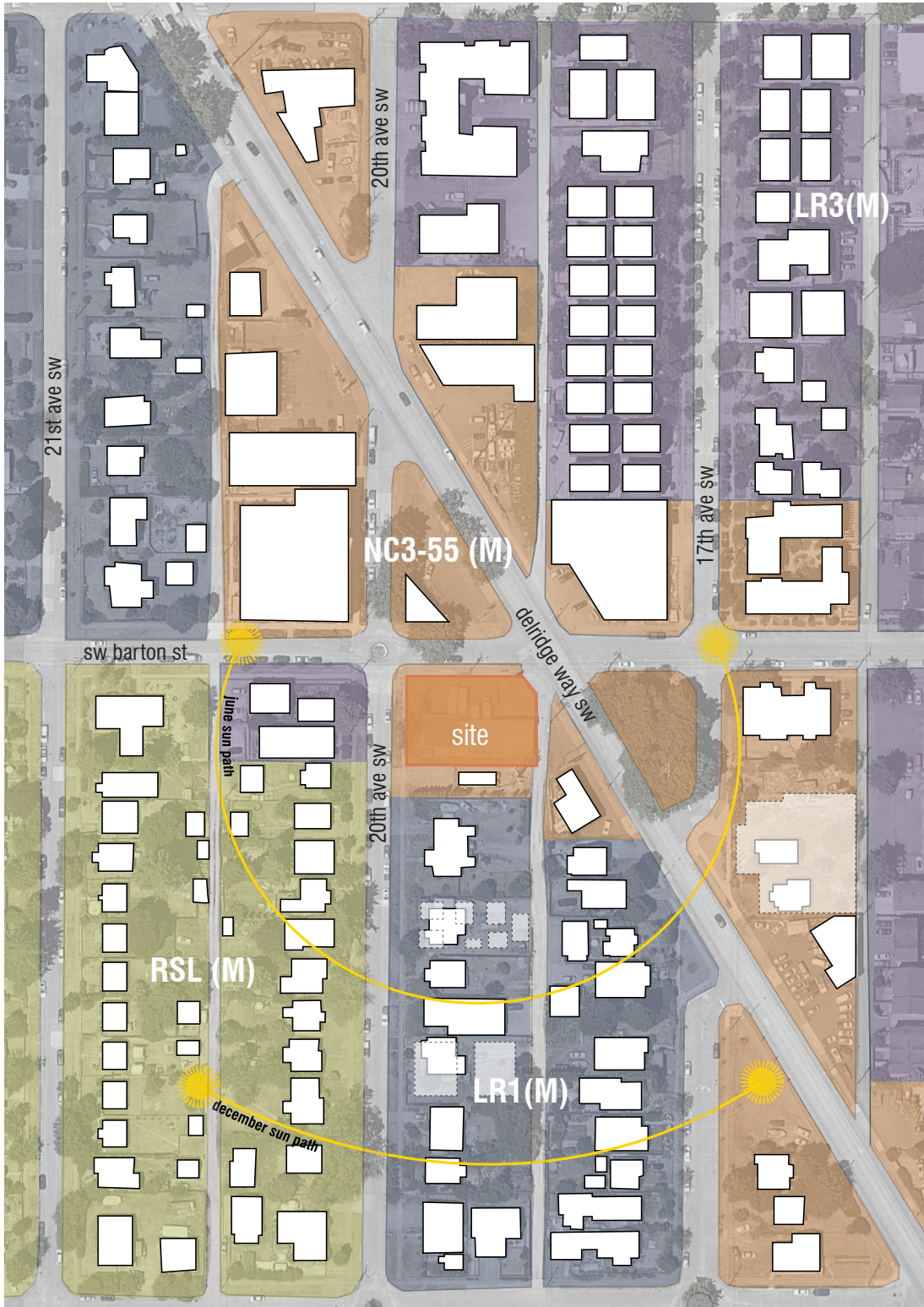
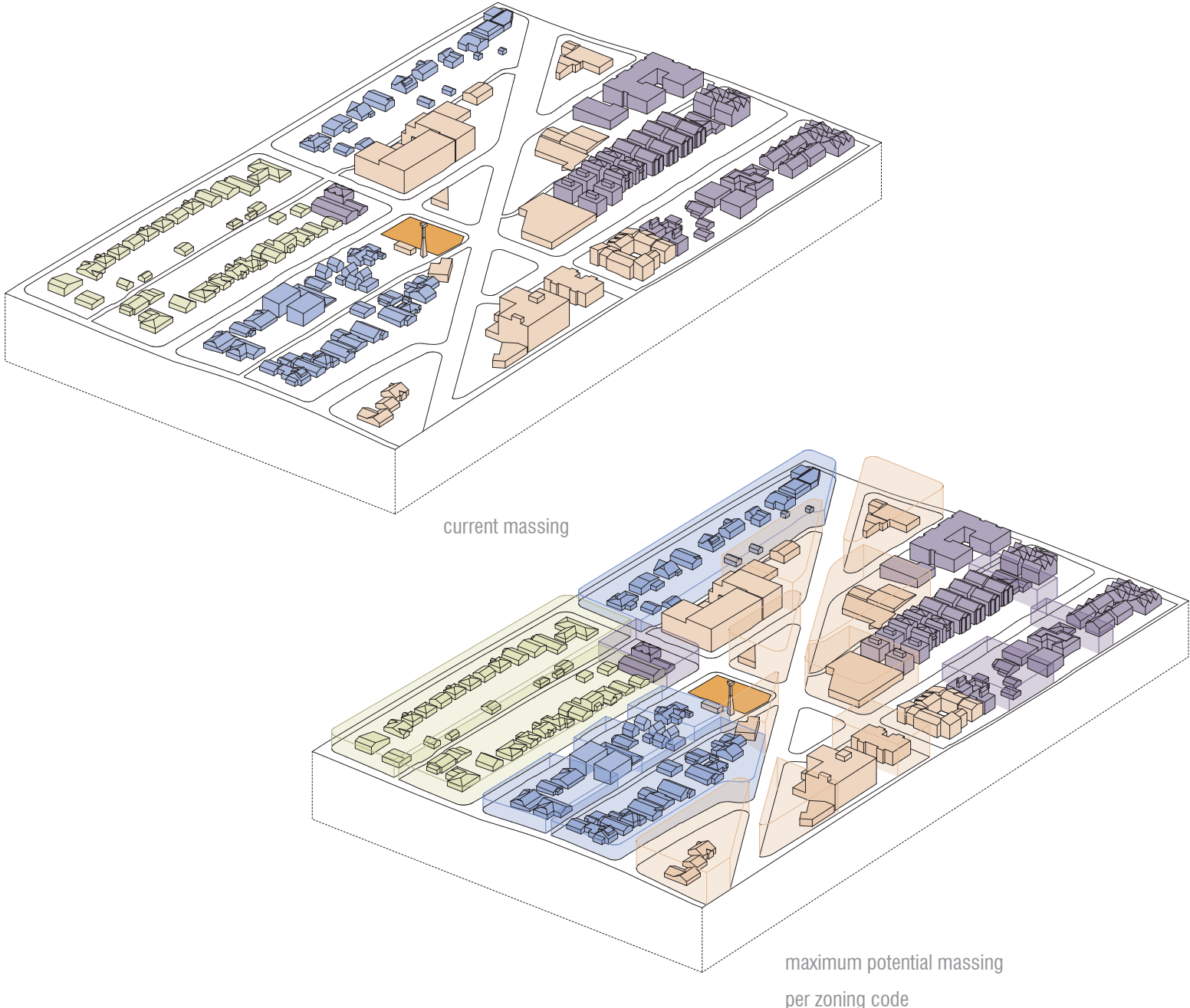
LOCAL AMENITIES

- 1** Project Site
- 2** Learning Way School & Daycare
- 3** Daystar Retirement Village
- 4** Community School - West Seattle
- 5** Hope Academy
- 6** Roxhill Park & Longfellow Creek Legacy Trail
- 7** Denny Field
- 8** Delridge Triangle Park
- 9** 7-Eleven
- 10** Westwood Village
- 11** QFC
- 12** Walgreen's
- 13** Bartell Drugs
- 14** Safeway
- 15** Rite-Aid
- 16** West Seattle Driver Licensing Office
- 17** Pacific Coast Marble & Granite
- 18** Good Dog Daycare & Boarding
- 19** Ty's Auto Repair & Services
- 20** United States Postal Office
- 21** Bellamonte Early Learning Daycare Center
- 22** Southgate Roller Rink



SITE ZONING

The site is located in a strip of a neighborhood commercial zone (NC3-55 M), bordered by low-rise zones (LR1 M to the south, LR3 M to the west) and residential small lot zoning (RSL M) to the west.



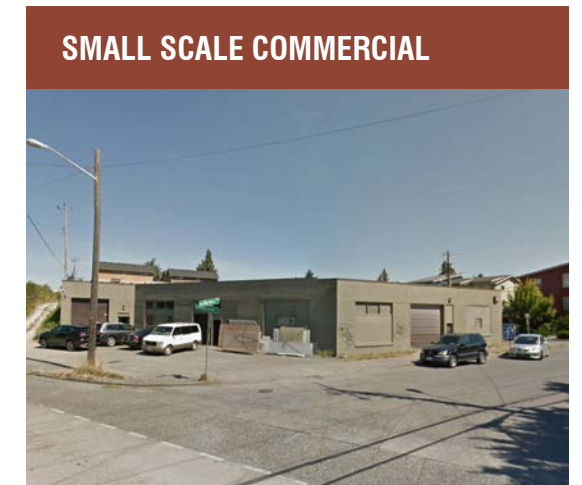
PROJECT LOCATION KEY



1. Bluestone Apartments



4. 9216 20th Ave SW



7. Pacific Coast Marble & Granite, Good Dog Daycare & Boarding



2. Livingstone Apartments



5. 9217 20th Ave SW



8. Burger Boss



3. 18th Ave SW townhomes



6. 9221 Delridge Way SW



9. 2 Fingers Social

MATERIAL CONTEXT

As the neighborhood transitions, the variety of building scales present provide a diverse palette of materials, textures, and building composition types to draw from in meshing the new building with its surroundings.

There are several themes this project proposes to reflect in the proposed building massing and facade development that will both blend with the older structures in its immediate vicinity (see facing page) as well as current and future development in the area.

SMALL SCALE COMMERCIAL



Smaller scale commercial buildings using textured metal roofing, outdoor seating, and public facing art to engage the streetscape

SINGLE FAMILY



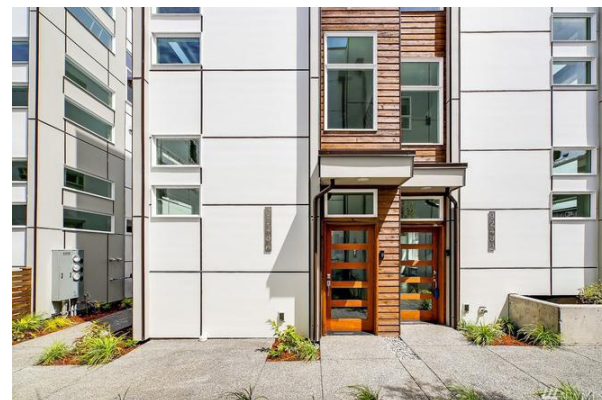
Newer single family homes mixed in with the more traditional bungalows in the neighborhood employ a variety of materials at different scales

MULTI-FAMILY / MIXED-USE



Apartment developments that use changes in siding material and color to differentiate the corner condition and add interest and scale

Mixed use development using a strong commercial base below residential units



Townhomes using fenestration patterns and alternating materials to establish rhythm

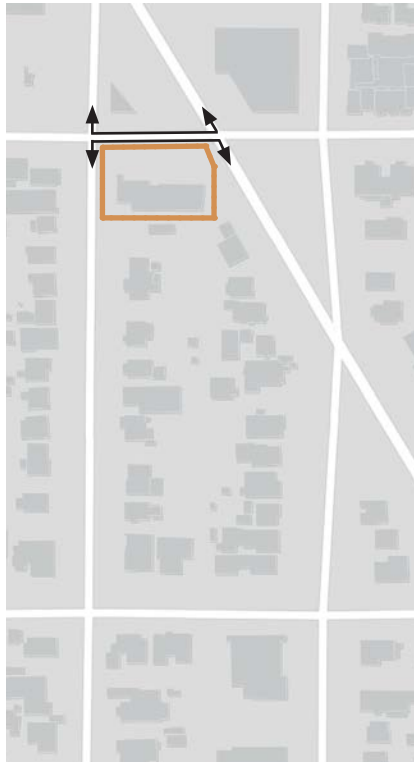


Apartment developments that feature landscaped pathways

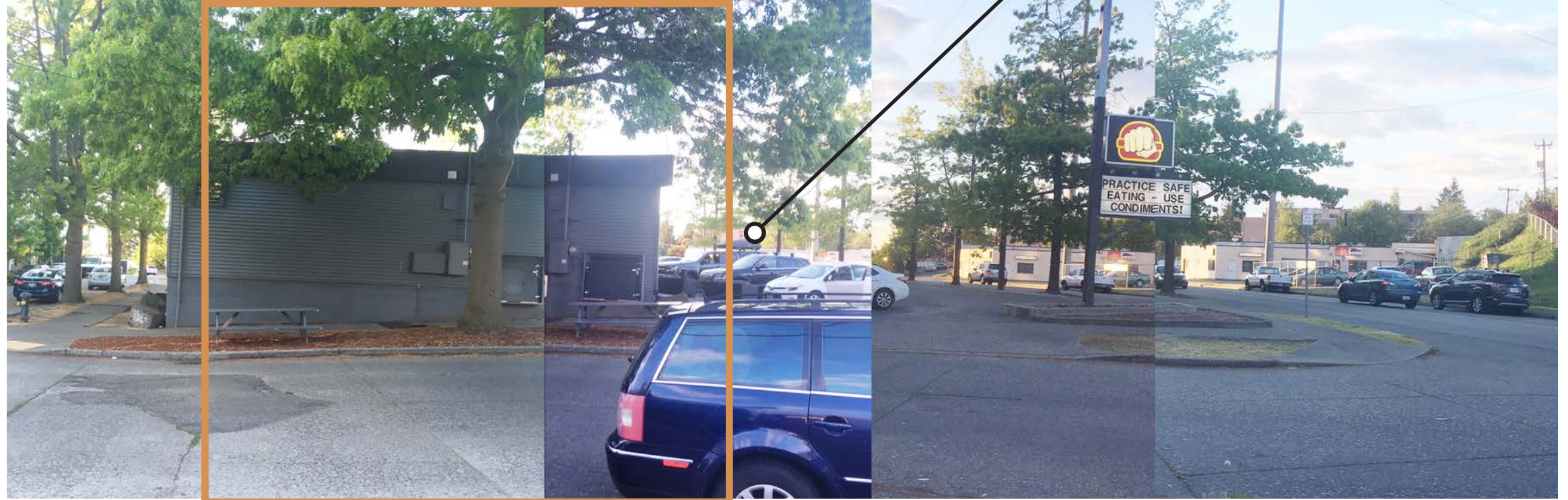


Neighborhood amenity greenspaces such as the plans for Delridge Triangle across street

5.0 URBAN DESIGN ANALYSIS | streetscape on sw barton st



LOOKING NORTH



The lot across SW Barton St contains a smaller scale commercial building. The low height of this existing building adds to the visibility of the project site.

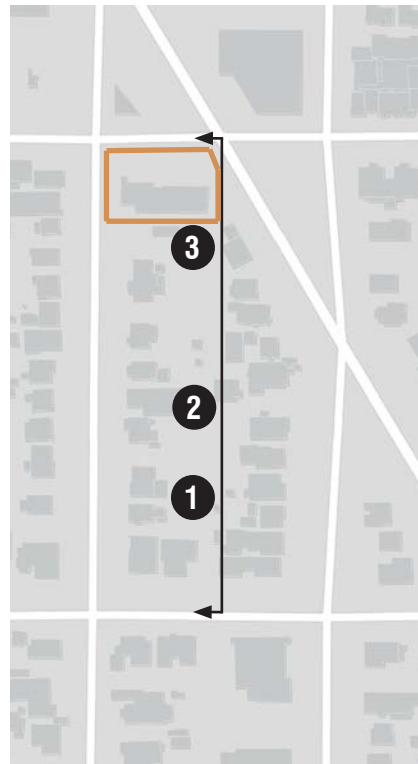
restaurant

across from project site

LOOKING SOUTH



The site is visually prominent and occupies the full corner, extending from the alley to 20th Ave SW.



Several areas along the alley remain underdeveloped between the fencing lining the alley. The fences provide privacy for the residences beyond.



Many of the homes use the alley to access garages, creating openings between the fences.



A cellphone tower occupies the lot behind the project site, adding an unusual element to the surrounding fabric.

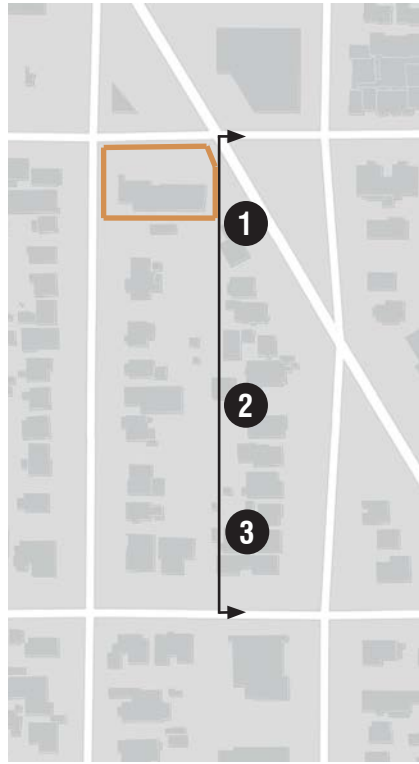
LOOKING WEST



single-family



5.0 URBAN DESIGN ANALYSIS | opposite on alley



Small-scale commercial punctuates the beginning of the alley, which then transitions into a residential zone.

The existing garages use a mixture of residential and industrial materials.

Fences line both sides of the alley, hiding the residential life beyond.

OPPOSITE ON ALLEY

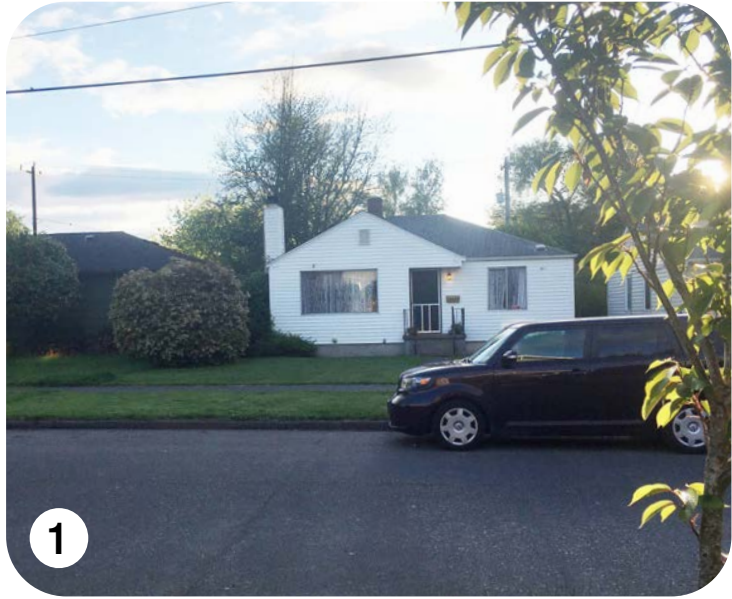
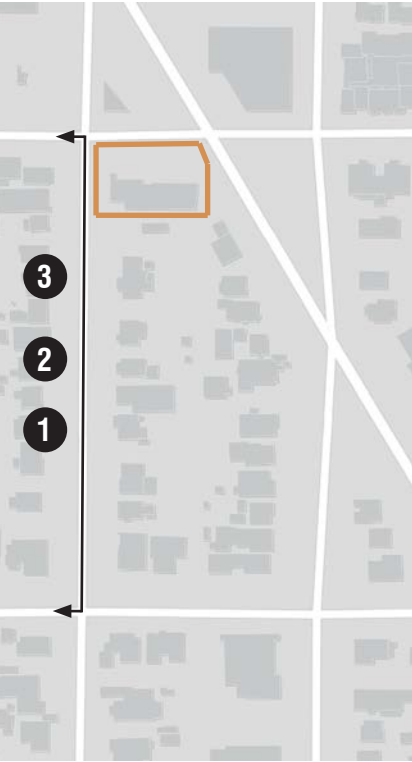


restaurant across from project site



single-family





The existing single family homes use similar materials - largely lap siding.

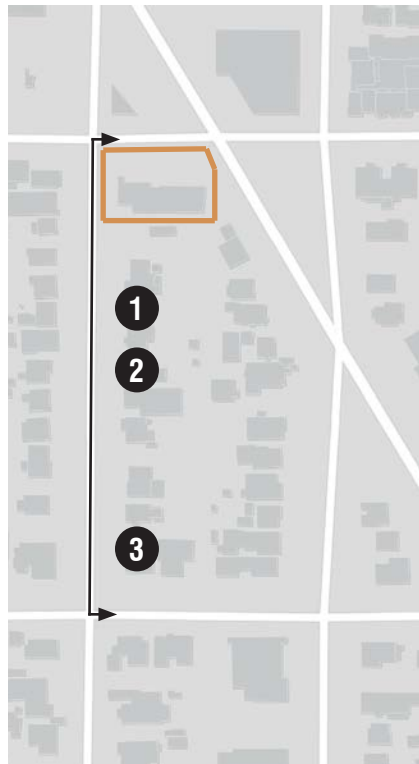
Much of the existing single family residential is lower scale, Craftsmen-esqe style.

New development has not yet reached the west side of 20th Ave SW and many of the homes have well-established landscaping and trees.

LOOKING WEST



5.0 URBAN DESIGN ANALYSIS | opposite on 20th ave sw



Proposed development will add smaller scale density into the neighborhood

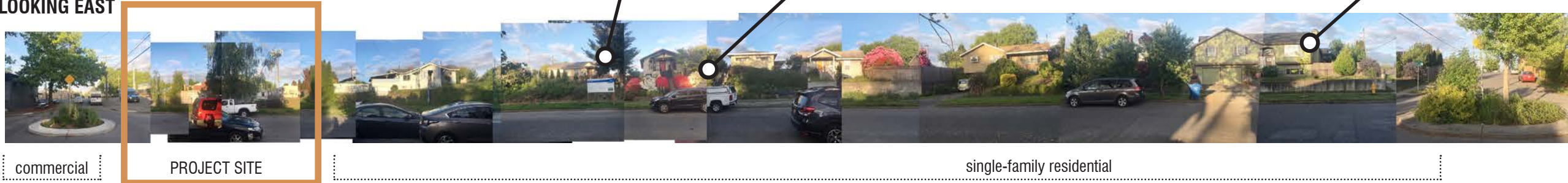


Several of the existing homes use the slope upwards at the street edge to establish a terraced landscape. Others take advantage of the grade for a garage underneath the home.



Pops of color interrupt the largely muted material palette.

LOOKING EAST





1 View towards west from alley



2 View south from SW Barton St



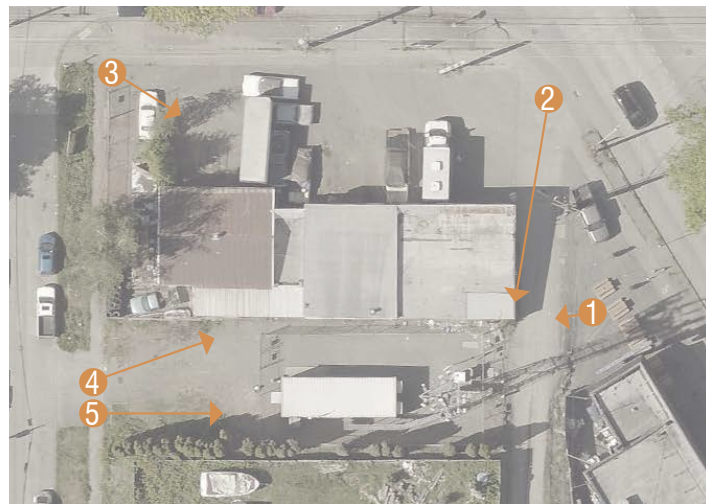
3 View of site from 20th Ave



4 View east from 20th Ave



5 View east to site from 20th Ave



OUTREACH METHODS

As part of the community outreach program, the design team chose the following three methods of outreach. All methods of community outreach undertaken at this time were required to be electronic to follow social distancing protocols.

PRINTED OUTREACH:

Posters were hung in ten locations at local businesses, community centers, and local venues within a half-mile of the project site. The posters provided a basic description of the project and advertised the website and outreach hotline created to receive community comments. As the site is located in a Design Review Equity area, the posters were provided in both Spanish and Vietnamese per Department of Neighborhood recommendations.

ELECTRONIC/DIGITAL OUTREACH:

The posters hung within community venues publicized a hotline number community members could use to request more information. The hotline provided a personalized voice message with information about the site location, brief project description, project email address, project website and the ability to leave a voicemail. The voicemail box was checked daily and any messages left were returned.

ELECTRONIC/DIGITAL OUTREACH:

Due to the impact of COVID-19, Seattle City Council passed emergency legislation on April 27 which addressed the need for alternatives to in-person meetings. For the Early Outreach process, the temporary rule states that developers need to substitute an additional high impact digital method in lieu of in-person outreach. This project selected the high-impact method of electronic/digital outreach, “2a. Interactive Project website with Public Commenting Function,” to satisfy this requirement per the emergency legislation. Visitors to the website could select their preferred language from English, Spanish, or Vietnamese. The posters hung publicized this website. .

COMMUNITY FEEDBACK

We received one public comment through the outreach methods. The neighbor expressed concern over parking plans – both to accommodate construction vehicles and future residents. The neighbor would also like the project team to keep sustainable and environmental design elements in mind, such as green spaces, materials, etc.



PUBLIC NOTICE

Share your thoughts about the **9201 Delridge Way SW Project.**

This project proposes the demolition of an existing building and the construction of a five-story apartment building with approximately 71 residential units and 1 ground floor commercial unit. The project is zoned NC3-55 (M).

Let us know what you think! Connect with us online or through our project hotline to share your priorities, concerns, and input on this new building and neighborhood overall.

Website: atelierdrome.com/9201-delridge

Outreach Hotline: 971.319.3431

Please note information you share could be made public. Calls and emails are subject to City of Seattle public disclosure laws.

This website is active until July 29, 2020 (21 days of public notice).

Project Address:
9201 Delridge Way SW Seattle, WA 98106

Contact:
Michelle Linden

Applicant:
Atelier Drome Architecture & Interior Design

Additional Project Information can be found by searching for the project address (**9201 Delridge Way SW**) or project number (**3036618-EG**) on the Seattle Services Portal (<https://cosaccela.seattle.gov/Portal>).

Poster also provided in both Vietnamese & Spanish in all locations



ZONE	ABUTS	INCENTIVES	RESTRICTIONS	OVERLAY	SITE AREA	USES PERMITTED OUTRIGHT
NC3-55(M)	LR1(M), LR3(M), RSL(M)	frequent transit	none	westwood-highland park urban village, conical surface	10, 372sf	residential uses

LAND USE CODE INFORMATION

USES PERMITTED OUTRIGHT

23.47A.004 TABLE A

- Residential uses
- Commercial uses (retail sales, office, eating/drinking establishments)

STREET-LEVEL DEVELOPMENT STANDARDS

23.47A.008

(Residential)

- Blank segments of street-facing facades between 2 - 8 feet above the sidewalk may not exceed 20 feet in width. facades with screening or landscaping are not considered blank.
- The total of all blank facade segments may not exceed 40% of the facade width of the structure along the street.
- Street-level street-facing facades shall be located within 10 feet of the street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided
- At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk

(Commercial)

- 60% of street-facing facades between 2 - 8 feet above the sidewalk shall be transparent
- Non-residential uses greater than 600sf shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from street-level, street-facing facade
- Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet

MAXIMUM STRUCTURE HEIGHT

23.47A.012

- Maximum structure height = 55 feet
- Certain rooftop features may also extend beyond the height limit (in particular, a stair or elevator penthouse may extend an additional 16 feet), however, some of these features must be located at least 10 feet from the north edge of the roof

MAXIMUM FAR

23.47A.013

- 3.75 on a lot outside of the Station Overlay District
lot area: 10,372 sf
max. FAR: 39,895 sf
- Area exempt from FAR: underground stories, portions of a story that extend no more than 4 feet above grade, rooftop greenhouse area

SETBACK REQUIREMENTS

23.47A.014

Front (SW Barton St): none

Rear: none

Side (20th Ave SW): none (does not abut a residential zone)

Side (Delridge Way SW): none (does not abut a residential zone)

Side (alley): none (does not abut a residential zone)

- A minimum 5 foot landscaped setback may be required under certain conditions and for certain uses per 23.47A.016
- Structures permitted in required setbacks: decks, balconies, eaves, cornices, gutters, ramps, fences, underground structures, dumpsters (except trash compactors).

LANDSCAPING & SCREENING STANDARDS

23.47A.016

- A greenfactor score of 0.3 or greater is required (functionally equivalent to landscaping 30% of lot)
**note: credit is awarded for green roofs, planters, green walls, landscaping, and plantings in the adjacent right-of-way*
**note: street trees are required and are counted towards the greenfactor requirement*

LIGHT & GLARE STANDARDS

23.47A.022

- Exterior lighting must be shielded and directed away from adjacent uses
- Driveways & parking areas for more than 2 vehicles shall be screened from adjacent properties by a fence or wall between 5-6 feet in height, or solid evergreen hedge or landscaped berm at least five (5) feet in height. if the elevation of the lot line is different from the finished elevation of the driveways or parking surface, the difference in elevation may substitute for a portion of the required height of the screen so long as the screen itself is 3feet min. in height.

REQUIRED AMENITY AREA

23.47A.024

- 5% of the total gross floor area in residential use required (area excludes mech equipment and parking)
- Bio-retention facilities qualify as amenity areas
- All residents shall have access to at least one common or private amenity area
- Amenity areas shall not be enclosed
- No amenity area shall be less than 250sf and shall have a minimum horizontal dim of 10 feet
- Private balconies and decks shall have a minimum area of 60sf and no horizontal dimension shall be less than 6 feet

PARKING LOCATION & ACCESS

23.47A.032

- Access to parking shall be from the alley if the lot abuts an alley improved to the stands of subsection 23.53.030.C.
- One garage door is permitted for each curb cut
- When a lot fronts on two or more streets, the Director will determine which of the streets will be considered the front lot line
- Parking shall be screened
- Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use

REQUIRED PARKING

23.54.015

- No minimum requirement for all residential and non-residential uses in commercial zones within urban villages if the residential use is located within a frequent transit service area
- Commercial uses = 1 bicycle space per the first 50 dwelling units, 0.75 per dwelling unit after (long term), 1 short term space per 20 dwelling units
- Residential uses = 1 bicycle space per the first 50 dwelling units, 0.75 per dwelling unit after (long term), 1 short term space per 20 dwelling units

23.54.020.F.2

- Minimum parking reduced by 50% if site is located within a frequent transit service area

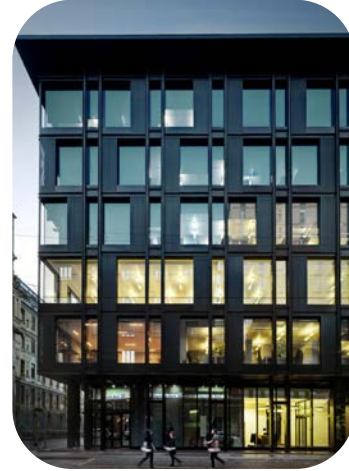
MANDATORY HOUSING AFFORDABILITY

23.58C.040 TABLE B

- Low area
- Zones with a (M) suffix - \$7.92/sf developer contribution (residential) / \$5.78/sf (commercial)



Commercial base with glazing



Strong vertical facade and fenestration pattern



Architectural statement at the corner



Interesting paving patterns



Integrates sidewalks and planting



Playful hardscapes

CS2 URBAN PATTERN & FORM

A2 ARCHITECTURAL PRESENCE

Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a “high-profile” design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials.

The site for this building is unique in that it has prominent frontages along three different streets; Delridge Way SW, SW Barton Street and 20th Ave SW. Its high visibility in this location, as well as occupying the entirety of the SW Barton Street frontage on this block, supports the need for a strong architectural presence at this site as well as the project’s flexibility in defining the character of that corner.

The preferred scheme has been designed as a simple volume split into a larger mass at the commercial intersection, and a smaller mass at the residential intersection. The residential entry is recessed at an angle, creating a visual relationship with the Bluestone apartment building located kitty corner, as well as a response to that building’s angled corner wall. A strong vertical façade and fenestration pattern on all elevations, coupled with a distinctive roof line will provide visual interest at all scales. A commercial base with ample glazing will function as a soft beacon at night.

The project proposes a distinct vertical façade along SW Barton Street that will provide a clear street edge, defining the public realm in front of the building in a way that is

missing today. The building will be set back from the street property line to allow for a widened sidewalk in anticipation of more pedestrian and bike activity at this intersection as a result of new planned public transit routes, bike lanes, pedestrian enhancement, and the community led Delridge triangle improvements. In addition to allowing for more space for pedestrians, this move maintains sight lines across the active intersection and over to the Delridge Triangle park, supporting the safety of the building users, pedestrians and vehicles at this complex circulation node.

B3 CHARACTER OF OPEN SPACE

Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees, and vegetation, and open spaces for how they function as the walls and floor of outdoor of outdoor spaces or “rooms” for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).

The project site is located across the street from the Delridge Triangle Park, a small traffic island of green area with a grove of mature trees. The park has a lot of potential but has been underutilized by the community because of safety concerns due to illegal activity, a lack of crosswalks for safe access and poor visibility from neighboring buildings. SDOT is planning to install new curb ramps and crosswalks as part of the South Delridge Pedestrian Safety Enhancements projects, expected to begin construction in 2021, which will make the park accessible to the community again. Working with SDOT and Seattle Parks, the community has initiated plans to revitalize the park, and re-envisioned it as a neighborhood gathering space including paths, greenery and play equipment.

The preferred scheme has been designed to support this neighborhood asset, and

it’s efforts to reclaim the triangle as a green space for the community. Architecturally, the façade which faces Delridge Triangle includes both residential units as well as commercial frontage, both of which will have large amounts of fenestration that will contribute to the 24- hour 7 day “eyes on the street” not provided by the structures currently fronting the park. The landscape design of the widened sidewalk “plaza” along the SW Barton Street façade will be designed to continue the green space across the street, heading off a green path for pedestrians west towards Roxhill park.

Outdoor space will be designed to be visually interesting, and pathways and landscape will encourage movement through the space and respond to pedestrian circulation patterns but will not encourage seating or loitering in the outdoor spaces to avoid compounding activity that already exists in the park. However it will be designed to be flexible so that outdoor seating could be added in the future if the nature of the activity in park or ground floor commercial space changes.

C1 RELATIONSHIP TO BLOCK

Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry or build out to the corner to provide a strong urban edge to the block.

The site is bounded by two corners and the preferred option has been designed to respond to their differing characters.

The corner at the intersection of Delridge Way SW and SW Barton Street is commercial, and busy, in nature. In addition to the two streets, the corner is also bisected by the outlet of the adjacent alley, and therefore has a complex vehicular traffic pattern as well



Commercial base that wraps corner



Responsive building massing



Cohesive circulation and landscaping



Dual function short term bike parking



Fenestration provides "eyes on the street"



Use of directional wall and color at recessed entry

as being part of a heavily used public transportation route and active future pedestrian crosswalk. The building has been held back off of this corner to allow sufficient room for these intersecting paths as well as allow for clear sightlines at the intersection. The architectural form of the building at this corner is simple, with a strong commercial base of ample glazing that wraps the corner. An upper level clerestory with a strong roof line provides additional articulation of the corner that is legible from a distance.

Inversely, the corner at the intersection of SW Barton Street and 20th Ave SW is residential, and much quieter than its counterpart. The building has been broken down into a smaller mass at this corner, and an angled street wall has been cut into the form to guide residents from the corner to the residential lobby entry while still reflecting the more private nature of that entry. And though the commercial frontage wraps this corner as well, the angled wall makes the residential entry the prominent feature on the 20th Ave SW façade.

PL1 ARCHITECTURAL CONTEXT AND CHARACTER

A2 ADDING TO PUBLIC LIFE

Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

The project proposes to step back from the street and provide a well designed outdoor space that will complement the green space provided by the Delridge Triangle, as well as the outdoor seating provided by the smaller scale restaurants to the north and south of the project. Bounded by the taller residential buildings to the south and west, and

potential taller development to the north in the future, the outdoor space will contribute to a pedestrian friendly "plaza" feel, and function as a rest point for cyclists on the future bike lanes, commuter circulation to new transit stops nearby, and as a buffer for the adjacent residential neighborhoods. A variety of lighting ideas are being explored to ensure the space feels safe and inviting at night as well as during the day.

PL2 WALKABILITY

B1 EYES ON THE STREET

Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies, and street level uses.

The preferred option has been designed to take advantage of its three street facing facades to contribute to community efforts for greater safety in the area, and at the intersection of SW Barton and Delridge Way in particular. Residential unit windows, as well as glazing at the commercial space will be ample on all three street facing facades. In addition, the mixed-use nature of the building will provide the "eyes on the street" during the day by commercial use on the ground floor, and during evenings and weekends by the residential apartments above.

In particular the proposed glazing on the east facing façade will have the potential to really change the isolated feeling of the Delridge Triangle park, which is currently bounded to the north and east with buildings that have minimal/no fenestration directed towards the park. The added visibility by the proposed building on this site as well as newer townhouses on the opposite end of the park will support safe community use.

PL3 STREET LEVEL INTERACTION

A1 ENTRIES

Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies, and street level uses

1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.

a. Office/commercial lobbies should be visually connected to the street through the primary entry and sized to accommodate the range and volume of foot traffic anticipated;

b. Retail entries should include adequate space for several patrons to enter and exit simultaneously, preferably under cover from weather.

c. Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.

d. Individual entries to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.



Proportional massing



Siding change to split massing



Street level architectural detail to reduce perceived mass



Patterned fenestration



Textured building materials for scale



The residential and commercial entries have been separated to provide greater distinction between the two uses, and provide greater privacy for the residential tenants.

The entry to the residential lobby is located on the 20th Ave SW façade, which is the quietest in nature of the abutting streets. An angled ground floor wall gestures towards the lobby door, guiding both residents and visitors towards it, while also visually symbolizing the more private nature of that entry compared with the more prominent commercial entry.

The primary commercial entry is located on the SW Barton façade, which is much more prominent and visible from both of the abutting commercial streets. To avoid congesting the already complex circulation patterns at the intersection of SW Barton and Delridge Way, the commercial entry is located mid-block, and in contrast to the inward gesture of the residential entry, the commercial entry will be accentuated by a projecting canopy for increased visibility.

Strategic use of color, landscaping and paving patterns as well as lighting will be used to further define and differentiate between these entries.

DC2 ARCHITECTURAL CONCEPT

A2 REDUCING PERCEIVED MASS

Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

The mass of the preferred option has been broken into two volumes, each sized respectively to the zone that it abuts. The volumes are separated by a recess in the building facade, which aligns with the circulation corridor within, and can be further defined on the exterior through use of glazing, color or a siding pattern change.

The larger volume is located at the intersection of the two larger abutting streets, Delridge Way SW and SW Barton street, and is in scale with the width of that intersection, while the narrower volume holds the more residential intersection with 20th Ave SW.

Textured materials, glazing patterns, and additional architectural detail such as a canopy and detailed landscaping at the front façade will further provide the smaller scale detail that is necessary for the experience of the building at a pedestrian scale and for its integration with the adjacent residential neighborhoods.

B1 FAÇADE COMPOSITION

Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.

Due to its unique siting, all facades are important on this project and are being

considered as a complete composition. In addition to its 3 street frontages, the alley frontage’s proximity to Delridge Way and the lack of current or probable future development between the two, means that the entirety of the east façade is really another street façade and will be designed as such particularly at the upper levels which will be the most visible at the alley. Additionally, because the abutting lot to the south is developed with a single cell phone tower, the façade along this interior lot line is also highly visible.

The simple massing of the preferred option provides opportunity for a strong fenestration pattern to be established on all 4 facades, perhaps expressed with alternating sill heights, or an alternating window placement on stacked floors. In addition to the overall composition, the project proposes to use the entry canopies/recesses as well as balconies, and strategic use of color to punctuate the façade design.

D2 TEXTURE

Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

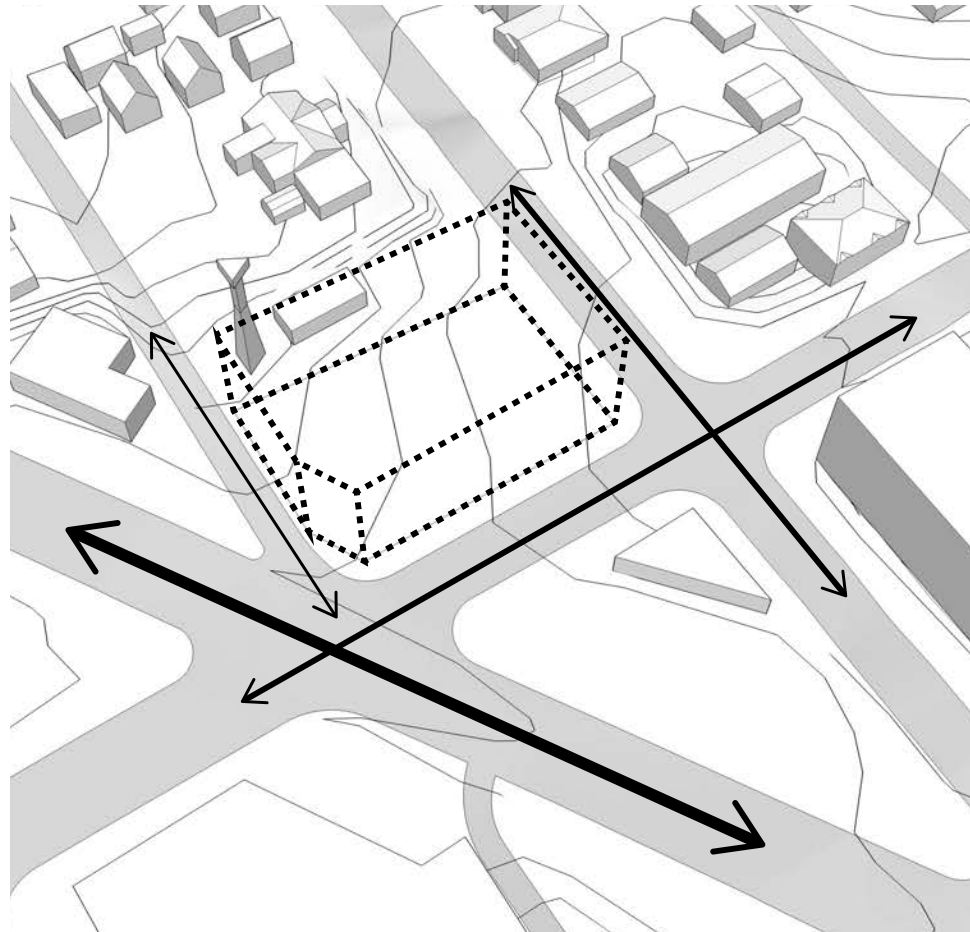
The preferred scheme’s simple form lends itself well to the use of texture in developing the façades. Varying siding patterns and scales, as well as overlapping patterns will be explored to develop the project at a more refined scale. Playful landscaping patterns, textured canopy materials and fenestration pattern will add more detail at the street level.

SITE CONSIDERATIONS

The site conditions present some design challenges that have been considered together to inform the massing of all three proposed schemes.

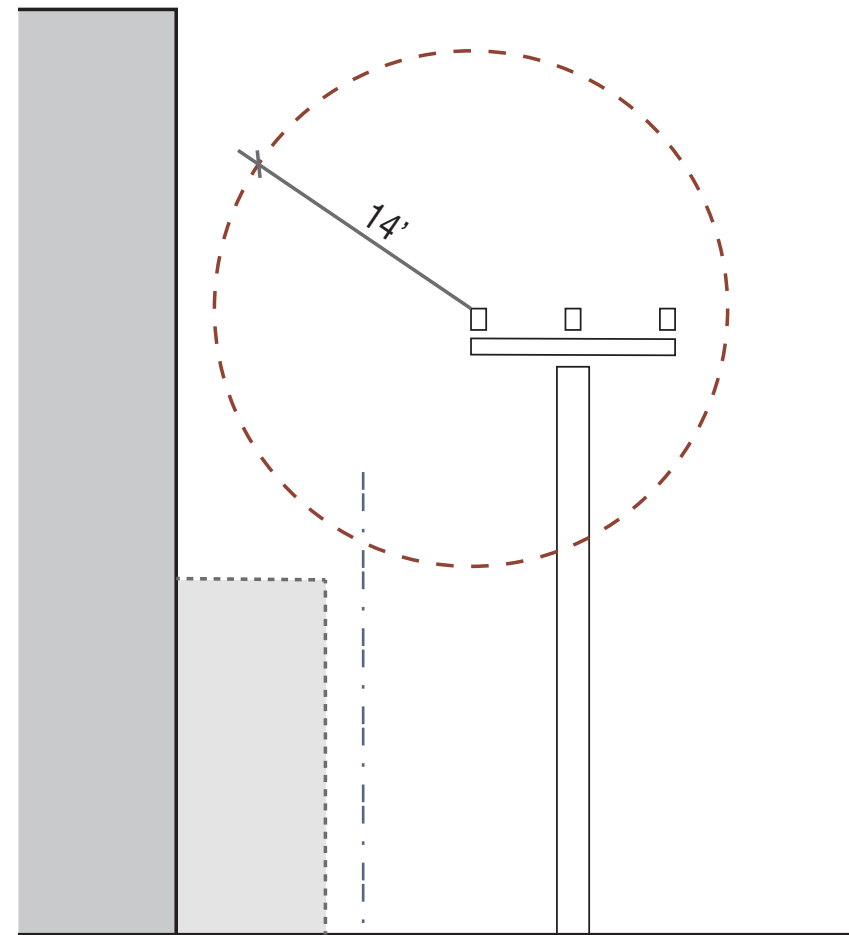
STREET FRONTAGE

The site is bordered by right of ways on the north, west and east sides. The proposed structure will be highly visible, especially as the lot to the south of the site is likely to remain underdeveloped due to the cell phone tower located on that parcel.



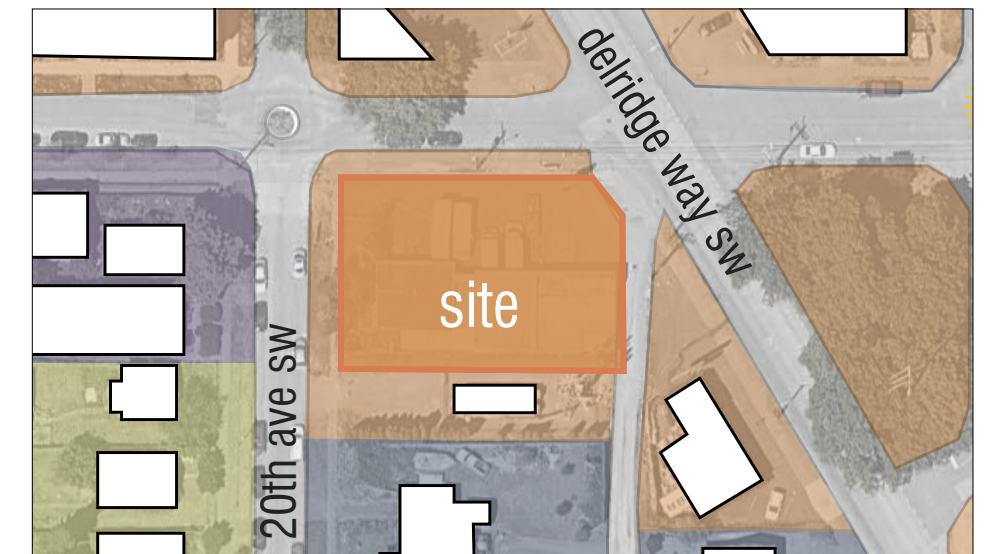
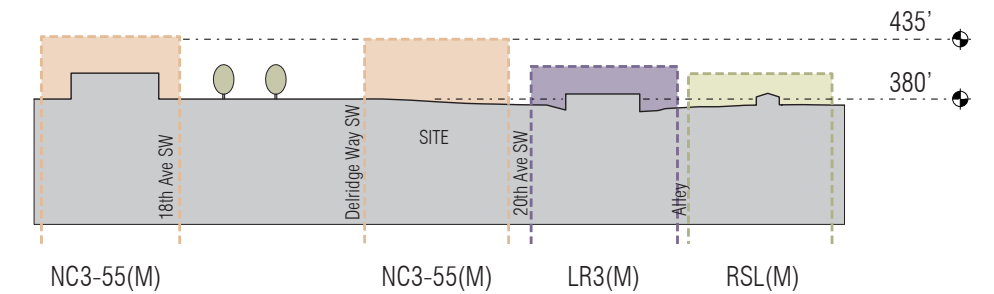
POWERLINES

The high-voltage power lines running along SW Barton Street require a 14' radial clearance, which cuts into the allowable footprint of the upper levels along that frontage. Rather than create a stepped building in response, the preferred scheme proposes to set the full building façade back to provide this clearance at the upper levels, while allowing for a widened sidewalk at the ground floor level that will function as a continuation of the green space across the street.



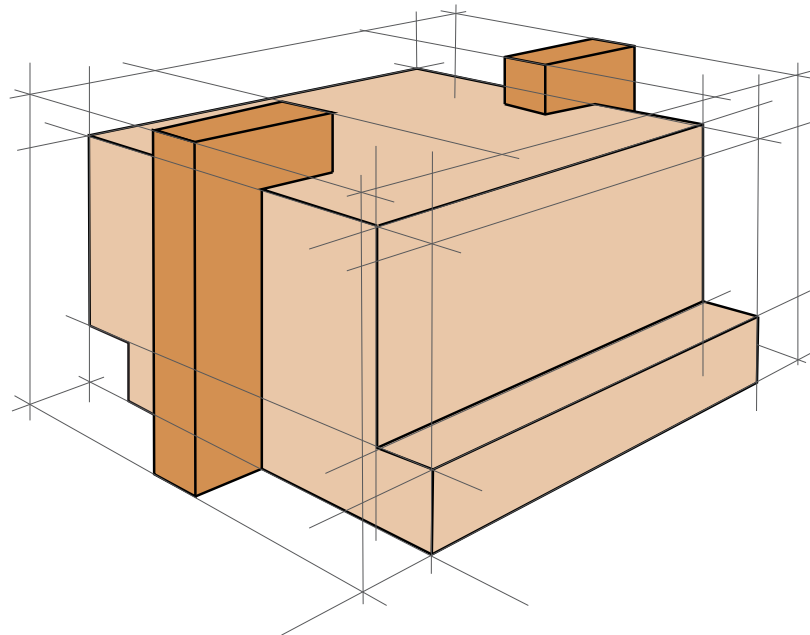
ZONE TRANSITION

The site abuts a mixture of residential and commercial zones, all impacted by the HALA legislation. Up until now most of the development in the site vicinity has occurred along Delridge Way SW and to the north of the site, but with the recent change from SF zoning to RSL, more development will begin to occur to the west as well.



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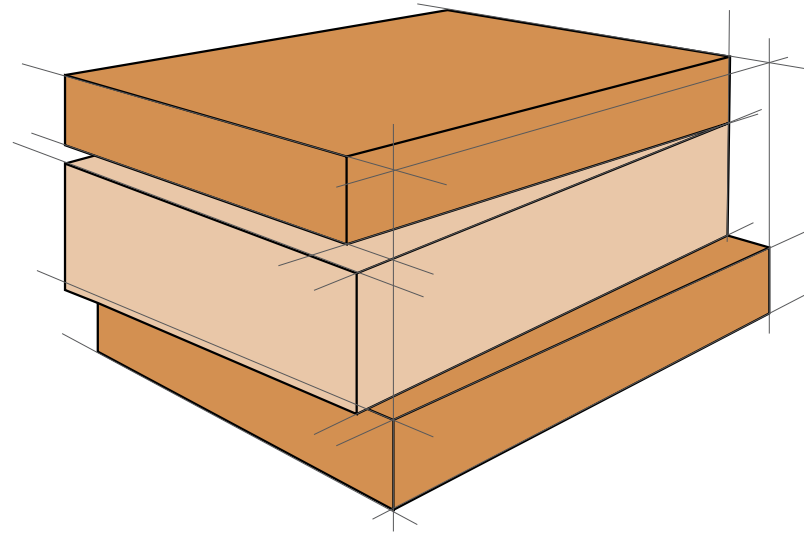
MASSING COMPARISONS



SCHEME 1

BOOKEND (CODE COMPLIANT)

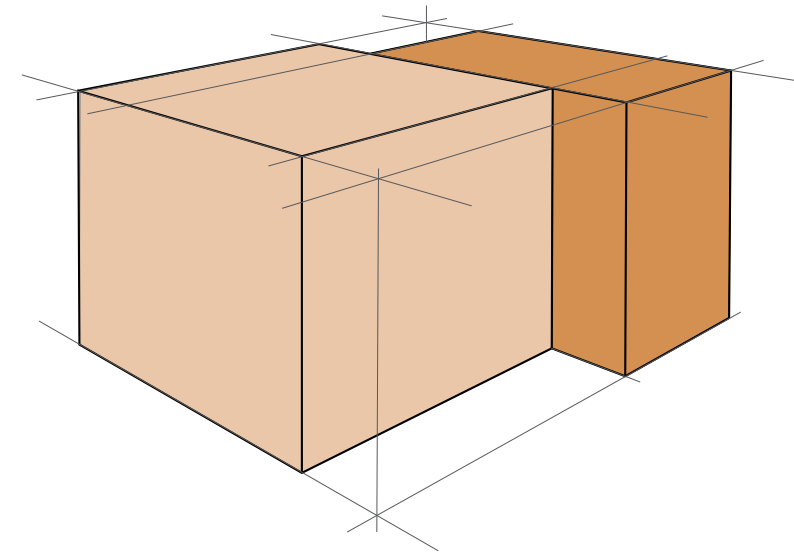
Stair towers on opposing sides of the building act as bookends as the main mass shifts and pulls.



SCHEME 2

PIVOT (CODE COMPLIANT)

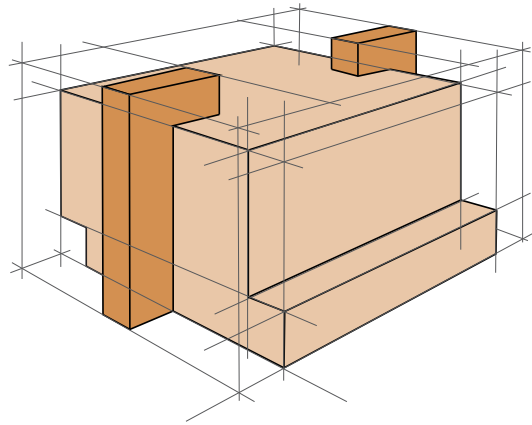
Pulling cues from the angled lot lines, the building's floor plates are offset relative to each other to create movement and dynamic building lines.



SCHEME 3

ANCHOR (CODE COMPLIANT) (PREFERRED)

The building volume is divided into two smaller masses, the smallest of which anchors the residential corner and the larger anchors the larger scale commercial corner.



SCHEME 1: BOOKEND (CODE COMPLIANT)

Scheme 1 is a zoning compliant scheme that places the stair towers on opposite sides of the building mass to create a pair of bookends. The first level pushes forward to maintain a strong line of building frontage at the commercial base along SW Barton Street, but steps back at the upper levels to provide modulation and additional privacy for the residential units above while accommodating power lines along that street frontage. The residential lobby is located at the northeast corner of the building, visible from the intersection of Delridge Way SW and SW Barton Street for wayfinding and security.

NO OF RESIDENTIAL UNITS: 74 (INCLUDES 19 SEDUS)
 NO OF COMMERCIAL STOREFRONTS: 3
 PARKING: 0 (NONE REQUIRED)

BENEFITS:

- Provides the bulk of massing along the northern edge fronting the commercial zone
- Steps building away from the residential zone with modulation and private balconies at the south facade

CONCERNS:

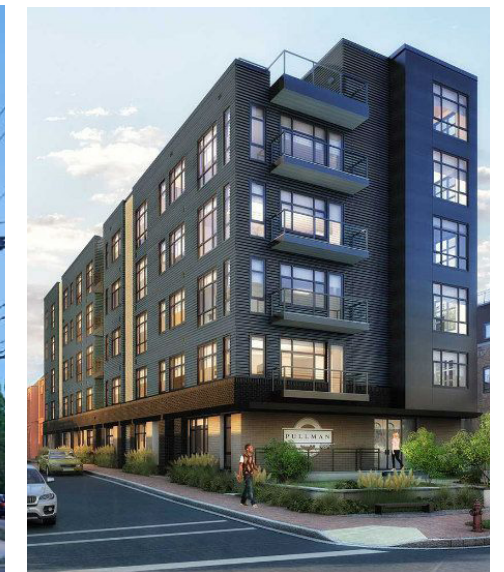
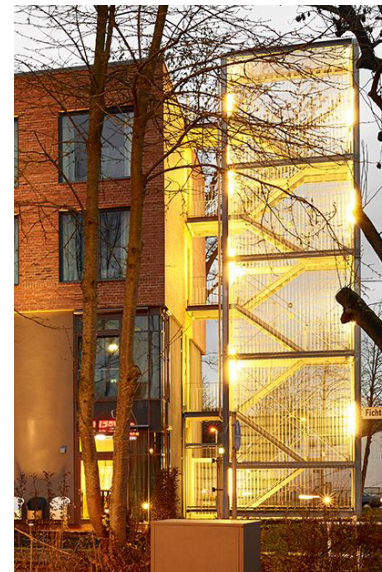
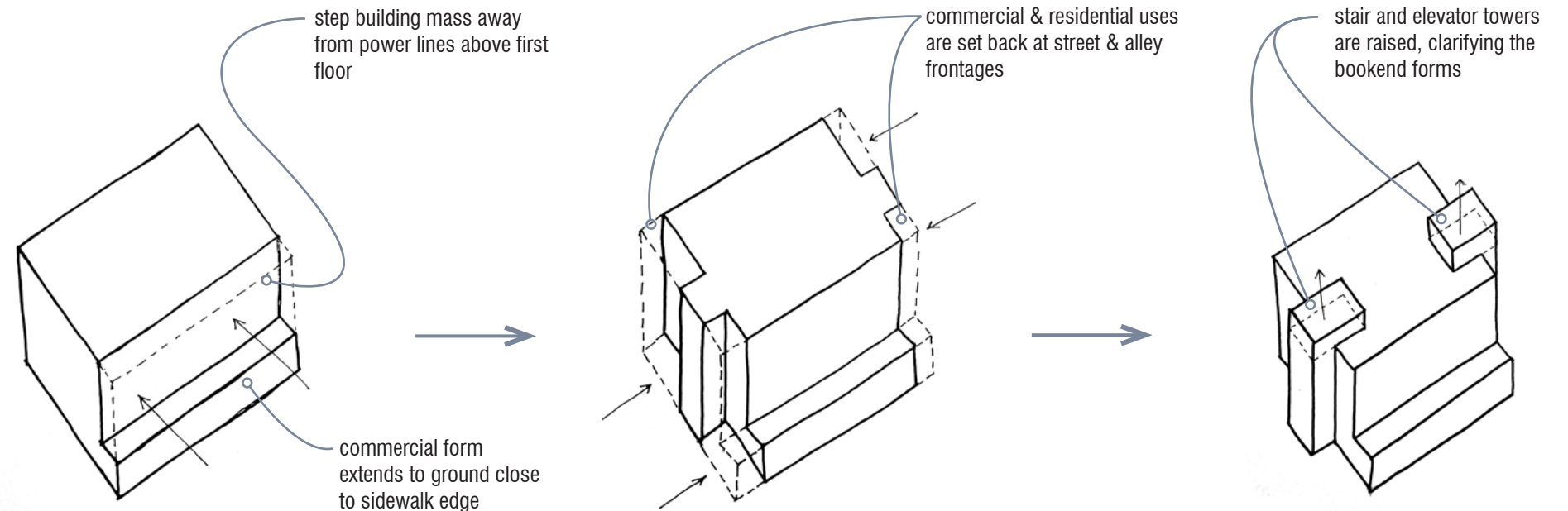
- Simplified modulation around the perimeter
- Little opportunity for developed landscape and public space at the street level
- Once the transit stops are constructed along Delridge, a lobby/weather protection might be used by nonresidents as an extension of the bus stop

POTENTIAL DEPARTURES:

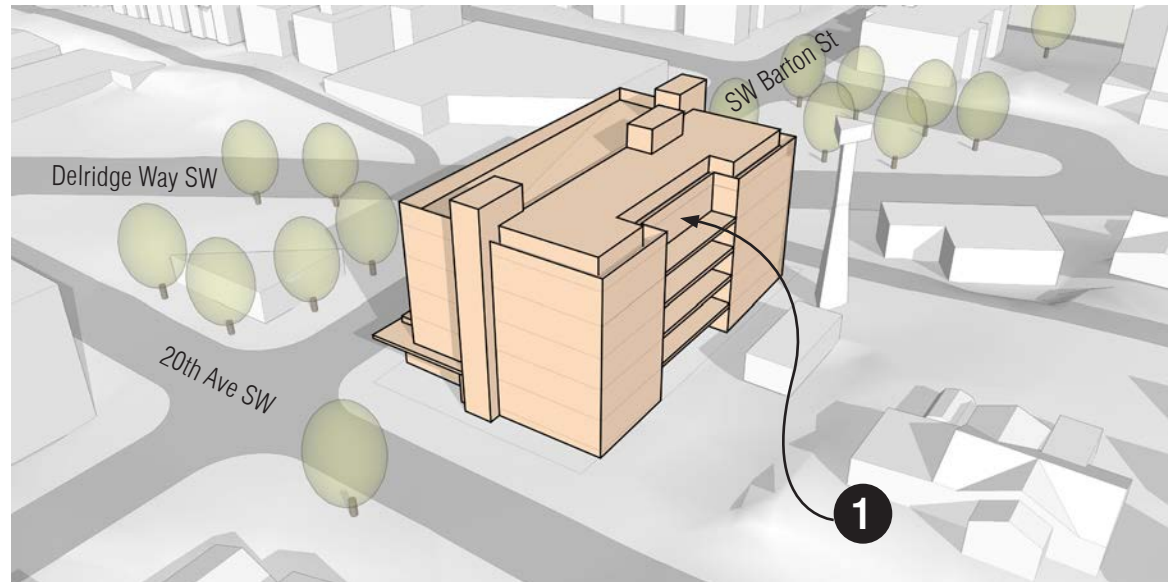
- None

COMMUNITY OUTREACH INTEGRATION:

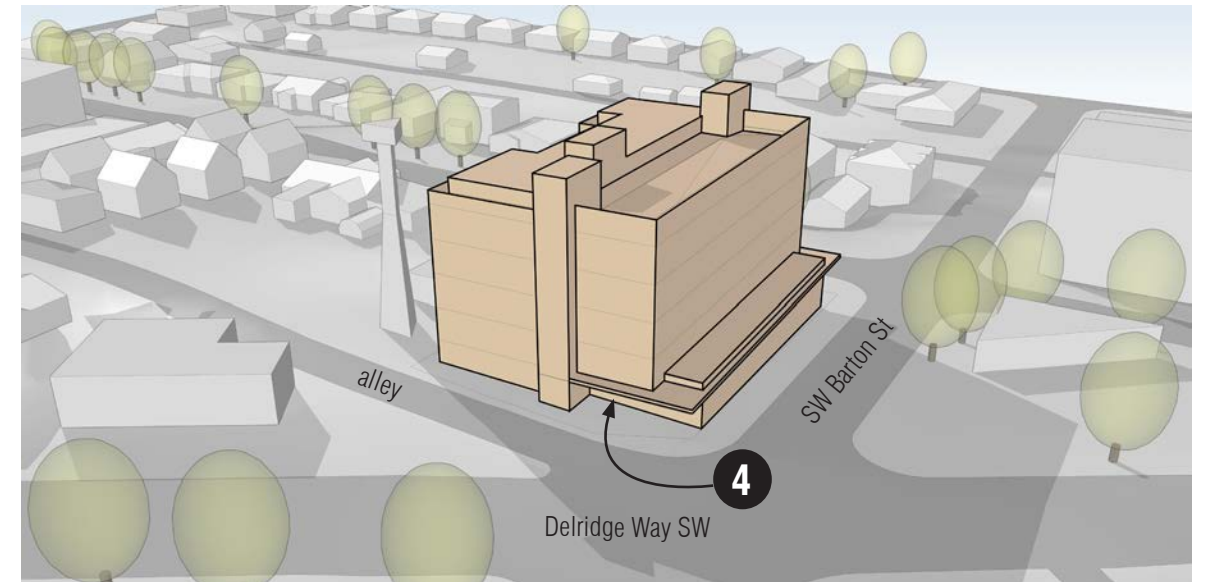
- Additional plantings will be integrated into the roof deck amenity space. Solar panels will be installed on the roof
- Project team will work with construction team to address parking concerns



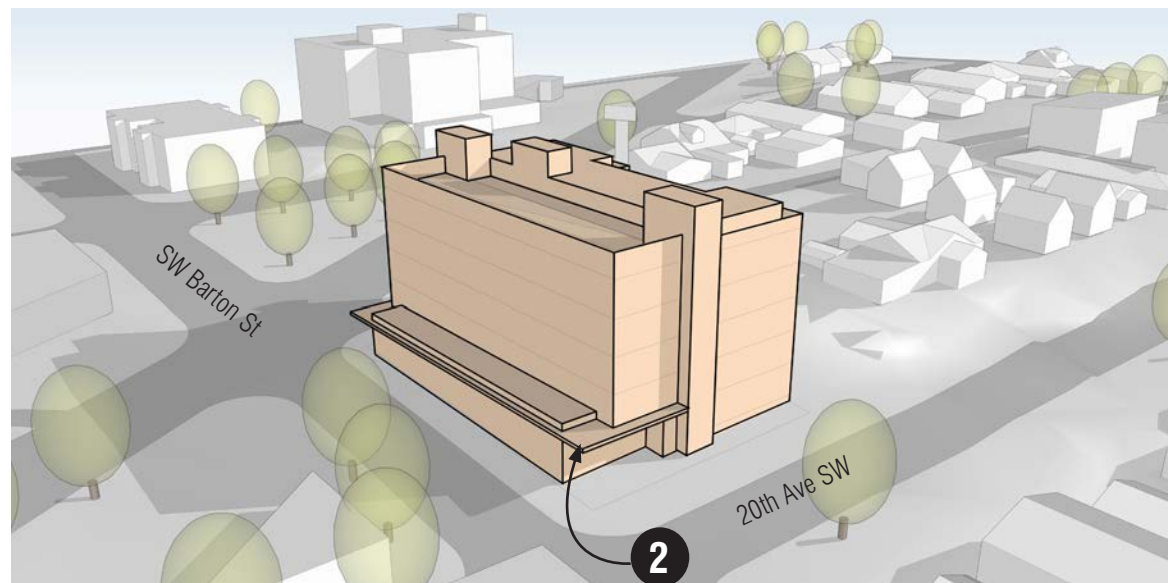
- 1** DC2.A2
Reducing perceived mass
- 2** DC2.D2
Texture
- 3** PL2.B1
Eyes on street
- 4** PL3.A1
Entries



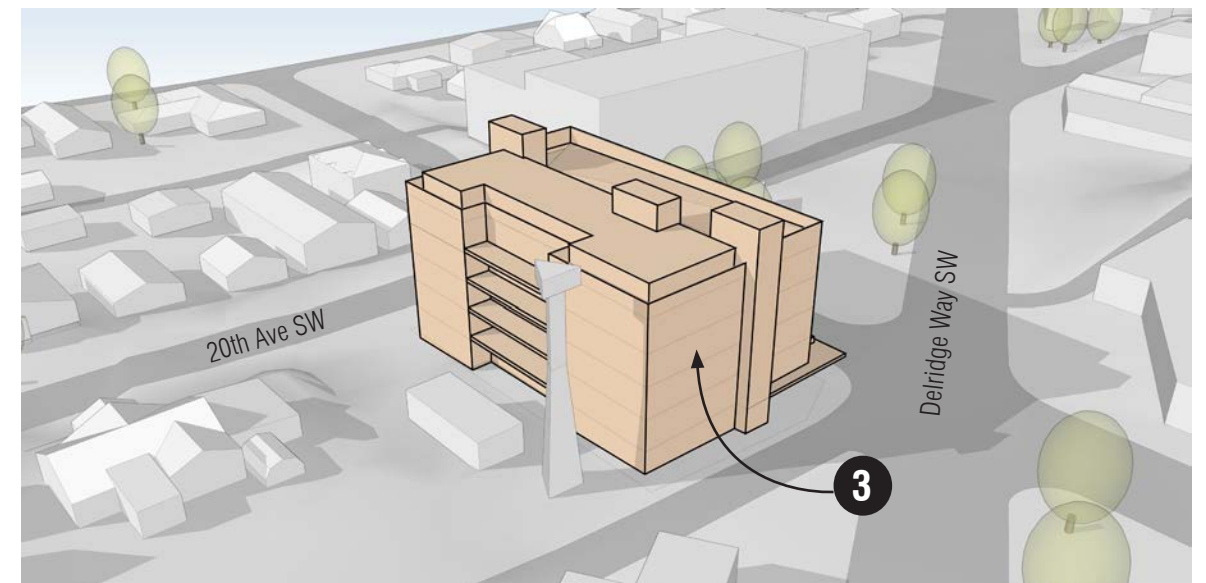
Birds eye view looking north up 20th Ave SW



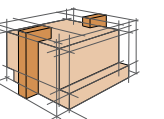
Birds eye view looking west on SW Barton St

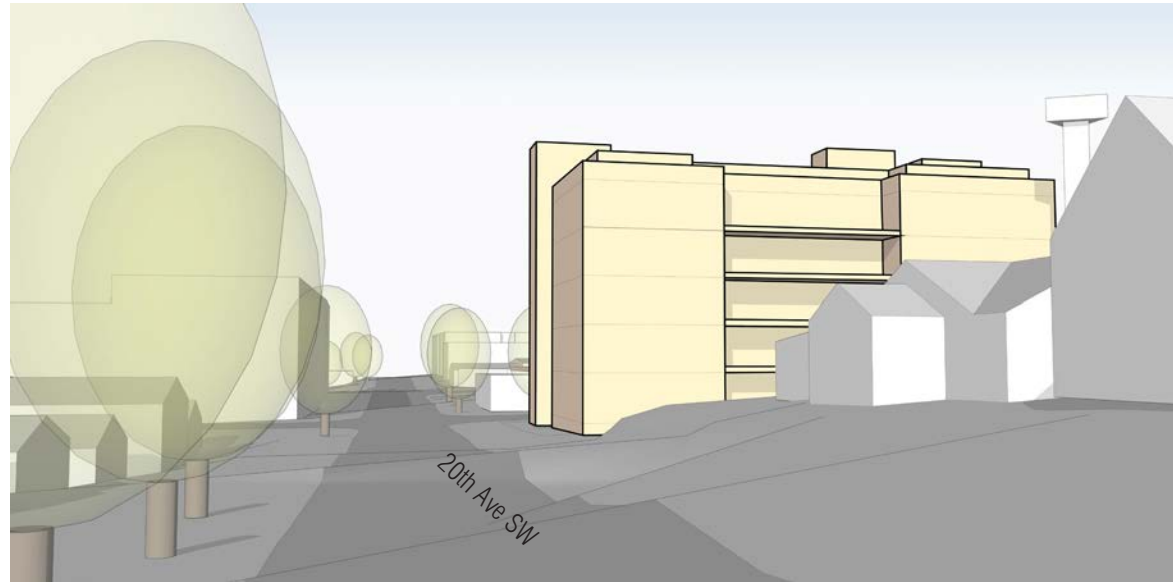


Birds eye view looking east from SW Barton St

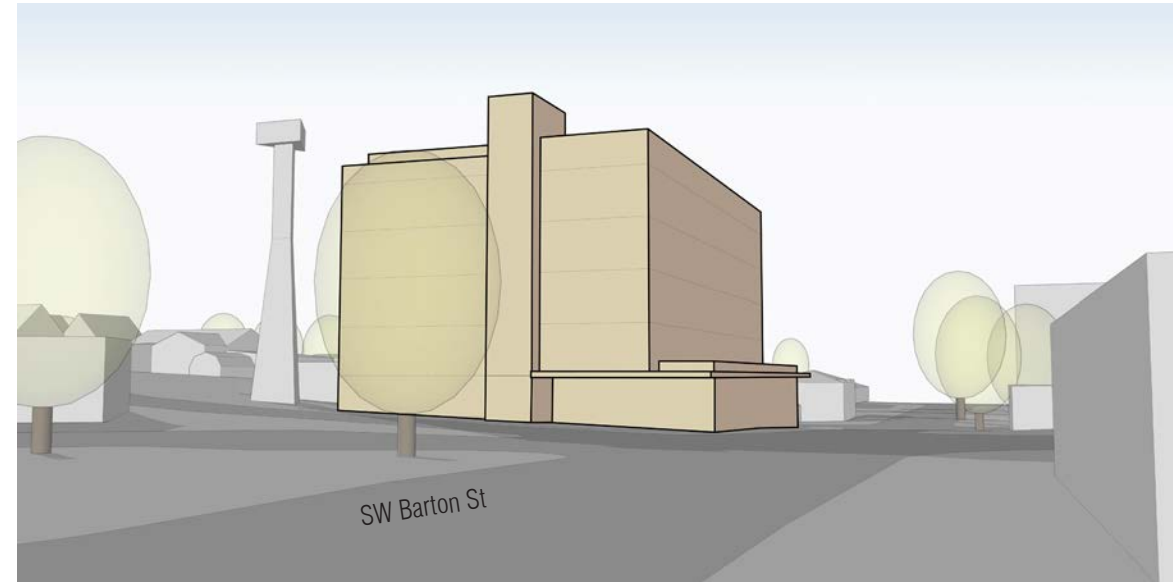


Birds eye view looking north up Delridge Way SW





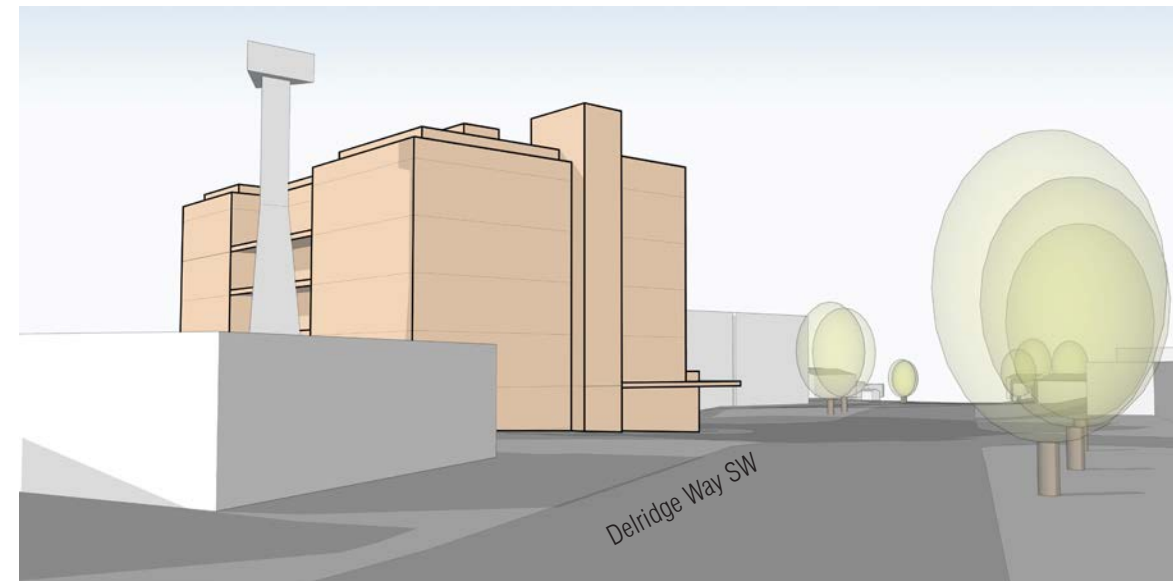
Street view looking north up 20th Ave SW



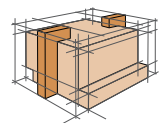
Street view looking west on SW Barton St

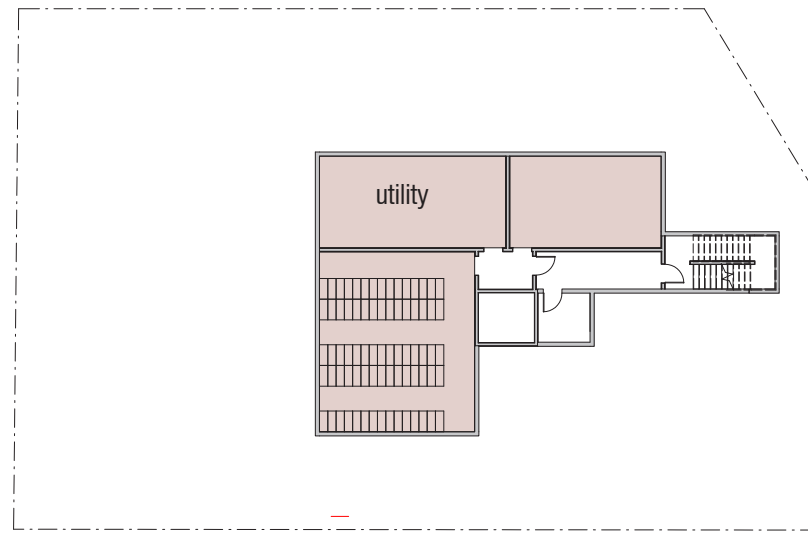


Street view looking south down 20th Ave SW

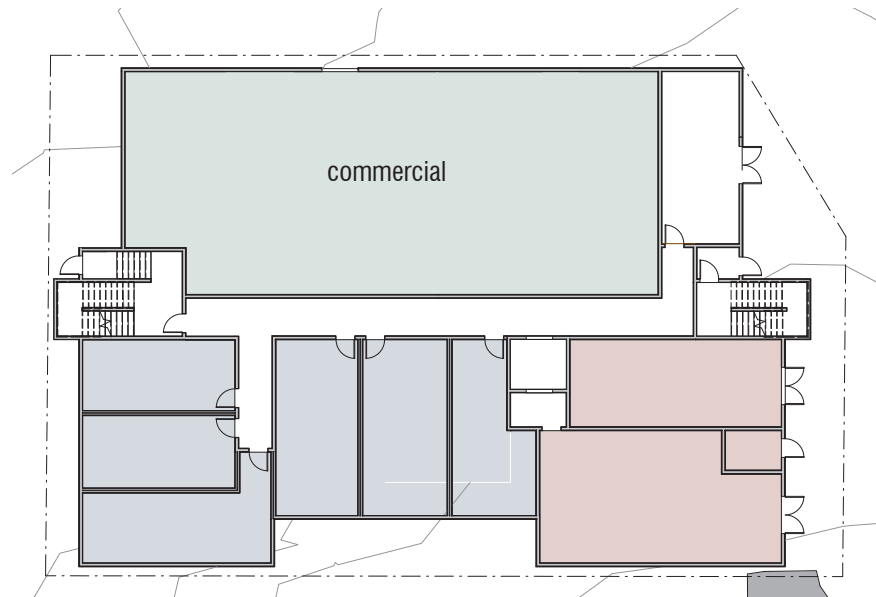


Street view looking north up Delridge Way SW

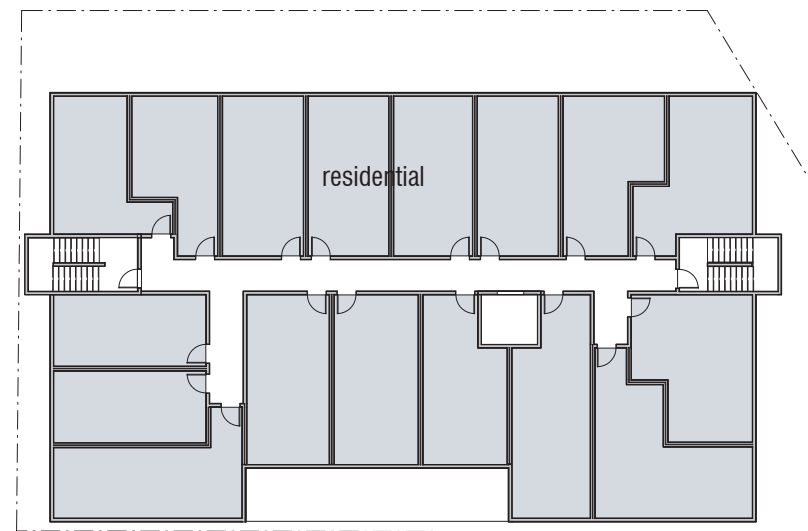




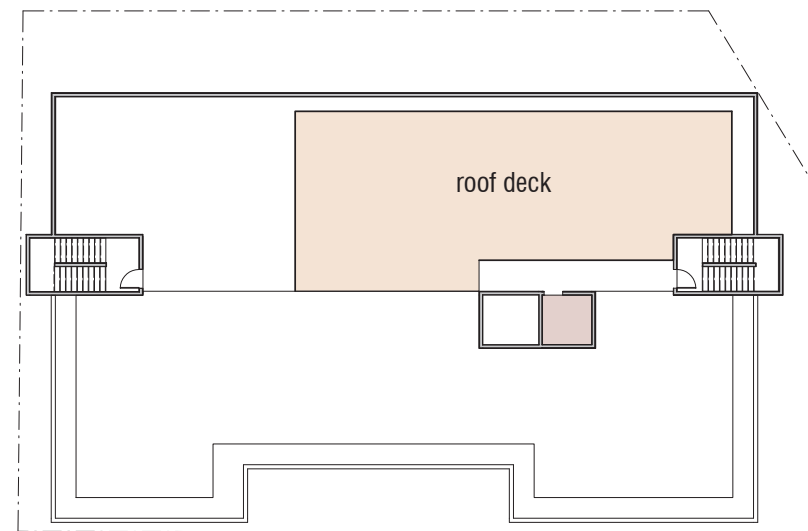
BASEMENT



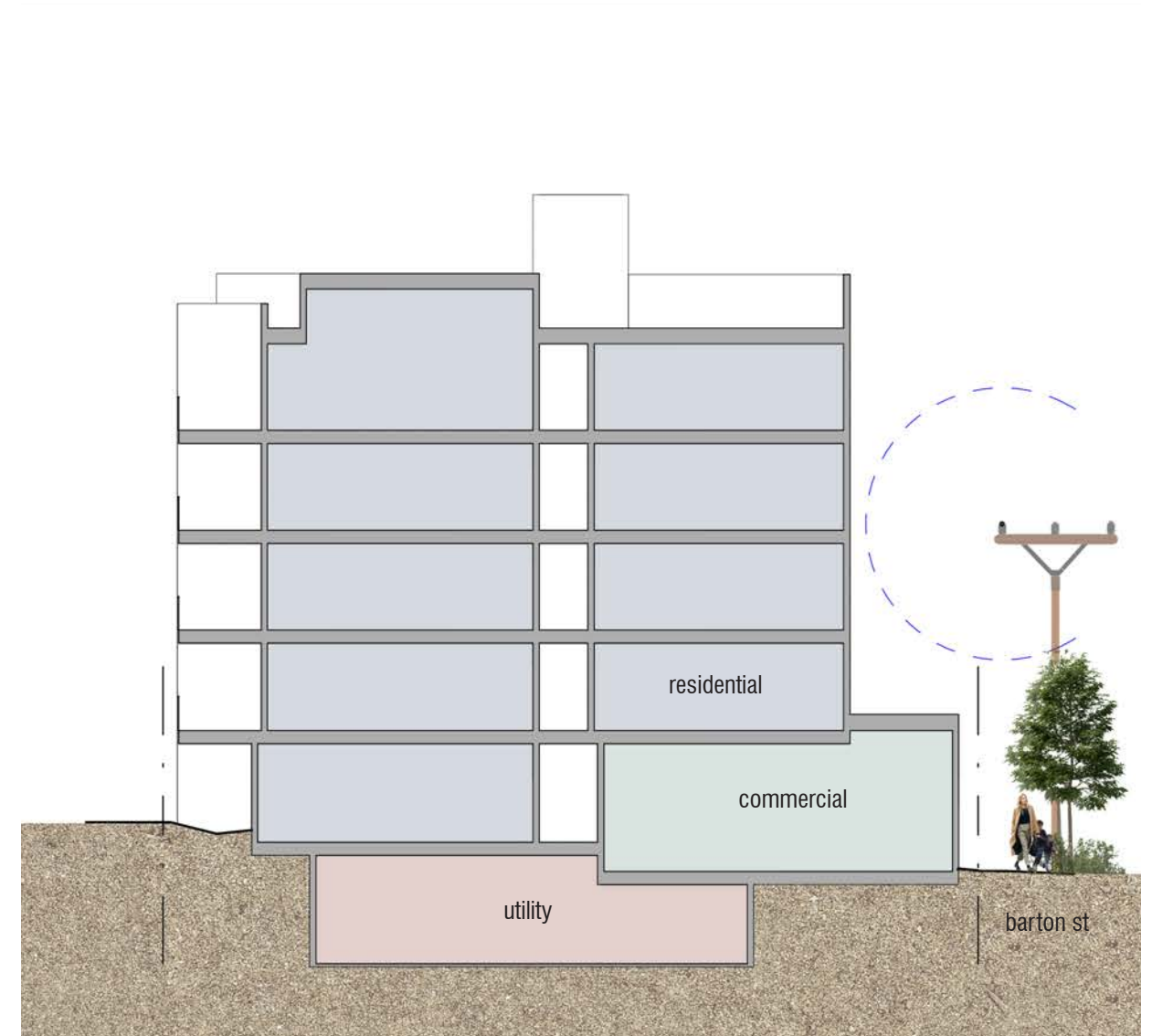
LEVEL ONE



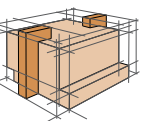
LEVELS TWO-FIVE

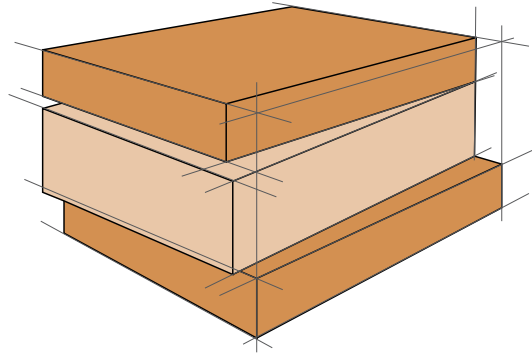


ROOF



SECTION





SCHEME 2: PIVOT (CODE COMPLIANT)

Scheme 2 is a zoning compliant scheme that plays off of the angled lot lines and angles of the adjoining streets, the floor plates of the building have been angled and then shifted relative to each other to reflect the movement of the intersection. The first floor is angled to allow for sight lines at the busy intersection of SW Barton and Delridge Way SW and then slowly tapers back to the lot line at the quieter intersection of 20th St and SW Barton. The residential lobby is located at the northeast corner of the building, visible from the intersection of Delridge Way SW and SW Barton Street for easy access from planned public transit stops.

NO OF RESIDENTIAL UNITS: 73
 NO OF COMMERCIAL STOREFRONTS: 1
 PARKING: 0 (NONE REQUIRED)

BENEFITS:

- Reflects the unique site angles at a multifaceted intersection
- The upper level and commercial level are swiveled away from the residential street on 20th Ave SW to reduce the impact of the massing on residential neighbors
- Unique massing provides an architectural presence at multiple street frontages

CONCERNS:

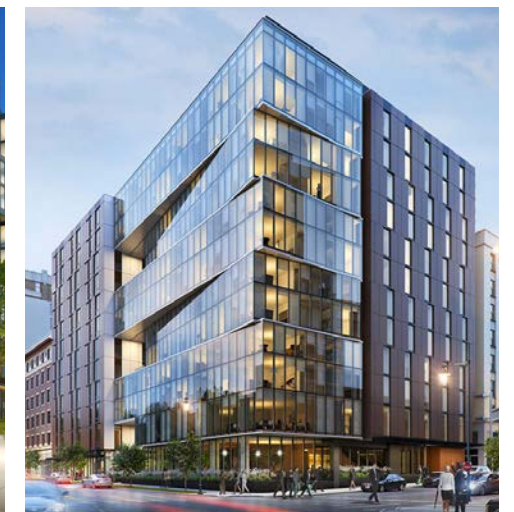
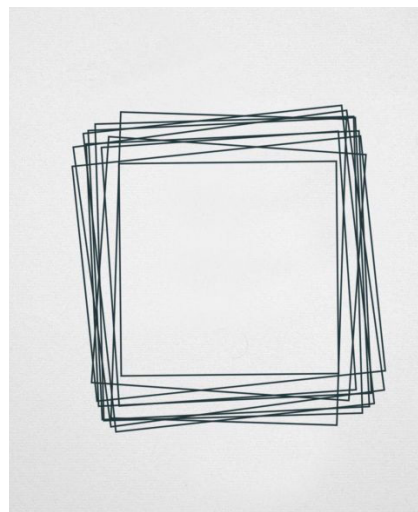
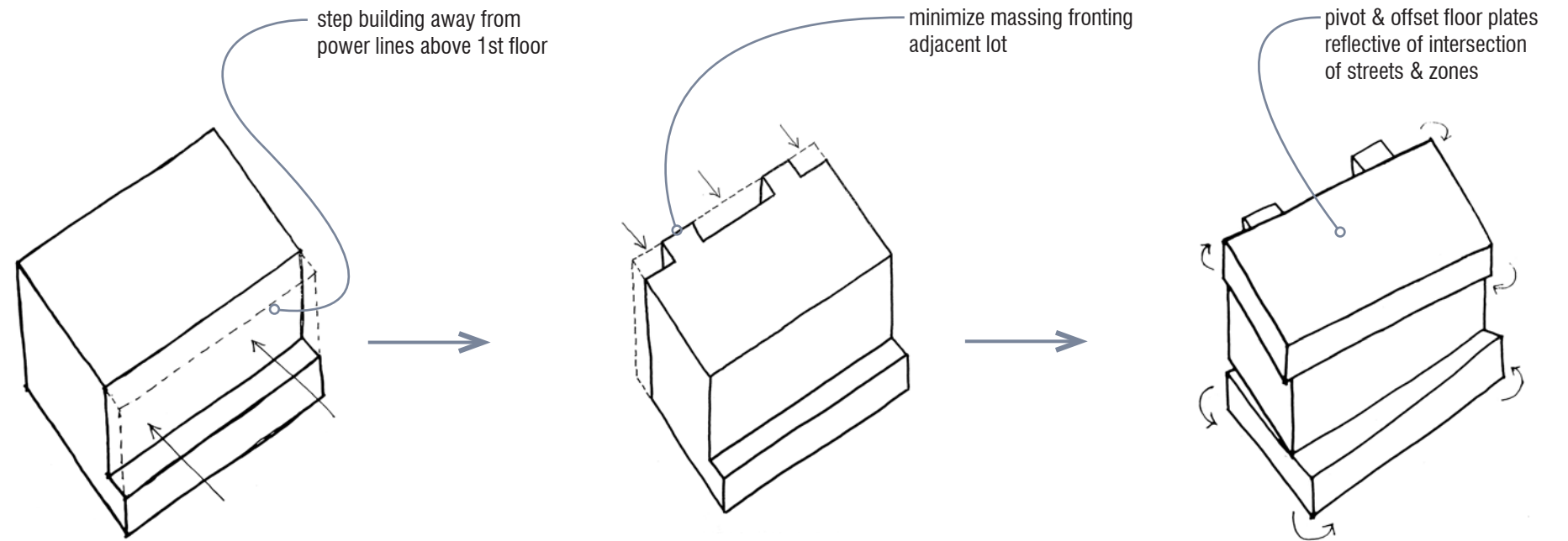
- Reduced commercial frontage on the Delridge Way façade reduces the “eyes on the street” potential at the ground floor
- Limited opportunity for developed landscape and public space at the street level
- Once the transit stops are constructed along Delridge, a lobby/weather protection might be used by nonresidents as an extension of the bus stop

POTENTIAL DEPARTURES:

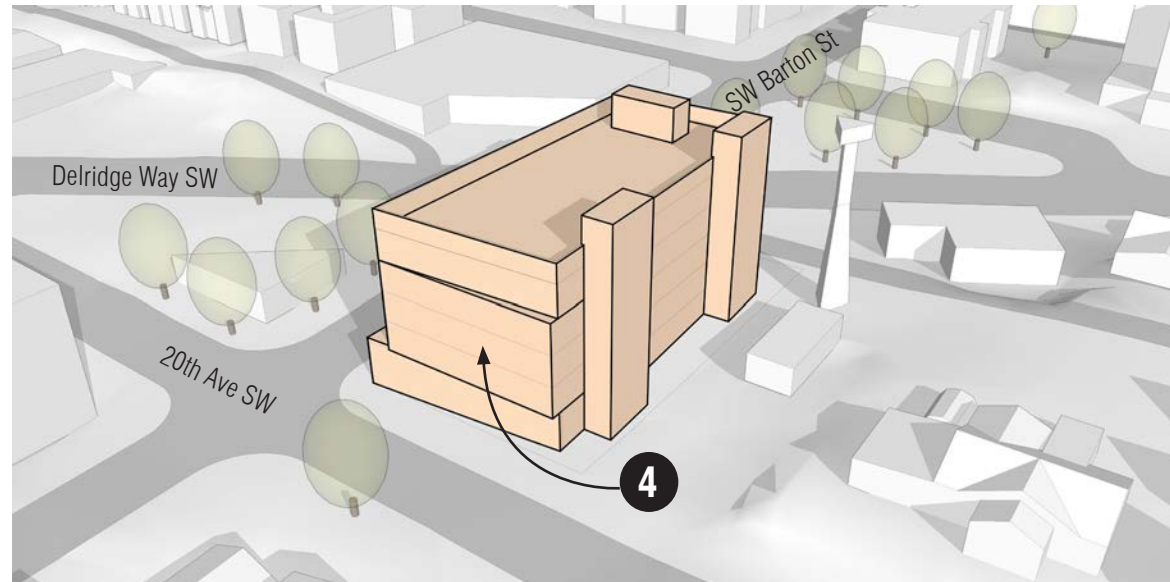
- None (need second opinion on whether transparency required along SW Delridge way)

COMMUNITY OUTREACH INTEGRATION:

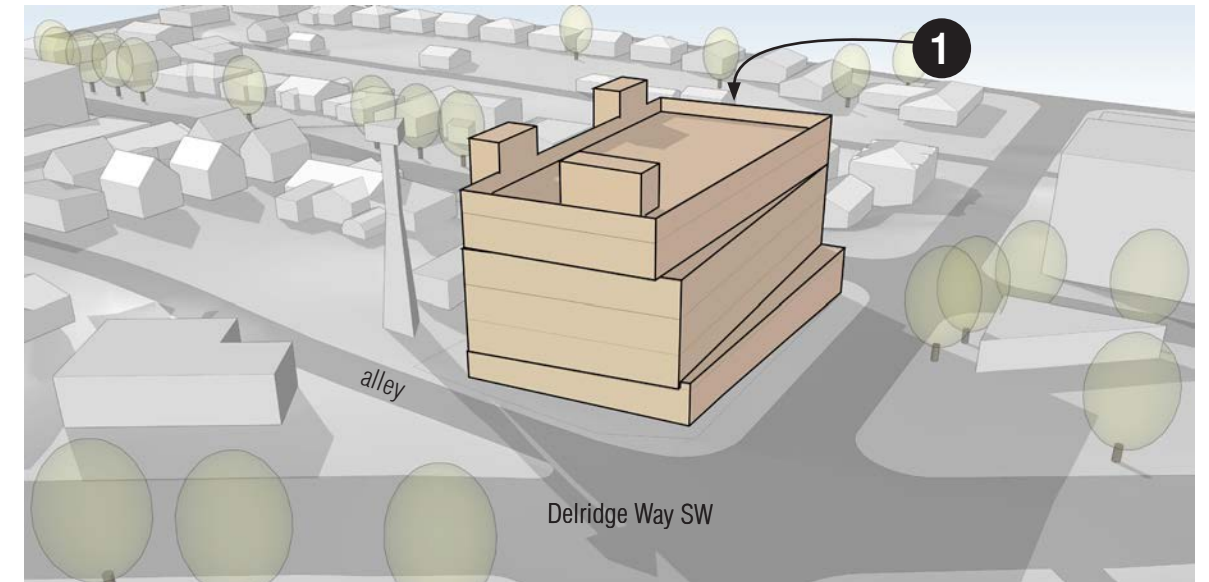
- Additional plantings will be integrated into the roof deck amenity space. Solar panels will be installed on the roof
- Project team will work with construction team to address parking concerns



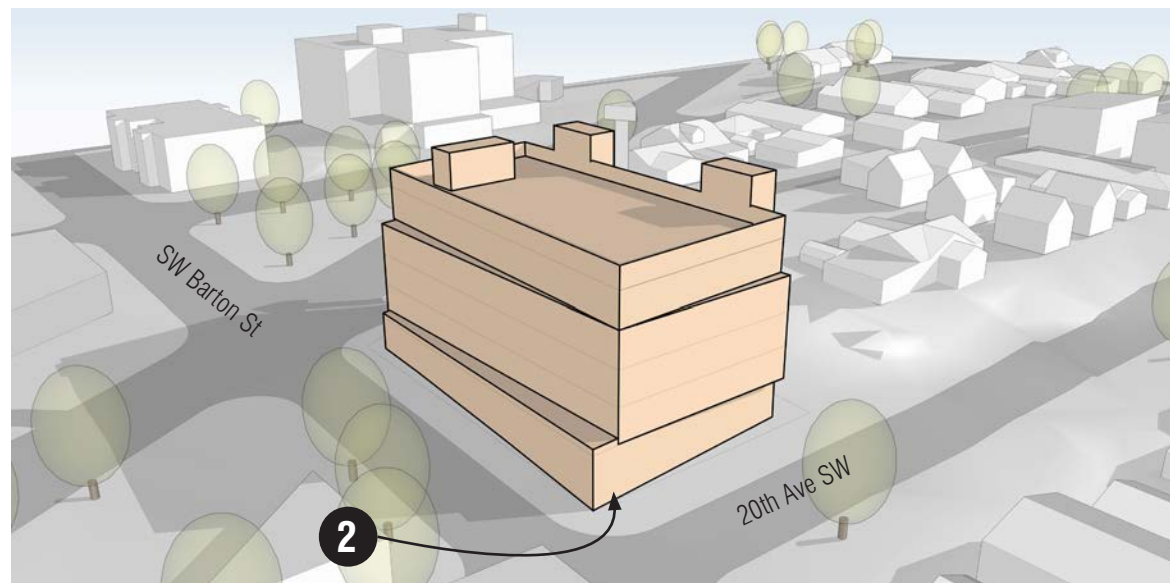
- 1** CS2.A2
Architecture presence
- 2** CS2.C1
Relationship to the block
- 3** DC2.B1
Facade composition
- 4** PL2.B1
Eyes on the street



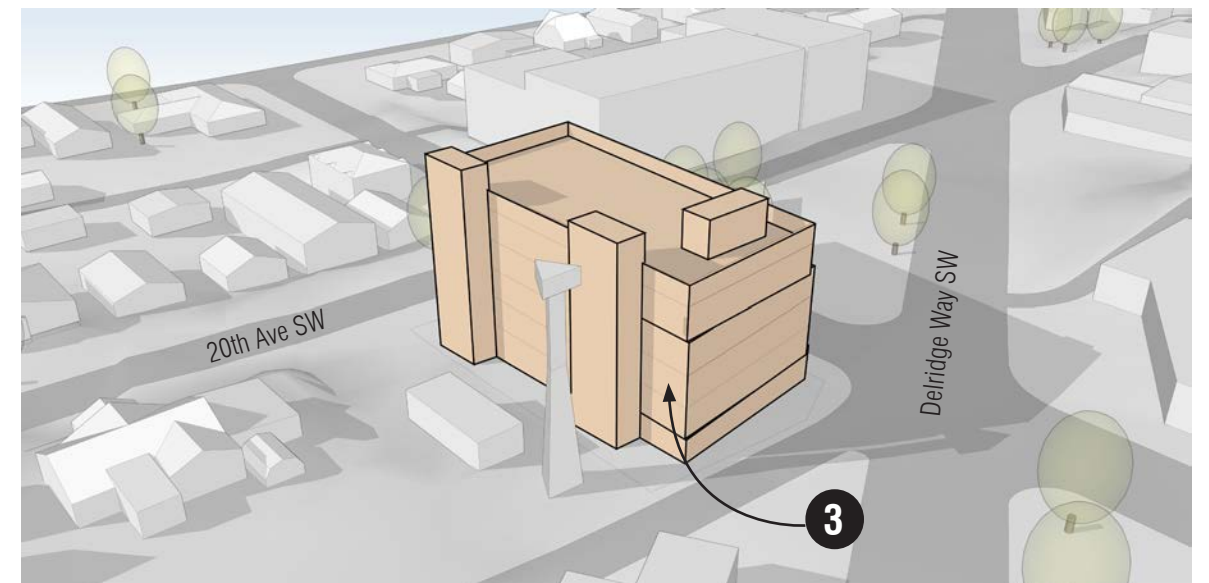
Birds eye view looking north up 20th Ave SW



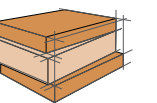
Birds eye view looking west on SW Barton St



Birds eye view looking east from SW Barton St

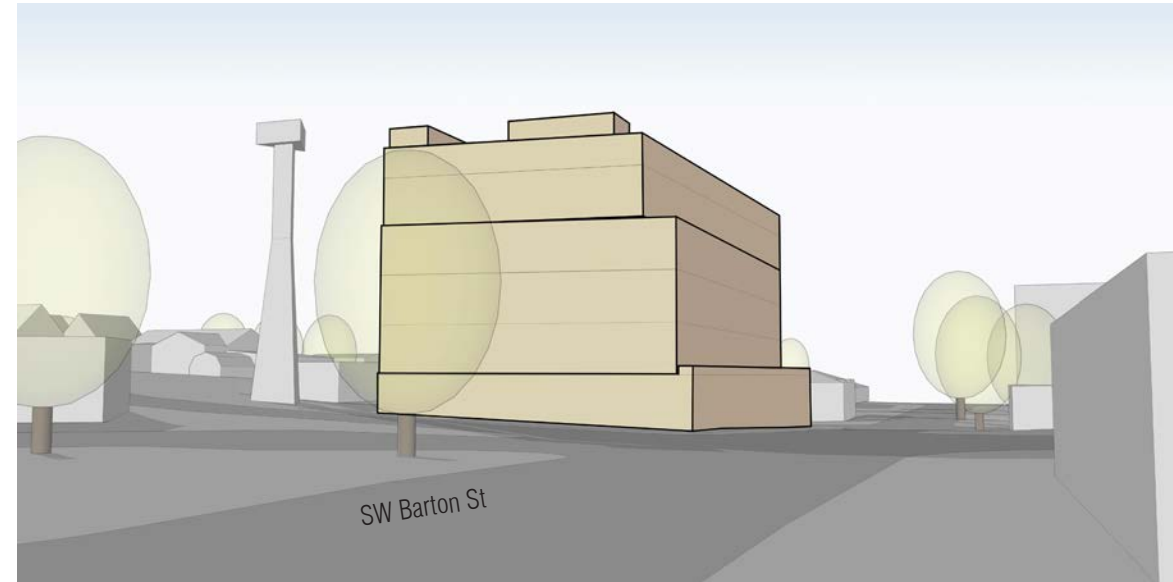


Birds eye view looking north up Delridge Way SW

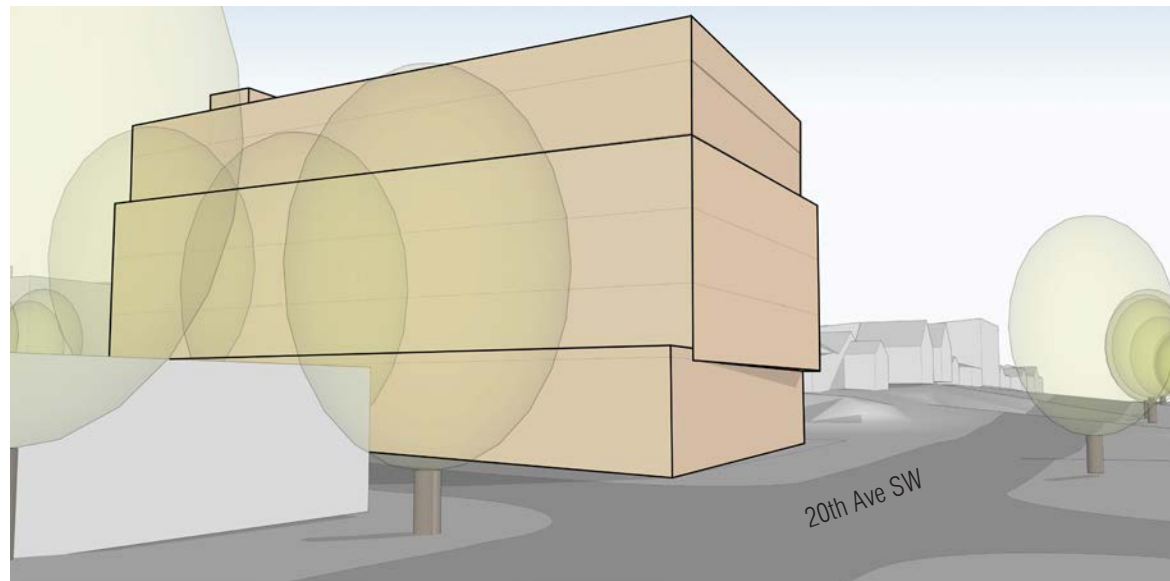




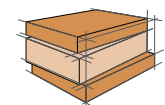
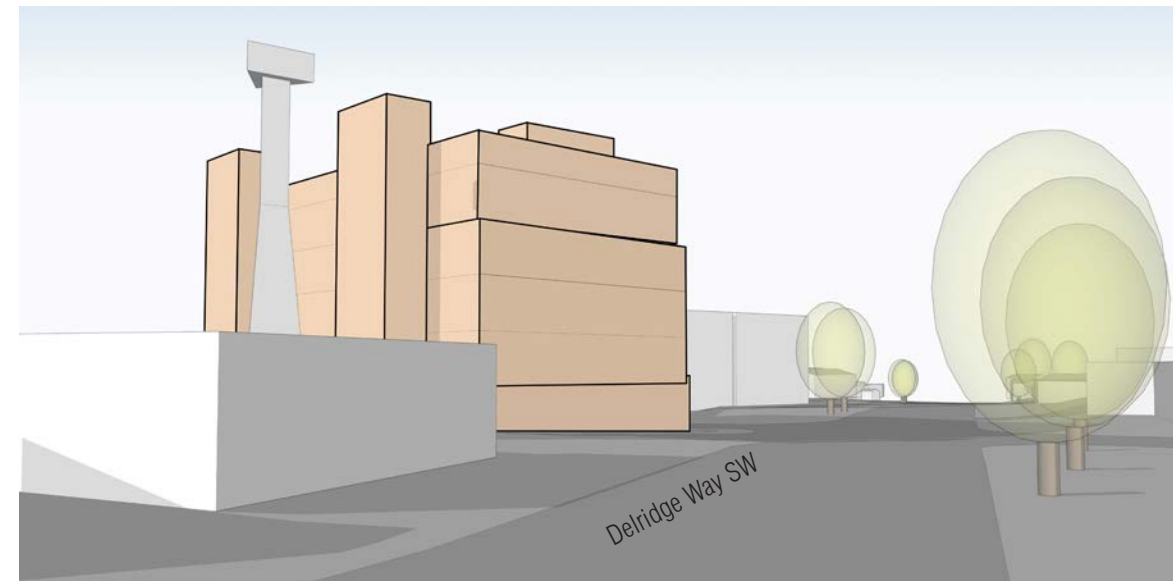
Street view looking north up 20th Ave SW

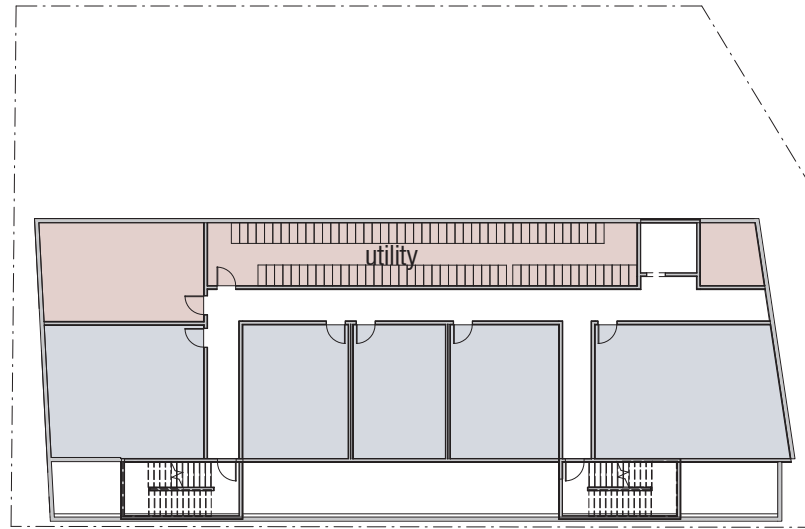


Street view looking west on SW Barton St

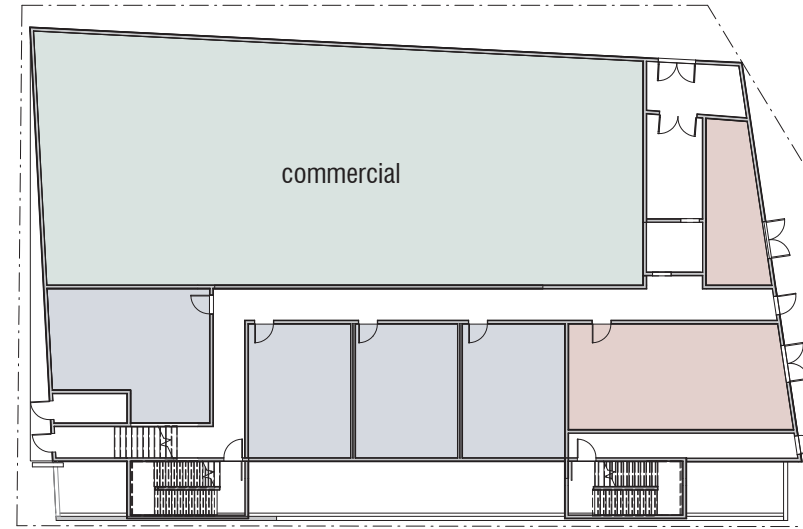


Street view looking south down 20th Ave SW

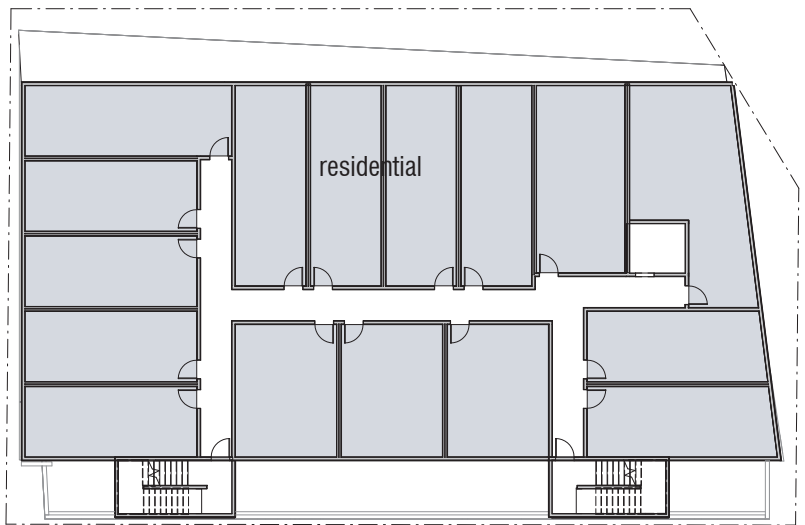




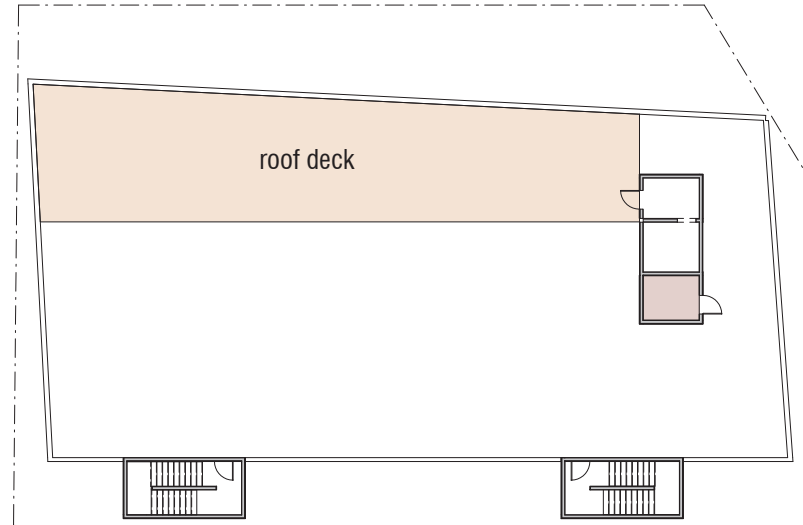
BASEMENT



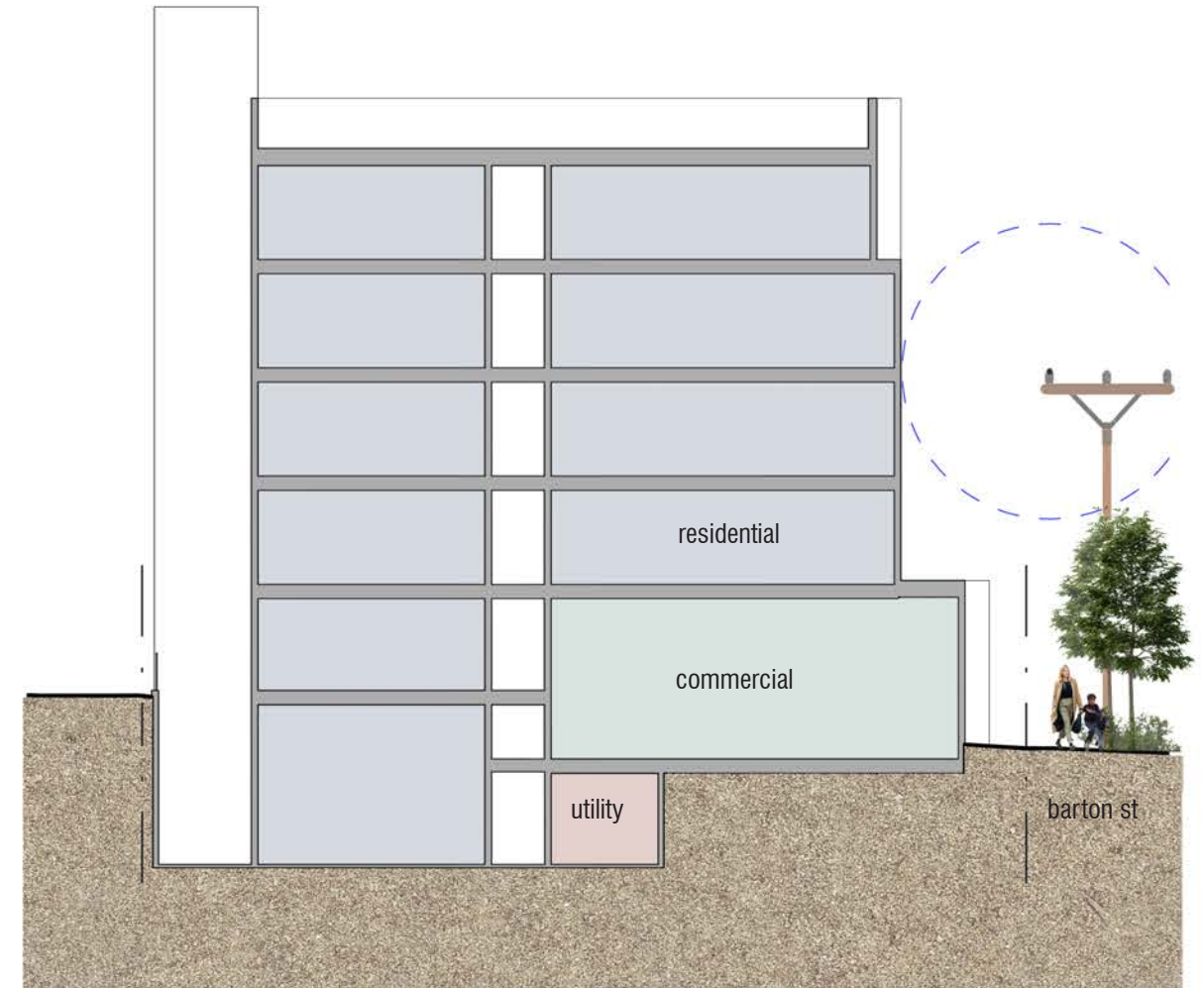
LEVEL ONE



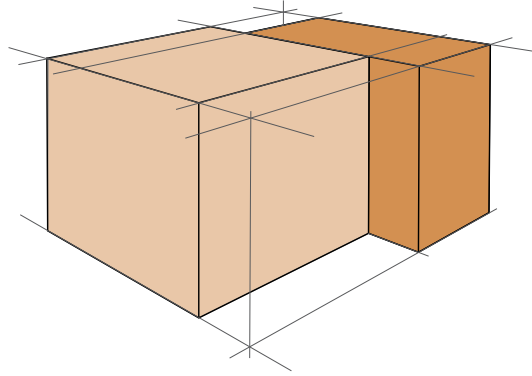
LEVELS TWO-FIVE



ROOF



SECTION



**SCHEME 3: ANCHOR (CODE COMPLIANT)
(PREFERRED)**

Scheme 3 is a zoning compliant scheme that acknowledges the buildings position as anchor to two separate and different corners. The mass of the building has been split into two volumes, each sized respectively to the zone it abuts, and split by a recess in the building façade which aligns with a circulation corridor within. The residential lobby is accessed from the smaller volume, located on the residential frontage, and the commercial space is accessed from the larger volume, facing the commercial frontage.

NO OF RESIDENTIAL UNITS: 71
NO OF COMMERCIAL STOREFRONTS: 2
PARKING: 0 (none required)

BENEFITS:

- Provides strong street façade to anchor the street frontage
- Provides ample space for a developed space and public realm to compliment the adjacent community greenspace
- Provides commercial frontage along Delridge Way for additional “eyes on the street” at ground floor

CONCERNS:

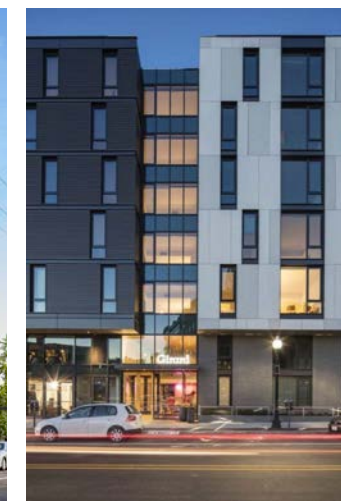
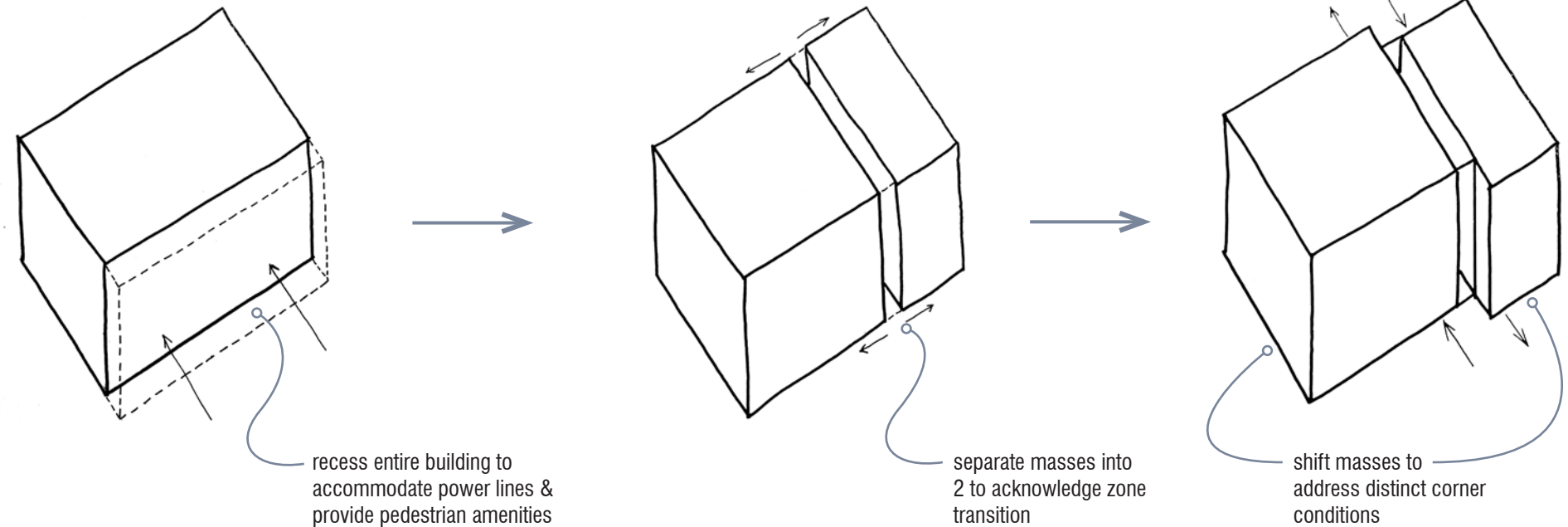
- The public area at the front façade will need to be carefully planned so that it can transition with the neighborhood and does not provide opportunity for aggravating safety issues in park

POTENTIAL DEPARTURES:

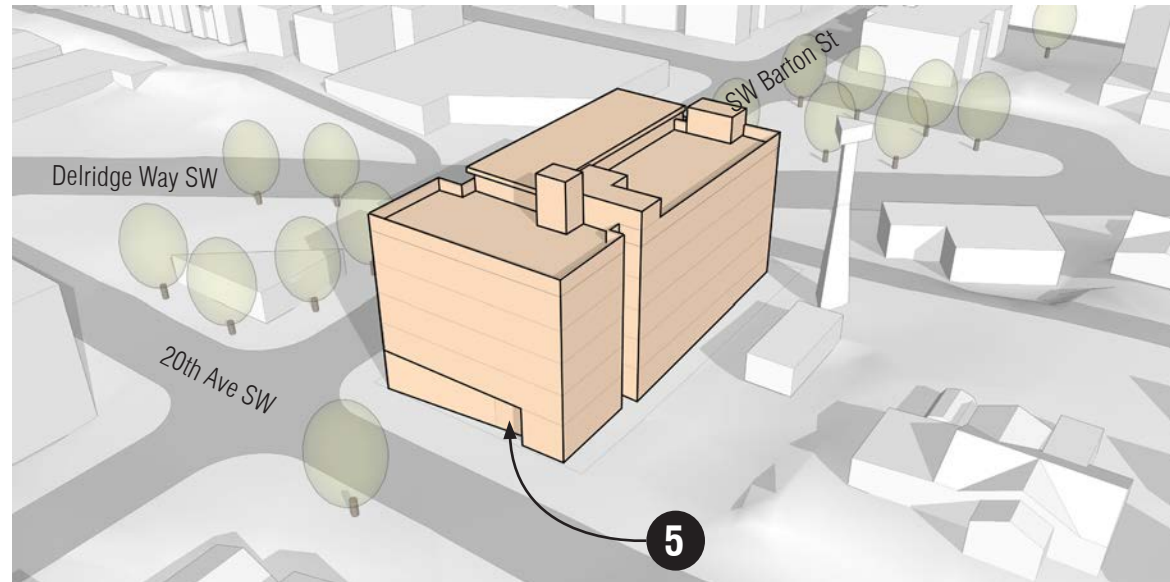
- None

COMMUNITY OUTREACH INTEGRATION:

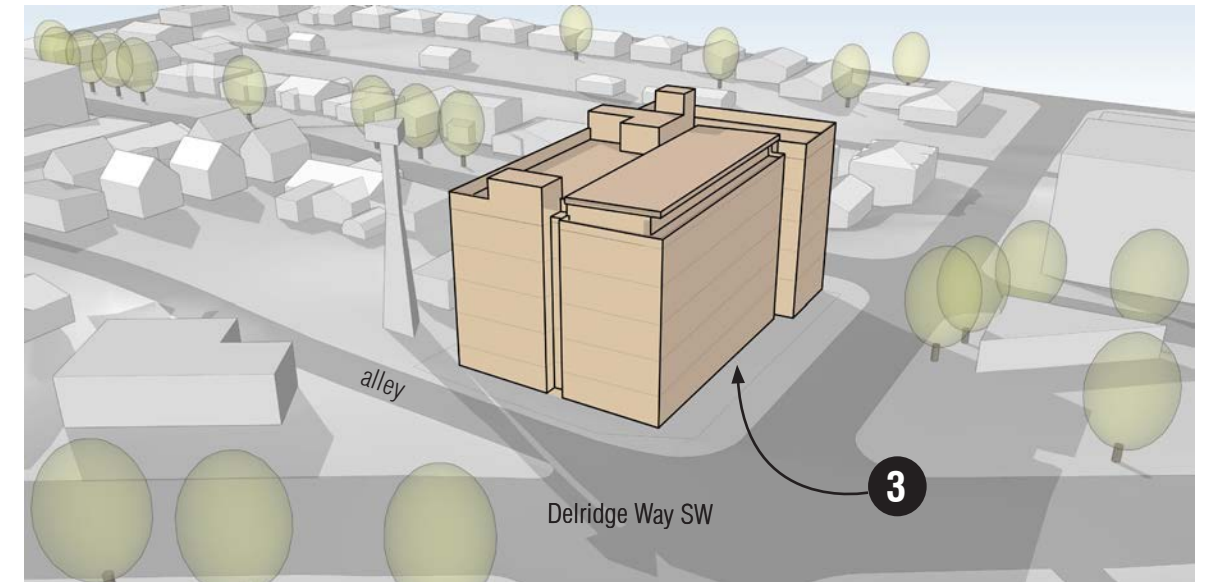
- Increased setback at the ground floor along SW Barton St creates generous area for landscaped spaces, permeable surfaces, drainage elements, and other potential sustainable features.
- Additional plantings will be integrated into the roof deck amenity space. Solar panels will be installed on the roof
- Consistent setback from SW Barton St allows for view and solar corridors
- Project team will work with construction team to address parking concerns



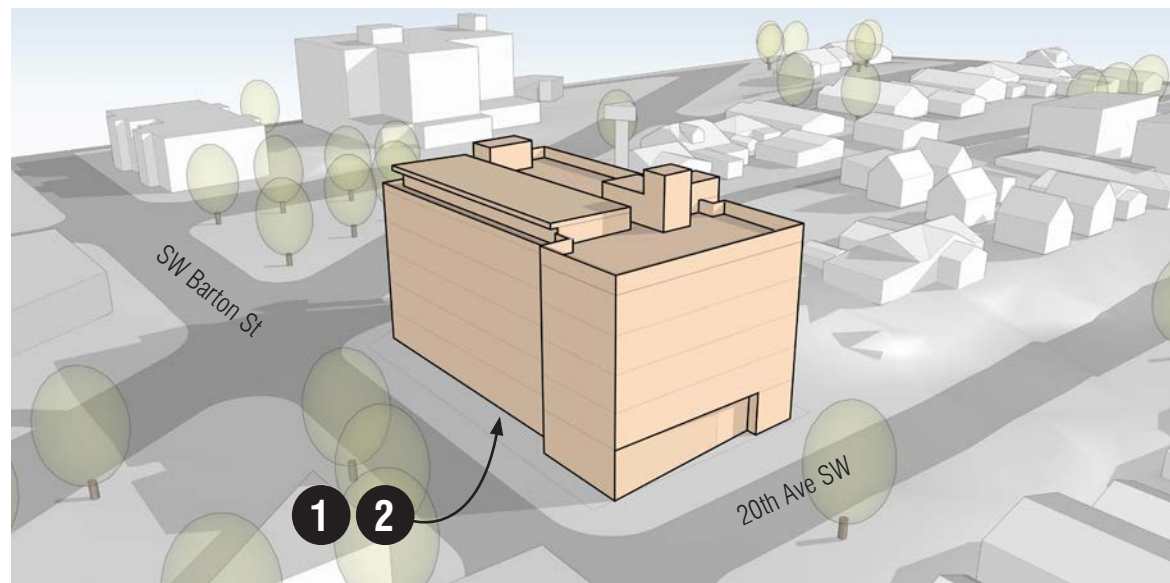
- 1 CS2.A2
Architecture presence
- 2 CS2.B3
Character of open space
- 3 CS2.C1
Relationship to the block
- 4 PL2.B1
Eyes on the street
- 5 PL3.A1
Entries



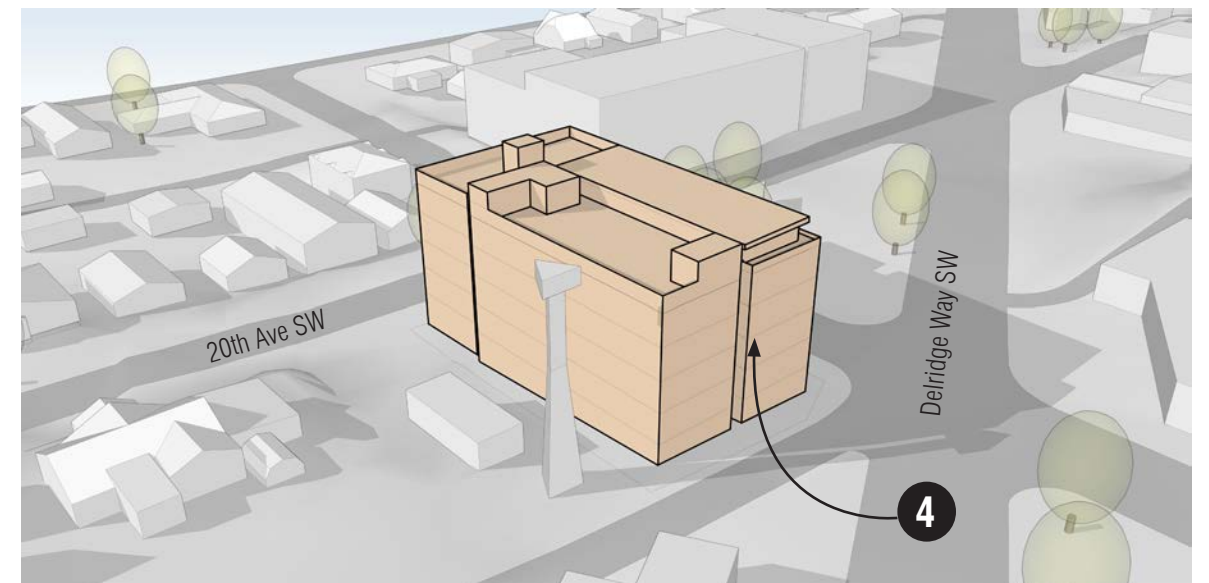
Birds eye view looking north up 20th Ave SW



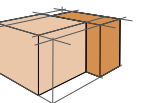
Birds eye view looking west on SW Barton St



Birds eye view looking east from SW Barton St



Birds eye view looking north up Delridge Way SW





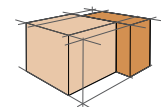
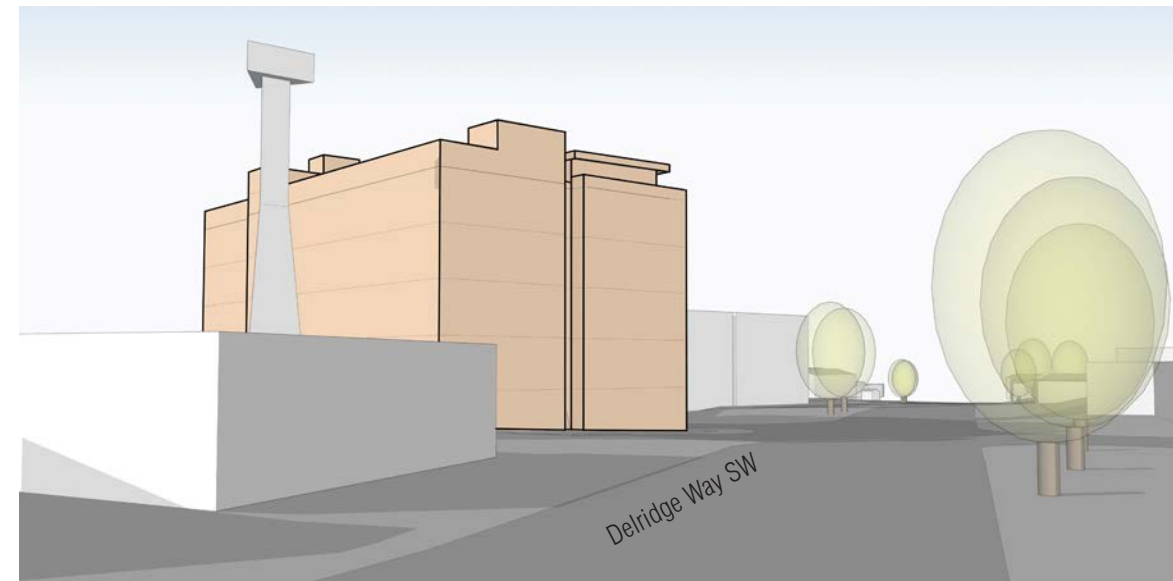
Street view looking north up 20th Ave SW

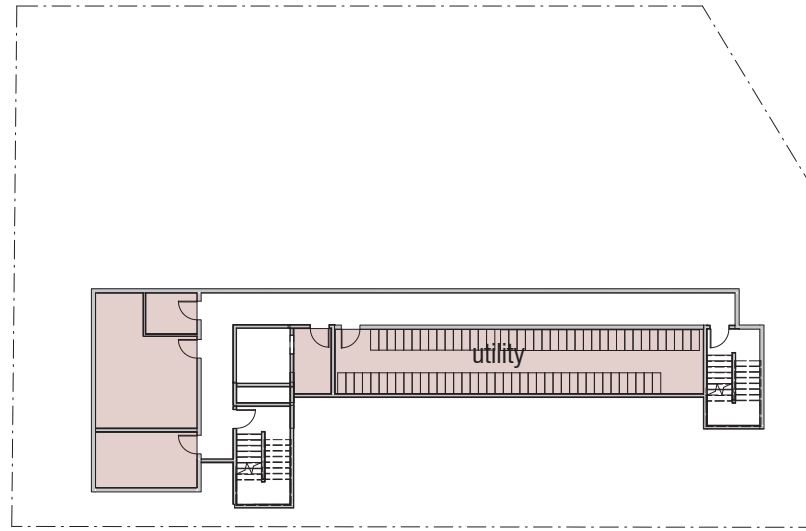


Street view looking west on SW Barton St

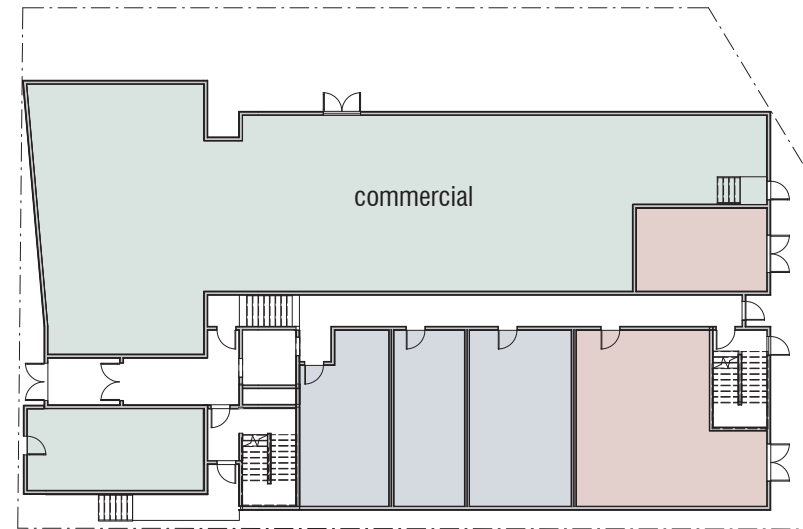


Street view looking south down 20th Ave SW

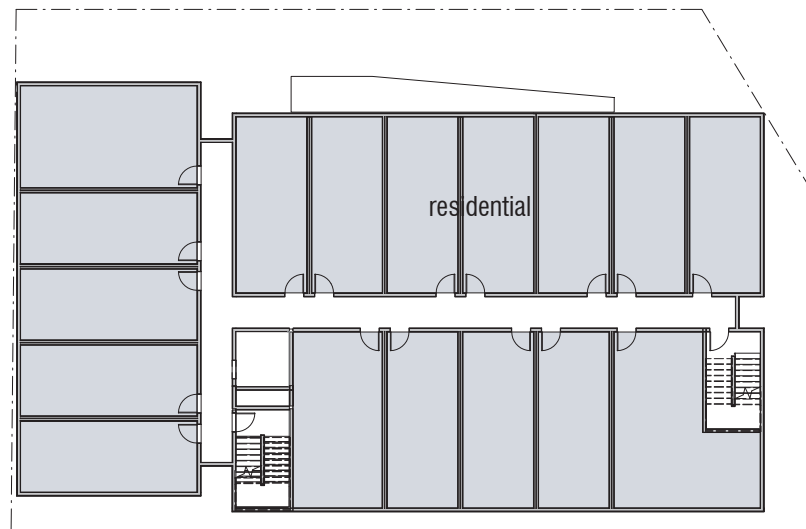




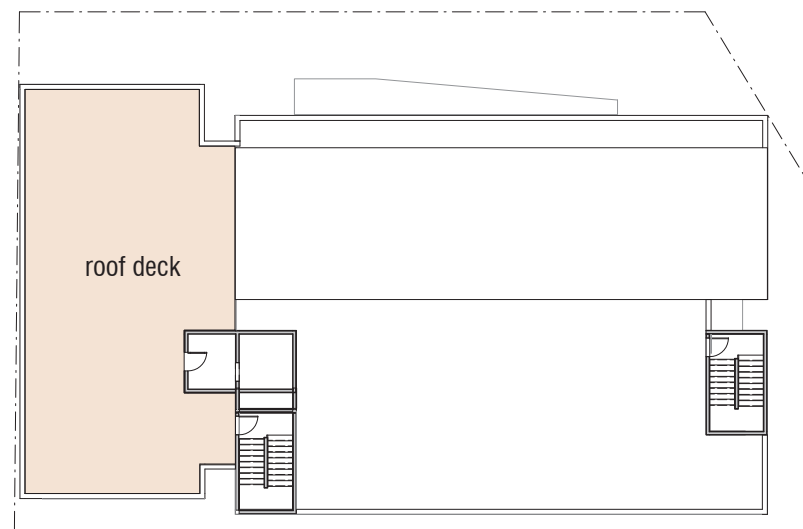
BASEMENT



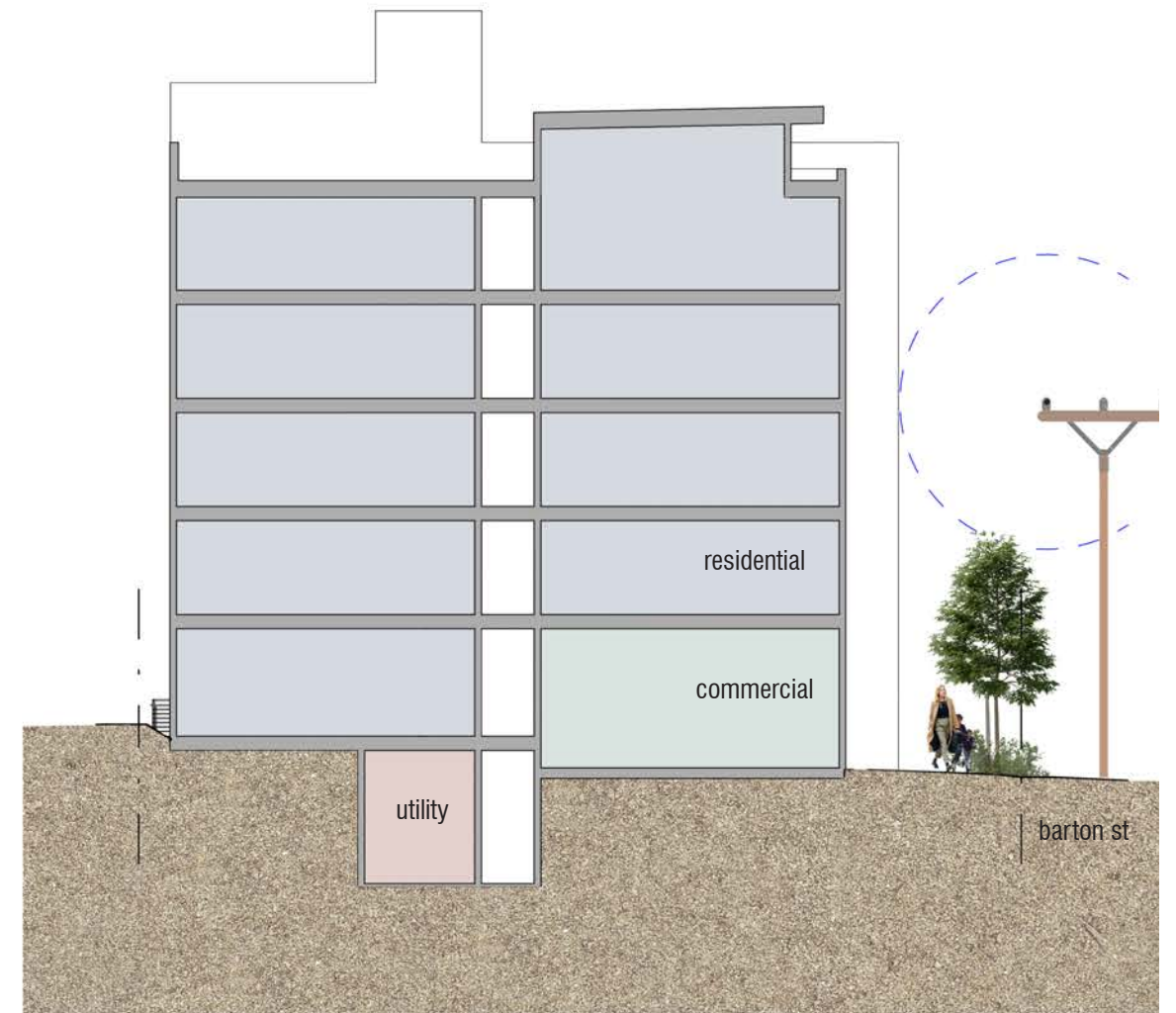
LEVEL ONE



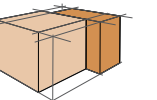
LEVELS TWO-FIVE

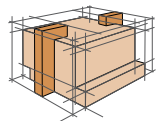
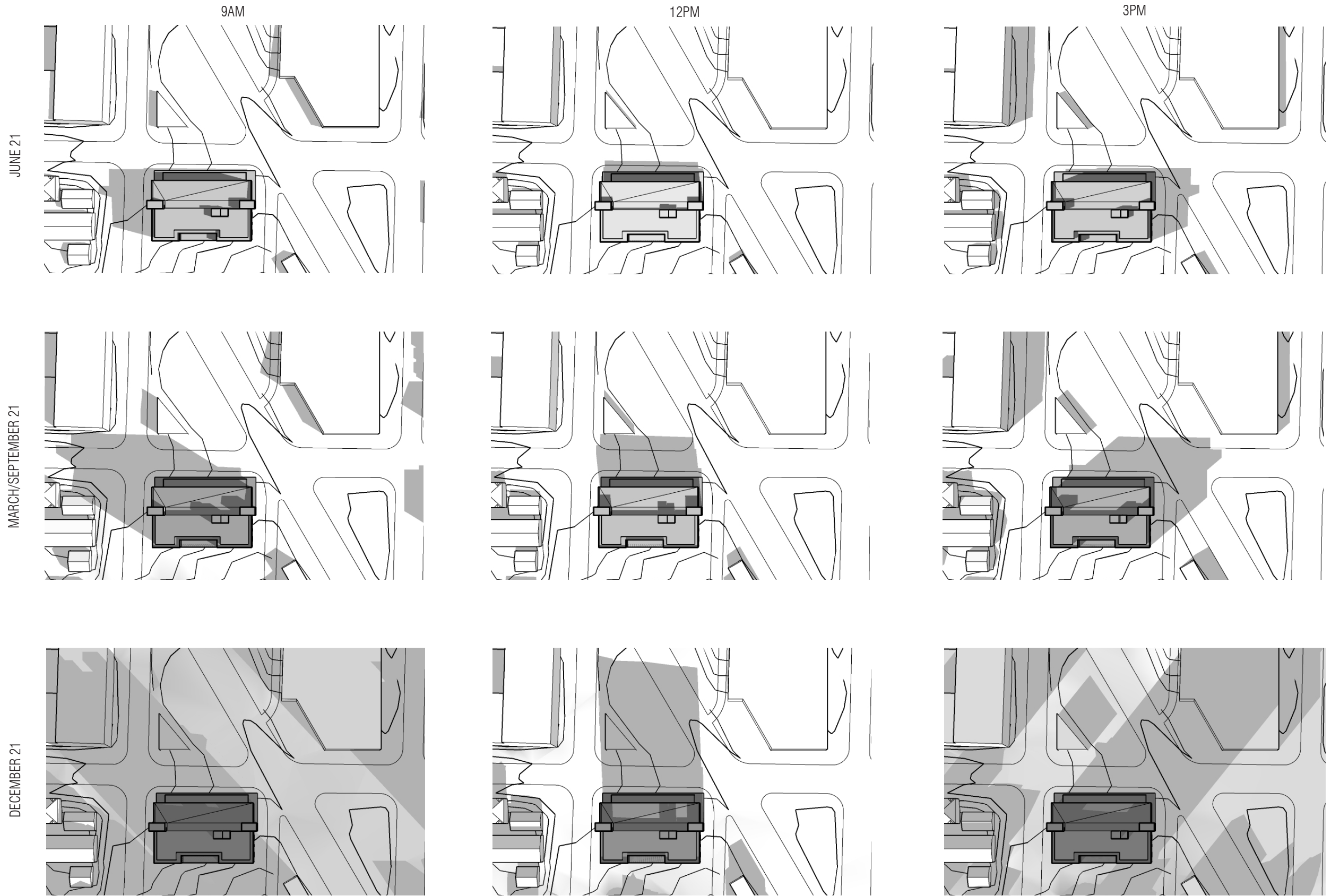


ROOF

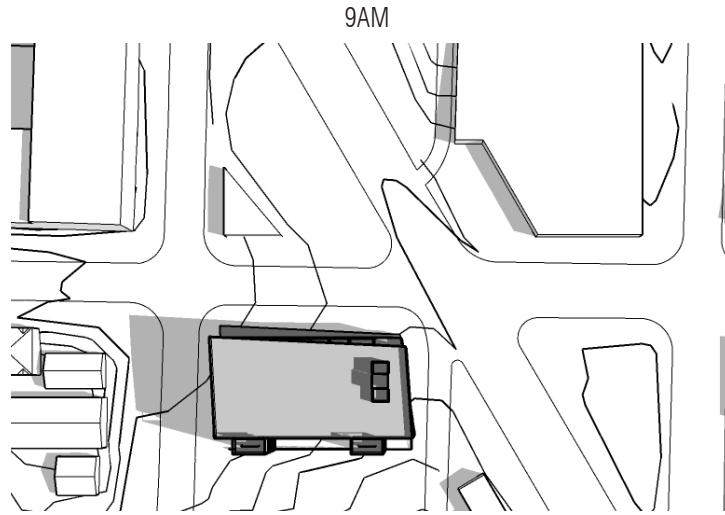


SECTION

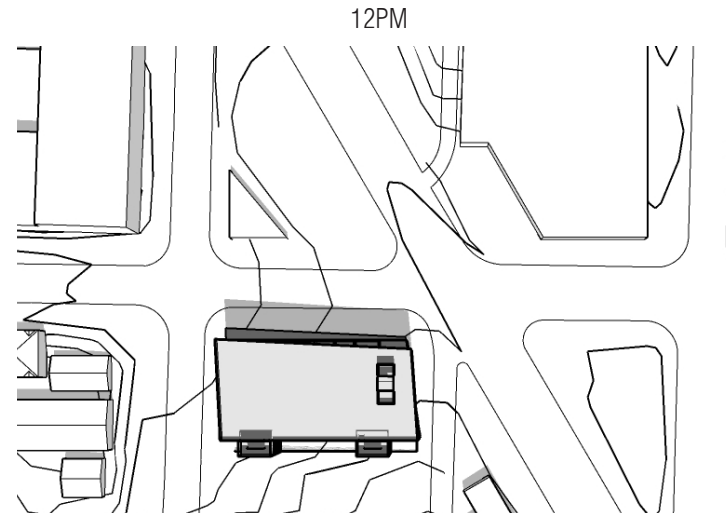




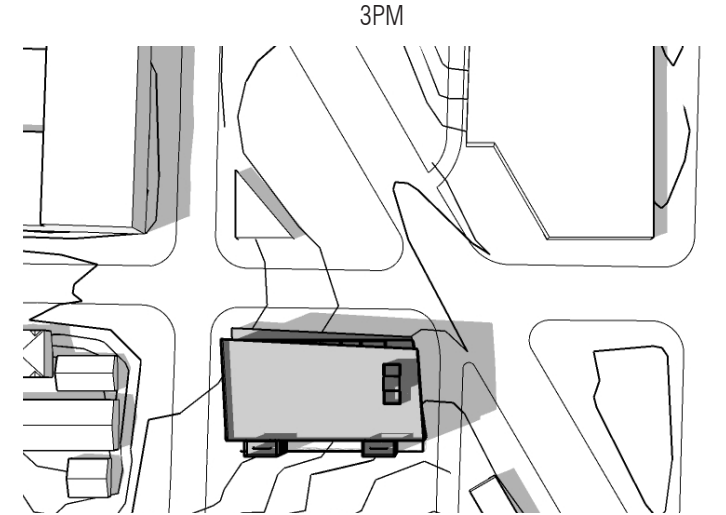
JUNE 21



9AM

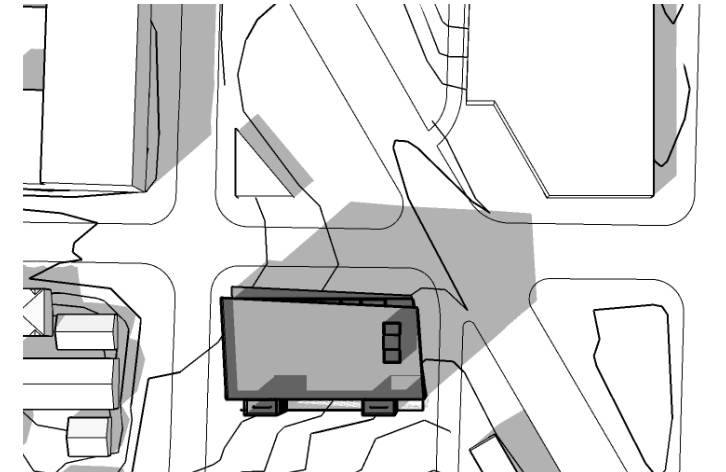
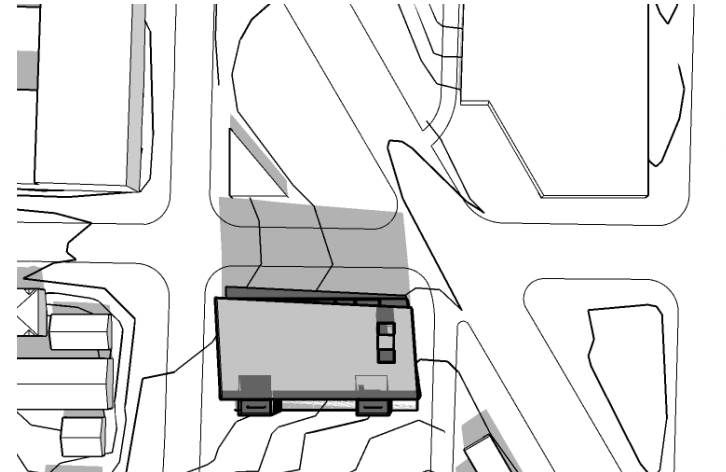
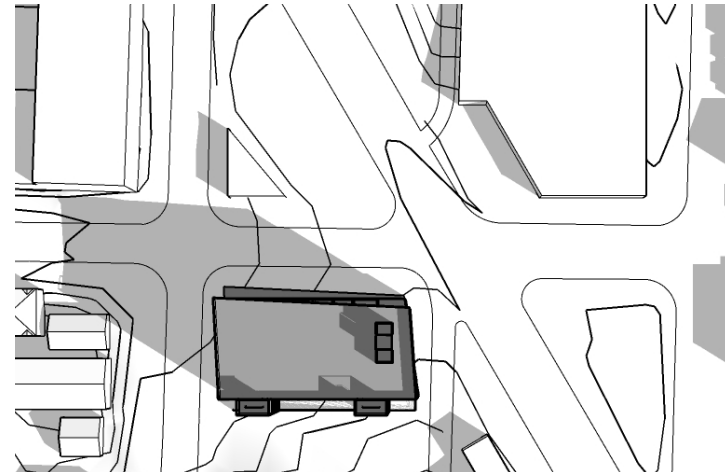


12PM

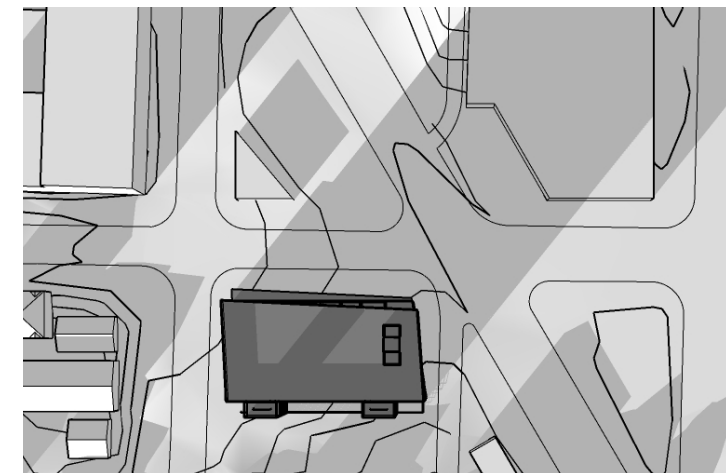
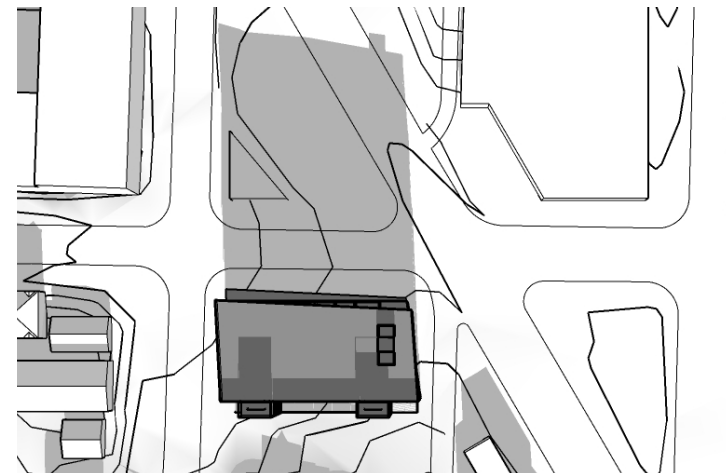
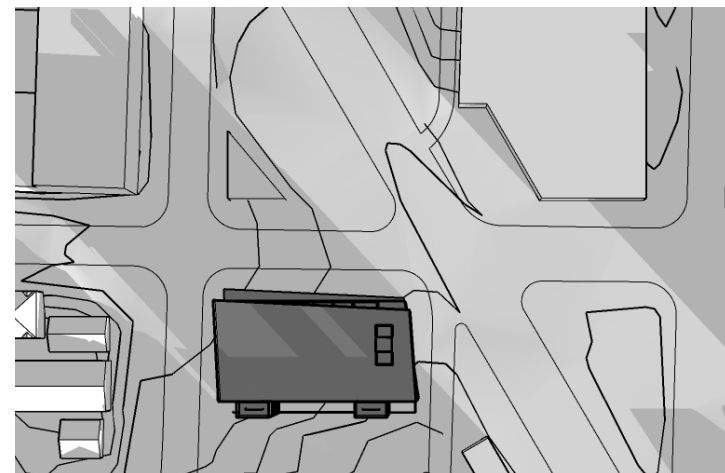


3PM

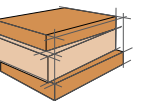
MARCH/SEPTEMBER 21

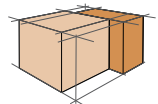
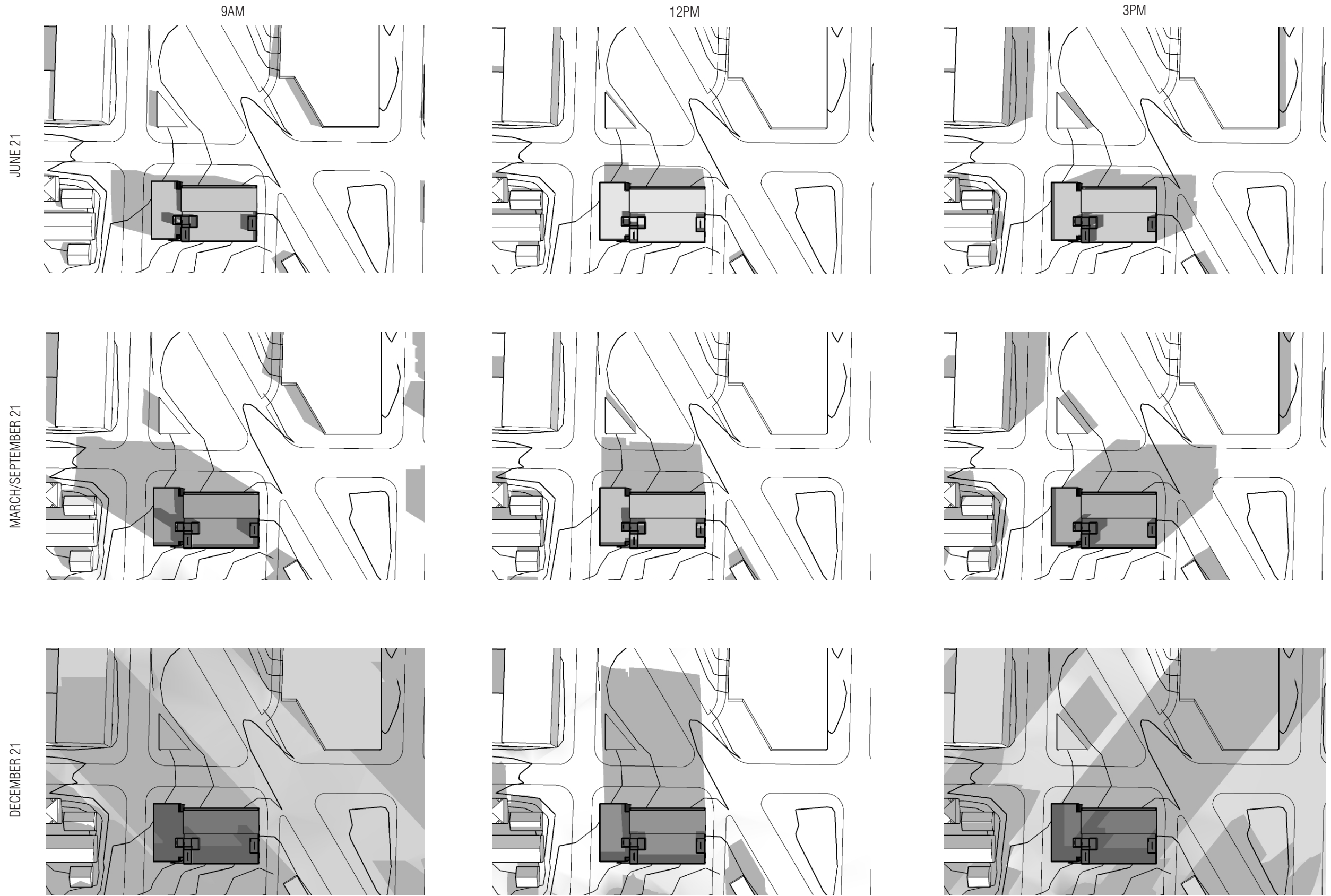


DECEMBER 21



north







STREET LEVEL LANDSCAPE

- Layers of textural evergreen and deciduous greens would provide a foundation along the building exterior with pops of color throughout.
- Year-round seasonal interest in planting with berries, flowers and changing foliage colors.
- Upright evergreen screening shrubs along the backside of the building
- Bio-retention planters at the front of the building, surrounding the entry plaza, capture on-site stormwater naturally and provide unique planting at the entry.
- A welcoming linear entry plaza features a special paving pattern to signal the entry to passersby on the sidewalk along with short term bike parking.



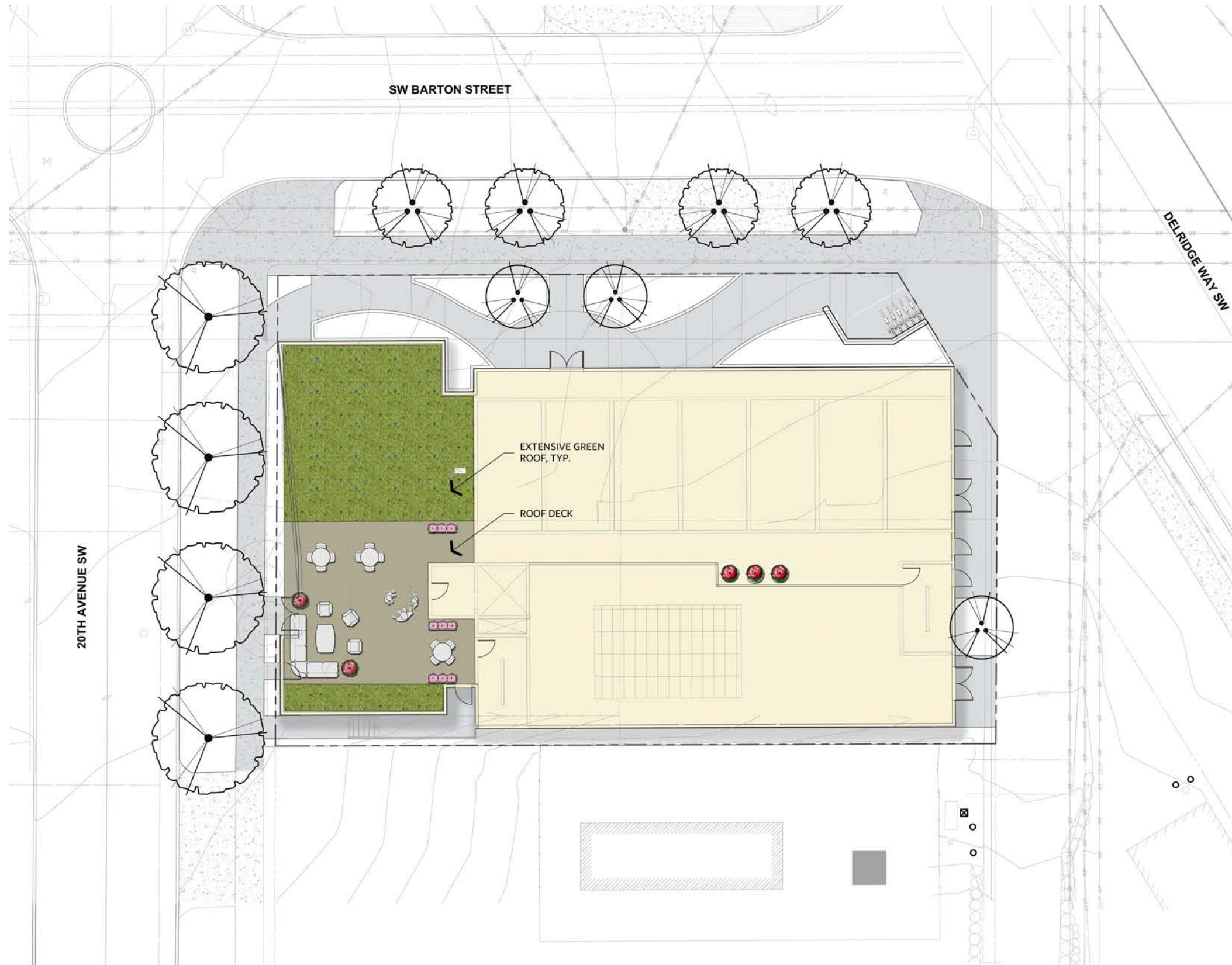
Linear plaza with stormwater planter



Upright screening hedge

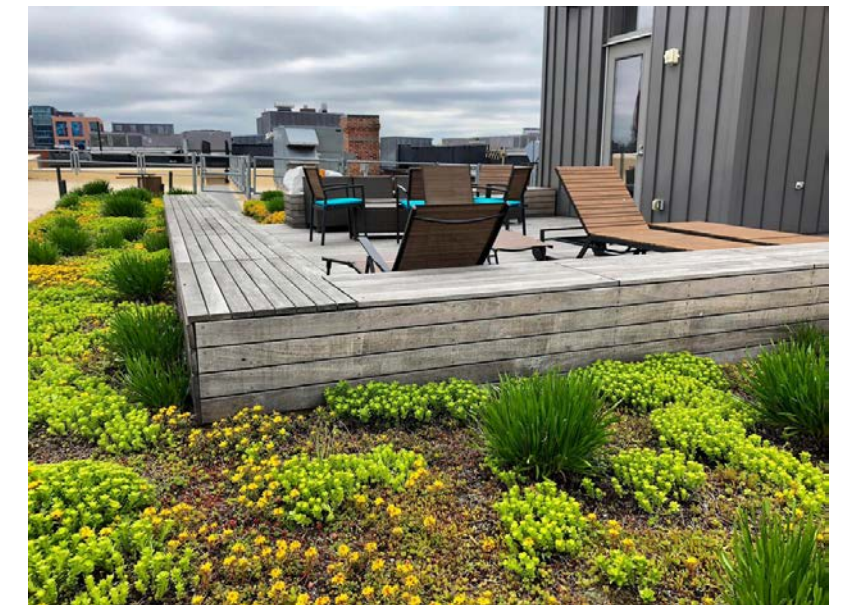


Bioretention planter with hard edge



ACCESSIBLE ROOF DECK

- Space includes amenities for residents with various sizes of tables, lounge chairs and gathering opportunities.
- Planters with small trees divide spaces to allow for multiple configurations and users.
- Swaths of drought-tolerant succulents, flowering ground covers and grasses surround the roof deck.
- Green roof provides habitat and additional food sources for pollinator species and assists in stormwater infiltration and urban heat island reduction.



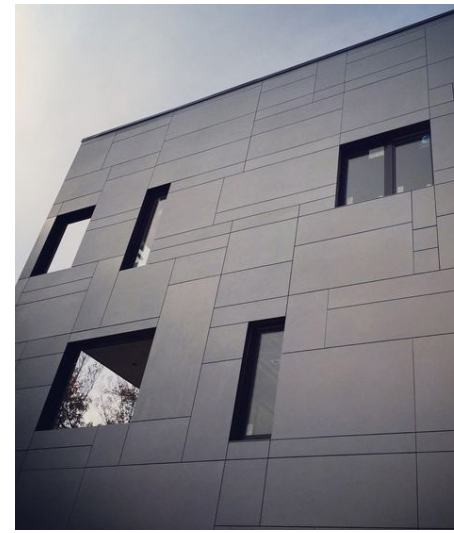
Accessible roof deck surrounded by an extensive green roof

MATERIAL EXPLORATIONS

Because the site is located between two intersections, the proposed building will be highly visible from all sides. Materials of varying scales will be balanced to reflect the blending of commercial and residential zones and uses on the site. The project is exploring durable, quality materials that can be used to create simple rhythms and distinct patterns.



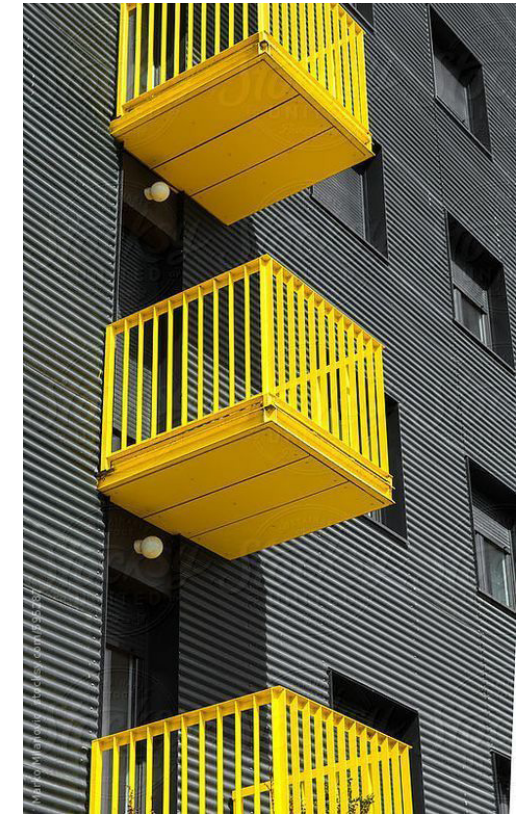
attention to detail



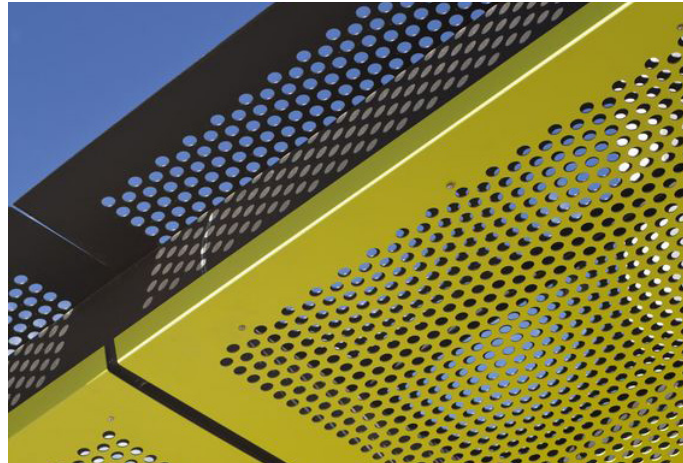
playful pattern



color exaggerating depth



considered smaller scale features



colorful accent metals



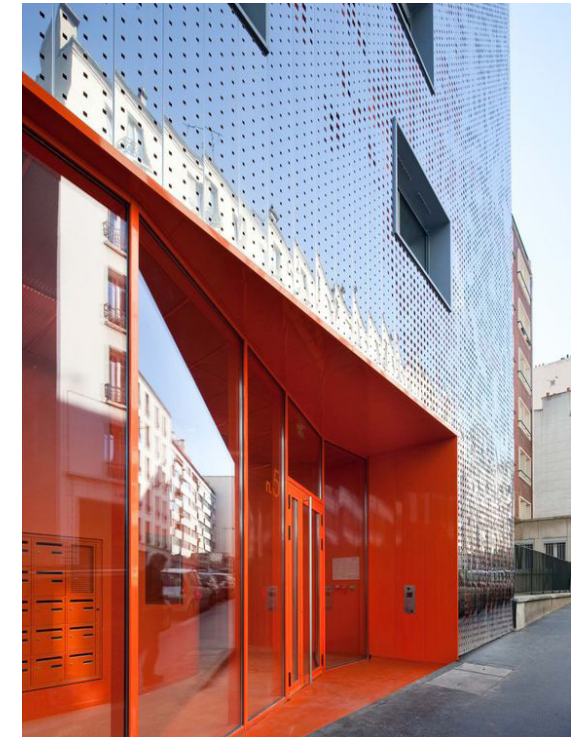
siding rhythms



simple siding materials installed in interesting layout



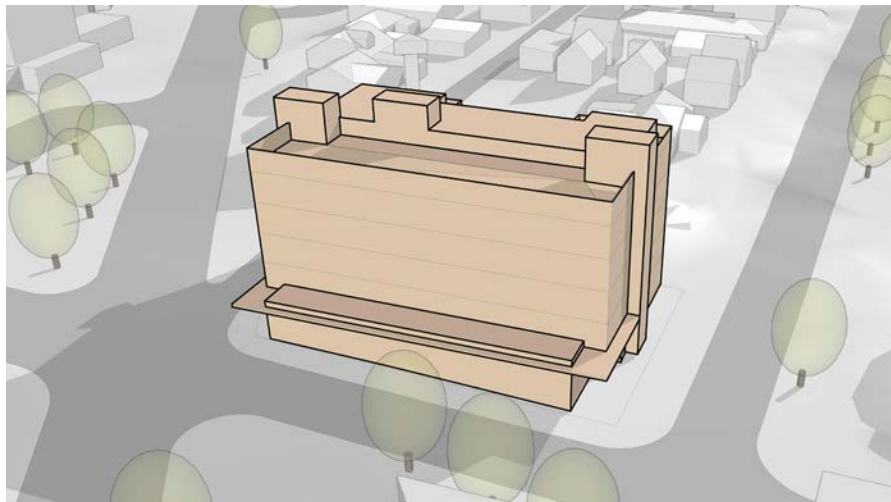
distinct graphics



use of color accent material for wayfinding



layered materials



SCHEME 1: BOOKEND (CODE COMPLIANT)

Scheme 1 is a zoning compliant scheme that places the stair towers on opposite sides of the building mass to create a pair of bookends. The first level pushes forward to maintain a strong line of building frontage at the commercial base along SW Barton Street, but steps back at the upper levels to provide modulation and additional privacy for the residential units above while accommodating power lines along that street frontage. The residential lobby is located at the northeast corner of the building, visible from the intersection of Delridge Way SW and SW Barton Street for wayfinding and security.

NO OF RESIDENTIAL UNITS: 74 (INCLUDES 17 SEDUS)
 NO OF COMMERCIAL STOREFRONTS: 1
 PARKING: 0 (NONE REQUIRED)

BENEFITS:

- Provides the bulk of massing along the northern edge fronting the commercial zone
- Steps building away from the residential zone with modulation and private balconies at the south facade

CONCERNS:

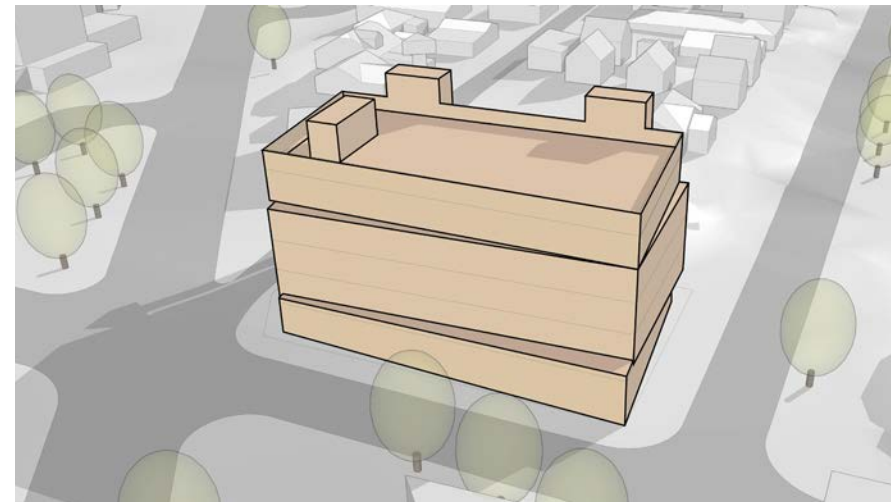
- Simplified modulation around the perimeter
- Little opportunity for developed landscape and public space at the street level
- Once the transit stops are constructed along Delridge, a lobby/weather protection might be used by nonresidents as an extension of the bus stop

POTENTIAL DEPARTURES:

- None

COMMUNITY OUTREACH INTEGRATION:

- Additional plantings will be integrated into the roof deck amenity space. Solar panels will be installed on the roof
- Project team will work with construction team to address parking concerns



SCHEME 2: PIVOT (CODE COMPLIANT)

Scheme 2 is a zoning compliant scheme that plays off of the angled lot lines and angles of the adjoining streets, the floor plates of the building have been angled and then shifted relative to each other to reflect the movement of the intersection. The first floor is angled to allow for sight lines at the busy intersection of SW Barton and Delridge Way SW and then slowly tapers back to the lot line at the quieter intersection of 20th St and SW Barton. The residential lobby is located at the northeast corner of the building, visible from the intersection of Delridge Way SW and SW Barton Street for easy access from planned public transit stops.

NO OF RESIDENTIAL UNITS: 73
 NO OF COMMERCIAL STOREFRONTS: 1
 PARKING: 0 (NONE REQUIRED)

BENEFITS:

- Reflects the unique site angles at a multifaceted intersection
- The upper level and commercial level are swiveled away from the residential street on 20th Ave SW to reduce the impact of the massing on residential neighbors
- Unique massing provides an architectural presence at multiple street frontages

CONCERNS:

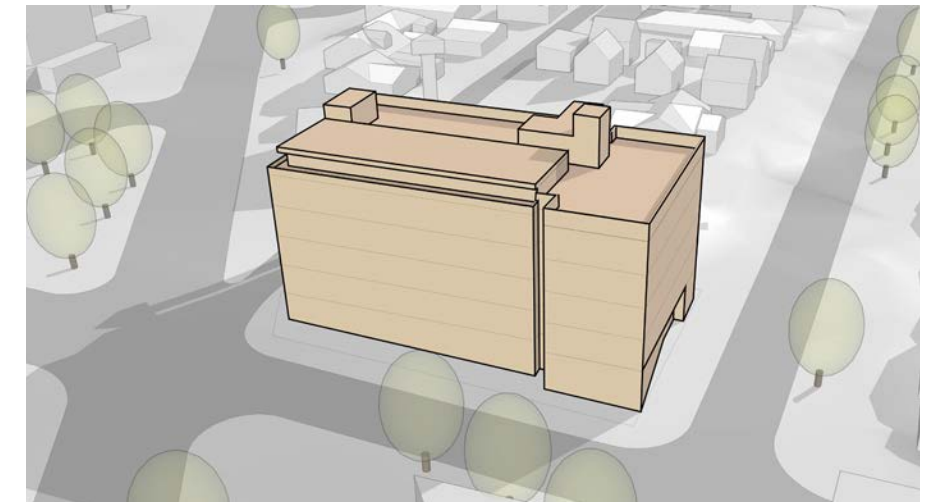
- Reduced commercial frontage on the Delridge Way facade reduces the “eyes on the street” potential at the ground floor
- Limited opportunity for developed landscape and public space at the street level
- Once the transit stops are constructed along Delridge, a lobby/weather protection might be used by nonresidents as an extension of the bus stop

POTENTIAL DEPARTURES:

- None

COMMUNITY OUTREACH INTEGRATION:

- Additional plantings will be integrated into the roof deck amenity space. Solar panels will be installed on the roof
- Project team will work with construction team to address parking concerns



SCHEME 3: ANCHOR (CODE COMPLIANT) (PREFERRED)

Scheme 3 is a zoning compliant scheme that acknowledges the buildings position as anchor to two separate and different corners. The mass of the building has been split into two volumes, each sized respectively to the zone it abuts, and split by a recess in the building facade which aligns with a circulation corridor within. The residential lobby is accessed from the smaller volume, located on the residential frontage, and the commercial space is accessed from the larger volume, facing the commercial frontage.

NO OF RESIDENTIAL UNITS: 71
 NO OF COMMERCIAL STOREFRONTS: 2
 PARKING: 0 (NONE REQUIRED)

BENEFITS:

- Provides strong street facade to anchor the street frontage
- Provides ample space for a developed space and public realm to compliment the adjacent community greenspace
- Provides community frontage along Delridge Way for additional “eyes on the street” at ground floor

CONCERNS:

- The public area at the front facade will need to be carefully planned so that it can transition with the neighborhood and does not provide opportunity for aggravating safety issues in park

POTENTIAL DEPARTURES:

- None

COMMUNITY OUTREACH INTEGRATION:

- Increased setback at the ground floor along SW Barton St creates generous area for landscaped spaces, permeable surfaces, drainage elements, and other potential sustainable features.
- Additional plantings will be integrated into the roof deck amenity space. Solar panels will be installed on the roof
- Consistent setback from SW Barton St allows for view and solar corridors
- Project team will work with construction team to address parking concerns

