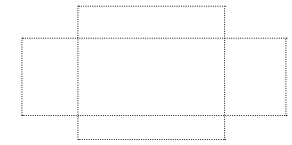


VERBENA VISTA - Van Gogh Development Corporation  
MUP Design Review - November 18, 2008 - DPD Project # 3005902



**MITHUN**





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## Vicinity Map



## Project Summary

5722 - 35th Ave. S  
Seattle, WA 98118  
New construction, 2 buildings (Condominiums)  
Approximately 155 dwelling units  
Approximately 181 parking stalls

## Project Team

### Owner/ Applicant

Van Gogh Development Corporation  
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Seattle, WA 98118  
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### Architect / Site Landscape Architect

Mithun  
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1201 Alaskan Way, Suite 200  
Seattle, WA 98101  
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### Civil Engineer / Right-of-Way Landscape Architect

SVR Design Company  
Contact: Peg Staeheli  
1205 Second Avenue, Suite 200  
Seattle, WA 98101  
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email: pegs@svrdesign.com

## Narrative

### Existing Site

The project site is one short block west of Martin Luther King Jr. Way S. and consists of two lots intersected by an undeveloped portion of 35th Ave S. The south edge of the site is along S Juneau St. and S Orcas St is one half block north. The site is within walking distance to the Sound Transit Light Rail stations at Columbia City and Othello Station.

### Neighboring Development

The larger neighborhood context is a mixed-use area that has primarily older commercial and light industrial uses along Martin Luther King Jr Way S and at major crossing arterials. Single family and commercial uses are present north of S. Orcas St and multi-family development prevails toward the east.

Adjacent to the project site is Noji Gardens, a 75 units residential area consisting mainly of two story duplexes and town homes to the west and southwest. Katherine's Place is multi-story 26-unit facility to the east providing transitional and low-income housing.

### Proposed Objectives

#### Pride of Place

Livability  
A sense of community  
Healthy life style  
Connect to neighborhood

#### Environmental Champion

LEED Silver or Better  
High performance  
Healthy building  
Light, air, ventilation  
Ecologically enhanced site  
Wetland preservation

Zoning Summary

Zoning Code: City of Seattle Zoning and Land Use Code  
Property Address: 5722 35th Ave S  
Property Identification No. 2224049086, 2224049007  
Urban Village Overlay: MLK at Holly Street  
(Residential Urban Village)  
Residential Targeted Area: MLK at Holly Street per SMC 5.73.030

WEST LOT (PID # 2224049086)

Zoning: MR, Residential, Multifamily, Mid-rise  
Adjacent Zoning: MR adjacent to the West  
SF 5000 to the North across an alley  
Lot Coverage: Allowed: 80% max. with 30% usable open  
(per SMC 23.45.052) space, no more than 1/3 of required  
open space may be provided above  
ground in the form of decks and balconies  
Setbacks: Front: required:15'  
(per SMC 23.45.056) Side: required: 10'  
Rear: required: 10' with required modulation  
Structure Height: Max. Height: 60'-0" above average grade  
(per SMC 23.45.050) Additional height for slope site:  
Slope = 6' / 70' = 8.5%  
Additional height: 8.5 / 6 = 1'  
Total allowed height: 61'-0"  
Structure Width & Depth: Max. allowed width 150'  
(per SMC 23.45.052) Proposed width 200'  
Max. allowed depth: 65% x 102.93' = 66.90'  
Proposed depth: 75'  
Modulation: 8' x 10'  
(per SMC 23.45.054) 6' x 10' at balconies  
Landscaping Standards: Required: 3 x length of all property lines  
(per SMC 23.45.057) =3 x 835.49 feet = 2506 SF  
Open space requirements: Required: Min. 25% of lot area as usable  
(per SMC 23.45.058) open space at ground level  
25% x 32401 sf = 8,100 sf  
Required Parking: Required: For 31-60 dwelling units, 1.2 per  
(per SMC 23.54.015 dwelling unit plus additional 0.0002  
Chart B) spaces per square foot when average unit  
size exceeds 500 square foot.  
Average unit size 840 sf;  
840 sf – 500 sf = 340 sf  
340 sf x 0.0002 = 0.068  
0.068 + 1.2 = 1.268 spaces/unit  
51 units x 1.268 = 64.7 or 65 spaces

EAST LOT (PID # 2224049007)

Zoning: C1-65, Commercial 1  
Adjacent Zoning: C1-65 adjacent to the East  
C1-40 to the North across an alley  
Permitted Uses: Residential Uses are permitted  
(per SMC 23.47.004)  
Street-level Uses: Residential uses are permitted at  
(per SMC 23.47A.005) street level along non-arterial streets in  
commercial zones  
Setbacks: None required  
(per SMC 23.47A.014.B)  
Structure Height: Max. Height: 65'-0" above average grade  
(per SMC 23.47A.012)  
Floor Area Ratio: For residential or nonresidential structures,  
(per SMC 23.47. 013) for 65' height limit, 4.25 max. FAR  
For structures containing both residential &  
nonresidential uses, for 65' height limit, 4.75  
max. FAR  
Landscaping Standards: Green Area Factor Requirement:  
(per SMC 23.47.016) Green Factor score of .30 or greater  
Required Parking: Residential uses in commercial zones:  
(per SMC 23.54.015 1 space for each dwelling unit  
Chart B, B)  
Parking Location & Access: Access to off-street parking may be from a  
(per SMC 23.47.032) street or an alley when the lot abuts a  
platted alley improved to the standards of  
Section 23.53.030C  
Residential Amenity Areas: Required: 5% of total gross floor area in  
(per SMC 23.47A.024) residential use. Residential amenity areas,  
including decks, balconies, terraces, roof  
gardens, plazas, courtyards, play areas, or  
sport courts  
Solid waste & recyclable For residential, more than 100 units:  
Materials storage space 200 sf+2 sf for ea additional unit container  
(per SMC 23.47A.029) type, front-loading





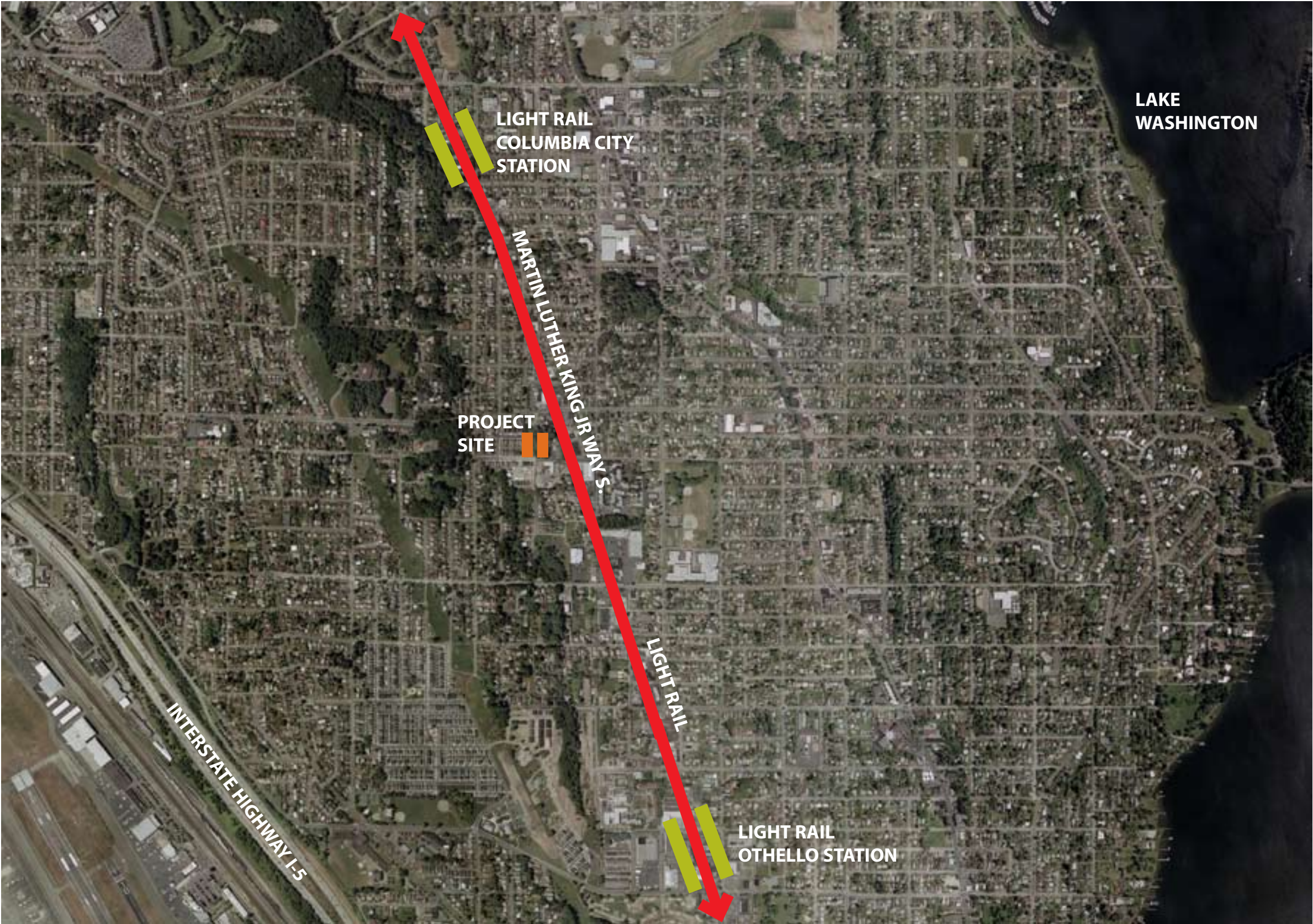
# Site Specifics

5722 35th Avenue South  
Seattle, Washington

The site is located in Rainier Valley, southeast Seattle, at the mid point between 2 light rail stations: Columbia City station to the north and Othello Station to the south. It is approximately 3/4 mile walking distance to the Columbia City station.

The neighborhood is mixed-use, primarily urban resiedntial, with a mix of older commercial and light industrial uses along the major arterials.

Neighboring uses include Noji Gardens, a 75-unit residential project to the west, and Katharine’s Place, a 26-unit transitional and low-income housing project to the east. Single family and commercial are present to the north and south, and multi-family development prevails to the east.



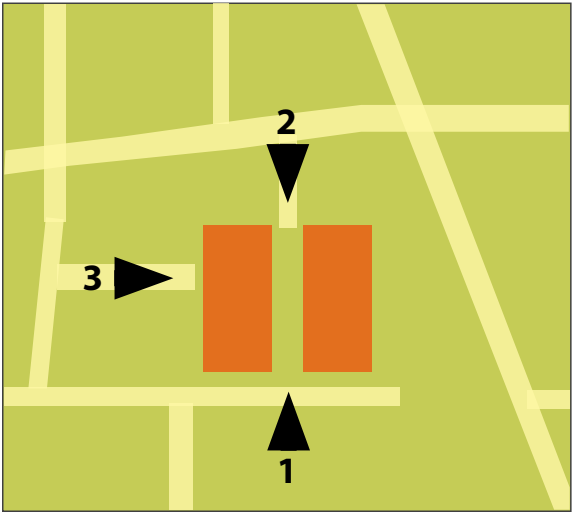


# Aerial Photo

Located in Rainier Valley, southeast Seattle, one block west of Martin Luther King Jr. Way S. and north of S. Juneau Street. The site is approximately 20' vertically above Martin Luther King Jr. Way S, and cannot be accessed from this arterial with the exception of a pedestrian stair located at the dead end of S. Juneau Street.



## Site Photo Key





Site



1 Looking from S Juneau St, South of Site

Site Beyond



2 Looking from S Orcas St, North of Site

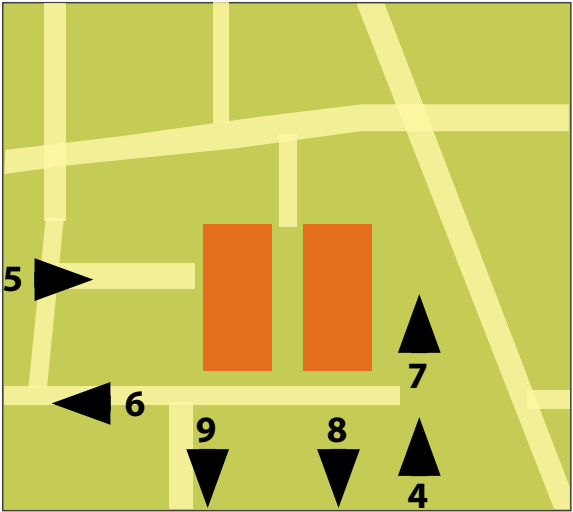
Site Beyond



3 Looking from S Mead St, West of Site



Context Photo Key



4 Katharine's Place, East of Site

Katharine's Place

26-unit transitional & low-income housing, 32,000 sf, completed 2005, 3-story from S. Juneau St side, 5-story from MLK side

Noji Gardens

75-unit single family & townhomes, completed 2002



5 Street Character, Noji Gardens, S Mead St, West of Site



6 Street Character, Noji Gardens, S Juneau St, Southwest of Site





7 Katharine's Place, East of Site



8 View to Southeast, over roof top of warehouse



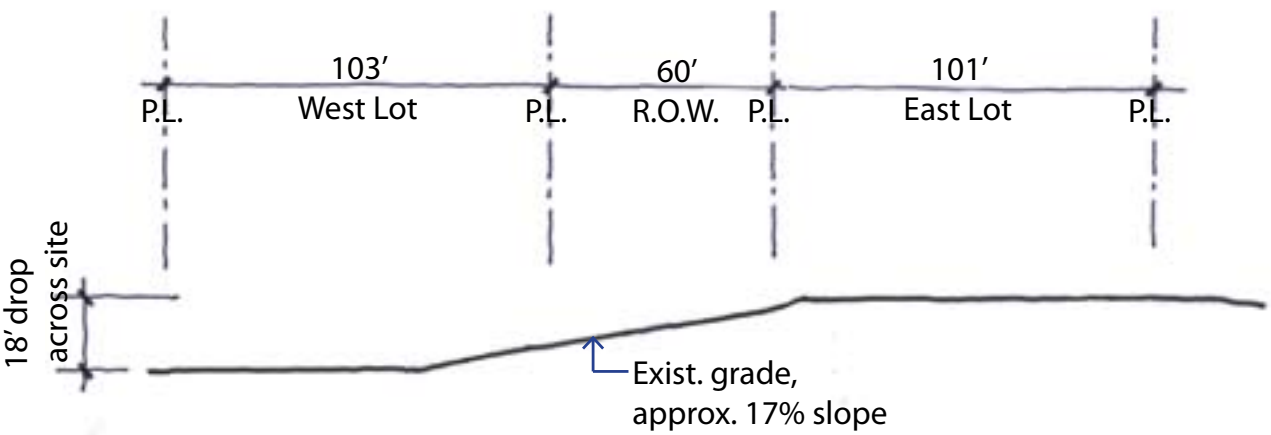
9 Noji Gardens, Common Space, South & East of Site



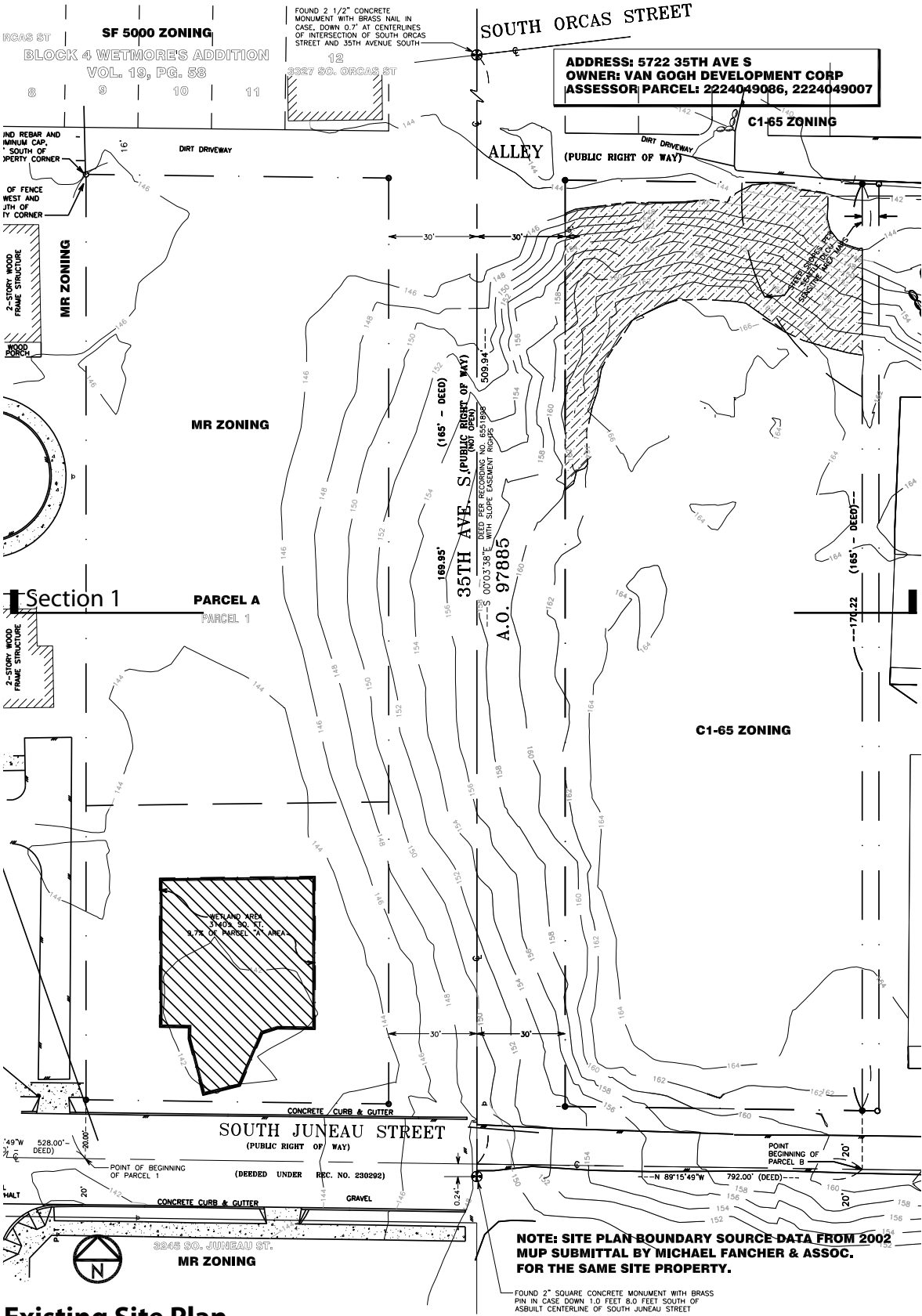
Existing Site Conditions

The site slopes approximately 18 feet from east to west. In addition, the 20 foot drop in grade between the edge of the site at S. Juneau Street and Martin Luther King Jr. Way S isolates the site from this arterial. There is an area of steep slope in the northern portion of the east lot.

Presently, there is an unpaved public right of way (entitled 35th Avenue S) between the two lots which make up the site.



Existing Site Section 1



Existing Site Plan



# Site Influences

- Light Rail
- Pedestrian Connection
- Right of Way
- Wetland
- Steep Slope
- View
- Solar
- Wind



**Key**

- Light Rail
- Pedestrian Connection
- Viewshed
- Solar Exposure



# Scheme 3 - Early Design Guidance

Scheme 3 continues the exploration of overall building size and integration with the project site. The parking garage is lowered to provide the best entry connection points with the existing topography. This move also reduces the overall building height. Scheme 3 proposes nearly 195,000 SF of construction containing 153 condominium units and 170 parking spaces. The parking increase is for code compliance. The west building provides 51 units in a 4-story building over 2 level concrete parking structure with 68 parking spaces. One level of the parking structure is above ground and one level is underground. The east building provides 102 units in a 5-story building over 2 level underground parking structure with 102 parking spaces.

## Pros

- Reduced parking structure size on west lot
- Better at grade site interaction for access to parking garage
- Reduced above grade parking structure minimizes garage appearance
- Pedestrian focused ROW improvement creates green corridor connection to neighborhood

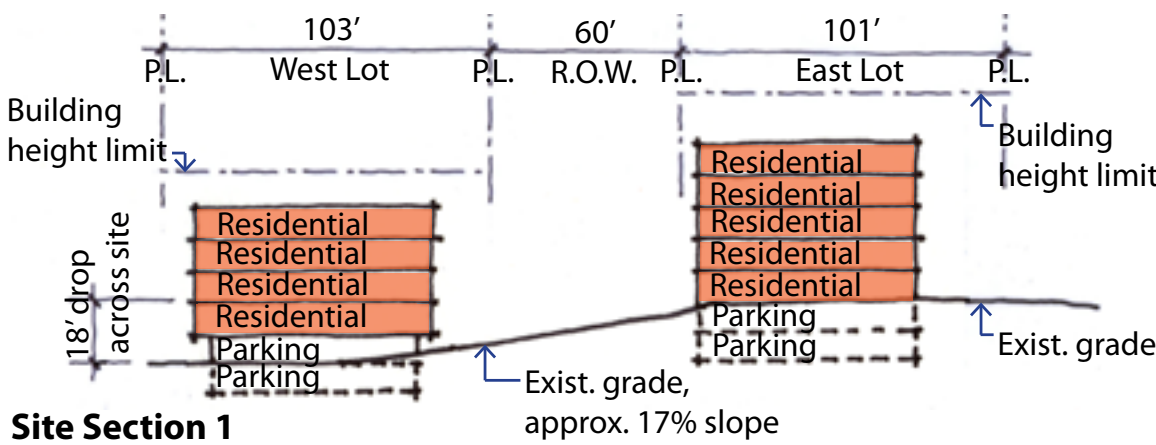
## Cons

Ramp to second level of west building parking garage gets steeper

**Construction Carbon Footprint: 5,372 metric tons**



Site Plan



Site Section 1



Isometric diagram - looking from southwest







**Shadow Study** Sun/shadow studies – Using SketchUp modeling the design team has determined the only time of the year that the west building cast a shadow over to the residences to the west is around the winter solstice for approximately the first 90 minutes of the day. By 10am year round the west building will not cast a shadow off the property.



March & September 21 10 am



June 21 10 am



December 21 9:30am



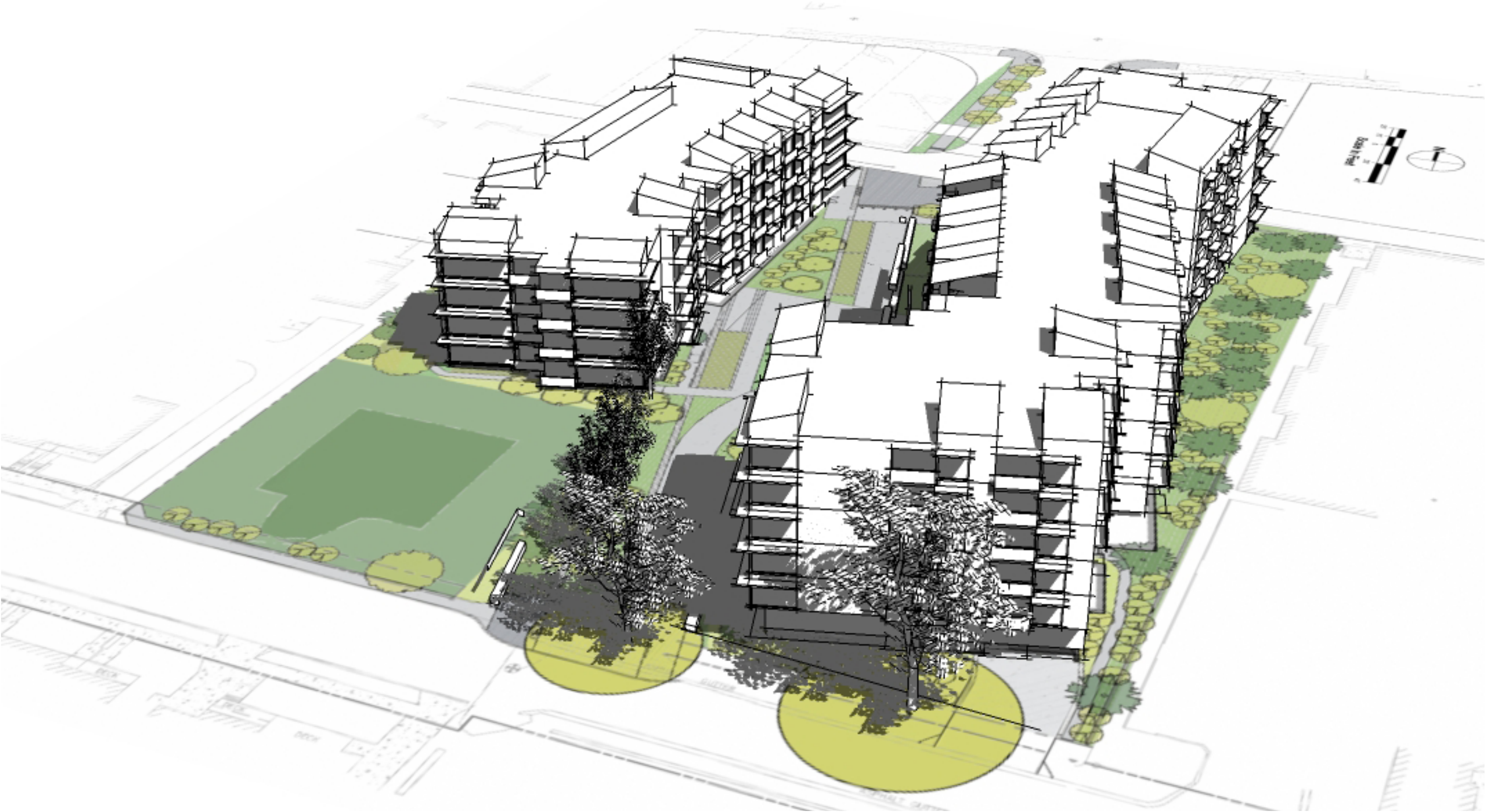
December 21 10 am





Aerial massing images – The project has benefited from the EDG recommendation to move the west building as close a possible to the 35<sup>th</sup> Ave S right of way by providing a setback consistent with the east building and greatest separation distance possible between the building and neighboring residences to the west. Integrated with the angled massing and modulation of the building that responds to the angle of Martin Luther King Way is a sequence of places within the pedestrian realm that unfold and reveal corresponding portions of the building elevations.



















Building B West Elevation North Half





Building B West Elevation South Half





Building A East Elevation







Wood Trellis



Metal Roof Panel, Metal Balcony & Railing Color



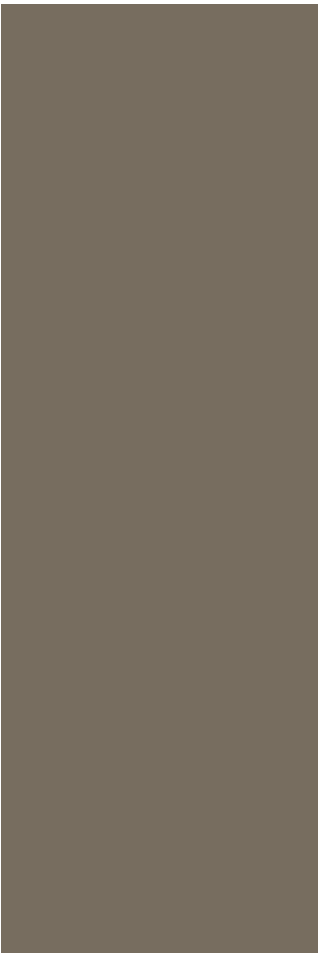
Wood Trellis Color



Fiber Cement Siding



Vinyl Window, Color Almond



Panel Color 1



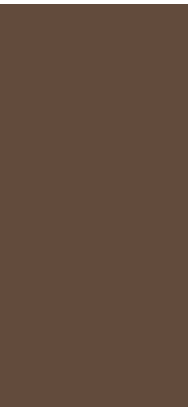
Siding Color 1



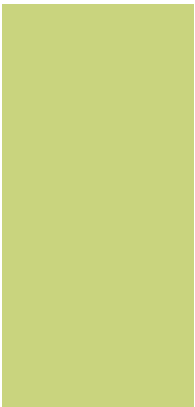
Accent Panel Color 1



Accent Panel Color 2



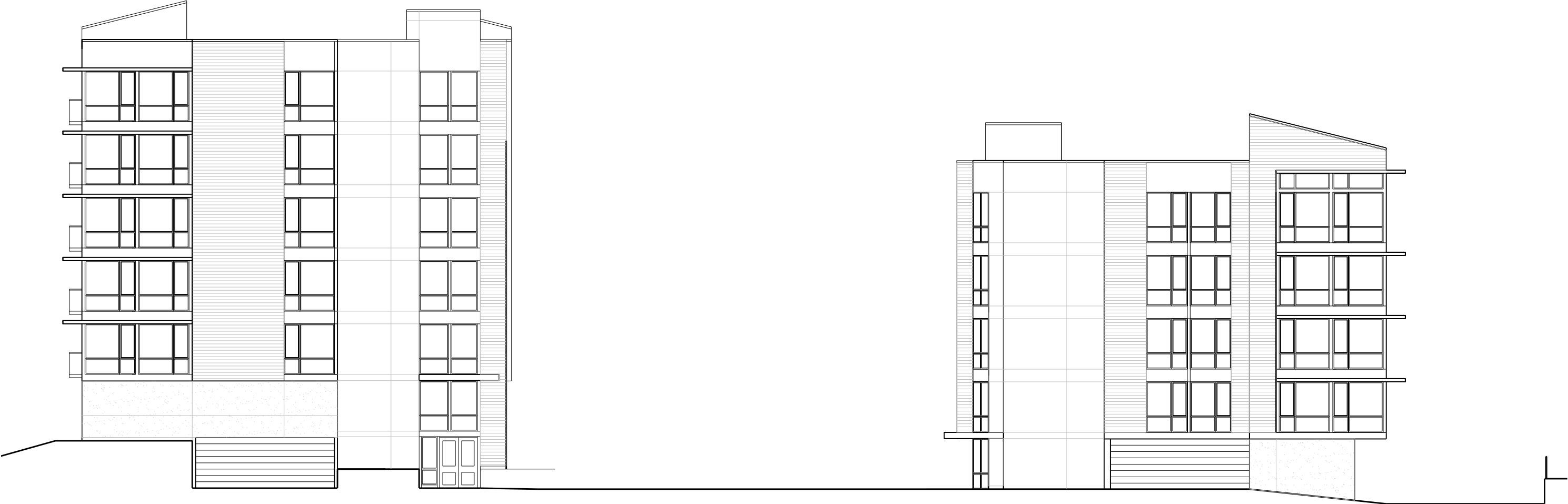
Accent Panel Color 3



Accent Panel Color 4



Building A & B North Elevations









Building A West Elevation



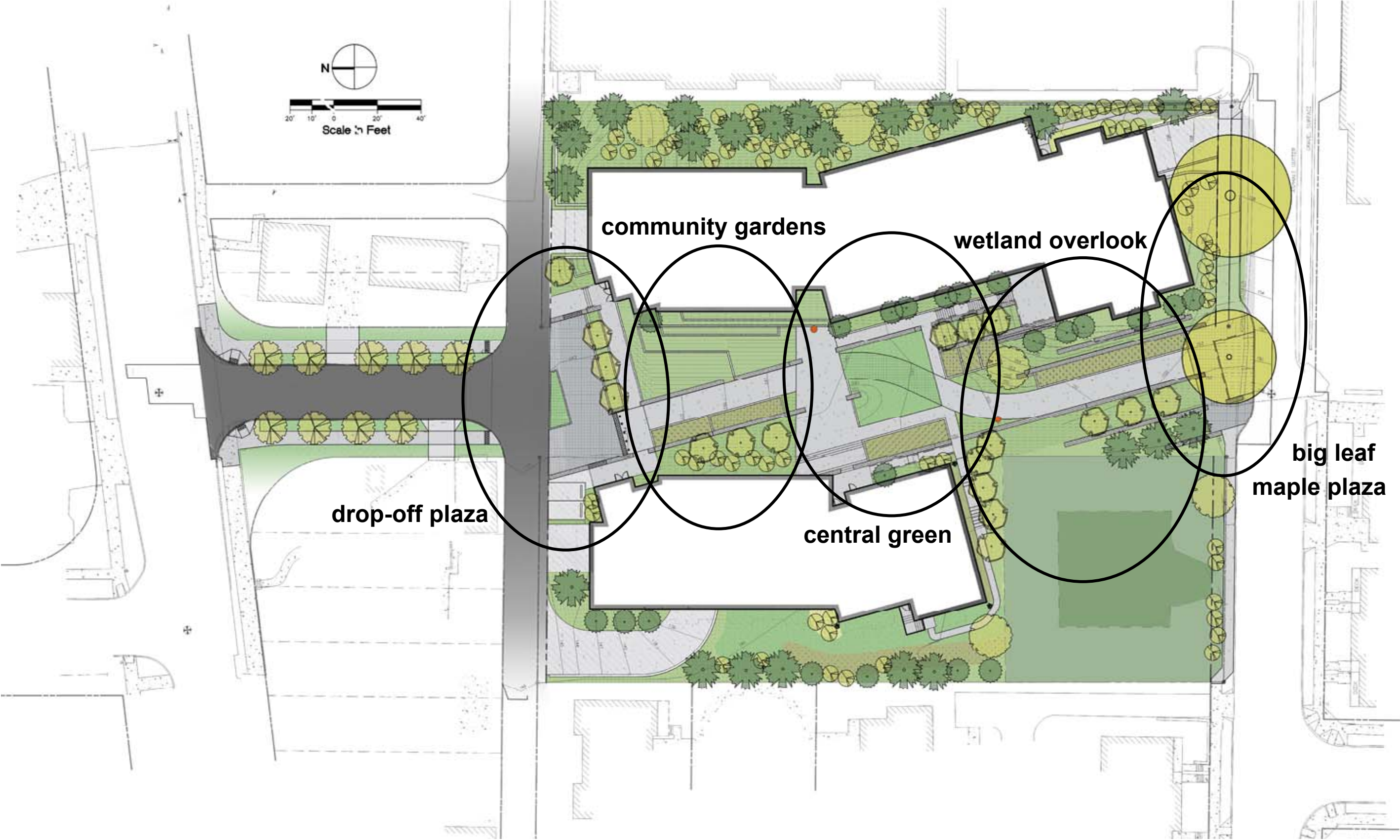






Building B East Elevation







**Drof-off Plaza**

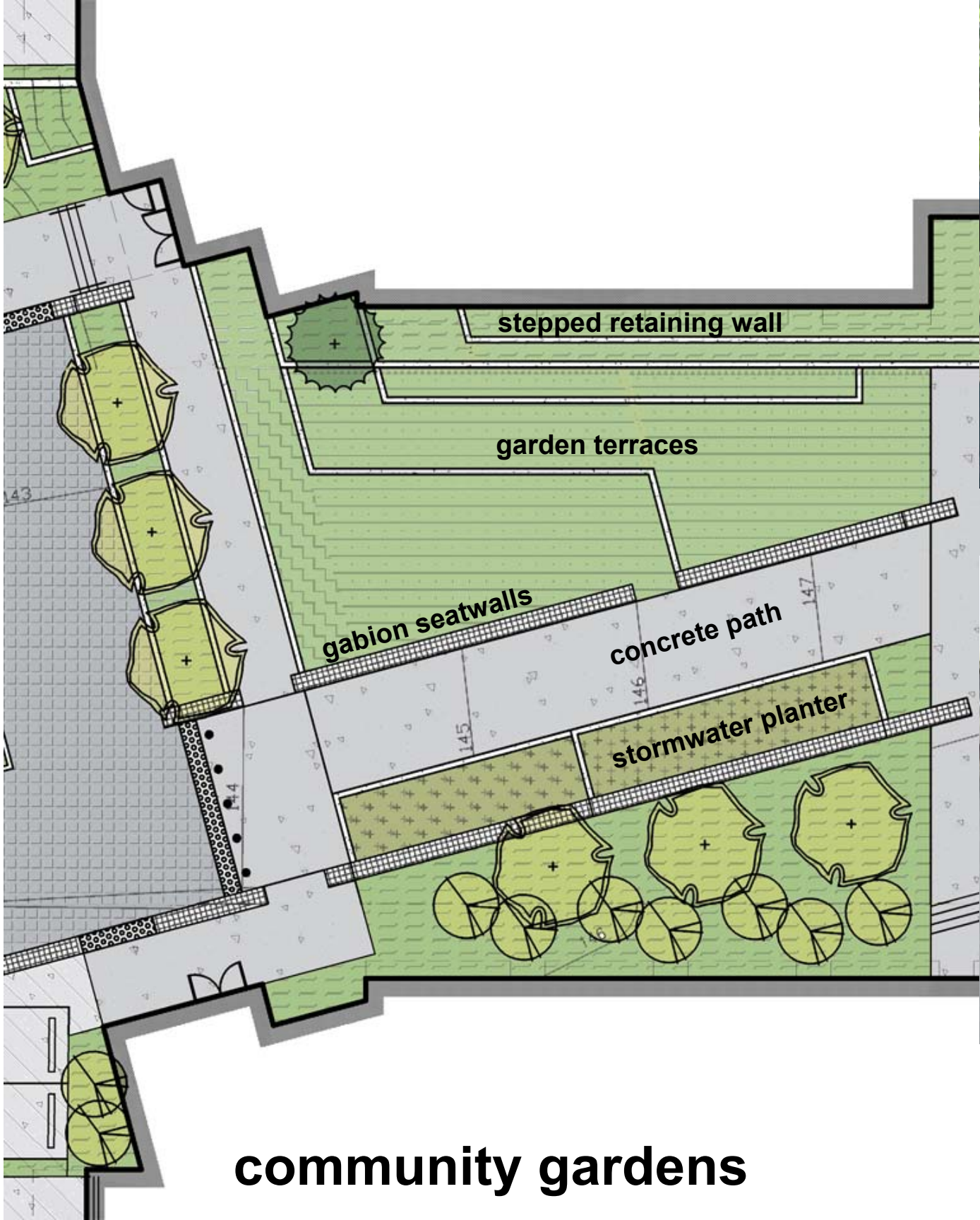


**permeable pavers**



**grasscrete**





community gardens



garden terraces



stormwater planter









eco-lawn



gabion seatwalls

central green









wetland interpretive

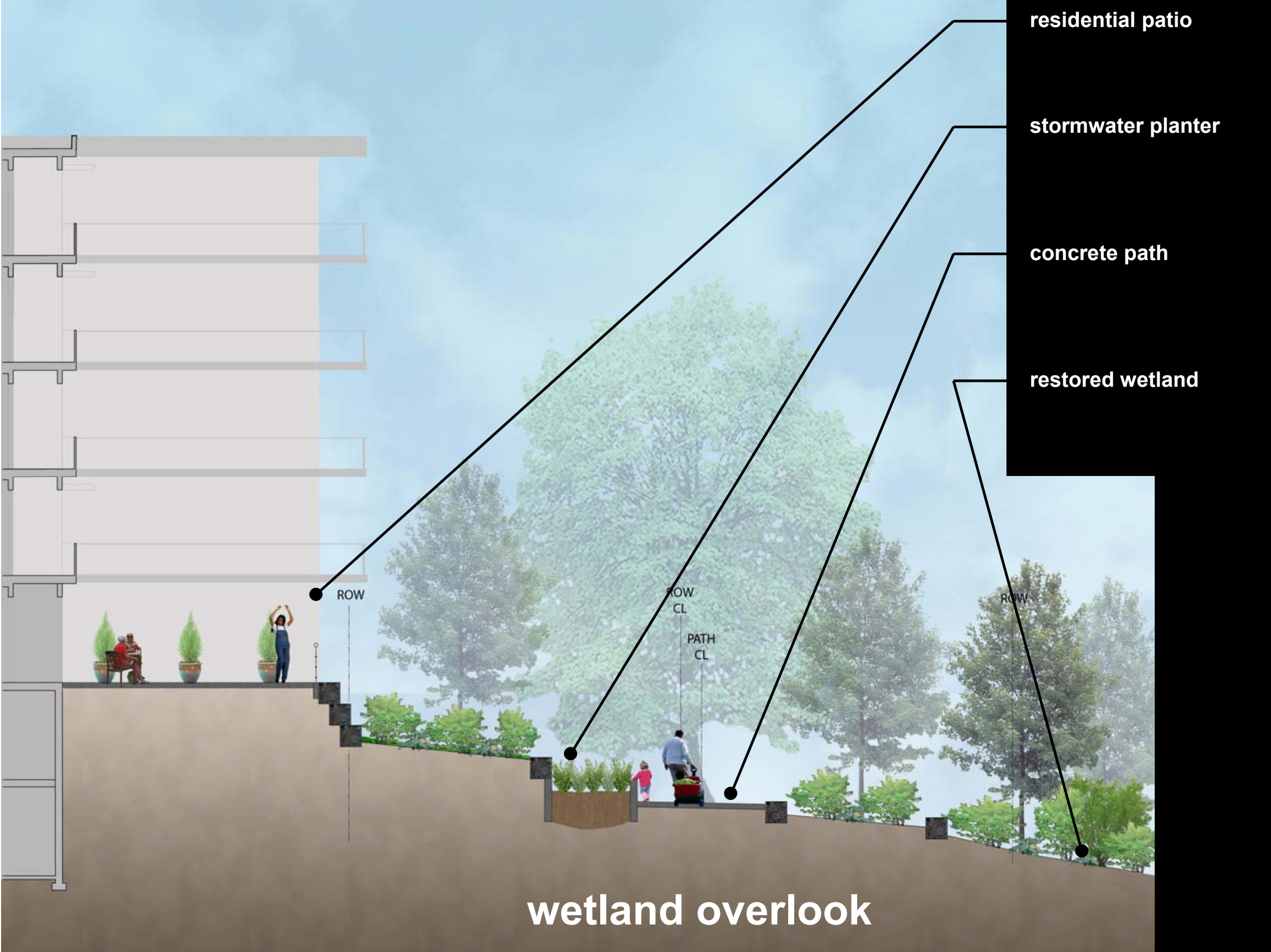


restored wetland

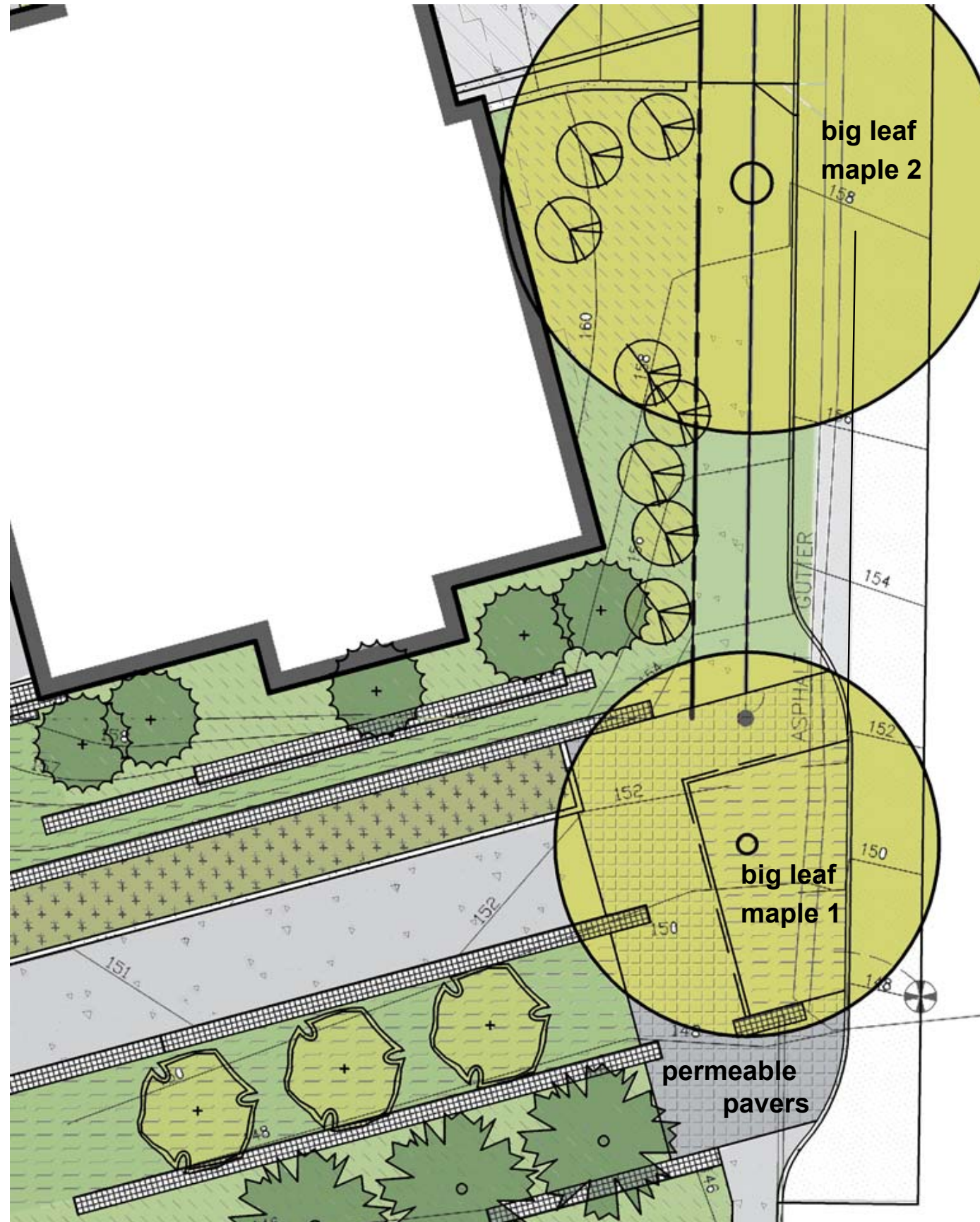
wetland overlook



Wetland Overlook Site Section







big leaf maple 1



rubber paving

big leaf maple plaza



Open Space Sketch





**West lot:**

**Midrise modulation (per SMC 23.45.054):**

Minimum depth of modulation shall be 8 feet or 6 feet when balconies are part of the modulation and minimum width of 10 feet.

**Proposed:** Juliet balconies that are 2 feet deep and 8 feet wide for a portion of the east elevation.

Reason: The Juliet balcony modulation rhythm on west building east elevation creates design unity with same building rhythm across the pedestrian open space on the east building west elevation.

**Setbacks (per SMC 23.45.056):**

Side setbacks are determined by structure depth and height per table 23.45.056A or 11 feet.

**Proposed:** Reduced setback to 9'-3" average setback from east lot line.

Reason: EDG review recommendation to increase distance of building from west lot. With the Reduced east setback the west setback increases to 27'-10".

**Access to Parking (per SMC 23.45.060.B.2.c):**

Access shall be from street when apartments are proposed across an alley from a Single-Family Zone.

**Proposed:** Directly access parking garage from alley.

Reason: The wetland fronting on S Juneau St prevents access to the garage from the south.

**East lot:**

**Steep slope areas (per SMC 25.09.180):**

Development standards for steep slope areas.

**Proposed:** Removing steep slope area as part of excavation work for underground parking garage.

Reason: Steep slope would no longer exist after construction.

**Parking location and access (per SMC 23.47A.032.A.3):**

Residential uses in commercial zones must access parking from alley.

**Proposed:** Access parking garage from the alley on the north and also from second access point from S Juneau St on the south.

Reason: Providing two access points into the parking garage enables the design to use the natural slope of the land to enter each level of the parking garage individually and provides more parking within the garage as a communicating ramp inside between garage levels is not necessary.

**Public Right of Way (35th Avenue South):**

**Improvement Requirements for Existing Streets (Per SMC 23.53.015.D.3):**

When development is proposed, existing streets abutting the lots shall be required to be improved. The Director may waive or modify the requirements for paving and drainage, dedication, setbacks, grading, no-protest agreements, landscaping and curb and sidewalk installation when: a) removal of natural features such as significant trees makes improving the right-of-way impractical or undesirable, and b) widening and/or improving the right-of-way is not necessary because it is adequate for current and potential pedestrian and vehicular traffic, for example, due to the limited number of lots served by the development.

**Proposed:** At the pre-application meeting with DPD and SDOT on September 24, 2007, the design concept to upgrade the undeveloped portion of 35th Avenue S with a public benefit right of way improvement in place of a typical street improvement was introduced, along with additional access to the buildings provided by new alley improvements along the north boundary of the site. The concept promotes improved pedestrian connectivity for the surrounding neighborhood, creates a green corridor that invites neighbors into and through the site to access the future Sound Transit light rail stations. This green corridor provides a multi-use open space for both owners and local residents, expands the visibility of the wetland area while preserving and enhancing habitat value. The outcome of the pre-application meeting was positive toward the design concept, as typical street development of 35th Ave S would not enhance the street connectivity of the neighborhood.

The design team has met with DPD, SDOT, SPU, and Seattle Fire representatives over the summer of 2008 to review the project and requirements related to utility and emergency access. These meetings have resulted in the reduction of the pedestrian walkway width from 24 feet down to 10 feet.

Pending all final approvals, the public benefit right of way improvement will need to be privately maintained and will be considered a use permit subject to review by the city at annual intervals.



