



# OTHELLO NORTH

4200 South Othello St  
DPD Project number 3007649

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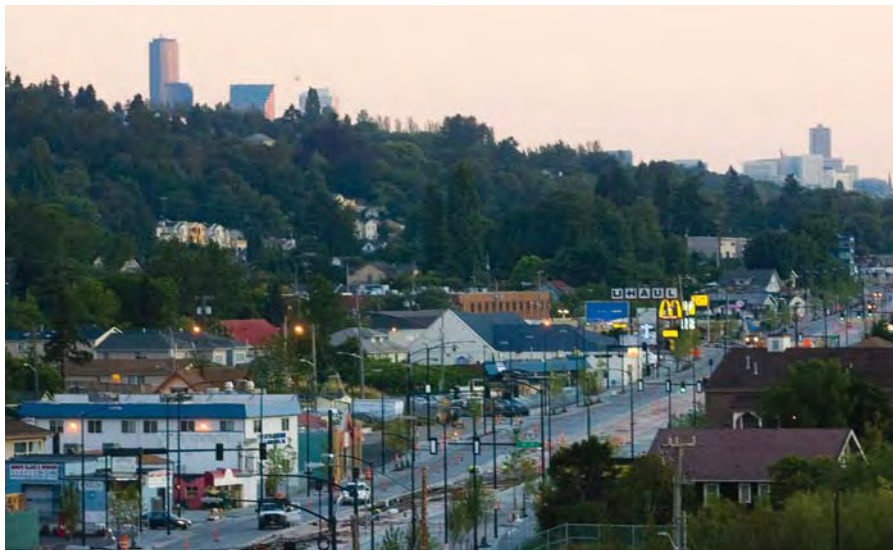




- |                             |                     |   |                                 |
|-----------------------------|---------------------|---|---------------------------------|
| 1 HOLLY PARK FRIENDS CHURCH | 5 THE CITADEL       | 9 ISRAELITE COMMUNITY CHURCH                      | 13 KING SQUARE RETAIL           |
| 2 MIRACLE TEMPLE OF GOD     | 6 SAFEWAY           | 10 UNION GOSPEL MISSION                           | 14 WASHINGTON MUTUAL            |
| 3 MARANATA CHURCH           | 7 BANK OF AMERICA   | 11 RETAIL STRIP                                   | 15 KING PLAZA II RETAIL COMPLEX |
| 4 DOUG'S MARKET             | 8 KING PLAZA RETAIL | 12 DENTAL CLINIC / SITE OF PROPOSED GATEWAY TOWER |                                 |



View of Lake Washington and Mount Rainier from site



View of M.L.K. Jr. Way S from site



Othello Station

# URBAN ANALYSIS

# Context



Zoning Information

Parcel Number:

800000035

Zoning Maps:

173 and 174

Zoning:

NC3P-65 and designated “P-SS-OT”  
P = Pedestrian (M.L.K. and Othello are Principal Pedestrian Streets)  
SS = South Seattle Reinvestment Area  
OT = Othello Station Area Overlay

Neighborhood:

Site is in MLK@Holly Urban Village per City of Seattle Comprehensive Plan

Height Limit:

65 feet

Max FAR:

5.75 (including residential and above grade parking)

Parking:

No parking required for uses in commercial zones in Station Overlay Districts except for fleet vehicles

Setbacks:

A setback is required on any lot that abuts the intersection of a side lot line and a front lot line of a lot in a residential zone. A setback is required along any rear or side lot line that abuts a lot line in a residential zone as follows: 10 feet for portions of structures above 13 feet in height to a maximum of 65 feet, and an additional setback at the rate of 1 foot for every 10 feet above 65 feet.

Permitted Uses:

Residential and Retail uses are permitted outright in NC-3 zone

Other:

Residential uses may not occupy, in the aggregate, more than 20% of the street-level street-facing façade in a pedestrian-designated zone, facing a designated principal pedestrian street.

60% of the street-level façade between 2 and 8 feet above the sidewalk shall be transparent.

In pedestrian designations, a minimum of 80% of the width of a structure’s street-level façade that faces a principal pedestrian street must be occupied by uses listed in 23.47A.005 E1. The remaining 20% of the street frontage may contain other permitted uses and/or pedestrian entrances.

Project to meet Seattle Green Factor Requirements

Residential Amenity areas are required in an amount equal to five percent of the total gross floor area in residential use.

Residential Gross Area:	272,843 SF
Required Amenity Area (5% of gross residential area):	13,642 SF
Provided Amenity Area (at terrace)	14,200 SF

Design Departures

SMC 23.47A.008 Dz:

The east facade of the Othello North project (along 43rd Avenue) abuts a single-family residential L-2 zone to the east. In order to create an appropriately-scaled pedestrian and residential environment and to mitigate the scale of the development along 43rd Avenue, the apartments step down to a lower-height along the facade fronting the park. SMC 23.47A.008 D2 of the Seattle Land Use Code requires that street-level residential uses either be at least 4 feet above the sidewalk grade or set back 10 feet from the sidewalk. However, it is not feasible to raise these units 4 feet from existing grade and maintain clear head height to make the units livable. Therefore, the design team is requesting a departure to allow a 1’-6” above the sidewalk, rather than 4’-0”.

SMC 23.47A.032A1.C:

Access to parking must be from the street with the fewest lineal feet of commercially zoned frontage (43rd Avenue S). A second curb cut and parking entry is proposed along 42nd Avenue as access for commercial services, loading, and trash pick-up. During previous conversations in the early design phase, DPD has encouraged the design team to locate curb cuts and parking access at 42nd Ave to effectively reduce neighborhood traffic loads. The design team is requesting a departure to allow a curb cut and parking entry at 42nd Avenue South in order to remove commercial service vehicles from 43rd Avenue and protect the pedestrian nature of South Othello St and 43rd Avenue S.

DEVELOPMENT OBJECTIVES



View of site’s relationship to M.L.K. Jr Way S and Downtown Seattle

Project Description

Address:

4200 South Othello St.

Project Number:

3007649

Site Area:

Approximately 2 acres

Development Objectives

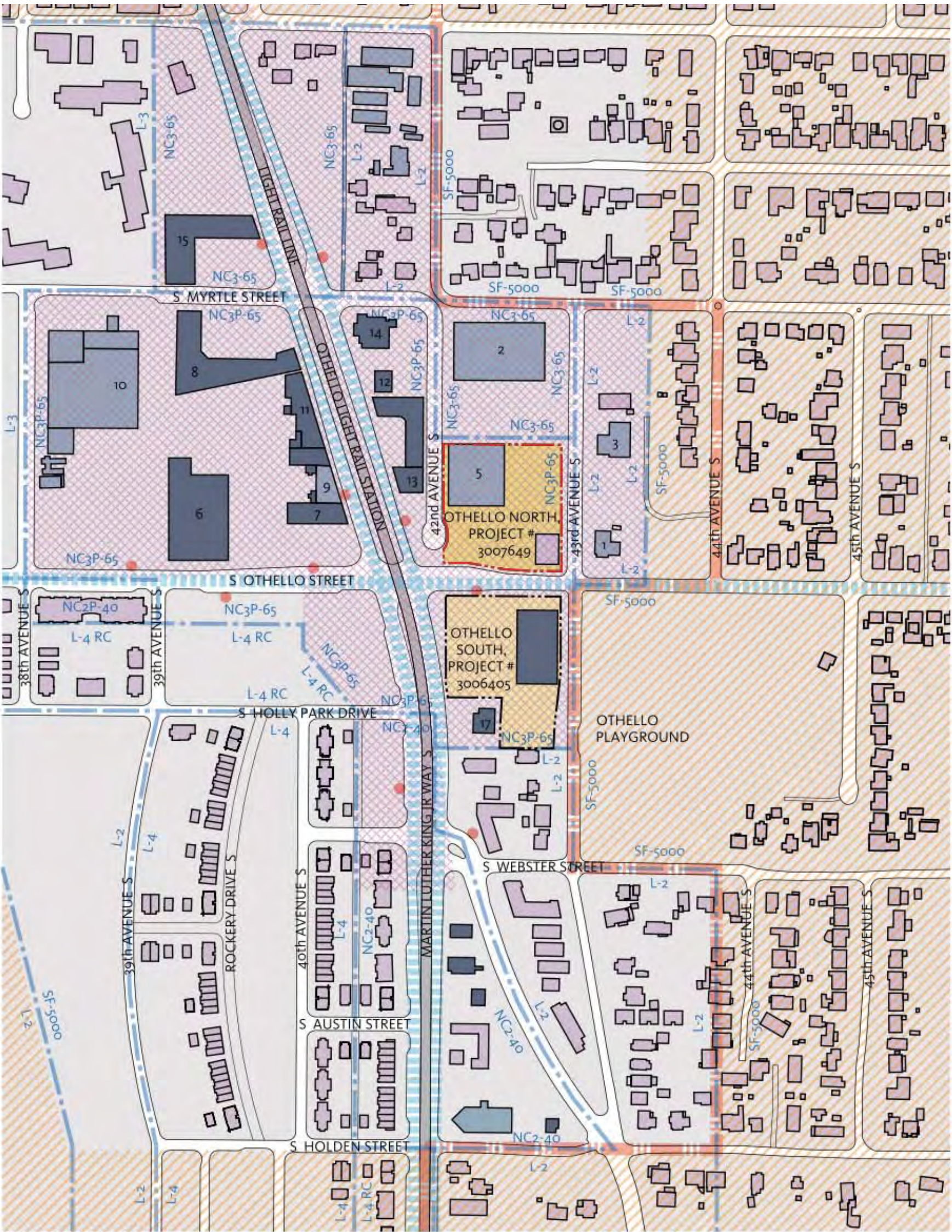
The design objective for the Othello South Project is to build a transit-oriented retail and residential development to accommodate approximately 420,000 gross square feet of new construction, including 335 below grade parking spaces, 342 residential units and approximately 17,700 sf of retail. The lower two floors will house parking and retail with at-grade residential where permitted. Above the residential/retail/parking podium will be 5 levels of residential to accommodate the majority of the residential units.

Location

Bordering Streets:

The property abuts 42nd Ave S. to the west, 43rd Avenue S. to the east, and South Othello Street to the south. Both M.L.K. Jr. Way S., which is just west of 42nd Ave S., and South Othello Streets are designated as principal pedestrian streets. The project is one block east of Sound Transit’s Othello Station transit stop, scheduled for operation in 2009, and across the street to the northwest of Othello Park.





- 1 HOLLY PARK FRIENDS CHURCH  
2 MIRACLE TEMPLE OF GOD  
3 MARANATA CHURCH

5 THE CITADEL  
6 SAFEWAY  
7 BANK OF AMERICA  
8 KING PLAZA RETAIL

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10 UNION GOSPEL MISSION  
11 RETAIL STRIP

12 DENTAL CLINIC  
13 KING SQUARE RETAIL  
14 WASHINGTON MUTUAL
- Community  
Commercial  
Residential

Principal Pedestrian Street  
Holly at MLK Residential Urban Village  
Zone Boundary

Southeast Seattle Reinvestment Area  
Area Outside of the Othello Station Overlay District  
Bus stop
- # URBAN ANALYSIS
- # Vicinity map
- DRB Recommendation Meeting Packet
- Othello Partners





Streetscape photomontage of 42nd Avenue S. looking east toward site



Streetscape photomontage of 42nd Avenue S. looking west away from site



Streetscape photomontage of South Othello Street looking north toward site



Streetscape photomontage of South Othello St. looking south away from site





Streetscape photomontage of 43rd Avenue South looking east away from site



Streetscape photomontage of 43rd Avenue South looking west toward site



View of M. L. K. Jr. Way S and New Holly development from site



View of M. L. K. Jr. Way S from site

## URBAN ANALYSIS

## Streetscape



The Othello Neighborhood Design Guidelines are intended to work in conjunction with the Citywide Design Guidelines and apply to projects in the Othello Design Review Area. The guidelines provide recommendations on issues unique to the Othello neighborhood (referred to as MLK@Holly Urban Village in Seattle’s Comprehensive Plan). These guidelines augment the 1998 “Citywide Guidelines for Multifamily & Commercial Buildings”.

There are nine (9) Citywide Design Guidelines that have been identified as needing Othello-specific supplemental guidance. We have given particular consideration to each of these as we develop the design, but have identified the fourteen (14) below as being most pertinent to this project and site.

## A-1 Responding to Site Characteristics

The urban and community center of the MLK@Holly St Neighborhood is developing rapidly around the Othello Light Link Rail Station at the intersection of Othello Street South and MLK Jr Way South. The station, which is scheduled to open this summer (2009), is located directly west of this project site. Along with the development on the south side of South Othello Street (Othello Station South, DPD#3006405), this building creates a ‘gateway’ between the residential neighborhood and park to the east, providing a buffer and scale transition to the busy transit and retail corridor along MLK.

Within this broader context, the four sides of the projects abut distinctly different activities and scales within the immediate neighborhood context. The Board has asked that the project engage the streetscape appropriately along each frontage, which has been accomplished by varying the sidewalk width, building program, landscape elements and other features on each building frontage.

South Othello Street is a pedestrian-designated street. The project, like the development on the south side of the the street, will provide continuous retail along a widened sidewalk (approximately 20’) and a mid-block, south facing retail plaza in order to encourage pedestrian activity and a variety of neighborhood retail tenants.

At the west end of South Othello, the sidewalk widens into a plaza-like area created by the widened MLK right-of-way and the cul-de-sac of 42nd Avenue South, both of which were created by Sound Transit. The retail wraps around the corner and continues north along 42nd Avenue South to take advantage of this exposure to the plaza area and the MLK corridor.

Retail is also extended around the SE corner north onto 43rd Avenue South to help define the “gateway” to members of the adjacent community as they approach the project from the east. Past the retail corner, the building along 43rd South, responds to the smaller scale of the neighboring sites to the east (L-2 zone) by setting back from the property line and providing residential townhouse units with stoops.

The north side of the site abuts another NC3-65 zoned property that has recently been offered for sale. Additionally, there are approximately 10-12 large Blue Atlas Cedar trees just north of the property line. Due to the large trees, the project is set back from 6’-0” to 14”-0” from the property line to protect their root systems.

The residential portion of the building above the street is divided into four separate buildings grouped around two entry lobbies to help minimize the scale of the project. Along 43rd South and South Othello (Building 2) the upper portion responds to the quieter streetscape with numerous balconies and, above the townhouses, is setback from the street façade to reduce scale. Building 1, located along 42nd South and South Othello, faces the noisier, more urban streets which have a higher concentration of vehicle and transit traffic. Therefore, the residential portion on this side has fewer balconies.

Access to parking and building services is provided along both 42nd and 43rd Avenue South (east and west sides of the project), with the loading dock located on 42nd, away from the residential areas. The access/egress from 43rd South will be primarily for retail use, while the primary residential access/egress will be from 42nd South.

## A-2 Streetscape Compatibility

Along South Othello Street and 42nd South, nearly the entire building frontage consists of transparent retail storefronts with multiple points of entry to accommodate potential retailers of various sizes. Grading is designed to allow continuous access to retail spaces with minimal vertical grade separation. Along South Othello, the retail base breaks to create a generous south facing plaza for a café or restaurant, visual access to the planted podium above, and mitigation of the building’s apparent length along the street. Overlooking the SW corner plaza the transparent retail storefronts wrap the corner and are anchored by a residential entry. At the north end of 42nd South there is a curb cut for parking and loading dock access.

Overhead weather protection is provided along South Othello and 42nd Avenue South. We are working closely with SDOT, Sound Transit, and Metro as they continue to finalize the improvements in the neighborhood, including new street furniture, and proposed bus stops. Public art has already been installed in this area.

Along 43rd Avenue South, the streetscape primarily consists of sidewalk improvements and street trees to define the program activities, which include retail at the corner, a curb cut for parking access, a residential lobby at mid-block, and approximately eight townhouse units with stoops. The townhouses are clearly articulated as smaller sub-volumes with their own scale and detailing.

## A-3 Entrances Visible From the Street

All retail and residential entrances are visible and directly accessible from the sidewalk. There are two primary residential entrances located on 42nd and 43rd. South. These are prominent entrances designed to “ground” the residential buildings and activate the sidewalk environment.

## A-4 Human Activity

The project recognizes the desire to encourage human activity, particularly where the building meets the surrounding streets. The project will encourage human activity by creating a vibrant retail zone along 42nd South overlooking MLK and South Othello with clearly visible retail entries and an active, appropriately scaled residential environment along 43rd Ave.

Along South Othello Street, the building setback is approximately 20’, consistent with the SDOT standard for setbacks adjacent to high capacity transit stations, and will accommodate the high volume of pedestrian traffic associated with the adjacent LINK station. In conjunction with the 18’ setback on the south side of Othello, the generous setback at the street level will address the Board’s concern about a “canyon effect” at the section through Othello Street. The project also provides a south facing, recessed retail court that steps up towards the podium level courtyard, providing visual access to the large interior open space. The street level court provides room for outdoor tables and works in conjunction with the smaller scaled courtyard on the south side of the street. Overhead weather protection will be provided along Othello, designed to accommodate retail signage and appropriate lighting.

## A-5 Respect for Adjacent Sites

All loading and service activities associated with the project occur within the parking structure, and are not visible from the pedestrian-designated streets (Othello and MLK). The building is set back from the surrounding streets in order to promote pedestrian activity, mitigate the scale, and maximize access to daylight at street level. A cohesive landscape plan consists of street trees and complementary concentrated landscape treatment where appropriate at building entries.

## A-6 Transition from Residence and Street

On 43rd South the building has been set back slightly from the property line. This setback creates room for stoops and privacy separation between the sidewalk and the eight ground level townhouse residential units. This setback and change in scale at the street across from the L-2 zoned property helps provide a transition from this project to the smaller buildings to the east

# PERTINENT DESIGN GUIDELINES



## A-10 Corner Lots

There are two significant corners to the project, one at the corner of MLK and South Othello that will provide the primary image of the project from the transit station, and one at the corner of South Othello and 43rd, that will be the visual gateway from the residential neighborhood to the east. Both corners will promote a physical and visual connection to the street as outlined by the Othello Neighborhood Guidelines. At the MLK/Othello corner, there is a generous plaza area recently created by Sound Transit as well as the 42nd South cul-de-sac. At the Othello/43rd corner, we have set the building back and widened the sidewalk to increase the width of the “gateway” and wrapped the retail around the corner to promote the physical and visual connection to the street.

The strong building forms at the retail storefront entrances and residential front doors are designed to demarcate significant entries. At the upper levels, the building mass is modulated to follow the street edges, emphasizing the role of the street as the dominant formal influence in the urban environment.

## B-1 Height Bulk and Scale

Development standards for the NC3-65 zone and the Urban Village and Station Overlay zoning encourage higher density development. However, we recognize the desire to balance this density by providing a sensitive transition to the surrounding residential neighborhoods.

As such, the proposed design attempts to mitigate the apparent bulk of the development and avoid a monolithic appearance by creating four separate buildings above street level, articulating the different masses in ways that are appropriate to their adjacent and varied contexts, providing enough variety in materials and colors to reduce the scale of the project, and creating a distinct visual identity in the neighborhood.

The building has a clear retail base and residential top. The residential portion is further broken up by a series of large architectural gestures, including a grand stair up from South Othello to the podium level courtyard, a glassy ‘tower’ at the SW corner facing the transit corridor, a second ‘tower’ functioning as part of the gateway from the neighborhood, and two residential entries that extend from the street to the roof-line to help minimize the overall scale of the building and ground the upper residential stories by connecting them to the street in a significant way. Between these larger gestures, a balance of variation and repetition provides continuity to the composition, while introducing a more human scale to the overall composition (balconies, small terraces, window design, etc.). Facing the more residentially scaled 43rd South, the combination of recessed bays, balconies, and upper level setbacks above street level townhouses combine to create an effect of diminished scale. On the facades facing the busier pedestrian designated streets, the same components are organized into a more taut composition. The overall effect is that the scale of each building is appropriate to its context.

## C-2 Architectural Concept and Consistency

There will be a consistent and continuous zone of at-grade retail storefronts and residential townhouses, providing a framework to be inhabited and differentiated by individual local retail establishments and residents. The upper levels will be characterized by a consistent palette of materials and forms, articulated and differentiated in materials and scale appropriate to the contextual variety in the surrounding neighborhood in order to avoid a monolithic appearance.

## C-3 Human Scale

Street-level retail will feature continuous overhead weather protection with appropriate lighting and signage. Together, these elements will define the space for retail entrances and complementary sidewalk activity. In addition to the canopies, human scale will be emphasized in bay spacing, location of entrances, and articulation of the storefront system. Along the street level residential units on 43rd South, there will be stoops and landscape elements to create a pleasantly scaled street environment.

## C-4 Exterior Finish Materials

The design of the project features high-quality and durable materials that are residential in character and commonly found in similar construction and the surrounding neighborhoods. Specific materials at the street will include masonry and aluminum storefronts, designed with the appropriate scale and level of detail commensurate with the retail environment. To avoid creating monolithic appearance, the residential mass above has been designed with a consistent palette of materials used in a variety of ways, appropriate modulation, and a variety of window compositions interspersed with doors onto balconies. All materials will be detailed to reflect a sense of permanence, provide human scale within the larger composition, and create appropriate scale and proportion.

## D-1 Pedestrian Open Space and Entrances

The streetscape will be characterized by creating space for the intermingling of pedestrians, diners, and shoppers at street level to meet the City’s goal of providing a socially and visually stimulating environment in the MKL@Holly business district. In addition to the retail storefronts, the project will provide increased sidewalk widths, new street trees, and a pedestrian plaza with sidewalk seating along South Othello

Fully glazed storefronts with multiple retail entrances are provided along 42nd South and South Othello to generate pedestrian activity at the street. There will also be two primary residential entrances, one off of 42nd South and one off of 43rd South. Both residential entrances will be generous in scale, with significant glazing to make them feel open and allow them to contribute to the active streetscape. Proximity to the LINK Light Rail station will ensure a high volume of pedestrian activity along South Othello both day and night.

## D-7 Personal Safety and Security

The streetscape design described above will maximize opportunities for “eyes on the street” and provide clear designations around each use at the street. Where transitions occur between public and private, landscaping, low walls, and changes in hardscape will be used to define a sense of defensible space. The upper level open space will be available to residents only. This space will be designed to maximize the safety and security of building residents. The “grand stair” along South Othello will have a gate that will provide a security barrier between the street and the private residential terrace at the podium level.

Adequate lighting will be provided at building entries and along the retail canopies to provide level illumination levels to the project at night, while minimizing light spill to the adjacent neighborhoods.

Landscaping will also be utilized to mark the transitions between retail, residential, and service zones and optimize the pedestrian experience. Landscape treatments will include street trees, ground cover, and varied paving patterns.

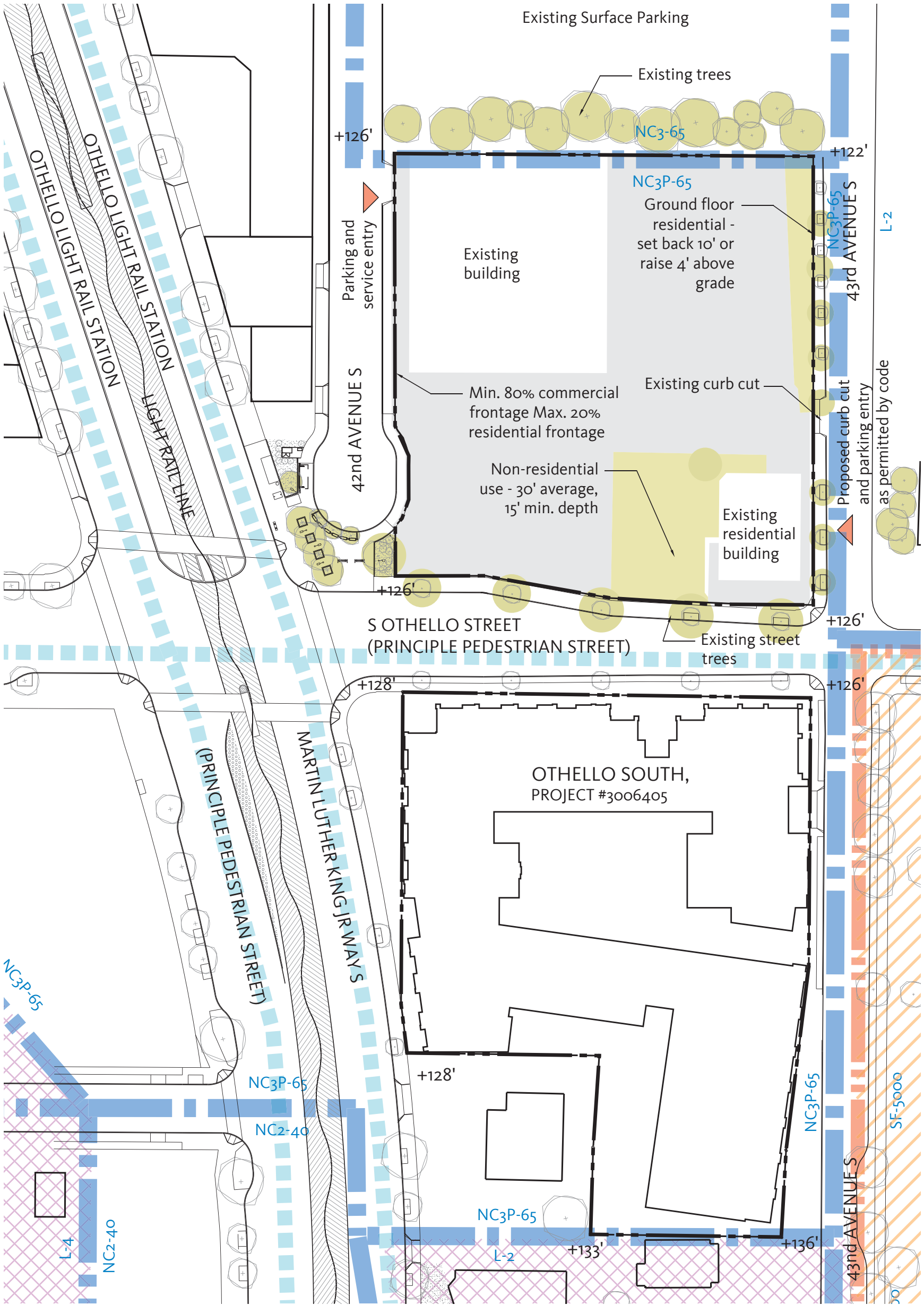
## O-2 – Othello Neighborhood Site-Specific Design Guidelines

At the NE corner of MLK and South Othello, there is a generous plaza recently completed as part of the Link Light Rail construction. This project will enhance and activate this plaza with additional landscaping, as well as retail and residential entrances and café tables. Once completed, these improvements will provide a significant focal point for the project at this very visible corner. In addition, we have created a highly visible retail plaza at mid-block along South Othello to activate the sidewalk and mitigate the length of the retail façade and apparent bulk of the project.

The two residential entries on the east and west sides are focal points of the project, as is the gracious public stair that connects the project to South Othello Street at the retail plaza.

The upper portions of the building have been separated into two distinct buildings to decrease the mass and apparent size of the development. Where possible, we have also stepped back the mass of the project at the upper levels. We have also provided townhomes along 43rd to create a scale that is sympathetic to the adjacent low-rise residential neighborhood.





- Principal Pedestrian Street
- Holly at MLK Residential Urban Village Zone Boundary
- L-4 RC
- NC2-40

- Area Outside of the Southeast Seattle Reinvestment Area
- Area Outside of the Othello Station Overlay District



## SITE ANALYSIS





# SITE PLAN





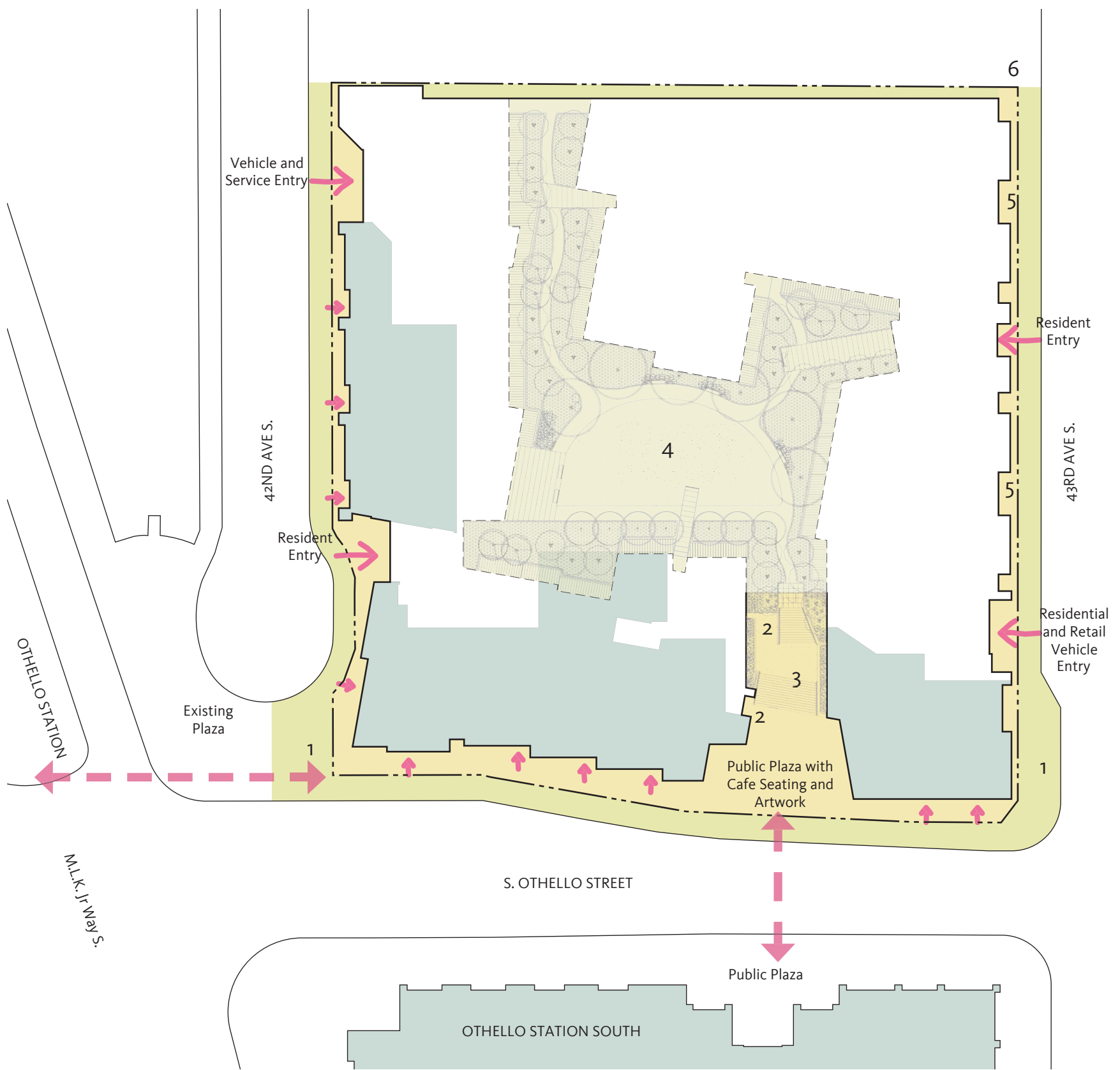
Along S Othello Street and 42nd Ave S., the entire building frontage at the sidewalk consists of transparent retail storefronts with multiple points of entry to accommodate potential retailers of various sizes. Along Othello the building edge defines a retail entrance court that mitigates the building's apparent length along the street and is large enough to accommodate gathering, café tables, and public art.

Overhead weather protection is also provided along S Othello Street and M.L.K. Jr.. Way S. We are working closely with SDOT, Sound Transit, and Metro as they continue to finalize the improvements in the neighborhood, including final installation of art, any new street furniture, and proposed bus stops. If practical and agreeable to Metro, we will attempt to integrate the bus stops along South Othello into the architecture of the building.

## RESPONSES TO DESIGN GUIDANCE

## Overview





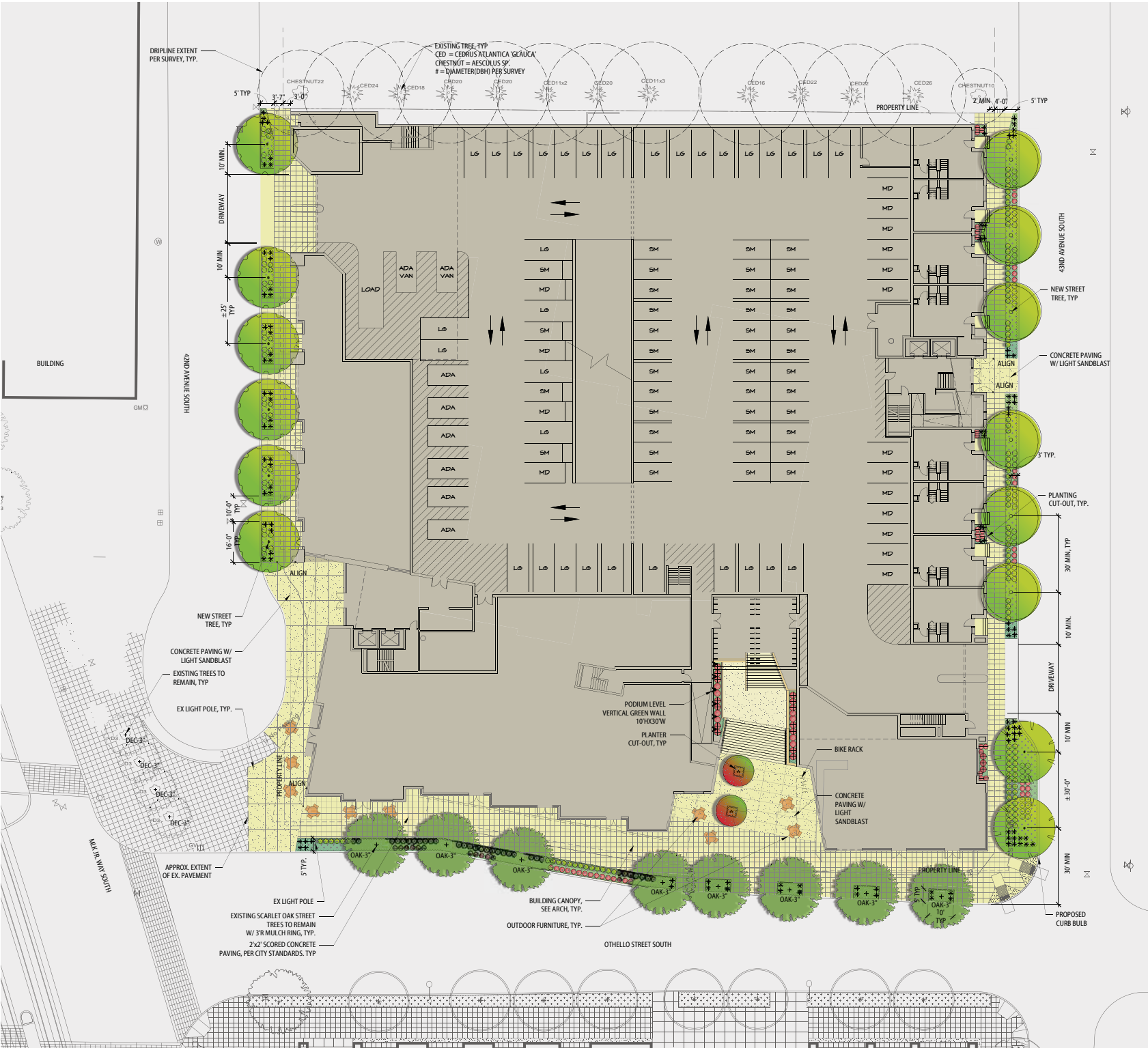
- public sidewalk and landscaping
- private property utilized for public plazas, sidewalks, and planting (total dedicated area = 10,008 sf or 12.3% of site area)
- landscaped terraces (total terraces = 14,200 sf or 18% of site area)
- retail at grade
- retail entry

1. sidewalk widening
2. pedestrian entry to parking
3. grand stair to landscaped terrace
4. landscaped terrace
5. townhome landscaping
6. setbacks at transition

## RESPONSES TO DESIGN GUIDANCE

## Streetscape compatibility





At the northwest corner of M.L.K. and South Othello, there is a generous plaza recently completed as part of the Link Light Rail construction. This plaza will be enhanced and activated with additional landscaping, as well as retail and café tables. We also anticipate working with Sound Transit to coordinate the art installations proposed for this corner and with Seattle City Light to consider relocation of the transformer. Once completed, these improvements will provide a significant focal point for the project at this very visible corner.

In addition, we have created a highly visible retail plaza at mid-block along South Othello to activate the sidewalk and mitigate the length of the retail façade and apparent bulk of the project. The two residential entries are focal points of the project, as is the gracious public stair that connects the project to Othello Playground. We have also provided town homes adjacent to Othello Playground along 43rd with a scale that is sympathetic to the adjacent residential neighborhood.

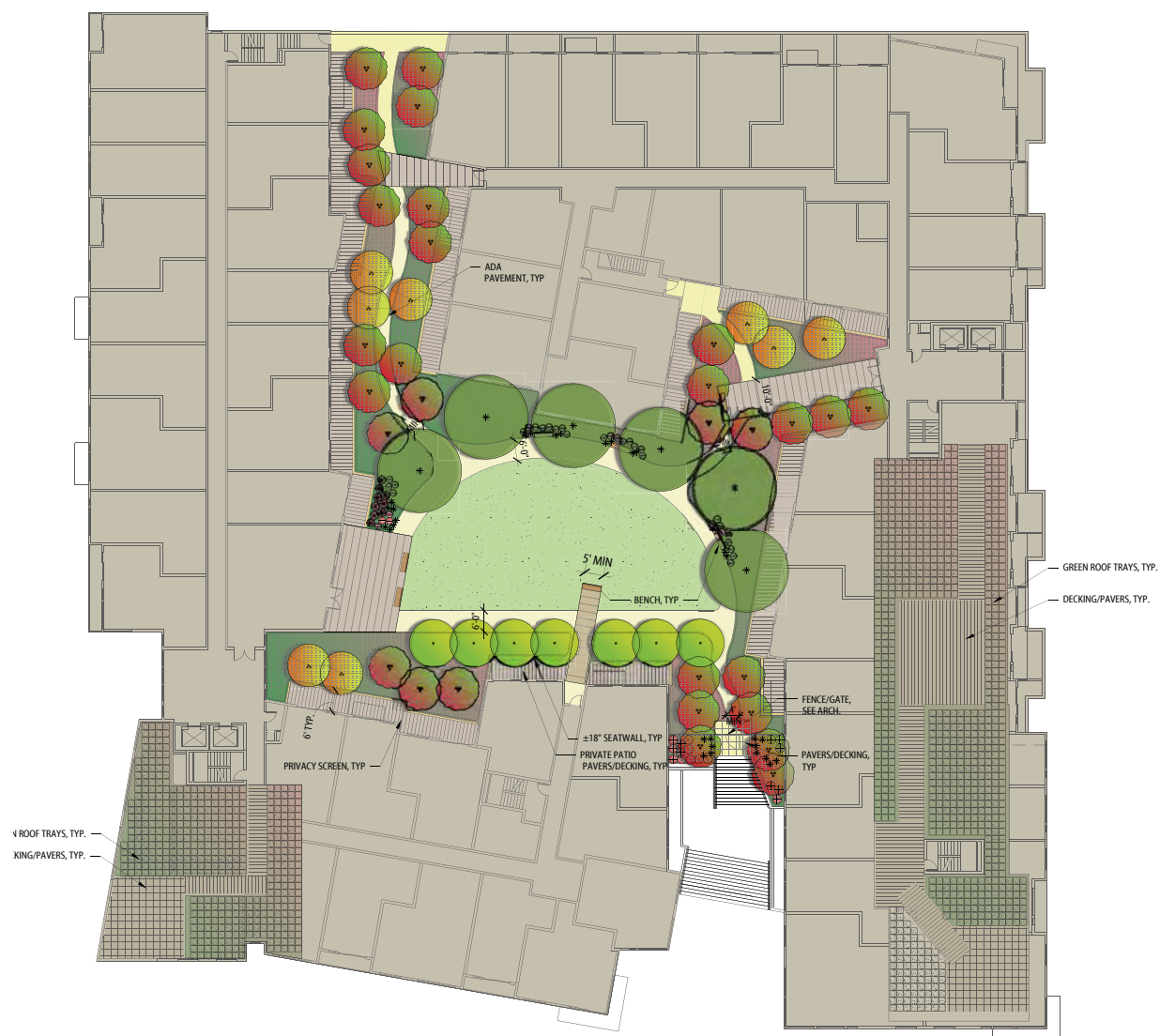
We have had preliminary conversations with SDOT about the possibility of creating a center landscaped median in South Othello to create more of a boulevard. We have also discussed with SDOT the possibility of a mid-block connection from our grand stair along 43rd across to Othello Playground. SDOT felt that neither of these was a good idea.



## RESPONSES TO DESIGN GUIDANCE

## Streetscape compatibility





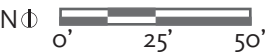
## RESPONSES TO DESIGN GUIDANCE

## Streetscape compatibility

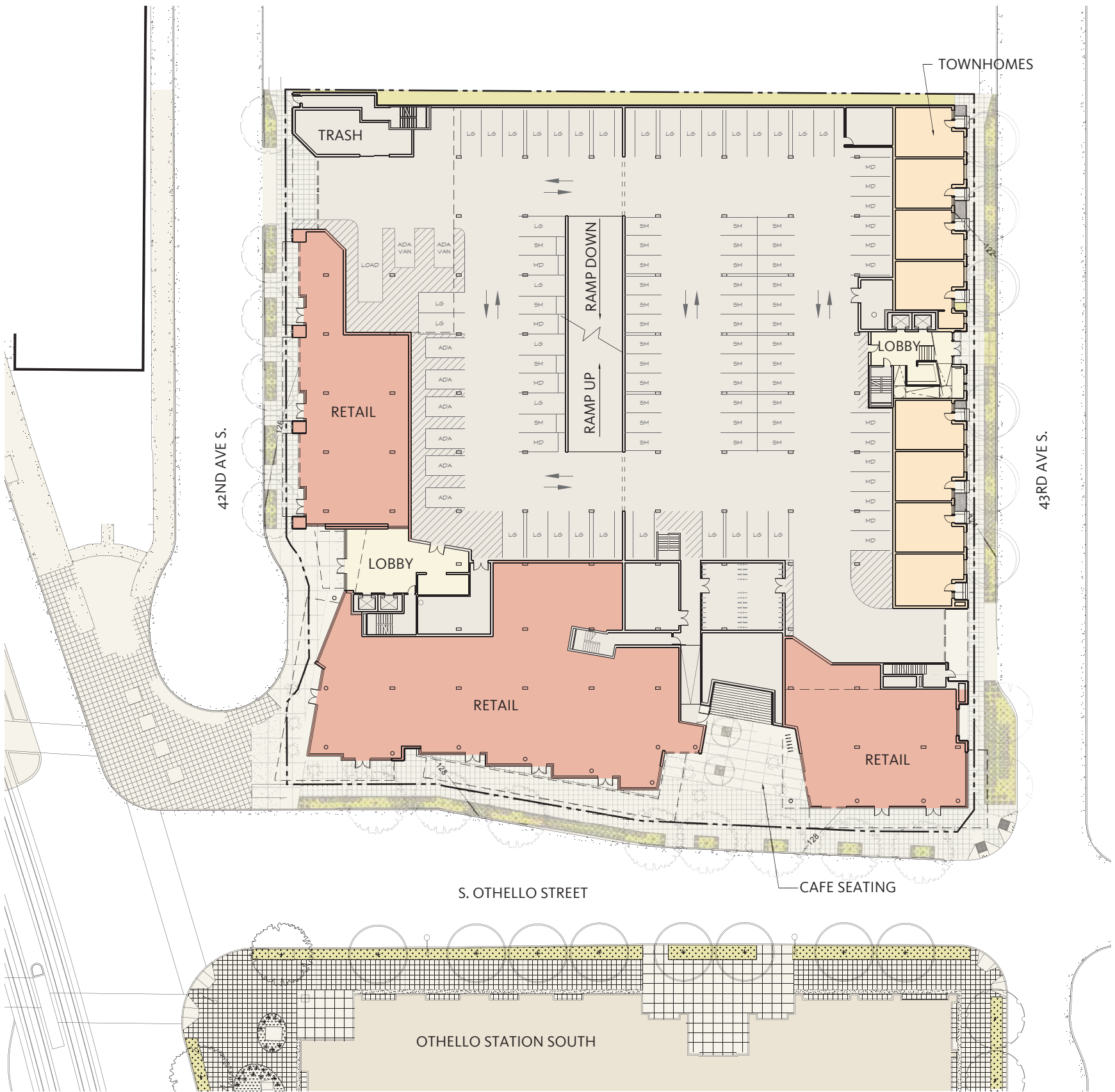




KEY SECTION







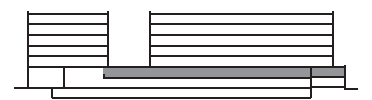
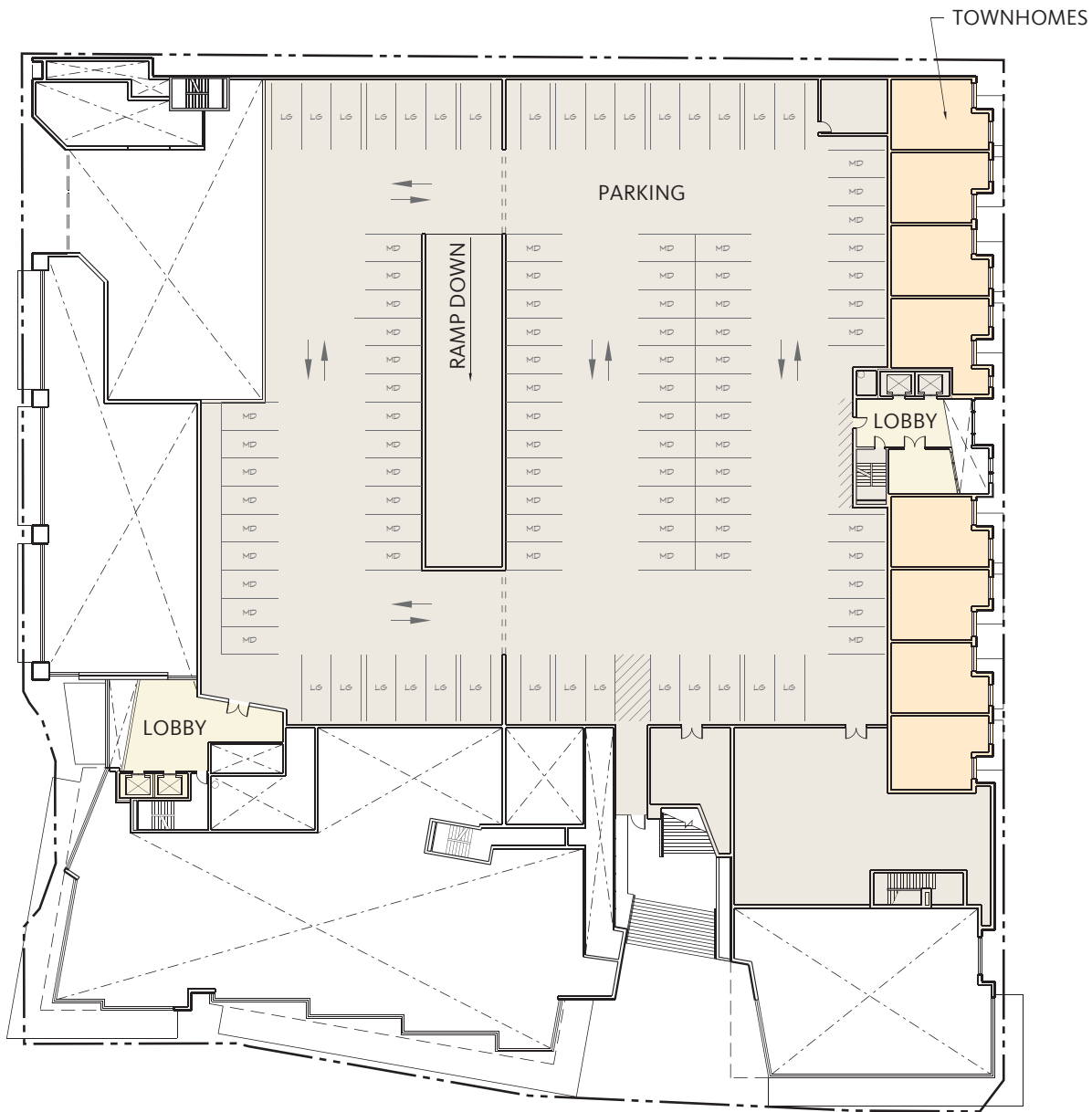
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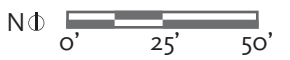
## ARCHITECTURAL CONCEPT

## Grade-level plan

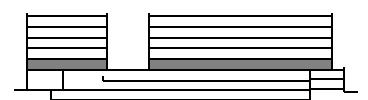
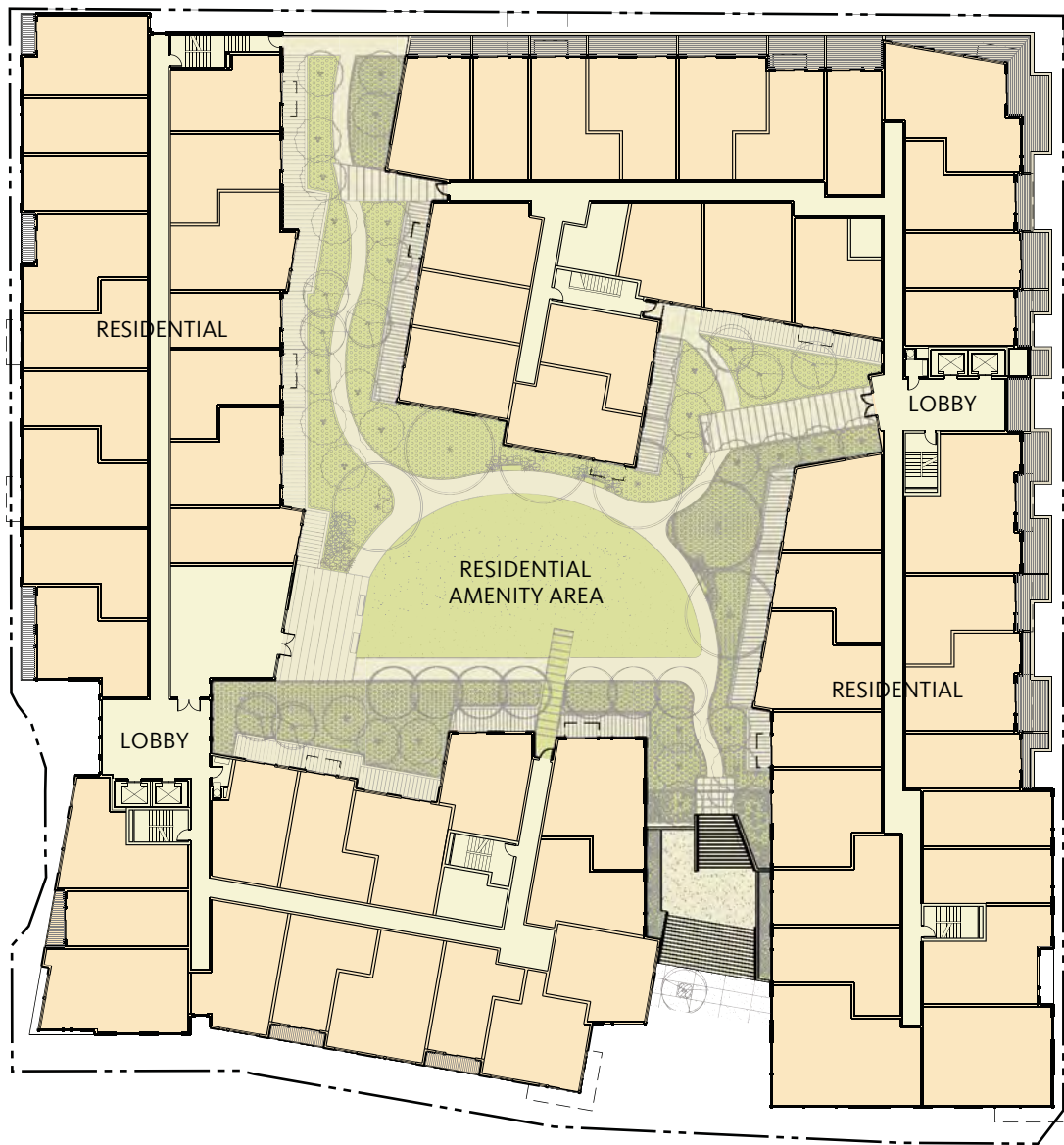




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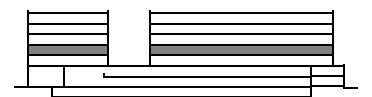
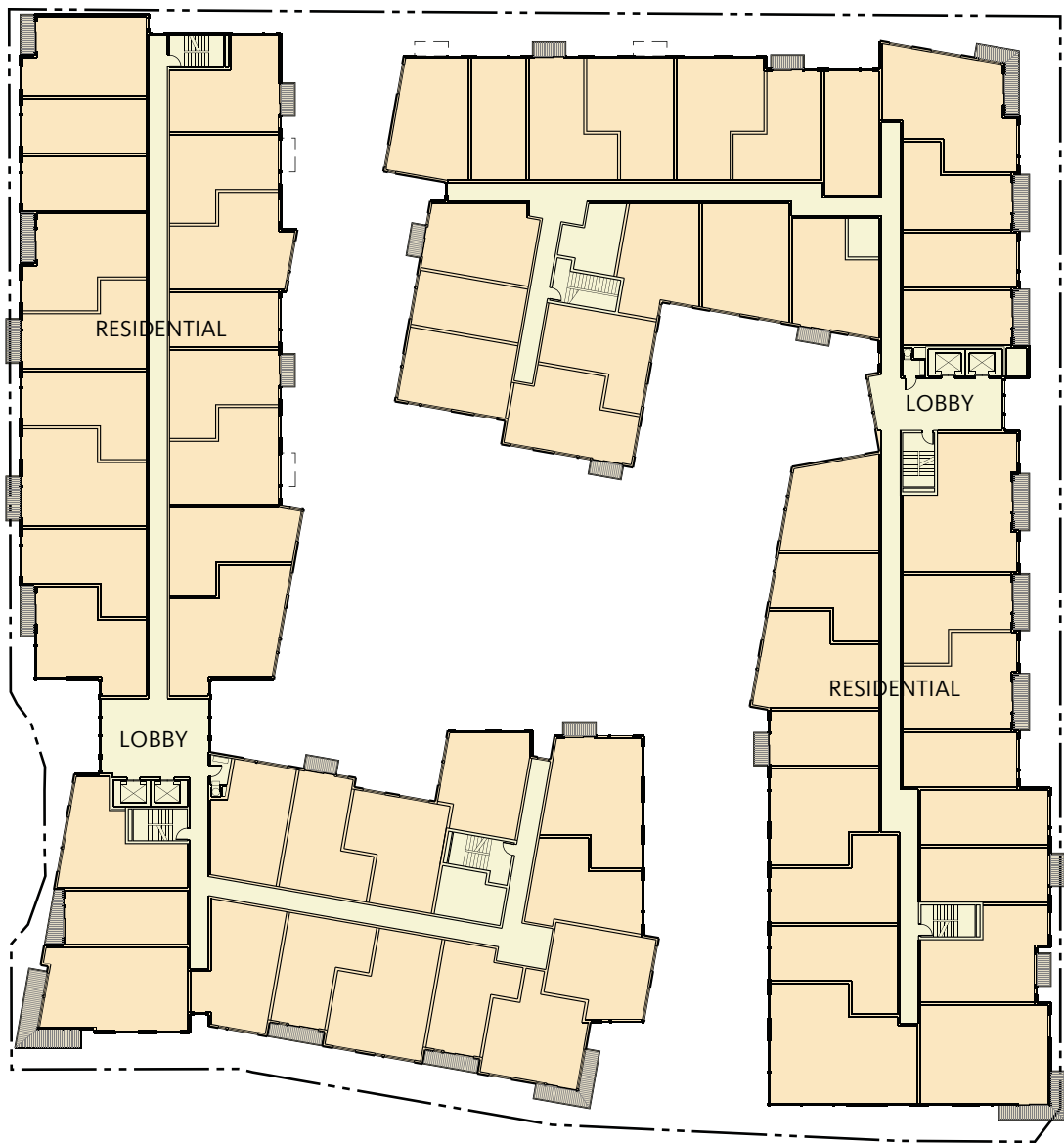
KEY SECTION



## ARCHITECTURAL CONCEPT

## Terrace-level plan





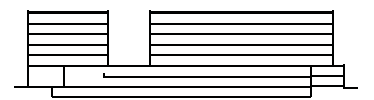
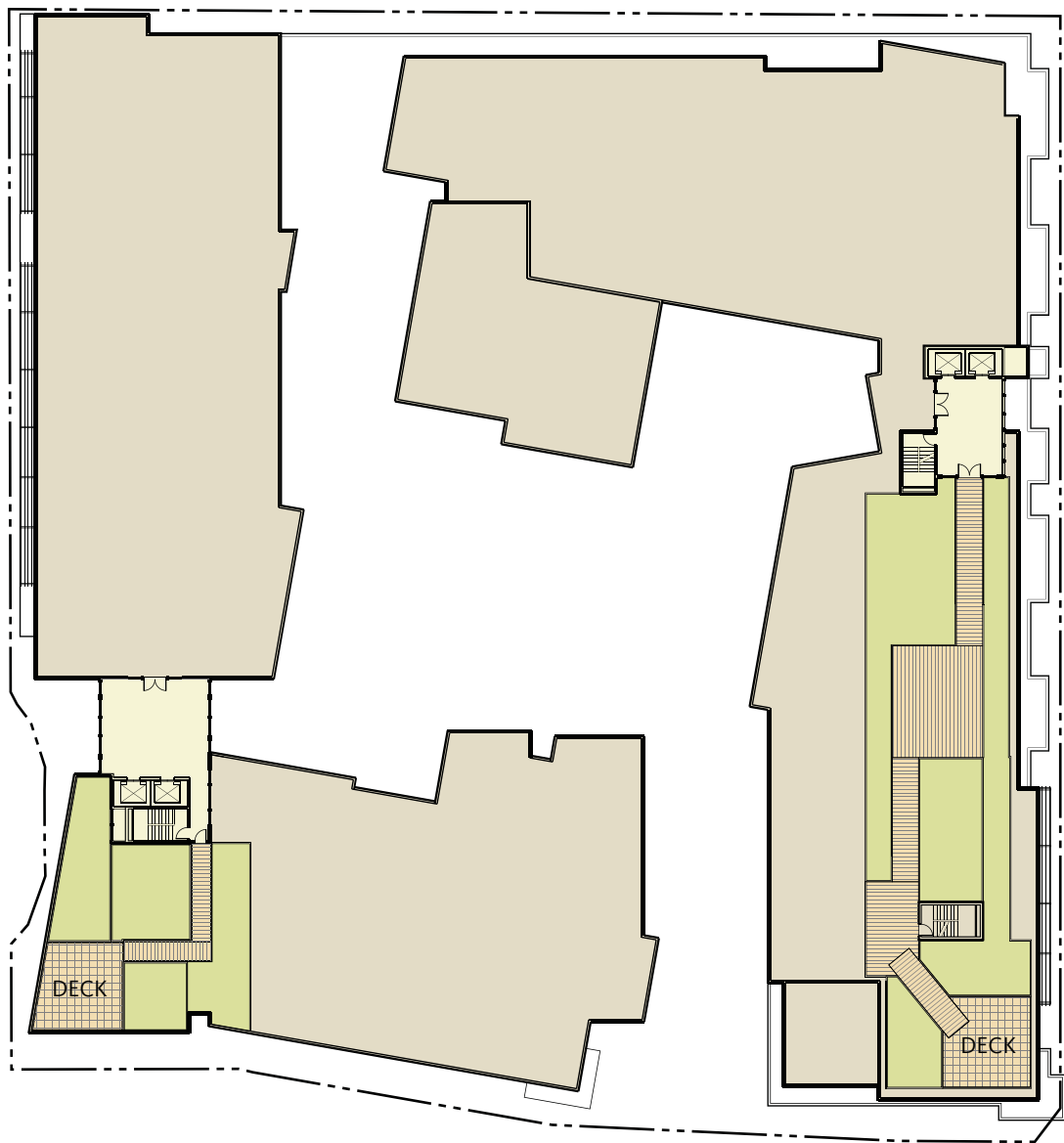
KEY SECTION



## ARCHITECTURAL CONCEPT

## Typical residential plan





KEY SECTION



## Roof plan



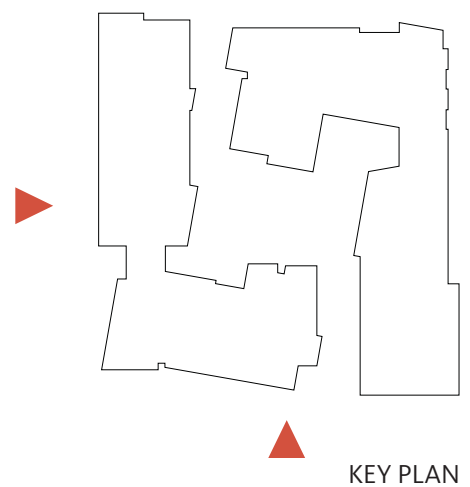


WEST ELEVATION



SOUTH ELEVATION







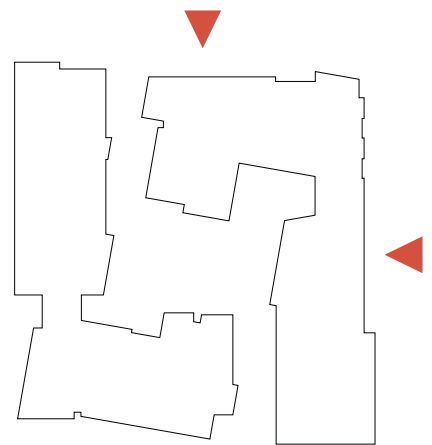
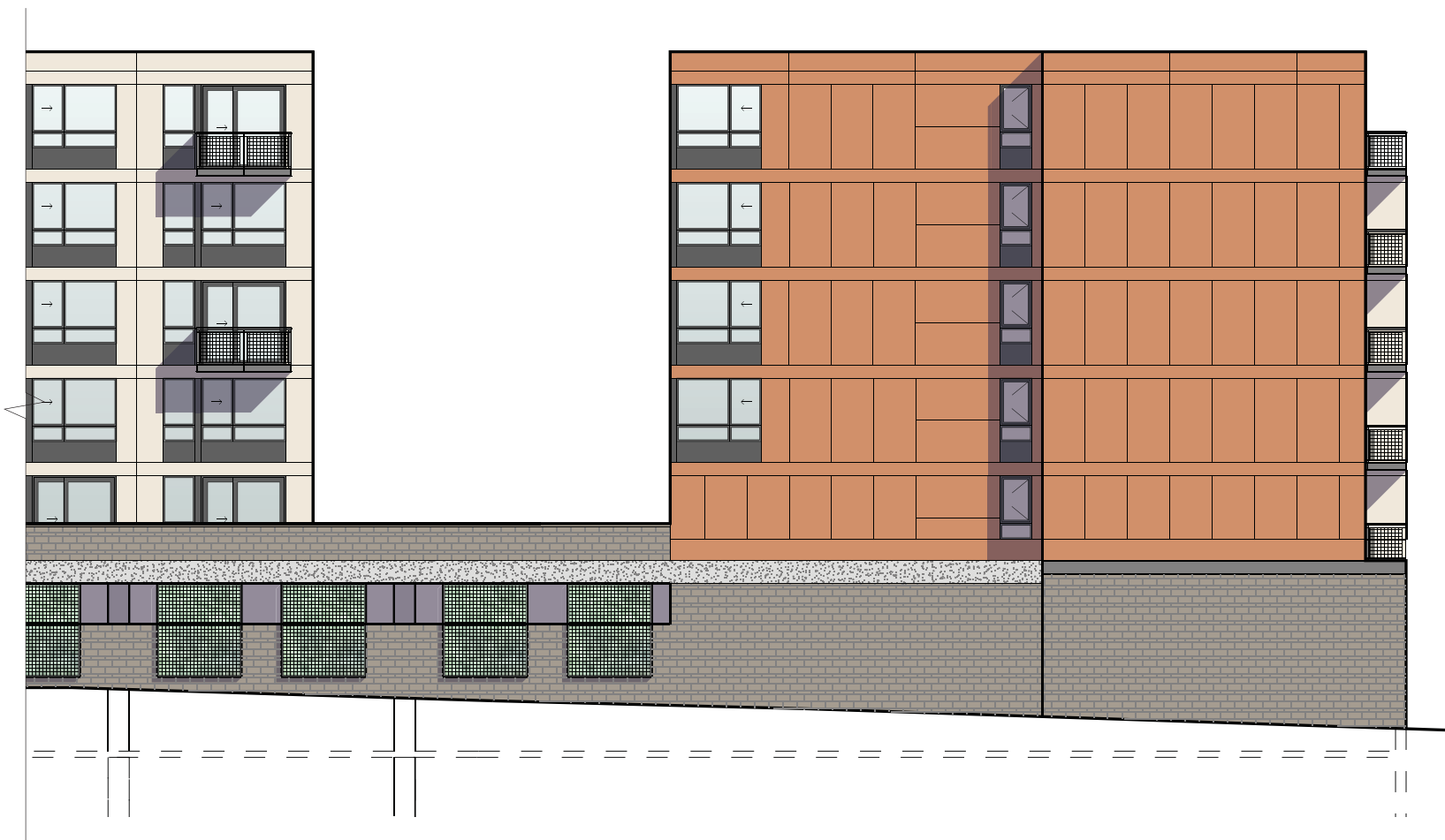


EAST ELEVATION

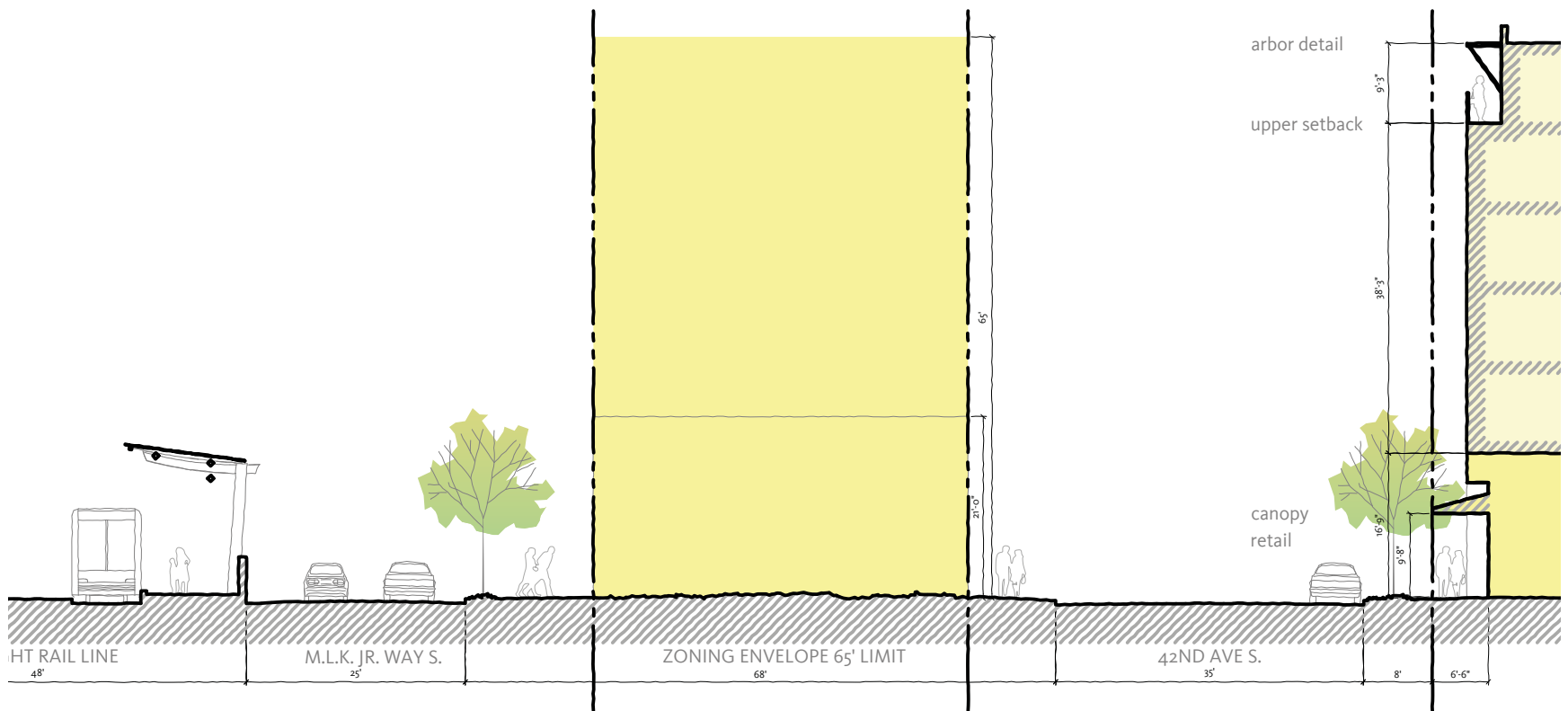


NORTH ELEVATION





KEY PLAN



Street Section at 42nd Ave S



View of retail entries at 42nd Ave S

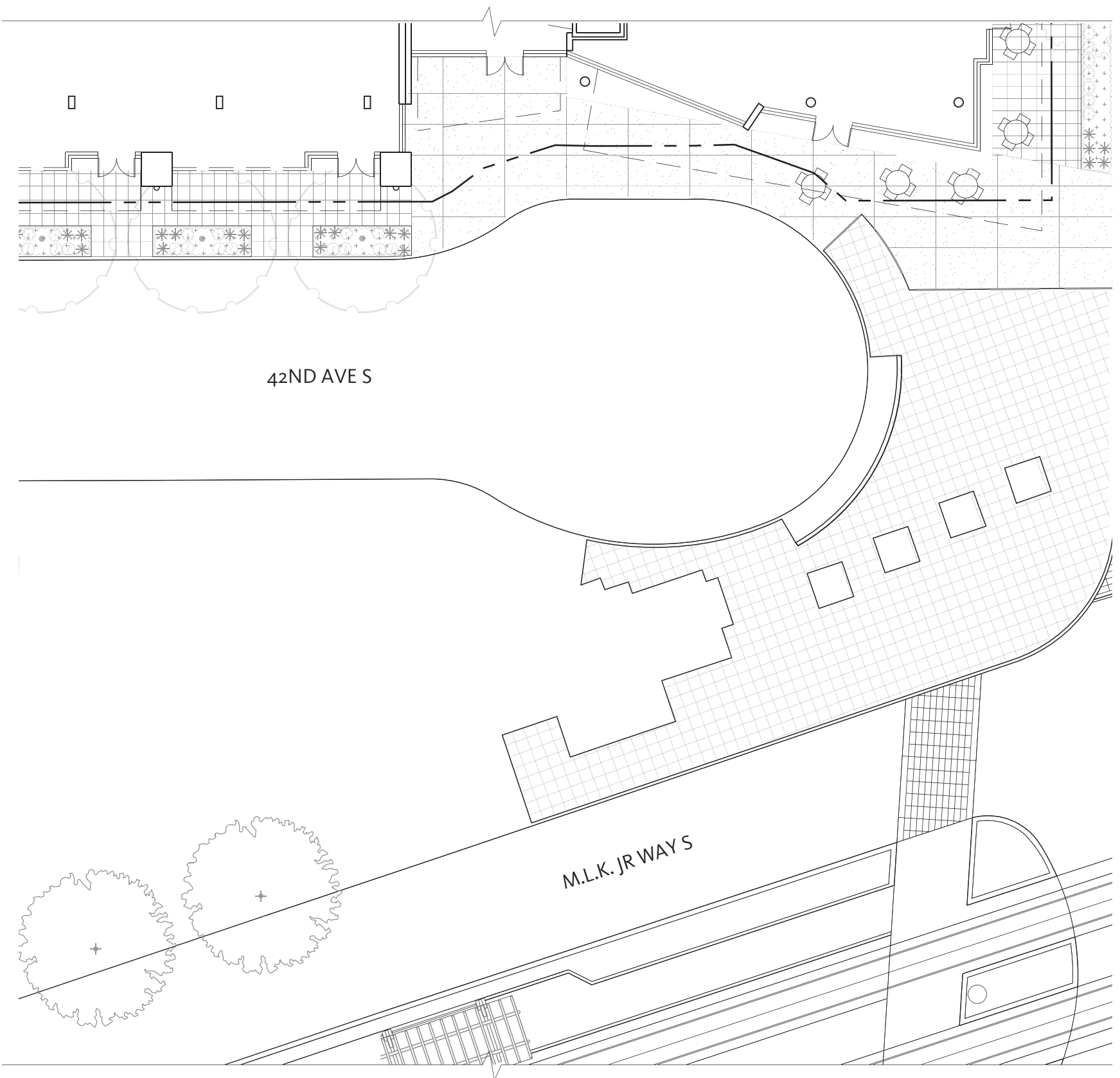
The building facade at 42nd Avenue South is the primary image of the project from the light rail transit station. With its neighbor to the south, the proposal defines a gateway to the neighborhood. Access to 42nd Ave. is closed off from M.L.K. Jr Way to create a landscaped plaza and enhanced pedestrian experience between the proposal and the transit station. Along 42nd Ave S., retail spaces at grade and pedestrian amenities like cafe seating activate the public sidewalk. One of two major

residential entries is located at the west facade to promote a physical and visual connection to the street and light rail station as outlined by the Othello Neighborhood Guidelines.

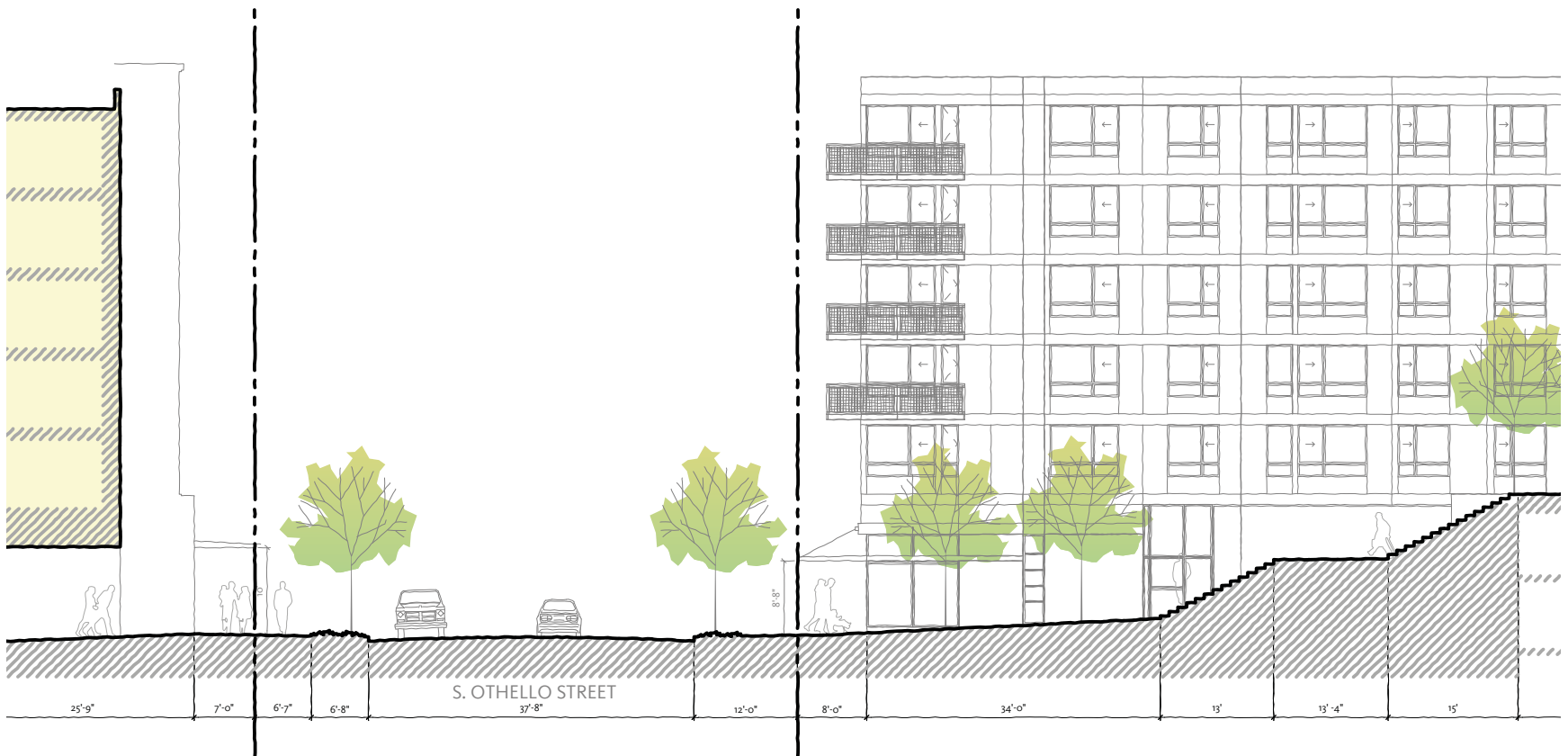


## 42ND AVENUE SOUTH





Elevation and Plan at 42nd Ave S



Street Section at S Othello St



View of retail entries and plaza at S Othello St

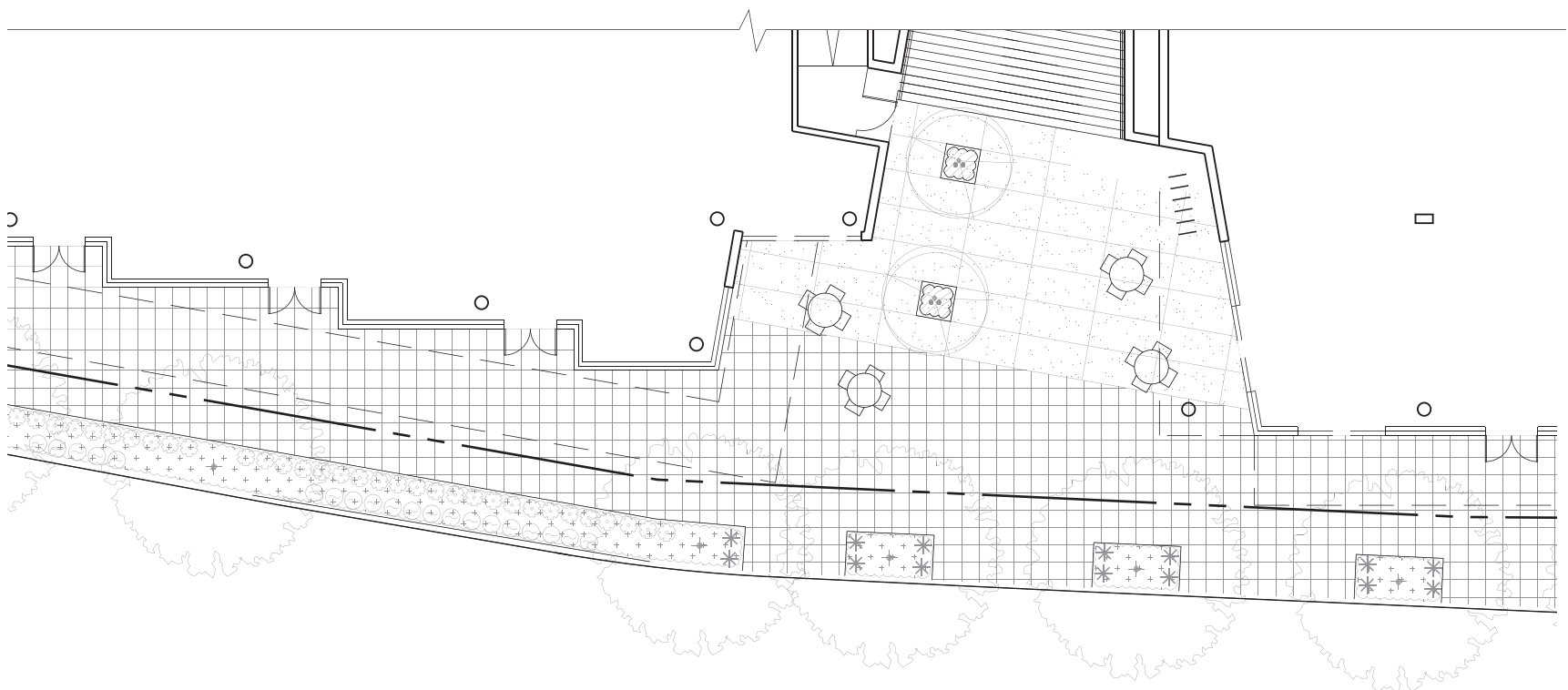
The streetscape at South Othello Street will be characterized by the creation of spaces for the intermingling of pedestrians and shoppers at street level to meet the City's goal of providing a socially and visually stimulating environment. In addition to the retail storefronts, the project will provide increased sidewalk widths, new street trees, and a pedestrian plaza along South Othello. The landscaped plaza, which will include pedestrian amenities such as cafe seating and public artwork,

will create a physical and visual connection to the Station at Othello Park directly south of Othello Street. Fully glazed storefronts with multiple retail entrances and overhead weather protection are provided at street level to generate pedestrian activity. Promximity to the LINK Light Rail Station will ensure a high volume of pedestrian activity.

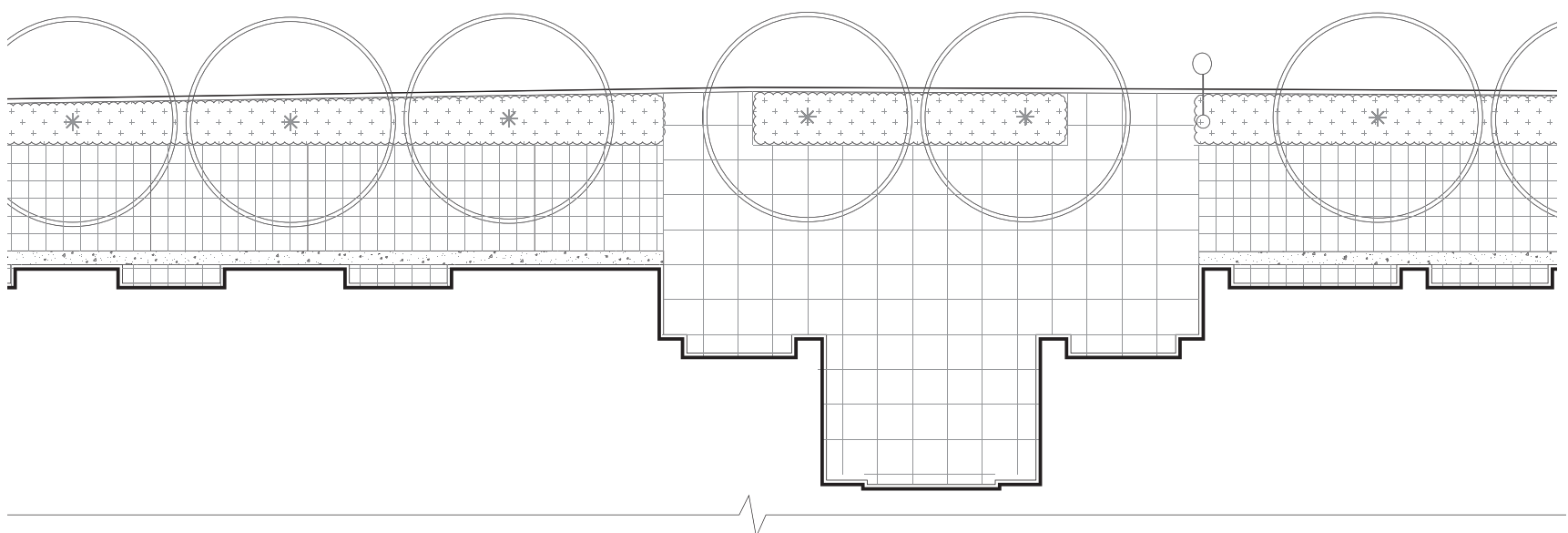


## SOUTH OTHELLO STREET

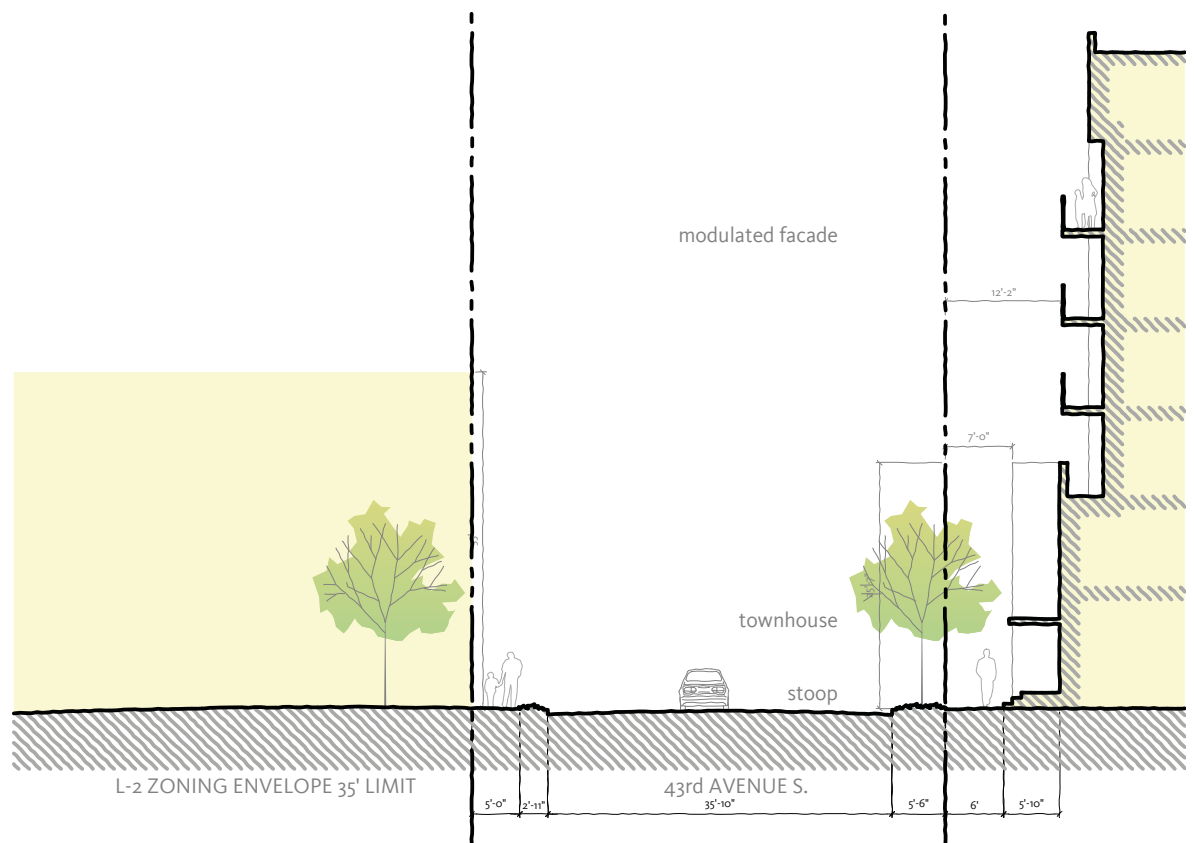




S OTHELLO ST.



Elevation and Plan at S Othello St



Street Section at 43rd Ave S



View of townhomes at 43rd Ave S

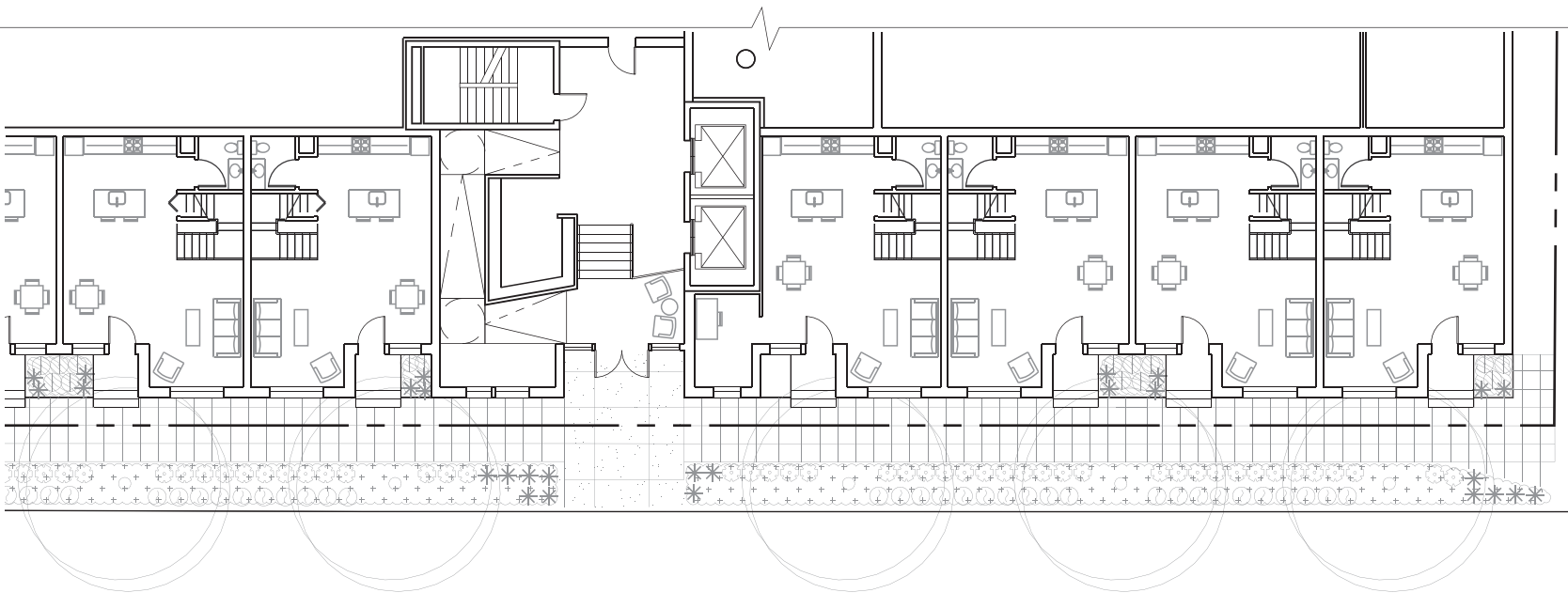
The 43rd Avenue S. facade provides a point of transition between the proposal and neighboring residential zones while maintaining a strong relationship to the pedestrian environment at street level. Two-story residential townhomes are located at street level. Entry stoops and overhead canopies create a safe threshold for entry into the private units, but their orientation toward the street promotes interaction between residents and neighbors. Landscaping at the sidewalk and

building edges further softens the transition from public to private. The second of two major residential entries is located at the east facade to promote a physical and visual connection between the residential units, pedestrian environment, and Othello Playground to the southeast.



## 43RD AVENUE SOUTH





Elevation and Plan at 43rd Ave S



View of South Othello St. from Othello Station



Othello North aerial view

The Othello Neighborhood is being transformed by significant economic development and a number of external influences, including the ongoing construction of Sound Transit's Link Light Rail, scheduled to open in 2009. Within this broader context, the three street frontages of the project comprise distinct activities and scales and the Board has asked that the project engage the streetscape appropriately along each frontage. Therefore the design of the project

attempts to respond uniquely to each of its frontages. Both M.L.K. Jr. Way South and South Othello Street are pedestrian-designated streets. The project provides continuous retail along a widened sidewalk in order to encourage pedestrian activity and variety of neighborhood retail tenants. Retail is also extended around the corner to 43rd Avenue South to help define the "gateway" as members of the adjacent community approach the project from the east. Access to

parking and building services is provided via two entrances off 42nd Ave. and 43rd Ave., respectively. Retail loading and service vehicles will be directed to the entry off of 42nd Avenue South to keep heavy traffic away from the pedestrian designated South Othello Street. In addition, townhome units are provided at grade to help bring the residential scale of the building to the street and reduce the scale adjacent to other single-family residential.

## RESPONSES TO DESIGN GUIDANCE Responding to site characteristics





View at South Othello Street



Othello North residential entry

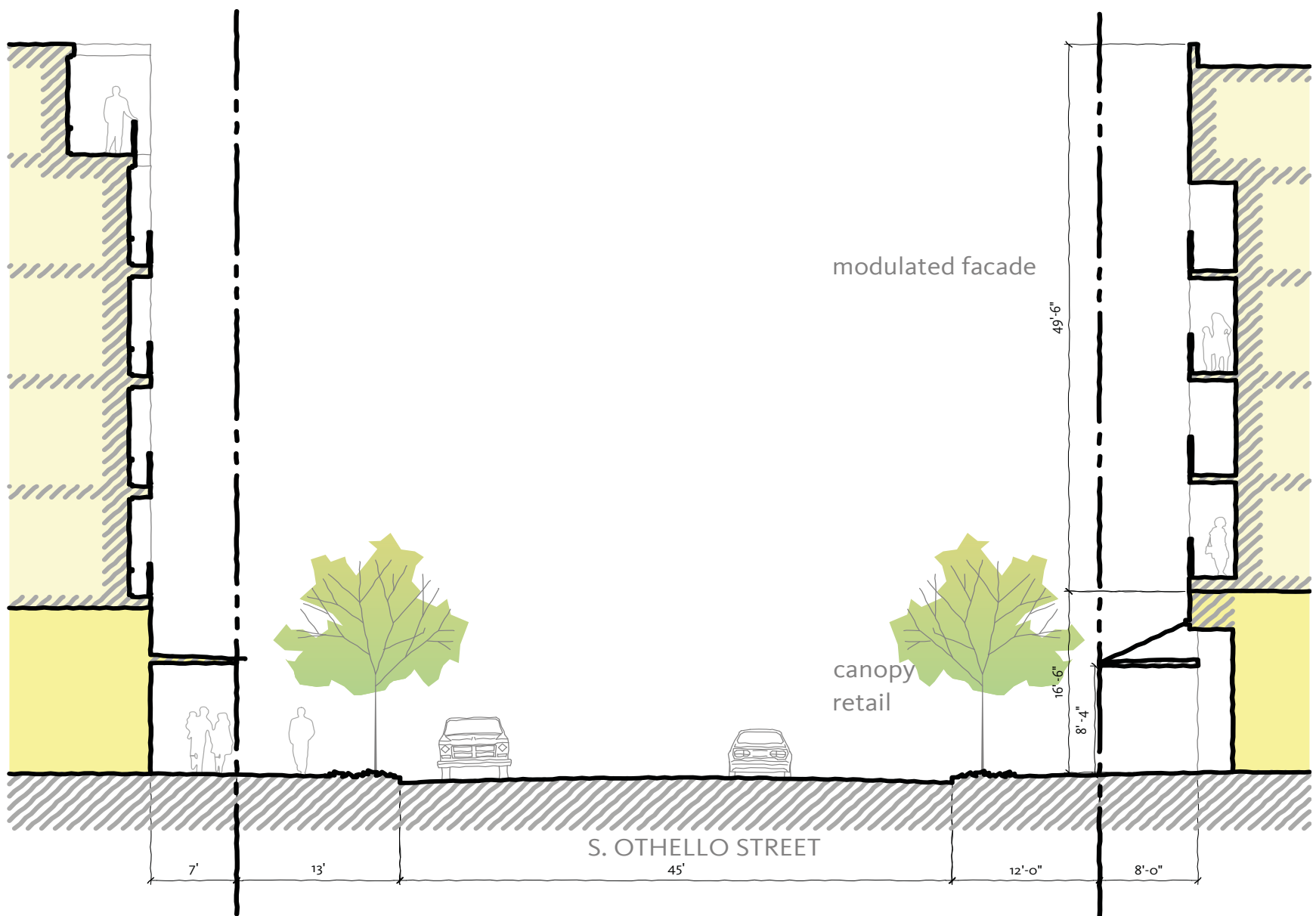
The streetscape will be characterized by creating space for the intermingling of pedestrians and shoppers at street level to meet the City's goal of providing a socially and visually stimulating environment. In addition to the retail storefronts, the project will provide increased sidewalk widths, new street trees, and a pedestrian plaza along South Othello. Fully glazed storefronts with multiple retail entrances are provided along M.L.K. and Othello

to generate pedestrian activity at the street. Proximity to the LINK Light Rail station will ensure a high volume of pedestrian activity at the M.L.K. building entrance both day and night.

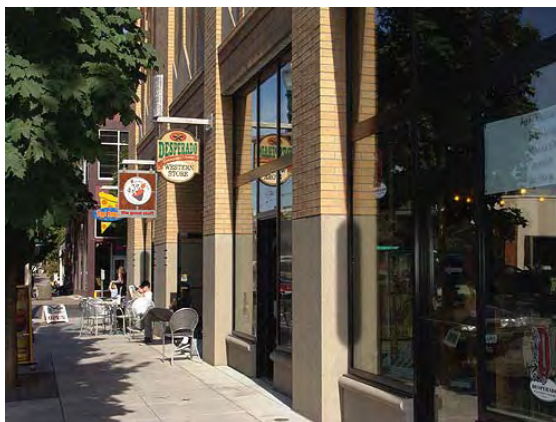
## RESPONSES TO DESIGN GUIDANCE

## Pedestrian space and entrances





Street section through S Othello Street



The project will encourage human activity by creating a vibrant retail zone along 42nd Avenue and Othello St with bay windows and recessed individual retail entries, and an active and appropriately scaled residential environment along 43rd Avenue S with landscaped entry stoops to the town homes provided.

Along South Othello Street, the building setback varies from 18' to 25', consistent with the SDOT standard for setbacks adjacent to high capacity transit stations, and will accommodate the high volume of pedestrian traffic associated with the adjacent LINK station.

A generous setback at the street level, in conjunction with upper level setbacks, will address the Board's concern about a "canyon

effect" at the section through Othello Street. The project also provides a recessed retail courtyard with room for outdoor café tables. Continuous overhead weather protection will be provided along both 42nd Ave and Othello, designed to accommodate retail signs and appropriate lighting.

## RESPONSES TO DESIGN GUIDANCE

## Human activity









Southwest corner



Southeast corner



Northwest corner



Northeast corner

There are two primary corners of the project, one at the corner of 42nd Avenue S. and South Othello Street that will provide the primary image of the project from the transit station, and one at the corner of South Othello and 43rd, that will be the visual gateway from the residential neighborhood to the east. Both corners will promote a physical and visual connection to the street as outlined by the Othello Neighborhood Guidelines.

At the 42nd Ave./Othello corner, there is a generous landscaped sidewalk buffer recently created by Sound Transit. We anticipate additional art and outdoor seating at this location to help define the gateway to the neighborhood and anchor the project at this important intersection of two pedestrian-designated streets. At the Othello/43rd corner, we have set the building back and widened the sidewalk to increase the width

of the “gateway” and wrapped the retail around the corner to promote the physical and visual connection to the street. The strong building forms at the retail storefront entrances and residential front door are designed to demarcate important entries and gateways at these important intersections. At the upper levels, the building mass is modulated to follow the street edges, emphasizing the role of the street as the dominant formal influence in the urban environment.

## RESPONSES TO DESIGN GUIDANCE

## Corner lots





West Residential Entry

All retail and residential entrances are visible and directly accessible from the sidewalk. There are two primary residential entrances which are visible and accessible from 42nd Avenue S. and 43rd Avenue S., respectively. These are prominent entrances designed to “ground” the residential buildings and activate the sidewalk environment.



East Residential Entry

RESPONSES TO DESIGN GUIDANCE

Entrances visible from street





43rd Ave Garage Entrance



43rd Ave Townhomes



Looking East on Othello Street S.



Existing Cedar Trees

All loading and service activities associated with the project occur within the parking structure, and are not visible from the adjacent park or from the pedestrian-designated streets (Othello and M.L.K.). The building is set back from Othello Playground and from the surrounding streets in order to promote pedestrian activity, mitigate the scale, and maximize

access to daylight at street level. A cohesive landscape plan consists of street trees and complementary concentrated landscape treatment where appropriate at building entries.

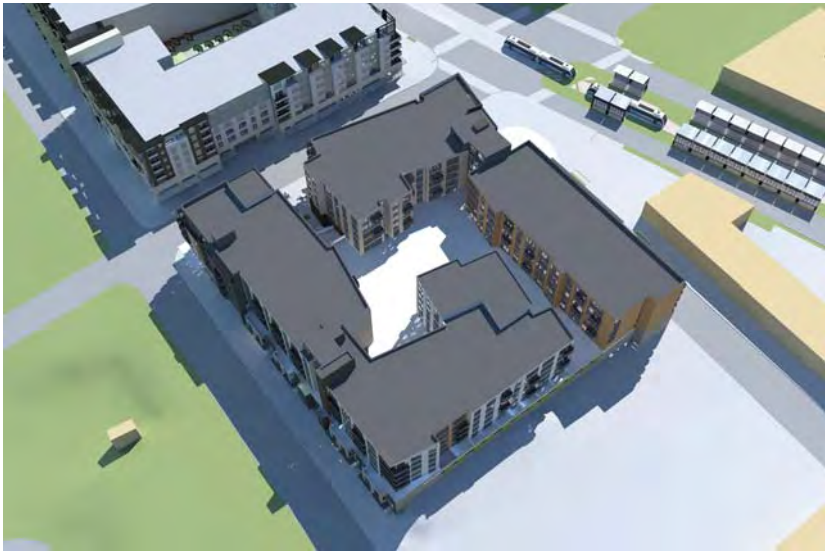
## RESPONSES TO DESIGN GUIDANCE

## Respect for adjacent sites





Shadow cast on March 21 at 3:00pm



Shadow cast on June 21 at 3:00pm



Shadow cast on December 21 at 3:00pm



Shadow cast on September 21 at 3:00pm



Development standards for the NC3-65 zone and the Urban Village and Station Overlay zoning encourage higher density development within a 65' height limit. We recognize the desire to balance this density by providing a sensitive transition to the surrounding residential neighborhoods.

The proposed design attempts to mitigate the apparent bulk of the development by taking advantage of the site's unique non-orthogonal geometry, articulating the different masses in ways that are

appropriate to their adjacent and varied contexts, providing enough variety in materials and colors to reduce the scale of the project, and creating a distinct visual identity in the neighborhood.

The building has a clear base, middle, and top, and is divided into a series of bays which correspond to individual unit widths. A balance of variation and repetition of the bay size provides continuity to the composition, yet introduces variety in scale to the overall composition.

At the upper two floors setbacks

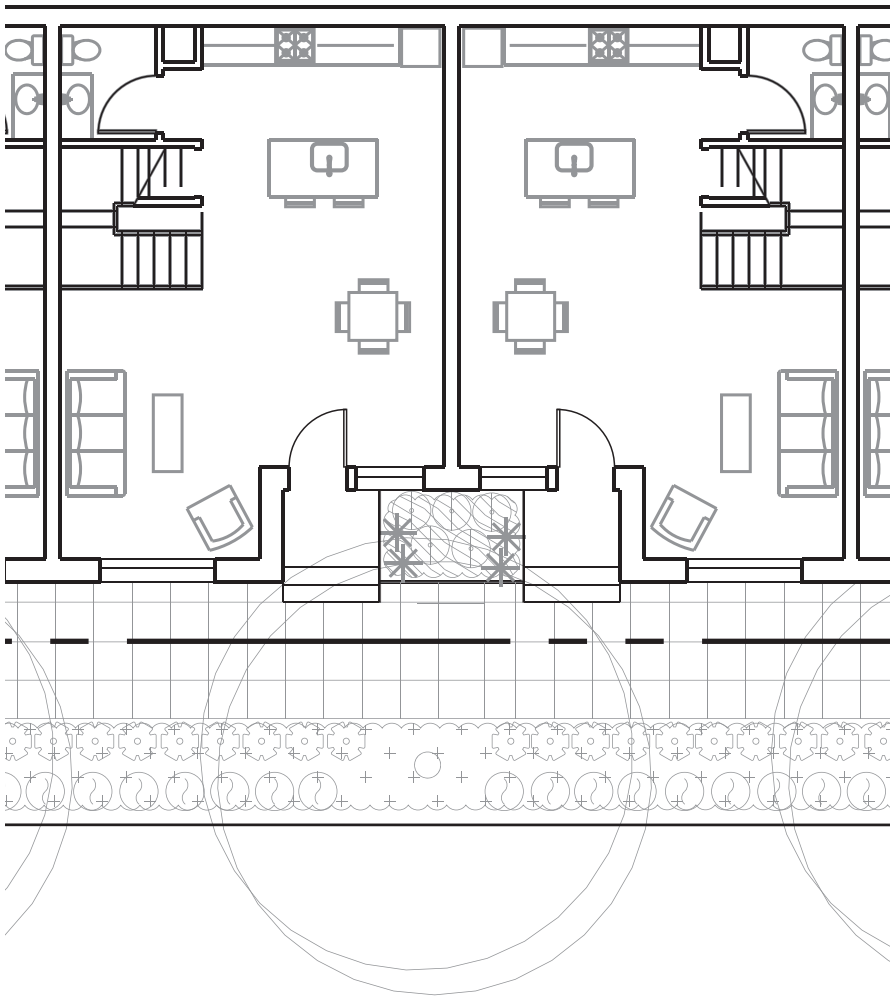
make space for human-scaled decks and balconies and provide a finer grained articulation of building components. At 42nd Avenue S and S Othello St, fully glazed retail entries, overhead weather protection and public plazas activate the pedestrian environment. Town homes are provided along 43rd in order to provide smaller sub-volumes in the overall massing that are compatible in scale and composition to the adjacent residences.

The building is set back from 42nd Ave S. at the southwest corner to

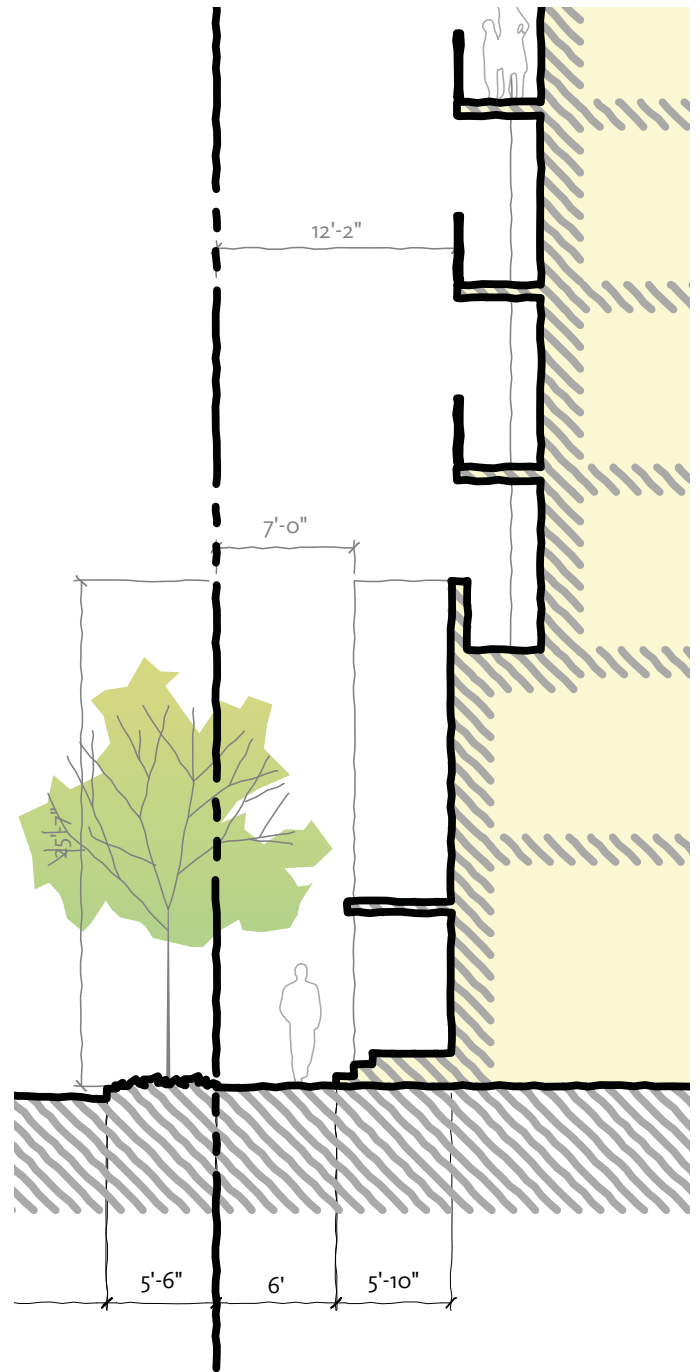
provide a wider sidewalk. Particular attention has been paid to the architecture at this corner, which will provide the initial impression of the project when approaching Seattle via light rail from the airport.

# RESPONSES TO DESIGN GUIDANCE

# Height, bulk, and scale



Townhome elevation and plan



Transition to street





The character of the neighborhood transitions from commercial to residential uses with increased distance from M.L.K. Jr Way and the Othello Station. At 43rd Avenue S, townhome units at street level provide an appropriate transition in use and scale to neighboring residential properties. The townhome residences engage the sidewalk with a modulated facade and entry stoops. While the stoops provide a threshold for private entry, they also create a point of

engagement and social interaction between residents and neighbors. The recessed entry spaces are further defined by overhead canopies and landscaping.

# Transition to street continued





There will be a consistent and continuous zone of at-grade retail storefronts, providing a consistent framework to be inhabited and differentiated by individual local retail establishments. The upper levels will be characterized by a consistent palette of materials, colors, and forms. Each piece is articulated and differentiated in material and scale appropriate to the contextual variety in the

surrounding neighborhood. Retail entries are fully glazed storefront windows to maximize visual connections between retail spaces and the street. A more appropriate material and color palette, including exterior brick, is used as the proposal transitions to a residential character at 43rd Avenue South.

## RESPONSES TO DESIGN GUIDANCE

## Concept and consistency





The proposal promotes appropriately scaled human activity at all streetfronts. The character of 42nd Ave S and S Othello St is focused on generating spaces for residents, pedestrians, and shoppers at street level and to meet the City’s goal of providing a socially and visually stimulating environment. In addition to fully glazed retail storefronts that wrap the west and south facades at street level, the project will provide increased sidewalk widths, new street trees, and a vibrant

pedestrian plaza along South Othello. Large storefront windows and multiple retail entrances are provided along M.L.K. and Othello to attract pedestrian activity to the street. The retail and public spaces relate directly to the proposal's neighbor to the south, The Station at Othello South. Proximity to this mixed use development and the LINK Light Rail station will ensure a high volume of pedestrian activity at the retail spaces and the 42nd Avenue South residential entrance both day and night.

## RESPONSES TO DESIGN GUIDANCE

## Concept and consistency





EXISTING CONDITION



PHASE 1



PHASE 2

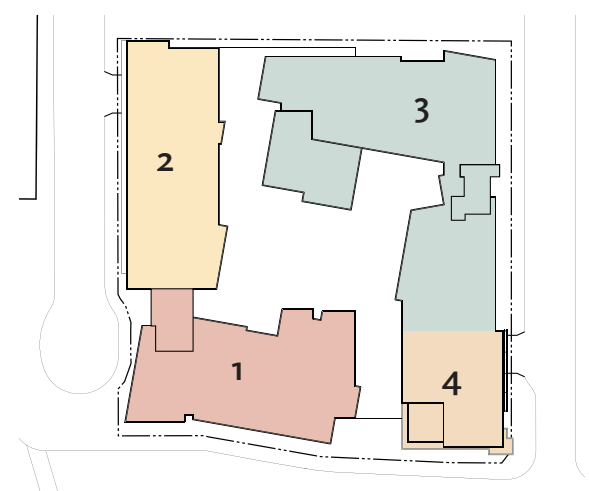


PHASE 3



PHASE 4

Phase 1 will include retail space at the southwest corner of the site and 5 residential levels. Phase 2 will add additional retail space and 5 residential levels to the northwest. Additionally, Phase 2 will include partial build-out of three parking levels. Phase 3 will complete the structured parking levels, townhomes along 43rd Ave S., and 5 residential levels above. Finally, Phase 4 includes additional retail space and final build-out of five residential levels at the southeast corner of the site.



## RESPONSES TO DESIGN GUIDANCE

## Potential Phasing





LIGHTING DIAGRAM



The streetscape design described above will maximize opportunities for “eyes on the street” and provide clear designations around each use at the street. Where transitions occur between public and private, landscaping, low walls, and changes in hardscape will be used to define a sense of defensible space. The upper level open space will be available to residents only. This space will be designed to maximize the safety and security of building residents. The “grand stair” along South Othello St. will have a gate that will provide a security barrier between the street and the private residential terrace at the podium level.

Adequate lighting will be provided at building entries and along the retail canopies to provide level illumination levels to the project at night, while minimizing light spill to the adjacent neighborhoods.

Landscaping will also be utilized to mark the transitions between retail, residential, and service zones and optimize the pedestrian experience. Landscape treatments will include street trees, ground cover, and varied paving patterns.



RESPONSES TO DESIGN GUIDANCE

Safety and security