

MLK

A new mixed-use building with street-front commercial and retail, second level office suites and twenty-four residential apartments or condominiums above comprising approximately 35,098 sq. ft.



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DPD Project #: 3009051
LU Planner: Art Pederson
Zone: NC2-40
Project Date: 06/04/2008

EARLY DESIGN GUIDANCE
1141 MLK JR. WAY, SEATTLE, WA
Cover Sheet

1.0

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Legend

Notes



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Statement of Development Objectives

Our site is a key site at the intersection of 4 neighborhoods- Madrona, Central Neighborhood Association, and Lower Madison Valley/Harrison. Our proposed project is a mixed-use project which attempts to complement the site, maximize the commercial street frontage, and at the same time maximize building efficiencies. Since the local economy of the last 3 years has produced extremely high land and construction costs, we must be extremely efficient both in building design and the selection of materials - only in this way can a project be built on this site. While construction costs at this site are the same as anywhere else in the Seattle area, lease and sales rates at this site are much less than in other parts of the city. Hence, the use of lavish and costly cladding materials like brick, and the use of metals like stainless steel and copper as well as other expensive materials is prohibitive. Instead, we shall use materials in a different way or context than is typical, and will creatively use standard, less costly materials and color to produce a complex and beautiful building. We will also attempt to add some historical architectural design references to this project.

The proposed building includes 4 floors above grade and one floor below grade. The floors are configured as follows:

Basement- 2,300 S.F.- Includes building support spaces and musician practice rooms. Some proposed schemes include basement parking.

First Floor- ±6,818 sq. ft. retail spaces and possibly one or two live-work spaces. Additionally, on-grade parking located behind retail in preferred scheme, "Concept C".

Second Floor- 12 to 15 Office/Hobby spaces sized from 360 S.F. to 975 S.F.

Third Floor- 12 Residential Units, sized from 360 S.F. to 804 S.F.

Fourth Floor- 13 Residential Units, sized from 360 S.F. to 804 S.F.

Note: Residential units shall include studios, 1 bedroom, 1 bedroom/den, 2 bedroom/1 bath, and 2 bedroom/2 bath configurations; the basement will include several acoustically isolated music practice rooms for the various bands and performers located in Seattle to use.

On-Site parking shall be accessed from the alley on the South side of the site. Currently we propose approximately 24 parking spaces and one shared parking space for a Zipcar or something similar.

The corner site sits at the intersection of 2 arterials: Martin Luther King Jr. Way, and East Union Street. We propose to include as much retail space along these streets as possible to provide a varied shopping experience for the neighborhood. Typicall, our retail tenants inlcude small, locally-owned and independent shops and businesses. We're also hoping to attract a restaurant serving vegetarian or ethnic food. Various Sustainable design features will be included.

Currently, these include:

- Clothlines on roof
- Photovoltaic collectors for common area electric
- Solar hot water
- Combined laundry room on roof to minimize water use
- Solar greenhouse for laundry enclosure utilizing solar hot water.
- Water catchement for Irrigation
- Green Roof above parking
- Trellises or awnings for shading and screening
- Window awnings to minimize heat gain
- Operable windows for cooling
- Garden window enclosures for south facing units for heating and cooling
- Reuse of existing sidewalks for short architectural retaining walls and planters
- Extensive planting of planting strip and north right-of-way with edible, drought-tolerant native plants.
- We shall try to get this site mapped in the Tax Abatement area to allow for a quantity of affordable, subsidized housing units to be included for musicians.

Finally, the key to our development objective, is to be a good neighbor. We realize that this site is bounded on one side by single-family zoning (SF5000) to the south, and to the west by lowrise housing zoning (L2). Across the street to the east, is a full-block NC2-40 site occupied by Grocery Outlet and an automobile repair garage. South of the site, in the existing single family zone, is a Teriyaki restaurant which exists as a Non-Conforming Use. Given these surroundings, we shall mainly focus on dealing with the adjacent residential sites. We shall respect these neighbors' solar access, and shall use existing site features like the alley and architectural features like building setbacks, to minimally intrude on these neighbor's privacy.



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Statement of Development Objectives

3.0

Commentary

Surrounding Uses:

Our site, located at the Southwest corner of the intersection of Martin Luther King Jr. Way and East Union Street, currently has a dilapidated two-story over basement apartment building. Current zoning for this site is NC2-40.

Surrounding the site are a variety of zones, including NC2-40, L-2, L-1, and SF5000. Primary use is residential

Please use the following key to determine City of Seattle Zoning:

SF5000		L-1	
L-2		NC2-40	

Surrounding uses include single family residential, townhomes, "live-work" units, grocery stores, daycare centers, restaurants, auto repair facilities and home businesses.

Surrounding Structures:

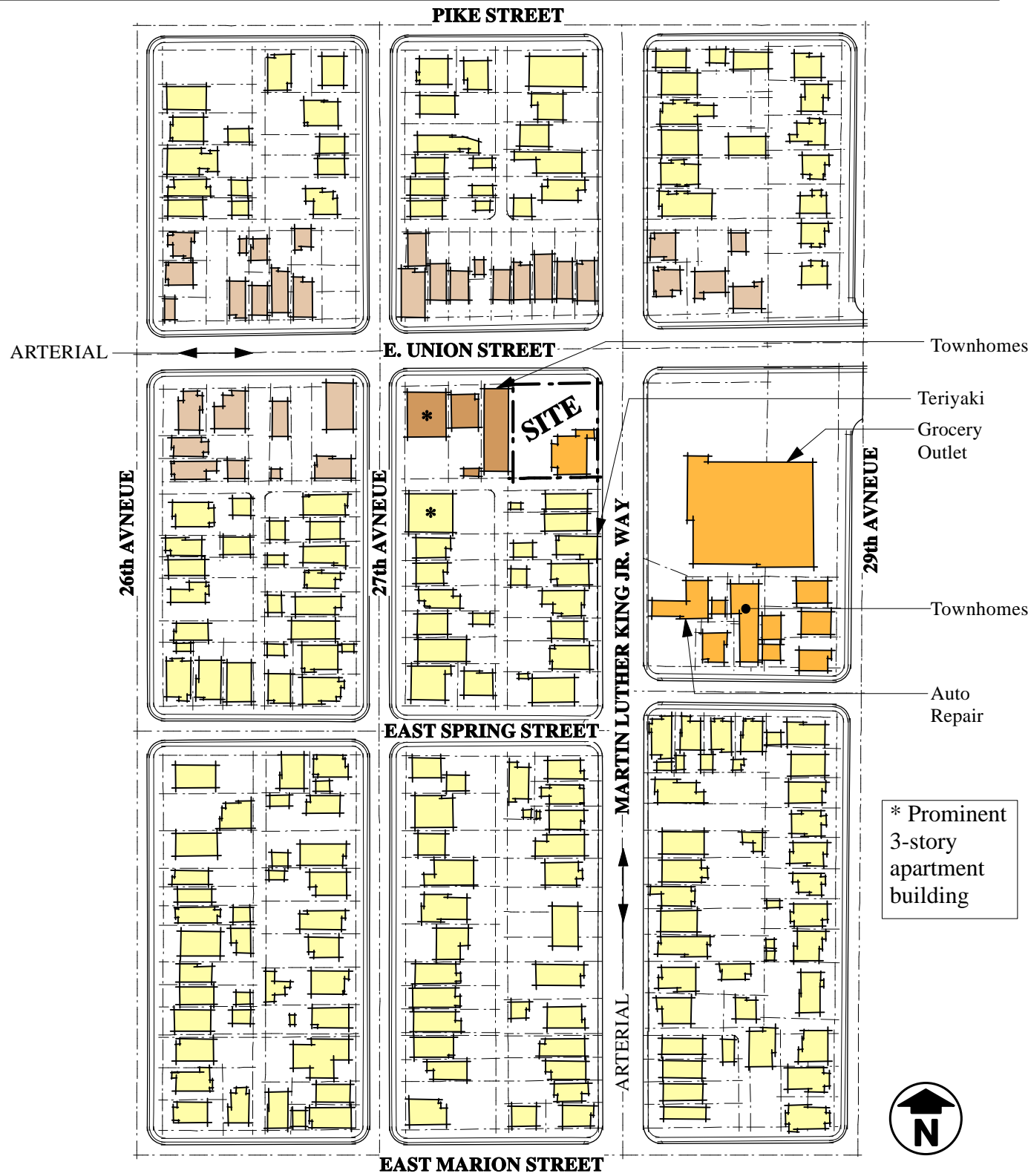
Surrounding structures are predominantly wood-framed structures dating from early 20th century. Few, if any, are historically important. Conditions vary from dilapidated to well-maintained. Newer construction is generally poorly-designed and is in contrast to the local vernacular.

There are a few buildings that are constructed of light steel framing or concrete block. These are typically in a zone reflective of those materials. (Grocery Outlet and Auto Repair)

Surrounding Zoning:

As indicated in the Vicinty Map.

Vicinity Map



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Urban Design Analysis - Vicinity Map

4.0

Commentary

- ⑩ - Vicinity Photos (Arrow indicates direction of view - see sheets 5.1 thru 5.3)
- 5.6 - Vicinity Sketches (Arrow indicate direction of view - see sheets 5.4 thru 5.6)
- Ⓐ - Site Photos (Arrow indicates direction of view - see 9.1 sheets)
- 7.0 - Panoramic/Photo Montage (Sweep indicates angle of view - see sheets 7.0 thru 7.2)

Vicinity Photos & Sketches - Key Plan



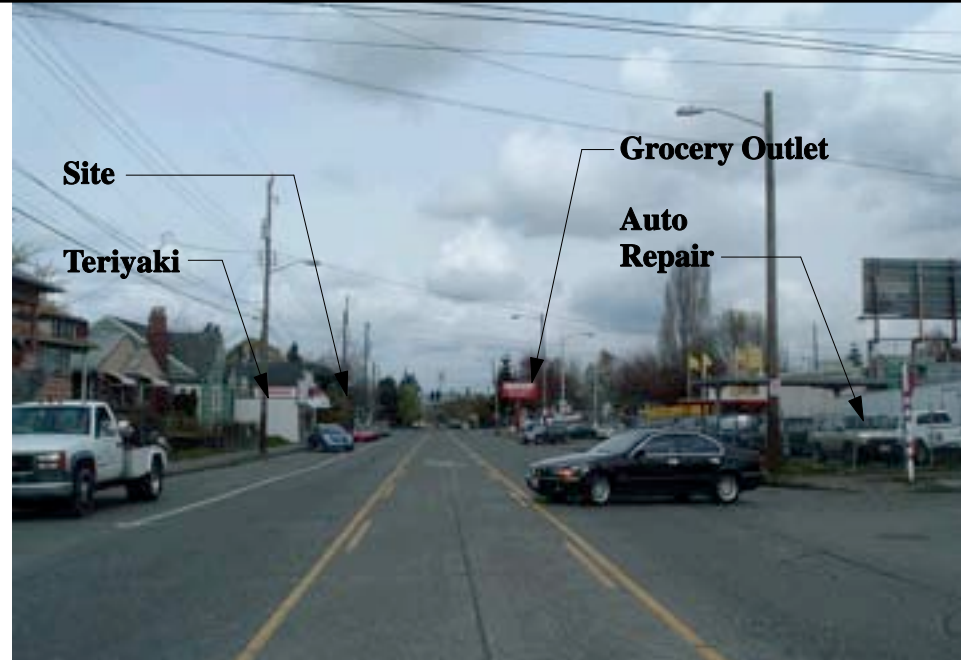
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Vicinity Photos & Sketches - Key Plan

5.0

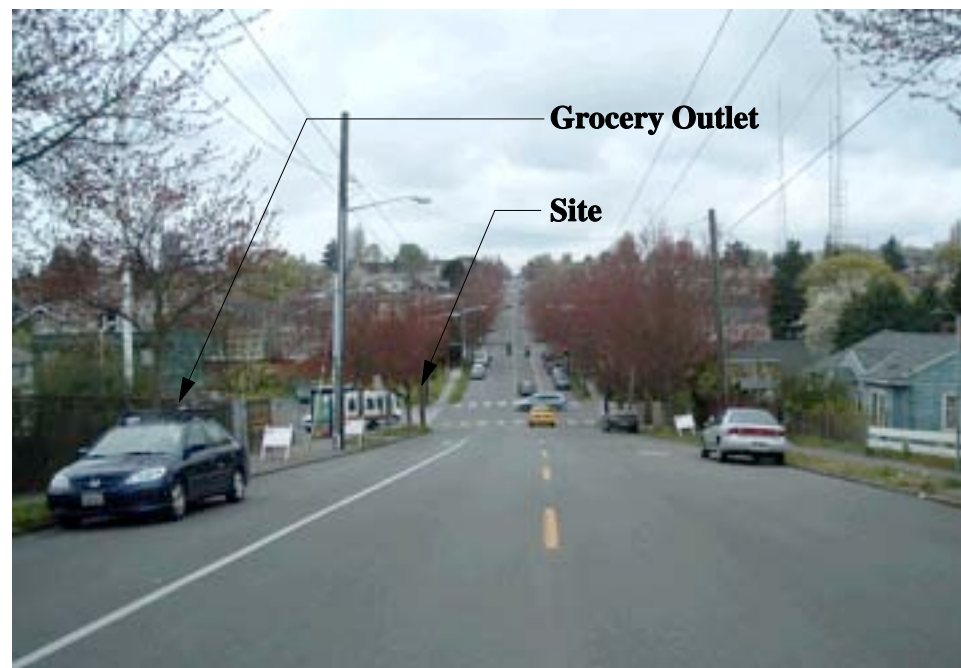
Vicinity Photos



1 - Looking North on MLK Jr. Way at Spring Street



2 - Looking West on E. Union Street @ MLK Jr. Way



3 - Looking West on E. Union Street @ 29th Avenue



4 - Looking East on E. Union Street @ 27th Avenue



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Urban Design Analysis - Vicinity Photos

5.1

Vicinity Photos



5 - Looking East on E. Union Street @ 26th Avenue



6 - E. Union Street @ 27th Avenue



7 - Looking Southeast on E. Union Street @ 27th Avenue



8 - Looking East from 27th Avenue @ Alley behind Site



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Urban Design Analysis - Vicinity Photos

5.2

Vicinity Photos



9 - Looking North on 27th Avenue at E. Union Street



10 - Looking South on E. Union Street @ 26th Avenue



11 - Looking West from Grocery Outlet Parking Lot to Site



12 - Looking Southeast from E. Union Street across from Townhomes



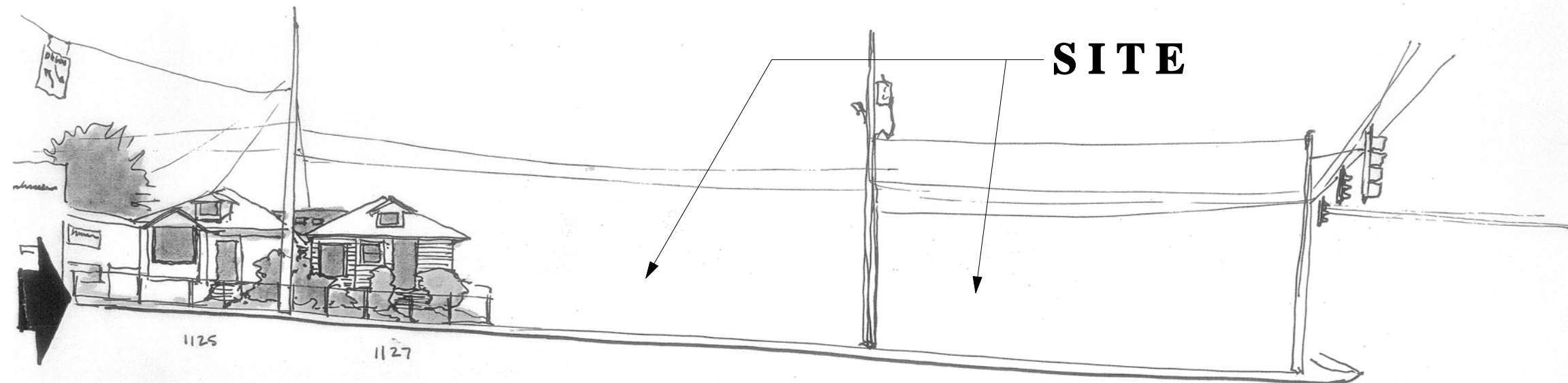
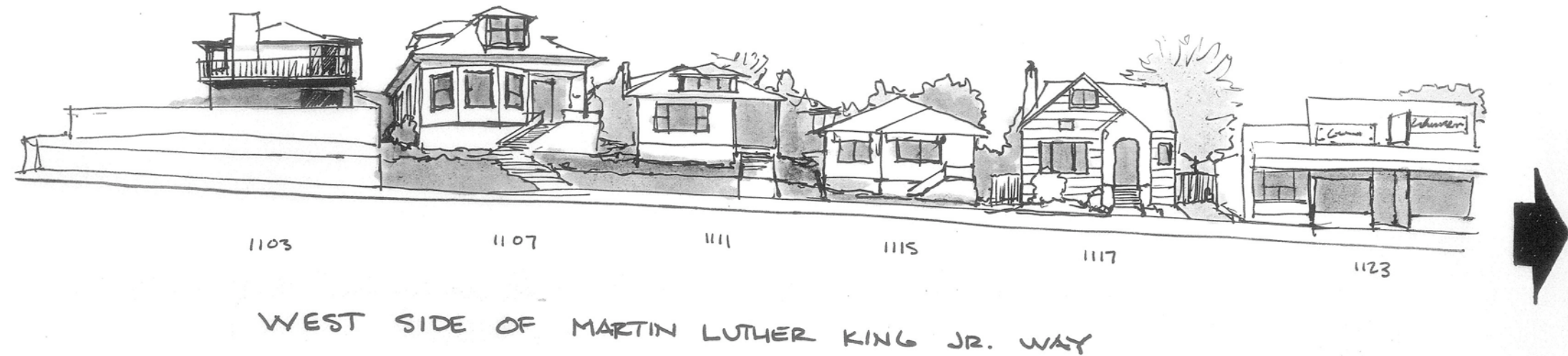
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Urban Design Analysis - Vicinity Photos

5.3

Vicinity Sketches - West Side of Martin Luther King Jr. Way



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Urban Design Analysis - Vicinity Sketches

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Vicinity Sketches - East Side of Martin Luther King Jr. Way



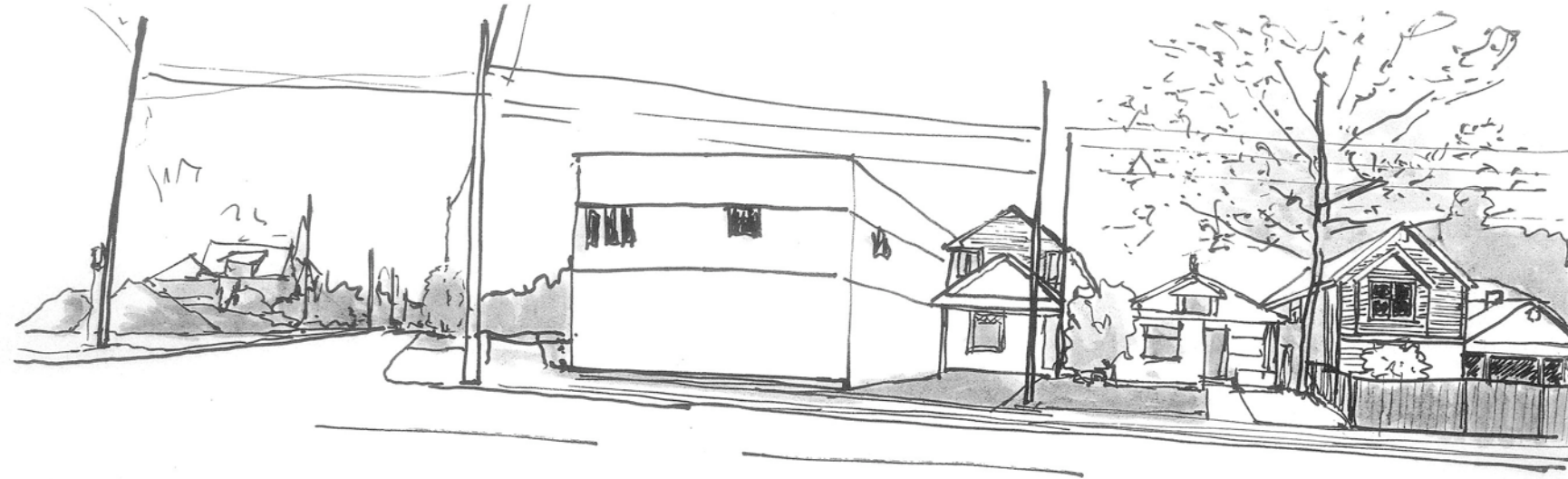
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Urban Design Analysis - Vicinity Sketches

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Vicinity Sketches - North Side of East Union Street



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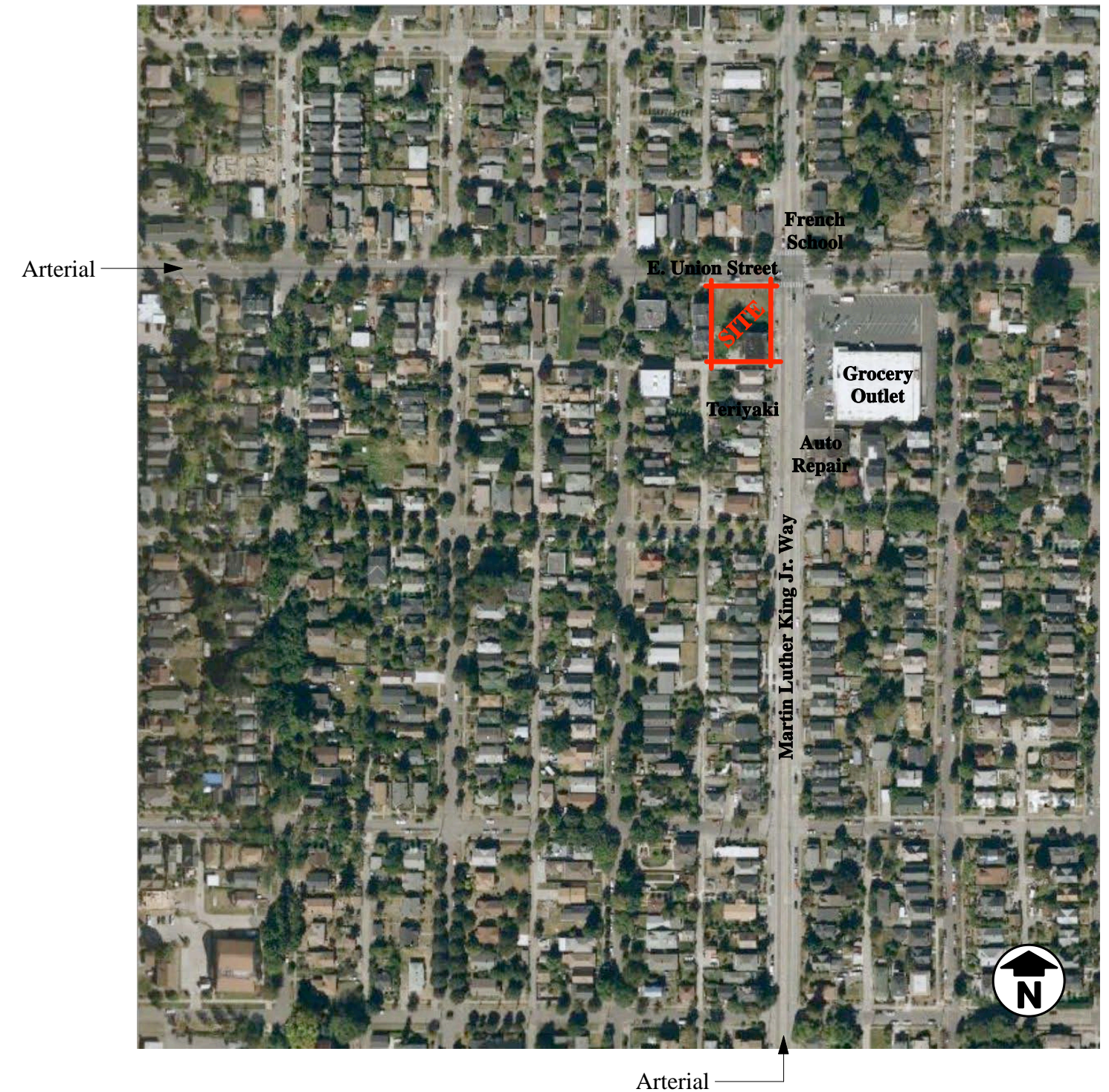
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Urban Design Analysis - Vicinity Sketches

5.6

Commentary

Aerial Photo



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EARLY DESIGN GUIDANCE 1141 MLK JR. WAY, SEATTLE, WA Aerial Photo

6.0

Photo Montage - View of Grocery Outlet from North to East*



* See Key Plan, Sheet 5.0



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Photo Montage

7.0

Photo Montage - View down MLK Jr. Way from East to West



* See Key Plan, Sheet 5.0



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Photo Montage

7.1

Photo Montage - View of MLK Jr. Way from West to North



* See Key Plan, Sheet 5.0



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EARLY DESIGN GUIDANCE 1141 MLK JR. WAY, SEATTLE, WA Photo Montage

7.2

Design Guidelines

Site Planning

Guideline A-1: Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

Guideline A-2: Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Guideline A-4: Human Activity

New development should be sited and designed to encourage human activity on the street.

Guideline A-5: Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

Guideline A-10: Corner Lots

Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Height, Bulk, Scale

Guideline B-1: Height, Bulk, and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

Projects on or near the edge of a less intensive zone. A substantial incompatibility in scale may result from different development standards in the two zones and may be compounded by physical factors such as large development sites, slopes or lot orientation.

Techniques to Achieve Design Compatibility

Creative use of landscaping or other screening.

Location of features on-site to facilitate transition, such as locating required open space on the zone edge so the building is farther from the lower intensity zone.

Articulating the building's facades vertically or horizontally in intervals that conform to existing structures or platting pattern.

Reducing the bulk of the building's upper floors.

Architectural Elements and Materials

Guideline C-2: Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

Buildings should exhibit form and features identifying the functions within the building.

In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

Architectural features may include any of the following:

- Building modulation or articulation
- Bay windows
- Corner accent, such as a turret
- Garden or courtyard elements (such as a fountain or gazebo)
- Rooflines
- Building entries
- Building base

Architectural details may include some of the following:

- Treatment of masonry (such as ceramic tile inlay, paving stones, or alternating brick patterns)
- Treatment of siding (such as wood siding combined with shingles to differentiate floors)
- Articulation of columns
- Sculpture or art work
- Architectural lighting
- Detailed grilles and railings
- Special trim details and moldings
- A trellis or arbor

Guideline C-3: Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

Pedestrian-oriented open space such as a courtyard, garden, patio, or other unified landscaped areas.
Bay windows extending out from the building face that reflect an internal space such as a room or alcove

a porch or covered entry.

Pedestrian weather-protection in the form of canopies, awnings, arcades or other elements wide enough to protect at least one person.



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Design Guidelines

8.0

Design Guidelines, cont.

Pedestrian Environment

Guideline D-1: Pedestrian Open Spaces and Entrances

(Note: our Miller Mews project is used as an example for this guideline on the city website.)

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Guideline D-5: Visual Impacts of Parking Structures

The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

Continuing a frieze, cornice, canopy, overhang, trellis or other devices at the top of the parking level.

Using a portion of the top of the parking level as an outdoor deck, patio or garden with a rail, bench or other guard device around the perimeter

Guideline D-7: Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Providing adequate lighting

Retaining clear lines of site

Use of semi-transparent security screening, rather than opaque walls, where appropriate

Avoiding blank, windowless walls that attract graffiti and that do not permit residents or workers to observe the street

Use of landscaping that maintains visibility, such as short shrubs and pruning trees, so there are no branches below head height

Creative use of ornamental grille as fencing or over ground floor windows in some locations

Absence of structures that provide hiding places for criminal activity

Design of parking areas to allow natural surveillance by maintaining clear lines of sight both for those who park there and for occupants of nearby buildings

Encouraging "eyes on the street" through placement of windows, balconies and street-level uses.

Guideline D-8: Treatment of Alleys

The design of alley entrances should enhance the pedestrian street front

Activate alley entrances and enhance the street front by extending street front fenestration into the alley one window bay.

Chamfer building corners to improve visibility and safety for pedestrians and vehicles.

Add effective lighting to enhance visibility and safety.

Guideline D-9: Commercial Signage

Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

Signage should be designed as an integral part of the building facade.

Use signage to help distinguish the ground level of a building from the upper levels of a building.

Creativity and individual expression in the design and placement of signs is encouraged.

Establishing a rhythm along the street-level façade through continuity and spacing of signs helps to create a human scale.

Use creative lighting to accent signs and assure their legibility at night.

Guideline D-10: Commercial Lighting

Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.

Install lighting in display windows that spills onto and illuminates the sidewalk.

Orient outside lighting to minimize glare within the public right-of-way or in adjacent property.

Guideline D-11: Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

Windows that are sized and located to allow the most visibility into the interior spaces.

Low-reflective glass.

Limited use of appropriate display cases in place of windows.

Windows that do not allow views of an interior wall or equipment.



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Design Guidelines, Cont.

8.1

Design Guidelines, cont.

Landscaping

Guideline E-2: Landscaping to Enhance the Building and/or Site
Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

- Soften the form of the building by screening blank walls, terracing retaining walls, etc.
- Increase privacy and security through screening and/or sharing.
- Provide a framework such as a trellis or arbor for plants to grow on.
- Incorporate a planter guard or low planter wall as part of the architecture.
- Distinctively landscape open areas created by building modulation.
- Incorporate upper story planter boxes or roof planters.
- Include a special feature such as a courtyard, fountain or pool.
- Emphasize entries with special planting in conjunction with decorative paving and/or lighting.



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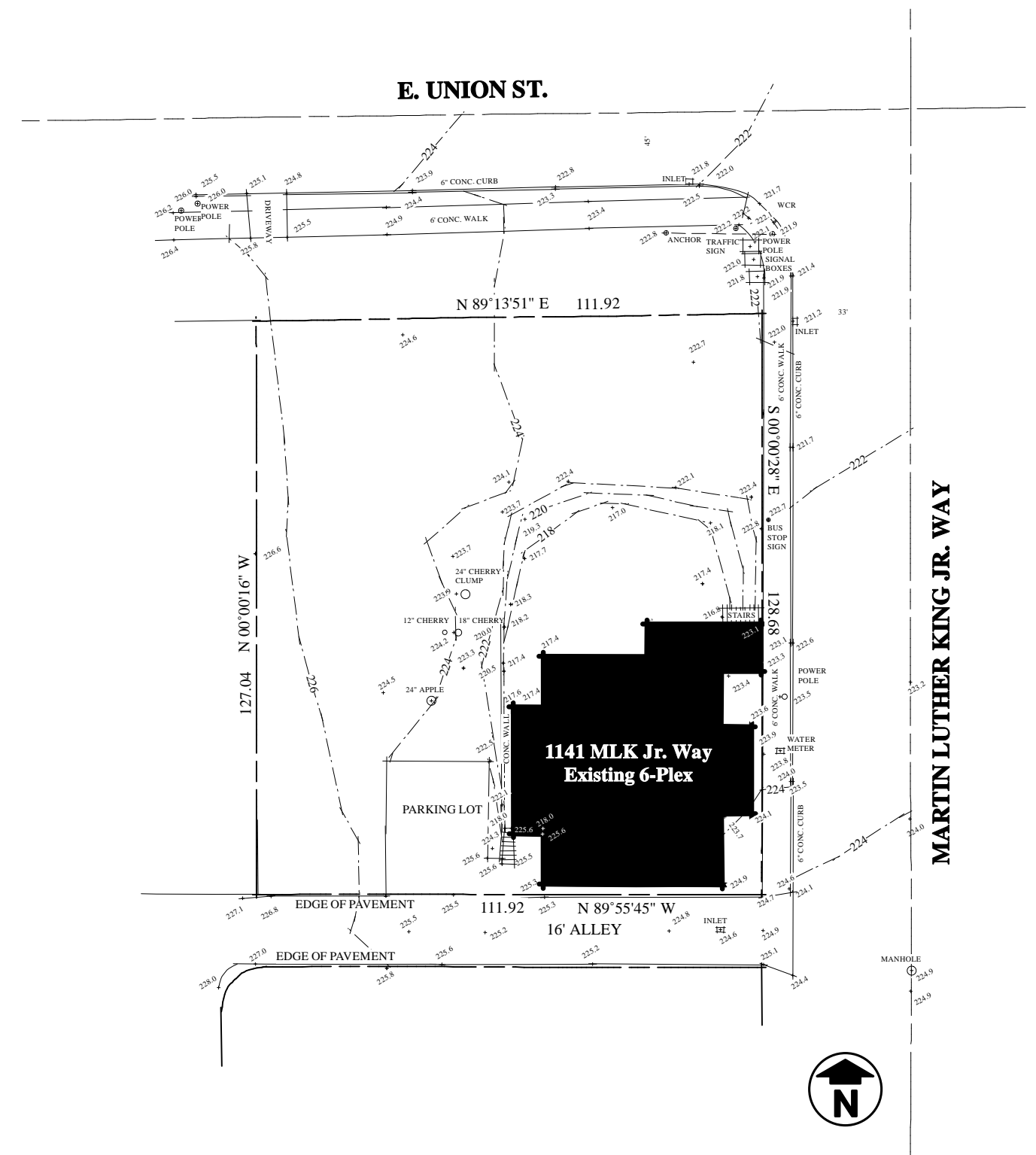
Map of Zoning



Commentary

- Please see Existing Use and Structures for Topography and Tree Survey
- Please see Existing Use and Structures for Site Photo Key Plan

Existing Uses and Structures



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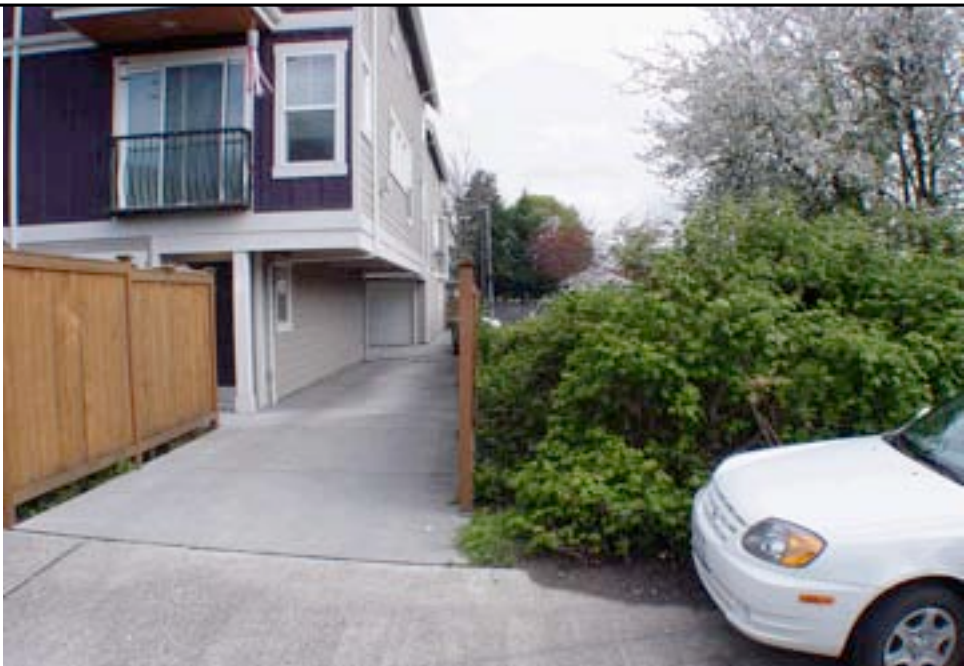
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Site Analysis - Zoning Map & Existing Uses and Structures

9.0

Site Photos, cont.



E - View of Site From Alley looking East



F - View of Property Line Fence at West Edge of Site



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Site Photos, cont.

Site Photos, cont.



G - View of Site from Alley
@ MLK Jr. Way



H - View of Site from Alley
looking East



I - View of Adjacent Townhome
Driveway to West



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Site Photos, cont.

9.1

Site Photos



A - View of Site From Grocery Outlet



B - View of Site From MLK Jr. Way



C - View of Site From E. Union Street looking South



D - View of Site From Alley looking North

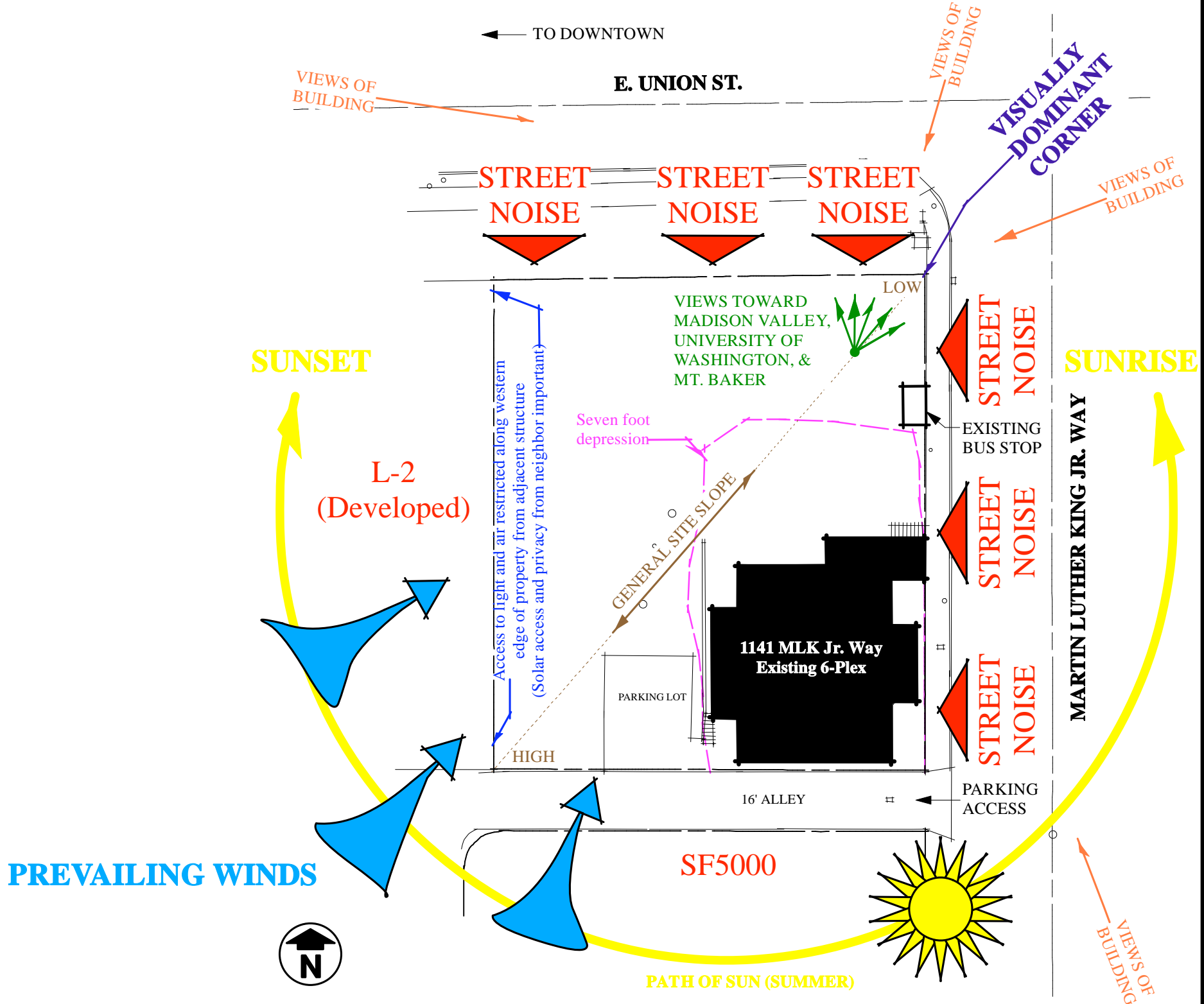


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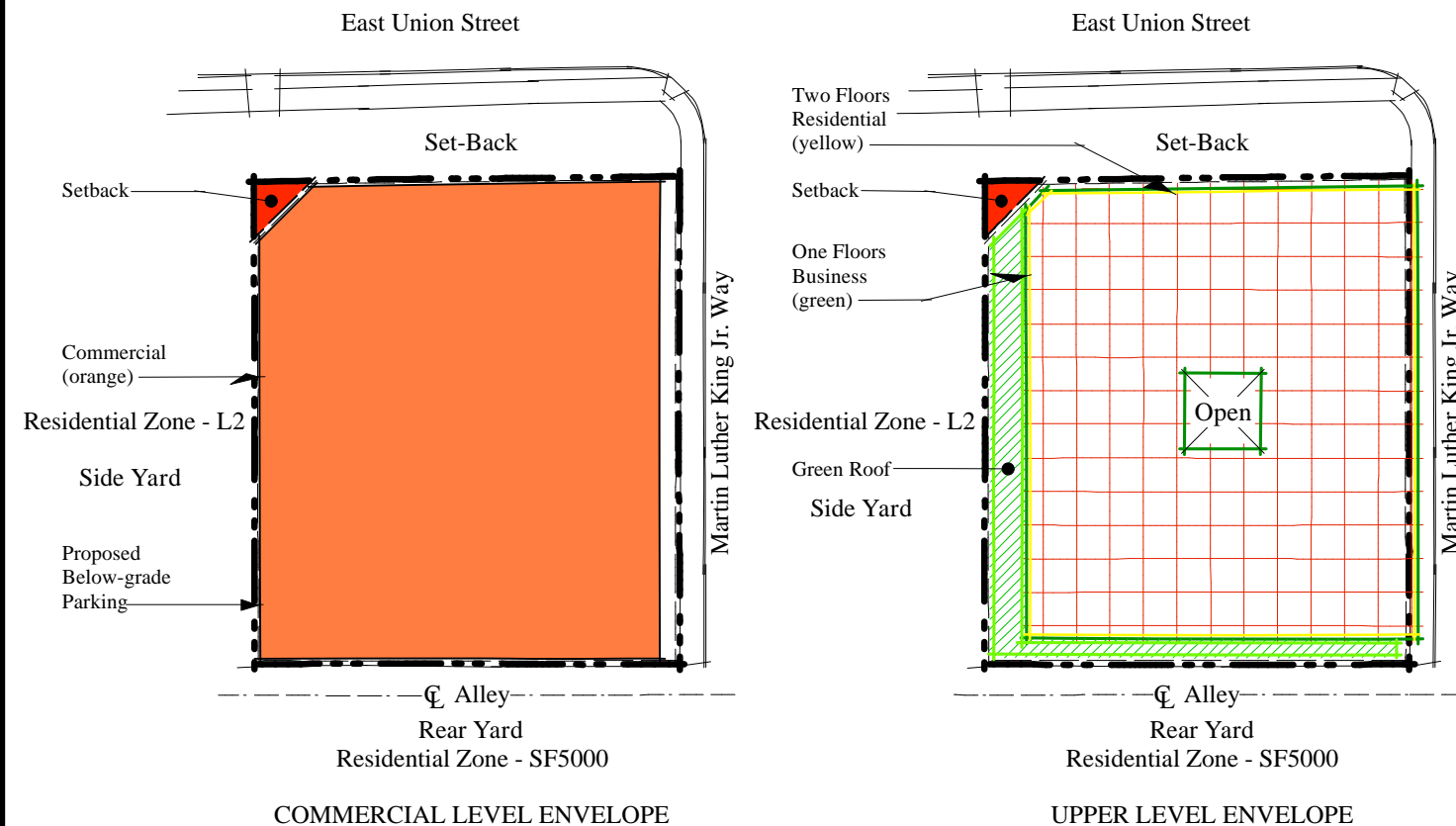
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Site Photos

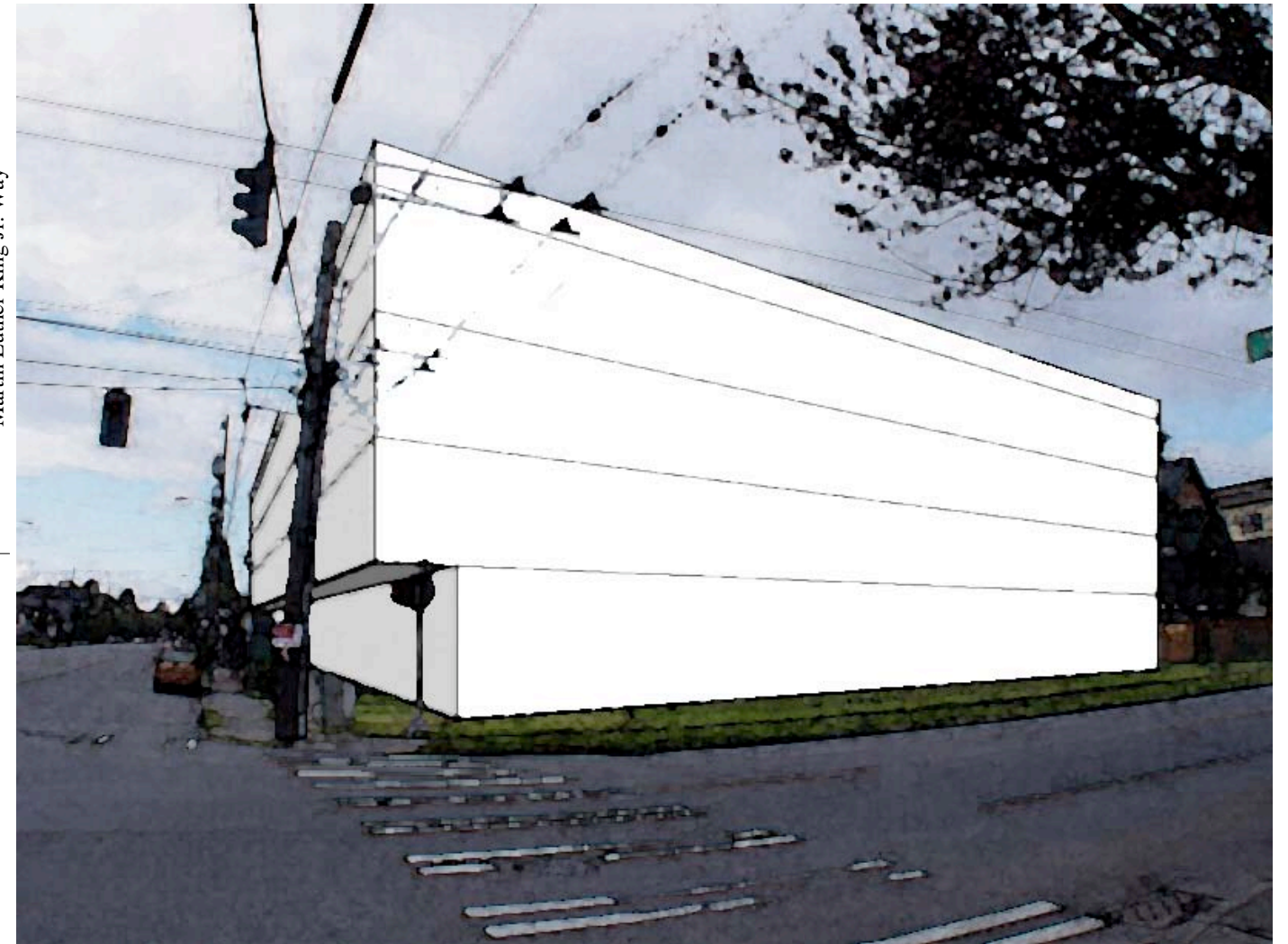
9.1



Concept 'A' - Zoning Summary



Concept 'A' - Perspective



Commentary (Pros and Cons)

Concept 'A' is a viable concept under the City of Seattle's Land Use Code. Parking is underground. It exploits, like other construction projects, the maximum Floor Area Ratio (F.A.R.) to the fullest. Under its current zoning designation of NC2-40, a F.A.R. of 3.25 is permissible. This allows for a building with a gross square footage of approximately 45,000 square feet. This is clearly out of scale with the context of the neighborhood and would dwarf existing structures. This building may be pushed out to all the required setbacks and it's not a very sensitive solution in general. Height would be at the maximum as well. This concept does not respond to site related issues such as light, air, wind, neighbors, etc. It is beneficial in that it does use the subject property to its highest and best use. Green Factor requirements would be achieved thru green walls.



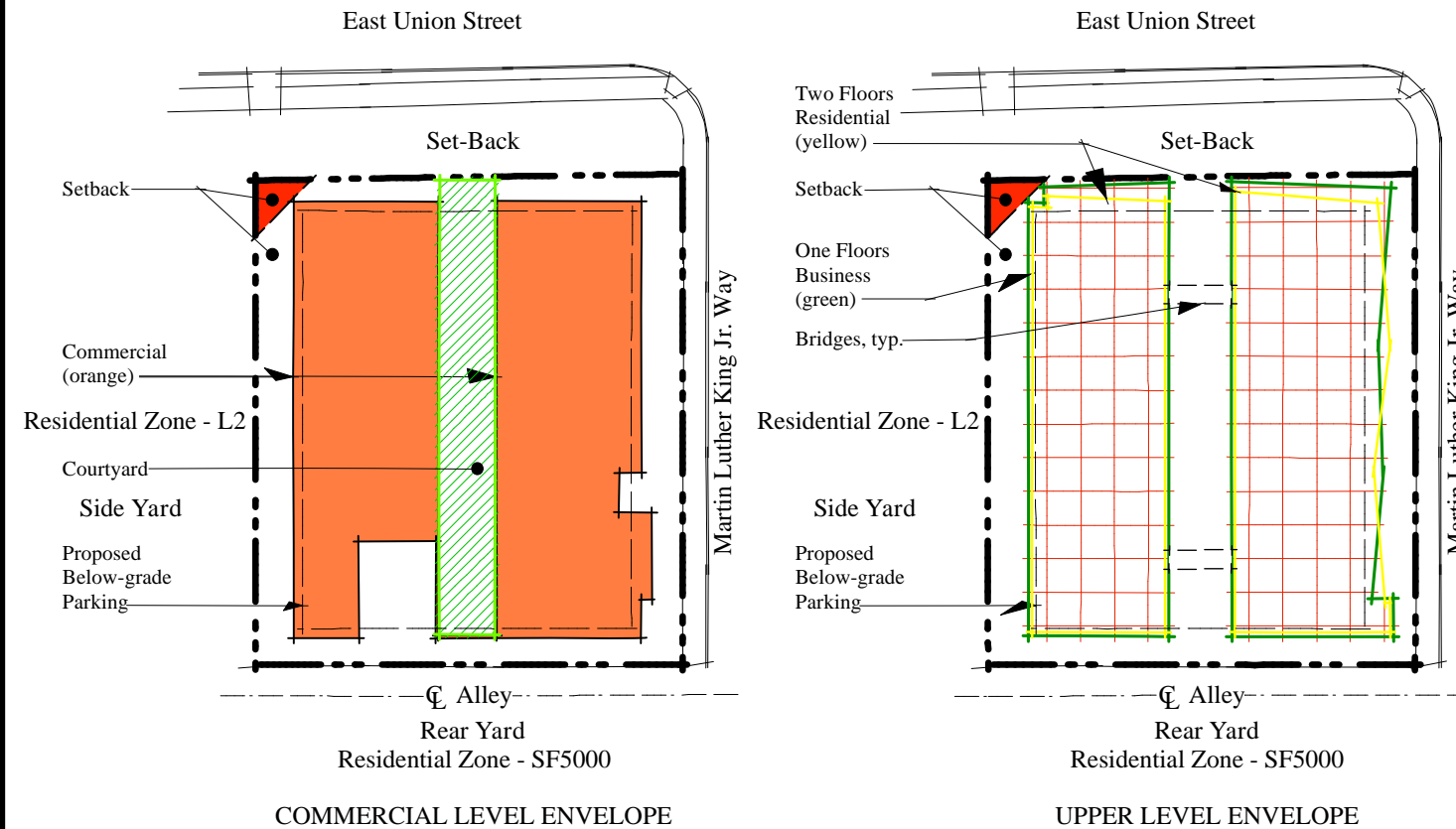
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DPD Project #: 3009051
LU Planner: Art Pederson
Zone: NC2-40
Project Date: 06/04/2008

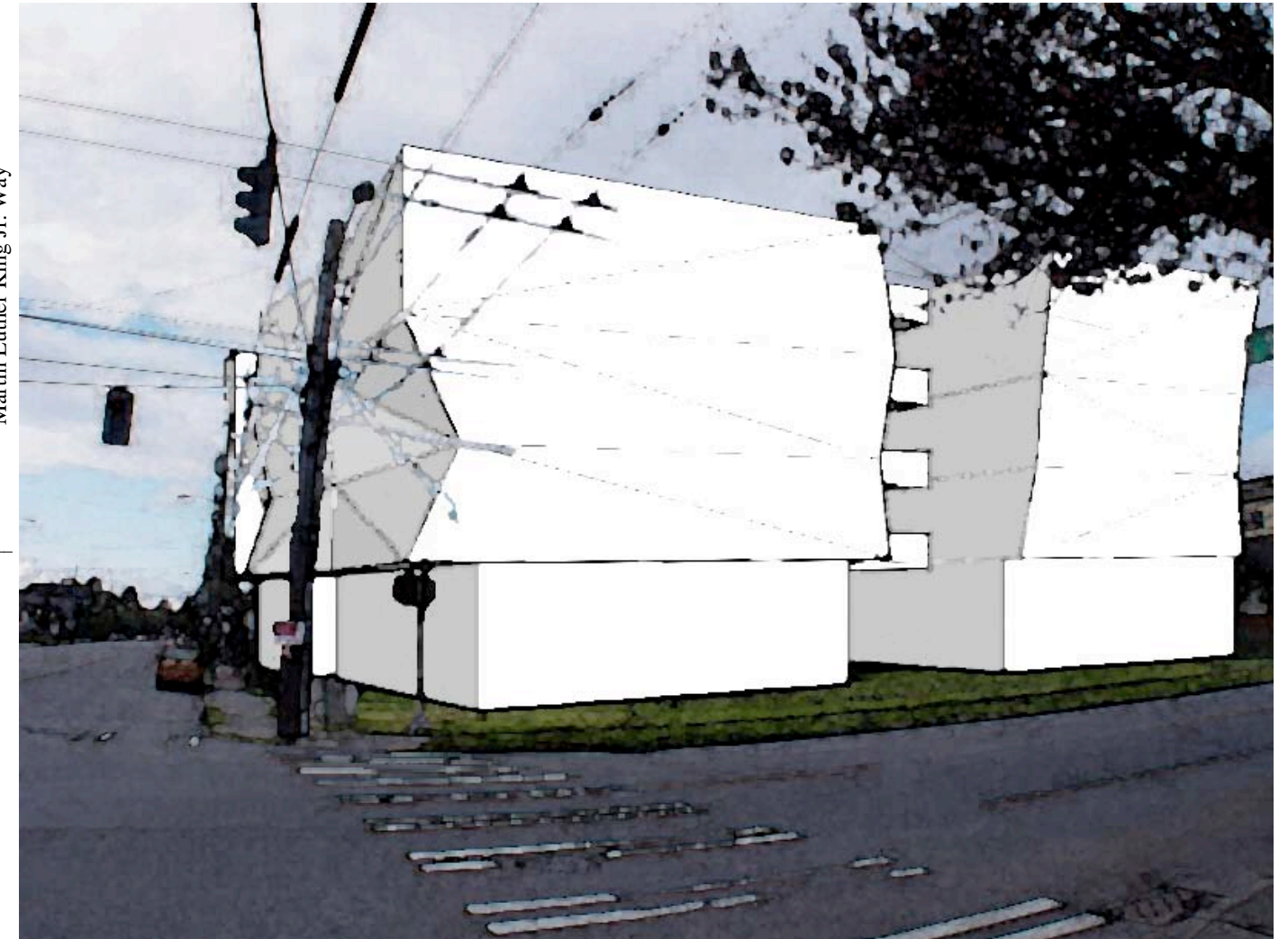
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Architectural Concept 'A'

10.0

Concept 'B' - Zoning Summary



Concept 'B' - Perspective



Commentary (Pros and Cons)

Concept 'B' is intending to be a more contemporary or modern solution. Parking is underground. A shopping corridor at grade extends vertically dividing the building into two halves. All residential units have light and air from opposing sides. One floor of office spaces will provide much needed office space for neighborhood professionals and the commercial spaces will be a destination for shoppers from beyond the neighborhood. This solution also closely approximates the maximum F.A.R. allowed in its bulk and scale. Exterior facade treatment is intended to be more modern, but is clearly not representative of the site's current urban fabric. In its current configuration, Concept 'B's' efficiency is low, making it not very economically viable.



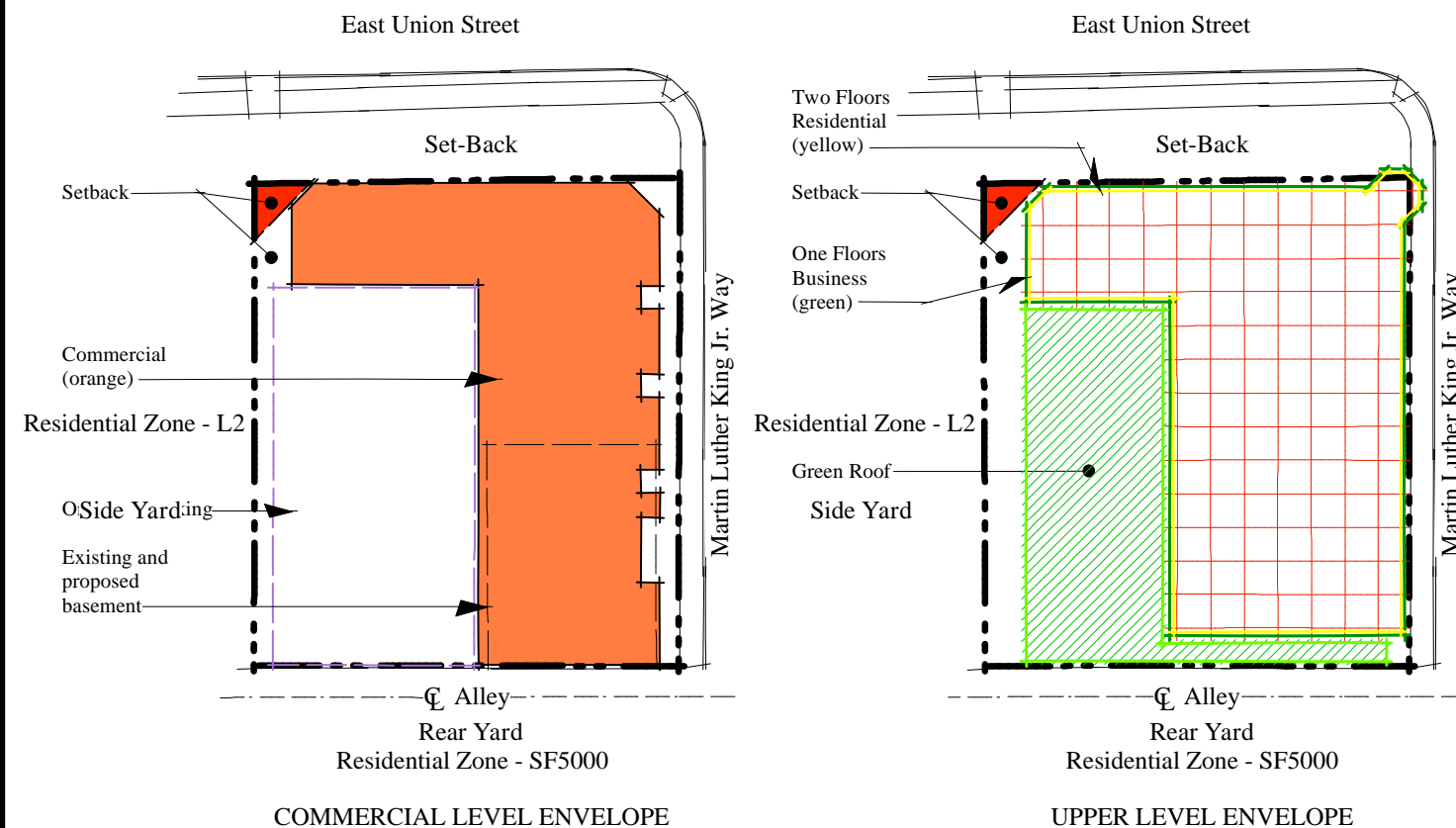
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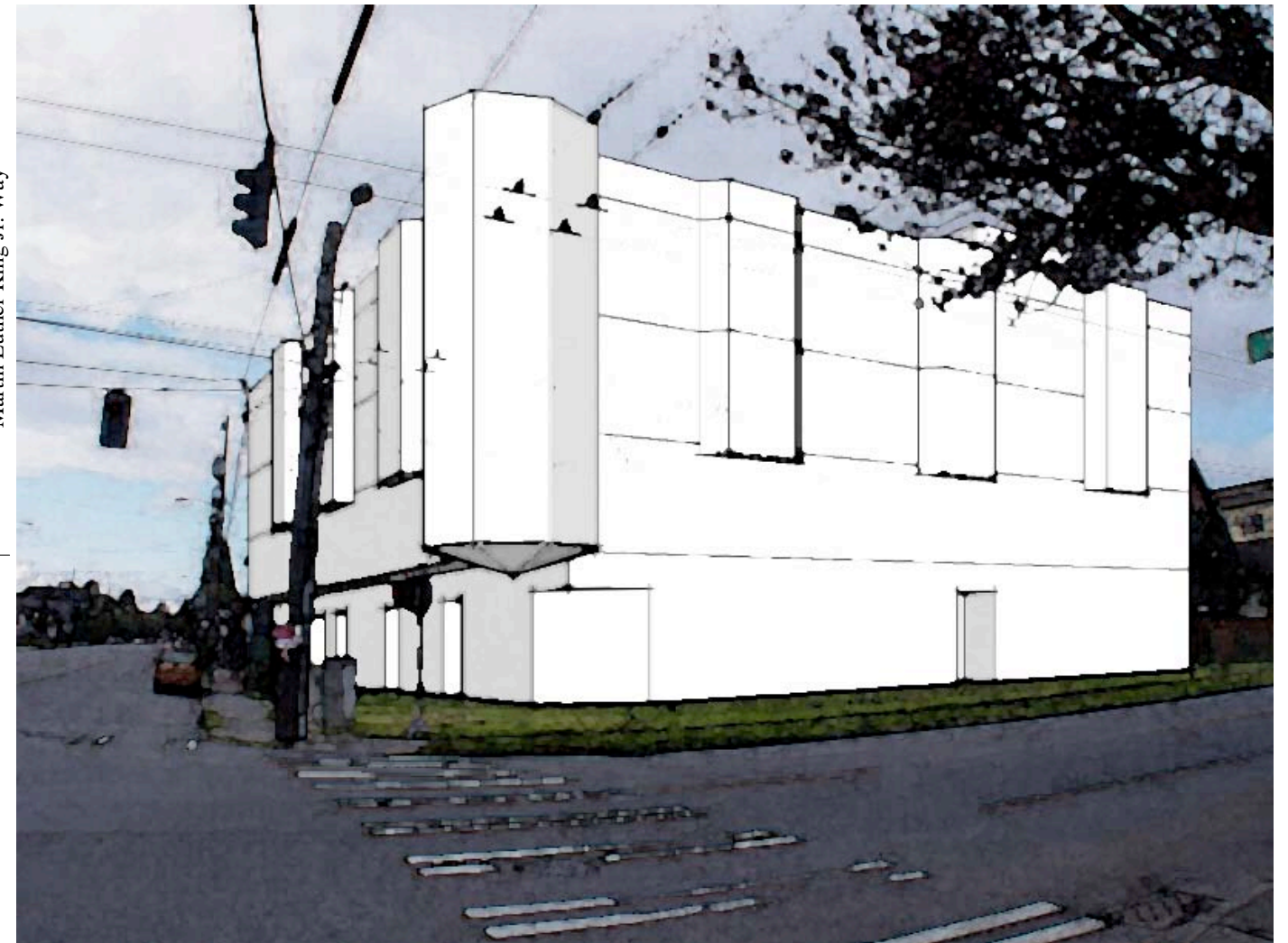
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Architectural Concept 'B'

10.1

Concept 'C' - Zoning Summary



Concept 'C' - Perspective



Commentary (Pros and Cons)

Concept 'C' is the preferred scheme. It has a high efficiency that makes it desirable. Residential and office units have great access to light and air. A green roof above the garage will have neighbors to the east looking at something beautiful as opposed to a parking lot. In this configuration, the bulk of the building is more respectful to the neighborhood while not exploiting the limits of the zoning code. This concept is a simple solution to the complex dynamics of the site. Parking is off the alley and on grade minimizing initial site work associated with a below-grade garage. This building intends to blend in with existing surroundings, as it might have been here for many years prior. There are few downsides to this configuration.



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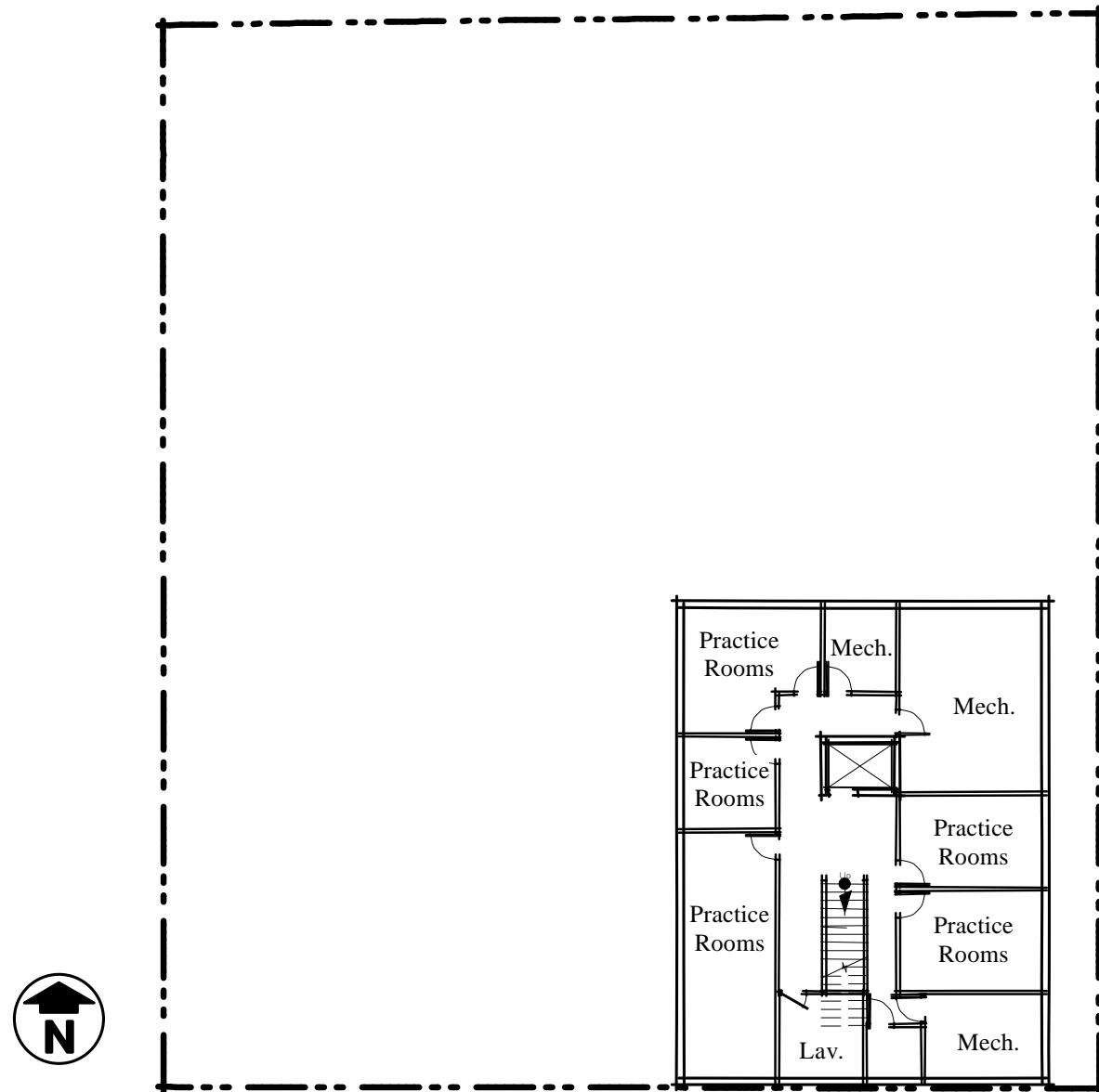
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Architectural Concept 'C'

10.2

Concept 'C' - Basement Level Plan

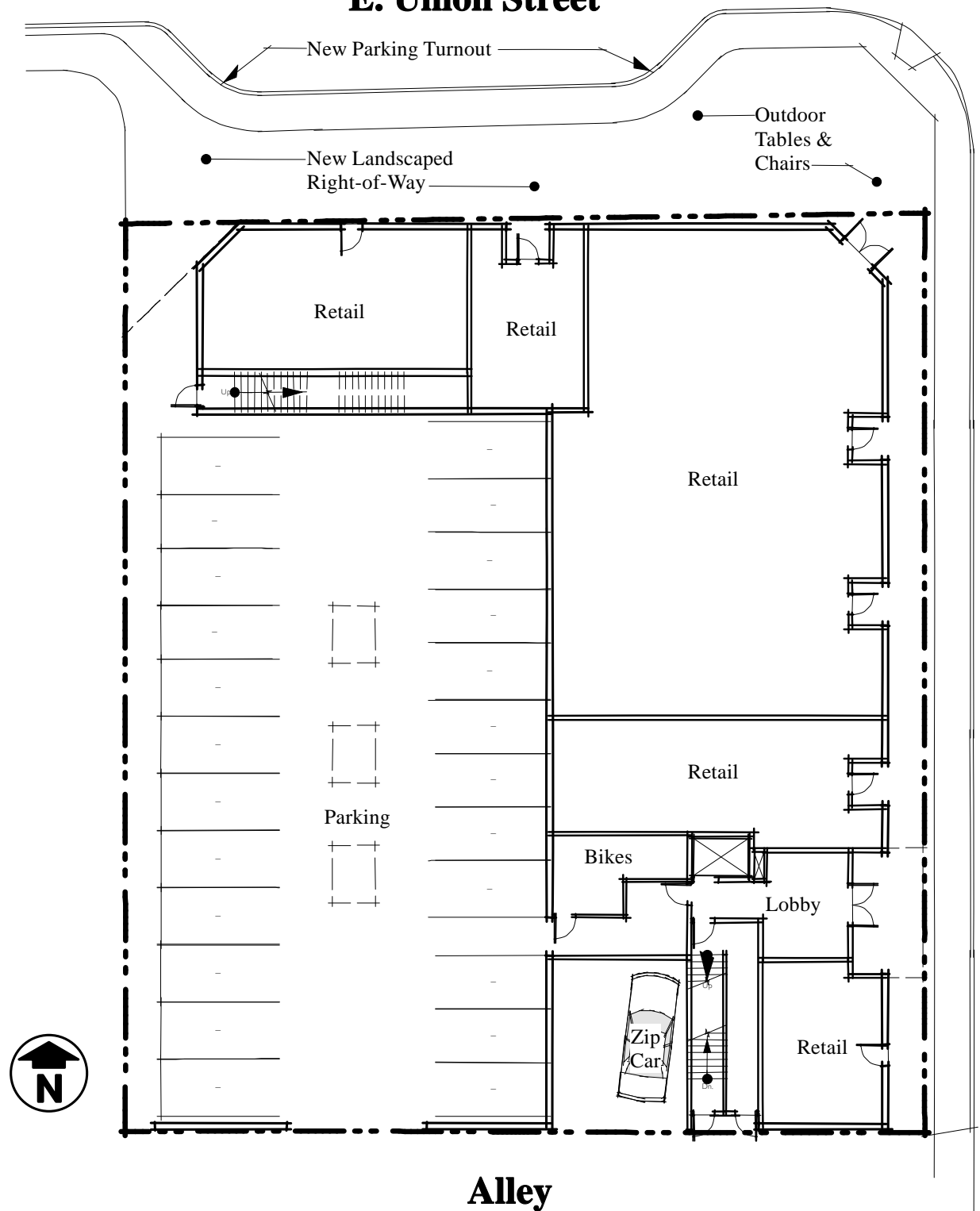
E. Union Street



Martin Luther King Jr. Way

Concept 'C' - Grade Level Plan

E. Union Street



Martin Luther King Jr. Way

Alley



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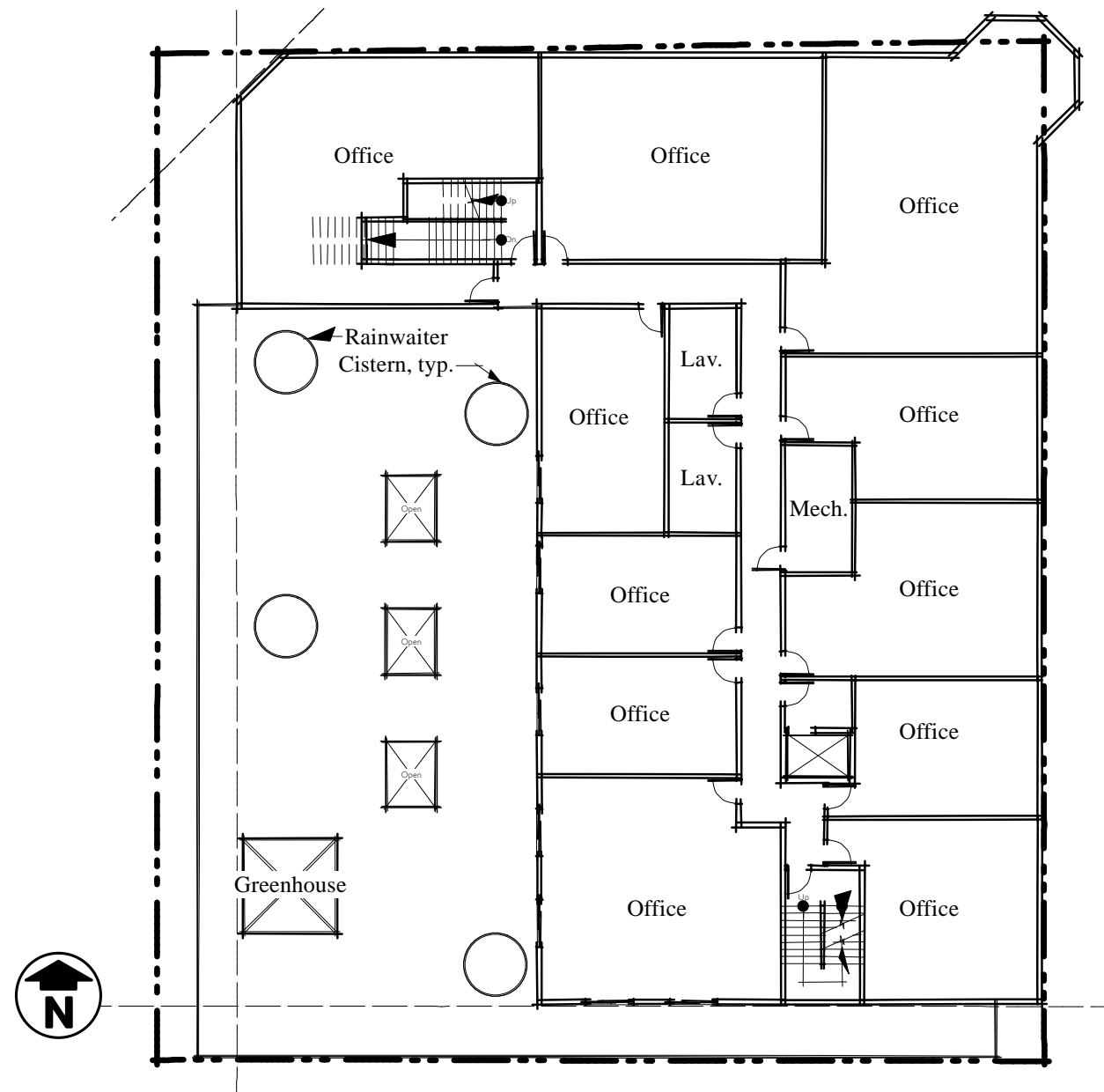
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Concept 'C' Plans - Basement and Grade Levels

11.0

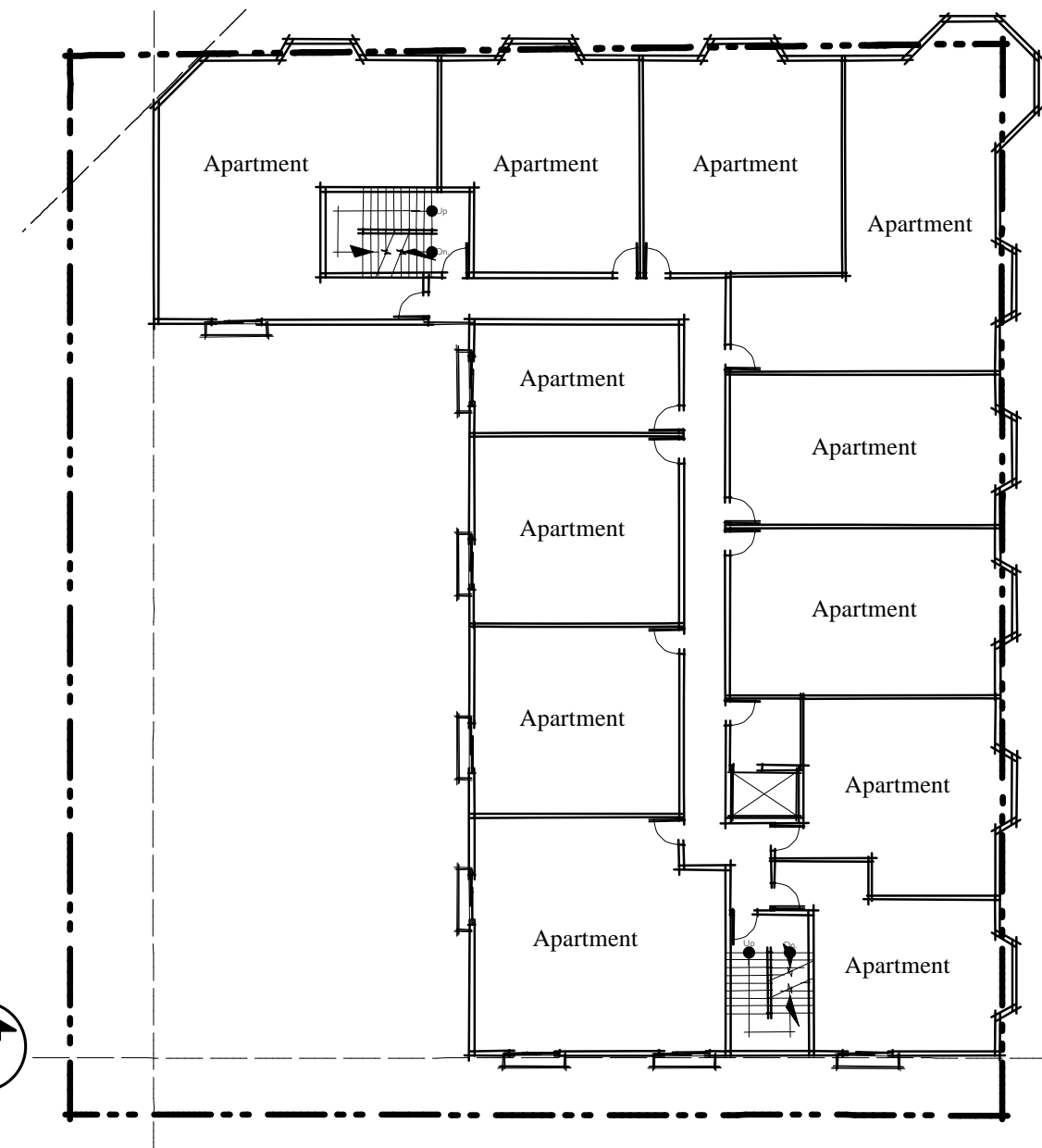
Concept 'C' - Second Level Plan

E. Union Street



Concept 'C' - Third Level Plan

E. Union Street



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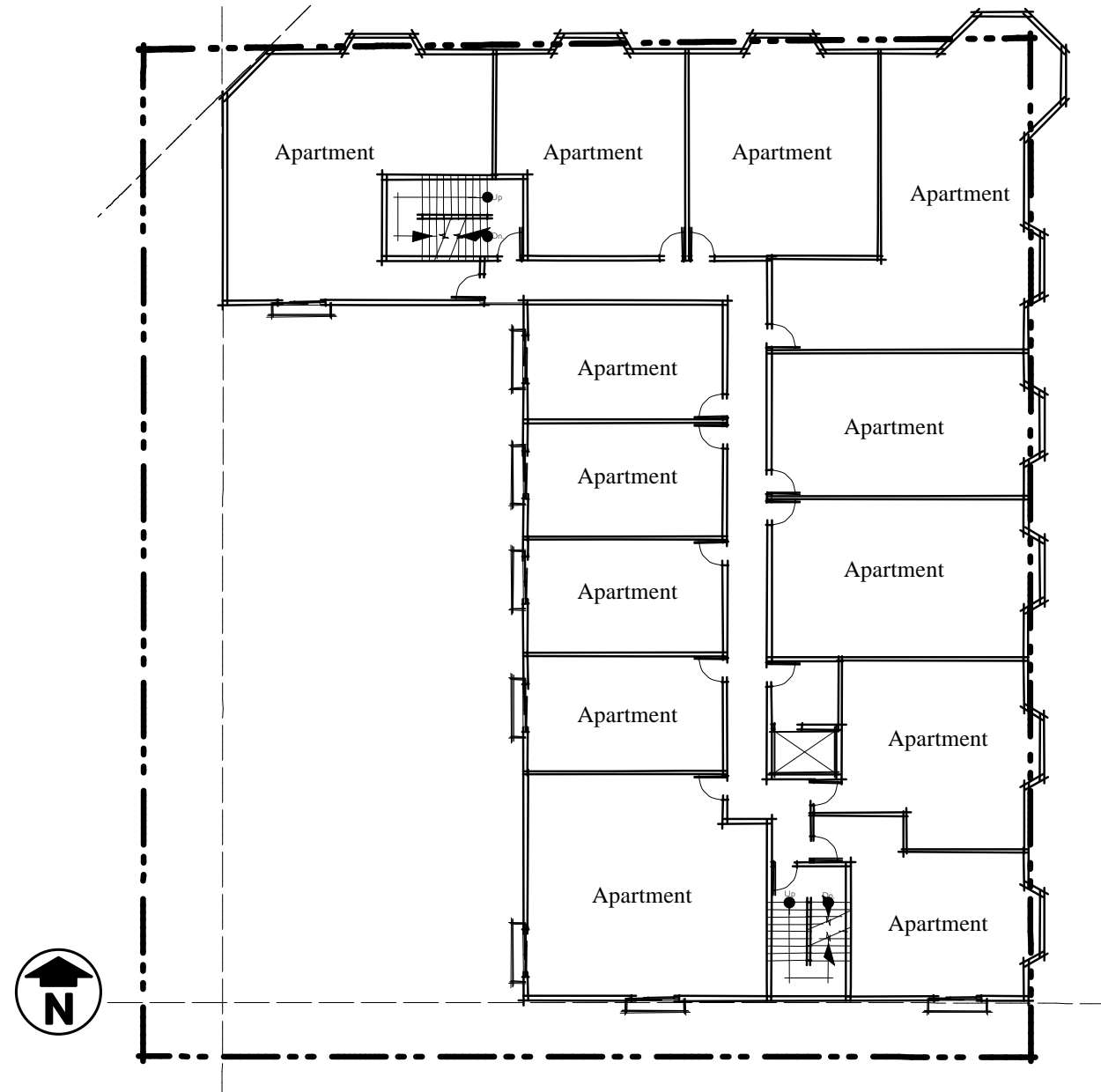
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Concept 'C' Plans - Second and Third Levels

11.1

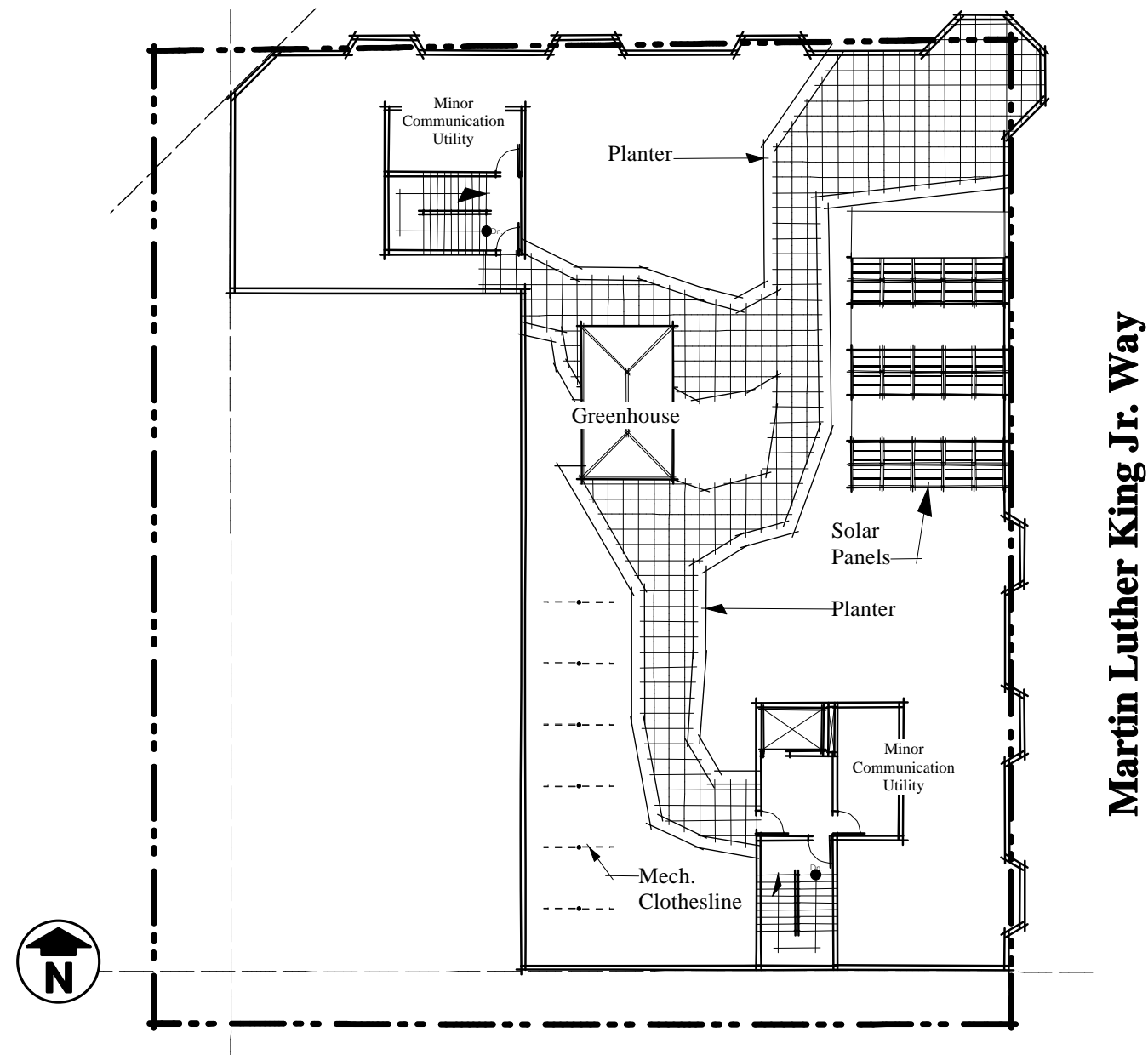
Concept 'C' - Fourth Level Plan

E. Union Street



Concept 'C' - Roof Plan

E. Union Street



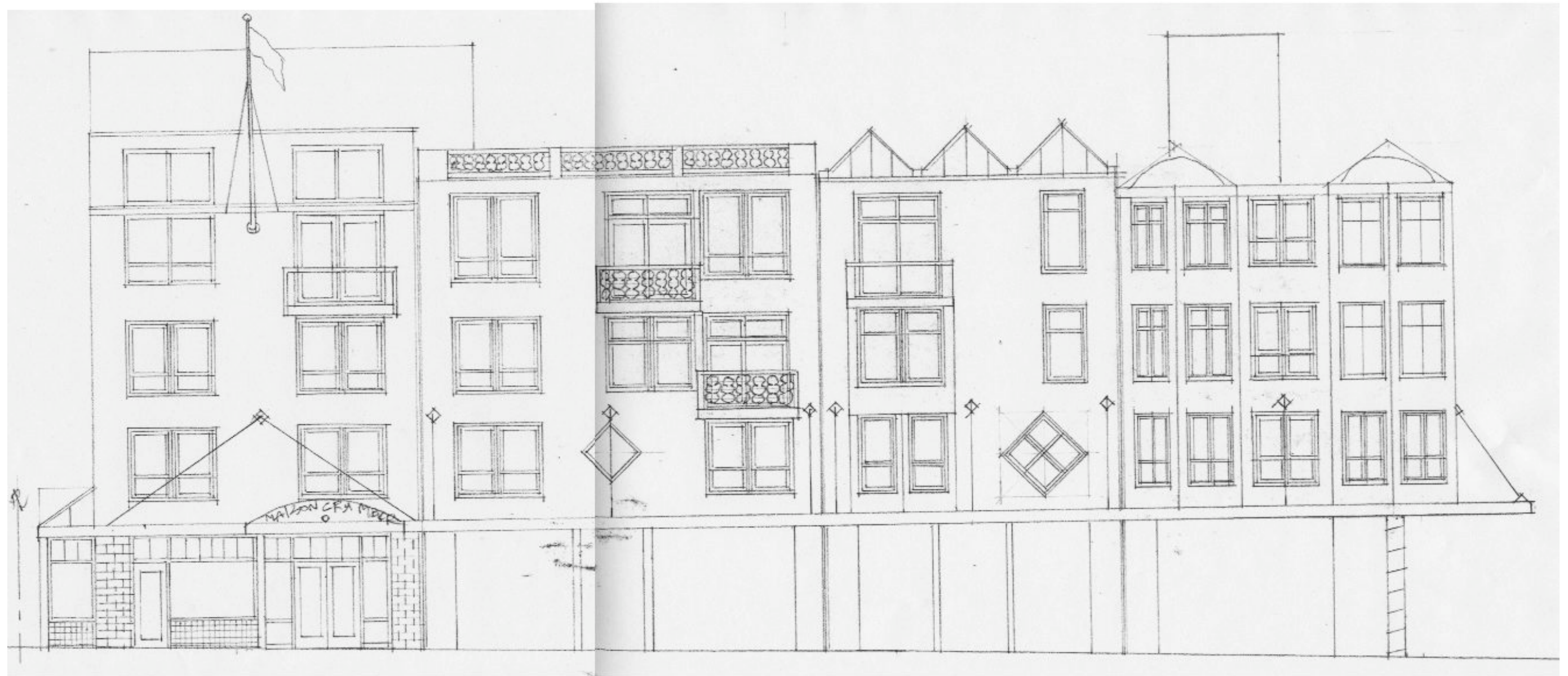
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Concept 'C' Plans - Forth and Roof Levels

11.2

Three-dimensional Studies and Sketches at Street Level - In Process



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EARLY DESIGN GUIDANCE
1141 MLK JR. WAY, SEATTLE, WA
Three-dimensional Studies and Sketches at Street Level

12.0

Summary of Development Departures

- 1. **Landscape Screening**- 23.47A.016D.2.n- Landscape screening required for parking garages abutting a residential zone. Required 5' screening setback. Requested- 2' along south property line..
- 2. **Landscape Screening for Surface Parking across an alley from a lot in a residential zone**- 23.47A.016D.1.c(2)- requires 5' deep screening. 5' deep screening required along south alley. Request 2' planting strip with wall to allow more commercial depth along E. Union St.
- 3. **Parking Aisle Width**- 23.54.030D- for medium sized cars, the aisle size shall be 22' for a 90 degree parking angle. Request that aisle width be reduced to 20' since only 25 cars are located in garage.
- 4. **Rear and Side Setbacks for lots adjacent to Residential Zones**- 23.47A.014B.1- A required setback at NW corner of site equal to a triangular area.- Request that this required area be reduced to zero for project architectural integrity.
- 5. **Setback required for lots adjacent to Residential Zones**- 23.47.014B.3.b- For each portion of a structure above 40' in height, an additional setback at the rate of 2 ft. setback for every 10' in height. Thus, since the building is 44' in height, the rear setback shall go from 7' below the 40' height to 7.8 feet from 40' to 44'. We request the whole building setback along the alley on the south property line from 13 feet in height to 44' in height be 7 feet to provide for better architecture.
- 6. **Rooftop Features - Minor Communication Utility** - 23.47A.012D.4.e- We propose providing a rooftop structure to house a minor communication utility equipment room and antenna array. We do not know if this is permitted outright or requires a departure.



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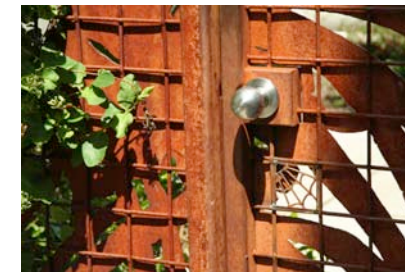
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Summary of Development Departures

Miller Mews



Secret Garden



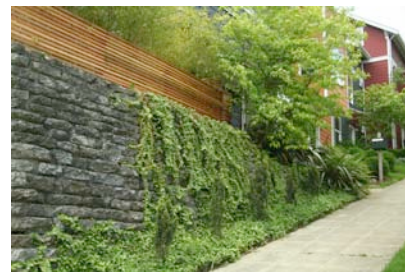
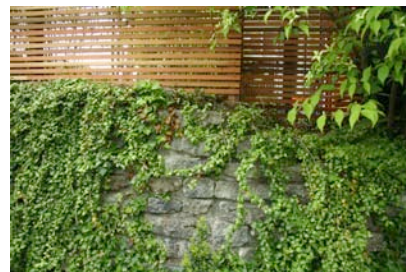
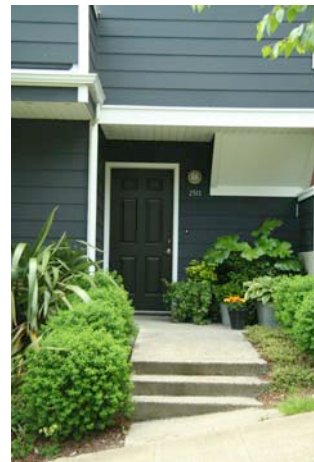
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Relevant Completed Projects

14.0

Tempus Fugit



Bowling Green



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14.1

Marion Mews



Yesler Mews



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Relevant Completed Projects

14.2