



OTHELLO NORTH

4200 South Othello St
DPD Project number 3016131
December 3, 2013

DRB Recommendation Meeting Packet
Veer Architecture



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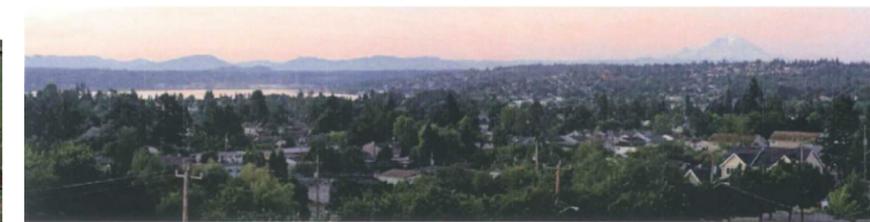
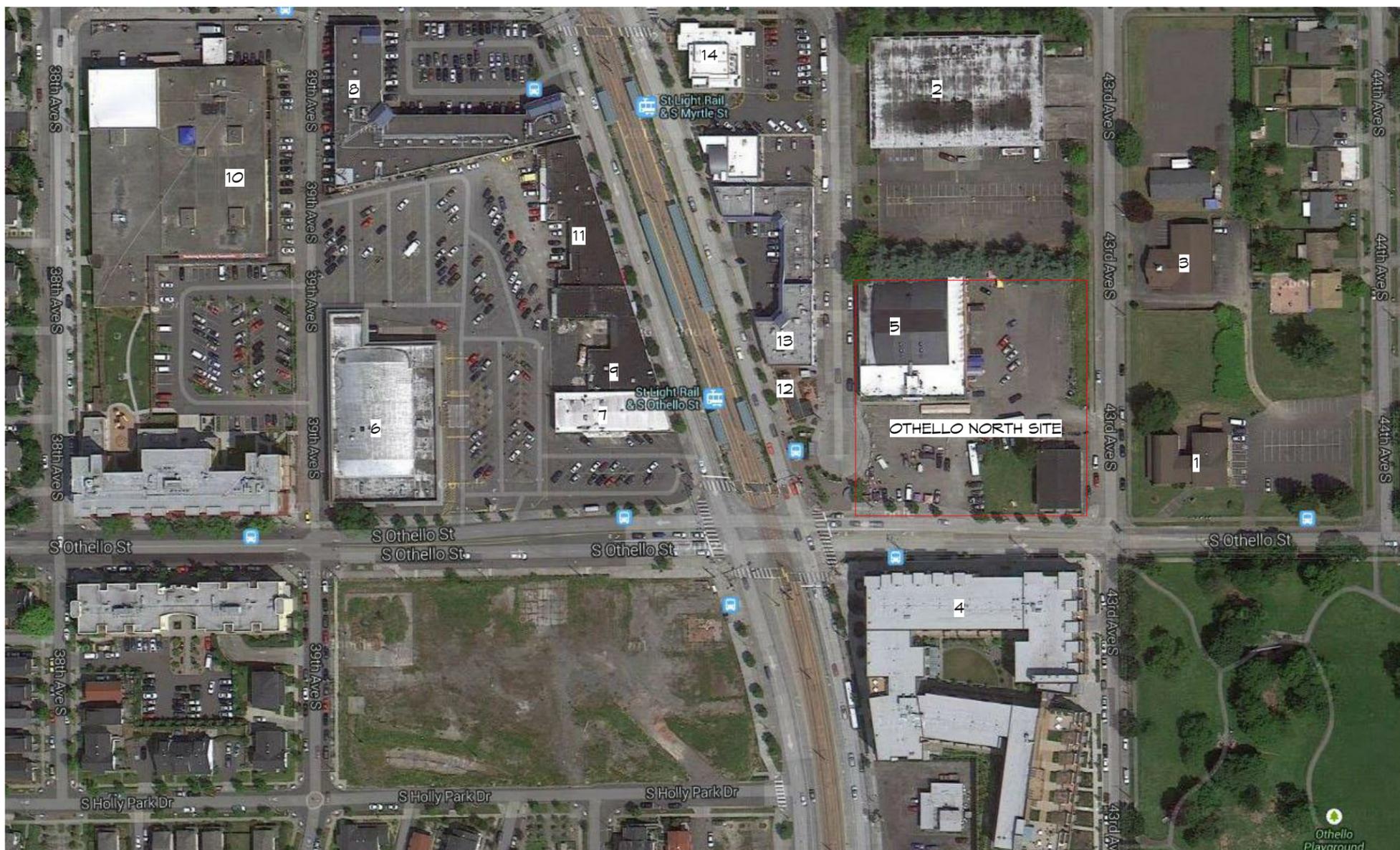
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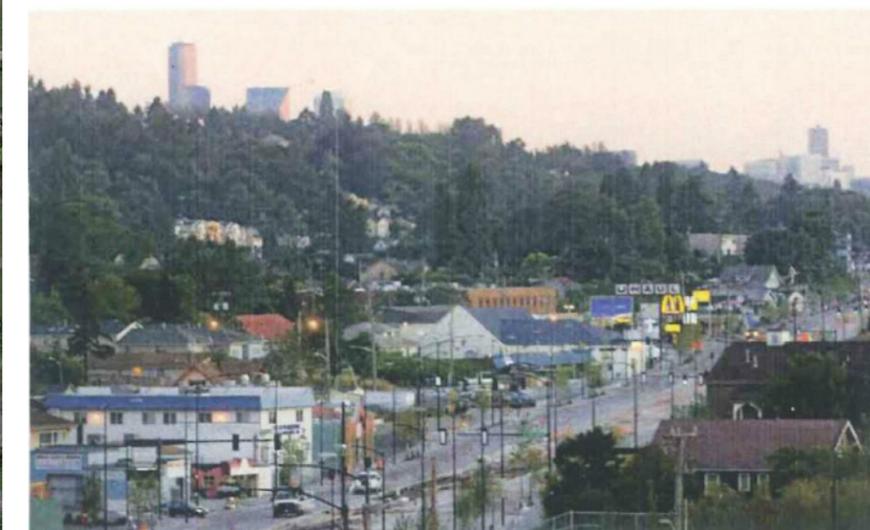
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View of Lake Washington and Mount Rainier from site



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



Othello Station

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URBAN ANALYSIS - CONTEXT PHOTOGRAPHS



ZONING INFORMATION

SITE ADDRESS:

4200 & 4222 SOUTH OTHELLO STREET

KING COUNTY ASSESSOR'S PARCEL NUMBERS:

800000035 & 2724049158

ZONING MAPS:

173 & 174

ZONING:

MUP Zoning & MUP Revision Zoning: NC3P-65 and designated "P-SS-OT"

Current Zoning (not used): NC3P-85 and designated "P-SS-OT"

P = Pedestrian

SS= South Seattle Reinvestment Area

OT= Othello Station Area Overlay

STRUCTURE HEIGHT LIMIT:

65 Feet

MAXIMUM FAR:

5.75 (Including residential and above grade parking).

SETBACKS:

No building setbacks are required or applicable for this project.

PERMITTED USES:

Multifamily Residential and Non-residential uses including Retail Sales and Services, General, and Indoor Sports and Recreation, and four live work units, are all uses permitted outright in this NC-3 zone.

OTHER:

Residential uses may not occupy, in the aggregate, more than 20% of the street-level street-facing facade in a pedestrian designated zone, facing a designated principal pedestrian street (South Othello Street).

60% of the street-level street-facing facade between two and eight feet above the sidewalk shall be transparent.

In pedestrian designated zones along pedestrian designated streets, a minimum of 80% of the width of the structure's street-level street-facing facade that faces the street must be occupied by uses listed in 23.47A.005.E.1. The remaining 20% of the street frontage may contain other permitted uses and/or pedestrian entrances.

This project shall meet the Seattle Green Factor Requirements.

RESIDENTIAL AMENITY AREA CALCULATION:

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

Gross Residential Floor Area (Gross Floor Area in Residential Use Less Res. Use Mechanical, Parking, and Residential Amenity Floor Areas) = **267,982 SF**

Required Amenity Area (5% of Gross Residential Floor Area)= **13,399 SF**

RESIDENTIAL AMENITY AREA PROVIDED:

Common Residential Amenity Areas:

Othello Station Court Public Open Space	927 SF
Woonerf Court Public Open Space (Not included)	
Elevator Lobby Roof Deck (Phase II, Level R-1)	125 SF
<u>Common Roof Decks</u>	<u>2,723 SF</u>
Total Common Amenity Areas:	3,775 SF

Private Residential Amenity Areas

<u>Private Unit Roof Decks, Decks, & Balconies</u>	<u>15,928 SF</u>
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Total Residential Amenity Area Provided: **19,703 S.F.**

DESIGN DEPARTURES:

THE SMC LAND USE CODE DEPARTURES APPROVED WITH MUP # 3007649 ARE SHOWN BELOW WITH AMENDMENTS TO THE ORIGINAL MUP JUSTIFICATIONS ASSOCIATED WITH THE PROPOSED MUP REVISIONS.

THERE ARE NO NEW SMC LAND USE CODE DEPARTURE REQUESTS PURSUANT TO THE MAJOR MUP REVISIONS SUBMITTAL # 3016131 HEREIN.

1) SMC 23.47A.008.D.2:

THE EAST FA ADE OF THE OTHELLO NORTH PROJECT (ALONG 3RD AVENUE SOUTH) 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 MASSING STEPS DOWN TO A LOWER HEIGHT AT THE GROUND RELATED RESIDENTIAL UNITS FRONTING THE LOWRISE ZONE AND THE OTHELLO PLAYGROUND PARK.

SMC LAND USE CODE SECTION 23.47A.008.D.2 REQUIRES THAT STREET LEVEL RESIDENTIAL USES IN COMMERCIAL ZONES SHALL BE AT LEAST 4 FEET ABOVE OR 4 FEET BELOW THE SIDEWALK GRADE OR BE SET BACK AT LEAST 10 FEET FROM THE SIDEWALK. HOWEVER, IT IS NOT FEASIBLE TO RAISE THE RESIDENTIAL FLOOR LEVELS AT GRADE ALONG 43RD AVE. SOUTH 4 FEET FROM SIDEWALK GRADE AND MAINTAIN HABITABLE SPACE REQUIREMENTS FOR HEAD CLEARANCE WITHIN THE UNITS. THEREFORE, THE DESIGN TEAM IS REQUESTING A DEPARTURE TO ALLOW FOR THE UNITS TO BE RAISED 2' ABOVE THE SIDEWALK RATHER THAN 4'-0". THESE STREET LEVEL UNITS HAVE ALSO BEEN SET BACK 3 FEET TO ALLOW FOR INCREASED SIDEWALK AND LANDSCAPE WIDTH.

ORIGINAL MUP JUSTIFICATION: ALLOWING THIS TOWNHOME BUILDING MASS TO PROJECT AWAY FROM THE MASS OF THE UPPER STORIES WILL HELP MITIGATE THE SCALE OF AND DISTINGUISH THIS PORTION OF THE DEVELOPMENT. WITH LOWRISE AND SINGLE-FAMILY RESIDENTIAL ZONED NEIGHBORHOODS IN THE IMMEDIATE VICINITY, THIS WILL CREATE AN APPROPRIATELY-SCALED PEDESTRIAN AND RESIDENTIAL ENVIRONMENT.

MUP REVISION JUSTIFICATION: ALLOWING THE 43 RD AVENUE SOUTH STREET/GROUND RELATED RESIDENTIAL BUILDING MASS TO PROJECT BEYOND THE UPPER STORIES WILL MITIGATE THE SCALE OF THIS PORTION OF THE DEVELOPMENT AND CREATE AN APPROPRIATELY-SCALED URBAN RESIDENTIAL PRESENTATION TOWARDS THIS PEDESTRIAN ROUTE AND ADJACENT LOWRISE-2 RESIDENTIAL ZONE. THESE UNITS ARE RAISED 2 FEET ABOVE AND ACCESSED DIRECTLY FROM THE STREET TO FOSTER IMPROVED SECURITY THROUGH INCREASED ACTIVITY AND EYES ON THE STREET.

2) SMC 23.47A.032.A.1.C:

ACCESS TO THE PARKING MUST BE FROM THE STREET WITH THE FEWEST LINEAL FEET OF COMMERCIAL ZONED FRONTAGE (43RD AVENUE SOUTH). A SECOND CURB CUT AND PARKING ENTRY IS PROPOSED ALONG 42ND AVENUE SOUTH 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 AVENUE TO EFFECTIVELY REDUCE NEIGHBORHOOD TRAFFIC LOADS. THE DESIGN TEAM IS REQUESTING A DEPARTURE TO ALLOW A CURB CUT AND PARKING ENTRY FROM 42ND AVENUE SOUTH IN ORDER TO REDUCE COMMERCIAL SERVICE VEHICLES FROM 43RD AVENUE AND TO HELP PROTECT THE PEDESTRIAN CHARACTER OF SOUTH OTHELLO ST AND 43RD AVENUE SOUTH.

ORIGINAL MUP JUSTIFICATION: PARKING ACCESS IS PROPOSED ALONG BOTH 42ND AND 43RD IN ORDER TO MITIGATE TRAFFIC IMPACTS TO NEIGHBORING PROPERTIES FROM THE PROPOSED DEVELOPMENT. BY PROVIDING TWO PARKING ACCESS POINTS WE WILL BE ABLE TO EFFECTIVELY REDUCE NEIGHBORHOOD TRAFFIC LOADS. DURING PREVIOUS CONVERSATIONS IN THE EARLY DESIGN PHASE, DPD HAS ENCOURAGED THE DESIGN TEAM TO LOCATE CURB CUTS AND PARKING ACCESS ALONG 42ND, WHICH IS PREDOMINANTLY FOR COMMERCIAL AND SERVICE USES. OFFSTREET LOADING AND SERVICING IS REQUIRED FOR RETAIL SPACES AND TRASH REMOVAL. THE PROPOSED DEVELOPMENT LOCATES ACCESS TO OFFSTREET LOADING AND SERVICING ALONG 42ND AND REDUCES LOADING SERVICES FROM LOWRISE RESIDENTIAL ZONE ACROSS THE STREET ALONG 43RD AVENUE SOUTH.

MUP REVISION JUSTIFICATION: ADD: BOTH THE ORIGINAL MUP AND THE MUP REVISIONS ARE SHOWN AS A PHASED PROJECT AND THE DPD PROCESS WILL INCLUDE A BOUNDARY LINE ADJUSTMENT TO ALLOW FOR TWO SEPARATE PARCELS AND OWNER/APPLICANTS. ALTHOUGH THE PROPOSAL INCLUDES SOME PORTIONS TO BE SHARED PARKING, OFFSTREET LOADING, AND SERVICING FACILITIES, EACH OF THE TWO PROPOSED PHASES OF THE PROJECT WILL REQUIRE INDEPENDENT PARKING AND UTILITY SERVICES ACCESS.

PROJECT DESCRIPTION:

The construction of a transit-oriented mixed-use project to include approximately of Commercial street level uses including 8,000 square feet of non-residential general sales and services and indoor sport floor area and 6,000 square feet of Live Work Floor Area. The project principally consists of approximately 280,000 SF of primary and accessory multi-family residential uses for a total project area (including structured and surface parking) of 360,000 square feet. The project is comprised of 351 units and 234 parking stalls to be implemented in two phases. Access to parking is proposed from 42nd Avenue South for Phase I residents and commercial uses and shared loading; access for Phase II residents and commercial uses is proposed from 43rd Avenue South.

DEVELOPMENT OBJECTIVES:

The design and development objectives for the Othello Station North project is the realization of a transit oriented mixed use commercial and multifamily residential development consistent with the neighborhood and City objectives for the most prominent corner of the Othello Station. The proposed development is to be completed in two phases. The project includes approximately 380,000 square feet of new construction, including 234 surface and structured vehicle parking spaces, 351 residential units, four ground related units, and approximately 13,500 square feet of non-residential uses including Retail Sales and Services, General, and Indoor Sports and Recreation, and four Live Work uses.

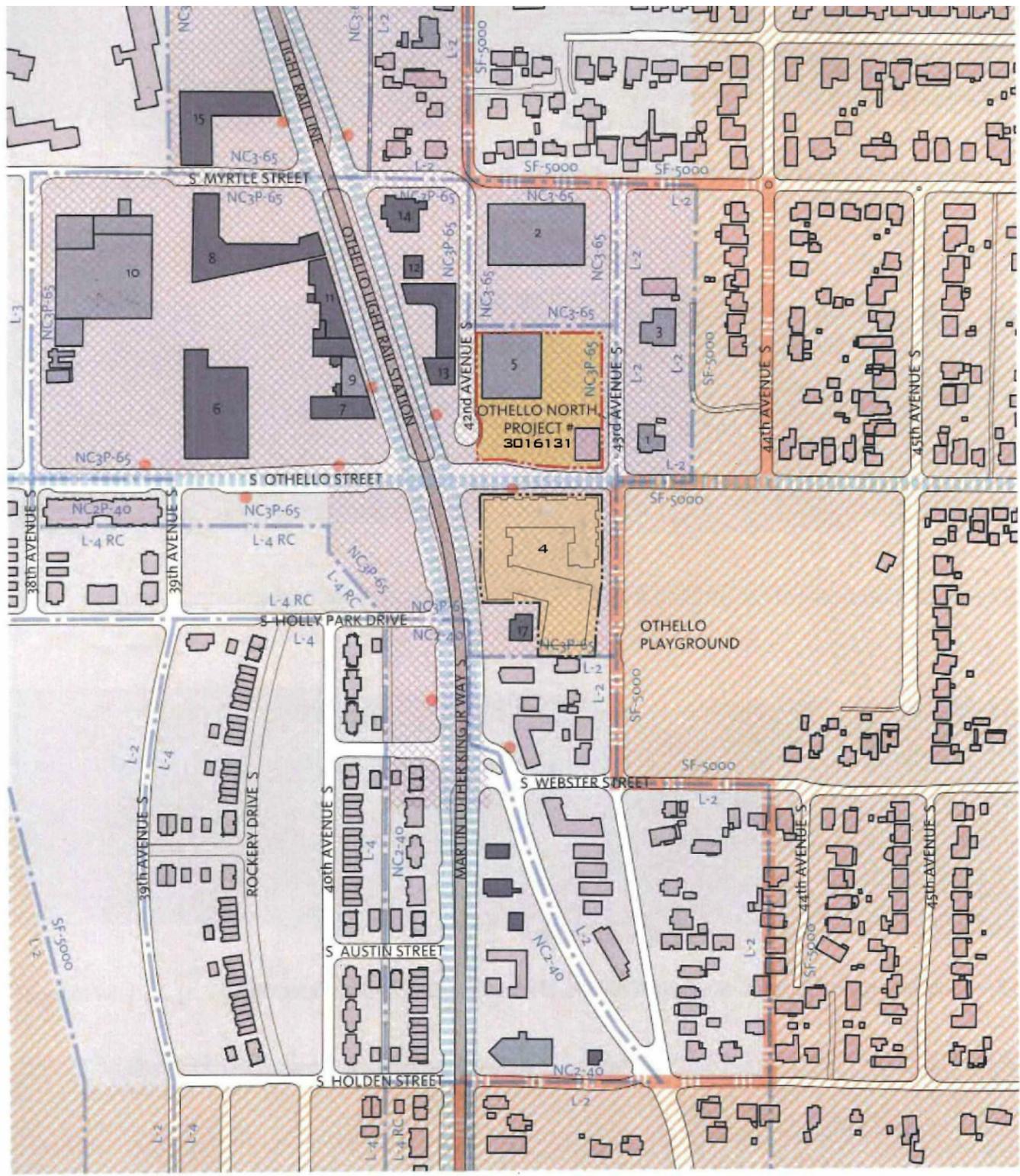
The lower two floors house the non-residential uses along the street fronts with all parking within the mass in an auto-pedestrian mixed-use landscaped green woonerf courtyard. Four ground related units, permitted along 43rd Avenue South) face the adjacent Lowrise zone to the east. Above the first two commercial levels are five levels of multifamily residential units along with circulation and accessory uses. These levels include a generous amenity room at the southwest transit oriented corner with direct access to the substantial landscaped roof deck common amenity areas.

LOCATION/CONTEXT:

The site abuts 42nd Avenue South to the west, 43rd Avenue South to the east, and South Othello Street to the south. South Othello Street is designated as a principal pedestrian street. The project is just east of Sound Transit's Othello Station completed in 2009. The site is kitty corner to the Othello Playground Park located immediately across South Othello Street at the southeast corner of the site.

DEVELOPMENT OBJECTIVES





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|-------------------------------|---------------------|------------------------------|-----------------------|
| 1 HOLLY PARK FRIENDS CHURCH | 5 THE CITADEL | 9 ISRAELITE COMMUNITY CHURCH | 12 DENTAL CLINIC |
| 2 MIRACLE TEMPLE OF GOD | 6 SAFEWAY | 10 UNION GOSPEL MISSION | 13 KING SQUARE RETAIL |
| 3 MARANATA CHURCH | 7 BANK OF AMERICA | 11 RETAIL STRIP | 14 WASHINGTON MUTUAL |
| 4 THE STATION AT OTHELLO PARK | 8 KING PLAZA RETAIL | | |
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- | | | |
|-------------|--|--|
| Community | Principal Pedestrian Street | Southeast Seattle Reinvestment Area |
| Commercial | Holly at MLK Residential Urban Village | Area Outside of the Othello Station Overlay District |
| Residential | Zone Boundary | Bus stop |

URBAN ANALYSIS - VICINITY MAP



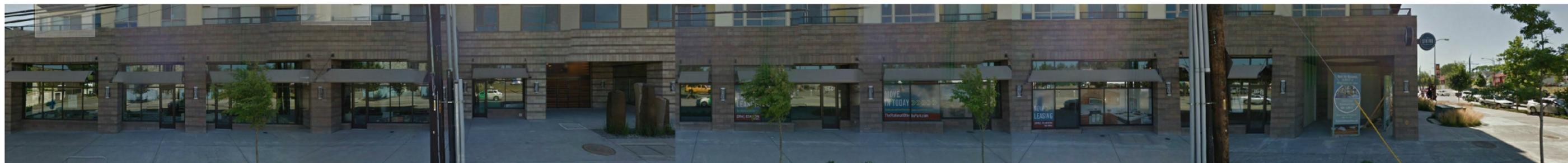
Streetscape photomontage of South Othello Street looking north toward site



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



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



Streetscape photomontage of South Othello Street looking south away from site

URBAN ANALYSIS - STREETSCAPE PHOTOMONTAGES





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 PHOTOMONTAGES

Early Design Guidance:

A-1 Responding to Site Characteristics

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

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 Light Rail Station, which opened in 2009, is located adjacent to this project site to the west. Along with the completion of the Othello Station South (DPD#3006405) (OSS) project directly across South Othello Street to the south, the proposed Othello Station North project will effectively establish a 'gateway' to the South Othello TOD venue from the residential neighborhoods and park to the east while also serving as a buffer and scale transition from the active transit and business corridor along MLK Junior Way South.

From the broad perspective, 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 project's engagement with the street, the street level uses, the building program, the landscape elements and other features along each of the building frontages.

South Othello Street is a Pedestrian-designated street. The proposed Othello Station North project, similar to OSS South project across S. Othello Street to the south, will provide continuous commercial non-residential uses as well as a mid-block a south facing "Othello Station Court" public open space/plaza to encourage a diversity of neighborhood pedestrian activities emulating the existing OSS landscaped open space across the street.

At the west end of South Othello Street the Transit Plaza area fronts the Othello Station North Phase I primary building entrance. The recently completed Transit Plaza faces the proposed southwest building entrance at the corner of MLK Jr. Way South and the transit "Kiss n' Drop" cul-de-sac at the south termination of 42nd Avenue South. A Bike Shop and four Live Work units have been incorporated along the 42nd Avenue South street level street facing commercial uses. These uses correspond to comparable small business commerce and respond to the multi-modal spirit of the transit district, and should both benefit from and promote activity along these transit oriented streets and plaza along the MLK Jr. Way South corridor.

The proposed commercial non-residential uses extend along South Othello Street to the southeast corner north and the primary entrance for Phase II of the project. Active commercial street uses including a public fitness center adjacent to the public open space continue defining the transit and commerce oriented "gateway" transition along the approach from the adjacent residential community to the east. Beyond the lively pedestrian oriented southeast corner the building turns north along 43rd Avenue South and responds to the smaller scale of the neighboring churches and Lowrise-2 multifamily residential zone to the east) by setting back from the property line with four linear residential units to afford the security of around the clock "Eyes on the street."

The north side of the site abuts to another NC3-65 zoned property. Additionally there are approximately 10-12 large Blue Atlas Cedar trees just north of the property line and the project responds by setting the building back 5'-0" to 12'-0" to help protect their root systems for the majority of the north property line. There is no setback proposed at the far northwest extents of the north property line where the existing building foundation has long established tree roots diverted away from property line. Green walls and low green roofs are proposed long the North Fa ade.

The building form is divided into two distinct sections to help minimize the scale of the project; the two distinct portions of the building also reflect the two phases of the project. The Primary entrances for the project multifamily residential use above are located at the SW and SE corners along the pedestrian street (S. Othello St.). Along 43rd Avenue South the building mass responds to the quieter streetscape with ground related housing setback to allow for increased sidewalk width and landscaping. Along all street fronts the residential uses above are setback from the street level fa ade to reduce scale and with a fa ade that offers a musical articulation of bays and recesses enhanced by the lively color and materials palate, decks and balconies, and the modulation at the roof top and prominent gateway corners. Phase I, located along 42nd South and South Othello, and faces the more vociferous urban streets with a higher concentration of vehicle and multimodal transit traffic.

Access to parking and building services is provided along both 42nd and 43rd Avenue South (east and west sides of the project, one entrance for each phase), with the shared loading dock located at the entrance from 42nd Avenue South. The ingress/egress from 42nd Avenue South will be the primary access for non-residential uses, services, and the residents of Phase I of the project; however it is intended to be a shared entrance with Phase II. The primary ingress/egress for the residential uses in Phase II will be from 43rd Avenue South.

A-2 Streetscape Compatibility:

Othello-specific supplemental guidance:

A strong relationship between the building and the street adds character and quality to the Othello business district.

Along South Othello Street and 42nd Avenue South the fa ade reveals active commercial non-residential street level uses through a rhythmic expression of prospect and transparency with multiple points of entry. The proposal is designed to accommodate a diversity of potential businesses of various types and sizes consistent with the adjacent commerce and the City's Othello Neighborhood Plan. Where possible, grading is designed to allow accessibility to commercial spaces with minimal vertical grade separation, and setbacks are minimized to engage the non-residential uses at or near the sidewalk edge. Along South Othello, the retail base breaks to create a generous south facing plaza adjacent to the fitness center and a prospective caf or restaurant.

The proposed "Othello Station Court" public open space/plaza midway along South Othello Street affords a binary visual connection to the OSS open space resonant across on Othello as well as a six story framed preview of the vibrant landscaped Woonerf court inside. This approachable pedestrian street front court is intended not only as a pedestrian crossroads, a place for social gathering, and local respite, it also serves to mitigate the length of the project massing, fa ade, and street uses along South Othello Street. Bordering the southwest Transit Plaza the transparent commercial storefronts wrap the corner flanking the primary residential entry for Phase II. At the transit "Kiss n' Drop" at the transit plaza and 42nd Avenue South is the access to the Woonerf Court parking, loading berth, and services. This access location equally benefits the Live/Work businesses along 42nd Avenue South other non-residential uses along S. Othello Street.

Overhead weather protection is provided along South Othello, 42nd Avenue South, and portions of 43rd Avenue South. We will work closely with SDOT, Sound Transit, and Metro to finalize the improvements in the neighborhood including street furniture and proposed bus stops. Public art is proposed at the Othello Court gateway to the Woonerf Court.

Along 43rd Avenue South, the streetscape largely consists of sidewalk expansion, improvements, landscaping, and street trees to define the program activities. The street level uses include the primary residential entrance and lobby at the southeast corner for Phase II, curb cut and parking access for Phase II, pedestrian entrances to the Woonerf Court and four urban studio residential units. These 43rd Avenue South urban studio units are clearly articulated and reflect the Lowrise multifamily scale across the street, incorporate a more metropolitan style of tall glazing and detailing, and are set back from the property three feet and the floor levels are raised a minimum of two feet for vertical separation from the sidewalk and increased privacy.

A-3 Entrances Visible From the Street:

Entries should be clearly identifiable and visible from the street.

All commercial and residential entrances are visible and directly accessible from the sidewalk. There are two primary multifamily residential entrances, one for each phase of the project, located at the corners of 42nd and 43rd Avenues South contiguous to South Othello Street. These prominent entrances designed to 'ground' the residential connections to the street level as well as further engage and activate the pedestrian street at the corners.

A-4 Human Activity:

Othello Specific supplemental guidance

New development should be sited and designed to encourage human activity on the street (Excerpted from the Citywide Design Guidelines)

The life of the neighborhood should be closely tied to the character of its public space. It is especially important to recognize streets as public spaces. The design of buildings can help determine the level of activity on the street. Where storefronts meet the sidewalk, social interaction can be intensified by adding vitality. New development is encouraged to support the area's pedestrian designated streets and the Station Area Overlay District by contributing to a consistent building line at or near the sidewalk.

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 commercial business zone along 42nd Avenue South overlooking MLK Jr. Way South and South Othello Street with visible commercial entries and an active appropriately articulated and scaled residential environment along 43rd Avenue South.

Along South Othello Street, the building setback has been minimized consistent with the Design Guidelines for more engagement with the street. The project affords a south facing, recessed public courtyard providing visual access to the large interior Woonerf open space. The proposed street level "Othello Station Court" provides seating and landscaping and in conjunction with the smaller scaled courtyard on the south side of the street provides a mid block neighborhood place for social gathering and/or reprieve. Overhead weather protection will be provided along 42nd Avenue South, South Othello Street, and portions of 43rd Avenue South and is designed to accommodate commercial signage and appropriate lighting.

A-5 Respect for Adjacent Sites:

Othello Specific supplemental guidance

Several zone edges between commercial (C1) and single family zoned properties exist in the neighborhood. This could result in visual impacts, as well as traffic and noise conflicts between these properties.

All loading and service activities associated with the project occur within the parking structure, and are not visible from the pedestrian designated streets (South Othello Street and MLK Jr. Way S.). The loading dock area is shared by both phases of the project located and is off 42nd Avenue South away from the lower density Lowrise zoning across the site on 43rd Avenue South. A cohesive landscape site design is proposed consisting of street trees and complementary concentrated landscape treatment where appropriate and in concert with high visibility at important street level places, street corners, and building entrances.

A-6 Transition from Residence to Street:

Othello Specific supplemental guidance

Ground related residential development, such as townhouses is encouraged at locations along public open space such as Othello Park to create human activity along the park and provide for social interaction among residents and neighbors.

Along 43rd Avenue South the building has been set back from the property line to allow for sidewalk and landscape expansion and improvements. This allows for a wider pedestrian path fronting the proposed ground related urban studio units, and in combination with raised residential floor levels provides increased privacy while maintaining the increased security afforded by these residents. The proposed setback, vertical separation, and reduction in massing and scale at the first two street levels is across from the Lowrise-2 zone along 43rd Avenue South and provides a transition from this larger scale commercial zone project to low density multi-family smaller buildings to the east.

A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

The proposed project integrates a hierarchy of public, common, and private open spaces. Open to the public is "Othello Station Court", a substantial social gathering courtyard almost midway along South Othello Street mirroring a similar public open space across the street to the south. Also open to the public during business hours and open to the sky is the Othello Station North interior Woonerf Court, a large landscaped mixed-use courtyard for parking, tactile pedestrian pathways, a sunlit "Ramp Landing" with elevated views of the green features and visible connection to the Othello Station Court, and Green walls along with a range of green parking lot features.

Common open spaces include substantial shared roof decks each with green factor landscaping and plantings, a shared Amenity Room at the southwest corner of the upper residential level with glazed stairway connection to the roof deck above, and with additional shared roof decks and amenity areas in Phase II.

Private access to the outdoors is provided to all residential units, some upper level and Woonerf fronting units have Juliette-type balconies open to the living spaces, many street facing units have private decks, and almost all units on the first residential level have substantial roof decks facing the streets as the residential levels are set back from the street fronts and non-residential levels below at grade.

A-10 Corner Lots:

Othello Specific supplemental guidance:

Consider siting and designing structures on corner lots to take advantage of their role as gateways and activity nodes in the community. Locating open spaces such as plazas for public use can promote a physical and visual connection to the street.

There are two significant corners to the project. The southwest corner of 42nd Avenue South and the MLK Jr. Way S. /South Othello Street Intersection Transit Plaza will provide the primary image of the project from the transit station, and the southeast corner of South Othello Street and 43rd Avenue South will afford a visual "gateway" from the residential neighborhoods and large Othello Playground park to the east. Both of these corners of the proposal promote both physical and visual connections to the street as outlined by the Othello Neighborhood Guidelines. At the MLK/42nd/Othello corner, the generous transit plaza area is oriented towards the primary entrance and articulated building corner. At the Othello/43rd intersection the building expresses the north side of the Othello Station "gateway" with a corner wrapped commercial facade while conveying the prominence of that important corner place turned to face the Kitty corner Othello Playground, a meaningful embrace and prospect to the closeness of this glorious neighborhood park.

The building forms, articulation, materials and finishes, and details are designed to strongly articulate the hierarchy, type, ease of access, and significance of the many commercial storefronts, live/work units, and residential use entrances. At the upper levels the building mass is also modulated to follow the street edges while emphasizing the role of the street as the dominant formal influence in this urban environment.

B-1 Height Bulk and Scale

Othello Specific supplemental guidance:

Much of the MLK/Holly business district is zoned for large, 65' tall buildings. Careful siting, building design and building massing at upper levels are encouraged to achieve a sensitive transition between the 65' commercial zone and adjacent residential zones. Large, monolithic buildings are discouraged.

Development standards for the NC3-65 zone, the Othello Station Overlay, and the South East Seattle Reinvestment Area zoning encourage higher density development. However, this proposal balances this density through sensitive transitioning to the adjacent neighborhoods and uses.

The proposed design has diminished the would-be bulk of the building massing and averted a likely monolithic appearance by creating distinct building modules and forms at the street as well as above the street level. These forms articulate the massing in diverse ways that are appropriate to a variety of adjacent contexts, providing mixed palette of colors and materials that all help to reduce the scale of the project where appropriate, and create a distinct visual identity and delight to the Othello Station Neighborhood.

The building has a transparent yet firm commercial base with a vibrant residential top. The massing is further broken by a series of grand architectural gestures, including the public Othello Station Court along South Othello Street, open and connected to the dynamic interior Woonerf court. A glazed 'tower' at the SW corner faces the transit corridor, and a second glazed 'tower' at the SE corner faces the gateway from the neighborhood and Othello Playground Park. The two residential entrances face the two primary street corners and serve to ground the upper residential stories by connecting them directly and significantly embracing the diverse context at each street corner. Between these larger gestures, the proposal affords a sensitive balance between variation and repetition to provide some continuity to the composition. The fabric of fenestration and modulation introduces a more human scale to the overall composition with decks, balconies, terraces, patterns in transparency and openings, and details. Facing residentially scaled neighborhoods across 43rd Avenue South, a combination of recesses and bays, balconies, and upper level setbacks above street level residential units combine to create an effect of diminished scale. On the two facades facing the pedestrian and transit oriented streets, these same components are organized into more taut composition. This effectively presents the variety of massing, scale, and character to afford the diversity of this building that is appropriate to its divergent contextual relationships.

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.

There is a consistent and continuous zone of at-grade commercial storefronts, Live/Work businesses, and residential units, sited at the street level where apposite to their context to provide the framework to be inhabited and differentiated by the diverse individual local businesses and residents of the emergent Othello Station Community. All levels are characterized by a consistent palette of materials and forms, and have been articulated and differentiated in these materials and variations in scale that are appropriate to the contextual variety in the surrounding neighborhood. These combined design elements present a unified yet contextually distinct architectural character while serving to exhibit diversity along each vista and avoid a monolithic appearance.

C-3 Human Scale

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

Commercial street-level features include overhead weather protection with appropriate lighting and signage. These design elements define and activate the business street level sidewalk commerce areas and entrances. Human scale is also emphasized through the bay and recess spacing, the locations of the entrances, the articulation of the storefront system, and raised landscape planters that may also be used for sidewalk seating along the busy pedestrian and transit oriented streets. Along the street level residential units on 43rd Avenue South, there will be widened sidewalk and landscape improvements as well as grade separation between the residential floor level and the sidewalk to create a pleasantly scaled street pedestrian friendly environment.

C-4 Exterior Finish Materials

Othello specific supplemental guidance:

Encourage High Quality Construction,

All new buildings are encouraged to be constructed as long-term additions to the urban fabric.

The design of the project features high-quality and durable materials that are also urban residential and transit oriented in character and commonly found in construction and the surrounding neighborhoods. Specific materials at the commercial street levels include masonry and aluminum storefronts, designed with the appropriate scale and level of detail commensurate with the active Othello Station business milieu. The residential levels above the street have been designed with a consistent palette of materials and colors used in a variety of ways, with rhythmic modulation of bays and recesses, and with a variety of window and door compositions interspersed with decks and balconies. All materials will be detailed to reflect a sense of permanence, to provide human scale within the larger composition, and to create appropriate scale and proportion.

PERTINENT DESIGN GUIDELINES

D-1 Pedestrian Open Space and Entrances**Othello Specific supplemental guidance:****Activate the Street Edge**

Providing space for intermingling of pedestrians and shoppers at the street level on MLK Jr. Way S will help create a socially and visually stimulating MLK@Holly business district. Multiple storefronts, shop entrances and activities enliven the street and provide a safe pedestrian environment. Generous windows placed at the ground floor give people inside an awareness of activity on the street. This is commonly referred to as "eyes on the street" and supports an active day and night street environment.

The streetscapes along the fronting the Othello Station North project have been propose a variety of public open spaces to encourage the social interaction of pedestrian, business, and transit patron community and endorse the City's objectives for a socially and visually stimulating environment in the MLK@Holly business district. In addition to commercial storefronts, the project proposes new street trees and a large street front public gathering space, the Othello Station Court, along South Othello Street.

Generous storefront glazing front an assortment of business types, sizes, and entrances announce the stimulating business activities within and will serve to generate pedestrian business and activity along 42nd Avenue South and South Othello Street. The commercial base, storefront glazing, and multiple building entrances continue along 43rd Avenue South to with a more urban residential character at the ground related residential units facing the Lowrise zone to the east. There are also two primary residential entrances at the southwest and southeast corners along South Othello Street. Both residential entrances have significant glazing to contribute to and enliven the active streetscape. Proximity to the LINK Light Rail station will ensure a high volume of pedestrian activity along South Othello Street both day and night.

D-7 Personal Safety and Security**Othello Specific supplemental guidance:**

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

"Defensible Space" is the term used to describe an area that has been made a "zone of defense" by the design characteristics that create it. Under the defensible space guidelines, areas associated with a development site are categorized as either public or private. This designation helps define the appropriate activity and use for each area.

The streetscape design described in D-1above maximizes the opportunities for "eyes on the street" and allows for comprehensive observation of the zone of defense along all three street fronts with minimal blank walls and/or hiding spaces. Where transitions occur between public and private, landscaping, low walls, and changes in hardscape will be used to define ease of access and a sense of entering defensible spaces using CPTED principals for design. The Othello Station Court will be gated to provide a security barrier between the street and Woonerf Court after business hours.

Lighting

Good Lighting is one of the most effective crime deterrents. When used properly, light discourages criminal activity, enhances natural surveillance opportunities, and reduces fear. Lighting can influence an individual's feelings about his environment from and aesthetic as well as a safety standpoint. A bright, cheerful environment is much more pleasing than one that appears dark and lifeless.

Adequate lighting will be provided at all building entries; along all street front facades (under the canopies or along the facade); at Othello Station Court (under the bridge, along the facade, and in the planters/benches); at the Woonerf Court (under the building above where occurs, street level lighting in the open mixed auto pedestrian spaces, and landscape areas as needed); and along the north facade (security level down lighting) as necessary to maintain safe illumination levels throughout the project at night while minimizing light spill into adjacent neighborhoods.

Landscaping

Landscaping, like architectural design, plays a significant role in CPTED. One function of landscaping in crime prevention is aesthetics, as an attractive environment generates a sense of pride and ownership. Landscaping can be used to perform a variety of design functions including as a symbolic barrier marking the transition between zones.

Landscaping will also be utilized to make the transitions between commercial, residential and service zones and optimize the pedestrian experience. Landscape treatments will include street trees, raised planters, ground cover, and varied paving patterns. Also please refer to further description above regarding the proposed landscaping role in the planning of the Othello Station North defensible spaces.

O-2 Othello Neighborhood Site-Specific Design Guidelines***Northeast and Southeast Corners of Martin Luther King Jr. Way S and South Othello Street.***

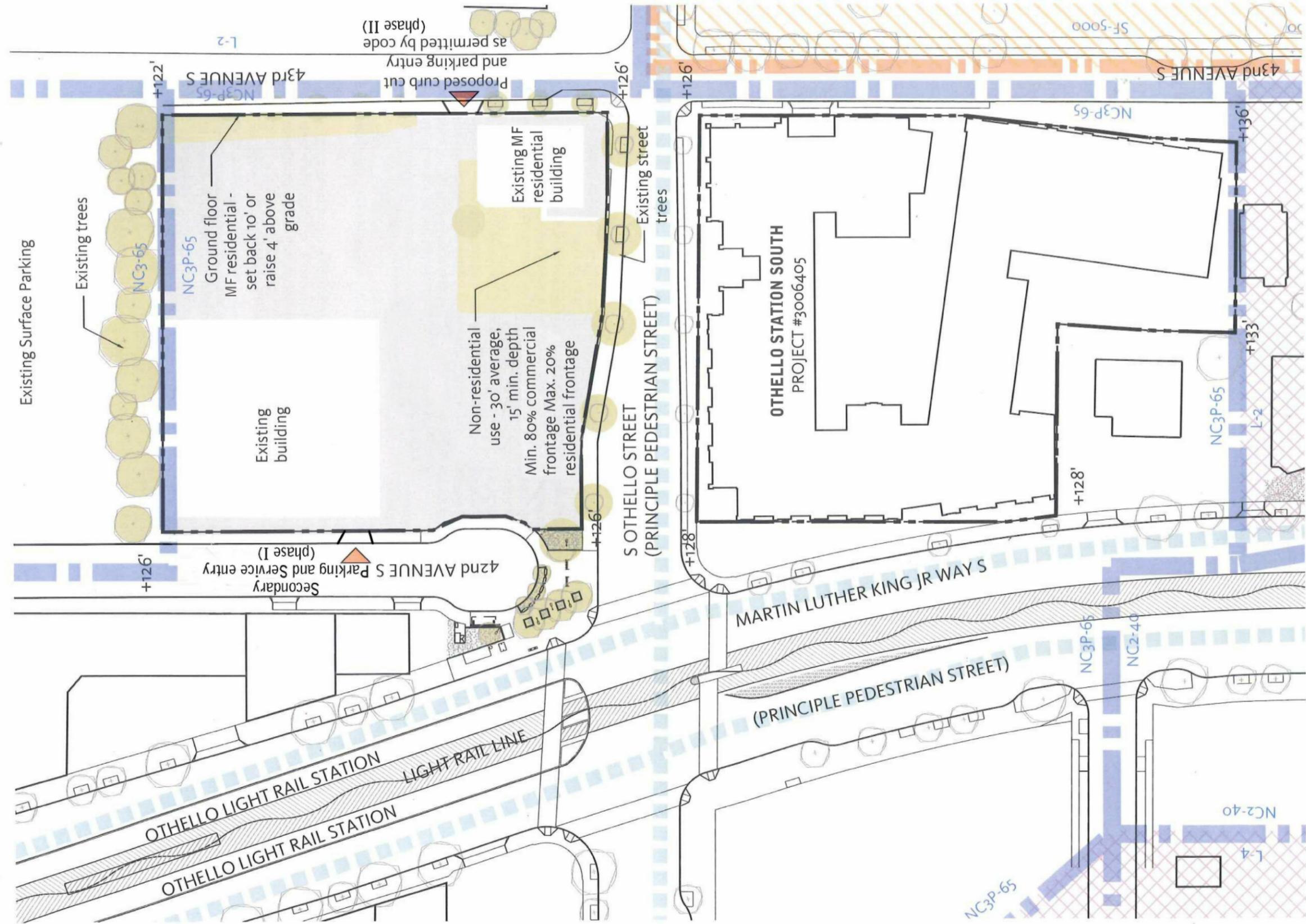
At the southwest corner of Othello Station North is the intersection of MLK Jr. Way South, 42nd Avenue South, and South Othello Street a grand transit plaza was recently completed. These recent transit plaza improvements provide a significant focal point for the project at this very visible corner. The proposed transparency along this street front, the multiple commercial uses and entrances, the significant primary residential entrance at the transit plaza corner, and additional landscaping along the street will all serve to further activate this highly prominent transit oriented corner. This proposal includes a highly visible public plaza at mid-block, the "Othello Station Court" along South Othello Street to further activate the busy pedestrian street sidewalk as well as mitigate the length of the commercial facade and apparent bulk of the project.

The two residential entries on the southwest and the southeast corners are focal points of the project, as is the public Othello Station Court that connects the project from South Othello Street to the Woonerf court within.

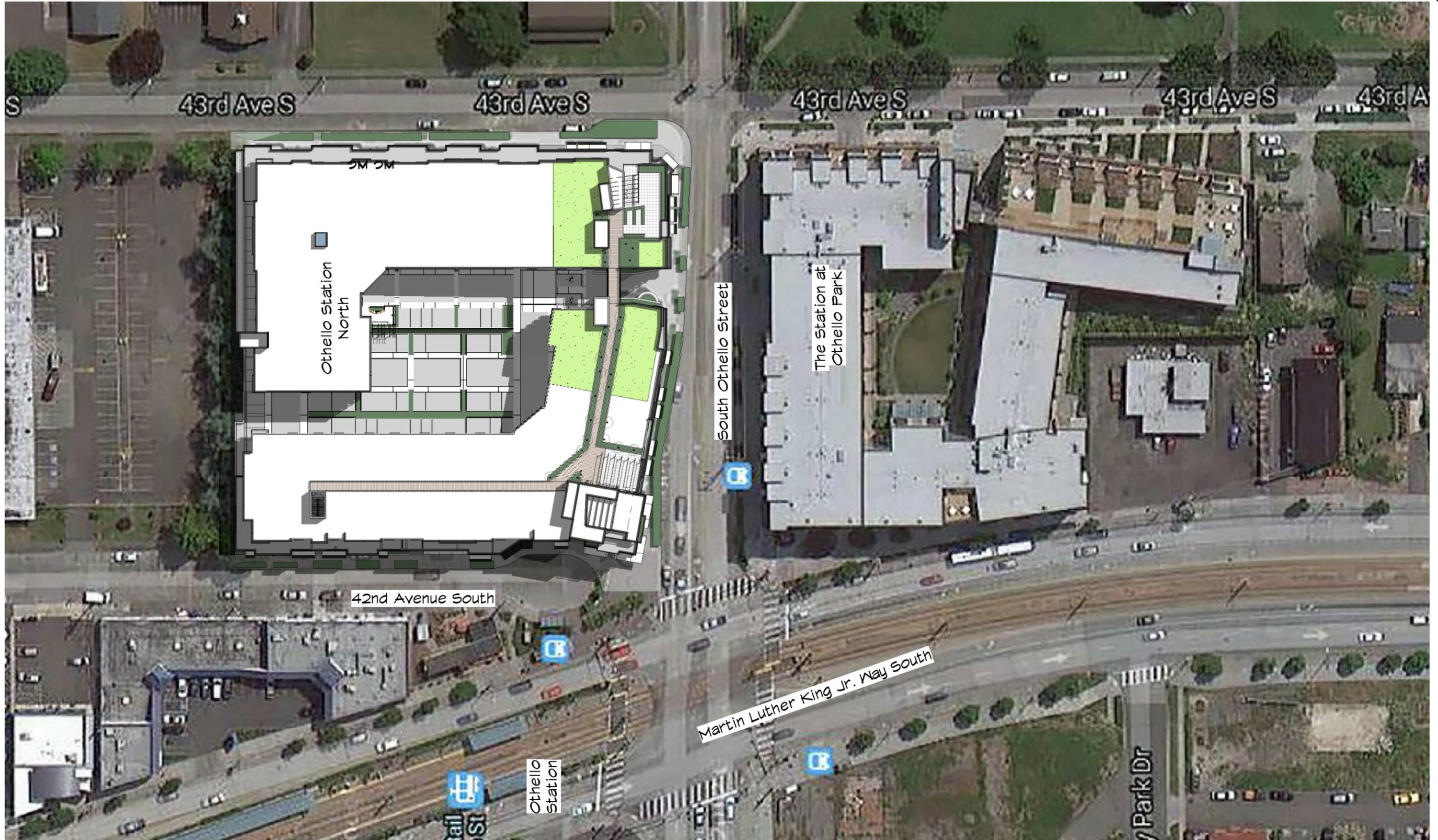
The upper portions of the building have been separated into two distinct buildings to decrease the mass and apparent size of the development. Where possible we have also stepped back the mass of the project at the upper levels. We have also provided residential units along 43rd Avenue South to create the appropriate scale and active street level use sympathetic to the adjacent Lowrise residential neighborhood to the east.

PERTINENT DESIGN GUIDELINES

SITE ANALYSIS



- Principal Pedestrian Street
Holly at MLK Residential Urban Village
Zone Boundary
- Area Outside of the Southeast Seattle Reinvestment Area
- Area Outside of the Othello Station Overlay District



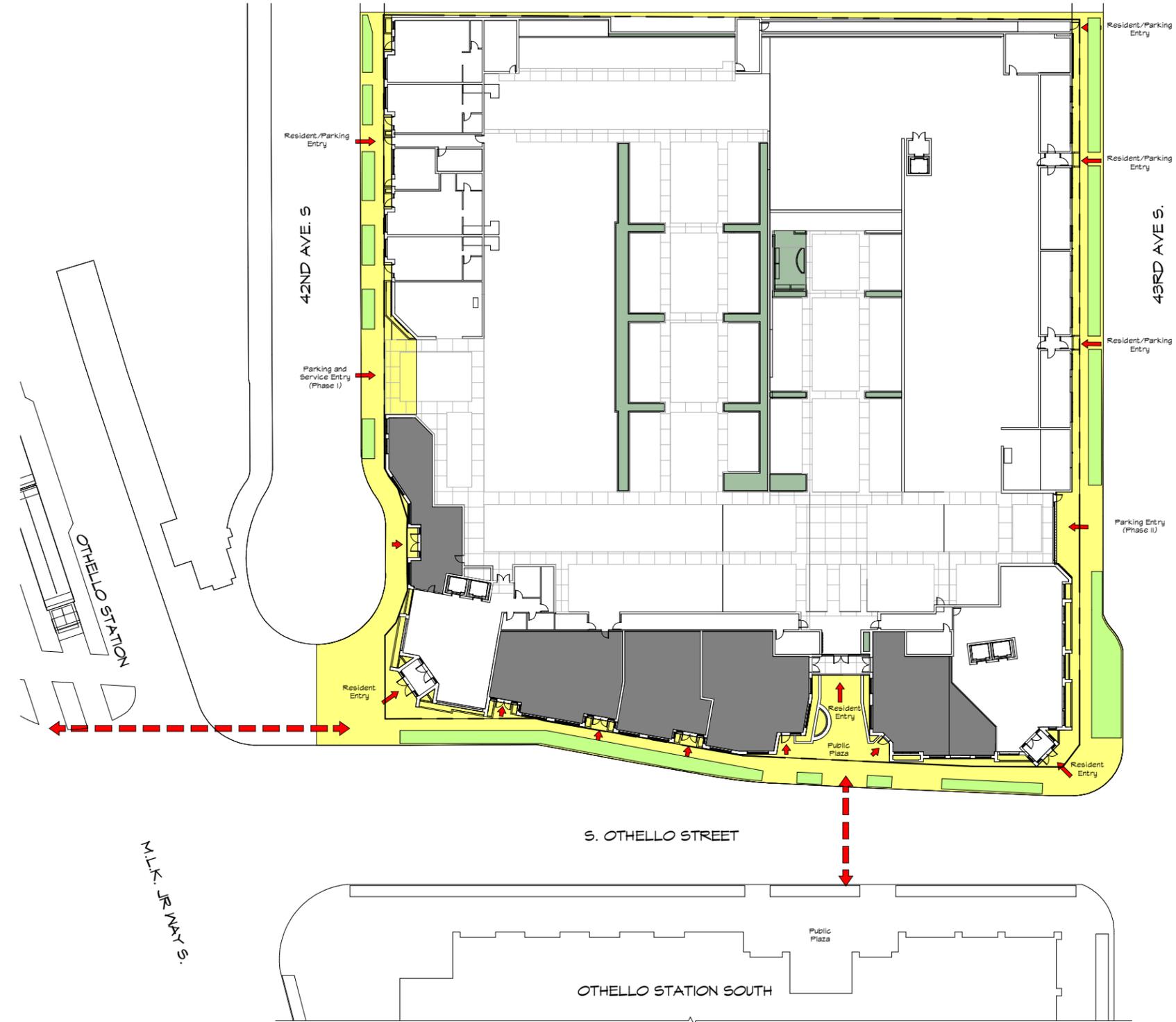
SITE PLAN



Along S. Othello Street and 42nd Ave. S., the building frontage at the sidewalk consists of transparent storefronts to different uses including general sales, services & offices, live/work and a residential lobby. The area for general sales, services & offices has multiple points of entry to accommodate uses of various sizes.

Along Othello the building edge defines an entrance court that mitigates the building's apparent length along the street and is large enough to accommodate gathering and public art. Overhead weather protection is provided along both 42nd Ave. S. and S. Othello Street.

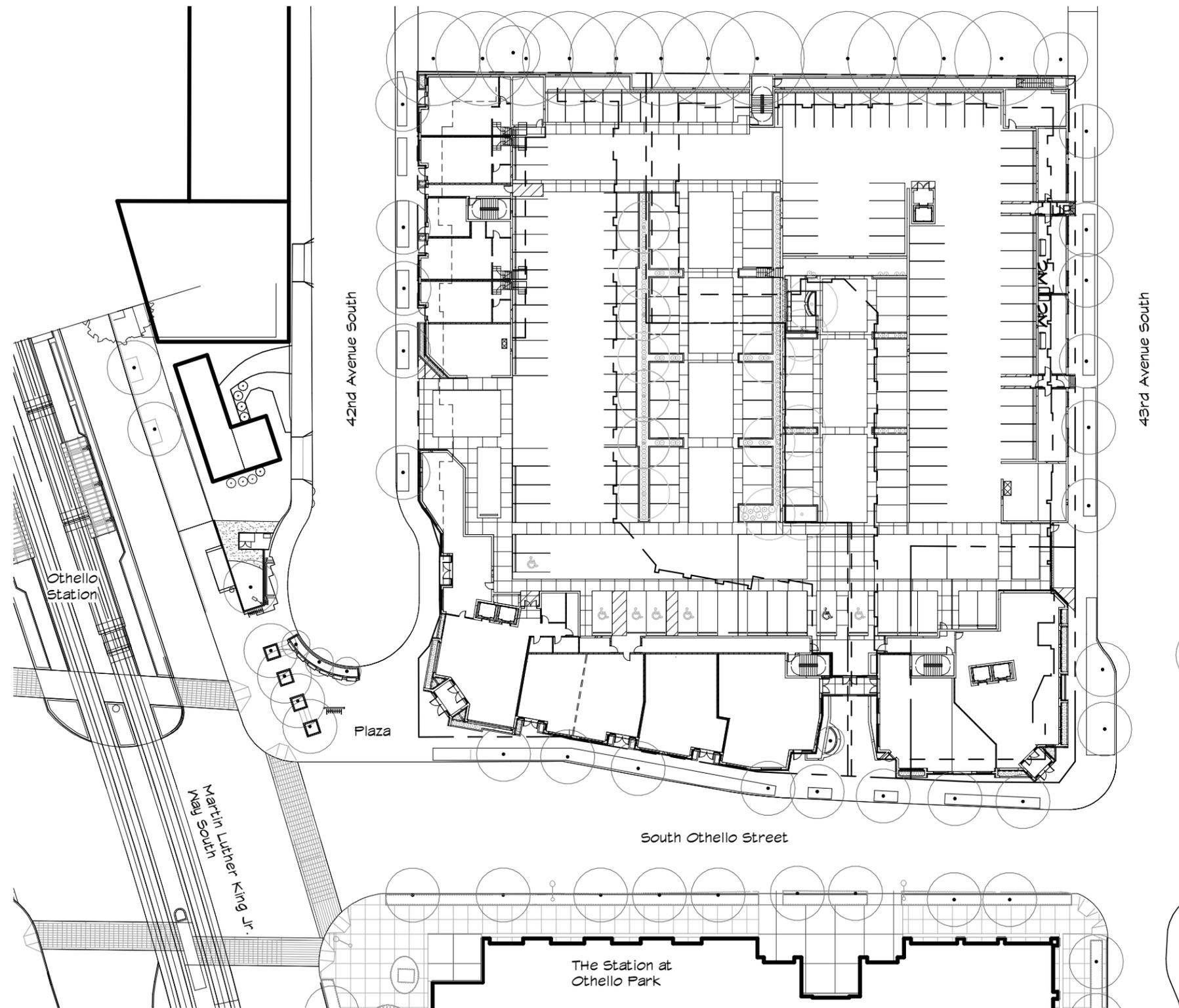
RESPONSE TO DESIGN GUIDANCE - OVERVIEW



- Landscaping
- Private property utilized for public plazas, sidewalks, and planting (total dedicated area = 3,442 sf)
- Landscape at interior courtyard/woonerf
- General Sales, Services & Offices
- Retail entry

RESPONSE 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 the main residential entry for the project at this corner.

In addition we have created a highly visible courtyard at mid-block along South Othello to mitigate the length of the building facade and apparent bulk of the project. The two residential entries are focal points of the project, as is the courtyard that connects the center woonerf court to the Othello playground to the Southeast. We have provided some street level units along 43rd with a scale that is sympathetic to the adjacent residential neighborhood.

RESPONSE TO DESIGN GUIDANCE - STREETScape COMPATIBILITY

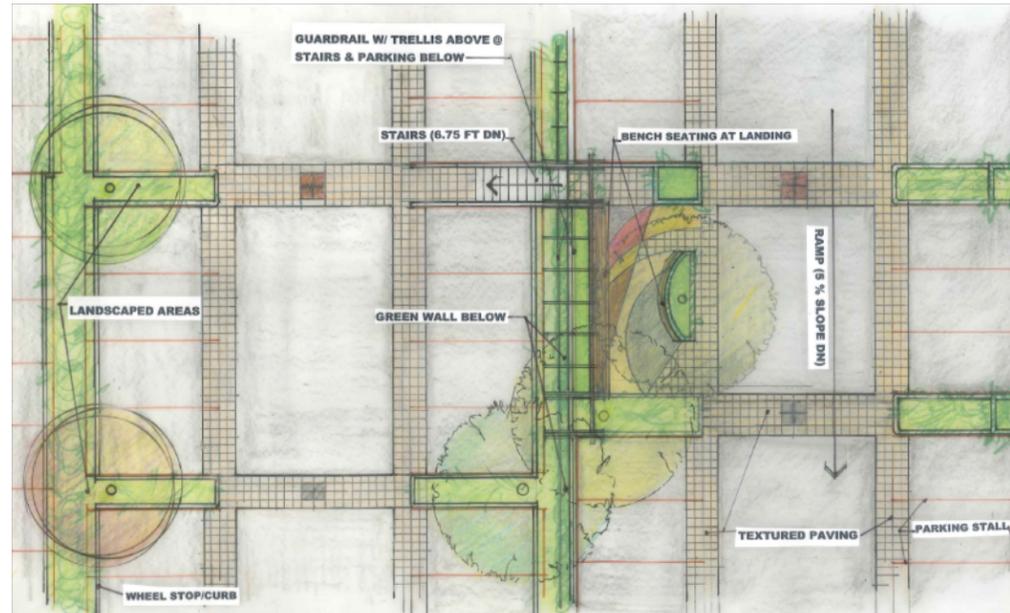
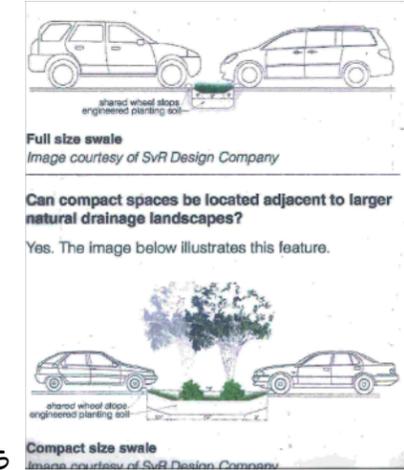




RESPONSE TO DESIGN GUIDANCE - STREETScape COMPATIBILITY



WOONERF COURTYARDS



RAMP LANDING

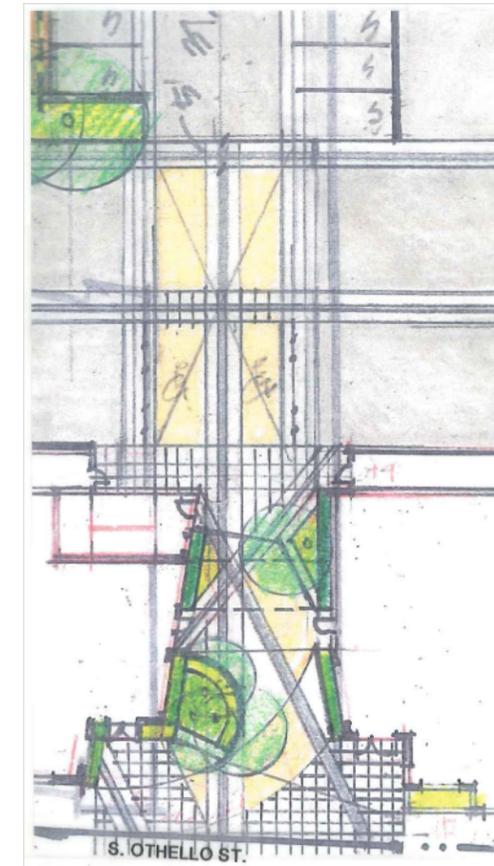
GREEN WALL EXAMPLES



LANDSCAPED AREAS



SECTION AT COURTYARD LOOKING NORTH



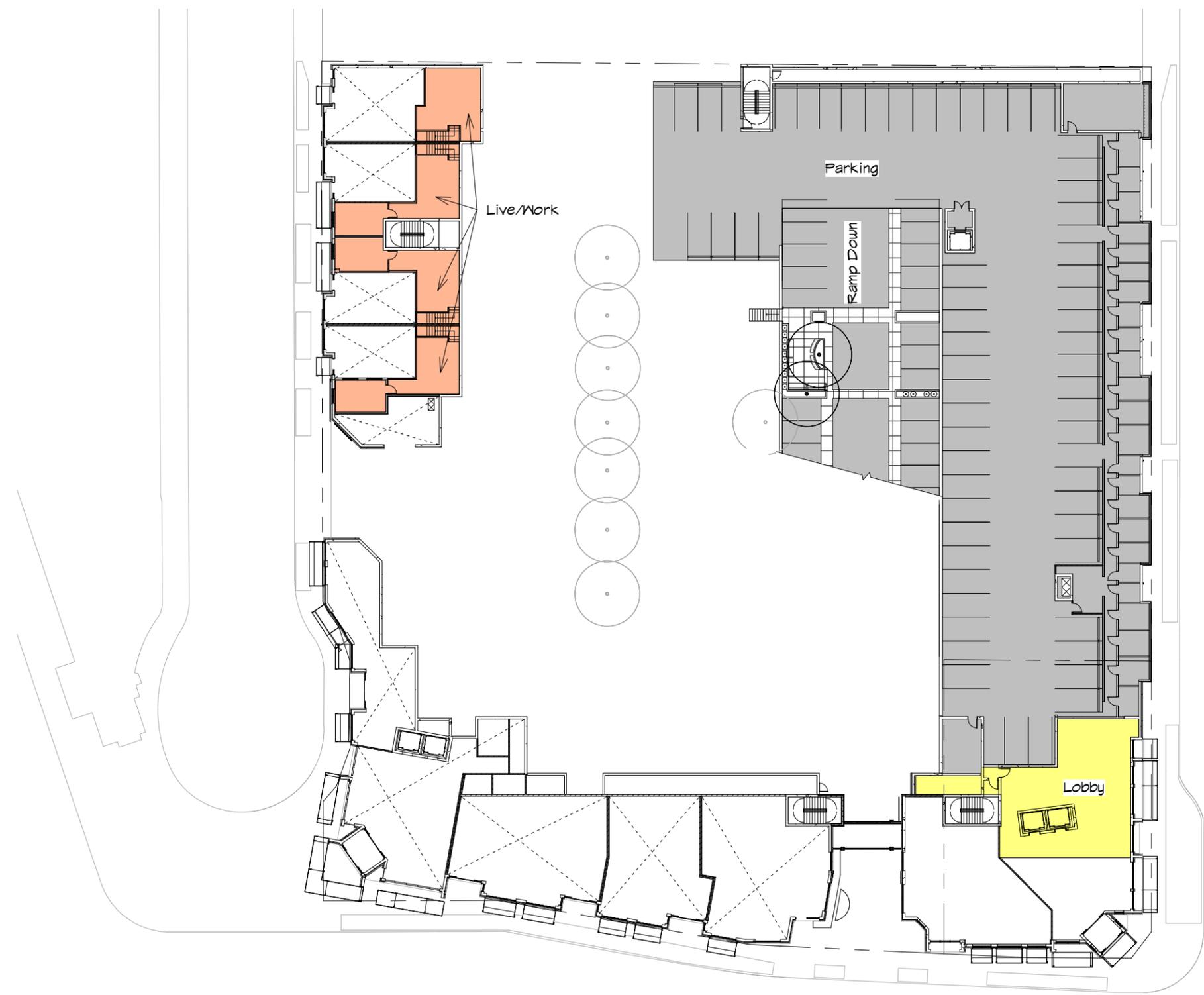
OTHELLO COURT

RESPONSE TO DESIGN GUIDANCE - STREETScape COMPATIBILITY/WOONERF





ARCHITECTURAL CONCEPT - LEVEL P1 PLAN



Legend for the floor plan:

- Orange square: Live/Work
- Yellow square: Lobby

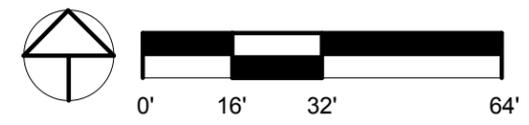
Scale and orientation information:

- A north arrow pointing upwards.
- A graphic scale bar with markings at 0', 16', 32', and 64'.

ARCHITECTURAL CONCEPT - LEVEL P2 PLAN



ARCHITECTURAL CONCEPT - LEVEL 1 RESIDENTIAL PLAN



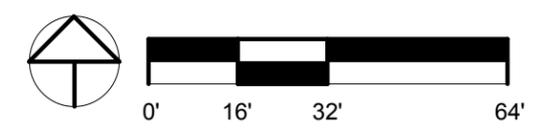
ARCHITECTURAL CONCEPT - LEVELS 2-4 RESIDENTIAL PLAN



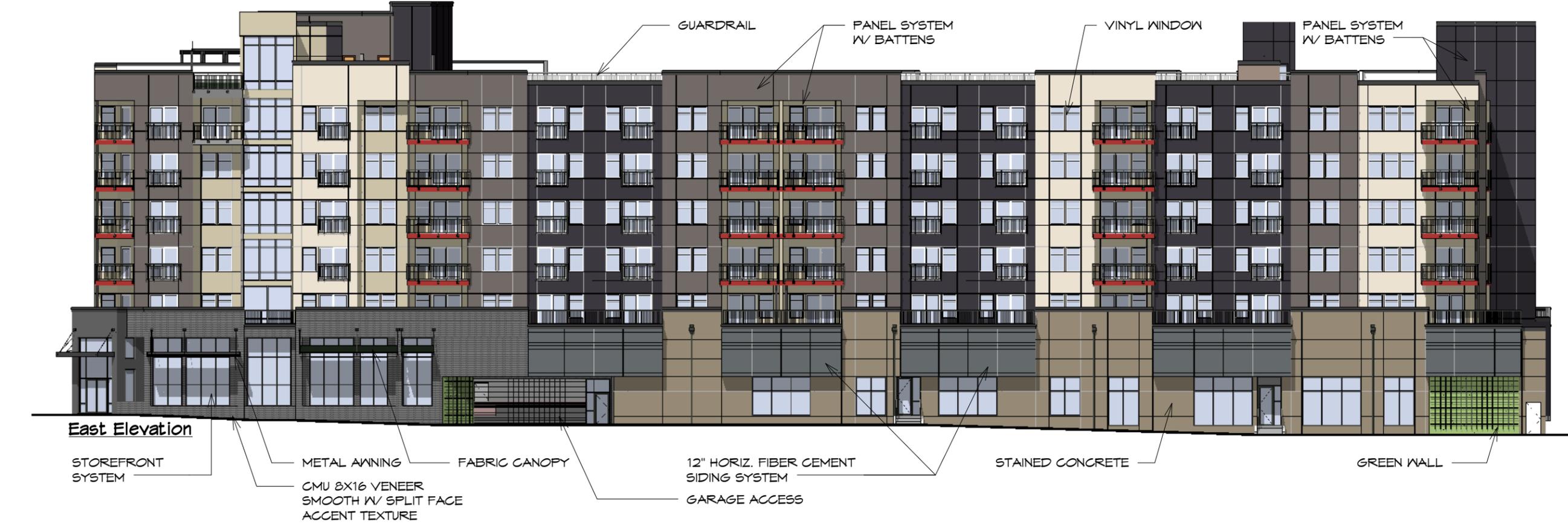
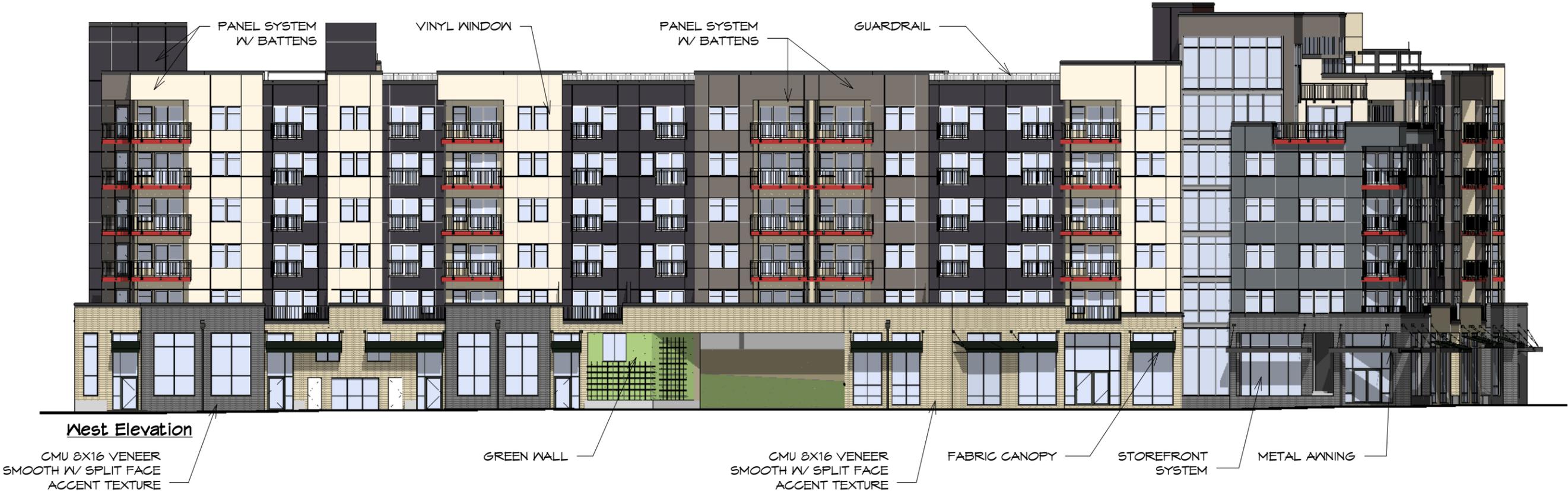
ARCHITECTURAL CONCEPT - LEVEL 5 RESIDENTIAL PLAN



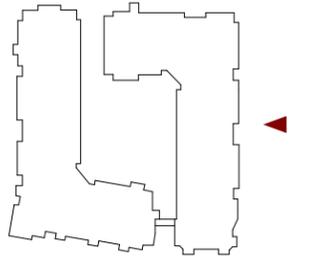
- Deck
- Egress/Elevator Lobby
- Landscape
- Green Roof



ARCHITECTURAL CONCEPT - ROOF PLAN



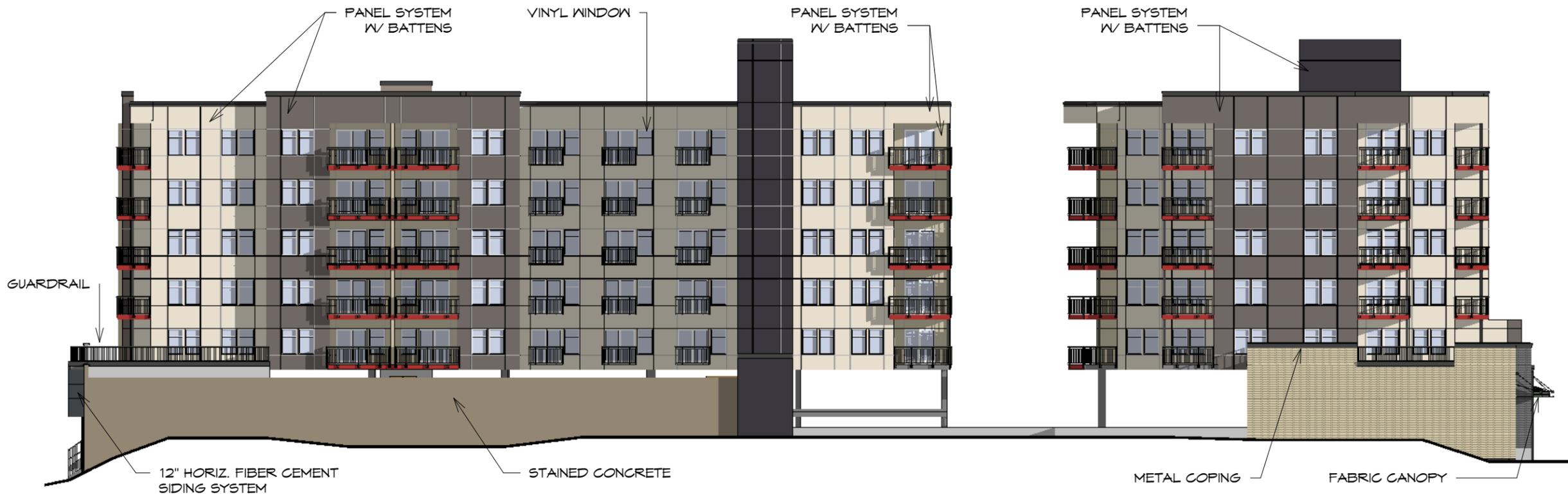
- Black Swan
- Tanager
- Folkstone
- Divine White
- Relaxed Khaki
- Web Gray



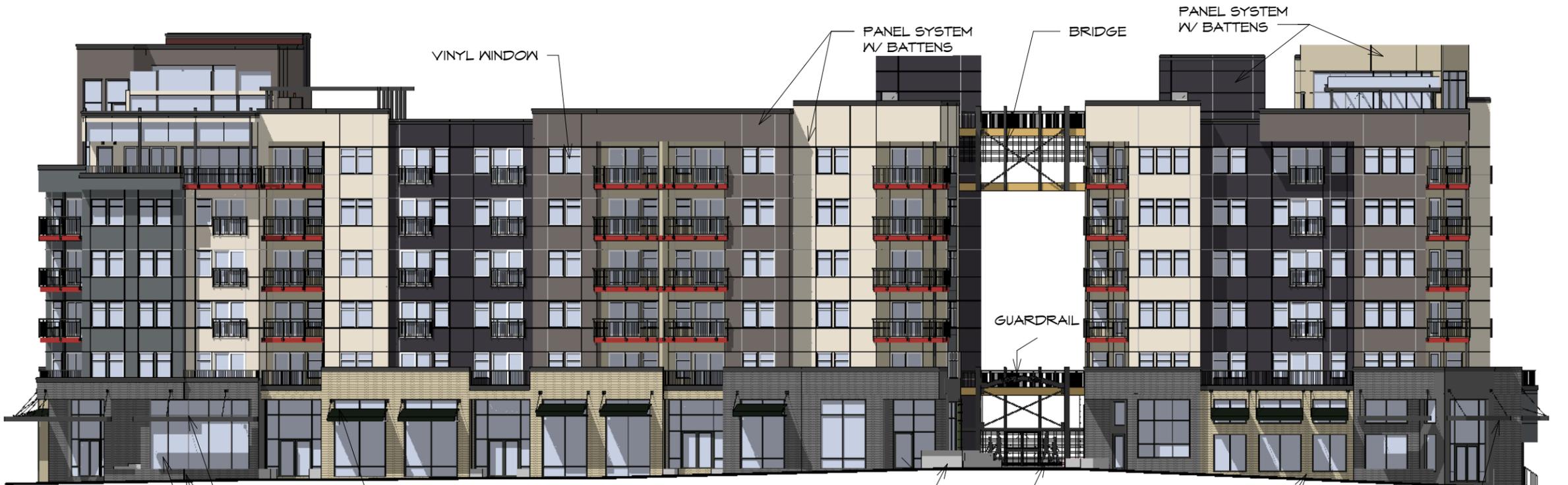
KEY PLAN

ARCHITECTURAL CONCEPT - BUILDING ELEVATIONS



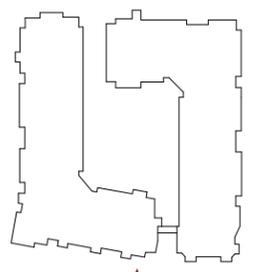


North Elevation



South Elevation

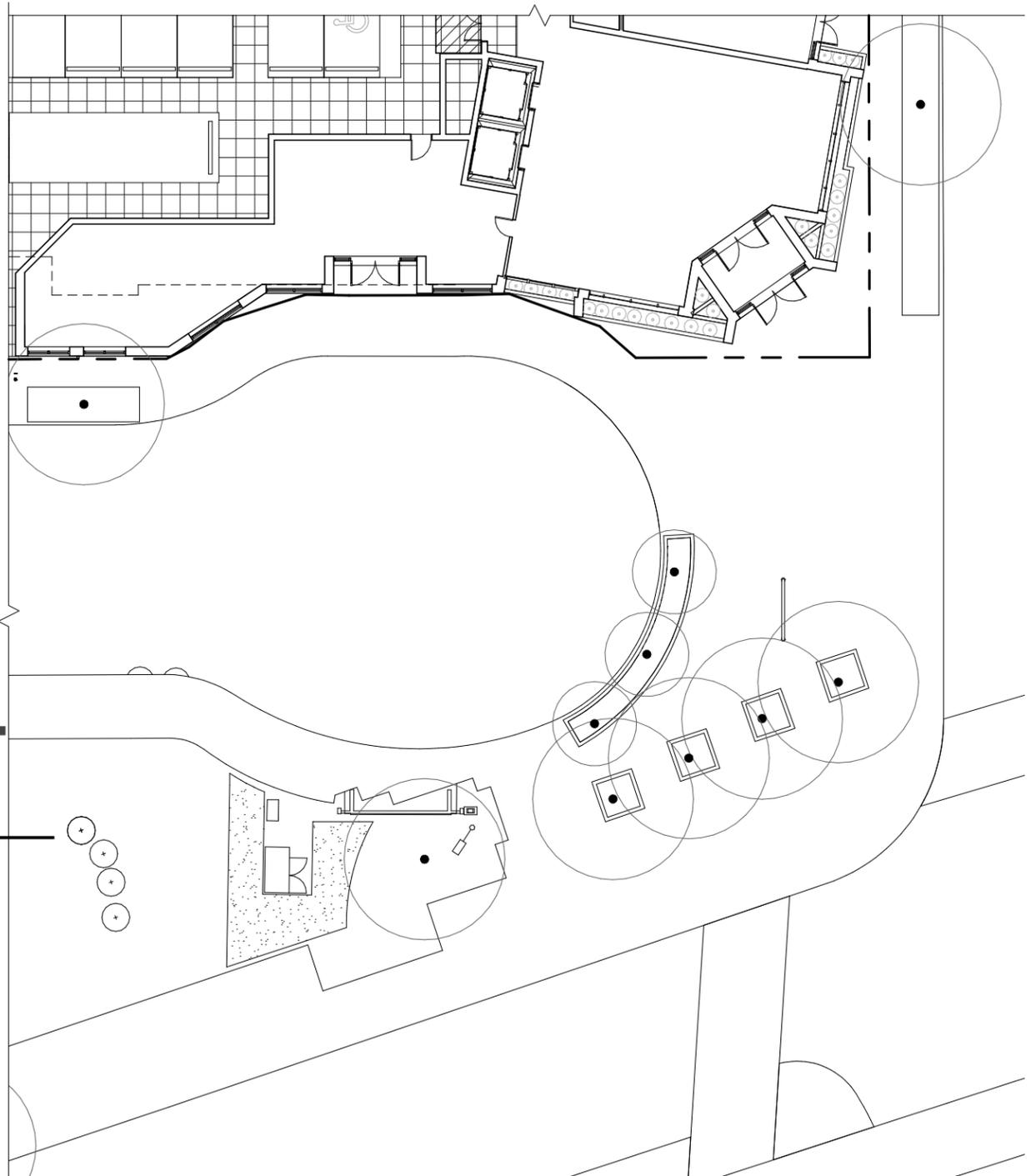
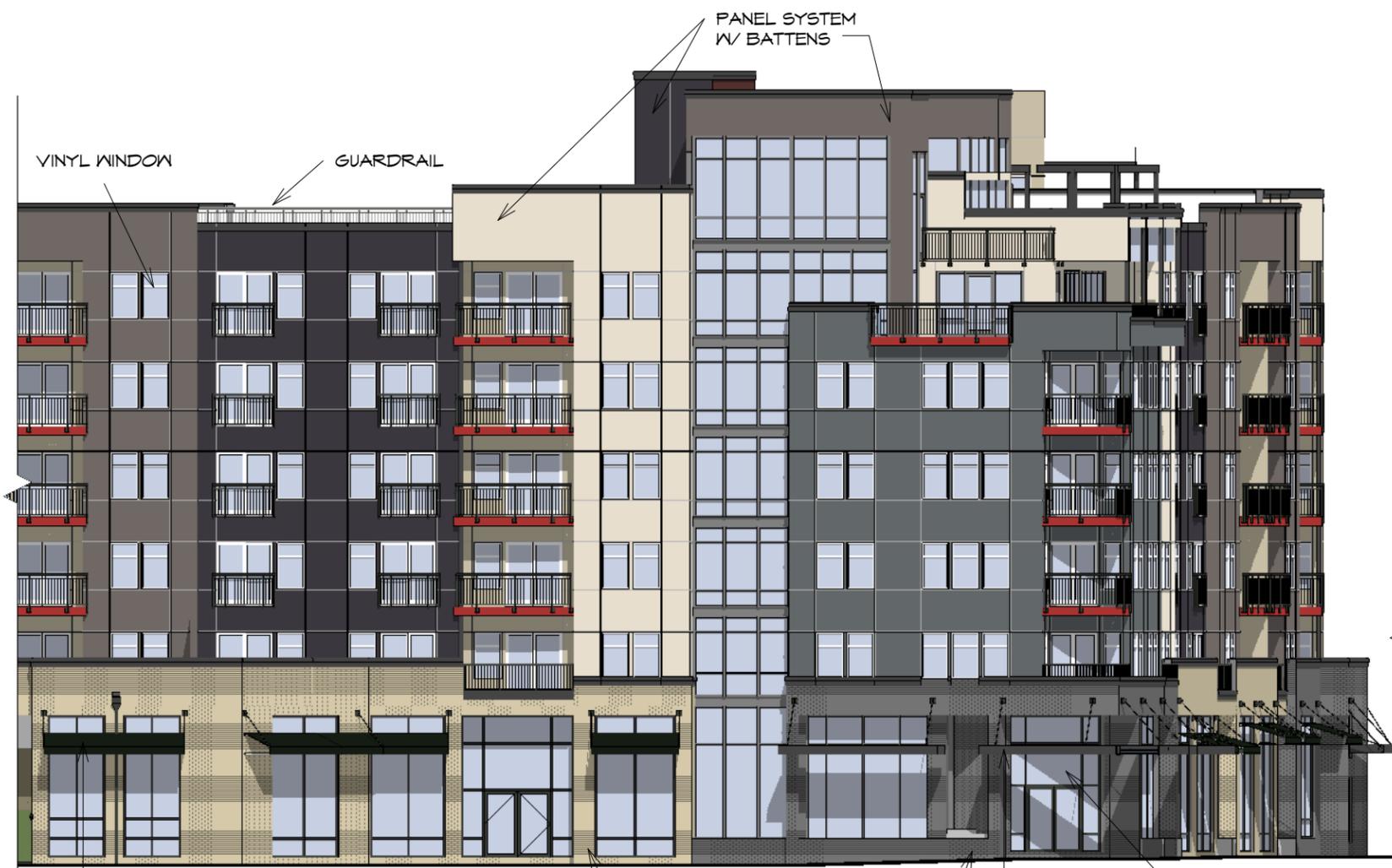
- Black Swan
- Tanager
- Folkstone
- Divine White
- Relaxed Khaki
- Web Gray



KEY PLAN

ARCHITECTURAL CONCEPT - BUILDING ELEVATIONS

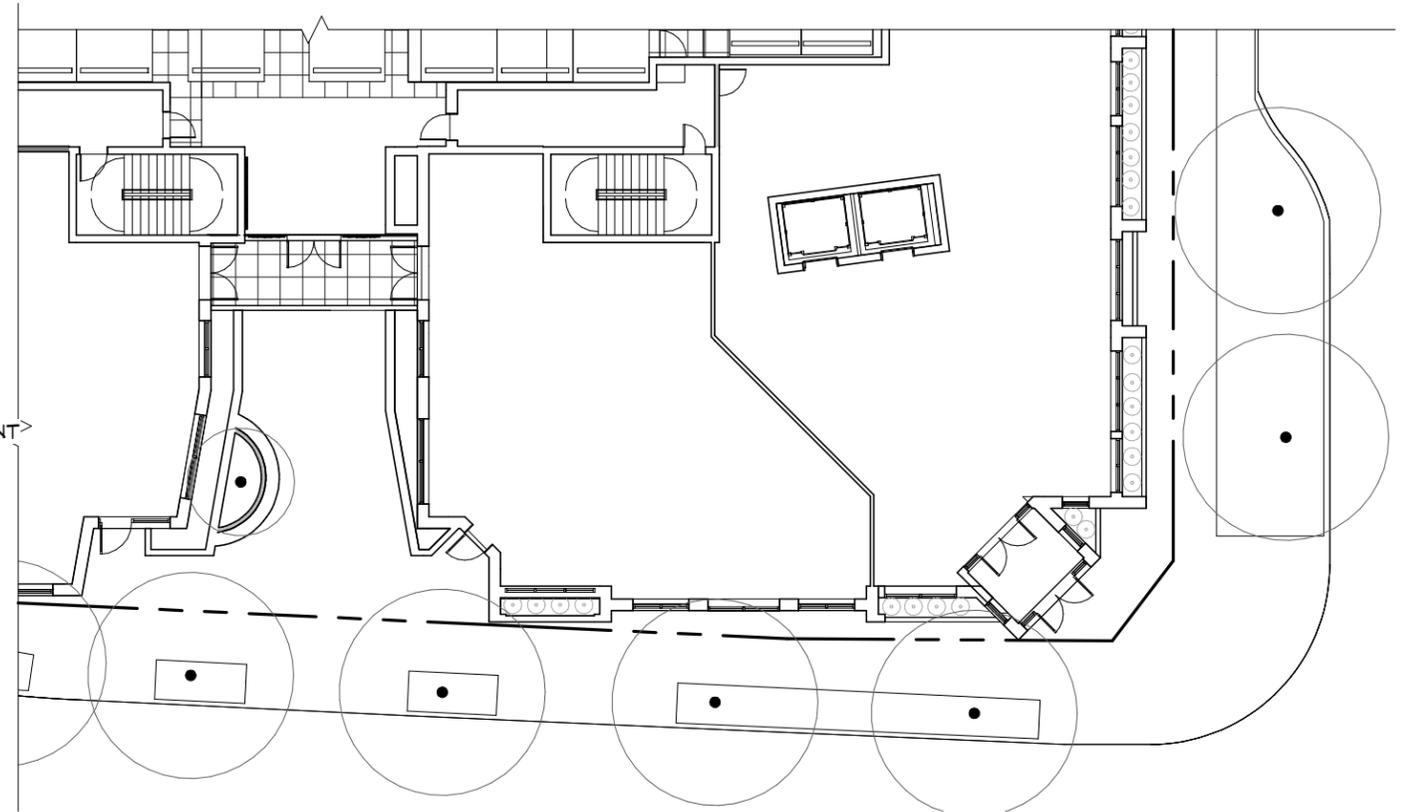
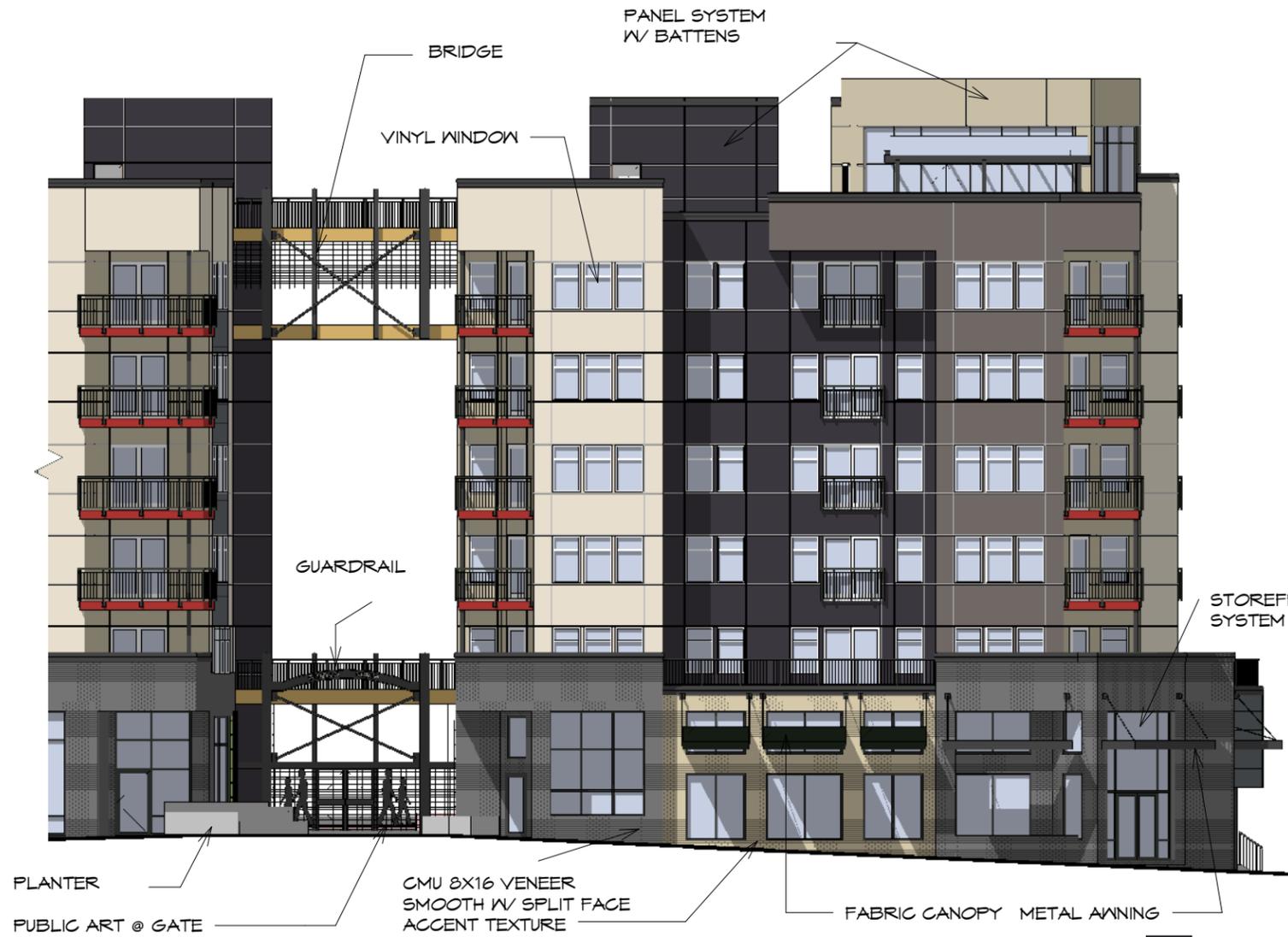




- Black Swan
- Tanager
- Folkstone
- Divine White
- Relaxed Khaki
- Web Gray

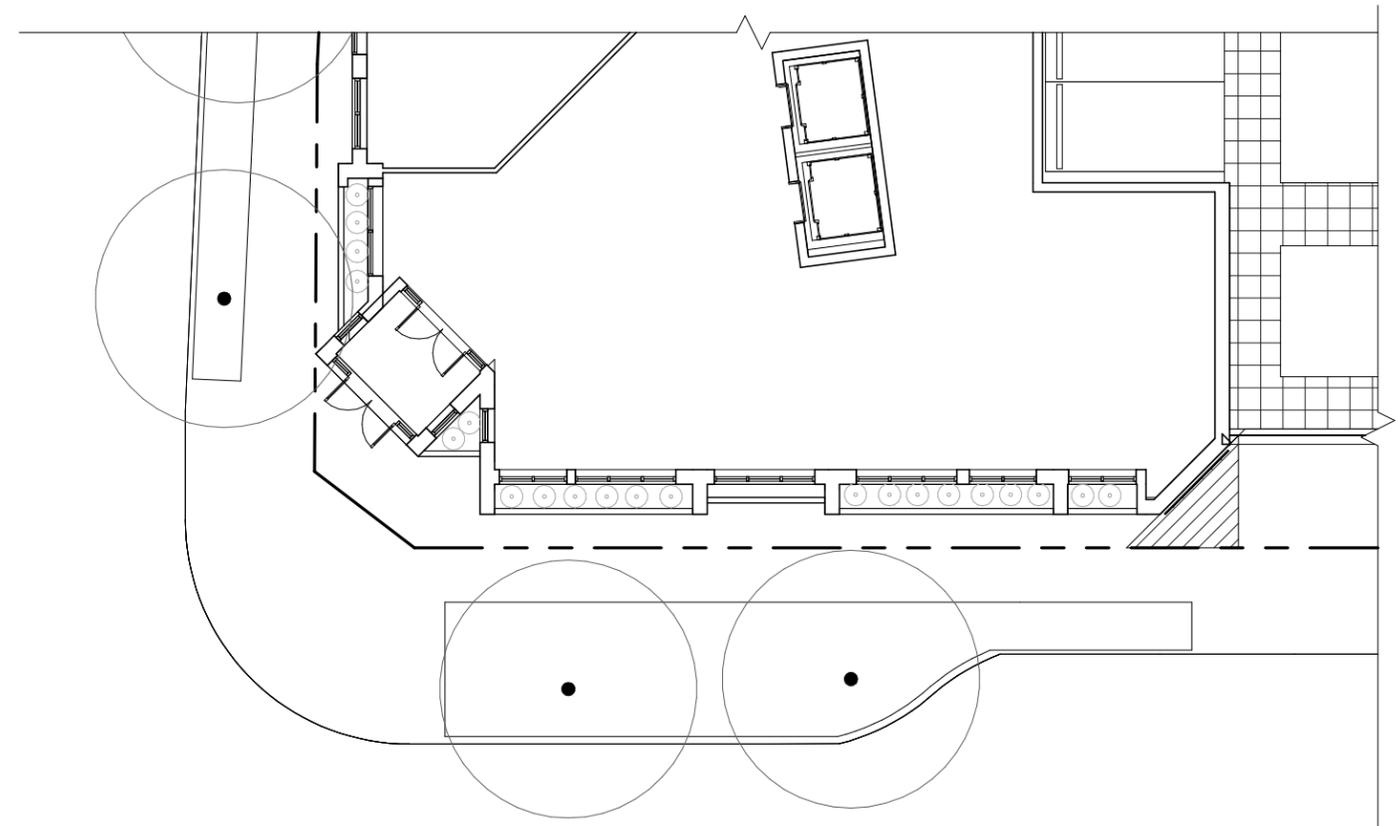
42ND AVENUE SOUTH - ELEVATION AND PLAN





- Black Swan
- Tanager
- Folkstone
- Divine White
- Relaxed Khaki
- Web Gray

SOUTH OTHELLO STREET - ELEVATION AND PLAN



- Black Swan
- Tanager
- Folkstone
- Divine White
- Relaxed Khaki
- Web Gray

43RD AVENUE SOUTH - ELEVATION AND PLAN



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 Sound Transit's Link Light Rail. Within this broader context, the three street frontages of the project comprise distinct activities and scales and the Board had previously 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 a variety of uses along South Othello Street 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 Avenue and 43rd Avenue respectively. 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, street level units are provided at grade on 43rd Avenue to help reduce the scale of the building at the adjacent single-family residential zoned parcels.

RESPONSE TO DESIGN GUIDANCE - RESPONDING TO SITE CHARACTERISTICS





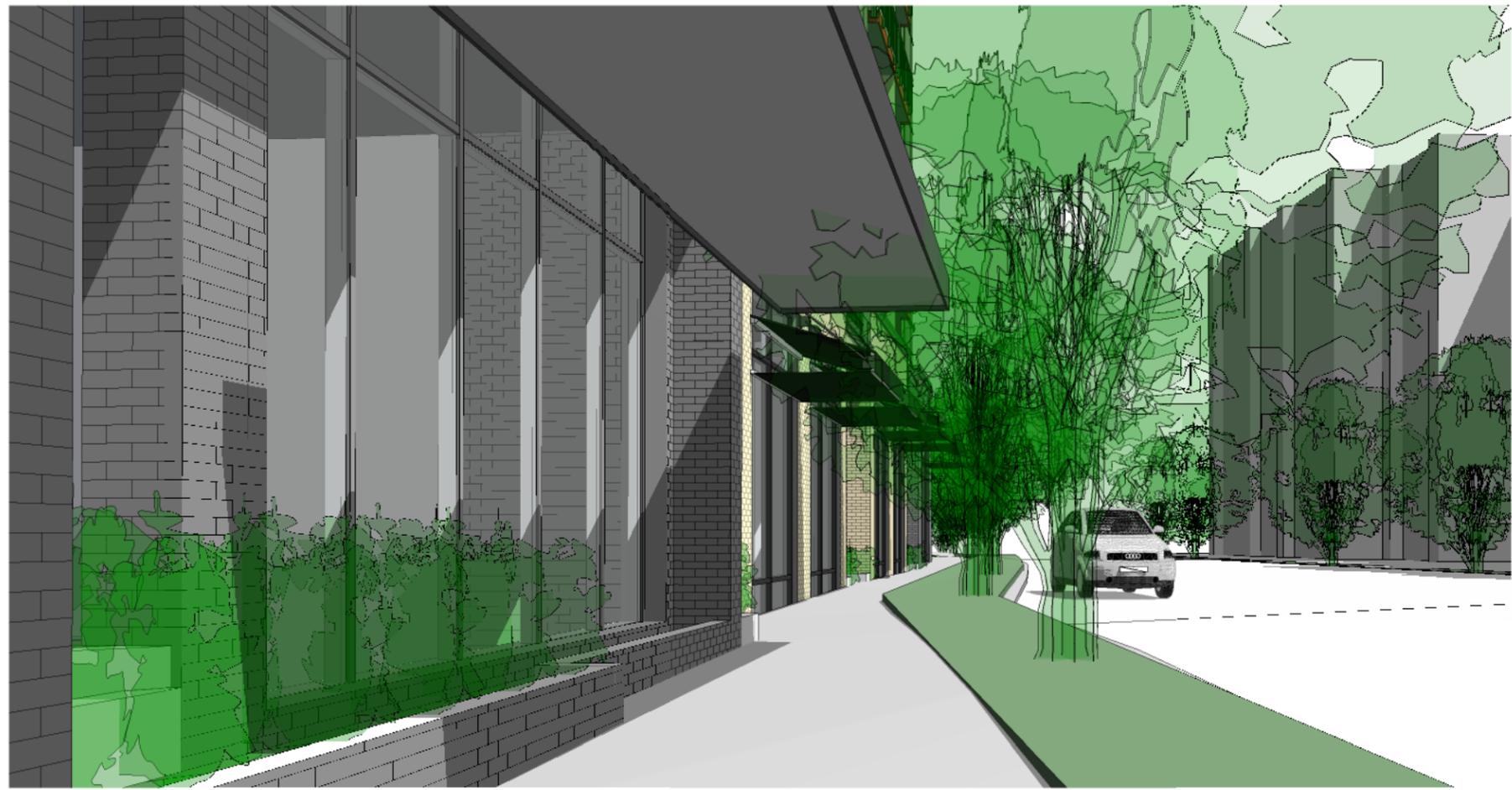
Othello North Entry

View at South Othello Street

The streetscape will be characterized by creating space for intermingling of pedestrians at street level to meet the City's goal of providing a socially and visually stimulating environment. In addition to the storefronts to general sales, services & office and the residential entries the project will provide a pedestrian plaza along South Othello. Fully glazed storefronts with multiple 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.

RESPONSE TO DESIGN GUIDANCE - PEDESTRIAN SPACE AND ENTRANCES





The project will encourage human activity with the uses provided along 42nd Avenue and Othello Street. An active and appropriately scaled residential environment along 43rd Avenue is created with entry stoops to the street level residential units. The project also provides a courtyard on Othello Street in order to provide a node for additional human activity. Continuous overhead weather protection will be provided along both 42nd Avenue and Othello to help create an inviting area for pedestrians.

RESPONSE TO DESIGN GUIDANCE - HUMAN ACTIVITY



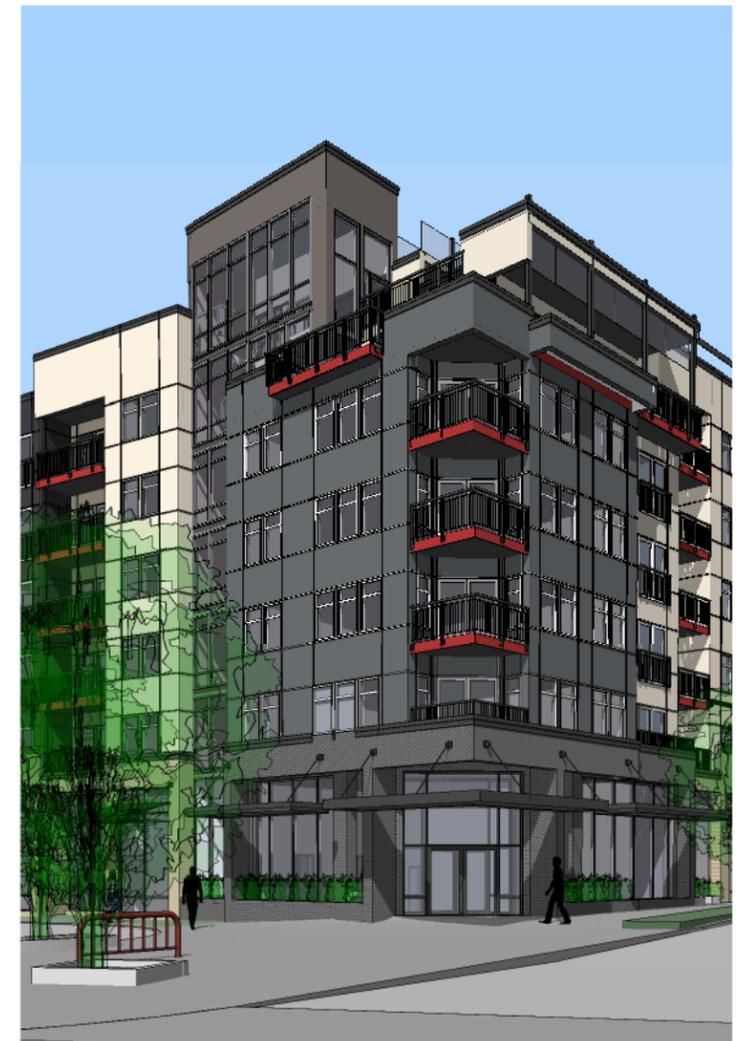
Northwest corner



Northeast corner



Southeast corner



Southwest corner

There are two primary corners of the project, one at the corner of 42nd Avenue South 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 Avenue/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 chamfered the building back and widened the sidewalk to increase the width of the "gateway" and placed our second residential lobby at this corner to promote the physical and visual connection to the street. The strong building forms at the entrances 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.

RESPONSE TO DESIGN GUIDANCE - CORNER LOTS



Corner of 42nd Avenue and Othello



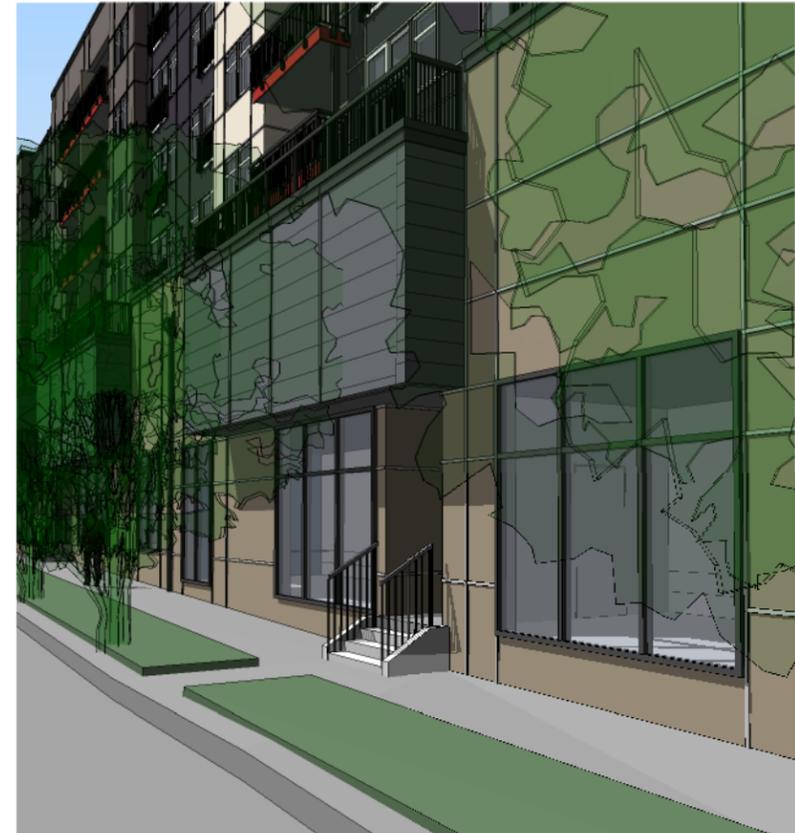
Corner 43rd Avenue and Othello

All building entrances are visible and directly accessible from the sidewalk. There are two primary residential lobby entrances which are visible and accessible directly from the corners of 42nd Avenue and Othello and 43rd Avenue and Othello. These are prominent entrances designed to "ground" the buildings and activate the sidewalk environment.

RESPONSE TO DESIGN GUIDANCE - ENTRANCES VISIBLE FROM STREET



43rd Ave Garage Entrance



43rd Ave street level units



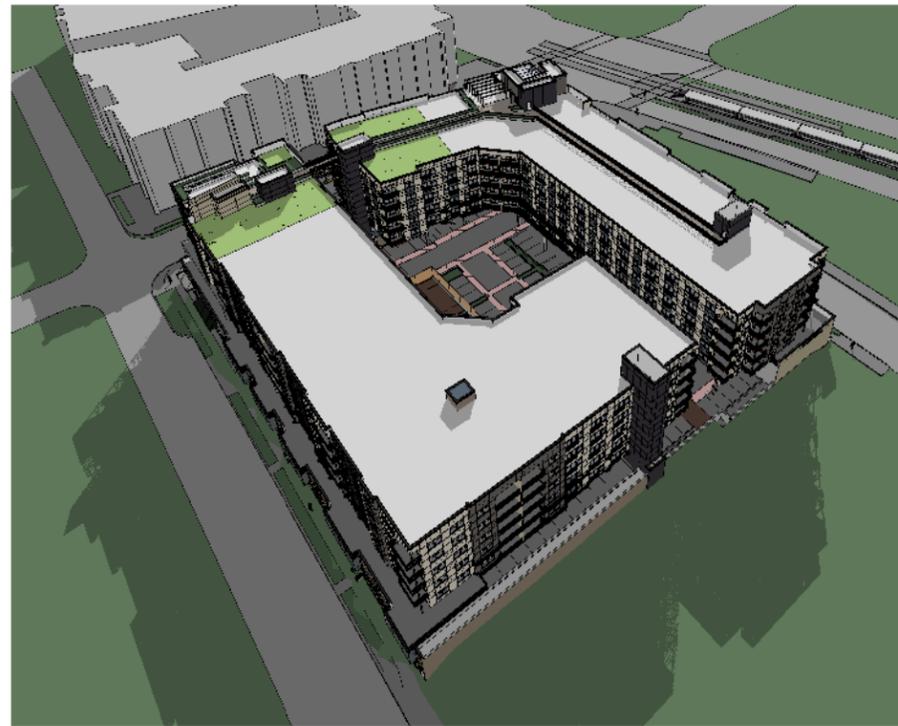
Looking East on Othello Street S.



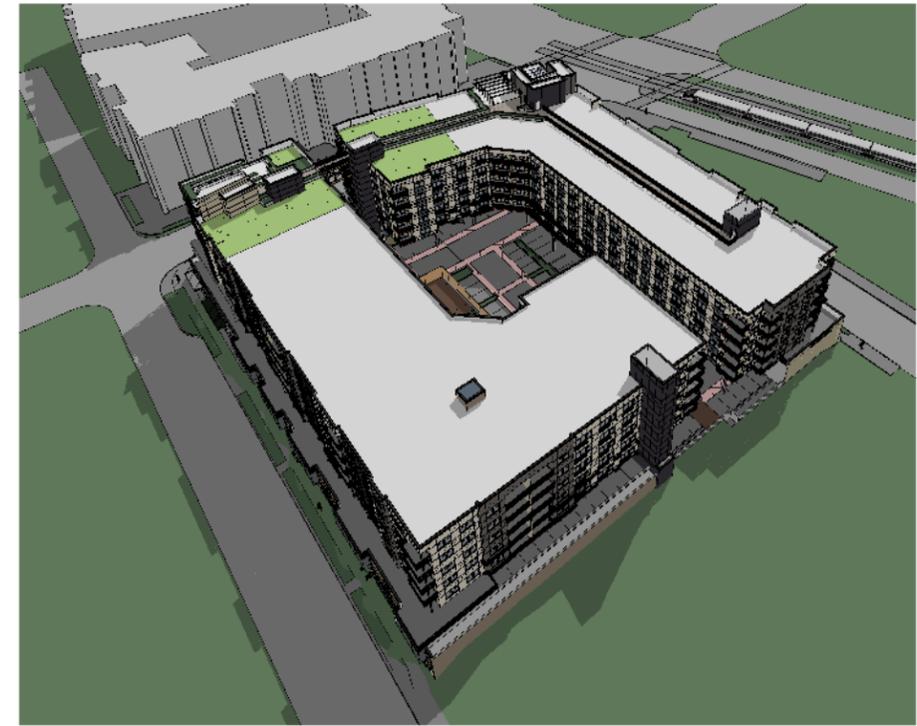
Existing Cedar Trees

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.). A cohesive landscape plan consists of street trees and complementary green walls where appropriate. The neighboring cedar trees to the North will be retained.

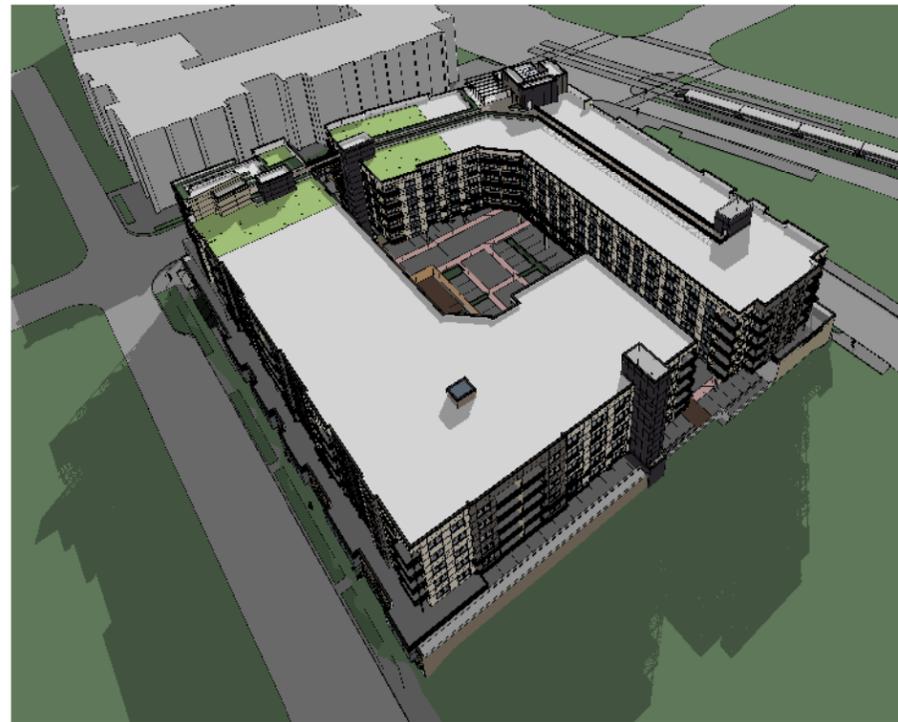
RESPONSE TO DESIGN GUIDANCE - RESPECT FOR ADJACENT SITES



Shadow cast on March 21 at 3:00pm



Shadow cast on June 21 at 3:00pm



Shadow cast on September 21 at 3:00pm



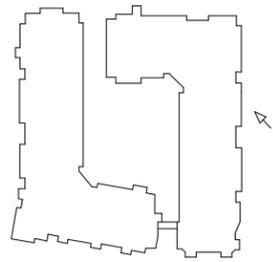
Shadow cast on December 21 at 3:00pm

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 and is divided into a series of bays that correspond to individual unit widths. A balance of variation and repetition of the bay size provides continuity to the composition, yet introduces a variety in scale.

RESPONSE TO DESIGN GUIDANCE - HEIGHT, BULK AND SCALE



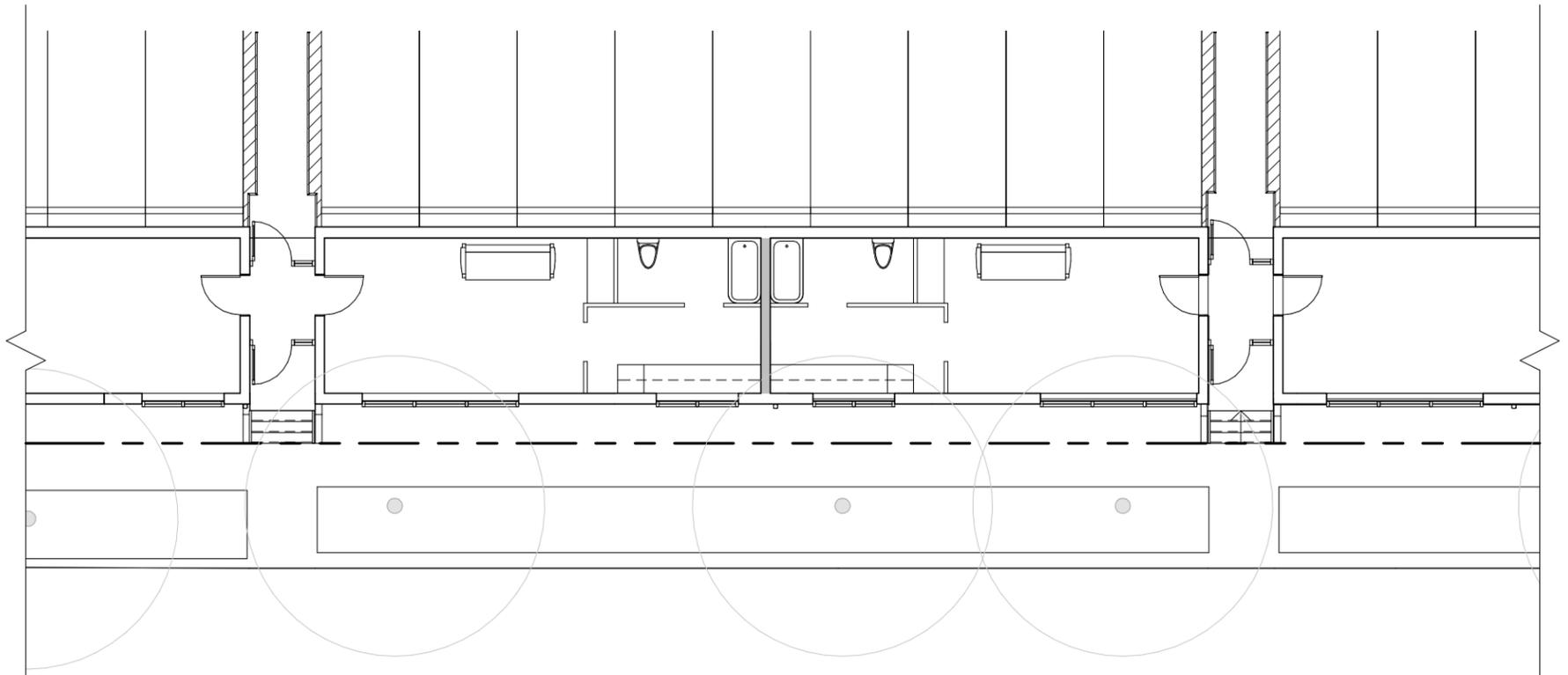
KEY PLAN



Street level studios elevation and plan

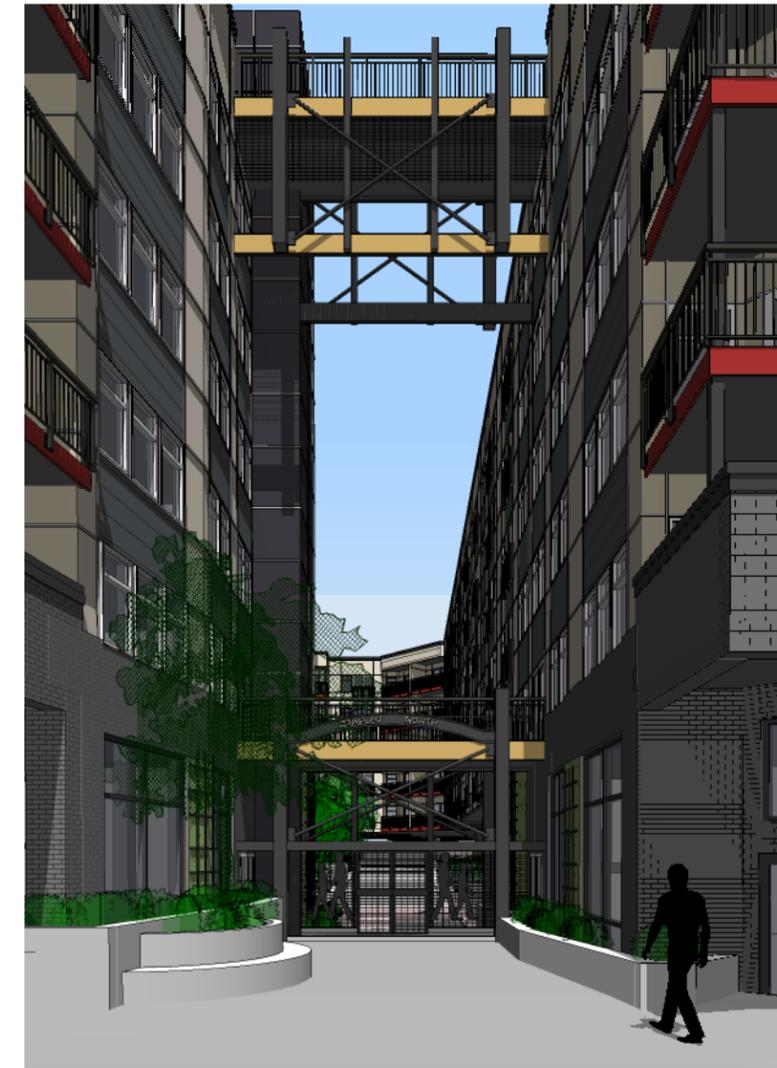


The character of the neighborhood transitions from commercial to residential uses with increased distance from M.L.K. Jr. Way. At 43rd Avenue South, street level units provide an appropriate transition in use and scale to neighboring residential properties. The street level residences engage the sidewalk with entry stoops which provide a threshold for private entry and create a point of engagement and social interaction between residents and neighbors. The entry stoops are further defined by overhead projections from the level above.



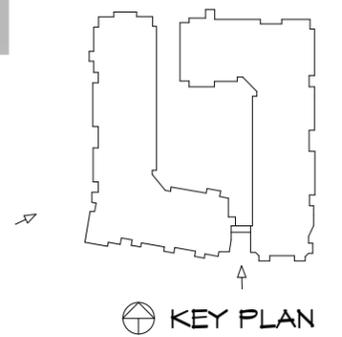
RESPONSE TO DESIGN GUIDANCE - TRANSITION TO STREET





There will be consistent and continuous zone of at-grade uses which will provide a framework to be used by general sales, services and offices. 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. Street level uses have fully glazed storefront windows to maximize visual connections between retail spaces and the street.

The proposal promotes appropriate scaled human activity at all street fronts. The character of 42nd Avenue and Othello is focused on generating spaces for residents and pedestrians at street level and to meet the City's goal of providing a socially and visually stimulating environment. In addition to fully glazed spaces that wrap the west and south facades at street level the project will provide a vibrant pedestrian plaza along South Othello. Large storefront windows and multiple entrances are provided along M.L.K. and Othello to attract pedestrian activity to the street. The spaces relate directly to the proposal's neighbor to the south, The Station at Othello Park. Proximity to this mixed-use development and the LINK Light Rail station will ensure a high volume of pedestrian activity at the street both day and night.



RESPONSE TO DESIGN GUIDANCE - CONCEPT AND CONSISTENCY





Existing condition



Phase I under construction



Phase I complete



Phase II complete



SE corner of project



SE corner of project



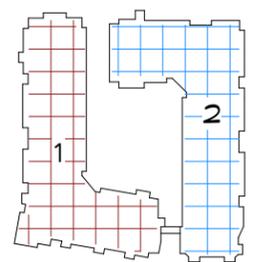
SE corner of project



SE corner of project

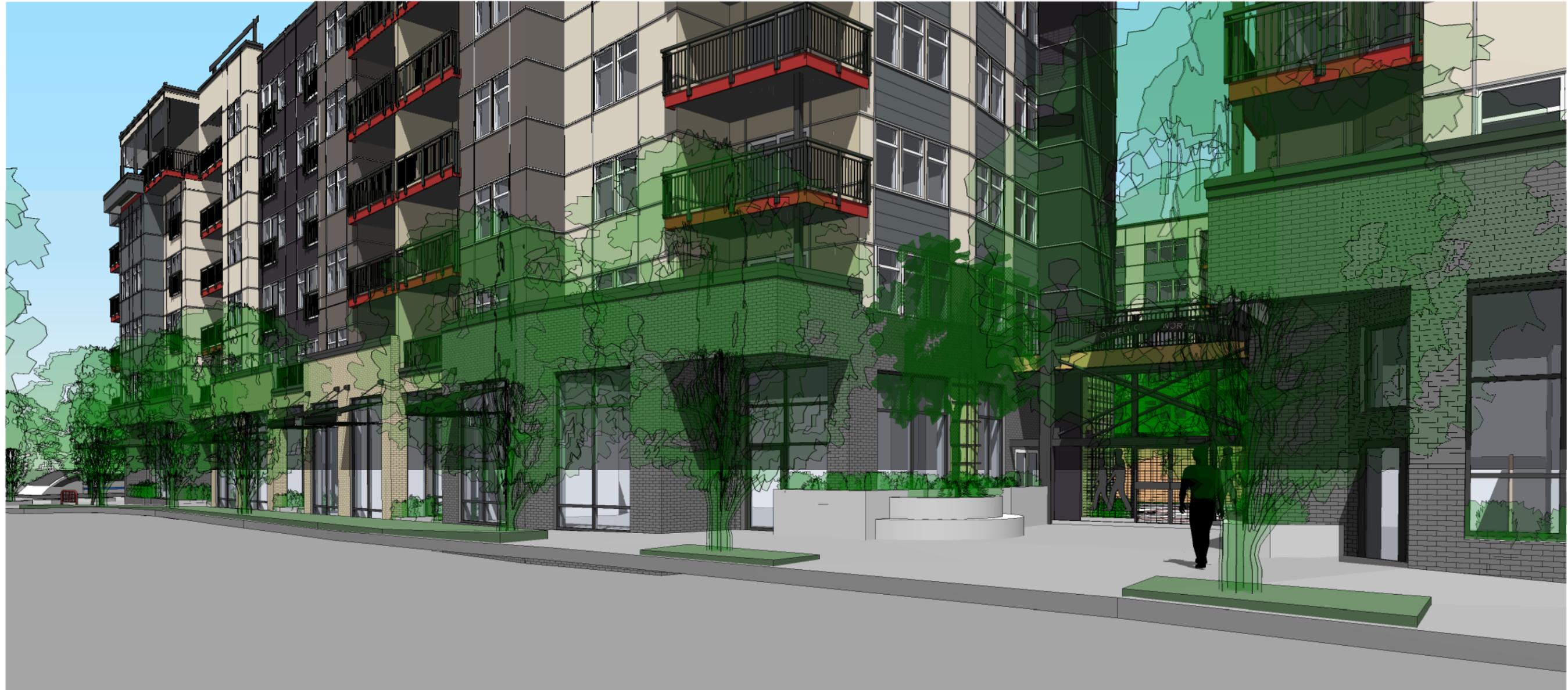
Phase I will include an "L" shaped building at the corner of 42nd and Othello with at grade parking which will be partially covered on the West end with building above. Street level uses will occur on both 42nd and Othello.

Phase II will complete the project with a second "L" shaped building at the corner of Othello and 43rd. This building will have at grade parking and one structured parking deck. Street level uses will occur on Othello and street level units on 43rd will relate to the single-family residential zoning across the street. The second building will also complete the courtyard space off Othello.



KEY PLAN

RESPONSE TO DESIGN GUIDANCE - POTENTIAL PHASING



The streetscape design 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 uses changes in hardscape will be used to define a sense of defensible space. The Woonerf Court will be available to residents only. This space will be designed to maximize the safety and security of building residents. Lighting will occur at building entries and under sidewalk canopies and within the Woonerf Court to provide adequate illumination levels for the project at night, while minimizing light spill to adjacent neighborhoods.



RESPONSE TO DESIGN GUIDANCE - SAFETY AND SECURITY

DESIGN DEPARTURES

REQUEST 1
STANDARD
REQUIREMENT FOR STREET-LEVEL RESIDENTIAL USES IN SMC 29.47A.009 D2

REQUIREMENT
EITHER THE FIRST FLOOR OF THE STRUCTURE AT OR ABOVE GRADE SHALL BE AT LEAST FOUR FEET ABOVE SIDEWALK GRADE OR THE STREET-LEVEL FACADE SHALL BE SET BACK AT LEAST TEN FEET FROM THE SIDEWALK.

REQUIREMENT
ALLOW A PORTION OF THE FIRST FLOOR OF RESIDENTIAL USE ALONG 43RD AVE. S. TO BE TWO FEET ABOVE SIDEWALK GRADE AND NOT SET BACK FROM THE SIDEWALK.

JUSTIFICATION
ALONG THIS TOWNHOME BUILDING MASS TO PROJECT AWAY FROM THE MASS OF THE UPPER STORES WILL HELP MITIGATE THE SCALE OF AND DISTINGUISH THIS PORTION OF THE DEVELOPMENT, WITH A SINGLE-FAMILY NEIGHBORHOOD IN THE IMMEDIATE VICINITY, THIS WILL CREATE AN APPROPRIATELY-SCALED PEDESTRIAN AND RESIDENTIAL ENVIRONMENT.

REQUIREMENT 2
STANDARD
SMC 29.47A.024C1C PARKING LOCATION AND ACCESS

REQUIREMENT
IF THE LOT DOES NOT ABUT AN IMPROVED ALLEY BUT ABUTS TWO OR MORE STREETS, ACCESS TO PARKING MUST BE FROM THE STREET WITH THE FEWEST LINEAL FEET OF COMMERCIAL ZONED FRONTAGE.

REQUIREMENT
ALLOW ACCESS TO PARKING FROM 42ND AVE IN ADDITION TO ACCESS FROM 43RD, THE STREET WITH THE FEWEST LINEAL FEET OF COMMERCIAL ZONED FRONTAGE.

JUSTIFICATION
PARKING ACCESS IS PROPOSED ALONG BOTH 42ND AND 43RD IN ORDER TO MITIGATE TRAFFIC IMPACTS TO NEIGHBORING PROPERTIES FROM THE PROPOSED DEVELOPMENT. BY PROVIDING TWO PARKING ACCESS POINTS WE WILL BE ABLE TO EFFECTIVELY REDUCE NEIGHBORHOOD TRAFFIC LOADS, DURING PREVIOUS CONVERSATIONS IN THE EARLY DESIGN PHASE, DPD HAS ENCOURAGED THE DESIGN TEAM TO LOCATE CURB CUTS AND PARKING ACCESS ALONG 42ND, WHICH IS PREDOMINANTLY FOR COMMERCIAL AND SERVICE USES, OFF-STREET LOADING AND SERVICES IS REQUIRED FOR RETAIL SPACES AND TRASH REMOVAL. THE PROPOSED DEVELOPMENT LOCATES ACCESS TO OFF-STREET LOADING AND SERVICES ALONG 42ND AND REMOVES SUCH SERVICES FROM RESIDENTIAL ZONES ALONG 43RD.

ZONING DATA

STREET CLASSIFICATIONS
9. OTHELLO ST. - CLASS 1 PEDESTRIAN STREET

SEATTLE MUNICIPAL CODE (SMC)
SMC 29.47A.009 STREET LEVEL USES

PARKING MAY NOT ABUT A STREET-LEVEL STREET-FACING FACADE IN A STRUCTURE THAT CONTAINS MORE THAN ONE RESIDENTIAL DWELLING UNIT.

STREET LEVEL PARKING MUST BE SEPARATED FROM THE STREET-LEVEL STREET FACING FACADE BY ANOTHER PERMITTED USE.

RESIDENTIAL USES MAY NOT OCCUPY, IN THE AGGREGATE, MORE THAN 20% OF THE STREET-LEVEL STREET-FACING FACADE IN A PEDESTRIAN DESIGNATED ZONE, FACING A DESIGNATED PRINCIPAL PEDESTRIAN STREET, OR WITHIN A STATION OVERLAY DISTRICT.

ALONG PRINCIPAL PEDESTRIAN STREETS, USES NOT LISTED IN THIS SUBSECTION MAY NOT EXCEED, IN THE AGGREGATE, 20% OF THE STREET-LEVEL STREET-FACING FACADE. GENERAL SALES AND SERVICE, MAJOR DURABLES RETAIL SALES, EATING AND DRINKING ESTABLISHMENTS, LODGING USES, THEATRES AND SPECTATOR SPORTS FACILITIES, INDOOR SPORTS AND RECREATION, MEDICAL SERVICES, RAIL TRANSIT FACILITIES, MUSEUM, COMMUNITY CLUBS OR CENTERS, RELIGIOUS FACILITY, LIBRARY, ELEMENTARY OR SECONDARY SCHOOL, PARKS AND OPEN SPACE.

SMC 29.47A.008 STREET LEVEL DEVELOPMENT STANDARDS
BLANK SEGMENTS OF THE STREET-FACING FACADE BETWEEN TWO AND EIGHT FEET ABOVE THE SIDEWALK MAY NOT EXCEED 10 FEET IN WIDTH.

THE TOTAL OF ALL BLANK FACADE SEGMENTS MAY NOT EXCEED 40 % OF THE WIDTH OF THE FACADE OF THE STRUCTURE ALONG THE STREET.

SETBACKS, STREET-LEVEL STREET-FACING FACADES MUST BE LOCATED WITHIN 10 FEET OF THE STREET LOT LINE, UNLESS UNDER SIDEWALKS, PARKS, OR OTHER APPROVED LANDSCAPED OR OPEN SPACES ARE PROVIDED.

NONRESIDENTIAL STREET LEVEL REQUIREMENTS:
TRANSPARENCY, 60% OF THE STREET-FACING FACADE BETWEEN TWO AND EIGHT FEET ABOVE THE SIDEWALK SHALL BE TRANSPARENT.

TRANSPARENT AREAS OF FACADES SHALL BE DESIGNED AND MAINTAINED TO ALLOW UNOBSTRUCTED VIEWS FROM THE OUTSIDE INTO THE STRUCTURE OR, IN THE CASE OF MULTIPLE UNITS, INTO DISPLAY WINDOWS THAT HAVE A MINIMUM 30 INCH DEPTH.

HEIGHT AND DEPTH OF NONRESIDENTIAL SPACE
NONRESIDENTIAL USES MUST EXTEND AN AVERAGE OF AT LEAST 30 FEET AND A MINIMUM OF FIFTEEN FEET IN DEPTH FROM THE STREET-LEVEL STREET-FACING FACADE, EXCEPT THAT IF THE STREET-FACING FACADE AND DEPTH REQUIREMENTS RESULT IN A SPACE GREATER THAN 50% OF THE STRUCTURE'S FOOTPRINT, THE DIRECTOR SHALL MODIFY THE STREET-FACING FACADE OR DEPTH REQUIREMENTS, OR BOTH, TO REDUCE THE SPACE TO 50% OF THE STRUCTURE'S FOOTPRINT.

NONRESIDENTIAL USES AT STREET LEVEL MUST HAVE A FLOOR-TO-FLOOR HEIGHT OF AT LEAST 19 FEET.

PEDESTRIAN DESIGNATIONS:
A MINIMUM OF 80% OF THE WIDTH OF A STRUCTURE'S STREET-LEVEL FACADE THAT FACES A PRINCIPAL PEDESTRIAN STREET MUST BE OCCUPIED BY USES LISTED IN 29.47A.009 G1. THE REMAINING 20% OF THE STREET FRONTAGE MAY CONTAIN OTHER PERMITTED USES AND/OR PEDESTRIAN ENTRANCES.

RESIDENTIAL STREET-LEVEL REQUIREMENTS. RESIDENTIAL USES MAY BE LIMITED TO 20% OF THE STREET-LEVEL STREET-FACING FACADE UNDER SECTION 29.47A.009. WHEN A RESIDENTIAL USE IS LOCATED ON A STREET-LEVEL STREET-FACING FACADE, THE FOLLOWING PROVISIONS APPLY:
AT LEAST ONE OF THE STREET LEVEL STREET-FACING FACADES CONTAINING A RESIDENTIAL USE MUST HAVE A VISUALLY PROMINENT PEDESTRIAN ENTRY.

EITHER THE FIRST FLOOR OF THE STRUCTURE AT OR ABOVE GRADE SHALL BE AT LEAST FOUR FEET ABOVE SIDEWALK GRADE OR THE STREET-LEVEL FACADE SHALL BE SET BACK AT LEAST 10 FEET FROM THE SIDEWALK.

29.47A.012 STRUCTURE HEIGHT
HEIGHT LIMIT IS 65'

SLOPED LOTS. ON SLOPED LOTS, ADDITIONAL HEIGHT IS PERMITTED ALONG THE LOWER ELEVATION OF THE STRUCTURE'S FOOTPRINT AT THE RATE OF ONE FOOT FOR EACH SIX PERCENT OF SLOPE, TO A MAXIMUM ADDITIONAL HEIGHT OF FIVE FEET ABOVE THE OTHERWISE APPLICABLE HEIGHT LIMIT.

ROOFTOP FEATURES, OPEN RAILINGS, PLANTERS, SKYLIGHTS, CLERESTORIES, GREENHOUSES, PARAPETS AND FIREWALLS MAY EXTEND AS HIGH AS THE HIGHEST RIDGE OF A PITCHED ROOF PERMITTED BY SUBSECTION C OR UP TO FOUR FEET ABOVE THE OTHERWISE APPLICABLE HEIGHT LIMIT, WHICHEVER IS HIGHER.

THE FOLLOWING ROOFTOP FEATURES MAY EXTEND UP TO 15 FEET ABOVE THE OTHERWISE APPLICABLE HEIGHT LIMIT, SO LONG AS THE COMBINED TOTAL COVERAGE OF ALL FEATURES LISTED IN THIS SUBSECTION DOES NOT EXCEED 20% OF THE ROOF AREA OR 25% OF THE ROOF AREA IF THE TOTAL INCLUDES STAIR OR ELEVATOR PENHOSES OR SCREENED MECHANICAL EQUIPMENT, STAIR AND ELEVATOR PENHOUSES, MECHANICAL EQUIPMENT, MINOR COMMUNICATION UTILITIES AND ACCESSORY COMMUNICATION DEVICES, EXCEPT THAT HEIGHT IS REGULATED ACCORDING TO THE PROVISIONS OF SECTION 29.51.012.

F.A.R. CALCULATIONS
SMC 29.47A.019 FLOOR AREA RATIO

A. FAR LIMITS APPLY TO ALL STRUCTURES AND LOTS IN ALL NC ZONES AND C ZONES.

FLOOR AREA EXEMPT FROM FAR CALCULATIONS. ALL GROSS FLOOR AREA BELOW EXISTING OR FINISHED GRADE, WHICHEVER IS LOWER.

FAR PER CHART A:
ALLOWABLE FLOOR AREA: 5.75
X 5.75 = 467,501 S.F.

TOTAL PROPOSED CHARGEABLE FLOOR AREA: 374,114 S.F.

SEE SHEET AO 01 - "AREA DIAGRAMS" FOR DIAGRAMS EXPLAINING CALCULATION OF TOTAL PROPOSED CHARGEABLE FLOOR AREA.

29.47A.014 SETBACK REQUIREMENTS
B. REAR AND SIDE SETBACKS FOR LOTS ADJACENT TO RESIDENTIAL ZONES.

A SETBACK IS REQUIRED ON ANY LOT THAT ABUTS THE INTERSECTION OF A SIDE LOT LINE AND FRONT LOT LINE IN A RESIDENTIAL ZONE. THE REQUIRED SETBACK FORMS A TRIANGULAR AREA, TWO SIDES OF WHICH MUST EXTEND ALONG THE STREET LOT LINE AND SIDE LOT LINE 15 FEET FROM THE INTERSECTION OF THE STREET LOT LINE AND THE SIDE LOT LINE IN THE RESIDENTIAL ZONE. THE THIRD SIDE IS A DIAGONAL ACROSS THE LOT.

A SETBACK IS REQUIRED ALONG ANY REAR OR SIDE LOT LINE THAT ABUTS A LOT IN A RESIDENTIAL ZONE, AS TO AND AT A DISTANCE OF THREE FEET FROM THE LINE 10 FEET FOR PORTIONS OF STRUCTURES ABOVE 19 FEET IN HEIGHT, TO A MAXIMUM OF 65 FEET.

NO ENTRANCE, WINDOW, OR OTHER OPENING IS PERMITTED CLOSER THAN FIVE FEET TO A RESIDENTIAL ZONE.

STRUCTURES IN REQUIRED SETBACKS, DECKS WITH OPEN RAILINGS MAY EXTEND INTO THE REQUIRED SETBACK, BUT ARE NOT PERMITTED WITHIN 5 FEET OF A LOT IN A RESIDENTIAL ZONE.

29.47A.024 RESIDENTIAL AMENITY AREAS

RESIDENTIAL AMENITY AREAS ARE REQUIRED IN AN AMOUNT EQUAL TO FIVE PERCENT OF THE TOTAL GROSS FLOOR AREA IN RESIDENTIAL USE, EXCEPT AS OTHERWISE SPECIFICALLY PROVIDED.

REQUIRED RESIDENTIAL AMENITY AREAS MUST MEET THE FOLLOWING CONDITIONS:
ALL RESIDENTS MUST HAVE ACCESS TO AT LEAST ONE AMENITY AREA.

RESIDENTIAL AMENITY AREAS MAY NOT BE ENCLOSED. COMMON RECREATIONAL AREAS MUST HAVE A MINIMUM HORIZONTAL DIMENSION OF AT LEAST 10 FEET, AND NO COMMON RECREATIONAL AREA CAN BE LESS THAN 250 SQUARE FEET. PRIVATE DECKS AND BALCONIES MUST HAVE A MINIMUM AREA OF 60 SQUARE FEET, AND NO HORIZONTAL DIMENSION SHALL BE LESS THAN 6 FEET.

AMENITY AREAS
RESIDENTIAL GROSS AREA: 372,848 SF
REQUIRED AMENITY AREA (5% OF GROSS RESIDENTIAL AREA): 19,642 SF
AMENITY AREA PROVIDED (AT TERRACE): 14,200 SF

29.47A.028 SOLID WASTE AND RECYCLABLE MATERIALS STORAGE SPACE
STORAGE SPACE FOR SOLID WASTE AND RECYCLABLE MATERIALS CONTAINERS SHALL BE PROVIDED FOR ALL NDM STRUCTURES PERMITTED IN NC ZONES.

QUANTITY PER TABLE 29.47A.028: 200 SQUARE FEET FOR THE FIRST 100 UNITS PLUS 2 SQUARE FEET FOR EACH ADDITIONAL UNIT. CONTAINER TYPE: FRONT LOADING.

ACCESS TO THE STORAGE SPACE FOR OCCUPANTS AND SERVICE PROVIDERS SHALL MEET THE FOLLOWING REQUIREMENTS: FOR FRONT LOADING CONTAINERS, DIRECT ACCESS SHALL BE PROVIDED FROM THE ALLEY OR STREET, GATES OR ACCESS ROUTES SHALL BE A MINIMUM OF 10 FEET WIDE, WHEN ACCESSED DIRECTLY BY A COLLECTION VEHICLE SHALL BE PROVIDED.

SMC 29.47A.032 PARKING LOCATION AND ACCESS

IN NC ZONES, IF THE LOT DOES NOT ABUT AN ALLEY, BUT ABUTS TWO OR MORE STREETS, ACCESS TO PARKING SHALL BE FROM A STREET THAT IS NOT A PRINCIPAL PEDESTRIAN STREET. PARKING MAY NOT BE LOCATED BETWEEN A STRUCTURE AND A STREET LOT LINE. PARKING MAY NOT BE LOCATED INSIDE A STRUCTURE AT STREET LEVEL ALONG A PRINCIPAL PEDESTRIAN STREET. PARKING MAY BE LOCATED AT THE REAR OF A STRUCTURE, OR MAY BE BUILT INTO OR UNDER A STRUCTURE.

29.54.035 LOADING BERTH REQUIREMENTS AND SPACE STANDARDS

PER TABLE 29.54.035 A - LOADING DEMAND IS MEDIUM. PER CHART A - ONE LOADING BERTH IS REQUIRED.

EACH LOADING BERTH SHALL BE NOT LESS THAN 10 FEET IN WIDTH AND PROVIDE 14 FEET VERTICAL CLEARANCE. LENGTH FOR MEDIUM DEMAND LOADING BERTH SHALL BE 35'.

EXCEPTIONS TO LOADING BERTH LENGTH. WHERE THE DIRECTOR FINDS, AFTER CONSULTING WITH THE PROPERTY USER, THAT SITE DESIGN AND USE OF THE PROPERTY WILL NOT RESULT IN VEHICLES EXTENDING BEYOND THE PROPERTY LINE, LOADING BERTH LENGTH MAY BE REDUCED TO NOT LESS THAN 25' FOR MEDIUM DEMAND.

29.56.006 STRUCTURE HEIGHT

A. HEIGHT MEASUREMENT TECHNIQUE

1. THE HEIGHT SHALL BE MEASURED AT THE EXTERIOR WALLS OF THE STRUCTURE. MEASUREMENT SHALL BE TAKEN AT EACH EXTERIOR WALL FROM THE EXISTING OR FINISH GRADE, WHICHEVER IS LOWER, UP TO A PLACE ESSENTIALLY PARALLEL TO THE EXISTING OR FINISH GRADE. FOR DETERMINING STRUCTURE HEIGHT, THE EXTERIOR WALL SHALL INCLUDE A PLANE BETWEEN SUPPORTING MEMBERS AND BETWEEN THE ROOF AND THE GROUND. THE VERTICAL DISTANCE BETWEEN THE EXISTING GRADE, OR FINISH GRADE, IF LOWER, AND THE PARALLEL PLANE ABOVE IT SHALL NOT EXCEED THE MAXIMUM HEIGHT OF THE ZONE.

2. WHEN FINISHED GRADE IS LOWER THAN EXISTING GRADE, IN ORDER FOR AN UPPER PORTION OF AN EXTERIOR WALL TO AVOID BEING CONSIDERED ON THE SAME VERTICAL PLANE AS A LOWER PORTION, IT MUST BE SET BACK FROM THE LOWER PORTION A DISTANCE EQUAL TO (2) TWO TIMES THE DIFFERENCE BETWEEN THE EXISTING AND FINISHED GRADE ON THE LOWER PORTION OF THE WALL.

29.55.035 STRUCTURAL BUILDING OVERHANGS

STRUCTURAL BUILDING OVERHANGS INCLUDE CORNICES, BAYES, BELLS, BELT COURSES, BAY WINDOWS, BALCONIES, FACADE TREATMENT AND OTHER ARCHITECTURAL FEATURES. VERTICAL CLEARANCE SHALL BE A MINIMUM OF EIGHT FEET FROM THE SIDEWALK. OVERHEAD HORIZONTAL PROJECTIONS OF A PURELY ARCHITECTURAL OR DECORATIVE CHARACTER SHALL BE LIMITED TO A MAXIMUM HORIZONTAL EXTENSION OF ONE FOOT AND A MAXIMUM VERTICAL DIMENSION OF TWO FEET SIX INCHES, AND SHALL NOT INCREASE THE FLOOR AREA. THE VOLUME OF SPACE ENCLOSED BY THE BUILDING, AT ROOF LEVEL, THE PROJECTIONS MAY EXTEND NOT MORE THAN THREE FEET HORIZONTALLY. THE TOTAL AREA OF THESE PROJECTIONS SHALL NOT EXCEED 30% OF THE AREA OF ANY ONE FACADE.

VERTICAL BAY WINDOWS, BALCONIES, AND SIMILAR FEATURES THAT INCREASE EITHER THE FLOOR AREA OF THE BUILDING OR THE VOLUME OF SPACE ENCLOSED BY THE BUILDING ABOVE GRADE, SHALL BE LIMITED AS FOLLOWS: THE GLASS AREA OF EACH BAY WINDOW AND THE OPEN PORTION OF EACH BALCONY SHALL NOT BE LESS THAN 50% OF THE SUM OF THE AREAS OF THE VERTICAL SURFACES OF SUCH BAY WINDOW OR BALCONY ABOVE THE REQUIRED OPEN AREA. AT LEAST ONE THIRD OF EACH REQUIRED GLASS AREA OF SUCH BAY WINDOW AND OPEN PORTIONS OF SUCH BALCONY, SHALL BE ON ONE OR MORE VERTICAL SURFACES SITUATED AT AN ANGLE OF NOT LESS THAN 30 DEGREES TO THE LINE ESTABLISHING THE REQUIRED OPEN AREA. IN ADDITION, AT LEAST ONE THIRD OF SUCH REQUIRED GLASS AREA OR OPEN PORTIONS SHALL BE ON THE VERTICAL SURFACE PARALLEL TO, OR MOST NEARLY PARALLEL TO, THE LINE ESTABLISHING EACH OPEN AREA OVER WHICH THE BAY WINDOW OR BALCONY PROJECTS.

THE MAXIMUM LENGTH OF EACH BAY WINDOW OR BALCONY SHALL BE 15 FEET AT THE LINE ESTABLISHING THE REQUIRED OPEN AREA, AND SHALL BE REDUCED IN PROPORTION TO THE DISTANCE FROM SUCH LINE BY MEANS OF 45 DEGREE ANGLES DRAWN INWARD FROM THE ENDS OF SUCH 15 FEET DIMENSION, REACHING A MAXIMUM OF NINE FEET ALONG A LINE PARALLEL TO AND AT A DISTANCE OF THREE FEET FROM THE LINE ESTABLISHING THE OPEN AREA.

PARKING REQUIREMENTS AND CALCULATIONS

SMC 29.54.015 REQUIRED PARKING
NO PARKING FOR MOTOR VEHICLES IS REQUIRED FOR USES IN COMMERCIAL ZONES IN URBAN CENTERS AND IN THE STATION OVERLAY DISTRICT.

SMC 29.54.030 PARKING SPACE STANDARDS

ON LOTS SUBJECT TO THIS CODE, ALL PARKING SPACES PROVIDED MUST MEET THE FOLLOWING STANDARDS, WHETHER OR NOT THE SPACES ARE REQUIRED BY THIS CODE:

LARGE VEHICLE: 8 1/2 FEET IN WIDTH X 14 FEET IN LENGTH
MEDIUM VEHICLE: 8 FEET IN WIDTH X 16 FEET IN LENGTH
SMALL VEHICLE: 7 1/2 FEET IN WIDTH X 15 FEET IN LENGTH

BARRIER FREE: 8 FEET IN WIDTH WITH ADJACENT ACCESS ASLE OF 5 FEET IN WIDTH. VAN ACCESSIBLE SPACES SHALL HAVE AN ADJACENT ACCESS ASLE OF NOT LESS THAN 8 FEET IN WIDTH. THE ACCESS ASLE SHALL BE SHARED BY TWO ADJACENT VAN ACCESSIBLE SPACES. STALL LENGTH SHALL BE A MINIMUM OF 14 FEET IN LENGTH. WHEN MORE THAN ONE BARRIER FREE SPACE IS PROVIDED, AT LEAST ONE SHALL HAVE A MINIMUM LENGTH OF 14 FEET, AND OTHER SPACES MAY BE THE LENGTHS OF SMALL, MEDIUM, OR LARGE SPACES IN APPROXIMATE PROPORTION TO THE NUMBER OF EACH SIZE.

RESIDENTIAL USE. WHEN MORE THAN FIVE SPACES ARE PROVIDED, A MINIMUM OF 60% SHALL BE STRIPED FOR MEDIUM SIZE VEHICLES. 40% MAY BE STRIPED FOR ANY SIZE, PROVIDED THAT, WHEN PARKING SPACES ARE STRIPED FOR LARGE VEHICLES, THE MINIMUM REQUIRED ASLE WIDTH SHALL BE AS SHOWN FOR MEDIUM VEHICLES.

NON-RESIDENTIAL USES. WHEN 20 OR MORE SPACES ARE PROVIDED, A MINIMUM OF 35% SHALL BE STRIPED FOR SMALL VEHICLES. A MAXIMUM OF 65% SHALL BE STRIPED FOR SMALL VEHICLES. A MINIMUM OF 35% SHALL BE STRIPED FOR LARGE VEHICLES.

ACCESSIBLE PARKING PER THE 2006 SEATTLE BUILDING CODE ACCESSIBLE SPACES TO BE PROVIDED PER TABLE 1106.1 AND SECTION 1106.2

MINIMUM VEHICLE CLEARANCE SHALL BE AT LEAST SIX FEET NINE INCHES ON AT LEAST ONE FLOOR AND THERE SHALL BE AT LEAST ONE ENTRANCE FROM THE STREET THAT IS AT LEAST SIX FEET NINE INCHES IN HEIGHT FOR ALL PARKING GARAGES ACCESSORY TO NON-RESIDENTIAL USES.

NON-RESIDENTIAL USES. THE MINIMUM WIDTH OF DRIVEWAYS FOR TWO-WAY TRAFFIC SHALL BE 22 FEET AND THE MAXIMUM WIDTH SHALL BE 25 FEET. DRIVEWAYS SHALL CONFORM TO THE MINIMUM TURNING PATH RADIUS SHOWN IN EXHIBIT 29.54.030 B.

MAXIMUM GRADE CURVATURE FOR ALL DRIVEWAYS SHALL NOT EXCEED THE CURVATURE SHOWN IN EXHIBIT 29.54.030 C.

NO PORTION OF A DRIVEWAY SHALL EXCEED A SLOPE OF 20%.

PARKING ASILES SHALL BE PROVIDED ACCORDING TO THE REQUIREMENTS OF EXHIBIT 29.54.030 D.

ASILE SLOPE SHALL NOT EXCEED 17%.

29.54.035 LOADING BERTH REQUIREMENTS AND SPACE STANDARDS
PER TABLE 29.54.035 A - LOADING DEMAND IS MEDIUM. PER CHART A - ONE LOADING BERTH IS REQUIRED.

EACH LOADING BERTH SHALL BE NOT LESS THAN 10 FEET IN WIDTH AND PROVIDE 14 FEET VERTICAL CLEARANCE. LENGTH FOR MEDIUM DEMAND LOADING BERTH SHALL BE 35'.

EXCEPTIONS TO LOADING BERTH LENGTH. WHERE THE DIRECTOR FINDS, AFTER CONSULTING WITH THE PROPERTY USER, THAT SITE DESIGN AND USE OF THE PROPERTY WILL NOT RESULT IN VEHICLES EXTENDING BEYOND THE PROPERTY LINE, LOADING BERTH LENGTH MAY BE REDUCED TO NOT LESS THAN 25' FOR MEDIUM DEMAND.

29.56.006 STRUCTURE HEIGHT

A. HEIGHT MEASUREMENT TECHNIQUE

1. THE HEIGHT SHALL BE MEASURED AT THE EXTERIOR WALLS OF THE STRUCTURE. MEASUREMENT SHALL BE TAKEN AT EACH EXTERIOR WALL FROM THE EXISTING OR FINISH GRADE, WHICHEVER IS LOWER, UP TO A PLACE ESSENTIALLY PARALLEL TO THE EXISTING OR FINISH GRADE. FOR DETERMINING STRUCTURE HEIGHT, THE EXTERIOR WALL SHALL INCLUDE A PLANE BETWEEN SUPPORTING MEMBERS AND BETWEEN THE ROOF AND THE GROUND. THE VERTICAL DISTANCE BETWEEN THE EXISTING GRADE, OR FINISH GRADE, IF LOWER, AND THE PARALLEL PLANE ABOVE IT SHALL NOT EXCEED THE MAXIMUM HEIGHT OF THE ZONE.

PROJECT INFORMATION

SITE ADDRESS
4200 S. OTHELLO ST.

KING COUNTY ASSESSOR'S PARCEL NUMBER
8800000035

PROJECT DESCRIPTION

THE OTHELLO STATION NORTH PROJECT IS A TRANSIT-ORIENTED RETAIL AND RESIDENTIAL DEVELOPMENT TO ACCOMMODATE APPROXIMATELY 418,121 SF OF NEW CONSTRUCTION, INCLUDING 334 PARKING SPACES, 342 RESIDENTIAL UNITS AND 11,200 SF OF RETAIL. THE LOWEST THREE LEVELS WILL PRIMARILY HOUSE PARKING AND RETAIL WITH SOME AT-GRADE RESIDENTIAL WHERE PERMITTED ABOVE THIS PARKING AND RETAIL. TOWER 1 WILL BE A LANDSCAPED TERRACE AND FIVE LEVELS OF RESIDENTIAL TO ACCOMMODATE 342 RESIDENTIAL UNITS.

APPLICANT / OWNER

OTHELLO STATION NORTH LLC
4201 S. CHICAGO ST.
SEATTLE, WA 98118
(206) 722-1010

LEGAL DESCRIPTION

PARCEL A:
LOTS 1 THROUGH 12 AND LOTS 14 THROUGH 21, INCLUSIVE, ULFERTS ADDITION, AS PER PLAT RECORDED IN VOLUME 48 OF PLATS, PAGE 69, RECORDS OF KING COUNTY, WASHINGTON.

TOGETHER WITH THE WEST HALF OF VACATED ALLEY ADJOINING LOTS 1 THROUGH 12 AND 14 AND THE EAST HALF OF VACATED ALLEY ADJOINING LOTS 14 THROUGH 21, INCLUSIVE, WHICH ATTACHES BY OPERATION OF LAW.

ALSO THE NORTH 80 FEET OF THE SOUTH 150 FEET OF THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 24 NORTH, RANGE 4 EAST, PLM, LYING WEST OF RENTON AVENUE SOUTH, FORBES KNOWN AS ROAD NO. 100 AND LYING EAST OF 16 FOOT ALLEY AND LYING NORTH OF SOUTH OTHELLO STREET.

TOGETHER WITH THOSE PORTIONS OF VACATED STREET AND VACATED ALLEY ADJACENT WHICH WOULD ATTACH BY OPERATION OF LAW.

ALSO THE WEST 61.24 FEET IN WIDTH OF THE FOLLOWING DESCRIBED TRACT:

THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 24 NORTH, RANGE 4 EAST, PLM;

BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF 43RD AVENUE SOUTH, AS CONDEMNED IN KING COUNTY SUPERIOR COURT CASE NO. 16151 UNDER ORDINANCE NO. 46044 OF THE CITY OF SEATTLE WITH THE NORTHERLY LINE OF SOUTH OTHELLO STREET AS CONDEMNED IN KING COUNTY SUPERIOR COURT CASE NO. 39853 OF THE CITY OF SEATTLE;

THENCE S 89°49'01" W ALONG THE NORTH LINE OF SAID SOUTH OTHELLO STREET, 191.24 FEET TO INTERSECT THE EASTERLY LINE OF A 16 FOOT WIDE ALLEY CONDEMNED IN KING COUNTY SUPERIOR COURT CASE NO. 16151 UNDER ORDINANCE 46044 OF THE CITY OF SEATTLE;

THENCE N 00°46'30" W ALONG SAID EASTERLY LINE 100.00 FEET;

THENCE N 89°49'01" E PARALLEL WITH THE NORTH LINE OF SAID SOUTH OTHELLO STREET TO THE WESTERLY LINE OF SAID 43RD AVENUE SOUTH;

THENCE S 00°39'54" W ALONG SAID WESTERLY LINE 100.00 FEET TO THE POINT OF BEGINNING;

EXCEPT THOSE PORTIONS THEREOF TAKEN BY DECREE OF APPROPRIATION RECORDED UNDER KING COUNTY RECORDING NO. 2003040200281 AND RE-RECORDED UNDER RECORDING NO. 2003040202732;

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

PARCEL B:

THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 24 NORTH, RANGE 4 EAST, PLM;

BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF 43RD AVENUE SOUTH, AS CONDEMNED IN KING COUNTY SUPERIOR COURT CASE NO. 16151 UNDER ORDINANCE NO. 46044 OF THE CITY OF SEATTLE WITH THE NORTHERLY LINE OF SOUTH OTHELLO STREET AS CONDEMNED IN KING COUNTY SUPERIOR COURT CASE NO. 39853 OF THE CITY OF SEATTLE;

THENCE S 89°49'01" W ALONG THE NORTH LINE OF SAID SOUTH OTHELLO STREET, 191.24 FEET TO INTERSECT THE EASTERLY LINE OF A 16 FOOT WIDE ALLEY CONDEMNED IN KING COUNTY SUPERIOR COURT CASE NO. 16151 UNDER ORDINANCE 46044 OF THE CITY OF SEATTLE;

THENCE N 00°46'30" W ALONG SAID EASTERLY LINE 100.00 FEET;

THENCE N 89°49'01" E PARALLEL WITH THE NORTH LINE OF SAID SOUTH OTHELLO STREET TO THE WESTERLY LINE OF SAID 43RD AVENUE SOUTH;

THENCE S 00°39'54" W ALONG SAID WESTERLY LINE 100.00 FEET TO THE POINT OF BEGINNING;

AND EXCEPT THAT PORTION CONVEYED TO CENTRAL PUSSET SOUND REGIONAL TRANSIT AUTHORITY BY DEED UNDER RECORDING NO. 20030404002328;

(BEING KNOWN AS A PORTION OF UNPLATTED TRACT B AS SHOWN ON THE PLAT OF ULFERTS ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 48 OF PLATS, PAGE 69, IN KING COUNTY, WASHINGTON.)

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

SPECIAL EXCEPTIONS:
4) RIGHT TO MAKE NECESSARY SLOPES FOR CUTS OR FILLS UPON THE LAND HERIN DESCRIBED AS ACQUIRED BY THE CITY OF SEATTLE UNDER ORDINANCE NO. 39693, PASSED JUNE 23, 1914.

SHEET LIST

DPD COVERSHEET
AO.00 ZONING DATA AND SHEET LIST
AO.01 AREA DIAGRAMS
AO.02 FLOT PLAN - EXISTING
AO.03 FLOT PLAN - PROPOSED
AO.04 SURVEY

CIVIL
C-1 CIVIL MUP

LANDSCAPE
L-1.0 LANDSCAPE PLAN
L-2.0 LANDSCAPE REQUIREMENT SUMMARY AND SEATTLE GREEN FACTOR

ARCHITECTURAL
A2.00 PLAN - LEVEL B
A2.01 PLAN - LEVEL 1
A2.02 PLAN - LEVEL 2
A2.03 PLAN - LEVEL 3
A2.04 PLAN - LEVEL 4
A2.05 PLAN - LEVEL 5
A2.06 PLAN - LEVEL 6
A2.07 PLAN - LEVEL 7
A2.08 PLAN - ROOF
A2.09 PLAN - FINISH

A3.00 SECTIONS - BUILDING
A3.01 SECTIONS - BUILDING
A3.02 ELEVATIONS - BUILDINGS
A3.03 ELEVATIONS - BUILDINGS
A3.04 ELEVATIONS - BUILDING
A3.05 ELEVATIONS - BUILDING
A3.06 ELEVATIONS - BUILDING

A3.10 SD MAGES 1,2
A3.11 SD MAGES 2,3
A3.12 SHADOW STUDY

PROJECT TEAM

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Table with 2 columns: Revisions, Description. Contains 10 empty rows for revision tracking.

OTHELLO STATION NORTH

4200 S. Othello Street
Seattle, Washington

ZONING DATA AND SHEET LIST

Table with 2 columns: Date, Description. Contains project metadata including date (FEBRUARY 25, 2009), job no. (08-0018), and drawing no. (A0.00).

A0.00

MUP

Planting Area Designation Spreadsheet

	Planting Area						TOTAL
	1	2	3	4	5	6	
A1	square feet						0
A2	square feet			826			826
B1	square feet	624	975	1714		222	3435
B2	# of plants			24		28	52
B3	# of trees			46		2	47
B4	# of trees	6		6			12
B5	# of trees		8	8			16
B6	# of trees						0
B7	# of trees						0
B8	square feet						0
C	Green Roofs - square feet			10591		2357	12948
D	Vegetated Walls - square feet				300		300
E	Water Features - square feet						0
F	Water cube - square feet	1124	2175	3688	28041	770	36086
G	Visibility - square feet	1124	2175	3688		848	7745

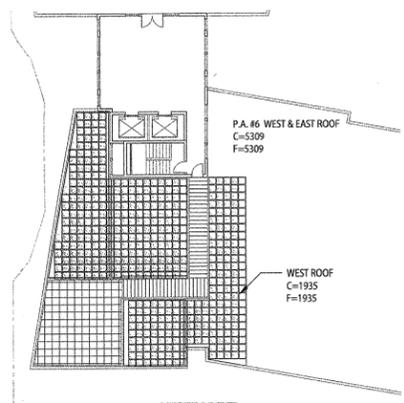
SEATTLE-green factor

Parcel size (ENTER THIS VALUE FIRST) 81,305 SCORE 0.300

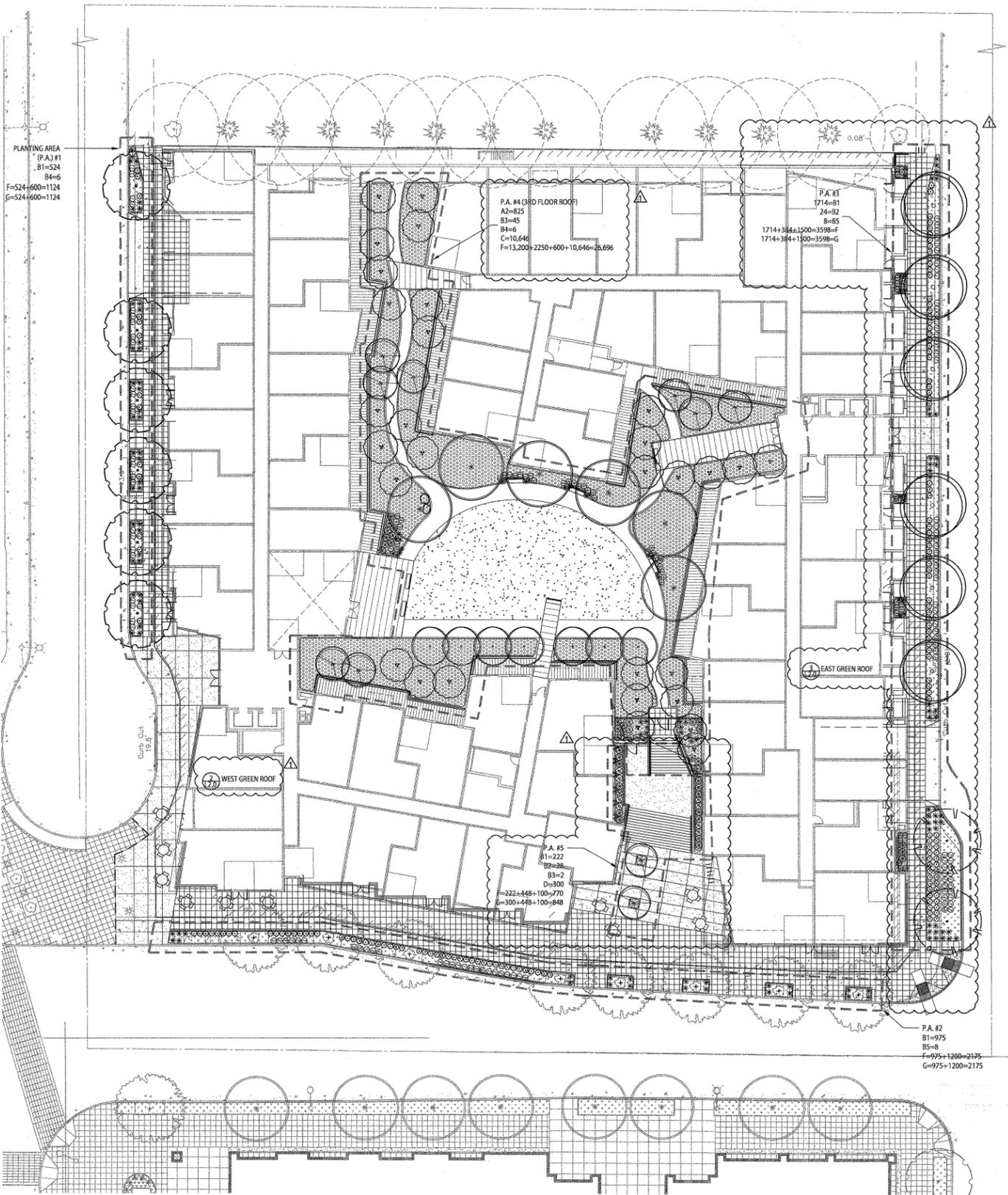
Types of Area**	Square Feet	Factor	Total
A. Vegetation planted with a soil depth of less than 24"			
1. Lawn or grass pavers or ground covers	0	0.2	
2. Plants and shrubs 3' and higher at maturity	12000	0.3	3,960.0
B. Vegetation planted with a soil depth of more than 24"			
1. Lawn, grass pavers or other plants less than 3' tall at maturity	3435	0.7	2,404.5
2. Shrubs taller than 3' at maturity - calculated at 16 sq ft per plant (typically planted no closer than 18" on center)	82	0.3	25.0
3. Tree canopy for "small trees" in Street Tree Planting Schedule or equivalent canopy spread of 10' - calculated at 50 sq ft per tree	47	0.3	14.1
4. Tree canopy for "medium trees" in Street Tree Planting Schedule or equivalent canopy spread of 20' - calculated at 100 sq ft per tree	12	0.3	3.6
5. Tree canopy for "large trees" in Street Tree Planting Schedule or equivalent canopy spread of 30' - calculated at 200 sq ft per tree	16	0.4	6.4
6. Tree canopy for preservation of "exceptional trees" or trees with trunk diameter exceeding 54" at four and one half feet above the ground, calculated at 200 sq ft per tree	0	0.5	0.0
8. Permissible parking that drains only itself. It must be at grade - calculated per square foot	0	0.6	0.0
9. Green roofs - 4" minimum soil depth at time of planting	12948	0.7	9,063.6
D. Vegetated walls	300	0.7	210.0
E. Water features (fountains) or rain gardens (where allowed by SPU)	0	0.7	0.0
REVISIONS			
F. Landscaping using drought tolerant plants or where at least 50% of annual irrigation needs are met from non-potable sources	36,086	0.1	3,608.6
G. Landscaping visible to passers-by from adjacent public right of way or public open spaces	7,745	0.1	774.5
green factor numerator = 24,900			

* Do not count public rights of way in parcel size calculation.
 ** To calculate your green factor score, you may count the landscape elements that are in public rights of way if they are contiguous with the parcel.

2 ROOF-SGF CALCULATIONS



1 LANDSCAPE PLAN-SGF CALCULATIONS



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KAREN KEST
 landscape architects
 111 west john street, suite 305
 seattle washington 98119
 tel: 206.323.4032

Revisions
 MUP RESUBMITAL 02/20/09

Othello Station North
 4200 S. Othello Street
 Seattle, Washington

Drawing Title
LANDSCAPE REQUIREMENTS SUMMARY AND SEATTLE GREEN FACTOR



Date: JANUARY 7, 2008
 Job No: 08-018
 Drawn By: CH
 Checked By: KK
 Drawing No.

L-2.0

MUP

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PARKING CALCULATIONS

REQUIRED PARKING SPACES (SMC 23.54.015)

B2. NO PARKING FOR MOTOR VEHICLES IS REQUIRED FOR USES IN COMMERCIAL ZONES IN URBAN CENTERS AND IN THE STATION OVERLAY DISTRICT.

PARKING SPACE TYPE RATIOS REQUIRED BY SMC

NON-COMMERCIAL	
MEDIUM	60%
ANY TYPE	40%
COMMERCIAL	
SMALL	35%
LARGE	35%
ANY TYPE	30%

ACCESSIBLE PARKING SPACE REQUIREMENTS

TWO PERCENT, BUT NOT LESS THAN ONE, OF EACH TYPE OF PARKING SPACE PROVIDED FOR OCCUPANCIES IN GROUPS R-2 AND R-3, WHICH ARE REQUIRED TO HAVE ACCESSIBLE TYPE A OR TYPE B DWELLING OR SLEEPING UNITS, SHALL BE ACCESSIBLE. FOR EVERY SIX OR FRACTION OF SIX ACCESSIBLE PARKING SPACES, AT LEAST ONE SHALL BE A VAN-ACCESSIBLE PARKING SPACE.

PROVIDED PARKING SPACES

LEVEL B - RESIDENTIAL USE	
MEDIUM	138
LARGE	37
TOTAL	175

LEVEL 1 - COMMERCIAL USE	
SMALL	40
MEDIUM	11
LARGE	33
TOTAL	84

LEVEL 2 - RESIDENTIAL USE	
MEDIUM	64
LARGE	50
TOTAL	114

TOTAL RESIDENTIAL USE	
MEDIUM	207
LARGE	67
TOTAL	274

TOTAL COMMERCIAL USE	
SMALL	40
MEDIUM	11
LARGE	33
TOTAL	84

TOTAL SPACES	
MEDIUM	207
LARGE	67
TOTAL	274

TOTAL RESIDENTIAL USE	
MEDIUM	207
LARGE	67
TOTAL	274

TOTAL COMMERCIAL USE	
SMALL	40
MEDIUM	11
LARGE	33
TOTAL	84

TOTAL SPACES	
MEDIUM	207
LARGE	67
TOTAL	274

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MEDIUM	207
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TOTAL	274

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TOTAL	274

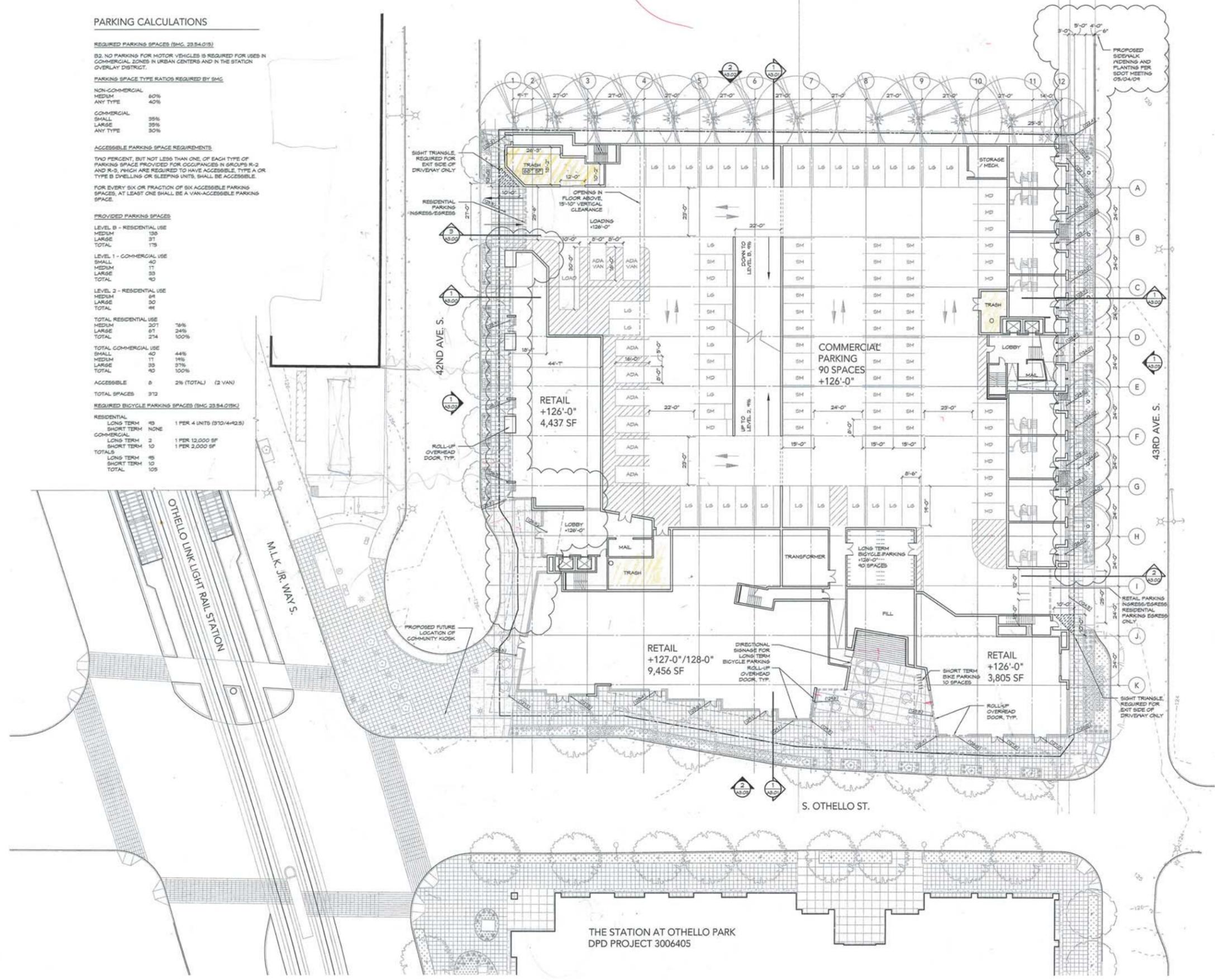
TOTAL COMMERCIAL USE	
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TOTAL	84

TOTAL SPACES	
MEDIUM	207
LARGE	67
TOTAL	274

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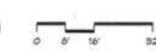
TOTAL COMMERCIAL USE	
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MEDIUM	11
LARGE	33
TOTAL	84

TOTAL SPACES	
MEDIUM	207
LARGE	67
TOTAL	274



THE STATION AT OTHELLO PARK
DPD PROJECT 3006405

1 FLOOR PLAN - LEVEL 1
A2.01 SCALE 1/8" = 1'-0"



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Revisions
MUP Corrections 07/16/09

OTHELLO STATION NORTH
4200 S. Othello Street
Seattle, Washington

Drawing Title
PLAN - LEVEL 1

RECEIVED
JUL 16 2009
Dept. of Planning & Development
Plans Routing

Date: JULY 16, 2009
Job No: 08-0018
Drawn By:
Checked By:
Drawing No.

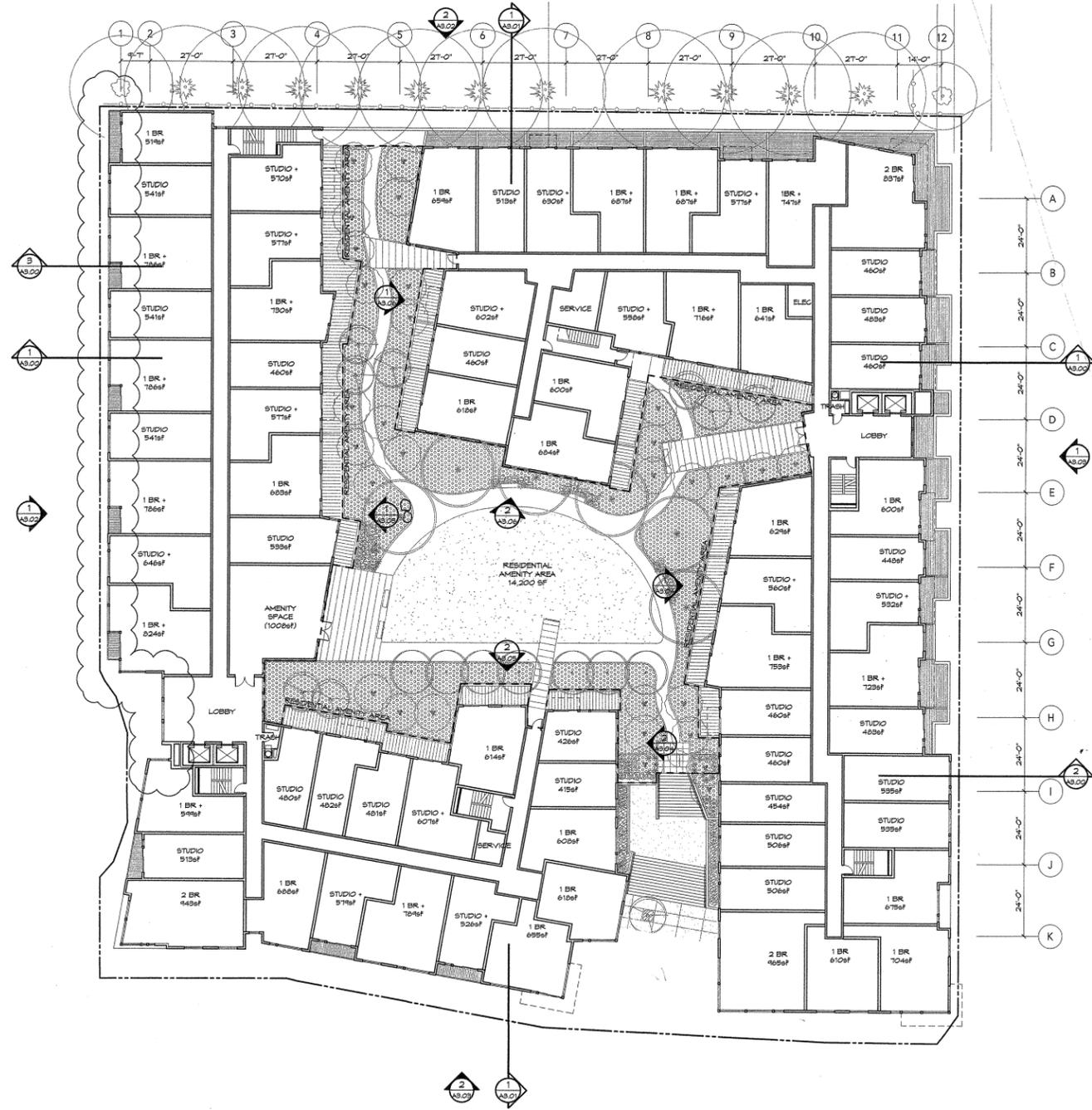
A2.01

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APARTMENT UNIT COUNT

PROVIDED APARTMENT UNIT TYPES

LEVEL 1 TOWNHOMES	6
LEVEL 3	27
STUDIO +	14
1 BR +	16
2 BR +	3
LEVEL 4	26
STUDIO +	12
1 BR +	20
2 BR +	12
LEVEL 5	26
STUDIO +	12
1 BR +	20
2 BR +	12
LEVEL 6	26
STUDIO +	12
1 BR +	19
2 BR +	4
LEVEL 7	26
STUDIO +	12
1 BR +	16
2 BR +	4
TOTAL UNITS	370



1 FLOOR PLAN - LEVEL 3 - EL. +144'-0"
A2.03 SCALE: 1/16" = 1'-0"



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Revisions

MUP Corrections 07/16/09

OTHELLO
STATION NORTH

4200 S. Othello Street
Seattle, Washington

Drawing Title

PLAN - LEVEL 3



Date: JULY 16, 2009

Job No: 08-0018

Drawn By:

Checked By:

Drawing No.

A2.03

MUP

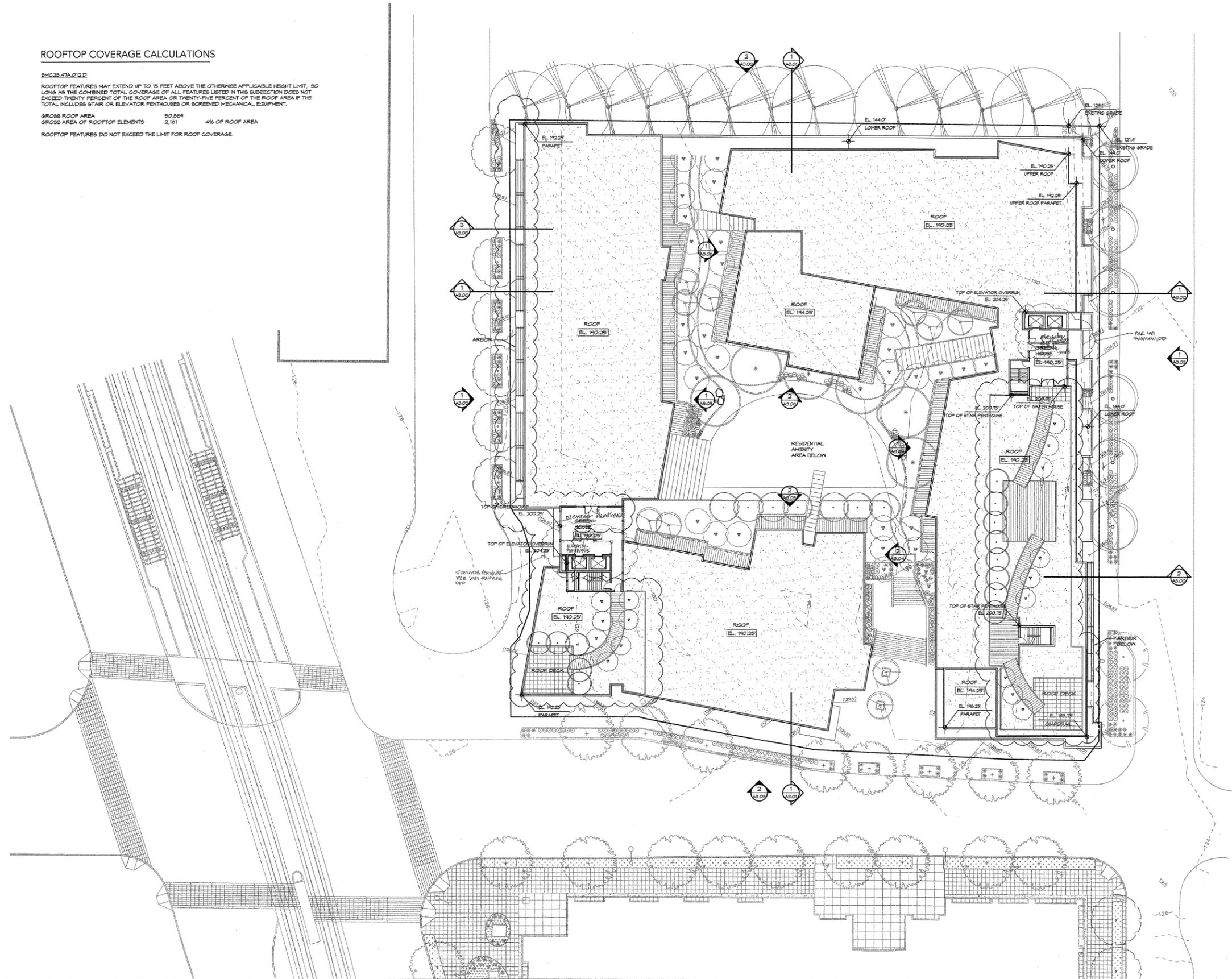
ROOFTOP COVERAGE CALCULATIONS

SMC28.47A.012D

ROOFTOP FEATURES MAY EXTEND UP TO 15 FEET ABOVE THE OTHERWISE APPLICABLE HEIGHT LIMIT, SO LONG AS THE COMBINED TOTAL COVERAGE OF ALL FEATURES LISTED IN THIS SUBSECTION DOES NOT EXCEED TWENTY PERCENT OF THE ROOF AREA OR TWENTY-FIVE PERCENT OF THE ROOF AREA IF THE TOTAL INCLUDES STAIR OR ELEVATOR PENTHOUSES OR SCREENED MECHANICAL EQUIPMENT.

GROSS ROOF AREA 50,884
 GROSS AREA OF ROOFTOP ELEMENTS 2,161 4% OF ROOF AREA

ROOFTOP FEATURES DO NOT EXCEED THE LIMIT FOR ROOF COVERAGE.



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 MUP Corrections 07/16/09

OTHELLO STATION NORTH

4200 S. Othello Street
 Seattle, Washington

Drawing Title
PLAN - ROOF

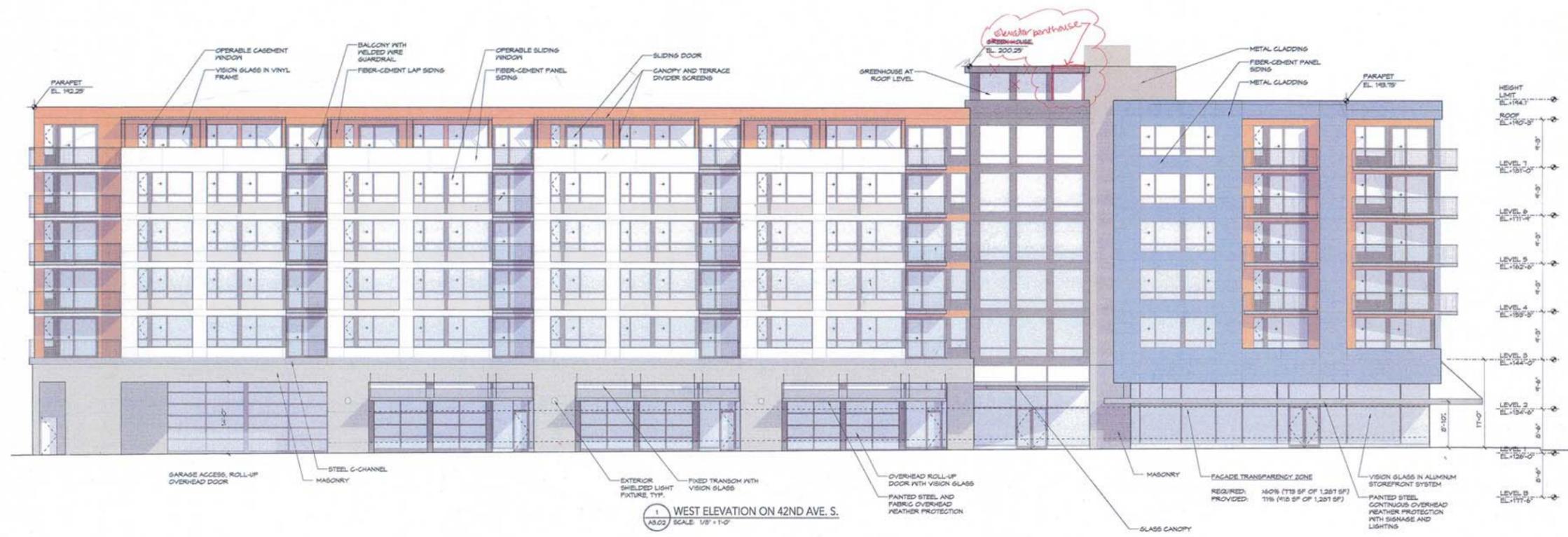
RECEIVED
 JUL 16 2009
 Dept. of Planning &
 Development
 Plans Routing

Date: JULY 16, 2009
 Job No: 08-0018
 Drawn By:
 Checked By:
 Drawing No.

1 FLOOR PLAN - ROOF
 1/2" = 1'-0" SCALE 1/16" = 1'-0"
 0 8' 16' 32'

A2.08

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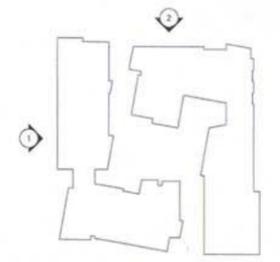
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Revisions
MUP Corrections 07/09/09

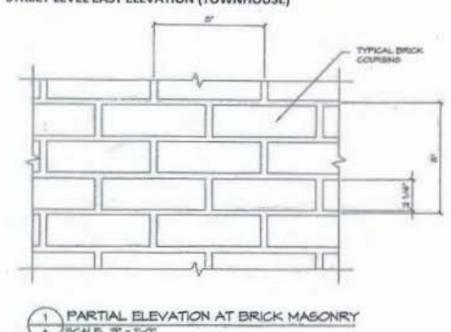
OTHELLO STATION NORTH
4200 S. Othello Street
Seattle, Washington
Drawing Title
ELEVATIONS - BUILDING

RECEIVED
JUL 15 2009
Dept. of Planning & Development
Plans Filing

Date: JULY 9, 2009
Job No: 08-0018
Drawn By:
Checked By:
Drawing No.



A3.02
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ALL PROPOSED CHANGES TO THE EXTERIOR FACADES OF THE BUILDING AND LANDSCAPING ON SITE AND IN THE ROW MUST BE REVIEWED BY A LAND USE PLANNER PRIOR TO PROCEEDING WITH ANY PROPOSED CHANGES.

ARCHITECTS
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129.1405
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Architects

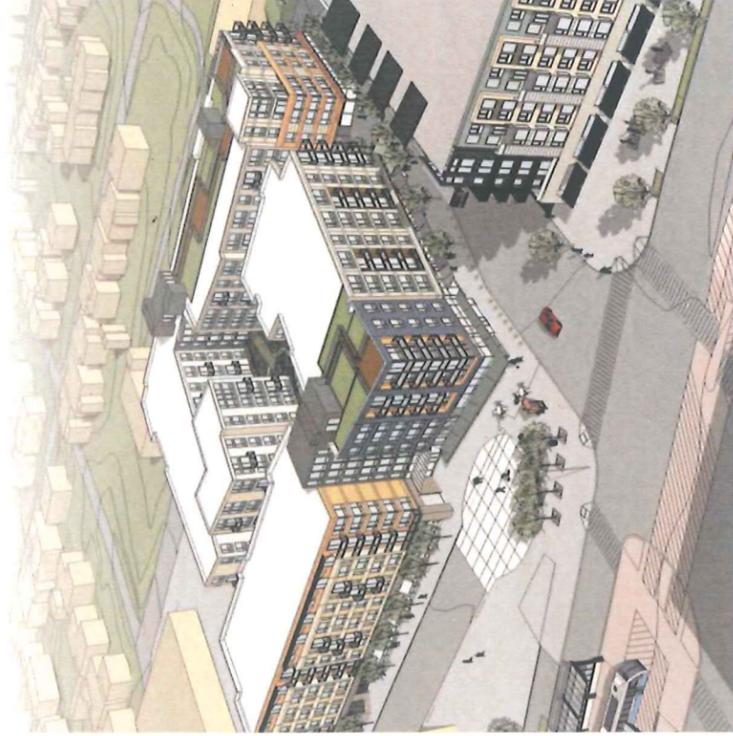
OTHELLO STATION NORTH
4200 S. Othello Street
Seattle, Washington

Drawing Title
ELEVATIONS - BUILDING

Date: FEBRUARY 25, 2009
AA No: 08-0018
Drawn By:
Checked By:
Drawing No:

A3.03

MUP



OTHELLO NORTH

4200 South Othello St
DPD Project number 3007649

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3. Context photographs
4. Development Objectives - Project, site, and zoning information
4. Vicinity map indicating surrounding uses, structures, and zoning
5. Streetscape photomontages
6. Streetscape photomontages

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7. Design guidelines and project's responses

Site Analysis

9. Site plan indicating zoning, existing buildings, uses, trees, topography, and access opportunities and constraints
10. Site plan indicating proposed building and landscape in context

Architectural Concept (revised from EDG)

11. Overview of proposal massing and relationship to context
12. Streetscape compatibility and public space diagram
13. Landscape plan at street level
14. Landscape plan at terrace and roof levels
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16. Grade-level plan
17. Parking mezzanine plan
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24. South Othello St. Streetscape
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27. Pedestrian space and entrances
28. Human Activity
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30. Corner Lots
31. Entrances visible from street
32. Respect for adjacent sites
33. Height, bulk, and scale
34. Transition to street
36. Architectural concept and consistency
38. Potential phasing
39. Personal safety and security

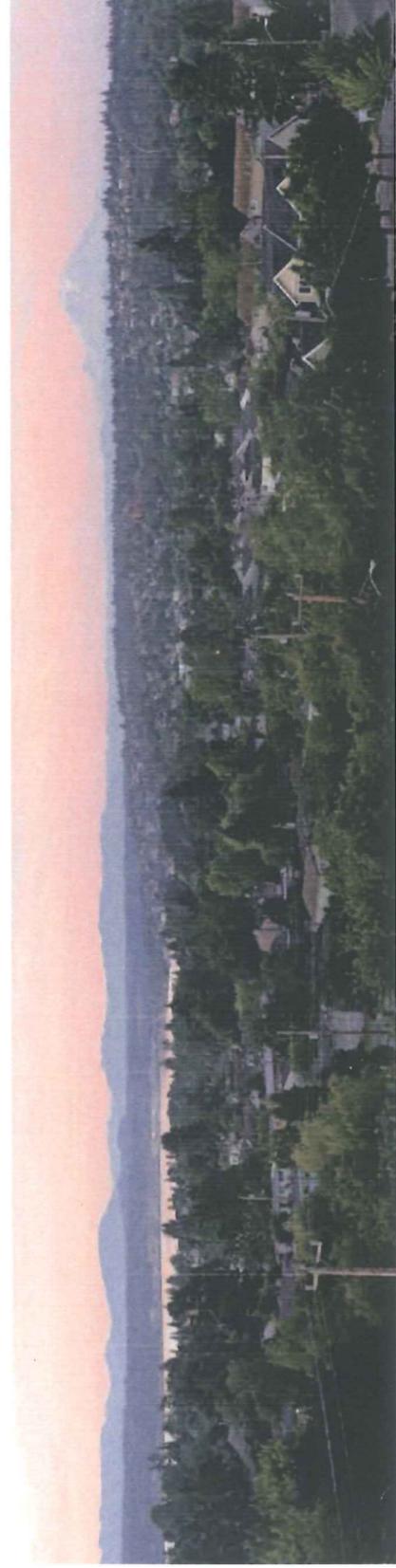


- 1 HOLLY PARK FRIENDS CHURCH
- 2 MIRACLE TEMPLE OF GOD
- 3 MARANATA CHURCH
- 4 DOUG'S MARKET

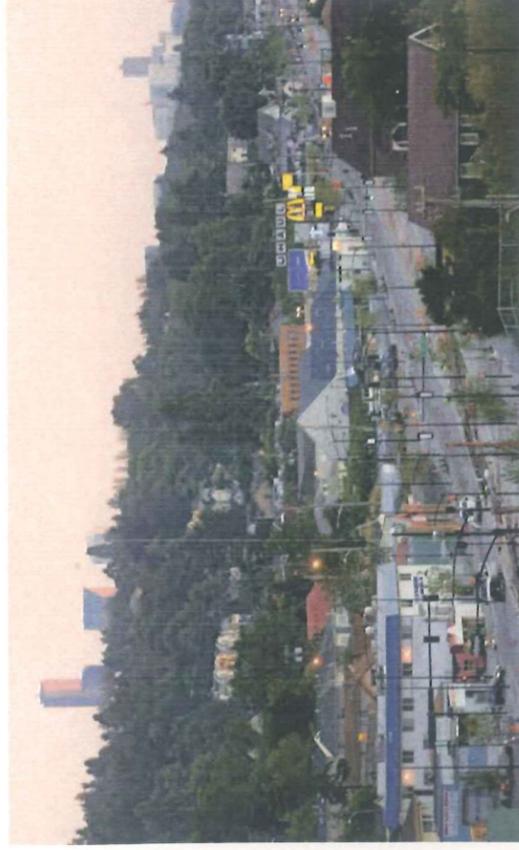
- 5 THE CITADEL
- 6 SAFEWAY
- 7 BANK OF AMERICA
- 8 KING PLAZA RETAIL

- 9 ISRAELITE COMMUNITY CHURCH
- 10 UNION GOSPEL MISSION
- 11 RETAIL STRIP
- 12 DENTAL CLINIC / SITE OF PROPOSED GATEWAY TOWER

- 13 KING SQUARE RETAIL
- 14 WASHINGTON MUTUAL
- 15 KING PLAZA II RETAIL COMPLEX



View of Lake Washington and Mount Rainier from site



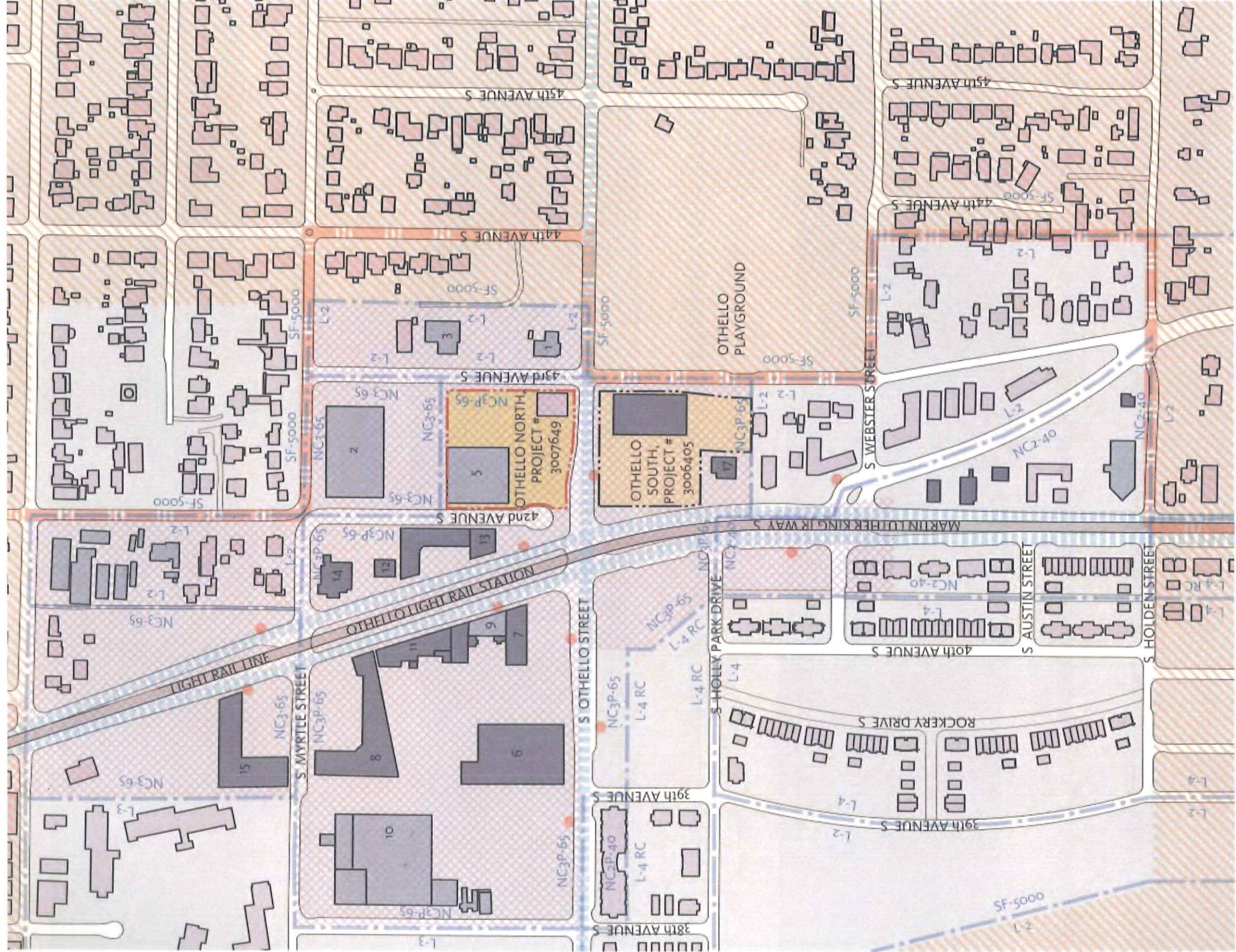
View of M.L.K. Jr. Way S from site



Othello Station

URBAN ANALYSIS

Context



- 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		Principal Pedestrian Street
	Commercial		Holly at MLK Residential Urban Village
	Residential		Zone Boundary
	Southeast Seattle Reinvestment Area		Area Outside of the Othello Station Overlay District
	Bus stop		

URBAN ANALYSIS

Vicinity map



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

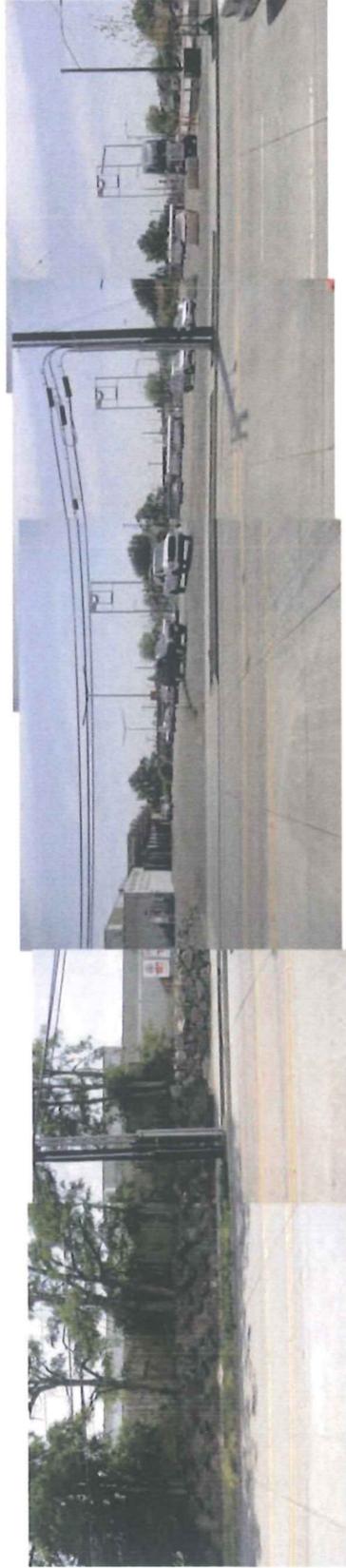


Streetscape photomontage of 42nd Avenue S. looking west away from site



SITE

Streetscape photomontage of South Othello Street looking north toward site



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

URBAN ANALYSIS

Streetscape



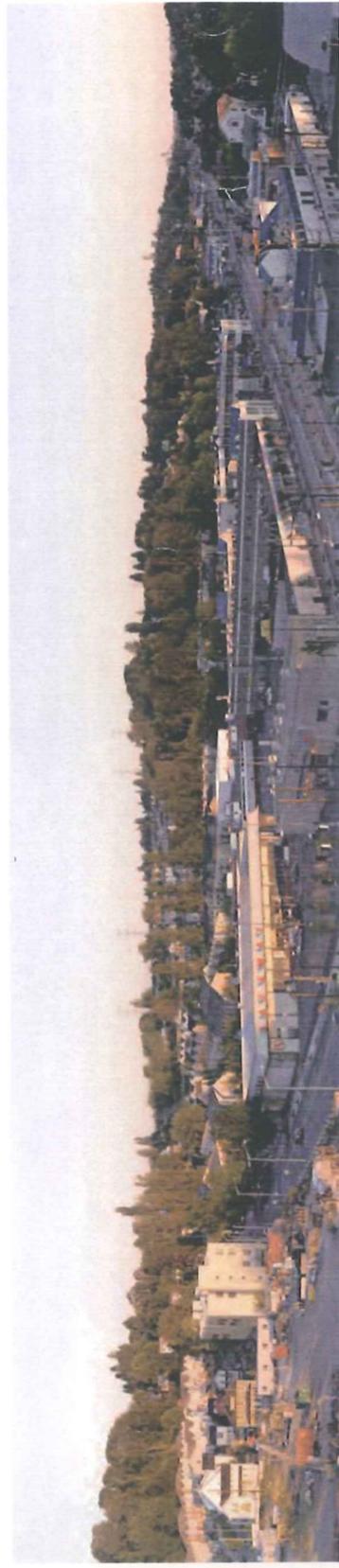
Streetscape photomontage of 43rd Avenue South looking east away from site



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 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.

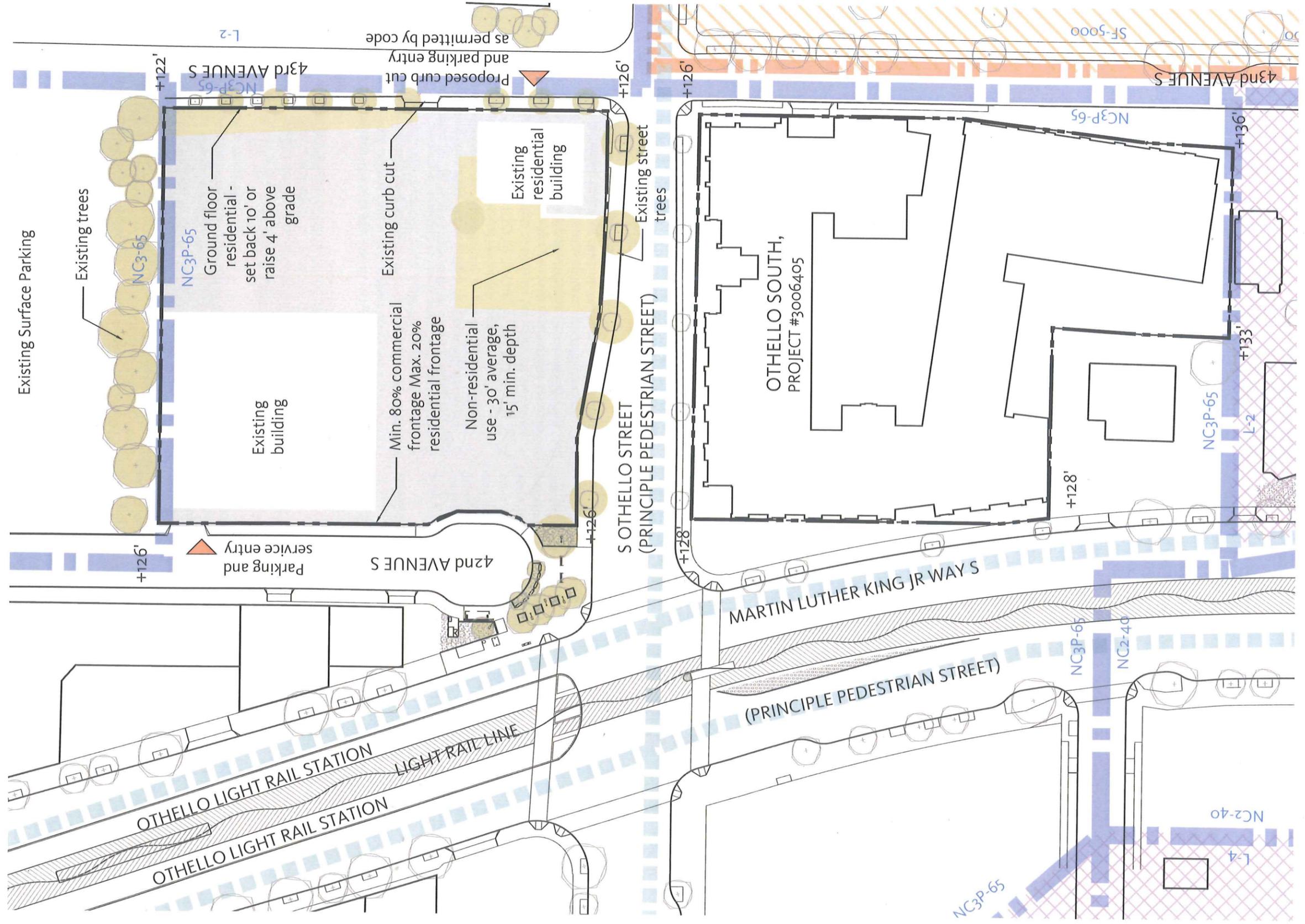
Landscaping will also be utilized to mark the transitions between retail, residential, and service zones and optimize the pedestrian experience. Landscape treatments will include street trees, ground cover, and varied paving patterns.

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 cafe 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.



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

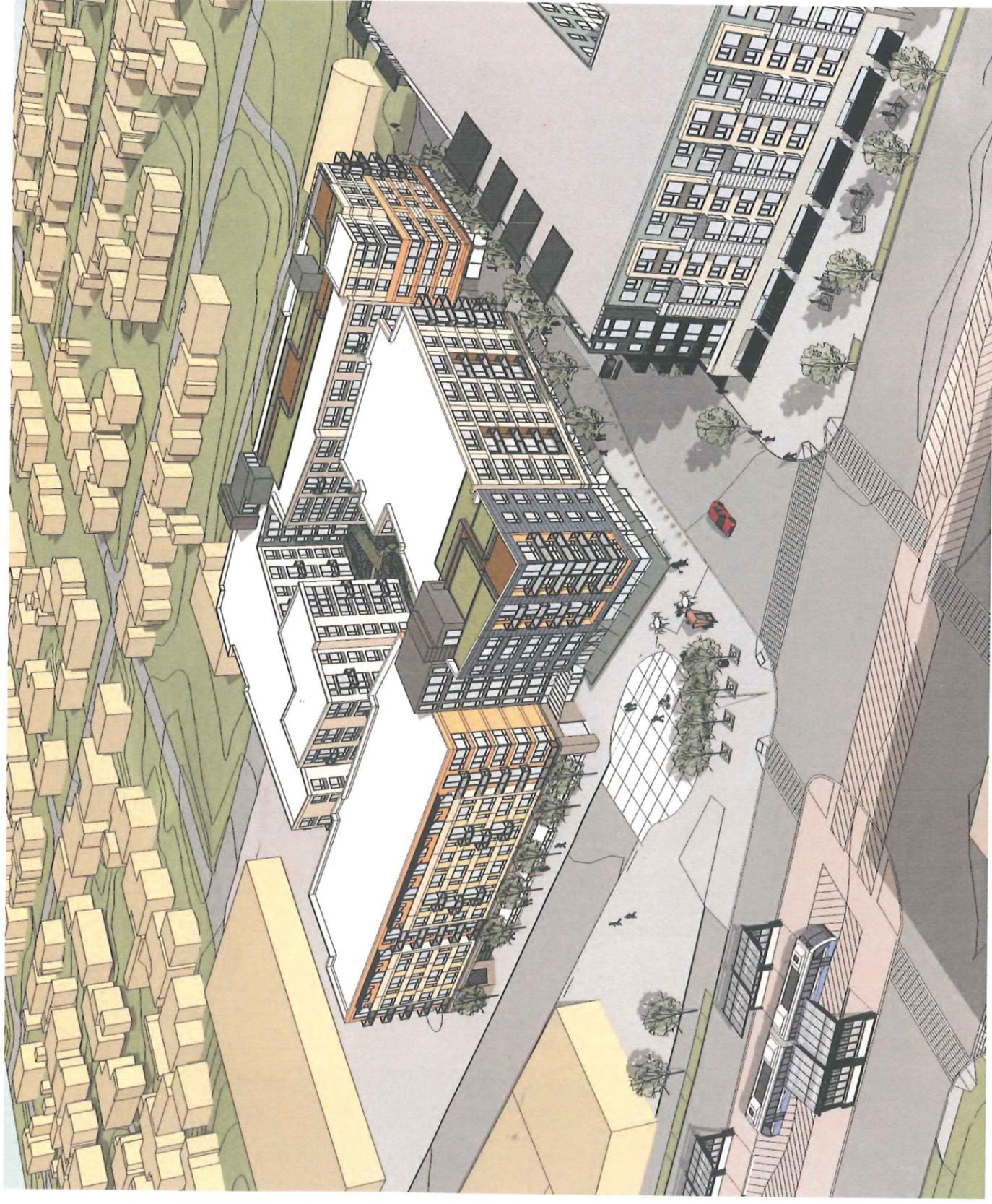
Principal Pedestrian Street
 Holly at MLK Residential Urban Village
 Zone Boundary

L-4, RC
 NC2-40

SITE ANALYSIS



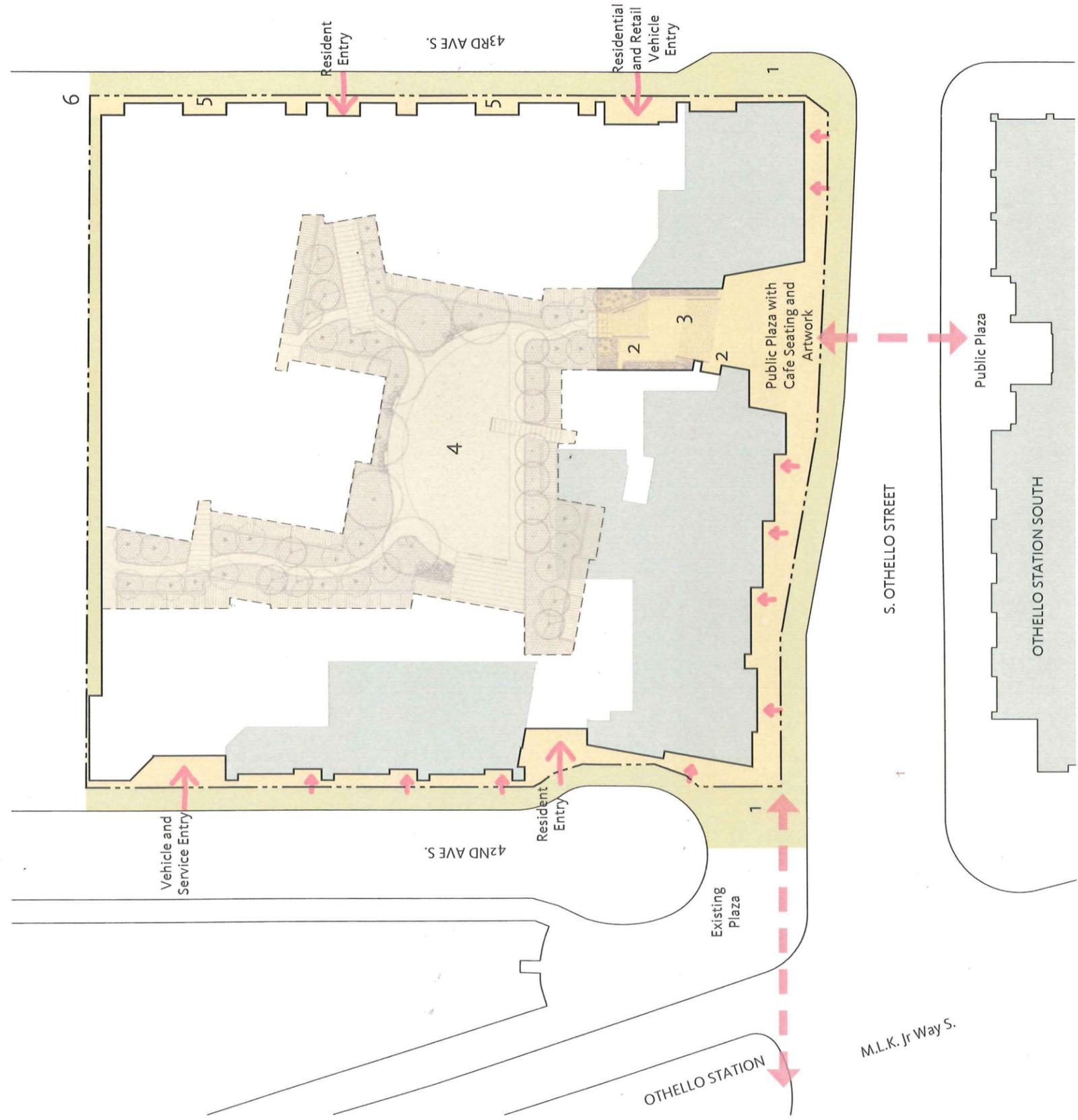
SITE PLAN



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

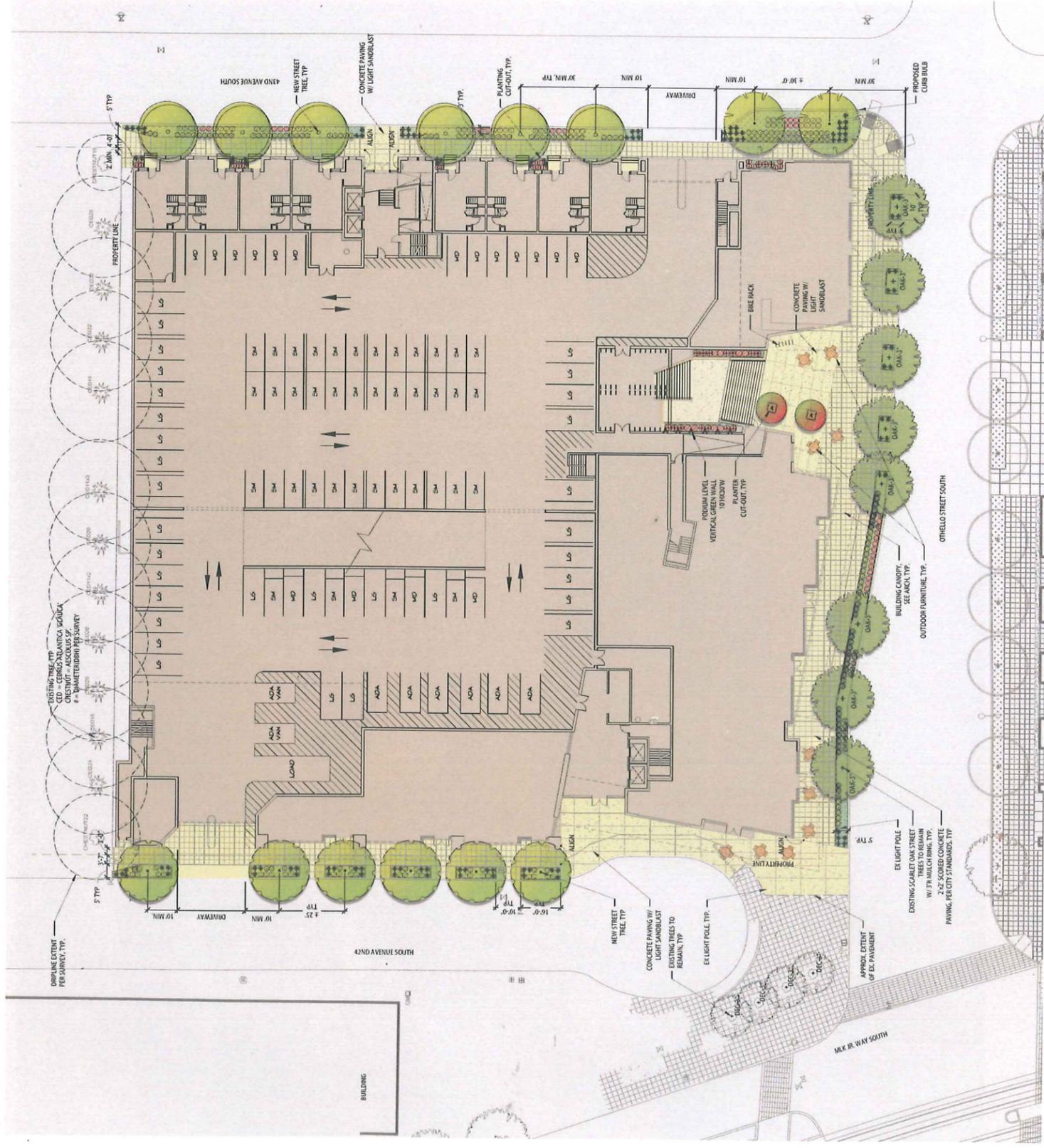


- 1. sidewalk widening
- 2. pedestrian entry to parking
- 3. grand stair to landscaped terrace
- 4. landscaped terrace
- 5. townhome landscaping
- 6. setbacks at transition

- 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

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.



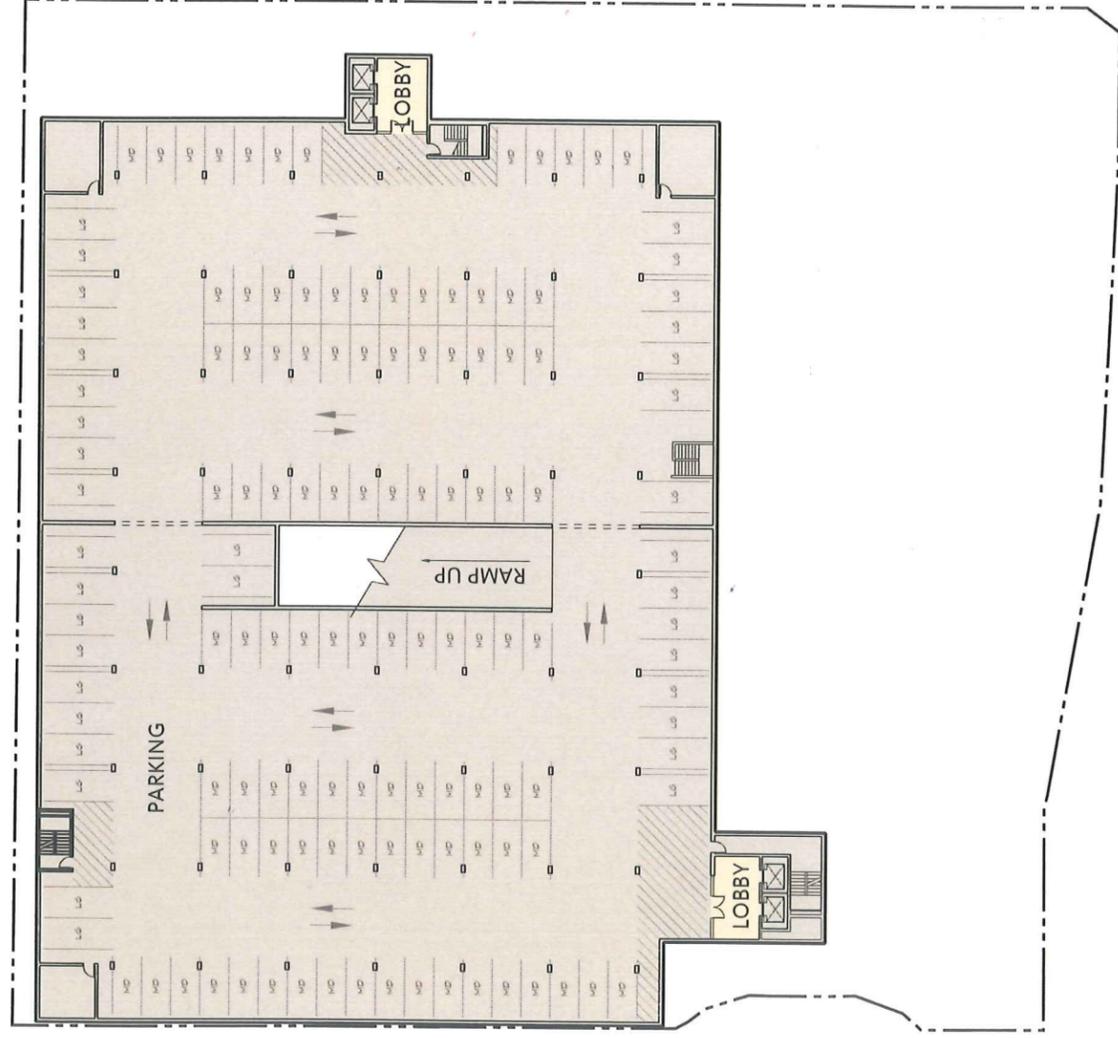
RESPONSES TO DESIGN GUIDANCE

Streetscape compatibility



RESPONSES TO DESIGN GUIDANCE

Streetscape compatibility



KEY SECTION



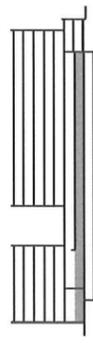
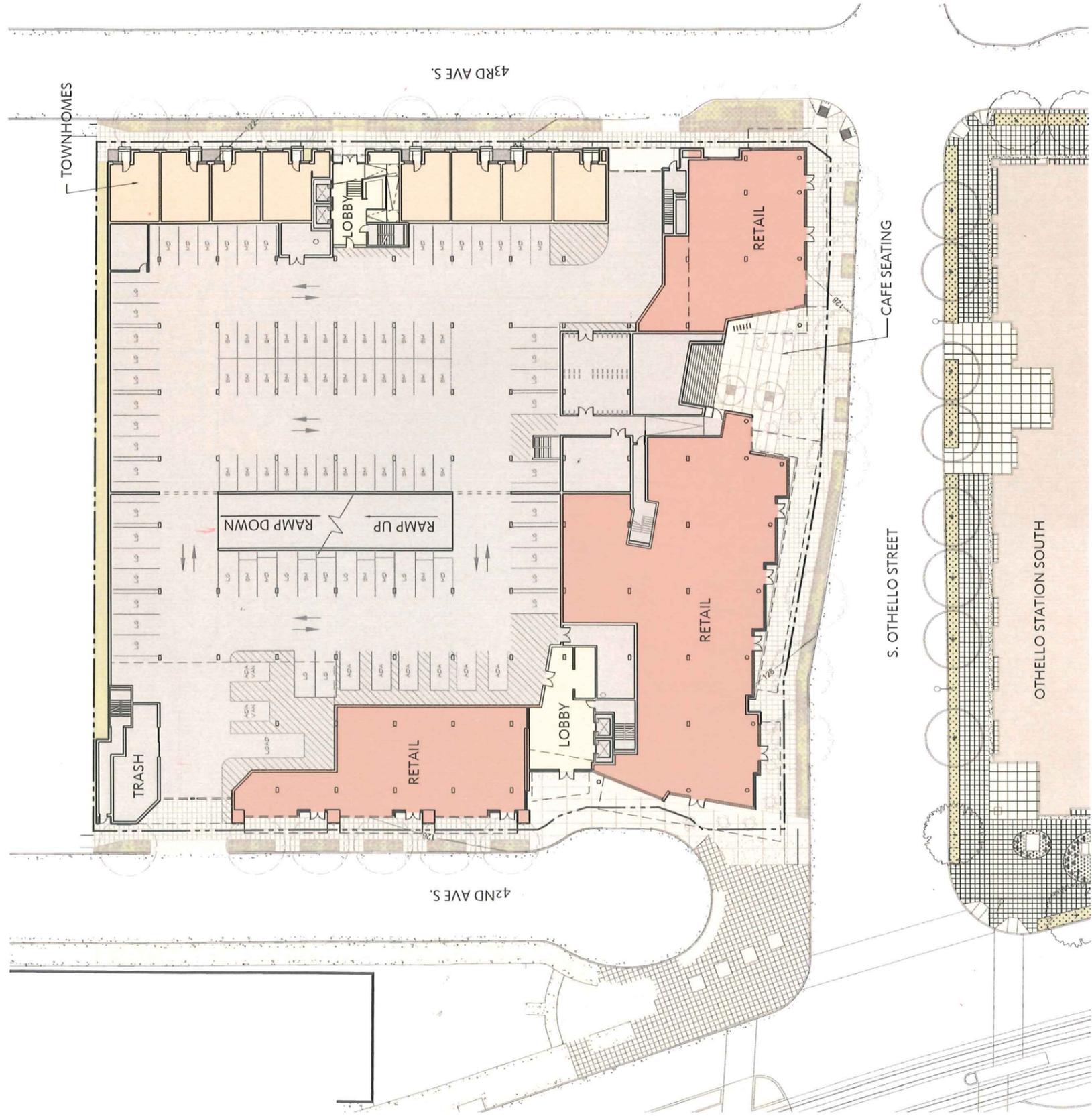
ARCHITECTURAL CONCEPT

Basement-level plan



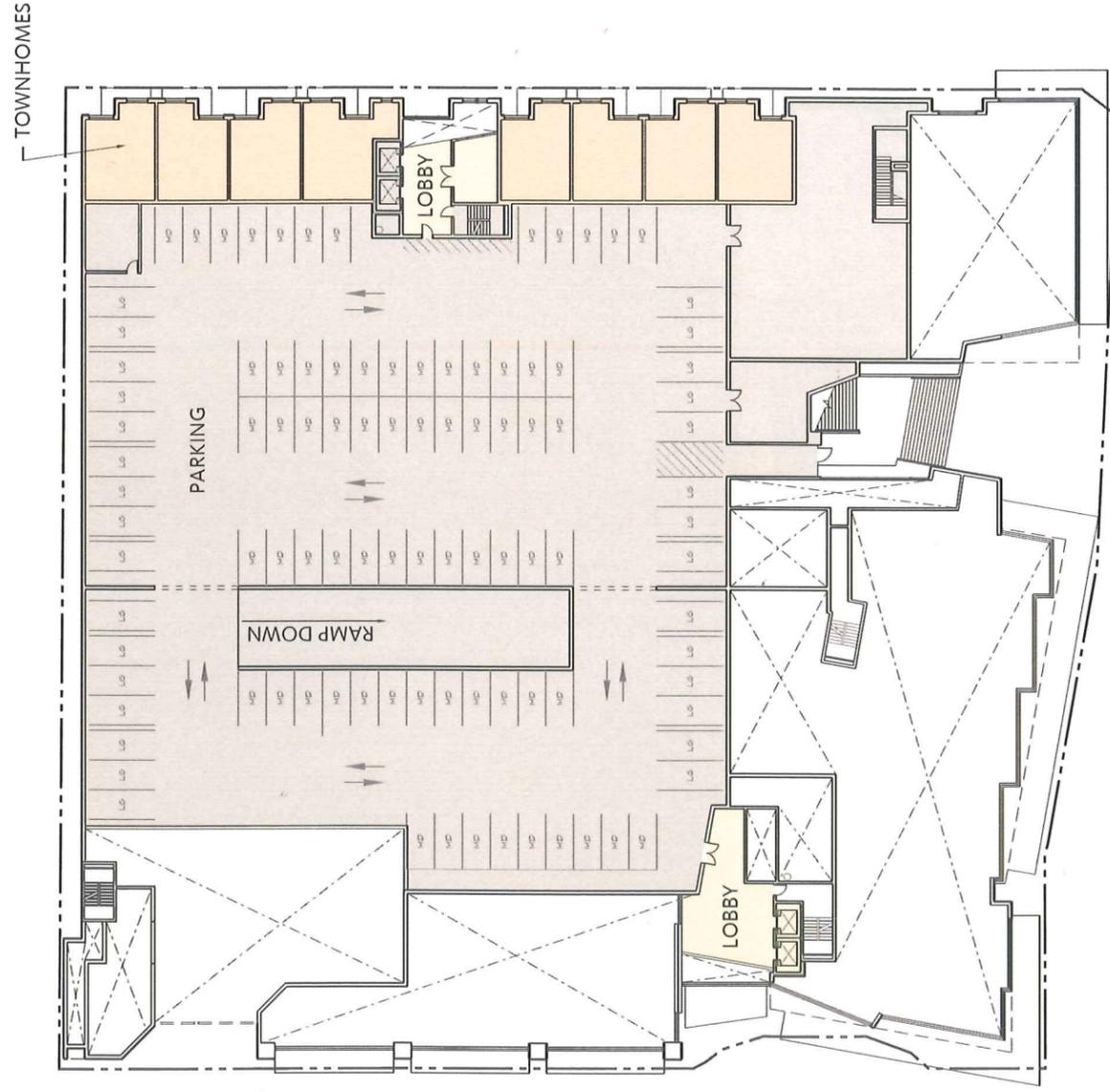
ARCHITECTURAL CONCEPT

Grade-level plan



KEY SECTION



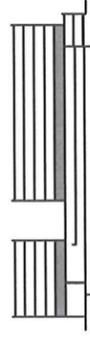


KEY SECTION



ARCHITECTURAL CONCEPT

Parking mezzanine plan



KEY SECTION



ARCHITECTURAL CONCEPT

Terrace-level plan

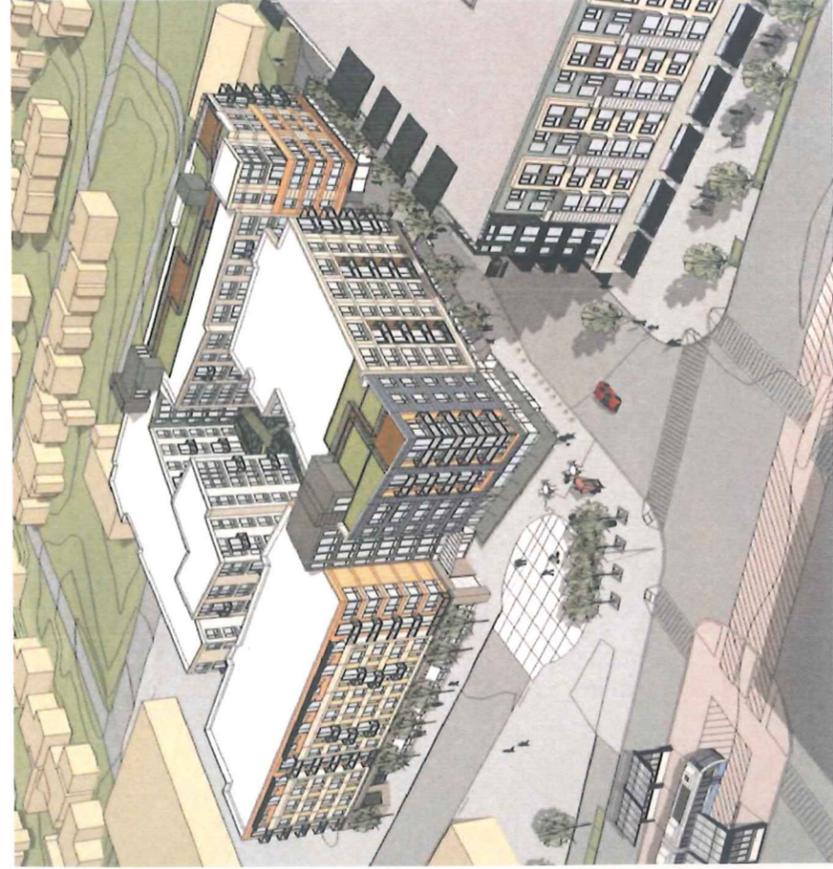


KEY SECTION

N 0' 25' 50'

ARCHITECTURAL CONCEPT

Typical residential plan



KEY SECTION



Roof plan



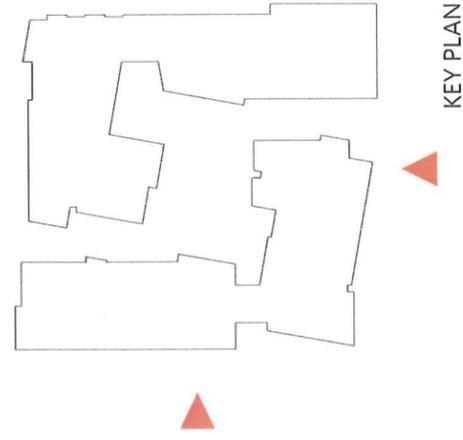
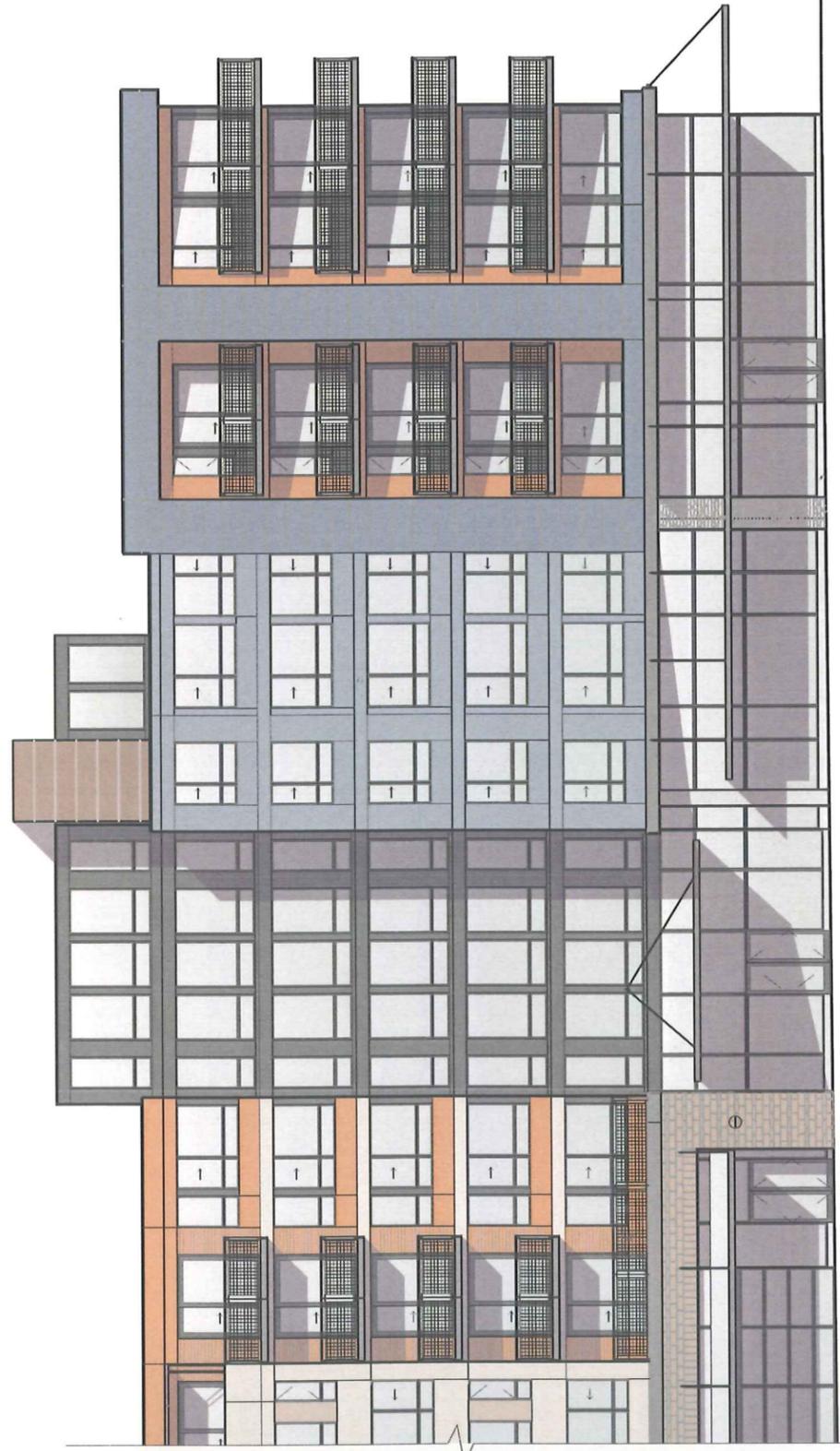
WEST ELEVATION



SOUTH ELEVATION

ARCHITECTURAL CONCEPT

Building Elevations



KEY PLAN



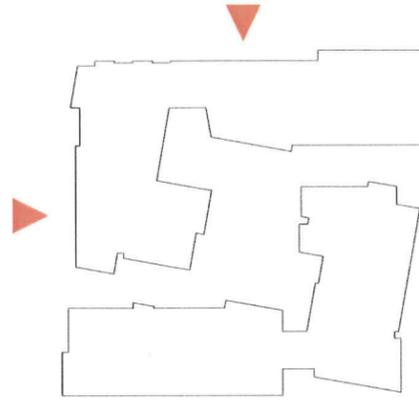
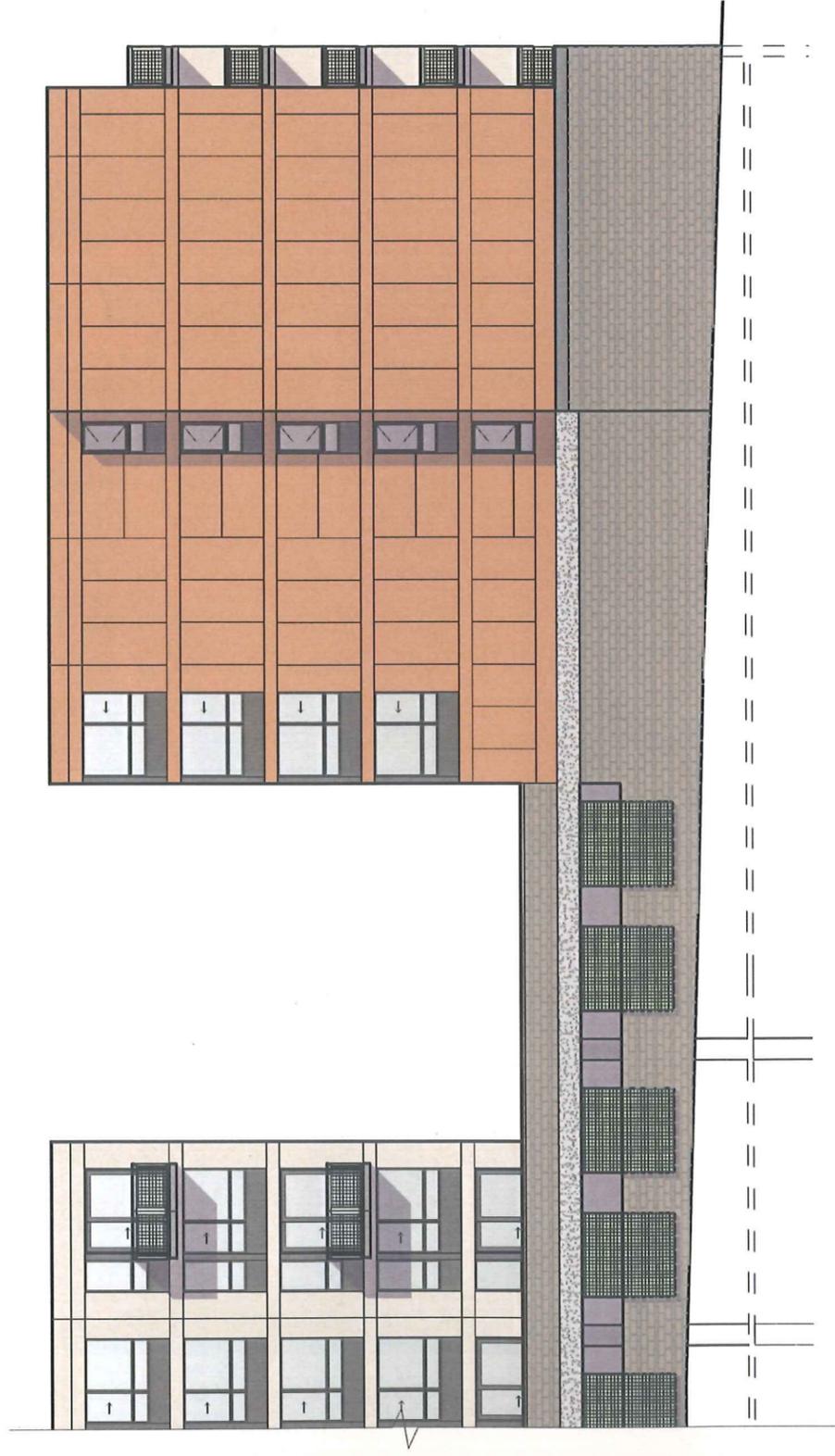
EAST ELEVATION



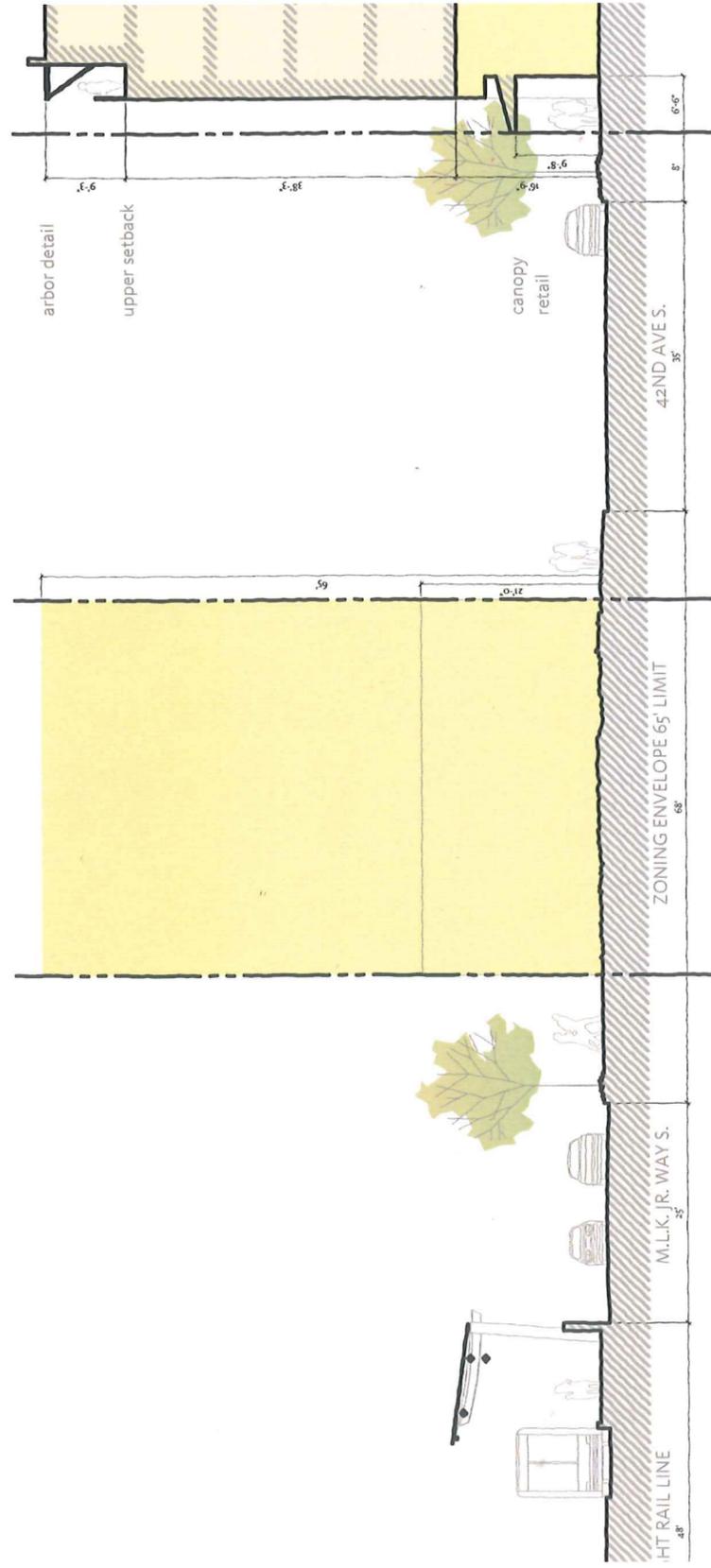
NORTH ELEVATION

ARCHITECTURAL CONCEPT

Building Elevations



KEY PLAN



Street Section at 42nd Ave S



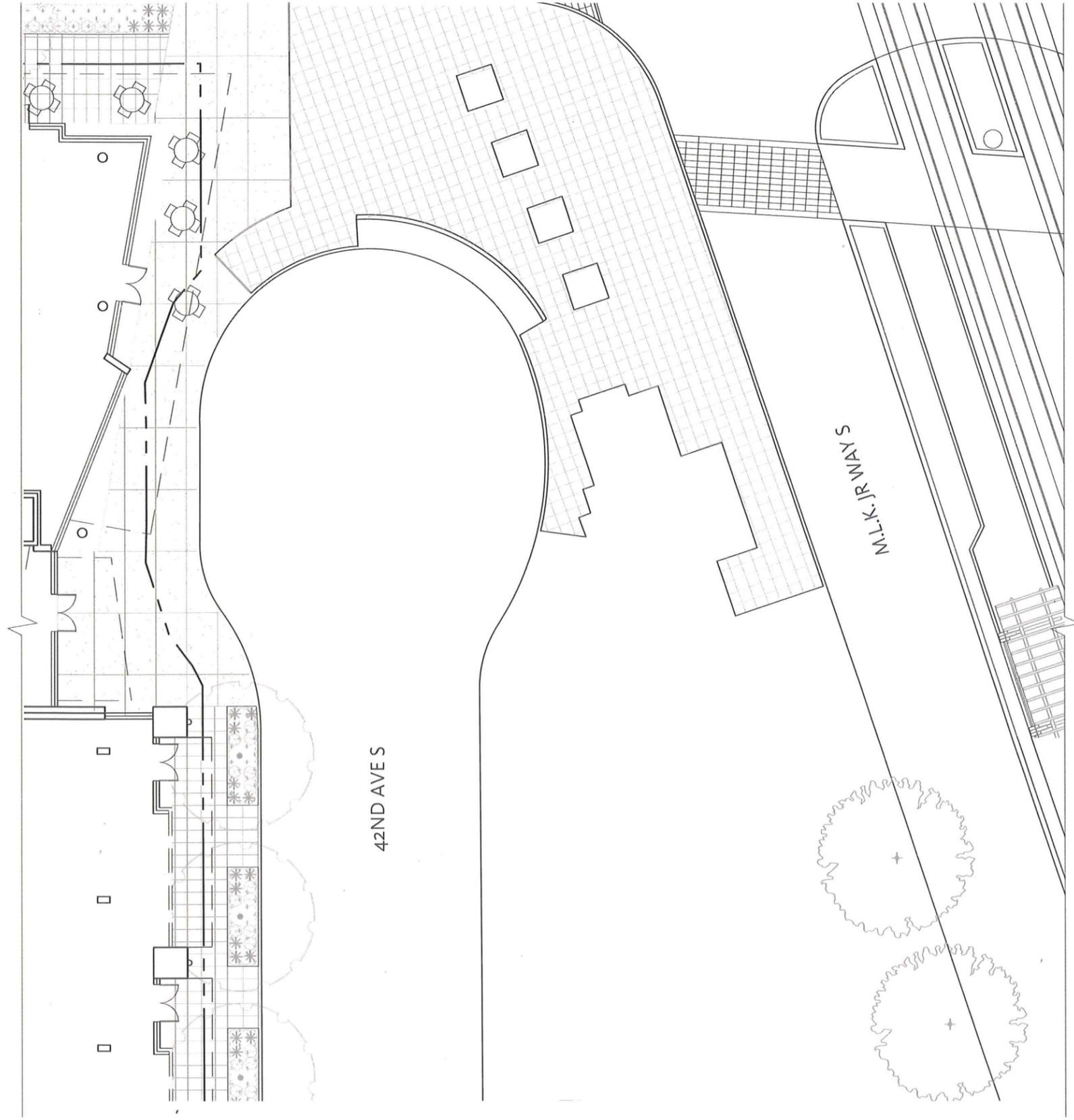
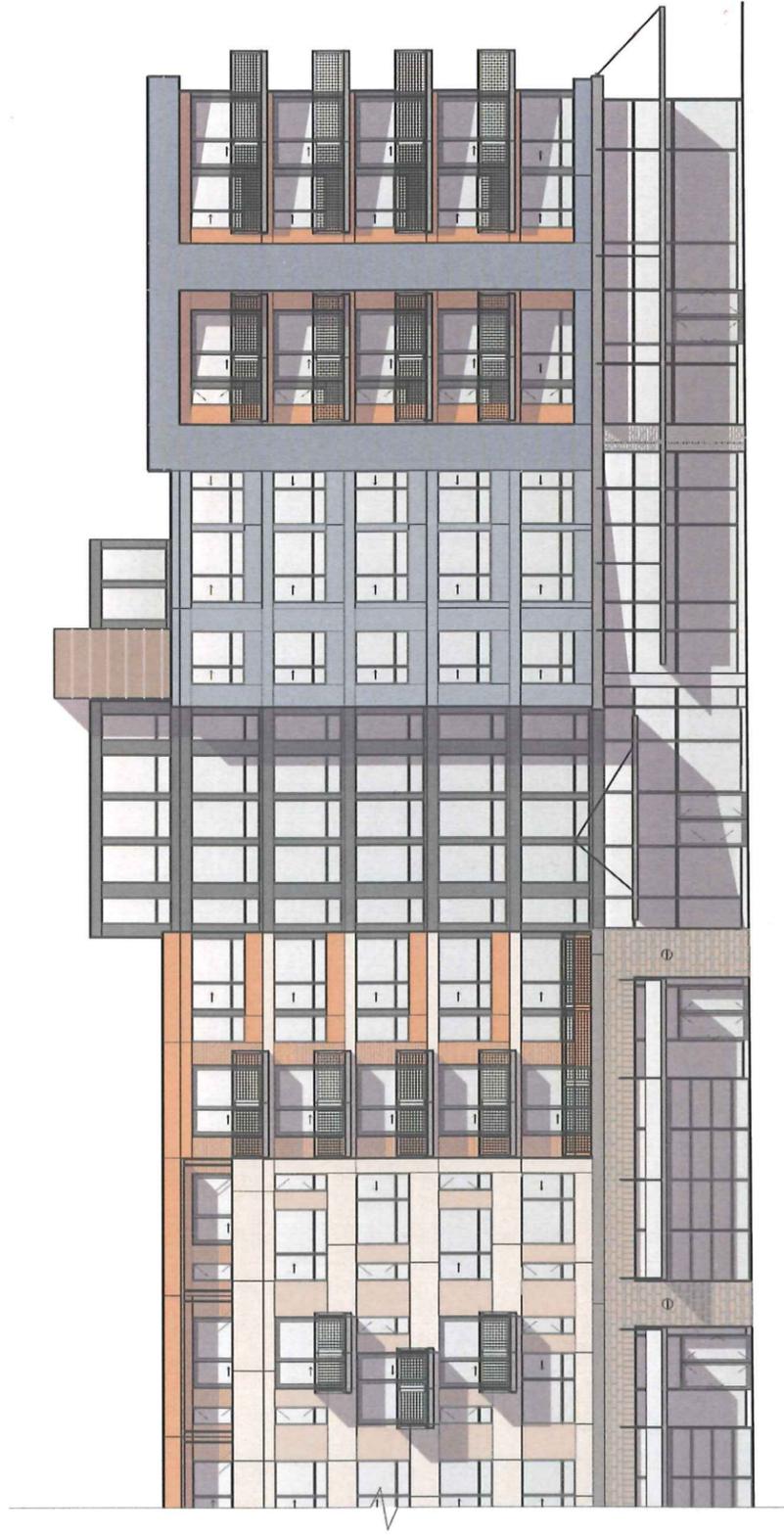
View of retail entries at 42nd Ave S

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



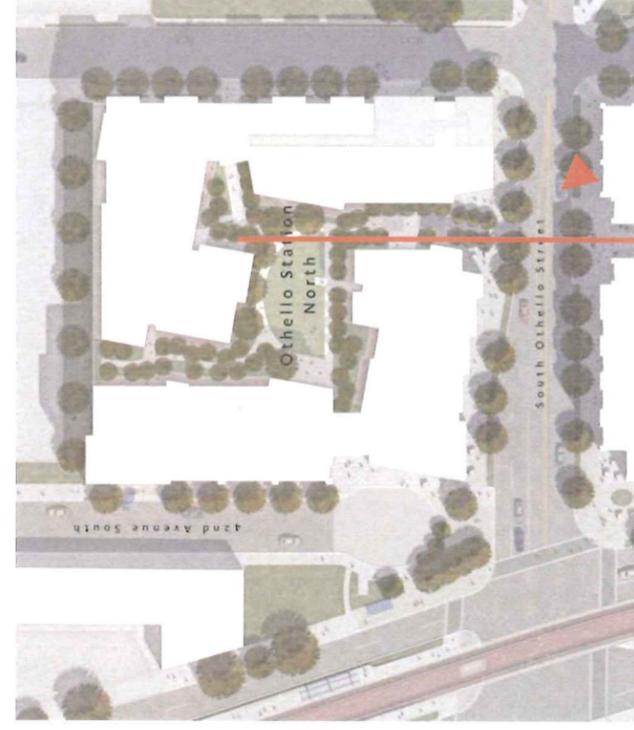
Street Section at S Othello St



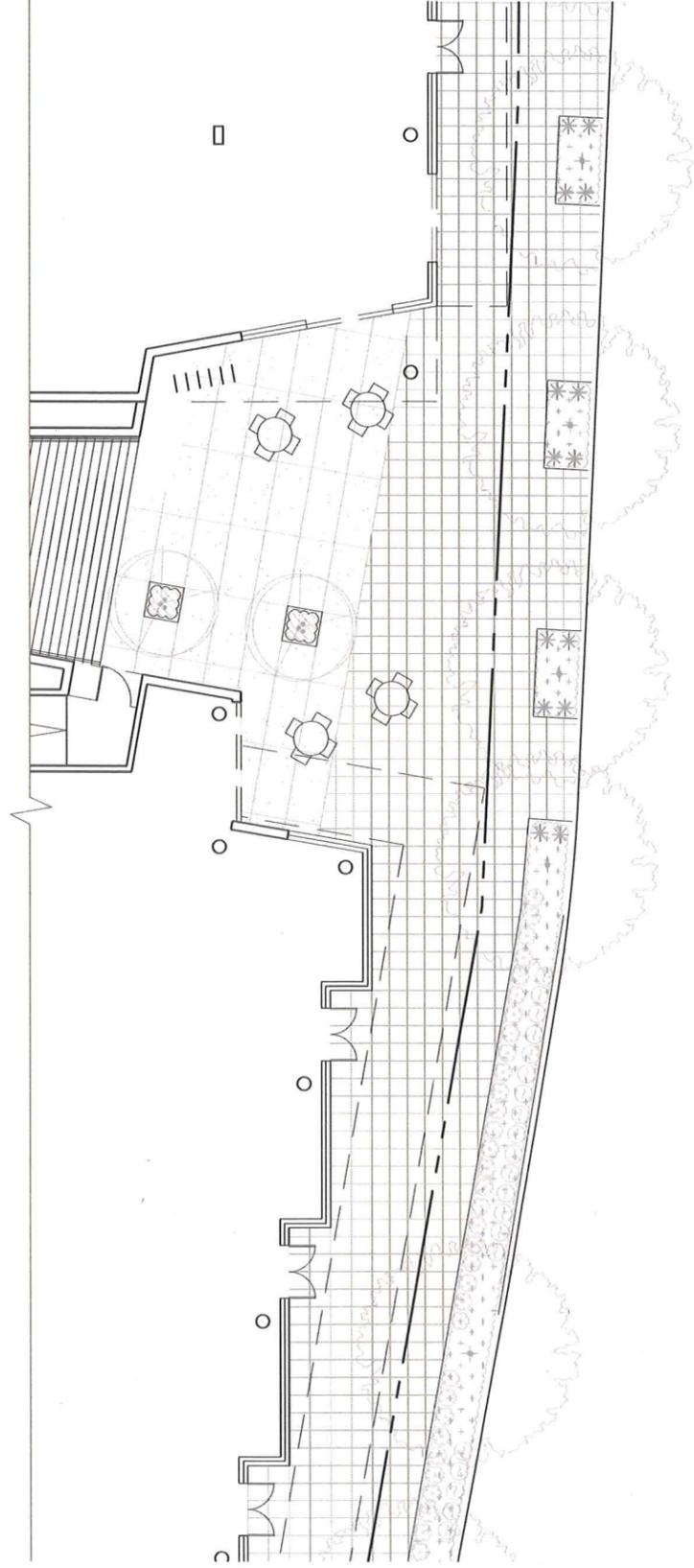
View of retail entries and plaza at S Othello St

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,

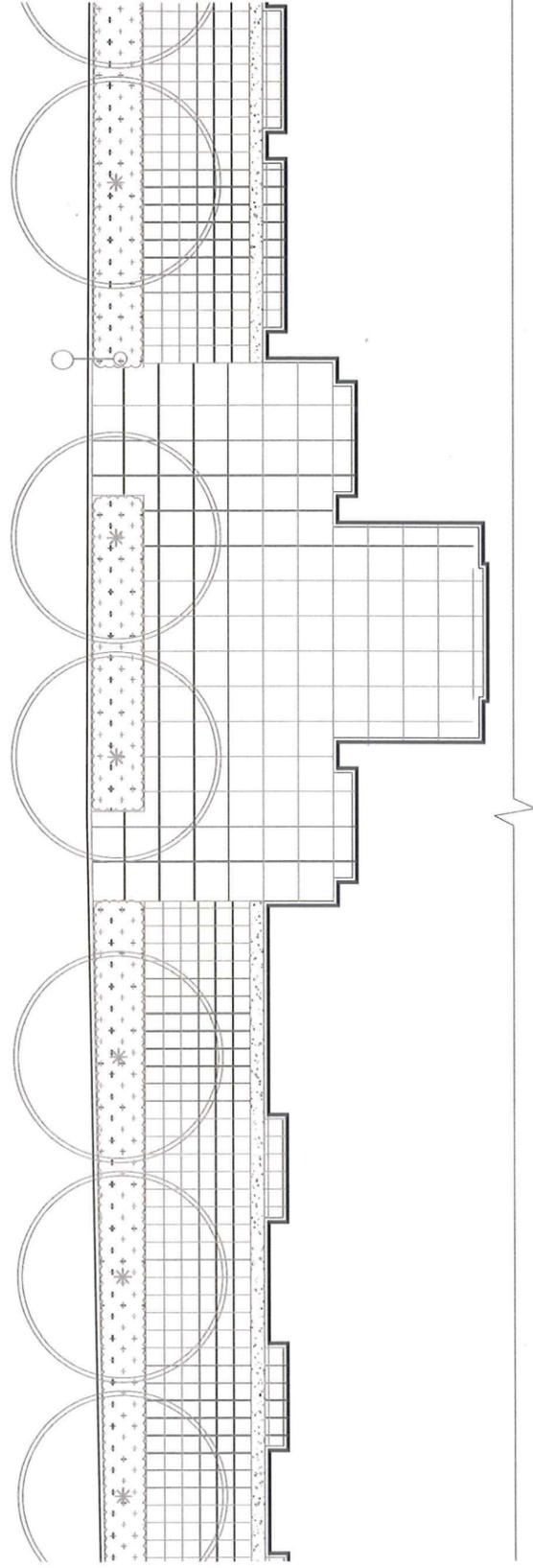
will create a physical and visual connection to the Station at Othello Park directly south of Othello Street. Fully glazed storefronts with multiple retail entrances and overhead weather protection are provided at street level to generate pedestrian activity. Proximity to the LINK Light Rail Station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



SOUTH OTHELLO STREET



SOTHELLO ST.



Elevation and Plan at S Othello St



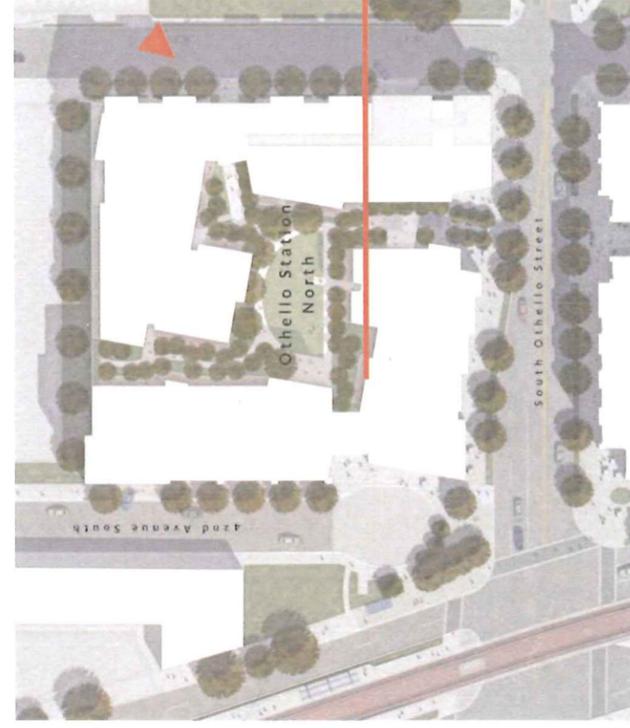
Street Section at 43rd Ave S



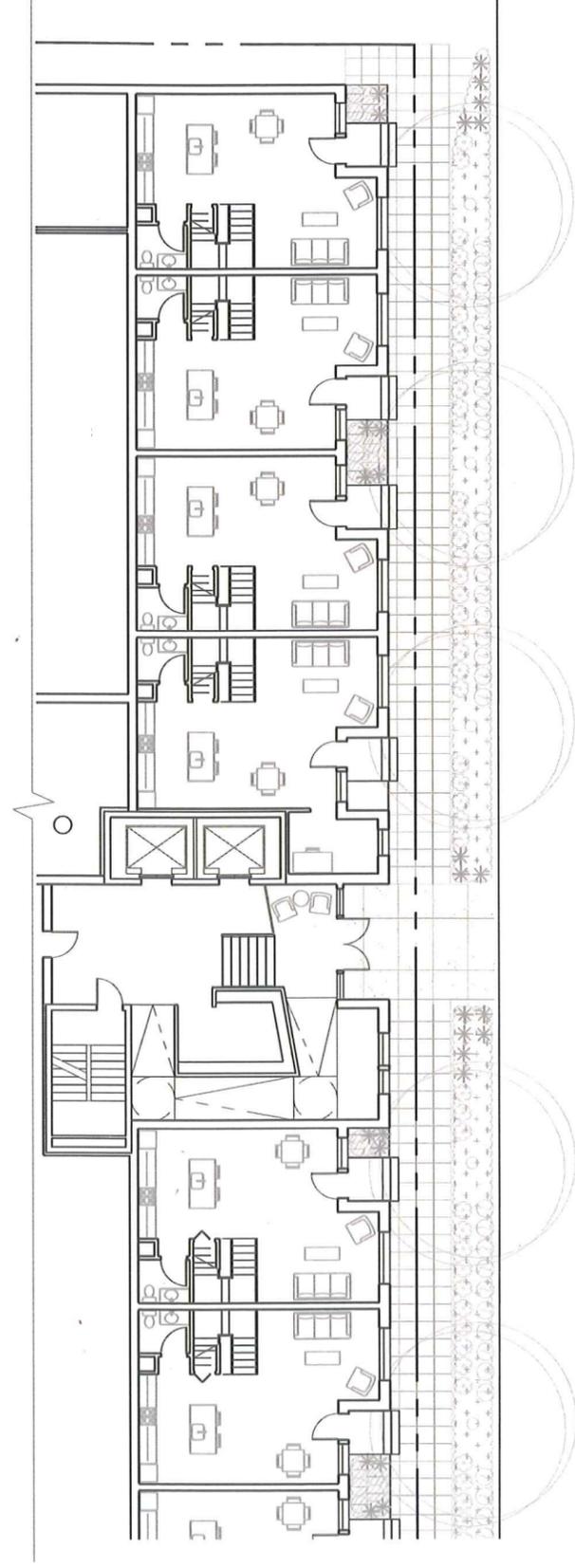
View of townhomes at 43rd Ave S

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.

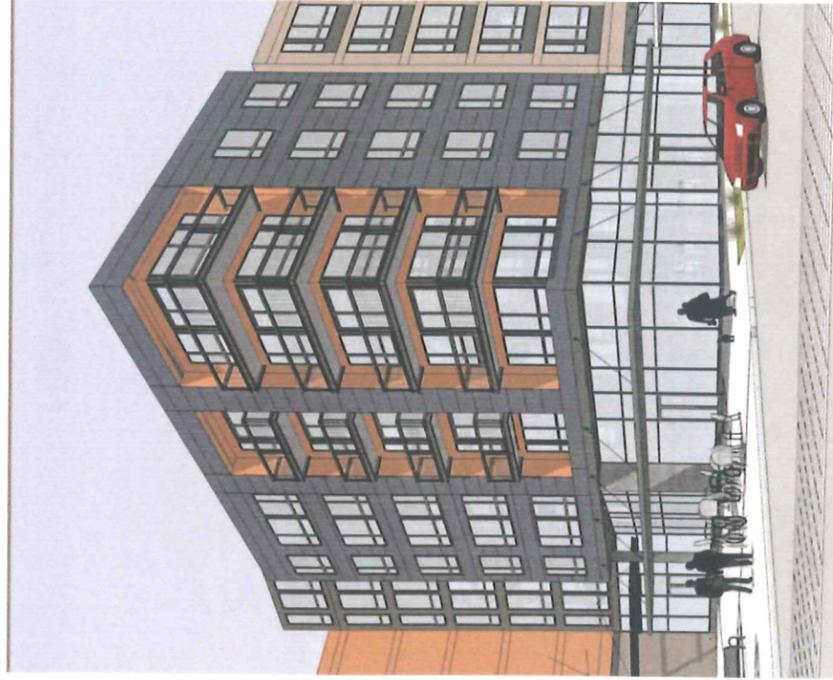
RESPONSES TO DESIGN GUIDANCE

Human activity



RESPONSES TO DESIGN GUIDANCE

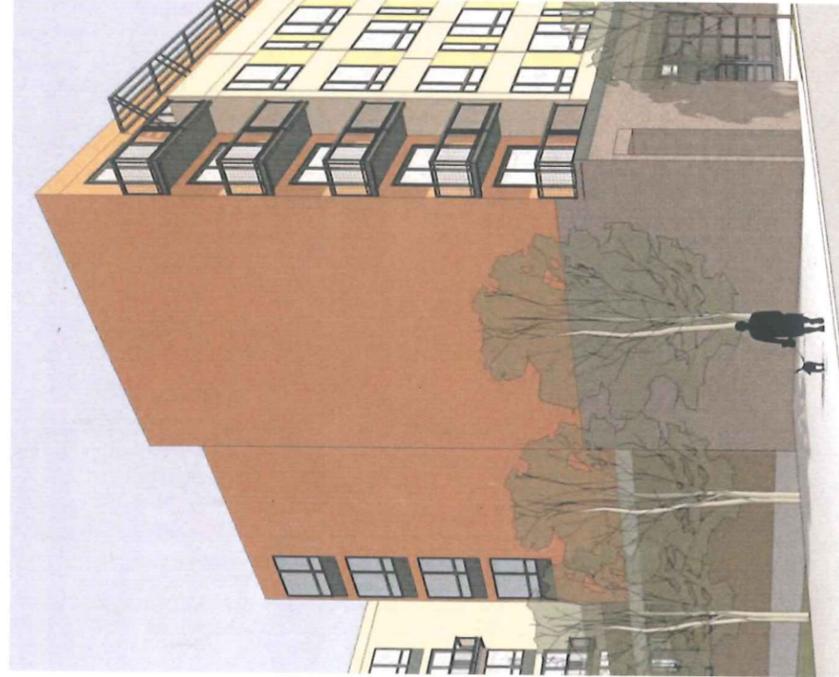
Human activity continued



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



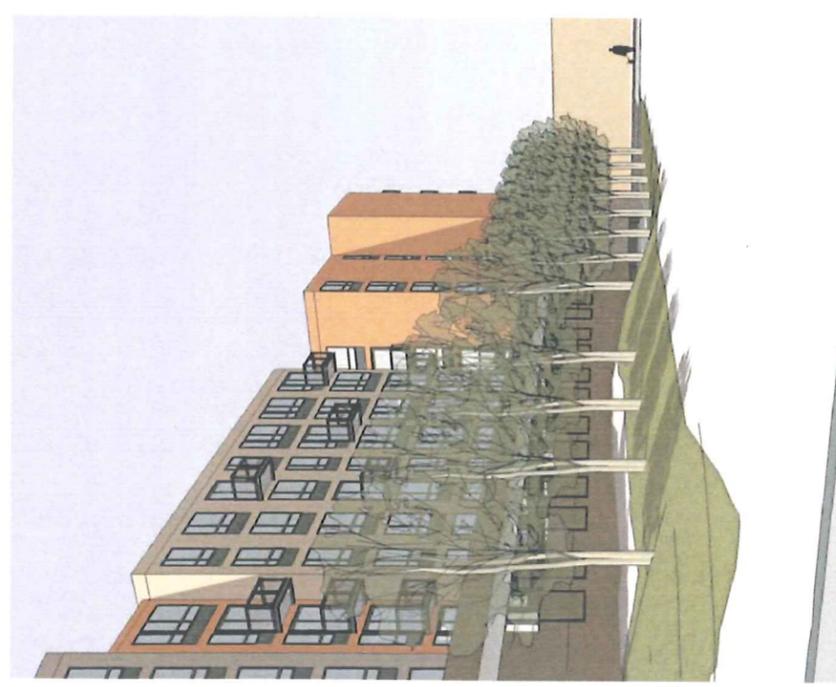
43rd Ave Townhomes



Looking East on Othello Street S.

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.



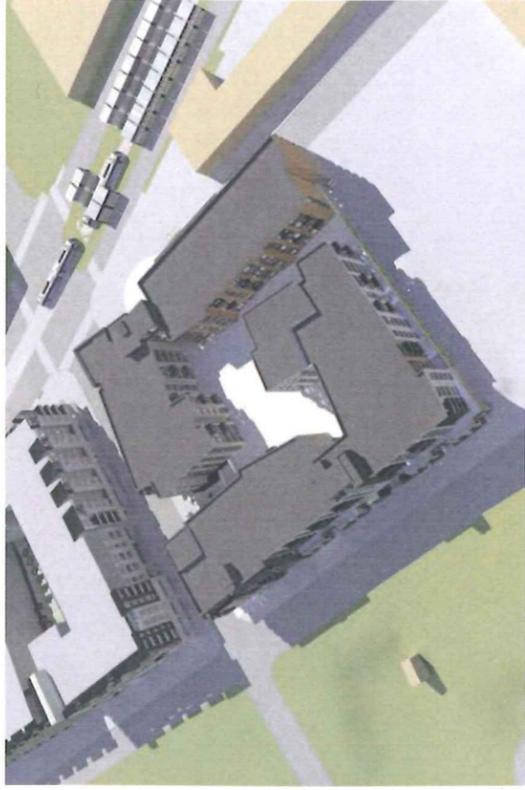
Existing Cedar Trees

RESPONSES TO DESIGN GUIDANCE

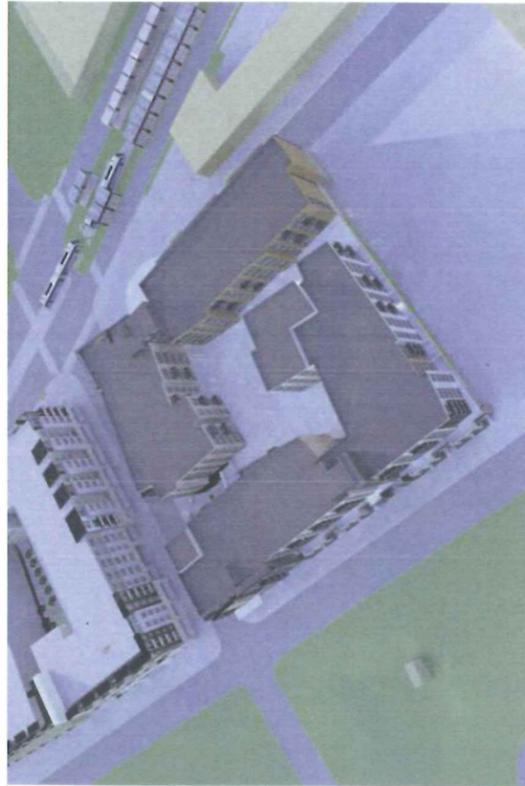
Respect for adjacent sites



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

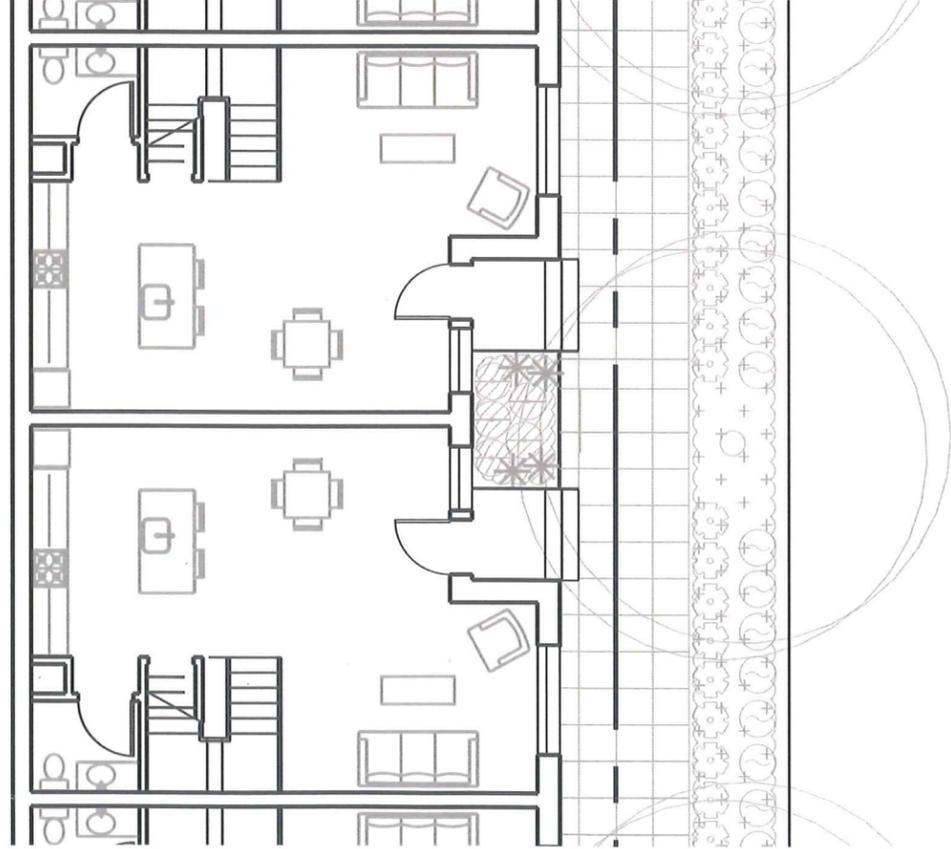
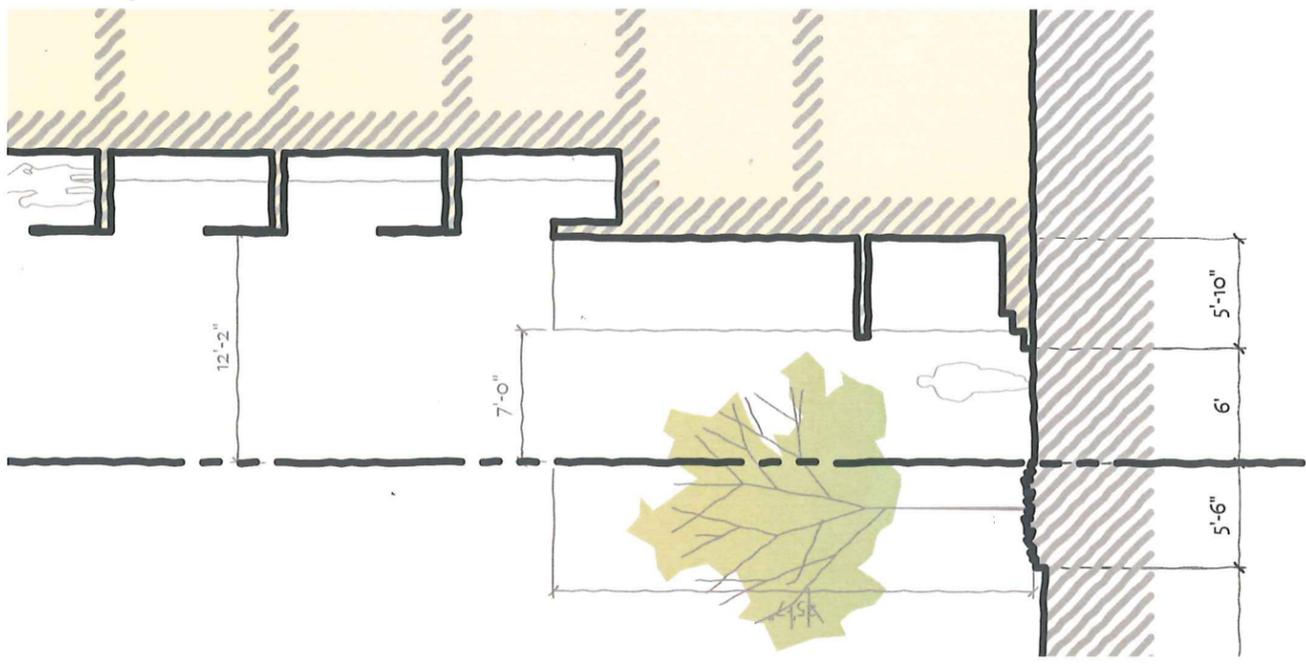
make space for human-scaled decks and balconies and provide a finer grained articulation of building components. At 42nd Avenue S and S Othello St, fully glazed retail entries, overhead weather protection and public plazas activate the pedestrian environment. Town homes are provided along 43rd in order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

RESPONSES TO DESIGN GUIDANCE

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

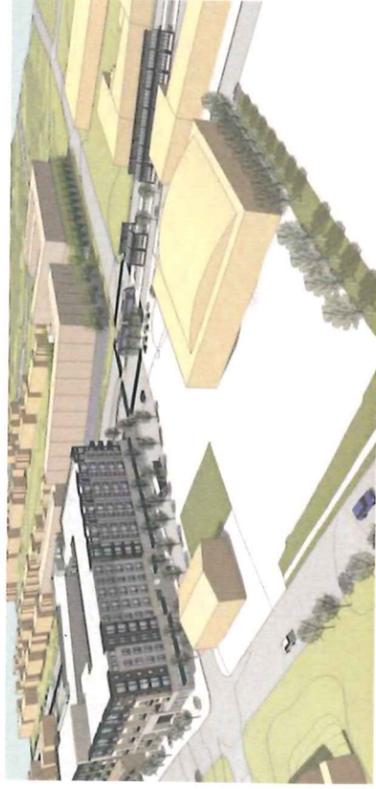


The proposal promotes appropriately scaled human activity at all streetfronts. The character of 42nd Ave S and S Othello St is focused on generating spaces for residents, pedestrians, and shoppers at street level and to meet the City's goal of providing a socially and visually stimulating environment. 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