



BDR SONATA WEST
4561 MARTIN LUTHER KING WAY S

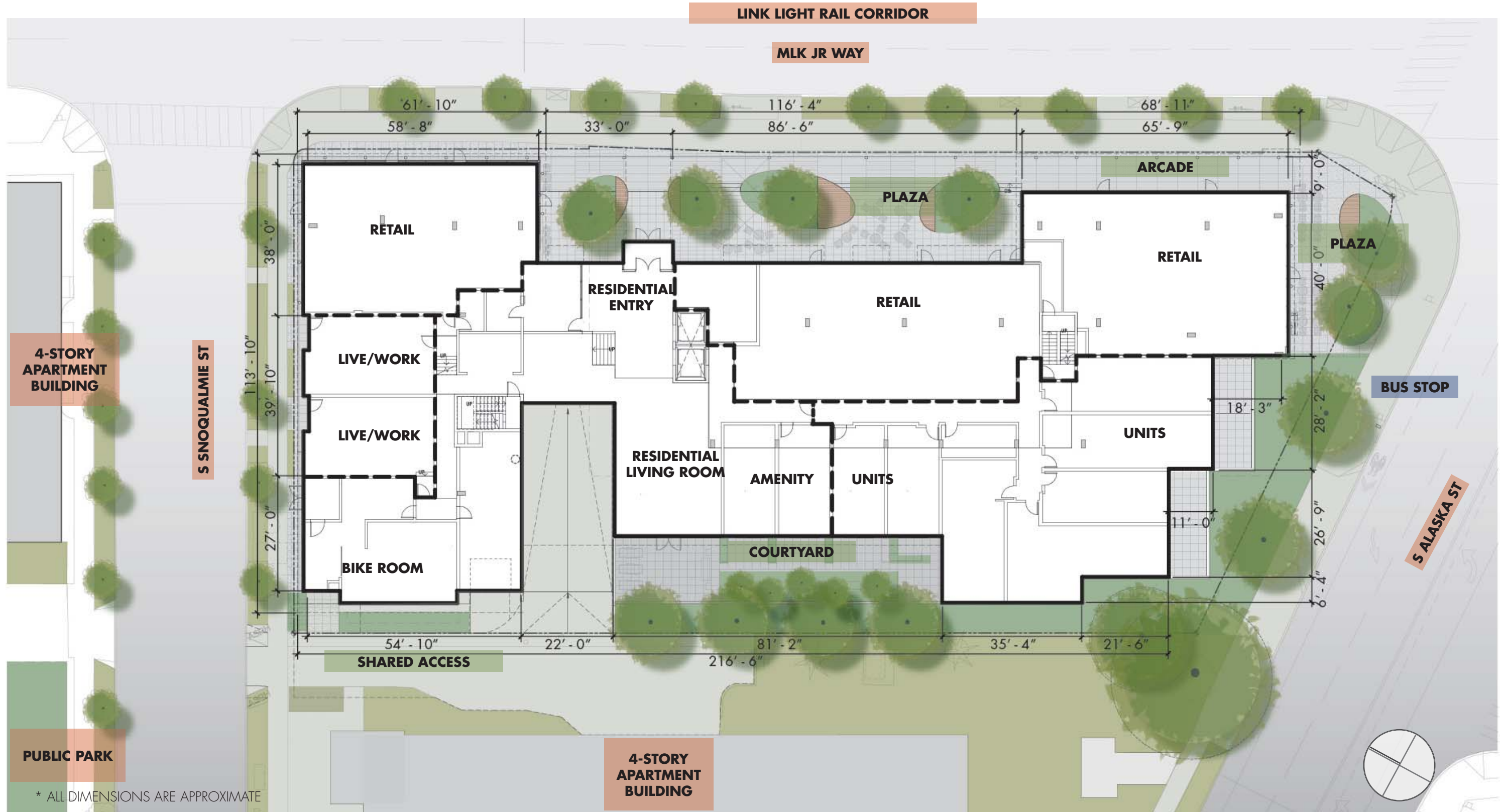
DESIGN REVIEW
REVISIONS

SDCI# 3017381
APRIL 12, 2016

310 First Avenue S, Suite 4S
Seattle, WA 98104
206.933.1150
www.nkarch.com



SITE PLAN



SONATA EAST AND WEST CONTEXT



REVISION SUMMARY

LIVE/WORK SIGNAGE AND WEATHER PROTECTION

BOARD COMMENTS

The Board suggested that the live/work units on S Snoqualmie St would benefit from canopies and signage to call attention to the commercial nature of the space

DESIGN RESPONSE

Since the main pedestrian thoroughfare is along MLK Jr Way, we felt that a pedestrian level signage would be most appropriate for these live/work units. The signs face pedestrian traffic along MLK Jr Way and yet does not compete with the residential nature of S Snoqualmie Street. The canopies further accentuates their presence and provide weather protection at the Live/Work and bike room entrances.

RETAIL SIGNAGE

The Board requested a more in depth signage proposal for the retail spaces

There are two types of signage for the retail spaces. Large face signage applied to the canopies facing MLK Jr Way and blade signs facing the pedestrian sidewalk. The large face signage is meant to be easily read by the vehicular and light rail traffic while the blade signs target the slow moving pedestrian traffic.

NORTH COMMERCIAL PRESENCE

The Board admired the arcade featured at the South tower of the building that connected the south corner plaza and the central plaza, and appreciated the continued rhythm of the free standing light fixtures. It was noted that the north retail space lacked a similar weather protection for pedestrians. An enhanced pedestrian experience was requested, either via canopies or a continuation of the south arcade.

Thin steel plate canopies were added at the north retail space to provide enhance pedestrian weather protection. The canopies also provide additional signage options for the retail spaces. The minimal thickness, as well as mounting right above the storefront is intended to provide the aforementioned mentioned benefits while not distracting from the dominant tower element above. An arcade was studied as an option, but canopies became the more favorable option for weather protection as they added more signage visibility options. The arcade option studied also encroached significantly on the proposed retail space, making it less viable. Finally, the arcade option added similarity between the north and south towers when the design is currently seeking to further differentiate the two towers at the request of the board.

TOWER ELEMENT

At the Design Recommendation meeting, Board members expressed concern that south tower element was not a strong enough element to complete the gateway concept to echo Sonata East across MLK. The tower was described as needing a little touch of something unique and suggestions included a simple movement or simple gesture to make it a distinguishable element of the west building.

Several different simple gestures were introduced to the overall design of the building. After numerous studies, two promising options were developed. In one option, the corner of the south massing is accentuated to create a gateway effect. In the second option, a parapet cap was added to the entire south tower to mimic the parapet cap of Sonata East. To further differentiate the north corner from the south corner, canopies were added to serve the retail in the north portion of the building.

DEPARTURES

Departure #2 (Side setback): Board requested better calculations
Departure #4 (Residential Uses at Street Level): Board noted its preliminary inclination to recommend approval based on evolution of the northeast storefront design.

More detailed calculations and diagrams are included in this packet to better present our design intent to produce a project that better meets the design guidelines and achieve better overall design

PREFERRED PROPOSED REVISION



ELEVATIONS

SOUTH



WEST



ELEVATIONS

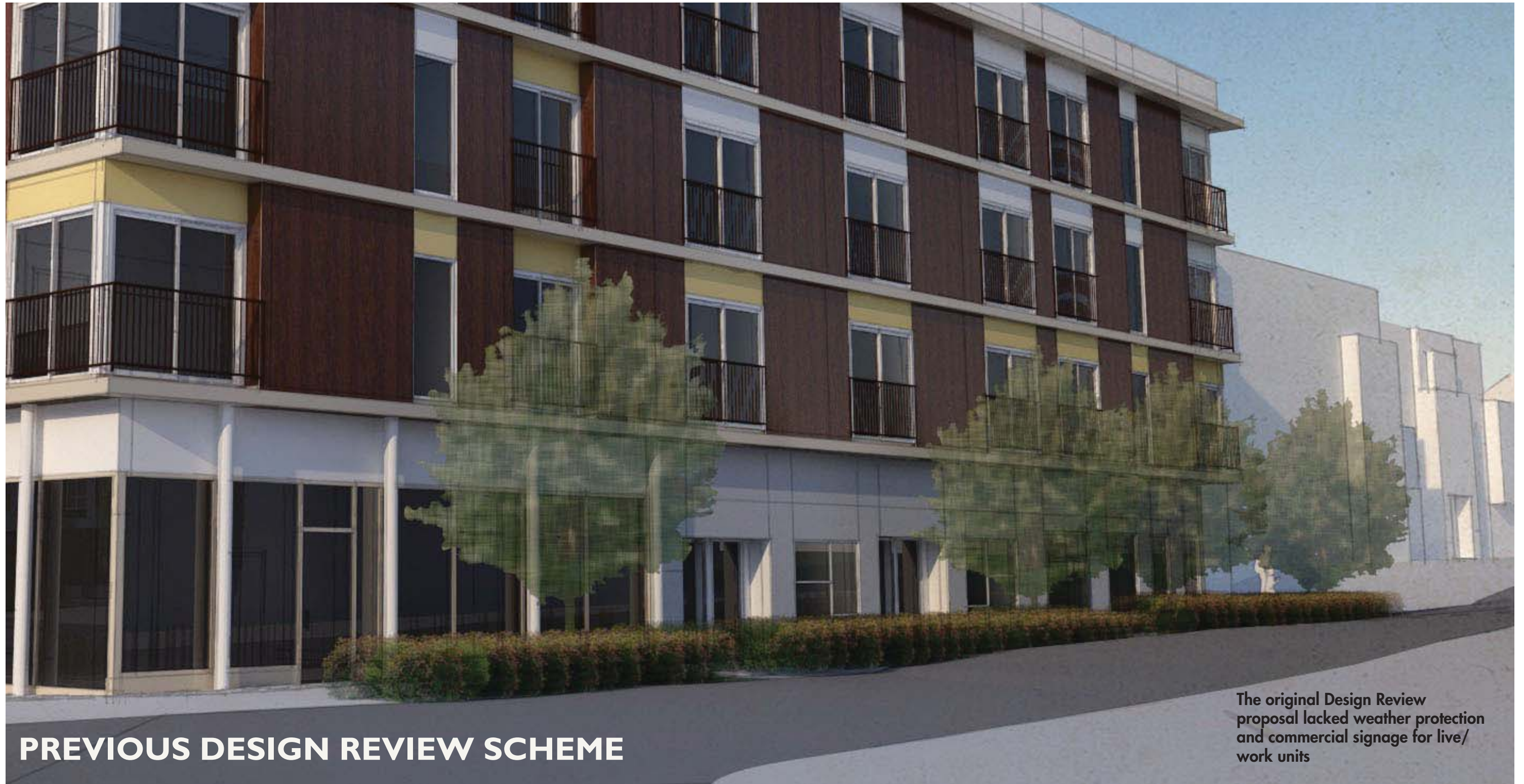
NORTH



EAST



LIVE/WORK SIGNAGE AND CANOPIES



PREVIOUS DESIGN REVIEW SCHEME

The original Design Review proposal lacked weather protection and commercial signage for live/work units

LIVE/WORK SIGNAGE AND CANOPIES



REVISED SCHEME

- Highly visible signage for Live-work units
- Canopies over the Live/Work entrances and bike room entrance provide weather protection for pedestrians
- Storefront height was increased at Live/Work entrances

LIVE/WORK SIGNAGE AND CANOPIES



Commercial signage is oriented toward MLK to catch the attention of passing pedestrians

LIVE/WORK SIGNAGE AND CANOPIES



RETAIL SIGNAGE



The original Design Review proposal featured primarily wall mounted signage for retail spaces in the central courtyard

PREVIOUS DESIGN REVIEW SCHEME

RETAIL SIGNAGE



REVISED SCHEME

Retail signage has been moved to the front of the canopies, either integral to the canopy edge or mounted separately, to increase visibility to passing foot and vehicle traffic

RETAIL SIGNAGE

The revised proposal expanded signage options at the south arcade retail space to include wall mounted signs for visibility from MLK, and blade signs for pedestrian visibility



REVISED SCHEME

RETAIL SIGNAGE



NORTH COMMERCIAL PRESENCE

PREVIOUS DESIGN REVIEW SCHEME



The previous proposal had a small overhang of roughly 18" along the entire retail frontage in the north massing. At the recommendation meeting, the Design Review Board requested more significant weather protection for pedestrians in this area.

NORTH COMMERCIAL PRESENCE

REVISED SCHEME



Thin steel canopies were added to enhance the pedestrian experience, as well as provide more opportunities for retail signage.

TOWER ELEMENT



TOWER ELEMENT

REVISED SCHEME - CORNER ELEMENT OPTION



REVISED SCHEME - CAP OPTION



TOWER ELEMENT



TOWER ELEMENT



DEPARTURES

DESIGN REVIEW 1

During the first Design Recommendation meeting, we presented four departures that would help the project better meet the design guideline priorities and achieve a better overall design. The Board noted its preliminary inclination to recommend approval of the four departures presented:

DEPARTURE #1: SMC 23.47A.014.B.1 CORNER SETBACK

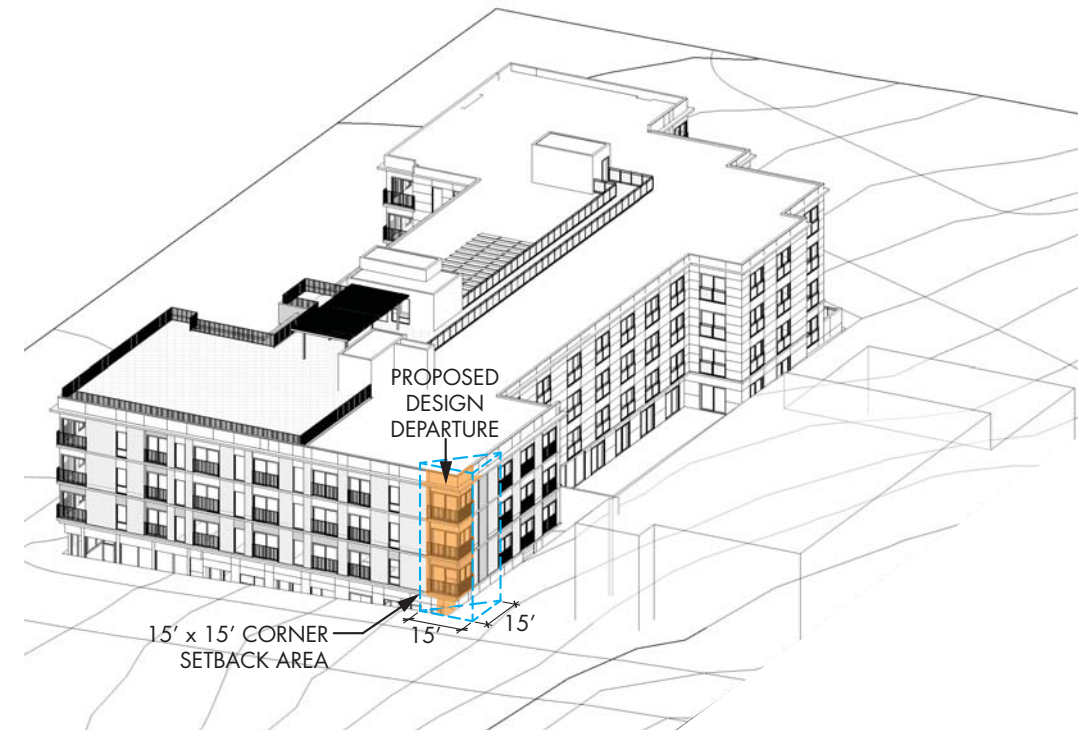
Requirement: A 15' x 15' corner setback required for a commercial lot abutting a side lot line in a residential zone. No development is allowed within setback

Request: 7'-0" by 7'-0", for the upper stories.

Rationale: The shared driveway between the proposed structure and the existing residential structure on the west provides the required buffer between zones.

Associated guideline: PL-3 street level interaction, CS2 relationship to the block

The Board agreed that the driveway does offer a buffer.



DEPARTURE # 3: SMC 23.54.D.1.c - DRIVEWAY WIDTH

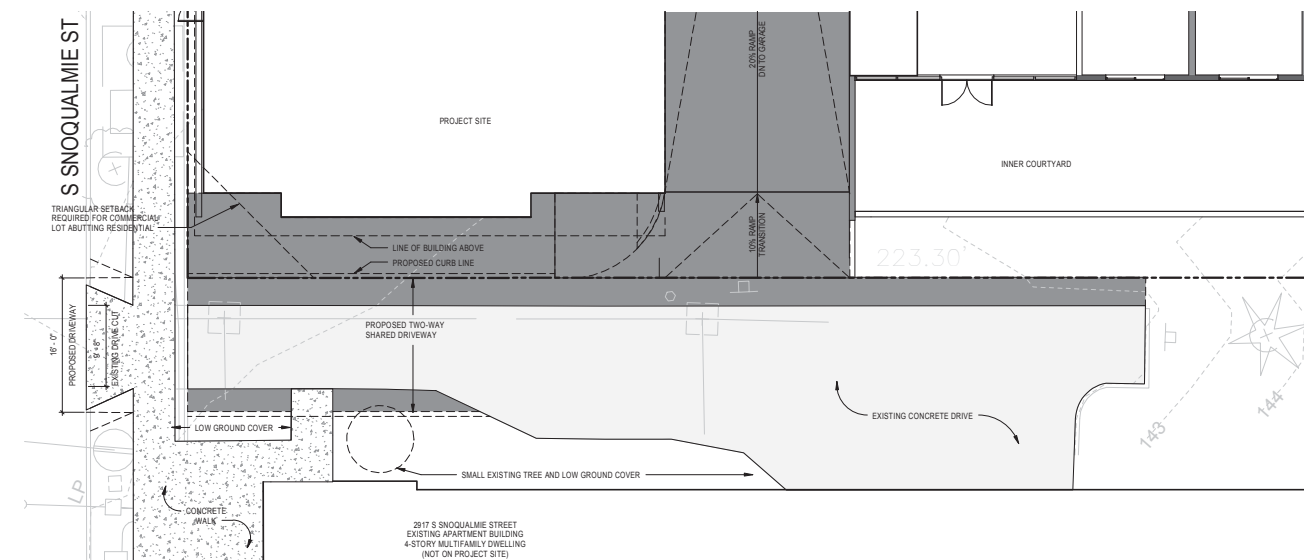
Requirement: A driveway that serves residential uses shall be at least 20' for two-way traffic

Proposed: A 16' wide shared access easement with the neighbor to the west.

Rationale: However allowing for landscaping, the access from the west will be slightly narrower than code allows. The benefit is a single curb cut for two projects and increased pedestrian safety across an established pedestrian corridor.

Associated guideline: CS-2 urban pattern and form, LP-4 active transportation, DC-1 project uses and activities

The Board concurred with the shared driveway approach during EDG and the design was carried over and presented during the first DR meeting. The Board agreed that the driveway would be a good solution in terms of safety and amount of curb cuts along S Snoqualmie St.



DEPARTURES

DEPARTURE #2: SMC 23.47A.014.B.3 SIDE SETBACK

Requirement: A 15' setback required for that portion of the structure above 13' when a portion of the proposed structure contains a residential use.

Proposed: Setback be averaged across the west elevation with a minimum of 5'-0" and an average of 19'-7" from ground to upper stories (this has been corrected from 18'-5" from the first DR Meeting).

Rationale: Better modulation of the building on the west side to create a generous sized inner courtyard amenity for the future residents as well as landscaped views for the neighboring multifamily residents.

Associated guideline: PL-3 street level interaction, CS2 relationship to the block

The Board requested better calculations of the proposed departure. The calculations below demonstrate the average setback and volume of the proposed project exceeds the average setback of 15'-0" above 13'-0" and volume-wise, it occupies less space than the code allowable volume within the same space.

REQUESTED DEPARTURE CALCULATION

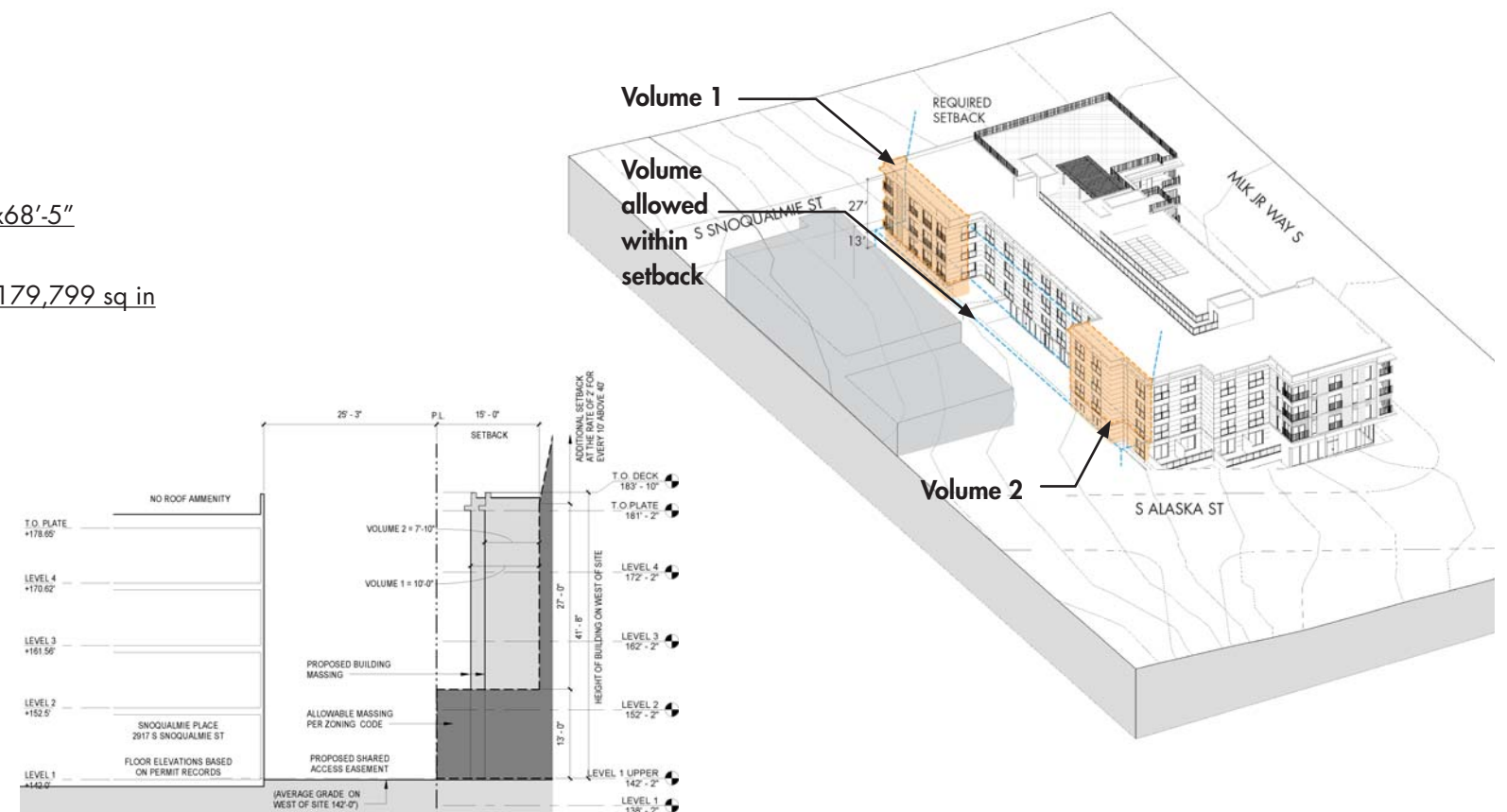
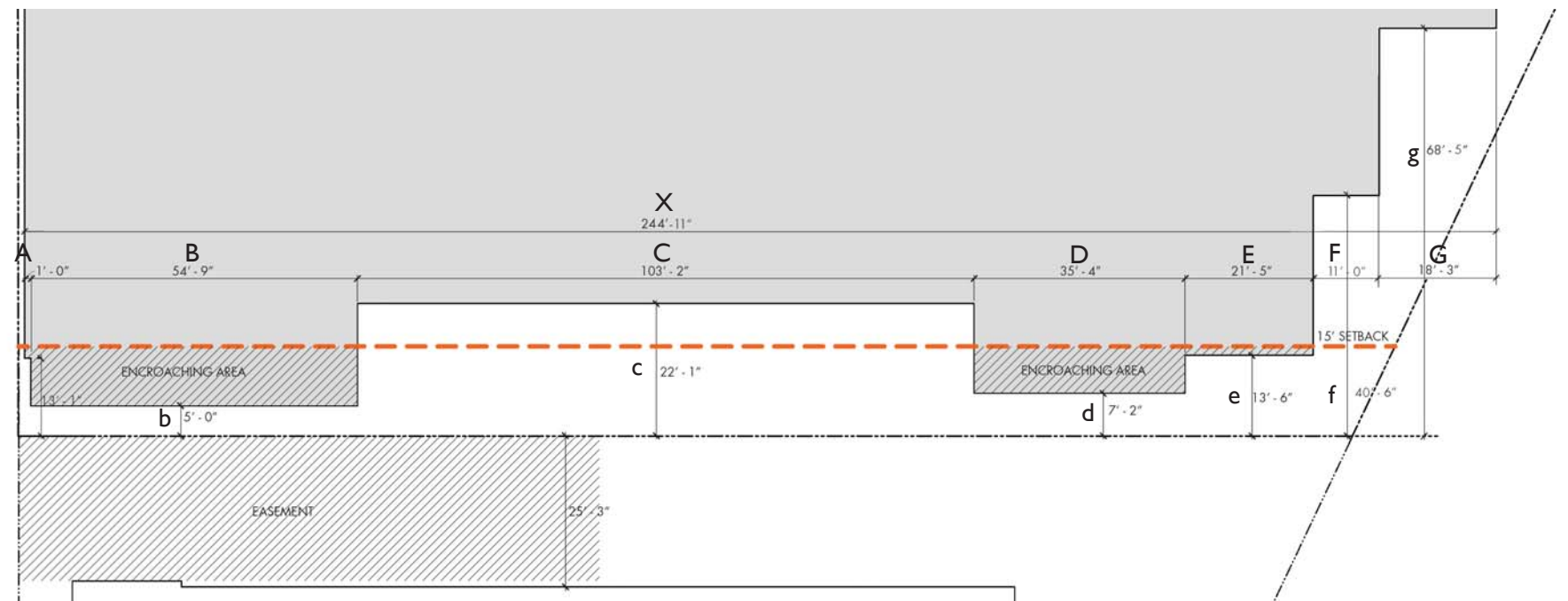
A = length of facade,
a = distance of facade from property line
X = overall length of facade

$$\begin{aligned} \text{AVERAGE SETBACK} &= \frac{A \times a + B \times b + C \times c + D \times d + E \times e + F \times f + G \times g}{X} \\ &= \frac{1'-0" \times 13'-1" + 54'-9" \times 5'-0" + 103'-2" \times 22'-1" + 35'-4" \times 7'-2" + 21'-5" \times 13'-6" + 11'-0" \times 40'-0" + 18'-3" \times 68'-5"}{244'-11"} \\ &= \frac{1,884 \text{ in sq} + 39,420 \text{ in sq} + 328,070 \text{ in sq} + 36,464 \text{ in sq} + 41,634 \text{ in sq} + 63,360 \text{ sq in} + 179,799 \text{ sq in}}{2,939"} \\ &= \frac{690,631}{2,939"} \\ &= 234.99" = 19'-7" \end{aligned}$$

VOLUME ALLOWED BY CODE WITHIN SETBACK = 15'-0 x 13'-0" x 223'-4" = 43,550 cu ft

VOLUME PROPOSED IN REQUIRED SETBACK = Volume 1 + Volume 2
= (41'-8" x 54'-9" x 10'-0") + (41'-8" x 35'-4" x 7'-10")
= 22,813 + 11,533 = 34,346 cu ft

VOLUME PROPOSED IN REQUIRED SETBACK IS 9,204 cu ft LESS THAN VOLUME ALLOWED BY CODE



DEPARTURES

DEPARTURE # 4: SMC 23.47.005 - RESIDENTIAL USES AT STREET LEVEL

Requirement: C.1. In all neighborhood commercial and C-1 zones, residential uses may occupy, in aggregate, no more than 20% of the street-level street facing facade in the following circumstances:

A. In pedestrian-designated zones, facing a designated principal pedestrian street

D. In pedestrian-designated zones, the location of uses are regulated as follows:

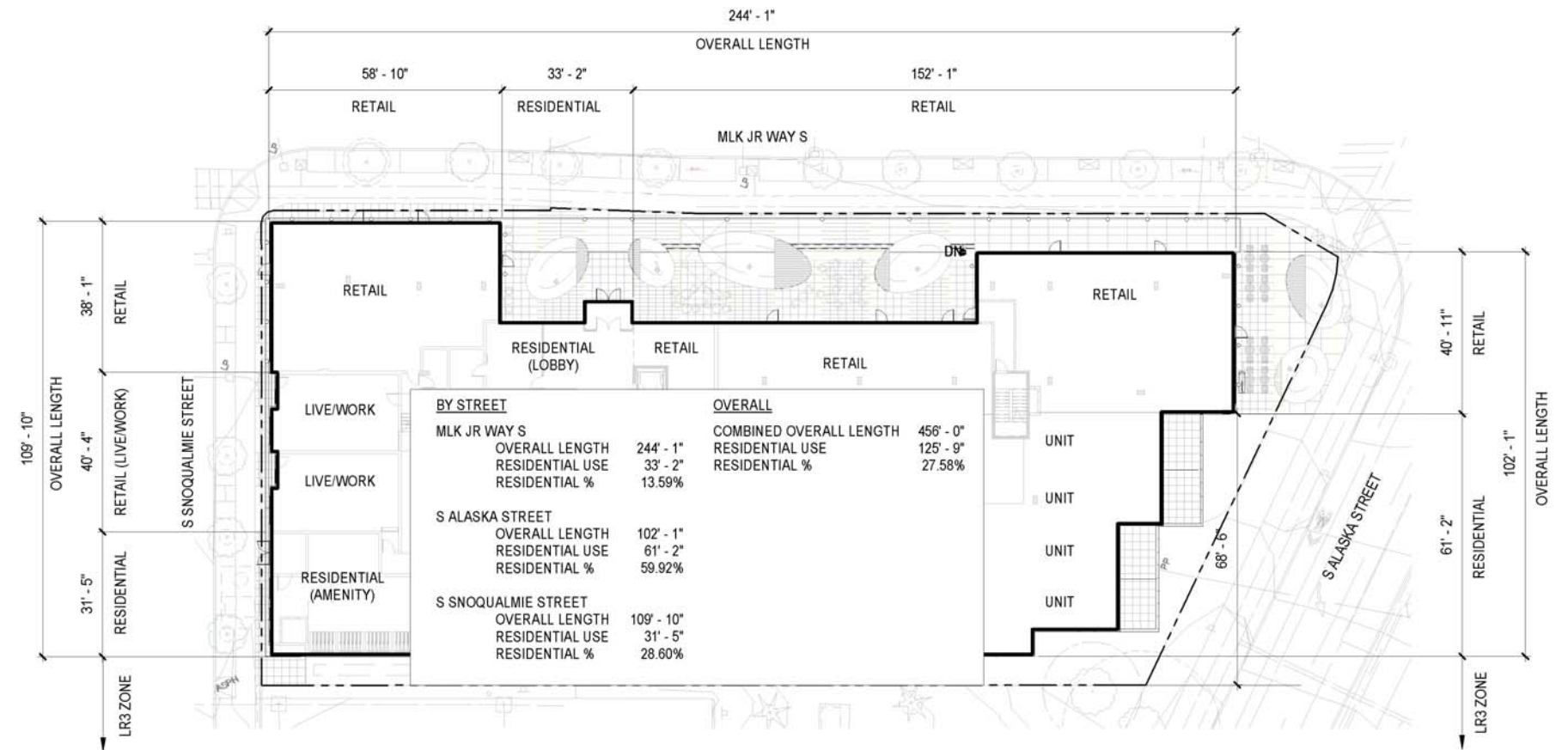
1. Along designated principal pedestrian streets, one or more of the following uses are required along 80% of the street-level street-facing facade (retail, theaters, museums, etc.)

Proposed: The applicant is proposing residential uses to occupy, in aggregate, 27.5% of the total street-level street-facing facade of the three streets surrounding the project.

Rationale: The proposed residential will provide a gradual transition of program from the commercial NC-1 zone to the neighboring LR-3 residential uses.

Associated guideline: CS-2 urban pattern and form, DC-1 project uses and activities

The Board recommended that the S Snoqualmie St elevation at street level needed further refinement. We added canopies and signage to highlight the commercial aspect of the live/work units and a whimsical bike room entry for the residential portion of this north facing facade.



TRASH ACCESS



BOARD COMMENTS

At the Design Review Meeting, the Board expressed concern that the trash room was not easily accessible for the retail space located at the south east corner of the project. It was noted that no back of house hall to the trash room was available, and retailers only access would be either through the interior residential lobby or on the sidewalks around the building.

RESPONSE

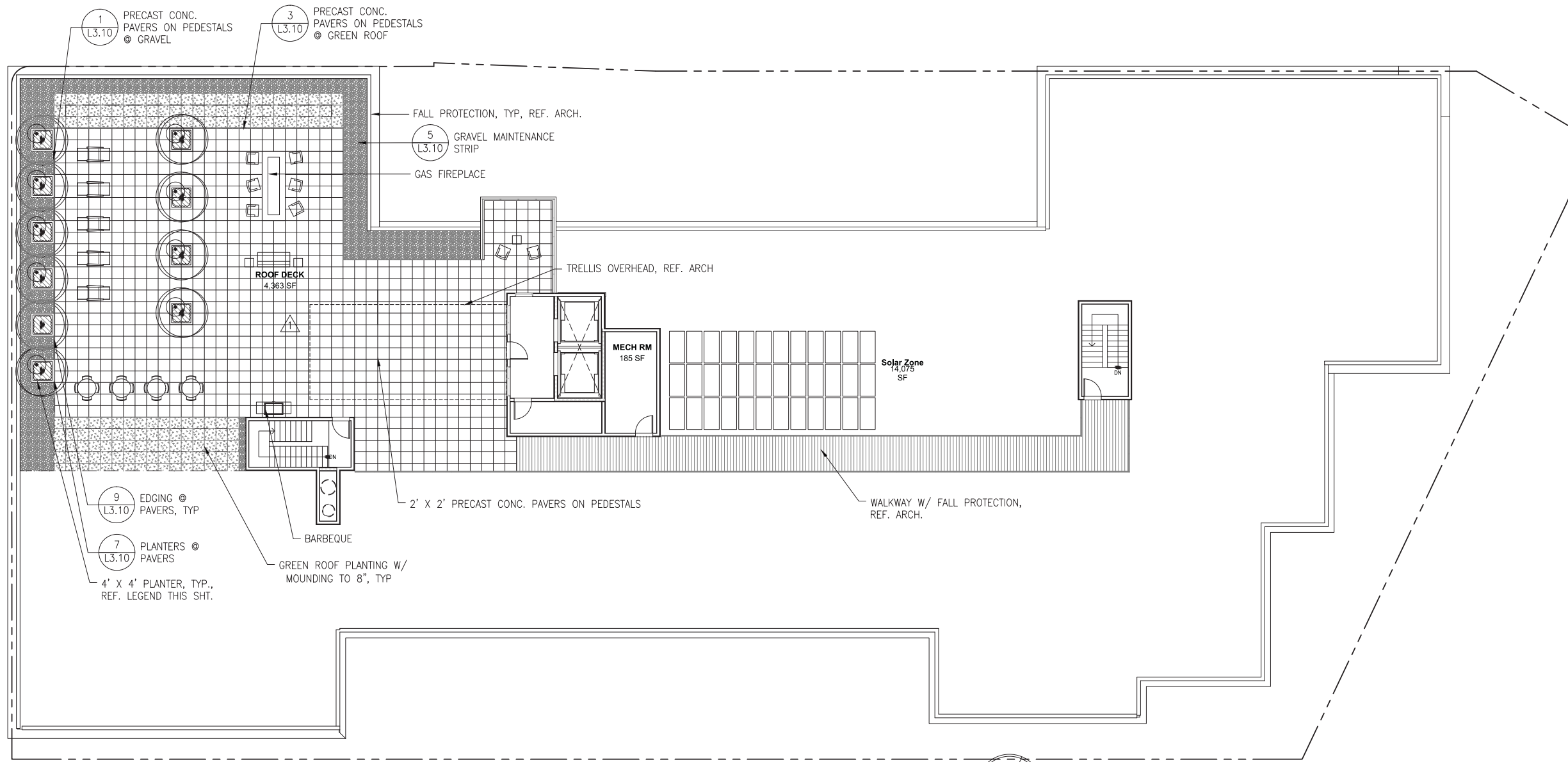
The movement of trash is a part of the urban environment, is not regulated by either code or design guidelines, and no specific user has been defined for the retail space in question. While we are proposing infrastructure now, that would be almost impossible to add later, to accommodate a restaurant, to date there have been no inquiries regarding a restaurant use.

We have addressed the public comments on the related project by eliminating the option for taking retail trash through the residential lobby, and made the trash room more accessible by way of a pedestrian door from the shared access drive. We propose a similar solution here. To the greatest extent possible, the retail tenants pathway to the trash room has been diverted away from residential uses and completely diverted from interior spaces. There are no feasible means of creating direct access to trash for each retail tenant in that all solutions reduce the desired functionality of the building, including: reductions in parking, reductions in retail or residential area, and interference with the seamless connectivity between the residential and retail tenants that we have strived to create.

The condition as stated by the board is tied to Design Guideline DC1-A, Arrangement of Interior uses. The board's condition specifically request that the team review the interior configurations with the trash. Both "flexibility" and "views and connections" have been addressed to serve the greatest number of users for the greatest number of interactions. One trash trip a day is merely a part of the urban fabric, not a cumbersome interference.

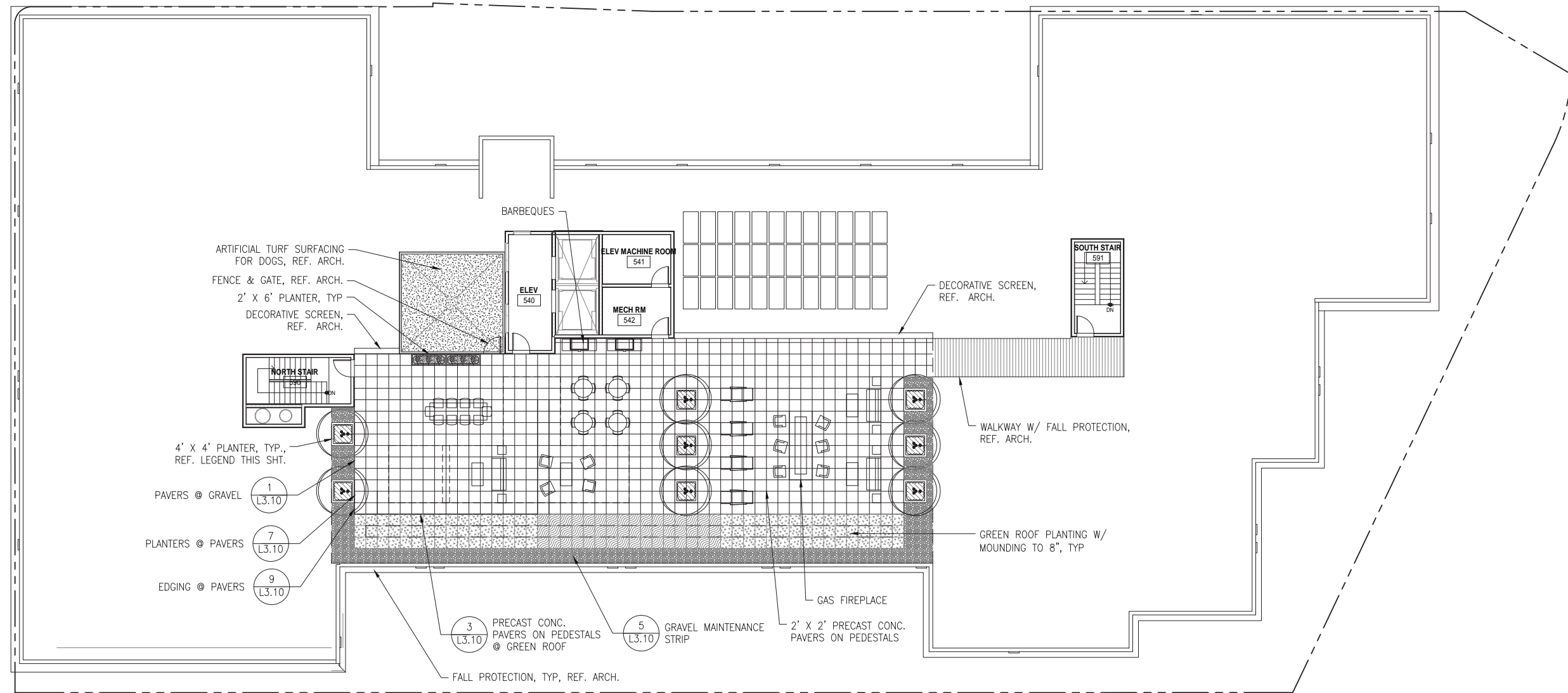
We have provided a safe, accessible trash enclosure that accommodates the greatest benefit to the most tenants. To the benefit of the neighborhood, we have created a building that is either physically or visually porous on all sides in order to provide a better experience on all three streets, the shared driveway and to existing pedestrian movements, as well as a central circulation core that connects tenants to retail and residential amenity to the public amenity with clarity and grace. This should be celebrated and not punished for the relatively minor service needs of 2400sf of retail.

ROOF DECK RECONFIGURATION



PREVIOUS CONFIGURATION

ROOF DECK RECONFIGURATION



REVISED CONFIGURATION

RATIONALE

Since the first Design Review Recommendation meeting, the roof deck amenity location has shifted from the north east corner of the roof to the central west side. Through the design development of this project, and it's sister project across MLK Jr Way S, acoustical concerns were raised regarding the level of traffic noise coming

from the busy MLK, as well as the intersection with South Alaska Street and the Columbia City Light Rail station immediately to the south of the site. While the East project already had situated the roof deck on the side furthest from MLK, this roof deck had been placed on the side closest to MLK to take advantage of views south

east to Mount Rainier. While discussing the traffic noise concerns, the decision was made to shift the amenity area away from MLK to produce a quieter, more tranquil space.

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