

# Mercy Othello Plaza

**EDG ANALYTIC DESIGN PROPOSAL PACKET**

6930 Martin Luther King Jr. Way South  
Seattle, WA 98118

ANKROM MOISAN ARCHITECTS, INC.  
**DPD #3018112/ 13 JANUARY 2015**

MERCY HOUSING NORTHWEST  
2505 THIRD AVENUE, SUITE 204  
SEATTLE, WA 98121



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ARCHITECTURE INTERIORS URBAN DESIGN BRANDING  
ankrommoisan.com

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Portland, OR 97219  
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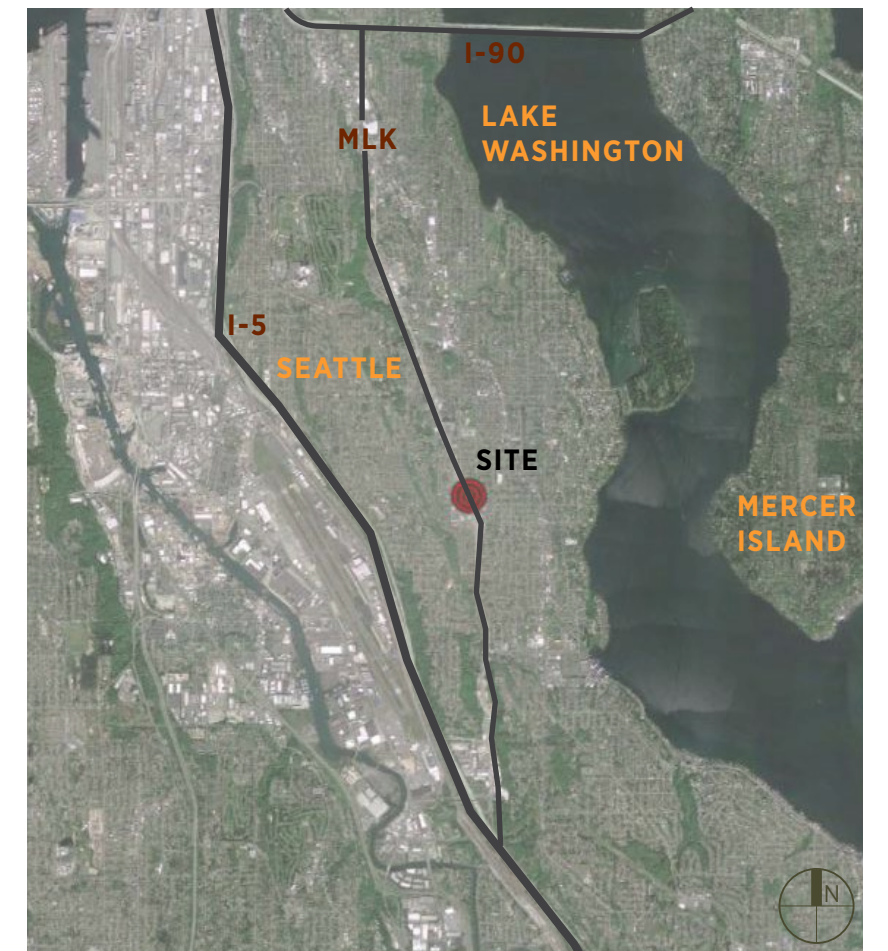
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# TABLE OF CONTENTS

General Project Information . . . . .	P 1
<b>SITE</b> . . . . .	P 2
Neighborhood Context . . . . .	P 3
Transit and T.O.D. Projects . . . . .	P 4
Photos . . . . .	P 5
Zoning Summary . . . . .	P 6
Neighborhood Character . . . . .	P 8
Street Level Views Alley . . . . .	P 10
Street Level Views MLK . . . . .	P 11
Survey . . . . .	P 12
<b>MASSING OPTIONS</b> . . . . .	P 13
Option A . . . . .	P 14
Option A / Plan Diagrams . . . . .	P 15
Option A / Shadow Study . . . . .	P 16
Option B . . . . .	P 17
Option B / Plan Diagrams . . . . .	P 18
Option B / Shadow Study . . . . .	P 19
Option C (Preferred) . . . . .	P 20
Option C (Preferred) / Plan Diagrams . . . . .	P 21
Option C (Preferred) / Shadow Study . . . . .	P 22
Comparisons . . . . .	P 23

<b>PREFERRED OPTION</b> . . . . .	P 24
Concept Development . . . . .	P 25
Section . . . . .	P 26
Overall Landscape Plan . . . . .	P 27
Ground Level Landscape Plan . . . . .	P 28
Landscape Concept Imagery . . . . .	P 29
<b>KEY DESIGN GUIDELINES</b> . . . . .	P 30
Response to Othello Design Guidelines . . . . .	P 31
<b>POTENTIAL DEPARTURES</b> . . . . .	P 33
Potential Departures . . . . .	P 34
<b>RELEVANT PROJECTS</b> . . . . .	P 35
Ankrom Moisan Architects . . . . .	P 36
Mercy Housing NW . . . . .	P 36



VICINITY MAP

N.T.S.





PROJECT GOALS

Goal #1: Create Community

Encourage resident interaction through the creation of community rooms, common lounges, shared courtyards and a connection with the public entry plaza. The project will include a community center, which will be open to members of the public.



Goal #2: Promote Transit-Oriented Development

Create an activity hub with dense residential program and commercial space adjacent to public transit and reinforce TOD objectives with visual and physical connection to surrounding neighborhood and transportation options.



Goal #3: Activate the Street Level

Design a unique and varied pedestrian experience along MLK Way street front. Variation in street front design helps break up the building mass and provide visual interest to pedestrians. This proposal would transform a long-vacant parcel in the Othello retail core into a pedestrian-friendly activity node.

PROGRAM GOALS

- Approximately 108 residential units ranging from 1 to 3 bedroom apartments
  - Approximately 5,000 sf commercial office space
  - Approximately 2,500 sf of sales and services space.
  - Approximately 45 parking stalls
  - Secure accessible activated outdoor space
1. Accessible from 2 elevators and 2 staircases
  2. Activated by adjacency to community spaces
  3. Activated by people watching to the street and transit station
  4. Activated by adjacency to vertical circulation with large windows
  5. Secure by being above street level

EXPLANATION OF TWO BUILDING DEVELOPMENT

This project has obtained Low Income Tax Credit funding from the Seattle Office of Housing through a competitive process.

The two buildings are a direct result of the financing mechanisms in place. Specific tax credits of one type are assigned to the east building while a different set of specific tax credits were assigned to the west building. The project would not have been funded without the two building scenarios.

BACKGROUND OVERVIEW OF MERCY HOUSING NORTHWEST

Mercy Housing has been active in the Northwest since 1981 and has developed and now manages almost 2,400 affordable rental homes throughout the region serving over 5,100 residents each day. They have helped over 100 families build and purchase their own homes.

There are two distinct entities operating in the Northwest states: Washington and Idaho. The name Mercy Housing Northwest reflects the coordination of resources across the region to meet the challenge to close the gap between the supply and demand for affordable housing in Washington, Idaho and Oregon.

PROJECT DESCRIPTION

The proposed project is located on MLK Jr Way North of the Othello light rail station. It consists of 108 affordable housing units across two buildings with a mix of one, two and three bedroom apartments. 7 of the 45 stalls have been designated for use by tenants of the commercial and sales and service space.

PROJECT ADDRESS

6930 Martin Luther King Jr. Way S.  
Seattle, WA 98118

PROJECT TEAM

**OWNER:**  
**Mercy Housing Northwest 9 Othello East LP**  
2505 3rd Avenue, Suite 204  
Seattle, WA 98121  
425.681.4718  
Contact: Jodie Patterson-O'Hare  
**email: jodi@permitcnw.com**

**APPLICANT/ARCHITECT:**  
**Ankrom Moisan Architects**  
117 South Main Street, Suite 400  
Seattle, WA 98104  
206.576.1600  
Contact: Scott Crosby  
scottc@ankrommoisan.com

**LANDSCAPE:**  
**Fazio Associates LLC**  
2244 NW Market Street, Suite B  
Seattle, WA 98107  
206.774.9490  
Contact: Rob Fazio  
rob@fazioassociates.com

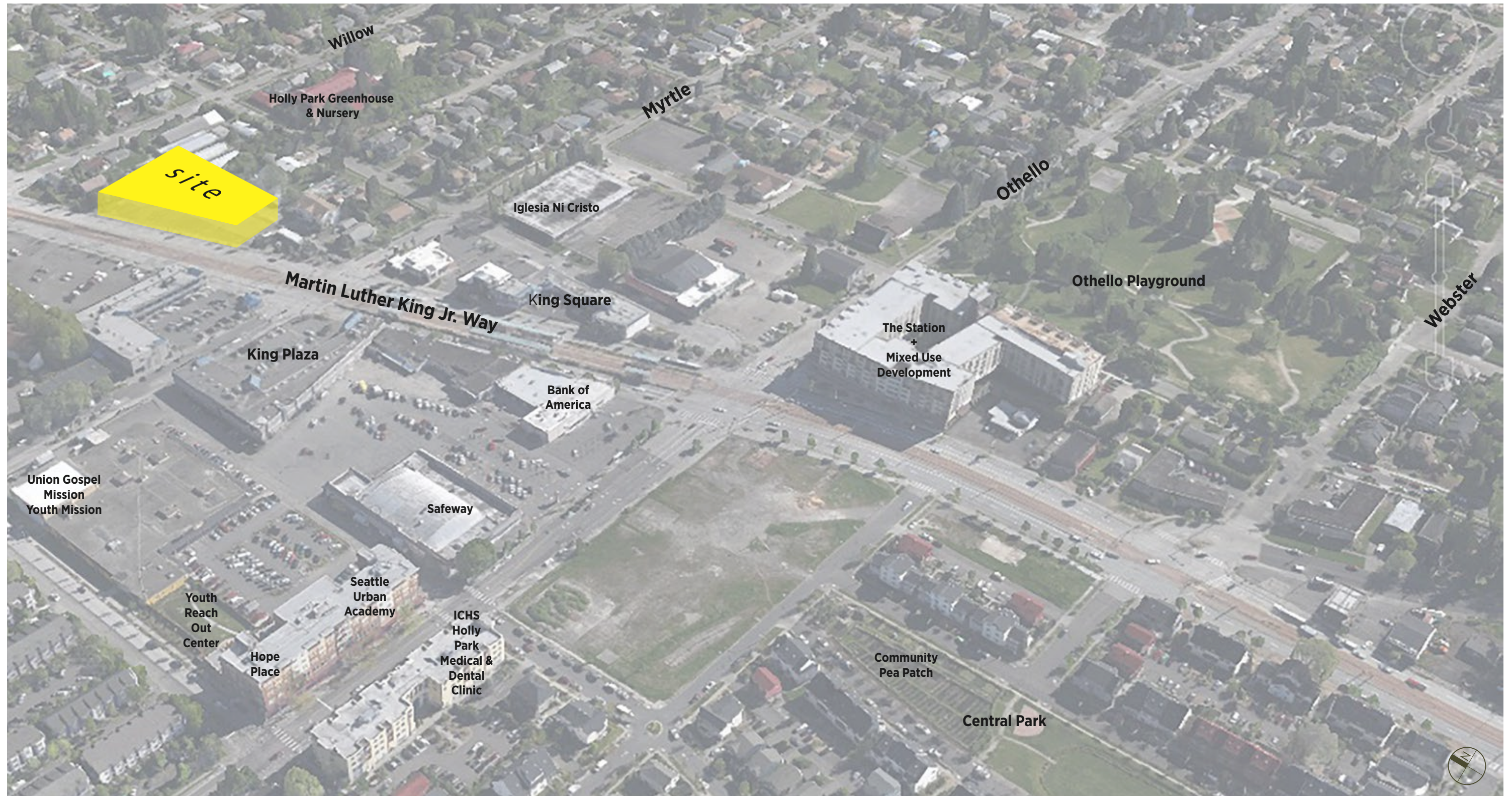
**CIVIL ENGINEERING:**  
**KPFF**  
1601 Fifth Avenue, Suite 1600  
Seattle, WA 98101  
206.622.5822  
Contact: Ignatius deChabert  
ignatius.dechabert@kpff.com

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## Mercy Othello Plaza / site

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SITE INFORMATION

-  light rail station
-  proposed projects
-  recent completion
-  light rail tracks
-  key streets
-  metro bus stops







VIEW OF ALLEY FACING NORTH



VIEW OF OTHELLO STATION



VIEW OF ART SCULPTURE



VIEW FROM SITE FACING SOUTH



VIEW OF STATION APARTMENTS



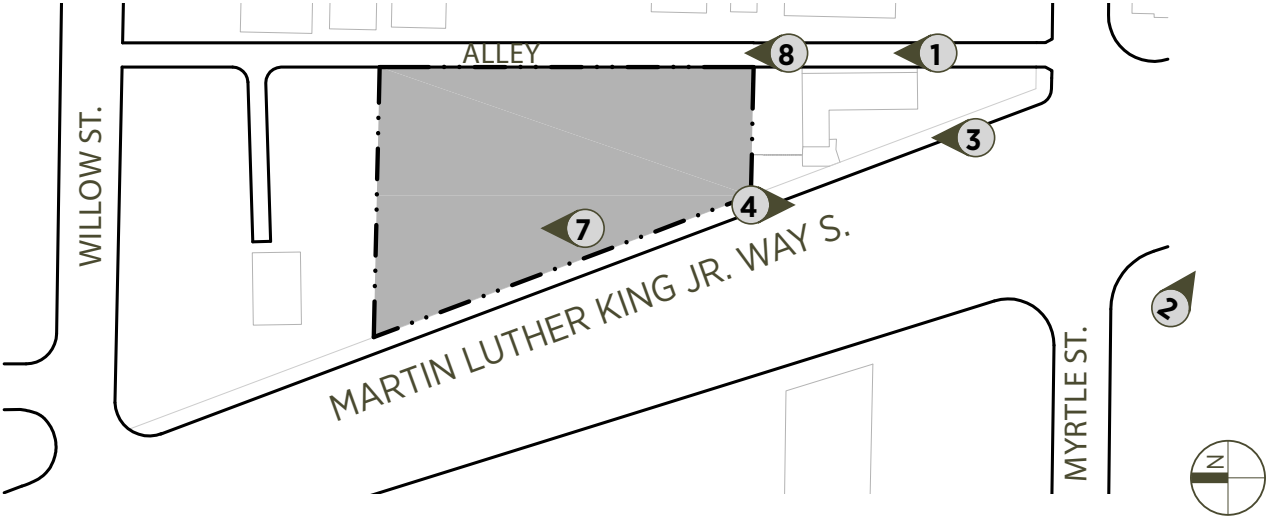
VIEW OF KING SQUARE SOUTH OF SITE



VIEW OF SITE FACING NORTH



VIEW OF SITE FROM ALLEY FACING NORTH





SITE: ZONING SUMMARY

SITE INFORMATION

Parcels:  
333300-2920/333300-2910

Combined Lot Area:  
~31,870 sq. ft.

ZONING AND OVERLAYS

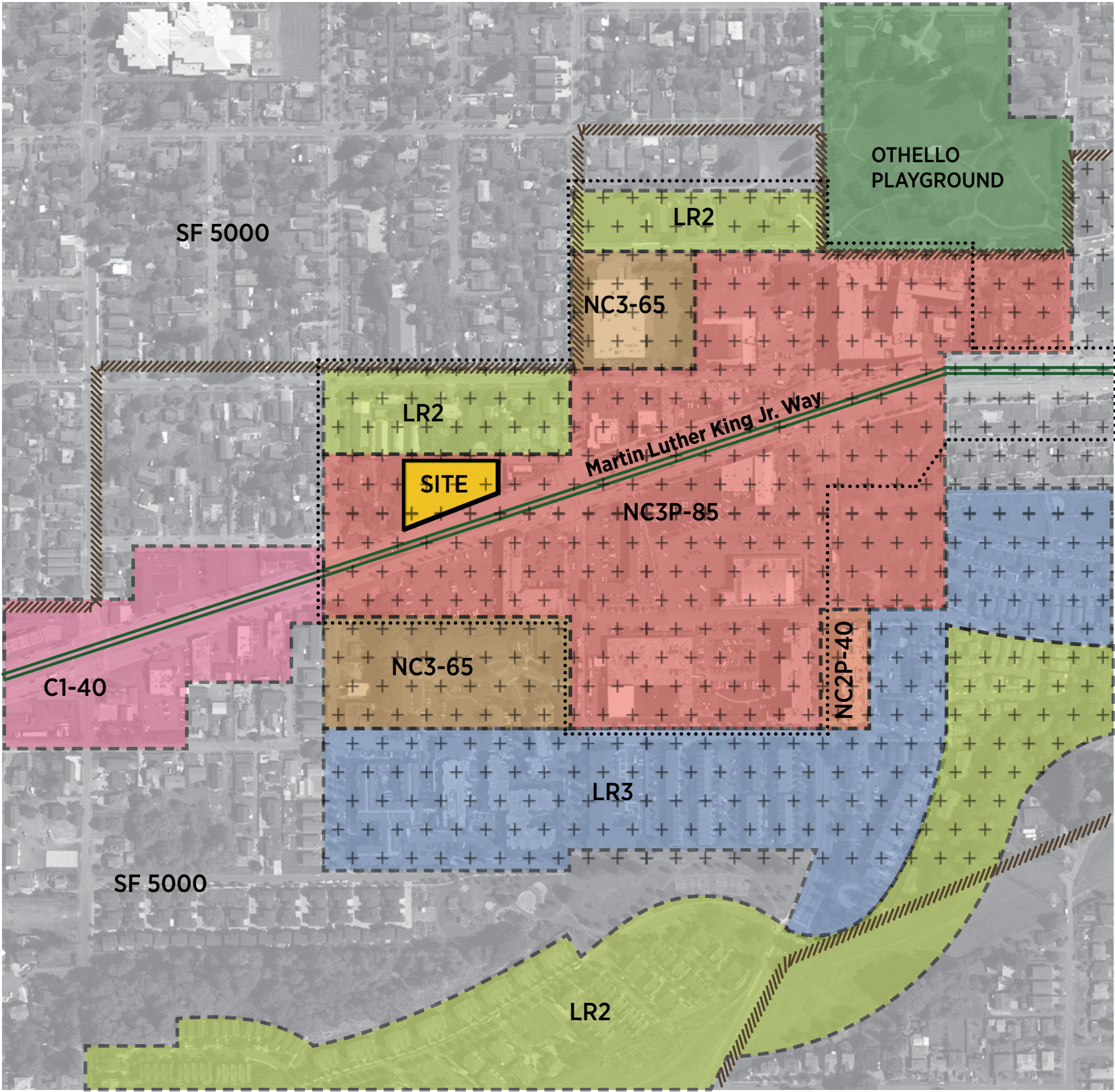
Base Zoning:  
NC3P-85  
Neighborhood Commercial  
Pedestrian designated zone

Overlay Zoning:  
Station Overlay  
In Southeast Seattle Reinvestment Area

BASELINE ZONING

- Residential uses may not exceed 20% of the street-level street facing facade
- Bicycle parking required at 1 space for every 4 dwelling units
- MLK Jr Way S designated as a primary pedestrian street.
- Facade Transparency
- 60% along MLK

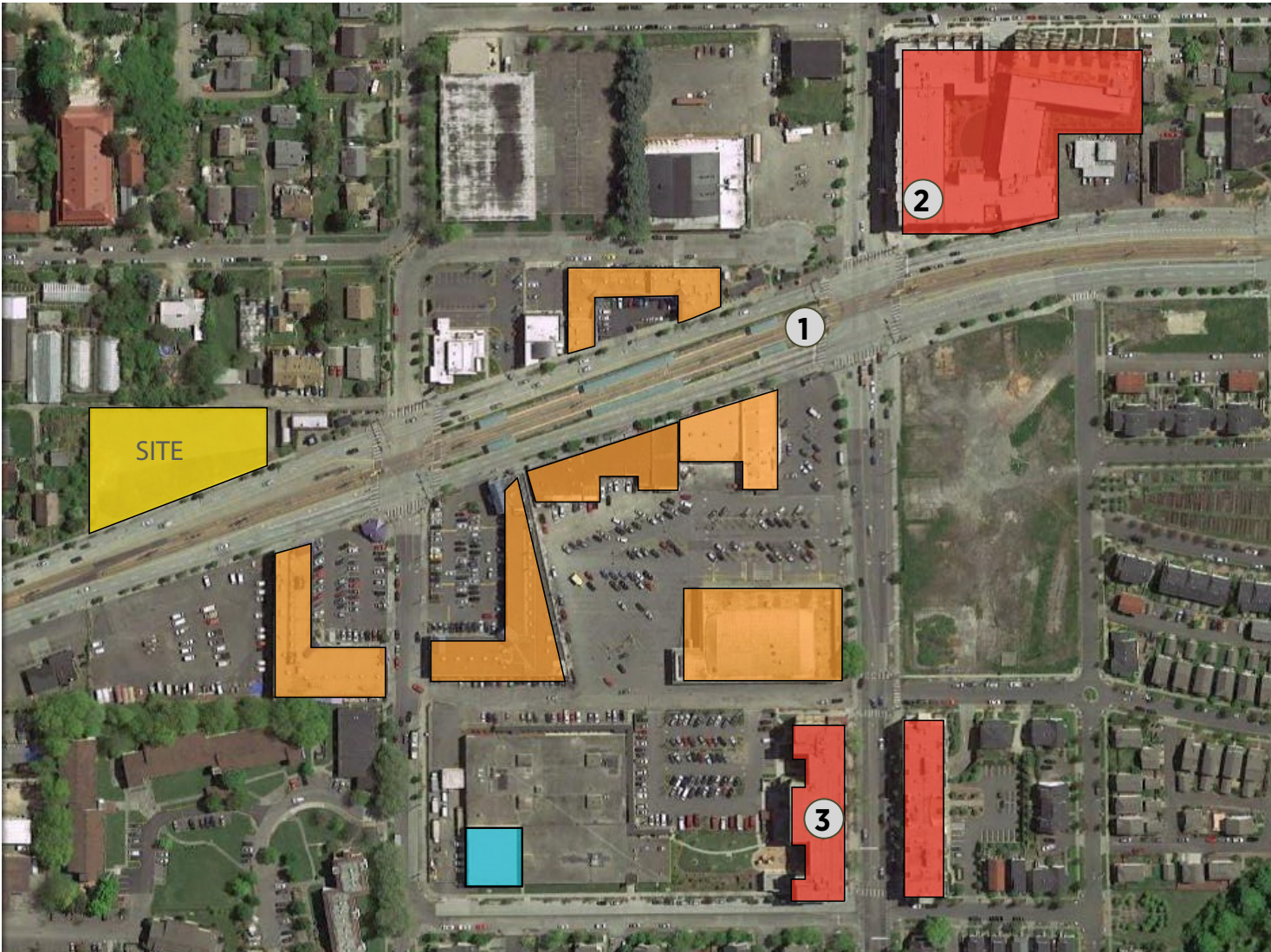
- zoning boundary line
- principal pedestrian street
- + + + + pedestrian area overlay
- ////// Othello urban village
- ..... Southeast Seattle Reinvestment Area





KING COUNTY PARCEL #	333300-2920   333300-2910	AMENITY SPACE REQUIREMENT	5% OF TOTAL GROSS FLOOR AREA IN RESIDENTIAL USE <i>PROPOSED: ~ 5,000 SQ. FT. = 5.1% OF TOTAL GROSS RESIDENTIAL</i>
ZONING CLASSIFICATION	NC3P-85		
SITE AREA	~31,870 SQ. FT.	REQUIRED PARKING	NO MINIMUM REQUIREMENT IN STATION OVERLAY DISTRICT <i>PROPOSED: 45 VEHICLE PARKING SPACES</i>
STREET CLASSIFICATION	MLK JR WAY SOUTH: MAJOR ARTERIAL STREET/ PRINCIPLE PEDESTRIAN STREET	REQUIRED BIKE PARKING	MINIMUM OF 1 SPACE FOR EVERY 4 DWELLING UNITS <i>PROPOSED: ~ 30 BIKE PARKING SPACES</i>
PERMITTED USES	RESIDENTIAL, GENERAL SALES/SERVICES, RESTAURANT, LIVE/WORK, OFFICE	PARKING LOCATION AND ACCESS	ACCESS TO PARKING SHALL BE LOCATED FROM THE ALLEY IF THE LOT ABUTS AN ALLEY IMPROVED TO THE STANDARDS OF SECTION 23.53.030.C. WITHIN A STRUCTURE, STREET-LEVEL PARKING SHALL BE SEPARATED FROM STREET-LEVEL, STREET-FACING FACADES BY ANOTHER PERMITTED USE.  <i>PROPOSED: PARKING ACCESS FROM ALLEY WITH PARKING SEPARATED FROM STREET-LEVEL, STREET-FACING FACADES.</i>
FLOOR AREA RATION (FAR)	MIN 2.0, MAX 6.0 IN STATION OVERLAY <i>PROPOSED: 3.99</i>		
MAX ALLOWABLE AREA	32,870 X 6 = 197,220 SF <i>PROPOSED: 127,130</i>		
STRUCTURE HEIGHT	85' IN NCP3-85 <i>PROPOSED: 65'</i>	STREET-LEVEL DEVELOPMENT STANDARDS	BLANK FACADES LIMITED TO 20' ALONG STREET-LEVEL, STREET-FACING FACADES.  BLANK FACADES SHALL BE LIMITED TO 40% OF THE STREET-LEVEL, STREET-FACING FACADE.  60% OF THE STREET-FACING FACADE BETWEEN 2 FEET AND 8 FEET ABOVE THE SIDEWALK SHALL BE TRANSPARENT  A MINIMUM OF 80% OF THE STREET-LEVEL, STREET-FACING FACADE THAT FACES A PRINCIPLE PEDESTRIAN STREET SHALL BE OCCUPIED BY USES LISTED IN SUBSECTION 23.47A.005.D.1. THE REMAINING 20% OF THE STREET FRONTAGE MAY CONTAIN OTHER PERMITTED USES AND/OR PEDESTRIAN ENTRANCES.  <i>PROPOSED: SEEKING A DEPARTURE FROM THE REQUIRED PERCENTAGES OF STREET-LEVEL STREET-FACING FACADES. ALL OTHER STREET-LEVEL DEVELOPMENT STANDARDS ARE MET.</i>
SETBACKS	FOR STRUCTURES CONTAINING A RESIDENTIAL USE, THE FOLLOWING SETBACKS ARE REQUIRED FOR ANY LOT LINE THAT ABUTS OR IS ACROSS THE ALLEY FROM A RESIDENTIAL ZONE A. 15 FOOT SETBACK FOR PORTIONS OF A STRUCTURE ABOVE 13 FEET IN HEIGHT TO A MAX OF 40 FEET B. 2 FOOT SETBACK FOR EVERY 10 FEET BY WHICH THE HEIGHT OF SUCH A PORTION EXCEEDS 40 FEET  <i>PROPOSED: REAR SETBACK: 5.5 FOOT SETBACK FOR PORTIONS OF THE STRUCTURE BETWEEN 0 FEET AND 13 FEET IN HEIGHT. 11 FOOT SETBACK FOR PORTIONS OF THE STRUCTURE BETWEEN 13 FEET AND 65 FEET IN HEIGHT.</i>		
LANDSCAPING AND SCREENING	GREEN FACTOR SCORE OF .30 IS REQUIRED. A PARKING GARAGE THAT IS 8 FEET OR MORE ABOVE GRADE REQUIRES 3.5 FOOT DEEP SCREENING SETBACK ALONG THE PERIMETER OF EACH LEVEL OF PARKING.  <i>PROPOSED: 3.5 FOOT LANDSCAPE BUFFER PROVIDED ALONG ALLEY.</i>		





- RESIDENTIAL / MIXED-USE
- COMMERCIAL / RETAIL / SERVICE
- INSTITUTIONAL / CULTURAL

DESIGN CUES

CURRENT:

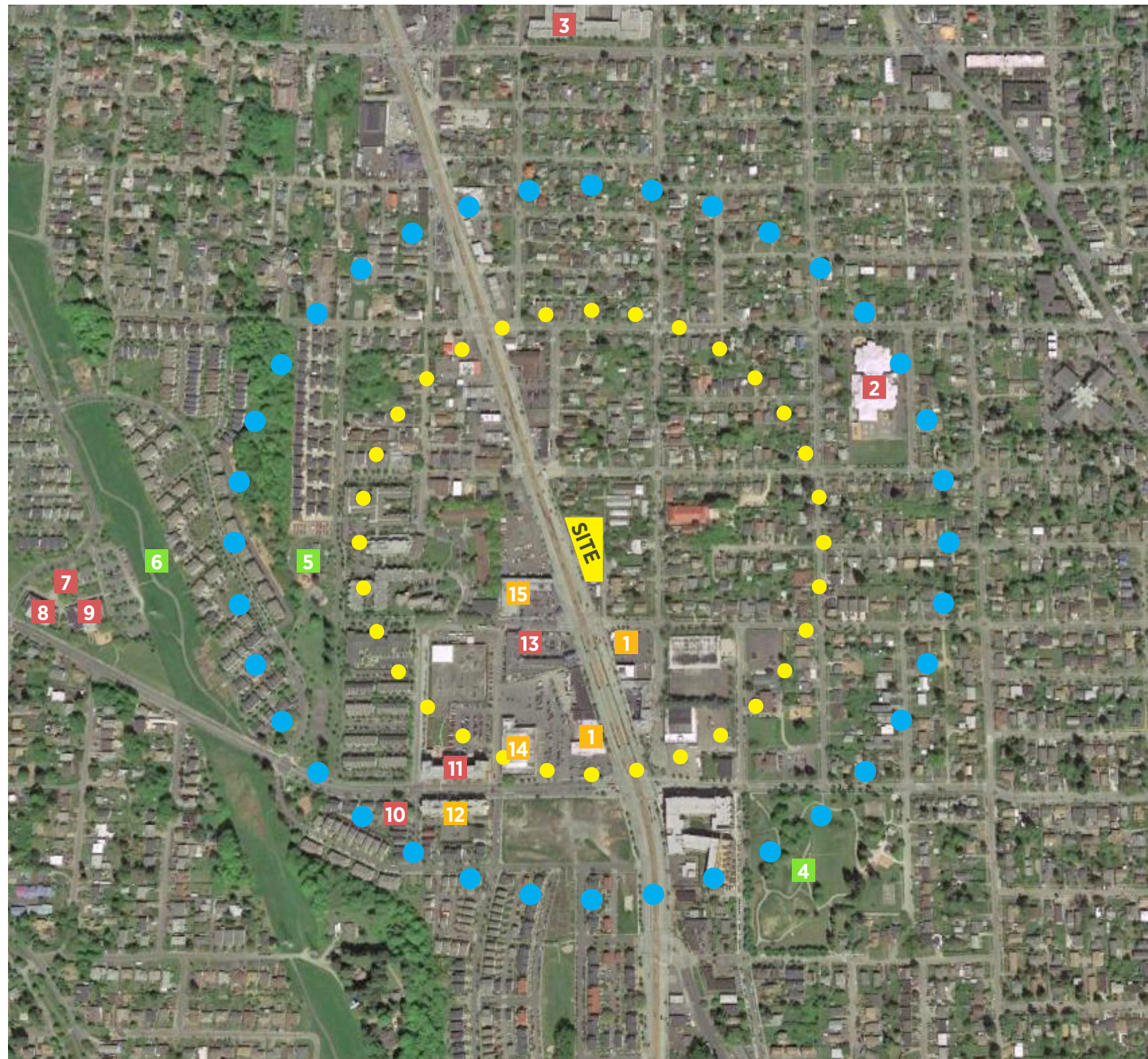
- TRANSIT CORRIDOR
- MASONRY BASE
- ELEVATED PUBLIC PLAZA
- ENTRY PLAZA

FUTURE:

- VISUAL CONNECTION TO STATION







- 1 Othello Light Rail Stations
- 2 MLK Jr Elementary School
- 3 Aki Kurose Middle School
- 4 Othello Park & Playground
- 5 John C. Little Park & Playground
- 6 Chief Sealath Walking Trail
- 7 NewHolly Learning Center
- 8 NewHolly Public Library
- 9 Atlantic Street Center
- 10 Somali Kids Tutoring Center
- 11 Hope Place
- 12 NewHolly Medical-Dental Clinic
- 13 Refugee Federation Center
- 14 Safeway
- 15 Retail Shopping

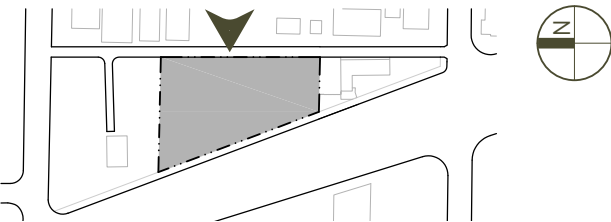
- 5 minute walk
- 10 minute walk
- Services
- Learning Institutions
- Parks



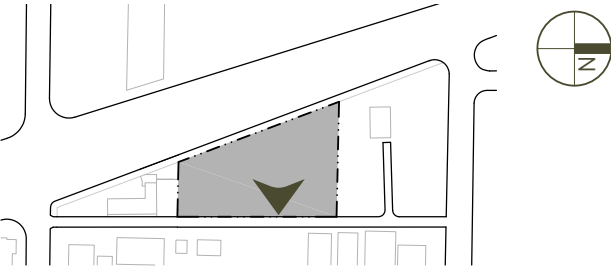
SITE: STREET LEVEL VIEWS ALLEY



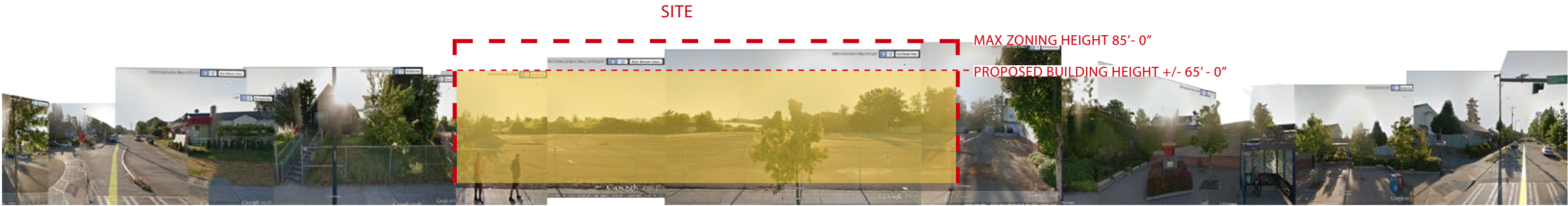
ALLEY ELEVATION FACING SITE/SOUTHEAST



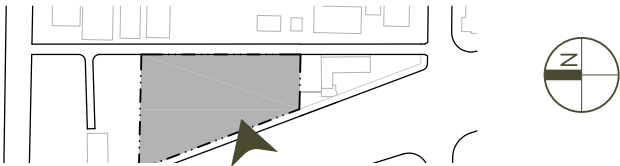
ALLEY ELEVATION FACING AWAY FROM SITE/NORTHWEST







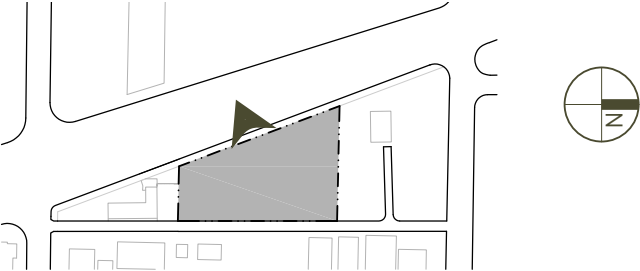
MLK JR. WAY ELEVATION FACING SITE/NORTHEAST



ACROSS FROM SITE



MLK JR. WAY ELEVATION FACING ACROSS FROM SITE/SOUTHWEST



**LEGEND**

- BG BUILDING
- BM BENCHMARK
- BOF BLOWOFF
- CBI CATCH BASIN TYPE 1
- CHY CHERRY
- CI CURB INLET
- CLF CHAINLINK FENCE
- COO STORM CLEAN-OUT
- CONC CONCRETE
- COR CORNER
- DEC DECIDUOUS
- DHM STORM MANHOLE
- DRP TREE DRUPLINE DIAMETER
- EB ELECTRIC BOX
- EMH ELECTRIC MANHOLE
- EP EDGE OF PAVEMENT
- FH FIRE HYDRANT
- FNC FENCE
- FND FOUND
- GV GAS VALVE
- LP LIGHT POLE
- MN MONUMENT
- MPL MAPLE
- OBT GOLDSMITH SURVEY CONTROL POINT
- PVLT POWER VAULT
- RET RETAINING WALL
- SBN SIGN
- SMH SANITARY SEWER MANHOLE
- SPU SEATTLE PUBLIC UTILITIES
- TSS TRAFFIC SIGNAL BOX
- TSP TRAFFIC SIGNAL POLE
- UP UTILITY POLE
- WM WATER METER
- WV WATER VALVE
- YD YARD DRAIN
- X FENCE LINE
- - - UNDERGROUND ELECTRIC LINE
- - - GAS LINE
- - - OVERHEAD UTILITY LINE
- - - STORM DRAIN LINE
- - - WATER LINE

**NOTES**

- HORIZONTAL DATUM WASHINGTON STATE COORDINATE SYSTEM OF 1983 ADJUSTMENT AND BY THE LOT BOUNDARY ADJUSTMENT LBA NO. 3017709 AS RECORDED UNDER RECORDING NO. 201412100005 PER SAID LBA AND SOUND TRANSIT LIGHT RAILS "RIGHT OF WAY MOVEMENT" DRAWING INC. 250-0000 SOUTH CORRIDOR CONTRACT C133 PLANNING AND DESIGN COORDINATES AND LENGTHS ARE REFERENCED TO A LOCAL DATUM PLANE KNOWN AS THE SOUND TRANSIT CENTRAL ZONE PROJECT DATUM AND REPRESENT MEASUREMENTS TO GROUND DISTANCES. THIS SURVEY CONVERTED TO THE ABOVE NOTED DATUM BY SUBTRACTING 200.00 FROM BOTH THE NORTHING AND EASTING OF THE BASES OF POSITION NOTED BELOW. THEN MULTIPLYING THESE COORDINATES AND LENGTHS BY A COMBINED SCALE FACTOR OF 0.99999745. ALL DISTANCES ARE SHOWN IN UNITS OF US SURVEY FEET. PLEASE NOTE THAT THE ABOVE NOTED DATA REPORTS COORDINATES FOR THE BEARON NOTES BASES OF POSITION APPEAR TO HAVE FLIPPED THE NORTHING AND EASTING COORDINATES USED IN THE USA. THIS SURVEY CORRECTS THAT ERROR.
- THE COORDINATES WERE INDEPENDENTLY CHECKED BY USING GNSS OBSERVATIONS WHICH HAVE BEEN PROCESSED UTILIZING CORRECTIONS OBTAINED FROM THE WASHINGTON STATE REAL-TIME NETWORK (WERN). NAD83/2011 EPOCH 2015. THE CORRECTIONS HAVE BEEN APPLIED USING REAL TIME KINEMATICS (RTK) OR RAPID STATIC PROCESSING WITH PROCEEDINGS SHOWN APPROPRIATELY. USE ACCOMPANISHED BY THE INTERNAL RTK ENGINE OF THE GNSS RECEIVERS USED AND STORED BY THE CARLOS SURVEY DATA COLLECTION SOFTWARE (STATSOFT) PROCESSING. WHEN APPROPRIATE, WE HAVE DONE USED IBCA BROAD TRANSLATION FACTOR WAS THEN APPLIED TO THE NAD83/2011 COORDINATES TO CONVERT TO THE ABOVE NOTED DATUM. THE DATUM AND COORDINATES WERE COMPARED TO THE BASIS OF POSITION AND FOUND TO BE WELL WITHIN SURVEY TOLERANCES.
- SURVEY BOUNDARY INFORMATION SHOWN HEREON REFERENCED THE FOLLOWING INFORMATION:  
A. LOT BOUNDARY ADJUSTMENT NO. 3017709 AS RECORDED UNDER RECORDING NO. 201412100005, RECORDS OF KING COUNTY, WASHINGTON; MERL FOR BLOCK AND BOUNDARY.  
B. CITY OF SEATTLE UNIT SUBDIVISION NO. 210427 AS RECORDED IN VOLUME 157 OF SURVEYS, PAGES 278 AND 279A, RECORDS OF KING COUNTY, WASHINGTON.  
C. CITY OF SEATTLE SHORT SUBDIVISION NO. 870056 AS RECORDED IN VOLUME 130 OF SURVEYS, PAGES 8 AND 9A, RECORDS OF KING COUNTY, WASHINGTON.  
D. RECORD OF SURVEY AS RECORDED IN VOLUME 156 OF SURVEYS, PAGES 56 AND 56A, RECORDS OF KING COUNTY, WASHINGTON.  
E. HULLMAN CITY ADDITION TO THE CITY OF SEATTLE DIVISION NUMBER 6 AS RECORDED IN VOLUME 11 OF PLATS, PAGE 23, RECORDS OF KING COUNTY, WASHINGTON.  
F. KING COUNTY ASSessor'S MAP FOR THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 34 NORTH, RANGE 4 EAST, 6TH PM.
- BASES OF POSITION WERE MONUMENTED INTERSECTION OF S MYRTLE STREET AND LAND AVENUE S. PER THE ABOVE NOTED LBA ALSO KNOWN AS SOUND TRANSIT POINT NO. 1020 IN 1992.892 E, 1,252,812.30 NORTH AND 1,000,110.00 EAST. CONCRETE MONUMENT WITH 3" BRASS DISK AND PLUMB IN CASE. SEE MAP FOR PLOTTED LOCATION.
- RANGE OF BEARING HELD BEARING BETWEEN THE ABOVE NOTED BASES OF POSITION AND FOUND MONUMENTED 830 FOOT OFFSET TO THE INTERSECTION OF S WILLOW STREET AND LAND AVENUE S. FOUND 1 1/2" BRASS DISK SET IN CONCRETE CURB OF TRAFFIC ISLAND IN 200.58734 E, 1,252,812.30 NORTH. BEARING HELD 1 1/2" PER THE ABOVE NOTED SOUND TRANSIT RIGHT OF WAY MOVEMENT DRAWING AND LBA.
- MONUMENTATION NOTED AS FOUND WAS FIELD VISITED ON AUGUST 11, 2014.
- VERTICAL DATUM NAVD 1983 PER CITY OF SEATTLE SURVEY CONTROL DATABASE.
- MASTER BENCHMARK #1: CITY OF SEATTLE SURVEY BENCHMARK NO. C023338-102, A FOUND 1 1/2" BRASS DISK STAMPED "CITY OF SEATTLE SURVEY MARK 1023338" AT THE TOP OF CURB 30 FEET SOUTH OF THE CENTERLINE OF S MYRTLE STREET AND 13 FEET WEST OF THE WESTERLY SOUND TRANSIT PAUL NEXT TO CROSSWALK ON CONCRETE ISLAND. ELEVATION = 124.42 FEET (NAVD 1983).
- SITE BM#1: GOLDSMITH SURVEY CONTROL POINT 0817, SET CONCRETE NAIL WITH TAG IN SEAM OF CONCRETE WALK 4.2 FEET DISTANCE OF THE TOP BACK OF CURB ON THE EASTERN SIDE OF MARTIN LUTHER KING JR. WAY S AND 16.5 FEET NORTHWESTERLY AND 56 FEET SOUTHWESTERLY OF THE SOUTHWEST PROPERTY CORNER. SEE MAP FOR PLOTTED LOCATION. ELEVATION = 124.26 FEET (NAVD 1983).
- SITE BM#2: GOLDSMITH SURVEY CONTROL POINT 0817, SET CONCRETE NAIL WITH TAG IN ASPHALT OF ENTRANCE TO BOTH ENDS OF ALLEY WEST OF KING AVENUE S. CONTING POINT IS 2.4 FEET NORTH OF THE BACK OF WALK ON THE NORTH SIDE OF S MYRTLE STREET AND 3.1 FEET EAST OF THE EAST EDGE OF ALLEY PROJECTED TO THE SOUTH. SEE MAP FOR PLOTTED LOCATION. ELEVATION 123.47 FEET (NAVD 1983).
- THIS LEGAL DESCRIPTION AND STATEMENTS SHOWN HEREON ARE PER CADASTRAL TITLE COMPANY SECOND COMMITMENT ORDER NO. 202026-WM DATED NOVEMBER 21, 2014. ONLY THOSE PARCELS, IF ANY, NOTED IN SCHEDULE B OF SAID REPORTS THAT CAN BE PLOTTED ARE SHOWN HEREON.
- PLANIMETRIC AND TOPOGRAPHIC INFORMATION SHOWN HEREON WAS FIELD LOCATED ON AUGUST 11 THROUGH SEPTEMBER 5, 2014 AND IS CURRENT TO THOSE DATES ONLY. ELEVATIONS WERE TAKEN ACROSS THE SITE AND ARE AVAILABLE ELECTRONICALLY BUT ARE NOT SHOWN HEREON FOR CLARITY.
- UNDERGROUND UTILITIES SHOWN HEREON ARE PER A COMBINATION OF FIELD LOCATED SURFACE OBSERVABLE FEATURES, PLOTTED LOCATIONS BY APPLIED PROFESSIONAL SERVICES FIRMS, AND RECORDS OF THE APPLICABLE UTILITY JURISDICTION. ALL LOCATIONS SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION.
- SURVEY WORK PERFORMED IN CONJUNCTION WITH THIS SURVEY UTILIZED ONE OR MORE OF THE FOLLOWING SURVEY INSTRUMENTS AND PROCEDURES:  
A. FIELD TRAVERSE AND / OR GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) POSITIONING SYSTEM SURVEY.
- ELECTRONIC TOTAL STATIONS, INCLUDING TOPCON GT 3025, TOPCON PB 103A, Nikon DTM 430, Nikon DTM 530.
- TOPCON SUPER LITE PLUS GNSS EQUIPMENT.
- TOPCON GRA-3 GNSS EQUIPMENT.
- ALL FIELD TRAVERSE WORK COMPLIES WITH CURRENT STANDARDS AS OUTLINED IN WAC 332-320-090, 090 AND 090. ALL INSTRUMENTS MAINTAINED TO MANUFACTURERS' SPECIFICATIONS AS REQUIRED BY WAC 332-160-060.
- ALL DISTANCES SHOWN HEREON ARE GROUND DISTANCES UNLESS NOTED OTHERWISE. GRID DISTANCES AND COORDINATES WERE REDUCED TO GROUND DISTANCES USING A COMBINATION FACTOR OF 0.99999745. THESE GRID DISTANCES DERIVED BY COMBINING FACTOR EQUALS GROUND DISTANCE.
- THE SUBJECT PROPERTY CONTAINS 31,876 SQUARE FEET OR 0.732 ACRES.
- PER FEMA FLOOD INSURANCE RATE MAP NO. 1302200007 THE SITE IS DESIGNATED AS BEING IN ZONE "X," WHICH IS AN AREA DEEMED TO BE OUTSIDE OF THE 500 YEAR FLOOD PLAIN.
- THERE WERE NO DELINEATED WETLANDS ON THE SUBJECT PROPERTY. ENTIRE SITE IS CURRENTLY GRASSLED OR PAVED WITH ASPHALT.
- THERE WERE NO OFFSITE EASEMENTS OR SERVITUDES BENEFITING THE SURVEYED PROPERTY THAT WERE ENCLOSURE IN THE RECORD DOCUMENTS PROVIDED TO GOLDSMITH.

**LEGAL DESCRIPTION**

PARCEL B, CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NO. 3017709, RECORDED UNDER RECORDING NO. 201412100005, IN KING COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOTS 15, 16 AND 18, BLOCK 18, HULLMAN CITY ADDITION TO THE CITY OF SEATTLE, DIVISION NUMBER 6, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 23, IN KING COUNTY, WASHINGTON.

EXCEPT THE SOUTH 1/4 OF SAID LOT 15 AND EXCEPT THAT PORTION COMBINED IN KING COUNTY SUPERIOR COURT CAUSE NO. 3696 FOR BARNIE WAY MARTIN LUTHER KING JR. WAY, PURSUANT TO CITY OF SEATTLE ORDINANCE NO. 30073, AND EXCEPT THAT PORTION COMBINED IN THE CITY OF SEATTLE BY GDS RECORDED UNDER RECORDING NO. 2010230000235.

**SURVEY CONTROL SKETCH**

SCALE: 0 40 80 160  
1" = 80'

**GOLD SMITH**  
LAND DEVELOPMENT SERVICES  
12-5118 Ave SE, Burien, WA 98148 | PO Box 3563, Burien, WA 98148  
T: 206.462.7058 F: 206.462.7773 www.goldsmithsurvey.com

**KING COUNTY**  
SURVEY CONTROL SKETCH

MERCY HOUSING NORTHWEST  
**TOPOGRAPHIC SURVEY**  
FOR  
**MERCY OTHELLO PLAZA**  
CITY OF SEATTLE KING COUNTY WASHINGTON

JOB NO. 14153  
SHEET



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## Mercy Othello Plaza / massing options

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# MASSING OPTIONS: A

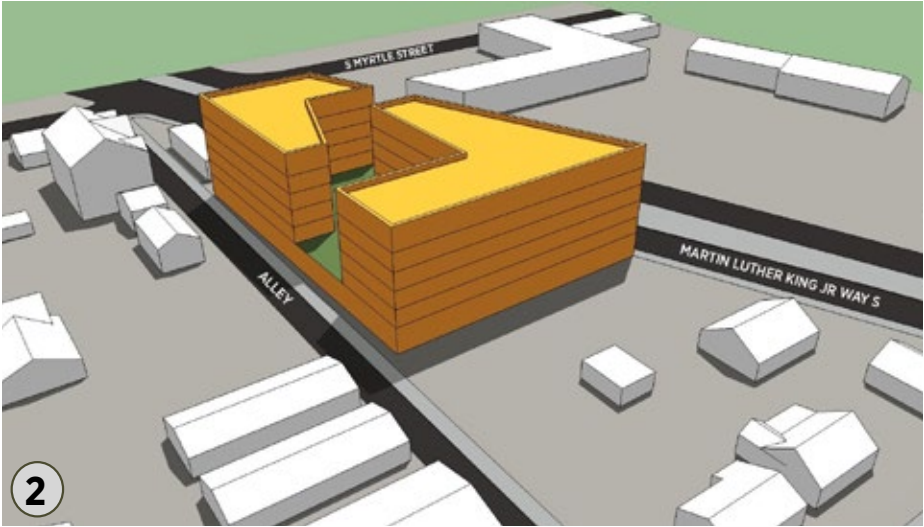
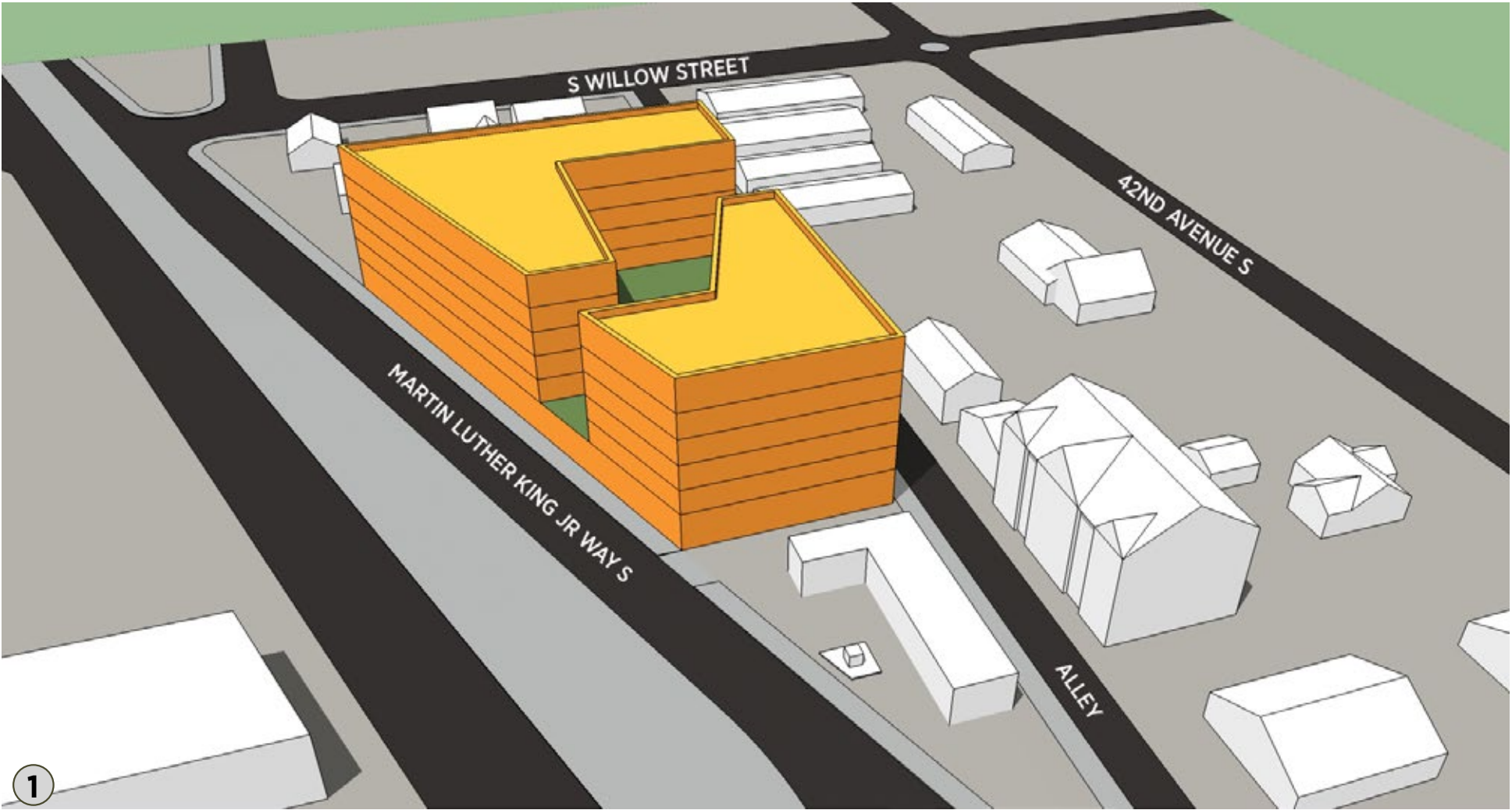
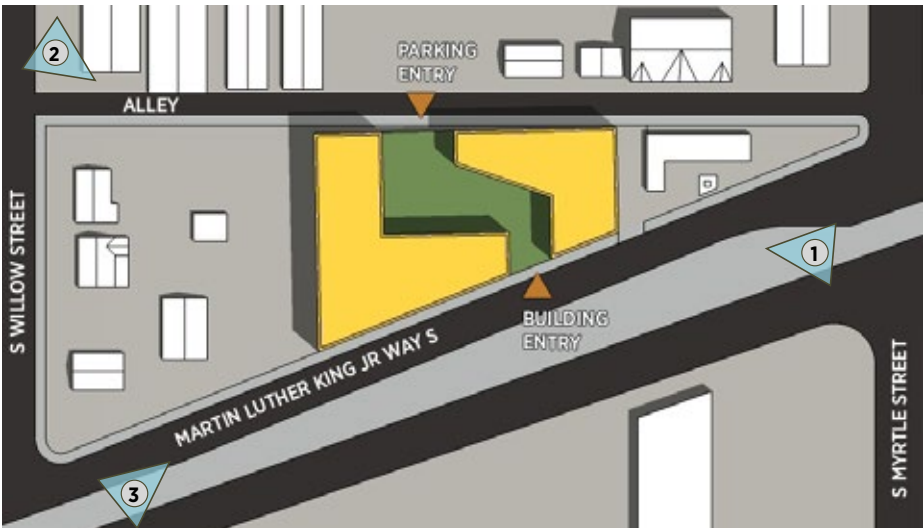
## SCHEME SUMMARY

Gross Area:	123,878 sf
Net Residential:	80,852 sf
Number of Units:	103
FAR:	3.89

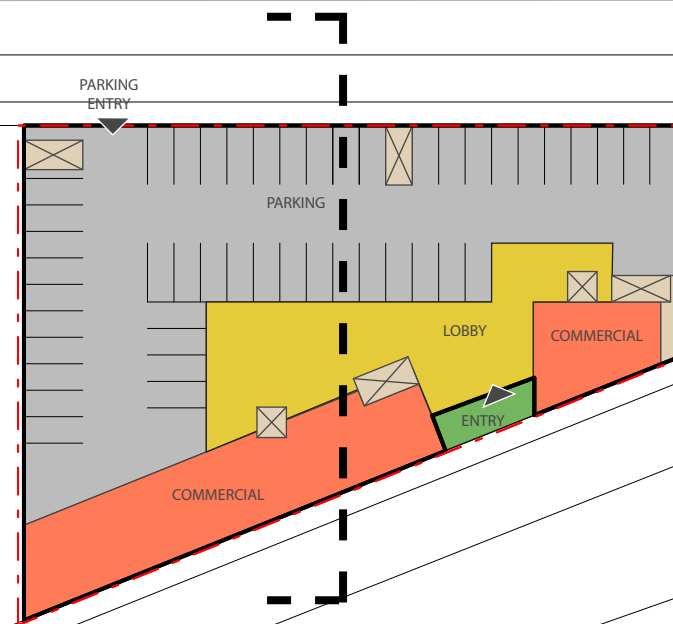
## DESCRIPTION

Option A shows two interlocking L-shaped buildings above a podium. The design creates an inward-facing courtyard that is bisected from East to West.

- Pros
 
  - Focuses entry toward southern edge
  - Protected courtyard that opens towards alley
- Cons
 
  - Lack of natural light in courtyard
  - Less efficient and more costly unit layouts
  - Fewer community spaces.

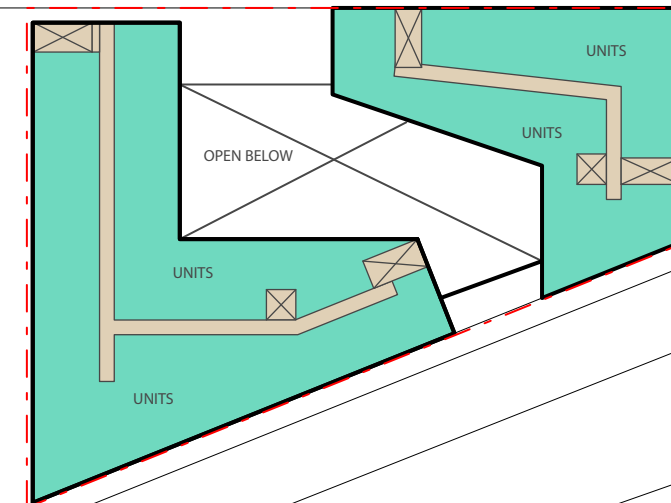




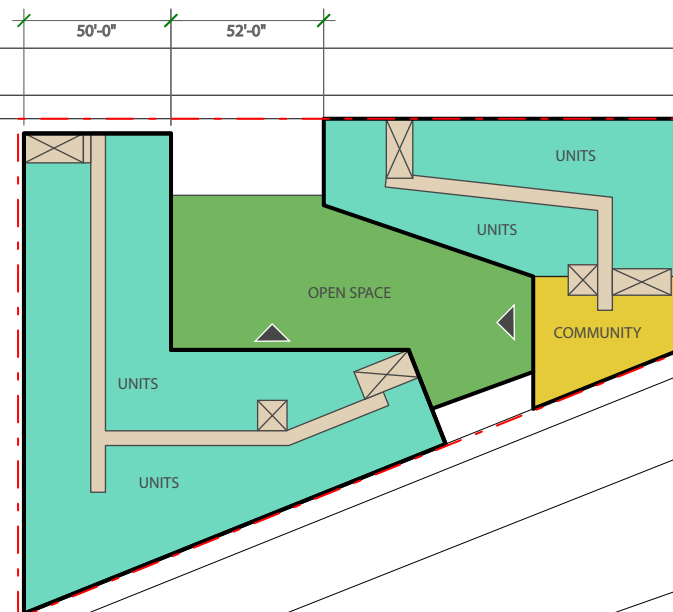


A/26 (SIM)

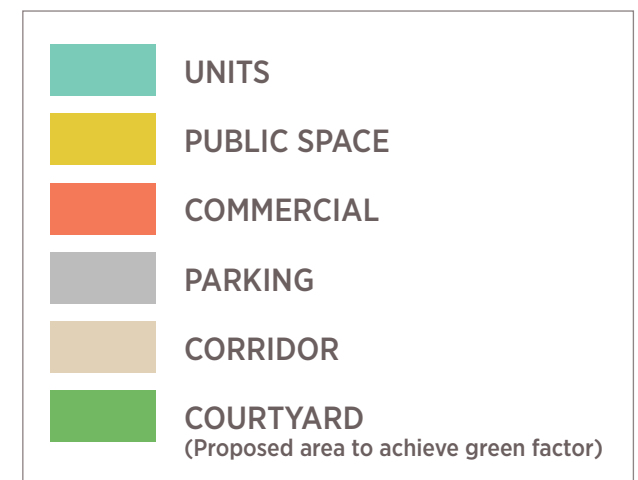
LEVEL 1



LEVELS 3-6



LEVEL 2



No identified departures





MASSING OPTIONS: A/ SHADOW STUDY

SUMMER  
9AM



SPRING / FALL  
9AM



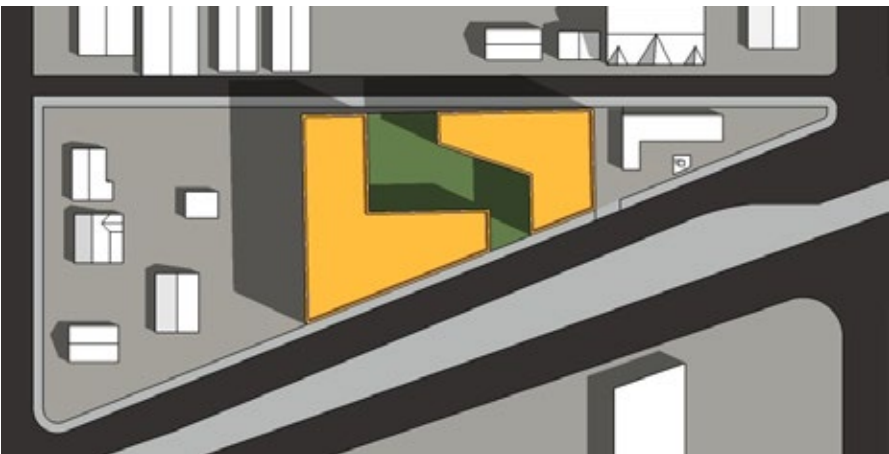
WINTER  
9AM



NOON



NOON



NOON



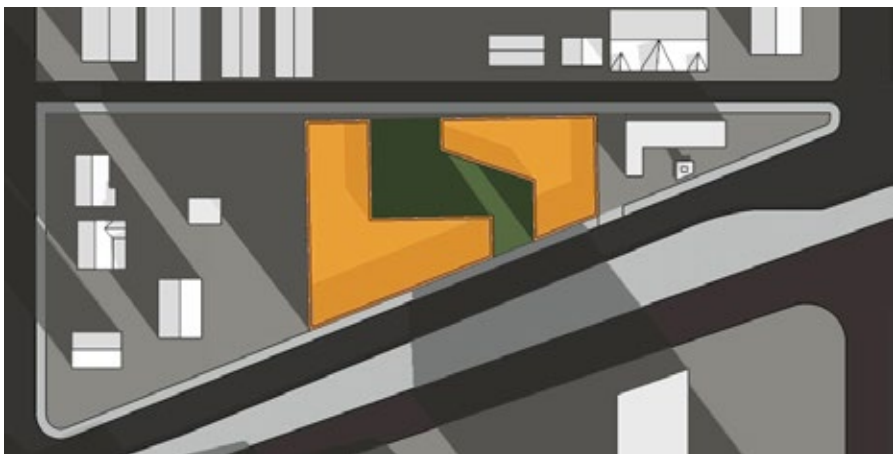
3PM



3PM



3PM





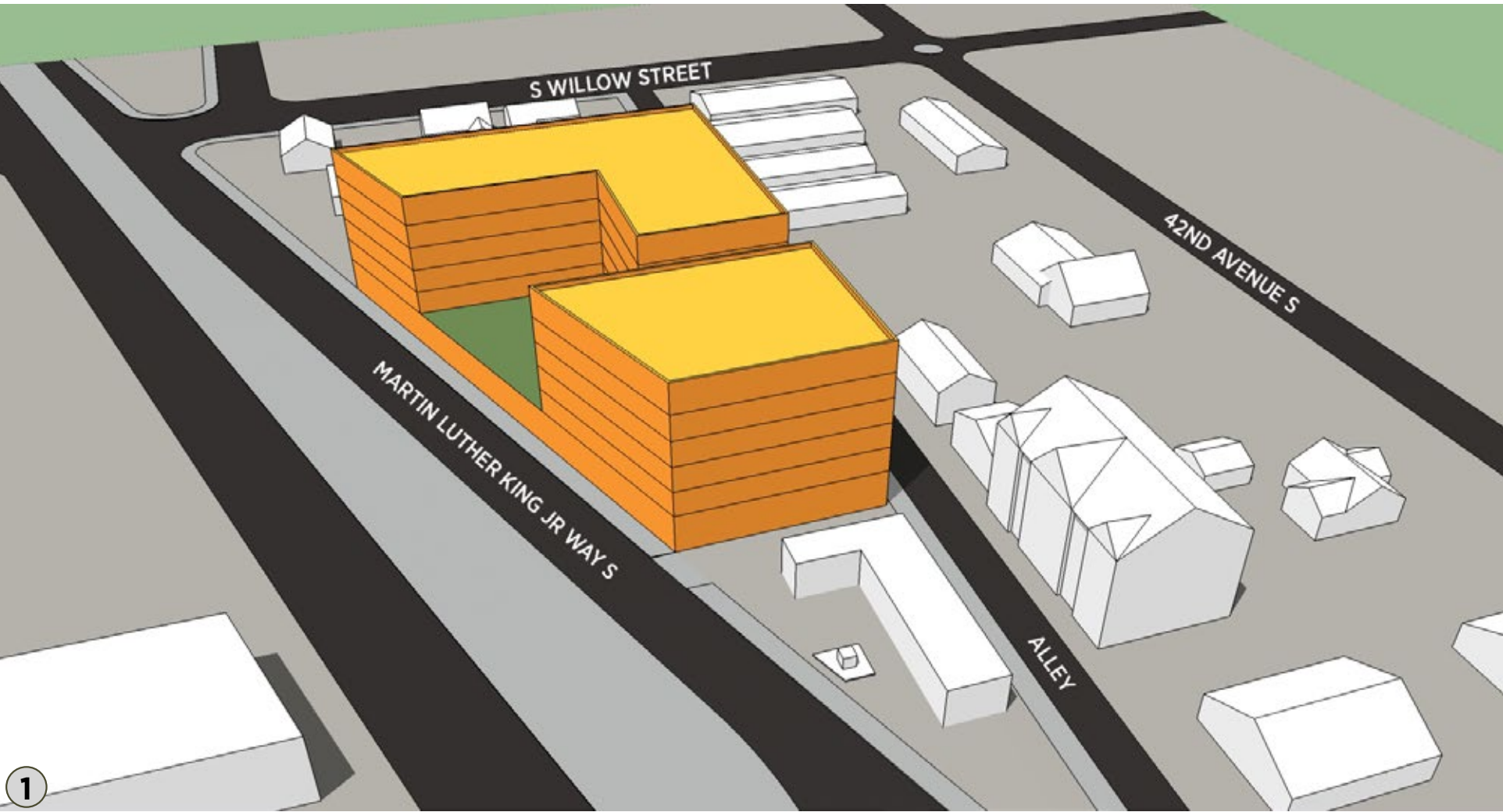
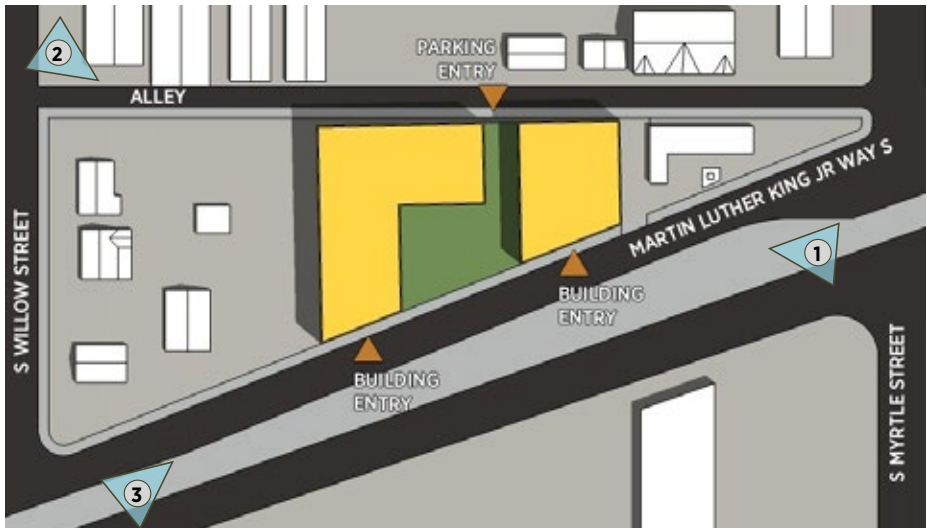
SCHEME SUMMARY

Gross Area:	129,913 sf
Net Residential:	85,981 sf
Number of Units:	110
FAR:	4.08

DESCRIPTION

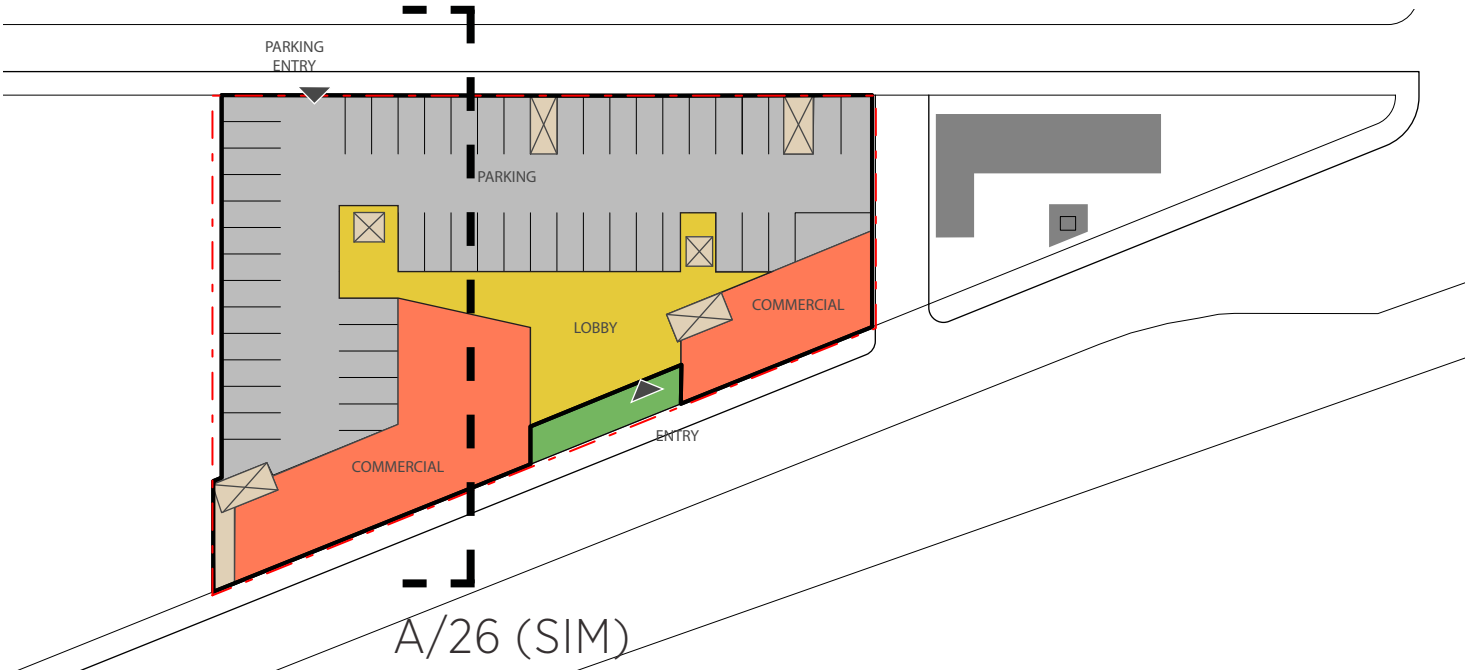
Option B is developed around a large central courtyard space that opens up along the MLK streetfront. A linear building to the North is bookended by a square shaped building along the South.

- Pros
- Well Proportioned Courtyard
  - Visible courtyard activity from street.
- Cons
- Street noise from courtyard facing MLK
  - Deep units in south building, less livability
  - Separate lobbies required for each building

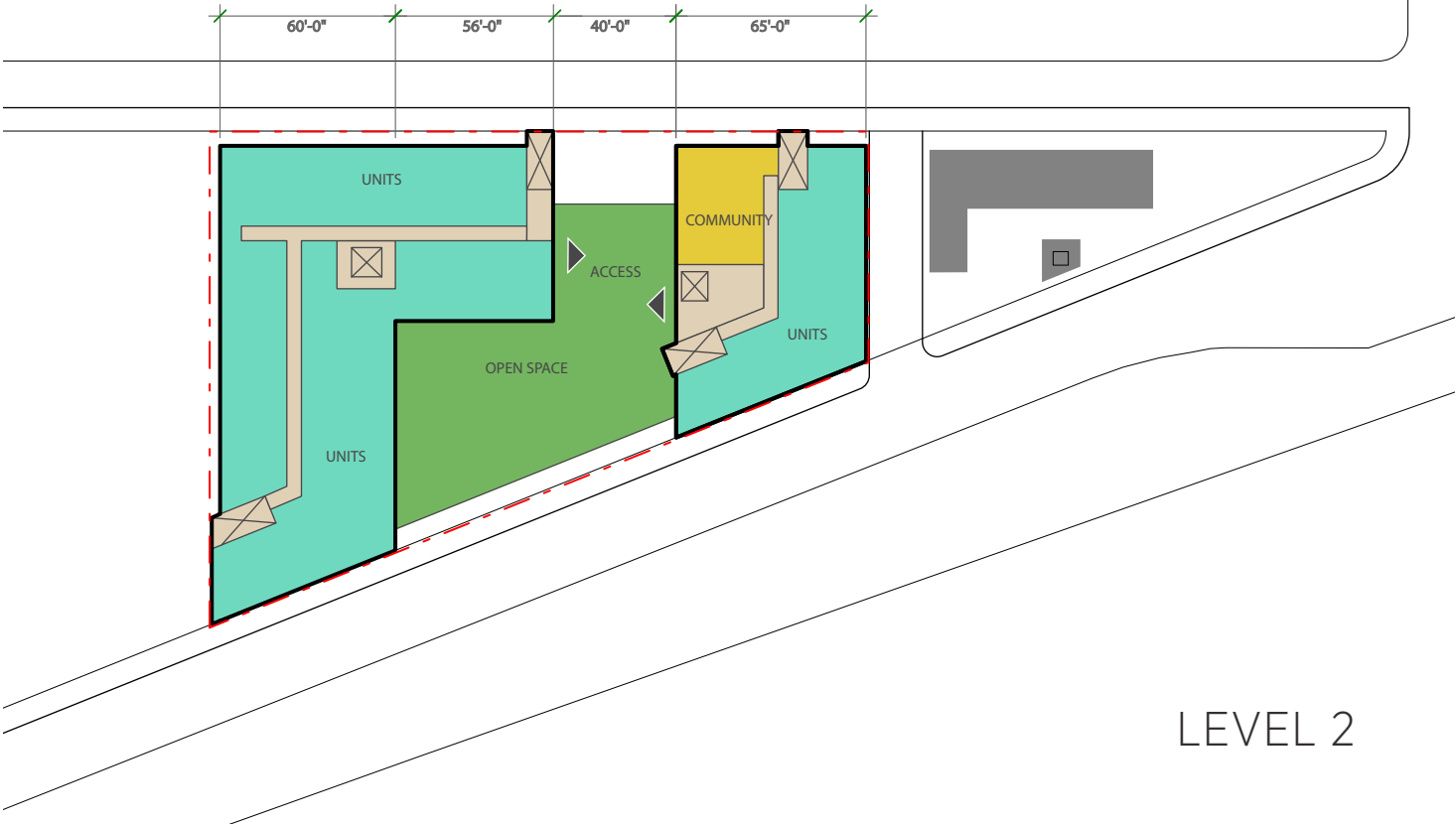




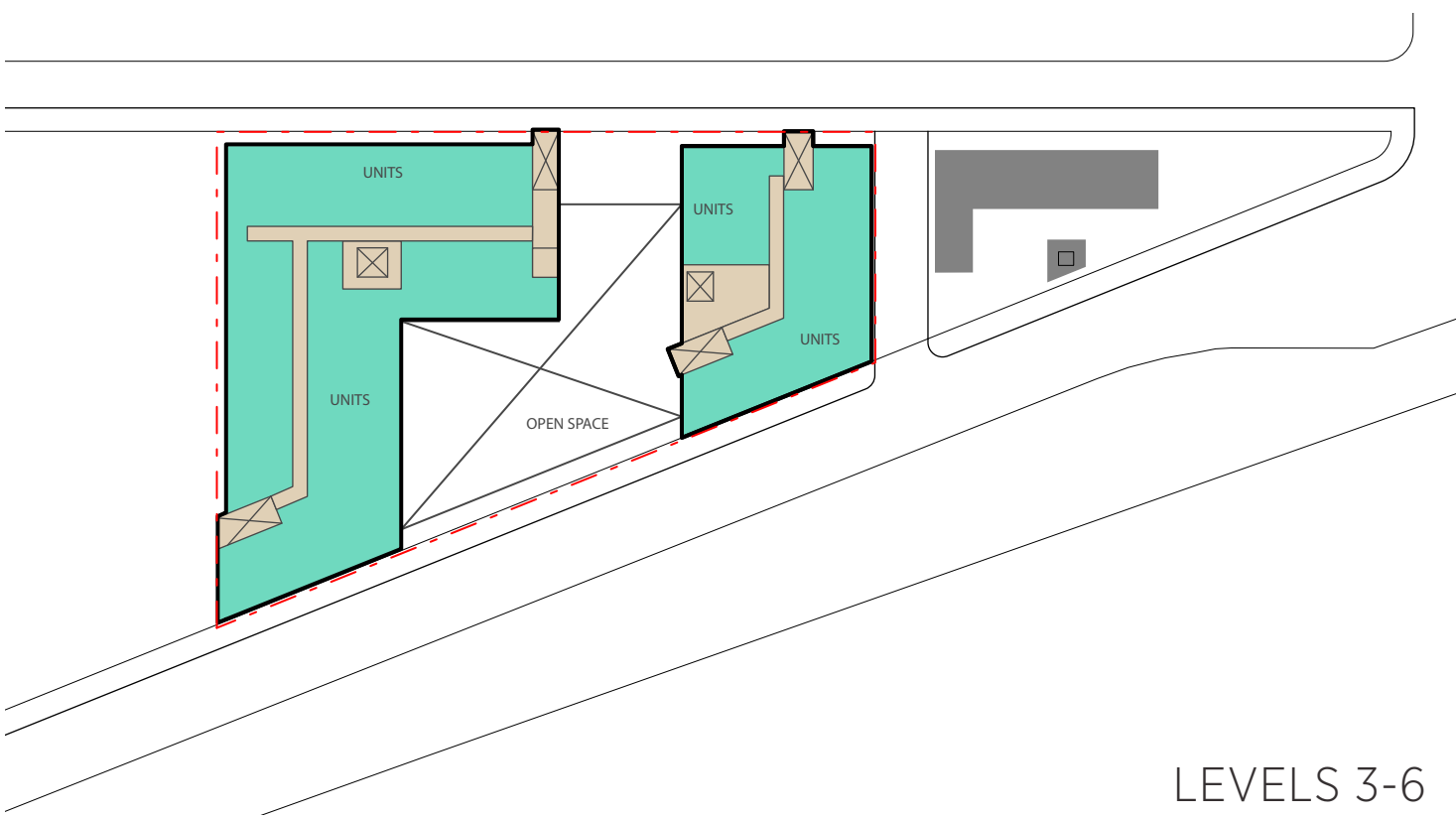
MASSING OPTIONS: B / PLAN DIAGRAMS



LEVEL 1



LEVEL 2



LEVELS 3-6

UNITS

PUBLIC SPACE

COMMERCIAL

PARKING

CORRIDOR

COURTYARD  
(Proposed area to achieve green factor)

No identified departures



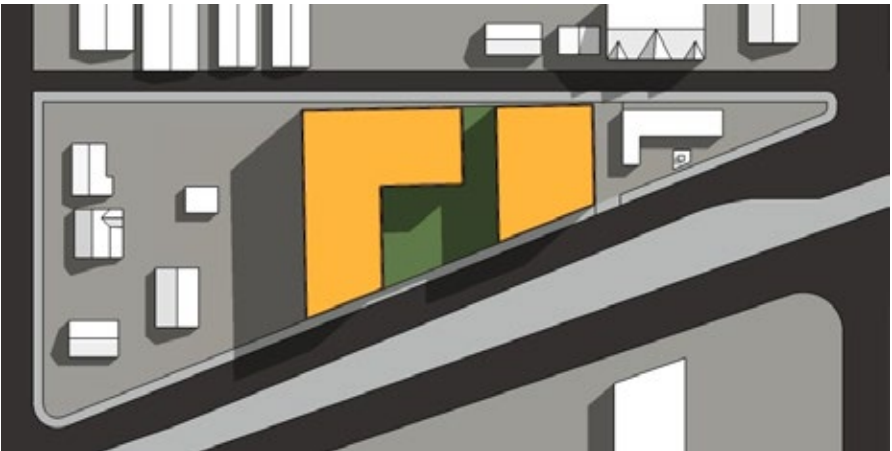
SUMMER

9AM



SPRING / FALL

9AM



WINTER

9AM



NOON



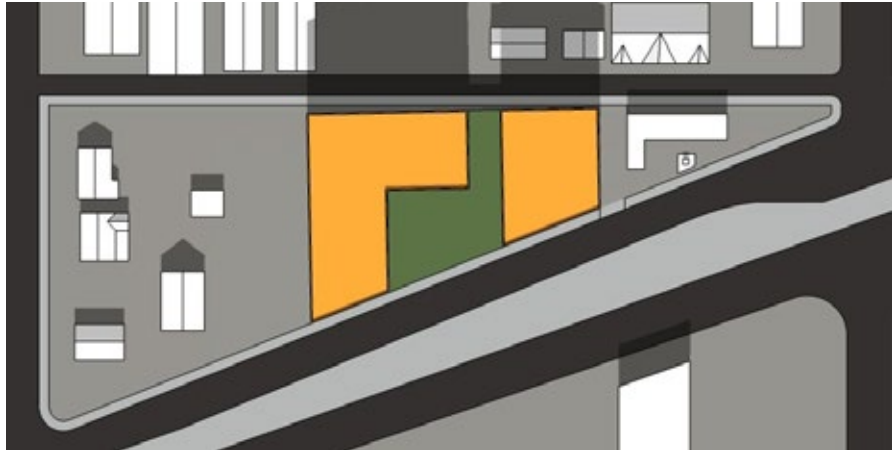
NOON



NOON



3PM



3PM



3PM





# MASSING OPTIONS: C (PREFERRED)

## SCHEME SUMMARY

Gross Area:	127,133 sf
Net Residential:	83,618 sf
Number of Units:	108
FAR:	3.99

## DESCRIPTION

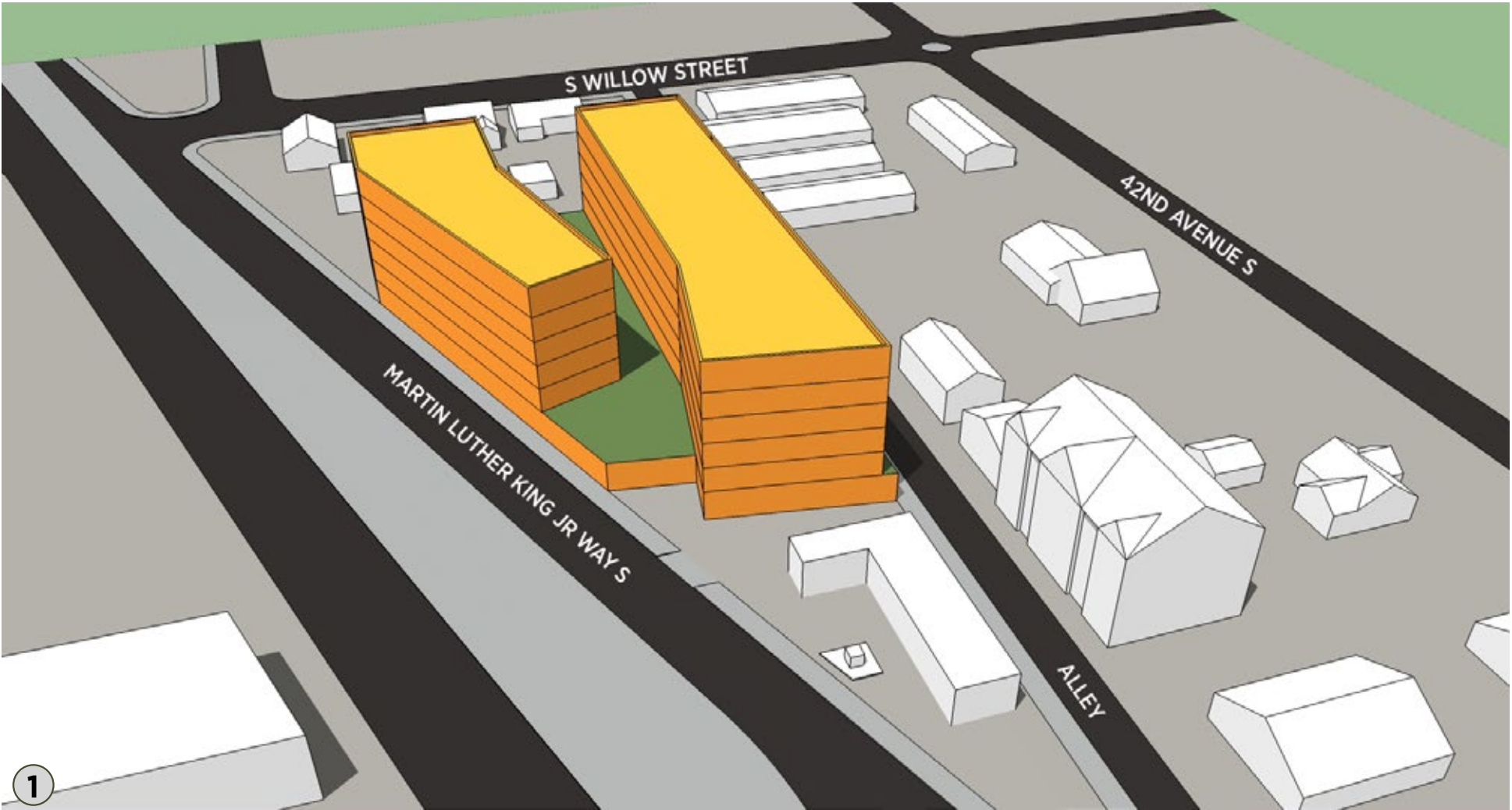
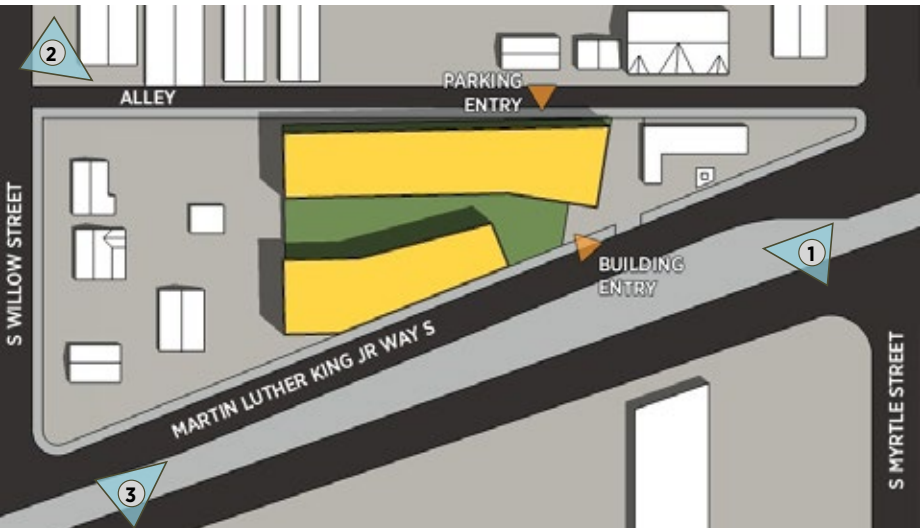
Option C creates a building design that places focus on energy on the South end of the site. Two bars reach out toward the light rail station with a courtyard that opens up to the activity node.

Pros

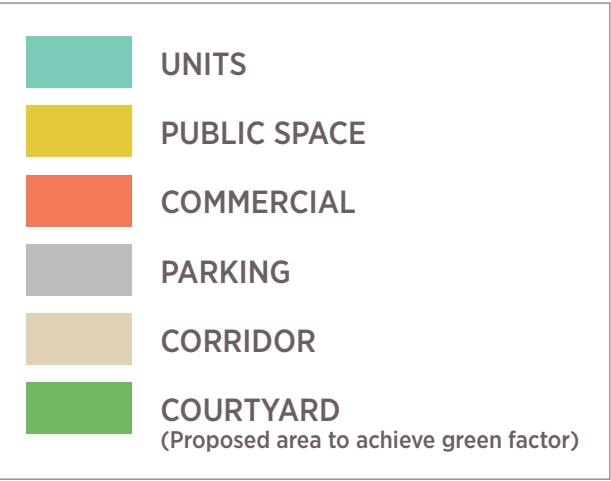
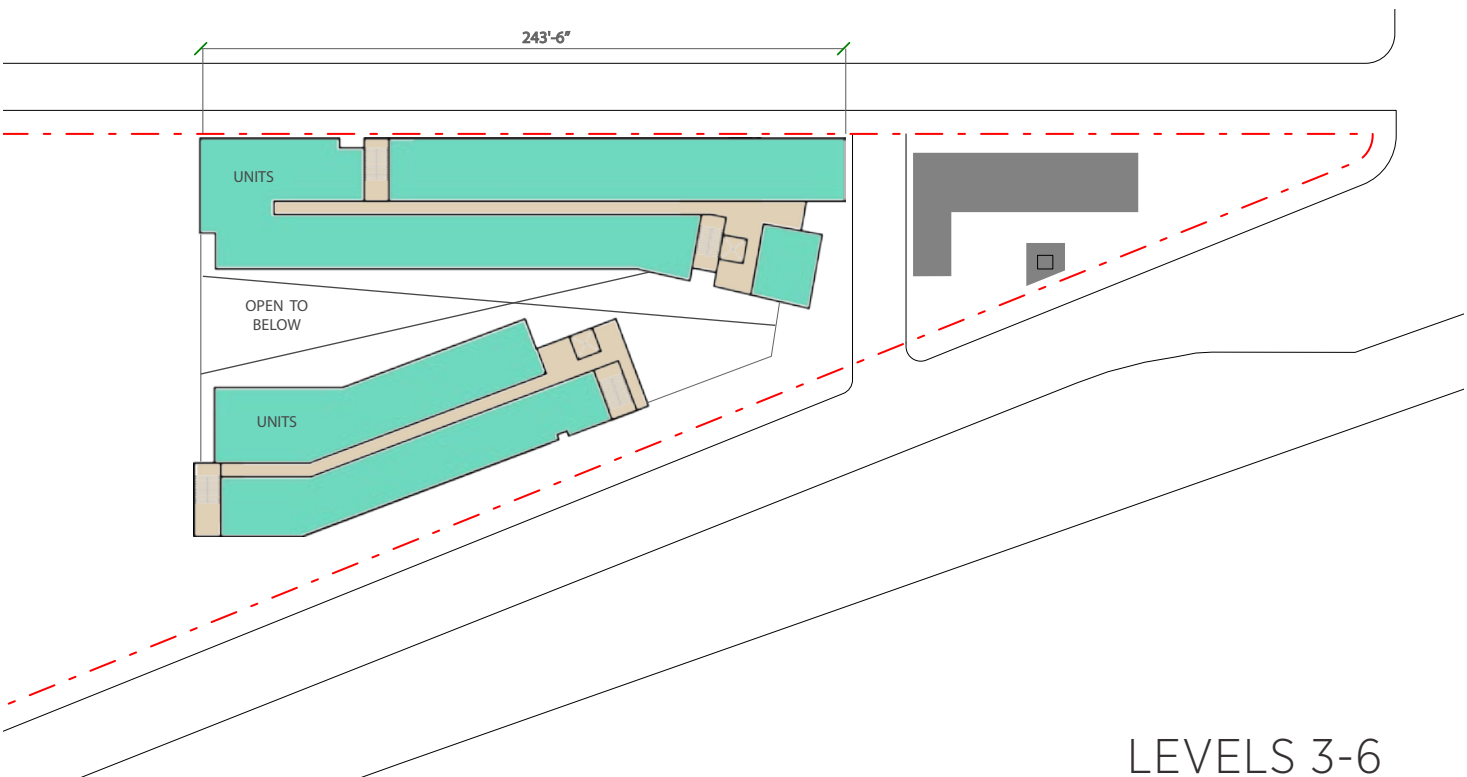
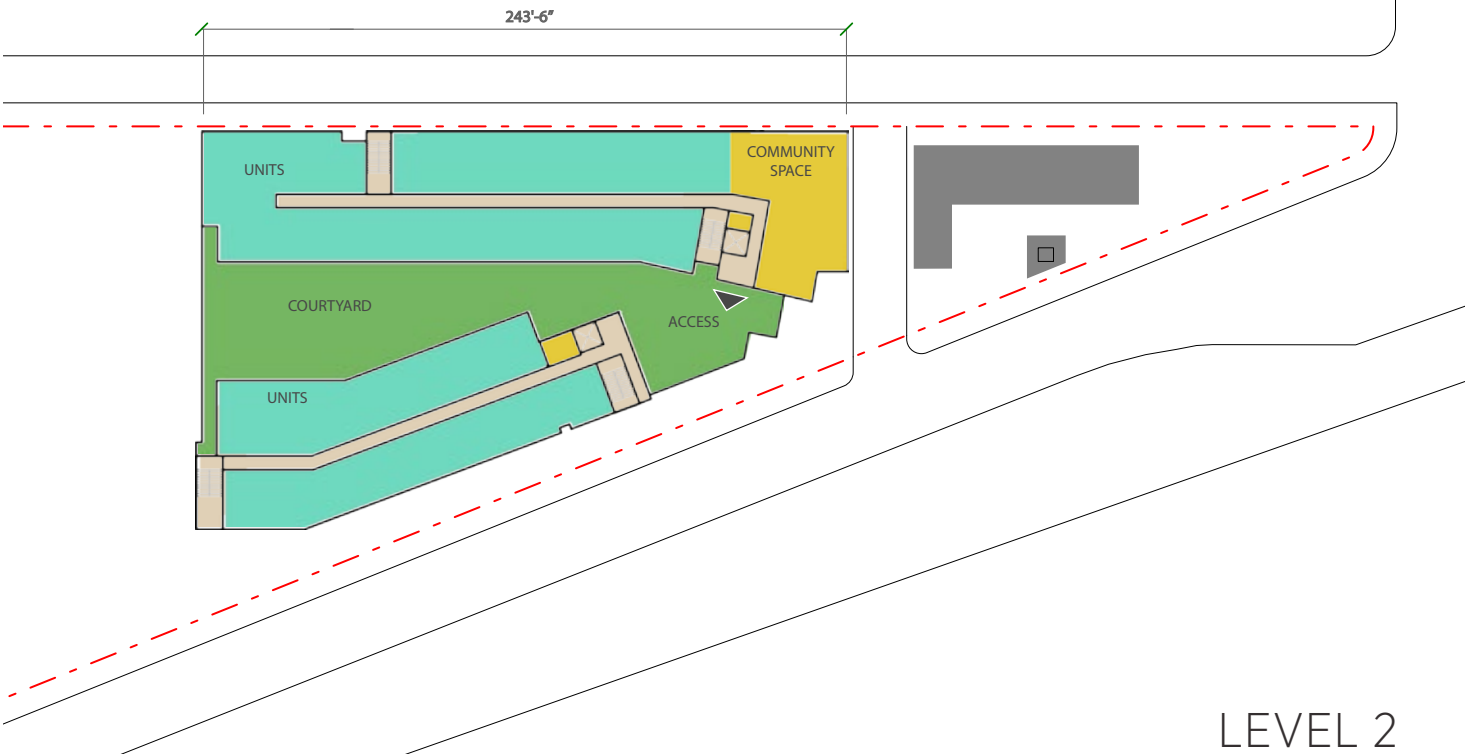
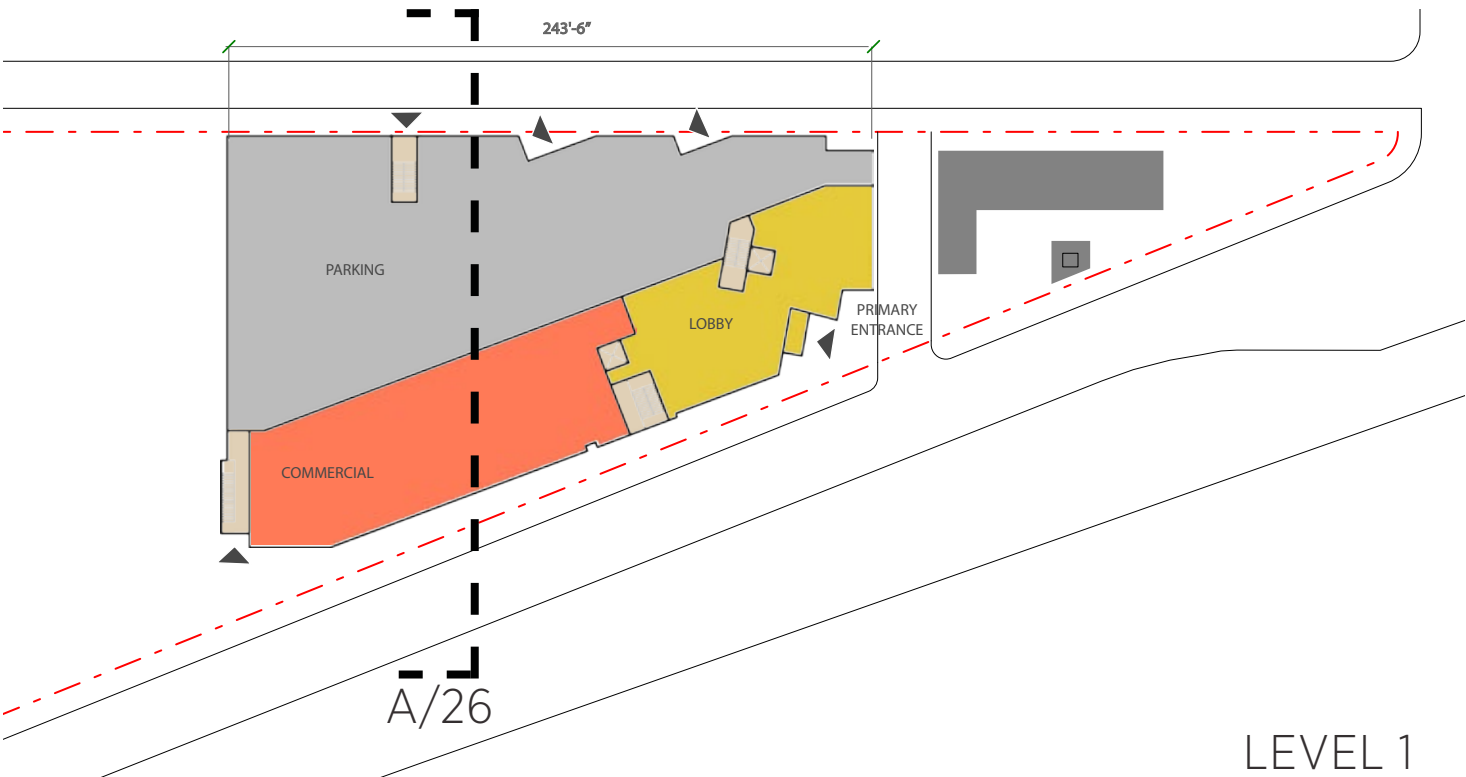
- Two focal elements in building massing at South end
- Design reinforces connection to transportation hub & retail
- Maximizes natural light to units
- Courtyard protected from street noise

Cons

- Pinch point in Courtyard







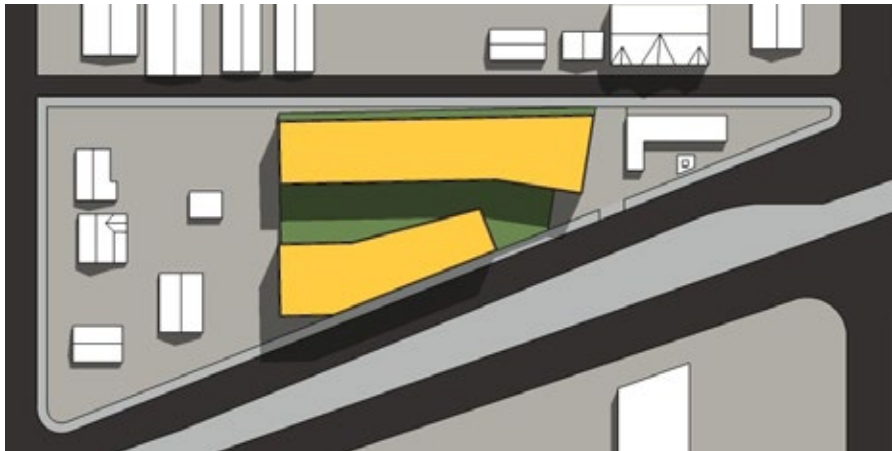
See page 34 for identified departures



MASSING OPTIONS: C (PREFERRED) / SHADOW STUDY

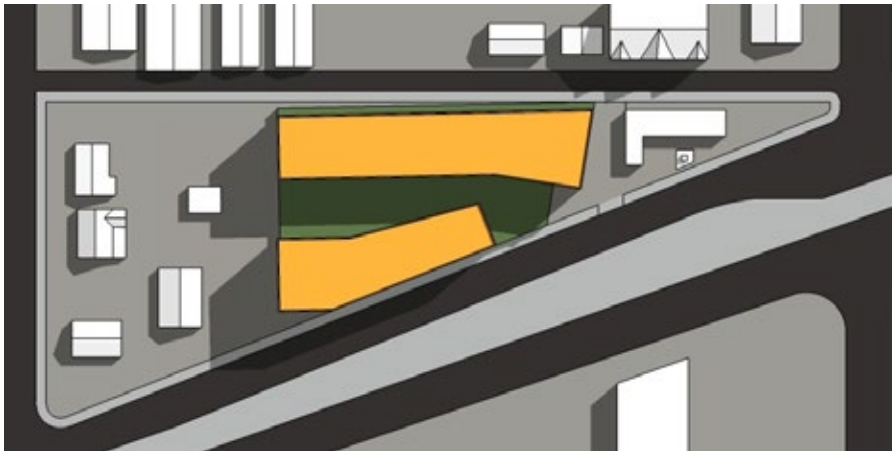
SUMMER

9AM



SPRING / FALL

9AM



WINTER

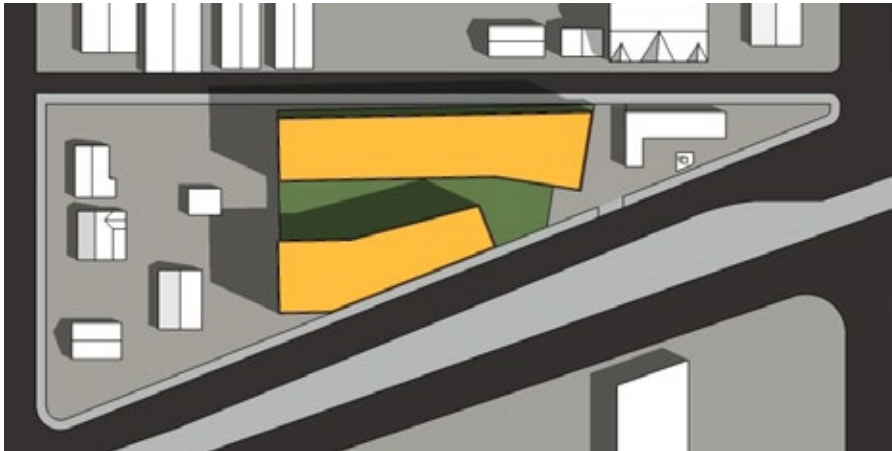
9AM



NOON



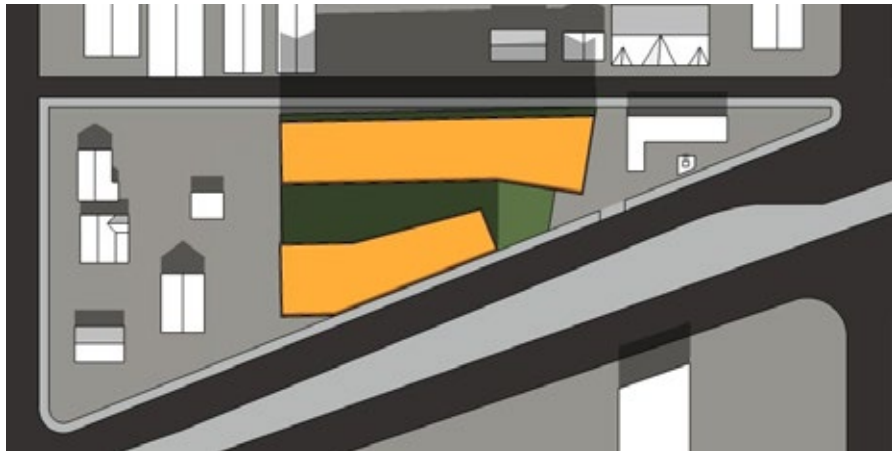
NOON



NOON



3PM



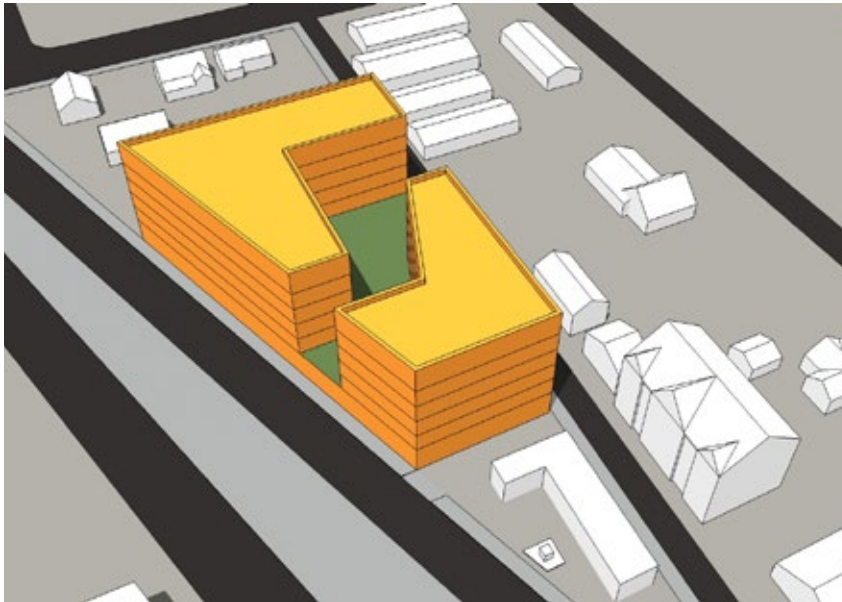
3PM



3PM







## MASSING OPTION A

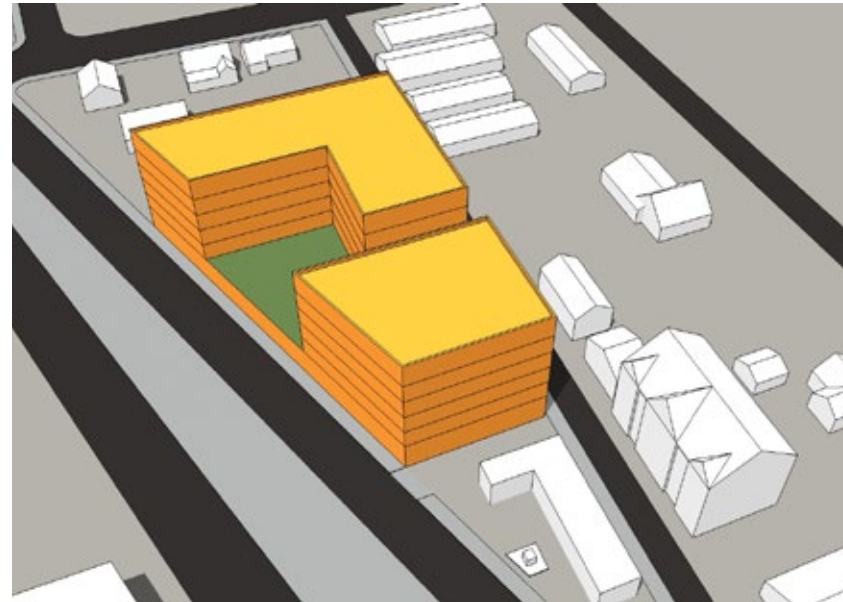
Option A shows two interlocking L-shaped buildings above a podium. The design creates an inward-facing courtyard that is bisected from East to West.

### Pros

- Focuses entry toward southern edge
- Protected courtyard that opens towards alley

### Cons

- Lack of natural light in courtyard
- Less efficient and more costly unit layouts
- Fewer community spaces.



## MASSING OPTION B

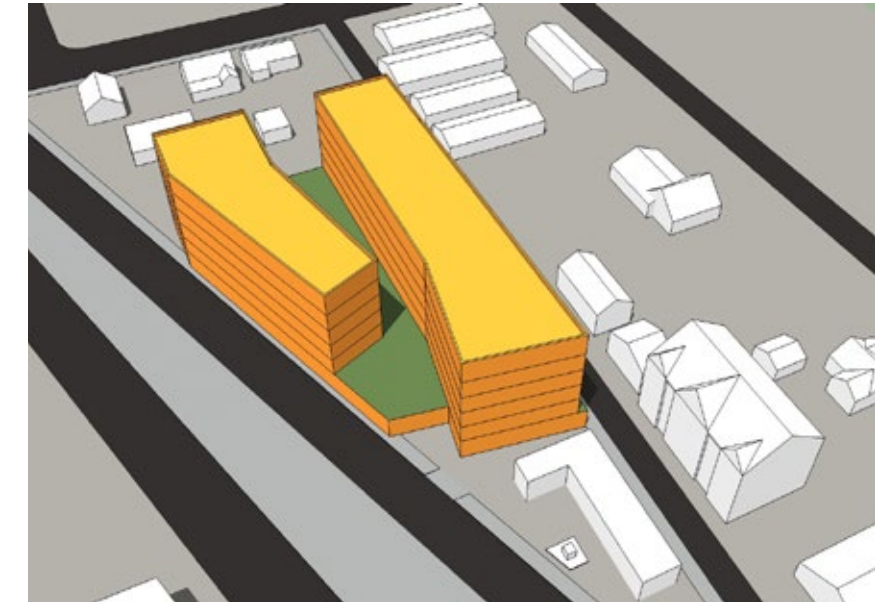
Option B is developed around a large central courtyard space that opens up along the MLK streetfront. A linear building to the North is bookended by a square shaped building along the South.

### Pros

- Well Proportioned Courtyard
- Visible courtyard activity from street.

### Cons

- Street noise from courtyard facing MLK
- Deep units in south building, less livability
- Separate lobbies required for each building



## MASSING OPTION C | Preferred

Option C creates a building design that places focus on energy on the South end of the site. Two bars reach out toward the light rail station with a courtyard that opens up to the activity node.

### Pros

- Two focal elements in building massing at South end
- Design reinforces connection to transportation hub & retail
- Maximizes natural light to units
- Courtyard protected from street noise

### Cons

- Pinch point where buildings meet
- Long narrow massing creates deep corridors
- Linear courtyard



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## Mercy Othello Plaza / preferred option

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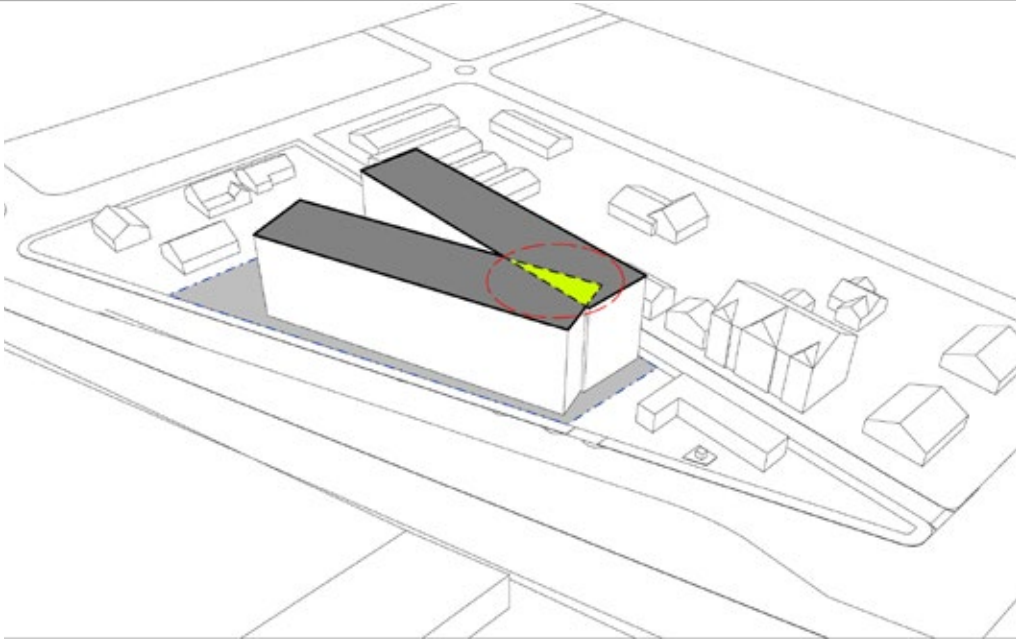


DIAGRAM 1: INTERSECTION

SITE AND PROGRAM CONSTRAINTS OFFER OPPORTUNITY WHERE THE BUILDINGS CONVERGE.

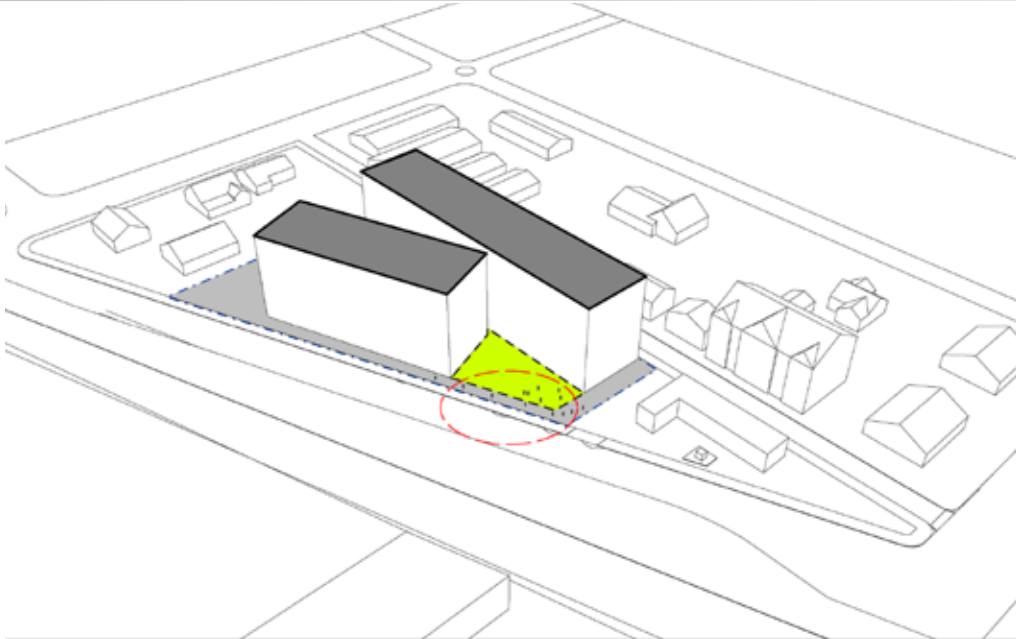


DIAGRAM 2: NEGATIVE VS. POSITIVE

THE POINT OF CONVERGENCE GOES FROM A CONFLICT TO AN AMENITY. THE SOUTHERN END BECOMES AN ENTRY PLAZA AND CONNECTOR TO TRANSIT STATION.

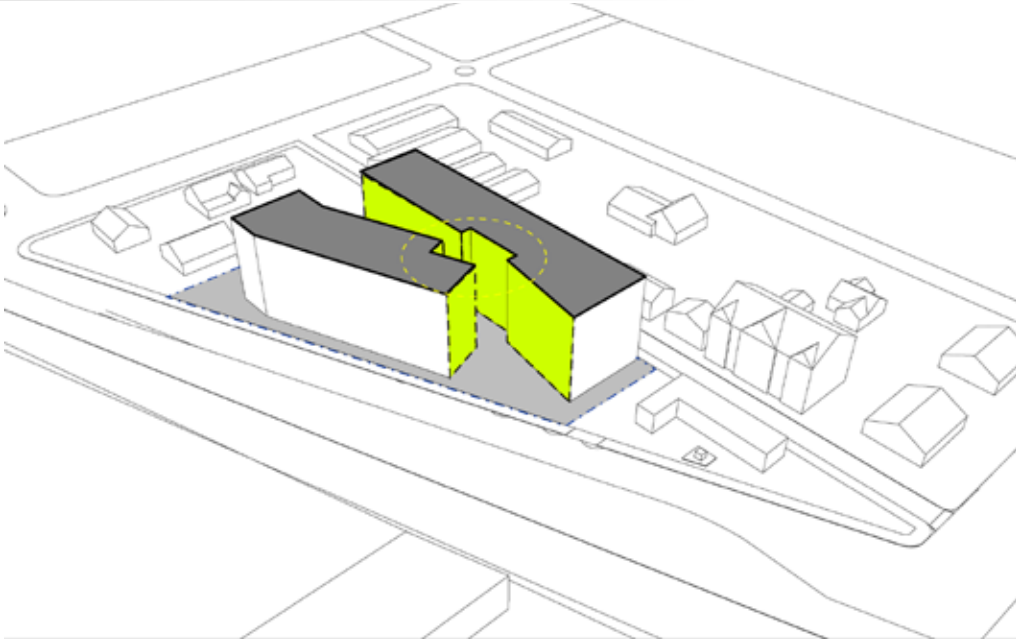


DIAGRAM 3: CARVING SPACES

CARVING SPACES BETWEEN BUILDINGS CREATES A HEIRARCHY OF OPEN SPACES, INCLUDING PUBLIC, SEMI-PUBLIC AND SEMI-PRIVATE OPEN SPACES. THESE OPEN SPACES TIE THE TWO BUILDINGS TOGETHER AND TO THE SITE.

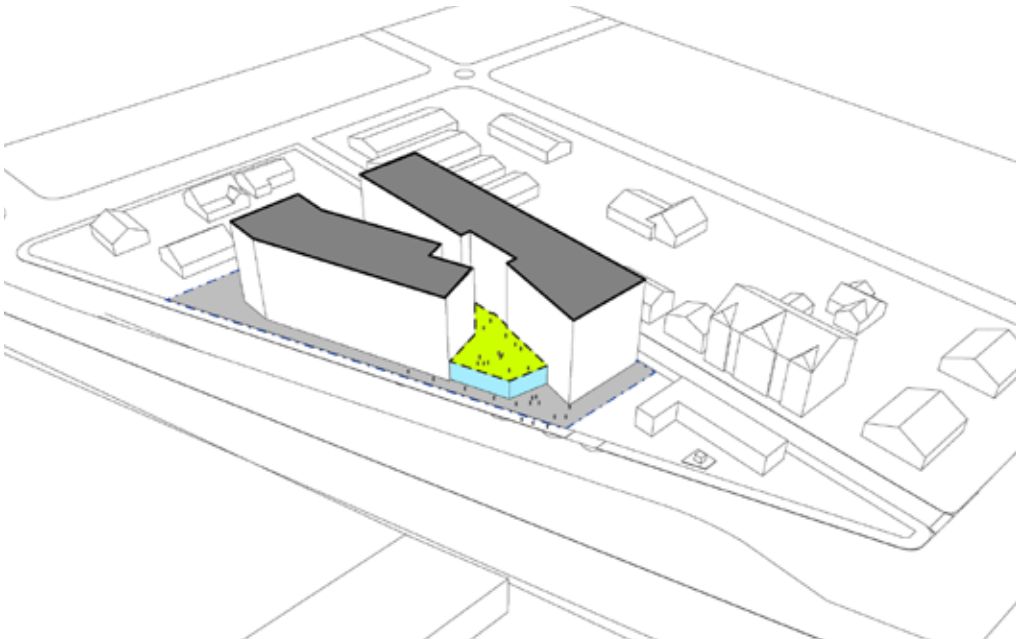


DIAGRAM 4: ELEVATED GREEN SPACE

AN ELEVATED PRIVATE OPEN SPACE FOR RESIDENTS ACTS AS A GREEN SPINE THROUGH THE DEVELOPMENT, PROVIDING DIRECT ACCESS TO GARDENS, ACTIVITY AREAS, PLAY SPACES, NATURAL LIGHT AND CITY VIEWS.

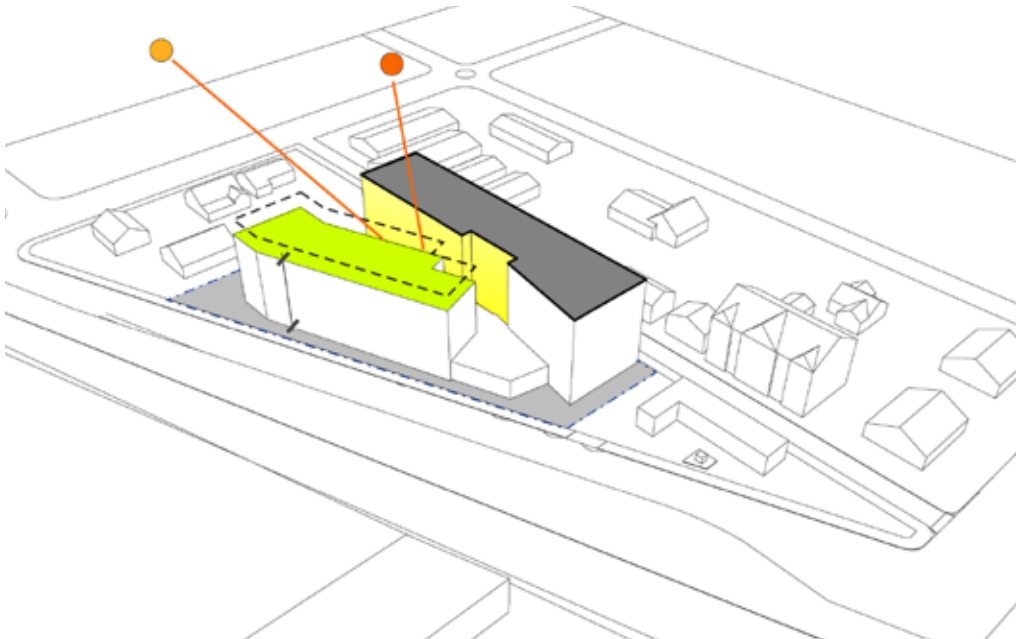


DIAGRAM 5: MAXIMIZE DAYLIGHT

BY LOWERING THE WEST BUILDING WE CAN INCREASE NATURAL DAYLIGHT TO THE INTERIOR COURTYARD AND ESTABLISH AN APPROPRIATE PEDESTRIAN SCALE ALONG M.L.K.JR WAY

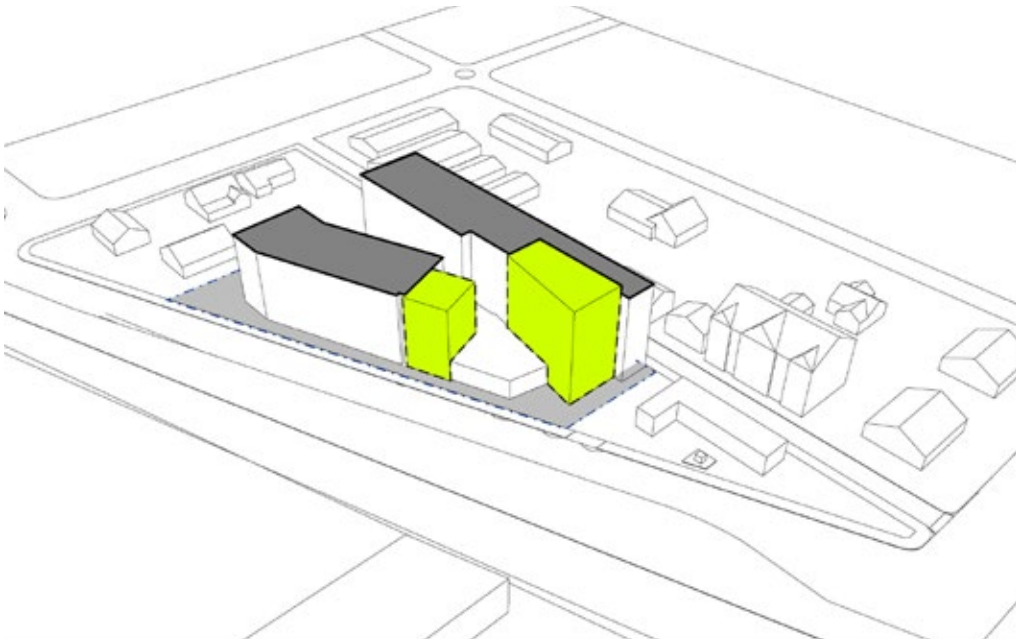


DIAGRAM 6: ANCHOR

STRENGTHEN THE SOUTHERN FINGERS OF THE TWO BUILDINGS IN ORDER TO ESTABLISH AN IDENTIFIABLE ENTRY AND DIRECT CONNECTION TO THE STREET AND TRANSIT STATION.



PREFERRED OPTION: SECTION

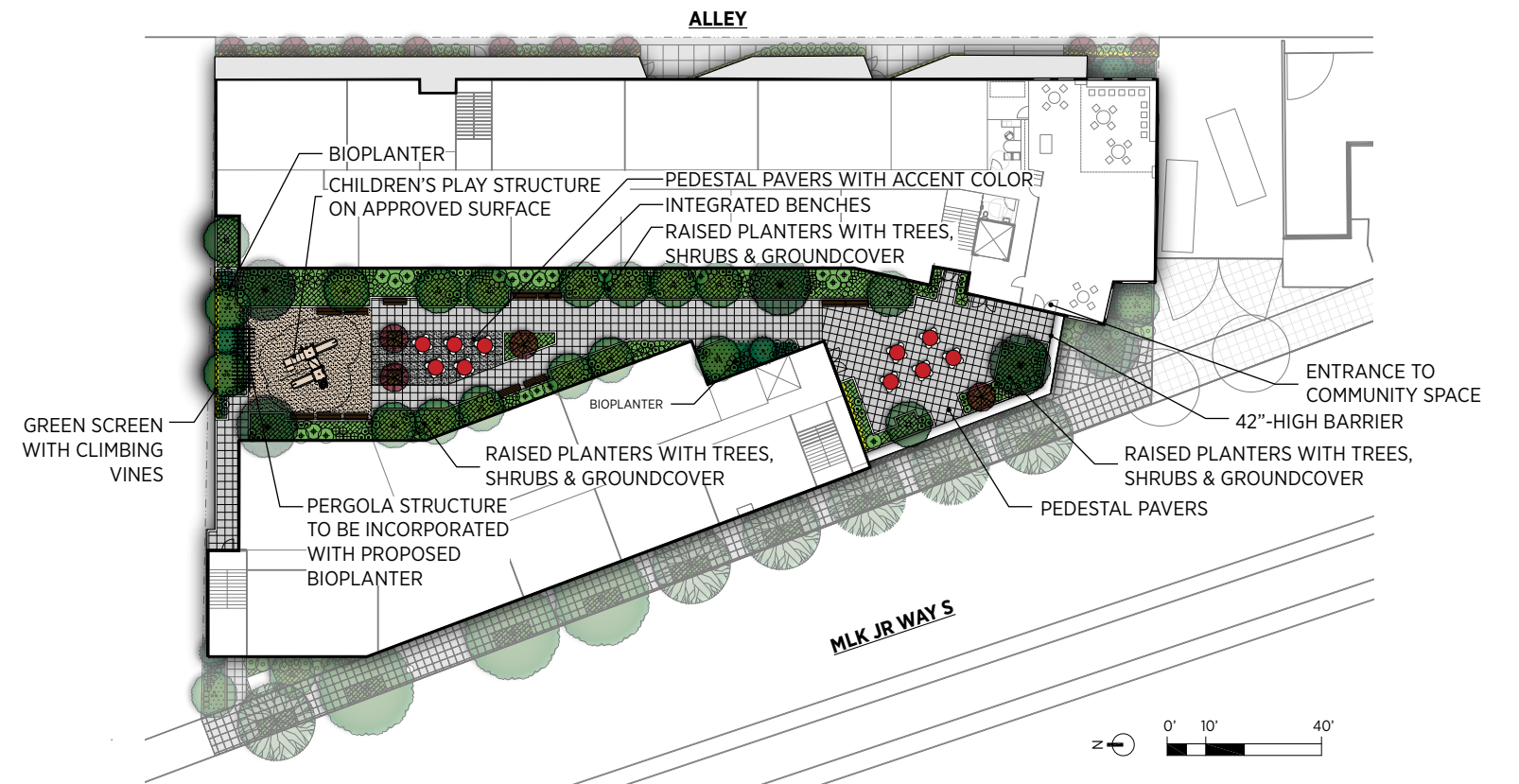


A BUILDING SECTION





PREFERRED OPTION: GROUND LEVEL LANDSCAPE PLAN







FEATURE TREE



COLORFUL FOLIAGE TREE



FLOWERING TREE



PERGOLA



GREEN SCREEN WITH CLIMBING VINES



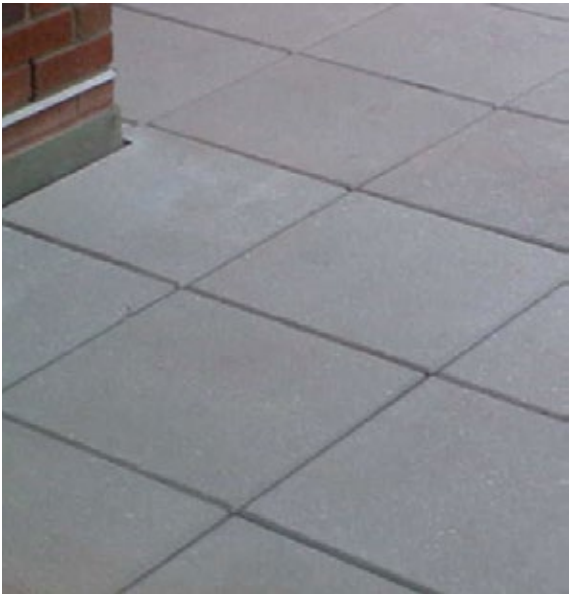
PLANTER WALL



BIOPLANTER



INTEGRATED BENCHES



PEDESTAL PAVERS



PLAY EQUIPMENT



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# Mercy Othello Plaza / key design guidelines

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**CS2 :: URBAN PATTERN & FORM**

*I. Building spaces for commercial use at or near the edge of the sidewalk and limiting vertical grade separations is encouraged where commercial uses occupy the ground floor.*

**RESPONSE**

In order to promote an active business district, street-level uses are placed directly on the street edge with little grade separation. Storefront bays draw on urban patterns found in the Othello neighborhood.



**CS2 :: URBAN PATTERN & FORM**

*II. Buffering single-family areas from the undesirable impacts of commercial related service facilities; use landscape or cohesive architectural treatment to screen service facilities.*

**RESPONSE**

Parking and service entrances along the alley are visually minimized by having angled entrances with a dense landscape buffer. Additionally, a vertical greenwall along the alley screens services and blank walls while providing visual interest

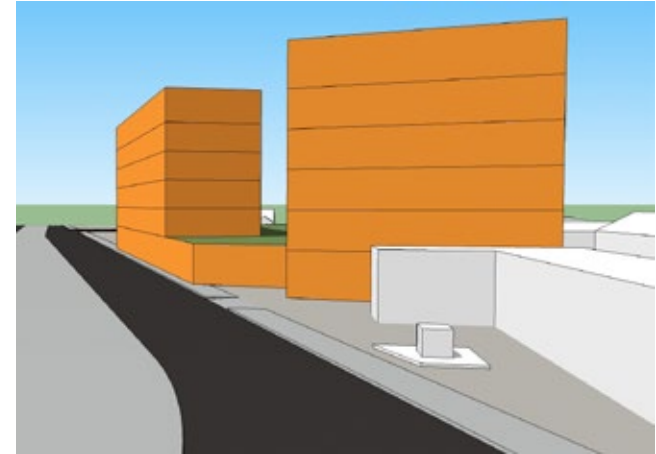


**CS2 :: URBAN PATTERN & FORM**

*III. Employ strong building forms to demarcate important gateways, intersections and street corners. Strong corner massing can function as a visual anchor for a block.*

**RESPONSE**

The design takes advantage of the activity node towards the South of the site with the courtyard expanding outwards to provide views and a residential entry. The two buildings converge at the South end to provide a gateway to the transit station denoted by a public entry plaza.



**CS2 :: URBAN PATTERN & FORM**

*IV. Design buildings to maintain a compatible scale with smaller buildings nearby.*

**RESPONSE**

In deference to the smaller scale of the bus plaza, the design steps down at the south end to reveal the courtyard spaces above and create an entry plaza for residents that responds to the adjacent site.





**PL2 :: WALKABILITY**

*Create a safe and comfortable walking environment that is easy to navigate well-connected to existing pedestrian walkways and features.*

**RESPONSE**

This project is located directly across the street from the light-rail transit line, and near several city bus stops. Large windows help to activate the street and create a safe walking environment.



**PL3 :: STREET LEVEL INTERACTION**

*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.*

**RESPONSE**

In order to strengthen the architectural language along the street front and provide a sense of pedestrian safety, large windows are placed within structural bays at the ground floor that look into the commercial activities. These bays will also provide canopies for overhead weather protection and areas for plantings.

**PL3 :: STREET LEVEL INTERACTION**

*Large developments are encouraged to include plazas or gracious entry forecourts along the street edge, provided street continuity that is not unduly interrupted along the majority of the block.*

**RESPONSE**

A mix of materials will be used at the building base to convey a sense of permanence and durability. Large storefront windows will sit within concrete bays. Accent materials such as metal canopies will provide visual interest along the street facing facade.



**DC4 :: EXTERIOR ELEMENTS AND FINISHES**

*Use exterior building materials typically found in traditional storefront design. This includes brick, masonry, and metal on the ground floor. Mixed-use developments could use a combination of materials such as brick, masonry metal, wood and stucco in a manner that creates a coherent overall building design.*

**RESPONSE**

In order to focus activity towards the light rail station, our preferred option creates a node at the south end of the property where the resident courtyard overlooks a public entry plaza.



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## Mercy Othello Plaza / potential departures

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POTENTIAL DEPARTURES

1. STREET-LEVEL DEVELOPMENT STANDARDS

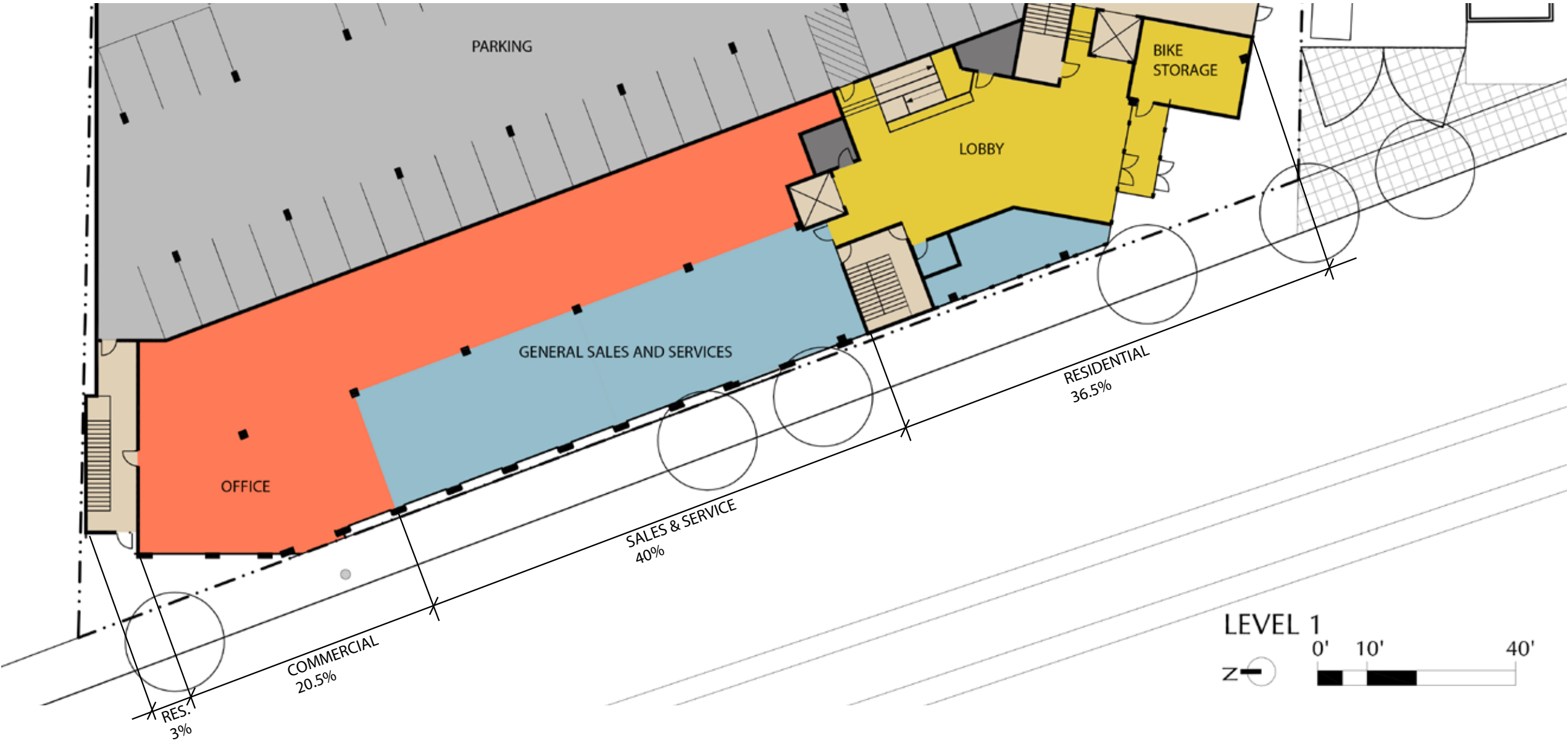
*“A minimum of 80 percent of the width of a structure’s street-level street-facing facade that faces a principle pedestrian street shall be occupied by uses listed in subsection 23.47A.005.D.1. The remaining 20 percent of the street frontage may contain other permitted uses and/or pedestrian entrances.” (SMC 23.47A.008)*

Our proposal currently represents approved street-front uses in the amount of 40 percent of the street-facing facade. We are requesting that a departure be granted to allow 40 percent, rather than 80 percent of the street-front uses to be those listed in subsection 24.47A.005.D.1. At this time the neighborhood does not have the critical mass to support retail uses. Given the amount of vacant retail in the area, commercial uses at ground floor would better meet the following design guidelines: PL2: Walkability and PL3: Street Level Interaction

2. STREET-LEVEL USES

*“In all neighborhood commercial and C1 zones, residential uses may occupy, in aggregate, no more than 20% of the street-level street-facing facade in the following circumstances and locations: In a pedestrian-designated zone, facing a designated principal pedestrian street.” (SMC 23.47A.005)*

Our proposal currently has residential uses along 39.5% of the street-facing facade. We are requesting a departure be granted to allow residential uses along 39.5% of the street-level street-facing facade. The public entry is set back to provide a public plaza that would open up to the bus plaza as well as the light rail plaza to the South. Providing residential services at ground level will promote a more active streetfront and therefore better meet the following design guidelines: PL2: Walkability and PL3: Street Level Interaction



STREET-LEVEL USES TOTALS

Residential:	39.5%
Sales and Services:	40%
Commercial:	21.5%



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## Mercy Othello Plaza / relevant projects

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RELEVANT PROJECTS: ANKROM MOISAN ARCHITECTS

Francis Village  
Seattle, WA



PROJECT INFORMATION

**Client:** Imagine Housing  
**Project Type:** Affordable Housing  
**Size:** 69,000 sq. ft.  
**Stories:** 6  
**Units:** 61

SERVICES PROVIDED

Architecture  
Interiors  
Urban Design

Gray's Landing  
Portland, OR



PROJECT INFORMATION

**Client:** Reach Community Development  
**Project Type:** Affordable Housing, Mixed-Use  
**Size:** 245,000 sq. ft.  
**Stories:** 6  
**Units:** 209

**LEED Certification:** Mid-rise Platinum

SERVICES PROVIDED

Architecture  
Interiors  
Urban Design

Three20 Pine  
Seattle, WA



PROJECT INFORMATION

**Client:** Stratford Company, LLC  
**Project Type:** Apartments, Mixed-Use  
**Size:** 139,089  
**Stories:** 6  
**Units:** 108

SERVICES PROVIDED

Architecture  
Interiors



Columbia City Station  
Seattle, WA



PROJECT INFORMATION

**Completion Date:** July 2012  
**Project Type:** Affordable Housing  
**Size:** 51,200 sf  
**Stories:** 4  
**Units:** 52  
**Unit Mix:** 1 and 2 bedrooms  
**Parking:** 26

Emerald City Commons  
Seattle, WA



PROJECT INFORMATION

**Completion Date:** October 2013  
**Project Type:** Family Housing & Commercial Space  
**Size:** 56,393 sf  
**Stories:** 5  
**Units:** 61  
**Unit Mix:** 1, 2, and 3 bedrooms  
**Parking:** 68

New Tacoma  
Tacoma, WA



PROJECT INFORMATION

**Completion Date:** April 2011  
**Project Type:** Senior Housing  
**Size:** 77,272 sf  
**Stories:** 4  
**Units:** 75  
**Unit Mix:** 1 bedrooms  
**Parking:** 33