



DESIGN RECOMMENDATION MEETING - DPD# 3018112

6940 MLK JR WAY S.

07.14.2015



MERCY HOUSING
NORTHWEST

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AREA MAP

N.T.S.



VICINITY MAP

N.T.S.

PROPOSAL INTRODUCTION

Design and construct an 6-story affordable housing building with commercial space at the ground floor.

project info

PARCEL: 3333002920
LOT AREA: 31,870 sf
ZONING: NC3P - 85
OVERLAY: Station Overlay
Pedestrian-designated zone
STREET CLASSIFICATION: MLK: Class I Principle Pedestrian Street

project goals

ACTIVATE THE STREET LEVEL

Design a unique and varied pedestrian experience along MLK Way street front, variation in streetfront design helps break up the building mass and provide visual interest to pedestrians. The proposal would transform a long-vacant parcel into a pedestrian-friendly activity node, increasing eyes on the street and neighborhood safety.

CREATE COMMUNITY

Encourage interaction among the residents and between residents and the public community by locating activity hubs, such as the ground level plaza, entry, upper level plaza, and assembly spaces, that are oriented to allow visual connection to the public areas, including bus plaza, light rail station, and Othello retail district. Mercy Housing Northwest provides programming to build community within the building and link residents with neighborhood opportunities, enhancing connections and interactions. The 2nd level assembly space will be made available for public programs and events.

PROMOTE TRANSIT-ORIENTED DEVELOPMENT

Create an activity hub with a dense residential community and commercial space adjacent to public transit and reinforce TOD objectives with visual and physical connections to the surrounding neighborhood and transit opportunities.

project details

108 units

126,500 sq. ft. total gross square footage

7,450 sq. ft. commercial space

43 on grade parking spaces



- 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 Sealth 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



SUMMARY CONTEXT

transportation & access characteristics

- Convenient transit to downtown core via the light rail station and adjacent bus plaza
- Easy access to marked bike paths and Chief Sealth trail.
- Well connected in all directions by car and transit and walking distance to several neighborhood amenities.



- Signed Bike Path
- Bus line / stop
- Light rail line / Othello stop



SUMMARY CONTEXT

PEDESTRIAN CHARACTERISTICS

- ML King Jr Way South a designated pedestrian street
- Slower vehicle traffic on Myrtle St and Willow St with buildings of less mass and height.
- Easy access to grocery store and other shops
- Walking distance to Othello Park

-  Residential/Mixed-Use
-  Commercial / Research
-  Civic
-  Othello light rail stop



EXISTING SITE CONDITIONS

SITE AREA

The site contains approximately 31,870 SF with approximately 263' of frontage on Martin Luther King Jr Way S.

TOPOGRAPHY

The site is nearly flat along MLK Jr Way S. and slopes down 3' from the SW corner to the center of the North property line

TREE SURVEY

There are currently 3 existing street trees to remain and 4 street trees that will be planted along the sidewalk.

EXISTING BUILDINGS

The site is currently a partially-paved vacant lot.

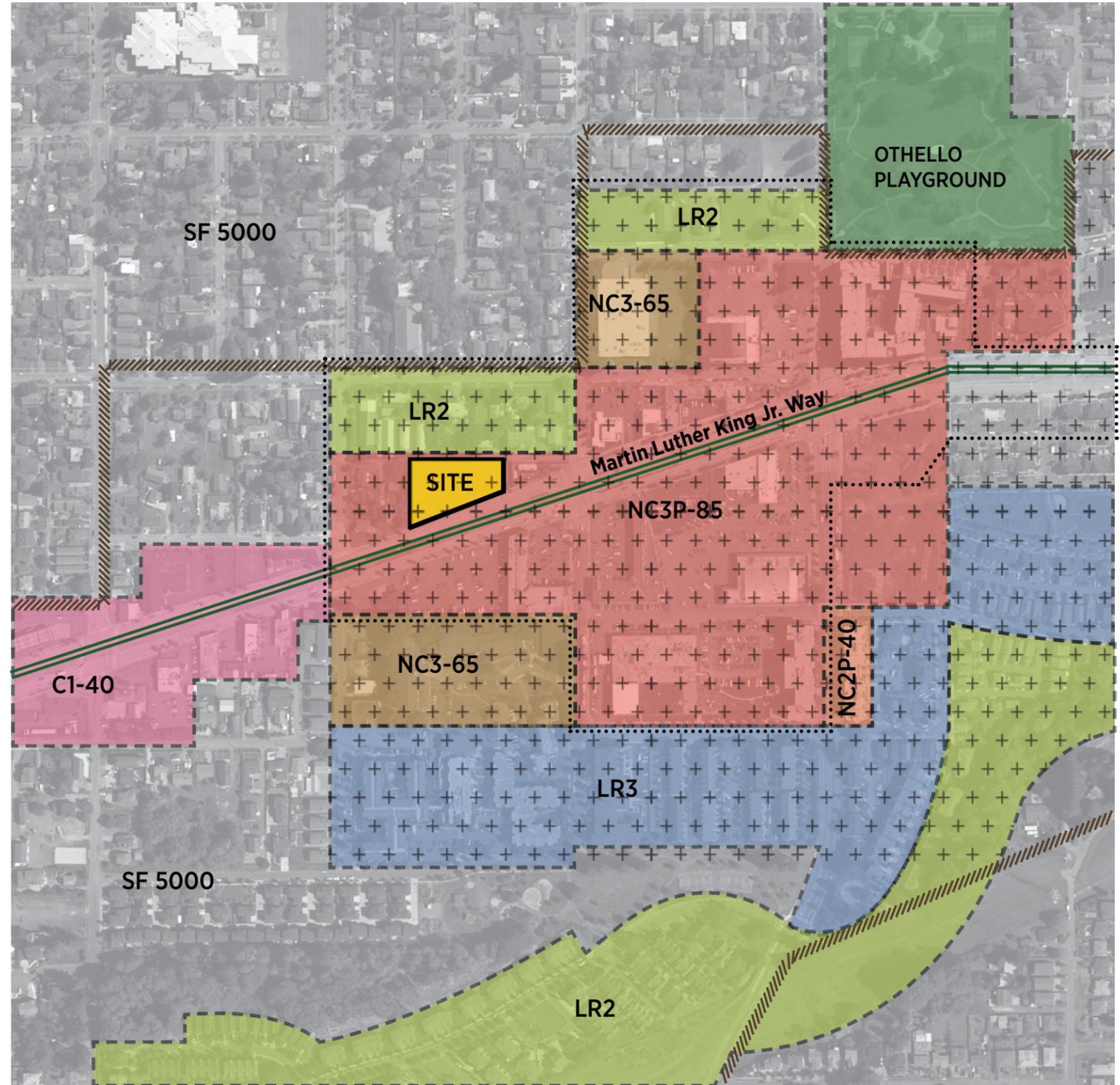
BOUNDARIES

M L King Jr Way S is a Principle Arterial and Principle Pedestrian Street connecting the Othello neighborhood to the Columbia City neighborhood and Ranier Ave to the North

An alley on the East edge of the site connects to the two access streets, Myrtle and Willow.

UTILITIES

All utilities adjacent to the site are below ground except for electrical lines in the alley which will be undergrounded during construction along the alley.



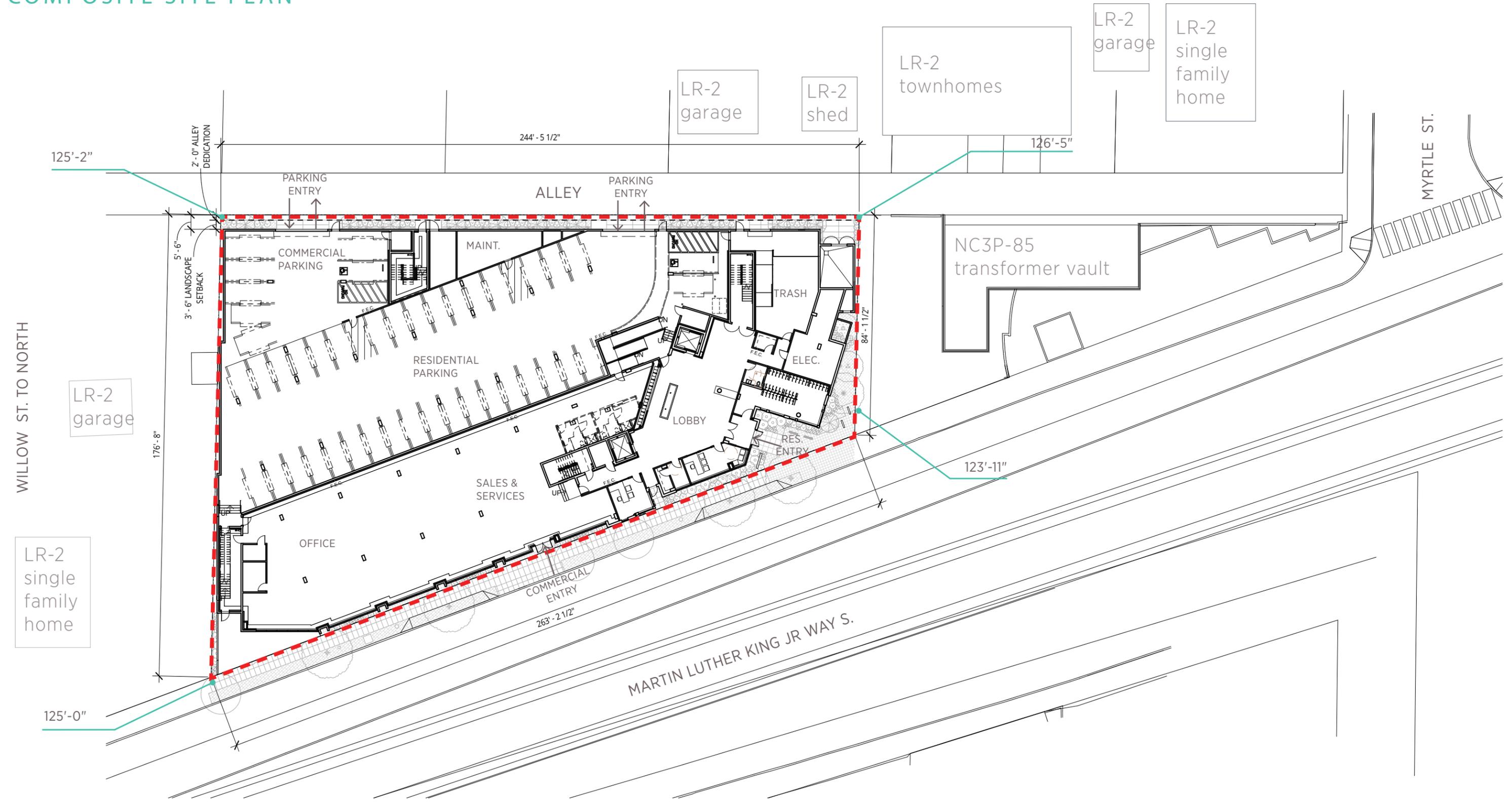
- zoning boundary line
- principal pedestrian street
- + + + + pedestrian area overlay
- ////// Othello urban village
- Southeast Seattle Reinvestment Area

ZONING DATA

KING COUNTY PARCEL #	3333002920
ZONING CLASSIFICATION	NC3P-85
SITE AREA	~31,870 SQ. FT.
STREET CLASSIFICATION	MLK JR WAY SOUTH: MAJOR ARTERIAL STREET/ PRINCIPLE PEDESTRIAN STREET
PERMITTED USES	RESIDENTIAL, GENERAL SALES/SERVICES, RESTAURANT, LIVE/WORK, OFFICE
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: 126,500</i>
STRUCTURE HEIGHT	85' IN NCP3-85 <i>PROPOSED: 65'</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>

AMENITY SPACE REQUIREMENT	5% OF TOTAL GROSS FLOOR AREA IN RESIDENTIAL USE <i>PROPOSED: 7,015 SQ. FT. = 6.8% OF TOTAL GROSS RESIDENTIAL</i>
REQUIRED PARKING	NO MINIMUM REQUIREMENT IN STATION OVERLAY DISTRICT <i>PROPOSED: 43 VEHICLE PARKING SPACES</i>
REQUIRED BIKE PARKING	MINIMUM OF 1 SPACE FOR EVERY 4 DWELLING UNITS: REQUIRED: 27 SPACES <i>PROPOSED: ~ 38 BIKE PARKING SPACES</i>
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 WITH ANOTHER USE.</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>

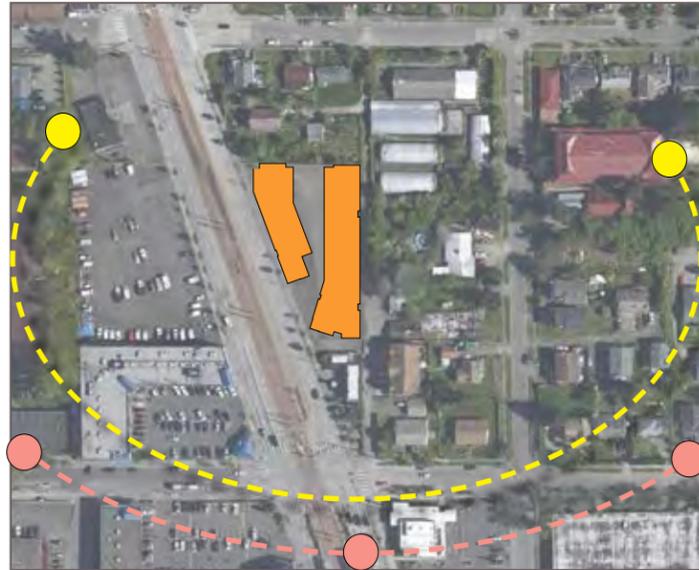
COMPOSITE SITE PLAN



plan SITE & LEVEL 1



RENDERED OVERALL LANDSCAPE PLAN



● winter sun
● summer sun

CS1-B sunlight and natural ventilation

applicant response:
The building is oriented along the north-south axis in order to maximize the light in the interior courtyard spaces and provide natural lighting to residents. Units are shallow with the long side against the exterior to provide generous natural light and ventilation

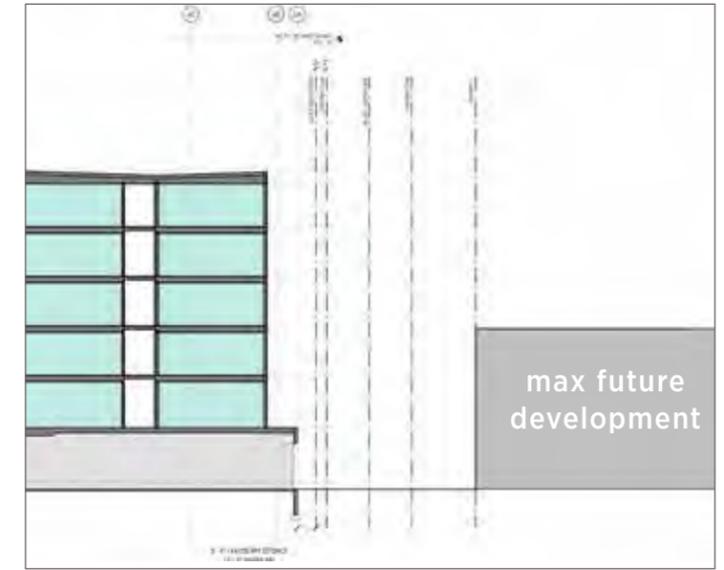
High storefront windows and canopy in the commercial space will provide a well lit space while reducing the solar heat gain along the west facade.



CS2-C relationship to block CS2-III corner lots

applicant response:
Despite not being a corner site, the two building masses along the southern edge present primary facades on two planes and serve to create a gateway to the Othello neighborhood from the light rail station. Increased parapet heights separate these anchors from the rest of the building.

The two buildings reach out toward the station and frame the residential entry. Large amounts of glazing on these corners create views from interior common areas.



CS2-D height, bulk, and scale

applicant response:
The project is built to a height of 60 feet rather than the allowed 85 feet. This greatly reduces the mass and provides a step effect to transition to adjacent zoning and reduce visual impacts to neighboring properties.

A low rise zone is located across the alley from the project. In order to reduce the perceived bulk and scale, the building has been set back 15' from the property line at the upper levels and facade modulation helps to break up the mass along the eastern facade. Additionally the use of color, window size and shape and cladding patterns distinguish three separate massings and reduce the perceived mass along the length of the building.



CS2-I streetscape compatibility

applicant response:

Commercial uses are located at sidewalk grade and set back minimally from the property line. Columns define individual bays and canopies create an exterior alcove type space. Continuous planters buffer pedestrians from the street. Combined these elements create safety and activity, and promote pedestrian use.



CS2-II respect for adjacent sites

applicant response:

Loading areas are located within the parking garage and storage areas are accessed from the interior.

In order to minimize the visual impacts of the building to ground intersection at the alley, a 3.5 foot planting area is placed along the length of the east facade and green screen vegetation provide color, texture, and pattern and reduce the harshness of exposed concrete at ground level.



open space

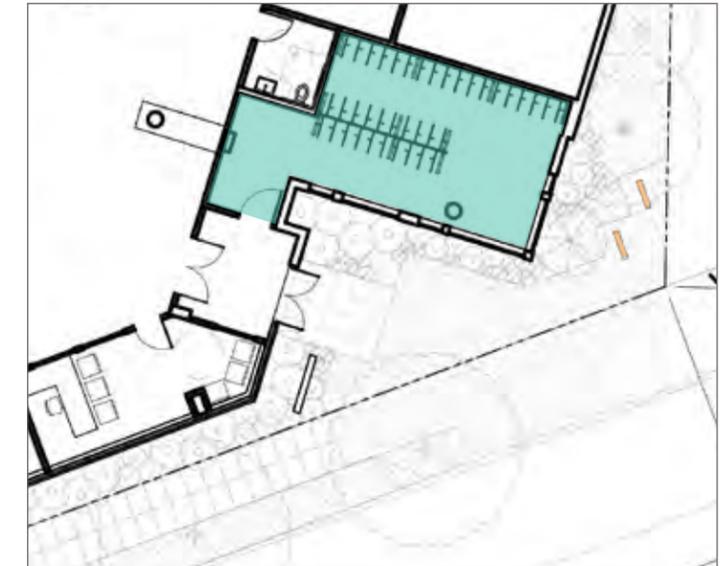
PL1-A network of open spaces

PL1-C outdoor uses and activities

applicant response:

The southern residential entry, residential community spaces, large windows and entry plaza all place emphasis on the south edge of the site in order to encourage human interaction and connections. The entry plaza at the south end of the site connects to the bus plaza and the light rail station to the south.

The second level residential courtyard opens up at the southern edge to provide views to the plaza and transit and will be well lit year round.



■ visitor bike parking
■ resident bike storage

PL2-C weather protection

applicant response:
 6' deep canopies are located continuously along the residential lobby and the commercial/future retail space. The canopy is approximately 10 feet above the sidewalk to provide protection from rain and summer sun.

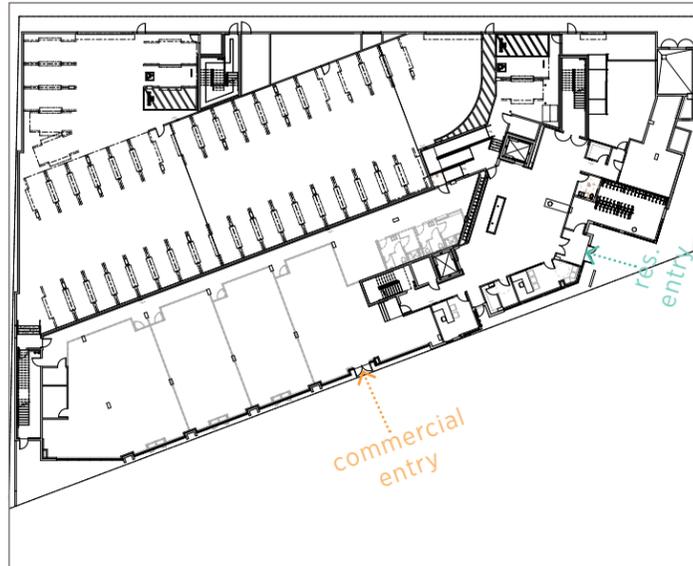
PL3-A entries
 PL3-B residential entries
 Othello PI3-I-iii entry plaza

applicant response:
 The residential entry faces toward the transit stops so that visitors are able to clearly identify the entry. Signage will be used to aid in wayfinding.

The plaza and landscaped areas create a buffer zone between the entry and the street for both privacy and security.

PL4-B planning ahead for bicycles

applicant response:
 Interior bike storage with expansive windows placed adjacent to the main entrance and entry plaza to promote the transit oriented nature of the project. Resident bike storage will be located just off the entry to celebrate bike transit and provide easy access and security. Public bike racks will be located in the entry plaza for visitors.



DC1-A arrangement of interior uses

applicant response:

Both the residential and commercial entries are located along the street front to provide activity. Property management offices and commercial spaces are located to provide transparency and views.

The commercial space has been designed in a way that will allow for flexibility over time and future conversion to retail, see page 16.



DC2-B massing

DC2-B architectural & facade composition

applicant response:

Modulation has been added to the east facade to break down the building mass. This is further aided by the use of secondary architectural elements such as materials, color, patterning and windows.

These techniques were employed to create building masses that look and feel like 3 distinct buildings along the length of the eastern facade.



DC2-C secondary architectural features

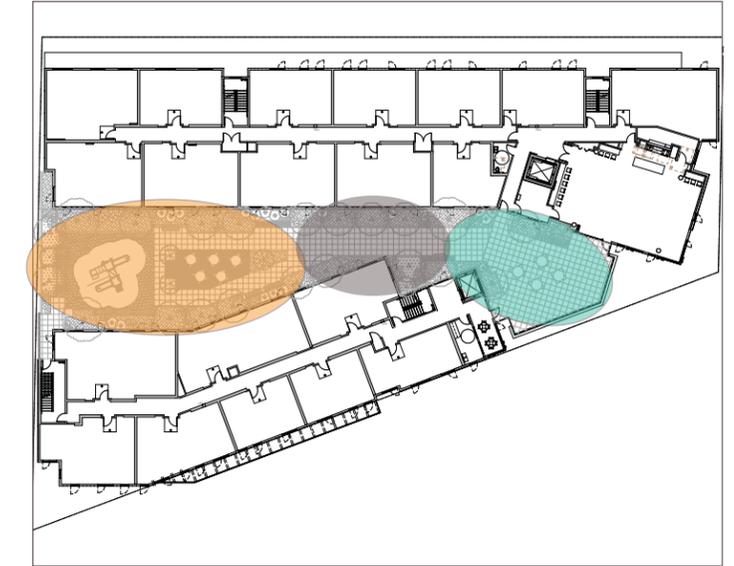
applicant response:

The commercial uses at street-level have incorporated a typical retail bay pattern in order to add visual interest and encourage pedestrian activity.

The commercial entry provides a street presence along MLK and the residential entry faces south towards the transit station and entry plaza.



■ retail language
■ residential language



■ private zone
■ communal zone
■ transition zone

DC2-D scale and texture

applicant response:

The residential entry introduces materials with a finer grained texture to create an inviting and human-scaled entry plaza.

Landscaping at residential entry enlivens the plaza with vegetation, texture and color.

Plantings, benches and paving in the courtyard add details that create an appropriately scaled open space.

DC2-E Form and Function

applicant response:

The ground has two primary uses: commercial and residential. The use of architectural language helps to make the building uses and entries clearly identifiable. The commercial space is part of a storefront language with an entry located within the storefront bays.

The patterning of the two residential masses extends to the ground and frames the residential entry. A change in materials and languages distinguishes the two uses.

DC3-A building-open space relationship

applicant response:

The upper level courtyard is the primary open space for residents with two defined areas. One is more private and provides a play area for children. The communal zone looks out over the public plaza at ground level to provide visual connections to street life. The community room opens up to the more communal part of the courtyard and enhances community interaction.



- fiber cement - horizontal expression
- fiber cement - vertical expression
- storefront
- textured panel

DC4-A exterior elements and finishes
Othello DC4-I-iii exterior finish materials

applicant response:
Fiber cement panels provide a durable and weather resistant material at the upper levels of the building. They are detailed to provide a variety of patterns and textures along the facade.

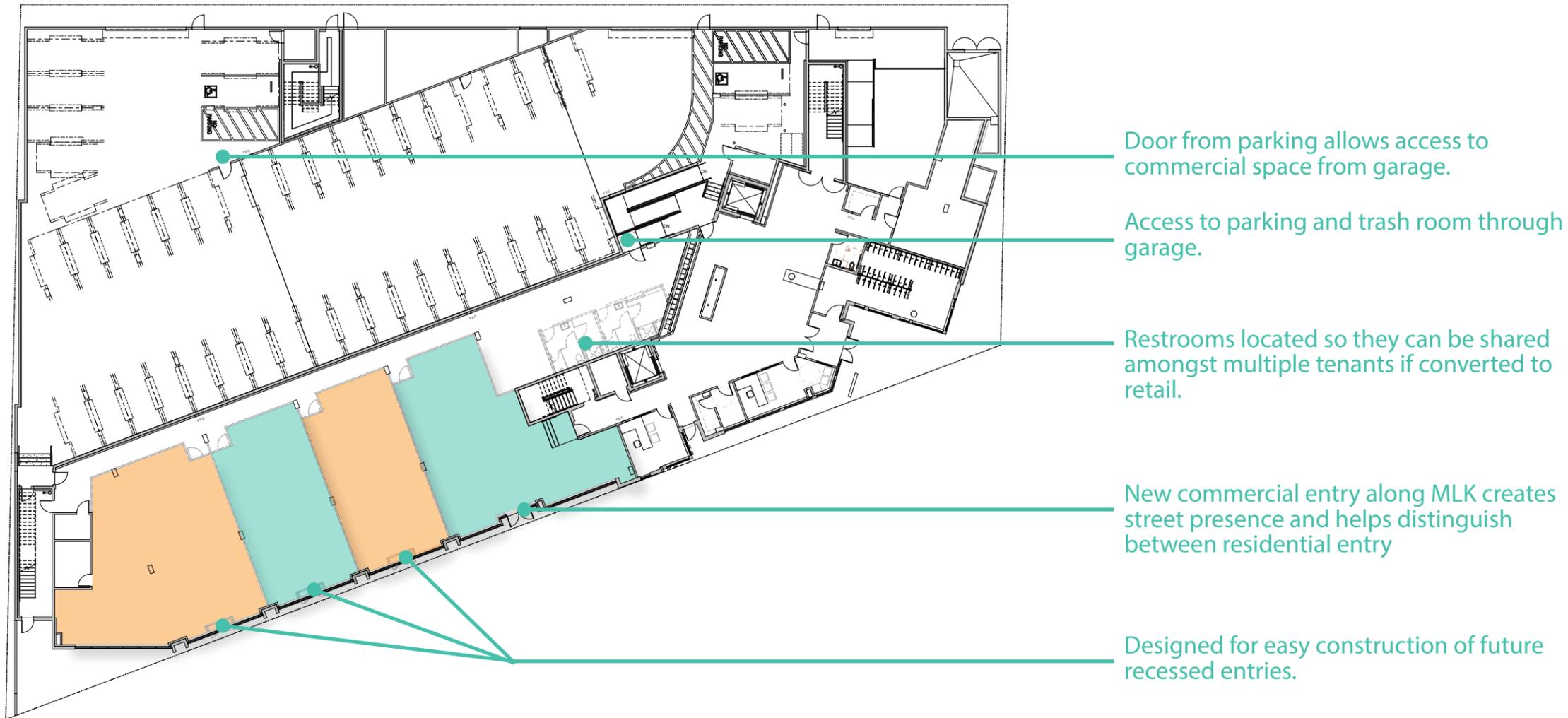
At street level exposed concrete and storefront windows are used to create a typical commercial language. Textured cementitious panels at the residential entry create visual interest and human-scale materials.



DC4-D trees, landscape and hardscape materials.

applicant response:
Plantings at the residential entry provide texture, color, and scale to the pedestrian experience. Paving patterns at the south edge of the site connect the entry plaza with the bus plaza to the south to form a larger network of open space.

Planters along MLK Jr Way S define the retail bay language occurring along the streetfront. Street trees and a planter strip along MLK create a buffer zone from the heavy traffic and create a safe and welcoming pedestrian experience.



recommendation 2a

The Board requested that the ground-level commercial space be designed to be flexible so that it can be converted to retail use in the future as needed. The Board expects to see this guidance illustrated in a ground-level floor layout that clarifies the arrangement of interior spaces and accessibility to commercial parking and shared areas.

applicant response

- new commercial entry off of MLK provides street presence
- design utilizes typical 24' bay language to provide flexibility for future retail
- access corridor along back edge creates easy traffic flow and access to parking and service spaces.
- sub-metering for future conversion to retail



Signage aids in wayfinding for residents and visitors.

Canopy denotes entryway and provides weather protection for pedestrians

Corner massings come to ground and frame and highlight residential entry.

Textured material frames the residential entrance and addresses the pedestrian scale.

recommendation 2b

The Board stated that it is important that the main residential lobby entrance which may be utilized as a public entry be accessible and inviting. At the recommendation meeting, the board expect to review design elements that encourage interest at street-level and clarify building entries/edges.

applicant response

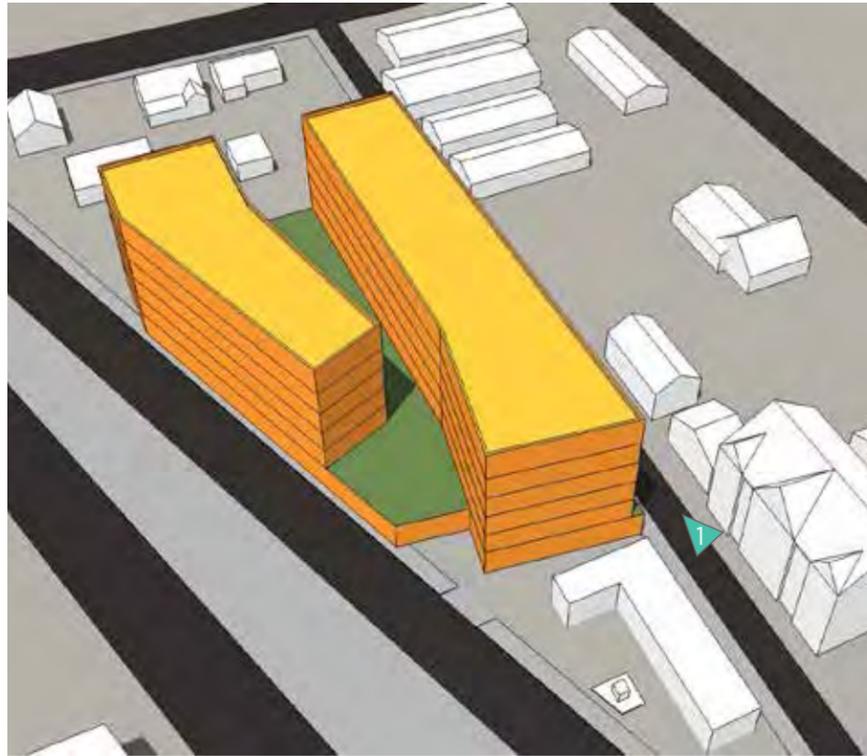
- residential entry framed by vertical masses
- textured panels at entry provide finer grain texture and human scale.
- signage on canopy and at ground level aids in wayfinding.

recommendation 2c

The Board encouraged the inclusion of continuous, well-integrated overhead weather protection to improve pedestrian comfort.

applicant response:

- overhead weather protection is provided at the residential entry and along the length of the commercial space to provide for pedestrian comfort



edg preferred scheme

rendering view

recommendation 1a.i

At the recommendation meeting, the Board expects to review detailed renderings that depict a design that includes more modulation applied to the eastern building mass in combination with effective use of secondary architectural elements to reduce the perceived massing.



proposed scheme

applicant response

- reduced massing by limiting height to 20' below the maximum allowed and increased setbacks above required.
- eastern facade broken down into three distinct buildings
- color, window patterning, and design language create visual interest and variety

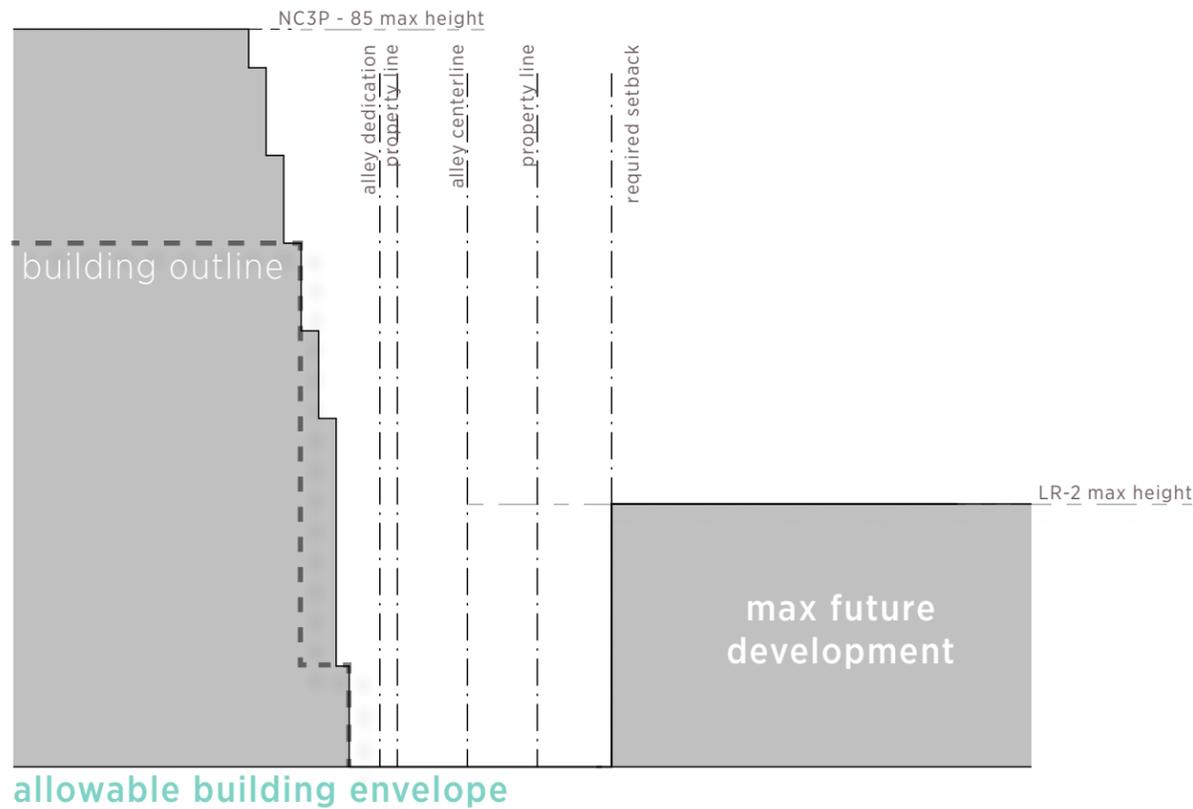
Fiber cement siding groups windows and helps to break down larger building mass.

Facade modulation helps to break down the facade and create three distinct buildings. Colors and architectural language further

A landscape buffer and green screens shield blank walls and reduce visual impacts to adjacent properties.

Potential future development along Alley

- landscape buffer and greenscreens reduce visual impacts from neighboring properties
- upper levels of building set back 11' from property line to provide relief.
- Lighting in alley, and expression that allows long distance views at base increases site lines along the alley and creates a safe pedestrian environment.



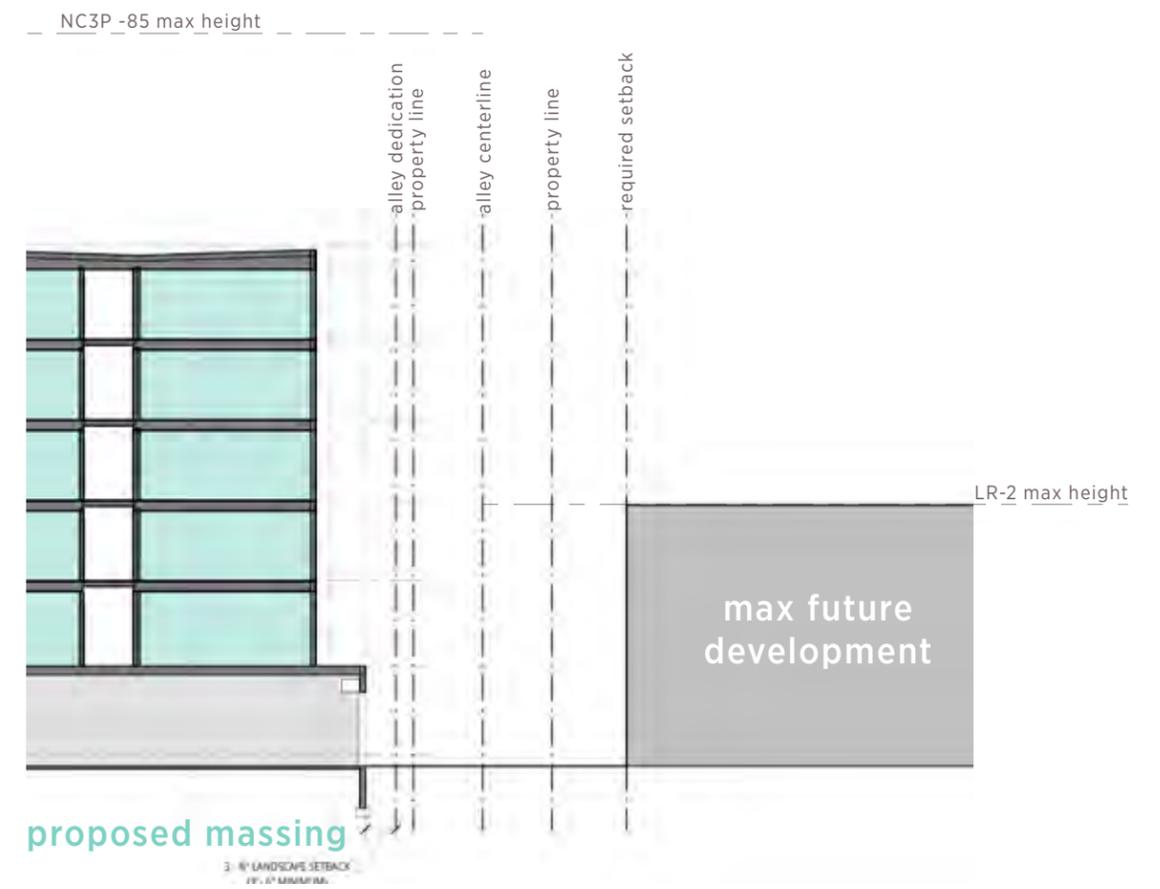
recommendation 3a

The Board requests further evaluation of the upper-level and ground-level east facades and design treatments that may dissipate perceived height, bulk and scale of the project in relation to the LR2 zone to the east.

applicant response:

The actual building height (60') is approximately 25' below where the zoning code maximum height. The anticipated height of future development on the east is 35' and the distance between the bodies of the buildings is anticipated to be 36'. The 1 to 1 ratio of the depth and the height of the future east facades allows light penetration and does not create a canyon effect within the alley.

At the ground level the east facade is identified as a single story as the mass of the upper levels is located about 6' to the west. Openings of various sizes and textures along the ground level east facade along with a green screen serve to further break down the scale and provide a soft transition to the street. The building mass being separated into 3 forms also creates forms of similar size as to what is anticipated on the east side.



recommendation 3b

Details pertaining to security measures, landscaping and screening treatments to minimize visual impacts of the parking and/or blank walls should be presented.

applicant response:

Wall mounted lights operated by a photo cell project down and out from the east building facade to illuminate the west portion of the alley. Eyes on the alley from the units above and views through transparent openings into the secured parking combined with low plantings along the east alley edge and no opportunities for anyone to hide all serve to both reduce the visual impact of vehicles and provide security.

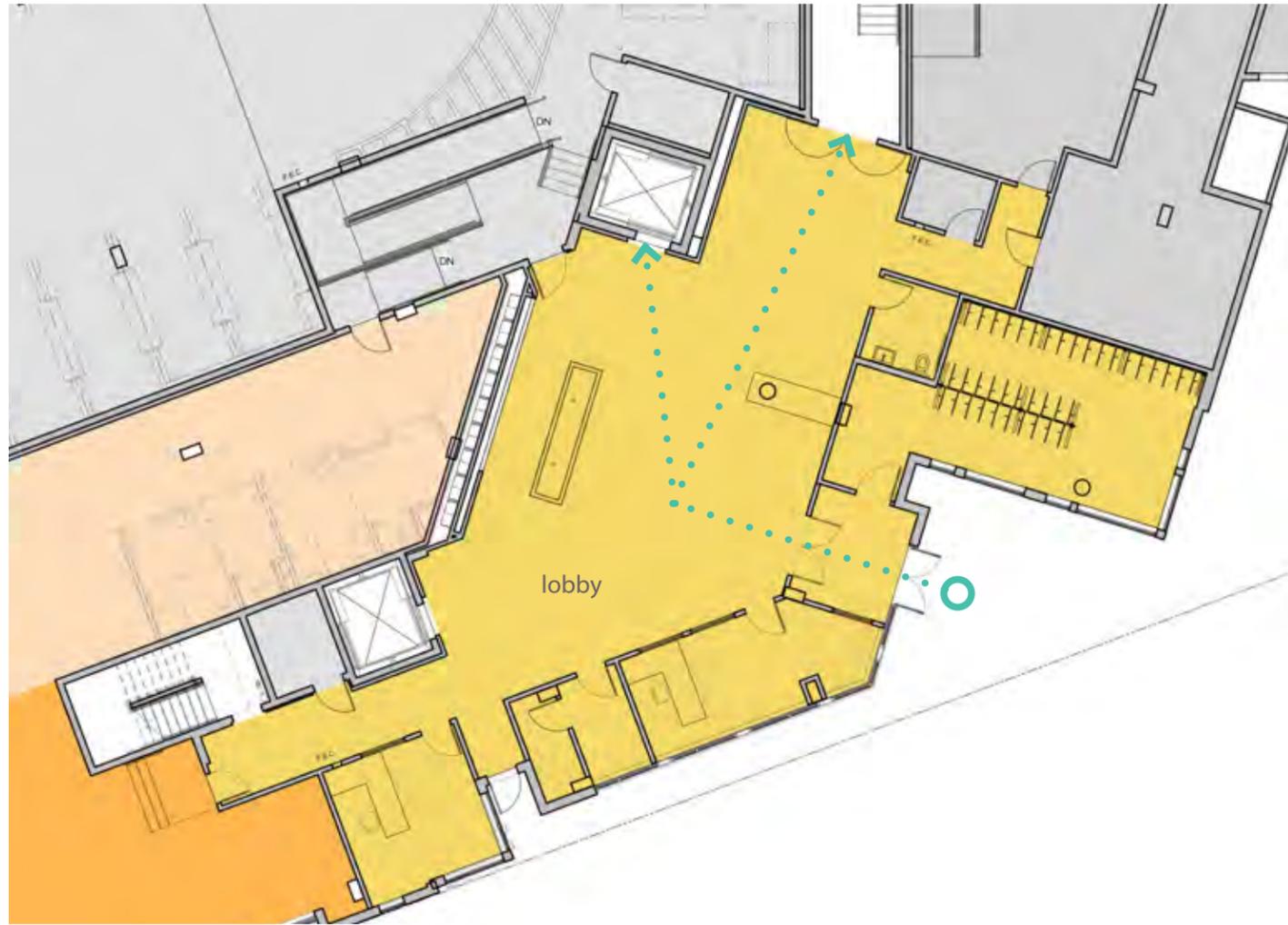


recommendation 4b.ii

It is important that the Board understands the relationship between the project's plaza design concept and possible improvements at the Sound Transit property which may result in a larger plaza area

applicant response

- entry plaza faces south and connects to the bus plaza. PL1.A.1
- the project works to replicate the paving pattern proposed by sound transit in their development of the adjacent site.
- landscaping helps to unite the two plazas and direct visitors toward the project entry.



level 1



level 2

recommendation 4c

The Board expects a diagrammatic, programmatic demonstration on the circulation flow for public access to the community room and clarity on the delineation of public and private areas.

applicant response:

- The community room will be directly accessed from the residential lobby via the stair and elevator to the East Building.
- The stair doors in the lobby will be left on hold opens for easy wayfinding.
- Only the second level of the east building will be accessible without a fob.
- The community room and courtyard will be available to residents. Mercy Housing Northwest will offer a full spectrum of programming in these spaces, many of which will also be available to the



courtyard opens up at southern end to provide larger communal space with views to plaza and transit

courtyard 17' wide at narrowest point



light walls in courtyard reflect light deep into the space

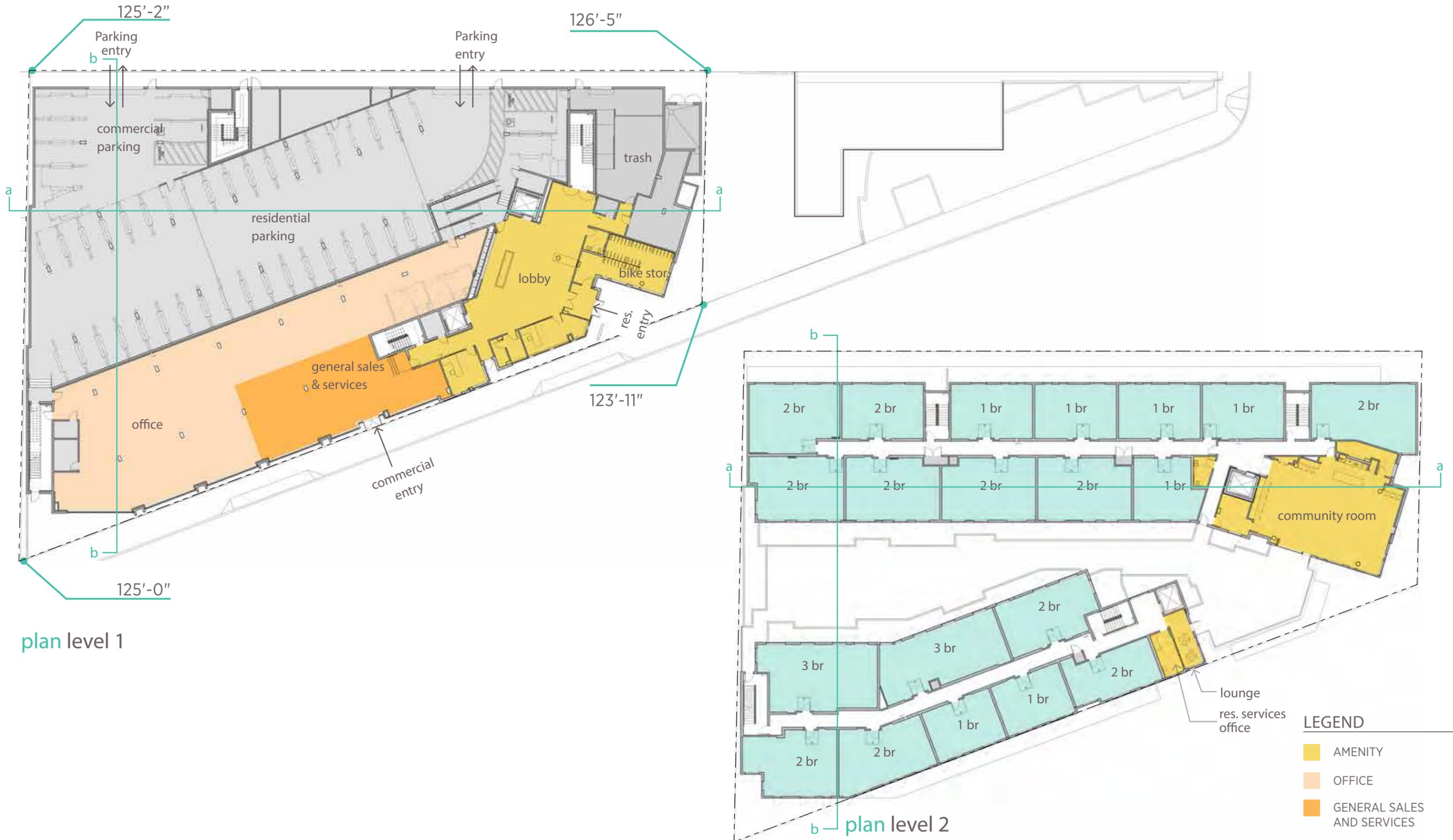
recommendation 1a.ii

The Board identified areas between the proposed upper residential linear bar building masses that appeared to be narrow in width and commented that this need further exploration. The board requested information regarding the spacing daylight and shading impacts to the courtyard and residential units, and a better understanding of how the upper buildings will interact with one another be presented to the Board at the Recommendation meeting.

applicant response

- area between buildings helps separate the more communal portion of the courtyard from the more private children's play area
- different angles between the two buildings creates oblique sitelines into adjacent units.
- courtyard is oriented north/south to maximize daylight
- light colored walls in courtyard bounce light deep into the space.

PROPOSED BUILDING PLANS



PROPOSED BUILDING PLANS



plan level 3&6



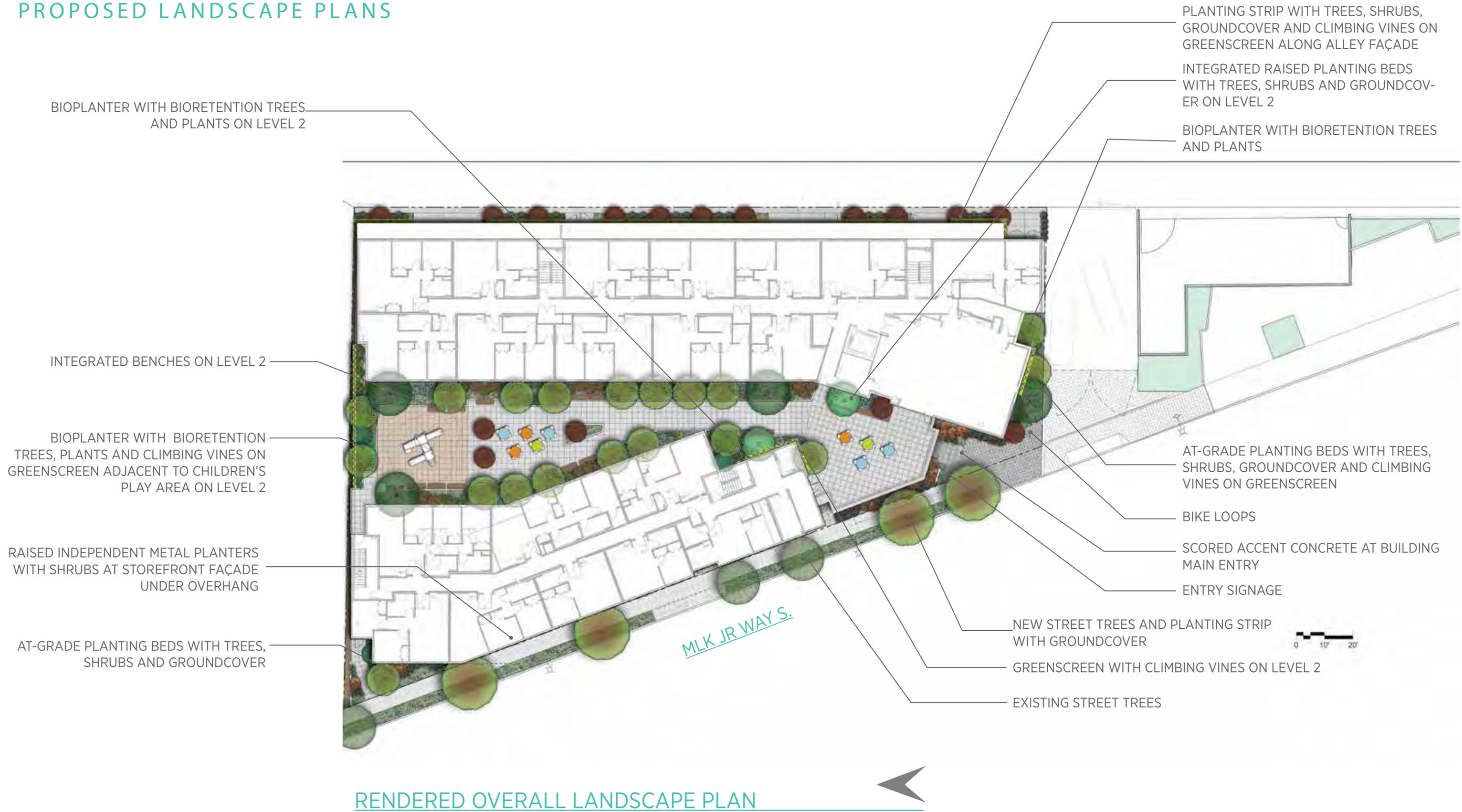
plan level 4 & 5

LEGEND

- UNITS
- AMENITY
- STOR./MECH



PROPOSED LANDSCAPE PLANS



RENDERED OVERALL LANDSCAPE PLAN

PROPOSED LANDSCAPE PLANS

LEVEL 2 ELEMENTS IMAGERY



INTEGRATED RAISED PLANTING BEDS



2' X 2' PEDESTAL PAVERS



BUILT-IN BENCHES AND BIOPLANTER



RAISED METAL PLANTER WITH SMALL TREE



CHILDREN'S PLAY STRUCTURE

GROUND LEVEL ELEMENTS IMAGERY



RAISED INDEPENDENT METAL PLANTERS AT STOREFRONT



SCORED TINTED CONCRETE AT ENTRY AND ALONG STOREFRONT



STAINLESS STEEL BIKE LOOPS



BLACK GREENSCREEN PANELS WITH CLIMBING VINES



PLANTING STRIP WITH STREET TREES ALONG MLK WAY



AT-GRADE PLANTING

PROPOSED LANDSCAPE PLANS

PLANT PALETTE



AUTUMN BLAZE MAPLE
(STREET TREE)



JAPANESE SNOWBELL



JAPANESE E MAPLE



SHORE PINE



VINE MAPLE



GALAXY MAGNOLIA



WINGED EUONYMOUS



DAVID'S VIBURNUM



KELSEY DOGWOOD



HEAVENLY BAMBOO



BIGLEAF HYDRANGEA



EVERGREEN CLEMATIS



DEER FERN



SHIROBANA SPIREA



SLOUGH SEDGE



ENGLISH LAVENDER



DWARF PERIWINKLE

PROPOSED ELEVATIONS



west elevation



south elevation



PROPOSED ELEVATIONS



east elevation



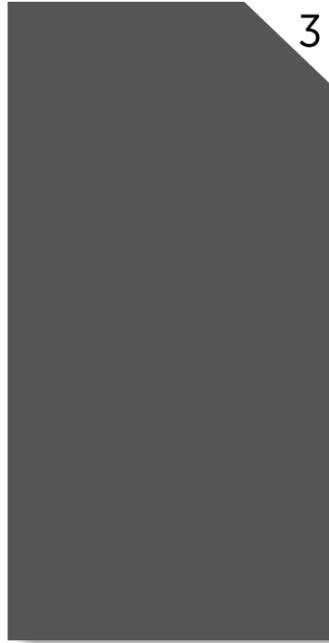
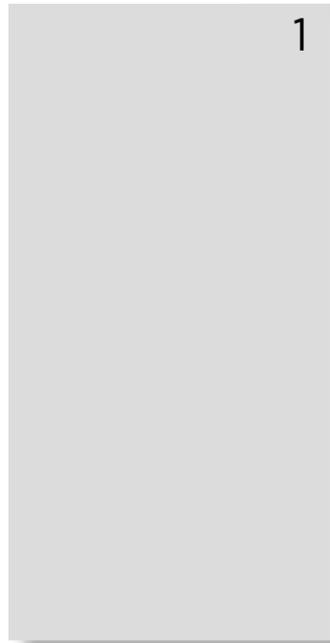
north elevation



PROPOSED ELEVATIONS



MATERIALS & COLOR



1) PAINTED LIGHT GRAY FIBER CEMENT

2) PAINTED GRAY FIBER CEMENT

3) PAINTED CHARCOAL FIBER CEMENT

4) PAINTED RUST FIBER CEMENT

5) ARCHITECTURAL CEMENT

6) PAINTED FIBER CEMENT SIDING

7) TEXTURED CEMENTITIOUS PANEL

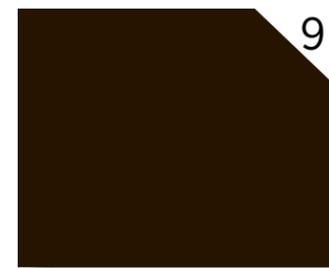
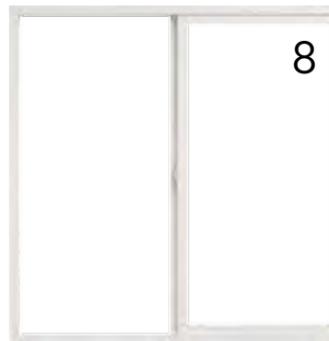
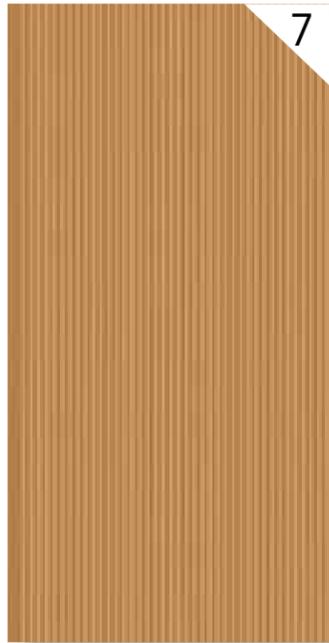
8) WHITE VINYL WINDOW

9) STOREFRONT WINDOW - DARK BRONZE

10) PAINTED STEEL CANOPY

11) ALUMINUM ROLLING GARAGE DOOR

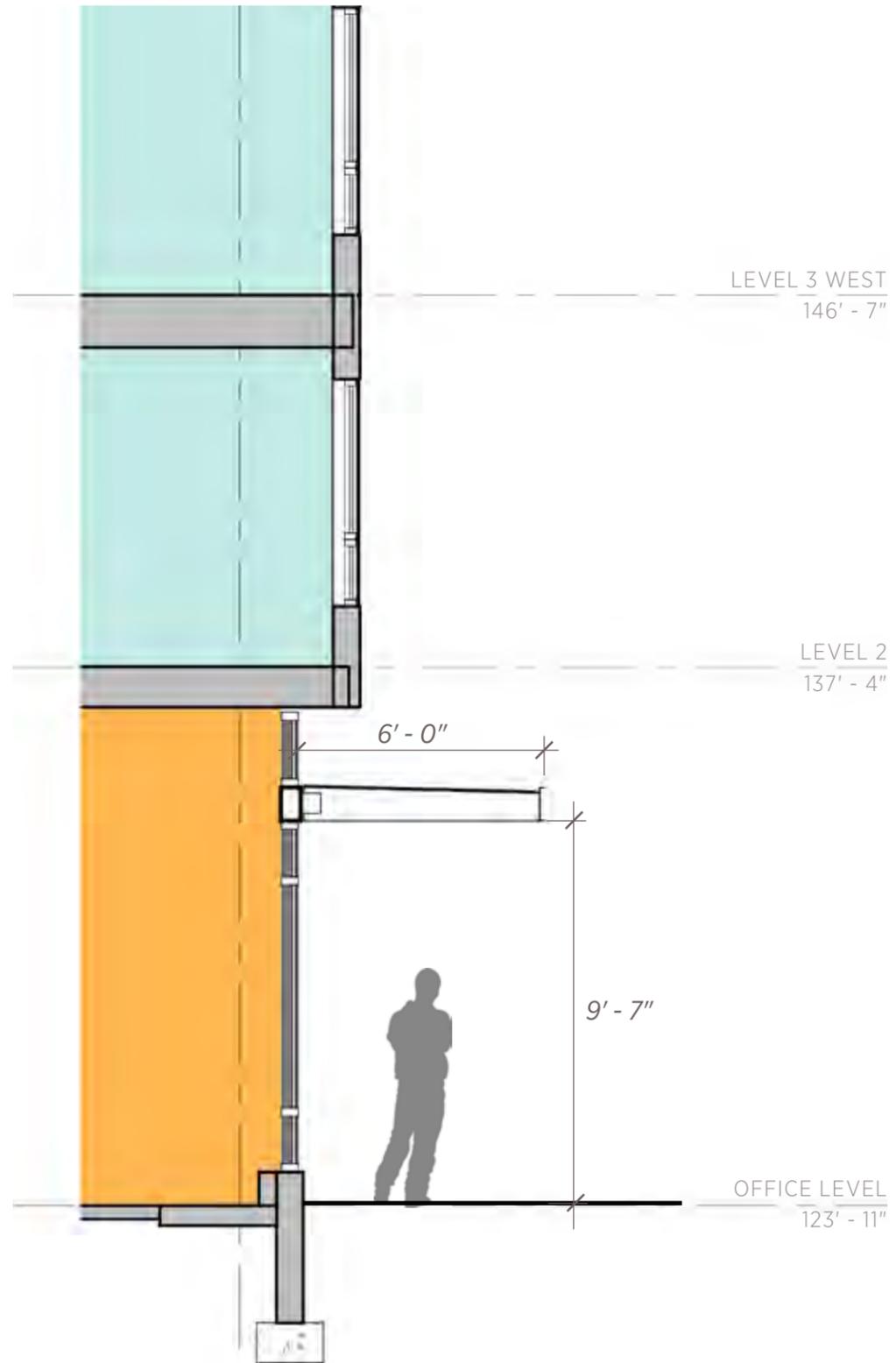
12) GLASS AND ALUMINUM RAILING







SECTION AT CANOPY



section c





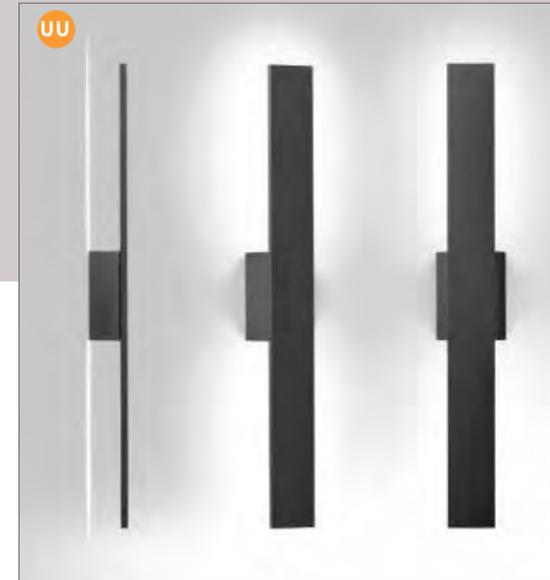
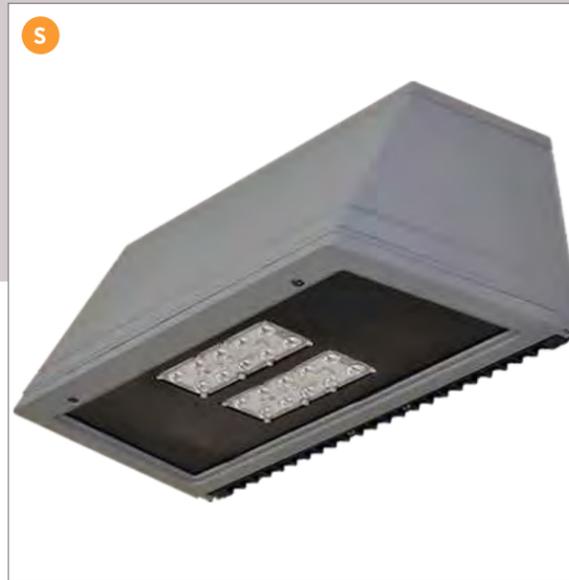
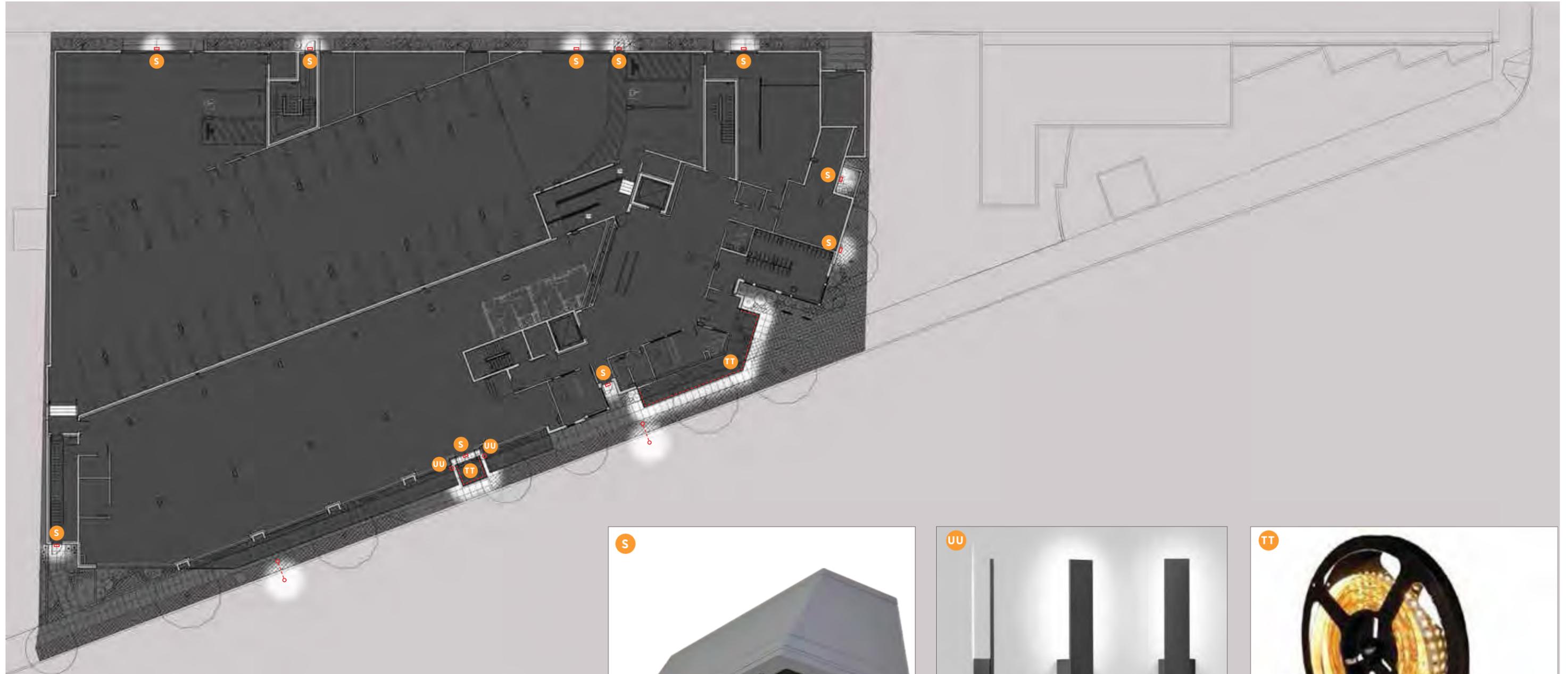




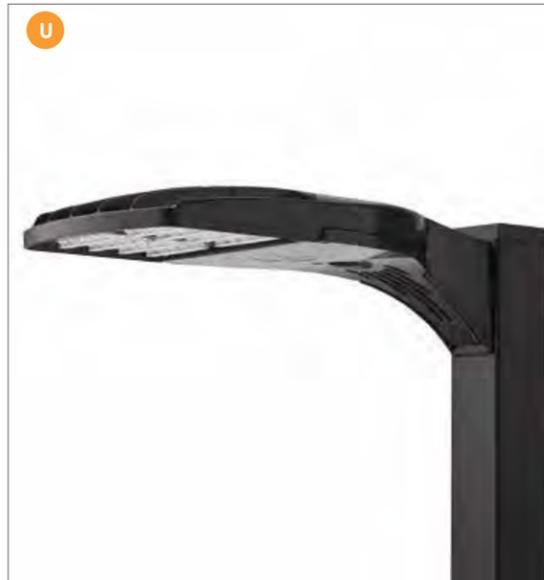
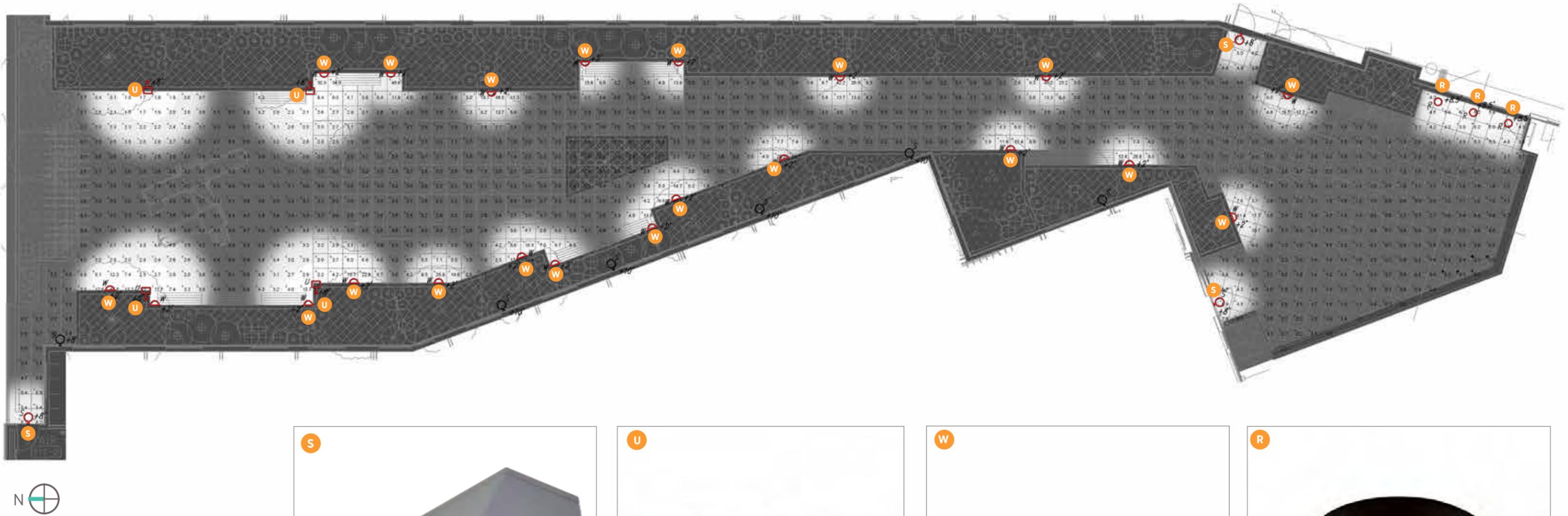




PROPOSED LIGHTING PLAN



PROPOSED LIGHTING PLAN





canopy signs provide clarity to pedestrians and auto/rail traffic



vertical signage at building insets makes wayfinding easy from both the north and south

PROPOSED SECTIONS



section a east-west



section b north-south

DEPARTURE REQUEST: STREET LEVEL USES



SMC 23.47.A.005.C.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.

REQUEST

Decreased uses in subsection 23.47A.005.D.1.

Proposed approved pedestrian street uses along ML King Jr Way S: 62.3' (29%)

designed for easy conversion to multiple shop entrances
overhead weather protection
planters

generous windows give people inside sense of activity on street



HOW REQUEST MEETS DESIGN GUIDELINES

PL2.B.1 EYES ON STREET,
DC1.A FLEXIBILITY
OTHELLO PL3.I.iii, PL3.I.iv, CS2.I.i, cs2.B.2

Per Early Design Guidance meeting, the board was receptive to a departure that would allow office uses at street level, provided the space is convertible to retail in the future. As seen on page 16, the design provides flexibility for easy conversion to smaller retail units in the future. The design team has designed the façade to meet the intent of the guidelines, including using traditional retail bays to create transparency and provide eyes on the street for a safe and active street front. Ground level landscaping, street trees, planters, and continuous canopies along the façade will promote a welcoming pedestrian experience. The use will contribute to the vibrancy and pedestrian-oriented nature of the neighborhood.

DEPARTURE REQUEST: STREET LEVEL USES



SMC 23.47.A.005.C.1 STREET LEVEL USES

In all neighborhood commercial and C1 zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in the following circumstances or locations:

- a. In a pedestrian-designated zone, facing a designated principle pedestrian street.

REQUEST

Increased residential uses along principle pedestrian street

Proposed residential use along ML King Jr Way S: 106.2' (38%)

gracious entry forecourt promotes street activity and connects to a larger network of open spaces
transparency and eyes on the street

bike storage celebrates transit-oriented development

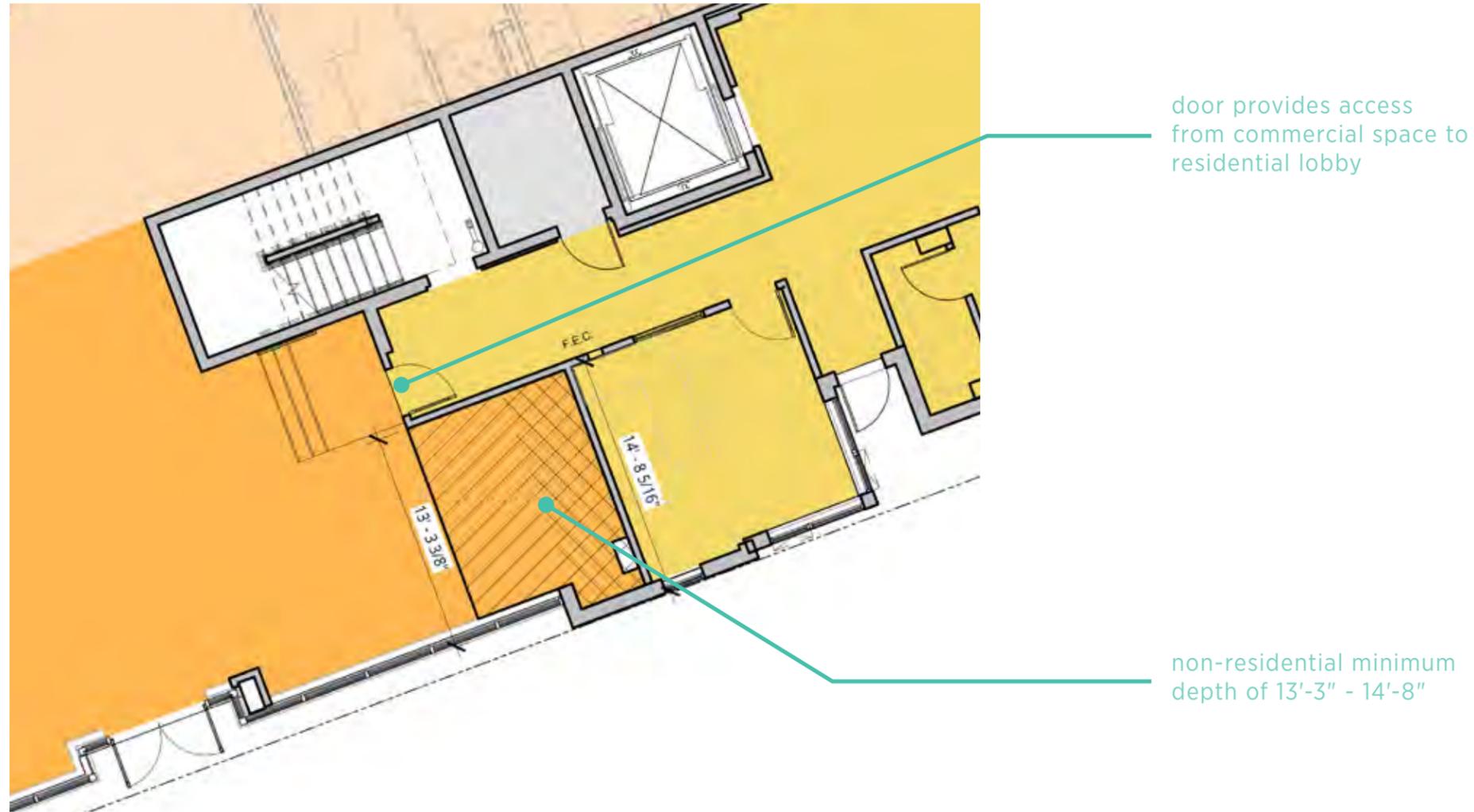


HOW REQUEST MEETS DESIGN GUIDELINES

PL3.A.1.c COMMON ENTRIES TO MULTISTORY RESIDENTIAL BUILDINGS
PL2.B.1 EYES ON STREET
PL4.B PLANNING AHEAD FOR BICYCLISTS
OTHELLO PL3.I.iii, PL3.I

Per Early Design Guidance meeting, the board was receptive to a departure that would allow increased residential use at street level. The proposal will centralize and promote activity at the south portion of the building, nearest to the retail district, bus stop, and light rail station. The proposal provides a larger entry plaza as well as residential services at ground level to create a more active street front and add vibrancy. The multiple property managers offices will provide leasing activities for multiple properties in Southeast Seattle and will promote a more retail nature.

DEPARTURE REQUEST: NON-RESIDENTIAL DEPTH



SMC 23.47.A.008.B.3 STREET LEVEL DEVELOPMENT STANDARDS

Height and depth provisions for new structures or new additions to existing structures. Non-residential uses shall extend an average of 30' and a minimum of 15' from the street-level street-facing facade.

REQUEST

Decreased minimum depth requirement.

Proposed minimum depth of 13'-6" along a 10.16' portion of the street-level street-facing facade.

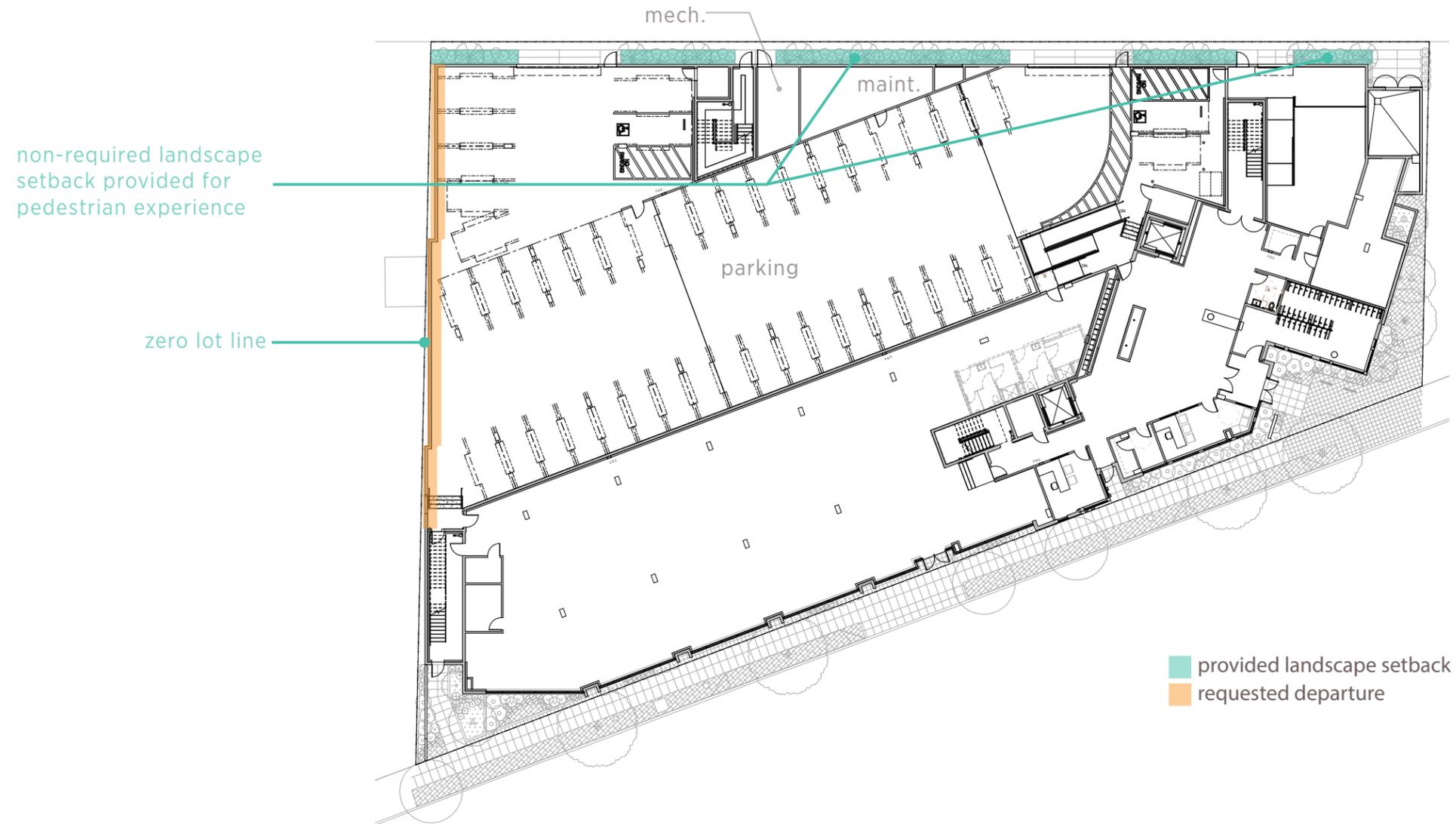
The proposal meets the 30' average depth requirement.

HOW REQUEST MEETS DESIGN GUIDELINES

DC.1.A. FLEXIBILITY

The proposal is seeking a departure along 4% of the MLK facade in order to provide direct access from the residential lobby to the commercial space. This connection will provide for flexibility over time.

DEPARTURE REQUEST: LANDSCAPE SETBACK



SMC 23.47.A.016 TABLE D

When a parking garage is 8 feet or more above grade, a 3.5 foot screening along the perimeter of each floor of parking is required.

REQUEST

Decreased landscape setback along the north property line.

The proposal requests that the required landscape setback not be required along the north edge of the parking garage.

HOW REQUEST MEETS DESIGN GUIDELINES

DC2.B.2 BLANK WALLS
OTHELLO PL2.1.i DEFENSIBLE SPACE

Providing a setback along the north facade will create an increased maintenance and safety risk. Development of the adjacent property would result in an area that receives no light and is not viable for landscaping and creates additional safety problems. Blank walls are to be avoided along visible facades. The required setback is located along a zero lot line that will not be visible from either the street or the alley. Landscape setbacks are provided along the length of the alley to create a better pedestrian experience.

