

# MERCY OTHELLO PLAZA



DESIGN RECOMMENDATION MEETING - DPD# 3018112

**6940 MLK JR WAY S.**  
AFFORDABLE HOUSING

08.18.2015



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, Ped-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.

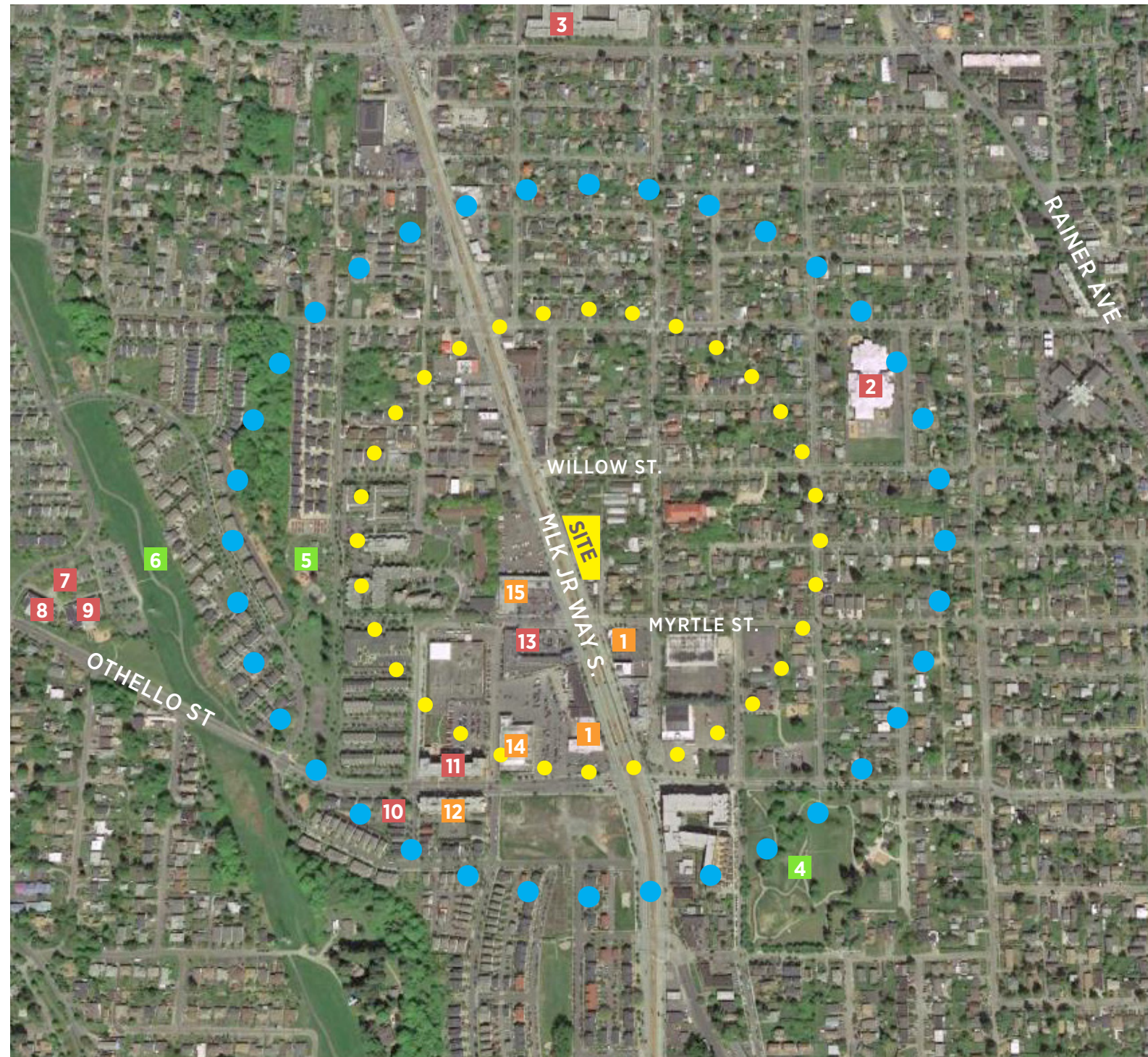
## PROJECT DETAILS

**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

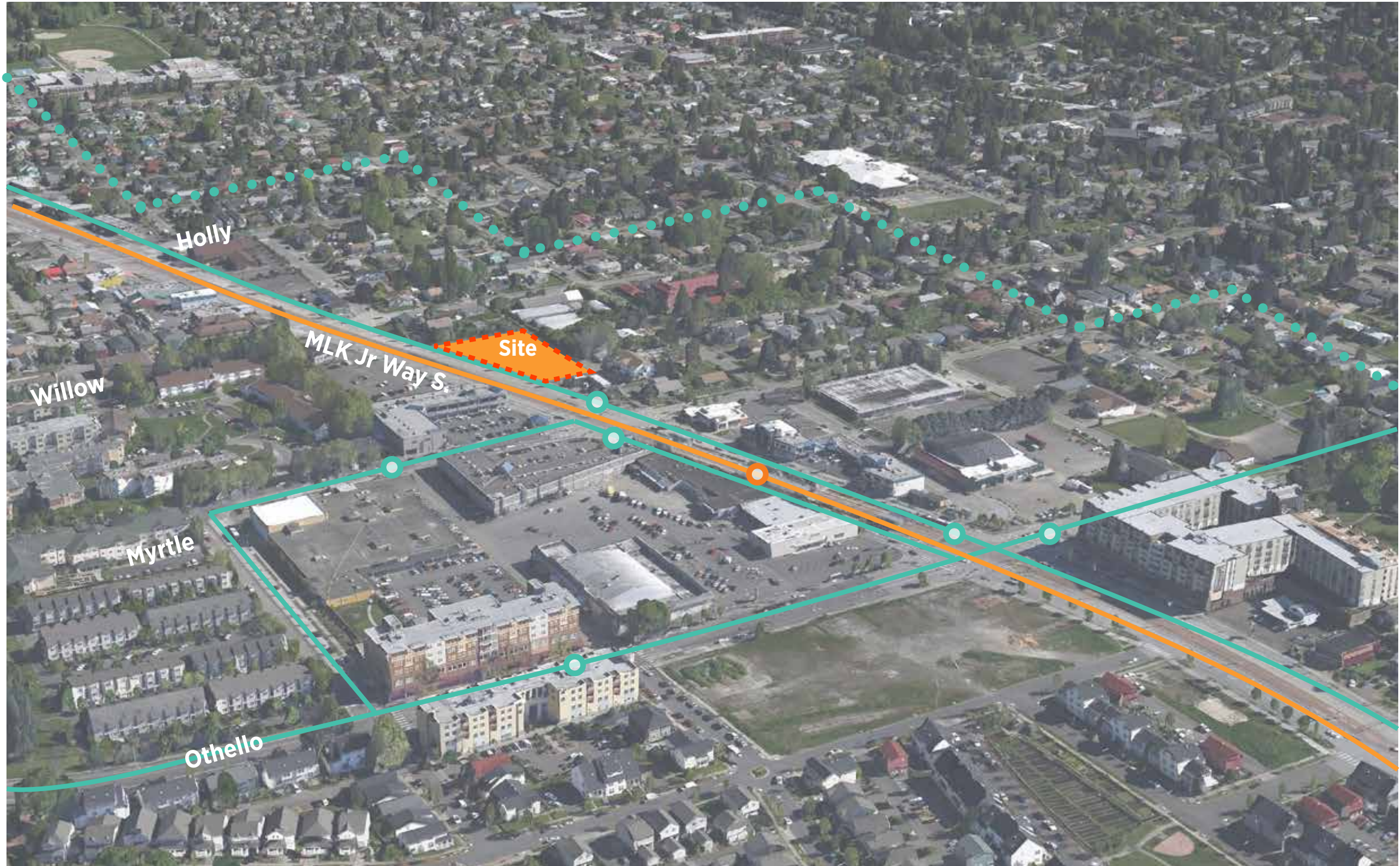
- 5 minute walk
- 10 minute walk
- Services
- Learning Institutions
- Parks





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 ANALYSIS

## 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.

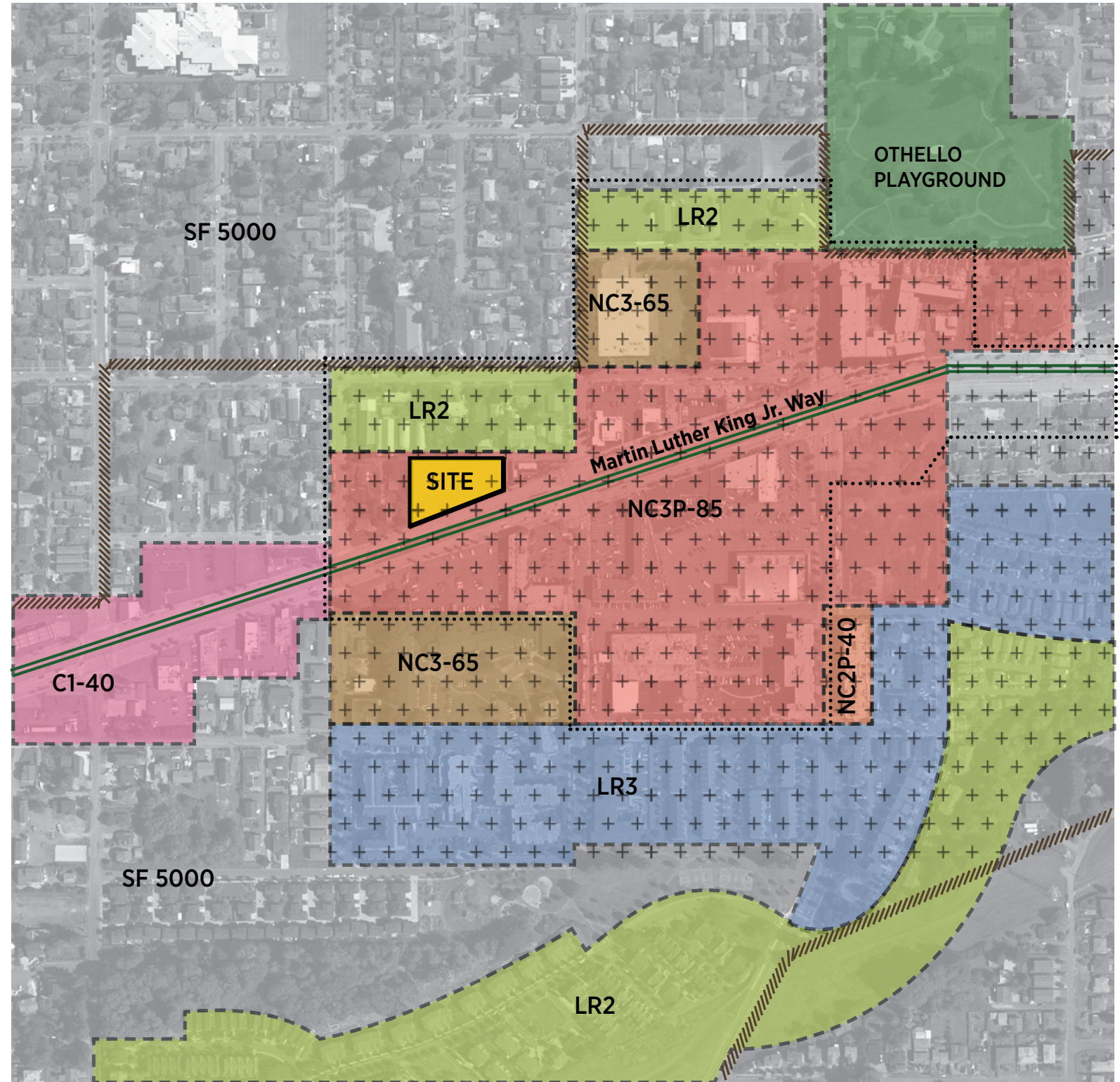
## BOUNDARIES

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 cable and data lines that along utility poles in the alley.





## ZONING DATA

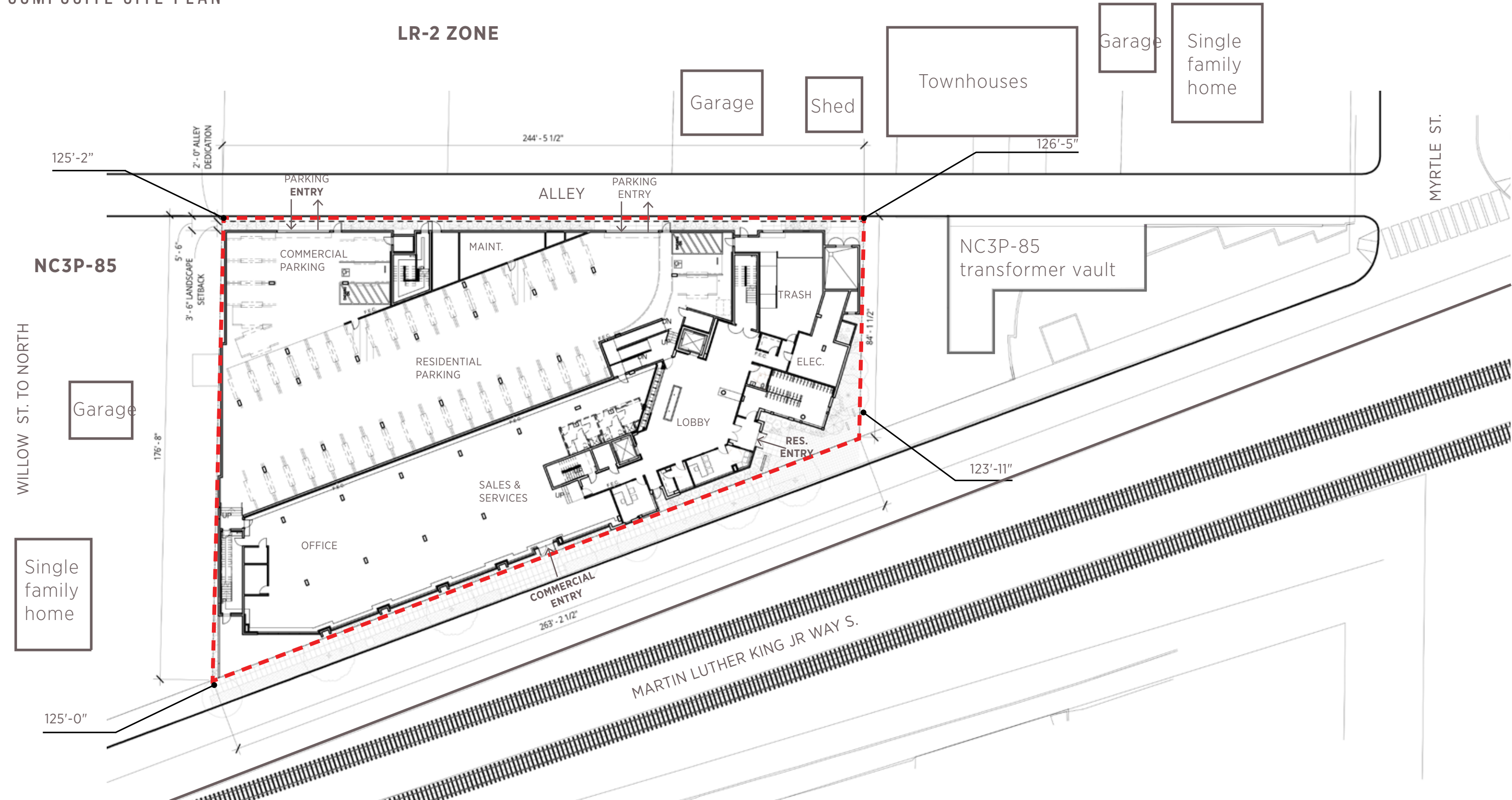
KING COUNTY PARCEL #	3333002920
ZONING CLASSIFICATION	NC3P-85
SITE AREA	~31,870 SQ. FT.
STREET CLASSIFICATION	MLK JR WAY SOUTH: MAJOR ARTERIAL STREET/ PRINCIPLE PEDESTRIAN STREET
PERMITTED USES	RESIDENTIAL, GENERAL SALES/SERVICES, RESTAURANT, LIVE/WORK, OFFICE
FLOOR AREA RATION (FAR)	MIN 2.0, MAX 6.0 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

LR-2 ZONE



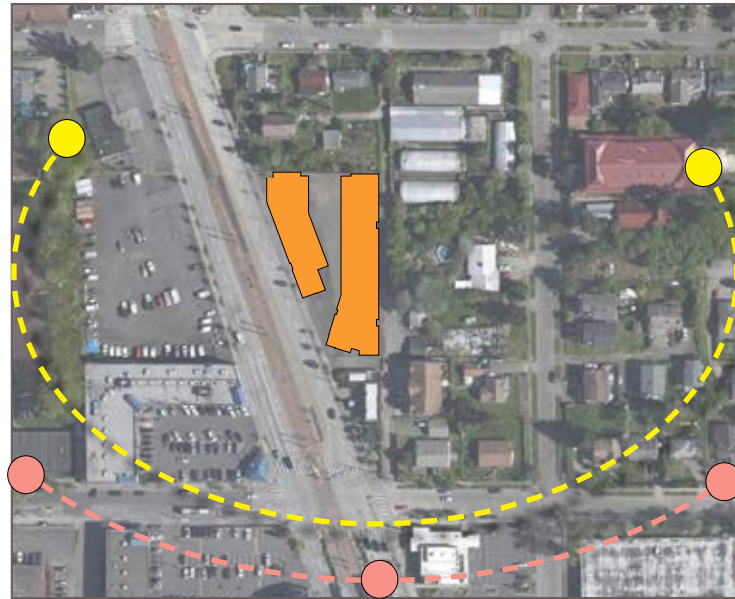
N  
SITE PLAN





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

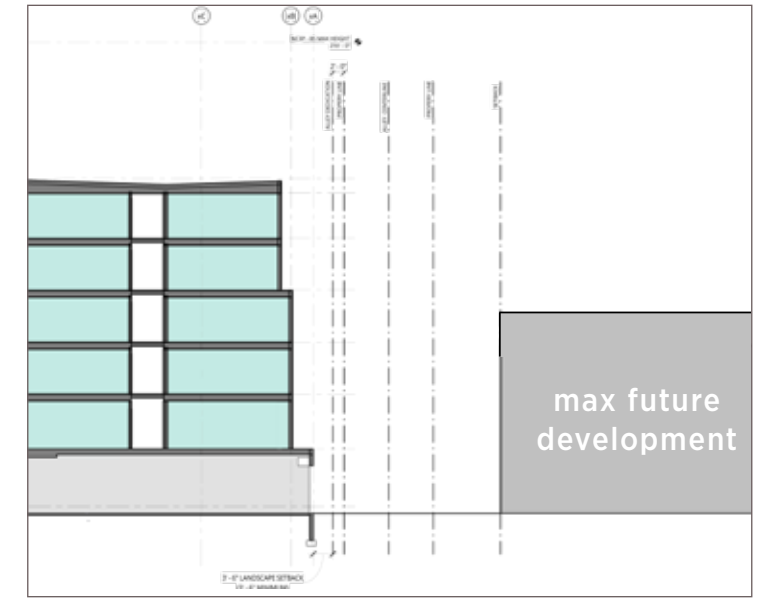
High storefront windows and canopy in the commercial space will provide a well lit space while reducing the solar heat gain along the west facade.



**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.

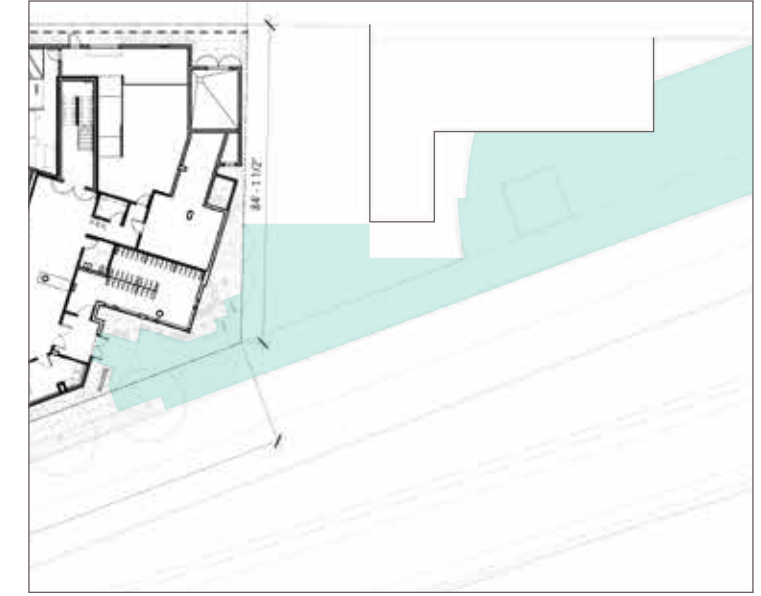


**CS2-D HEIGHT, BULK, AND SCALE**

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.

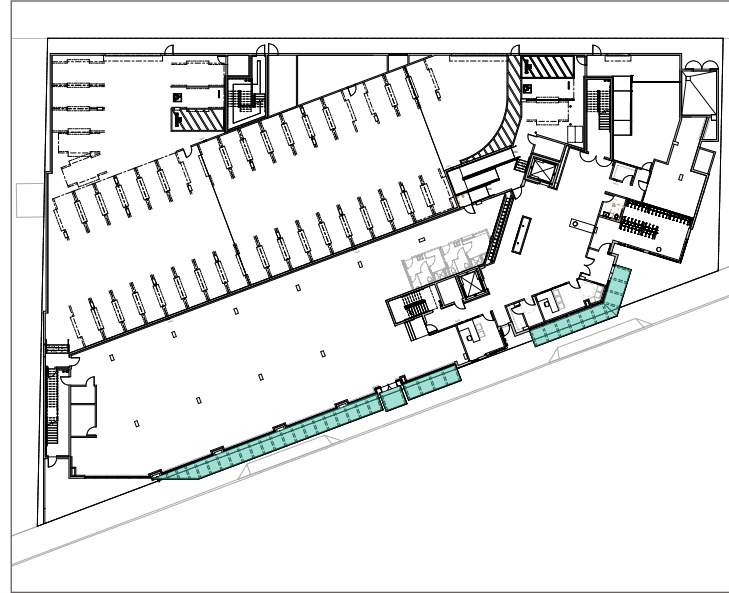
**CS2-II RESPECT FOR ADJACENT SITES**

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.

**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.





**PL2-C WEATHER PROTECTION**

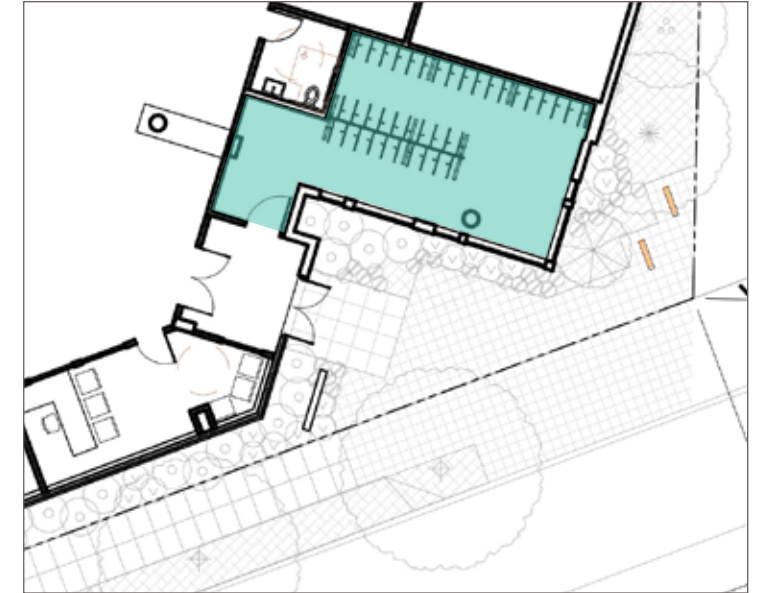
applicant response:  
6' deep canopies are located continuously along the residential lobby and the commercial/future retail space. The canopy is approximately 10 feet above the sidewalk to provide protection from rain and summer sun.



**PL3-A ENTRIES**  
**PL3-B RESIDENTIAL ENTRIES**  
**OTHELLO PL3-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.

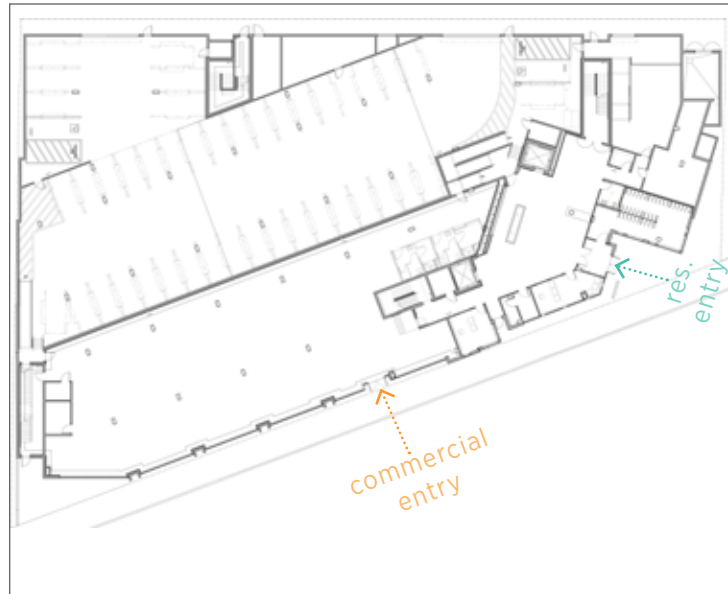


visitor bike parking  
resident bike storage

**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.



- fiber cement - horizontal expression
- fiber cement - vertical expression

### 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:

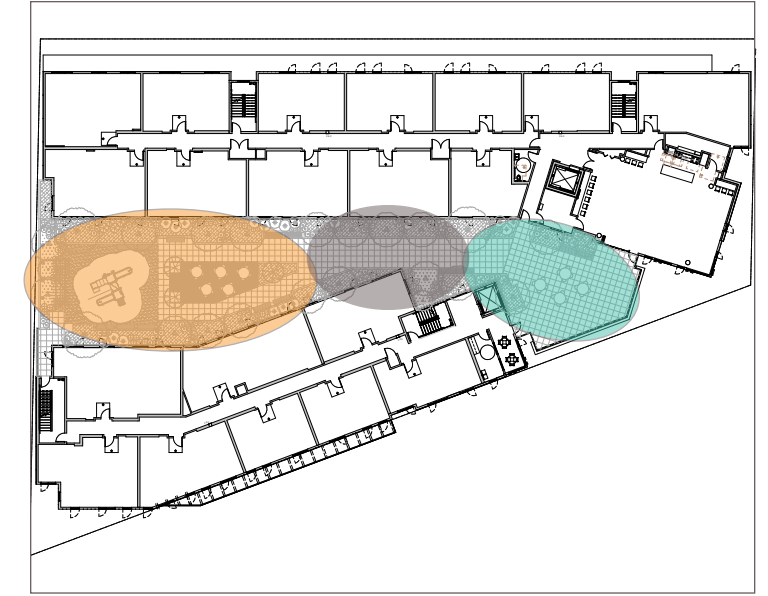
The commercial uses at street-level have incorporated a typical retail bay pattern in order to add visual interest and encourage pedestrian activity.

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**

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 spaces





PROPOSED MLK STREETFRONT





POTENTIAL CONVERSION TO RETAIL



RESPONSE TO EDG BOARD GUIDANCE: M L KING JR WAY S FRONTAGE - INVITING ACCESSIBLE ENTRY



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**

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.

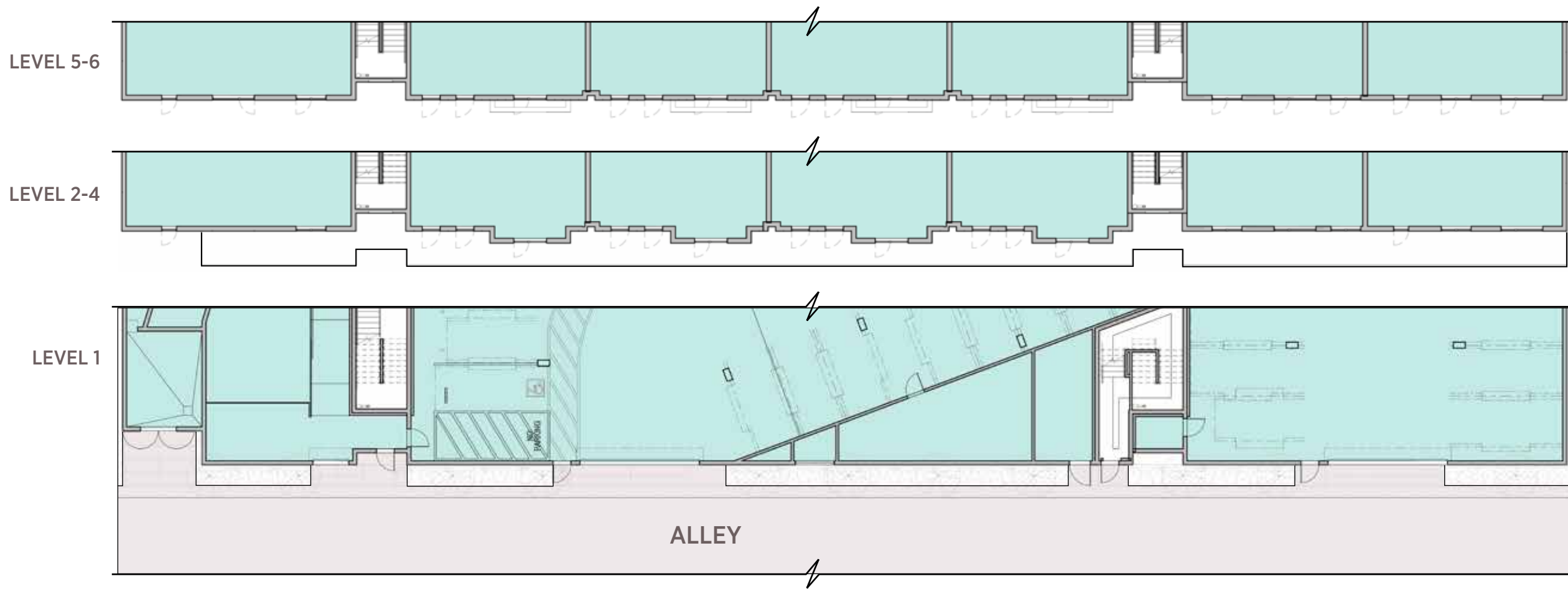
**APPLICANT RESPONSE**

- Vertical forms frame one story entry
- Entry panels - texture
- Signage - wayfinding





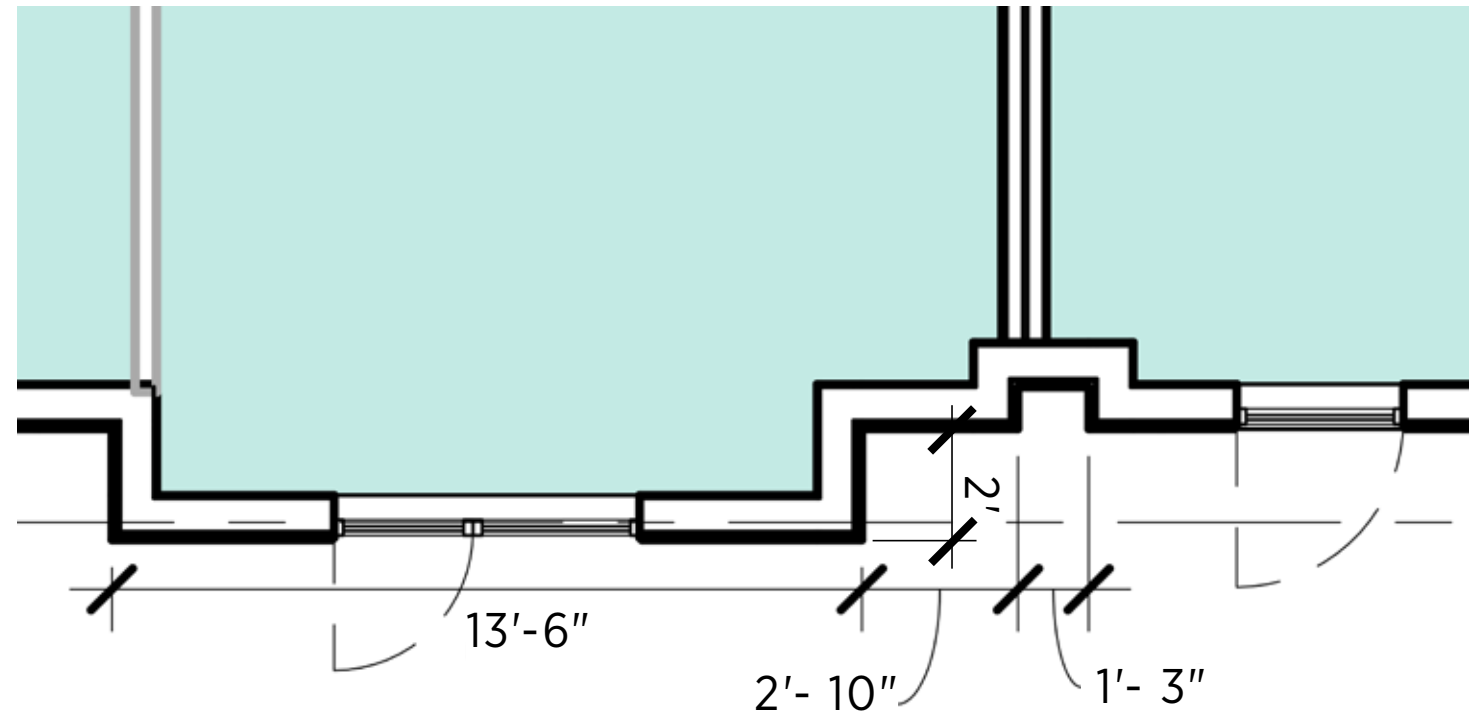
RESPONSE TO INITIAL RECOMMENDATION: DESIGN CONCEPT & MASSING - MODULATION, SECONDARY ELEMENTS







EAST ELEVATION



ENLARGED PLAN: LEVELS 2-4



# EAST FACADE UPDATES

notches at stairwells continued at ground level to break down base

Recall of patterning along west facade ties together verticals and horizontals

concrete at ground level painted to match material above and visually bring massing to ground

2' deep bay windows break down length of facade and related to LR2 szone across the alley

Smaller recesses at demising walls divide up middle part into individual stacks of units.



VIEW OF EAST FACADE 7.14.15



VIEW OF PROPOSED EAST FACADE 8.18.15



## RESPONSE TO INITIAL RECOMMENDATION: DESIGN CONCEPT & MASSING - MODULATION, SECONDARY ELEMENTS

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

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

2' deep bay windows create modulation that mirrors scale of LR2 zone

Potential future development along Alley

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



### RECOMMENDATION

The board expects to review further development of the eastern facade that creates additional articulation, includes secondary architectural features, and contains two to three story elements that are broken down to an appropriate residential scale.

### APPLICANT RESPONSE

- 20' below maximum 65' height
- 3 separate forms and base
  - Recesses
  - Color
- Upper setback 11' from property line
- Individual 3-story projecting bays

- Bays sized to emulate scale of anticipated east alley future development
- Secondary
  - Color - light bounce with non gloss
  - Window difference
  - Siding orientation
  - Base texture

- Landscape - Greenscreen
  - Texture
  - Color
- Lighting
  - Safety

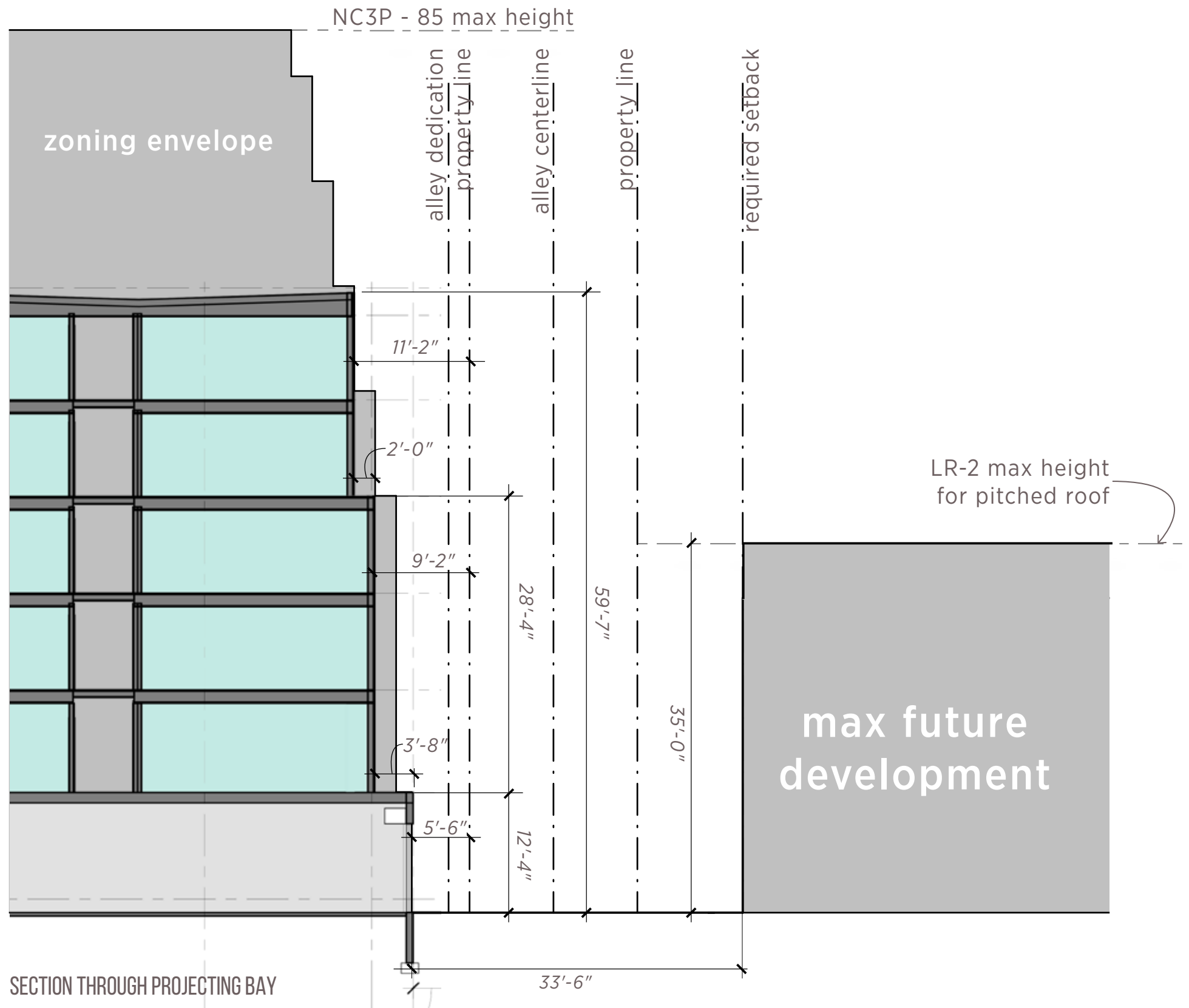




- Tall windows to form corner towers
- Corner glazing - courtyard focus
- Multiple facades - like corner lots
- Towers frame one story entry



RESPONSE TO INITIAL RECCOMENDATION: ALLEY - RELATION TO LR2 ZONE



SECTION THROUGH PROJECTING BAY

RECOMMENDATION

The design and siting pattern of the new commercial/residential development should provide an appropriate transition to a less intensive zone, create a positive focal point and respect adjacent properties.

APPLICANT RESPONSE:

- 20' below allowable
- 3 separate buildings
  - Recesses
  - Color
  - Seams
- Single story at ground level
  - Green screen
- About 1:1 ratio - Levels 2-6
  - Color
  - Texture
  - Openings

RECOMMENDATION

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:

- Exterior lighting - security
- Eyes on the alley - units above
- Low plantings - no hiding places
- Transparent garage door openings - views in and out

	height	setback from PL	setback from alley CL	dist. from future dev't
Level 1	12'-4"	5'-6"	13'-6"	31'-6"
Level 2-4	40'-8"	9'-2"	18'-2"	35'-2"
Level 5-6	60'-1"	11'-2"	19'-2"	37





RECOMMENDATION

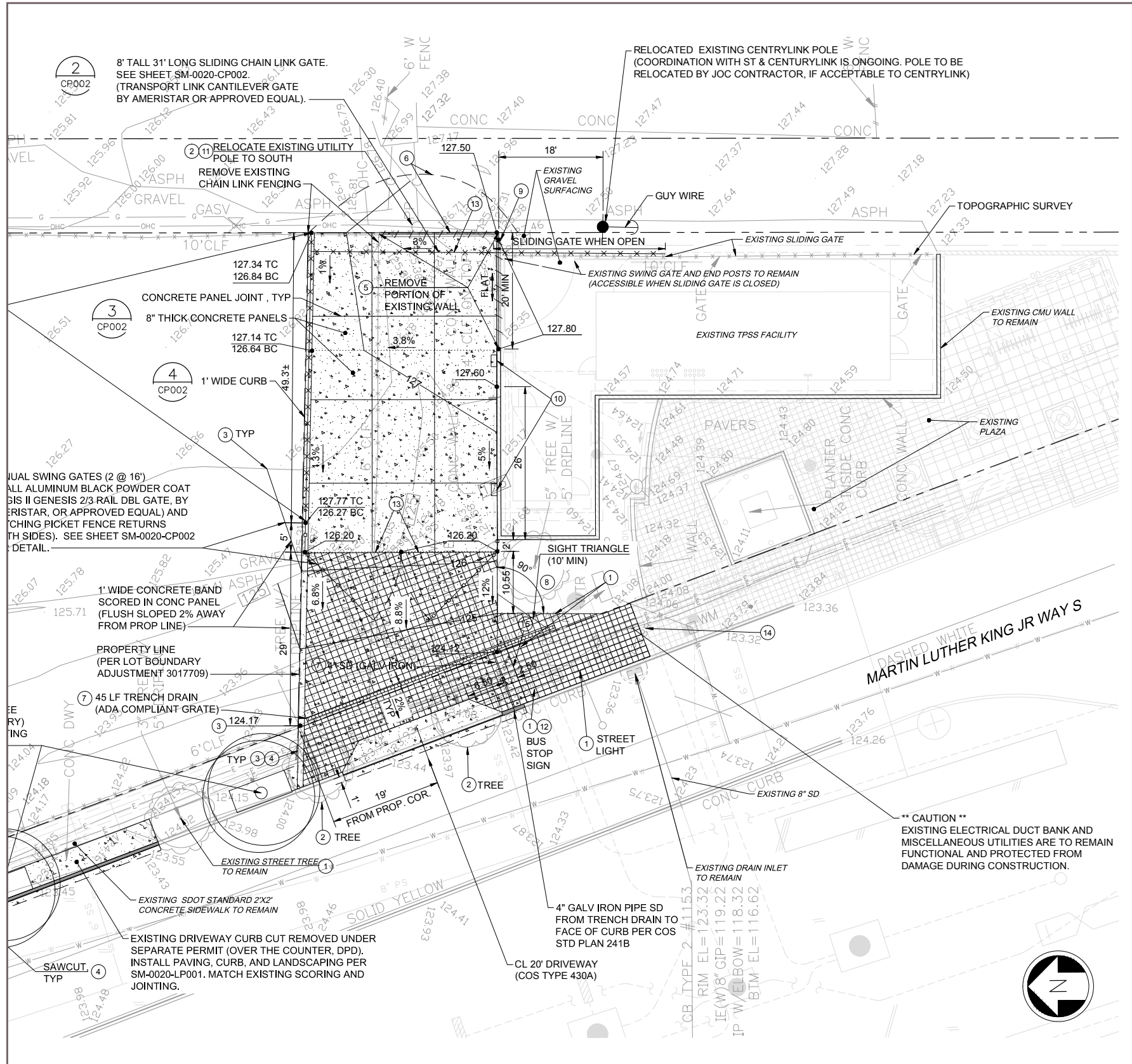
It is important that the Board understands the relationship between the project's plaza design concept and possible improvements at the Sound Transit property which may result in a larger plaza area

APPLICANT RESPONSE

- South facing entry plaza
- Connection to bus transit
- Replicating sound transit ground pattern creates one plaza
- Landscaping unites plazas



RESPONSE TO EDG BOARD GUIDANCE: PUBLIC & RESIDENTIAL OPEN SPACES - COORDINATION WITH SOUND TRANSIT SITE DESIGN



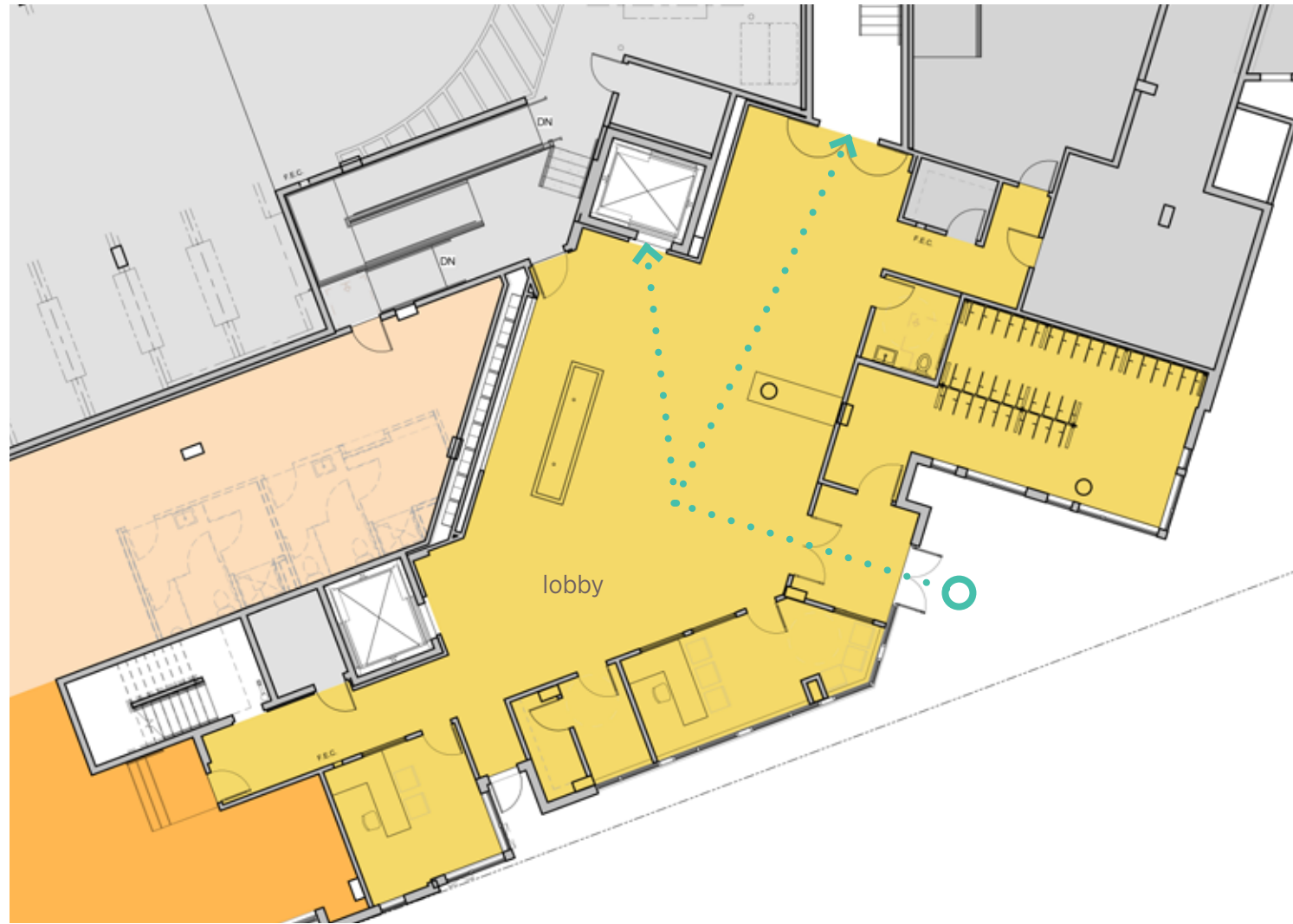
PROJECT PROPOSAL

Scoring patterns to match adjacent site

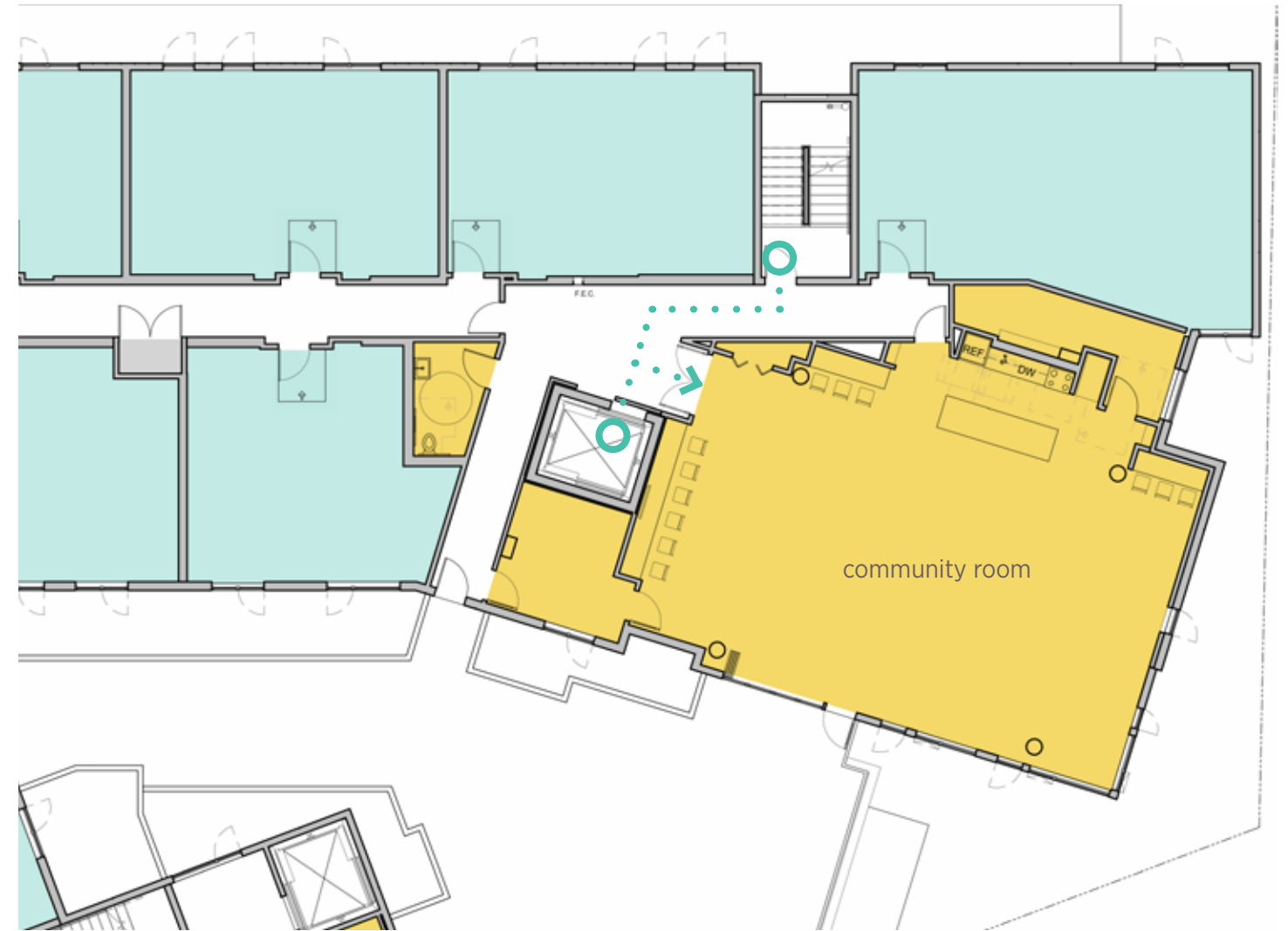
SOUND TRANSIT PROPOSAL



RESPONSE TO EDG BOARD GUIDANCE: PUBLIC AND RESIDENTIAL OPEN SPACES - ACCESS TO COMMUNITY ROOM



LEVEL 1



LEVEL 2

RECOMMENDATION

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:

- Upon entry - direct line of sight
  - Elevator
  - "Grand" stair
- "Grand" stair on hold opens
- Scheduled events in community room and courtyard
- Door between private units and community room

LEGEND

- AMENITY
- OFFICE
- GENERAL SALES AND SERVICES
- UNITS
- STOR./ MECH







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

Courtyard 17' wide at narrowest point



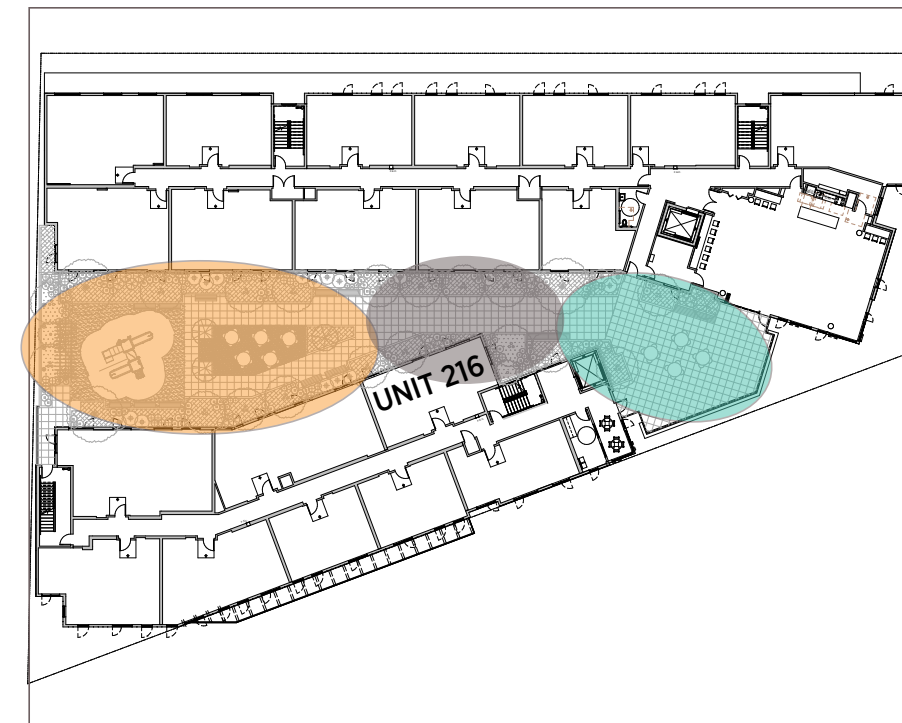
Light walls in courtyard reflect light deep into the space

**RECOMMENDATION**

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**

- Neck separates communal from private (17 to 30 feet at unit 216)
- West circulation area at neck
- Open both ends - light and air
- Courtyard - light color - reflectivity



- private zone
- communal zone
- transition zone

Image from page 14 of original graphic package



# PROPOSED BUILDING PLANS





# PROPOSED BUILDING PLANS



PLAN LEVEL 3&4



PLAN LEVEL 5&6

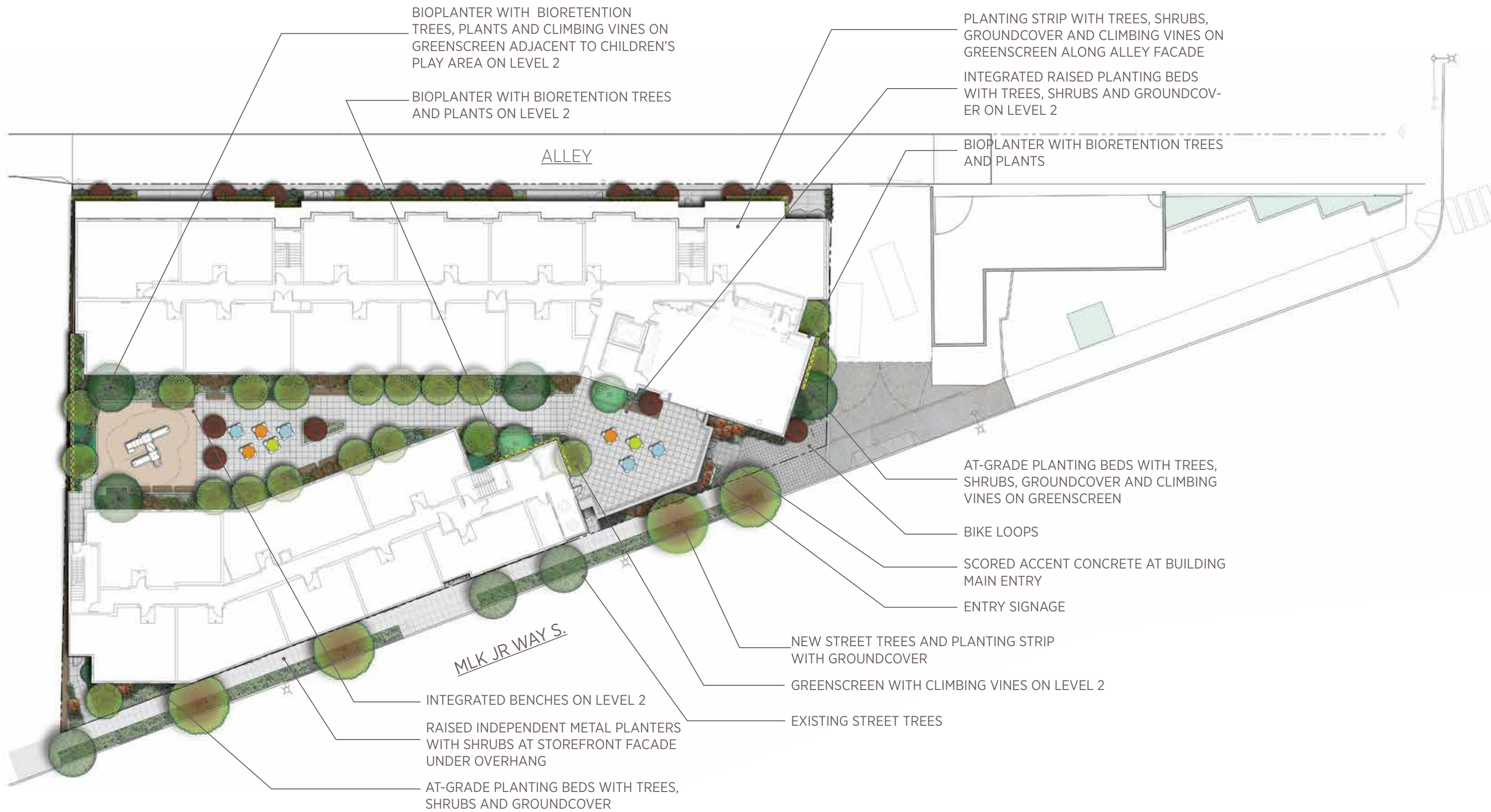
## LEGEND

- 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

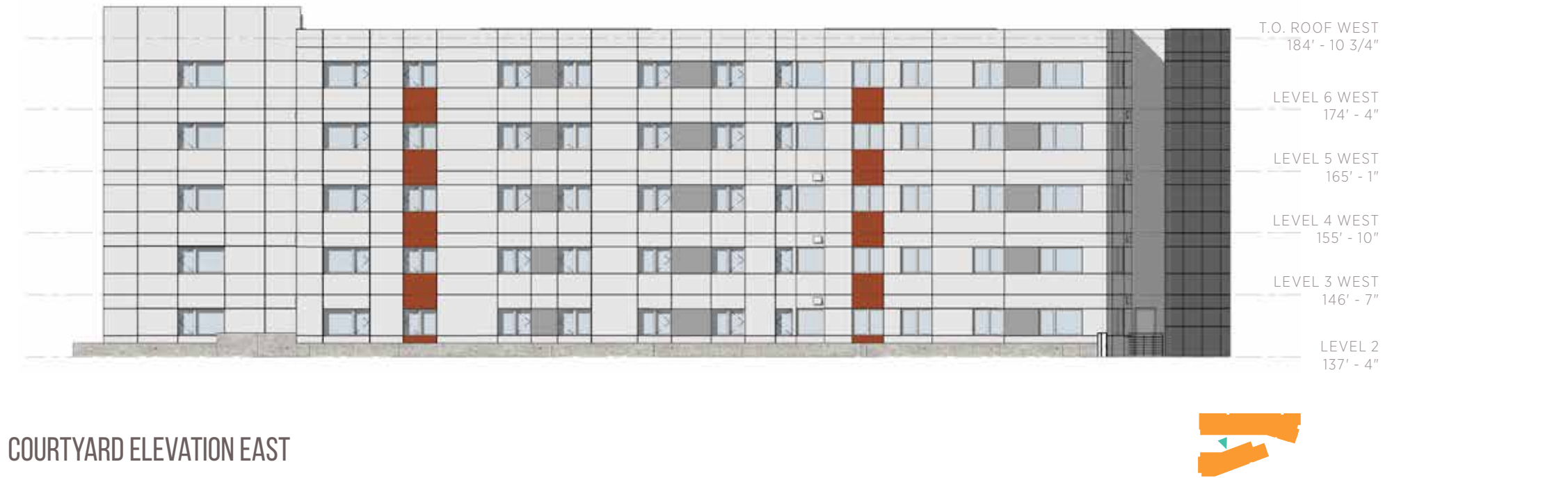


NORTH ELEVATION





PROPOSED ELEVATIONS







EAST ELEVATION : 7.14.2015





EAST ELEVATION: PARAPET HEIGHTS



EAST ELEVATION : HIGHER PARAPETS (PREFERRED) \*REQUIRES DEPARTURE



EAST ELEVATION: LOWER PARAPETS (ALTERNATIVE)







SOUTH ELEVATION: 7.14.2015





# SOUTH ELEVATION: FACADE TREATMENT



## SOUTH ELEVATION: (PREFERRED)

- Corner massing along East provides backdrop to strong verticals at entry.



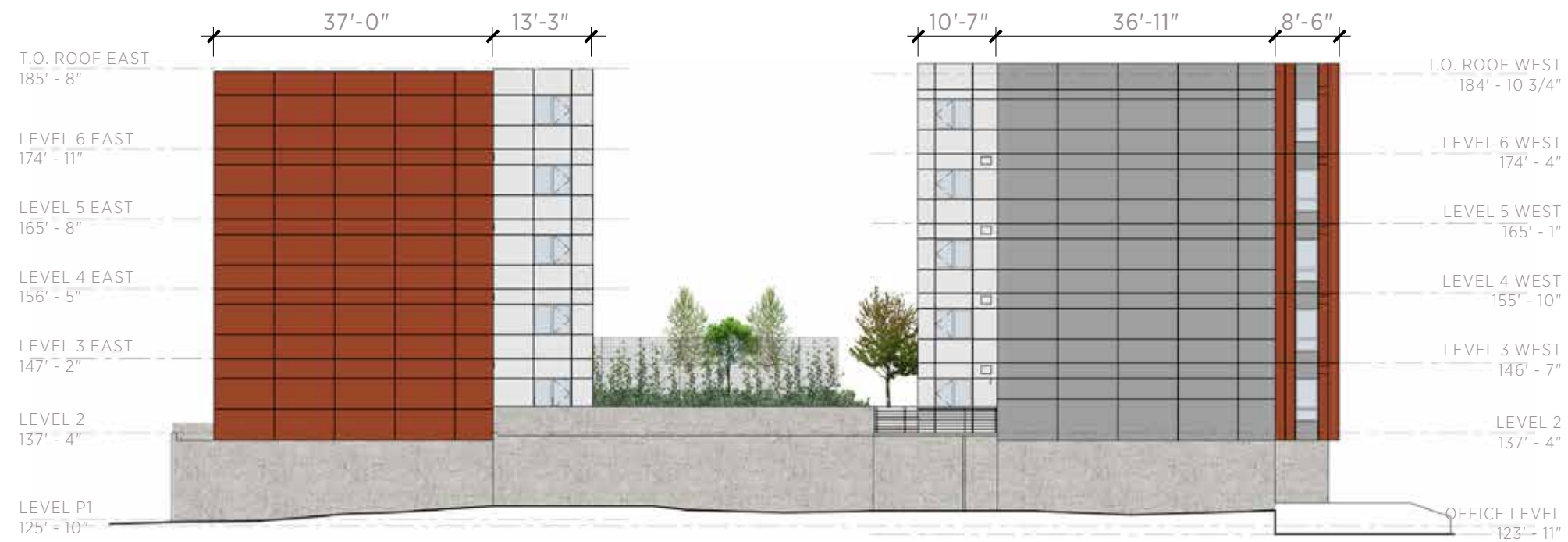
## SOUTH ELEVATION: (ALTERNATIVE)

- Vertical stripe of windows mimicked with colored panels in East massing.





ELEVATIONS: INITIAL RECOMMENDATION MEETING



NORTH ELEVATION: 7.14.2015



# NORTH ELEVATION: FACADE TREATMENT



## NORTH ELEVATION: (PREFERRED)

- Courtyard language carried around to north end with vertical color banding

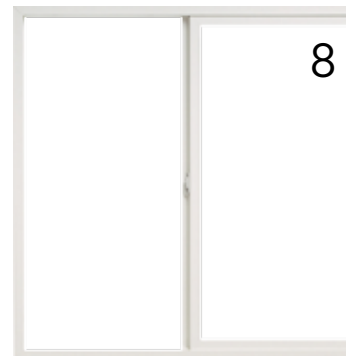
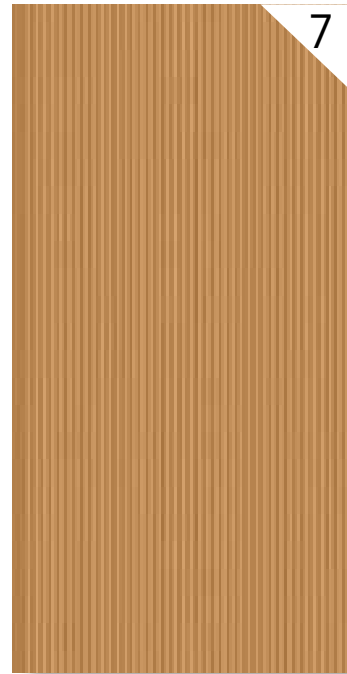
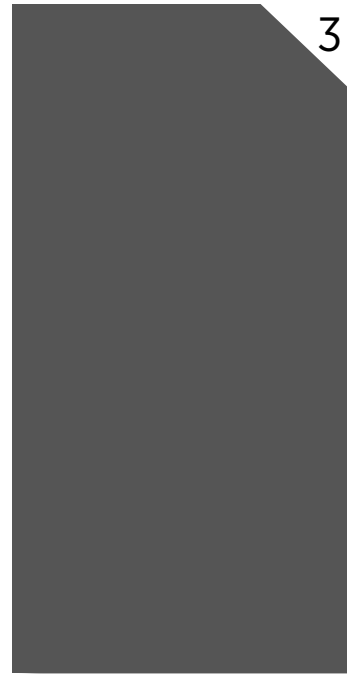
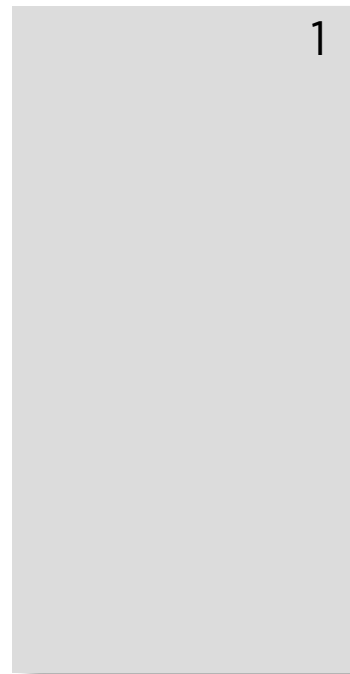


## NORTH ELEVATION: (ALTERNATIVE)

- Courtyard language carried around to north end with vertical color banding
- Colored panels on East massing mimicks tall, narrow windows along alley facade.



# 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











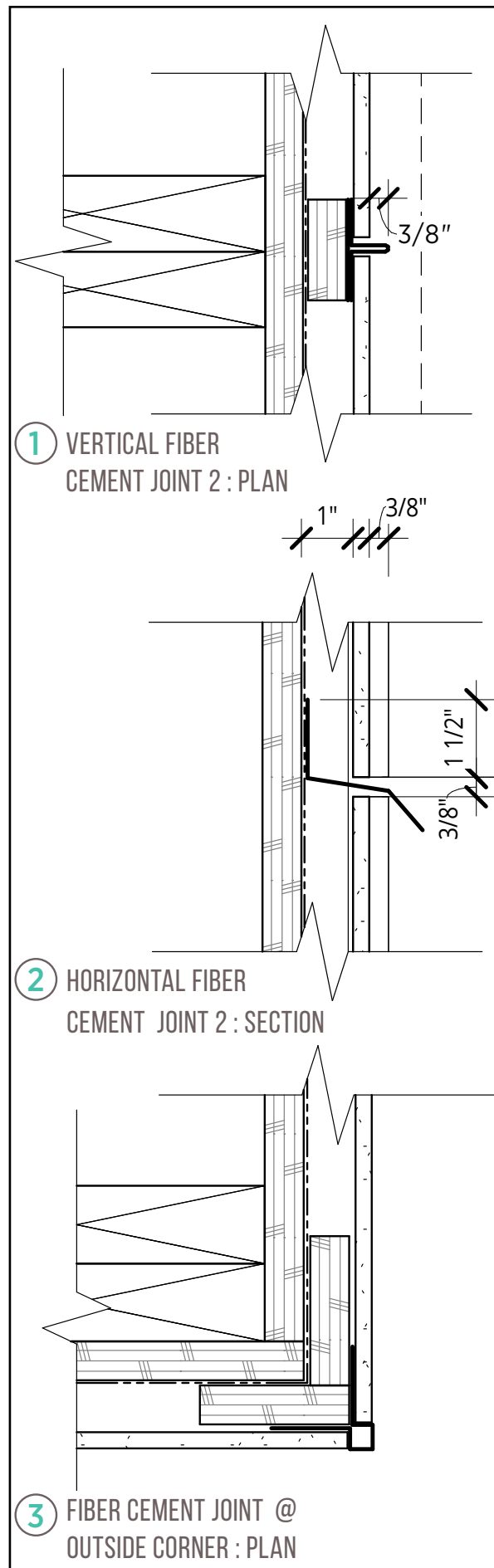
EXTERIOR DETAILS



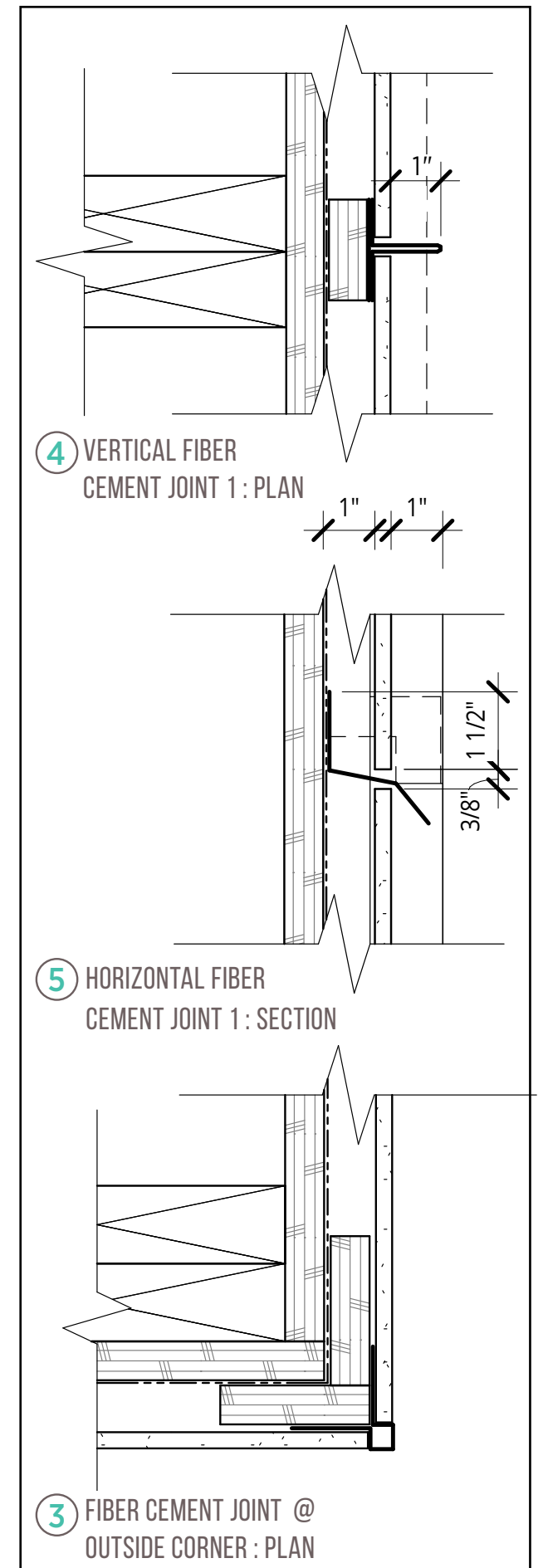
PARTIAL EAST ELEVATION



PARTIAL WEST ELEVATION

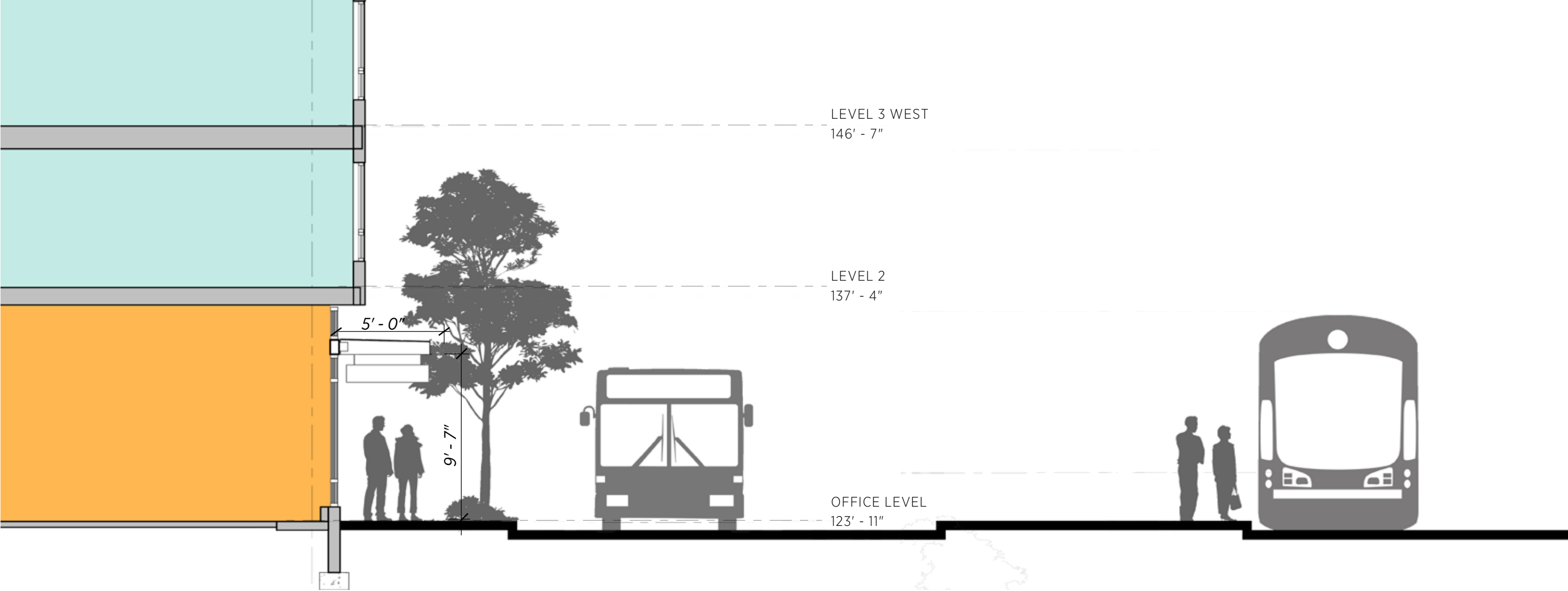


HORIZONTAL EXPRESSION DETAILS



VERTICAL EXPRESSION DETAILS





SECTION C















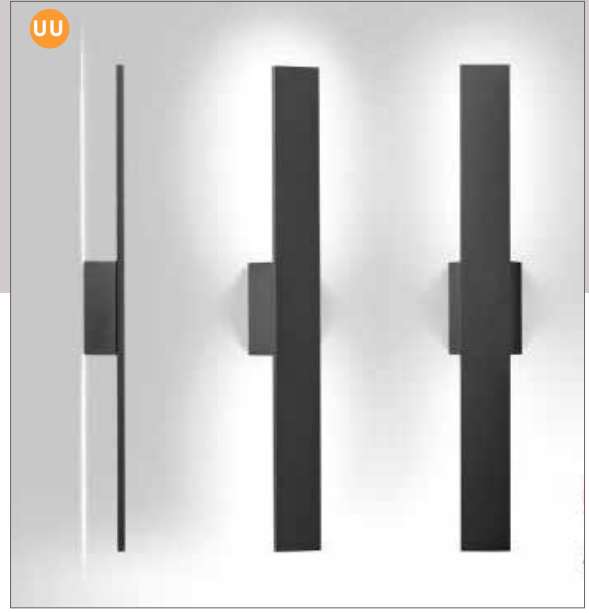






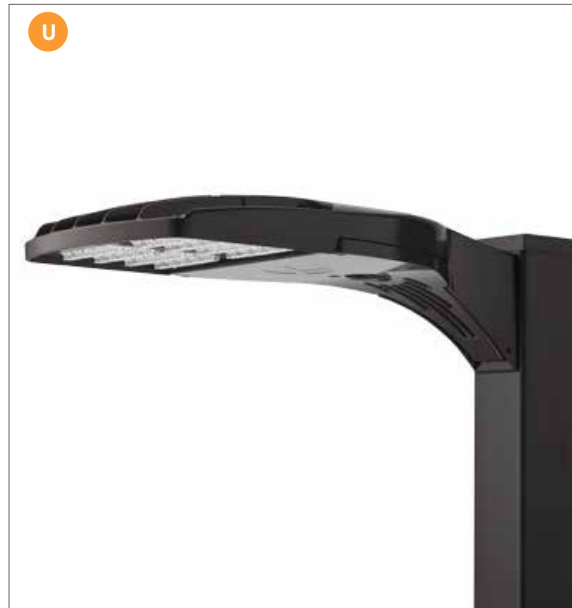
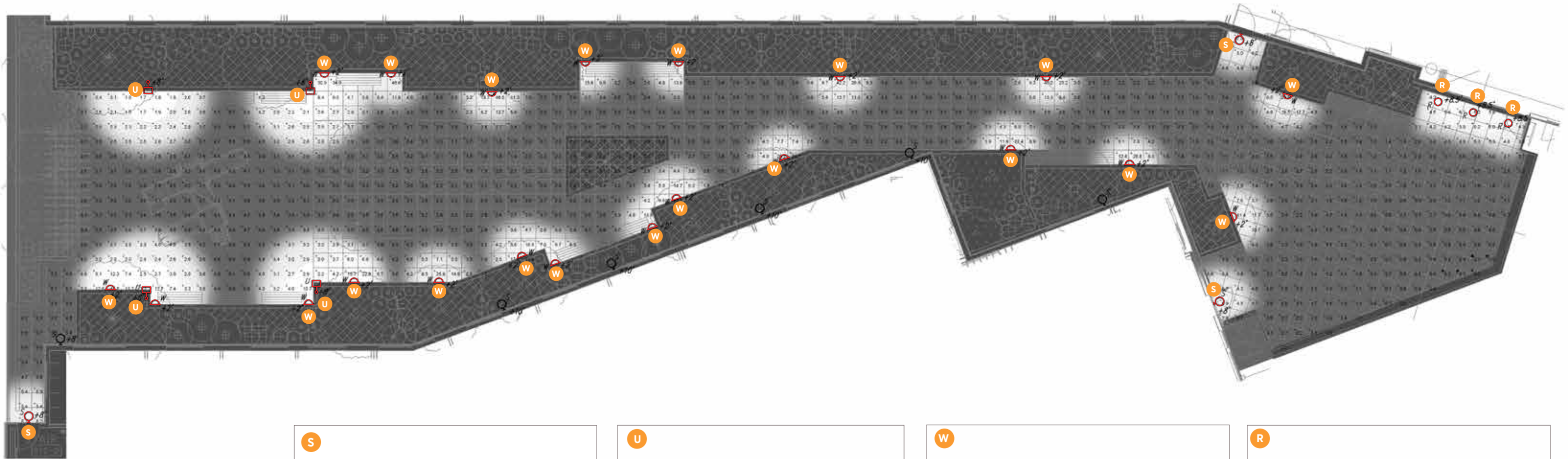


# PROPOSED LIGHTING PLAN





# PROPOSED LIGHTING PLAN







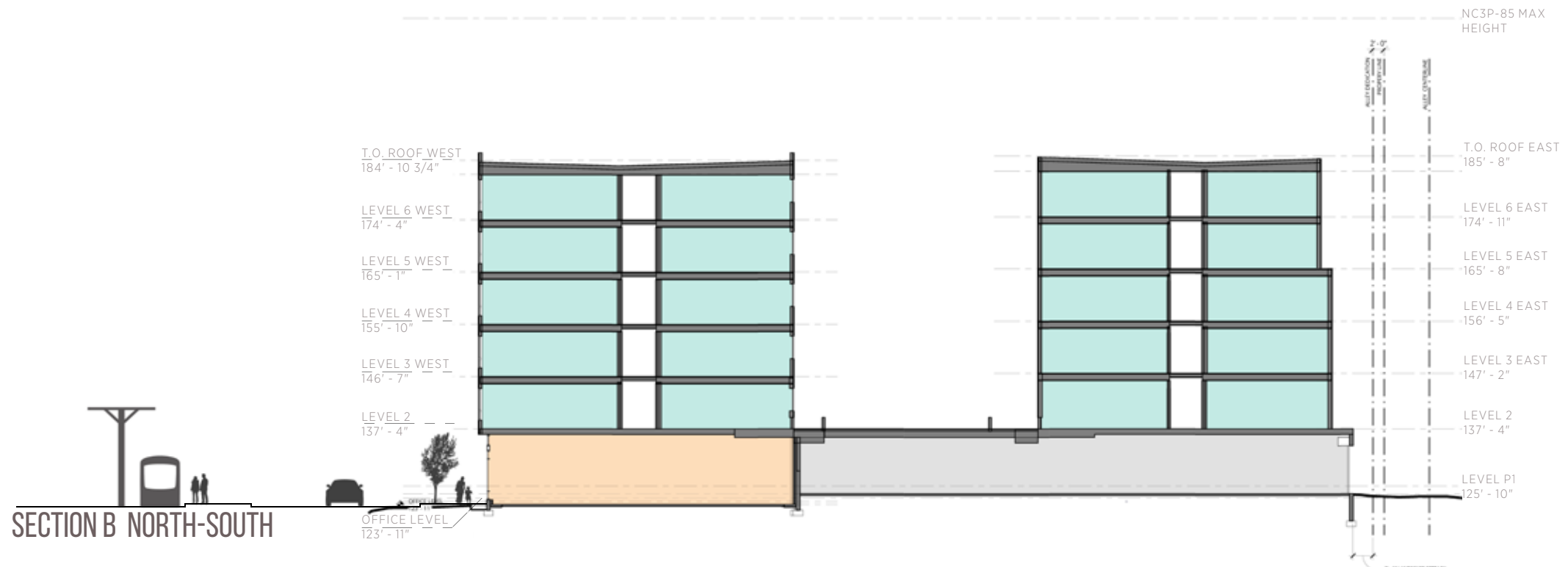
canopy signs provide clarity to pedestrians and auto/rail traffic



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

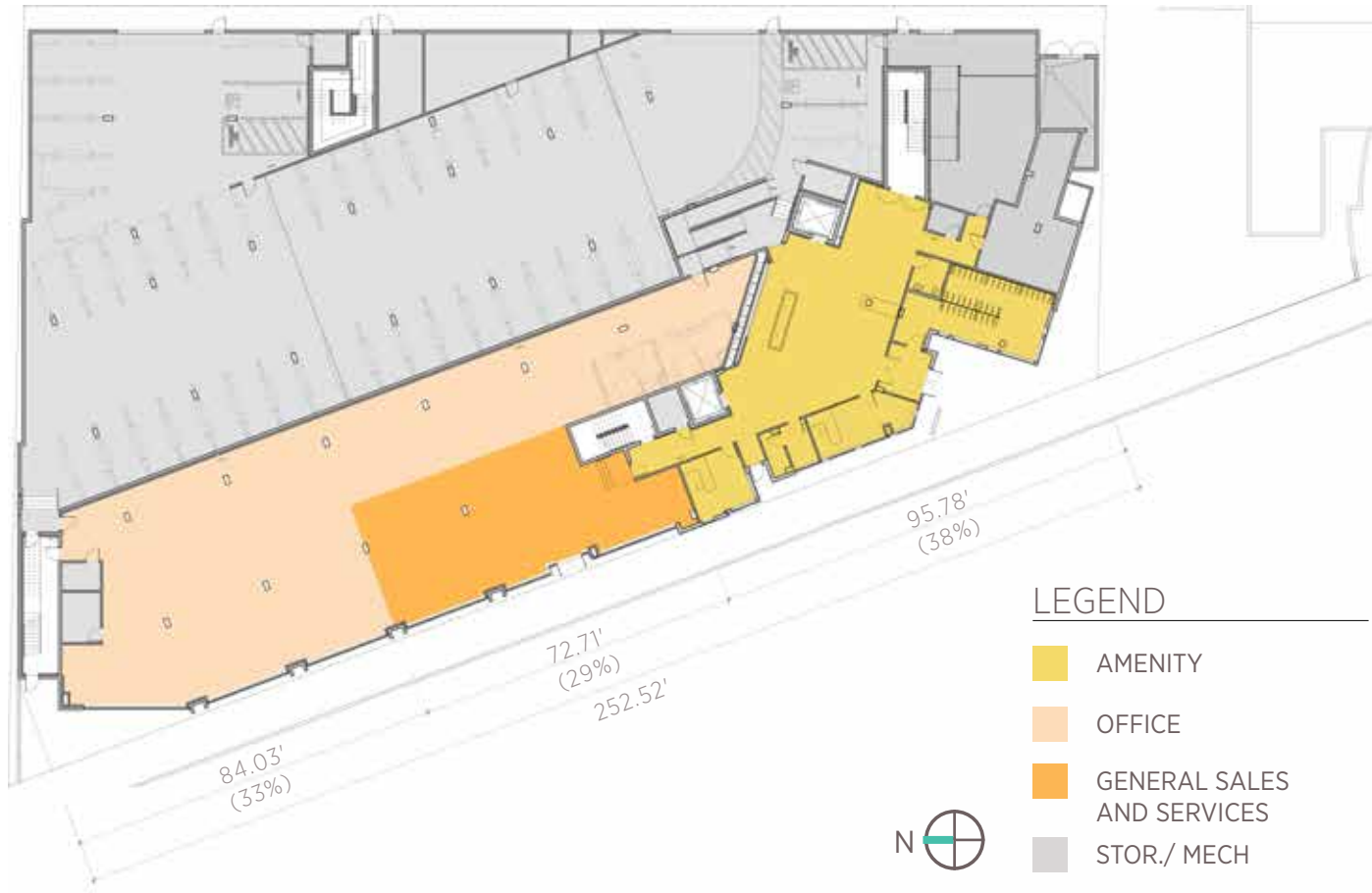


# PROPOSED SECTIONS





# DEPARTURE REQUEST: STREET LEVEL USES - 80% NON RESIDENTIAL USES



Designed for easy conversion to multiple shop entrances

Overhead weather protection

Planters

Generous windows give people inside sense of activity on street



## SMC 23.47A.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%)

## 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

- The Board was receptive to office uses provided the space is convertible to retail in the future.
- Streetfront facade designed to meet the intent of the guideline, including using traditional retail bays to create transparency
- Eyes on the street for a safe and active street front.
- Landscaping and weather protection provide welcoming pedestrian experience.



# DEPARTURE REQUEST: STREET LEVEL USES - 20% RESIDENTIAL USES



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



## 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%)

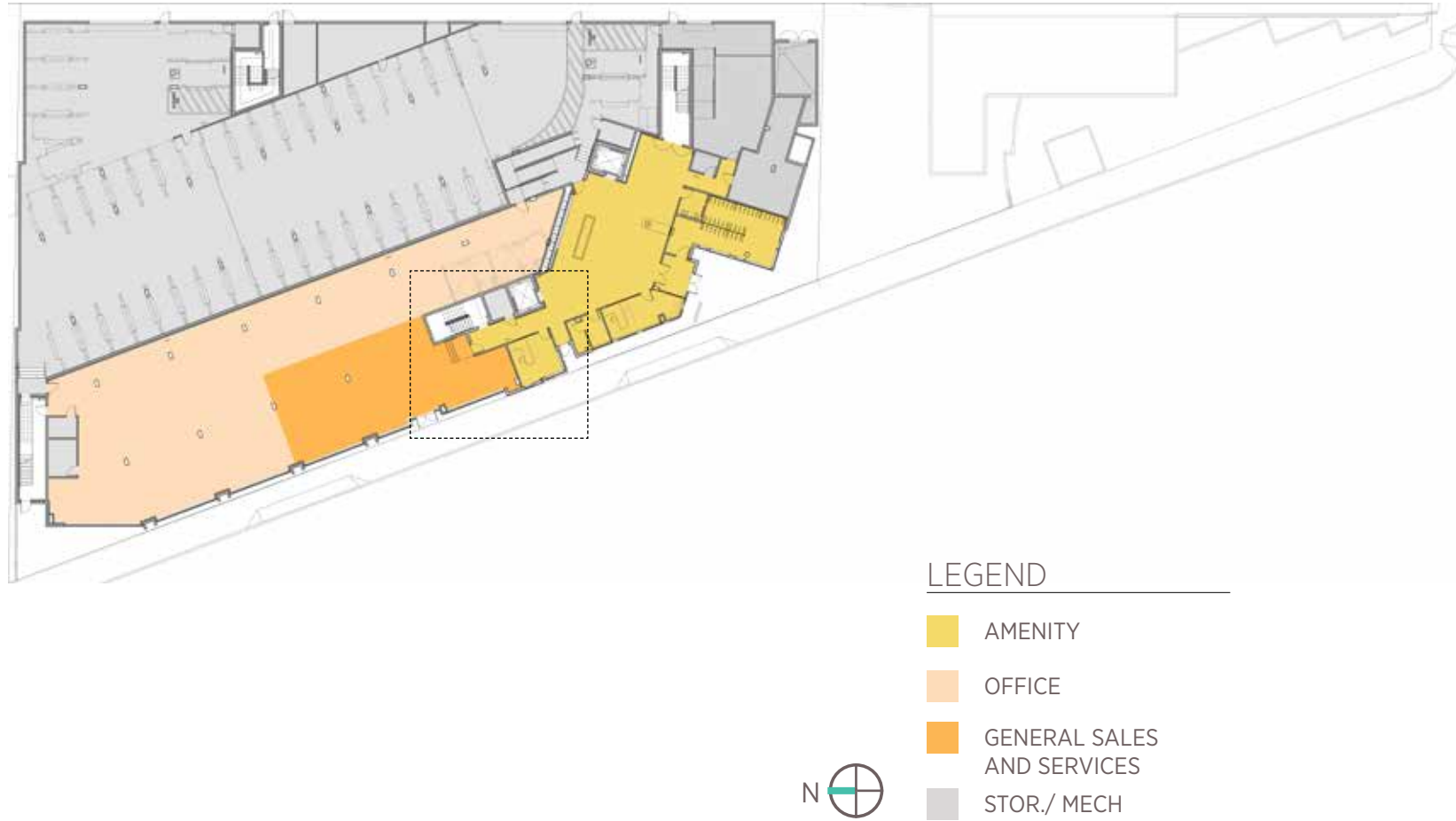
## HOW REQUEST MEETS DESIGN GUIDELINES

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

- Board receptive to increased residential uses at street level
- Promotes activity at Southern edge near transit and retail
- Main entrance for residents, visitors, community members and cyclists
- Residential services provide active street life
- Property management will serve residents as well as the properties in the south Seattle neighborhood.



# DEPARTURE REQUEST: NON-RESIDENTIAL DEPTH



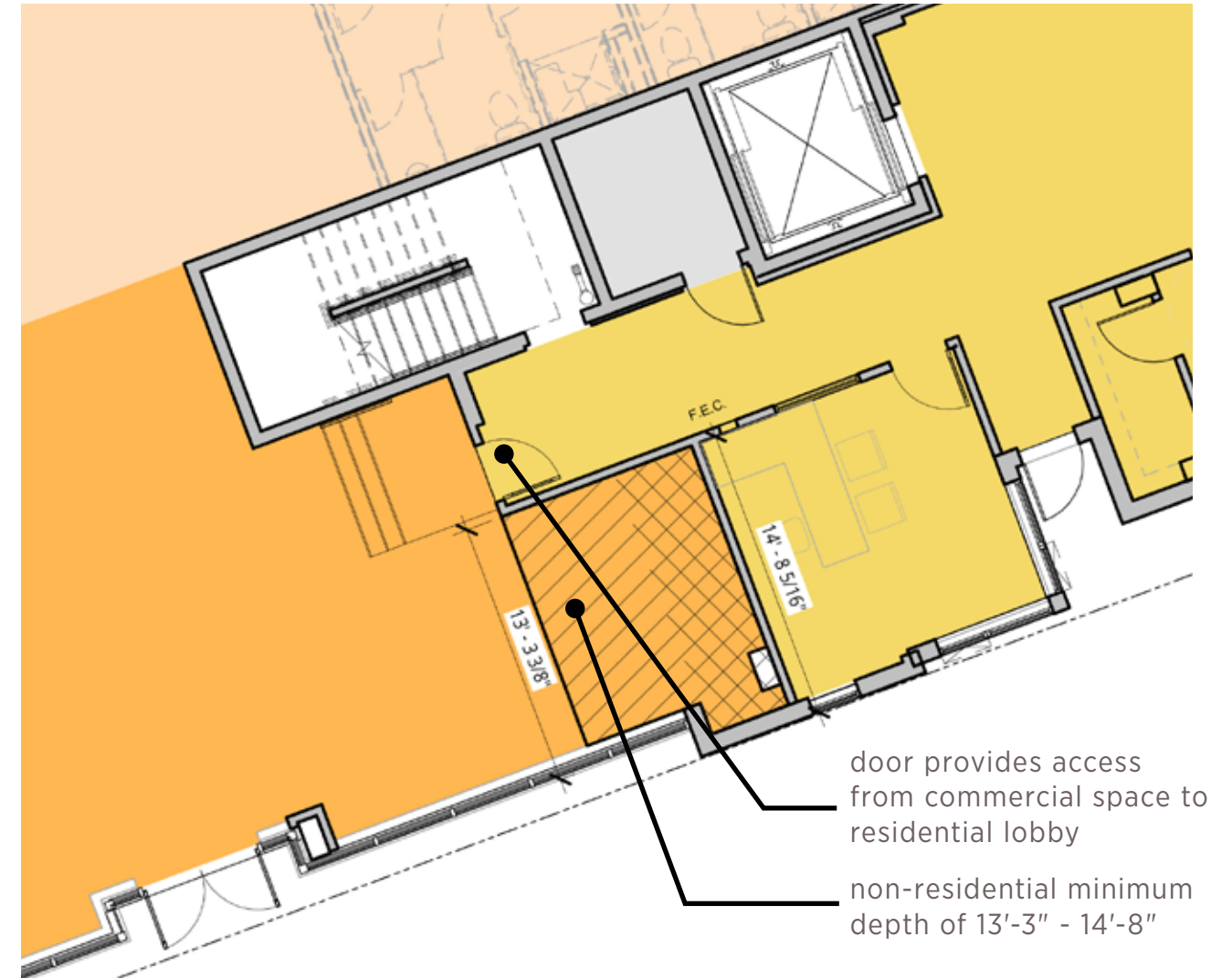
## SMC 23.47.A.008.B.3 STREET LEVEL DEVELOPMENT STANDARDS

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.



## REQUEST

DC1.A FLEXIBILITY

- Departure along 4% (10'-4") of the MLK facade
- Proposal meets 30' average depth requirements
- Access between spaces provides 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.

- provided landscape setback
- requested departure

## 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

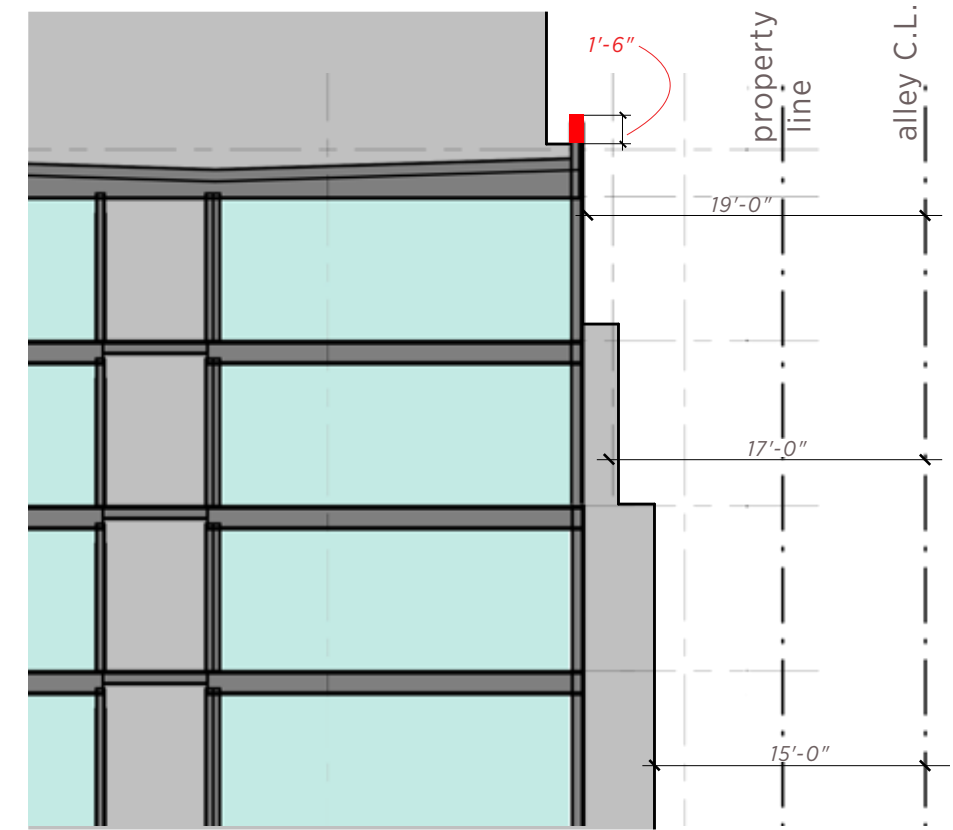
- Setback creates maintenance and safety issues
- Zero lot line
- Further development would inhibit landscape viability
- North facade not visible to pedestrians
- Landscape setbacks provided along alley to improve pedestrian experience



# DEPARTURE REQUEST: SETBACK REQUIREMENTS



east elevation



## SMC 23.47.A.014.3 SETBACK REQUIREMENTS

For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone as follows:

15 feet for portions of structures above 13' in height to a maximum of 40 feet and for each portion of a structure above 40' in height an additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet.

## REQUEST

Increased height along the alley lot line that would exceed the required setback by 1'-6"

## HOW REQUEST MEETS DESIGN GUIDELINES

CS2.A.2 REDUCING PERCEIVED MASS  
DC2.B.1 FACADE COMPOSITION

- Board discussed the potential of variation in height along the east elevation to break down length of facade.
- Increased parapet heights, combined with building notches, help to break the eastern facade into three distinct buildings.



