

EARLY DESIGN GUIDANCE - SDCI # 3023437

4048 MLK JR WAY S



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DESIGN OBJECTIVES: This new community of two single-family homes and two townhouses will promote density in a fast growing residential urban village. The design takes the proposed development of the surrounding lots and integrates itself well within it. It takes into consideration the importance of being a strong presence at the street front on a busy transit arterial. It emphasizes the benefits of moderately dense residential living while still providing parking for each household.

KEY METRICS

ADDRESS: 4048 Martin Luther King Jr Way S

PARCEL NUMBER: 1624049122

ZONE: LR3

LOT SIZE: 7,737

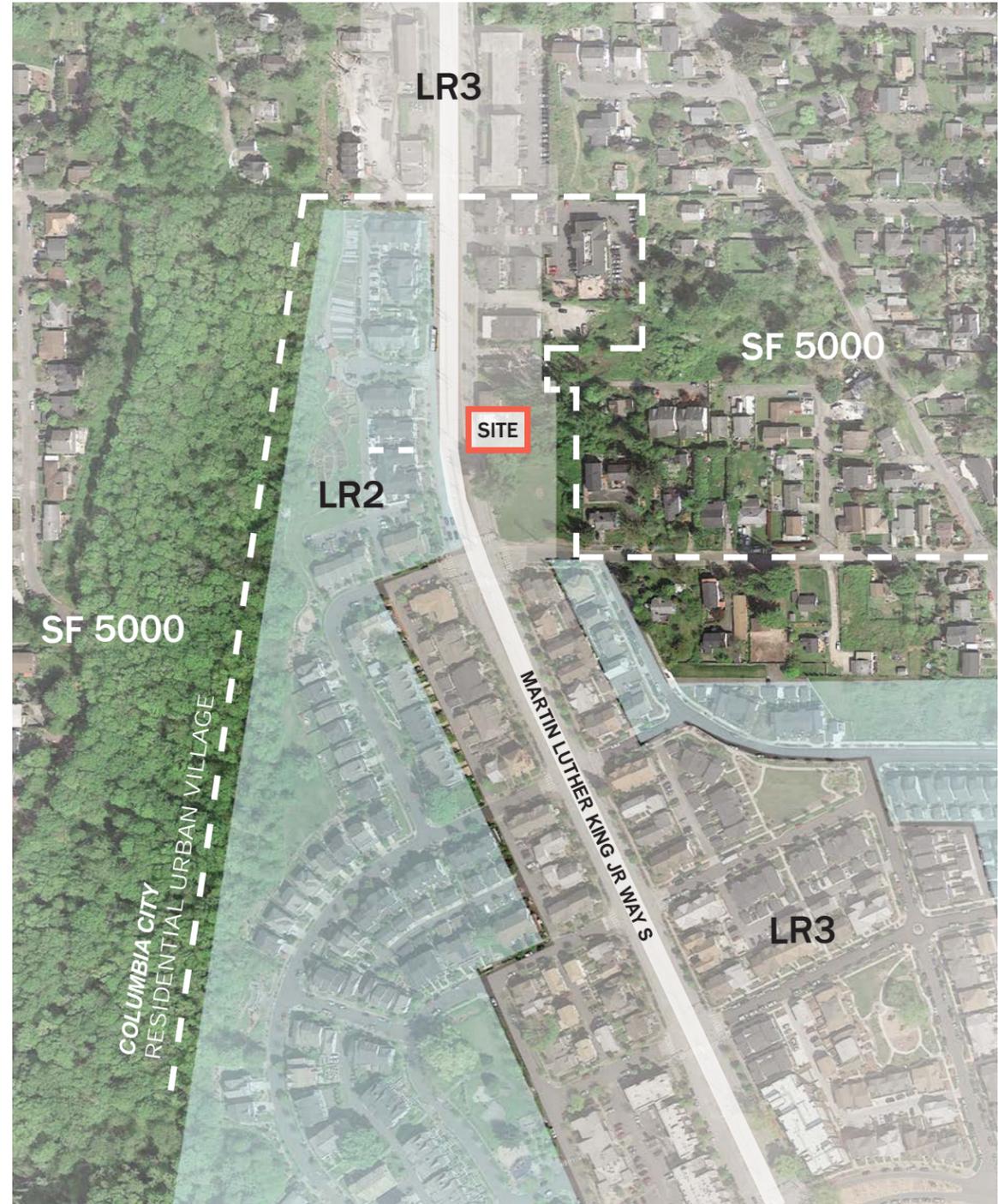
OVERLAYS: Columbia City Residential Urban Village

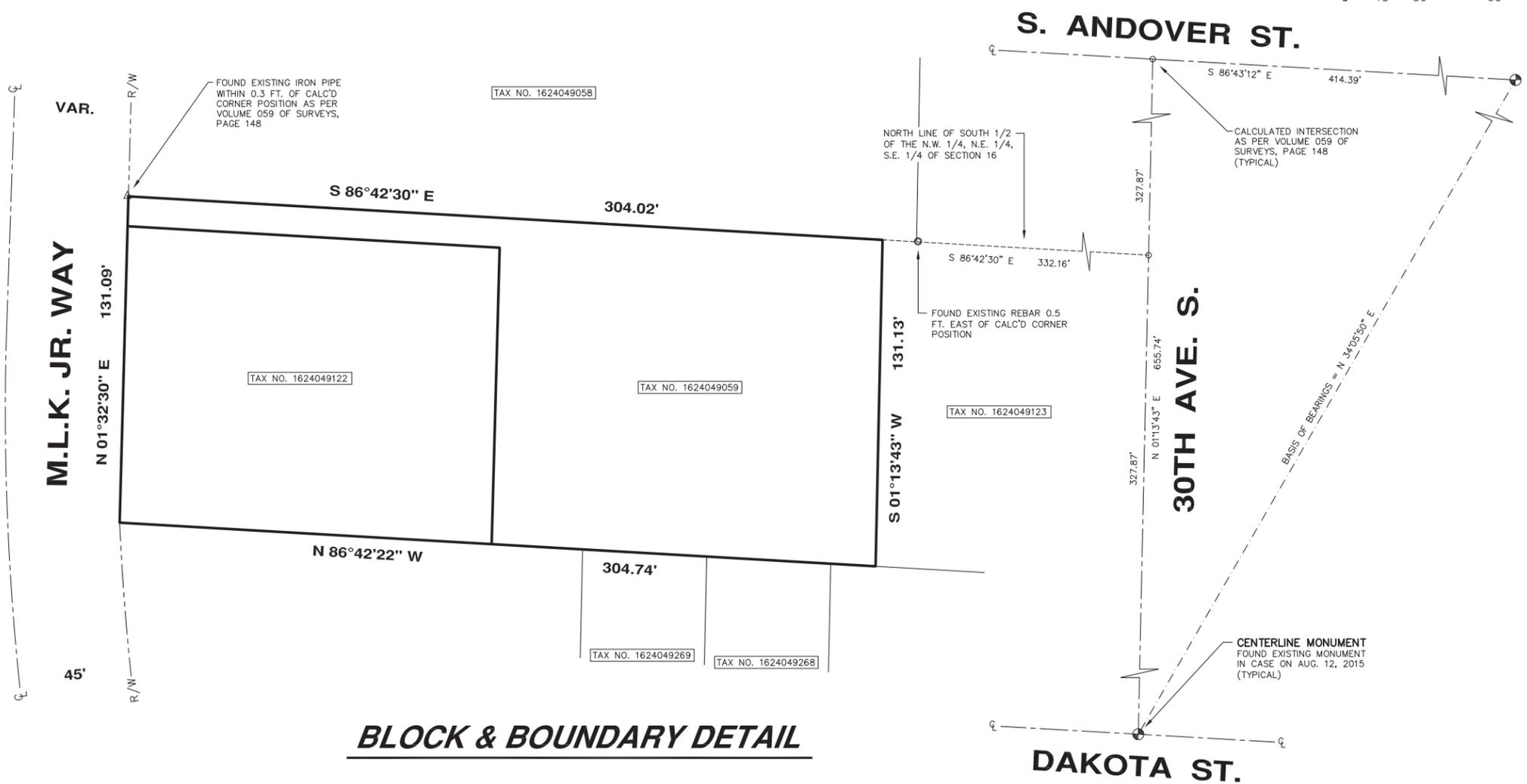
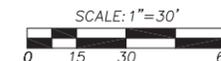
ALLOWED FAR: 1.1 for SFRs/ 1.4 for THs (23.45.510.C)

ALLOWED HEIGHT: 30' + 4' parapet allowance

ANALYSIS OF CONTEXT: This project is located near the intersection of Martin Luther King Jr Way S and South Dakota St in the Columbia City Residential Urban Village. It is in close proximity to the Columbia City Link Station and has good access to multiple bus lines. This location sits on a main arterial with walkable access to grocery stores, restaurants, and shops.

The project site is zoned LR3 with the primary neighboring zone being SF 5000. Martin Luther King Jr Way S is a major transit arterial and Rainer Ave S just east of the site is home to many businesses and amenities.





BLOCK & BOUNDARY DETAIL



DATE: _____

CHADWICK WINTERS
 LAND SURVEYING AND MAPPING
 1422 N.W. 85TH ST., SEATTLE, WA 98117
 PHONE: 206.297.0996
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 WEB: WWW.CHADWICKWINTERS.COM

SURVEY IN:
 NE 1/4, SE 1/4, SEC. 16, T. 24 N., R. 4 E., W.M.
 KING COUNTY, WASHINGTON

FOR: SAGE HOMES N.W.

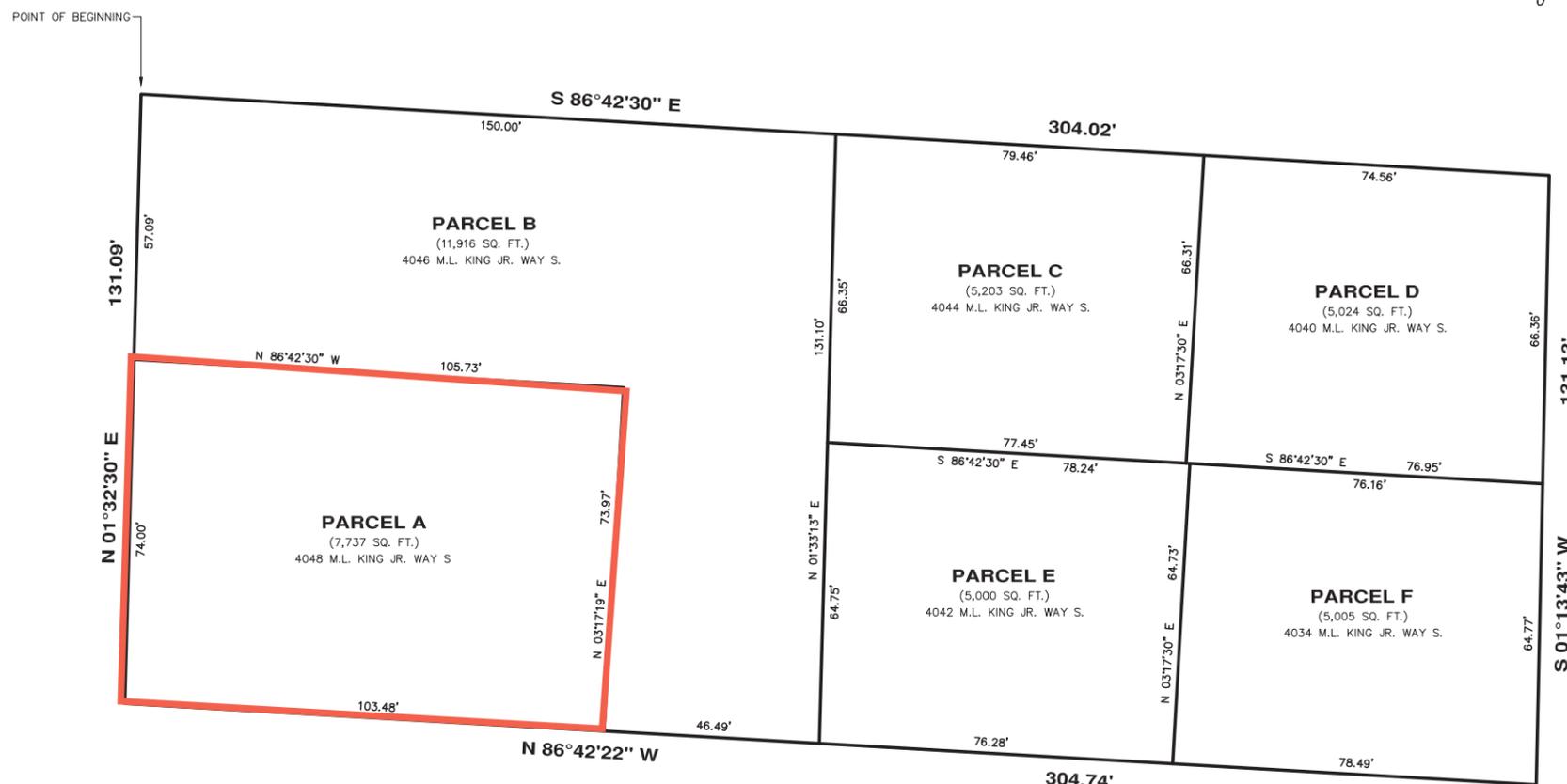
11-4219X.DWG

DRAWN BY: SAL	DATE: 10-01-15	PROJECT #: 15-5260
CHK. BY: RHW	SCALE: 1" = 30'	SHEET: 2 OF 8

SHORT SUBDIVISION NO. 3021843



NORTH



SHORT SUBDIVISION DETAIL



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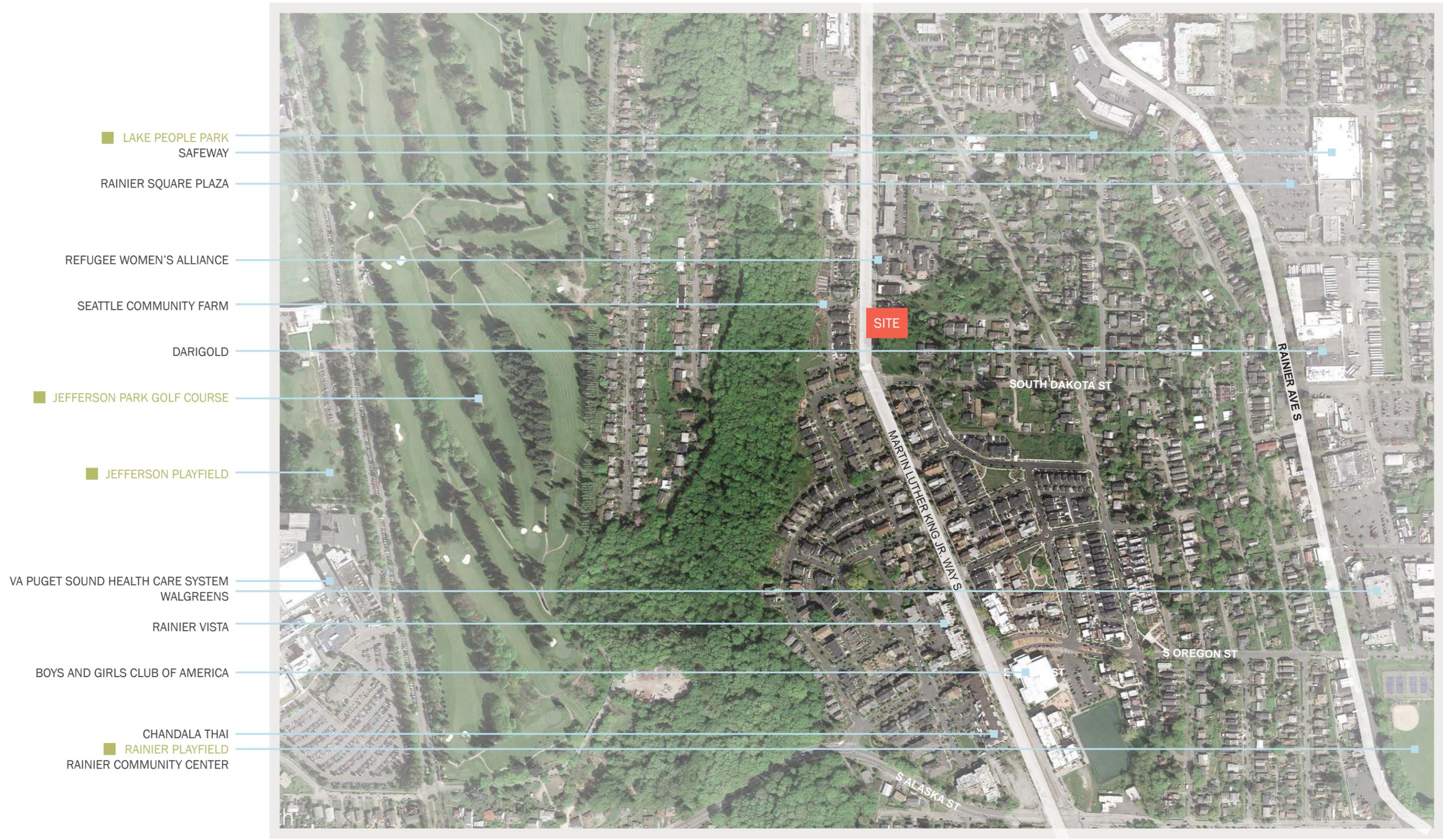
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CHK. BY: RHW	SCALE: 1" = 20'	SHEET: 5 OF 8

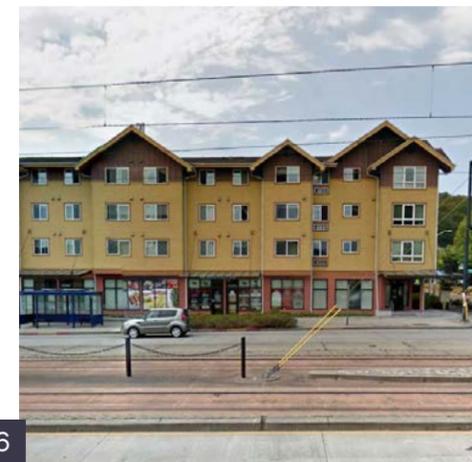
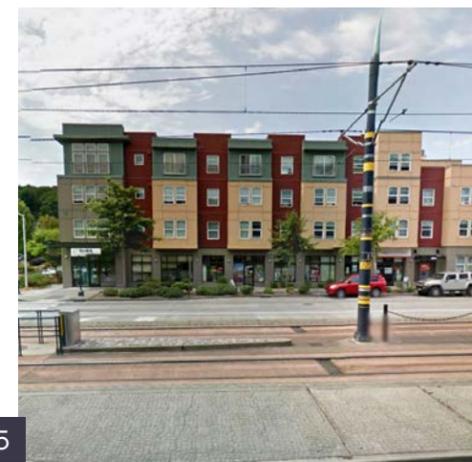
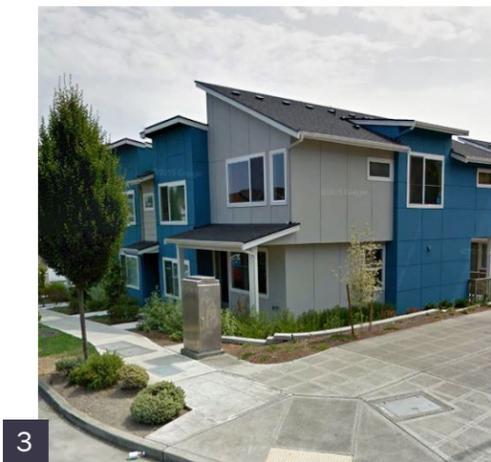
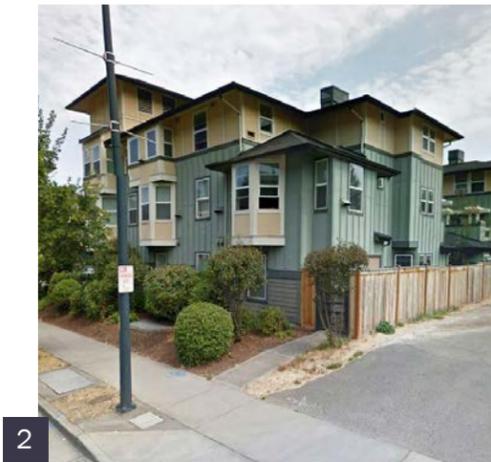
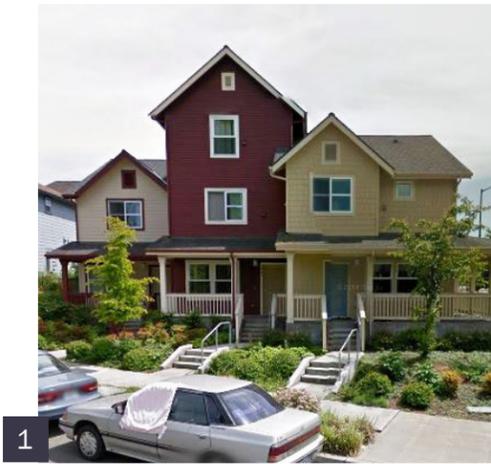


SITE

PROPOSED SHORT PLAT

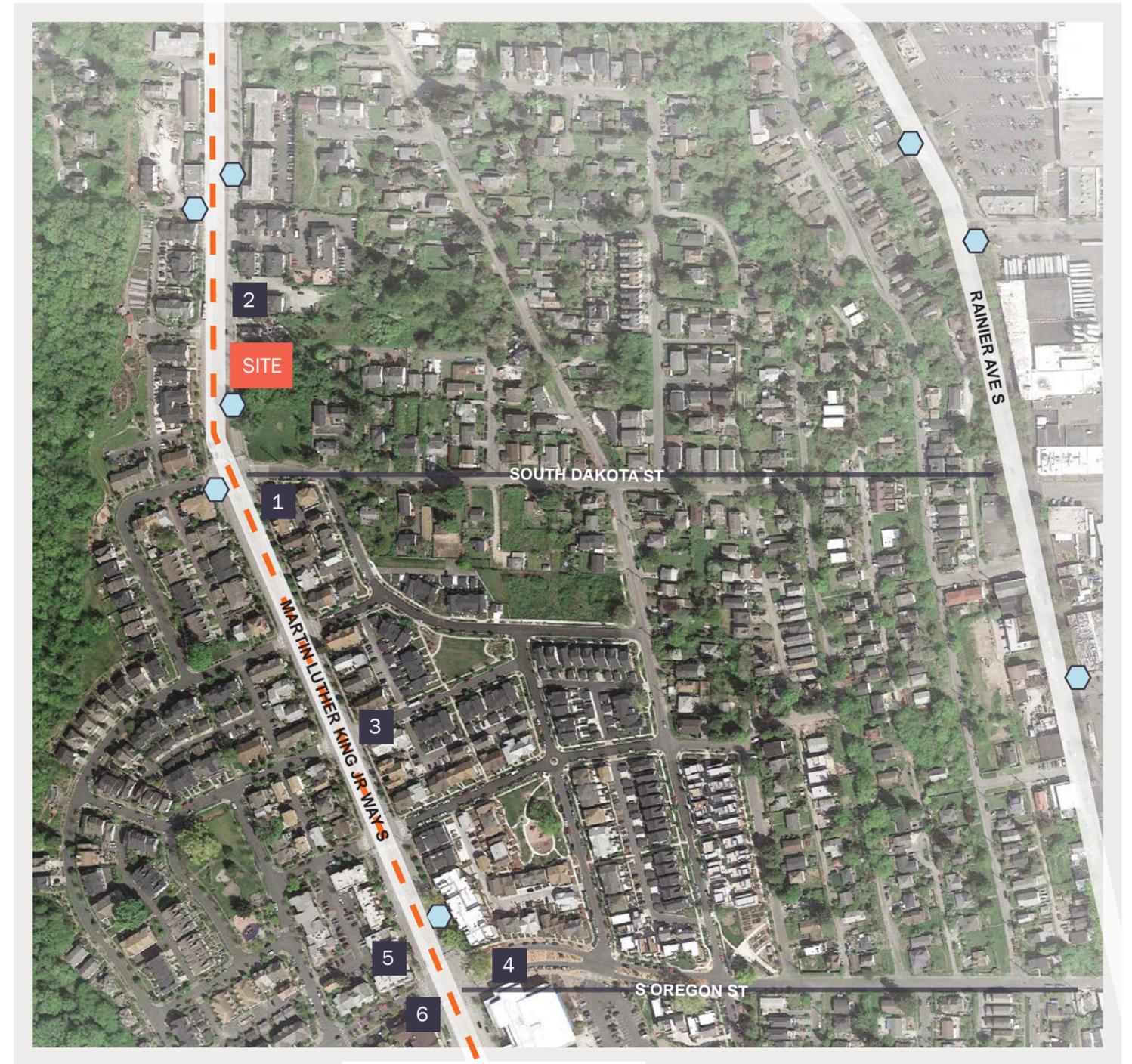


LOCAL AMENITIES



SURROUNDING ARCHITECTURE

The architecture around the site is mostly low rise residential with a variety of roof shapes and facade colors. There is also a strong sense of community within the housing developments. Density increases as you approach the Columbia City Link Station intersection at Martin Luther King Jr Way S and S Edmunds St.



-  BUS STOP
-  SITE
-  MAIN ARTERIALS
-  SECONDARY STREETS
-  LINK - LIGHT RAIL
Closest station - Columbia City
15 min walk

TRANSIT AND LOCAL FEATURES

EAST FACING STREET FACADES ON MLK JR WAY S



DRIVEWAY EASEMENT

SITE

PROPOSED PROJECT EDG # 3020140

S DAKOTA ST



*ZOOMED OUT TO VIEW ENTIRE STREET

SITE

S DAKOTA ST

WEST FACING STREET FACADES ON MLK JR WAY S



ACROSS THE STREET

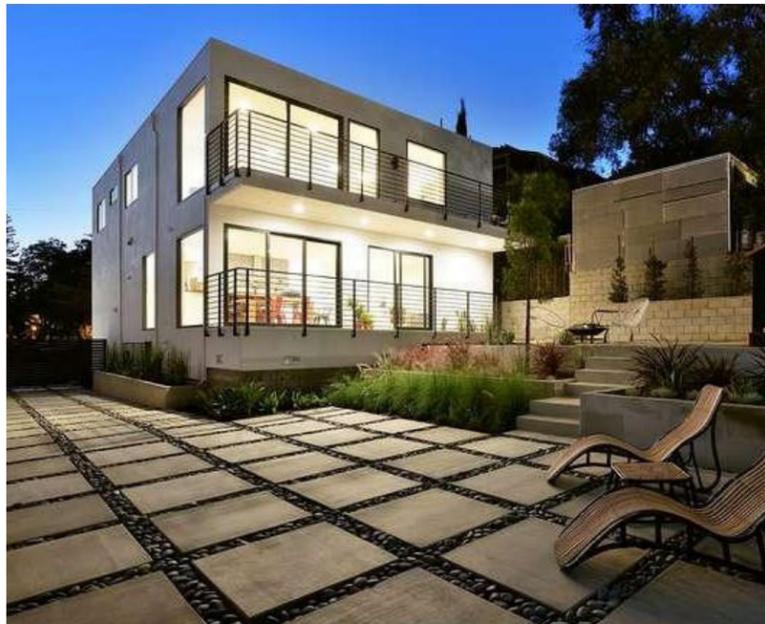


ACROSS THE STREET

*ZOOMED OUT TO VIEW ENTIRE STREET



FACADES



OUTDOOR SPACE

PROJECT INSPIRATION



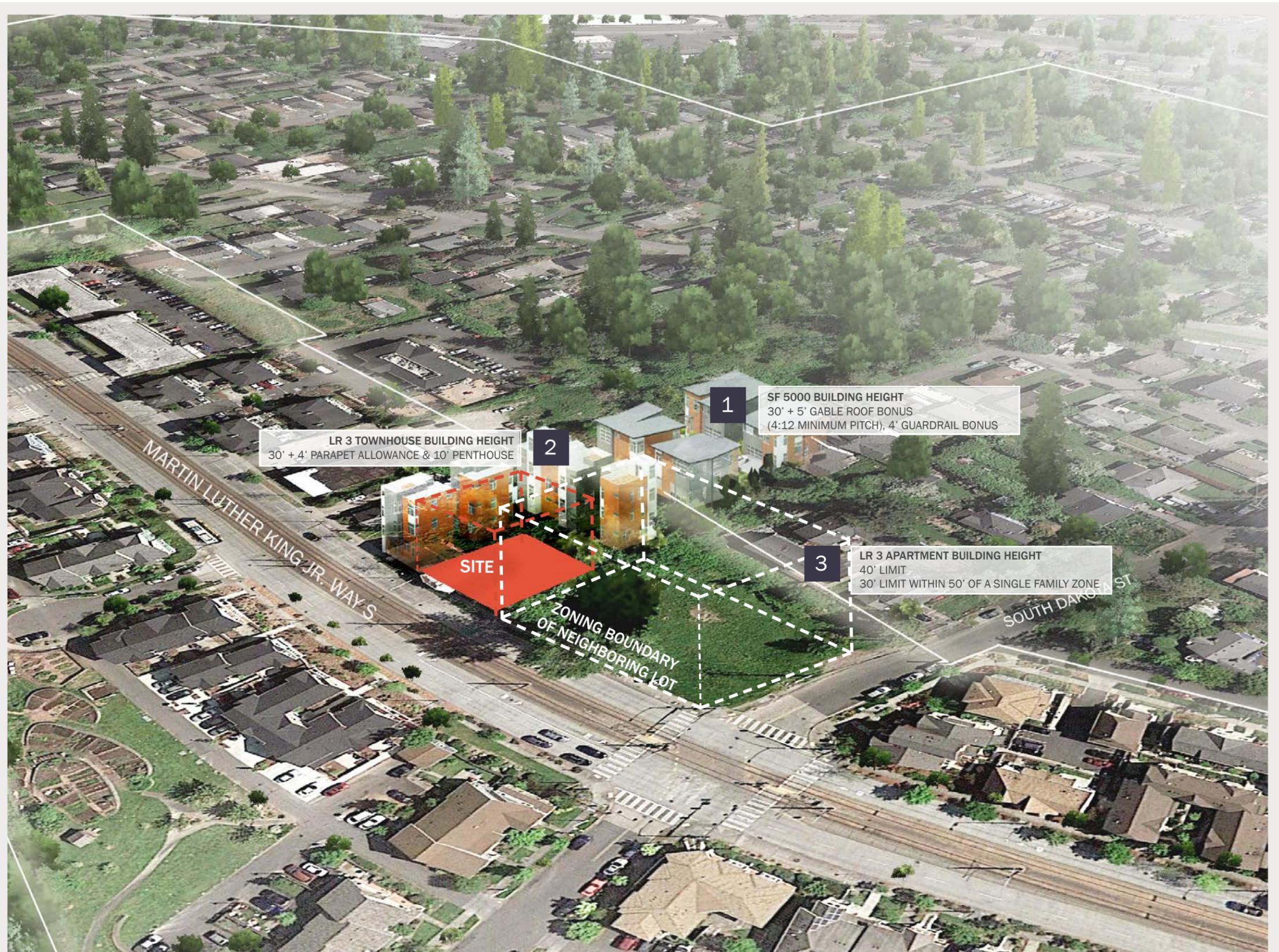
1 4034, 4040, 4042, 4044 MLK Jr Wat S - SF 5000
SCDI Project #6506253, #6479953, #6506268, #6506246



2 4046 MLK Jr Way S - LR3
SCDI Project #6479959

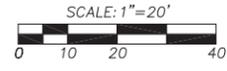
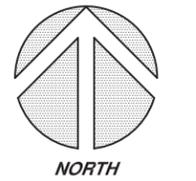
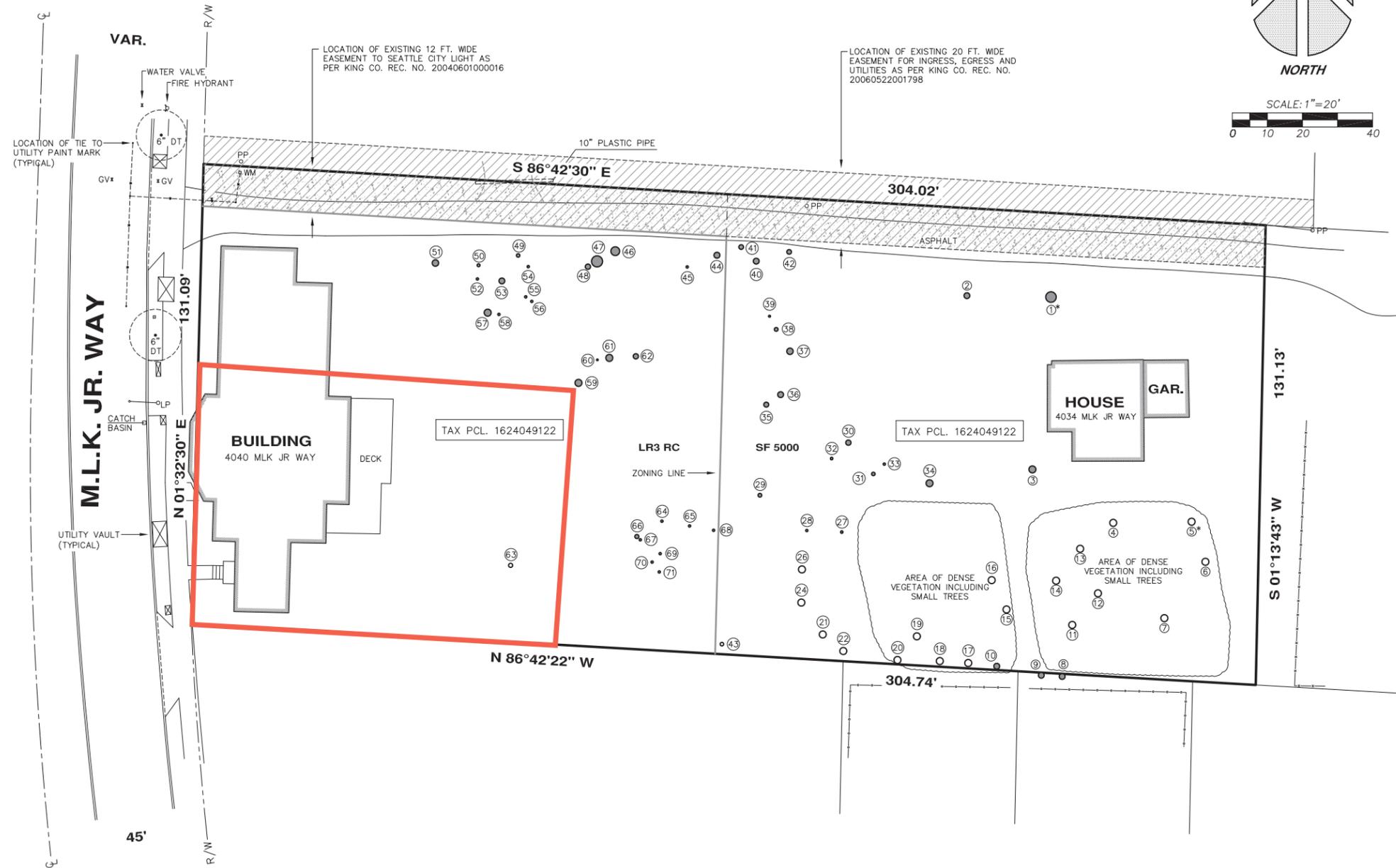


3 2950 S Dakota St - LR3
SCDI EDG Project #3020140



NEIGHBORING PROJECTS

SHORT SUBDIVISION NO. 3021843



EXISTING SITE CONDITIONS DETAIL

(SEE SHEET 4 FOR TREE TABLE)



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SITE

EXISTING SURVEY MAP



FIRST SCHEME

The first iteration for this site intends to create a special community in the heart of an urban environment. Although this scheme meets required setbacks and access as well as driveway widths, these constraints result in a disproportionate amount of space dedicated to vehicles rather than the people who will live and work in this community. Private space is unbalanced; some units are able to have fairly sufficient private amenity space and other units are locked in with limited yard space. We also feel that the building massing of 3 units fronting the street along Martin Luther King Jr Way South is too dominant. This doesn't allow the surrounding community and neighbors any visual access and connection into the site, making it less transparent and less inviting.



SECOND SCHEME

The second iteration utilized four Single Family Residences with a shared common drive up the middle. This iteration reduced the mass of the buildings fronting Martin Luther King Jr Way S. This scheme allows for the access driveway to be separated from the neighboring adjacent driveway and breaks up the focus on the vehicular access and more of the rhythm of the homes along the street. Stylistically, this iteration begins to resemble the surrounding proposed development both in massing and in material choice. This scheme divides the ground plane to allow for more separation for private yards, and also allows for shared amenity area. The four SFR scheme does not create a variety of residential housing types and does not build a sense of community in the proposed development as much as a mixed typology scheme would.



THIRD SCHEME: PREFERRED

The third iteration is a combination of two single family residences fronting Martin Luther King Jr Way S. and a duplex building in the rear. This scheme utilizes the ideas of the second iteration to break up the massing along the street front. This scheme also provides a variety of residential housing typologies for various living conditions to accommodate different life styles. By incorporating the duplex units in the rear of the lot, the ground floor is made more available for communal spaces to be shared. It also creates a sense of community for the residents within the immediate units as well as the proposed adjacent surrounding units.

We feel that this is the preferred scheme because of the benefits of breaking up the street front building massing compliments and respects the surrounding neighborhood context both in the immediate surrounding as well as in a larger scope along Martin Luther King Jr Way S. In addition, it creates a variety of housing options and supports a diversity of living styles. The intent of the project can be fully realized with this iteration providing adequate ground related space for large gatherings to foster the sense of bringing the community together. This concept will reinforce the idea of eyes on the street and provide the residents of the units a chance to take ownership of the communal spaces and help provide security as well as maintain a happy and healthy living environment.

FIRST SCHEME



DISTIGUISHING FEATURES:

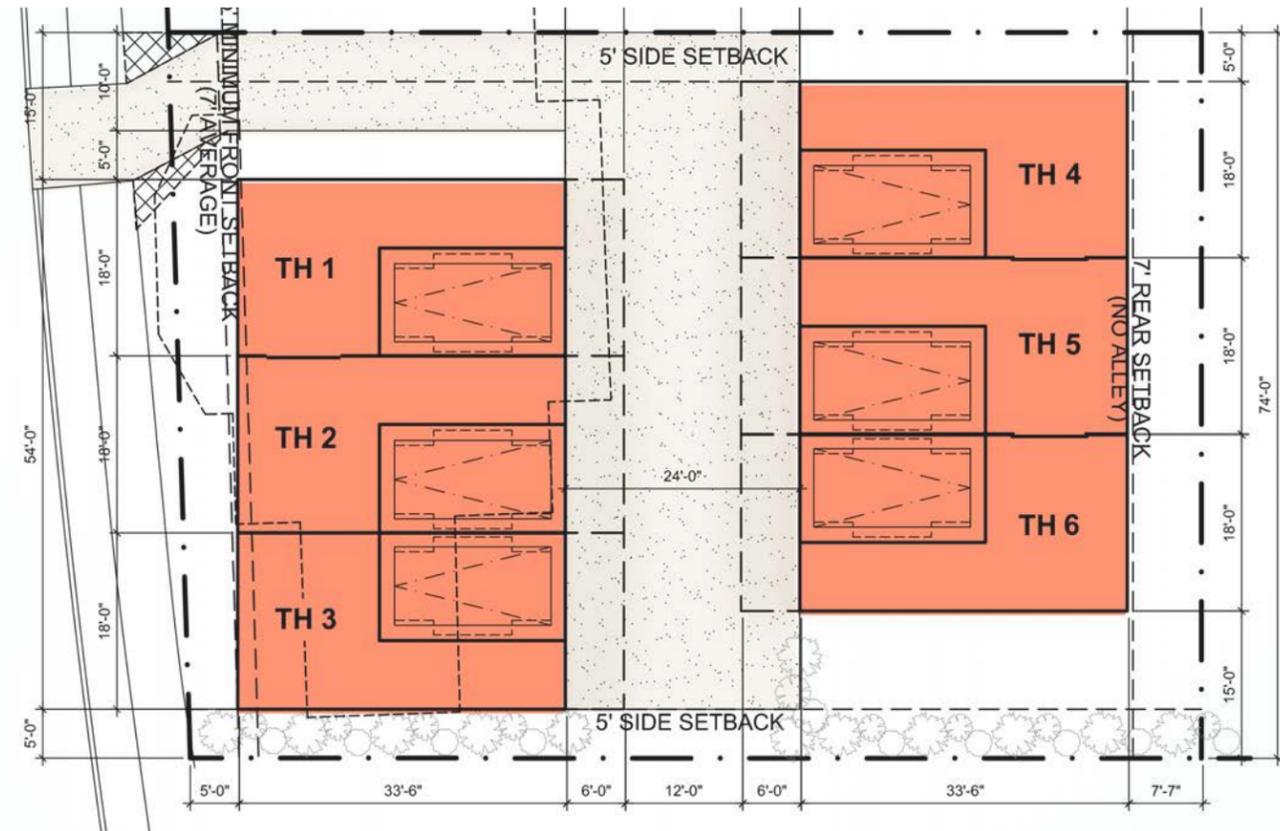
- 6 UNITS ATTACHED
- 3 STORIES PLUS PENTHOUSES
- FLAT ROOFS ALLOWING FOR ROOF TOP DECKS
- 6 GARAGES
- 10' DRIVE
- FAR ALLOWED 10,840 SF - FAR PROPOSED 10,840
- 1,800 SF UNITS
- ACCESS EASEMENT REQUIRED FOR VEHICULAR TRAFFIC

REQUESTED DEPARTURES

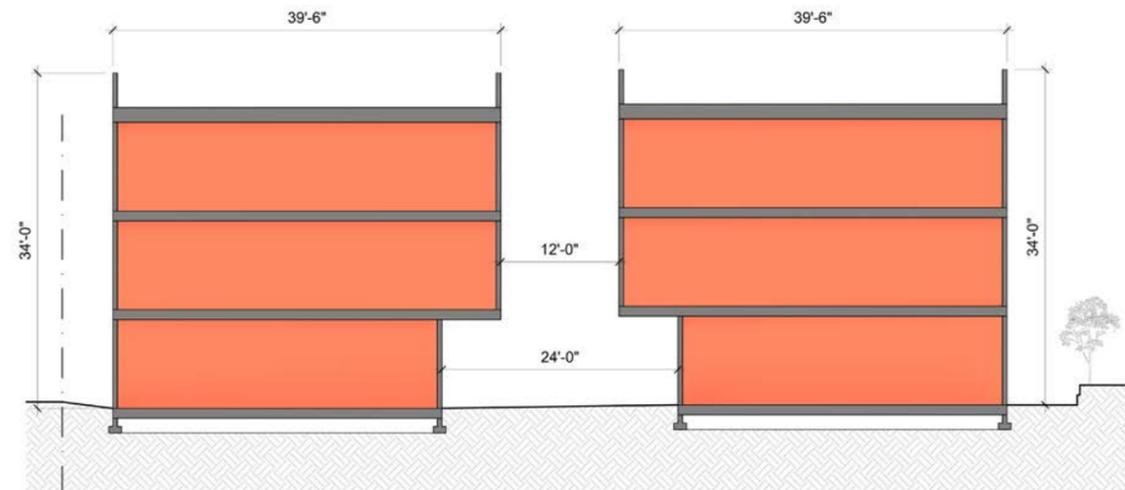
- No departures requested

The first iteration for this site was intended to maximize the development of the property while attempting to create a special community in the heart of a densifying residential urban environment. This code compliant scheme meets required setbacks and access and driveway widths. Placing six units on the site, however, over powers the neighboring lots to the north. The building massing of 3 units fronting the street along Martin Luther King Jr Way South feels too dominant and should have a better connection to the surrounding developments.

Martin Luther King Jr Way S



SITE PLAN



SECTION



BIRDSEYE



VIEW FROM MLK JR WAY S



APPROACH FROM SOUTHWEST

SCHEME 1

SECOND SCHEME



DISTIGUISHING FEATURES:

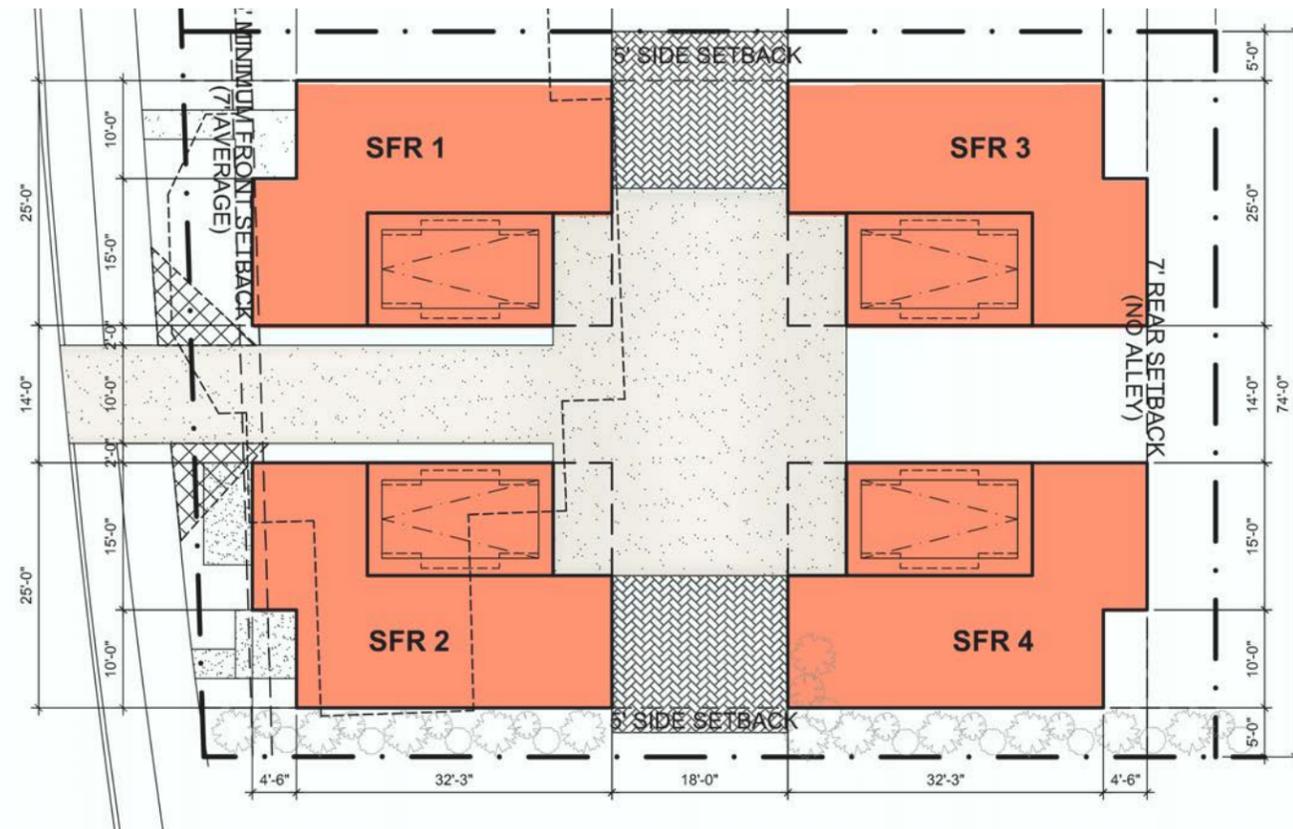
- 4 SINGLE FAMILY HOMES
- 3 STORIES PLUS PENTHOUSES
- FLAT ROOFS ALLOWING FOR ROOF TOP DECKS
- 4 GARAGES
- 10' DRIVE
- 576 SF OF GROUND FLOOR COMMON AMENITY SPACE
- FAR ALLOWED 8,516 SF - FAR PROPOSED 8,516
- 2,250 SF UNITS
- ACCESS EASEMENT REQUIRED FOR VEHICULAR TRAFFIC

REQUESTED DEPARTURES

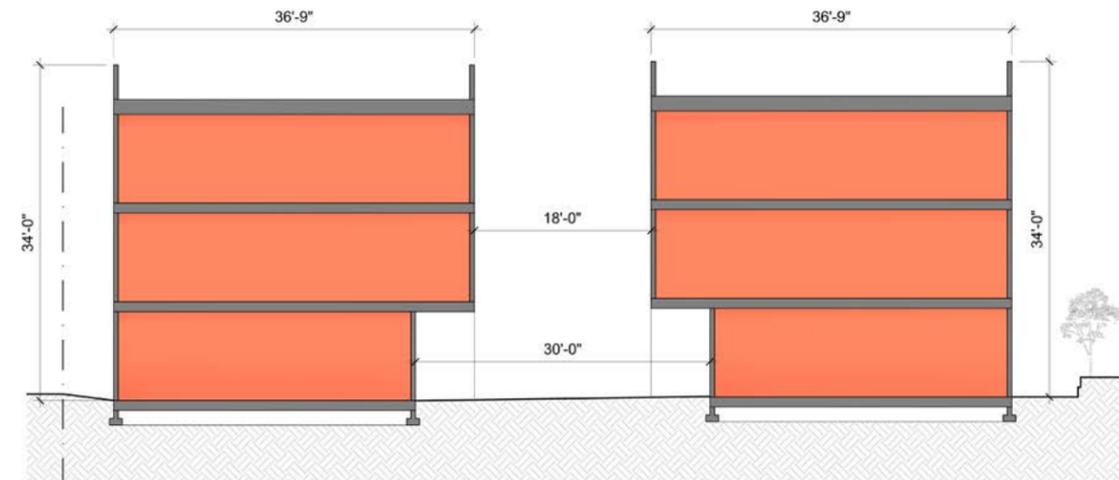
- No departures requested

With the second iteration we began to explore how to reduce the impact on the street and to explore how to reduce the focus on vehicular traffic. First, we reduced the number of units from six to four and made them detached from one another. This automatically reduces vehicular traffic and allows for more view corridors from the street to other lots. The visual impact is less dominant and more refined. Next, we added modulation to the front facades of the houses to create interest and clearly defining the entrances. Lastly, the driveway was moved from the north edge of the lot to the middle. This allows a variety of outdoor space in a cross shape between units.

Martin Luther King Jr Way S



SITE PLAN



SECTION



BIRDSEYE



VIEW FROM MLK JR WAY S



APPROACH FROM SOUTHWEST

SCHEME 2

THIRD SCHEME: PREFERRED



DISTINGUISHING FEATURES:

- 2 SINGLE FAMILY HOMES W/ FLAT ROOFS ALLOWING FOR ROOF TOP DECKS
- 2 TOWNHOUSES
- 3 STORIES PLUS PENTHOUSES
- 4 GARAGES
- 10' DRIVE
- 576 SF OF GROUND FLOOR COMMON AMENITY SPACE
- FAR ALLOWED 9,516 SF - FAR PROPOSED 8,866 SF
- 2,050 SF - 2,275 SF UNITS
- ACCESS EASEMENT REQUIRED FOR VEHICULAR TRAFFIC

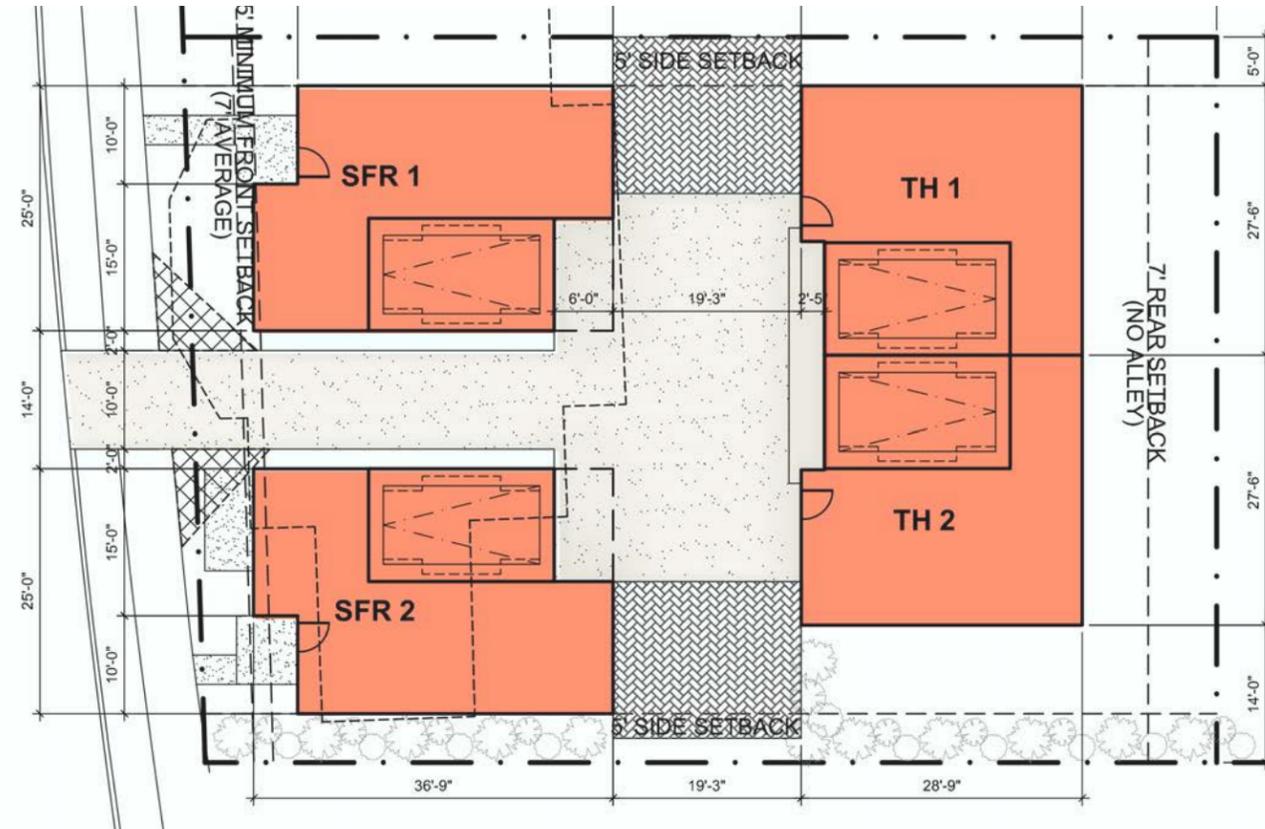
REQUESTED DEPARTURES

- No departures requested

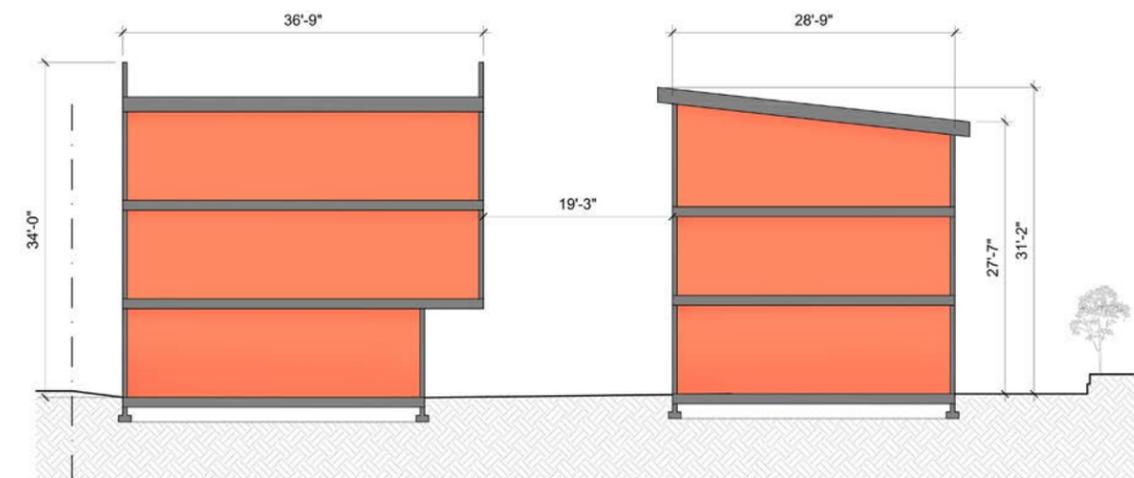
This preferred scheme utilizes the ideas of the second iteration to break up the massing along the street front. By detaching a portion of the units and moving the driveway to the middle provides view corridors that open up the space on the ground level. This scheme also provides a variety of residential housing typologies for various living conditions to accommodate different life styles.

By incorporating the duplex units in the rear of the lot, the ground floor is made more available for communal spaces to be shared. It also creates a sense of community for the residents within the immediate units as well as the proposed adjacent surrounding units. The variety of outdoor spaces also gives residents of the community a sense of informality and comfortability. We feel that this is the preferred scheme because of the benefits of breaking up the street front building massing compliments and respects the surrounding neighborhood context both in the immediate surrounding as well as in a larger scope along Martin Luther King Jr Way S.

Martin Luther King Jr Way S



SITE PLAN



SECTION



BIRDSEYE



VIEW FROM MLK JR WAY S



APPROACH FROM SOUTHWEST

SCHEME 3: PREFERRED

SEATTLE DESIGN GUIDELINES

CS1. Natural Systems and Site Features

Use natural systems and features of the site and its surroundings as a starting point for project design

CS2. Urban Pattern and Form

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS3. Architectural Context and Character

Contribute to the architectural character of the neighborhood.

PL1.Connectivity

Complement and contribute to the network of open spaces around the site and the connections among them.

PL3.Street-Level Interaction

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

DC1.Project Uses and Activities

Optimize the arrangement of uses and activities on site.

DC2.Architectural Concept

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC4.Exterior Elements and Finishes

Use appropriate and high quality elements and finishes for the building and its open spaces.

B1 Sunlight and Natural Ventilation

Take advantage of solar exposure and natural ventilation available onsite where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible.

C2 Mid-block Sites

Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means

D1 Height, Bulk, and Scale

Review the height, bulk, and scale of neighboring buildings as well as the scale of the development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

A1 Emphasizing Positive Neighborhood Attributes

Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

B2 Pedestrian Volumes

Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

B1 Residential Edges

Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.

B2 Ground-level Residential

Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence.

C3 Parking and Service Uses

Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

A1 Architectural and Facade Composition

Facade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and wellproportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement

C3 Fit With Neighboring Buildings

Use design elements to achieve a successful fit between a building and its neighbors

D4 Place Making

Create a landscape design that helps define spaces with significant elements such as trees.

DESIGN RESPONSE

The proposed structure's massing is configured to allow daylight penetration into the site and also facilitate natural ventilation with detached units. This project features a variety of outdoor spaces that serves the residents independently and as a whole.

The preferred design took inspiration from the surrounding neighborhood and the proposed projects for the lots directly north and south. Taking into consideration the zoning boundaries of each lot, the roof shapes and heights where designed and halted to create a datum along the street front. The scale of the project fits into the neighborhood and transitions well into the larger developments at the adjacent intersection.

The site is currently surrounded by two types of zones, LR 3 and SF 5000. The surrounding lots have a mix of single family homes, townhouse developments, and apartment buildings. By placing detached units in the front of the lot, the preferred site scheme responds to the residential density level of the block.

The design proposes to reflect the scale, regulating lines, and texture of the proposed buildings to the north and east. The roof form of the townhouses provides a transition from new multi-family forms to the existing residential context neighboring the project site.

The proposed design features pedestrian paths running through the site with direct access from the sidewalk to the two street facing. The design also provides two large woonerfs in between volumes to open up the space and add a variety of circulation. This active internal space will also provide the future residents an opportunity to interact with one another and form a sense of community within the site.

Street-level residential entries will be clearly articulated with modulation, exterior finishes, and pedestrian scaled entry elements. Entries will feature landscape buffers to reinforce the public/private threshold and distinguish each individually entry as its own.

The preferred design proposes garages for each unit and the minimum driveway width to limit the visual impact of vehicular traffic on the site. Woonerfs were also incorporated to provide a variety of common gathering spaces for future residents.

The preferred design scheme modulates the front façade of both the single family detached homes and the townhouses in the back of the lot. This staggered massing allows for a diminished visual presence while still reaching the intended density of the site's zoning.

The site's current surrounding context consists of mostly residential structures that convey their respective uses with differing distinct architectural forms. The preferred design scheme relates to the variety of architectural expression and maintains the language in a creative way.

The proposed design of the outdoor space aims to feature landscaping elements along with a variety of smaller plantings to enhance the sense of a unique lively space, activating the project from the interior of the site.

POTENTIAL DESIGN GUIDELINES

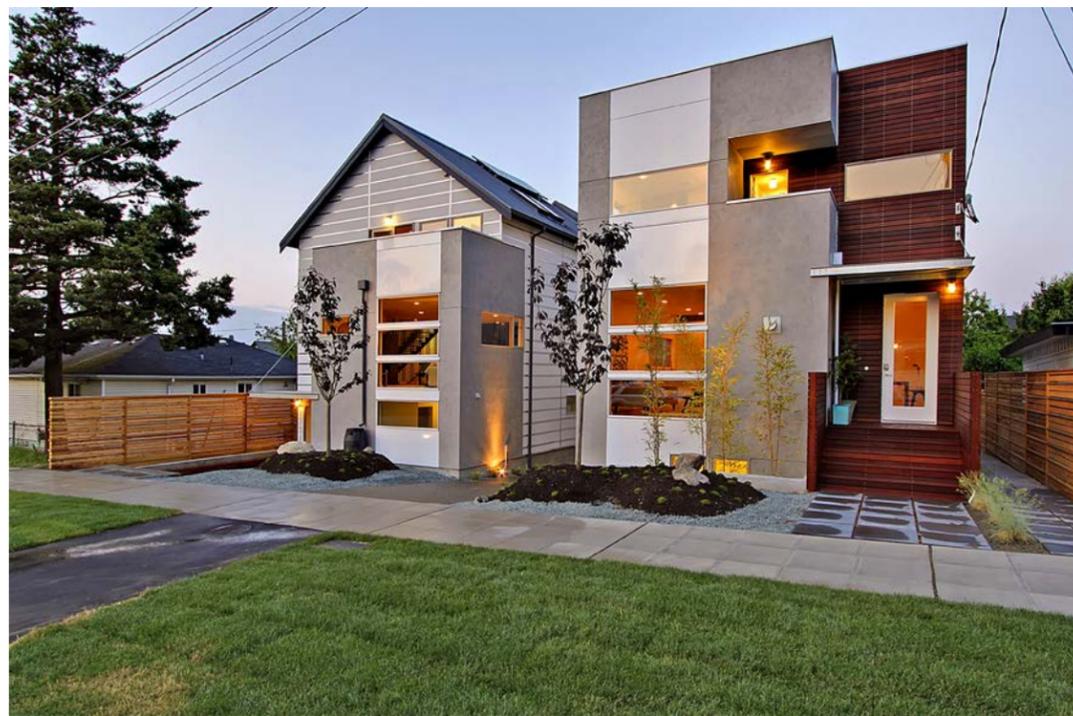


APPROACH FROM THE SOUTHWEST



INTERIOR DRIVEWAY VIEW

PREFERRED SCHEME - EXPERIENCIAL IMAGES



RECENT JWA PROJECTS