
EARLY DESIGN GUIDANCE #2
MLK TOWNHOUSES
3817 MLK JR WAY S
3029291

HYBRID

© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122

p: 206.267.9277
w: www.hybridarc.com



Intentionally left blank

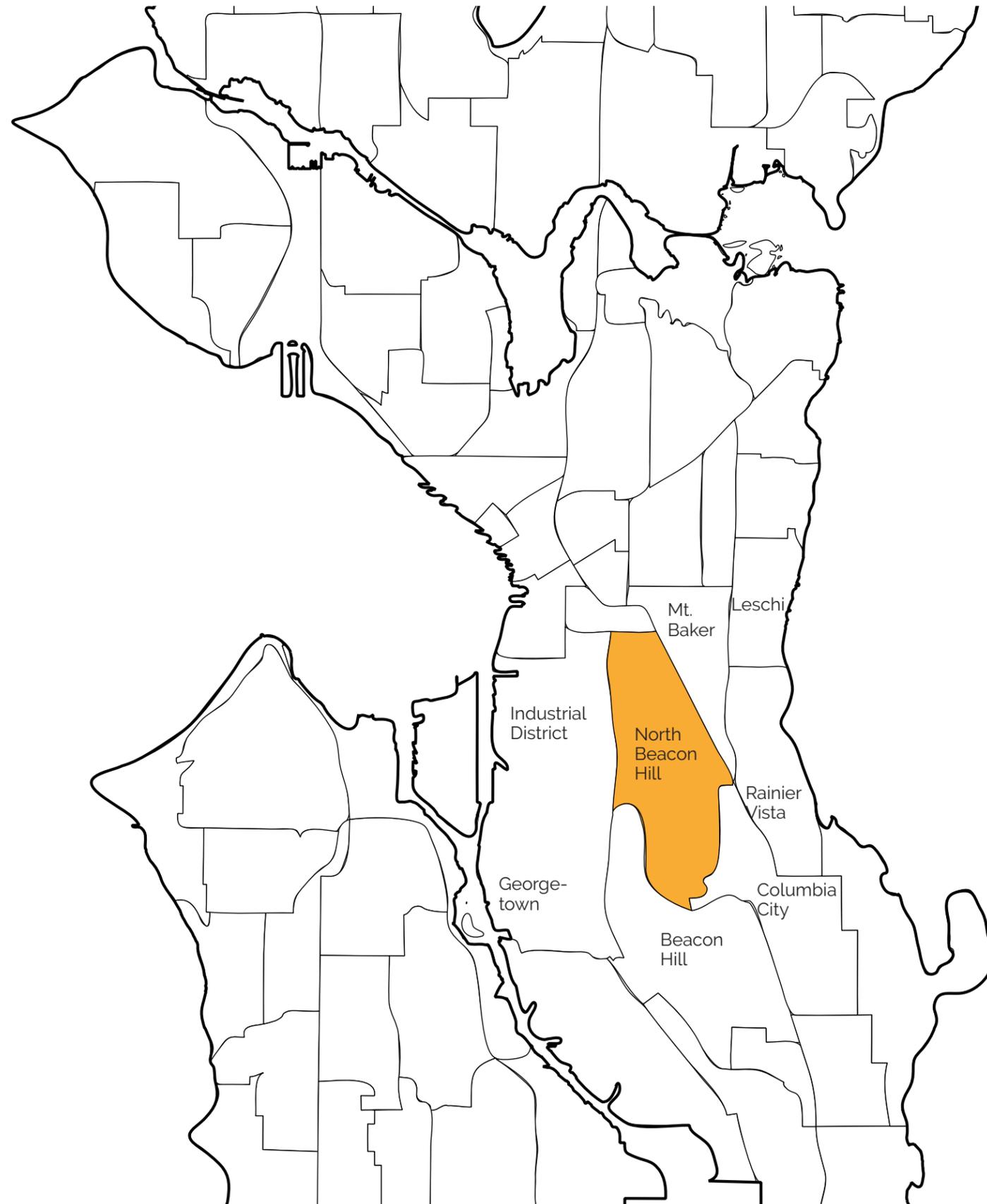
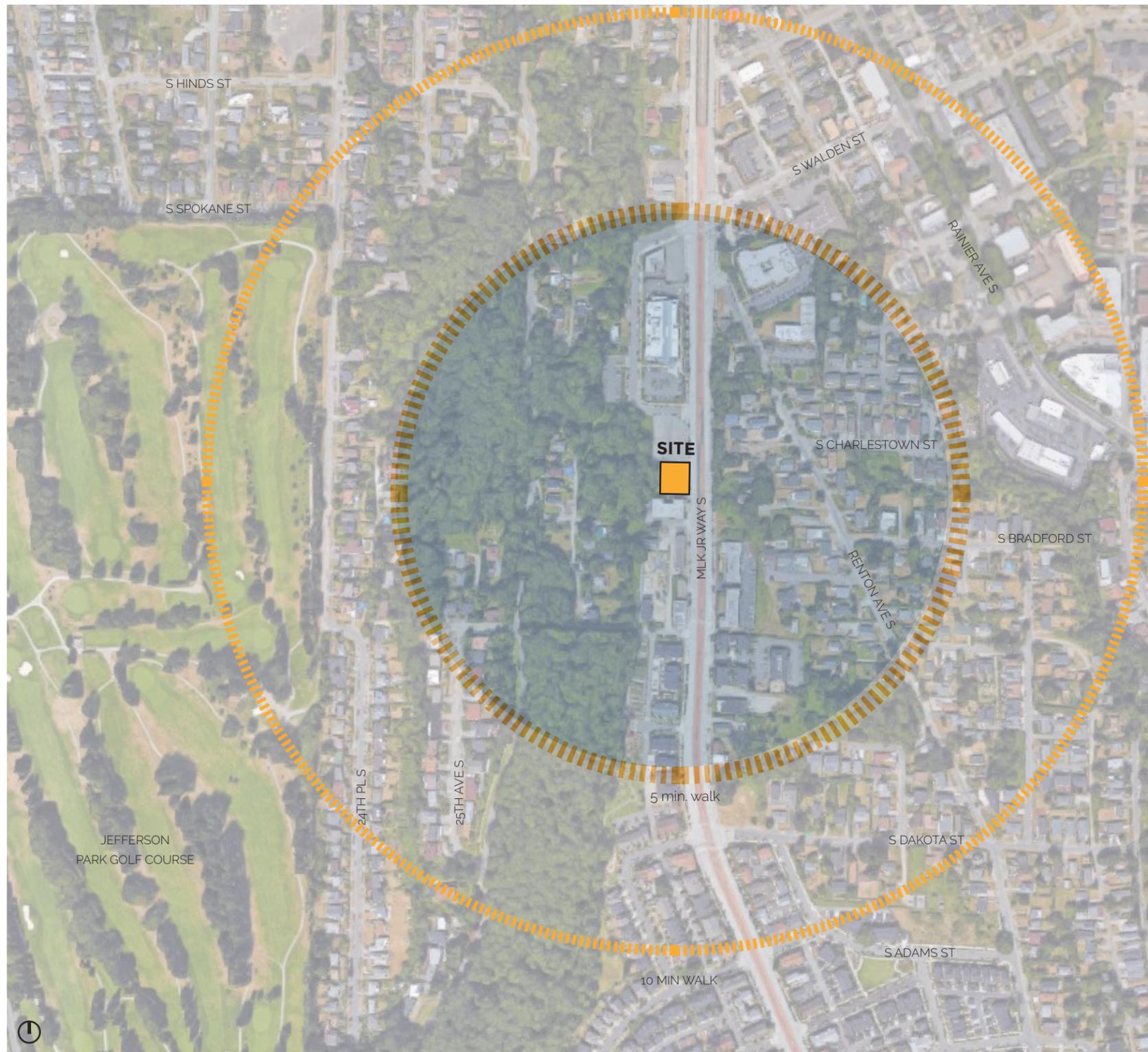


Table of Contents

5	SECTION 1: DEVELOPMENT OBJECTIVES
6-7	SECTION 2: SITE PLAN
8-11	SECTION 3: URBAN DESIGN ANALYSIS
12-13	SECTION 4: ZONING DATA
14-15	SECTION 5: EDG MEETING #1 SUMMARY
16-17	EDG MEETING #1 - PROJECT SUPPORT
18-24	EDG MEETING #1 - ADDITIONAL STUDIES
29-30	SECTION 6: REVISED SITE PLAN AND SECTION
31-39	ADDITIONAL CONCEPT DEVELOPMENT
40-42	SECTION 6: APPENDIX - SHADOW STUDIES
43	APPENDIX - DEPARTURES
44	SECTION 7: PROJECT EXPERIENCE



Project Description and Objective

EDG- CONSTRUCTION OF A 3-STORY, MULTI-FAMILY STRUCTURE CONTAINING (21) TOWNHOUSE UNITS AND SUB-GRADE PARKING GARAGE LEVEL FOR (34) SPACES. PROJECT INCLUDES DEMO AN AN EXISTING DUPLEX RESIDENTIAL STRUCTURE.

Zoning Objectives

SITE LOCATION	3817 MLK JR WAY S, SEATTLE, WA 98108
SITE ZONING	LR3
OVERLAY	PARKING FLEXIBILITY AREA AIRPORT HEIGHT OVERLAY - CONICAL SURFACE SE SEATTLE REINVESTMENT AREA
ECA	NONE
SEPA REVIEW 25.05.800 - TAB A/B	SEPA REVIEW REQUIRED - NON EXEMPT PER TABLE A > 8 DWELLING UNITS
PARKING REQUIRED	FREQUENT TRANSIT / PARKING FLEXIBILITY AREA PER SMC 23.54.015, 1 SPACE FOR EACH DWELLING UNIT, 21 UNITS PROPOSED (X1) = 21 SPACES REQUIRED. PER 23.54.020F.2.A - PARKING REQUIREMENT CAN BE REDUCED BY 50% IF WITHIN PARKING FLEXIBILITY AREA. (21 X .50) = 10.5 PARKING REQUIRED,
HEIGHT 23.45.514	30' BASE HEIGHT
SITE AREA	13,086 SF
FLOOR AREA RATIO 23.45.510	1.3 MAX FAR (BUILT GREEN)
FLOOR AREA	17,011 SF (MAX FAR)
SETBACKS 23.45.518	SETBACKS REQUIRED FRONT: 7' AVERAGE, 5' MIN REAR: 7' AVERAGE, 5' MIN SIDE: 7' AVERAGE, 5' MIN
AMENITY AREA 23.45.522	25% OF LOT AREA 13,085 SF X .25= 3,272 SF OF AMENITY AREA REQUIRED (50% OF THAT 3,272 SF SHALL BE AT GROUND LEVEL = 1,636 SF TO BE PROVIDED AT GROUND LEVEL, REF SMC 23.45.522.A.2)



Site Analysis

ADDRESS:
3817 M L KING JR WAY S

PARCEL NO.:
1624049127

DESCRIPTION:
S 126 FT OF N 282 FT OF W 108 FT OF E 168 FT OF STATE
SUBD OF SEC 16-24-4 TR 29 LESS POR FOR RD PER REC#
20091112002413

SITE AREA:
13,086 SF

ZONING:
LR3

STREET:
Martin Luther King Way S
SLOPES DOWNHILL S>N
45'-0" TO C/L OF STREET
6" CONC. CURB
CONC. SIDEWALK

ALLEY:
NO ALLEY

UTILITIES:
ALL UTILITIES SERVICED FROM STREET

TOPOGRAPHY:
NW CORNER - HIGH SPOT
NORTH SIDE OF SITE - GRAVEL FILL

INTERIOR OF SITE SLOPES DOWNHILL
NORTH TO SOUTH. BOTTOMING OUT AT 98'

~8' TALL RETAINING WALL ALONG MLK

ADJACENT BUILDINGS:
SOUTH - 3829 MLK Way S
18 UNIT CONDO - 2 Story wood w/ parking

SOUTH - 3807-09 MLK Way S
16 UNIT TOWNHOME - 3 Story wood w/ parking

WEST - Vacant Uphill Lot

MARTIN LUTHER KING JR WAY

AREA LIKELY INTENDED TO BE CONVEYED
PER REC. NO. 20040210001910 (523 S.F. +/-)
(SEE SURVEYORS NOTE)



1: Looking down south property line



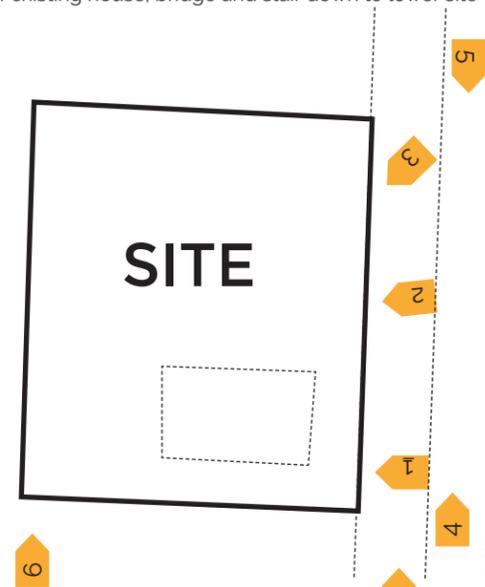
2: Looking at front of existing house, bridge and stair down to lower site



3: Looking southwest at lower level of site - gravel fill in foreground



4: Looking north up MLK Way with neighboring apt building to south (left)



5: Looking south down MLK Way with site on the right - new townhouse dev. on right



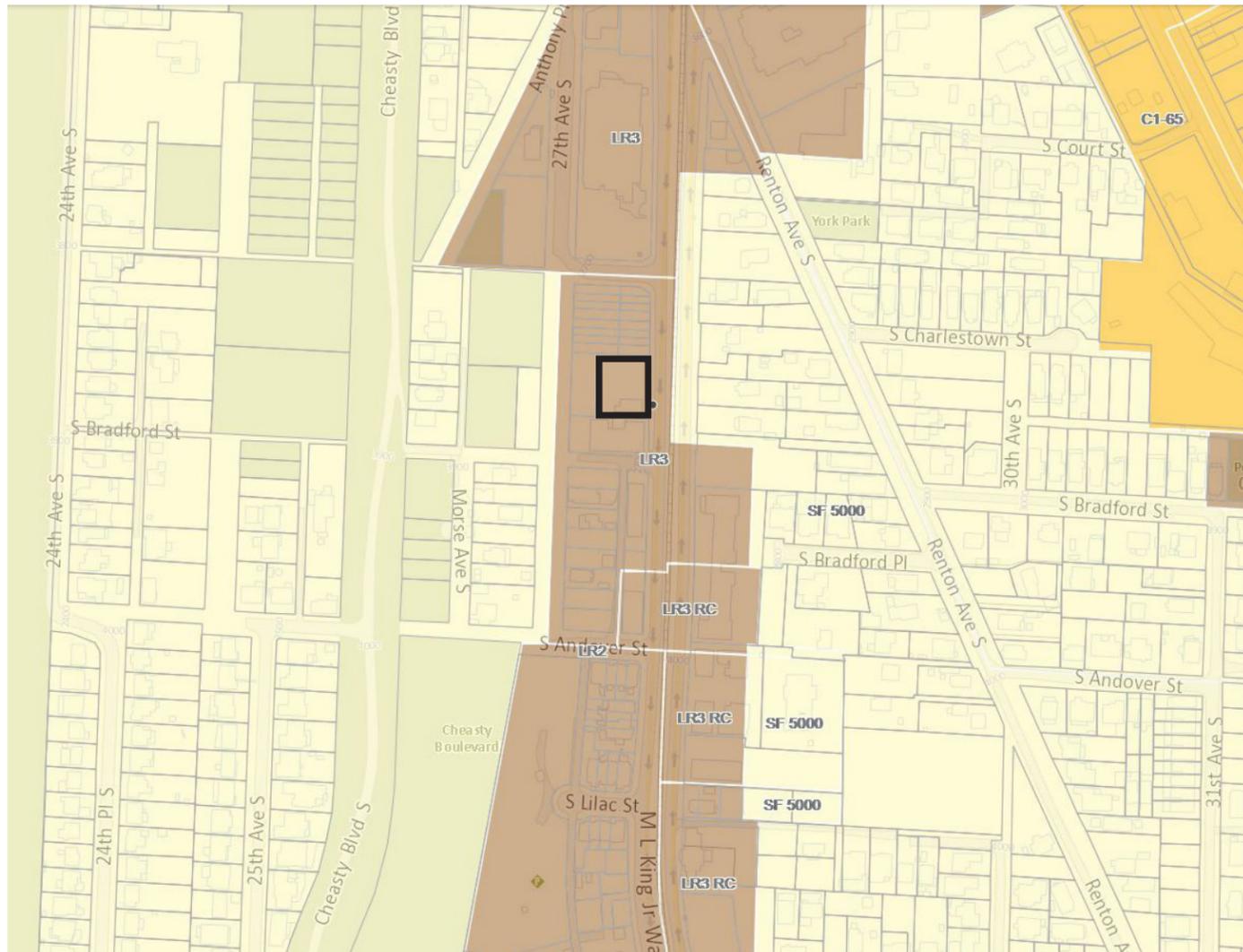
6: Southwest corner of site - Neighboring apt building / parking in foreground



7: Looking at north side of existing house

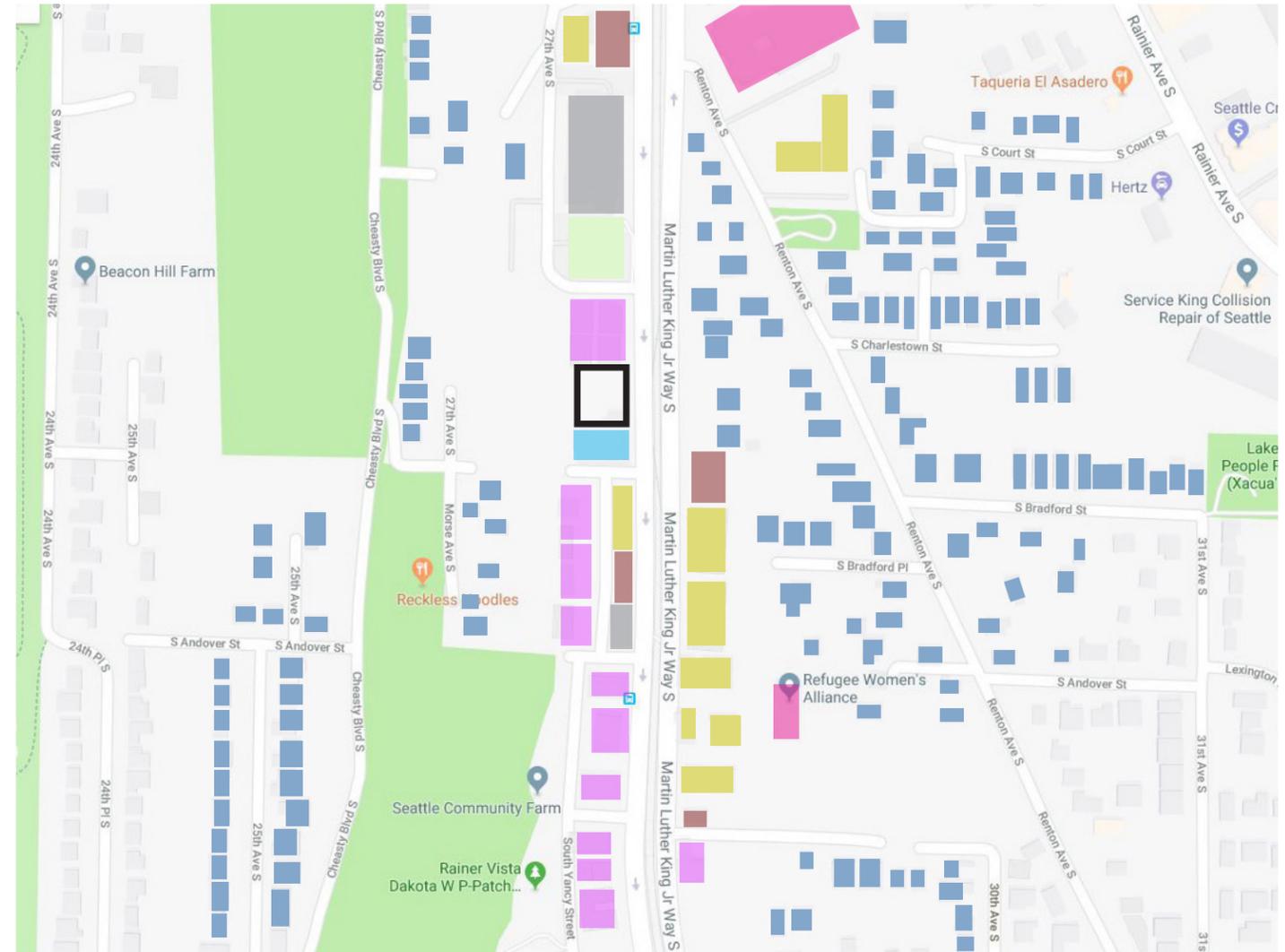


8: Looking north from S Branford street to the south - improved sidewalk and street trees



🕒 Zoning Map - Current

The site lies within a stretch of LR3 zoning along MLK Way. There are single family zones uphill from the site and across MLK Way to the east but both properties to the north and south are zoned LR3.



🕒 Typologies/Usages

This neighborhood is comprised of primarily single family residences once you get off MLK Way; however, along the busy corridor is a mix of new townhomes, apartments, commercial and institutional uses.

Single Family Home	
Townhomes	
Condominium	
Apartment	
Vacant	
Commercial	
Institutional / Nursing Home	
City Park	
Parking	

Surrounding Context

Looking at the recent developments around the site we start to see effective measures to treat the noise along MLK Way, how to break up the massing of the building, materials that present themselves commonly in the neighborhood and landscape / hardscape conditions that are utilized in single family, townhouse and multi-family construction to help create a welcoming sense of entry and procession into these sites.

Conditions along MLK Way



MLK townhomes - massing broken at street

Unique Structures along MLK



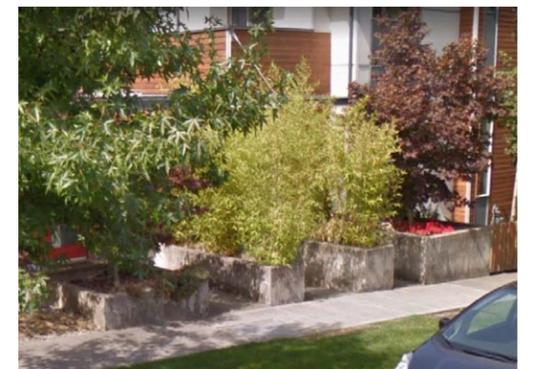
Temple on MLK with unique roof design

Common Materiality



Entry that is slightly raised off street and recessed

Landscape / Hardscape



Linear concrete planters



Buffer along MLK - mix of trees, plants in ROW



Hardscape - mix of boulders, concrete and wood



ACRS - mix of panel, lap siding and simple openings



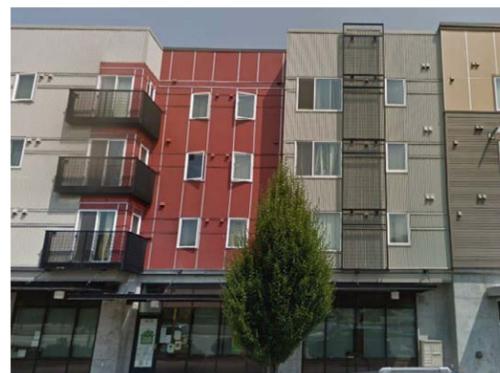
Large windows with simple building form



Planters to buffer entry procession



MLK townhomes - courtyard / entry off busy street



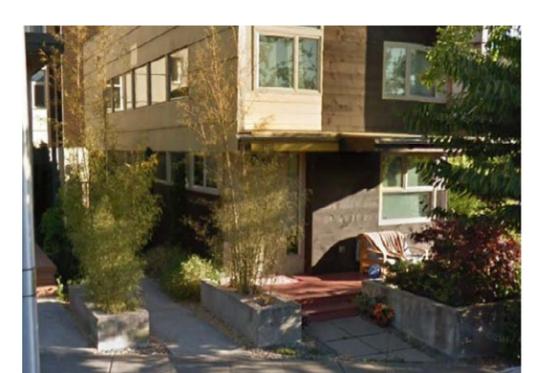
New mixed use structure on MLK



Teen Center on MLK - Metal / White Panels



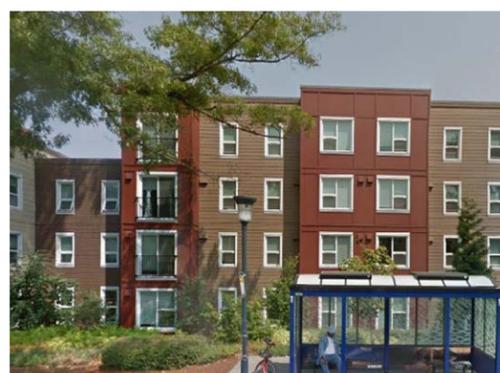
Wood cladding, panel and lap siding - simple colors



Pathways separated from private porches



Buffer along MLK way - plants/trees in ROW



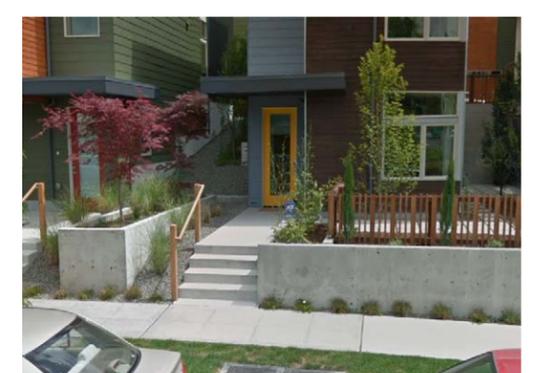
Development on MLK - no connection to street



New Housing on Alaska Ave



Single family homes in Columbia City



Low concrete walls with terraced planting



CS1: NATURAL SYSTEMS AND SITE FEATURES

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

B. SUNLIGHT AND NATURAL VENTILATION

- 2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site

Break up the structure(s) to allow for natural ventilation and for solar access into and through the site as well as onto neighboring sites.

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.

C. RELATIONSHIP TO THE BLOCK

- 2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building.

While not copying the adjacent structures, aim to respond to their positions in terms of massing and window placement to maintain privacy between sites and to create a varied and interesting streetscape.



PL1: CONNECTIVITY

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

A. NETWORK OF OPEN SPACES

- 1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

Create a project with a variety of outdoor spaces for circulation and occupation by residents and guests that encourages social and recreational interaction.

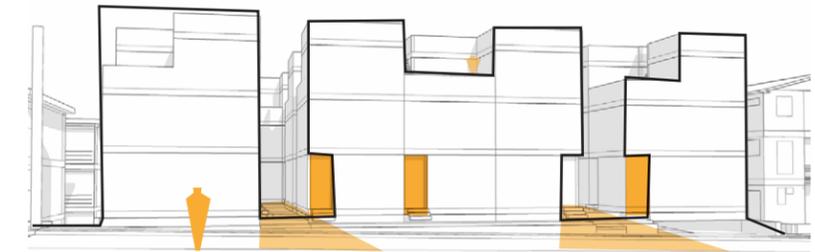
PL2: WALKABILITY

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

B. SAFETY AND SECURITY

- 1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses

Locate unit entries in such a manner that residents and guests feel secure as they maneuver through the site. Cluster entries when possible and provide ample lighting and visibility onto shared walkways. In addition, provide secure thresholds at the various entry points into the site from MLK Way.



D. WAYFINDING

- 1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

Use breaks in the building form, lighting and signage to help guide residents and guests into and through the site to their destination.

PL3: STREET-LEVEL INTERACTION

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

B. RESIDENTIAL EDGES

- 2. 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.

Privacy and security for units that face MLK will be taken into account by locating plants at the face of the building to create a buffer along the busy street while still creating enough transparency to provide visibility when desired for safety and security reasons.



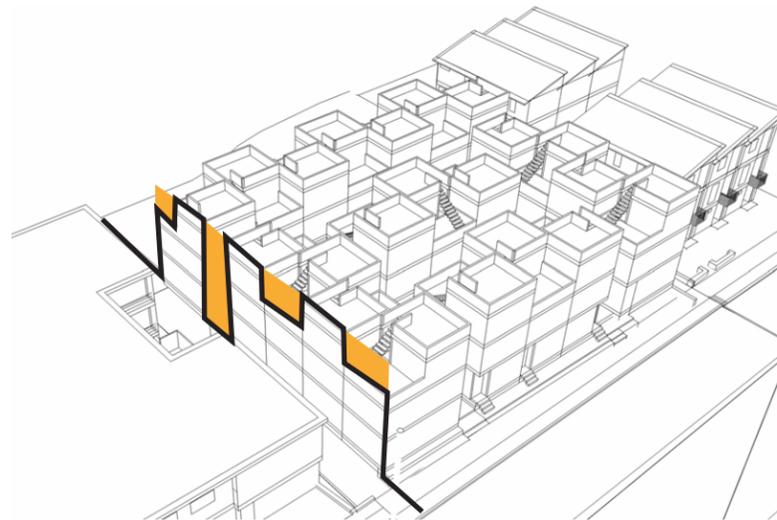
DC1: PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

C. PARKING AND SERVICE USES

- 1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

Recess parking (if possible) underground or at least within the structures of buildings to reduce the potential altercations between pedestrians and vehicles while also giving potential surface level parking back to pedestrians in the form of amenity areas, porches, walkways and yards.



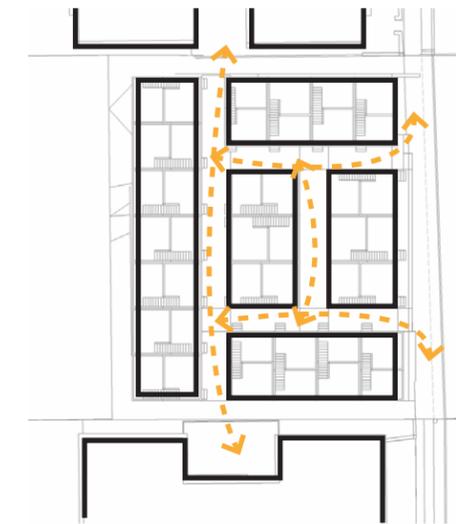
DC2: ARCHITECTURAL CONCEPT

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

A. MASSING

- 2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

Break down the building's massing in a playful and unique way that not only satisfies the need for light and air but also creates an architectural concept that is memorable but also relates to the character of the neighborhood.



DC3: OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other.

B. OPEN SPACE USES AND ACTIVITIES

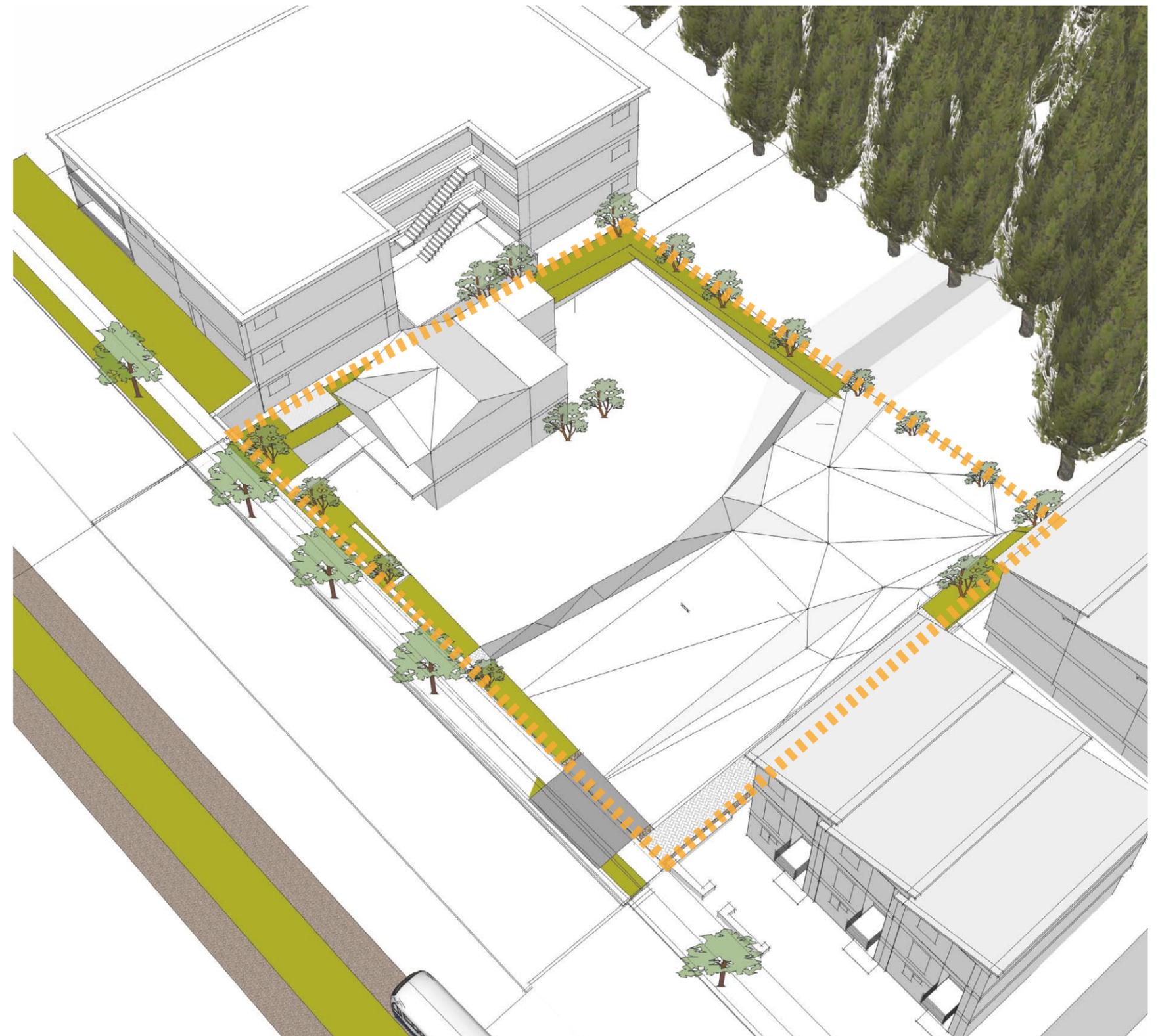
- 4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

Create open courtyards of various scales that people can traverse, occupy and observe. These spaces should be a mix of common and private that help provide strategic privacy while also aiding in increasing interaction amongst residents.

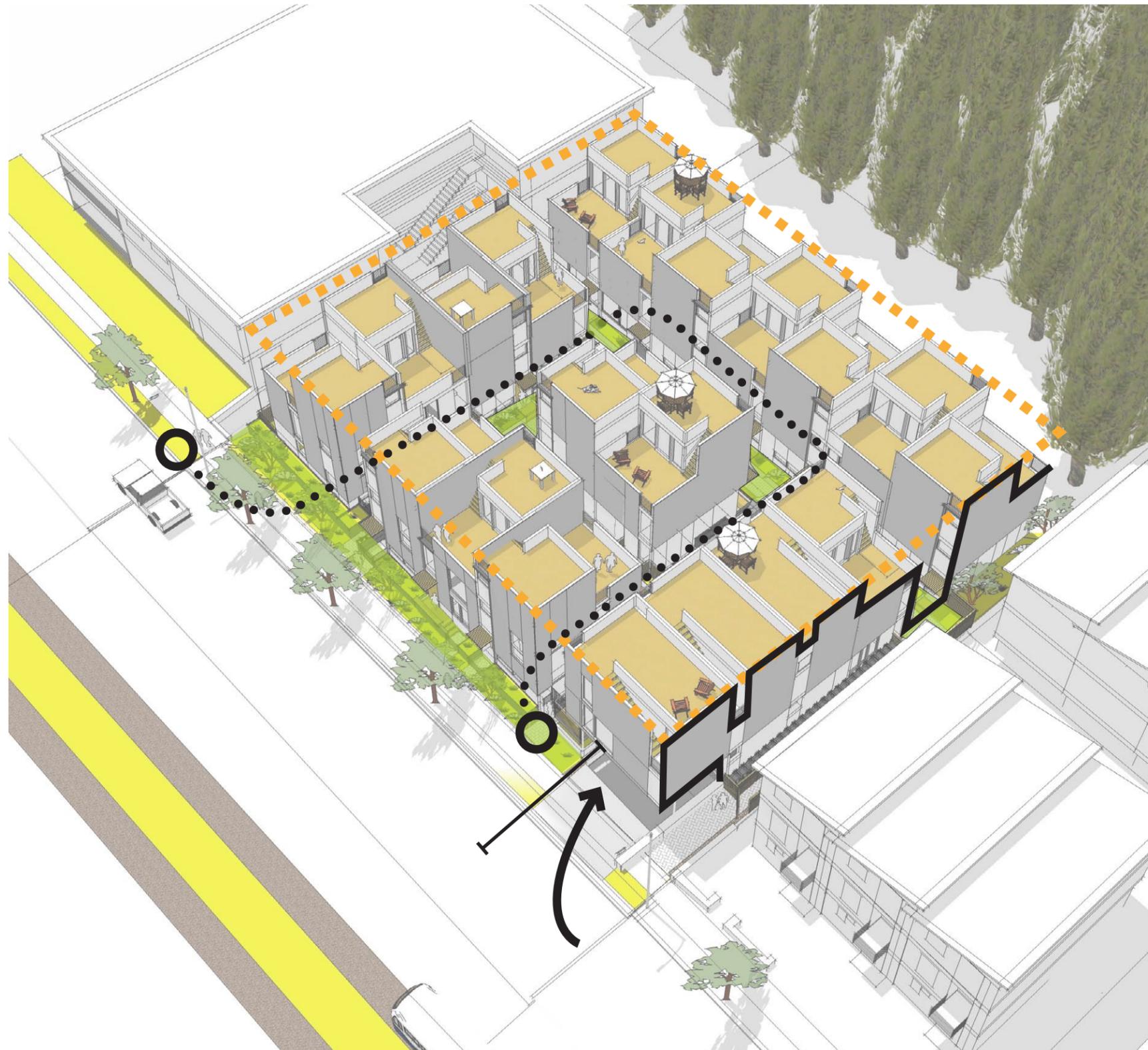
Zoning Summary

SITE LOCATION	3817 MLK Way S
SITE ZONING	LR3
OVERLAY	Airport Height Overlay - Conical Surface SE Seattle Reinvestment Area Parking Flexibility Area
ECA	NO - ECA
SEPA REVIEW 25.05.800 - TAB A/B	YES - SEPA REQ (8 UNIT THRESHOLD)
PARKING REQUIRED	50% PARKING REQUIRED
HEIGHT 23.45.514 SITE AREA	30' MAX HEIGHT
SITE AREA	13,086 SF
FLOOR AREA RATIO 23.45.510	1.3 BASE FAR
FLOOR AREA	17,011 SF (MAX FAR)
SETBACKS 23.45.518	FRONT - 5' MIN / 7' AVG REAR - 5' MIN / 7' AVG SIDE (OVER 40' LENGTH) - 5' MIN / 7' AVG SIDE (LESS THAN 40') - 5' MIN
AMENITY AREA 23.45.522	25% OF LOT AREA 3,272 SF REQ (1,636 SF REQ AT GROUND)
FACADE LENGTH	65% OF SIDE LOT LENGTH (W/IN 15'-0") 108' LONG = 70.2' MAX FACADE LENGTH

Existing Site Aerial



Site Design Concept - Proposed



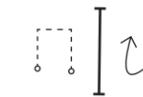
1 - BREAK UP THE BLOCK

With such a large site it is important to break down the overall scale of the project into smaller forms that respond to the adjacent developments in the neighborhood.



2 - ERODE THE EDGES

The perimeter of the site should be eroded in such a way that the top of the project steps up and down to break down the overall singular form of the project into smaller recognizable shapes.



3 - PROTECTED PATHWAYS

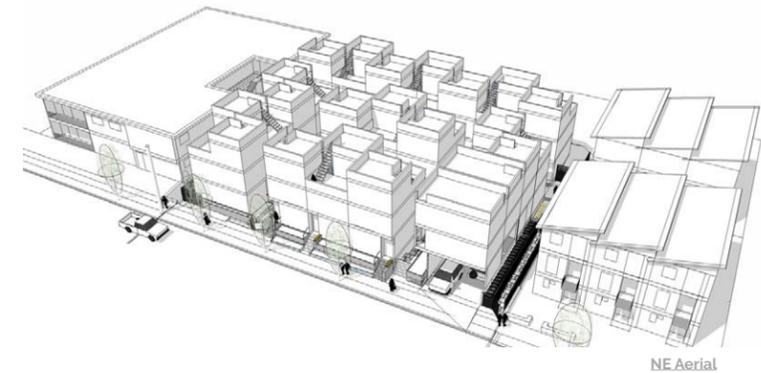
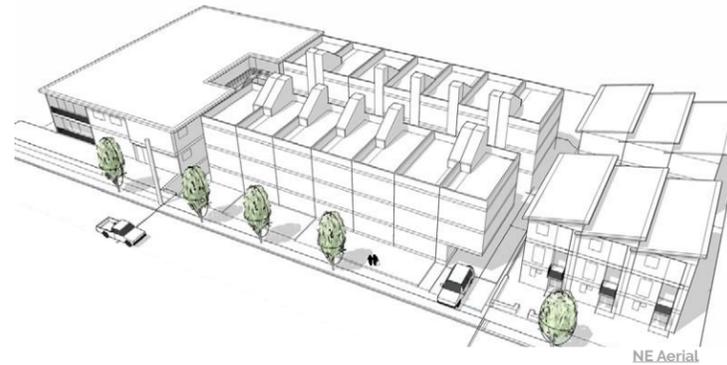
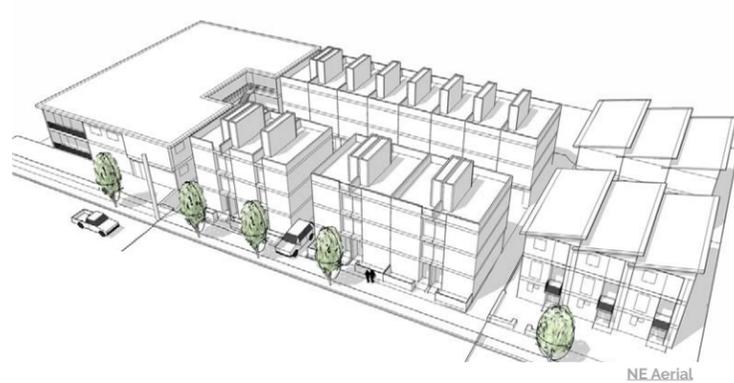
Separate vehicular and pedestrian pathways to ensure overall safety and ease of movement through the project. Provide wayfinding measures to assist in entry and access of the project.



4 - GREEN HEART

Create a landscaped center to the project for residents and guests alike that is comprised of circulation space, private and common amenity area.

EDG #1 Summary



1: Car Canyon

15 Townhouse Units
1,300 sf average (gross)

Proposed FAR: 17,000 sf
Max FAR: 17,011 max)
Parking: 15 vehicular spots within level 1 garage
Amenity Area: 2,018 sf (pr - ground)
2,800 sf (pr - roofdeck)

Positive

- Efficient Massing that aligns with town-house development to north
- Larger than required rear setback for more amenity area at rear

Negative

- Car centric
- Pedestrian circulation marginalized
- No shared recreational area
- Reduced sense of community

Departures

- none

2: Canyon Court

14 Townhouse Units
1,300 sf average (gross)

Proposed FAR: 17,000 sf
Max FAR: 17,011 max)
Parking: 23 vehicular spots within lower garage
Amenity Area: 4,906 sf (pr - ground)

Positive

- Efficient Massing that aligns with town-house development to north
- Sunken Parking Garage - Central Courtyard left open for amenity area

Negative

- Monolithic Forms with un-articulated massing
- Broad, uninterrupted face along MLK Way
- Wide courtyard without division of scale for pedestrian friendly spaces

Departures

- none

3: Court Yards *preferred*

21 Townhouse Units
830 sf average (gross)

Proposed FAR: 17,000 sf
Max FAR: 17,011 max)
Parking: 24 vehicular spots within level 1 garage (12 reg / 16 tandem)
Amenity Area: 2,800 sf (pr - ground)
6,000 sf (pr - roofdeck)

Positive

- Below Grade Parking Garage - allows for at grade private amenity area
- Human scaled outdoor spaces for seating, circulation and activity
- Facade along MLK Way is broken up with pedestrian entryways

Negative

- Long facade along rear property line
- Some units face side property lines

Departures

- front setback - 60% spot departure (2' min)
- side setback - 8% departure (6.5' avg)
- facade length - 25% departure (n) / 20% departure (s)

The Board expressed **support** for the smaller scale of the housing, the upper level modulation and the pedestrian pathways to break up the massing.

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned with pedestrian safety at the garage entry and the visibility of vehicles entering and exiting the site.
- Concerned with the design of the garage door and the potential noise.
- Concerned with ADA accessibility to the individual units.
- Questioned the relationship between the development and the neighboring greenspace to the west.

The following comments were submitted to SDCI in writing prior to the meeting:
Seattle Department of Transportation

- Street trees are required. SDOT prefers these next to the curb in a 5.5' wide planting strip. SDOT Urban Forestry may want the existing street trees preserved.
- A minimum 6' sidewalk is required.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Concerned with the proposed ingress and egress directly from Martin Luther King Jr. Way South and impacts to traffic.
- Suggested the project be heavily oriented towards transit and carefully consider the pedestrian.

1. Massing and Site Configuration:

The Board discussed the three massing alternatives, which differ in the number of townhouse units proposed and in the layout configuration of those units.

The Board was supportive of the massing of the townhouse structures shown in Option 3, noting the residential scale was more appropriate to the surrounding neighborhood context. However, there was concern with the proposed layout and the Board indicated support for the site configuration shown in Option 2, which allowed for a larger central courtyard. The Board recommended the applicant develop an alternative that combines elements of both Option 2 and Option 3 and return for a second EDG meeting to address the site planning issues. (CS2-D-1. Existing Development and Zoning)

a. The Board was concerned with unit privacy and access to light and air for the proposed greenspace/amenity areas shown on Option 3. The Board recommended the site be reconfigured to allow for larger, more usable amenity areas and to provide more separation between the primary entries to allow for secure transitional spaces. (CS1-B-2. Daylight and Shading, DC1-A-2. Gathering Places)

b. The Board supported the grouping of the residential townhouse units into structures that are more responsive to height, bulk, and scale when compared to the neighboring context. The Board also supported the upper level modulation proposed in Option 3 to break up the façades and provide a better street character. (DC2-C-1. Visual Depth and Interest, DC2-D-1. Human Scale)

c. The Board was concerned with the monotony and façade length of the townhouse structures proposed in Option 2. The Board supported the use of pedestrian pathways to allow for pedestrian traffic to permeate the development site from the public right of way and to break up the massing of the proposal as shown in Option 3. (PL1-B-1. Pedestrian Infrastructure, DC2-A-2. Reducing Perceived Mass)



NE Aerial at EDG

The Board expressed **support** for below grade parking away from pedestrians and a wide driveway in addition to private roof decks.

2. Vehicular Access and Pedestrian Circulation:

a. The Board supported locating the parking below grade (proposed in Option 2 and Option 3), and away from pedestrian traffic to minimize potential conflict. The Board also recommended incorporating various wayfinding elements (lighting, signage, etc.) to highlight the stairs to and from the garage. (PL2-D-1. Design as Wayfinding, DC1-B-1. Access Location and Design, DC1-C-1. Below-Grade Parking)

b. The Board was concerned with the potential conflict between pedestrian activity along the sidewalk and vehicles accessing the garage. The Board recommended developing a design that minimizes the massing at the garage entry to improve vehicular sight lines and pedestrian safety. The Board also recommended delineation of the driveway through a change in the hardscape so the transition area between the sidewalk and driveway is easily identifiable. (DC1-B-1. Access Location and Design, DC4-D-2. Hardscape Materials)

c. The Board instructed the applicant to explore methods to create an enhanced sense of entry to garage and incorporate it into the overall design. The Board suggested this could be accomplished through material application, massing, and/or signage. The Board supported the larger driveway width shown in Option 3, noting the wider driveway could help mark the garage entry and provide a safer ingress/egress scenario. (DC1-B-1. Access Location and Design, DC4-A-1. Exterior Finish Materials)

3. Primary Entries:

The Board was concerned with privacy issues for the units facing Martin Luther King Jr. Way South as their entries are close to and easily accessible from the sidewalk. The Board recommended the use of transitional spaces and other screening elements in addition to the proposed change in elevation to provide a buffer from public to private. The Board requested additional information illustrating this design be shown at the next meeting. (PL3-A-4. Ensemble of Elements, PL3-B-1. Security and Privacy)

4. Landscaping/Amenity Areas:

a. The Board was concerned with the proposed dimensions for the pedestrian pathways, landscaping, and amenity areas proposed in Option 3 and supported the larger central courtyard shown in Option 2. The Board suggested that these areas be reconfigured to provide opportunity for interaction and increase usability. The Board also indicated support for a rear setback departure to allow for the reconfiguration of larger amenity areas. (PL1-B-3. Pedestrian Amenities, DC3-B-1. Meeting User Needs)

b. The Board was concerned with the relationship between the townhouse units and proposed open space in Option 2 and Option 3. The Board suggested balconies and/or porches can be used to establish a connection between the units and amenity areas to help facilitate activity in these spaces. The Board also suggested a similar connection can be made to the existing greenspace west of the development site. (DC3-A-1. Interior/Exterior Fit, DC3-B-4. Multifamily Open Space)

c. The Board supported the design of the private amenity areas located on the roof of the units in Option 3, which staggers the massing to increase privacy by separating the active rooftop areas for each unit. (DC3-B-1. Meeting User Needs)

5. Recycling and Waste Location:

The Board was concerned with the proposed design and location of the recycling and waste enclosure, which is adjacent to the garage entry along the north property line. The Board directed the applicant to develop an attractive enclosure that fits into the overall architectural concept and incorporate screening elements to provide a buffer from the street and adjacent property. (DC1-C-4. Service Uses)



NE Aerial at EDG

The Board requested **additional study** of more usable amenity space, larger central courtyard with more secure primary entries.

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned with pedestrian safety at the garage entry and the visibility of vehicles entering and exiting the site.
- Concerned with the design of the garage door and the potential noise.
- Concerned with ADA accessibility to the individual units.
- Questioned the relationship between the development and the neighboring greenspace to the west.

The following comments were submitted to SDCI in writing prior to the meeting:
Seattle Department of Transportation

- Street trees are required. SDOT prefers these next to the curb in a 5.5' wide planting strip. SDOT Urban Forestry may want the existing street trees preserved.
- A minimum 6' sidewalk is required.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Concerned with the proposed ingress and egress directly from Martin Luther King Jr. Way South and impacts to traffic.
- Suggested the project be heavily oriented towards transit and carefully consider the pedestrian.

1. Massing and Site Configuration:

The Board discussed the three massing alternatives, which differ in the number of townhouse units proposed and in the layout configuration of those units. The Board was supportive of the massing of the townhouse structures shown in Option 3, noting the residential scale was more appropriate to the surrounding neighborhood context. However, there was concern with the proposed layout and the Board indicated support for the site configuration shown in Option 2, which allowed for a larger central courtyard. **The Board recommended the applicant develop an alternative that combines elements of both Option 2 and Option 3 and return for a second EDG meeting to address the site planning issues. (CS2-D-1. Existing Development and Zoning)**

a. The Board was concerned with unit privacy and access to light and air for the proposed greenspace/amenity areas shown on Option 3. The Board recommended the site be reconfigured to allow for larger, more usable amenity areas and to provide more separation between the primary entries to allow for secure transitional spaces. (CS1-B-2. Daylight and Shading, DC1-A-2. Gathering Places)

b. The Board supported the grouping of the residential townhouse units into structures that are more responsive to height, bulk, and scale when compared to the neighboring context. The Board also supported the upper level modulation proposed in Option 3 to break up the façades and provide a better street character. (DC2-C-1. Visual Depth and Interest, DC2-D-1. Human Scale)

c. The Board was concerned with the monotony and façade length of the townhouse structures proposed in Option 2. The Board supported the use of pedestrian pathways to allow for pedestrian traffic to permeate the development site from the public right of way and to break up the massing of the proposal as shown in Option 3. (PL1-B-1. Pedestrian Infrastructure, DC2-A-2. Reducing Perceived Mass)



NE Aerial at EDG

The Board requested **additional study** of the garage entry, privacy for units along MLK, more spaces for interaction in the courtyard and enclosure details.

2. Vehicular Access and Pedestrian Circulation:

a. The Board supported locating the parking below grade (proposed in Option 2 and Option 3), and away from pedestrian traffic to minimize potential conflict. The Board also recommended incorporating various wayfinding elements (lighting, signage, etc.) to highlight the stairs to and from the garage. (PL2-D-1. Design as Wayfinding, DC1-B-1. Access Location and Design, DC1-C-1. Below-Grade Parking)

b. The Board was concerned with the potential conflict between pedestrian activity along the sidewalk and vehicles accessing the garage. The Board recommended developing a design that minimizes the massing at the garage entry to improve vehicular sight lines and pedestrian safety. The Board also recommended delineation of the driveway through a change in the hardscape so the transition area between the sidewalk and driveway is easily identifiable. (DC1-B-1. Access Location and Design, DC4-D-2. Hardscape Materials)

c. The Board instructed the applicant to explore methods to create an enhanced sense of entry to garage and incorporate it into the overall design. The Board suggested this could be accomplished through material application, massing, and/or signage. The Board supported the larger driveway width shown in Option 3, noting the wider driveway could help mark the garage entry and provide a safer ingress/egress scenario. (DC1-B-1. Access Location and Design, DC4-A-1. Exterior Finish Materials)

3. Primary Entries:

The Board was concerned with privacy issues for the units facing Martin Luther King Jr. Way South as their entries are close to and easily accessible from the sidewalk. The Board recommended the use of transitional spaces and other screening elements in addition to the proposed change in elevation to provide a buffer from public to private. The Board requested additional information illustrating this design be shown at the next meeting. (PL3-A-4. Ensemble of Elements, PL3-B-1. Security and Privacy)

4. Landscaping/Amenity Areas:

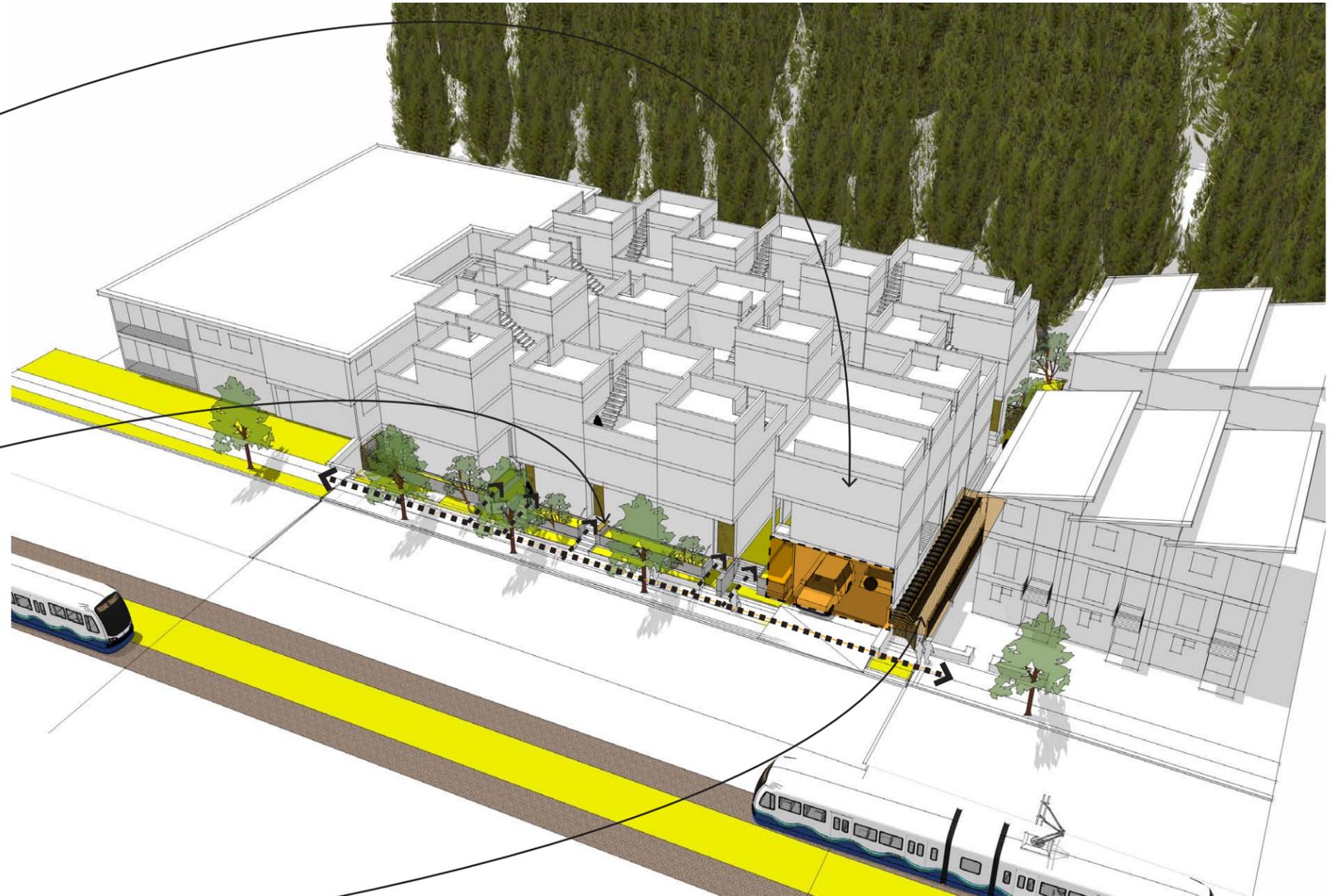
a. The Board was concerned with the proposed dimensions for the pedestrian pathways, landscaping, and amenity areas proposed in Option 3 and supported the larger central courtyard shown in Option 2. The Board suggested that these areas be reconfigured to provide opportunity for interaction and increase usability. The Board also indicated support for a rear setback departure to allow for the reconfiguration of larger amenity areas. (PL1-B-3. Pedestrian Amenities, DC3-B-1. Meeting User Needs)

b. The Board was concerned with the relationship between the townhouse units and proposed open space in Option 2 and Option 3. The Board suggested balconies and/or porches can be used to establish a connection between the units and amenity areas to help facilitate activity in these spaces. The Board also suggested a similar connection can be made to the existing greenspace west of the development site. (DC3-A-1. Interior/Exterior Fit, DC3-B-4. Multifamily Open Space)

c. The Board supported the design of the private amenity areas located on the roof of the units in Option 3, which staggers the massing to increase privacy by separating the active rooftop areas for each unit. (DC3-B-1. Meeting User Needs)

5. Recycling and Waste Location:

The Board was concerned with the proposed design and location of the recycling and waste enclosure, which is adjacent to the garage entry along the north property line. The Board directed the applicant to develop an attractive enclosure that fits into the overall architectural concept and incorporate screening elements to provide a buffer from the street and adjacent property. (DC1-C-4. Service Uses)



NE Aerial at EDG

Additional Study : Larger Amenity Spaces with More Usable Areas

EDG Comment: 1. Massing and Site Configuration:

However, there was concern with the proposed layout and the Board indicated support for the site configuration shown in Option 2, which allowed for a larger central courtyard. The Board recommended the applicant develop an alternative that combines elements of both Option 2 and Option 3 and return for a second EDG meeting to address the site planning issues. (CS2-D-1. Existing Development and Zoning) / a. The Board was concerned with unit privacy and access to light and air for the proposed greenspace/amenity areas shown on Option 3. The Board recommended the site be reconfigured to allow for larger, more usable amenity areas and to provide more separation between the primary entries to allow for secure transitional spaces. (CS1-B-2. Daylight and Shading, DC1-A-2. Gathering Places).

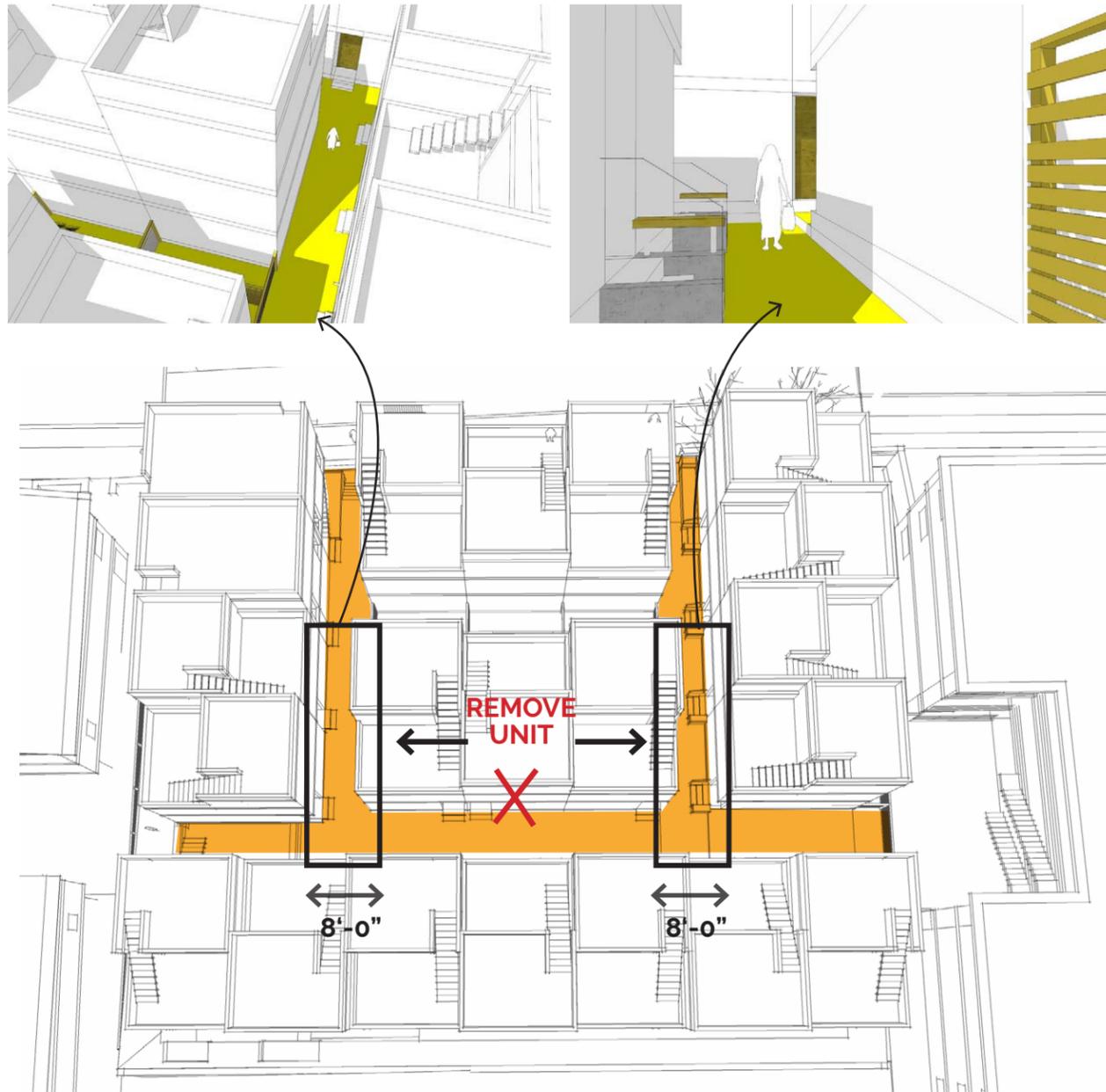
4. Landscaping/Amenity Areas:

a. The Board was concerned with the proposed dimensions for the pedestrian pathways, landscaping, and amenity areas proposed in Option 3 and supported the larger central courtyard shown in Option 2. The Board suggested that these areas be reconfigured to provide opportunity for interaction and increase usability.

RESPONSE:

The revised courtyard shown here takes the wider and more functional spaces shown in Option 2 of the first EDG meeting and incorporated those techniques onto Option 3 resulting in much larger and more functional central spaces that will get much more sunlight and use. The uses in both courtyard have also been developed to include a kids play area as well as a barbecue zone.

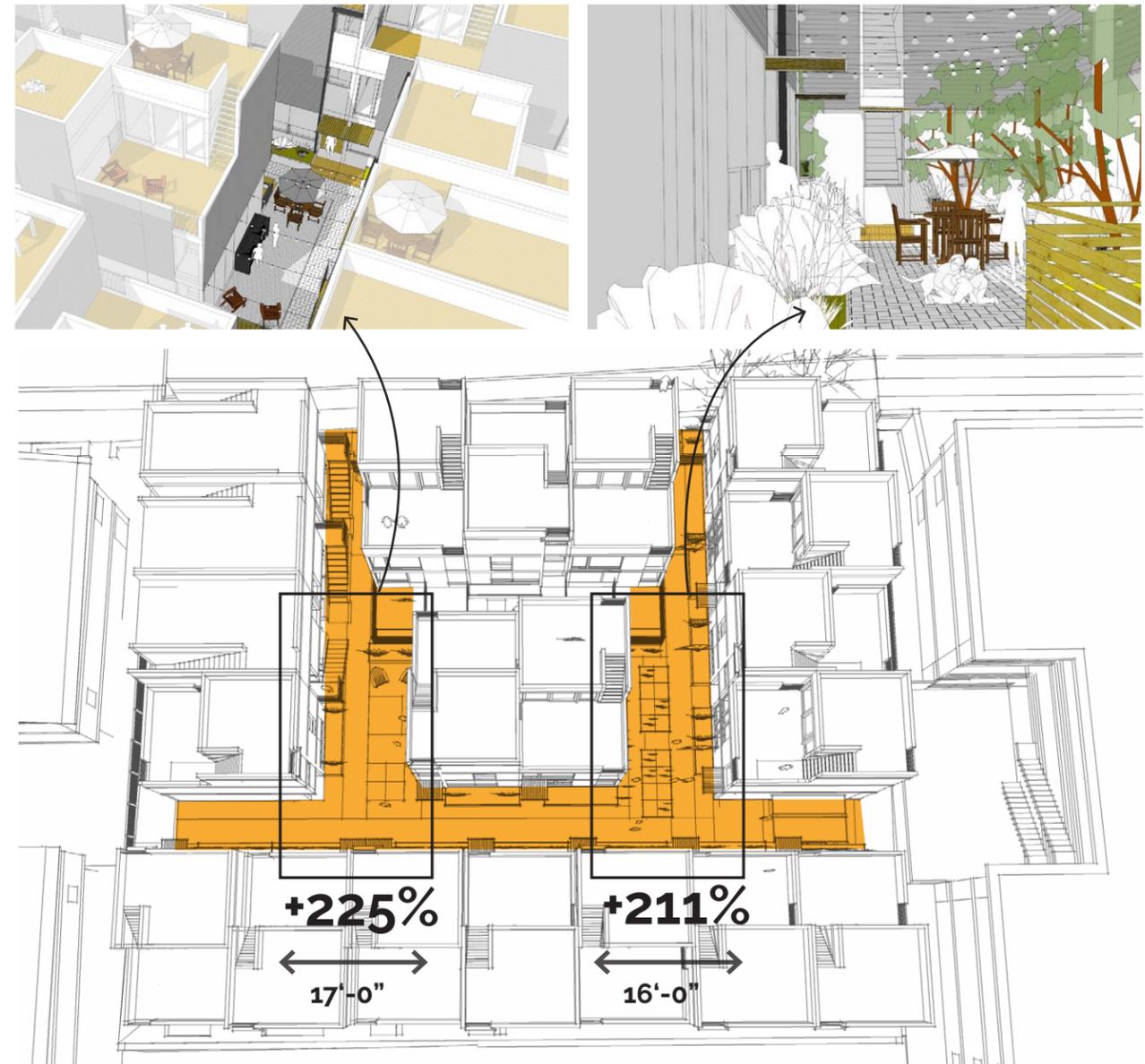
EDG# 1



EDG #1 - 8' x 34' = 271 sf

Previously these Amenity Spaces were only used for circulation and at 8'-0" wide were only wide enough for users to pass through.

EDG#2 - REVISED



EDG #2 - REMOVE CENTER UNIT & CREATE PATIOS-
17' x 36' = 610 sf (N) & 16'x36'=574 sf (S)

By removing an entire unit from the center of the site and widening these two amenity areas from 8' to 16'&17' these spaces are now generous enough to fill with program for the residents to occupy and enjoy.

Additional Study : More Secure Transitional Spaces



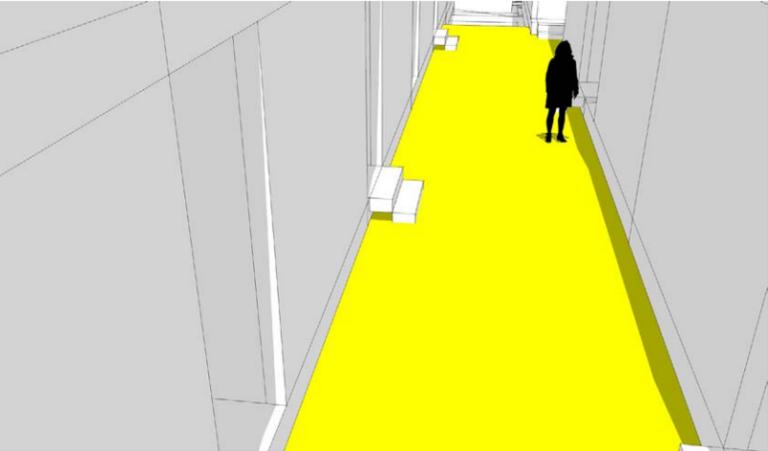
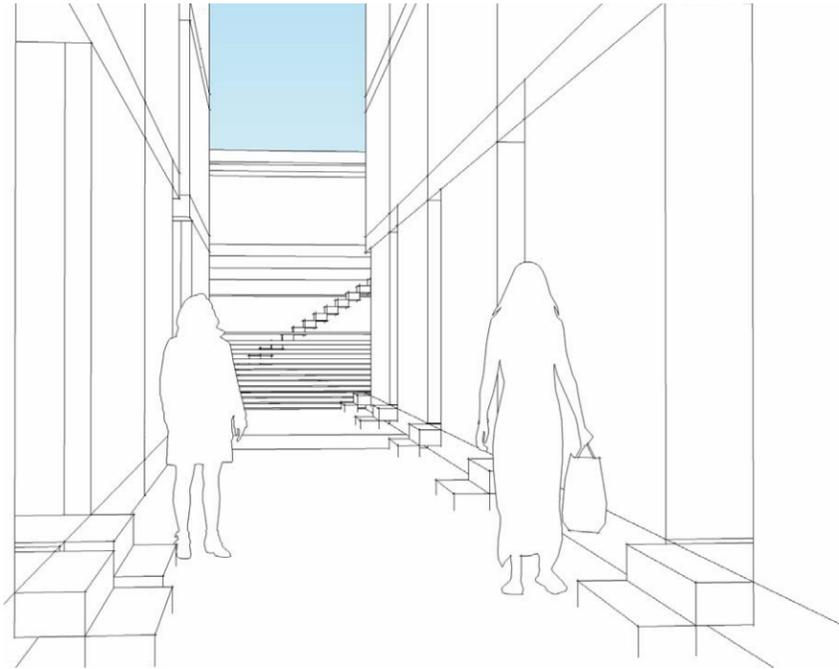
EDG Comment: 1. Massing and Site Configuration:

a. ... and to provide more separation between the primary entries to allow for secure transitional spaces. (CS1-B-2. Daylight and Shading, DC1-A-2. Gathering Places)

RESPONSE:

A higher degree of privacy and security was obtained within the interior courtyard unit entries by first widening the courtyard 16% from 10' to 11'-7" and by adding raised planters to create a buffer between adjacent units and to assist in providing more privacy to those ground floor uses.

EDG# 1



EDG #1 - 10' wide with small steps to landing

The previous scheme maximized greenspace and openness but at the expense of diverse and secure unit entries.

EDG#2 - REVISED



EDG #2 - Widened 16% to 11'-7" with raised planters and stoops

To create more privacy for these interior unit entries the courtyard was widened from 10' to 11'-7" and raised planters and stoops allow for vertical buffers to help mitigate concerns of safety while also allowing for a lush and diverse landscape.

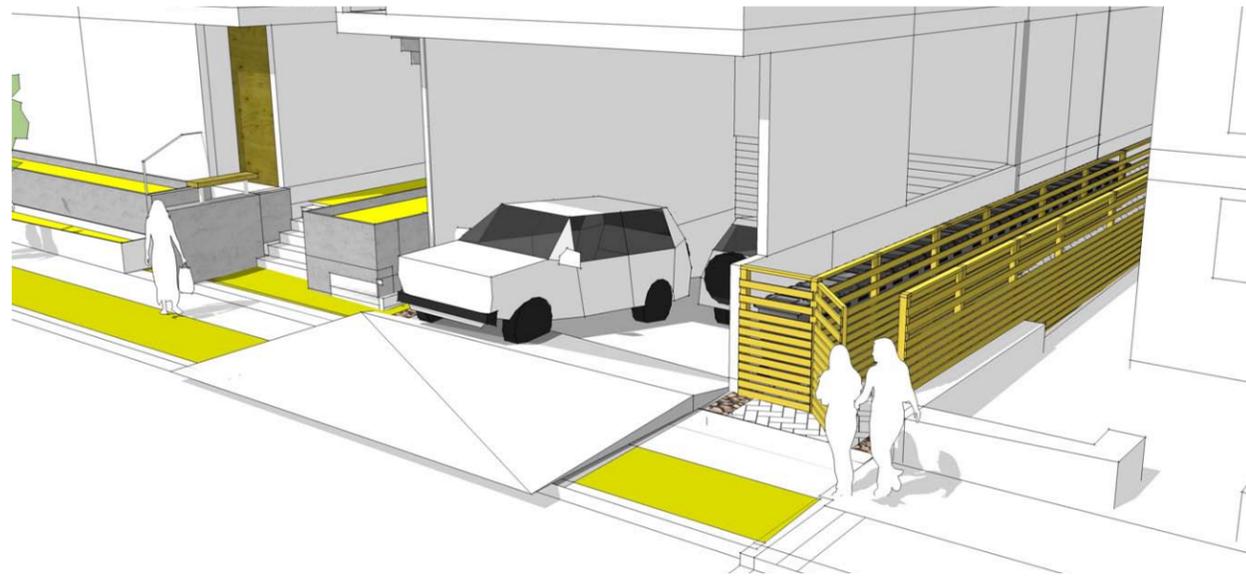
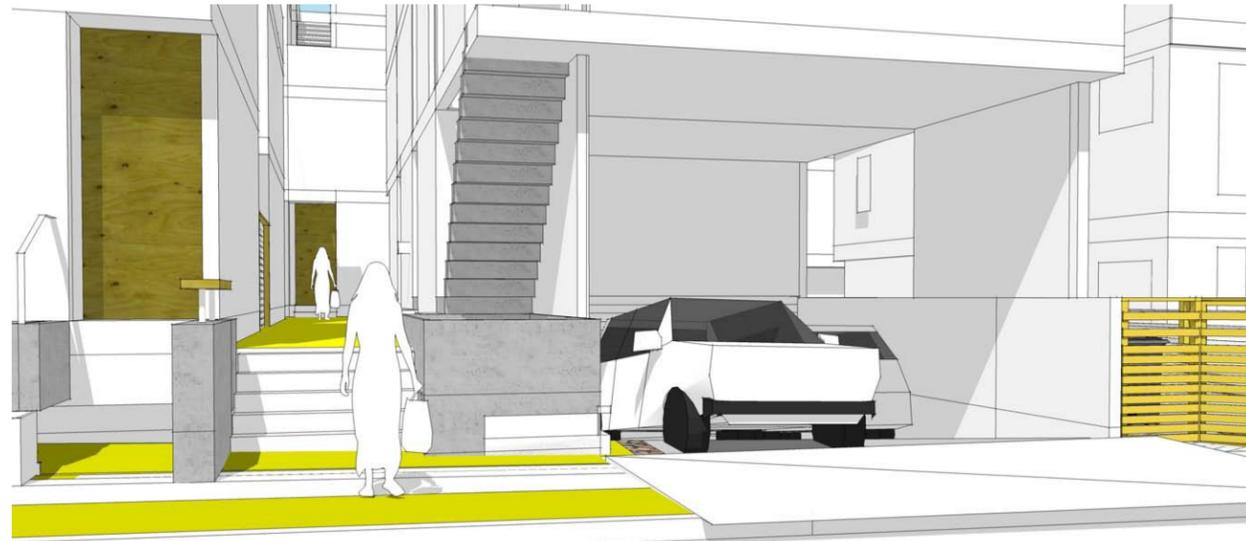
Additional Study: Garage Entry - more visibility and emphasis

2. Vehicular Access and Pedestrian Circulation:

b. The Board was concerned with the potential conflict between pedestrian activity along the sidewalk and vehicles accessing the garage. The Board recommended developing a design that minimizes the massing at the garage entry to improve vehicular sight lines and pedestrian safety. The Board also recommended delineation of the driveway through a change in the hardscape so the transition area between the sidewalk and driveway is easily identifiable. (DC1-B-1. Access Location and Design, DC4-D-2. Hardscape Materials)

c. The Board instructed the applicant to explore methods to create an enhanced sense of entry to garage and incorporate it into the overall design.

EDG# 1



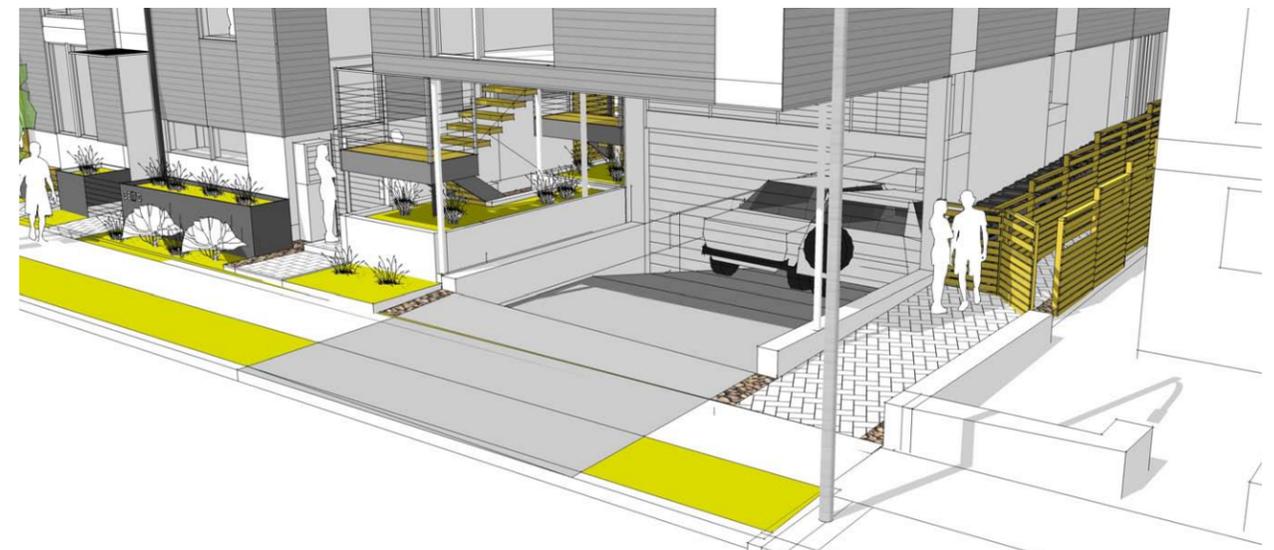
EDG #1 - 13' wide solid wall & door inset 27'6"

The solid walls present on both sides of the garage limited visibility to pedestrians and the deeply inset door created a cavernous and dangerous space.

RESPONSE

The garage entry has been modified with the board's recommendations. By removing mass and recessing fencing the sightlines are dramatically improved from EDG #1. See description below for additional changes.

EDG#2 - REVISED



EDG #2 - Open space with metal columns, closer (screened) garage entry, recessed trash enclosure and a change in paving material from the sidewalk.

All of these changes, in addition to cladding the ceiling in a wood soffit, a similar material to the fencing and other wood elements on the site to integrate the garage entry into the overall design language, lends to a more inviting, safe and attractive garage entry.

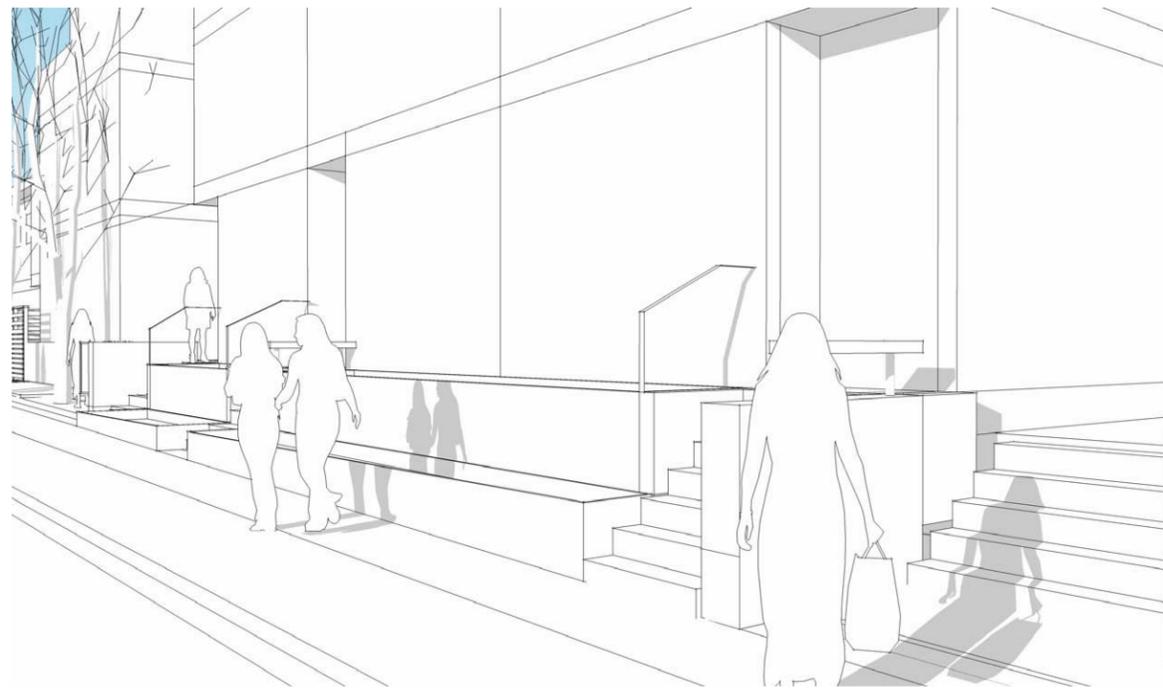
3. Primary Entries:

The Board was concerned with privacy issues for the units facing Martin Luther King Jr. Way South as their entries are close to and easily accessible from the sidewalk. The Board recommended the use of transitional spaces and other screening elements in addition to the proposed change in elevation to provide a buffer from public to private.

RESPONSE:

The entries to the units along MLK have been revised to include secure transitional spaces in the form of stoops that are either perpendicular to the sidewalk to parallel. These units are also buffered from the street by raised planters that not only provide a physical barrier but also screening from the plants.

EDG# 1



EDG #1 - Access to the units from staircase direct from street

EDG#2 - REVISED



EDG #2 - Gated Stoops in addition to raised planters to provide secure threshold between the units and the right of way.

Additional Study: Wayfinding and Entries to underground Garage & Trash Enclosure

2. Vehicular Access and Pedestrian Circulation:

a. The Board supported locating the parking below grade (proposed in Option 2 and Option 3), and away from pedestrian traffic to minimize potential conflict. The Board also recommended incorporating various wayfinding elements (lighting, signage, etc.) to highlight the stairs to and from the garage. (PL2-D-1. Design as Wayfinding, DC1- B-1. Access Location and Design, DC1-C-1. Below-Grade Parking)

RESPONSE

The north and south staircases down to the below grade parking garage have been either covered with a canopy to prevent rain (south stair) or internalized (north stair). The north stair also features signage elements and a change in paving material to call it out to pedestrians.

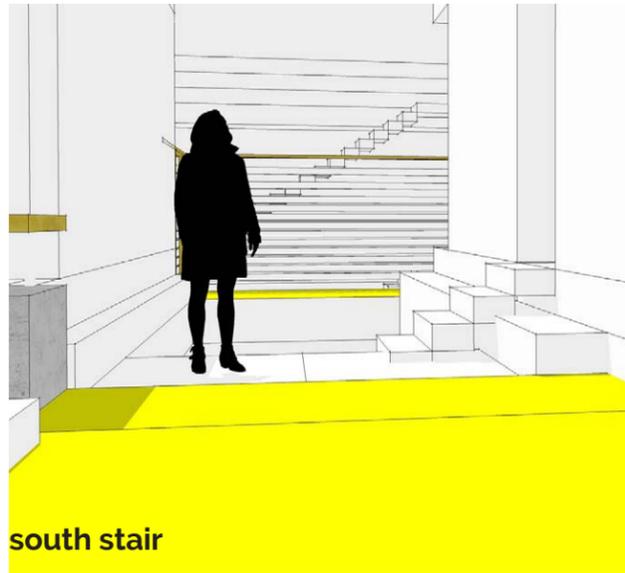
5. Recycling and Waste Location:

The Board directed the applicant to develop an attractive enclosure that fits into the overall architectural concept and incorporate screening elements to provide a buffer from the street and adjacent property.

EDG# 1



north stair



south stair

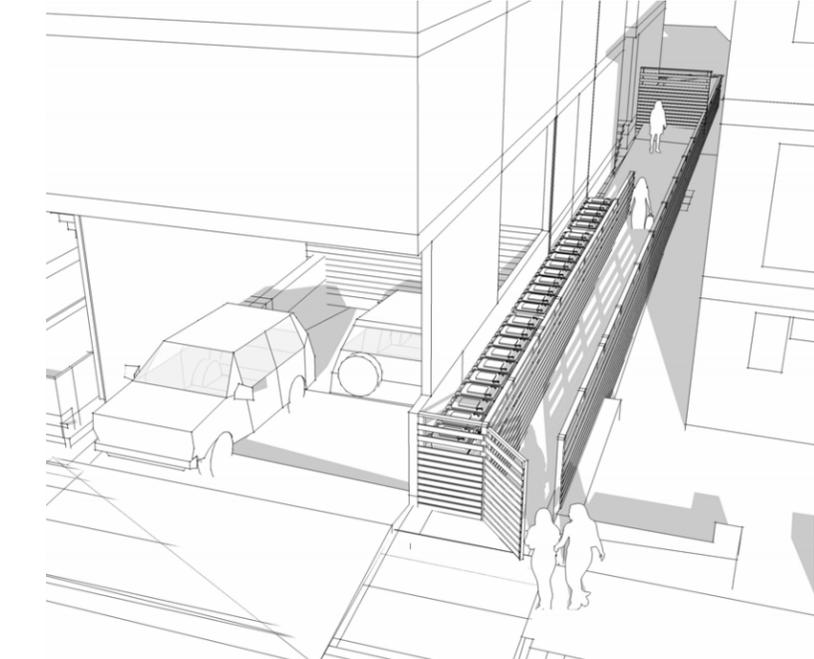
EDG #1 - Uncovered, unmarked exterior staircases down to parking garage

EDG#2 - REVISED

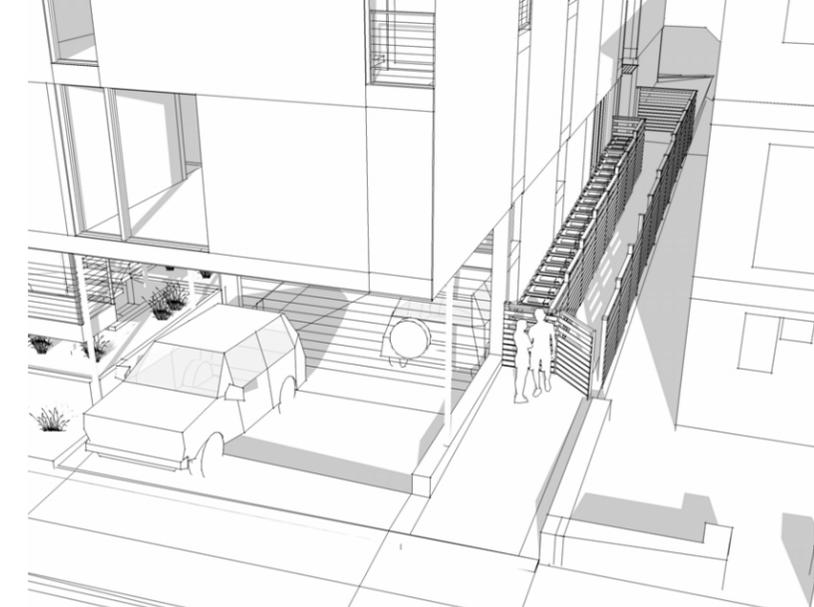


EDG #2 - Weather protection and wayfinding elements provided

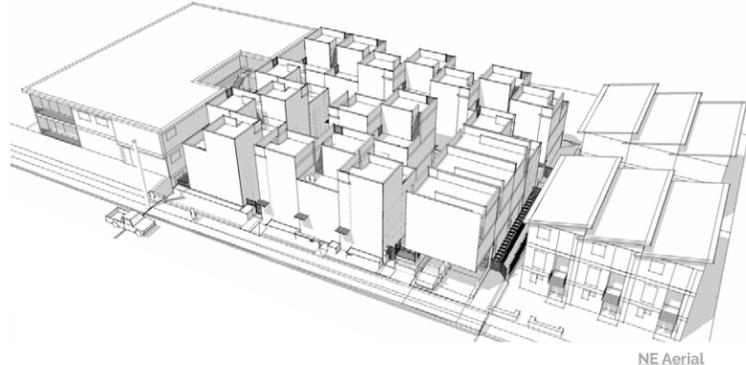
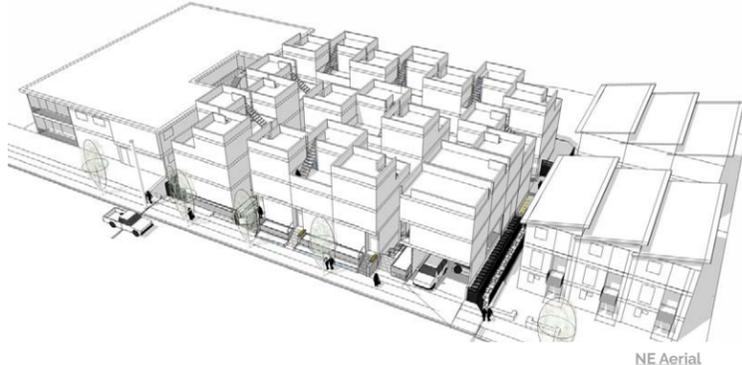
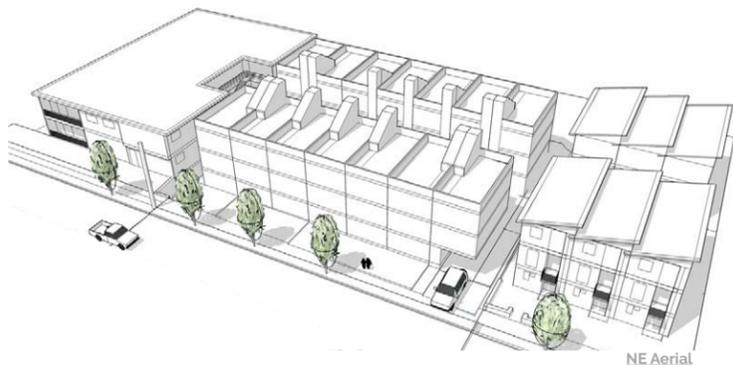
EDG# 1 Trash Enclosure at property line with horizontal wood fence.



EDG#2 - REVISED



EDG#2 - Trash Enclosure recessed from street and constructed out of terraced wood fence to follow slight incline.



1: Canyon Court

14 Townhouse Units
1,300 sf average (gross)

Proposed FAR: 17,000 sf
Max FAR: 17,011 max)
Parking: 23 vehicular spots within lower garage
Amenity Area: 4,906 sf (pr - ground)

Positive

- Efficient Massing that aligns with town-house development to north
- Sunken Parking Garage - Central Courtyard left open for amenity area

Negative

- Monolithic Forms with un-articulated massing
- Broad, uninterrupted face along MLK Way
- Wide courtyard without division of scale for pedestrian friendly spaces

Departures

- none

2: EDG #1

21 Townhouse Units
830 sf average (gross)

Proposed FAR: 17,000 sf
Max FAR: 17,011 max)
Parking: 24 vehicular spots within level 1 garage (12 reg / 16 tandem)
Amenity Area: 2,800 sf (pr - ground) 6,000 sf (pr - roofdeck)

Positive

- Below Grade Parking Garage - allows for at grade private amenity area
- Human scaled outdoor spaces for seating, circulation and activity
- Facade along MLK Way is broken up with pedestrian entryways

Negative

- Long facade along rear property line
- Some units face side property lines

Departures

- front setback - 60% spot departure (2' min)
- side setback - 8% departure (6,5' avg)
- facade length - 25% departure (n) / 20% departure (s)

3: EDG 2 - Court Yards

preferred

20 Townhouse Units
830 sf average (gross)

Proposed FAR: 16,600 sf
Max FAR: 17,011 max)
Parking: 28 vehicular spots within level 1 garage (12 reg / 16 tandem)
Amenity Area: 3,798 sf (pr - ground) 6,960 sf (pr - roofdeck)

Positive

- Enlarged central amenity areas and walkways
- Below Grade Parking Garage - allows for at grade private amenity area
- Facade along MLK Way is broken up with pedestrian entryways that are screened with planters and secured with gates.

Negative

- Long facade along rear property line
- Some units face side property lines

Departures

- side setback - 23% departure south / 2% departure north
- facade length - 22% departure (n) / 20% departure (s)

1: Canyon Court

14 Townhouse Units
1,300 sf average (gross)

Proposed FAR: 17,000 sf
Max FAR: 17,011 max)
Parking: 23 vehicular spots within lower garage
Amenity Area: 4,906 sf (pr - ground)

Positive

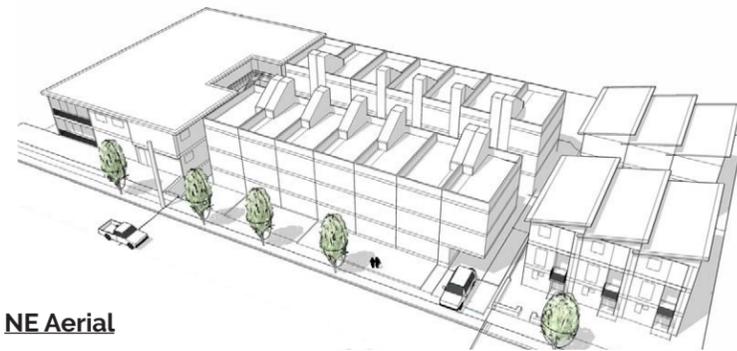
- Efficient Massing that aligns with townhouse development to north
- Sunken Parking Garage - Central Courtyard left open for amenity area

Negative

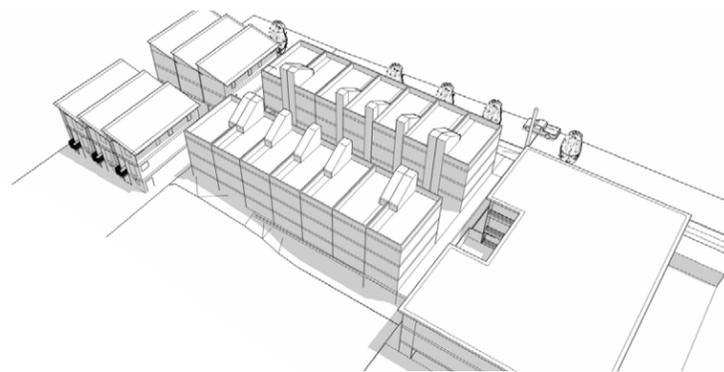
- Monolithic Forms with un-articulated massing
- Broad, uninterrupted face along MLK Way
- Wide courtyard without division of scale for pedestrian friendly spaces

Departures

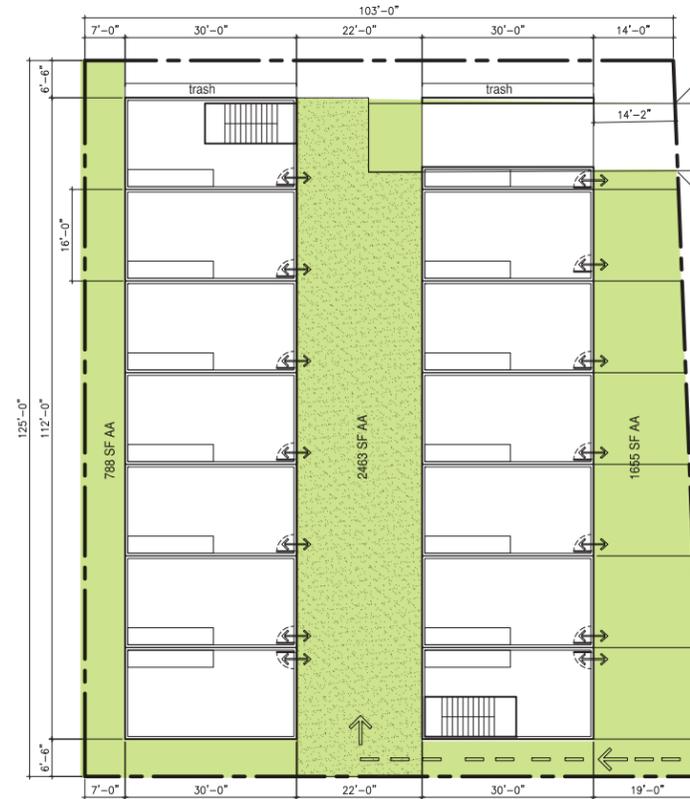
- none



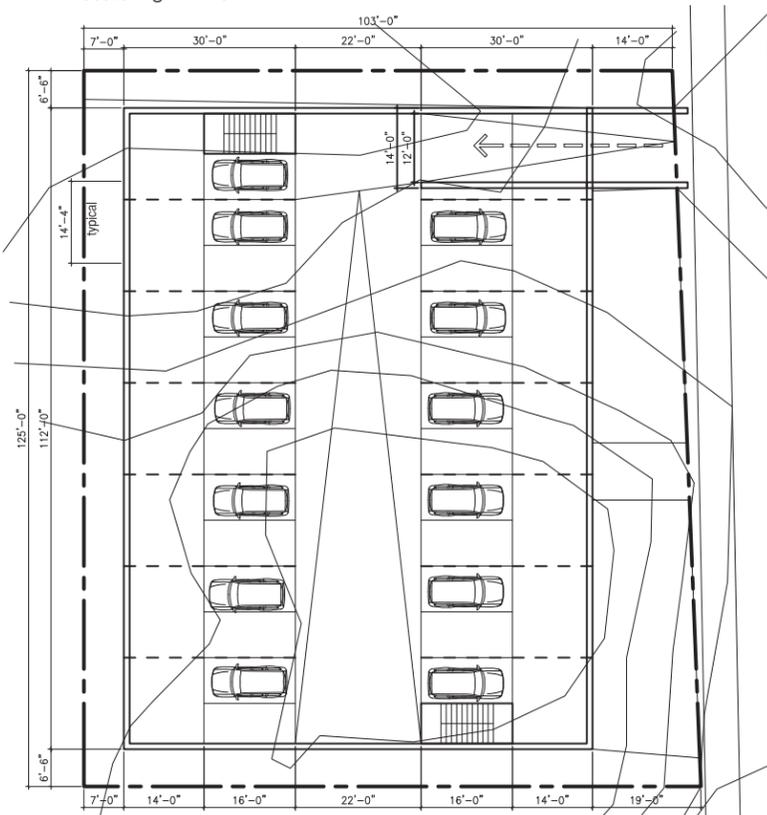
NE Aerial



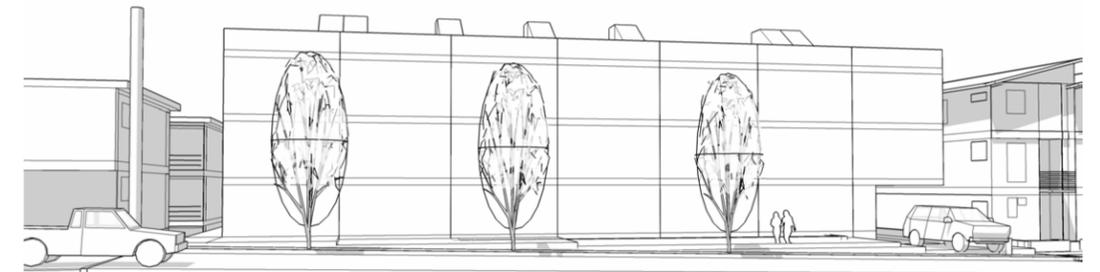
SW Aerial



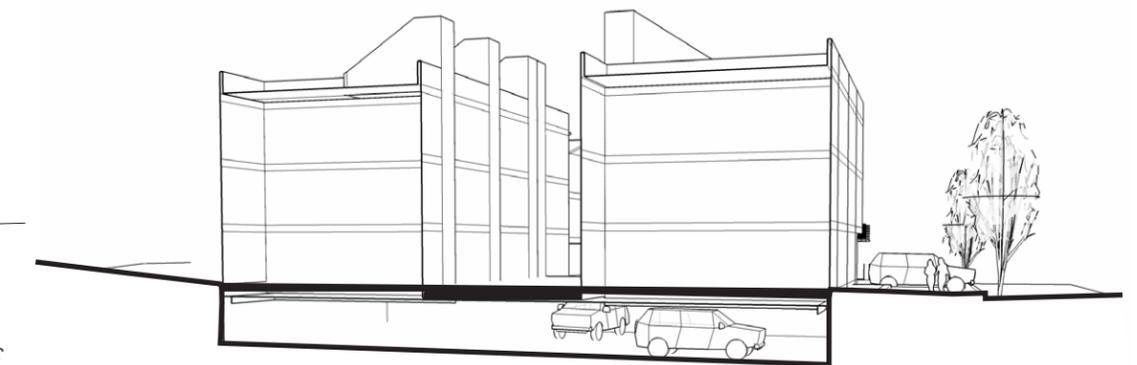
Typical Plan
scale: 1/32" = 1'-0"



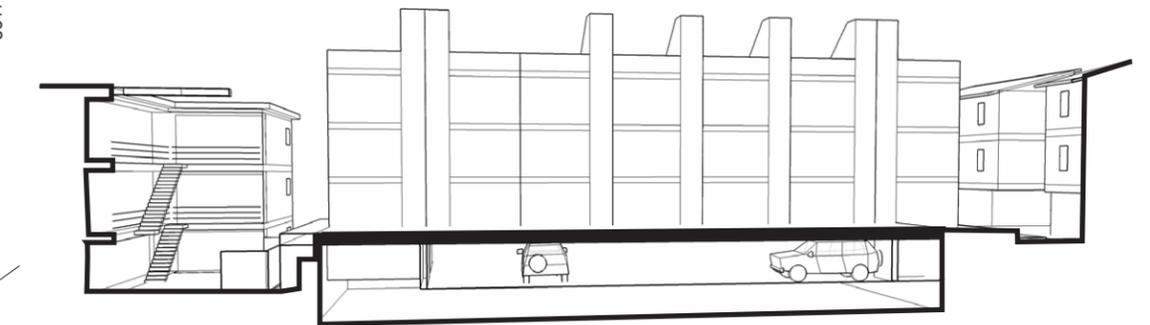
Parking Plan
scale: 1/32" = 1'-0"



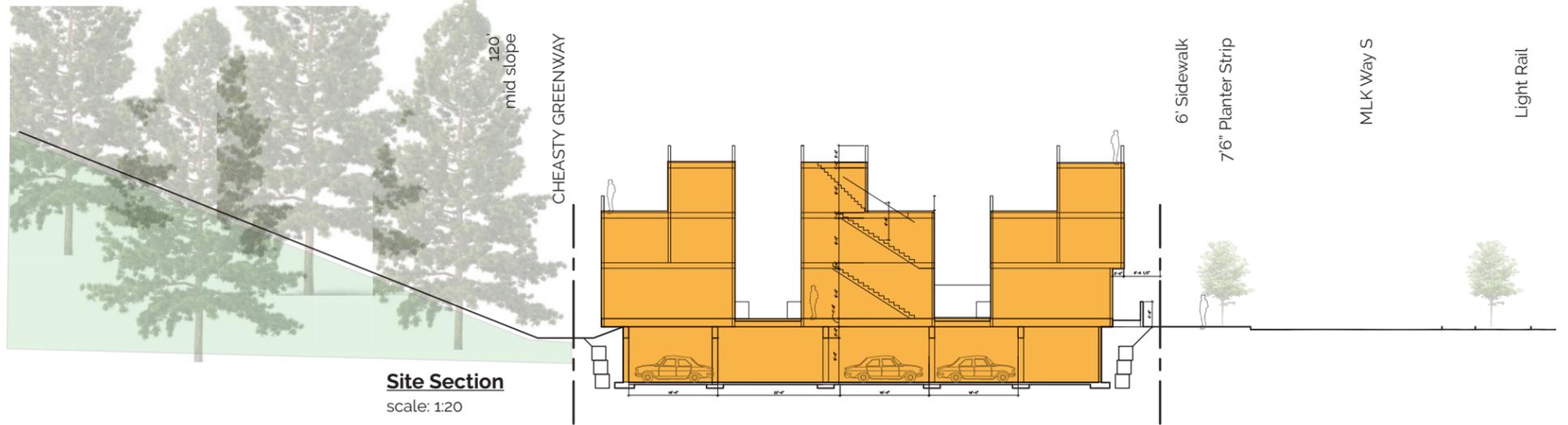
Street Perspective



A-A Section
scale: nts

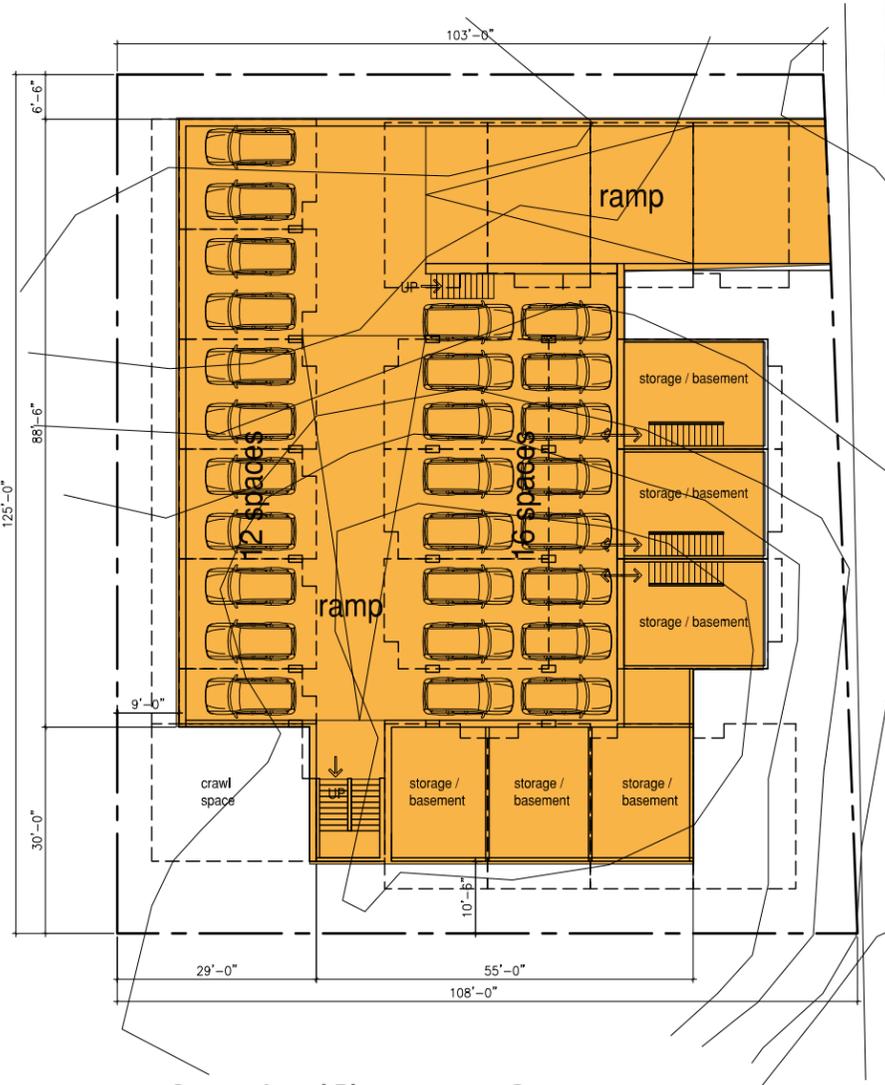


B-B Section
scale: nts

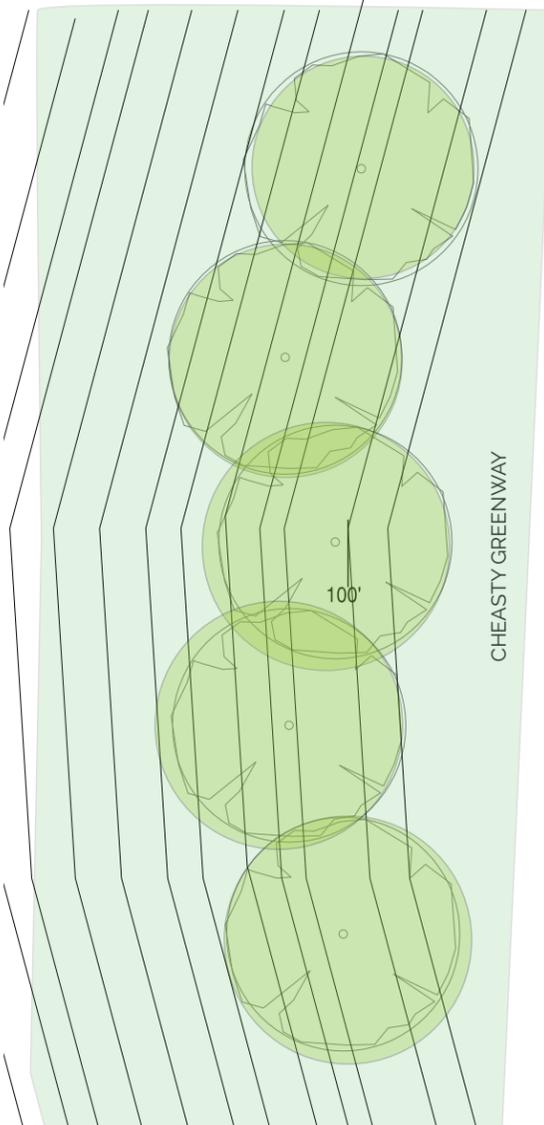


Site Section
scale: 1:20

SITE DEVELOPMENT



Garage Level Plan
scale: 1:30



Site Plan
scale: 1:30



East Elevation along MLK Way



West Elevation along Greenway

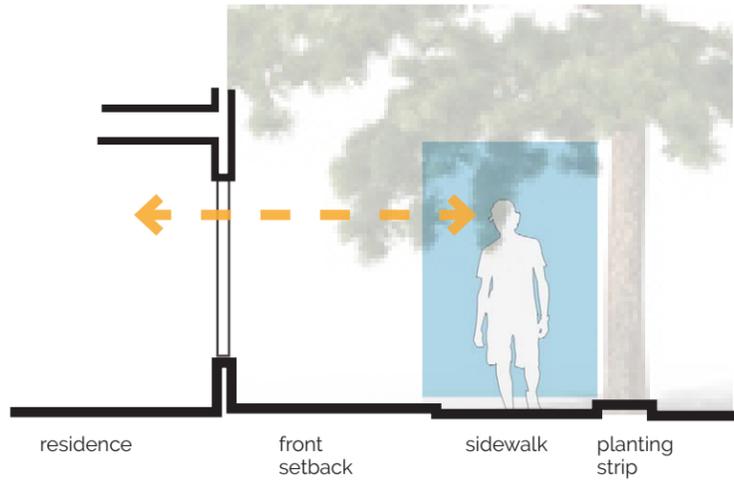


South Shared Courtyard



TYPICAL CONDITION - at grade / no planter THIS CONDITION IS NOT DESIRED.

A 5' min. and 7' avg. front setback is required by code. Additionally, no vertical setbacks are required, even along a busy street like MLK. This would result in a lack of privacy for residents facing this thoroughfare.



1 - South Entry Gate



Raised Unit Entry off MLK

2. Raised Entry with Canopy and Low Concrete Wall

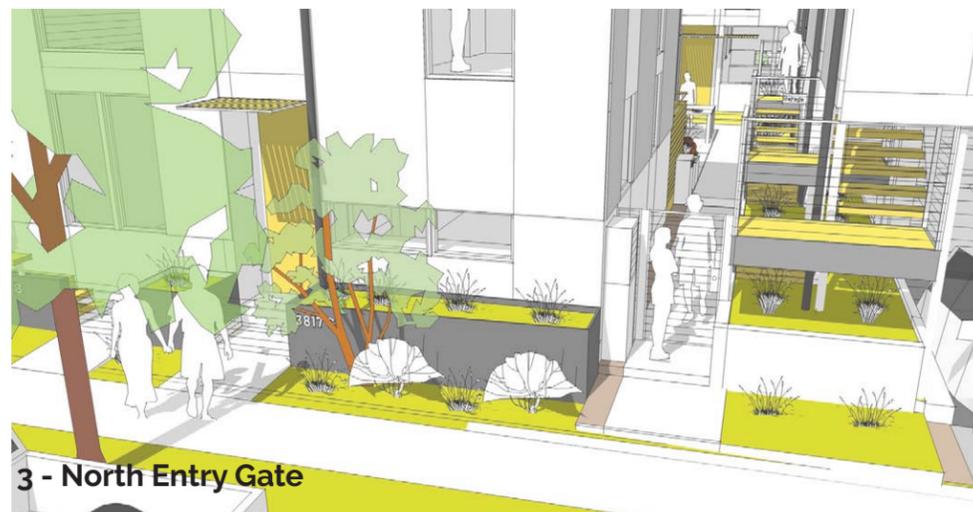
Rather than an at grade entry, the units along MLK are set up from the street and feature taller window sills to help provide additional privacy for those units. Furthermore, the entries all feature low metal gates as well as the option for low concrete walls (4' tall at the sidewalk) in addition to a planting strip to create a buffer between residents and pedestrians.



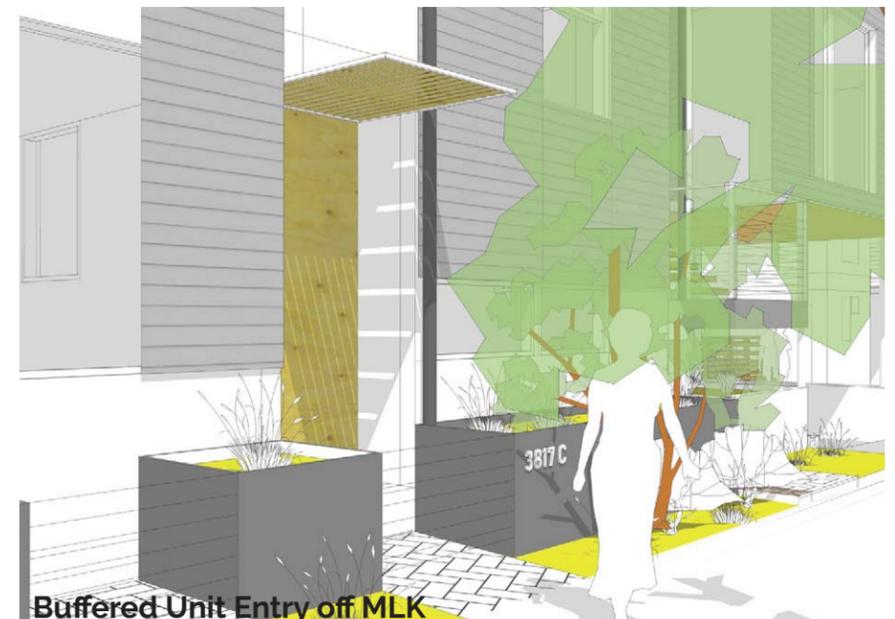
2 - Central Entry Patio & Gates

3. Raised Planter at Sidewalk

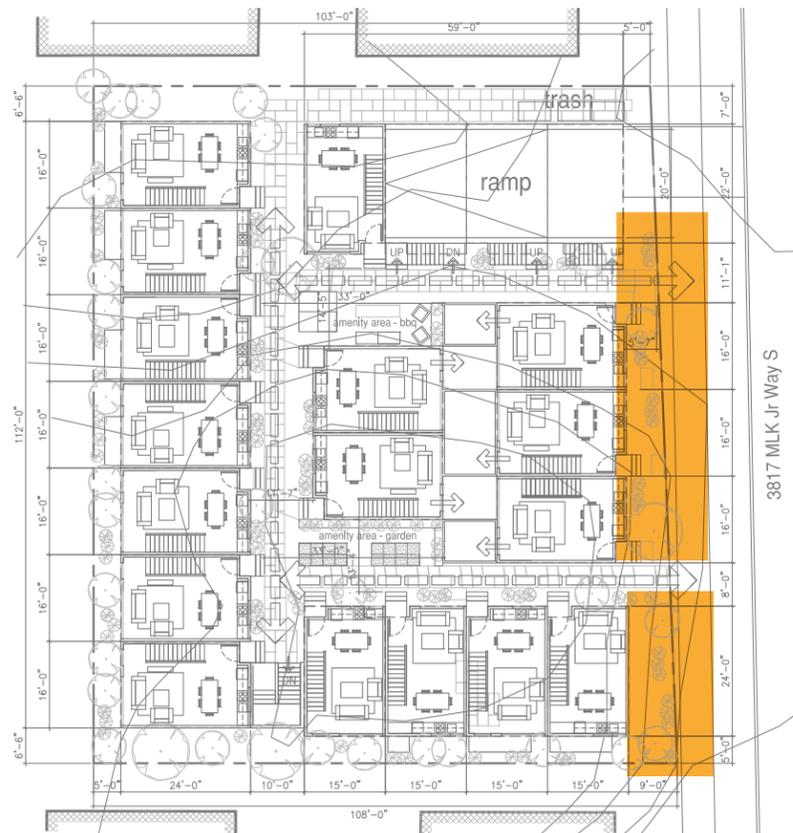
In addition to raising the floor height of these units along MLK there are also raised planters that will create a lush buffer between ground floor uses and the right of way.

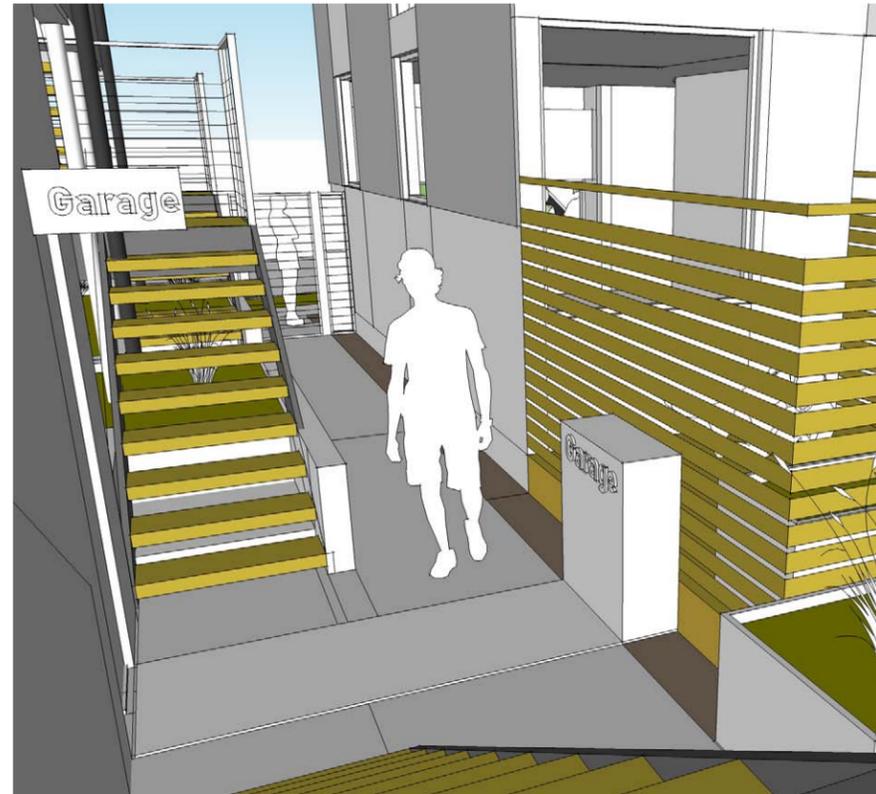
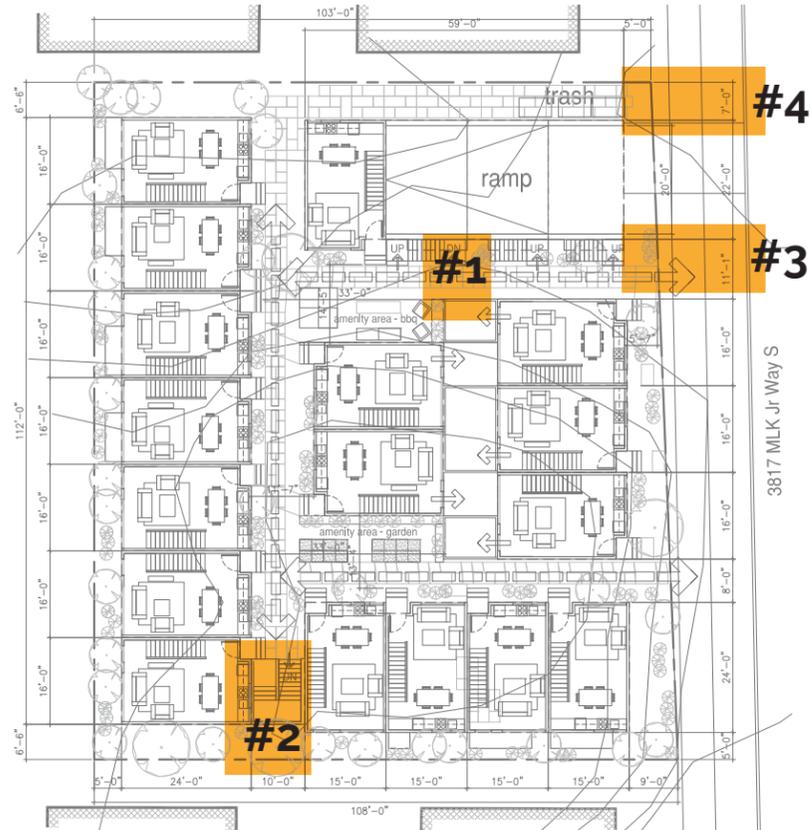


3 - North Entry Gate



Buffered Unit Entry off MLK





1. North Pedestrian Garage Entry



2. South Pedestrian Garage Entry

1 / 2. Pedestrian Garage Entries

In an effort to assist in wayfinding between the shared ground level courtyards and below grade parking garage, signage, changes in materials and canopies have been designed to call out these locations in a subtle but accessible manner.

3 / 4 - Driveway Visibility & Safety

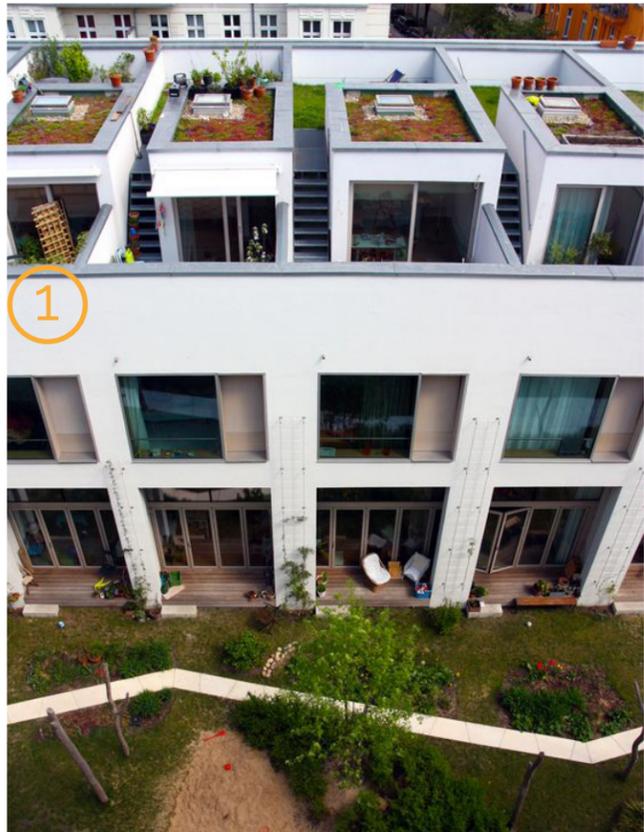
Walls have been removed, flooring has been modified and the location of the garage door has been shifted, all in order to maximize visibility between cars and pedestrians and to emphasize the garage entry from the street. The driveway material will be different from the sidewalk surface and a wood soffit has been added to further call out this space as inviting and as part of the project's material palette.



3. Driveway and Curb Cut along MLK - looking north



4. Driveway and Curb Cut along MLK - looking south



View from MLK Way - Dark cladding on top of a white panel base with wood accents



Wood doors, canopies and stoops



Wood and steel fences and staircases



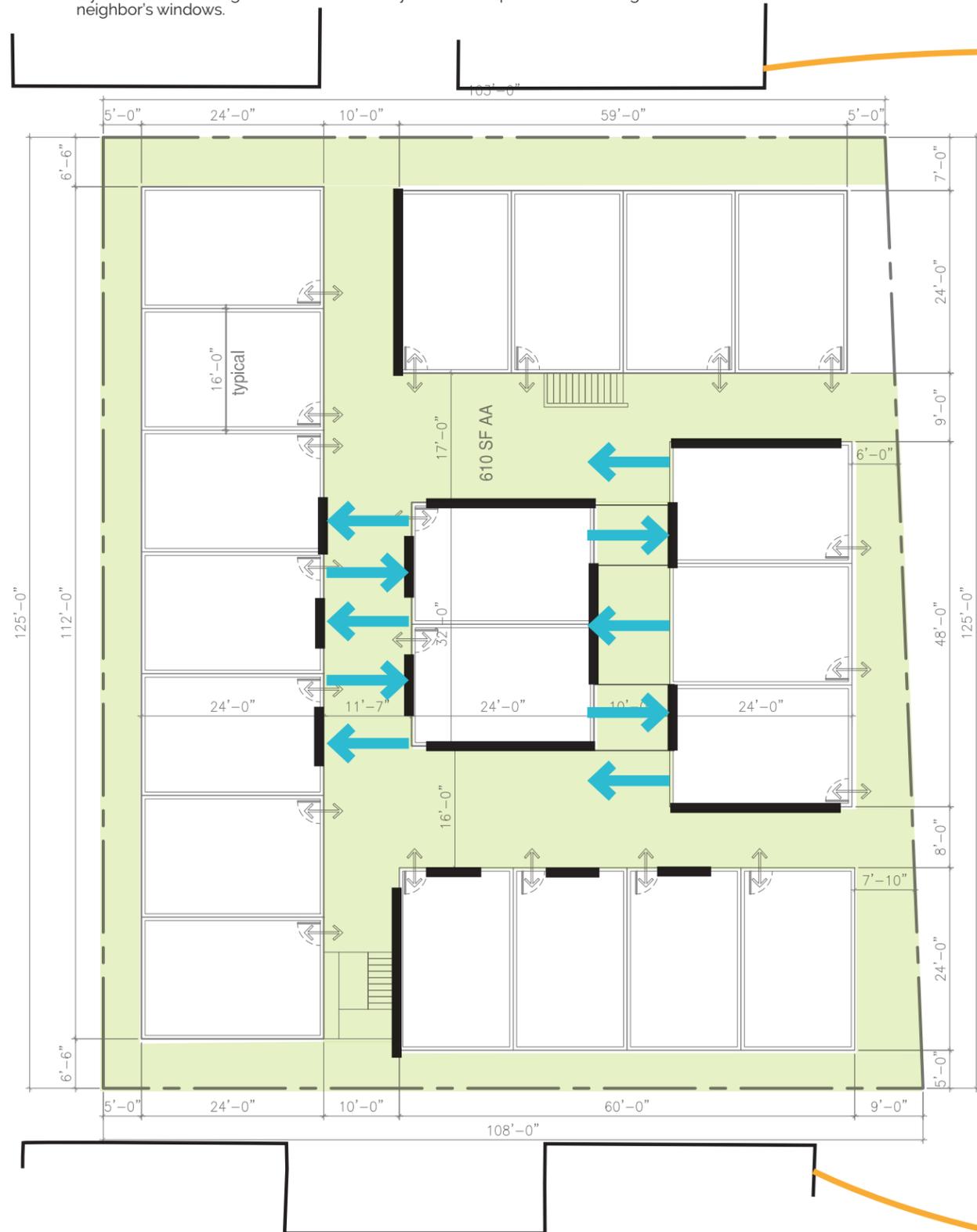
View of rear (western) facade with consistent material treatment

Materiality Development

- 1 Terraced Roof Decks
- 2 Ground Floor Patios
- 3 Wood Accent Walls / Screens
- 4 Black / White Color Palette

Privacy Studies

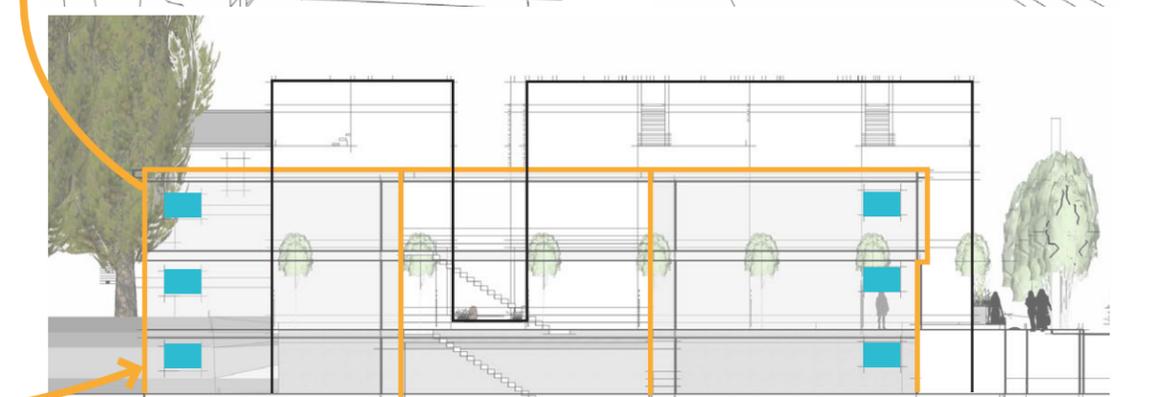
Offset interior openings so that direct views between units is minimized. Additionally, lay out windows along north and south side yards with respect to the existing neighbor's windows.



Privacy Diagram



Northern Neighbor Existing Openings



Southern Neighbor Existing Openings



**Interior Private Courtyards - 10' wide x 48' long
With each yard ranging from 80 sf to 140 sf**

The shared interior private courtyards at the center of the site have been further designed to lend a degree of privacy to each space while still providing a space to have a secure exterior patio with the opportunity for shared interaction with your neighbors.

The doors and windows have been staggered so that no unit looks directly across into another's private yard. There is the potential for diagonally shared views but a 6'-0" tall wood fence will help mitigate those views and add some privacy to those spaces.

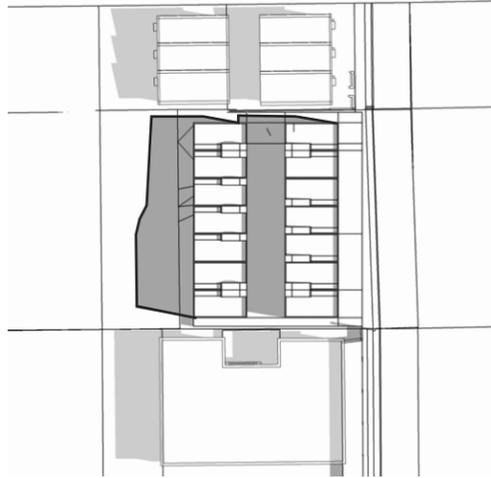


2: Canyon Court

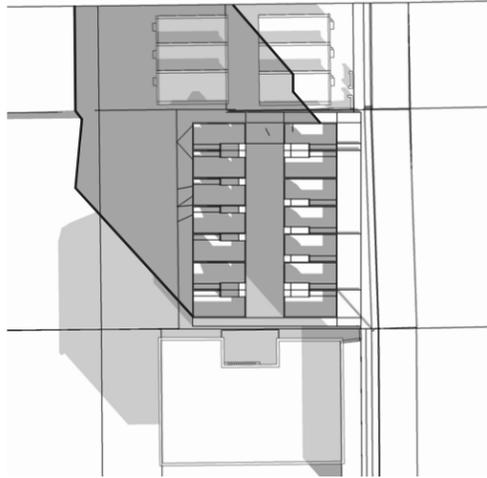
Solar study times:
9am, 12pm, 3pm on
3/21, 6/21, 12/21



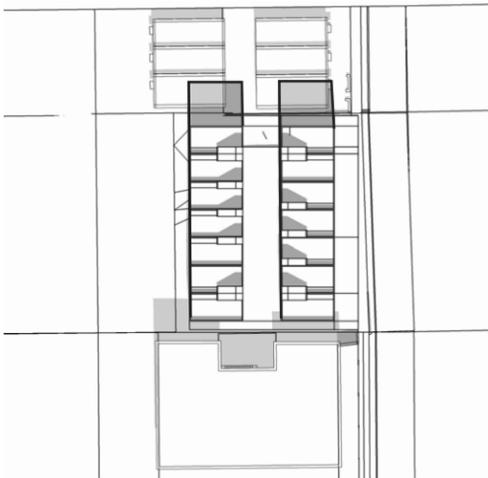
solstice morning



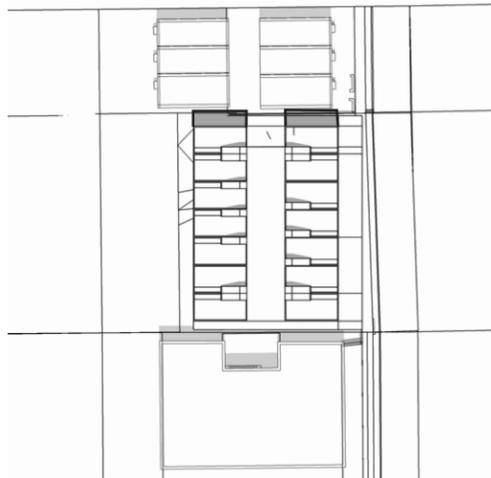
summer morning



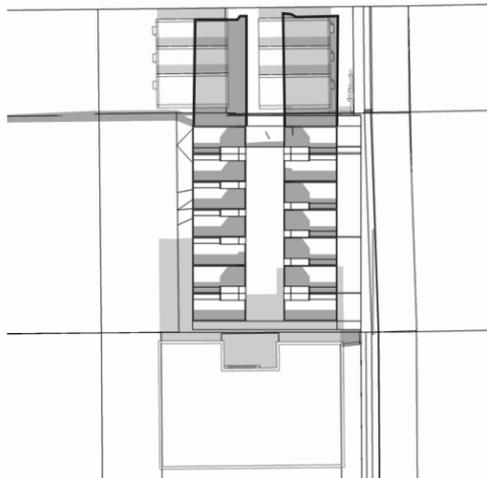
winter morning



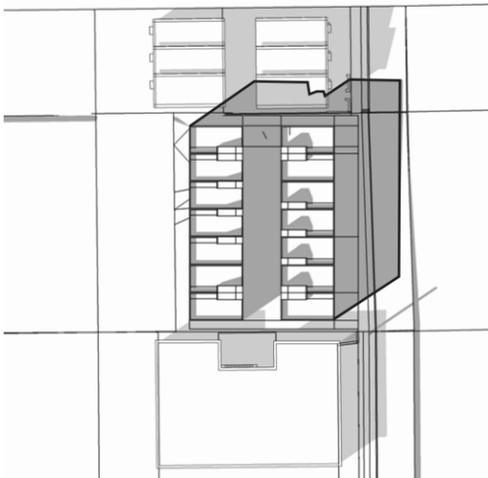
solstice noon



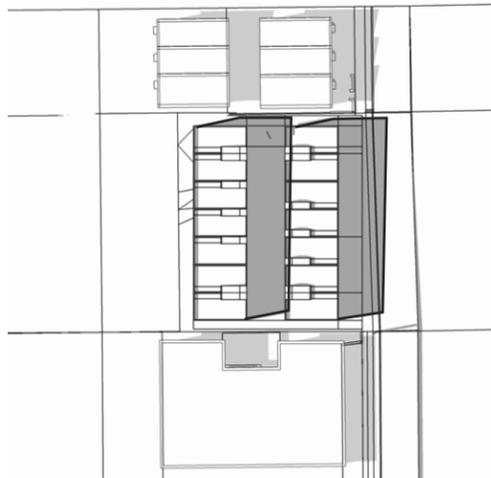
summer noon



winter noon



solstice afternoon



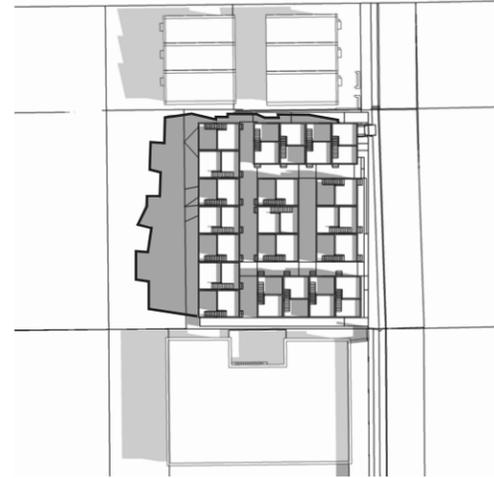
summer afternoon



winter afternoon



solstice morning



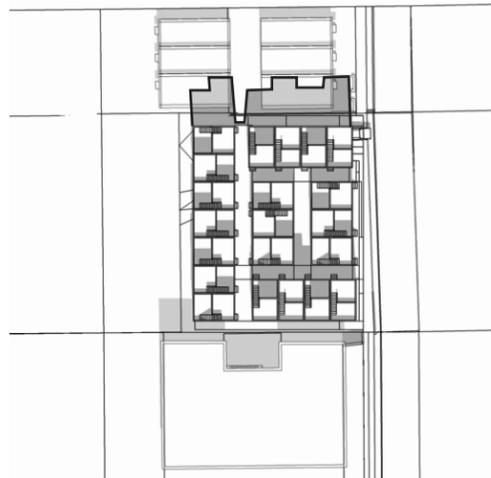
summer morning



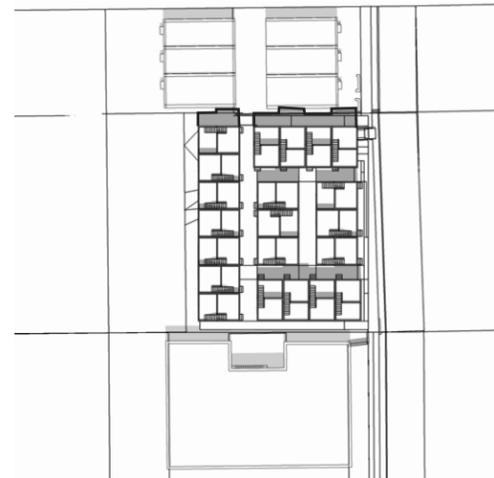
winter morning

2: EDG #1

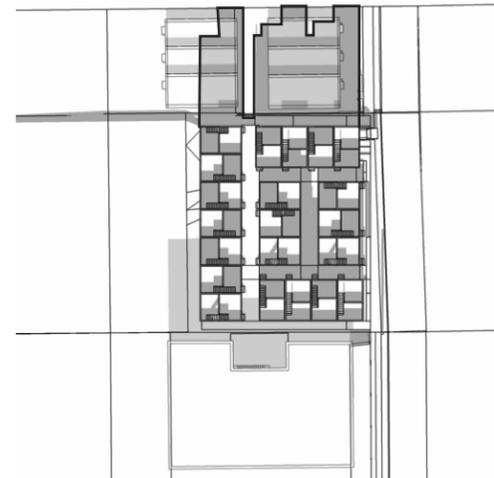
Solar study times:
9am, 12pm, 3pm on
3/21, 6/21, 12/21



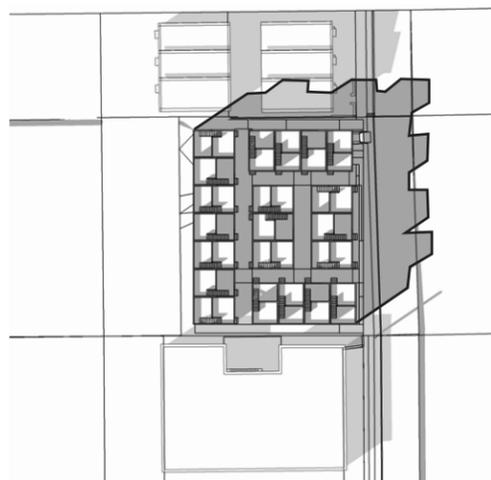
solstice noon



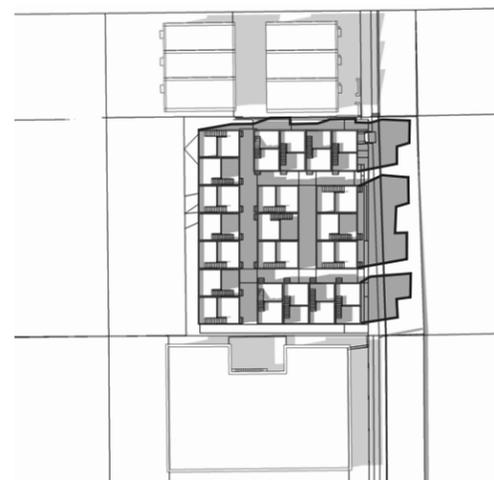
summer noon



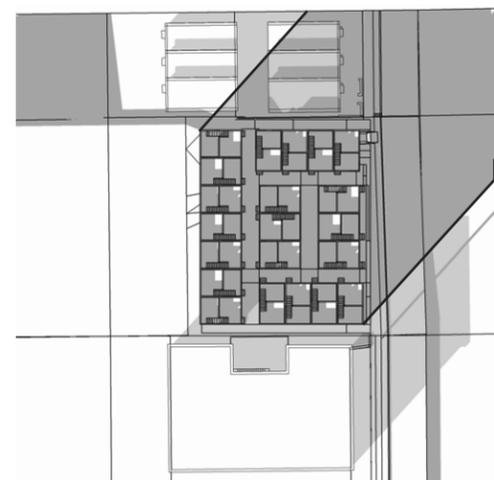
winter noon



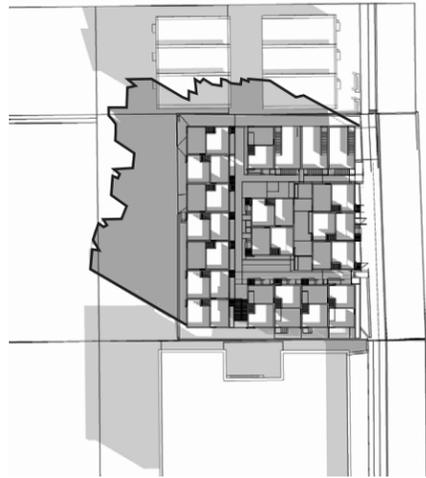
solstice afternoon



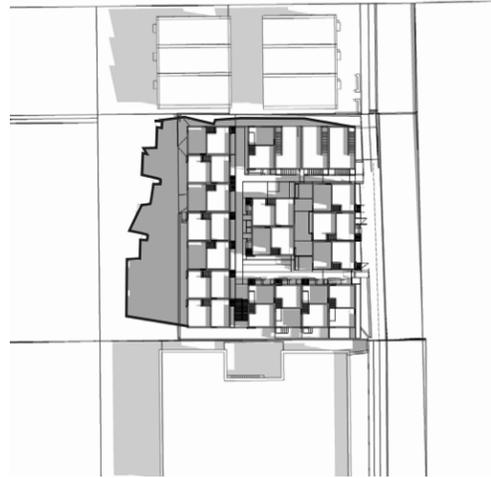
summer afternoon



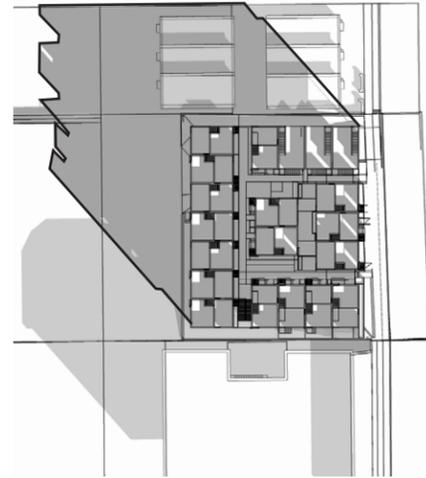
winter afternoon



solstice morning



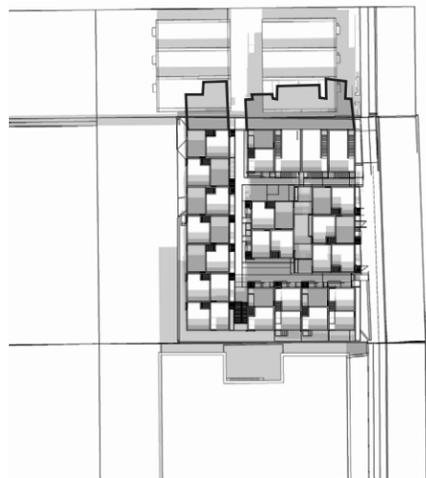
summer morning



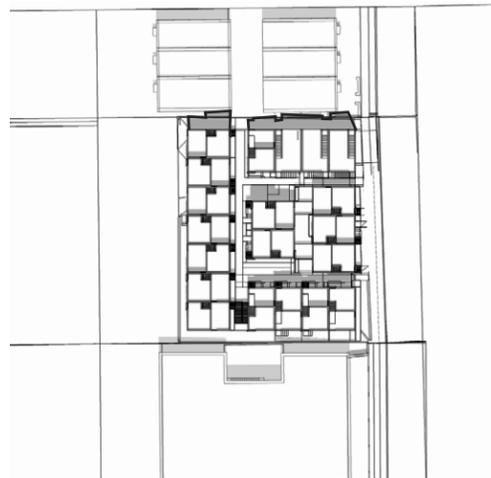
winter morning

3: EDG #2 *preferred*

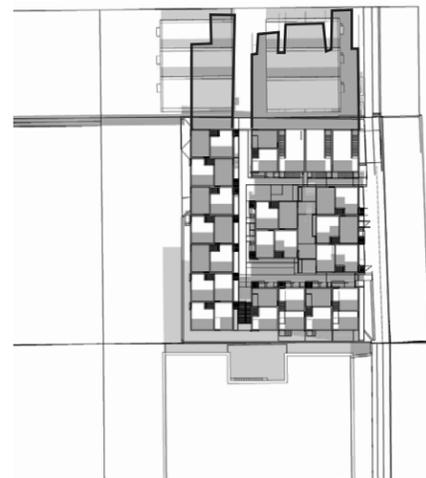
Solar study times:
9am, 12pm, 3pm on
3/21, 6/21, 12/21



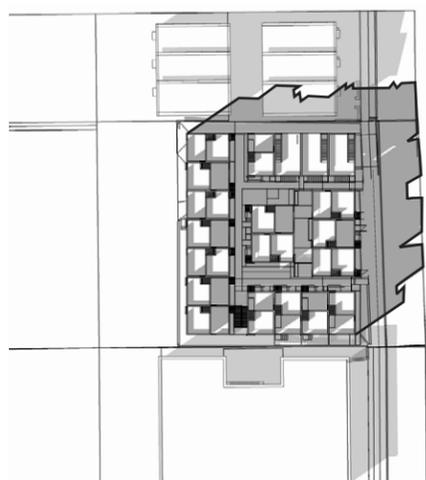
solstice noon



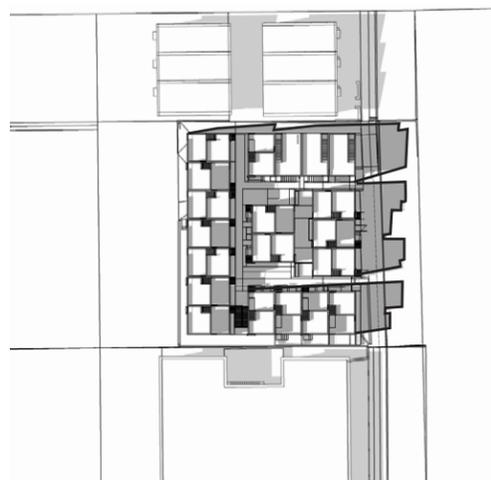
summer noon



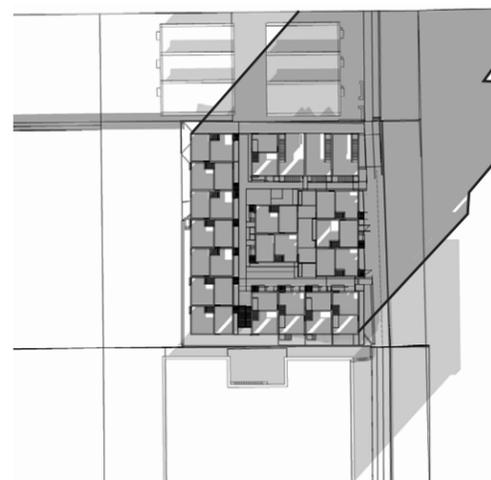
winter noon



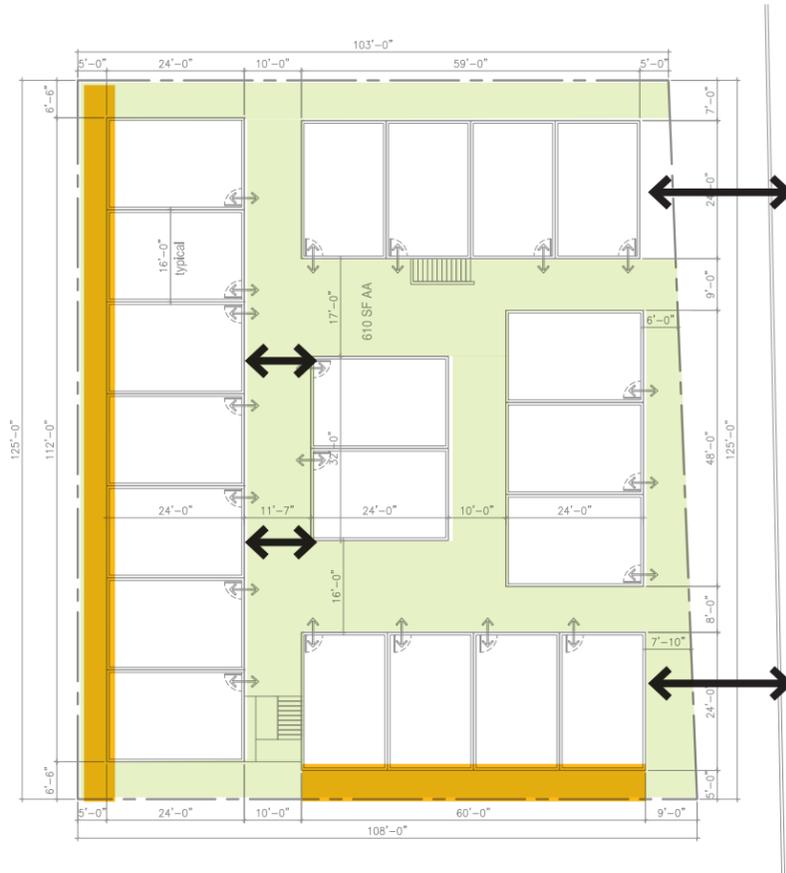
solstice afternoon



summer afternoon



winter afternoon



Departure #2 - Rear Setback

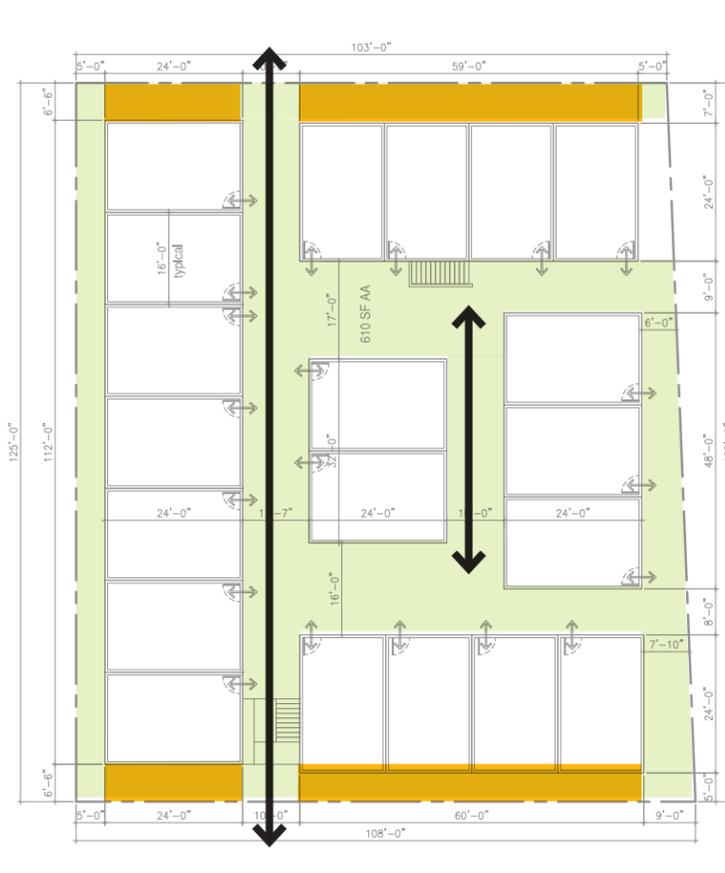
Per SMC.23.45.518 - Table A
5'-0" minimum / 7' average rear setback required

5'-0" minimum provided - complies
5'-0" average provided - requires 29% departure

Rationale

DC3.B - OPEN SPACE USES AND ACTIVITIES

The project requires a departure from the rear setback requirements of 29% due to the widening of the front setback in order to comply with the 5' min / 7' avg setback required along the busy MLK Way. Additionally the project has widened its internal entry courtyard from 10' to 11'-7" (a 16% increase).



Departure #2 - Side Setback

Per SMC.23.45.518 - Table A
5'-0" minimum / 7' average front setback required

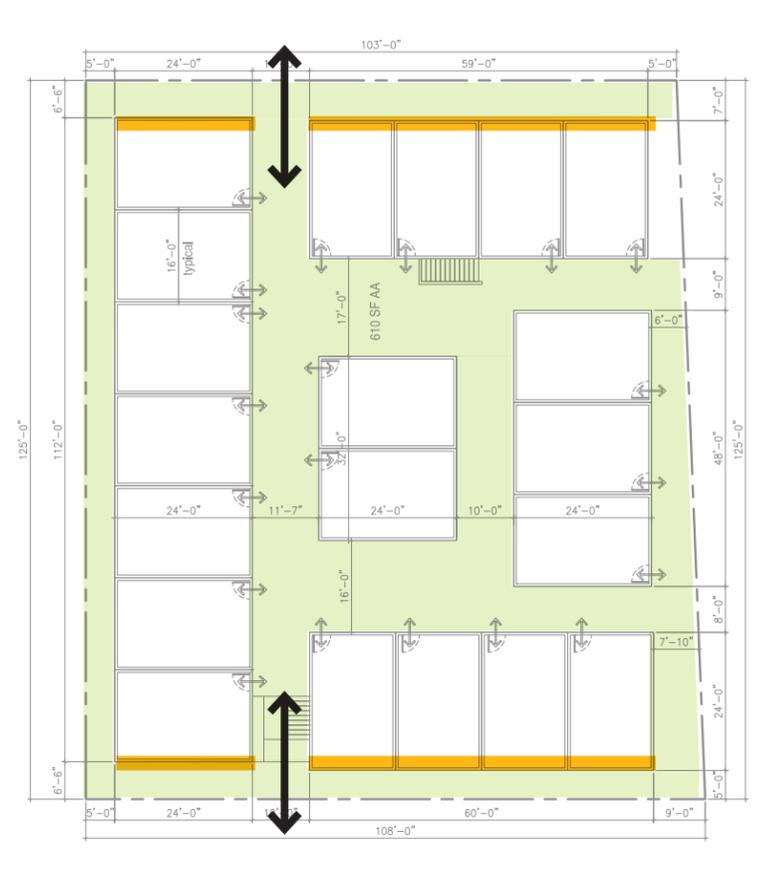
SOUTH:
5'-0" minimum provided - complies
5'-5" average provided - 23% departure required

NORTH:
6'-6" minimum provided - 30% increase
6'-10" average provided - 2% departure required

Rationale

DC3.B - OPEN SPACE USES AND ACTIVITIES

The project requires a departure from the side setback requirements of 23% south and 2% north due to the widening of the interior of the site to accommodate adequate open space for exterior pathways and amenity spaces.



Departure #3 - Facade Length

Per SMC.23.45.527
65% of side lot length = max facade length

North: 103' x 0.65 = 67'-0" max length
83'-0" provided - requires 22% departure

South: 108' x 0.65 = 70'-2" max length
84'-0" provided - requires 20% departure

Rationale

DC3.B - OPEN SPACE USES AND ACTIVITIES

The project requires a departure from the facade length requirements due to the desire for increased open space at the interior of the site. To mitigate this increased facade length the project features continuous openings that allow visibility all the way through the site. Furthermore the building massing is broken down on the upper levels to reduce the impact of the facade on the adjacent properties.



Remington Court Townhomes



Clover Lofts



Harvard Avenue Apartments



Killebrew Apartments



Bellevue Avenue Midrise