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# 3505 South Bennett Street

Formally known as 5306 Martin Luther King Jr Way South

MUP Recommendation Packet | Project #3029506 | January 29, 2019

**b9** architects

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# TABLE OF CONTENTS

<b>OBJECTIVES</b>	<b>04</b>
EDG APPLICATION	05
<b>SUPPLEMENTAL INFORMATION</b>	<b>06</b>
ZONING SUMMARY	06
NEIGHBORHOOD CONTEXT	08
SITE SURVEY	09
ARCHITECTURAL CONTEXT	11
EXISTING CONDITIONS	12
<b>RESPOSNE TO DESIGN GUIDANCE</b>	<b>14</b>
SUMMARY OF GUIDANCE	14
SUMMARY OF GUIDANCE	16
SITE APPROACH AT EDG	18
DESIGN EVOLUTION	20
MASSING & ARTICULATION	22
AMENITY AREA & CONNECTION TO STREET	26
SERVICE USES & SCREENING	38
AERIAL VIEWS	42
SITE PLAN	44
<b>PROPOSAL</b>	<b>46</b>
FLOOR PLANS	46
SECTIONS	47
ELEVATIONS	50
LANDSCAPE PROPOSAL	54
DEPARTURE MATRIX	56
SHADOW STUDIES	60
<b>COMPLETED WORK</b>	<b>62</b>



S Dawson St

**S Bennett St**

S Brandon St



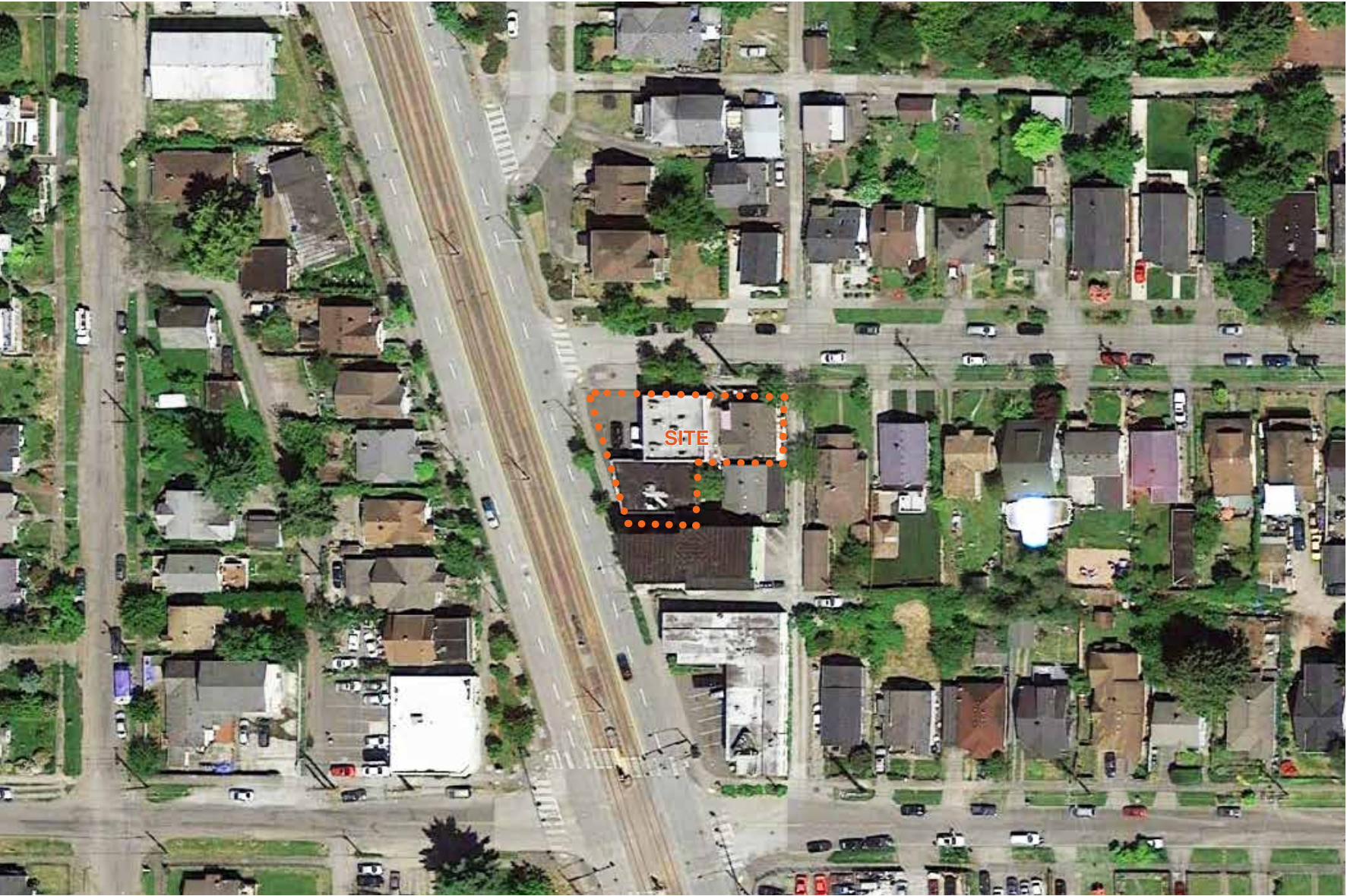
32nd Ave S

33rd Ave S

35th Ave S

**MLK Jr Way S**





33rd Ave S

MLK Jr Way S

S Bennett St

S Brandon St



## OBJECTIVES

Construct a residential apartment structure with four stories above street level. The structure will have (14) units. Access to (7) parking stalls provided from the alley. Existing structure to be demolished.

Number of Units	14
Number of Parking Spaces	7
Number of Bike Parking Spaces	15

## TEAM

ARCHITECTS	b9 architects
DEVELOPER	Le Truong N & Thuy T Phan
STRUCTURAL	Malsam Tsang
GEOTECHNICAL	Pangeo Inc.
LANDSCAPE	True Scape Design



EDG APPLICATION

PART I: Contact Information

1. Property address

3505 S Bennett St  
Formerly known as:  
5306 Martin Luther King Jr Way S

2. Project number

#3029506

3. Additional related project number(s)

#6626922

4. Owner Name

Le Truong N & Thuy T Phan

5. Contact Person Name

Bradley Khouri

Firm

b9 architects

Mailing Address

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City, State Zip

Seattle, WA 98104

Phone

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Email Address

office@b9architects.com

6. Applicant's Name

Bradley Khouri

Relationship to Project

Architect

7. Design Professional's Name

Bradley Khouri

Email Address

bgk@b9architects.com

Address

610 2nd Avenue

Phone

206.297.1284

PART II: Site and Development Information

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

*The existing site is located at the corner of S Bennett Street and Martin Luther King Jr Way South, within the Columbia City neighborhood, immediately outside the boundary of the Columbia City Residential Urban Village. Occupying an L-shaped lot, the site's irregular shape fronts both S Bennett Street and Martin Luther King Jr Way South. The site's topography descends from the alley towards Martin Luther King Jr Way South, from east to west. The site includes a mix of existing uses, a two-story building currently used as a church and a one-story retail store, with surface parking accessed from S Bennett Street. To the east of the existing commercial structure, there is a one-story single family structure.*

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood Specific Guidelines.

*The lot is zoned C1-40, located within the SESRA boundaries (Southeast Seattle Reinvestment Area) and is subject to the citywide Seattle Design Guidelines.*

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

*The immediate neighborhood is a mix of residential, commercial and mixed-use buildings, with predominantly single family houses as the immediate context with some duplexes/fourplexes and apartment buildings. There are also warehouses, service buildings, and retail spaces located along Martin Luther King Jr Way South. Adjacent to the site, to the south, is the Fair Work Center, a 4-story structure completed in 2014.*

*The site borders a Single Family Zone along the north and east property lines. The Commercial Zone is continuous on the west side of the site, running north-south along along Martin Luther King Jr Way S and partially occupying all blocks east and west of it. The Columbia City commercial core is located a couple blocks north and east along Rainier Avenue S.*

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from development standards.

*The objective of the development proposal is to create a new four-story residential apartment structure, consisting of 14 predominantly family-sized, two-bedroom units, with a single one-bedroom unit and a shared amenity area at the ground level of the proposed structure. The development proposes to provide 7 surface residential parking stalls occupying the northeast portion of the site, accessible from the alley to the east. Approximate structure height is 44', per SMC 23.47A.012.*

*Four departures are requested in order to achieve the project goals:*

1. Required Amenity Area is less than 5% of the total gross floor area in residential use

2. Common Amenity Area is a horizontal dimension of less than 10 feet and is less than 250 square feet in size

3. The required 5-foot deep landscape buffer across from the alley is less than the required depth.

4. Two of the required medium sized parking stalls must be small stalls.



# ZONING SUMMARY

23.47A.004 PERMITTED USES:

- Residential use permitted outright

23.47A.008 STREET LEVEL STANDARDS:

- Per SMC 23.47A.008.A.2, blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.
- The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.
- Street-level, street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
- Per SMC 23.47A.008.D.1 at least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry.
- Per SMC 23.47A.008.D.2 the floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

23.47A.013 FLOOR AREA RATIO:

- Per SMC 23.47A.013 maximum FAR is 3, minimum FAR is 1.5
- 3 X 6,947 = 20,841 square feet allowable for projects that meet the Standards of subsection SMC 23.47A.013.B Table A.
- 1.5 X 6,947 = 10,420 square feet minimum for projects that meet the Standards of subsection 23.47A.013.H Table C.
- Underground stories and portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, are exempt from far limits.

23.47A.012 STRUCTURE HEIGHT:

- Base max height for C zones = 40'-0"
- Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend up to 4 feet above the otherwise applicable height limit, whichever is higher.
- Mechanical equipment may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment.
- Stair and elevator penthouses may extend above the applicable height limit up to 16 feet

23.47A.016 LANDSCAPE AND SCREENING STANDARDS:

- Screening shall consist of fences, walls, or landscaped areas, including bioretention facilities or landscaped berms.
- Per SMC 23.47A.016.D.1.d.1, three-foot-high screening is required along street lot line
- Landscaping shall achieves a green factor score of 0.30 or greater.
- Surface screening is required for parking abutting or across an alley from a lot in a residential zone. Such parking shall have 6-foot-high screening along the abutting lot line and a 5-foot-deep landscaped area inside the screening.

23.47A.014.B.3 SETBACKS AND SEPARATIONS:

- 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, or that abuts a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows:
  - a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet; and
  - b. For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet

23.47A.024 AMENITY AREA:

- The required amount of amenity area is equal to 5 percent of the total residential gross area.
- All residents shall have access to at least one common or private amenity area.
- Amenity areas shall not be enclosed.
- Parking areas, vehicular access easements, and driveways do not qualify as amenity areas, except that a woonerf may provide a maximum of 50 percent of the amenity area if the design of the woonerf is approved through a design review process pursuant to Chapter 23.41.
- Common amenity area shall be minimum 250 square feet and have a minimum horizontal dimension of 10 feet
- Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.
- Rooftop areas excluded because they are near minor communication utilities and accessory communication devices, pursuant to subsection 23.57.012.C.1.d, do not qualify as amenity areas.

23.47A.022 LIGHT AND GLARE

- Exterior lighting must be shielded and directed away from adjacent uses.

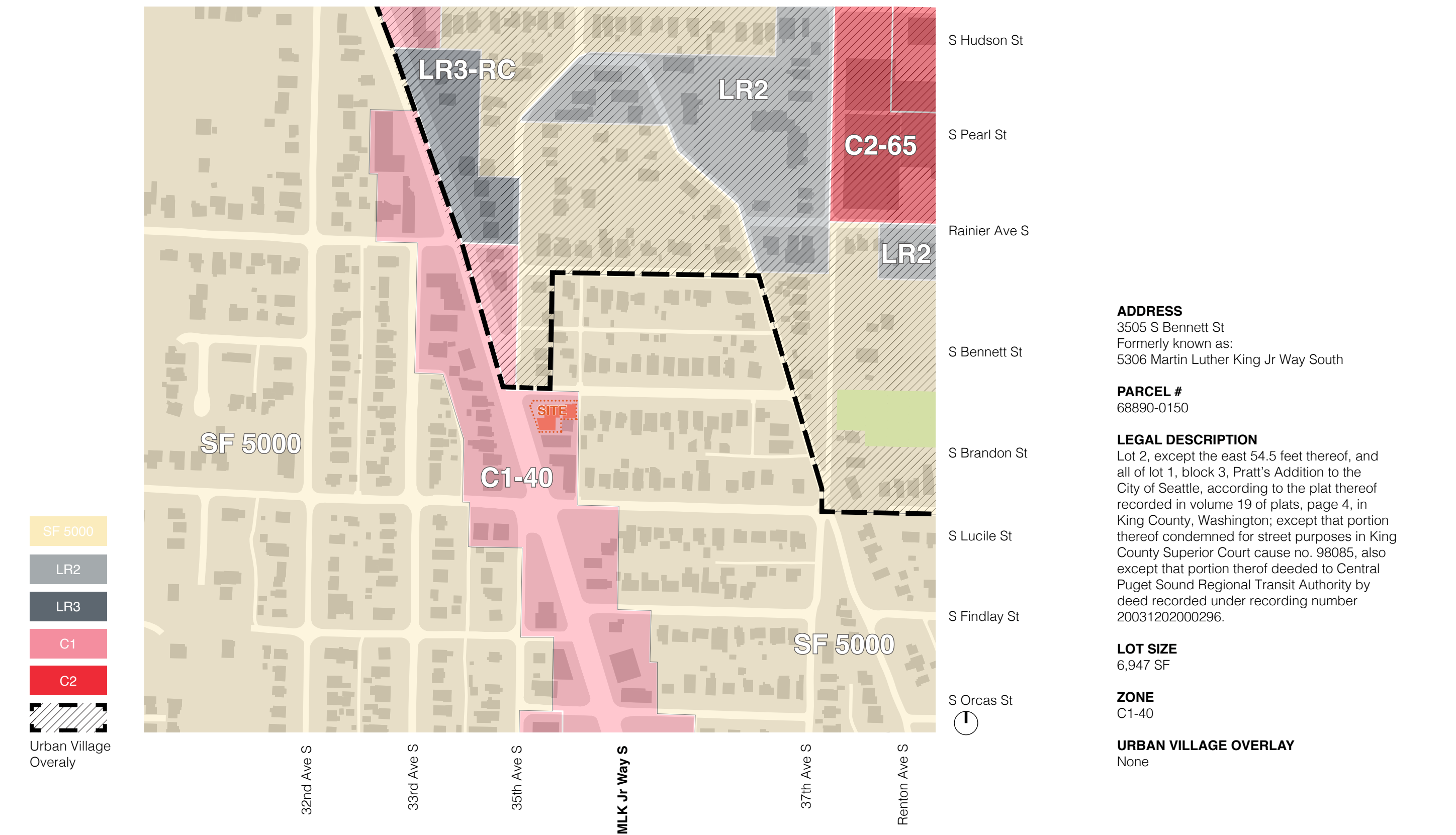
23.54.040 TRASH AND RECYCLING STORAGE:

- Residential units: 9-15 units = 150 square feet of storage area.
- For developments with 9 dwelling units or more, the minimum horizontal dimension of required storage space is 12 feet.

23.47A.032 PARKING LOCATION AND ACCESS:

- Parking to the side of a structure shall not exceed 60 feet of street frontage.





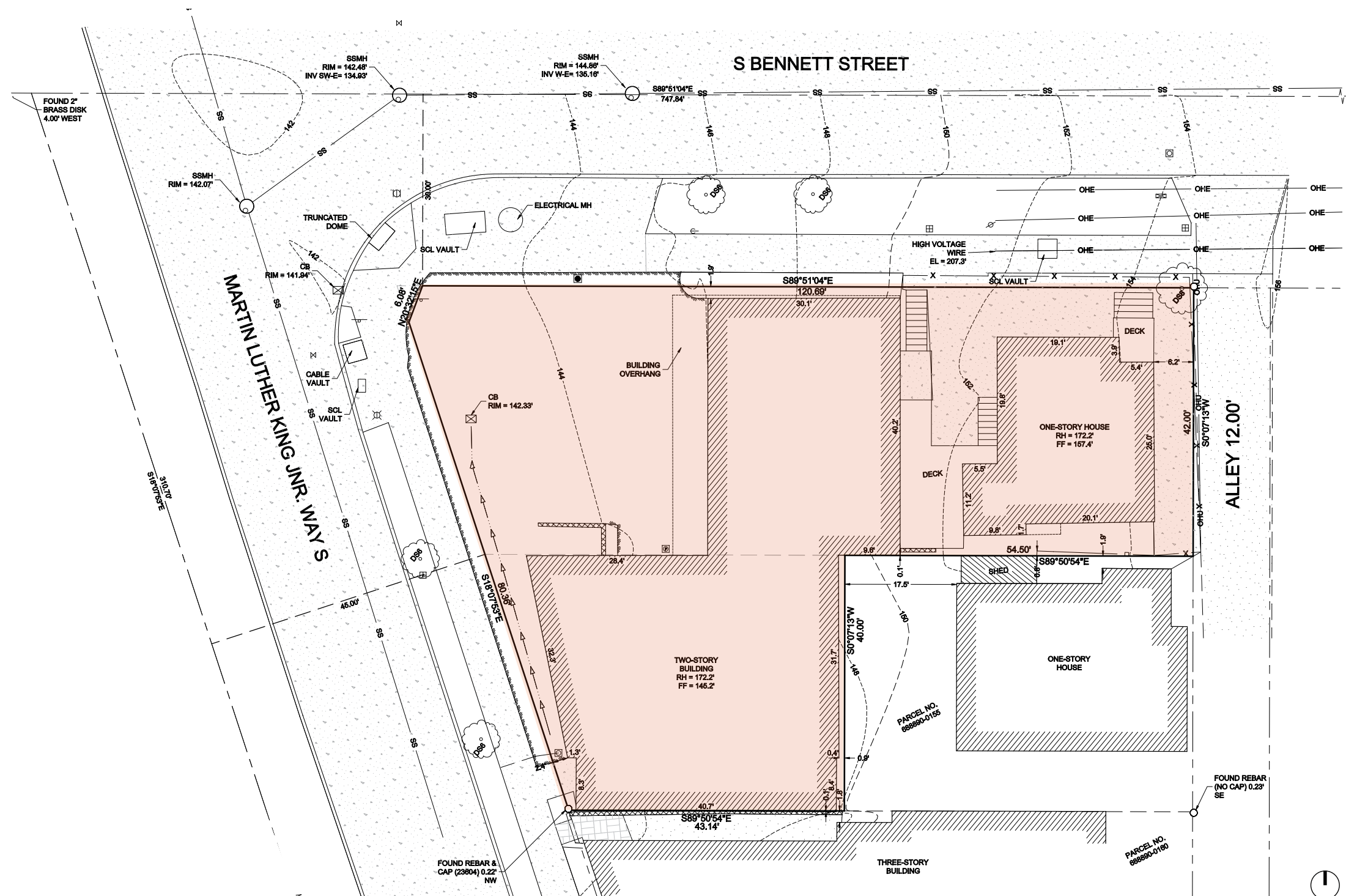


NEIGHBORHOOD CONTEXT





# SITE SURVEY





① Vina Dental and Dentures Clinic  
5317 MLK Jr Way S  
Built: 1922  
Commercial use with small setback



② Single Family Homes  
5218/5222 35th Ave S  
Built: 1929, 2006  
Elevated residential entries along Martin Luther King Jr Way S



③ Single Family Homes  
5239 39th Ave S  
Built: 2011, 5 homes  
Contemporary design, blank wall along street



④ Townhomes  
5036 MLK Way S  
Built: 2008, 5 units  
Street fronting setback with fence



⑤ ML King Family Housing  
3512 S Juneau St  
Built: 2005, 22 units  
Residential structure at street fronting property line



⑥ Grocery store  
5505 MLK Jr Way S  
Built: 1945  
Commercial use at street fronting property line



⑦ Mixed Use Apartments  
5308 MLK Way S  
Built: 2014, 5 units  
Street frontage, commercial use at ground level



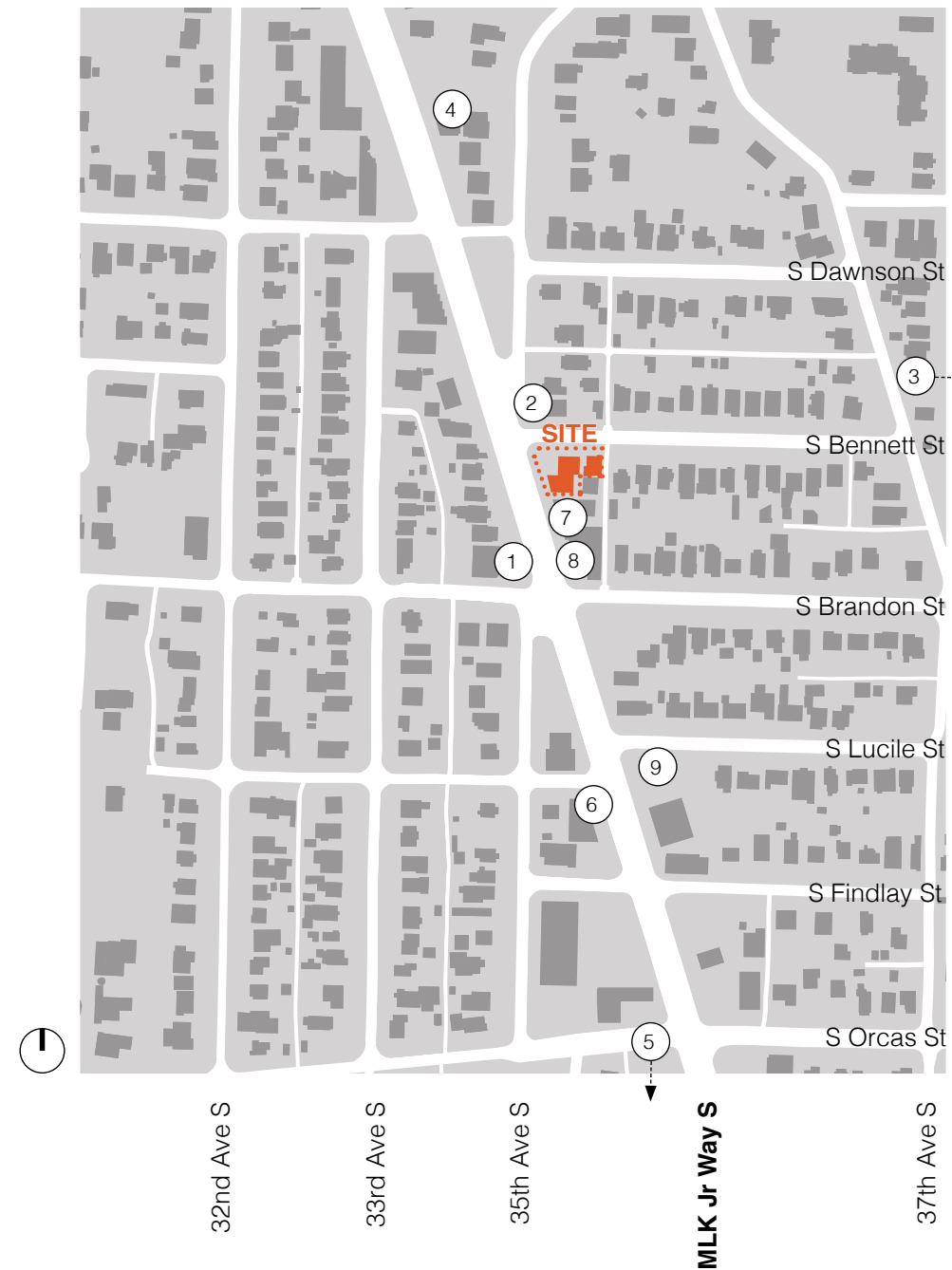
## ARCHITECTURAL CONTEXT



- ⑧ Apartments  
5314 MLK Way S  
Built: 1958, 16 units  
Setback Apartments providing parking along Martin Luther King Jr Way S



- ⑨ Service Building (Triple T Auto Repair)  
5500 MLK Jr Way S  
Built: 2000  
Blank wall along Martin Luther King Jr Way S



The architectural context in the surrounding neighborhood is a mix of residential, commercial and mixed-use buildings with predominantly single family homes as the immediate context and a couple apartment and multifamily buildings to the south and north.

Single Family use, warehouses and service buildings found along Martin Luther King Jr Way S., define the character of the neighborhood. There are also religious buildings in the area, such as the Church of South Seattle to the north.

A two-story 16-unit apartment building, built in 1958, is the largest residential structure immediately nearby.

The single family homes are predominantly traditional craftsman, with a few modern townhomes closeby (see #3,4). A majority of such single family homes are defining the neighborhood and highlight the proximity of the site to the single family zone.

The proposed design solutions respond to the site's topography, adjacent structures, and recent neighborhood development, such as the Fair Work Center completed in 2014.

# EXISTING CONDITIONS

The site is an L- shaped corner lot. The north side of the lot is approximately 120 feet long, and the west side of the lot is 80 feet long. The site currently contains a two-story building being used as a church attached to a one-story retail store on the west side of the lot, and a one-story single family house is occupying the rear side of the lot to the east. Surface parking located at the corner of the site is accessed from N Bennett Street. All existing structures are proposed to be demolished and removed.

A one-story single family structure, built in 1929 bounds the site to the southeast side. A 4-story office building, built in 2014, bounds the site to the southwest. A gravel

alley runs on the east side of the site and runs north-south, beginning at S Bennett St and ending up at S Brandon St. The site's topography descends approximately 12 feet from the east property line to the west property line. Primary pedestrian access will be provided from S Bennett St and vehicular access from the alley.

The site has access to transit with Columbia City Light Rail Station located half a mile to the north on Martin Luther King Jr Way S and bus service. Hitt's Hill Park is one block to the east and shops are concentrated on the Columbia City District , along Rainier Ave S.



1 View of site looking Southeast on MLK Way S



2 View of site looking Northeast on MLK Way S



3 View of south property line condition





④ View of site looking Northwest from the Alley



⑤ View of South property line condition



④ View of site looking Southwest on S Bennett St



⑥ View of single family home from alley



SUMMARY OF GUIDANCE

1. MASSING & ARTICULATION

**a. The Board generally supported the preferred massing option, however, they encouraged further design development in a manner that creates a strong connection to both streets – particularly as it relates to ground-level residential uses, the internalized amenity area, screening, and trash management.**

- Development of the preferred massing option has created a strong conection to both streets around the entire project.
- All ground level residential uses are located 4-feet above sidewalk grade, complying with SMC 23.47A.008.D.2, and are expressed in a vertical rhythm on the primary street facing façade on Martin Luther King Jr. Way S in response to the Board's guidance in item b below.
- Since EDG, the design has evolved to create three amenity spaces. The first is a new exterior amenity space located at the corner of the site. It is connected to the original interior amenity space, which is adjacent to the lobby. The third amenity space is new, and is located at grade, east of the building entry. The two exterior spaces, one a “front porch” for the building and the other, more a garden patio space, when combined with the interior common space, exceed the amount of code required amenity area.
- The required screening for parking has been detailed to relate to other elements along the street, such as the “front porch” guardrail and landscape elements along Martin Luther King Jr Way S.
- The project proposes to stage the trash containers within the parking screening, which is continous from the alley to S Bennett Street and along the frontage of both streets. This strategy reduces the visual impact of the trash and parking on the adjacent neighboring sites and provides a texture at street level along the building perimeter where the residential floor is raised above the street.

**b. The Board supported the proposed articulation of the preferred massing option, and noted that the framing elements and modulation contribute to a grounded feel that is typical of traditional rowhouses. The Board strongly encouraged further development of this residential expression.**

- The design of the proposed articulation of the preferred massing option has evolved in response to the Board's guidance.

- Specifically the design of the overall massing and highlighted façade framing elements create a consistent compositional gesture throughout the project.
- The linear framing elements introduce a residential scale to the facade, evoking a traditional rowhouse form.
- Alternating parapets and roof overhangs, combined with window patterning and alternating exterior siding materials further articulate the preferred alternative.

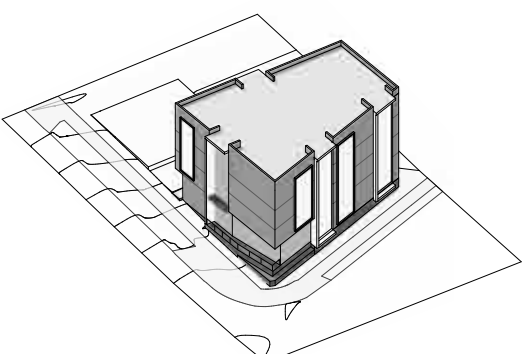
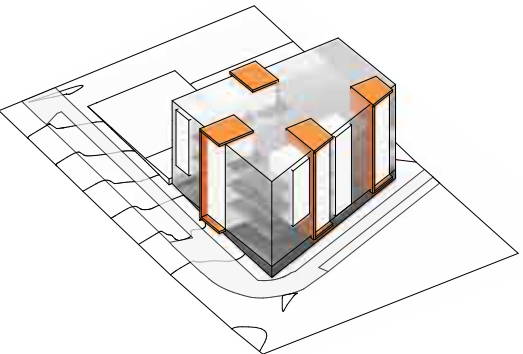
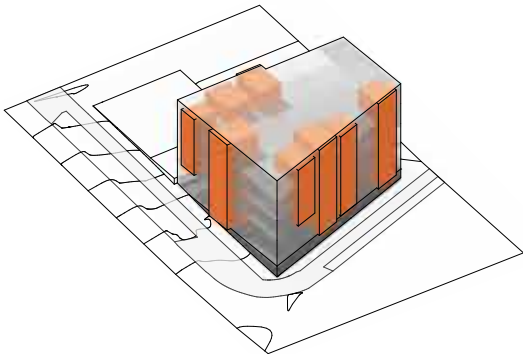
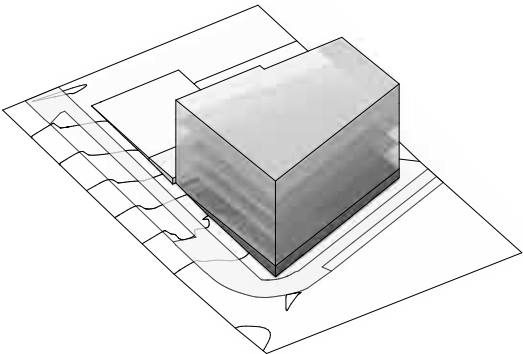
**c. The Board specifically prioritized Design Guideline DC2-D-1, Human Scale, and encouraged the incorporation of secondary architectural features and massing moves that establish a human scale and contribute to a strong residential expression. These features should ultimately be informed by the design of the amenity area and “front porch” concept.**

- Secondary architectural features have been incorporated to add to the residential character and human scale of the project. They include an entry canopy, roof projections, horizontal and vertical framing elements and metal railings.
- These elements all help define the residential entry and associated “front porch” amenity area.
- It creates a space for the residents that contributes to the streetscape at the corner of Martin Luther King Jr Way South and South Bennett Street.
- The front porch connects the streetscape to an interior amenity area through a terraced planter, metal railing and wood deck.
- The covered front porch is further defined by a wood soffit above and contrasting siding material creating an inviting space for residents and guests. It has been increased in size to make it more successful and to allow for gathering and seating.

**d. The Board supported the double height units, and stated the exterior façade composition should reflect that internal configuration.**

- The proposal evolved since the Early Design Guidance meeting, taking advantage of a change in the Land Use Code to allow for a parking reduction due to the site's proximity to the LINK Light Rail Station at S Dawson Street.
- As a result the double height units have been replaced with another floor of units, increasing the number of family sized units while maintaining the overall building massing and design concept.
- The design proposal is still the same height. The exterior façade composition has developed consistent with this approach.

- CS2** URBAN PATTERN AND FORM  
B-2. CONNECTION TO THE STREET
- PL3** STREET LEVEL INTERACTION  
B-4. INTERACTION
- DC1** PROJECT USES AND ACTIVITIES  
A-4. VIEWS AND CONNECTIONS  
C-2. VISUAL IMPACTS
- DC2** ARCHITECTURAL CONCEPT  
A-2. REDUCING PERCIEVED MASS  
B-1. FACADE COMPOSITION  
D-1. HUMAN SCALE
- DC4** EXTERIOR ELEMENTS AND FINISHES  
D-4. PLACE MAKING





2. AMENITY AREA & CONNECTION TO STREET

**a. The Board generally supported the concept of an internalized amenity area as an active street use, however, they questioned whether it would be successful. The Board was concerned that the internalized amenity space could go unused, based on observations of similarly designed spaces, and noted that the appeal of an external amenity space is that it provides something that is not available in each individual residential unit.**

- In response to the Board’s concern, the amenity area has been improved to ensure it will be more successful.
- The building design evolved to create an exterior covered “front porch” that connects to the interior amenity space. This encourages activity by providing an extension to the indoor space.
- This provides an interior and exterior relationship that compliments the experience in the individual units.
- The “front porch” amenity area is accessible from the interior amenity area which is accessible from the main lobby.
- Seating and landscape planters are provided at the front porch to further encourage residents to use the space and provide a buffer to the adjacent sidewalk and street. It is further defined by a terraced landscape area along the sidewalk that visually connects the front porch to the sidewalk and planting strip.
- In addition, a secondary exterior amenity area has been provided to the east of the structure along S Bennett Street at grade to support a variety of options for residents.

**b. The Board prioritized further development of the internalized amenity area in a manner that creates a strong connection to the street, contributes to the residential expression, and adds value. The Board encouraged a layered approach that softens the boundary between the interior amenity area and public realm, allowing the amenity area to open up and spill out into a semi-private space – creating a “front porch”. The Board noted this expression could also be achieved by allowing the adjacent lobby space and residential unit to occupy the setback and activate the exterior space adjacent to the internalized amenity area.**

- The design evolved to create a layered approach between the sidewalk and the interior amenity area. Refer to response to “a” above.
- The area’s edges are softened by the terraced planters along it’s base at the sidewalk, improving the boundary between private and public, creating a semi-private space for residents to take advantage of.

**c. Ultimately, the Board indicated they were inclined to support the requested departure from amenity area requirements provided that the aforementioned guidance is resolved. The Board requested that the applicant provide alternative studies at the Recommendation phase.**

- The amenity area design has evolved, refer to responses to “a” and “b” above. In addition, please refer to amenity area alternative studies on pages 28-29 of this packet.

**d. The Board supported the proposed location of the primary entry off S Bennett St, however, they noted that the treatment of the 4-foot blank wall along MLK Jr Way S requires further study. The Board indicated they would be open to a departure from the required 4-foot vertical separation between ground-level residential uses and the sidewalk, provided that the departure helps facilitate the resolution of the guidance discussed herein.**

- The proposed development has maintained an entry off of South Bennett Street. This entry is articulated through a recessed wall of a contrasting material, an entry canopy, the “front porch” described above and a set of terraced planters.
- The 4-foot vertical separation between the ground-level residential use and the sidewalk along Martin Luther King Jr Way South is required due to the project utilizing the additional height permitted under SMC 23.47A.012.A.1.a. This 4-foot separation is not departable, per SDCI. The additional height permits the project to increase its total height to four stories from three stories with a mezzanine, and in turn, provides more family sized housing units, a goal of the city of Seattle and our client.

- The 4-foot vertical separation between the ground-level residential use and the sidewalk along Martin Luther King Jr Way South has been designed to maintain privacy for the residential uses while providing a landscape buffer between the sidewalk and the building facade. The design includes framing elements, materials, projectionsto break up the continuous wall along the street.

**e. The treatment of the ground-level façade along MLK Jr Way S should enhance the connection to the street, take cues from the design of the amenity area and “front porch” concept, and establish an architectural language that wraps the corner onto S Bennett St.**

- The “front porch” wraps the corner from S Bennett Street onto Martin Luther King Jr Way S, buffered by terraced planters that all create an singular expression of the predominant corner.
- The street-facing facades feature framing elements as described above in response to Item “1” that ground the facade at the street and articulate rhythm in the proposed massing.
- In addition, the frame elements along Martin Luther King Jr Way S have been designed to become grounded as a planter along the sidewalk. This softens the street edge and incorporates more human-scale elements along the primary facade.

<b>CS2</b>	URBAN PATTERN AND FORM B-2. CONNECTION TO THE STREET
<b>PL3</b>	STREET LEVEL INTERACTION B. RESIDENTIAL EDGES B-4. INTERACTION
<b>DC1</b>	PROJECT USES AND ACTIVITIES A-2. GATHERING PLACES A-4. VIEWS AND CONNECTIONS
<b>DC2</b>	ARCHITECTURAL CONCEPT B. ARCHITECTURAL AND FACADE COMPOSITION
<b>DC3</b>	OPEN SPACE CONCEPT A-1. INTERIOR/EXTERIOR FIT C-2. AMENITIES AND FEATURES



Street View looking Southwest

SUMMARY OF GUIDANCE

3. SERVICE USES & SCREENING

*a. In agreement with public comment, the Board was concerned with trash storage, staging, and service. The Board indicated they would be open to a departure from landscape buffer requirements along the alley, provided that the resulting design created a trash staging area and contributed to an attractive transition.*

- In response to the Board and public comment, the project created a trash staging area along the alley, accessed from S Bennett Street. It is located in the required five-foot landscape buffer which results in a departure being requested.
- An attractive transition is created through a combination of screening elements and landscaping around the trash staging area and surface parking. This strategy limits the visual impact of the trash and its storage to adjacent neighbors.
- Seattle Public Utilities has reviewed the staging strategy and provided formal approval of the proposal.

*b. The trash storage area should be attractively screened to minimize impacts on building aesthetics and the pedestrian experience.*

- The proposed trash staging area is screened with a 6'-0" tall powder coated metal frame with wood screening, consistent with other screening elements in the project. Refer to response to Item "a" above.

*c. The Board was concerned with the high visibility of the parking area, and visual impacts on the pedestrian realm. The Board directed further development of a screening concept which includes attractive material and landscape treatments that relate to the overall design.*

- In response to the Board's concern, the proposed parking area is screened along S Bennett Street and the alley.
- A 6'-0" powder coated metal screen will be constructed with high quality materials and will incorporate landscape treatments. The design is integrated into the overall design of the building and site concept.

*d. To better under the relationship to adjacent sites, the Board requested cross sections through the proposed development, landscape buffers and material screening, the alley, and adjacent sites to be provided at the Recommendation phase.*

- Refer to additional project sections provided in the packet to illustrate the relationship to adjacent sites. As presented at Early Design Guidance, the proposed structure is located away from the adjacent single-family zoning and structures at the corner of S Bennett Street and Martin Luther King Jr Way S. The sections through the proposal demonstrate the screening elements around the parking and trash staging area.

- CS2

URBAN PATTERN AND FORM

D-3. ZONE TRANSITIONS

D-4. MASSING CHOICES

D-5. RESPECT FOR ADJACENT SITES
- DC1

PROJECT USES AND ACTIVITIES

C-2. VISUAL IMPACTS

C-4. SERVICE USES
- DC4

EXTERIOR ELEMENTS AND FINISHES

D-1. CHOICE OF PLANT MATERIALS



View looking Southeast at Amenity Area



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SITE APPROACH AT EARLY DESIGN GUIDANCE

**DISCLAIMER:**  
THE FOLLOWING INFORMATION IS PRESENTED AS REFERENCE TO THE SITE APPROACH AT THE TIME OF EDG. PLEASE NOTE THAT THE PROJECT HAS DEVELOPED FURTHER AND IS ILLUSTRATED IN THE FOLLOWING PAGES.

The three design alternatives have resulted from further analysis of the site. Three site options (Zoning Envelope, Englogated Bar, and Martin Luther King Jr Way S Setback at Ground Level) explore the issues and constraints of different site approaches. After considering the issues with the three site approaches, the preferred site approach resolves the following issues while providing a large rear setback at the zone transition from single family zone to commercial zone.





Site Approach Issues:

- 1. Parking Access
- 2. Access to Light and Air
- 3. Zone Transition
- 4. Massing Continuation
- 5. Property Line Condition/Setbacks

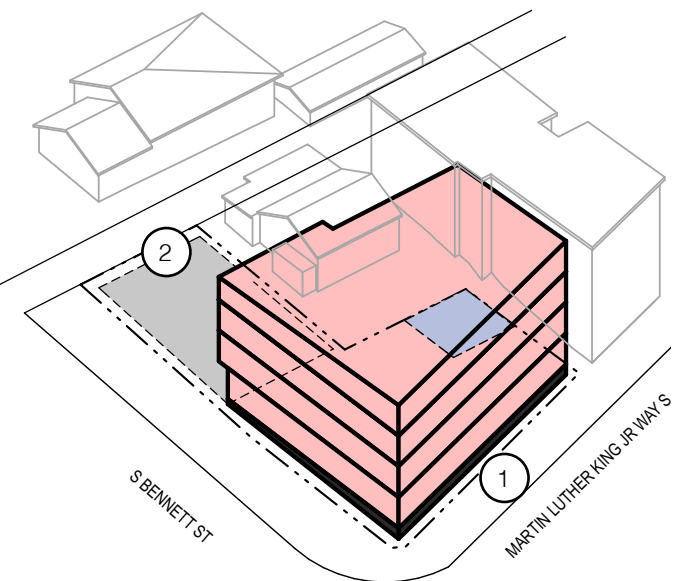
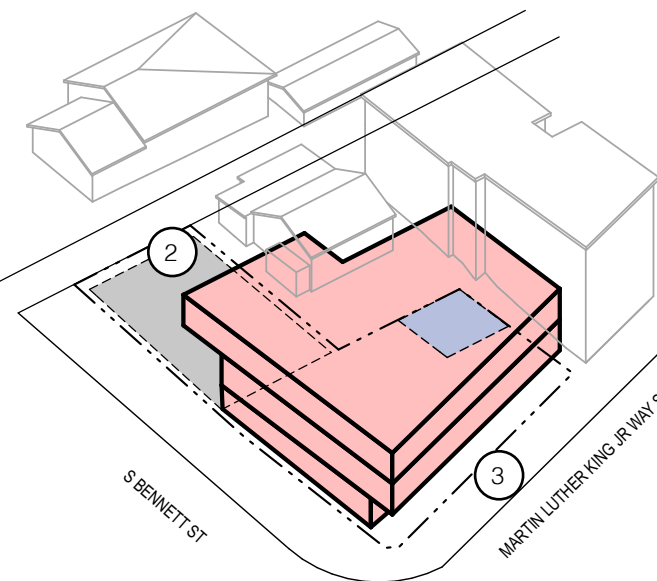
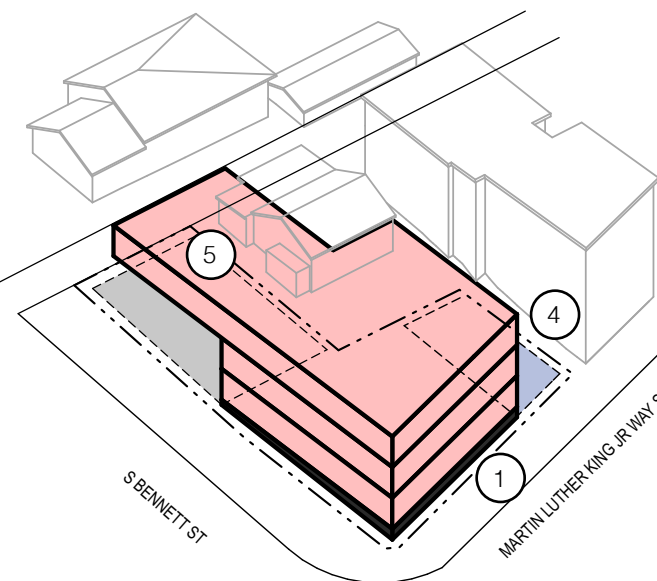
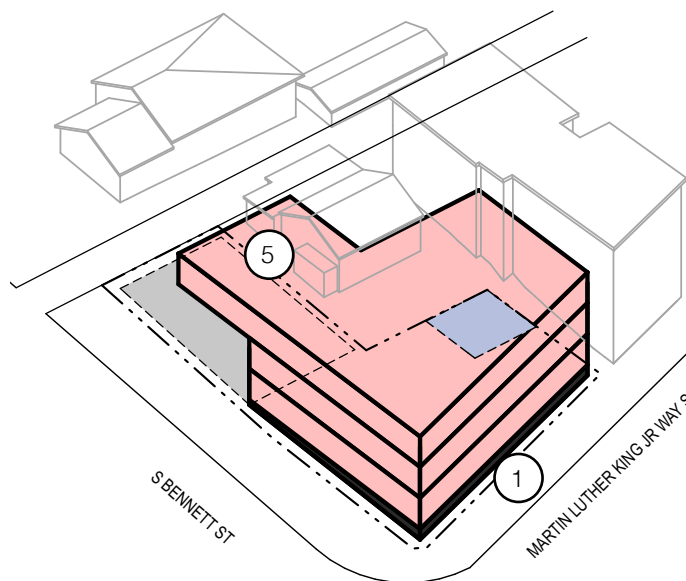
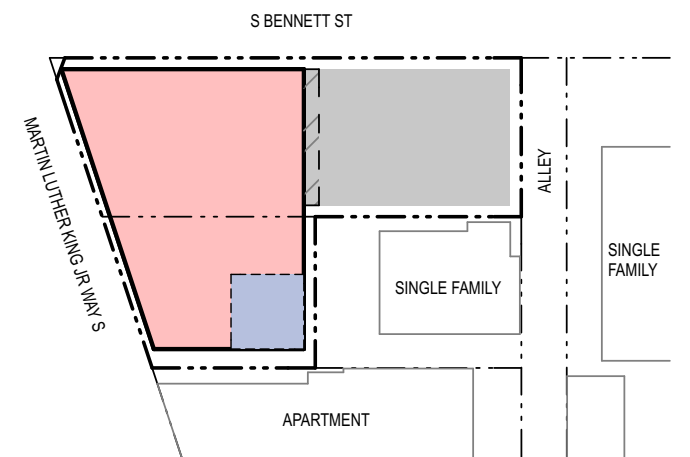
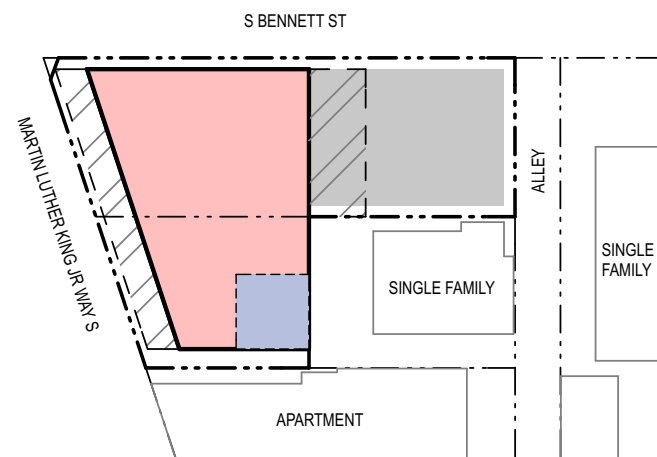
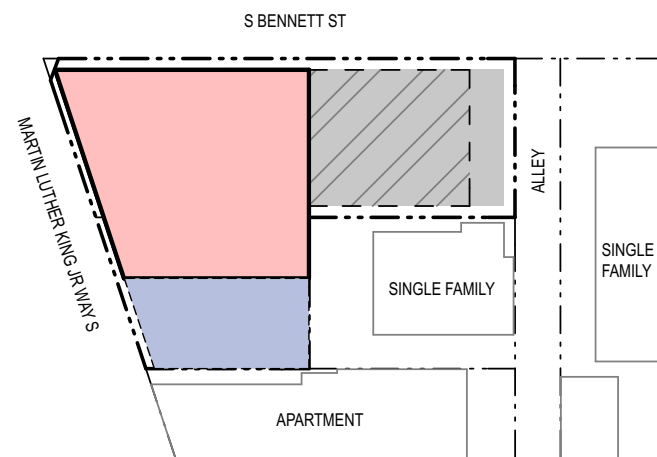
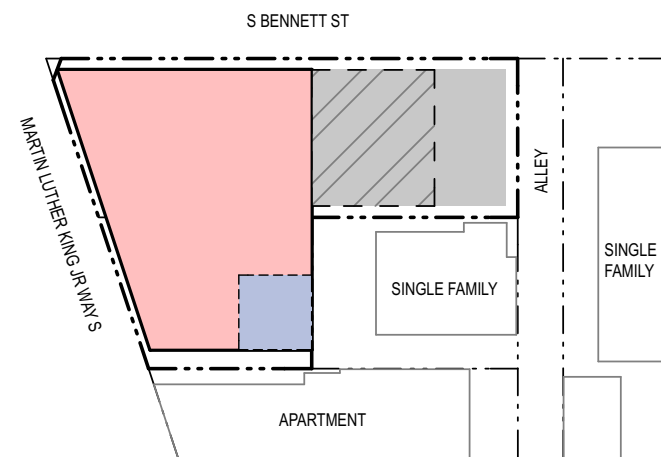
Site Constraints due to Code Requirements:

- SMC.23.47A.014.B.1:
- A triangular setback is required where a lot abuts the intersection of a side lot line and front lot line in a residential zone. The two sides of the triangle extend 15 ft on both sides from the intersection.
- SMC.23.47A.014.B.3.A:
- A 15 ft setback is required for a residential structure above 13 ft in height and below 40 ft, abutting a lot in the residential zone.
- SMC.23.47A.014.B.4:
- One half of the abutting alley width may be counted towards the required setback.

- 1 DWELLING UNIT FLOOR RAISED 4 FEET AT STREET LEVEL STREET FACING FACADE PER SMC 23.47A.008.D
- 2 SETBACK AT REAR OF SITE FOR ZONE TRANSITION ADJACENT SINGLE FAMILY ZONING
- 3 DWELLING UNIT FLOOR SET BACK 10 FEET FROM SIDEWALK AT STREET LEVEL STREET FACING FACADE PER SMC 23.47A.008.D
- 4 AMENITY AREA LOCATED ADJACENT TO PROPERTY LINE CREATES GAP ALONG MARTIN LUTHER KING JR WAY S
- 5 ALLOWABLE SIGNIFICANT HEIGHT AND BULK ABUTTING SINGLE FAMILY USE

-  PROPOSED STRUCTURE
-  STRUCTURE ABOVE GRADE
-  PARKING AT GRADE
-  AMENITY AREA





**ZONING ENVELOPE**

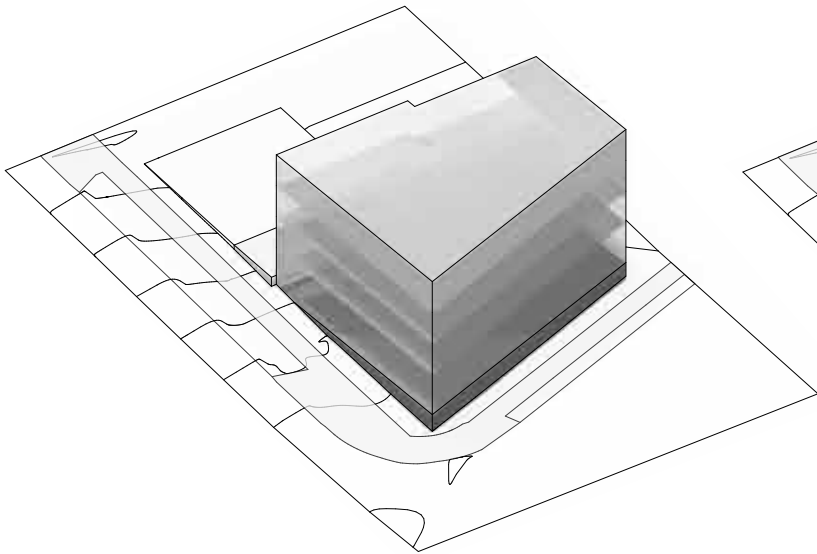
**ELONGATED BAR**

**MARTIN LUTGER KING JR WAY S SETBACK  
AT GROUND LEVEL**

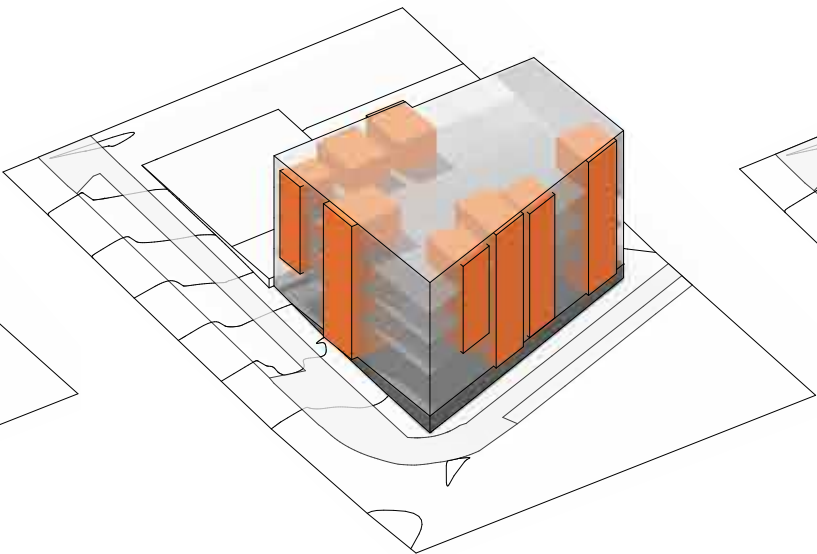
**RESPONDS TO ADJACENT MASSING  
ALONG MARTIN LUTHER KING JR WAY S**

DESIGN EVOLUTION

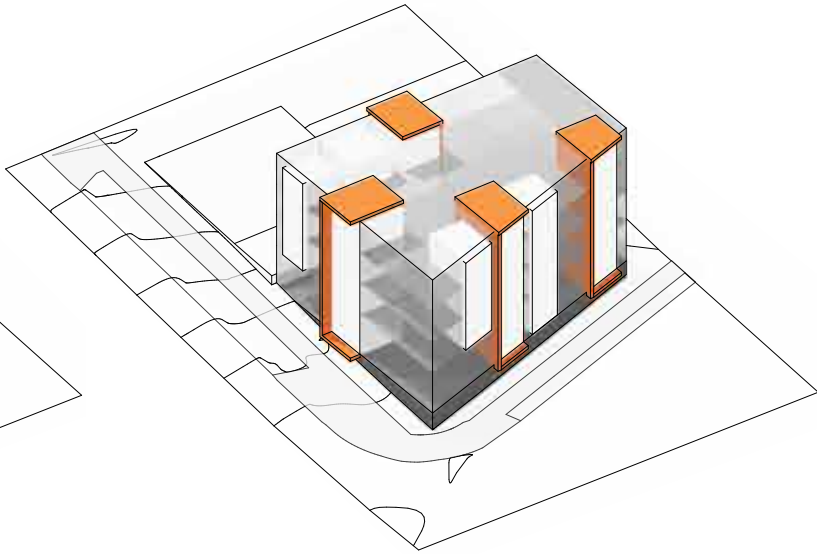
← Design Proposal at EDG Meeting →



**Building Envelope**  
The massing/building envelope occupies the corner of the L-shaped site providing a buffer to the adjacent single family zone to the east.



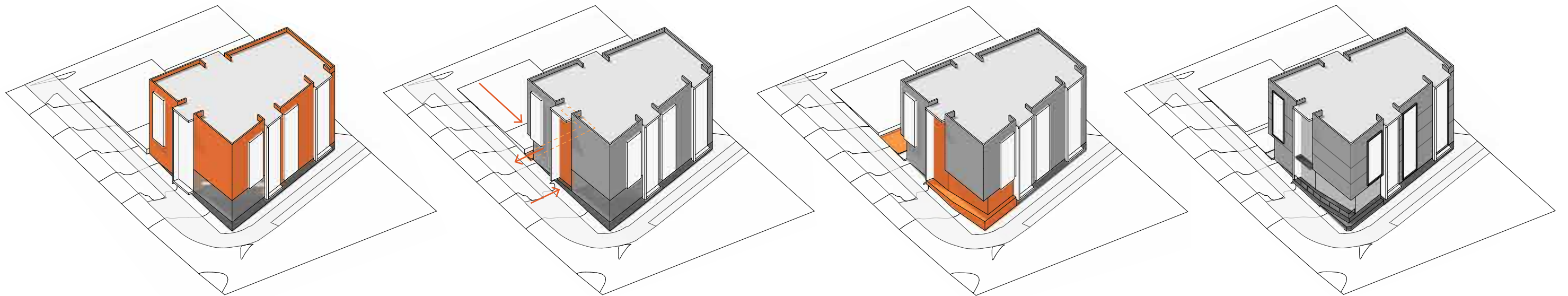
**Expression of Program:**  
Surface manipulation and modulation expresses living and bedroom program elements in order to create rhythm, depth, and visual interest in the proposed facade design.



**Expression of Frames:**  
Glazing, material expression and datum lines within the structure are used to express horizontal and vertical framing elements. These elements create pattern in the facade and reduce the overall scale of the proposed design.



—————▶ **Design Proposal since EDG Meeting** —————▶



**Massing Definition:**

The design proposal is further articulated through the interaction of larger massing elements coupled with the expression of program and horizontal and vertical framing elements.

**Access:**

The residential entry highlighted on the S Bennett Street facade with a recessed plane in a contrasting material. Parking access is provided from the alley at the rear of the site. This proposed massing of the building responds to these two access points and is lifted to introduce three-story elements adjacent to the single-family zoning to the east and north of the proposal.

**Amenity Area:**

The required exterior amenity area is provided in two locations along the more residential facade facing S Bennett Street. The first is located at the corner adjacent to the recessed residential entry in the form of a modern front porch. The second is located between the structure and its surface parking. A supplemental interior amenity area sponsors activity on the raised front porch.

**Detailing of Primary Architectural Features:**

The facade has been further developed and detailed to express the framing elements, program, and massing elements. The varying scale of the detailing reinforces the hierarchy of these primary architectural features.

MASSING & ARTICULATION

Response to Guidance

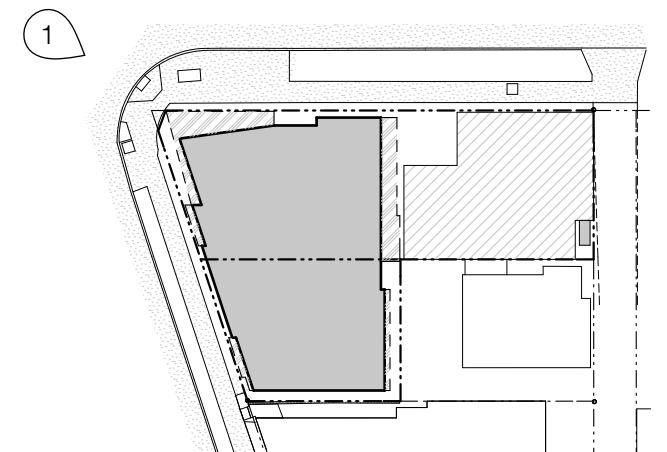
- The design of the proposed articulation of the preferred massing option has evolved in response to the Board's guidance.
- Specifically the design of the overall massing and highlighted façade framing elements create a consistent compositional gesture throughout the project.
- The linear framing elements introduce a residential scale to the facade, evoking a traditional rowhouse form.
- Alternating parapets and roof overhangs, combined with window patterning and alternating exterior siding materials further articulate the preferred alternative.
- Secondary architectural features have been incorporated to add to the residential character and human scale of the project. They include an entry canopy, roof projections, horizontal and vertical framing elements and metal railings.
- These elements all help define the residential entry and associated “front porch” amenity area.
- It creates a space for the residents that contributes to the streetscape at the corner of Martin Luther King Jr Way South and South Bennett Street.
- The front porch connects the streetscape to an interior amenity area through a terraced planter, metal railing and wood deck.
- The covered front porch is further defined by a wood soffit above and contrasting siding material creating an inviting space for residents and guests. It has been increased in size to make it more successful and to allow for gathering and seating.

**Design Guidelines Supported - CS2-B-2, PL3-B-4, DC1-A-4, DC1-C-2, DC2-A-2, DC2-B-1, DC2-D-1, DC4-D-4**





① View looking Southeast at Corner Facades



View looking Southeast from EDG

MASSING & ARTICULATION

Response to Guidance

- The proposal evolved since the Early Design Guidance meeting, taking advantage of a change in the Land Use Code to allow for a parking reduction due to the site's proximity to the LINK Light Rail Station at S Dawson Street.
- As a result the double height units have been replaced with another floor of units, increasing the number of family sized units while maintaining the overall building massing and design concept.
- The design proposal is still the same height. The exterior façade composition has developed consistent with this approach.

**Design Guidelines Supported - CS2-B-2, PL3-B-4, DC1-A-4, DC1-C-2, DC2-A-2, DC2-B-1, DC2-D-1, DC4-D-4**



1 View looking West at Rear Facade

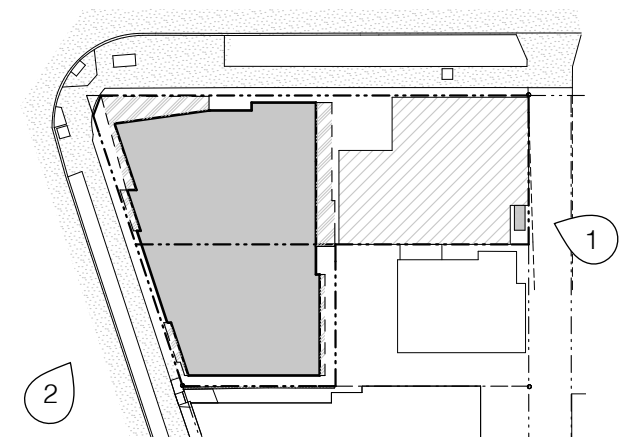


View looking West at EDG





② View looking Northeast at West Facade



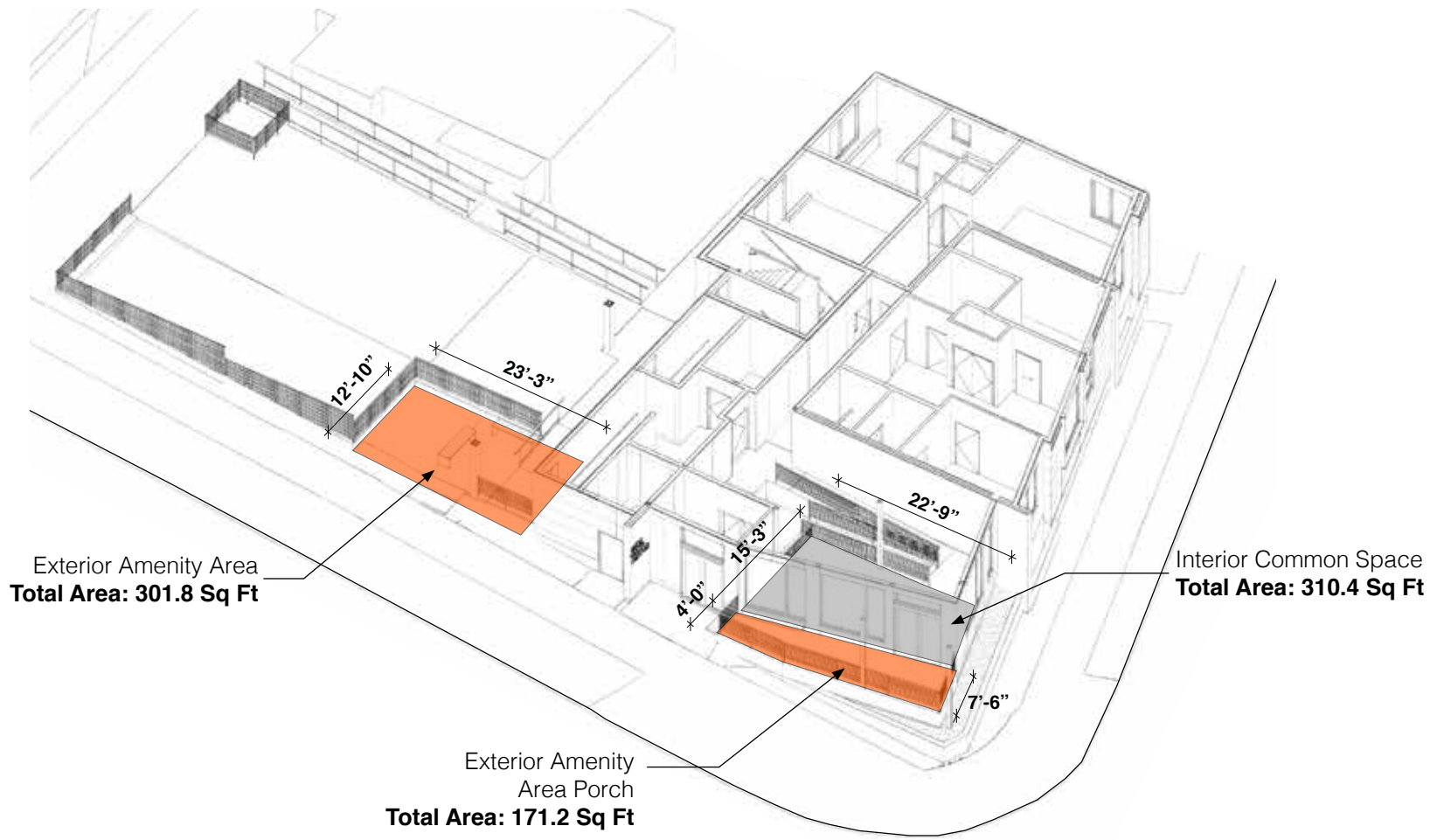
View looking Northeast at EDG

AMENITY AREA & CONNECTION TO STREET

Response to Guidance

- In response to the Board's concern, the amenity area has been improved to ensure it will be more successful.
- The building design evolved to create an exterior covered "front porch" that connects to the interior amenity space. This encourages activity by providing an extension to the indoor space.
- This provides an interior and exterior relationship that compliments the experience in the individual units.
- The "front porch" amenity area is accessible from the interior amenity area which is accessible from the main lobby.
- Seating and landscape planters are provided at the front porch to further encourage residents to use the space and provide a buffer to the adjacent sidewalk and street. It is further defined by a terraced landscape area along the sidewalk that visually connects the front porch to the sidewalk and planting strip.
- In addition, a secondary exterior amenity area has been provided to the east of the structure along S Bennett Street at grade to support a variety of options for residents.

**Design Guidelines Supported - CS2-B-2, PL3-B, PL3-B-4, DC1-A-2, DC1-A-4, DC2-B, DC3-A-1, DC3-C-2**

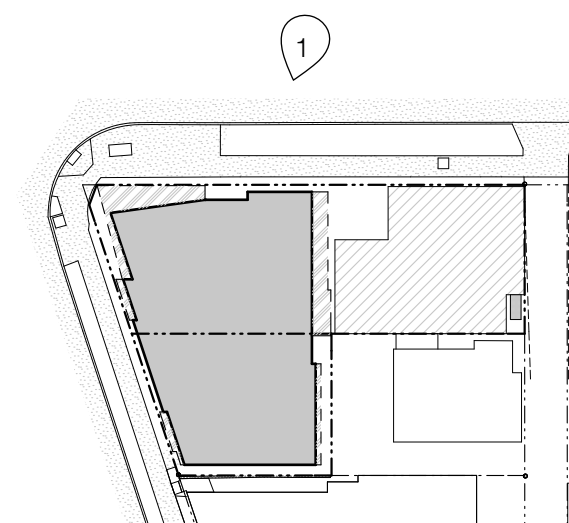


1 Ground Level Axonometric View



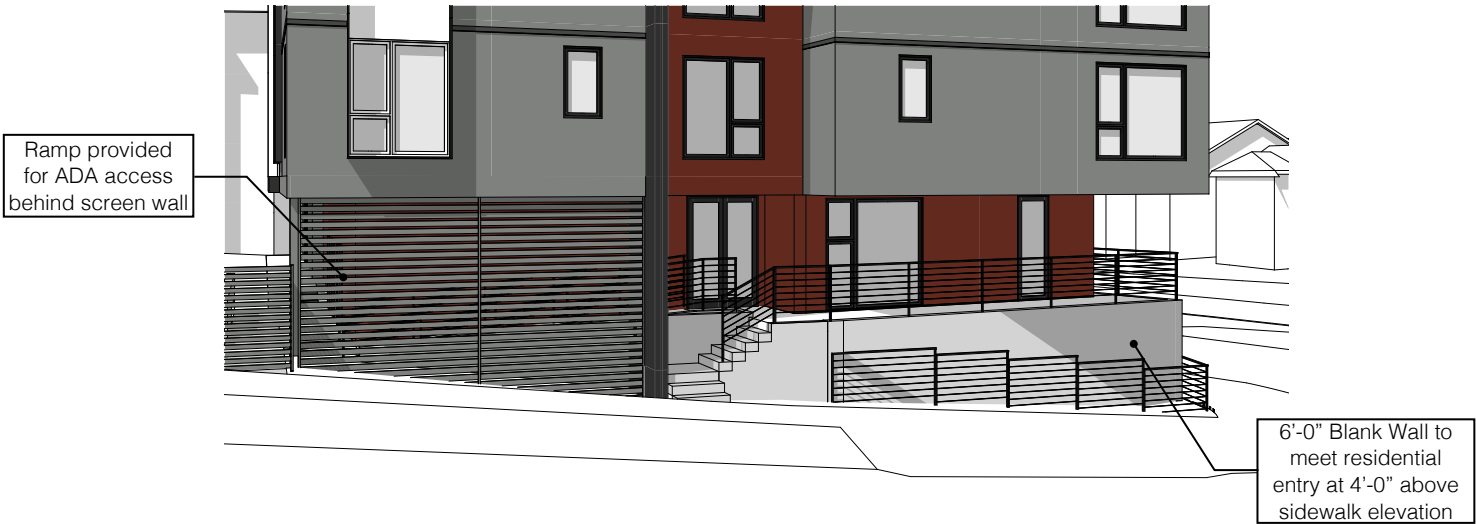
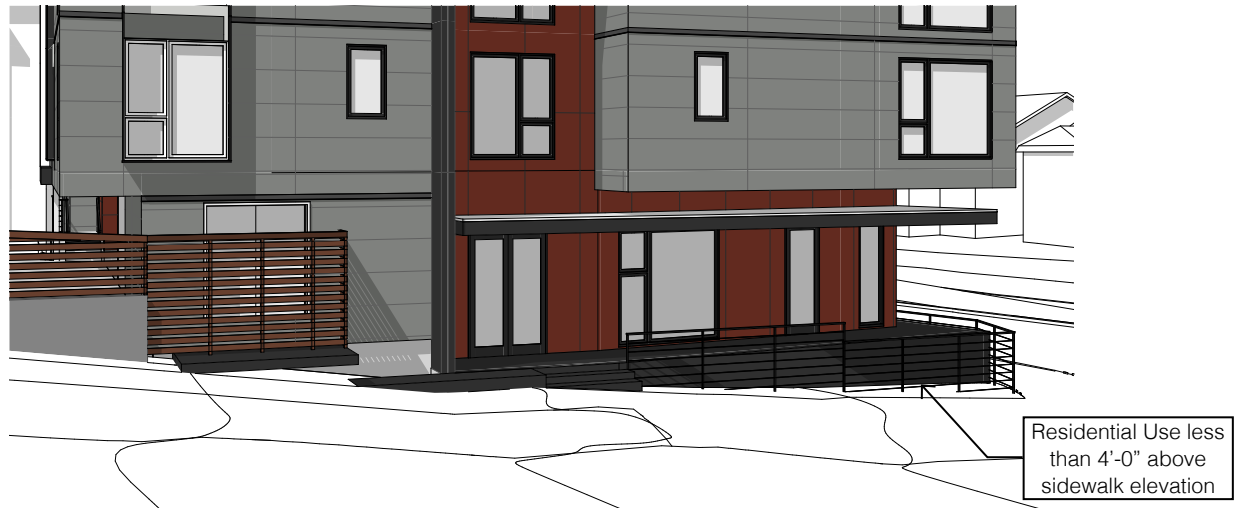


① View looking Southwest at North Facade



AMENITY AREA & CONNECTION TO STREET

Amenity Area “Front Porch” Design Evolution



Residential Use at Ground Level (Not Code Compliant)



Residential Entry 4'-0" Above Sidewalk Elevation (Code Compliant)



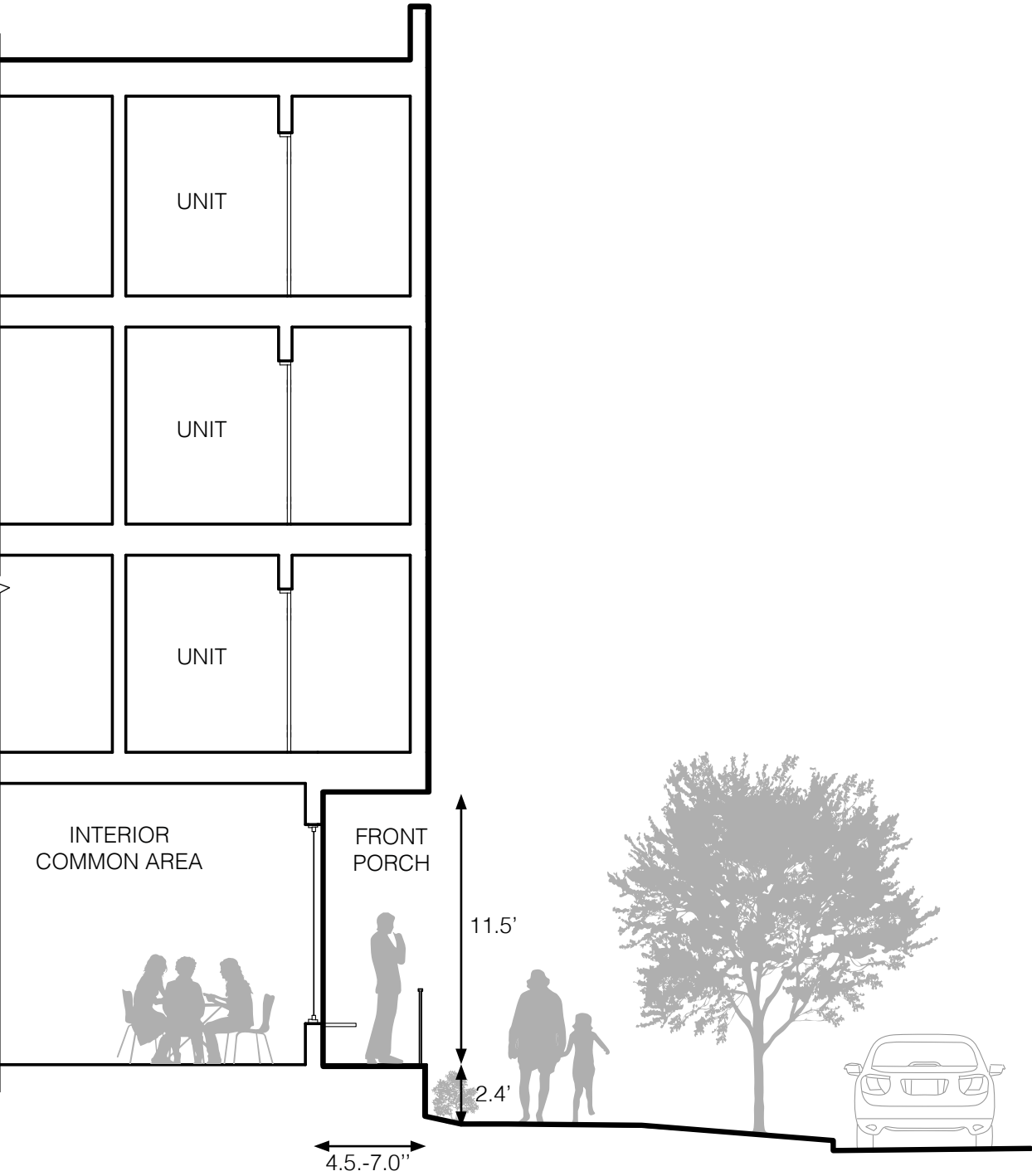
-----> **Amenity Area “Front Porch” Proposal**



**Residential Use 4'-0" Above Sidewalk Elevation, Tiered Porch (Code Compliant)**

**Residential Entry at Sidewalk Elevation, Residential Use 4'-0" Above Sidewalk Elevation to Martin Luther King Jr Way S (Code Compliant)**

AMENITY AREA & CONNECTION TO STREET

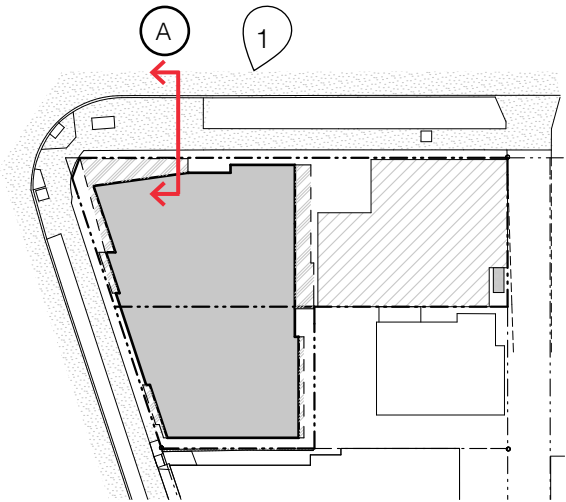


A S Bennett St Detailed Section

Response to Guidance

- The design evolved to create a layered approach between the sidewalk and the interior amenity area. Refer to response to “a” above.
- The area’s edges are softened by the terraced planters along it’s base at the sidewalk, improving the boundary between private and public, creating a semi-private space for residents to take advantage of.
- The amenity area design has evolved, refer to responses to “a” and “b” above. In additiion, please refer to amenity area alternative studies on pages 28-29.

**Design Guidelines Supported - CS2-B-2, PL3-B, PL3-B-4, DC1-A-2, DC1-A-4, DC2-B, DC3-A-1, DC3-C-2**





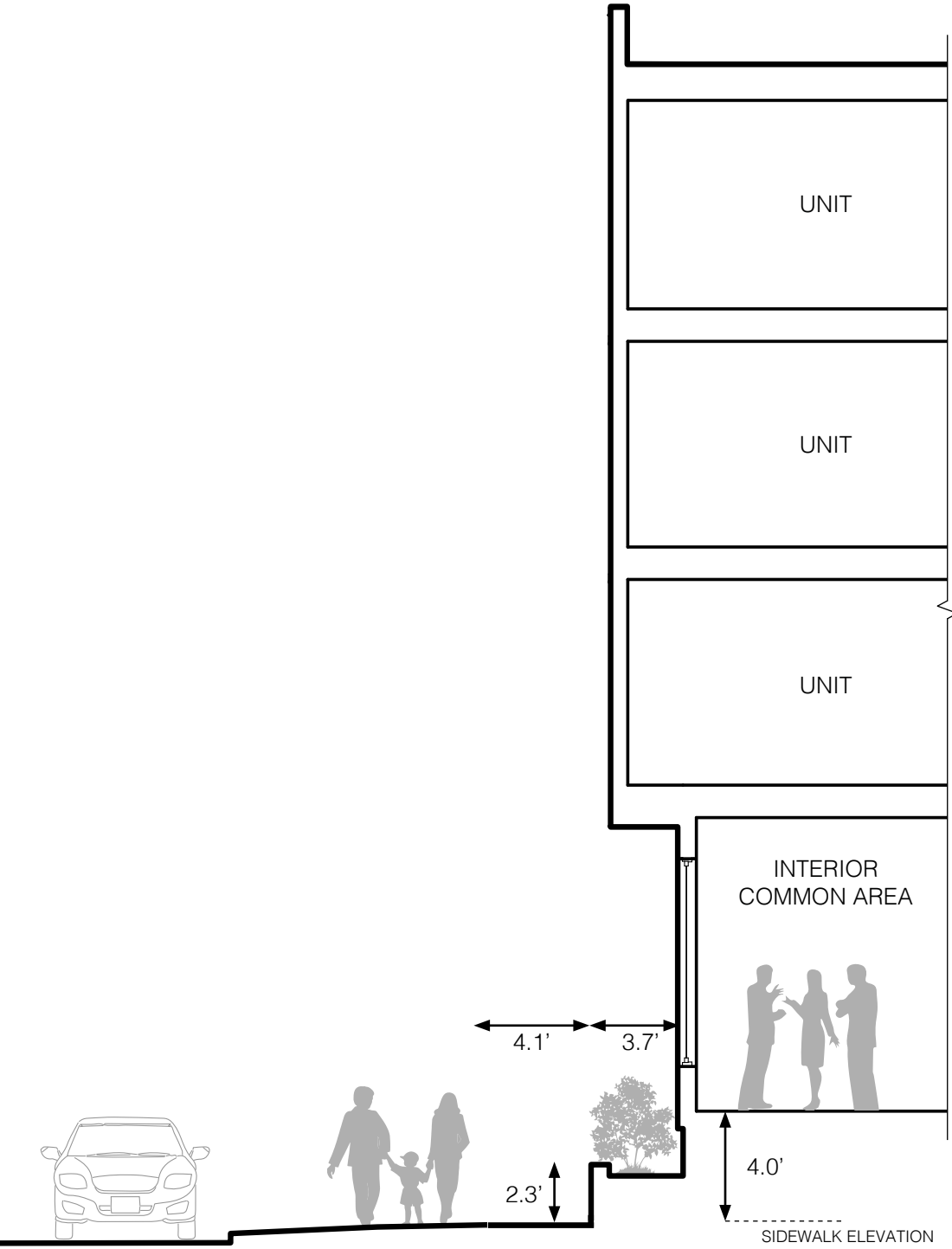


① Street View looking Southwest



Optional Security Gate at Main Entrance

AMENITY AREA & CONNECTION TO STREET

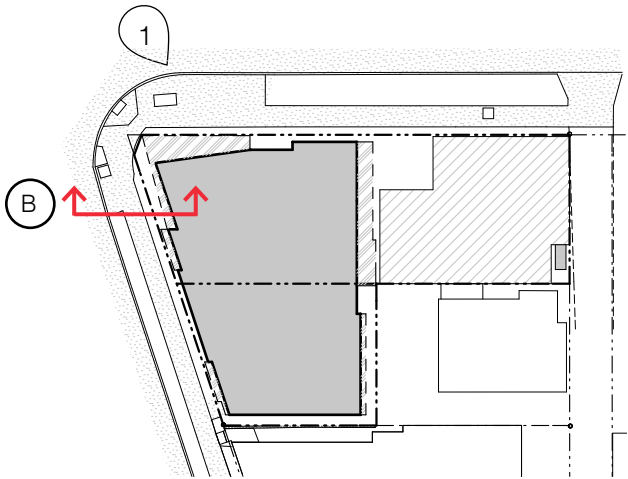


(B) Martin Luther King Jr Way S Detailed Section

Response to Guidance

- The proposed development has maintained an entry off of South Bennett Street. This entry is articulated through a recessed wall of a contrasting material, an entry canopy, the “front porch” described above and a set of terraced planters.
- The 4-foot vertical separation between the ground-level residential use and the sidewalk along Martin Luther King Jr Way South is required due to the project utilizing the additional height permitted under SMC 23.47A.012.A.1.a. This 4-foot separation is not departable, per SDCI. The additional height permits the project to increase its total height to four stories from three stories with a mezzanine, and in turn, provides more family sized housing units, a goal of the city of Seattle and our client.
- The 4-foot vertical separation between the ground-level residential use and the sidewalk along Martin Luther King Jr Way South has been designed to maintain privacy for the residential uses while providing a landscape buffer between the sidewalk and the building facade. The design includes framing elements, materials, projections to break up the continuous wall along the street.

**Design Guidelines Supported - CS2-B-2, PL3-B, PL3-B-4, DC1-A-2, DC1-A-4, DC2-B, DC3-A-1, DC3-C-2**







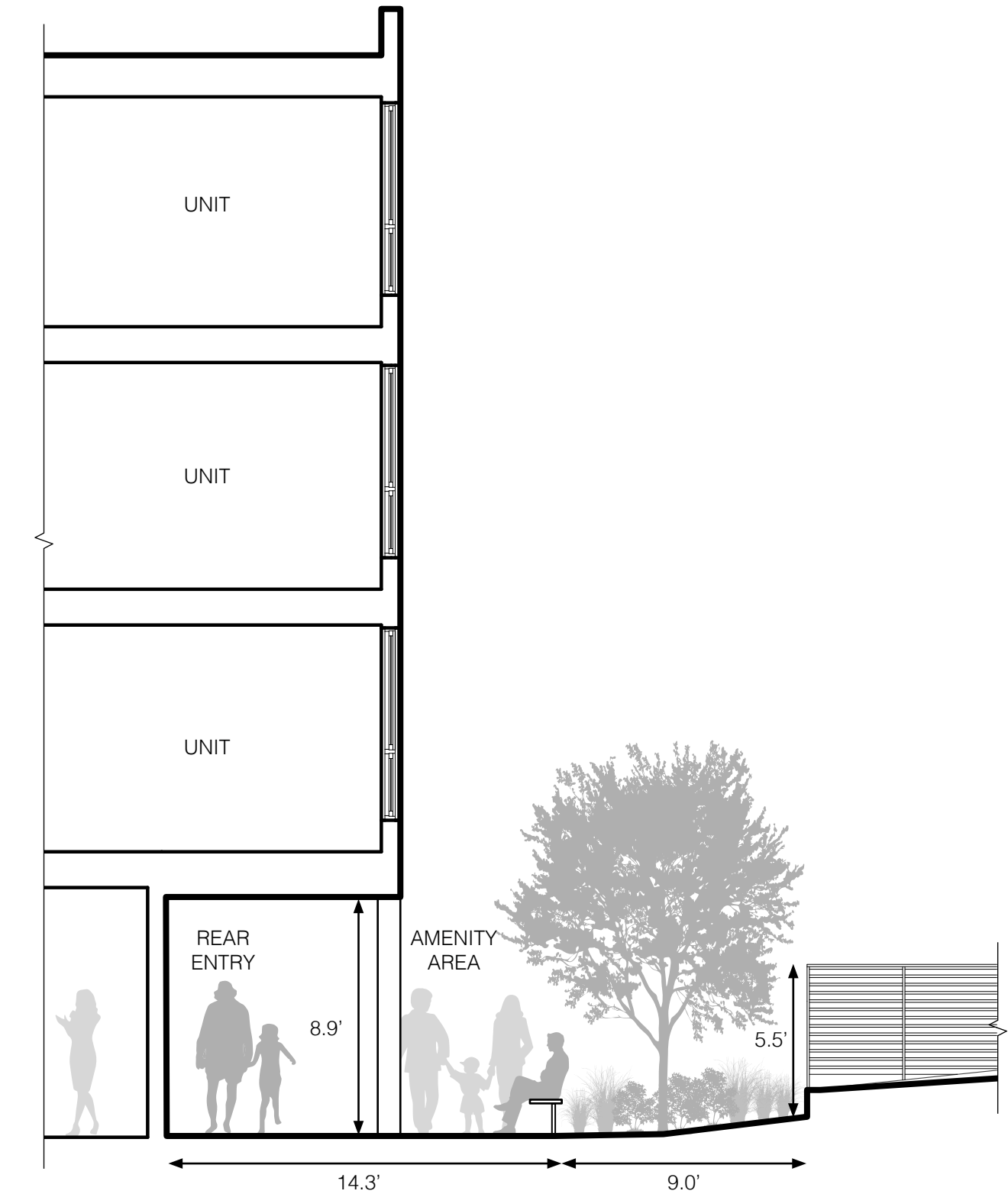
① Street View looking Southeast

AMENITY AREA & CONNECTION TO STREET

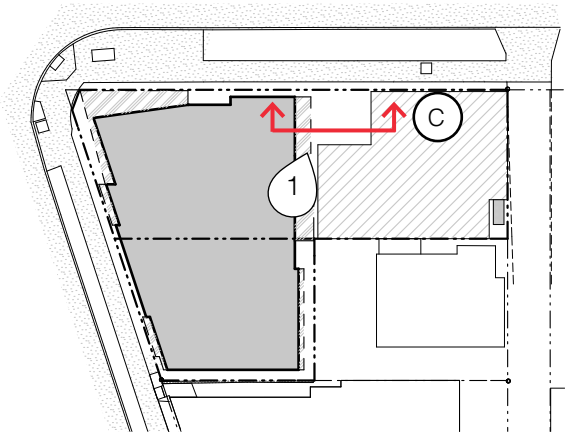
Response to Guidance

- The “front porch” wraps the corner from S Bennett Street onto Martin Luther King Jr Way S, buffered by terraced planters that all create an singular expression of the predominant corner.
- The street-facing facades feature framing elements as described above in response to Item “1” that ground the facade at the street and articulate rhythm in the proposed massing.

**Design Guidelines Supported - CS2-B-2, PL3-B, PL3-B-4, DC1-A-2, DC1-A-4, DC2-B, DC3-A-1, DC3-C-2**



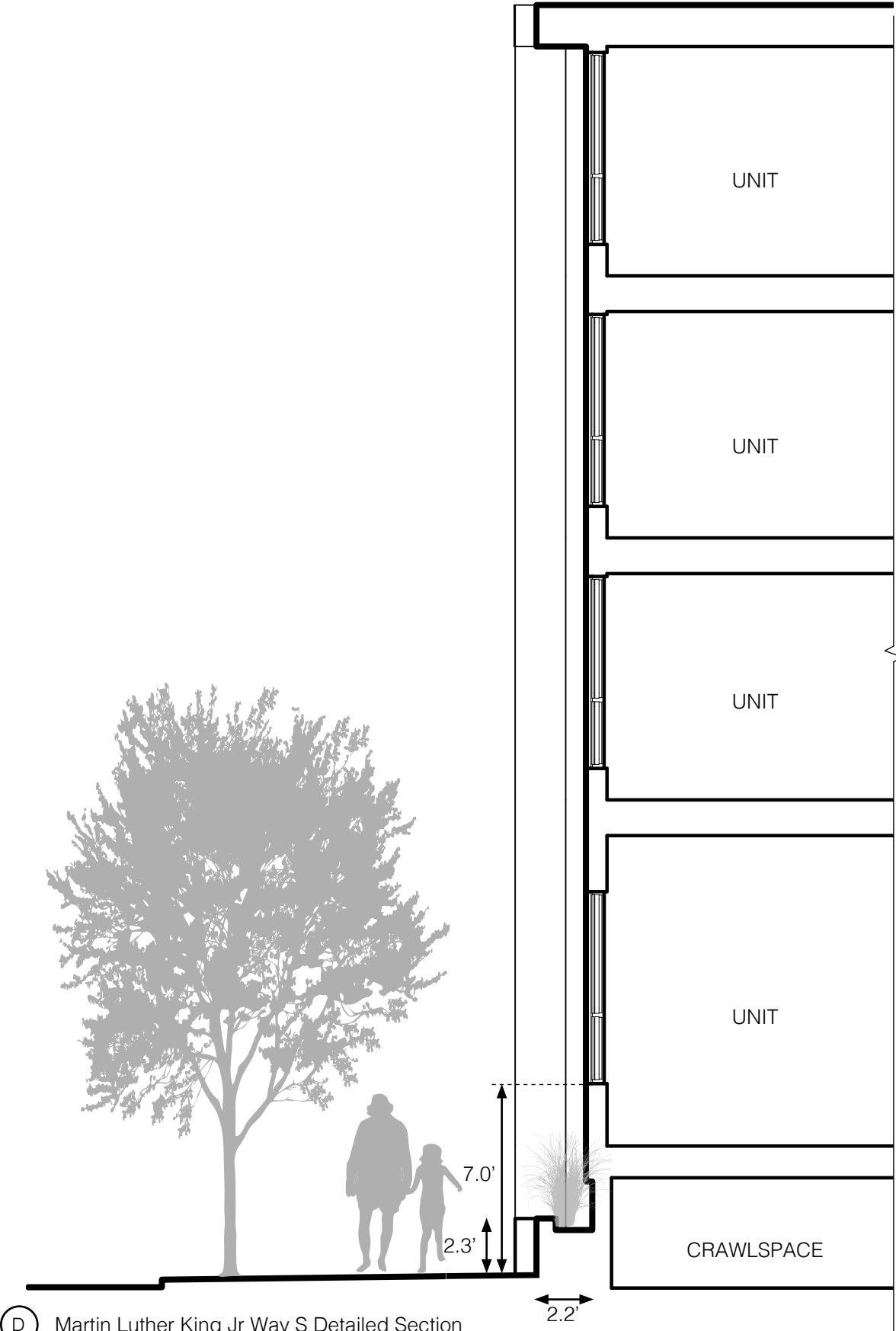
C Amenity Area Detailed Section







① Street View looking Southwest



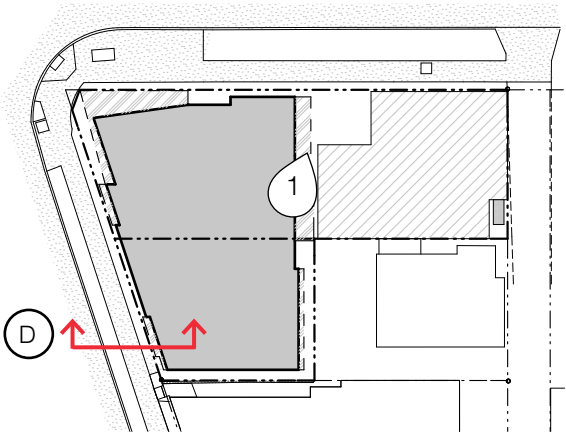
D Martin Luther King Jr Way S Detailed Section

## AMENITY AREA & CONNECTION TO STREET

### Response to Guidance

- In addition, the frame elements along Martin Luther King Jr Way S have been designed to become grounded as a planter along the sidewalk. This softens the street edge and incorporates more human-scale elements along the primary facade.

**Design Guidelines Supported - CS2-B-2, PL3-B, PL3-B-4, DC1-A-2, DC1-A-4, DC2-B, DC3-A-1, DC3-C-2**

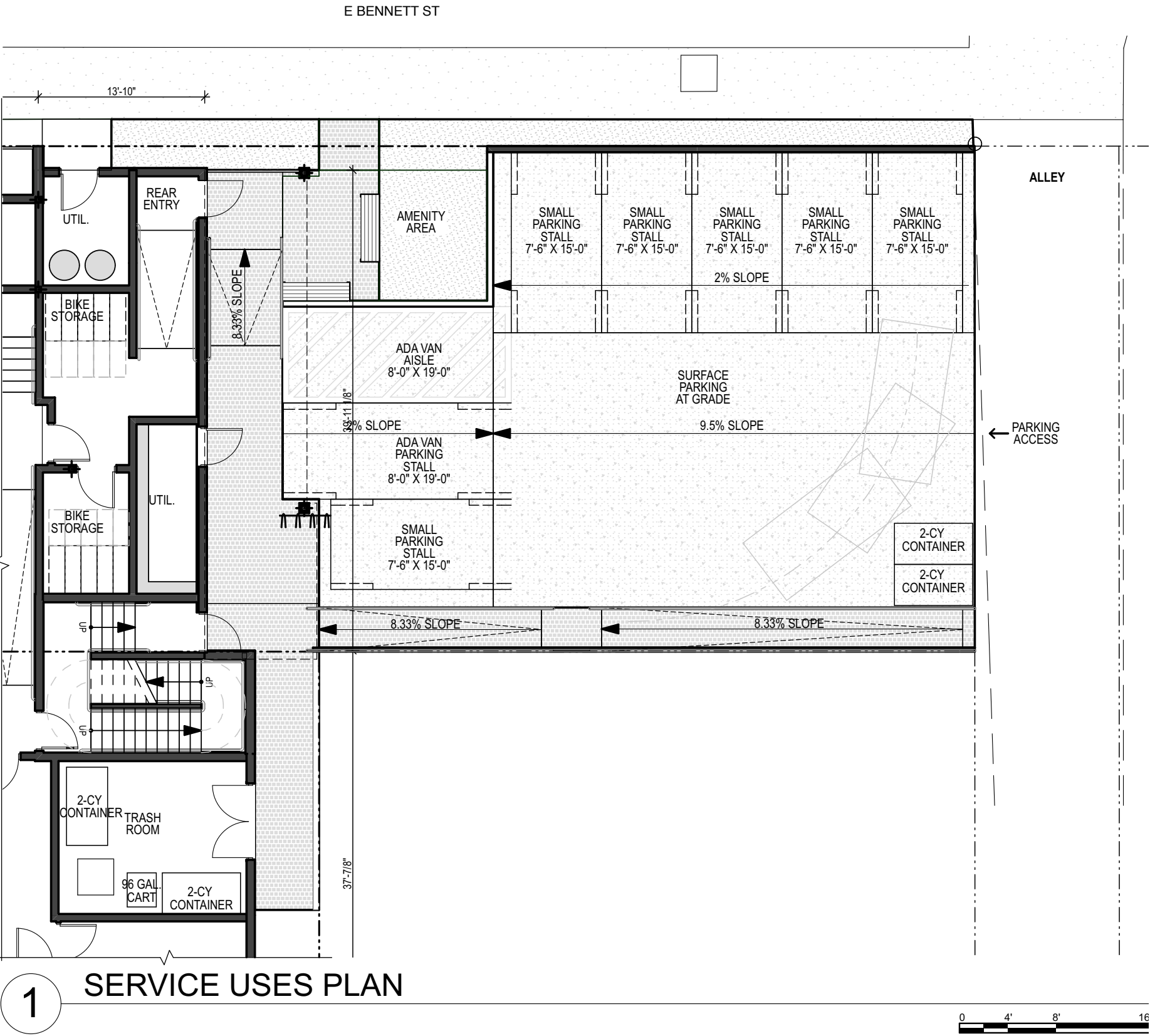






① Street View looking Southwest

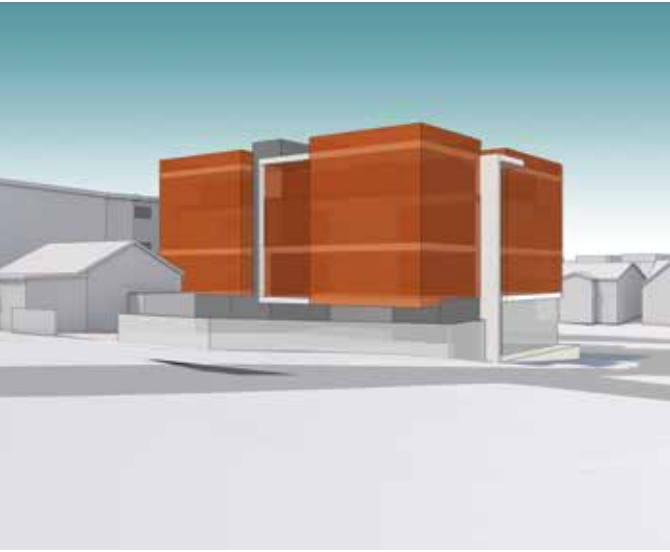
SERVICE USES & SCREENING



Response to Guidance

- In response to the Board and public comment, the project created a trash staging area along the alley, accessed from S Bennett Street. It is located in the required five-foot landscape buffer which results in a departure being requested.
- An attractive transition is created through a combination of screening elements and landscaping around the trash staging area and surface parking. This strategy limits the visual impact of the trash and its storage to adjacent neighbors.
- Seattle Public Utilities has reviewed the staging strategy and provided formal approval of the proposal.

**Design Guidelines Supported - CS2-D-3, CS2-D-4, CS2-D-5, DC1-C-2, DC1-C-4, DC4-D-1**



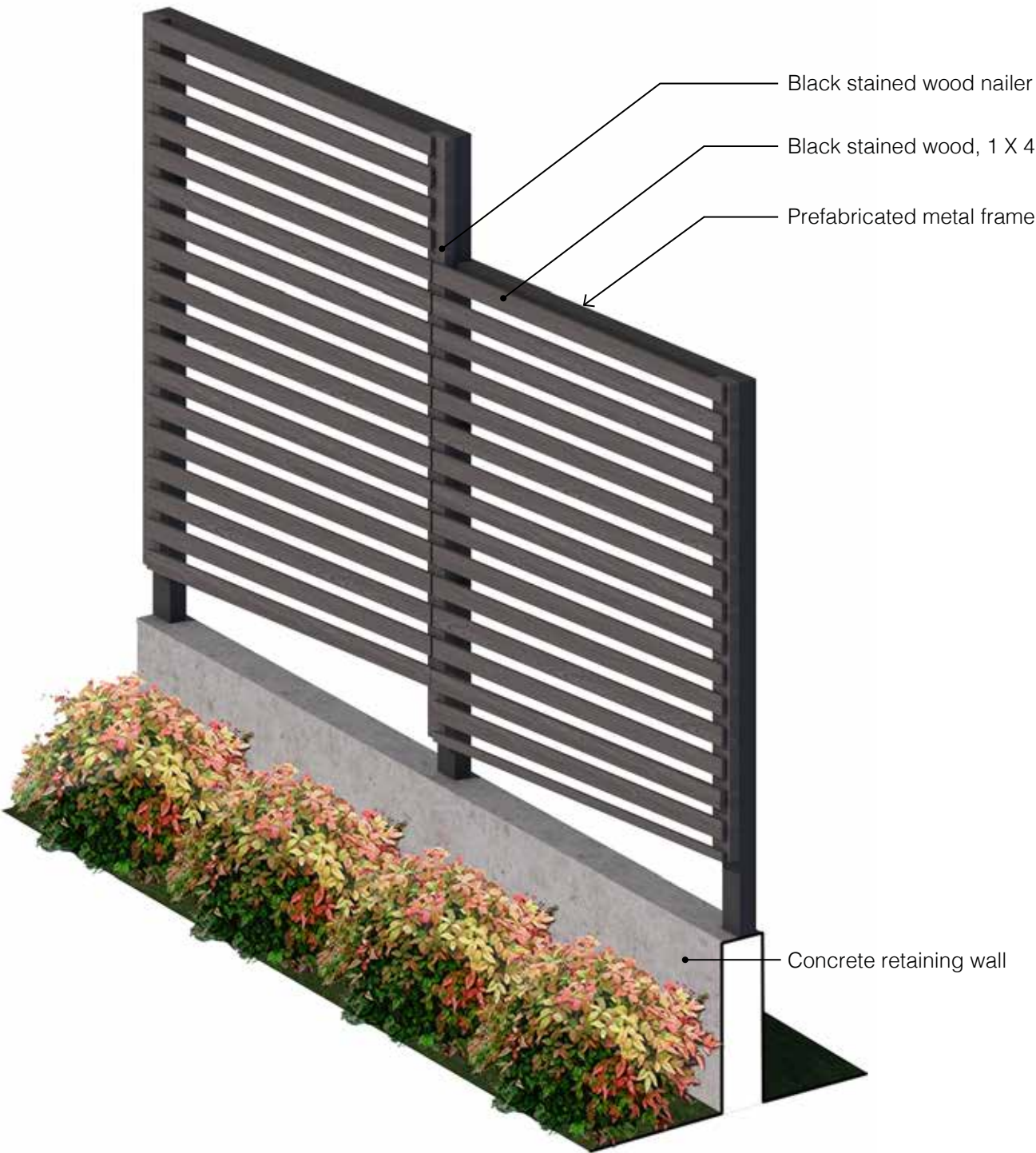
View looking Southwest at EDG





① View looking Southwest at Rear Facade





1 Axonometric View of Parking Screening

## SERVICE USES & SCREENING

### Response to Guidance

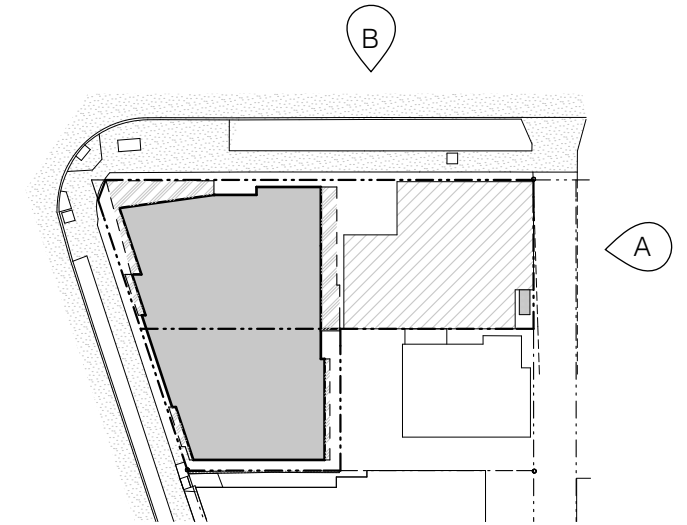
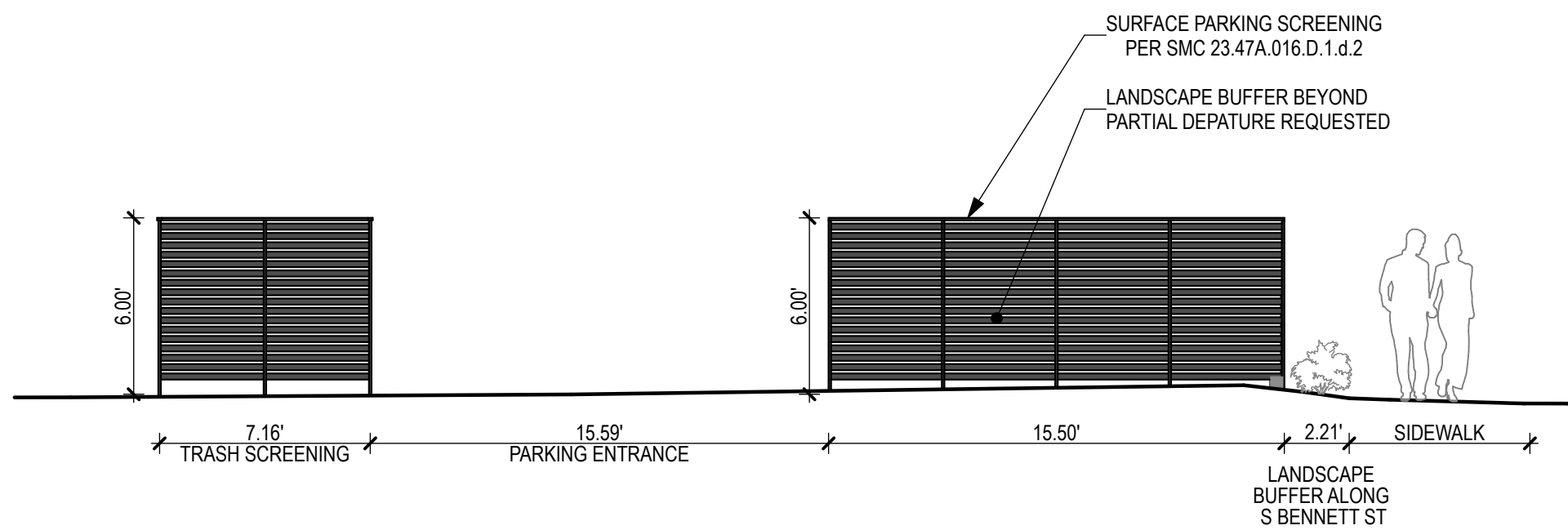
- The proposed trash staging area is screened with a 6'-0" tall powder coated metal frame with wood screening, consistent with other screening elements in the project. Refer to response to Item "a" above.
- In response to the Board's concern, the proposed parking area is screened along S Bennett Street and the alley.
- A 6'-0" powder coated metal screen will be constructed with high quality materials and will incorporate landscape treatments. The design is integrated into the overall design of the building and site concept.

**Design Guidelines Supported - CS2-D-3, CS2-D-4, CS2-D-5, DC1-C-2, DC1-C-4, DC4-D-1**

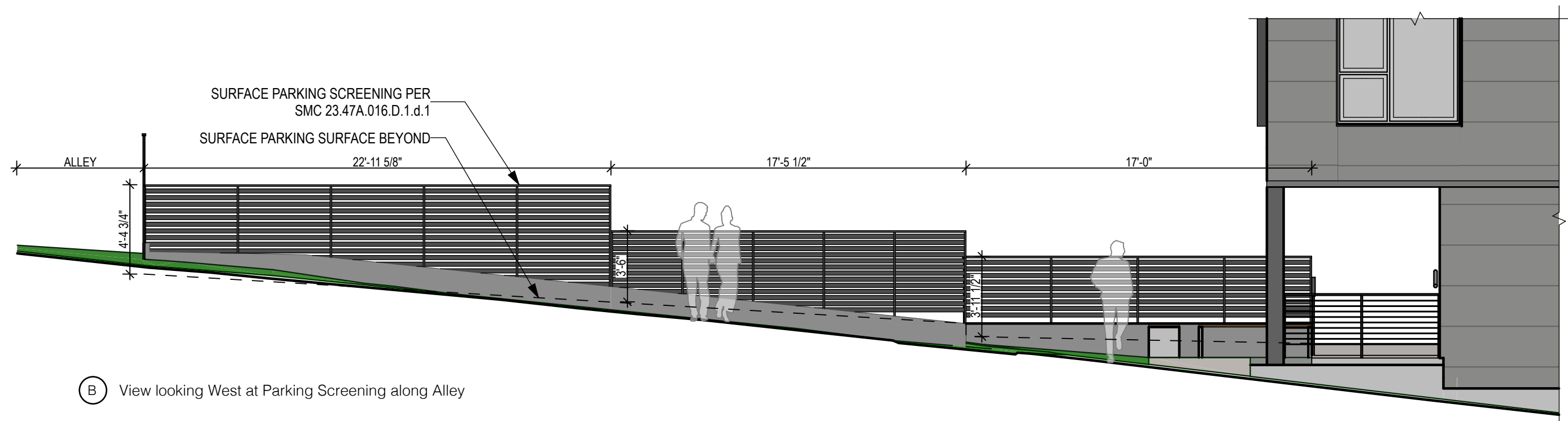


2 View looking Southeast at Parking Screening along S Bennett St





(A) View looking South at Parking Screening along S Bennett St

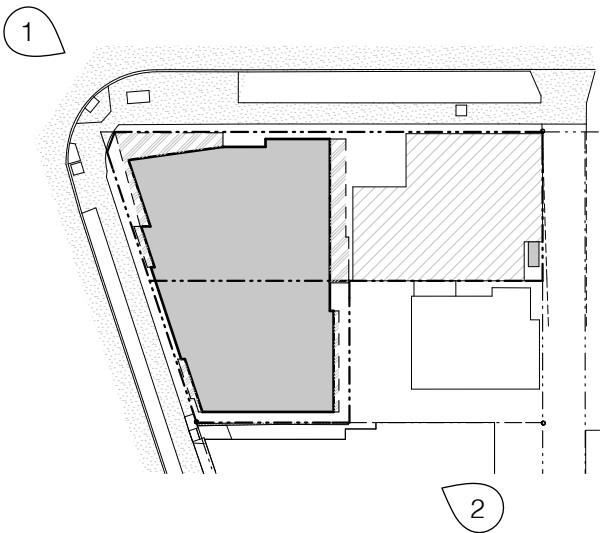


(B) View looking West at Parking Screening along Alley

AERIAL VIEWS



1 Aerial View looking Southeast

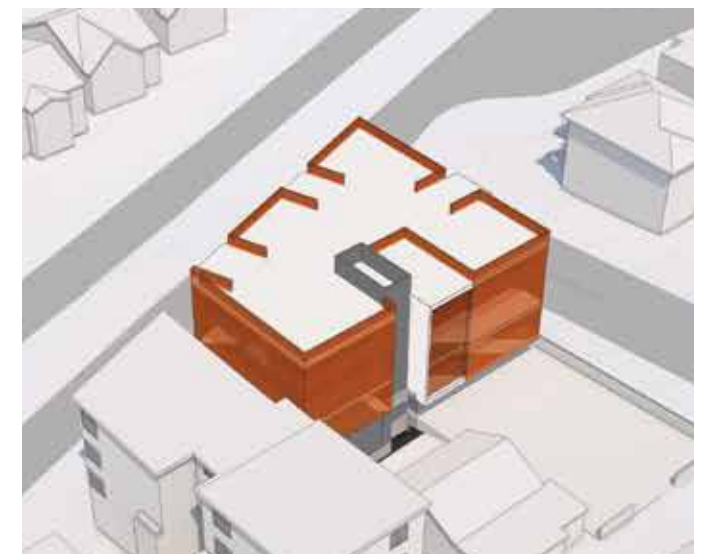


Aerial View looking Southeast at EDG



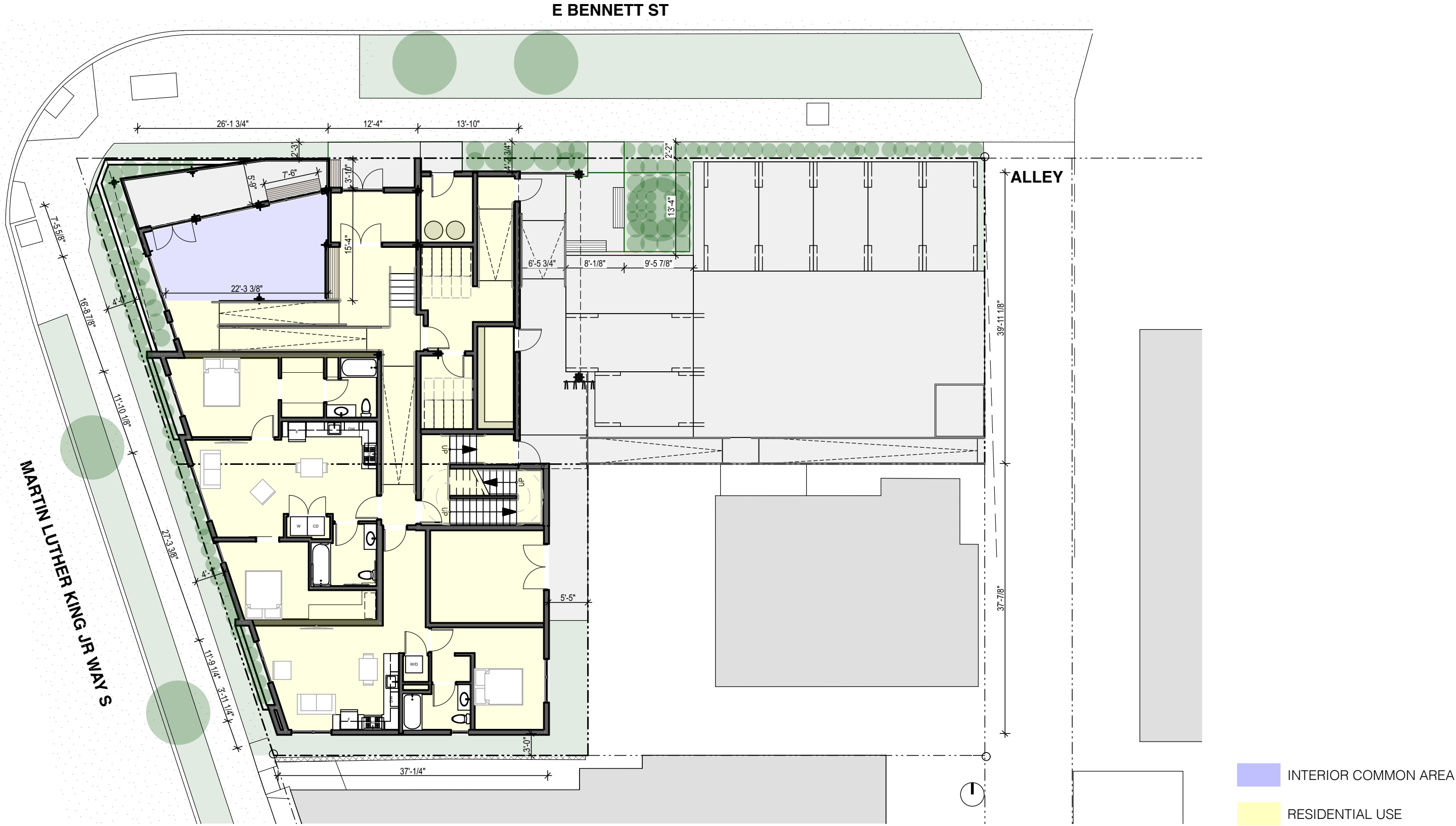


② View looking Northwest at Rear Facade



Aerial View looking Northwest at EDG

SITE PLAN



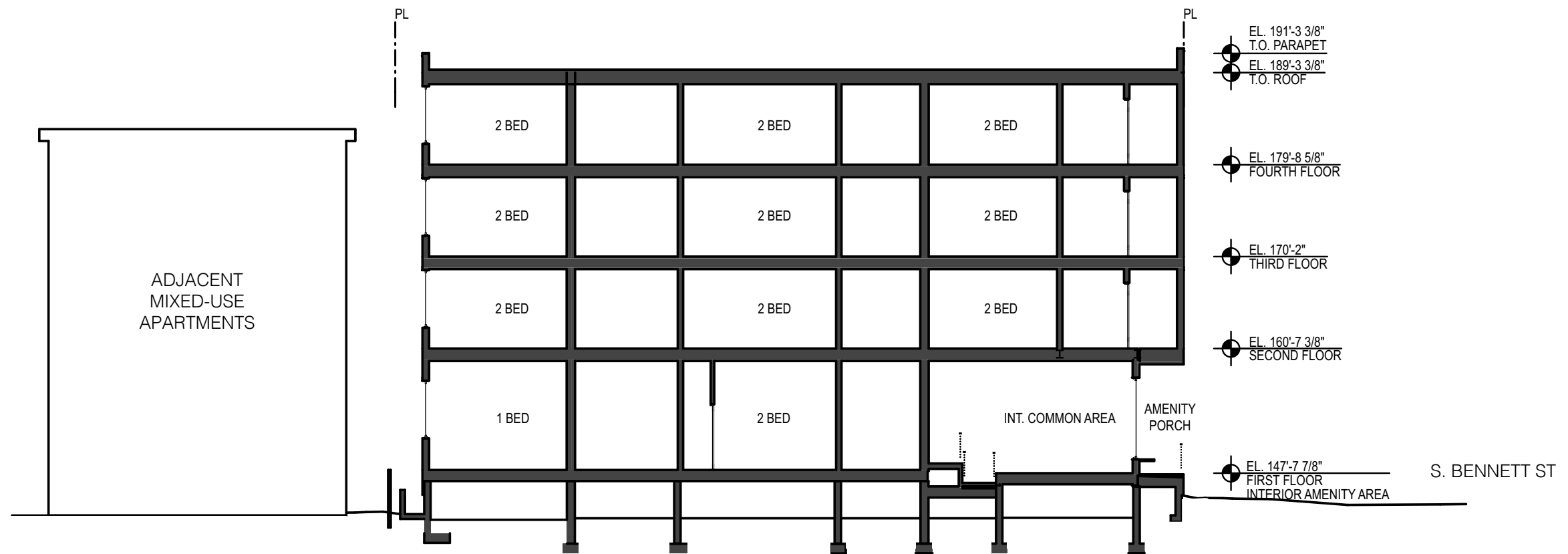


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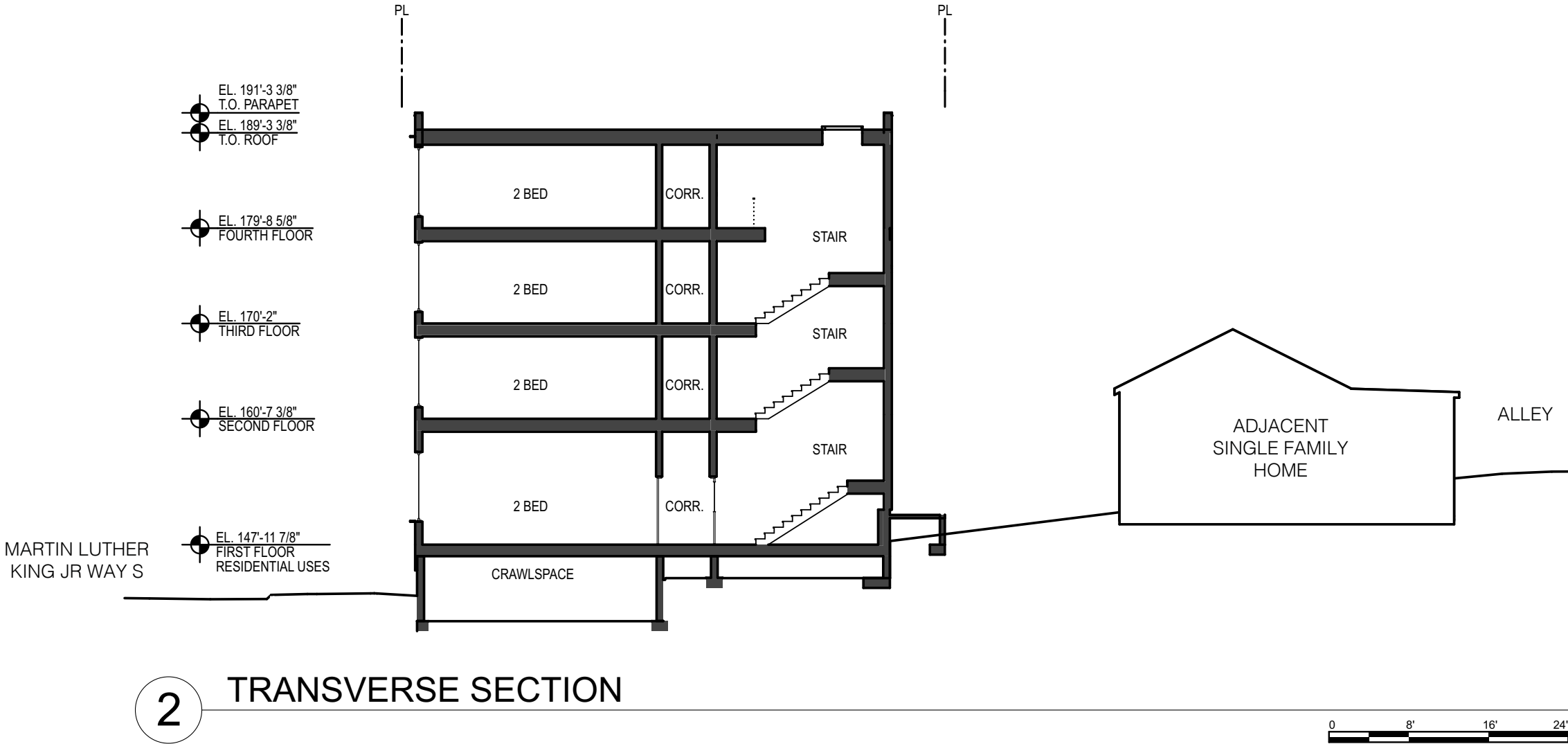
# SECTIONS



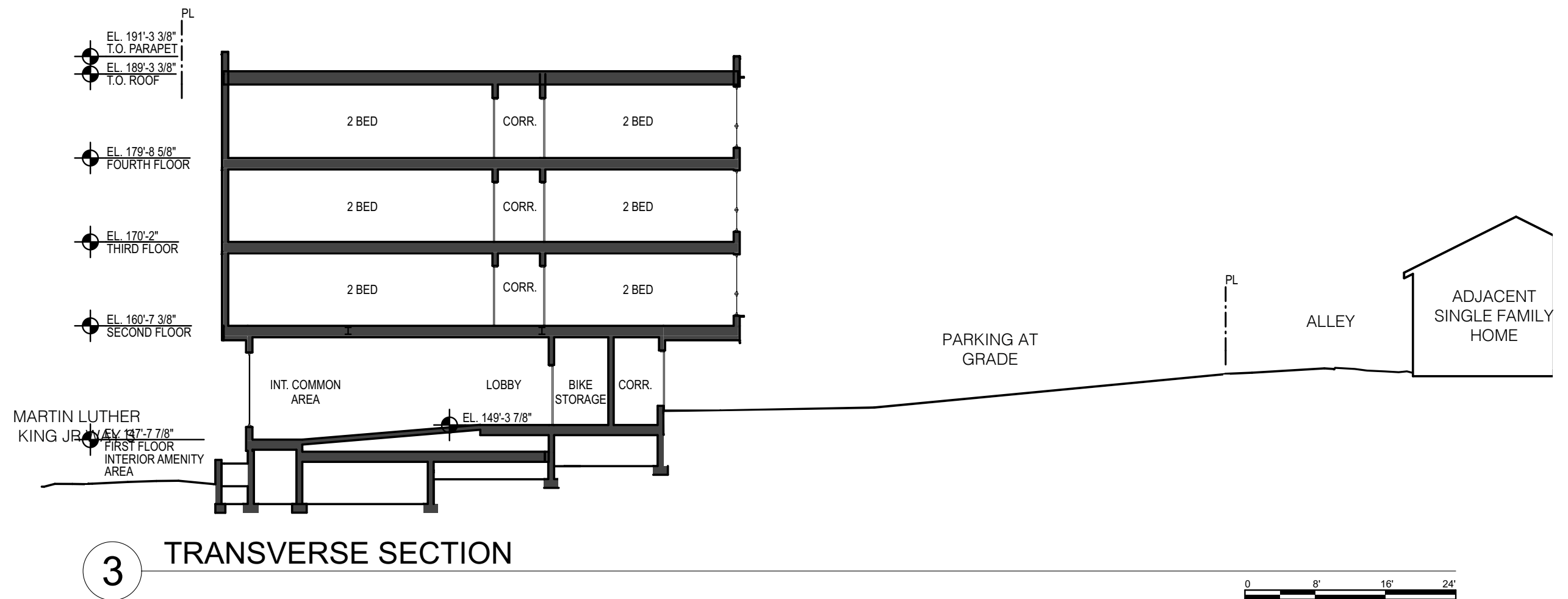
**1** LONGITUDINAL SECTION



SECTIONS







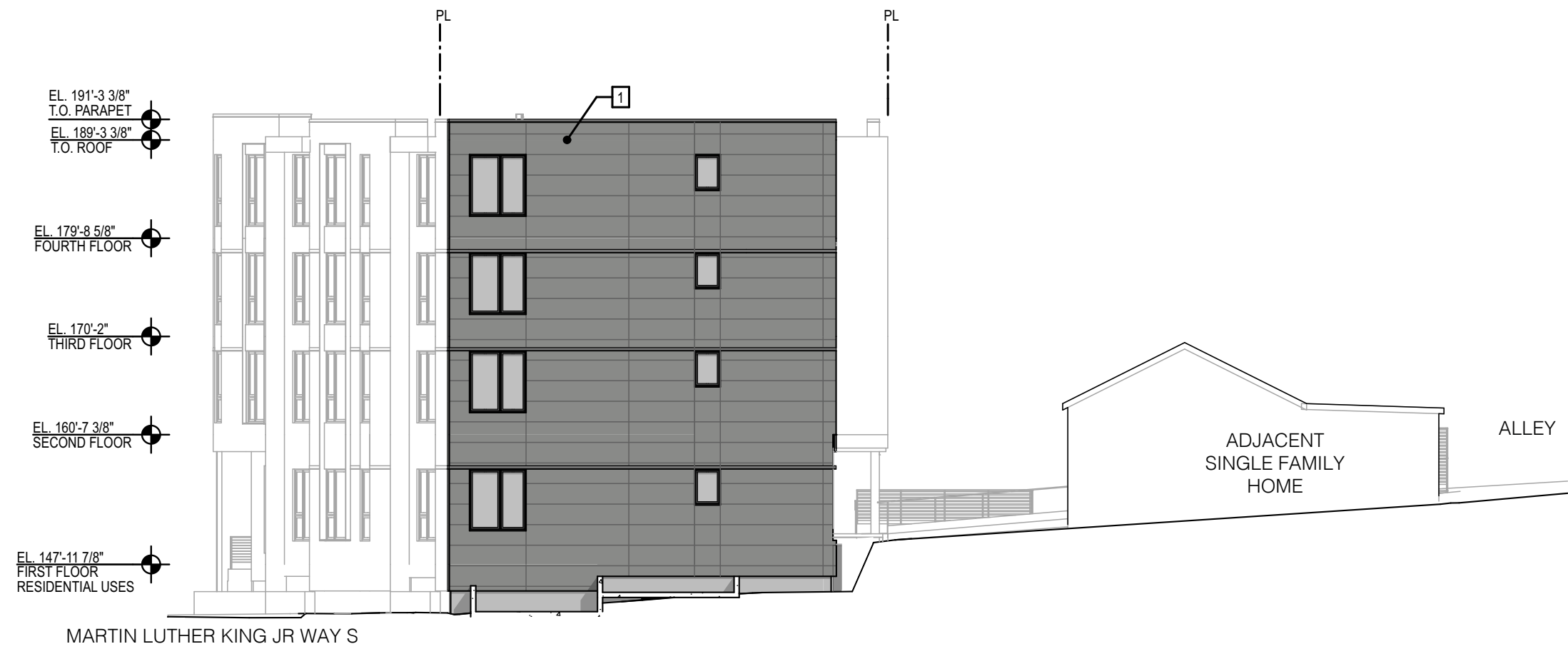
ELEVATIONS







ELEVATIONS

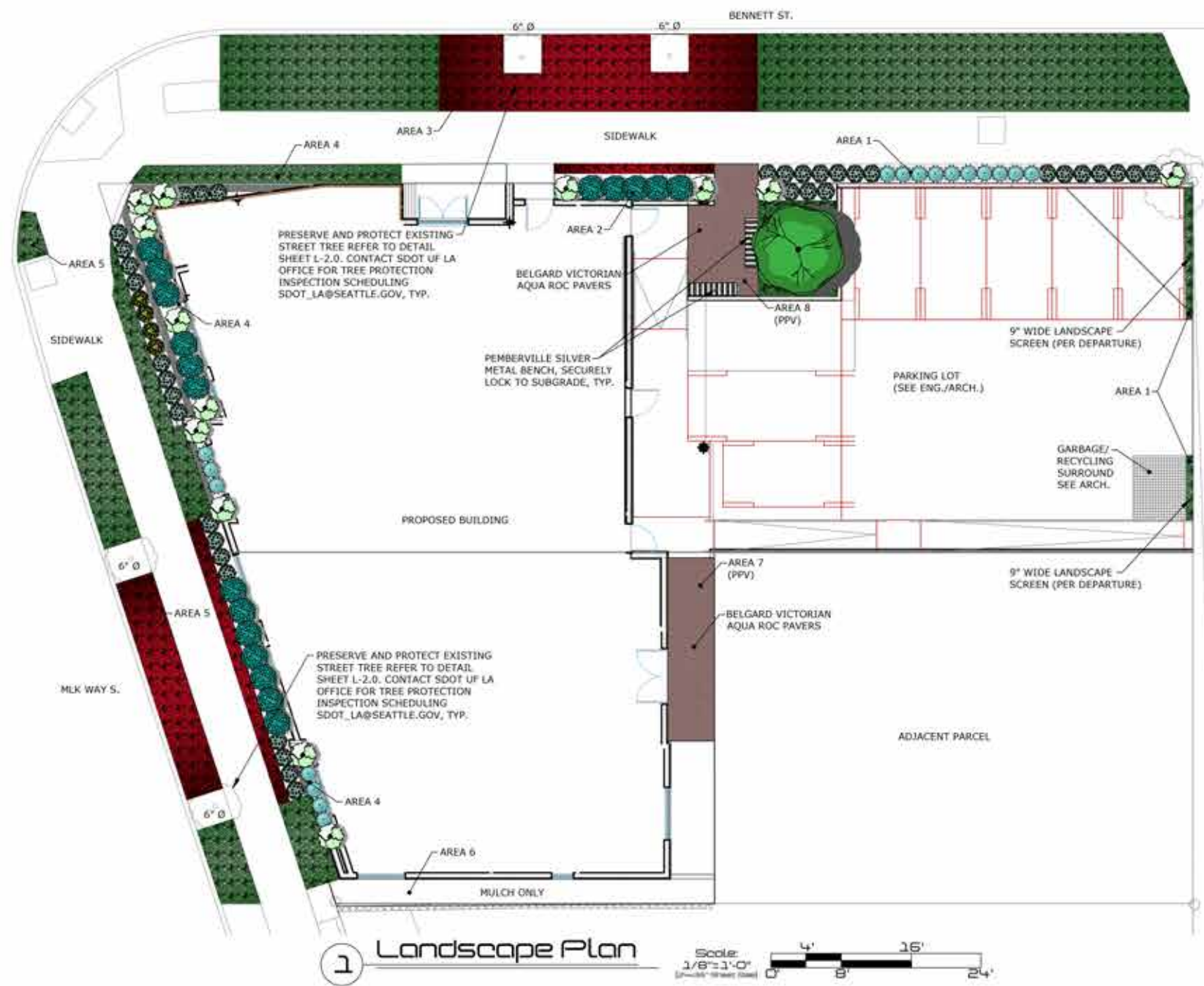









1 SOUTH ELEVATION





LANDSCAPE PROPOSAL



PLANT_SCHEDULE			
TREES	BOTANICAL NAME / COMMON NAME	CONT	CAL
	Carpinus betulus 'Columnaris' / Columnar European Hornbeam	B&B	1.5"
SHRUBS	BOTANICAL NAME / COMMON NAME	CONT	
	Juniperus squamata 'Blue Star' / Blue Star Juniper	2 Gal.	
	Miscanthus sinensis 'Morning Light' / Eulalia Grass	2 Gal.	
	Nandina domestica 'Harbour Dwarf' / Dwarf Heavenly Bamboo	2 Gal.	
	Spiraea japonica 'Little Princess' / Little Princess Japanese Spirea	2 Gal.	
	Vaccinium ovatum / Evergreen Huckleberry	5 Gal.	
GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT	SPACING
	Fragaria x 'Lipstick' / False Strawberry	1 Gal.	24" o.c.
	Rubus calycinoides 'Emerald Carpet' / Emerald Carpet Creeping Raspberry	1 Gal.	24" o.c.

2 Plant Schedule  
nts





Columnar European Hornbeam



Little Princess Japanese Spirea



Evergreen Huckleberry



Dwarf Heavenly Bamboo



Eulalia Grass



Blue Star Juniper



DEPARTURE MATRIX

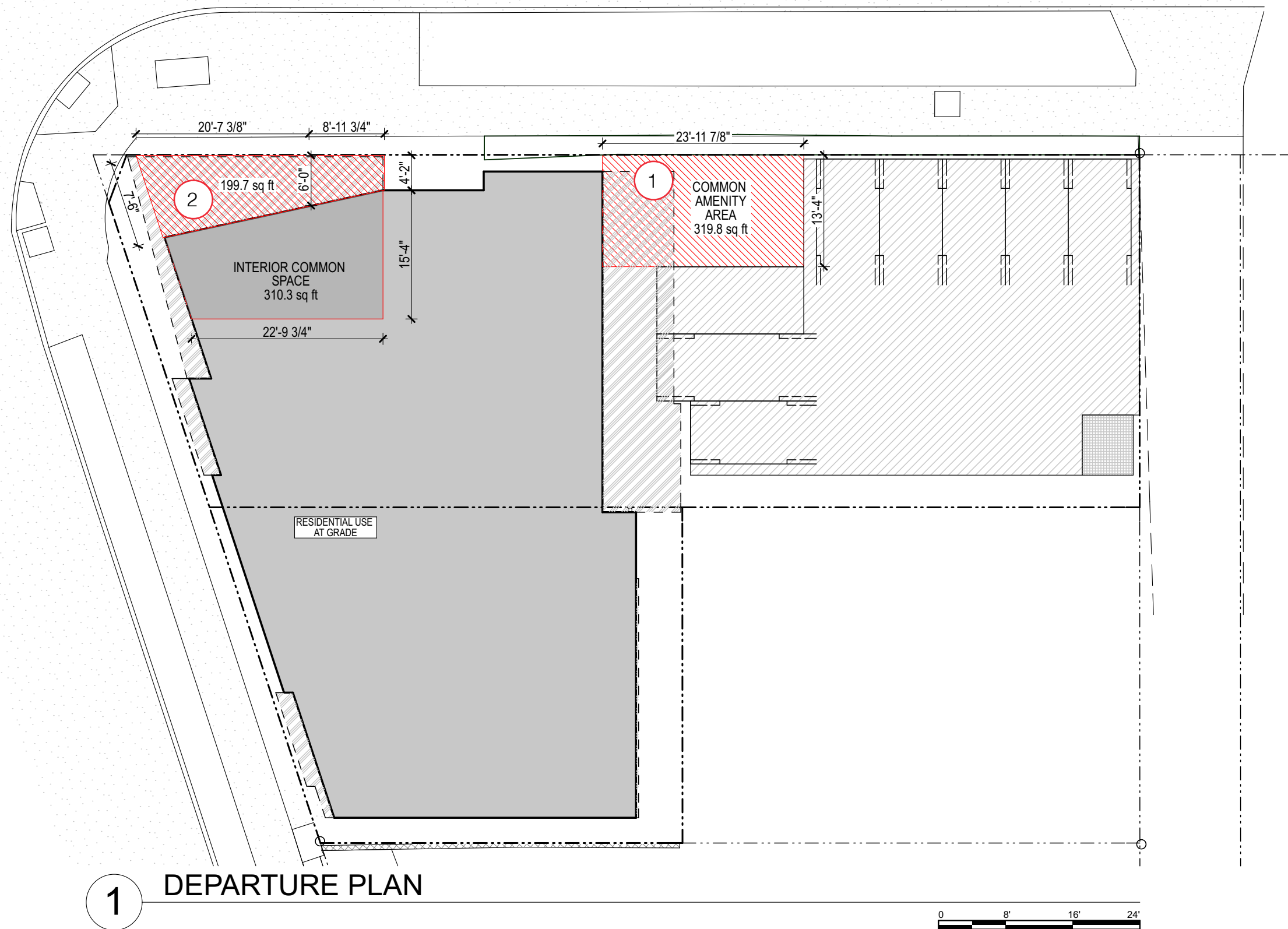
ITEM	CODE SECTION	REQUIRED	PROVIDED	AMOUNT OF DEPARTURE	JUSTIFICATION	SUPPPORT DESIGN GUIDANCE
1	<b>AMENITY AREA SMC 23.47.A.024.A</b>	AMENITY AREAS ARE REQUIRED IN AN AMOUNT EQUAL TO 5% OF THE TOTAL GROSS FLOOR AREA IN RESIDENTIAL USE  REQUIRED: 738.6 SF	319.8 SF + 199.7 SF = 519.5	219.1 SF	A COMMON AMENITY AREA IS LOCATED ALONG S BENNETT ST, PROVIDING 319.8 SF OF LANDSCAPED AREA. A SECOND AMENITY AREA IS LOCATED AT THE BUILDING CORNER, SERVING AS A "FRONT PORCH" SPILLING OUT FROM THE BUILDING INTERIOR. A REDUCTION IN THE COMMON AMENITY AREA AMOUNT IS REQUESTED IN ORDER TO SUPPORT THE PROJECT GOAL OF PROVIDING AFFORDABLE FAMILY SIZED UNITS. THE DESIGN REVIEW BOARD RECOMMENDED AN AMENITY AREA THAT IS AT GRADE, PROVIDES A PORCH FOR RESIDENTS TO ENGAGE THE STREET, AND CONNECTS TO A COMMON SPACE THAT RELATES TO THE ADJACENT COMMERCIAL USES. THE AMENITY PROVIDES A PORCH AND LANDSCAPE THAT CREATES A LAYERED EFFECT, ACTING AS A TRANSITION FROM THE PUBLIC REALM TO THE STRUCTURE. A 310.3 SQUARE FOOT COMMON SPACE IS LOCATED ADJACENT TO THE AMENITY AREA TO SERVE THE RESIDENTS AS WELL. THE EXTERIOR LANDSCAPE SPACE AND PORCH TOGETHER WITH THE INTERIOR COMMON SPACE PROVIDE 829.8 SQUARE FEET OF SPACE, 91.2 SQUARE FEET MORE THAN THE REQUIRED AMENITY AREA.	CS2.C.1 – CORNER SITES PL3.A.1 – DESIGN OBJECTIVES PL3.B.1. – SECURITY AND PROVACY DC2.B.1 – FACADE COMPOSITION DC2.C.1. – VISUAL DEPTH AND INTEREST DL2.D.3 – HUMAN SCALE
2	<b>AMENITY AREA SMC 23.47.A.024.B.4</b>	COMMON AMENITY AREAS SHALL HAVE A MINIMUM HORIZONTAL DIMENSION OF 10 FT, NO COMMON AMENITY AREA SHALL BE LESS THAN 250 SQUARE FEET IN SIZE	4'-2"  171.4 SF	5'-10"  78.6 SF	A REDUCTION IN THE COMMON AMENITY AREA DEPTH AND MINIMUM SIZE IS REQUESTED IN ORDER TO SUPPORT THE PROJECT GOAL OF PROVIDING AFFORDABLE FAMILY SIZED UNITS. THE DESIGN REVIEW BOARD RECOMMENDED AN AMENITY AREA THAT IS AT GRADE, PROVIDES A PORCH FOR RESIDENTS TO ENGAGE THE STREET, AND CONNECTS TO A COMMON SPACE THAT RELATES TO THE ADJACENT COMMERCIAL USES. THE AMENITY PROVIDES A PORCH AND LANDSCAPE THAT CREATES A LAYERED EFFECT, ACTING AS A TRANSITION FROM THE PUBLIC REALM TO THE STRUCTURE. A 310.3 SQUARE FOOT COMMON SPACE IS LOCATED ADJACENT TO THE AMENITY AREA TO SERVE THE RESIDENTS AS WELL. THE EXTERIOR LANDSCAPE SPACE AND PORCH TOGETHER WITH THE INTERIOR COMMON SPACE PROVIDE A TOTAL AREA OF 829.8 SQUARE FEET, 91.2 SQUARE FEET MORE THAN THE REQUIRED AMENITY AREA AND A HORIZONTAL DIMENSION THAT IS 10 FEET MORE THAN THE REQUIRED AMOUNT.	CS2.B.2 – CONNECTION TO THE STREET CS2.C.1 – CORNER SITES PL3.A.1 – DESIGN OBJECTIVES PL3.B.1. – SECURITY AND PROVACY DC2.B.1 – FAÇADE COMPOSITION DC2.C.1. – VISUAL DEPTH AND INTEREST DL2.D.3 – HUMAN SCALE



Front Porch Amenity Area and Interior Common Space Beyond



Exterior Amenity Area



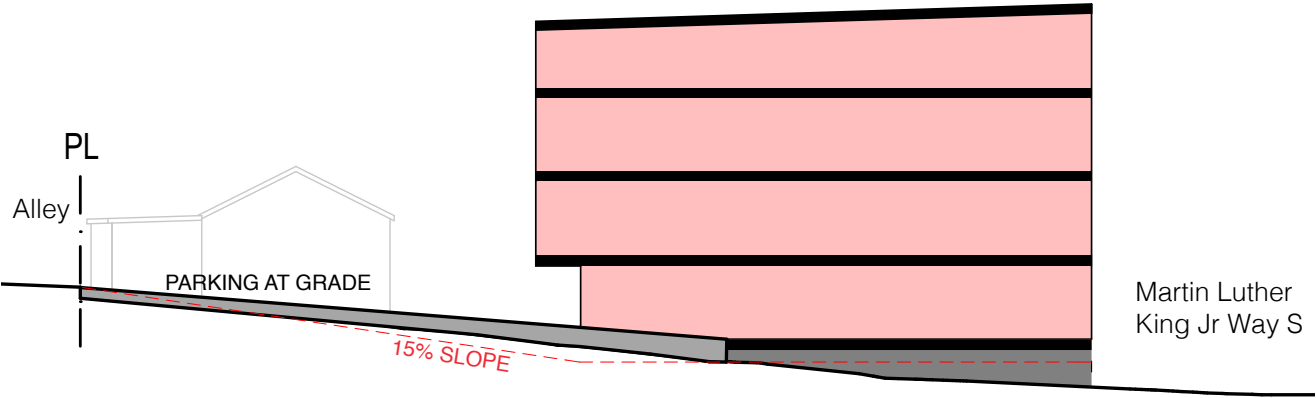


DEPARTURE MATRIX

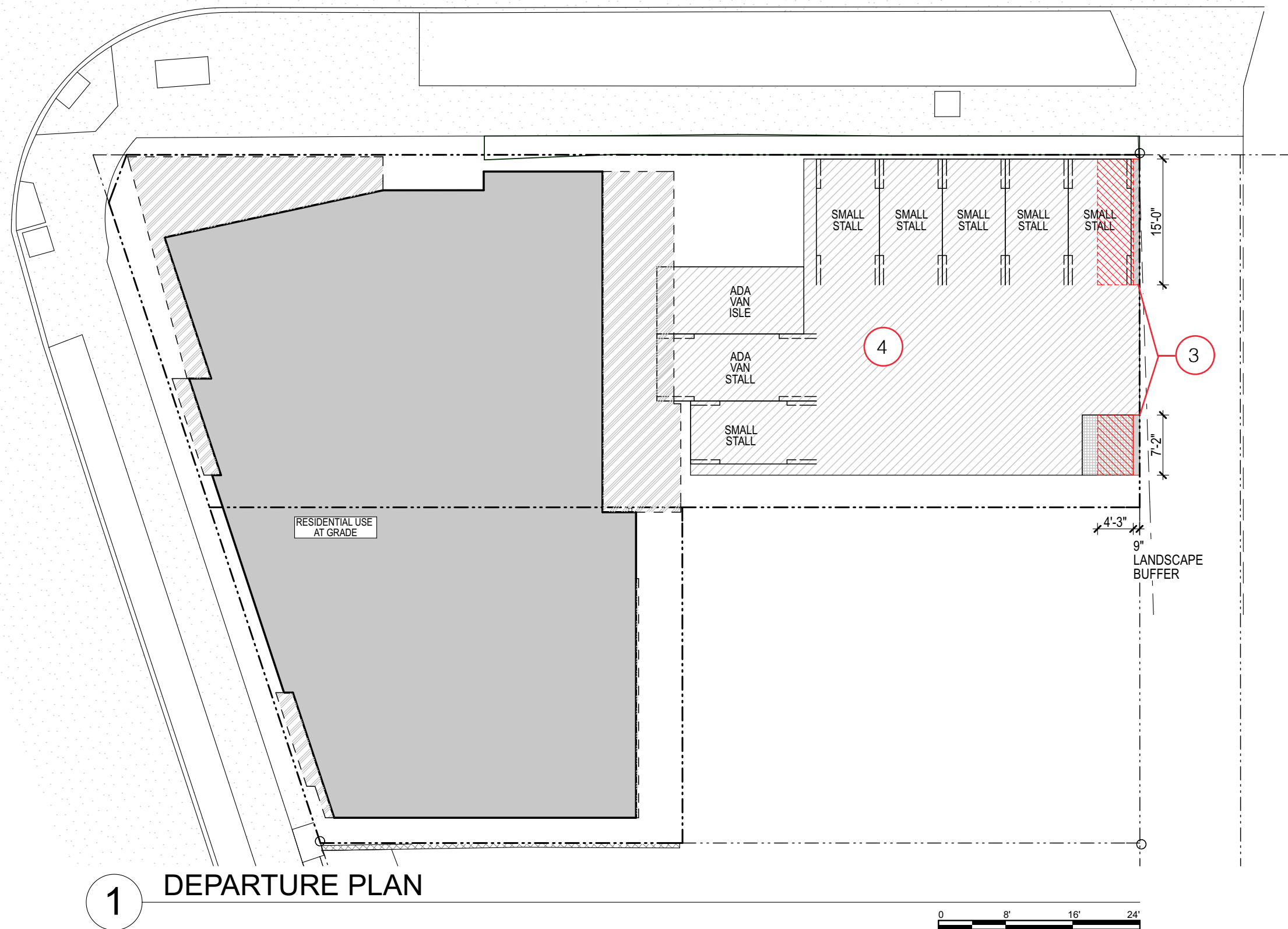
ITEM	CODE SECTION	REQUIRED	PROVIDED	AMOUNT OF DEPARTURE	JUSTIFICATION	SUPPPORT DESIGN GUIDANCE
3	<b>LANDSCAPE AND SCREENING STANDARDS</b> <b>SMC 23.47.A.016.1.D.2</b>	SURFACE PARKING ACROSS AN ALLEY FROM A LOT IN A RESIDENTIAL ZONE REQUIRED A 5-FOOT-DEEP LANDSCAPED AREA INSIDE THE SCREENING	0'-9"	4'-3"	A 4'-3" REDUCTION IN THE LANDSCAPE DEPTH IS REQUESTED TO REDUCE THE IMPACT OF TRASH SERVICE TO ADJACENT NEIGHBORS AND ALLEY USE. THE DESIGN REVIEW BOARD AND PUBLIC COMMENT RECOMMENDED NOT STAGING TRASH PICK-UP IN THE ALLEY. THE DESIGN PROPOSES TO LOCATE THE TRASH STAGING AREA WITHIN THE REQUIRED 5-FOOT-DEEP LANDSCAPED AREA ABUTTING THE ALLEYWAY. BY LOCATING THE TRASH ALONG THE ALLEY, THIS MINIMIZES THE PRESENCE OF THE TRASH, DURING STAGING, ALONG S BENNETT ST AND THE ALLEY. THE TRASH WILL BE SCREENED BY THE REQUIRED 6'-0" SCREENING ALONG THE ALLEY.	DC1.C.4 – SERVICE USES
4	<b>PARKING SPACE REQUIREMENTS</b> <b>SMC 23.54.030.B.1.b</b>	WHEN MORE THAN FIVE PARKING SPACES ARE PROVIDED, A MINIMUM OF 60 PERCENT OF THE PARKING SPACES SHALL BE STRIPED FOR MEDIUM VEHICLES	6 SMALL STALLS 1 ADA VAN STALL	2 ADDITIONAL SMALL STALLS	A DEPARTURE FROM THE PARKING SPACE REQUIREMENTS FOR 5 OR MORE STALLS IS REQUESTED IN ORDER TO REDUCE THE OVERALL AREA AND IMPACT OF THE SURFACE PARKING AT THE REAR OF THE SITE. THIS SCHEME ALLOWS FOR THE COMMON AMENITY AREA TO BE RETAINED WHILE ACCOMMODATING FOR ACCESSIBLY.  IN ADDITION, THE TOPOGRAPHY SLOPES DOWN FROM THE ALLEY AT APPROXIMATELY 7%. THIS CONDITION, COMBINED WITH ACCESS REQUIRED FROM THE ALLEY AT THE REAR OF THE SITE, PREVENTS THE PROJECT FROM PROVIDING BELOW GRADE PARKING. A DIAGRAM FROM THE EARLY DESIGN GUIDANCE PACKET IS SHOWN HERE FOR CLARITY OF THIS CONDITION.	DC1.C.4 – SERVICE USES



Parking Screening at Alley



PROPOSED PARKING AT GRADE WITH ENTRY FROM ALLEY





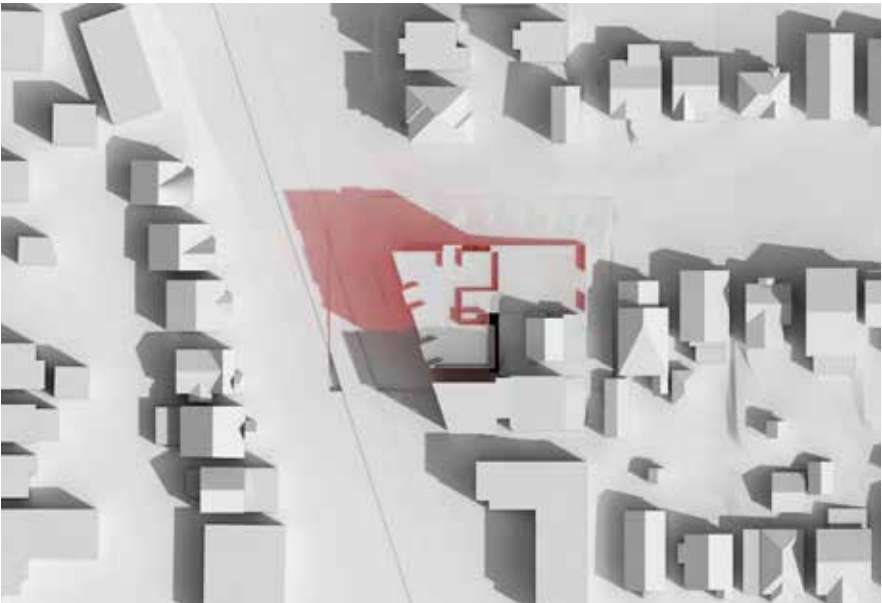
SHADOW STUDIES

10 AM

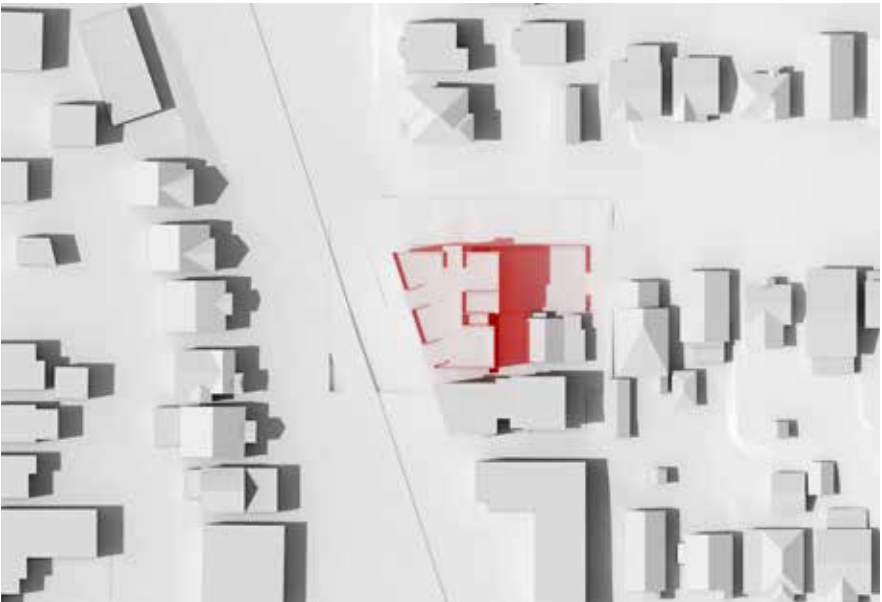
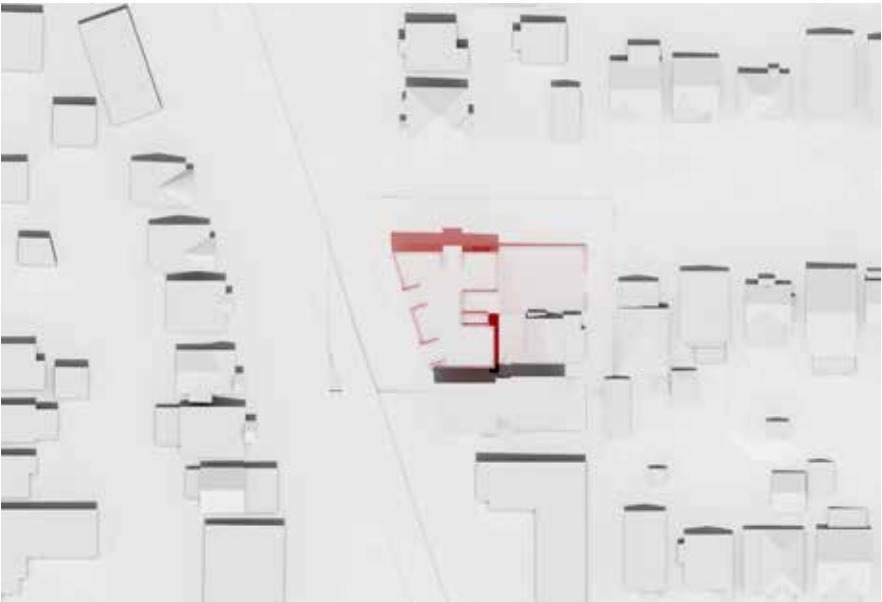
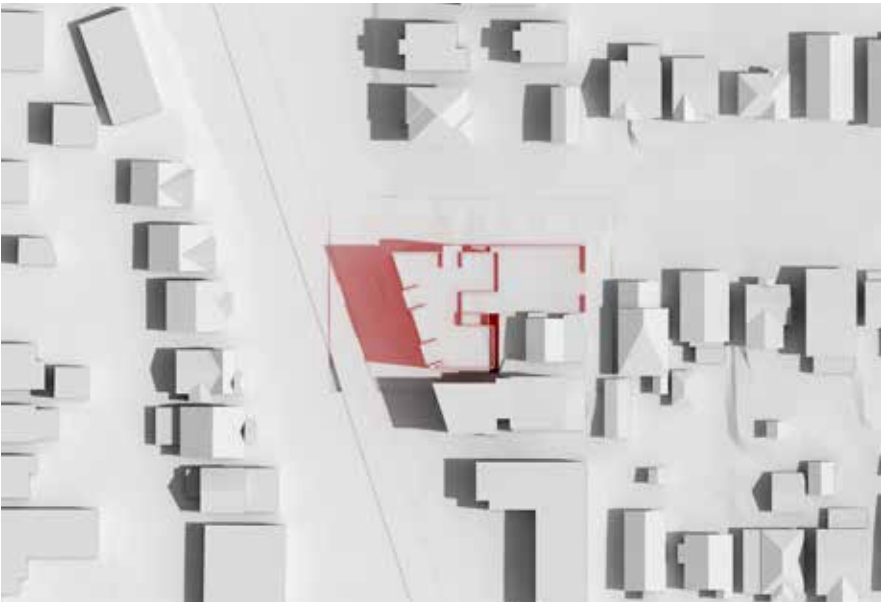
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JUNE

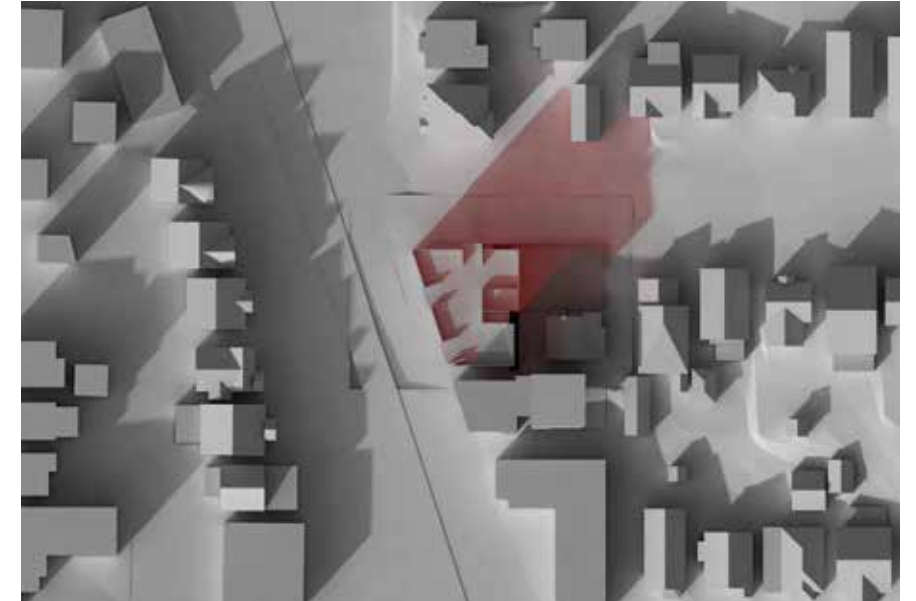
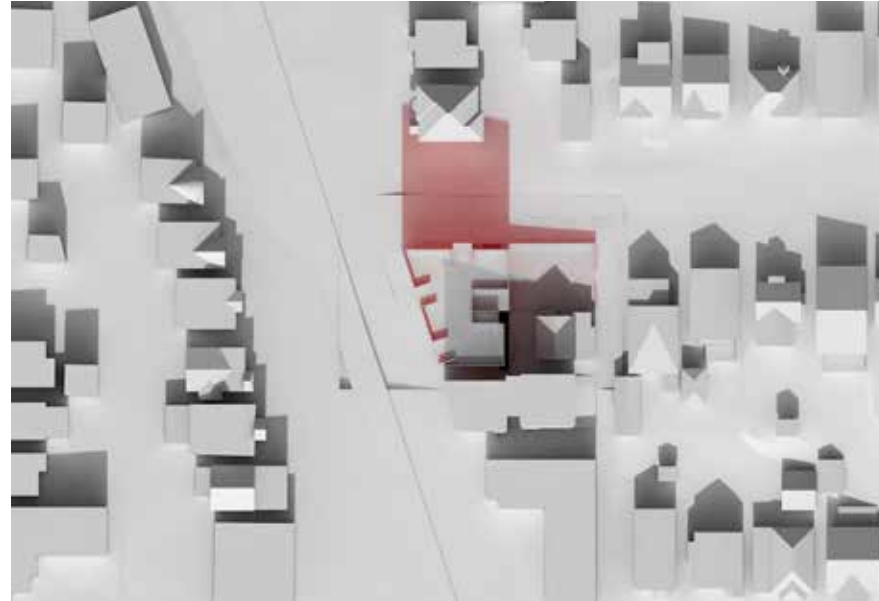


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DECEMBER



WORK b9 ARCHITECTS



Lot J apartments by b9 architects in Ballard



Lot J apartments by b9 architects in Ballard



Apartments at 121-123 12th Ave E





Rowhouses at 6736 Corson Ave



Apartments at 748 11th Ave E