



ADRIG4 OTHELLO

7350 M L KING JR WAY S,
SEATTLE WA 98118

EARLY DESIGN GUIDANCE: DPD PROJECT #3032050-EG
JULY 17, 2018 (6:30 PM)

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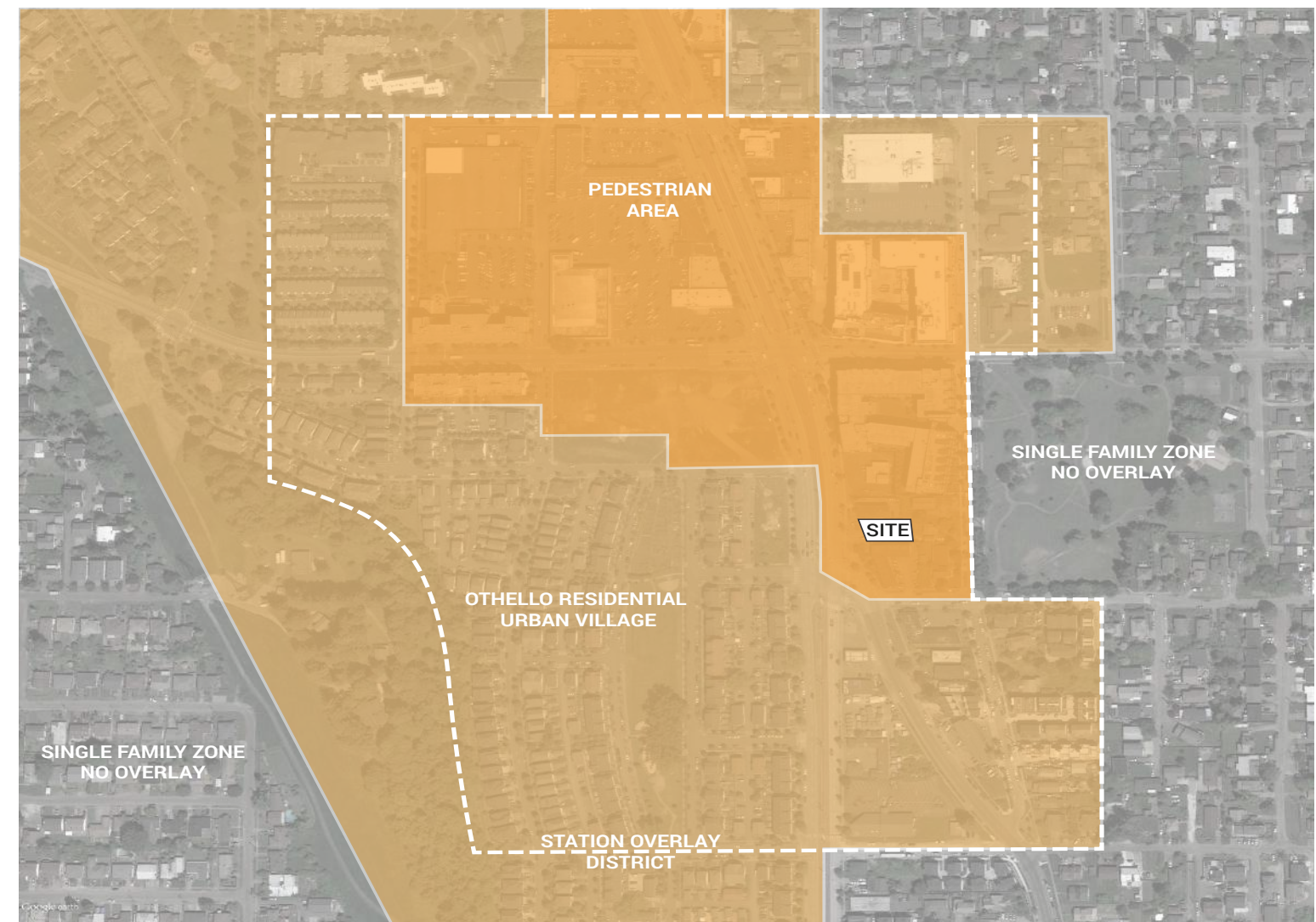
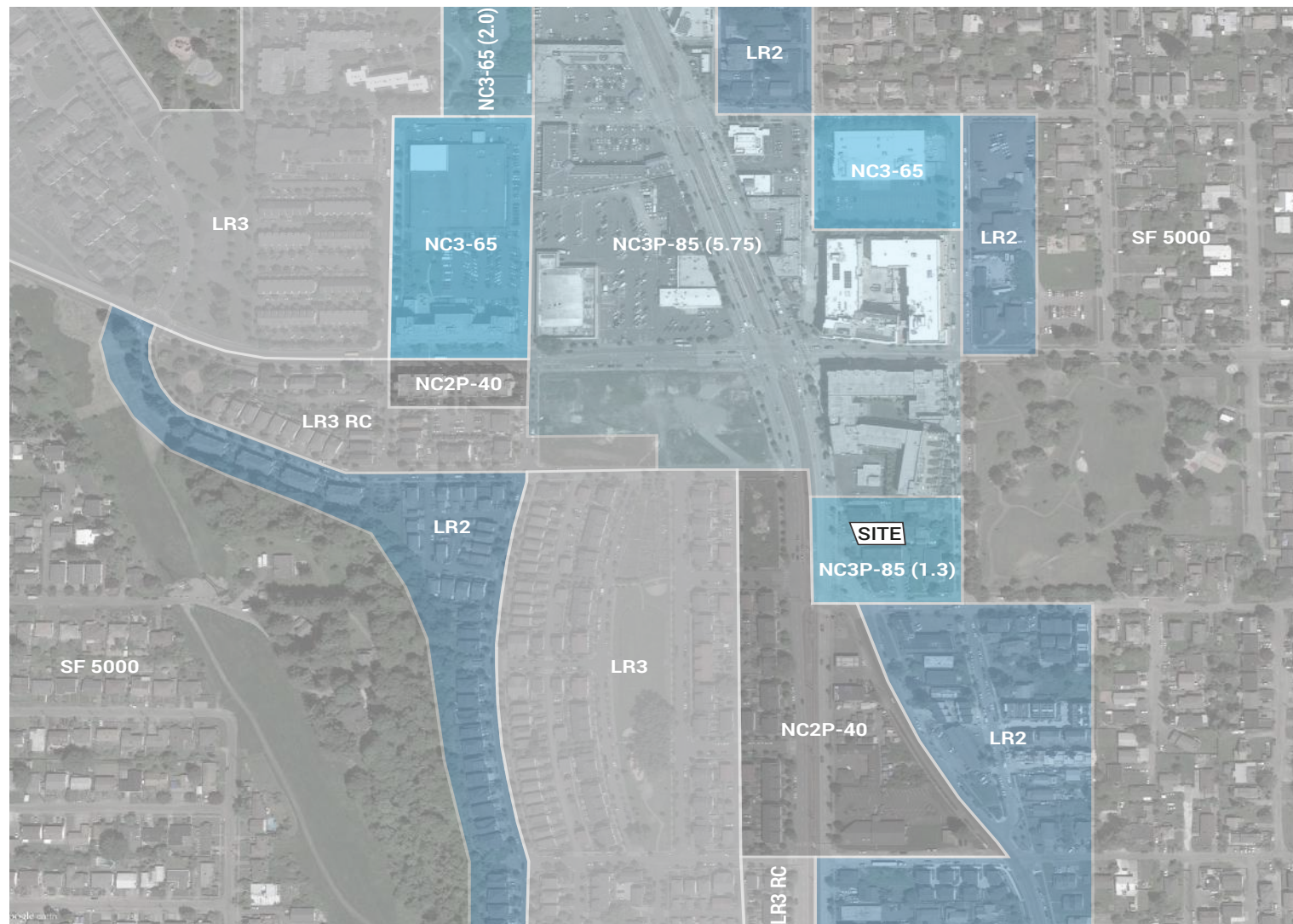
URBAN DESIGN ANALYSIS

DEVELOPMENT OBJECTIVES

Othello has always been a diverse hub of cultures and backgrounds, a uniqueness reflected through the neighborhoods eclectic and vibrant characteristics. But as Seattle continues to grow, development is pushed out in to these peripheral neighborhoods. With lower housing costs, abundant transit, and especially the Link Light Rail, the growth in Othello is tangible and evident in all the new low-rise structures. And while development is generally good, gentrification should be monitored and maintained. It is important to retain the community that made this neighborhood great. With Seattle's incentivized zoning program, our development aims to bolster development in this Urban Village without displacing its character and community.

Our development draws inspiration from existing and proposed architecture. It looks to maintain the vibrancy of this community through design and accentuate and celebrate its diversity and culture.

We are proposing to construct a 7-story + basement mixed-use building with commercial use on the ground floor facing the main street of MLK Jr. Way. The building will consist of 80 residential units, bicycle parking, and no vehicle parking; vehicle parking is discouraged in Urban Villages, but the Light Rail and numerous bus stops provide plenty of transportation options. This building will be 6 levels of Type IIIA construction over one story of Type IA plus a basement, for a total building area of approximately 48,000 GSF.



ZONING INFORMATION

Address: 7350 MLK JR. Way S. Seattle, WA 98118
 Parcel #: 100500-0235
 Legal Description: BOWENS REPLAT OF RAINIER GARDENS EX E 100 FT MEAS ON SLN & LESS ST.

Existing Building: Residential - Single Family
 Zone: NC3(P)-85
 Lot Area: 7,192 SF (0.158 Acres)
 Height Limit: 85'
 FAR: Base 1.3 up to 6 with incentives
 Setbacks: None Required
 Parking: None Required
 ECA's: None
 Incentive Provision: Living Building Pilot Program - 15% increase in FAR and (SZC - 23.58A) 20' increase in height.
 Affordable Housing - 14% of bonus residential square footage must be affordable units.

Overlays: Urban Village and Station Overlay

OTHELLO RESIDENTIAL URBAN VILLAGE:

The Othello Neighborhood is going through a dramatic change, developing into a vibrant new commercial and residential community. Easily accessible by the light rail station, the commercial core of this community along MLK Jr. Way South reflects the style of a market bazaar where business is transacted in a variety of languages. During the spring and summer months, artistic banners hang high over the streets reflecting the symbols of the neighborhood's many cultures.

Like many Seattle neighborhoods, Othello is blessed with the natural beauty of the Puget Sound region. The eastern ridge features views of Mount Rainier and the Cascade Mountains. There is access to a number of parks like Othello Park and Central Park.

The main goals for the Othello Residential Urban Village are to:

- Establish new or reinforce commercial "nodes" of development with improved facades
- Encouraging pedestrian comfort and safety
- Creating a community identity within the public realm.







URBAN DESIGN ANALYSIS

NEIGHBORING SURROUNDINGS

The site is located mid block on MLK Jr. Way S, between S Othello St. and S Webster St. Nestled on the southern edge of the Othello commercial core, and only a 5 minute walk from the Othello light rail station. It is a prime locale for pedestrians, cyclists, and all commuters.

Numerous transit stops, parks, shopping centers, and a diverse mix of architecture sprawl around the site, enhancing the urban context of this community.

MAP KEY:

	TRANSPORTATION NODE
	PARK NODE
	COMMUNITY RESOURCE NODE
	NOTABLE ARCHITECTURE NODE
	LANDMARK NODE
	PROJECT SITE



PUBLIC TRANSIT - LINK LIGHT RAIL



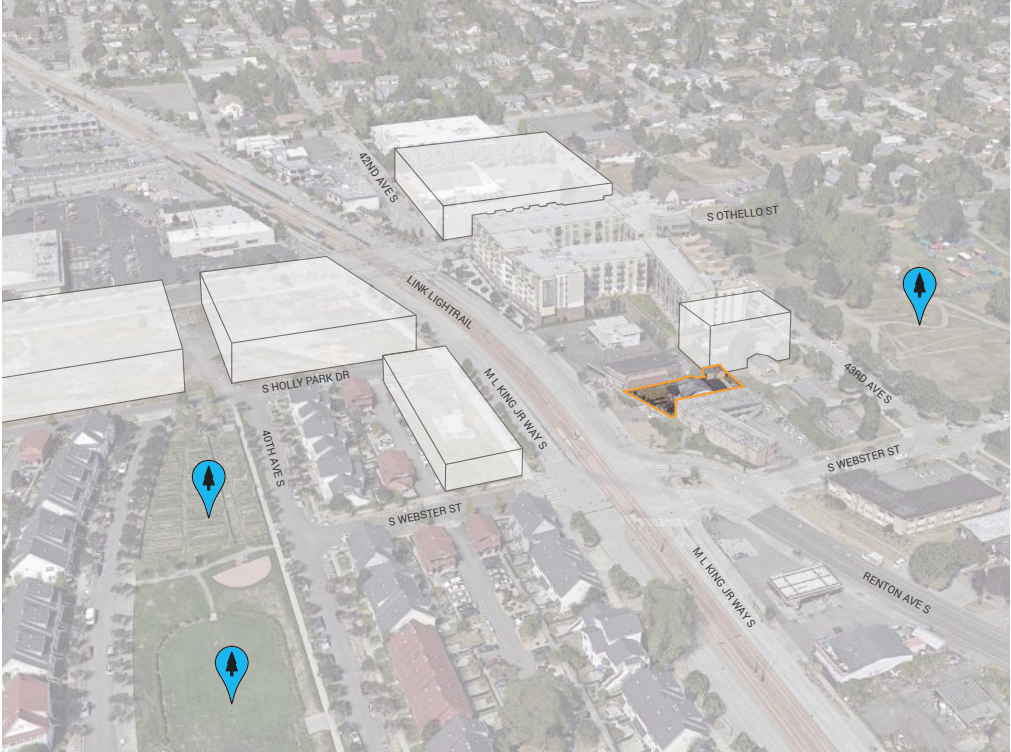
PUBLIC TRANSIT - BUSES



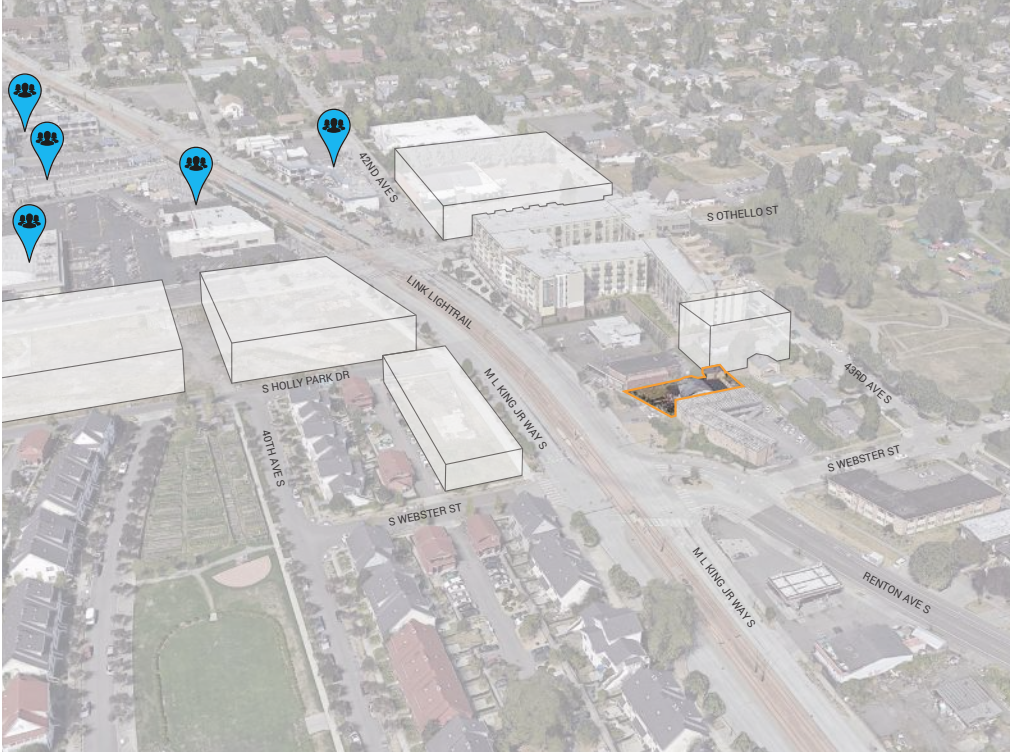
LOCAL PUBLIC TRANSIT STOPS

URBAN DESIGN ANALYSIS

NEIGHBORING SURROUNDINGS



COMMUNITY PARKS



COMMUNITY RESOURCES



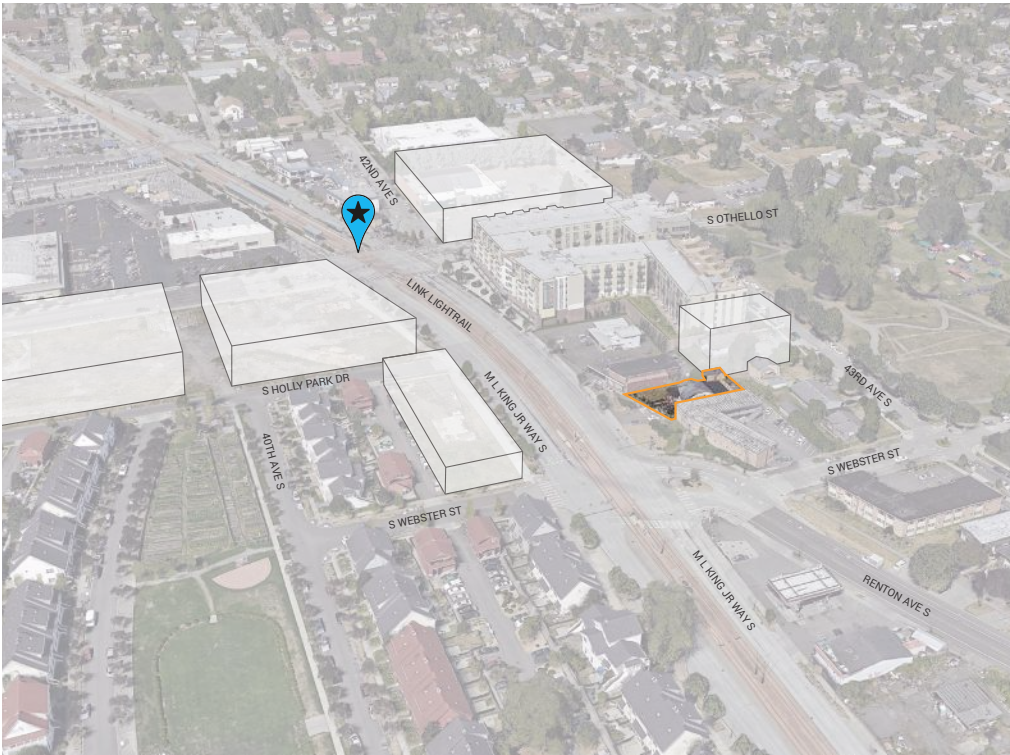
COMMUNITY PARKS - CENTRAL PARK



COMMUNITY RESOURCES - SAFEWAY



NOTABLE ARCHITECTURE



NEIGHBORHOOD LANDMARKS



NOTABLE ARCHITECTURE - ASSEMBLY118 APARTMENTS



NEIGHBORHOOD LANDMARKS - OTHELLO STATION

URBAN DESIGN ANALYSIS








SURROUNDING SITE CONTEXT

The site is located in the Othello Residential Urban Village and thus has no parking requirements. Transit access is very good on MLK Jr Way S and S Othello Street with access to Metro Routes 36, 50, 106, and the Link Light Rail.

Most community amenities are reachable on foot within a 5 minute walk from the site. Other amenities can be reached easily with the abundance of public transit located in the area.

With the site being located mid-block, the only access opportunity is located along the frontage of MLK Jr Way S.

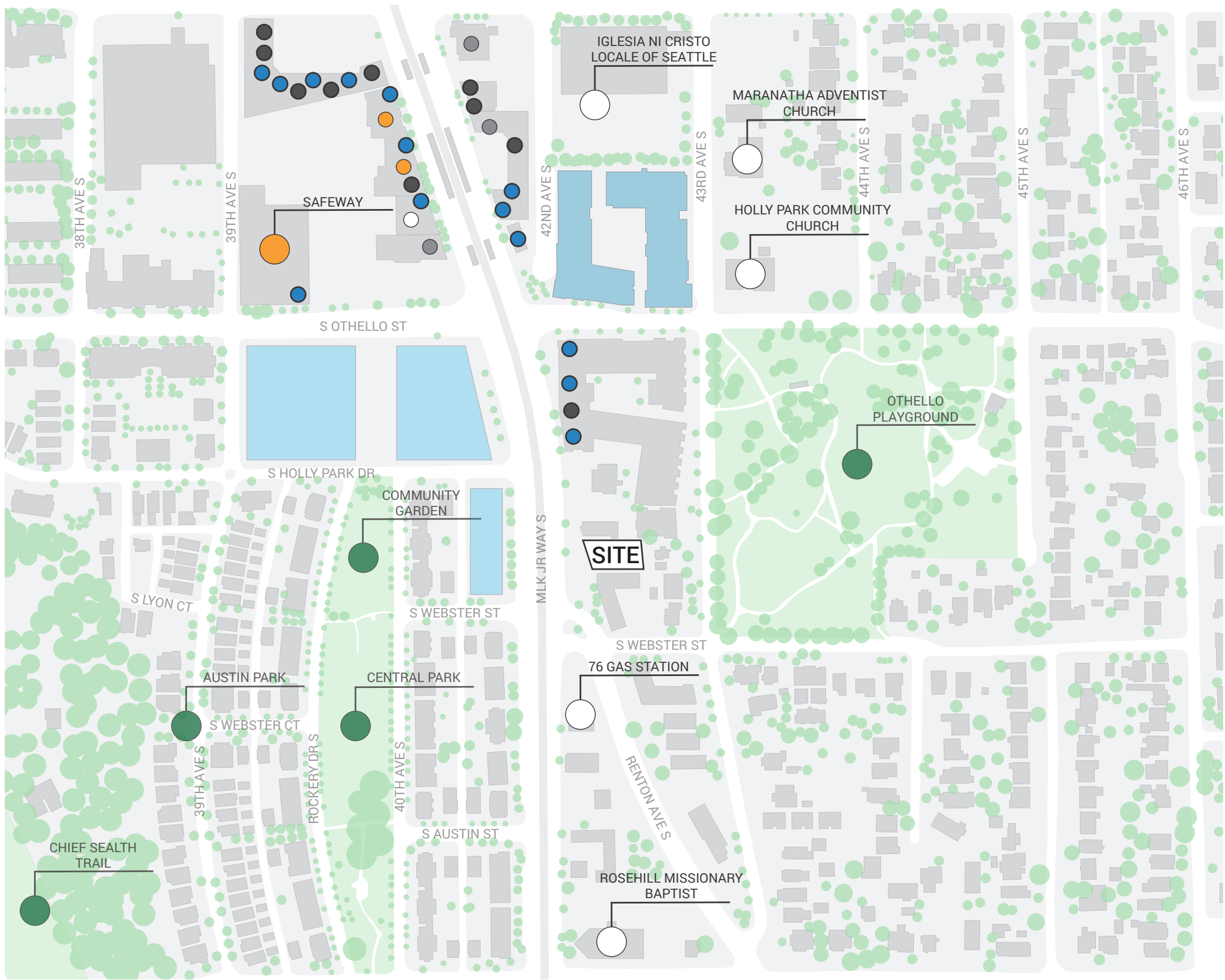


MAP KEY:	
	BUS STOPS
	LIGHT RAIL STATION
	PRIMARY PEDESTRIAN PATH
	PRIMARY VEHICULAR PATH
	ACCESS OPPORTUNITY
	5 MIN. WALK RADIUS
	PROJECT SITE

URBAN DESIGN ANALYSIS

SURROUNDING USES

Within the commercial core of the Othello neighborhood, there are many small businesses that line the streets, ranging from existing markets to restaurants, banks, and churches. There are also many new mixed-use projects popping up around the neighborhood allowing for additional commercial opportunities to become available within the community.



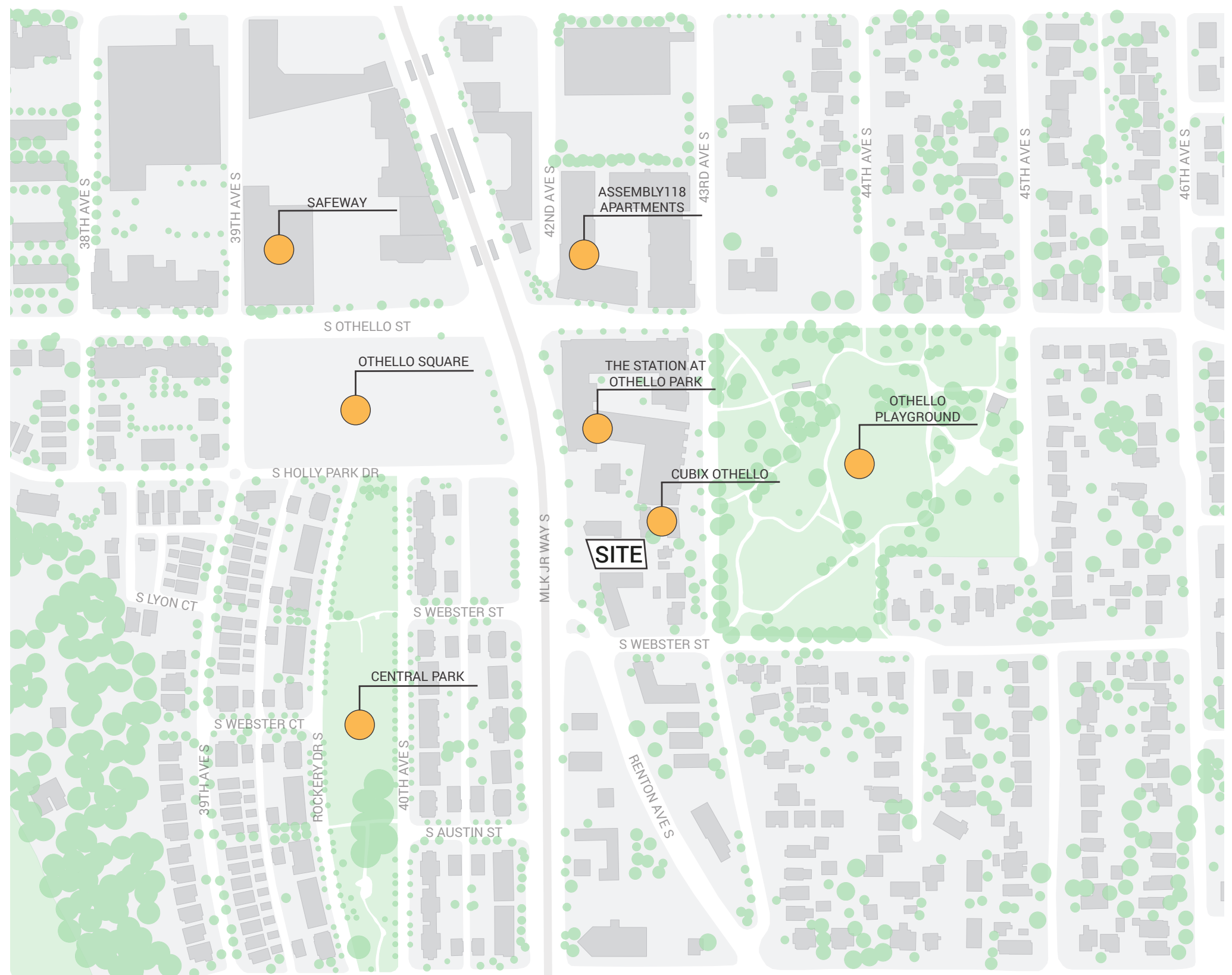
URBAN DESIGN ANALYSIS

DEVELOPMENT DESIGN CONTEXT

The architecture of the Othello neighborhood reflects and celebrates the diversity of its residents. The growth of this type of colorful, modern design can be attributed to the redevelopment of the commercial core and the addition of the Link Light Rail station. The new rezoning around this commercial core allows the neighborhood to build up around it, creating a busy, pedestrian friendly hub. The core scales down from its eight-story height limit as you venture further into the residential areas. Careful planning ensures a smooth transition.

Heavily pedestrian oriented, the neighborhood of Othello has been revitalizing its community core more towards foot-traffic. Developments are encouraged to engage pedestrians by adding street oriented commercial uses and business amenities. This can be seen in projects like The Station at Othello Park and Assembly118 Apartments.

To further engage the pedestrians of this area, the neighborhood has been working to redevelop and enhance its local parks, as evidenced by the work at the Othello Playground as well as Central Park.





THE STATION AT OTHELLO PARK
PROGRAM: HOUSING, RETAIL

- PODIUM DESIGN WITH MODULATED BUILDING MASS ABOVE.
- THE FORM AND PROPORTIONS ARE WELL DESIGNED, BUT THE COLORS SEEM MUTED.



SAFEWAY
PROGRAM: GROCERY STORE

- WHILE THE DESIGN OF THE STRUCTURE IS SEVERELY OUTDATED, HAVING SUCH A PROGRAM NEAR THE SITE IS EXTREMELY BENEFICIAL.



ASSEMBLY118 APARTMENTS
PROGRAM: HOUSING, RETAIL

- PODIUM DESIGN WITH MODULATED BUILDING MASS ABOVE.
- THE FORM AND PROPORTIONS ARE WELL DESIGNED.
- THE COLORS ARE BOLD AND VIBRANT, BUT SEEM RANDOM AND CONFLICTED. IMPLEMENTING A COMPLIMENTARY PALATE IS CRUCIAL FOR SUCH A VIBRANT AND ECLECTIC COMMUNITY.



OTHELLO PLAYGROUND / CENTRAL PARK
PROGRAM: PLAYGROUND, PLAYFIELDS, COMMUNITY EVENTS

- CLOSE PROXIMITY TO OPEN FIELDS AND PARK SPACE.



OTHELLO SQUARE
PROGRAM: COMMUNITY CENTER, EDUCATION, HOUSING

- THIS PROJECT WILL BE MOVING THROUGH THE LAND USE PROCESS AHEAD OF US. OUR PROJECT WILL BE COGNISANT OF THEIR CHARACTER AND DESIGN.



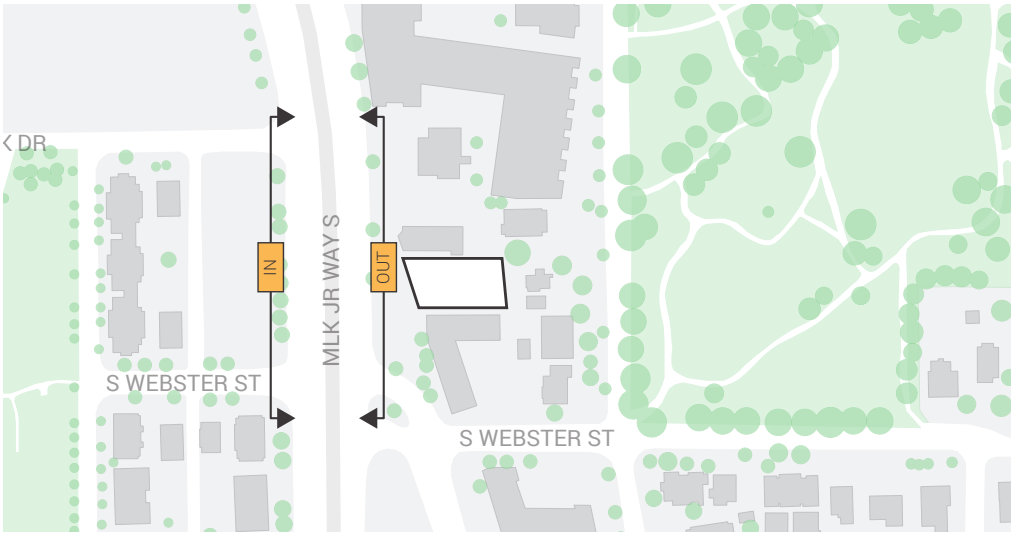
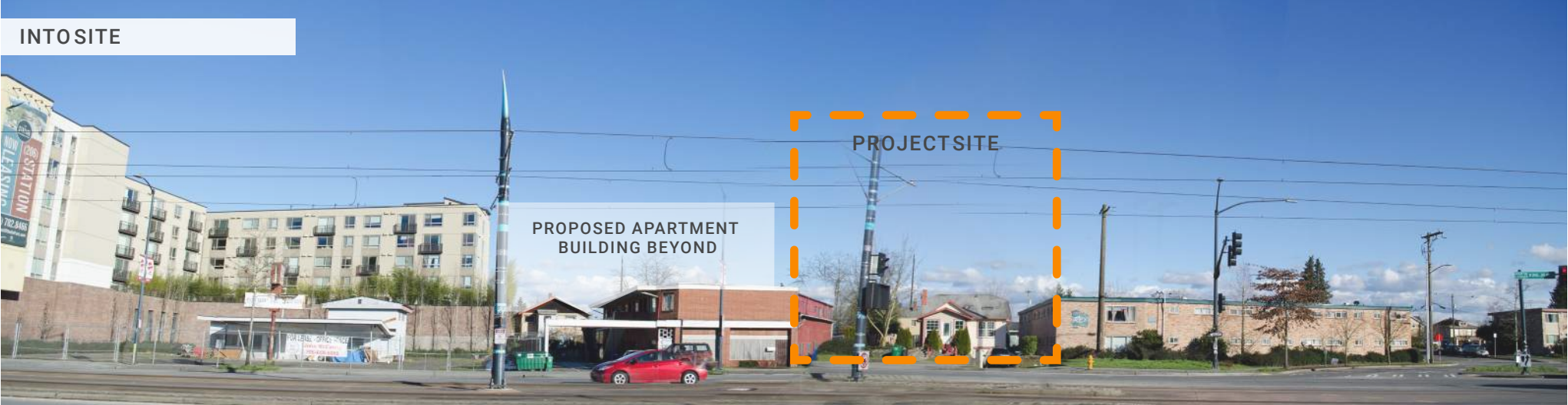
CUBIX OTHELLO
PROGRAM: HOUSING, COMMUNITY ROOM

- THE FORM AND PROPORTIONS ARE WELL DESIGNED.
- THE COLORS AND MATERIALS ARE WELL BALANCED. THE DESIGN FITS IN WITH THE NEIGHBORHOOD, BUT HAS ITS OWN UNIQUE CHARACTER.

URBAN DESIGN ANALYSIS

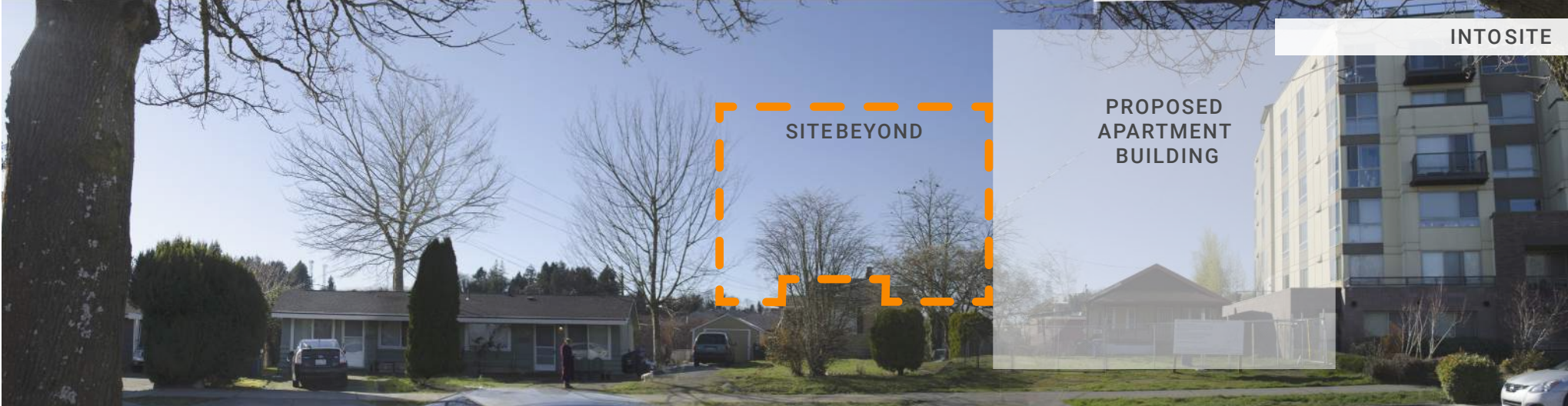
MLK JR. WAY S STREET ELEVATIONS

The front of the site faces the primary commercial hub of MLK JR. Way S. Rezoning along this core aims to enhance the vibrancy of this pedestrian oriented commercial zone. To the south of our site are smaller developments geared almost solely towards residential use.



URBAN DESIGN ANALYSIS

43RD AVE S STREET ELEVATIONS



The back of the site looks out over Othello Park across 43RD AVE S. This entire block has been rezoned to encourage development of multistory apartments.

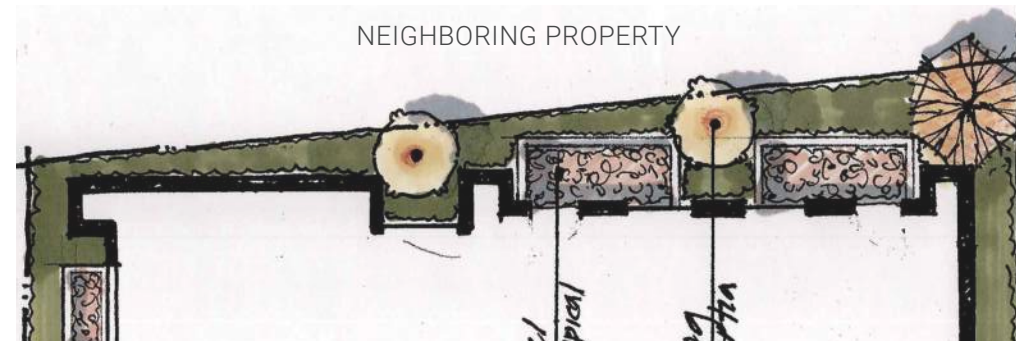
The new developments will feature ground floor commercial spaces and town home styled residences, helping to develop active street conditions all around the block. Our development will enjoy views of the park; even when the entire block is developed, the roof top amenity spaces will offer panoramic views of the landscape.



DESIGN GUIDELINES

RESPONSE

SDG | 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.

I. Street-scape Compatibility

Building spaces for commercial use at or near the edge of the sidewalk and limiting vertical grade separations is encouraged where commercial uses occupy the street-level floor.

II. Respect for Adjacent Sites

Preventing service, loading, and storage areas from directly facing single family residential areas and buffering single family areas from the undesirable impacts of commercial-related service facilities; use landscaping or cohesive architectural treatment to screen service areas and facilities.

IV. Height, Bulk, and Scale Compatibility

Design building volumes to maintain a compatible scale with smaller buildings nearby. Rely on building massing and orientation to place strong visual emphasis on the street in activating public space. Use smaller sub-volumes in the massing of a building to create a transition in size to adjacent residential structures that are smaller in scale.

Response:

Modulation pulls the form away from neighboring buildings and property lines. The resultant openings will be buffered with landscaping, softening the transition from adjacent sites. The main entrance to the building, an open commercial front, is adjacent to a large ROW, which will be accentuated by landscaping and hard-scape. The development of this ROW will help integrate the commercial area in to the street-scape.

SDG | CS3. ARCHITECTURAL CONTEXT AND CHARACTER



Contribute to the architectural character of the neighborhood.

A. Emphasizing Positive Neighborhood Attributes

Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

B. Local History and Culture

Place making: Explore the history of the site and neighborhood as a potential place making opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

Response:

The proposed development will incorporate massing, site placement and façade materials consistent with the neighborhoods existing design characteristics. The proposed development will be designed to engage the street condition while also adding to the vibrancy of the neighborhood. Othello is also a culturally diverse neighborhood. And just like the culture, the architecture throughout this area draws from one another in form and material, while adding their own unique characteristic. Our proposal will aim to accomplish this; while influenced by the architecture around it, it will add its own level of diversity through design.

SDG | PL2. WALKABILITY PL3. STREET-LEVEL INTERACTION



Create a safe and comfortable walking environment that encourages human interaction and activity at the street level. This space should be easily navigated and well-connected to existing pedestrian walkways and features.

I. Personal Safety and Security

Good lighting is one of the most effective crime deterrents. When used properly, light discourages criminal activity, enhances natural surveillance opportunities, and reduces fear. Lighting can influence an individual's feelings about their environment from an aesthetic as well as a safety standpoint.

I. Human Activity

The life of the neighborhood should be closely tied to the character of its public space. It is especially important to recognize streets as public space. The design of buildings can help determine the level of activity on the street. New development is encouraged to support the area's pedestrian designated streets and the Station Area Overlay District by contributing to a consistent building line at or near the sidewalk.

II. Pedestrian Open Spaces and Entrances

Providing space for intermingling of pedestrians and shoppers at the street-level on Martin Luther King Jr. Way South will help to create a socially and visually stimulating MLK@Holly business district. Multiple storefronts, shop entrances and activities enliven the street provide a safe pedestrian environment. Generous windows placed at the ground floor give people inside an awareness of activity on the street. This is commonly referred to as "eyes on the street," and supports an active day and night street environment.

Response:

The development proposal seeks to integrate the ground level in to the public realm, enhancing public activity along the street. A transparent commercial front helps to foster inter-connectivity between the street and the building. The development proposal will aim to provide a good sense of scale for pedestrians; properly designing the large landscaped/hard-scaped ROW at Martin Luther King Jr. Way will help to accomplish this. The building is pulled up to the curved property line to provide a consistent building line along this street.

SDG | PL4. ACTIVE TRANSPORTATION



Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

A. Entry Locations and Relationships

Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

B. Planning Ahead for Bicyclists

Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

C. Planning Ahead for Transit

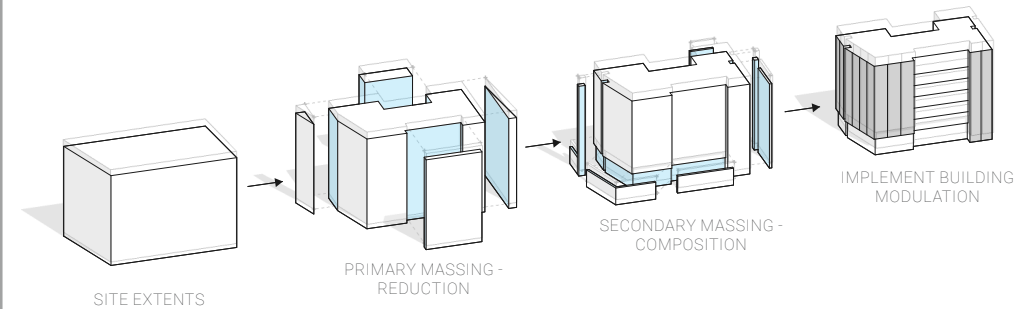
Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for place making, and/or suggest logical locations for building entries, retail uses, open space, or landscaping. Take advantage of the presence of transit patrons to support retail uses in the building.

Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

Response:

The main lobby is located at the front of the property. The commercial use is as well. The design will allow for bicyclists to use an alternative entrance that leads directly to the bike room where there's storage/bike storage for all units as well as a bike repair area. Local bus stops are located all around the site and the Othello Light Link station is only a short walk away. Transportation options are abundant in this location.

SDG | 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

Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

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, canopies or other elements, and/or highlighting building entries.

B. Architectural and Facade Composition

Facade Composition: Design all building facades considering the composition and architectural expression of the building as a whole.

C. Secondary Architectural Features

Visual Depth and Interest: Add depth to facades where appropriate by incorporating secondary elements into the facade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life.

D. Scale and Texture

Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.

Response:

Hierarchical modulation will help to break up the massing and create unique exterior spaces. Each façade will be detailed with secondary modulations that add to the design. Along with the depth from modulation, the development proposal will also utilize materials and textures to bring the structure down to a human scale.

SDG | DC4. EXTERIOR ELEMENTS AND FINISHES



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

I. Exterior Finish Materials

Encourage High-Quality Construction: All new buildings are encouraged to be constructed as long-term additions to the urban fabric.

Commercial and Mixed-Use Development: Use exterior building materials typically found in traditional storefront design. This includes brick, masonry, and metal on the ground floor. Mixed-use developments could use a combination of materials such as brick, masonry, metal, wood, and stucco in a manner that creates a coherent overall building design.

Consider window design as an opportunity to provide variation and definition along building facades. Avoid monotonous repetition of window types.

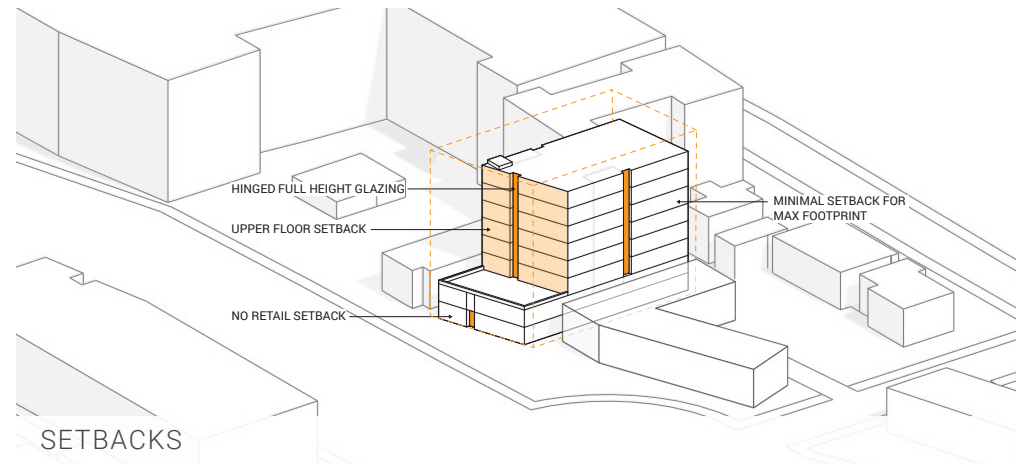
Response:

The mixed-use development proposal utilizes masonry/brick/concrete on the main floor. This helps ground the structure. The materials above, influenced by the neighborhood, enhance the modulation of the structure. Windows are strategically patterned – repetitive to inform modulation of the structure in some areas, while varied within a grid system to break up any monotonous repetition.

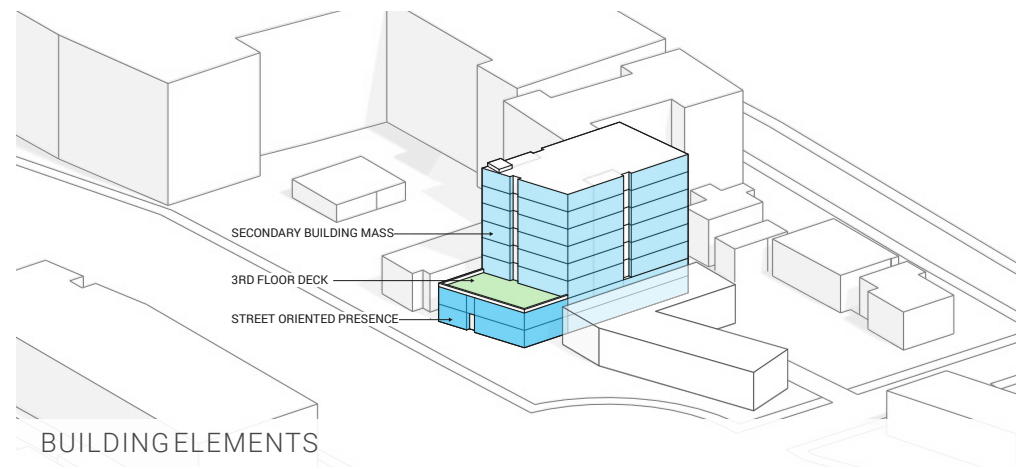
DESIGN GUIDELINES

RESPONSE IN MASSING CONCEPTS

OPTION 01



SETBACKS



BUILDINGELEMENTS

FLOORS: 8 PLUS BASEMENT
FAR: 5.2
GSF: 43,006 SF
UNITS/PARKING COUNT: 53 UNITS, 0 PARKING STALLS (NONE REQ'D)
CODE COMPLIANT: YES

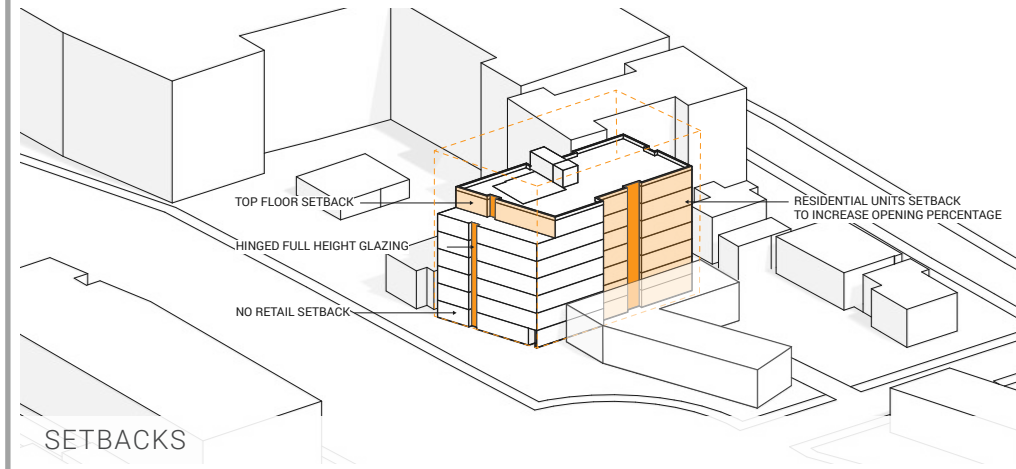
PROS:

1. Open space residential amenity requirements met.
2. Provides large commercial space.
3. Building mass is stepped back from MLK.

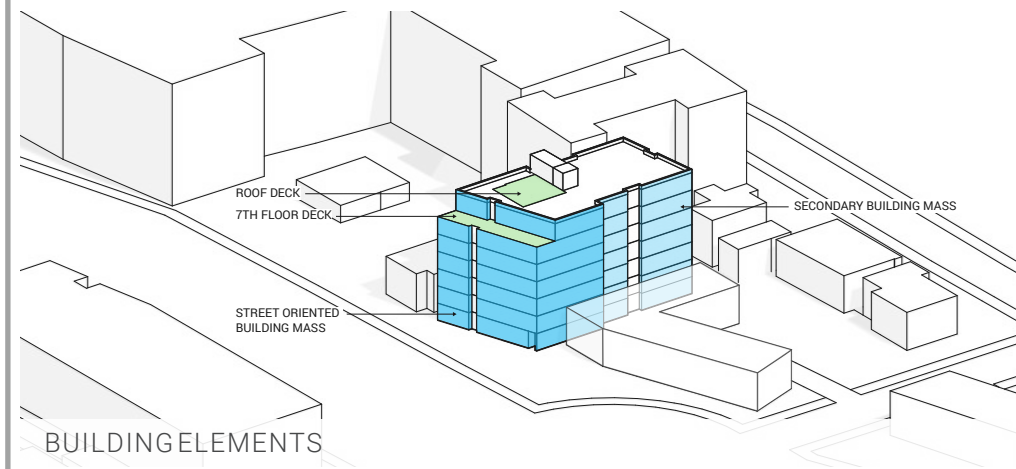
CONS:

1. Amenity space only in one location.
2. Minimal modulation within building mass.

OPTION 02



SETBACKS



BUILDINGELEMENTS

FLOORS: 7 PLUS BASEMENT
FAR: 5.83
GSF: 48,040 SF
UNITS/PARKING COUNT: 71 UNITS, 0 PARKING STALLS (NONE REQ'D)
CODE COMPLIANT: YES - TWO DEPARTURES

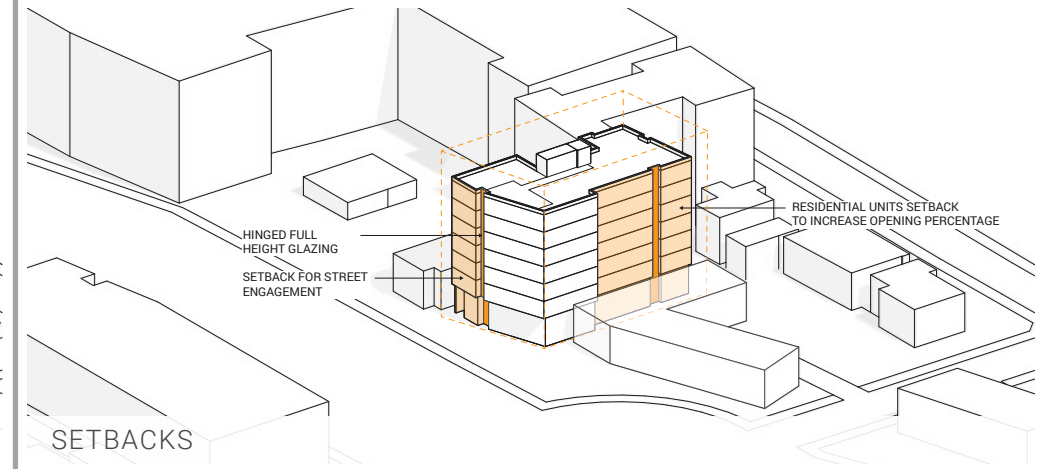
PROS:

1. Provides resident decks on the 6th floor and roof top.
2. Building mass is within the scale of surrounding proposed projects.
3. Most efficient unit layout.

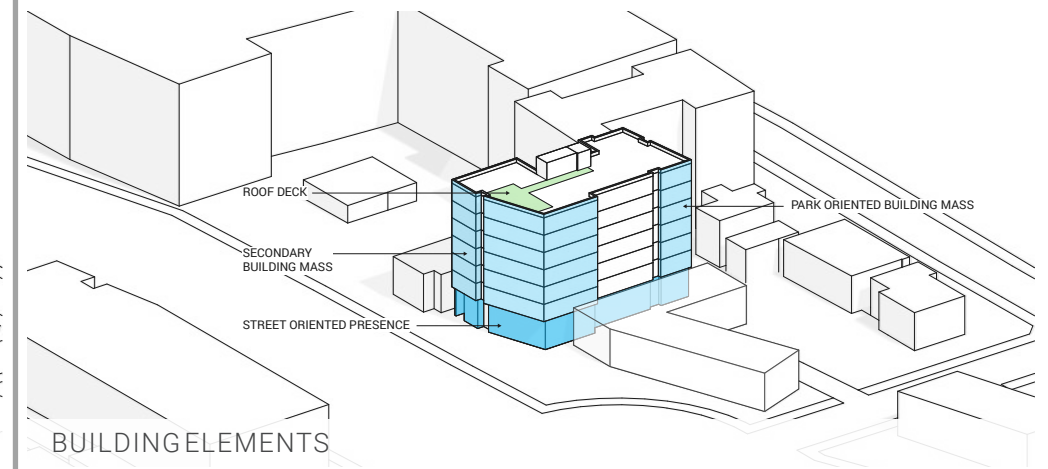
CONS:

1. Minimizes unit sizes.
2. Building mass out of scale for street engagement.
3. Limited commercial space.

OPTION 03 - PREFERRED



SETBACKS



BUILDINGELEMENTS

FLOORS: 7 PLUS BASEMENT
FAR: 5.11
GSF: 42,673 SF
UNITS/PARKING COUNT: 80 UNITS, 0 PARKING STALLS (NONE REQ'D)
CODE COMPLIANT: YES - ONE DEPARTURE

PROS:

1. Maximizes FAR
2. Building mass is within the scale of surrounding proposed projects.
3. Building massing oriented towards engaging street and park.
4. Ground level contrast for street engagement.
5. Open space residential amenity requirements met.
6. Provides exterior resident amenities on the ground floor and roof top.

CONS:

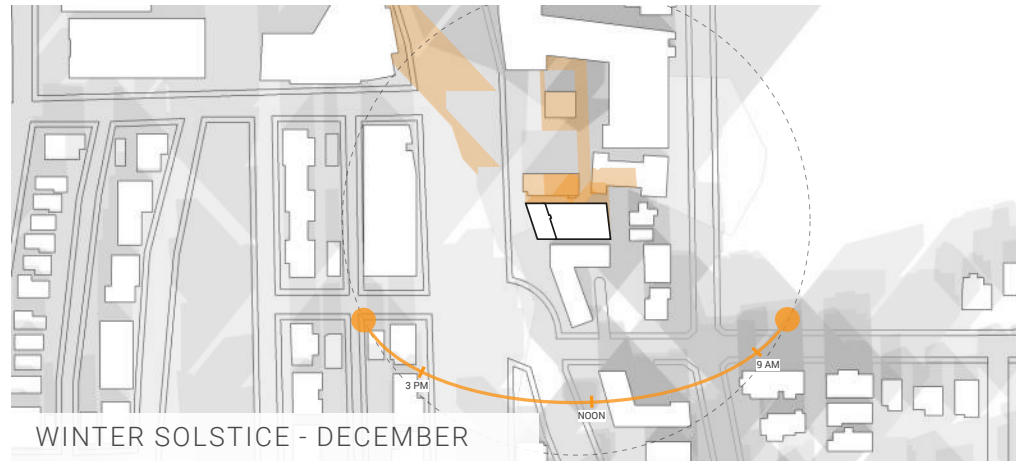
1. Limited commercial space.
2. Least amount of FAR.

MAP KEY:

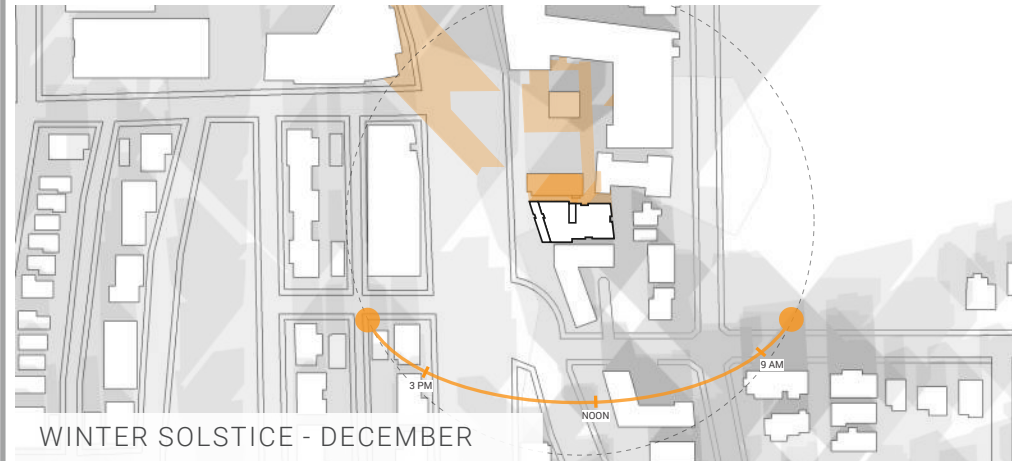


NEW SHADOWS

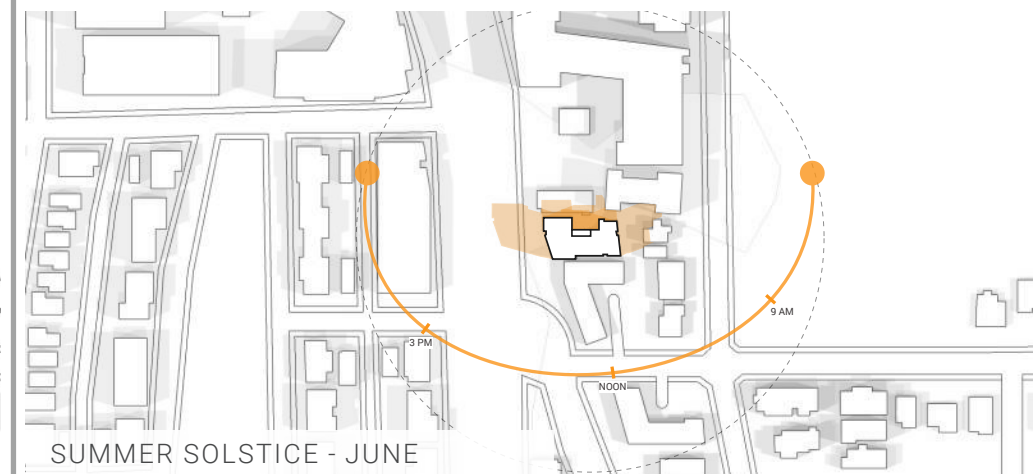
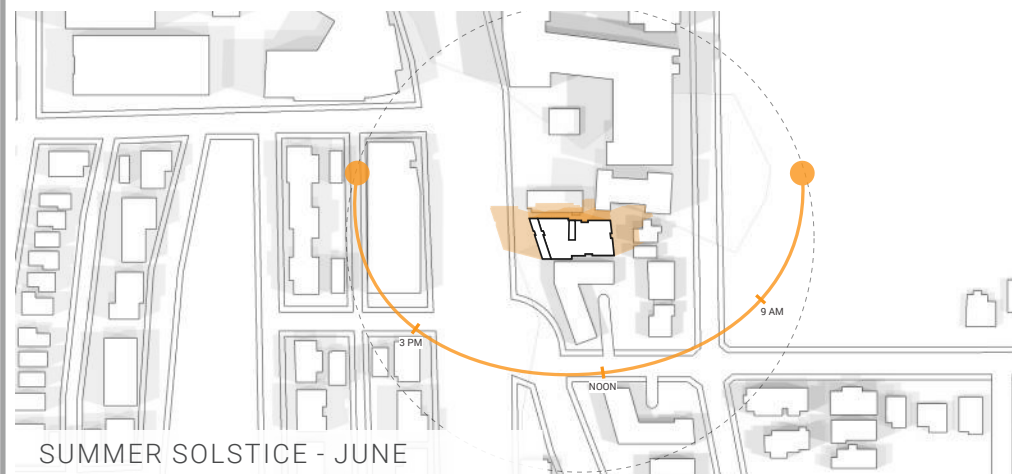
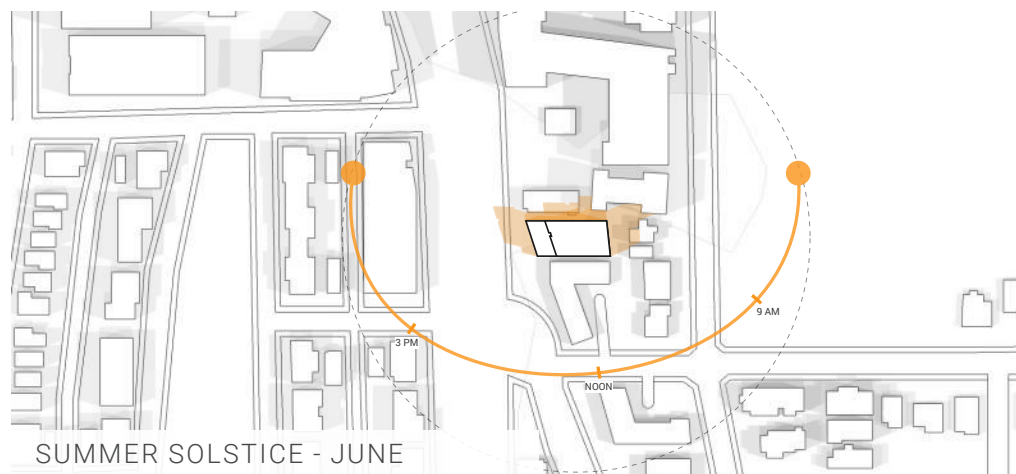
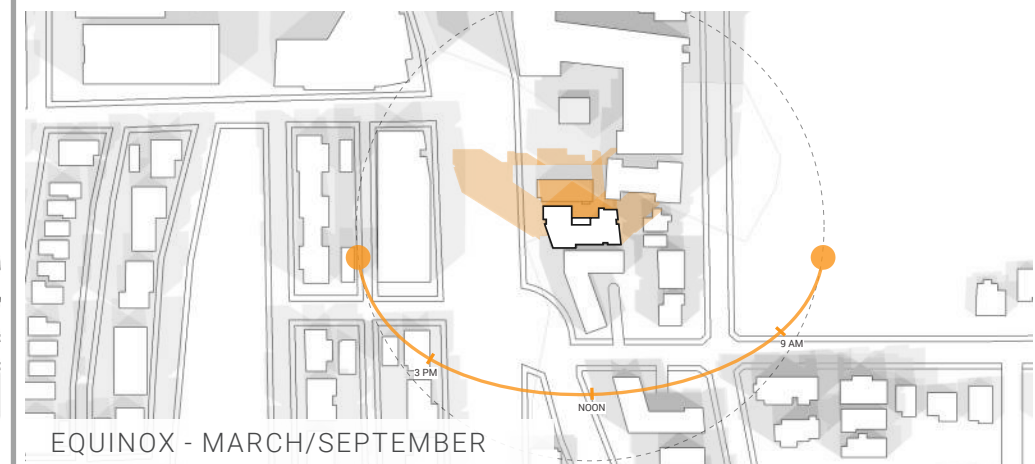
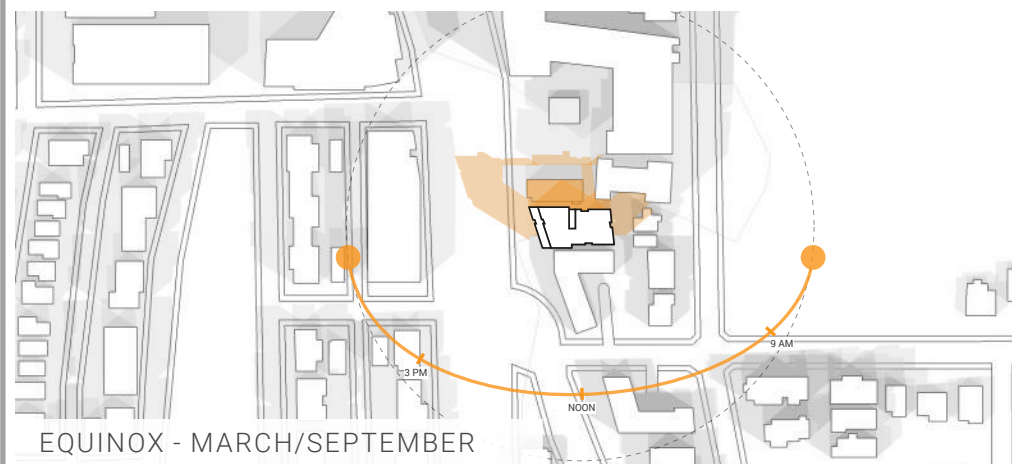
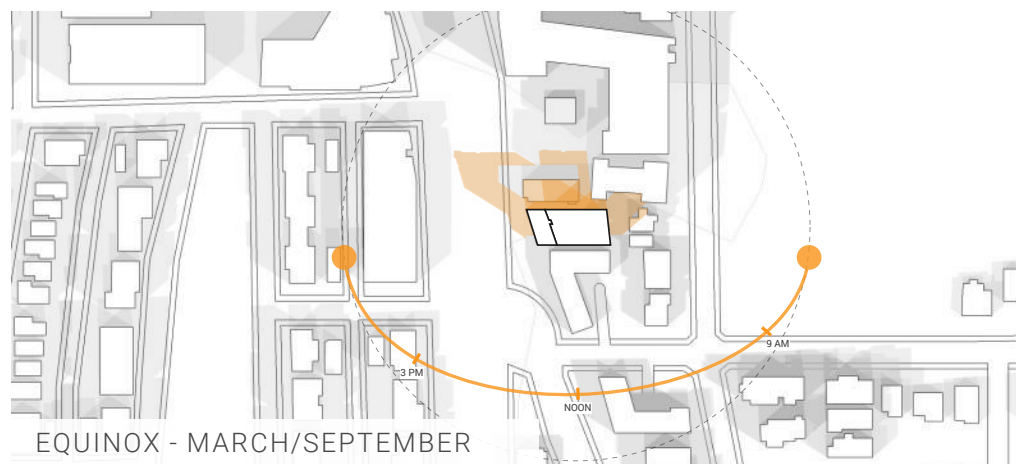
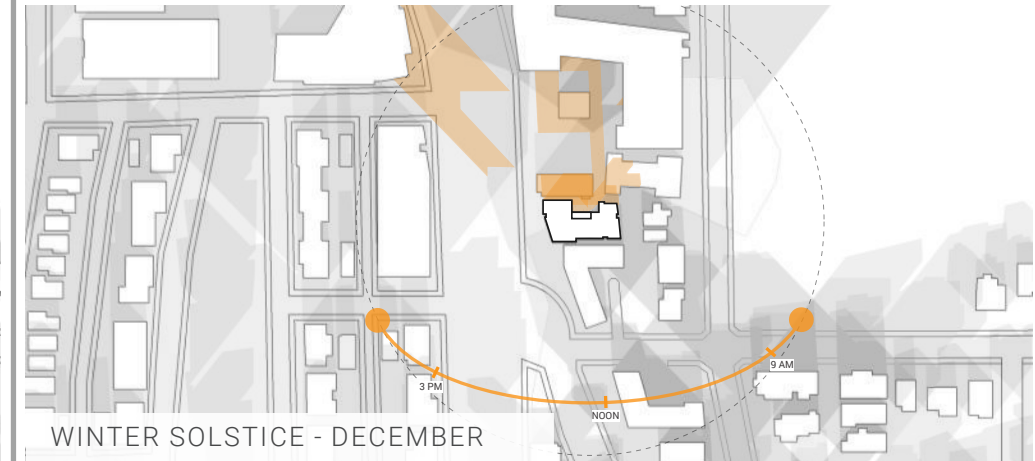
OPTION 01



OPTION 02

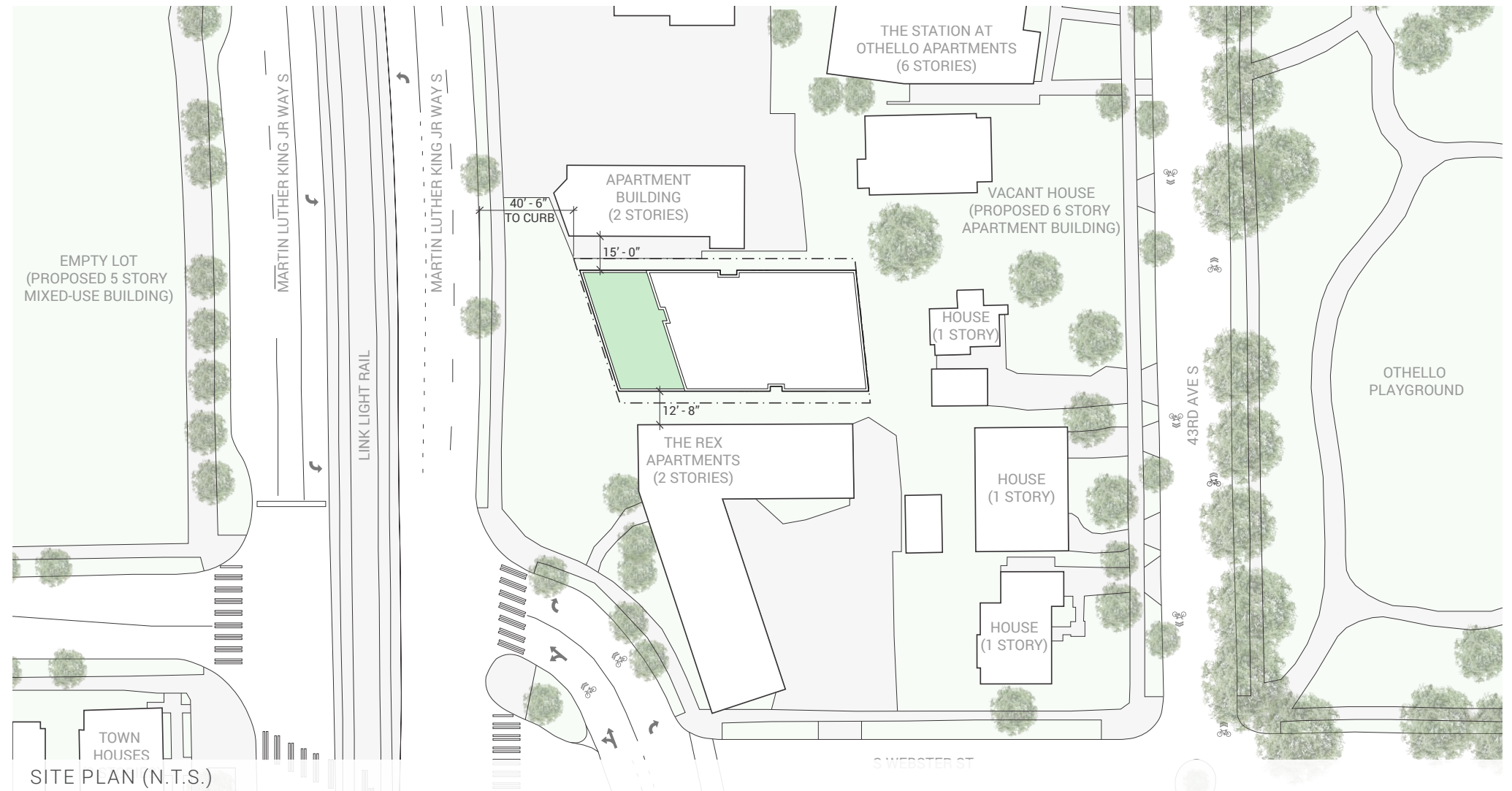
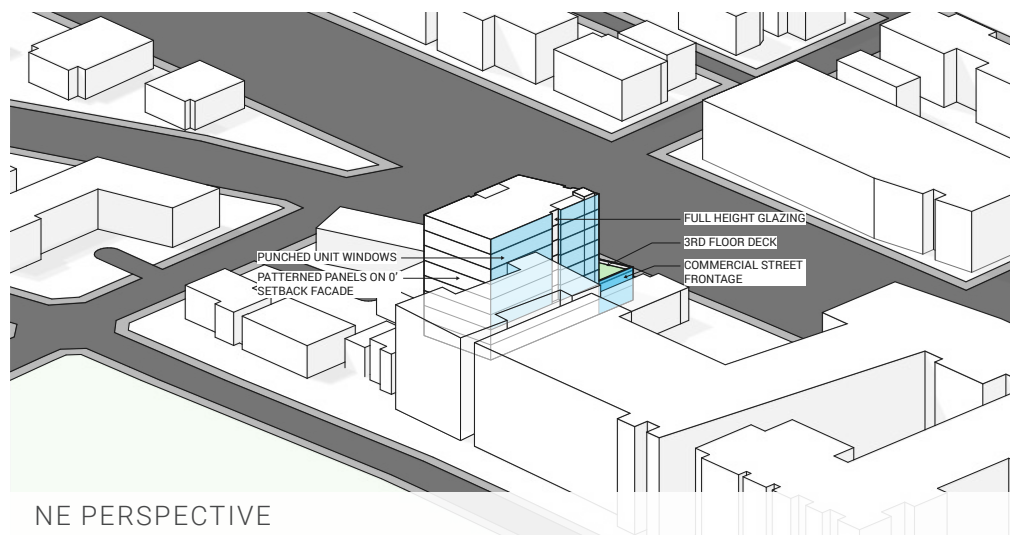
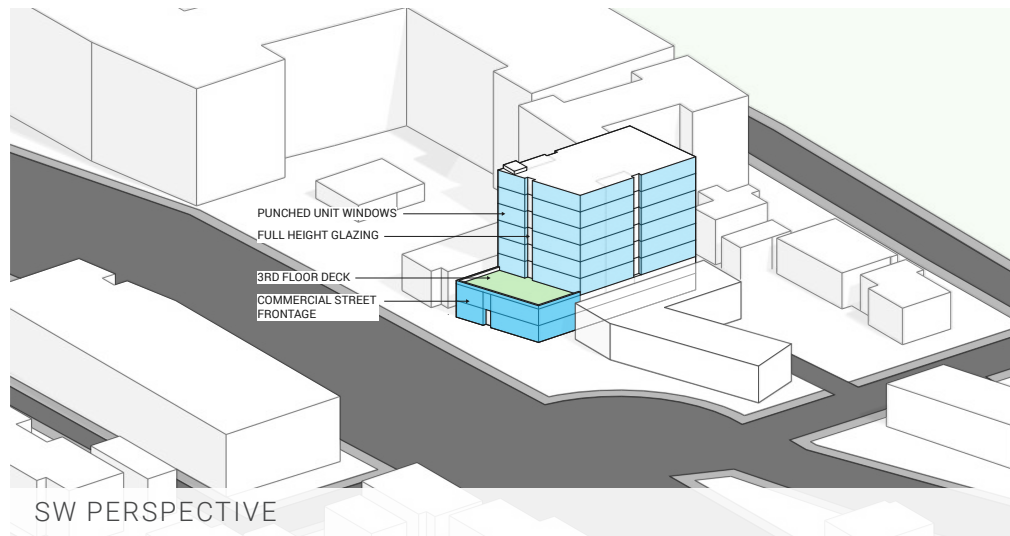


OPTION 03 - PREFERRED



ARCHITECTURAL MASSING CONCEPTS

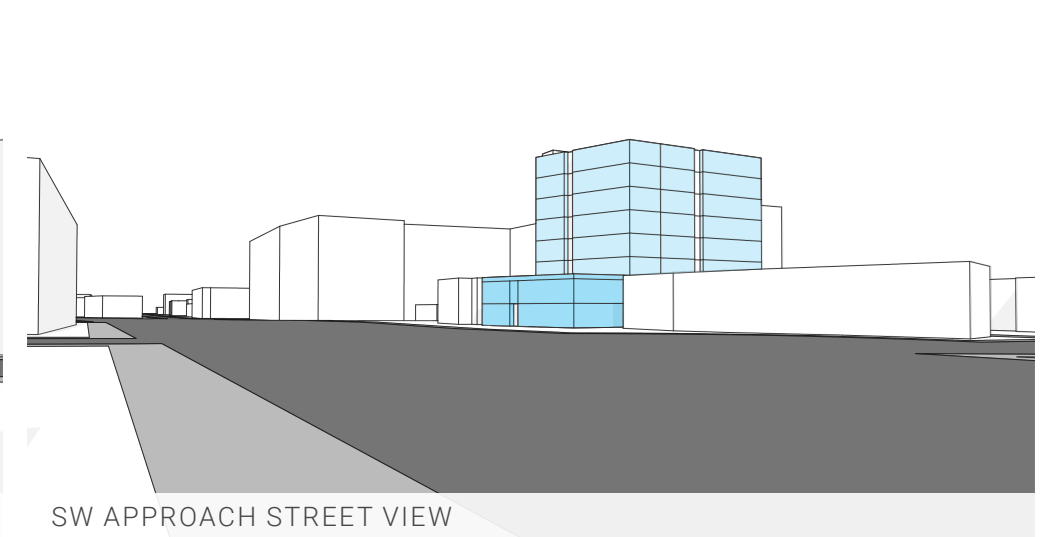
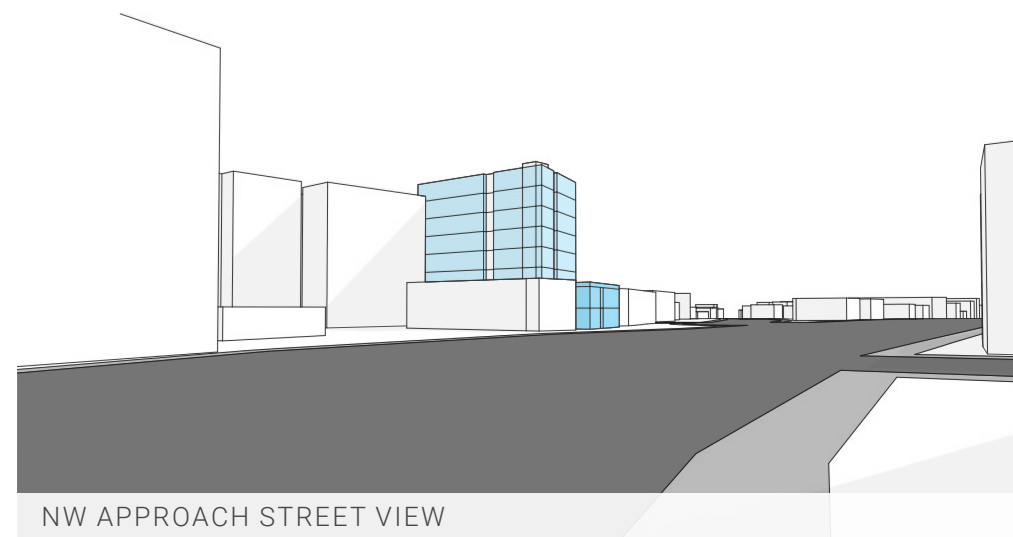
OPTION 01



FLOORS:	8 PLUS BASEMENT
FAR:	5.2
GSF:	43,006 SF
UNITS/PARKING COUNT:	53 UNITS, 0 PARKING STALLS (NONE REQ'D)
CODE COMPLIANT:	YES
DEPARTURES:	NONE

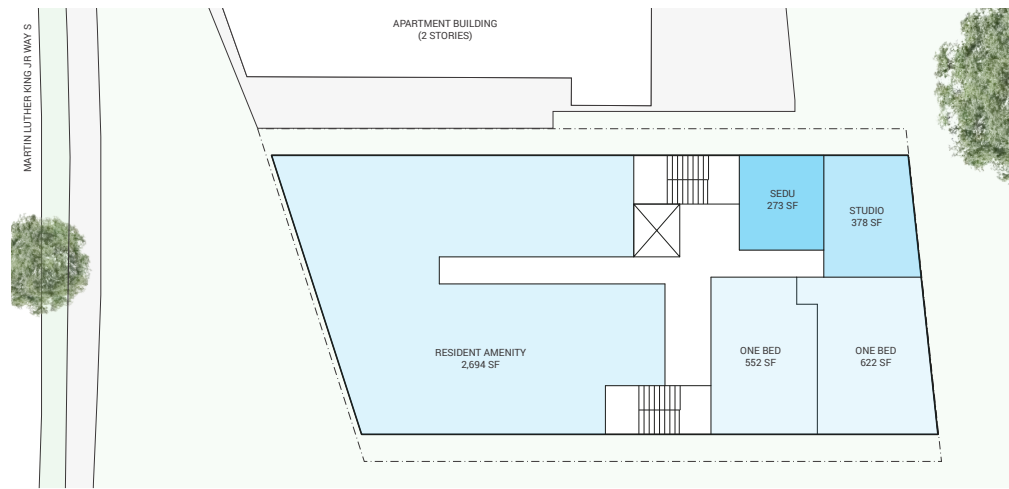
- PROS:**
1. Open space residential amenity requirements met.
 2. Provides large commercial space.
 3. Building mass is stepped back from MLK.

- CONS:**
1. Amenity space only in one location.
 2. Minimal modulation within building mass.

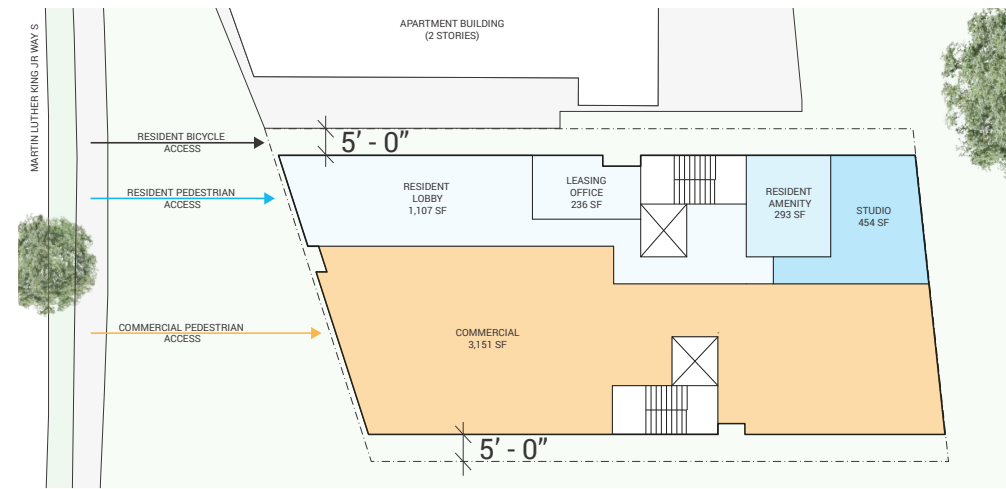


ARCHITECTURAL MASSING CONCEPTS

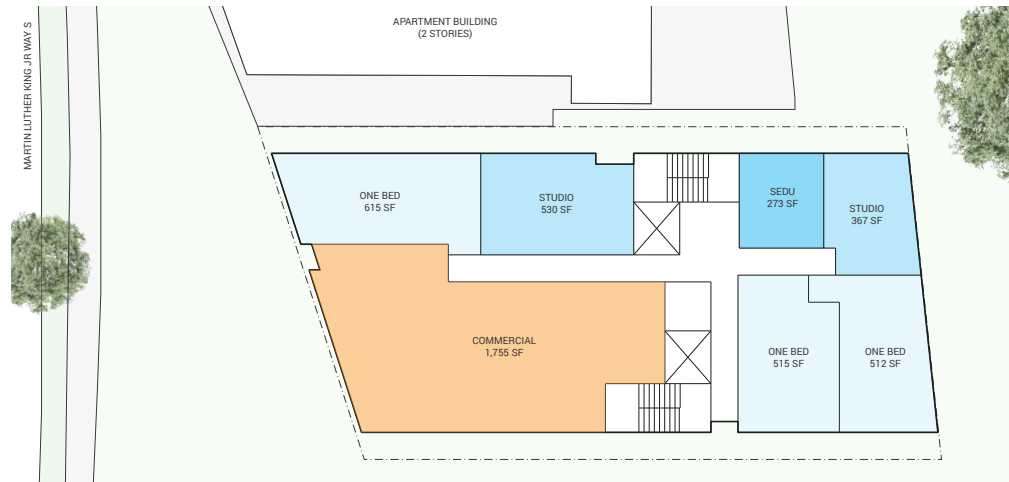
OPTION 01



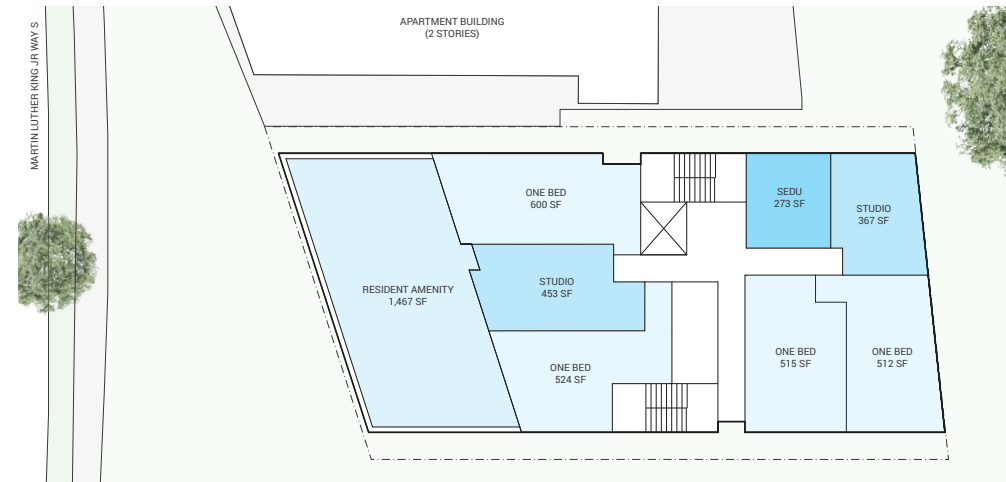
BASEMENT FLOOR PLAN (N.T.S.)



LEVEL 01 FLOOR PLAN (N.T.S.)



LEVEL 02 FLOOR PLAN (N.T.S.)



LEVELS 03-08 FLOOR PLANS (N.T.S.)



LOWER LEVEL SETBACK



ROOF DECK

BUILDING DATA:

SITE AREA:	7,192 SF	
ALLOWABLE FAR:	6.0 TOTAL	43,152 SF
RESIDENTIAL LIMIT:	4.5-RESIDENTIAL	32,364 SF (N/A - STATION OVERLAY)
GSF TOTAL:	43,006 SF	
FAR TOTAL:	5.2	37,398 SF ₁
RESIDENTIAL UNITS:		
- SEDU:	08 - (273 SF)	
- STUDIO:	16 - (367 - 530 SF)	
- ONE BED:	29 - (512 - 322 SF)	
TOTAL:	53	

GSF PER USE AND FLOOR:

BASEMENT:	RESIDENTIAL:	5,774 SF ₁
LEVEL 01:	RESIDENTIAL:	2,613 SF
	COMMERCIAL:	3,151 SF
LEVEL 02:	RESIDENTIAL:	4,003 SF
	COMMERCIAL:	1,761 SF
LEVEL 03-08:	RESIDENTIAL:	4,284 SF
TOTAL:	RESIDENTIAL:	38,094 SF ₁
	COMMERCIAL:	4,912 SF
		43,006 SF

1. BASEMENT AREA NOT COUNTED TOWARDS FAR PER SMC 23.48.720.C

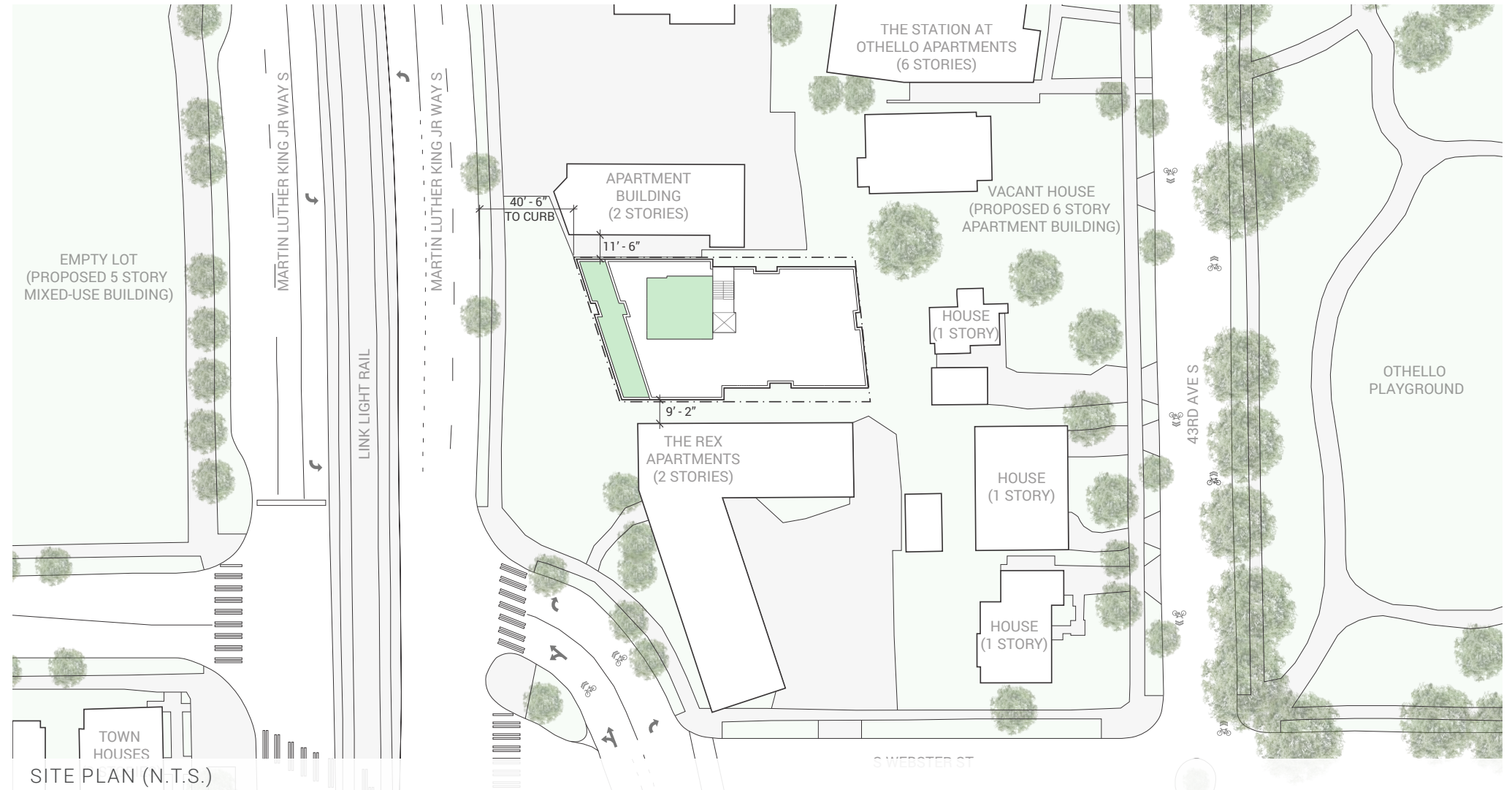
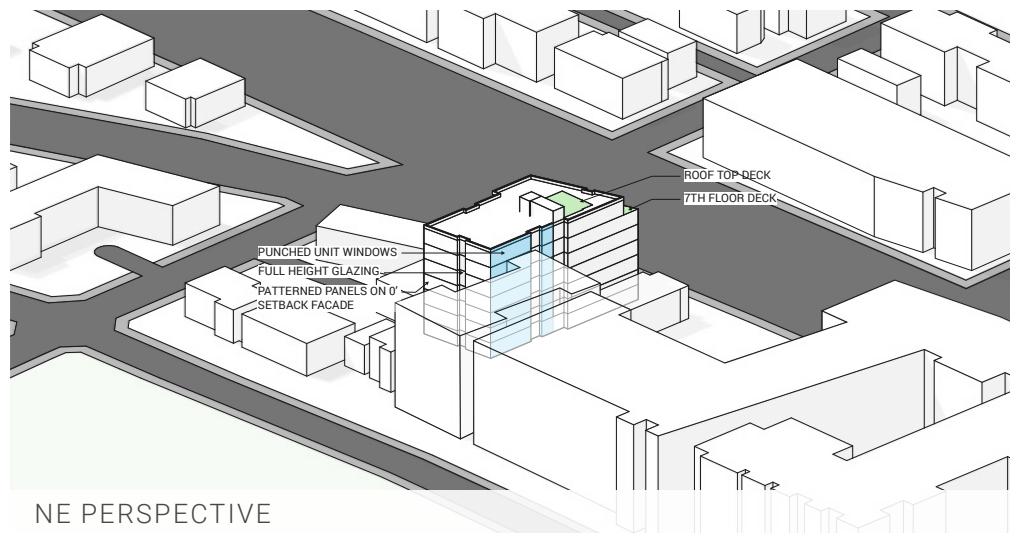
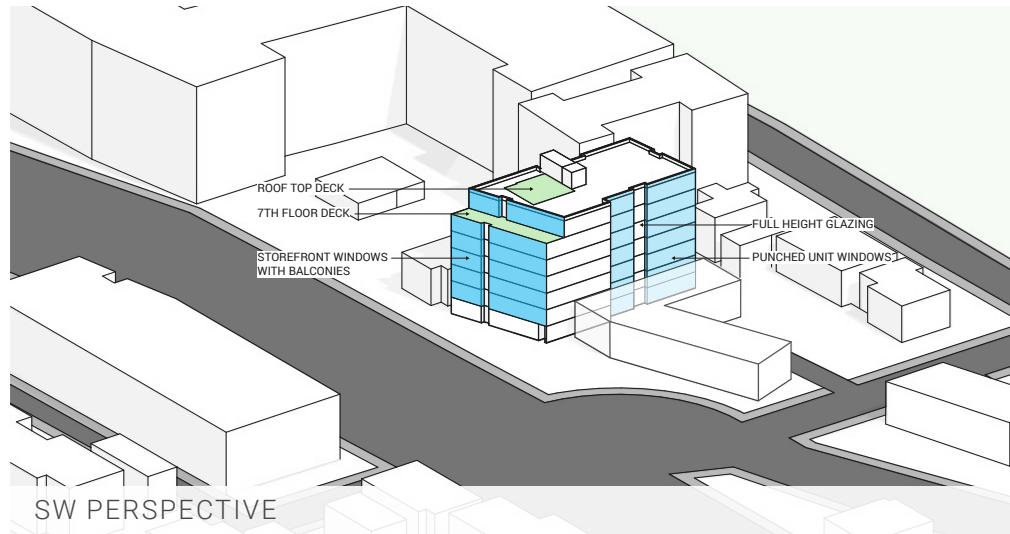
URBAN DESIGN INFLUENCE:

Option 1 is a code complying variation with no departures. It does not max out the FAR but presents an option with the most floor area and most height. Overall modulation of the mass is simplified, and secondary modulation and use of materials will help reduce the scale of the structure.

Optimizing the site as much as possible, it has a zero-lot line wall with the property directly to the east – focuses on density of units/unit size. The street level presence is accentuated by a third-floor deck/amenity/landscaped area near the front towards MLK Jr. Way. The majority of the mass is pulled back at level 3 from the street front to reduce the scale of height.

ARCHITECTURAL MASSING CONCEPTS

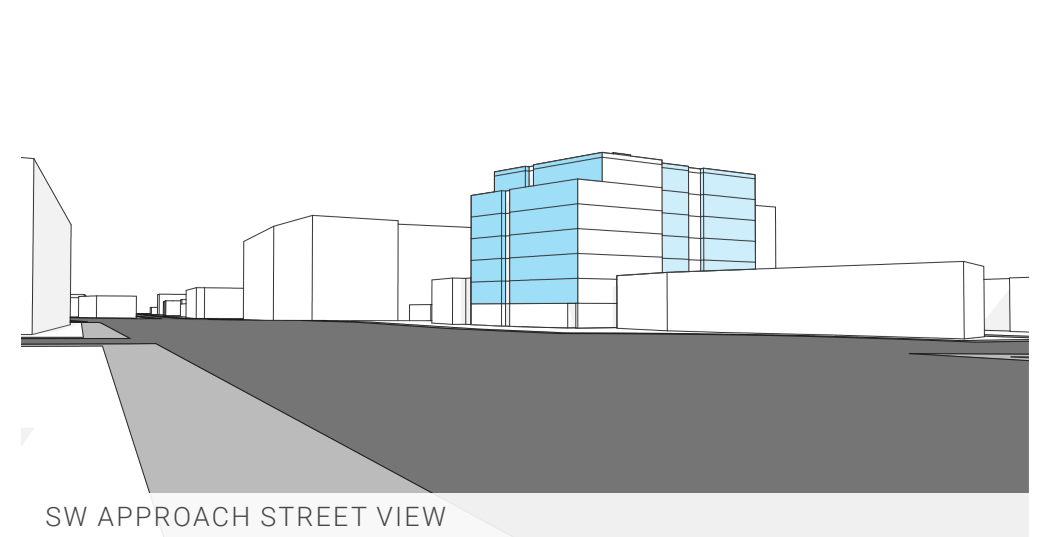
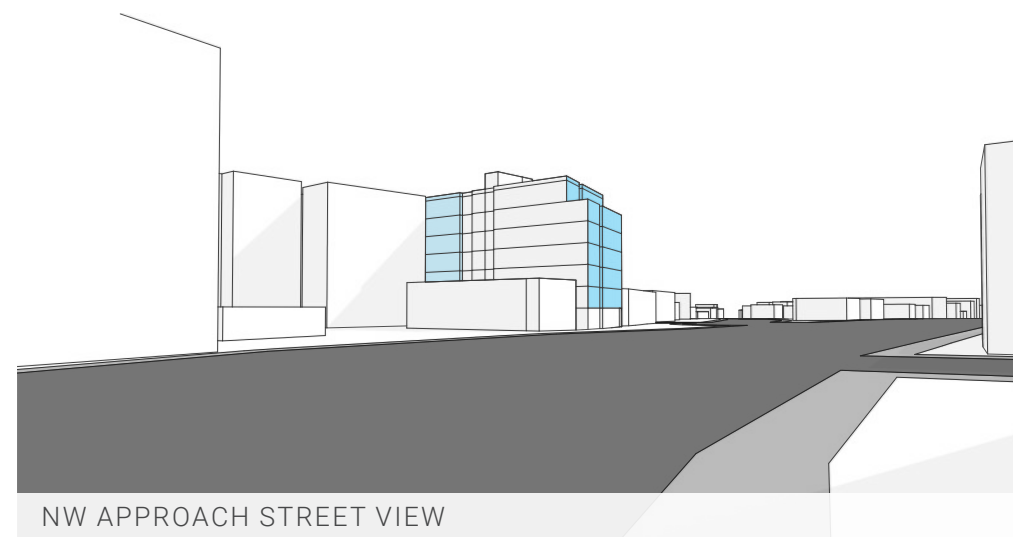
OPTION 02



FLOORS:	7 PLUS BASEMENT
FAR:	5.83
GSF:	48,040 SF
UNITS/PARKING COUNT:	71 UNITS, 0 PARKING STALLS (NONE REQ'D)
CODE COMPLIANT:	YES
DEPARTURES:	TWO (SEE PAGE 18)

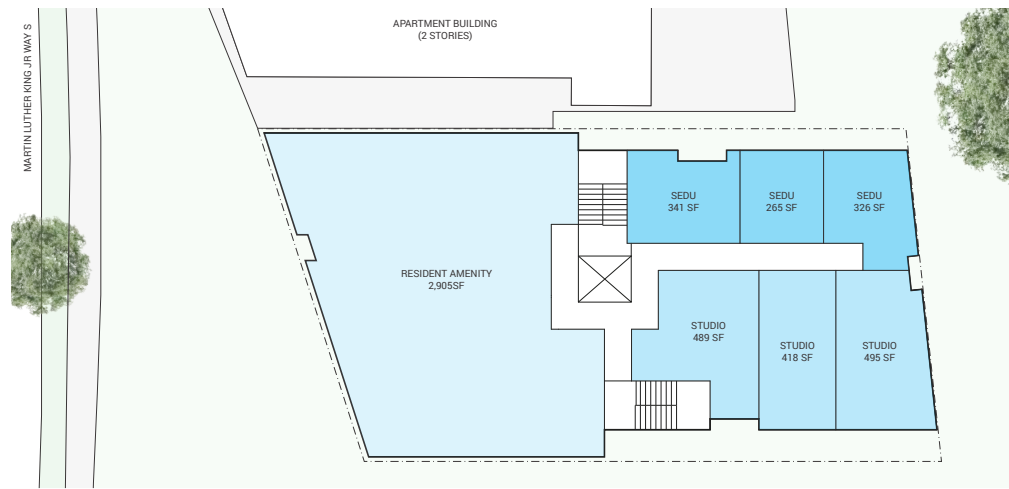
- PROS:**
1. Provides resident decks on the 6th floor and roof top.
 2. Building mass is within the scale of surrounding proposed projects.
 3. Most efficient unit layout.

- CONS:**
1. Minimizes unit sizes.
 2. Building mass out of scale for street engagement.
 3. Limited commercial space.

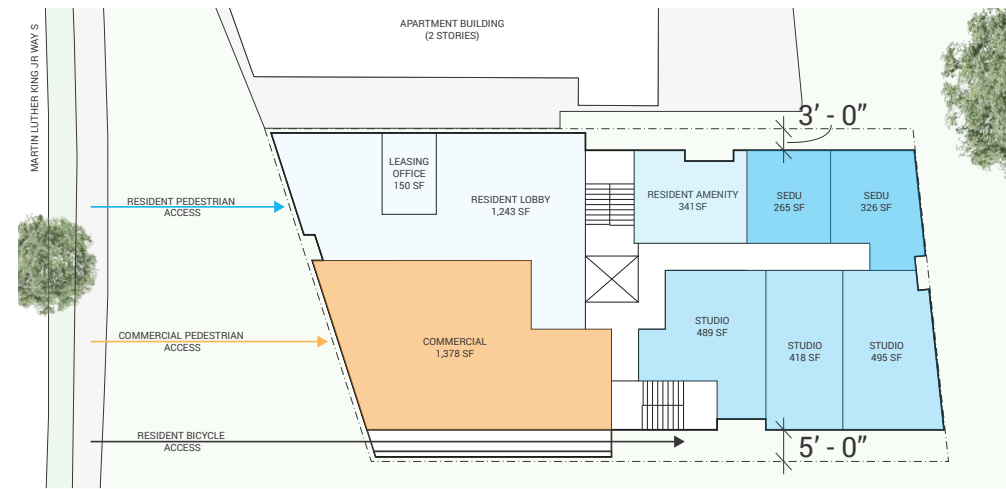


ARCHITECTURAL MASSING CONCEPTS

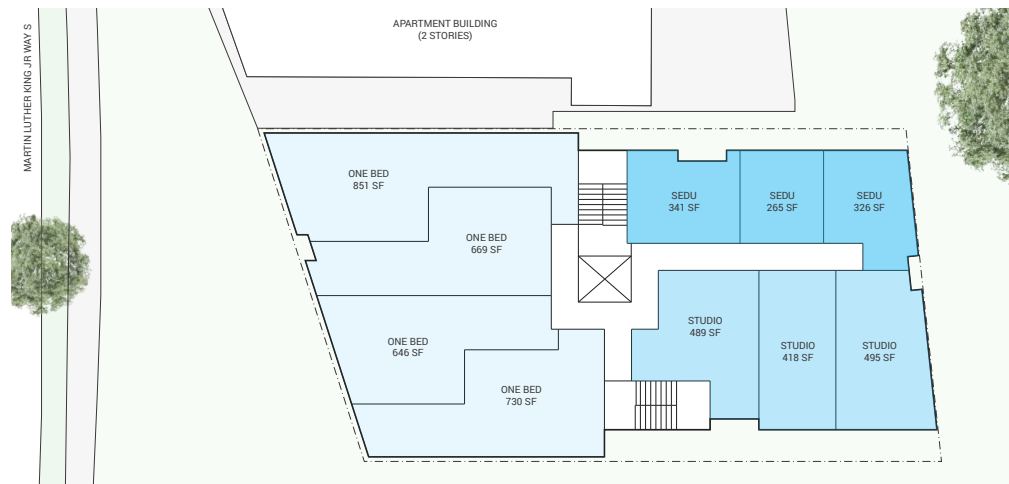
OPTION 02



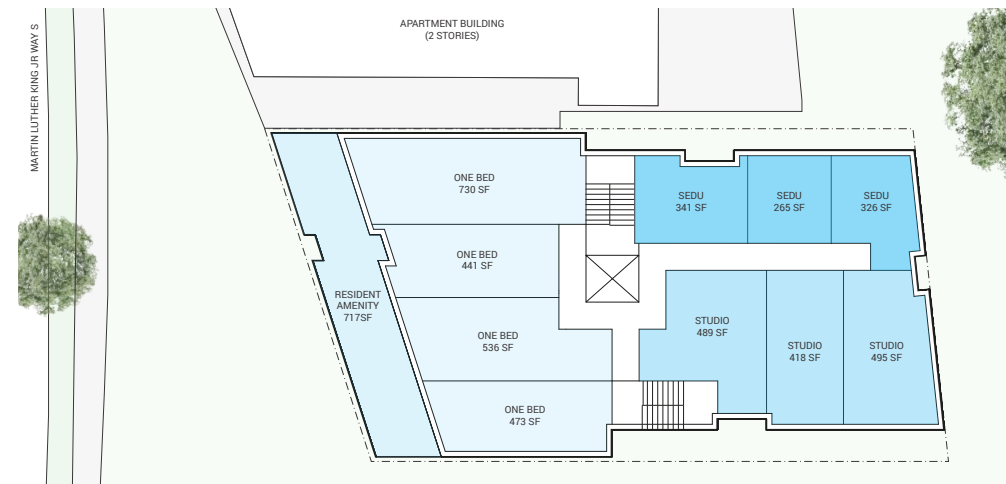
BASEMENT FLOOR PLAN (N.T.S.)



LEVEL 01 FLOOR PLAN (N.T.S.)



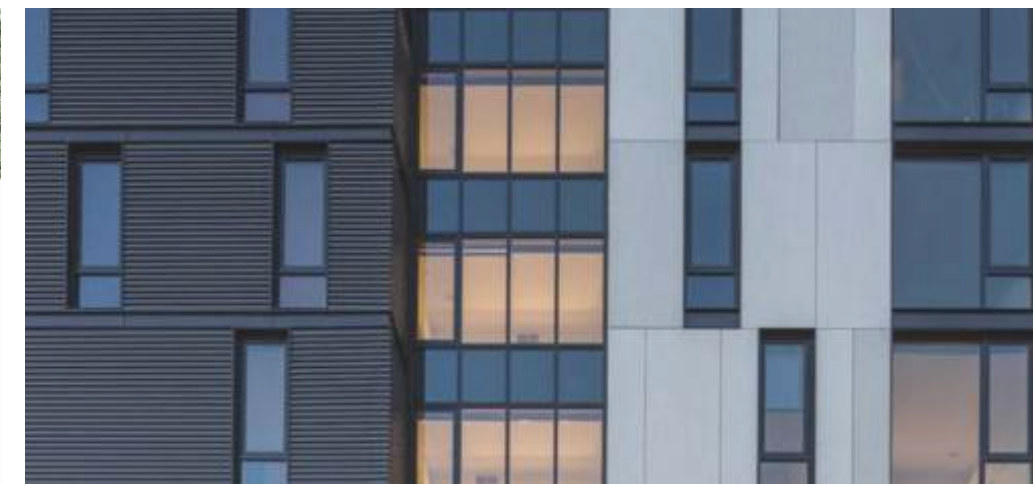
LEVELS 02-05 FLOOR PLANS (N.T.S.)



LEVEL 06 FLOOR PLAN (N.T.S.)



UPPER LEVEL SETBACK



FULL HEIGHT MODULATION

BUILDING DATA:

SITE AREA:	7,192 SF	
ALLOWABLE FAR:	6.0 TOTAL	43,152 SF
RESIDENTIAL LIMIT:	4.5-RESIDENTIAL	32,364 SF (N/A - STATION OVERLAY)
GSF TOTAL:		48,040 SF
FAR TOTAL:	5.83	41,937 SF ₁
RESIDENTIAL UNITS:		
- SEDU:	23 - (265 - 341 SF)	
- STUDIO:	24 - (367 - 530 SF)	
- ONE BED:	24 - (418 - 495 SF)	
TOTAL:	71	

GSF PER USE AND FLOOR:

BASEMENT:	RESIDENTIAL:	6,131 SF ₁
LEVEL 01:	RESIDENTIAL:	4,522 SF
	COMMERCIAL:	1,378 SF
LEVEL 02-06:	RESIDENTIAL:	6,121 SF
LEVEL 07:	RESIDENTIAL:	5,404 SF
TOTAL:	RESIDENTIAL:	46,662 SF ₁
	COMMERCIAL:	1,378 SF
		48,040 SF

1. BASEMENT AREA NOT COUNTED TOWARDS FAR PER SMC 23.48.720.C

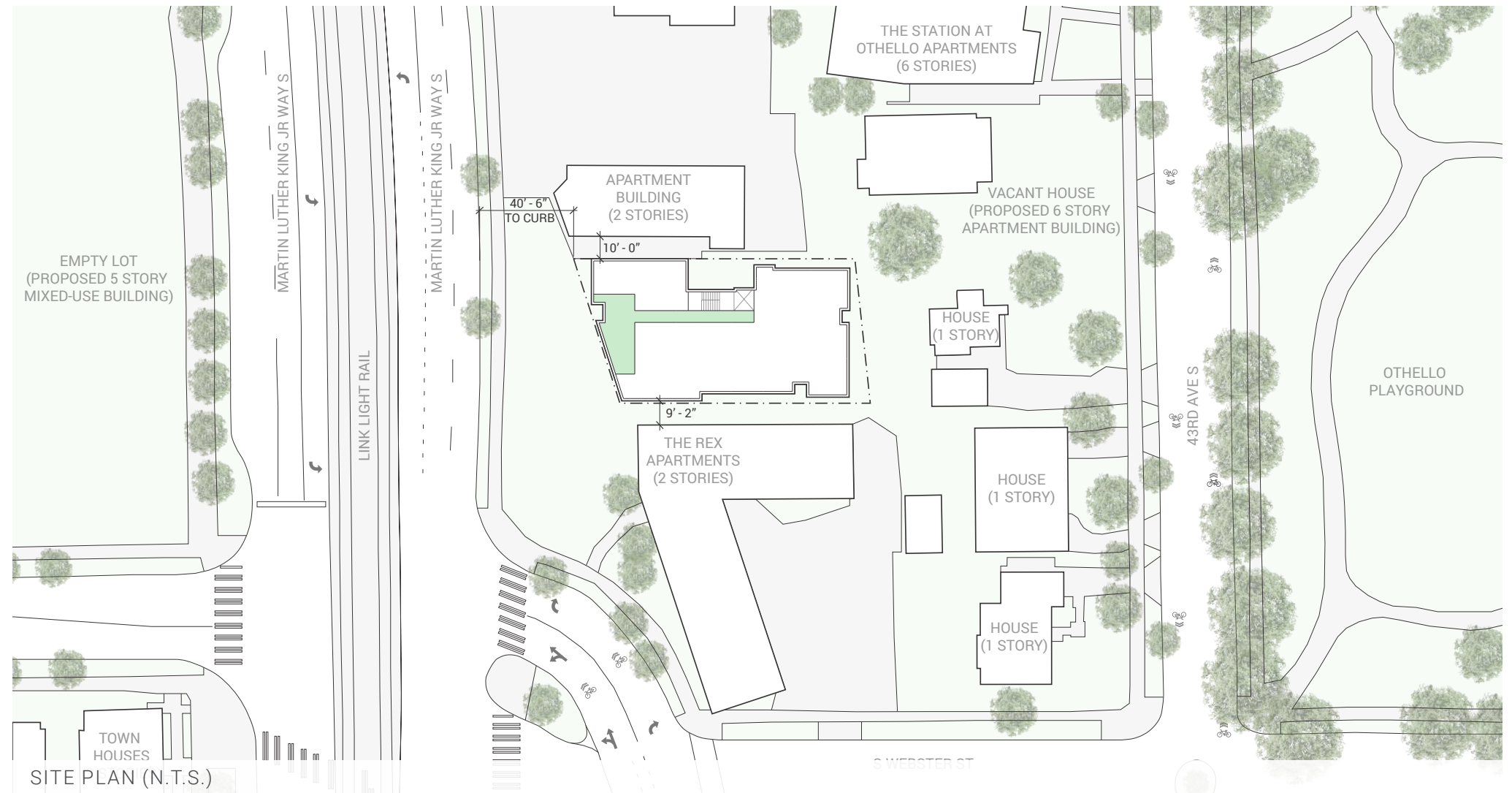
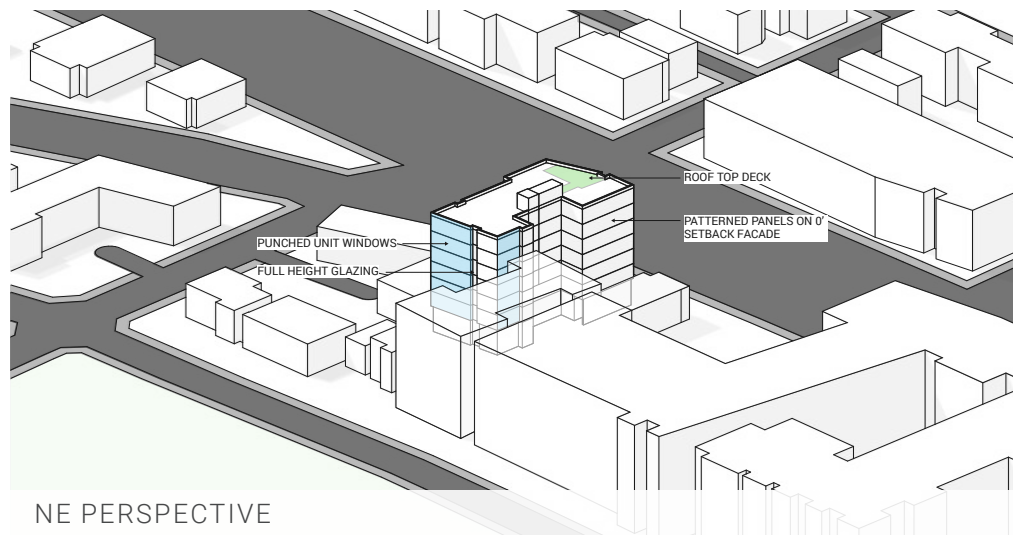
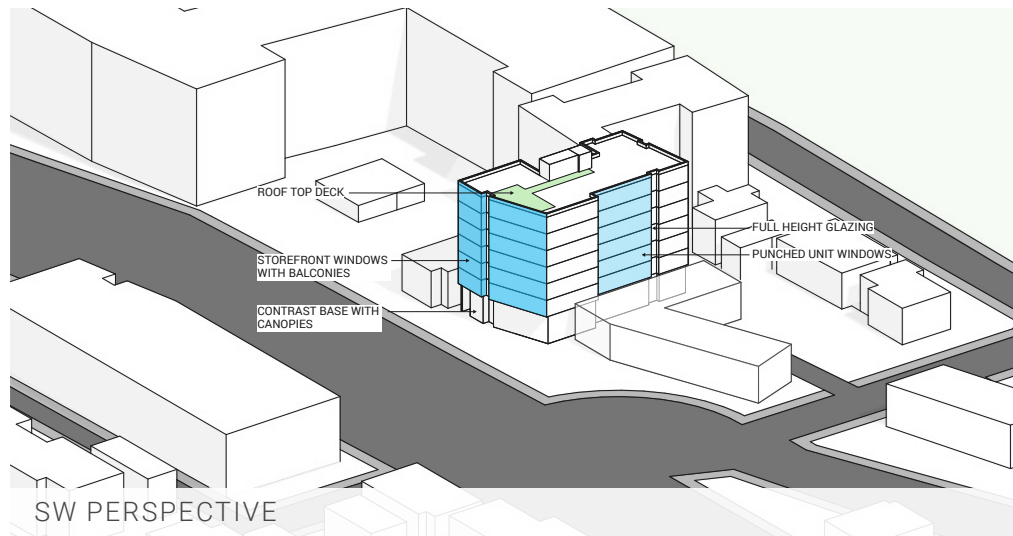
DEPARTURES AND URBAN DESIGN INFLUENCE:

Option 2 requires two departures: exterior amenity space requirements, and street level street facing façade use restrictions. It does not max out the FAR but provides more modulation than option 1 by incorporating a smaller footprint. Due to the narrow site, this option departs from the 20% residential use at street front requirement. It offers a better lobby for the residents while feasibly maximizing the commercial space.

A slight reduction from option 1 in optimizing the site, it still maintains a zero-lot line wall with the property directly to the east – focuses on density of units/unit size. Being the shortest of the three options, the street level presence is accentuated by its lower height.

ARCHITECTURAL MASSING CONCEPTS

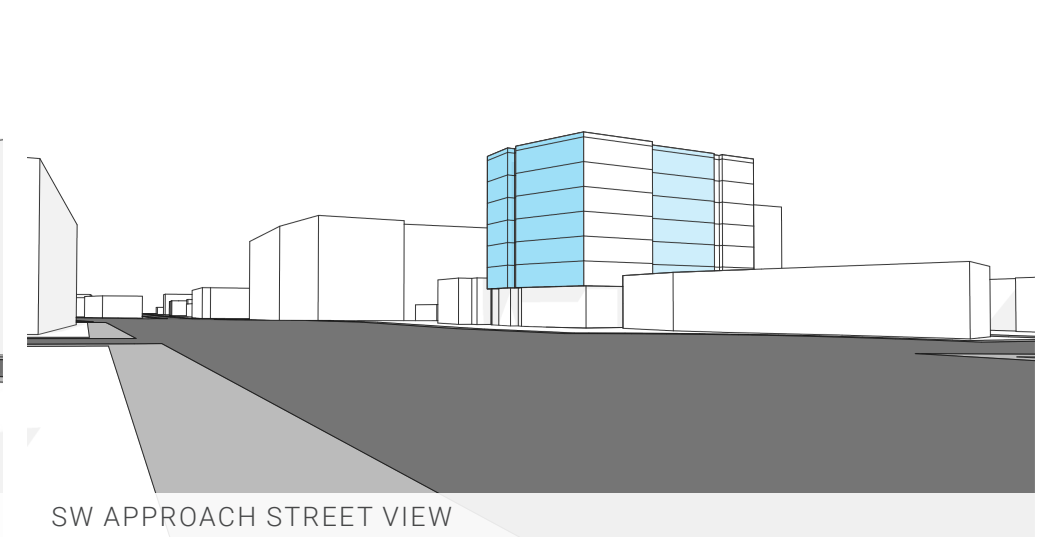
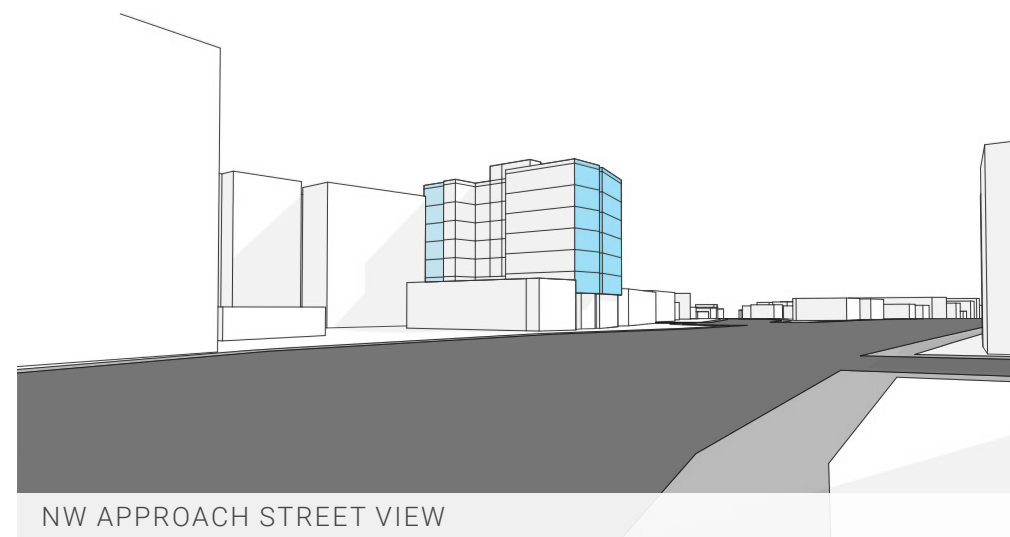
OPTION 03 - PREFERRED



FLOORS:	7 PLUS BASEMENT
FAR:	5.11
GSF:	42,673 SF
UNITS/PARKING COUNT:	80 UNITS, 0 PARKING STALLS (NONE REQ'D)
CODE COMPLIANT:	YES
DEPARTURES:	ONE (SEE PAGE 20)

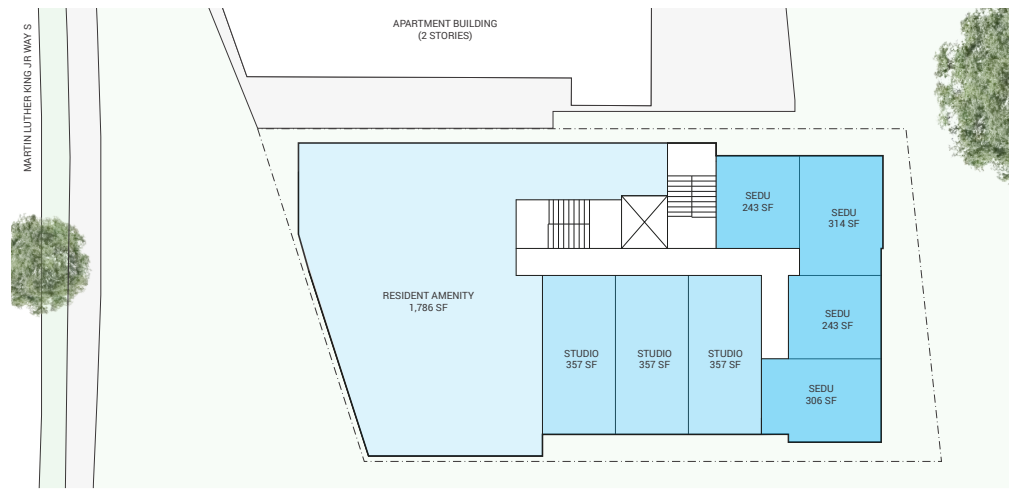
- PROS:**
1. Maximizes FAR
 2. Building mass is within the scale of surrounding proposed projects.
 3. Building massing oriented towards engaging street and park.
 4. Ground level contrast for street engagement.
 5. Open space residential amenity requirements met.
 6. Provides exterior resident amenities on the ground floor and roof top.

- CONS:**
1. Limited commercial space.
 2. Least amount of FAR.

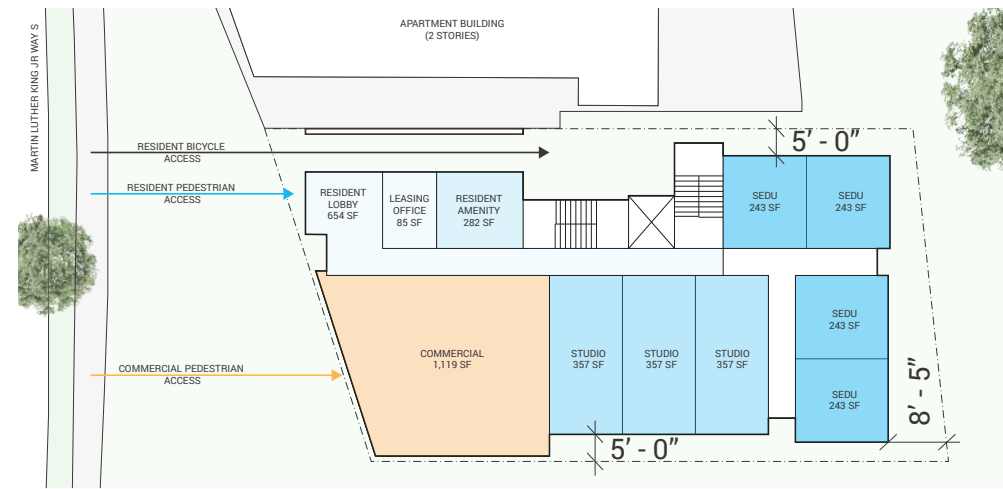


ARCHITECTURAL MASSING CONCEPTS

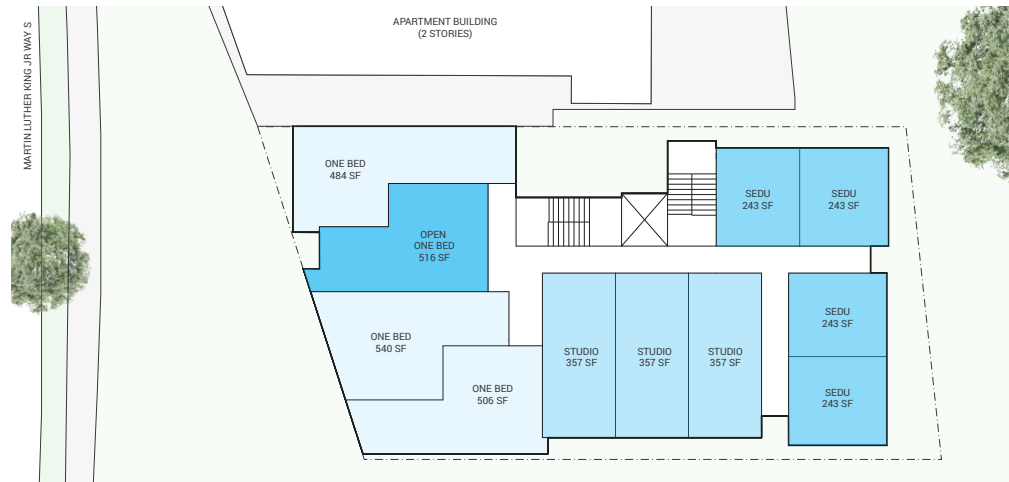
OPTION 03



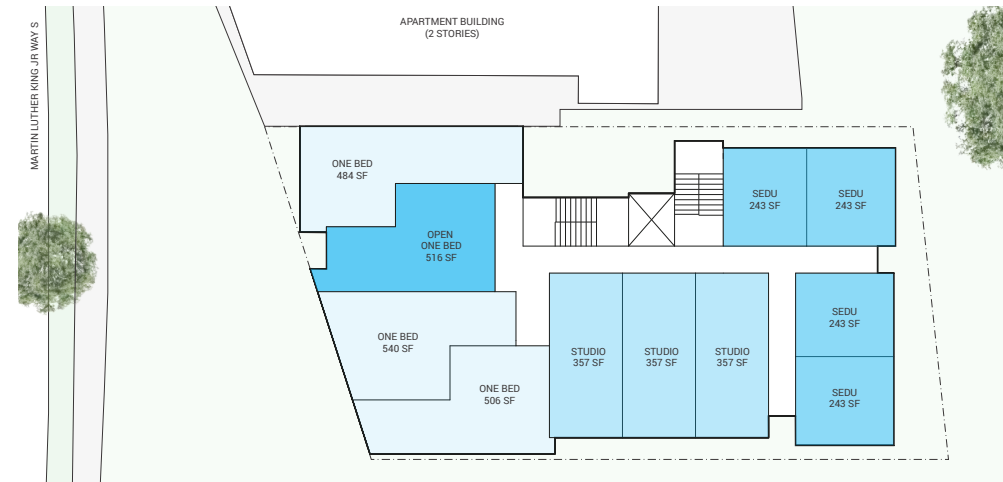
BASEMENT FLOOR PLAN (N.T.S.)



LEVEL 01 FLOOR PLAN (N.T.S.)



LEVEL 02 FLOOR PLAN (N.T.S.)



LEVELS 03-06 FLOOR PLANS (N.T.S.)

BUILDING DATA:

SITE AREA:	7,192 SF	
ALLOWABLE FAR:	6.0 TOTAL	43,152 SF
RESIDENTIAL LIMIT:	4.5-RESIDENTIAL	32,364 SF (N/A - STATION OVERLAY)
GSF TOTAL:		42,673 SF
FAR TOTAL:	5.11	36,755 SF ₁
RESIDENTIAL UNITS:		
- SEDU:	32 - (243 - 314 SF)	
- STUDIO:	24 - (357 SF)	
- OPEN ONE BED:	06 - (515 SF)	
- ONE BED:	18 - (484 - 540 SF)	
TOTAL:	80	

GSF PER USE AND FLOOR:

BASEMENT:	RESIDENTIAL:	5,452 SF ₁
LEVEL 01:	RESIDENTIAL:	4,146 SF
	COMMERCIAL:	1,119 SF
LEVEL 02-07:	RESIDENTIAL:	5,326 SF
TOTAL:	RESIDENTIAL:	41,554 SF ₁
	COMMERCIAL:	1,119 SF
		42,673 SF

1. BASEMENT AREA NOT COUNTED TOWARDS FAR PER SMC 23.48.720.C



NO SETBACK



DOUBLE HEIGHT ENTRY WITH CANOPY

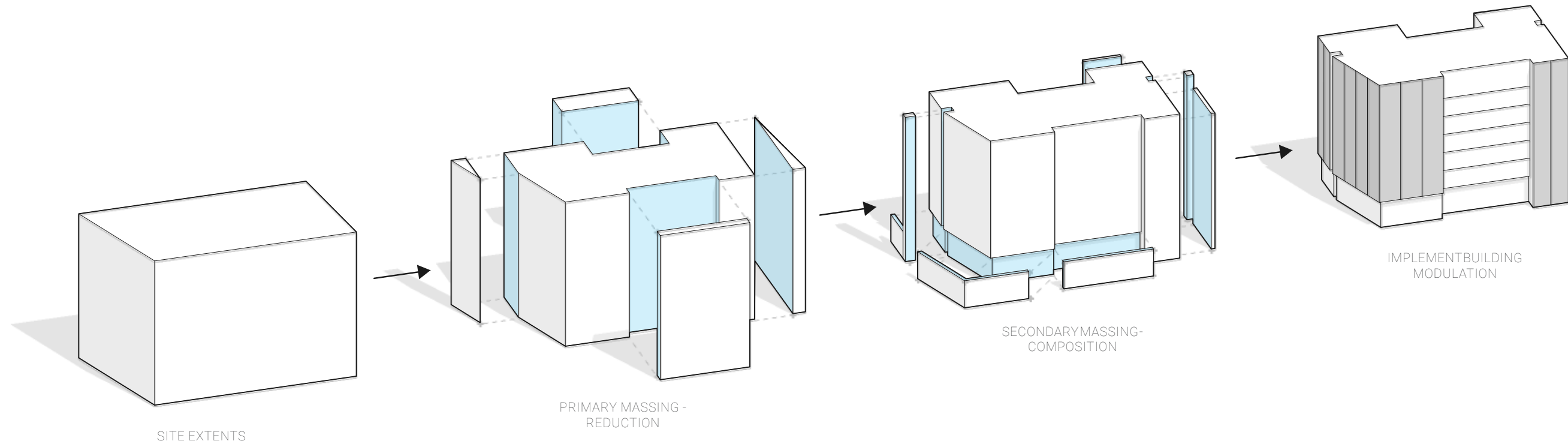
DEPARTURES AND URBAN DESIGN INFLUENCE:

Option 3 requires one departure: street level street facing façade use restrictions. It does not max out the FAR but provides more modulation than options 1 & 2 by incorporating the smallest footprint. Due to the narrow site, this option departs from the 20% residential use at street front requirement. It offers a better lobby for the residents while feasibly maximizing the commercial space.

Rather than trying to max out rentable square footage, this option balances density with design. It offers the most modulation and creates an exterior courtyard space on the north side. Larger setbacks away from adjacent properties allow for more windows. The raised level 1 creates the best pedestrian interaction and helps separate the residential portion from the commercial/public space. Even with the high ceiling at level one, the structure sits well below the maximum height limit. This helps as a transitional buffer from the large complexes to the north, scaling down in size towards the lower height zones to the south.

DESIGN PROPOSAL

DESIGN CONCEPT



DESIGN CONCEPT EXPLANATION:

Massing plays a crucial role in the early study of development. A key component that dictates the severity and number of moves is the size of the site. Larger sites have more flexibility in the number of moves. Smaller sites tend to benefit from simpler, less complex moves.

Successful massing is achieved not only through design of the structure itself, but through finding balance between the structure, the site, design guidelines, and the voice of the architecture throughout the area.

SITE EXTENTS:

We begin by extruding the site. With a small footprint, we start with the maximum threshold in which we carve a structure from.

PRIMARY MASSING REDUCTION:

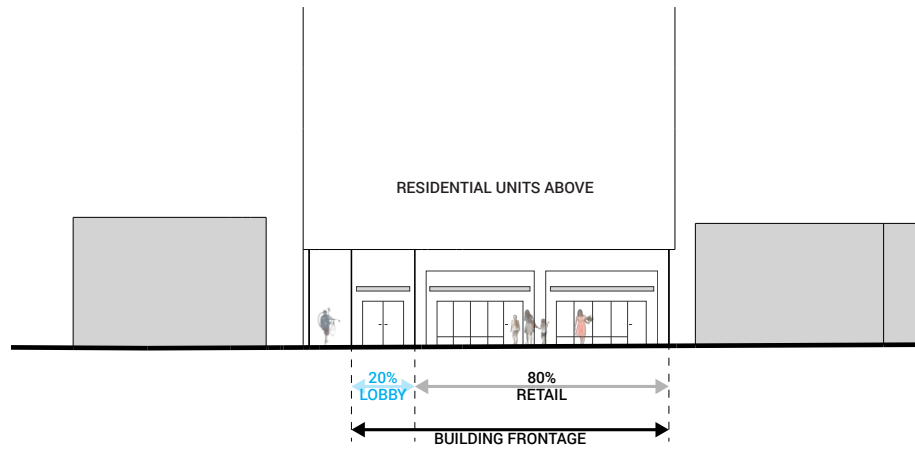
Like freeing a sculpture from stone, major, but simplistic forms are subtracted, shaping the mass. These moves are informed by site characteristics, response to daylight and natural elements, and design guidelines.

SECONDARY MASSING COMPOSITION:

Secondary moves are not only supplementary to the overall massing, but necessary. They accentuate and begin to form a narrative for the structure. They are a segue between 'the needs' of the massing and 'the wants'. The desired form.

IMPLEMENT BUILDING MODULATION:

Modulation goes beyond massing. Form is articulated through materials, and slight variations in envelope design can tell completely different stories. We begin to recognize areas and opportunities in how we want this story to be told.



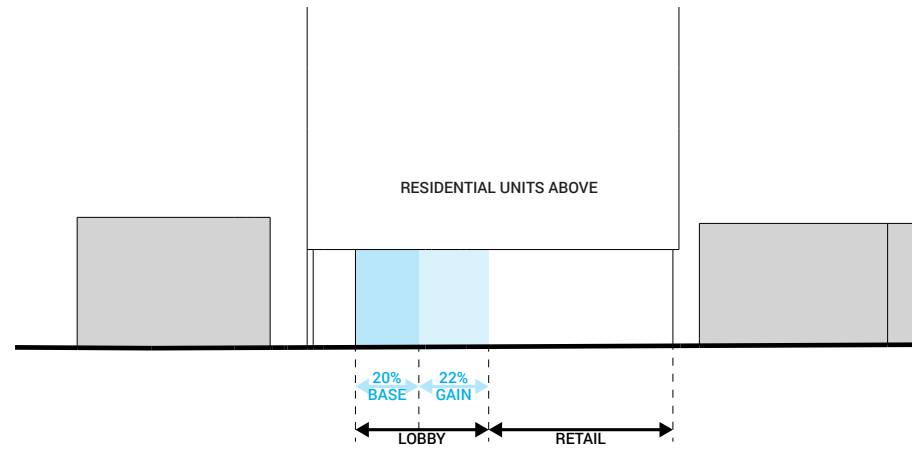
SEATTLE ZONING CODE:

SECTION 23.47A.005 - STREET-LEVEL USES

C. RESIDENTIAL USES AT STREET LEVEL

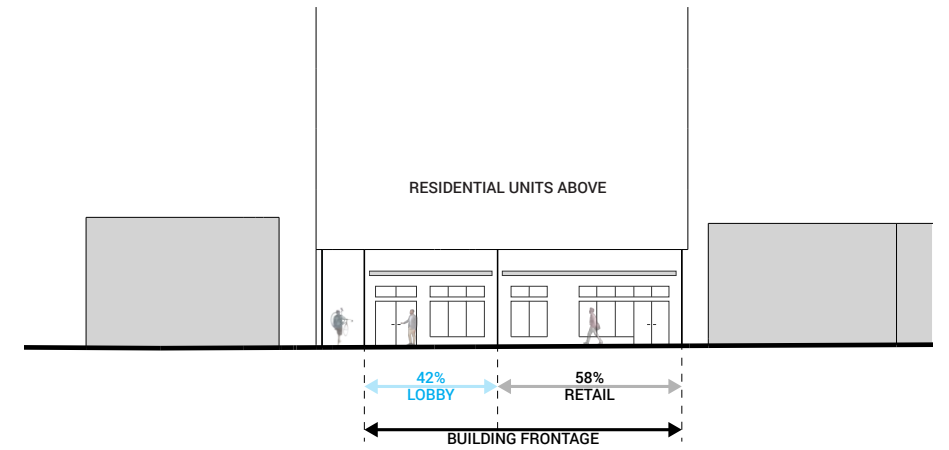
1. IN ALL NC AND C ZONES, RESIDENTIAL USES MAY OCCUPY, IN THE AGGREGATE, NO MORE THAN 20 PERCENT OF THE STREET-LEVEL STREET-FACING FACADE IN THE FOLLOWING CIRCUMSTANCES OR LOCATIONS:

A. IN A PEDESTRIAN-DESIGNED ZONE, FACING A DESIGNED PRINCIPAL PEDESTRIAN STREET



PROPOSED DEPARTURE:

Increase residential street frontage use up to 50% from 20%.



RATIONAL FOR DEPARTURE:

Due to the small width of plot at street-front, residential lobby access would be immensely hindered by the 20% limitation. Therefore we propose to increase that number up to 50%. This would allow for an actual lobby for the residences; residential use is the primary use. Per Design Option 3, the residential lobby is approximately 22.5' wide. The commercial use would still have the majority of the street front, approximately 57.5%, or about 34.25'.

This departure better meets the Seattle Design Guideline PL3 A.1 "Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each."



DESIGN PROPOSAL

JACKSON MAIN ARCHITECTURE WORK EXAMPLES



VIBRANT CITIES: BRIO LOFTS PORTLAND, OR

This project is designed as a congregate housing site in the city of Portland, Oregon. It will offer 5 stories and 96 sleeping units while incorporating 4 live/work units and 16 shared residential kitchens. The project also offers residents resort style amenities that include; a courtyard, roof deck, lounge, gym and dog wash.



VIBRANT CITIES: ROYSTONE SEATTLE, WA

This project is located at the intersection of Roy Street and Queen Anne Ave. The building will be a prominent landmark seen against the skyline when traveling down the hill. The design of the building responds to this by presenting a "Crisp Corner" tower element at the intersection, that is skewed slightly off axis from the orthogonal lines of the rest of the building. Large store front bays and retail spaces ring the street front façade.



VIBRANT CITIES: NIWA SEATTLE, WA

This project is located on 1st Ave, a few blocks away from the Roystone site. The brand and concept for this project is derived from the Japanese word for garden. Part of articulating that concept has been the development of a mid-block pass-through. The project will bring gardens, pedestrians and retail activity to the block and create a pass, connecting the Seattle center and Key Arena with Dick's restaurant and other pedestrian attractions along Queen Anne Avenue.



THURMAN GROUP LIVING
PORTLAND, OR

This project is located in Portland, Oregon, and is designed with 56 group living apartments within a 4 story building plus a basement. The residential units average around 202 SF and the building amenities include a laundry room, bike shop, formal kitchen and lounge.

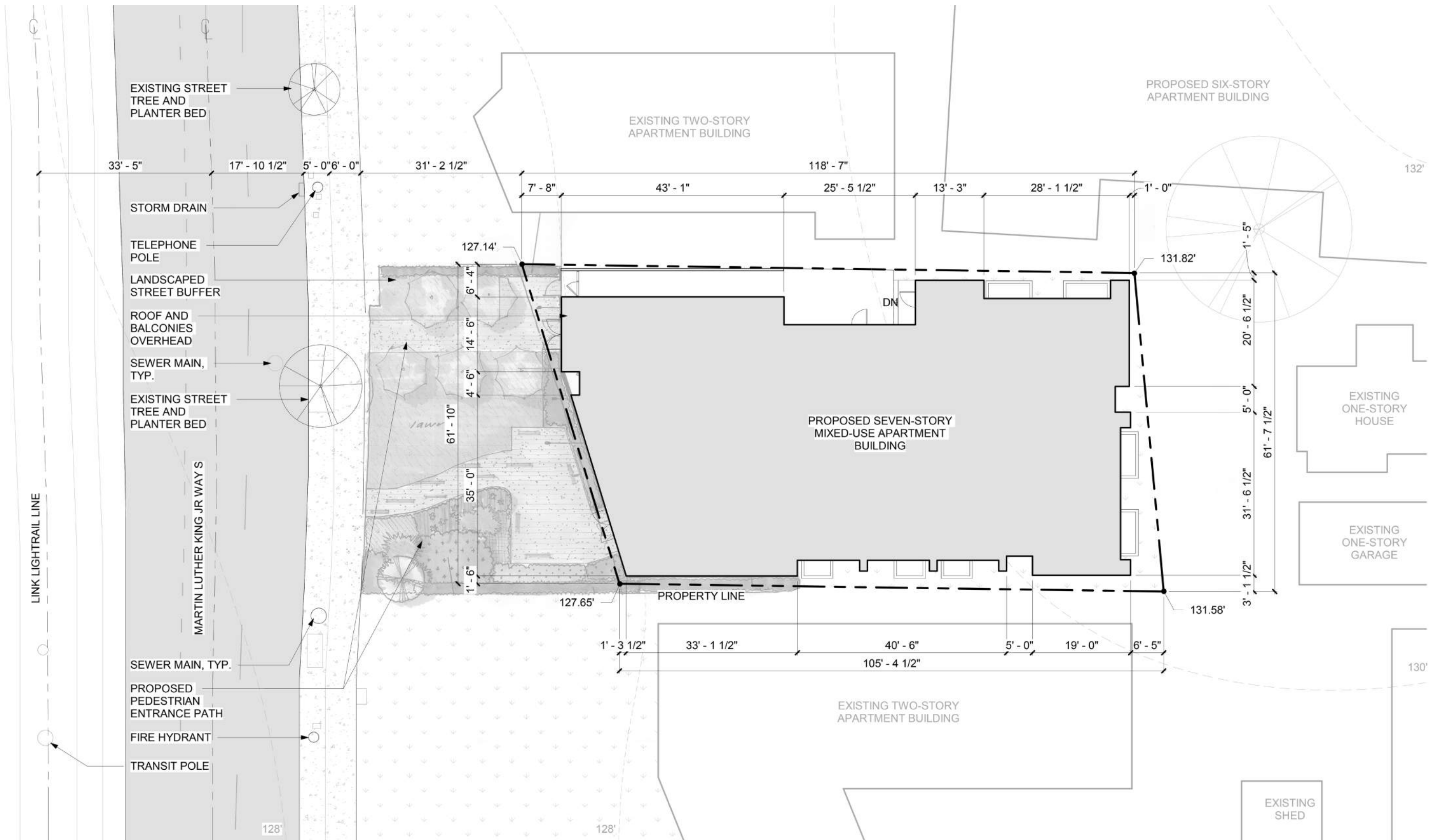
ALEXAN CENTRAL PARK
RENTON, WA

This project is redefining what multifamily can be in the downtown Redmond core. At 85' in height, the project is designed as the tallest wood frame structure in Redmond. The design has been well received by the Redmond Design review board who called it "a refreshing departure, and hopeful improvement to the existing context." In addition to the planned 191 units, unique uses of public and private open space create a cascading garden element for all to enjoy.

CUBIX OTHELLO
SEATTLE, WA

This project is the next step in modular affordable urban design. Located near the Othello light rail station, the project is a progressive 6 story modular structure with 92 studio 1 and 2 bedroom units.

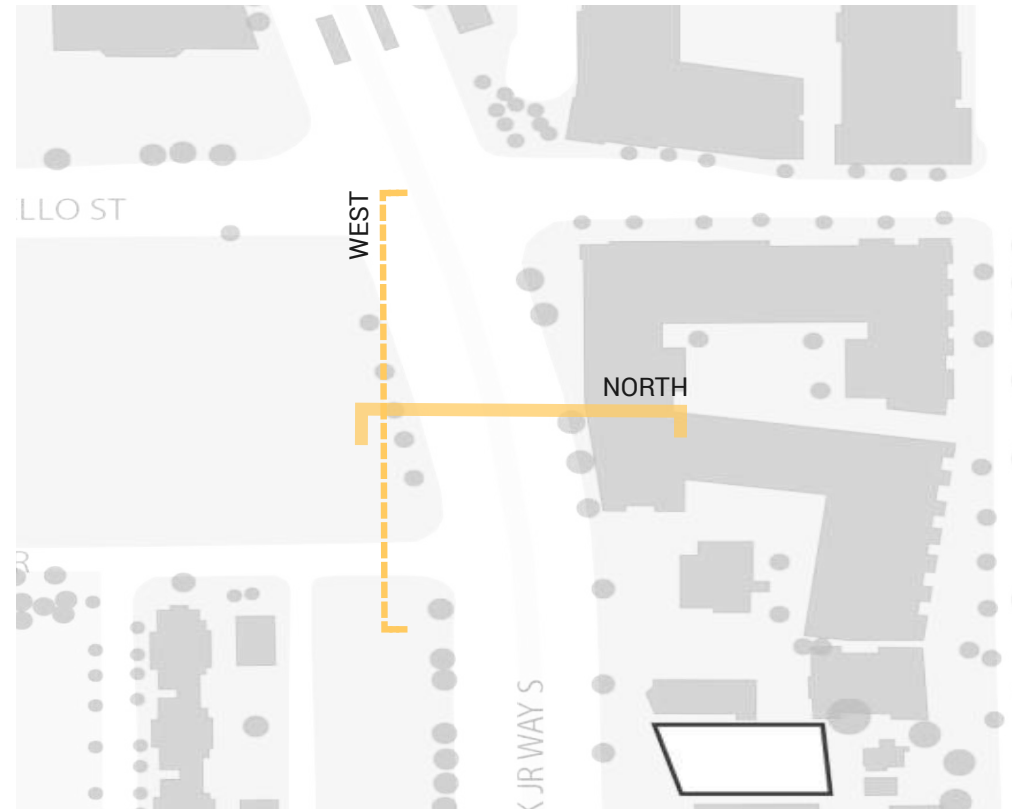
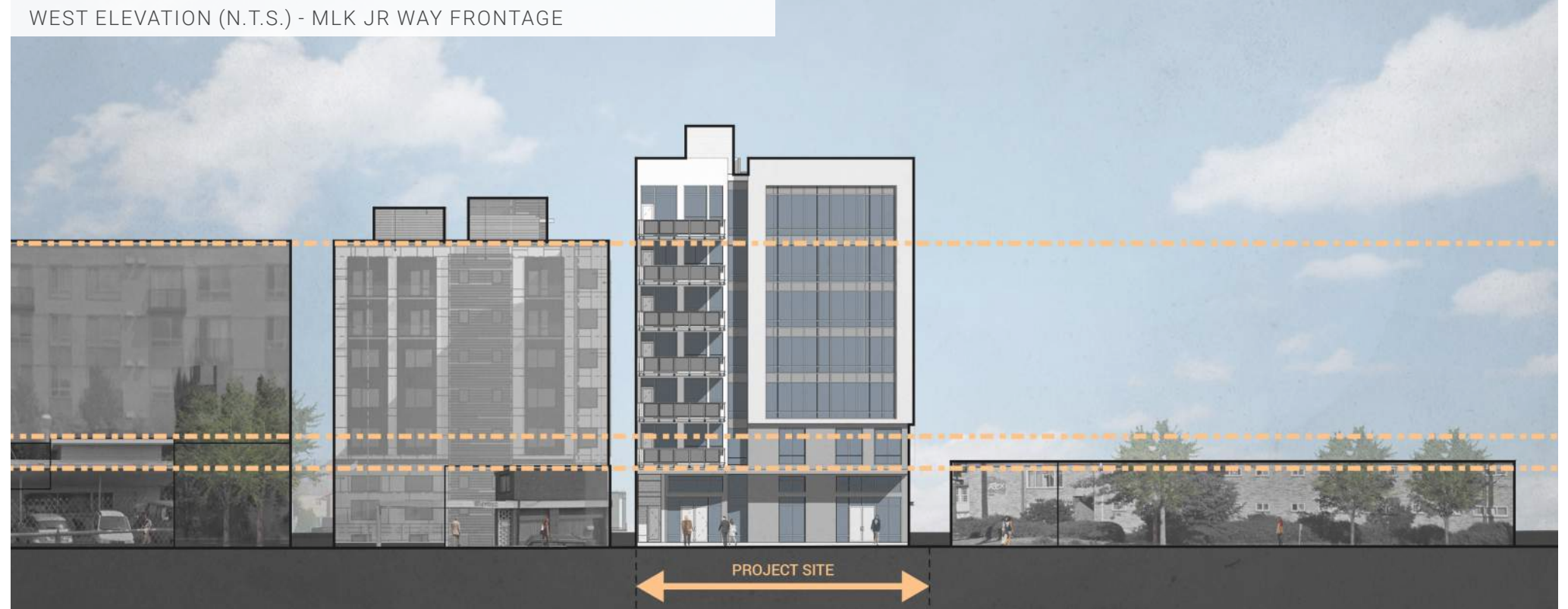




DESIGN PROPOSAL

CONTEXTUAL ELEVATIONS

WEST ELEVATION (N.T.S.) - MLK JR WAY FRONTAGE



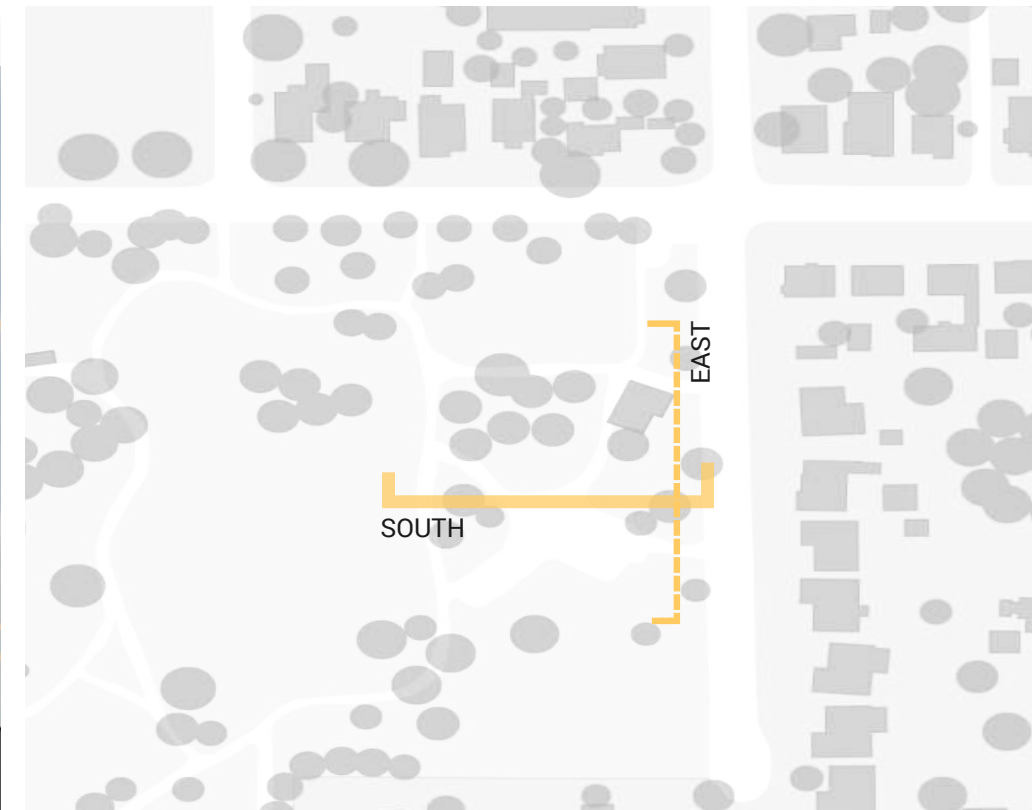
NORTH ELEVATION (N.T.S.) - CROSS-BLOCK



EAST ELEVATION (N.T.S.) - 43RD AVE STREET FRONTAGE

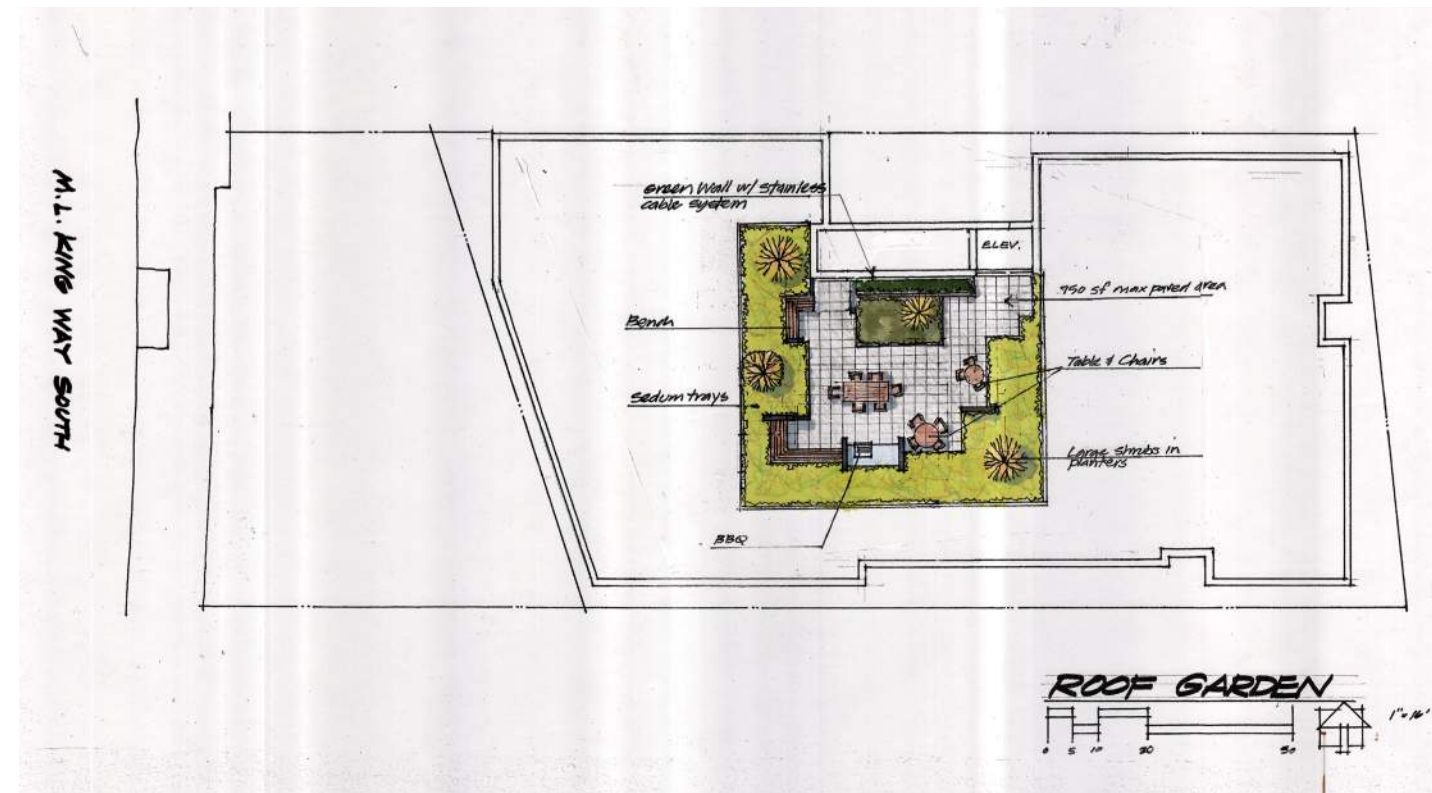
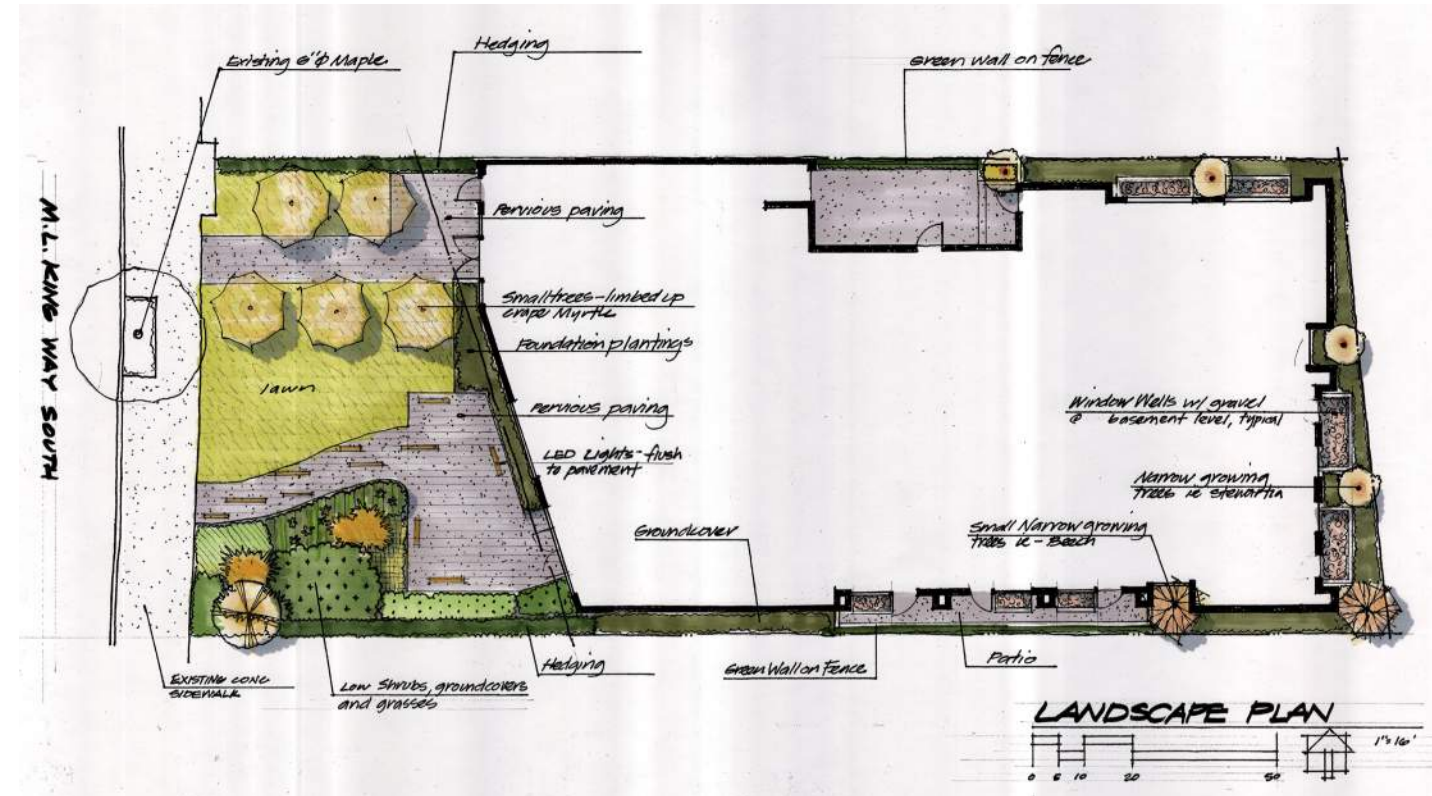


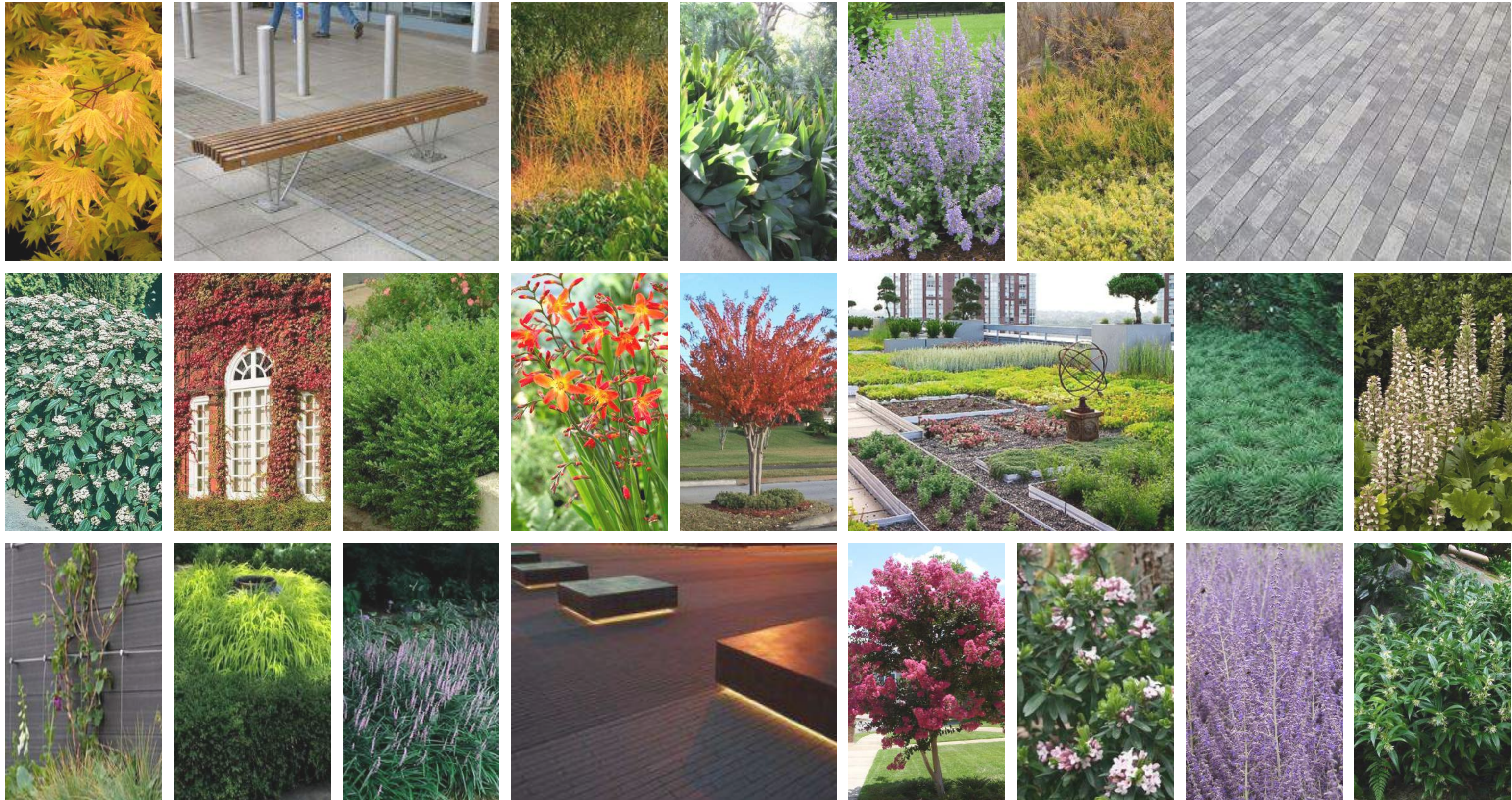
SOUTH ELEVATION (N.T.S.) - CROSS BLOCK



DESIGN PROPOSAL

LANDSCAPE PLAN





DESIGN PROPOSAL
DESIGN CONCEPT VIEWS



SOUTH WEST PERSPECTIVE



SOUTH EAST PERSPECTIVE

DESIGN PROPOSAL

ARCHITECTURAL INSPIRATION



IMAGE 1



IMAGE 2



IMAGE 3

IMAGE KEY

1. Openness and transparency in commercial use street front.
2. Curtain wall emphasized by form and materials.
3. Double height space with large awning activating the ground floor.
4. In-ground lighting in the large R.O.W. space.
5. Extruded and carved out forms highlighted by material transitions.
6. Activated commercial street frontage.
7. Incorporating multiple window styles.
8. Roof top amenity space.
9. Activating ground floor, incorporating awnings to emphasize podium design.

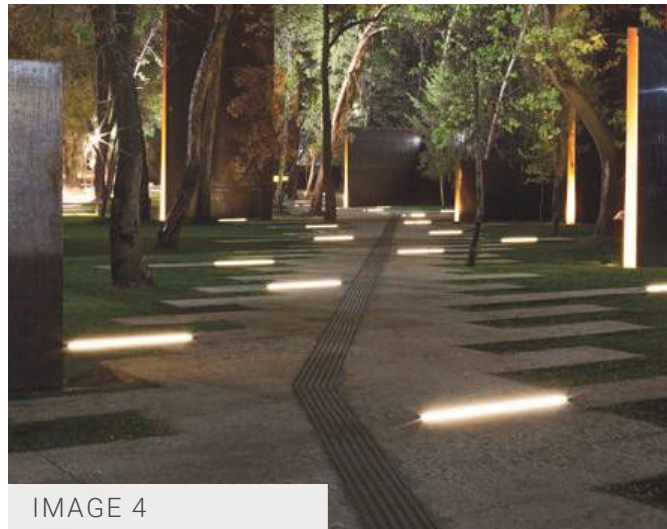


IMAGE 4



IMAGE 5



IMAGE 6



IMAGE 7



IMAGE 8



IMAGE 9



DESIGN PROPOSAL
PERSPECTIVE VIEWS



NORTH WEST PERSPECTIVE



SOUTH WEST STREET-LEVEL PERSPECTIVE

