





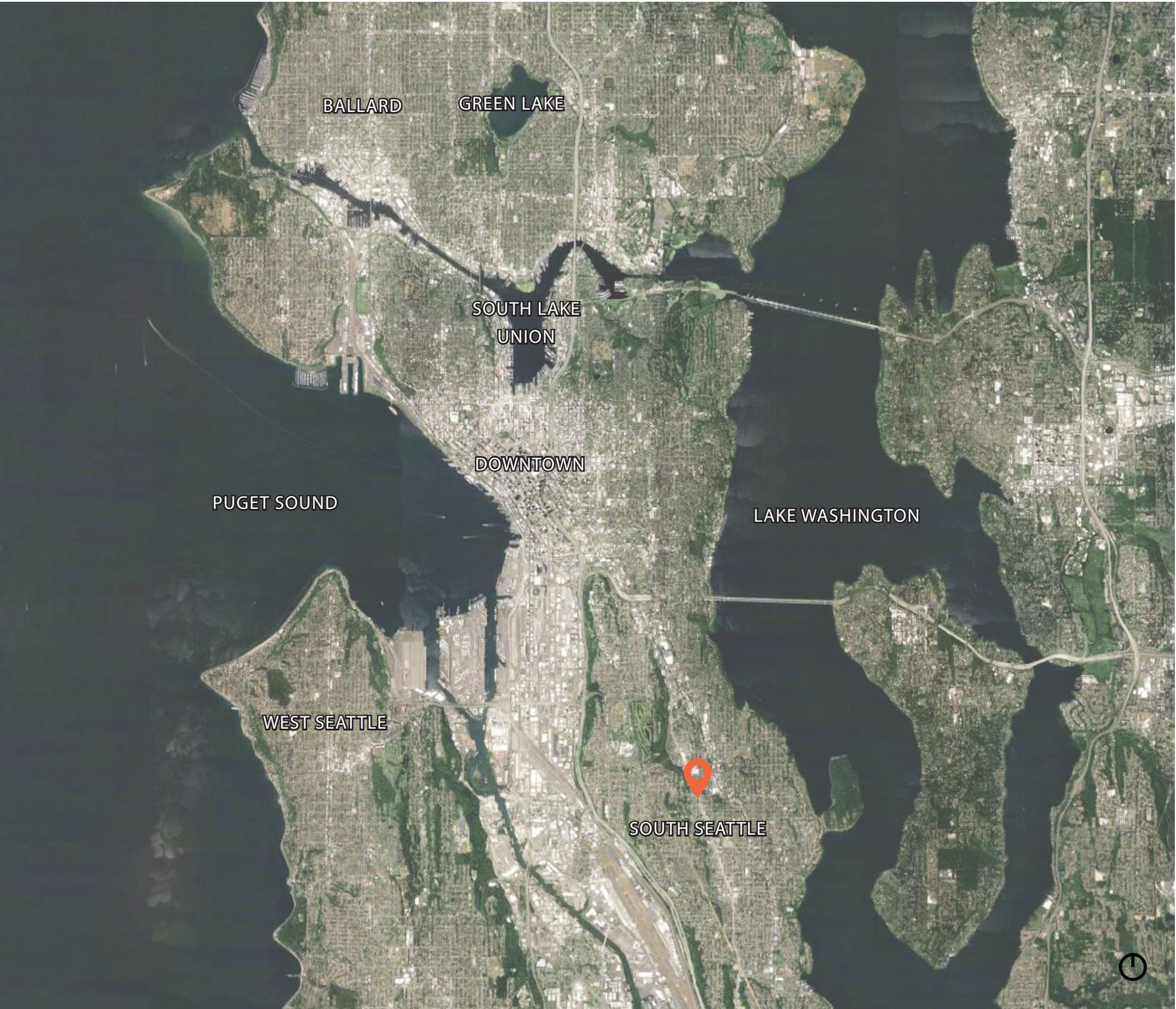


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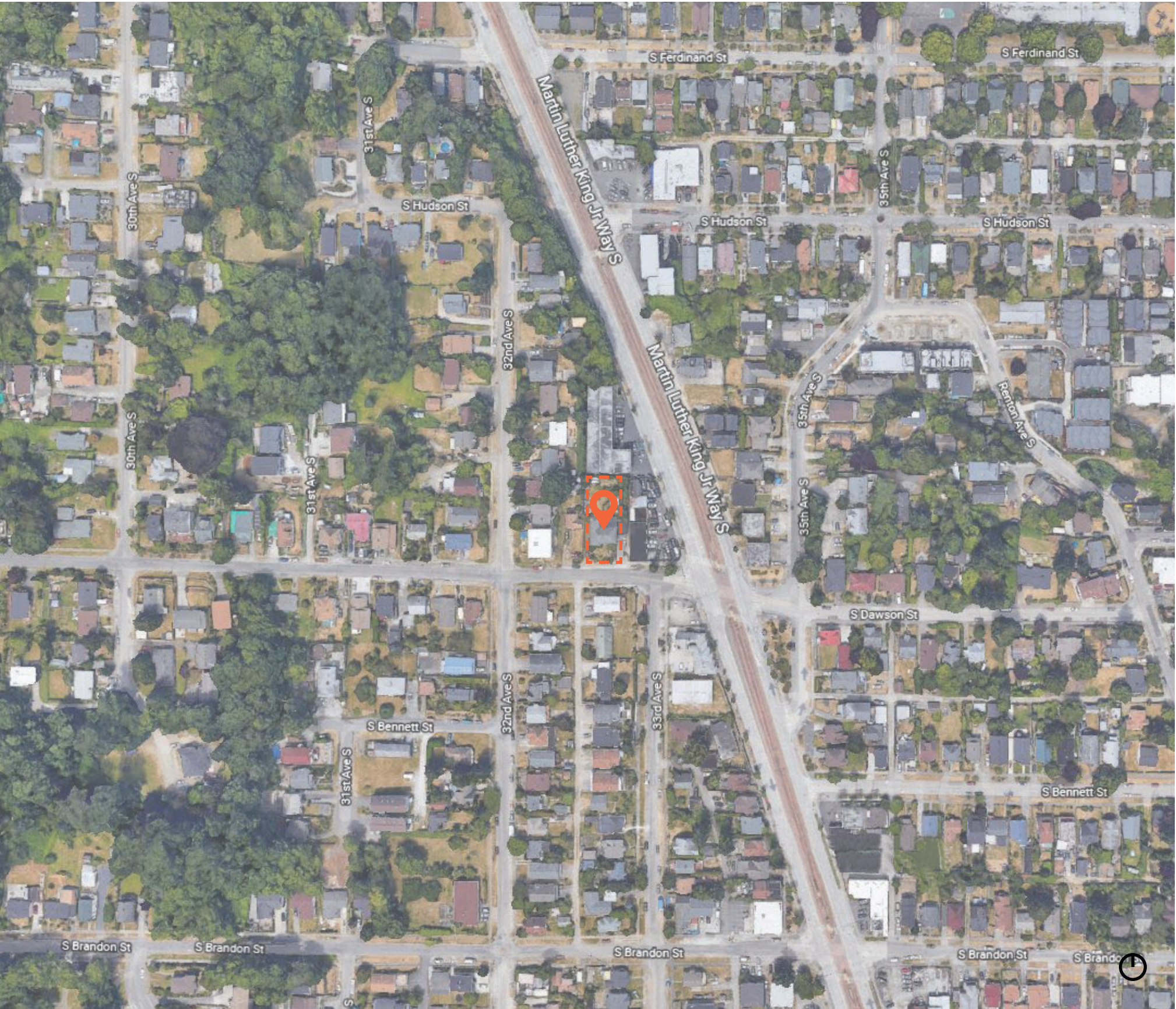
**ADDRESS**  
3220 S Dawson Street  
Seattle, WA 98118

**OWNER/DEVELOPER**  
Jabooda Homes  
Nghia Pham  
1 Eden Lane  
Mercer Island, WA 98040  
T: 206.288.9527

**ARCHITECT**  
MAS Architecture LLC  
Seth Hale  
2562 Dexter Ave N  
Seattle, WA 98109  
T: 206.432.9121

**PROJECT OVERVIEW**  
The site is located on the north side of S Dawson St midblock between Martin Luther King Jr Way S to the east and 32nd Ave S to the west. The site is considered an Environmentally Critical Area due to the steep slope along the east and north east property lines. An ECA Request for Relief has been requested as the steep slopes have been created by previous grading. The parcel is split zoned; the east 60’ zoned C1-40 and the west 16’ zoned SF 5000. The proposal is to construct 9 townhomes with parking.





 PARCEL # 2660500287

 PROPERTY LINE

DEVELOPMENT OBJECTIVES

- 1. Construct attractive and well-constructed market rate, for sale townhomes.
- 2. Provide on site garaged parking for all townhome units.
- 3. Increase density.

PROJECT PROPOSAL

9 Three Story Townhome Dwellings  
27,000 SF of FAR Allowed  
18,054 SF - 19,206 SF of FAR Proposed  
6-9 Below Grade Parking Stalls

PUBLIC OUTREACH

Public Outreach included flyers which were distributed to all residences and businesses within a 500 ft radius of the proposed site. A site meeting was held on Tuesday September 18th and was attended by 5 individuals. The attendees expressed approval of the presented design and only requested that the individual townhome yards not be separated by fences. Neighbors also expressed interest in the existing structure being demolished as soon as possible.



# SITE PLAN | Site Context

- PROPERTY LINE
- STRUCTURES TO BE REMOVED
- EXISTING ADJACENT STRUCTURES
- TREE CANOPY/VEGETATION

## SITE CONTEXT

A single story over basement single-family dwelling currently occupies the site. Parking is provided via a double car garage at the east property line. Steep slope is present along the eastern half of the north property line and north half of the east property line. Relief from Prohibition from Development on Steep Slopes has been applied for as the steep slopes have been created by grading for the structures to the north and east of the subject parcel. There are several trees on site, though none are considered significant.

The structures adjacent to the site include:

North: Three story multi-family structure

East: Numerous single story structures

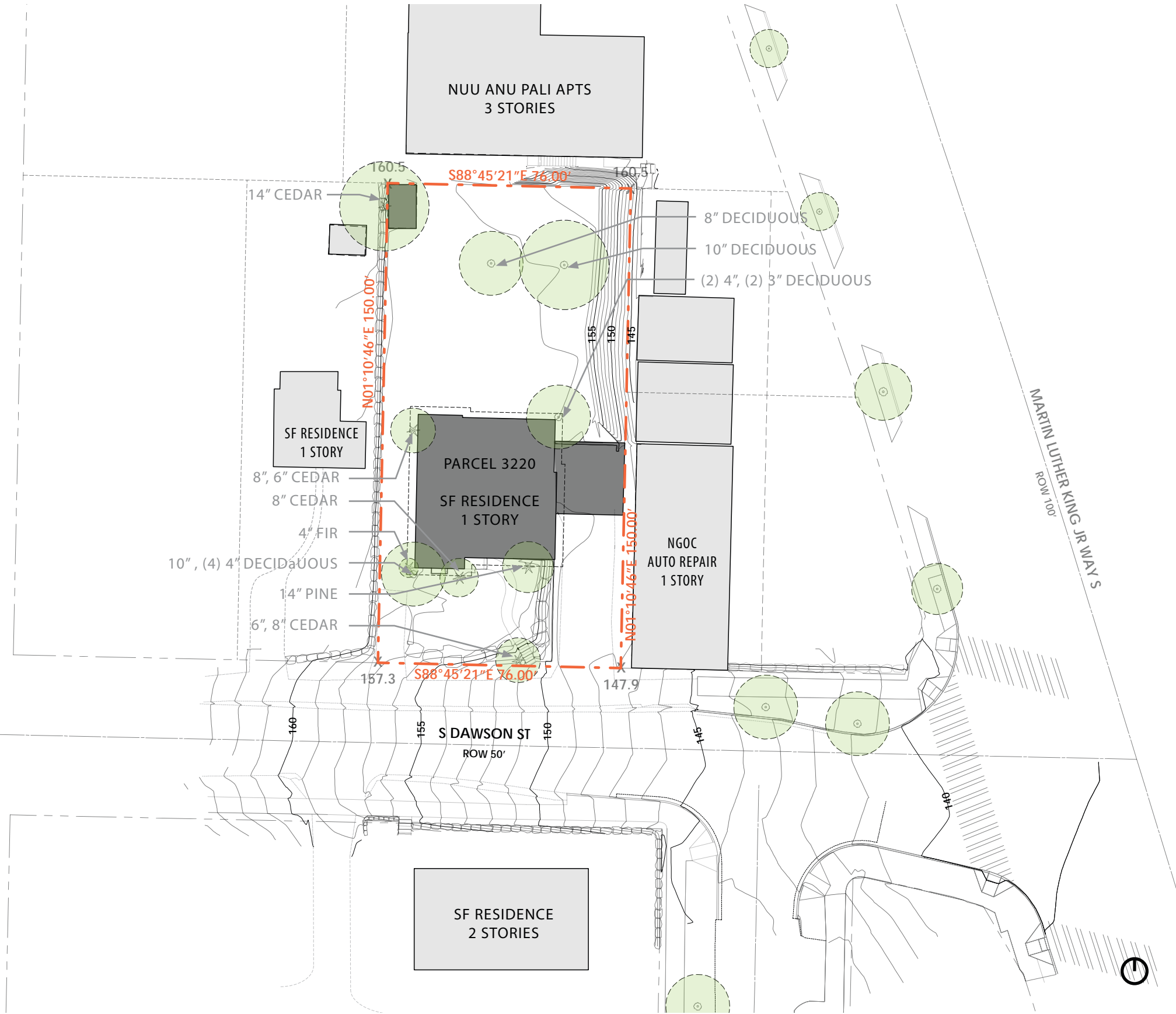
West: One story single-family dwelling

South: Two story single-family dwelling

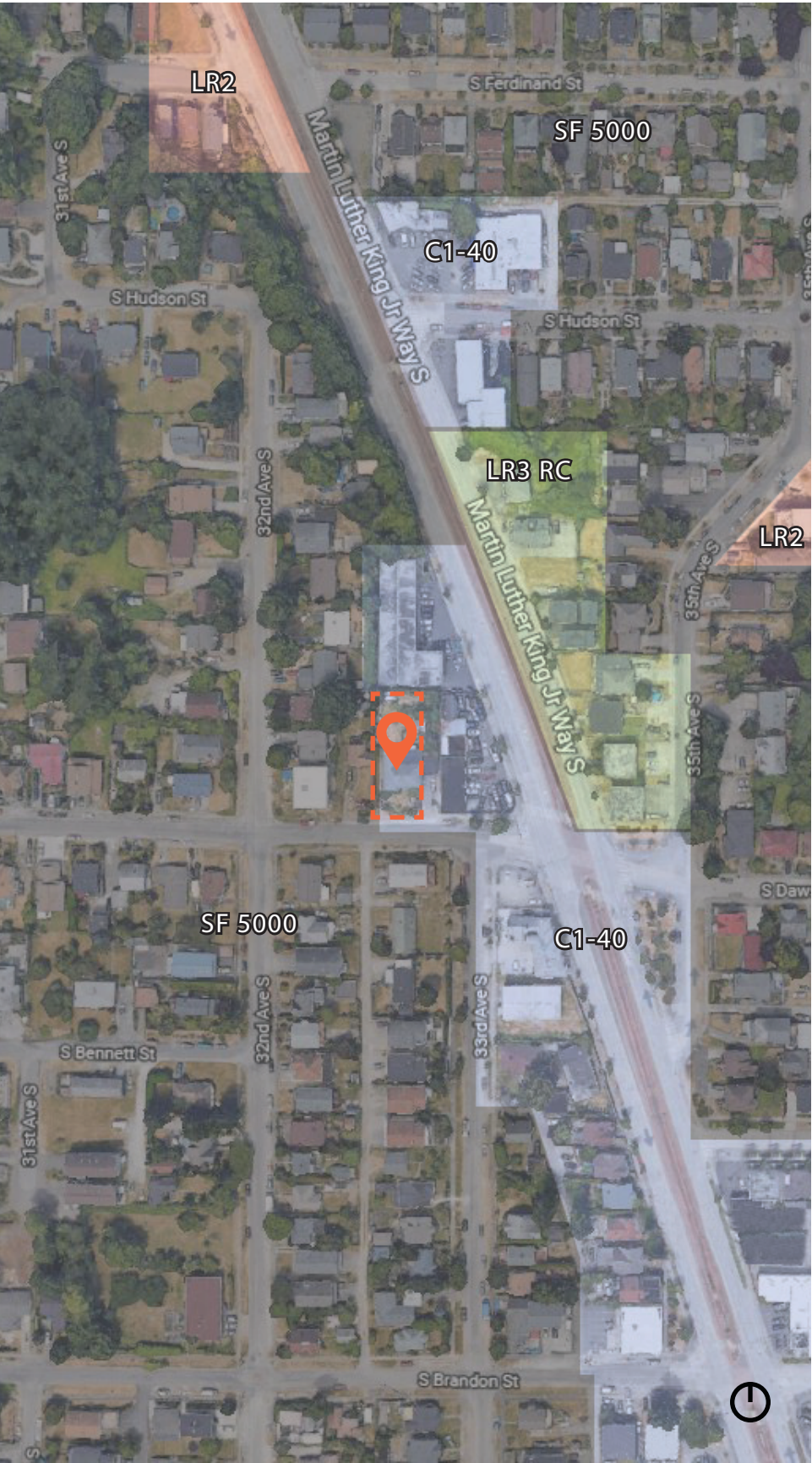
The site is split zone. The western 16' is zoned SF 5000 and the eastern 60' zoned C1-40. All development is proposed on the C1-40 zoned portion of the lot.

## LEGAL DESCRIPTION

The Parcel B of City of Seattle short subdivision no. 80-126. recorded February 3, 1982 under recording #8202030260, Records of King County, Washington.







ZONING & URBAN VILLAGES

The parcel is a split zone. The western 16’ is zoned SF 5000 and the eastern 60’ zoned C1-40. Across Martin Luther King Jr Way S the zoning transitions to LR3 RC.

PARCEL #	2660500287
BASE ZONES	SF 5000 & C1-40
ZONE TO THE NORTH:	C1-40
EAST:	C1-40
SOUTH:	SF 5000
WEST:	SF 5000
OVERLAY	REINVESTMENT AREA
URBAN VILLAGE	NONE
PEDESTRIAN AREA	NO
FREQUENT TRANSIT	Yes
PARKING FLEXIBILITY	YES
ECA	40% STEEP SLOPE
LOT SF	2,400 SF + 9,000 SF = 11,400 SF





SURROUNDING USES & LOCAL CHARACTER



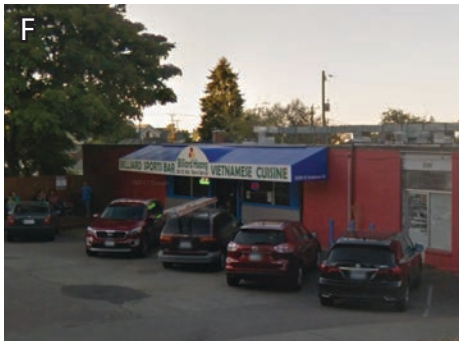
**Nuuanu Pali Apartments**  
Apartment building located just north of the site along Martin Luther King Jr Way S.



**Ngoc Auto Repair**  
One of three auto shops within a few blocks along Martin Luther King Jr Way S.



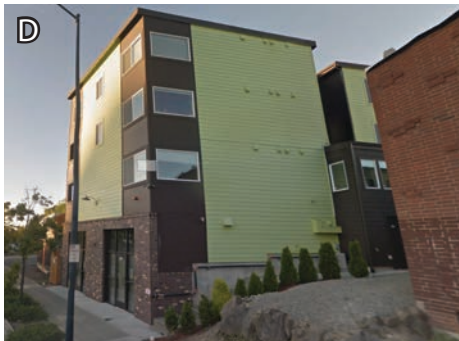
**Townhomes**  
Newer townhomes along Martin Luther King Jr Way S.



**Billiard Hoang**  
Vietnamese cuisine and sports bar.



**Pentecostal Missionary Church**  
A religious institution within a previously commercial building



**Fair Work Center**  
Non-profit group focusing on empowerment of workers and fair employment

- COMMERCIAL
- INSTITUTIONAL
- SINGLE FAMILY
- MULTIFAMILY/MIXED USE

BUILDING TYPOLOGIES

To the west, southwest and south the site is bound-  
ed by one- and two-story single-family dwellings.  
To the east the site is adjacent to an auto body  
repair shop which includes numerous single-story  
commercial structures. Directly north is a 3 story  
multi-family structure with 19 dwelling units.  
Martin Luther King JR Way S to the east, zoned C1-  
40 is a mix of commercial, multi-family and single-  
family dwellings.  
The six selected images indicate typical building  
typologies and uses in the immediate surroundings.  
With light rail present on Martin Luther King Jr Way  
S the neighborhood is likely to see significant de-  
velopment soon and numerous projects are already  
in development or under review.  
The adjacent building typologies are not necessar-  
ily informing the design, but are telling of current  
context, use and neighborhood diversity.





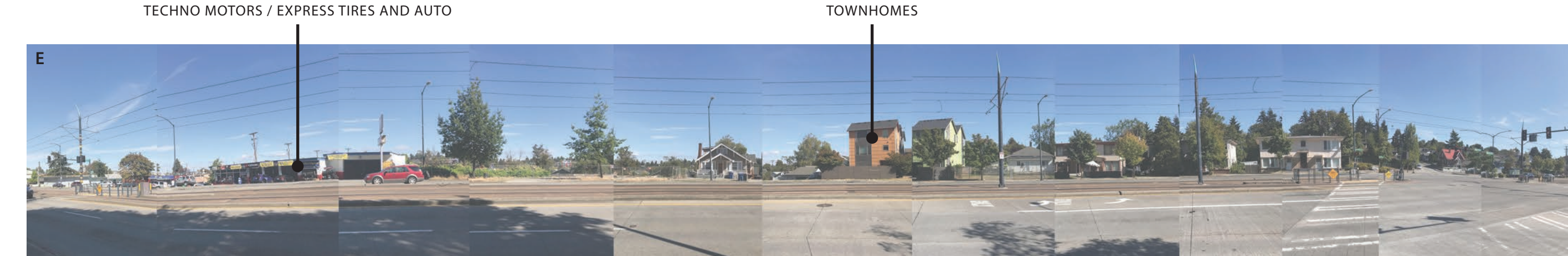
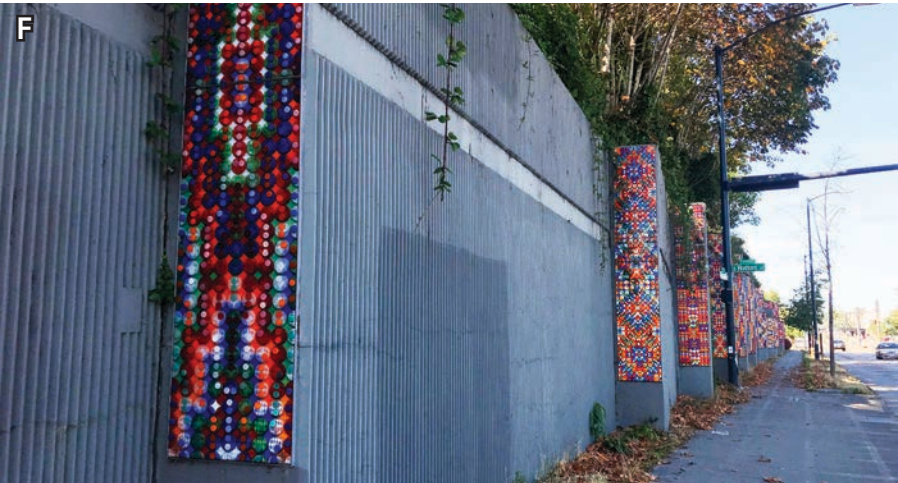
SITE VIEWS

The proposed 9 townhome dwellings are expected to have east and south territorial views, especially from the upper floors and proposed east facing decks. It is not anticipated that any views from adjacent structures will be blocked. Additionally, the orientation of the structure and separation from the SF dwelling to the west provided by the split zone should allow for continued privacy and continued territorial views to the south.





URBAN DESIGN ANALYSIS | Streetscapes







- .25 MILE RADIUS FROM SITE
- PRINCIPAL ARTERIAL
- LIGHT RAIL
- BUS ROUTE: 106
- BUS STOPS ALONG ROUTES

ACCESS

The site is located approximately 200 feet from the intersection of Martin Luther King Jr Way S and S Dawson St. The site is served by bus route 106 and Light Rail running north south on MLK Jr Way S. Light Rail Columbia Station is approximately quarter mile north and route 106 bus stops are located north and south bound at the intersection of Dawson and MLK and southbound. Within a half mile, stops for bus routes 7 and 9 are located along Rainier Ave S. The bus routes and light rail grant the site a 50% parking reduction.



PERMITTED USES	23.47A.004 - Permitted and prohibited uses Table A for 23.47A.004 - Uses in commercial zones j. Residential uses permitted for C1 zone		
STREET-LEVEL DEVELOPMENT STANDARDS	23.47A.008 - Street-level development standards A. 2. Blank facades b. Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. c. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.	LANDSCAPE GREEN FACTOR	23.47A.016 - Landscaping and screening standards A.2. Green Factor score of 0.3 or greater.
		AMENITY AREA	23.47A.024 - Amenity area A. Amenity areas are required in an amount equal to 5% of the total gross floor area in residential use.
		REQUIRED PARKING	23.54.015 - Required parking and maximum limits Table B for 23.54.015 - Parking for residential uses I. Multi-family = 1 space per dwelling unit Table D for 23.54.015 - Parking for bicycles D. Residential uses D.2. Multi-family structures = 1 per dwelling unit
PERMITTED HEIGHT	23.47A.012 - Structure Height Zone C1-40 = 40 ft height limit		23.54.020 - Parking Quantity Exceptions F.2. Transit Reduction a. In commercial zones, the minimum required parking for all uses is reduced by 50% if the property is located within a frequent transit service area.
FLOOR AREA RATIO	23.47A.013 - Floor area ratio Table A for 23.47A.013 - Maximum floor area ratio 1. Total FAR permitted on a lot that is solely occupied by residential use or non-residential use with in C1-40 is 3 X 9,000 SF = 27,000 SF		
SETBACK REQUIREMENTS	23.47A.014 - Setback requirements B.1. Required triangle setback where a lot abuts the intersection of a side lot line and front lot line of a residential zone. Two sides of the triangle extends along the street and side lot line 15 feet from the intersection of the residential zone 3. Structures containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone as follows: a. 15 ft for portions above 13 ft to a max of 40 ft.		



## CONTEXT AND SITE

### CS1. NATURAL SYSTEMS AND SITE FEATURES

#### C. Topography

1. Land Form: Use the natural topography and/or other desirable land forms or features to inform the project design.

The structure will take advantage of the site slope. The steep slope near the east property line will be removed for vehicular access. Garage parking will be located below grade. The structure provides direct access from grade to the living spaces.

### CS2. URBAN PATTERN AND FORM

#### D. Height, Bulk, and Scale

3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

Factors to consider:

- Distance to the edge of a less (or more) intensive zone;
- Differences in development standards between abutting zones;
- The type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
- Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
- Shading to or from neighboring properties.

The structure is adjacent to SF 5000 zoning to the west. As the subject parcel is split zoned development will occur +/-15' from the west property line. Future development on the SF 5000 parcel will guarantee a 20' separation between structures and greatly reduce any shading created by the new structure. While the allowable height limit on site, within the C1-40 zoned portion, is 40'-0" the structure, as viewed from the west will appear 3 stories in height which compliments the height limits allowed within the SF 5000 zone. Anticipated west facade structure height from grade is +/-30 to 35'.

5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

The proposed structure is located 15' from the west property line providing increased privacy for the adjacent SF 5000 zoned use. The structure height, as viewed from the west is limited to +/-30 to 35' and the site itself is +/-4'-0" lower ensuring privacy for the adjacent residents.

The drive aisle for the new structure is located adjacent to the east property line and located adjacent to the autobody shop which is approximately 8' lower than the proposed drive aisle. The drive aisle provides an appropriate separation between the proposed residential use and the existing commercial use.

### CS3. ARCHITECTURAL CONTEXT AND CHARACTER

#### A. Emphasizing Positive Neighborhood Attributes

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

4. 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.

The proposed townhome structure is contemporary in nature, however, building articulation and proportions have been designed to fit with the existing neighborhood context. The design responds to the zone transition with bulk and scale appropriate for the C1-40 zone, while also incorporating heavy articulation and strong individual unit entries facing the SF 5000 zone. The discernibility of the individual units reduces the perceived scale and proportions of the structure as viewed from the SF 5000 zone.

## PUBLIC LIFE

### PL2. WALKABILITY

#### B. Safety and Security

1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.
2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

On site safety will be provided via the drive aisle and pedestrian entry lighting. The placement of the pedestrian access, adjacent to the west facade townhome entries will maintain visual surveillance via individual entries and fenestration while encouraging interaction between tenants. The dwelling unit facing S Dawson St will provide entry lighting, a street



facing entry door, and fenestration which will provide a line of sight to the street level.

DESIGN CONCEPT

DC1. PROJECT USES & ACTIVITIES

B. Vehicular Access and Circulation

1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:
- a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;

Access to individual garages is located along the east property line and is separated from site pedestrian access located at the west and south facade of the proposed structure. The drive access also takes advantage of the site topography placing the garage entries one story below the west facade pedestrian entries. The visual effect of the garage entries is reduced by taking advantage of site topography, tucking the garage entries below cantilevers and facing all entries east or perpendicular to S Dawson St.

DC2. ARCHITECTURAL CONCEPT

A. Massing

2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider

er creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

The proposed structure is heavily articulated along the visible facades. At the west facade the building articulation, individual entries, fenestration patterns and color differentiation clearly demarcate individual units and reduce the perceived mass. At the east facade building articulation, cantilevers and upper level decks again clearly demarcate individual units and reduce perceived massing.

The individual unit facing S Dawson St, with an individual entry facing the street, employs similar design strategies, articulation, fenestration and color differentiation to reduce perceived massing while clearly indicating this facade as an individual unit.

B. Architectural and Facade Composition

1. Facade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley facade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing facade around the alley corner of the building.

The proposed structure, due to grade changes has highly visible east, west and south facades. These facades have been carefully designed and provide articulation, well proportioned fenestration and clearly demarcate individual units.

DC3. OPEN SPACE CONCEPT

B. Open Space Uses and Activities

4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children’s play (covered and uncovered), barbecues, resident meetings, and crafts or hobbies.

The split zone parcel creates a unique opportunity for open space adjacent to townhome individual entries. Open space is to be provided on the west 15’ of the parcel and will be screened from the SF 5000 use to the west via a 4’ grade difference and fence. As the open space is continuous from the north to south end of the parcel it is hoped that the area will foster interaction between tenants.

DC4. EXTERIOR ELEMENTS AND FINISHES

C. Lighting

1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.
2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

Lighting will be provided at individual unit pedestrian and garage entries to increase site safety and highlight the individual dwelling entries. Lighting will be screened to ensure glare does not impact adjacent uses.



# ARCHITECTURAL MASSING CONCEPTS | Precedents



**Articulation**  
Example of desired articulation and upper level setbacks.



**Repetition**  
Example of the use of repetition between units and strong individual entries



**Use of Color**  
Located on 37th Ave South in Seattle by [masarchitecture llc](#).

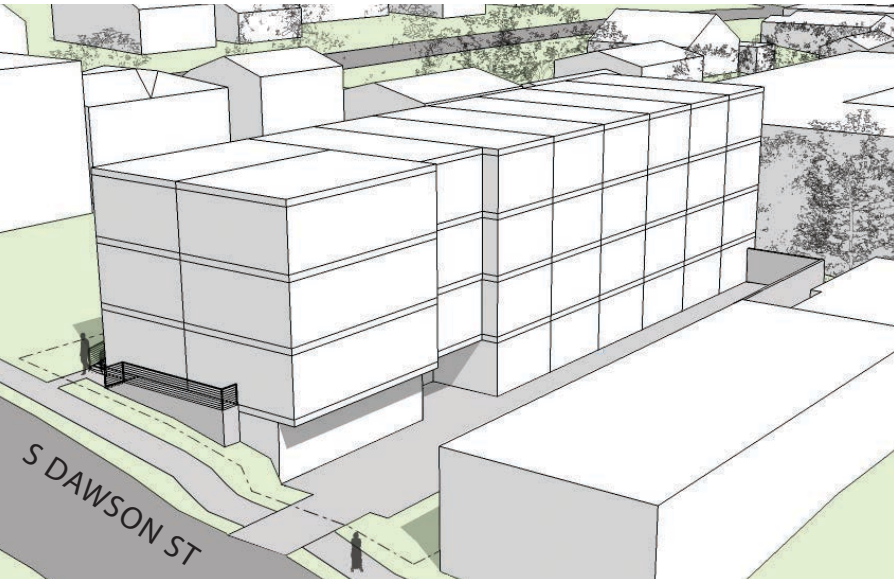


**Repetition**  
Located on Rainier Ave South in Seattle by [masarchitecture llc](#).



# ARCHITECTURAL MASSING CONCEPTS | Comparison

## OPTION 1



9 Three Story Townhome Dwellings  
27,000 SF of FAR Allowed  
18,546 SF of FAR Proposed  
6 Below Grade Parking Stalls

### PROS:

- Two units facing Street.
- Parking located at east facade and below grade.
- Direct west facade entry to units.
- Opportunity for tenant interaction.
- Generous Open Space.

### CONS:

- Parking not provided for all units.

## OPTION 2



9 Three Story Townhome Dwellings  
27,000 SF of FAR Allowed  
19,206 SF of FAR Proposed  
6 Below Grade Parking Stalls

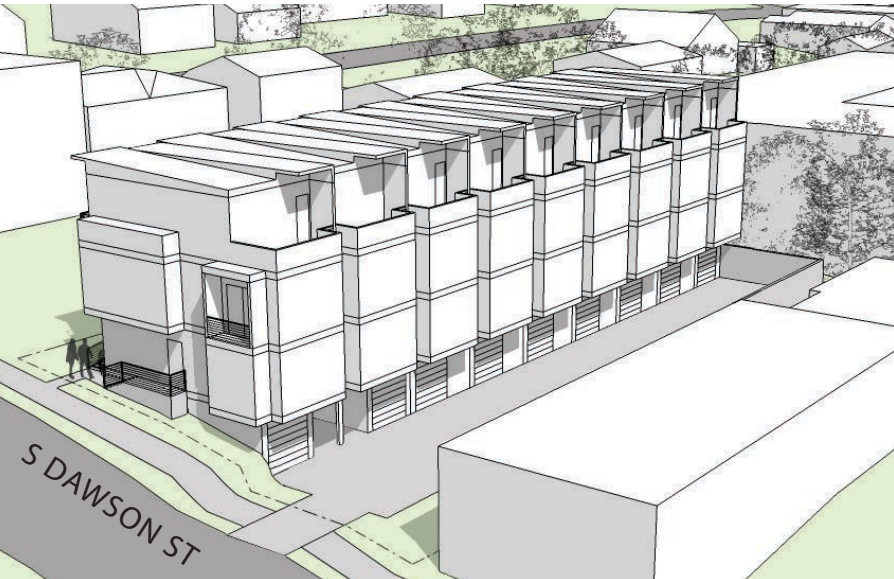
### PROS:

- Parking located at east façade and below grade.
- Two structures reduce perceived massing.
- Generous Open Space.

### CONS:

- Parking not provided for all units.
- Limited opportunities for natural light.
- Units at north structure do not face open space.
- North structure territorial views limited.
- Single unit facing Dawson.

## OPTION 3 (PREFERRED)



9 Three Story Townhome Dwellings  
27,000 SF of FAR Allowed  
18,546 SF of FAR Proposed  
9 Below Grade Parking Stalls

### PROS:

- Parking located at east façade and below grade.
- Parking provided for all units (desired by client).
- Direct west façade entry to all units.
- Opportunity for tenant interaction.
- Generous Open Space.

### CONS:

- Single unit facing Dawson.



## OPTION 1 | Overview

9 Three Story Townhome Dwellings

27,000 SF of FAR Allowed

18,546 SF of FAR Proposed

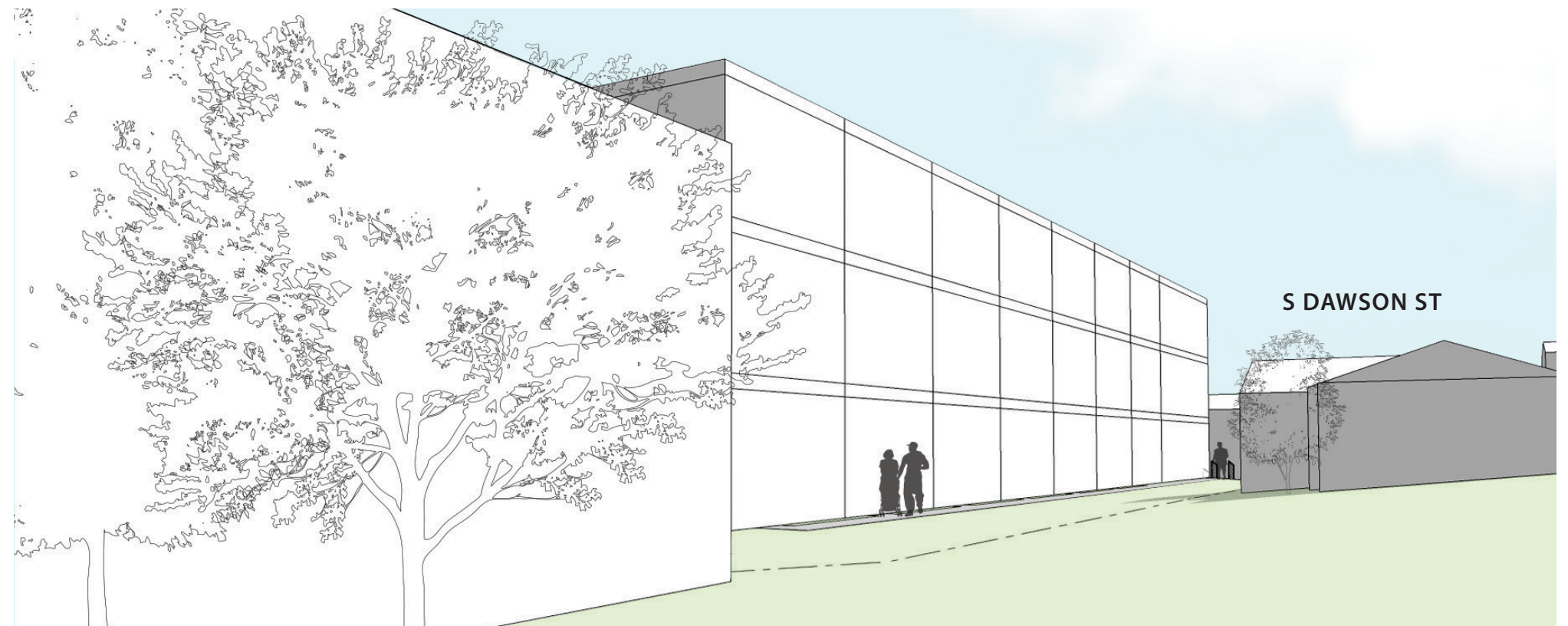
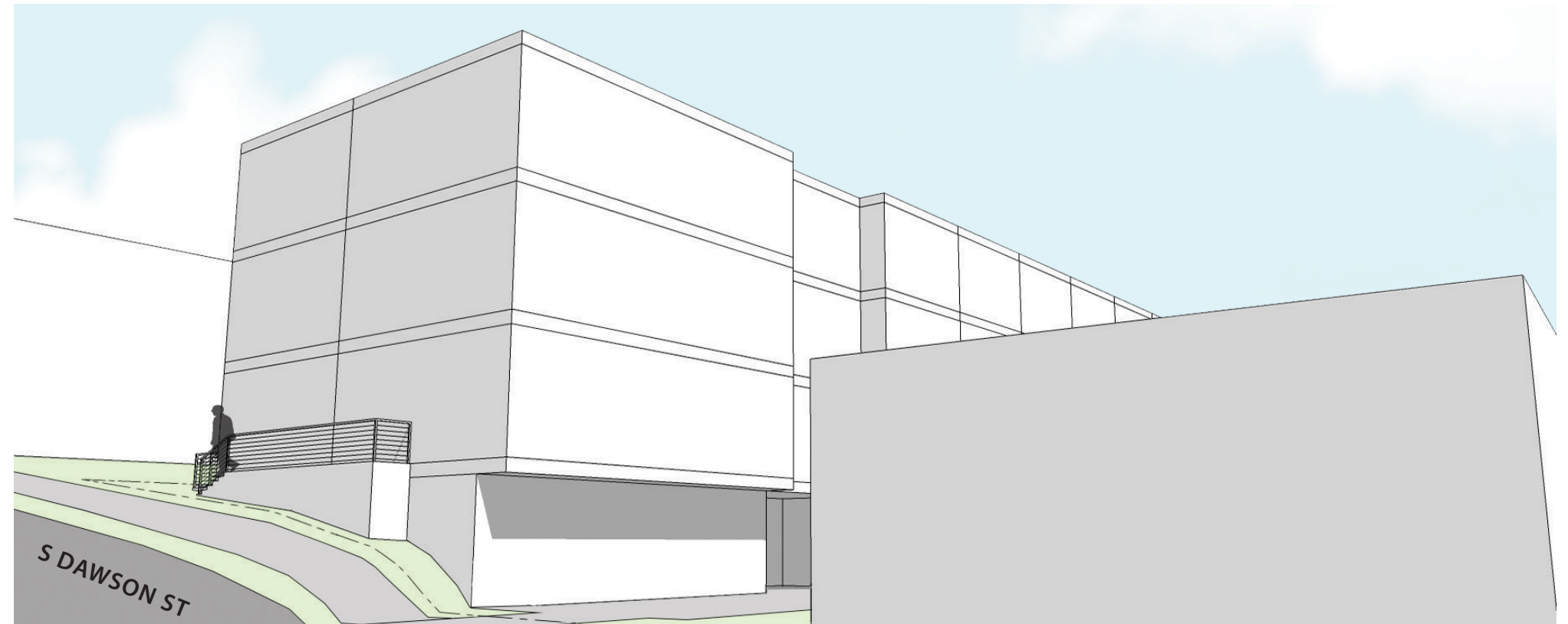
6 Below Grade Parking Stalls

### OVERVIEW

Option 1 is a single structure with 9 townhome units. 2 dwelling units face S Dawson St and the remainder are oriented east west with garage entries facing east and pedestrian entries facing west. The structure takes advantage of grade change locating the east garage entries at basement level and the living level on the floor above with direct west facing grade access.

Open Space is provided at the west 15' of the parcel spanning from north to south.

Solid waste is located underneath the units and is accessed from the west drive aisle.



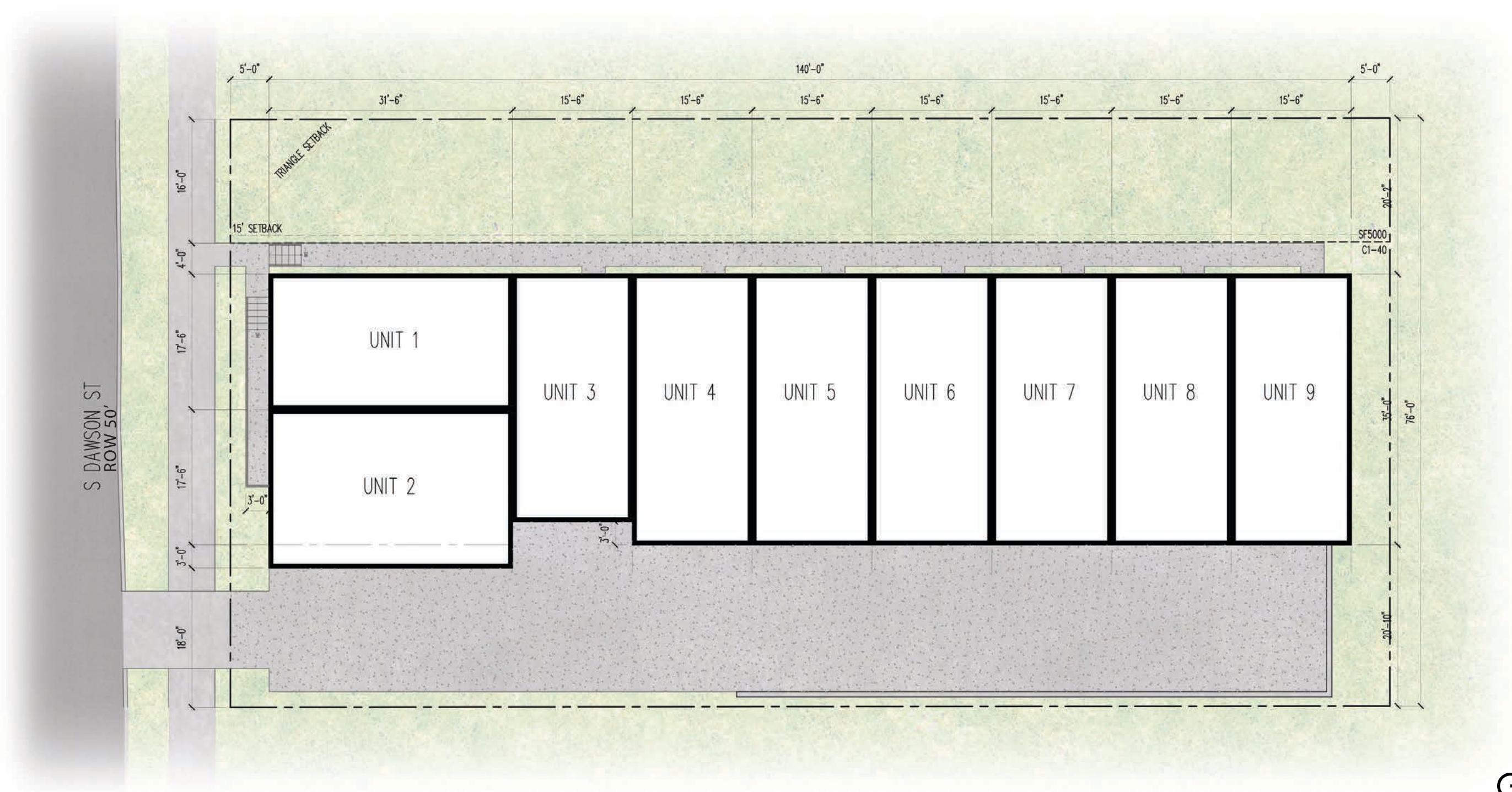


OPTION 1 | Site Plan

LANDSCAPING

PERMEABLE PAVEMENT

CONCRETE





OPTION 1 | Floor Plans

RESIDENTIAL

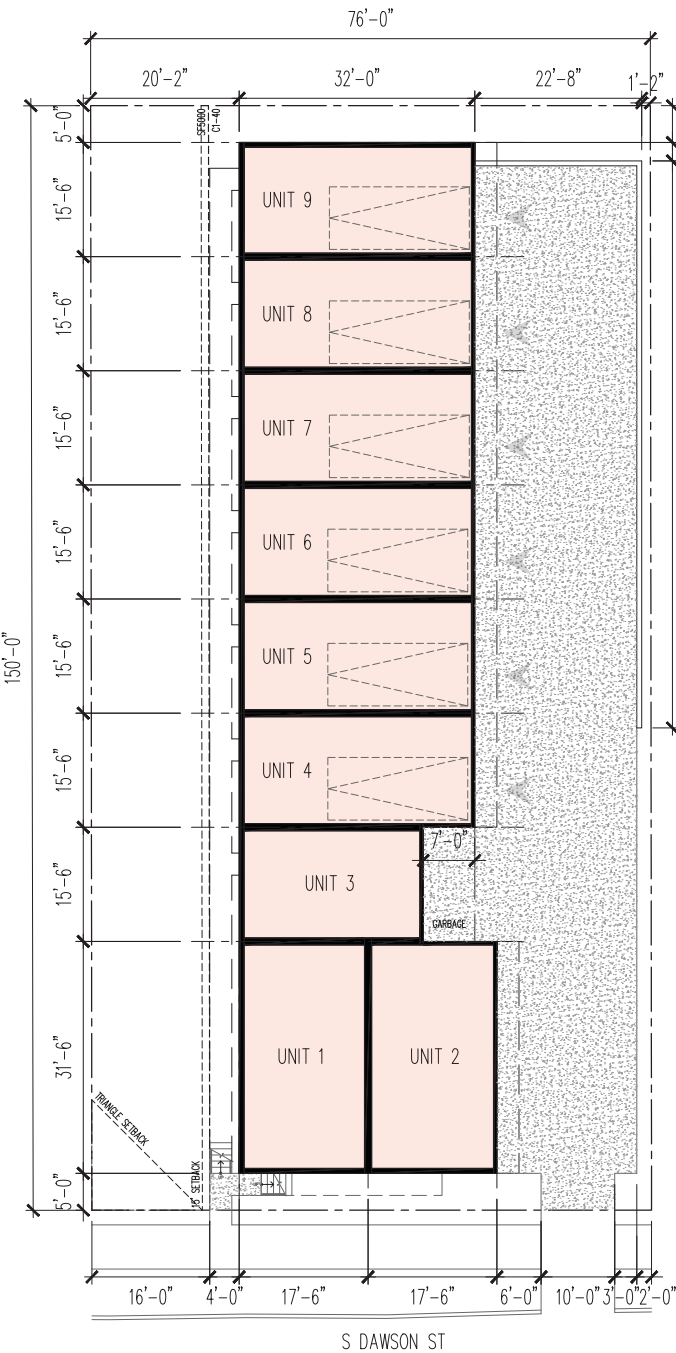
AMENITY

CIRCULATION

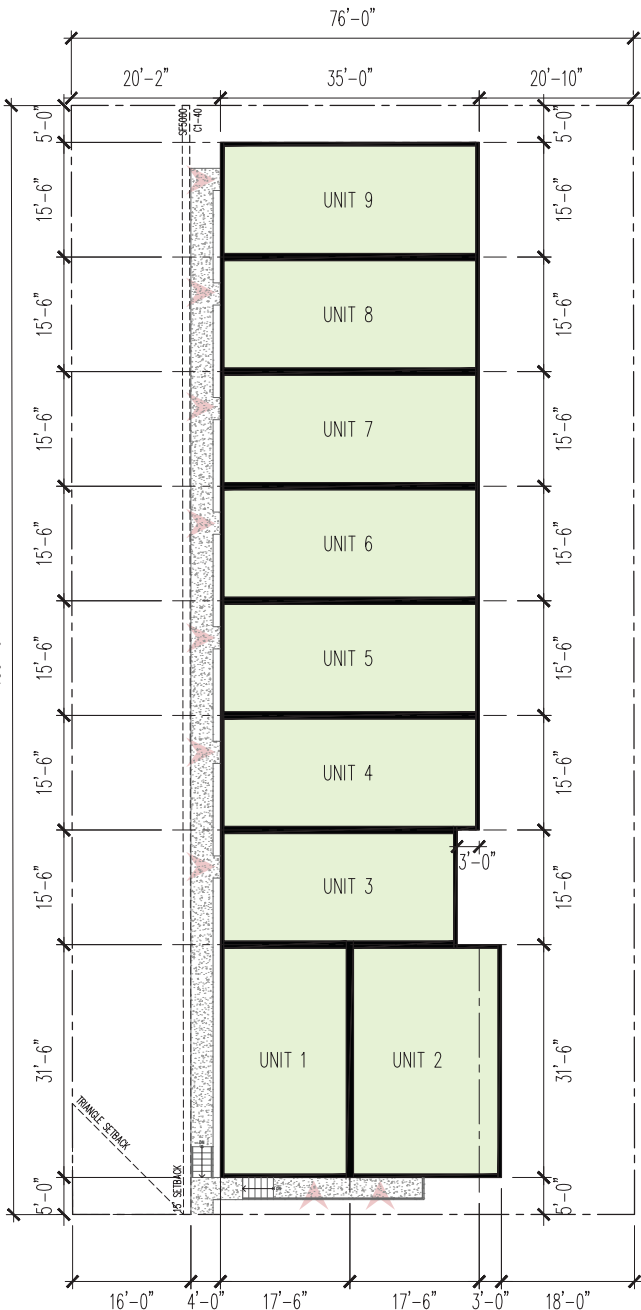
GARAGE

TENANT ACCESS

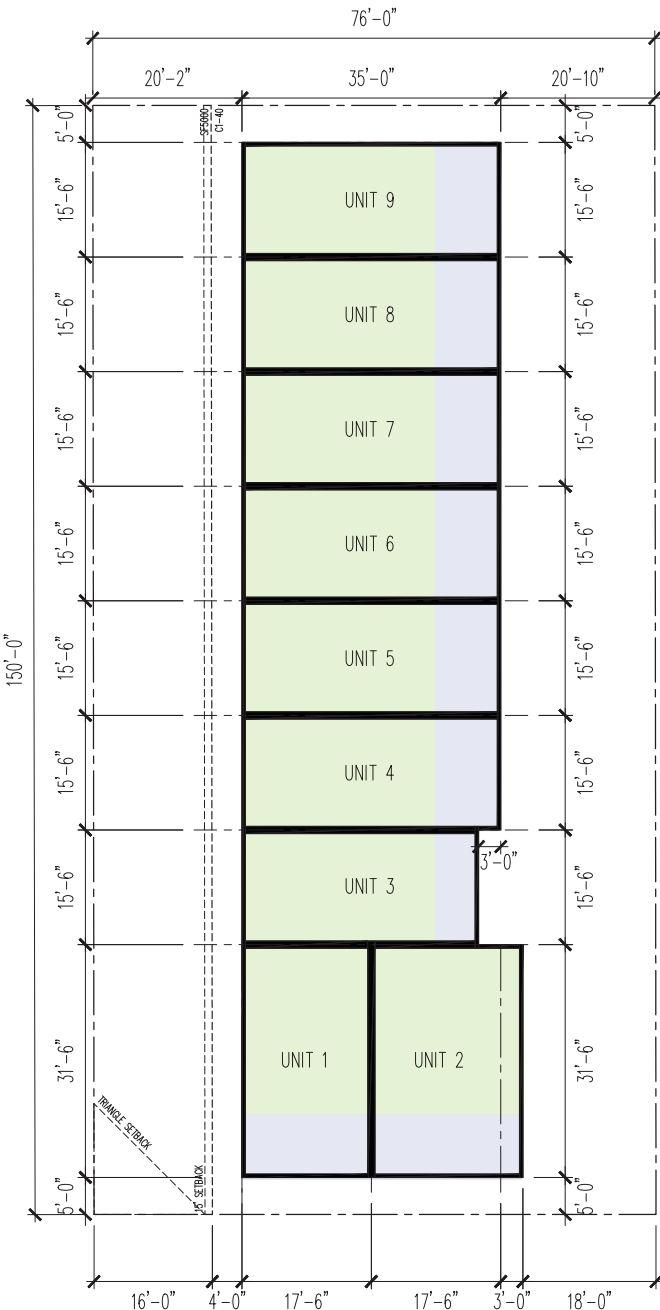
VEHICULAR ACCESS



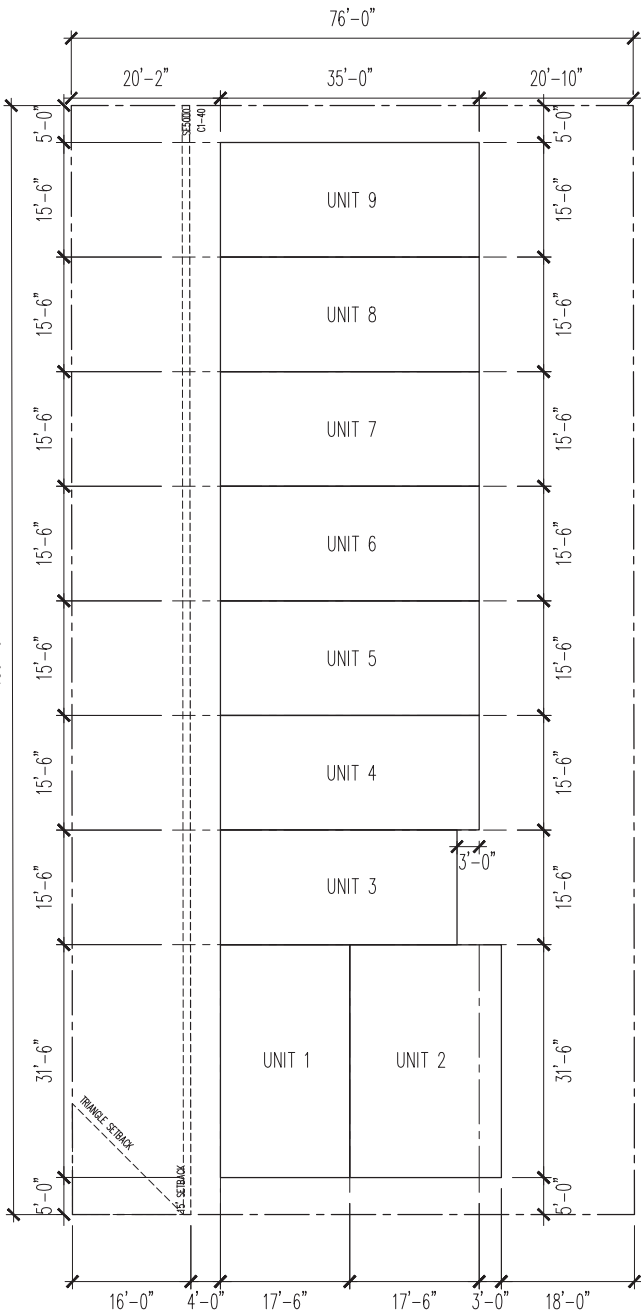
LEVEL B1



LEVEL 1 & 2



LEVEL 3



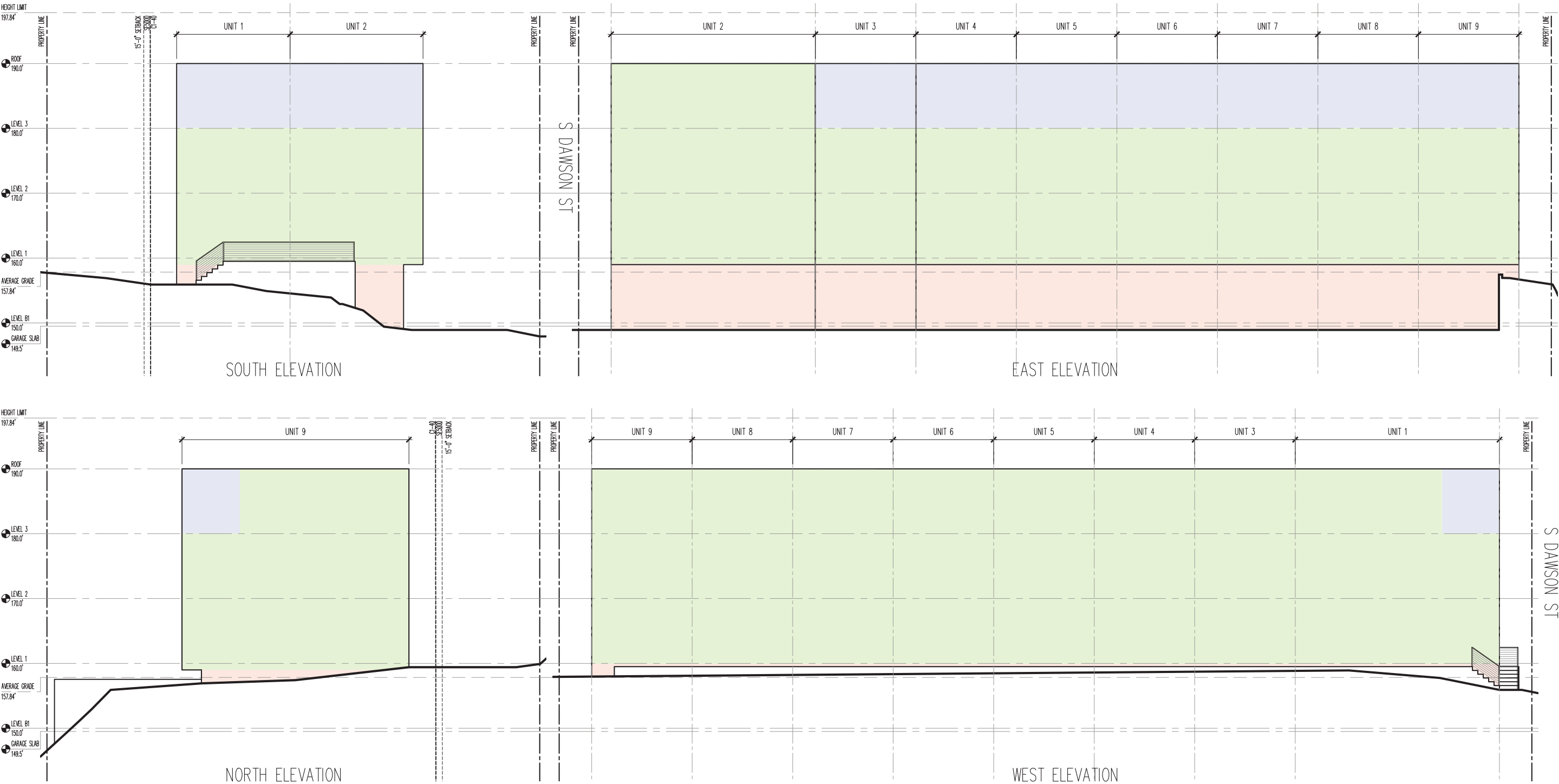
ROOF





OPTION 1 | Facade Treatments

- RESIDENTIAL
- 
- 
- AMENITY

CIRCULATION



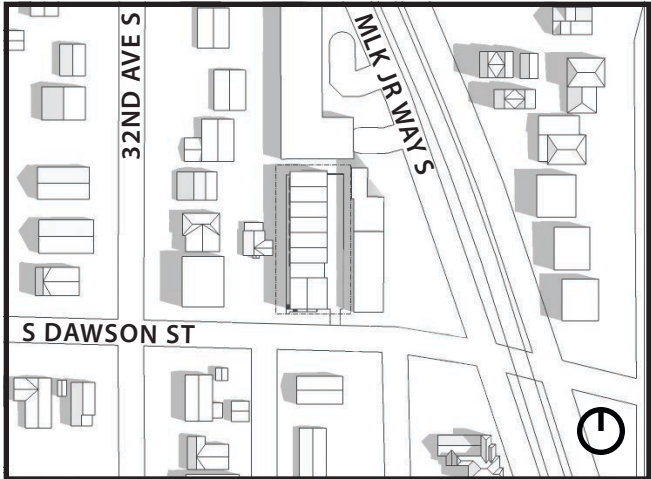
OPTION 1 | Shadow Analysis

9:00 AM

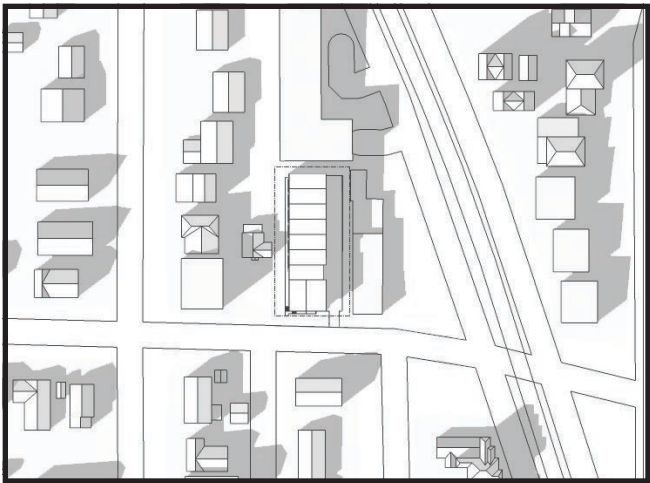
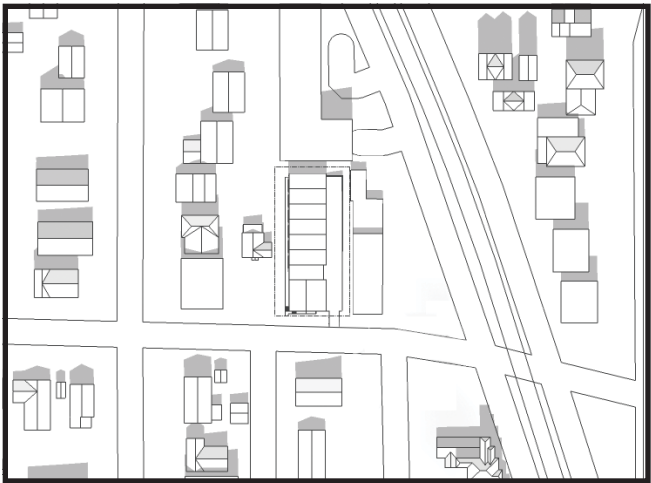
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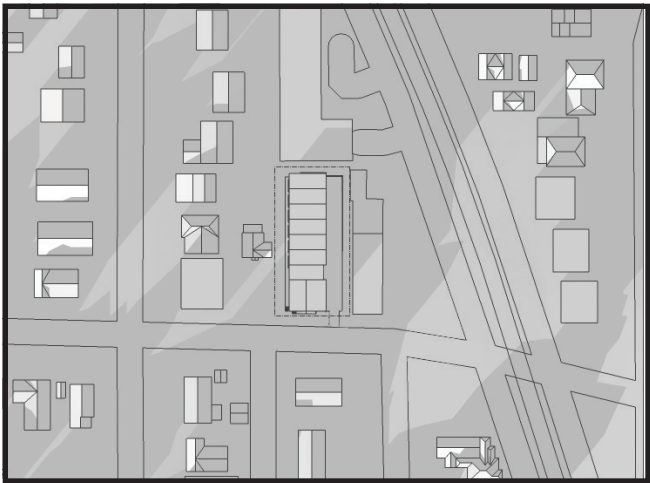
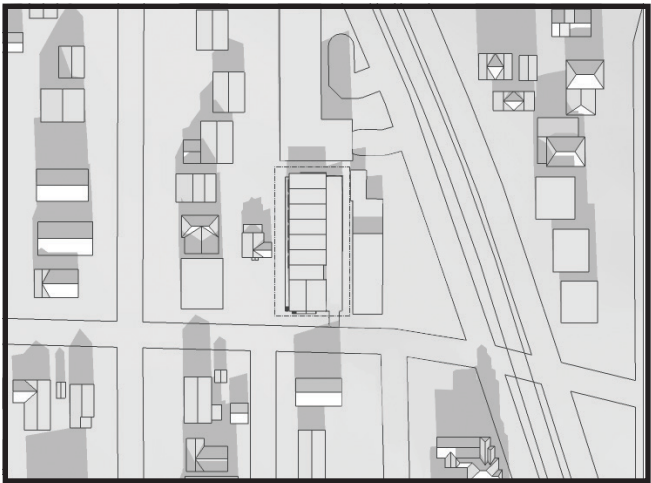
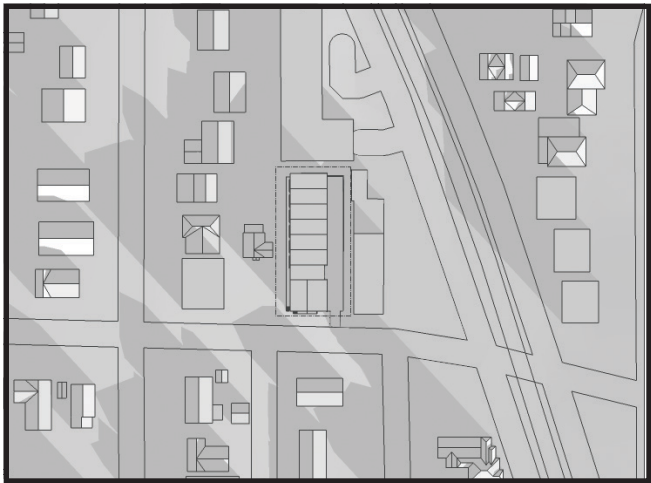
SUMMER SOLSTICE  
(JUNE 21)



SPRING / AUTUMN EQUINOX  
(MARCH / SEPTEMBER 21)



WINTER SOLSTICE  
(DECEMBER 21)





## OPTION 2 | Overview

9 Three Story Townhome Dwellings

27,000 SF of FAR Allowed

19,206 SF of FAR Proposed

6 Below Grade Parking Stalls

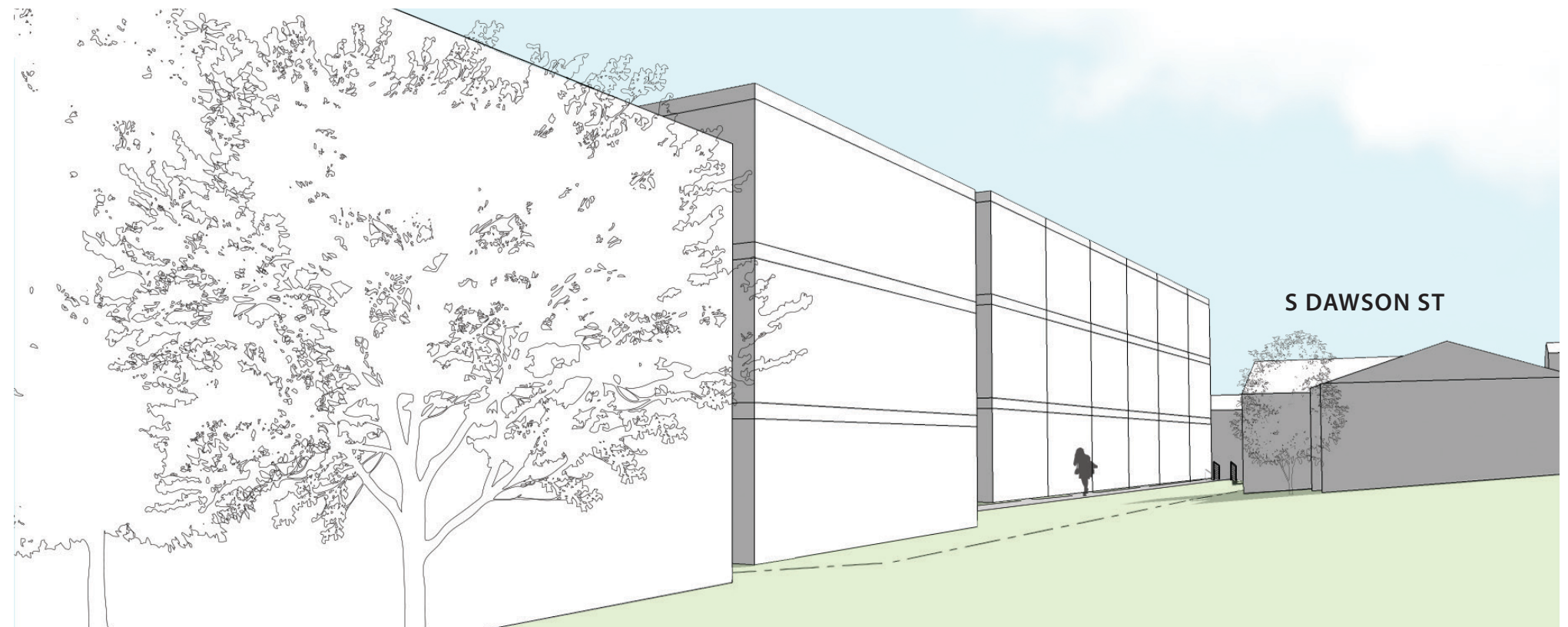
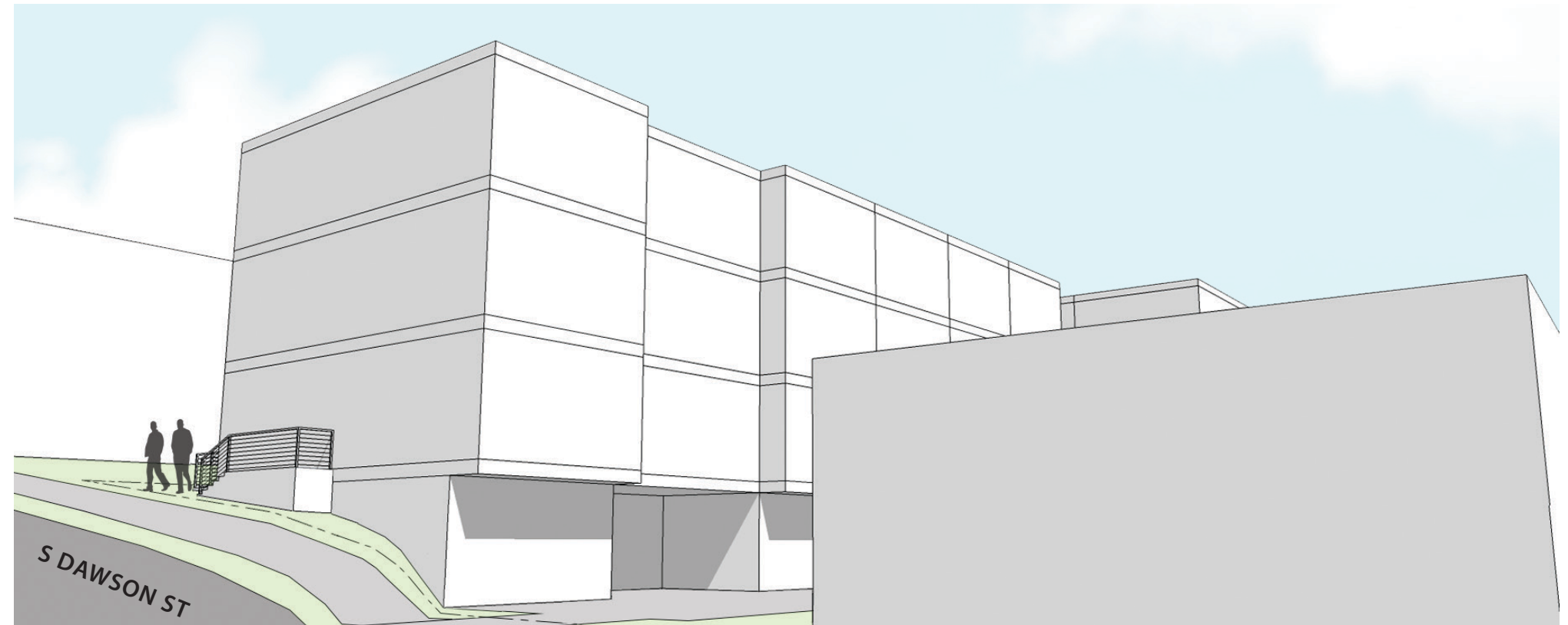
### OVERVIEW

Option 2 is 9 townhome units located in 2 separate structures, north and south. The north structure includes 3 units and the south structure 6 units.

One dwelling unit within the south structure faces S Dawson Street. The remaining units in the south structure are oriented east west with garage entries facing east and pedestrian entries facing west. The south structure takes advantage of grade change locating the east garage entries at basement level and the living level on the floor above with direct west facing grade access. The north structure is oriented north south with pedestrian entrances facing south and no parking is provided.

Open Space is provided at the west 15' of the parcel spanning from north to south.

Solid waste is located underneath the units and is accessed from the west drive aisle.





OPTION 2 | Site Plan

LANDSCAPING

PERMEABLE PAVEMENT

CONCRETE





OPTION 2 | Floor Plans

RESIDENTIAL

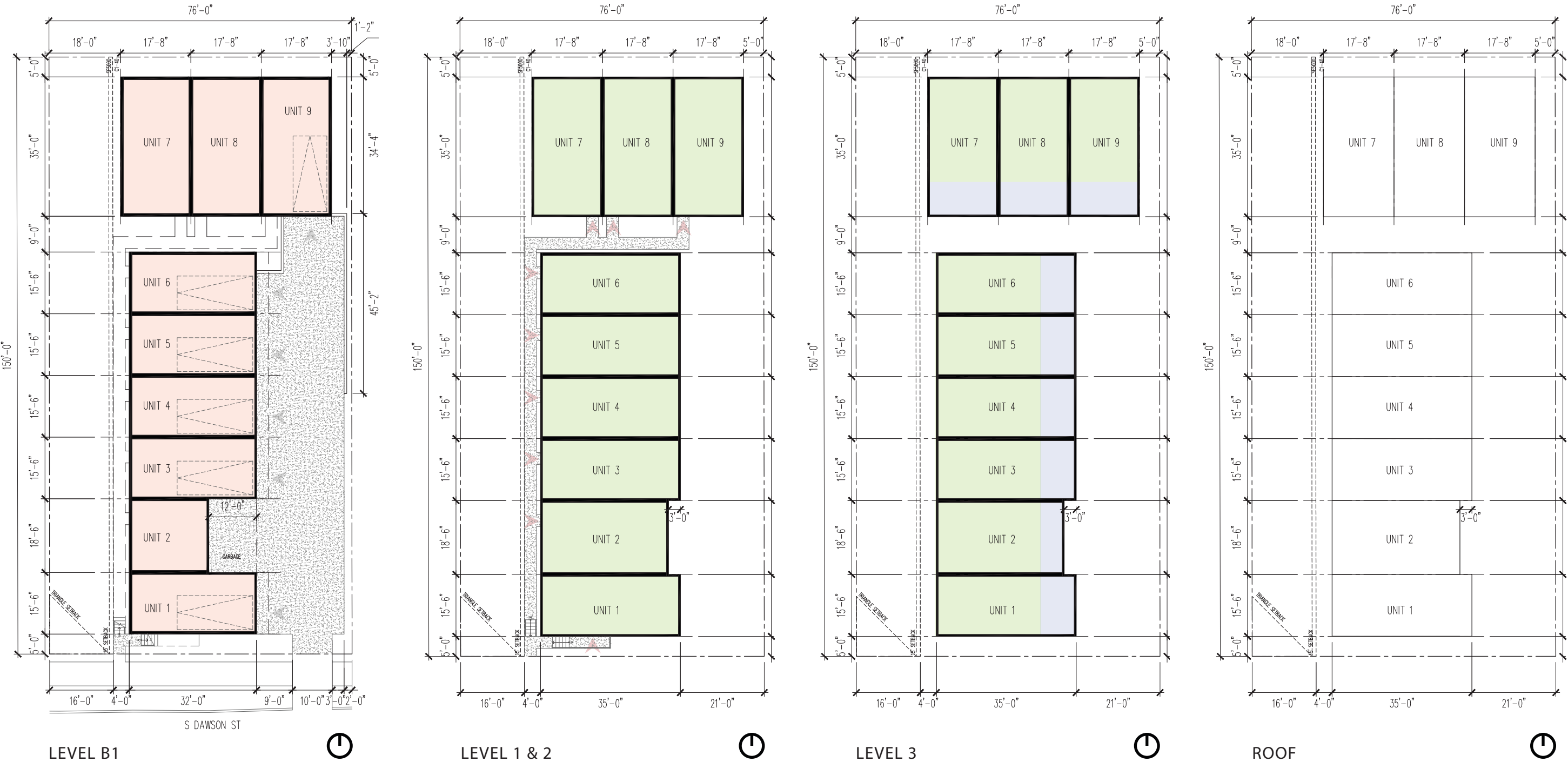
AMENITY

CIRCULATION

GARAGE

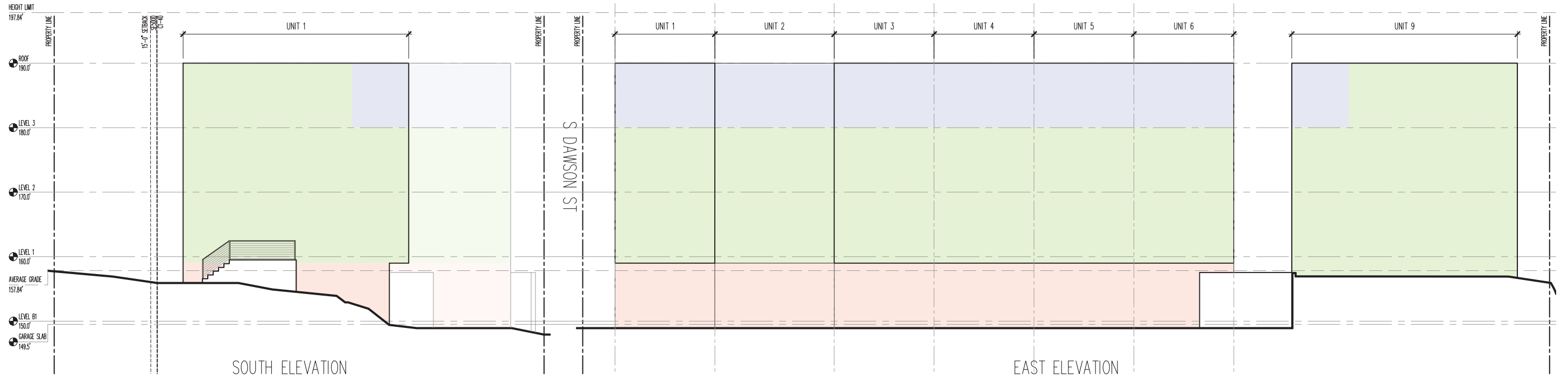
TENANT ACCESS

VEHICULAR ACCESS





## OPTION 2 | Facade Treatments





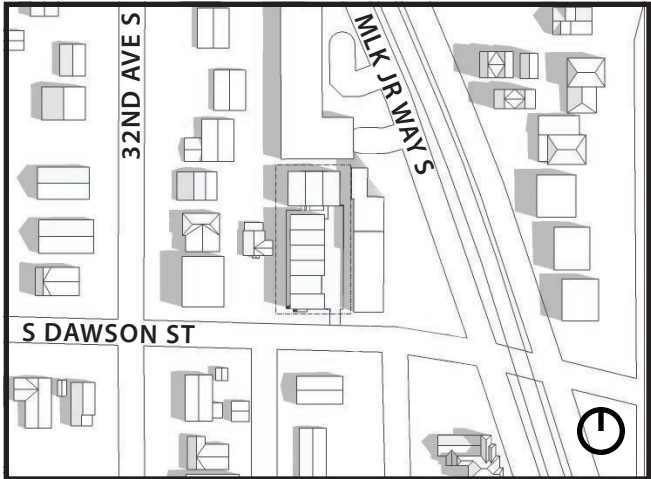
OPTION 2 | Shadow Analysis

9:00 AM

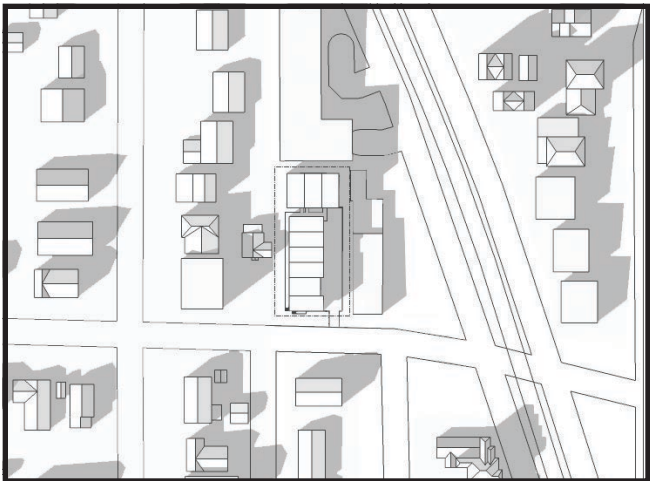
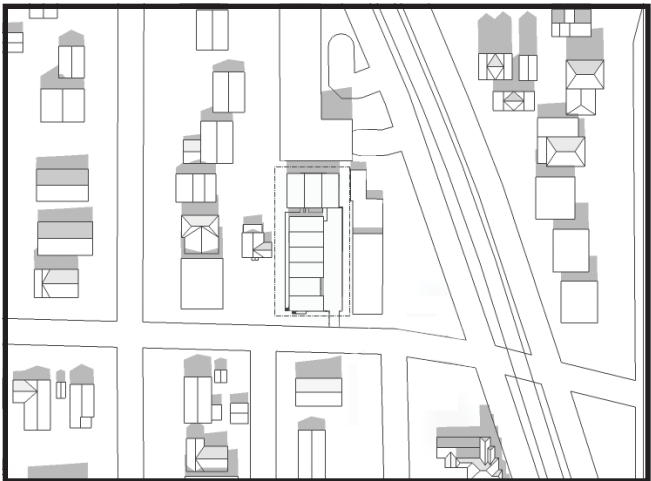
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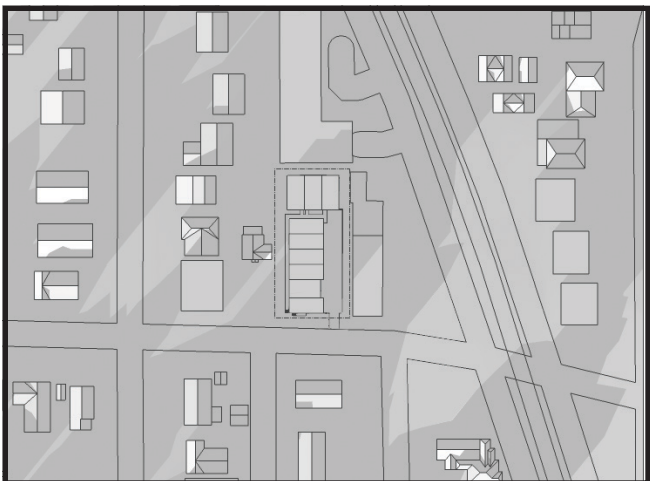
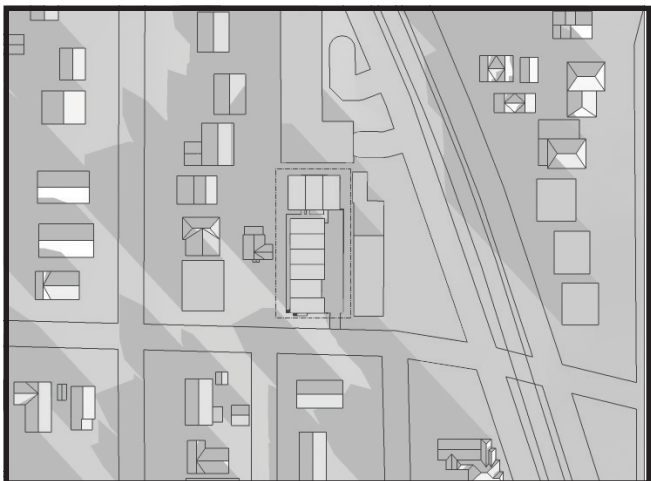
SUMMER SOLSTICE  
(JUNE 21)



SPRING / AUTUMN EQUINOX  
(MARCH / SEPTEMBER 21)



WINTER SOLSTICE  
(DECEMBER 21)





## OPTION 3 | Overview

(PREFERRED)

9 Three Story Townhome Dwellings

27,000 SF of FAR Allowed

18,546 SF of FAR Proposed

9 Below Grade Parking Stalls

### OVERVIEW

Option 3 is a single structure with 9 townhome units. 1 dwelling unit faces S Dawson St and the remainder are oriented east west with garage entries facing east and pedestrian entries facing west. All units are provided with parking. The structure takes advantage of grade change locating the east garage entries at basement level and the living level on the floor above with direct west facing grade access.

Open Space is provided at the west 15' of the parcel spanning from north to south.

Solid waste is located underneath the units and is accessed from the west drive aisle.



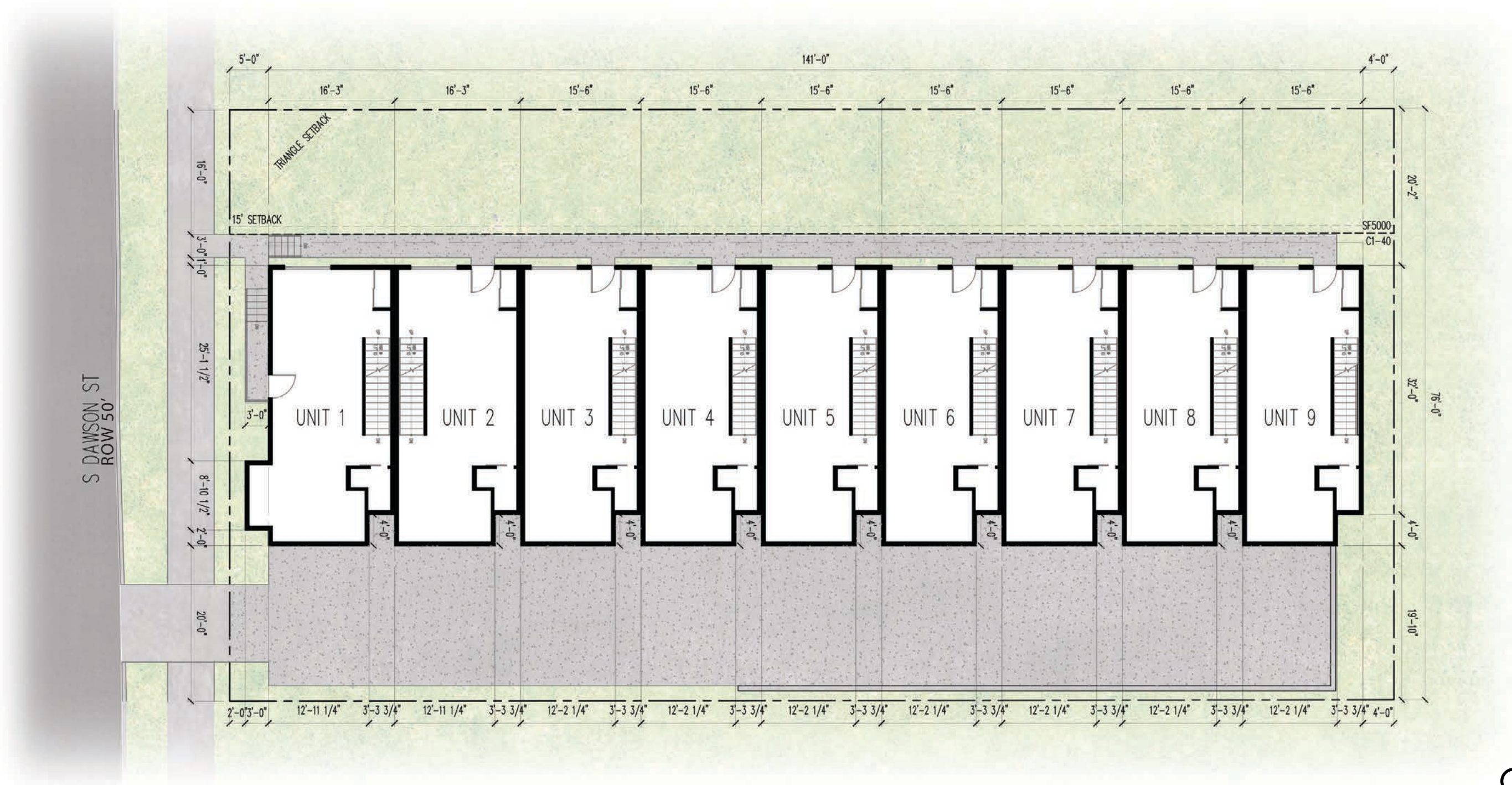


OPTION 3 | Site Plan  
(PREFERRED)

LANDSCAPING

PERMEABLE PAVEMENT

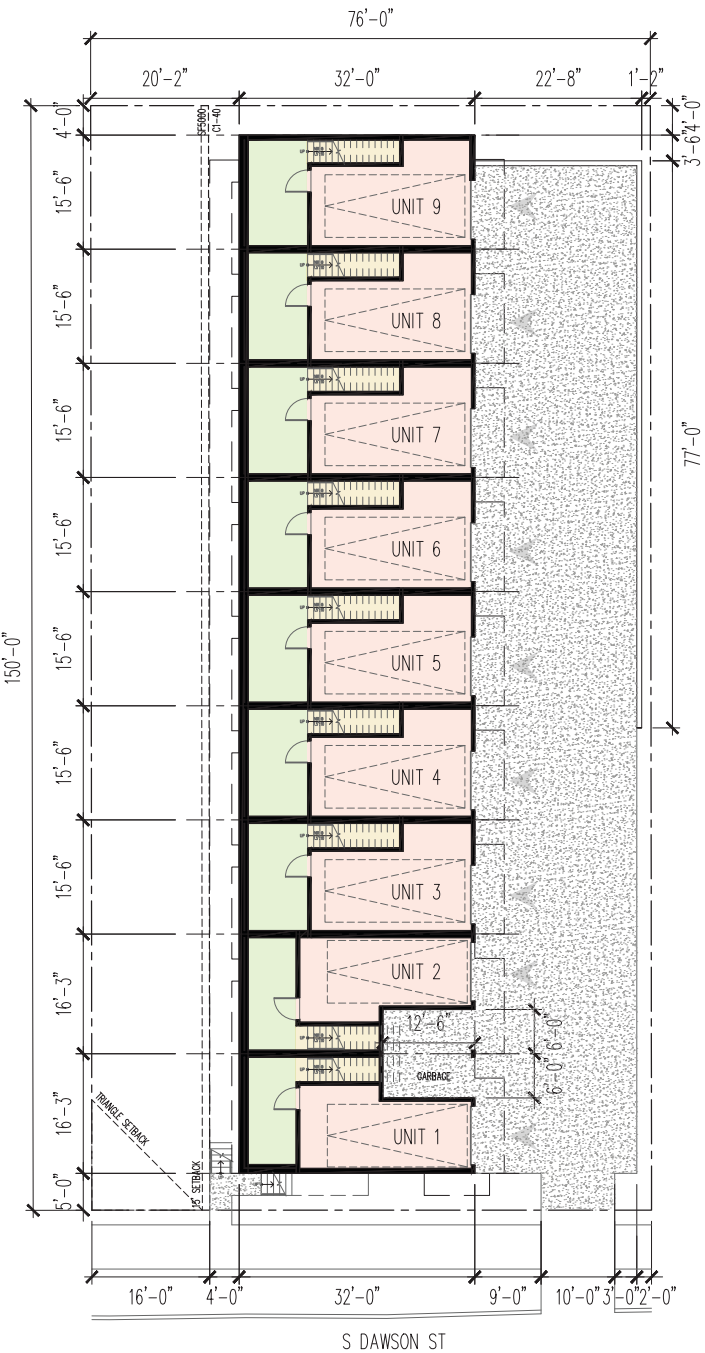
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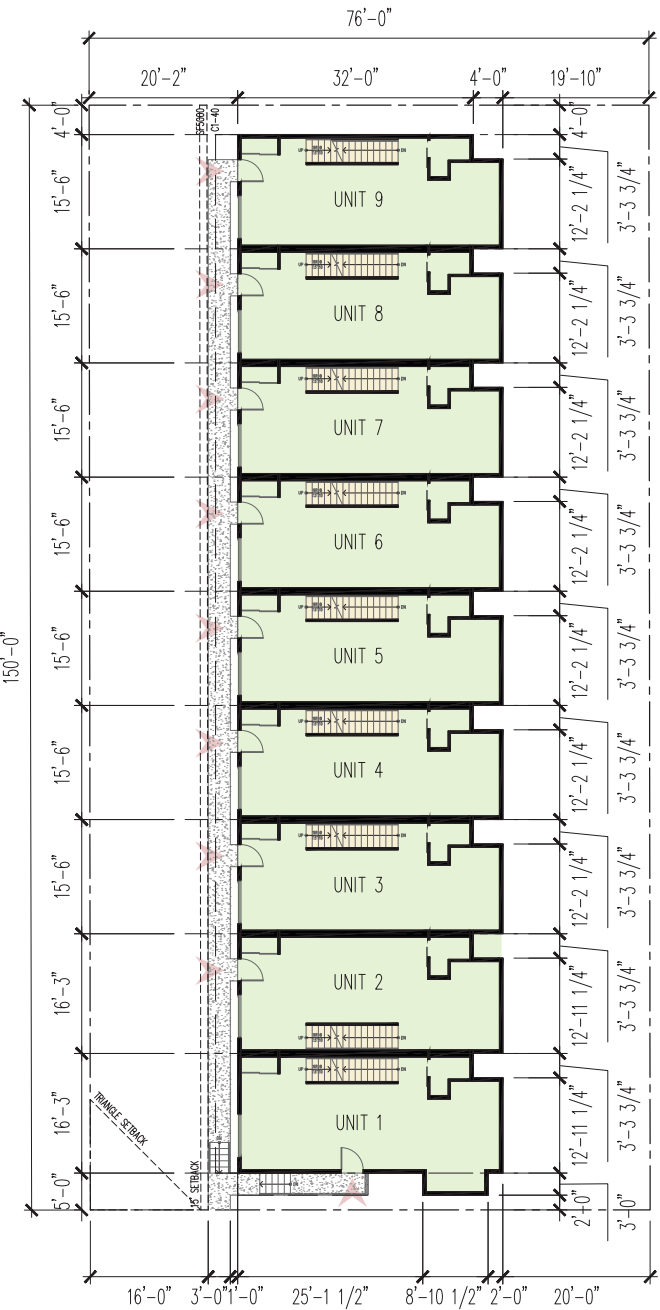


OPTION 3 | Floor Plans  
(PREFERRED)

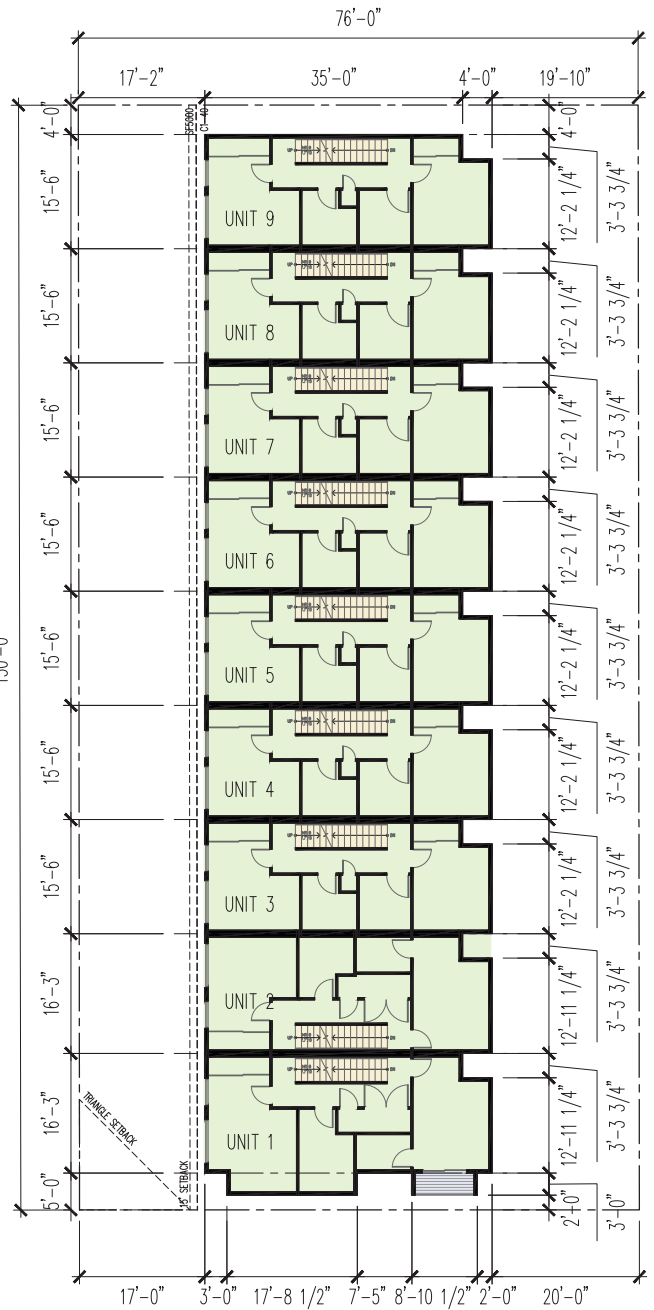
- RESIDENTIAL
- 
- CIRCULATION

AMENITYTENANT ACCESSVEHICULAR ACCESS

LEVEL B1



LEVEL 1



LEVEL 2



OPTION 3 | Floor Plans  
(PREFERRED)

- RESIDENTIAL
- 
- CIRCULATION

AMENITYTENANT ACCESS

LEVEL 3

ROOF



# OPTION 3 | Facade Treatments

(PREFERRED)

- RESIDENTIAL
- 
- CIRCULATION

AMENITY



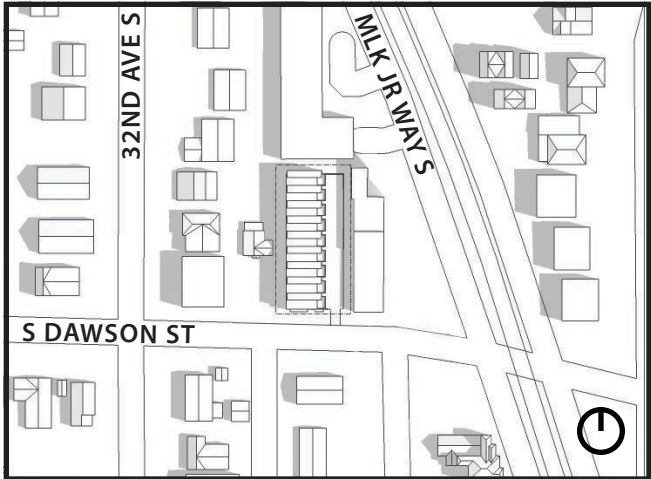
OPTION 3 | Shadow Analysis  
(PREFERRED)

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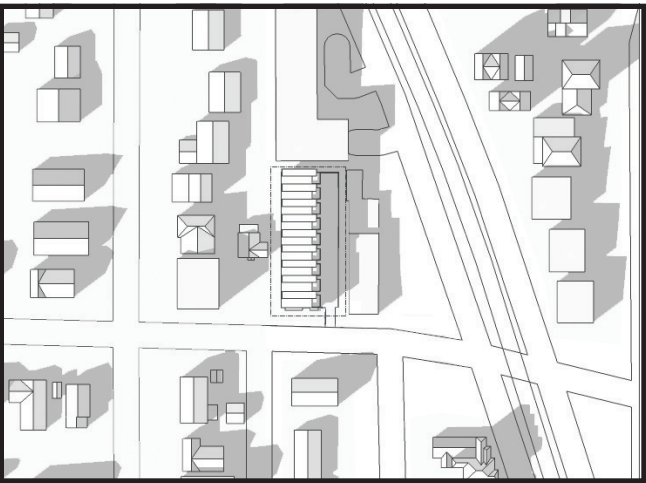
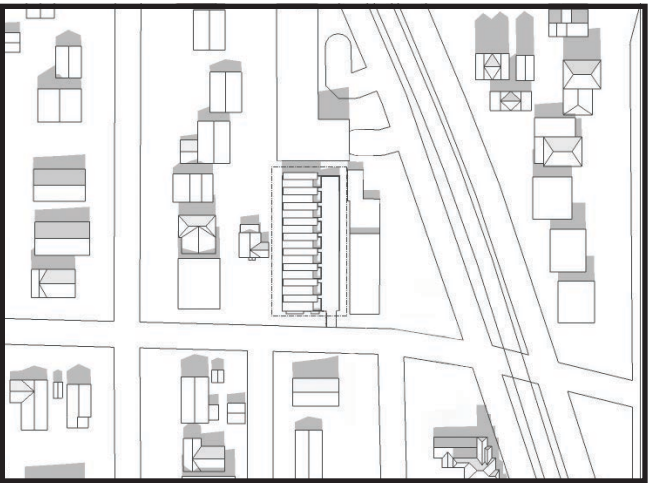
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SUMMER SOLSTICE  
(JUNE 21)



SPRING / AUTUMN EQUINOX  
(MARCH / SEPTEMBER 21)



WINTER SOLSTICE  
(DECEMBER 21)

