City of Seattle

Department of Planning & Development
D. M. Sugimura, Director

DESIGN REVIEW

SECOND EARLY DESIGN GUIDANCE OF THE SOUTHEAST DESIGN REVIEW BOARD

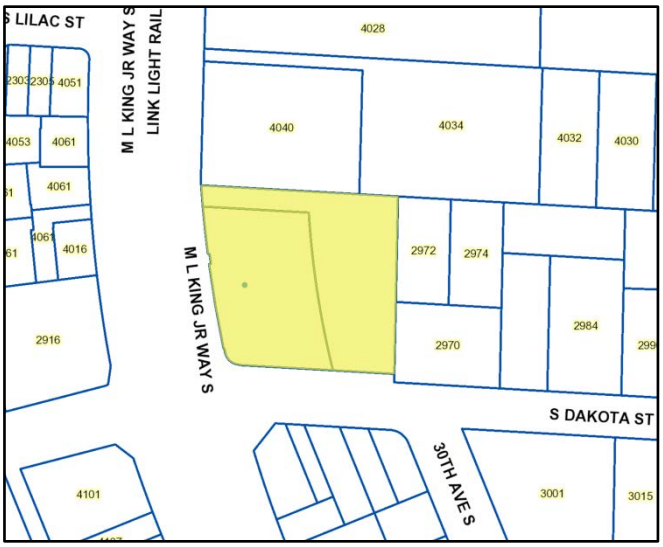
Project Number:	3020140
Address:	4050 Martin Luther King Jr. Way S
Applicant:	Peter Anderson, Imago De Lineo Architecture for the Stratford Company, LLC
Date of Meeting:	Tuesday, October 13, 2015
Board Members Present:	Drew Hicks (chair) David Sauvion Charles Romero
Board Members Absent:	Carey Dagliano Holmes Julian Weber (recused)
DPD Staff Present:	BreAnne McConkie, Land Use Planner

SITE & VICINITY

Site Zone: Lowrise 3 Residential-Commercial (LR3 RC)/Single Family 5000 (SF 5000)

Nearby Zones: LR3 RC (North)
LR3 RC (South)
SF 5000 (East)
LR2 (West)

Lot Area: 29,224 sq. ft.



Current Development: The project site is currently vacant.

Site Context: The project site consists of two parcels totaling approximately 29,224 sq. ft. The site is split zoned LR3 RC on the western portion and SF 5000 on the eastern portion. The applicant is proposing a lot boundary adjustment to align the parcels with the underlying zones. The proposed development will be on the western portion of the lot.

The project site is located on the northeast corner of Martin Luther King Jr. Way South (MLK Jr. Way S) and South Dakota Street (S Dakota St) and is approximately a half mile from the Columbia City Light Rail station. The MLK Jr. Way S corridor is a developing transit corridor with areas of newer construction as well as established single family residential. Approximately one block west of the site is the Cheasty Greenbelt.

The immediate context consists primarily of multifamily residential along MLK Jr. Way S, transitioning into single family residential as you move away from the transit corridor to the east. A significant amount of the multifamily development is relatively new construction, built in the 2000s, and is a mix of modern contemporary architecture with some traditional architectural forms including pitched roofs, raised front porches, and shingle and lap siding. The detached single family homes are generally more traditional midcentury residential architecture. The building to the north is dilapidated and is currently vacant.

Access: The proposed pedestrian access to the site is from both MLK Jr. Way S. and S Dakota St. Vehicle and service access to the site is proposed from S Dakota St.

PROJECT DESCRIPTION

The proposal is for a five story, 85 unit apartment building. No parking is proposed.

FIRST EARLY DESIGN GUIDANCE June 9, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number at the following website:
http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

At the Early Design Guidance meeting, the applicant provided three schemes for the public and Board's consideration. The three options followed a similar programming model, approximately 85 residential units with limited or no parking and driveway along the east side of the development for vehicle loading/unloading and service access.

Option A was the applicant's preferred option and featured a courtyard layout with an east facing courtyard amenity space located on the second level. The massing was five stories along MLK Jr. Way S. stepping down to four stories along the eastern edge adjacent to the single family zone. The management offices were located on the corner of MLK Jr. Way S and S Dakota St. A secondary residential access was located along MLK Jr. Way S towards the north of the development. This option featured semi-below grade units fronting MLK Jr. Way S. These units included individual below grade patio spaces accessed directly from MLK Jr. Way S. The units located on the 5th floor also included outdoor amenity space fronting MLK Jr. Way S, creating a setback in mass at the top level.

Option B featured a double-loaded corridor layout with a stepped setback along MLK Jr. Way S. Amenity space was located in the front yard setback between the proposed development and MLK Jr. Way S. The massing along MLK Jr. Way S. was five stories stepping down to four stories along the eastern edge adjacent to the single family zone. Approximately half of the units faced the adjacent single family parcel in this option. The lobby was located internal to the site. Primary access to the units and lobby was proposed from MLK Jr. Way S, with a secondary access from S Dakota St. This option also featured semi-below grade units fronting MLK Jr. Way S.

Option C featured a south-facing courtyard layout with courtyard the amenity space located on the second level, similar to Option A. The massing was five stories along MLK Jr. Way S. stepping down to four stories along the eastern edge adjacent to the single family zone. The management offices were located on the corner of MLK Jr. Way S and S Dakota St. The proposed primary entry was from S Dakota St. via a ramp up to the second level courtyard. A secondary residential access was located on MLK Jr. Way S. towards the north of the site. This option included two surface short term/ADA parking spaces at the southeast corner.

PUBLIC COMMENT

At the Early Design Guidance meeting, the following public comments were offered:

- Supported the applicant's preferred option (Option A) and expressed concern with the viability of Option B.
- Expressed general support for development at the proposed location and supported no parking because of the site's proximity to transit.
- Stated the proximity maps appeared inaccurate.
- Encouraged the applicant to consider impacts of future bike lanes/corridors and bike access planned near the project site.
- Expressed support for the consideration of greenspace in the vicinity.

- Encouraged the applicant to take into consideration future plans for greenspace in the vicinity including access points near the site.

SECOND EARLY DESIGN GUIDANCE October 13, 2015

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DESIGN DEVELOPMENT

At the Second Early Design Guidance meeting, the applicant provided an updated massing option for the public and Board's consideration. The option was similar to Option A that was presented at the first EDG meeting, with a primary entry and services located on S Dakota St., a secondary multi-family entry on MLK, and a C-shaped massing oriented towards the east with open circulation around a courtyard. The proposal contained approximately 84 units and no parking. The updated proposal including three units accessed directly from MLK that are approximately 30" below grade. The remaining five units with direct access from MLK were proposed above grade with walk-up entries. A small commercial space, approximately 600 sq. ft., was located at the southwest corner at grade.

PUBLIC COMMENT

At the Second Early Design Guidance meeting, the following public comments were offered:

- Proposal is out of scale with the surrounding neighborhood. The neighborhood cannot support a project of this scale without parking because of the lack of existing pedestrian infrastructure in the area. The existing pedestrian environment is not safe.
- Welcomed the density and new development noting that increased density will result in more amenities and services in the neighborhood and will help to reduce crime.
- Supported no parking because the project will accommodate more people and open space instead of space dedicated to park vehicles.
- Supported the emphasis on bike parking, potential for bike share, and inclusion of a bicycle repair room.
- Supported the inclusion of commercial uses in the project.

- Expressed interest in a mix of unit sizes and types including townhouses to accommodate a mix of tenants including families.
- Would like to see transparency maximized.
- Liked the curved corner massing and encouraged inclusion of additional European-like apartment elements such as walk up entries and bays.
- Noted that the updated proposal was an improvement from the first EDG massing options.
- Noted that the project was still very bulky and out of scale.
- Expressed concern with the impacts of the entry on Dakota and noted that the entry should be larger and designed in a way that would minimize impacts on neighborhood. Stated that the entry will be very busy and likely have spill out.
- Stated that the courtyard would be dark because of the orientation.
- It was difficult to understand the width of the setbacks and sidewalks were.
- The refuse area was much improved since the first EDG meeting.
- Entries on MLK are much better than were originally presented and better matched to the nearby townhouses.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

FIRST EARLY DESIGN GUIDANCE June 9, 2015

1. **Grade/Street Level Relationship & Massing:** The Board discussed the massing and siting of the three options presented and expressed general support for Option A and Option C stating that either could be successful if the outstanding issues were resolved. The Board expressed concern with the street-level relationship on MLK Jr. Way S, specifically stating the partially below grade units and management office were not consistent with the adjacent development pattern grade relationship and were of concern based on the intensity and nature of MLK Jr. Way S.
    - **a.** The Board stated a preference for units to be located at or above grade. If the applicant moves forward with below grade units, more information is needed to explain how the relationship would be successful in visually and physically connecting to the street. The Board directed the applicant to further develop the street-level relationship taking into consideration the scale and intensity of MLK Jr. Way S and incorporating cues from the street-level relationships of development in the immediate vicinity, such as raised entries and stoops. **(PL3-A, PL3-B, DC2-A)**
    - **b.** The Board noted that it was difficult to understand how the proposal related to the street and directed the applicant to provide additional information on the grade and street-level relationships including dimensioned cross sections, elevations, access and circulation plans, street level perspectives, and conceptual landscaping plans. **(PL3-A, PL3-B, DC2-A)**

2. **Driveway and Service Access:** The Board discussed the proposed driveway and service access and expressed concern with the loading/unloading, service vehicle access, and relationship between the driveway and adjacent uses. The Board noted that it was unclear how the driveway and adjacent uses would function.
    a. The Board directed the applicant to further develop the driveway to minimize impacts on the right-of-way and adjacent future single family structure, specifically noting the lack of onsite maneuvering as a concern. For the next EDG meeting, the applicant should provide additional information on access, maneuvering, and circulation for the proposed driveway and abutting uses. **(PL4-B, DC1-C, PL3-B, DC2-A-1)**
    b. The applicant should provide additional information on and further develop the relationship between the driveway and adjacent uses including the residential units, service areas, and bicycle storage. For the next meeting, the applicant should provide elevations and a circulation plan including ingress/egress access points for the different uses. **(PL4-B, DC1-C, PL3-B, DC2-A-1)**

3. **Entries and Circulation:** The Board discussed the entries, access, and circulation of Option A and Option C and expressed concern with the lack of direct ADA access, specifically noting access into the management offices and lobby as circuitous. The Board noted that pedestrian ingress/egress and circulation was unclear.
    a. For the next meeting, the applicant should provide a circulation plan and clearly identify primary and secondary access points into the building, individual units, and courtyard. Internal and external circulation should be clearly distinguished. **(PL3-A)**
    b. The applicant should provide additional information on the entry sequence for pedestrians, service vehicles, and bicycles. **(PL3-A, PL4-B, DC1-C-4)**

4. **Courtyard and Amenity Space:** The Board discussed the courtyard concept and the advantages of the different courtyard orientations in Option A and Option C. The Board stated general support for the courtyard layout and stated that either option could be successful.
    a. For the next meeting, the applicant should provide additional information on the organization of uses around the courtyard and provide further detail on how the adjacent uses and circulation relate to the outdoor courtyard space. The Board encouraged the applicant to explore reorientation of the stairs in the Applicant's preferred option to minimize their impact on the openspace. **(PL3-B, DC3-A)**
    b. The applicant should identify and provide additional information on the amenity spaces including the common and individual outdoor spaces (rooftop, courtyard, and patios) as well as the indoor common areas and lobby space. **(DC3-A)**

SECOND EARLY DESIGN GUIDANCE October 13, 2015

1. **Streetscape Relationship.**
    a. The Board expressed concern with the setback and below grade units along the MLK Jr. Way S frontage and directed the applicant to incorporate a more generous setback along that frontage to create a better transition and be more

consistent with the neighboring development to the South. The Board noted that they would support shifting the entire building to the east approximately 3 feet to gain additional setback along MLK Jr. Way S. **(PL3-B-1. & PL3-B-2.)**

b. A greater setback along MLK Jr. Way S would resolve many of the issues related to the below grade units and streetscape relationship. The setback should function as a buffer for the adjacent units, especially the units below grade, and should include generous landscaping similar to the development to the south. **(PL3-B-1. & PL3-B-2.)**

c. For the Recommendation meeting, the applicant should provide a detailed landscaping plan for both the MLK Jr. Way S and S Dakota St. setbacks. **(PL3-B-1. & DC3-A-1.)**

2. **Entries & Access.** The Board noted that the primary entry on S Dakota St did not have a strong enough visual connection to MLK Jr. Way S and was not immediately intuitive because of its location, aperture, and inset design. The Board noted that this was problematic considering the majority visitors and many residents would be approaching the site from MLK Jr. Way S.

a. The entry needs to have a stronger visual connection to MLK Jr. Way S and should be obvious from a wayfinding perspective. Some options to achieve this could include increasing the aperture of the "entry" opening, modifications to the adjacent office to further emphasize the entry, vertical emphasis near the entry, and secondary wayfinding elements. **(PL3-A-1. & PL3-A-2.)**

b. The Board directed the applicant to explore further separation between the commercial entry and the primary residential entry on S Dakota St. **(PL3-A-1. & PL3-A-2.)**

c. The Board noted that the "secondary" entry on MLK Jr. Way S could be a more generous space and have a stronger presence considering that many of the residents would be utilizing this entry because of its proximity to transit. The Board also noted that there was no direct ADA access to the courtyard level from the MLK Jr. Way S entry and that if feasible, direct ADA access to the courtyard would be desired. **(PL3-A-1., PL3-A-2., & PL3-B-4.)**

d. The Board noted that both entries would likely be secure with gates. Gates should be visually integrated into the design and should be designed to maintain a sense of openness and welcoming as much as possible. **(PL3-A-1., PL3-A-2., & PL3-B-1.)**

e. For the next meeting, the applicant should provide details on the entries including street level perspectives and secondary architectural features – lighting, signage, awnings, soffit materials, and details on the proposed gates and security elements. **(PL3-A-all & PL3-B-1.)**

3. **Massing.** The Board expressed general support for the applicant's updated preferred option specifically citing the curved corner, updated service/deliveries design, and noting that the massing and siting created a successful transition to the adjacent single family zone to the east with a generous buffer and stepped down massing transition. **(DC2-A-1. & DC2-A-2. & DC1-C-4.)**

DESIGN REVIEW GUIDELINES

The priority Citywide guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

PUBLIC LIFE

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. 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.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-C Parking and Service Uses

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

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.

DC2-A Massing

DC2-A-1. 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.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DEVELOPMENT STANDARD DEPARTURES

At the time of the **SECOND** Early Design Guidance no departures were requested.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the SECOND EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.