# MLK TOWNHOUSES
## A NEW RESIDENTIAL COMMUNITY



3817 MLK JR WAY S
SEATTLE WA 98108
3029291-LU

# RECOMMENDATION
APRIL 20TH, 2021

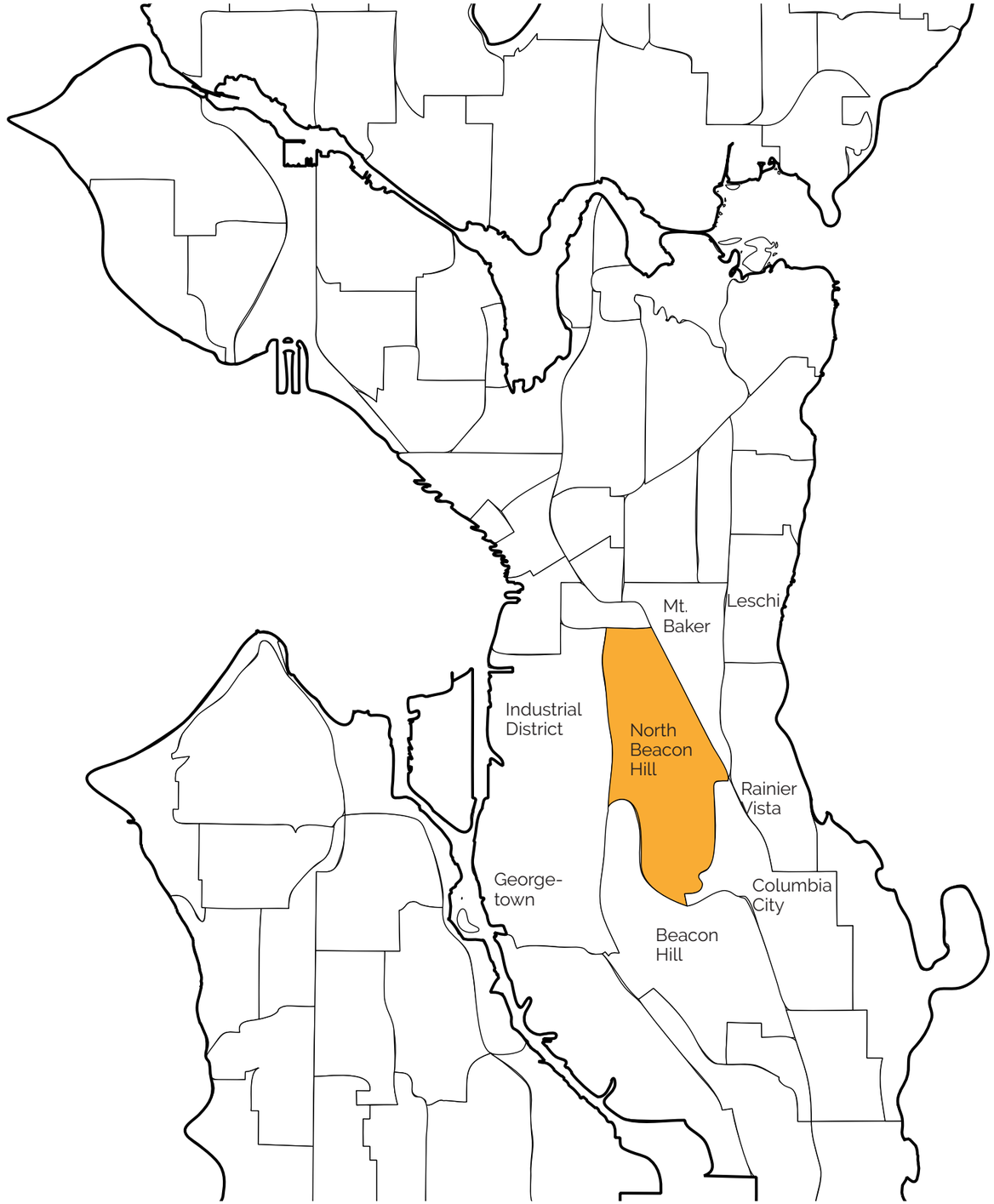
Intentionally left blank



HYBRID

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

**p:** 206.267.9277
**w:** www.hybridarc.com




# Table of Contents


## DESIGN OVERVIEW

3 Vicinity Map
4 Project Overview and Zoning Objectives

## CONTEXT & SITE ANALYSIS

5 Transit Analysis
6 Site Analysis and Survey
7 Site and Context Photos
8 Zoning and Use Maps
9 Surrounding Context
10-11 Design Prioritwies
12 Zoning Summary
13 Design Concept and Strategy

## PREFERRED SCHEME / MASSING OPTIONS

14-15 EDG #2 Preferred Massing Options Summary
16-19 EDG #2 Preferred Design Scheme

## EDG#2 GUIDANCE AND RESPONSE

20-21 EDG Guidance Summary
22-24 Project Design Evolution and Development
25-32 Response to Guidance 1: Massing and Site Configuration
33-36 Response to Guidance 2: Facade Composition
37-39 Response to Guidance 3: Vehicular Access and Design Integration
40-42 Response to Guidance 4: Primary Entries
43-45 Response to Guidance 5: Landscaping / Amenity Areas
46-48 Response to Guidance 6: Recycling and Waste Location

## PROJECT DRAWINGS

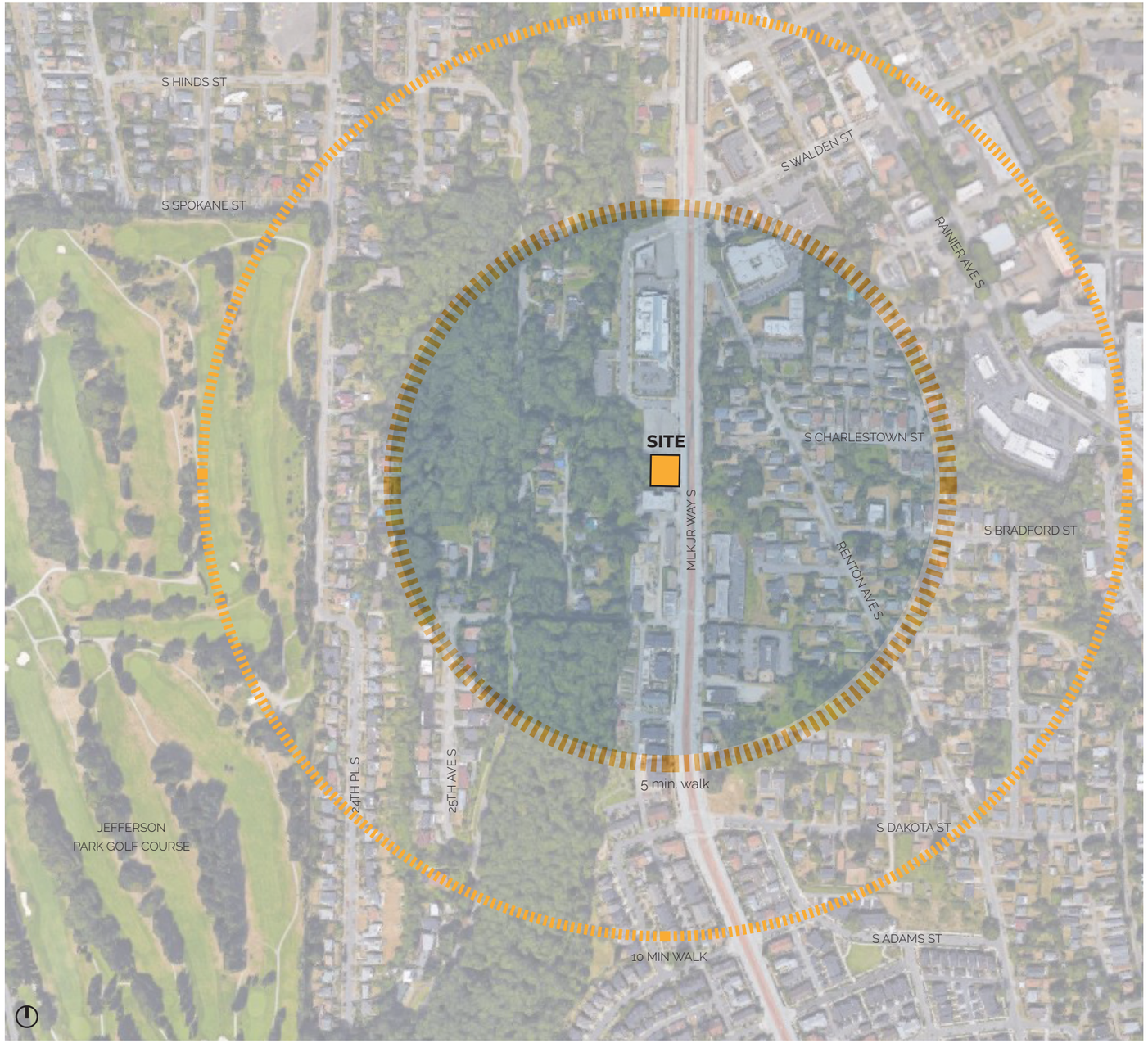
49-52 Architectural Drawings: Plans
53-55 Landscape and Lighting Plan
56-59 Architectural Elevations
60 Material Board Image
61-66 Project Renderings
67-68 Project Departures

## APPENDIX

69-75 EDG #1 Summary
76-80 EDG #2 Summary
81 Previous Project Experience



© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com




## PROJECT DESCRIPTION AND OBJECTIVE

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

**REVISED FOR RECOMMENDATION:** CONSTRUCTION OF A 3-STORY, MULTI-FAMILY STRUCTURE CONTAINING (14) TOWNHOUSE UNITS AND SUB-GRADE PARKING GARAGE LEVEL FOR (12) SPACES. PROJECT INCLUDES DEMO AN AN EXISTING DUPLEX RESIDENTIAL STRUCTURE.

## ZONING OBJECTIVES

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


HYBRID
© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com



## MOUNT BAKER - STATION & URBAN VILLAGE

0.5 miles away - 11 minute walk north along MLK Way

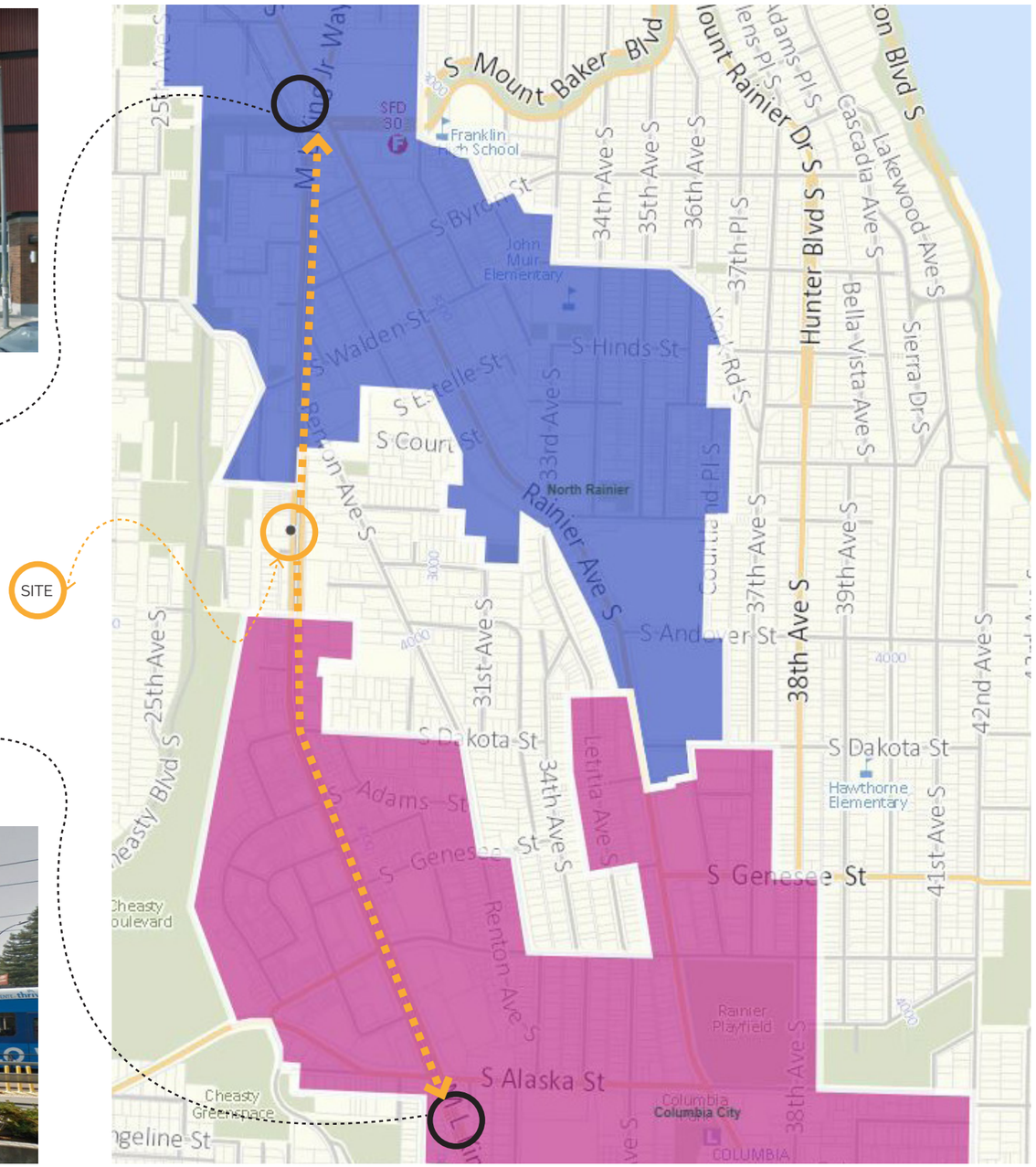
North Rainier - Hub Urban Village Overlay north of the site by one block



## COLUMBIA CITY - STATION & URBAN VILLAGE

0.6 miles away - 13 minute walk south along MLK Way

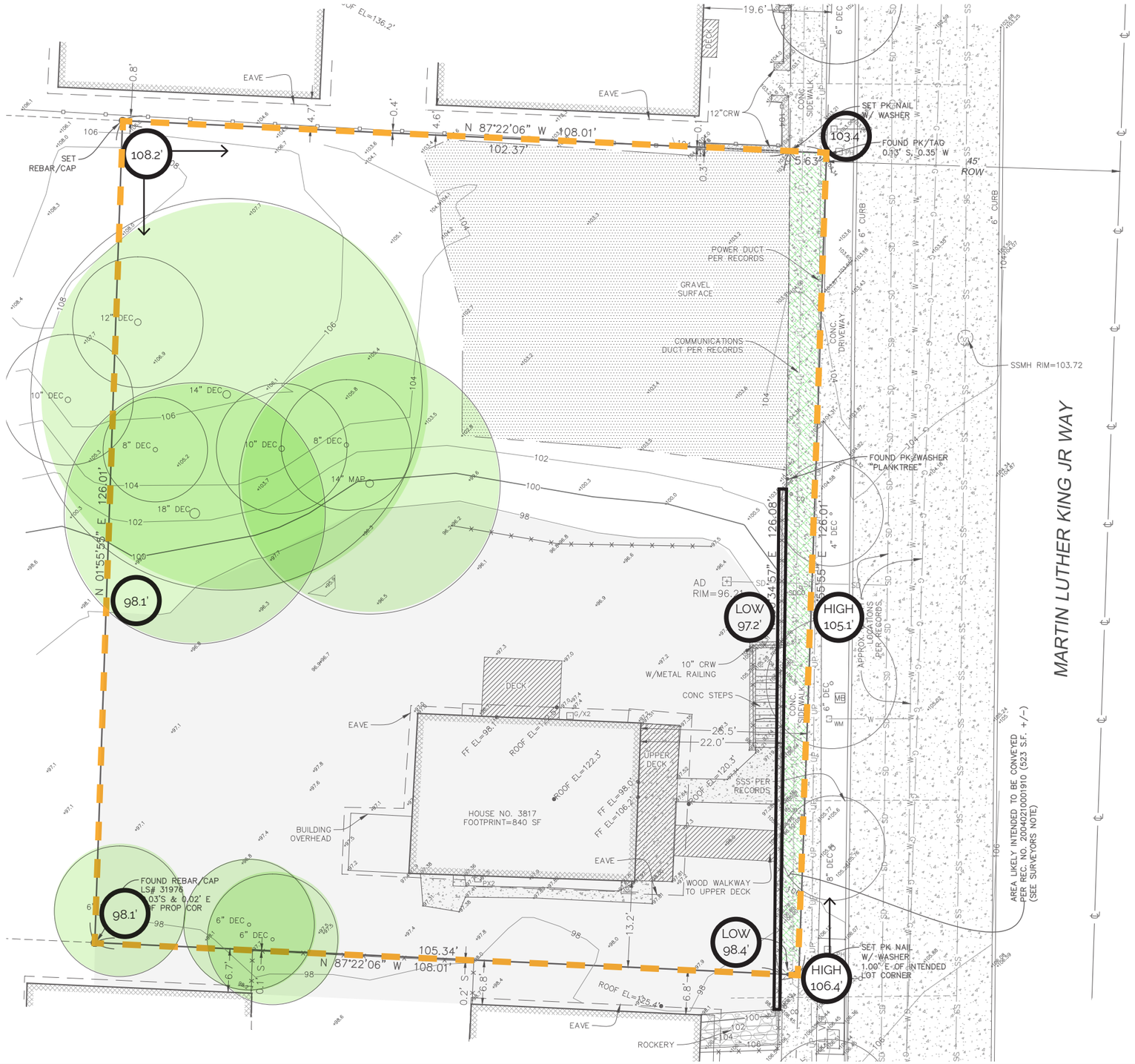
Columbia City - Residential Urban Village south of the site by one block





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

p: 206.267.9277
w: www.hybridarc.com




# SITE ANALYSIS

ADDRESS:
3817 M L KING JR WAY S

PARCEL NO:
1624049127

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

SITE AREA:
13,086 SF

ZONING:
LR3

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

ALLEY:
NO ALLEY

UTILITIES:
ALL UTILITIES SERVICED FROM STREET

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

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

~8' TALL RETAINING WALL ALONG MLK

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

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

WEST - Vacant Uphill Lot


HYBRID
© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com



1: Looking down south property line



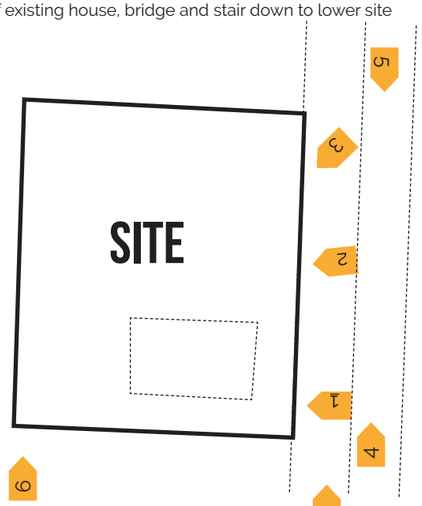
2: Looking at front of existing house, bridge and stair down to lower site



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




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







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



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



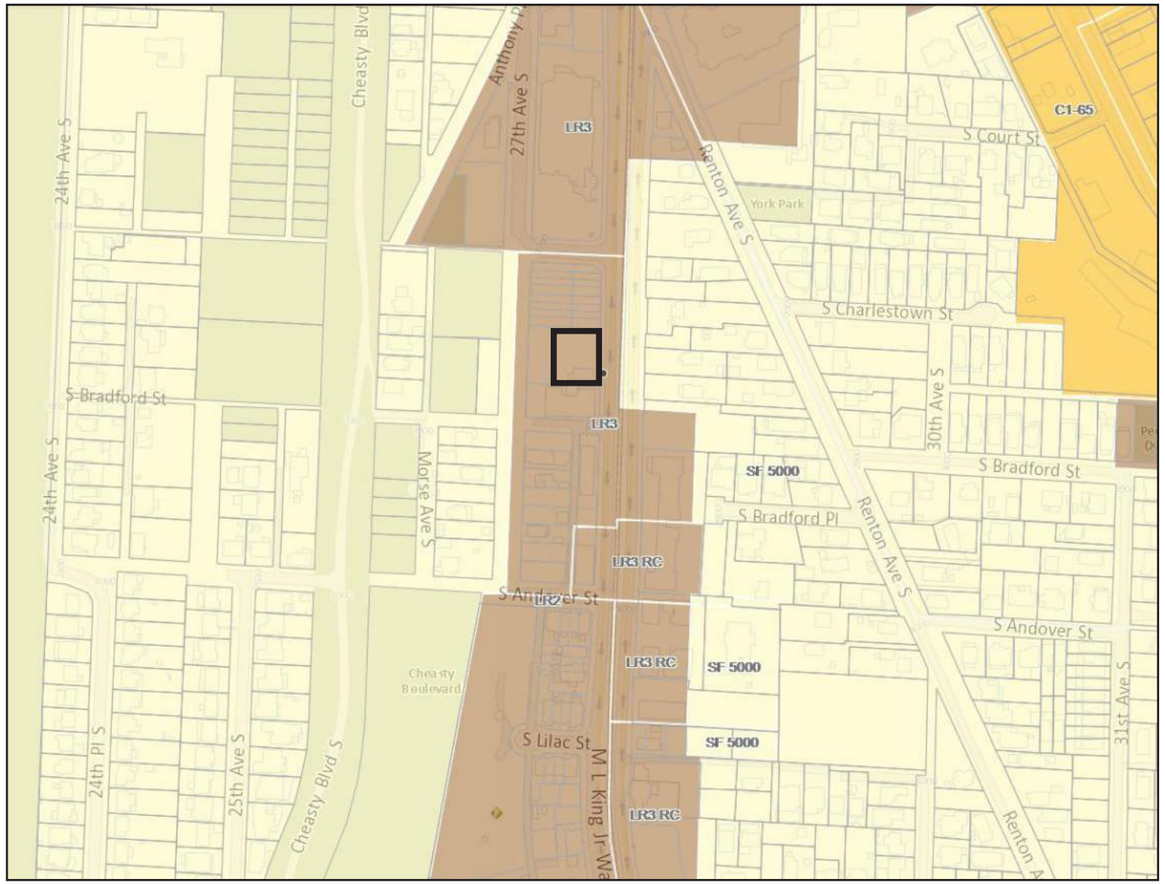
7: Looking at north side of existing house

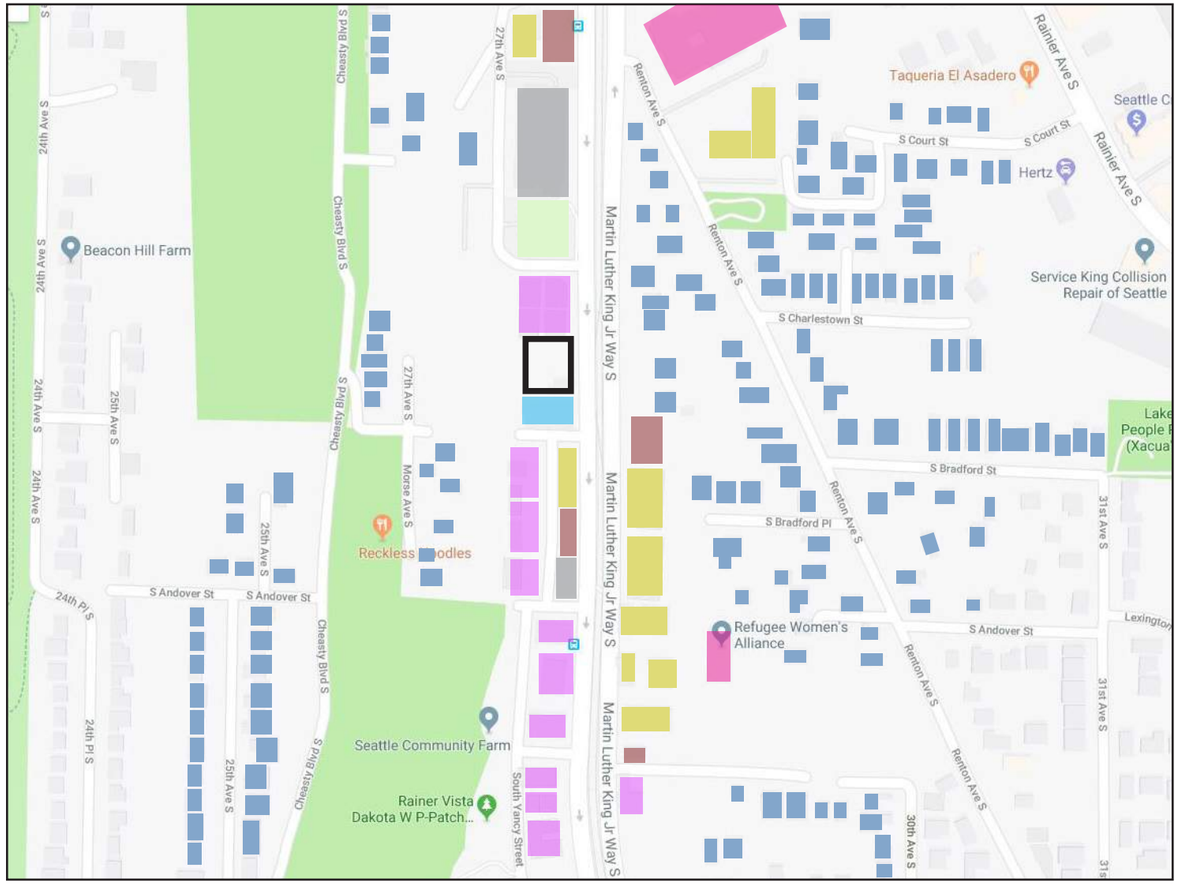


8: Looking north from S Branford street to the south - improved sidewalk and street trees


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

p: 206.267.9277
w: www.hybridarc.com




## ZONING MAP - CURRENT

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

## TYPOLOGIES/USAGES

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

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



HYBRID

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

p: 206.267.9277
w: www.hybridarc.com

## SURROUNDING CONTEXT

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

## CONDITIONS ALONG MLK WAY



MLK townhomes - massing broken at street



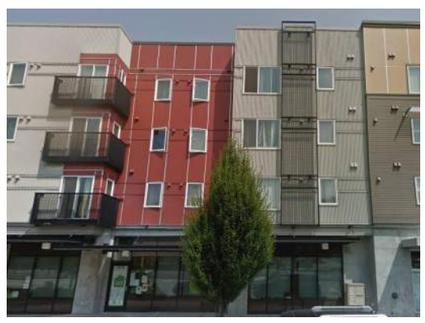
Buffer along MLK - mix of trees, plants in ROW



Hardscape - mix of boulders, concrete and wood



MLK townhomes -courtyard / entry off busy street



New mixed use structure on MLK



Buffer along MLK way - plants/trees in ROW



Development on MLK - no connection to street

## UNIQUE STRUCTURES ALONG MLK



Temple on MLK with unique roof design



ACRS - mix of panel, lap siding and simple openings




Teen Center on MLK - Metal / White Panels



New Housing on Alaska Ave

## COMMON MATERIALITY



Entry that is slightly raised off street and recessed



Large windows with simple building form

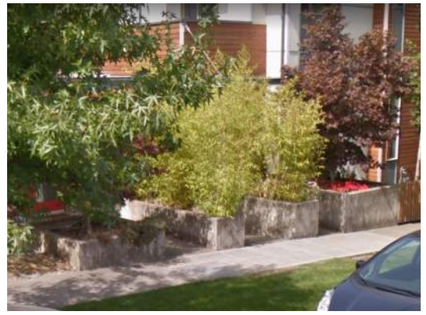


Wood cladding, panel and lap siding - simple colors



Single family homes in Columbia City

## LANDSCAPE / HARDSCAPE



Linear concrete planters



Planters to buffer entry procession



**Pathways separated from private porches**



Low concrete walls with terraced planting


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

p: 206.267.9277
w: www.hybridarc.com



# CS1: NATURAL SYSTEMS AND SITE FEATURES

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

### B. SUNLIGHT AND NATURAL VENTILATION

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

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

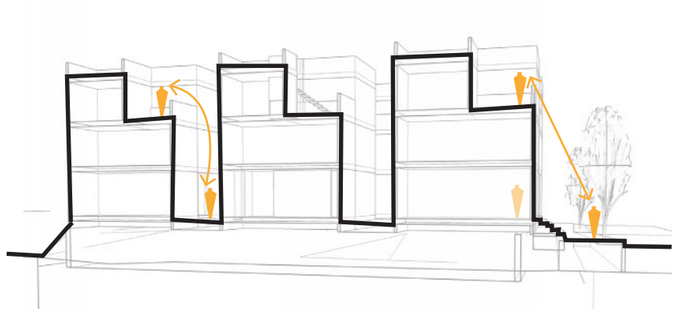
# CS2: URBAN PATTERN AND FORM

*Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.*

### C. RELATIONSHIP TO THE BLOCK

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

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



# PL1: CONNECTIVITY

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

### A. NETWORK OF OPEN SPACES

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

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

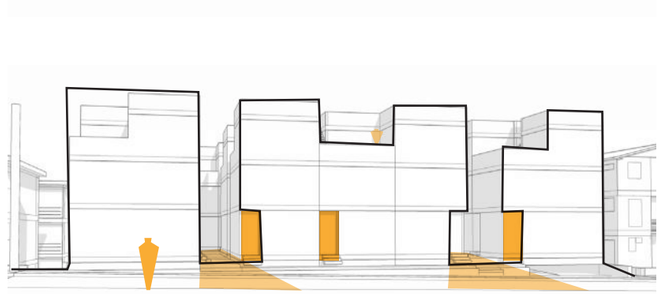
# PL2: WALKABILITY

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

### B. SAFETY AND SECURITY

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

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



### D. WAYFINDING

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

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

# PL3: STREET-LEVEL INTERACTION

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

### B. RESIDENTIAL EDGES

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

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


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com



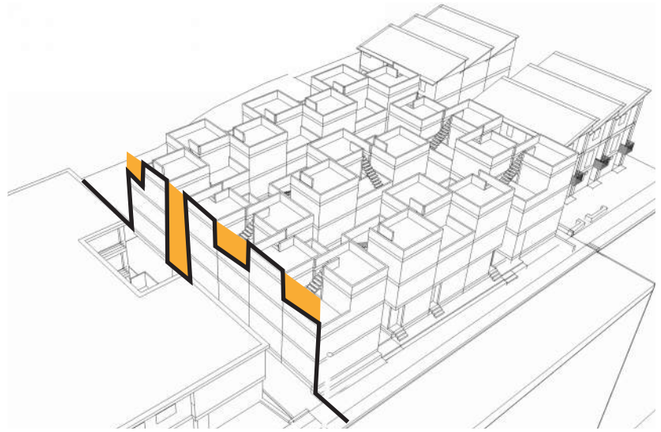

# DC1: PROJECT USES AND ACTIVITIES

*Optimize the arrangement of uses and activities on site.*

## C. PARKING AND SERVICE USES

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

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



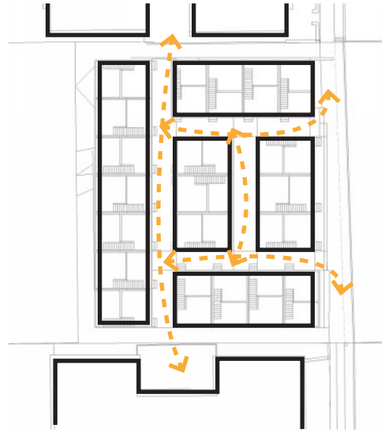
# DC2: ARCHITECTURAL CONCEPT

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

## A. MASSING

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

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



# DC3: OPEN SPACE CONCEPT

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

## B. OPEN SPACE USES AND ACTIVITIES

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

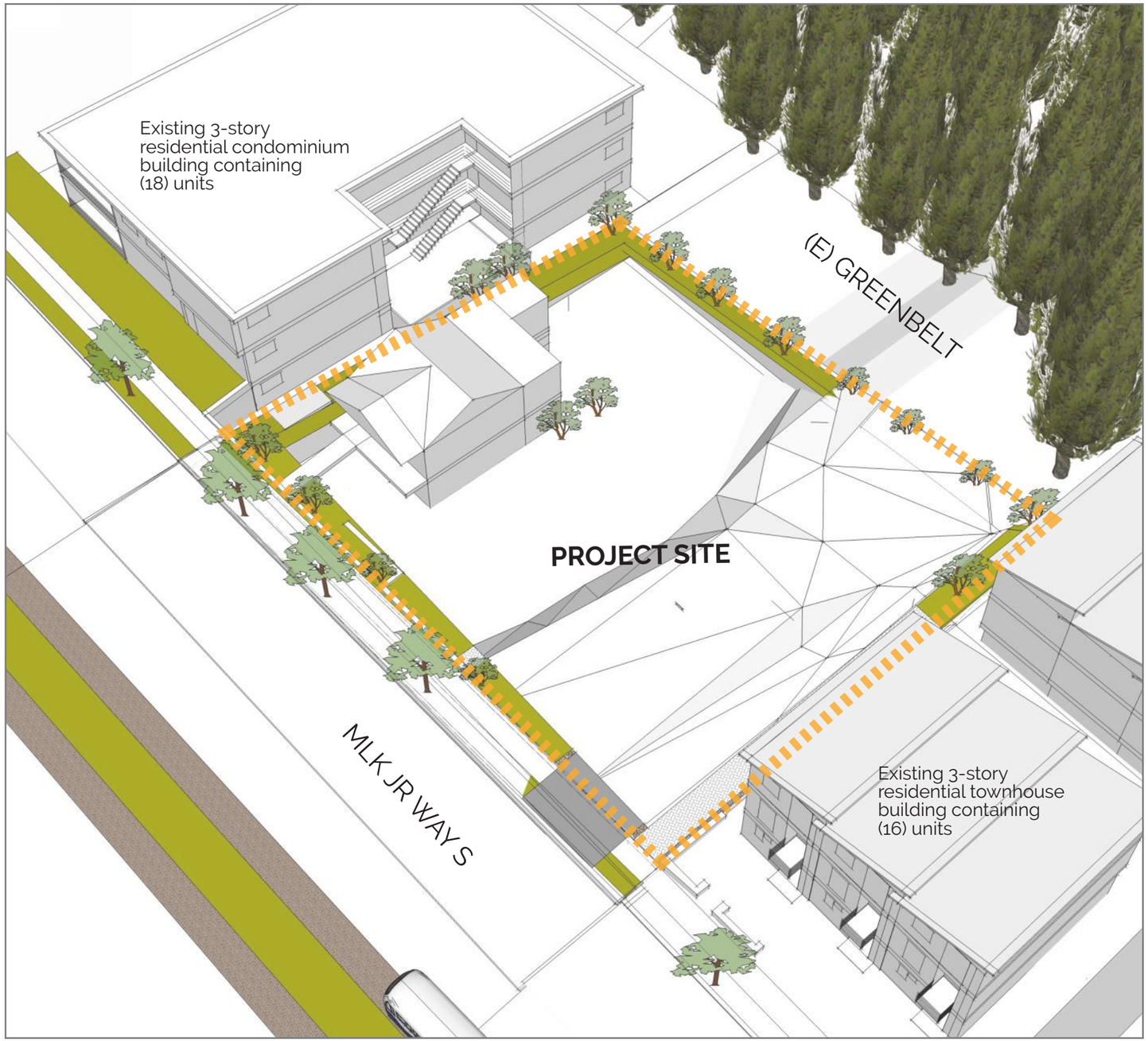
Create open courtyards of various scales that people can traverse, occupy and observe. These spaces should be a mix of common and private that help provide strategic privacy while also aiding in increasing interaction amongst residents.


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

## ZONING SUMMARY

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

## EXISTING SITE AERIAL






HYBRID

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

p: 206.267.9277
w: www.hybridarc.com

# DESIGN CONCEPT STRATEGY



## 1 -BREAK UP THE BLOCK

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

## 2 - ERODE THE EDGES

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

## 3 - PROTECTED PATHWAYS

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

## 4 - GREEN HEART

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


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

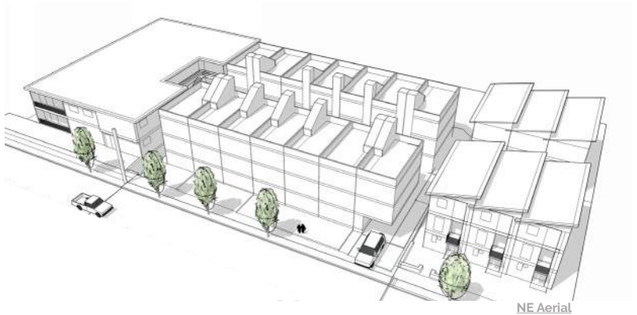
# EDG #2 MASSING SUMMARY



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

**p:** 206.267.9277
**w:** www.hybridarc.com

# EDG #2 REVISED SCHEME SUMMARY



NE Aerial

## 1: Canyon Court

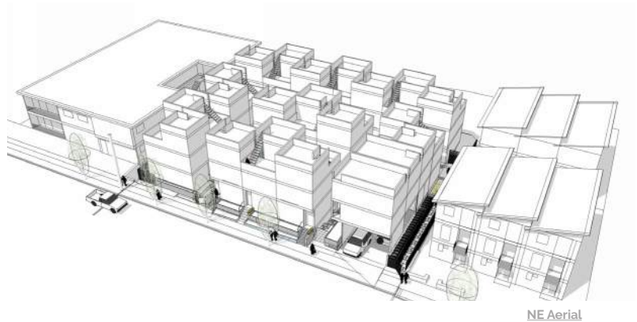
14 Townhouse Units
1,300 sf average (gross)

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

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

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

### Departures
- none



NE Aerial

## 2: EDG #1

21 Townhouse Units
830 sf average (gross)

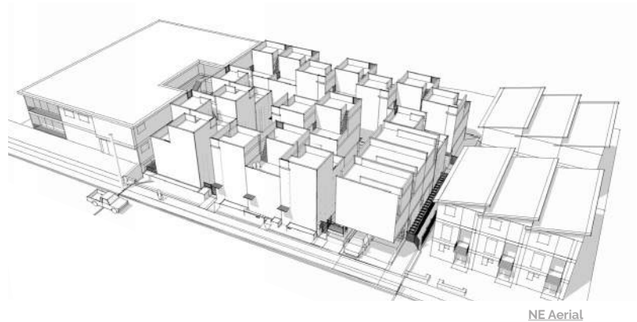
| | |
|---|---|
| Proposed FAR: | 17,000 sf |
| Max FAR: | 17,011 max) |
| Parking: | 24 vehicular spots within level 1 garage (12 reg / 16 tandem) |
| Amenity Area: | 2,800 sf (pr - ground) 6,000 sf (pr - roofdeck) |

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

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

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

PREFERRED SCHEME



NE Aerial

## 3: EDG 2 - Court Yards

*preferred*

20 Townhouse Units
830 sf average (gross)

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

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

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

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


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# 3: EDG 2 - Court Yards

*preferred*

20 Townhouse Units
830 sf average (gross)

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

## Positive

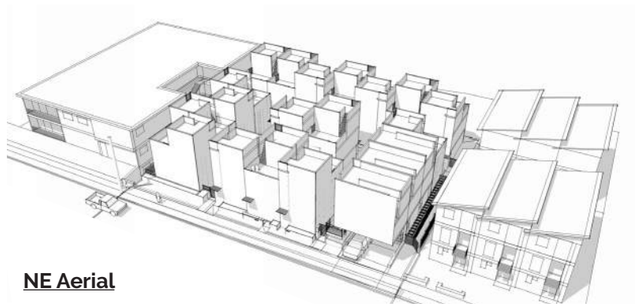
- Enlarged central amenity areas and walkways
- Below Grade Parking Garage - allows for at grade private amenity area
- Facade along MLK Way is broken up with pedestrian entryways that are screened with planters and secured with gates.

## Negative

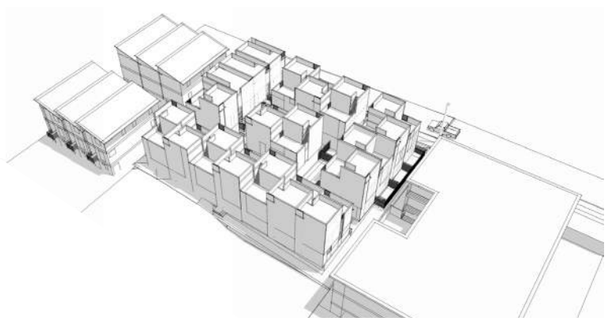
- Long facade along rear property line
- Some units face side property lines

## Departures

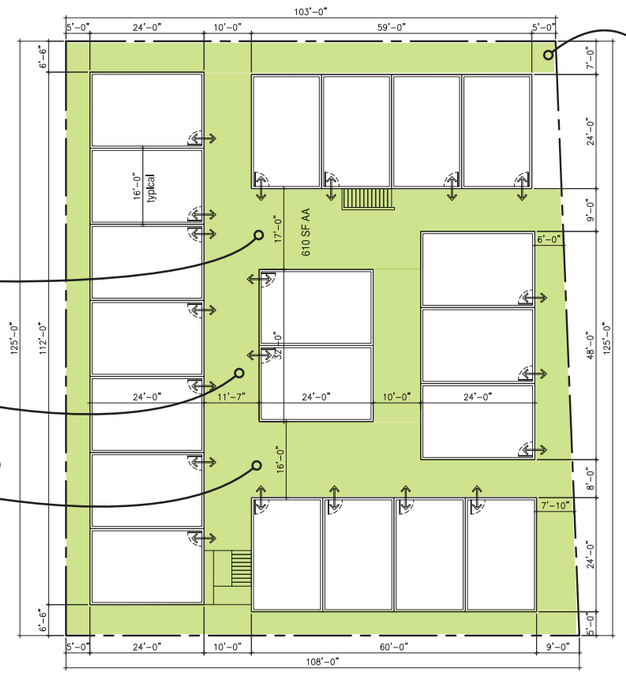
- side setback - 23% departure south / 2% departure north
- facade length - 22% departure (n) / 20% departure (s)



**NE Aerial**



**SW Aerial**



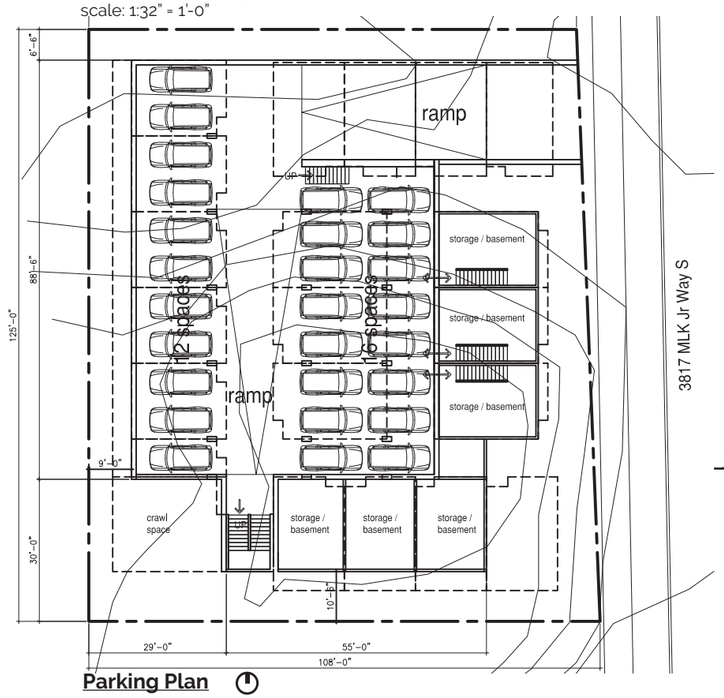

**+113%**
**Larger north courtyard**

**+16%**
**wider interior courtyard**

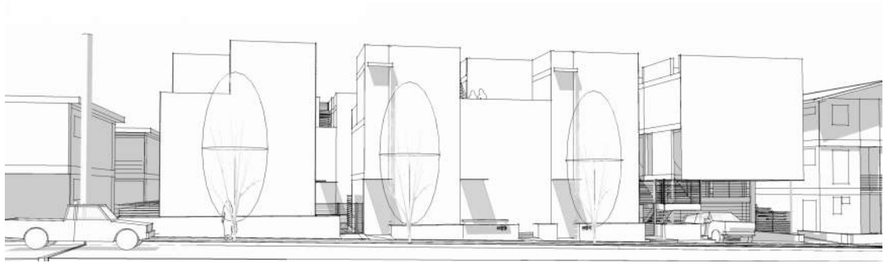
**+106%**
**Larger south courtyard**

**Front Setback Departure no longer requested. 5'-0" min setback for greater visibility at garage entry.**

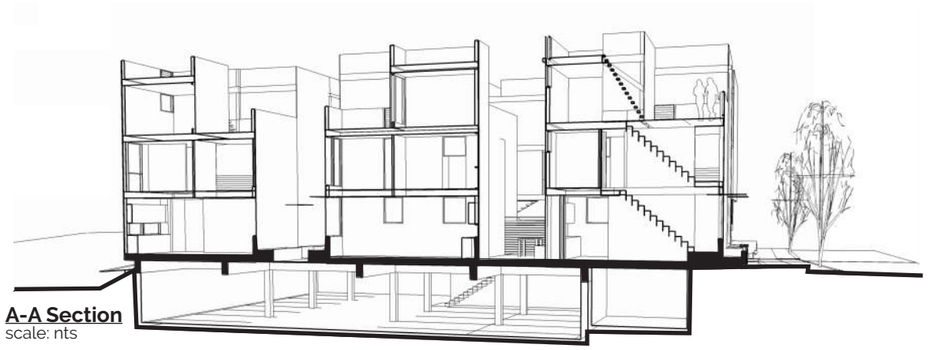
**Typical Plan**
scale: 1:32" = 1'-0"



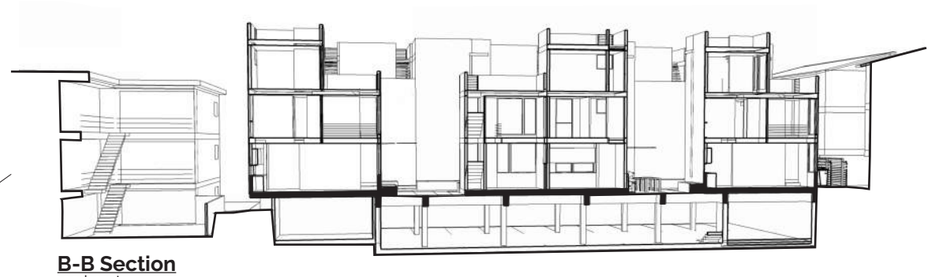

**Parking Plan**
scale: 1:32" = 1'-0"



**Street Perspective**



**A-A Section**
scale: nts



**B-B Section**
scale: nts



HYBRID

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

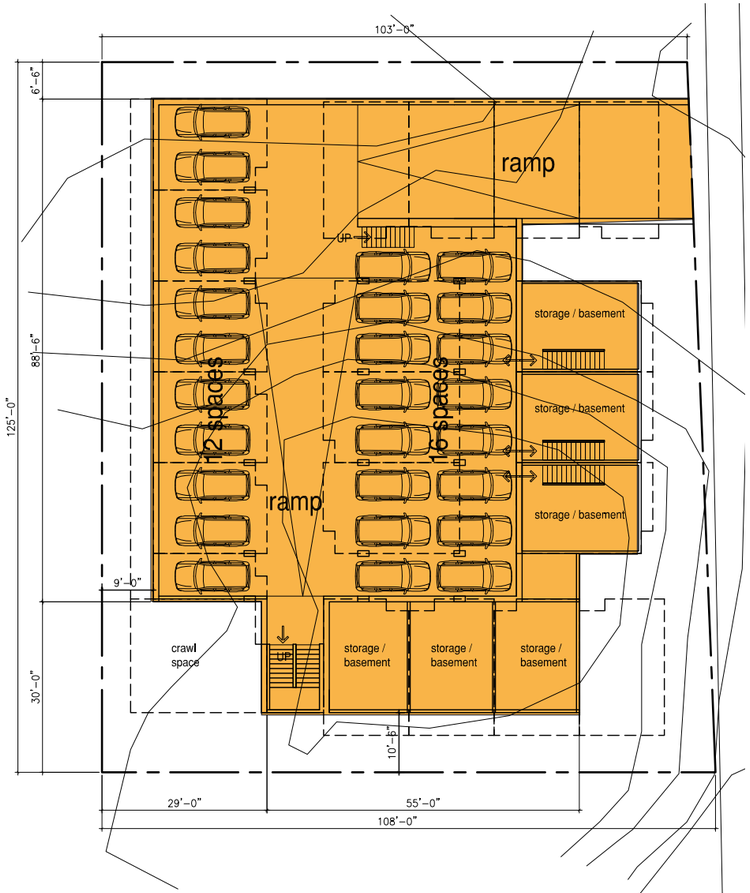
**p:** 206.267.9277
**w:** www.hybridarc.com



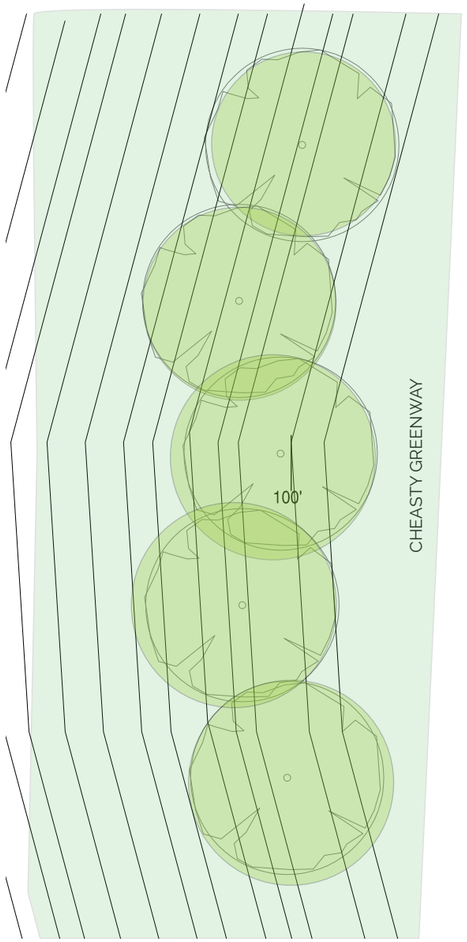



**Site Section**
scale: 1:20

# SITE DEVELOPMENT




**Garage Level Plan**
scale: 1:30







**Site Plan**
scale: 1:30


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com



**East Elevation along MLK Way**


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com



**West Elevation along Greenway**


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

p: 206.267.9277
w: www.hybridarc.com

# EDG #2 - DESIGN GUIDANCE SUMMARY

The second early design guidance meeting was held on **September 25th, 2018.** The public comment and board design guidance summary can be found on the following page.


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
**p:** 206.267.9277
**w:** www.hybridarc.com

# The board supported the design evolution of the site configuration, which incorporates more open space in the interior courtyards and additional usable amenity space.

## PUBLIC COMMENT

**The following public comments were offered at this meeting:**

- Concerned with the proposed location of the trash/ recycling enclosures and the logistics on trash pickup day.
- Concerned with the design of the fencing along the north property line and the relationship it will have with the existing fence.
- Concerned with the potential odor impact of the trash on the adjacent property to the north.
- Suggested incorporating more trees or walking paths to blend into the environment on the west side facing the Cheasty Greenspace.
- Suggested the east façade facing MLK should be busy while the west façade facing Cheasty should be peaceful.

### PRIORITIES & BOARD RECOMMENDATIONS

Following the presentation of the Second Early Design Guidance Meeting, the design review board identified 6 areas for recommendation including:

1. **Massing & Site Configuration**
2. **Facade Composition**
3. **Vehicular Access and Design**
4. **Primary Entries**
5. **Landscaping / Amenity Areas**
6. **Recycling and Waste Location**

## EDG GUIDANCE:

### PRIORITIES & BOARD RECOMMENDATIONS

#### 1. Massing & Site Configuration Response:

The Board supported the design evolution of the site configuration, which incorporates more open space in the interior courtyards. The updated design also pulls back the massing at the driveway entrance to increase visibility and improve pedestrian safety. (CS2-D-1. Existing Development and Zoning)

a. The Board supported the reconfiguration of the site, which created larger, more usable amenity areas and provided more separation between the primary entries to allow for secure transitional spaces. (CS1-B-2. Daylight and Shading, DC1-A-2. Gathering Places)

b. The Board was concerned with potential privacy issues between the individual units and with the adjacent properties. The Board directed the applicant to provide unit-to-unit privacy studies and privacy studies showing the relationship between the townhomes and adjacent properties to the north and south of the development site. (CS2-D-5. Respect for Adjacent Sites)

#### 2. Facade Composition:

a. The Board supported the composition of the street-facing façades, highlighting the upper level modulation proposed and the use of a simple material palette to reinforce these shifts in the massing. (DC2-B-1. Façade Composition)

b. The Board supported the use of a monotone material palette and directed the applicant to use accent color to complement the proposed façade articulation. The Board also directed the applicant to develop a design that provides more visual interest on the street-facing façade. (DC2-C-1. Visual Depth and Interest, DC4-A-1. Exterior Finish Materials)

c. Echoing public comment, the Board directed the applicant to develop a fenestration strategy for the façade facing the greenbelt that complements the greenspace and provides an opportunity to establish a visual connection with the units. (DC2-B-1. Façade Composition)

#### 3. Vehicular Access and Design Integration:

a. The Board supported the redesign of the garage entry which minimizes the massing at the property line improving vehicular sight lines and pedestrian safety. The Board also supported the delineation of the driveway through a change in the hardscape, making the transition between the sidewalk and driveway is easily identifiable. (DC1-B-1. Access Location and Design, DC4-D-2. Hardscape Materials)

b. The Board supported the cladding of the garage ceiling at the entry in a wood soffit to help mark the entry and better integrate with the overall design language. The Board also instructed the applicant to maintain the transparency above the garage door to improve sight lines. (DC1-B-1. Access Location and Design, DC4-A-1. Exterior Finish Materials)

### PRIORITIES & BOARD RECOMMENDATIONS (CONTINUED)

#### 4. Primary Entries:

The Board supported the use of gated stoops, raised planters, and elevated entries to provide a buffer from the right of way. The Board also supported the use of these elements for the interior units providing a buffer from public to private. (PL3-A-4. Ensemble of Elements, PL3-B-1. Security and Privacy)

#### 5. Landscaping / Amenity Areas:

a. The Board supported the inclusion of larger amenity areas on the interior of the site, providing an opportunity for more interaction among the residents. (PL1-B-3. Pedestrian Amenities, DC3-B-1. Meeting User Needs)

b. The Board directed the application to develop a design for the pedestrian pathways and amenity areas that enhance the pedestrian experience. The Board suggested adding texture at the ground level through the use of hardscape materials to enhance and support the character of the façades. (PL1-B-3. Pedestrian Amenities, DC4-D-2. Hardscape Materials)

#### 6. Recycling and Waste Location:

Echoing public comment, the Board was concerned with the proposed design and location of the recycling and waste enclosures, which are adjacent to the garage entry along the north property line. The Board directed the applicant to consider how trash pickup will operate on collection days, the design of the fencing surrounding this area, and to design the screening to minimize potential impacts on the adjacent property. (DC1-C-4. Service Uses)

### DEVELOPMENT STANDARDS DEPARTURES

At the time of the SECOND Early Design Guidance meeting, the following departures were requested:

**1. Rear Setback (SMC 23.45.518- Table A)**: The Code requires a 5'-0" minimum and 7'-0" average rear setback. The applicant is requesting a 2' reduction in the average rear setback.

The Board indicated support for a 2' reduction in average rear setback for the site.

**2. Side Setbacks (SMC 23.45.518- Table A):** The Code requires a 5'-0" minimum and 7'-0" average side setback. The applicant is requesting a 1' 7" reduction in the average side setback along the south property line and a 2" reduction in the average side setback along the north property line.

The Board was not concerned with the overall scope of this departure and indicated support as the departure allows for more access to light and air in the interior of the development site.

**3. Façade Length (SMC 23.45.527):** The Code requires that the façade length not exceed 65 percent of the lot length. The applicant is requesting an increase in the façade length along both the north and south property lines. There is a 67'-0" max façade length along the north property line. The applicant is proposing a façade length of 83'-0", a 22 percent increase. The max façade length along the south property line is 70'-2". The applicant is proposing a façade length of 84'-0" along this property line as well; a 20 percent increase.

The Board indicated support for this departure as it allows for increased open space at the interior of the development site.


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# PROJECT DESIGN EVOLUTION - FROM EDG #2 TO REC

**BEFORE WE DISCUSS OUR RESPONSE TO DESIGN GUIDANCE, WE NEED TO TALK ABOUT THE DESIGN EVOLUTION**

During the past two years since the Second Early Design Guidance meeting, the project continued to develop, building upon the strength of the board's guidance and the Seattle Design Guidelines. However, there were a few unforeseen obstacles that led the design, owner and engineering team through a design evolution phase that scaled back the overall development initially proposed for the site. The project does still retain it's essential essence and unique preferred design massing solution and through the careful development and the board's recommendations, the project has maintained it's architectural character and internal amenity space. An outline of the changes and the circumstances that created those changes are summarized below:

## CIRCUMSTANCE ONE

**Geo Reviewer and Soils explorations confirmed Soil Classification F (worse than assumed)**

-Initial upper layer over deep liquefiable soil layer (very unstable)
-Below grade structure would be extensive and heavy to resist sliding
-Design flipped to take advantage of natural bowl for ramp and garage (fill in the whole on site)

## CIRCUMSTANCE TWO

**Deep auger cast foundations would have been required for garage and elevated slab / courtyard because of the poor soil conditions**

- Costs of deep auger casts would be detriment to the project
- The project was therefor split into smaller groupings of larger townhomes with wood and steel seismic systems
- Simple site retaining wall suitable for soil stabilization ( because less soil is removed with the revised design strategy)
- Proposal is able to use pin piles (more affordable)

# PREFERRED SCHEME: FROM EDG #2

## 3: EDG 2 - Court Yards

20 Townhouse Units
830 sf average (gross)

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

### Positive

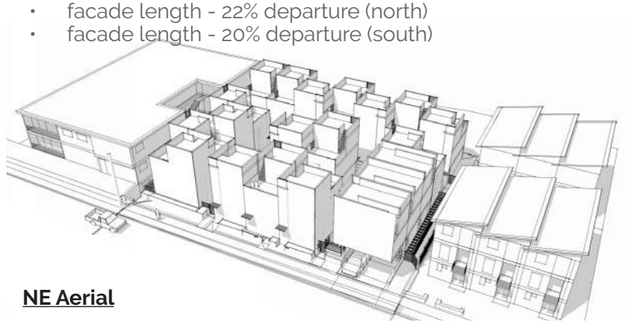
- Enlarged central amenity areas and walkways
- Below Grade Parking Garage - allows for at grade private amenity area
- Facade along MLK Way is broken up with pedestrian entry ways that are screened with planters and secured with gates.

### Negative

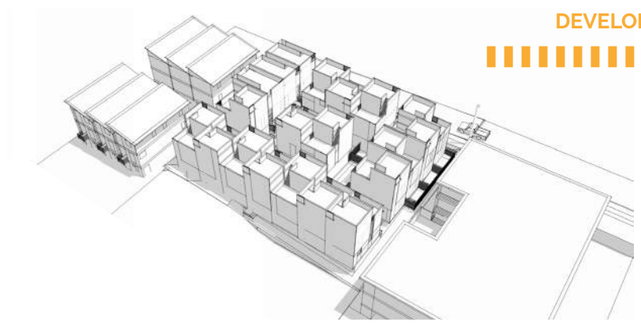
- Long facade along rear property line
- Some units face side property lines

### Departures

- side setback - 23% departure south / 2% departure north
- rear setback - 2' reduction in setback
- facade length - 22% departure (north)
- facade length - 20% departure (south)



NE Aerial



SW Aerial

DEVELOPMENT

# PREFERRED SCHEME: RECOMMENDATION

## 3: EDG 2 - Court Yards

`14 Townhouse Units
1,050 sf average (gross)

| | |
|---|---|
| Proposed FAR: | 16,992 sf |
| Max FAR: | 17,011 max) |
| Parking: | 12 vehicular spots within level 1 garage 14 bicycle parking spots |
| Amenity Area: | 6,964 sf (total) |

### Positive

- Enlarged central amenity areas and walkways
- Below Grade Parking Garage - allows for at grade private amenity area and separation of people and cars
- Facade along MLK Way is broken up with residential entry ways that are screened with planters and secured with gates.

### Negative

- Less amount of units at east, street facing property line
- Some units face side property lines

### Departures

- side setback - 14.7% departure north and south
- front setback - 19.2% departure for average setback
- rear setback - 18.75% departure for average setback
- facade length - 22% departure (north side only)



NE Aerial



SW Aerial



HYBRID

© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# **PROJECT DESIGN** DEVELOPMENT




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

**p:** 206.267.9277
**w:** www.hybridarc.com

# PROJECT DESIGN DEVELOPMENT - SITE PLAN



14 Townhouse Units
1,050 sf average (gross)

| | |
|---|---|
| Proposed FAR: | 16,992 sf |
| Max FAR: | 17,011 max) |
| Parking: | 12 vehicular spots within level 1 garage<br>14 bicycle parking spots |
| Amenity Area: | 6,964 sf (total) |

## Positive

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

## Negative

- Less amount of units at east, street facing property line
- Some units face side property lines

## Departures

- side setback - 14.7% departure north and south
- front setback - 19.2% departure for average setback
- rear setback - 18.75% departure for average setback
- facade length - 22% departure (north side only)

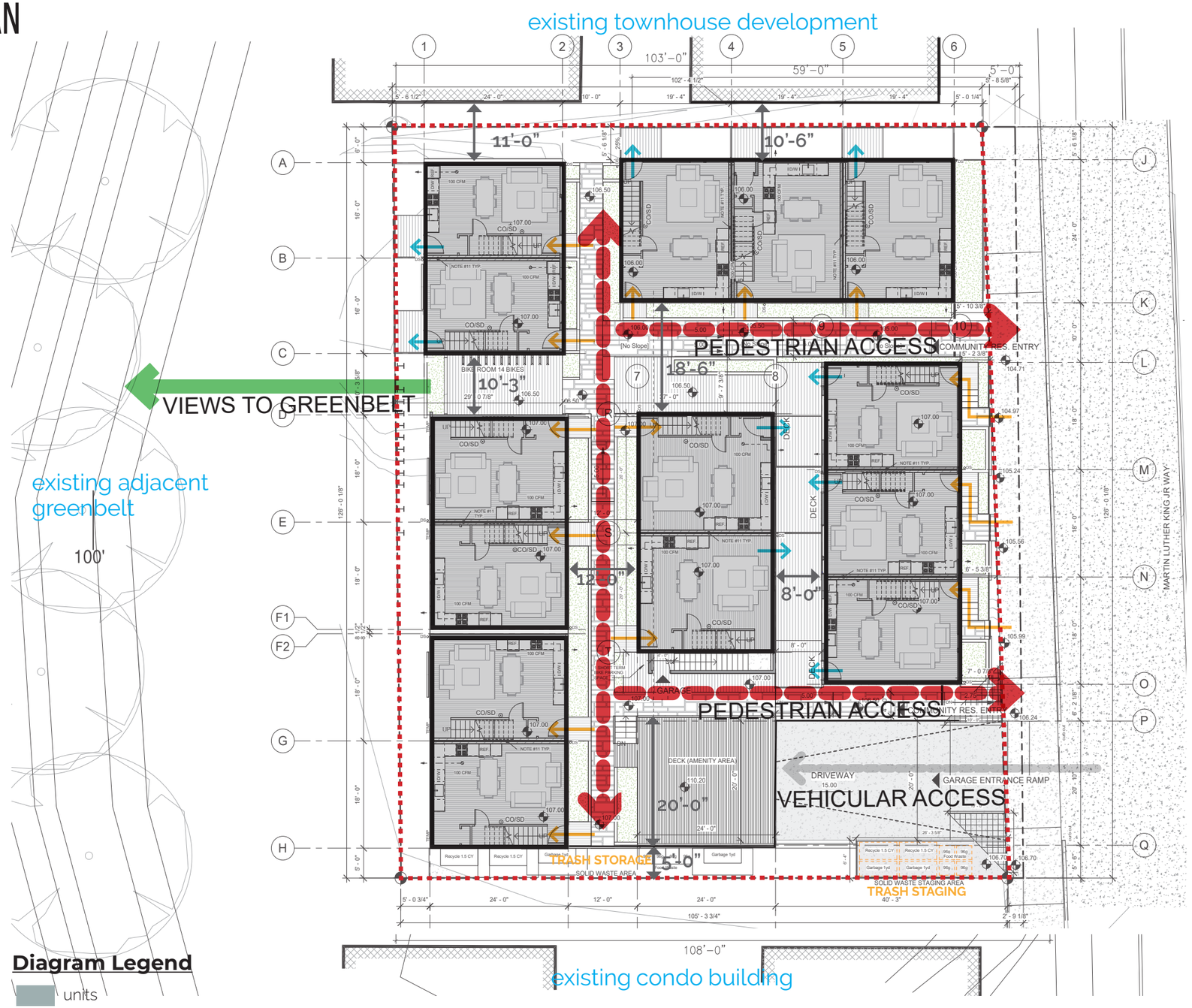



**Diagram Legend**

- units
- front door
- back door

**Ground Floor Plan**
Scale: NTS



HYBRID

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

p: 206.267.9277
w: www.hybridarc.com

# MASSING AND SITE CONFIGURATION

## Response to Guidance

1




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

p: 206.267.9277
w: www.hybridarc.com

# The board supported the reconfiguration of the site, which created larger, more usable amenity areas and provided separation between the primary entries to allow for secure transitional spaces.

**EDG DESIGN GUIDANCE:**

1. **Massing & Site Confguration:**

The Board supported the design evolution of the site configuration, which incorporates more open space in the interior courtyards. The updated design also pulls back the massing at the driveway entrance to increase visibility and improve pedestrian safety. (CS2-D-1. Existing Development and Zoning)

a. The Board supported the reconfiguration of the site, which created larger, more usable amenity areas and provided more separation between the primary entries to allow for secure transitional spaces. (CS1-B-2. Daylight and Shading, DC1-A-2. Gathering Places)

**RESPONSE:**

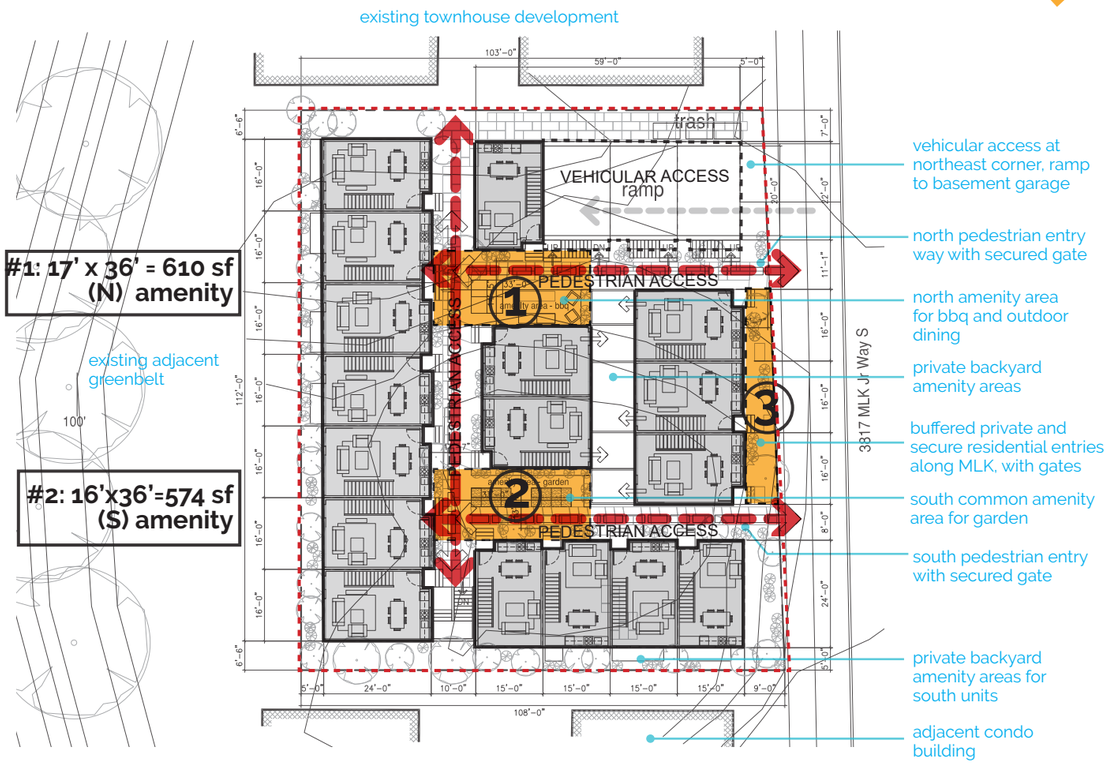
The design of configuration of the site has been maintained through the recommendation stage in order to incorporate two large central open space amenity areas for the development.

The main driveway ramp was relocated to the south in order to take advantage of the natural site topography which slopes down from MLK approximately 8' to the west. This allows additional open space to the condo building to the south, which units being relocated to the north part of the site. Additionally a 10'-0" sight triangle and a change in hardscape material increases visibility and improves pedestrian safety.

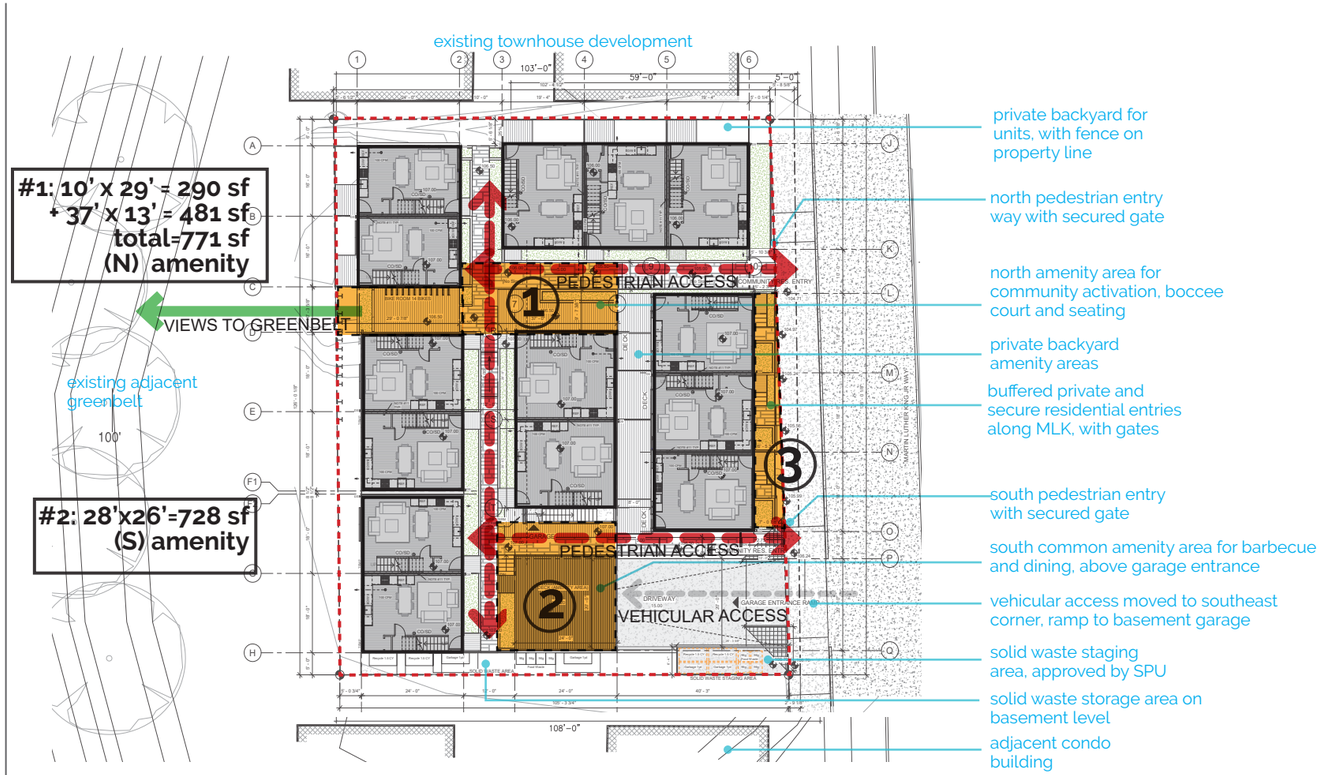
Along MLK, 3'-0 high planters, and raised entry stoops with secure gates buffer the street-facing units from the public domain of the sidewalk, creating a secure transitional space to the elevated unit. Additional overhead weather protection shields residents from the elements during the rainy season.

## EDG #2 Massing

DEVELOPMENT




## Recommendation



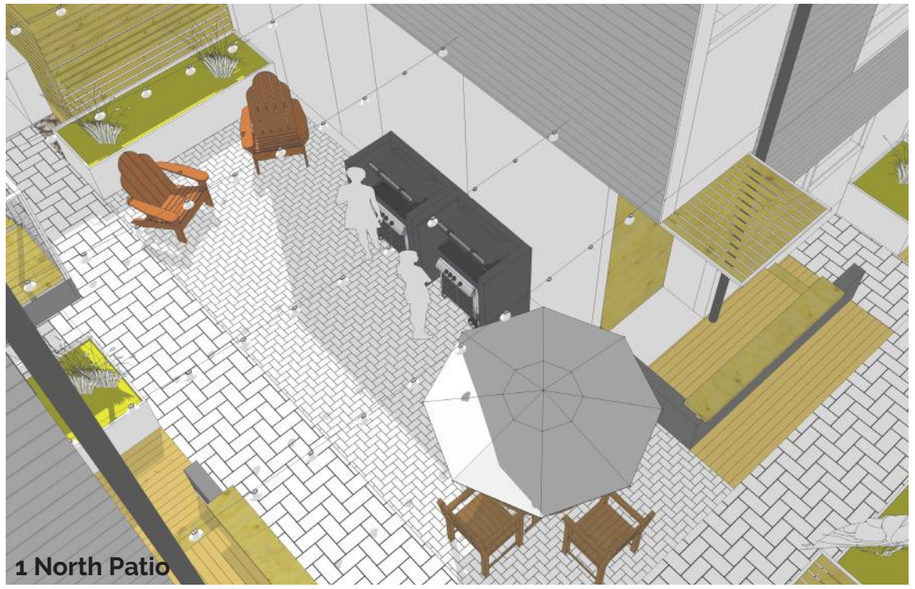



HYBRID

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

p: 206.267.9277
w: www.hybridarc.com

# EDG#2


1 North Patio


2 South Patio

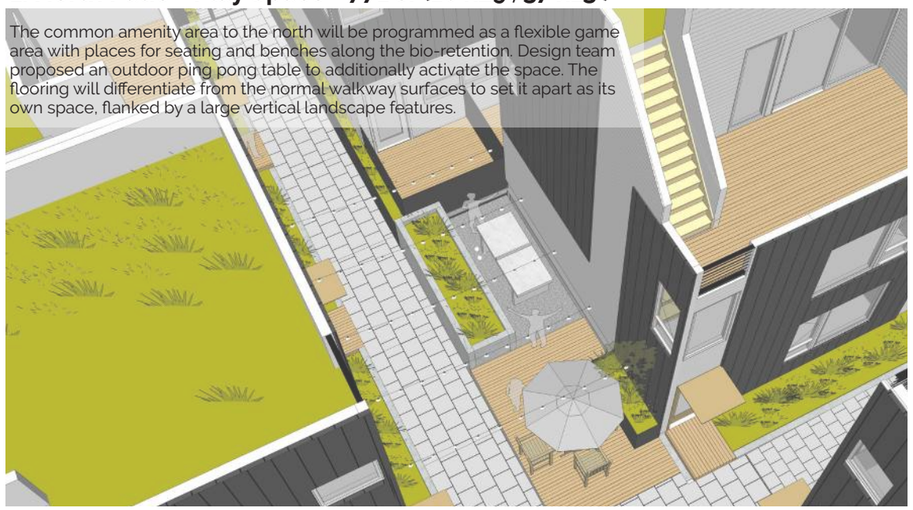


3. Raised Unit Entry off MLK

# Recommendation

## 1. North Patio - Play Space - 771 sf (10'x29', 37'x13')

The common amenity area to the north will be programmed as a flexible game area with places for seating and benches along the bio-retention. Design team proposed an outdoor ping pong table to additionally activate the space. The flooring will differentiate from the normal walkway surfaces to set it apart as its own space, flanked by a large vertical landscape features.



## 2. South Patio - BBQ and Dining - 728 sf (28'x26')

The southern patio features a generous entertaining deck for the residents to use. A green screen wall to the south buffers the amenity from the adjacent building to the south. There will also be space for potted plants, seating and a larger dining and barecue area all above the garage vehicular entry.



## 3. Dwelling Unit Entry off MLK - Steps and Long Planter

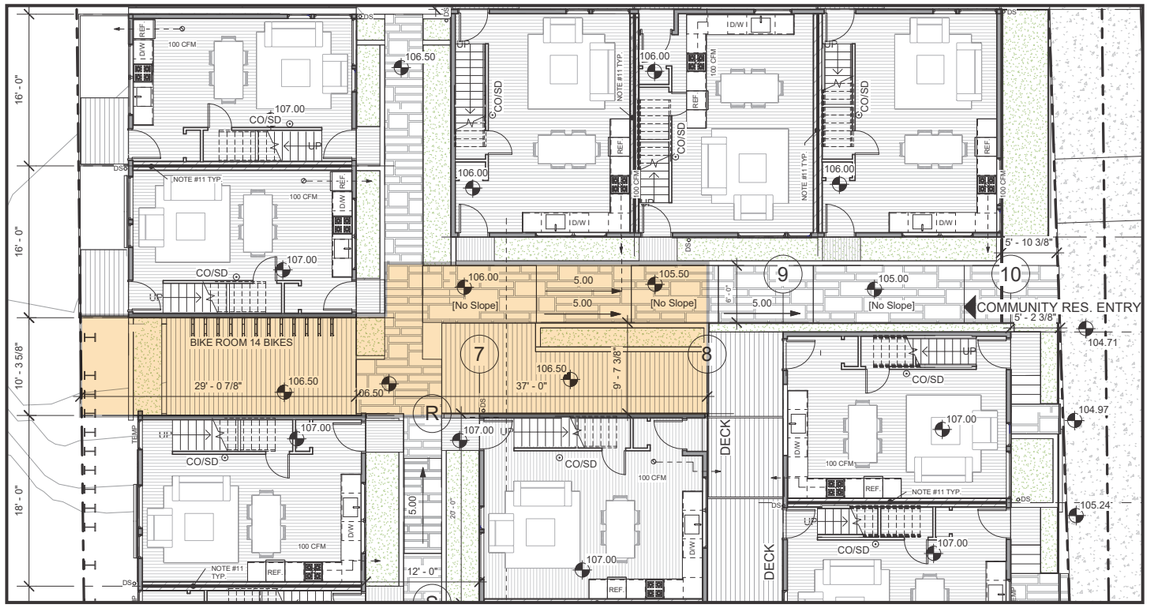
The residential units located off MLK have been designed to buffer against the public sidewalk and to provide security and visual identity for the building. Privacy is maintained between the more active sidewalks and the units through a 30"-36" long raised planter and gate to the residential units. The paving will be differentiated at these gates and a series off concrete steps bring residents to the unit entry, complete with lighting, a bright accent color and overhead weather protection.



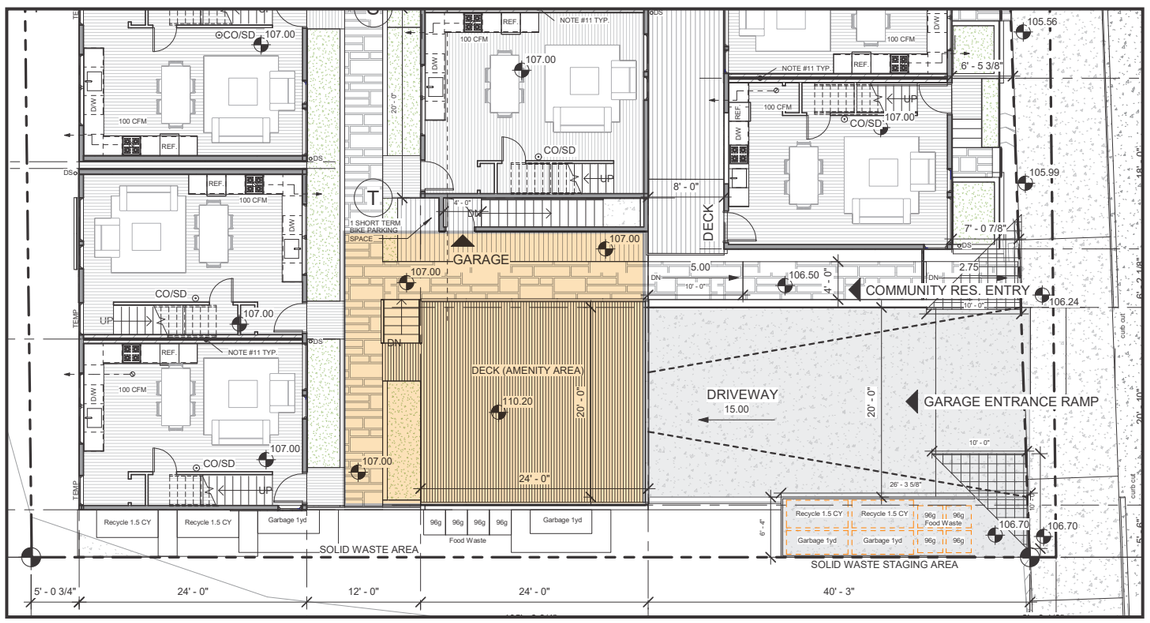

© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122

p: 206.267.9277
w: www.hybridarc.com

# Recommendation Development




North Amenity Area Design Development, Plan




South Amenity Area Design Development, Plan

## MLK Primary Unit Entires off MLK




# Recommendation Development Objectives

1. Maintain Open Space Concept
2. Transitional Space at Residential Entries
3. Pedestrian Safety Near Garage Entrance
4. Activate Pedestrian Pathways

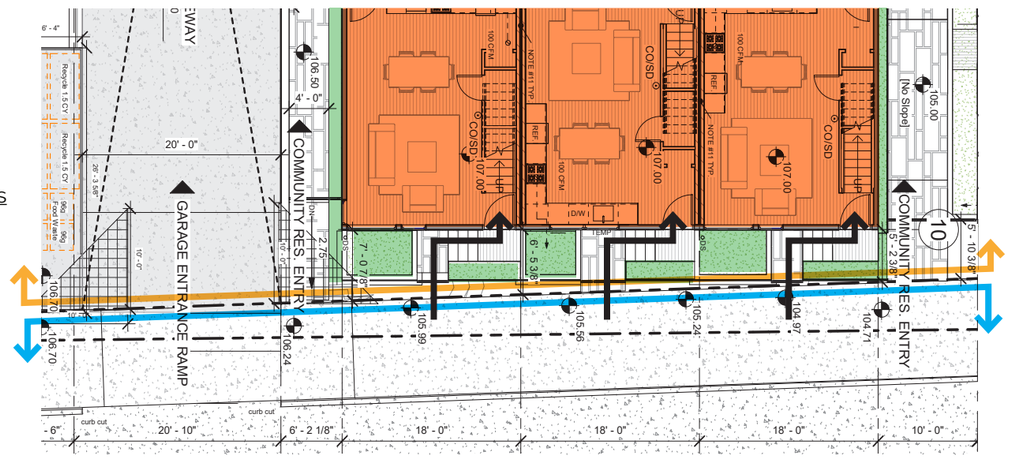
## Plans

Creating Transition Zones

PRIVATE

SEMI-PUBLIC

PUBLIC




MLK Unit Entry Plan



HYBRID

© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# The board was concerned with potential privacy issues between the individual units and the adjacent properties. The board directed the applicant to provide unit-to-unit privacy studies and privacy studies between the adjacent properties on the north and the south.

**EDG DESIGN GUIDANCE:**

1. **Massing & Site Configuration:**

b. The Board was concerned with potential privacy issues between the individual units and with the adjacent properties. The Board directed the applicant to provide unit-to-unit privacy studies and privacy studies showing the relationship between the townhomes and adjacent properties to the north and south of the development site. (CS2-D-5. Respect for Adjacent Sites)

**RESPONSE:**

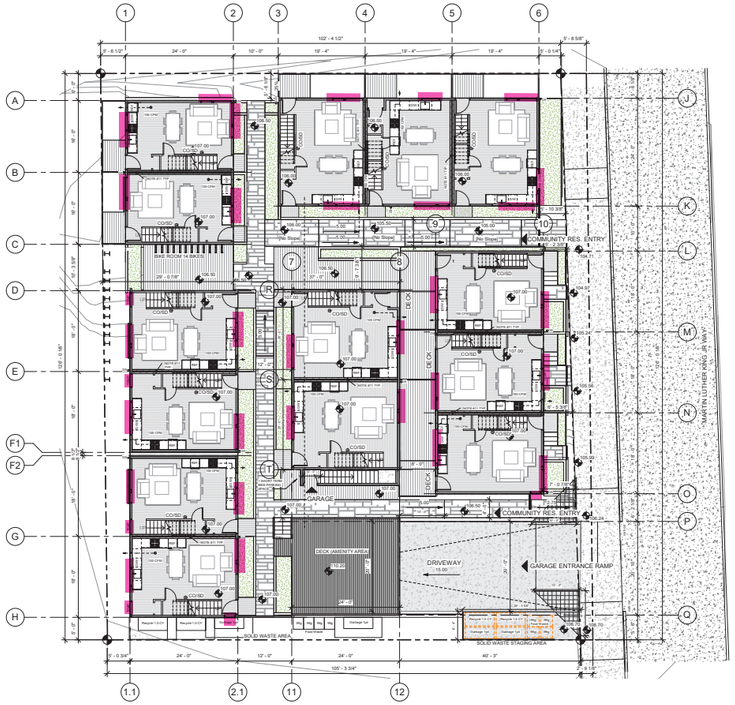
The window fenestration has been carefully considered throughout the development in an effort to provide privacy within the interior of each unit. The design, which flips each unit mass horizontally back and forth helps to modulate the facade and provide unit-to-unit privacy through the window location for each block.

The diagrams below help to show the window pattern from unit to unit within the interior of the development. Additionally, privacy studies have been conducted to prevent any privacy issues from unit to unit on site as well as to the adjacent properties on the north and the south.

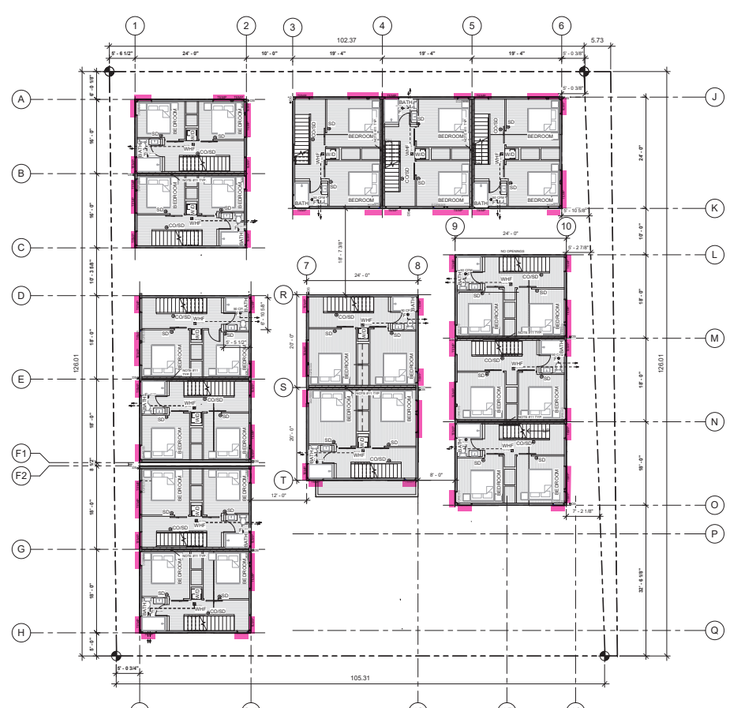
The design aims to respect adjacent sites and buffer against any sight line issues through landscape, fenestration patterns and screening.

**LEGEND:**

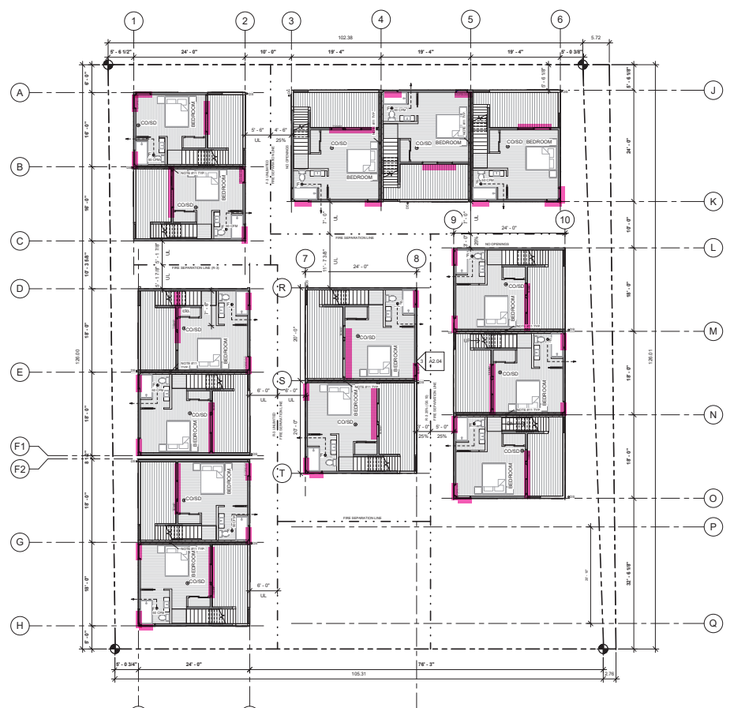
WINDOW PATTERN ON EACH FACADE




Main Level Plan - Privacy Study



Second Level Plan - Privacy Study



Third Level Plan - Privacy Study


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# Internal Development Privacy Studies

**EDG DESIGN GUIDANCE:**

1. **Massing & Site Configuration:**

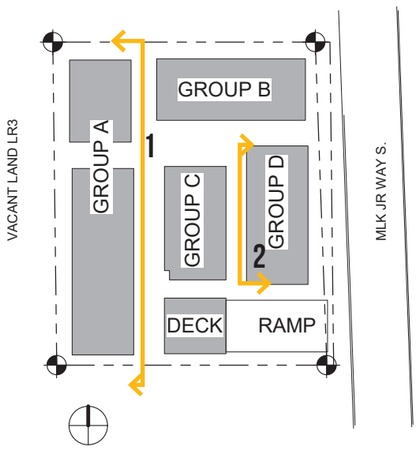
b. The Board was concerned with potential privacy issues between the individual units and with the adjacent properties. The Board directed the applicant to provide unit-to-unit privacy studies and privacy studies showing the relationship between the townhomes and adjacent properties to the north and south of the development site. (CS2-D-5. Respect for Adjacent Sites)

**PRIVACY STUDY LEGEND**

Adjacent Unit Window Pattern:




**1- Ground A Units: Privacy Study**







**2 - Ground D Units: Privacy Study**



HYBRID

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

p: 206.267.9277
w: www.hybridarc.com

# Internal Development Privacy Studies

**EDG DESIGN GUIDANCE:**

1. **Massing & Site Configuration:**

b. The Board was concerned with potential privacy issues between the individual units and with the adjacent properties. The Board directed the applicant to provide unit-to-unit privacy studies and privacy studies showing the relationship between the townhomes and adjacent properties to the north and south of the development site. (CS2-D-5. Respect for Adjacent Sites)

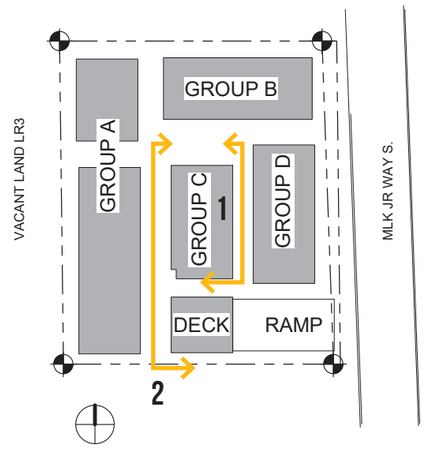
**PRIVACY STUDY LEGEND**

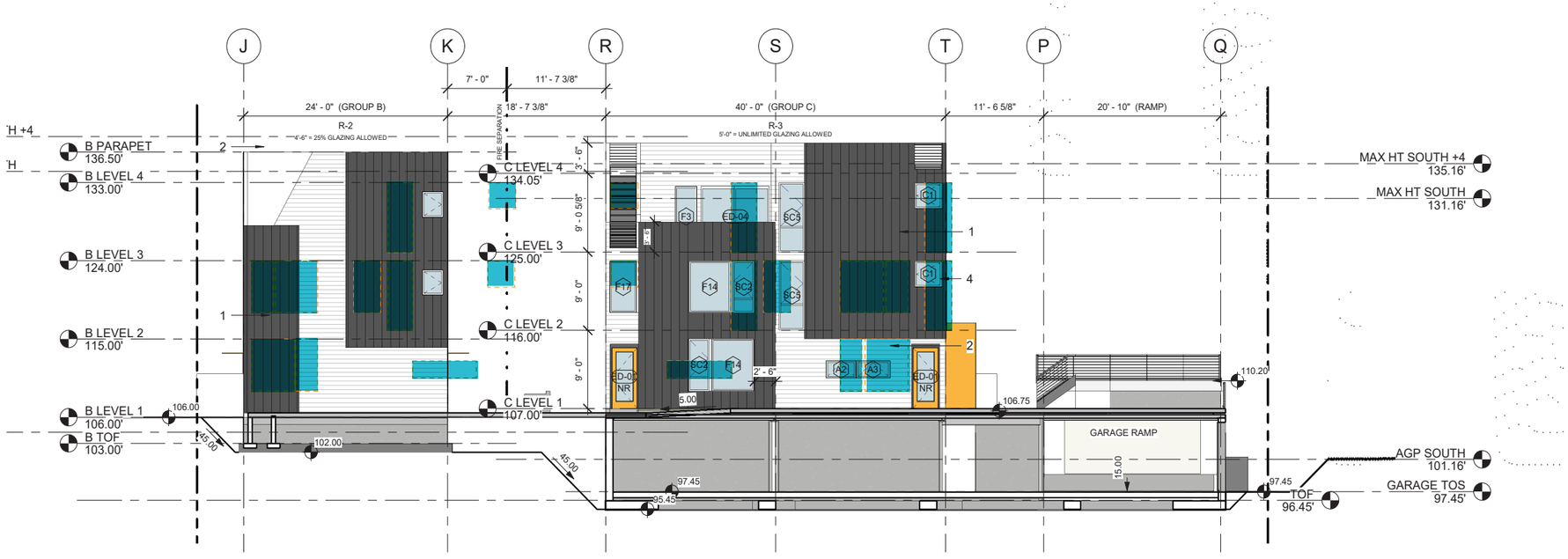
Adjacent Unit Window Pattern:




**1 -Ground C Units: Privacy Study**

East Elevation




**2- Ground C Units: Privacy Study**

West Elevation


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# North / South Neighbor Privacy Studies

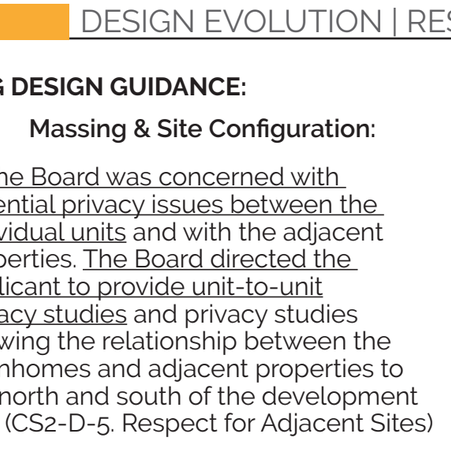
**EDG DESIGN GUIDANCE:**

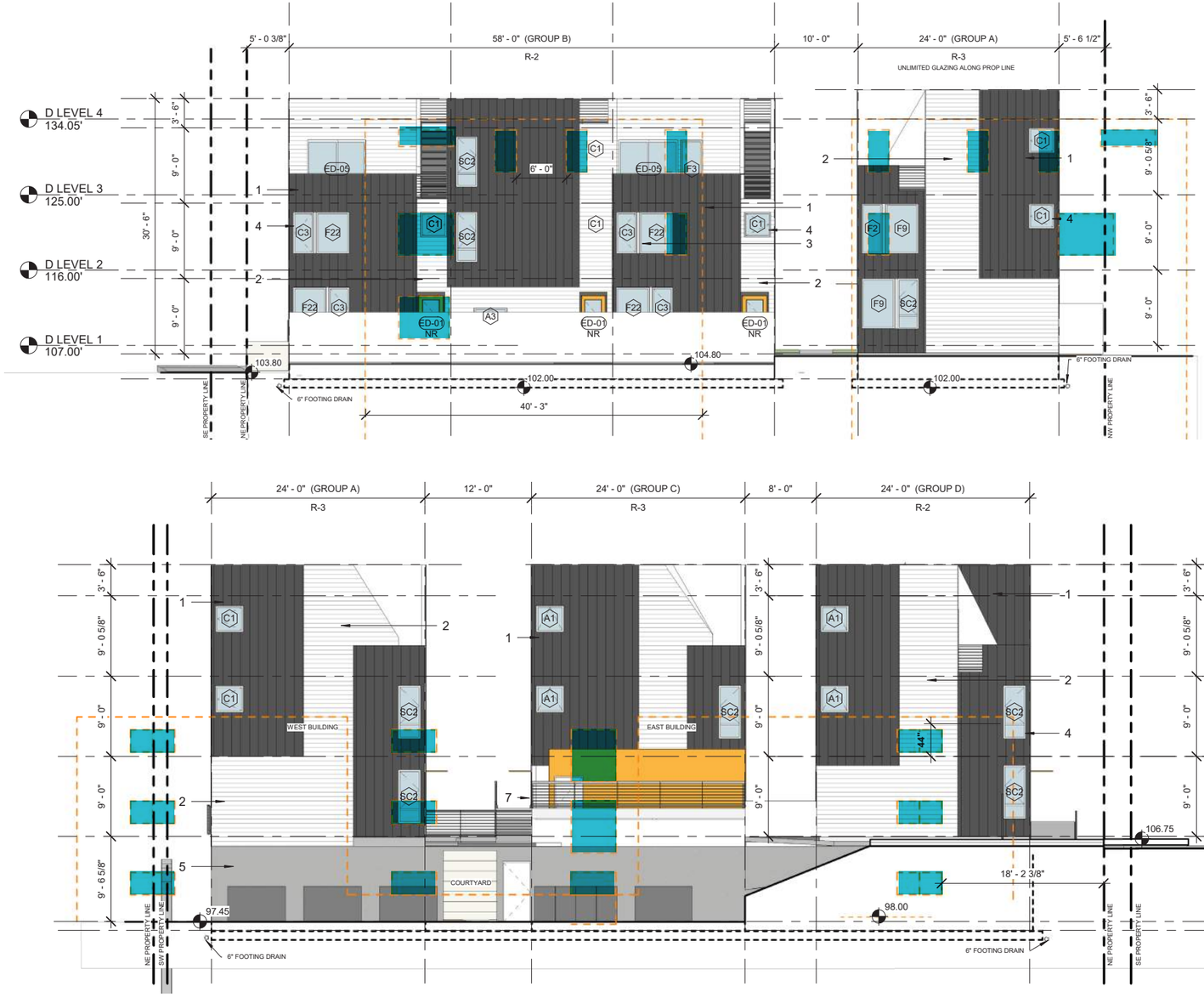
1. **Massing & Site Configuration:**

b. The Board was concerned with potential privacy issues between the individual units and with the adjacent properties. The Board directed the applicant to provide unit-to-unit privacy studies and privacy studies showing the relationship between the townhomes and adjacent properties to the north and south of the development site. (CS2-D-5. Respect for Adjacent Sites)

**PRIVACY STUDY LEGEND**

Adjacent Unit Window Pattern:




**1- North Property Line: Privacy Study**

**2 - South Property Line: Privacy Study**



HYBRID

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

p: 206.267.9277
w: www.hybridarc.com

# FACADE COMPOSITION 2
## Response to Guidance




© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# The board supported the composition of the street-facing facades, highlighting the upper level modulation and use of a simple material palette with accent color to articulate visual interest.

**EDG DESIGN GUIDANCE:**

2. **Facade Composition:**

a. The Board supported the composition of the street-facing façades, highlighting the upper level modulation proposed and the use of a simple material palette to reinforce these shifts in the massing. (DC2-B-1. Façade Composition)

b. The Board supported the use of a monotone material palette and directed the applicant to use accent color to complement the proposed façade articulation. The Board also directed the applicant to develop a design that provides more visual interest on the street-facing façade. (DC2-C-1. Visual Depth and Interest, DC4-A-1. Exterior Finish Materials)

**RESPONSE:**

Project maintains the design intent for the street facing facade front MLK Way. The massing and materials have been further developed in an effort to highlight the upper level massing and the visual rhythm of the unit along the frontage. The simple material palette has been further refined to include dark painted fiber cement board panels with a deep flashing detail (so as to appear like standing metal siding). This emphasizes the vertical expression of the townhouses units and thus contrasts the white horizontal lap siding found adjacent, typical.

Additional visual interest is achieved through the restrained use of a yellow accent color applied to the front doors (highlighting unit entry), the overhead canopy at the residential entry doors and the addresses for each unit. The steel metal raised planters along the sidewalk edge not only buffer the unit entries from the sidewalk, but visually they weight the development and anchor the building's presence along the street.

## EDG #2 Massing

DEVELOPMENT

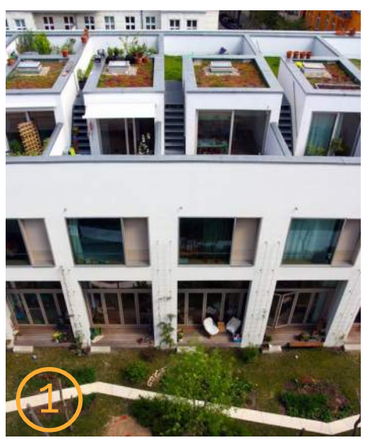


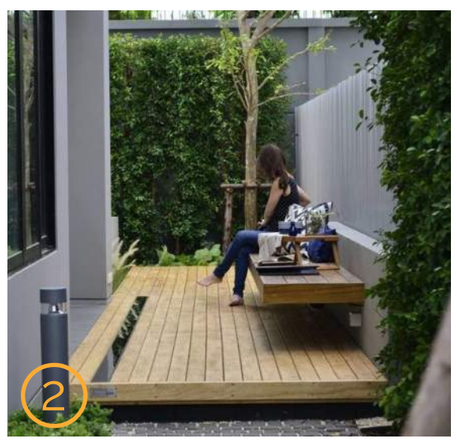
View from MLK Way - Dark cladding on top of a white panel base with wood accents

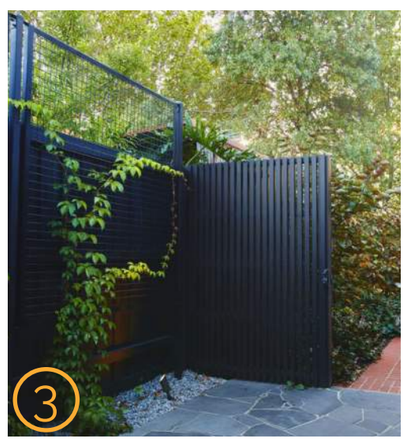
## Recommendation



View from MLK Way - Developed modulated facade with simple black and white materials







^ Precedent Images from EDG 2 Meeting (Design Maintained)

## Materiality Development

1. Terraced Roof decks at Upper Level
2. Ground Floor Patios at North Yards
3. Wood Accent Walls / Screens
4. Black / White Color Palette with Color Used to Create Additional Visual Interest



HYBRID
© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# The board directed the applicant to develop a fenestration strategy for the facade facing the greenbelt that establishes a visual connection with the dwelling units.

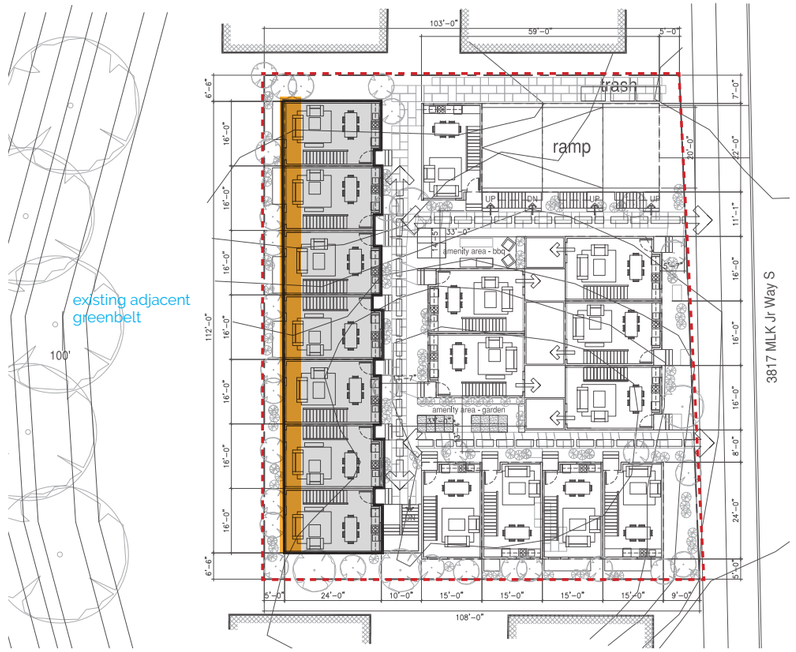
## EDG #2 Massing

**EDG DESIGN GUIDANCE**
2. **Facade Composition:**

c. Echoing public comment, the Board directed the applicant to develop a fenestration strategy for the façade facing the greenbelt that complements the greenspace and provides an opportunity to establish a visual connection with the units. (DC2-B-1. Façade Composition)



^ View of rear (western) facade with consistent material treatment, greenbelt beyond




**EDG 2 Plan showing west facing facade facing the greenbelt**

## Recommendation



^ west elevation - facing greenbelt



^ greenbelt perspective (looking from greenbelt towards the building)

**RESPONSE:**

The fenestration pattern of the rear facade, facing the greenbelt has been developed to take advantage of the views available by the west open space. Large expanses of glass and juliette balconies allow residents and guests to open the units up to large amounts of light and air. The vertical pattern of the darker fiber cement panel moves the eye upward, mimicking the trunk of a tree that lifts the branches sky wards. The shifting of these masses continues to inspire a visual richness while breaking down the bulk, mass and scale of the facade.

Additionally, the masses have been split to allow the north amenity area to spill out visually towards the greenbelt as well, a particularly great viewpoint for residents to enjoy.


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# Greenbelt Rendering

VERTICAL ORIENTATION AND COLOR OF THE FACADE MIMIC THE TREES BEYOND IN CONCEPT

RAISED PLANTERS FEATURING VINE MAPLES HAVE BEEN INCORPORATED TO DRAW THE LANDSCAPING INTO THE PROJECT FURTHER, ENHANCING THE DEVELOPMENT



SOME UNITS IN THE NORTHWEST CORNER ARE MORE CLOSELY CONNECTED TO GRADE IN ORDER TO HAVE BACKYARD SPACES THAT ABUT THE GREENBELT

BUILDING MASS HAS BEEN CARVED OUT TO CREATE AN AMENITY AREA FOR THE DEVELOPMENT, INCLUDING A OVERLOOK AND SEATING AREA BEYOND THE BIKE STORAGE

JULIETTE BALCONIES ENHANCE CONNECTION TO WEST / GREENBELT; LARGE UNIT WINDOWS


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com




# VEHICULAR ACCESS AND DESIGN INTEGRATION

## Response to Guidance

3


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

**p:** 206.267.9277
**w:** www.hybridarc.com

# The board supported the redesign of the garage entry to minimize the massing at the property line, improving vehicular sight lines and pedestrian safety. The board also supported the delineation of the driveway through a change in the hardscape.

**EDG DESIGN GUIDANCE:**

**3. Vehicular Access and Design Integration:**

a. The Board supported the redesign of the garage entry which minimizes the massing at the property line improving vehicular sight lines and pedestrian safety. The Board also supported the delineation of the driveway through a change in the hardscape, making the transition between the sidewalk and driveway is easily identifiable. (DC1-B-1. Access Location and Design, DC4-D-2. Hardscape Materials)

b. The Board supported the cladding of the garage ceiling at the entry in a wood soffit to help mark the entry and better integrate with the overall design language. The Board also instructed the applicant to maintain the transparency above the garage door to improve sight lines. (DC1-B-1. Access Location and Design, DC4-A-1. Exterior Finish Materials)

**RESPONSE:**

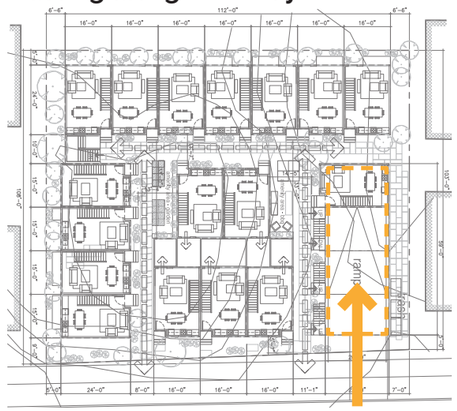
Project has re-imagined the vehicular access to the site by flipping the vehicular entry access to the garage to the south and eliminating the mass above the garage entry to improve visual line of site in and out of the garage. While a secondary pedestrian entry is adjacent to the garage and delineated by a change in the hardscape, the main access and pedestrian entry point is at the north between the building mass, allowing for greater separation between vehicles and pedestrians coming and going from their homes. Sight lines have been preserved per the diagram below allowing drivers to maintain safety while entering and exiting the garage. The garage access would be concrete and pedestrian pathways concrete paver or eco-prioria.

## EDG #2 Massing

DEVELOPMENT




Massing along MLK Way




ENTRY

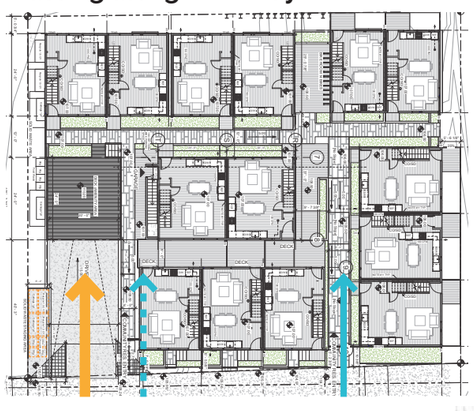


Garage Entry With Floating Mass

## Recommendation



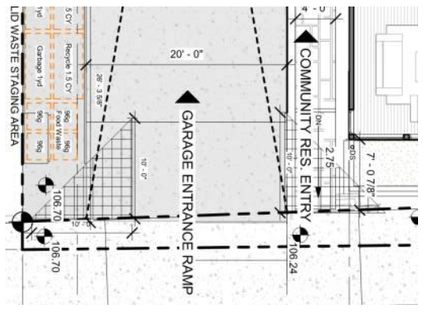

Massing along MLK Way



ENTRY PEDSTRIANS

**"The board also instructed the applicant to maintain the transparency above the garage door to improve sight lines."**

Additionally, sight triangle studies confirm visual clearance for the garage entrance.





© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# The board supported the change of material to help mark the entry and better integrate with the overall design language. The board also directed the applicant to maintain transparency at the garage entrance.

## Recommendation




Garage Entry Ariel View



Garage Entry View from MLK Way

**EDG DESIGN GUIDANCE:**

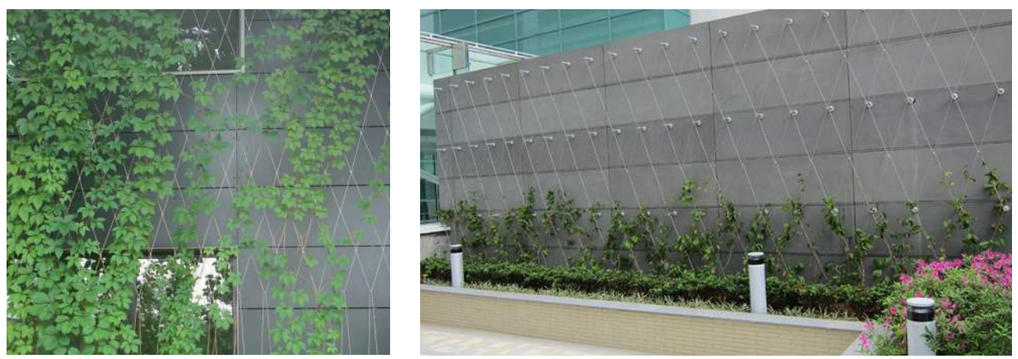
**3. Vehicular Access and Design Integration:**

b. The Board supported the cladding of the garage ceiling at the entry in a wood soffit to help mark the entry and better integrate with the overall design language. The Board also instructed the applicant to maintain the transparency above the garage door to improve sight lines. (DC1-B-1. Access Location and Design, DC4-A-1. Exterior Finish Materials)

**RESPONSE:**

The project maintains the clear cedar soffit at the garage in order to add additional warmth to the vehicular entrance. Green vertical mesh walls have also been incorporated on either side of the garages to additional visual richness and texture, as a means to soften the concrete and material edges. With the heavy residential mass now removed, the southern amenity area above the garage entrance now has greater access to southern light and air, finding a more refined located within the proposed design.

## GREEN WALL TO EMPHASIZE THE ENTRY



Green Wall Precedent Images


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# PRIMARY ENTRIES
## Response to Guidance

4






HYBRID

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

p: 206.267.9277
w: www.hybridarc.com

# The board supported the use of gated stoops, raised planters, and elevated entries to provide a buffer from the residential primary entries to the more public right of way.

**EDG DESIGN GUIDANCE:**

**3. Primary Entries:**

The Board supported the use of gated stoops, raised planters, and elevated entries to provide a buffer from the right of way. The Board also supported the use of these elements for the interior units providing a buffer from public to private. (PL3-A-4. Ensemble of Elements, PL3-B-1. Security and Privacy)

**RESPONSE:**

The project maintains the use of gated stoops, raised planters and elevated pedestrian entries along the public right-of-way as a means to provide a buffer from the more public realm of the sidewalk to the semi-private area of the raised unit entry. The raised planters additionally provide another level of safety from potential vehicular accidents along MLK. The gated and unit addresses at street level allow easy wayfinding and covered unit entries help protect from inclement weather.

## EDG #2

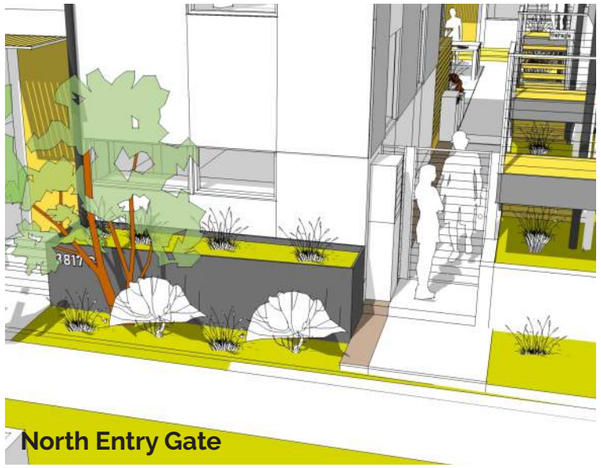
DEVELOPMENT



Raised Unit Entry off MLK



Buffered Unit Entry off MLK



North Entry Gate


South Entry Gate

## Recommendation



Raised Unit Entry off MLK



Buffered Unit Entry off MLK



North Entry Gate


South Entry Gate


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# The board also supported the use of gated stoops, raised planters, and elevated entries along the interior units to provide a buffer from public to private space.




**RESPONSE:**

The design of configuration interior unit entries has been maintained through the recommendation stage in order to incorporate raised planters and elevated entries, typical. Overhead weather protection, lighting and unit entries and colored doors as serve to provide wayfinding and easily identify each unit in the development.

The landscaping additional has been thoughtfully considered to provide as much privacy as possible. Window heights were raised to be waist level.



**1. NORTH-SOUTH PATHWAY**

The design of configuration of the site has been maintained through the recommendation stage in order to incorporate two large central open space amenity areas for the development.

The main driveway ramp was relocated to the south in order to take advantage of the natural site topography which slopes down from MLK approximately 8' to the west.

**2. WEST-EAST PATHWAY**

The primary entry gate has remained on the north side of the proposed design, while the vehicular access was relocated to the south. This new pedestrian entry portal will be gated with mail located near the gate. A pedestrian pathway leads to the townhouse raised entries and are flanked by landscaping on either side.





HYBRID

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

p: 206.267.9277
w: www.hybridarc.com

# LANDSCAPING / AMENITY AREAS 5

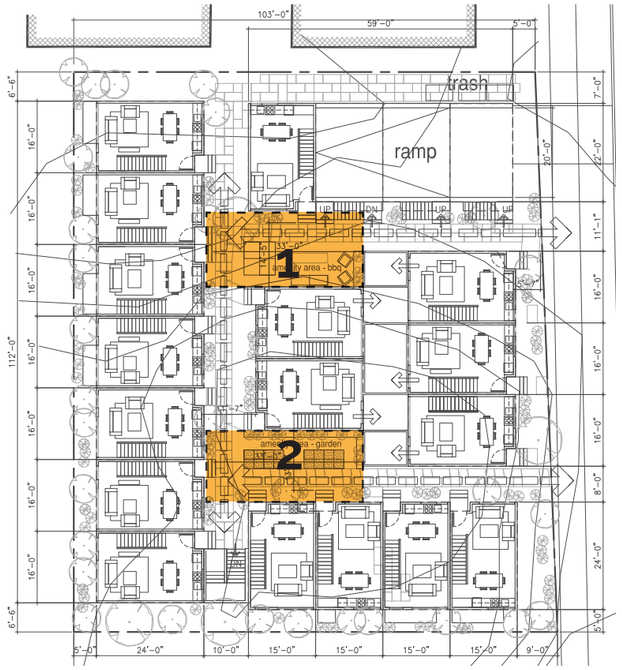
## Response to Guidance




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

p: 206.267.9277
w: www.hybridarc.com

# The board supported the inclusion of larger amenity areas on the interior of the site for more interaction among the residents.




## EDG #2

**EDG DESIGN GUIDANCE:**

**3. Primary Entries:**

a. The Board supported the inclusion of larger amenity areas on the interior of the site, providing an opportunity for more interaction among the residents. (PL1-B-3. Pedestrian Amenities, DC3-B-1. Meeting User Needs)

b. The Board directed the application to develop a design for the pedestrian pathways and amenity areas that enhance the pedestrian experience. The Board suggested adding texture at the ground level through the use of hardscape materials to enhance and support the character of the façades. (PL1-B-3. Pedestrian Amenities, DC4-D-2. Hardscape Materials)

## Recommendation




**RESPONSE:**

The design maintains larger, interior amenity areas within the proposed development including one on the north portion of the site reserved for games and lounging while the south amenity area has been expanded over the lid of the garage door entry for outdoor dining, grills and seating areas.

Furthermore, amenity area one has been enlarged to allow a connection to the greenbelt west of the site. The visual connection will allow residents and guests the opportunity to view wildlife and have more access to light, nature and air. Nearby, bike parking is available, covered from the elements.

Through the landscape plans, the pedestrian pathways and experience have been furthered considered with a variety of paving patterns that denote unit entrances, amenity areas and pathways through the development. These changes in hardscape pattern offer more character and detail within the project.

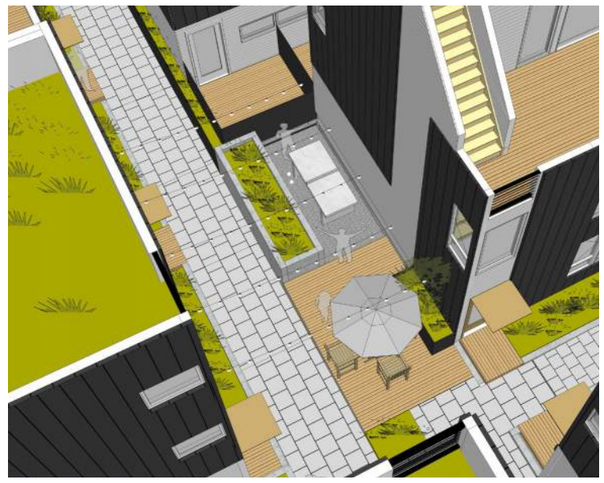
### 1 North Patio



### 2 South Patio



### 1 North Patio



### 2 South Patio



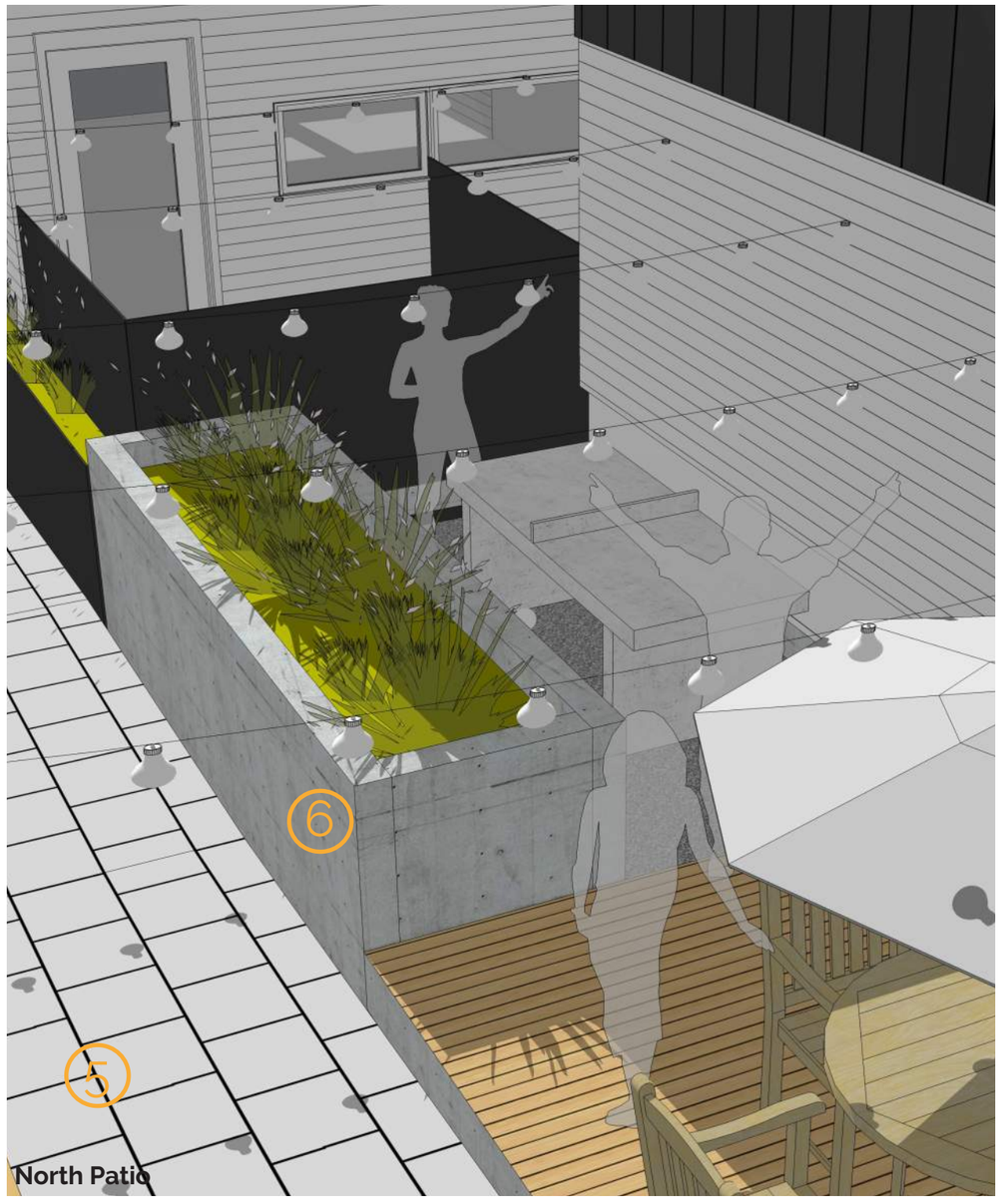


HYBRID

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

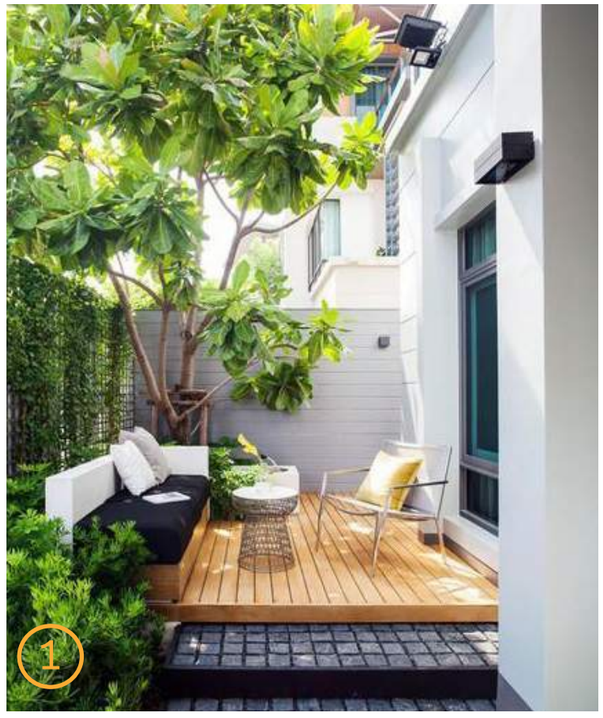
p: 206.267.9277
w: www.hybridarc.com

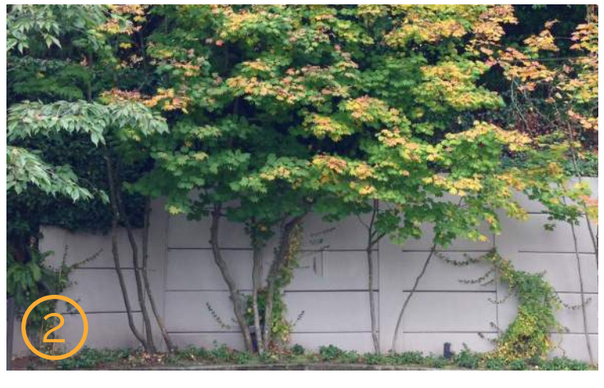
# The board suggested adding texture at the ground level through the use of hardscape materials to enhance and support the character of the facade.

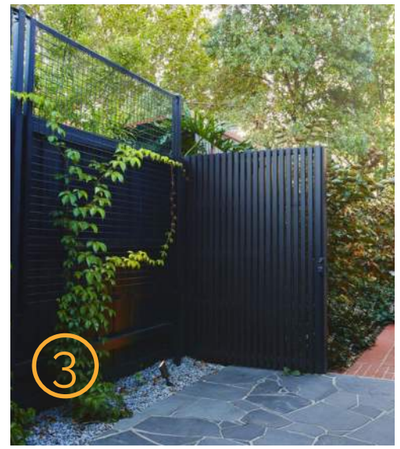


North Patio

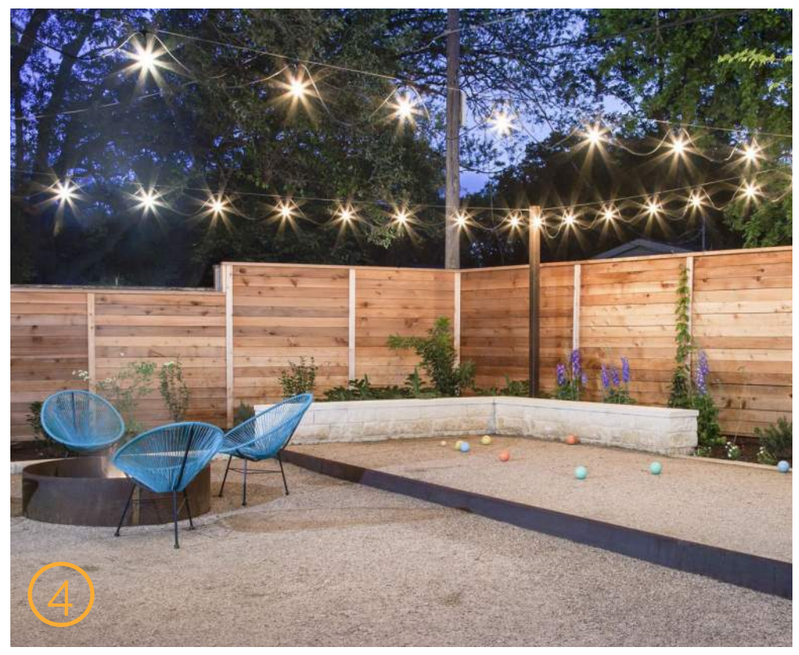
## Amenity Development




1.Wood deck entries
2.Vine Maple Planters
3.Black cedar fences
4. Gravel Screening for informal game area
5. Eco-Priora permeable concrete pavers
6. Bioretention planters





© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com




# RECYCLING AND WASTE LOCATION
## Response to Guidance

6


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# The board concerned with the proposed design and location of the recycling and waste enclosures and directed further studies of the area to minimize the impacts on the adjacent property.

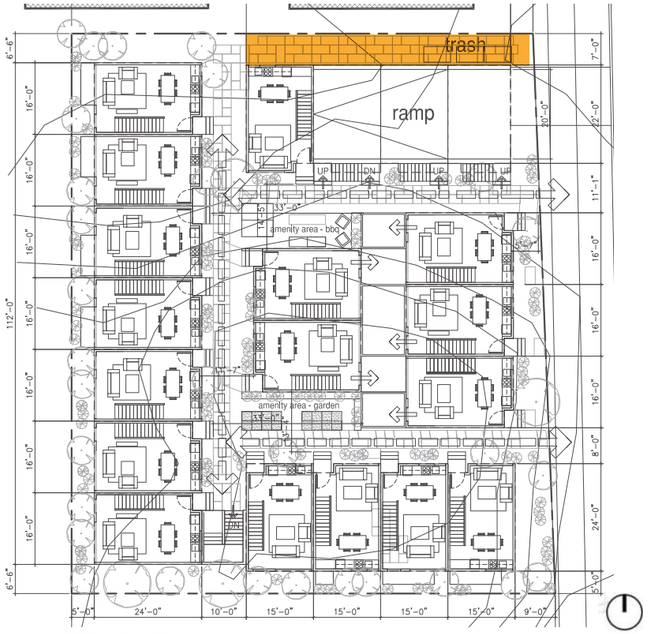
**EDG DESIGN GUIDANCE:**

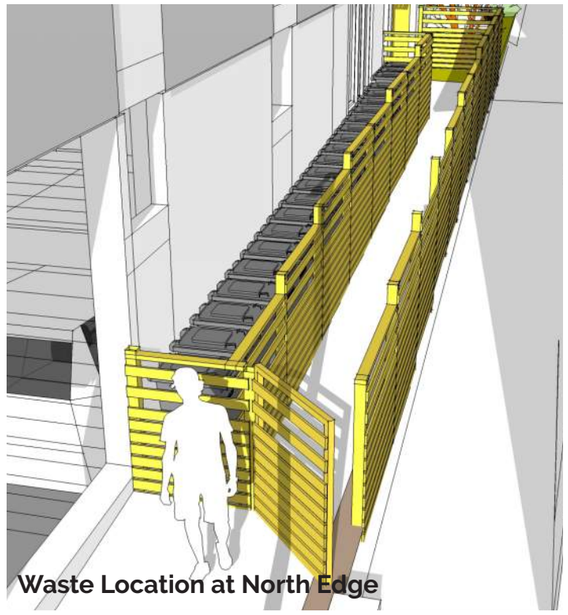
**6. Recycling and Waste Location:**

Echoing public comment, the Board was concerned with the proposed design and location of the recycling and waste enclosures, which are adjacent to the garage entry along the north property line. The Board directed the applicant to consider how trash pickup will operate on collection days, the design of the fencing surrounding this area, and to design the screening to minimize potential impacts on the adjacent property. (DC1-C-4. Service Uses)

**RESPONSE:**

Trash and staging area have been relovated from the north to the south. In accordance to the board's recommendation and guidance, and in an effort to respect the adjacent site to the south, the project has carefully considered the outdoor trash area and staging area by providing the trash at the lower basement / garage level. This outdoor space would be easily accessed by residents and the property management company would stage the trash per SPU approval, within the screened trash staging area along MLK for pickup days. Both solid waste storage areas are screened by fences and a vertical landscaped wall has been introduced to soften the building's southern edge while buffering against the adjacent courtyard at the south.



Waste Location at North Edge






Waste Location with Screening

## EDG #2

DEVELOPMENT

## Recommendation



Relationship to the Street




Relationship to the Street


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

## Respecting Neighboring Sites

**RESPONSE:**

In accordance to the board's recommendation and guidance, and in an effort to respect the adjacent site to the south, the project has carefully considered the outdoor trash area and staging area by providing the trash at the lower basement / garage level. This outdoor space would be easily accessed by residents and the property management company would stage the trash per SPU approval, within the screened trash staging area along MLK for pickup days. Both solid waste storage areas are screened by fences and a vertical landscaped wall has been introduced to soften the building's southern edge while buffering against the adjacent courtyard at the south.

DESIGN GUIDELINES:

**CS2: Urban Pattern and Form:**
D. Height, Bulk and Scale: 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.

**DC1: Project Uses and Activities**
C. Parking and Service Uses: 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. Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments.

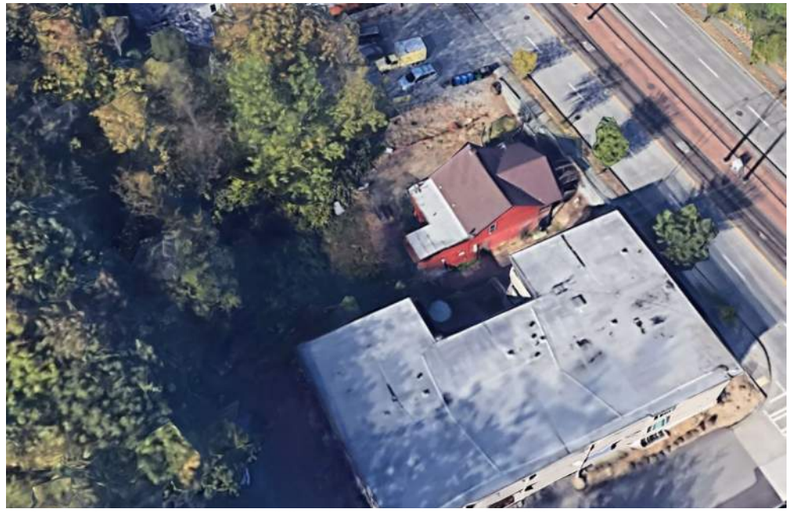
### Existing Condition



Space between existing building (right) and the condo building at the south

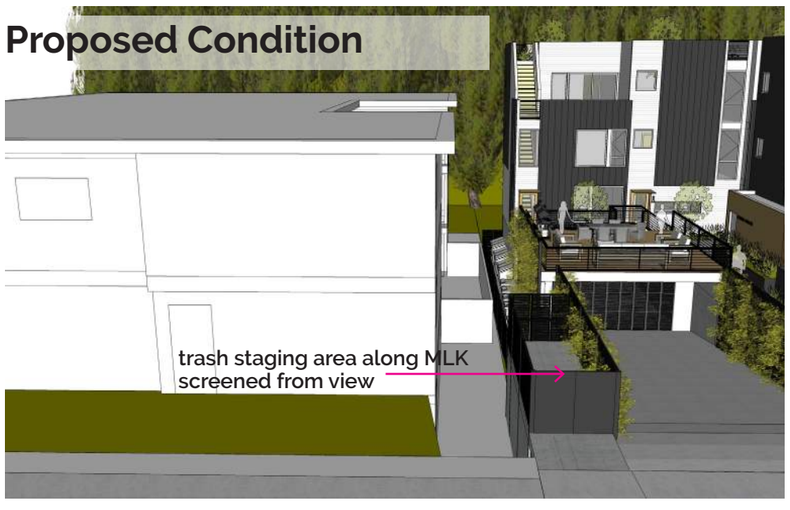


Aerial view looking southeast at building site and existing condo building

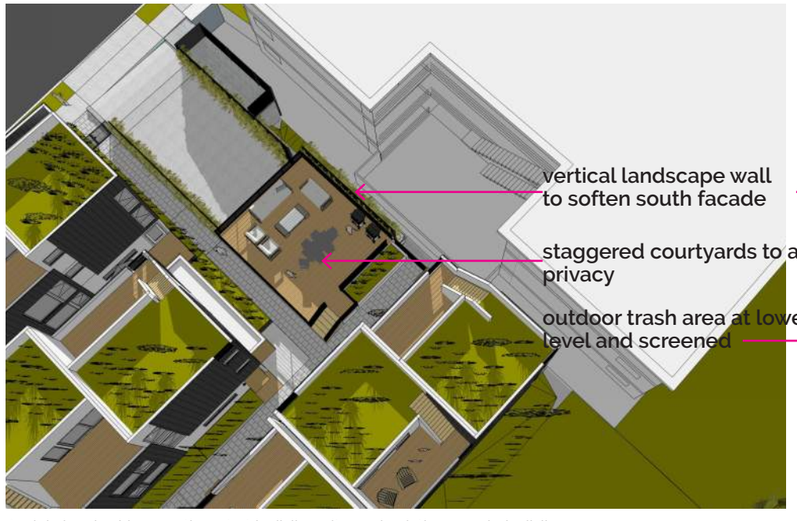


Aerial view looking northeast at building site and existing condo building

### Proposed Condition




Space between existing building (right) and the condo building at the south




Aerial view looking southeast at building site and existing condo building



Aerial view looking north at building site and existing condo building



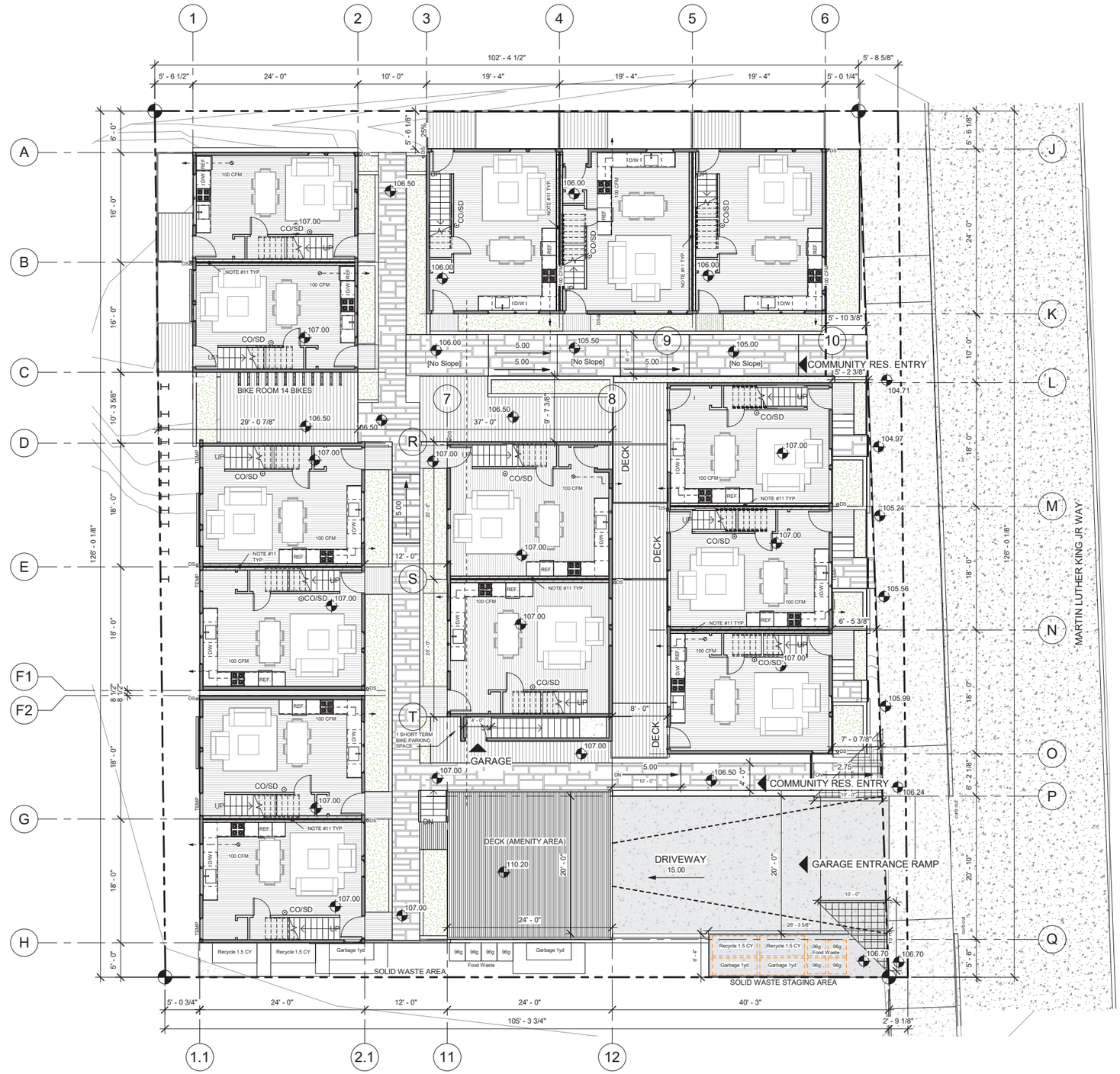
© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122

p: 206.2679277
w: www.hybridarc.com

# ARCHITECTURAL DRAWINGS


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

**p:** 206.267.9277
**w:** www.hybridarc.com




## MAIN LEVEL ENTRY PLAN

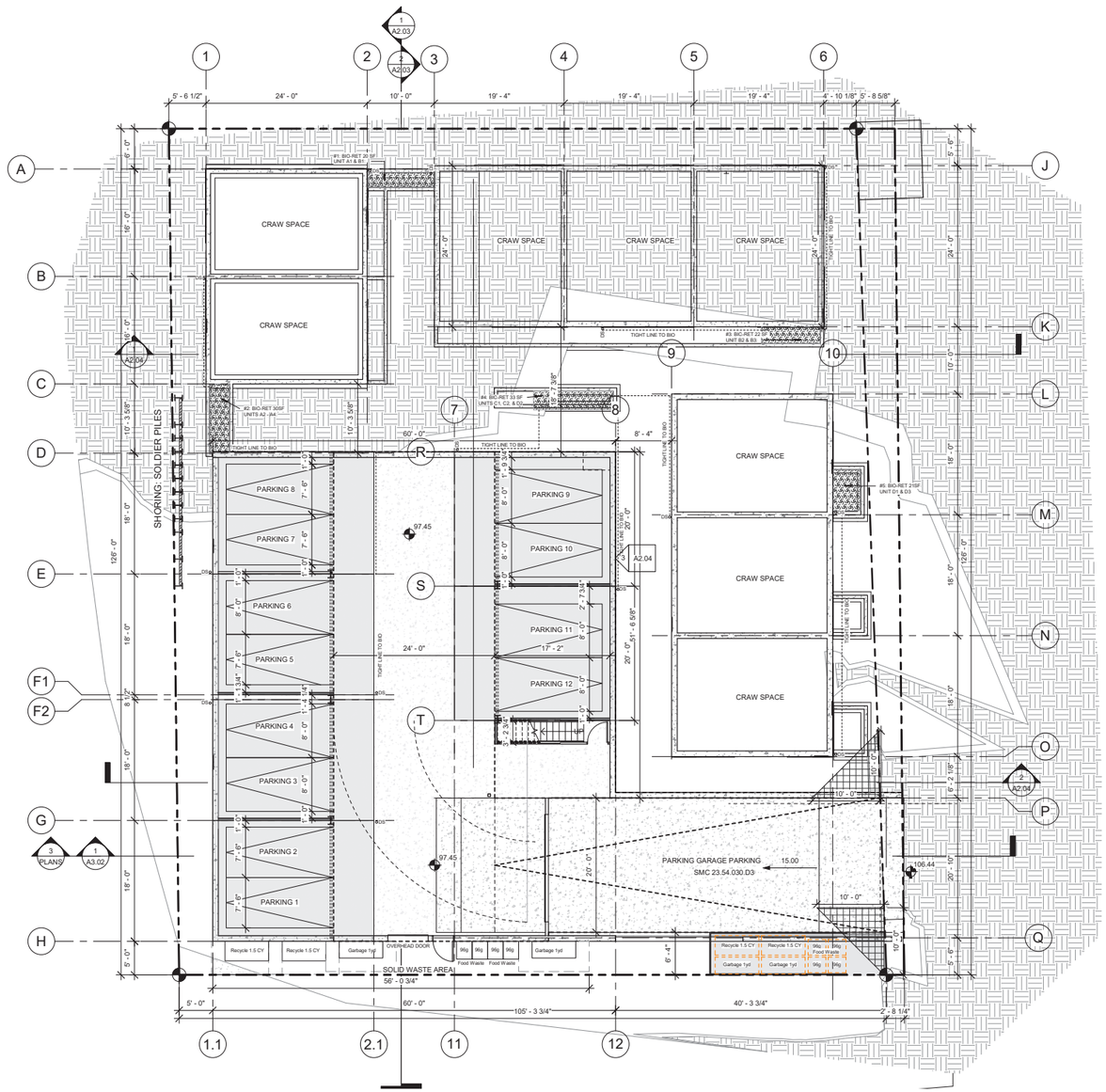
NOT TO SCALE



HYBRID

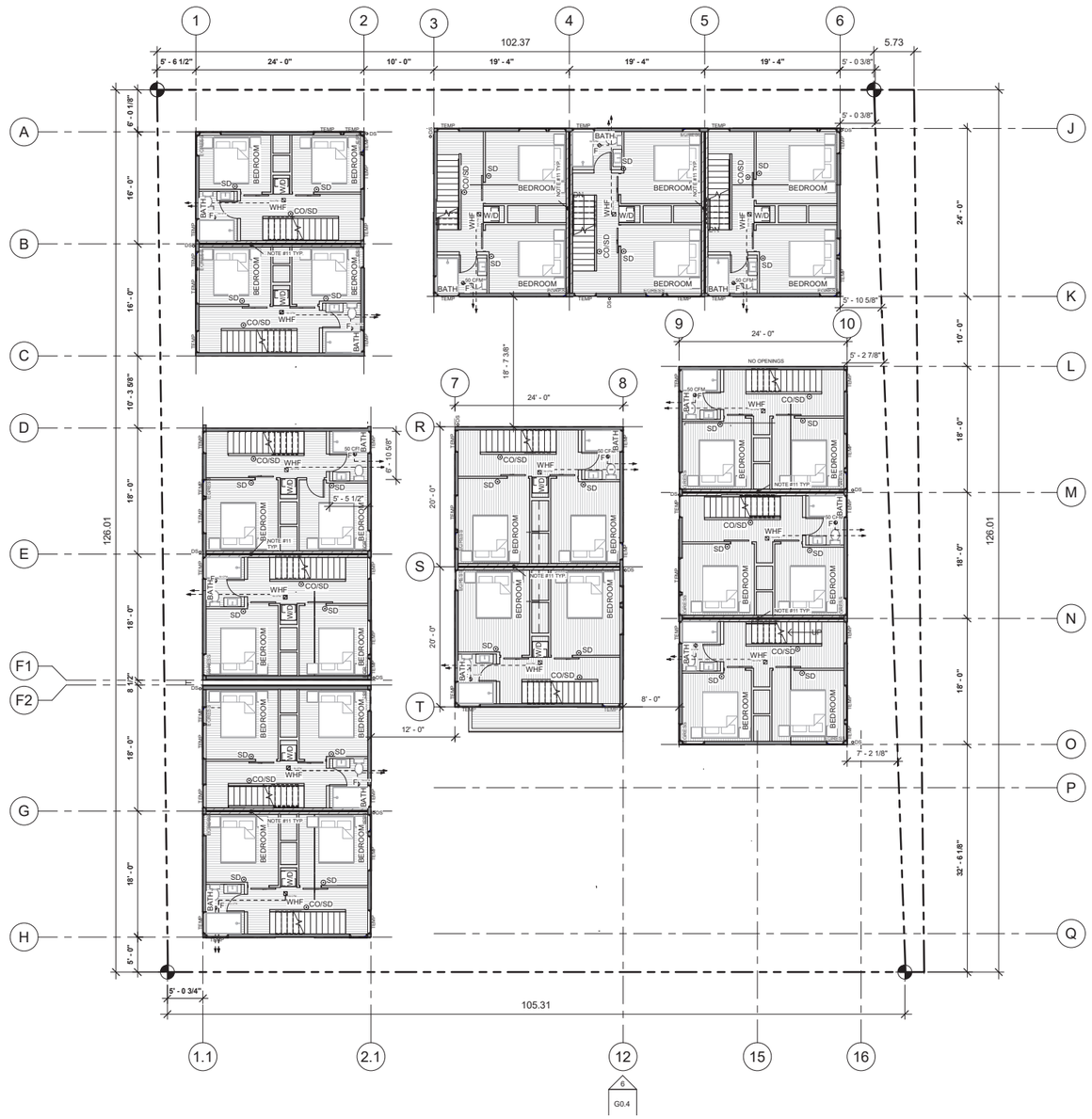
© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122

p: 206.267.9277
w: www.hybridarc.com




## BASEMENT LEVEL PLAN

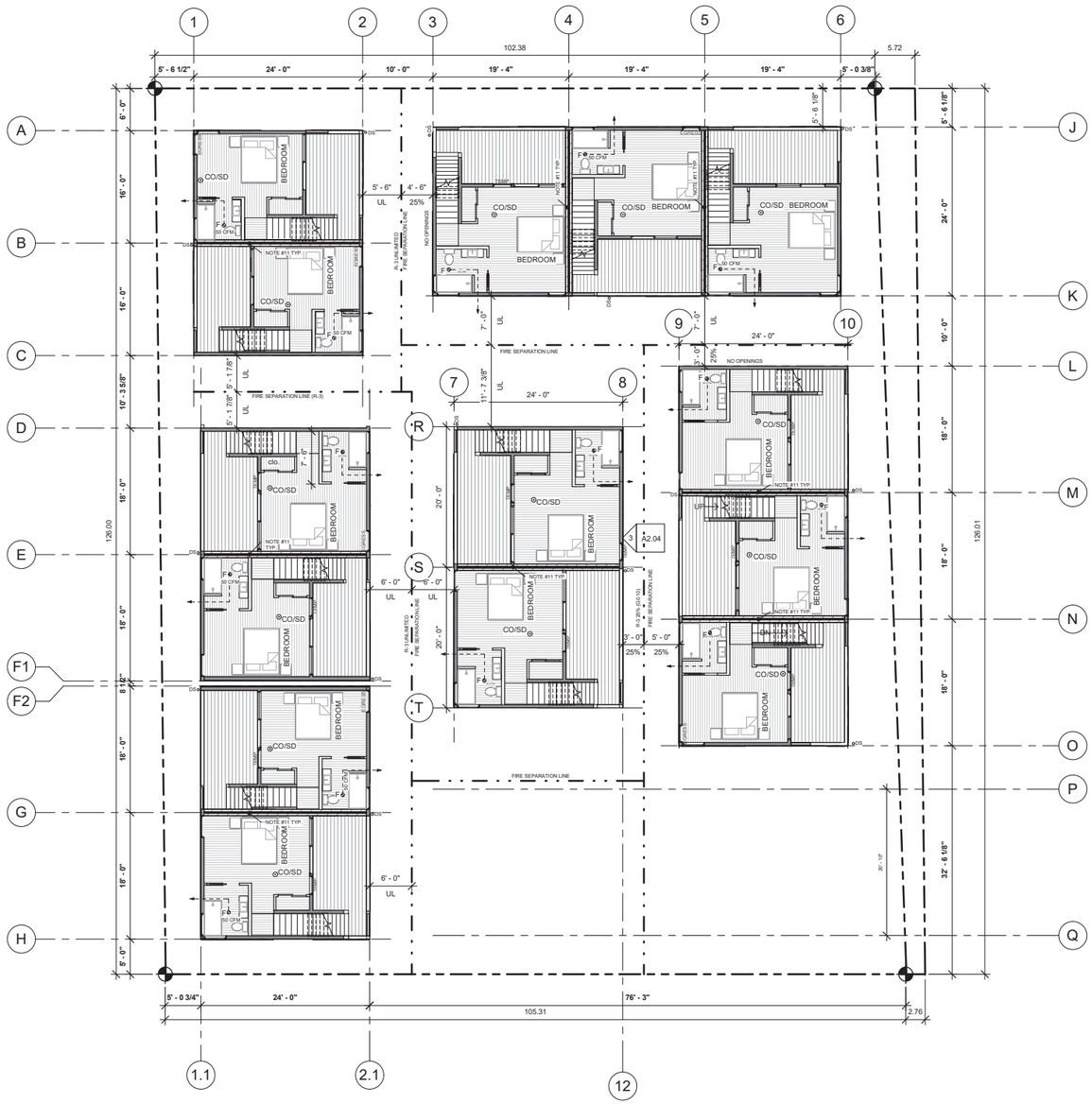
NOT TO SCALE




## SECOND LEVEL PLAN

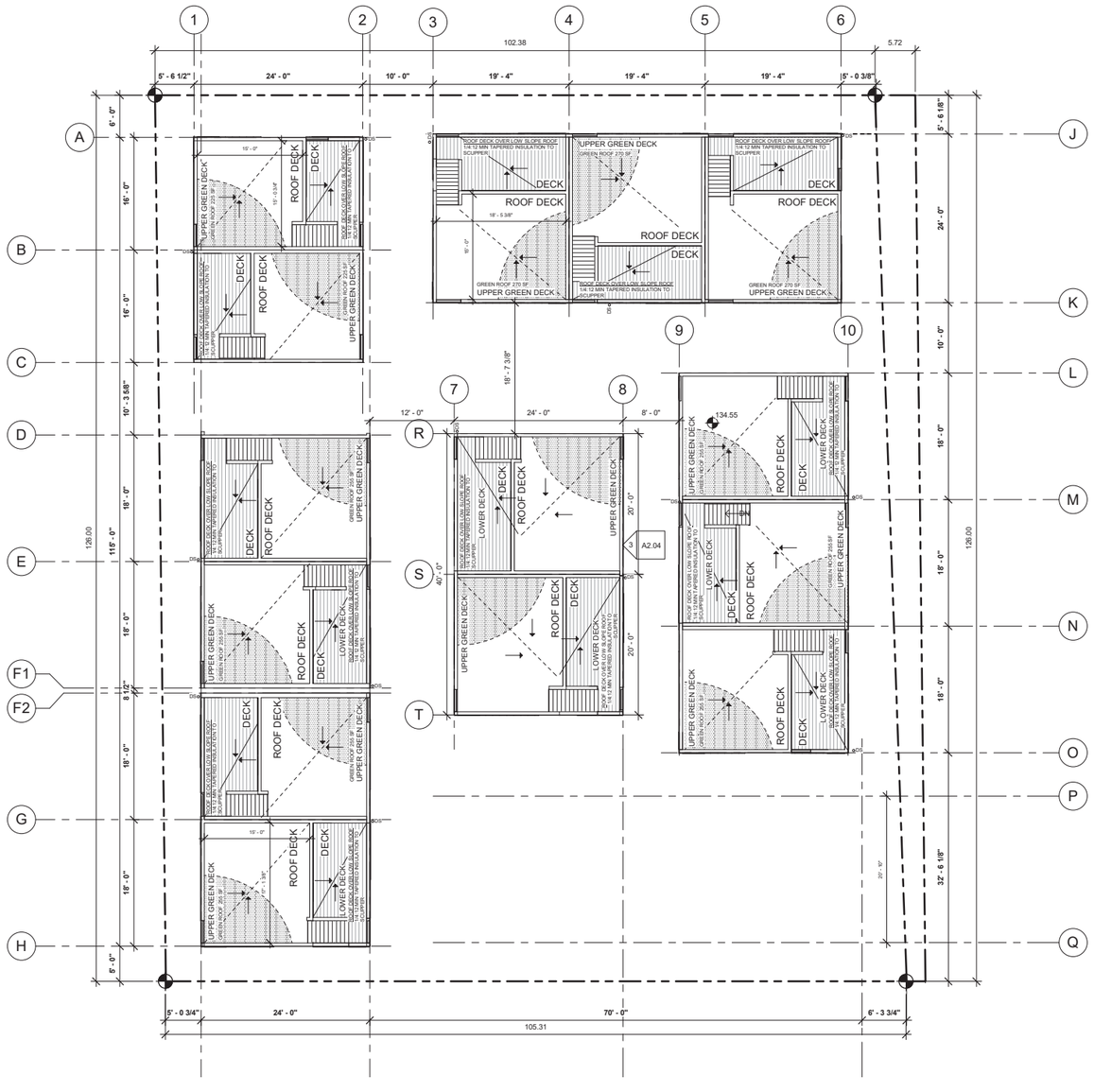
NOT TO SCALE


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com




## THIRD LEVEL PLAN

NOT TO SCALE




## ROOF LEVEL PLAN

NOT TO SCALE



HYBRID

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

p: 206.267.9277
w: www.hybridarc.com




## SHRUBS:

- KE — CHOISYA TERNATA / MEXICAN ORANGE
- MU — POLYSTICHUM MUNITUM / SWORD FERN
- MA — MAHONIA AQUIFOLIUM / TALL OREGON GRAPE
- EH — VACCINIUM OVATUM / EVERGREEN HUCKLEBERRY
- RC — RIBES SANGUINEUM / RED FLOWERING CURRANT
- HQ — HYDRANGEA QUERCIFOLIA 'SNOW QUEEN' / OAKLEAF HYDRANGEA
- HM — HYDRANGEA MACRO. 'NIKKO BLUE' / BIGLEAF HYDRANGEA
- N — NANDINA DOMESTICA 'FIREPOWER' / NANDINA
- SB — SARCOCCOCCA HOOK. HUMILIS / SWEETBOX
- PA — PENNISETUM ALOP. 'HAMLEN' FOUNTAIN GRASS
- EG — EUONYMUS FORTUNEI 'EMERALD N GOLD' / EUONYMUS
- CT — CAREX TESTACEA 'PRAIRIE FIRE' / SEDGE
- Me — MAHONIA EURYBRACTEATA 'SOFT CARESS' / OREGON GRAPE
- CPK — CARYOPTERIS x CLAND. 'DARK KNIGHT' / BLUE MIST SPIRAEA
- LK — LEUCOTHOE SP. 'SKARLETTA' / LEUCOTHOE
- RPJ — RHODODRENDRON SP. 'PJM ELITE' / RHODIE
- NZ — RHODODENDRON SP. 'NOVA ZEMBLA' / RHODIE
- ER — RHODODENDRON SP. 'ENGLISH ROSEUM' / RHODIE

## BIORETENTION PLANTS

- Kg — CORNUS STOLONIFERA 'KELSEYI' / DWARF REDTWIG DOGWOOD
- SS — CAREX OBNUPTA / SLOUGH SEDGE
- THC — DESCHAMPSIA CAESPITOSA / TUFTED HAIR GRASS

## GROUNDCOVERS:

ARCTOSTAPHYLLOS UVA-URSI / KINNIKINNIK

VINCA MINOR / DWARF PERIWINKLE

TRIANGULAR SPACING FOR ALL GROUND COVER

## VINES:

- H — HYDRANGEA A. PETIOLARIS / CLIMBING HYDRANGEA

## LANDSCAPE PLAN

NOT TO SCALE

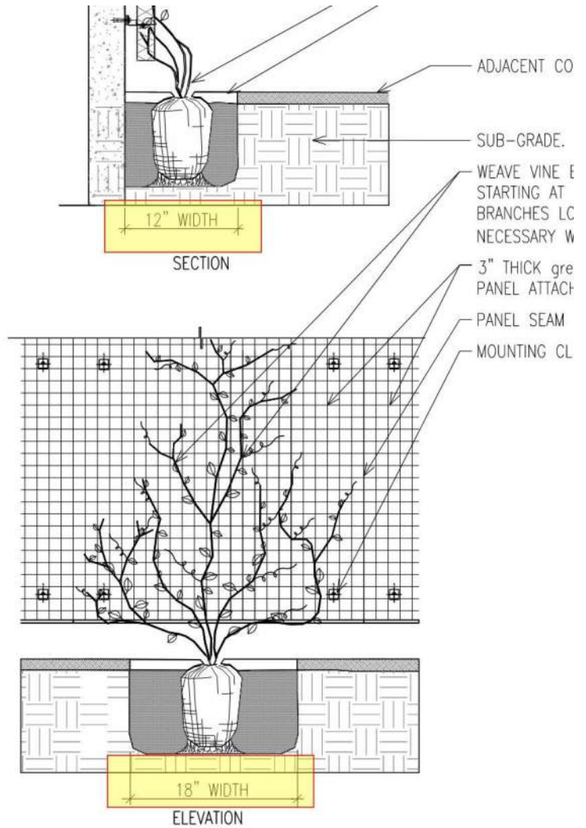

© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com




## RENDERED LANDSCAPE PLAN

NOT TO SCALE

## VERTICAL GREEN WALL DESIGN SECTIONS




VINE INSTALLATION AT GREEN SCREEN WALL

NOT TO SCALE



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

p: 206.267.9277
w: www.hybridarc.com

# LANDSCAPE SPECS AND DETAIL

## GREEN WALL SPEC



**Greencable Greenery System or Sim, Typ**

The greenery system GREENCABLE out of aluminium serves as trellis structure for climbing plants. Distance holders help to maintain sufficient distance from the wall to enable plants to grow well. The longevity of the products in combination with the advantages of greenery complies with the thought of sustainable living respectively sustainability.

## GREEN ROOF SPEC



**Columbia Green Technologies Green Roof Tray System or Sim, Typ**

Columbia Green Technologies offers innovative green roof and amenity deck solutions for extensive, semi-intensive and intensive roof gardens and planters, including pavers (concrete, wood & porcelain), a variety of foams, planting options, wind-uplift and stormwater systems.

*Project Proposes Sedum tray systems, 4" Deep Trays for the top roof deck green roofs on all units*

## PLANTER SPEC



**Tournesol Commercial Planters or Sim, Typ**

The Wilshire Collection is nothing fancy - straight walls and a slight reveal. Put several of them together and it creates a highly effective way to configure space using live plants. The elegant straight lines disappear, emphasizing the plant, as it should be. Available in FRP fiberglass, lightweight GFRC concrete, and steel in a huge range of sizes.

*Project Wilshire Collection Planters, Typ, Tier 1 Colors in Dark gray or black.*


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com




## EXTERIOR LIGHTING PLAN

NOT TO SCALE

## LIGHTING LEGEND

L1 STEP LIGHT



L2 BOLLARD + LANDSCAPE LIGHT





L3 OVERHEAD STRING LIGHTS



L4 SCONCE






© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# East Elevation

## MATERIAL LEGEND

| | MATERIAL | DESCRIPTION | MANUF. COLOR |
|---|---|---|---|
| 1 | HARDI SIDING | VERTICAL PANEL SIDING 12" W/ REVEAL | DARK GRAY |
| 2 | HARDI PANELS | HORIZONTAL PANEL SIDING 4" W/ REVEAL | WHITE |
| 3 | HARDI PANELS | "GASKET" WINDOW SPANDRELS, & SIDE PANELS | WHITE |
| 4 | VINYL WINDOW FRAME | PRE-FINISHED VINYL WINDOW FRAME | WHITE |
| 5 | CONCRETE BASE | 6" CONCRETE WALL C1 | |
| 6 | STEEL EXTRUSION | 3/8" STELL PLATE | WHITE |
| 7 | 36" GUARD RAIL | STELL | BLACK |
| 8 | GABION WALL | | |





© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# East Elevation

## MATERIAL LEGEND

| | MATERIAL | DESCRIPTION | MANUF. COLOR |
|---|---|---|---|
| 1 | HARDI SIDING | VERTICAL PANEL SIDING 12" W/ REVEAL | DARK GRAY |
| 2 | HARDI PANELS | HORIZONTAL PANEL SIDING 4" W/ REVEAL | WHITE |
| 3 | HARDI PANELS | "GASKET" WINDOW SPANDRELS, & SIDE PANELS | WHITE |
| 4 | VINYL WINDOW FRAME | PRE-FINISHED VINYL WINDOW FRAME | WHITE |
| 5 | CONCRETE BASE | 6" CONCRETE WALL C1 | |
| 6 | STEEL EXTRUSION | 3/8" STELL PLATE | WHITE |
| 7 | 36" GUARD RAIL | STELL | BLACK |
| 8 | GABION WALL | | |






HYBRID

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

p: 206.267.9277
w: www.hybridarc.com

# West Elevation

## MATERIAL LEGEND

| | MATERIAL | DESCRIPTION | MANUF. COLOR |
|---|---|---|---|
| 1 | HARDI SIDING | VERTICAL PANEL SIDING 12" W/ REVEAL | DARK GRAY |
| 2 | HARDI PANELS | HORIZONTAL PANEL SIDING 4" W/ REVEAL | WHITE |
| 3 | HARDI PANELS | "GASKET" WINDOW SPANDRELS, & SIDE PANELS | WHITE |
| 4 | VINYL WINDOW FRAME | PRE-FINISHED VINYL WINDOW FRAME | WHITE |
| 5 | CONCRETE BASE | 6" CONCRETE WALL C1 | |
| 6 | STEEL EXTRUSION | 3/8" STELL PLATE | WHITE |
| 7 | 36" GUARD RAIL | STELL | BLACK |
| 8 | GABION WALL | | |



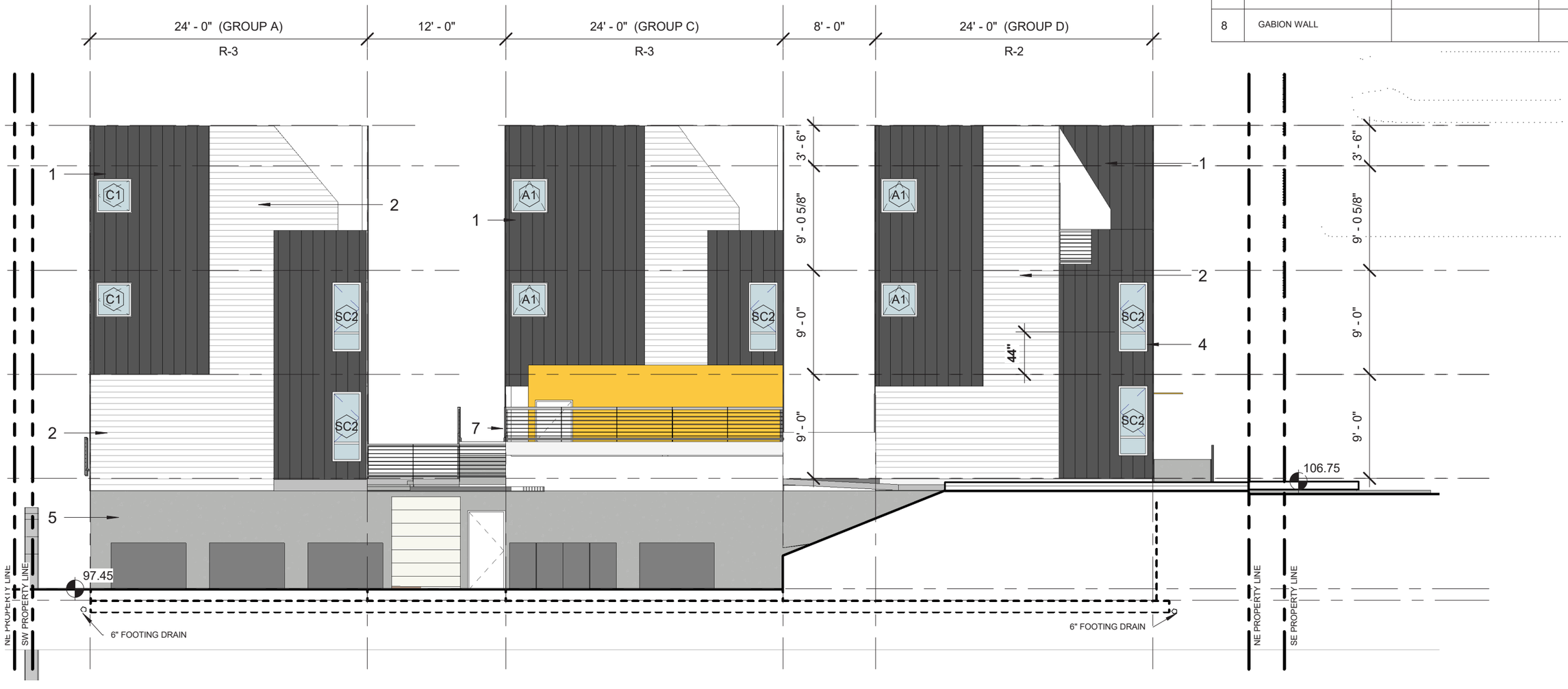


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# South Elevation

## MATERIAL LEGEND

| | MATERIAL | DESCRIPTION | MANUF. COLOR |
|---|---|---|---|
| 1 | HARDI SIDING | VERTICAL PANEL SIDING 12" W/ REVEAL | DARK GRAY |
| 2 | HARDI PANELS | HORIZONTAL PANEL SIDING 4" W/ REVEAL | WHITE |
| 3 | HARDI PANELS | "GASKET" WINDOW SPANDRELS, & SIDE PANELS | WHITE |
| 4 | VINYL WINDOW FRAME | PRE-FINISHED VINYL WINDOW FRAME | WHITE |
| 5 | CONCRETE BASE | 6" CONCRETE WALL C1 | |
| 6 | STEEL EXTRUSION | 3/8" STELL PLATE | WHITE |
| 7 | 36" GUARD RAIL | STELL | BLACK |
| 8 | GABION WALL | | |






HYBRID

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

p: 206.267.9277
w: www.hybridarc.com

# MLK TOWNHOUSES 3817 MLK JR WAY S. SEATTLE, WA 98108 3029291-LU



View on MLK JR Way S.

Paint - Sherwin Williams: Escapade Gold SW6403
Cement board siding + Doors + Entry overhang
https://www.sherwin-williams.com/architects-specifiers-designers/color/find-and-explore-colors/paint-colors-by-family/SW6403-escapade-gold

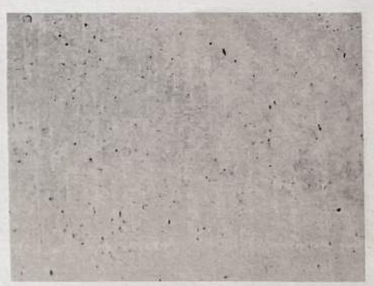
SW 6403
**Escapade Gold**
Interior / Exterior
Location Number: 143-C5

Paint - Sherwin Williams: Seal Skin SW7675
Cement board siding "Standing Seam"
https://www.sherwin-williams.com/homeowners/color/find-and-explore-colors/paint-colors-by-family/SW7675-sealskin

SW 7675
**Sealskin**
Interior / Exterior
Location Number: 277-C7

Paint - Sherwin Williams: Snowbounds SW7004
White cement board horizontal lap siding
https://www.sherwin-williams.com/homeowners/color/find-and-explore-colors/paint-colors-by-family/SW7004-snowbound

SW 7004
**Snowbound**
Interior / Exterior
Location Number: 256-C2



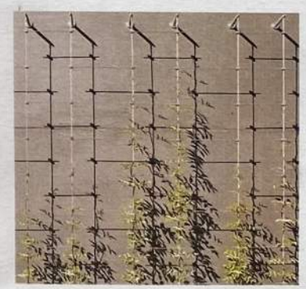
Concrete - Cast in Place Concrete: Clear Finish
Foundation, Planters + Landscape features, Wall, and Stair cases



Fiber Cement Board - Smooth (Painted)
Exterior siding - Vertical Siding w/Standing Seam Flashing



Fiber Cement Board - Smooth (Painted)
Exterior siding - Horizontal Siding & Soffit



Cable - Green Wall System




Metal Panel - Taylor Metal: Black
Signage


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

**SECTION :** ARCHITECTURAL PROJECT RENDERINGS


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
**p:** 206.267.9277
**w:** www.hybridarc.com

## MLK STREET VIEW





© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

## NORTH COURTYARD AMENITY AREA




© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

## SOUTH AMENITY AREA - ABOVE GARAGE ENTRY





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

**p:** 206.267.9277
**w:** www.hybridarc.com

## SOUTH AMENITY AREA - ABOVE GARAGE ENTRY





© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

## VIEW LOOKING WEST FROM GREENBELT



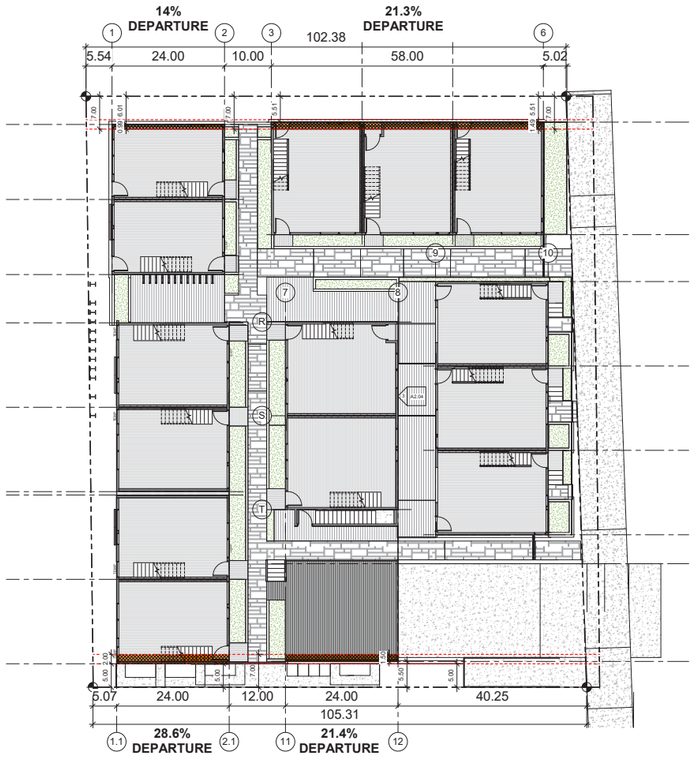

© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122

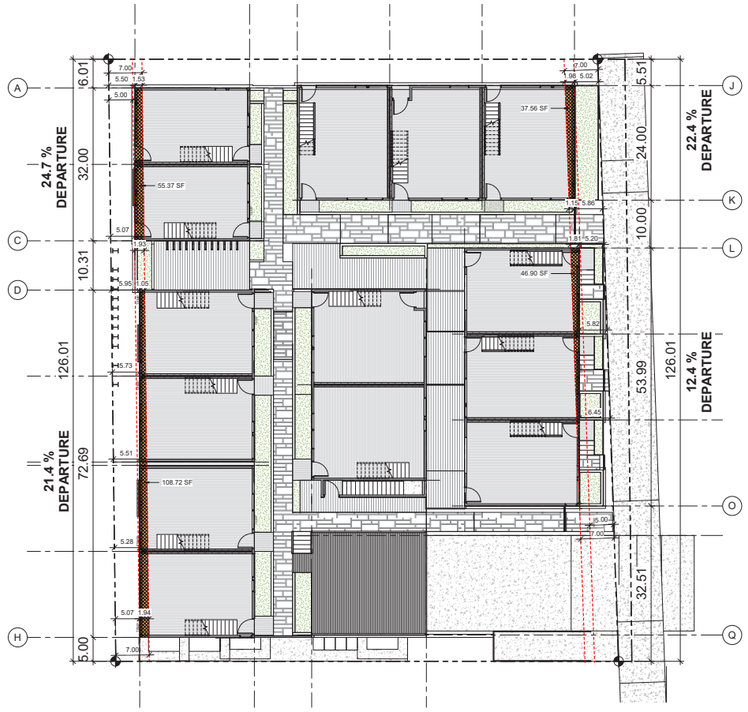
**p:** 206.267.9277
**w:** www.hybridarc.com

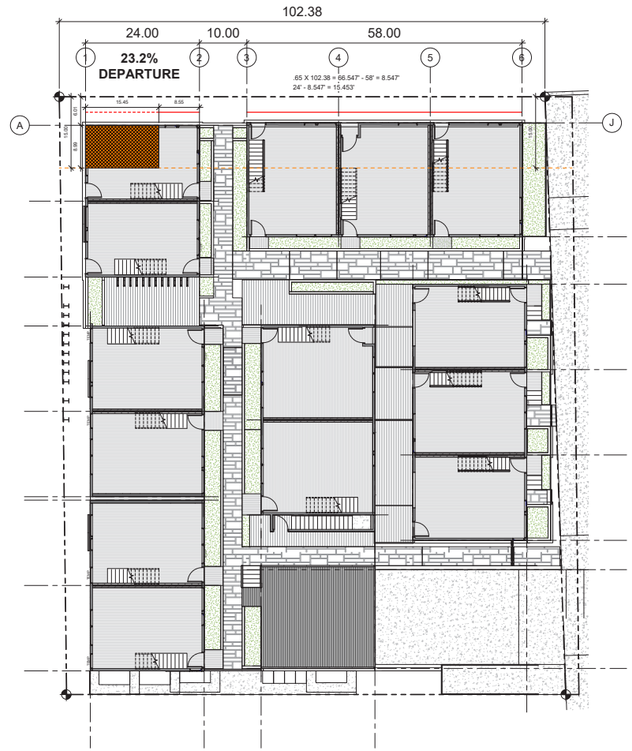
# PROJECT DEPARTURES


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# DEPARTURE MATRIX




## DEPARTURE ONE / TWO
SIDE AVERAGE SETBACK

## DEPARTURE THREE / FOUR
FRONT AND REAR AVERAGE SETBACK

## DEPARTURE FIVE
NORTH MAX FACADE LENGTH

**CODE**

Per SMC 23.45.518 - Setbacks and separations, Table A requires townhouses in LR zones to have a side setback of 7' average and 5'-0" minimum for facades over 40' in length.

Per SMC 23.45.518 - Setbacks and separations, Table A requires townhouses in LR zones to have a 7' average and 5' minimum front and rear setback.

Per SMC 23.45.527.B.1. - Structure Width, Maximum facade length in LR zones. The maximum combined length of all portions of façades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line.

**REQUEST**

Project team requests a average side setback departures on the north and the south facade side average setbacks. Both the north and the south side setbacks meet or exceed the minimum setback requirement.

Project team respectfully requests front and rear average departure for the front average setback and a departure for the average required rear setback. Both the front (east) and rear (west) side setbacks meet or exceed the minimum setback requirement.

The project team respectfully requests a 23.2% departure for the north side lot line maximum facade length. The max facade length per code is 66.547'. Project proposes 82' max facade length in the northwest corner per the diagram above.

**RATIONALE**

The Board was not concerned with the overall scope of this departure and indicated support as the departure allows for more access to light and air in the interior of the development site. The Board also acknowledged that there is no decrease in the minimum setbackrequired along the north and south property lines, resulting in minimal impact to the adjacent properties to the north and south. *(CS1-B-2. Daylight and Shading, DC3-B-4. Multifamily Open Space)*

The Board indicated support for a 2' reduction in average rear setback for the site. The Board acknowledged that this departure allows for additional spacing for the interior amenity areas and pedestrian pathways. With the greenbelt to the west of the site, the Board also acknowledged granting this departure would have minimal impact on the adjacent properties. Additionally, a minimal front average setback reduction would allow for more interior amenity area. *(CS2-D-5. Respect for Adjacent Sites, PL1-B-3. Pedestrian Amenities, DC3-B-1. Meeting User Needs)*

The Board indicated support for this departure as it allows for increased open space at the interior of the development site. The Board acknowledges that impacts of the increased façade length are mitigated by upper level massing modulation which is supported by the Board as it improves on the overall design. *(CS2-D-5. Respect for Adjacent Sites, DC3-B-4. Multifamily Open Space)*

*It should be noted, that a south maximum facade length departures is no longer required.*

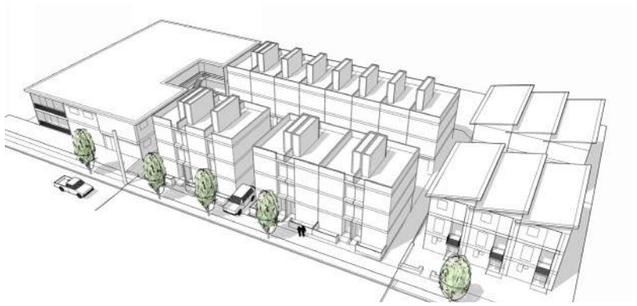

© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# **APPENDIX:** SUPPLEMENTAL INFORMATION (EDG # 1 SUMMARY)


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

**p:** 206.267.9277
**w:** www.hybridarc.com

# EDG #1 SUMMARY




## 1: Car Canyon

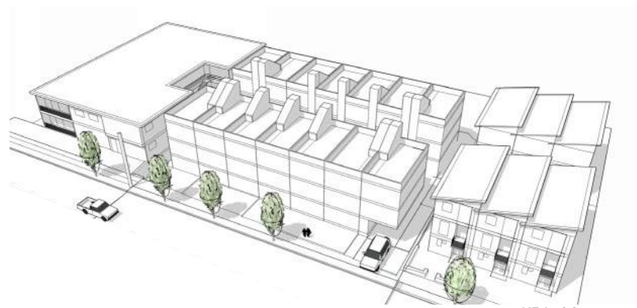
15 Townhouse Units
1,300 sf average (gross)

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

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

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

### Departures
- none




## 2: Canyon Court

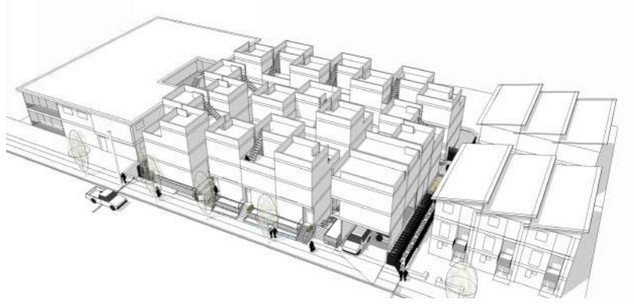
14 Townhouse Units
1,300 sf average (gross)

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

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

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

### Departures
- none




## 3: Court Yards *preferred*

21 Townhouse Units
830 sf average (gross)

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

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

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

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


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# EDG #1 PREFERRED SCHEME

## 3: Court Yards *preferred*

21 Townhouse Units
830 sf average (gross)

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

### Positive

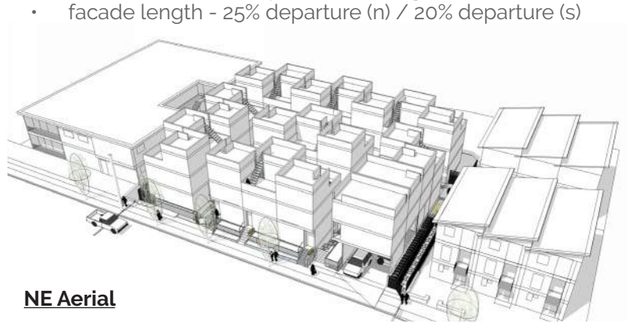
- Below Grade Parking Garage - allows for at grade private amenity area
- Human scaled outdoor spaces for seating, circulation and activity
- Facade along MLK Way is broken up with pedestrian entryways

### Negative

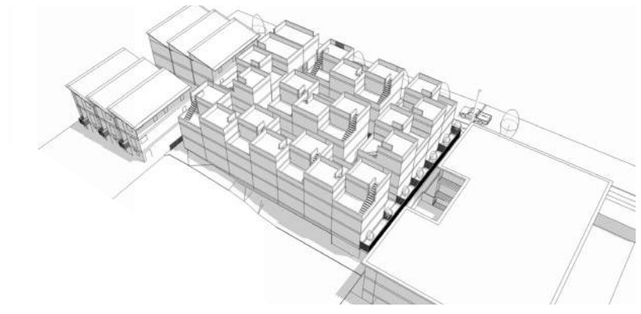
- Long facade along rear property line
- Some units face side property lines

### Departures

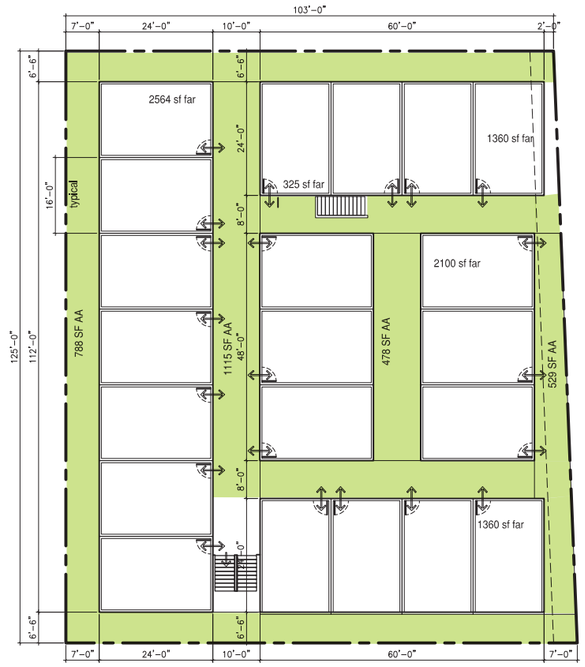
- front setback - 60% spot departure (2' min)
- side setback - 8% departure (6.5' avg)
- facade length - 25% departure (n) / 20% departure (s)



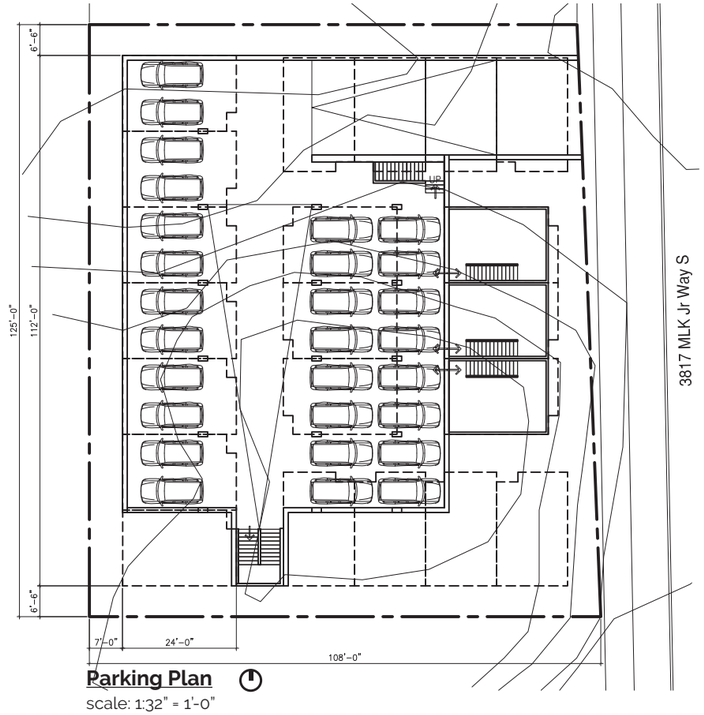
**NE Aerial**



**SW Aerial**



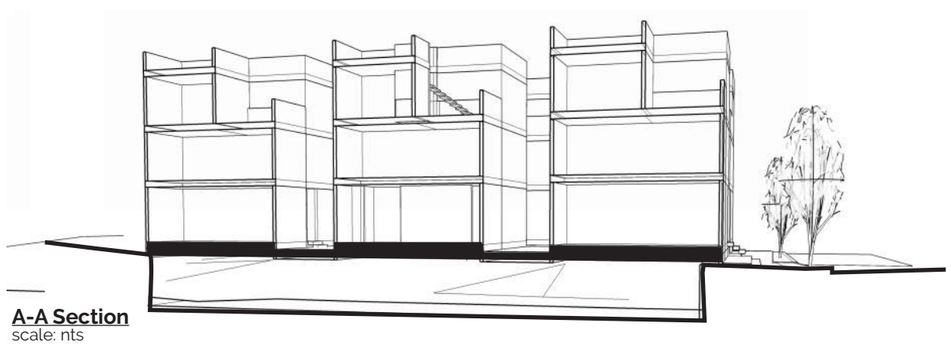

**Typical Plan**
scale: 1:32" = 1'-0"



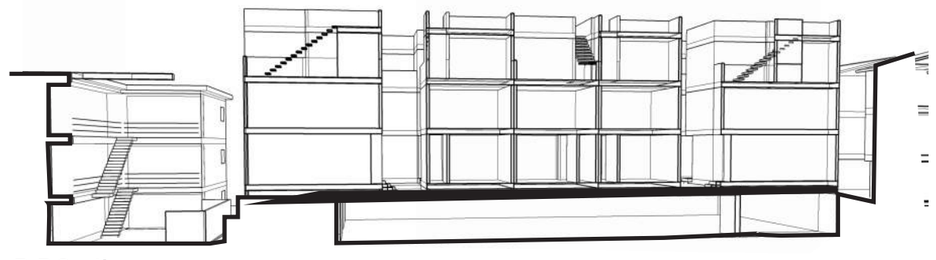

**Parking Plan**
scale: 1:32" = 1'-0"



**Street Perspective**



**A-A Section**
scale: nts



**B-B Section**
scale: nts



HYBRID

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

p: 206.267.9277
w: www.hybridarc.com

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

# EDG #1 SUMMARY

## PUBLIC COMMENT

The following public comments were offered at this meeting:
• Concerned with pedestrian safety at the garage entry and the visibility of vehicles entering and exiting the site.
• Concerned with the design of the garage door and the potential noise.
• Concerned with ADA accessibility to the individual units.
• Questioned the relationship between the development and the neighboring greenspace to the west.

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

• Street trees are required. SDOT prefers these next to the curb in a 5.5' wide planting strip. SDOT Urban Forestry may want the existing street trees preserved.
• A minimum 6' sidewalk is required.
SDCI staff also summarized design related comments received in writing prior to the meeting:
• Concerned with the proposed ingress and egress directly from Martin Luther King Jr. Way South and impacts to traffic.
• Suggested the project be heavily oriented towards transit and carefully consider the pedestrian.

## 1. Massing and Site Configuration:

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

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

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

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



NE Aerial at EDG


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

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

## 2. Vehicular Access and Pedestrian Circulation:

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

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

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

## 3. Primary Entries:

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

## 4. Landscaping/Amenity Areas:

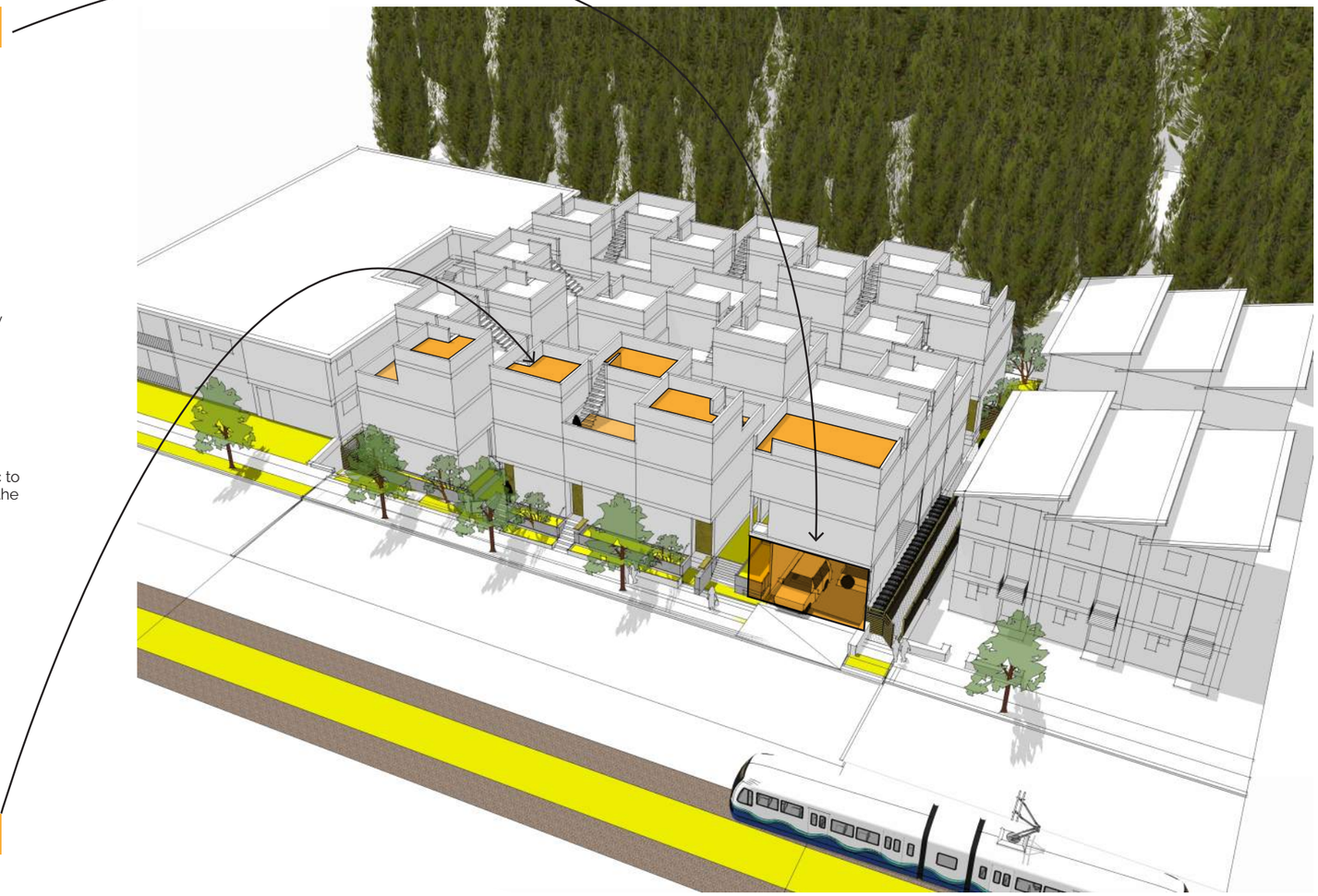
a. The Board was concerned with the proposed dimensions for the pedestrian pathways, landscaping, and amenity areas proposed in Option 3 and supported the larger central courtyard shown in Option 2. The Board suggested that these areas be reconfigured to provide opportunity for interaction and increase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

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

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

## 5. Recycling and Waste Location:

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



NE Aerial at EDG



HYBRID

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

p: 206.2679277
w: www.hybridarc.com

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

## PUBLIC COMMENT

The following public comments were offered at this meeting:
• Concerned with pedestrian safety at the garage entry and the visibility of vehicles entering and exiting the site.
• Concerned with the design of the garage door and the potential noise.
• Concerned with ADA accessibility to the individual units.
• Questioned the relationship between the development and the neighboring greenspace to the west.

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

• Street trees are required. SDOT prefers these next to the curb in a 5.5' wide planting strip. SDOT Urban Forestry may want the existing street trees preserved.
• A minimum 6' sidewalk is required.
SDCI staff also summarized design related comments received in writing prior to the meeting:
• Concerned with the proposed ingress and egress directly from Martin Luther King Jr. Way South and impacts to traffic.
• Suggested the project be heavily oriented towards transit and carefully consider the pedestrian.

## 1. Massing and Site Configuration:

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

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

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

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



NE Aerial at EDG


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

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

## 2. Vehicular Access and Pedestrian Circulation:

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

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

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

## 3. Primary Entries:

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

## 4. Landscaping/Amenity Areas:

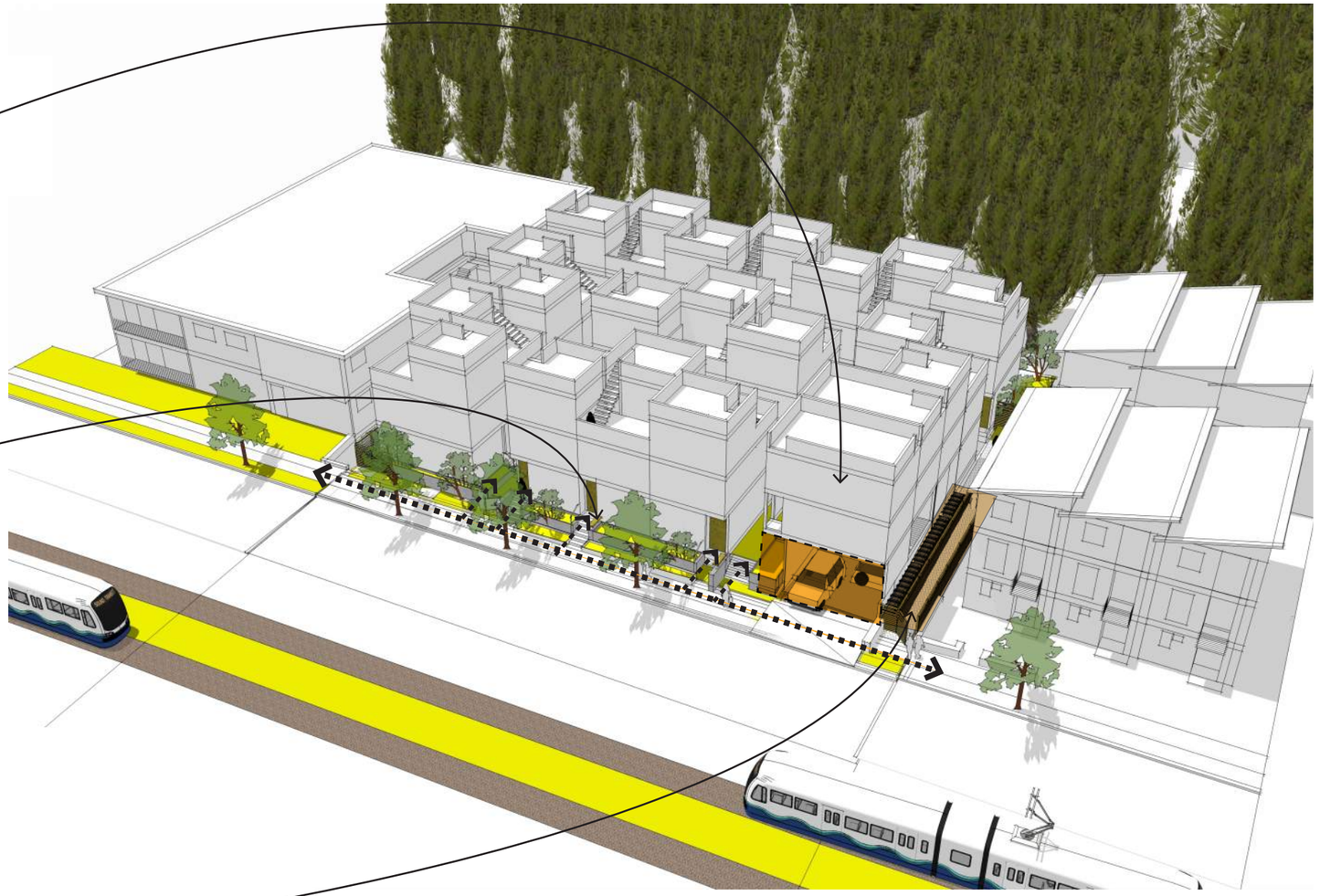
a. The Board was concerned with the proposed dimensions for the pedestrian pathways, landscaping, and amenity areas proposed in Option 3 and supported the larger central courtyard shown in Option 2. The Board suggested that these areas be reconfigured to provide opportunity for interaction and increase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

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

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

## 5. Recycling and Waste Location:

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



NE Aerial at EDG


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# **APPENDIX:** SUPPLEMENTAL INFORMATION (EDG # 2 SUMMARY)


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
**p:** 206.267.9277
**w:** www.hybridarc.com

# 1: Canyon Court

14 Townhouse Units
1,300 sf average (gross)

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

## Positive

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

## Negative

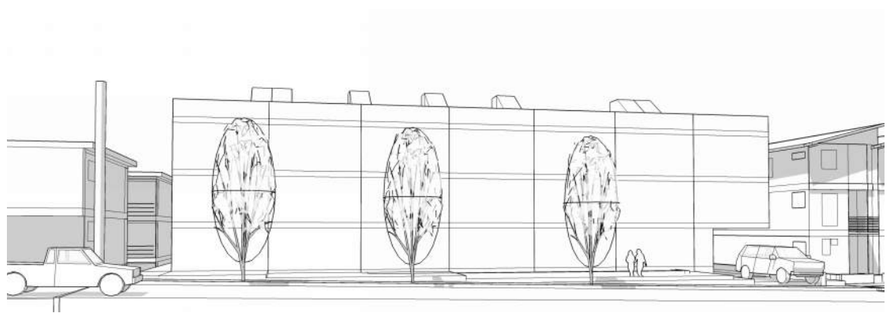
- Monolithic Forms with un-articulated mass-ing
- Broad, uninterrupted face along MLK Way
- Wide courtyard without division of scale for pedestrian friendly spaces

## Departures

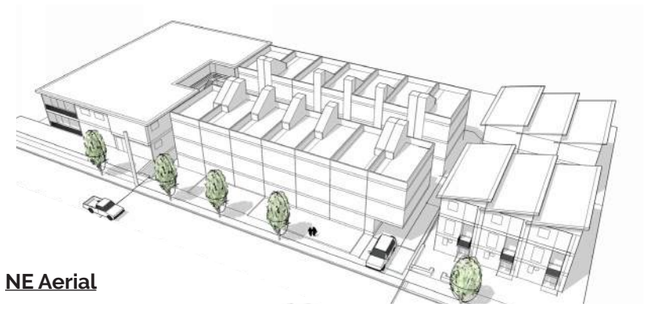
- none



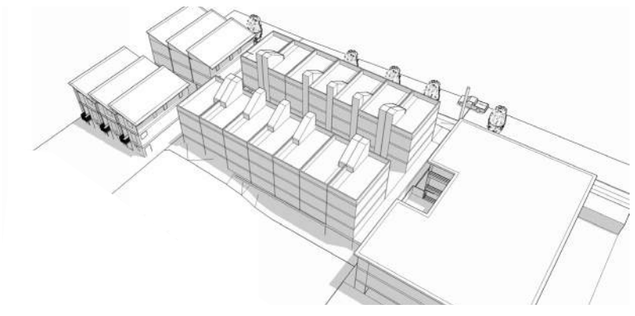

**Typical Plan**
scale: 1:32" = 1'-0"



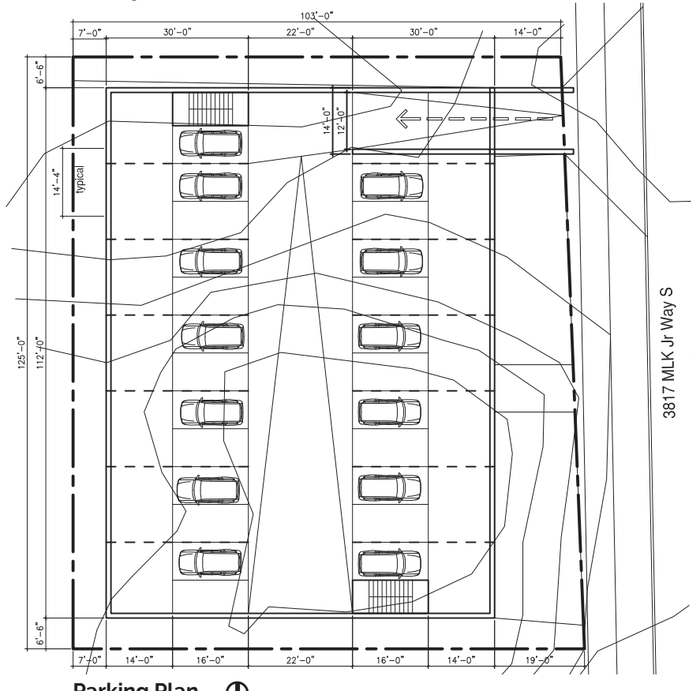
**Street Perspective**



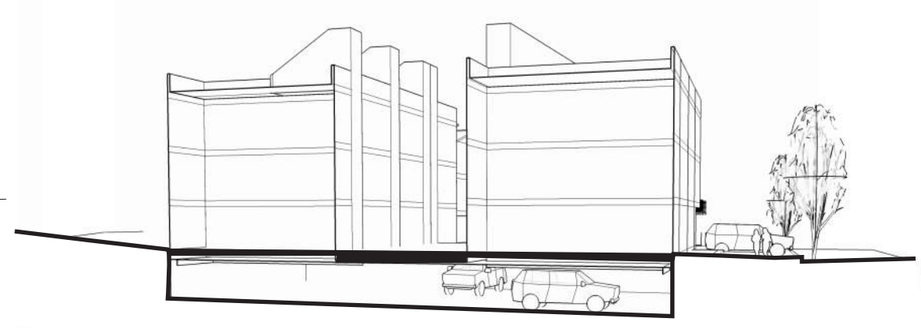
**NE Aerial**



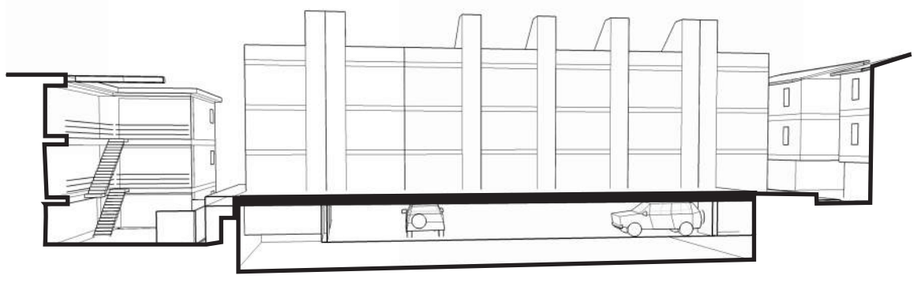
**SW Aerial**




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



**A-A Section**
scale: nts



**B-B Section**
scale: nts



HYBRID

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

p: 206.267.9277
w: www.hybridarc.com

# 2: EDG #1

21 Townhouse Units
830 sf average (gross)

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

## Positive

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

## Negative

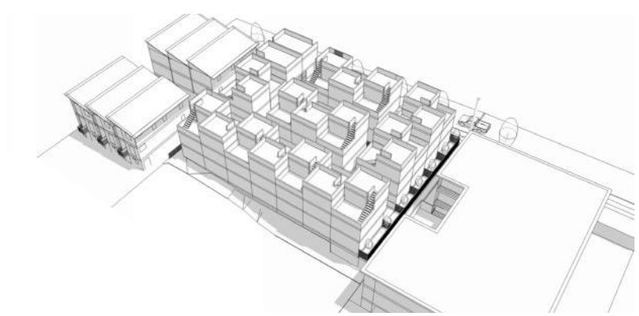
- Long facade along rear property line
- Some units face side property lines

## Departures

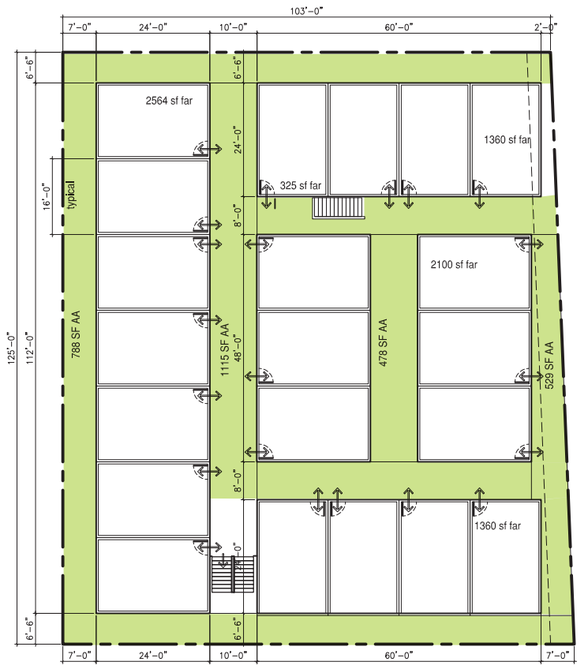
- front setback - 60% spot departure (2' min)
- side setback - 8% departure (6.5' avg)
- facade length - 25% departure (n) / 20% departure (s)



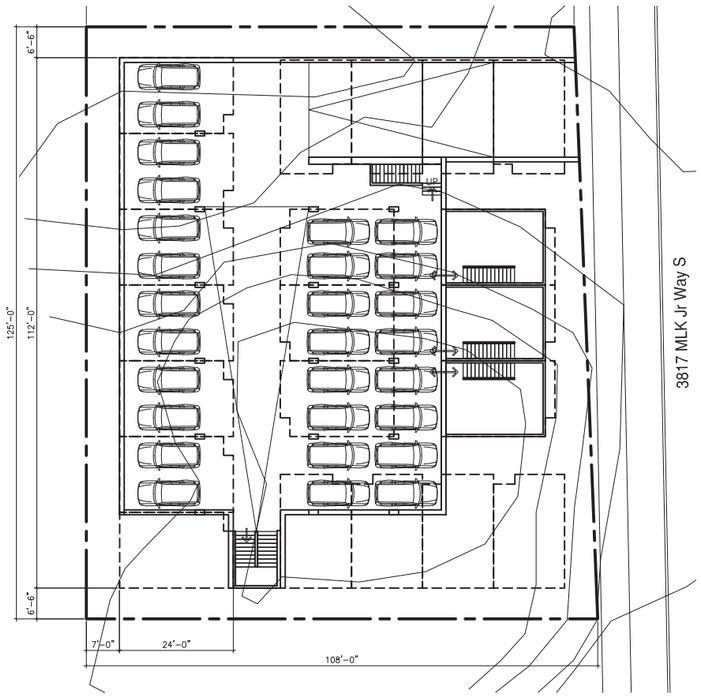
**NE Aerial**

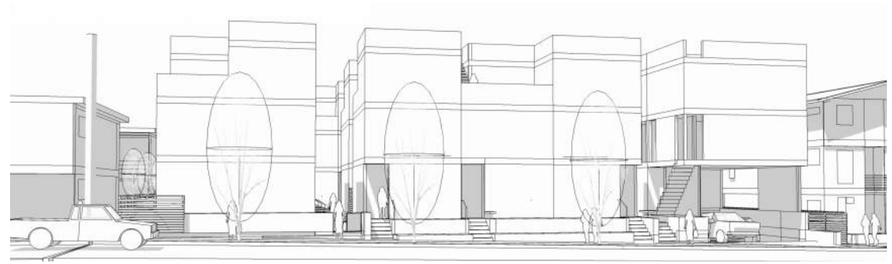


**SW Aerial**

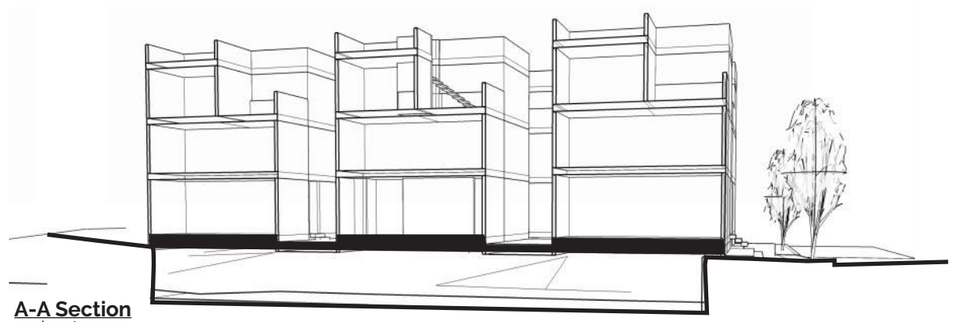



**Typical Plan**
scale: 1:32" = 1'-0"

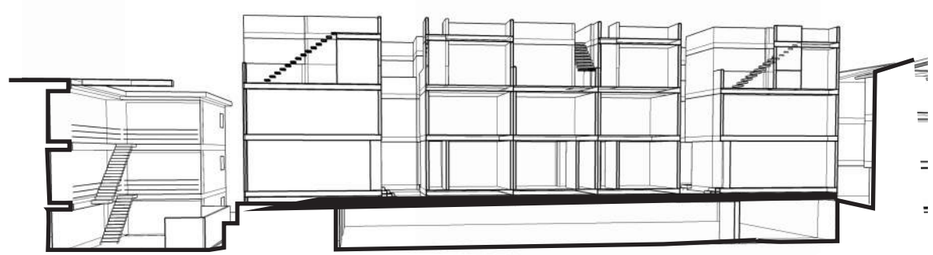


**Street Perspective**



**A-A Section**
scale: nts



**B-B Section**
scale: nts


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# 3: EDG 2 - Court Yards

*preferred*

20 Townhouse Units
830 sf average (gross)

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

## Positive

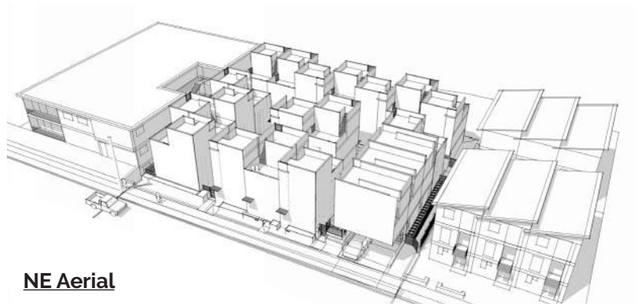
- Enlarged central amenity areas and walkways
- Below Grade Parking Garage - allows for at grade private amenity area
- Facade along MLK Way is broken up with pedestrian entryways that are screened with planters and secured with gates.

## Negative

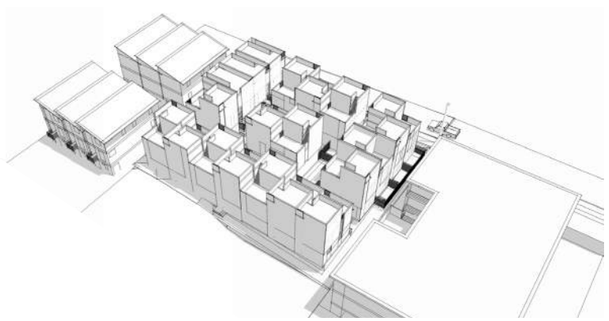
- Long facade along rear property line
- Some units face side property lines

## Departures

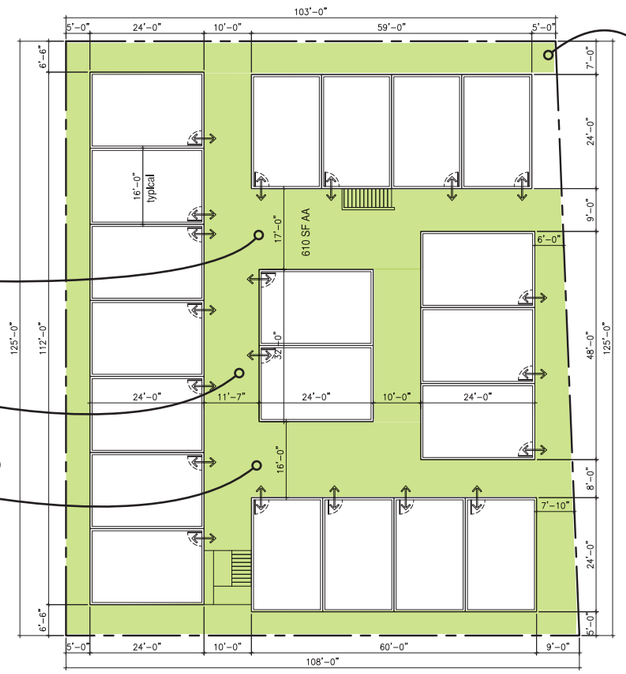
- side setback - 23% departure south / 2% departure north
- facade length - 22% departure (n) / 20% departure (s)



NE Aerial



SW Aerial



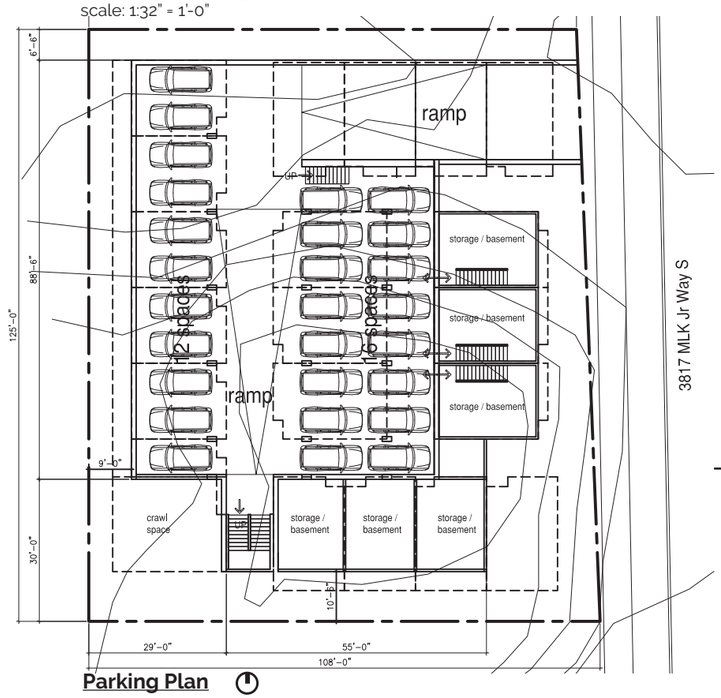

**+113%**
**Larger north courtyard**

**+16%**
**wider interior courtyard**

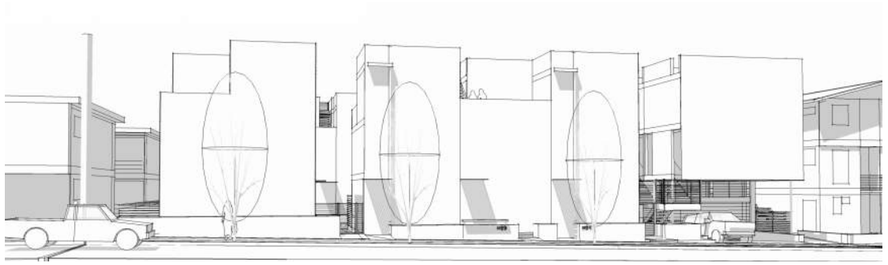
**+106%**
**Larger south courtyard**

**Front Setback Departure no longer requested. 5'-0" min setback for greater visibility at garage entry.**

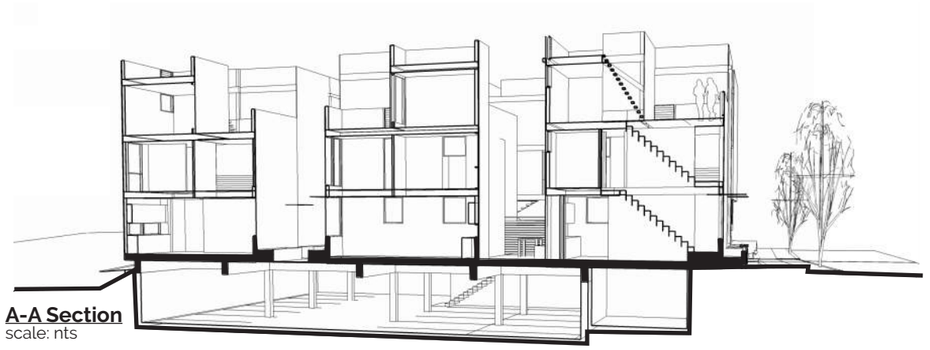
**Typical Plan**
scale: 1:32" = 1'-0"



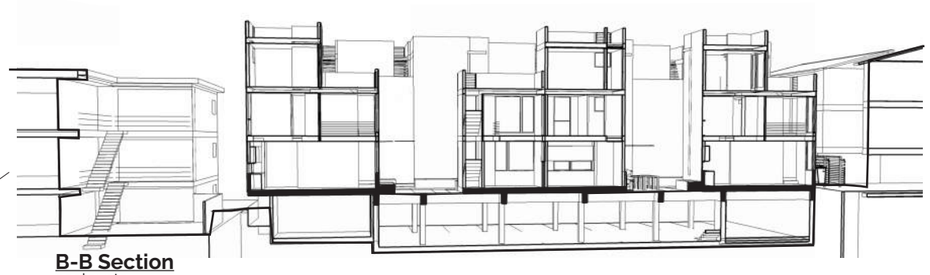

**Parking Plan**
scale: 1:32" = 1'-0"



**Street Perspective**



**A-A Section**
scale: nts



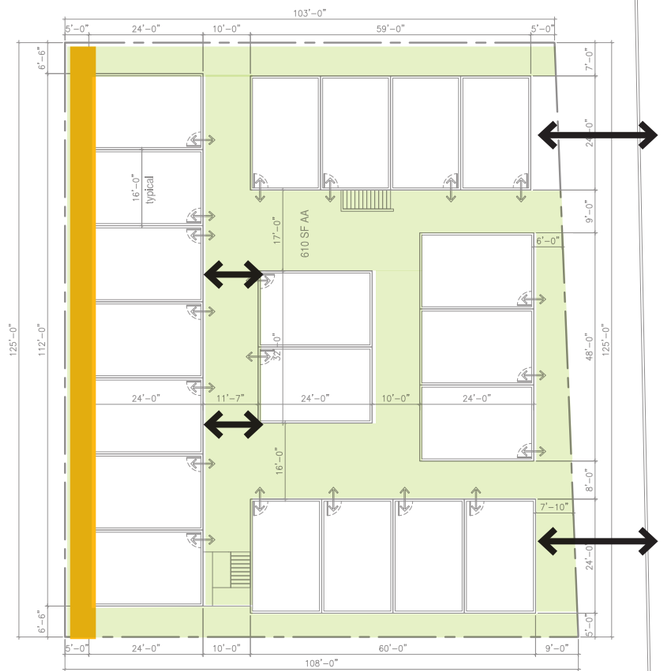
**B-B Section**
scale: nts



HYBRID

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

p: 206.267.9277
w: www.hybridarc.com




## Departure #2 - Rear Setback

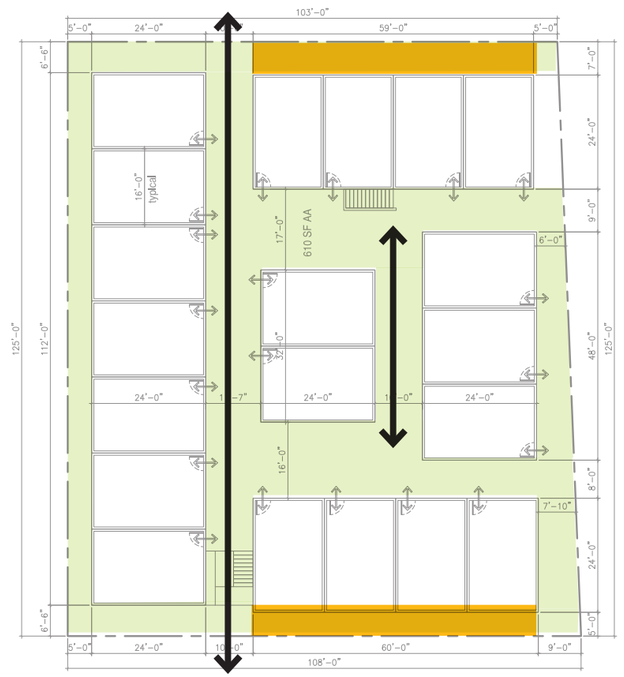
Per SMC.23.45.518 - Table A
5'-0" minimum / 7' average rear setback required
-

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

## Rationale

DC3.B - OPEN SPACE USES AND ACTIVITIES

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




## Departure #2 - Side Setback

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

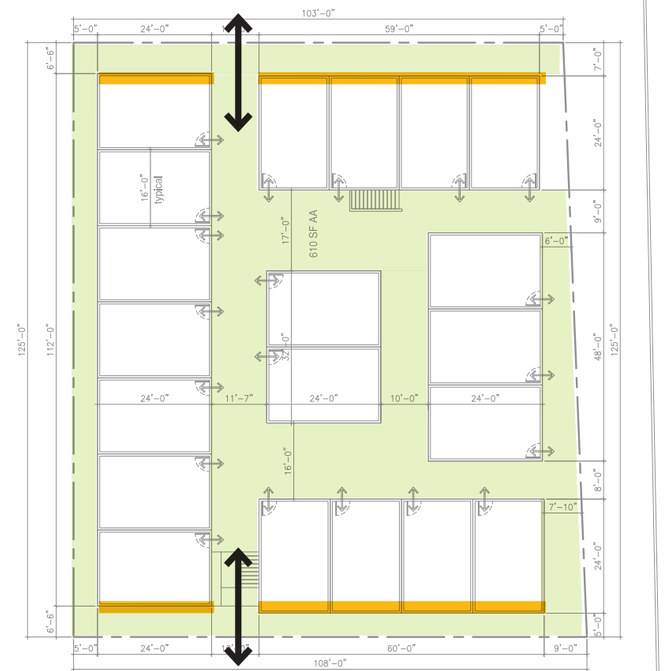
SOUTH:
5'-0" minimum provided - complies
5'-5" average provided- 23% departure required

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

## Rationale

DC3.B - OPEN SPACE USES AND ACTIVITIES

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




## Departure #3 - Facade Length

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

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

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

## Rationale

DC3.B - OPEN SPACE USES AND ACTIVITIES

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


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com

# **HYBRID ARCHITECTURE:** TOWNHOUSE EXPERIENCE



Shake Shack Townhomes



Steel Stacks Townhomes



West Seattle One



Remington Court



Eastlake Development



Eastlake Townhouses


© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122
p: 206.267.9277
w: www.hybridarc.com