

BODE OTHELLO APARTMENTS

5960 M L KING JR WAY S
Seattle, WA 98118

MEETING DATE: JULY 11, 2023

SDCI PROJECT NUMBER: 3040599-EG

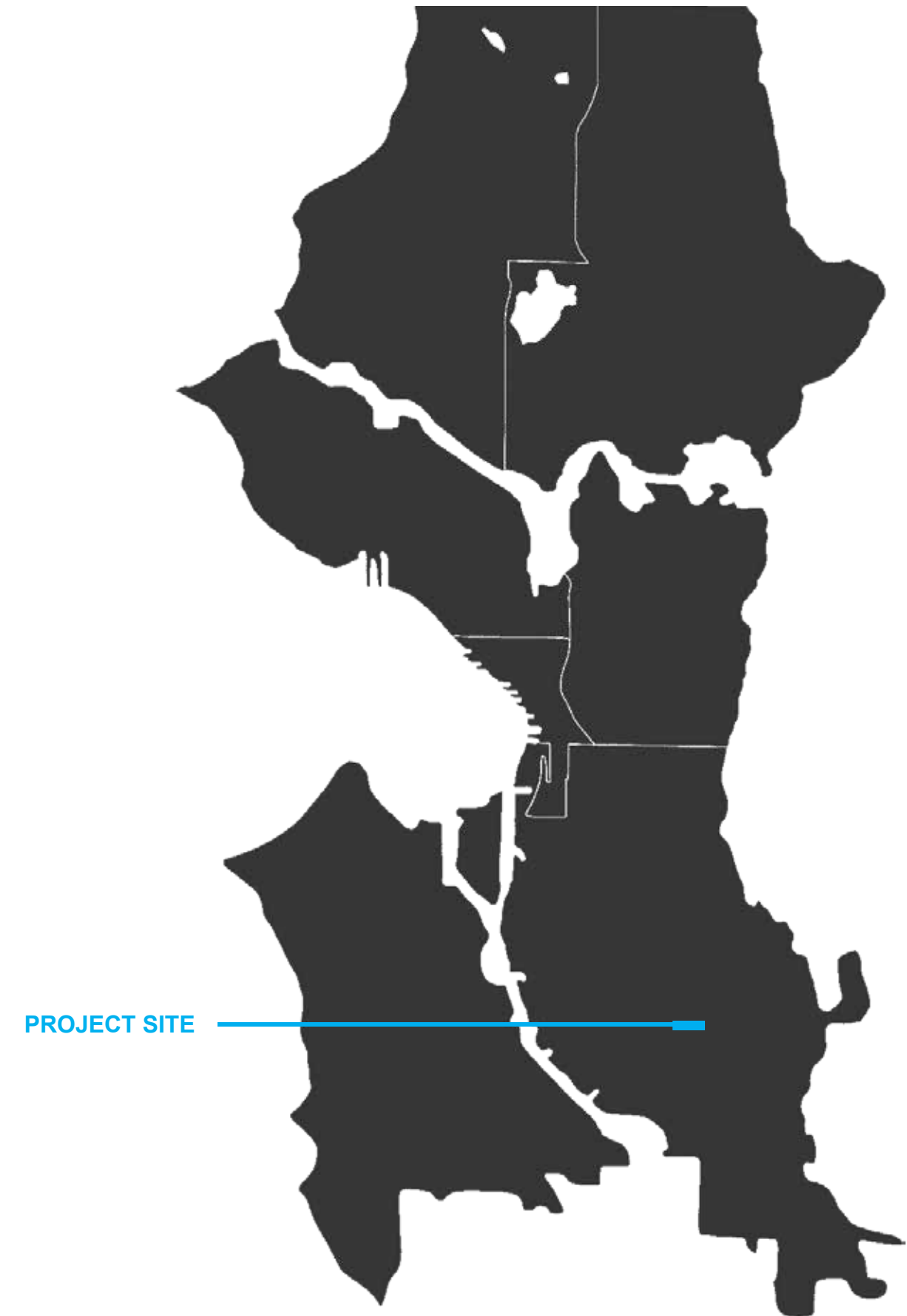


BODE

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PROJECT INFORMATION

Project Address: 5960 M L KING JR WAY S
SDCI Project Number: 3040599-EG
Neighborhood: Othello (Residential Urban Village)
In Equity Area: Yes
Zoning: NC2-55 (M)
Parcel Number: 811310-0160
Lot Area: 66,198 SF, 1.52 Acre
Overlay: Othello (Residential Urban Village)

Design Guidelines:

- o Seattle Design Guidelines
- o Othello Neighborhood Design Guidelines

Proposal Summary:

- o 5-Story Apartment building
- o Total gross floor area 248,328.5 sf
- o Total number of residential units 367
- o Total number of bike storage stalls 367
- o No on-site parking
- o Vacant land with no existing structures currently on site.

PROJECT VISION

In an effort to address the rapidly growing housing demand in the Othello neighborhood, the project proposes to transform the existing parcel, currently vacant, by replacing it with a high quality development that will create more engaging, urban streetscapes within the neighborhood. The proposed project can serve as a catalyst for improvements within the northern extent of the Othello Urban Village.

The project design will provide residents with amenities, open spaces, quick access to public transit, nearby trails, and neighborhood-serving commercial on Martin Luther King Jr. Way S.

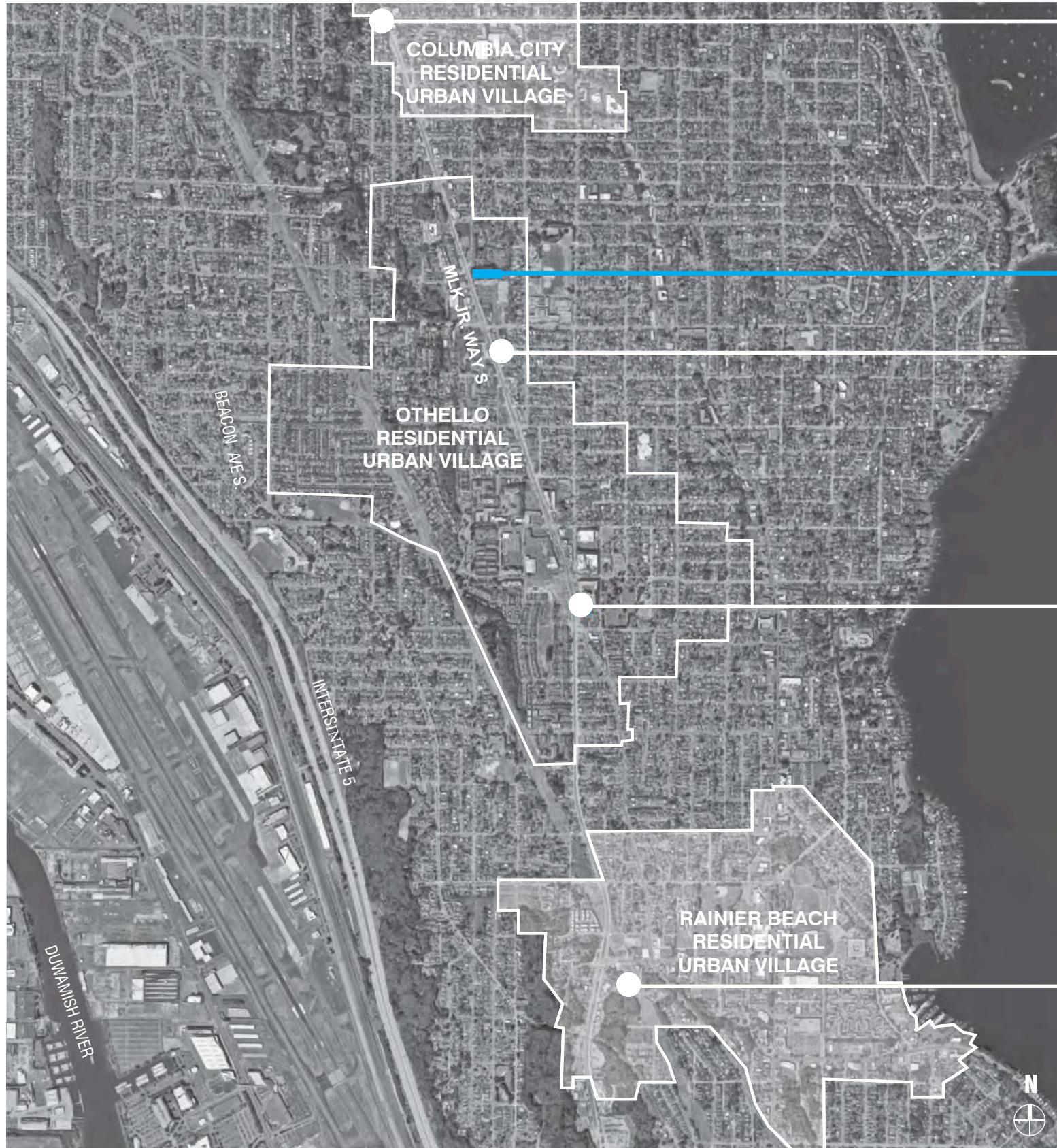
PROJECT TEAM

DEVELOPMENT + DESIGN:

BODE 144 Railroad Avenue Edmonds, WA 98104

LANDSCAPE ARCHITECT

GHA LANDSCAPE ARCHITECTS 1417 NE 80th Seattle, WA 98115



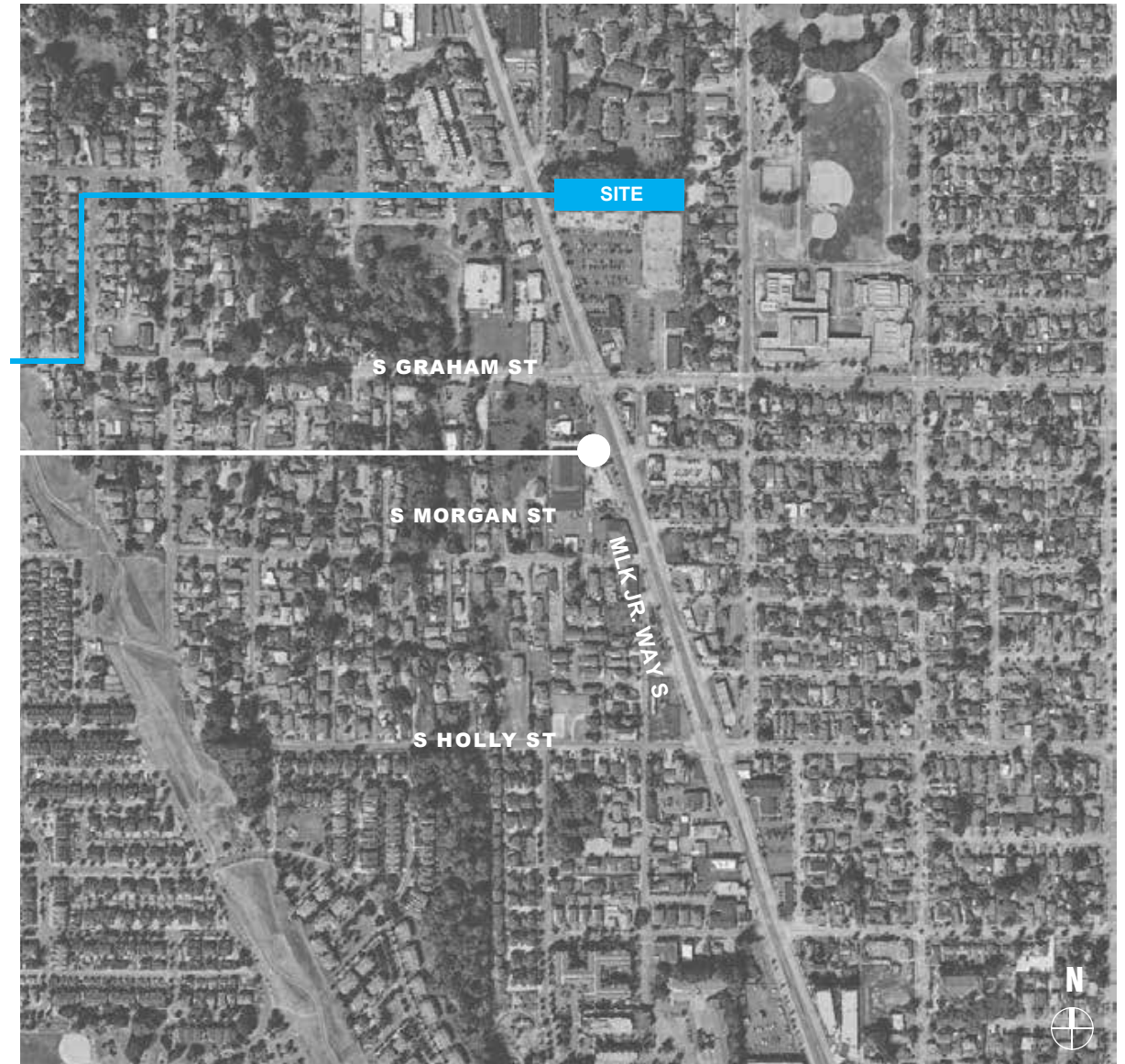
COLUMBIA CITY
LINK STATION

PROJECT SITE

FUTURE GRAHAM
LINK STATION

OTHELLO
LINK STATION

RAINIER BEACH
LINK STATION



VICINITY MAP

VICINITY

The proposed project is located at the northern end of the Othello Residential Urban Village. The site is mid-block on the east side of Martin Luther King Jr. Way S and located within a low density commercial area on MLK Jr. Way South approximately half way between the Columbia City and Othello Light Rail Transit stations. The neighborhood is undergoing a transformation from a low-density area to a transit-oriented zone.

The Othello neighborhood's commercial core along Martin Luther King Jr. Way S is characterized by a mix of older low-rise buildings, many occupied by small businesses, and newer, taller mixed use buildings focused on the blocks near the station. In most of the new mixed-use developments, there are income-restricted housing projects. The density drops considerably away from the station area and MLK to mostly single-family homes.

BODE ANSWERING THE DEMAND FOR ATTAINABLE APARTMENTS

WHO WE ARE

Here at Bode, we offer a unique approach to building housing in our great city of Seattle. Our company founded in 2005 with a clear mission, to help Seattle communities with attainable housing, providing innovative, effective, and equitable housing solutions so that all people and communities can prosper. We offer a full cycle of development, to create an effective model to serve the Seattle market. From buying properties, financing and designing, to building and managing our properties. With this unique approach we are able to streamline the process and help contribute to growing housing demands.

VALUES

Seattle has experienced rapid growth and the housing market is changing rapidly. We strive to enhance affordable apartments for everyone. We believe everyone should live affordably in their neighborhood and community, that why we make every effort to build projects that respond to citywide housing needs. Our quality, efficient and sustainable homes respect our neighborhoods and ensure new families and members can join and engage in the community

Our vision is to establish adequate and affordable housing for a safer and more sustainable future. We created trusted relationships with the communities we serve and offer thousands of homes to renters and families city wide.



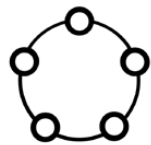
DENSITY



SUSTAINABILITY



AFFORDABILITY



COMMUNITY



TRANSPORTATION



INNOVATION



BODE LAKE CITY



BODE LAKE CITY



BODE COLUMBIA CITY

BODE OTHELLO APARTMENTS



DEVELOPMENT OBJECTIVES

The Othello Bode Apartments project proposes a redevelopment of the mid-block bound by ML King Jr. Way S. A 5-story affordable apartment building will replace a vacant site. Our goal is to provide a range of affordable living options that respond to the city needs. The project will reactivate the street facade with a residential lobby entrance and amenity spaces. Our building will be one of the first new taller apartment buildings along this section of MLK strip and will establish a desirable context for others to build upon in the future.



DESIGN OBJECTIVES

One of the top design priorities is to contribute to the activity along the street, bring new character and establish a positive influence to the neighborhood. The neighbors along ML King Jr. Way S are currently low density commercials or retail types without pedestrian oriented streetscape. This project will provide a street frontage that open up to the views and allow for a safe environment. Along the street front we provide fine materials, canopies and signage. Landscaping is provided along the street front for creating successful pedestrian connectivity.



NEIBORHOOD OBJECTIVES

We firmly believe the diversity of people, language, cultures, and religions enhance and enliven the history of the area. The success of the development is contingent on the continued diversity of cultural perspectives and identities. We seek to create spaces that celebrate and support both individual expression and community engagement. Most importantly we want to create housing so that living is both affordable and attractive and the diversity of the community can continue to grow and remain intact.

OUTREACH METHODS:

In order to comply with outreach standards we employed these outreach methods:

1. PRINTED OUTREACH: MAILING TO ALL PROPERTY OWNERS WITHIN 500'

Sent direct mailings to residences and businesses within a 500 - foot radius of the site. The letter provided early notifications to local businesses and community members.

2. ELECTRONIC/DIGITAL OUTREACH: BASIC PROJECT WEBSITE

Provided a basic project website that allows for adding public comments (high impact). The page displayed prominently translations in-language and was easy to navigate. The web-site included an online survey for feedback and comments. The information and survey hosted on the Developer/ applicant's web-page.

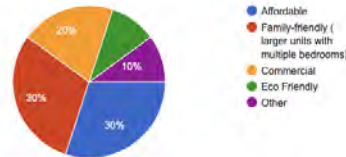
3. ELECTRONIC/DIGITAL OUTREACH: EMAIL DISTRIBUTION TO ORGS OR LOCAL BLOG OR DIGITAL NEWSLETTER.

Emailed a digital copy of the flyer with a cover email to neighborhood/ community groups and ethnic media outlets. The flyer has translations provided in Spanish, Korean and Chinese and invited people to visit the website, take the survey and leave comment.

4. ELECTRONIC/DIGITAL OUTREACH: ONLINE SURVEY

Posted a seven-question survey using Google Forms for over 21 days. A link to the survey is included in both the letter, the flyer and on the project webpage on our website.

What type of units do you believe are most needed in your neighborhood?
10 responses



What concerns you the most about the construction of this building?
10 responses



What is your neighborhood's primary asset?
8 responses



Which are the most important for designing the public areas?
10 responses



What do you see as your neighborhood's primary need, and how can this building help address that?
10 responses

not pleasant to walk to destinations and homelessness

Cleaning up homelessness and crime; get rid of an eyesore building, provide more off street parking (and you are NOT providing enough), more people to support local retail and restaurants within neighborhood

We need retail cafes and restaurants. It would be great if there is retail spaces for cafes, bakeries, and restaurants on the ground floor.

Parking is already very tight between Aurora and Wallingford. More parking in high density housing is needed.

Safety! I've been waiting 6 years for that property to be torn down! This will greatly increase property value, aesthetic, and safety to this street!

Too many new buildings without adequate parking options cause

SUMMARY OF OUTREACH FEEDBACK:

Our online survey was filled out by eleven neighbors from the community to help us better understand their concerns and priorities for this property and neighborhood. Our project received both support and concerns regarding its potential impact on the neighborhood. The survey feedback was useful and there was general neighborhood support for the proposed project. Comments indicate that the development could improve the ML King Jr. Way S. corridor, strengthen the community, and provide a safer environment.

Our survey respondents indicated that affordability and family-friendly design are extremely important characteristics. Some indicated that the development needs to respond to the community needs and provide affordable housing for mixed-income with options below 60% AMI. Our audience requested a greater range of food services (restaurants, cafes, bars), more walkable sidewalks, and a neighborhood police station to combat crime and safety issues along the ML King Jr. Way S. strip. It was noted that

there was a strong interest in contributing to the cleanliness of MLK Jr. Way S. and its upgrading. The majority of those who responded to our survey believe that adding more family-friendly homes to the area would ultimately encourage people to settle in the neighborhood. Bringing in families and businesses that care about and are invested in the community would be a good way for a new project to benefit the community. Moreover, bringing in more people with a vested interest in the longterm growth would establish stability of the neighborhood.

Neighbors emphasized the importance of safety and addressing crime as one of the most important concerns. As far as public safety, public security, and cleaning up ML King Jr. Way S. are concerned, they seem to be top priorities. The street is poised with car oriented businesses, which makes the area unsafe for walking in the dark after business hours or when stores are closed, as well as an increased number of homeless occupying the street.

According to the majority of people, the development can help address those problems by adding an anchor business, increasing foot traffic, and ensuring tenants are watching the streets for crimes. A family-friendly project will increase the number of families in the area, have eyes on the street 24/7, remove debris from the sidewalks, and improve Aurora as a whole.

Neighbors requested that we create adequate parking spaces for the building in order to respond to the traffic situation. Having parking for the facility seems important for the new development. Neighbors emphasized the importance of respecting the neighborhood during and after construction. They described that not enough spaces are provided for residents and shop patrons and that the streets are getting clogged with parked cars. Neighbors requested that we keep them informed during construction of the progress and any street closures and limiting noise to daytime. We will take the necessary steps to mitigate noise and disruption.

CONCLUSIONS:

We learned a great deal about the community's priorities from our feedback. As a sign of ongoing respect for the neighbors and near-by community, we will plan our development to provide affordability, design family-friendly homes, and fit with neighborhood character. To improve the ML King Jr. Way S. corridor, strengthen the community, retail entries are proposed with weather protection. Pedestrian engagement will be achieved with visual interaction through building openings and transparency within the modulation of the building's base. A semi-private entry is created for resident use which is emphasized through design cues such as being recessed in the building massing with opportunities for landscaping to create a welcoming and identifiable area leading from the public pedestrian walk. We intend to keep these recommendations, desires, and concerns in mind as we move through the design and building process.



Where: 5960 M L KING JR WAY S, SEATTLE
 About: NEW DEVELOPMENT FOR THE OTHELLO COMMUNITY
 The proposed project is a five-story residential building with approximately 140 feet of street frontage along MLK Jr. Way South. The project site area is 66,198 SF, 1.52 Acre and will contain approximately 340 affordable living residential units and 1 street level commercial space. Parking is not required or proposed on this site.
 This project is designed to serve the community of Othello neighborhoods by creating a residential community of high-quality, enduring design, and affordable living. The site is located along a low density commercial area on MLK Jr. Way South approximately half way between the Columbia City and Othello Light Rail Transit stations.
 Additional Project Information:
 Visit Seattle Services Portal: <https://www.seattle.gov/developmentandconstruction/2023-01-27/5960-mlk-jr-way-s>
 Contact: Koren Biron, info@livingbode.com
 Note: Email or phone number may be made public through the City of Seattle.
 Comments or Questions?
 Community members are encouraged to comment. Please do so by visiting our project page at: <https://livingbode.com/all-properties/5960-mlk-jr-way-s-33m>
 There you will find a link to a survey.
 BODE



Dónde: 5960 M L KING JR WAY S, SEATTLE
 Acerca de: NUEVO DESARROLLO PARA LA COMUNIDAD DE OTHELLO
 El proyecto propuesto es un edificio residencial de cinco pisos con aproximadamente 140 pies de frente a la calle a lo largo de MLK Jr. Way South. El área del sitio del proyecto es de 66,198 pies cuadrados, 1,52 acres y contendrá aproximadamente 340 unidades residenciales asequibles y 1 espacio comercial a nivel de la calle. No se requiere ni se propone estacionamiento en este sitio.
 Este proyecto está diseñado para servir a la comunidad de los vecindarios de Othello mediante la creación de un comunidad de alta calidad, diseño perdurable y vida asequible. El sitio está ubicado a lo largo de una baja densidad área comercial en MLK Jr. Way South aproximadamente a mitad de camino entre Columbia City y Othello Estaciones de Tren de Luz.
 Información adicional del proyecto:
 Visite el portal de servicios de Seattle: <https://www.seattle.gov/developmentandconstruction/2023-01-27/5960-mlk-jr-way-s>
 Contacto: Koren Biron, info@livingbode.com
 Nota: Los números de teléfono o correo electrónico pueden ser hechos públicos a través de la Ciudad de Seattle.
 ¿Comentarios o Preguntas?
 Se anima a los miembros de la comunidad a comentar. Por favor, visite nuestra página de nuestro proyecto en: <https://livingbode.com/all-properties/5960-mlk-jr-way-s-33m>
 Allí encontrará un enlace a una encuesta.
 BODE



여기에: 5960 M L KING JR WAY S, SEATTLE
 에 대한: OTHELLO를 위한 새로운 개발
 제안된 프로젝트는 MLK Jr. Way South를 따라 약 140피트 거리 전면에 있는 5층 주거용 건물입니다. 프로젝트 부지 면적은 66,198 SF, 1.52에이커이며 약 340가구의 저렴한 주거용 주택과 1층 상업 공간을 포함할 것입니다. 이 사이트에는 주차장 설치 없이도 충분한 주차 공간이 제공됩니다.
 이 프로젝트는 고품질의 지속 가능한 디자인과 저렴한 생활을 제공하는 우리 커뮤니티를 만들기 위해 Othello 이웃 커뮤니티에 봉사하도록 설계되었습니다. 이 사이트는 Columbia City와 Othello Light Rail Transit 역 사이의 대학 중간 지점인 MLK Jr. Way South의 저밀도 상업 지역을 따라 위치합니다.
 추가 프로젝트 정보:
 시애틀 서비스 포털 방문: <https://www.seattle.gov/developmentandconstruction/2023-01-27/5960-mlk-jr-way-s>
 연락처: Koren Biron, info@livingbode.com
 참고: 이메일 번호 또는 전화 번호가 공개될 수 있습니다.
 의견이나 질문이 있으신가요?
 커뮤니티 회원은 의견을 말하도록 권장됩니다. 다음을 방문하여 페이지를 방문하여 댓글과 질문 사항을 <https://livingbode.com/all-properties/5960-mlk-jr-way-s-33m>에 게시하십시오.
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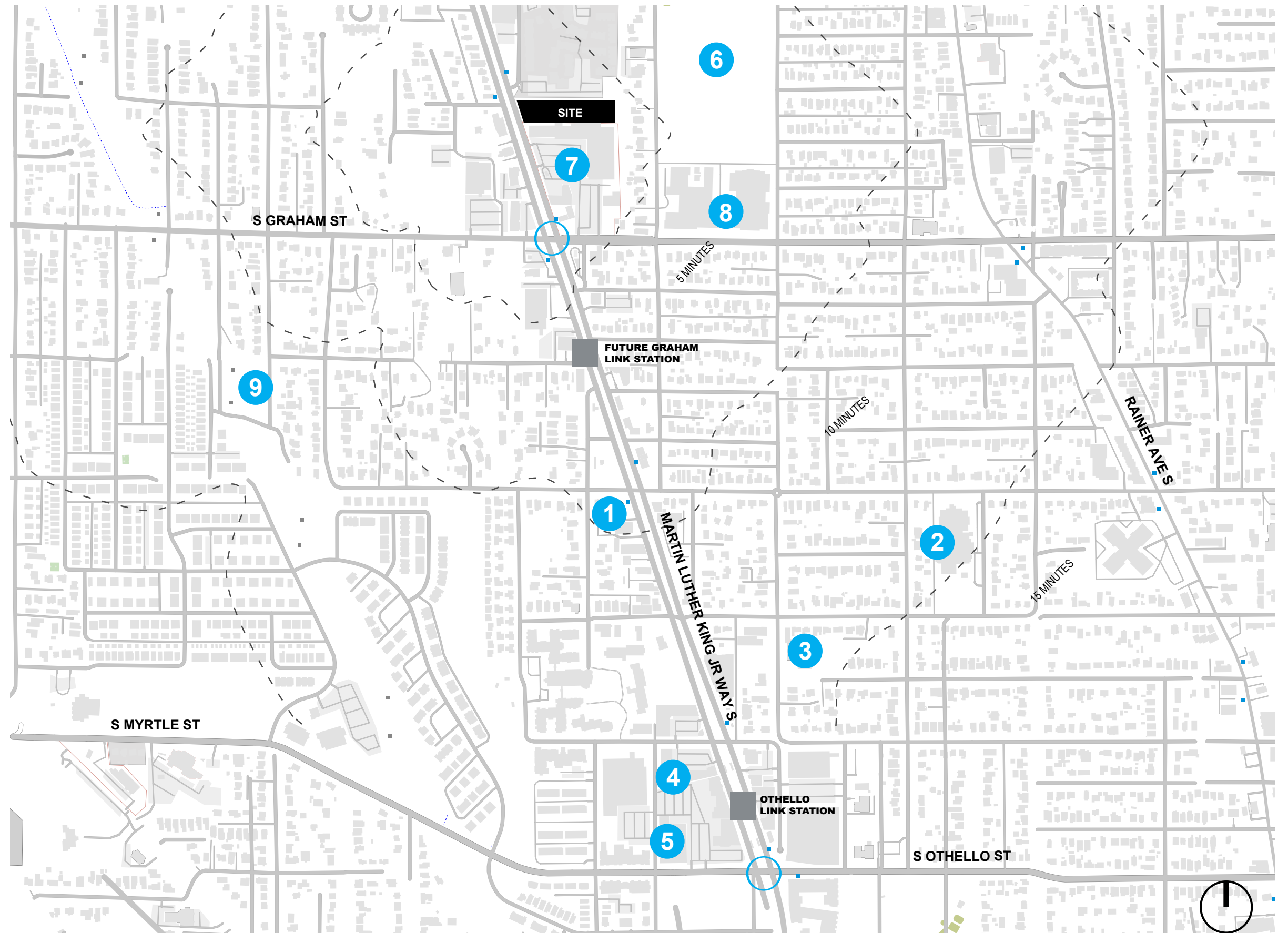
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 거기에서 설문 조사에 대한 링크를 찾을 수 있습니다.
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URBAN ANALYSIS

The project site is located in the Othello Residential Urban Village - one of the areas in the city designated to receive transformational growth. The neighborhood supports a rich variety of uses. There is a mix of housing including apartments, duplexes and single family houses. To the north is a newer large mixed-use project, to the east and southeast are two mixed-use projects under construction, and to the south is another proposed building. Transit, parks, shops, restaurants and other amenities are located within convenient walking distance

TRAFFIC CIRCULATION

The site is primarily served by Martin Luther King Jr Way S, a principal arterial. There are no designated bike lanes on the street. Bus stops are in the vicinity along MLK Jr Way S as well as the Othello light rail station, Columbia City light rail station,



URBAN ANALYSIS KEY

- GATEWAY
- POINT OF
- WALKSHED
- BUS STOP
- LINK STATION

02 NEIGHBORHOOD MULTI-FAMILY CONTEXT



1 LOCAL RESTAURANTS



2 MARTIN LUTHER KING JR ELEMENTARY SCHOOL



3 DUOC SU BUDDHIST TEMPLE



4 MLK JR WAY COMMERCIAL



5 LOCAL GROCERY



6 BRIGHTON PLAYFIELD



7 GRAHAM STREET COMMERCIAL



8 AKI KUROSE MIDDLE SCHOOL



9 CHIEF SEALTH GREENWAY

02 NEIGHBORHOOD MULTI-FAMILY CONTEXT



1 7011 42ND AVE S



2 6106 35TH AVE S



3 6901 MLK JR WAY S



4 5722 35TH AVE S



5 6940 MLK JR WAY S



6 3505 S BENNET ST



02 NEIGHBORHOOD MULTI-FAMILY CONTEXT



7 7011 42ND AVE S



8 6106 35TH AVE S



9 6901 MLK JR WAY S



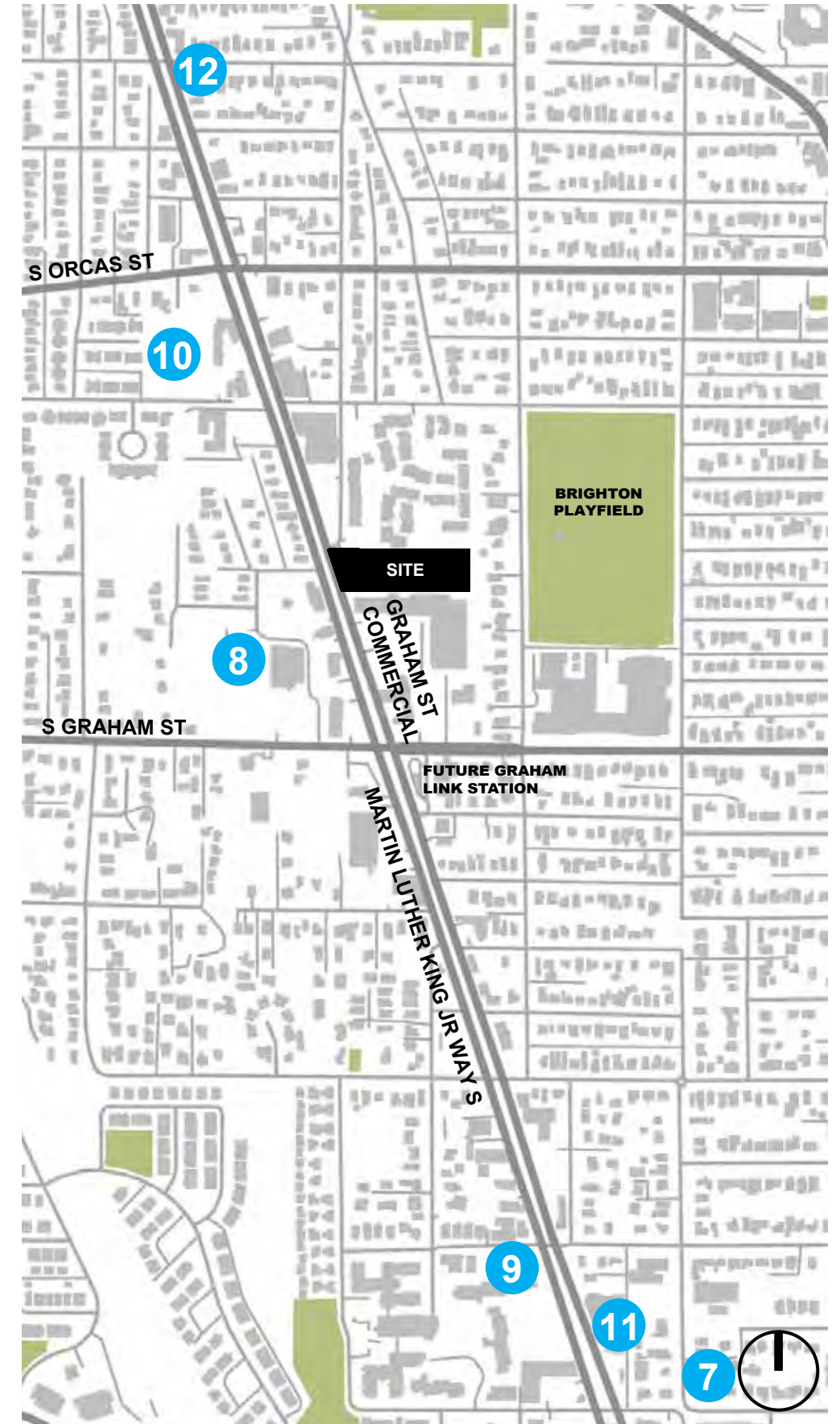
10 5722 35TH AVE S



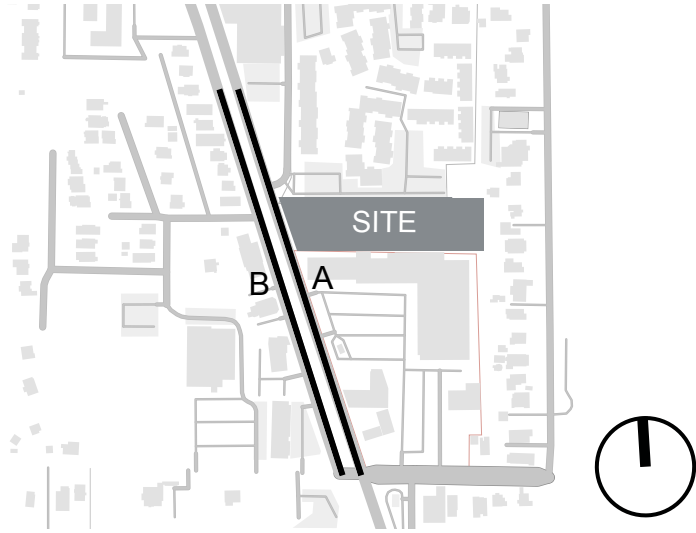
11 6940 MLK JR WAY S



12 3505 S BENNET ST



02 STREET VIEWS



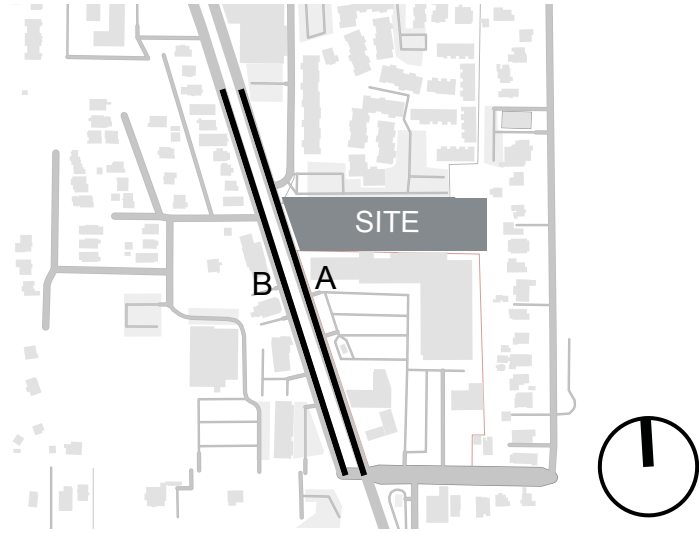
MLK JR WAY S LOOKING WEST (A)



SITE



02 STREET VIEWS



MLK JR WAY S LOOKING EAST (B)



ACROSS FROM SITE



02 STREET VIEWS



A - EXISTING SITE WITH DENSE VEGETATION



B - LOOKING AT THE APARTMENT COMPLEX ALONG NORTH PROPERTY LINE

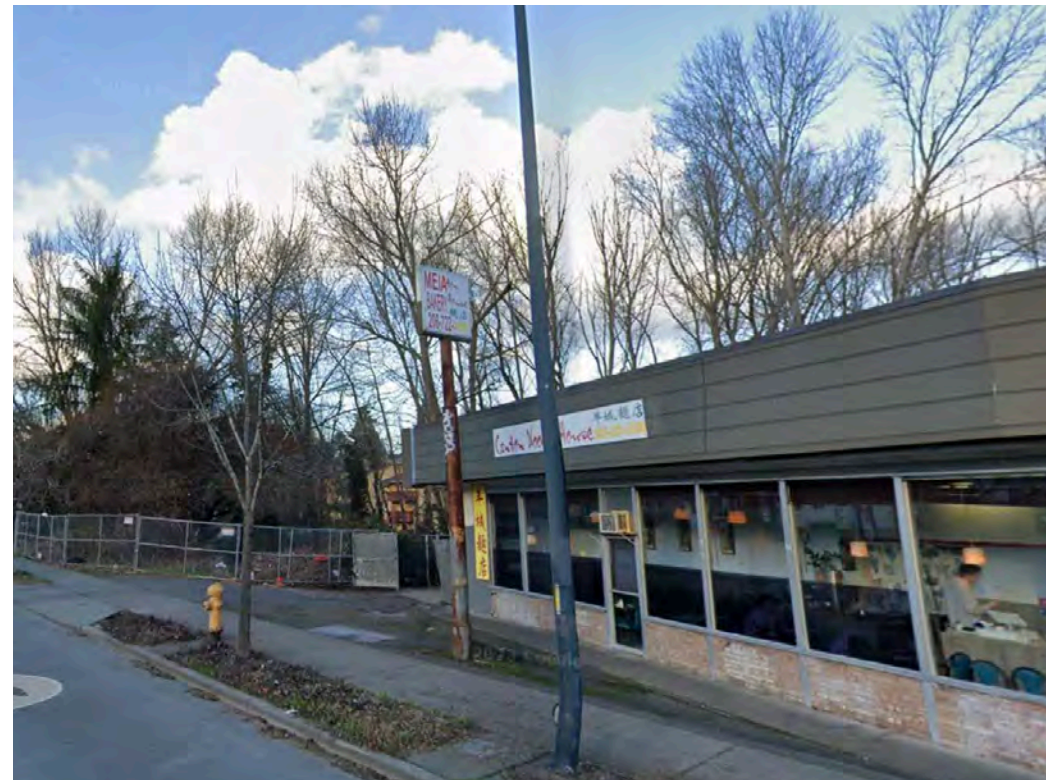
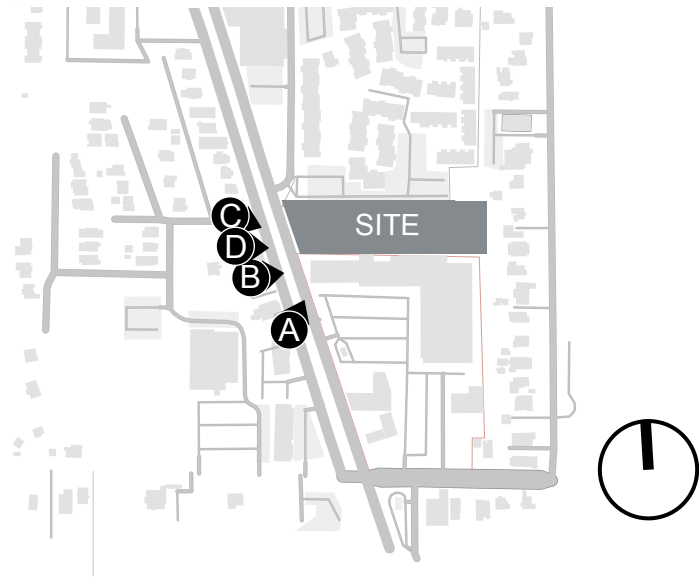


C - LOOKING AT THE SITE SOUTH- WEST CORNER



D - LOOKING WEST FROM ACROSS SITE ON MLK WAY S

02 STREET VIEWS



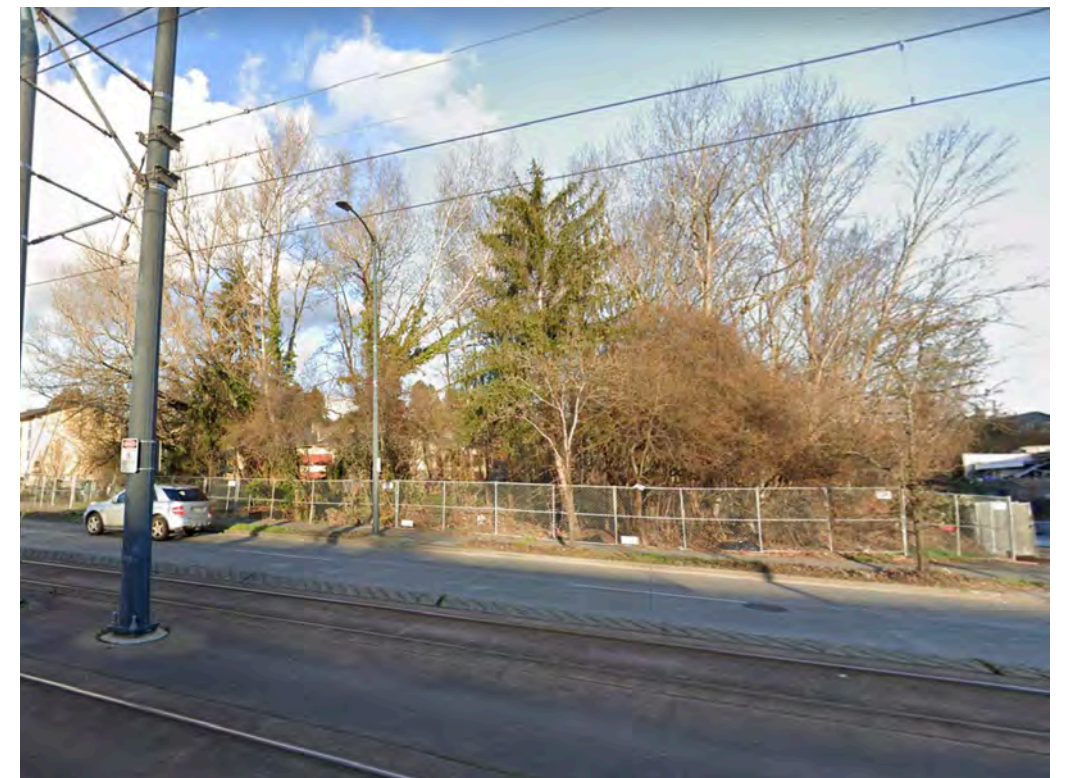
A - EXISTING SITE WITH DENSE VEGETATION



B - LOOKING AT THE APARTMENT COMPLEX ALONG NORTH PROPERTY LINE

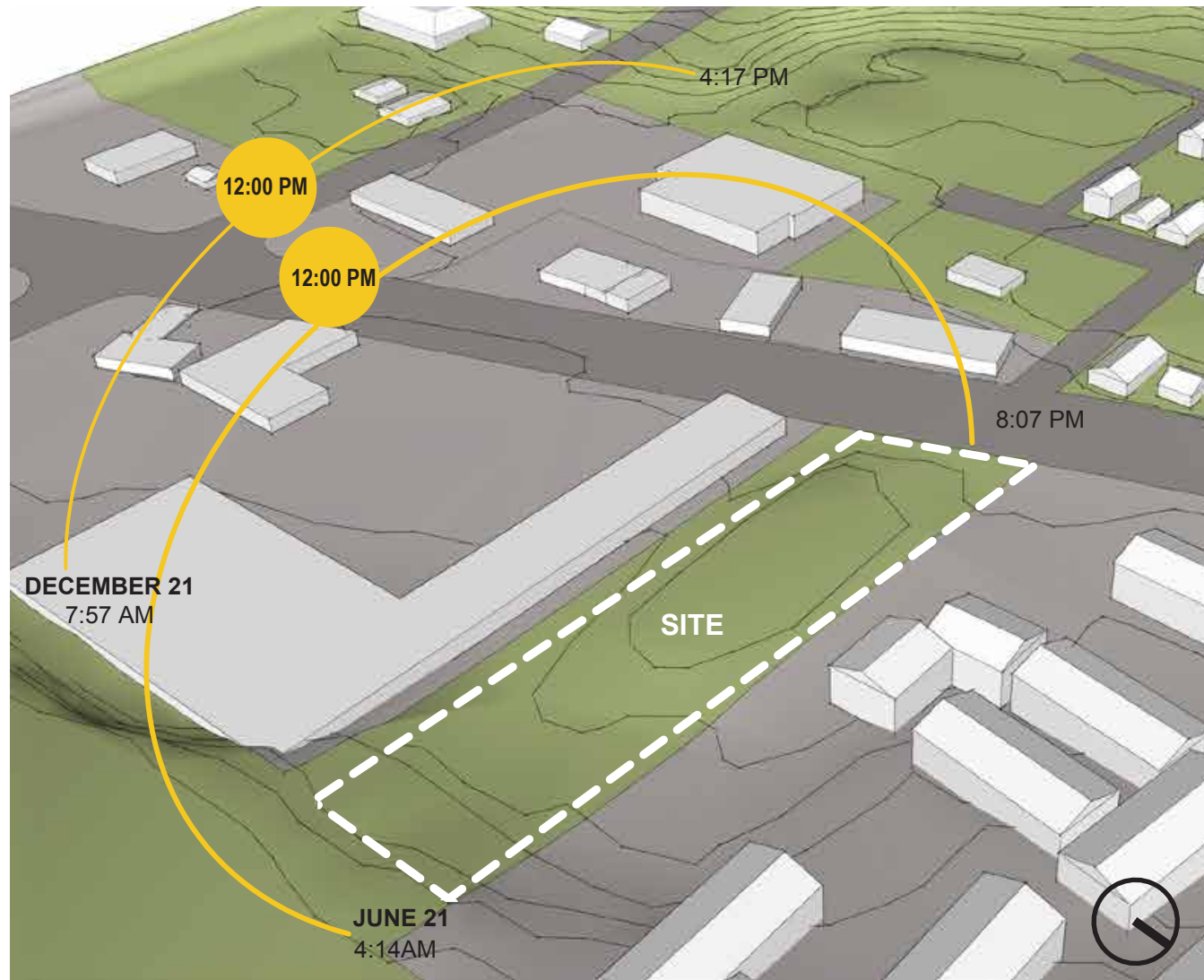


C - LOOKING AT THE SITE SOUTH- WEST CORNER



D - LOOKING WEST FROM ACROSS SITE ON MLK WAY S

03 PROJECT LOCATION INFORMATION



SITE VIEW SUN PATH STUDY

SIGNIFICANT VIEWS

Immediate ground level views are limited due to the heights of the surrounding buildings on the East and heavy vegetation to the West. The upper floors and the building's rooftop will have views of the surrounding neighborhood, Mt. Rainier and the Olympic Mountain range

ACCESS OPPORTUNITIES + CONSTRAINT

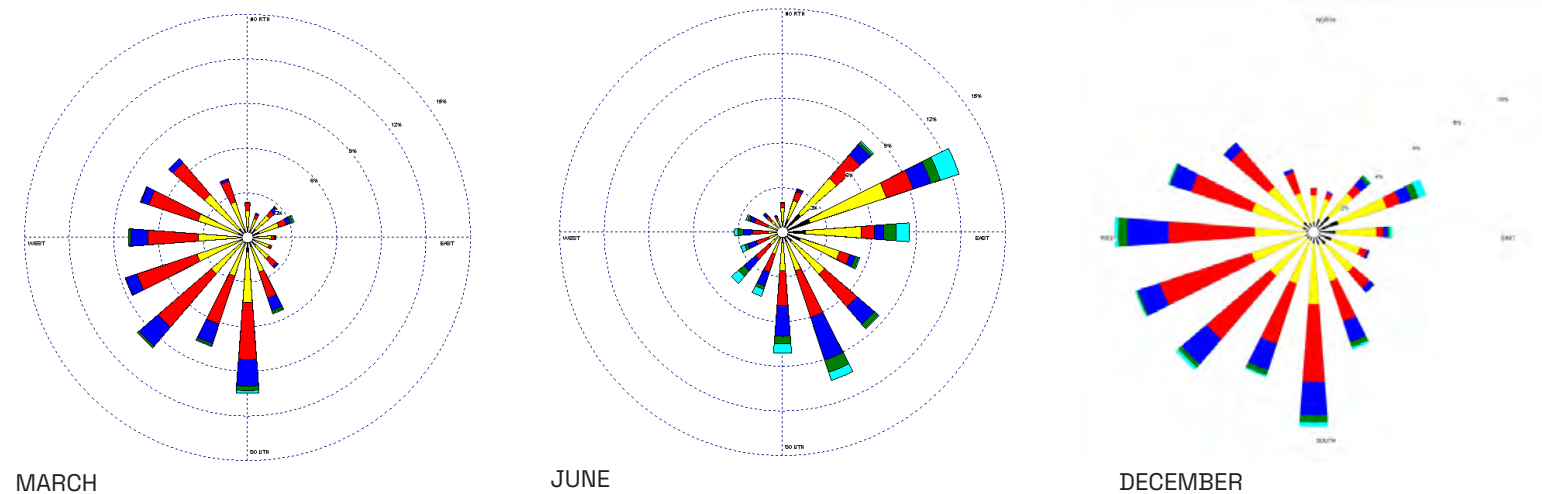
The site is located near the Southwest corner of the intersection of S Orcas Street and Martin Luther King Jr Way S. Martin Luther King Jr Way S is the most active of the surrounding streets and is a major arterial in this area. There are three nearby bus stops for Route 106, which will take you north to the International District or South to Renton. Route 106 also intersects with several light rail stations such as the Columbia City Station and the Othello Station nearby. A bike trail also runs through S Orcas Street.

SOLAR EXPOSURE + PREVAILING WINDS

The east and south sides have good solar access. Site has adequate morning light (faces East). Existing neighbors allowing significant solar exposure to the site. Topography slopes down to the east allowing for maximum solar exposure. The site is bordered by several one-story and two-story single family houses to the north, west, and east, which would not potentially block the sunlight to the proposed structure. The existing structures to the west along Martin Luther King Jr. Way S of the site across the street are relatively short, therefore the western facade is expected to receive full sun and wind exposure.

SOUND POLLUTION

Heavy traffic noise from Martin Luther King Jr. Way S during busy and high traffic hours.



WIND SPEED (M/S)

- >11.05
- 8.49-11.05
- 5.40-8.49
- 3.30-5.40
- 1.20-3.30
- 0.31-1.20

ADJACENT PARCELS:

An apartment complex is located to the north. Single-family residences are located along the eastern property line, and a strip mall shares the southern property boundary. The south strip mall is a shopping center containing small businesses including restaurants, hair & nail & shops with a large parking lot between the commercial buildings and the street.

03 SITE ANALYSIS ENVIRONMENTAL CONTEXT

TOPOGRAPHY:

The topography of the Site consists of a depression in the western half of the Site compared to the topography of land to the north, west, and south. The Site rises in the eastern ¼ to match the relative grade of the area adjacent to the eastern property boundary. Martin Luther King Jr Way South borders the Site to the west.

VEGETATION:

Vegetation in Wetland A consists primarily of black cottonwood in the canopy with Oregon ash, black cottonwood and common hawthorn patchy in the subcanopy. Groundcover is generally absent with a considerable portion of Wetland A being bare soil with field bindweed growing in from the edges of the wetland during the summer months. Vegetation in Wetland B consists predominantly of young blackberry.

HYDROLOGY:

Hydrology for both wetlands on the Site is supported primarily through interception of precipitation. Groundwater movement and runoff from adjacent properties contribute to a lesser extent. There is no outlet for the hydrology on the Site. All water exits the Site via evapo-transpiration or infiltration.

WETLANDS

Two isolated wetlands were identified on the property. The wetlands are labeled as Wetland A (4,031 sf) and Wetland B (27 sf). Both wetlands are rated as Category IV wetlands using two versions of the Washington Department of Ecology's Washington State Wetland Rating System for Western Washington, 2004 (as revised in 2006), and 2014.

The property is generally lower in elevation than the surrounding developed Parcels to the north, west, and south. The eastern ¼ of the property rises in elevation, generally corresponding with the topography of the areas adjacent to the east. In order to provide a buildable lot, the parcel will need to be leveled to ensure a stable building platform. The central location of the wetlands makes this a challenging task, without accounting for the project requirements for stormwater, parking, and other infrastructure in addition to the size requirements for the main building.

WETLAND MITIGATION: Mitigation for the proposed wetland fill would be addressed through the purchase of credits from the King County In-Lieu Fee Program.

SOILS:

Presence of organic soils, reduced, depleted, or gleyed soils, or redoximorphic features in association with reduced soils.



TYPICAL UPLAND – black cottonwoods, common hawthorn (*Crataegus monogyna*), and Himalayan blackberry (*Rubus armeniacus*).



TYPICAL WETLAND – black cottonwoods (*Populus balsamifera*) with minimal understory or groundcover.



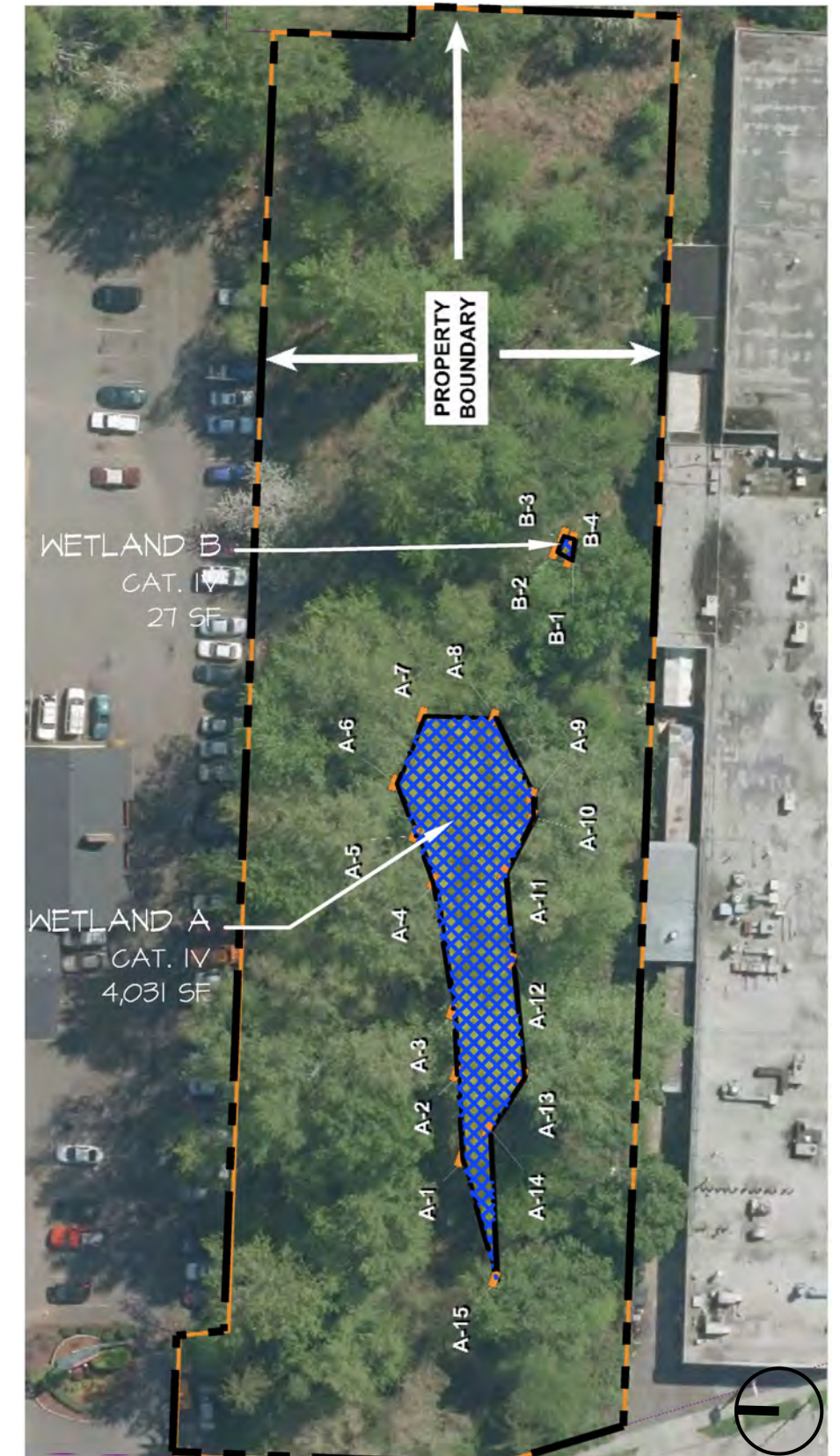
WETLAND A – 4,031 square-foot (0.0925 acre)



WETLAND B – 27 square-foot (0.0006 acre)



EXISTING CONDITIONS – approximate wetland areas

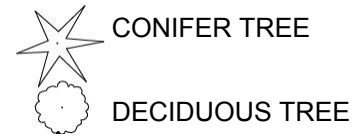


WETLAND SITE OVERVIEW PLAN

LEGAL DESCRIPTION:

SUNNYSIDE 5-ACRE TRS S 1/2 OF S 1/2 OF TR 6 LESS E 147.09 FT THOF & LESS POR THOF BEG AT NW COR OF S 1/2 OF S 1/2 OF SD TR 6 TH S 89-05-22 E ALG N LN OF SD SUBD 40.83 FT TO TPOB TH CONTG S 89-05-22 E ALG SDSUBD LN 440.73 FT TO W LN OF E 147.09 FT OF SD TR 6 TH S 00-16-27 W 15.71 FT TH N 89-11-09 W 438.73 FT TH N 06-34-36 W 16.59 FT TO BEG ALSO W 10 FT OF E 147.09 FT OF S 1/2 OF S 1/2 SD TR 6 LESS N 63 FT THOF TGW POR OF TR 7 BEG AT NW COR SD TR 7 TH E ALG N LN THOF 491.39 FT TO W LN OF E 137.09 FT OF SD TR 7 TH S 67.37 FT TH W PLW N LN SD TR 7 DIST 476.91 FT M/L TO E LN OF EMPIRE WAY S TH NLY ALG SD E LN & W LN OF TR 7 TO BEG AKA PARCEL 2 SEATTLE LLA #83-044 REC NO 8305271163.

EXISTING TREES:

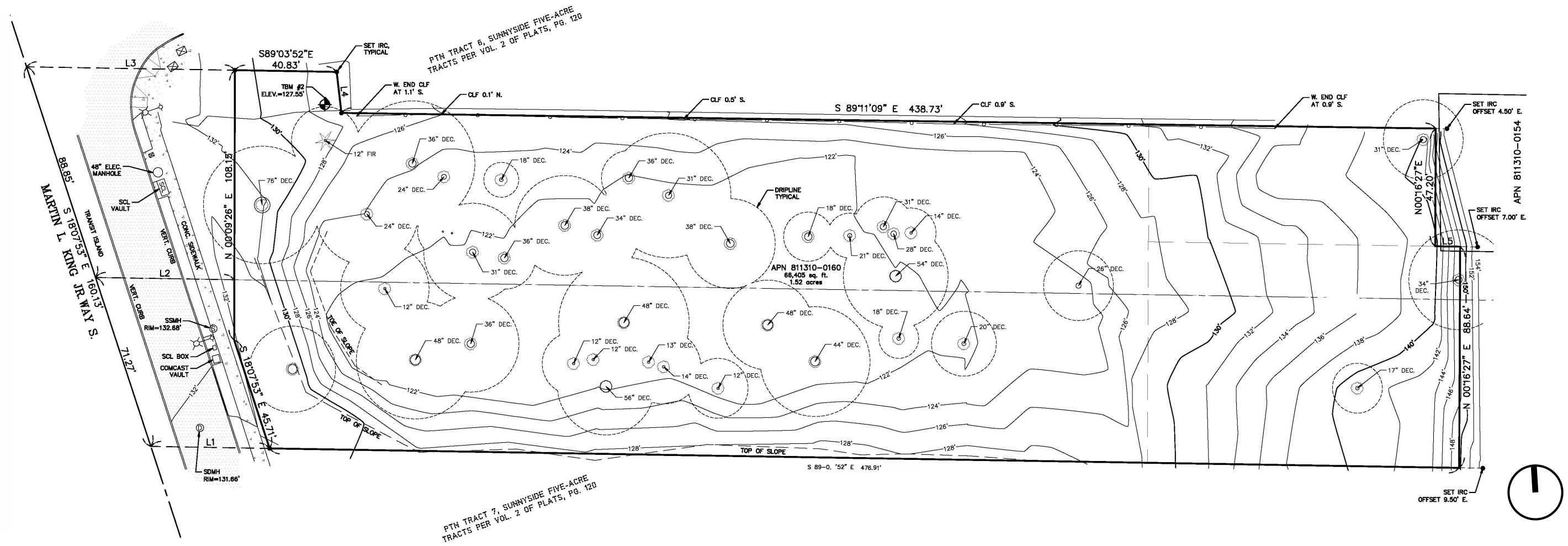
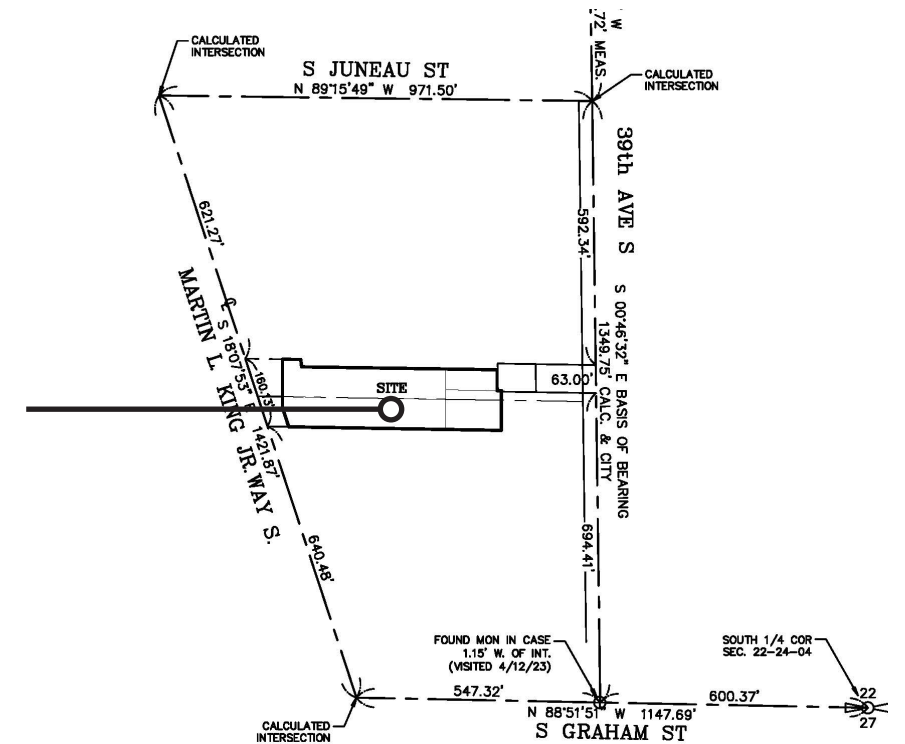


- Site appears to include 39 existing trees.
- No exceptional trees designated per the Arborist report.
- Existing trees to be removed per Tree Protection Ordinance SMC 25.11.

ECA STEEP SLOPE :

- Site appears to include a steep slope ECA and/or buffers.
- ECA Exception is required per ECA Ordinance SMC 25.09.290.

**SITE AREA:
66,405 SQ. FT. OR
1.52 +/- ACRES**



WETLAND IMPACTS

Total of 2,598 credits will be purchased per Table 3 in-lieu of buffer impacts.

- Direct impacts to Wetland A and B will be mitigated through the in-lieu fee program (using the Credit-Debit method).
- Compensatory mitigation was calculated to estimate the credits required to adequately replace the functions and values lost as a result of the project.

TABLE A - WETLAND SCORE AND CATEGORY

Wetland Name	Water Quality Function Score	Hydrologic Function Score	Habitat Function Score	Total Score for all Functions	Resulting Category
Wetland A	12	9	6	27	IV
Wetland B	8	9	4	21	IV

TABLE B - CRITICAL AREA REGULATORY SUMMARY

Critical Area	Cowardin Classification	DOE Category	Standard Buffer SMC 25.09.160.C.1
Wetland A	PFO	IV	50 feet
Wetland B	PSS	IV	None

TABLE C - CREDIT-DEBIT ANALYSIS

DEBITS (all numbers are acre-points)	Improving Water Quality (sum of all impacts)	Hydrologic Function (sum of all impacts)	Habitat Function (sum of all impacts)
Total (in acre-points)	1.11	0.9	0.55
CREDITS (all numbers are acre-points)	Improving Water Quality (sum of all impacts)	Hydrologic Function (sum of all impacts)	Habitat Function (sum of all impacts)
Total (in acre-points)	0	0	0
BALANCE Credits - Debits	-1.11	-0.93	-0.558

WETLAND A

Total Score for Functions: 27

Category: IV

Area: 4,031 square-foot (0.0925 acre)

Wetland A > 1,000 sf

Mitigation: 50 foot standard buffer or in-lieu fee program.

WETLAND B

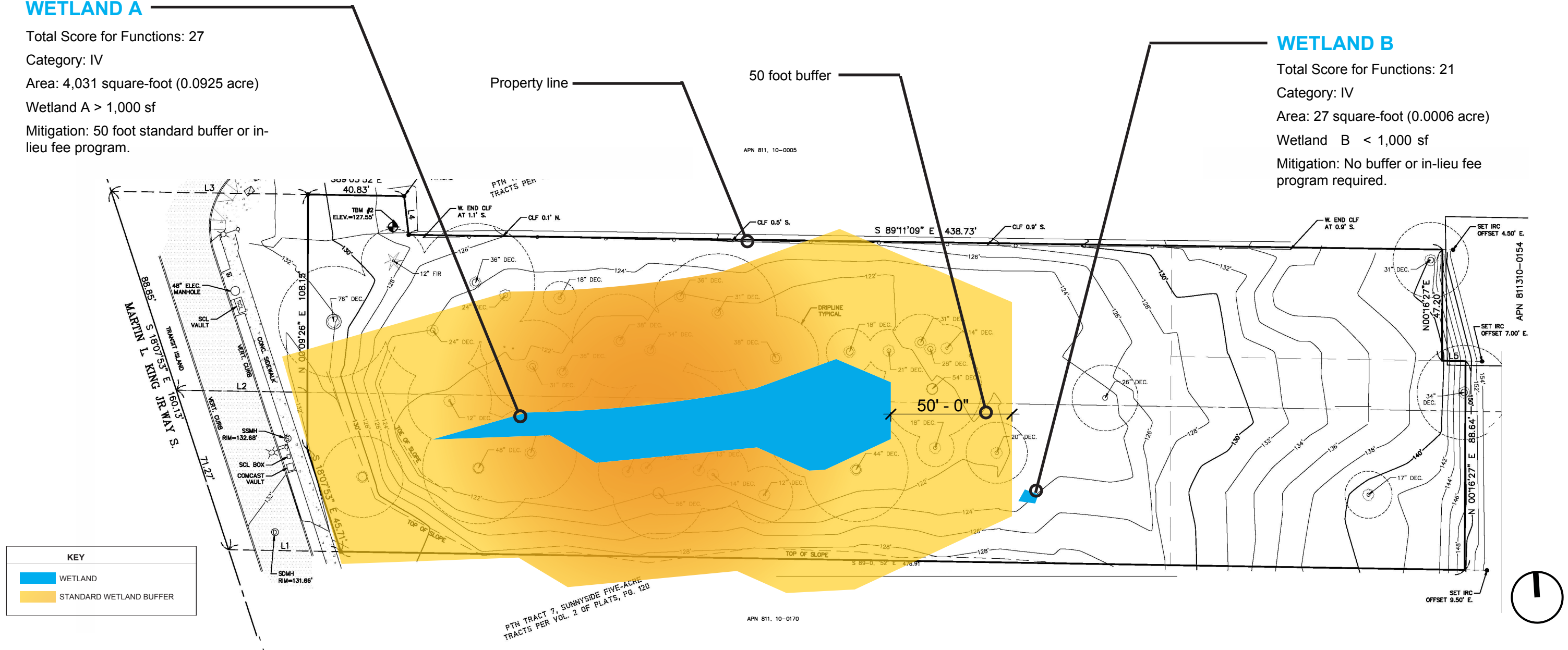
Total Score for Functions: 21

Category: IV

Area: 27 square-foot (0.0006 acre)

Wetland B < 1,000 sf

Mitigation: No buffer or in-lieu fee program required.

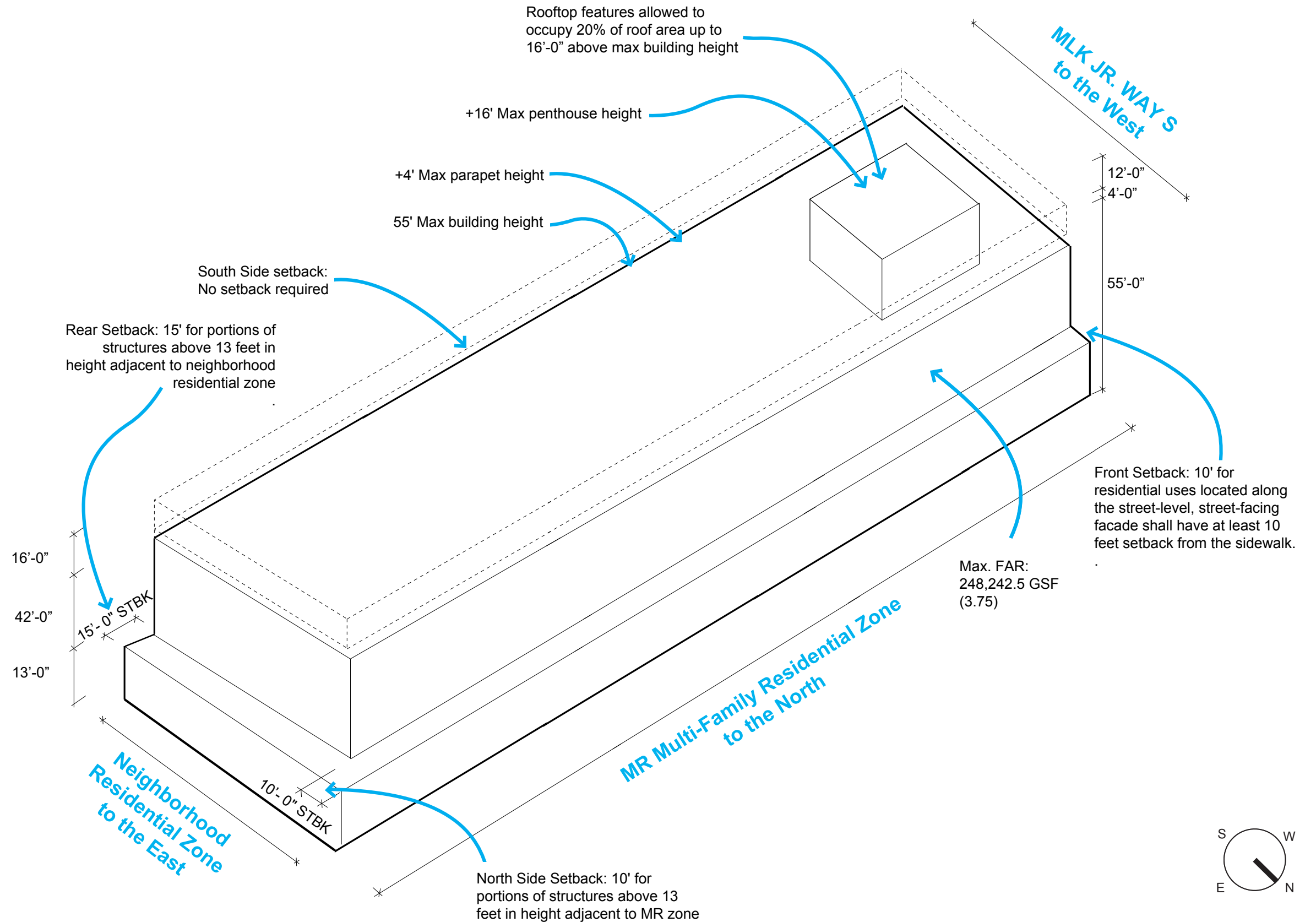


KEY

- WETLAND
- STANDARD WETLAND BUFFER

MAXIMUM BUILDING ENVELOPE



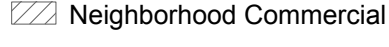
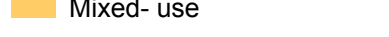
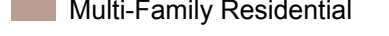
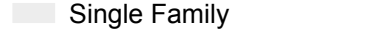
- The project site is zoned neighborhood commercial but borders a neighborhood residential zone to the east and MR multi-family residential zone to the north.
- 10-foot setback is required for a portion of the building that exceeds 13-foot height, abutting the MR multi-family residential zone to the north.
- 15-foot setback is required for a portion of the building that exceeds 13-foot height, abutting the neighborhood residential zone to the east.
- 10-foot setback is required for residential uses located along the street-level, street-facing facade
- Structure height limit of 55 which allows for 5 stories, plus a 4' bonus for parapet walls and a 16' bonus for stair/elevator access to the roof.



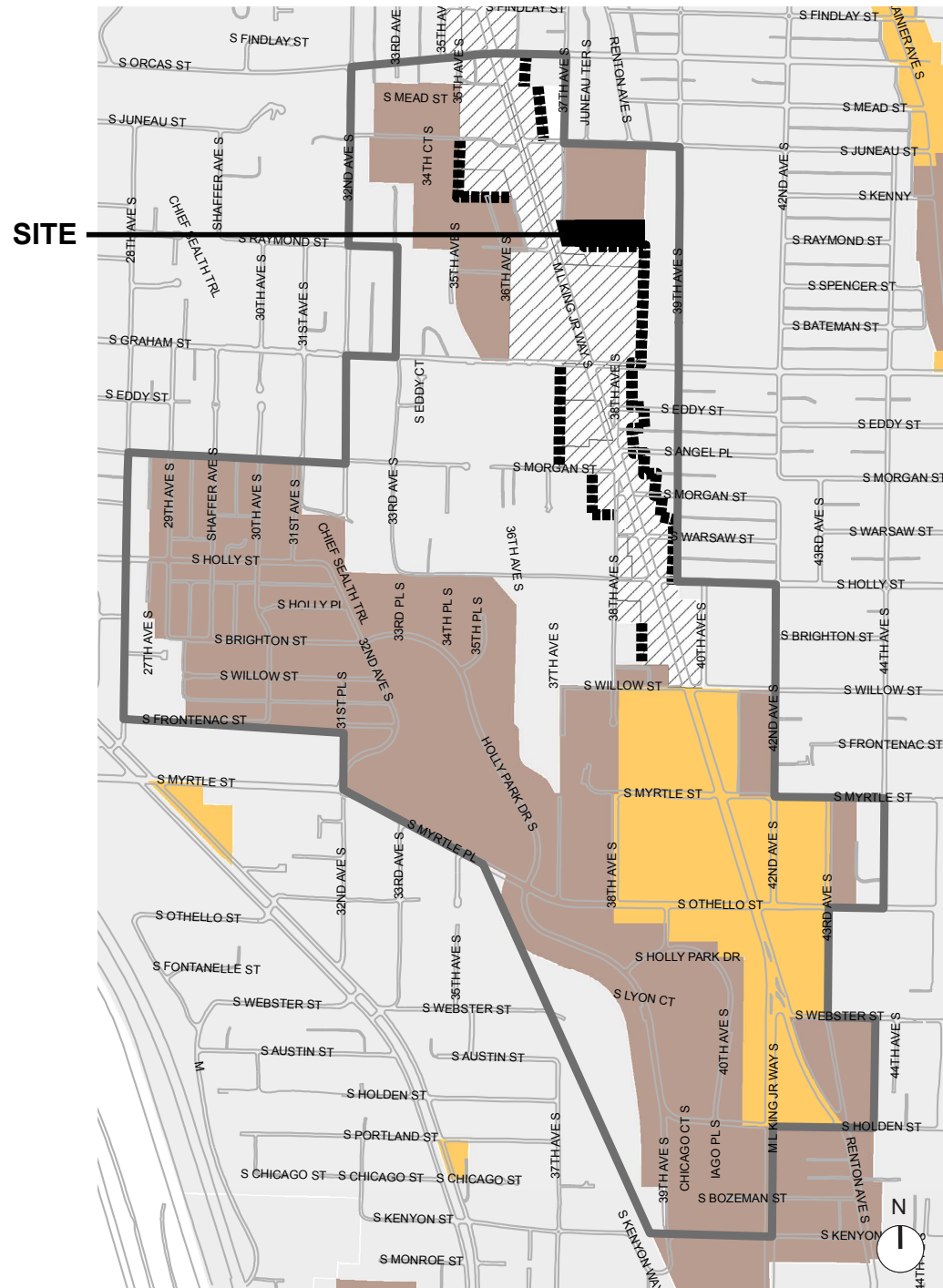
05 ZONING SUMMARY



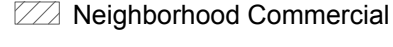
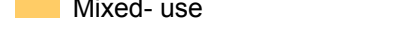
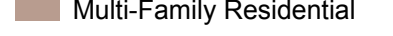
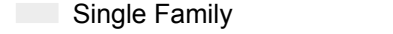
Address 5960 MLK JR Way S, Seattle WA 98118
 Parcel Number 811310-0160
 Lot Area 66,198 SF, 1.52 Acre
 Zoning Neighborhood Commercial 2 / NC2-55 (M)
 Neighborhood: Othello (Residential Urban Village)
 In Equity Area: Yes

CITATION	TOPIC	CODE	NOTES
23.47A.008.D	Residential Uses at Street-Level	-Where residential uses are located along a street-level, street-facing facade, the following requirements apply: At least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry. The floor of a dwelling unit located along the street-level, street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk. An exception to the standards of this subsection 23.47A.008.D.2 may be granted if the following criteria are met: a. An accessible route to the unit is not achievable if the standard is applied or existing site conditions such as topography make access impractical if the standard is applied; b. The floor is at least 18 inches above average sidewalk grade or 4 feet below sidewalk grade, or is set back at least 10 feet from the sidewalk. c. The visually prominent pedestrian entry is maintained.	
23.47A.012	Structure Height Rooftop Features	55' max. +4' for parapets, railings, etc +7' for solar collectors (unlimited rooftop coverage) +15' for solar collectors and mechanical equipment (20% max coverage w/ stair and elevator penthouses) +16' for stair and elevator penthouses	
23.47A.013	FAR	-FAR of 3.75 per Table A. Max FAR: 248,242.5 GSF (3.75)	Provided FAR = 248,328.5 GSF (3.74)
23.47A.014	Setback Requirements	- Rear: 15' for portions of structures above 13 feet in height to a maximum of 40 feet along the east lot line that abuts a lot in a neighborhood residential zone. - Front: Street-facing facades containing a residential use shall have a at least 10 feet setback from the sidewalk. - Side (north): 10' for portions of structures above 13 feet in height to a maximum of 65 feet along the north lot line that abuts a lot in an MR zone.	Provided Setbacks Front West: 10' min Rear East: 15' Sides: North 10', South 5'
23.47A.016	Landscaping	Green Factor of 0.3 or greater	
23.47A.024	Amenity Area	Min. 5% of total gross residential floor area (unenclosed) Exterior light and glare	
23.47A.022	Light and Glare Standards	must be shielded and directed away from adjacent properties No parking required	
23.54.015	Parking		
23.54.015	Bicycle Parking Solid	1 per dwelling unit up to 50, then .75 stalls per unit	
23.54.040	Waste and Recycling	Mixed use shall meet storage space requirements for residential development plus 50% of requirement for non-residential Residential Development: >100 dwelling units = 575 SF plus 4 SF for each additional unit above 100 Non-residential Development: 15,001 - 50,000 SF = 175 SF / 2 = 87.5 SF	Waste room will be approved by SPU

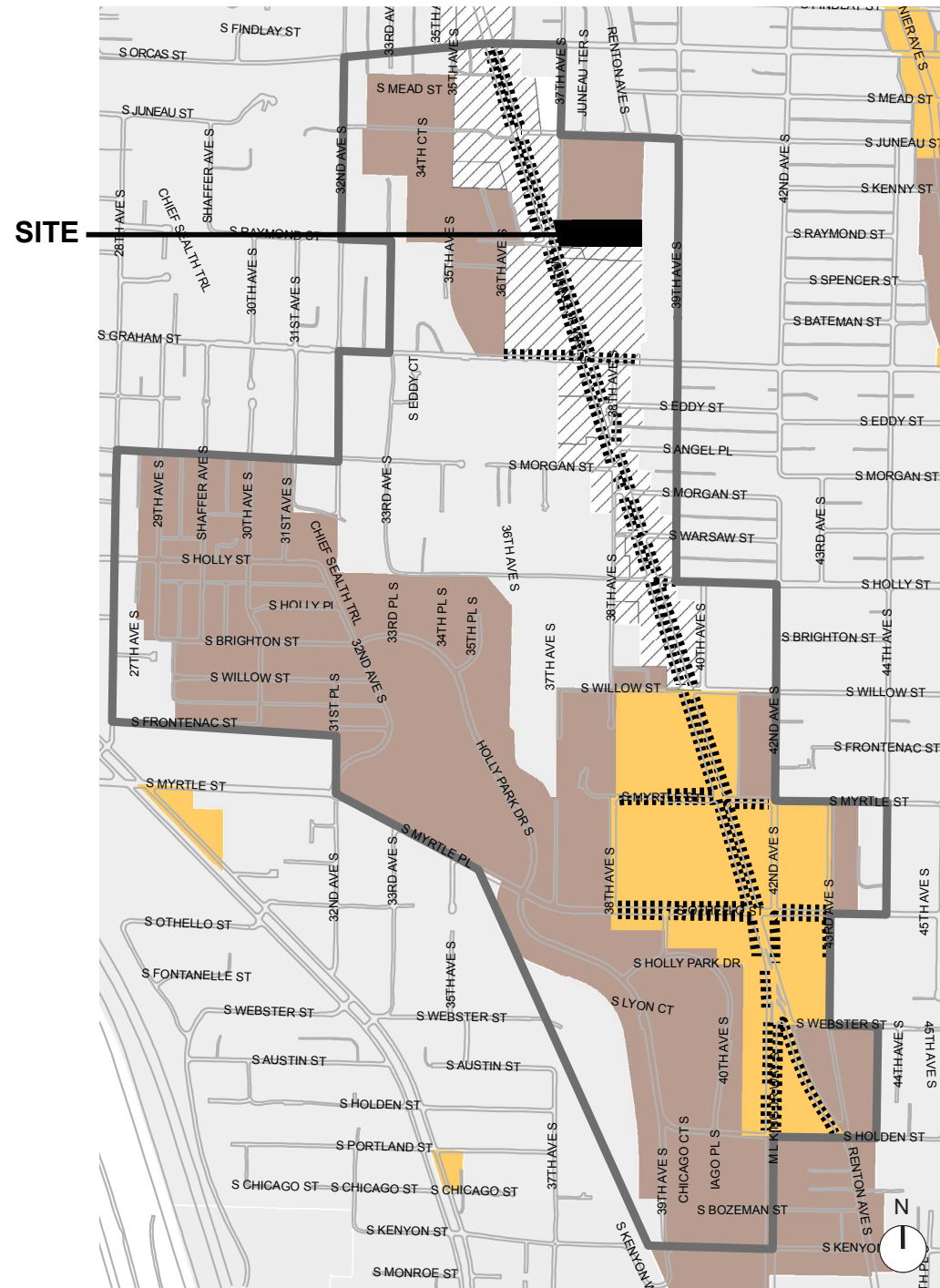
-  Urban Villages Boundary
-  Areas of Transition
-  Neighborhood Commercial
-  Mixed-use
-  Multi-Family Residential
-  Single Family




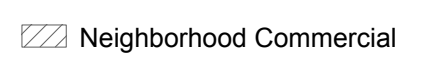
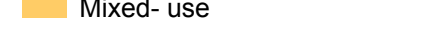

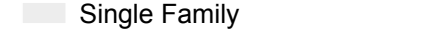
ZONING MAP



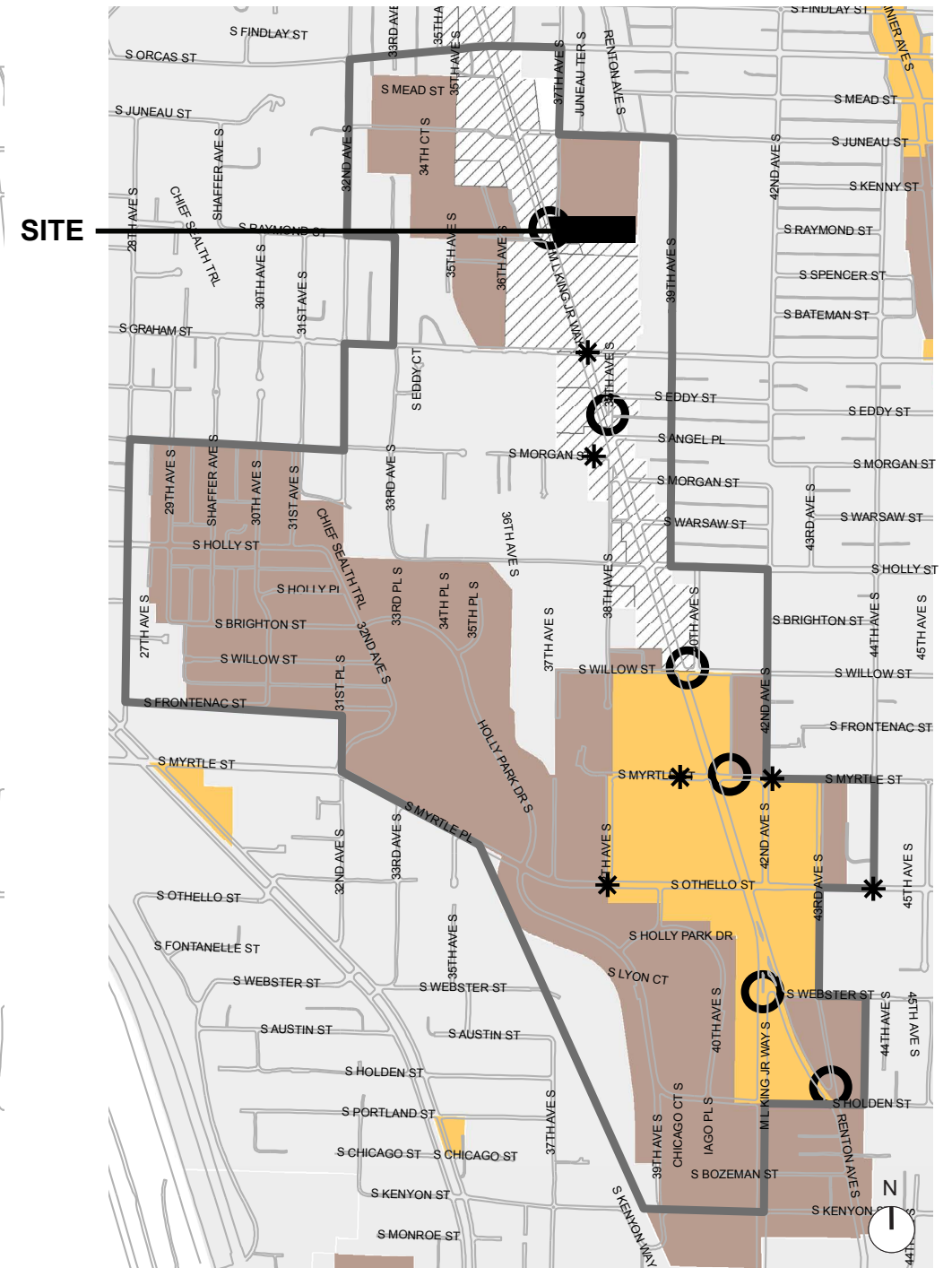
-  Urban Villages Boundary
-  Street fronts where Othello design guidelines apply to development
-  Neighborhood Commercial
-  Mixed-use
-  Multi-Family Residential
-  Single Family

OTHELLO DESIGN GUIDELINES URBAN VILLAGE



-  Activity Locations
-  Potential Gateways Urban
-  Villages Boundary
-  Neighborhood Commercial
-  Mixed-use
-  Multi-Family Residential
-  Single Family

ACTIVITY LOCATIONS



RESPONSE TO DESIGN GUIDELINES

DC2-B .1 ARCHITECTURAL CONCEPT:

FACADE COMPOSITION

Height, bulk, and scale of the massing proposed at the northwest corner of the building along MLK Jr. Way S provides hierarchy and differentiation between the massing elements to the south. The strength of the preferred Option A massing is in the asymmetry between the northwest corner mass and the massing block to the south implied change in language, materials, modulation, and fenestration pattern.

PL4-B .2 PLANNING AHEAD FOR BICYCLISTS:

BIKE FACILITIES:

Bicycle parking area is located at the NW end of the building providing direct access to the building main entrance maximizing convenience and gathering spaces. The corner location will provide bicycling access point that relates to the street existing infrastructure, access to public transit, easy car approach, pedestrian routes and crosswalk at the street intersection.

DC3-B .4 OPEN SPACE USES AND ACTIVITIES:

MULTIFAMILY OPEN SPACE:

Courtyard amenities and landscape design are programed to respond to low-light condition. Courtyards will propose private outdoor spaces to accommodate for the limited the amount of daylight.

CS2-D .3 HEIGHT, BULK, AND SCALE:

ZONE TRANSITION

East side of the project will be visible from adjacent parcels to the east, and incorporate adequate room for landscaping and vegetation and well-designed east facing facade.

CS2-D .4 HEIGHT, BULK, AND SCALE:

MASSING CHOICES

The proposed design incorporates a large 18 feet average rear setback provided from the east property line to helped mitigate the building volume adjacent to the RSL zoning to the east and respond to the steep slope along the east property line.

CS3-A .4 ARCH. CONTEXT & CHARACTER:

EVOLVING NEIGHBORHOODS

The area is responding to new developments by allowing for taller buildings and greater density. This project will be contributing to the activity along the street, and will bring new character to establish a positive influence to the neighborhood. Seating and landscaping are provided along the street front for creating successful pedestrian activity and allow for a safe environment along with using vibrant colors, materials and signage.

PL3-B .1 RESIDENTIAL EDGES:

SECURITY AND PRIVACY

Garden residential units proposed centrally along MLK Jr. Way S frontage creating opportunities for private outdoor amenities and activating the street edge. These units will help providing lines of sight and encouraging natural surveillance and street-level uses. Enlarged landscaping area and security guardrails will be provided along these spaces allowing for a setback from the sidewalk, privacy and security.

DC2-C .1 SECONDARY ARCHITECTURAL FEATURES:

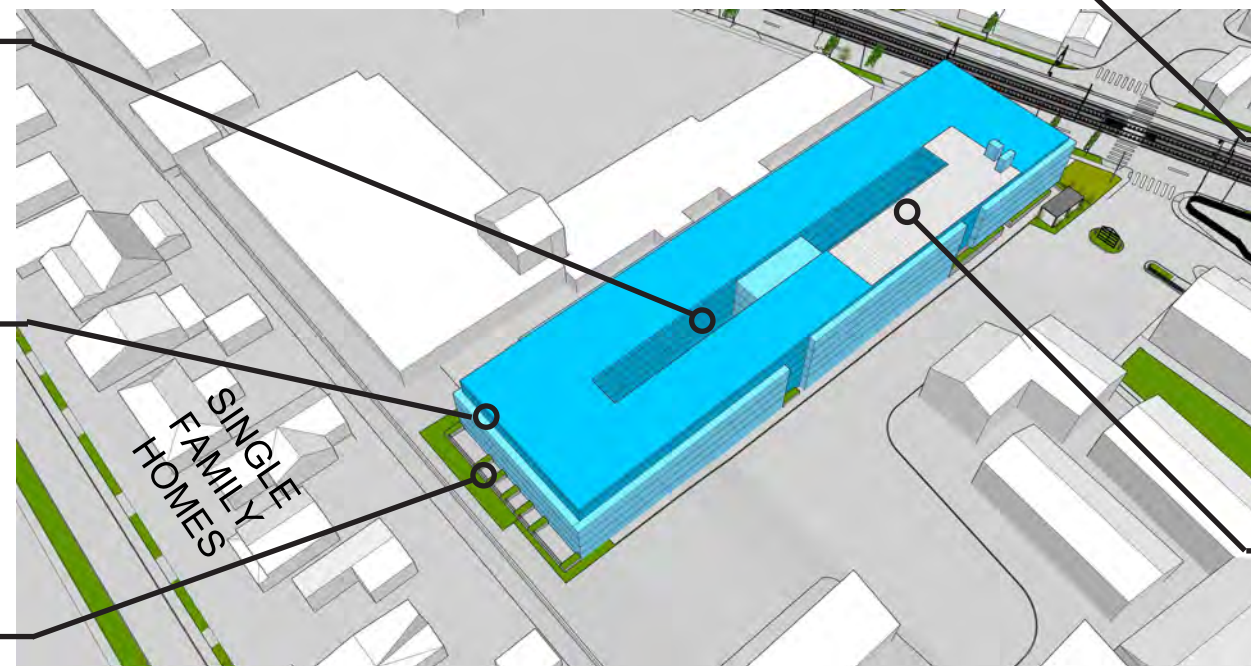
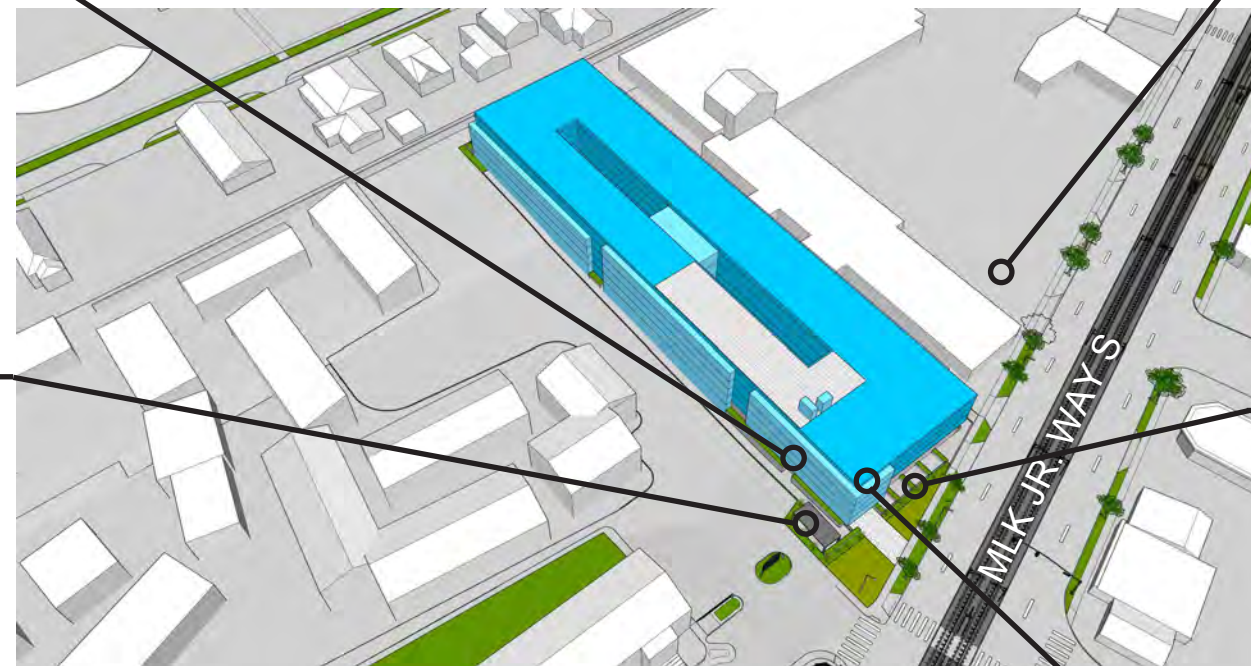
VISUAL DEPTH AND INTREST

A continuous landscape buffer is provided along the street and additional landscape buffers. Entrances will have signage, seating and overhead features to differentiate them from other areas in the building. Facade articulation visually creates a clear structural organization using variations in patterns and materials and will establish a horizontal datum to respond to the existing structure height.

DC3-C .2 OPEN SPACE CONCEPT:

AMENITIES AND FEATURES

Importance is given to well-designed rooftop amenities that would take advantage of light, air, and views not afforded by the courtyard. Variety of amenity spaces are provided throughout the rooftop encouraging residents to experience the open space providing a varied recreational activities, seating and dining opportunities and expansive greens.



PREFERRED OPTION

OTHELLO NEIGHBORHOOD DESIGN GUIDELINES

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.	
II. Respect for Adjacent Sites	i. Preventing service, loading and storage areas from directly facing single family residential areas.	Service areas such as solid waste storage is located at the southwest corner of the site to avoid the need for trash staging on the street or in proximity to the MR residential zone to the north. The proposed location will help to reduce any physical or visual impacts between the the main residential entrance and the service area to support the vibrancy of the active uses at the northwest corner.
IV. Height, Bulk and Scale Compatibility	iii. Use smaller sub-volumes in the massing of a building to create a transition in size to adjacent residential structures that are smaller in scale.	The proposed design incorporates volumes that step down towards the residential zones to the east and north. Wide landscape buffers will support the growth of new trees and shrubs which will create privacy between the proposed project and the residential neighbors.
PL3. STREET-LEVEL INTERACTION	Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.	
I. Human Activity I. Pedestrian Open Spaces and Entrances	i. Recessed building or individual shop entrances to help create a traditional “main street” feel iv. Overhead weather protection at the sidewalk for pedestrians; canopies/ awnings are encouraged. i. Buildings that are designed for multi-tenant occupancy and walk-in pedestrian traffic at the street level are encouraged.	The residential entrance is located at the north west end of the building and recessed to create a defined entry point. The corner location will provide access point that relates to the street existing infrastructure, access to public transit, easy car approach, pedestrian routes and crosswalk at the street intersection, maximizing convenience and gathering spaces.
DC1. PROJECT USES AND ACTIVITIES	Optimize the arrangement of uses and activities on site.	
A. Arrangement of Interior Uses	4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.	Active program uses have been positioned along the street-facing facade including lobby space, resident amenity areas an exterior bike shed to activate the street level and provide views to those spaces.
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	1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. 2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.	The building massing steps down and incorporates modulation to minimize the perceived mass at the surrounding residential zoning to the north and east. The facades has been broken down to a smaller proportion to reduce the visual impact of the massing and relate further to the scale of the adjacent residential neighbors.
C. Secondary Architectural Features	1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the facade design.	Material texture, planters, window groupings and overhead features add architectural elements to the facade design. An awning defines the entry and a wide covered area at the sidewalk provides for outdoor amenity seating.
D. Scale and Texture	1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. 2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture.”	The proposed design has textured/human scale materials and elements on all facades. Architectural elements like awnings and planters are used to enhance visual interest. The proposed design locates the most transparent and active uses at the MLK facade edge. This creates a semi-public space to support pedestrians that frequent the neighboring businesses. A mix of hardscape area, landscape strips and planters has been proposed to relate to the street.
E. Form and Function	Legibility and Flexibility: Strive for a balance between building legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.	The simple forms proposed are enhanced by a rhythm of windows corresponding with the units within. The first floor will have tall and wide windows for a higher level of transparency to reveal the active residential spaces within.



Precedent: Secondary Elements and Detailing at the Street Level

DC2-C .1 SECONDARY ARCH FEATURES:

VISUAL DEPTH AND INTEREST

Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas). Detailing may include features such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality surface materials and finishes.

RESPONSE: Entrances will have signage, seating and overhead features to differentiate them from other areas in the building. Facade articulation visually creates a clear structural organization using variations in patterns and materials and will establish a horizontal datum to respond to the existing structure height. A continuous landscape buffer is provided along the street and additional landscape buffers.

CS2-D .3 HEIGHT, BULK, AND SCALE:

ZONE TRANSITION

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

RESPONSE: East side of the project incorporates adequate room for landscaping and vegetation and well-designed east facing facade.



Precedent: Landscaping and Vegetation for Transitioning to the Adjacent Zone



Precedent: Buffer and Landscaping Between the Development and the Street

PL3-B .1 RESIDENTIAL EDGES:

SECURITY AND PRIVACY

Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.

RESPONSE: Garden residential units proposed centrally along MLK Jr. Way S frontage creating opportunities for private outdoor amenities and activating the street edge. These units will help providing lines of sight and encouraging natural surveillance and street-level uses. Enlarged landscaping area and security guardrails will be provided along these spaces allowing for a setback from the sidewalk, privacy and security



Precedent: Architectural Expression of the Building as a Whole



Precedent: Height, Bulk, and Scale that Bring New Character to the Neighborhood

DC2-B .1 ARCHITECTURAL CONCEPT:

FACADE COMPOSITION

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

RESPONSE: Height, bulk, and scale of the massing proposed at the northwest corner of the building along MLK Jr. Way S provides hierarchy and differentiation between the massing elements to the south. The strength of the preferred Option A massing is in the asymmetry between the northwest corner mass and the massing block to the south implied change in language, materials, modulation, and fenestration pattern.

PL4-B .2 PLANNING AHEAD FOR BICYCLISTS:

BIKE FACILITIES:

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

RESPONSE: Bicycle parking area is located at the NW end of the building providing direct access to the building main entrance maximizing convenience and gathering spaces. The corner location will provide bicycling access point that relates to the street existing infrastructure, access to public transit, easy car approach, pedestrian routes and crosswalk at the street intersection.

CS3-A .4 ARCH. CONTEXT & CHARACTER:

EVOLVING NEIGHBORHOODS

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

RESPONSE: The Othello neighborhood surrounding MLK Jr. Way S is in transition with a mix of building types, scales and uses. The area is responding to new developments near by allowing for taller buildings and greater density. The immediate neighbors are currently without pedestrian oriented streetscape on the ground level. This project will be contributing to the activity along the street, and will bring new character to establish a positive influence to the neighborhood. Seating and landscaping are provided along the street front for creating successful pedestrian connectivity. Spaces along the front facade will be designed with glass facades that open up to the street and allow for a safe environment along with using vibrant colors, materials and signage.



Precedent: Bike Storage Structure Located Near the Main Entrance to Maximize Convenience

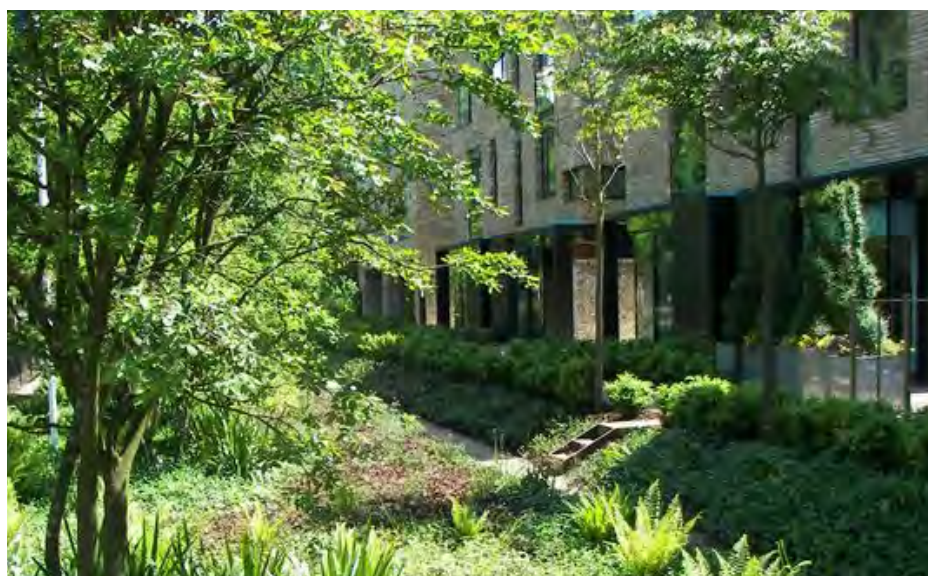


CS2-D .4 HEIGHT, BULK, AND SCALE:

MASSING CHOICES

Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make for interesting urban form.

RESPONSE: The proposed design incorporates a large 18 feet average rear setback provided from the east property line to help mitigate the building perceived bulk and scale when viewed from the adjacent properties adjacent to the RSL zoning and respond to the steep slope along the east property line.



Precedent: Increased Setback, Trees and Vegetation to Buffer the Building



Precedent: Courtyard with Private Amenity Spaces

DC3-B .4 OPEN SPACE USES AND ACTIVITIES:

MULTIFAMILY OPEN SPACE:

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

RESPONSE: Courtyards will propose private outdoor spaces to accommodate for the limited the amount of daylight. Courtyard amenities and landscape design are programed to respond to low-light condition. The green areas within the courtyard will be planted with predominately Pacific Northwest plants for shady gardens, taking advantage of their hardiness and year-round interest. Bioretention planters at the courtyard are employed as a central ecological restoration strategy mitigating stormwater on site.



Precedent: Series of Paved Outdoor “Rooms” for Small to Medium Sized Gatherings

DC3-C .2 OPEN SPACE CONCEPT:

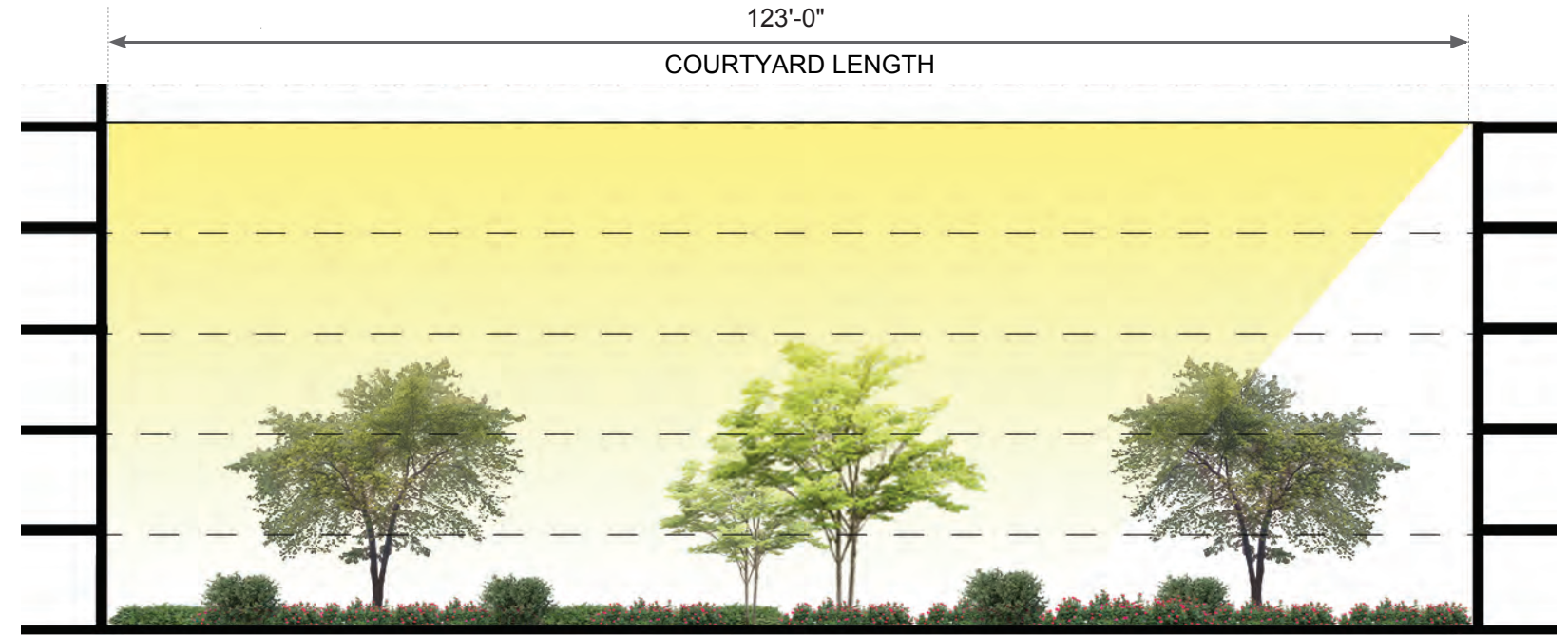
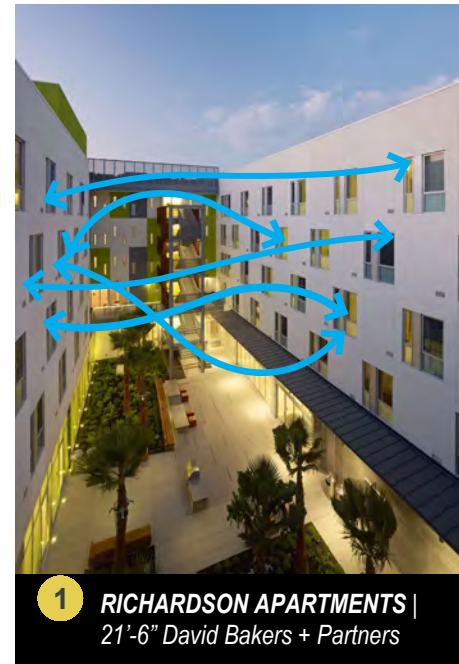
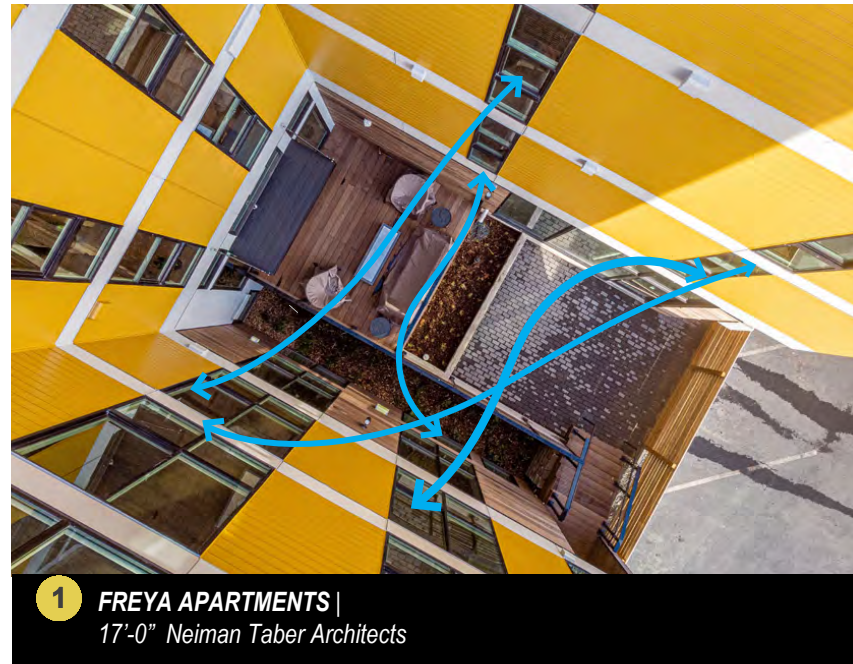
AMENITIES AND FEATURES

Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features, such as planters, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundation plantings, street trees, and seasonal displays.

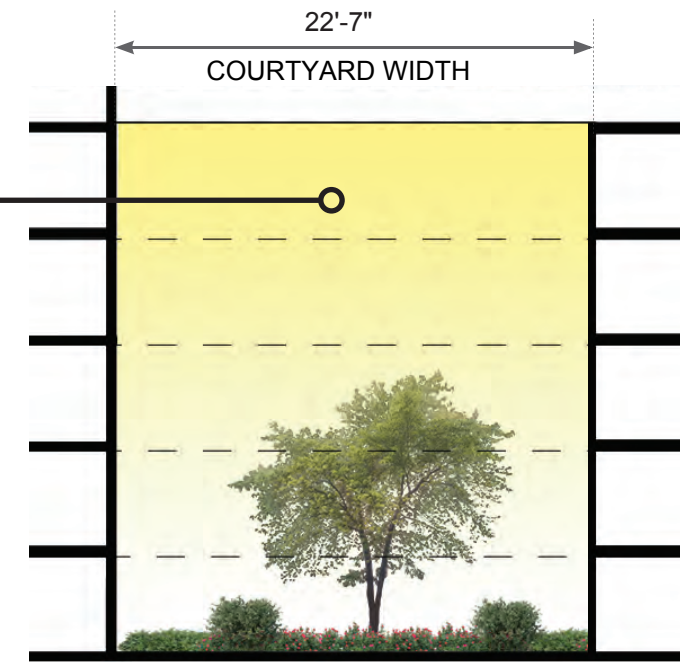
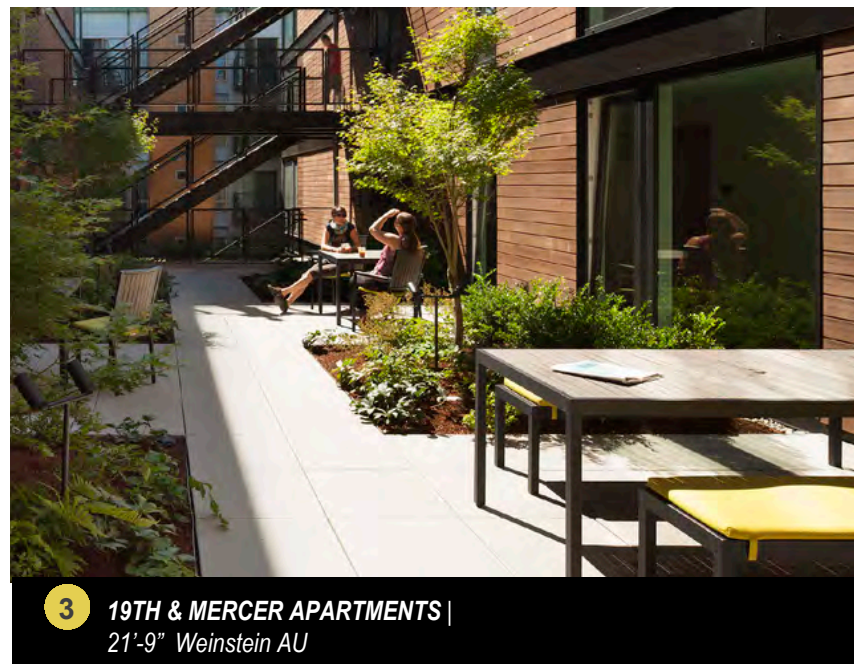
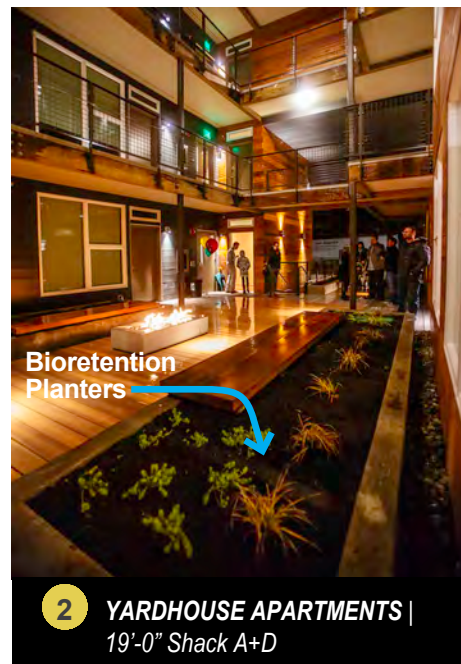
RESPONSE: Variety of amenity spaces are provided throughout the rooftop encouraging residents to experience the open space providing a varied recreational activities, seating and dining opportunities and expansive greens. Importance is given to well-designed rooftop amenities that would take advantage of light, air, and views not afforded by the courtyard. The concept plan includes barbecue grills, lounge seating, club seating, café seating and freestanding fire pit features.

COURTYARDS WIDTH STUDY

The preferred design acknowledges and works with the challenges of the linear site dimensions, with proportions that will not allow to increase the courtyard width. About 20 feet of separation distance for interior courtyard has been used by several apartment building located on narrow sites in an urban condition. The project will provide private amenities within the courtyard and will incorporate design elements to address potential privacy issues to the units.



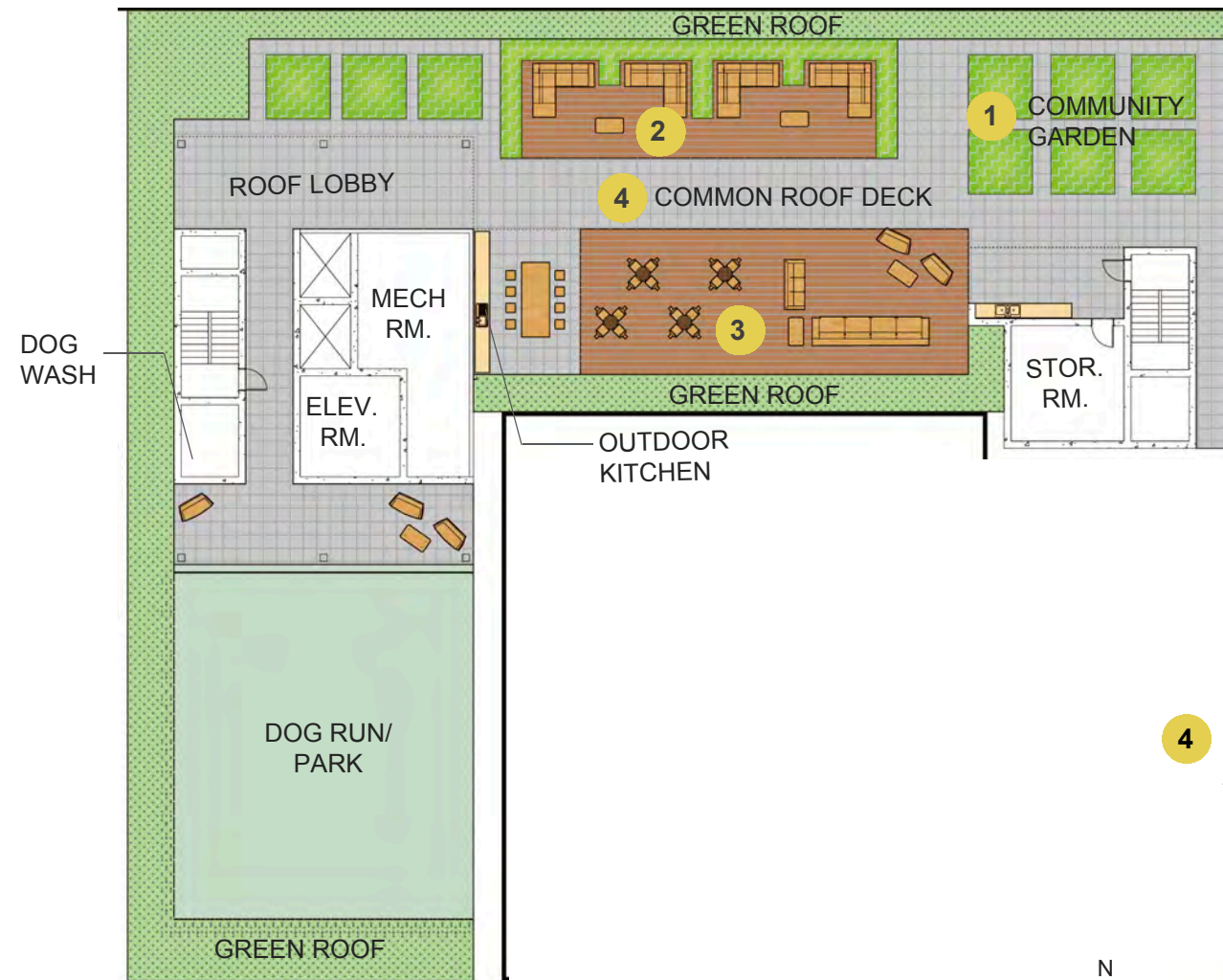
EAST -WEST SECTION



NORTH -SOUTH SECTION

The north- south section demonstrates a compact character courtyard that allows for limited amount of daylight. The project will provide private amenities within the courtyard and will incorporate design elements to address potential privacy issues to the units.

- 1** Courtyard windows alternating not allowing tenants to look right into their neighbors.
- 2** Bioretention planters are employed as a central ecological restoration strategy mitigating stormwater
- 3** Green areas planted with predominately Pacific Northwest plants for shady gardens.

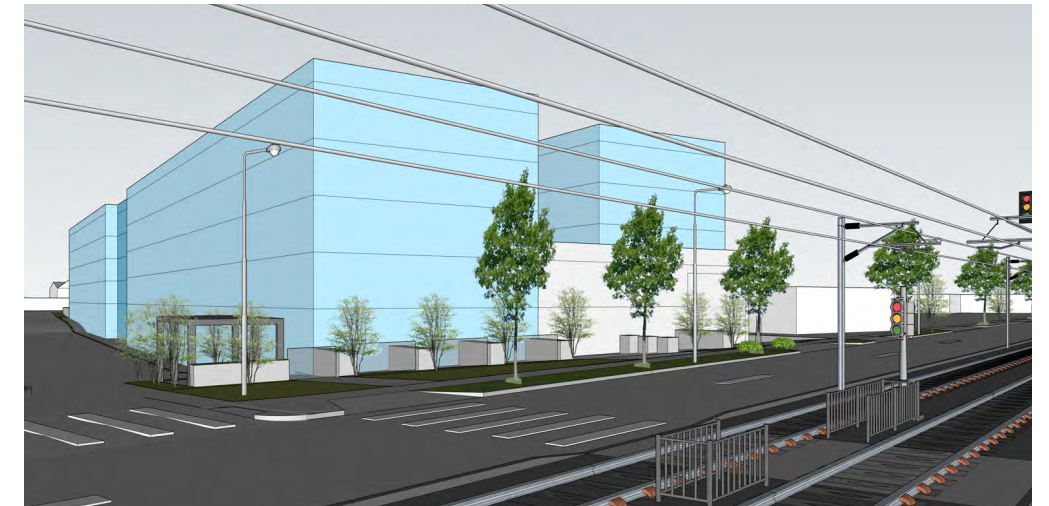
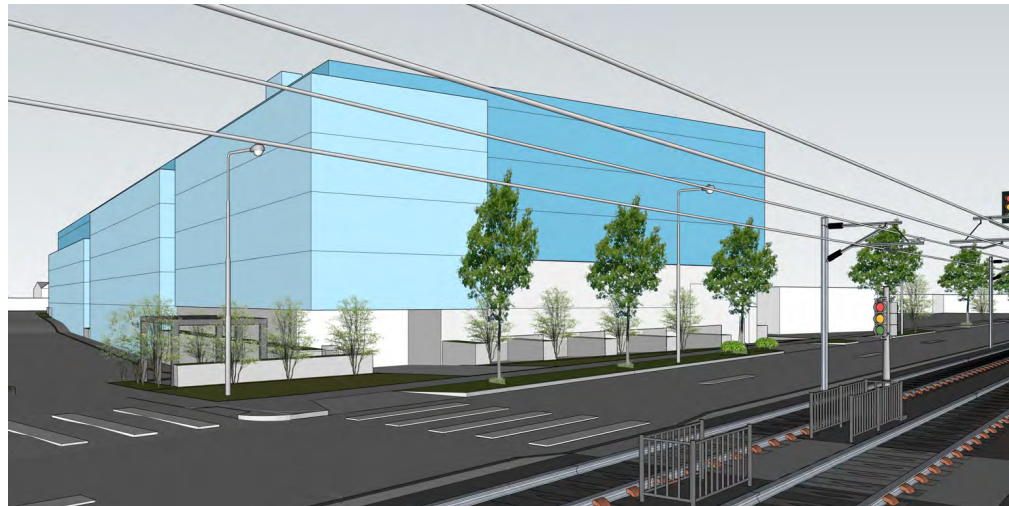


4 Common Roof Deck
 Variety of amenity spaces are provided throughout the rooftop encouraging residents to experience the open space providing a varied recreational activities, seating and dining opportunities and and expansive greens.



ROOFTOP AMENITIES

At the rooftop level, a series of paved outdoor "rooms" will allow for small to medium sized gatherings in various seating and dining arrangements. These spaces will be defined by above-grade planters and possibly vegetated screen elements. The planters will be deep enough to accommodate , small shrubs and small trees. The concept plan includes barbecue grills, lounge seating, club seating, café seating and freestanding fire pit features. The extensive green roof and plantings at both levels will contribute to meeting or exceeding Seattle Green Factor requirements.



SCHEME 1 — FIGURE 8

Preferred — No Departures — Full Development

STORIES	5 Stories
UNITS	367 Total Units
PARKING	0 Stalls
FAR	248,328.5 GSF (3.74)

DESCRIPTION

Units are organized around two central courtyard, creating consistent street frontage. Main entrance and residential lobby at the north west corner of the building providing access to public transit, pedestrian crosswalk, enlarged space for car access and bike shelter. Prominent massing at the northwest corner and large setback along the east side responding to the immediate site context.

ADVANTAGES

- Simple massing provides clarity in design
- Optimizes development density and affordability
- Residential entry location relates to existing infrastructure
- Occupiable at-grade amenities are located along the street edge of Martin Luther King Jr Way S.

CHALLENGES

- Fully enclosed courtyard limits access to light and air, interior courtyard areas is reduced in size
- Roof deck is exposed to noise and allows for less views

SCHEME 2 — U SHAPE

Code Compliant — No Departures — Full Development

STORIES	5 Stories
UNITS	365 Total Units
PARKING	0 Stalls
FAR	241,688 GSF (3.64)

DESCRIPTION

A variation that provide courtyard opening on the east side. The open courtyard create a relief from neighboring property at the upper levels and mass reduction for the adjacent to RSL zoning. Vertical massing recess at the residential entry breaks the street facing facade into two separate elements at approx the center mass.

ADVANTAGES

- Simple massing provides clarity in design
- Opens up courtyard to the east - provides greater light and air
- Residential entry readily identifiable
- Strong design dialogue between lower building and upper

CHALLENGES

- Less number of units, reduced affordability
- Less active spaces front street level facade
- Internalized tenant amenities
- Trash room is adjacent to the residential entry resulting in visual and physical impacts

SCHEME 3 — A SHAPE

Code Compliant — No Departures — Full Development

STORIES	5 Stories
UNITS	352 Total Units
PARKING	0 Stalls
FAR	235,712 GSF (3.55)

DESCRIPTION

An alternation over the 8 figure. Opens up the street frontage into an 'A' shape to allow greater light and air. Main residential lobby at center of the west facade defined with a strong massing break at the upper levels. Creates opportunity for outdoor amenity space above the entrance, to provides relief to the overall bulk and scale of the project.

ADVANTAGES

- Simple massing provides clarity in design
- Opens up courtyard to the west - provides greater light and air
- Residential entry readily identifiable
- Open spaces for outdoor amenities front the street facade

CHALLENGES

- Disoriented circulation at residential levels
- Less number of units, reduced affordability
- Less active spaces front street level facade
- Trash room is adjacent to the residential entry resulting in visual and physical impacts

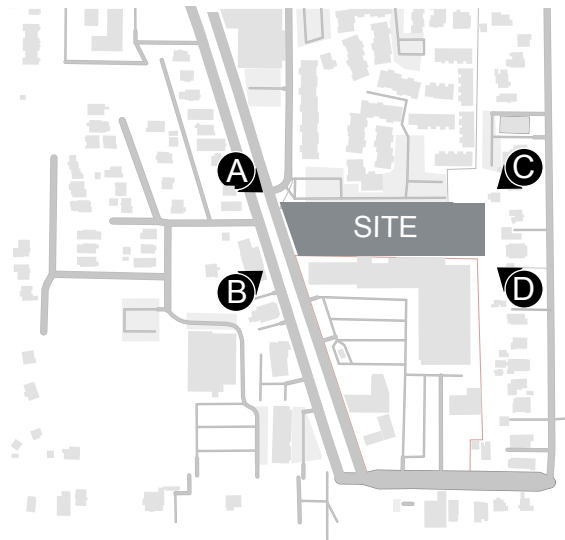
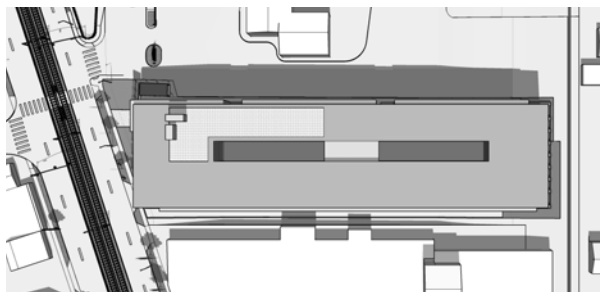
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07 DESIGN CONCEPT 1

SCHEME 1 — FIGURE 8

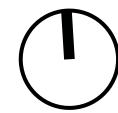
Preferred — No Departures — Full Development

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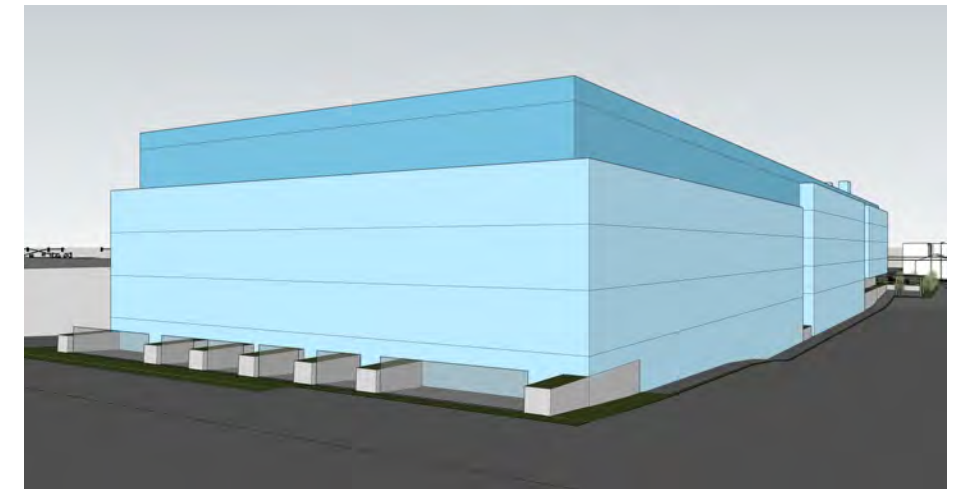


DESCRIPTION

Units are organized around two central courtyard, creating consistent street frontage. Main residential lobby at the north west corner of the building providing access to public transit and bike shelter. Prominent massing at the northwest corner and large setback along the east side responding to the immediate site context.



B - SW VIEW ML KING JR. WAY S



C - NE VIEW LOOKING AT ZONE TRANSITION

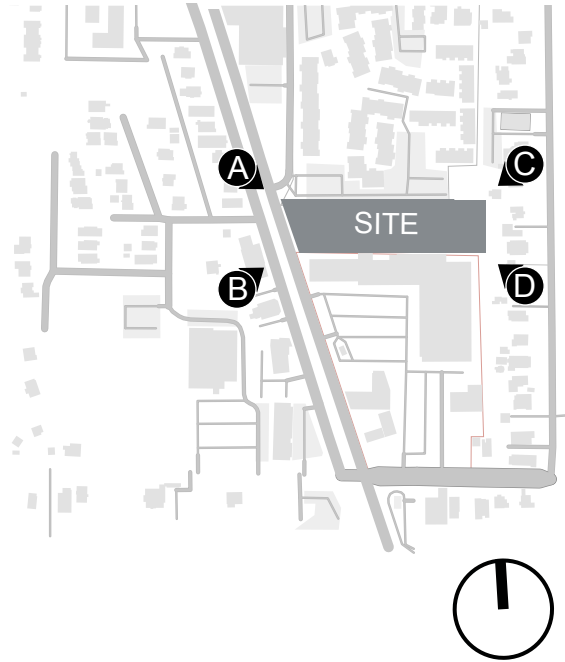


D - SE VIEW LOOKING AT ZONE TRANSITION



A - NW VIEW ML KING JR. WAY S

SCHEME 1 — FIGURE 8



A - NW VIEW ML KING JR. WAY S



B - SW VIEW ML KING JR. WAY S



C - NE VIEW LOOKING AT ZONE TRANSITION



D - SE VIEW LOOKING AT ZONE TRANSITION

ADVANTAGES

- Simple massing provides clarity in design
- Optimizes development density and affordability
- Residential entry location relates to existing infrastructure
- Occupiable at-grade amenities are located along the street edge of Martin Luther King Jr Way S.

CHALLENGES

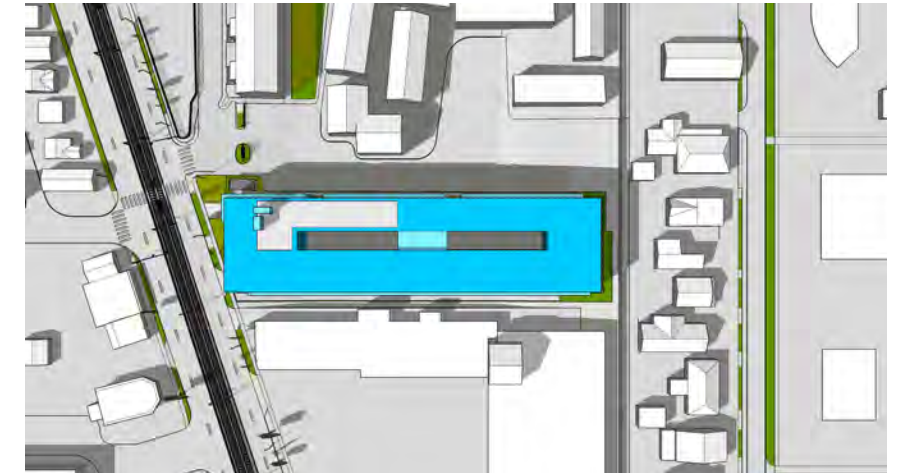
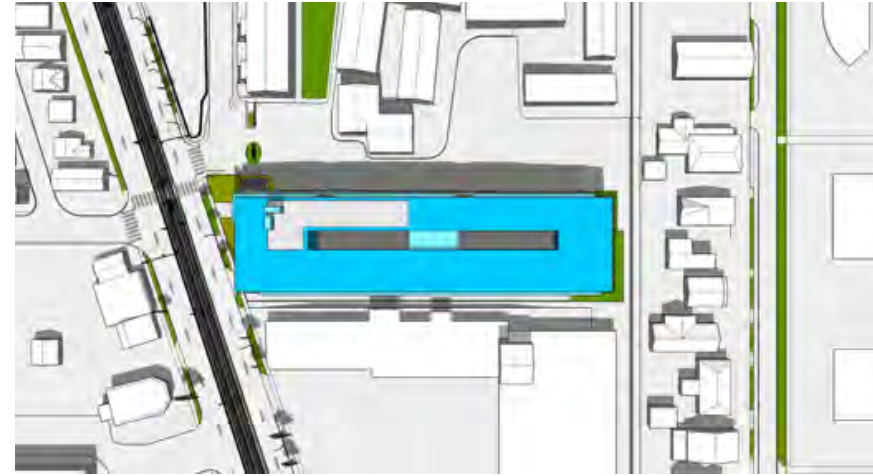
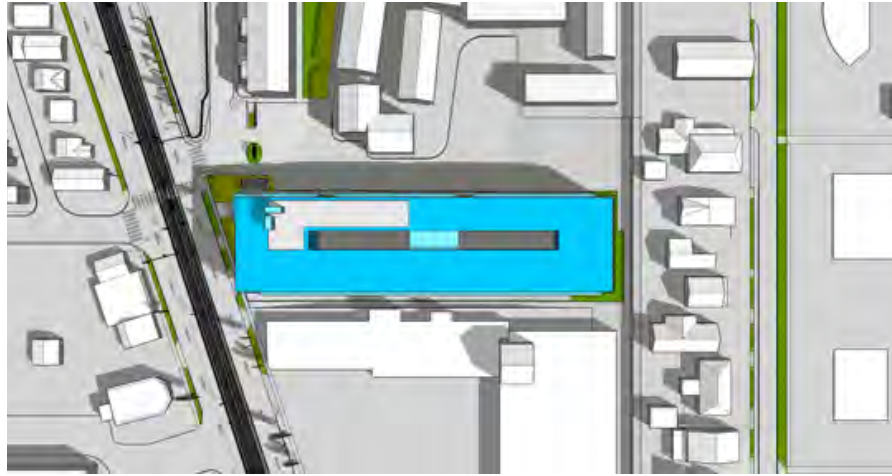
- Fully enclosed courtyard limits access to light and air, interior courtyard areas is reduced in size
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9 AM

NOON

3 PM

MARCH / SEPT 21



JUNE 21



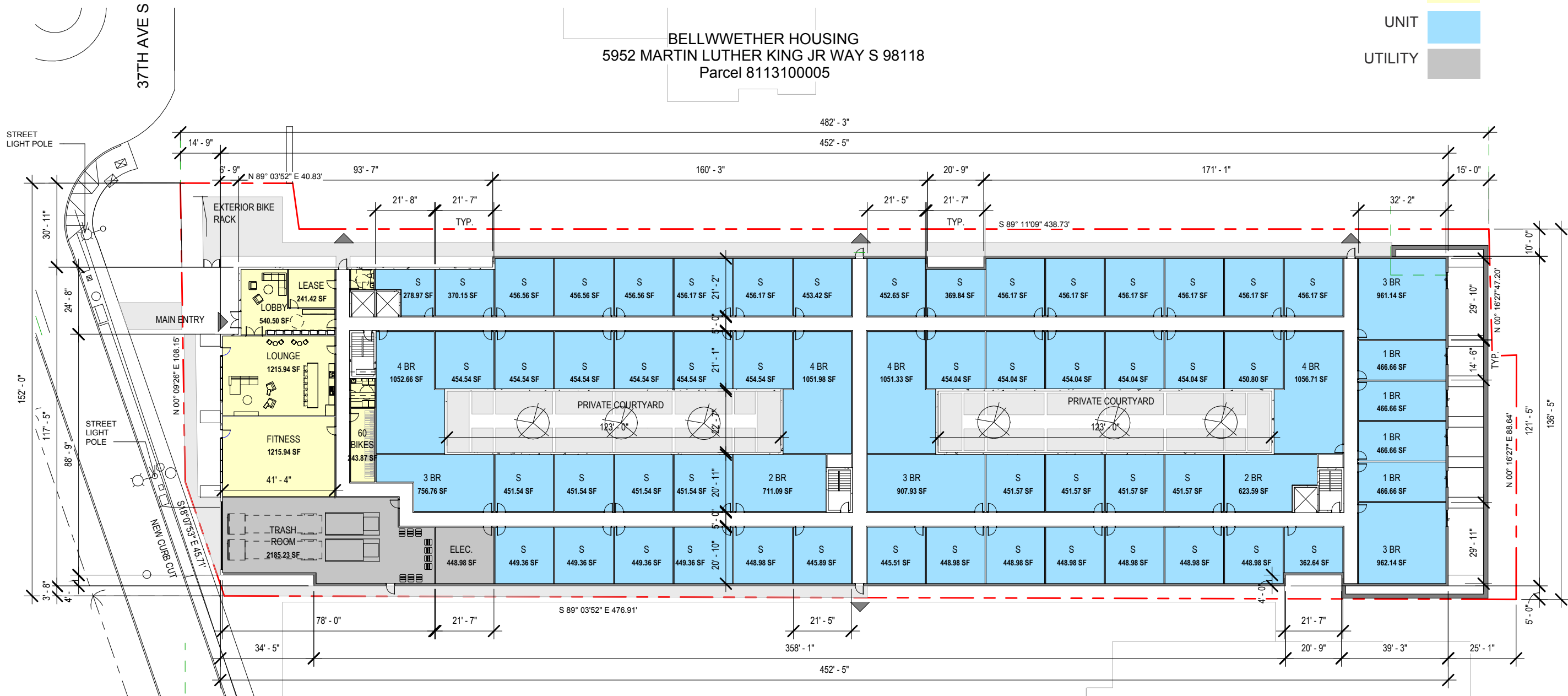
DECEMBER 21



07 DESIGN CONCEPT 1 - FLOOR PLANS

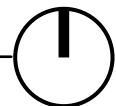
LEGEND:

- COMMON AMENITY SPACE
- UNIT
- UTILITY



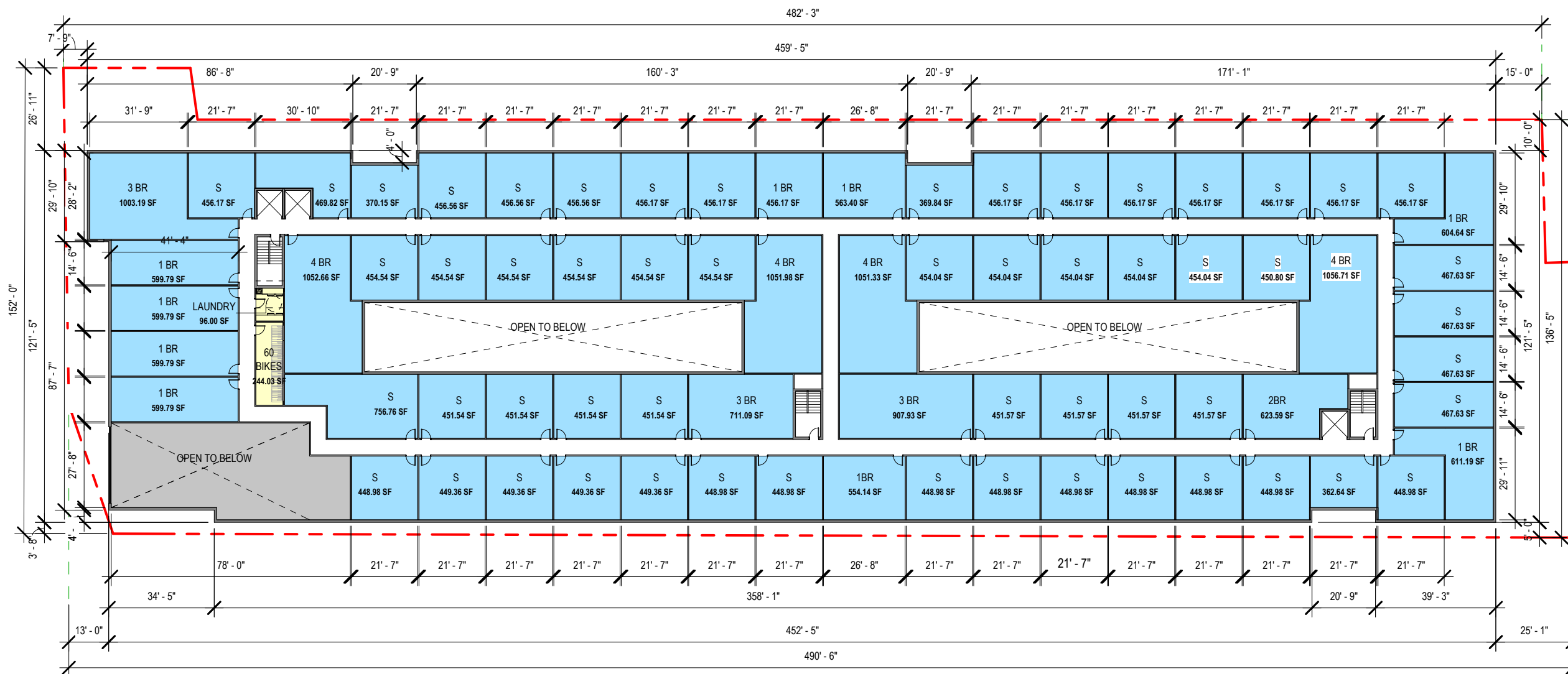
BELLWETHER HOUSING
 5952 MARTIN LUTHER KING JR WAY S 98118
 Parcel 8113100005

LEVEL 1

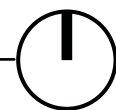


EMPIRE WAY SHOPPING CENTER
 6008 MARTIN LUTHER KING JR WAY S 98118
 Parcel 8113100170

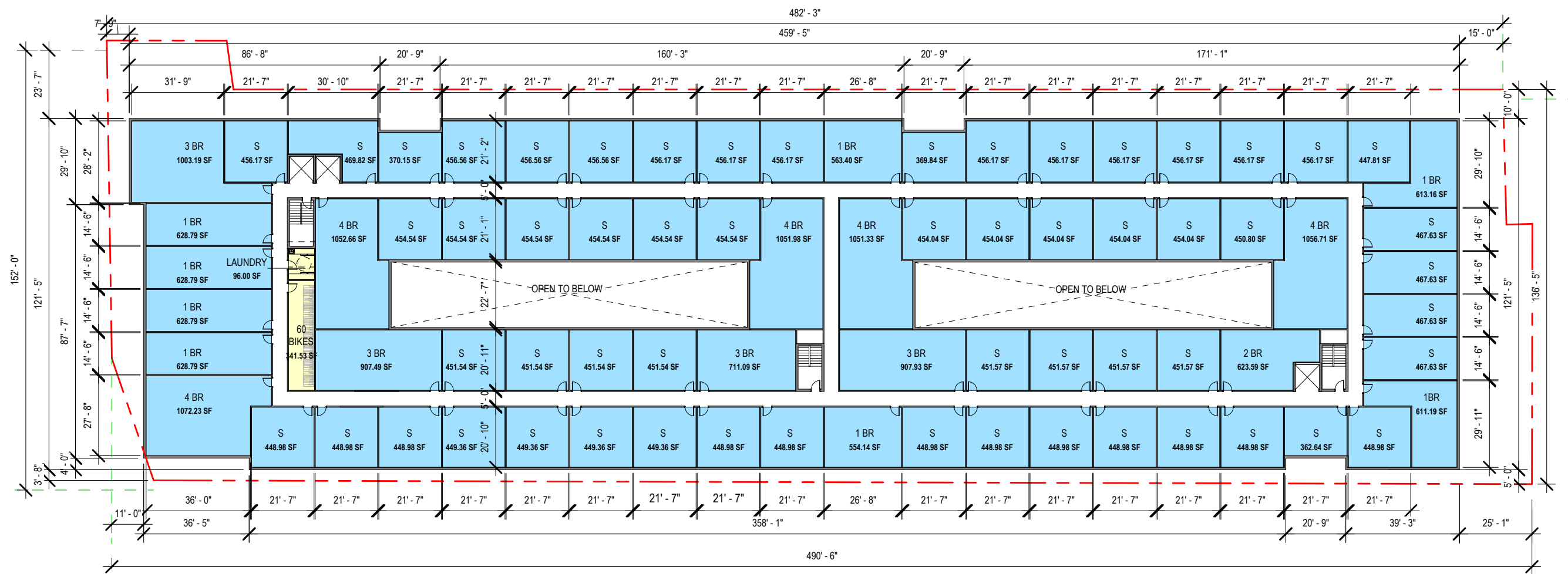
07 DESIGN CONCEPT 1 - FLOOR PLANS



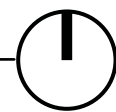
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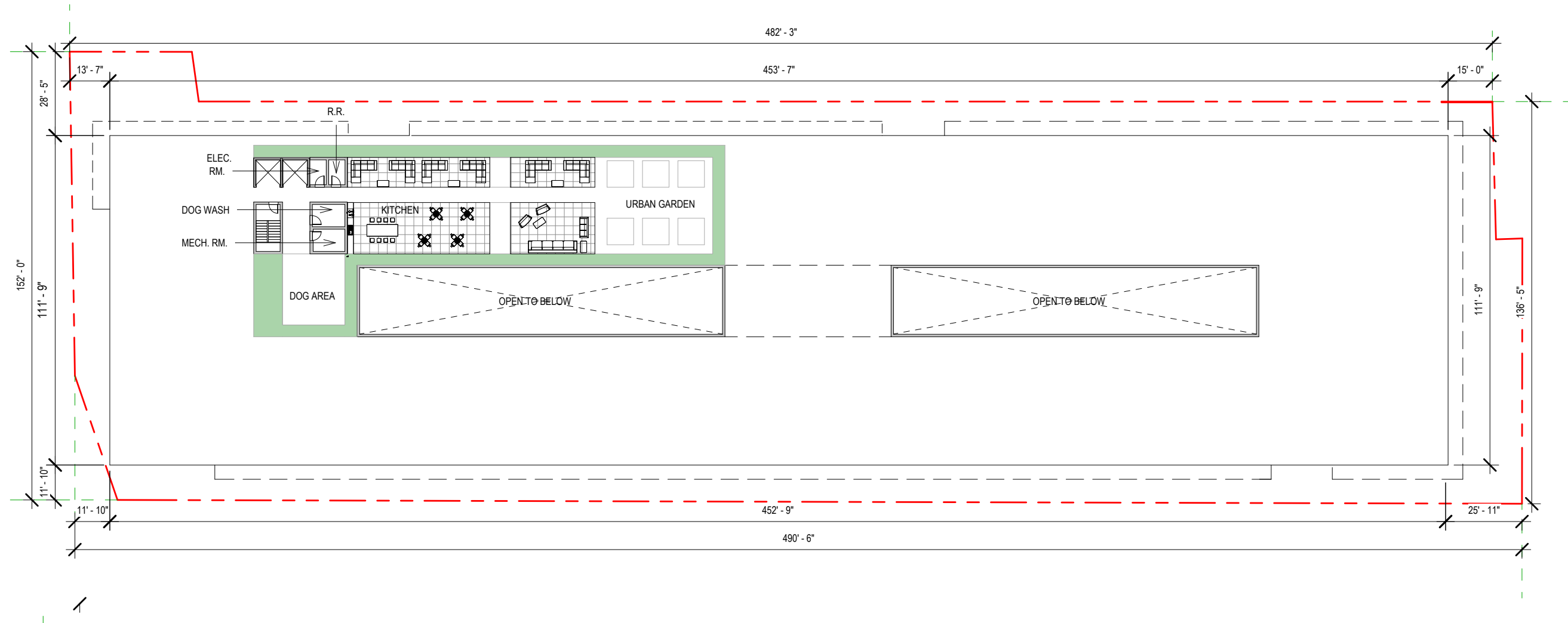
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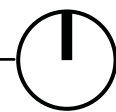
LEVEL 3 - 4



07 DESIGN CONCEPT 1 - FLOOR PLANS



ROOF

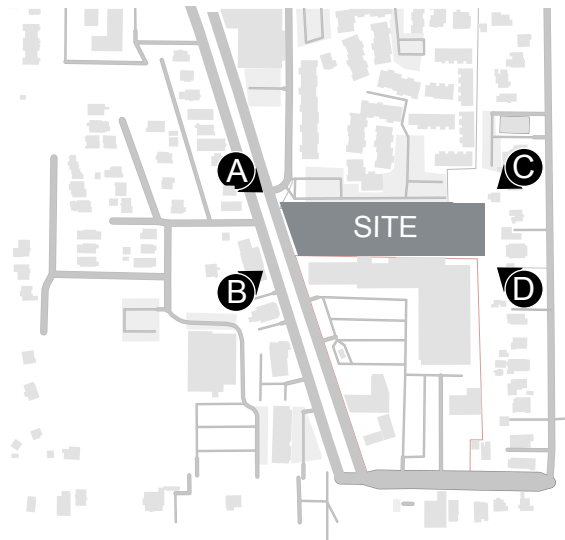
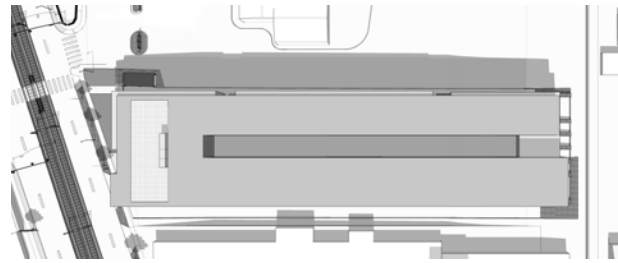


07 DESIGN CONCEPT 2

SCHEME 2 — U SHAPE

Preferred — No Departures — Full Development

STORIES	5 Stories
UNITS	365 Total Units
PARKING	0 Stalls
FAR	241,688 GSF (3.64)

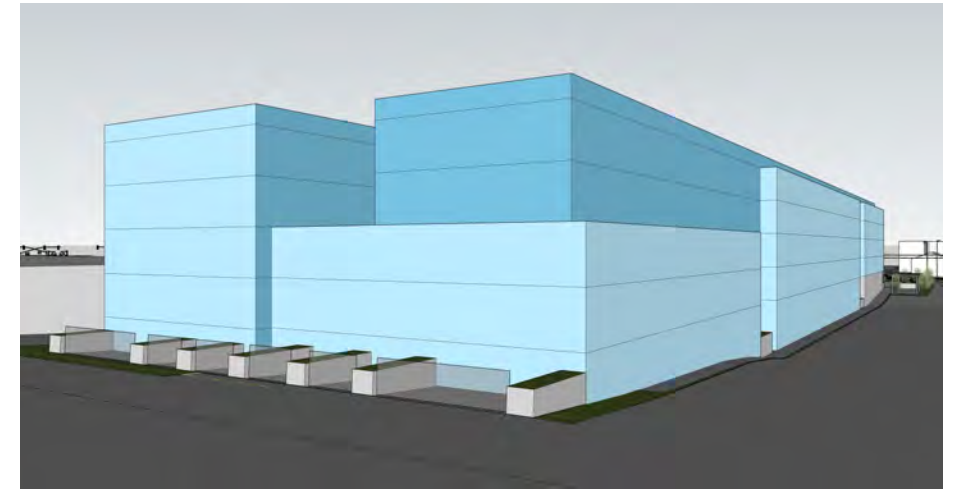


DESCRIPTION

A variation that provide courtyard opening on the east side. The open courtyard create a relief from neighboring property at the upper levels and mass reduction for the adjacent to RSL zoning. Vertical massing recess at the residential entry breaks the street facing facade into two separate elements at approx the center mass.



B - SW VIEW ML KING JR. WAY S



C - NE VIEW LOOKING AT ZONE TRANSITION



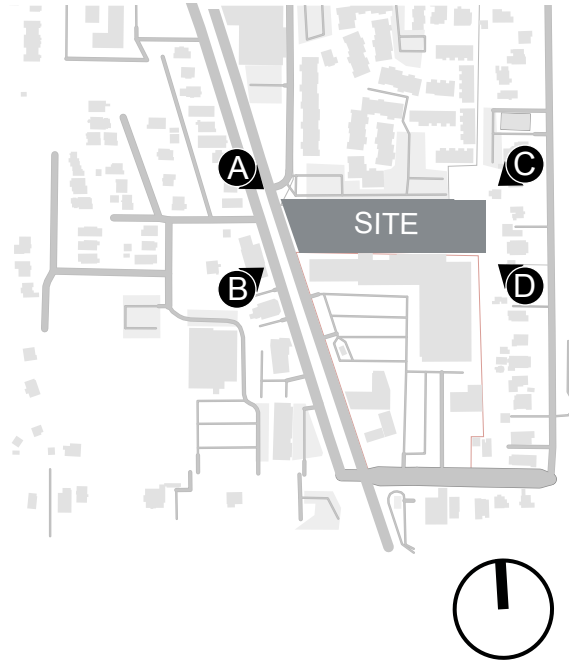
D - SE VIEW LOOKING AT ZONE TRANSITION



A - NW VIEW ML KING JR. WAY S

SCHEME 2 — U SHAPE

Preferred — No Departures — Full Development



A - NW VIEW ML KING JR. WAY S



B- SW VIEW ML KING JR. WAY S

ADVANTAGES

- Simple massing provides clarity in design
- Opens up courtyard to the east - provides greater light and air
- Residential entry readily identifiable
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CHALLENGES

- Less number of units, reduced affordability
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C - NE VIEW LOOKING AT ZONE TRANSITION



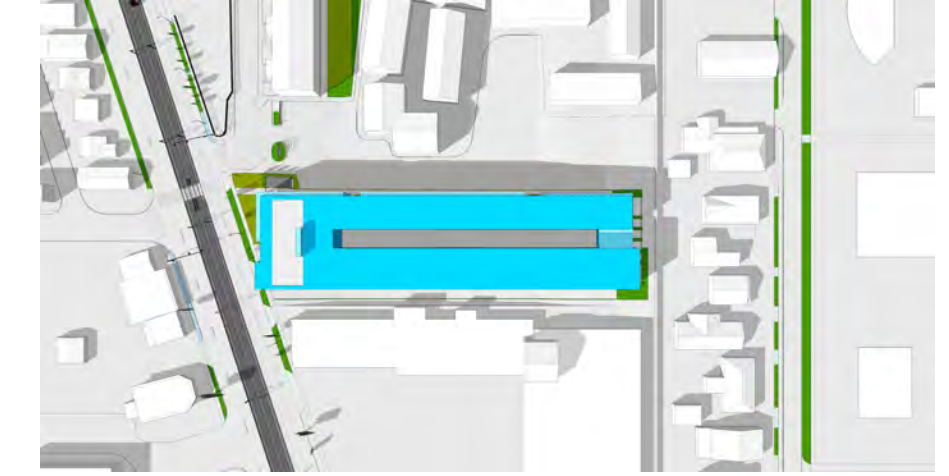
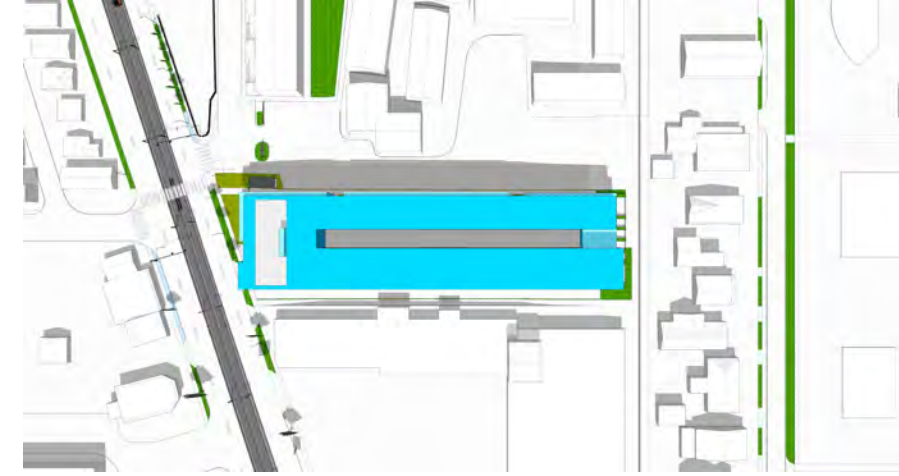
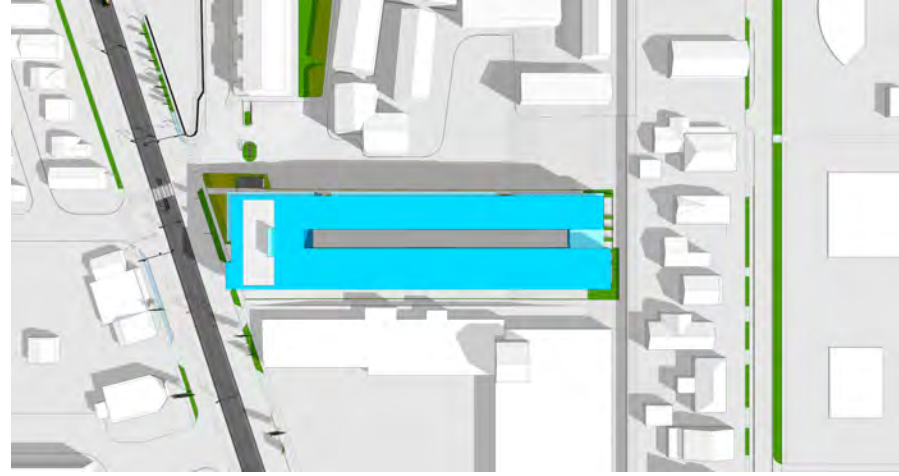
D - SE VIEW LOOKING AT ZONE TRANSITION

9 AM

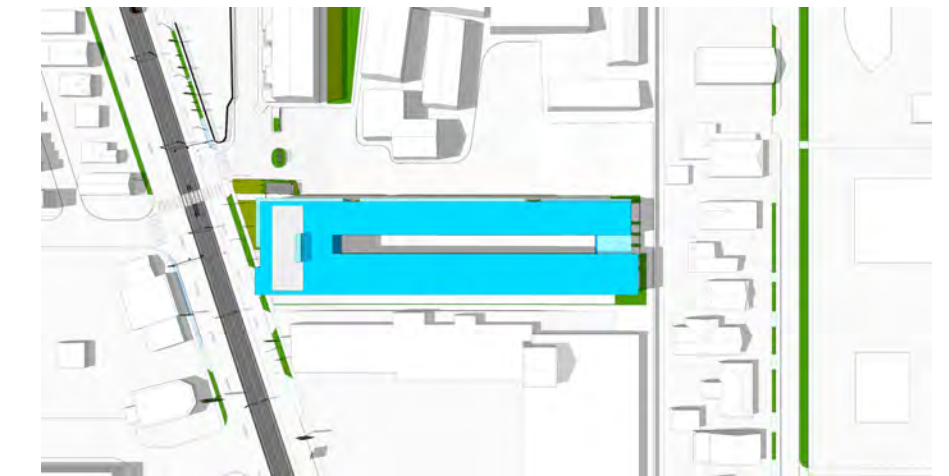
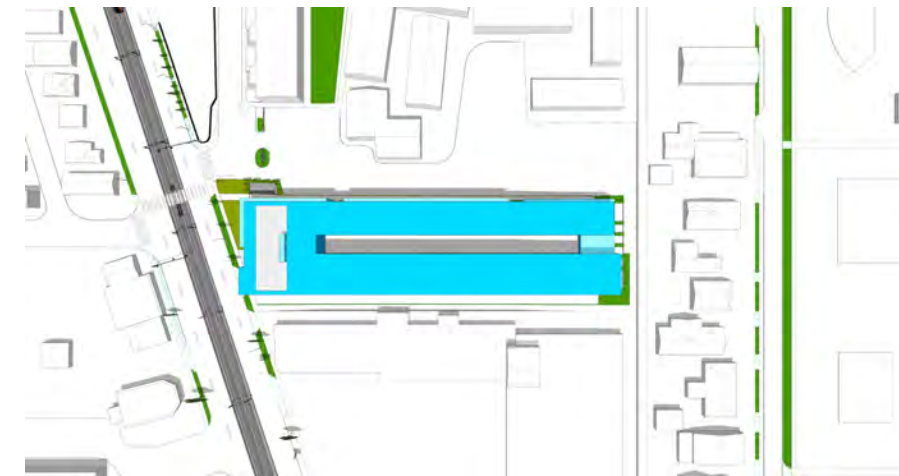
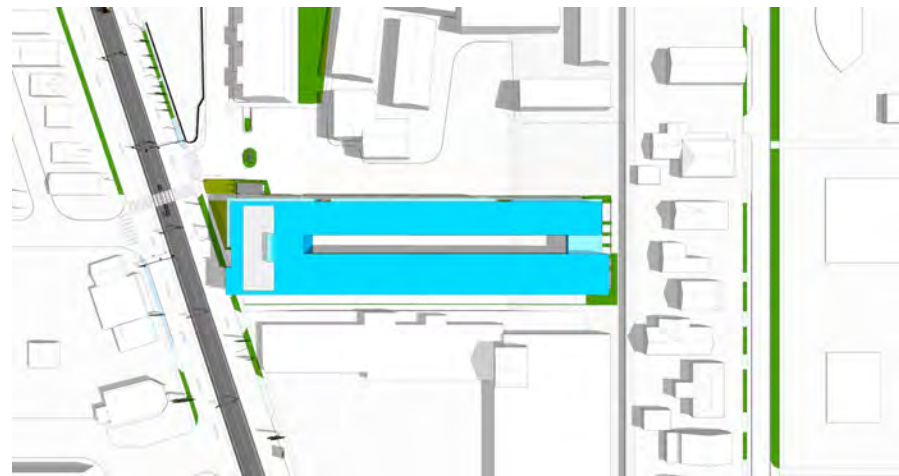
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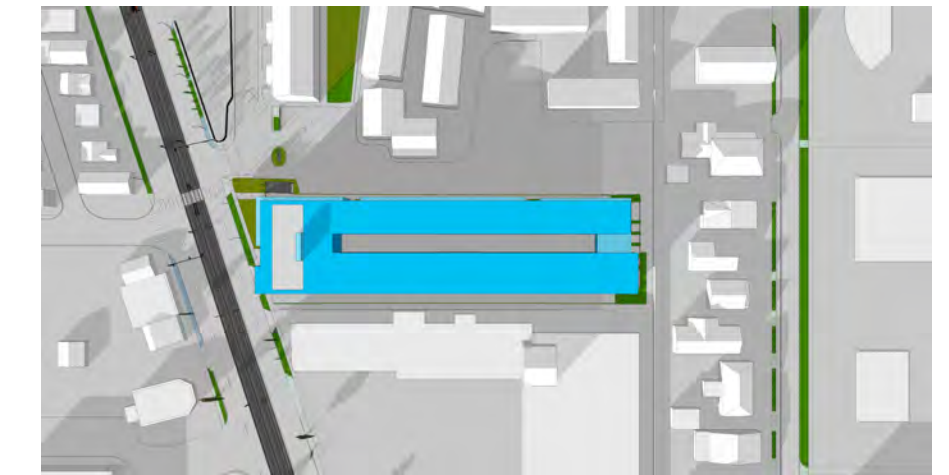
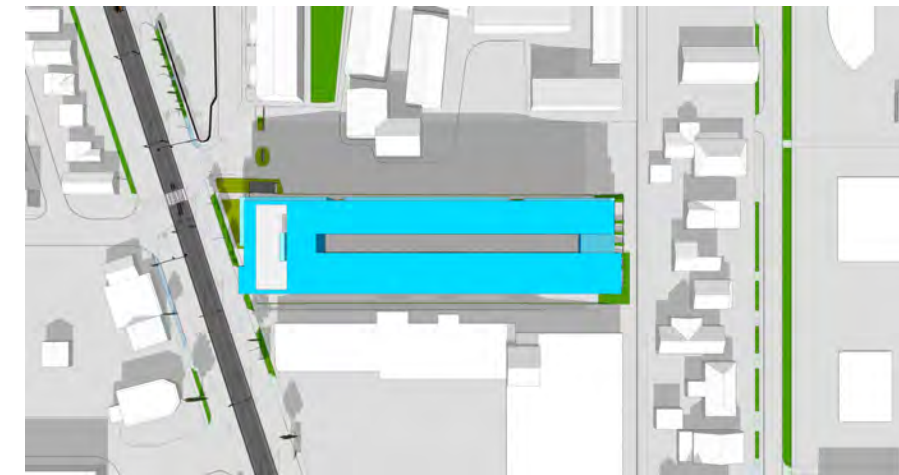
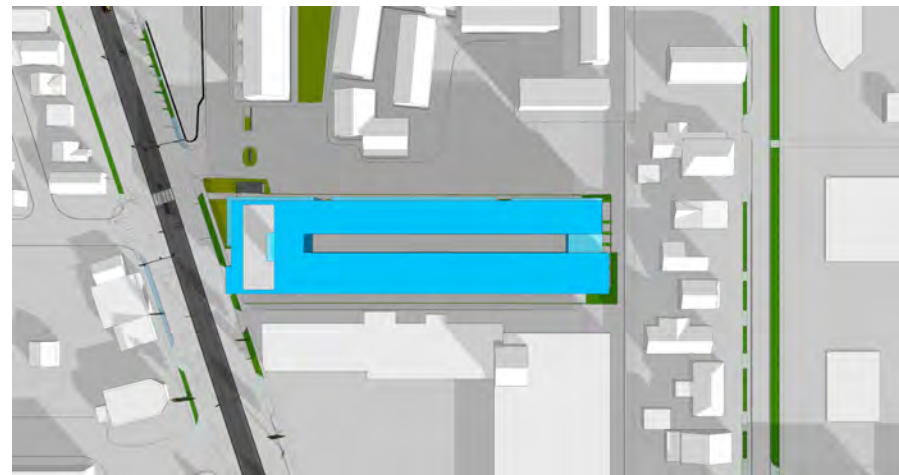
MARCH / SEPT 21



JUNE 21



DECEMBER 21

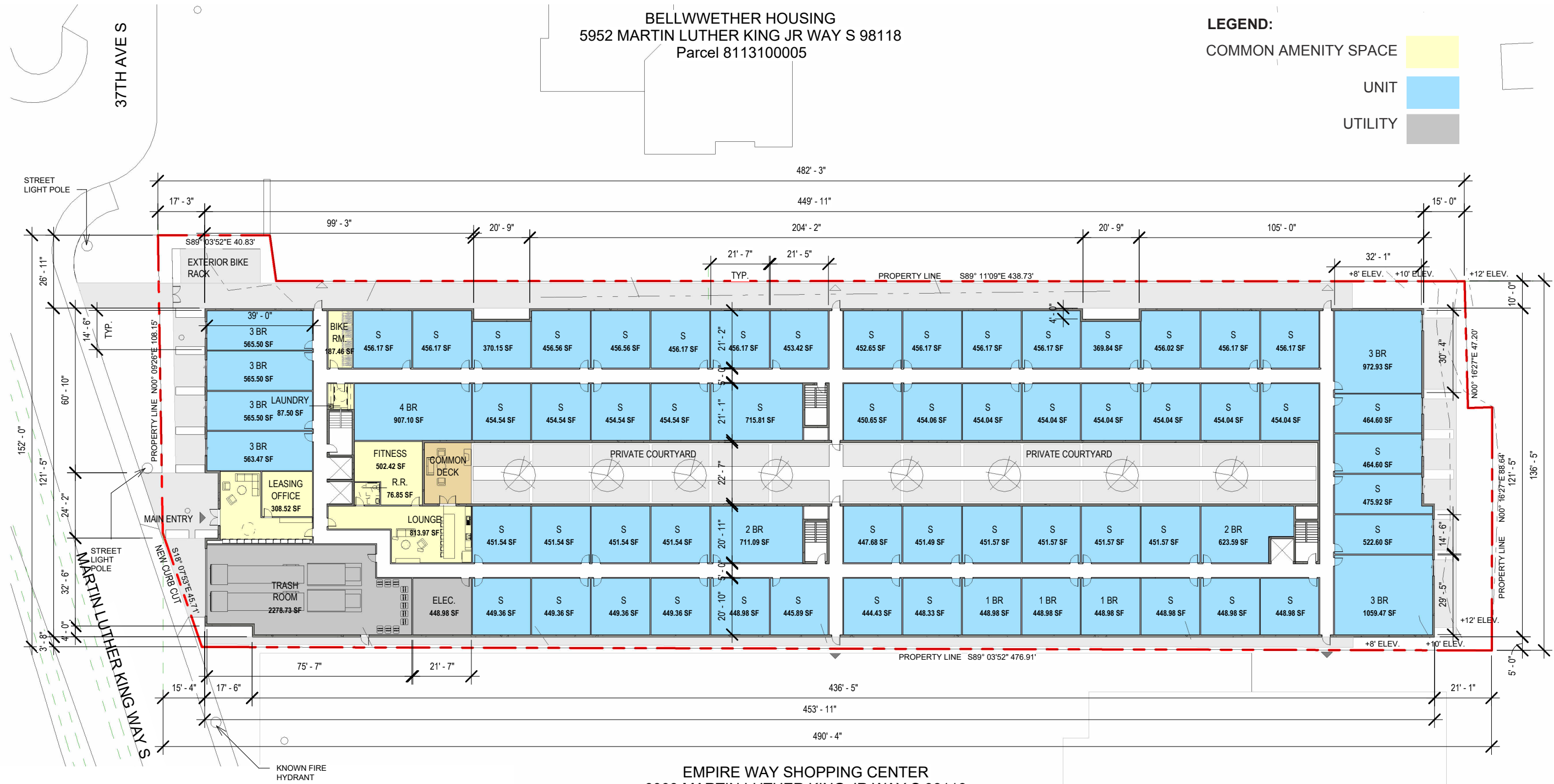


07 DESIGN CONCEPT 2- FLOOR PLANS

BELLWETHER HOUSING
5952 MARTIN LUTHER KING JR WAY S 98118
Parcel 8113100005

LEGEND:

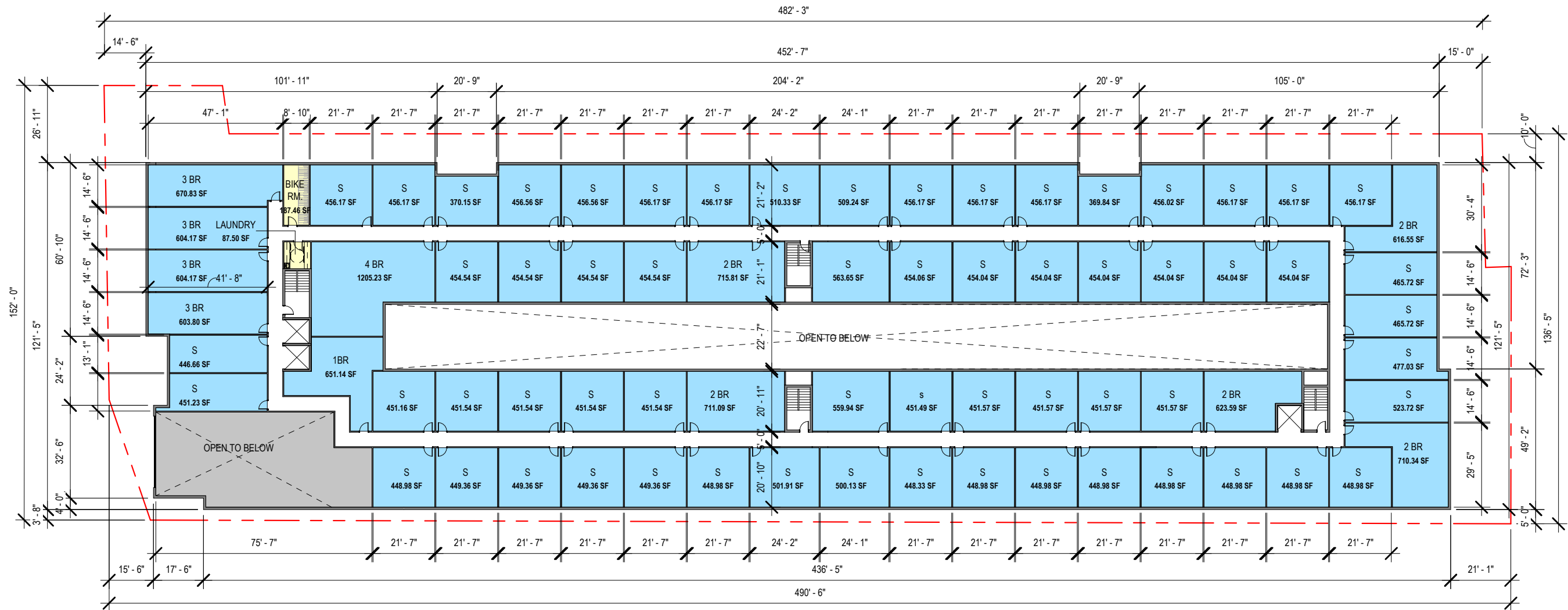
- COMMON AMENITY SPACE
- UNIT
- UTILITY



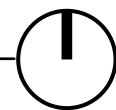
LEVEL 1

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Parcel 8113100170

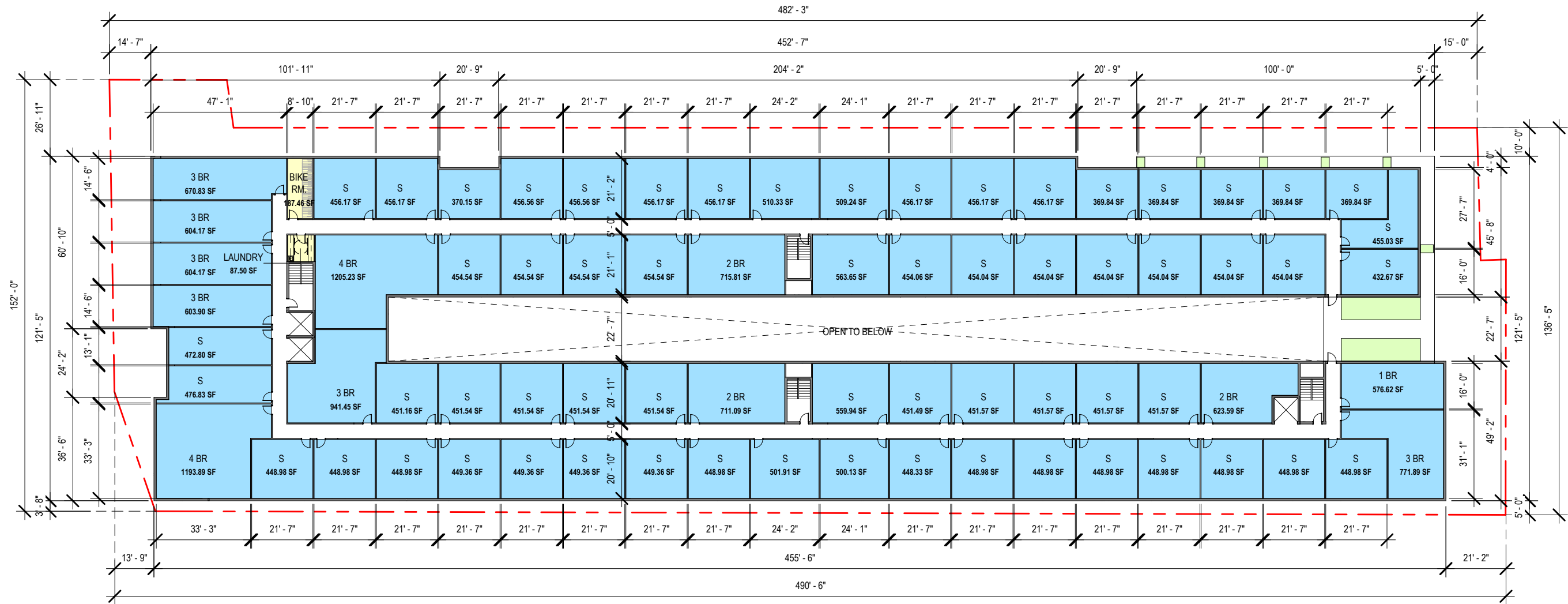
07 DESIGN CONCEPT 2 - FLOOR PLANS



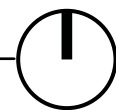
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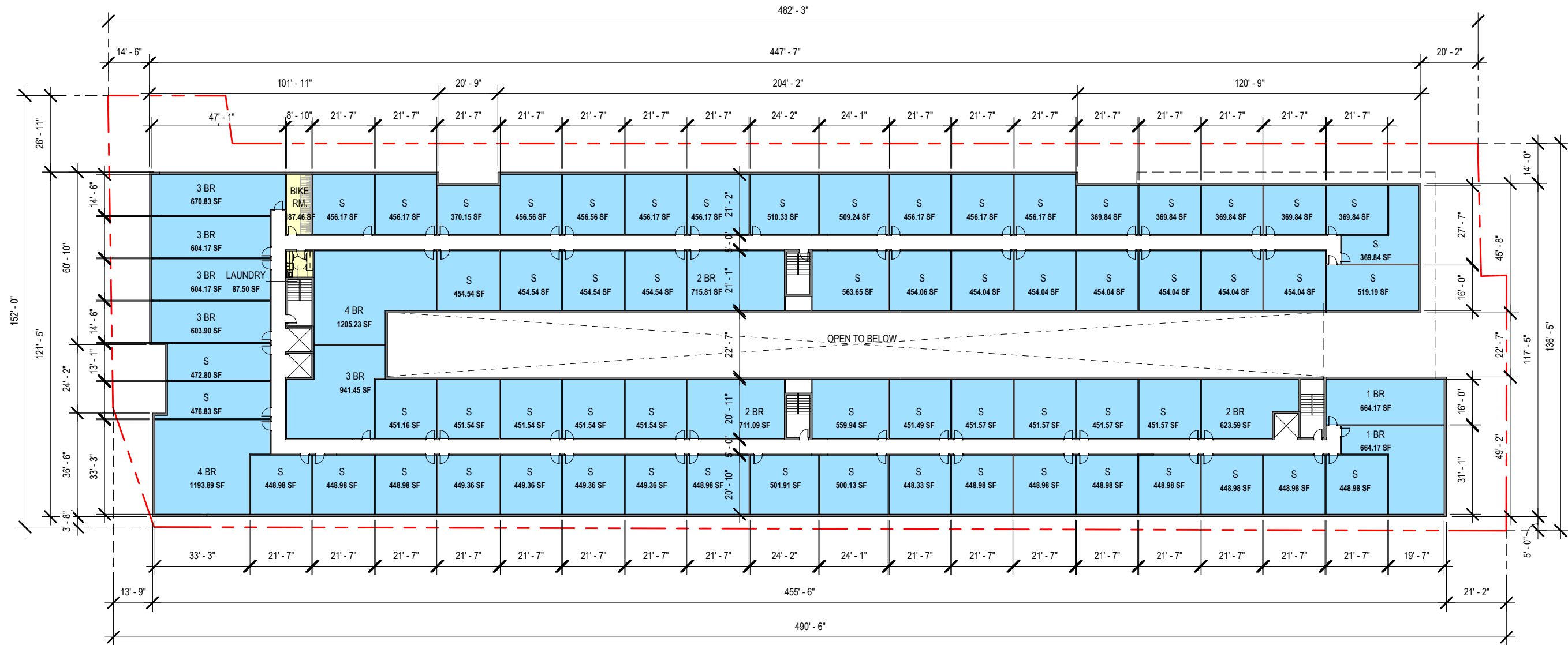
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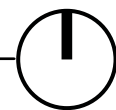
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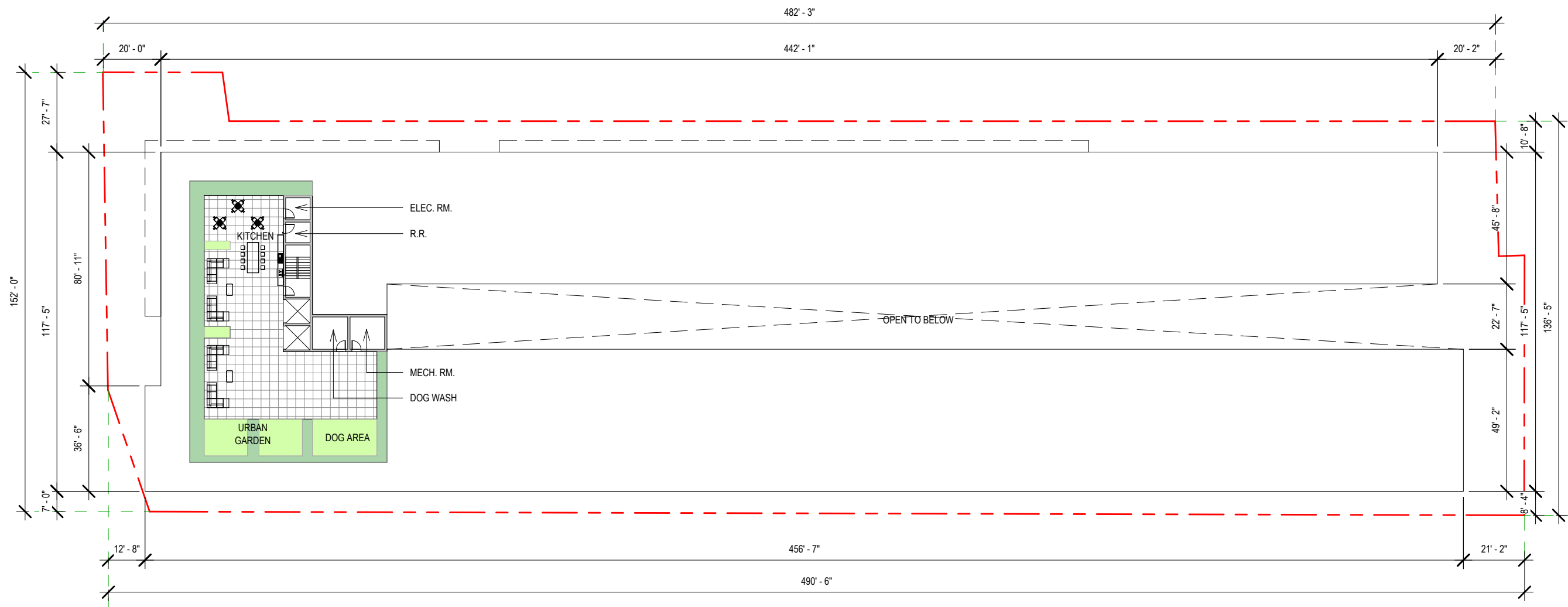
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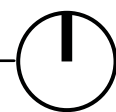
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07 DESIGN CONCEPT 2 - FLOOR PLANS



ROOF

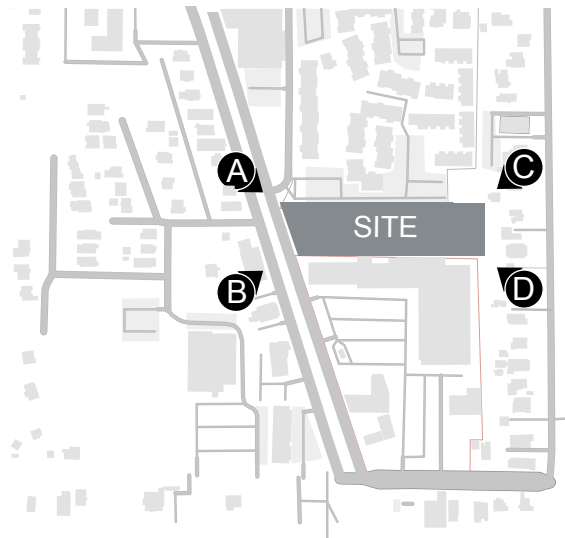
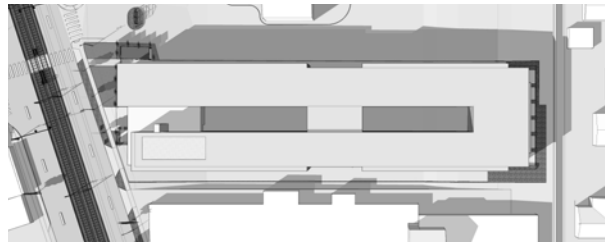


07 DESIGN CONCEPT 3

SCHEME 3 — A SHAPE

Preferred — No Departures — Full Development

STORIES	5 Stories
UNITS	352 Total Units
PARKING	0 Stalls
FAR	235,712 GSF (3.55)



DESCRIPTION

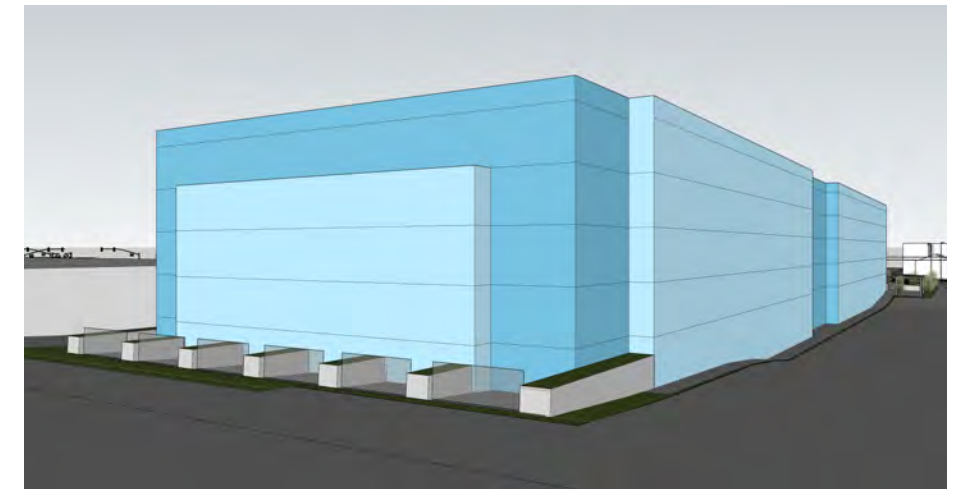
An alternation over the 8 figure. Opens up the street frontage into an 'A' shape to allow greater light and air. Main residential lobby at center of the west facade defined with a strong massing break at the upper levels. Creates opportunity for outdoor amenity space above the entrance, to provides relief to the overall bulk and scale of the project.



B - SW VIEW ML KING JR. WAY S



A - NW VIEW ML KING JR. WAY S



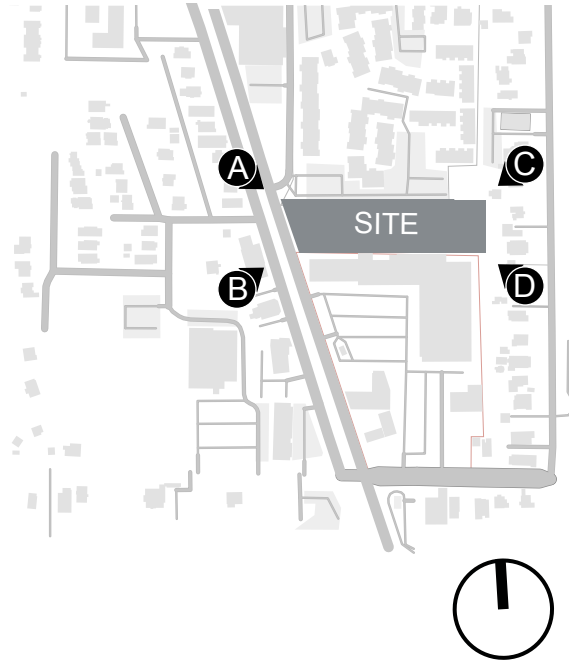
C - NE VIEW LOOKING AT ZONE TRANSITION



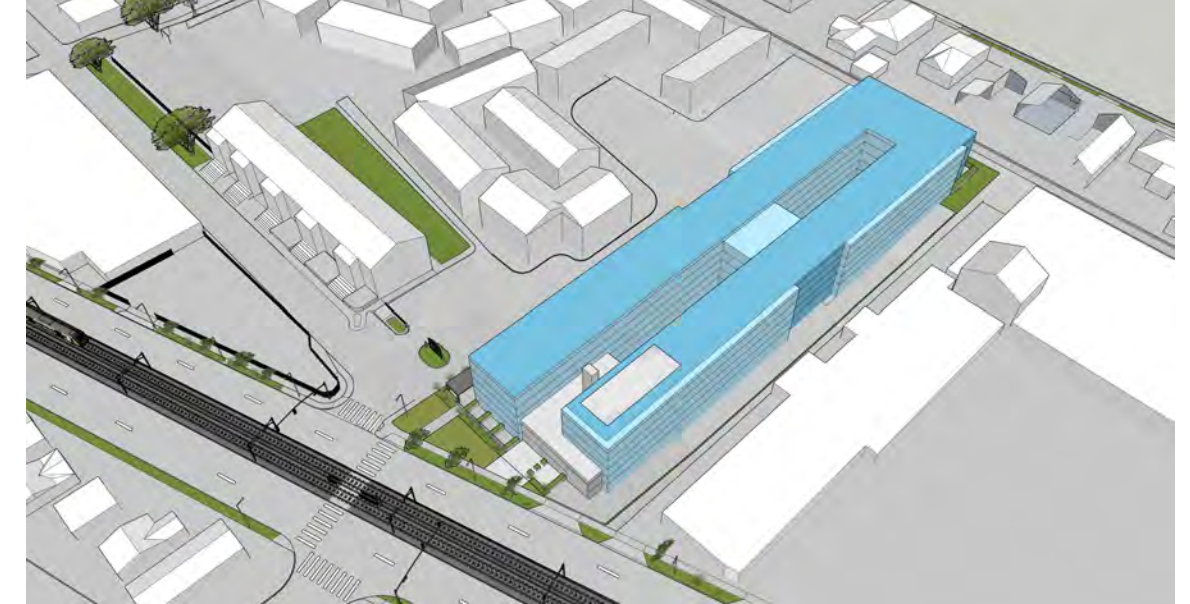
D - SE VIEW LOOKING AT ZONE TRANSITION

SCHEME 3 — A SHAPE

Preferred — No Departures — Full Development



A - NW VIEW ML KING JR. WAY S



B- SW VIEW ML KING JR. WAY S



C - NE VIEW LOOKING AT ZONE TRANSITION



D - SE VIEW LOOKING AT ZONE TRANSITION

ADVANTAGES

- Simple massing provides clarity in design
- Opens up courtyard to the west - provides greater light and air
- Residential entry readily identifiable
- Open spaces for outdoor amenities front the street facade

CHALLENGES

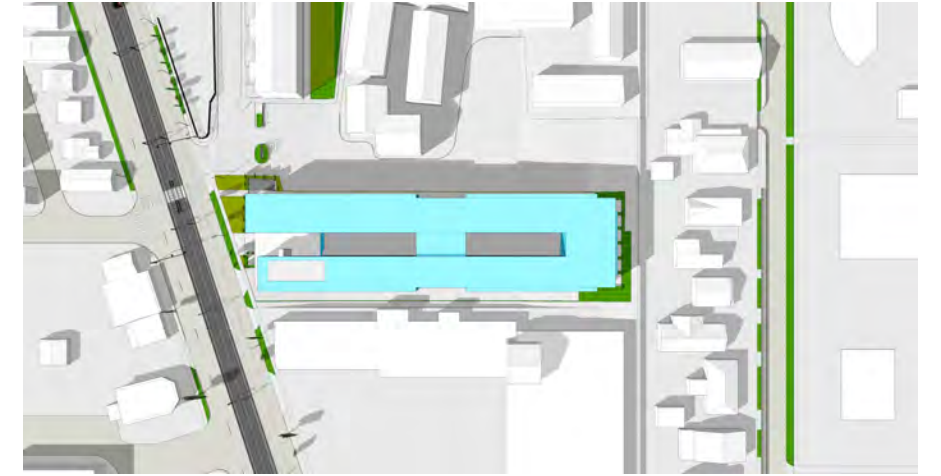
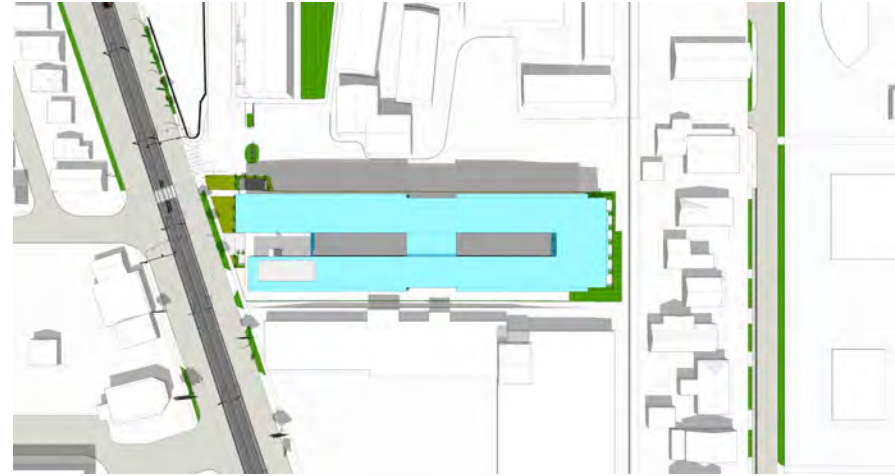
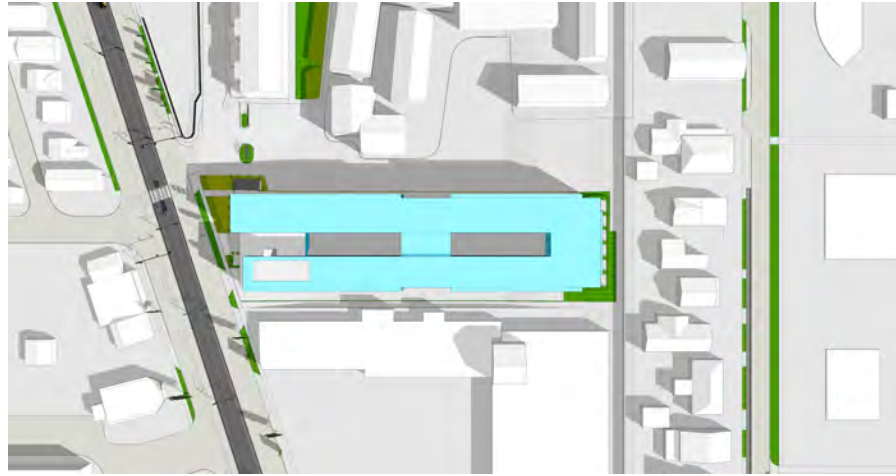
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9 AM

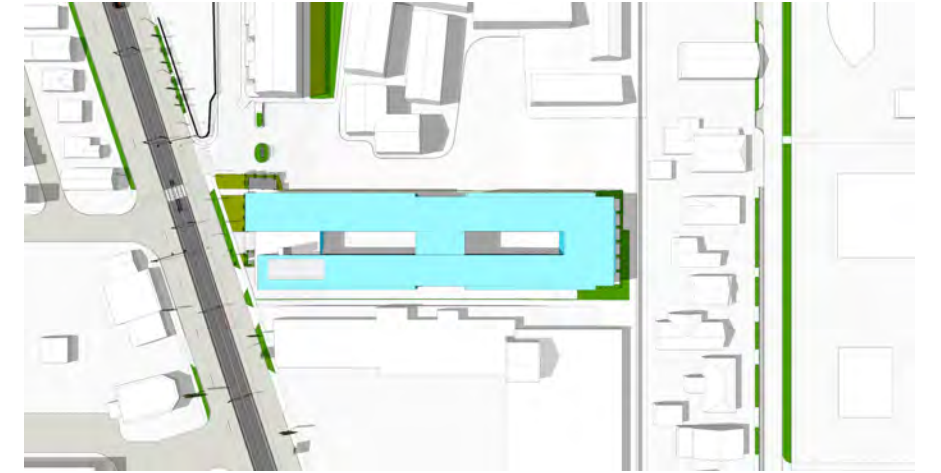
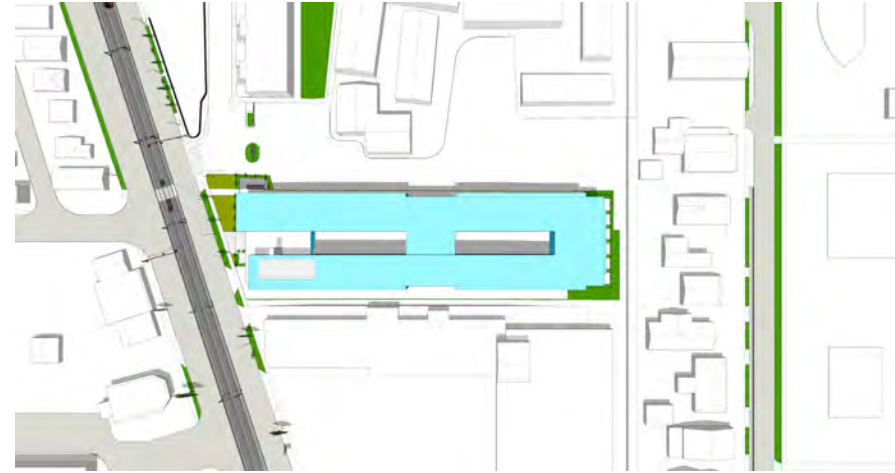
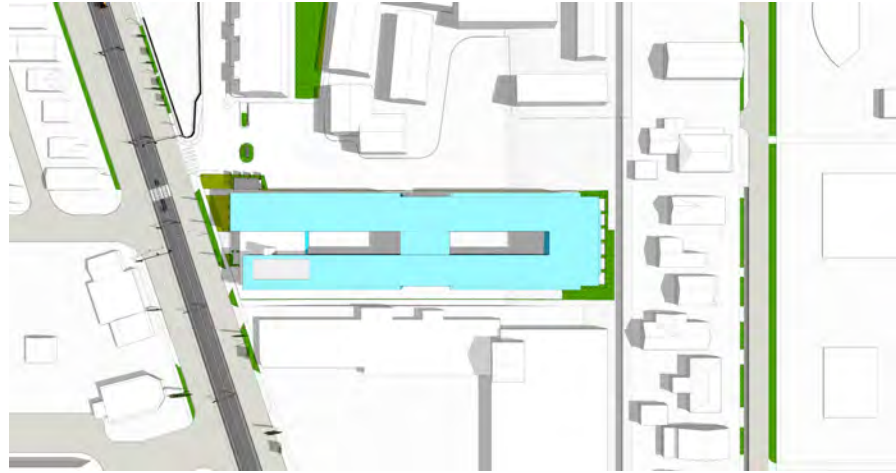
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3 PM

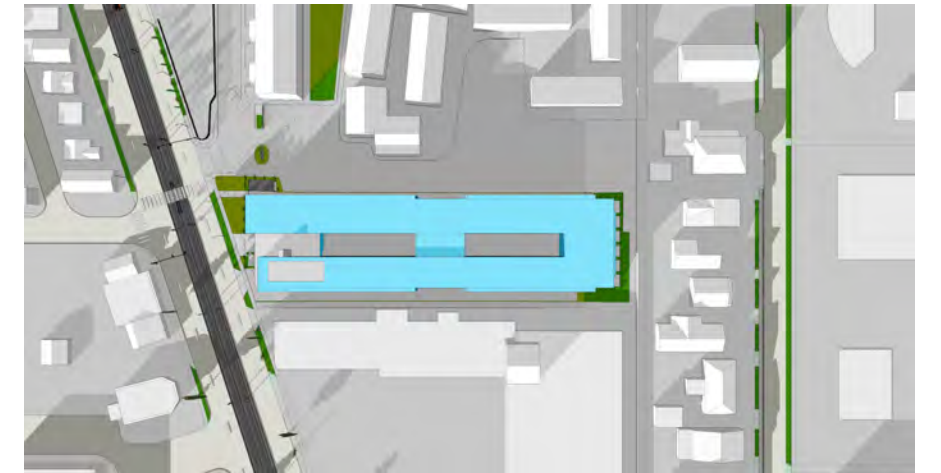
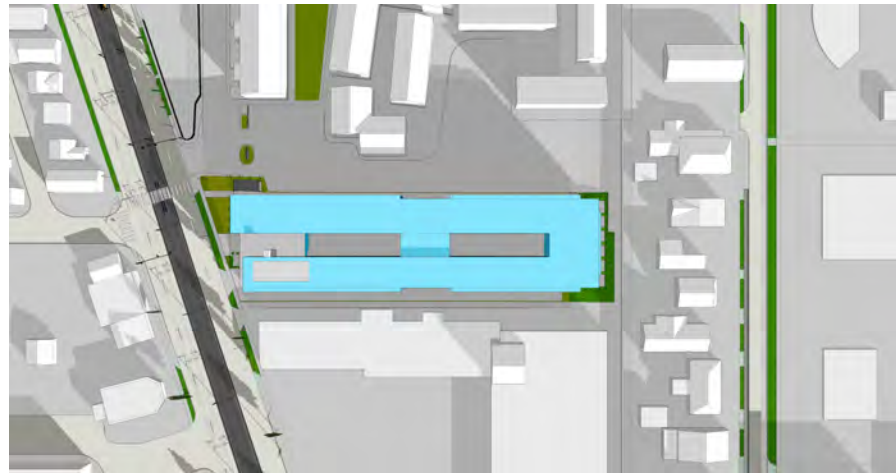
MARCH / SEPT 21



JUNE 21



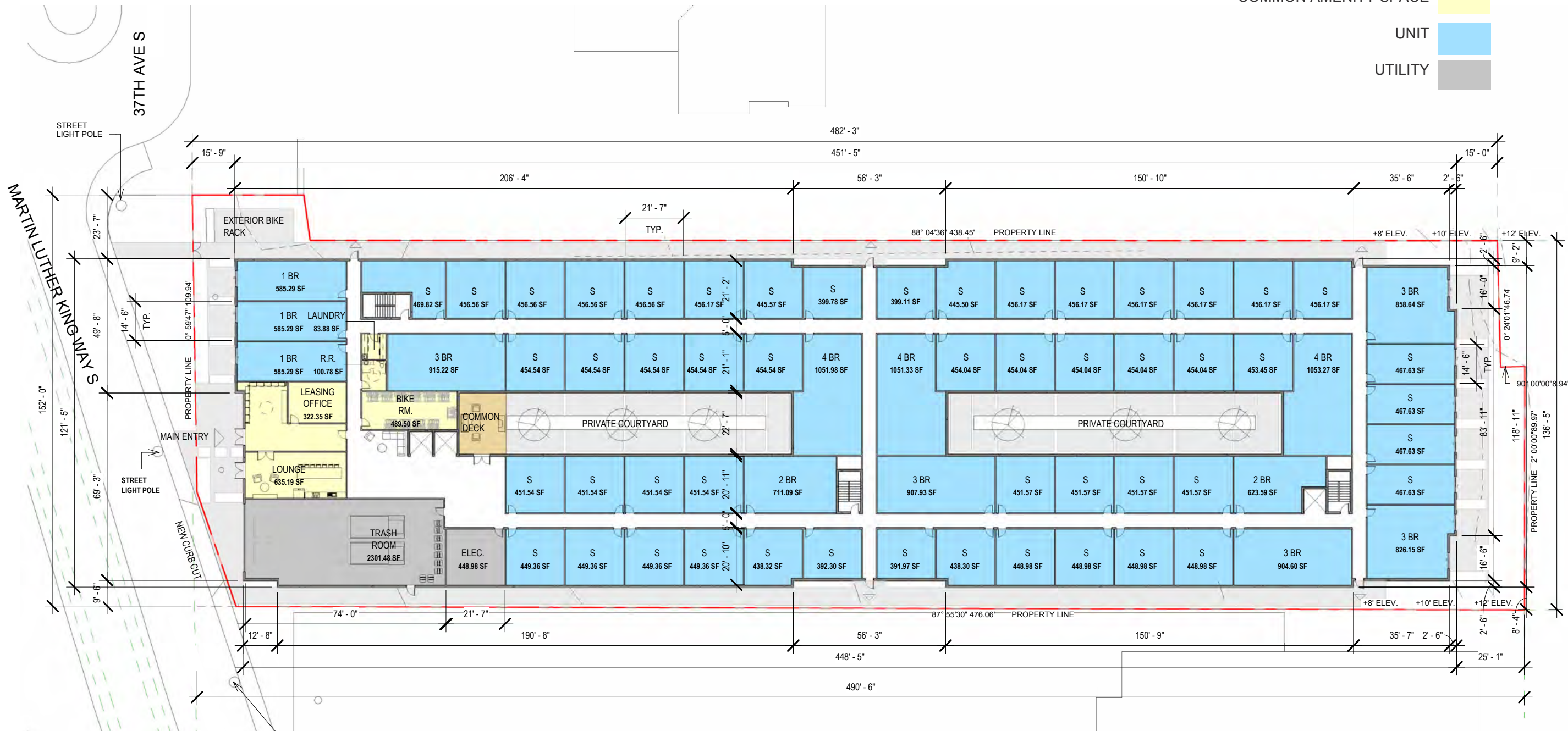
DECEMBER 21



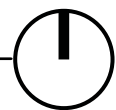
07 DESIGN CONCEPT 3 - FLOOR PLANS

LEGEND:

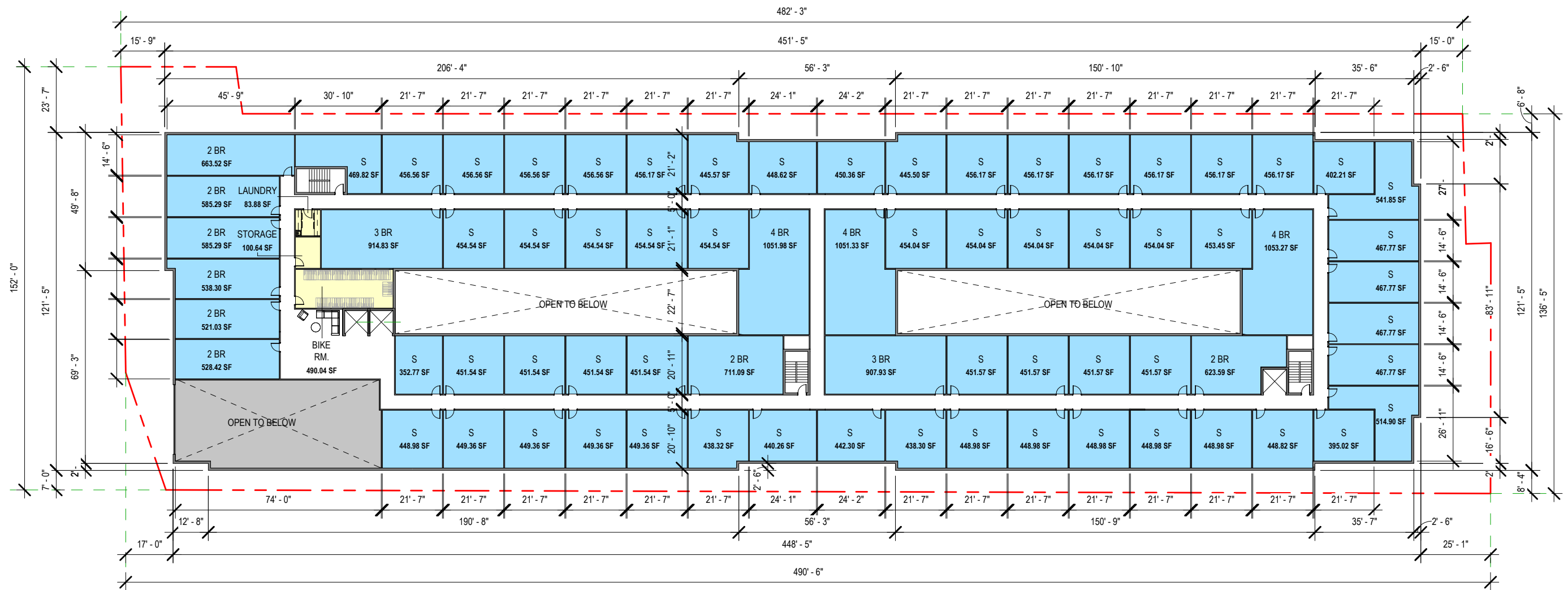
- COMMON AMENITY SPACE
- UNIT
- UTILITY



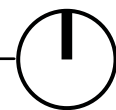
LEVEL 1



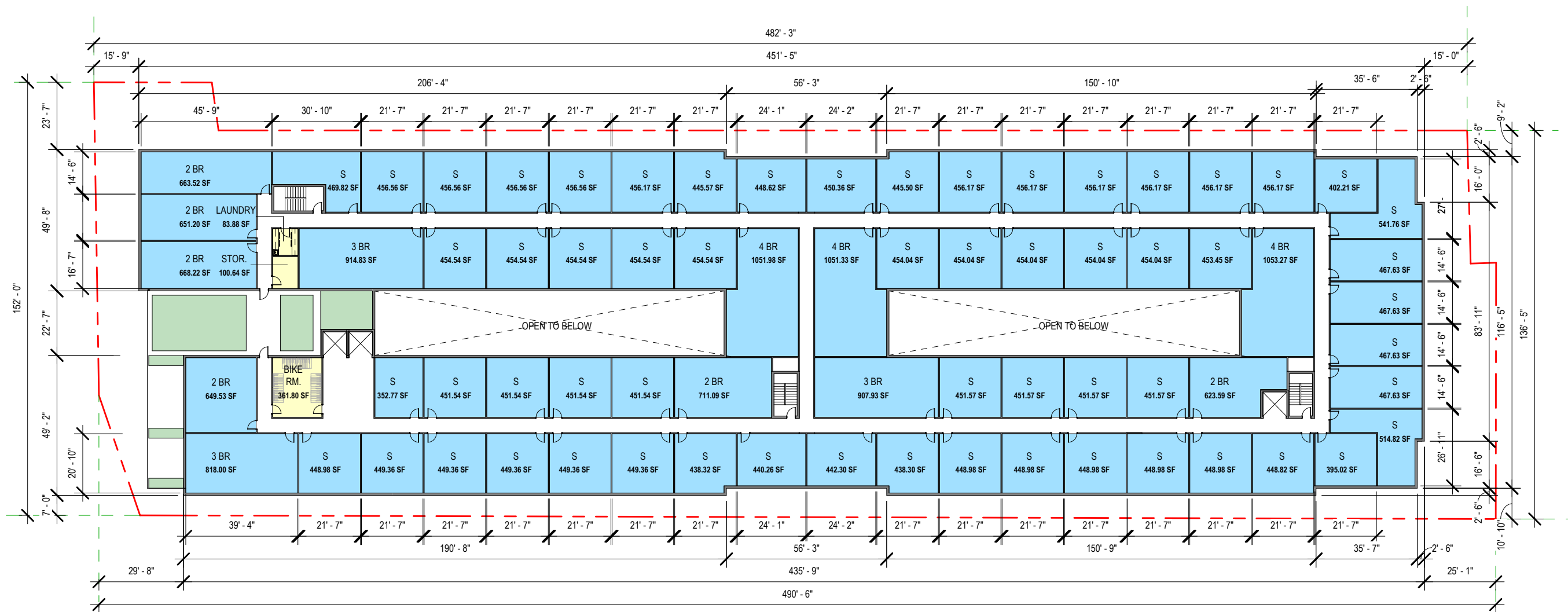
07 DESIGN CONCEPT 3 - FLOOR PLANS



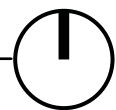
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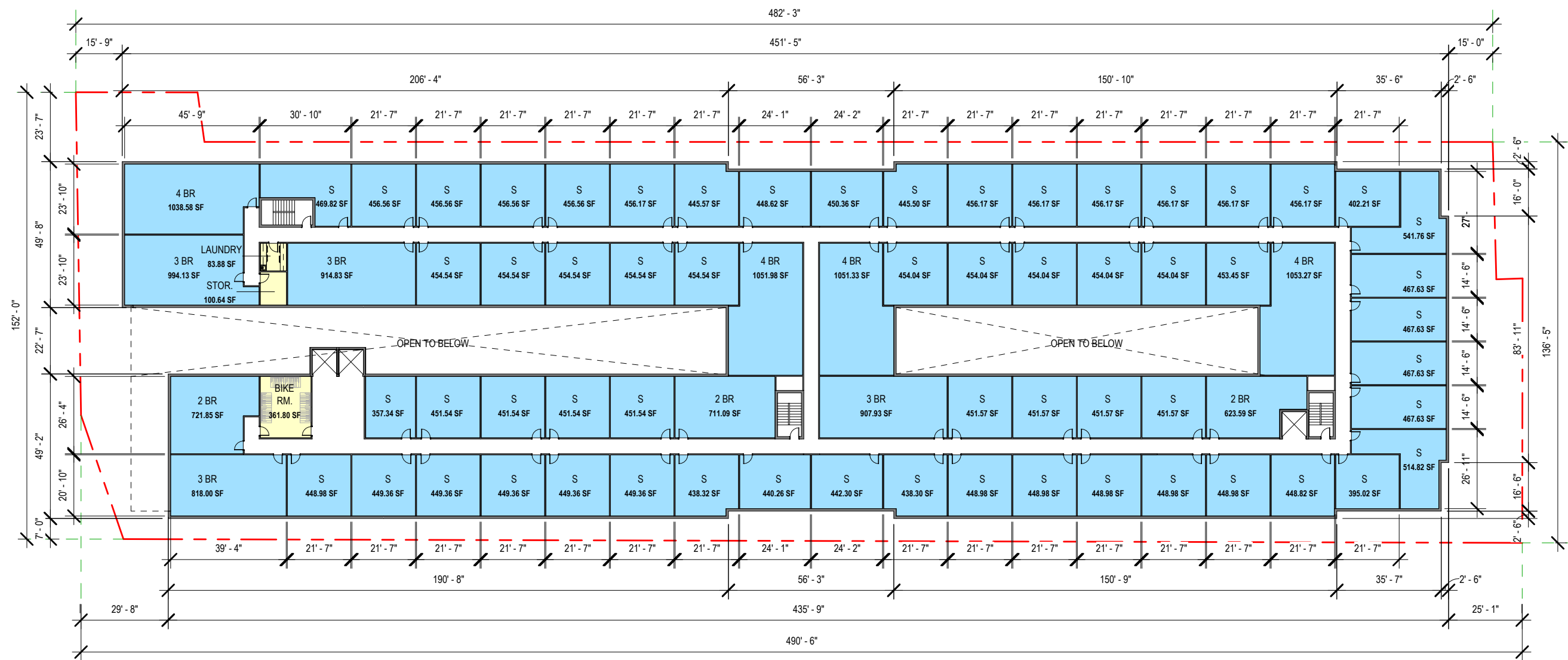
07 DESIGN CONCEPT 3 - FLOOR PLANS



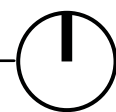
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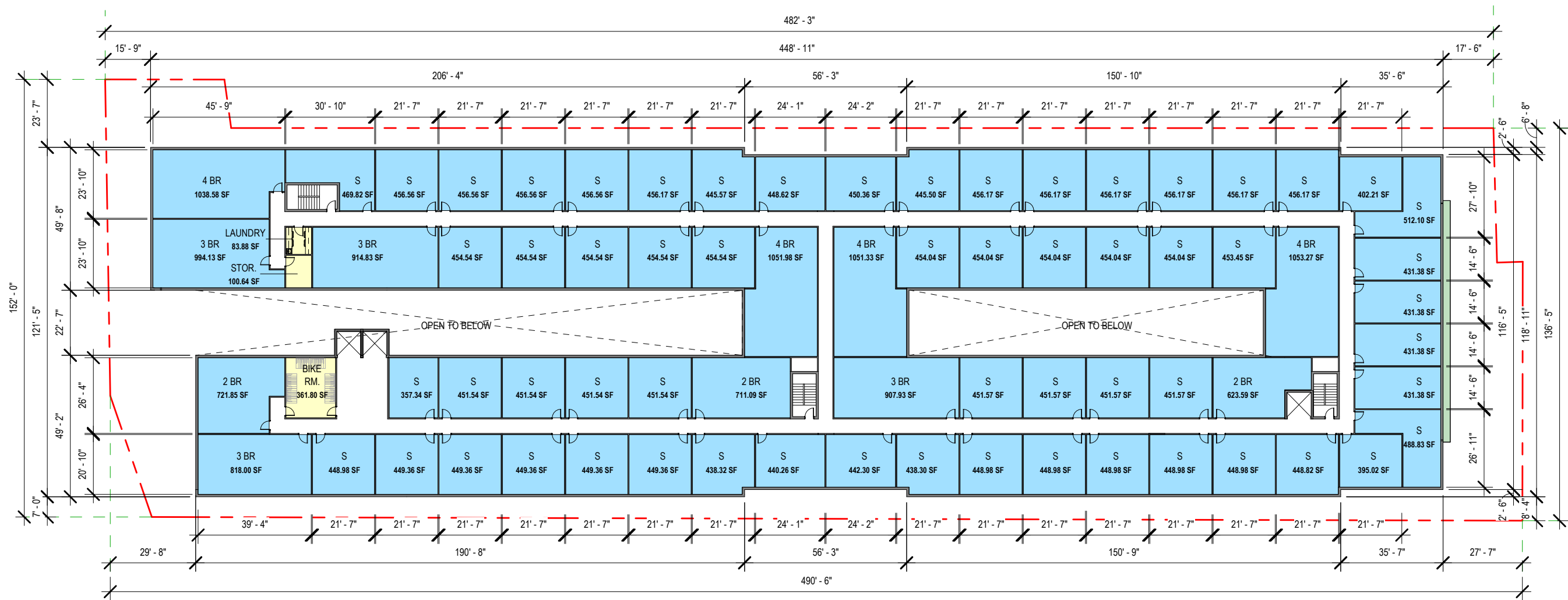
07 DESIGN CONCEPT 3 - FLOOR PLANS



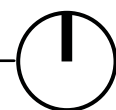
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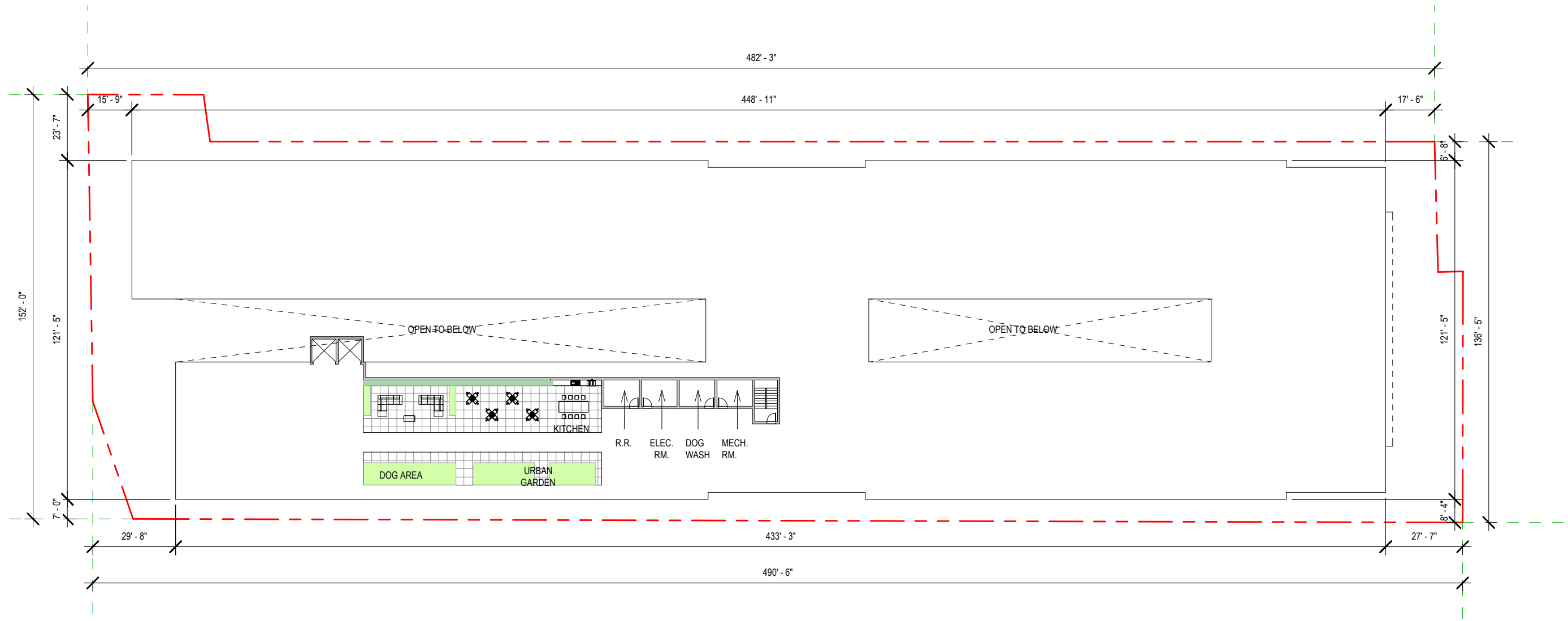


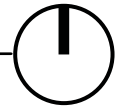
07 DESIGN CONCEPT 3 - FLOOR PLANS



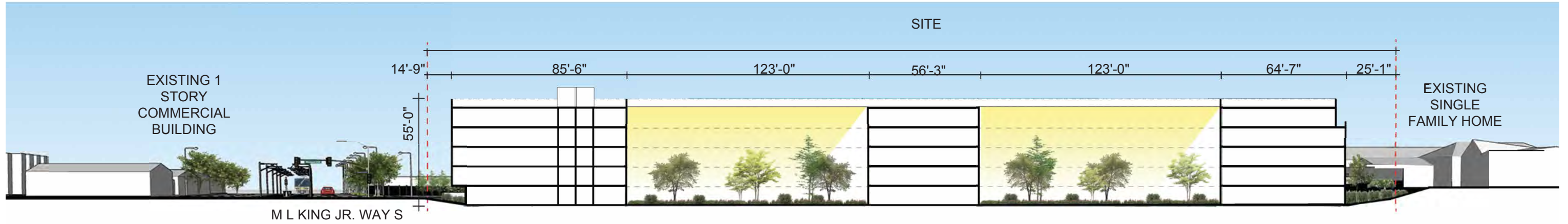
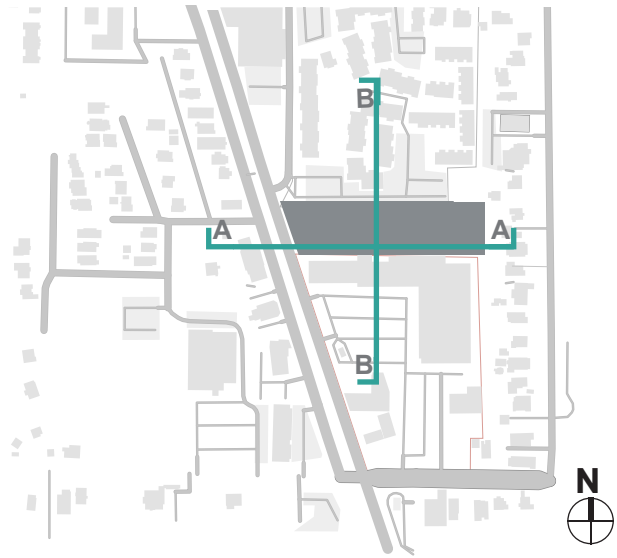
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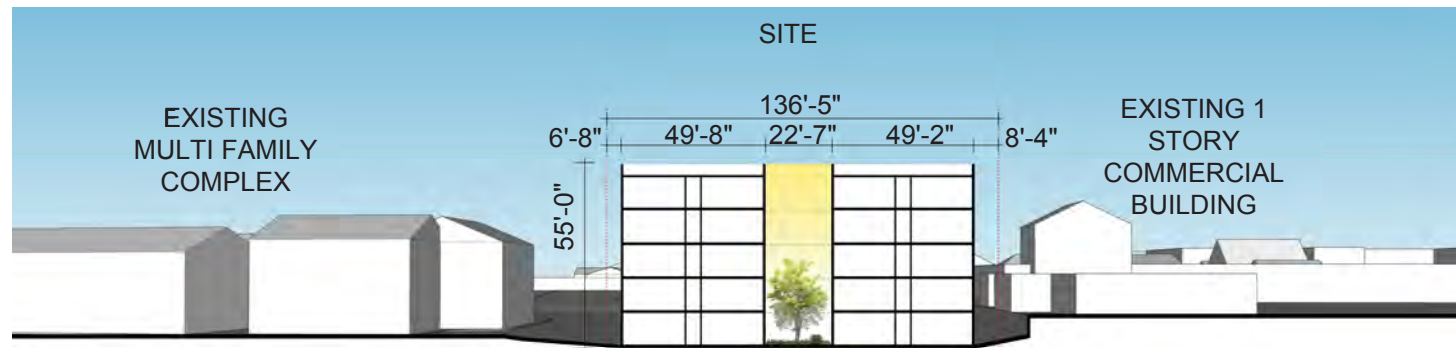


ROOF 

08 PREFERRED DESIGN CONCEPT - SECTIONS



A - EAST WEST SECTION



B - NORTH SOUTH SECTION

08 LANDSCAPE-PRECEDENT IMAGERY





BODE OTHELLO APARTMENTS

THANK YOU!



RENDERING | PREFERRED SCHEME 1
Exploration of the building design