

SDCI

700 5th Ave Ste 2000, PO Box 34019
 Seattle, WA 98124-4019
 (206) 684 -8600

LAND USE Application**Report Date** 11/23/2016 03:18 PM**Submitted By**

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A/P # 3025493 DISCRETIONARY LAND USE ACTION

Application Information**Stages**

	Date / Time	By		Date / Time	By
Processed			Temp COO		
Approved			COO Issued		
Final			Expires		

Associated Information

Type of Work	FULL C FULL REVIEW (COMPLEX)	# Plans	2	Declared Valuation	20270000.00
Dept of Commerce	MF MULTIFAMILY	# Plans	0	Calculated Valuation	0.00
Priority	<input checked="" type="checkbox"/> Auto Reviews	Bill Group		Actual Valuation	0.00

Valuation**Description of Work**

Design Review Early Design Guidance proposing a 6-story building consisting of 80 residential units. Parking to be provided for 58 vehicles within the structure. Project includes contract rezone. Existing structures to be demolished.

Parent A/P #

Project #	3025493	Project/Phase Name		Phase #	
Size/Area	0.00	Size Description		Subdivision Code	
Proposed Start		Proposed Stop		% Completed	0.00
% Complete Formula					

Property/Site Information

Address 5256 RAINIER AVE S
 SEATTLE WA

Location**Owner/Tenant**

Contact ID AC218335	Name PATRICK COBB	Organization PSW REAL ESTATE	
Mailing Address 5256, RAINIER AVE S		State/Province WA	
City SEATTLE		Country	<input type="checkbox"/> Foreign
ZIP/PC 98118		Evening Phone (206)362-7695 x	
Day Phone (817)715-9654 x		Mobile # (817)715-9654	
Fax (817)715-9654			

A/P Linked Addresses

No Addresses are linked to this Application

Linked Addresses

No Addresses are linked to this Application

A/P Addresses

No Other Addresses are associated to this Application

Linked Parcels

DV0089109

A/P Linked Parcels

DV0089109

Applicants/Contacts

SDCI

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Applicants/Contacts

Primary N **Capacity** OTHER **Contact ID** AC281699 **Foreign**
Effective **Expire**
Name 5250 RAINIER LP
Day Phone (512)326-3905 x **Eve Phone** **Organization**
Pager **PIN #** **Position**
Fax **Mobile** **Profession**
E-Mail
Address 2003 S 1ST ST
 AUSTIN, TX 78704
Comments No Comments
Special Inspections

Special Inspection Qualifications

Principal

SI Qualifications SI Category	Suspended	Susp End Dt	Expired	Comments
----------------------------------	-----------	-------------	---------	----------

There are no items in this list

Primary N **Capacity** OWNER **Contact ID** AC218335 **Foreign**
Effective **Expire**
Name PATRICK COBB
Day Phone (817)715-9654 x **Eve Phone** (206)362-7695 x **Organization** PSW REAL ESTATE
Pager **PIN #** **Position** DESIGN MANAGER
Fax (817)715-9654 **Mobile** (817)715-9654 **Profession**
E-Mail
Address 5256, RAINIER AVE S
 SEATTLE, WA 98118
Comments No Comments
Special Inspections

Special Inspection Qualifications

Principal

SI Qualifications SI Category	Suspended	Susp End Dt	Expired	Comments
----------------------------------	-----------	-------------	---------	----------

There are no items in this list

Primary N **Capacity** OTHER **Other** FIN RESP **Contact ID** AC218335 **Foreign**
Effective **Expire**
Name PATRICK COBB
Day Phone (817)715-9654 x **Eve Phone** (206)362-7695 x **Organization** PSW REAL ESTATE
Pager **PIN #** **Position** DESIGN MANAGER
Fax (817)715-9654 **Mobile** (817)715-9654 **Profession**
E-Mail
Address 5256, RAINIER AVE S
 SEATTLE, WA 98118
Comments No Comments

Report Date 11/23/2016 03:18 PM

Submitted By

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Special Inspections

Special Inspection Qualifications

Principal

SI Qualifications SI Category	Suspended	Susp End Dt	Expired	Comments
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There are no items in this list

Primary Y Capacity APPL Contact ID AC198844 Foreign
 Effective Expire
 Name KATHLEEN PITTMAN
 Day Phone (206)523-6150 Eve Phone Organization JOHNSTON ARCHITECTS
 Pager PIN # Position
 Fax Mobile Profession
 E-Mail
 Address 100 NE NORTHLAKE WAY, SUITE 200
 SEATTLE, WA 98105
 Comments No Comments
 Special Inspections

Special Inspection Qualifications

Principal

SI Qualifications SI Category	Suspended	Susp End Dt	Expired	Comments
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There are no items in this list

Contractors

No Contractors

Template Type A/P #	A/P Type	Status	Stage
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No children exist for this project

Employee Employee ID	Last	First	MI	Comments
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No Employee Entries

Log Action Comments	Description	Entered By	Start	Stop	Hours
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No Log Entries

SDCI Approved (10/18/16) - EDG PRESUBMITTAL MEETING NOTES

Meeting: Wednesday, September 28, 2016 @ 10:30a; Notes submitted: 10/13/16

ATTENDEES

Garry Papers (GP)	SDCI Design Reviewer and SEPA
Christopher A. Ndifon (CN)	SDCI Zoning and Land Use
Patrick Cobb (PC)	PSW
Ben Rutkowski (BR)	PSW
Zach Kvasnikoff (ZK)	Blueline (Civil)
Kimberly Mcnabb	Blueline (Civil)
Ray Ramos (RR)	Seattle City Light (SCL)
Alan Hall (AH)	Seattle City Light (SCL)
Kathy Justice Pittman (KJP)	Applicant, Johnston Architects (JA)
Ray Johnston (RJ)	Johnston Architects
Lu Zhang (LZ)	Johnston Architects

NOTES

1.01 OVERVIEW OF PROJECT:

- GP gave a quick overview of the meeting agenda and everyone gave a quick self-introduction.
- KJP gave a quick overview of the project with graphics from the draft EDG submittal.

1.02 ZONING:

- A contract rezone (RZ) for the #3025493 site, especially without a pending legislative rezone, is 18-24 month process to final MUP issuance; SDCI cannot control Hearing Examiner or City Council calendars (both are required RZ steps). GP noted a RZ for only a height change (from the current NC2-40 to NC2-65), without changing the use zoning, would go a bit faster. When preparing the EDG/ MUP/ Building Permit documents, assume that the rezone is approved, BUT EDG booklet must show some current zoning & code compliant reference lines.
- No Central Staff attended, BUT GP explained the RZ triggers a 'no-contact with council or central staff requirement', for that portion of project; CC and central staff will be alerted to not accept lobbying for the RZ portion.
- The Citywide Design guidelines apply to both sites.
- For the height calculation, the smallest enclosing rectangle used for "Formula 2 to the General Rule" and the "Option to the General Rule" can extend into ROWs but cannot extend into a neighboring property. CN took a copy of the proposed height calculation and will advise (see last page)
- Live-work units are a "non-residential" use.
- NEW QUESTION: Please verify that 23.47A.005.C.1 does not apply to street-level units along 42nd Ave S, so these are not required to be Live-work units. CONTACT CN directly for follow up.
- No transparency or blank-wall calculations are required on exterior elevations that face the alley.
- Neither green factor calculations nor amenity space calculations can include the alley.

- Site triangles are required at a driveway intersecting a street but are not required at the alley intersecting a street, BUT the DRB may opine based on guideline DC1-B.
- 1.03 ALLEY IMPROVEMENTS:
- Zoning planner determined the ROW exception request approved on 7/31/2012 (DPD#3013309) can NOT be reactivated (see last page of notes).
- 1.04 FIRE (SFD not present):
- It was discussed that SFD does not typically count on fire access from the alley. This is consistent with DPD's previous approval to reduce the alley improvements. SFD to confirm this and any hose length requirements.
- 1.05 DRIVEWAY FROM ALLEY TO 42nd :
- Access to the 42nd Ave S site via a driveway (2-way traffic) from the alley is acceptable. Extending the driveway (1-way traffic to the east) to connect to 42nd Ave S will require a curb cut and a Type 1 departure, which staff will first evaluate and might approve internally. Otherwise, it could become a part of Design Review, and should be included on the list of departures. Zoning Planner designated at MUP application (not earlier) coordinates all ROW, SIP issues.
- 1.06 ELECTRICAL SERVICE:
- One point of service is needed for each parcel. Most likely, primary will be needed for each building due to building loading. We need two service request applications. Because of processing times, SCL recommended submitting the service applications as soon as possible.
 - SCL primary power is on the far side of Rainier. It will be costly to extend new conduits across Rainier to the project. It may be possible to re-purpose existing conduits; Investigate w/SCL engineering. It may be advantageous to piggy-back on the 5208 development southeast of the project as they are taking power from an existing transformer vault just south of the pole near the alley. SCL to verify if the neighbor has made their service application; SCL confirms application is complete and plans show service from the vault noted above.
 - It may be advantageous to try to serve both developments from the transformer vault just south of the alley on 42nd. It may be possible to extend underground power up the alley to serve parcels rather than crossing Rainier. Meet w/SCL engineering to discuss electrical service options.
 - 14 feet clear is required from primary power. 5 feet clear is required from secondary power.
 - Pole relocations may not be required. To be verified as part of SCL engineering (after an application is submitted).
 - Our service representative is Roy Carbonell (206)615-1658, roy.carbonell@seattle.gov (to be confirmed by Ray Ramos.) Confirmed; submit an application early since there is an active job close to the project.
- 1.07 SIP:
- SIP is required. Have SIPs been done previously for these sites, and if so, could they be reused?
 - SDOT did not attend the EDG pre-submittal meeting: comments were sent from Emily Ehlers to the applicant team on 9/23/16, and she reviewed/edited the following:. The SIP can potentially be reused if all required street improvements are identified. In this case, the following:
 - Street improvements are required on 42nd Ave S

- The curb should be located 12.5' from the center of the ROW to provide the typical 25'-wide street. During the SIP process, we can address the curb line transition to the existing curb bulb at Rainier
 - Adjacent to the curb, provide a 5'-wide (minimum) planting strip and street trees.
 - A parking pull-in bay/curb setback is not allowed on streets that already have on-street parking, like 42nd Ave S, per SMC 15.06.050.
 - Street tree species and spacing will be identified by SDOT Urban Forestry during the SIP process.
 - Provide a 6'-wide (minimum) sidewalk
- 1.08 VISION ZERO SAFETY CORRIDOR (SDOT not present):
- What are the implications of the Vision Zero safety corridor mentioned in the PAR?
 - EE (SDOT) responds: The vision zero safety corridor project is intended to reduce speeds in line with the posted speed limit and reduce collisions. will likely not impact this site directly. Because the site is located at a bend in Rainier, a new curb cut on Rainier (in addition to the alley) is not consistent with the vision zero safety corridor project.
- 1.09 TRASH SERVICE (SPU – not present):
- Collection will likely be required for each parcel (not combined). This should be confirmed with Liz Kain (SPU Solid Waste).
- 1.10 ECA:
- Steep slope ECA exemption previously approved has expired: apply for a new one as soon after EDG application as possible.
- 1.11 WETLAND:
- The small, existing wetland has been determined to be a Type IV wetland. GP will later verify what additional documentation is required.
- 1.12 PAR:
- Another PAR may be needed for #3025781, 5217 42ND AVE S even though the PAR for #3025493, 5256 RAINIER AVE S appears to provide guidance related to both developments. GP will later verify.
- 1.13 BUILDING:
- NEW QUESTION: On the 42nd Ave S site, at what percentage of the total number of units does a Live-work unit need to be Type A? CONTACT CN directly for follow up.
- 1.14 NEXT STEPS:
- GP stated that design concept is very important and that the massing should respect the neighboring low-rise zones; eg upper floor stepbacks and shaping on the northeast corner adjacent to the LR parcels (guideline CS2-D.2=Zone transitions).
 - The DRB assumes the RZ request for additional height is approved by City Council; and if it is not or is less, the applicants must come back thru Design Review at the approved height. GP suggested including renderings in the EDG booklet that clearly show the 65ft RZ height with the existing and zoned height

context, and reference lines for the current code 40ft height. Always state "existing NC2-40 with proposed Rezone to NC#-65".

- In order to use the Board's time efficiently, combining the two separate projects into one EDG booklet with a shared context is recommended. GP advises a 3hr, double slot with the SE DRB is needed. After that, each project could move forward independently, depending on DRB guidance and approvals.
- Assuming a Meeting date of 11/22/16, EDG packages would be due on 11/11. Before 11/4, submit an "80% complete" draft hardcopy to GP for review/edits. The earliest available SE DRB date will be set only after the presub notes are SDCI approved and posted, and then EDG Application is completed and paid for.
- Because the 42nd Ave S site #3025781 does not include a contract rezone, it may move faster. There are still 2 separate MUP's.

Response to Pre-Sub Conference Questions:

1) Application of Previous Alley Improvement Exception Request

The alley improvement exception granted to previous project #3013309 in 2012, may not be replicated on the current proposal because the project scope is different and it's been four years since and codes and regulations have changed.

The current proposal will require an alley improvement exception application to determine the extent that the alley can be improved to meet the alley access standards for the project.

2) Structure Height Calculations

Section Method along Rainier Avenue S

As was discussed at the pre-sub conference on September 28, 2016, for the lot along Rainier Avenue S, we have allowed the enclosing rectangle to extend beyond the property lines when the section method is used to calculate structure height Per Director's Rule 4-2012.

Section Method along 42nd Avenue S.

In order to apply the interpolated grade on the uphill lot, Director's Rule 4-2012 expects that you demonstrate that its surface contours have been altered as a result of previous excavation. So please be prepared to present that evidence.

SMC 23.84A.024 "Lot grade existing" also addresses interpolated grade. In order to count the interpolated lines as existing, grade must be restored from the lot lines up to the exterior walls of any new structure.

The Director's rule provides SDCI discretion in situations like this (on the bottom of page 3), where the lot is irregular and the least rectangle would extend off the site. In similar past applications, where a triangular lot's hypotenuse cuts across the least rectangle, we've calculated using the midpoints of each section as they intersect with proposed walls. So if you were to divide the least rectangle into three segments, we'd ask that you consider midpoints that touch the north and south walls at each segment.

I hope this information is helpful, Thank you, Christopher Ndifon, Land Use Planner



SITE A: # 3025493: 5256 Rainier Ave S

SITE B: # 3025781: 5217 42nd Ave S

Early Design Guidance Meeting, Southeast Design Review Board on
January 24th, 2017

APPLICANT TEAM:

Architect: Johnston Architects PLLC

Landscape: Berger Partnership

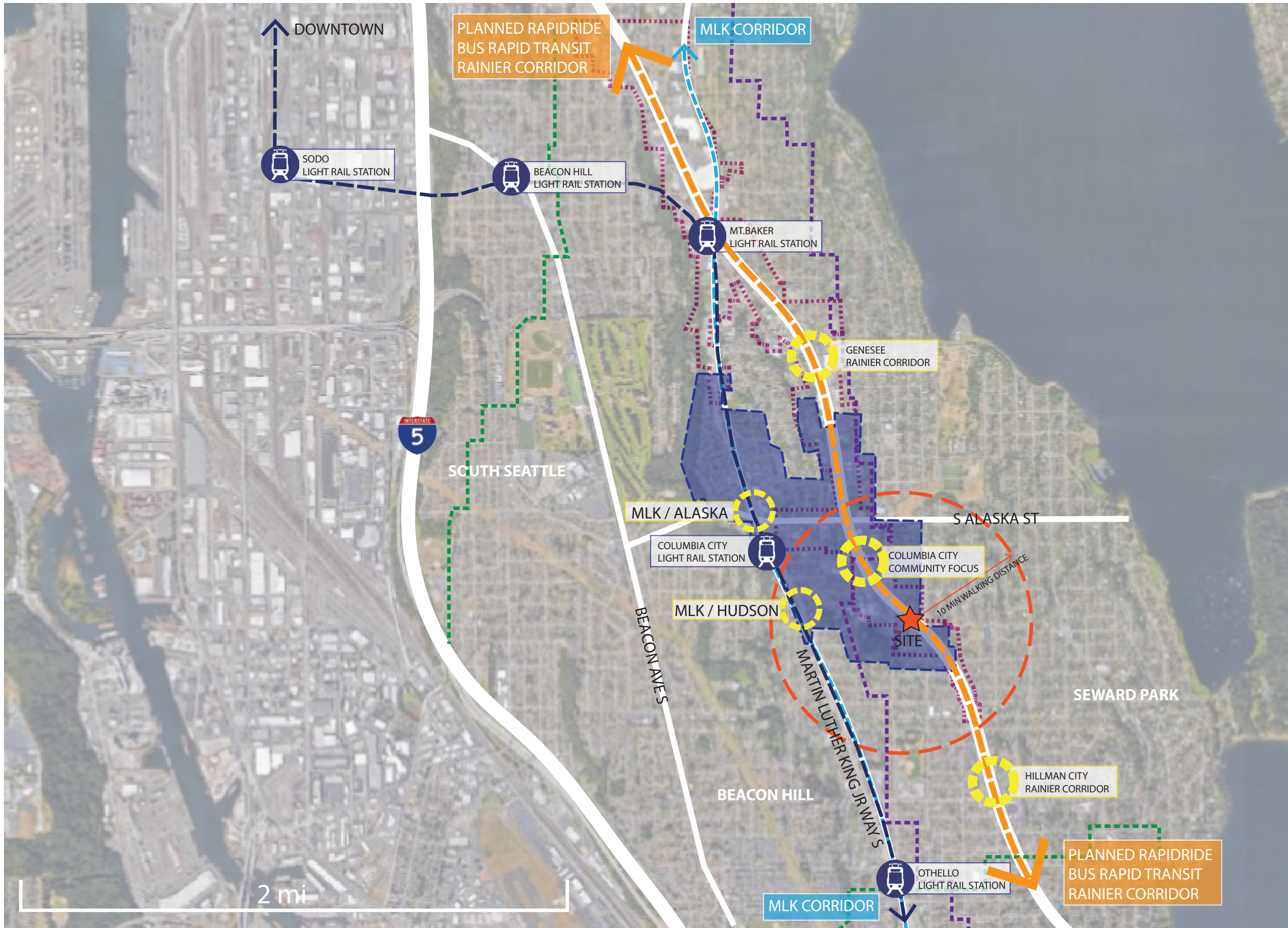
Developer: PSW Real Estate



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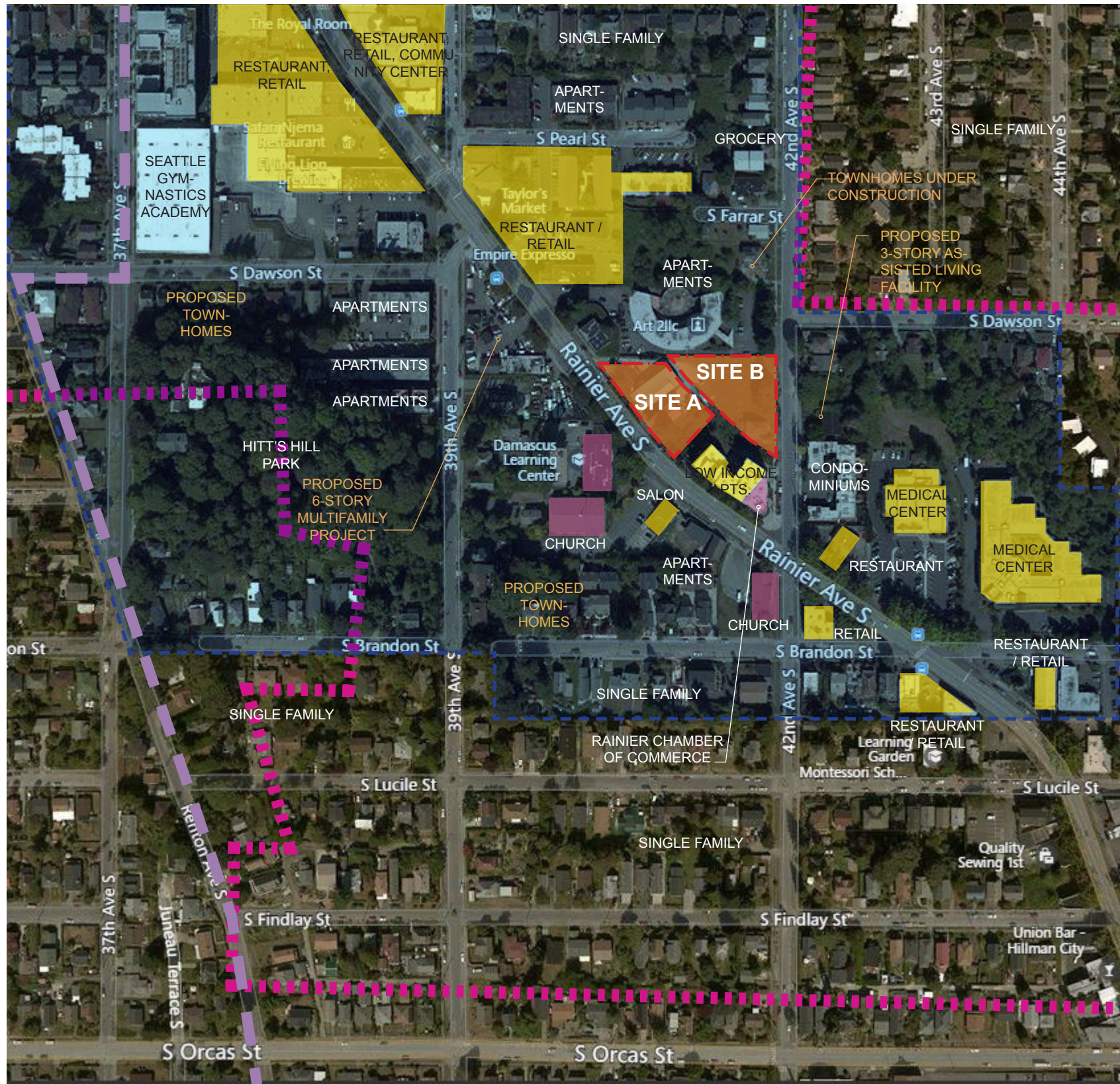
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LEGEND

- COLUMBIA CITY RESIDENTIAL URBAN VILLAGE
- SOUTHEAST SEATTLE REINVESTMENT AREA
- PLANNED RAPIDRIDE BUS TRANSIT
- LIGHT RAIL
- MLK CORRIDOR
- EXISTING OR PLANNED NEIGHBORHOOD GREENWAY
- GREENWAY FINAL ROUTE
- ⋮ LIGHT RAIL STOP
- ★ SITE



SITE AREA: Site A: 18,423 sf, Site B: 21,886 sf

ZONING: Site A: Neighborhood Commercial 2 (NC2-40) -

CONTRACT REZONE PROPOSED FOR NC2-65

Site B: Neighborhood Commercial 2 (NC2-40) -

CONTRACT REZONE PROPOSED FOR NC2-65 LIMITED TO 55' MAX BLDG HEIGHT

Columbia City Residential Urban Village and Frequent Transit Corridor overlays

Part of Seattle Reinvestment Area overlay

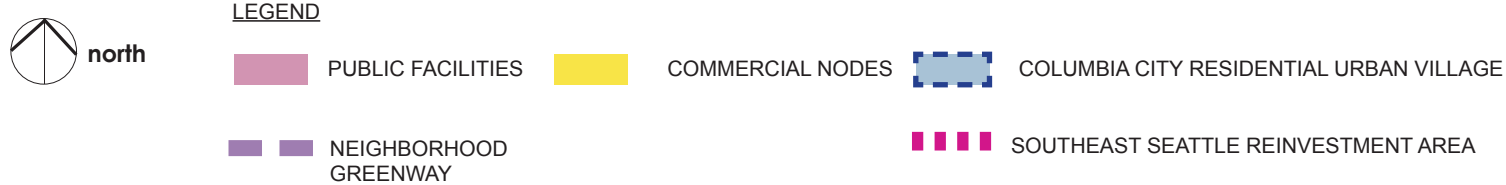
STATEMENT OF PROJECT OBJECTIVES:

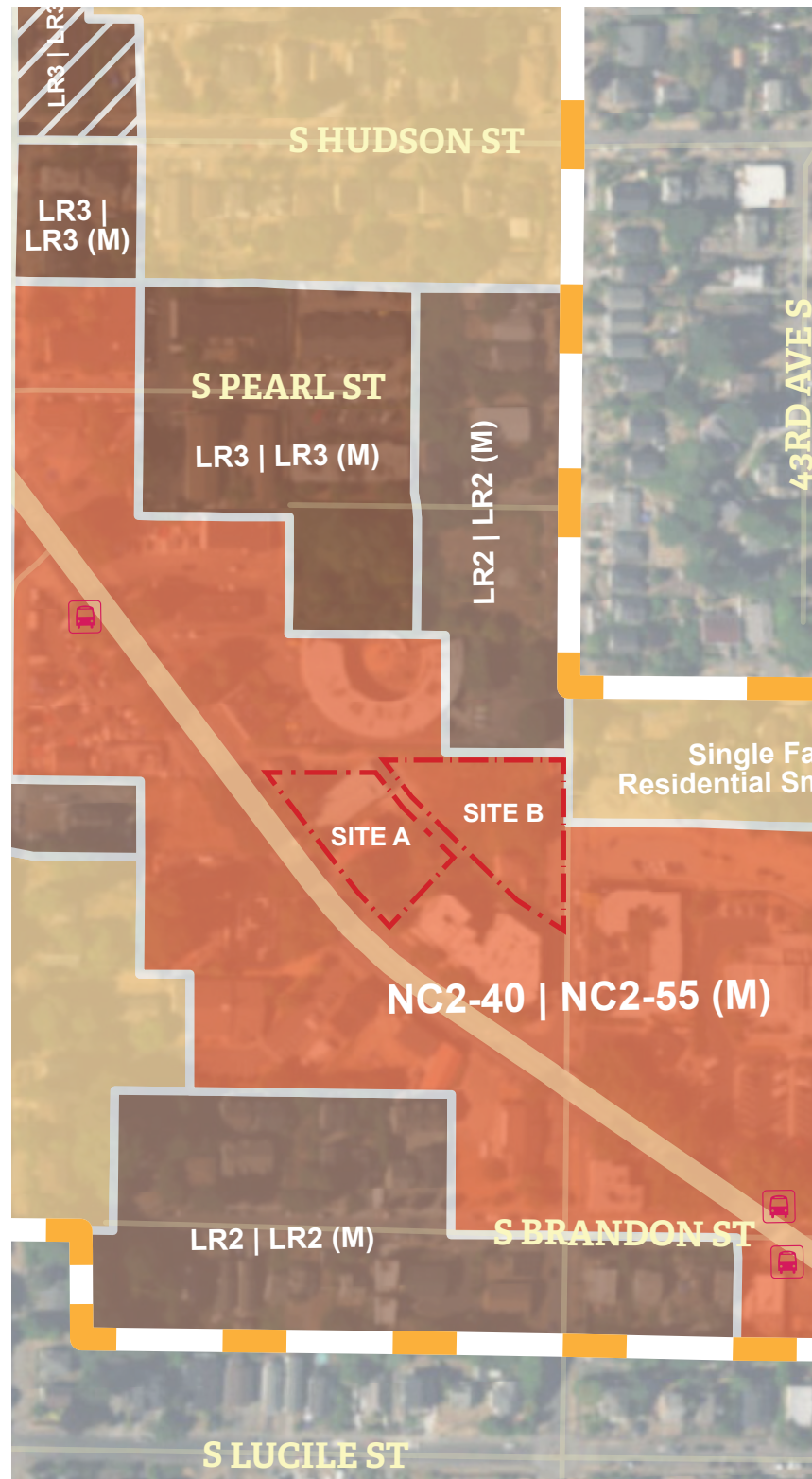
Site A: proposal for a new, 6-story mixed-use building containing 81 residential units and 6,000 sf of ground floor retail. 66 on-site parking spaces are proposed in an underground garage. Create vibrant Rainier Avenue South streetscape, enhance and express the nature of the community, express the potential for the site to act as a gateway presence for both Columbia City and Hillman Village.

Site B: proposal for a new, 5-story multi-family residential building containing 87 units and rooftop amenity area. 36 on-site parking spaces are proposed in an underground garage. Create a calm, residential presence along 42nd Avenue South in keeping with the character of that street.

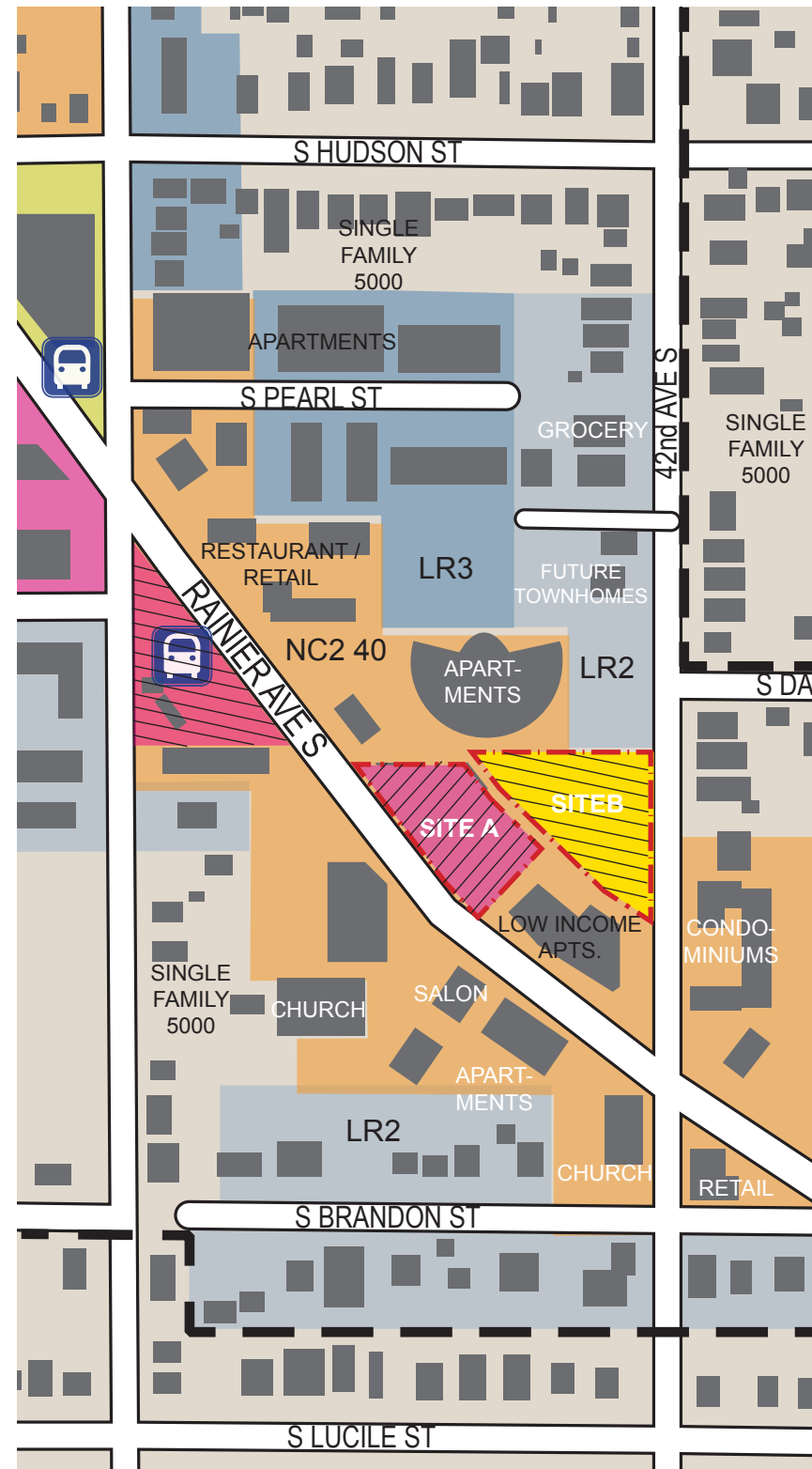
SUMMARY OF DEVELOPMENT STANDARDS:

<u>Height limit</u>	Required:	With contract rezone: 65' (Without contract rezone: 40' + 4' bonus maximum)	Proposed: Lot A: 65' RZ Lot B: 65' RZ with a 55' max height
<u>Parking</u>	Required:	No parking required in urban village within 1,320 ft of frequent transit (both non-residential & residential uses) Access to parking must be from the alley per SMC 23.47A.032	Proposed: Lot A: 66 spaces Lot B: 36 spaces
<u>FAR</u>	Maximum:	4.75 (NC2-65) with contract rezone Lot A: 4.75 x 18,423 = 87,509 sf Lot B: 4.75 x 21,886 = 103,958 sf (NC2-40 is 3.25)	Proposed: Lot A: 87,248 sf (FAR: 4.74) Lot B: 80,470 sf (FAR: 4.75)
<u>Setbacks</u>	Required:	14' from power line	Proposed: 8' from property line
<u>Trash</u>	Required:	Lot A: 566 sf with 12' min dimension Lot B: 515 sf with 12' min dimension	Proposed: Lot A: 566 sf w/in bldg, adjacent to alley Lot B: 515 sf w/in bldg, adjacent to alley
<u>Residential and Commercial Uses:</u>		Allowed per SMC 23.47A.004	
<u>Amenity Area</u>	Required:	5% of residential floor area Lot A: 0.05 x 65,000 = 3,250 sf Lot B: 0.05 x 70,000 = 3,500 sf	Proposed: Lot A: 2,250 sf at L1 1,000 sf at roof deck Lot B: 1,000 sf at grade 2,500 sf at roof deck
<u>Landscaping</u>	Required:	Green Factor of 0.3 or greater	Proposed: Green Factor at 0.3 or greater

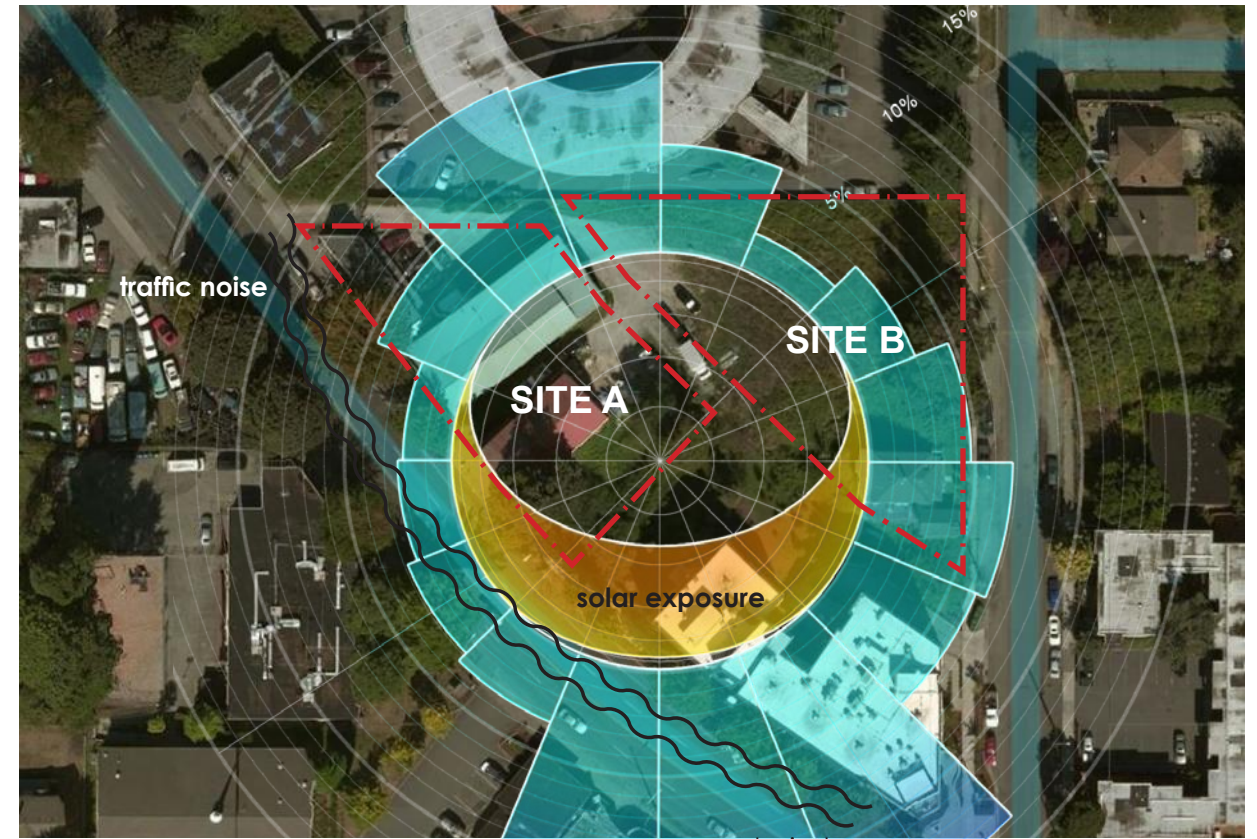




DRAFT HALA REZONE MAP



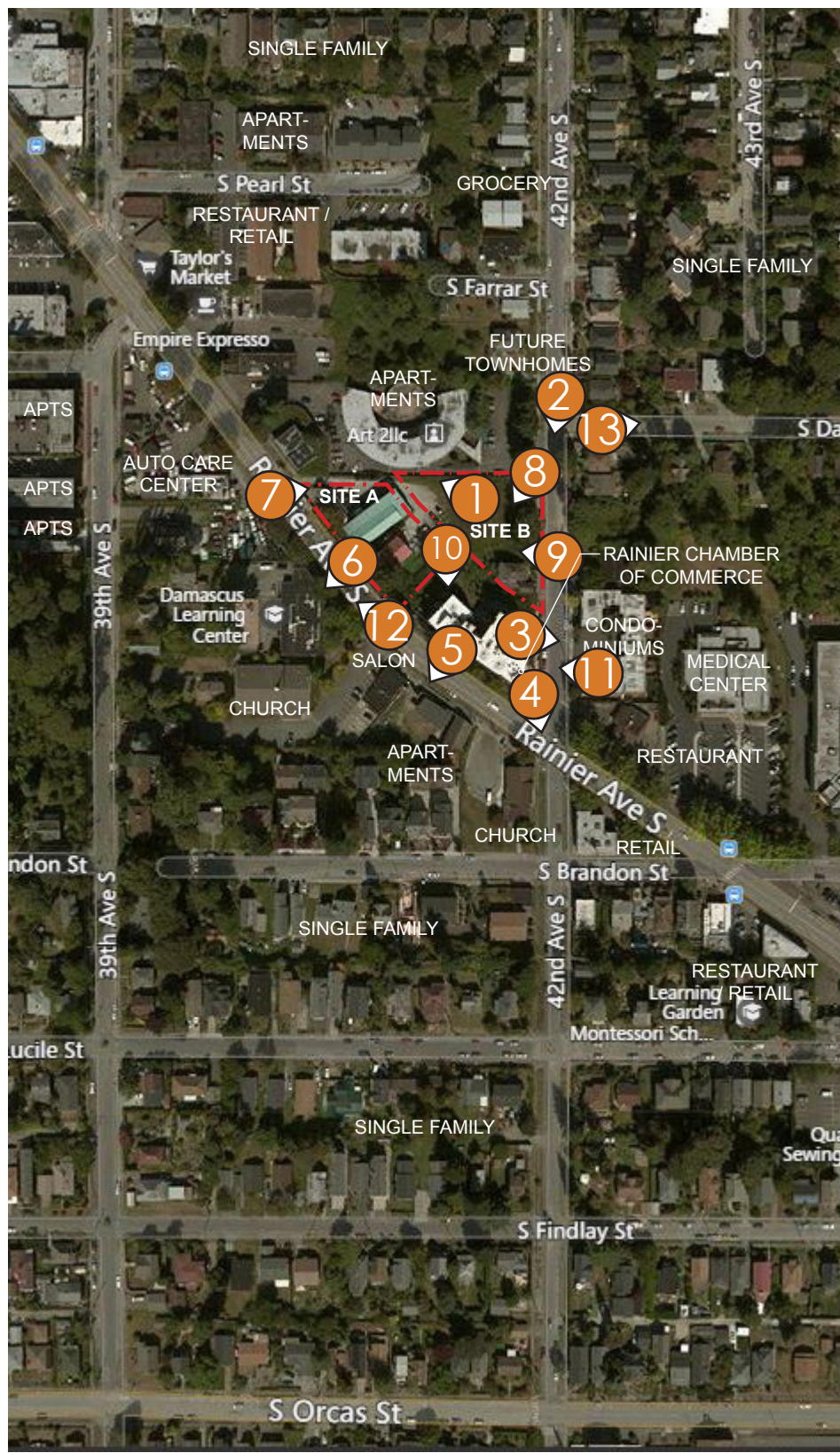
PROPOSED ZONING MAP



ZONING KEY TO PROPOSED ZONING MAP

- - - - - SITE
- SF 5000
- LR2
- LR3
- NC3P-40
- NC2-40
- NC2-65
- Proposed NC2-65 (self-limited to 55' max building height) -Contract Rezone
- Pending NC3-65 - Contract Rezone
- Proposed NC2-65 - Contract Rezone
- — — — COLUMBIA CITY RESIDENTIAL URBAN VILLAGE BOUNDARY





1 from alley looking west, up to Rainier Ave S



2 looking south, up 42nd Ave S



3 condominiums across 42nd Ave S from site



4 looking south at intersection of Rainier Ave S and 42nd Ave S



5 hair salon at Rainier Ave S



6 learning center at Rainier Ave S



7 looking east, down alley



8 looking south



9 from 42nd Ave S, looking west into Site B



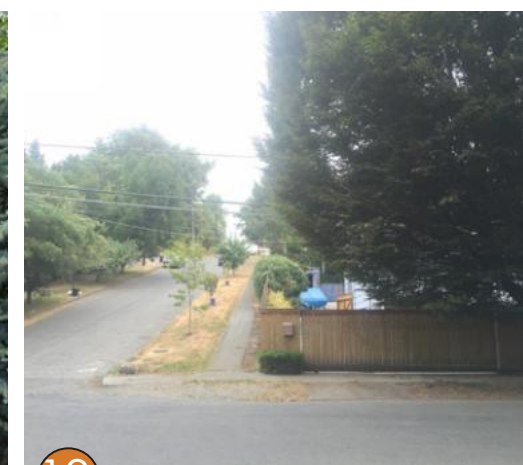
10 from alley, looking southeast between sites



11 from 42nd Ave S, looking west into the site

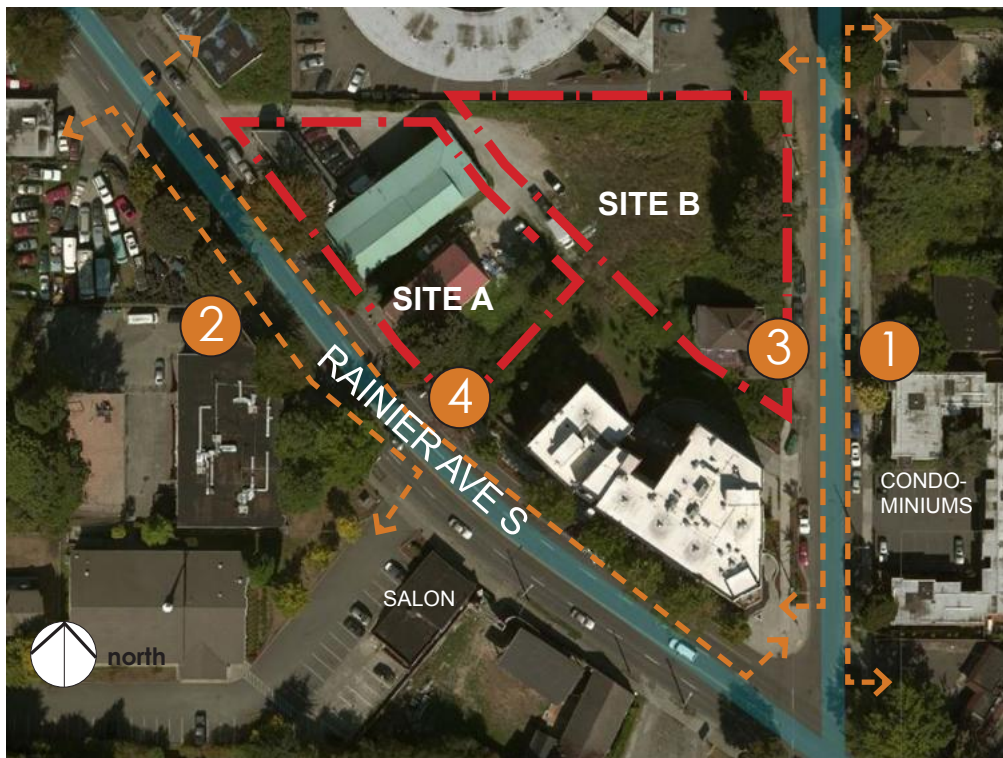


12 looking NW, up Rainier Ave S



13 looking E from 42nd Ave S





LOOKING ACROSS STREET FROM SITE B



1 Looking E across 42nd Ave S

LOOKING ACROSS STREET FROM SITE A



2 Looking SW across Rainier Ave S

LOOKING AT SITE B FROM ACROSS STREET



3 Looking W across 42nd Ave S

LOOKING AT SITE A FROM ACROSS STREET



4 Looking NE across Rainier Ave S

PROJECT ADDRESS:
5256 RAINIER AVENUE SOUTH
SEATTLE, WA 98118

OWNER: PSW REAL ESTATE
MANAGER: PATRICK COBB
5256 RAINIER AVE S, SEATTLE, WA 98118

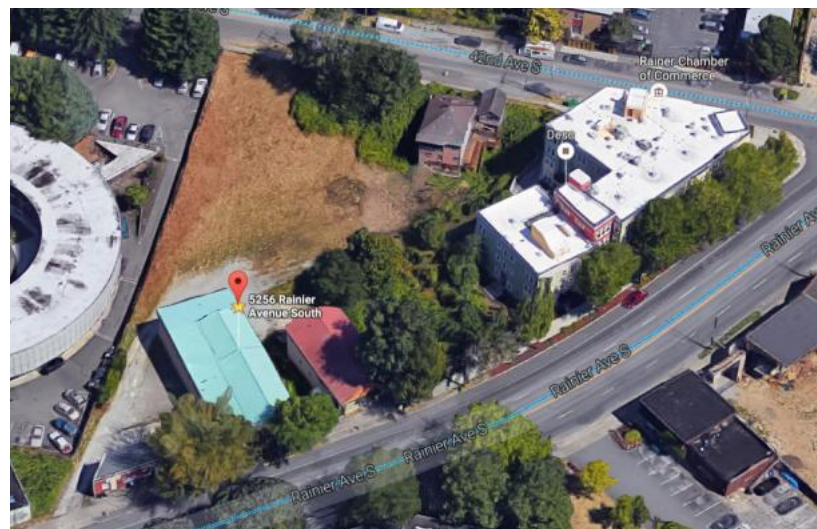
LEGAL DESCRIPTIONS:

Site A: Lots 15-21, Central Addition to Columbia,
Vol. 14 of Plats, Pg. 14, King County

LOT 15-16, PARCEL #148040-0080
LOT 17-18, PARCEL #148040-0090
LOT 19-20, PARCEL #148040-0100
LOT 21, PARCEL #148040-0105

Site B: Lots 1-6, Central Addition to Columbia,
Vol. 14 of Plats, Pg. 14, King County

LOT 1-2, PARCEL #148040-0006
LOT 3-4, PARCEL #148040-0020
LOT 5-6, PARCEL #148040-0030



Bird's Eye View- looking northeast- Discontinuous alley/ does not continue directly eastward to 42nd Ave S



Sidewalk along Rainier Ave S

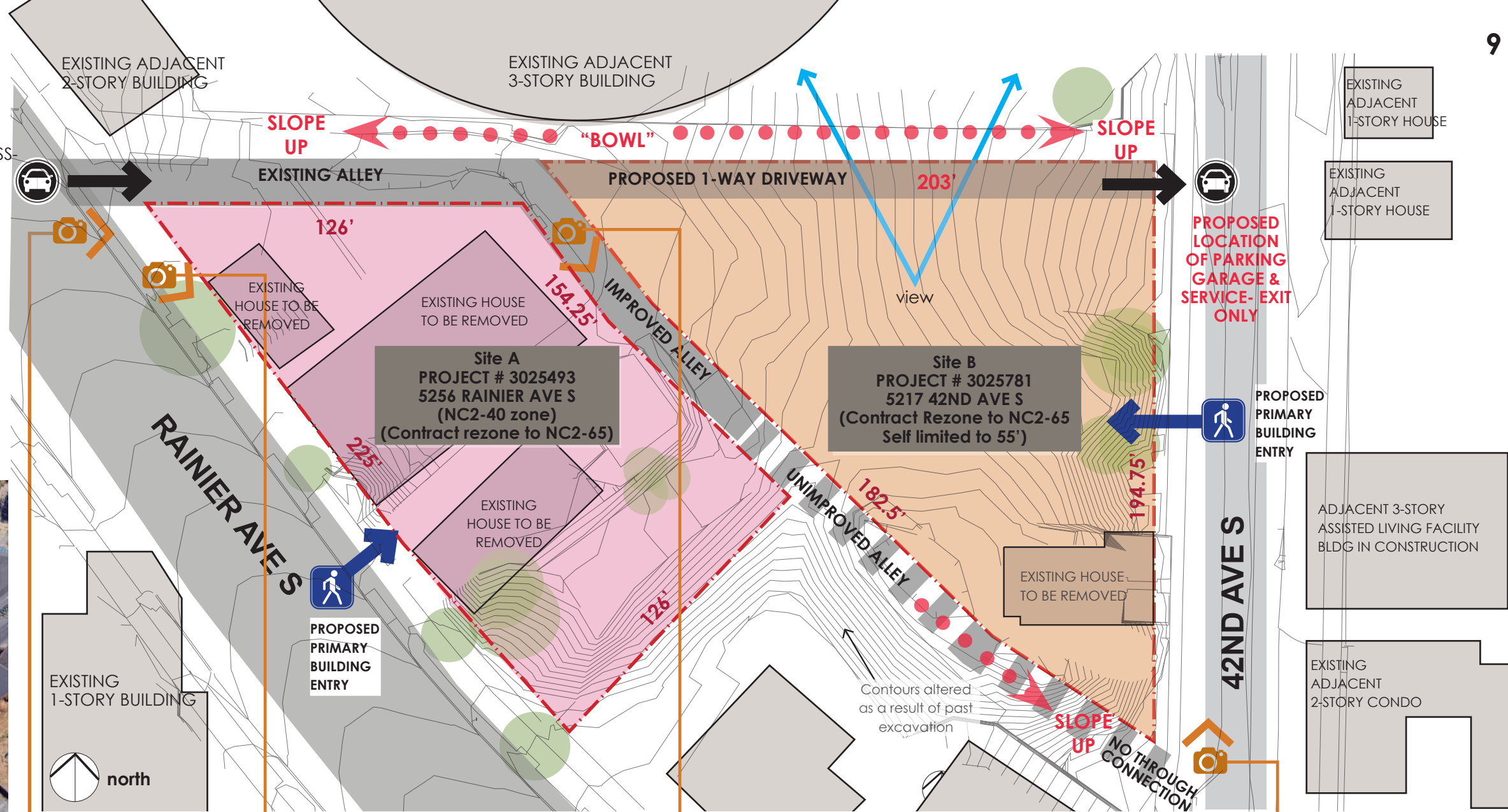


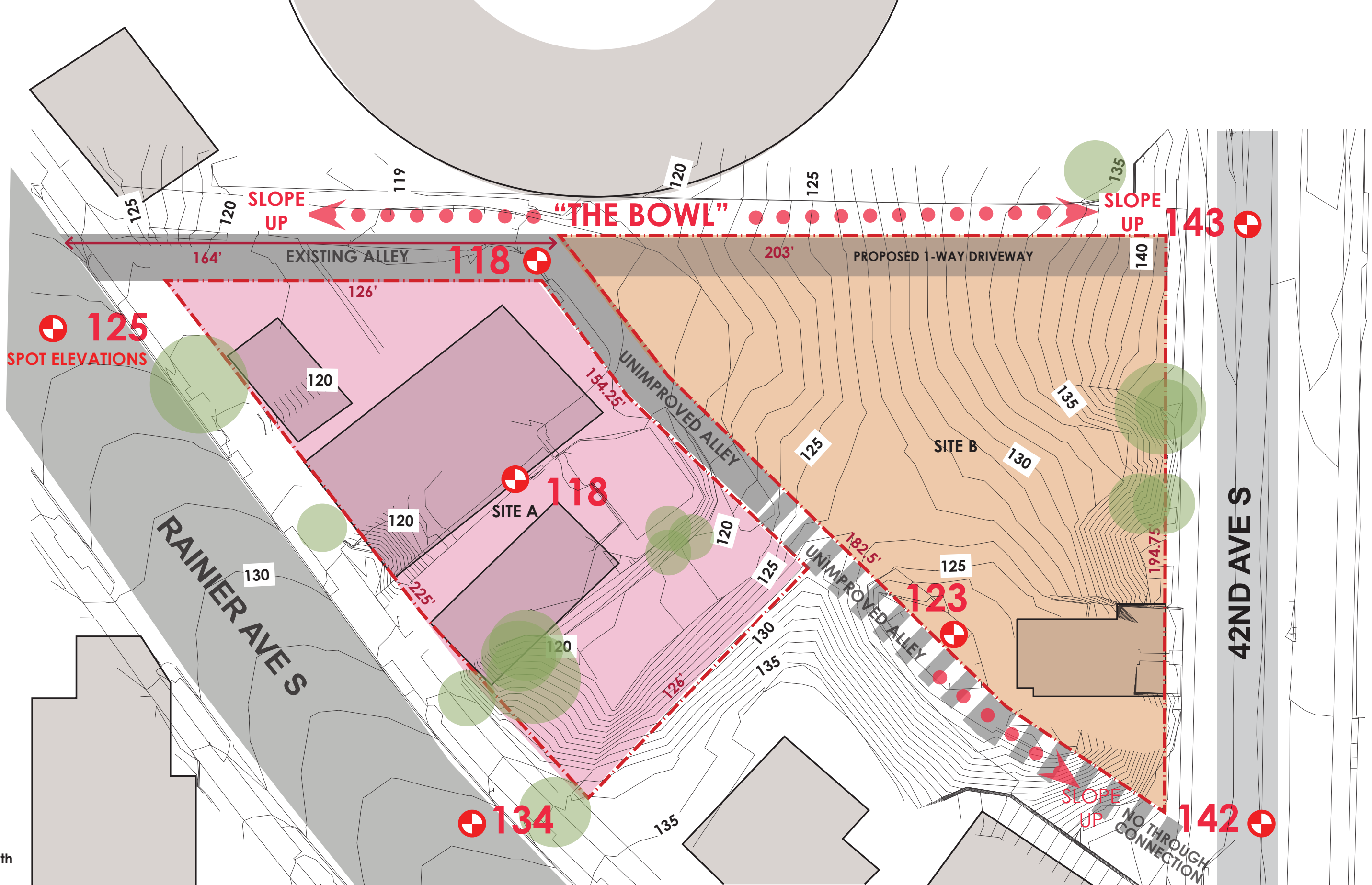
Tight angle/ steep slope at main site entry



Power line/ existing street edge at 42nd Ave S

PROPOSED LOCATION OF PARKING GARAGE & SERVICE ACCESS ENTRY & EXIT





SITES A&B - EXISTING SITE PLAN/ TOPOGRAPHY/SPOT ELEVATIONS IN RED

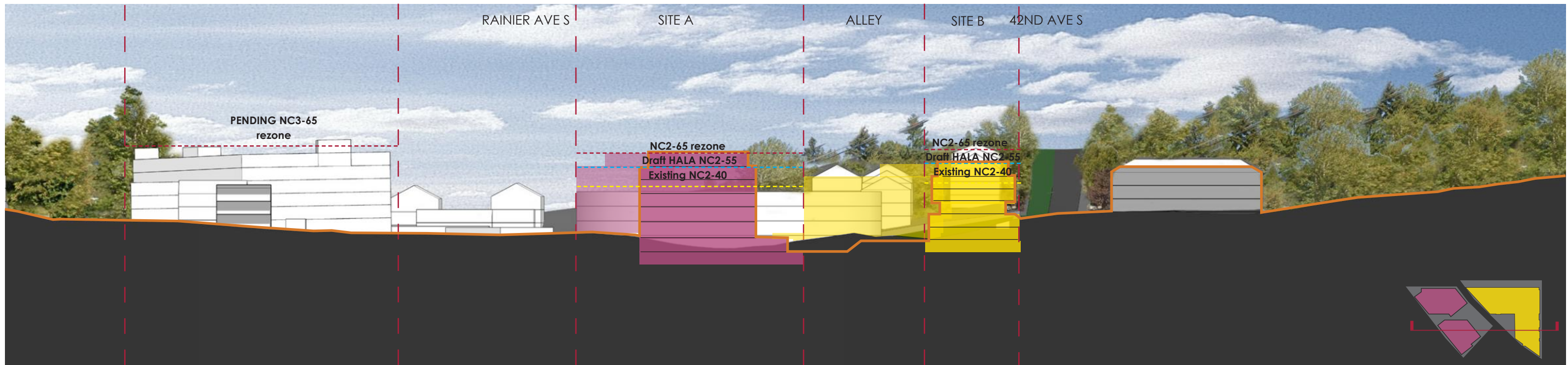
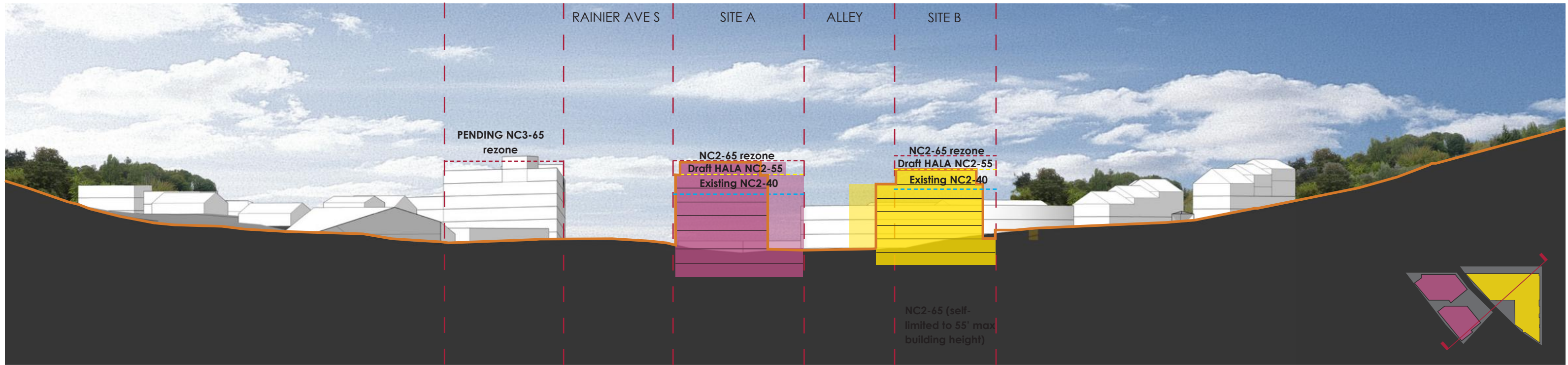




Photo 1: Tree 67 with codominant leads and heavy ivy growth

Codominant stem of tree 67

Exceptional Tree #67:
 "The [Bigleaf Maple] trees in this area are in fair to poor condition and would not do well in close proximity to new construction. Because of these factors they are not good candidates for retention."

CS CONTEXT & SITE

> CS1 C.2: **Topography/ Elevation Changes:**

- Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.
- *The building steps along Rainier Ave S to match the changes in topography. Access to parking is located from the lower portions of the site.*

> CS2 B.2: **Adjacent Sites, Streets, and Open Spaces/ Connection to the Street:**

- Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm.
- *The building has a 15'-wide cut-through, where both the retail entries and the residential lobby entry are located. This connection will draw the public in and allowing visual access to the open spaces beyond.*

> CS2 D.1: **Height, Bulk, and Scale - Existing Development and Zoning:**

- Review the height, bulk, and scale of neighboring buildings as well as the scale of the development anticipated by zoning for the area to determine an appropriate complement and/or transition.
- *The building steps back 5' at the upper level on all sides to better transition to adjacent buildings and zoning.*

PL PUBLIC LIFE

> PL3 A.1.b&c: **Entries - Design Objectives, Retail Entries & Common Entries to multi-story residential buildings**

- Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.
- *The primary entries for both retail spaces and the residential lobby occur at from Rainier Ave S at a cut-out along the ground floor, which would be clearly visible and easily identifiable.*

> PL3 C.2: **Retail Edges -Visibility**

- Maximize visibility into the building interior and merchandise displays.
- *The full length of façade along Rainier Ave S is designed to be retail space with storefront windows.*

DC DESIGN CONCEPT

> DC1 B.1: **Vehicular Access and Circulation - Access Location and Design**

> DC1 C.1: **Parking and Service Uses - Below-Grade Parking**

- Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Locate parking below grade wherever possible.
- *Vehicular access is located off the alley, not off the main road (Rainier Ave). All parking (retail and residential) is located underground.*

> DC2 B.1: **Architectural and Facade Composition - Facade Composition**

- Design all building facades- including alleys and visible roofs- considering the composition and architectural expression of the building as a whole.
- *All facades shall be designed to express the whole development as a unified project.*

> DC3 A.1: **Building-Open Space Relationship - Interior/ Exterior Fit**

- Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.
- *The open space, especially the “found” space between the two buildings, is designed to both support the adjoining amenity and residential spaces, and to provide a respite from the business of the surrounding larger roads.*

CS CONTEXT & SITE

> CS2 C.2: Relationship to the Block - Mid-Block Sites:

- Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building.
- *Align entry with cut-through at Site A to provide a continuous through-route for residents.*

> CS2 D.4: Height, Bulk, and Scale - Massing Choices

- Strive for a successful transition between zones where a project abuts a less intense zone.
- *Building steps back at both base level and the top level on 42nd Ave S to create a smaller mass abutting LR-Zone.*

PL PUBLIC LIFE

> PL2 B.1: Safety and Security - 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.
- *Residential units with individual stoops are located at grade to provide eyes on the street.*

> PL3 B.2 Residential Edges - Ground-level residential

- Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence.
- *Residential units at grade are accessed via individual stairs and separated from the street by an open garden/bioswale.*

DC DESIGN CONCEPT

> DC1 B.1: Vehicular Access and Circulation - Access Location and Design

> DC1 C.1: Parking and Service Uses - Below-Grade Parking

- Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible.
- Locate parking below grade wherever possible.
- *Vehicular access is located off the alley and all parking is located underground.*

> DC2 A.2: Architectural and Facade Composition - Reduced Perceived Mass

- Reduce perceived mass using secondary architectural elements, recesses, balconies or canopies, and/or building entries.
- *Building steps back at both base level and the top level on 42nd Ave S to create a smaller mass. The entry is recessed to both identify it and provide relief along the façade.*

> DC2 B.1: Architectural and Facade Composition - Facade Composition

- Design all building facades- including alleys and visible roofs- considering the composition and architectural expression of the building as a whole.
- *All facades shall be designed to express the whole development as a unified project.*

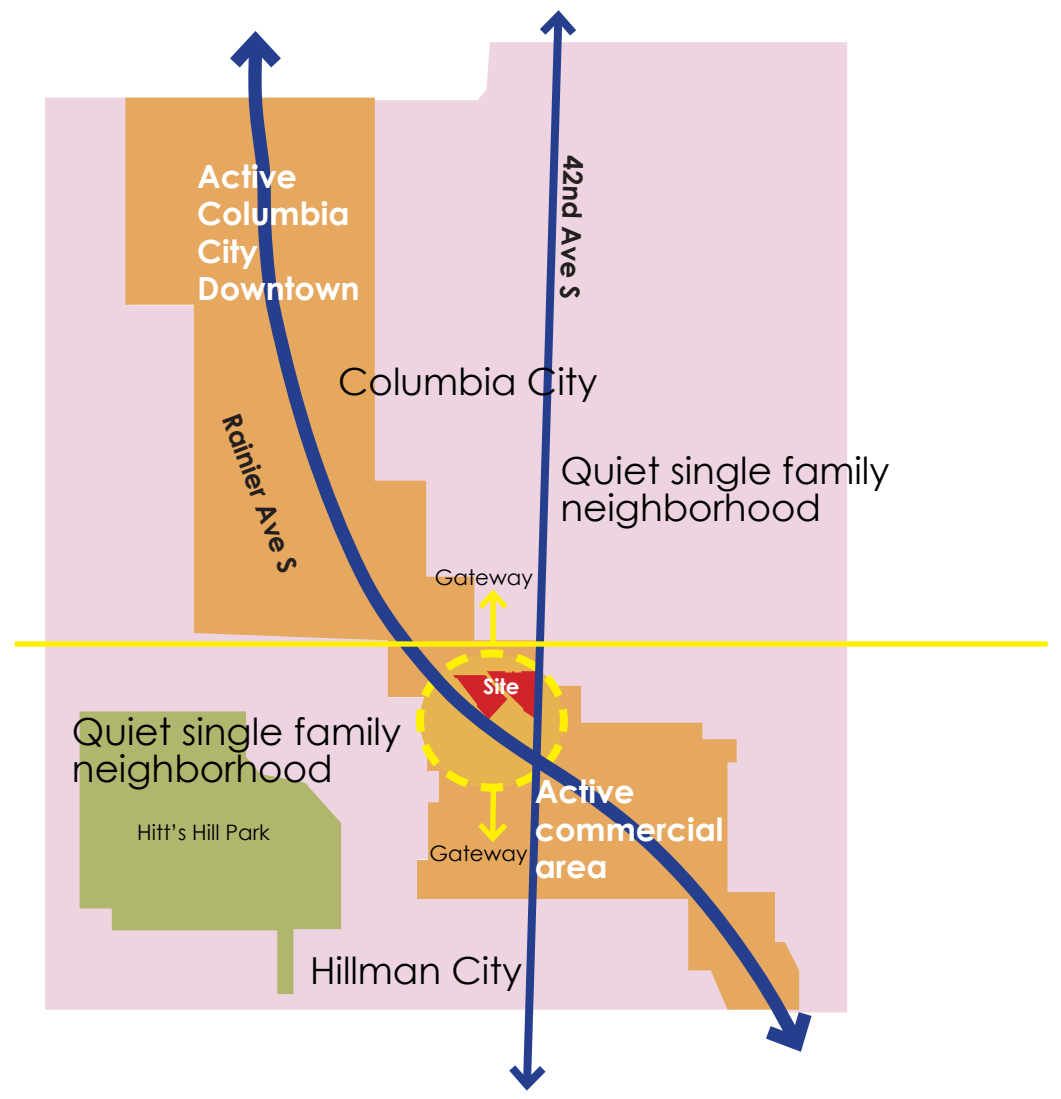
> DC3 B.4: Open Space Uses and Activities - Multifamily Open Space

- Design common and private open spaces for multi-family project for use by all residents.
- *Open space is provided in multiple locations, including in a rooftop amenity area and at ground-level area adjacent to an indoor amenity space.*



URBAN CHARACTERS

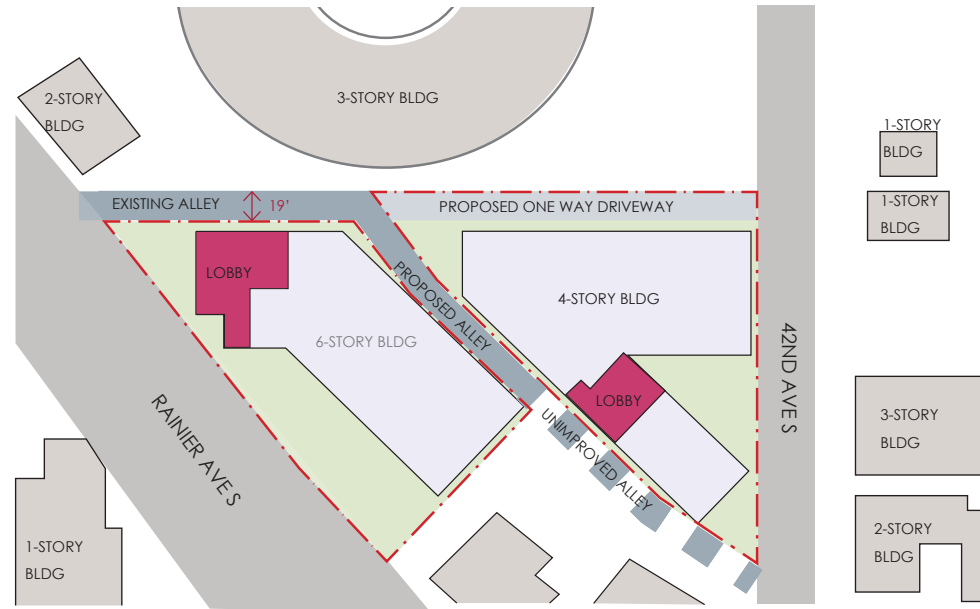
- > **Gateway for two neighborhoods**
Columbia City is founded in 1893. Hillman City is founded in the 1890s.
- > **Cultural neighborhood**
Columbia City Theater, Columbia City Gallery, Hitt Fireworks Company
Restaurants, bakeries, coffee shops, assorted retail, live-music venues
- > **Housing stock**
Craftsman bungalows, a mix of market-rate and low-income apartment buildings, and townhome developments
- > **Public transit**
Link light rail station opened in July 2009, connecting the neighborhood to both SeaTac airport and downtown Seattle



scheme 1

RAINIER COURTYARD

6 stories + basement
81 + 87 = 168 units
66 + 36 = 102 parking spaces
No departures



scheme 2

MINI COURTS

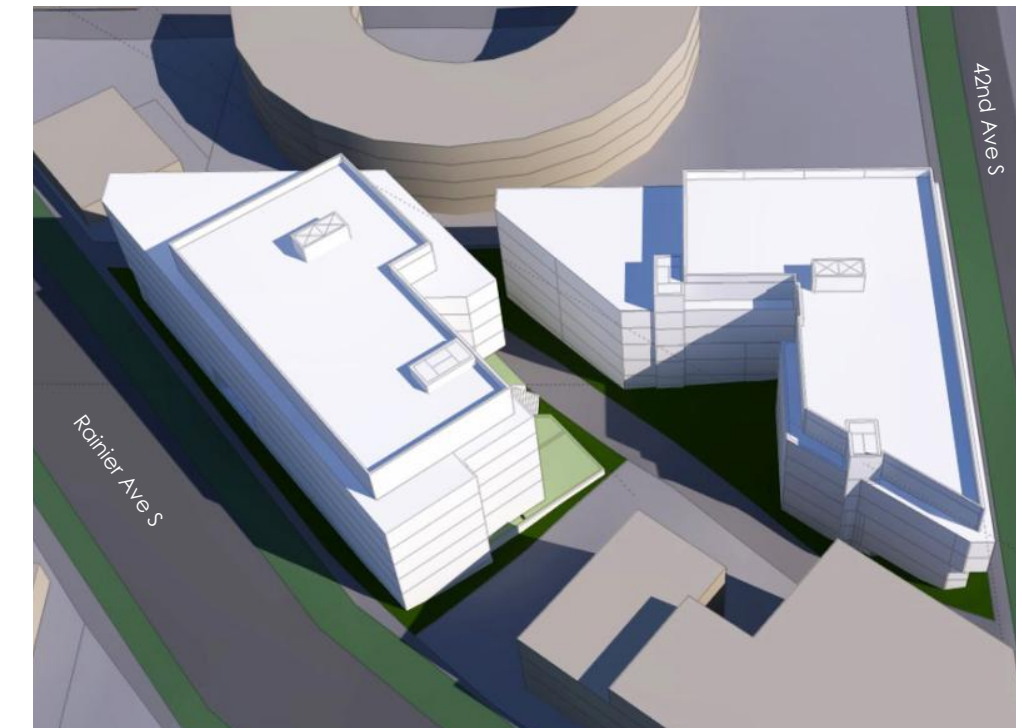
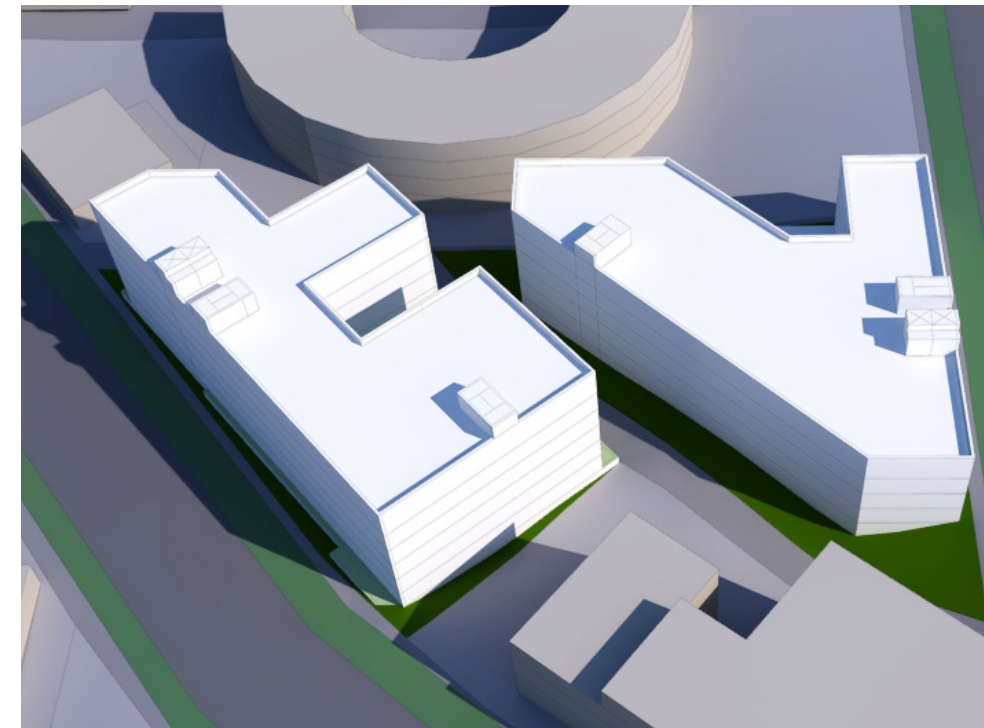
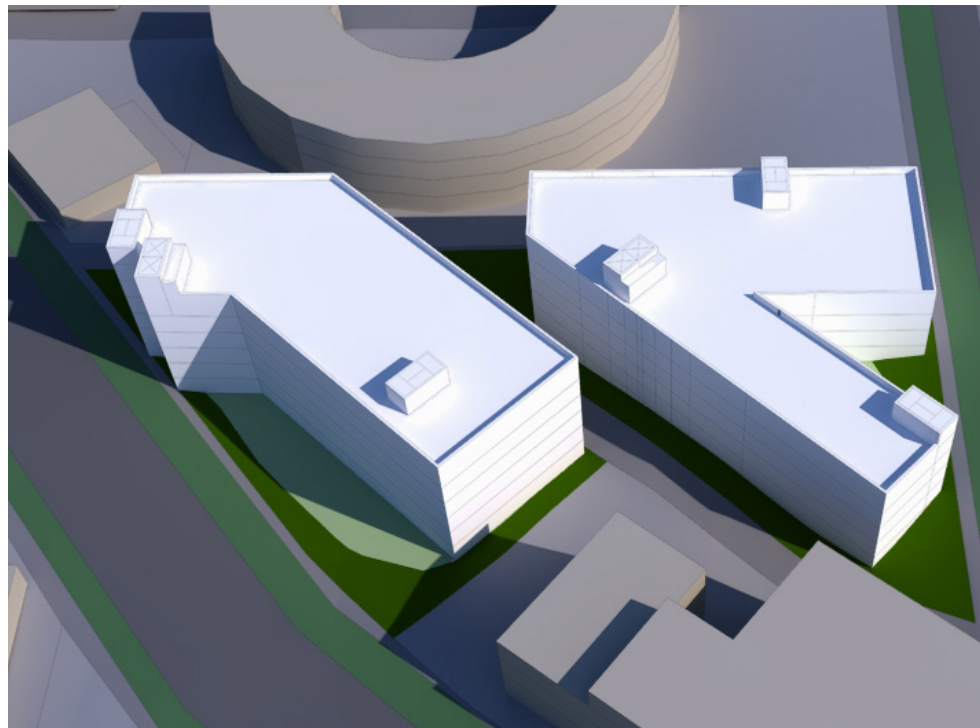
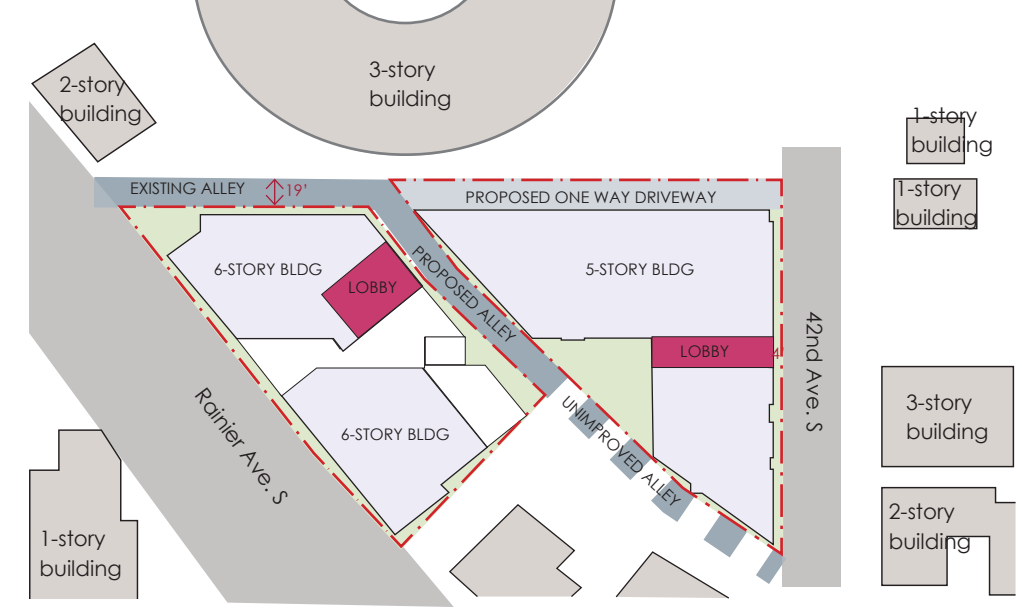
6 stories + basement
81 + 87 = 168 units
66 + 36 = 102 parking spaces
No departures



scheme 3 (preferred)

THE BOWL

6 stories + basement
81 + 87 = 168 units
66 + 36 = 102 parking spaces
No departures



scheme 1 Rainier Courtyard

BUILDING SPECIFICATIONS

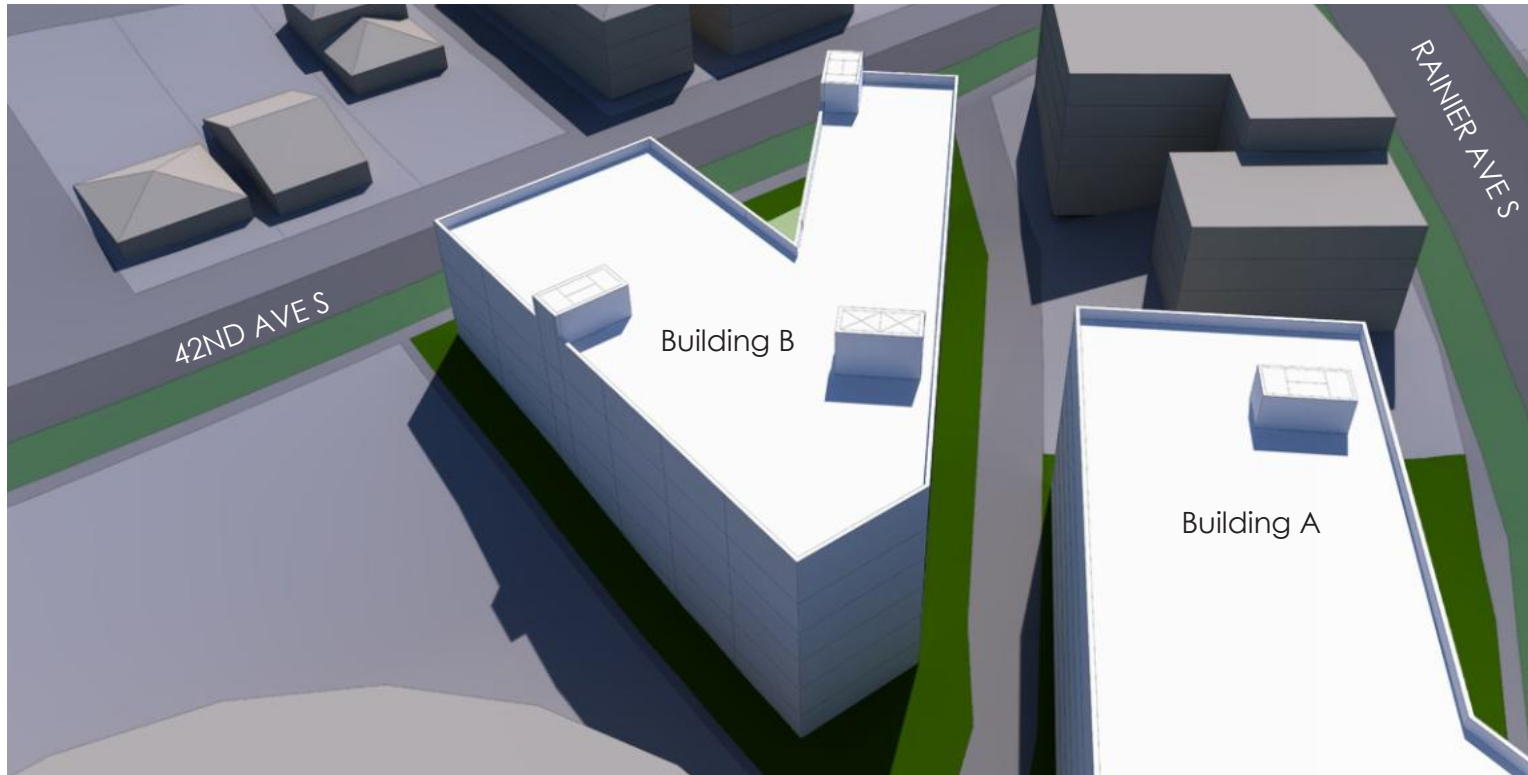
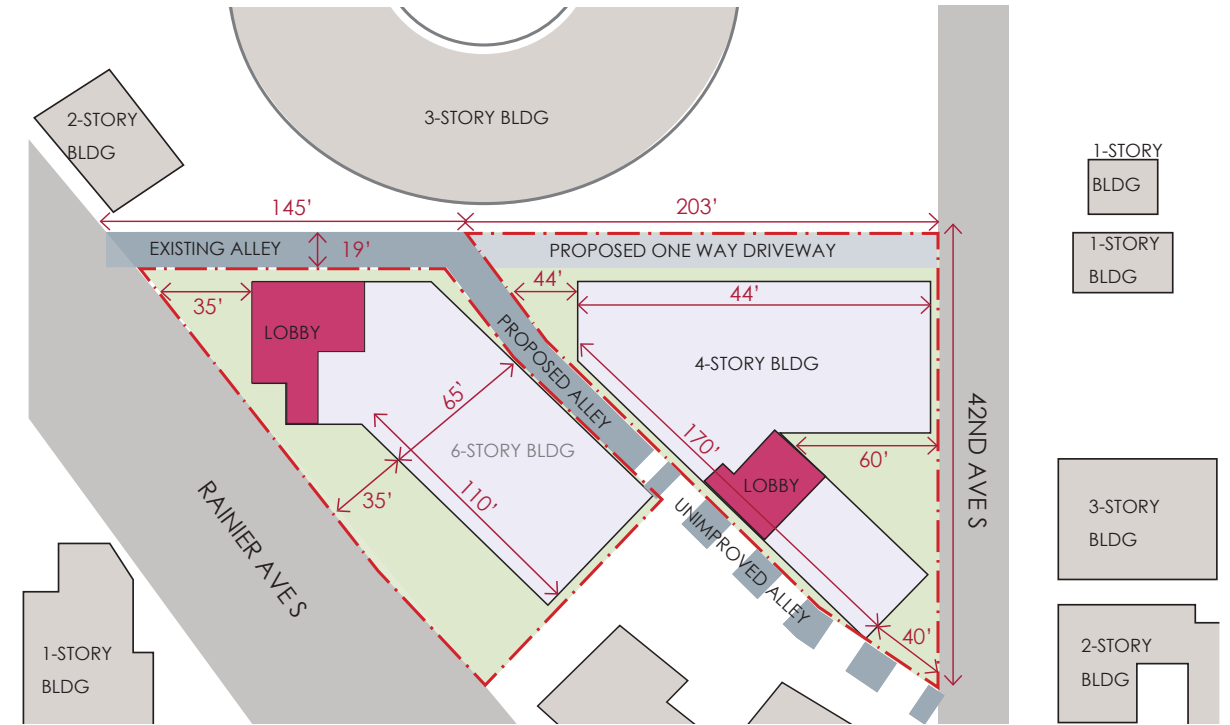
Site A	Site B
6 stories + basement	5 stories + basement
81 units	87 units
66 parking spaces	36 parking spaces

PROS

- Provides a pedestrian link between Rainier Avenue and 42nd Avenue South
- Courtyard along Rainier Avenue South.
- Courtyard along 42nd Avenue South.

CONS

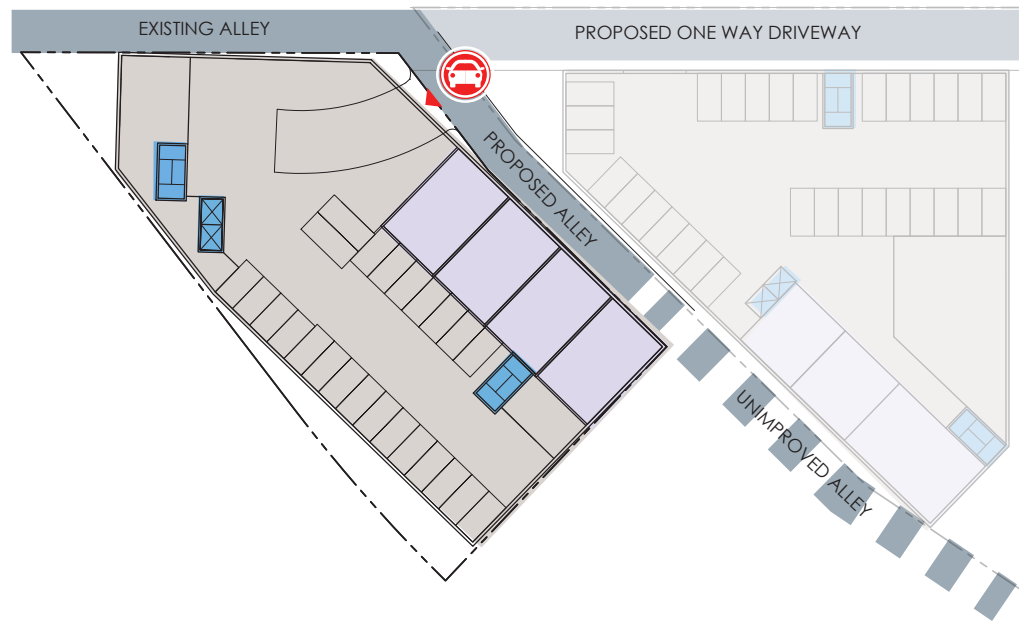
- Continuity of street frontage is broken along 42nd Avenue and Rainier Avenue South.
- No opportunity for canopies protecting pedestrian streetscape along Rainier Avenue South.
- Limited opportunity for an extension of the pedestrian experience along Rainier Avenue South into the alley.
- Reduces residential character along 42nd Avenue by breaking building facade and limiting the number of stooped entries.
- Lack of visual and daytime connection between Rainier Ave South and 42nd Avenue.



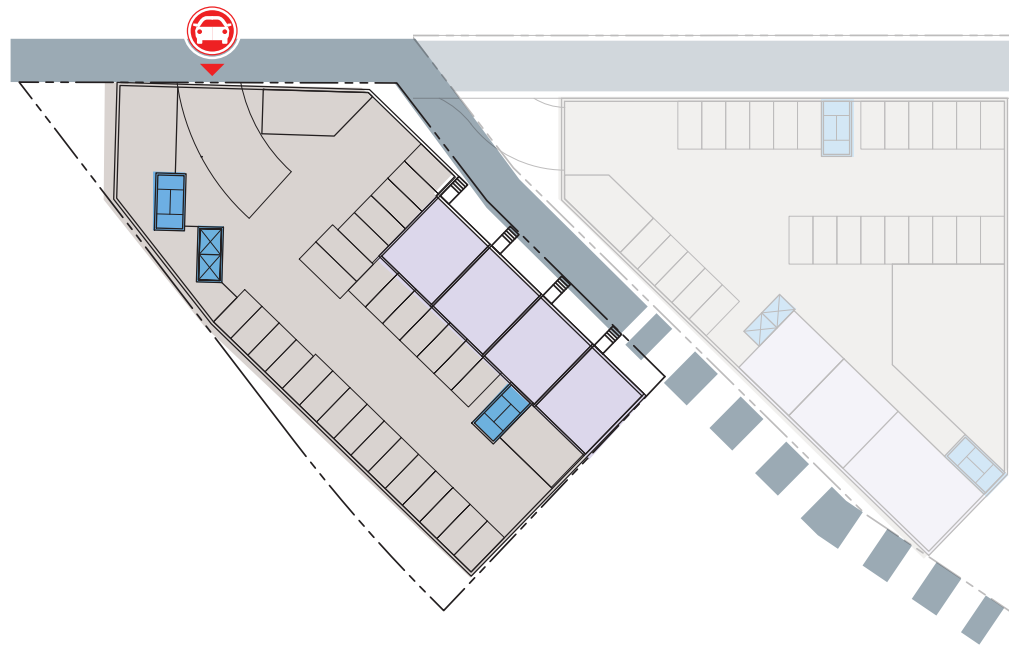
Bird's eye view looking north west towards the site



Bird's eye view looking north towards the site



P2



P1



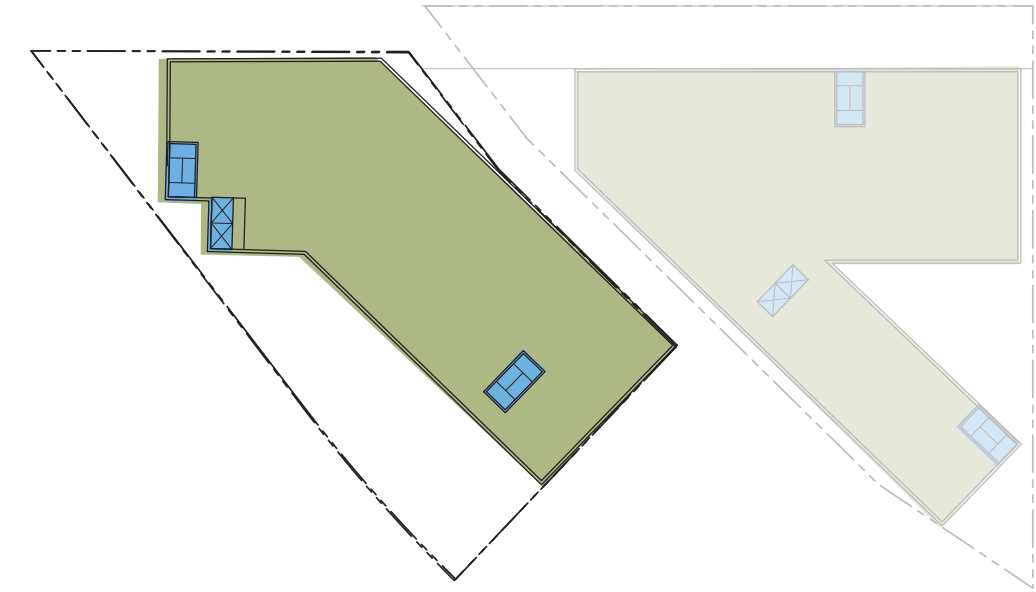
L1



L2-5



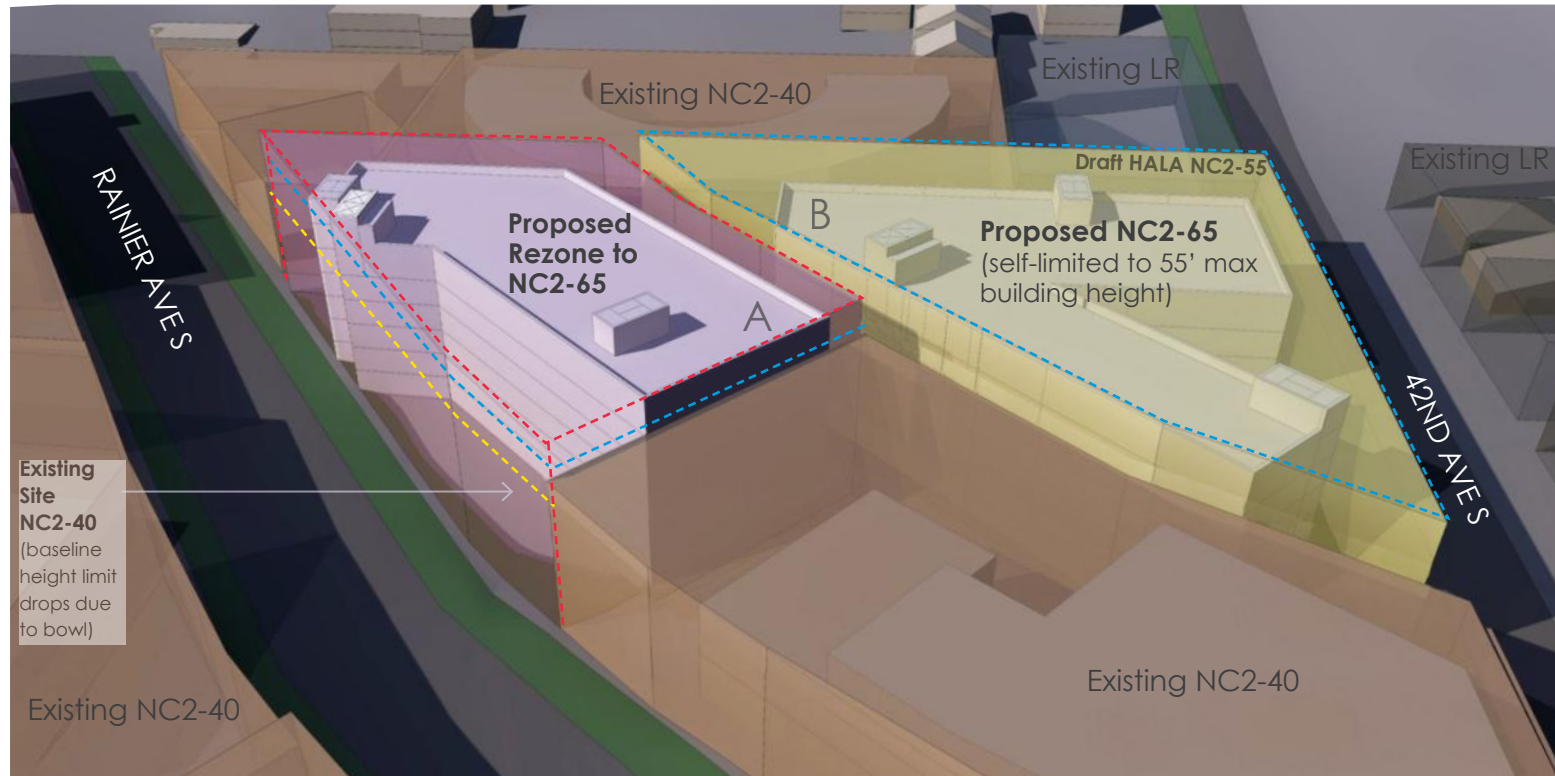
L6



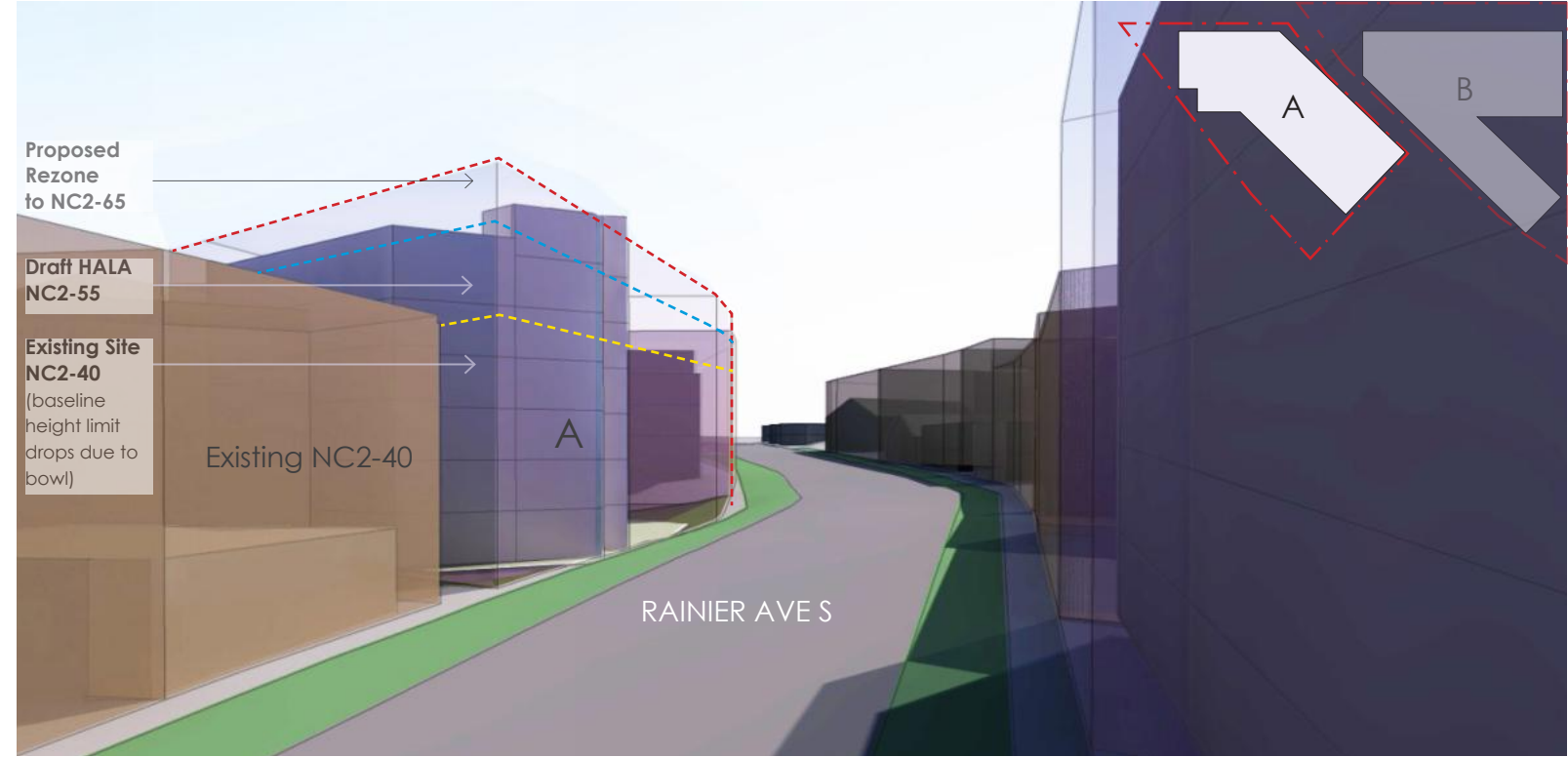
ROOF

Lobby
 Commercial
 Residential
 Green space
 Elevator & stair
 Parking

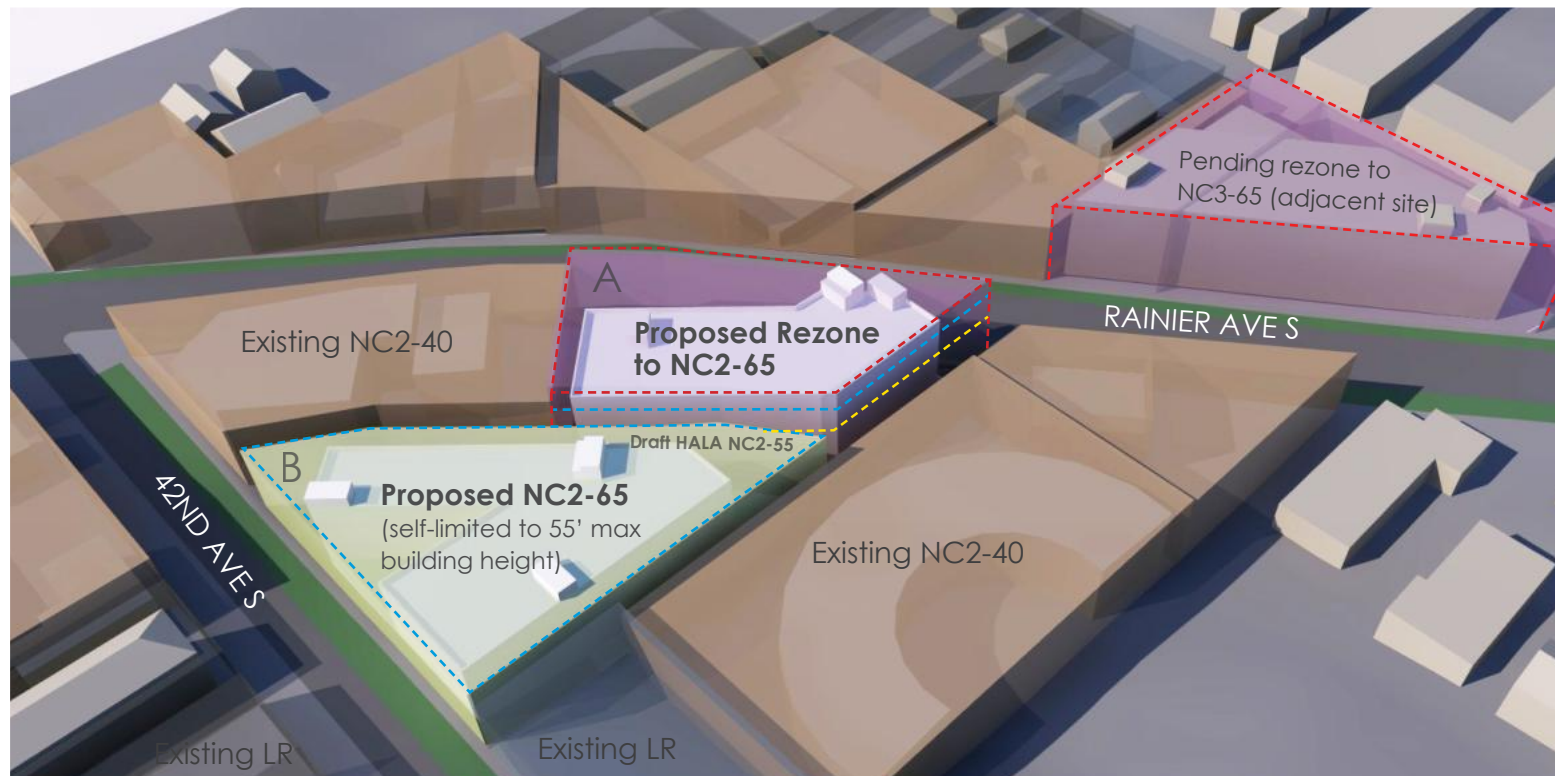




Bird's eye view looking down towards the site



Looking southeast down Rainier Ave. S



Bird's eye view looking down towards the site



Looking northwest up Rainier Ave. S



Bird's eye view looking north towards the site



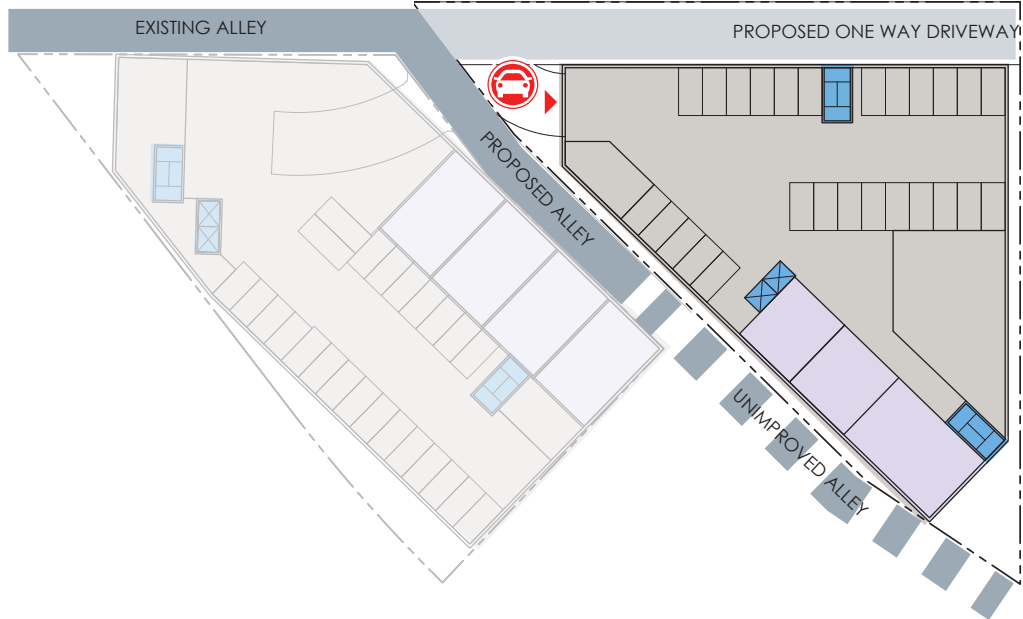
Looking southeast down Rainier Ave S



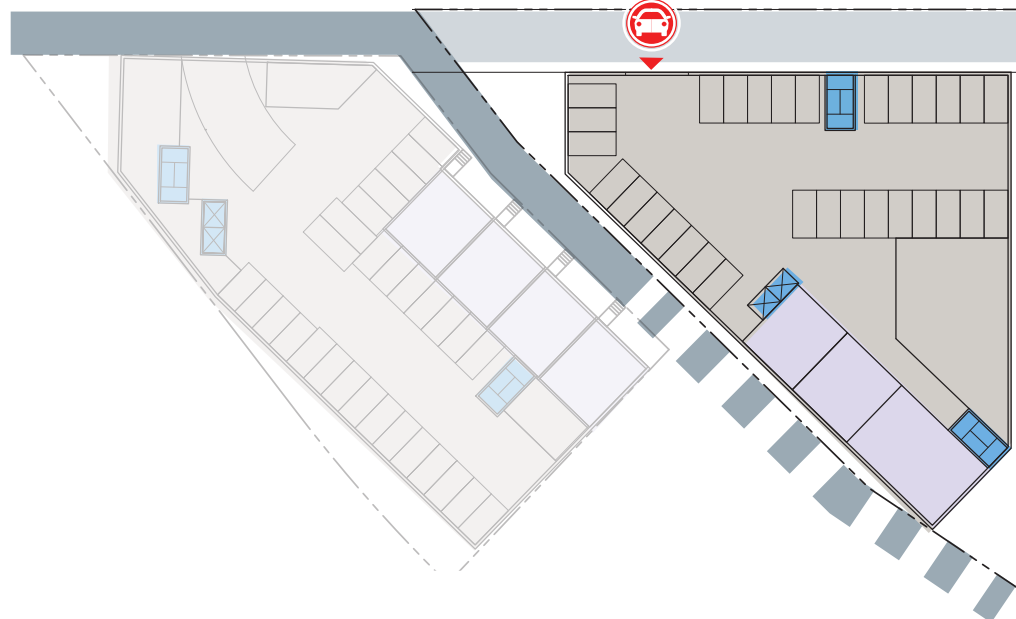
Bird's eye view looking north west towards the site



Looking northwest up Rainier Ave. S



P2



P1



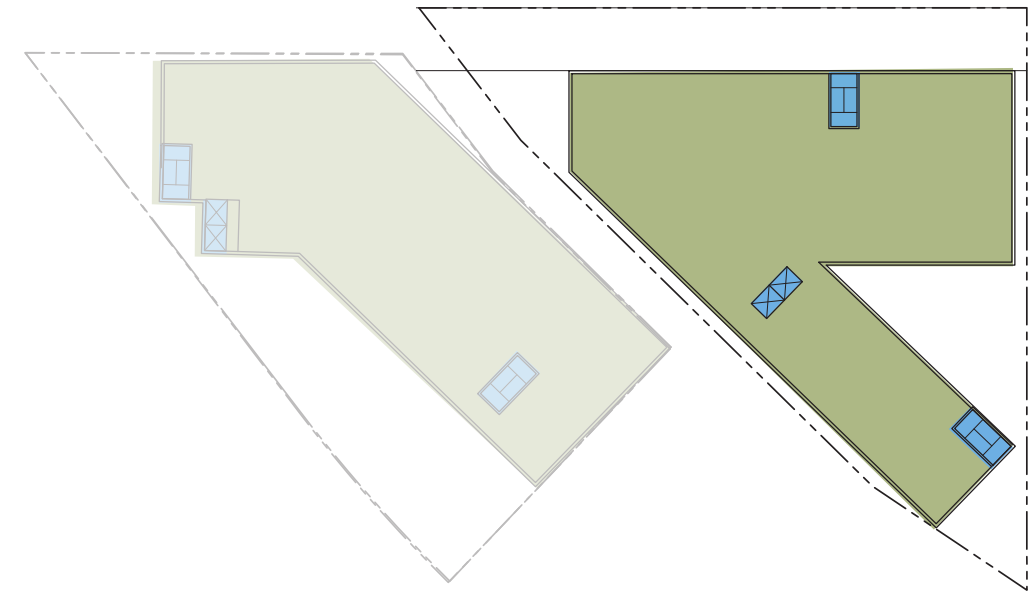
L1



L2-5



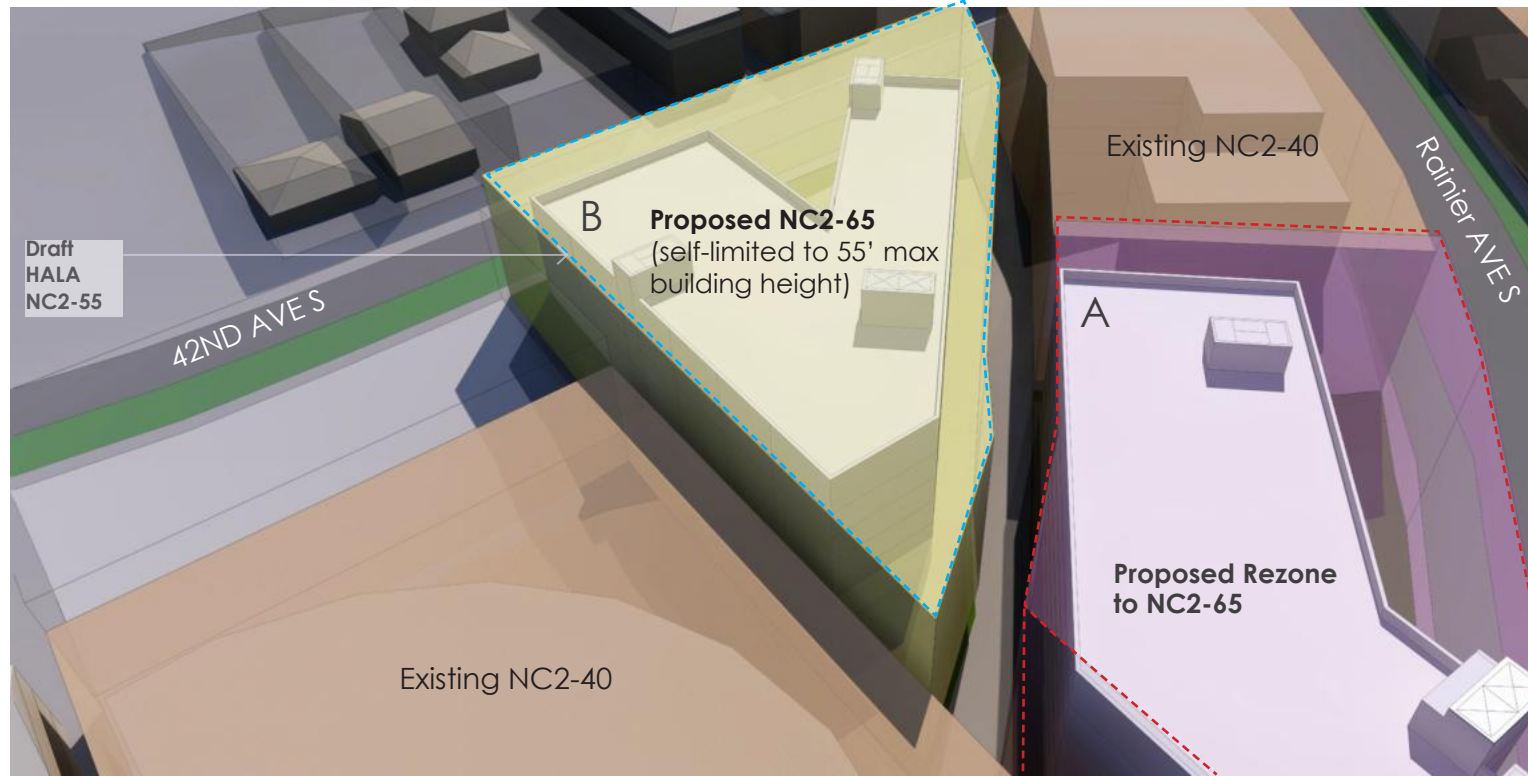
L6



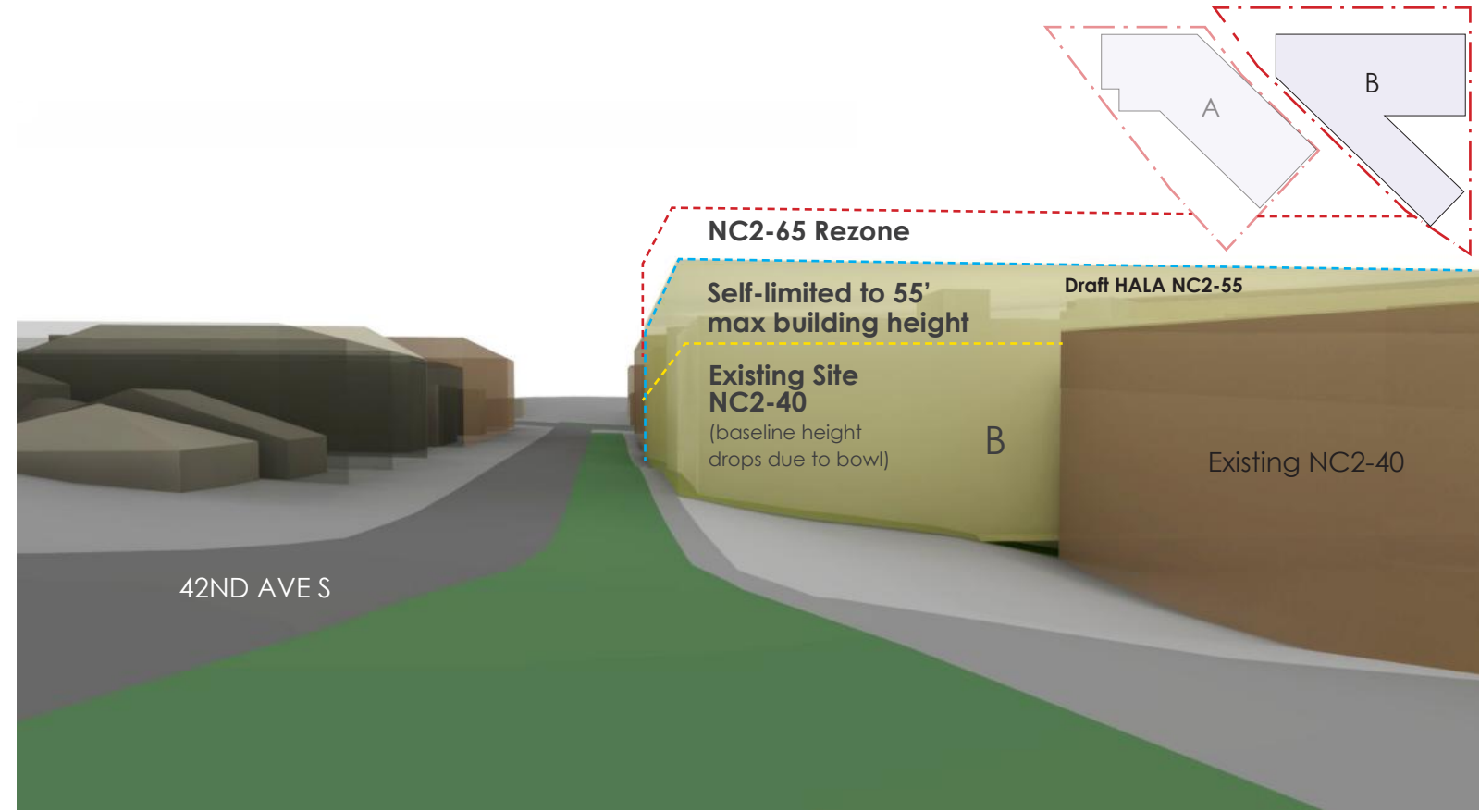
ROOF

Lobby
 Commercial
 Residential
 Green space
 Elevator & stair
 Parking

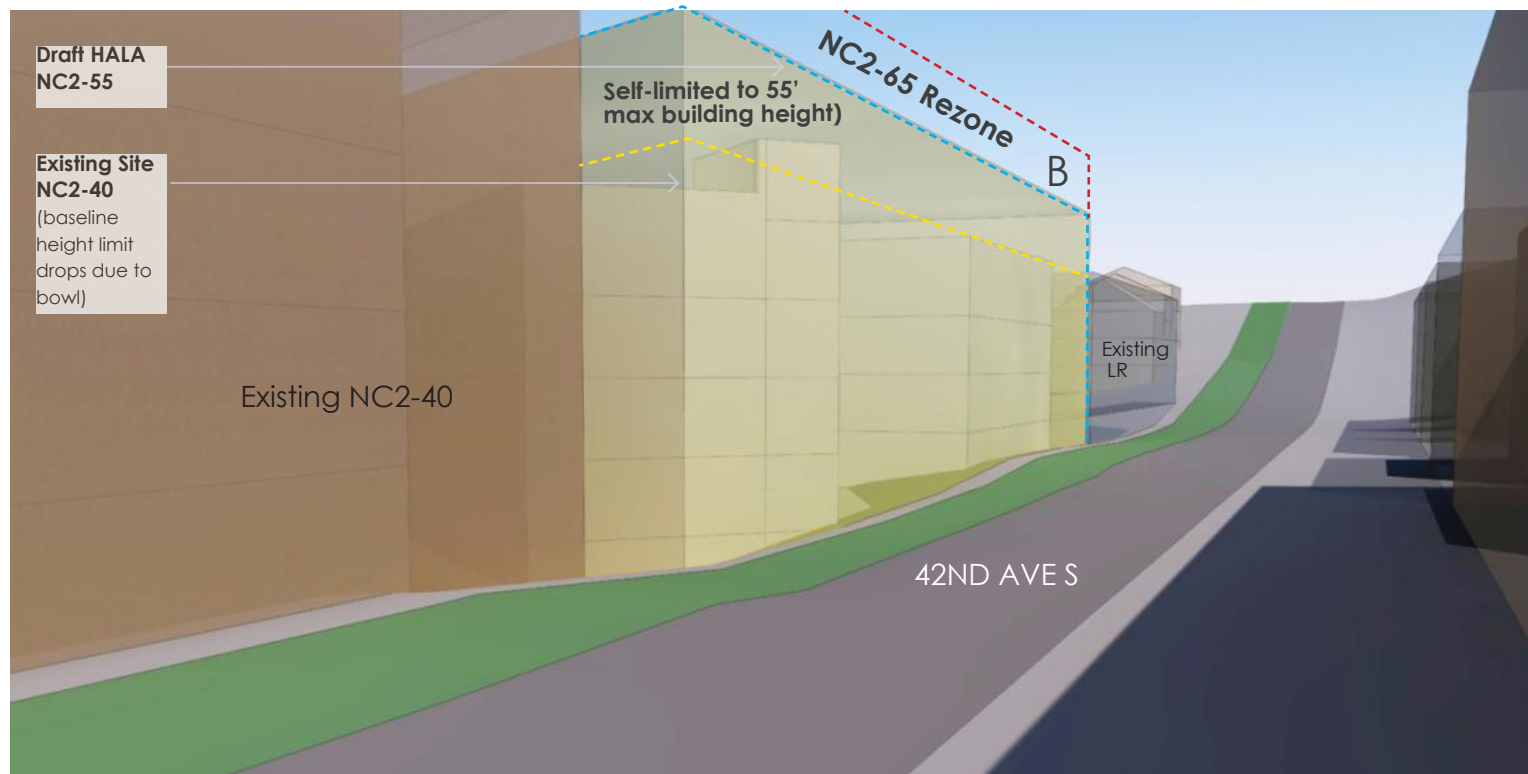




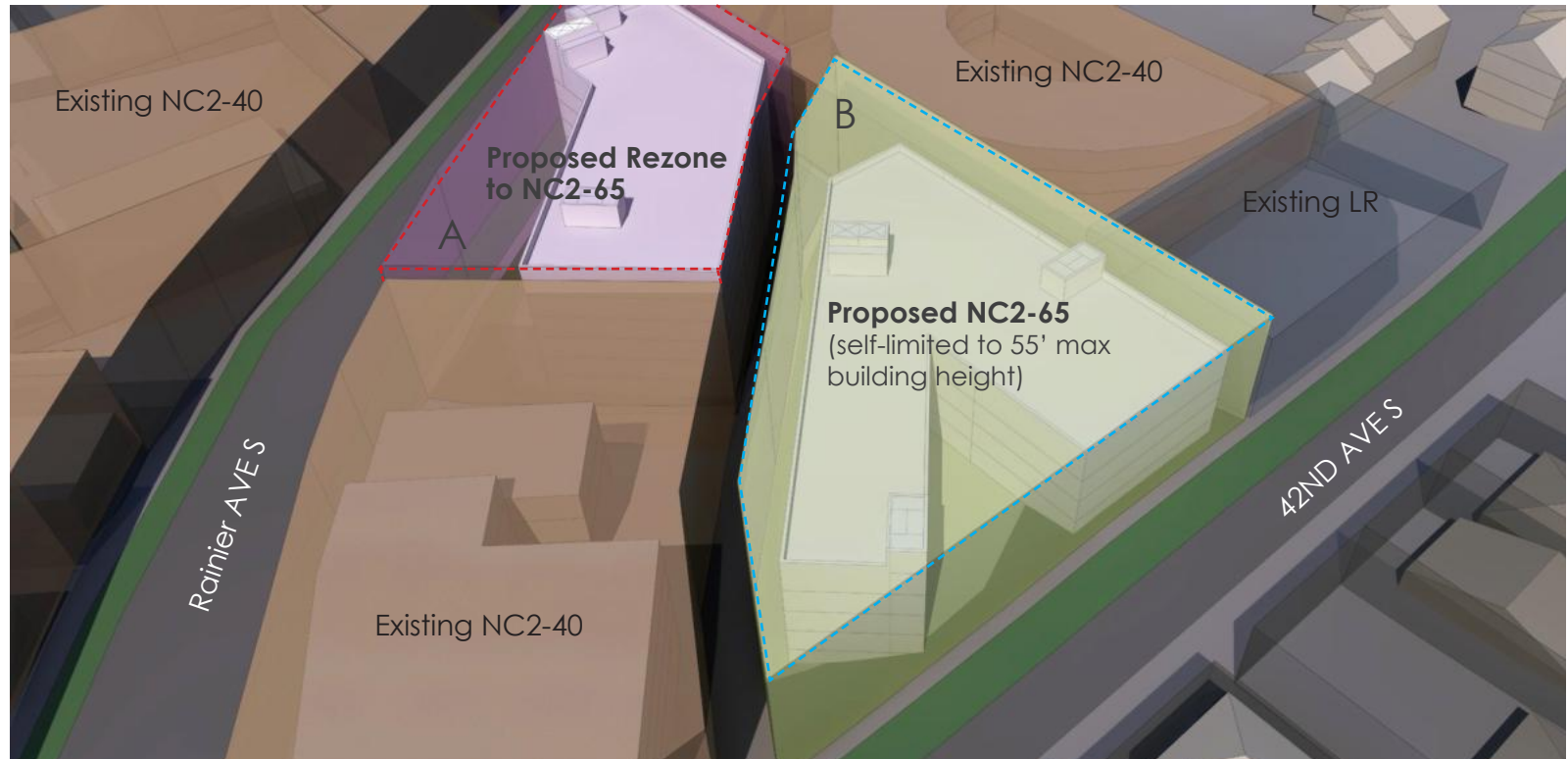
Bird's eye view looking down towards the site



Looking south on 42nd Ave. S



Looking north on 42nd Ave. S



Bird's-eye from southeast



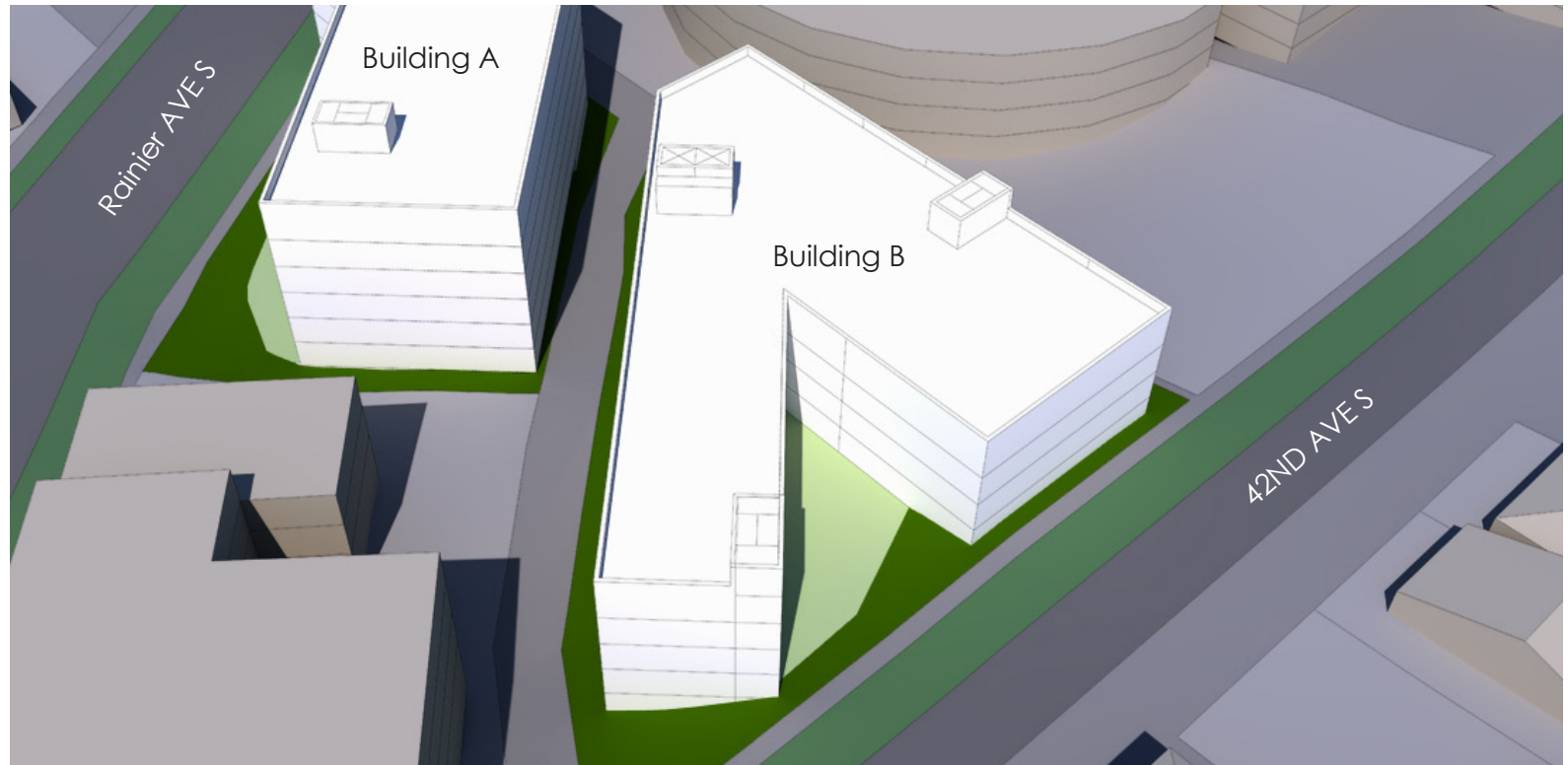
Bird's eye view looking down towards the site



Looking south on 42nd Ave. S



Looking north on 42nd Ave. S



Bird's-eye from southeast

scheme 2 Mini Courts

BUILDING SPECIFICATIONS

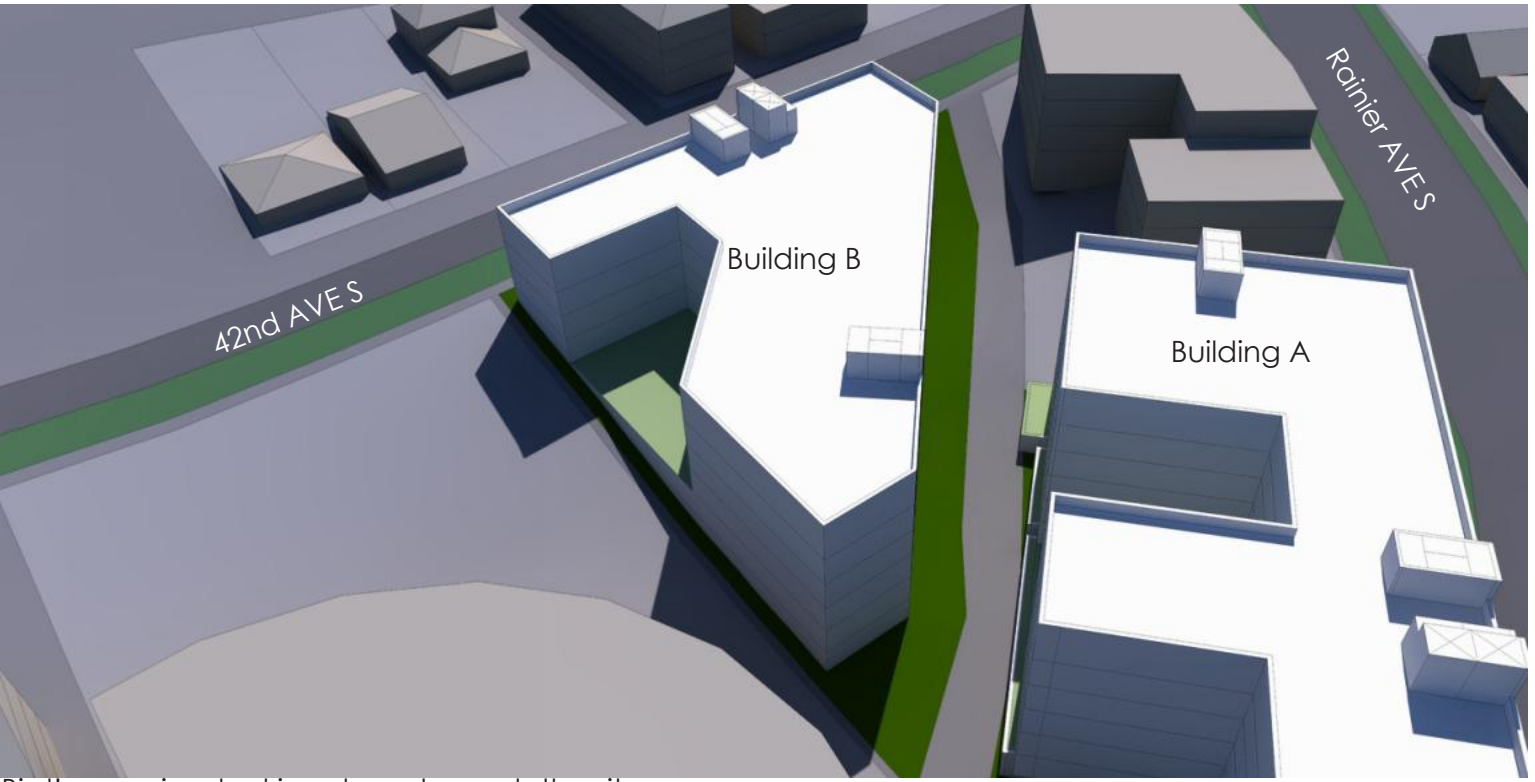
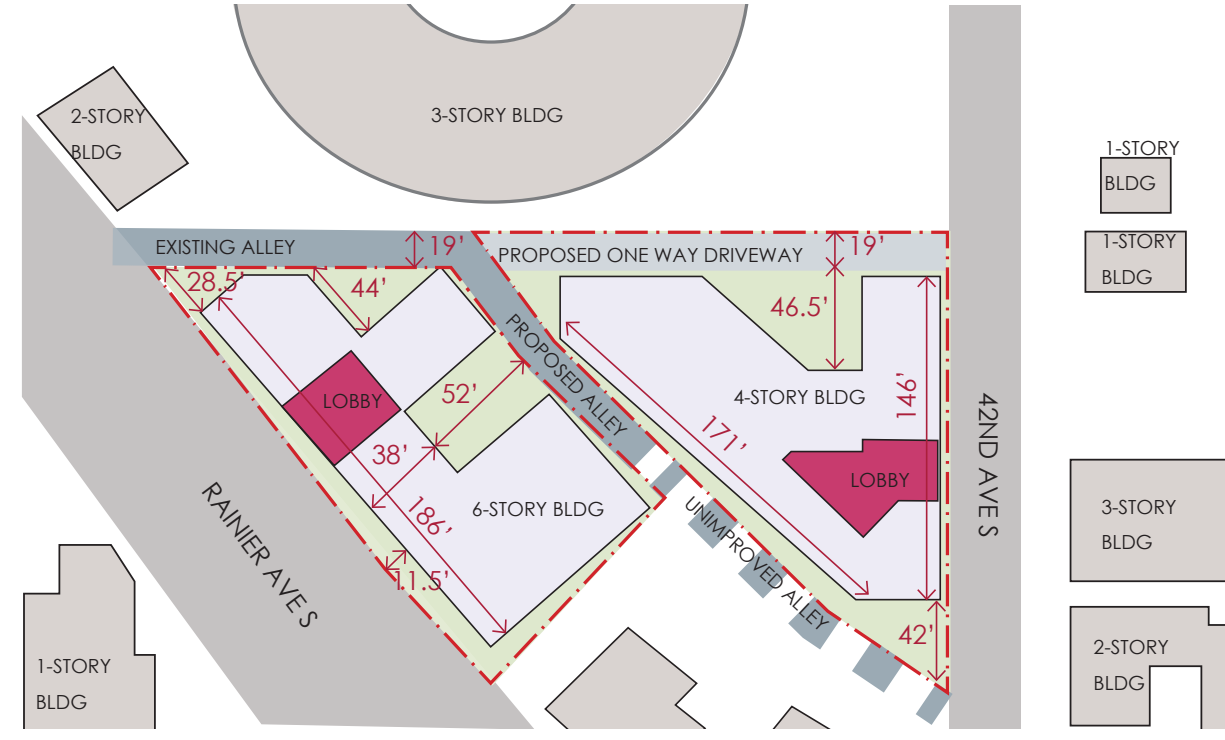
Site A	Site B
6 stories + basement	5 stories + basement
81 units	87 units
66 parking spaces	36 parking spaces

PROS

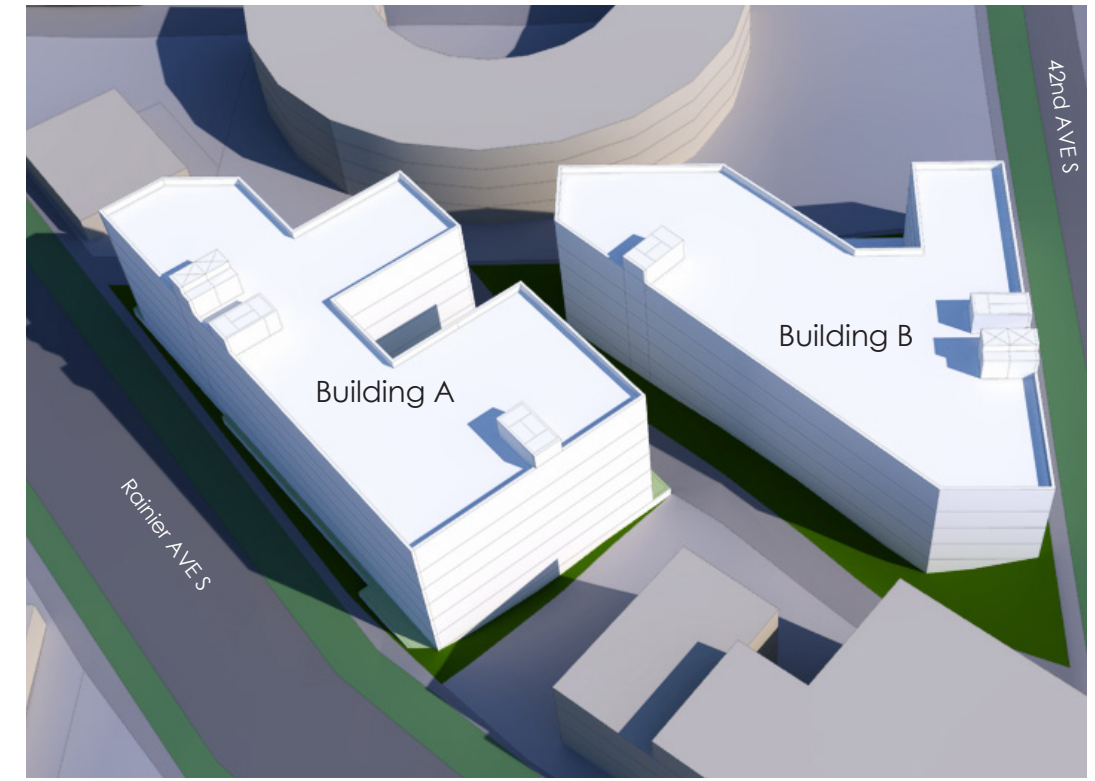
- Provides a pedestrian link between Rainier Avenue and 42nd Avenue South
- Courtyard along existing alley.
- Courtyard along proposed pedestrian alley.

CONS

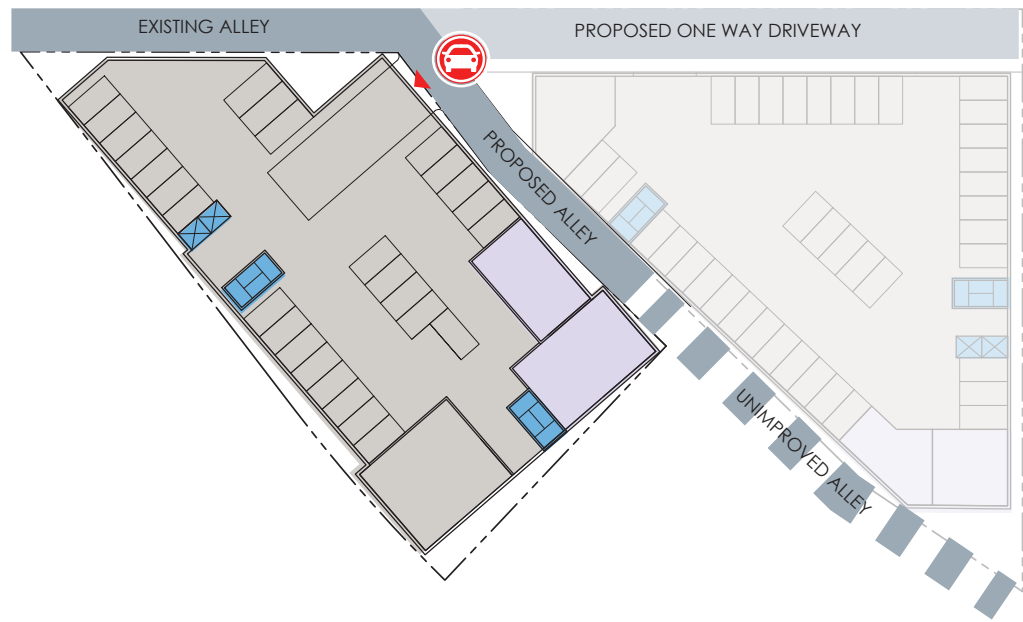
- Interior alley space does not enhance the feeling of community for the pedestrian.
- Courtyards are north facing and shaded and will not receive direct sun light.
- Limited opportunity for an extension of the pedestrian experience along Rainier Avenue South through the site.
- Lack of visual daytime connection between Rainier Ave South and 42nd Avenue.



Bird's eye view looking down towards the site



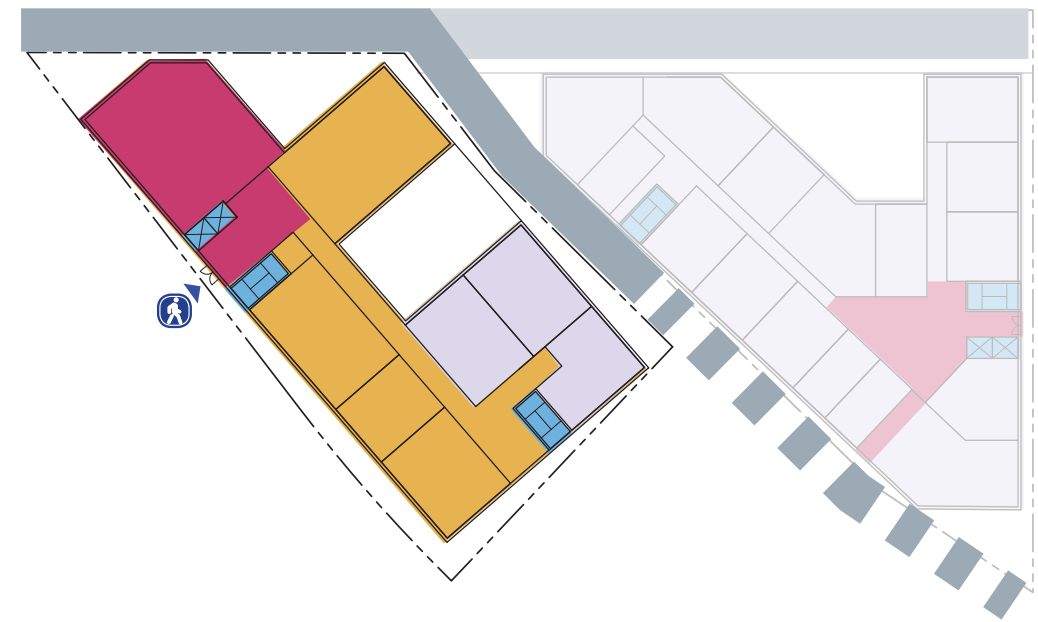
Bird's eye view looking north towards the site



P2



P1



L1



L2-5



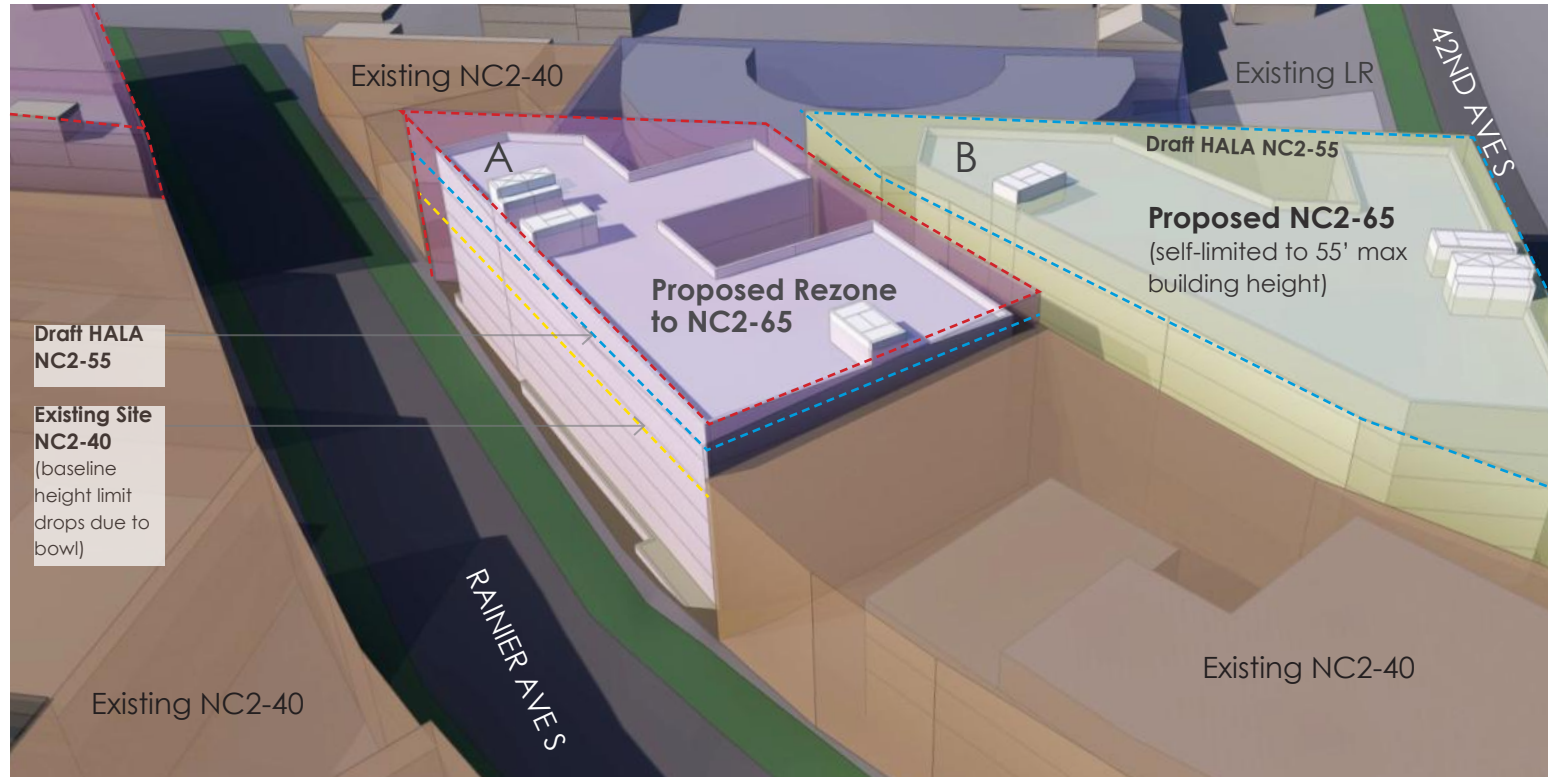
L6



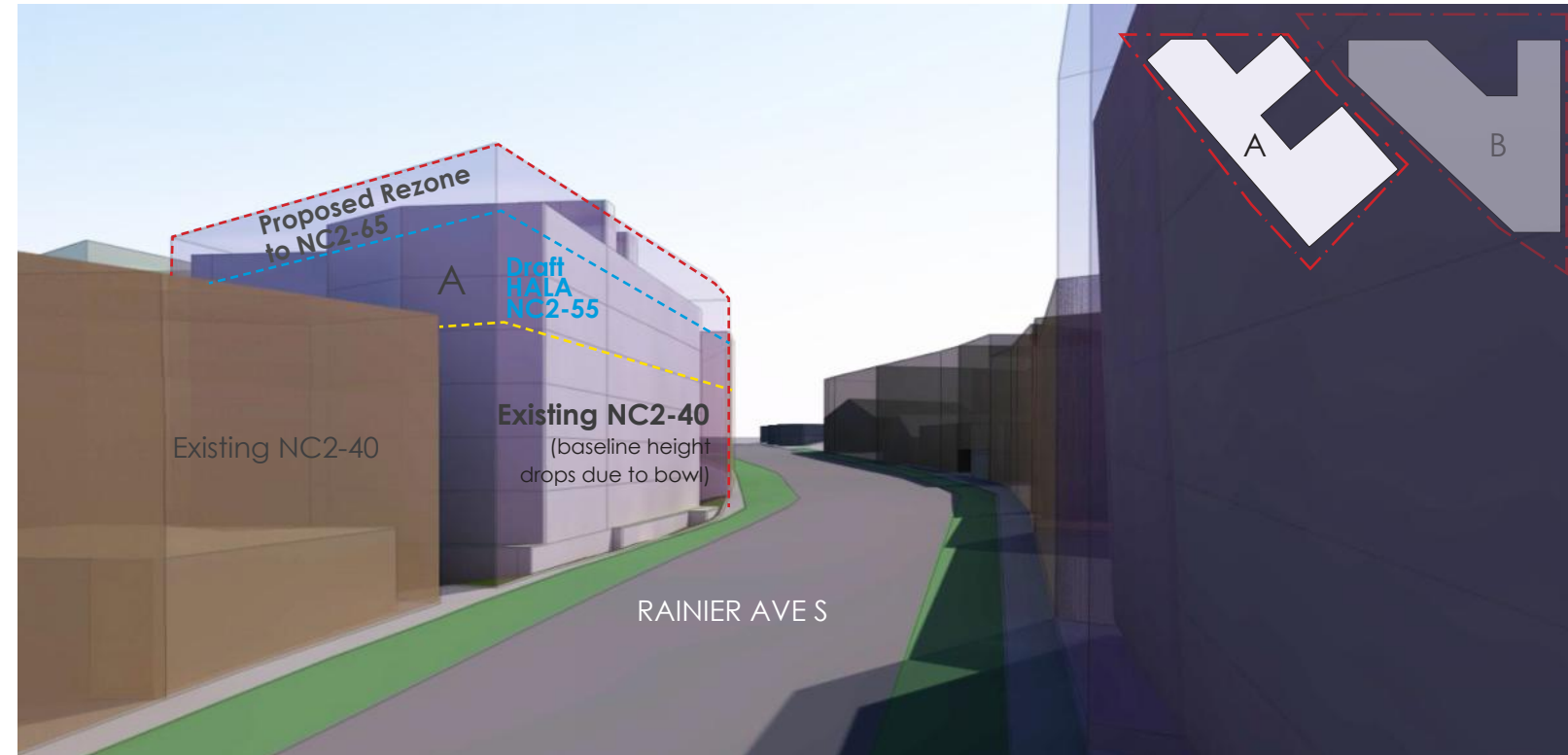
ROOF

Lobby
 Commercial
 Residential
 Green space
 Elevator & stair
 Parking

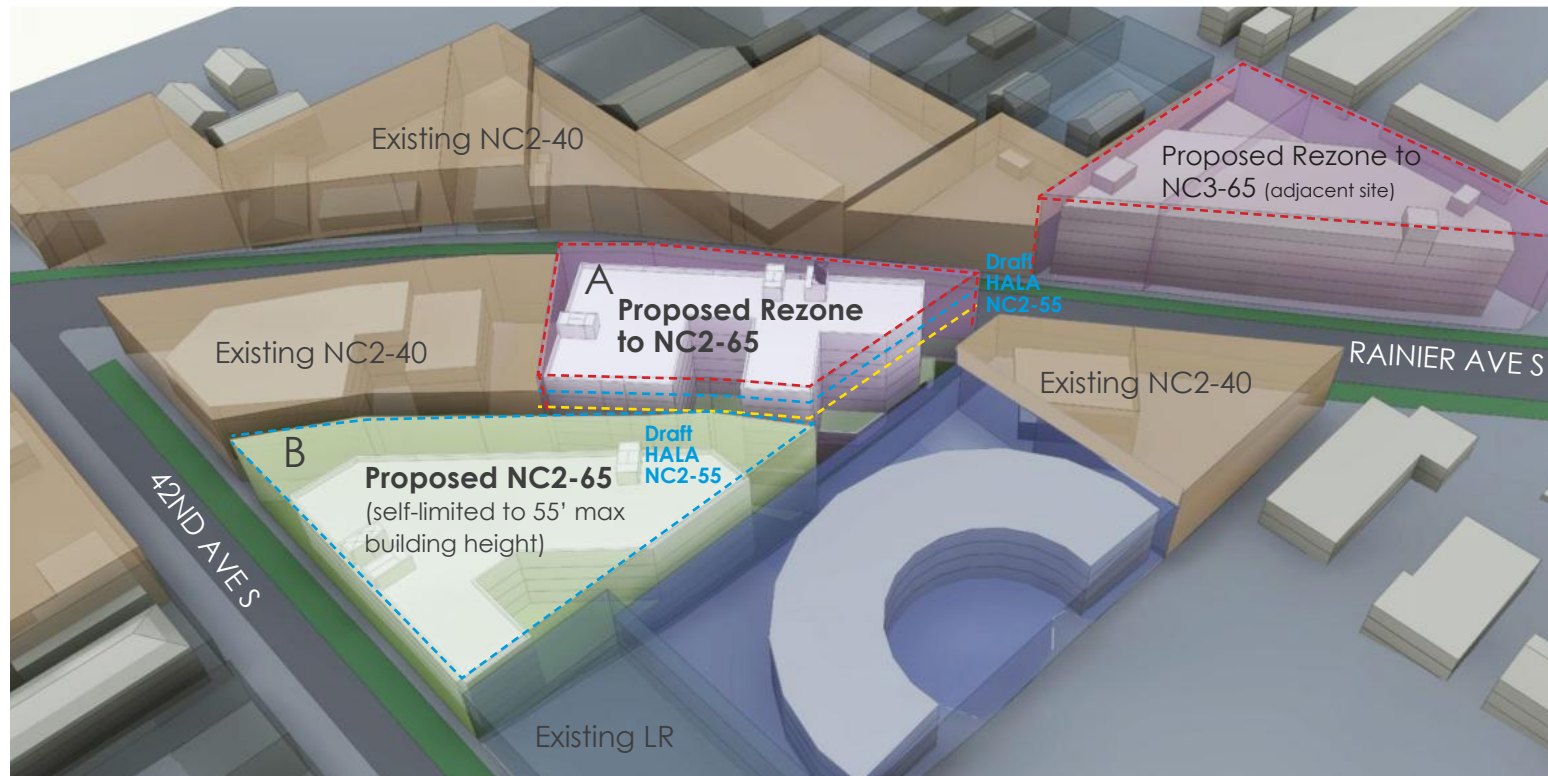




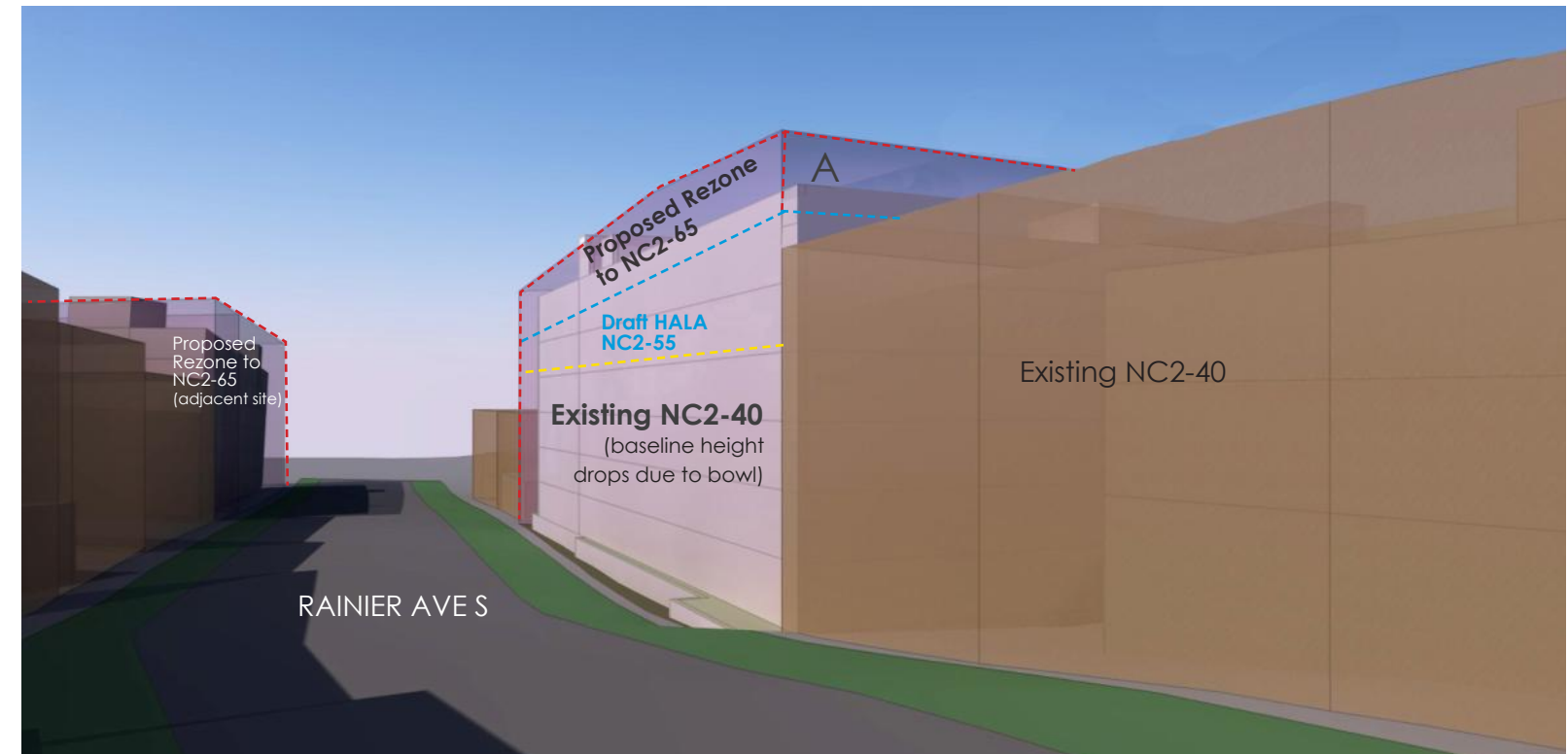
Birdeye view looking down towards the site



Looking southeast down Rainier Ave S



Birdeye view looking down towards the site



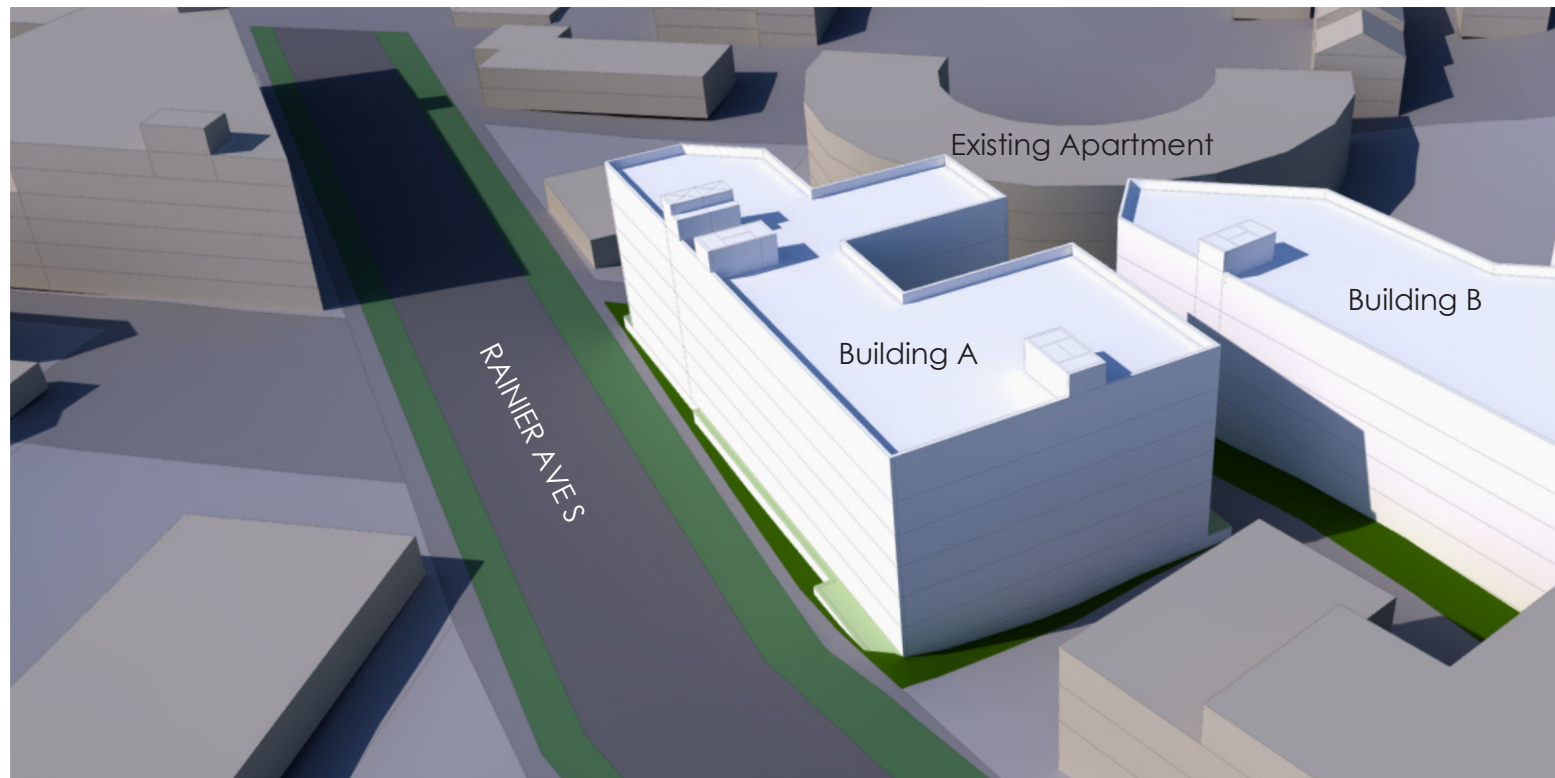
Looking northwest up Rainier Ave S



Bird's eye view looking north towards the site



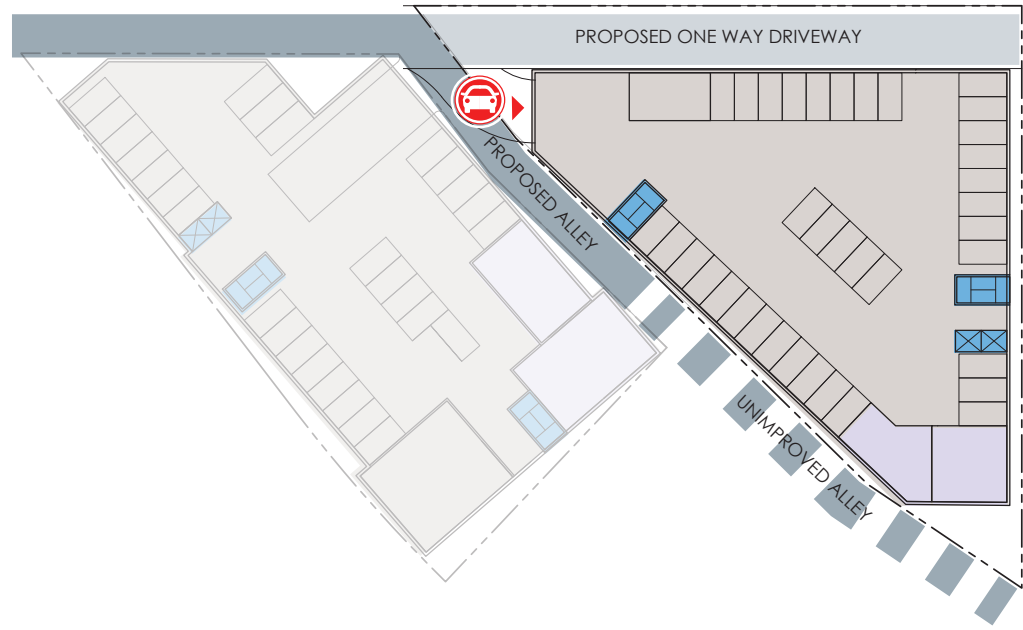
Looking southeast down Rainier Ave. S



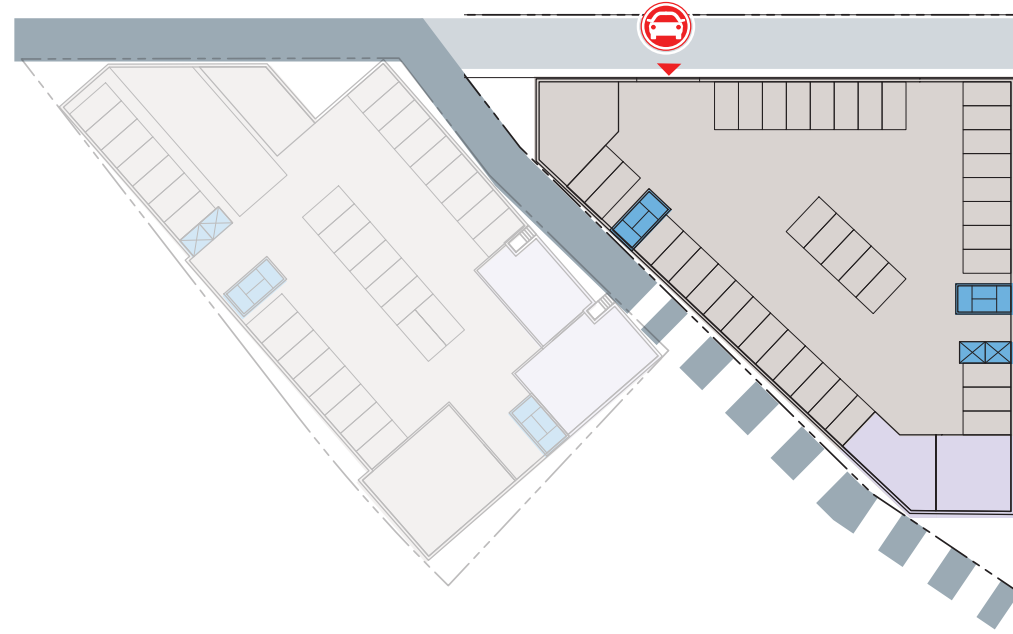
Bird's eye view looking northwest towards the site



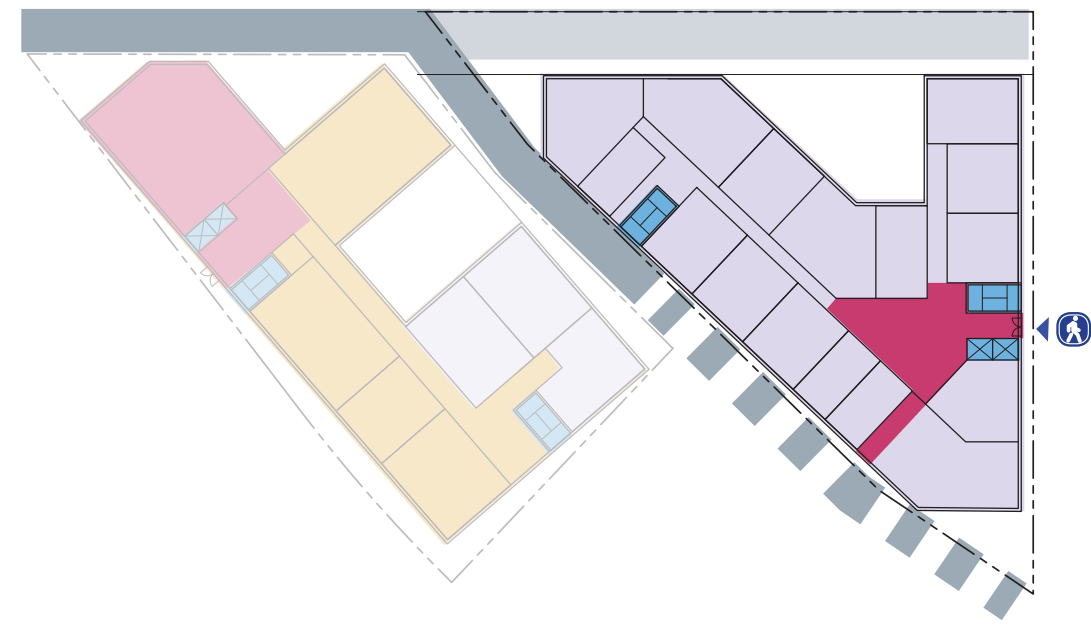
Looking northwest up Rainier Ave S



P2



P1



L1



L2-5

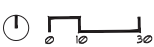


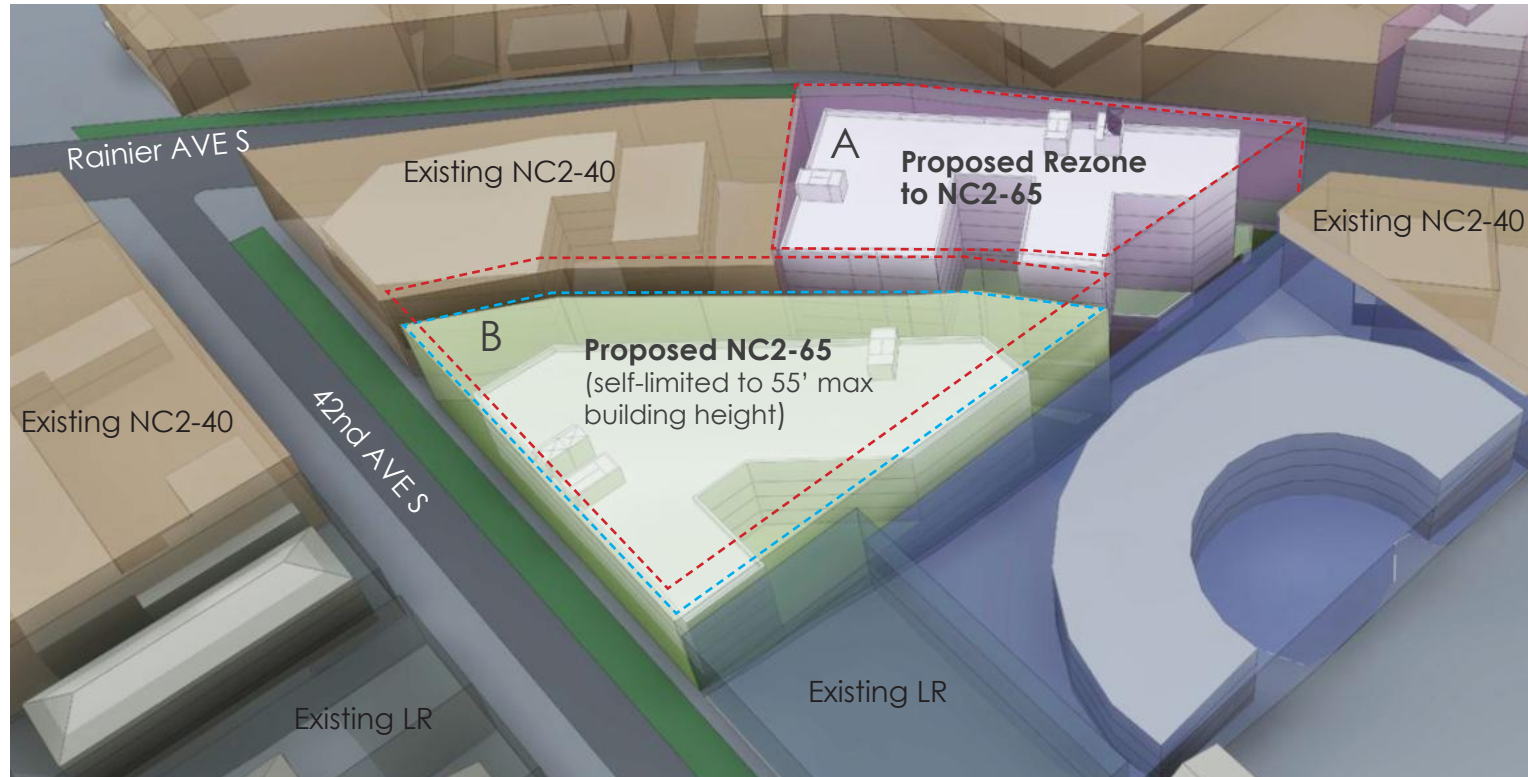
L6



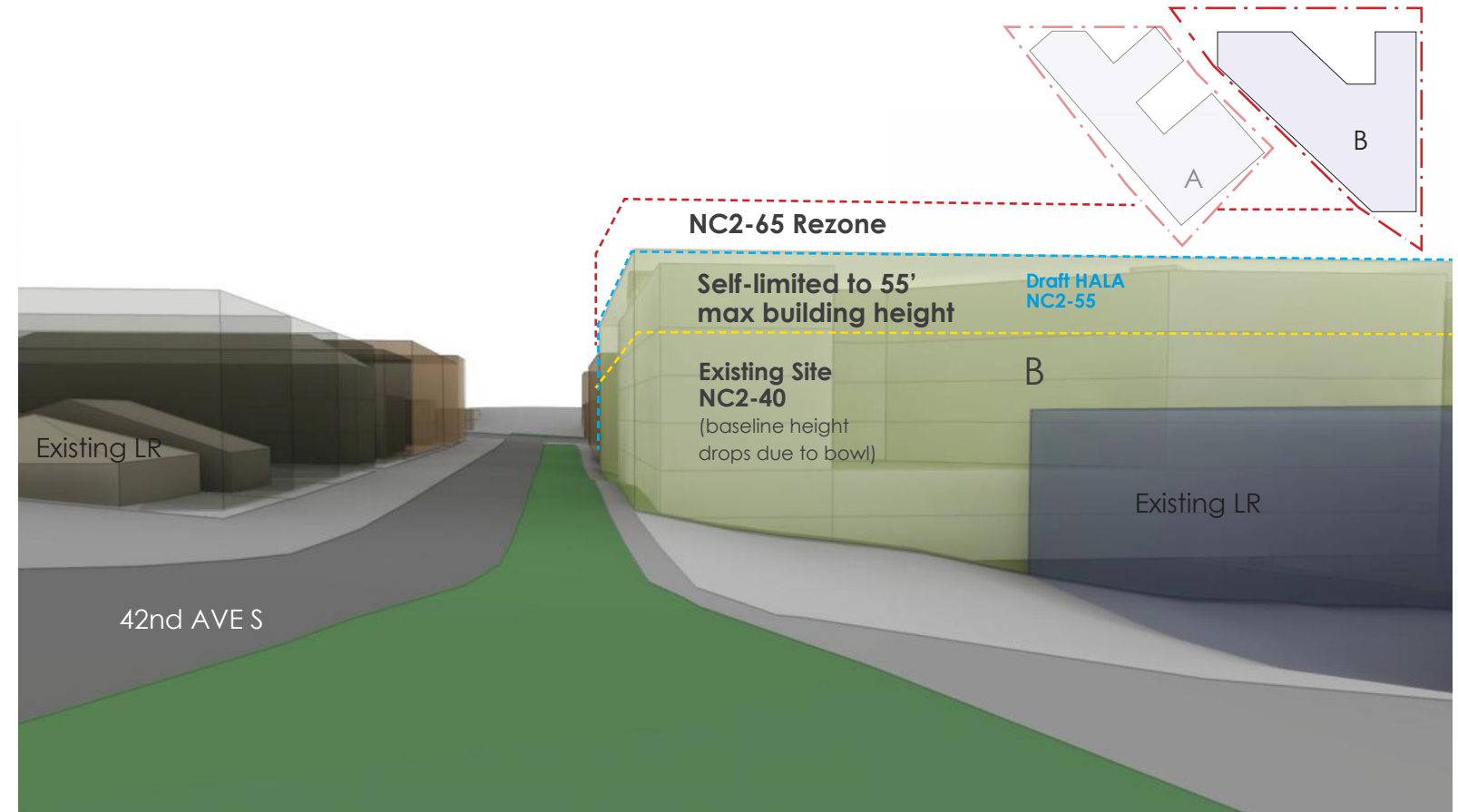
ROOF

Lobby
 Commercial
 Residential
 Green space
 Elevator & stair
 Parking





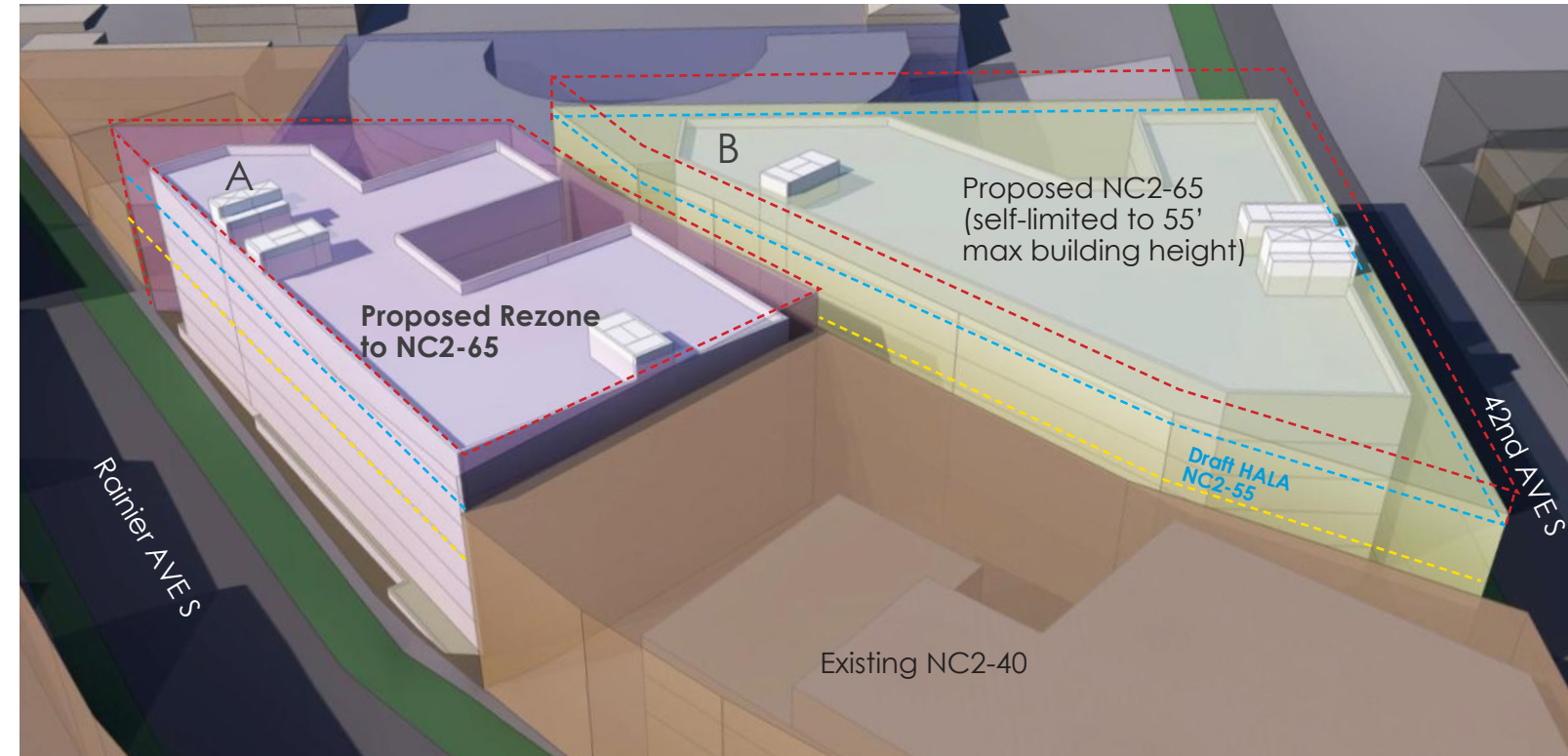
Bird's eye view looking down towards the site



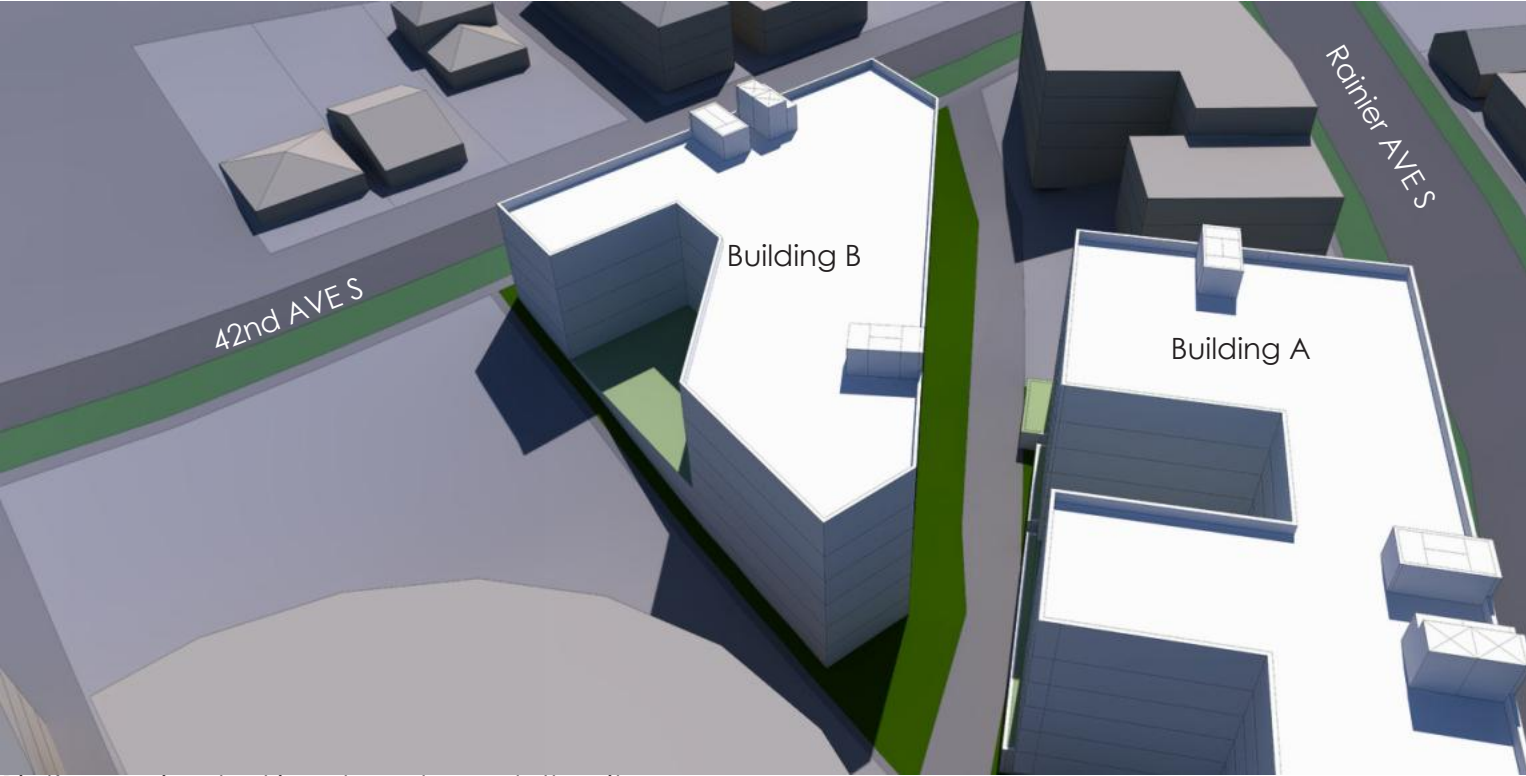
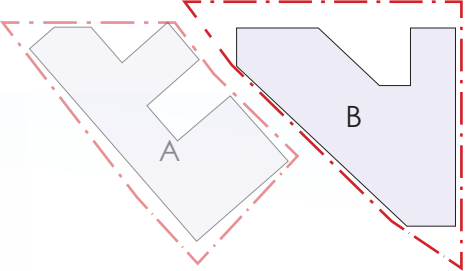
Looking south on 42nd Ave S



Looking north on 42nd Ave. S



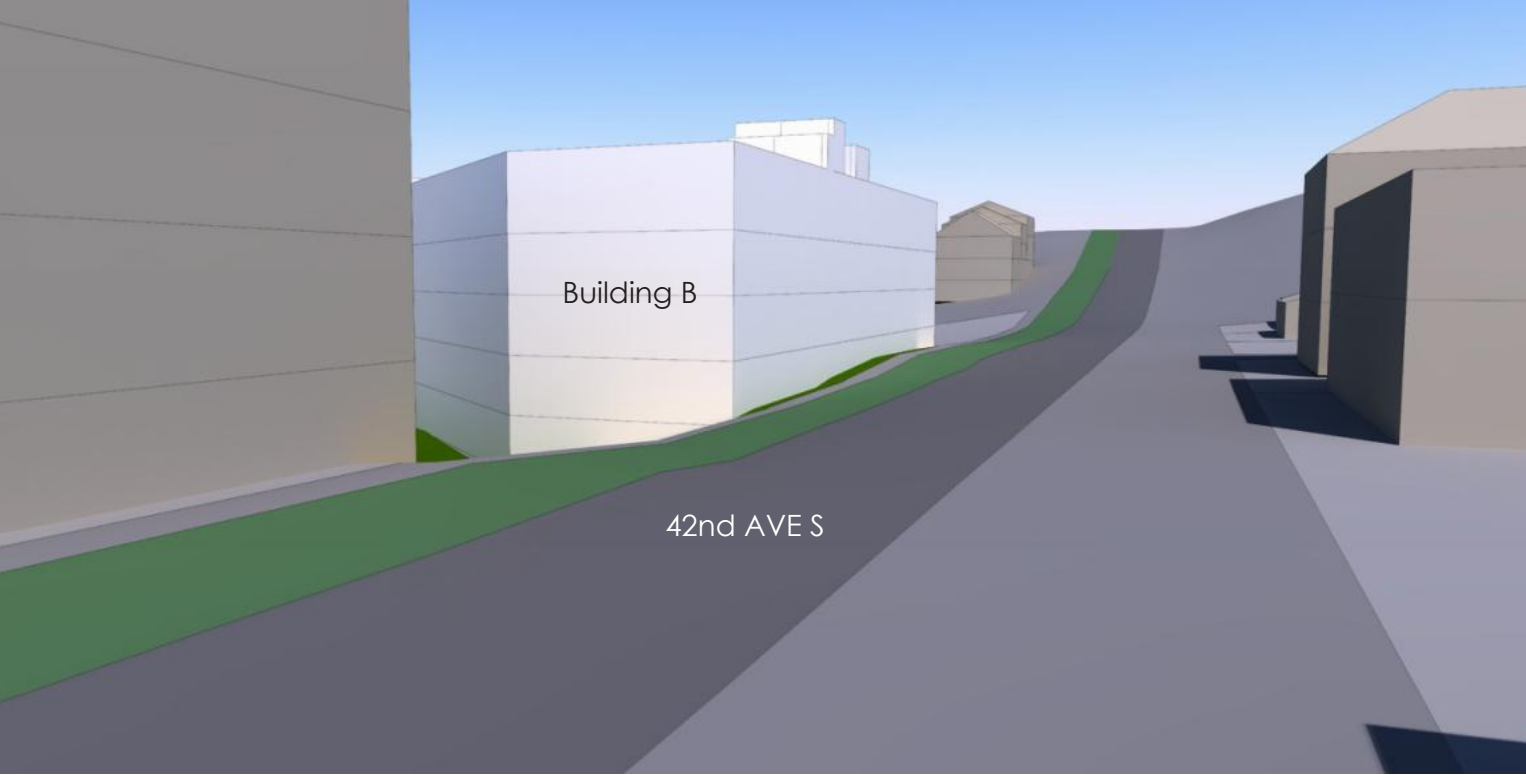
Bird's-eye from southeast



Bird's eye view looking down towards the site



Looking south on 42nd Ave. S



Looking north on 42nd Ave. S



Bird's-eye from southeast

scheme 3 The Bowl

BUILDING SPECIFICATIONS

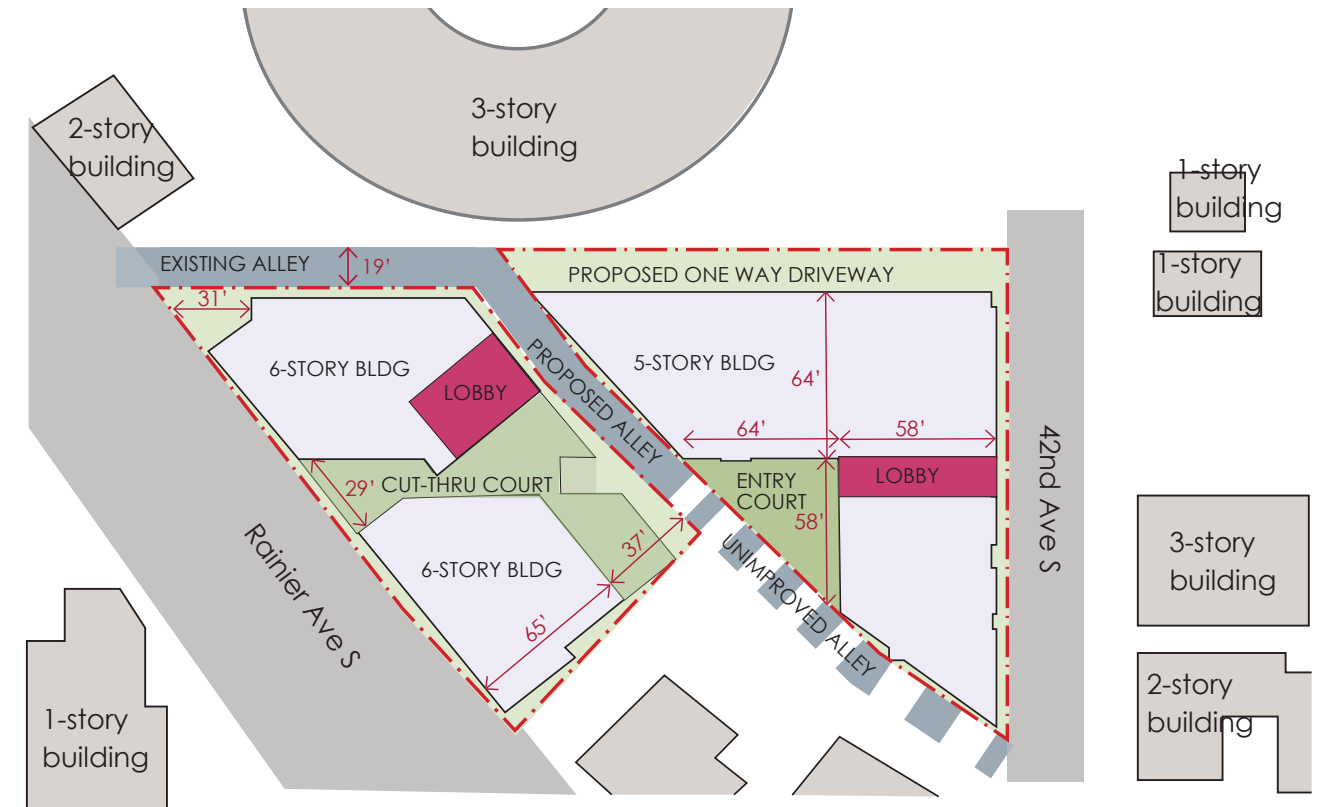
Site A	Site B
6 stories + basement	5 stories + basement
81 units	87 units
66 parking spaces	36 parking spaces

PROS

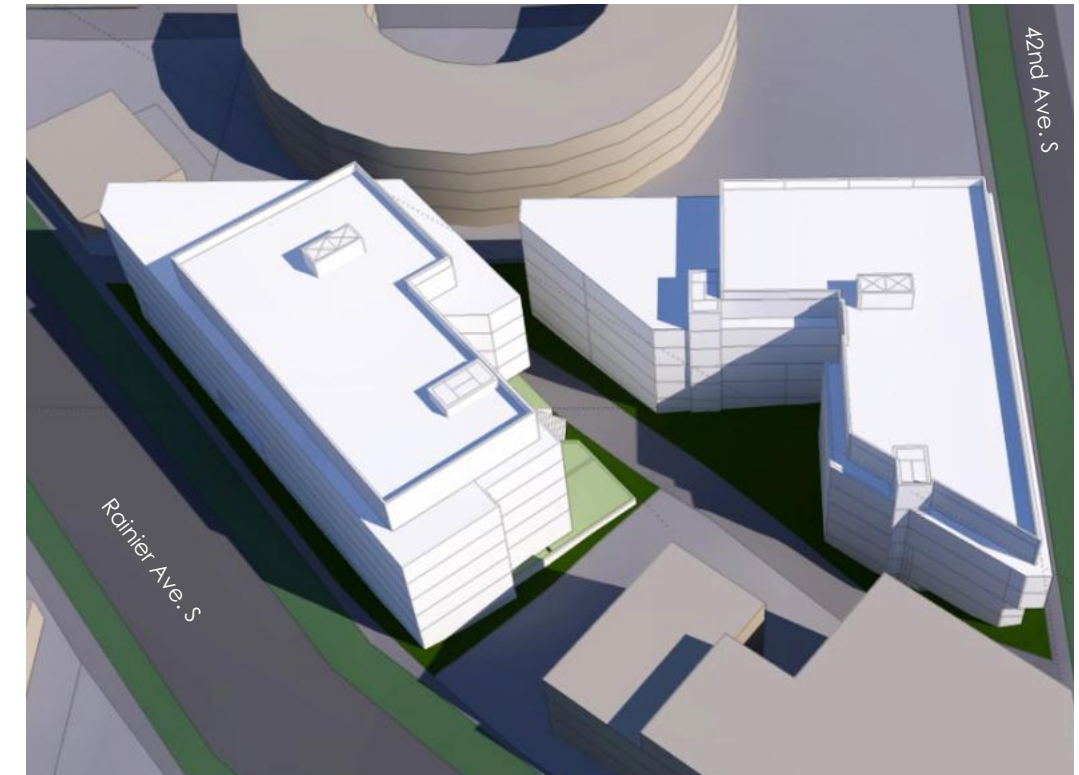
- Provides opportunity for a continuous covered canopy for along Rainier Avenue South.
- Extends the pedestrian experience into a sheltered courtyard zone.
- Creates pedestrian connection to internal public amenity spaces.
- Connects Rainier Ave South to 42nd Avenue South with a visual link and daytime access to alley.
- Steps back the massing of the upper story to enhance the pedestrian scale of the adjacent streets and transitions to adjacent LR zones.
- Pedestrian courtyard orientation creates opportunities for public amenity seating areas and active terraces.
- Courtyard orientation is south facing and receives ample amounts of direct natural daylight.

CONS

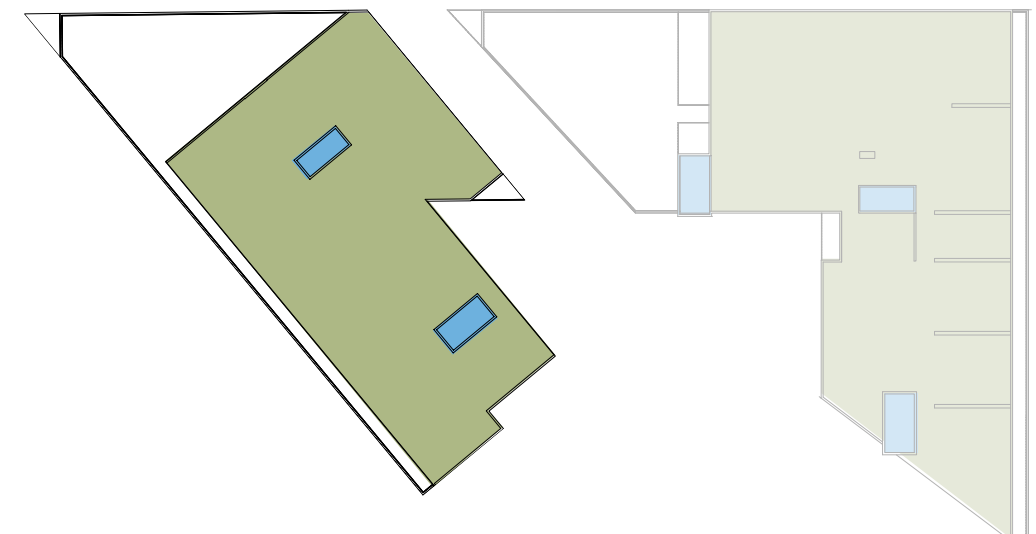
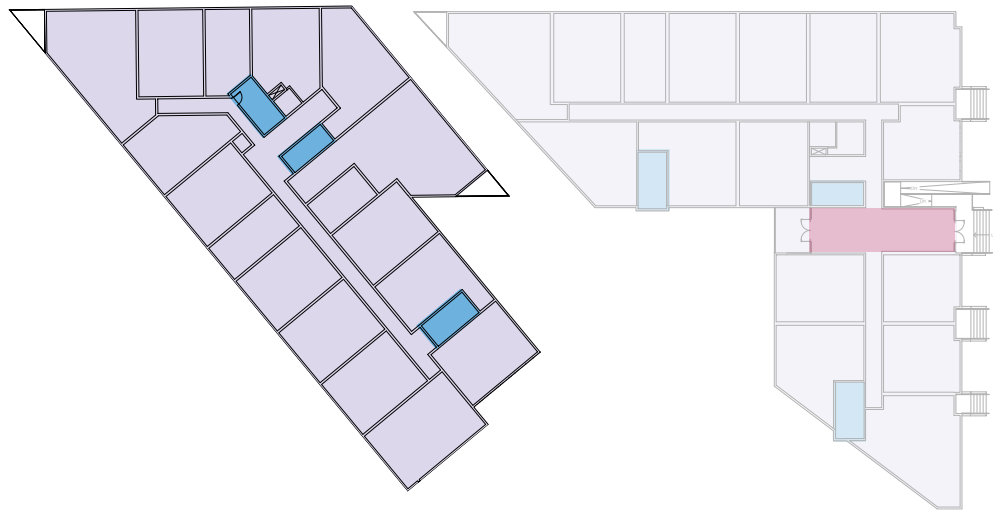
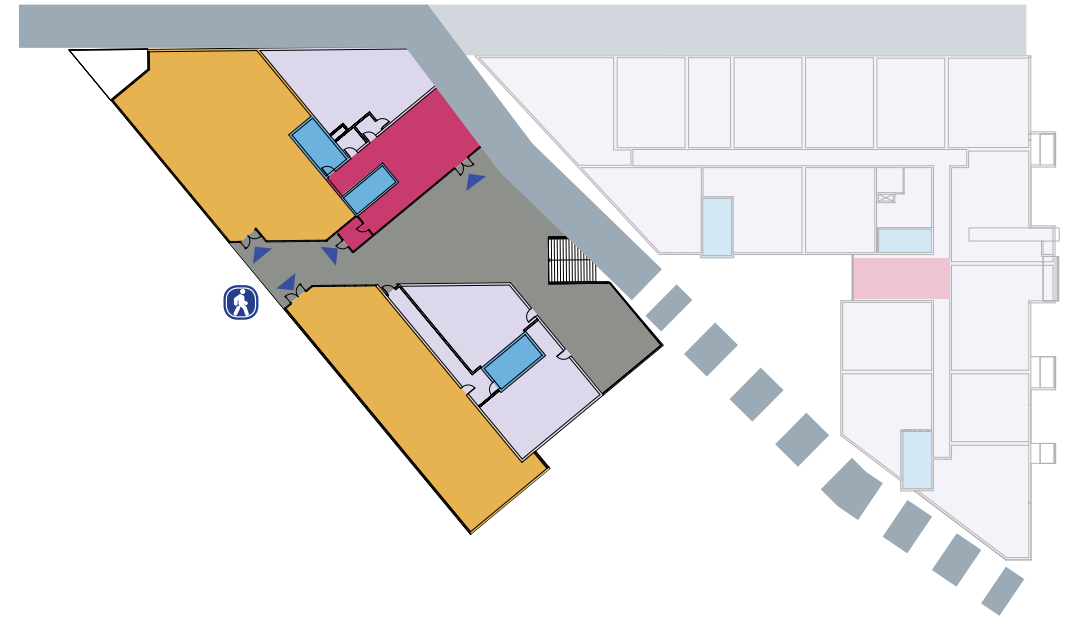
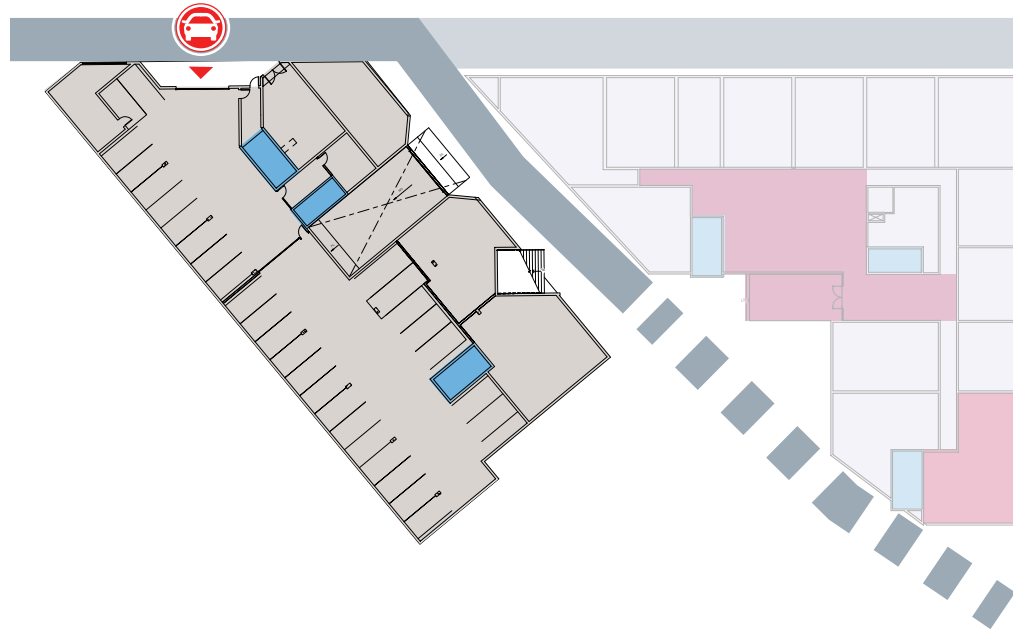
- No courtyards directly facing Rainier Avenue South or 42nd Avenue South.



Bird's eye view looking northwest towards the site

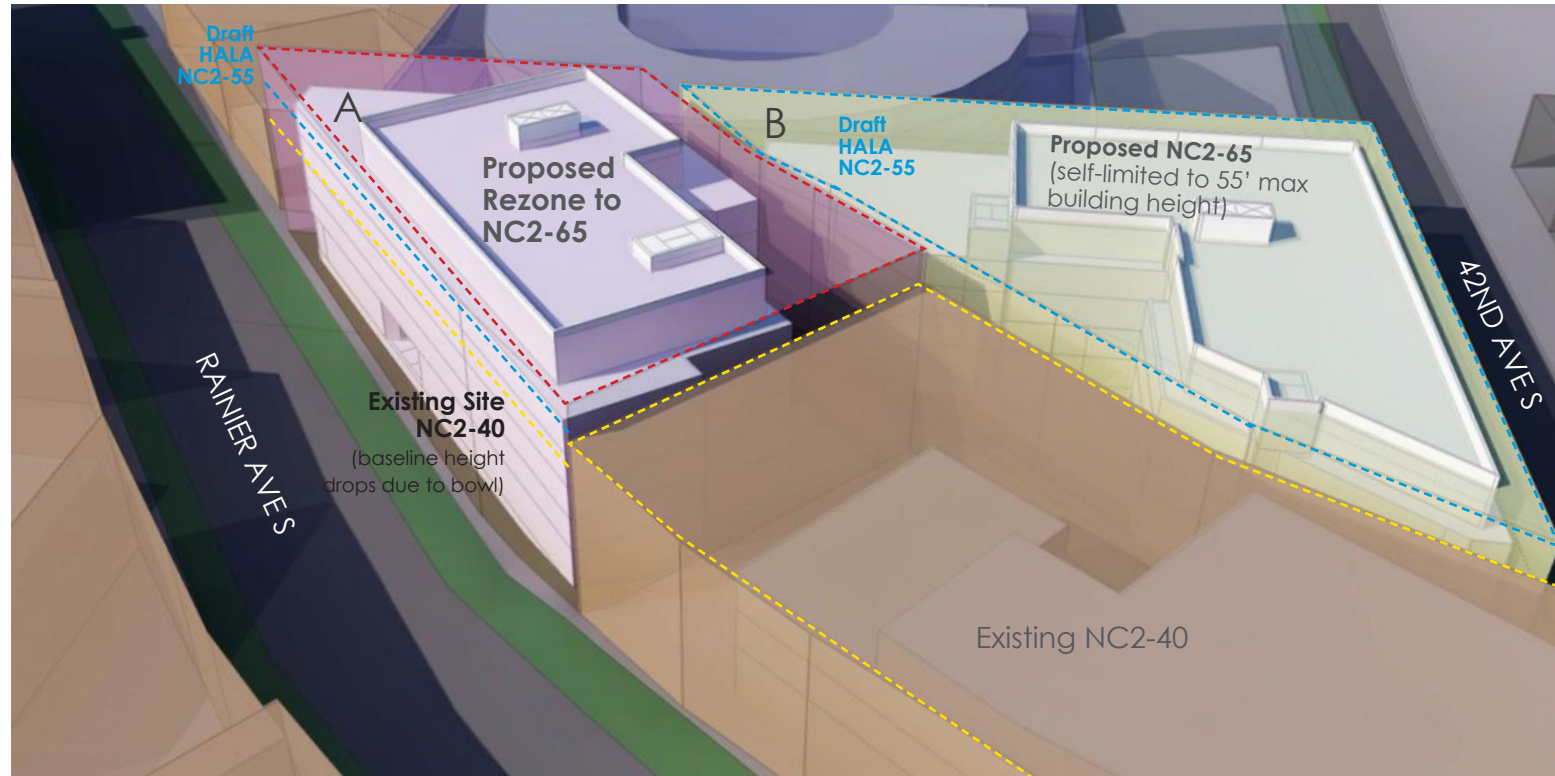


Bird's eye view looking north towards the site

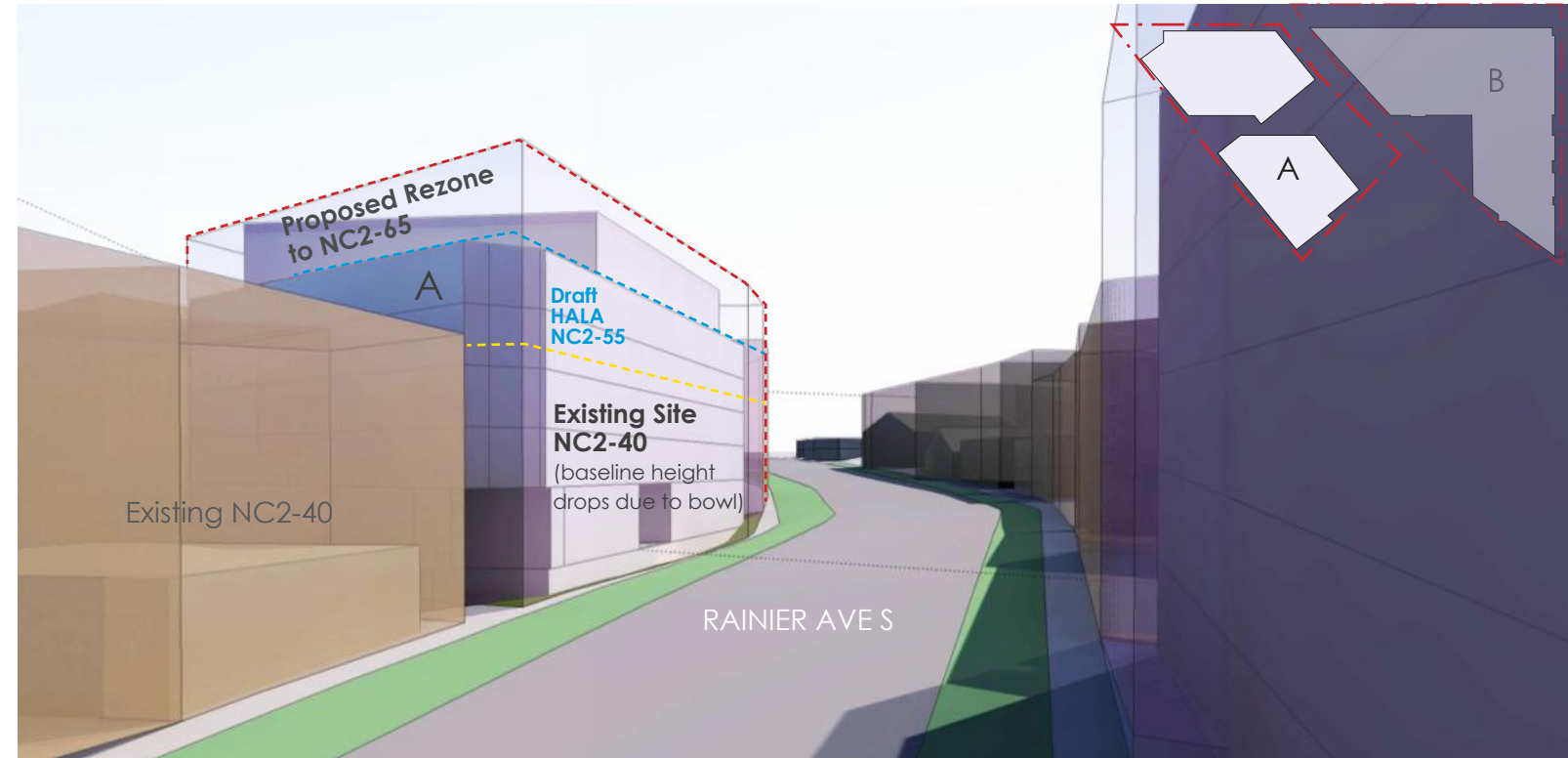


Lobby
 Commercial
 Residential
 Green space
 Elevator & stair
 Parking

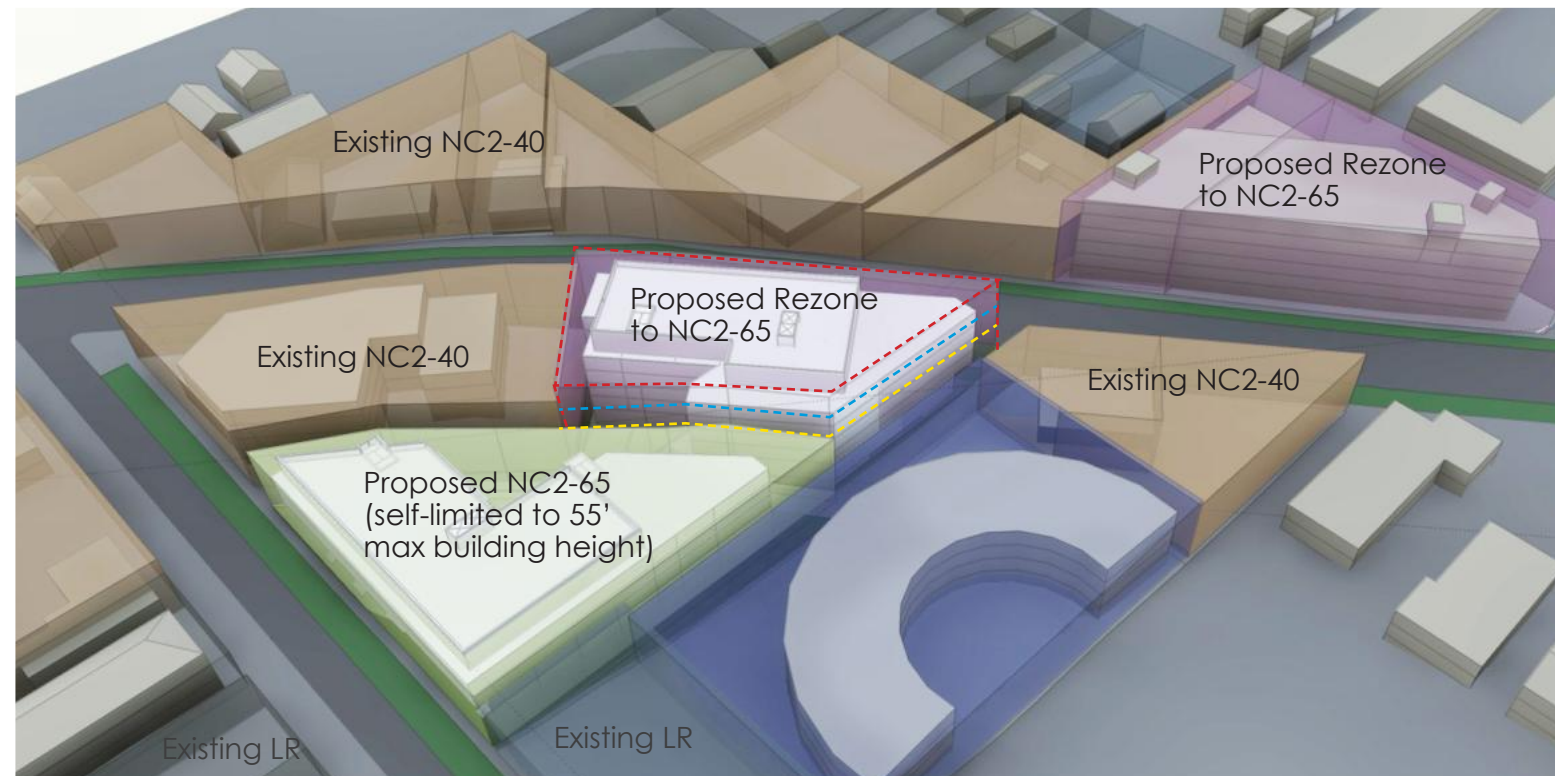




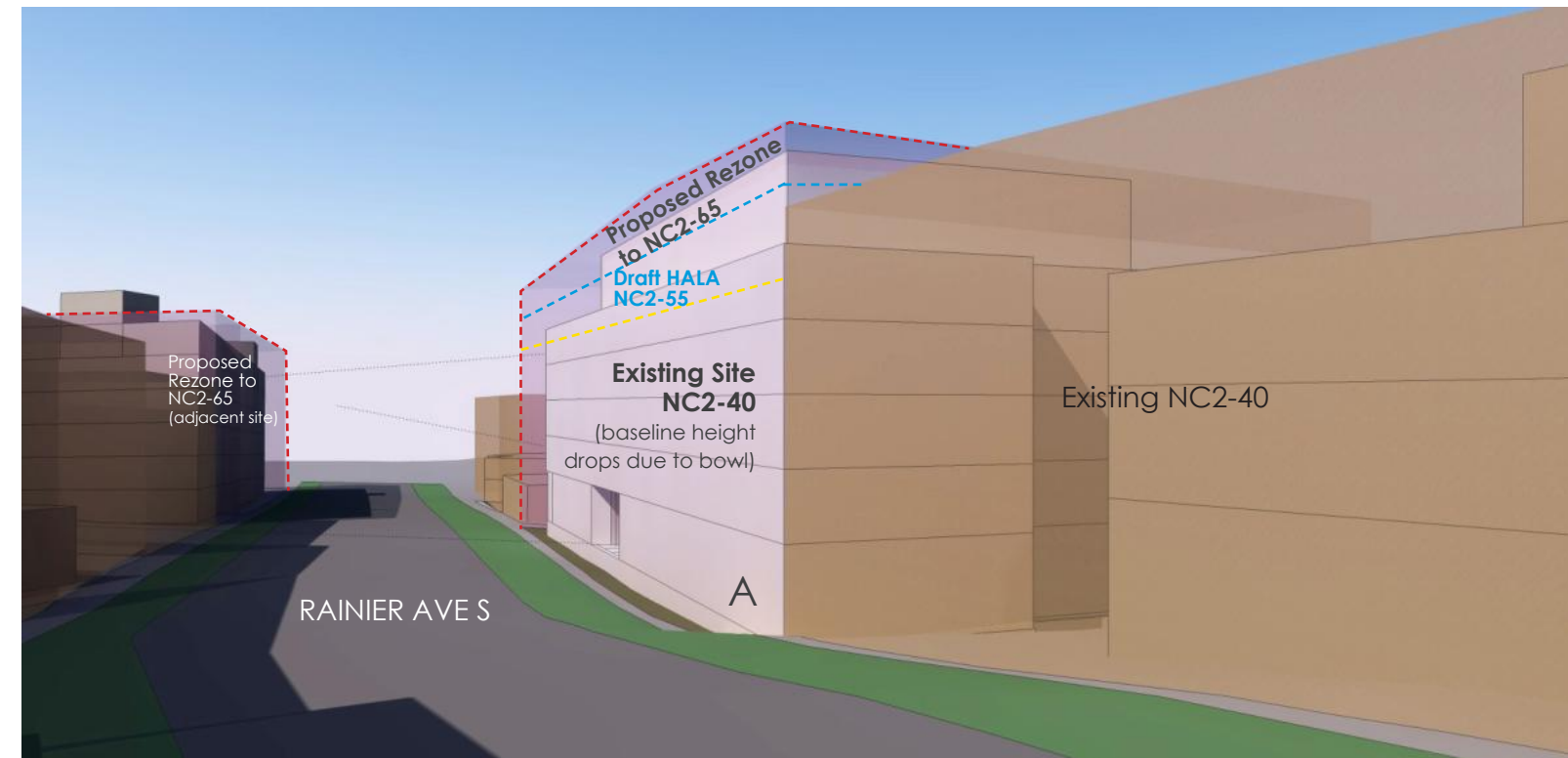
Bird's eye view looking down towards the site



Looking southeast down Rainier Ave. S



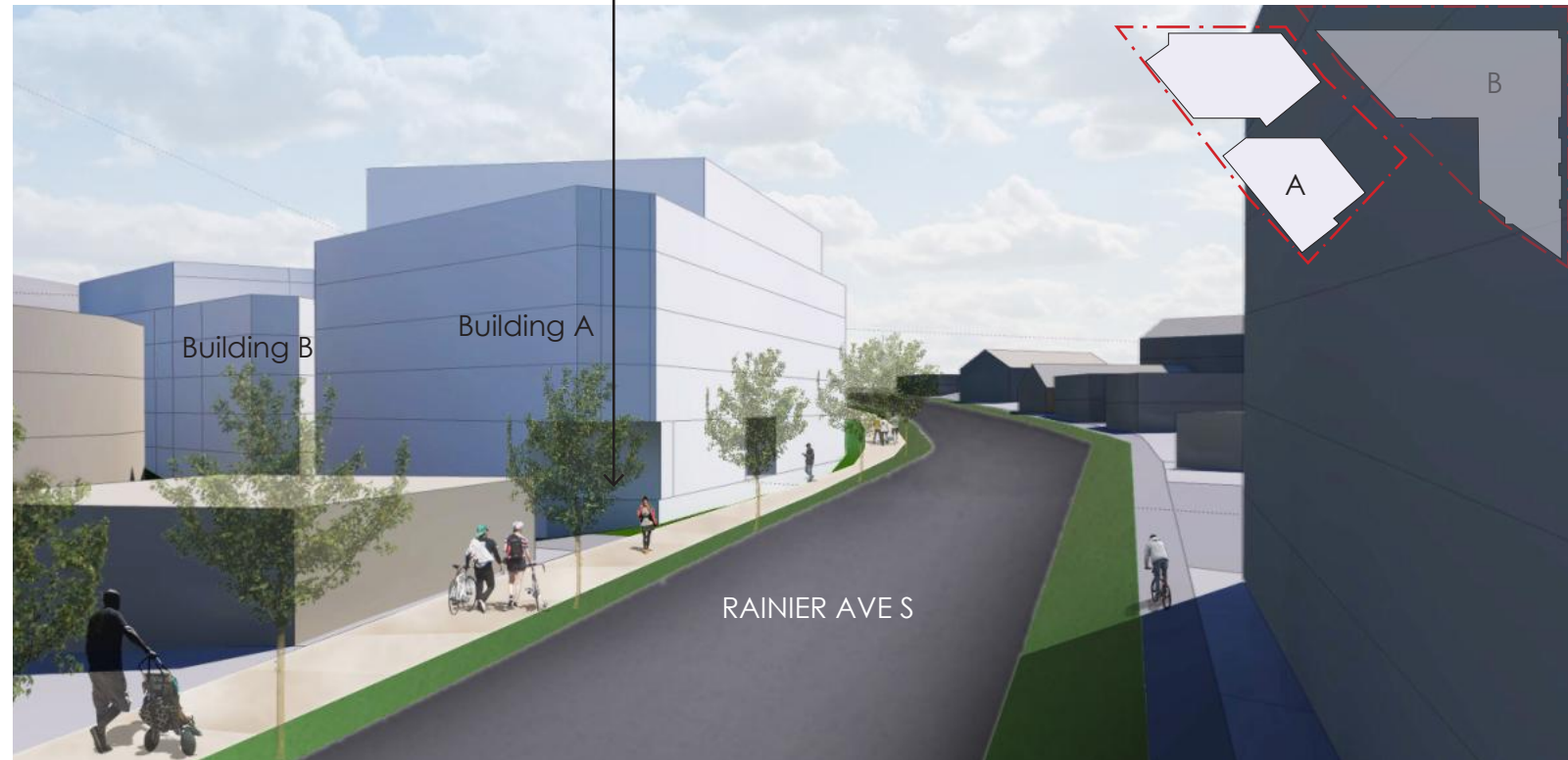
Bird's eye view looking down towards the site



Looking northwest up Rainier Ave. S



Birdeye view looking down towards the site



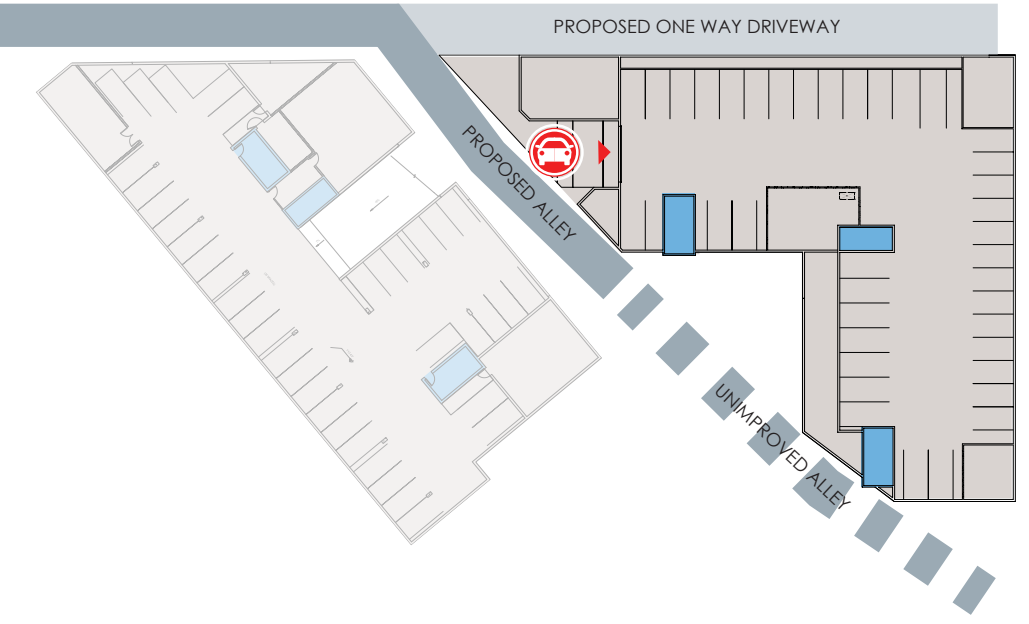
Looking southeast down Rainier Ave. S



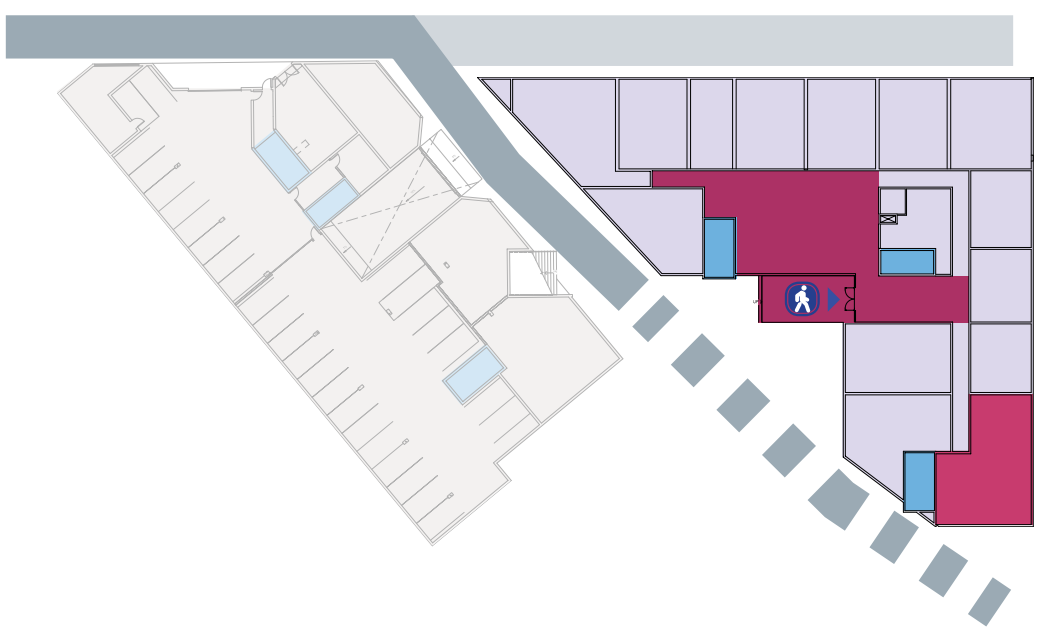
Birdeye view looking down towards the site



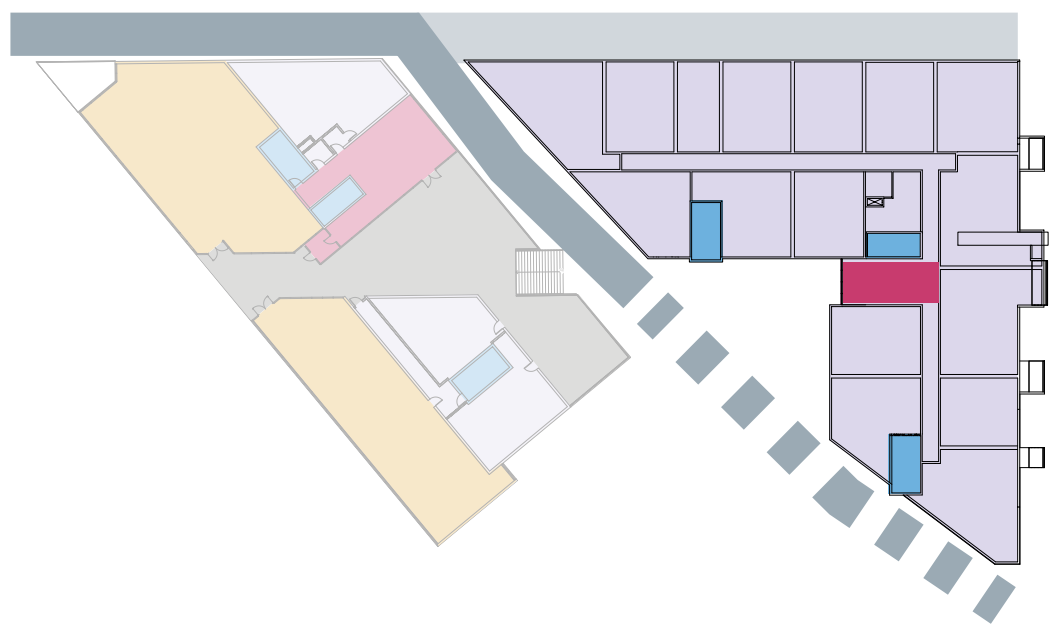
Looking northwest up Rainier Ave. S



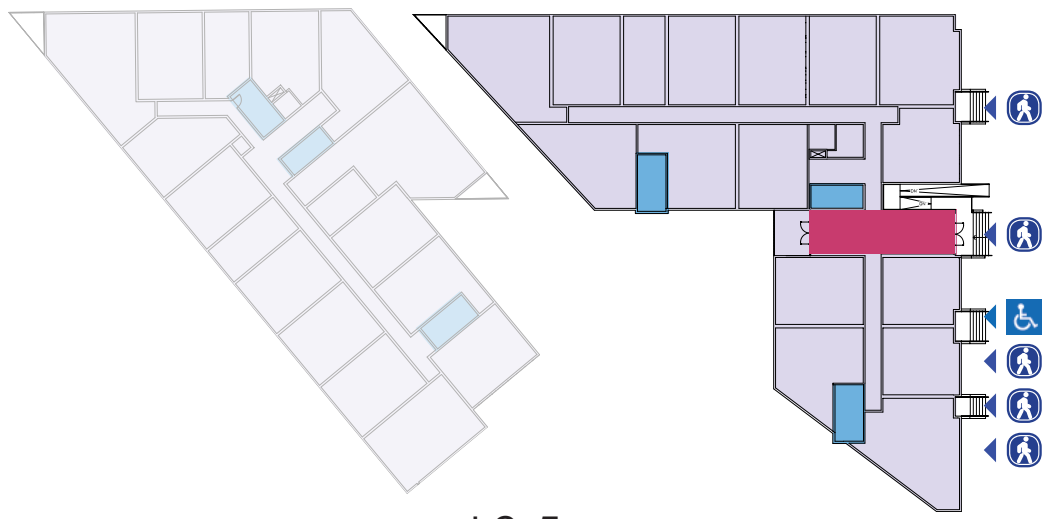
P2



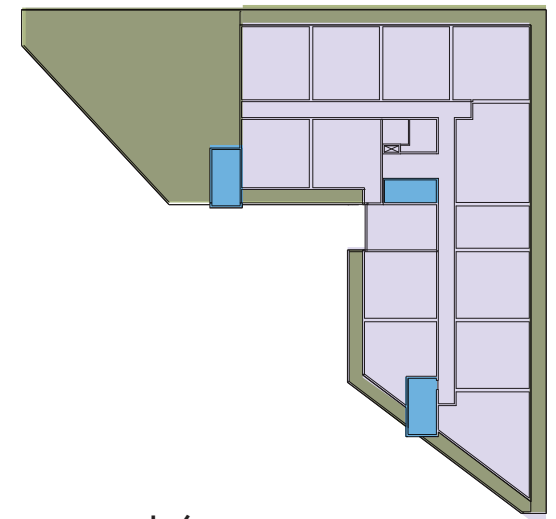
P1



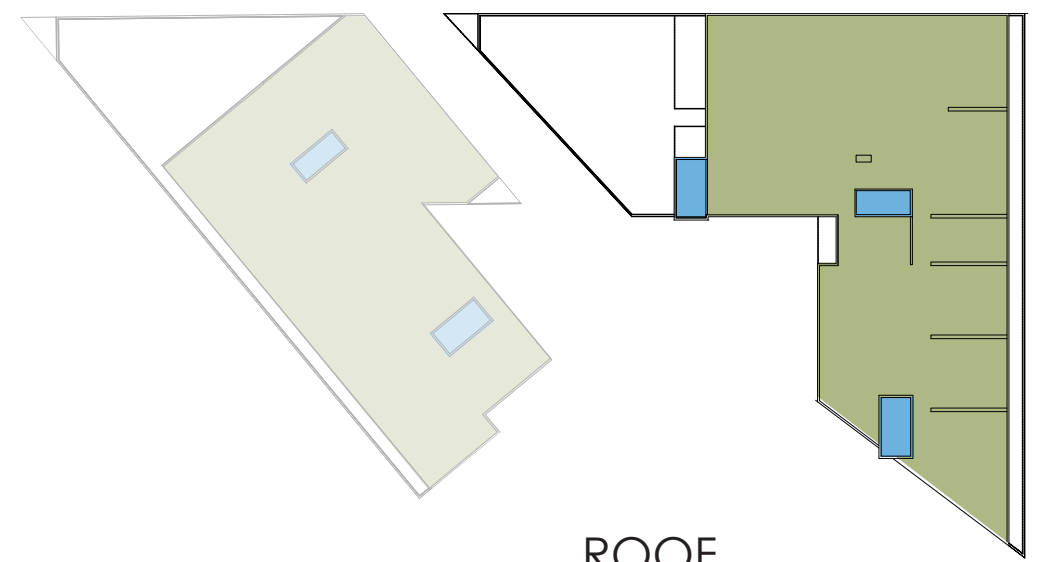
L1



L2-5

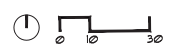


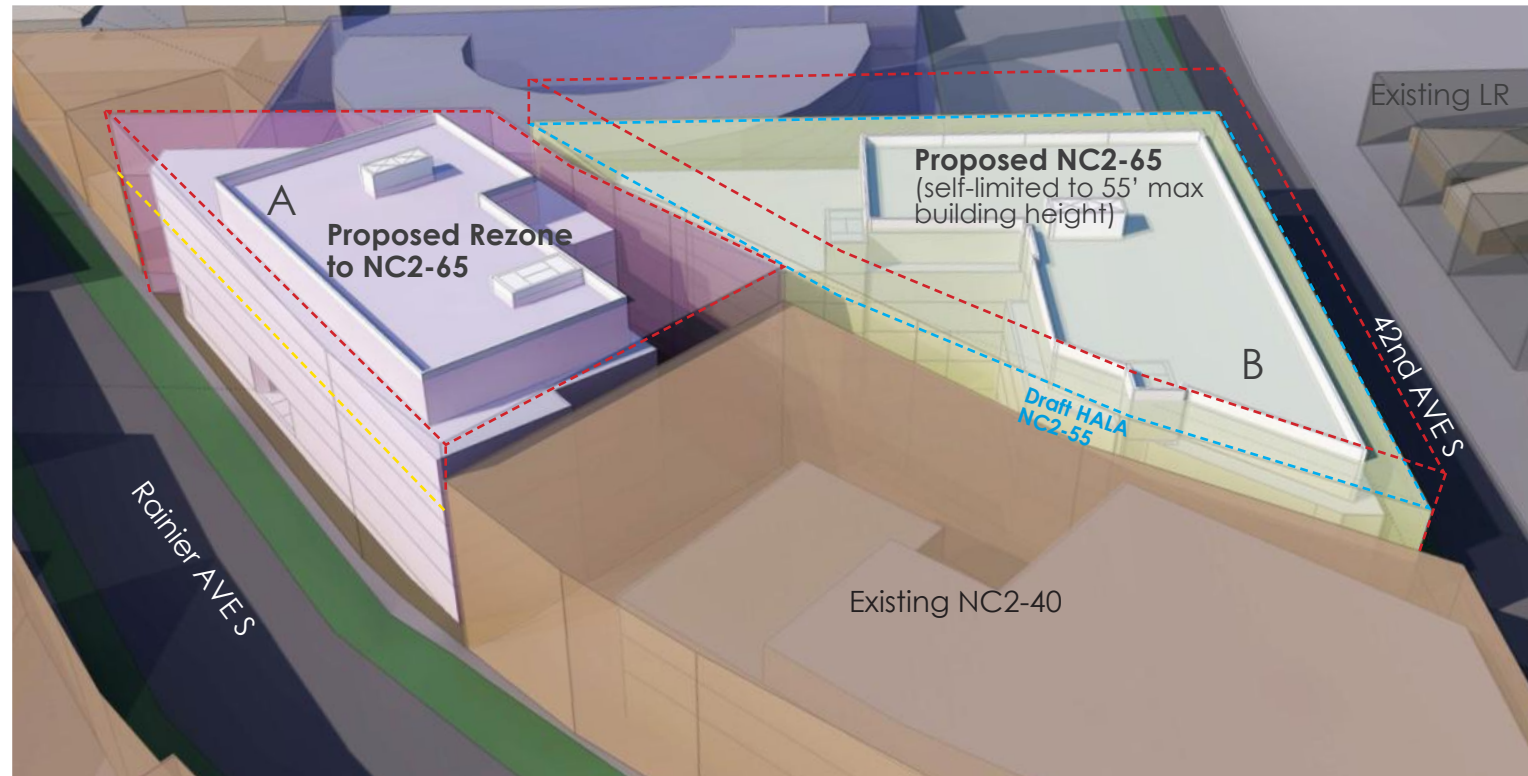
L6



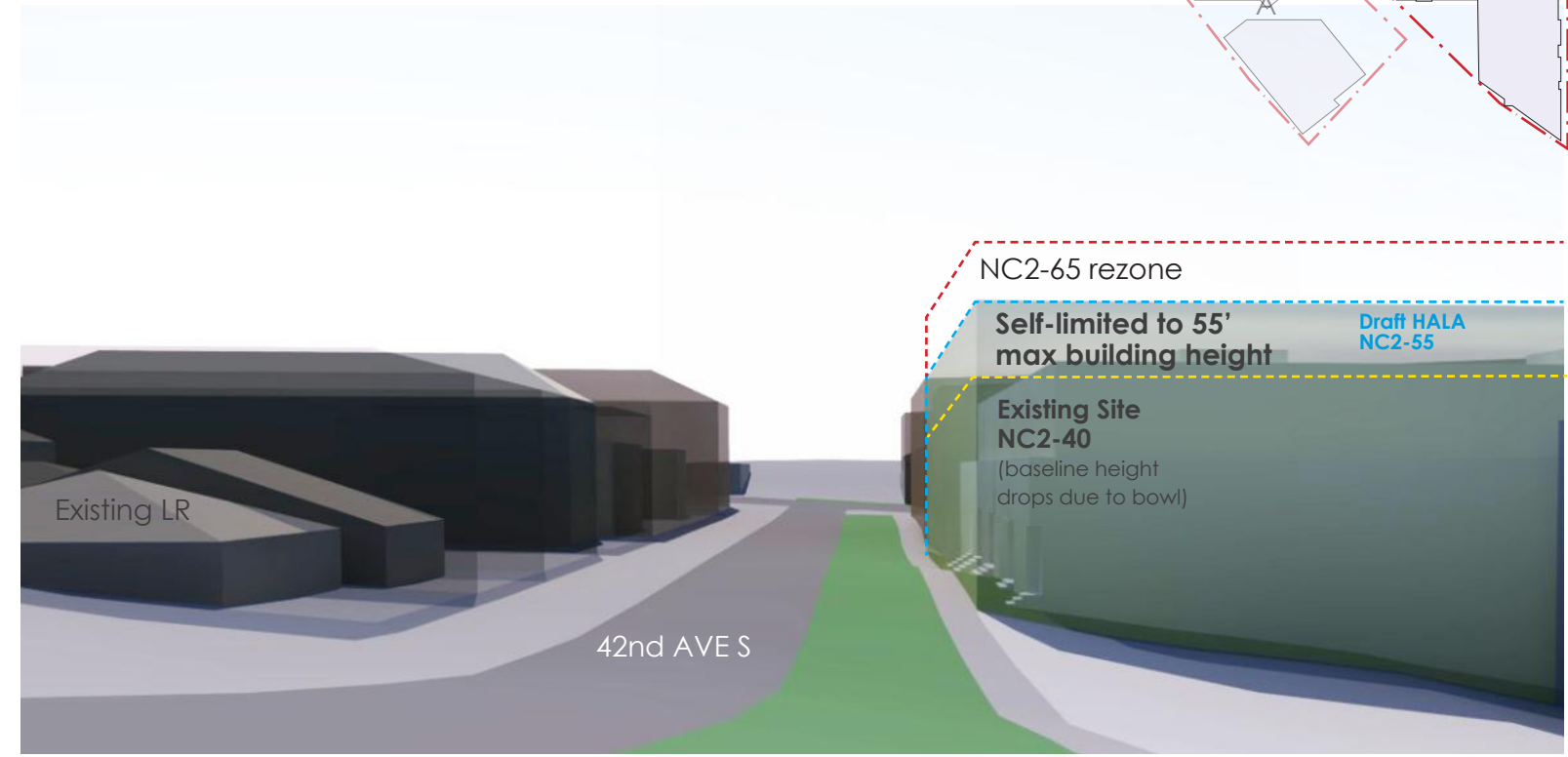
ROOF

Lobby
 Commercial
 Residential
 Green space
 Elevator & stair
 Parking

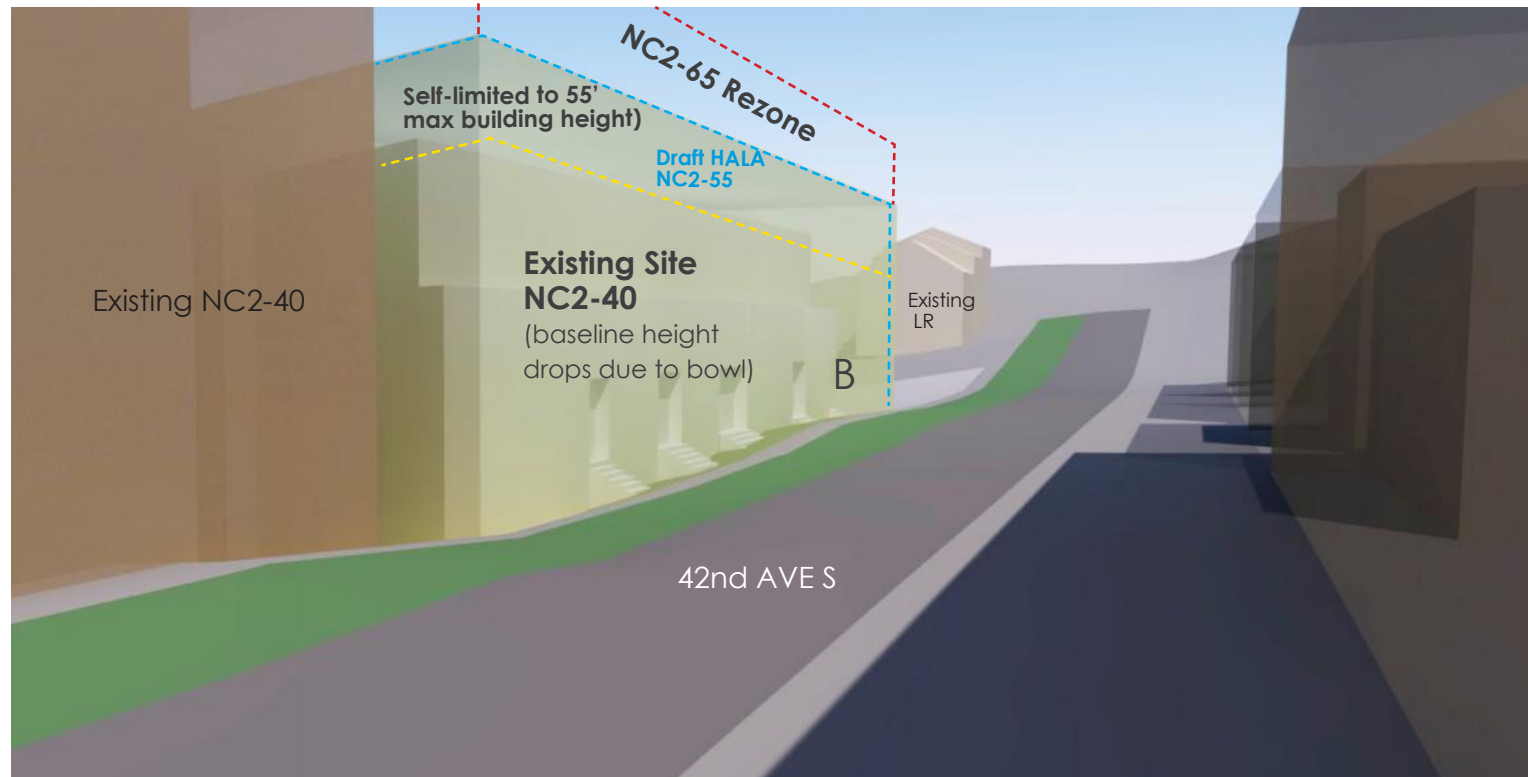




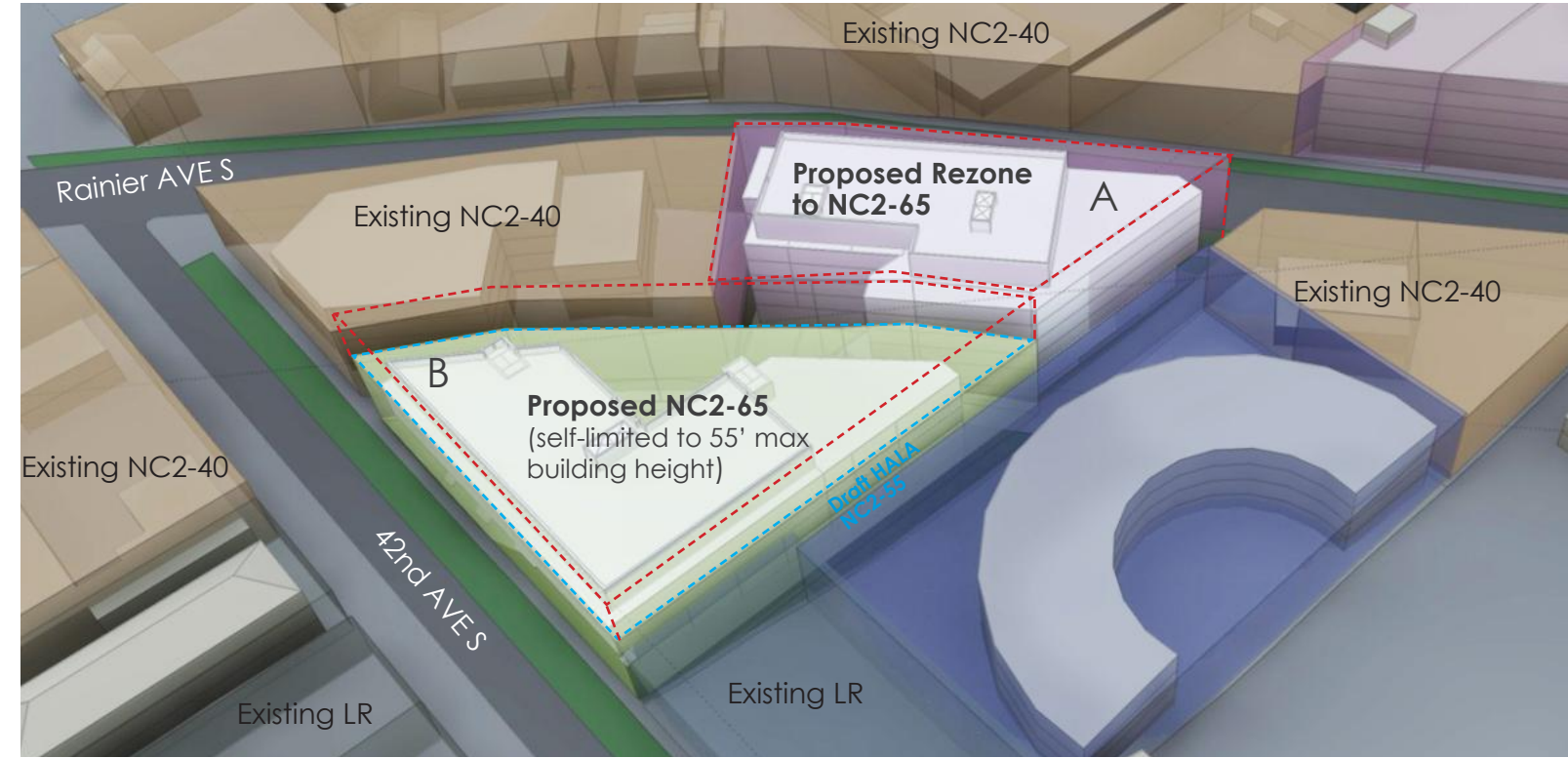
Bird's eye view looking down towards the site



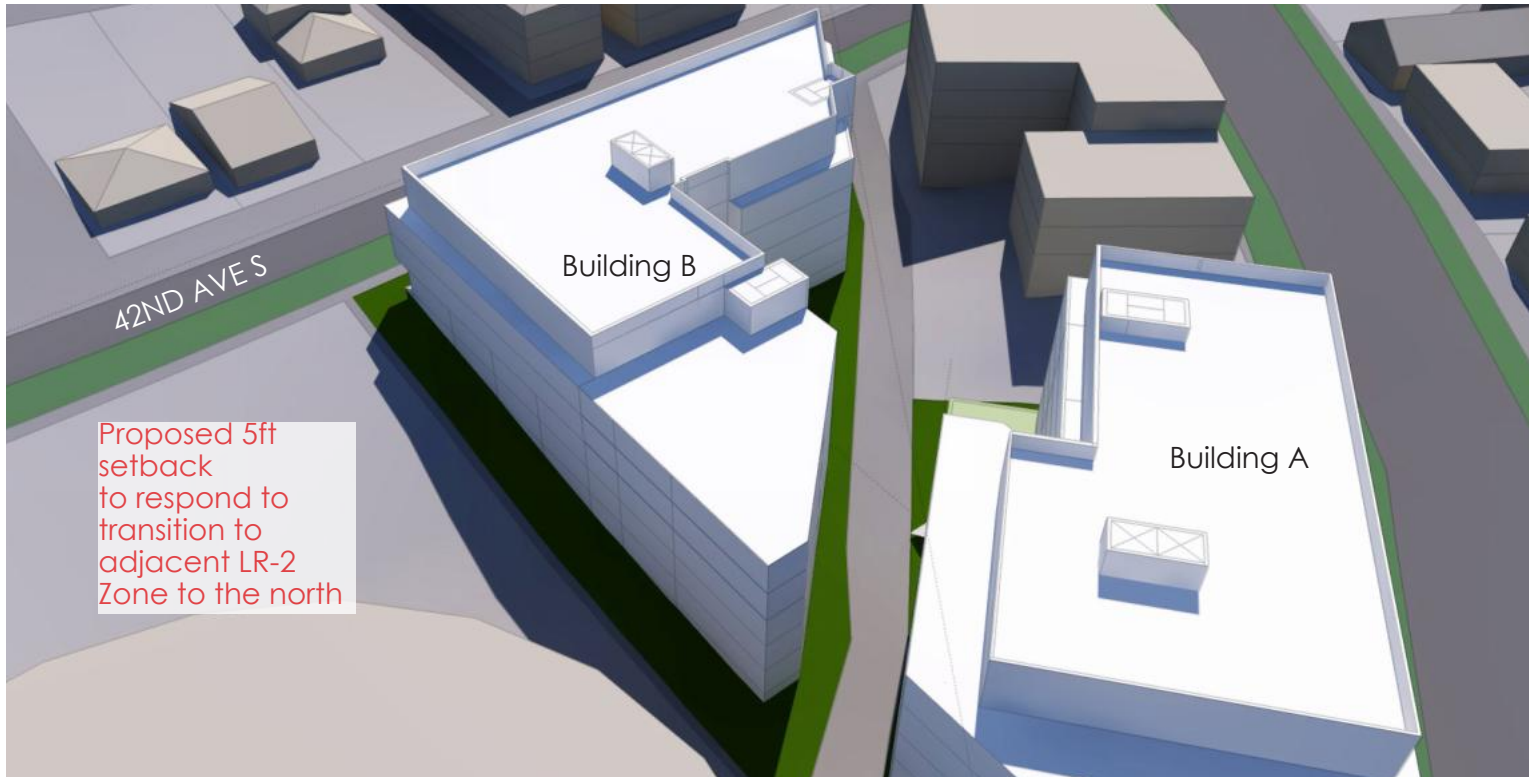
Looking south on 42nd Ave. S



Looking north on 42nd Ave. S



Bird's-eye from southeast



Bird's eye view looking down towards the site



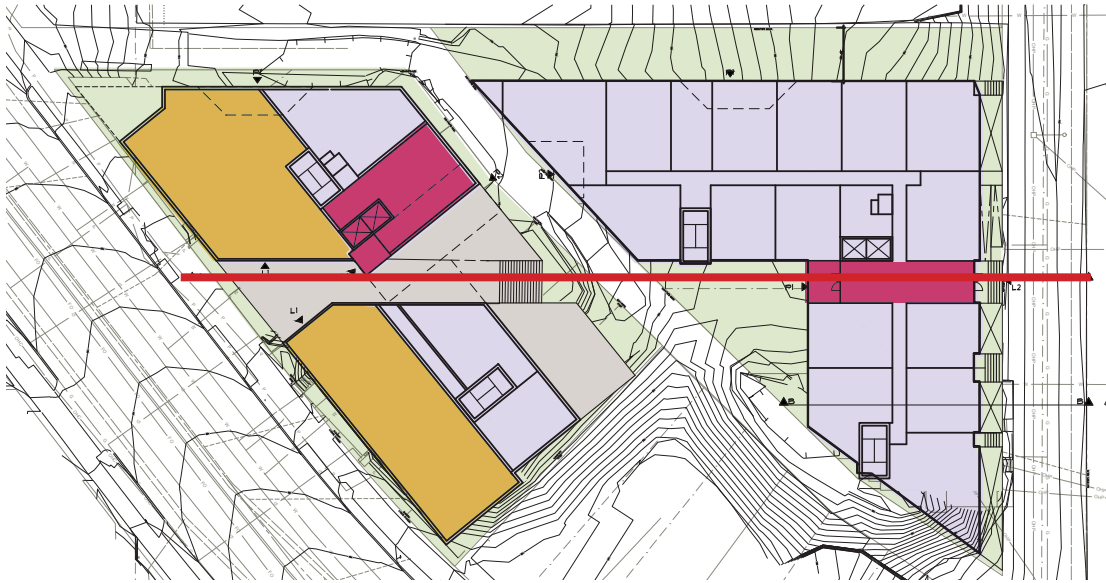
Looking north on 42nd Ave. S.



Looking north on 42nd Ave. S

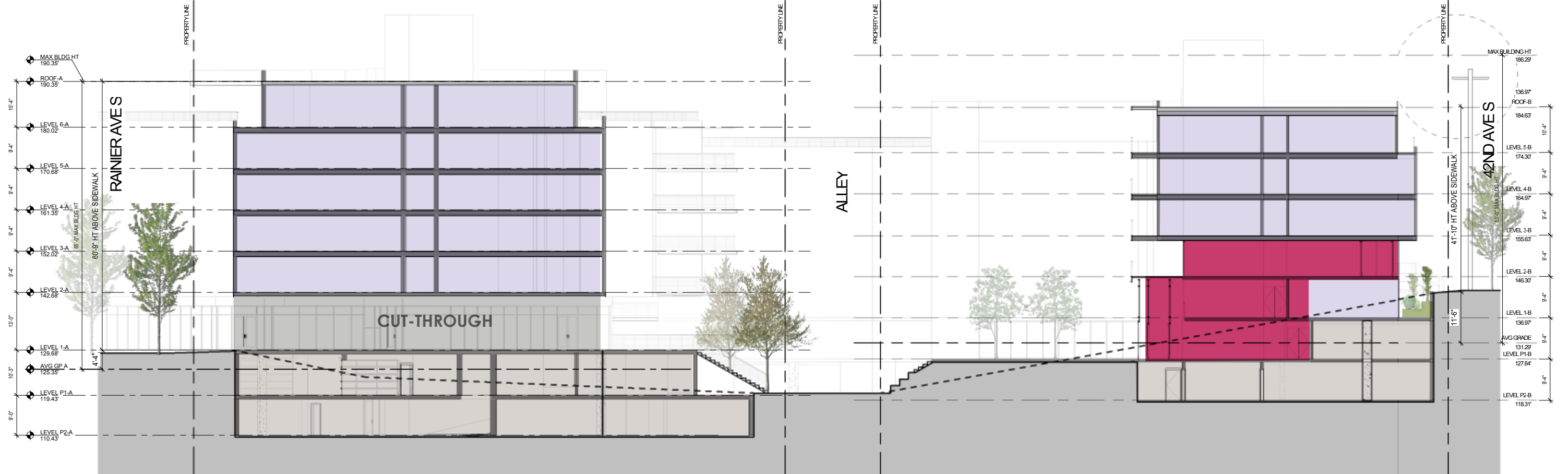


Looking south on 42nd Ave. S



SITE PLAN

- Legend
- Lobby
 - Commercial
 - Residential
 - Green space
 - Elevator & stair
 - Cut-through
 - Parking





COURTYARD SKETCH
LOOKING NORTH



BUILDING on SITE A
LOOKING NORTH

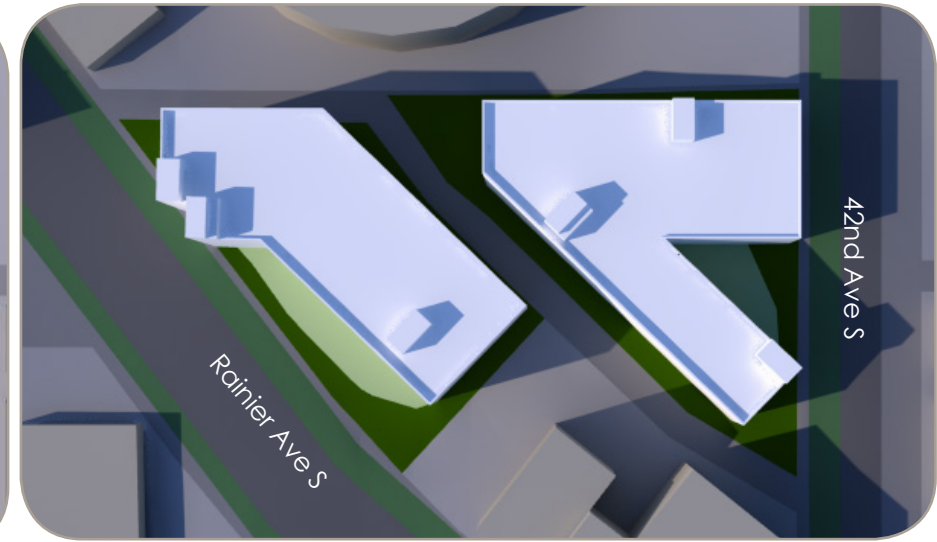
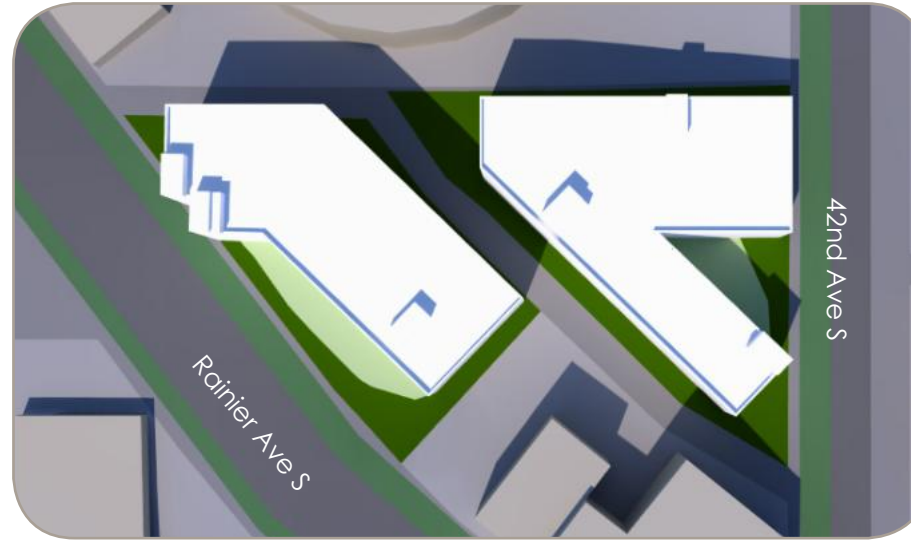
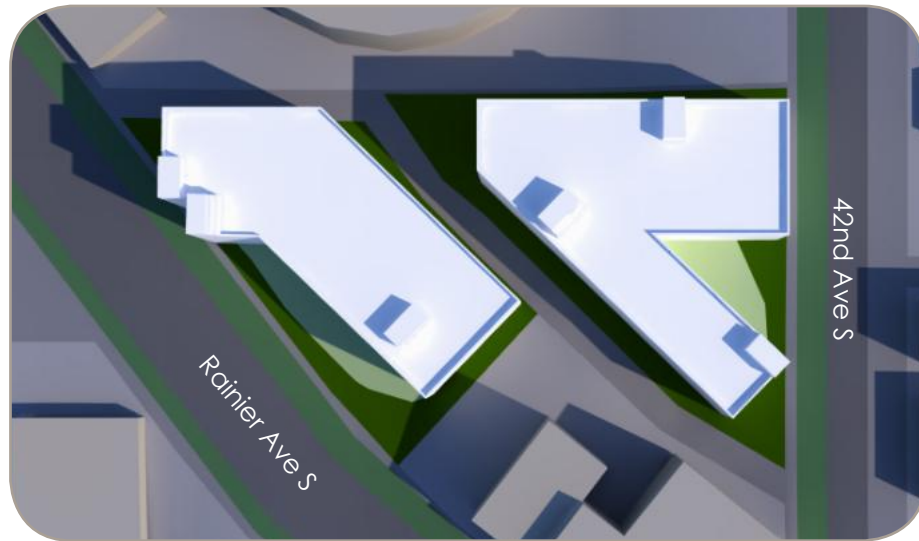


BUILDING on SITE B
LOOKING NORTH



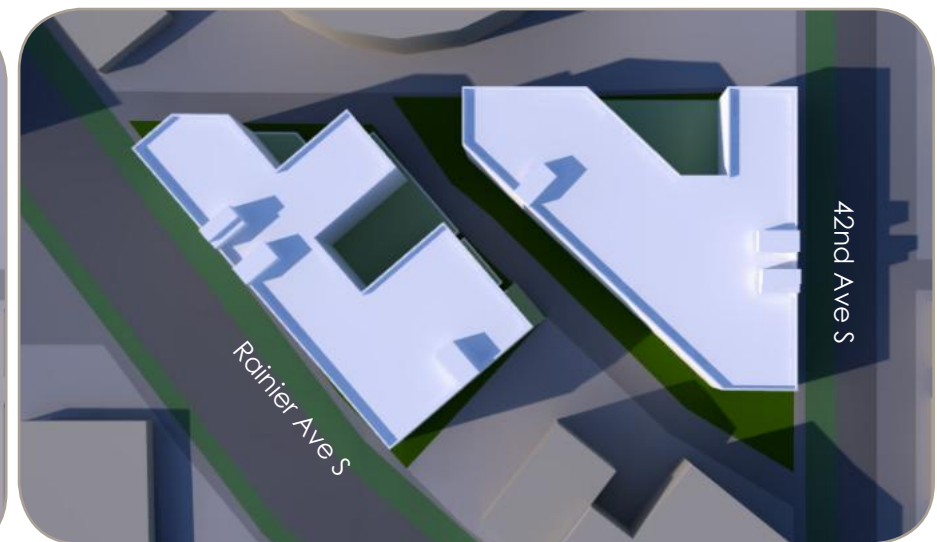
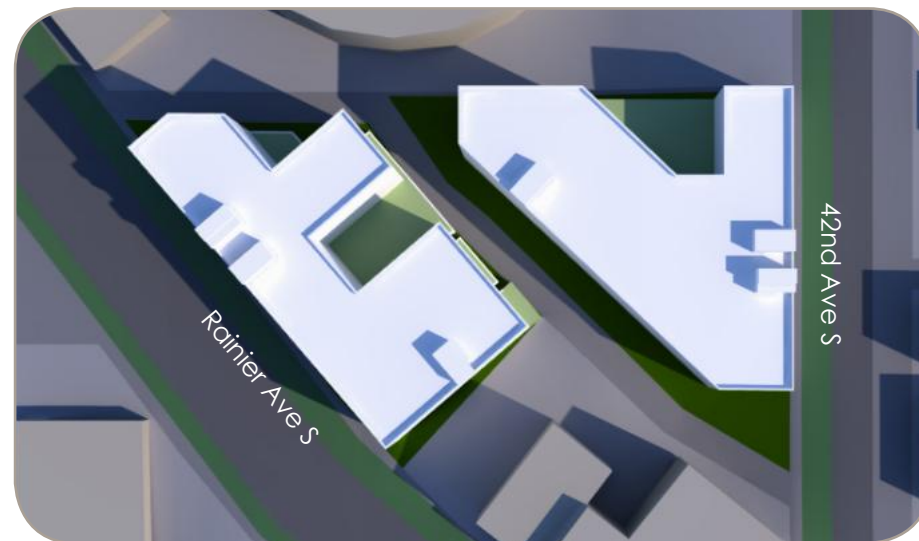
SCHEME

1



SCHEME

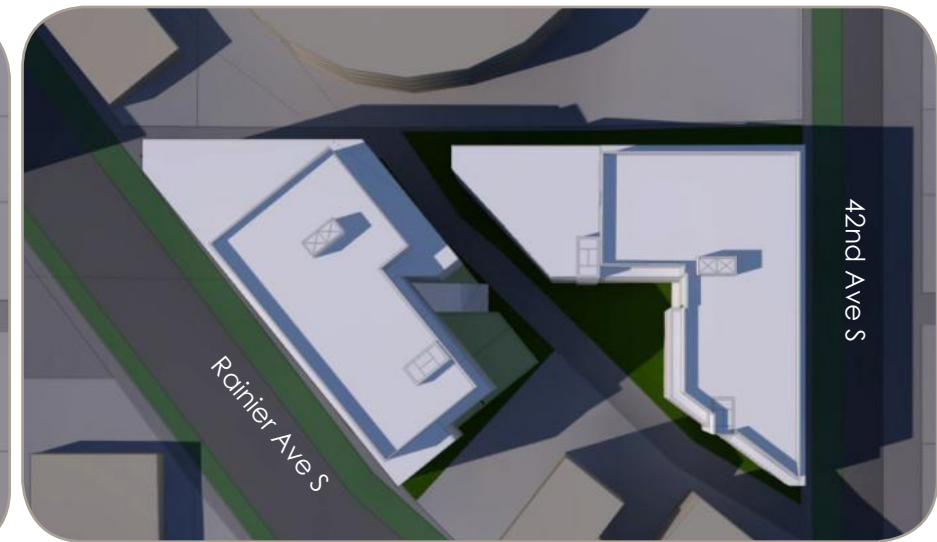
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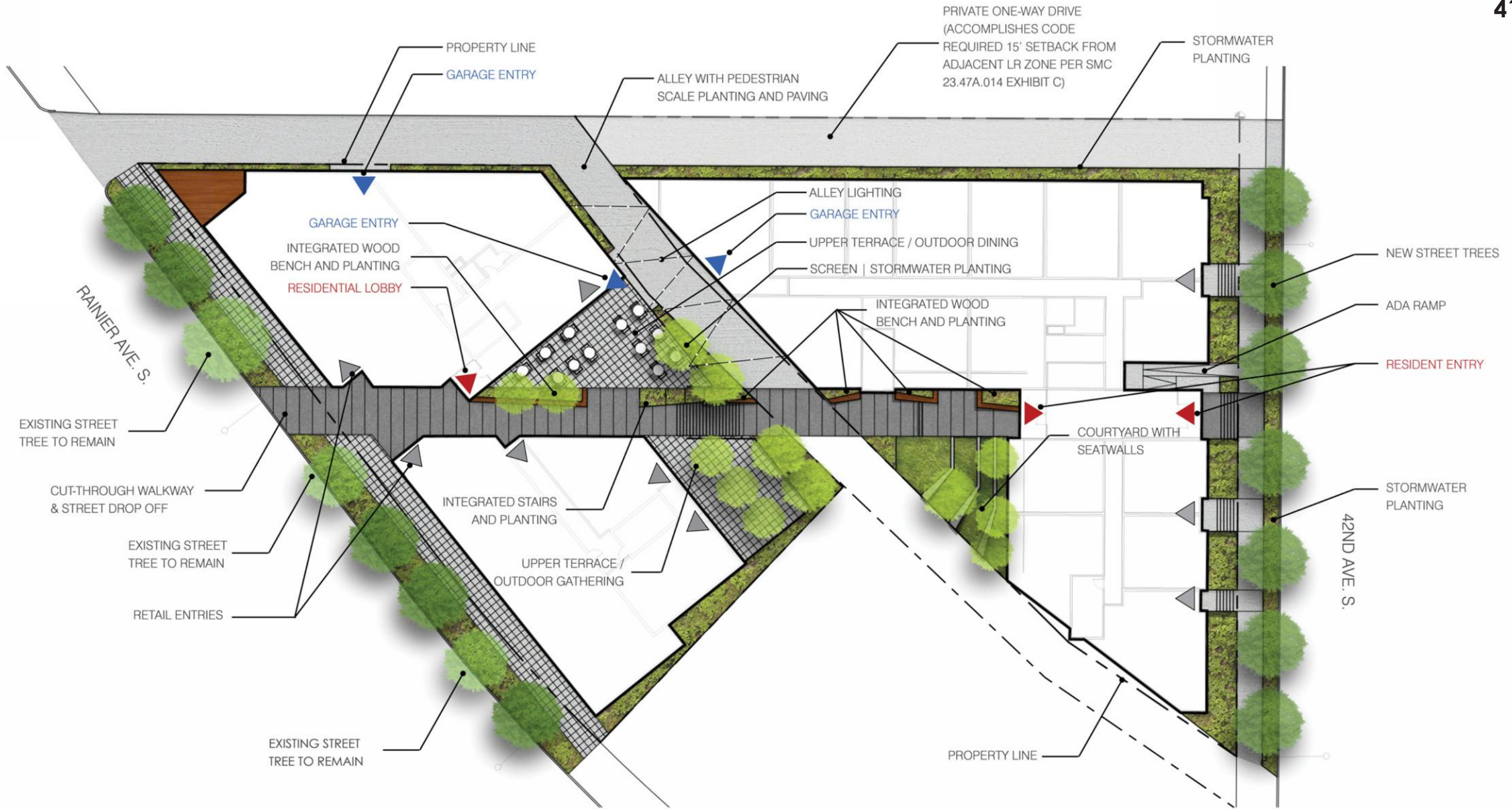


SCHEME

3

(preferred)





(showing Preferred Scheme 3)



SITE A - L1



PLANTING



A STORMWATER



B ENTRY | MIXED INDOOR/OUTDOOR



C COVERED PLANTING



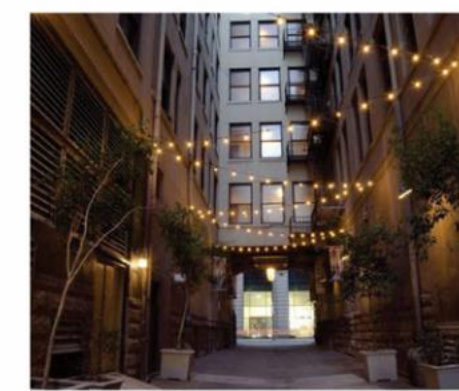
TERRACE | GATHERING SPACE D



E STAIRS | PLANTERS



F TERRACE | PRIVATE SEATING



G ALLEY | CUT THROUGH

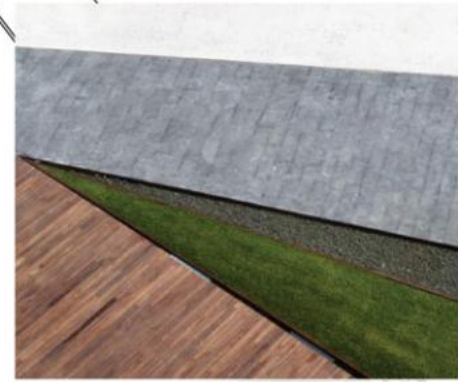


RAINIER AVE. S.

SITE B - L1



A PAVING



B WALKWAY | SEATING | PLANTING



C STAIRS | PLANTING | SEATING



D TERRACED SEATING | GATHERING SPACE



E STORMWATER



F STREET EDGE

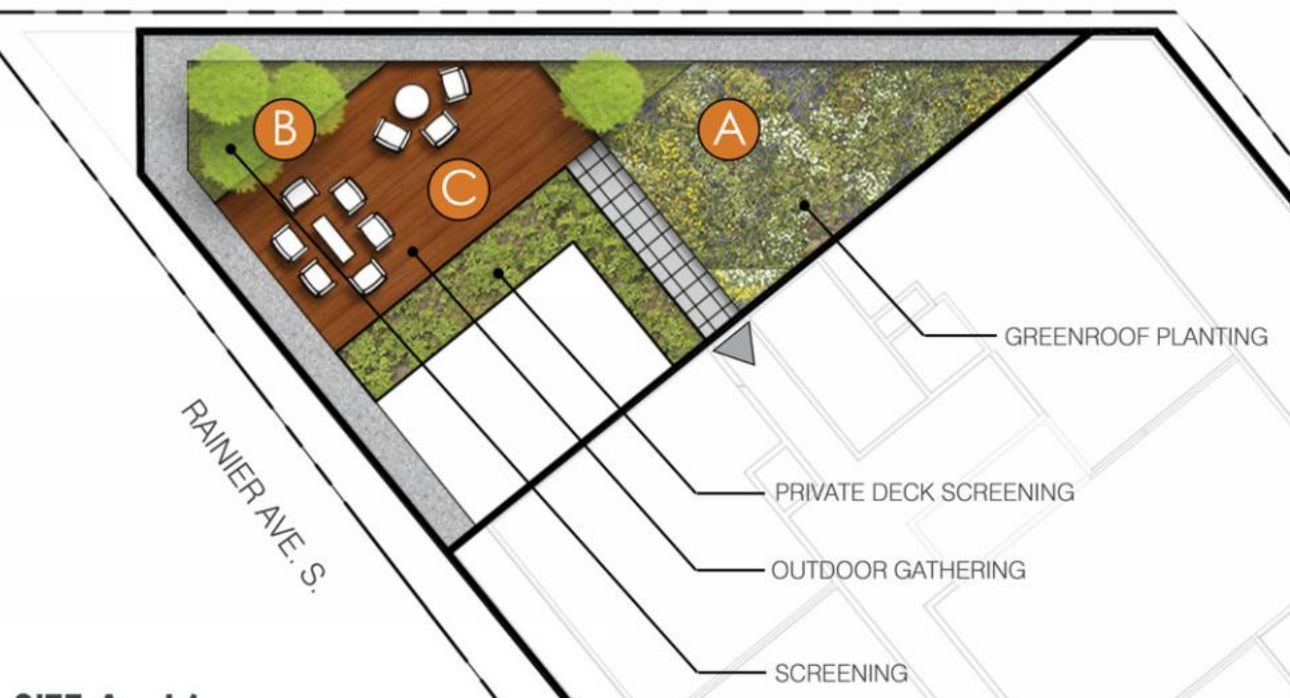


PLANTING

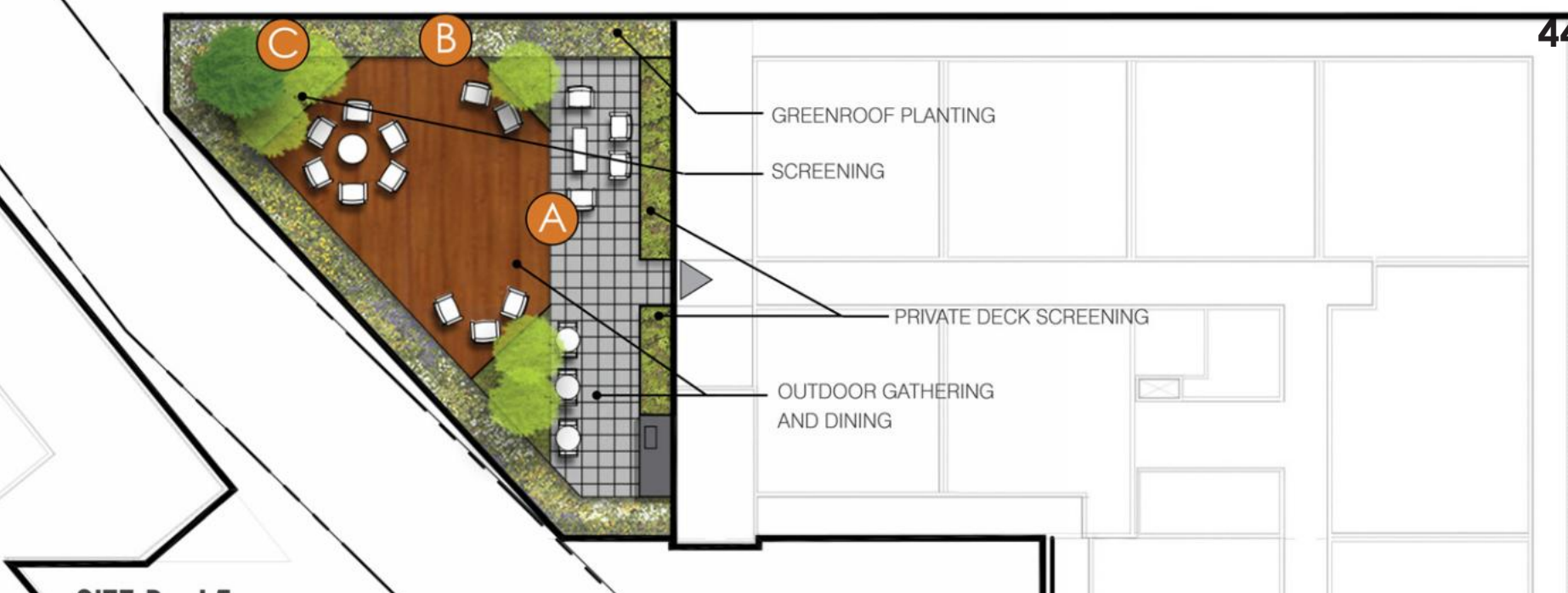


42ND AVE. S.





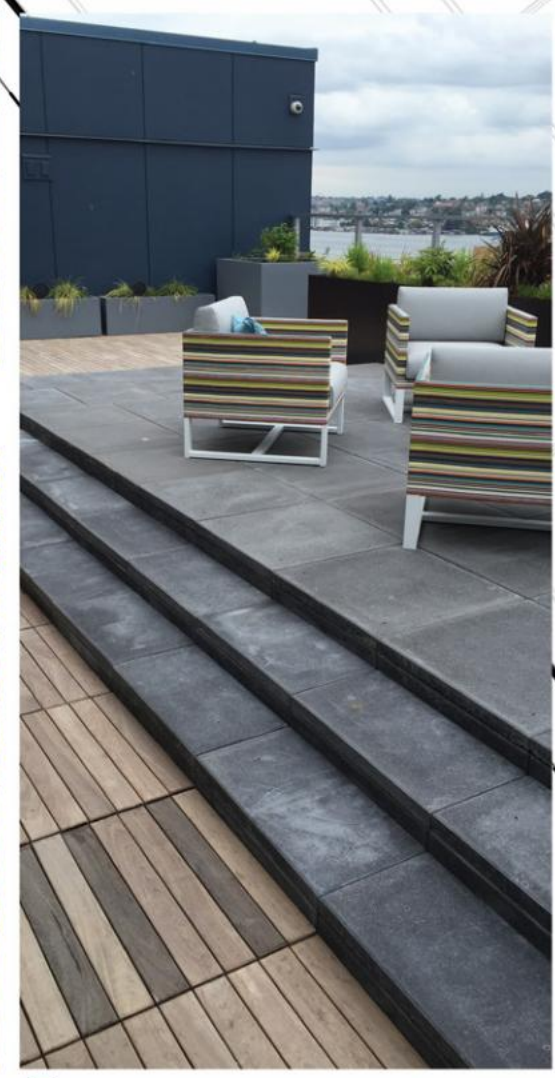
SITE A - L6



SITE B - L5



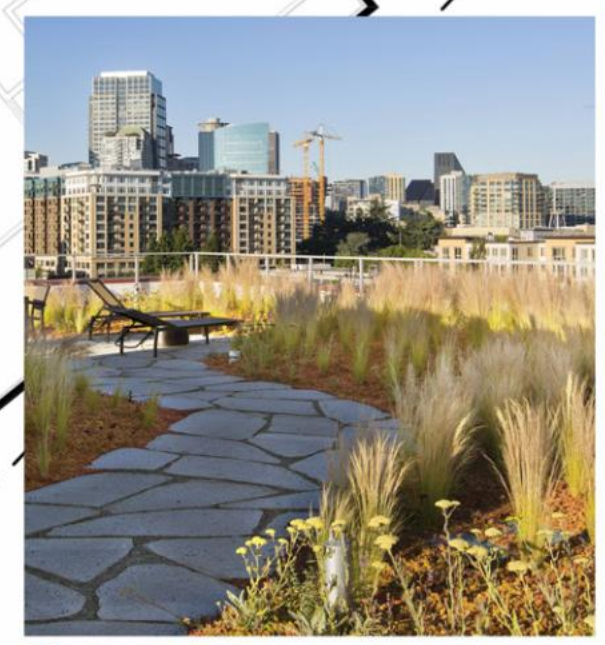
A GREENROOF



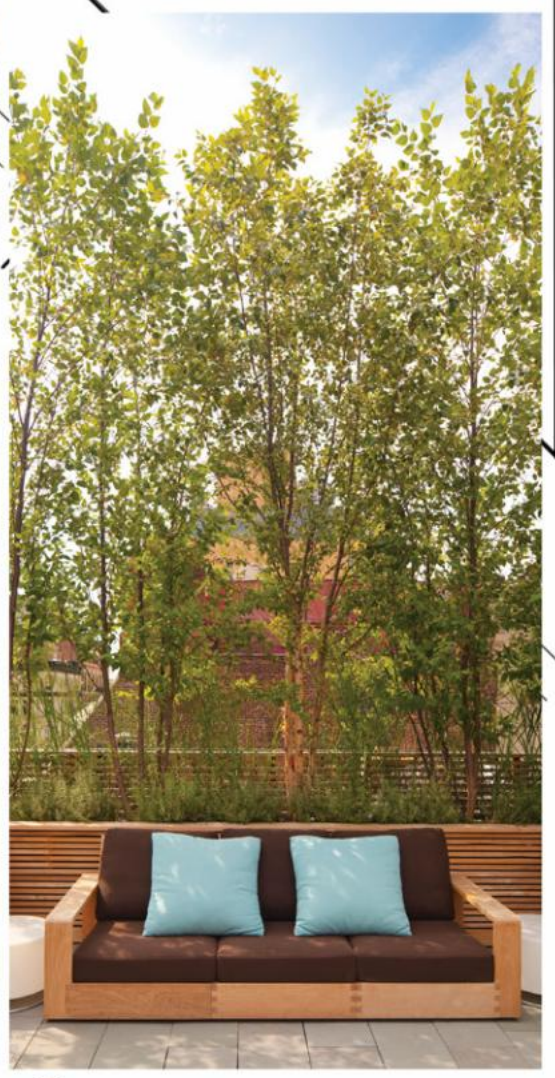
C SEATING | BBQ | VIEWS



A SEATING | BBQ



B GREENROOF



C SCREENING



COLUMBIA CITY & RAINIER VALLEY HISTORY

Electric Railway

In 1889, J.K. Edmiston began a two year effort to build an electric railway to attract people to the new town of 'Columbia.' The rail line went from downtown Seattle through the Rainier Valley along today's Rainier Ave. S. The line carried people from Seattle to Columbia City and lumber from Columbia City to Seattle. The lumber was desperately needed to rebuild Seattle after The Great Fire in 1889. A lumber mill was the first business in the area located at Rainier and Brandon. In addition to supplying lumber, the mill also powered the electric railway. In 1893 Columbia City was incorporated as an independent town, and in 1907 it was annexed to Seattle. In 1937, the streetcar stopped running; it was the largest employer in the Rainier Valley.

Wetmore Slough

In 1889 the area that is currently Columbia City and the Rainier Valley was heavily forested with old growth surrounded by marshland. A long inlet named Wetmore Slough stretched from the western shore of Lake Washington south and then west towards Columbia City. The 1/2 mile long Wetmore Slough ran through what is now Genesee Park. In 1895, ideas were percolating about cutting a canal from the mouth of the Duwamish River, through Beacon Hill just north of Spokane Street, east towards the Wetmore Slough, connecting to the western shore of Lake Washington. Following these failed attempts to make Columbia City a port city, in 1912, a wood-pile trestle began providing access across the mouth of the slough. With the cutting of the Ship Canal in 1917, Lake Washington was lowered by 9' thereby draining most of Wetmore Slough. The City of Seattle then acquired the slough and used it as a dump for many years before developing the land into Genesee Park.

In addition to the slough, a ravine and stream ran north from Hitt's Hill, behind the library, through what is now Columbia Park and towards Lake Washington. Today, the meandering path that runs through Columbia Park commemorates the stream. The long gone stream once had a seasonal salmon run.

Hitt Fireworks Company

In 1905, Thomas Gabriel Hill, a British emigre, settled in Columbia City with his family. There he opened Hitt Fireworks Company, located on what is now the 3.2 acre Hitt's Hill Park. Hitt and his family lived and worked on the hill, and their house was surrounded by English-style flower gardens tended to by Hitt's father-in-law. Hitt's Fireworks Company was an internationally known company, and throughout the years the best selling product was the 'Flashcracka.' In 1909, Hitt's fireworks opened the Alaska-Yukon-Pacific Exposition, and from 1918 - 1974 Hitt's did all the 4th of July fireworks displays for Seattle.

Seattle Street Grid - Wikipedia

"Most streets in Seattle run either north-south or east-west. However, this orientation does not prevail in one of the oldest and densest parts of the town, bounded by Elliott Bay to the west, Broadway to the east, Yesler Way to the south, and Denny Way to the north. That exceptional area includes all of the Downtown Central Business District (CBD), the northernmost part of the Pioneer Square neighborhood south of the CBD, First Hill east of the CBD, and Belltown and the Denny Regrade north of the CBD.

The grid is oriented 32 degrees west of north in the southern portion of that exceptional area, and 49 degrees west of north in the northern portion. The two portions are divided by a line that runs along Stewart Street (or its right-of-way) from Alaskan Way on the Central Waterfront east to 3rd Avenue, then along Olive Way from 3rd Avenue to 7th Avenue, and along Howell Street from 7th Avenue to Denny Way.

These three grid patterns (due north, 32 degrees west of north, and 49 degrees west of north) are the result of a disagreement between David Swinson "Doc" Maynard, whose land claim lay south of Yesler Way, and Arthur A. Denny and Carson D. Boren, whose land claims lay to the north (with Henry Yesler and his mill soon brought in between Denny and the others). Denny and Boren preferred that their streets follow the Elliott Bay shoreline, while Maynard favored a grid based on the cardinal directions for his (mostly flat, mostly wet) claim. All three were competing to have the downtown built on their land. Denny prevailed in what would become the central business district, but it was Maynard's grid that ended up being extended throughout the city and into all of King County (60 miles east to west). Several cities in King County, such as Renton, Kirkland, and North Bend, have their own naming system and grid in the center of town, but Maynard's Pioneer Square based grid officially covers the entire county."

Sources: historylink.org, rainiervalley.org, rainiervalleyhistory.org, psmhsinsidepassage.blogspot.com, clerk.seattle.gov, Wikipedia



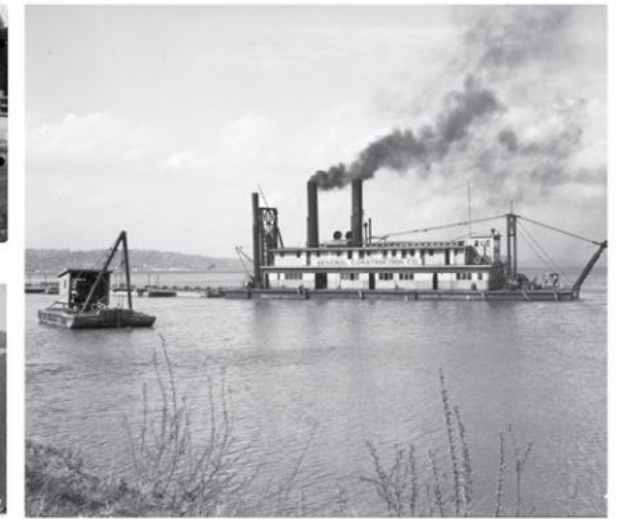
Wetmore Slough - 1894



Trestle Bridge over Slough - 1913



Wetmore Slough - 1920



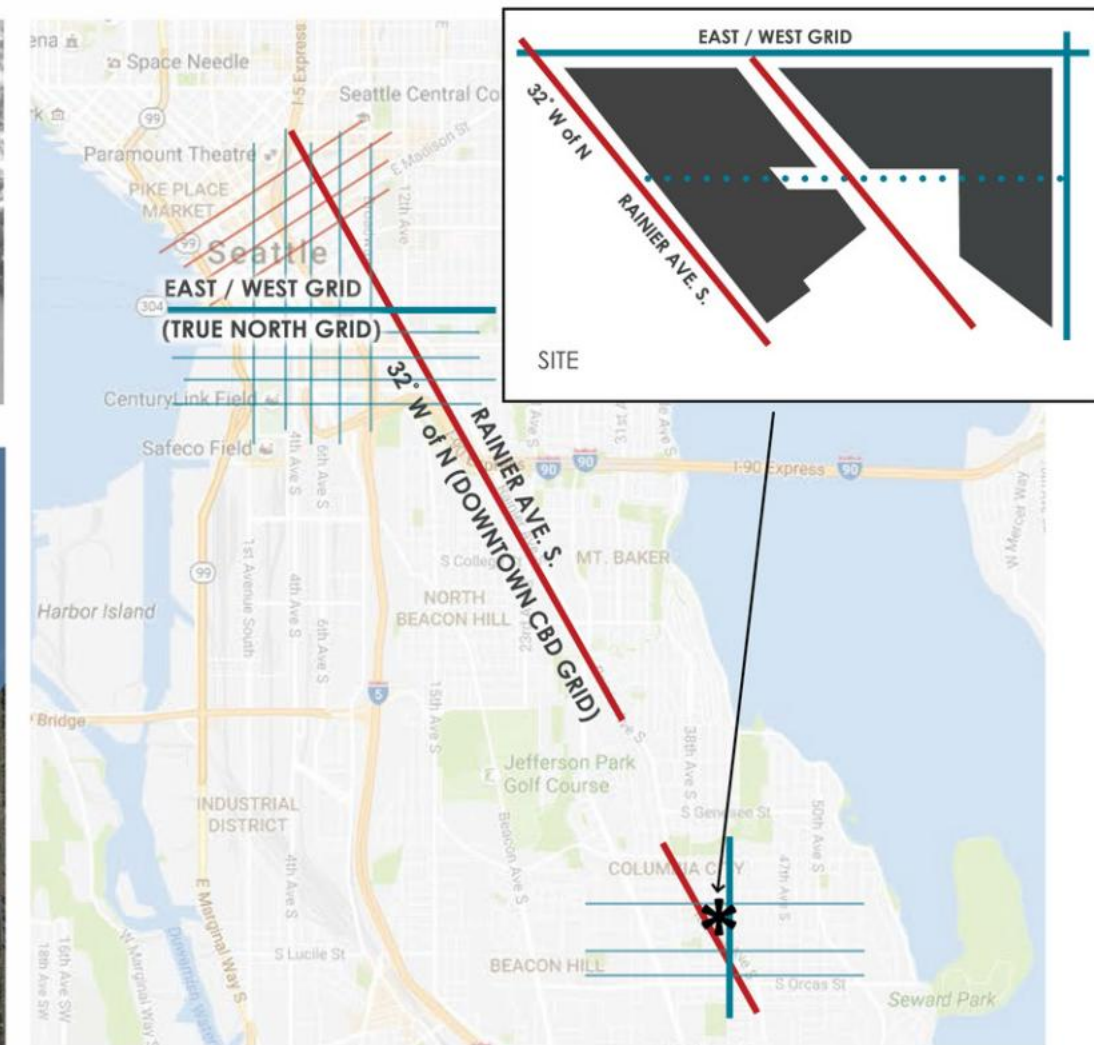
Wetmore Slough - 1937



Wetmore Slough - 1958



Wetmore Slough pre - 1916



Seattle's Grids and Cuts



ARTICULATED COLORS / MATERIALS



COMMUNAL COURTYARD



TACTILE MATERIALS



CREATIVE SITE DESIGN



VISIBLE SUSTAINABLE PRACTICES



FENESTRATION / MATERIAL PATTERNING



LIVABLE COMMUNAL SPACE



FENESTRATION / MATERIAL PATTERNING

