3333 RAINIER AVE SOUTH &
3340 CLAREMONT AVE SOUTH
EARLY DESIGN GUIDANCE

CHUBBY AND TUBBY WORKFORCE HOUSING
SEATTLE, WASHINGTON
3333 RAINIER AVE SOUTH &
3340 CLAREMONT AVE SOUTH
EARLY DESIGN GUIDANCE

PROJECT #: 3002211 / 3008738

CHUBBY AND TUBBY WORKFORCE HOUSING
SEATTLE, WASHINGTON
PROJECT TEAM

OWNER/DEVELOPER: SOUTHEAST EFFECTIVE DEVELOPMENT
5117 RAINER AVE. SOUTH
SEATTLE WA 98116
TEL: (206) 773 7333
CONTACT: EARL RICHARDSON

ARCHITECT: JOHNSON BRAUN DESIGN GROUP, INC.
15200 32ND AVE SOUTH, STE 200
SEATTLE, WA 98188
TEL: (206) 766 3500
FAX: (206) 766 3504
CONTACT: DIANA KEYS

CIVIL ENGINEER: BARGHAUSEN ENGINEERS
1910 72ND AVE SOUTH
KENT, WA 98032
TEL: (425) 531 6222
FAX: (425) 521 5762
CONTACT: PAT TAFTADO

CONTRACTOR: INTER-CITY CONTRACTORS, INC.
17425 65TH AVE NORTHWEST
KENMORE, WA 98028
TEL: (425) 466 6540
FAX: (425) 466 6556
CONTACT: GREG HERRING

PROJECT DATA

LAND USE PROJECT NO: 3002211 + 3008738
SITE ADDRESS: (PARCEL A) 3353 RAINER AVE SOUTH
(SEATTLE, WA 98108)
(PARCEL B) 3340 CLAREMOND AVE SOUTH
(SEATTLE, WA 98108)
DESIGN REVIEW: SOUTHEAST BOARD
LAND USE PLANNER: MARTI STAVE

DEVELOPMENT OBJECTIVES:

THE PROJECT DEVELOPMENT OBJECTIVE IS TO CREATE AN AFFORDABLE FOR-RENT WORKFORCE HOUSING AND MIXED-USE COMMERCIAL PROJECT. THE PROJECT SITE CONTAINS TWO DIFFERENT ZONING DESIGNATION AREAS SEPARATED BY AN ALLEY (C1-65 AND LEI). AS SUCH THE PROJECT DESIGN WILL BE DIVIDED INTO TWO SEPARATE
SCHOOLS AND SCALING. TARGET UNIT COUNTS ARE 55-55 FOR THE LARGE SCALE C-65 ZONE AND APPROX. 60-60 FOR THE LOWER SCALE LEI ZONE. 4 TO 5,000 SF OF COMMERCIAL FRONTAGE ON RAINER AVENUE SOUTH IS DESIRED. ALTHOUGH PARKING REQUIREMENTS IN THE COMMERCIAL ZONE IS WAIVED IN THE STATION OVERLAY DISTRICT. APPROX. 50-60 STALLS ARE DESIRED FOR RESIDENTIAL AND COMMERCIAL USES. THE GOAL OF THE PROJECT IS NOT TO DEVELOP TO THE MARKETING ALLOWABLE DENSITY; RATHER TO DEVELOP AN EFFICIENT DESIGN SCHEME THAT BALANCES BOTH CONSTRUCTION COSTS AND TARGET UNIT GOALS.
CHUBBY AND TUBBY WORKFORCE HOUSING
SEATTLE, WASHINGTON

SOUTHWALDEN STREET-LOOKING NORTH

SITE

OPPOSITE

SOUTHWALDEN STREET-LOOKING NORTH
FEASIBILITY STUDY - ALTERNATE 2 'L' SCHEME W/ CORNER PLAZA
DESIGN ALTERNATE 2:

- 4-story detached building around large sw garden
- Four stories of residential over commercial
- South facing roof terrace
- 3 apartment buildings facing S. Walden St. with alley parking

DESIGN ALTERNATE 2 PROS:

- Provides good street and commercial frontage on Rainier Ave S.
- Corner plaza at intersection of Rainier Ave S. and S. Walden St. for residents, lobby and commercial lobby.
- Large courtyard with full south sun exposure.
- Roof terrace has good solar exposure and provides for a lower greenscape at corner plaza.
- More dense development on site meets target unit count goals.

DESIGN ALTERNATE 2 CONS:

- Less efficient building layout with additional story necessary to meet development goals.
- North wing of 5-6 story building is setback 1/2 from property line. Future development on adjacent property would impact desirability of units.
- South facing courtyard is open to parking garage driveway S. and S. Walden St. exposed to street noise and lack of privacy.
- Does not hold street frontage on S. Walden St.

REQUESTED DEPARTURES:

- Landscape and screening standards (43.47A.3.6)

- Surface parking abutting or across an alley from a lot in a residential zone must have 55(5) foot high screening along the abutting use line and a five (5) foot deep landscaped area behind the screening. "Departure request to allow surface parking off alley." - Parking requirement waived in station overlay district. However, surface parking off alley allows for convenience, commercial, parking garage can be secured for residents and will lessen the demand on street parking.
SCHEMATIC S. WALDEN STREET ELEVATION

SCHEMATIC RAINIER AVENUE SOUTH ELEVATION
PROJECT TEAM

OWNER/DEVELOPER: SOUTHEAST EFFECTIVE DEVELOPMENT
5117 RAINIER AVE. SOUTH
SEATTLE WA 98116
TEL: (206) 773 7333
CONTACT: EARL RICHARDSON

ARCHITECT: JOHNSON BRAND DESIGN GROUP, INC.
15200 22ND AVE SOUTH, STE 200
SEATTLE, WA 98188
TEL: (206) 766 4000
FAX: (206) 766 5060
CONTACT: DIANA KEYS

CIVIL ENGINEER: BAGHAUDEEN ENGINEERS
1317 S 72ND AVE SOUTH
KENT, WA 98032
TEL: (425) 351 6222
FAX: (425) 291 5762
CONTACT: PAT TAITANO

CONTRACTOR: INTER-CITY CONTRACTORS, INC.
17425 63TH AVE NORTHEAST
KENMORE, WA 98028
TEL: (425) 484 5560
FAX: (425) 484 5566
CONTACT: GREG HERRING

PROJECT DATA

LAND USE PROJECT NO.: 3002211 + 5002738
SITE ADDRESS: (PARCEL A) 3333 RAINIER AVE SOUTH
SEATTLE, WA 98144
(PARCEL B) 3340 CLAREMONT AVE SOUTH
SEATTLE, WA 98144
DESIGN REVIEW: SOUTHEAST BOARD
LAND USE PLANNER: MARTI STAVE

DEVELOPMENT OBJECTIVES:

The project development objective is to create an affordable, rent
workforce housing and mixed-use commercial project. The project site
contains two different zoning designations; one, separated by an alley ct-45
and lsi, as such the project design will be divided into two separate
schemes and scales. Target unit counts are 55 for the larger scale
c-45 zone and approx. 14 units for the lower scale lsi zone. 4000 sf
of commercial amongst on Rainer Avenue South is desired. Although
parking requirements in the commercial zone is waved in the station
overly district, approx. 50 stalls are desired for residential and
commercial uses. The goal of the project is not to develop to the
maximum allowable density, but rather develop an efficient design
scheme that balances both construction costs and target unit goals.

CHUBBY AND TUBBY WORKFORCE HOUSING
SEATTLE, WASHINGTON

SOUTHEAST EFFECTIVE DEVELOPMENT
MARCH 11, 2008
CHUBBY AND TUBBY WORKFORCE HOUSING
SEATTLE, WASHINGTON
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SEATTLE, WASHINGTON

SITE ANALYSIS

LEGEND
- LIGHT TRAFFIC
- MEDIUM TRAFFIC
- HEAVY TRAFFIC
- PEDESTRIAN ROUTE
- TERRITORIAL VIEW
- MAIN ENTRY

SOUTH SEATTLE DEVELOPMENT
MARCH 11, 2008

DESIGN REVIEW GUIDELINES FOR MULTI-FAMILY AND COMMERCIAL BUILDINGS

A. SITE PLANNING
   A-1 Responding to Site Characteristics
   A-2 Site Access
   A-3 Orientation to the Street
   A-4 Human Activity
   A-5 Respect for Adjacent Sites
   A-6 Transition between Residence and Street
   A-7 Residential Open Space
   A-8 Parking and Vehicle Access
   A-9 Location of Parking on Commercial Street Fronts
   A-10 Corner Lots

B. HEIGHT, CAR, AND SCALE
   B-1 Height, Mix, and Scale

C. ARCHITECTURAL CONCEPT
   C-1 Architectural Concept and Consistency
   C-2 Human Scale
   C-3 Exterior Finish Material
   C-4 Structural Parking Entrances

D. PEDESTRIAN ENVIRONMENT
   D-1 Pedestrian Open Spaces and Entrances
   D-2 Blank Walls
   D-3 Retaining Walls
   D-4 Design of Parking Lots Near Sidewalk
   D-5 Visual Impacts of Parking Structures
   D-6 Screening of Clamped, Utilities, and Service Areas
   D-7 Pedestrian Safety and Security
   D-8 Treatment of Alleys
   D-9 Commercial Disclosure
   D-10 Commercial Lighting
   D-11 Commercial Transparency
   D-12 Residential Entrances and Transitions

E. LANDSCAPING
   E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
   E-2 Landscaping to Enhance the Building and/or Site
   E-3 Landscape Design to Address Special Site Conditions
FEASIBILITY STUDY - ALTERNATE 1 "U" SCHEME
FEASIBILITY STUDY - ALTERNATE 2 'L' SCHEME W/ CORNER PLAZA

CHUBBY AND TUBBY WORKFORCE HOUSING
SEATTLE, WASHINGTON
DESIGN ALTERNATE 2:

1. 444'-5" TERRACE BUILDING AROUND LARGE 55' DEEP COURT. FOUR STORIES OF RESIDENTIAL OVER COMMERCIAL
   FRONTAGE. SOUTH FACING ROOF TERRACE.
2. 2 APARTMENT BUILDINGS FACING S. WALDEN ST. WITH ALLEY
   PARKING.

DESIGN ALTERNATE 2 PROS:

- Provides good street and commercial frontage on Rainier Avenue.
- Corner plaza at intersection of Rainier Ave South and S. Walden St. for residential lobby and commercial losses.
- Large courtyard with full south solar exposure.
- Roof terrace has good solar exposure and provides for a lower height-scape at corner plaza.
- More dense development on site 1 site meets target unit count goals.

DESIGN ALTERNATE 2 CONS:

- Less efficient building layout with additional story necessary to meet development goals.
- North wing of 51-65 building is setback 1/2 from property line. Future development on adjacent property would impact designability of units.
- South facing courtyard is open to parking garage.
- Way to street is exposed to street noise and loss privacy.
- Does not meet street frontage on S. Walden St.

REQUESTED DEPARTURES:

- Landscape and screening standards (LB 47A:3.46)
- Surface parking abutting or across an alley from a lot in a residential zone must have 15' (5 foot high) screening along the abutting line, 15 feet wide and a five (5) foot deep landscaped area. The screening. "departure request to allow surface parking off alley."
- Parking requirements waived in station overlay district. However, surface parking off alley allows for convenient commercial parking. Garage can be secured for residents and will lessen the demand on street parking.
FEASIBILITY STUDY - PREFERRED ALTERNATE 'L' SCHEME W/ CORNER PLAZA
PREFERRED DESIGN ALTERNATE 3:
- PL. 3 DATA: 5 STORY BUILDING AButting LARGE PARKING COURTYARD. FOUR STORIES OF RESIDENTIAL OVER COMMERCIAL FRONTAGE. SOUTH FACING ROOF TERRACE.
- LS: GROUND RELATED HOUSING WITH ENTRIES FACING ON SOFTWARE 4 CLAREMONT. ALLEY ACCESS TO SURFACE PARKING.

DESIGN ALTERNATE 3 PROs:
- PROVIDES GOOD STREET FRONTAGE ON RAINEW AVE. WEST 5. 9. WALDEN ST. AND CLAREMONT AVE. SOUTH.
- CORNER PLAZA AT INTERSECTION OF RAINEW AVE. SOUTH AND S. WALDEN ST. FOR RESIDENTIAL LOBBY AND COMMERCIAL USE.
- LARGE LANDSCAPED COURTYARD, MINIMUM 40-FOOT DEEP AROUND STREET.
- ROOF TERRACE HAS SOUTH EXPOSURE AND PROVIDES FOR A LOWER MEDITATION AND ADDITIONAL COURT EXPOSURE AT COURTYARD.
- FUTURE DEVELOPMENT ON ADJACENT PARCELS DOES NOT IMPACT DESIRABILITY OF UNITS.
- GROUND RELATED HOUSING ON LS SITE COMPLIANT WITH ADJACENT SINGLE FAMILY HOME.

DESIGN ALTERNATE 3 CONS:
- LESS EFFICIENT LIVING LAYOUT WITH ADDITIONAL STORY NEEDED TO MEET DEVELOPMENT GOALS.
- COURTYARD DOES NOT HAVE FULL SOUTH EXPOSURE.

REQUESTED DEPARTURES:
- STREET LEVEL USES (RES. 444; COMM. 444; 1.2-D. 4-3 ZONE)
- PARKING, NON-BASEMENT, INCREASED OR UTILITIES MAY NOT BE ABUT A STREET LEVEL. STREET FACING INCLUDES A PLAN ENVIRONMENT THAT CONTAINS MORE THAN ONE RESIDENTIAL LIVING UNIT. **DEPARTURE REQUEST FOR UTILITIES USES ABOVE S. WALDEN STREET NEAR ALLEY INTERSECTION.
- INCREASED PROVISION OF Anti-WIND STREET STREET IS NOT CONSUMER TO COMMERCIAL OR RESIDENTIAL FRONTAGE.
- ESC. 38 ADDITION PARKING LOCATION AND ACCESS (LS. 0.2 ZONE)
- ACCESS TO PARKING MUST BE FROM THE ALLEY OR THE LOT ABOVE AN ALLEY IMPROVED TO THE STANDARDS OF SECTION 23.35.020. **DEPARTURE REQUEST TO ALLOW ACCESS TO PARKING ON S. WALDEN ST. **
- GARDEN ENS Flower OT 5. WALDEN ST. IS MOST EFFICIENT DUE TO UPHILL SLOPE TO ALLEY ACCESS.
- SETBACKS (RES. 60; COMM. 120; 4-1/2 ZONE)
- 5 FEET PER PORTION OF STRUCTURE ABOVE 1.3 MEGE IN HEIGHT TO A MAXIMUM OF 40 FEET, ONE-HALF OF THE ALLEY WIDTH MAY BE COUNTED AS PART OF THE REQUIRED SETBACK. **DEPARTURE REQUEST TO ALLOW 1.1 SETBACK ON E-1.2-LOT WITH ADDITIONAL SETBACK ON LS LOT TO PROVIDE REQUIRED REPAIRMENT.
- 4 STORY BUILDING HEIGHT ON C1: 45 IS COMPATIBLE WITH 3 STORY TOWNHOUSES.
- LANDSCAPE AND SCREENING STANDARDS (RES. 444; COMM. 4-1/2. 1-1/2 ZONE)
- SURFACE PARKING ABUTTING OR ACROSS AN ALLEY FROM A LOT IN A RESIDENTIAL ZONE MUST HAVE 25-FOOT DEEP LANDSCAPED AREA AS PART OF THE SCREENING. **DEPARTURE REQUESTED TO ALLOW SURFACE PARKING ON ALLEY**
- PARKING REQUIREMENTS MAINTAINED IN STATIONARY DECKS; HOWEVER, SURFACE PARKING OFF ALLEY ALLOWS FOR CONVENIENT COMMERCIAL PARKING GARAGE CAN BE DESIGNATED FOR RESIDENTIAL AND WILL ELEVATE THE DEMAND ON STREET PARKING.
- OPEN SPACE REQUIREMENTS (RES. 4-1/2.; COMM. 4-1/2 ZONE)
- QUANTITY OF OPEN SPACE TO ALLOW A REDUCTION OF REQUIRED OPEN SPACE FROM AN AVERAGE OF 300 TO THE LOT TO AN AVERAGE OF APPROX. 250 TO RELATIONSHIP TO GRADE. TO ALLOW ACCESS TO THE OPEN SPACE TO BE FROM THE FRONT DOOR AND TO嬰RY STAIRS.