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## Project History

Sound Transit as part of the construction for the Mount Baker Station in the Rainier Valley acquired the property at 2915 Rainier Avenue south. When the station became operational this property was deemed surplus and a Request for Proposal (RFP) was announced

In March of 2010 Artspace Projects Inc with SMR architects submitted a real estate development proposal Sound Transit responding to the RFP, The project team was subsequently selected to move forward. As part of the proposal the project was developed to the schematic level of design, which addressed a number of items that were important to Sound Transit, including responding to the McClelland Town Center Development Strategy (MTCDS)

This schematic design is what has been vetted and approved by Sound Transit through the RFP process and is the basis from which the design has progressed.

Sound Transit's interests mirror that which has been laid out in the neighborhood plan, while also emphasizing T.O.D. aspects that they would like to have, which we have incorporated in our development objectives.





Rainier Valley

The Rainer Valley is located in southeast Seattle and lies between the east slope of Beacon Hill and the west slope of Mount Baker Ridge. The Valley has a north/south orientation and is named after the view of Mount Rainer in the south.

The Rainier Valley has had a long history with transit oriented development starting in 1891 when a speculative interurban electric trolley was built through the valley to Columbia city where J.K. Edmiston owned and platted land that was for sale. Opening the first round of speculative development in the valley. Subsequently at the stations along the route, communities flourished, Columbia City, Hillman City and Mount Baker being the best known today. In 1907 the City of Seattle annexed most of the Rainer valley and in 1911 Seattle voter's approved and purchased the Seattle, Renton and Southern railway. The Rainier Valley has been home to many populations; Italian, Irish, Asian, African American, East African, Southeast Asian, and others to create one of the most diverse zip-codes in the nation. Layered onto this diverse population is a multi-cultural arts community that resides along its length of the valley, from writers, dancers, painters, glass blowers and others, all add to the vibrancy of southeast Seattle.



1. Seattle City Map, Google Maps  
2. Rainier Valley Railroad, circa 1935, Seattle Engineering Dept.





**McClellan Town Center / North Rainier Valley Neighborhood Plan / Urban Design Framework**

This area was envisioned in the 1999 neighborhood plan as a North Rainier HUB Urban village and in January 2010 there was an update to this plan.

“To create a thriving, safe, attractive, pedestrian and transit- friendly residential/commercial center, which serves as a gateway to Southeast Seattle: supports the residents and businesses currently in Southeast Seattle”

The update wanted the area to be a new transit oriented town center with the same neighborhood priorities set up in the initial plan that includes, developing a neighborhood core, housing, commercial uses, services and living wage employment opportunities served by transit and non-motorized travel opportunities. In the past year the City and neighborhood has been meeting to create an urban design framework (UDF), which has some recommendations for the neighborhood. These items are to create a connected neighborhood, a walkable town center, improve pedestrian connections and to re-connect Cheasty and Mt Baker boulevards. This project will be the first step in the actualization of this plan and hopefully a catalyst in this process for this the neighborhood to move forward and create a transit oriented neighborhood town center.

As part of the UDF there have been discussions about ways to calm traffic while preserving commute times in an effort to make the core town center area more pedestrian oriented. One option that has come about is the idea of a one-way couplet that would allow for southbound vehicular traffic and street parking on Rainier Ave in front of the project site and put a dedicated northbound transit lane on the east lane, MLK would have a similar configuration in the opposite direction.



- 1. Site Plan
- 2. Mount Baker UDF, Seattle DPD





Site Information

The project site, located at 2915 Rainier Avenue South is on the corner of South Forest Street and Rainier Avenue South. It is approximately 23,369 sf. or .536 acres in area. The Mt. Baker Light Rail Station and public plaza areas are located directly to the west and south of the site. Forest Avenue runs East/West along the north property line and Rainier Avenue runs northwest/southeast along the east property line. Stevens Street directly to the south of the project site, remains as a City of Seattle right-of-way but has been designed to act as the pedestrian plaza for the light rail station. The nearest vehicle-oriented street to the south is South Winthrop Street. To the Southeast is the intersection point for two major arterials, Martin Luther King Jr. Way South and Rainier Avenue South. The King County Metro bus transit facility is located to the north east of the property with many buses running along Rainier Avenue South

Rainier Avenue South is relatively flat between South Winthrop St. and South Forest Street. The major defining building elements near the site are the Mt. Baker Light Rail Station and a public plaza, Franklin high school located further to the east and the University of Washington Medical Center's Consolidated Laundry facility to the west.

The site is currently a paved parking lot and an unoccupied single story commercial building (former firestone tire company). The site will be provided to the owner as a vacant lot. There is one mature street tree on Rainier Avenue South and two recently installed street trees on Forest Avenue. As part of the Sound Transit development of the station, new right-of-way paving and improvements were installed at Forest and Stevens streets and are to remain in place.



1. Franklin High-School

Significance: Historic Building

Materials: Concrete, Stone, Metal & Glass

Feature of Interest: Vertical Repetition
2. Lowe's

3. Chevron Gas Station

4. US Bank

5. Starbucks Coffee



Existing Neighborhood Development

There are many potential large development sites surrounding the project, including the QFC / Rite Aid site, US Bank property and Lowes sites to the north and smaller sites that surround the station to the east, west and south.

The large businesses that will likely remain in the area are the University of Washington laundry facility to the west of the project and the Lighthouse for the blind to the North.



- 1. Mt. Baker Lightrail Station**

**Significance:**  
Transit Oriented Development

**Materials:**  
Concrete, Brick, Metal & Glass

**Feature of Interest:**  
Vertical Repetition  
& Public Plaza Social Area
2. UW Laundry Facility

3. Unoccupied Commercial

4. O'Reilly Auto Parts

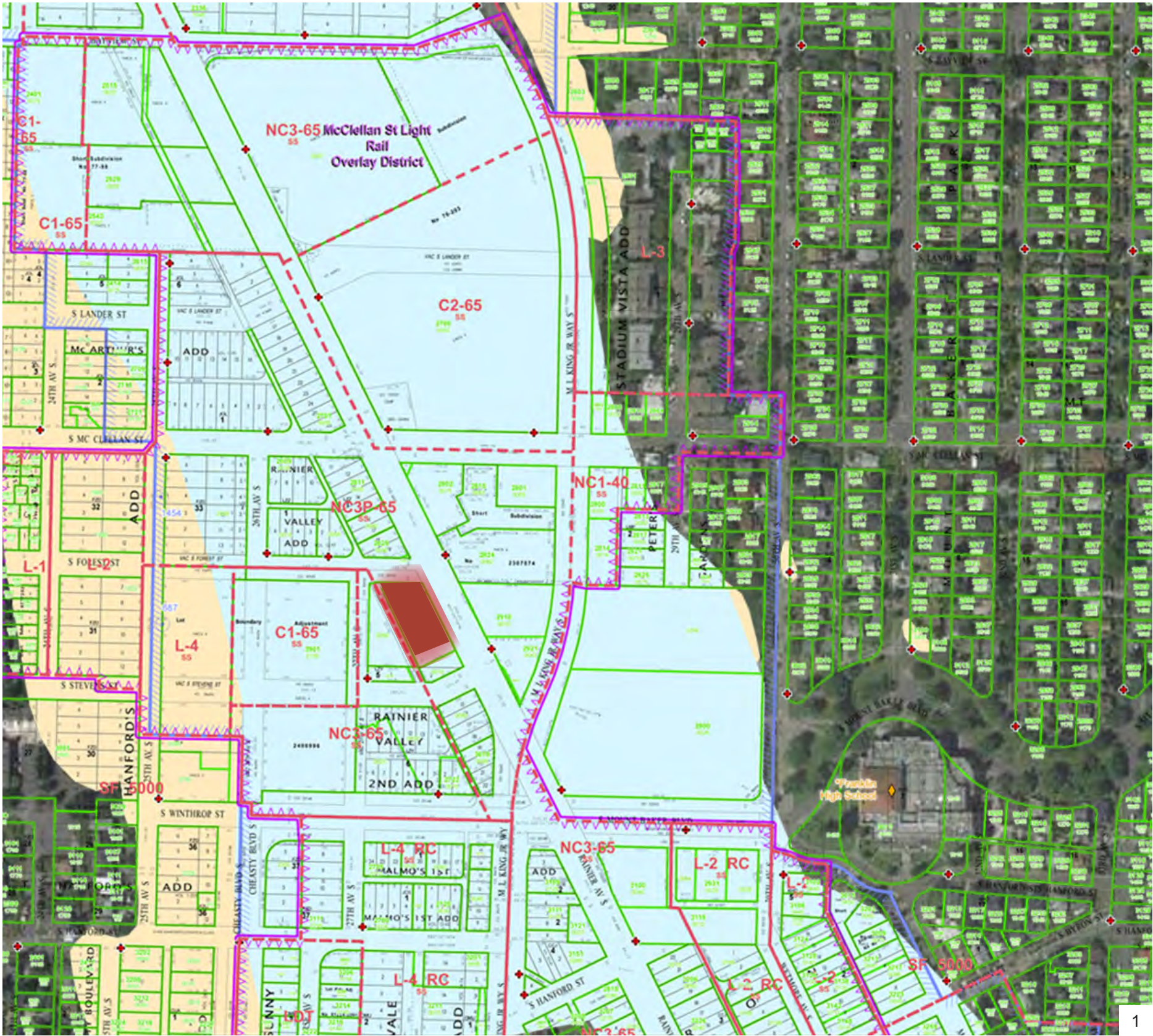
5. Pawn X-Change





Site Zoning

The site is zoned as NC3P-65 and is within the McClellan St. Light Rail Overlay District and the Rainier Valley Addition. Adjacent zoning one block to the north is C2-65, one block to the east is NC1-40, one block to the south is L-4 RC, and directly to the west is NC3-65 and C1-65.



1. City of Seattle Zoning Map





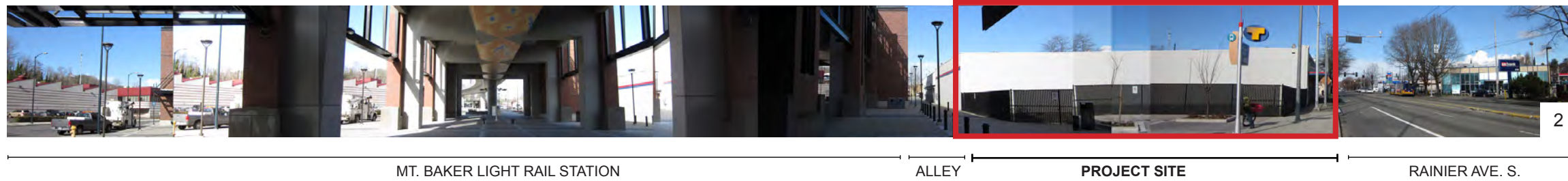
1. S. Forest St. Site Elevation - Looking South

2. S. Forest St. Elevation - Looking South

3. S> Forest St. Elevation - Looking North



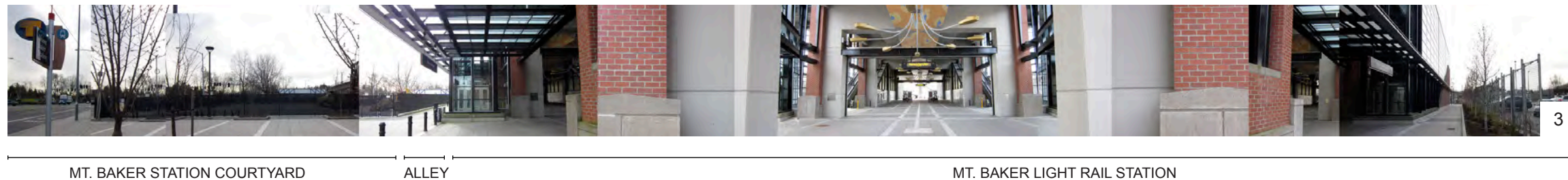




1. Stevens St. Site Elevation - Looking North

2. Stevens St. Elevation - Looking North

3. Stevens St. Elevation - Looking South







UNOCCUPIED  
COMMERCIAL SPACE

MT. BAKER LIGHT RAIL STATION & PARKING

ALLEY

**PROJECT SITE BEHIND  
PHILLY'S RESTAURANT**

RAINIER AVE. S.

1. S. Winthrop St. Partial Site Elevation -  
Looking North

2. S. Winthrop St. Elevation - Looking North

3. S. Winthrop St. Elevation - Looking South



RAINIER AVE. S.

LIGHT RAIL TRACK

MIXED-USE  
RESIDENTIAL

INDUSTRIAL/STORAGE

27TH AVE. S.

COMMERCIAL

CHEASTY AVE. S.









1. Rainier Ave. South Site Elevation - Looking West

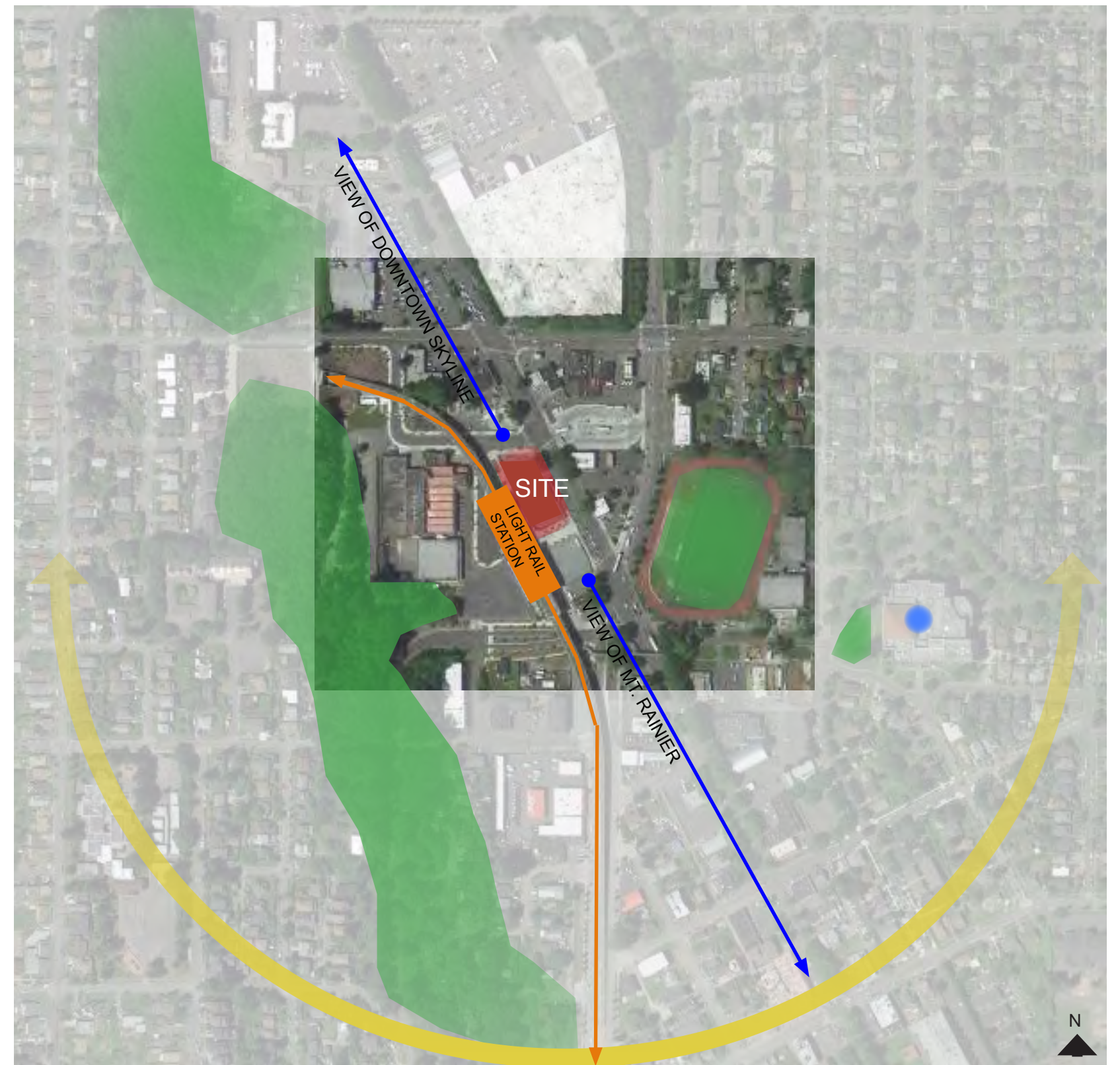
2. Rainier Ave. South Elevation - Looking West








3. Rainier Ave. South Elevation - Looking East



-  Solar Access
-  Green/Open Space
-  Potential Access to Views
-  Landmark:  
•Franklin High School





-  Pedestrian Sidewalk Connection
-  Heavy Auto Traffic Flow
-  Light Rail Track & Station
-  Bus Route
-  Bus Stop







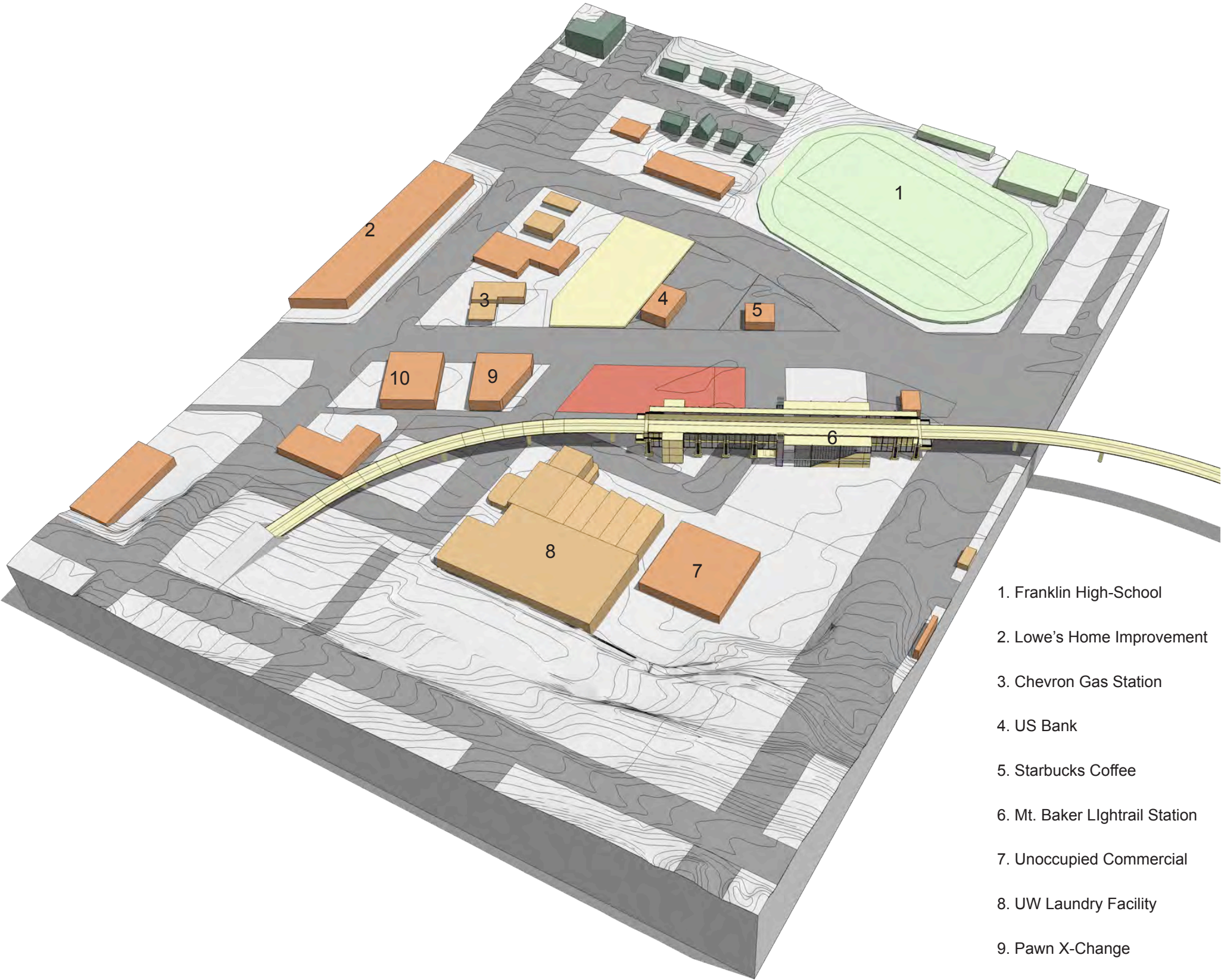
Project Development Objectives

Mount Baker Station Lofts Transit Oriented Development (T.O.D.)

T.O.D. is a mixed-use residential building designed to maximize access to public transport and incorporates features to encourage transit ridership. Generally T.O.D. projects are located within a radius of one-quarter to one-half mile from a transit stop or station, which is generally considered to be an appropriate scale for pedestrians. The Mount Baker Station Lofts is by proximity to the Sound Transit station a T.O.D. project. The design and T.O.D. goals and objectives for this project are as follows:

- To strengthen existing community institutions and catalyze neighborhood revitalization physically, economically and socially.
- To reduce poverty, build assets, and contribute to the local economy by providing a stable source of jobs and income.
- To encourage and leverage public and private investment.
- To enhance choices for neighborhood residents, including services and retail choices.
- To provide high quality, affordable housing.
- To improve the perception and reality of safety.
- To beautify an underused area.
- To increase sound transit ridership and reduce traffic and pollution.
- To foster a multi-modal transportation HUB at transit stations.
- To be sustainable and environmentally sound.
- To create a pedestrian and blind friendly built environment.
- Place marking and cresting a sense of community.

- Project Site
- Residential
- Retail/Restaurant/Office
- Industrial/Gas Station
- Community/School
- Light Rail/Transit



- 1. Franklin High-School
- 2. Lowe's Home Improvement
- 3. Chevron Gas Station
- 4. US Bank
- 5. Starbucks Coffee
- 6. Mt. Baker Lightrail Station
- 7. Unoccupied Commercial
- 8. UW Laundry Facility
- 9. Pawn X-Change
- 10. O'Reilly Auto Parts



**Concept: Clear simple elegant design moves**

The inspiration and influence for the design concept comes from the proximity to the Sound Transit station. The imagery that came from this was that of railways: trains, tracks, rails and stations. The metaphor that developed as a point of departure for the project was a simple boxcar.

The concept evolves with simple clear moves first to split the mass to create two boxes. Then sliding the boxes implying direction and separating the boxes. Tapering the leading edge to bring more movement and a front and back to the boxes. The side wall extensions and the texture, direction and color of the siding material also reflect the differences from the “front” to the “back” of the boxes Lifting the boxes onto piers, and then putting a recessed shadow line emphasizing that the boxes are separate from the piers. The area in between the boxes is glazed at the ends allowing a person at street level to look through the entire building. The roof at this corridor area is also lowered to emphasize the separation between the two masses.

**Program: Artist live/work housing**

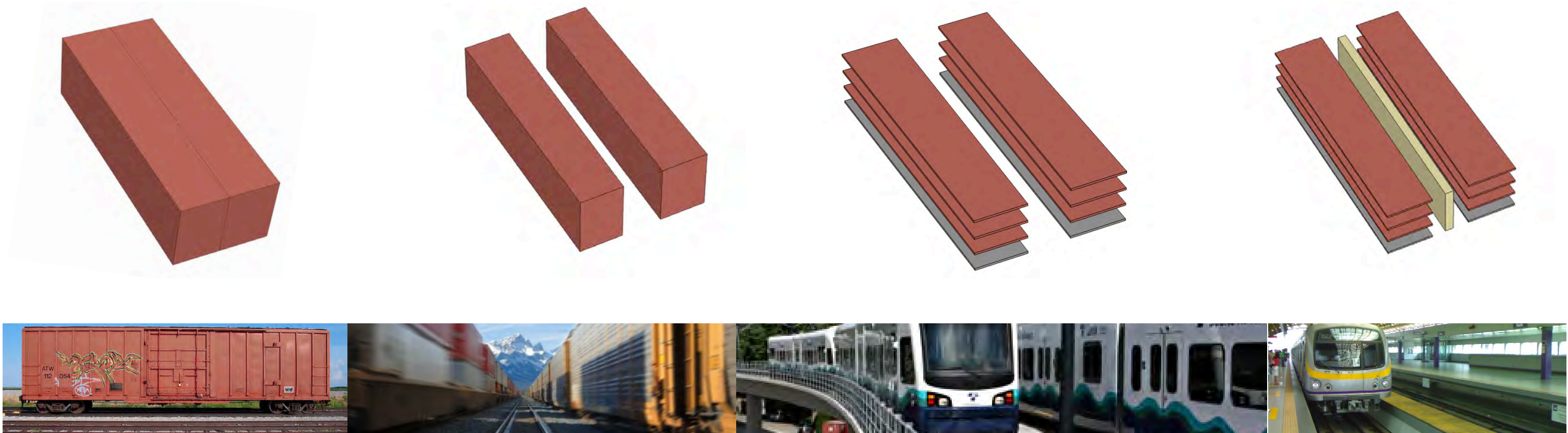
Artist live work housing unit type with large unit plans and tall floor to floors govern much of the mass of the building. The ideal for T.O.D. is to have as much activated commercial spaces with transparency at street level. These two parameters dictated a horizontal division of uses in the building residential and commercial.

The Project is comprised of 51, one two and three bedroom artist live work housing units on the upper 3 floors, the ground floor is comprised of 10 commercial units, the residential lobby, a large community room, b a bike garage for the residents and the commercial spaces, loading dock, and service spaces. The first floor corridor and lobby is open at the ends to allow for the display of residential tenant art to the public at large.

The occupied roof of the building will be available to tenants as open space comprised of concrete pavers wood/trex decking and green roof planting. As a component of the roof we will also look to have an area for urban farming, with the potential for beehives. A large built in communal table where residents can gather and enjoy the view of Mount Rainer and entertain and eat the food that they grow on site.

**Sustainability: Pursuing LEED Silver**

SMR Architects believes in a holistic approach to design that encompasses socially and environmentally responsible design using an integrated approach to meet our sustainability goals. This project will be pursuing multiple levels of sustainability meeting the State of Washington's Evergreen Standard and at a minimum LEED Silver rating. We with meet these requirements using durable, low or no VOC, sustainable material selections, reduced water consumption fixtures, efficient lighting and mechanical systems. The building will have a green roof covering 50% of the roof area, and a site density will be 95.1 units per acres, which will also help to meet our sustainable targets.





Site Features: Pedestrian Friendly Design

The station area will in the future, have more pedestrian traffic and we have set back our building on Rainier Avenue so that there will be a total of 18 feet for sidewalk and or amenities to the right of way. This area would include three spaces for short-term parking for the station and the small businesses, street plantings, and spill out spaces for the commercial tenants that will occupy the project. Voluntary setbacks of the building at the northeast and southwest corner of the property the also give back to the community by expanding the sidewalk at the corner of Forest street and Rainier and expanding the open space of Sound Transit's pedestrian plaza at Stevens street. One issue that is largely overlooked in public sidewalk areas are the needs for disabled and in particular for those who have lost their sight. We have met with the people from the lighthouse for the blind in the neighborhood to discuss what is proposed and what can be done in the design to make the experience around the building as enjoyable and easy to navigate as possible.

Site Features: Pedestrian Safety

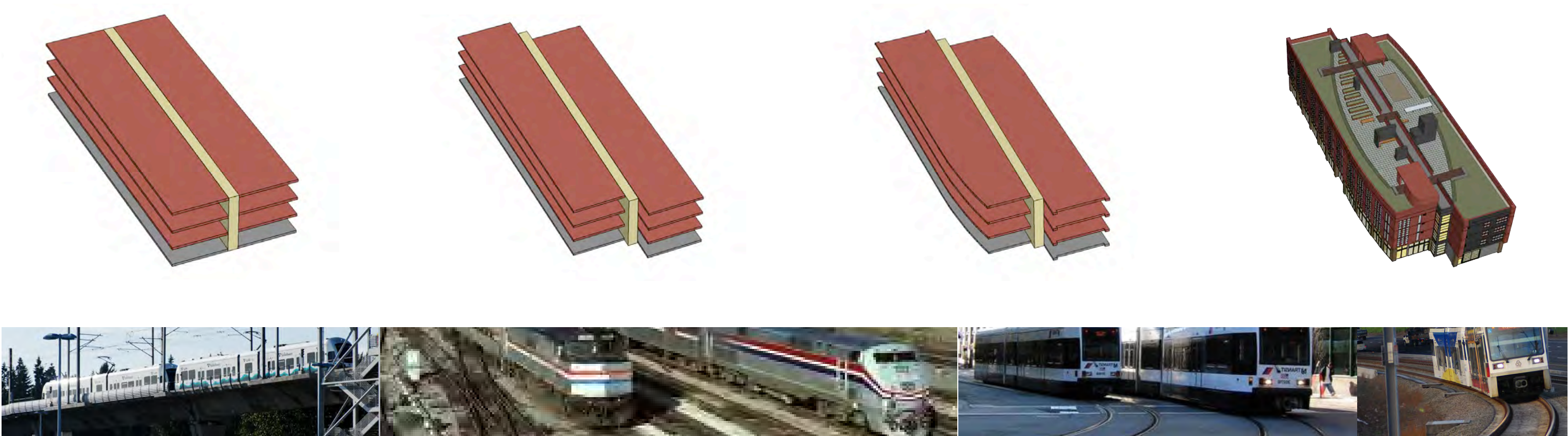
An important way to passively instill a sense of safety around the building and the station is to add “eyes on the street”. The projects addresses this in a number of ways, surrounding the ground floor with commercial uses and the large community room brings vitality, activity and people at street level, the plaza and the pedestrian alley. The residential artist live work units will be occupied by residents that have “artist hours” where unit lights may be on late at night or early in the morning. The last element of passive security will be at the ends of the corridor, they are fully glazed and will be illuminated at night, facing Sound Transit plaza and Forest Street allowing perceived observation all the time.

Nighttime lighting of the pedestrian experience will be via down-lights located at the piers. This will be at a level for safety while not creating light pollution. There will be down-lights to illuminate the area to make the sidewalks and pedestrian alley well lit and feel safe.

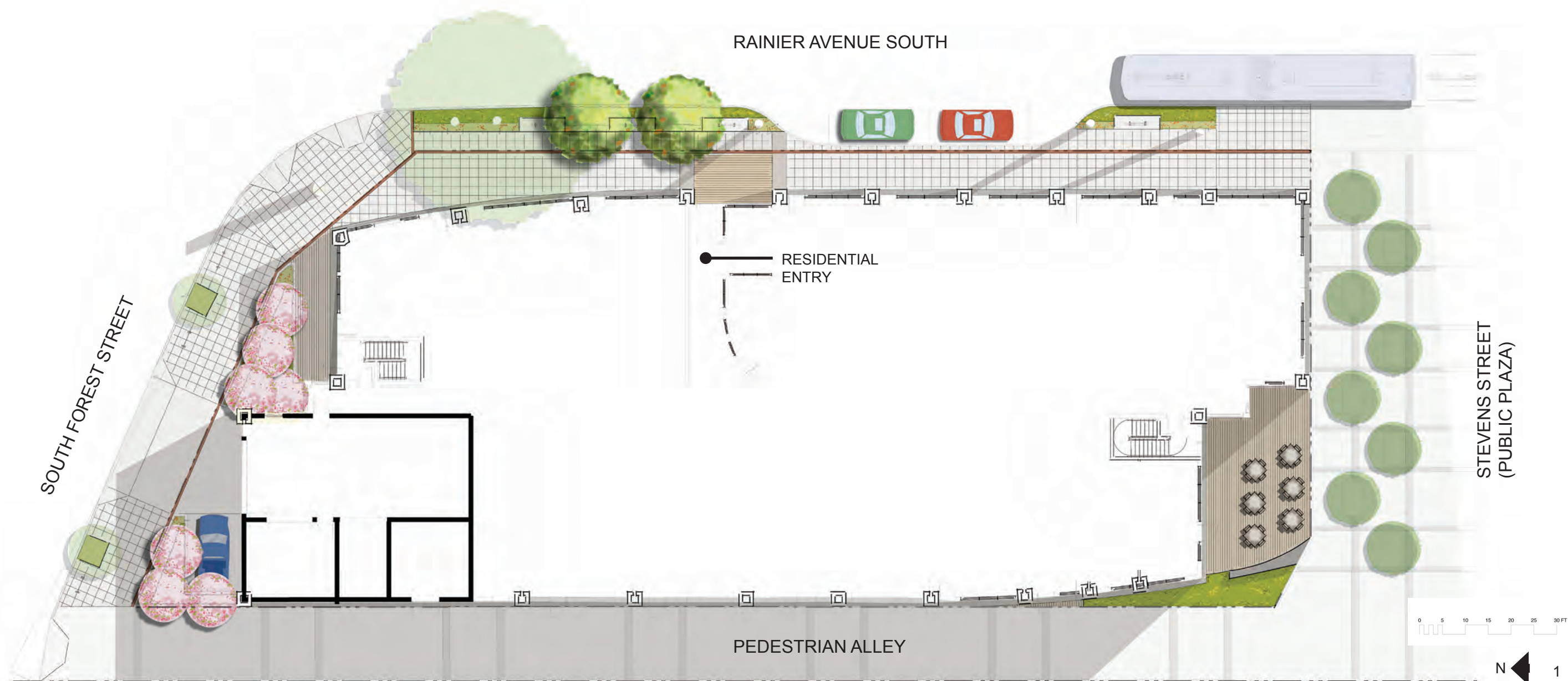
Site Features: Clear Signage and Inviting Materials

We are proposing to use blade signs at for the commercial spaces as they are generally more condusive to both pedestrian as well as vehicle legibility. The signs would be used to reinforce the rhythm of the masonry piers and help to create more detail and interest at the pedestrian level.

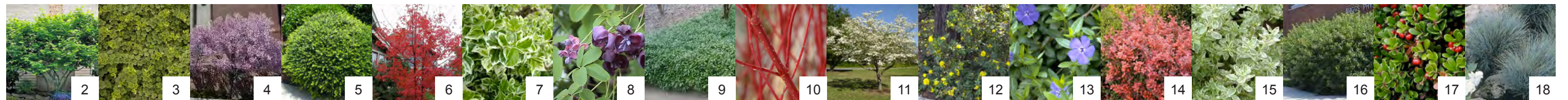
The public private open space at the plaza will be created out of sustainable wood decking to create a stage like area for the pedestrian plaza or a more inviting surface for a potential spill out dining and gathering area for a commercial tenant adjacent to that location. The change in paving material will also help to define what is and what is not Sound Transit property versus Artspace. We will continue to work with the Lighthouse for the Blind staff and committee volunteers to vet the design for their workers at the site level and within the building.







- |                          |                       |                          |
|--------------------------|-----------------------|--------------------------|
| 1. Site Plan - Landscape | 7. Evergreen Euonymus | 13. Vinca Minor          |
| 2. Vine Maple            | 8. 5 Leaf Akebiar     | 14. Japanese Barberry    |
| 3. Creeping Bramble      | 9. Sweet Box          | 15. Thyme                |
| 4. Thundercloud Plum     | 10. Red Twig Dogwood  | 16. Dwarf Fragrant Sumac |
| 5. Japanese Holly        | 11. Dogwood           | 17. Kinnikinnick         |
| 6. Paper Bark Maple      | 12. Creeping Mahonia  | 18. Blue Fescue          |





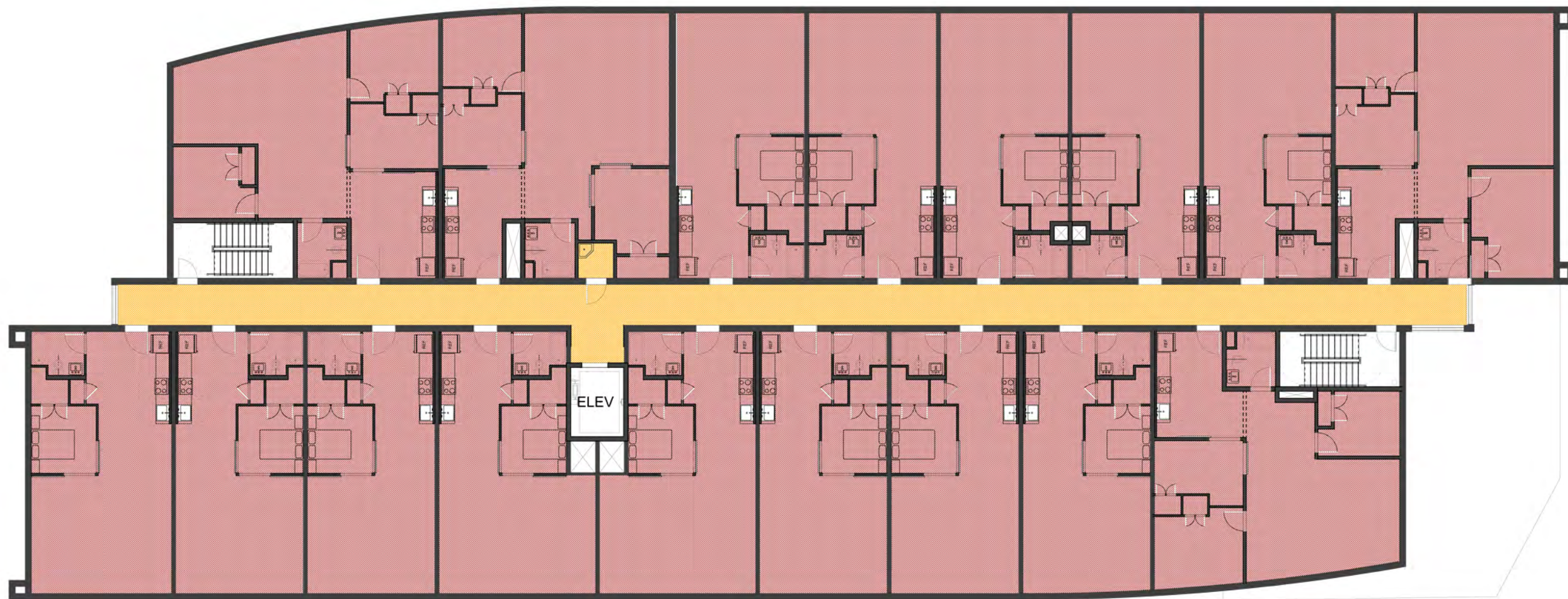


### Key Program Features

- 10 commercial tenants
- Large community room
- Bike garage for commercial/residents
- Loading Dock
- Music practice room
- Outdoor patio area

- Commercial
- Residential
- Circulation
- Community/Shared Area
- Open Space
- Storage/Trash





0 5 10 15 20 25 30 FT

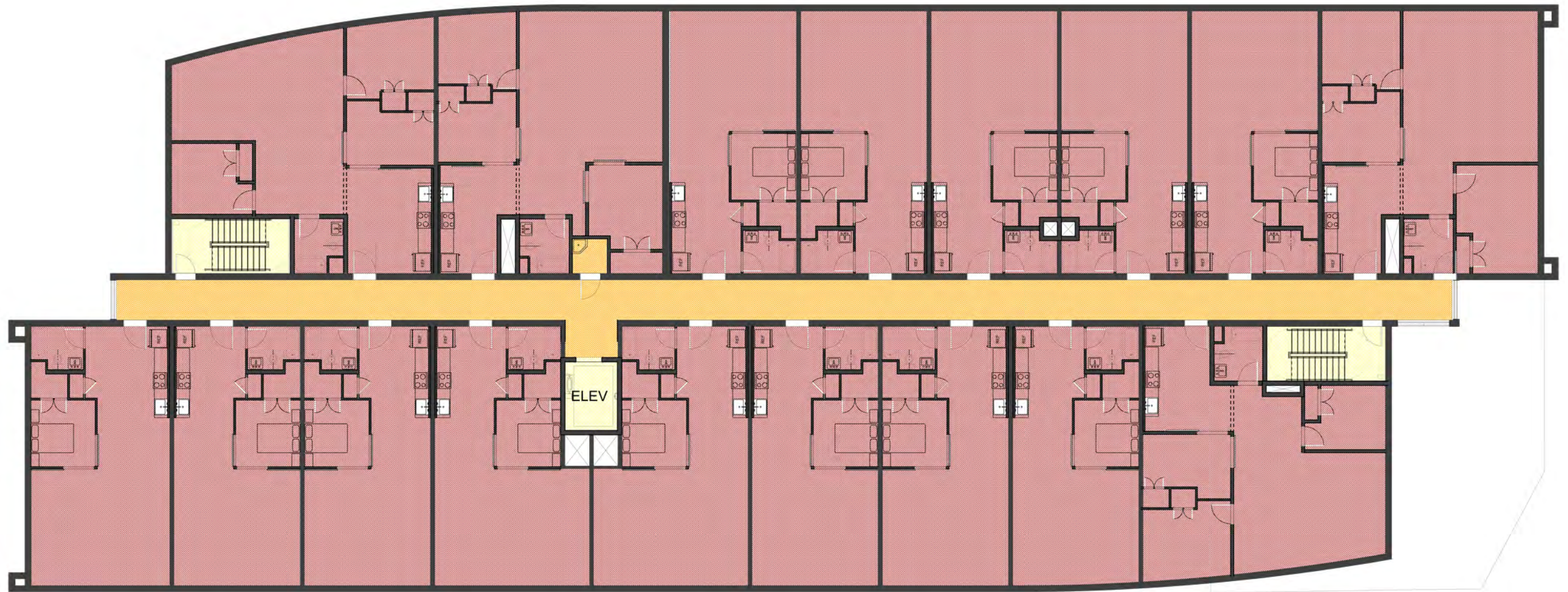


### Key Program Features

- (4) 3-Bedroom units
- (13) 1-Bedroom units

- Commercial
- Residential
- Circulation
- Community/Shared Area
- Open Space
- Storage/Trash



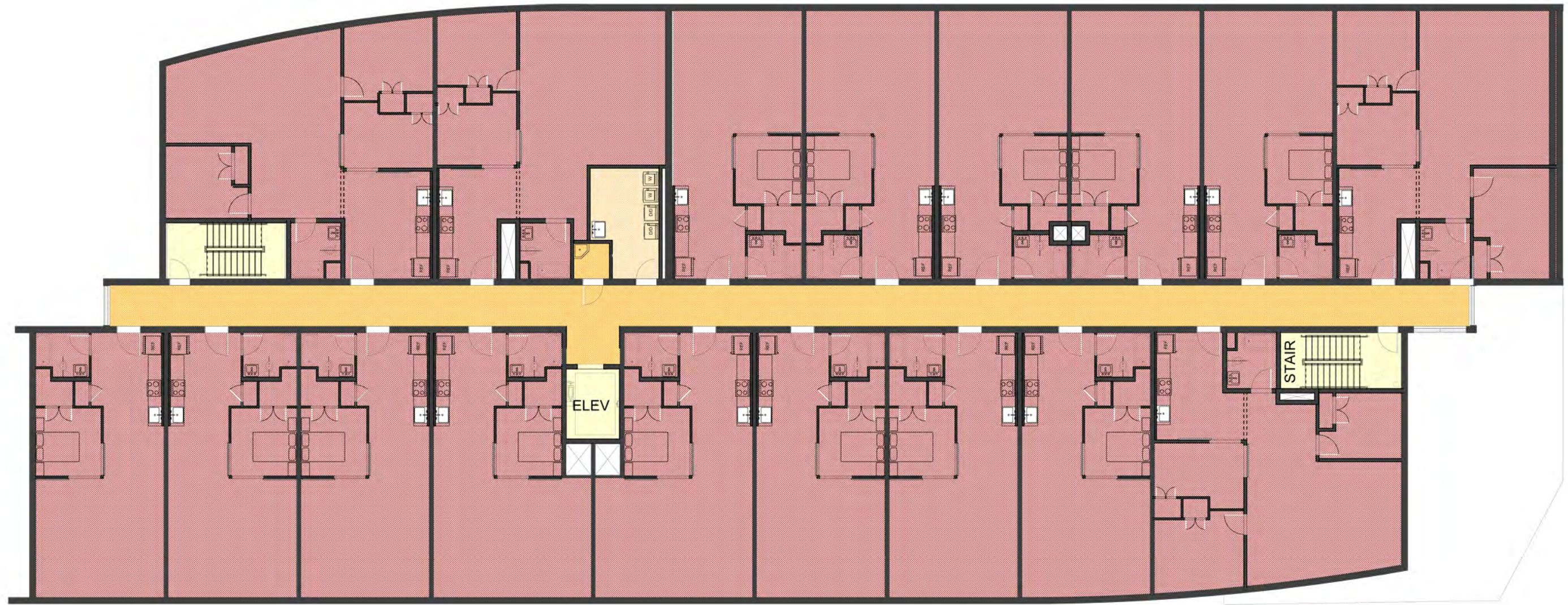


#### Key Program Features

- (4) 3-Bedroom units
- (13) 1-Bedroom units

- Commercial
- Residential
- Circulation
- Community/Shared Area
- Open Space
- Storage/Trash



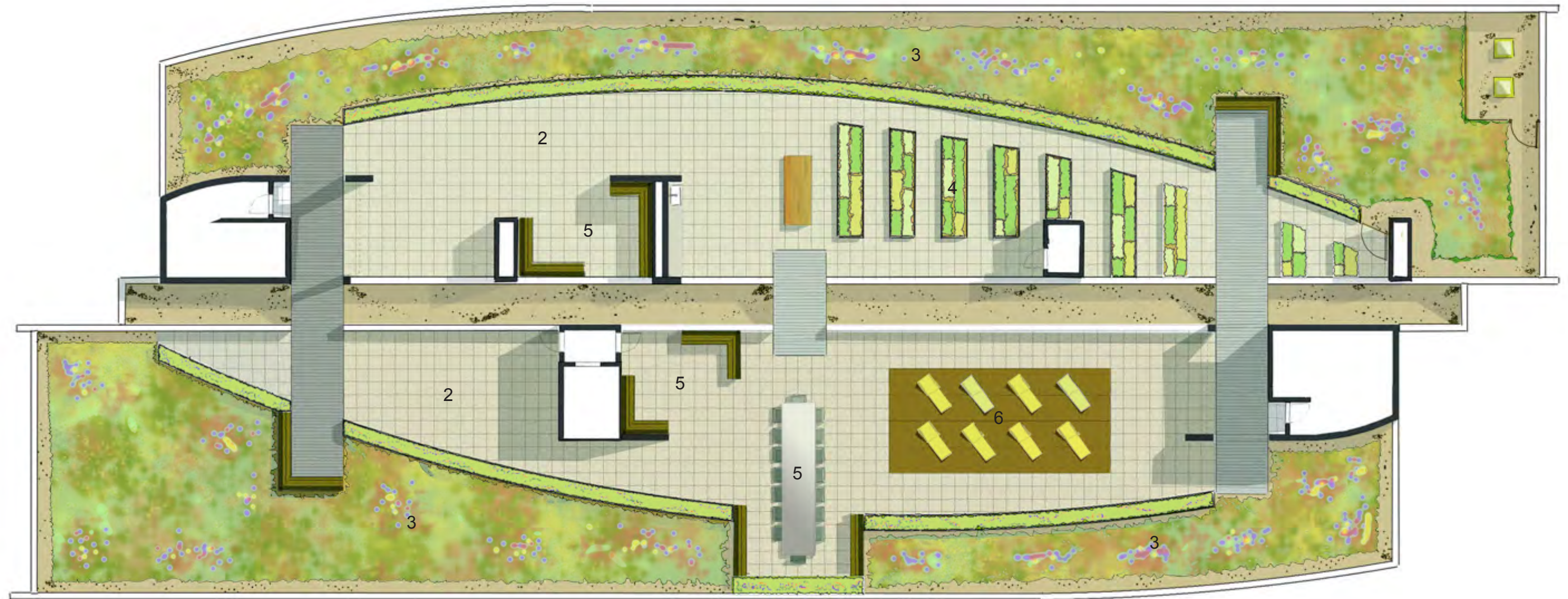


#### Key Program Features

- (3) 3-Bedroom units
- (1) 2-Bedroom unit
- (13) 1-Bedroom units
- (1) Laundry room

- Commercial
- Residential
- Circulation
- Community/Shared Area
- Open Space
- Storage/Trash



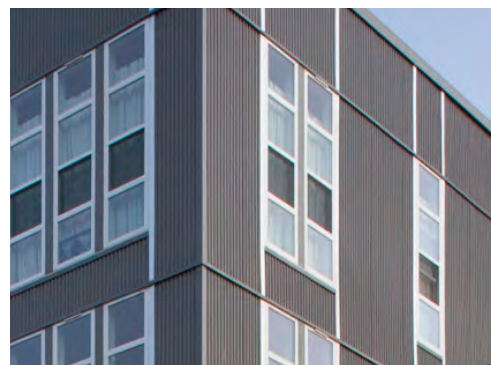


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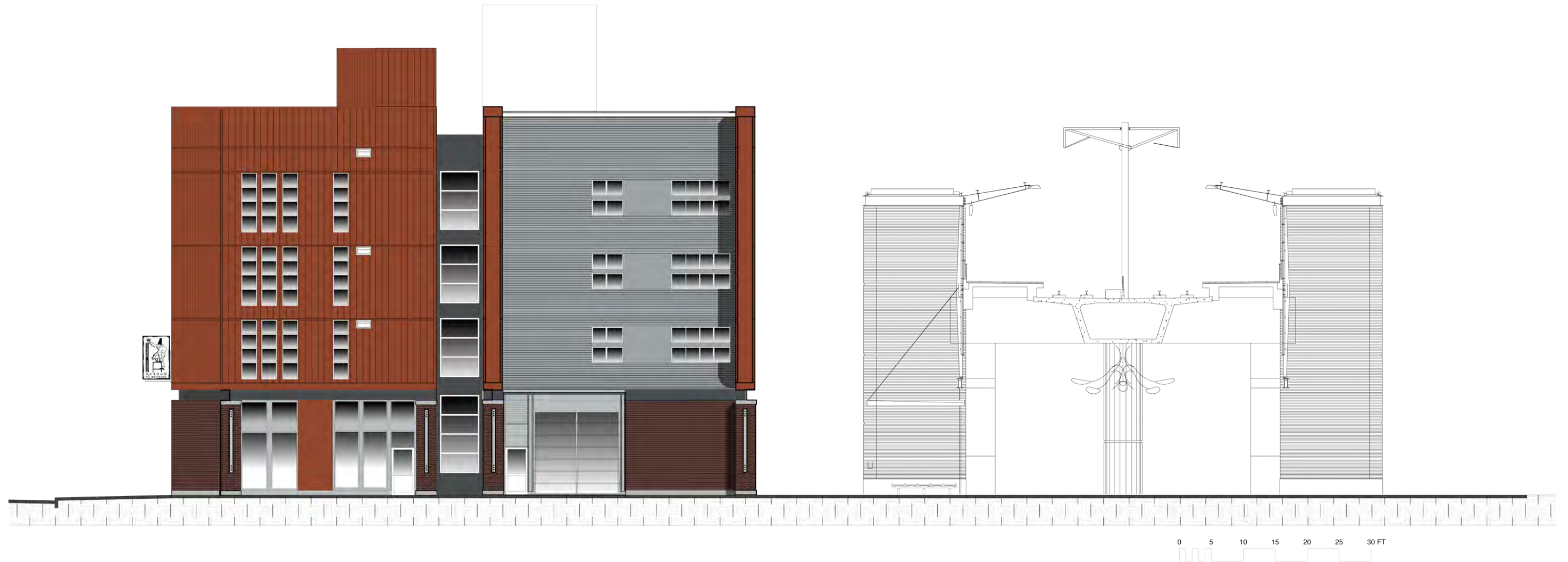


1. Roof Plan - Landscape
2. Concrete pavers
3. Green roof plantings
4. Raised planter beds for urban farming
5. Communal dining/seating area
6. Recreation area

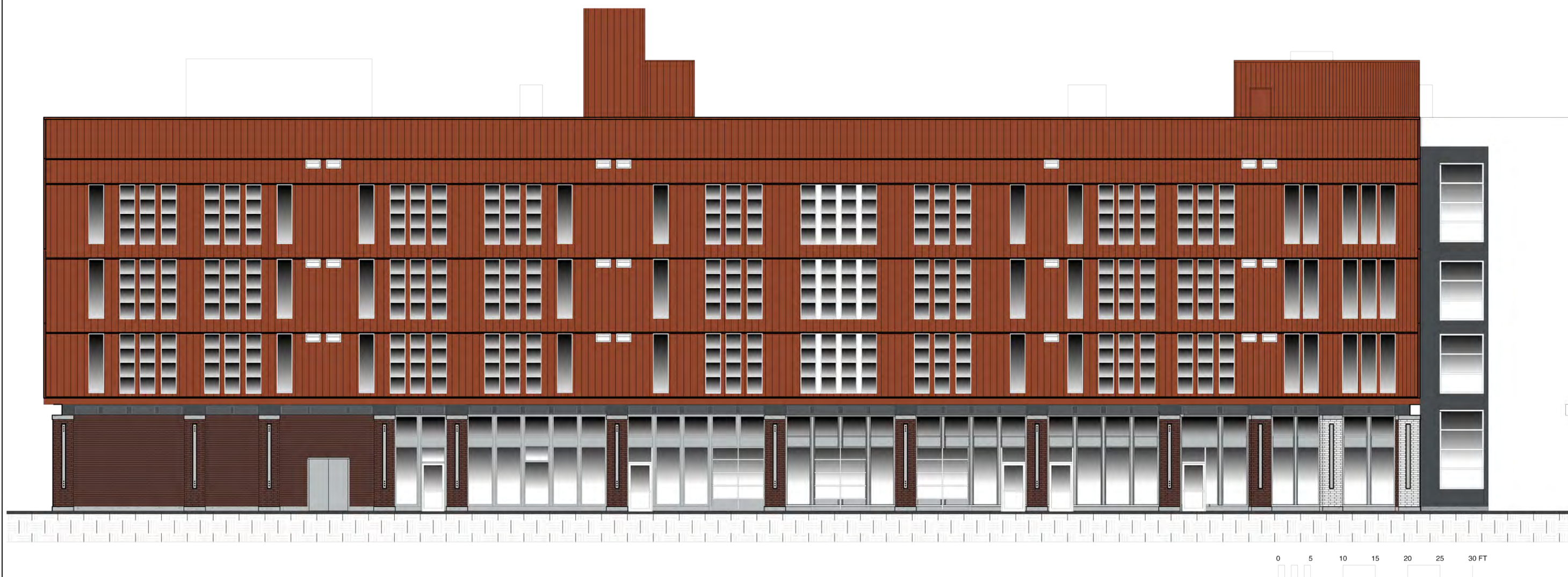








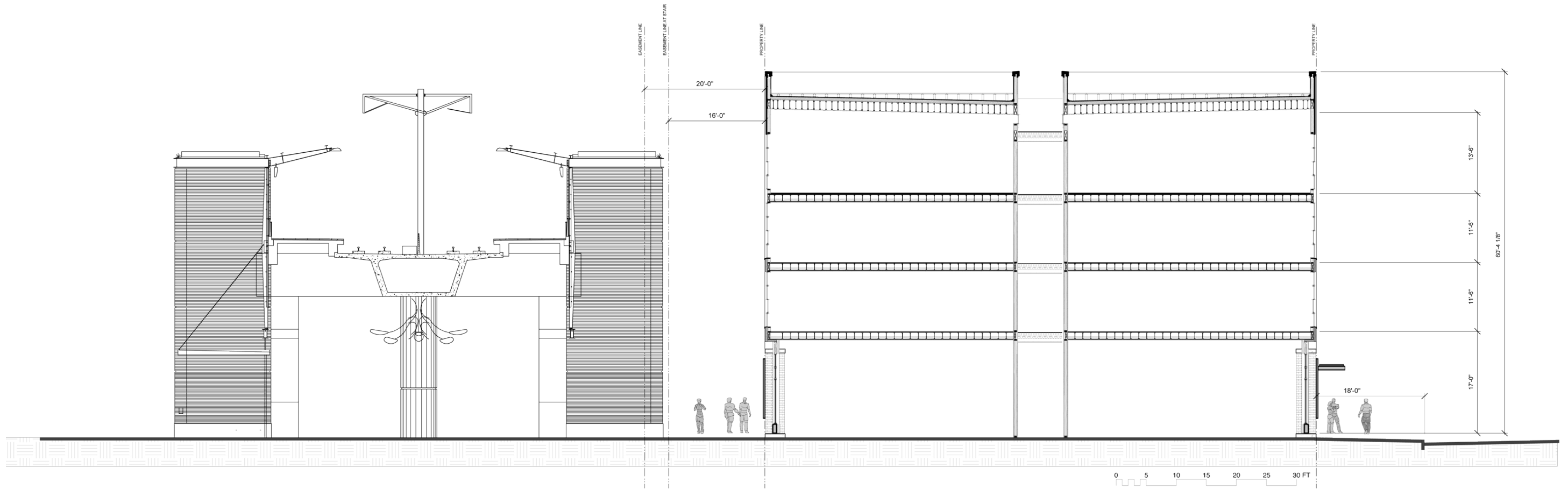




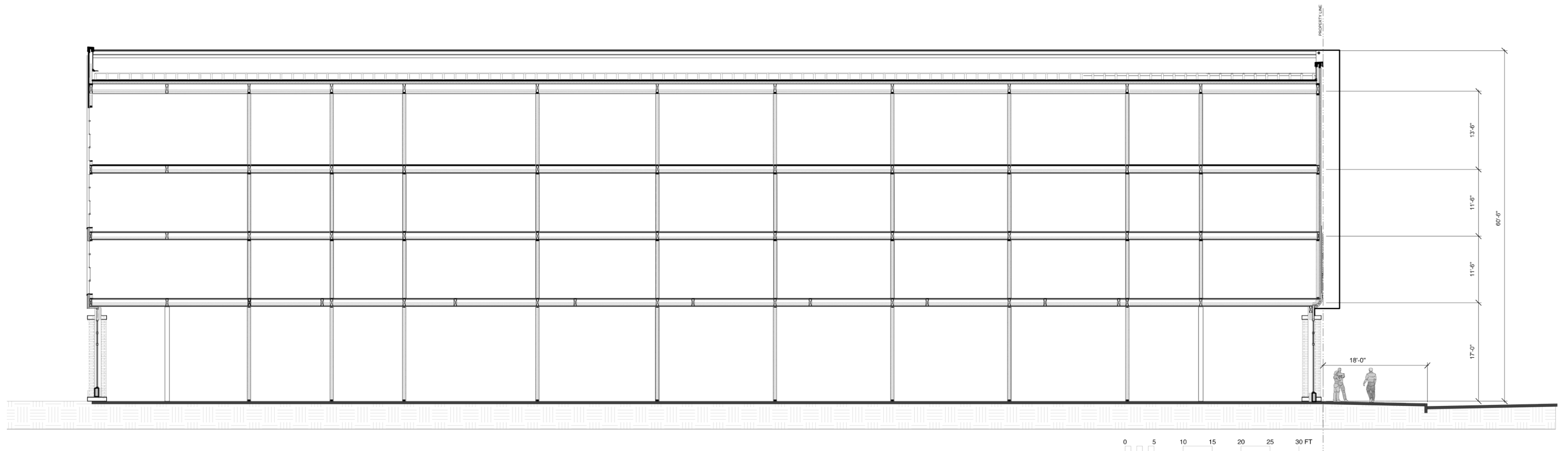


















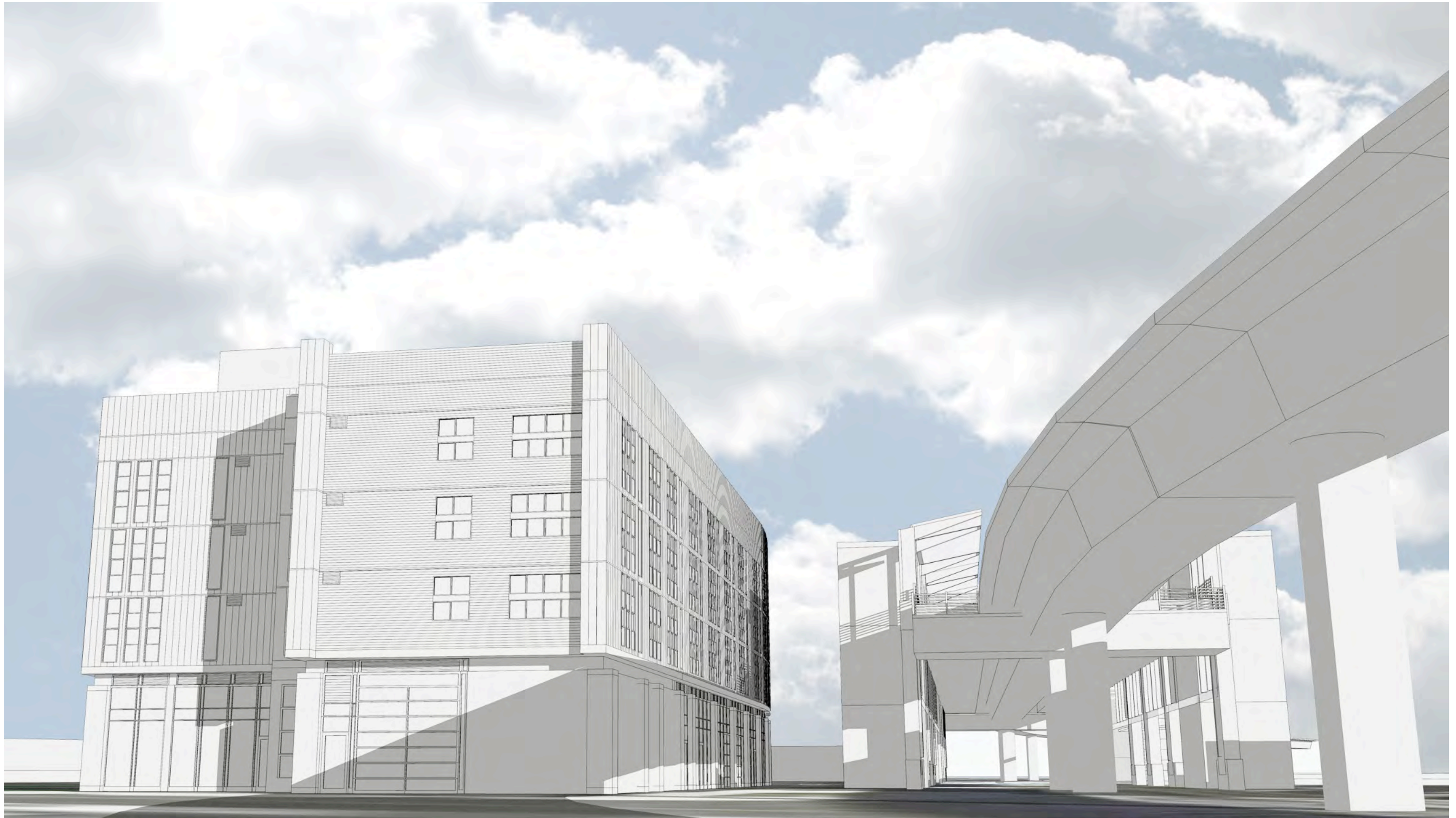


Perspective View - Southwest









Perspective View - Northwest









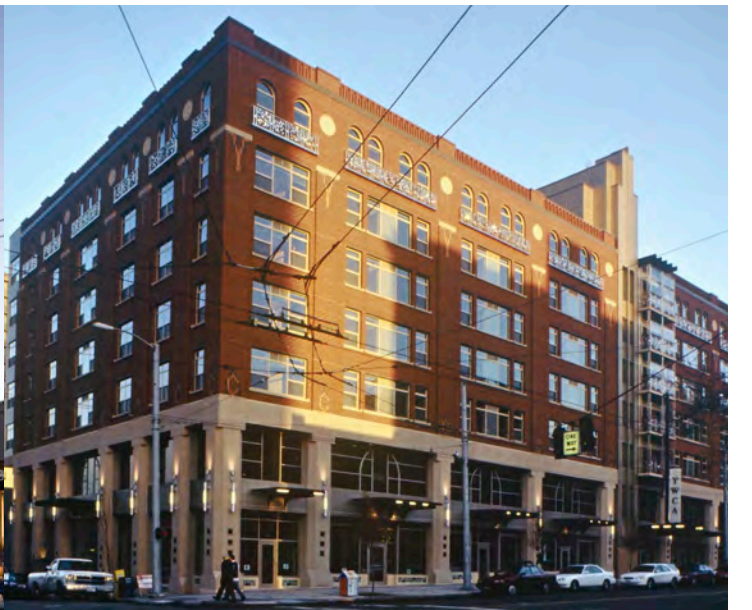
TASHIRO KAPLAN ARTISTS LOFTS  
101 Prefontaine Place South  
Seattle, WA  
ARTSPACE



PLYMOUTH PLACE  
3101 1st Avenue  
Seattle, WA  
Plymouth Housing Group



HIAWATHA LOFTS  
843 Hiawatha  
Seattle, WA  
ARTSPACE



OPPORTUNITY PLACE  
2024 3rd Avenue  
Seattle, WA  
YWCA



**DESIGN GUIDELINES:**

**A - Site Planning**

**A-1 Responding to Site Characteristics:**

The site is located between Rainier Avenue South, South Forest Street, Stevens Street and a Pedestrian Alley. The site is relatively flat with a small slope from west to east. The building is oriented north/south on the site with the main residential entry and most commercial entries on Rainier Ave S. The building is set back 18 ft. on Rainier Ave S. to allow for wide pedestrian friendly sidewalks, planting strips and street trees. This setback also allows for the preservation of the existing street trees at the northeast corner of the site.

**A-2 Streetscape Compatibility & A-3 Entrances Visible from the Street:**

Since Rainier Avenue South is the main right-of-way adjacent to the site, the building program responds directly to this streetscape. The main residential entry is clearly marked and centrally located on the Rainier façade. Also, the building street level has 10 commercial spaces with 8 entries on Rainier and 2 on the Pedestrian Alley. The large storefront windows around the building are punctuated by masonry piers that provide a pedestrian scaled rhythm. These features, along with clear signage for each storefront, provide pedestrians with a full, inviting view into the businesses.

**A-4 Human Activity:**

Directly to the south of the site is Stevens St. right-of way, which is currently the Public Plaza for the Mt. Baker Light Rail Station. The building responds to the activity on the Public Plaza by setting back at the southwest corner to allow for a large outdoor courtyard area that visually expands the public pedestrian area. This area may be used by the southwest commercial tenant space as a place for outdoor seating. Also, landscape plantings in this area provide a pedestrian friendly aesthetic.

A large, private rooftop deck area is provided for the building residents. Amenities include a green roof, urban farming planter beds, covered space, and communal dining and activity areas.

**A-5 Respect for Adjacent Sites**

There building does not have balconies and is not located within close proximity to a residential building. The building does respond to the adjacent light rail station through materials.

**A-7 Residential Open Space**

There are no residential units on the first floor of the building. However, we are providing an additional 10' setback on Rainier Ave. S. to provide for a wide sidewalk and planting strip between the building and the street. At the north exit of the building, there is a setback with a wide pathway and planting areas between the exit door and S. Forest St. At the south exit of the building, there is a wide setback with a large outdoor courtyard with plantings for resident use and/or a commercial tenant seating area. This area is a designed to be a visual expansion of the adjacent Public Plaza.

**A-8 Parking and Vehicle Access**

The building is located within a Transit Oriented Development in the McClellan St. Light Rail Overlay District. Therefore, there is no parking required. We are providing no residential vehicle parking we are potentially looking to install a car-share space on the north side of the building, providing temporary vehicle use for residents and neighbors.

A-9 Location of Parking on Commercial Street Fronts

There is no parking provided on commercial street fnts.

**A-10 Corner Lots**

The building is oriented to the corner of S. Forest St. and Rainier Ave S. In response, the mass of the building curves at the NE corner so that the three commercial space storefronts on the corner are clearly visible from the main intersection. Also, the main residential entry of the building located on the public street front of Rainier Ave S. so that is clearly visible to vehicles and pedestrians. The residential Zip Car space provided is located near the Pedestrian Alley, away from the main NE street corner.

**B - Height, Bulk & Scale**

**B-1 Height, Bulk and Scale Compatibility:**

The building is located within a larger planned Transit Overlay District and is the second building in the development, and the first project being the light rail station. Therefore, there are no precedents in the neighborhood for residential building height, bulk and scale. The Mt. Baker Light Rail is directly adjacent to the property in a north south orientation, and varies in height with portions of the station at four stories. The Mt. Baker Station Lofts directly responds to this building with a parallel north/south orientation. The building does not have less intensive zoned areas immediately adjacent to the site. The building will be below the maximum zoning envelope for the site.

**C - Architectural Elements & Materials**

**C-1 Architectural Context:**

This project gleans articulation, style and materials from adjacent Mt. Baker Station including masonry, steel and glazing. The project also uses similar vertical articulation and rhythm reflected in the brick colonnade that runs the full circumference of the first floor pedestrian level of the building. The height of the first floor corresponds directly to the height of the opening to the breezeway across the alley at the neighboring Light Rail station.

**C-2 Architectural Concept and Consistency:**

The architectural concept of the building also relates directly to neighborhood context. The concept is inspired by two train boxcars passing on a track. The mass of the building is broken up into two masses running north/south, parallel to the neighboring light rail track. Each mass is shifted and slightly curved at the corners to evoke a sense of horizontal movement. They are given a sense of separation from each other by the central vertically glazed and lit element on the north and south façade. Also, the first floor provides a solid base for the two massing elements, and it directly evokes the look and feel of the Mt. Baker light rail station and track.



### C-3 Human Scale

The human scale of the building is evoked in the use of materials, glazing and courtyards. A brick colonnade on the first floor serves the purpose of breaking up the storefront windows to provide a more pedestrian scale façade. The storefronts are further divided up with horizontal and vertical mullions to provide a smaller scale feel along the sidewalk. Also, courtyards and wide pedestrian pathways with plantings and trees on Rainier Ave S., S. Forest St. and Stevens St. contribute to the pedestrian friendly scale of the building.

### C-4 Exterior Finish Materials

The exterior finish materials are highly sustainable and durable. The first floor is primarily masonry and storefront glazing and the upper four levels are composed of horizontal and vertical metal siding. The pedestrian walkways are scored and textured concrete and the pedestrian occupied roof area is primarily covered with concrete pavers and wood decking, the balance being green roof.

### C-5 Structured Parking Entrances

There is no structured parking. The loading area with vehicular access is off of Forest Street, the only access location on site

## D - Pedestrian Environment

### D-1 Pedestrian Open Spaces and Entrances:

Due to the proximity of the lighthouse for the blind we are planning on installing a “shoreline” textured strip to help the pedestrian environment for the visually impaired. Benches or bike racks will be provided set into the landscaped edge adjacent to the street. The rhythm of the masonry piers, storefront windows, multiple smaller retail frontages, blade signs and wider sidewalk and down lights at the piers all add to the pedestrian environment. Larger public/private open spaces are also provided at the Southwest and Northeast corners of the property to encourage commercial activity to “spill out” from the retail spaces, these areas will have a different specialty paving to differentiate from the sidewalks.

### D-2/3 Blank Walls

Blank walls are located at the pedestrian alley, will appear as an in-filled bay with a similar articulation as the pier and storefronts. The in-filled areas are shown as masonry and will potentially be art or a green wall.

### D-4 Design of Parking Lots Near Sidewalks

The Car-share spot is screened with landscaping

### D-6 Screening of Dumpsters, Utilities, and Service Areas

All service areas are interior of the building. The only access allowed code is off Forest Street, Rather than hide the entry which cannot be done we will be using a semi transparent glazed garage door with some transparent areas to add some lighting and a sense of observation to the area.

### D-7 Personal Safety and Security

The building is designed with no hidden areas, with clear sight lines, good lighting understanding the CPTED principles. Large amounts of storefront, residential windows looking in all directions, and glazed hallway ends all help add “eyes on the street” and also add to the sense of security.

### D-8 Treatment of Alleys

There is no “alley” however directly to the west façade is sound transits “pedestrian alley” we will be activating this area with commercial spaces, a bike garage, and a large community room. The storefront fenestration will be continued through the alley as much as possible. Except at the Northwest portion where the transformer vault and loading areas are located see D2/3.

### D-9 Commercial Signage

Brackets for the standardized location for pedestrian oriented blade signs will be located at the masonry piers adding to the cadence of the pedestrian environment. Areas for larger signage may also be allowed at the end of the building due to the car-oriented nature of Rainier Avenue South. Window signs will be allowed in a sign band that is in a consistent location along the storefronts.

### D-10 Commercial Lighting

Commercial area down lighting will be provided at the masonry piers with outlets allowing for future commercial neon signage. All commercial areas will also add to the lit atmosphere in the area.

### D-11 Commercial Transparency

We are currently showing approximately 85% of the entire perimeter of the first floor as storefront. This does not include the glazed garage door at the loading area.

### D-12 Residential Entries and Transitions

The main residential entry is located off of Rainier Avenue South, at approximately midway along building street front. The entry is distinguished from the commercial storefronts by recessing the entire bay. This allows for a subtle distinction, however we want to maintain the storefront for many reasons, art from the tenants will be displayed in the residential lobby, to add eyes on the street, especially since the lobby is always lit, and to keep the rhythm of the streetscape.

## E - Landscaping

### E-1 Reinforce Existing Landscape Character of Neighborhood:

The only landscape character of Rainier Avenue South at this area to reference is the sound transit plaza areas, There are street trees that have been planted along Rainier Avenue and we will be planting the approved trees per the Seattle City arborist. This project will set the tone for future landscaping for the area.

### E-2 Landscaping to Enhance the Building and/or Site:

The site landscaping is being used to soften the harsh edge and traffic from Rainier Avenue South, additional landscaping is used to enhance the architectural forms of the building and to screen the car-share area. A featured sitting wall will be added at the Southwest corner of the property that accentuates the curve of the building at that location.

### E-3 Landscape Design to Address Special Site Conditions:

No special site conditions.



NC3P-65 ZONING REQUIREMENTS

SMC 23.47A.004 Permitted and Prohibited Uses

Uses Permitted Per Table A: Restaurant, Office, Retail Sales and services, Live-Work Units and Residential Units.

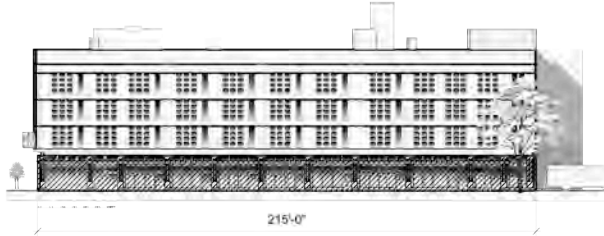
SMC 23.47A.005 Street Level uses

Residential uses may not exceed, in the aggregate, 20 percent of the street-level street facing façade.

Total street facing façade = 215'-0".

Allowable Frontage: 215 x .20 = 43 feet of residential frontage maximum, 172 feet of non-residential frontage minimum.

**Provided Frontage: 215'-0" non-residential frontage**

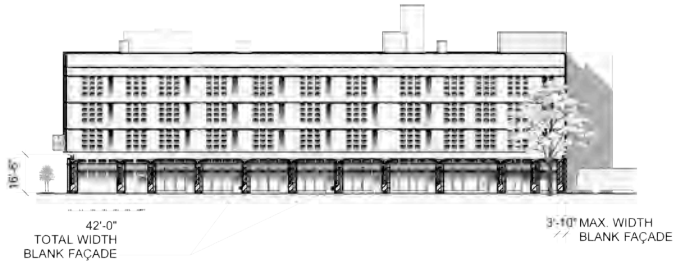


SMC 23.47A.008 Street-level Development Standards

Blank Facades may not exceed 20 feet. Total of all blank façade segments may not exceed 40 percent of the width of the façade.

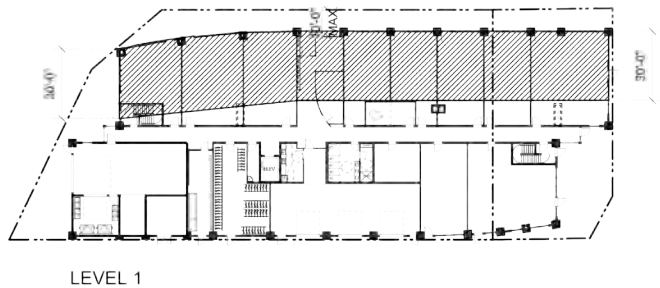
**Total Allowable Blank Façade: 214 x .40 = 85.6 feet of blank façade.**

Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.



SMC 23.47A.008 Street-level Development Standards

Street level facades shall be within 10 feet of the street lot line. Nonresidential uses shall extend an average of at least 30 feet in depth from the street-level street-facing façade. 214 feet x 30 feet depth = 6,420 s.f. of nonresidential use.



NC3P-65 ZONING REQUIREMENTS CONT.

SMC 23.47A.012 Structure height

The height limit for structures is 65 feet. The height of a structure may exceed the otherwise applicable limit by up to 4 feet.



SMC 23.47A.013 Floor area ratio

Maximum Floor Area Ratio (FAR) permitted is 5.75. 5.75 x 19,976 s.f. lot area = 64,922 s.f.

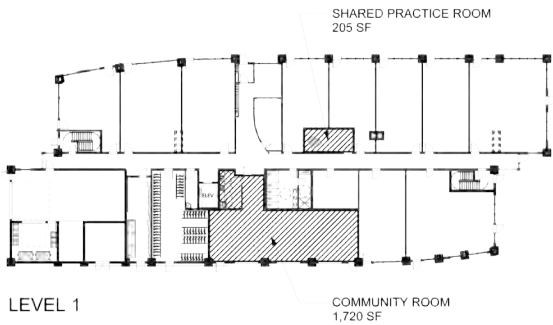
SMC 23.47A.016 Landscaping and screening standards.

Landscaping that achieves a Green Factor score of .30 or greater. Street trees are required

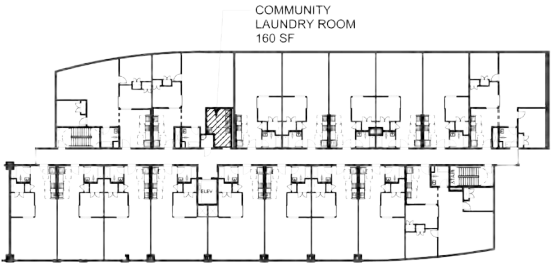
SMC 23.47A.024 Residential Amenity Areas.

Residential amenity areas are required in an amount equal to five (5) percent of the total gross floor area in residential use. 59,095 s.f. (levels 2-4 plus common space on Level 1) x .05 = 2,955 s.f. of amenity space. Residential amenity areas may not be enclosed.

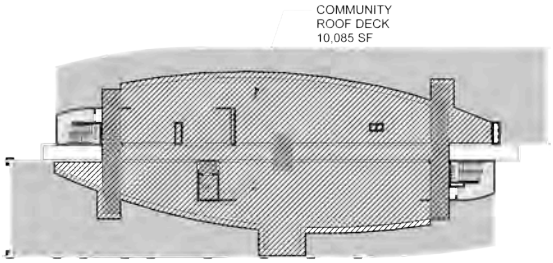
**Total Residential Amenity Areas Provided: 12,170 s.f.**



NC3P-65 ZONING REQUIREMENTS CONT.



LEVEL 4



ROOF

SMC 23.47A.029 Solid Waste and Recyclable Materials Storage Space

Storage space for solid waste and recyclable materials containers shall be provided per table 23.47A.029.

SMC 23.47A.032 Parking location and access

In C zones access to parking shall be from the alley.

No vehicle alley access and therefore a two-way curb cut on the principal street is allowed for parking. No parking is required for this site.

SMC 23.61.012 Residential Structures

Residential uses are permitted outright anywhere in a structure in C zones and NC zones, unless located on a lot in a pedestrian-designated zone, where they are limited to 20% of each street level, principal pedestrian street facing façade.

S.D.O.T. RIGHT-OF-WAY IMPROVEMENT MANUAL REQUIREMENTS

Sidewalks in the Vicinity of Transit Stations

In the block adjacent to the transit station, the sidewalk shall be 18-25 feet as follows:

- Frontage zone: (3 feet)
- Pedestrian zone: (10-12 feet)
- Landscape/Furniture zone plus curb: (5-10 feet)