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

In the 1999 neighborhood plan, this area was envisioned as a North Rainier HUB Urban village. In 2010, the plan was updated with the goal: “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 updated plan envisions the area as a new transit oriented town center, with the same neighborhood priorities of the initial plan: developing a neighborhood core, creating housing, catalyzing commercial development, offering services, promoting living wage employment opportunities, and offering access to transit and non-motorized travel choices. In the past year, the City and neighborhood have been meeting to create an urban design framework (UDF), from which a number of recommendations come, including: creating a connected neighborhood and a walkable town center, improving the pedestrian landscape, and reconnecting Cheasty and Mt. Baker Boulevards. This project will be the first step in actualizing this plan, and will act as a catalyst for the creation of a transit oriented neighborhood town center.

Additionally discussed as part of the UDF, is the process of calming traffic in order to orient the core town center to pedestrians, while preserving reasonable commute times. One option being discussed: the development of a one-way couplet that would allow for southbound vehicular traffic and street parking on Rainier Avenue in front of the project site, with 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 sq. ft., or .536 acres. 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. Beyond Stevens Street to the south, the nearest vehicle-oriented street 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 northeast of the property with many buses running along Rainier Avenue South.

Rainier Avenue South is relatively flat between South Winthrop Street 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 is located further to the east and the University of Washington Medical Center’s Consolidated Laundry Facility to the west.

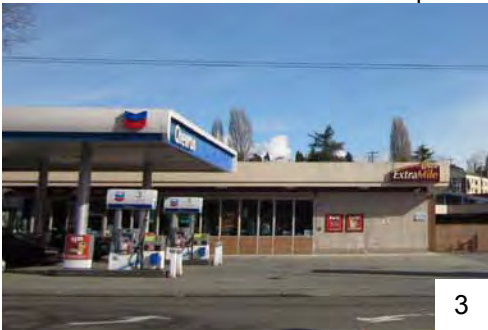
The site is currently a paved parking lot and an unoccupied single story commercial building (former Firestone Tire Company). The site will be provided to the owner as a vacant lot. There is one mature street tree on Rainier Avenue South, and two recently installed street trees on Forest Avenue. As part of Sound Transit’s 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



2



3



4



5

1. Franklin High-School

2. Lowe’s

**Significance:** Historic Building

3. Chevron Gas Station

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

4. US Bank

**Feature of Interest:**  
Vertical Repetition

5. Starbucks Coffee



Existing Neighborhood Development

There are many potential large development sites surrounding the project. These include the QFC & Rite Aid site, the US Bank property, and the Lowes site. Smaller sites surround the station to the east, west, and south. The large businesses that will likely remain in the area are the University of Washington Medical Center's Consolidated Laundry Facility to the west, and the Lighthouse for the Blind to the north on Martin Luther King Way South.



- 1. Mt. Baker Light-rail Station**

**Significance:**  
Transit Oriented Development

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

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

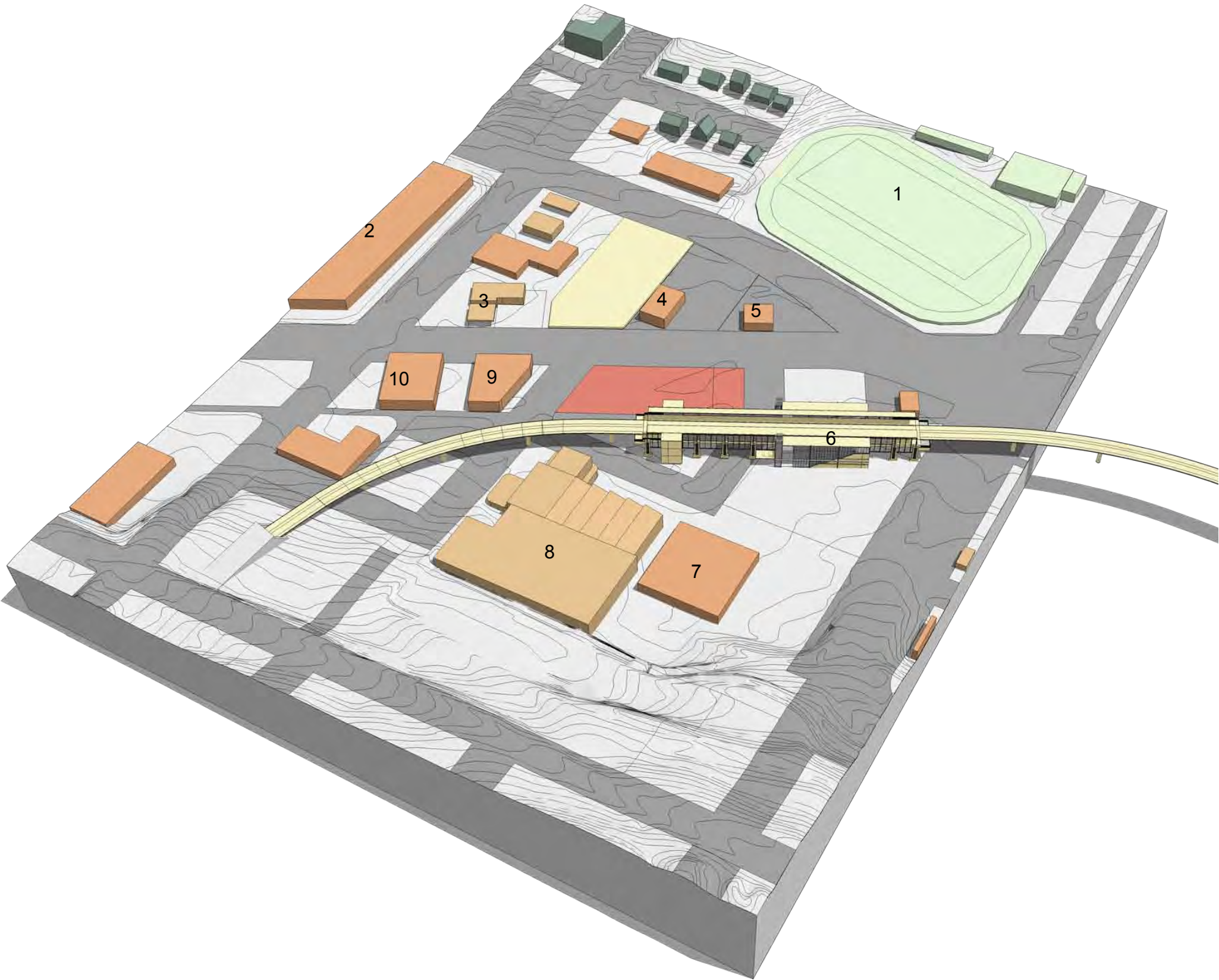
3. Unoccupied Commercial

4. O'Reilly Auto Parts

5. Pawn X-Change



- 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



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



**Concept:**  
**Two boxcars passing on a track**

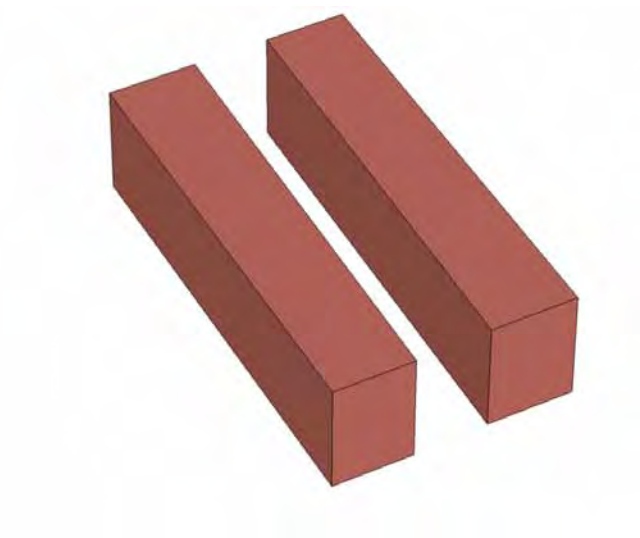
The inspiration and influence for the design concept comes from the proximity to the Sound Transit station. The sourced image is that of railways: trains, tracks, rails, and stations. The metaphor that developed as a point of departure for the project was a simple boxcar.

The Mt. Baker Light Rail Station is the inspiration for the initial building design concept. Further inspiration was gleaned from imagery of trains, tracks, stations, and boxcars of all varieties. The simple image of two boxcars passing on a track is the basis for the design massing.

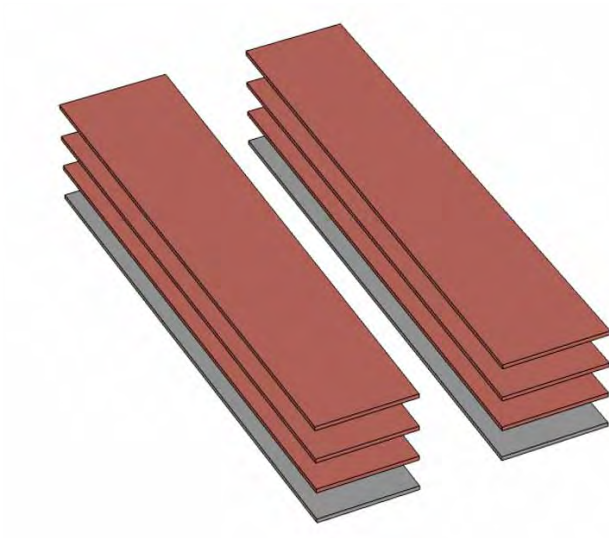
Single boxcar massing



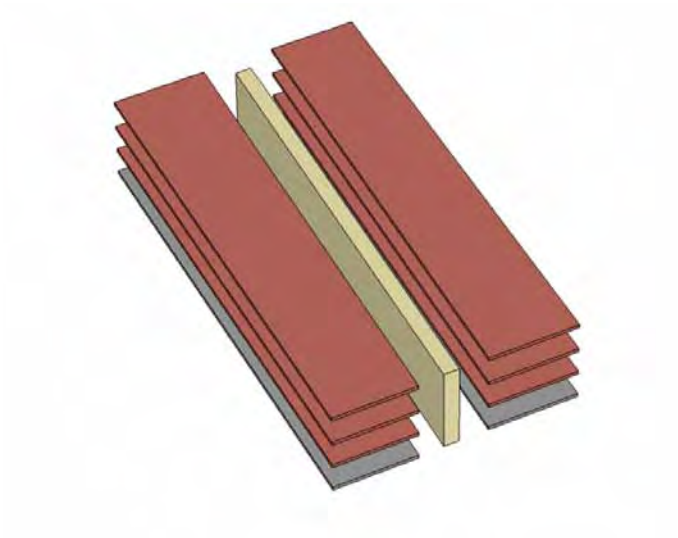
Split into two boxcar masses



Difine levels of residential and commercial program



Intersect with third mass to imply autonomy of two boxcar masses



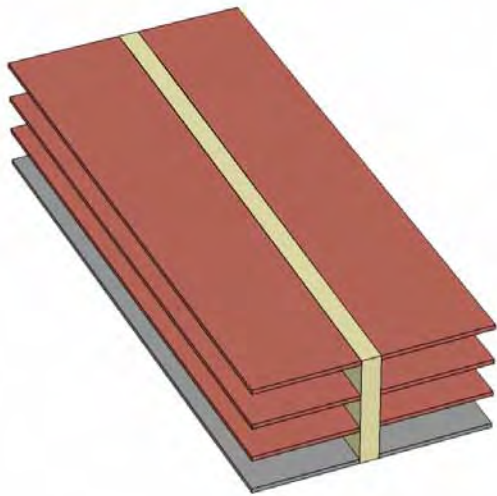


**Process:**  
**Clear, simple and elegant moves**

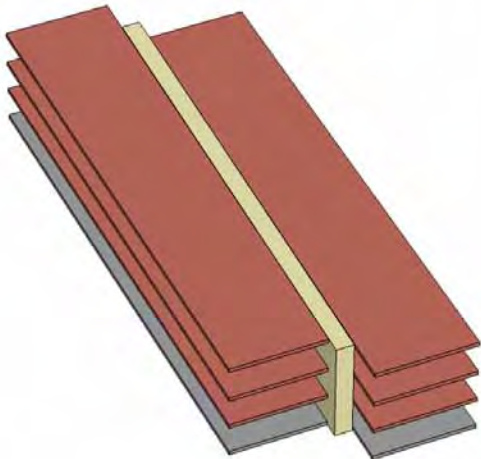
The initial massing for the building is a single boxcar. Then, the mass is split into two boxcar masses. A central corridor mass is placed between these two masses to further imply autonomy. To imply direction, the two masses are then shifted in opposite directions from one another. To imply movement on a curved track, the leading corner edges of each mass are tapered, giving the illusion that the building is curving parallel to the adjacent light rail track. On the opposite end of the mass, the exterior walls extend beyond the main boxcar mass giving the impression of the back end of a train.

The Mt. Baker Station's visual rhythm of vertical brick piers alternating with open-air breezeways inspired a series of vertical brick piers alternate with transparent storefront glazing on the first floor of the building. These vertical piers provide a strong base to the building and evoke an image of boxcars sitting atop a station track. A horizontal recessed shadow line is placed between the boxcars on top and the track below to emphasize this relationship.

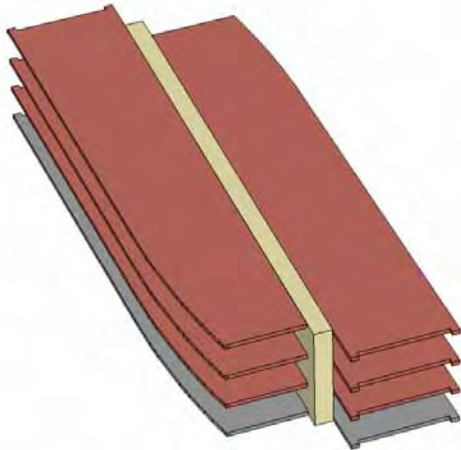
Third massing as circulation program



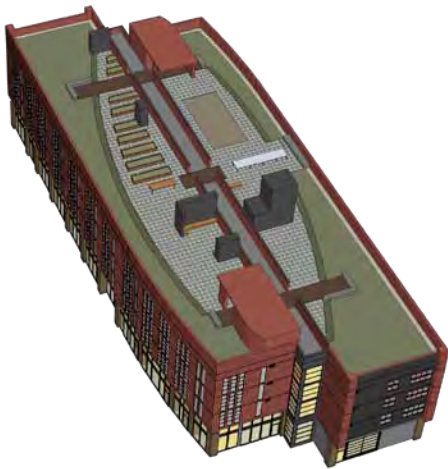
Shift to imply direction of two trains passing



Shape leading edge of boxcar masses to imply movement along curve of track



Combine to create impression of two boxcars passing on an elevated track





- Plant List
1. Scarlet Oak

2. Japanese Sedge

3. Variegated Carmel Creeper

4. Compact Japanese Holly

5. Mixed Planting:

A: 50% Kinnickinnik

B: 15% English Lavander

C: 15% Red Ace Deciduous Cinquefoil

D: 20% Lemon Thyme

6. Lilly Turf

7. Japanese Spurge

8. Mint

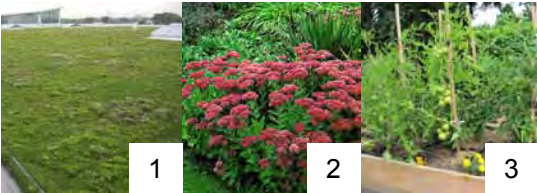
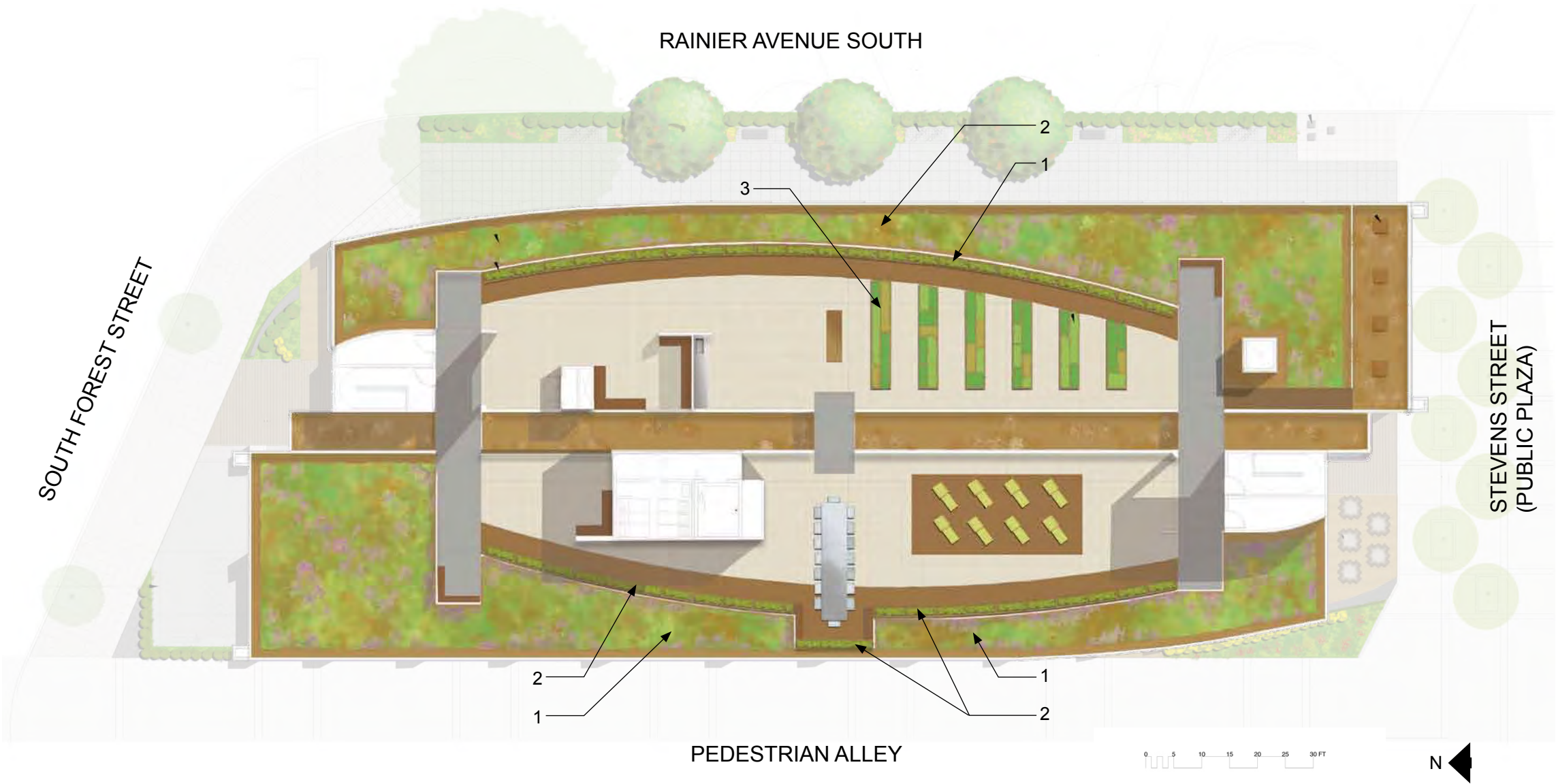




- Plant List
1. Sedum Green Roof

2. Sedum 'Autumn Joy'

3. Agricultural Planting

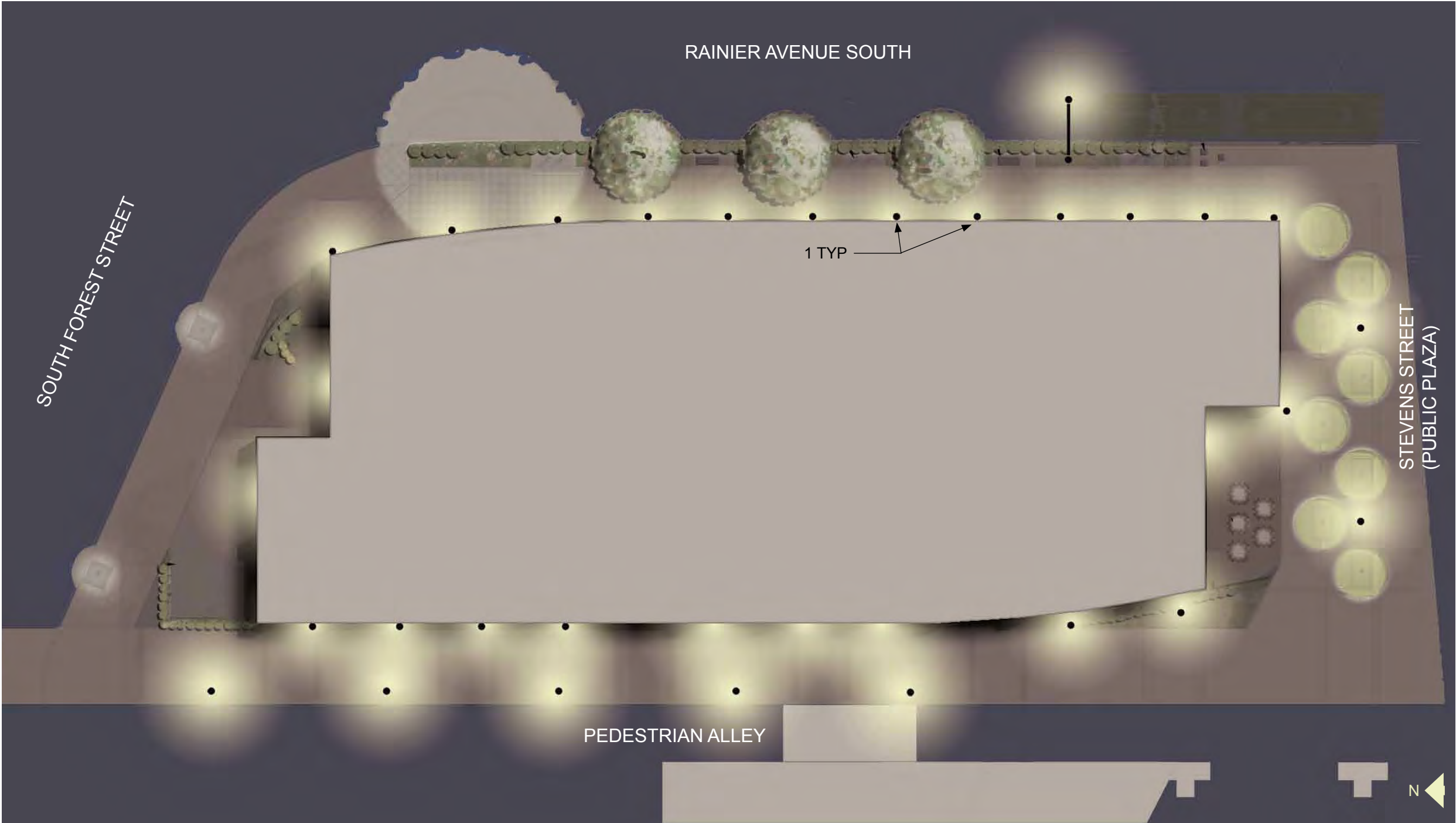




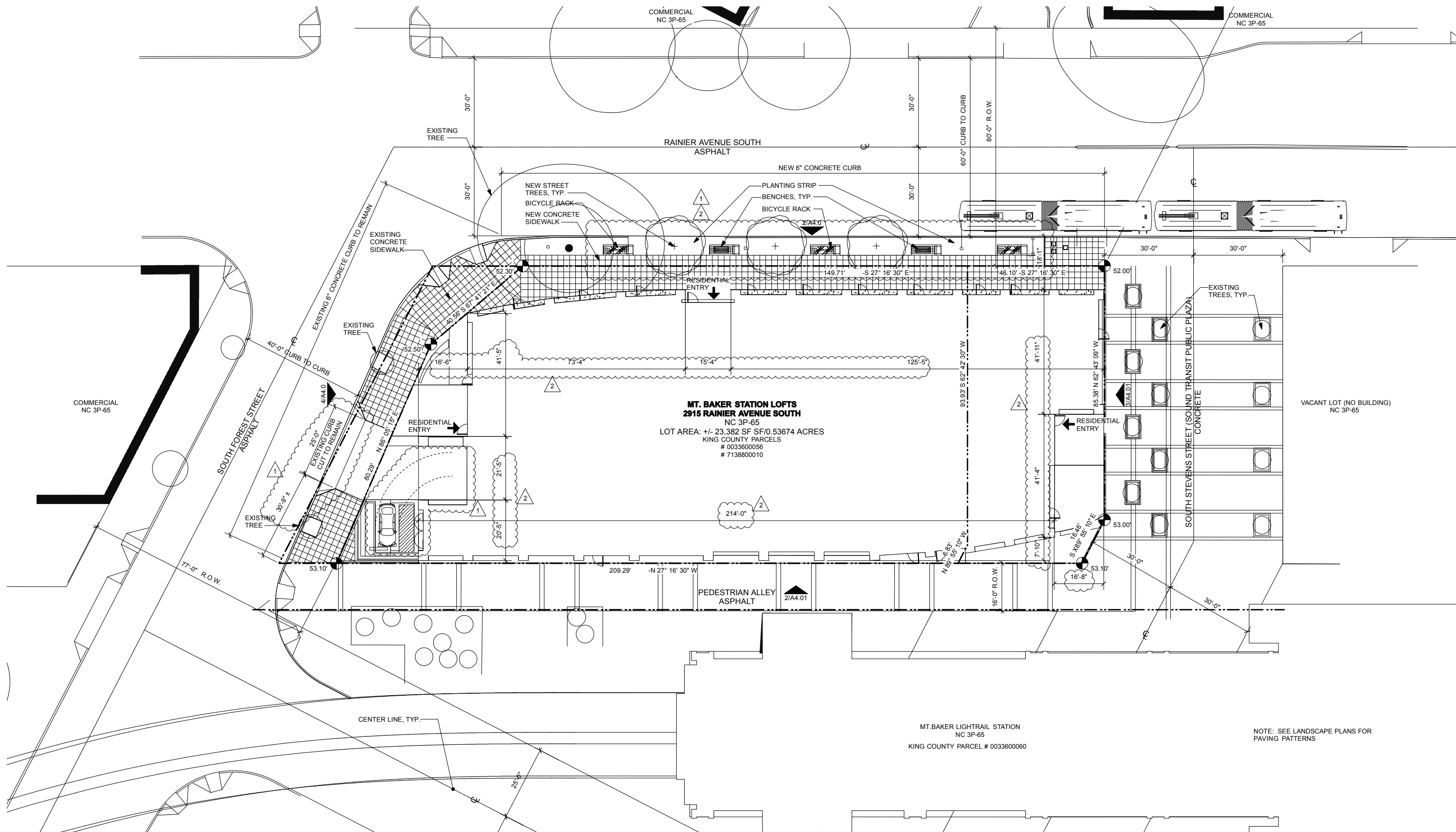
Site Features: Pedestrian Safety

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. Ground floor commercial spaces and the large community room placed around the perimeter of the building brings vitality, activity and people at the street, 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.



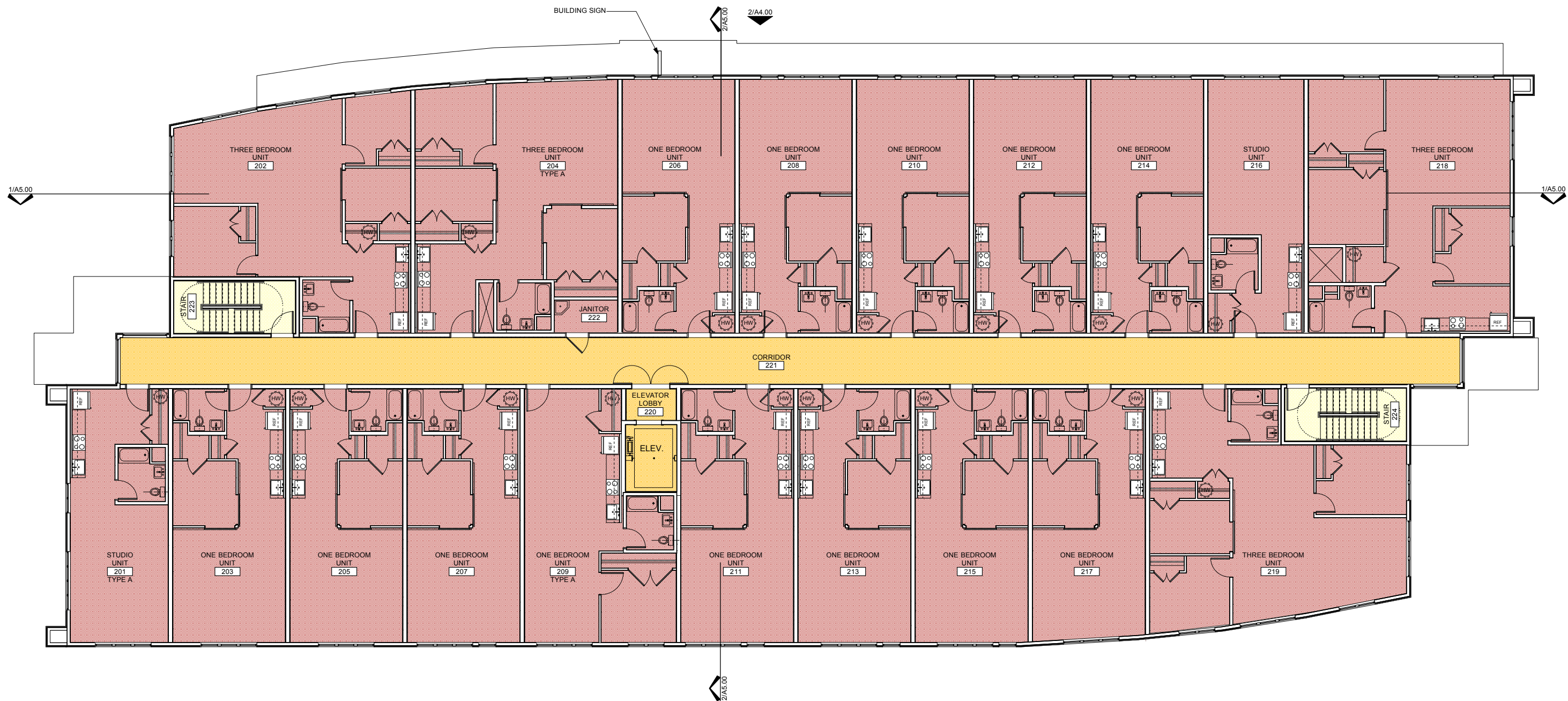


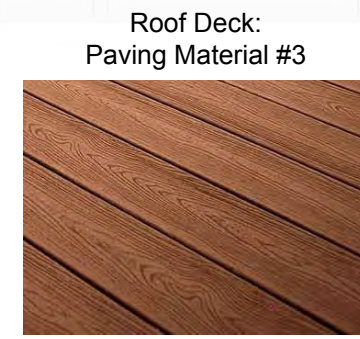
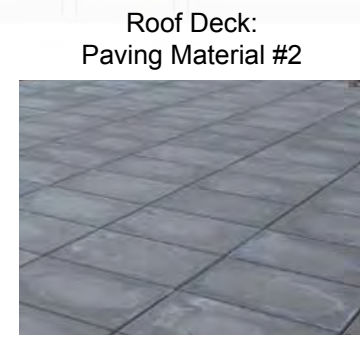
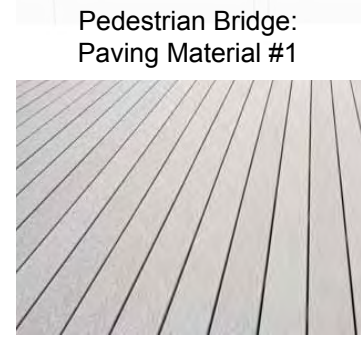
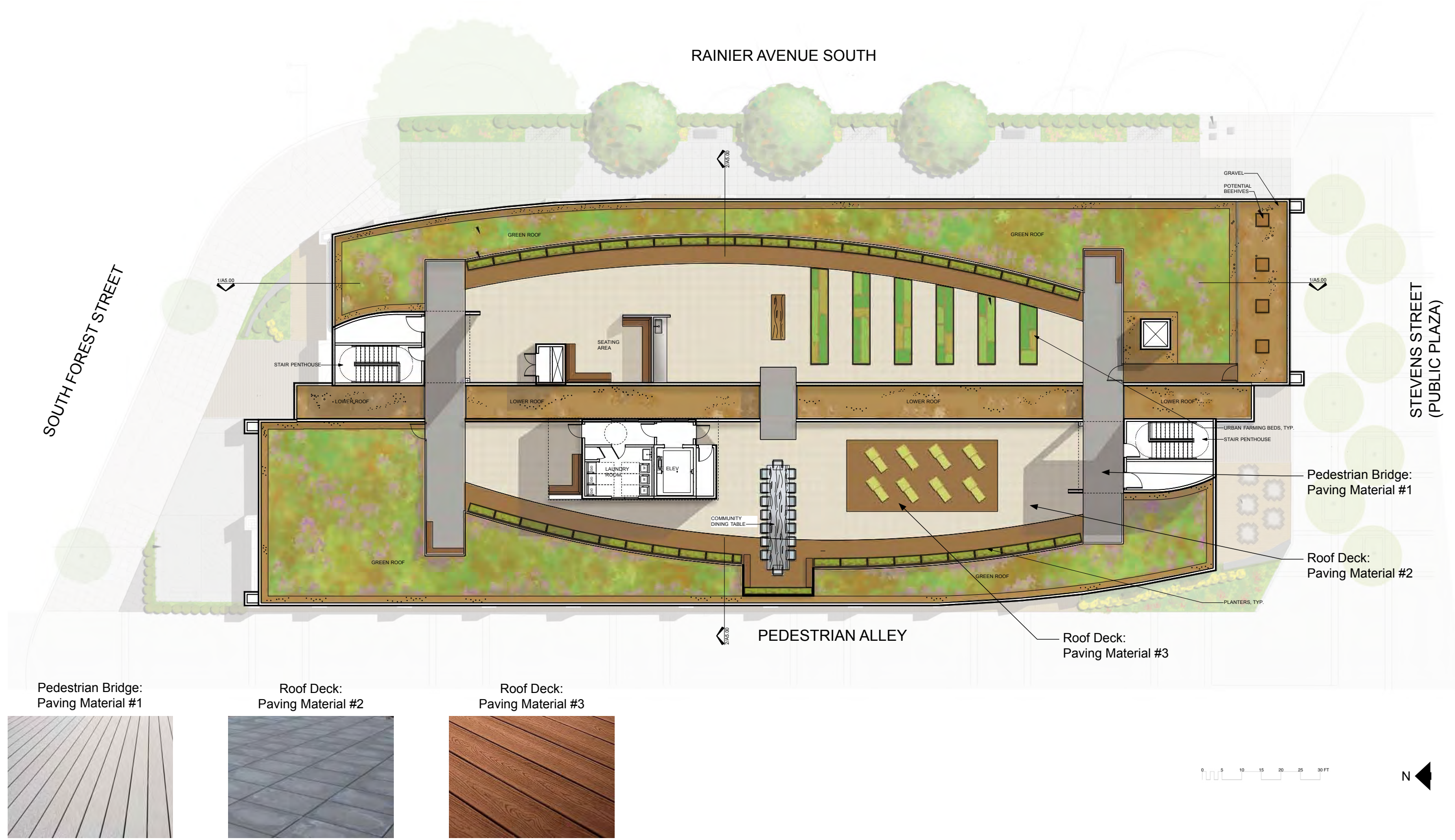




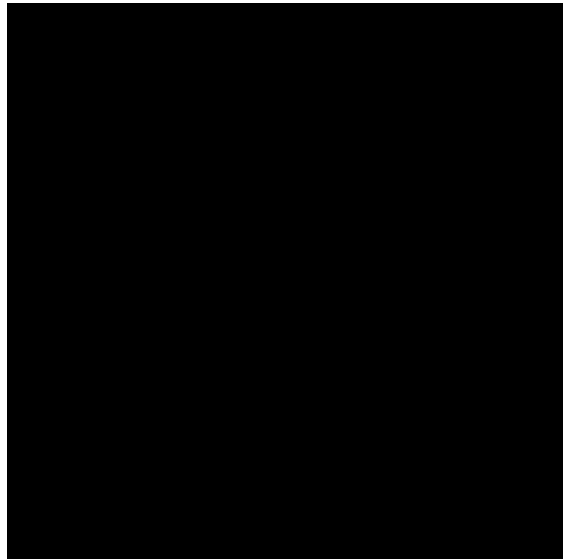




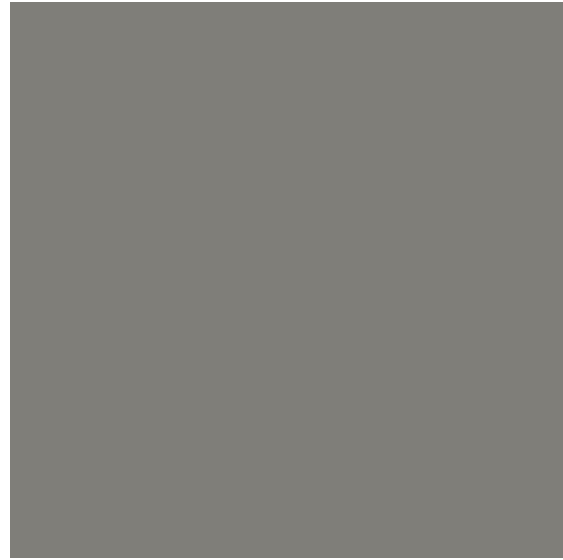








Metal Ribbing Color:  
Cool Matte Black



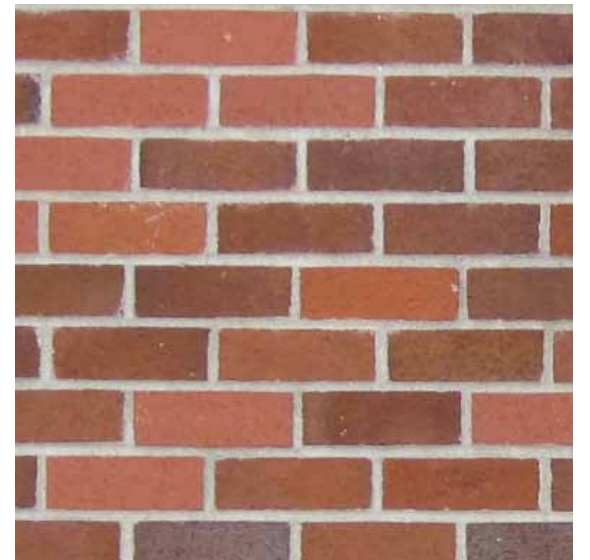
Metal Siding:  
Cool Zactique II



Metal Siding:  
Cool Metallic Silver



Metal Siding:  
Cool Colonial Red



Brick:  
Ruby - Mission



Metal Ribbing Color:  
Cool Matte Black

Metal Siding:  
Cool Zactique II

Metal Siding:  
Cool Metallic Silver

Metal Siding:  
Cool Colonial Red

Brick:  
Ruby - Mission

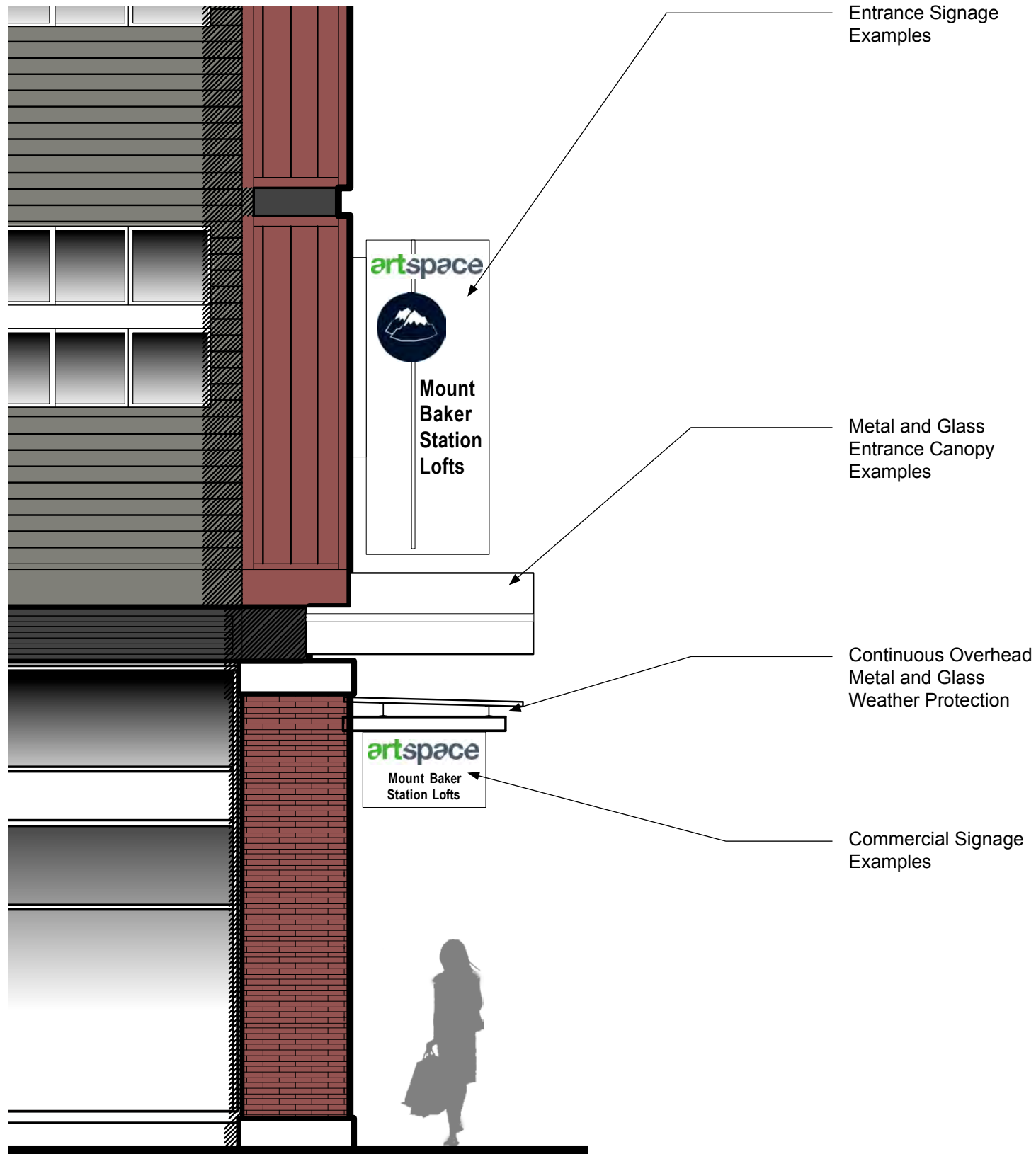


Metal Siding:  
Cool Colonial Red Building Example

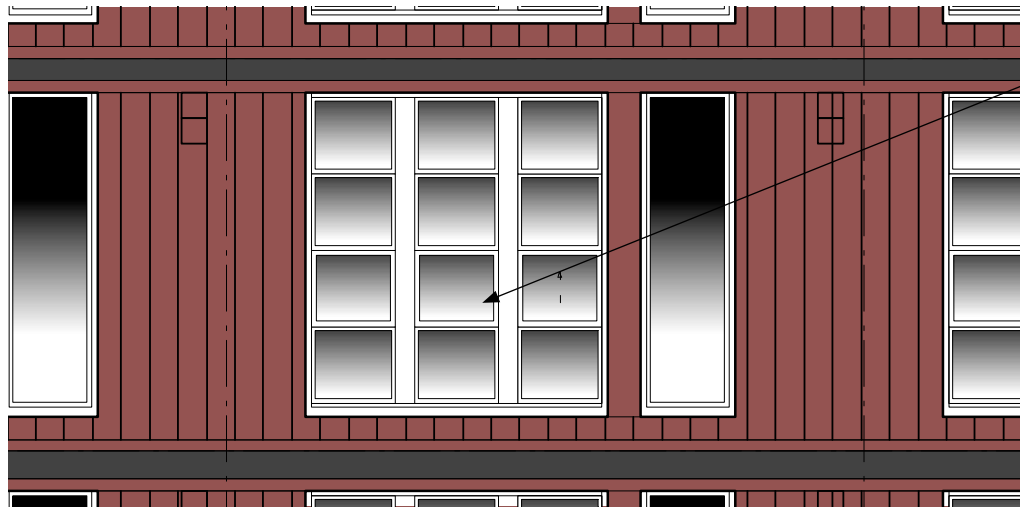


Brick:  
Ruby - Mission to match Mount Baker Station









White Vinyl Windows  
Option 1 (Preferred)  
Examples

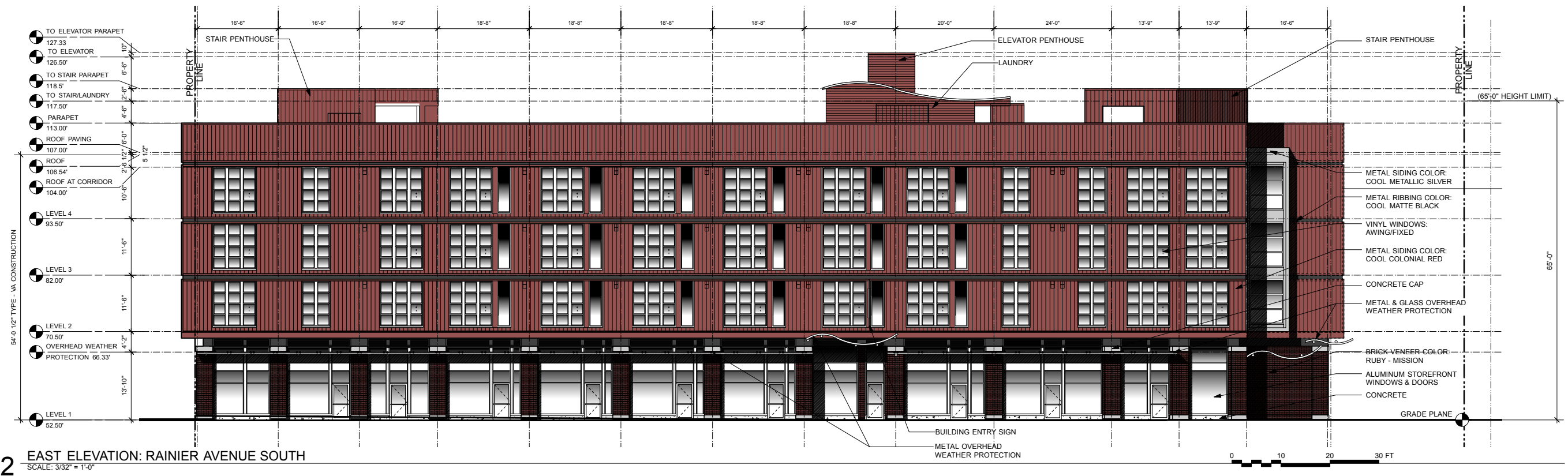


White Vinyl Windows  
Option 2 & 3 Examples



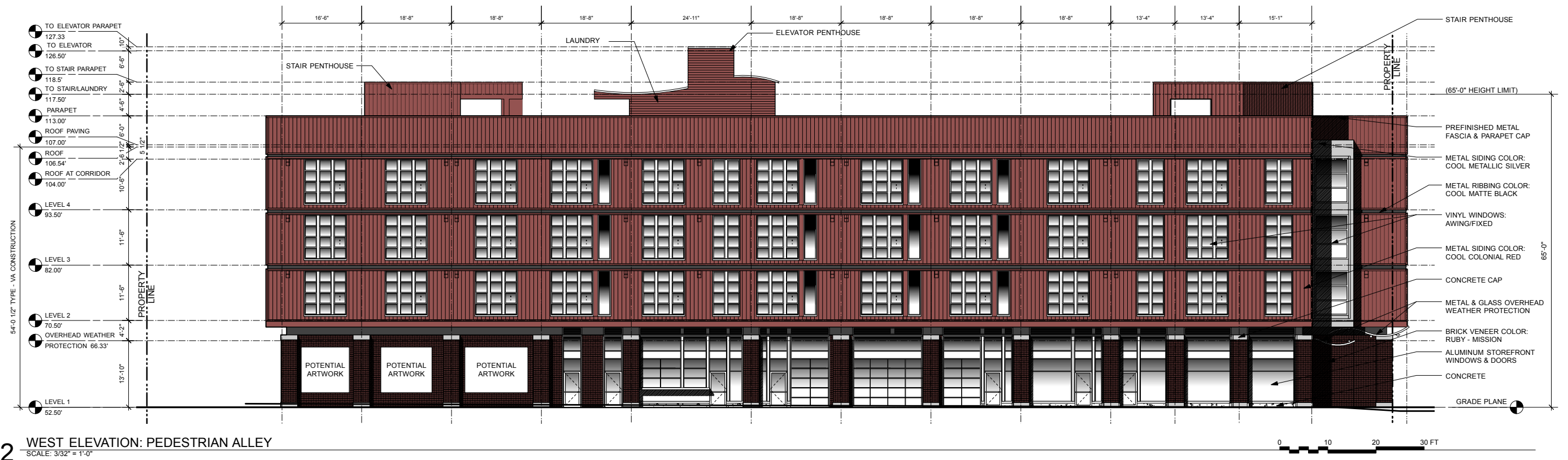
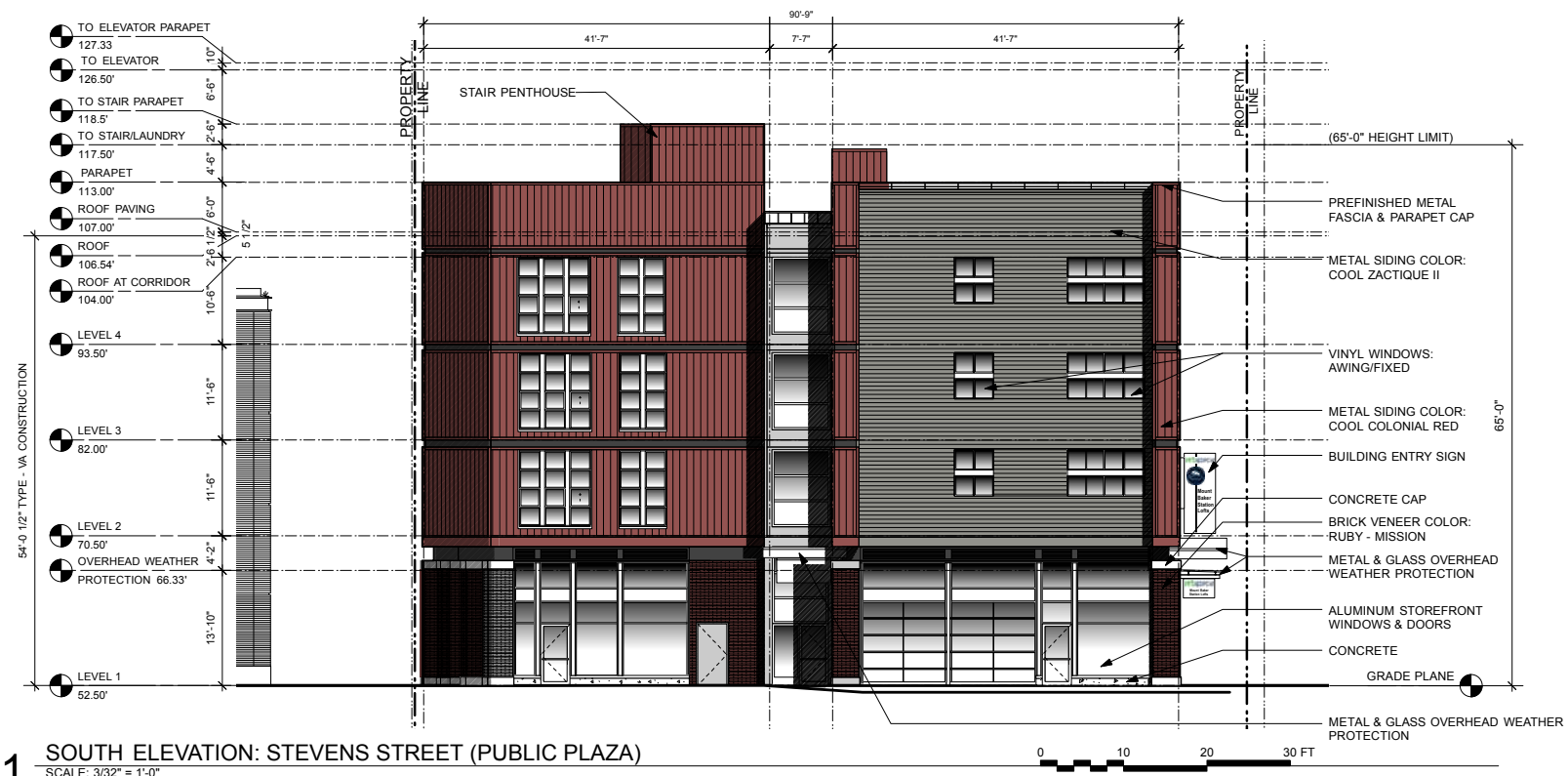
Clear Anodized Aluminum  
Storefront Examples



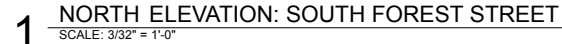


Elevations - Option 1 (Preferred)

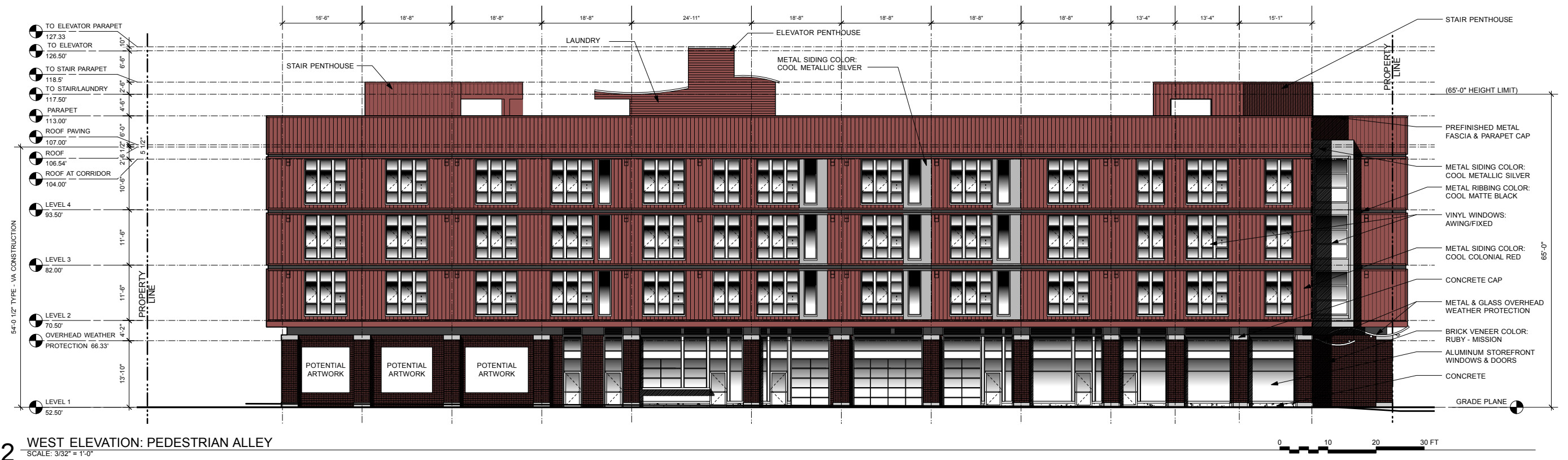
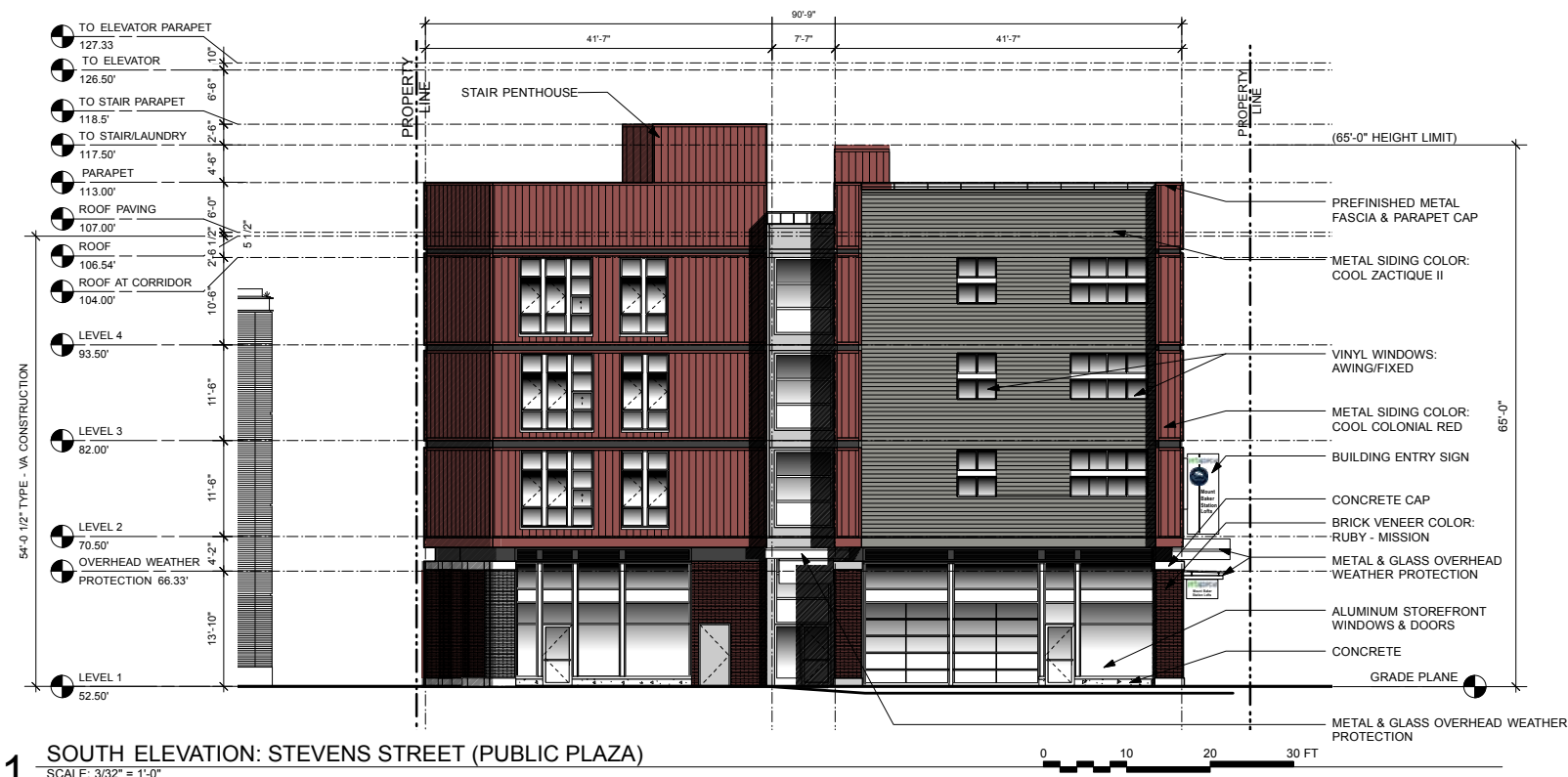




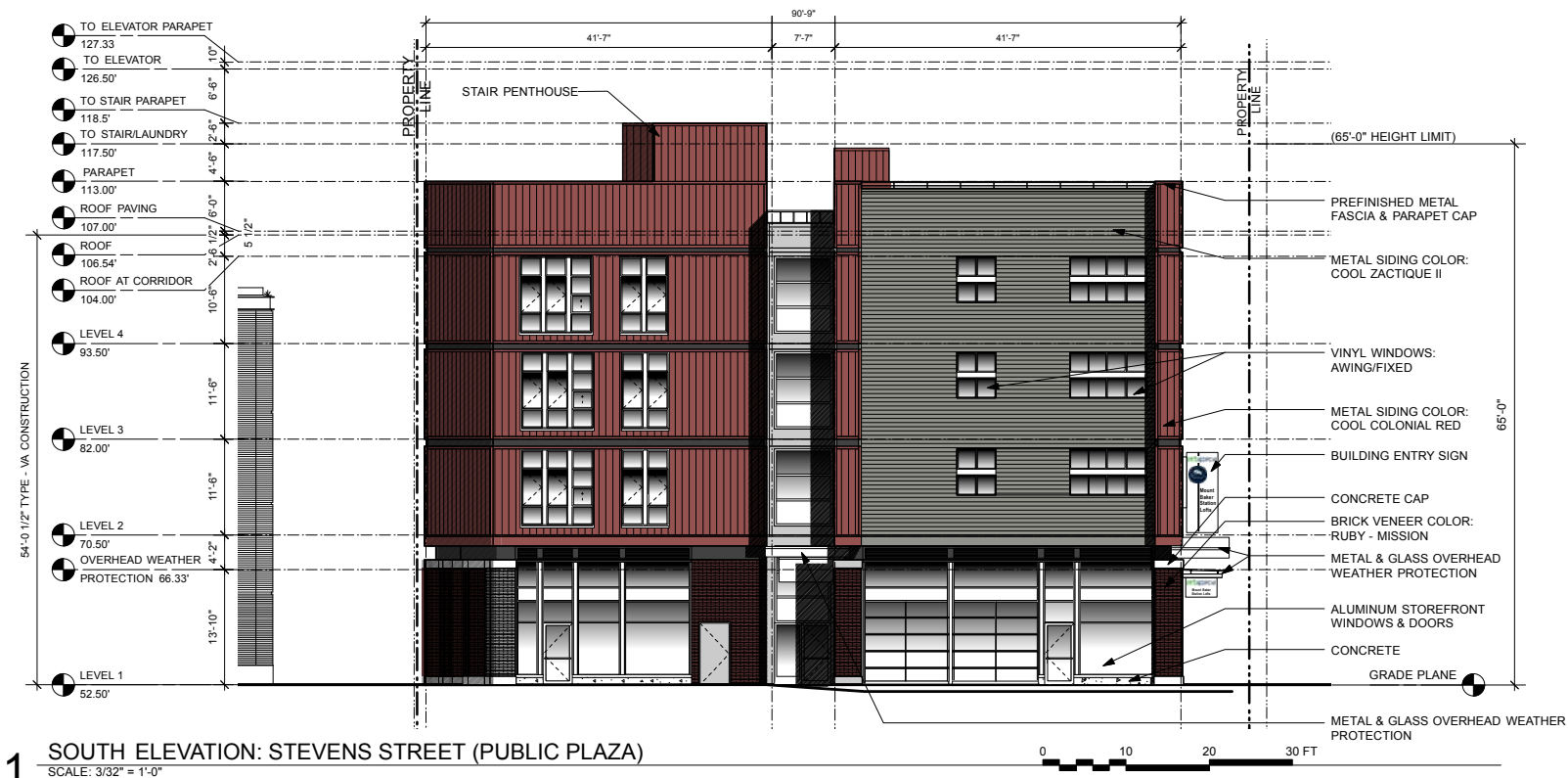
Elevations - Option 1 (Preferred)





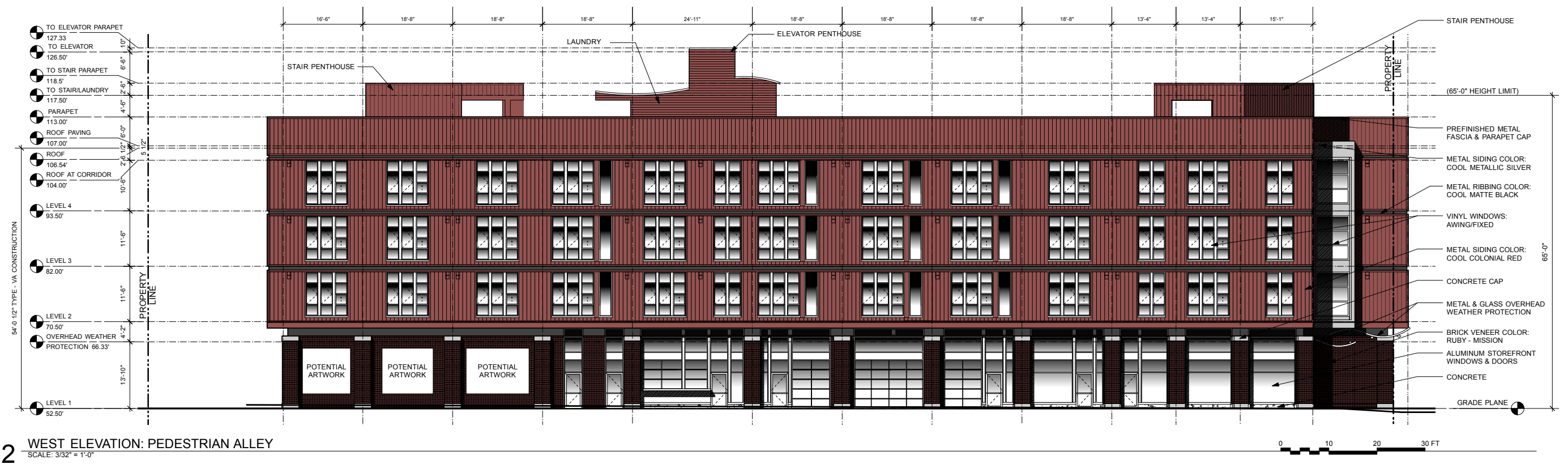


Elevations - Option 2



1 SOUTH ELEVATION: STEVENS STREET (PUBLIC PLAZA)

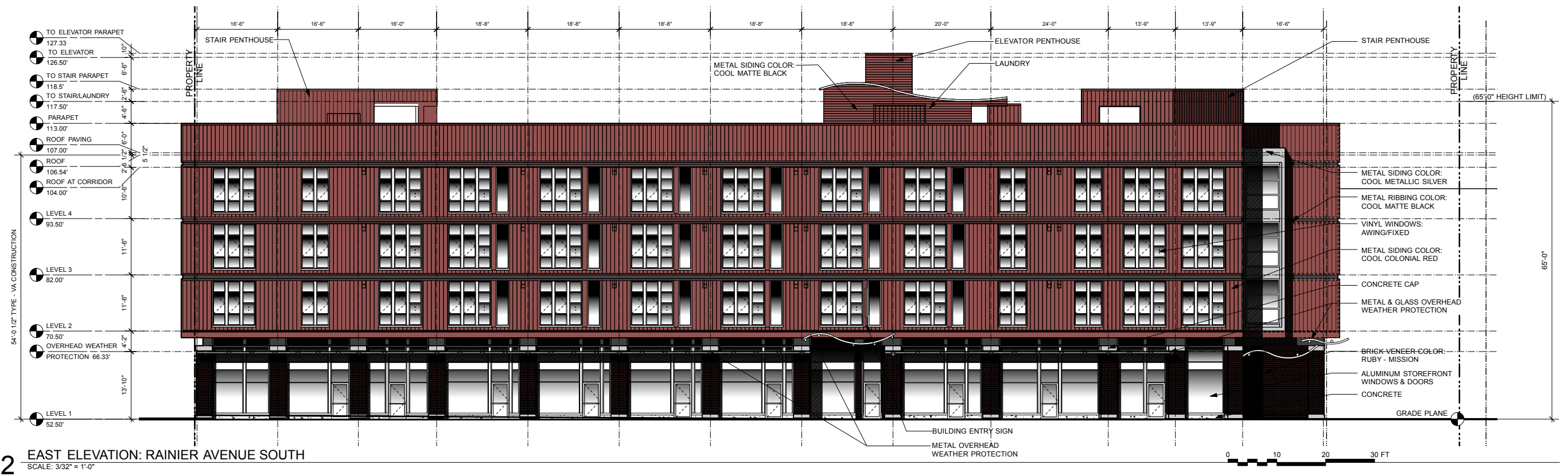
SCALE: 3/32" = 1'-0"



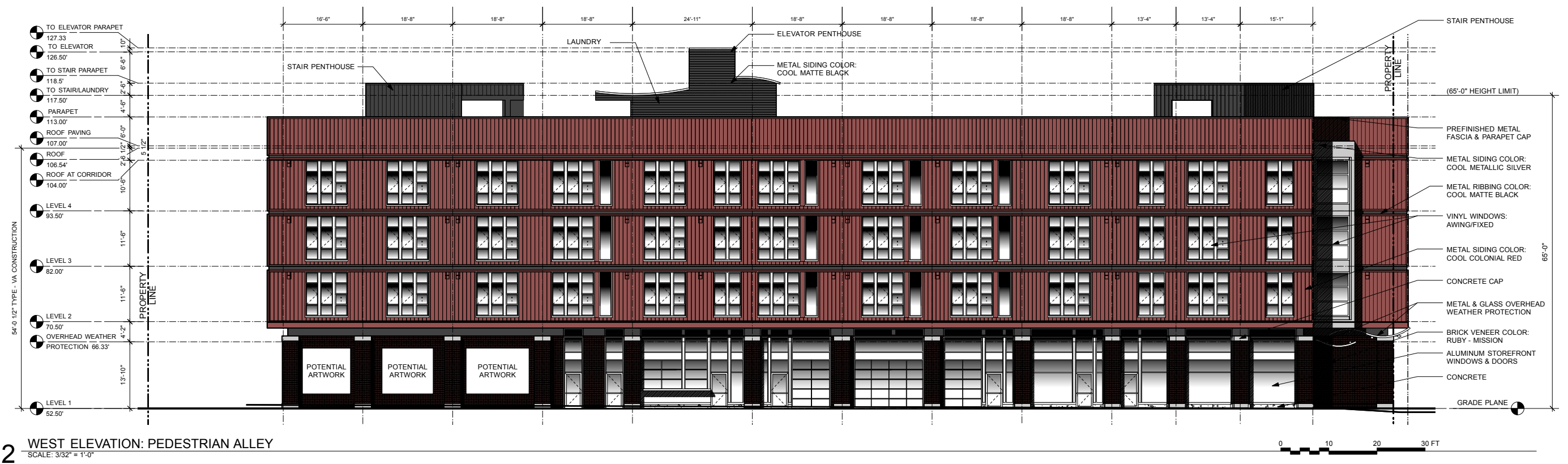
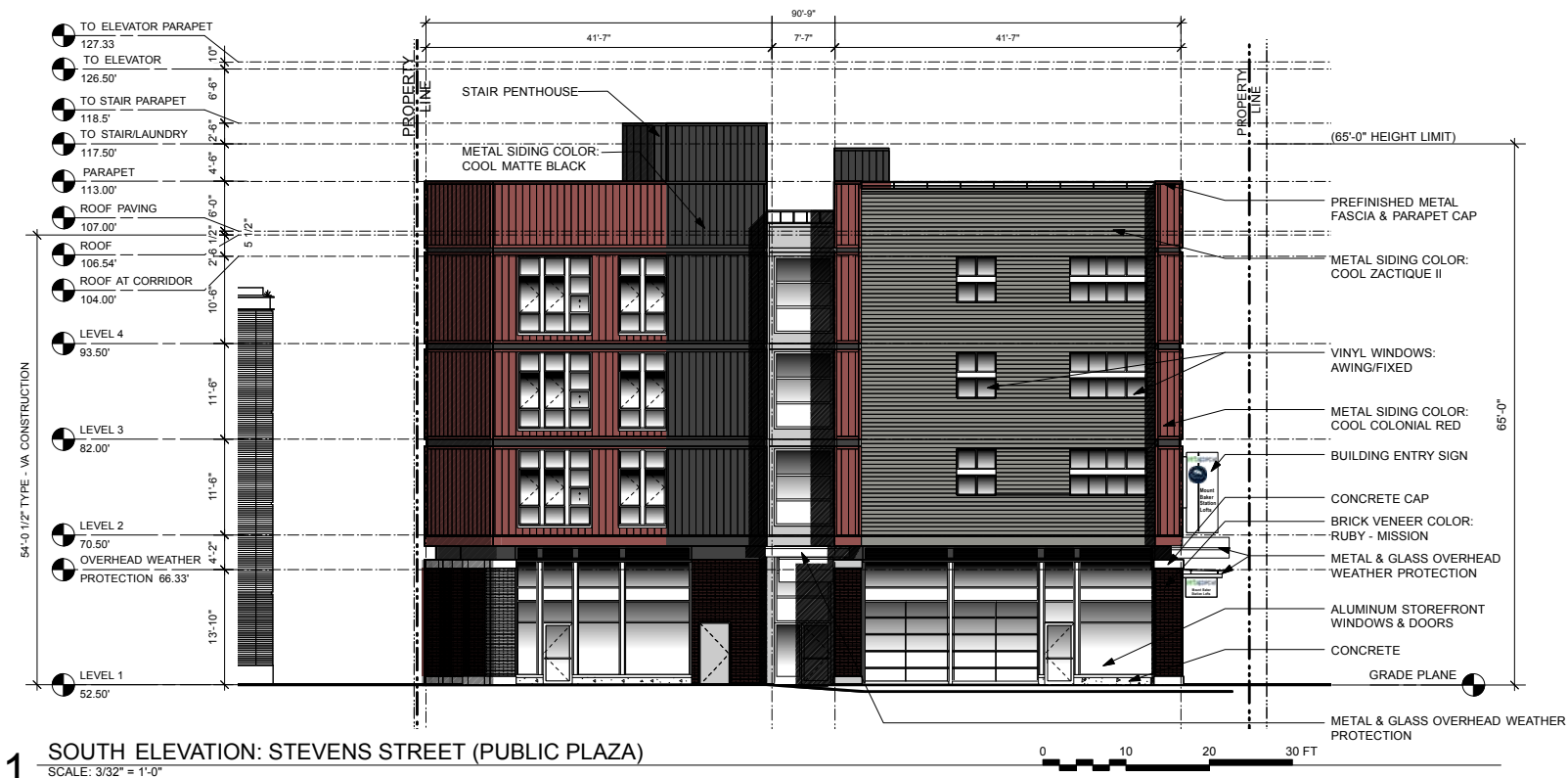
2 WEST ELEVATION: PEDESTRIAN ALLEY

SCALE: 3/32" = 1'-0"



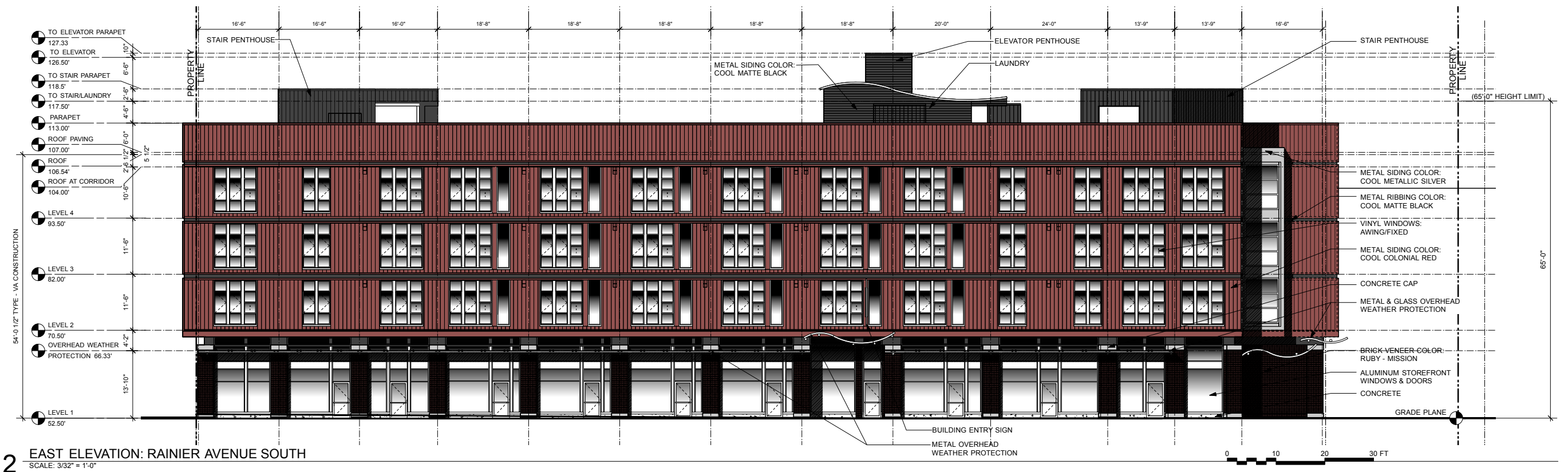


Elevations - Option 3

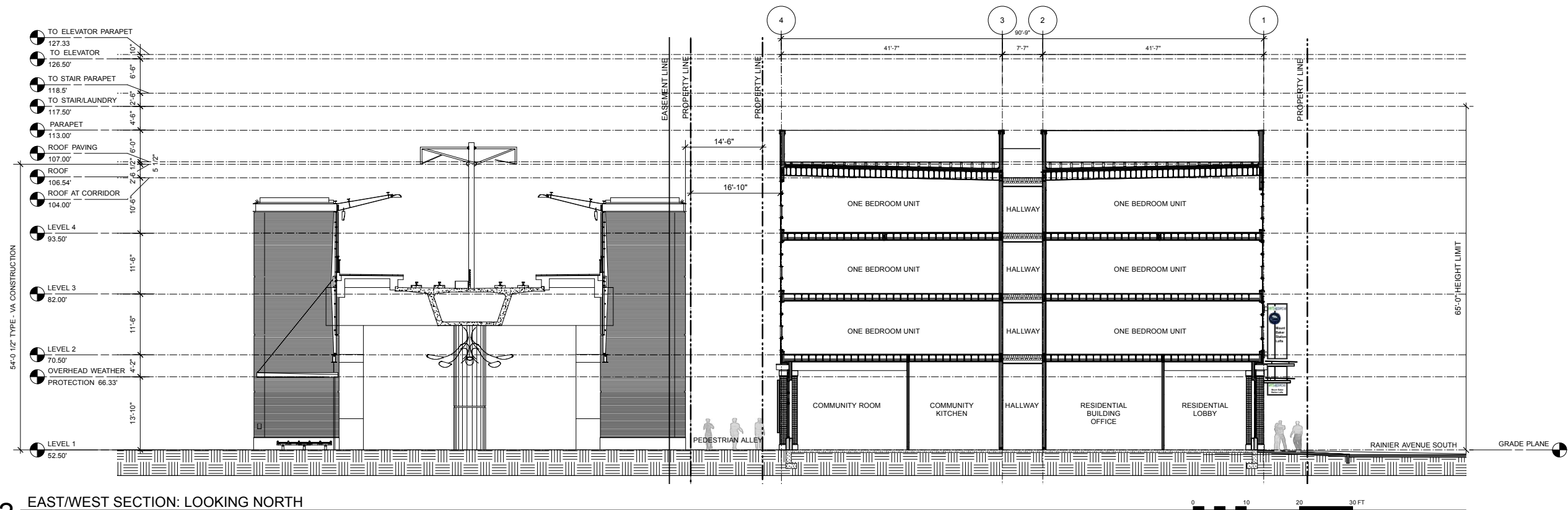


Elevations - Option 4

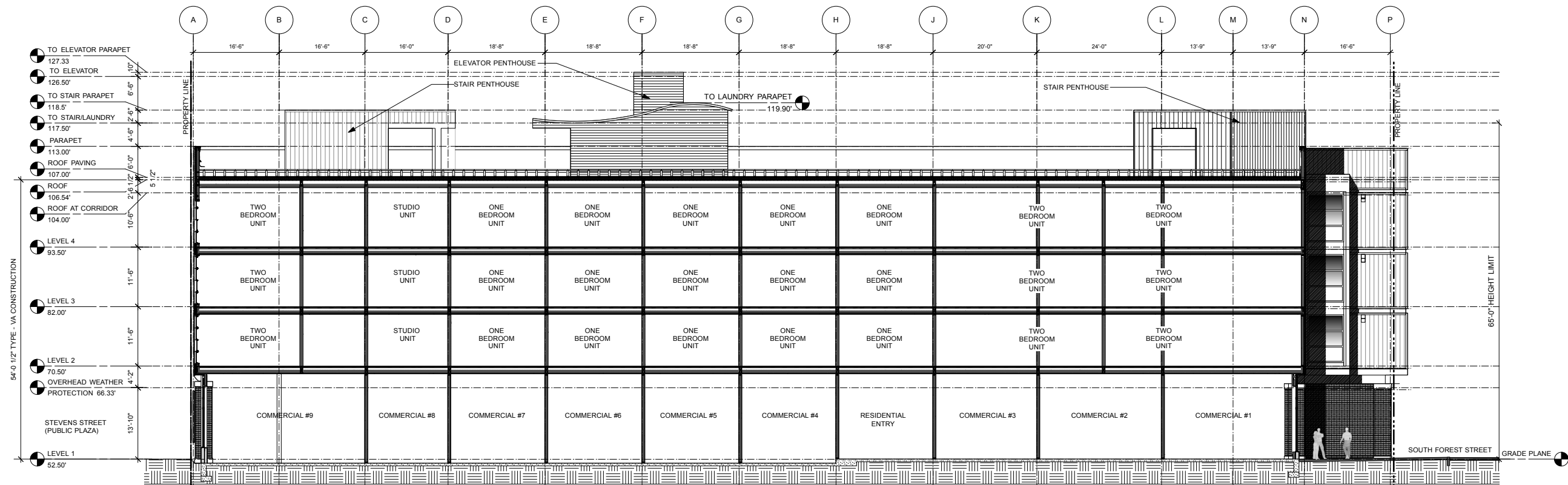




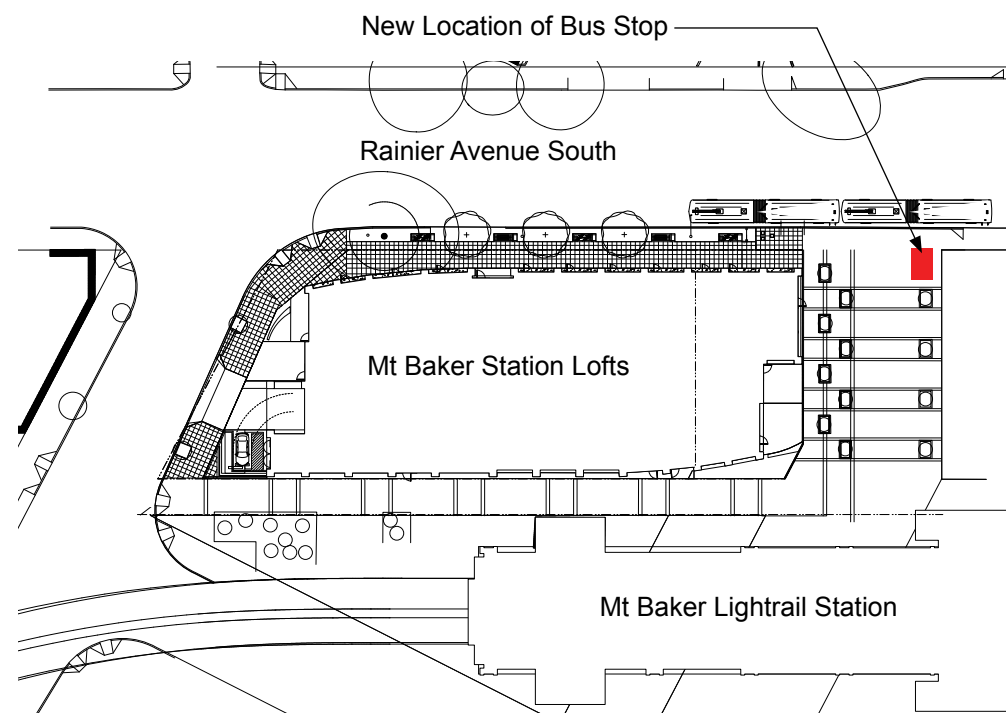
Elevations - Option 4







1 NORTH/SOUTH SECTION: LOOKING WEST  
SCALE: 3/32" = 1'-0"



**A-2 Streetscape Compatibility**

### A-2 Streetscape Compatibility

**SMR Response:**  
 Since the Early Design Guidance meeting we have met with King County Metro, and they confirmed that location of the bus stop will be along the south side of the Stevens Street right of way (Sound Transit pedestrian plaza).

The new location of the bus stop should alleviate the need for wayfinding for bus users. The station and the large overhead light rail track are inherent way finding markers for pedestrians and vehicular traffic.

### A-2 Streetscape Compatibility

**EDG Board Comment:**  
 At the Early Design Guidance Meeting, the applicant expressed concern that the current location of the bus stop might need to be moved north/south of the building to improve the visibility of the commercial spaces. The Board was concerned that the proposed curb cut along S Forest St would reduce important sidewalk space.

The Board recommended incorporating wayfinding for the transit station into the proposed design.

More direction about this issue is found in Guideline A-3.

**Since the design review meeting the applicant has been notified by Seattle's Department of Transportation that the pull-out parking design would not be approved through the street improvement process.**



**A-3 Entrances Visible from the Street**

### A-3 Entrances Visible from the Street

**SMR Response:**  
 See response in D-12.

### A-3 Entrances Visible from the Street

**EDG Board Comment:**  
 At the Early Design Guidance Meeting, the Board was concerned that the residential entry shown was too diminutive. The Board recommended that the entry design make more of a statement and be distinguished from the rest of the building.





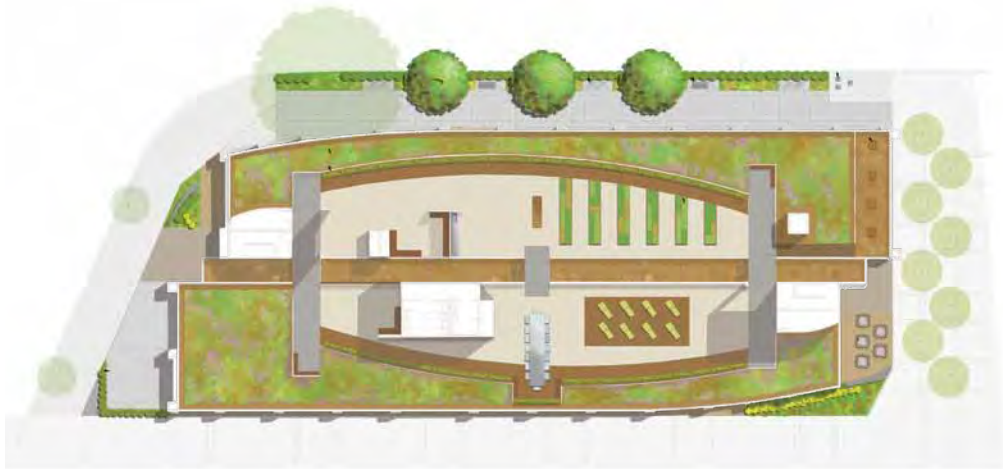
A-4 Human Activity

A-4 Human Activity

SMR Response:  
Overhead weather protection is provided at the Rainier Avenue South elevation. The corner spaces on Rainier Ave S. are designated and shown as retail commercial use.

A-4 Human Activity

EDG Board Comment:  
At the Early Design Guidance Meeting, the Board requested exploration of including overhead weather protection along the street fronts. The Board stated that the corners are the preferred retail locations of businesses and the ability to lease these spaces relies upon a design that encourages human interaction and pedestrian activity.



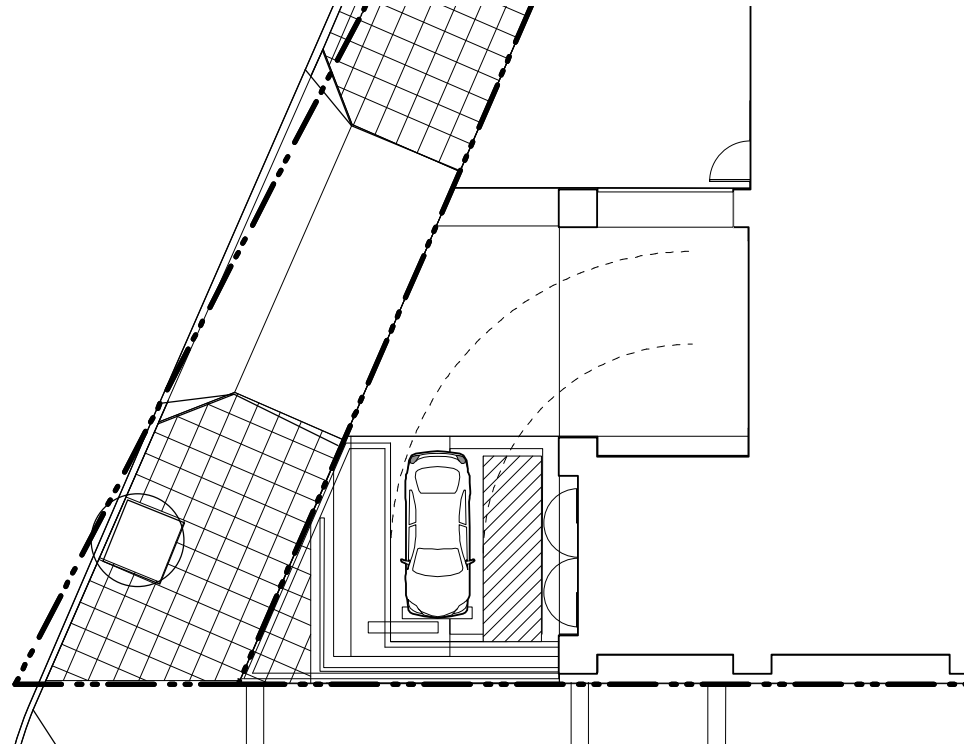
A-7 Residential Open Space

A-7 Residential Open Space

SMR Response:  
A large roof top deck and green roof are proposed for residential open space. See D-12 for response to residential entries.

A-7 Residential Open Space

EDG Board Comment:  
At the Early Design Guidance Meeting, the Board asked that two options for residential entry be shown at the next meeting, one at Rainier Ave S façade and one at the S Forest St. façade of the building - with both options including a clearly defined entrance.



A-8 Parking and Vehicle Access

**A-8 Parking and Vehicle Access**

SMR Response:  
There is no parking of any kind located along Rainier Avenue South, and there is no commercial parking located on the property.

**A-8 Parking and Vehicle Access**

*EDG Board Comment:*  
At the Early Design Guidance Meeting, the Board expressed reservations with the proposed short term commercial parking proposed along Rainier Ave. S and potential conflict with Metro's ability to stack busses. Vehicle speed and peak volumes make this an unsafe proposal. The board was not supportive of the proposed curb alignment.

*Since the design review meeting the applicant has been notified by Seattle's Department of Transportation that the pull-out parking design would not be approved through the street improvement process.*



C-2 Architectural Concept and Consistency

**C-2 Architectural Concept and Consistency**

SMR Response:  
See response in C-4.

**C-2 Architectural Concept and Consistency**

*EDG Board Comment:*  
At the Early Design Guidance Meeting, the Board noted that the residential portion of the building does not appear to display a defined residential composition. More direction about this issue is found in Guideline C-4.





C-4 Exterior Finish Materials

See sheets 18-25

#### C-4 Exterior Finish Materials

**SMR Response:**  
The exterior residential materials are reflective of the particular artist housing type of industrial buildings. Artist have historically occupied industrial building in areas throughout cities due to the inherent “blank canvas” aesthetic; the durable and non-precious finishes such as concrete, brick and metal; and the large open flexible spaces with large windows and lots of natural daylight. This building also reflects the artist use and need for the creation of art through the precedent of the industrial building type.

On the exterior façade, the residential use is clearly defined by the change of materials from brick at the commercial base, to metal on the residential floors above. Large storefront windows further define the commercial spaces, and vertical light windows define the residential spaces. A horizontal recessed black band is located between the change of materials to further emphasize the separation of the two uses and materials.

Three options are provided for the board to review. Each shows modifications in the window and siding layout.

The windows at the end of building have not changed from the original early design guidance proposal.

#### C-4 Exterior Finish Materials

**EDG Board Comment:**  
At the Early Design Guidance Meeting, the Board noted that at the next meeting, they would like to review more options on the metal siding composition, as well as for the fenestration pattern. The Board did, however, support the proposed panel windows at the end of the building and these should be retained (see D-11 guideline). The Board also was supportive of the rhythm of glazing and columns along the alley.



D-1 Pedestrian Open Spaces and Entrances

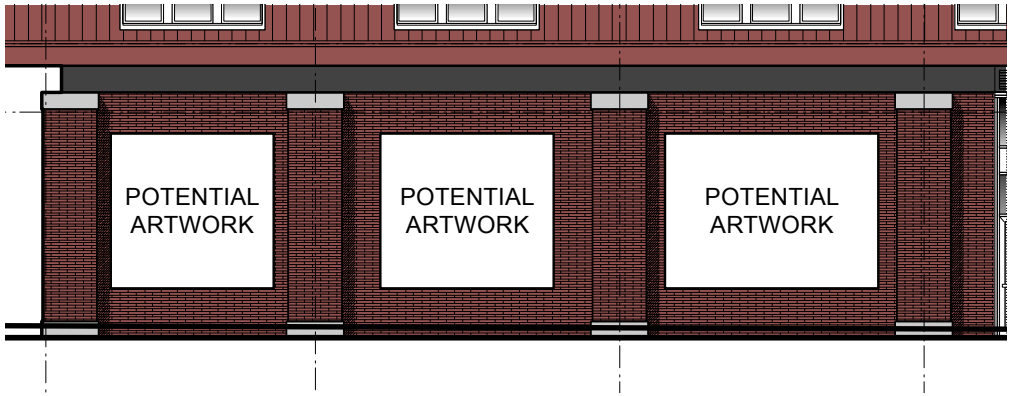
#### D-1 Pedestrian Open Spaces and Entrances

**SMR Response:**  
The outdoor seating, landscape planting, overhead weather protection, and bicycle racks are for public pedestrian use. Additionally, the open areas adjacent to the commercial spaces are specifically for the commercial tenant use. The tenants will provide any portable or permanent furniture needed for the commercial use. Potential tenants include a child care center, who would potentially provide a secure and protected exterior play area, or a food service/coffee house who would potentially provide portable tables and chairs for additional customer seating.

The pedestrian plaza at Stevens and the pedestrian alley along the west property line are not under our control to modify.

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

**EDG Board Comment:**  
At the Early Design Guidance Meeting, the Board noticed that additional plaza enhancements, such as outdoor seating, should be explored and presented.



D-2 Blank Walls

SMR Response:  
The project has an extreme amount of transparency that is not required by code, especially along the adjacent Sound Transit property line. This is done to help with the Station security by adding “eyes on the street” and by adding life and vibrancy to the sound transit private pedestrian alley. To reflect Artspace’s commitment to both art and community, Artspace is working with Lighthouse for the Blind, a neighbor to the north of the site, and with Vision Loss Connections, a local artist non-profit, to create a visual and tactile art installation in the blank façade areas at the northwest corner.

D-2 Blank Walls

EDG Board Comment:  
At the Early Design Guidance Meeting, the Board expressed an interest in seeing art added to the bike storage exterior wall and the NW corner wall.

D-2 Blank Walls



D-7 Personal Safety and Security

SMR Response:  
See response in D-10.

D-7 Personal Safety and Security

EDG Board Comment:  
More direction about this issue is found in Guideline D-10.

D-7 Personal Safety and Security





D-9 Commercial Signage

D-9 Commercial Signage

SMR Response:  
See page 16 for examples of commercial signage.

D-9 Commercial Signage

EDG Board Comment:  
At the next meeting, the applicant should present examples of the commercial signage being considered.



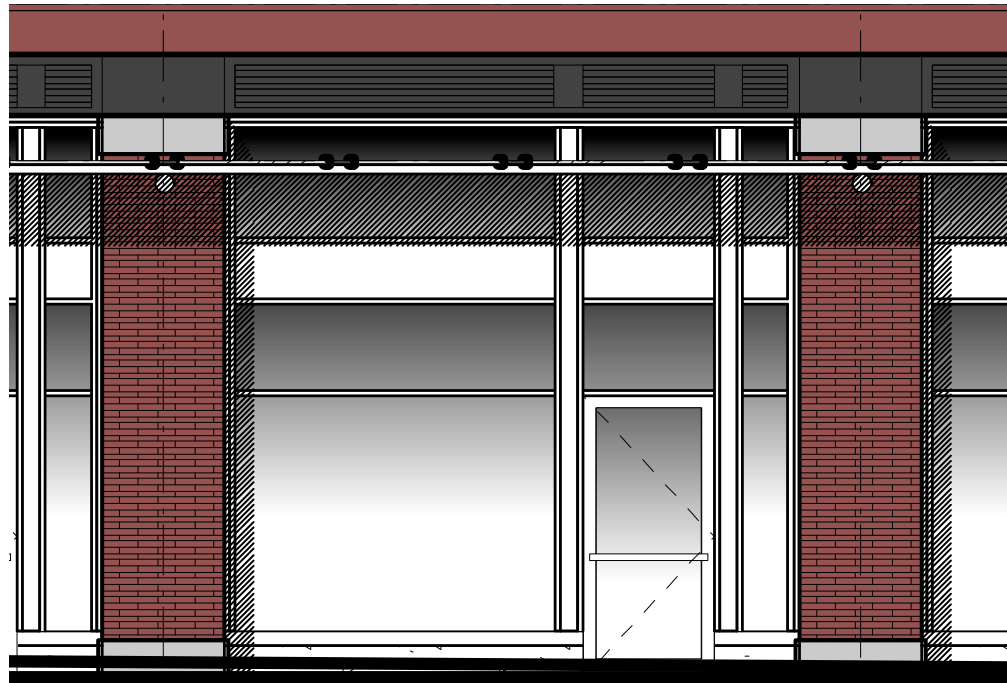
D-10 Commercial Lighting

D-10 Commercial Lighting

SMR Response:  
Commercial Lighting – down lighting that provides an even, non-glaring light will be provided at the sidewalk. See page 10.

D-10 Commercial Lighting

EDG Board Comment:  
At the Early Design Guidance Meeting, the Board expressed an interest in seeing exterior lighting that gives consideration to the Lighthouse for the Blind’s needs.



D-11 Commercial Transparency

**D-11 Commercial Transparency**

SMR Response:  
See response in D-2.

**D-11 Commercial Transparency**

EDG Board Comment:  
More direction about this issue in D-2.



D-12 Residential Entries and Transitions

**D-12 Residential Entries and Transitions**

SMR Response:  
The Post Office has made a determination that a mail delivery location and a lobby are required on Rainier Avenue.

The design emphasizes three entries to the building for the residential tenants. The main entry off of Rainier is called out with an awning that reflects the idea of the movement of air, using a curved surface that breaks the continuous flat overhead weather protection found at awning areas other than the main entry. Additionally, the main residential entry is visually enhanced with a vertical blade sign above and below the curved canopy. The curved surface air movement concept is similarly used to designate the entries located off of Forest Street and off the Sound Transit pedestrian plaza at the Stevens street right-of-way.

The residential entry off of Rainier is used as a display gallery for resident artist and will be used to display sculpture, painting and other visual arts. This entry/gallery area shares the residents' artwork with the community, and it gives the artist tenants a "commercial" presence on the main street that helps them to establish themselves.

**D-12 Residential Entries and Transitions**

EDG Board Comment:  
At the Early Design Guidance Meeting, the Board expressed an interest in seeing 'enhanced' entries at the S Forest St. and S Stevens St. ends to activate the street and street plaza. If the Rainier Ave S residential entry is retained, it needs to be enhanced to be clearly differentiated from the commercial entries.





Perspective View - Southeast





Perspective View - Northwest





Perspective View - Northeast









Option 4 Perspective View - Southwest





View from Rainier Ave South (Looking North)



View from Rainier Ave South (Looking South)



View from Stevens Street Public Plaza (Looking North)



View from Pedestrian Alley (Looking North)





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ARTSPACE



PLYMOUTH PLACE  
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Seattle, WA  
Plymouth Housing Group



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