

Columbia City Station Apartments

4484 Martin Luther King Way South
DPD Project Number: 3011443

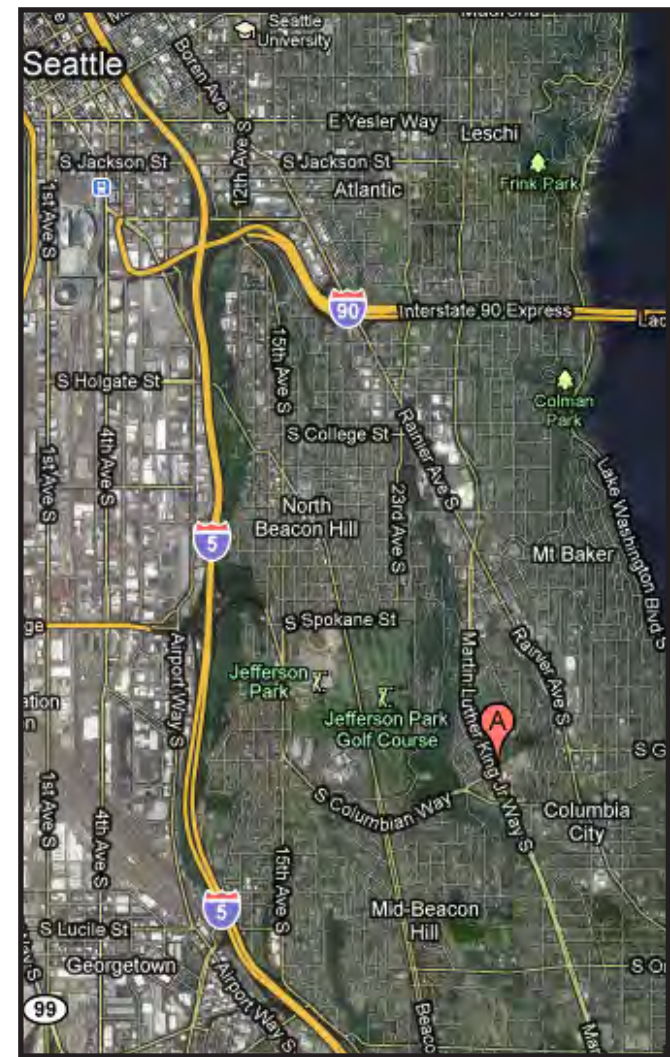


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<div></div>	RENTAL HOUSING	<div></div>	PROJECT SITE
<div></div>	FOR-SALE HOUSING	<div></div>	INSTITUTIONAL
<div></div>	MIXED USE	<div></div>	PARKING

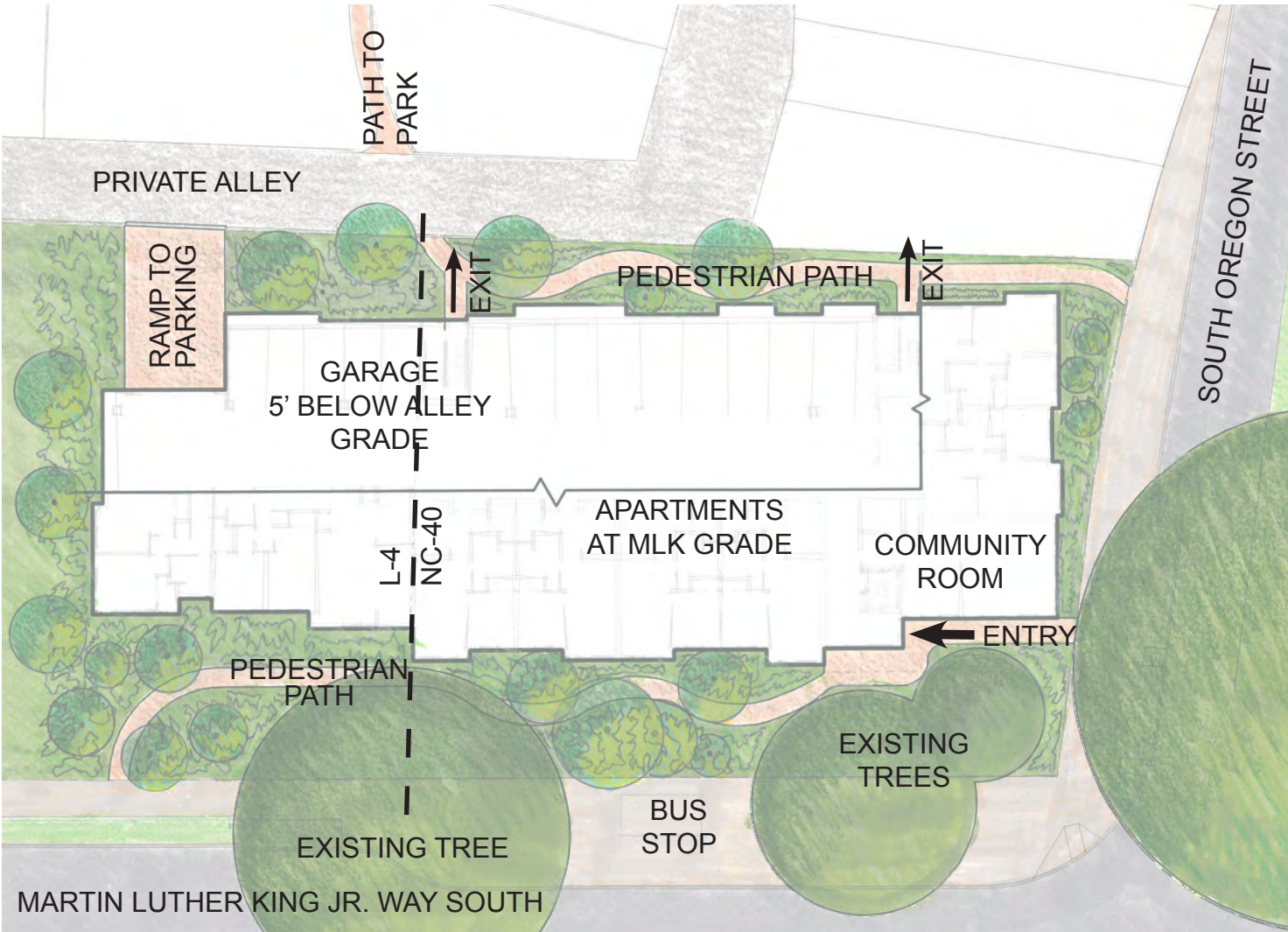
Site Information
4484 Martin Luther King Way South is a vacant parcel within the master-planned community, Rainier Vista II. The southern border of the site is South Oregon Street and the northern border is South Genesee Street. There are three existing, mature, protected trees on and adjacent to the property. The southern portion of the site is zoned Neighborhood Commercial 1-40 (NC1-40) and the northern portion is zoned Lowrise 4 (L4). The site is within the Columbia City Station Overlay and the Columbia City Hub Urban Village, but there are no neighborhood-specific guidelines. (The site is not within the Columbia City Landmark District.)

Development Objectives
Columbia City Station Apartments will be completely residential, with 52 apartments for low-income working adults. The approximate height of the building will be between 33-37 feet on the northern portion and 40 feet on the southern portion, with stair towers and elevator penthouse extending to 50 feet. There will be 26 car parking spaces and 13 bicycle parking spaces. We are requesting five departures: Structure Depth in L4 Zone; Modulation Depth in L4 zone; Blank Facade Segments in NC zone; Residential Setback in NC zone; Building Setback in NC zone.

Early Design Guidance Notes from January 11, 2011
Three alternative design schemes were presented. All of the options included a four story residential building, an approximately 22' setback at the east façade, retention of the mature trees at Martin Luther King Jr. Way S., two secondary residential entries at the east façade, and the garage access from the private alley near the north end of the site. Two pedestrian paths were proposed at the east and west sides of the building, which is a modification of the Rainier Vista Master Plan that identified an east-west pedestrian connection through this site.

The preferred scheme included an entry and community room configuration similar to Option A, with more modulation and articulation than Option A. The modulation and articulation again used the design parti of basalt columns. The modulation and articulation was intended to blend the Neighborhood Commercial and Lowrise Residential zoned portions of the site into a cohesive design. The west façade was located approximately 22' from the west property line.

Approximately 14 members of the public entered their names on the Sign-In sheet at this Early Design Review meeting. The following comments, issues and concerns were raised: Appreciation for the proposed design and the proposed density at this site Identification of the mature trees as an asset to the project but also a challenge; the proposed design should relate to the strong street walls nearby on Martin Luther King Jr. Way S. The proposed setback could appear suburban, and not the urban context of this area. Support for the mid-building entry at Martin Luther King Jr. Way S. Support for the proposed departure for transparency, especially considering the safety concerns of residents in the at-grade units Questions about the mix of units and the intended residents for this building The applicant responded that the mix would be 1-2 bedroom units and wouldn't be reserved for any particular age group.



SITE PLAN PRESENTED AT EDG

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

At the Early Design Guidance Meeting, the Board noted that the mature trees at Martin Luther King Jr. Way S. present a challenge in massing alternatives for the site. Given the requirement to save the trees, the design should be organized into massing that frames the open space at the west façade. The pedestrian path should be removed from the proposal north of the building entry, and the setback should be landscaped in a way that creates a functional and visually interesting transition between the sidewalk and the residential units at grade. The path that connects the building entry with the sidewalk should respond to the bus stop location on Martin Luther King Jr. Way South.

STREETSCAPE COMPATIBILITY



REVISED SITE PLAN

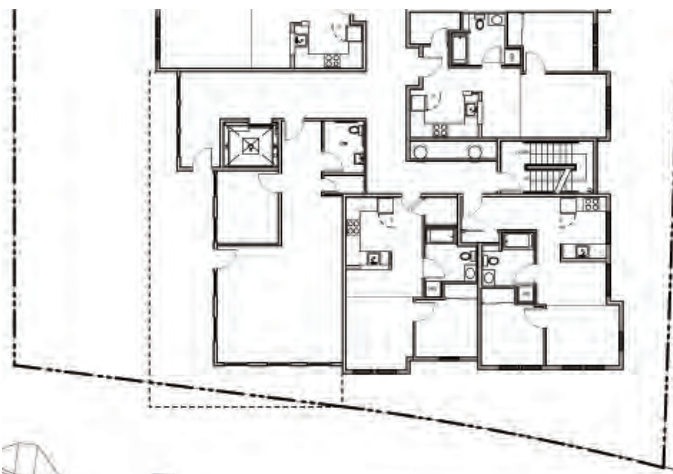
1. We have responded to the Early Design Guidance by eliminating the path on the west side of the site. The landscape in this area is designed to create a thick, lush buffer between the building and the street and to be integrated with the existing mature trees.
2. We are not showing a path from the building entry to the bus stop in order to protect the privacy of the residents in the apartments facing MLK. The majority of the residents will be exiting the building toward the light rail station to the south. Those riding the bus are not terribly inconvenienced by using the public sidewalks.
3. We have framed the open space at the north end of the site by bringing the building out toward the street. This creates a strong edge to the building that was missing in the original design.
4. The revised design has an "Exit Only" emergency door at the north end of the building. See Sheet A06 for more information.



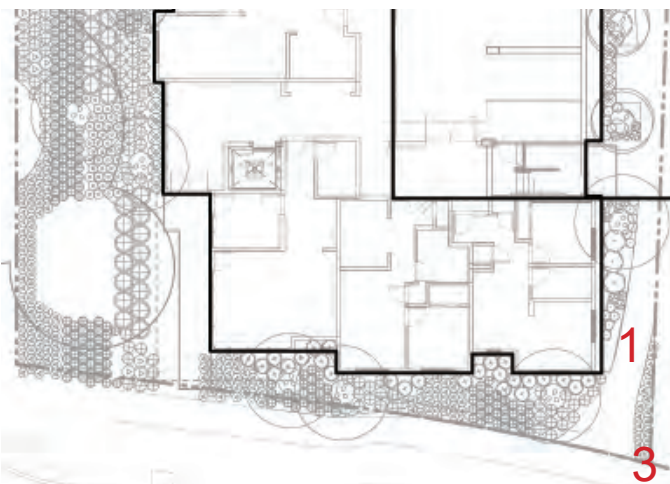
SOUTH ELEVATION AT EDG



REVISED SOUTH ELEVATION



PLAN AT EDG



REVISED PLAN

A-5 Respect for Adjacent Sites
Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

At the EDG Meeting, the Board was concerned with the proposed massing at the southeast corner, in relation to the pedestrian connection at the east façade and the proposed townhouse development immediately to the east. This pedestrian connection is especially important because it will provide a link between the Boys and Girls Club across the street to the south, and the park that will be developed on the northeast portion of this block.

1. We have revised the plan to pull the building away from the east property line to make more room for the pedestrian path.
2. More significantly, we have dropped the massing of the southeast corner of the building from the four stories shown at the EDG Meeting to three stories. This enables our building, with the future townhouse to the east, to frame the entrance to the path in a welcoming manner.
3. We have splayed the entrance to the path and will mark it with a pedestrian-scale light and a whirli-gig art piece, both typical to the Rainier Vista neighborhood.



PERSPECTIVE AT PEDESTRIAN PATH



LIGHTING PLAN

A-6 Transition Between Residence and Street
For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

D-7 Personal Safety and Security.
At the EDG Meeting, the Board discussed the need for actual and perceived safety and security at the east path. The proposed design of this area should be well lit and the east entry should be emphasized.

For half the time, the site lighting does as much to create a secure transition between the residence and the street as the landscape. We have created distinct lighting zones on the east and west sides. While the east side lighting says, “semi-public”, the west side says “semi-private”.

1. We are coordinating low, bollard-style lights with the layers of landscaping between the building and MLK. This line of lights is designed to deter trespassers and create a pleasant lighting of the plants themselves.

2. The lighting at the east pedestrian path is coordinated with all pedestrian lighting at Rainier Vista. It is much brighter than the bollards at the west side, but still shielded for dark sky and resident privacy.

See Sheet D15 for lighting specifications.

TRANSITION BETWEEN RESIDENCE AND STREET



C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

At the Early Design Guidance Meeting, the Board expressed appreciation for the proposed ideas regarding materials and architectural character that differs from the nearby development. The Board supported the design direction regarding these items, and also noted that the proposed design should respond to the future context of massing and site planning for the adjacent developments. In particular, the proposed design should respond to the massing and setbacks of the anticipated development on the north portion of the site to be developed by Seattle Housing Authority.

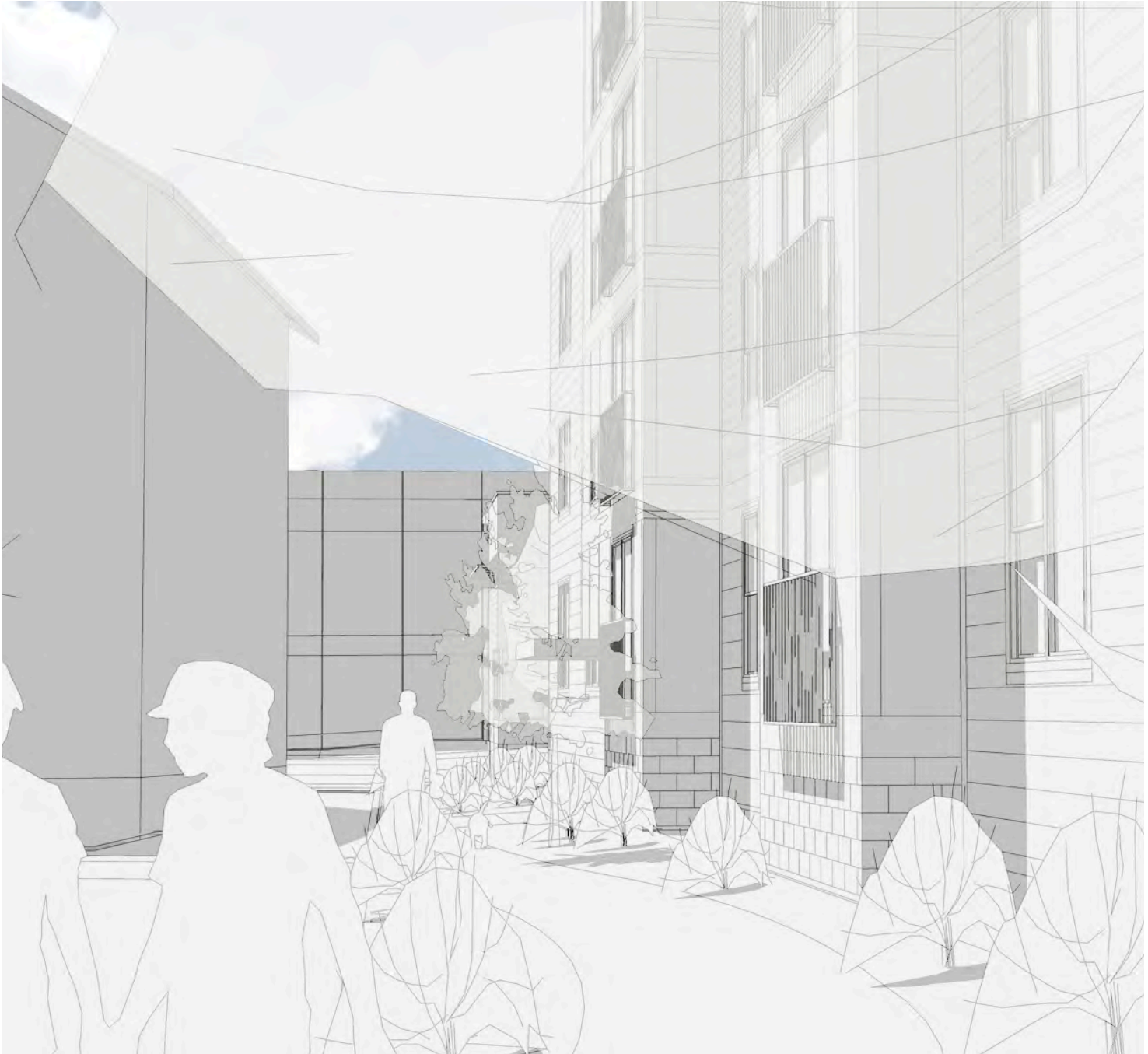
1. By framing the west landscaped area with the building, we are also responding to the future townhouses to the north. We have matched approximately their setback, and the townhouses and our building are three stories tall.
2. Both apartments facing the north parcel have two aspects, so windows in this direction are minimized.
3. A particularly thick landscape buffer is proposed along the future property line.





RESIDENTIAL ENTRY AT PEDESTRIAN PATHWAY

D-1 Pedestrian Open Spaces and Entrances
Convenient and attractive access to the building’s entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lit and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.



PEDESTRIAN PATHWAY LOOKING SOUTH

At the Early Design Guidance Meeting, the Board discussed the need for careful design of the pedestrian areas and open spaces at the west and east facades. The east path should be well lit, with landscaping to soften the garage wall façade, and interesting and high quality walking surfaces and façade treatments. The ‘pinch point’ at the southeast corner should be modified to provide additional light and air between the proposed southeast corner and the adjacent future townhouses.

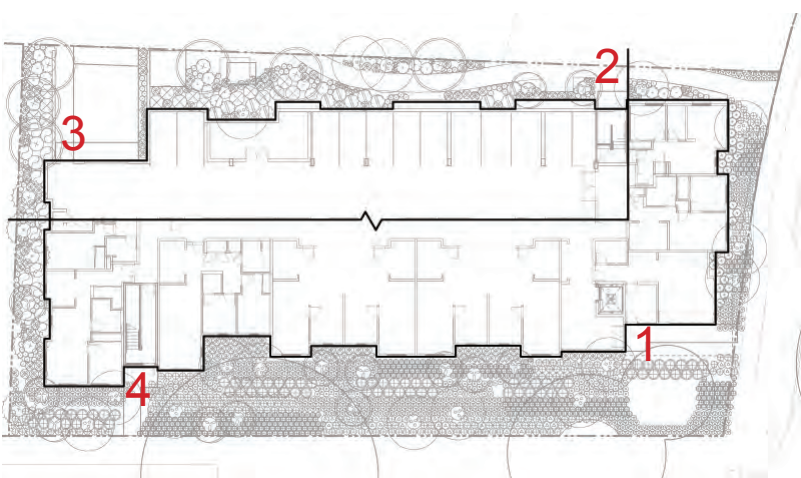


1. MAIN BUILDING ENTRY

D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building’s entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

We have created a clear hierarchy of entries to activate the east path and to keep the building secure for residents and the neighborhood.



SITE PLAN

- 1. Main Building Entry at corner of South Oregon Street and MLK: This is the closest corner to the Light Rail Station, and across the street from the Boys and Girls Club.
- 2. East Entry at Pedestrian Path: This entry, which serves the stair that serves the garage and all four floors of the building, will activate the path and discourage elevator use.
- 3. Bicycle and Car Entry: We have provided a pedestrian door to facilitate bicyclists.
- 4. Exit Only at MLK: For security reasons, the Owner prefers this remain “Exit Only”.



2. EAST ENTRY AT PEDESTRIAN PATH



3. BICYCLE & CAR ENTRY



4. EXIT ONLY AT MLK

HIERARCHY OF ENTRIES



CURRENT PROPOSED EAST ELEVATION



PREVIOUS EDG EAST ELEVATION

D-5 Visual Impact of Parking Structures

The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape.

At the EDG Meeting, the Board noted that the garage wall at the east façade will be visible above grade, due to the grade change across the site. This garage wall will border the proposed east pedestrian path, so it is particularly important to provide human scale at that level. The proposed design should include surface treatment of the east garage wall to provide human scale through a visually interesting texture or other permanent treatment.

- 1. We have adjusted the grades and the finish floor elevation to significantly reduce the visual impact of the garage.
- 2. We have added CMU at the base of the projecting modules to create human scale texture.
- 3. In the recessed portions, we have extended the siding past the concrete deck to the grade level, again adding texture.
- 4. The garage door is set back even farther than it was at EDG.
- 5. We have eliminated openings in the garage, which eliminates the worry of light spillage.

REDUCING THE VISUAL IMPACT OF THE GARAGE



WEST ELEVATION FROM MUP



PREFERRED WEST ELEVATION

B-1 Height, Bulk, and Scale Compatibility

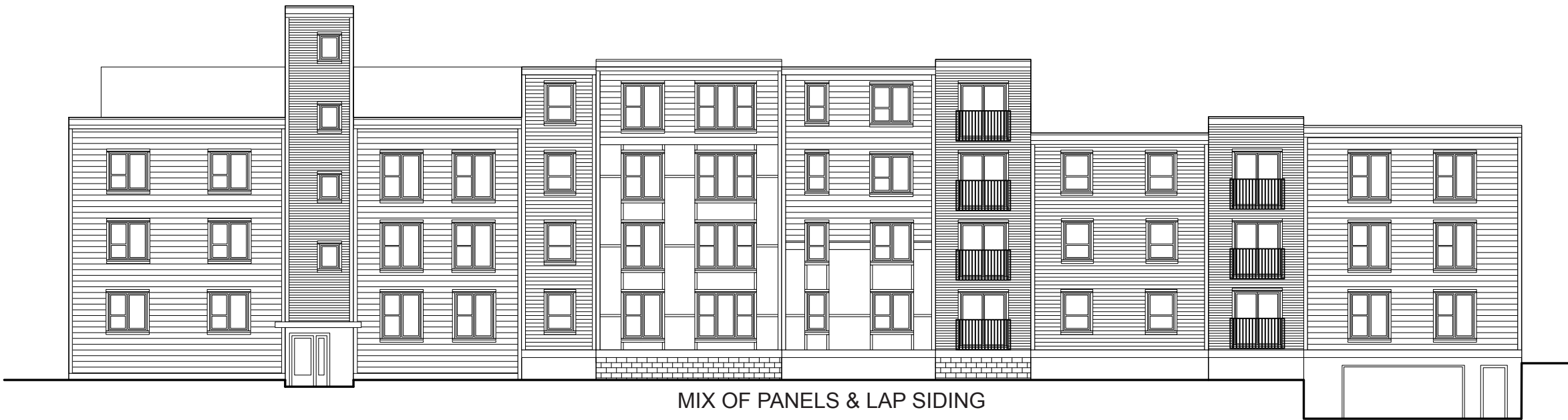
Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

At the Early Design Guidance Meeting, the Board noted that the proposed modulation and its articulation should have a low contrast color palette and subtle range of textured materials. The high degree of modulation combined with contrasting colors and contrasting textures could make the façade appear to be larger in scale or visually confusing. The applicant should work to coordinate these items into a cohesive design, and a bulk and scale that complements nearby development.

We have developed the elevations with the Board’s guidance in mind and are presenting two options for the Board’s further consideration and response.

The upper elevation on each of the following pages, uses a variety of siding types, occasionally two on each module in an effort to break up the massing of the building. This is the design we submitted for our Master Use Permit.

The lower elevation has a refined siding palette that accentuates the “tower” elements and unifies the “anchor” elements. Also, the window pattern has been regularized. This is our preferred design, and we believe it corresponds closely to the guidance given by the DRB at the EDG Meeting.



EAST ELEVATION FROM MUP

The east elevation has undergone the greatest evolution since the MUP package was submitted. We have redistributed the mass of the building, while maintaining the lower corner to the southeast.

This side of the building does not have anchor elements as the west side does, so we have created a more balanced tower arrangement.



PREFERRED EAST ELEVATION



MIX OF PANEL AND LAP SIDING

SOUTH ELEVATION FROM MUP



NORTH ELEVATION FROM MUP



LARGE WINDOW AT ANCHOR

PREFERRED SOUTH ELEVATION



PREFERRED NORTH ELEVATION



1. RED & CREAMS



2. RED & GRAYS



3. NAVY BLUE & OLIVES



4. NAVY BLUE & OLIVE PLUS REDS

We are presenting four distinct color palettes for the Board’s feedback and guidance. We developed these schemes with extensive input from the Seattle Housing Authority. The colors represented in the packet are approximations and we will bring the paint samples to the Design Review Board Meeting. We could like to decide on a final color scheme at the Recommendation Meeting, but the more nuanced color selections, within the chosen family, will take place on site during construction.

Each scheme consists of a three-part gradation of a more neutral color (creams, greys or olives) with one or two more intense colors. The two “anchors” are the palest neutral color, and we use the darkest neutral as a tool to set back the transition modules on all four sides of the building. The middle neutral is given variety by the types of siding in each module.

1. The “Red and Cream” color scheme has three gradations of cream, with a brick red accent color on the “tower” elements. This is a very warm color scheme, and would contrast nicely with the extensive landscaping at the site.

2. The “Red and Grey” color scheme has the same red as the “Red and Cream”, but cool greys provide a contrast with the warm red. This color scheme is the most balanced of the four between cool tones and warm tones and is a residential scale complement to the more reflective Boys and Girls Club across the street.

3. The “Navy Blue and Olives” color scheme is very cool, tonally. This palette is the most coherent with the surrounding townhouse development. Greens, more than other colors, must be tested in the field in order to find a palette that works with the surrounding landscape.

4. The “Navy Blue and Olives plus Red” color scheme mitigates the coolness of the previous scheme with playful dashes of red. We propose using red on the two main towers adjacent to the anchors, which are the tallest elements at each end of the building facing MLK.

The following pages show all four elevations rendered in each color scheme.



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION





NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION





NORTH ELEVATION



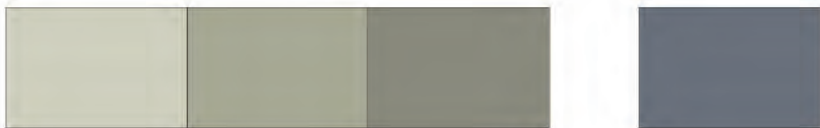
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION





NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NAVY BLUE AND OLIVES PLUS RED



SIDING OPTION 1



SIDING OPTION 2



SIDING OPTION 3



We are seeking the Board’s guidance on the siding patterns of a repeating module on the east and west elevations. This section, always found between two “towers”, is four stories and needs to have its surface broken by a subtle change in texture.

In Option 1, we propose changing from a 9” lap siding at the base to a 4” lap siding above. This break would take place at the floor level, resulting in a 4” sided module that is three stories tall, a repeating motif elsewhere in the building.

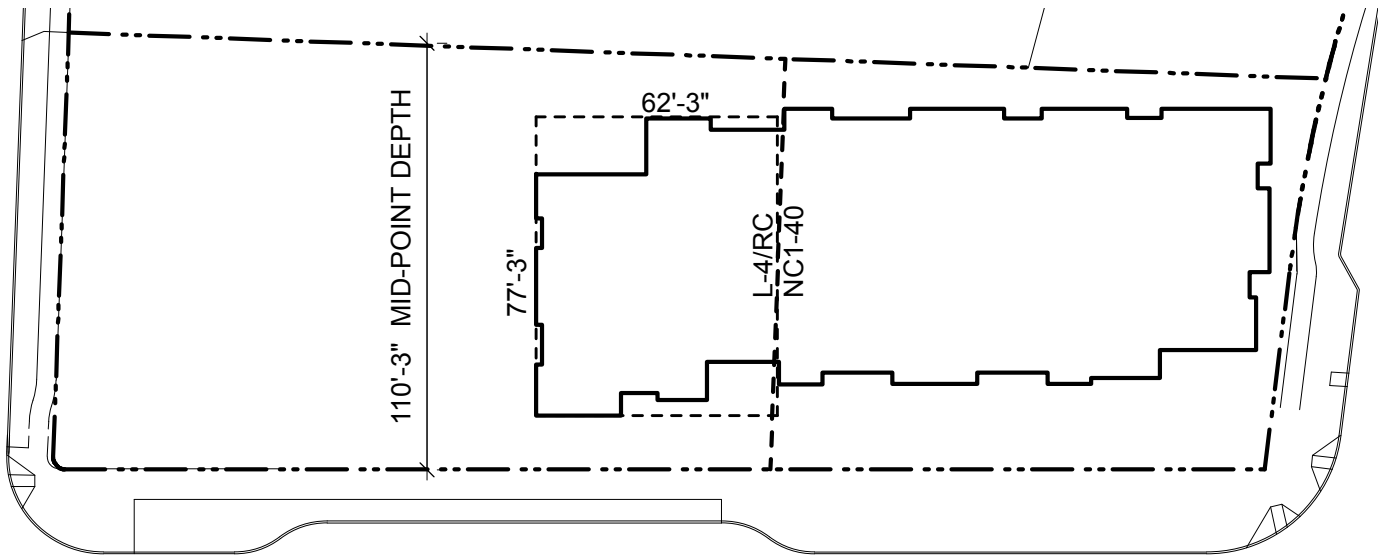
In Option 2, we shift from a 9” lap siding at the base to a 6” lap siding in the middle to a 4” lap siding at the top. This subtle gradation would create playful perspective illusions and contrast with the more rigorous siding elsewhere on the building.

In Option 3, we alternate between a 9” lap siding and 4” lap siding. The texture changes at the line of the window mullion, which creates a series of horizontal data, essentially breaking the facade into five separate parts.

SMC 23.45.011 Structure Width and Depth

90' Maximum Building Width with modulation for Apartments: 63' provided.
65% Maximum Building Depth allowed
Structure Depth 77'-3" / 110'-3" = 70% provided

DEPARTURE REQUESTED FOR 5% ADDITIONAL DEPTH



PERSPECTIVE OF NORTHEAST CORNER

Departure Rationale

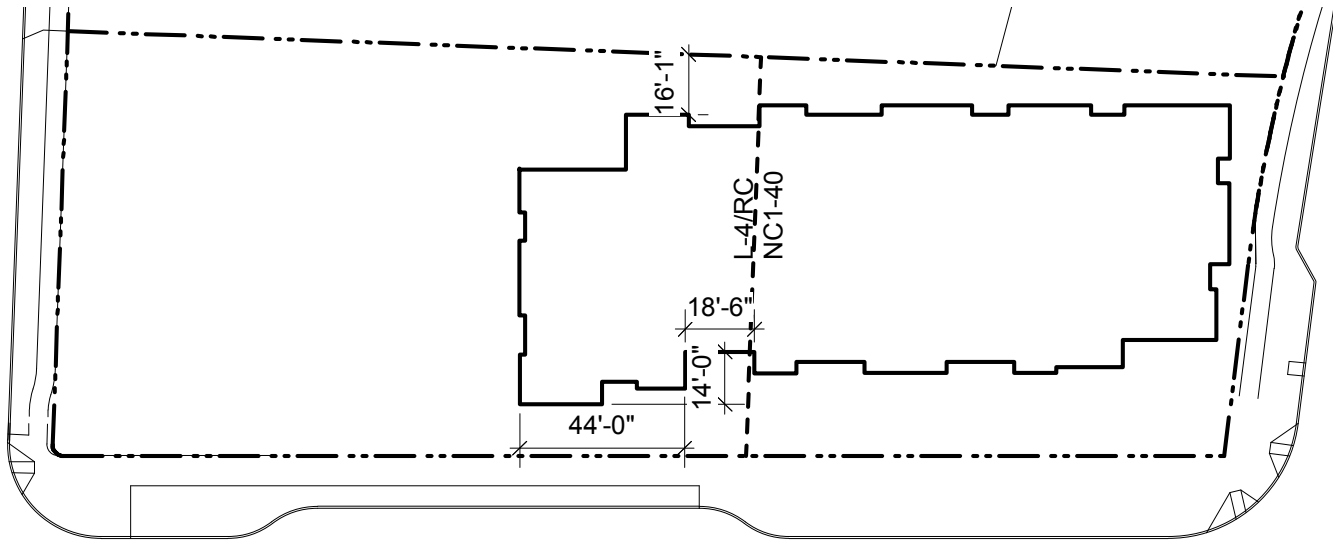
This departure would allow us to fulfill our desire to pull the northwest corner of the building toward the street in order to frame the west side open space. The measurement system for the lowrise zone is not particularly conducive to our building typology; we believe we are in keeping with the spirit of the requirement.

DEPARTURE REQUEST: STRUCTURE WIDTH AND DEPTH

SMC 23.45.012 Modulation requirements

Modulation shall be required if the front facade width exceeds thirty (30) feet with no principal entrance facing the street. Minimum Depth of Modulation for L4 apartments is 8', maximum width is 30' and minimum width is 5'. The 30' maximum may be increased by one (1) foot for every foot of facade setback beyond the required setback, up to a maximum 45'.

DEPARTURE REQUESTED FOR 8' ADDITIONAL MODULE WIDTH



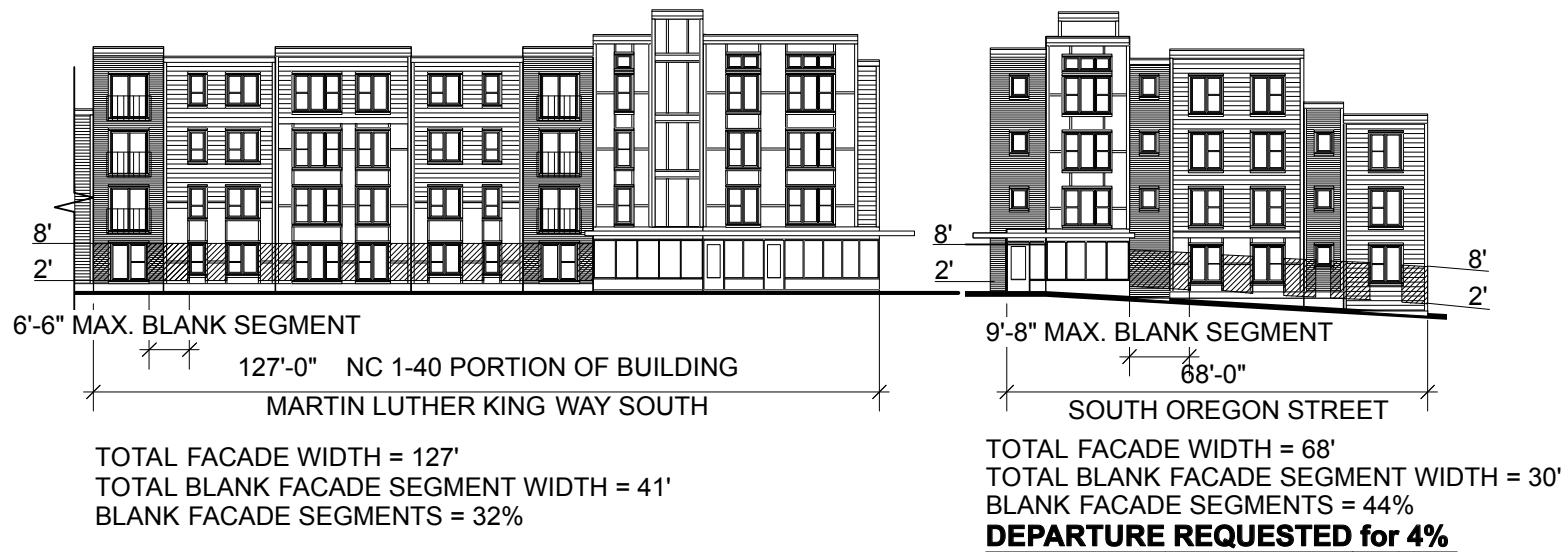
PERSPECTIVE OF NORTHWEST CORNER

Departure Rationale

In this remarkably modulated building, we are seeking a departure for decreased width of modulation. This departure was presented and supported at the Early Design Guidance Meeting. We have been able to add modulation in our revised design. Most importantly, we are trying to create cohesive modulation across the two zones.

SMC 23.47A.008.A2 Blank Facades

Facade segments are considered blank if they do not include at least one of the following: Windows; Entryways or doorways; Stairs, stoops, or porticos; Decks or balconies; or Screening and landscaping on the facade itself. Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.



PERSPECTIVE OF SOUTHWEST CORNER

Departure Rationale

While we have easily complied with the required maximum width of blank facades, we have a greater total length of blank segments than allowed by code. Increased windows in this section would not be compatible with the apartments behind.

SMC 23.47A.008.D Residential Requirements

At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry. The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

DEPARTURE REQUESTED: Floor height above grade for one unit = 2'



PERSPECTIVE OF SOUTHWEST CORNER

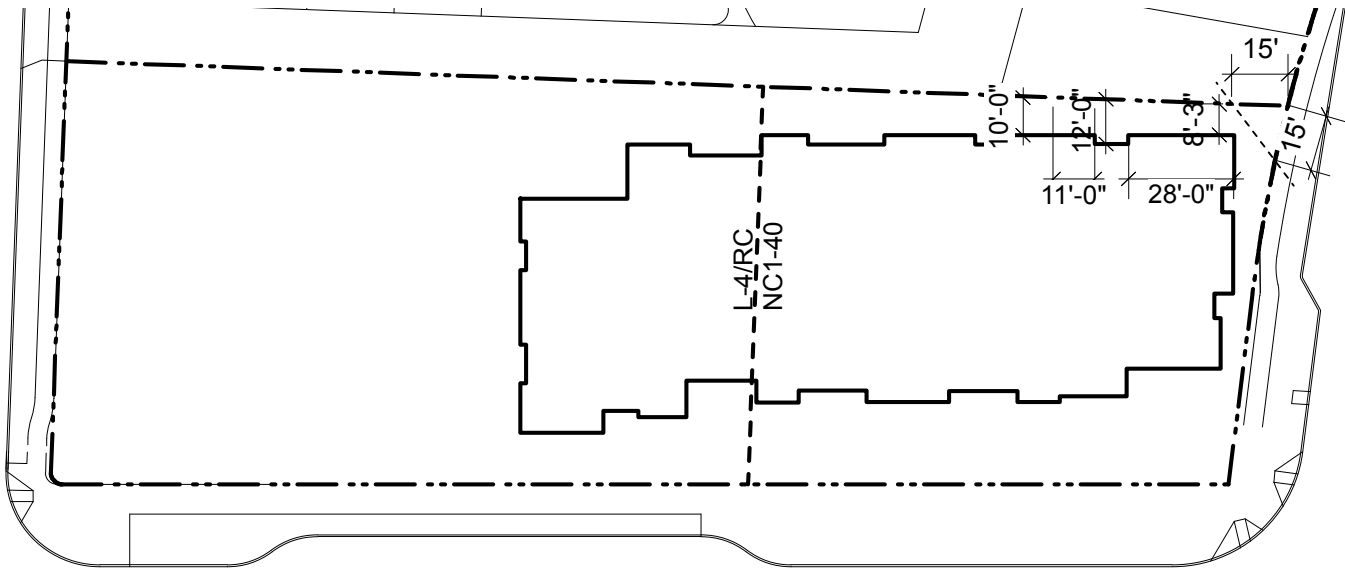
Departure Rationale

This departure was presented and supported at the Early Design Guidance Meeting. We have designed the principal entry facing this street and have designed extensive landscaping between the offending apartment and the sidewalk.

SMC 23.47A.014 Setback requirements

Site is abutting a Multifamily Zone (L4). The triangle rule (15' to a side) is followed at the front lot line. At the rear, a ten-foot setback is required for portions of structures above 13 feet in height to a maximum of 65'

DEPARTURE REQUESTED: 39' OF BUILDING IS NOT IN COMPLIANCE (8'-3" MINIMUM SETBACK)

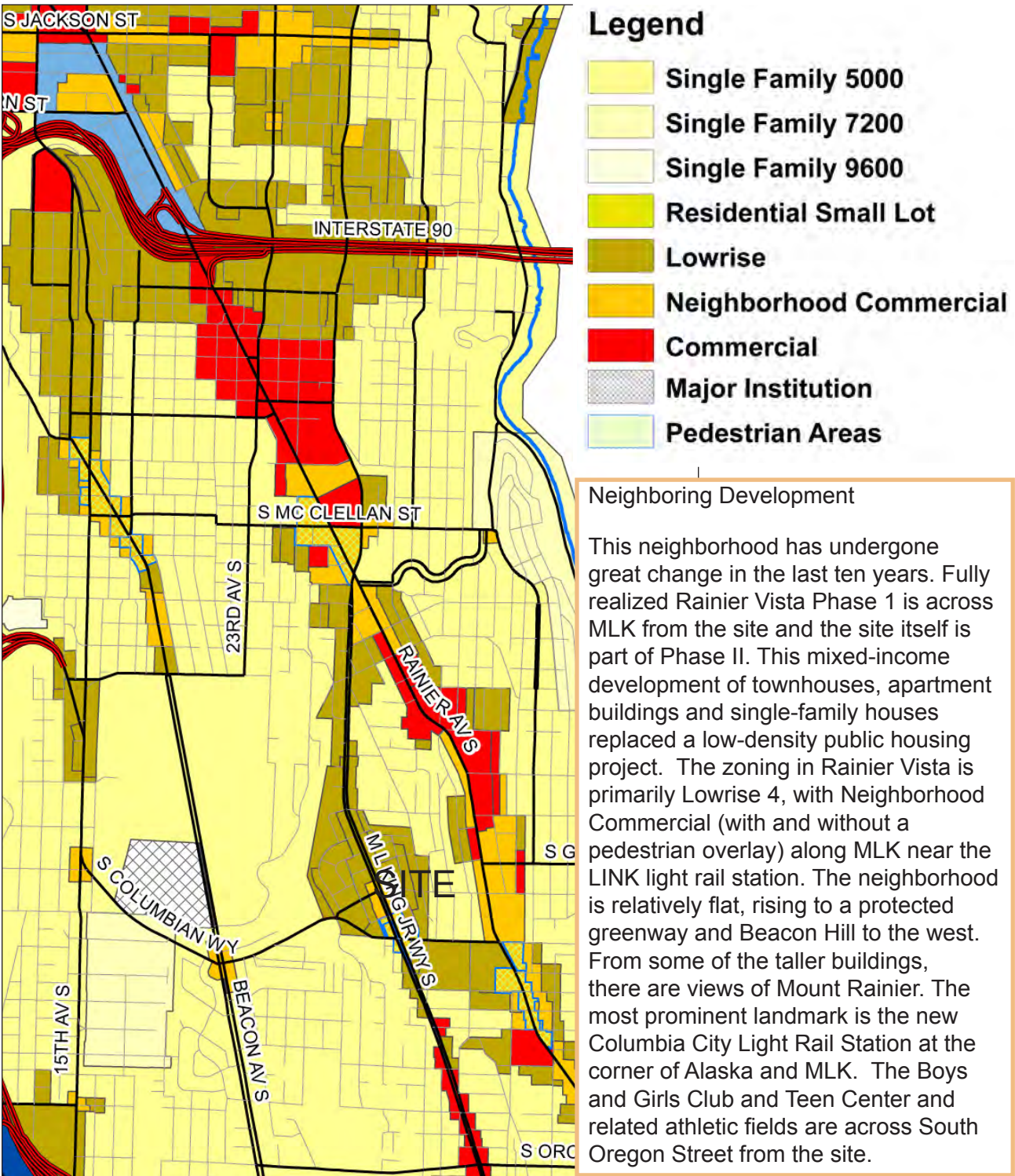


PERSPECTIVE OF PEDESTRIAN PATHWAY & EAST ENTRY

Departure Rationale

Despite setting the southeast corner back from the adjacent property line per the Early Design Guidance, we are not in side setback compliance for a portion of the building. The canted property line creates a bottleneck at this corner that we have sought to mitigate. The previous design was 6'-6" from the east property line: we have increased that to 8'3" at the minimum.

DEPARTURE REQUEST SETBACK BETWEEN NC AND L ZONES



PARKING REQUIREMENTS

SMC 23.54.015 Required Vehicle and Bicycle Parking
The site is partially within the Station Overlay Area per current maps. The re-vised map issued in June 2010 shows the site entirely within the Station Over- lay Area. Therefore, by the time of MUP intake, no parking will be required. Required Bicycle Parking per Table E-D.2 = 1 bicycle space required per every 4 dwelling units.

LOW RISE (L4) ZONING REQUIREMENTS

SMC 23.45.008 Density
Because of 2001 Council Ordinance # 120561, 113810, the density for this parcel is required to conform to L2 density, not L4 density. Therefore, for each 1,200 SF of land, 1 unit is allowed.

SMC 23.45.009 Structure Height
Maximum structure height in L4 Zone = 37’ The ridge of pitched roofs on prin- cipal structures may extend up to five (5) feet above the maximum height limit. All parts of the roof above thirty-seven feet in Lowrise 4 zones shall be pitched at a rate of not less than four to twelve (4:12).

SMC 23.45.010 Lot coverage
50% maximum lot coverage.

SMC 23.45.011 Structure Width and Depth
90’ Maximum Building Width with modulation for Apartments, 65% maximum building depth.

SMC 23.45.012 Modulation requirements
Modulation shall be required if the front facade width exceeds thirty (30) feet with no principal entrance facing the street. Minimum Depth of Modulation for L4 apartments is 8’, maximum width is 30’ and minimum width is 5’. The 30’ maximum may be increased by one (1) foot for every foot of facade setback beyond the required setback, up to a maximum 45’.

SMC 23.45.014A Front Setback
The required front setback shall be the average of the setbacks of the first prin- cipal structures on either side. For this site the minimum setback is 10’.

SMC 23.45.014B Rear Setback
15% of lot depth is 16’.

SMC 23.45.014C Side Setback
61’ building depth, 37’ tall; therefore 7’ average setback, 5’ minimum setback.

SMC 23.45.015 Screening and landscaping requirements
A minimum landscaped area that is equivalent in square footage to three (3) feet times the total length of all property lines shall be provided. Street trees shall be provided in the planting strip according to Seattle Department of Transportation Tree Planting Standards, unless it is not possible to meet the standards. Existing street trees may count toward meeting the street tree requirement. Trees shall be required, either planted or preserved.

SMC 23.45.016 Open Space
In L4 zone, 25% of the lot area shall be provided as usable open space at ground level.

SMC.45.017 Light and glare standards
A. Exterior lighting shall be shielded and directed away from adjacent property.
B. Interior lighting in parking garages shall be shielded to minimize nighttime glare on adjacent properties.

SMC 23.45.018 Parking and access
Alley Access Required. Parking shall be located on the same site as the prin- cipal use. Parking may be located in or under the structure provided that the parking is screened from direct street view by the street-facing facades of the structure.

NEIGHBORHOOD COMMERCIAL (NC-40) ZONING

SMC 23.47A.005 Street-level Uses
Residential uses may occupy 100% of the street-level street-facing facade in a structure if the structure is located on a lot zoned NC1 that was owned by the Seattle Housing Authority as of January 1, 2009.

SMC 23.47A.008.A3 Building Location Relative to Street Lot Line
Street-level street-facing facades must be located within 10’ of street lot line. Proximity of existing, protected trees will determine location of building. This departure will be taken care of administratively because of the required tree preservation.

SMC 23.47A.008.B2 Transparency
60% of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.

SMC 23.47A.008.D Residential Requirements
At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry. The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

SMC 23.47A.012 Structure Height
NC 40 Structure Height Maximum is 40’ to top of plate. Parapets may exceed applicable height limit by 4’; mechanical equipment, stair & elevator penthous- es may exceed applicable height limit by 15’ provided total coverage does not exceed 25% of roof area.

SMC 23.47A.013.B.1 Table A Floor Area Ratio
FAR for single-purpose structure in NC-40 zone is 3.

SMC 23.47A.014 Setback requirements
Site is abutting and across an alley from Multifamily Zone (L4). The triangle rule (15’ to a side) is followed at the front lot line. At the rear, a ten-foot setback is required; the setback can be measured to the centerline of the alley.

SMC 23.47A.016 Landscaping and screening standards
Green Factor of .30 is required. Street Trees are required.

SMC.47A.022 Light and glare standards
A. Exterior lighting shall be shielded and directed away from adjacent property.
B. Interior lighting in parking garages shall be shielded to minimize nighttime glare on adjacent properties.

SMC.47A.024 Residential Amenity Areas
Residential Amenity Areas must equal 5% of total gross floor area in residential use, must not be enclosed, shall have no horizontal dimension less than 10’, and shall not be comprised of any area less than 250 square feet.

SMC 23.47A.029 Solid waste and recyclable materials storage space
200 SF required for buildings with more than 51 units.

SMC 23.47A.032 Parking and access
Alley Access Required.



PROJECT SITE FROM SOUTH

Design Guideline Analysis (Important Guidelines in Bold)

A-1 Responding to Site Characteristics

Three mature, protected trees adjacent to this site must be preserved. This gives us an extensive, existing canopy that provides shade and as well as a buffer between Martin Luther King Jr. Way and the apartments facing the busy street. Because of the critical root zone constraints, we are unable to forge a logical, accessible pedestrian path to MLK. Therefore, these large trees encourage us to orient the entry to South Oregon Street.

A-2 Streetscape Compatibility

The landscaped area between the building and MLK is, at times, 22 feet wide. We have created an integrated landscape plan that provides real, usable open space, as well as a semi-private path. On Oregon Street, the entry path is sited as close to the corner as possible, opposite the Boys and Girls Club.

A-3 Entrances Visible to the Street

The main building entry is facing and close to Oregon Street, the quieter, more residential street. Residents will walk a short, level path, flanked by landscaping to the front door. The form of the entry will be accentuated to be a clear signal to visitors approaching from both MLK and Oregon Street.

A-4 Human Activity

While the majority of the units are in an NC zone, we are not required to nor are we providing commercial storefronts. Along Oregon Street, we have sited a community room that will be available for use by the public. This will activate the entry path. Along MLK, we will propose a semi-private foot path and extensive open space for the residents' use.

A-5 Respect for Adjacent Sites

Through the Design Review process we will explore scale and materials that are contextually appropriate for both Rainier Vista II and its residential scale as well as the more immediate context of the buildings flanking the light rail line, such as Providence, Boys and Girls Club, the Genesee and Tamarack. This project is part of the Master Plan but not owned by Seattle Housing Authority. We will be going through the SHA Design Review process as well.

A-6 Transition Between Residence and Street

The transition between the residential units and the street will take place in three distinct contexts. Because of complicated grades, no residential units will be accessed from the public way. Instead, a path will lead from Oregon Street to the entry, which is setback from the corner because of the existing trees. It is imperative that this entry sequence be obvious, safe, pleasant and secure. The units facing Oregon Street are off grade and setback from the street between 5 and 10 feet. This intermediate area will be landscaped with low plants to provide a buffer. This design guideline is particularly important for the many units facing MLK. There will a distance of 22 to 35 feet between the apartments and the back of the sidewalk on MLK. We will propose a semi private path linking open spaces for the residents, which will create a gradient of semi-public to semi-private space in this zone.

A-7 Residential Open Space

The residents of this building will have access to a wide range of open space throughout the neighborhood, from a park across the alley to a playground and playfields across the street. Within the property itself, the open space will be programmed around gardening and landscaped pathways.

A-8 Parking and Vehicle access

We have the advantage of a private alley to serve the parking access in a partially underground garage.

A-9 Parking on Commercial Street Fronts

We have the advantage of a private alley to serve the parking access in a partially underground garage.

B-1 Height, Bulk, and Scale Compatibility

This guideline is made more complicated by the fact that the site itself is a split zone, between L-4 and NC-40. We intend that the building read as a cohesive whole and yet it must step down. The north section will be three stories and the south will be four. The goal is to intentionally, playfully, and logically vary the height and scale to create cohesion across the zone. In terms of bulk, we will step the mass across all facades, but in particular across the MLK side to break the length of the building. All these moves will be through shifts in the actual building mass, not through the application of bays.

C-1 Architectural Context

We will strive for compatible and complementary aesthetics to Rainier Vista, not identical. We will explore the bridge between the industrial modernist aesthetic of Boys and Girls club and the residential character of the smaller scale buildings of Rainier Vista.

C-2 Architectural Concept and Consistency

The governing image for the building will be of basalt columns in their natural context. We will use this metaphor as a way to step the scale and bulk of the building into proportionally organic pieces. This will allow us to achieve our most important goal: to create a cohesive building that crosses two distinct zones.

C-3 Human Scale

As we develop the design of the building, we will enhance the residential character of the building through details that support the human scale.

C-4 Exterior Finish Materials

Rainier Vista, as a whole, as employed a palette that mirrors the Seattle vernacular. Through the Design Review process we will explore nuanced applications of similar finishes. Our task is to choose materials and methods that enhance the residential character of the neighborhood, but are appropriate for a building of this scale and for the concept described in Guideline C-2.

C-5: Structured Parking Entrances

The parking will be entered via the private alley to the east.

D-1: Pedestrian Open Spaces and Entrance

Numerous design guidelines will be applied to the vast space between the building and MLK. We are conceiving this as a secondary pedestrian zone, geared to the residents of the building. The space between the entrance and Oregon Street will be accessible, well lighted and buffered by low-lying, lush landscape.

D-2: Blank Walls

There will not be any blank walls facing the streets.

D-3: Retaining Walls

This guideline applies when retaining walls are higher than eye level. We won't have that condition.

D-4: Design of Parking Lots Near Sidewalks

There is no parking lot near the sidewalk.

D-5: Visual Impacts of Parking Structure

The parking garage will be partially sunken and facing only the alley.

D-6: Screening of Dumpsters, Utilities, and Service

All utilities and trash will be in the garage and trash pick-up will occur off the alley.

D-7: Personal Safety and Security

There will be many pairs of eyes facing the street as all apartments will face either one of the streets or the private alley. Lighting needs will be reconciled between security concerns and glare into living units,

D-8: Treatment of Alleys

The site is adjacent to a private alley. We will use this alley to access the parking, trash and utilities. The building will be set back from the alley between 9' and 18', enabling us to create a semi-public pedestrian path between the planned pedestrian connection to the park and Oregon Street. Originally, the Rainier Vista Master Plan intended a pedestrian path to link the park to MLK, but through discussions with SHA, the project team has decided that terminating a path at Oregon is safer for children and will enable visual surveillance of the path by the residents of this building.

D-9: Commercial Signage

Not applicable

D-10: Commercial Lighting

We will seek to reconcile the residential lighting needs with the distance from the sidewalk and the security needs. We intend to do this with path lighting and building lighting controlled by the residents of each unit.

D-11 Commercial Transparency

Not applicable

D-12 Residential Entries and Transitions

The building will have one main residential entry. We will have a canopy at the entrance, as well as benches.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
By connecting to the pedestrian path to the park, we will continue the "red road" that winds through Rainier Vista II. SvR, our landscape architect, is also the landscape architect for the rest of the development, which will provide continuity by default.

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

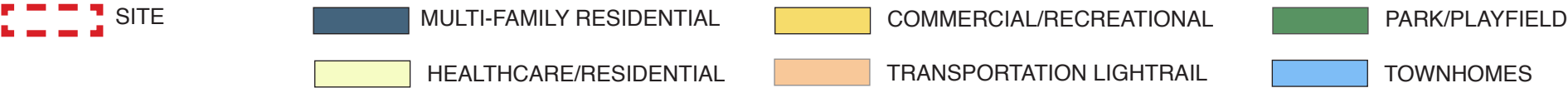
The landscaping will be our strongest tool to differentiate the vast open space surrounding the building. We will also use landscaping to buffer the residential units. While Green Factor is required on the NC portion of our site, and not on the L-4 portion, we will design the landscape consistently across the entire site, using the more stringent Green Factor standards.

E-3: Landscape Design to Address Special Site Conditions

The existing trees are the biggest gift as well as the biggest constraint to this site. We will work carefully with the arborist to employ as much landscaping as possible in the critical root zone.



CURRENT BUILDING USE



1 COLUMBIA CITY LIGHT RAIL STATION



2 NEIGHBORHOOD HOUSE SERVICES CENTER

Mercy Housing NW

Columbia City Station Apartments



3 SNOQUALMIE PLACE



5 PROVIDENCE SENIOR HOUSING



7 THE GENESEE



4 TAMARACK PLACE



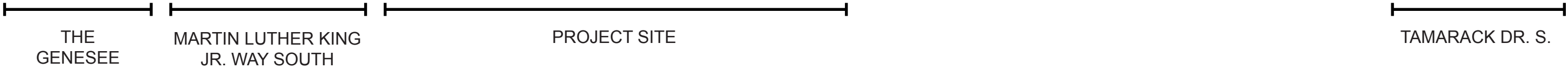
6 BOYS & GIRLS CLUB AND TEEN CENTER



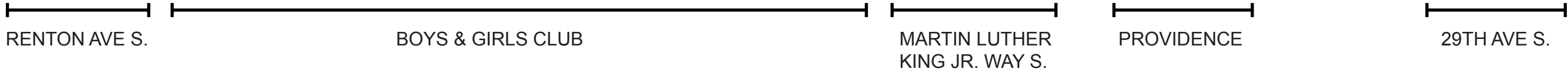
8 BOYS & GIRLS CLUB AND TEEN CENTER

SURROUNDING DEVELOPMENT

STREET ELEVATION - SOUTH OREGON STREET LOOKING NORTH



STREET ELEVATION - SOUTH OREGON STREET LOOKING SOUTH

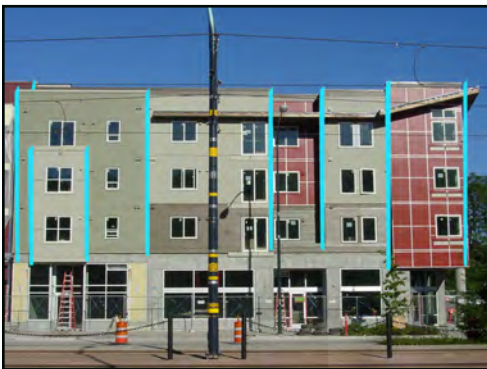


STREET ELEVATION - MARTIN LUTHER KING JR. WAY SOUTH LOOKING EAST



STREET ELEVATION - MARTIN LUTHER KING JR. WAY SOUTH LOOKING WEST





TAMARACK PLACE



PROVIDENCE PLACE



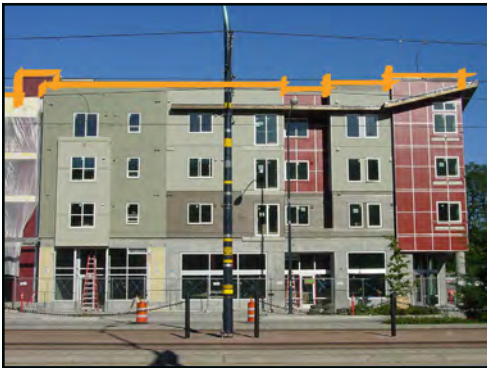
THE GENESEE



BOYS & GIRLS CLUB

VERTICAL BAYS

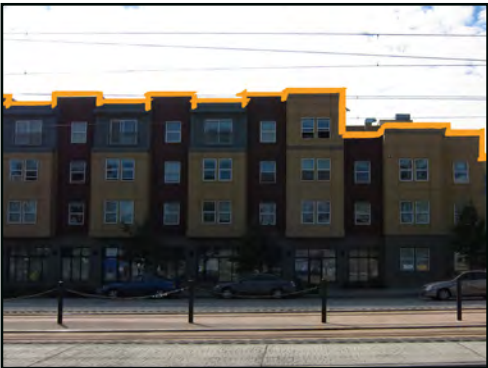
BAYS IN THE 10'-25' RANGE ARE TYPICAL THROUGHOUT RAINIER VISTA. IN REISIDENTIAL BUIDINGS, THE BAYS GENERALLY ARE A ROOM OR UNIT MODULE AND HAVE ONE OR TWO SETS OF WINDOWS THAT ARE ALIGNED ON THE WOOD FRAME FLOORS. BECAUSE THE BUILDINGS TYPICALLY HAVE A DISTINCT CONCRETE BASE, THE VERTICAL ACCENTUATION DOES NOT EXTEND TO THE GROUND, THOUGH IT DOES FOR THE BOYS & GIRLS CLUB BUILDING.



TAMARACK PLACE



PROVIDENCE PLACE



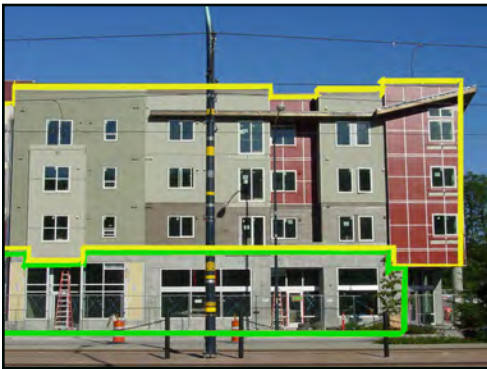
THE GENESEE



BOYS & GIRLS CLUB

PARAPET HEIGHTS

A STAGGERED ROOF LINE IS TYPICAL IN NEW CONSTRUCTION IN THE IMMEDIATE NEIGHBORHOOD. THE PARAPET LINE RISES AND FALLS IN LINE WITH THE BAY DIFFERENTIATION. IN GENERAL, THE HEIGHT DIFFERENCES ARE SUBTLE, THOUGH AT THE GENESEE, THERE IS A DISTINCT SHIFT AT THE NC-L ZONE SEAM.



TAMARACK PLACE



PROVIDENCE PLACE



THE GENESEE



BOYS & GIRLS CLUB

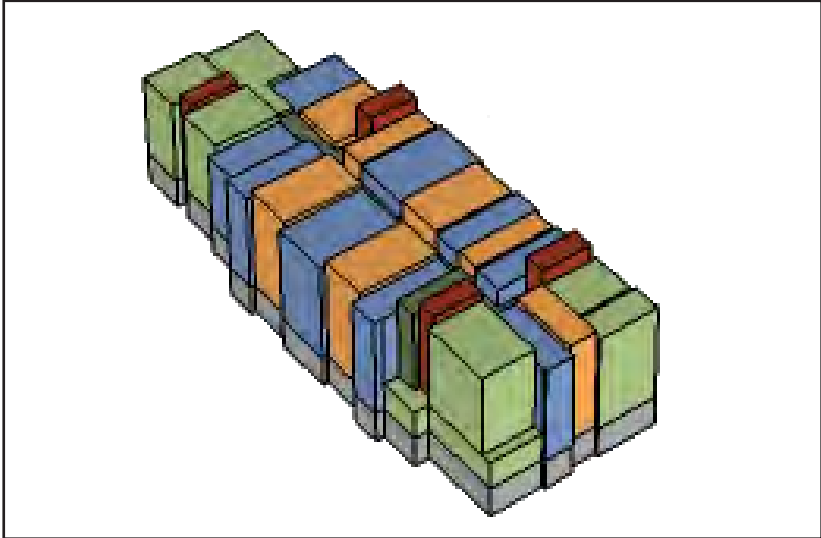
BASE/MIDDLE/TOP

WHILE THE BASE IS CLEARLY DEFINED WITH THE CONCRETE COMMERCIAL LEVELS, THE TOP IS LESS WELL DEFINED IN THE NEIGHBORHOOD. AS NOTED ABOVE, THERE IS A BROKEN PARAPET LINE, AND OFTEN THE PARAPET IS THIN AND BLENDS IN WITH THE MIDDLE OF THE BUILDING. THE BOYS & GIRLS CLUB, BECAUSE OF BOTH ITS MODERN AESTHETIC AS WELL AS ITS SCALE, DOES NOT HAVE A DIFFERENTIATED BASE OR TOP, BUT USES THE STRONG HORIZONTAL LINE OF THE CANOPY TO UNIFY THE BUILDING.



COLUMNAR BASALT FORMATION

COOLING OF THICK LAVA FLOW DEFINES VERTICAL FRACTURES IN MASS. SIZE OF COLUMNS DEPENDS ON THE RATE OF COOLING. TALLER COLUMNS STEP BACK, SHORTER COLUMNS STEP FORWARD.

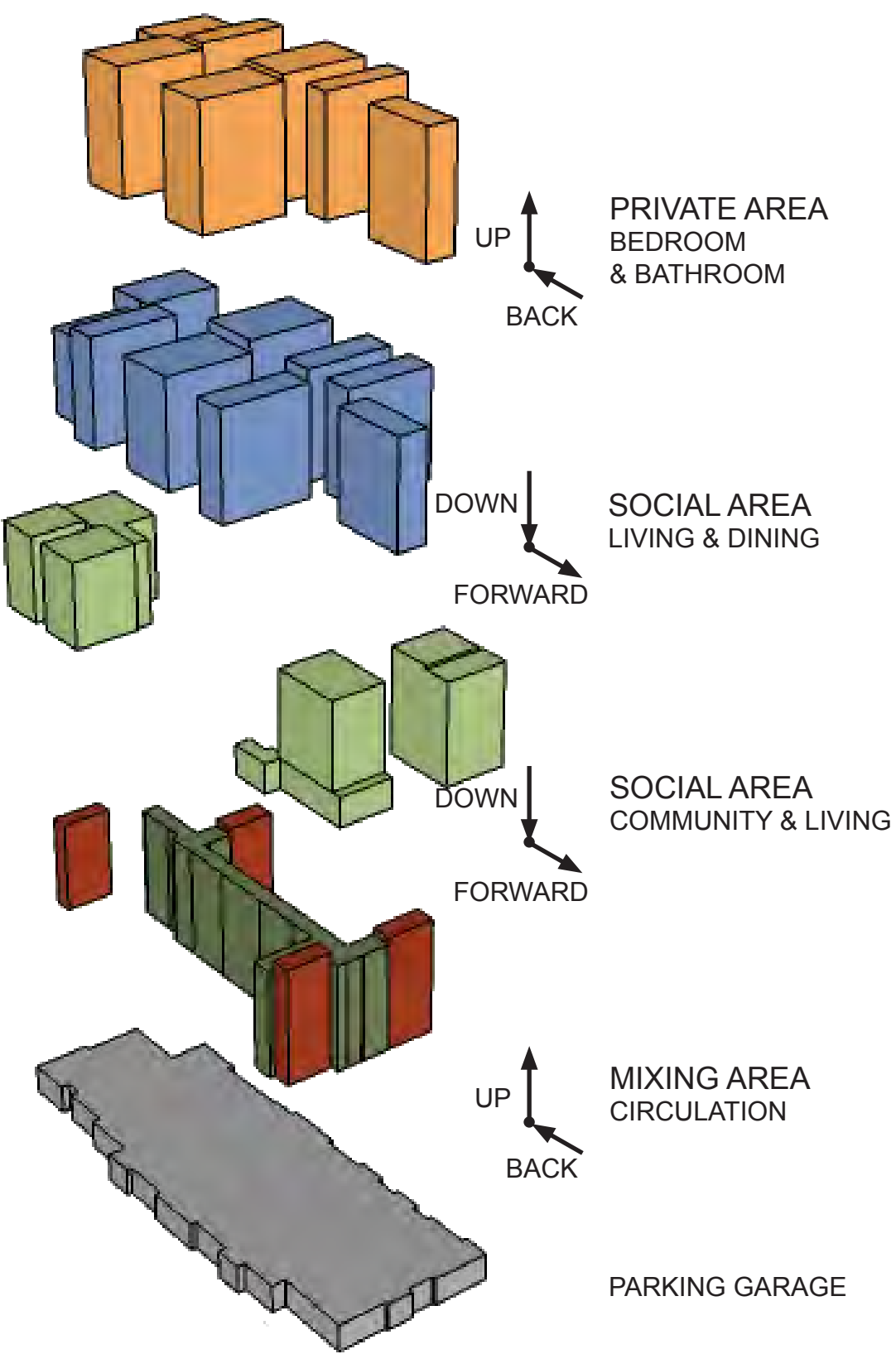


BUILDING CONCEPT FORMATION

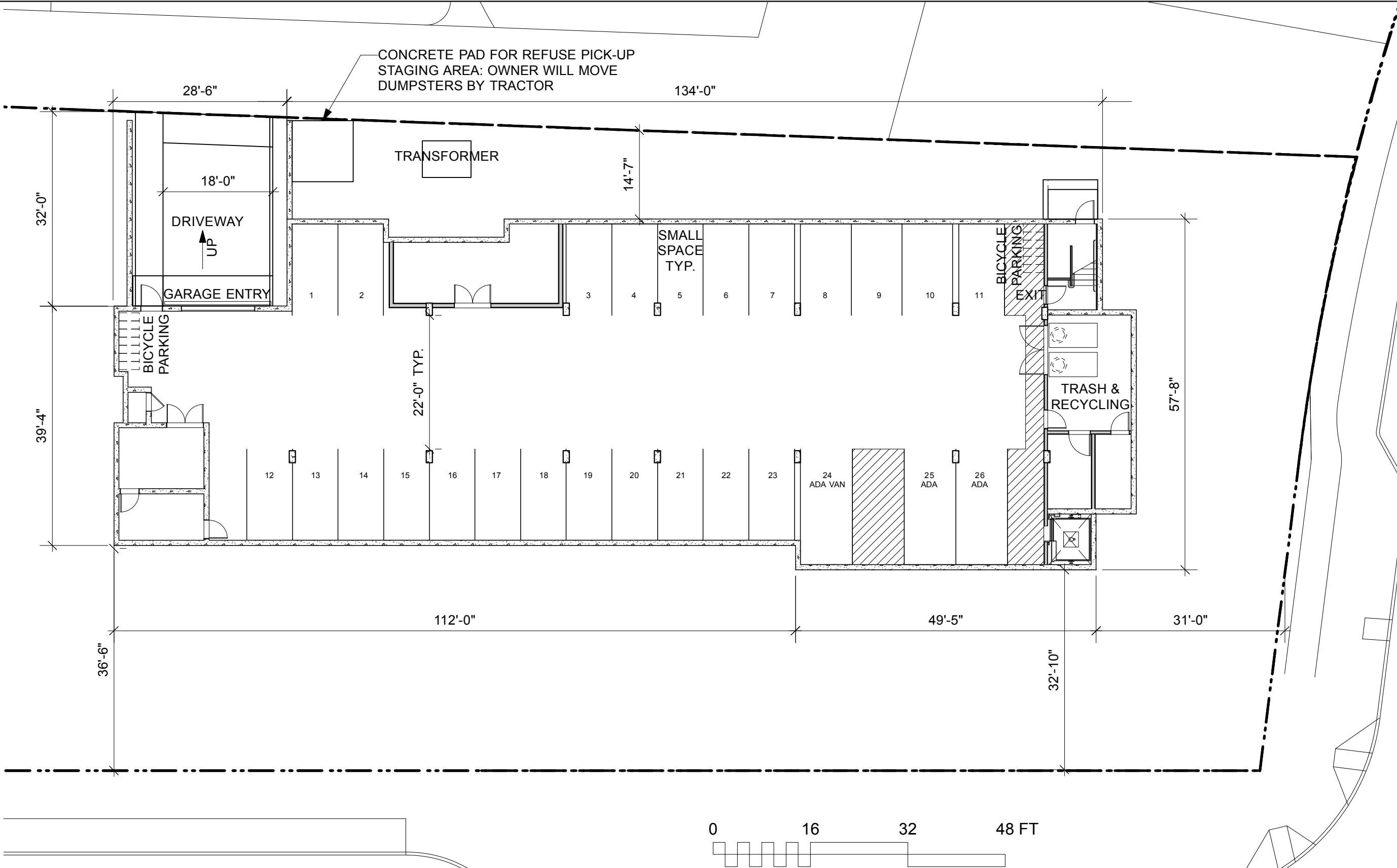
PRIVATE AND SOCIAL PROGRAM DEFINE VERTICAL BREAKS IN BUILDING MASS. HEIGHT OF EACH MASS DEPENDS ON THE TYPE OF PROGRAM. PRIVATE PROGRAM MASS IS TALLER AND STEPS BACK, SOCIAL PROGRAM MASS IS SHORTER AND STEPS FORWARD.



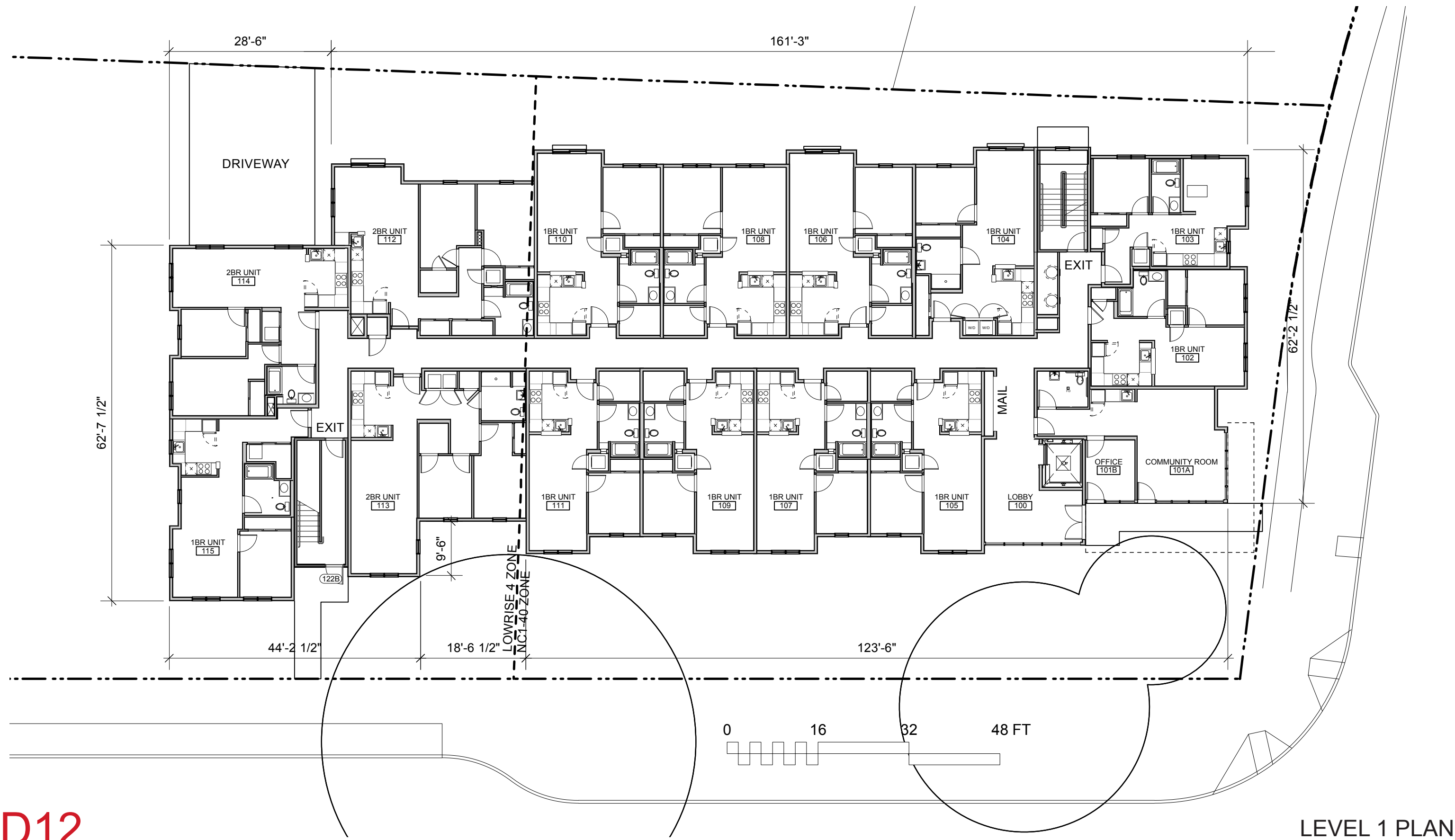
FORMAL CONCEPT ANALYSIS

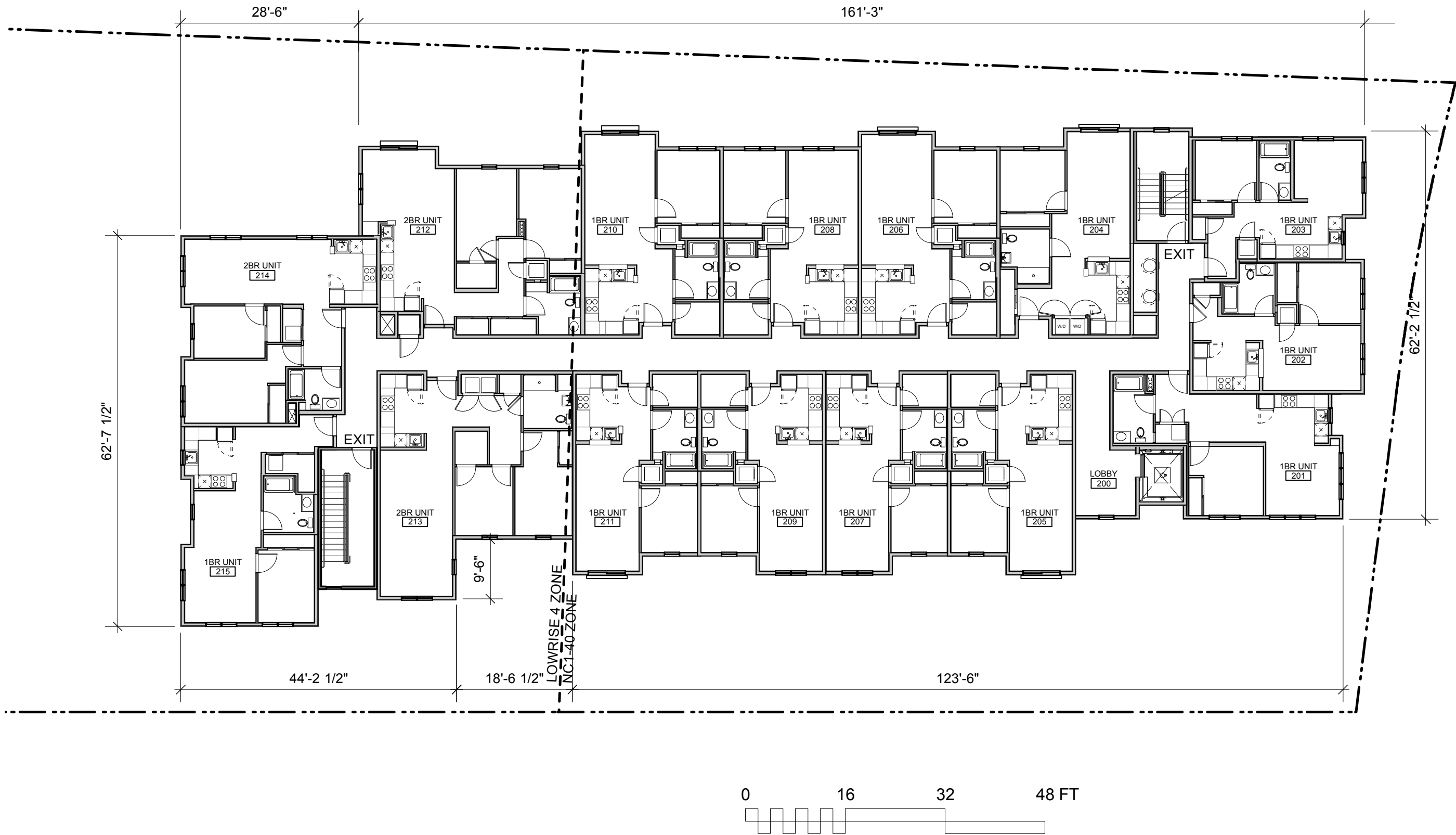


PROGRAM MODULATION

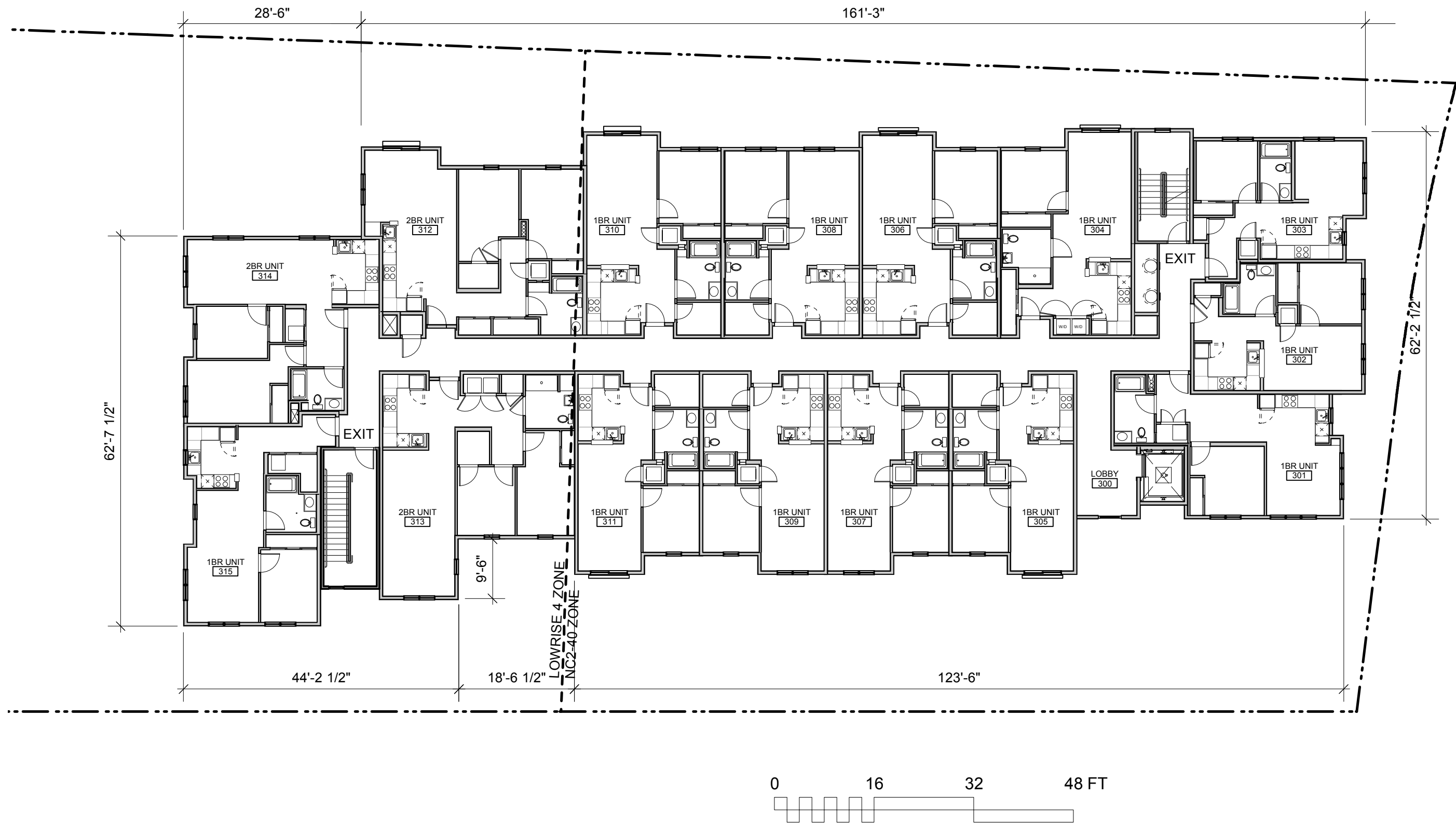


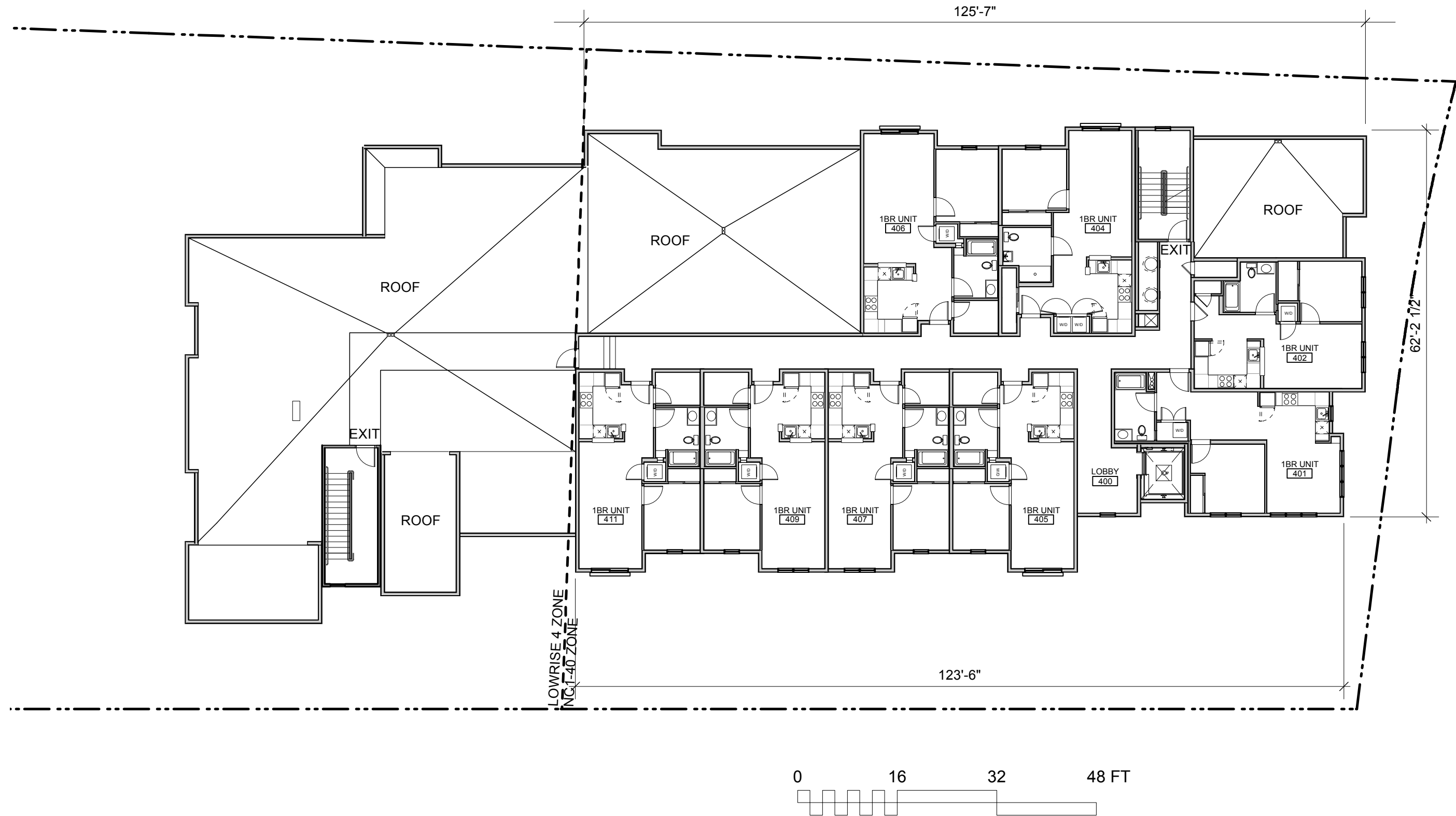
GARAGE PLAN



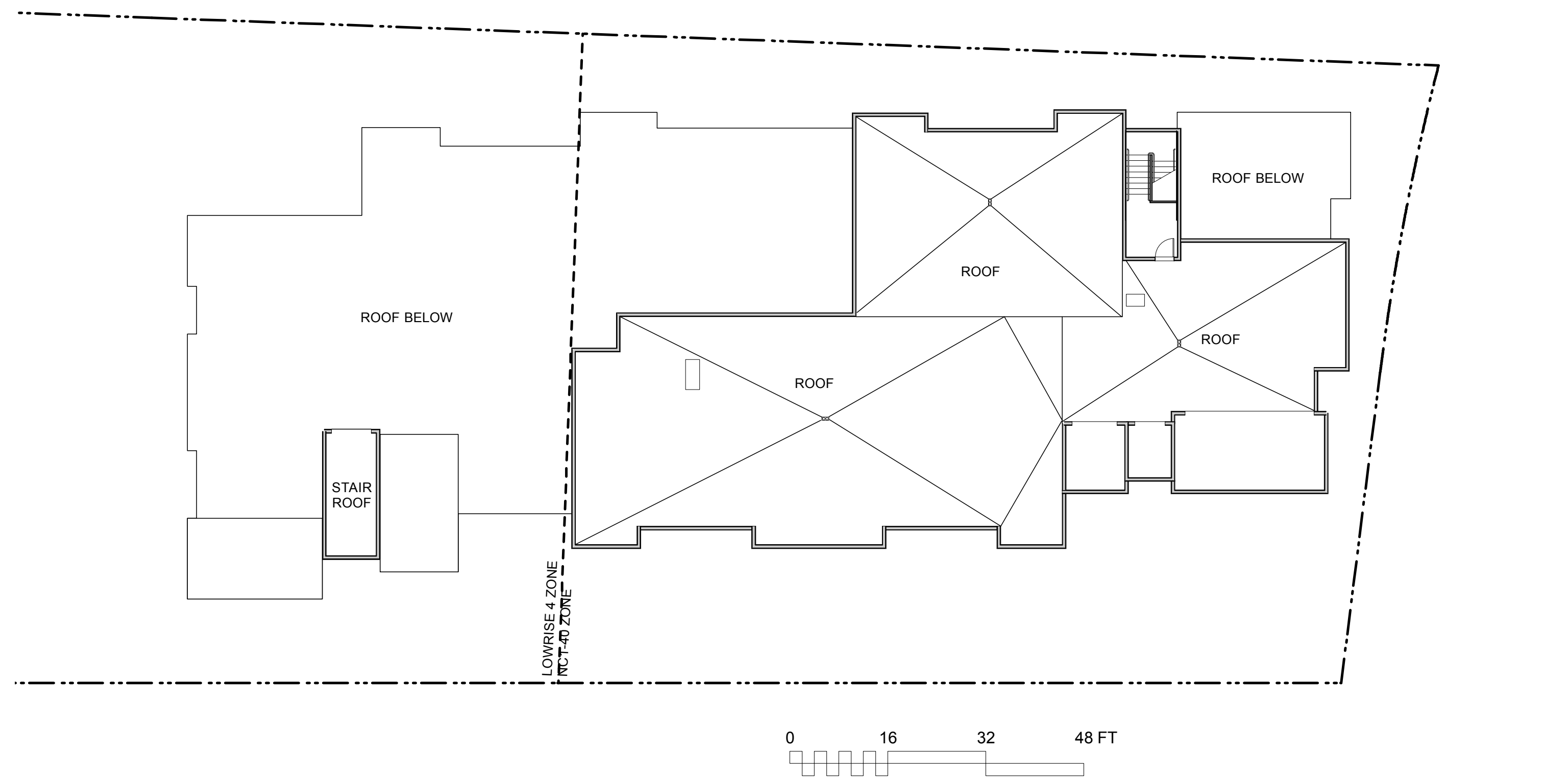


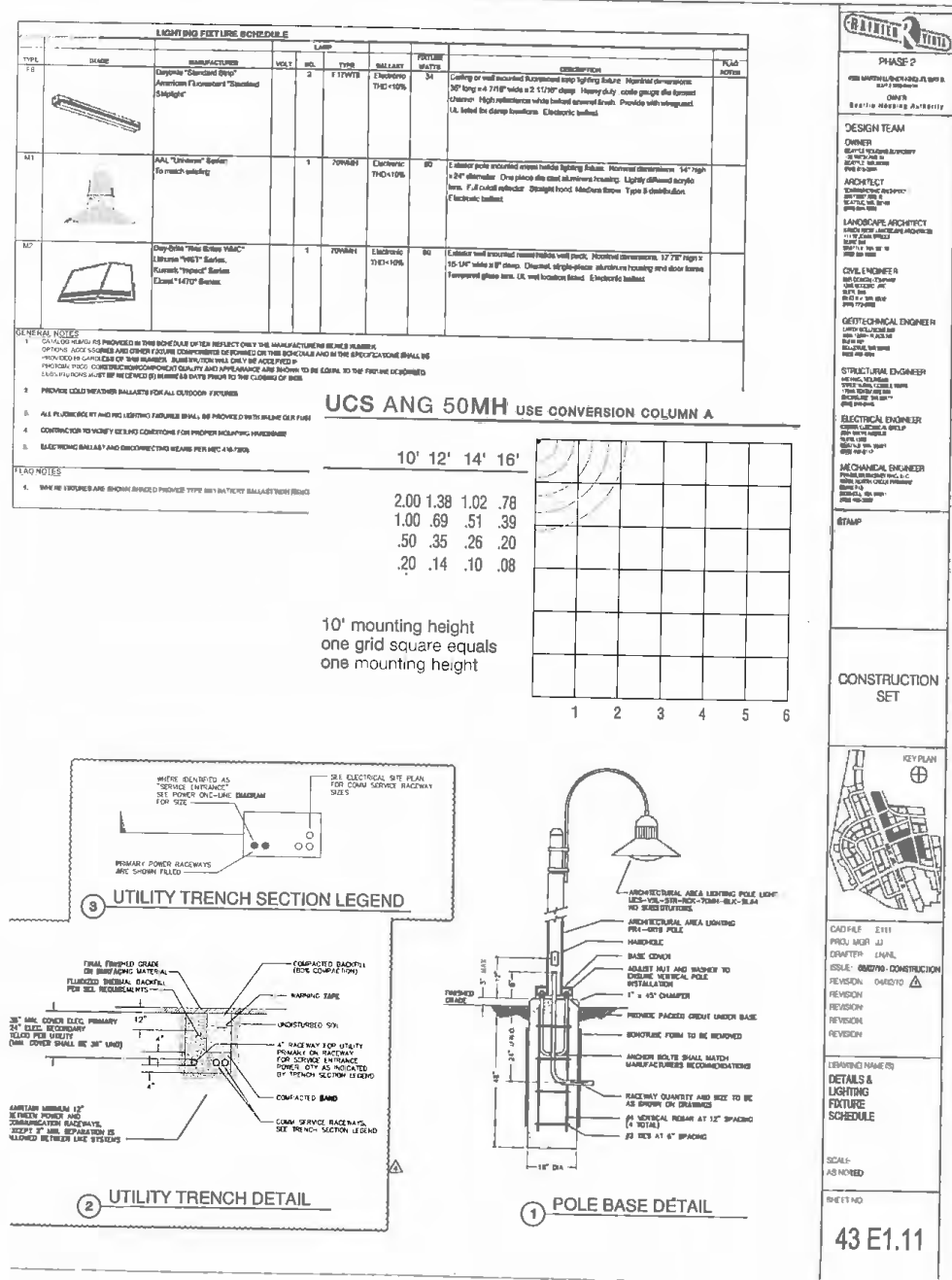
LEVEL 2 PLAN





LEVEL 4 PLAN





DESCRIPTION

The Aspen 1900-AA bollard features a sleek, contemporary aesthetic and unique, field adjustable optics. The housing top rotates up or down over the lens until the desired light output and beam spread is achieved. The top then locks securely in place with a tamper-resistant, stainless steel fastener. Our patented LumaLevel™ leveling system provides quick installation, easy adjustment, secure mounting and protection from vibration. Aspen bollards are available in two standard sizes.

SPECIFICATION FEATURES

A ... Material

Housing is precision-machined from corrosion-resistant 6061-T6 aluminum extrusion. Mounting base is cast from corrosion-resistant silicone aluminum alloy.

B ... Finish

Fixture and mounting base are double protected by a chromate conversion undercoating and polyester powdercoat paint finish, surpassing the rigorous demands of the outdoor environment. Fixture housing is available in a variety of standard colors. Mounting base is painted black.

C ... Lens & Adjustable Aperture

Lens is machined from solid U.V. stabilized clear acrylic and is designed to produce maximum light output with low brightness. Housing top, which surrounds the lens, rotates upward or downward to provide field-adjustable light distribution. Housing top locks securely in place with a tamper-resistant, stainless steel fastener to protect the selected light pattern.

D ... Adjustable Mounting Base

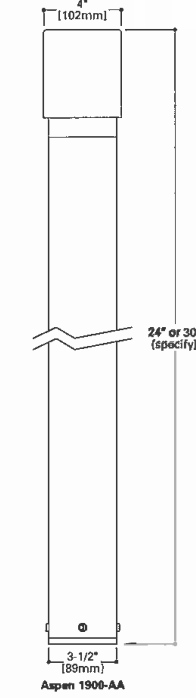
Cast aluminum mounting base assembly is equipped with the patented LumaLevel™ leveling system that includes mounting chassis, 70 shore neoprene base, stainless steel hardware and 3/4" conduit entry. The LumaLevel™ leveling system provides quick installation, easy adjustment, secure mounting and protection from vibration.

E ... Anchor Bolts & Template

Three (3) 3/8" x 12" galvanized anchor bolts and a galvanized steel anchor bolt template are standard. Anchor bolts and template are available to ship in advance of fixture for rough-in purposes (specify option -LAB and order anchor bolts/template kit separately).

F ... Hardware

Stainless steel hardware is standard to provide maximum corrosion-resistance.



LUMIÈRE®

Catalog #	Type
Project	
Comments	Date
Prepared by	

G ... Socket
MH39PAR20: Ceramic socket with 250° C Teflon® coated lead wires and medium base. 50MR16: Ceramic socket with 250° C Teflon® coated lead wires and GU5.3 bi-pin base.

H ... Electrical

MH39PAR20: Integral core & coil ballast is standard (120/208/240/277/347V). Rated for -20° C starting temperature. Integral electronic ballast (120/277V) is available (specify option -EL). 50MR16: 12V transformer required (not included). Remote transformer is available from Lumière as an accessory - see the Accessories & Technical Data section of this catalog for details. Integral 12V transformer is available as an option (specify option -IT).

I ... Lamp

Not included. Available from Lumière as an accessory - see reverse side of this page.

J ... Labels & Approvals

UL and cUL listed, standard wet label. Manufactured to ISO 9001-2000 Quality Systems Standard. IBEW union made.

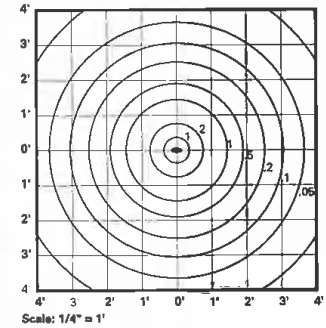
K ... Warranty

Lumière warrants its fixtures against defects in materials & workmanship for three (3) years. Auxiliary equipment such as transformers, ballasts and lamps carry the original manufacturer's warranty.

PHOTOMETRIC DATA

Aspen 1900-AA-30-MH39PAR20 Lamp=MH39PAR20/FL Lumens=2000

ISO Footcandle Plot



ASPEN
1900-AA
Adjustable
Aperture

39W (max.) PAR20
Metal Halide

50W (max.) MR16
Halogen
Low Voltage

Bollard



RAINIER HOUSE for DESC: 5270 Rainier Ave.
Similar to Block 43, Rainier House is a wide building along a busy, four-lane thoroughfare. Unlike Block 43, this project has a commercial street-level requirement with a suitable concrete and brick base.



CANADAY HOUSE for DESC: 424 Minor Ave. N.
Canaday House employed careful fiber cement detailing that gave a large project a decidedly human. We also plan to use similar, large-scale vinyl windows at Block 43.



THE GENESEE for HRG: 2916 South Columbian Way
Directly across from Block 43, The Genesee faced similar split-zoned challenges. Unlike Block 43, The Genesee was designed to accentuate this change. The Genesee has commercial space at the corner, thus the concrete base.



NEW TACOMA for Mercy NW: 1709 South G Street, Tacoma
Currently under construction, New Tacoma was designed for the same owner as Block 43. While New Tacoma uses craftsman detailing within neighborhood context, Block 43 will employ a Northwest Modernist aesthetic.



KENYON HOUSE for HRG: 3936 S. Kenyon St.
On this building, fiber cement panels and siding are detailed in a clean, modern manner. The fascia is thick and strong, giving the masses an appropriate termination at the sky. Like Block 43, the project saved several large trees, which affected the design.



A.L. HUMPHREY HOUSE for PHG: 2630 First Ave.
The recently completed Humphrey House uses strong vertical elements to mitigate the podium aspects of the building, as will Block 43. The canopies are broken up to further this goal as well.