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# Project Summary

1400 S. Lane Street  
Seattle, WA 98144

New Construction, 3-Story Office/Classroom  
over 1-Story partial underground Parking  
Approx. 31,306 sf Office Use  
Approx. 16,166 sf Classroom Use  
Approx. 14,422 sf Basement Use (43 parking stalls)

## Project Team

### Owner / Applicant

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### Civil Engineer

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# EDG Narrative

## EXISTING SITE

### *Location*

The site is located on the corner of Rainier Avenue S. and S. Dearborn Street. It is bound by Dearborn Place S and S Weller Street. The proposed structure will allow the site to be once again divided by the previously vacated portion of S Lane Street.

### *Uses*

The site is currently being used as surface parking for goodwill trailers.

### *Topography*

The grade rises approximately 6.5 feet from North to South along Dearborn Place and an additional 11 feet South to North along Rainier Avenue.

## ZONING

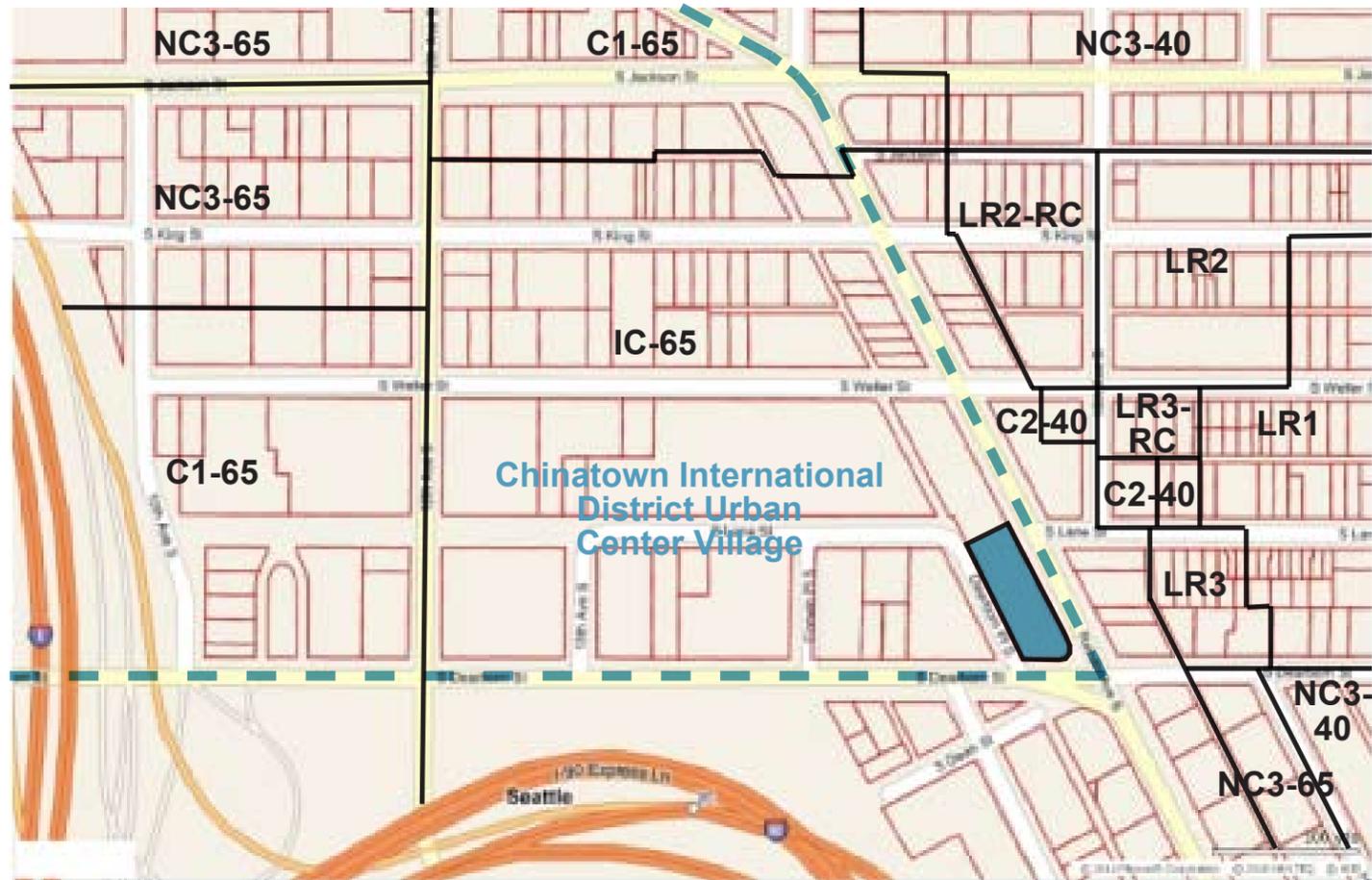
The site is zoned IC-65 and is within the Chinatown International District Urban Center Village.

## NEIGHBORHOOD DEVELOPMENT

The larger neighborhood context is a mixed-use area that has primarily older commercial and light industrial uses along Rainier Ave S and at major crossing arterials. Single family use is found to the East of Rainier Ave S. Most recently, multi-family development is found to the South East of the Rainier and Dearborn intersection.

## DEVELOPMENT OBJECTIVES

Create "public good"  
Welcoming sense of community  
Connect to the Neighborhood  
Engage corner of major intersection  
LEED Silver or better  
High Performance  
Healty building  
Light, Air, Ventilation  
Ecologically enhanced site



**ZONING MAP**

<b>Site Location</b>	1400 S. Lane Street 28,000sf
<b>Site Zoning</b>	<b>IC-65</b> Chinatown International District Urban Center Village
<b>Sepra Review</b>	Required with construction of non-residential uses over 12,000sf CAM 208
<b>Permitted Uses</b>	Commercial Use : Offices, Institutions : Community Centers & Family Support Centers are proposed uses and are permitted outright in IC-65 23.50.012
<b>Height</b>	65 feet 23.50.026
<b>Maximum Size of Non-Industrial Use</b>	No size limit for proposed uses. 23.50.027
<b>FAR</b>	Industrial Commercial, Floor Area Ratio. Except within the South Lake Union Urban Center, the maximum FAR in all Industrial Commercial (IC) zones is two and one-half (2.5). 23.50.028
<b>Setbacks</b>	No adjacent residential zoning - no setback requirements. 23.50.032
<b>Screening &amp; Landscaping</b>	A1. All property zoned Industrial Commercial (IC) and within a designated urban village or urban center shall achieve a Green Factor score of .30 or greater, pursuant to Section 23.86.019. B1. Blank façade requirements shall apply to the area of the facade between 2 and 8 feet above the sidewalk. 23.50.038
<b>Street Improvements</b>	A1. If new lots are proposed to be created, or if any type of development is proposed in residential or commercial zones, existing streets abutting the lot(s) are required to be improved in accordance with this Section 23.53.015 and Section 23.53.006, Pedestrian access and circulation. 23.53.015
<b>Parking</b>	Chart A: Offices - 1 space for each 1,000sf : Required 30 stalls Chart C: Community Centers - 1 space for each 350sf : Required 42 stalls D2. In all other commercial zones and in pedestrian designated zones for uses not listed in Table D, no parking is required for the first one thousand five hundred (1,500) square feet of each business establishment. 23.54.015





## Site Photo Key



1. Looking Northwest from across intersection at Rainier Ave and Dearborn St.



2. Looking Northwest from properties Southeast corner.

## Existing Site

### Location

The site is located on the corner of Rainier Avenue S. and S. Dearborn Street. It is bound by Dearborn Place S and the previously vacated portion of S Lane Street.

### Uses

The site is currently being used as surface parking for goodwill trailers.

### Topography

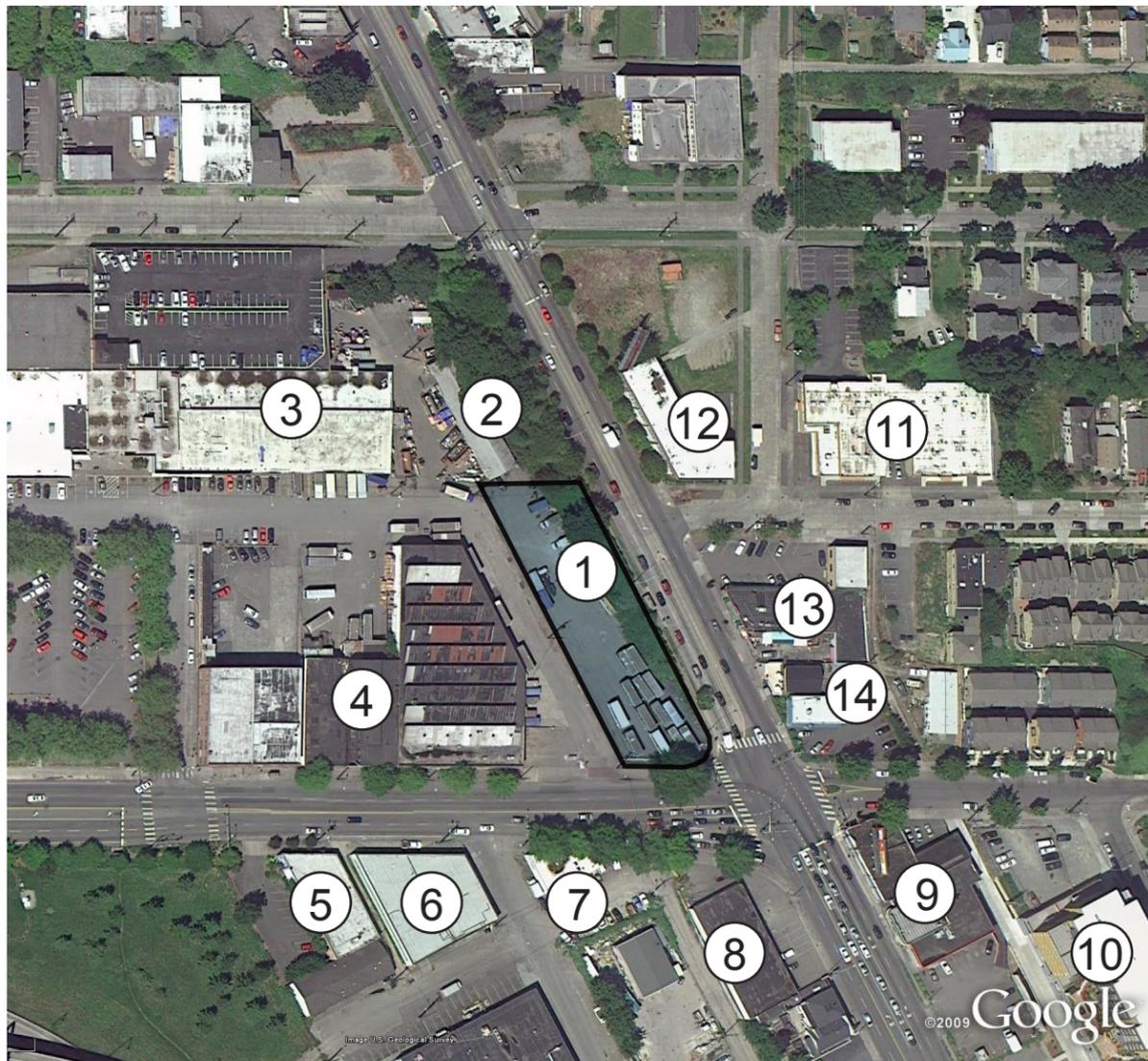
The grade rises approximately 7.5 feet from North to South along Dearborn Place and an additional 11 feet from South to North along Rainier Avenue.



3. Looking Southeast from properties Northwest corner.



4. Looking Northeast from across Dearborn St.



1. SITE
2. Goodwill Structure
3. Goodwill Store
4. Block of Goodwill owned buildings to be demolished for surface parking.
5. Vacant Commercial Space
6. Building Supplies Commercial Bldg
7. Kellans Auto Repair
8. Golden Auto Glass Services
9. Budd and Company Inc., Explore Decor and Pho Hai Yen
10. Apartments
11. Nonprofit Assistance Center
12. West Coast Printing Tea Garden
13. Tea Garden
14. Mi La Cay and @Cafe



2. Goodwill Structure



3. Goodwill Store



**STREET SCAPE 1 Building 4.** Block of Goodwill owned buildings to be demolished for surface parking and project site.



8. Golden Auto Glass Services



11. Nonprofit Assistance Center

## Streetscape Photo Key



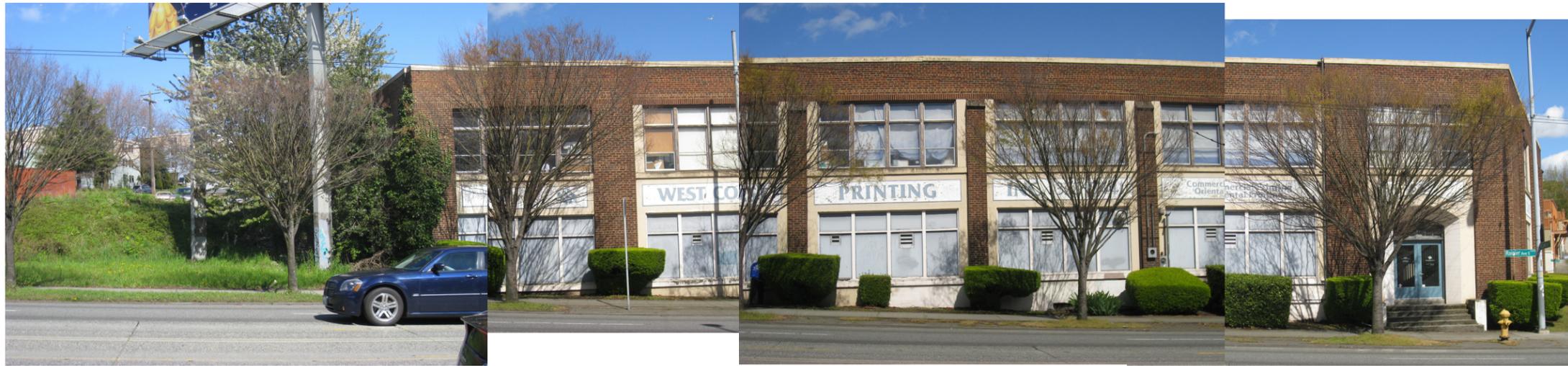
STREET SCAPE 2 Buildings 5. Vacant Commercial Space, 6. Building Supplies Commercial Bldg, and 7. Kellans Auto Repair



9. Budd and Company Inc., Explore Decor & Pho Hai Yen



10. Apartments



**STREET SCAPE 3 Building 12.** West Coast Printing



**STREET SCAPE 3 Cont. Buildings 13.** Tea Garden and, **14.** Mi La Cay and @Cafe



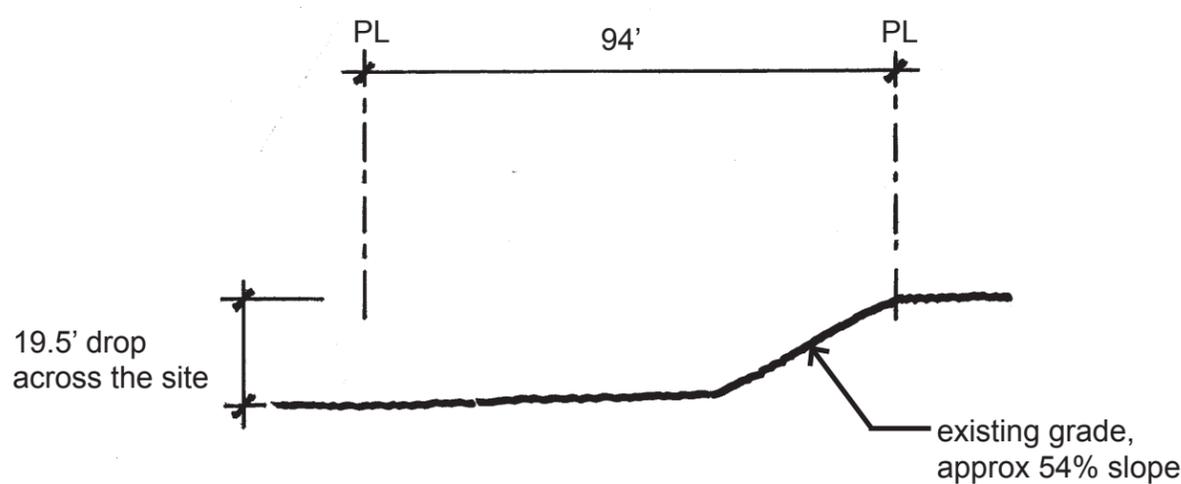
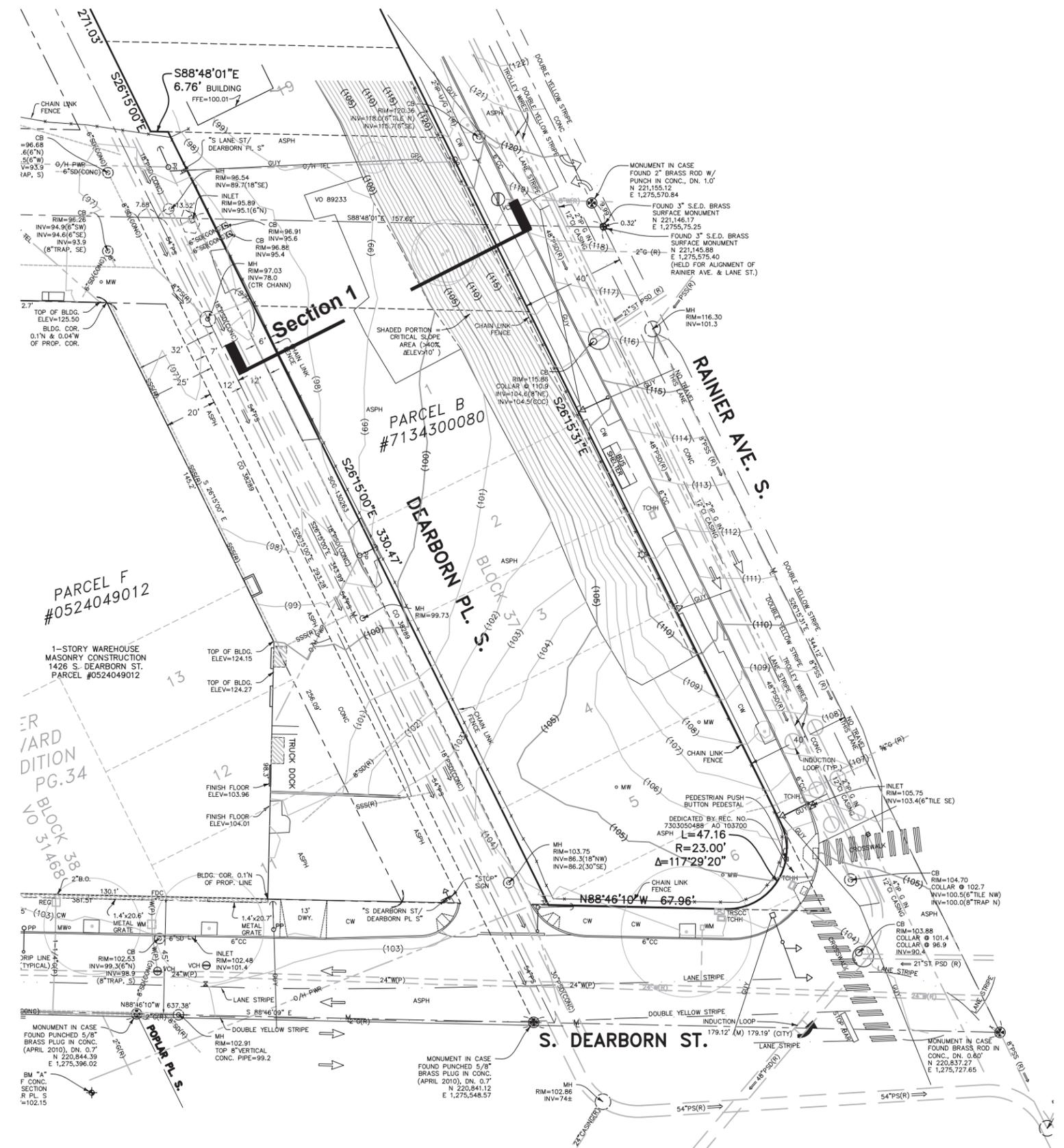
**STREET SCAPE 4** Project Site

# Existing Site Conditions

The site slopes approx 11 feet North to South along Rainier Ave S, approx. 2 feet East to West along Dearborn Ave S, and 6.5 feet from South to North along Dearborn Place. This creates a steep slope area at the North/East edge of the site and an approx. 19.5 feet drop in grade along the North facade.

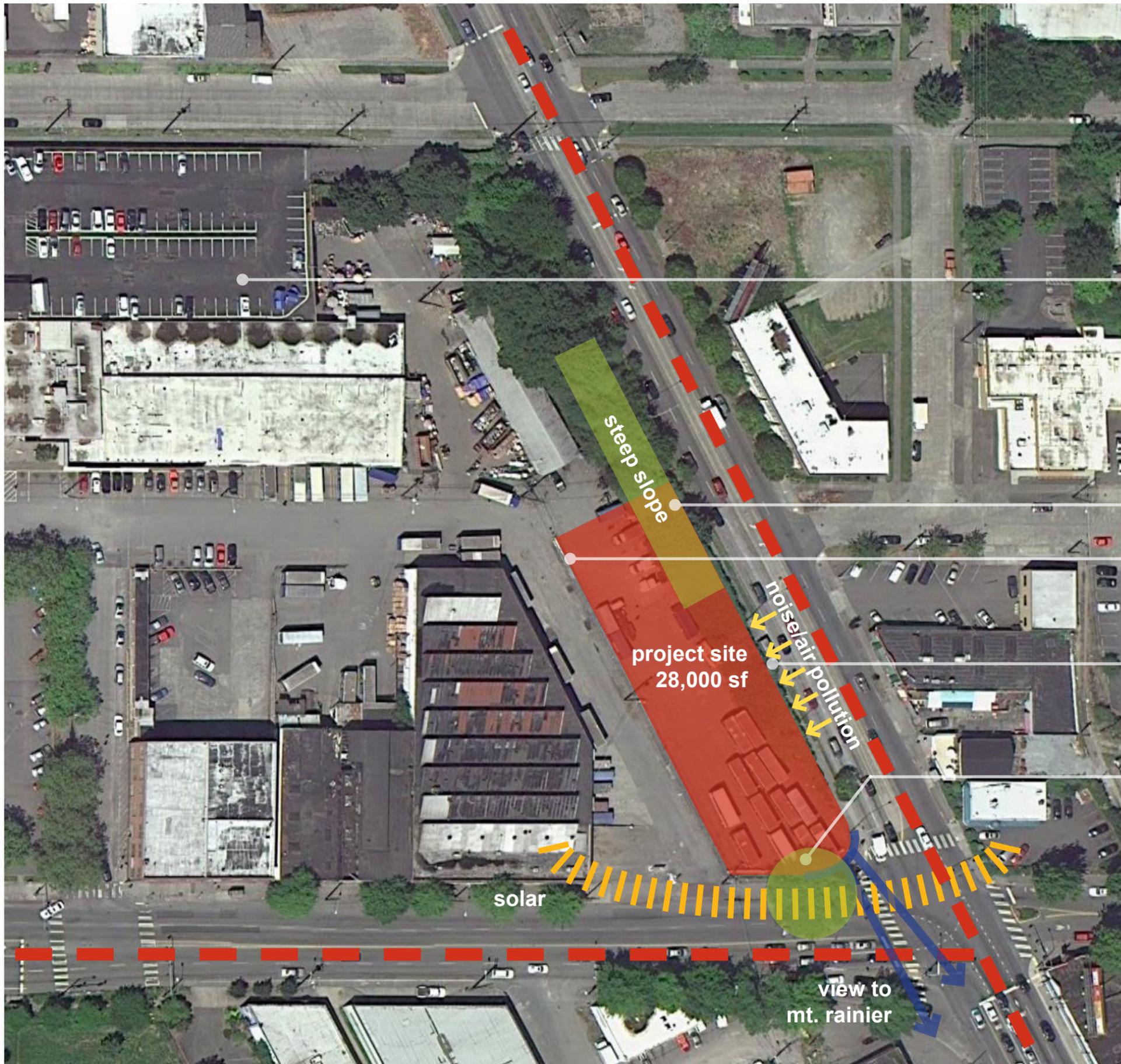
The site was previously divided by a now vacated portion of S. Lane Street.

Presently, site is being used as surface parking for goodwill trailers.



Existing Site Section 1

Existing Site Plan



## Site Influences

metro access  
 pedestrian connection  
 steep slope  
 right-of-way  
 view  
 solar

existing staff parking

steep slope, approx. 19.5 feet in vertical rise

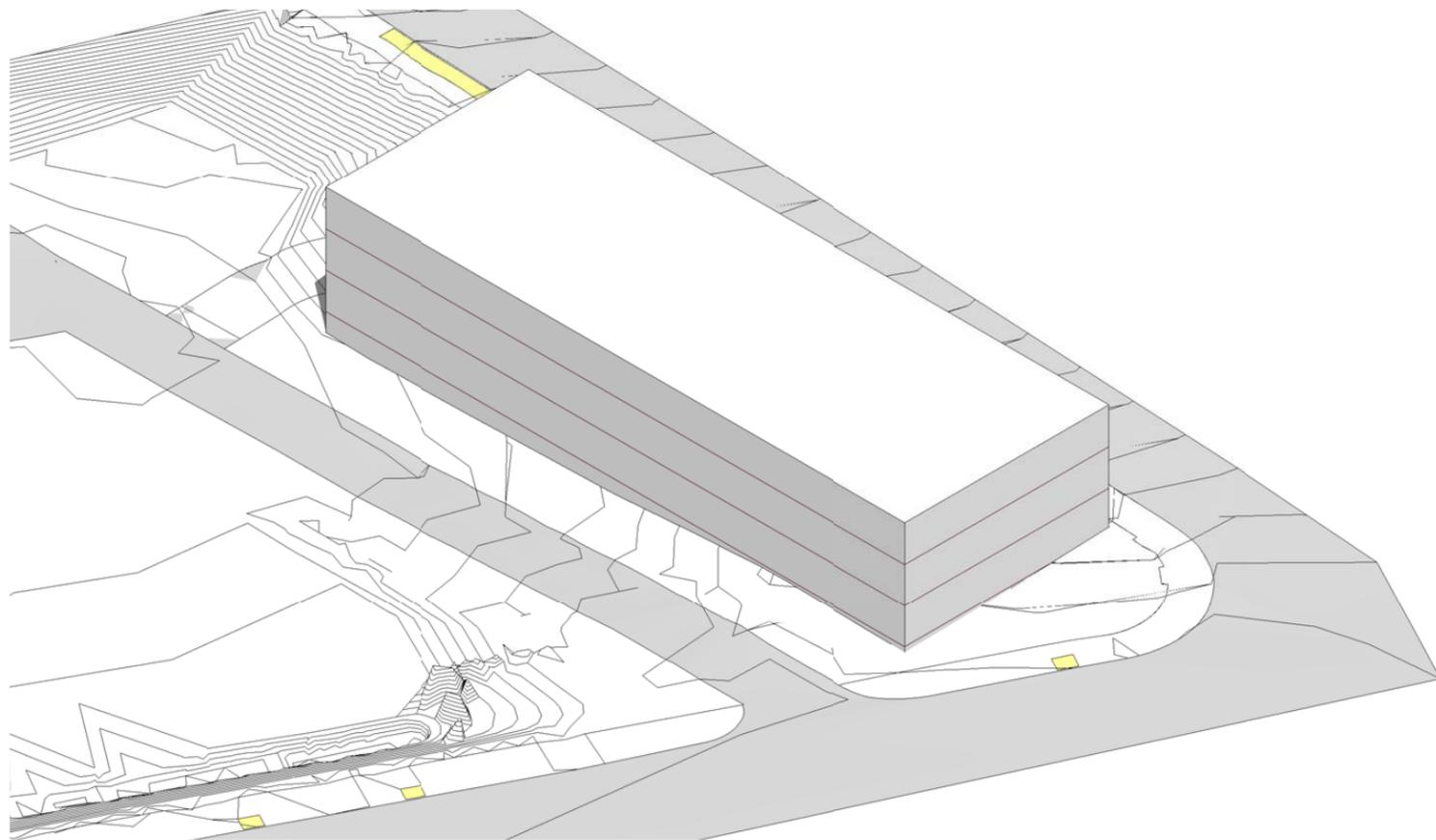
preferred parking access

existing bus stop to remain  
 (7 bus lines within 1 block of site)

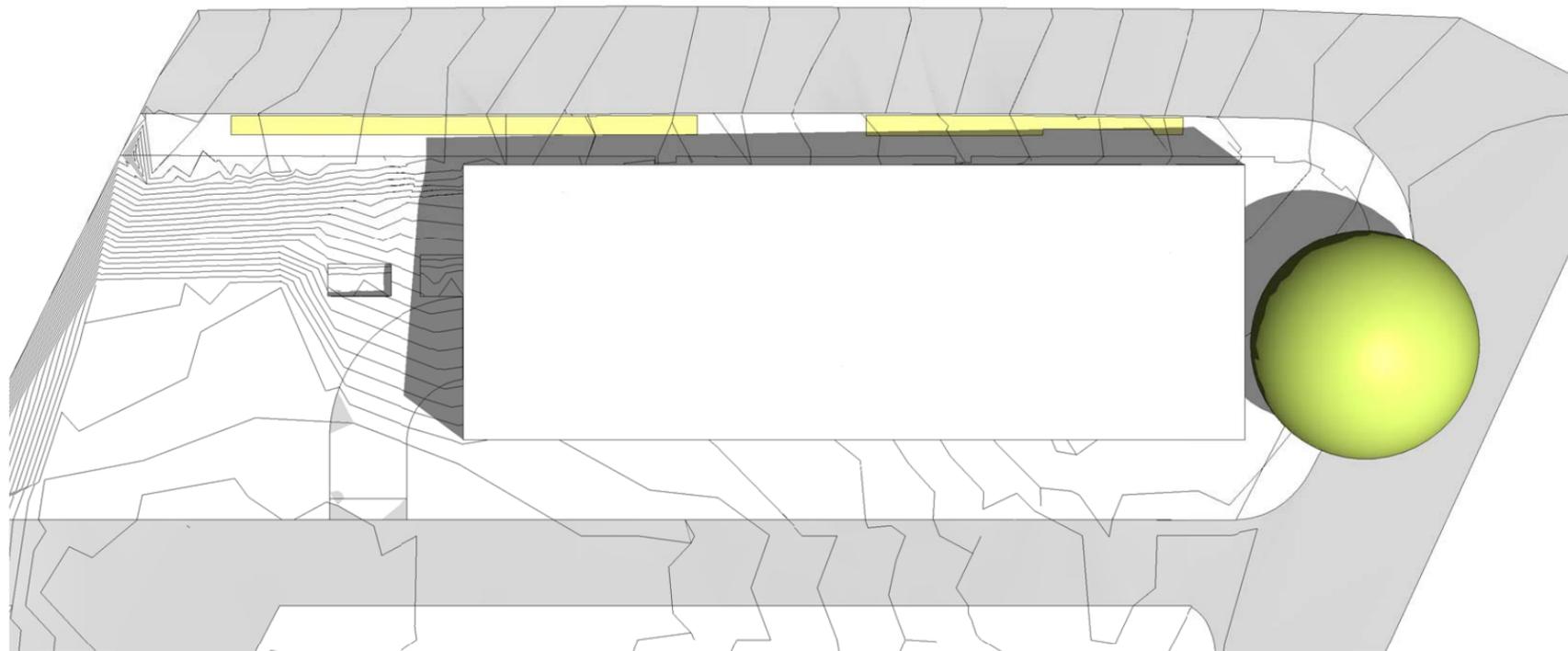
existing tree to remain

### Key

- Metro Access
- Pedestrian Connection
- Viewshed
- Solar Exposure



Isometric Diagram - looking from southwest



Site Plan

## Scheme 1

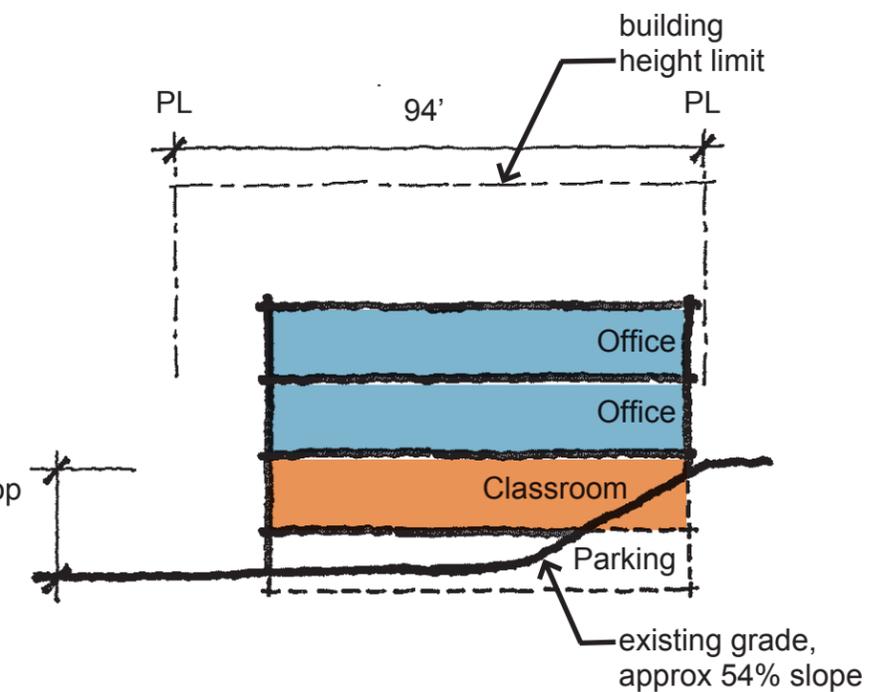
Scheme 1 explores massing the building according to program use. This would create a 3-story floor plate of 16,000sf with a first floor program of classrooms / community center and two upper levels of administrative office space. Given the sloping grade conditions the parking level would be partially underground.

## Pros

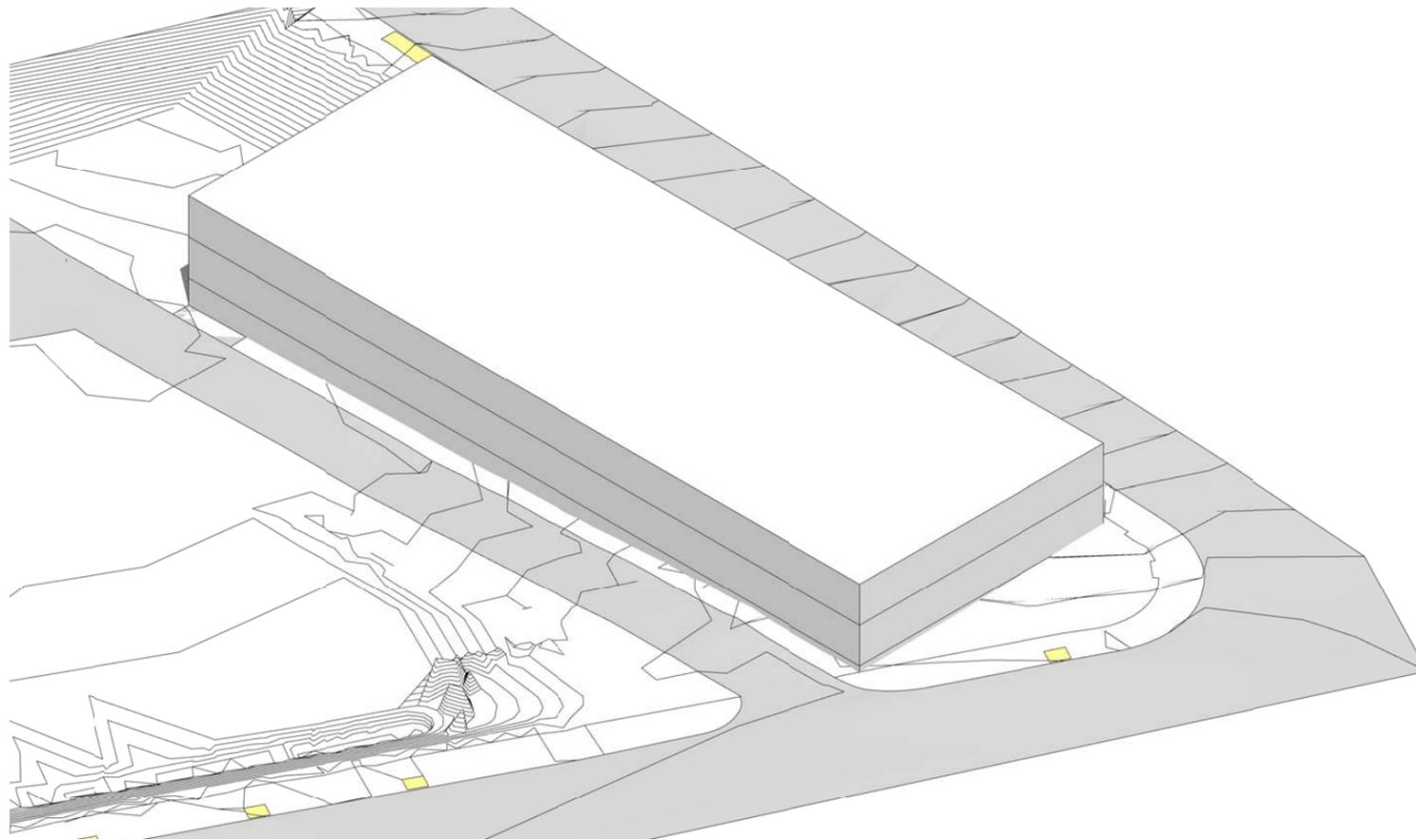
Building floor plate best fits program requirements.  
 Increased opportunity for daylighting.  
 First floor classroom and community spaces respond better to the pedestrian experience.  
 West facade along Dearborn Place is approx. 15 feet off of property line allows for green space to enhance the pedestrian experience.  
 Preserves greatest opportunity for future mid-block connection at Northern edge of site.

## Cons

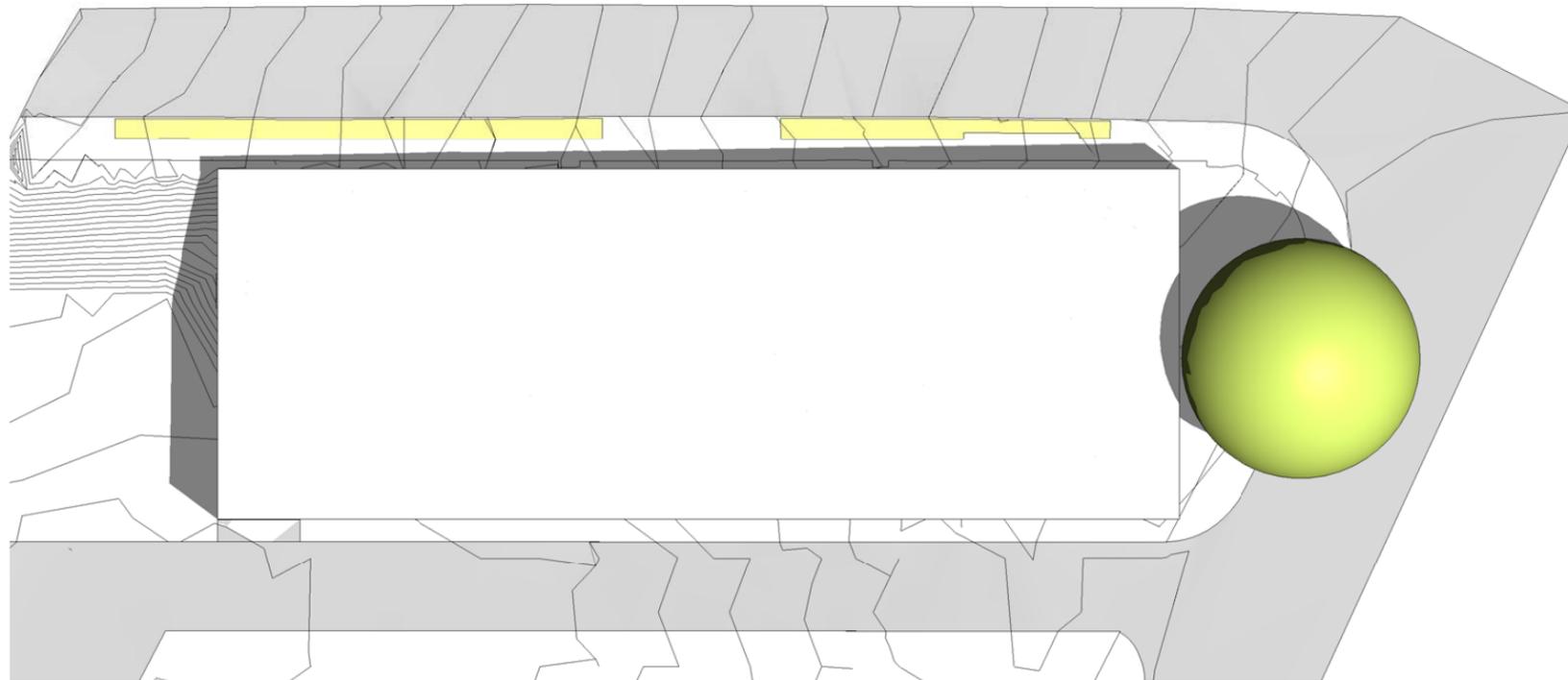
Building facade not at property line along Dearborn Place.



Site Section



Isometric Diagram - looking from southwest



Site Plan

## Scheme 2

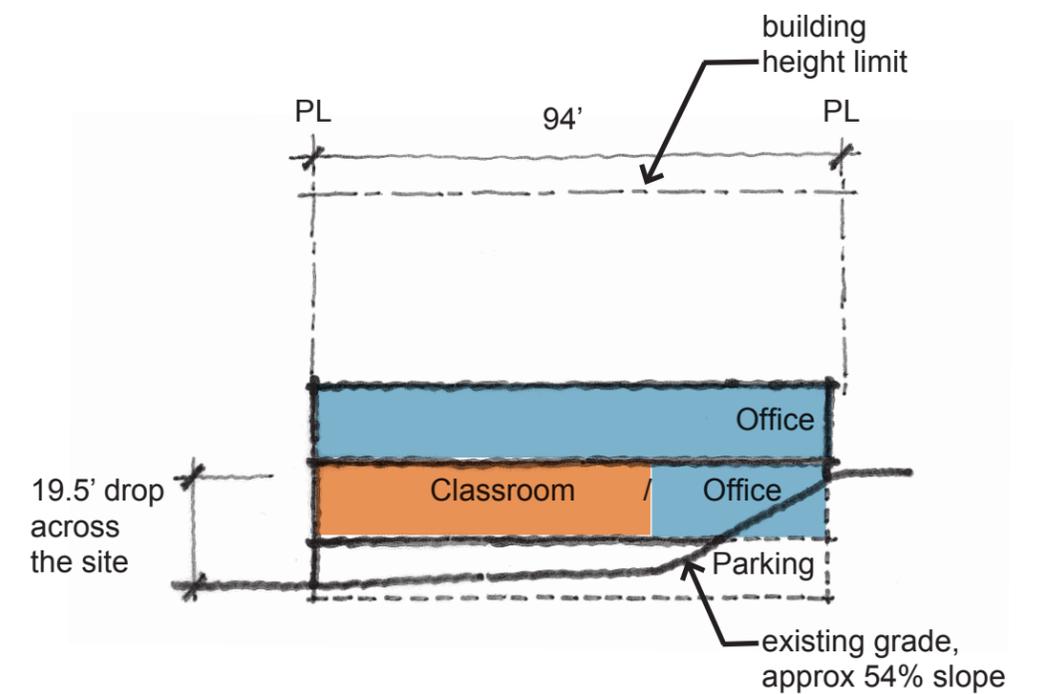
Scheme 2 explores using the maximum footprint of the site given the constraints of the street tree. The program of 48,000sf can fit in a 2-story floor plate of 24,000sf. Given the sloping grade conditions the parking level would be partially underground.

## Pros

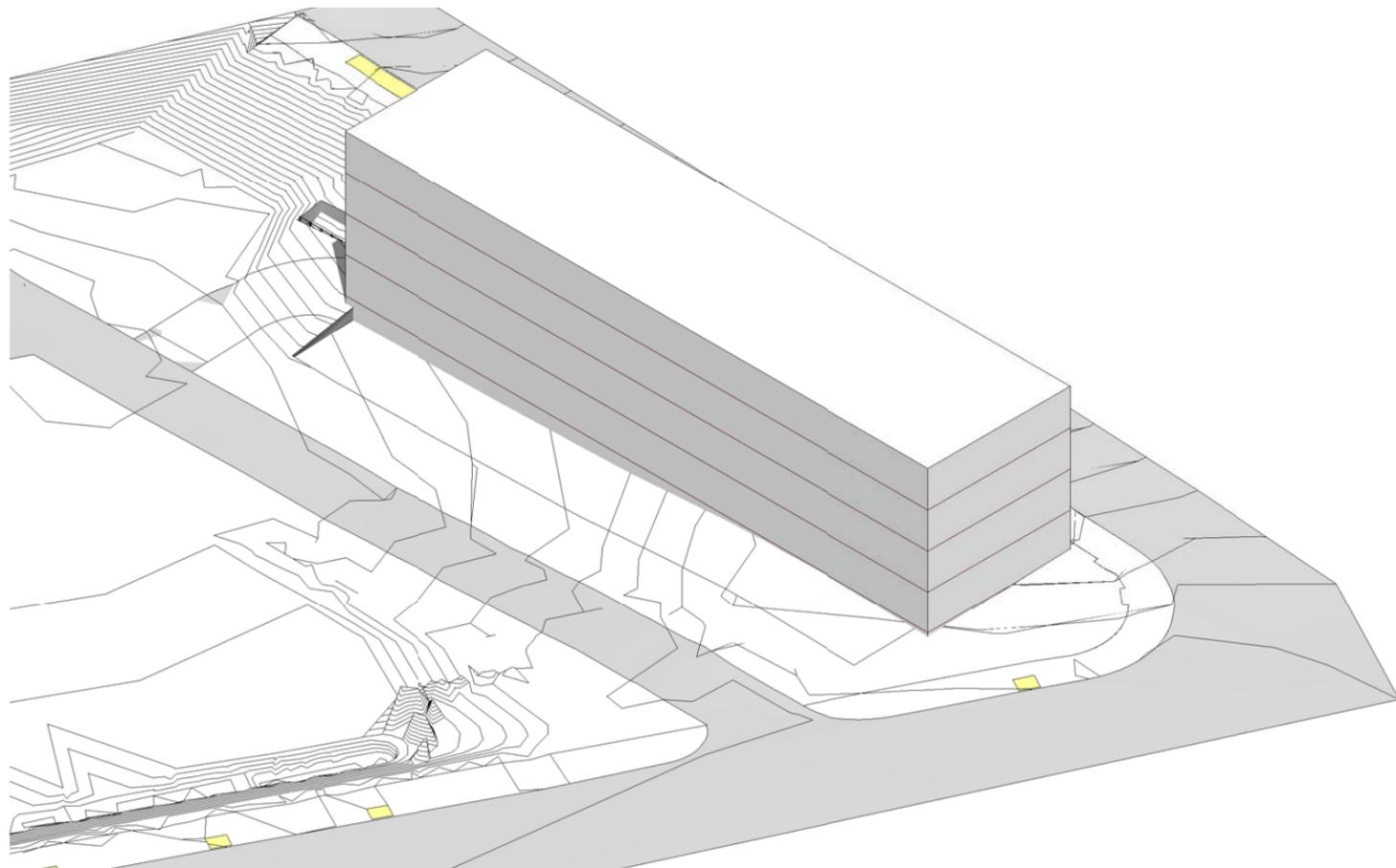
Building footprint is more responsive to street edge.

## Cons

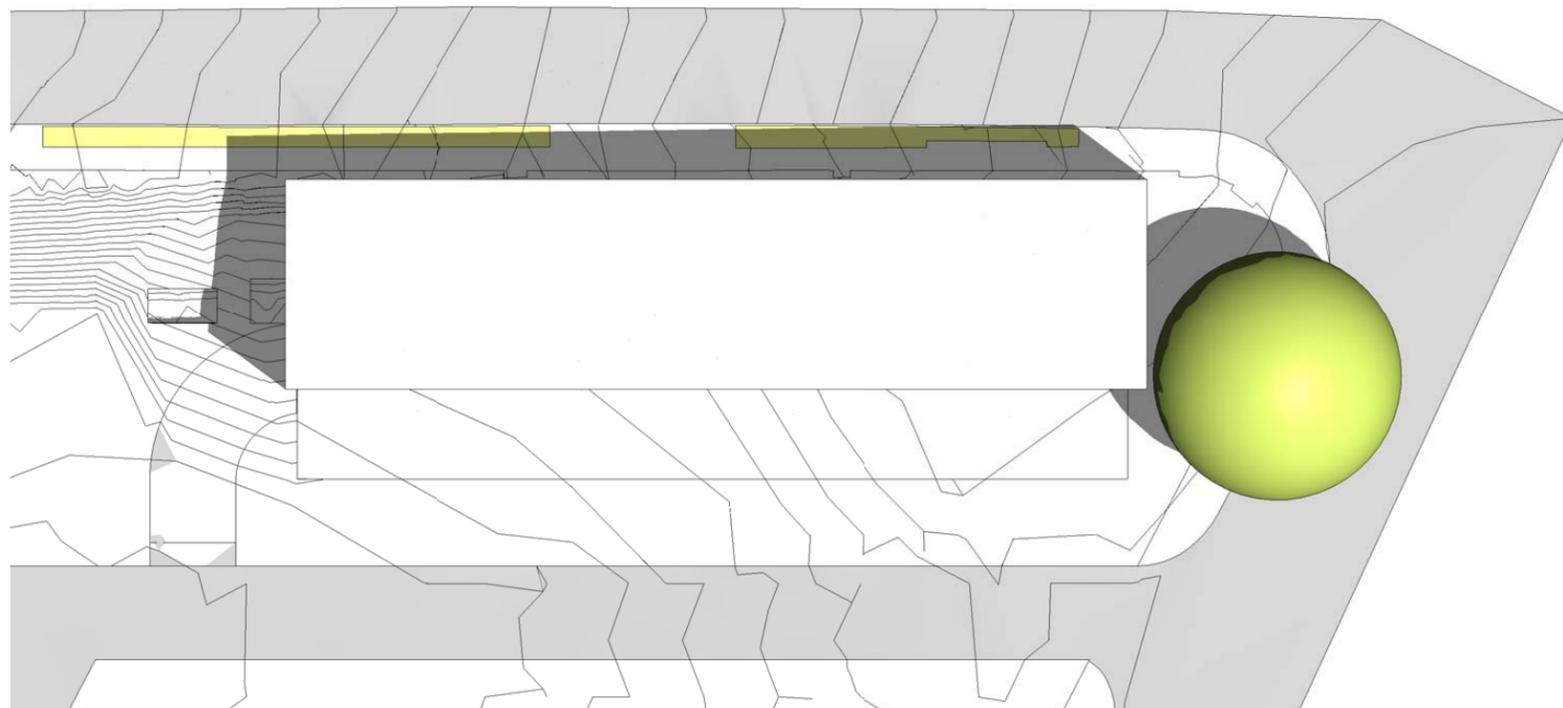
- Greatest amount of ground disturbance.
- No opportunity for additional green space at the pedestrian / street level along Dearborn Place.
- Footprint decreases opportunity for future mid-block connection at Northern edge of site.
- Floor plate depth significantly decreases daylighting opportunities.
- 2-story floor plate does not meet program needs.
- First floor program increases in uses not desirable for pedestrian experience.



Site Section



Isometric Diagram - looking from southeast



Site Plan

## Scheme 3

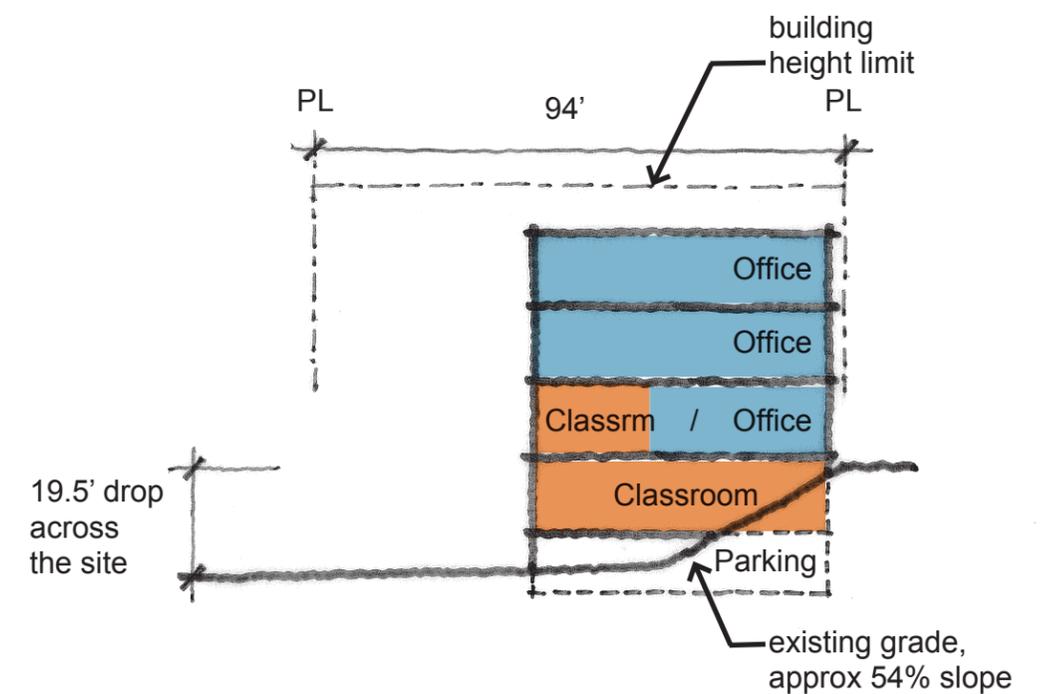
Scheme 3 explores using the maximum height allowed by zoning, assuming an additional 5 feet of height at the lowest end due to a 54% slope change. This would create 4-story plate of 12,000sf. Given the sloping grade conditions the parking level would be partially underground.

## Pros

Least amount of ground disturbance.  
Increased opportunity for daylighting.

## Cons

Building facade pulled back 41.5 feet from property line along Dearborn Place doesn't define pedestrian edge / experience.  
4-story floor plate does not meet program needs.  
4-story construction exceeds project budget.



Site Section



Window organization - maximize daylighting, horizontality



Simple form - modulation, horizontality

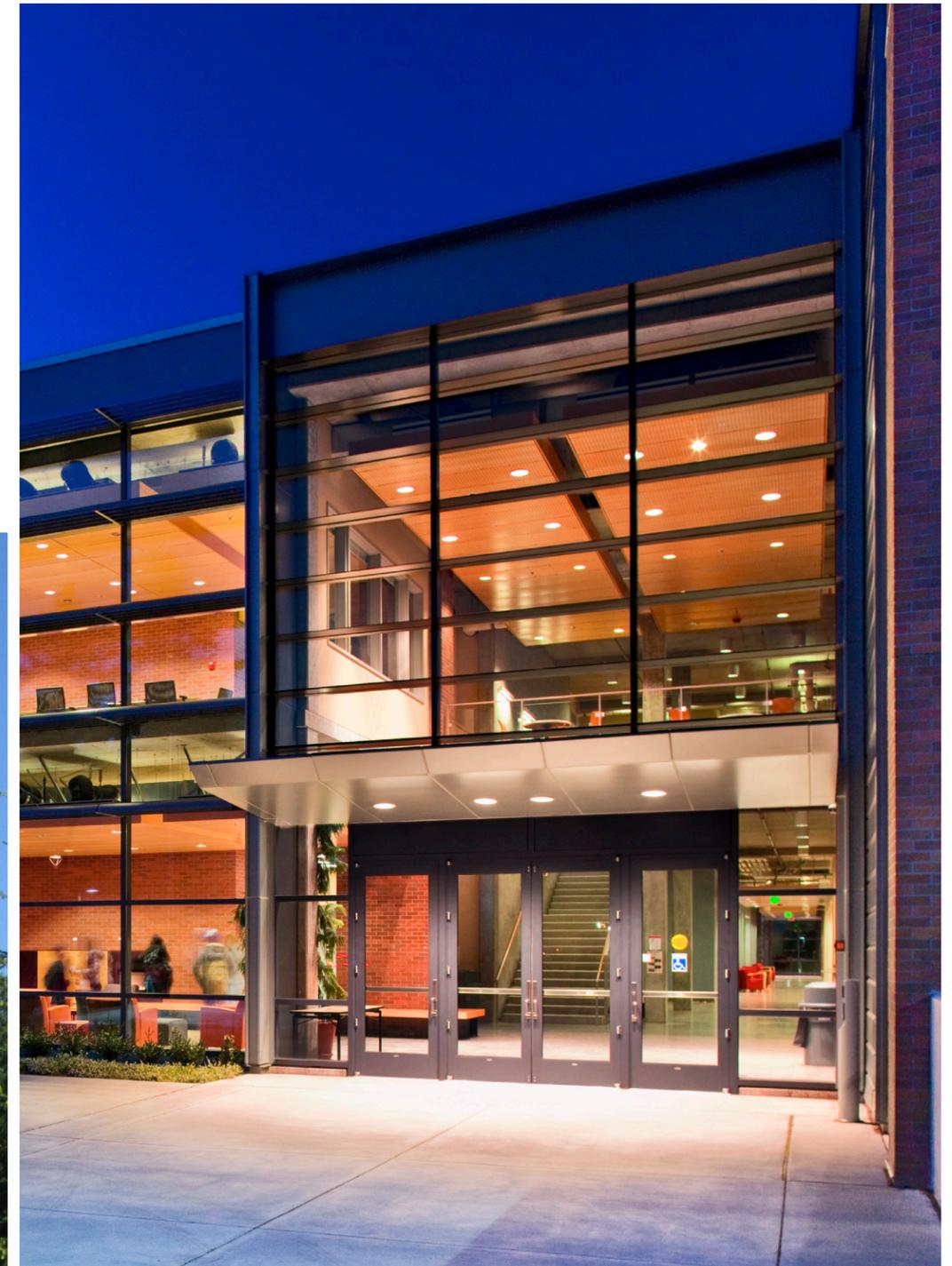
SEATTLE / Pier 56, 1201 Alaskan Way, #200 / Seattle, WA 98101 / 206.623.3344  
SAN FRANCISCO / 660 Market Street, #300 / San Francisco, CA 94104 / 415.956.0688  
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**Seattle Goodwill Industries Job Training & Education Center**  
Early Design Guidance

June 14, 2011



Design Influences **MITHUN** 15



Building entry - welcoming, transparency



Natural/wood material inside Lobby space



Wood material - warmth, welcoming



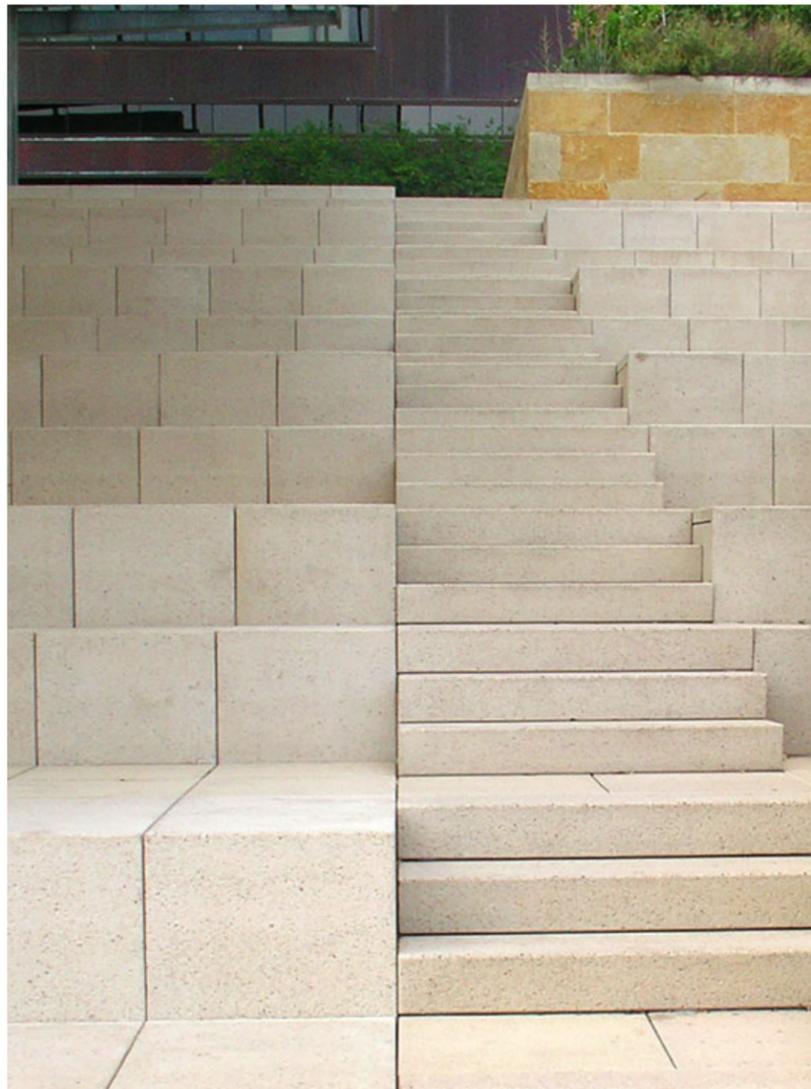
Sun shades - integrated into window system



Entry Porch - identifiable entry, welcoming, transparency



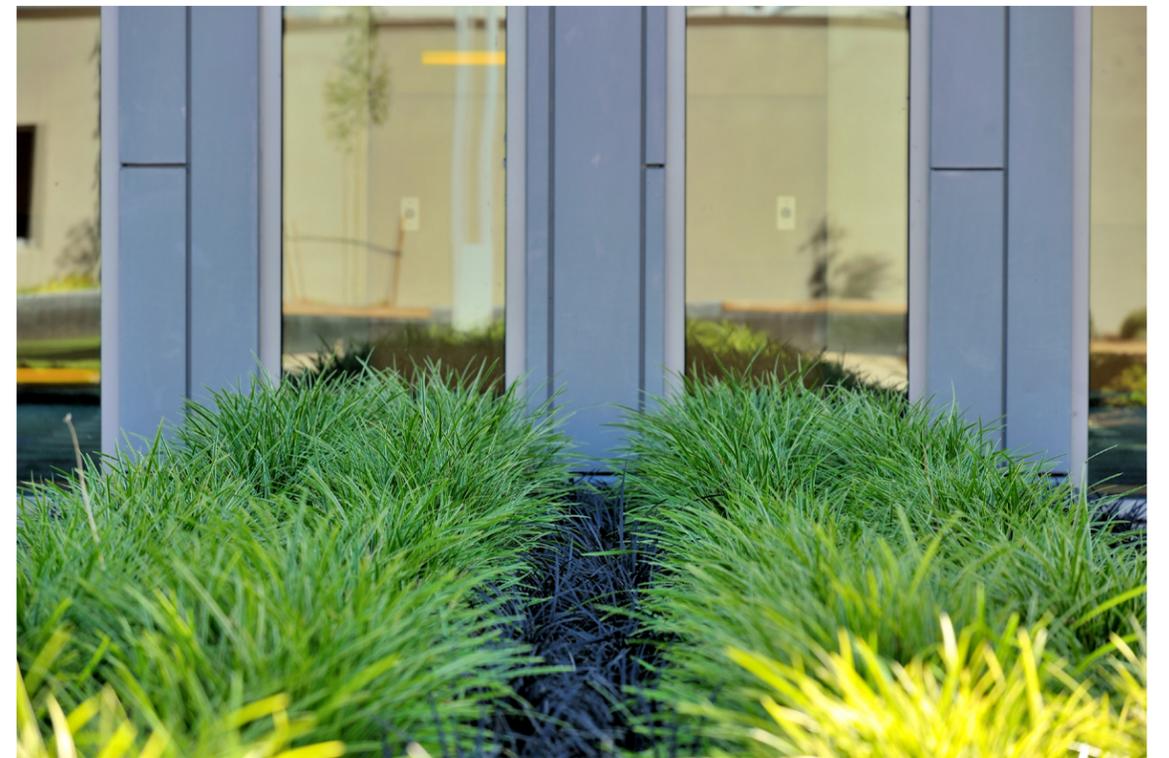
Covered Porch - elevated above street with views out



Incorporated seating and Entry stairs - identify entry



Playfully capture and highlight water on site



Ground building in landscape - provide color, seasonal change



Bioretention Gardens and weirs - fed from roof run-off

# Anticipated Exemption

**Development standards for steep slope areas**  
SMC 25.09.180

B.2.b. Development is located on steep slope areas that have been created through previous legal grading activities, including rockeries or retaining walls resulting from rights of way improvements, if no adverse impact on the steep slope area will result

The North/East side of the site has a vertical drop of approx. 19'5 feet, and will require an exemption. This was created by the grading of the site for construction of roadways.