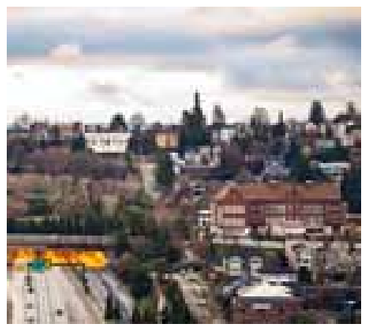
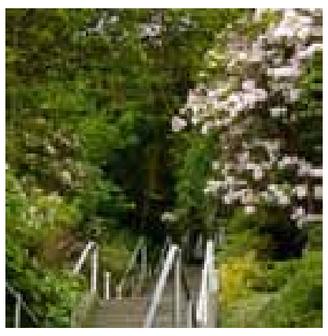
EARLY DESIGN GUIDANCE - 25th & McClellan






2615 25th Avenue | South Seattle, Washington

TRENTON ASSOCIATES McCLELLAN LLC | ANKROM MOISAN ASSOCIATED ARCHITECTS

DPD Project No.: 3012217
June 20, 2011

PROJECT TEAM

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PROJECT GOALS

1 TRANSIT ORIENTED DEVELOPMENT

The first new development in the Mt. Baker Station TOD will activate new building and increased density as well as providing much needed market rate housing.

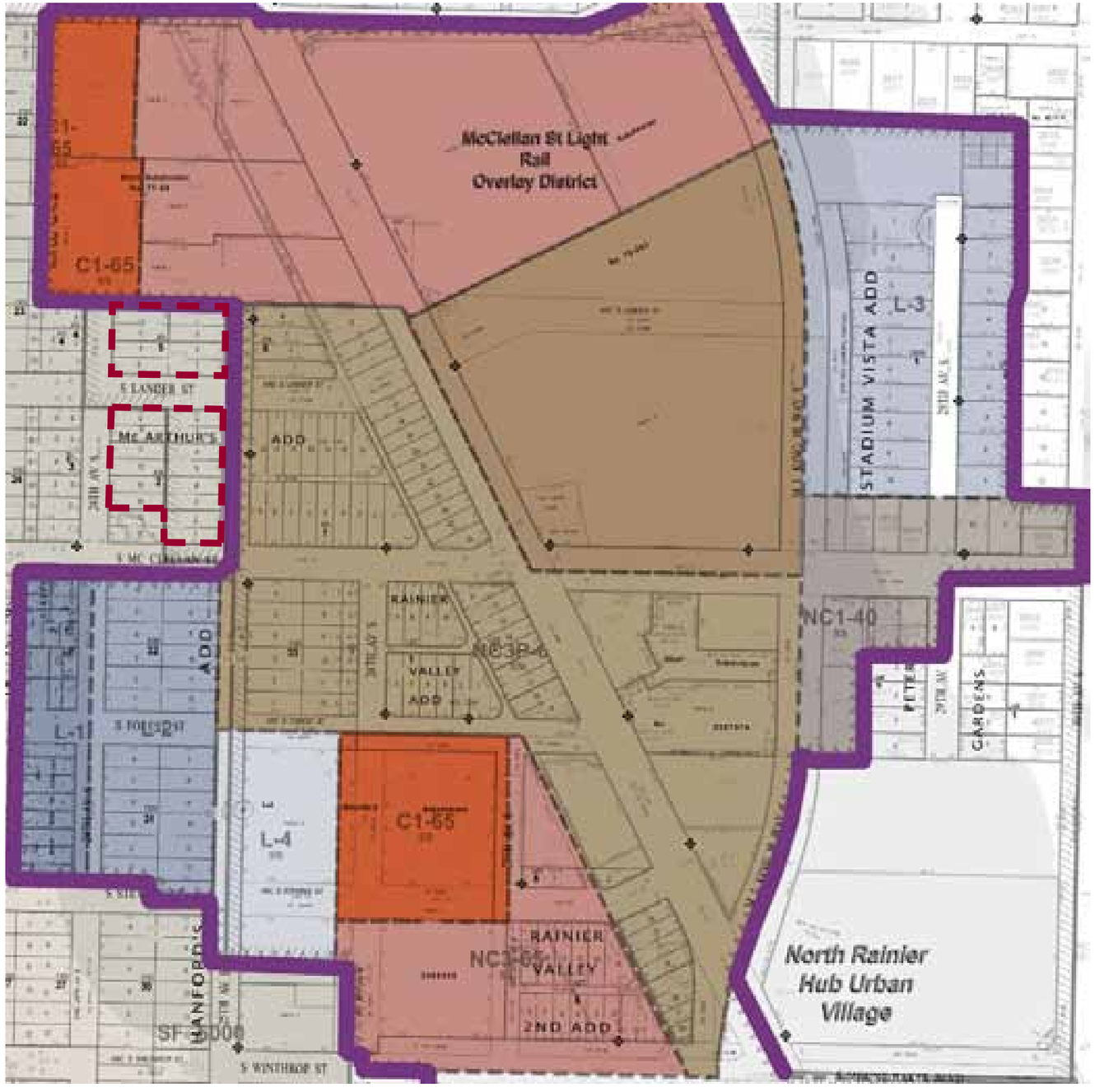
2 COMMUNITY

The new development will strengthen the North Rainier Neighborhood identity by transforming an area currently dominated by industrial/commercial uses into a more balanced blend of building types to suit the needs of future residents.

3 GREENBELT

The project proposes a public association to the Cheasty Greenbelt by developing South Lander Street as an enhanced garden extension and access point to better connect the community to this idyllic city amenity. The new residential community will be fitting for people seeking urban living with a softer, pastoral edge.

ZONING ANALYSIS - EXISTING

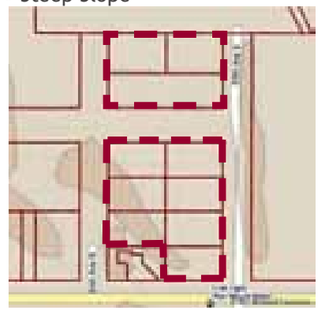


- C1-65
- C1-85
- C2-65
- NC1-40
- NC3-85
- NC3-125
- NC3-65
- NC3P-65
- NC3P-85
- L-1
- L-2
- L-3
- L-4
- SF 5000
- STATION AREA BOUNDARY
- SITE

Site Size
- 67,939 sf Total
- 25,953 sf North Site
- 41,986 sf South Site

Site Zoning
- SF 5000 (Existing)
- NC3-65 (Proposed Rezone*)

ECA
- Steep Slope



- Potential Slide

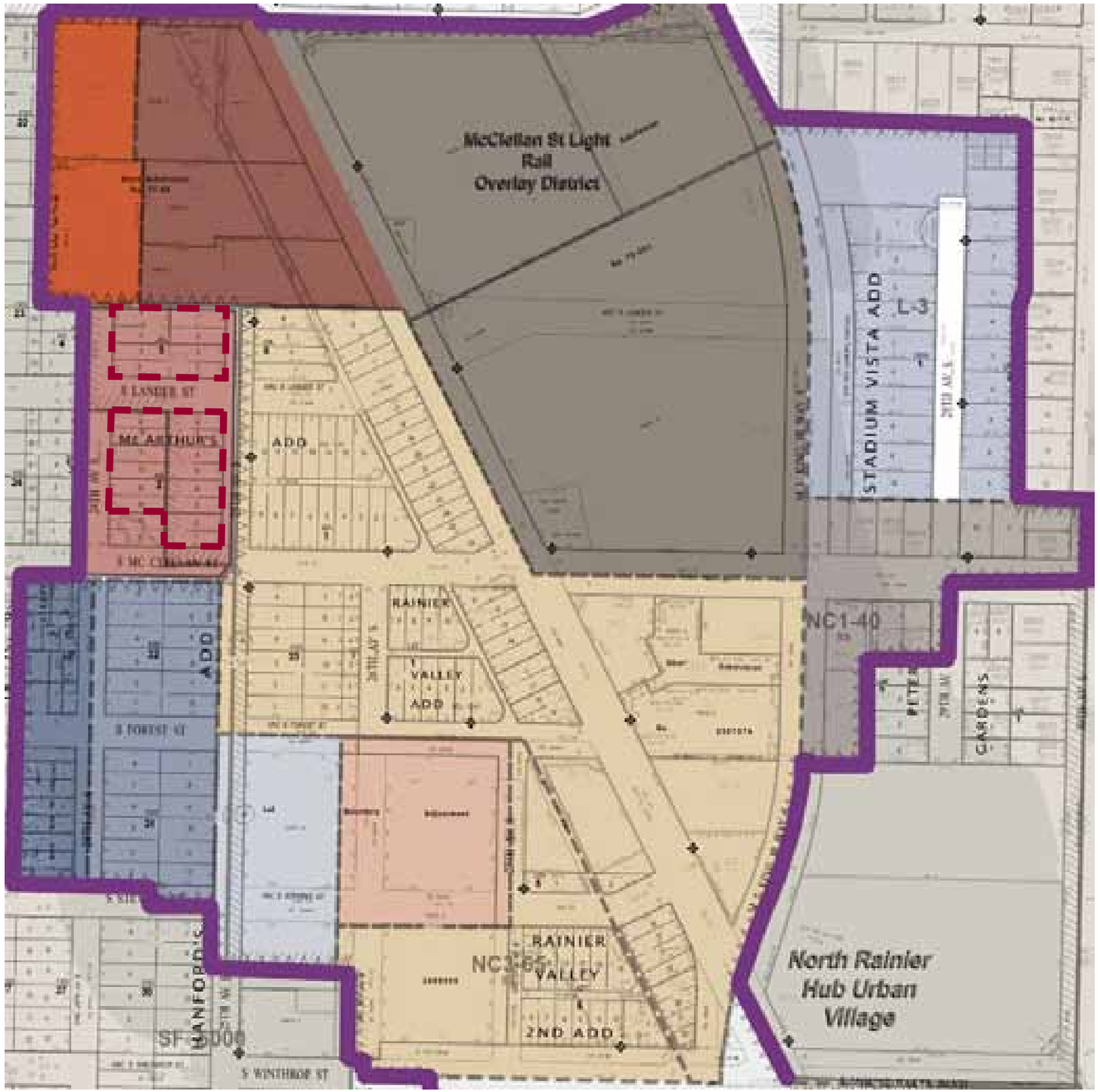
- Liquefaction

ZONING - PROPOSED REZONE

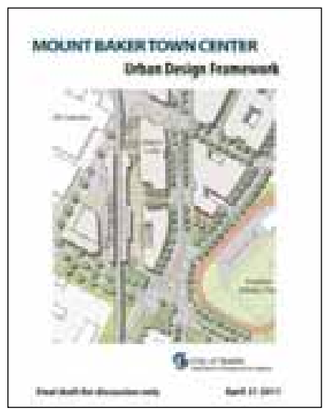
Site Size
- 67,939 sf Total
- 25,953 sf North Site
- 41,986 sf South Site

Site Zoning
- SF 5000 (Existing)
- NC3-65 (Proposed Rezone*)

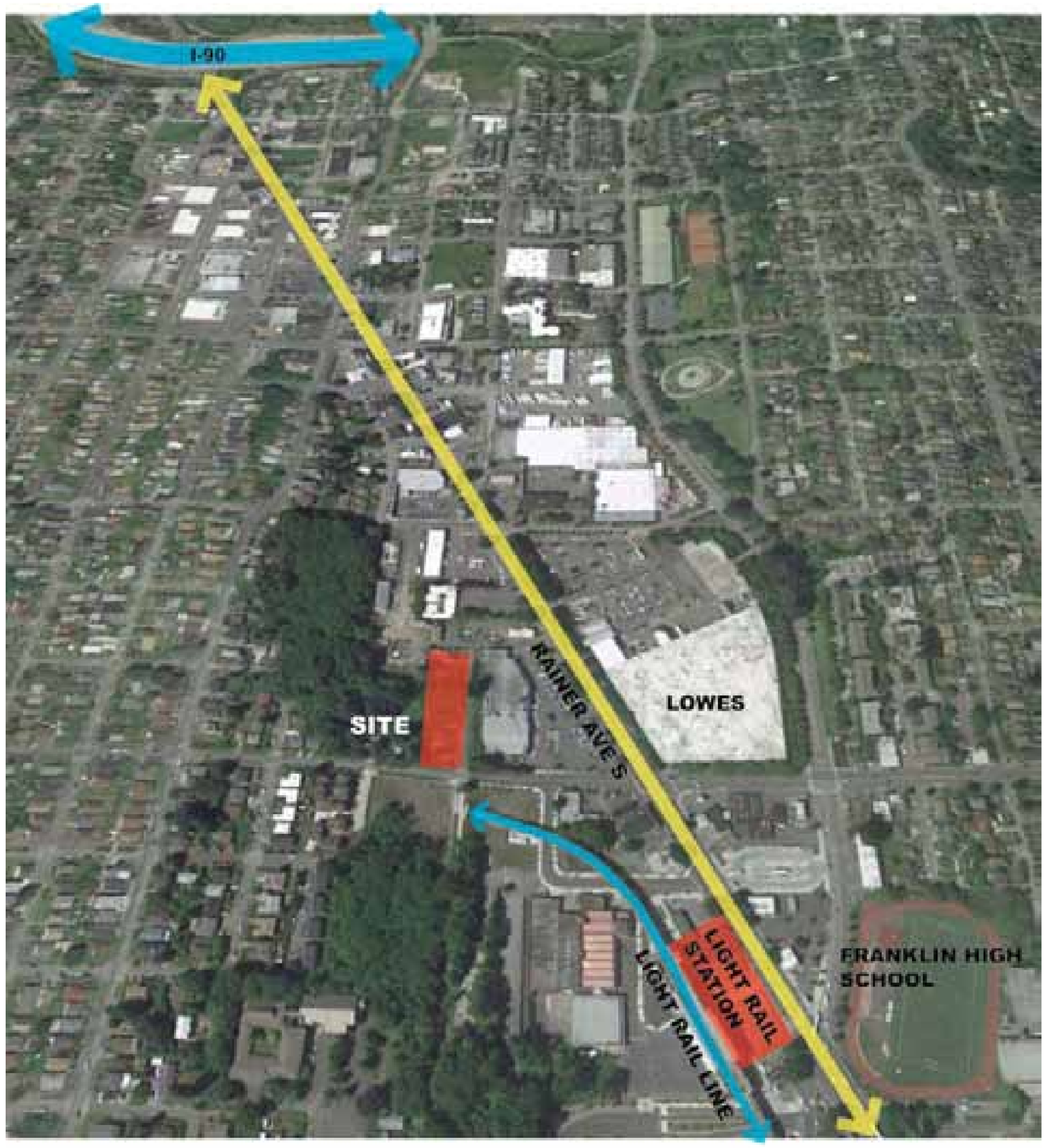
C1-65
C1-85
C2-65
NC1-40
NC3-85
NC3-125
NC3-65
NC3P-65
NC3P-85
L-1
L-2
L-3
L-4
SF 5000
STATION AREA BOUNDARY
SITE - PROPOSED REZONE



*ZONING ANALYSIS BASED ON "PROPOSED ZONING CHANGES" PG 24:



AERIAL CONTEXT



North Rainier Neighborhood
Rainier Avenue South journeys through some of the most diverse neighborhoods in America. The major arterial acts as a spine through the valley that connects downtown to the many neighborhoods of southeast Seattle. The recent addition of light rail will spur development along its length, centered at each of the stations. The Mt. Baker station is located by the intersection of Rainier Avenue South and Martin Luther King Way South, one of the city's busiest intersections.

Parks Land
Immediately to the west of the site lies the Cheasty Greenspace. The land is part of unimproved natural area owned by the Seattle Parks Department that includes well over forty acres.

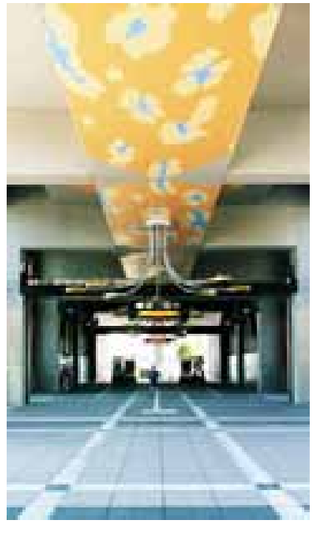
Light Rail Station
During the light-rail planning process the neighborhood envisioned a culturally and economically diversity business district centered around the light rail station. The group saw this station as the gateway to the North Rainier neighborhood.

Big Box Retail
Immediately to the east of the site are a major grocery and pharmacy chain. Across Rainier Ave. is a major home improvement store. Each of these businesses is highly dependent on their associated surface parking lots.

NEIGHBORHOOD CONTEXT

Character of North Rainier Neighborhood

- area in transition due to light rail expansion
- establishing a stronger neighborhood feel with TOD
- mix of parklands, lakefront, wooded hills, smaller residential streets crossed with large boulevards
- range of ethnic & socioeconomic backgrounds
- motivated and active citizens
- diverse architectural heritage



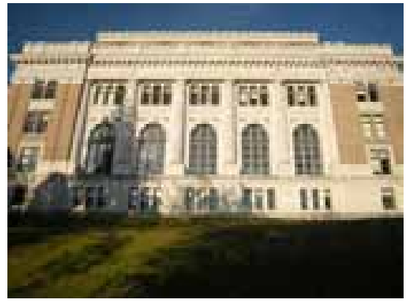
Neighborhood Context - Architecture

The area contains a range of architectural styles indicative of the varied history of an evolving, yet established, neighborhood.

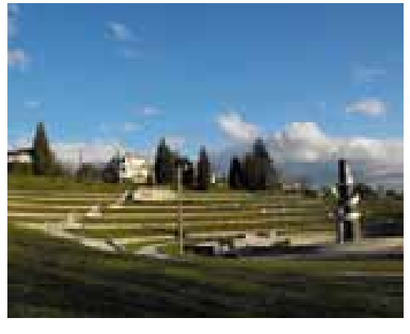
Community Landmarks

- Mount Baker Light Rail Station

- Franklin High School



- Martin Luther King Jr. Memorial Park



SITE IMAGES

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SITE IMAGES

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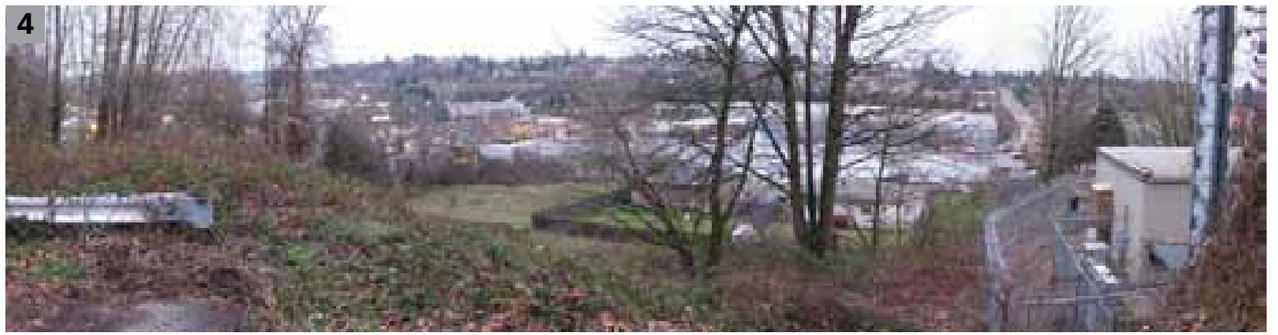

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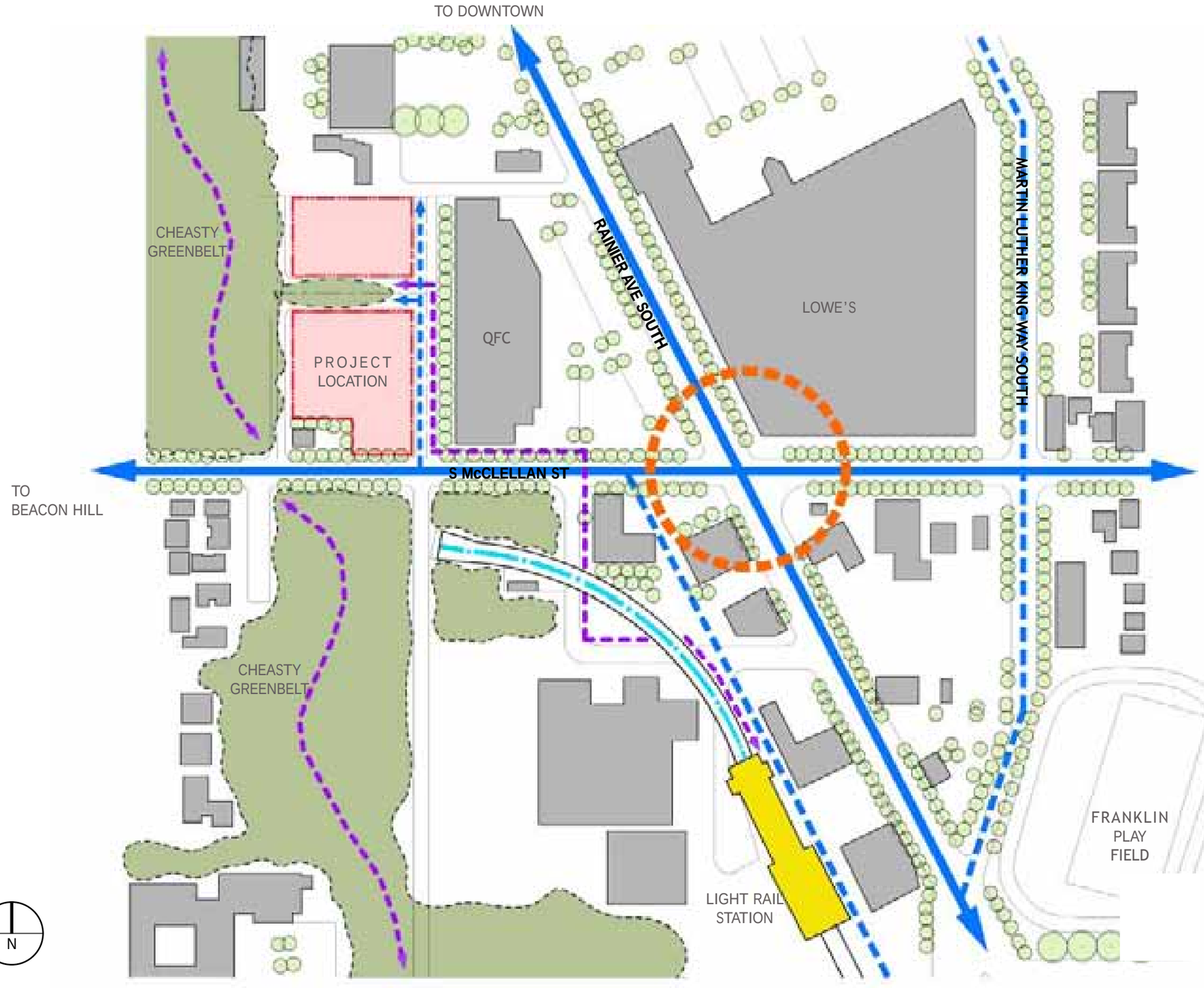
NEIGHBORHOOD ANALYSIS



LEGEND

Core - Street
Future activator with store front character

PEDESTRIAN CONNECTORS

Primary

Secondary

Tertiary

Walking Path

Light Rail Corridor

SITE ANALYSIS

South McClellan Street
- Major arterial street
- High Visibility
- Heavily sloped, moderate to difficult walkability
- Residential neighborhood begins to the west
- Connects site to Beacon Hill

25th Avenue South
- Major tertiary street
- Main site circulation
- Pedestrian entry
- Parallel parking
- High Visibility
- Moderate slope, normal walkability

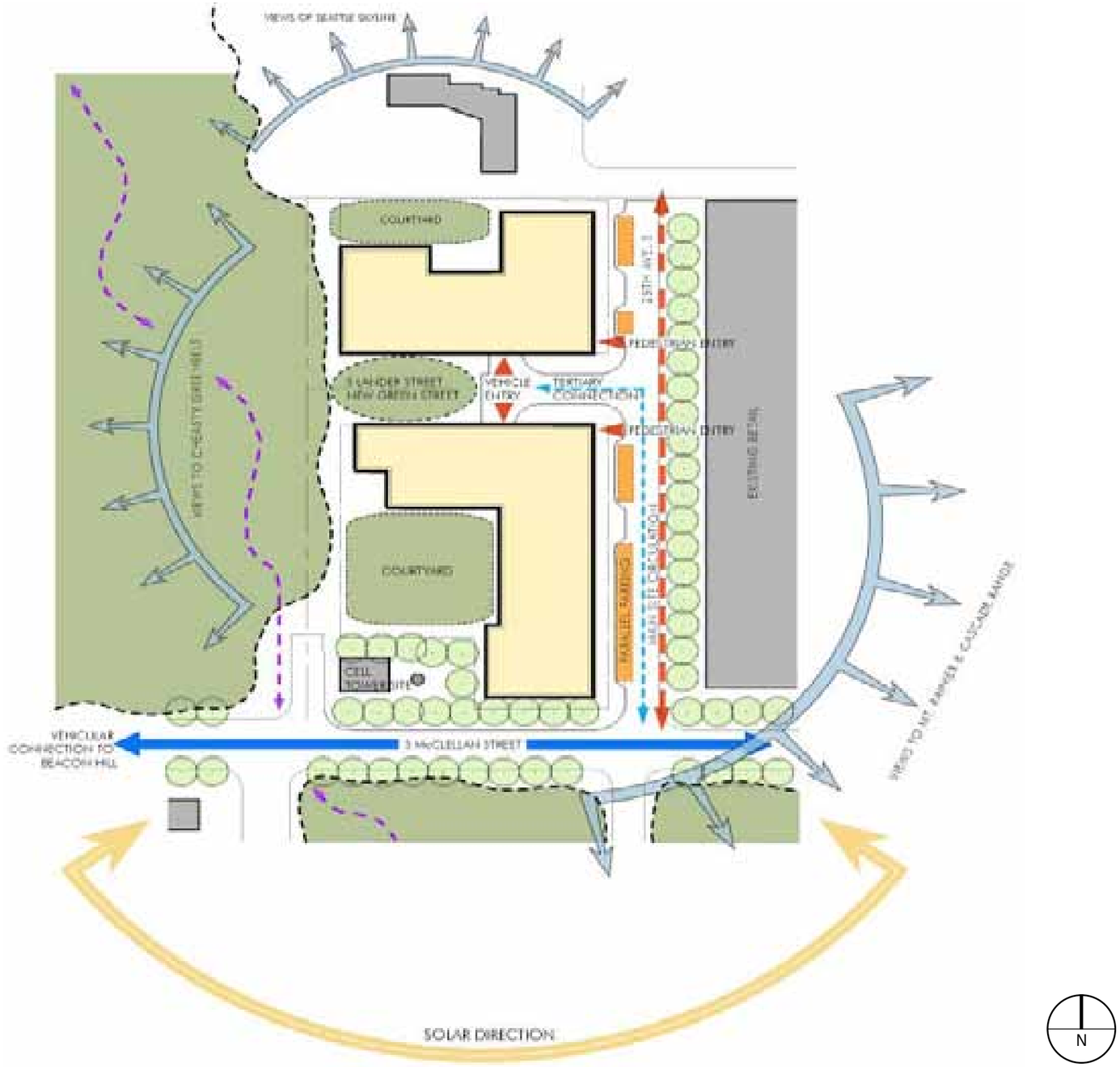
24th Avenue South
- Undeveloped ROW
- Walking path connection
- Steep slope
- Cheasty Greenbelt connection
- Landers Street connection

South Lander Street
- Undeveloped ROW
- Walking path connection
- Moderate slope
- Vehicle entry
- Cheasty Greenbelt connection

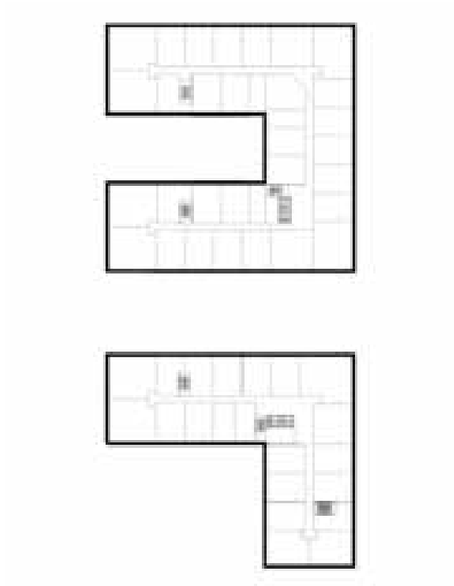
Solar Access
- Both South McClellan Street and 25th Avenue South have good solar access

Views
- View to the eastern and northern parcel unattractive, likely to be redeveloped in the future
- Distant views to the southeast of Rainier Valley and Mt. Rainier
- Immediate views to the west of the Cheasty Greenbelt

Slope
- Slope falls approximately 65’ from SW to NE corners of the site
- Development will entail significant shoring



MASSING OPTION 1



- **Approximately 321,700 GSF, 306 units**
- **Combined FAR = 4.73 (Maximum)**

Pros & Cons of Massing

Pros
- Maximizes FAR for site

Cons
- Requires vacation of S Lander St.
- Requires high shoring walls and increased excavation
- Many living units within 10’ of property line
- Inefficient floor plan due to proximity to slope
- Encroaches on ECA steep slope

MASSING OPTION 2

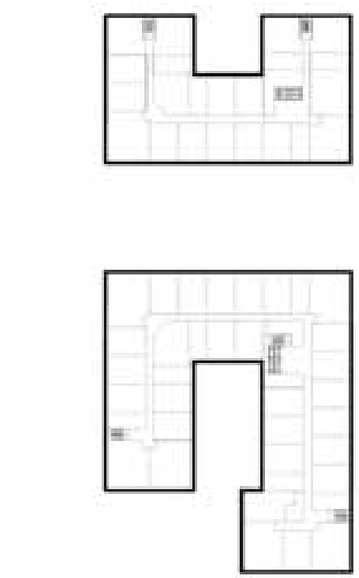
- **Approximately 316,825 GSF, 303 units**

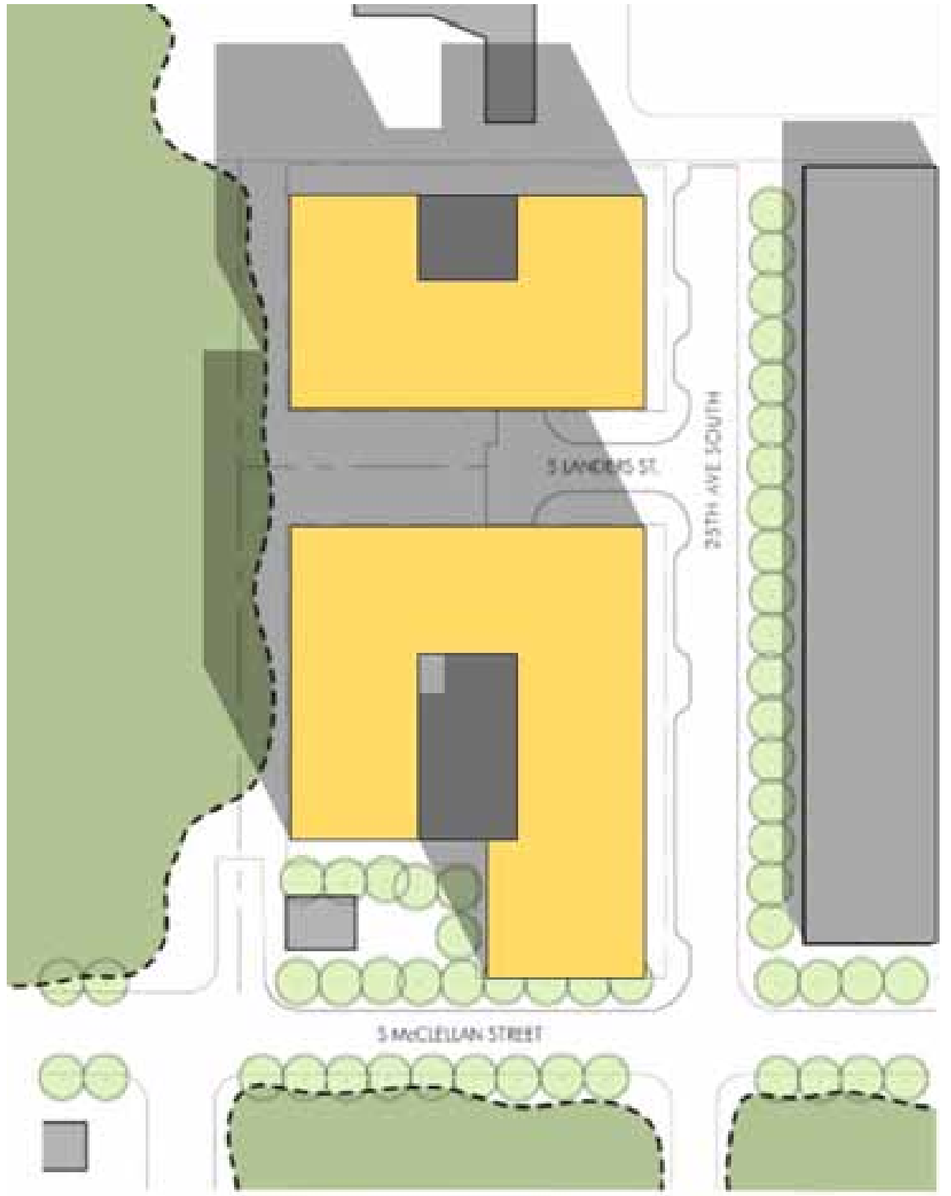
- **Combined FAR = 4.67**

<u>Pros & Cons of Massing</u>

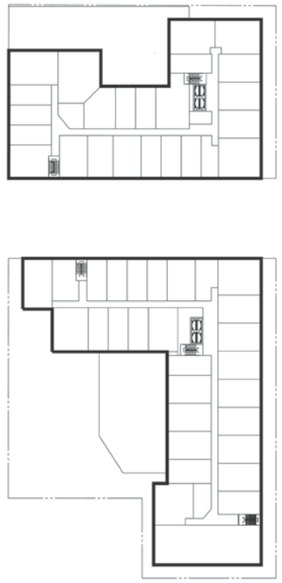
Pros
- Maximizes FAR for site
- Does not require vacation of S Lander St.

Cons
- Dark inward focused courtyard
- Requires high shoring walls and increased excavation
- Many living units within 10’ of property line
- Inefficient floor plan due to proximity to slope
- Encroaches on ECA steep slope





MASSING OPTION 3 (PREFERRED)



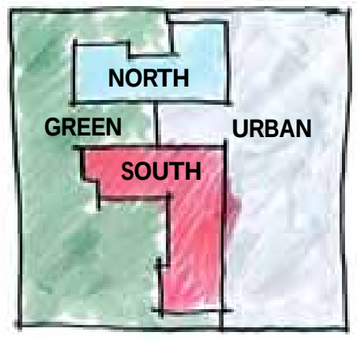
- **Approximately 309,678 GSF, 304 units**
- **Combined FAR = 4.56**

Pros & Cons of Massing

Pros
- Efficient floor plan layout
- Does not require vacation of S Lander St.
- Fewest living units within 10’ of property line
- Most compatible with site slopes
- Massing steps with site slopes
- Clear of ECA steep slope

Cons
- Does not maximize FAR for site

Parti Diagram - “Interlocking”
- Engaging different conditions
- Massing are integral pieces for holding together the “Urban” and the “Green”



COMPARISON OF OPTIONS

1

- **Approximately 321,700 GSF, 306 units**
- **Combined FAR = 4.73 (Maximum)**

Pros & Cons of Massing

Pros
- Maximizes FAR for site

Cons
- Requires vacation of S Lander St.
- Requires high shoring walls and increased excavation
- Many living units within 10’ of property line
- Inefficient floor plan due to proximity to slope
- Encroaches on ECA steep slope

2

- **Approximately 316,825 GSF, 303 units**
- **Combined FAR = 4.67**

Pros & Cons of Massing

Pros
- Maximizes FAR for site
- Does not require vacation of S Lander St.

Cons
- Dark inward focused courtyard
- Requires high shoring walls and increased excavation
- Many living units within 10’ of property line
- Inefficient floor plan due to proximity to slope
- Encroaches on ECA steep slope

3 (Preferred)

- **Approximately 309,678 GSF, 304 units**
- **Combined FAR = 4.56**

Pros & Cons of Massing

Pros
- Efficient floor plan layout
- Does not require vacation of S Lander St.
- Fewest living units within 10’ of property line
- Most compatible with site slopes
- Massing steps with site slopes
- Clear of ECA steep slope

Cons
- Does not maximize FAR for site

PROGRAM GOALS & CONCEPT

Provide for approximately 310,000 GSF

Approximately 300 residential units

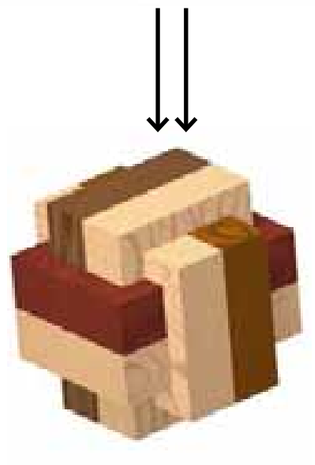
Maximize FAR

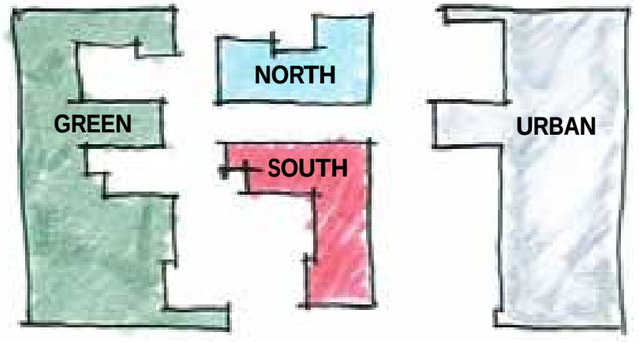
Provide approximately 300 parking stalls
- 1 : 1 Target Parking Ratio

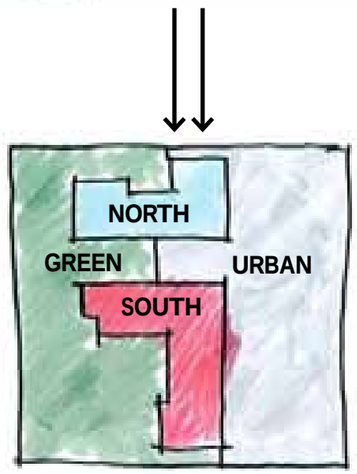
Provide an efficient floor plan by stepping the building masses to reduce the amount of excavation and shoring.

Develop a project that can successfully join together distinctive neighborhood characteristics:
Commercial, Residential, & Park

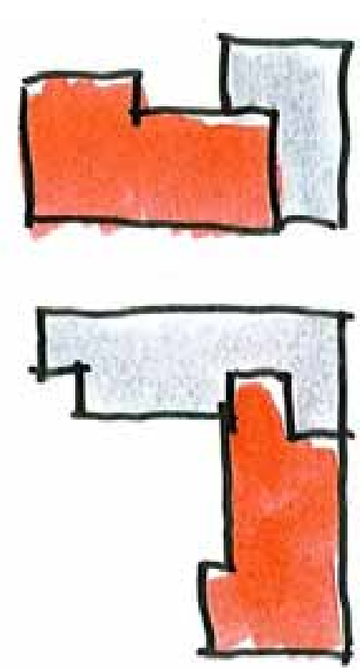
Neighborhood Scale:







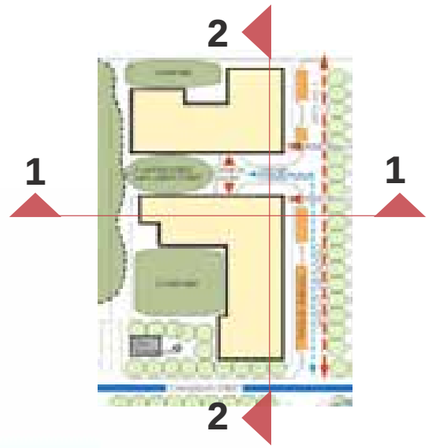
Building Massing:

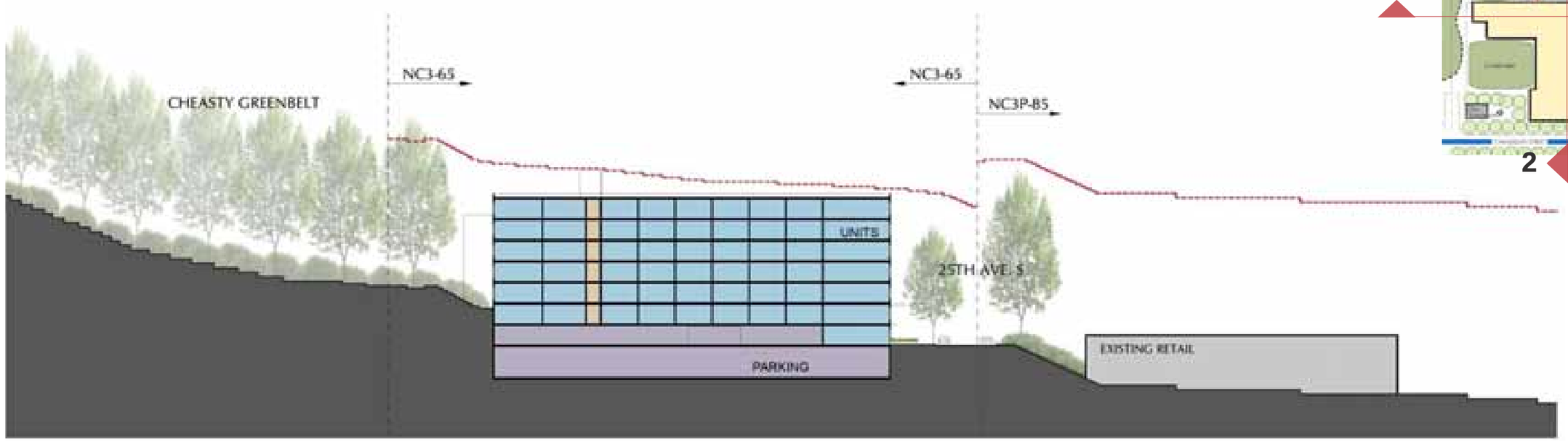


Interlocking on a Multi-scalar Level:
- Neighborhood
- Building Massing
- Cladding/Skin

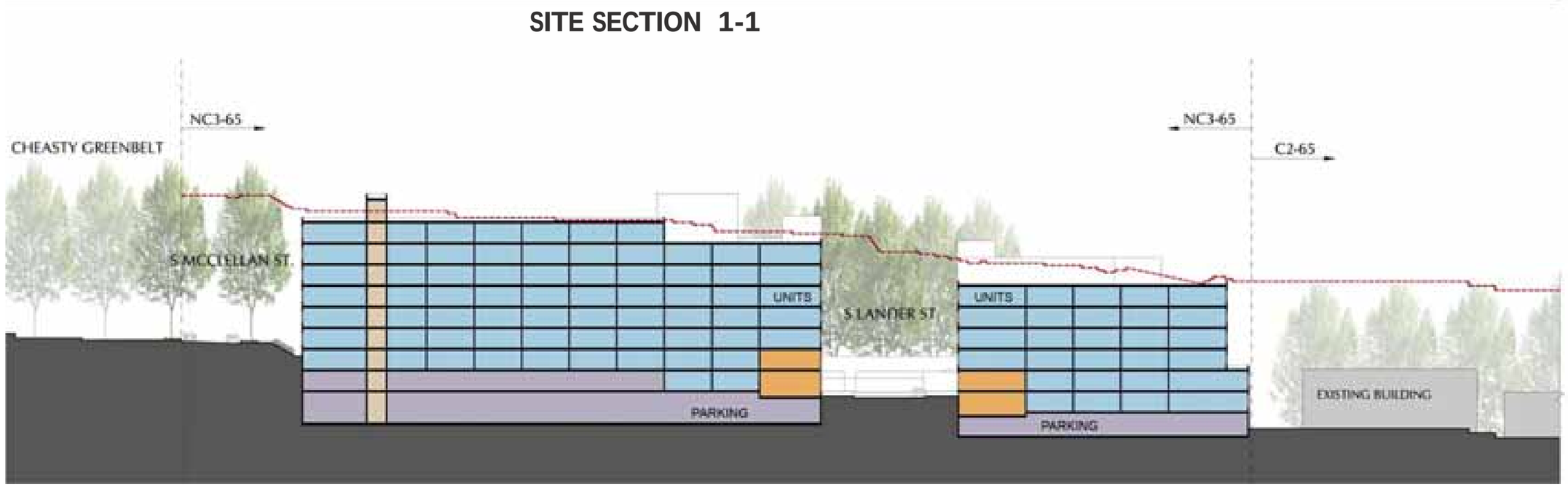
Interlocking Philosophy:
- Distinct pieces fit together to make a whole
- Embrace & engage
- Cladding/Skin

SITE SECTIONS



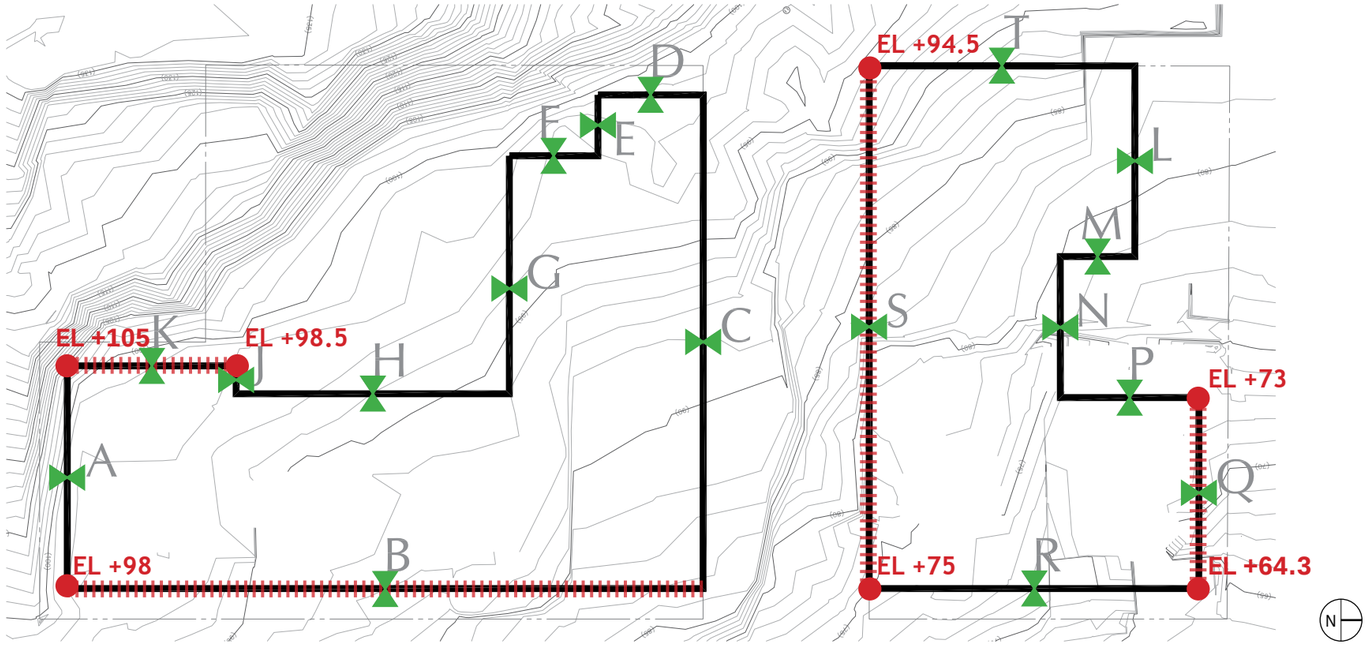


SITE SECTION 1-1



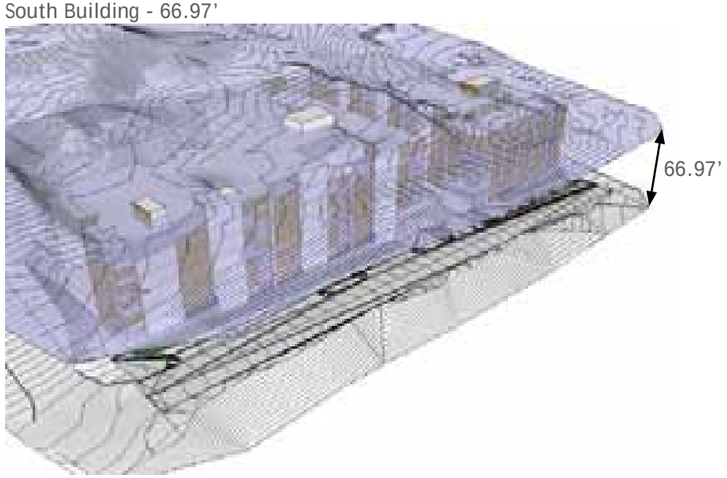
SITE SECTION 2-2

BUILDING HEIGHT CALCULATIONS

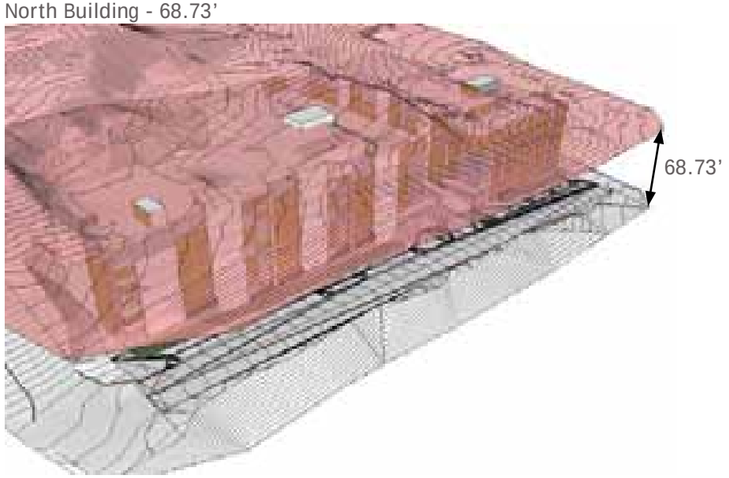


Structure Height:

South Building - 66.97’



North Building - 68.73’



Average Grade (SMC 23.86.006A):

Wall	Length (ft)	Elevation
SOUTH BUILDING		
A	80.5	99
B	229.7	93
C	178.4	91
D	38	99
E	22	98.7
F	32	96.9
G	86	96.5
H	98.7	96
J	10.1	97.8
K	61	99
Total Length		836.4
Average Grade		**87.7**
NORTH BUILDING		
L	68.9	88
M	26.9	81
N	50.5	79
P	50.1	78
Q	69	73
R	119.1	71.5
S	188.9	72
T	96	83
Total Length		669.4
Average Grade		**79.1**

Structure Height (SMC 23.47A.012):

- Height limit for a structure in NC-65 zone is 65’.

General Structure Height (SMC 23.48.010):

- Parapets, planters, & railings may extend up to 4’ above max height.
- Stairs, elevator, & mechanical penthouses may extend up to 15’ above max height.

Additional Height on Sloped Lots (SMC 23.86.006D):

- 1’ for each 6% of slope
- North Building: 22.38% = 3.73’ add. height
- South Building: 11.82% = 1.97’ add. height

Permitted Building Heights:

- North Building: 68.73’ additional height
- South Building: 66.97’ additional height

SITE PLAN


CHEASTY
GREENBELT
CELL TOWER
FACILITY
DEPARTURE #1
BUILDING
ABOVE
S. McCLELLAN ST.
DN
PARKING
+ 82.0'
IMPROVED
S. LANDER
ROW
PARKING
ENTRY
PARKING
ENTRY
DN
PARKING
+82.0'
BIKE
STORAGE
BIKE
STORAGE
+77.0'
DN
6
5
LOBBY
/OFFICE
+80.25'
AMENITY
4
3
2
1
S. LANDER ST.
25TH AVENUE S.
N

SITE PLAN


CHEASTY GREENBELT
CELL TOWER FACILITY
DEPARTURE #1
S. McCLELLAN ST.
RESIDENTIAL COURTYARD
IMPROVED S. LANDER ROW
RESIDENTIAL COURTYARD
S. LANDER ST.
25TH AVENUE S.
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BUILDING SECTIONS

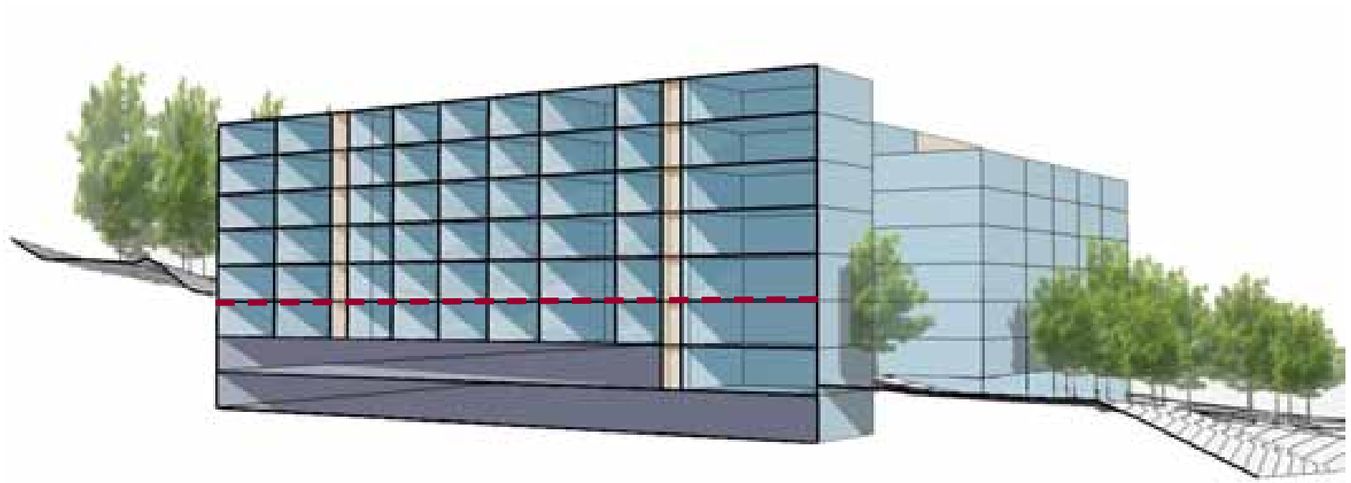
Provide for approximately 310,000 GSF

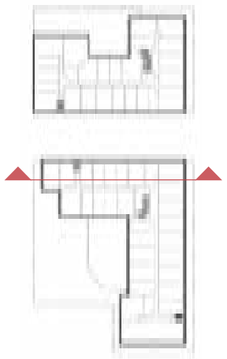
Approximately 300 residential units

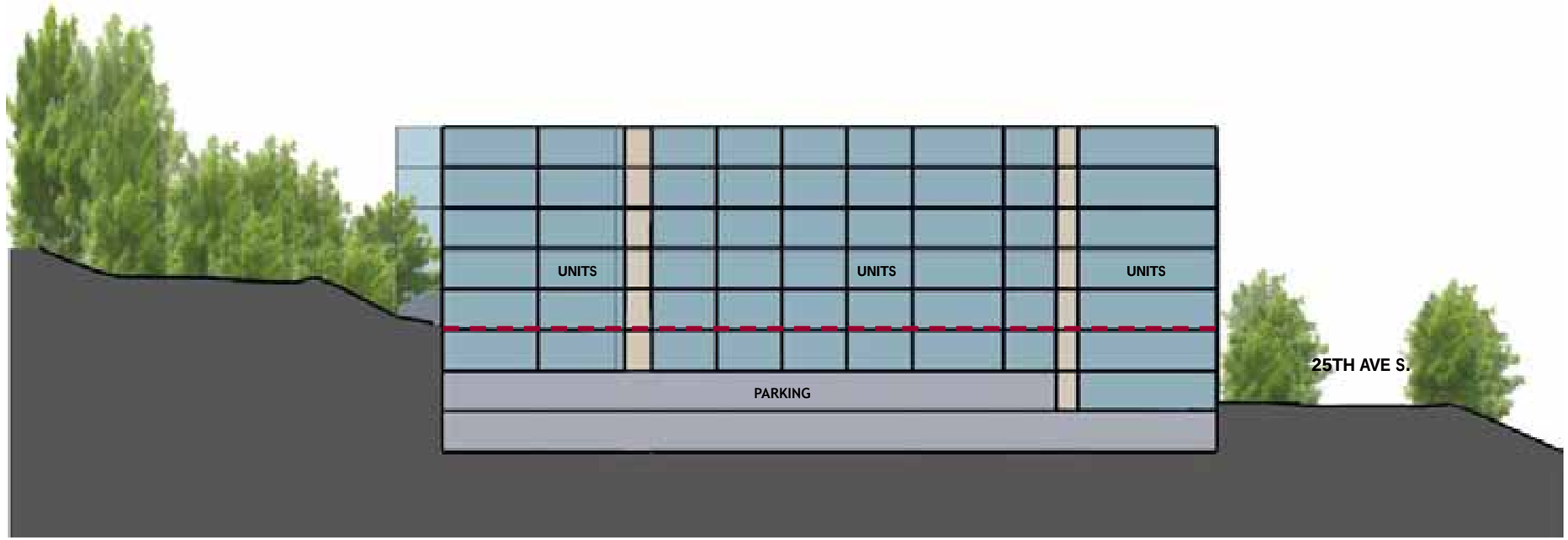
Maximize FAR

Provide approximately 300 parking stalls
- 1 : 1 Target Parking Ratio

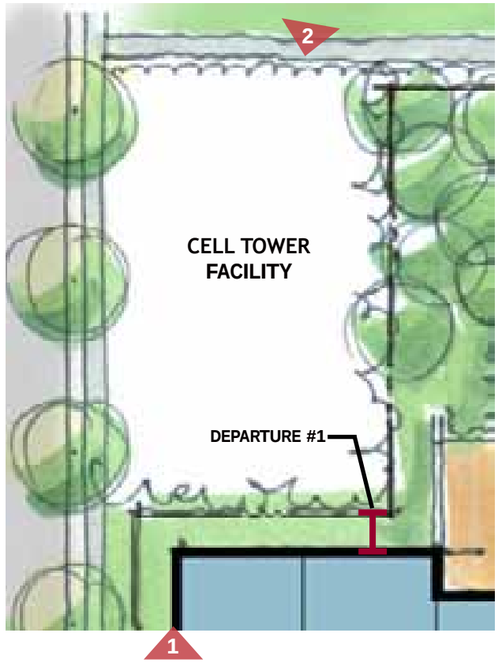
Provide an efficient floor plan by stepping the building masses to reduce the amount of excavation and shoring.







POTENTIAL DEPARTURES



(1) SMC 23.47A.014.B.3

For a structure containing a residential use, a setback is required along any rear lot line that...is across an alley from a lot in a residential zone as follows: 15' for portions of structure 13' in height to a max of 40'. And then, additional setback at the rate of 2' for every 10' of height exceeding 40'. One half of the width of the unimproved alley may be counted as part of the required setback.

Proposal:

Allow the new building to encroach on the setback. The adjacent site, zoned SF 5000, is utilized by a cell tower and maintenance structure.

Justification

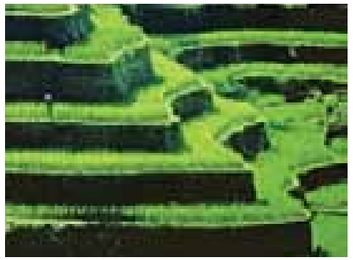
- SF 5000 site does not contain traditional single family structures
- Site owned by Verizon and uses for commercial utility purposes
- Urban Design Framework proposes the appropriate zoning for the site to be NC-65

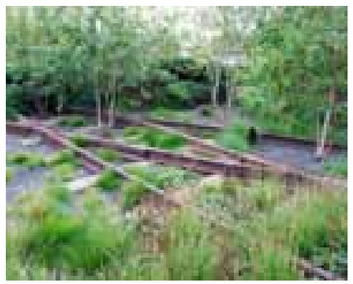
N

LANDSCAPE CONCEPT

Green Factor target achieved by:

- Trees & green wall
- Green roof adjacent to roof terraces
- Heavily planted courtyards

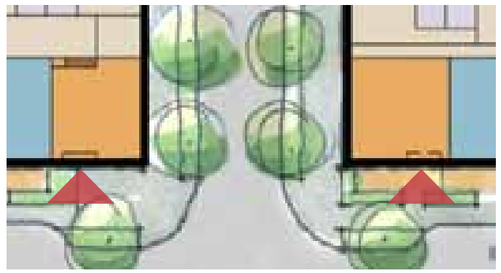




SITE:
A-1 Responding to Site Characteristics

A-5 Respect for Adjacent Sites

The topography of the site is a steep slope which the project reflects and takes full advantage of for views, landscaping features, and outdoor activities. The site is adjacent to the Cheasty Greenbelt and will provide public access from a trailhead atop a landscaped amenity on the western end of South Lander St. The site is currently blighted, therefore the new development will be an improvement and the landscaped edges will have a positive impact on the surrounding sites. This site will catalyze the development of adjacent sites per the TOD plans for North Rainier neighborhood around the Mt. Baker Light Rail Station.

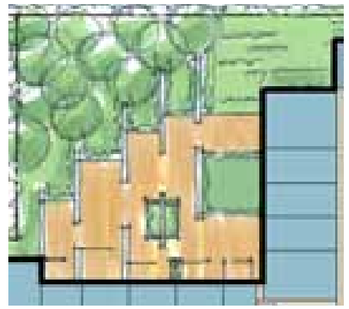


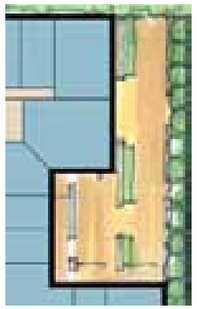
STREETS:
A-2 Streetscape Compatibility

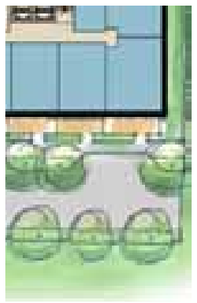
A-3 Entrances Visible from the Street

D-1 Pedestrian Open Spaces and Entrance

The project will be creating new sidewalks and pedestrian opportunities such as access to the Cheasty Greenbelt via a public amenity feature. The surrounding site will become inherently more secure by having lighting, landscape, and people all around the new project. The major entries are visible from 25th Ave S and S Lander and will be made more prominent with lighting, signage, glazing, and design features. The design along the streets will also feature setbacks and articulation to break down the massing into a more approachable, human scale.







LANDSCAPE:
A-7 Residential Open Space

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

The new development will have ample outdoor amenity features for both residents and the public. Both the north and south buildings will have courtyard features that are more private and nestled into the site due to the grade change. The courtyard will feature a variety of planting, paving, lighting, and seating features. The public amenity features will include a “pocket” park at the north end of 25th Ave S, and the west half of S Lander St.

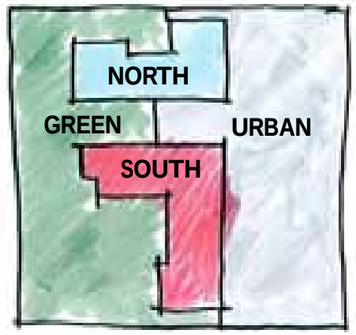
PARKING:
A-8 Parking and Vehicle Access

C-5 Structured Parking Entrances

D-5 Visual Impacts of Parking Structures

The parking access is off S Lander St which is not a through-street and provides side lot access, with both entries coming from the same point limiting the exposure. The driveway is visually less dominant and designed to be engaged the public amenity and improvements on S Lander St. An enhanced pedestrian entrance and experience will further downplay the parking entry. The parking structure is located on lower levels of buildings and occurs primarily below grade. Any blank walls screening parking will be buffered from the ROW by landscaping, or separated by uses such as residential. The building is also set back from property line to allow for substantial landscaping and raised planter beds.

DESIGN GUIDELINES



DESIGN:
A-10 Corner Lots

B-1 Height, Bulk, and Scale Compatibility

The project has a prominent corner visible as one approaches the site from S McClellan St and from the light rail station, and it is emphasized due to being the first encounter with the project. The corners of S Lander St and secondarily emphasized as wayfinding and attracting the public to the public amenity. The scale of the building is appropriate to the rezone of NC3-65, which is outlines in the Mount Baker Urban Design Framework. Situated on a slope, the building steps and eases into the Cheasty Greenbelt to the west. The edges of the project will be setback from the property line and landscaped to ease into the adjacent zones.

DESIGN CONCEPT:
C-1 Architectural Context

C-2 Architectural Concept and Consistency

There is a wide variety of architectural styles in neighborhood which is on the precipice of substantial change with the new transit-oriented development. The concept of the project is to have “interlocking” zones/forms. The project occurs at the convergence of very different uses: commercial/industrial, residential, and park. The design is seen as a way to make them more compatible, by complementing the urban condition and easing into a more pastoral setting. The massing will be broken into smaller elements and articulations, as well as balconies and canopies.

HUMAN EXPERIENCE:
A-4 Human Activity

C-3 Human Scale

D-7 Personal Safety and Security

By improving Lander as a public amenity, as well as the engaging site with Cheasty Greenbelt, there is the creation and promotion of human activity around the site, as well as attracting the public from around the neighborhood. The site is currently not active, but with the development it will become livelier and safer for human activity. The building design will further improve the human experience with scaled down design elements such as planters, decks, a covered entry, and modulations, as well as spaces such as courtyards, a pocket park, and the S Lander St amenity.

CONCEPT VIEW FROM LIGHTRAIL

EARLY DESIGN GUIDANCE - 25th & McClellan

2615 25th Avenue | South Seattle, Washington

TRENTON ASSOCIATES McCLELLAN LLC | ANKROM MOISAN ASSOCIATED ARCHITECTS

DPD Project No.: 3012217
June 20, 2011