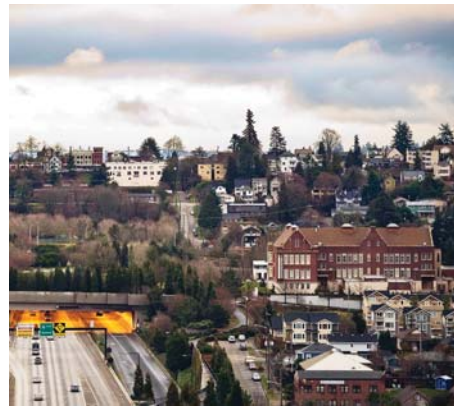


# DESIGN REVIEW - 25th & McClellan



2 6 1 5 & 2 7 1 5 2 5 t h A v e n u e S o u t h | S e a t t l e , W a s h i n g t o n

TRENTON ASSOCIATES McCLELLAN LLC | ANKROM MOISAN ASSOCIATED ARCHITECTS

DPD Project No.: 3012217 & 3012417

December 13, 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.



## 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



# 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

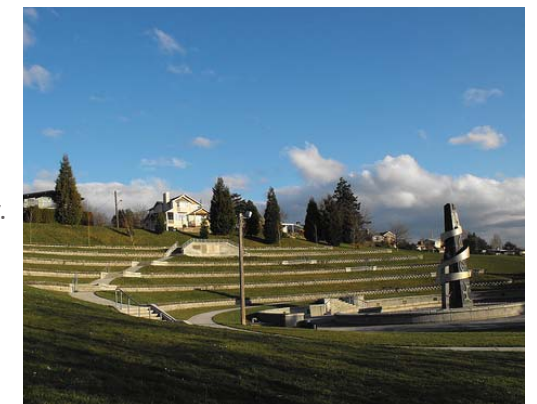
- Mount Baker Light Rail Station



- Franklin High School

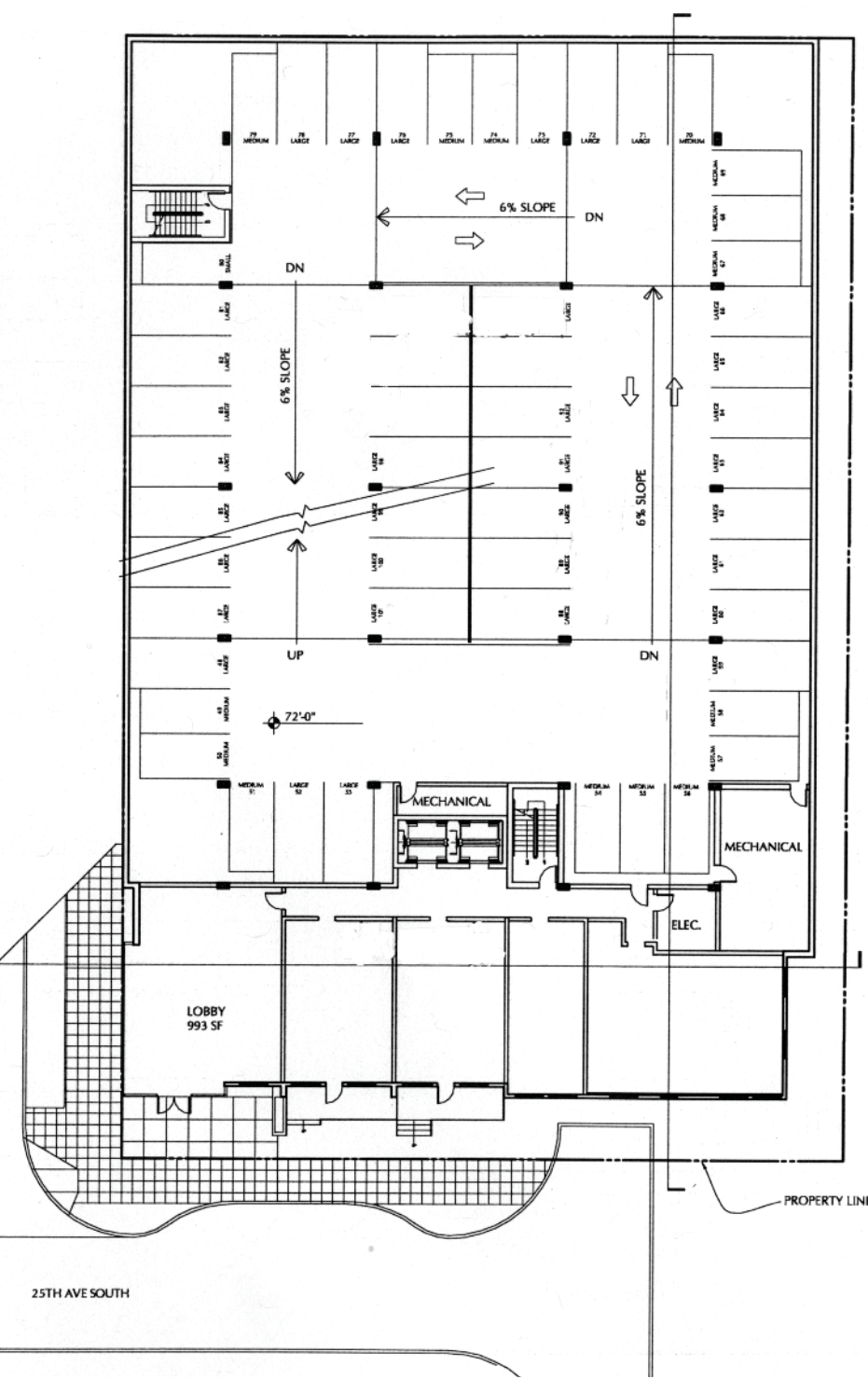
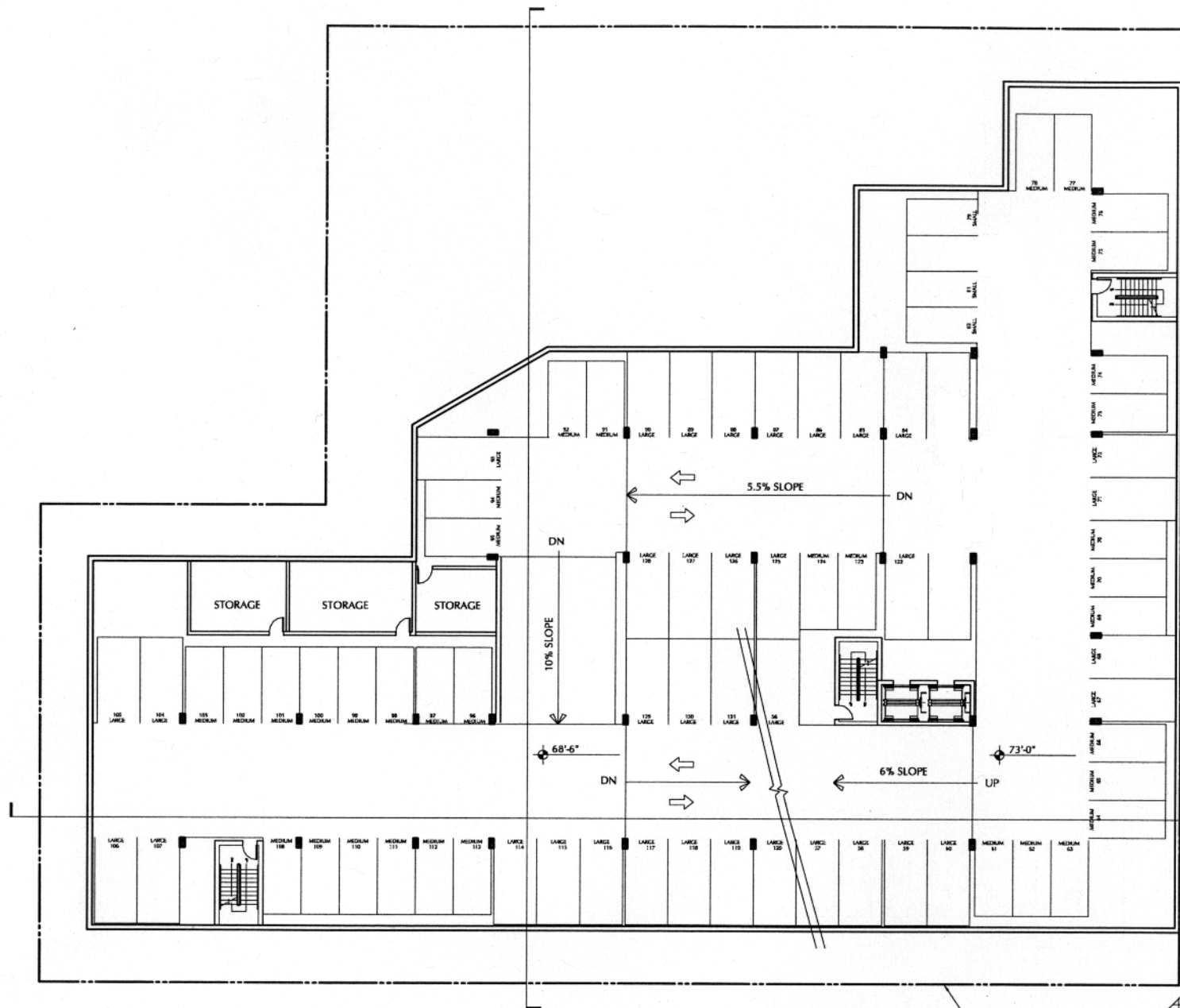


- Martin Luther King Jr. Memorial Park



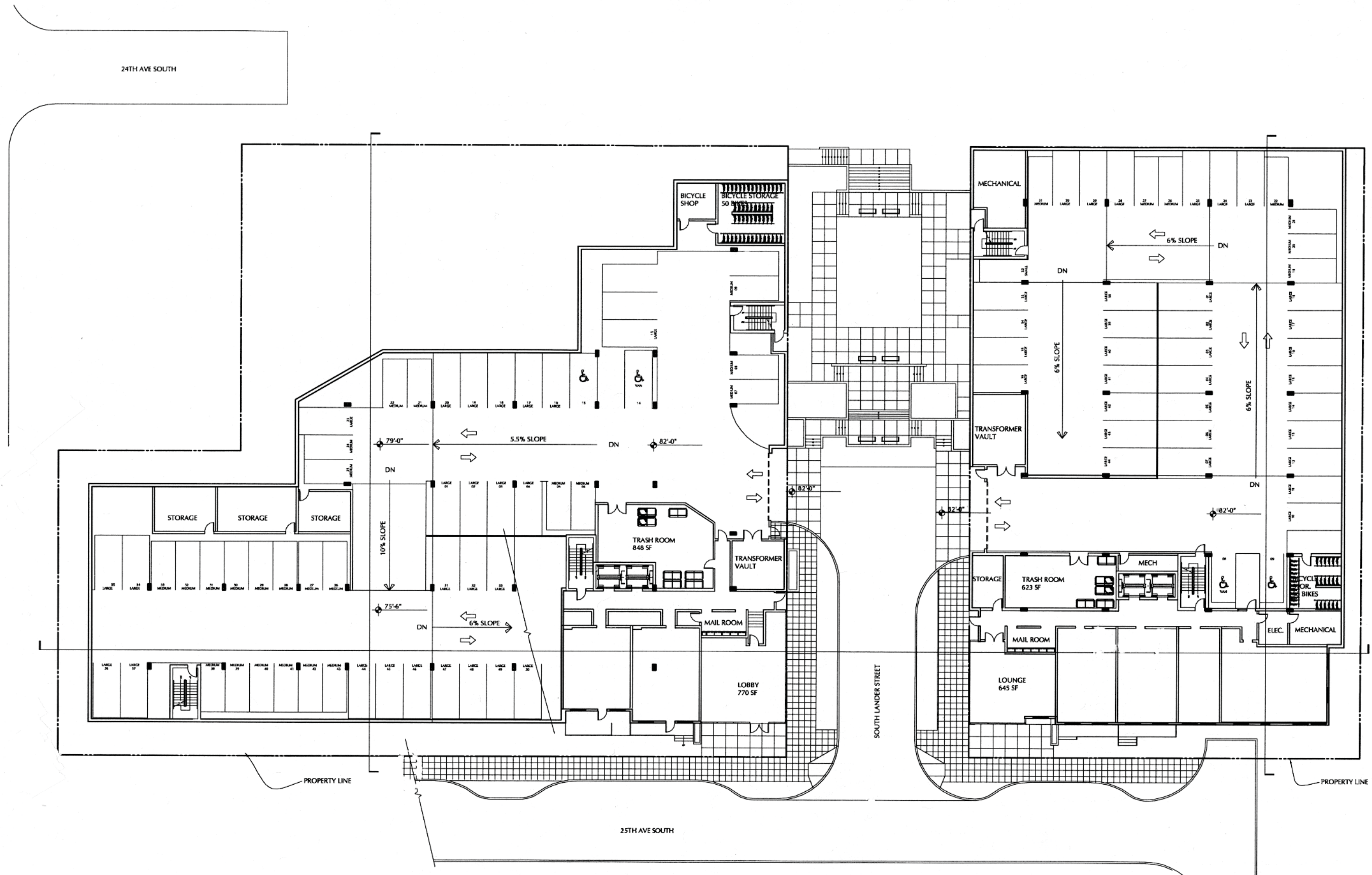


## SITE PLAN



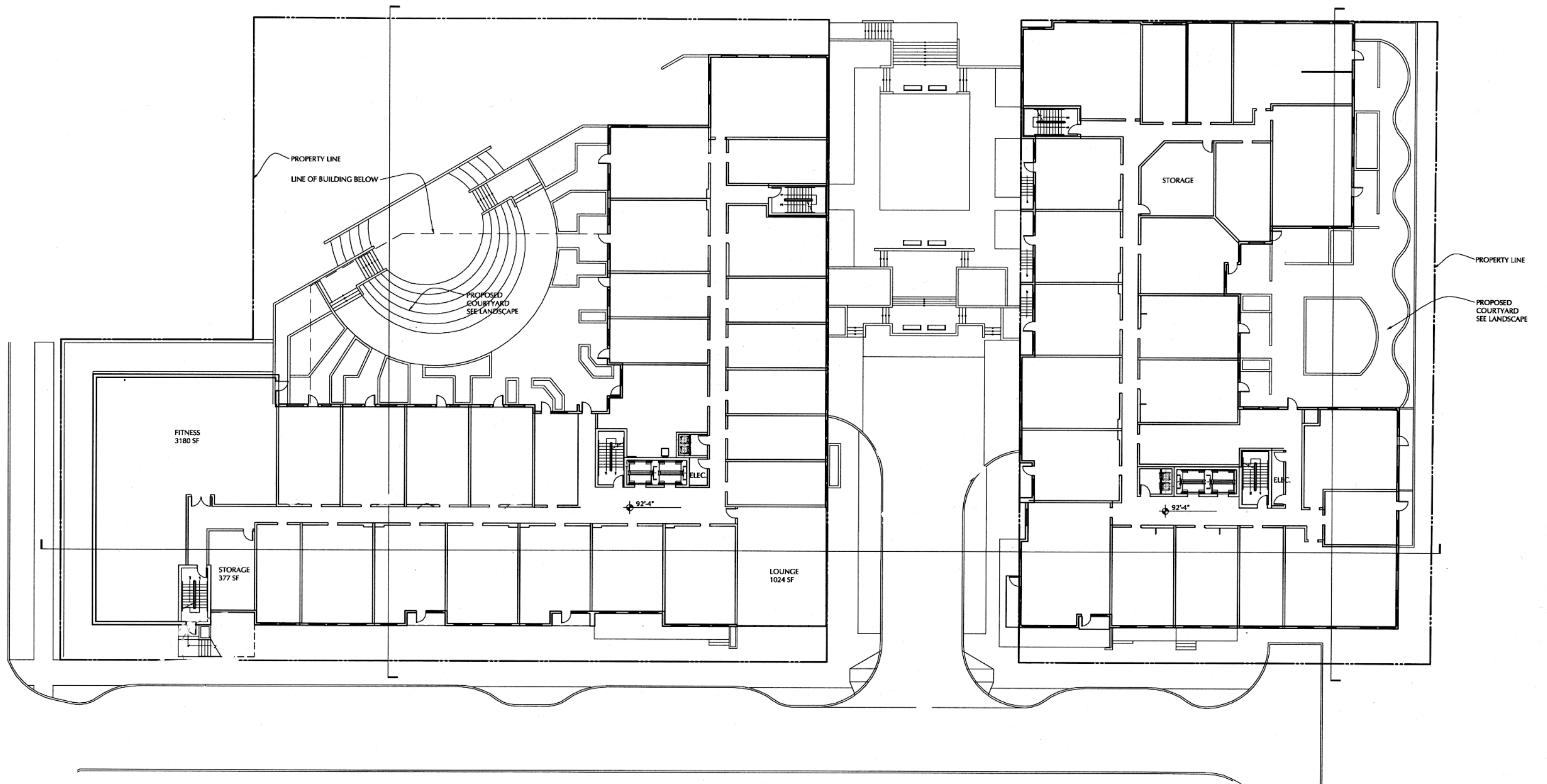
**SOUTH BUILDING: LEVEL P1**

**NORTH BUILDING: LEVEL 01**



**SOUTH BUILDING: LEVEL 02**

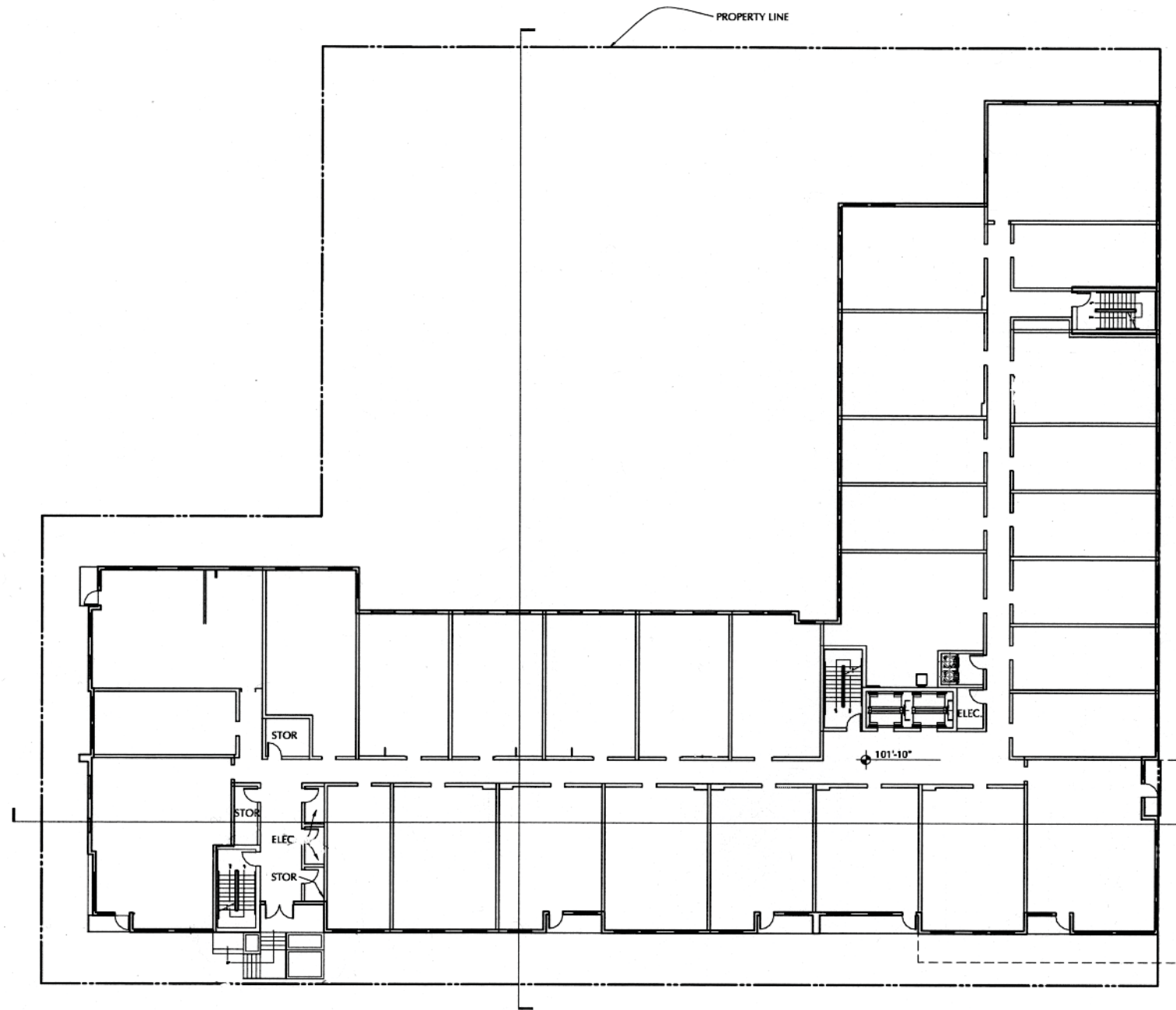
**NORTH BUILDING: LEVEL 02**



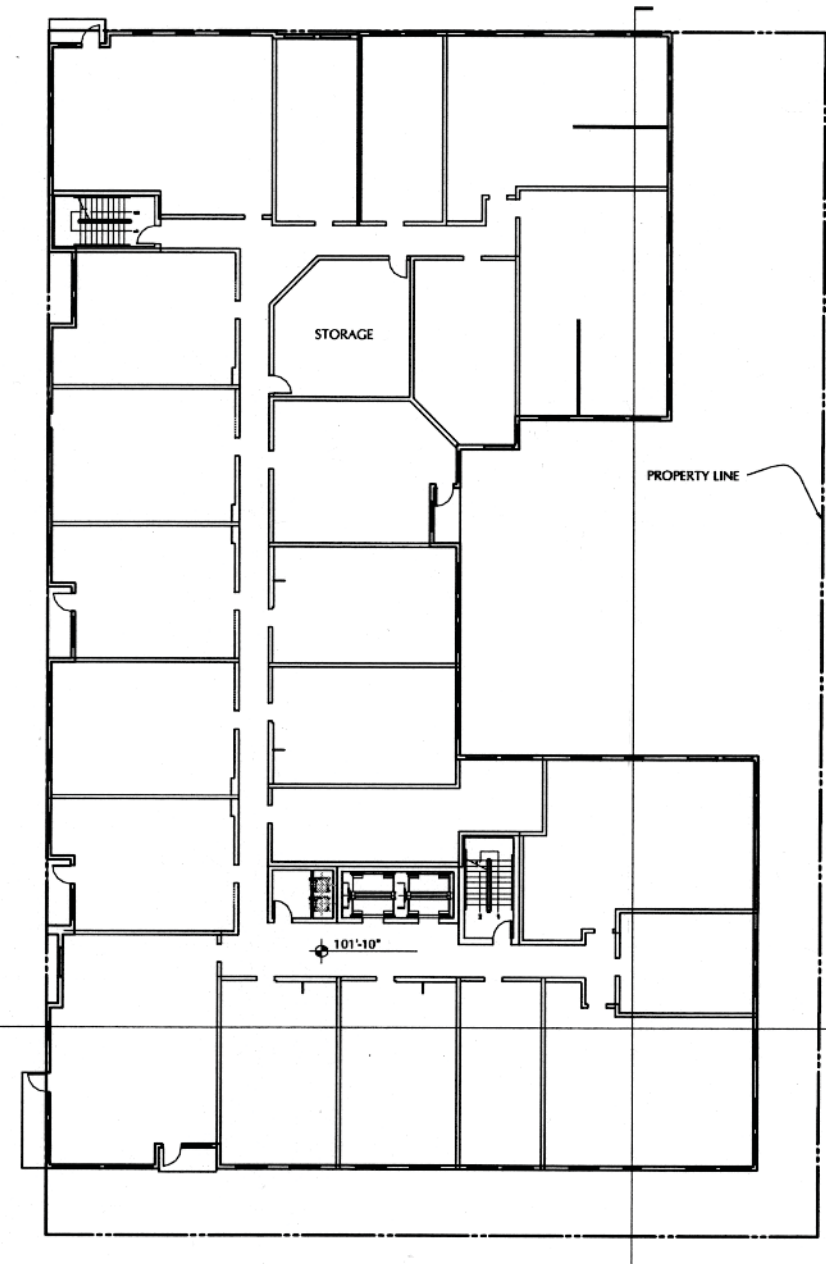
**SOUTH BUILDING: LEVEL 03**

**NORTH BUILDING: LEVEL 03**

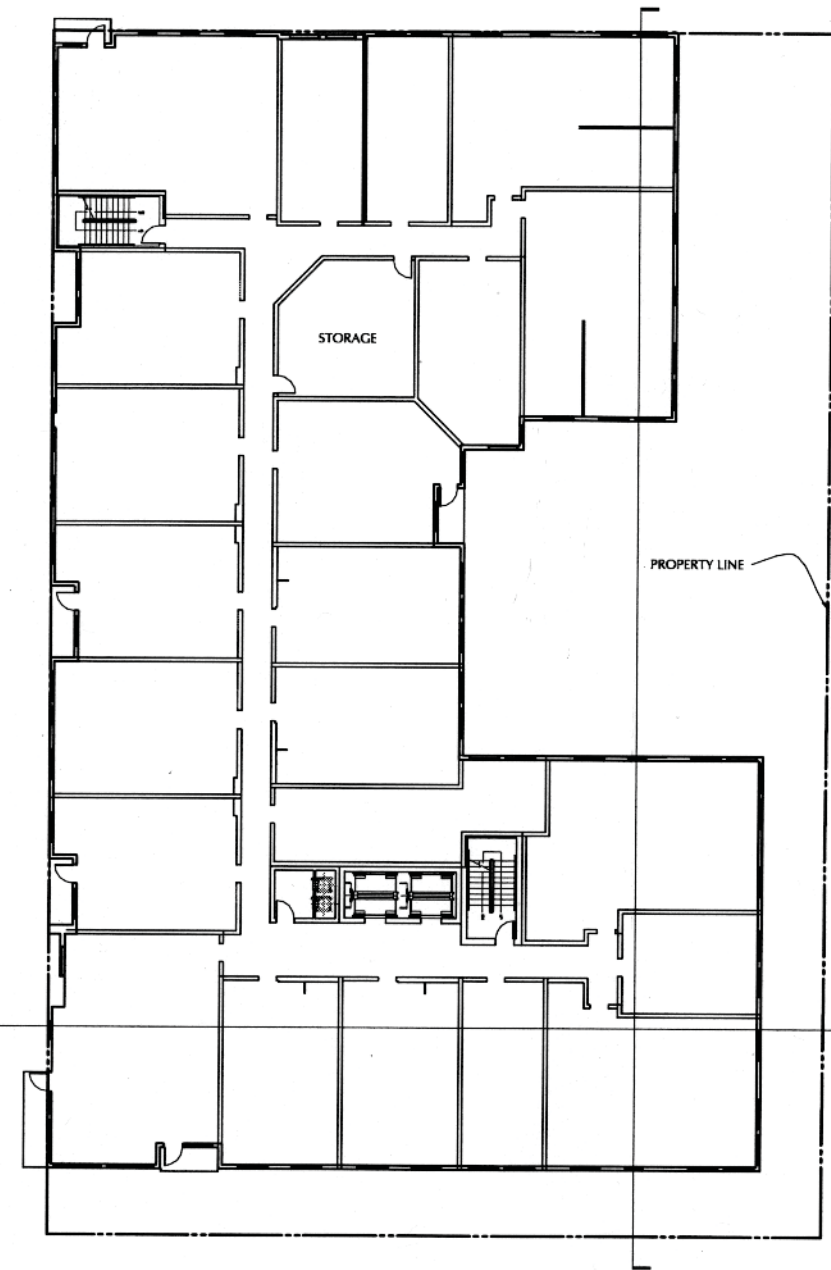
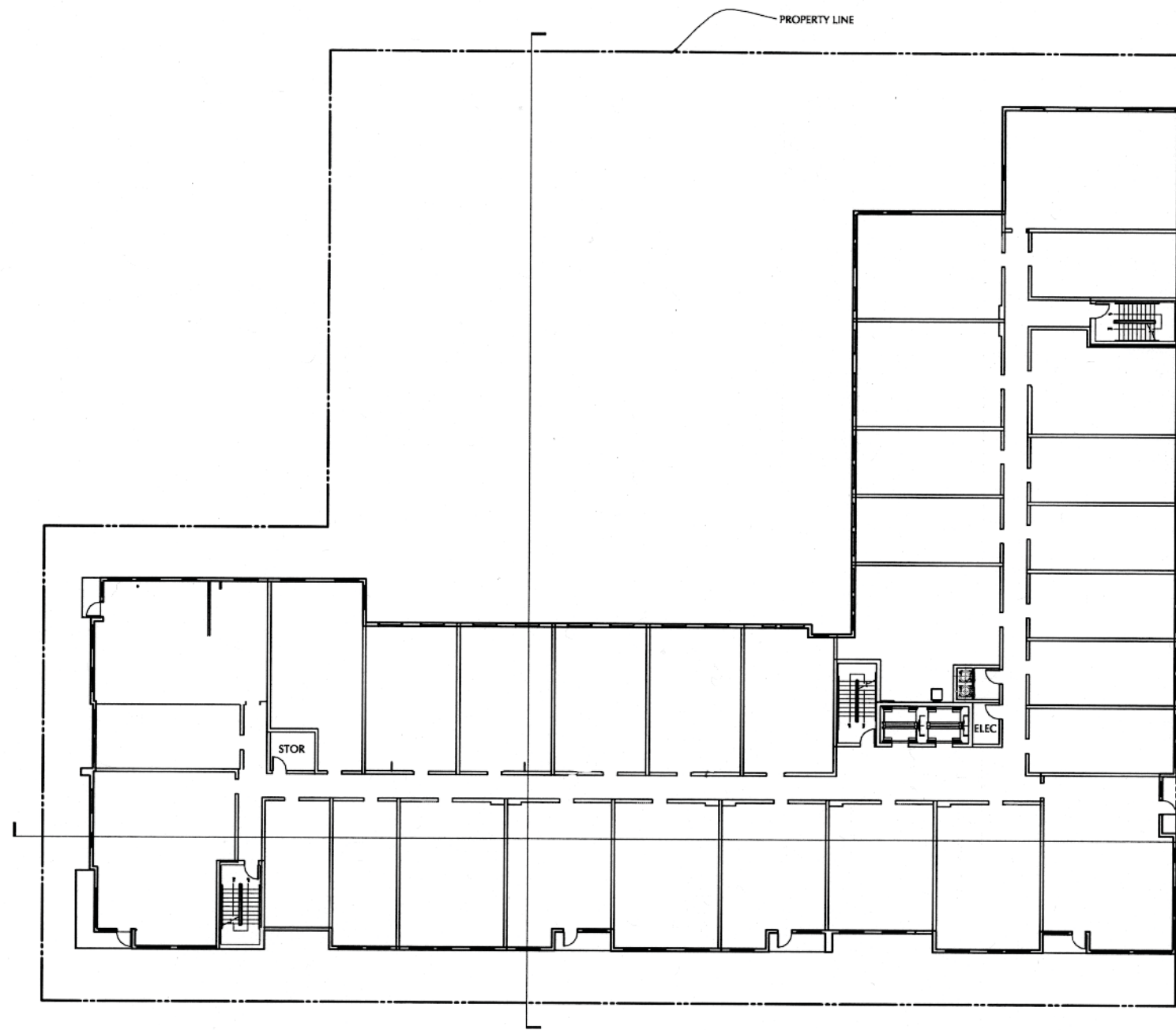




**SOUTH BUILDING: LEVEL 04**

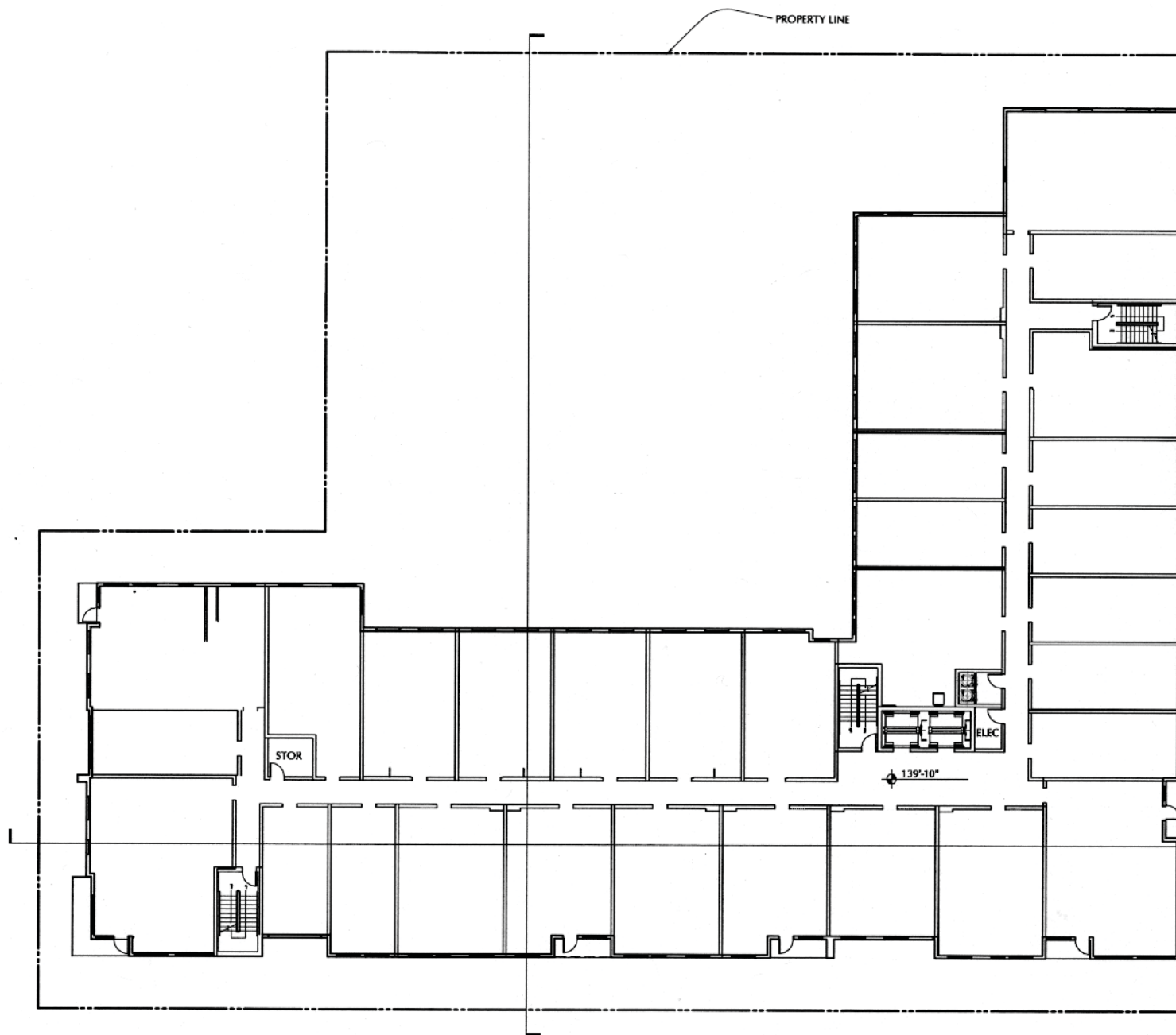


**NORTH BUILDING: LEVEL 04**

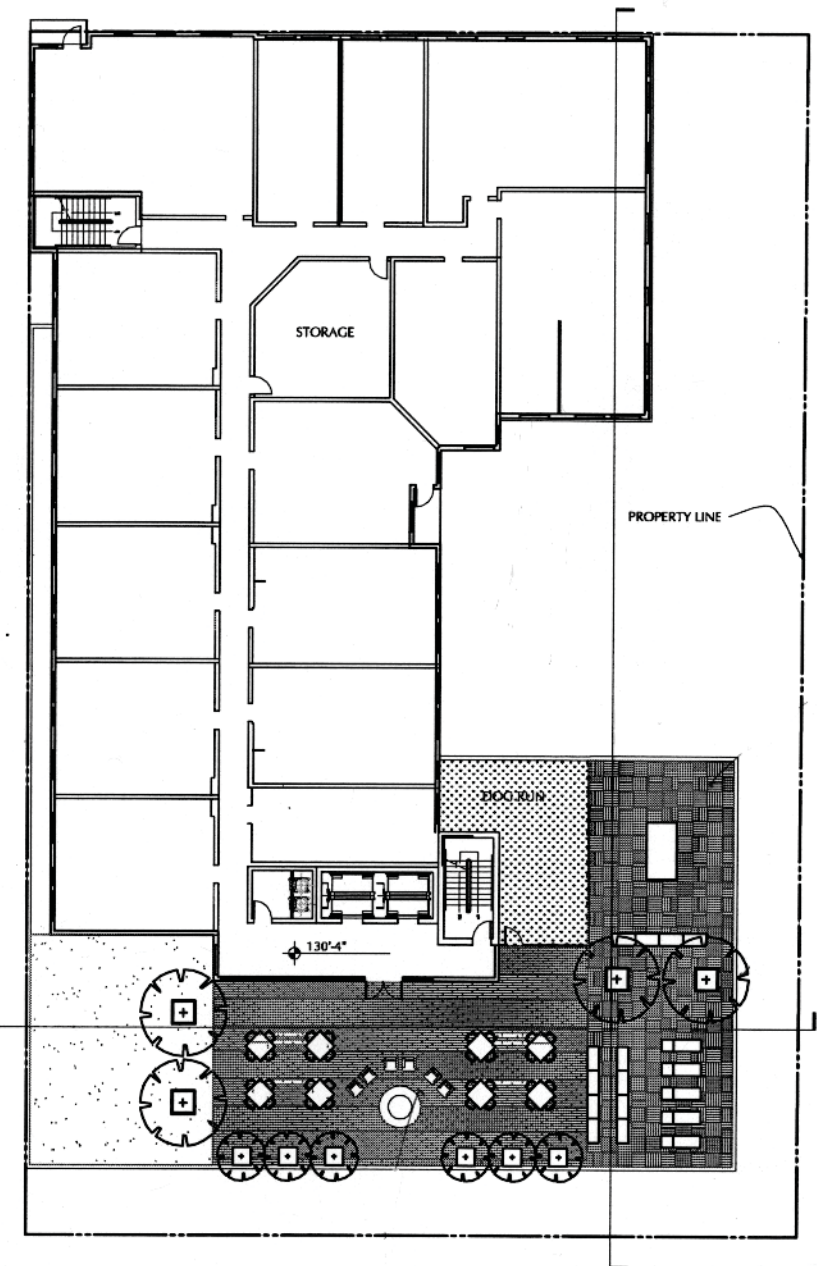


**SOUTH BUILDING: LEVEL 05-07**

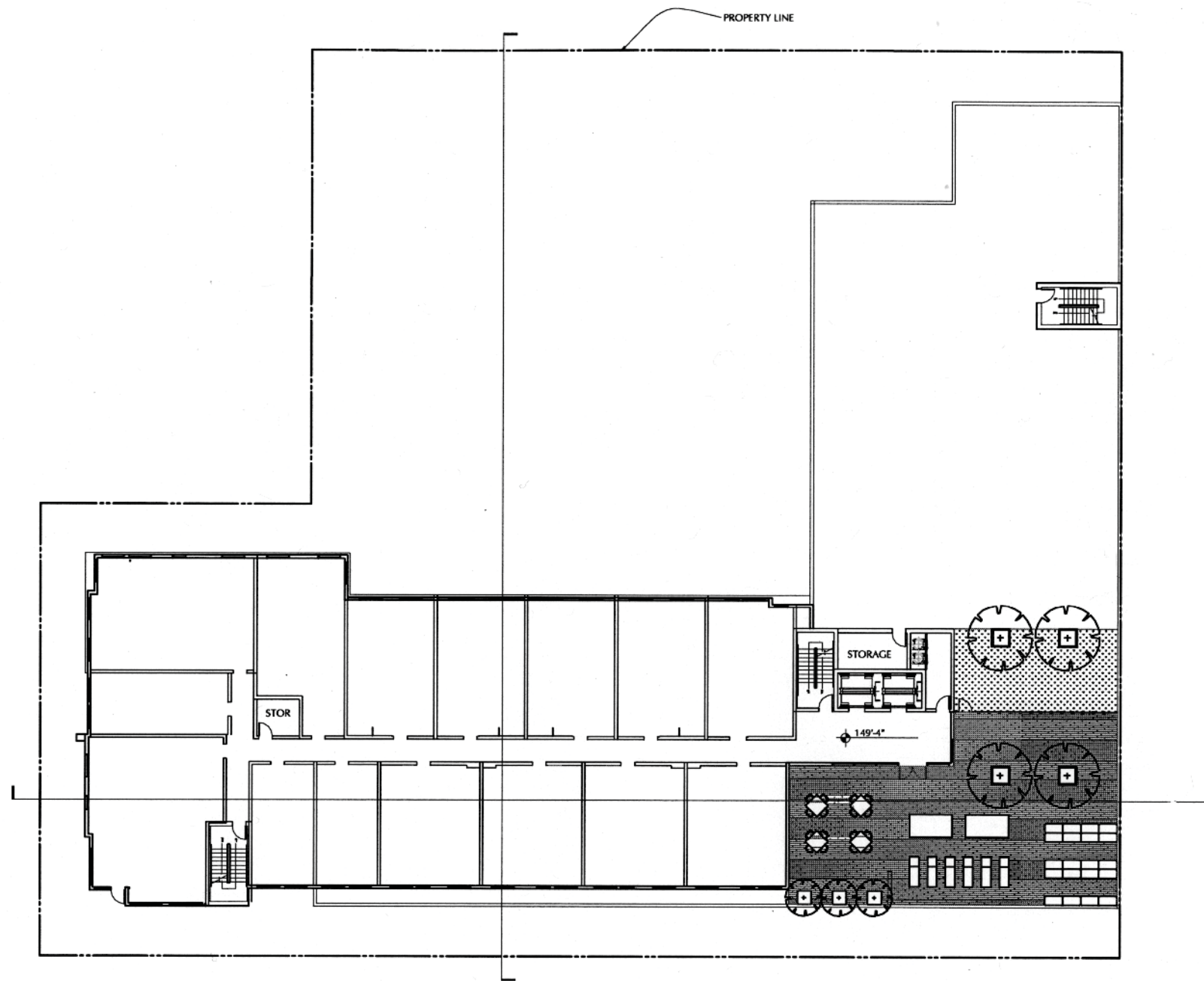
**NORTH BUILDING: LEVEL 05-06**



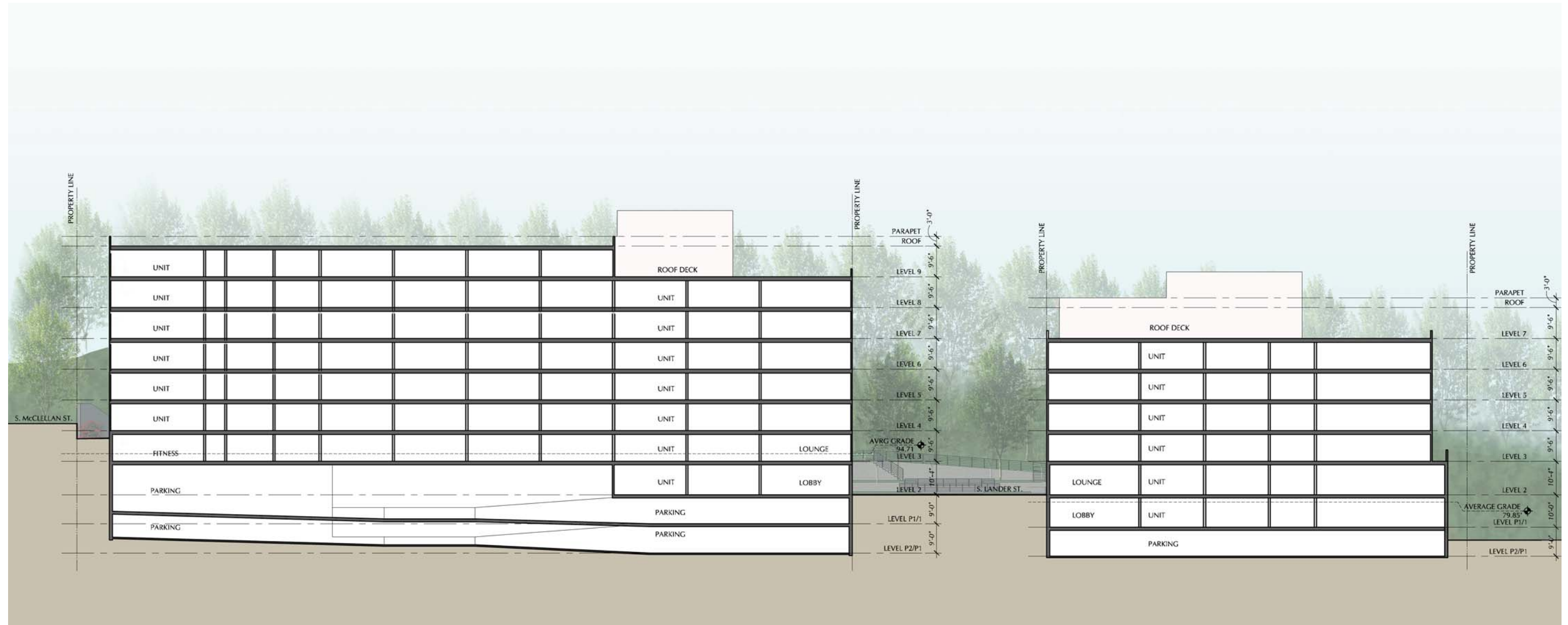
SOUTH BUILDING: LEVEL 08



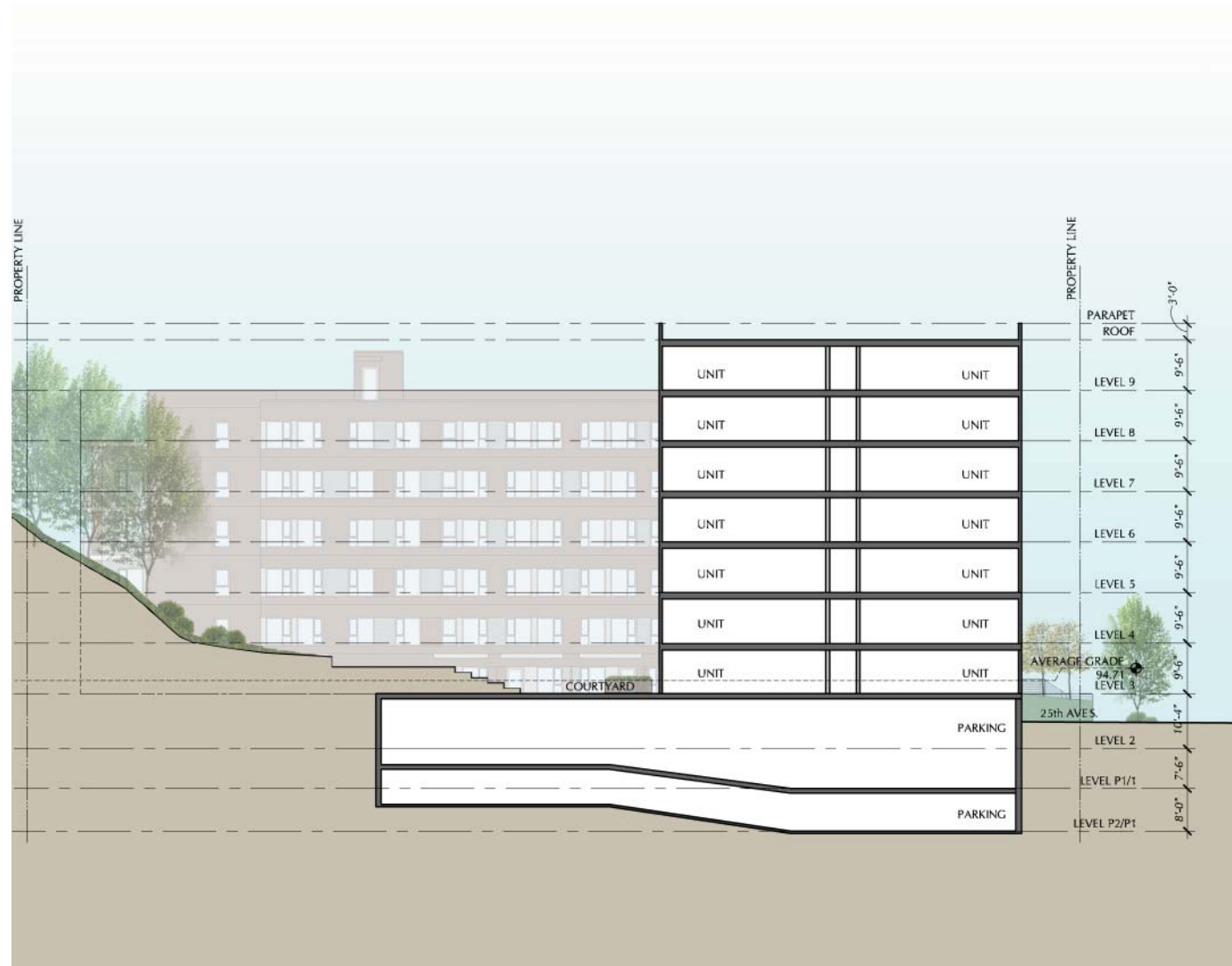
NORTH BUILDING: LEVEL 07



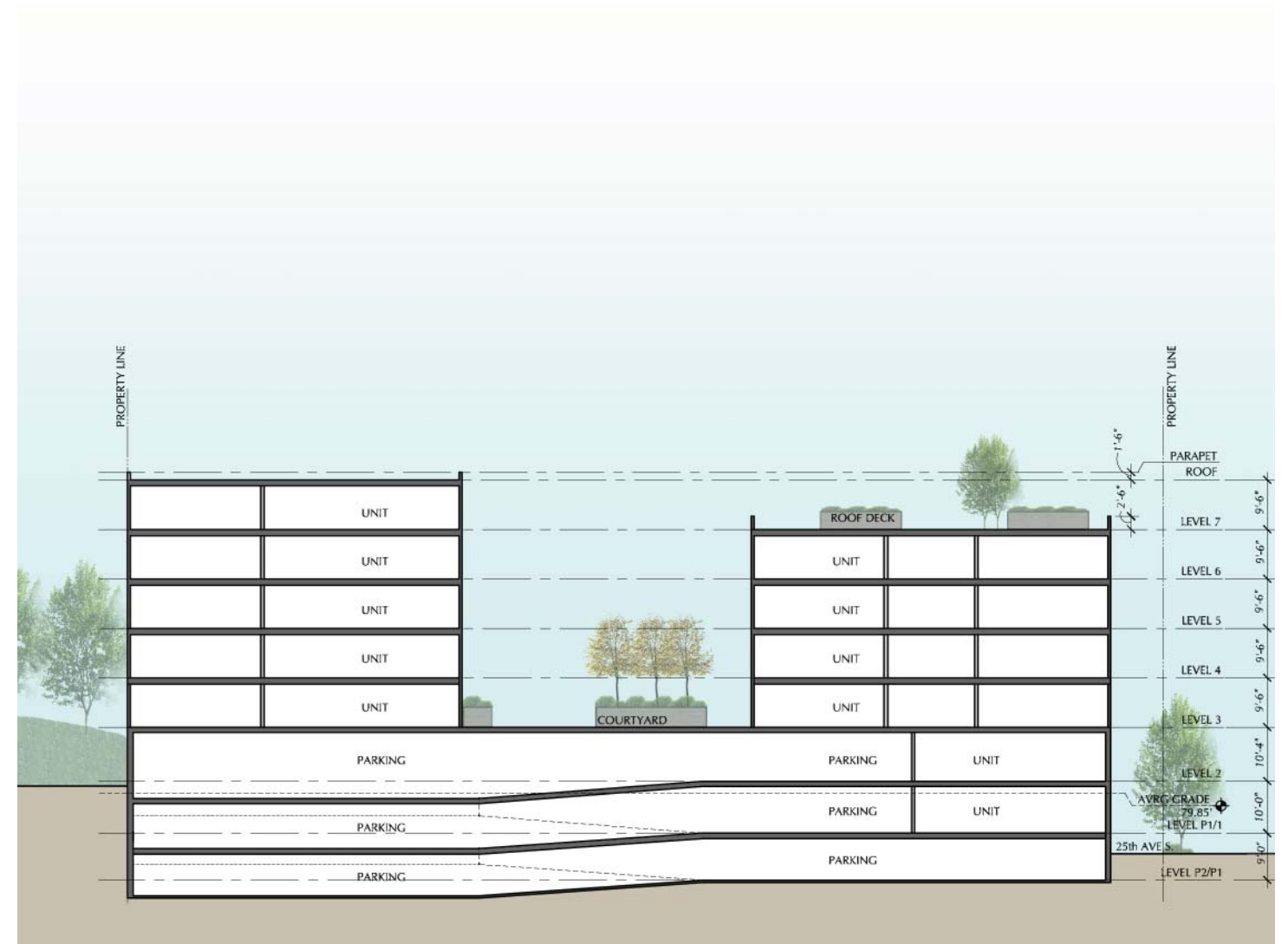
## SOUTH BUILDING: LEVEL 09



N-S BUILDING SECTION

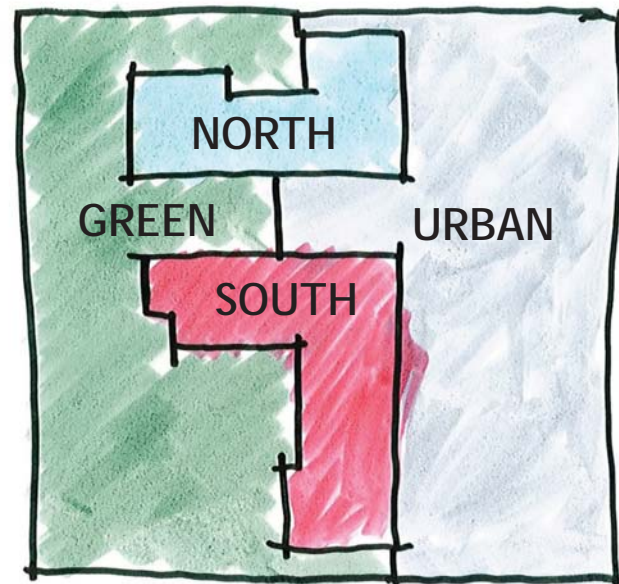
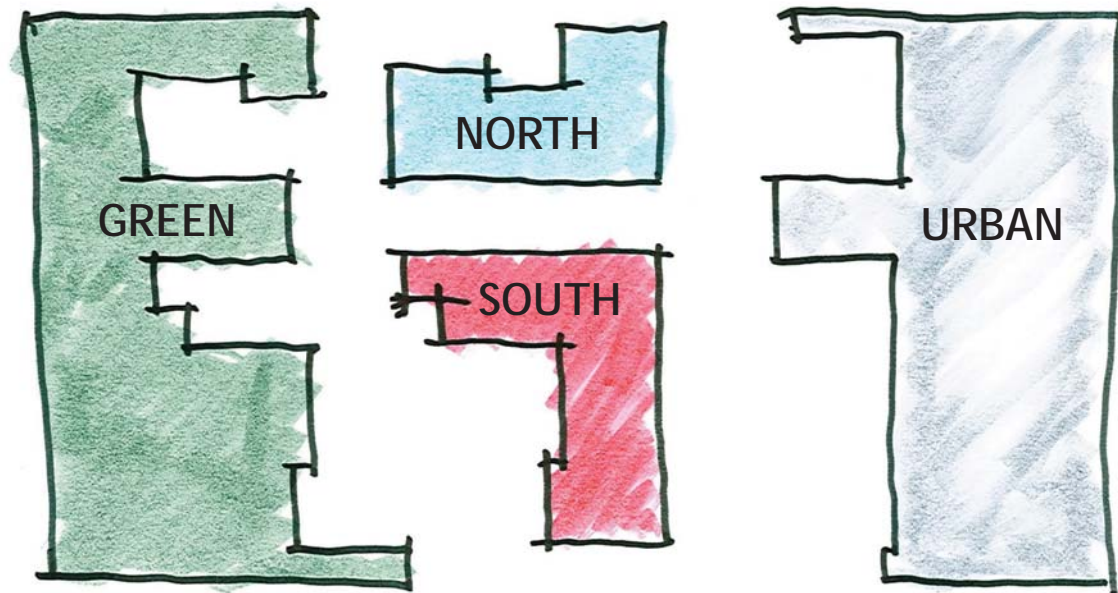


SOUTH BUILDING SECTION



NORTH BUILDING SECTION

# PART I



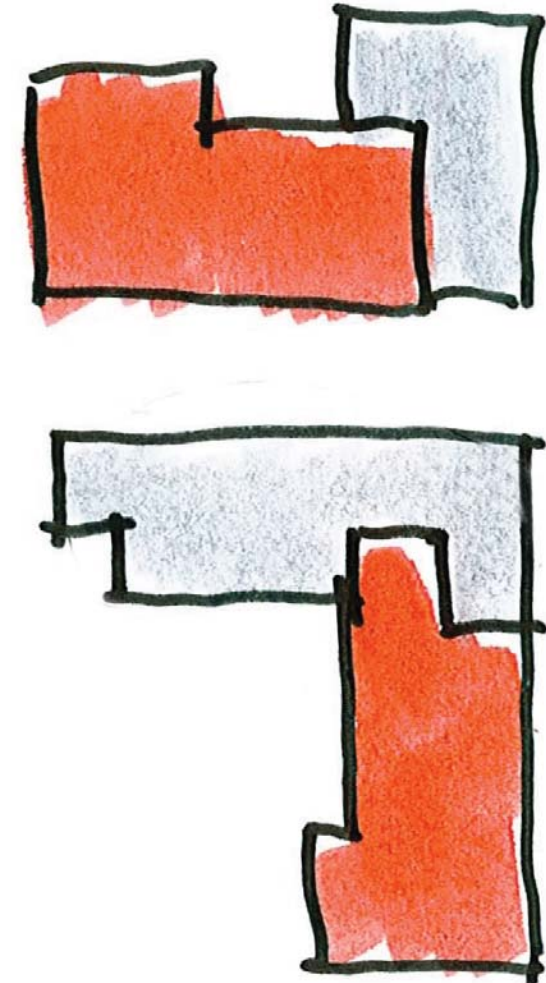
## Interlocking on a Multi-scalar Level:

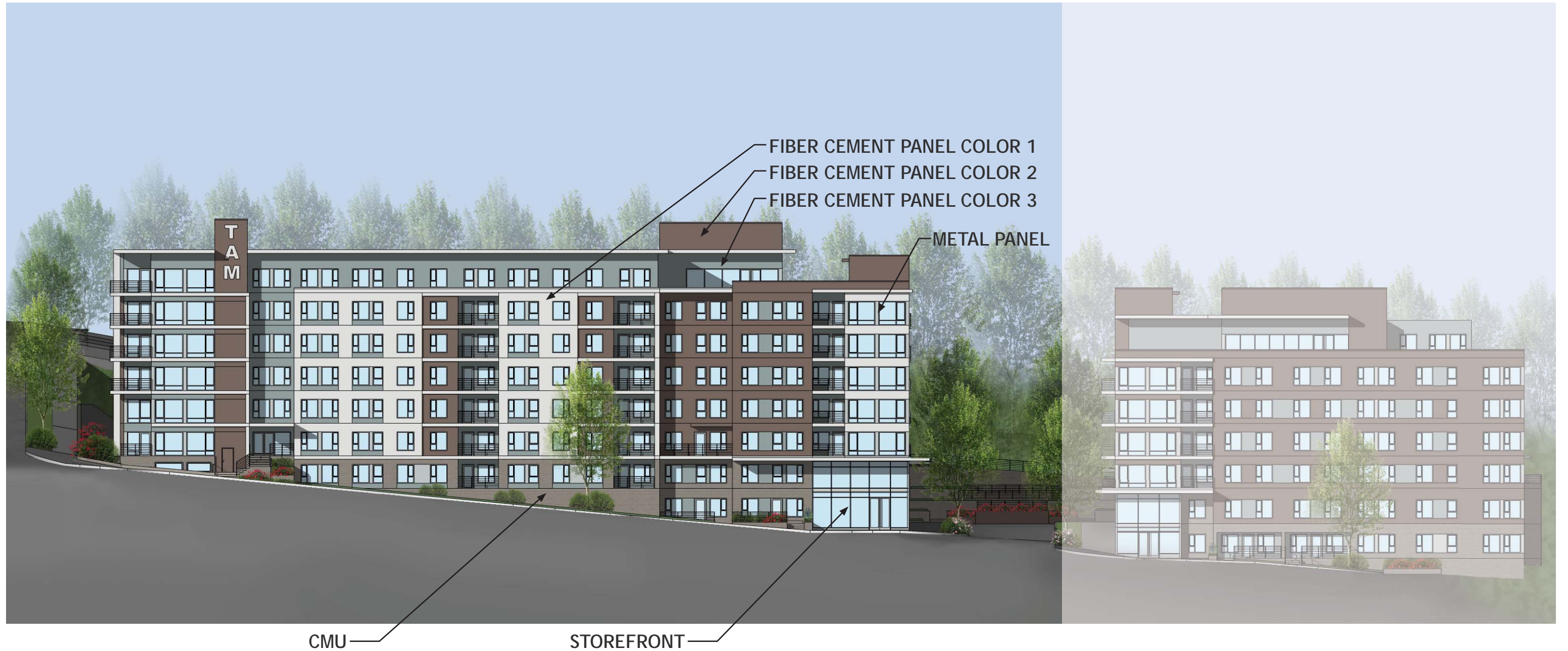
- Neighborhood
- Building Massing
- Cladding/Skin

## Interlocking Philosophy:

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

## Building Massing:



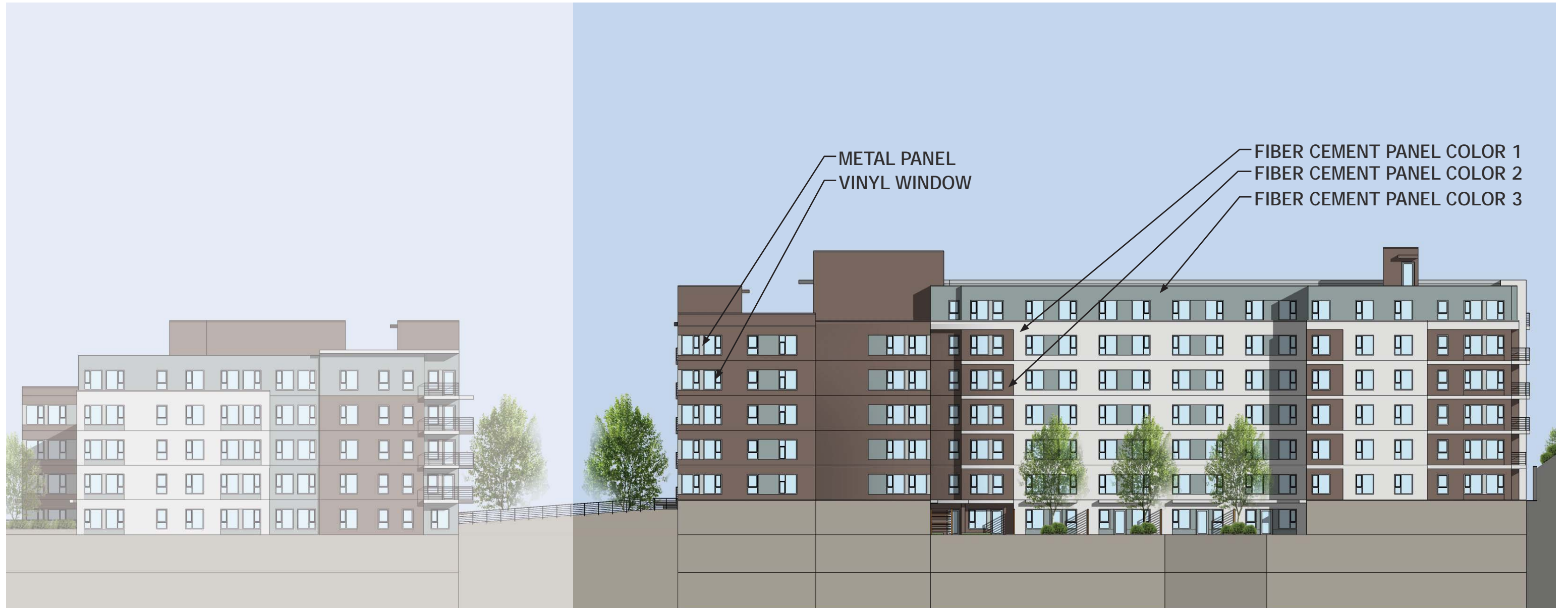


**SOUTH BUILDING: EAST ELEVATION**

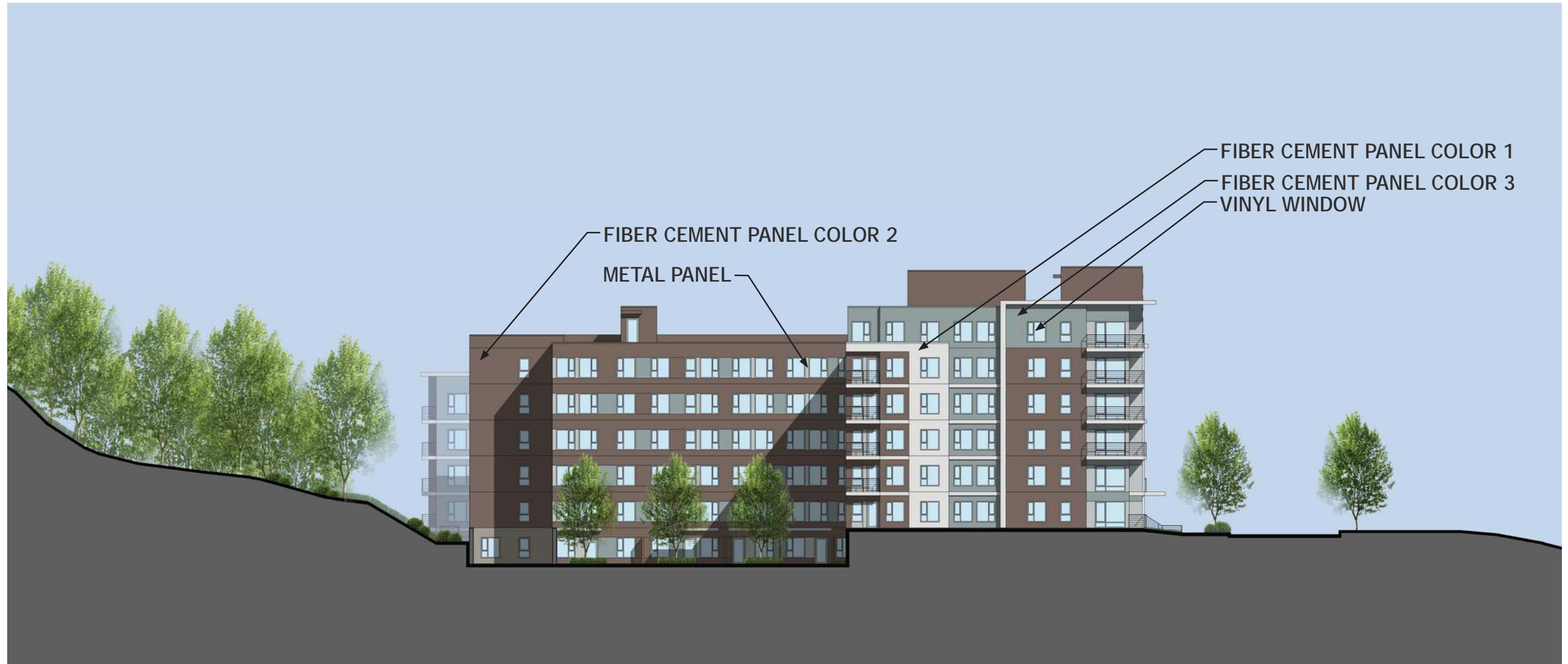




## SOUTH BUILDING: NORTH ELEVATION (COURTYARD)



## SOUTH BUILDING: WEST ELEVATION



## SOUTH BUILDING: SOUTH ELEVATION



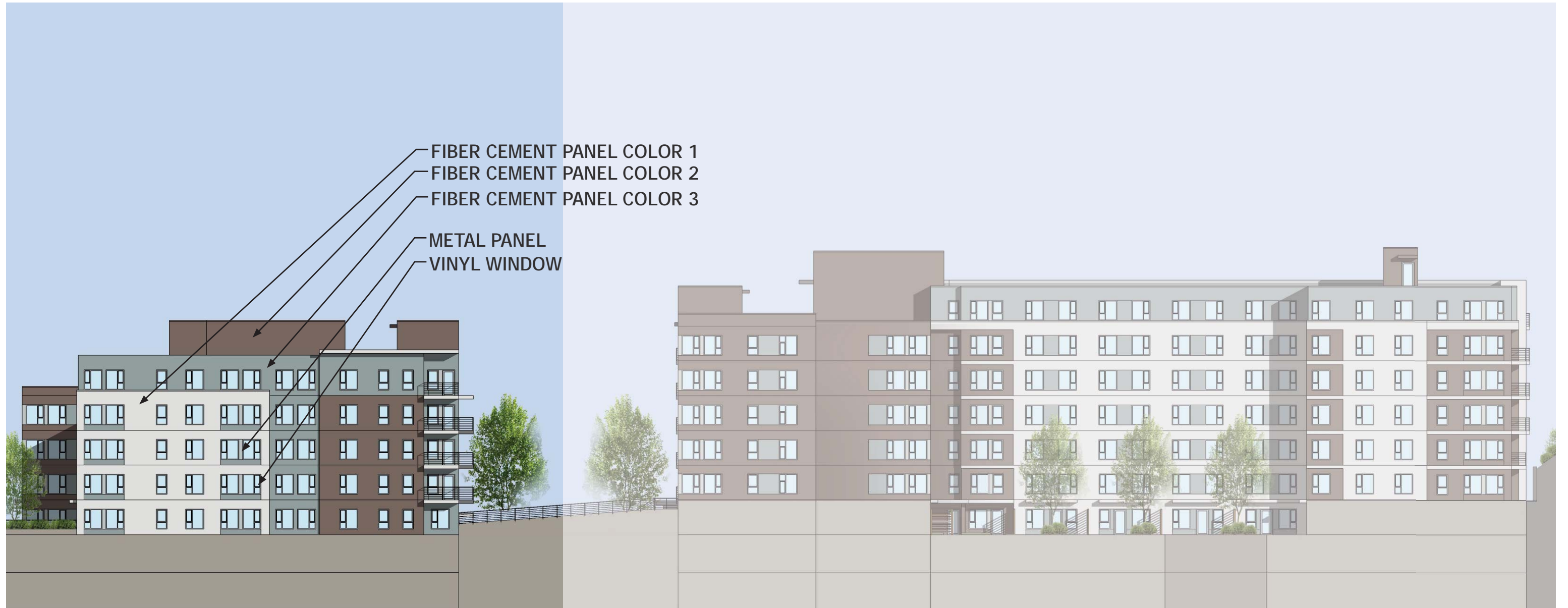




## NORTH BUILDING: EAST ELEVATION



### NORTH BUILDING: NORTH ELEVATION



## NORTH BUILDING: WEST ELEVATION





**NORTH BUILDING: SOUTH ELEVATION (COURTYARD)**





## DESIGN GUIDELINE TOPIC #1: ENTRY AT THE SOUTHEAST CORNER

IN RESPONSE TO THE FOLLOWING DESIGN GUIDELINES:

- A3 : Entrances Visible from the Street
- A4 : Human Activity
- A10 : Corner Lots
- D1 : Pedestrian Open Spaces and Entrances
- D12 : Residential Entries and Transitions

“..The corner should function as a secondary point of entry, but that it needed to incorporate at least some of the energy...”

“ An obvious linkage to the station...has implications for the treatment of of the southeast corner of the southern structure”

“..as well as exploring additional stoops.”





EAST ELEVATION



**EAST STREET VIEW**

## DESIGN GUIDELINE TOPIC #2: PEDESTRIANS IN S. LANDER STREET

IN RESPONSE TO THE FOLLOWING DESIGN GUIDELINES:

- A2 : Streetscape Compatibility
- A6 : Transition between Residence & Street
- A8 : Parking & Vehicle Access
- C5 : Structured Parking Entrances

“..Placement of the vehiclular entrances had been successfully thought out, but that the choreography of pedestrian movements needed more exploration and attention.”

“..see more detail how the safety and comfort of pedestrians utilizing Lander St passage would be optimized...”

“...importance of avoiding an abrasive interface between vehicles and pedestrians...”





## LANDSCAPE PLAN



## COURTYARD



## COURTYARD

DESIGN REVIEW  
25TH & McCLELLAN - 2615 & 2415 25TH AVENUE  
December 13, 2011

## DESIGN GUIDELINE TOPIC #3: PROJECT AS A NEIGHBORHOOD BENCHMARK

IN RESPONSE TO THE FOLLOWING DESIGN GUIDELINES:

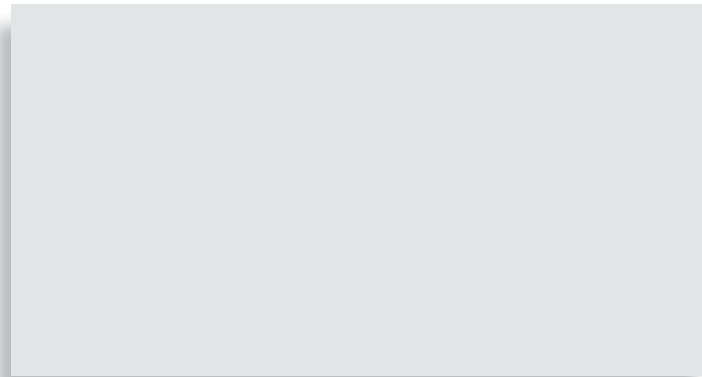
- C1 : Architectural Context
- C2 : Architectural Concept and Consistency
- C4 : Exterior Finish Materials

“..these structures would set a benchmark for what hopefully would be more transit oriented development in the area.”

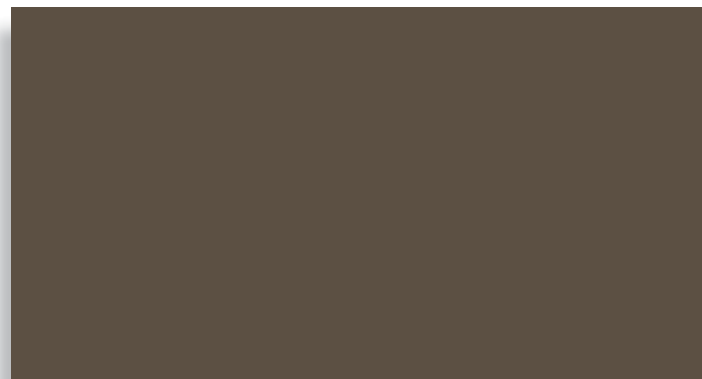
“...the choice and detailing of the materials in the project would set a benchmark for subsequent development.”



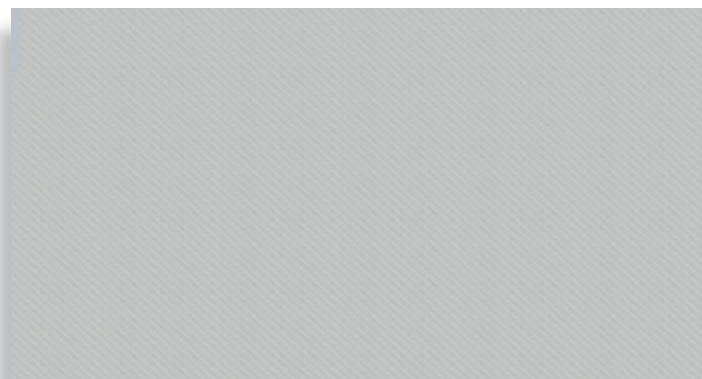
FIBER CEMENT BOARD



COLOR 1: MARILYN'S DRESS

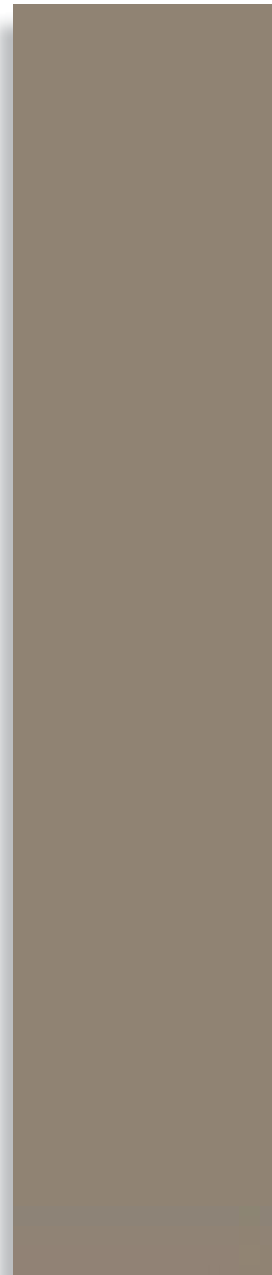


COLOR 2: CHAR BROWN



COLOR 3: GRAY TIMBER WOLF

METAL PANEL



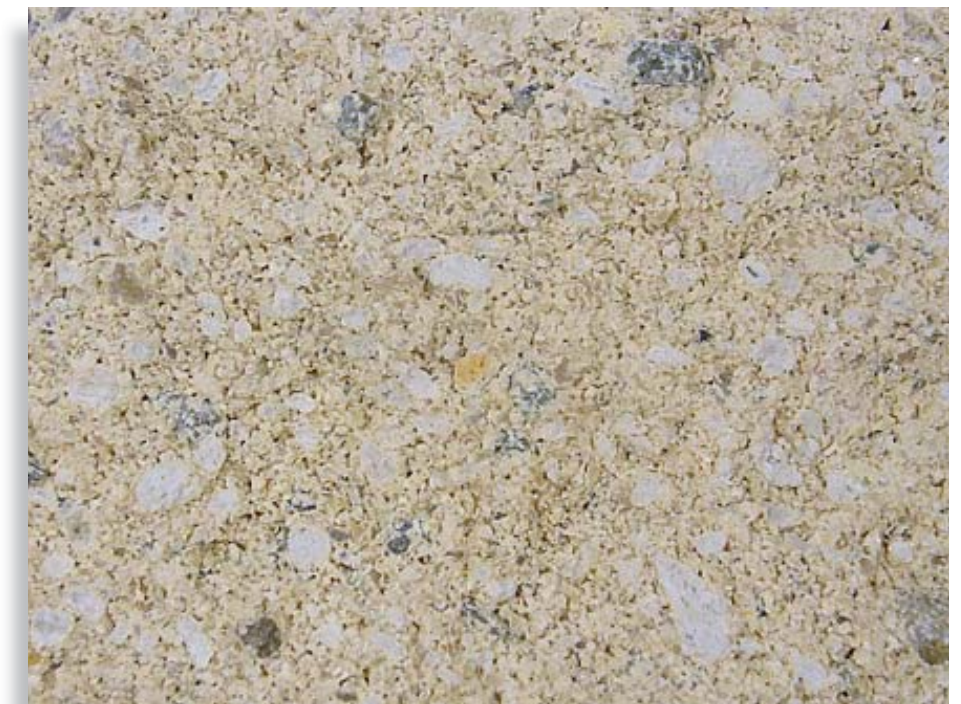
COLOR: COOL ZINC GRAY

VINYL WINDOW



COLOR: ALMOND

CMU



COLOR: CREAM

EXTERIOR MATERIALS

## DESIGN GUIDELINE TOPIC #4: OPEN SPACES AND SAFETY

IN RESPONSE TO THE FOLLOWING DESIGN GUIDELINES:

- A7 : Residential Open Space
- D7 : Personal Safety and Security
- E1 : Landscaping to Reinforce Design Continuity with Adjacent Sites
- E2 : Landscaping to Enhance the Building and Site
- E3 : Landscape Design to Address Special Site Conditions

“..the open space in Lander was of a piece and the other two areas adjacent to Cheasty might be better integrated with one another and of another piece..”

“..an attempt should be made to integrate the motifs or themes proposed for the open area at the NW and SW edges of the site.”

“...all three of the open space areas should be linked as far as possible with pathways for the greenbelt itself.”



## LANDSCAPE PLAN





## SOUTH ELEVATION

DESIGN REVIEW  
25TH & McCLELLAN - 2615 & 2415 25TH AVENUE  
December 13, 2011



## REAR COURTYARD



**NORTH ELEVATION**

**DESIGN REVIEW**  
25TH & McCLELLAN - 2615 & 2415 25TH AVENUE  
December 13, 2011



