3736 Rainier Avenue South

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Project Description:
We are proposing a 127,925sf self storage facility at the mostly vacant lot just north of the intersection between Rainier Avenue South and 33rd Avenue. The site's previous purpose was as a used car lot. The proposed facility would contain approximately 960 interior storage units.

The building is permitted to reach 65' in height with no setbacks on any side.

The project proposes 43 or fewer at grade parking stalls. We are considering pursuit of approval for this project under pending legislation which would eliminate the requirement for parking. We are not considering eliminating parking as this would be a detriment to the business, but our data indicates that significantly less parking could still meet our demand.

In general, the project aims to maximize its buildable area. The resulting scale would not be unlike the max height multi-family residential structures that border the project to the east and north. Based on the ideal floor to floor height and its expected that this building would be constructed at a height slightly less than maximum allowed.

Site Location:
The site is located along Rainier Avenue, adjacent and to the north of the intersection between Rainier and 33rd Avenue. There are high traffic volumes along Rainier and fairly low volumes along 33rd. The property to the north was developed with a parking area and drive through connection between Rainier and 33rd. The site could be easily accessed from either Rainier or 33rd.

Topography:
The general topography of the surrounding streets is extremely flat. The project site itself does have a modest change in elevation of about 4' at the center of the site. This change in elevation will be eliminated with the construction of the new building. With respect to the greater surrounding areas, this site sits in a valley. Grade climbs fairly steeply to the west and more gradually to the east and the north.

Views:
The existing multi-family residential buildings to the north and east serve to block views to/from our site with respect to the adjacent single family residential neighborhoods. Our site has some visibility from select single family structures to the south and west. Most of the those views are through the canopy of large deciduous trees. There are no significant views from the site with the exception of the vegetated hillside to the west.

Noise:
The neighborhood appears to be relatively quiet with the one major exception being Rainier Ave. The proposed structure and its use are not expected to significantly increase the noise levels. Given that the parking area is located within the building interior, truck noise related to the storage use is not expected to have a significant impact on the neighborhood.

Architecture:
There are two fairly large multi-family, mixed use, structures to the north and east of the site. Beyond those recent buildings there is not significant architecture in scale or style within close proximity to the site. Some of the single family areas have seen some redevelopment with townhouses in a range of styles from a simple residential aesthetic to more modern and contemporary designs. Beyond these single family developments and the adjacent multifamily structures, the area does not show many signs of recent development or a clear architectural vocabulary. The area is very eclectic in uses and the architecture reflects those varieties.

The large multi-family structures are of traditional design and modulation typically found on similar structures throughout the Rainier Valley. The ground floor of both buildings is constructed of masonry and aluminum storefront and contains retail, parking, and utility functions on the facades facing our site. Materials above the retail base are primarily a mix of cement board plank and panel siding along with some metal panel. The building to the east has steel balconies and the structure to the north uses metal railings and Juliet balconies. Its important to recognize that the function of these buildings really lend themselves to the style of architecture and that other uses may not receive similar treatment.

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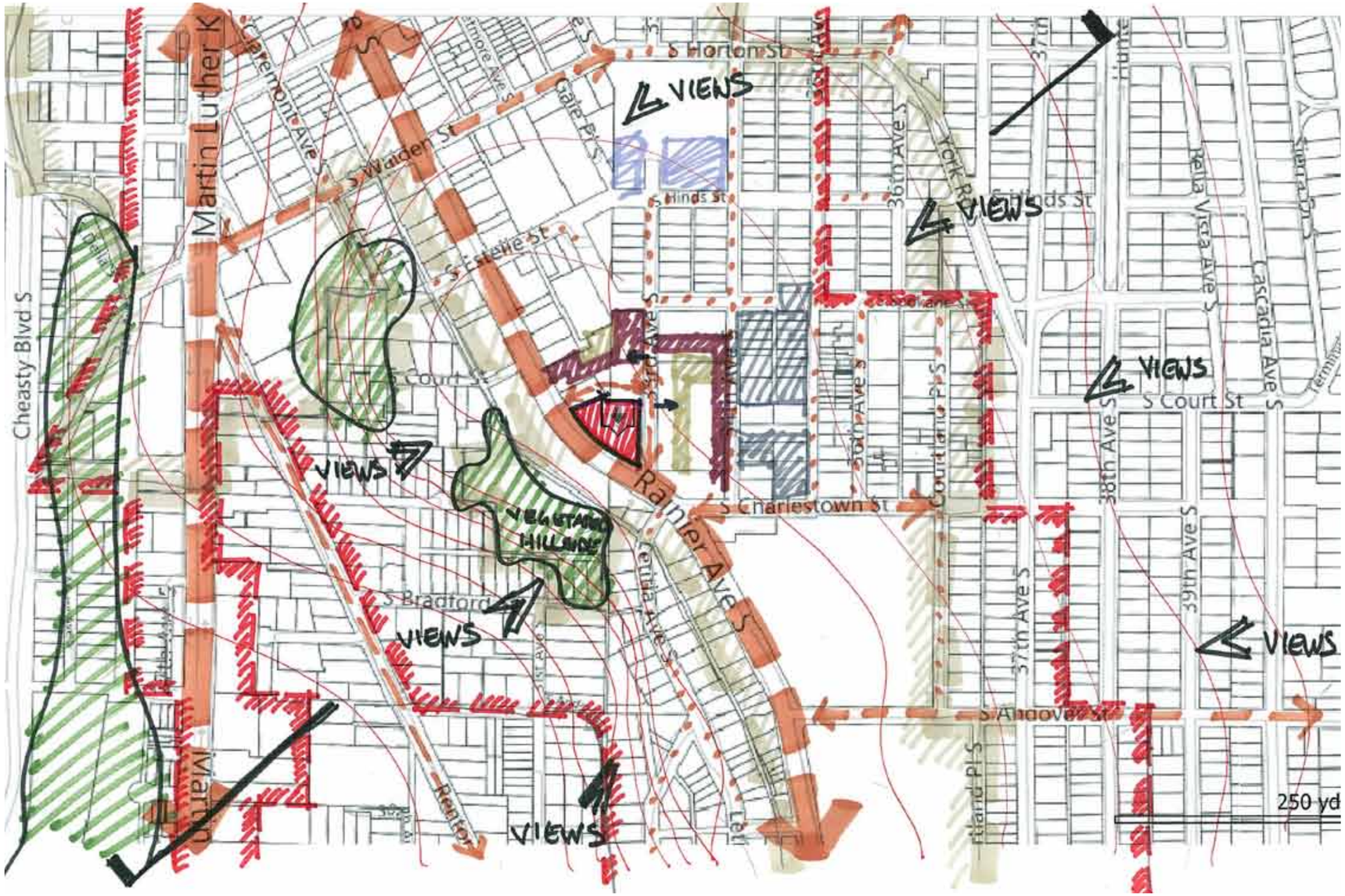

PROJECT SITE

VEGETATED HILL SIDE

MAJOR CIRCULATION ROUTE

MINOR CIRCULATION ROUTE

MINOR CIRCULATION ROUTE

PRIVATE LANDSCAPE OPEN / AMENITY SPACES

PUBLIC - SCHOOL PLAYGROUND

VACANT LAND

CONTOUR LINES

EDGE CONDITIONS RESULTING FROM EXISTING DEVELOPMENT

NORTH RAINIER HUB URBAN VILLAGE BOUNDARY

SOUTHEAST SEATTLE REINVESTMENT AREA RAINIER/ GENESEE BUSINESS DISTRICT

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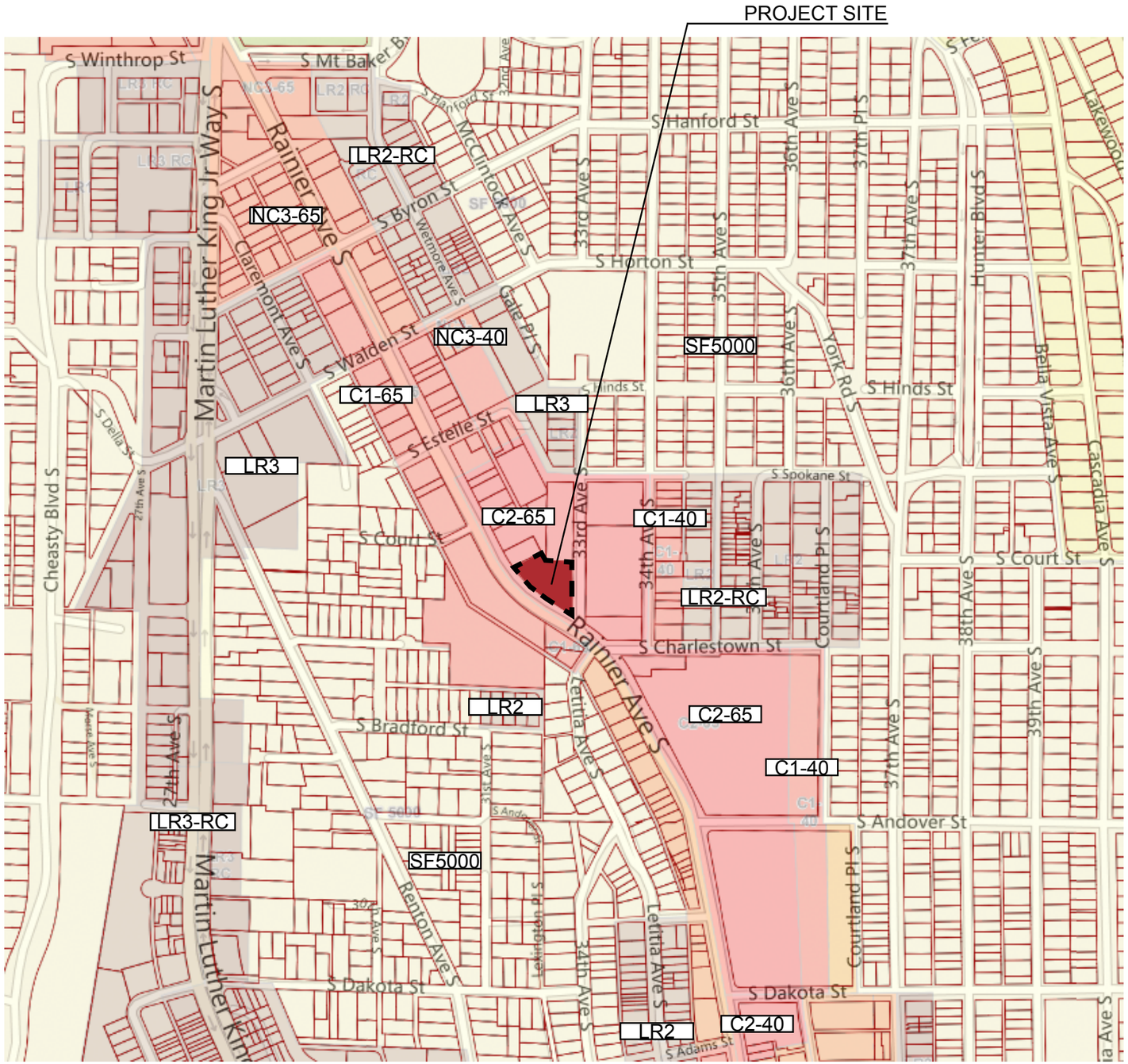
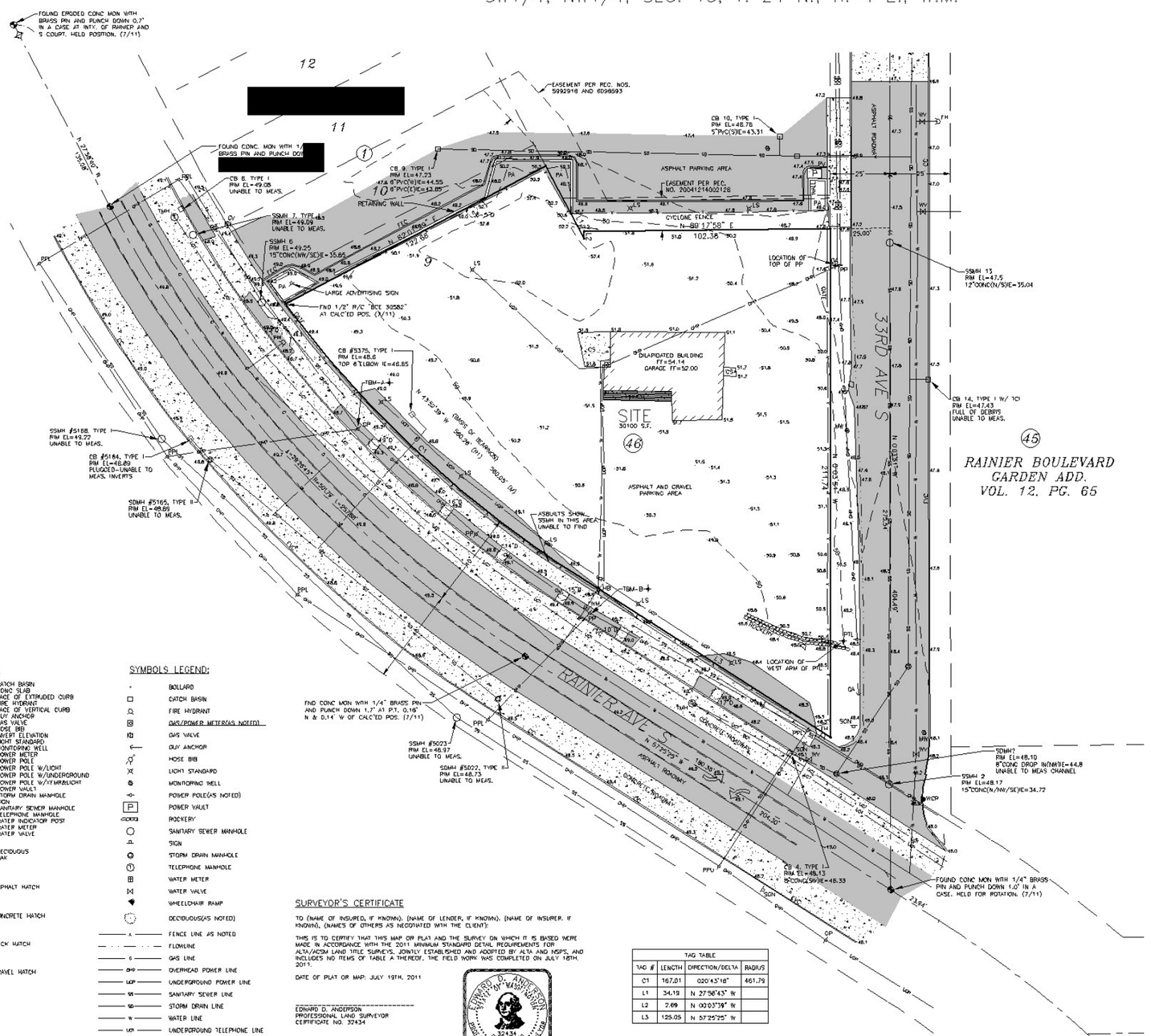
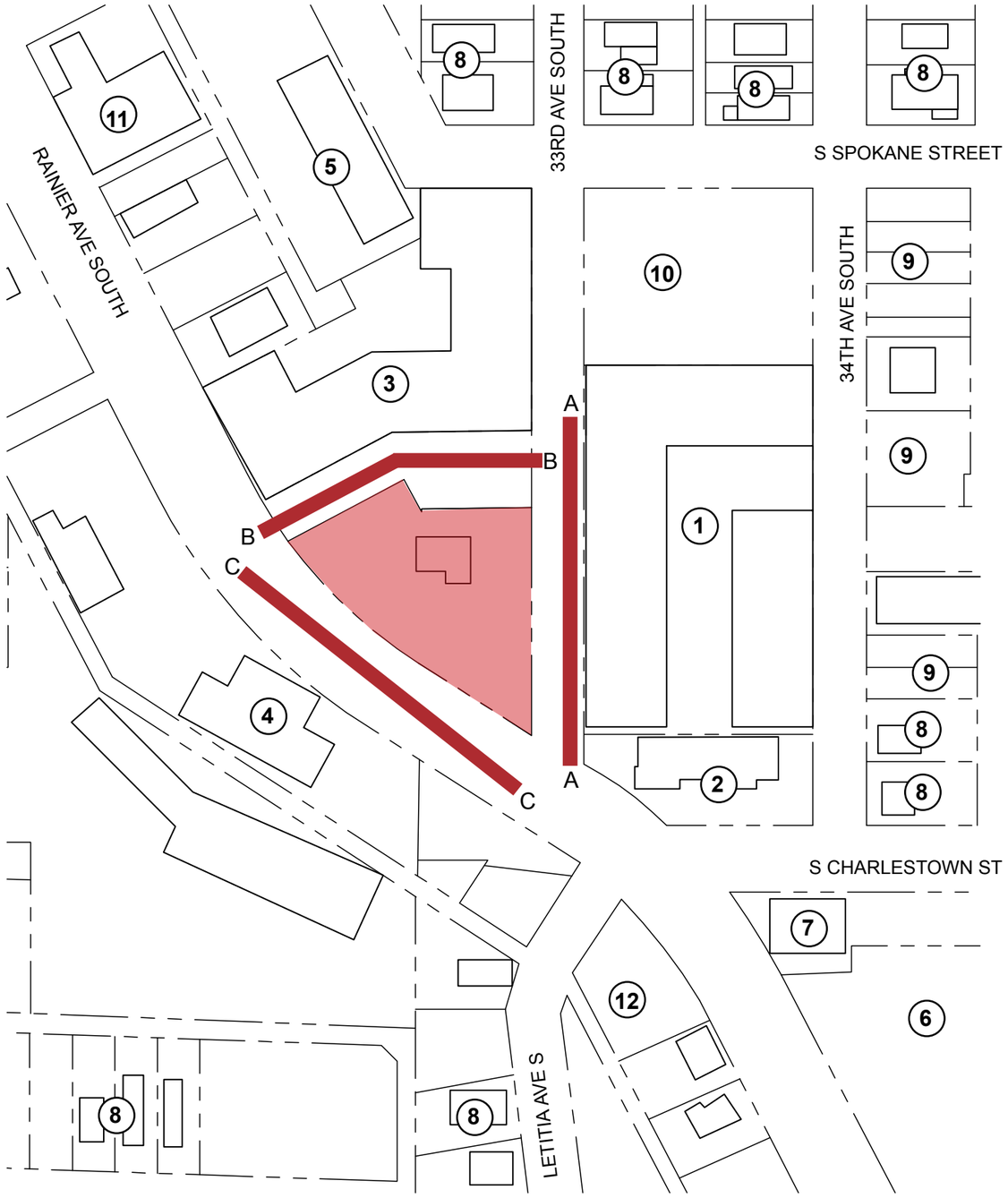


Site Location	3736 Rainier Ave South
Site Area	30,100 sf
Site Zoning	Chapter 23.47A C2-65
Urban Village	North Rainier HUB
Overlay	SE Seattle Reinvestment Area and Rainier Genesee Business District
SEPA Review	Required
Permitted Uses	23.47A.004 - Table A Mini-warehouse uses are permitted outright.
Street Level Uses	23.47A.005 Mini-warehouses, warehouses, or utility uses may not abut a street-level street-facing facade in a structure that contains more than one residential dwelling unit. No residential units contained in this structure. There are no specific street level use requirements as this project is not located in a pedestrian designated zone
Street Level Development Standards	23.47A.008 Only applicable to structures in C zones that are across the street from residential zones which is not the case at this site.
Building Height	23.47A.012 65’
Setbacks	SMC 23.47A.014 No setback requirements
Building Height Roof top features:	Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4 feet above the otherwise applicable height limit, whichever is higher.
Floor Area Ratio	Table A for 23.47A.013 Max FAR in a 65’ Height Limit = 4.25 30,100 * 4.25 = 127,925 allowable
Parking	Table A for Section 23.54.015 - No Parking Required based upon pending code amendment
Landscaping	23.47A.016.A.2 Green Factor = .30
Street Trees	23.47A.016.B.1 Required. Street Trees already present along Rainier.

SW1/4, NW1/4, SEC. 15, T. 24 N., R. 4 E., W.M.


SITE
30100 S.F.
RAINIER BOULEVARD GARDEN ADD. VOL. 12, PG. 65
RAINIER AVE S
33RD AVE S
ASPHALT PARKING AREA
ASPHALT AND GRAVEL PARKING AREA
DILAPIDATED BUILDING FF=54.14 GARAGE FF=52.00
RETAINING WALL
CYCLONE FENCE
LARGE ADVERTISING SIGN
N 27°58'43" W 102.36'
N 57°25'25" E 190.30'
N 57°25'25" W 204.30'
N 27°58'43" W 360.05' (M)
N 27°58'43" W 360.00' (R1)
N 27°58'43" W 360.00' (R2)
N 00°03'39" W 211.24'
N 00°03'39" W 211.24'
N 00°03'39" W 211.24'



1. The Dakota at Rainier Court--
   Multifamily residential over Retail Podium
2. Emerald City Fish and Chips
3. Courtland Place at Rainier Court--
   Multifamily residential over Retail Podium
4. Auto Repair and Detailing
5. Steel Fabrication
6. Safeway
7. Silver Fork--Restaurant
8. Single Family
9. Vacant Land
10. Parking
11. Auto Repair
12. Sayer's Fuel

ELEVATION ‘A’ - EAST ELEVATION

ELEVATION ‘B’ - NORTH ELEVATION

ELEVATION ‘C’ - SOUTHWEST

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ELEVATION ‘A’ - ELEVATION ACROSS 33RD AVE

ELEVATION ‘B’ - ELEVATION ACROSS PARKING AREA TO NORTH

ELEVATION ‘C’ - ELEVATION ACROSS RAINIER AVE

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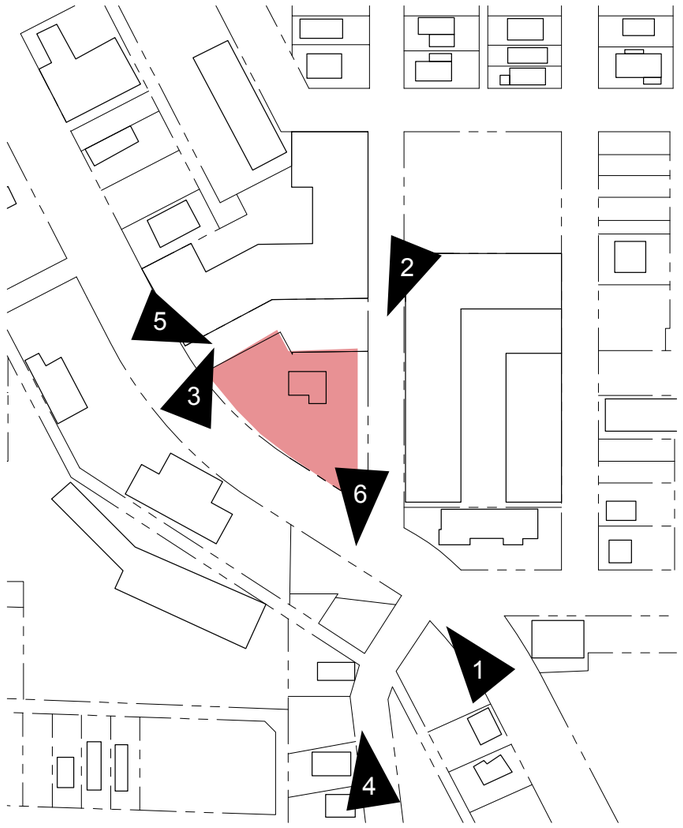

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Guideline A-3: Entrance Visibility
Entries should be clearly identified and visible from the street

Design Implications:
Designing a prominent entry will be important for many reasons at this particular site. The entrance has an opportunity to enhance the architecture, it will help to promote way finding and be significant to the marketability and success of the project. We believe that an entry placed at the south end of the building will be ideal. Due to the geometry of Rainier Avenue this location becomes a prominent visual corner to vehicular and pedestrian traffic traveling northbound.

Guideline A-8: Parking and Vehicle Access
Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

Design Implications:
It is important for parking and access to be logical for the property function and coordinated with the demands and use of the surrounding streets. Rainier Avenue carries a high volume of traffic at a moderate rate of speed. This provides reasonable access and good exposure to the project. Access from Rainier will require a reasonable curb cut width to allow larger turning vehicles to safely enter/exit the site. Access is also attainable from 33rd. This is where the parking garages enter for the adjoining multifamily projects. Turning onto Rainier from 33rd can be problematic for larger vehicles.

Guideline A-9: Location of Parking on Commercial Street Fronts
Parking on a commercial street front should be minimized and where possible should be located behind a building.

Design Implications:
Driveway access in proximity to the leasing office is important for the success of the project. In addition it is desirable to have a public parking area adjacent to the office followed by a secured area for customers. One of the design schemes does place a minimal amount of parking along the Rainier frontage in order to achieve the desired functions and drive through parking access.

Guideline A-10: Corner Lots
Buildings on corner lots should be oriented to the corner and public street fronts. Parking and vehicle access should be located away from the corner.

Design Implications:
The corner of Rainier and 33rd, given the geometry and path of Rainier, results in a prominent corner, particularly when approached from the south along Rainier. We have explored a scheme where the office is located at this position and have also considered special facade treatments at this location including multistory glazing.

Guideline 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.

Design Implications:
The anticipated scale of this project is similar to that of the existing multi-family structures to the north and east. The scale is also compatible with that bulk that could be allowed across from the site along Rainier. Given the presence of the existing multifamily buildings, the construction of our building will have no impact on the neighborhoods to the North and East. The rise in grade elevation to the west places the single family homes at an elevated position that is equal to or above the maximum height of our potential project.

Guideline C-1: Architectural Context
New buildings proposed for existing neighborhoods with a well defined character should be compatible with or complement the architectural character and siting pattern of neighborhood buildings.

Design Implications:
This project will most specifically need to respond to the similarly scaled multi-family projects to the north and east. This will likely be achieved through a complimentary scale and palette. For example a masonry podium could compliment similar existing elements on the adjacent structures. Selective window placement and changes in materials and colors will help create the modulation effect. While the function of this project has far different design requirements we still think its important to be respectful of the existing neighborhood character.

Guideline C-3: Human Scale
The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

Design Implications:
It will be important for this project to have a well defined base to anchor the building and provide an appropriate human scale at the street front. Select storefront and canopies could also contribute to the human scale.

Guideline C-4: Exterior Finish Materials
Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Design Implications:
We are anticipating masonry and some select modulation / fenestration. For the base of the building.

These materials are in keeping with the precedent set by other adjacent structures and create nicer human and pedestrian firendly scale for the building. On the upper portions of the building, we expect to use primarily metal panel. We have in numerable options with color and panel profiles to create an interesting facade composition. We are also expect some of the glazing to extend to upper floors and provide some depth and visilibility to the storage function.

Guideline C-5: Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

Design Implications:

We are considering parking entries from both Rainier and 33rd. The entrances along 33rd would be less prominent and also have a similar approach to that used at the adjacent multifamily structures.

Guideline D-1: Pedestrian Environment

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 spaces should be considered.

Design Implications:

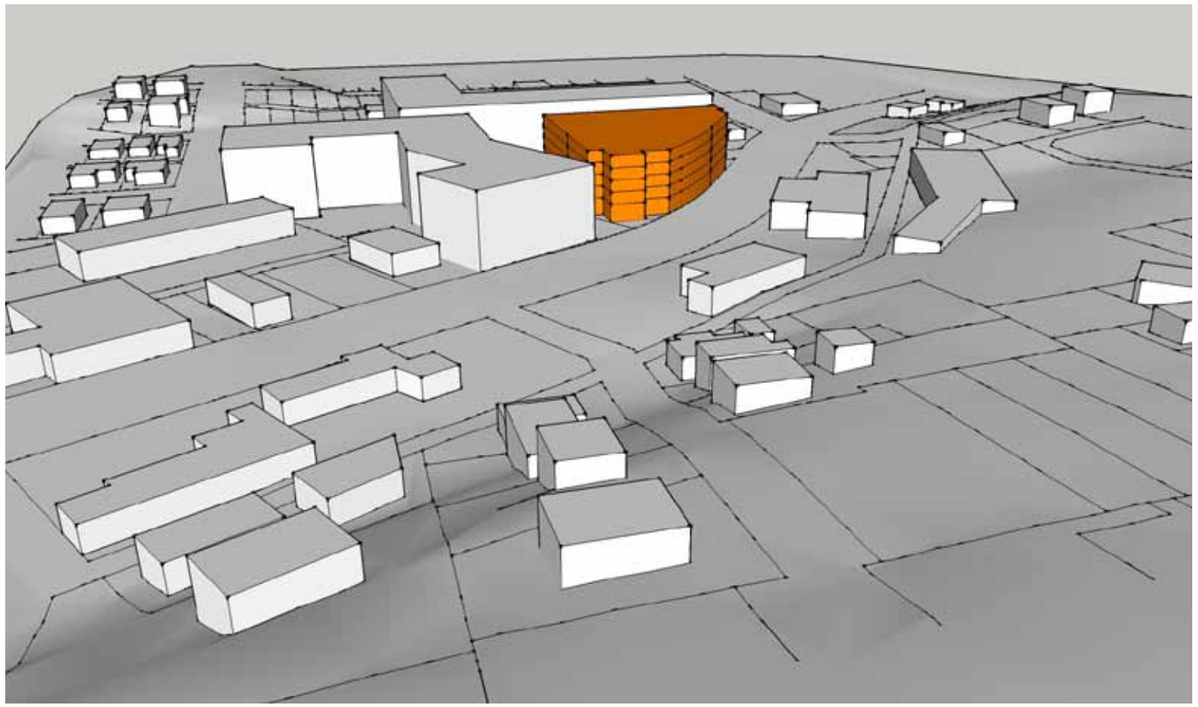
Good visibility and access to the building entries will be important elements to the success of this project. Current massing studies are beginning to provide open space opportunities at the site corners as a result of the triangular shape of the site and the functional need for right angles for the storage layout. This setback at the corner will create a nice public open space that could be shared with the adjecent neighborhood. An under utilized triangular portion of the site to the north of the building also offers a similar opportunity.

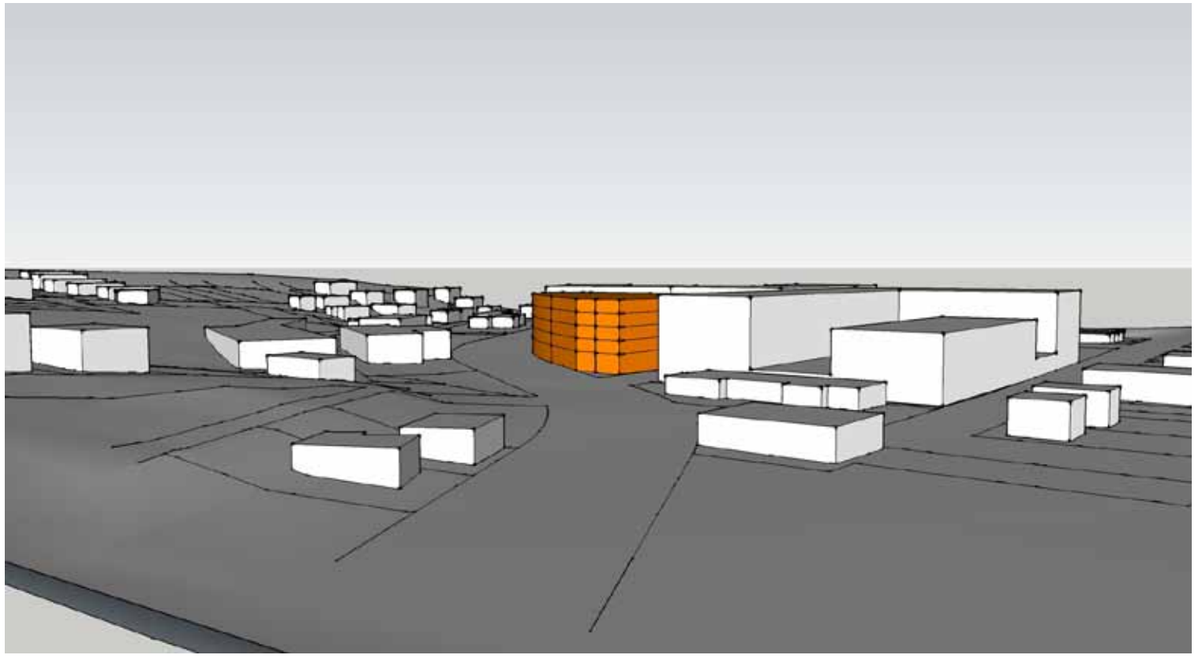
Guideline D-2: Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

Design Implications:

Maintaining an appropriate pedestrian environment along Rainier will be important. Traffic volumes are high along the corridor and it does not appear that this corridor sees excessive pedestrian activity. The multi-family project to the north does provide some storefront and modulation with the masonry base. We would look for a similar treatment on our project in order to break up the ground level facade. On the upper levels blank facades are antiicpated due to the self storage use. We propose to mitigate that with various panel profiles and color to create interest along with selective glazing.





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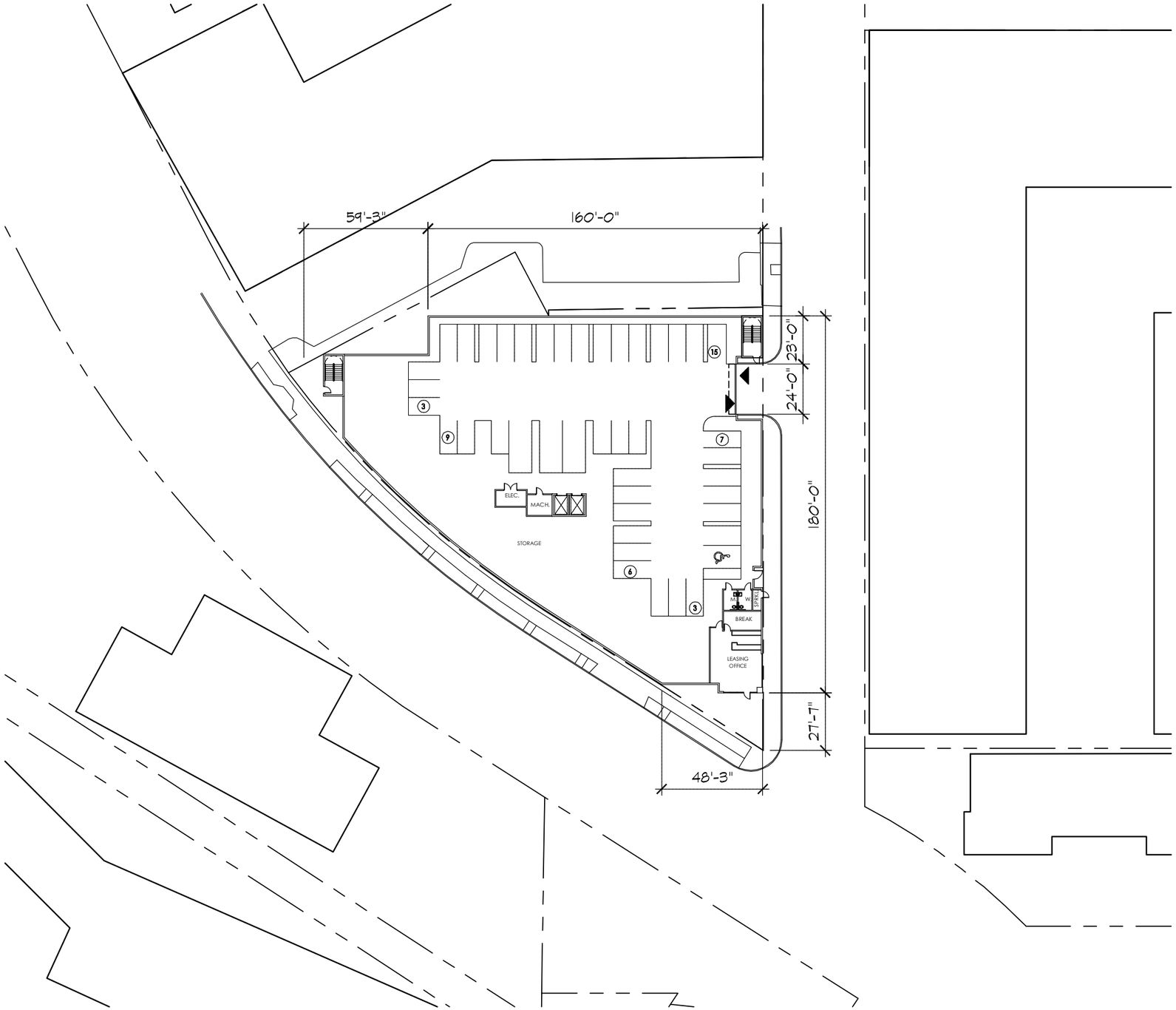

This scheme places the lobby and public pedestrian entry at the southern point of the site. While this is not a major intersection, it is a prominent corner, particularly when approached from the south. The multistory lobby will be a prominent feature when approaching from the south.

We are proposing to hold the building back from the southern corner of the site. This will allow for the creation of a nice public pedestrian space along the busy Rainier corridor.

Primary access to the parking in this scheme will be from 33rd. This is the same street utilized by the adjacent multifamily structures.

The building footprint will stack in this same footprint for the 4 levels of storage above.

This scheme proposes 43 parking stalls and would comply with current code.

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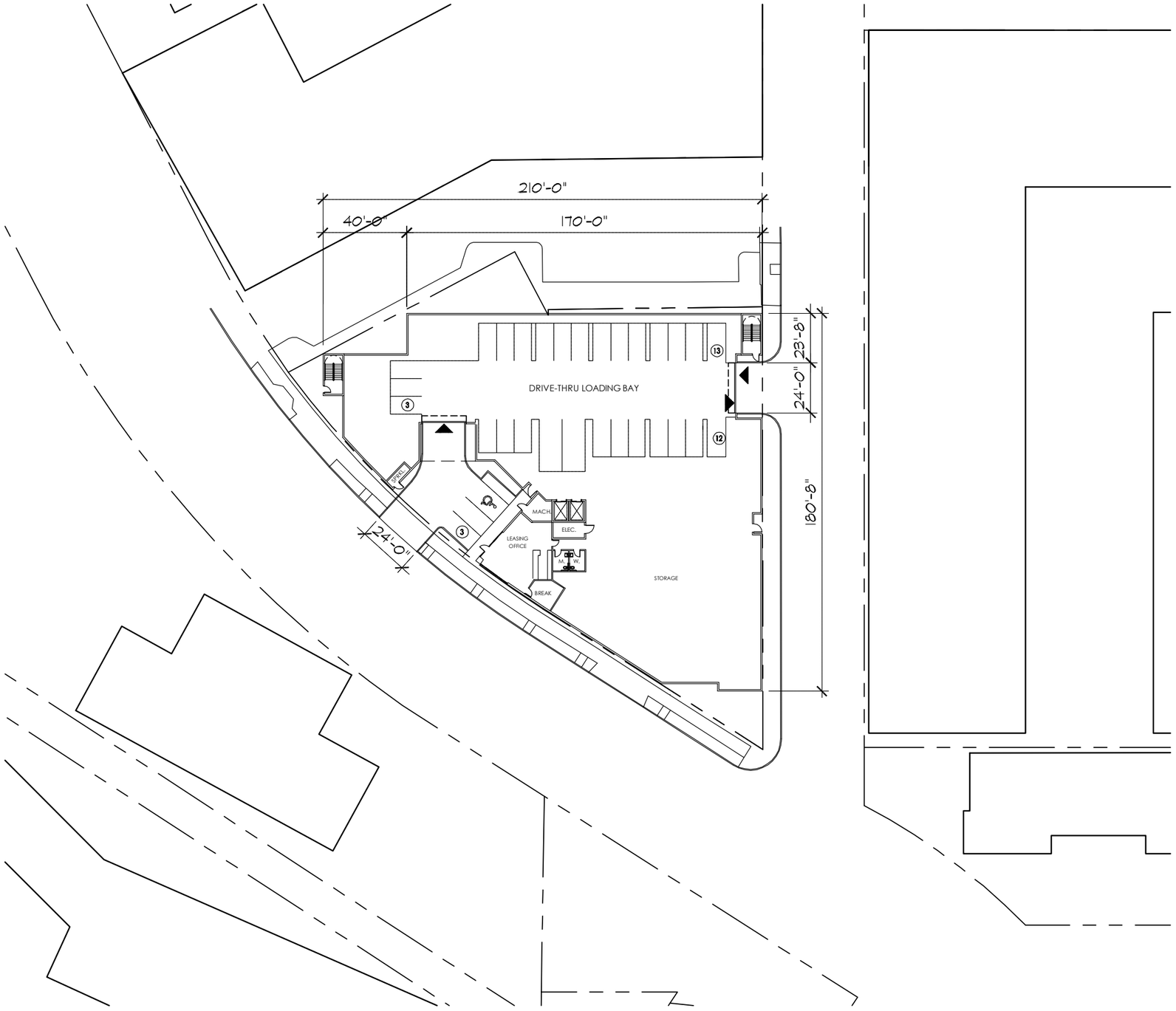

This scheme places the lobby near the mid point of the Rainier Avenue street frontage. Glass facade and a story volume will highlight the entry. This scheme proposes a few parking stalls along the Rainier frontage to serve random drop-in customers. Landscaping could be utilized as a screening element. Existing customers needing to access their unit would drive past the lobby and exterior parking to the secured covered parking beyond. The secured parking would be arranged in a drive thru configuration with egress occurring out to 33rd.

We are proposing to hold the building back from the southern corner of the site. This will allow for the creation of a nice public pedestrian space along the busy Rainier corridor.

The building footprint will stack in this same footprint for the 4 levels of storage above.

This scheme depicts 31 parking stalls and assumes approval under the pending zoning code legislation. Additional stalls could be added to create an 'L' shaped garage that complies with current code if necessary.

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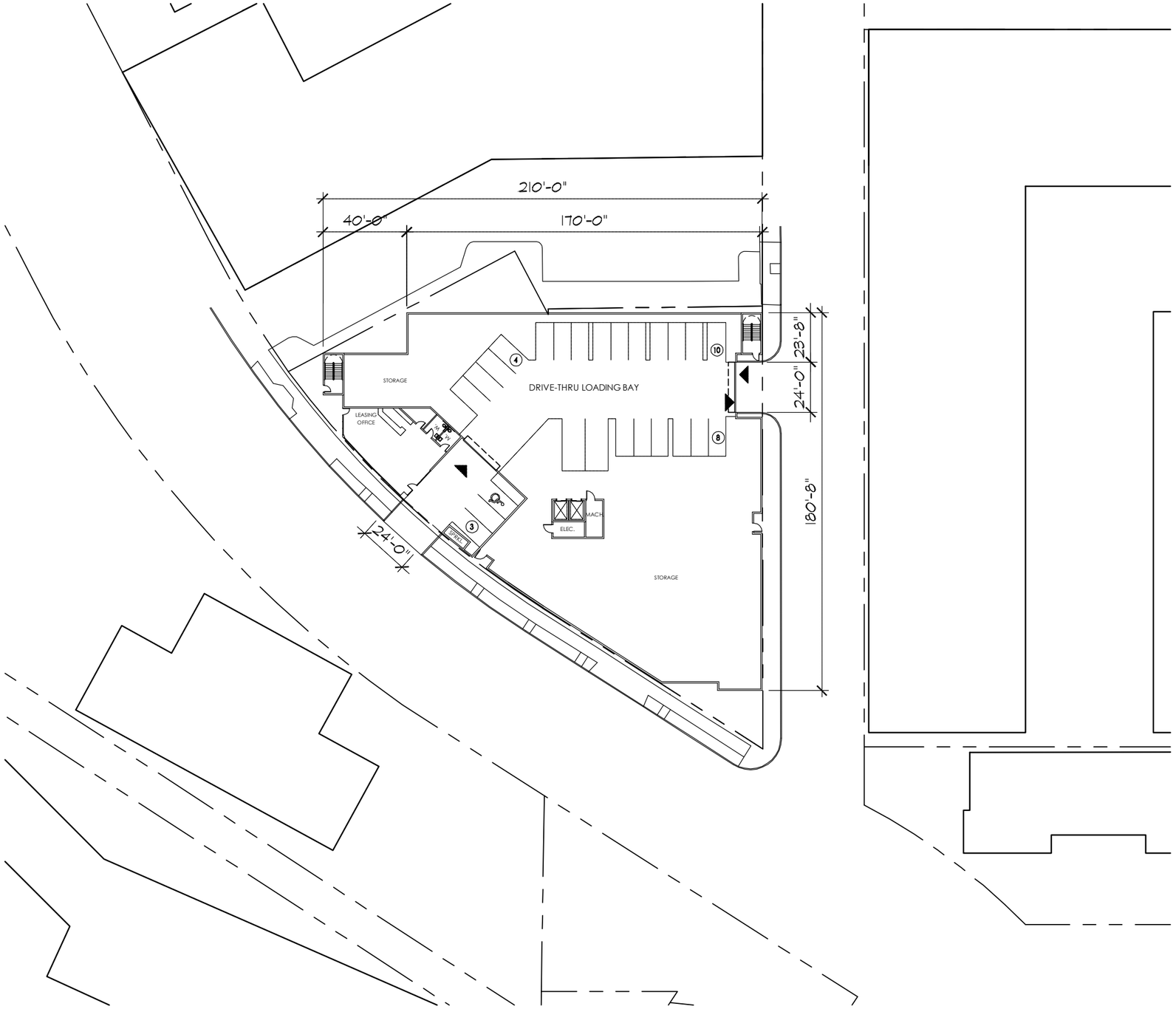

This scheme places the lobby near the northwest corner of the site along the Rainier Avenue street frontage. Glass facade and a two story volume will highlight the entry. The building outline at grade will extend up to the property line. There will be a few parking stalls just inside the building perimeter to serve random drop in customers. Existing customers needing to access their unit would drive past the lobby and initial parking to the secured parking beyond. The secured parking would be arranged in a drive thru configuration with egress occurring out to 33rd.

We are proposing to hold the building back from the southern corner of the site. This will allow for the creation of a nice public pedestrian space along the busy Rainier corridor.

The building footprint will stack in this same footprint for the 4 levels of storage above.

This scheme depicts 25 parking stalls and assumes approval under the pending zoning code legislation. Additional stalls could be added to create an 'L' shaped garage that complies with current code if necessary.

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The self storage use is a fully permitted use for this zone based upon the City of Seattle Zoning code. Given that this section of Rainier is not a part of pedestrian designated zone and that we do not contain a residential use, there is no requirement for specific uses along the street frontage. The typical street level development standards do not apply as this site is located in a commercial zone and not directly across from a residential zone. So there are no restrictions on blank facades, minimum modulation, transparency, etc. As a result, from a strictly a land use code perspective the massing as presented above is fully compliant without any departures. While this may be the case, we believe that following just the letter of the code will not necessarily result in the most appropriate design for this area and look forward to finding common ground on the appropriate extras that can be provided as part of the design review process.

It is important to recognize that the form and function of a storage building differs significantly other building types. Office buildings for example often contain significant glazing and minimal modulation to provide good natural light levels and permit efficient office layouts. A multifamily structure will often contain numerous punched window openings and more significant modulation do the variety of functions housed within a given unit. The self storage project has different requirements than the example types noted above and those differences need to be considered when evaluating the design of the building. Generally self storage developments take one of two forms:

1) The first is a series of single story structures arranged in rows along double loaded drive aisles. These developments are low rise and generally occupy a significant land area relative to the building area. These low rise structures generally do not contain any windows with the exception of the main office.

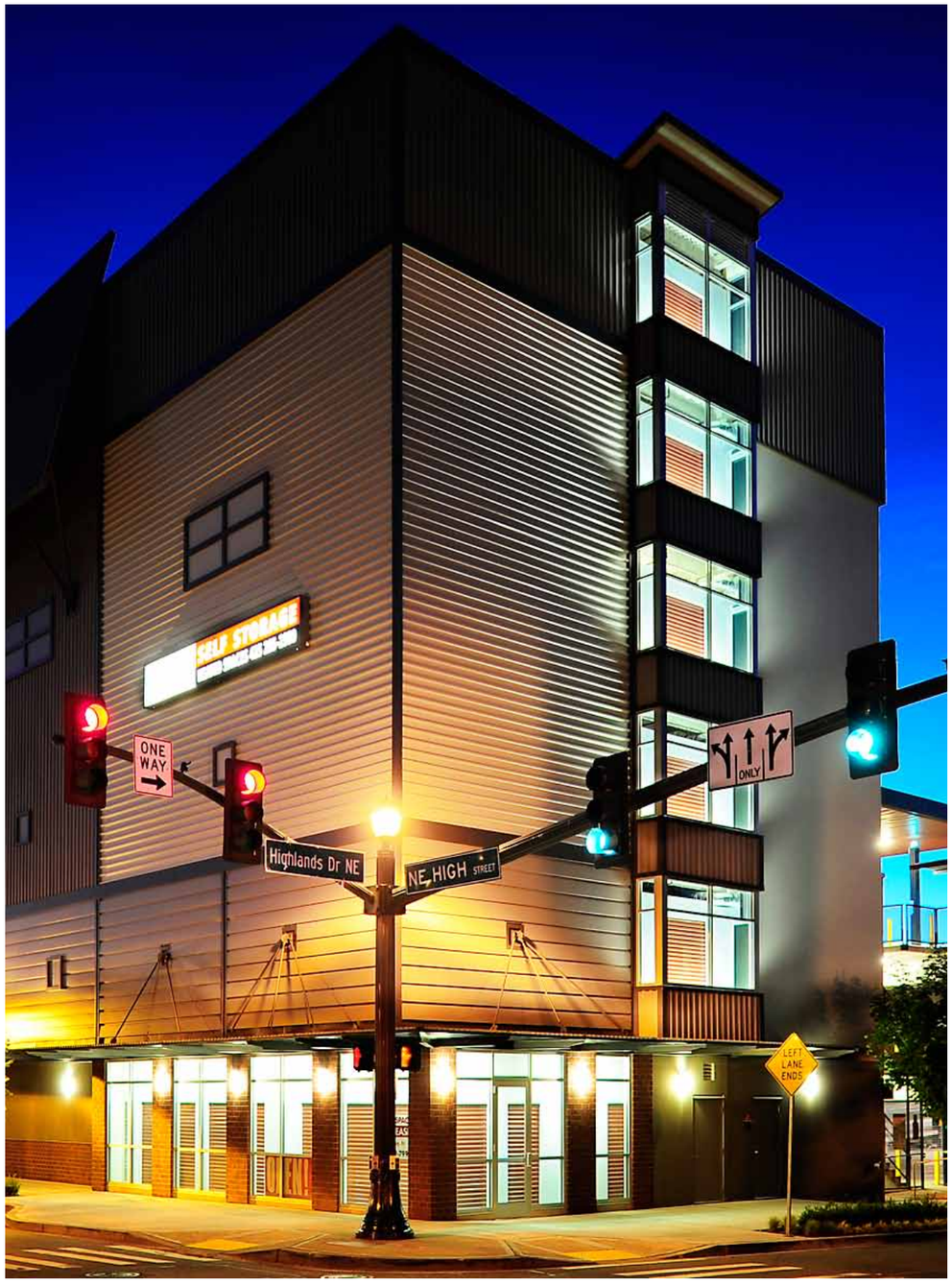
2) In urban environments, self storage is developed in a multi-level fashion. As with the single story version there is almost no need for glazing with the exception of the building lobby, as seen in the top image to the left.

The layout of storage units is optimized with right angles and rectlinear designs. Triangular shapes and curves are difficult to deal with and highly inefficient.

Due to privacy concerns and efficiency there is no real need for additional glazing unless it is used for marketing purposes. An example can be seen in the bottom image to the left. Often times the storage doors that you see are not functioning and serve as display only. It gives the facade some depth but due to the privacy needs of the customers, open visibility to/into storage units is not acceptable.

In these multilevel structures, parking is often contained on the first floor of the building. Generally it is preferred that these parking and loading areas be screened from the adjacent right of ways. This means that the ground floor is typically opaque. The addition of glazing at the ground level is still a possibility but is generally done with spandrel panels or in a shallow display arrangement.

As you will see on the subsequent pages, we think there are some opportunities to give these structures more character without reducing the efficiency they need in order to be successful.



The images at left are examples of projects either developed or managed by the developer of this project. These images also depict some elements that we would expect to be part of our design at this location. The areas of particular interest are as follows:

1) Lobby

The lobby will be a double height space and clad primarily in glass. The appearance would be similar to that of a commercial retail space. Typically the lobby also looks into the storage areas on the upper level through a mezzanine type arrangement. As a result, the storage doors become a display element within the lobby which would have some visibility from the street. This treatment of the lobby promotes way finding and adds clarity and visibility to the building entry point.

2) Exterior Glazing on Upper Levels

Select exterior glazing is utilized multiple levels, particularly at prominent building corners. The glazing serves to break up the facade to some degree. More importantly it adds some facade interest and communicates the building function. In some cases these are active leasable storage units but more often they are display.

3) Exterior Glazing at Grade

Glazing at grade can be done selectively. Spandrel glass or shallow display glazing is preferred. It's also preferred to start the sill a few feet above grade. Certainly the lobby would be full height transparent glass. Along the Rainier frontage, a series of display type windows might make sense to create more of a retail appearance without sacrificing the privacy and security for the building owner and storage tenants.

4) Canopies at grade

Canopies along the Rainier Ave frontage in rhythm with the selective glazing would prove to be a nice aesthetic and could help to establish a more pedestrian scale along such a busy vehicular corridor.

5) Siding Materials

The primary siding materials for this storage project would be metal panel and concrete masonry units. A numerous array of interesting facades can be created with just these two materials by switching profiles and using a varied color palette. So without modulating the building we could still break up the facade and create interest.

At left and below is an example of an urban storage project located in the Pearl District in Portland. We feel this is a really well done example of what can be designed in the self storage project type. By changing material profiles, they have created the effect of modulation and broken up the facade without actually stepping the building. The change of color on the metal panels has served to enliven an otherwise blank facade. This project does contain ground floor retail which we do not envision as part of our program, however I think we have opportunities to utilize glazing selectively in order to create a similar look and feel. While we would not look to replicate this design, we think its a great conversation piece as we begin the design process for our project along Rainier Avenue.

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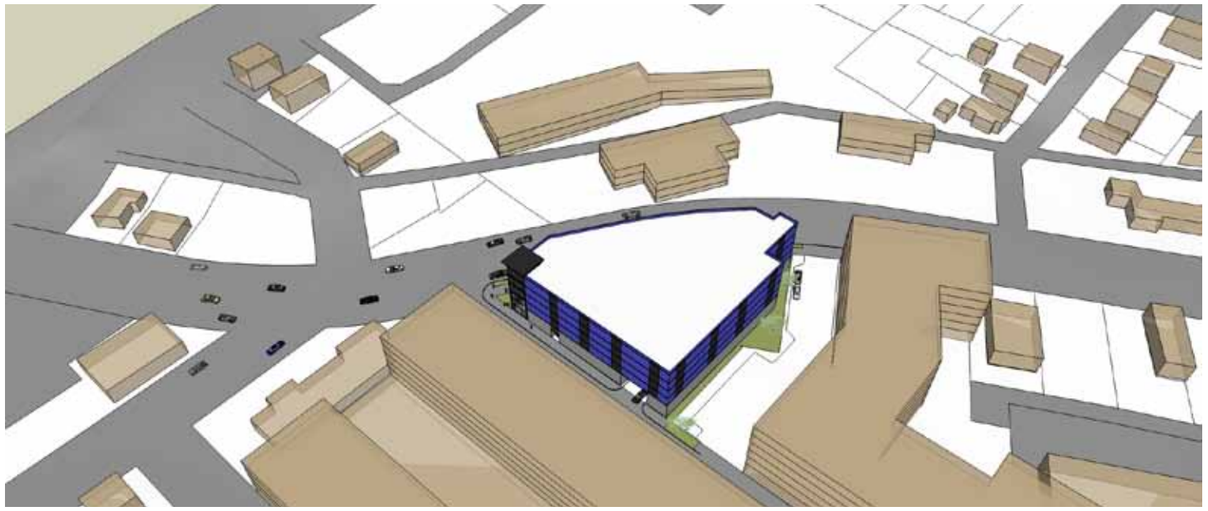

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