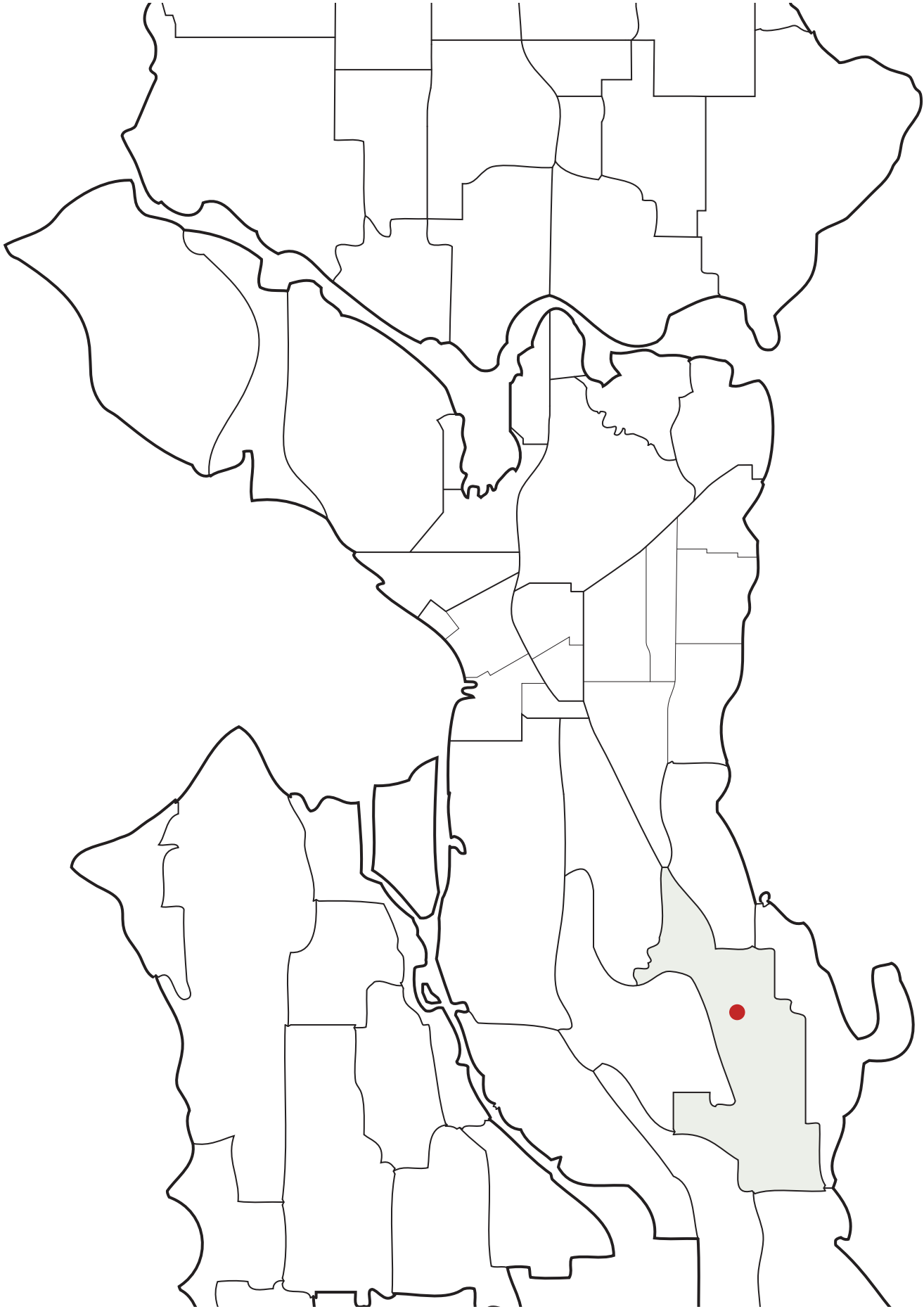


#3018378

5201 Rainier Ave S **EARLY DESIGN GUIDANCE 3**

5201 RAINIER LLC | **S+HWorks**
ARCHITECTURE & INTERIOR



ADDRESS

5201 RAINIER AVE S
SDCI # 30183789

PROJECT TEAM

OWNER	5201 Rainier LLC
ARCHITECT	S+H Works, LLC
SURVEYOR	Emerald Land Surveying, Inc.

PROJECT INFO

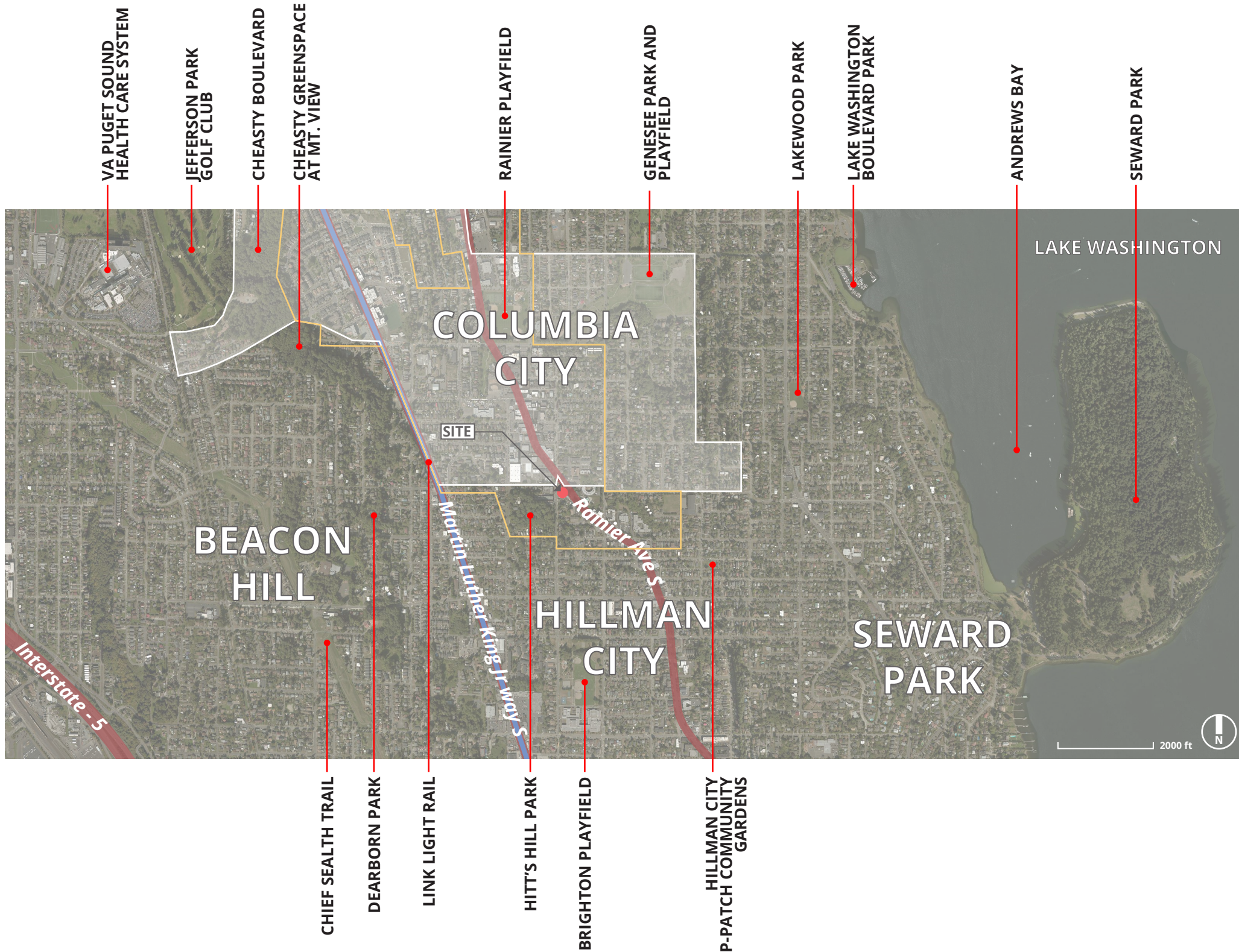
ZONING	NC2-40 (NC3-65 PENDING)
LOT SIZE	24,408 sf
FAR	4.75
ALLOWABLE GFA	115,938 sf
PROPOSED GFA	102,238 sf
PROPOSED UNITS	102
PROPOSED LIVE/WORK	1,910 sf
COMMERCIAL SQ.FT.	52
PARKING STALLS	

PROJECT DESCRIPTION

The proposed development is a mixed use apartment building containing 102 residential units and 1,910 sf of commercial space. 52 parking stalls will be provided in a below grade parking garage.

INDEX

PROJECT INFO / PROPOSAL	II
VICINITY MAP	1
EDG 2 - CONCEPT SUMMARY	2
BOARD RECOMMENDATIONS	3
EDG 2 - CONCEPT C	4-5
EDG 3 - CONCEPT C	6-7
EDG 2 & 3 COMPARISON	
RAINIER AVE S FRONTAGE	8-9
NORTH CORNER	10-13
SOUTHEAST CORNER	14-17
39TH AVE S FRONTAGE	18-21
GARAGE ENTRANCE	22-23
PLAZA	24-25
EDG 3 - DEPARTURES SUMMARY	26
RECENT WORK	27







COLUMBIA CITY

Columbia City is a growing and vibrant urban area within Seattle which offers a unique combination of parks and public amenities. Following the recent addition of the light rail train, there has been a significant amount of development within the area consisting primarily of multi-family townhouse and mixed use projects.

DEVELOPMENT GOALS

- Design a project that respects both the commercial and residential character of the surrounding area.
- Create an attractive project that is welcoming and pedestrian friendly.
- Respond appropriately to neighboring residential uses and create a transition between Rainier Ave and the surrounding residential streets.
- Create high quality living units to further serve the growing neighborhood of Columbia City.

-  COLUMBIA CITY RESIDENTIAL URBAN VILLAGE
-  COLUMBIA CITY
-  SOUND TRANSIT LINK LIGHT RAIL
-  SITE

DESIGN CONCEPT

DC1: PROJECT USES & ACTIVITIES

B.1: VEHICULAR ACCESS LOCATION AND DESIGN

- GARAGE ENTRANCE AND TRASH AREA LOCATED ALONG 39TH AVE S.
- LOCATION MINIMIZES IMPACT ON RESIDENTIAL NEIGHBORHOOD AND AVOIDS CONFLICT WITH RESIDENTIAL LOBBY AND BIKE ACCESS.

B.2: FACILITIES FOR ALTERNATIVE TRANSPORTATION

- BUS STOP IS INTEGRATED INTO COMMERCIAL FRONTAGE.

DC2: ARCHITECTURAL CONCEPT

A.1: SITE CHARACTERISTICS AND USES

- TRIANGULAR SITE ALLOW FOR BALANCED ZONE TRANSITION ALONG EACH FRONTAGE.

A.2: REDUCE PERCEIVED MASS

- ARTICULATION ALONG RAINIER AVE S BREAKS DOWN FRONTAGE INTO SMALLER SCALE ELEMENTS TO REDUCE MASSING.

B.1: FACADE COMPOSITION

- ARTICULATION CONCEPT CONSISTENT ALONG RAINIER FRONTAGE.
- TOWNHOUSE MASSING WILL RELATE TO PRIMARY MASSING THROUGH COMMON MATERIAL PALETTE AND WINDOW ARTICULATION.

B.2: BLANK WALLS

- WHERE BLANK WALLS OCCUR ALONG SOUTH AND WEST FACADES, LANDSCAPED TERRACES ARE PROVIDED TO PROVIDE VISUAL INTEREST.

C.1: VISUAL DEPTH AND INTEREST

- ARTICULATION PROVIDES DEPTH AND RELIEF ALONG ALL FACADES.

C.2: DUAL PURPOSE ELEMENTS

- ARTICULATION ALONG RAINIER FACADE AND INCLUSION OF LANDSCAPED TERRACES ALONG 39TH AVE S SERVE PROJECT FUNCTIONS AND PROVIDE VISUAL INTEREST.

C.3: FIT WITH NEIGHBORING BUILDINGS

- PROJECT WILL SET PRECEDENT FOR FUTURE DEVELOPMENT.

D.1: HUMAN SCALE

- STRONG RHYTHM OF RECESSED ENTRIES, CANOPIES AND PLANTING AREAS ENHANCE PEDESTRIAN SCALE EXPERIENCE.

D.2: TEXTURE

- ARTICULATION CONCEPT PROVIDES OPPORTUNITY FOR FINE-GRAINED SCALE, ESPECIALLY AT GRADE..

DC3: OPEN SPACE CONCEPT (ALL - NEW FROM EDG-2)

INTEGRATE OPEN SPACE DESIGN WITH THE BUILDING DESIGN TO COMPLEMENT EACH OTHER.

- NORTH CORNER HAS BEEN ENHANCED FOR PUBLIC AMENITY.
- L2 PLAZA PROVIDES AREAS FOR PRIVATE PATIOS AND SHARED AREAS.
- LOUNGE AT L2 COMPLEMENTS A CLEARLY DEFINED COMMON AREA.
- L2 PLAZA HAS SOUTH ORIENTATION AND SEASONAL LANDSCAPING.
- ROOF DECK PROVIDES A VARIETY OF SPACES FOR YEAR-ROUND USE.

DC4: MATERIALS

USE APPROPRIATE AND HIGH QUALITY ELEMENTS AND FINISHES FOR THE BUILDING AND ITS OPEN SPACES.

- MATERIAL PALETTE TO BE INSPIRED BY COLUMBIA CITY VICINITY.

CONTEXT AND SITE

CS2: URBAN PATTERN & FORM

A.1: SENSE OF PLACE

- SITE VICINITY HAS SEEN RECENT CHANGE; PROJECT WILL SET A PRECEDENT FOR FUTURE DEVELOPMENT.

A.2: ARCHITECTURAL PRESENCE

- SITE CREATES A CONNECTION BETWEEN COLUMBIA CITY AND HILLMAN CITY.

B.1: SITE CHARACTERISTICS

- TRIANGULAR SHAPED LOT CREATES UNUSUAL GEOMETRY; TOPOGRAPHY CREATES DISTINCT CONDITIONS AT EACH CORNER.

B.2: CONNECTION TO THE STREET

- TRIANGULAR LOT PRESENTS TWO PRIMARY STREET FRONTAGES EACH WITH A DISTINCT CHARACTER.

B.3: CHARACTER OF OPEN SPACE

- NORTH CORNER PRESENTS OPPORTUNITY FOR SMALL PUBLIC OPEN SPACE.

C.1: CORNER SITES

- VISIBLE CORNER WILL BE FOCAL POINT FROM COLUMBIA CITY.

D.1: EXISTING DEVELOPMENT AND ZONING

- ADJACENT PARCELS ARE VACANT OR UNDERUTILIZED AND DO NOT SET STRONG CONTEXT FOR PROJECT.
- PROJECT TRANSITIONS TO DEVELOPMENT POTENTIAL FOR EACH ADJACENT ZONE CONDITION.

D.2: EXISTING SITE FEATURES

- TRIANGULAR SITE ALLOW FOR BALANCED ZONE TRANSITION ALONG EACH FRONTAGE.

D.3: ZONE TRANSITIONS

- FRONTAGE ALONG RAINIER AVE S STEPS ALONG STREET TO NC2-40 NEIGHBOR.

D.4: MASSING CHOICES

- ARRANGEMENT OF RAINIER MASSING AND TOWNHOUSES LOCATE BULK OF PROJECT AWAY FROM LESS INTENSE ZONE.

D.5: RESPECT FOR ADJACENT SITES

- PROJECT HAS FEW CONDITIONS WHERE BUILDING IS CLOSE TO PROPERTY LINE TO MINIMIZE IMPACT ON FUTURE DEVELOPMENT PRIVACY.

PUBLIC LIFE

PL3: STREET LEVEL INTERACTION

B.1: SECURITY AND PRIVACY

- PRIMARY RESIDENTIAL ENTRY WIDENED AND RECESSED TO CREATE TRANSITION TO LOBBY.
- TOWNHOUSES ARE SETBACK TO BUFFER FROM STREET.

B.2: GROUND-LEVEL RESIDENTIAL

- TOWNHOUSES PROVIDE CLEARLY DEFINED ENTRIES TO ENHANCE RELATIONSHIP TO STREET.

B.3: BUILDINGS WITH LIVE/WORK USES

- FIRST FLOOR PROVIDES OPTIONS FOR COMMERCIAL USE AND LOFTS PROVIDE CLEAR SEPARATION OF USES.
- CLEARLY DEFINED ENTRIES AND WINDOW PALETTE ACTIVATE THE STREET.

B.4: INTERACTION

- PROXIMITY OF LOBBY TO BUS STOP AND NORTH CORNER PLAZA CREATE OPPORTUNITIES FOR INTERACTION BETWEEN RESIDENTS AND NEIGHBORS.

C.1: POROUS EDGE

- FACADE ALONG RAINIER AVE S CREATES MANY OPPORTUNITIES FOR VISUAL INTERACTION WITH COMMERCIAL AND LIVE-WORKS FROM THE STREET.

C.2: VISIBILITY

- EACH SPACE ALONG RAINIER HAS AMPLE FRONTAGE TO ALLOW FOR VISIBILITY.

C.3: ANCILLARY ACTIVITIES

- NORTH CORNER R.O.W. CREATES OPPORTUNITY FOR PUBLIC ART AND AMENITY.

PL4: ACTIVE TRANSPORTATION

B.1: EARLY PLANNING

- RAINIER AVE S WILL BE ENHANCED AS A BIKE ARTERIAL.

B.2: BIKE FACILITIES

- BIKE STORAGE ADJACENT TO RESIDENTIAL LOBBY FOR CONVENIENT AND SECURE STORAGE. ADDITIONAL RACKS WILL BE PROVIDED IN R.O.W. FOR COMMERCIAL USES AND GUESTS.

B.3: BIKE CONNECTIONS

- BIKE STORAGE CONVENIENT TO RAINIER AND BUS STOP TO ENHANCE CONNECTIONS BETWEEN TRANSIT AND BIKES.

EDG 2 CONCEPT C: MASSING



PERSPECTIVE LOOKING AT NORTH CORNER OF BUILDING



PERSPECTIVE LOOKING AT NORTHWEST CORNER OF BUILDING



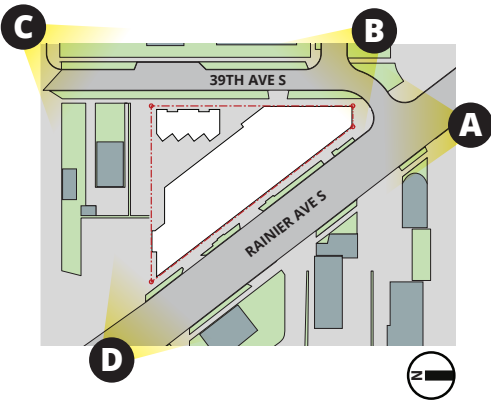
PERSPECTIVE LOOKING AT SOUTHWEST CORNER OF BUILDING



PERSPECTIVE LOOKING AT SOUTHEAST CORNER OF THE BUILDING

EDG 2 FEEDBACK

- 1A MASSING/TRANSITION: NORTH CORNER (CS2.C.1, CS2.D)**
 - PROJECT TRANSITIONS BETWEEN COLUMBIA CITY AND HILLMAN CITY.
 - EXPLORE STRATEGIES TO MITIGATE HEIGHT, BULK AND SCALE.
 - CONSIDER OPEN SPACE/PUBLIC AMENITIES TO SOFTEN THE CORNER.
- 1B MASSING/TRANSITION: SOUTHEAST CORNER (CS2.D)**
 - PROJECT TRANSITIONS BETWEEN COLUMBIA CITY AND HILLMAN CITY.
 - EXPLORE STRATEGIES TO MITIGATE HEIGHT, BULK AND SCALE, AND ENHANCE VISIBLE CORNER.
- 1C MASSING/CONCEPT (CS2.D)**
 - BOARD SUPPORTED CONCEPT C, INCLUDING THE TOWNHOUSES TO TRANSITION TO LR2.
 - CONSIDER METHODS TO ENHANCE THE TRANSITION BETWEEN THE MASSES.
- 2 GARAGE ENTRANCE (DC1.B.1)**
 - EXPLORE ARCHITECTURAL IMPLICATIONS FOR MOVING GARAGE ENTRANCE SOUTH.
- 3 PLAZA (DC3)**
 - EXPLORE PLAZA DESIGN FOR ACCESS AND USABILITY WITH RELATIONSHIP TO RESIDENTIAL EDGES.



EDG 3 CONCEPT C: MASSING



PERSPECTIVE LOOKING AT NORTH CORNER OF BUILDING



PERSPECTIVE LOOKING AT NORTHWEST CORNER OF BUILDING



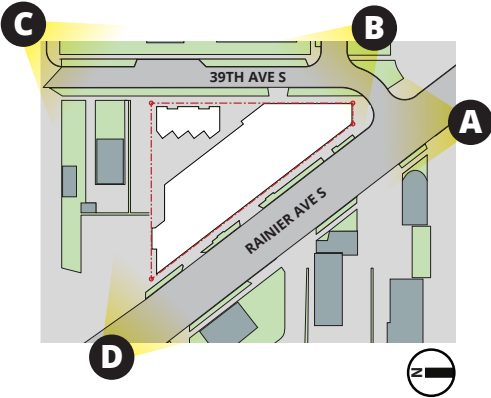
PERSPECTIVE LOOKING AT SOUTHWEST CORNER OF BUILDING



PERSPECTIVE LOOKING AT SOUTHEAST CORNER OF THE BUILDING

DESIGN RESPONSE

- 1A MASSING/TRANSITION: NORTH CORNER**
 - BUILDING FOOTPRINT AND BULK REDUCED AT THE CORNER. (CS2.A.1)
 - SMALLER SCALE ARTICULATION EXTENDED AROUND NORTH CORNER. (DC2.A.2, DC2.B.1)
 - CORNER ELEMENT ENHANCED FOR FOCAL POINT. (CS2.C.1)
 - MORE AREA AVAILABLE FOR CORNER AMENITY AT GRADE. (PL3.C.3, DC3.C.2)
- 1B MASSING/TRANSITION: SOUTHEAST CORNER**
 - MOVED STAIR TOWER INTO INTERIOR TO REDUCE BULK. (CS2.D.1, CS2.D.3)
 - SHIFTED ARTICULATION SOUTH; LOWER MASSING NEAR 40' NEIGHBOR. (DC1.A.2)
 - REDUCED BUILDING FOOTPRINT; MORE SEPARATION AND FENESTRATION. (CS2.D.5)
- 1C MASSING/CONCEPT**
 - MATERIALS AND FENESTRATION PALETTE WILL UNIFY MASSING. (DC2.B.1)
 - PRIVACY STUDY WILL MITIGATE RELATIONSHIP BETWEEN UNITS.
- 2 GARAGE ENTRANCE**
 - EXPLORED ALTERNATE GARAGE LOCATIONS - PREFERRED SCHEME IS MOST ARCHITECTURALLY CONSISTENT. (DC1.B.1)
- 3 PLAZA**
 - DECENTRALIZED LANDSCAPING IN PLAZA TO ALLOW FOR MORE SMALL SPACES. (DC3.B.1)
 - CREATED COVERED LOGGIA FOR SEVERAL UNITS FACING PLAZA. (DC3.B.4)
 - ADDED INTERIOR LOUNGE AND SECOND INTERIOR ACCESS POINT FOR ENHANCED CIRCULATION. (DC3.A.1)



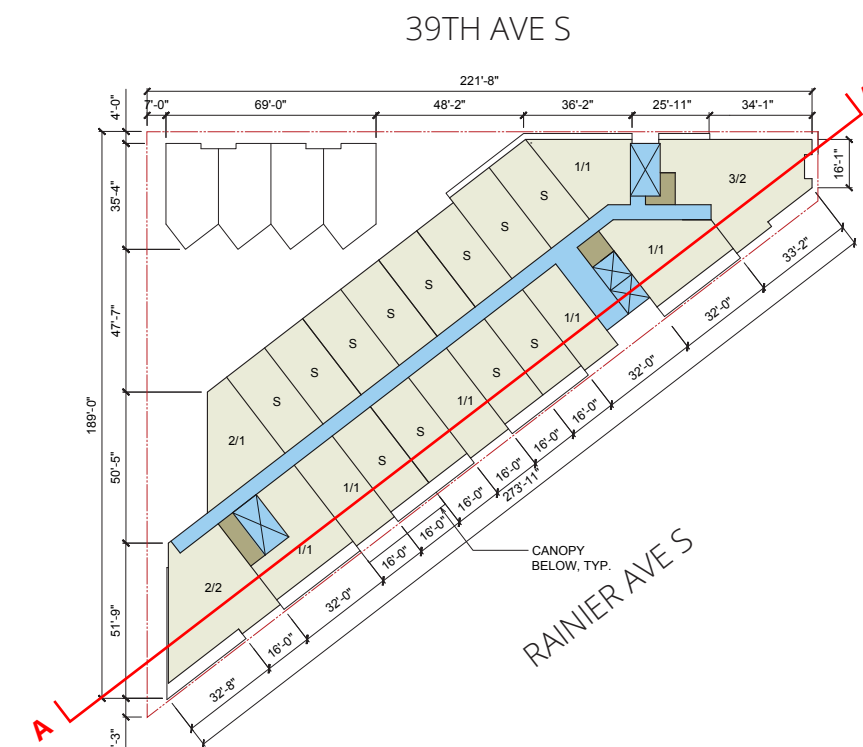
EDG 3 CONCEPT C: PLANS



LEVEL 1/P1

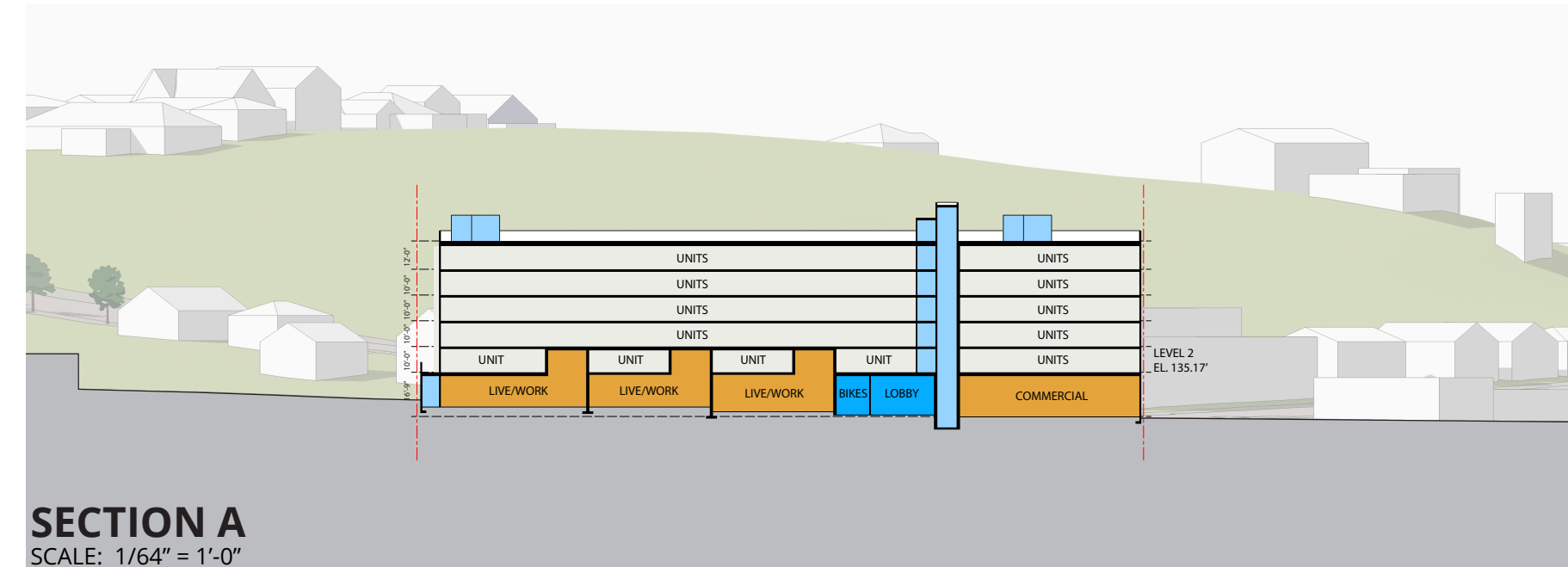


LEVEL 2 (L3-L4 SIM)



LEVEL 5 (L6 SIM)

FLOOR PLANS
SCALE: 1/64" = 1'-0"



SECTION A
SCALE: 1/64" = 1'-0"



BIRDS EYE LOOKING SOUTH

EDG 2 CONCEPT C: RAINIER AVE S FRONTAGE FEEDBACK



EDG 3 CONCEPT C: RAINIER AVE S FRONTAGE RESPONSE



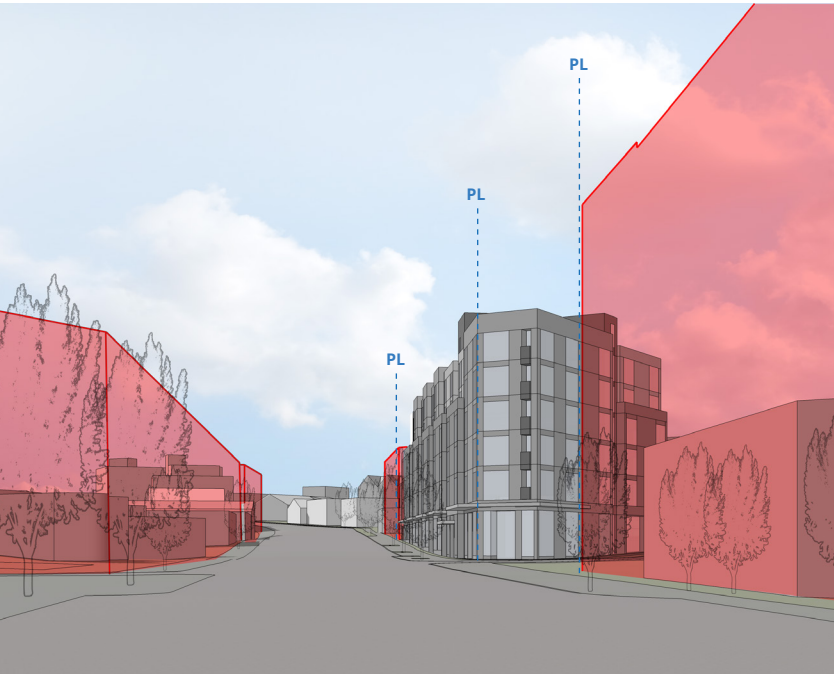
EDG 2 CONCEPT C: NORTH CORNER



PROPOSED MASSING AT NORTH CORNER (EDG-2)

EDG 2 FEEDBACK

- 1A MASSING/TRANSITION: NORTH CORNER (CS2.C.1, CS2.D)**
- PROJECT TRANSITIONS BETWEEN COLUMBIA CITY AND HILLMAN CITY.
 - EXPLORE STRATEGIES TO MITIGATE HEIGHT, BULK AND SCALE.
 - CONSIDER OPEN SPACE/PUBLIC AMENITIES TO SOFTEN THE CORNER.
- POSITIVE:**
- STRONG 'PROW' ON RAINIER CREATES VISIBLE FOCAL POINT.
- NEGATIVE:**
- CORNER MASSING TOO DOMINANT AND INCONSISTENT WITH ARTICULATION CONCEPT.
 - LARGE FOOTPRINT AT CORNER LIMITS ON-GRADE AMENITY.



VIEW LOOKING SOUTH ON RAINIER

EDG 3 CONCEPT C: NORTH CORNER

DESIGN RESPONSE

1A MASSING/TRANSITION: NORTH CORNER MODIFICATIONS

- BUILDING FOOTPRINT AND BULK SHIFTED AWAY FROM THE CORNER.
- INCREASED SETBACK AT CORNER REDUCES BULK AND PROVIDES RELIEF AT GRADE.
- SMALLER SCALE ARTICULATION EXTENDED NORTH OF ELEVATOR TOWER AND AROUND NORTH CORNER.

POSITIVE:

- LOWERED PARAPET AT CORNER REDUCES VISUAL SCALE. (CS2.D.3)
- CORNER ELEMENT ENHANCED FOR FOCAL POINT WITH RECESSED DECKS AND ACCENT MATERIAL. (CS2.C.1)
- MORE AREA AVAILABLE FOR CORNER AMENITY AT GRADE. (PL3.C.3, DC3.C.2)
- GENEROUS ROOF AMENITY STILL AVAILABLE. (DC3.B.4)
- CREATES STRONG TRANSITION TO ADJACENT 65' ZONE. (CS2.D.1)

NEGATIVE:

- NONE



PROPOSED MASSING AT NORTH CORNER (PREFERRED)



VIEW LOOKING SOUTH ON RAINIER

EDG 3 CONCEPT C: NORTH CORNER STUDIES



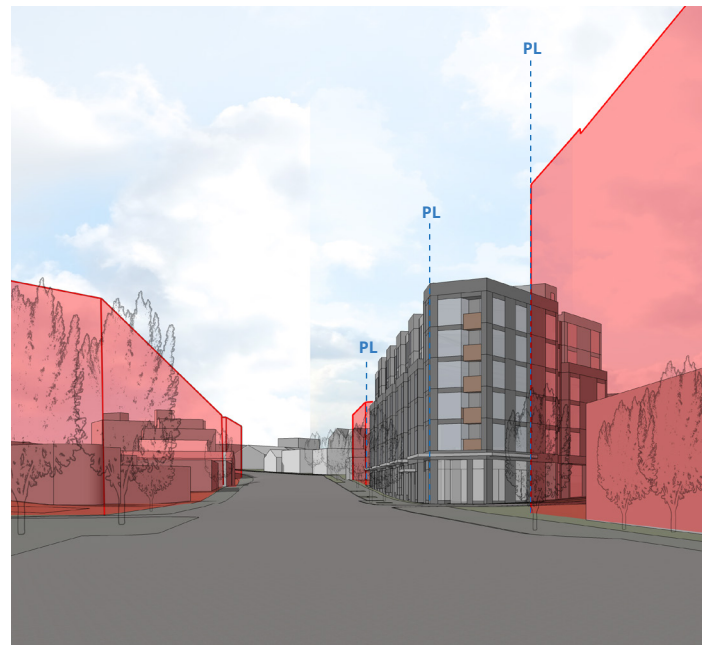
SHIP'S PROW

POSITIVE:

- STRONG 'PROW' WITH BETTER ARTICULATION ON RAINIER.
- CREATES MORE DEFINED FOCAL POINT ALONG RAINIER.

NEGATIVE:

- VISUALLY DOMINANT CORNER.
- LARGE FOOTPRINT AT CORNER.



VIEW LOOKING SOUTH ON RAINIER



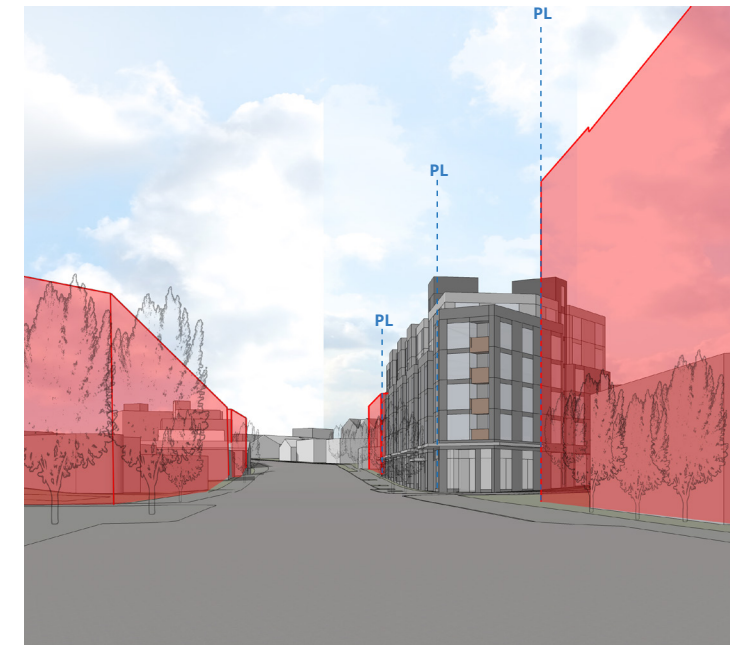
UPPER STORY REMOVED

POSITIVE:

- VISIBLE CORNER MASS FOR FOCAL POINT ALONG RAINIER.
- REDUCED SENSE OF SCALE AT CORNER.

NEGATIVE:

- 'WEDDING CAKE' EFFECT IS TOO FORMULAIC.
- CORNER MASSING CREATES 'BOOKEND' FOR ARTICULATION CONCEPT.
- WEAKENS POTENTIAL TRANSITION TO NORTH 65' NEIGHBOR.
- UPPER STORY MASSING IS STILL VISIBLE FROM STREET.
- LARGER FOOTPRINT AT CORNER.
- SMALLER AMENITY SPACE AT ROOF DECK.



VIEW LOOKING SOUTH ON RAINIER



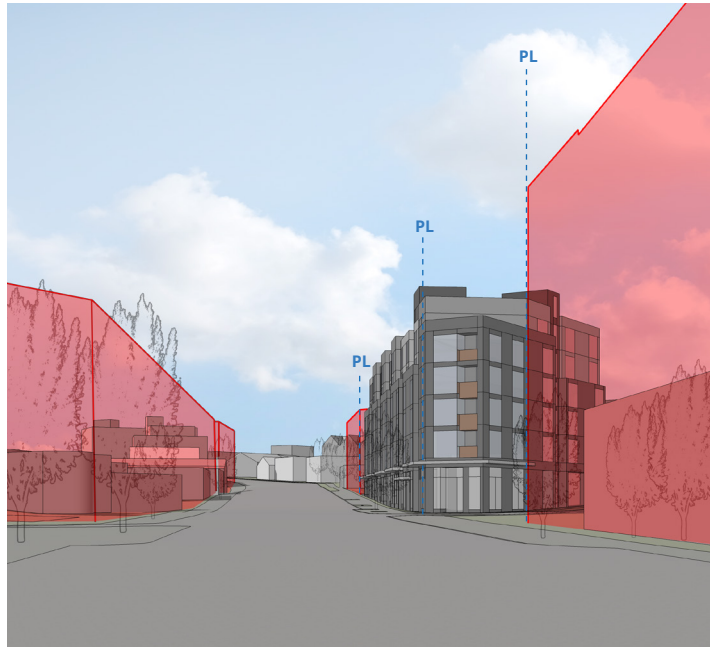
LOWERED CORNER

POSITIVE:

- LOWERS HEIGHT AT CORNER.

NEGATIVE:

- INCONSISTENT WITH ARTICULATION CONCEPT.
- CORNER MASSING APPEARS UNINTENTIONAL, AND NOT A STRONG FOCAL POINT.
- WEAKENS POTENTIAL TRANSITION TO NORTH 65' NEIGHBOR.
- UPPER STORY MASSING IS STILL VISIBLE FROM STREET.
- LARGE FOOTPRINT AT CORNER.
- SMALLER AMENITY SPACE AT ROOF DECK.



VIEW LOOKING SOUTH ON RAINIER



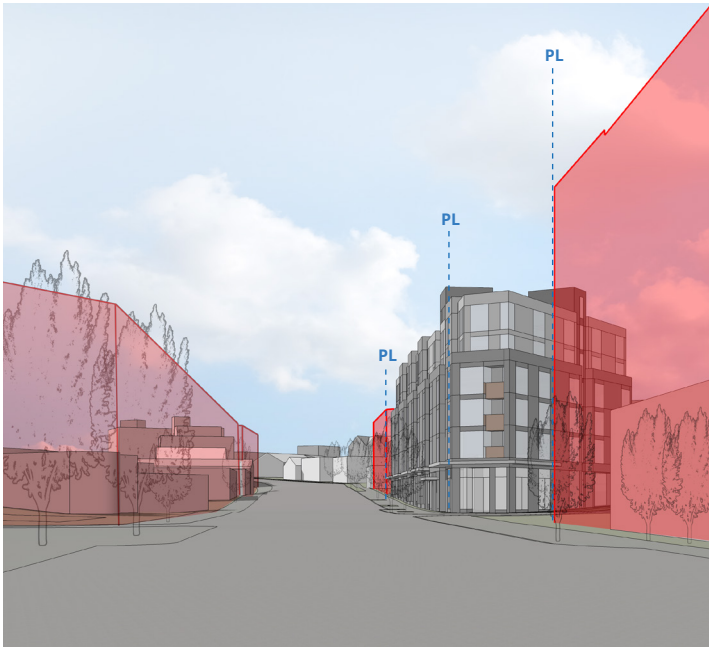
UPPER STORY SETBACK

POSITIVE:

- UPPER STORY SETBACK REDUCES MASSING AT CORNER.

NEGATIVE:

- 'WEDDING CAKE' EFFECT IS TOO FORMULAIC.
- HISTORICIST PRECEDENT FOR NEIGHBORHOOD.
- CORNER EXPRESSION IS LESS STRONG.
- WEAKENS POTENTIAL TRANSITION TO NORTH 65' NEIGHBOR.
- LARGE FOOTPRINT AT CORNER.



VIEW LOOKING SOUTH ON RAINIER

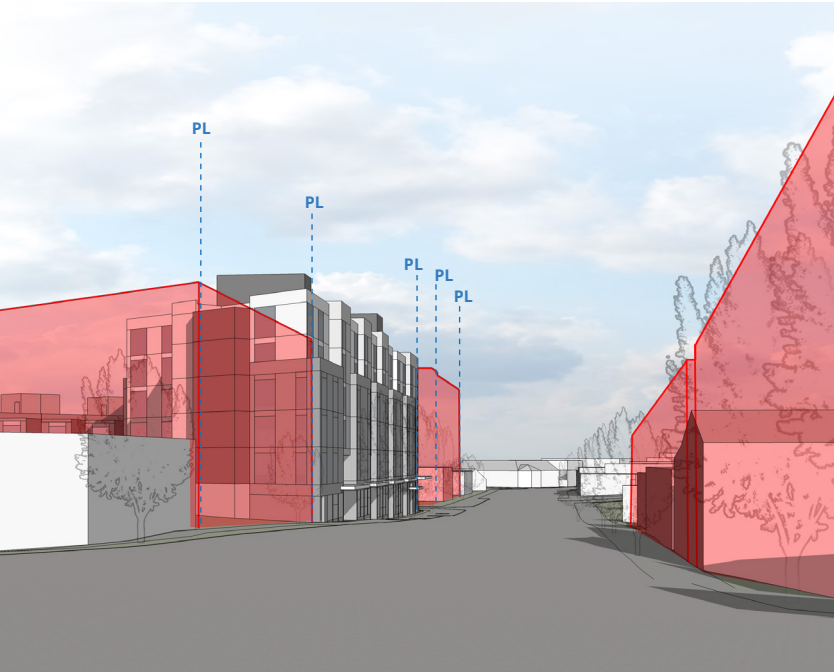
EDG 2 CONCEPT C: SOUTHEAST CORNER



PROPOSED MASSING AT SOUTHEAST CORNER (EDG-2)

EDG 2 FEEDBACK

- 1B MASSING/TRANSITION: SOUTHEAST CORNER (CS2.D)**
- PROJECT TRANSITIONS BETWEEN COLUMBIA CITY AND HILLMAN CITY.
 - EXPLORE STRATEGIES TO MITIGATE HEIGHT, BULK AND SCALE AND ENHANCE VISIBLE CORNER.
- POSITIVE:**
- MAINTAINS LARGER UNITS AND BETTER INTERNAL CIRCULATION.
 - MAXIMIZES REDUCED SETBACK AT ADJACENT NC-ZONE.
- NEGATIVE:**
- BULKY PENTHOUSE MASS AT SOUTH PROPERTY LINE.
 - MINIMAL SETBACK FOR WINDOWS AT PROPERTY LINE.



VIEW LOOKING NORTH ON RAINIER

EDG 3 CONCEPT C: SOUTHEAST CORNER

DESIGN RESPONSE

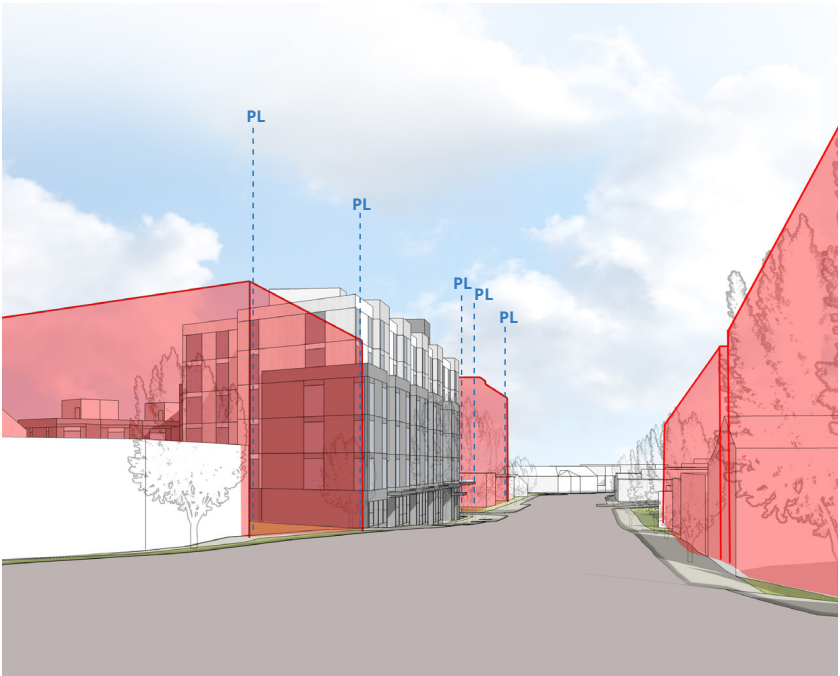
- 1B MASSING/TRANSITION: SOUTHEAST CORNER MODIFICATIONS:**
- STAIR TOWER & PENTHOUSE MOVED AWAY FROM CORNER, REDUCING BULK OF THE BUILDING MASS.
 - INCREASED SETBACK AT PROPERTY LINE CREATES MORE SEPARATION BETWEEN BUILDINGS.
 - MASSING ARTICULATION SHIFTED TO CORNER TO EMPHASIZE AND TERMINATE FACADE RHYTHM.

- POSITIVE:**
- CLEAR EXPRESSION OF ARTICULATION CONCEPT AS IT TERMINATES AT THE BUILDING CORNER. (DC1.B.1)
 - LOWER MASSING ARTICULATION CREATES STRONG DATUM RELATIONSHIP TO SOUTH NEIGHBOR. (CS2.D.1, CS2.D.3)
 - CONSISTENT SIGHT LINE IS ESTABLISHED ALONG RAINIER. (CS2.A.2)
 - GLAZING ADDED AT CORNER TO LIGHTEN THE MASS AND CREATE FURTHER VISUAL INTEREST. (CS2.D.5)
 - EXIT COURT WILL INCLUDE PAVING, SECURITY GATE AND LANDSCAPING. (CS2.D.5)

- NEGATIVE:**
- NONE.



PROPOSED MASSING AT SOUTHEAST CORNER (PREFERRED)



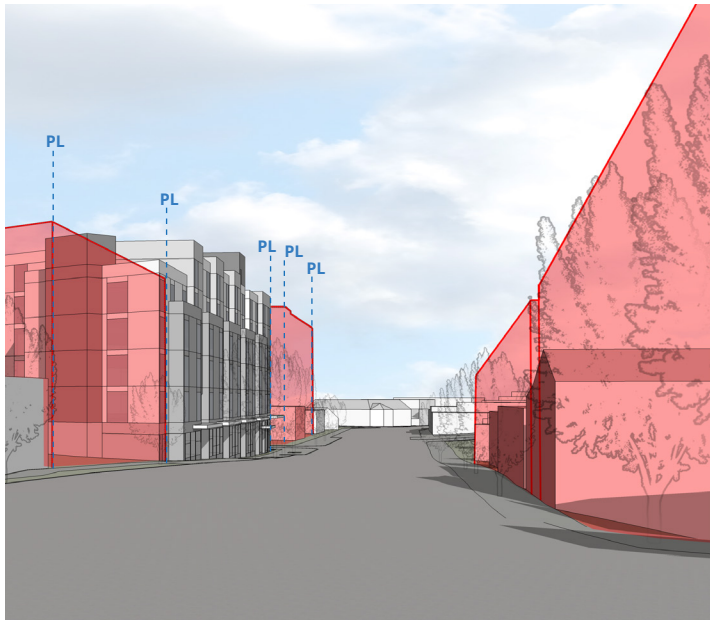
VIEW LOOKING NORTH ON RAINIER

EDG 3 CONCEPT C: SOUTHEAST CORNER STUDIES



UPPER STORY REMOVED

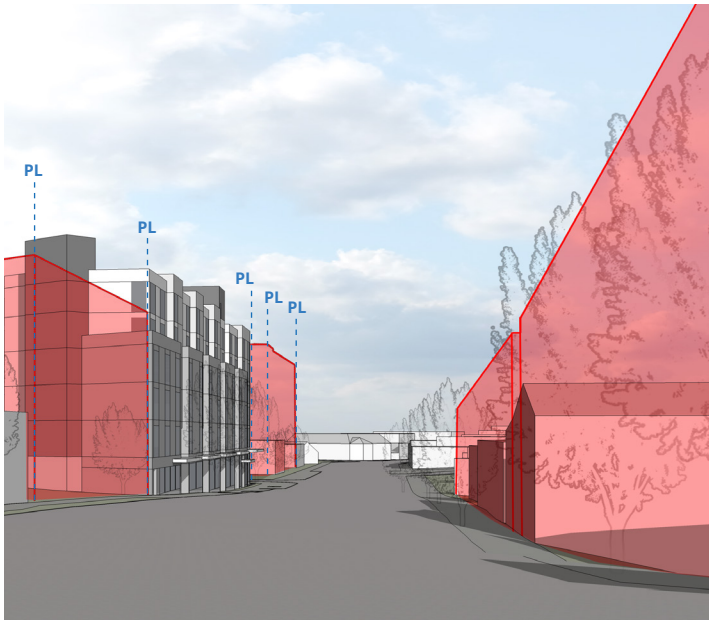
- POSITIVE:**
- LOWERED MASS AT SOUTH CORNER.
- NEGATIVE:**
- PENTHOUSE BULK BECOMES MORE PROMINENT.
 - DIFFICULT ROOF CIRUCLATION FOR AMENITY EXITING.
 - 'WEDDING CAKE' EFFECT IS TOO FORMULAIC.
 - CORNER MASSING IS UNIQUE CONDITION BASED ON ARTICULATION CONCEPT.
 - UPPER STORY MASSING IS STILL VISIBLE.



VIEW LOOKING NORTH ON RAINIER

SETBACK CORNER

- POSITIVE:**
- FURTHER ARTICULATION REDUCES CORNER'S VISUAL IMPACT.
- NEGATIVE:**
- ROOF EXITING REQUIREMENTS CREATE ODD ANGLE AT SETBACK .
 - SETBACK APPEARS UNINTENTIONAL.



VIEW LOOKING NORTH ON RAINIER

EDG 3 CONCEPT C: SOUTHEAST CORNER STUDIES



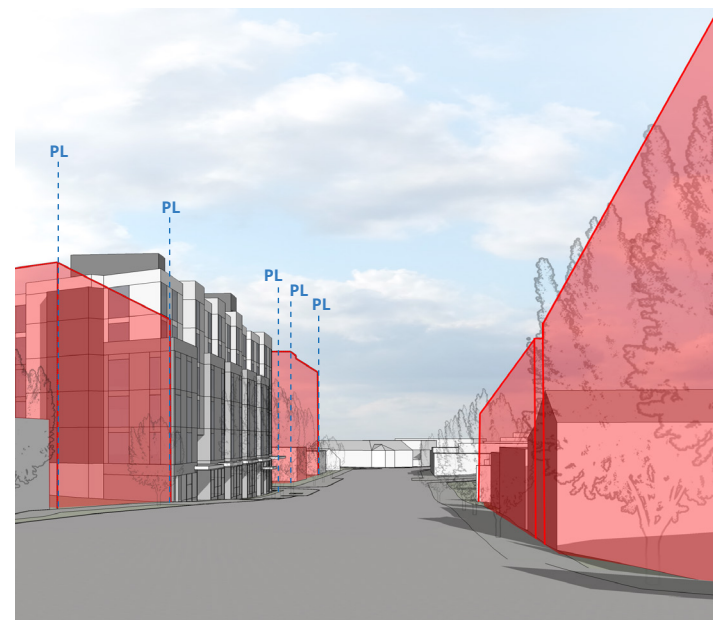
RAINIER STAIR TOWER

POSITIVE:

- RECESSED TOWER ALONG RAINIER FURTHER BREAKS DOWN RAINIER FRONTAGE.

NEGATIVE:

- GENERAL MASSING BULK STILL IN CLOSE PROXIMITY TO ADJACENT SOUTH NEIGHBOR.
- INCONSISTENT RHYTHM OF ARTICULATION ALONG RAINIER.
- CREATES 'BOOKEND' EFFECT FOR FRONTAGE.



VIEW LOOKING NORTH ON RAINIER

CONCEALED STAIR TOWER

POSITIVE:

- REDUCES BULK AT SOUTH NEIGHBOR.
- ALLOWS RAINIER FRONTAGE TO REMAIN CONSISTENT.

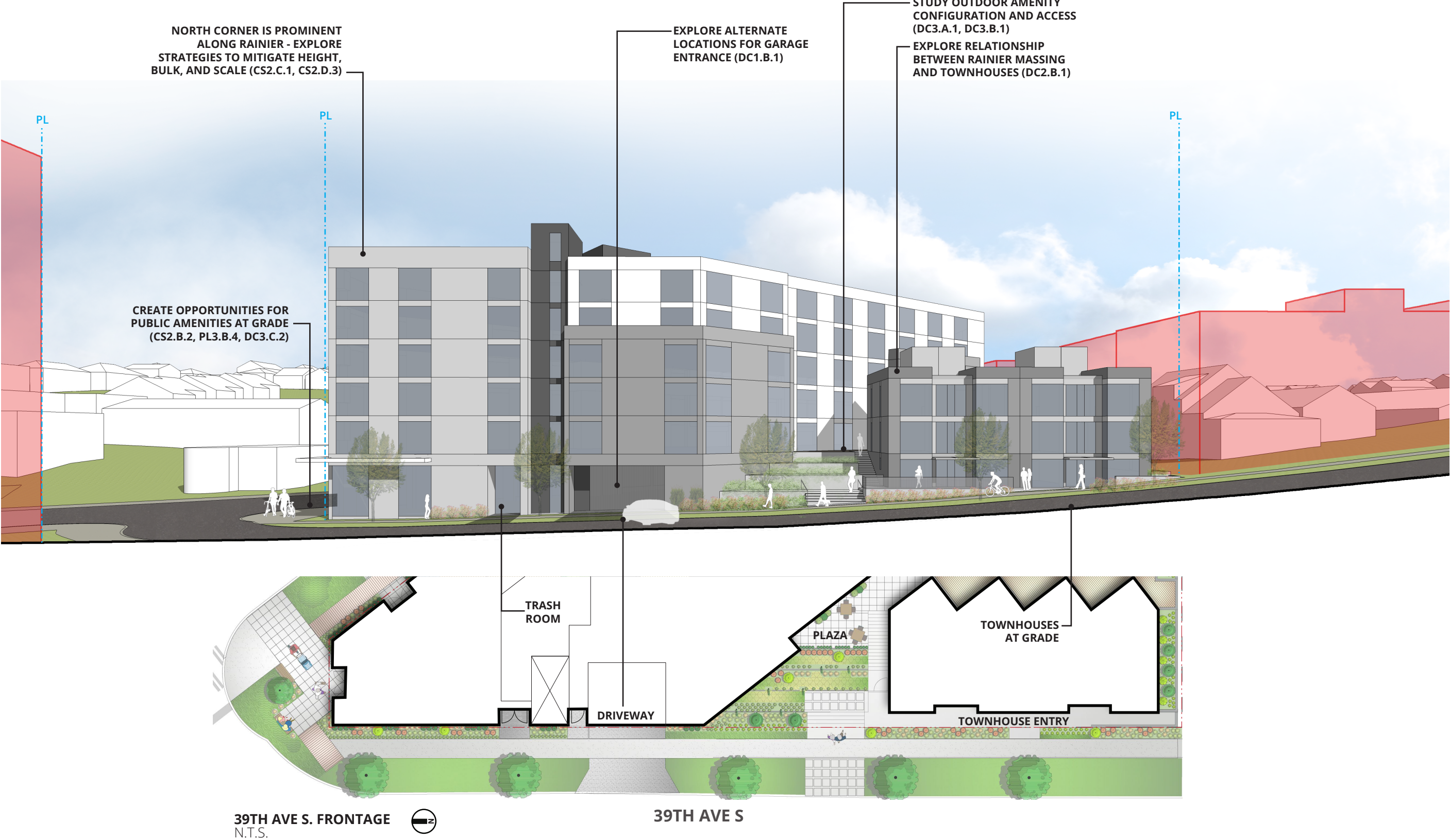
NEGATIVE:

- GENERAL MASSING BULK STILL IN CLOSE PROXIMITY TO ADJACENT SOUTH NEIGHBOR.
- TALLER MASSING ESTABLISHES GROUND CONNECTION - LESS RELATIONSHIP TO SOUTH NEIGHBOR.

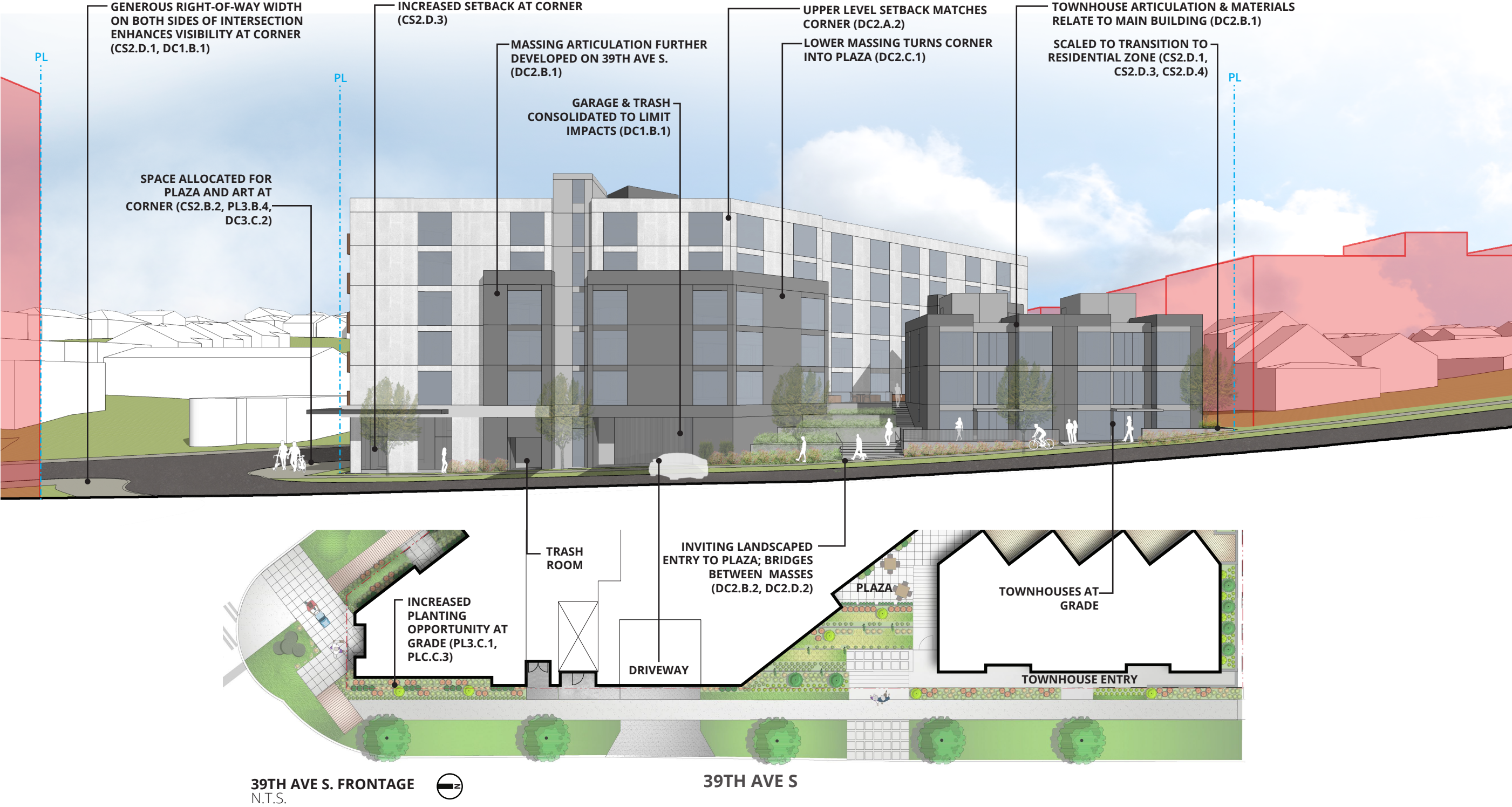


VIEW LOOKING NORTH ON RAINIER

EDG 2 CONCEPT C: 39TH AVE S FRONTAGE FEEDBACK

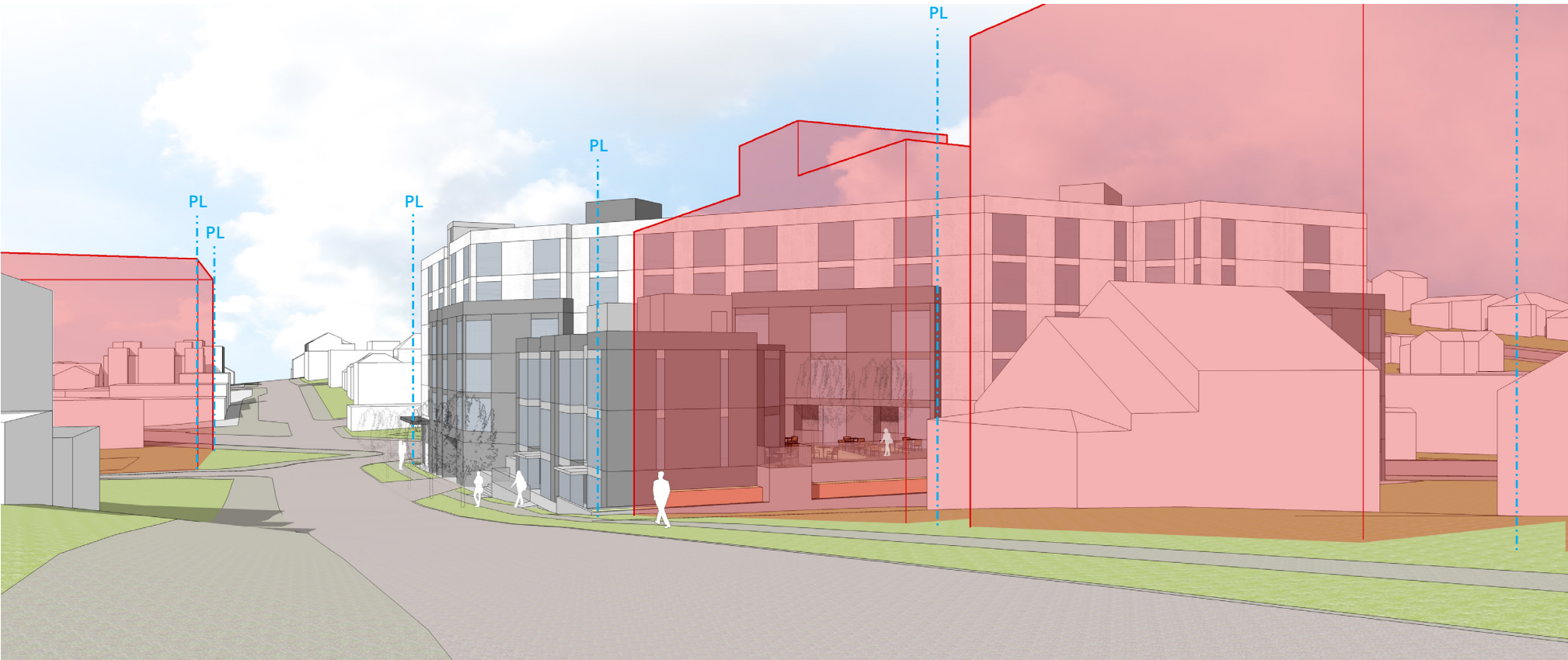


EDG 3 CONCEPT C: 39TH AVE S FRONTAGE RESPONSE





VIEW LOOKING SOUTH ON 39TH AVE S.



VIEW LOOKING NORTH ON 39TH AVE S.

EDG 2 FEEDBACK

MASSING/CONCEPT (CS2.D)

- BOARD SUPPORTED CONCEPT C, INCLUDING THE TOWNHOUSES TO TRANSITION TO LR2.
- CONSIDER METHODS TO ENHANCE THE TRANSITION BETWEEN THE MASSES.

1c DESIGN RESPONSE

NORTH APPROACH

- MATERIAL AND FENESTRATION PALETTE CREATE VISUAL CONNECTION BETWEEN MASSES. (DC2.B.1)
- LANDSCAPED TERRACES BRIDGE BETWEEN THE TWO ELEMENTS, CLEARLY DISTINGUISHING BETWEEN THE TWO MASSES. (PL3.B.1, DC2.B.2)
- TERRACES PROVIDE LIMITED VIEW INTO PLAZA, ALLUDING TO OPEN SPACE CONNECTION BETWEEN ELEMENTS. (PL3.C.2, DC2.D.2)
- TOWNHOUSE FLOOR PLANS MAXIMIZE OPPORTUNITY FOR PRIVACY BETWEEN BUILDINGS. (DC2.C.3)
- TOWNHOUSE ENTRIES ARE CLEARLY DEFINED BY LOW WALLS AND PLANTINGS. (PL3.B.2)

1c DESIGN RESPONSE

SOUTH APPROACH

- HIGHER TOPOGRAPHY GIVES MORE CLEAR VIEW OF OVERALL MASSING. (CS2.D.2)
- REPETITION OF MATERIAL AND FENESTRATION PALETTE EMPHASIZES RELATIONSHIP BETWEEN ELEMENTS. (DC2.B.1)
- VIEW INTO PLAZA EXPRESSES THE OPEN SPACE AMENITY BETWEEN THE TWO ELEMENTS. (PL3.C.2)
- TOWNHOUSE FLOOR PLANS MAXIMIZE OPPORTUNITY FOR DAYLIGHTING AT PLAZA. (DC2.A.1)
- TERRACED LANDSCAPING AT SOUTH BREAKS DOWN BLANK WALLS. (CS2.D.5, DC2.B.2, DC2.D.2)

1c EDG 3 CONCEPT C: MASSING TRANSITION STUDIES



39TH AVE S. FRONTAGE

V-SHAPED MASSING

LOT GEOMETRY LIMITS OPTIONS FOR CONNECTING TOWNHOUSES TO MAIN BUILDING MASSING.

POSITIVE:

- SCALES STRUCTURE TO MATCH LR2 TO SOUTH.
- SINGULAR MASSING LOOKS COHESIVE.

NEGATIVE:

- BUILDING APPEARS MUCH LARGER ON 39TH AVE S.
- DIFFICULT CIRCULATION AT INTERIOR.



39TH AVE S. FRONTAGE

CONTRASTING ELEMENTS

PREFERRED SCHEME TREATS BOTH MASSES SIMILARLY IN TERMS OF MATERIALS AND FENESTRATION TO EMPHASIZE RELATIONSHIP BETWEEN THE TWO.

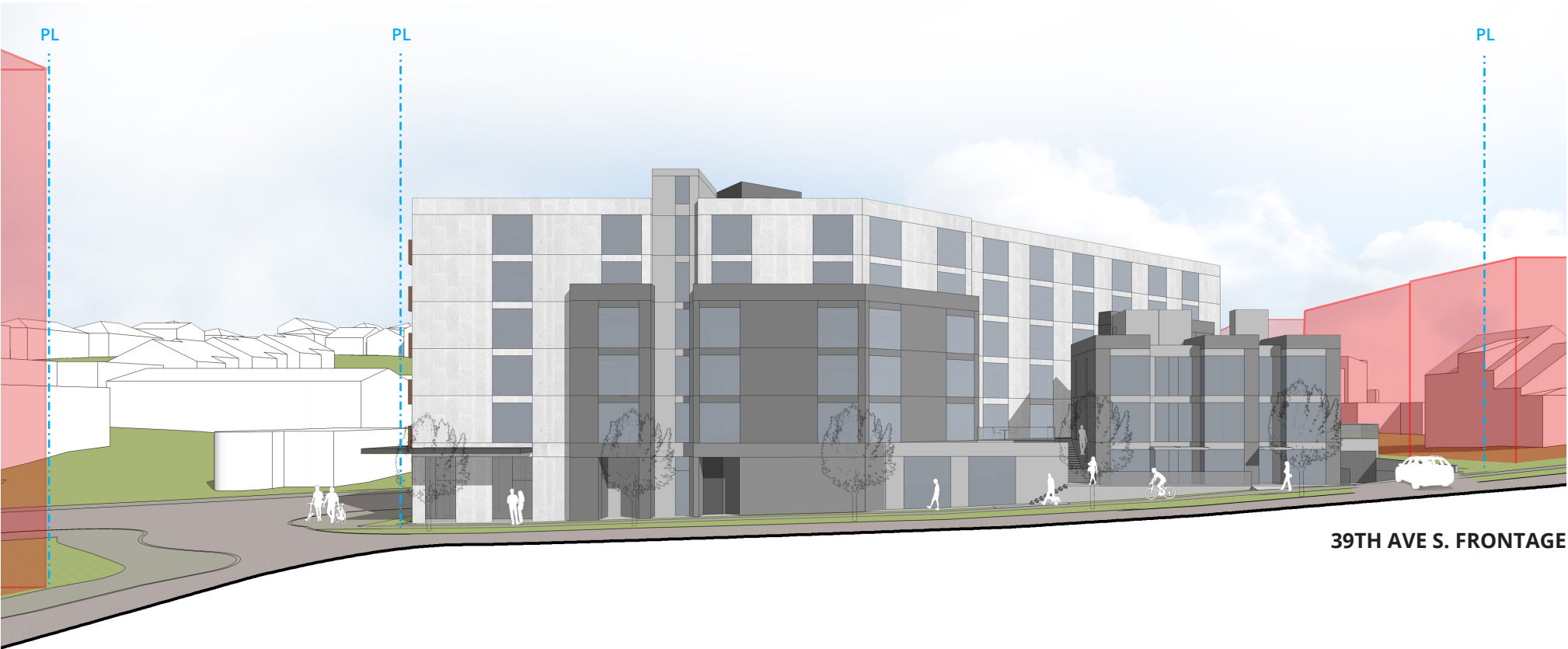
POSITIVE:

- NONE

NEGATIVE:

- TOWNHOUSES APPEAR TOO DISTINCT FROM OVERALL BUILDING.

EDG 3 CONCEPT C: GARAGE ENTRANCE STUDIES 2



SOUTH DRIVEWAY

MOVE GARAGE ENTRANCE TO SOUTH PROPERTY LINE.

- POSITIVE:**
- CREATES ADDITIONAL PLAZA AT L2 ABOVE 39TH AVE S.
 - CREATES WIDE SEPARATION BETWEEN TOWNHOUSES AND SOUTH NEIGHBOR.
- NEGATIVE:**
- PULLS COMMERCIAL/PARKING USE FURTHER UP 39TH INTO RESIDENTIAL AREA.
 - ELIMINATES A TOWNHOUSE UNIT, WHICH IS REPLACED BY AN AT-GRADE UNIT.
 - ELIMINATES TERRACE AMENITY.
 - REQUIRES LONG AND STEEP RAMP WHICH ELIMINATES 25 PARKING STALLS.
 - CREATES LARGE, RECESSED GAP IN STREET FRONTAGE.
 - PLAZA AT L2 IS SMALLER AND MORE SHADED.
 - BLANK WALL AT TRASH & PARKING AREA.
 - TRAFFIC ENGINEER REVIEW DOES NOT DEEM LOCATION ANY SAFER.
 - DEPARTURES STILL REQUIRED.



PLAZA DRIVEWAY

MOVE GARAGE ENTRANCE UNDER PLAZA BETWEEN MASSES.

- POSITIVE:**
- CREATES ADDITIONAL PLAZA AT L2 ABOVE 39TH AVE S.
- NEGATIVE:**
- MORE BLANK FACADE AT TRASH AND PARKING AREA.
 - ELIMINATES TERRACE AMENITY.
 - PULLS COMMERCIAL/PARKING USE FURTHER UP 39TH INTO RESIDENTIAL AREA.
 - REQUIRES A RAMP AND REDUCES PARKING.
 - PLAZA AT L2 IS SMALLER AND MORE SHADED.
 - TRAFFIC ENGINEER REVIEW DOES NOT DEEM LOCATION ANY SAFER.
 - DOES NOT REDUCE NUMBER OF DEPARTURES.

2 EDG 3 CONCEPT C: GARAGE ENTRANCE STUDIES



39TH AVE S. FRONTAGE

SPLIT TOWNHOUSES

LOCATE ENTRANCE BETWEEN TOWNHOUSE UNITS.

POSITIVE:

- CREATES ADDITIONAL PLAZA AT L2 ABOVE 39TH AVE S.

NEGATIVE:

- ELIMINATES TERRACE AMENITY.
- ELIMINATES A TOWNHOUSE UNIT, WHICH IS REPLACED BY AN UNDESIRABLE AT-GRADE UNIT.
- CREATES UNSIGHTLY GAP BETWEEN TOWNHOMES.
- PULLS COMMERCIAL/PARKING USE FURTHER UP 39TH INTO RESIDENTIAL AREA.
- REQUIRES A RAMP AND REDUCES PARKING.
- PLAZA AT L2 IS SMALLER AND MORE SHADED.
- MORE BLANK FACADE AT TRASH AND PARKING AREA.
- DOES NOT REDUCE NUMBER OF DEPARTURES.



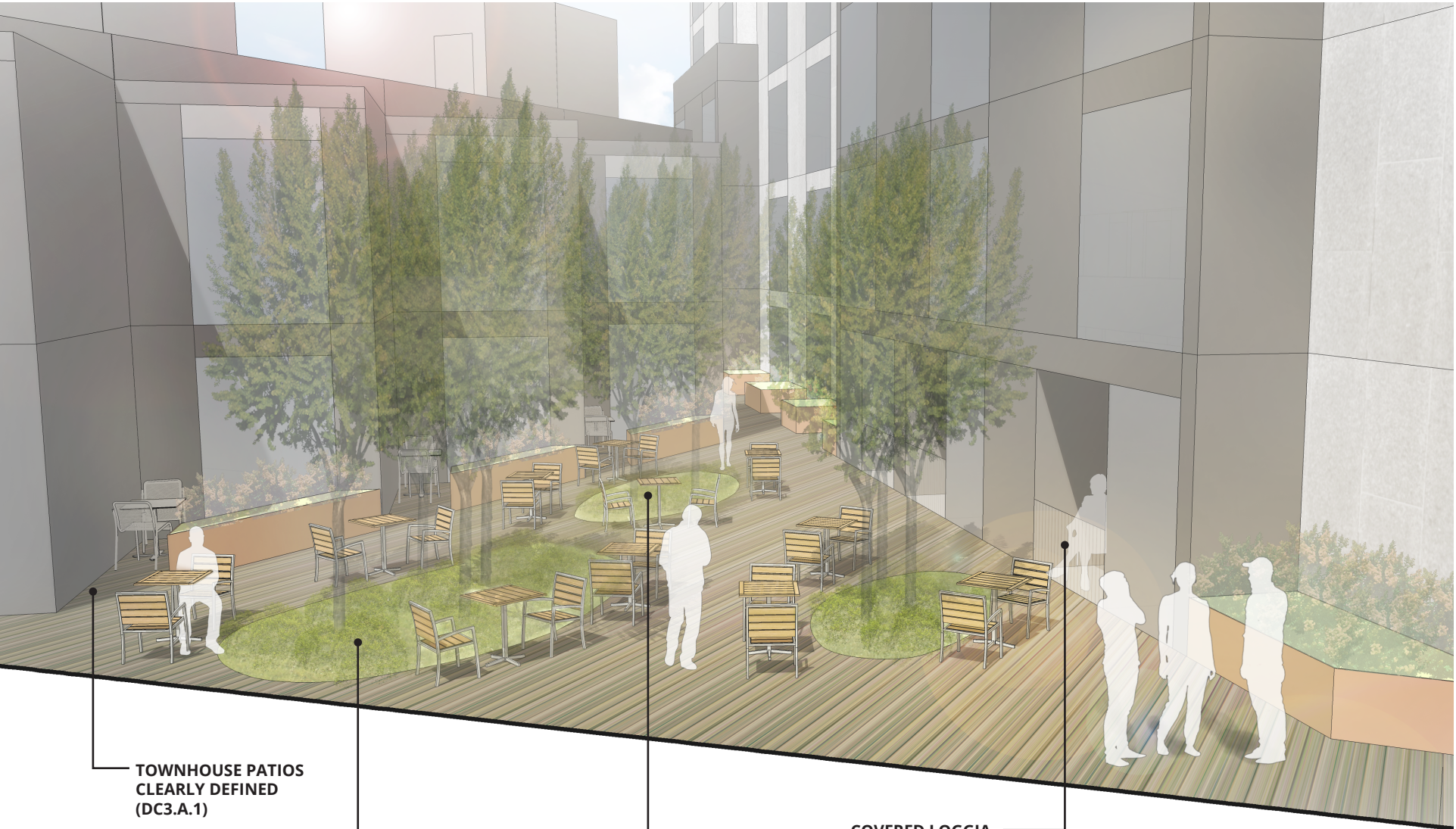
39TH AVE S. FRONTAGE

DOUBLE LOADED RAMP

PROVIDE A SHALLOW RAMP THAT CAN INCLUDE PARKING.

NOT VIABLE, SHOWN FOR CLARIFICATION ONLY

EDG 3 CONCEPT: PLAZA AT LEVEL 2



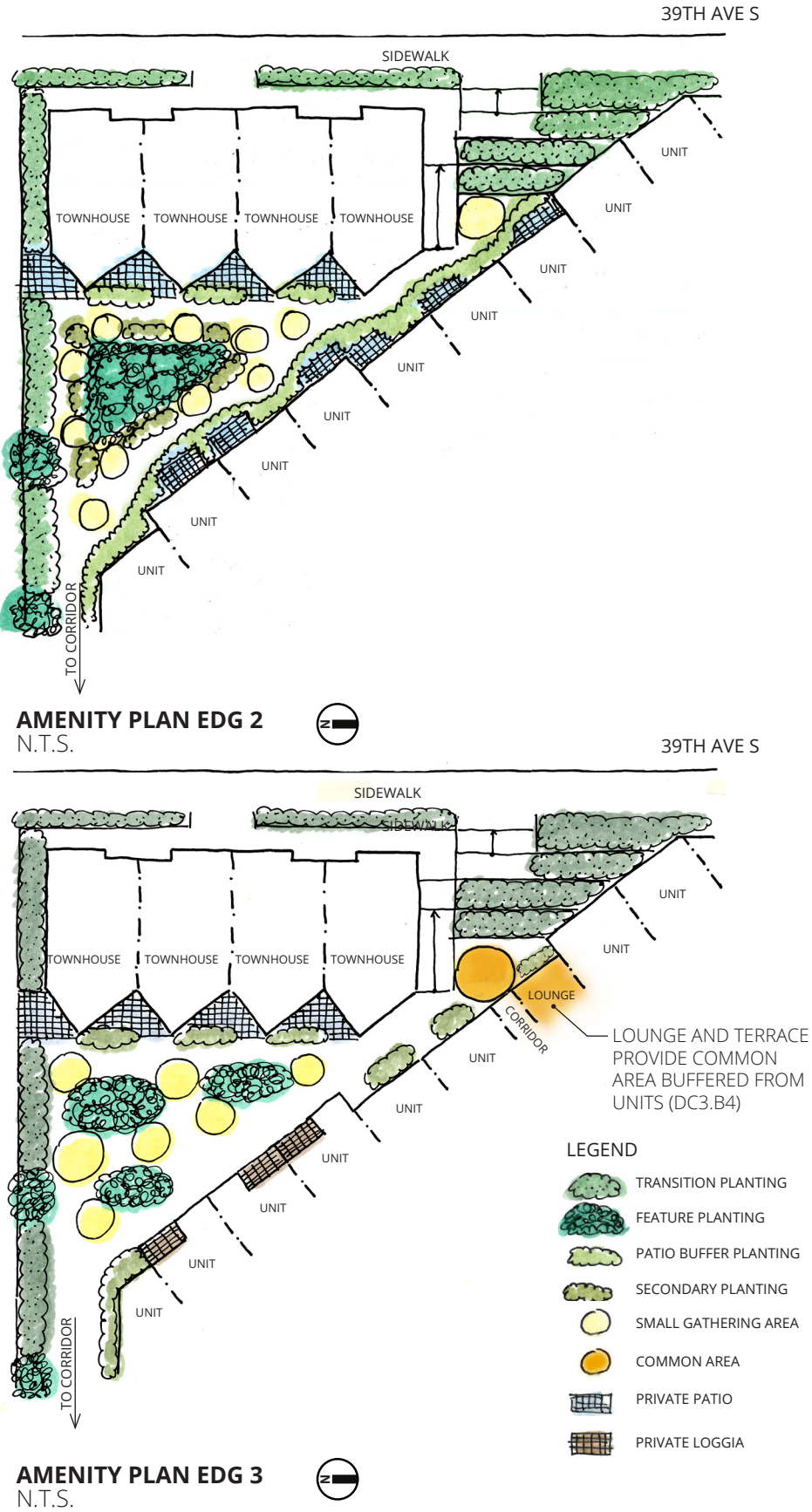
TOWNHOUSE PATIOS
CLEARLY DEFINED
(DC3.A.1)

LANDSCAPING
DECENTRALIZED TO ALLOW
FOR MORE GATHERING
SPACES (DC3.B.1, DC3.B.4)

COVERED LOGGIA
PROVIDE SEPARATION
FOR UNITS FRONTING
ON PLAZA (DC3.A.1)

DECIDUOUS PLANTINGS
ALLOW FOR SEASONAL
VARIETY (DC3.B.2)

VIEW FROM SOUTH



- LEGEND
- TRANSITION PLANTING
 - FEATURE PLANTING
 - PATIO BUFFER PLANTING
 - SECONDARY PLANTING
 - SMALL GATHERING AREA
 - COMMON AREA
 - PRIVATE PATIO
 - PRIVATE LOGGIA



VIEW FROM THE NORTH



VIEW FROM THE SOUTH

DESIGN RESPONSE

- 3 PLAZA**
- DECENTRALIZED LANDSCAPING IN PLAZA TO ALLOW FOR MORE SMALL SPACES. (DC3.B.1, DC3.B.4)
 - COVERED LOGGIA FOR SEVERAL UNITS FACING PLAZA CREATES BUFFER FOR RESIDENTIAL UNITS. (DC3.A.1)
 - INTIMATE LOUNGE ADDED TO PROVIDE INTERIOR COMMON SPACE ADJACENT TO SMALL TERRACE AREA. (DC3.B.4)
 - SECOND INTERIOR ACCESS POINT ADDED TO ENHANCE CIRCULATION. (DC3.B.3)
 - TOWNHOUSE FLOOR PLANS ALLOW OPPORTUNITIES FOR PRIVACY AND DAYLIGHTING. (DC3.A.1)



VIEW FROM SOUTHEAST

EDG 3 - DEPARTURE SUMMARY - CONCEPT C: PREFFERED

1) SMC 23.47A.014.B.1 - SETBACK FOR LOTS ABUTTING RESIDENTIAL LOTS

REDUCED

REQUIRED: 15' TRIANGULAR SETBACK ABUTTING RESIDENTIAL LOTS.
PROPOSED: 5' ENCROACHMENT INTO TRIANGULAR SETBACK.

REDUCTION: 1'-0" LESS ENCROACHMENT INTO TRIANGULAR SETBACK.

GUIDELINES & JUSTIFICATION:

-DC2/A+C MASSING, BUILDING OPEN SPACE RELATIONSHIP: TO PROVIDE THE TOWNHOUSE UNITS AND THE PLAZA, THE TOWNHOUSES AT THE SOUTHWEST CORNER REQUIRE A REDUCED SETBACK.
-PL3.B RESIDENTIAL EDGES: THE SETBACK REDUCTION ALLOWS THE TOWNHOMES TO FIT WITH THE ADJACENT LR2 ZONE.

2) SMC 23.47A.014.B.3 - REAR SETBACK ABUTTING RESIDENTIAL ZONES

REDUCED

REQUIRED: 15' BETWEEN 13' TO 40' HEIGHT, PLUS 2' FOR EVERY 10' ABOVE 40' HEIGHT.
PROPOSED: 7' SETBACK BETWEEN 13' TO 30' HEIGHT FOR TOWNHOME @ SOUTH.

REDUCTION: 1'-0" INCREASE IN SETBACK

GUIDELINES & JUSTIFICATION:

-CS2 B ADJACENT SITES, STREETS AND OPEN SPACES: THE REDUCTION HELPS THE PROPOSED/ PREFERRED SCHEME TRANSITION SCALE FROM RAINIER AVE S TO THE MORE RESIDENTIAL SCALE OF 39TH AVE S.
-PL3.B RESIDENTIAL EDGES: THE SETBACK REDUCTION ALLOWS THE TOWNHOMES TO FIT WITH THE ADJACENT LR2 ZONE AND ESTABLISHES RESIDENTIAL SIDE YARD RHYTHM.

3) SMC 23.47A.008.B.2 - NON-RESIDENTIAL STREET-LEVEL REQUIREMENTS: TRANSPARENCY

REPEAT

REQUIRED: 60% STREET FACING FACADE 2'-8" ABOVE SIDEWALK TO BE TRANSPARENT.
PROPOSED: 24% TRANSPARENCY @ 39TH AVE S.

GUIDELINES & JUSTIFICATION:

-CS1/C TOPOGRAPHY: IN ORDER TO UTILIZE THE SLOPING SITE TOPOGRAPHY, AND BURY THE GARAGE, A PORTION OF THE FACADE ALONG 39TH AVE S WILL BE OPAQUE.
-PL1.B WALKWAYS & CONNECTIONS: PLAZA TERRACES DO NOT COUNT AS 'TRANSPARENT' BUT PROVIDE VISUAL INTEREST & GREEN SPACE.

4) SMC 23.47A.032.B.1.b - STREET LEVEL USES

REPEAT

REQUIRED: STREET-LEVEL PARKING WITHIN STRUCTURE MUST BE SEPARATED FROM STREET-FACING FACADES BY ANOTHER PERMITTED USE.

PROPOSED: 57'-2 " OF PARKING ALONG 39TH AVE S FACADE.

GUIDELINES & JUSTIFICATION:

-DC1/A+C ARRANGEMENT OF INTERIOR USES + PARKING AND SERVICE USES: THE DEPARTURE ALLOWS THE RETAIL/COMMERCIAL SPACES TO BE LOCATED ALONG RAINIER AVE S RATHER THAN 39TH AVE S, WHICH IS NOT A VIABLE COMMERCIAL FRONTAGE.
-PL1.B WALKWAYS & CONNECTIONS: PLAZA TERRACES DO NOT COUNT AS 'USE' BUT PROVIDE VISUAL INTEREST & GREEN SPACE.

5) SMC 23.47A.008.B.3 - NON-RESIDENTIAL STREET-LEVEL REQUIREMENTS

REPEAT

REQUIRED: AVG. 30', 15' MINIMUM DEPTH FOR NON-RESIDENTIAL USES.

PROPOSED: SEE DIAGRAM: REDUCTION OF AVERAGE DEPTH AT EACH SPACE; REDUCTION OF MINIMUM DEPTH AT TWO SPACES.

GUIDELINES & JUSTIFICATION:

-DC1/A ARRANGEMENT OF INTERIOR USES: THE DEPARTURE ALLOWS THE PARKING TO BE EFFICIENTLY PLANNED AND FOR THE ANGLED BUILDING GEOMETRY TO BE RESOLVED.
-PL1.A NETWORK OF OPEN SPACES: MINIMUM DEPTH PROVIDED AT RECESSED ENTRIES ONLY. RECESS ENHANCES PEDESTRIAN EXPERIENCE AND ARTICULATES MASSING AT GRADE.

6) SMC 23.47A.008.D.2 - RESIDENTIAL USE ON STREET FACING FACADE

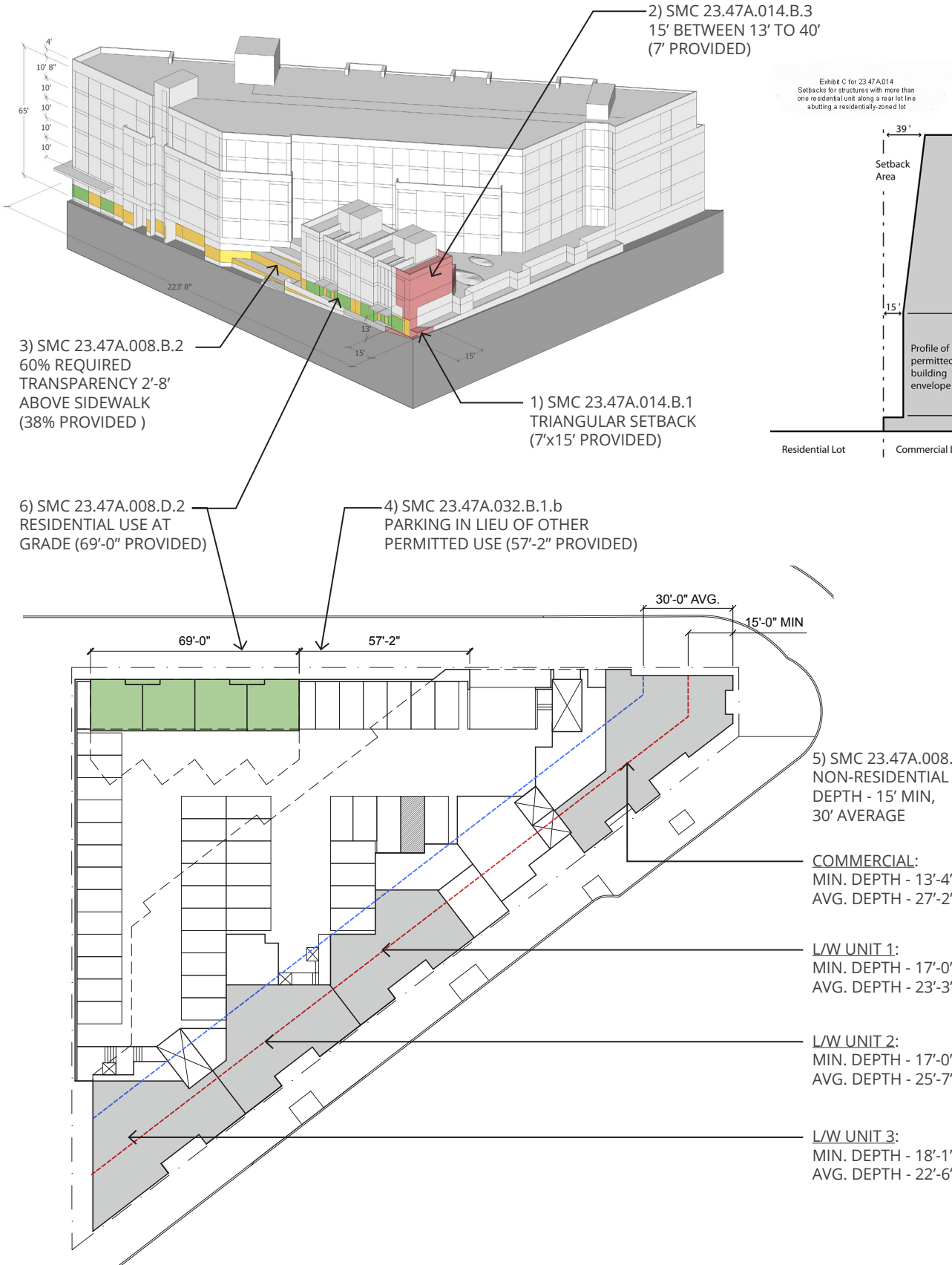
REPEAT

REQUIRED: FLOOR TO BE 4'-0" ABOVE OR BELOW OR 10' BACK FROM SIDEWALK.

PROPOSED: + OR - 3' DEPENDING ON GRADE, 7'-0" BACK FROM SIDEWALK.

GUIDELINES & JUSTIFICATION:

-CS2/B ADJUSTMENT SITES, STREET AND OPEN SPACES: THE REDUCTION ALLOWS THE TOWNHOUSES TO BE SET LOWER IN RELATIONSHIP TO THE LR2 ZONE SOUTH.
-CS2.D HEIGHT BULK & SCALE: 39TH AVE S IS NOT COMMERCIAL IN CHARACTER. REDUCTION IMPROVES THE TRANSITION TO ADJACENT RESIDENTIAL USES.



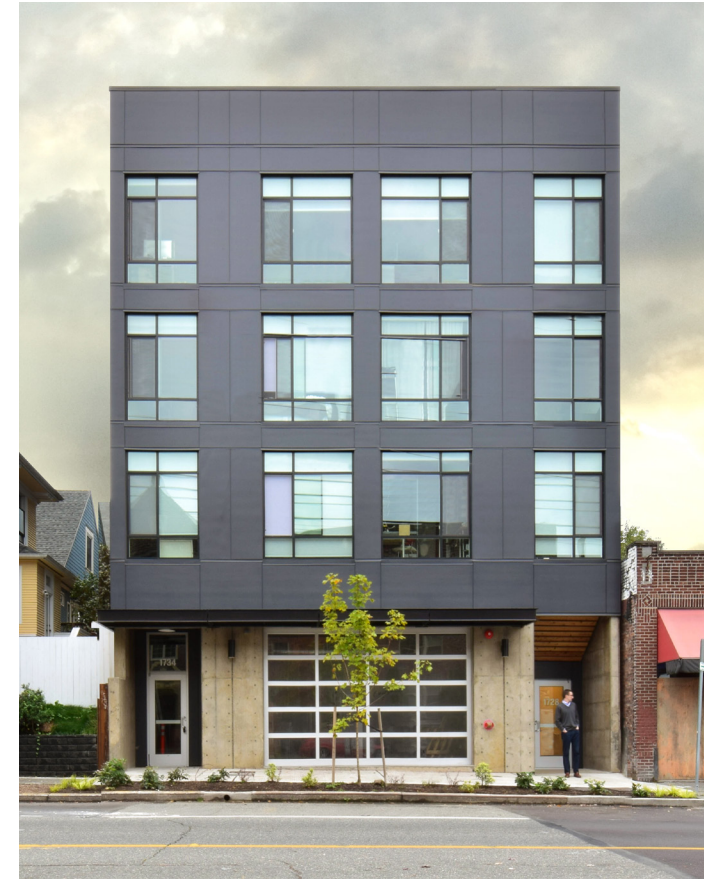
RECENT WORK



5902 22ND AVE NW



116 13TH AVE E



1728 12TH AVE



2418 NW 58TH ST



1806 23RD AVE



6301 15TH AVE NW (PERMITTING)