



3717 s alaska st

Design Review - 2nd Recommendation

June 7, 2016

SDCI Project # 3019517

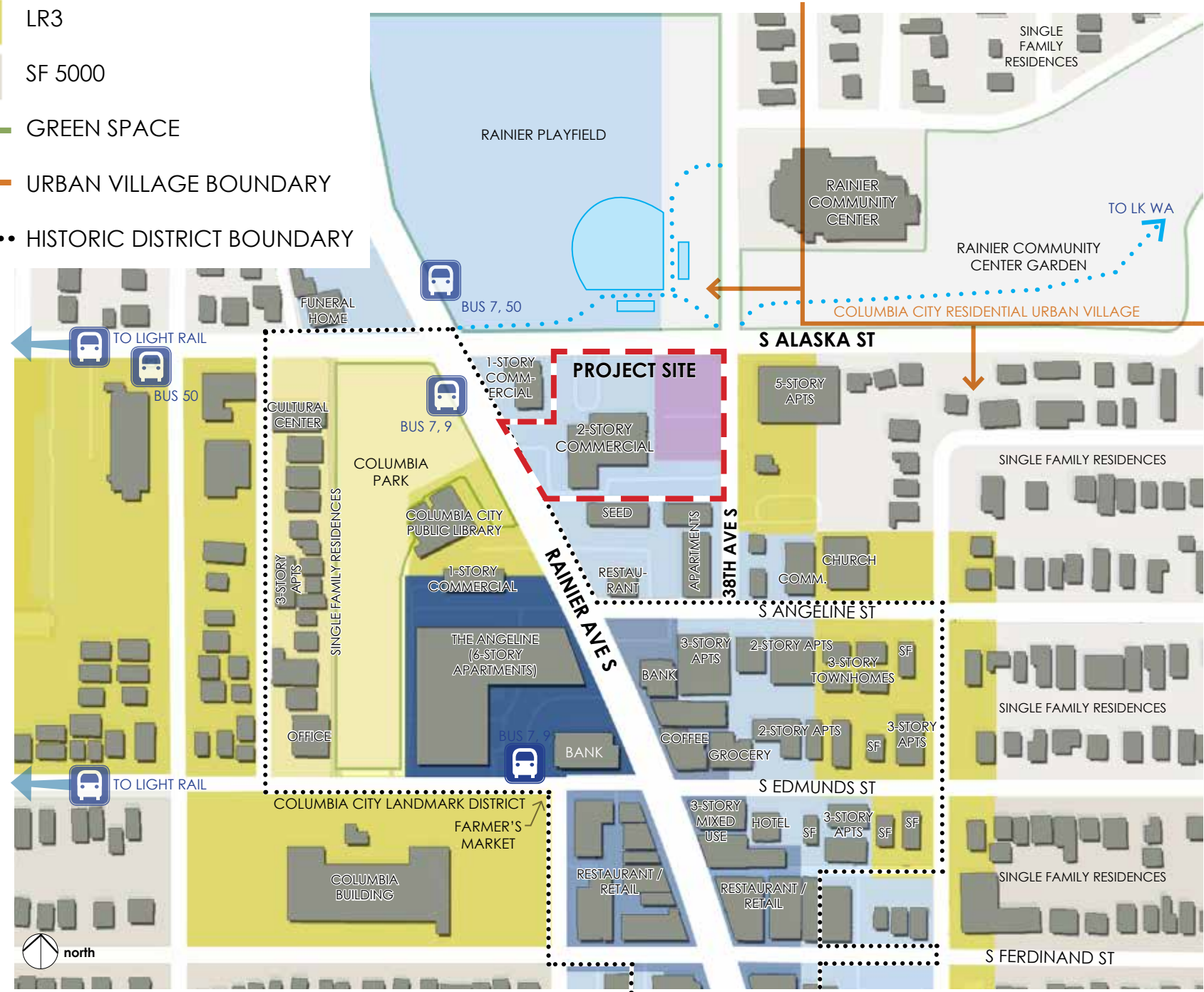
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ZONING KEY

- NC2-65
- NC3-65 / NC3P-65
- NC3-40 / NC3P-40
- NC2-40 / NC2P-40
- LR2
- LR3
- SF 5000
- GREEN SPACE
- URBAN VILLAGE BOUNDARY
- HISTORIC DISTRICT BOUNDARY



SITE AREA: 74,400 sf

ZONING: NC2-40 with pedestrian overlay at Rainier Ave S and part of S Alaska St + NC2-65, all in the Columbia City Residential Urban Village with frequent transit access

PROJECT DESCRIPTION:

Proposal for a new mixed-use project 5-7 stories above grade with ground floor street-facing retail, apartments, and sub-grade parking. Proposal includes:

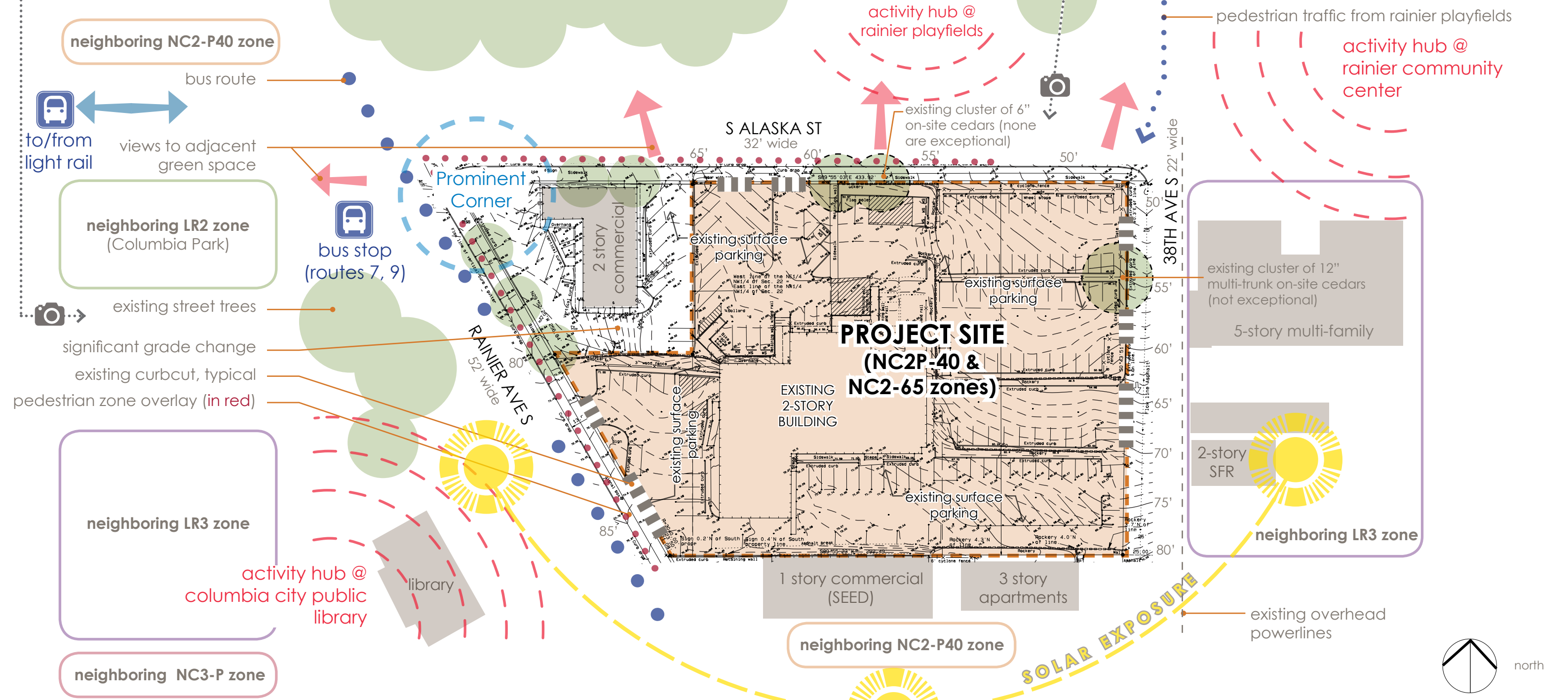
- 240 residential apartment units
- 2 live-work units
- 26,100 sf retail/commercial/office space
- 245 on-site parking stalls in subgrade garage (86 retail / 159 residential)

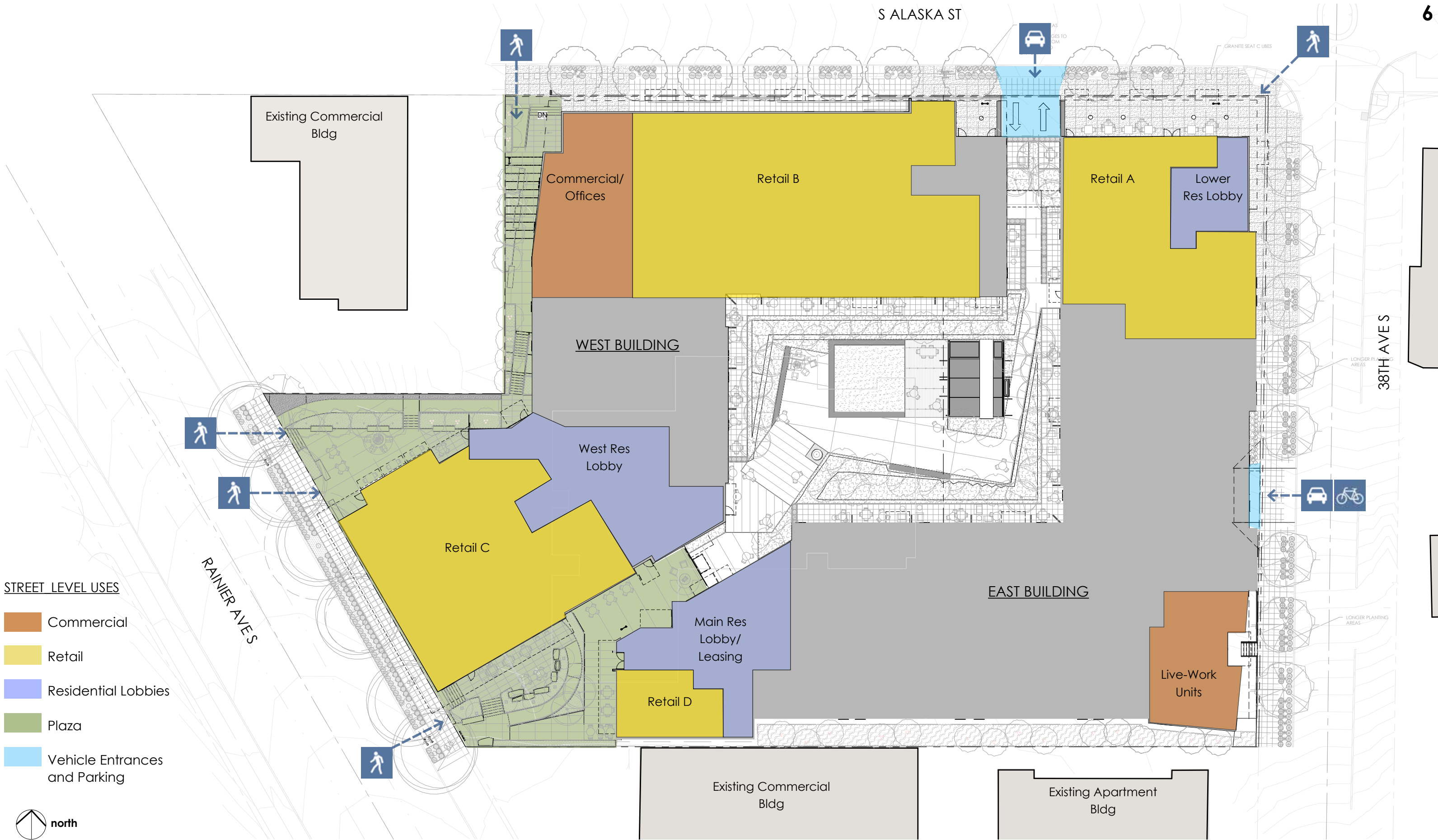


Looking E to site from Rainier Ave S



Looking S to site from S Alaska St





STREET LEVEL USES

- Commercial
- Retail
- Residential Lobbies
- Plaza
- Vehicle Entrances and Parking



CS CONTEXT & SITE

> CS2 B 2: **Connection to the Street**

Identify opportunities for the project to make a strong connection to the street

- generous public plazas along Rainier orient to the bustling activity of the street, while providing off-street places to safely gather/linger. Along S Alaska, street-oriented retail and overhead weather protection offer interest en route to public open spaces and the adjacent community center

PL > CS2 D 1: **Existing Development and Zoning**

Make an appropriate complement/transition to existing and anticipated neighboring development

- setbacks and modulation added where the building is taller (at the NE corner) and careful design, siting, and attention to vertical relationship of uses where the building is shorter (along Rainier)

PUBLIC LIFE

> PL1 A 1&2: **Enhancing Open Space and Adding to Public Life**

Contribute to broader network of space in the neighborhood and seek opportunities to foster human interaction

- entry plazas along Rainier add new public living room and build from the public library across the street. Through-block hillclimb connects historic downtown and the library to the playfields and community center along Alaska

> PL1 B 1: **Walkways and Connections: Pedestrian Infrastructure**

Connect on-site pedestrian walkways with existing infrastructure

- Main entrance positioned across from library node, and secondary lower lobby entrance is positioned across from playfield and community center entrance. Through-hillclimb provides connection through site from historic core/library to playfield.

> PL2 B 3: **Street-level Transparency**

Maintain sight lines into and out of ground level space to enhance safety and security

- entry plazas allow views deep into the site/courtyard. Large areas of glazing and retail uses at street level along Alaska and Rainier position active uses along sidewalk

> PL1 C 1: **Outdoor Uses and Activities: Selecting Activity Areas**

Orient spaces to sun and along pedestrian routes, allowing views across space

- plazas located at southwest portion of the site with good solar exposure and in direct line with pedestrian routes between historic downtown and outdoor open spaces to the north. Views across site and into center of block provided along Rainier

DC

DESIGN CONCEPT

> DC2 A 2: **Massing: Reduce Perceived Mass**

Use secondary elements to reduce the perceived mass of larger projects

- modulation, lower/upper floor setbacks, and material changes where the building is taller

> DC2 D 1: **Human Scale**

Incorporate architectural features and details of a human scale into the facade, entries, and open spaces to engage the pedestrian

- high-quality materials concentrated along main entrances and at the building base. Human elements such as seating, balconies, and a water feature provide interest and encourage interaction with the built environment.

PRIORITIES & BOARD RECOMMENDATIONS: PROJECT RESPONSE

1

RAINIER FRONTAGE

Board Guidance: Simplify Rainier facade, increase canopy coverage, reduce amount of space dedicated to circulation in plazas, provide more benches and bike racks.

Design Response: Retail C and the building frontage has been pulled forward to the sidewalk edge for more direct connection to the street and greater canopy coverage of the sidewalk. Canopy depth has been increased to be code compliant. Entry plazas have been further developed to condense circulation space and increase flat space available for seating. The previously "over-articulated" Rainier-facing facade has been simplified by eliminating the projecting balconies and unifying the retail base expression with the overall brick facade above, in keeping with the more traditional architecture of historic Columbia City.

2

THROUGH-BLOCK HILLCLIMB

Board Guidance: Develop hillclimb open spaces and frontage, as well as lobby entry. Enhance pedestrian safety.

Design Response: The Hillclimb through-block connection has been further developed by increasing active use frontage and lighting to enhance safety. Commercial use at the north end of the hillclimb has been significantly expanded with large windows facing the pedestrian walkway. The north residential lobby has been strengthened as a clear design element to anchor and activate the top of the hillclimb and ease wayfinding.

3

MASSING AT NORTH AND EAST FACADES

Board Guidance: Reduce bulk and increase modulation @ NE corner.

Design Response: As recommended by the Board, the number of floors with upper level setbacks at the NE corner has been increased from 1 to 2 floors, to complement the adjacent 5-story neighbor's massing. Lower floor setbacks at the NE corner have been significantly increased to more than 14' facing Alaska and 6' facing 38th to create sightlines and enhance pedestrian safety. Upper-floor modulation has been added to break up the grey building mass along the west end of S Alaska St. Along 38th Ave S, the midblock storefront expression has been pulled up an additional floor to create a pedestrian-oriented street edge adjacent to the retail use, increase the perceived height of the ground floor level, and reduce the bulk of the grey building mass. Additional bolt-on balconies have been added mid-block along 38th to add secondary human-scale detailing.

4

ALASKA/38TH FRONTAGE

Board Guidance: Consider expanding setbacks for safety and providing more pedestrian amenities at NE corner.

Design Response: A traffic engineer was retained to study pedestrian and vehicular safety at this corner. As a result, the ground floor at the east end of S Alaska between the retail driveway and the corner has been set back more than 14' from the property line to enhance sight lines and pedestrian safety, and create a better and more proportional relationship between the NE lobby and retail entry at the NE corner than the previous corner "notch". The lower two floors of the northern portion fronting 38th Ave S have been set back from the property line to allow a wider sidewalk and more direct visual connection into the NE corner Retail A space. Street furniture and bike racks have been added to the Alaska St frontage to engage and foster human interaction. Live-Work units have been maintained along 38th.

RESPONSE TO BOARD GUIDANCE:

- Board Guidance: concerned with the amount of plaza space dedicated to circulation; provide additional space for seating and retail spill-out

Design Response: Circulation space has been simplified and consolidated to allow more flat usable plaza space for seating/spill-out.

- Board Guidance: provide street furniture and pedestrian amenities along the streetscape to engage and foster human interaction

Design Response: Benches and bike racks are provided at the front of each entry plaza to engage pedestrians along the street frontage (see Pg 9).

- Board Guidance: questioned whether the Rainier-facing facade was over-articulated and requested greater canopy coverage of the sidewalk and sidewalk against the building edge

Design Response: Building mass and Retail C frontage has been pulled forward to meet the sidewalk for a more direct connection to Rainier and greater overhead canopy coverage. Rainier-facing facade has been simplified by eliminating projecting balconies and unifying the retail base with the brick facade above to allow the open space to be the focus.

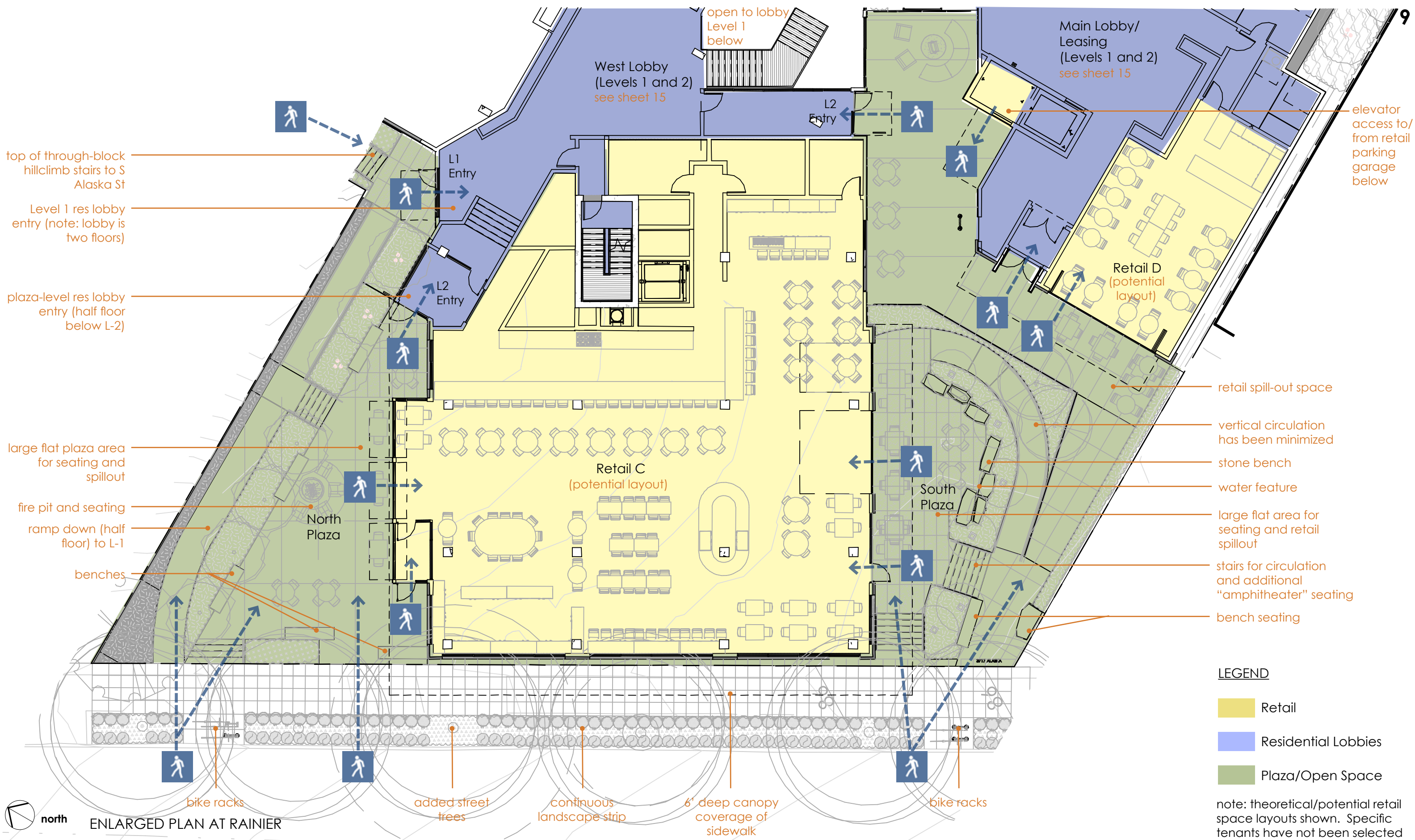


South Entry Plaza from Rainier Ave S

S ALASKA ST

38TH AVES





top of through-block hillclimb stairs to S Alaska St

Level 1 res lobby entry (note: lobby is two floors)

plaza-level res lobby entry (half floor below L-2)

large flat plaza area for seating and spillout

fire pit and seating
ramp down (half floor) to L-1

benches

bike racks

ENLARGED PLAN AT RAINIER



West Lobby (Levels 1 and 2) see sheet 15

open to lobby Level 1 below

Main Lobby/Leasing (Levels 1 and 2) see sheet 15

Retail D (potential layout)

Retail C (potential layout)

South Plaza

North Plaza

retail spill-out space

vertical circulation has been minimized

stone bench

water feature

large flat area for seating and retail spillout

stairs for circulation and additional "amphitheater" seating

bench seating

LEGEND

Retail

Residential Lobbies

Plaza/Open Space

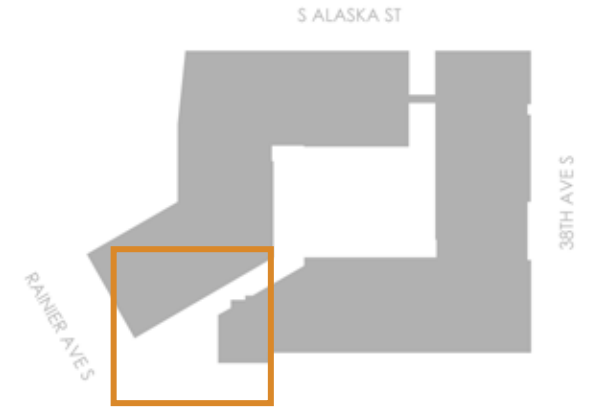
note: theoretical/potential retail space layouts shown. Specific tenants have not been selected

added street trees

continuous landscape strip

6' deep canopy coverage of sidewalk

bike racks



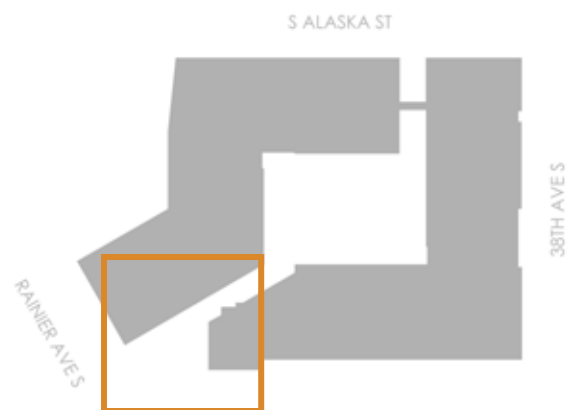
< Character sketch of south plaza (w/ future neighbor)

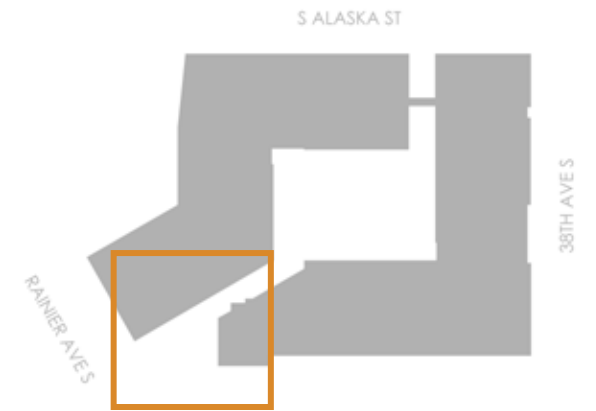
v Looking into southern entry plaza from Rainier Ave S





Southern entry plaza looking toward Retail C ^
 Looking towards Retail C and Rainier from Retail D >

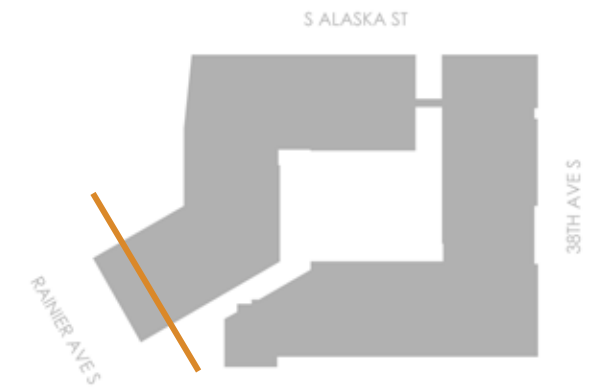




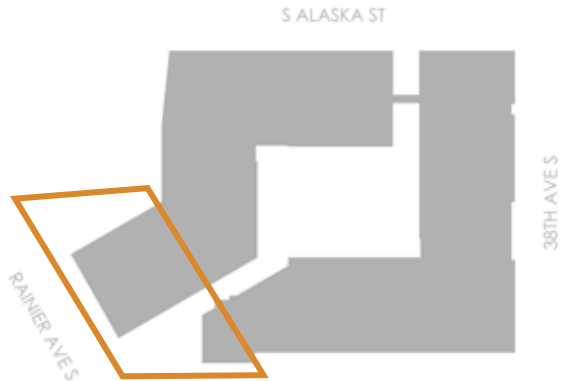
< Southern entry plaza looking to Retail D

V Lower plaza area looking to site stairs and Rainier Ave S

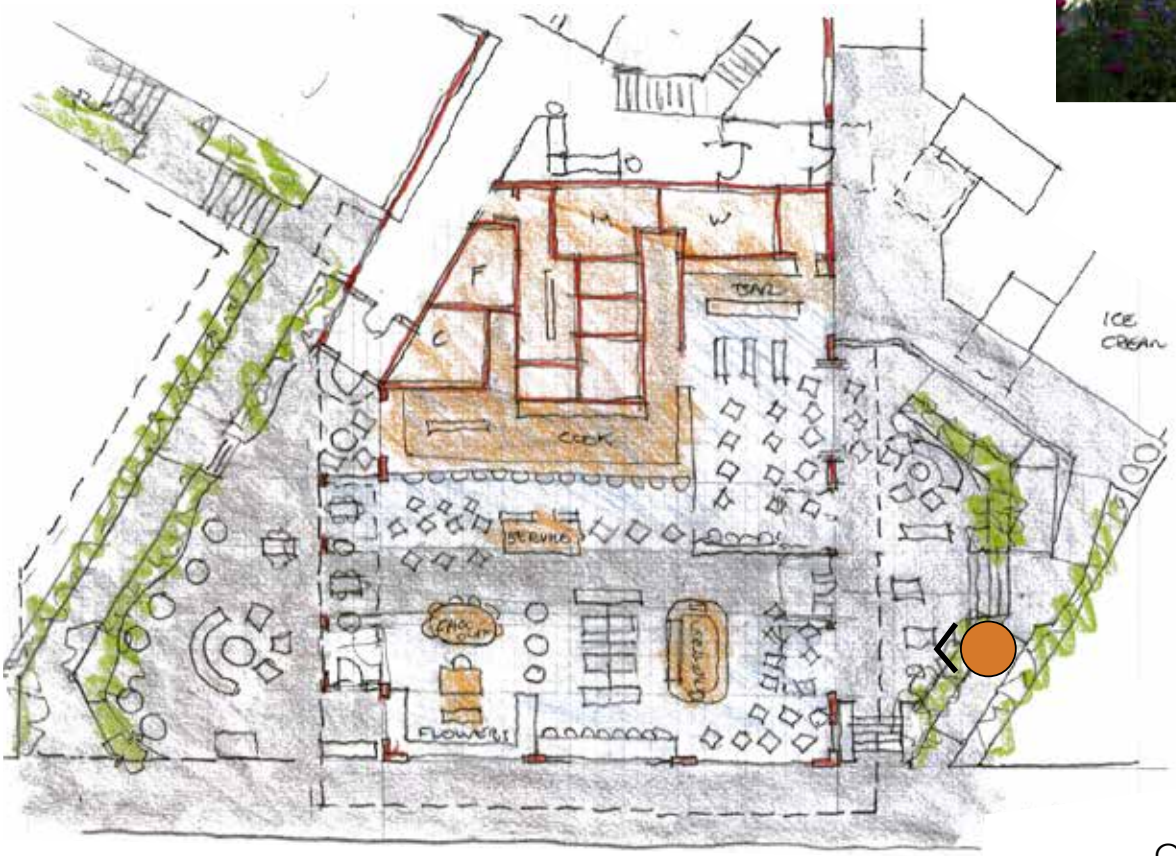




^ Section cut through Rainier entry plazas and Retail C



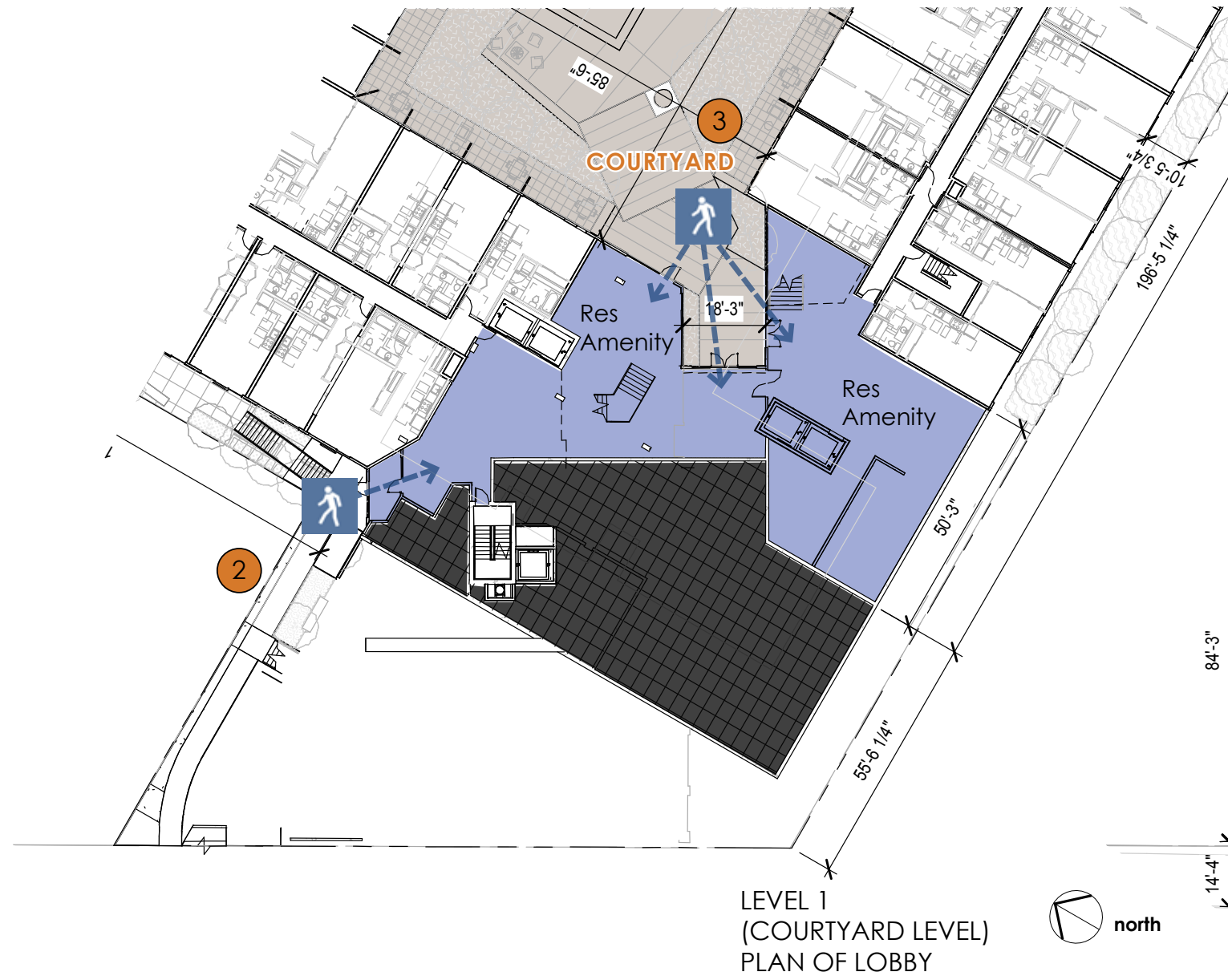
^ View to theoretical Retail C interior "streetscape" looking from S plaza



^ Character sketch of theoretical Retail layout



Character sketch of theoretical Retail C interior "streetscape" looking from S plaza >



1 LOBBY ENTRY FROM S PLAZA (LEVEL 2)



2 LOBBY ENTRY FROM N PLAZA (LEVELS 1 & 2)



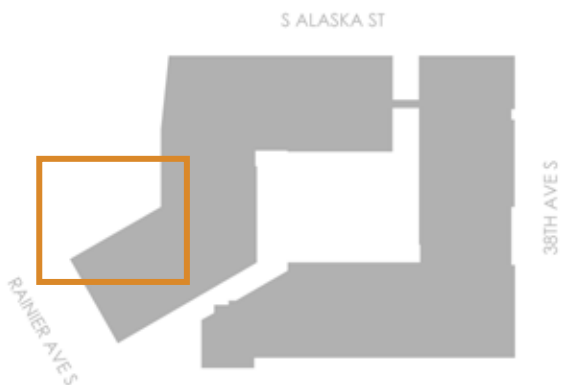
3 ENTRY LOBBY FROM COURTYARD (LEVEL 1)

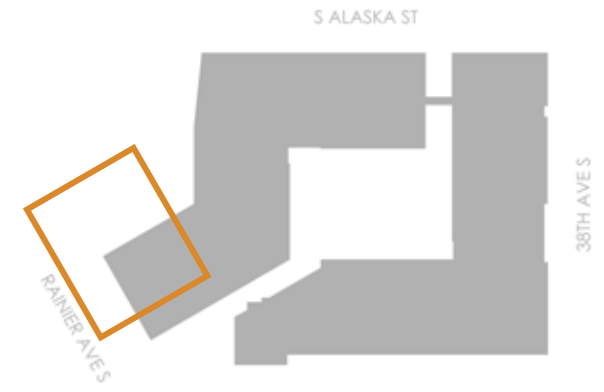
Residential lobbies are entered from Level 1 and Level 2 and serve as double-height connectors between the plaza and courtyard levels



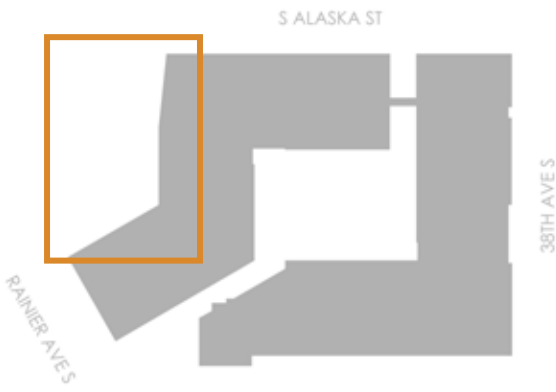
^ Character sketch of northern Rainier entry plaza w/
redeveloped neighboring property

Looking at northern entry plaza
from Rainier Ave S >





< Rainier Ave S sidewalk - looking south



RESPONSE TO BOARD GUIDANCE:

- Board Guidance: Further develop the hillclimb open space, adjacent frontages, and secondary lobby to create pedestrian-oriented edges. Maximize quantity of glass facing the hillclimb for safety/security and ground-level interaction

Design Response: The commercial use adjacent to the hillclimb has been significantly expanded in size (by 1200sf) for a stronger presence and increased frontage length and fenestration facing the through-block connection. The stairclimb zone has been consolidated to maximize flat/useable open space within the hillclimb and encourage spill-out use/activation by the commercial space. Residential unit frontage (a less active use) has been reduced. The residential lobby entrance has been enhanced in the north plaza by projecting it out and using an accent siding material to provide a stronger anchor/landmark at the top of the hillclimb stairs for wayfinding. Accent pre-weathered steel siding added along the hillclimb building base to break up perceived height and provide a higher-quality material at the pedestrian level.

- Board Guidance: safety and security are important considerations at the hillclimb

Design Response: treating the hillclimb as an additional "streetscape," built-in benches and bike racks are provided at the top and bottom to encourage pedestrian interaction and human activity (see pg 19). Ample building mounted, overhead, and landscape lighting will brightly illuminate the area at nighttime.



^ Hillclimb perspective looking south to residential lobby entry



North-South Site Section through lower hillclimb



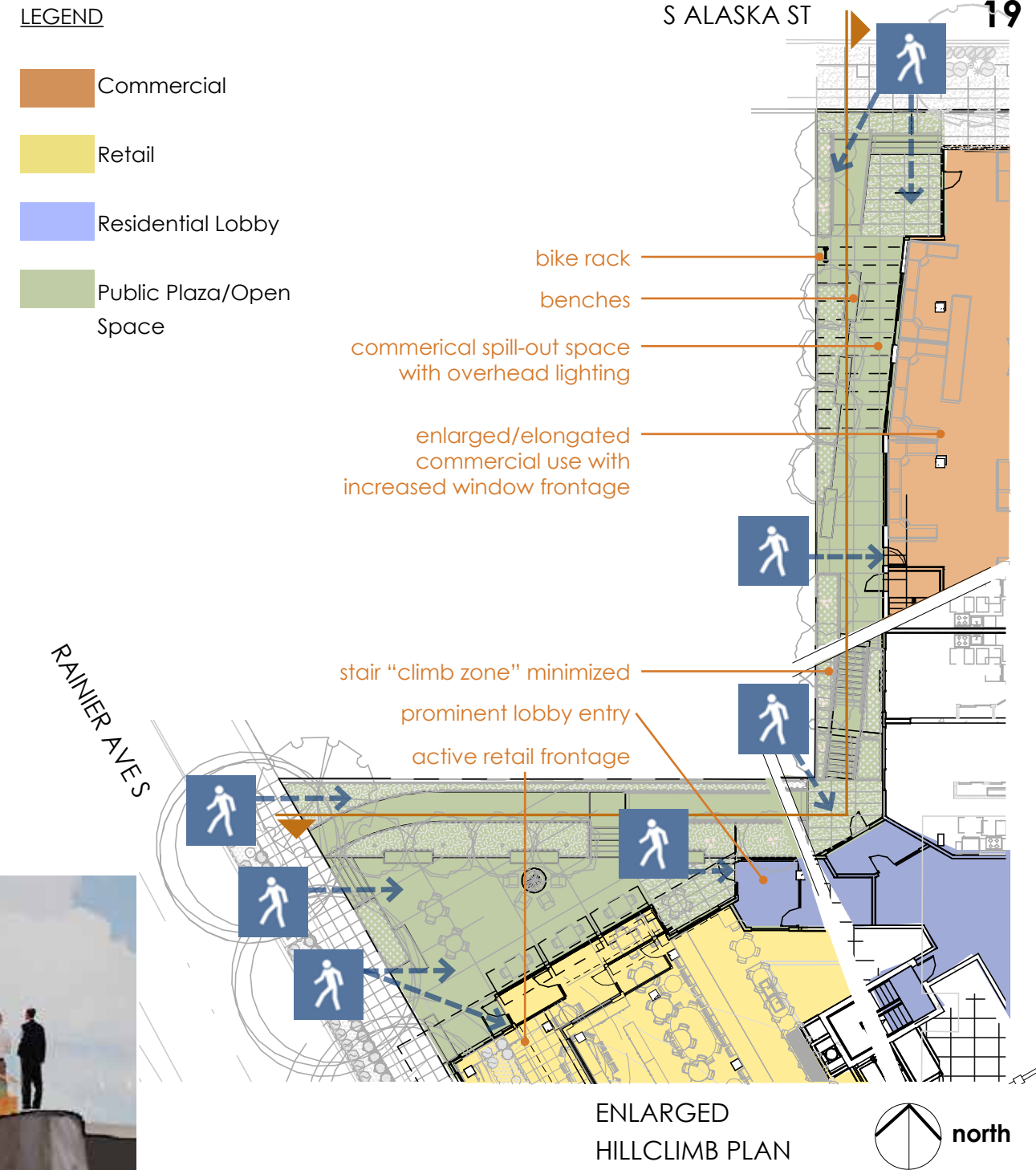
North entry plaza looking east to Residential Lobby entry and top of hillclimb



East-West Site Section through upper hillclimb/north entry plaza

LEGEND

- Commercial
- Retail
- Residential Lobby
- Public Plaza/Open Space



ENLARGED HILLCLIMB PLAN



- prominent lobby entry points at top of hillclimb
- anticipate redeveloped neighbor will want 10' setback to allow fenestration facing the property line
- inset base w/ accent siding
- large storefront windows at commercial space facing hillclimb for natural surveillance

Cross section through hillclimb showing redeveloped neighbor

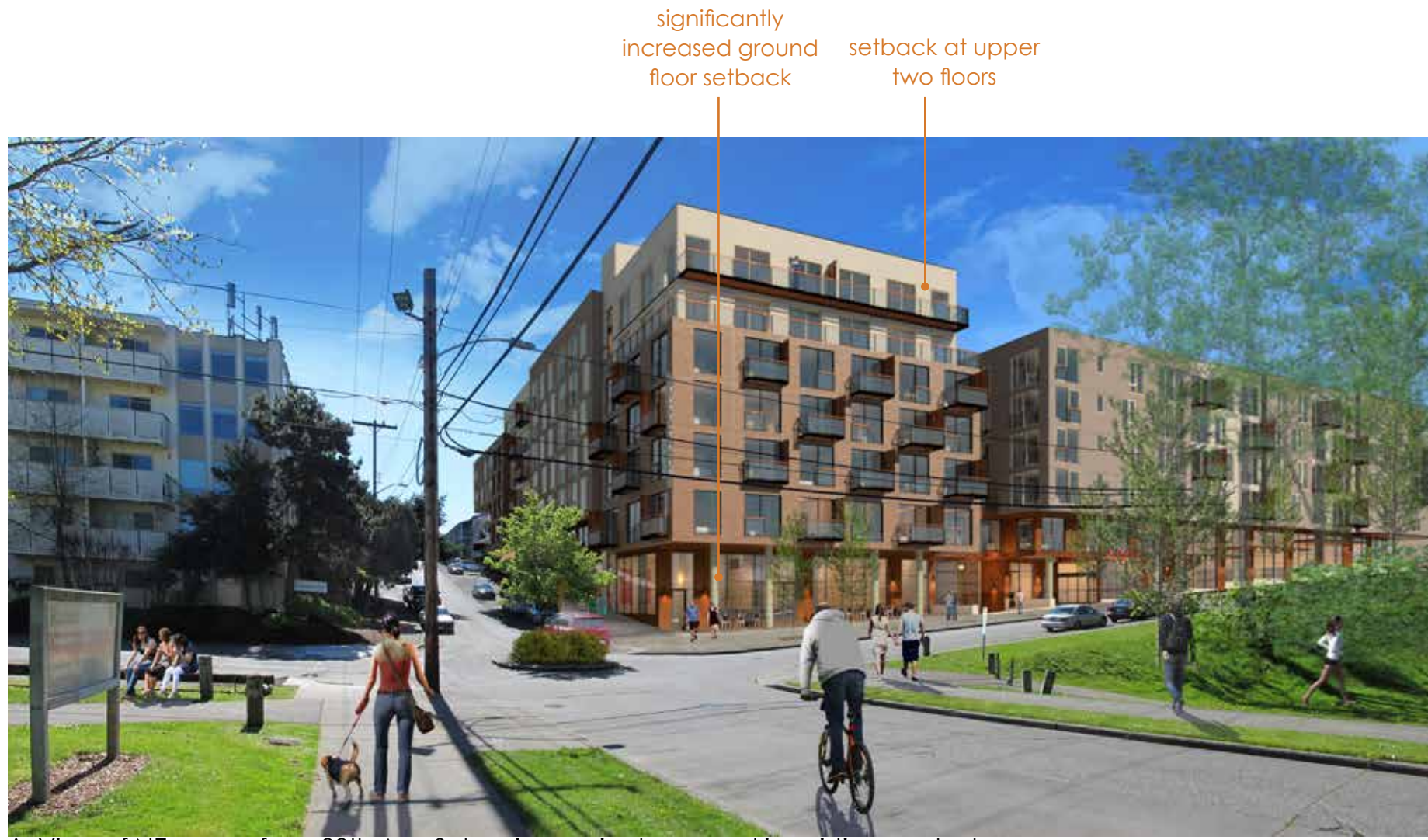
EXISTING NEIGHBOR



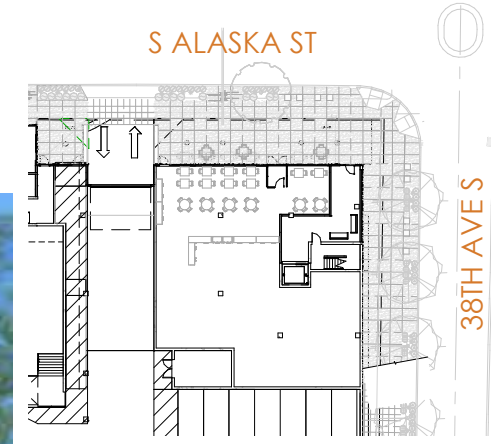
REDEVELOPED NEIGHBOR



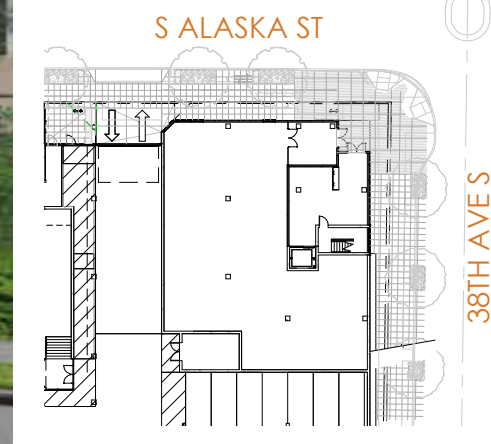
View of Hillclimb from S Alaska St



^ View of NE corner from 38th Ave S showing project proposal in existing context



NEW DESIGN of NE Corner showing increased ground floor setback @ Alaska & 38th intersection



OLD DESIGN of NE Corner (as presented at DRB #1)

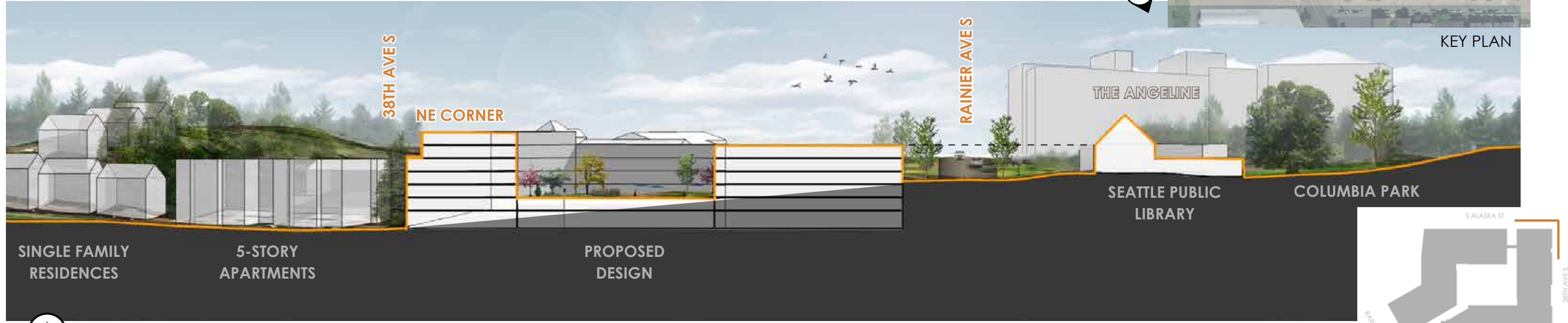
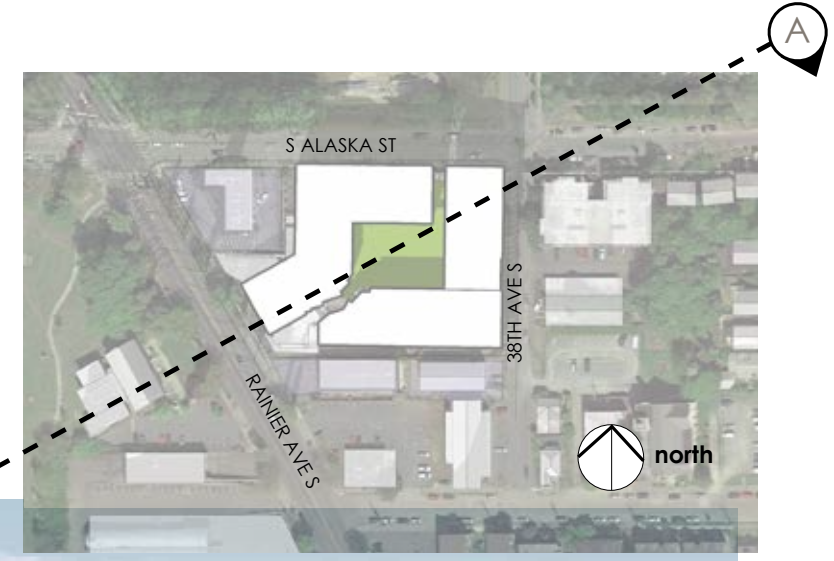
RESPONSE TO BOARD GUIDANCE:

- Board Guidance: to address height, bulk, and scale concerns, consider setting back the top two floors at the NE corner

Design Response: upper two floors at the NE corner have been set back fronting S Alaska St and 38th Ave S. The brick base reflects the scale of the existing 5-story multifamily neighbor.

- Board Guidance: to enhance sightlines/ground level visibility, consider expanding NE ground floor setbacks

Design Response: ground floor set back has been increased 8' (from 6' to 14') from Alaska sidewalk and is 6' back from 38th sidewalk at the NE corner



A SECTION LOOKING SOUTHEAST

RESPONSE TO BOARD GUIDANCE:

- Board Guidance: Due to concerns about the lack of modulation at dark grey portions of S Alaska (west end) and 38th Ave S (mid-block), consider adding secondary articulation/detail and pulling the storefront expression on 38th up one level to increase the perceived height of the ground floor

Design Response: At S Alaska St, modulation with a second paint color was added along the previously unbroken western building, punctuated with bolt-on balconies. At 38th Ave S, the building base along the midblock portion has been raised one story and the ground floor adjacent to the retail frontage is set back from the sidewalk, resulting in increased sidewalk width and a reduction in scale of the mid-block cement board siding mass. Additional bolt-on balconies have been added above the residential garage entry on 38th for enhanced texture and human-scale secondary articulation



Facade Modulation along S Alaska St (North Elevation)



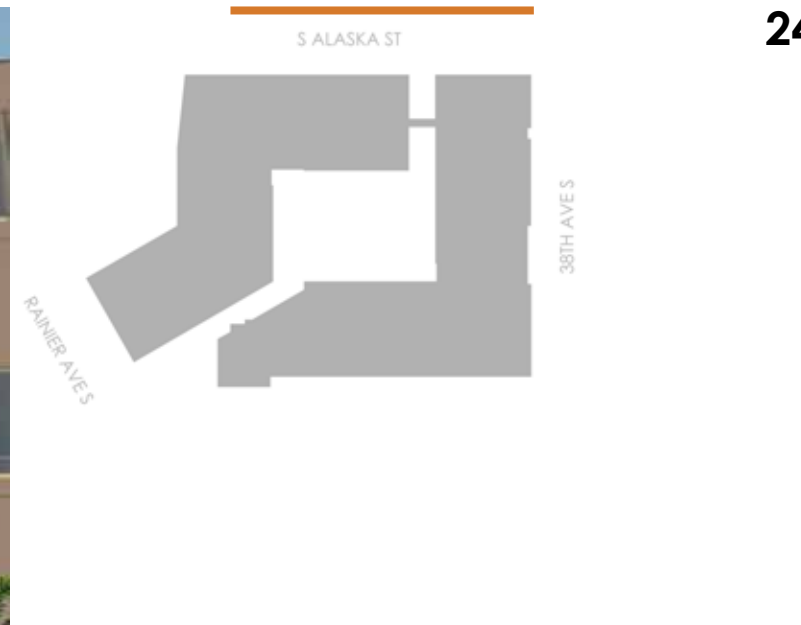


PROPOSED CHANGES

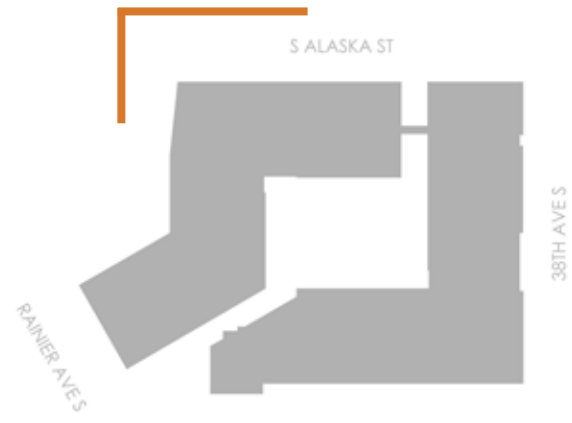
Facade Modulation along 38th Ave S (East Elevation)



BEFORE (DESIGN @ DRB #1)



^ View from playfields to S Alaska St facade



Commercial and Hillclimb Entry >



^ 38th Ave S, looking north



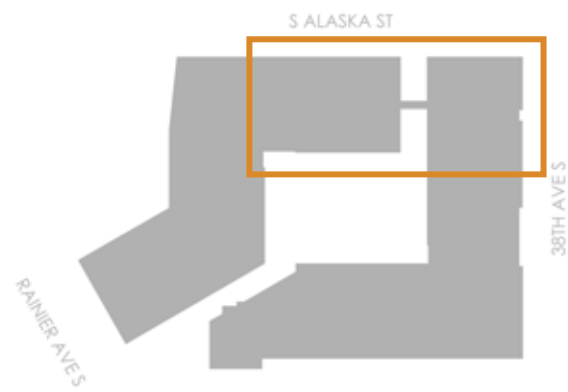
RESPONSE TO BOARD GUIDANCE:

- Board Guidance: due to concerns about the ground-level visibility at Alaska-38th intersection, consider expanding the street-level setbacks at the NE corner to create sightlines. Provide additional detail on pedestrian safety measures at the retail garage entry.

Design Response: Alaska-facing facade of Retail A has been pulled back significantly from the property line to allow spill-out space adjacent to the sidewalk, views from Alaska around the corner to 38th, and enhanced views to the street when exiting the retail garage. The streetscape surrounding the retail garage entry has been carefully studied, with input from our traffic consultant to enhance sightline and safety: street trees have been pulled away from the garage entries for visibility, and pedestrian space is defined by differential paving and seat walls.

- Board Guidance: provide street furniture and pedestrian amenities along the streetscape to engage and foster human interaction. Increase retail opportunities for street interaction and study the relationship of the lower lobby and Retail A entries

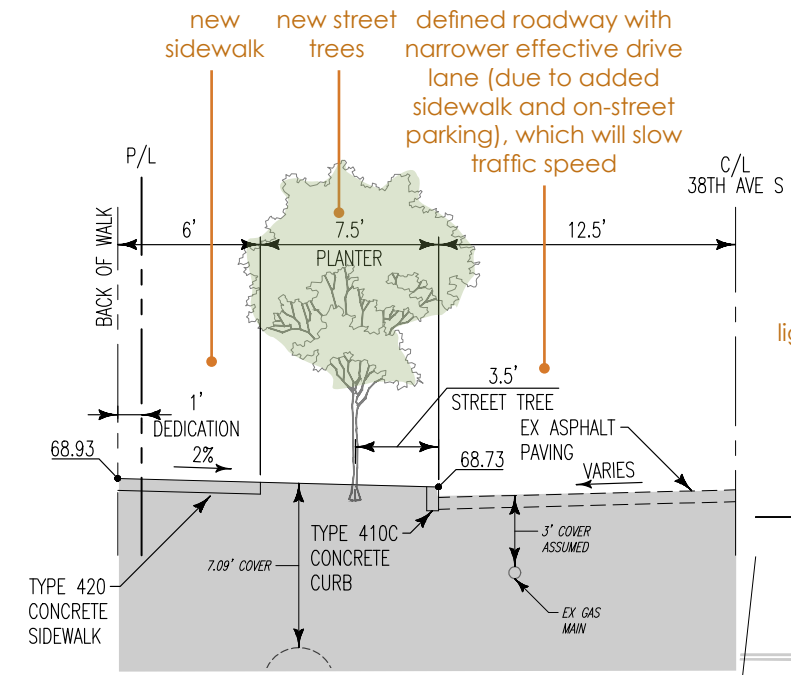
Design Response: Street furniture has been added along the Alaska St frontage, concentrated near site entry areas (hillclimb entry, Retail B entry, and NE corner Retail/lower lobby entrances). Retail A has been reconfigured with large spill-out space in the enhanced ground floor setback from the sidewalk and a direct Alaska-facing entrance to increase its street presence. To accommodate parallel parking along S Alaska and a strong retail connection with the street and park, a discontinuous landscape strip is proposed at the sidewalk edge to allow for greater porosity and visibility for pedestrians on the sidewalk.



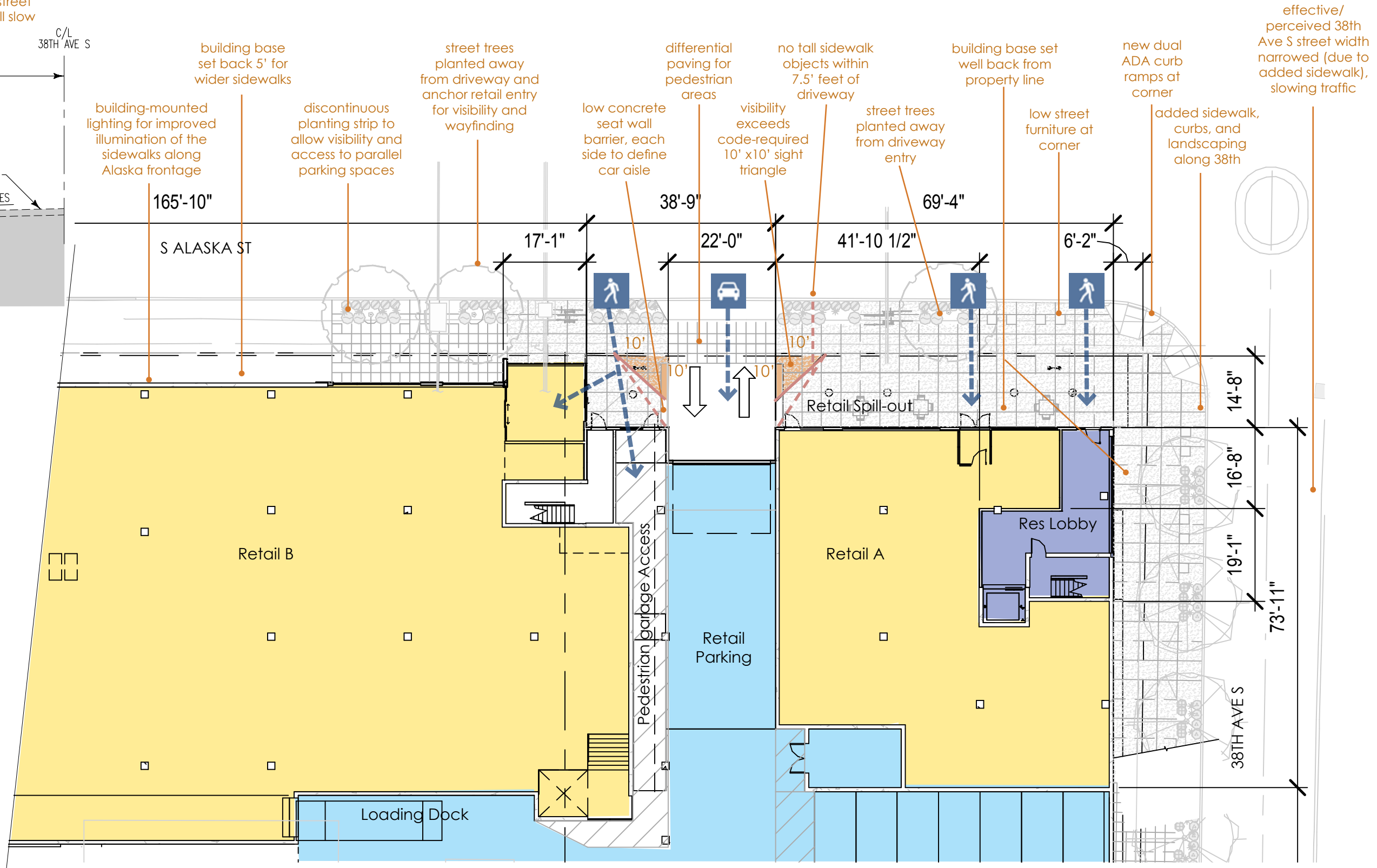
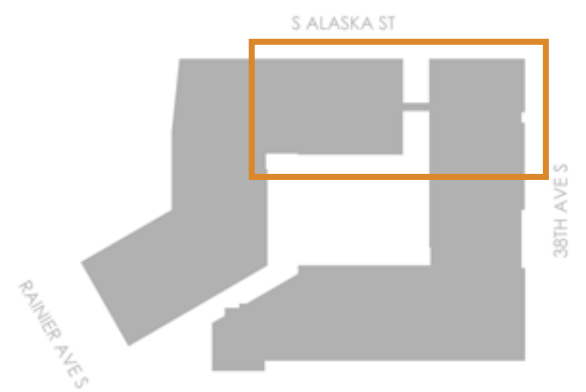
^ Design inspiration image: 19th & Mercer building (a Lake Union Partners project)

Building base at NE corner showing lower floor setbacks and retail spillout >



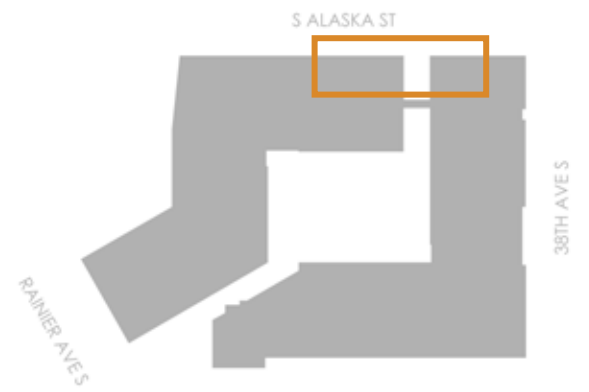


PROPOSED 38TH AVE S SECTION



- LEGEND
- Retail
 - Residential Lobbies
 - Vehicle Entrances and Parking

ENLARGED PLAN AT NE CORNER north



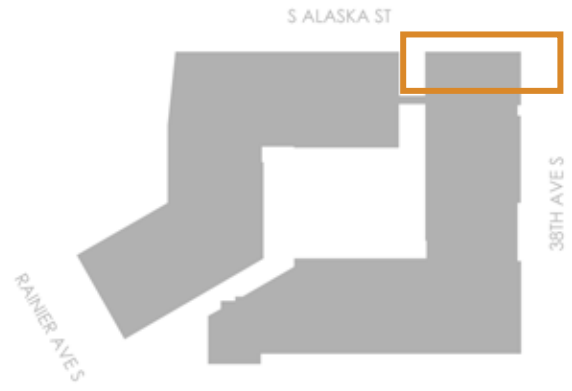
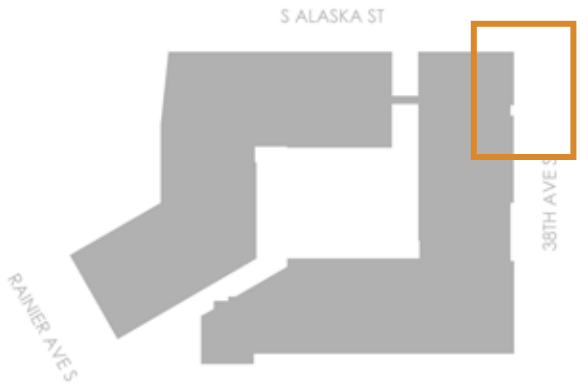
^ Alaska St looking at Retail A, retail driveway, and Retail B entry



38th Ave S Street View - traveling north to S Alaska St



S Alaska St Street View - traveling east to 38th Ave S



MEMORANDUM

DATE: March 15, 2016

TO: Megan McKay
Johnston Architects

FROM: Jeff Schramm / Curtis Chin, P.E.
TENW

SUBJECT: 3717 S Alaska Street Mixed-Use
Site Access Assessment
TENW Project No. 5068

This memo addresses concerns from the January 26, 2016 Design Review Board (DRB) regarding:

- Support for the departure request to allow a site driveway on S Alaska Street.
- Safety at 38th Ave S and S Alaska Street.

TENW has conducted a site visit to observe existing conditions in the study area, and reviewed the current site plan layout. The following summarizes our review of a proposed retail driveway on S Alaska Street and our assessment of safety on 38th Ave S and S Alaska Street.

Support of Proposed Retail Driveway on S Alaska Street

Under a code-compliant design, all access points would be required to be located on either 38th Ave S or S Alaska Street. Approval of a departure request would allow a retail driveway to be located on S Alaska Street and a residential driveway on 38th Ave S. The proposed retail driveway on S Alaska Street would be located approximately 350 feet east of the signalized intersection of Rainier Avenue S/S Alaska Street, and 80 feet west of 38th Ave S. As we understand, there is a concern regarding pedestrian safety on S Alaska Street with the proposed retail driveway.

We have reviewed the current site plan and driveway layout, and have concluded that the driveway's impact on pedestrian safety would be no different than other retail driveways located in an urban environment. The existing site currently includes two closely spaced driveway curb cuts on S Alaska Street located approximately 150 feet east of the Rainier Ave S and adjacent to an existing retail driveway curb cut. These two driveway curb cuts provide access to the existing Post Office, and would be removed as part of the proposed project.

The location of the proposed retail driveway (approximately 350 feet east of Rainier Ave S) would be an improvement over the existing condition; locating the driveway further east from Rainier Ave S increases the number of vehicles that can queue westbound on S Alaska Street without blocking access at the proposed retail driveway location. In addition, the proposed driveway width of 22 feet would reduce the pedestrian exposure to vehicles entering/exiting the site when compared to the existing condition (which has a combined driveway width of 32 feet).

To enhance the safety of the proposed retail driveway on S Alaska Street, the following measures are proposed:

- Locate objects that may impact pedestrian-driver sightlines well outside of the required clear zone and site triangles as defined by City of Seattle CAM 2204.
- Use of differential paving across the driveway as a visual queue for exiting vehicles and pedestrians of a potential vehicle-pedestrian conflict zone.

- Minimize driveway width of 22 feet which reduces the pedestrian crossing distance (i.e., reduces pedestrian exposure). Turning radius for vehicles entering the driveway require vehicles to slow to complete turn into the driveway.
- Minimize vehicle conflicts for vehicles entering the parking garage. Vehicles are able to completely drive into the site without creating queues that could potentially block the adjacent sidewalk or back onto S Alaska Street creating a hazard for vehicles on S Alaska Street and pedestrians.

Safety at 38th Ave S/S Alaska Street

The proposed project is located on the southwest corner of 38th Ave S and S Alaska Street. The intersection is currently controlled with a standard neighborhood traffic circle. To enhance the safety at the 38th Ave S/S Alaska Street traffic circle, the developer is proposing the following:

- Providing curb, gutter, and sidewalks along the 38th Ave S project frontage (west side of 38th Ave S). This would effectively narrow the south approach to the 38th Ave S/S Alaska Street traffic circle and promote lower vehicle speeds.
- Adding dual ADA curb ramps on the southwest corner of the intersection. The ADA curb ramps would replace the currently non-compliant single curb ramp.
- Locating building set back well behind property lines (14' ground-level at S Alaska Street and 6' at 38th Ave S) to increase sightlines around the southwest corner of the intersection. This would be an improvement over the existing condition where an existing fence and vegetation are located approximately 4' behind the property line on S Alaska St and 38th Ave S (see picture below).



View of southwest corner of 38th Ave S/S Alaska Street

Based on a review of the most recent 3 years of collision history, no collisions were reported at the intersection of 38th Ave S/S Alaska Street. Given the lack of a collision history at the intersection, the existing geometry of the intersection does not appear to create a safety concern. Ensuring that sightlines are maintained around the southwest corner of the intersection and reducing speeds on 38th Ave S, which are measures proposed by this development, will further enhance vehicle and pedestrian safety at the 38th Ave S/S Alaska Street intersection. With the setbacks proposed (14' ground-level at S Alaska Street and 6' at 38th Ave S, the proposed geometry of the building does not pose additional risk to vehicles or pedestrians at this intersection and would be an improvement over existing conditions.

If you have any questions regarding the information presented in this memo or to discuss any other driveway/safety issues, please feel free to contact Jeff Schramm at 425-250-0581.

MATERIALS AND FINISHES

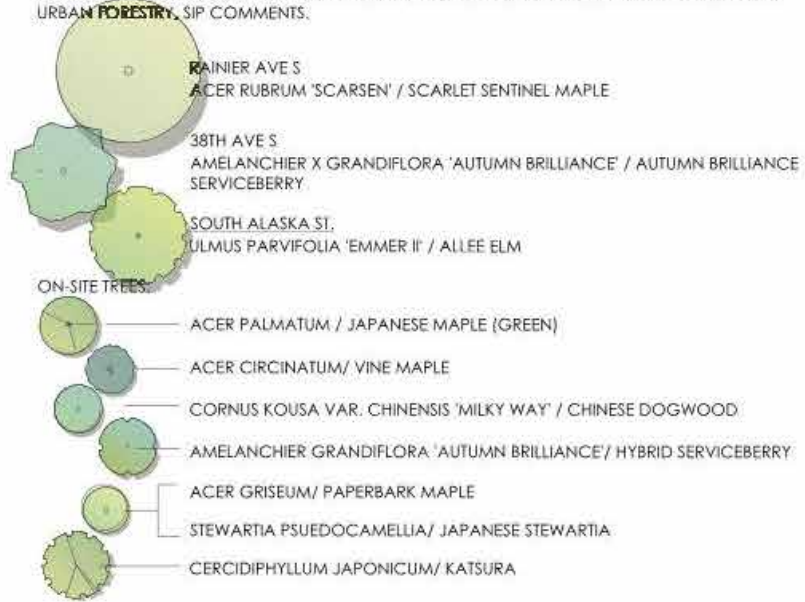
SYMBOL	DESCRIPTION
	PER COS STD PLAN 420 WITH THE FOLLOWING EXCEPTIONS: -SAND-COATED EXP. JOINTS, LIGHT-MED. SANDBLAST FINISH, 2'x2' SCORING UNLESS OTHERWISE INDICATED ON PLAN
	THROUGH JOINT
	PAVERS ON PEDESTAL, 24"x24"x2" THICK PRECAST CONCRETE PAVERS, TEXADA HYDRAPRESSED SLABS, COLOR: NATURAL, AVAILABLE FROM ABBOTSFORD CONCRETE PRODUCTS, 1-800-663-4091. PEDESTALS PER ARCH.
	DECKING
	CIP CONC. SEATWALLS, 24" WIDE, 18" HT.
	GRANITE STONE SLABS, 4" THICK X 1'X4' OR 6" THICK 2' X 8'
	WATER FEATURE
	FIRE PIT
	BOULDERS

0' 15' 30' N



PROPOSED STREET TREES:

TREE SPECIES APPROVED BY BILL AMES, SDOT URBAN FORESTER VIA EMAIL 7/9/15. UPDATE FOR 38TH ST. SENT VIA EMAIL FOR APPROVAL, 8/11/15. REVISED TREE SPECIES PER SHANE DEWALD, SDOT URBAN FORESTRY, SIP COMMENTS.



SHRUBS & GROUNDCOVER R.O.W.

- BUXUS MICROPHYLLA 'WINTER GEM' / WINTER GEM JAPANESE BOXWOOD
- LONICERA PILEATA / BOXLEAF HONEYSUCKLE
- SARCOCOCCA RUSCIFOLIA / FRAGRANT SWEETBOX
- NANDINA DOMESTICA 'GULF STREAM' / GULF STREAM HEAVENLY BAMBOO
- HELLEBORUS ORIENTALIS / LENTEN ROSE (WHITE & PINK)
- ASTILBE X ARENDsii 'DEUTSCHLAND'
- ASTILBE X ARENDsii 'RHEINLAND'
- ARCTOSTAPHLOS UVA-URSI / COASTAL STRAWBERRY
- PACHYSANDRA TERMINALIS / SPURGE

NORTH/SOUTH ENTRIES

- ARCTOSTAPHLOS UVA-URSI / COASTAL STRAWBERRY
- LIRIOPE MUSCARI / LILYTURF
- VIBURNUM DAVIDII / DAVID'S VIBURNUM
- NANDINA DOMESTICA 'MOON BAY' / MOON BAY HEAVENLY BAMBOO
- ROSA 'AMBER' FLOWER CARPET / AMBER FLOWER CARPET ROSE
- SPIRAEA X BUMALDA 'ANTHONY WATERER' / ANTHONY WATERER SPIREA

HILLCLIMB:

- PACHYSANDRA TERMINALIS / SPURGE
- POLYSTICHUM MUNITUM / SWORDFERN
- MAHONIA NERVOSA / LOW OREGON GRAPE
- ASTILBE X ARENDsii 'DEUTSCHLAND'
- ASTILBE X ARENDsii 'RHEINLAND'

COURTYARD

- HELLEBORUS ORIENTALIS / HELLEBORE (WHITE AND PINK)
- DRYOPTERIS ERYTHROSORA / AUTUMN FERN
- PACHYSANDRA TERMINALIS / SPURGE
- POLYSTICHUM MUNITUM / SWORDFERN
- VIBURNUM DAVIDII / DAVID'S VIBURNUM
- BUXUS MICROPHYLLA 'WINTER GEM' / WINTER GEM JAPANESE BOXWOOD
- LONICERA PILEATA / BOXLEAF HONEYSUCKLE
- SARCOCOCCA RUSCIFOLIA / FRAGRANT SWEETBOX
- ILEX CRENATA 'CONVEXA' / COMPACT JAPANESE HOLLY

TREES



Acer rubrum 'Scarsen'
Scarlet Sentinel Maple



Amel. x grand. 'Autumn Brilliance'
Serviceberry



Ulmus parvifolia 'Emmer II'
Allee Elm



Acer palmatum
Japanese Maple (Green)



Cornus k. var. Chin. Milky Way
Chinese Dogwood

SHRUBS



Ilex crenata 'Convexa'
Compact J. Holly



Nandina dom. 'Moon Bay'
Moon Bay Heav. Bamboo



Rosa 'Amber'
Amber Carpet Rose



Viburnum davidii
David's Viburnum



Sarcococca ruscifolia
Fragrant Sweetbox



Liriope muscari
Liriope

GROUNDCOVERS



Dryopteris erythrosora
Autumn Fern



Ophiop. p. 'Nigrescens'
Black Mondo Grass



Polystichum munitum
Sword Fern



RAINIER AVENUE S

SOUTH COURT

- 1 Lush Streetscape at Busy Streets
- 2 Bike Racks
- 3 Spill out Retail
- 4 Curved Ramp
- 5 Stone Slabs
- 6 Gathering Place
- 7 Water Feature



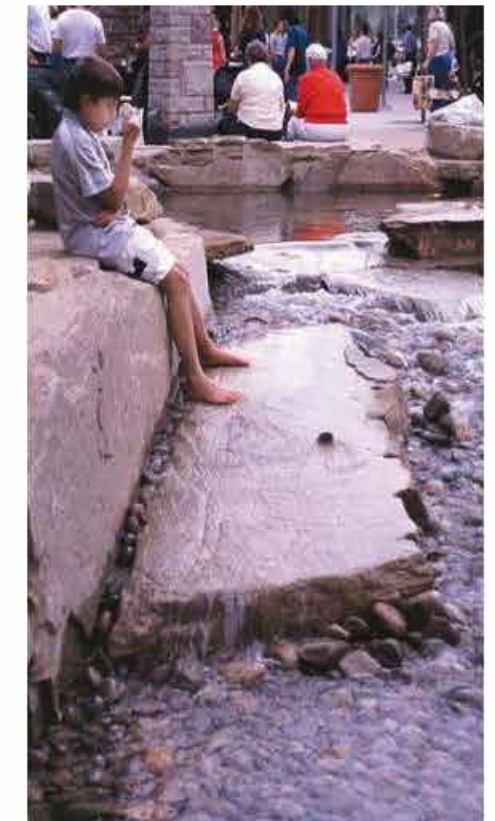
4 Curved Ramp



4 Stone Slabs



6 Gathering Place



7 Water Feature



RAINIER AVENUE S

NORTH COURT

- 1 Bike Racks
- 2 Lush Streetscape and Canopy
- 3 Spill out Retail
- 4 Community Connector
- 5 Seating
- 6 Gathering Place
- 7 Upper Entry
- Light Sandblast Paving
- 8 Lower Entry
- Light Sandblast Paving



1 Lush Streetscape and Canopy



6 Gathering Place

THROUGH BLOCK HILLCLIMB

- 1 Seat Cubes and Canopy at Corner
- 2 Ramp
- 3 Office Entry - Light Sandblast Paving
- 4 Seating
- 5 Grove with ferns
- 6 Festival Lights
- 7 Stair climb
- 8 Lower Entry - Light Sandblast Paving
- 9 Stairs to North Court



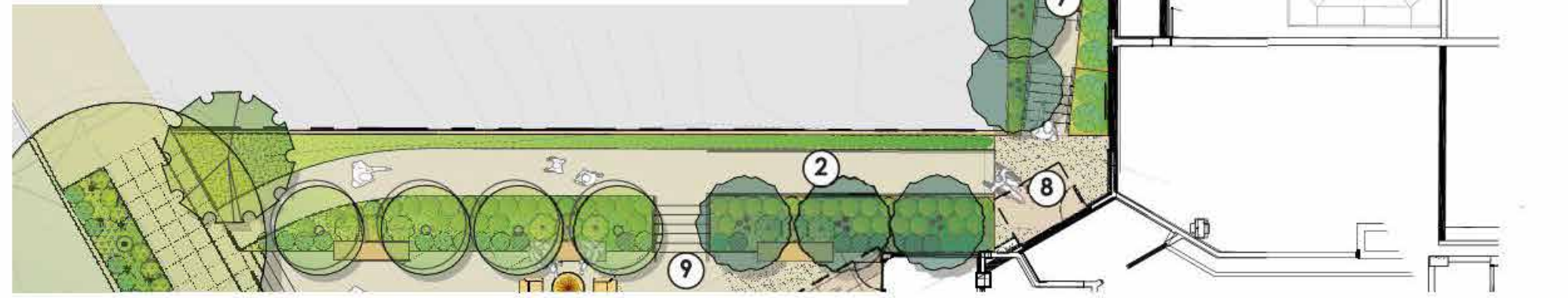
5 Tree grove with ferns



6 Festival lights

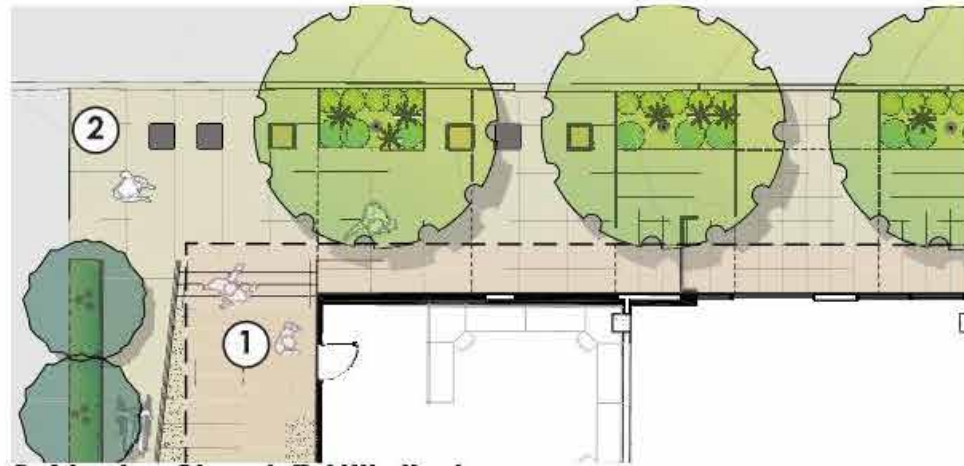


7 Stair climb



S ALASKA STREET, 38th AVENUE S

- 1 Sandblast at Office Entry
- 2 Seat Cubes for Hanging
- 3 Bike Racks at Retail Entrances, typ.
- 4 Improved Cross Street Connections
- 5 Spill out Retail at Store
- 6 Lush Plantings beyond Retail



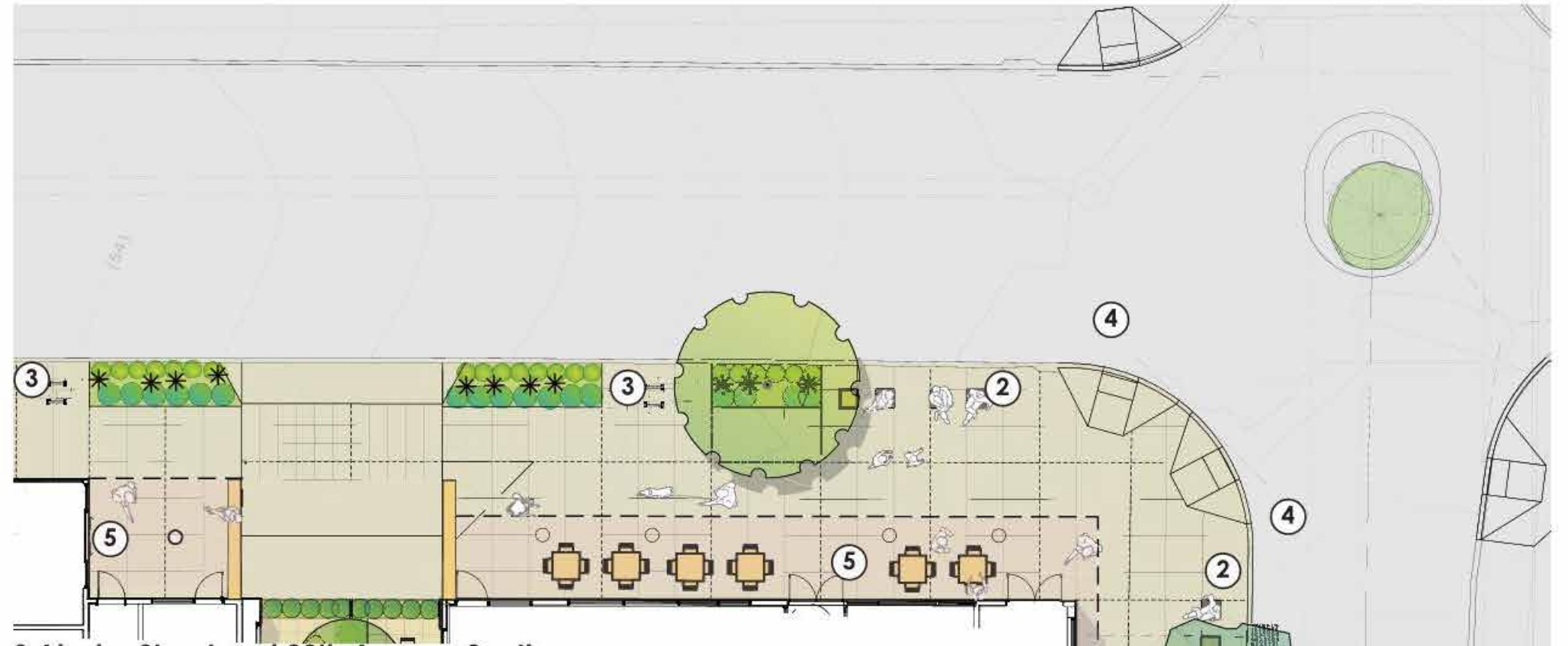
S Alaska Street @ Hillclimb



1 Sandblast at Entrances



2 Seat Cubes for Hanging



S Alaska Street and 38th Avenue South



5 Spill out Retail at Store



6 Lush Streetscape





COURTYARD








- 1 Amenity Area
- 2 Water Feature
- 3 Fire Pit
- 4 Lawn Square
- 5 Decking and Festival Lighting
- 6 Solarium
- 7 Mounded Screening Landscape
- 8 Private Terraces



Decking, Festival Lighting, Fire Pit and Amenity Area





Lawn and decking at amenity room

-  GRAVEL SURFACING: CRUSHED GRANITE, 3/8" CLEAR, 3" DEPTH WITH FILTER FABRIC BENEATH
-  PAVERS ON PEDESTAL, 24"x24"x2" THICK PRECAST CONCRETE PAVERS, TEXADA HYDRAPRESSED SLABS, COLOR: NATURAL, AVAILABLE FROM ABBOTSFORD CONCRETE PRODUCTS, 1-800-663-4091. PEDESTALS PER ARCH.
-  DECKING
-  DOG AREA SURFACING, TBD
-  VEGETATED ROOF TRAY, LIGHT WEIGHT SOIL MOUNDED TO 8" DEPTH, SEDUM MAT WITH 4" POT PERENNIALS
-  FALL PROTECTION, 42" HT., REF: ARCH.
-  SQUARE FIBERGLASS PLANTER, TBD





PLANTING

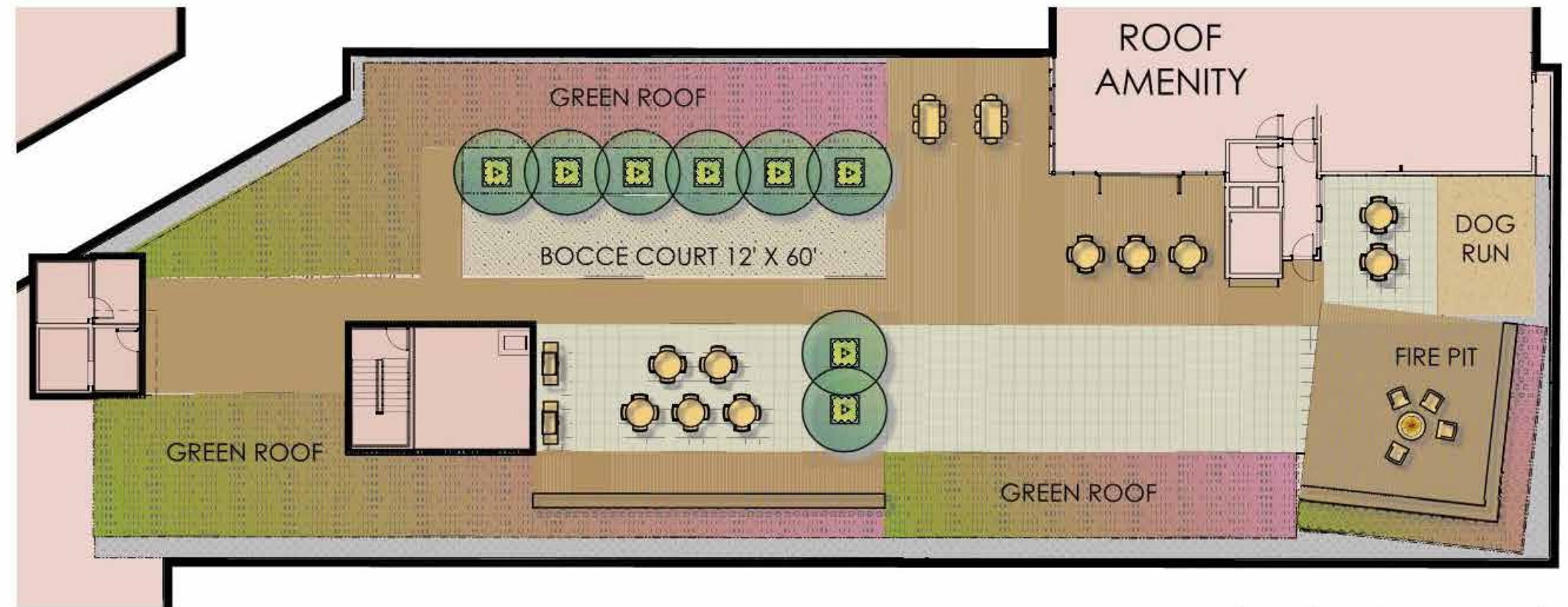
SYMBOL	BOTANICAL NAME/ COMMON NAME
--------	-----------------------------

TREES:

-  PARROTIA PERSICA / PERSIAN IRONWOOD
-  LAGERSTROEMIA INDICA X FAURIEI 'MUSKOGEE' / MUSKOGEE CRAPE MYRTLE

VEGETATED ROOF

-  PREVEGETATED SEDUM TILE BY ETERA 'COLOR MAX' PRE-PLANTED WITH THE FOLLOWING PERENNIALS @ 12" O.C.
-  ACHILLEA MILLEFOLIUM 'SUMMER WINE' / YARROW
-  ACHILLEA MILLEFOLIUM 'TERRA COTTA' / TERRA COTTA COMMON YARROW
-  STIPA TENUISSIMA / MEXICAN FEATHER GRASS



Dogspot



Green Roof and Perennials



Fun Pots



Bocce and Decking and Sun



Fire and View

PREVIOUS BOARD FEEDBACK:

The Board provided initial support for the departure request; separating the residential parking entry and main trash service from the retail parking reduces the potential for pedestrian conflicts at the NE corner and provides a better wayfinding response

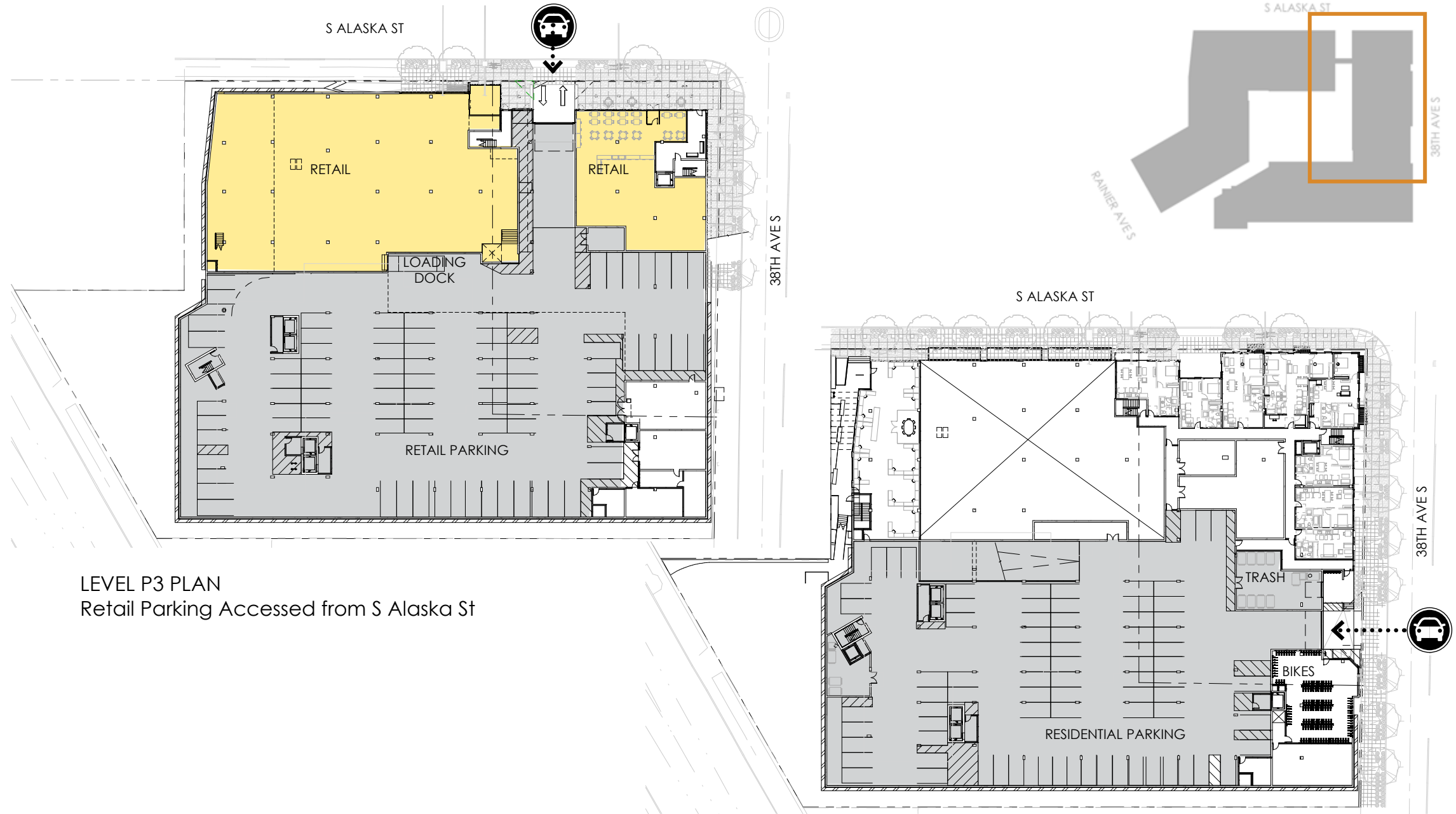
DEPARTURE	CODE REQUIREMENT	PROPOSED DESIGN	JUSTIFICATION
Access to parking	SMC 23.47A.032.A.1.c For sites abutting two or more streets, the code allows parking access from only one of the side street lot lines. Two two-way curbcuts are permitted per 23.54.040.F.2.a.1	One two-way curb cut off S Alaska St for retail parking and one two-way residential parking curbcut off 38th Ave S (two curbcuts total)	The lot has a total frontage of 671'-2" and abuts three streets. Due to existing slope and street character, the proposed design separates retail and residential parking (PL2 D 1: Wayfinding). Access to retail parking is off Alaska in keeping with the more commercial character of the street and wider/shallower Right of Way. Residential parking is accessed from 38th Ave S, a steeper, narrower, more residential side street (CS2 B 2: Connection to the Street and CS2 D 5: Respect for Adjacent Sites). Separating the residential parking entry and main trash service from the retail parking enhances safety by reducing the number of vehicle trips impacting the intersection of 38th and S Alaska, reducing the potential for conflicts at the important corner crossing vs a code-complying design which would have both driveways on 38th. Spreading the garage entries onto two streets also reduces traffic volume adjacent to the neighboring LR3 zone to the east across 38th (CS2 D 5: Respect for Adjacent Sites).



S ALASKA ST - wider ROW
- shallower slope
- more through traffic



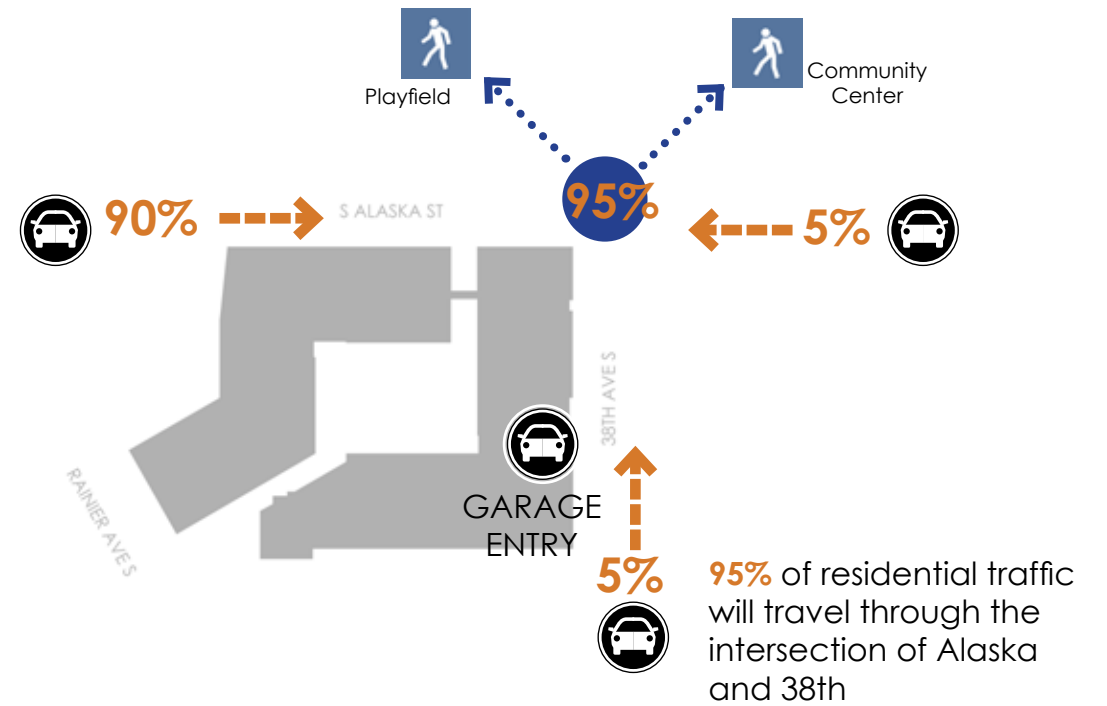
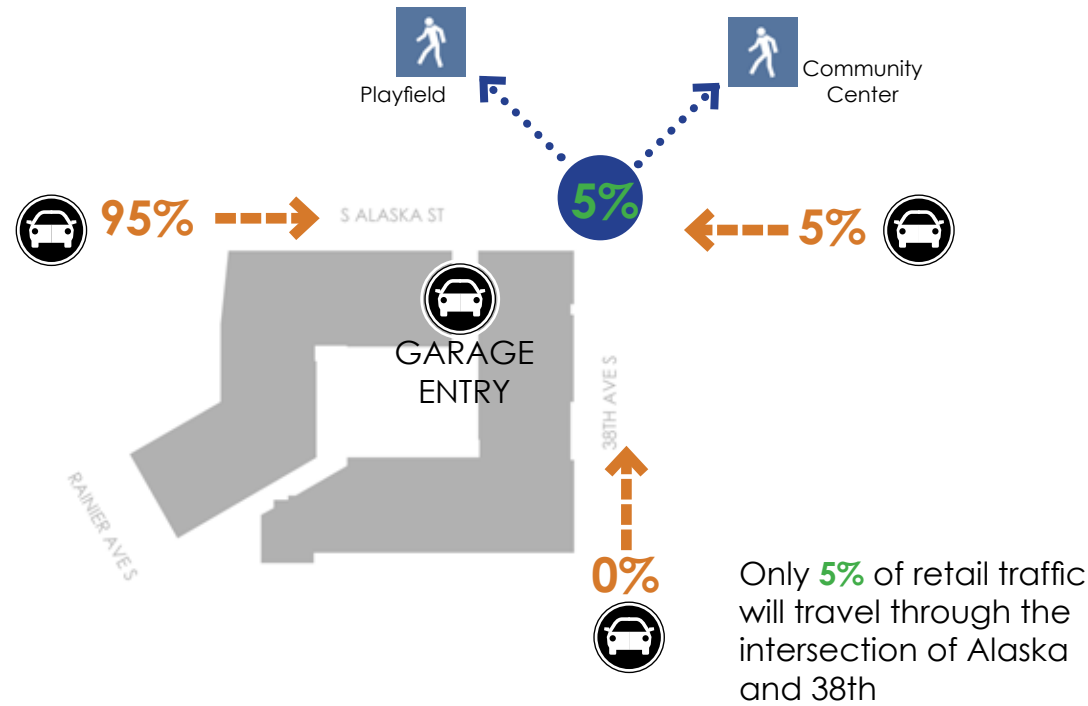
38TH AVE S - narrower and steeper
- LR-3 zone frontage on east side



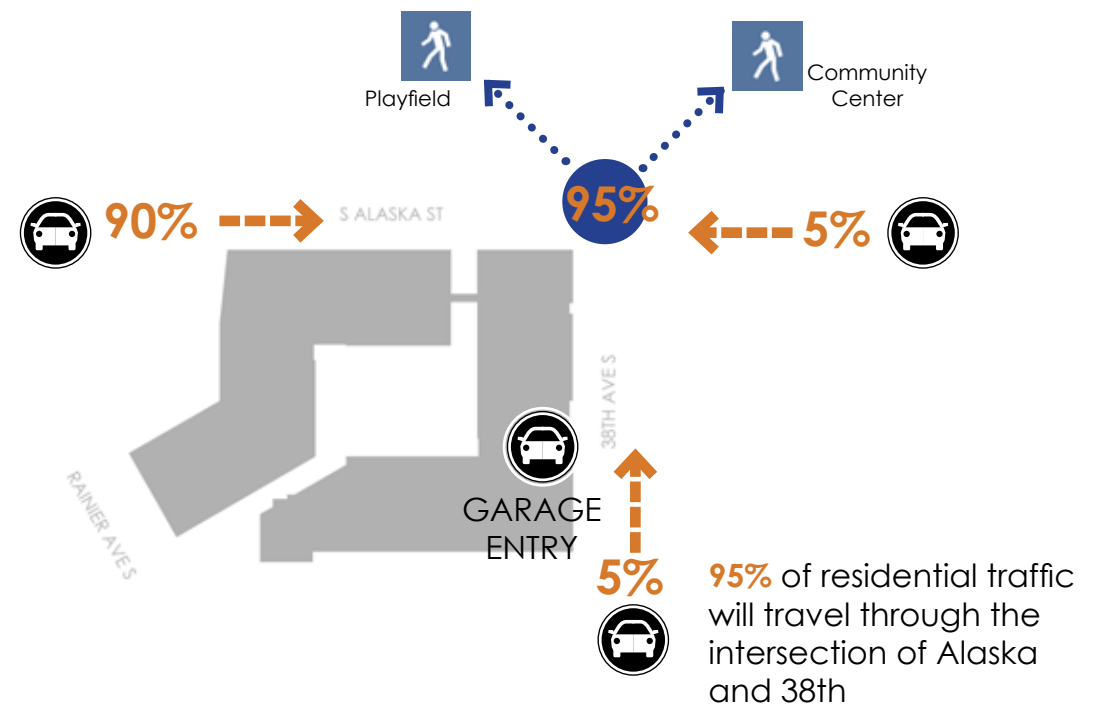
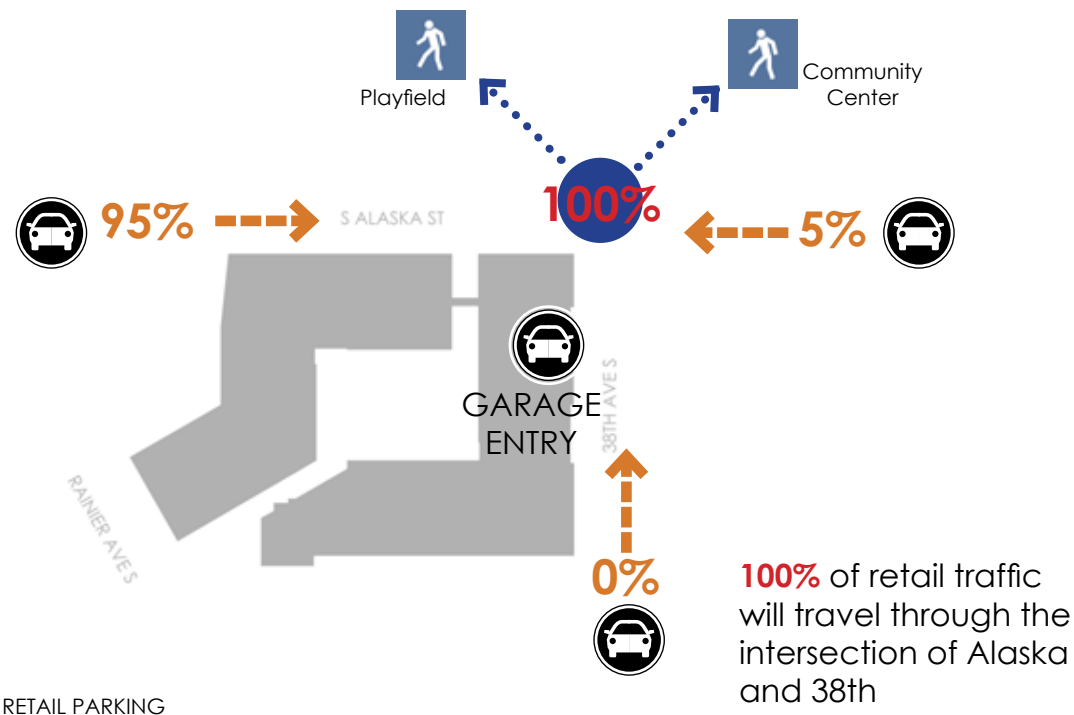
LEVEL P3 PLAN
Retail Parking Accessed from S Alaska St

LEVEL P1 PLAN
Residential Parking Accessed from 38th Ave S

PROPOSED DESIGN
(1 retail driveway on S
Alaska
+ 1 residential driveway
on 38th)



CODE-COMPLYING
(2 driveways on 38th)



RETAIL TRAFFIC

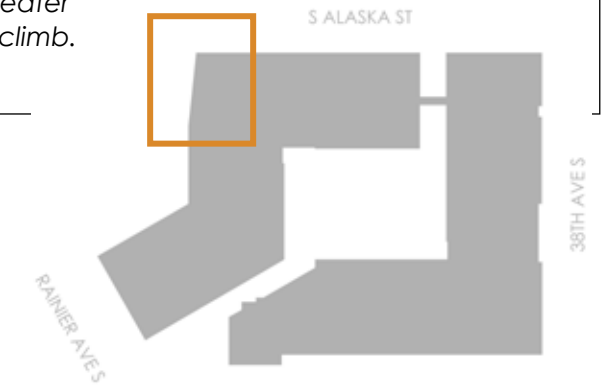
RESIDENTIAL TRAFFIC

Trip distribution source: TENW Traffic Study prepared for this application, dated October 12, 2015

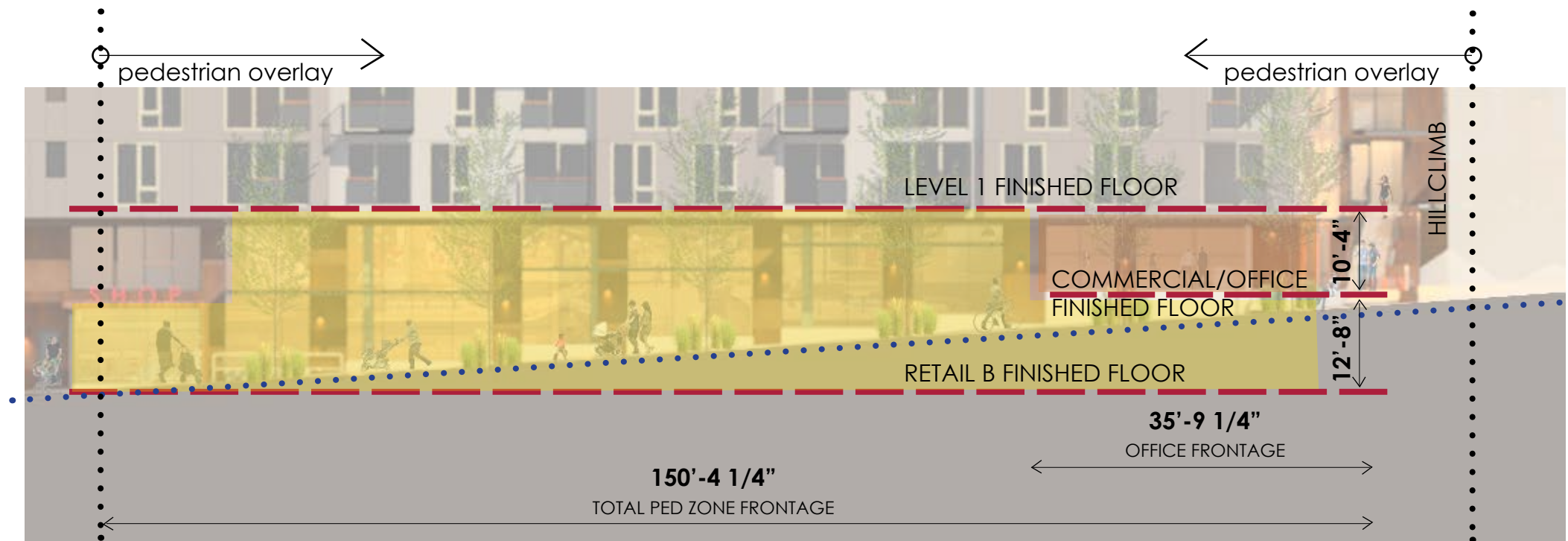
PREVIOUS BOARD FEEDBACK:

The Board provided preliminary support for the departures, provided the configuration of the office frontage is further studied. The proposed design has the potential to activate the hillclimb from Alaska to Rainier and provide 'eyes on the street' and street level transparency for enhanced safety and security and responds to community desire to incorporate an office use into the project.

DEPARTURE	CODE REQUIREMENT	PROPOSED DESIGN	JUSTIFICATION
Street-Level Requirements: Non-Res Use Height at Commercial Space	SMC 23.47A.008.B.4 The code requires a minimum 13' floor-to-floor height for non-residential uses at street level.	Floor-to-floor height of the commercial office space at the west end of S Alaska St is 10'-4" to allow for an active use at the sidewalk level and activation of through-block hillclimb entrance	Due to the slope of S Alaska St, the large anchor retail space proposed will have a finished floor well below the sidewalk at the west end despite an at-grade entry at its east end. In response to community desire for an office use, the project proposes a commercial office space above the retail space below and adjacent to the sidewalk (CS2 B 2: Connection to the Street and PL1 B 3: Pedestrian Amenities). The proposed office use at grade will activate the stairclimb from Alaska to Rainier and provide "eyes on the street" for enhanced safety and security (PL2 B 3: Street Level Transparency) compared to a code-complying design without the office space, which would leave the retail floor approximately 11' below the sidewalk at the west end of Alaska. The office frontage proposed allows for a reasonably-proportioned commercial space.
Street-Level Requirements: Use Frontage	SMC 23.47A.008 D 1 The code requires a minimum of 80% of the street-level facade facing a Principal Pedestrian Street to be occupied by approved, pedestrian-oriented uses. Up to 30 lineal feet of office use is allowed as an approved use.	76% of the street-level facade fronting S Alaska St is occupied by permitted pedestrian-oriented uses. The remainder is office use with a frontage of 35'-9 1/4".	<i>[In response to the Board's request to further study the office configuration, the size of the office use has been substantially increased (by 1200 sf) and elongated so now has greater frontage and transparency facing the hillclimb. Please see page 18 for more detail]</i>



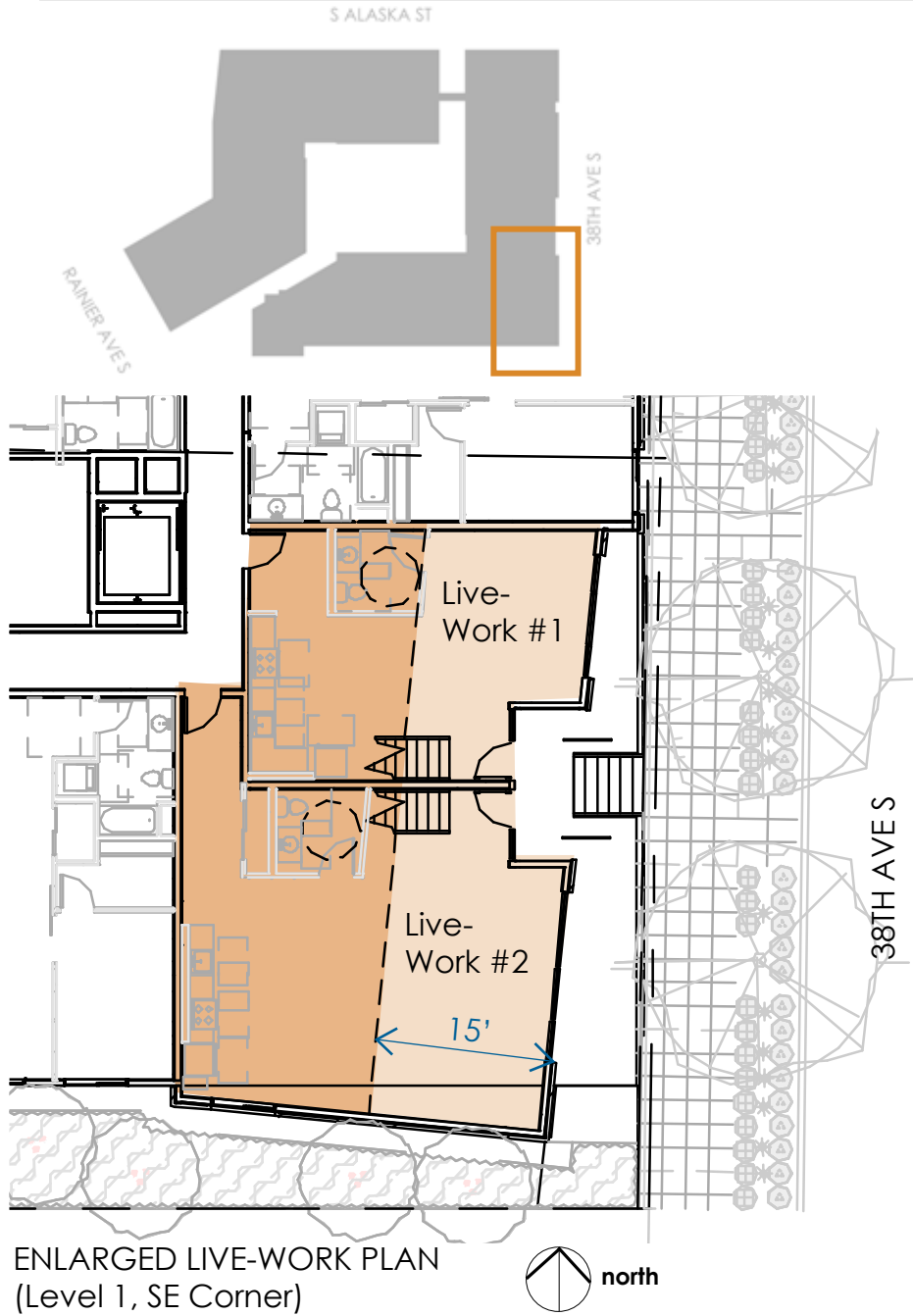
Perspective of office entry/hillclimb from S Alaska St



Enlarged elevation along S Alaska St

The Board provided preliminary support for the departures. The design responds to past guidance and has the potential to create a stronger connection to the street. The loft mezzanine at the rear portion of the unit provides privacy to the residential portion of the unit without relying on window coverings at the street face

DEPARTURE	CODE REQUIREMENT	PROPOSED DESIGN	JUSTIFICATION
Street Level Requirements: Non-Res Use Height at Live-Work Units	SMC 23.47A.008.B 4 Code requires a minimum 13' floor-to-floor height for street-facing commercial uses for an average depth of 30' and a minimum depth of 15'	A 9'-4" floor-to-floor height is proposed after the first 15' of depth of the live-work units fronting 38th Ave S to allow a residential sleeping loft at the rear portion of the unit. The portion of the units in front of the loft (fronting the street) has a complying 18'-8" floor-to-floor height.	Tall storefront windows and full-height space is provided at the front (business portion) of the units. The loft mezzanine at the rear portion of the unit affords some privacy to the residential portion of the unit without relying on window coverings at the street face. Lending separation between public (business) and private (residential) uses within the units creates a stronger business portion adjacent to the street (CS2 B 2: Connection to the Street)
Street Level Requirements: Non-Res Use Depth at Live-Work Units	SMC 23.47A.008.B 3 Code requires an average depth of at least 30' and minimum depth of 15' for non-residential uses at the street-level, street-facing facade	The full-height commercial/business portion of the unit between the front of the loft and the street averages 15' depth. The total depth of Live-Work 1 is 28.94' avg, and the total depth of Live-Work 2 is 32.19' avg.	



^ sketch example of full-height front business portion w/ living space at loft above

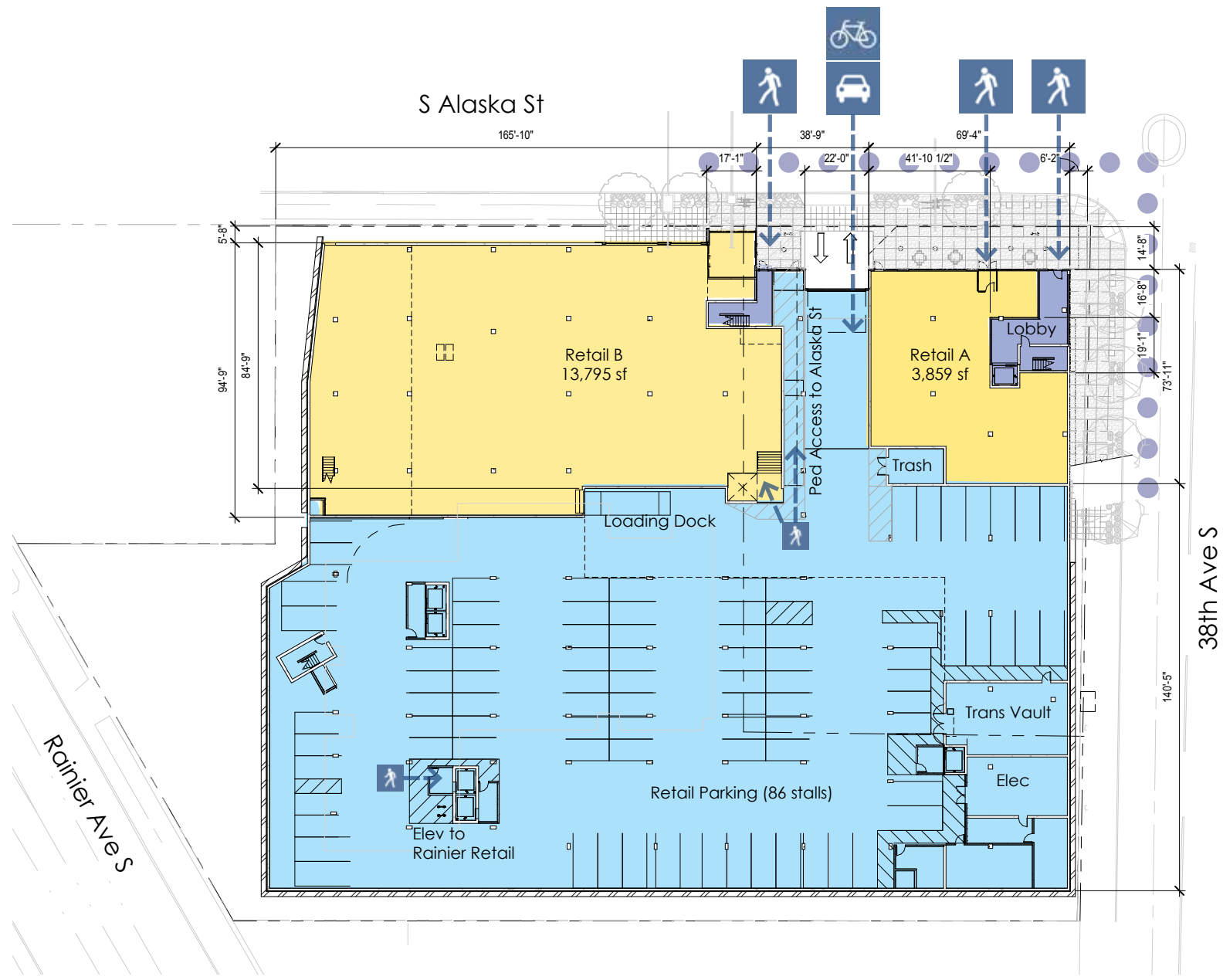
- Business Portion (height-compliant): 15' deep
- Residential Portion (not height compliant)



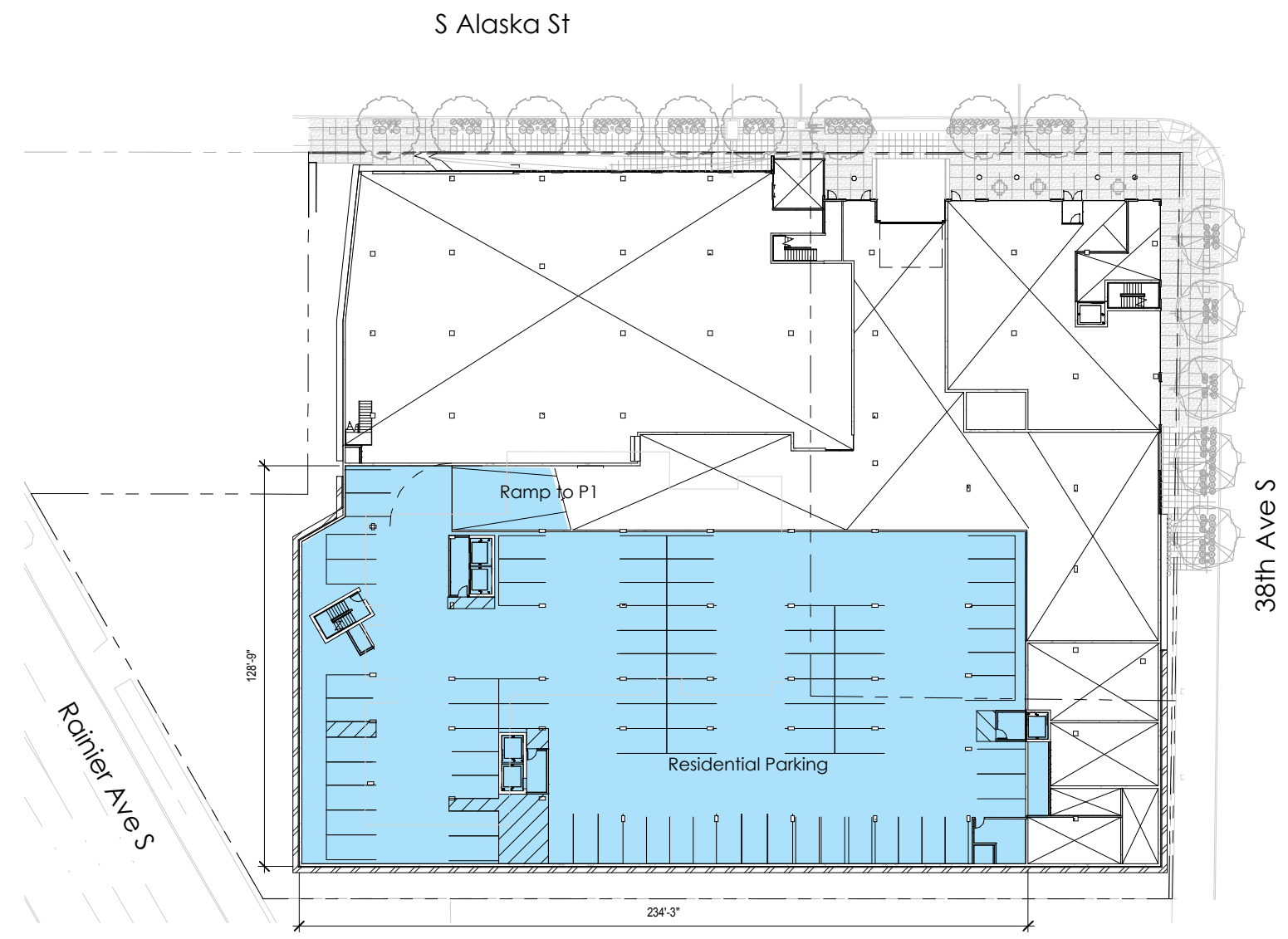
^ Street view of live-work units, showing full-height storefront glazing at the street

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APPENDIX | Design Drawings



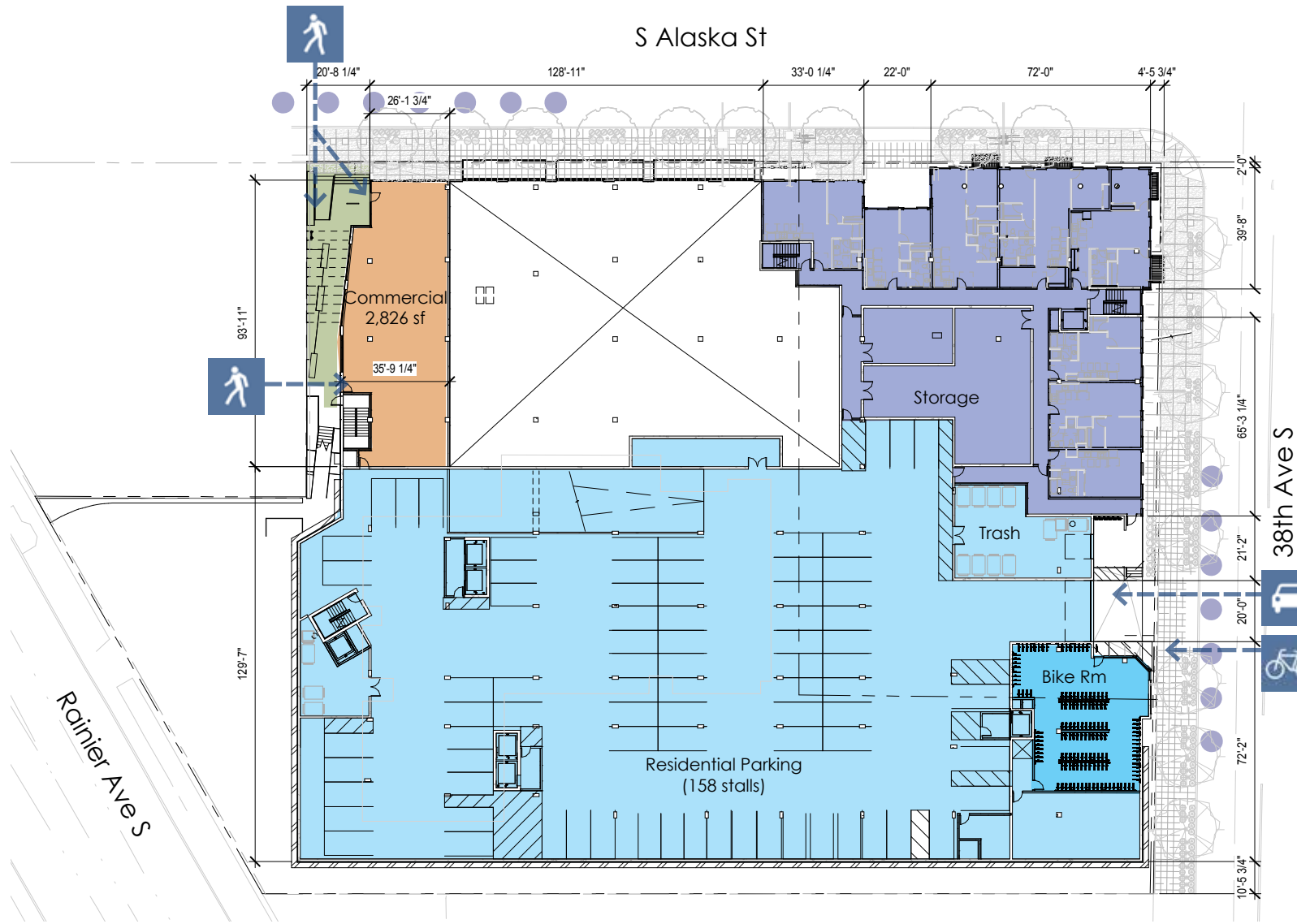
LEVEL P3
 (Ground floor along east half of S Alaska St
 and north end of 38th Ave S)



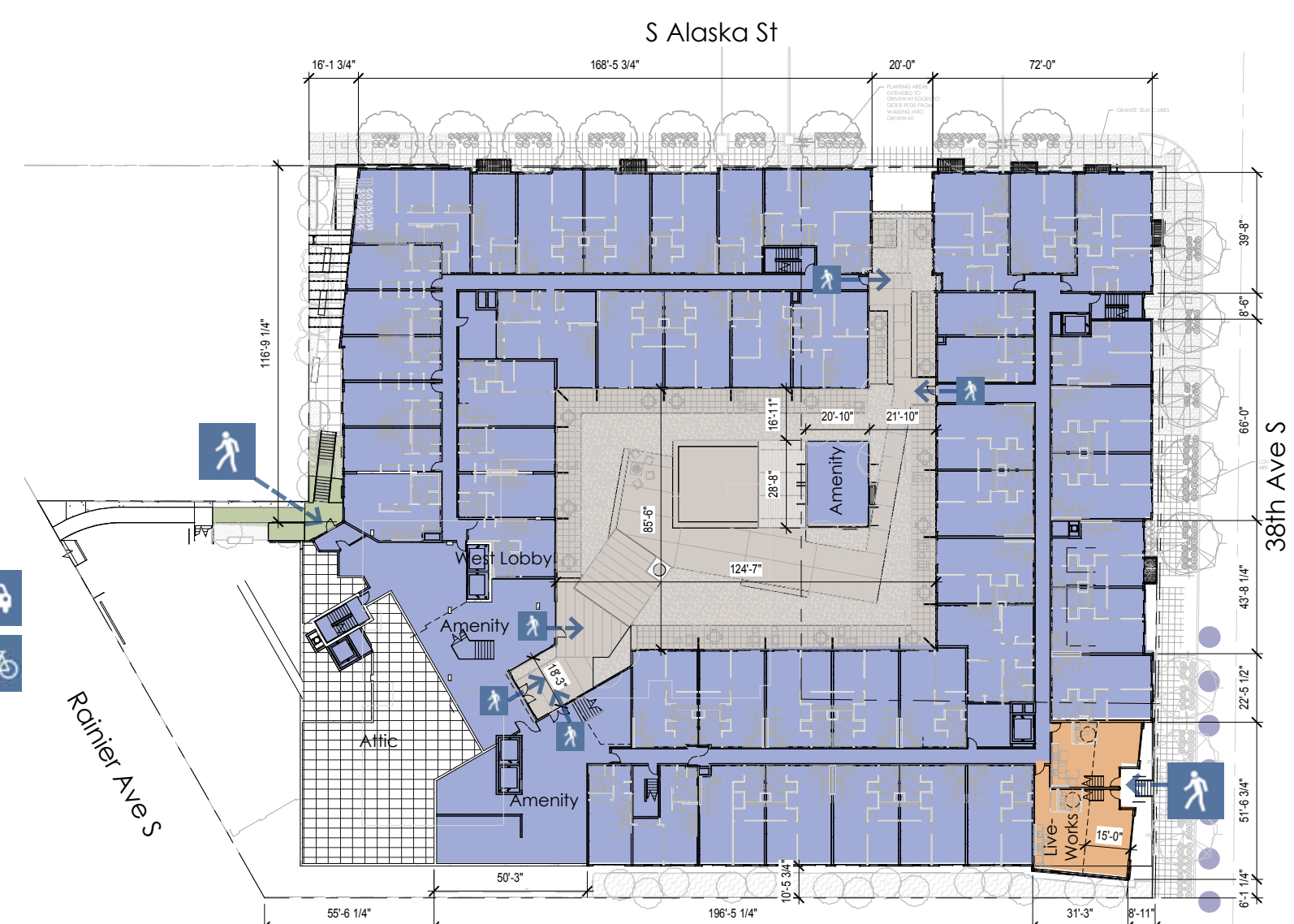
LEVEL P2

- LEGEND**
- Commercial
 - Retail
 - Residential
 - Vehicle Entrances and Parking
 - At-grade portion





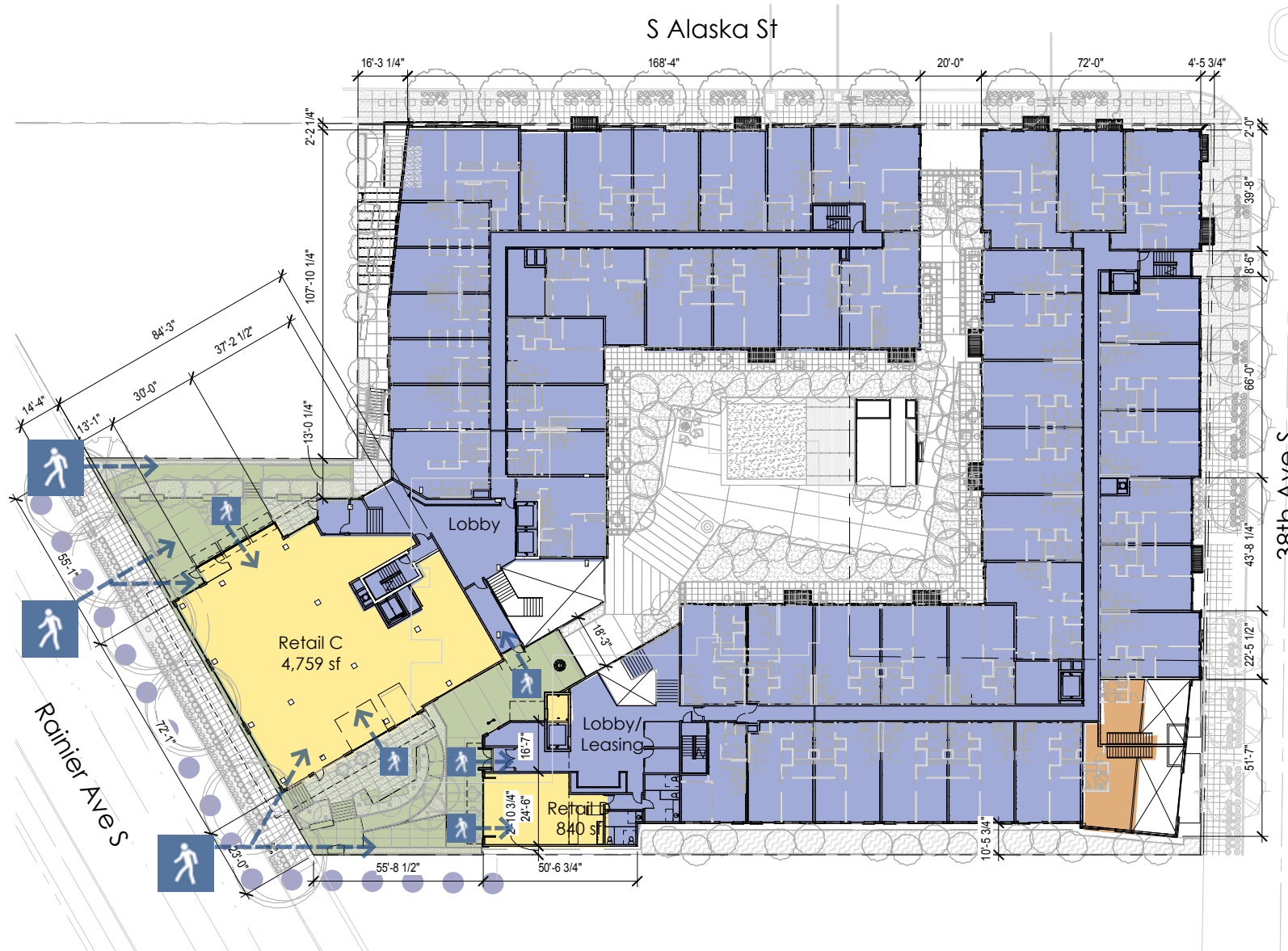
LEVEL P1
 (Ground floor along west half of S Alaska St
 and middle of 38th Ave S)



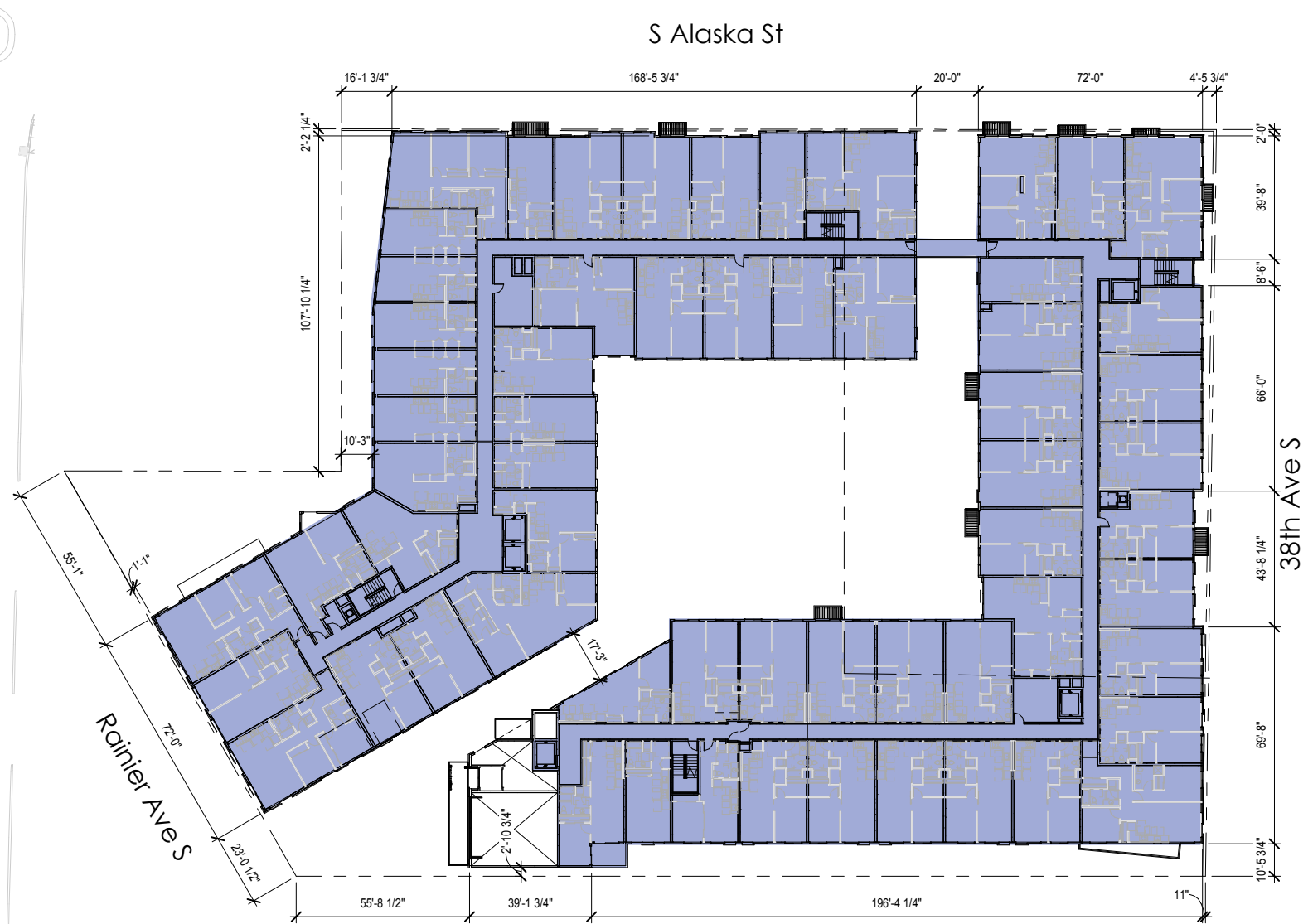
LEVEL 1 / COURTYARD
 (Ground floor along south end of 38th Ave S)

- LEGEND
- Commercial
 - Retail
 - Residential
 - Vehicle Entrances and Parking
 - At-grade portion





LEVEL 2
(Ground floor along Rainier Ave S)



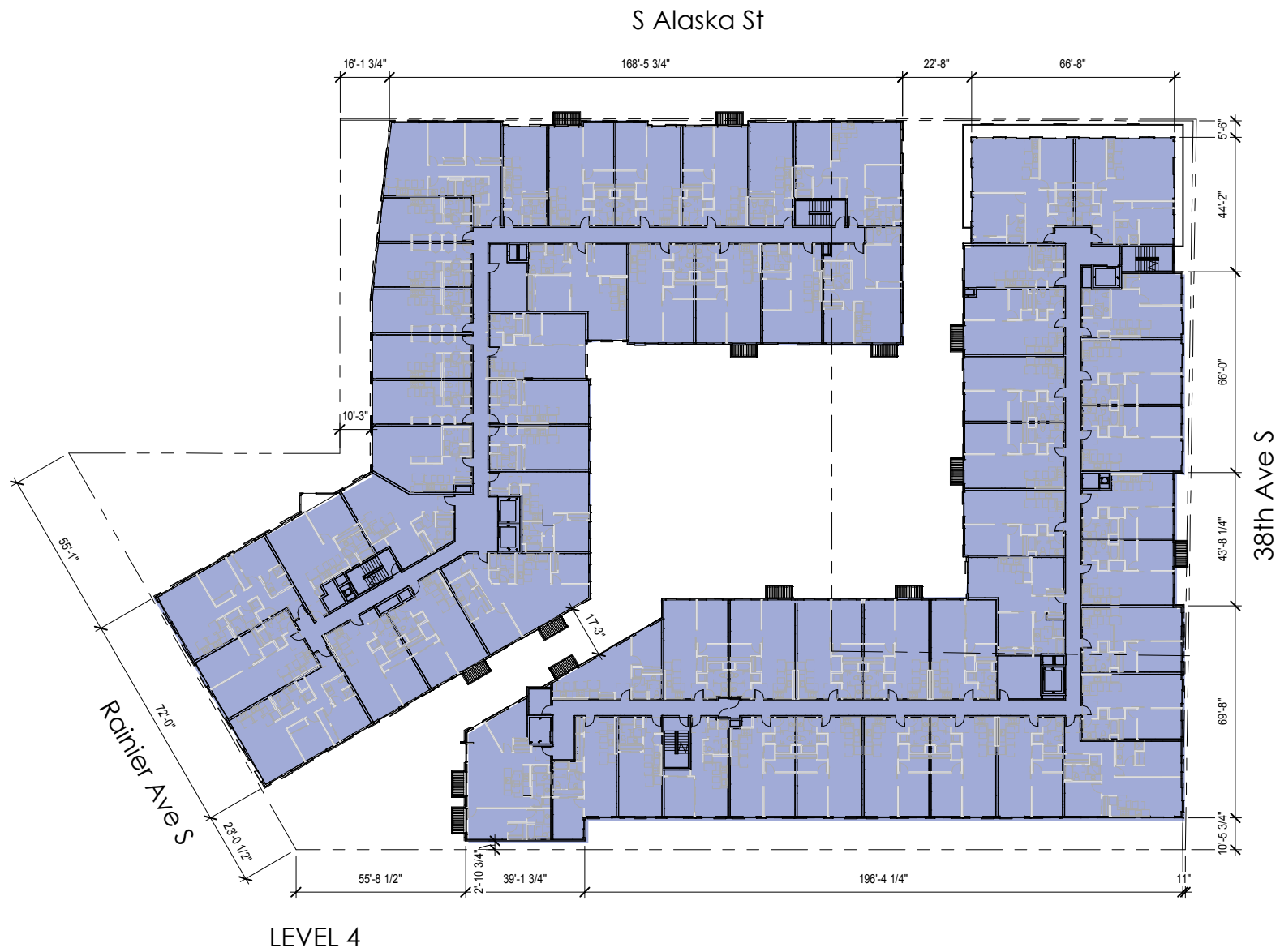
LEVEL 3

LEGEND

- Commercial
- Retail
- Residential
- Vehicle Entrances and Parking
- At-grade portion



north









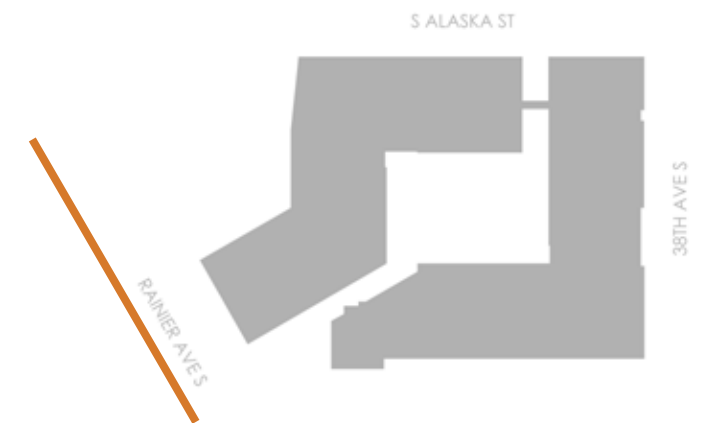
- LEGEND**
- Commercial
 - Retail
 - Residential
 - Vehicle Entrances and Parking











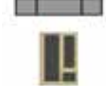
FACADE MATERIALS

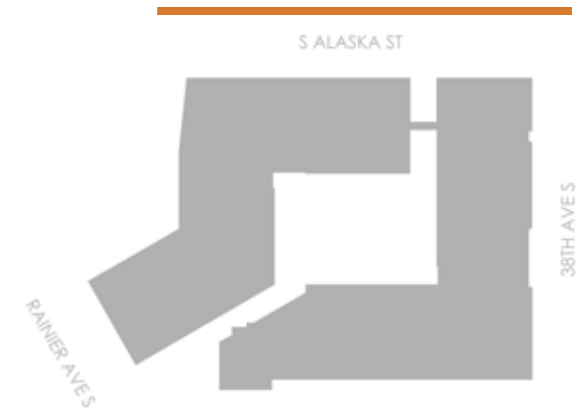
-  Brick w/ black windows
-  Painted Fiber Cement Board w/ almond vinyl windows
-  Pre-weathered Steel w/ black windows
-  Cedar Screens at Balconies/Cedar Soffit at Overhangs
-  Bolt-on Balconies with Mesh Railing
-  Black Storefront windows







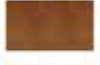




FACADE MATERIALS

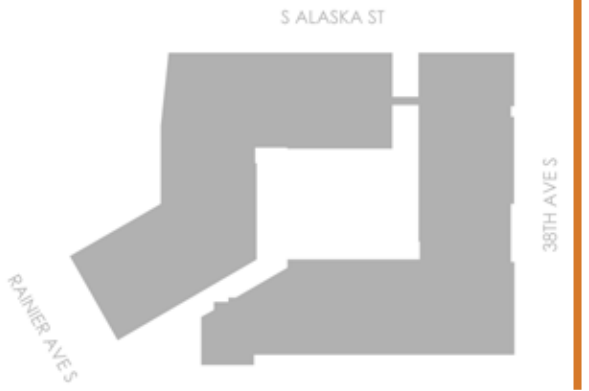
-  Brick w/ black windows
-  Painted Fiber Cement Board w/ almond vinyl windows
-  Pre-weathered Steel w/ black windows
-  Cedar Screens at Balconies/Cedar Soffit at Overhangs
-  Bolt-on Balconies with Mesh Railing
-  Black Windows (Storefront at base, vinyl above)
-  Almond Vinyl Windows












FACADE MATERIALS

-  Brick w/ black windows
-  Painted Fiber Cement Board w/ almond vinyl windows
-  Pre-weathered Steel w/ black windows
-  Cedar Screens at Balconies/Cedar Soffit at Overhangs
-  Bolt-on Balconies with Mesh Railing
-  Black Windows (Storefront at base, vinyl above)
-  Almond Vinyl Windows



FACADE MATERIALS

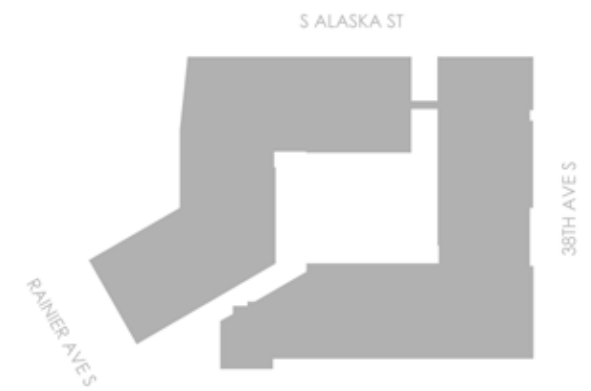
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-  Painted Fiber Cement Board w/ almond vinyl windows
-  Pre-weathered Steel w/ black windows
-  Cedar Screens at Balconies/Cedar Soffit at Overhangs
-  Bolt-on Balconies with Mesh Railing
-  Black Windows (Storefront at base, vinyl above)
-  Almond Vinyl Windows



West (Rainier Ave S) end



East (38th Ave S) end





mesh railings
mesh garage doors

cedar screens/soffits



< almond vinyl windows @ painted cement board

painted fiber cement board

medium grey paint

light grey accent paint

dark brick








steel canopy with cedar soffit
black storefronts

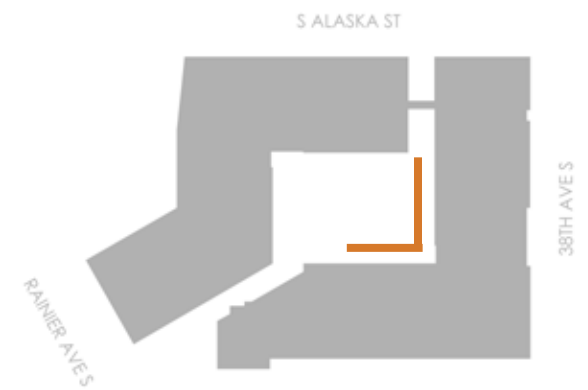


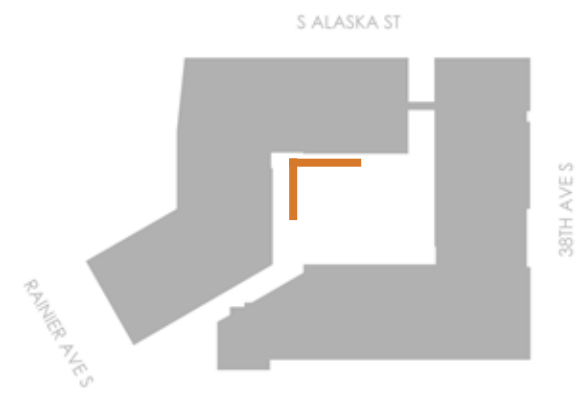
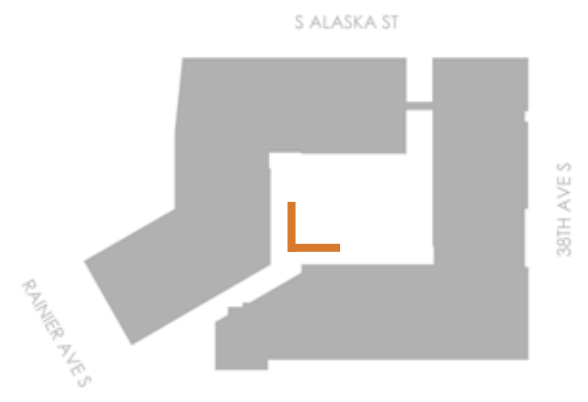
^ black vinyl windows @ brick & preweathered steel

pre-weathered steel

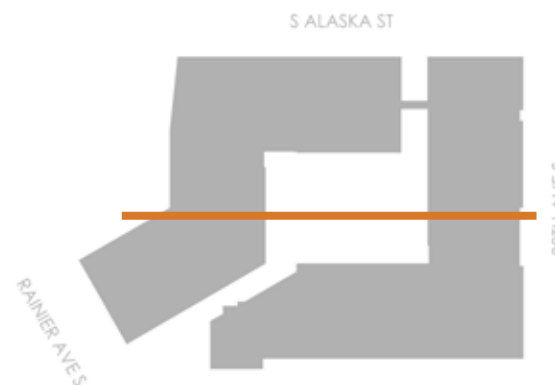
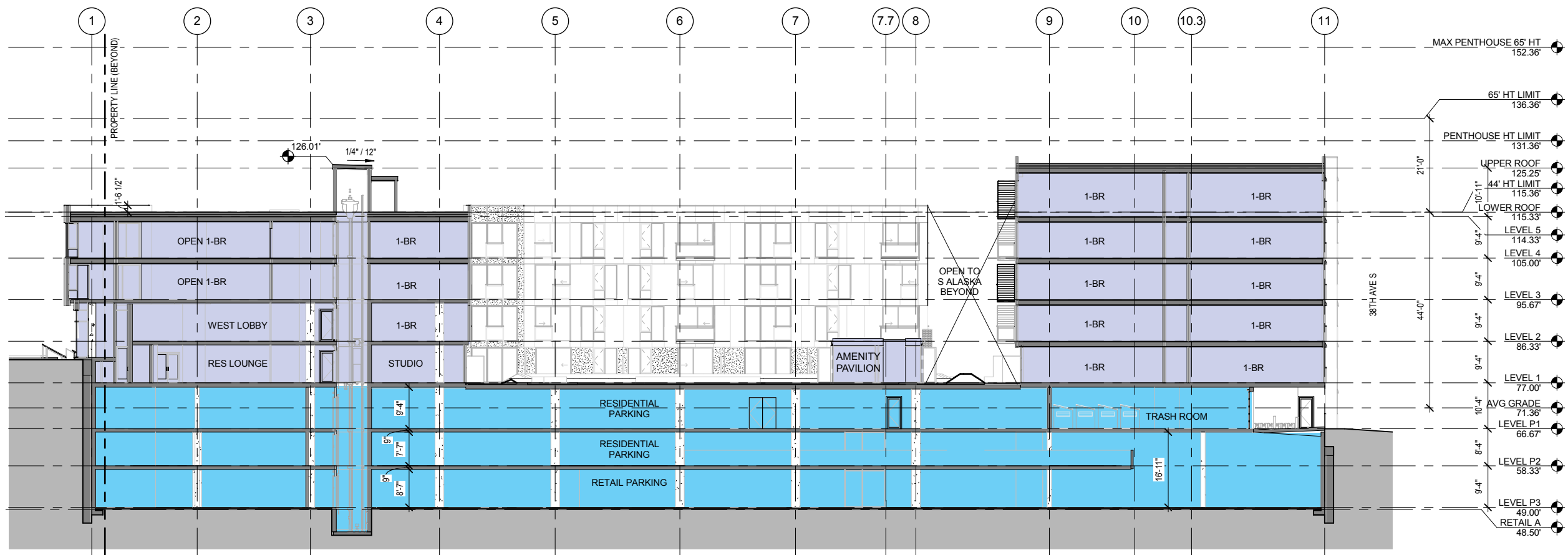
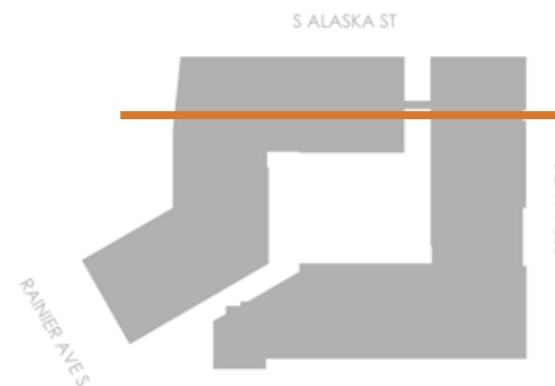
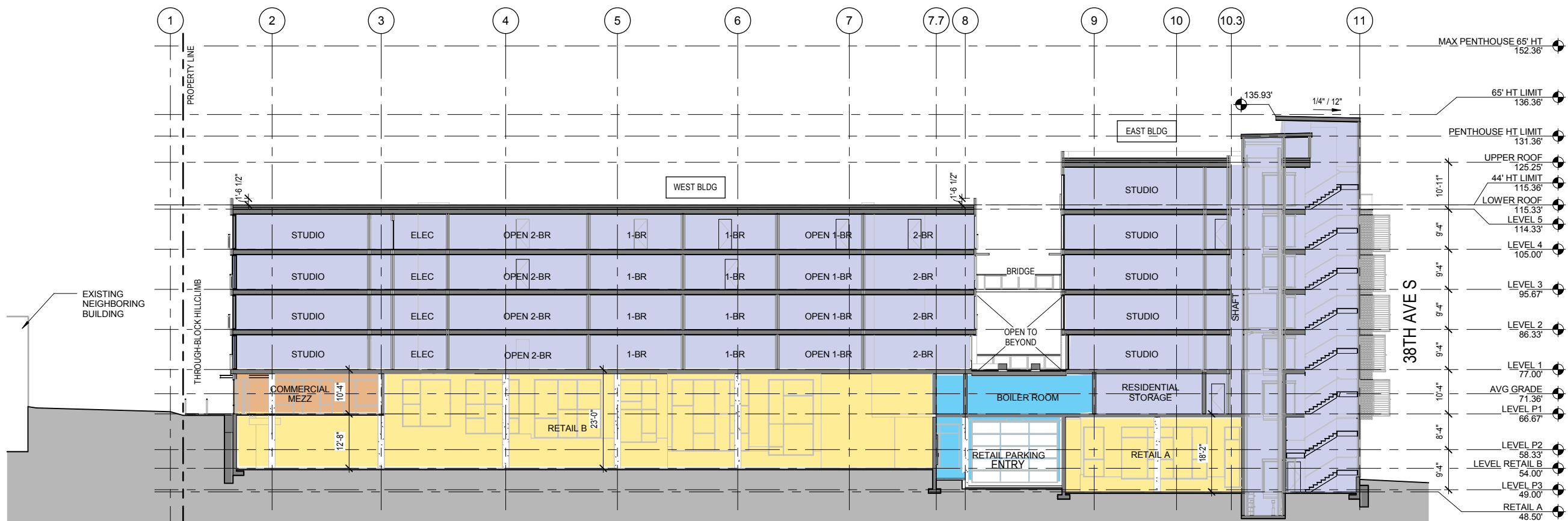
FACADE MATERIALS

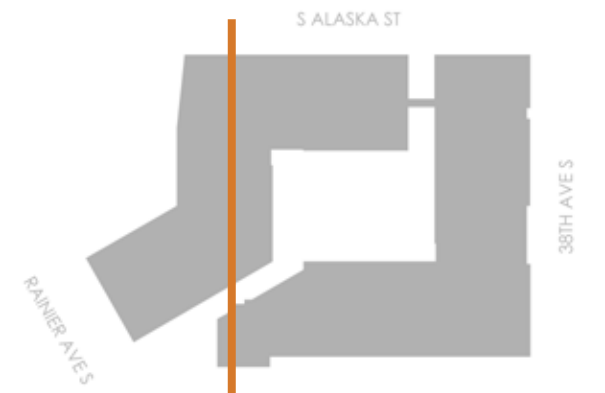
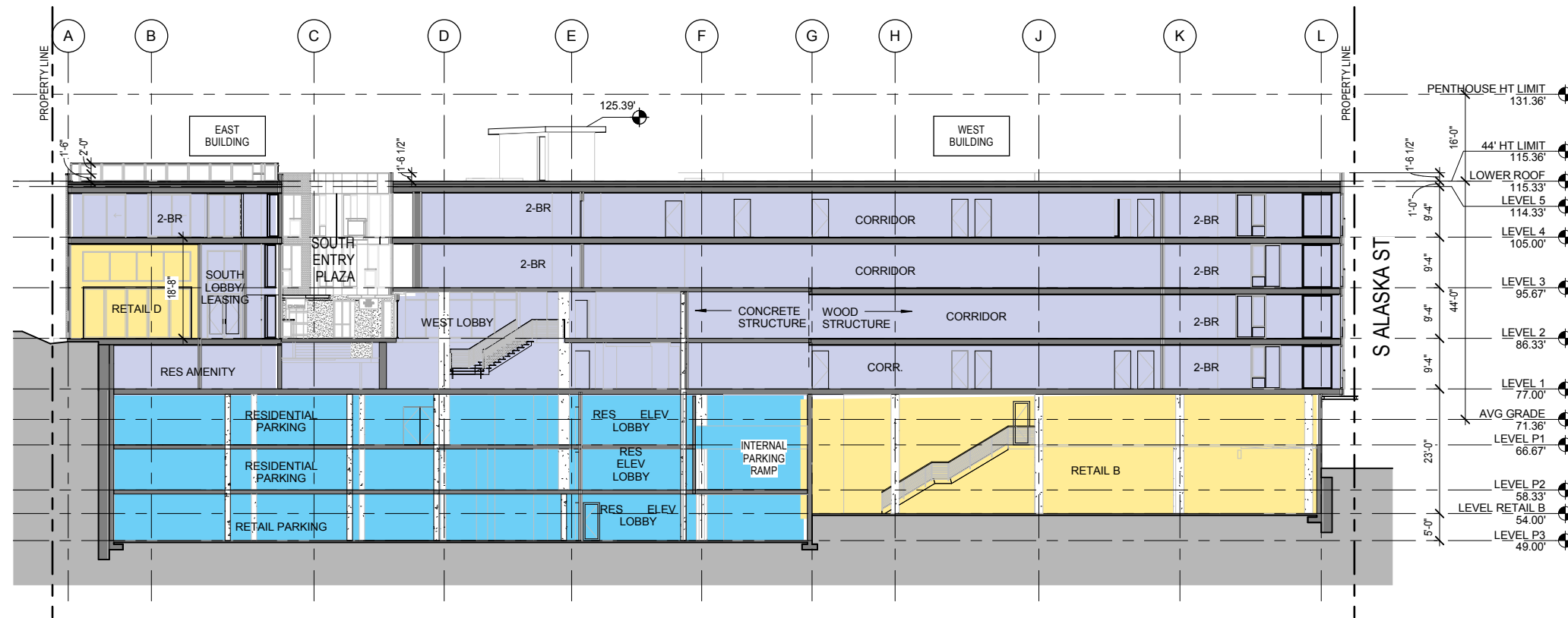
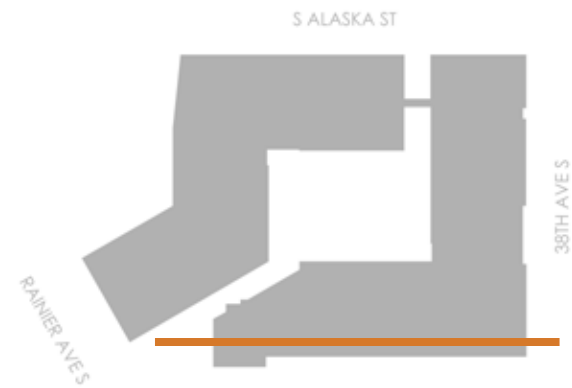
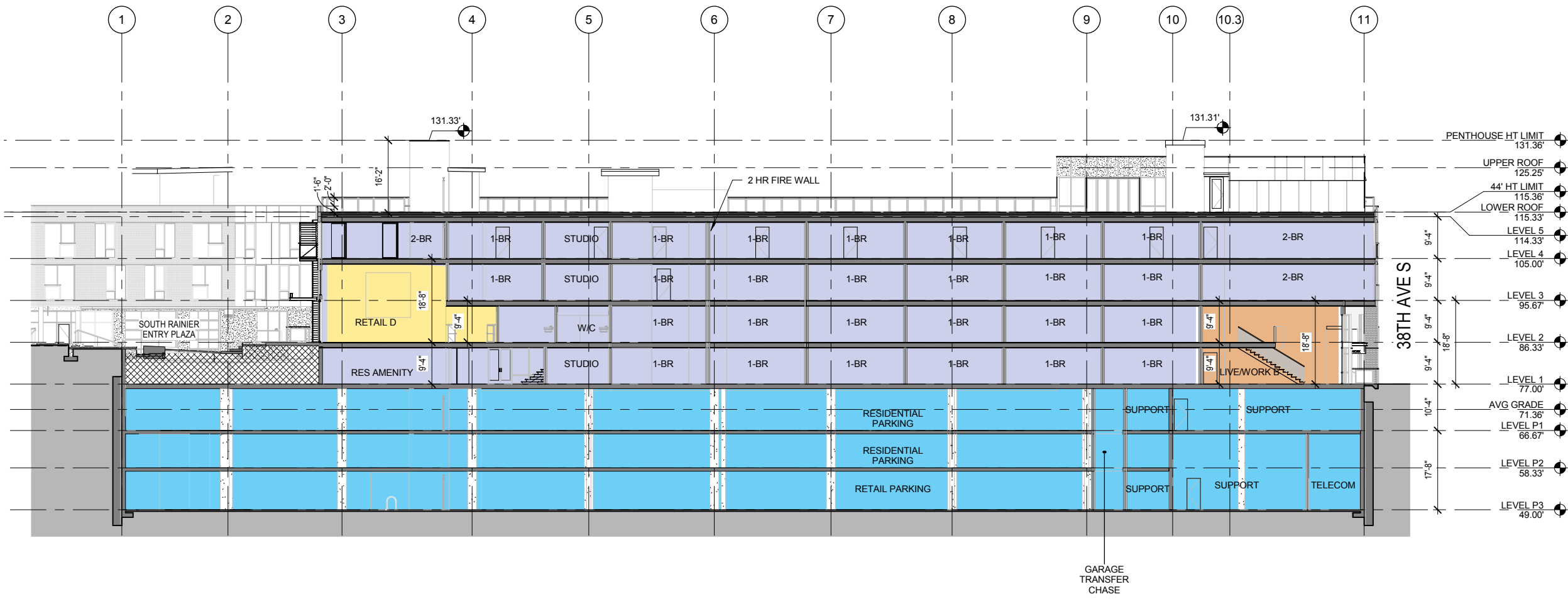
-  Brick w/ black windows
-  Painted Fiber Cement Board w/ almond windows
-  Pre-weathered Steel w/ black windows
-  Cedar Screens at Balconies/Cedar Soffit at Overhangs
-  Bolt-on Balconies with Mesh Railing





- Commercial
- Retail
- Residential
- Vehicle Entrances and Parking






LEGEND

- Commercial
- Retail
- Residential
- Vehicle Entrances and Parking

LEGEND



Up-Down wall-mounted sconce lighting*

* all occupiable porches and bolt-on balconies will be furnished with a down-lit only wall sconce




recessed stair and parapet lighting



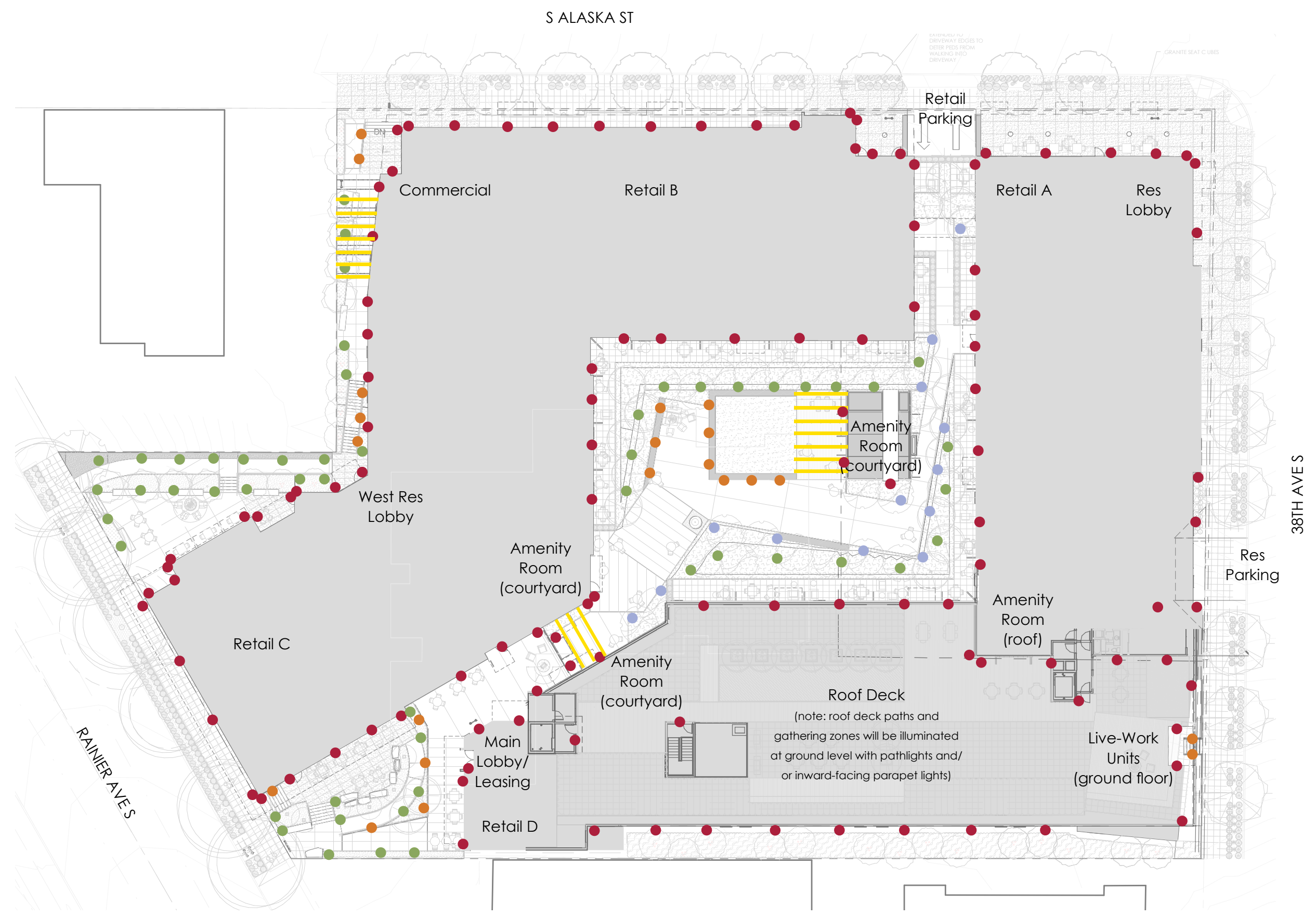
Landscape path lighting



bollard path lighting



overhead catenary lights



LEGEND



projecting self-illuminated blade sign for building name and major retail



self- or externally-illuminated under-canopy sign for each business establishment



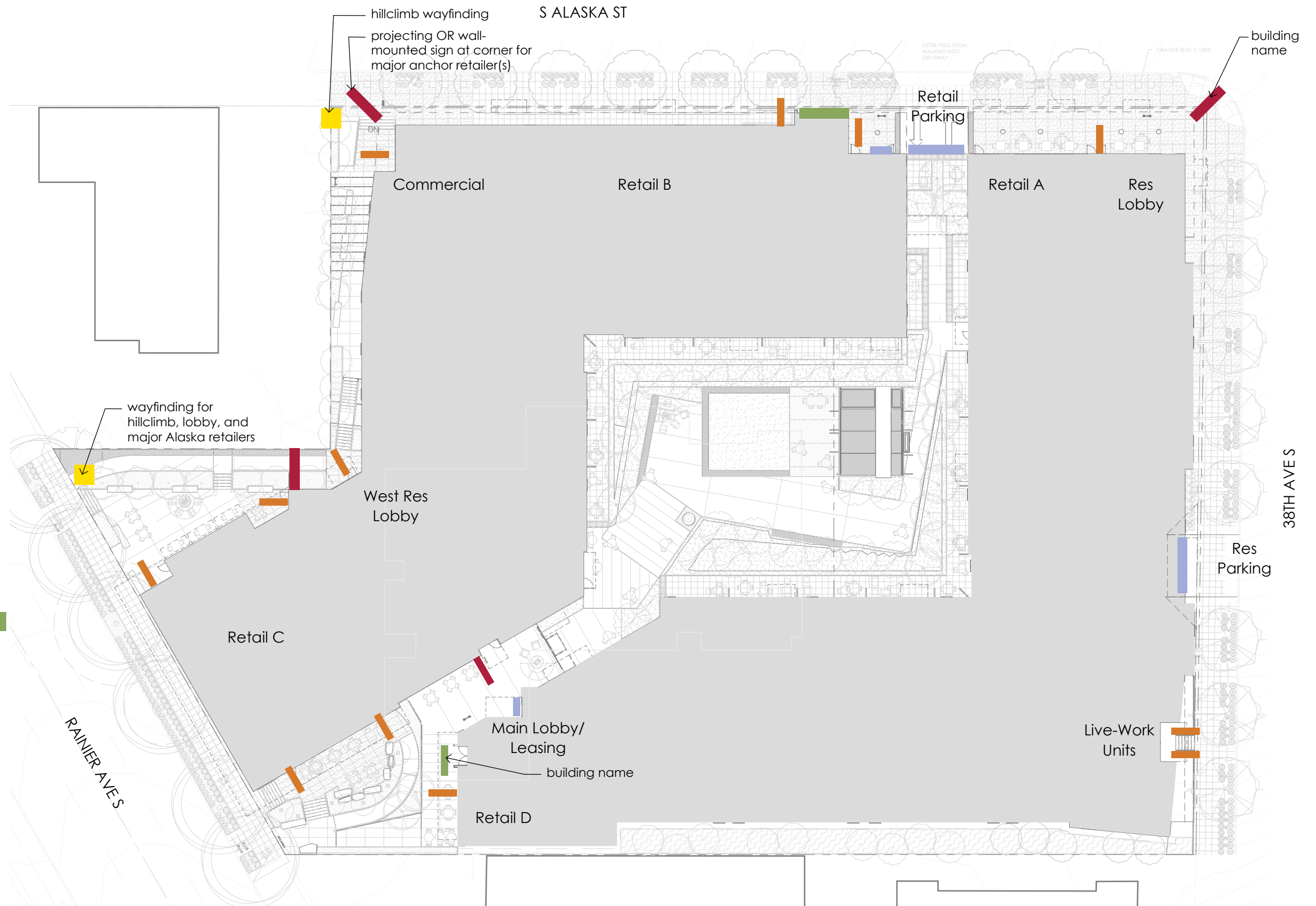
above canopy illuminated sign



parking wayfinding signage



post-mounted pedestrian-oriented wayfinding





19TH AND MERCER

COMMUNITY-ORIENTED GROUND LEVEL RETAIL



COMMUNITY-ORIENTED GROUND LEVEL RETAIL



COMMUNITY-ORIENTED GROUND LEVEL RETAIL



STENCIL

PEDESTRIAN-ORIENTED GROUND FLOOR



PEDESTRIAN-ORIENTED GROUND FLOOR



WARM INDUSTRIAL MATERIALS/CHARACTER



THE ADDY

USE OF MATERIALS TO ARTICULATE MASSING



PEDESTRIAN-ORIENTED STREETSCAPES



HIGH-QUALITY MATERIALS



FACADE ARTICULATION



COMMUNITY CREATION



TACTILE MATERIALS



CREATIVE SITE DESIGN



VISIBLE SUSTAINABLE PRACTICES



FENESTRATION / MATERIAL PATTERNING



LIVABLE COMMUNAL SPACE



FENESTRATION / MATERIAL PATTERNING



COMMUNAL OPEN SPACE



STREET ENGAGEMENT



WARM AND NATURAL MATERIALS



FACADE ARTICULATION