



**SDCI #3025113**

**4215 S. Trenton St.**

**FULL DESIGN REVIEW / DESIGN RECOMMENDATION**

**nk**  
ARCHITECTS

# Link Townhomes / West

# PROJECT INTRODUCTION

## Context Analysis

- 3 Context Analysis
- 4 Project Location
- 5 Zoning
- 6 Neighborhood Context
- 7 Transportation Connections

## Board Recommendations

- 9 Preferred Option
- 10 Matrix
- 12 Concept, Character & Massing
- 14 Vehicular Parking and Access
- 14 Street Frontages

## Site Design

- 21 Composite Site Plan
- 22 Site Vignettes & Sections
- 28 Lighting & Signage Diagrams
- 30 Landscape Plans & Palette
- 31 Tree Replacement Plan

## Building Design

- 34 Floor Plans
- 42 Material Palette
- 44 Building Elevations
- 56 Departures
- 59 Director's Decision

## Appendix

- 59 Zoning
- 60 EDG Neighborhood Context
- 62 EDG Surrounding Uses
- 63 EDG Transportation Analysis
- 64 EGD Current Conditions
- 65 Survey
- 66 EDG Streetscapes
- 68 EDG Design Guidelines
- 70 EDG Options
- 73 Shadow Study
- 74 Project Examples

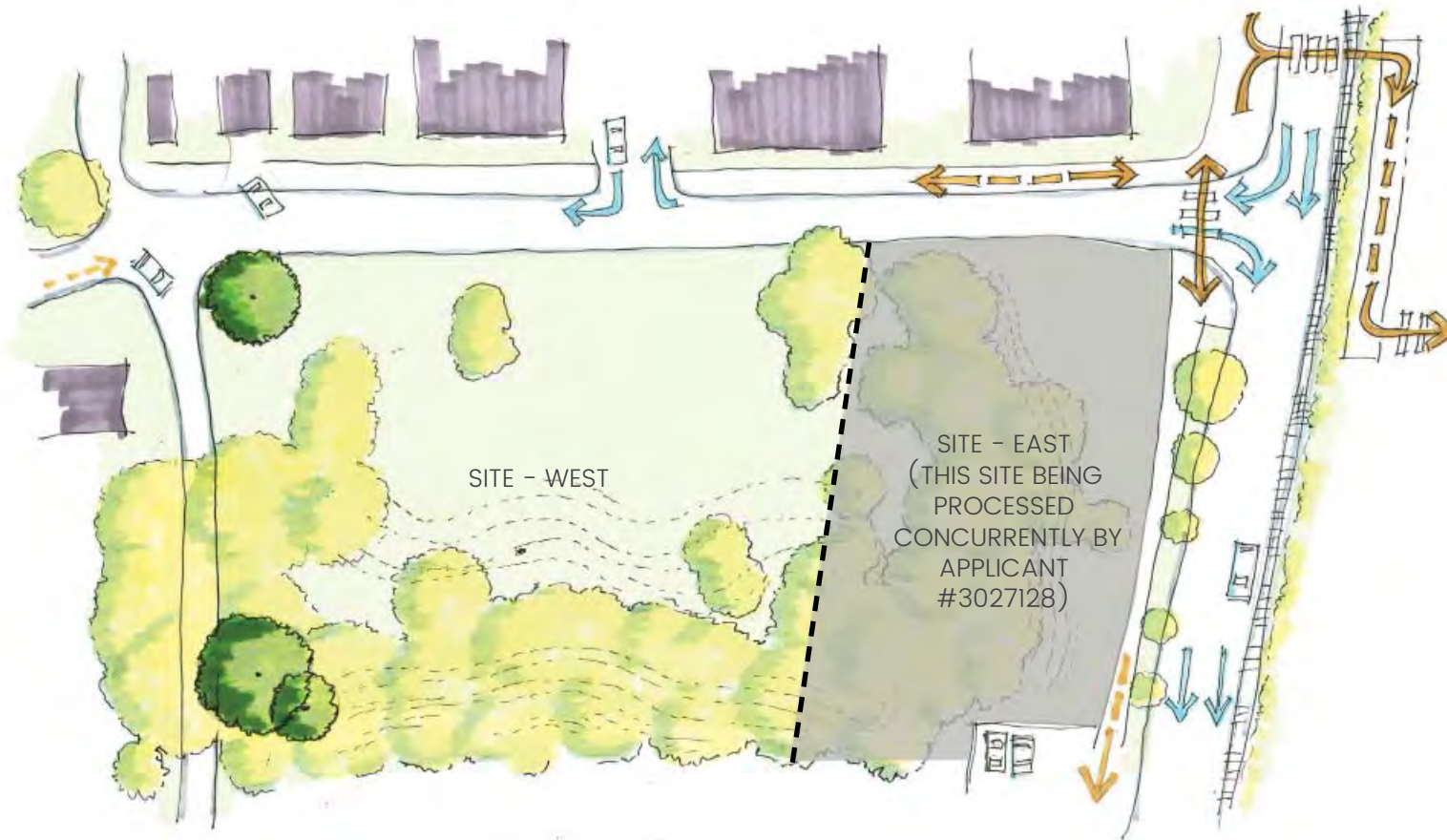
## Project Information

<b>Address</b>	4215 S. Trenton Street Seattle WA 98118
<b>Applicant</b>	NK Archtiects Christine Goodwin 310 First Avenue S, Suite 4s Seattle WA 98104 206.933.1150
<b>Owner</b>	IS Property Investments, LLC Dan Swallow 411 1st Avenue S, Suite 650 Seattle WA 98104 206.728.6556
<b>SDCI Project #:</b>	3027128
<b>Contact:</b>	Tami Garrett
<b>Project Data</b>	
<b>Lot Area</b>	43,828 SF
<b>Zoning</b>	Existing: SF5000 Proposed Contract Rezone: NC3-40
<b>Area</b>	62,193 SF
<b>Stories</b>	3 or 4 Stories
<b>Units</b>	34 Townhomes
<b>Parking</b>	24 Surface Parking Stalls 15 Garage Parking Stalls
<b>Existing Development:</b>	One single-family residential structure
<b>Concurrent Development:</b>	New property line proposed per short plat #3026975

**\*Project is participating in the MHA Program**

## Development Objective

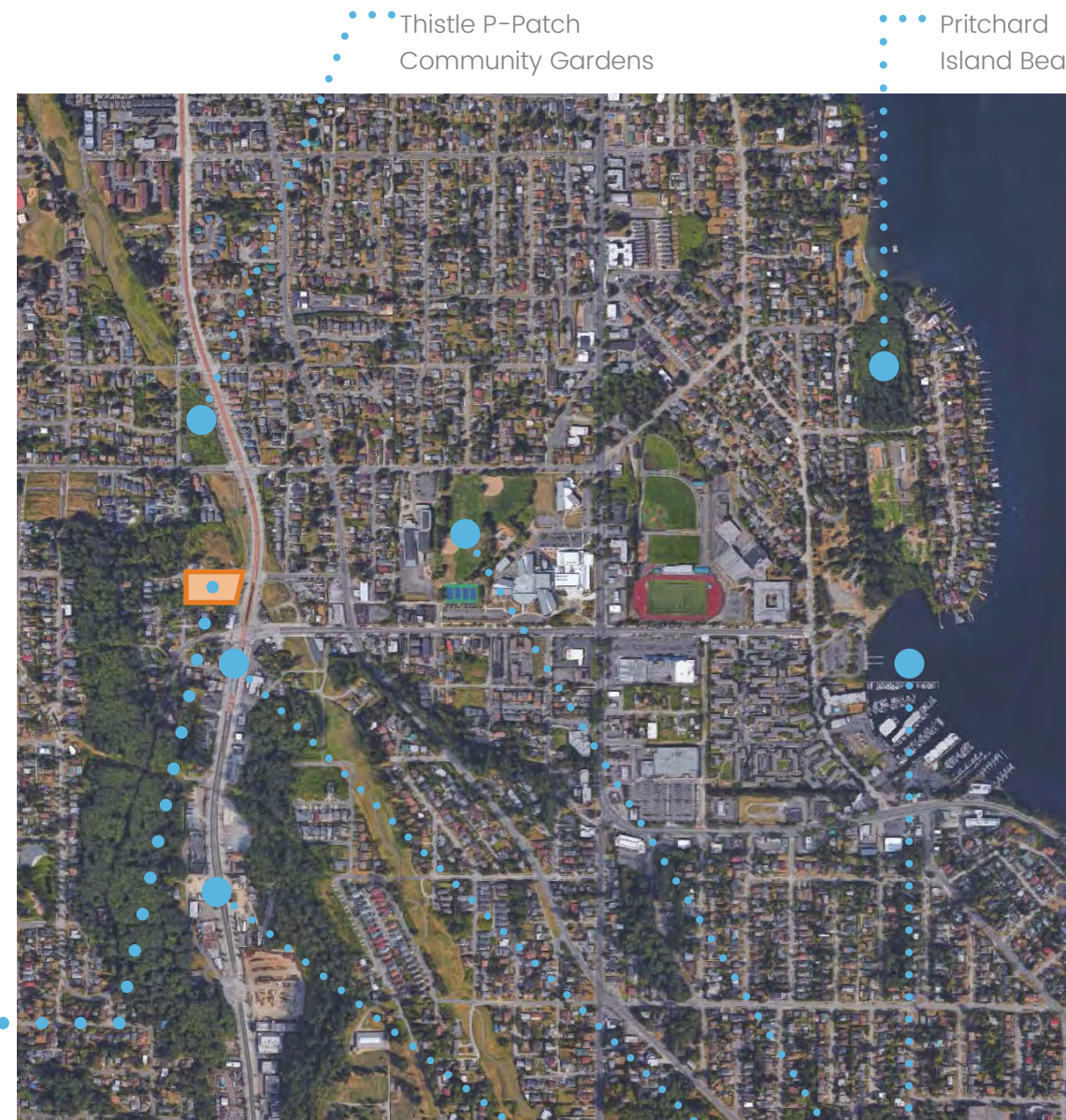
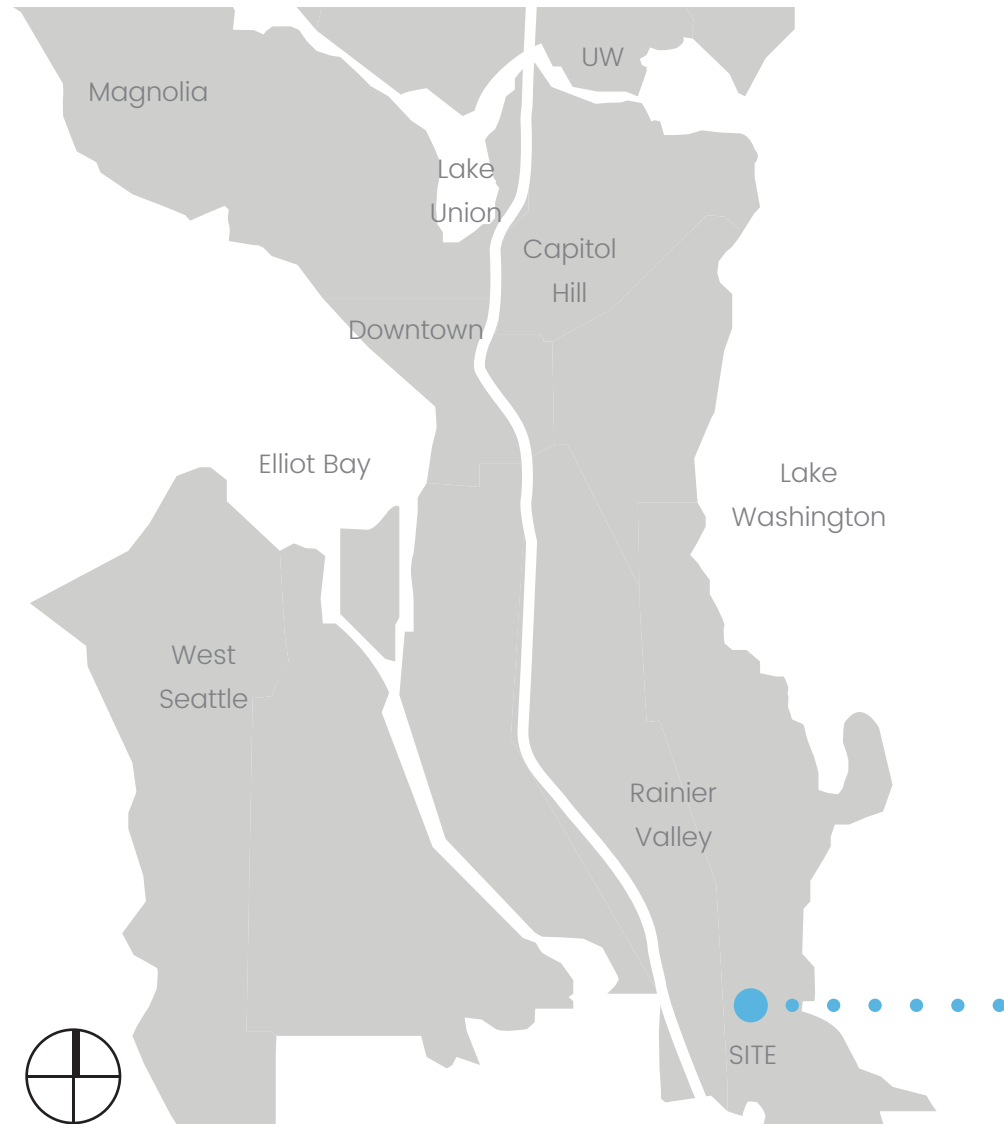
To provide a community of attractive, owner-occupied townhomes that combine a clean and contemporary style with active outdoor spaces, resulting in a project that enhances and further connects the neighborhood while promoting use of public transportation. The development team is seeking a contract rezone from SF5000 to NC3-40. The rezone would help implement the Rainier Beach vision for redevelopment by providing a transition between the live-work units proposed along MLK to the single family developments to the West. The development will increase density by providing townhomes in an underutilized location and activate the currently vacant Trenton and 42nd street frontages. In addition to pedestrian connections within the project, right-of-way improvements will provide for better pedestrian access to the site.



# CONTEXT ANALYSIS

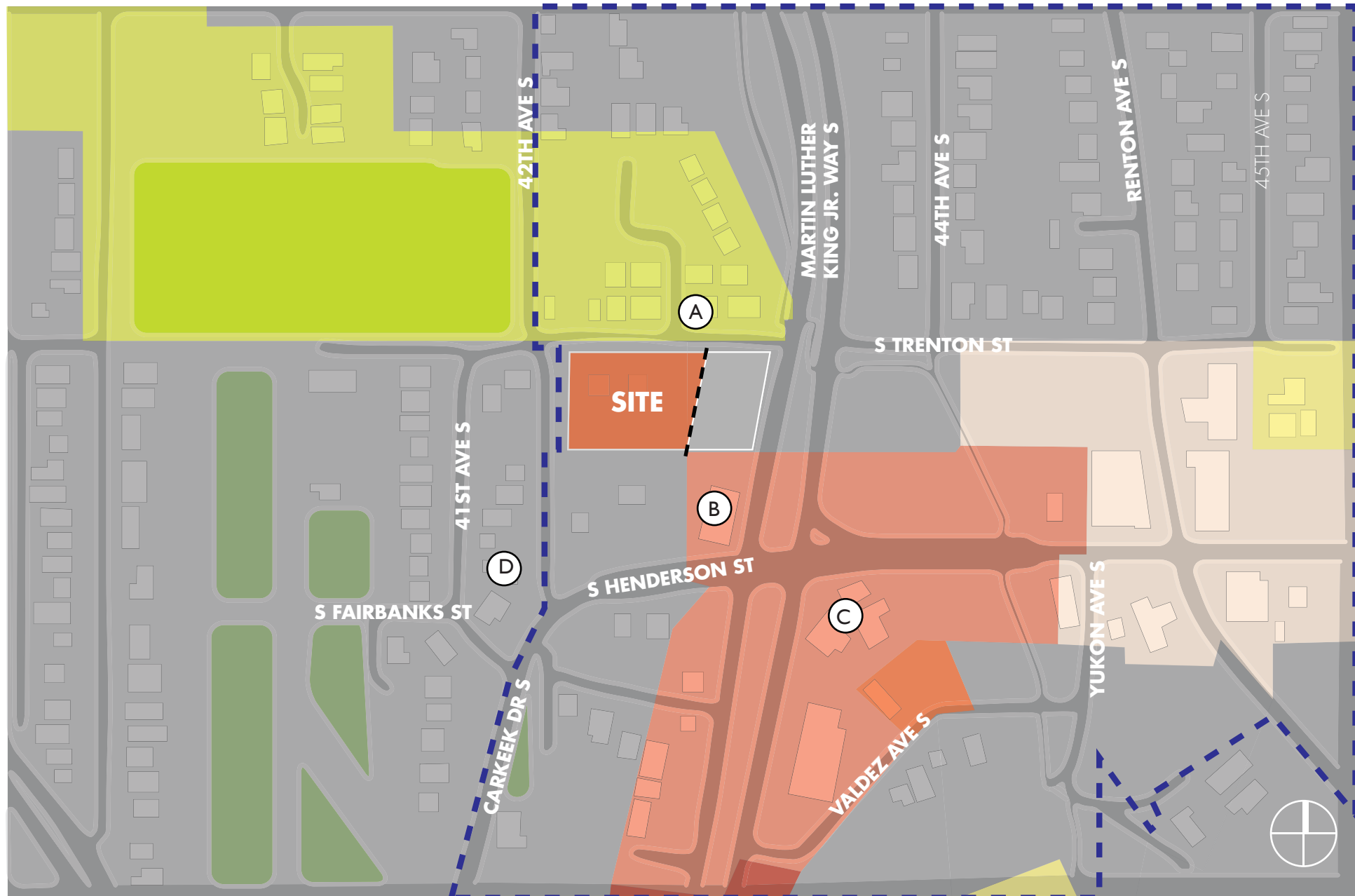
- PROJECT LOCATION
- ZONING
- STATION AREA PEARL
- TRANSPORTATION CONNECTIONS

# PROJECT LOCATION

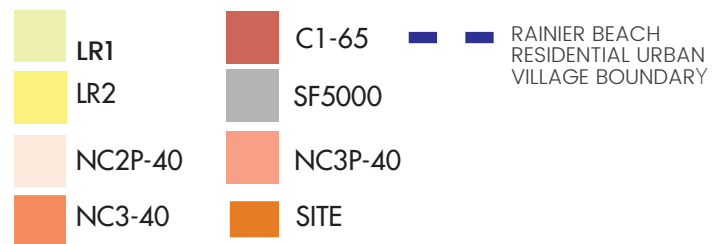


- Atlantic City Boat Ramp
- Rainier Beach Playfield
- Link Light Rail Station
- Martin Luther King Jr. Way

# ZONING INFORMATION



- Located in the Rainier Beach Residential Urban Village
- Comprehensive plan designates the parcel as Multifamily
- Currently zoned SF5000
- The applicant is applying for a contract re-zone to NC3-40
- Parcels to the North zoned LR2
- Parcels to the South zoned SF5000 and NC3P-40
- Parcels to the West zoned SF5000
- Parcels to the East zoned SF5000 and NC2P-40



A. Townhomes



B. Vegetable Bin



C. Commercial Space



D. Single Family Home

# NEIGHBORHOOD CONTEXT



## Legend

- |                    |                             |                                  |               |             |
|--------------------|-----------------------------|----------------------------------|---------------|-------------|
| ----- Light Rail   | ----- 1/4 Mile From Station | City of Seattle Owned Properties | Existing Tree | Bus Layover |
| Light Rail Station | Existing Trail              | Key Intersection                 | Gateway       | Transit     |
| Existing Building  | Special Pedestrian Lighting |                                  |               |             |

## NEIGHBORHOOD DEVELOPMENT:

The project site is at a crossroads of multiple zoning designations. The Rainier Beach Neighborhood Plan Update encourages more infill development and consistency in zoning designations. For that reason, the applicant will apply for a contract re-zone to NC3-40 to create a transition between the commercial use to the Southeast and the more residential neighborhood to the North and West.

First, what is a Neighborhood Pearl?

A neighborhood pearl is broadly described as an area where Rainier Beach residents shop, gather, live and recreate. In neighborhood planning meetings, residents identified areas with clusters of destinations, resulting in 4 neighborhood pearls; Station Area, Rose St, Beach Square, and the Historic Business District.

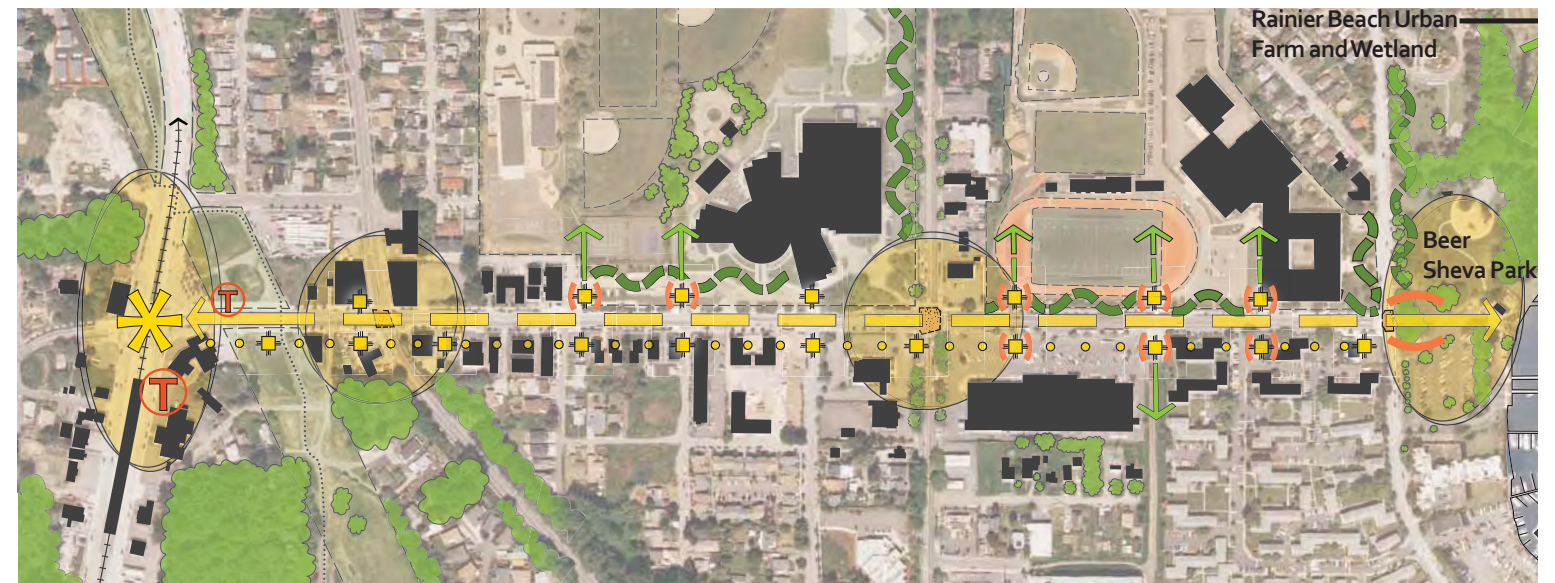
The Station Area Neighborhood Pearl:

“The overall objective... is to foster development that provides opportunities for Rainier Beach community. A measure of success should be that the youth of Rainier Beach can envision themselves as living and/or working in an area around the station that provides: a safe and attractive environment; affordable housing; and opportunities for employment and entrepreneurship.”

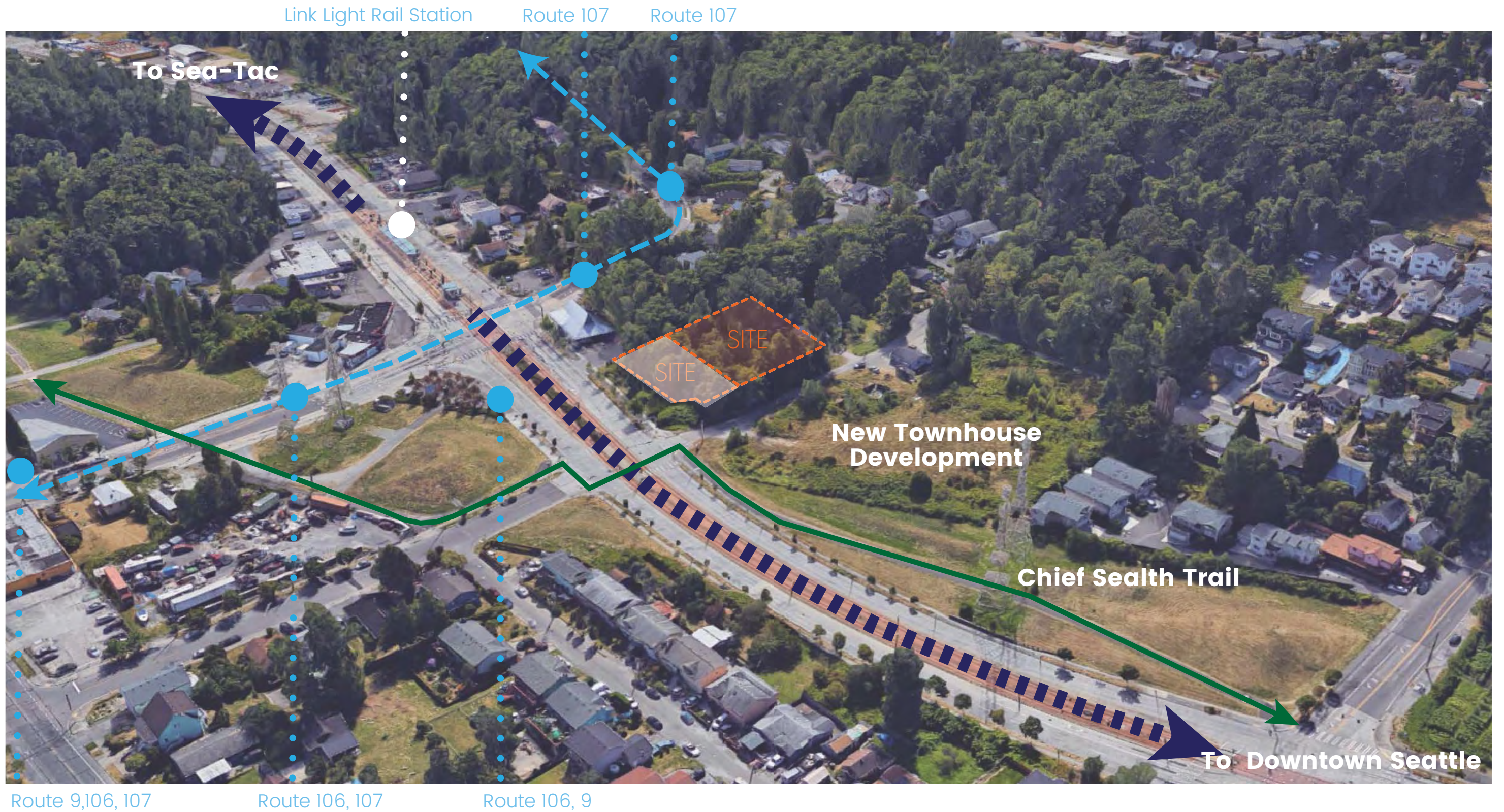
Purpose

- To encourage more infill development near station and Beach Square, and to increase consistency of zoning.
- Encourage development to achieve the envisioned high-quality, dense residential building.

The site sits directly north of the Vegetable Bin, and directly south of a new townhouse project. Further south along MLK Jr. Way S, lies smaller commercial spaces, and is zoned to encourage future development of Live/Work and Mixed Use buildings. Development to the north and west is proposed to remain as residential development to help better transition from single family neighborhood to urban environment.



# TRANSPORTATION CONNECTIONS



# BOARD RECOMMENDATIONS

PREFERRED OPTION FROM EDG

PRIORITIES + BOARD RECOMMENDATIONS MATRIX

DESIGN CONCEPT, ARCHITECTURAL CHARACTER + MASSING

ZONING + REZONE

VEHICULAR BICYCLE PARKING + ACCESS

SOUTH TRENTON STREET FRONTAGE

42ND AVENUE SOUTH STREET FRONTAGE



# BOARD RECOMMENDATIONS

## PREFERRED OPTION FROM EDG

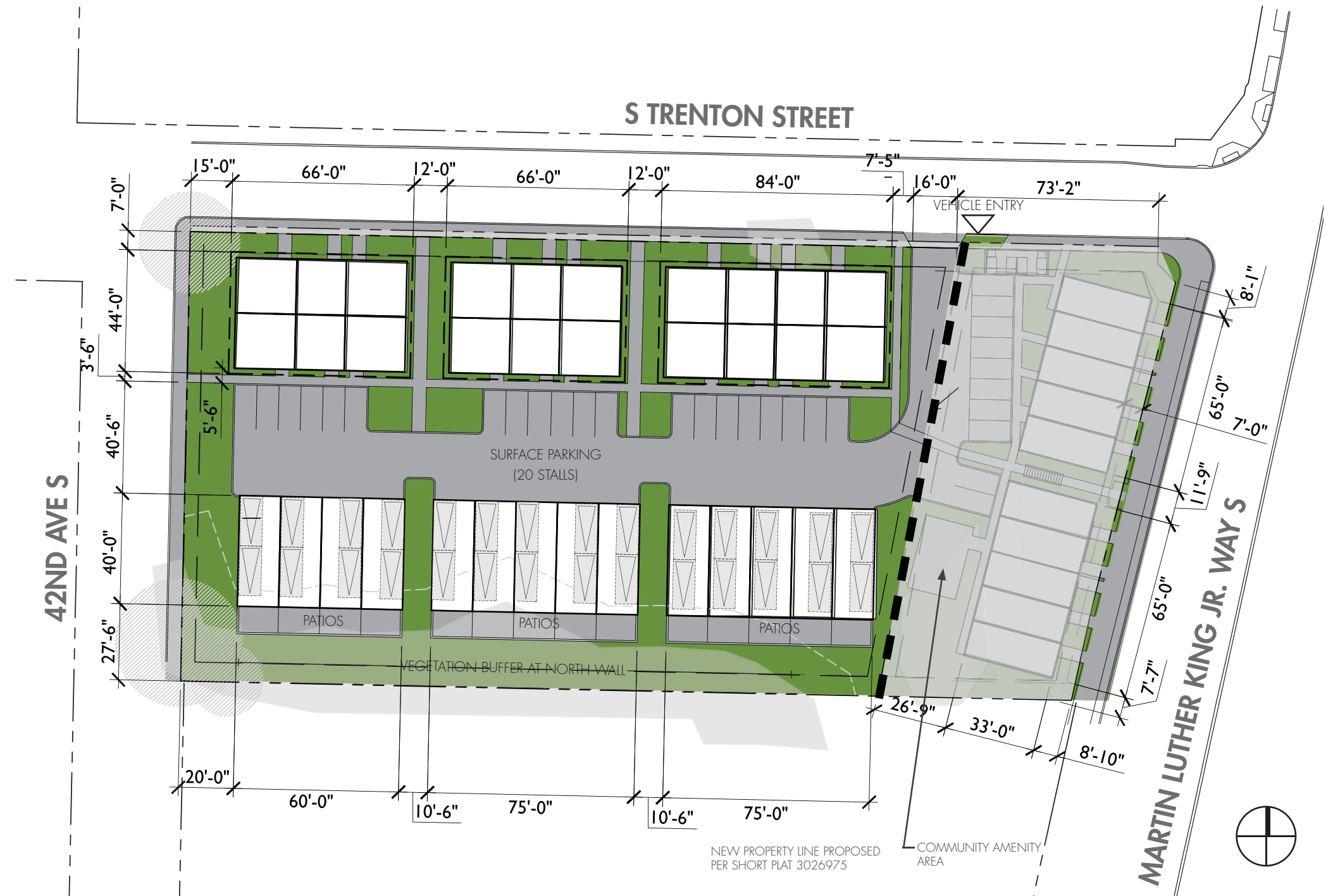
At the EDG meeting on April 25, 2017, the Board voice unanimous support for the preferred option and provided guidance which will be addressed in the following pages.

### PREFERRED OPTION: DISTINGUISHING FEATURES

Total Units: 10 (13 x 33')  
 Resident Parking: 10 (10 surface stalls)  
 Average Unit Size: 1,300 Sq Ft  
 FAR achieved: 11,840 / 12,525 = .94  
 Target FAR: 1.10

### PREFERRED OPTION: PROS

- Parks 100% units
- Rooflines respond to townhouse typology along MLK Way
- Residential unit entries face MLK Way with backdoor at parking
- Units offer eyes on the street and community with 360 degree window opportunities
- Encourages pedestrian connections to transit
- Network of pedestrian paths create links between units and public realm
- Green amenity space at ground level along west PL encourages neighborly interaction
- Auto access mimics development across Trenton
- Creation of internal street with generous planting, trees, and pedestrian connections acts as urban alley experience
- Has the largest central drive/parking area providing opportunities for a mix of materials and highly detailed textures



## BOARD RECOMMENDATIONS

PRIORITIES + BOARD RECOMMENDATIONS		RESPONSE	PAGES	DESIGN GUIDELINE
1ai	<p><b>DESIGN CONCEPT, ARCHITECTURAL CHARACTER &amp; MASSING</b></p> <p>The Board agreed with public sentiment that pursuit of a zoning designation that would allow for commercial use is appropriate.</p> <p><i>(The Board acknowledged that it was beyond their purview to provide feedback concerning the rezone aspect of this proposal but did encourage the development team to consider pursuit of a zoning designation that would allow for commercial development at this site.)</i></p>	<p>The rezone application has been changed to NC3-40, a commercially zoned designation, in response to the Board's Recommendation. However, Trenton Street has a more residential character with townhome developments across the street to the north and single-family neighbors on the south and west. Retail uses are not as viable along Trenton due to the low visibility and low traffic count. The residential townhomes on the West site are a logical transition from the live-work units on the adjacent site to the surrounding single-family neighborhood.</p>	13	CS2.A CS3.A CS3.B
1aii	<p><b>DESIGN CONCEPT, ARCHITECTURAL CHARACTER &amp; MASSING</b></p> <p>The Board encouraged a development that has more opportunities for communal gathering spaces and amenities onsite and requested that this concern be strengthened in the next design iteration.</p>	<p>A generous community gathering area has been provided at the southeast corner of the site, between the MLK and Trenton projects. The gathering space includes various seating areas, a covered arbor, lush landscaping as well as bicycle parking. Additionally, pedestrian walkways connect the site to the community with a primary E-W route from 42nd and Trenton to the Chief Sealth Trail at MLK Jr. Way South with secondary N-S walkways connecting the townhomes buildings.</p>	14,15	PL3.C DC1.A. DC3.A
1aiii	<p><b>DESIGN CONCEPT, ARCHITECTURAL CHARACTER &amp; MASSING</b></p> <p>The Board recognized that due to the existing sloped, vegetated topography and surrounding unimproved streets, development siting would be challenging. The Board requested to review detailed building/site sections and floor plans with focused attention to ground floor livability, accessible entries and second level/terrace connections to the adjacent streets, interior court and south property line.</p>	<p>Detailed building/site sections and floor plans with focused attention to ground floor livability and the relationship between the units and the ground plane have been provided throughout the packet. A series of sections through the lower levels of the units and their relationship to the ground plane have been included, as well.</p> <p>It should be noted that the kitchen, dining and living room were relocated to Level 1 in Buildings A-C to create a direct connection to the porches and decks. This gesture will help activate the space as well as put 'eyes on the street' for safety. Additionally, there is a step between adjacent buildings to avoid direct sightlines and provide some privacy while still encouraging social interaction. Lastly, porches are elevated along Trenton, providing texture and interest along Trenton, while also providing private gathering spaces to encourage activity along Trenton.</p> <p>Buildings D-F have located the LDC on Level 2 to take advantage of the steep slope along the site's South edge. Each patio has a greenscreen and planting area to create privacy.</p>	16	CS1.C CS1.D CS2.B CS2.D
1b	<p><b>DESIGN CONCEPT, ARCHITECTURAL CHARACTER &amp; MASSING</b></p> <p>The Board stated that future design should be compatible with the existing architectural context and establish a positive context for others to build upon in the future. The Board advised the applicant to be mindful of the neighborhood context during the selection of exterior materials and color palette.</p>	<p>The project establishes a positive context for future development in the neighborhood through the use of a thoughtful and contemporary material and color palette as well as through compatible building scale. Large windows, patios, and juliet balconies create a warm and inviting environment and promote social interaction. The project matches existing building scale for the new developments in the neighborhood while also being sensitive to the existing single-family developments in close proximity. The roof profiles around the project directly relate to the neighboring context, whether it be flat roofs across from newly constructed townhomes or gable roofs along the south edge of the property, adjacent to the single-family homes.</p>	16,17	CS3.A DC4.A

# BOARD RECOMMENDATIONS

PRIORITIES + BOARD RECOMMENDATIONS		RESPONSE	PAGES	DESIGN GUIDELINE
2a	<p><b>42ND AVENUE SOUTH FRONTAGE</b></p> <p>The Board stated that the residential development should create a positive connection to the 42nd Avenue South street edge. At the Recommendation meeting, the Board stated that they expect to see an ensemble of elements (lighting, fenestration, landscaping, entries, screening, hardscape, etc.) that addresses security, site connectivity and streetscape character appropriately.</p>	<p>A concrete stair with black powder-coated metal railing connects the project to the 42nd Street facade. Pole lighting at the stair will increase visibility and security in the evening hours and landscaping including vines at the mid-block stair wall increases visual interest and safety. Planting strips will border both sides of the sidewalk along 42nd and the elevation of the sidewalk, above the driveway, provides sightlines through the site towards MLK. The corner building includes a north + west facing deck, activating the corner of 42nd + Trenton. The building design up 42nd, from north to south, follows the transition of the neighborhood from dense multi-family projects to quieter single-family development.</p>	17	<p>PL1.B</p> <p>PL2.A</p> <p>PL2.B</p> <p>PL2.D</p> <p>PL3.B</p> <p>DC2.B</p>
3a	<p><b>SOUTH TRENTON STREET FRONTAGE</b></p> <p>The Board requested that specifics concerning waste storage requirements, location, access and feedback from SDCI and Seattle Public Utilities (SPU) be presented to the Board at the next meeting.</p>	<p>SPU recommends for townhomes developments of 8+ to have shared storage. The development will have covenants and easements for this shared access. There is a wide landscape area in front of the trash &amp; recycling storage to soften the edge in front of the enclosure. In addition, high quality materials, including cedar siding, perforated metal panels and board formed concrete, are proposed for the enclosure. The resident access to the trash &amp; recycling storage is from an on-site pathway, away from the driveway.</p> <p>SMC requires that the Storage space shall be located on the lot of the structure it serves. However, the code also notes that the Director has the discretion to modify the requirements as a Type I decision. SPU has reviewed the design and we have received preliminary approval, we are awaiting Final Approval.</p>	18	<p>PL1.B.1</p> <p>DC1.C.4</p>
3b	<p><b>SOUTH TRENTON STREET FRONTAGE</b></p> <p>The Board reviewed the edge treatment image examples in the design packet; questioned if those examples were an appropriate response to entry sequencing along South Trenton Street; and recognized that the layered access from South Trenton Street to the residential unit's entries required further refinement. It is important that the Board understands the overall streetscape experience along this street in the next design iteration.</p>	<p>The front entry porches along S. Trenton Street are elevated off of grade between 2' and 3' to provide separation from the sidewalk while encouraging interaction amongst neighbors along the street. Secondary details including bay overhangs, canopies, railings, lighting, landscaping and way finding elements created a layered sequencing between the sidewalk edge and the building entrances. The porches are protected with either a canopy or building overhang and have wall mounted or recessed lighting fixtures to create a welcoming environment. The full lite glass doors, decorative open black metal railings, and overhead protection create a well-established entry experience.</p> <p>The 8' wide planting strip in front of the townhomes will have a lush and varied planting scheme to provide a buffer from vehicular traffic encouraging pedestrian traffic in addition to the 6' wide sidewalk.</p>	16	<p>CS2.B</p> <p>PL1.B</p> <p>PL3.A</p> <p>PL3.B</p>
4a	<p><b>VEHICULAR/BICYCLE PARKING + ACCESS</b></p> <p>The Board voiced concern that the site circulation is primarily vehicular focused and emphasized that connective opportunities for pedestrians and cyclists is important. The Board stated that this aspect of the design should be strengthened throughout the site and looks forward to reviewing the next design iteration that addresses this concern.</p>	<p>There are 2 primary pedestrian routes between the 3 buildings leading into the development. The cyclist circulation is a clear pathway around the site along the generous sidewalks. Cyclist access to the site can be found on the adjacent west site, at the building breaks along Trenton Street.</p>	14,15	<p>PL2.B</p> <p>PL2.D</p> <p>PL4.B.3</p>



The design and siting of the new residential development should create a sense of place and establish a desirable context in the Rainier Beach neighborhood and respect adjacent properties.

- CS2.A - LOCATION IN THE CITY AND NEIGHBORHOOD
- CS2.C.1 - CORNER SITES
- CS2.D.4 - MASSING CHOICES
- CS3.A - EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

Since EDG both parcels associated with the project are being proposed as NC3-40 through the contract rezone process. The project is located in an area of transition facing both a busy arterial with existing commercial uses to the Southeast and a quiet residential street to the West with an existing neighborhood of single-family homes. The design of the two parcels better emphasizes this transition. The adjacent East site proposes 10 live-work units to further activate Martin Luther King Jr. Way South. The West site includes 34 townhomes increasing density while also respecting the residential character to the adjacent neighborhood. The townhomes on the West site further reinforce this transition with the South units against the steep, heavily vegetated slope featuring individually stepped gabled roofs to define each unit. The North units emulate the flat roof of the live-work units but reduce the scale from 4 floors to 3 floors. In addition the level 1 floor of each unit is stepped to define each entry way.

# BOARD RECOMMENDATIONS

## DESIGN CONCEPT, ARCHITECTURAL CHARACTER + MASSING (1A1 + 1B)

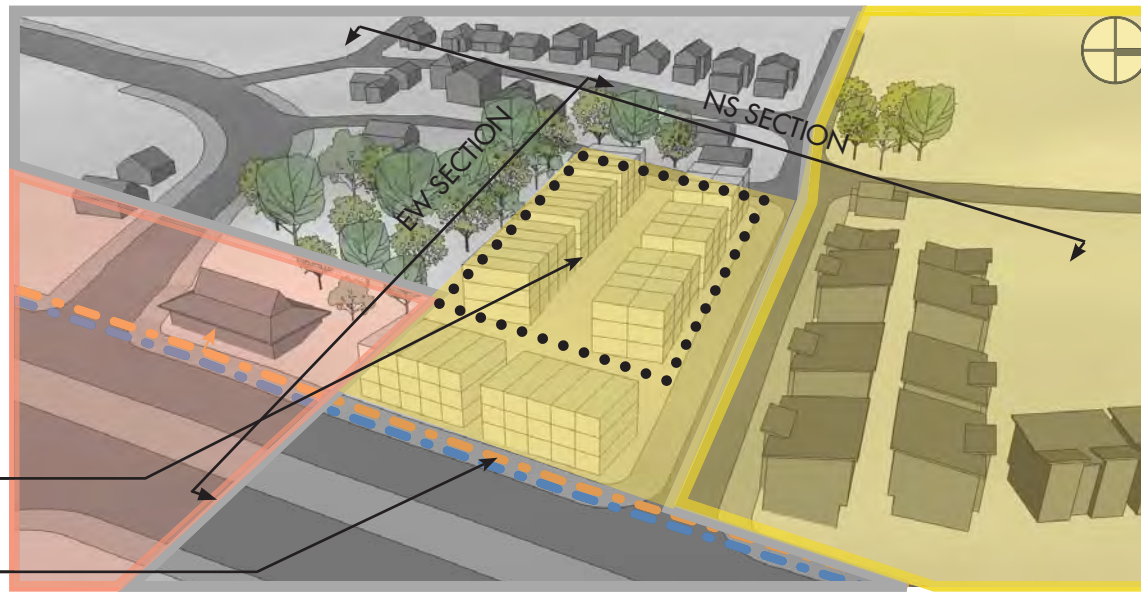
- LR1
- LR2
- NC2P-40
- NC3-40
- C1-65
- SF5000
- NC3P-40
- SITE

### DESIGN AT EDG

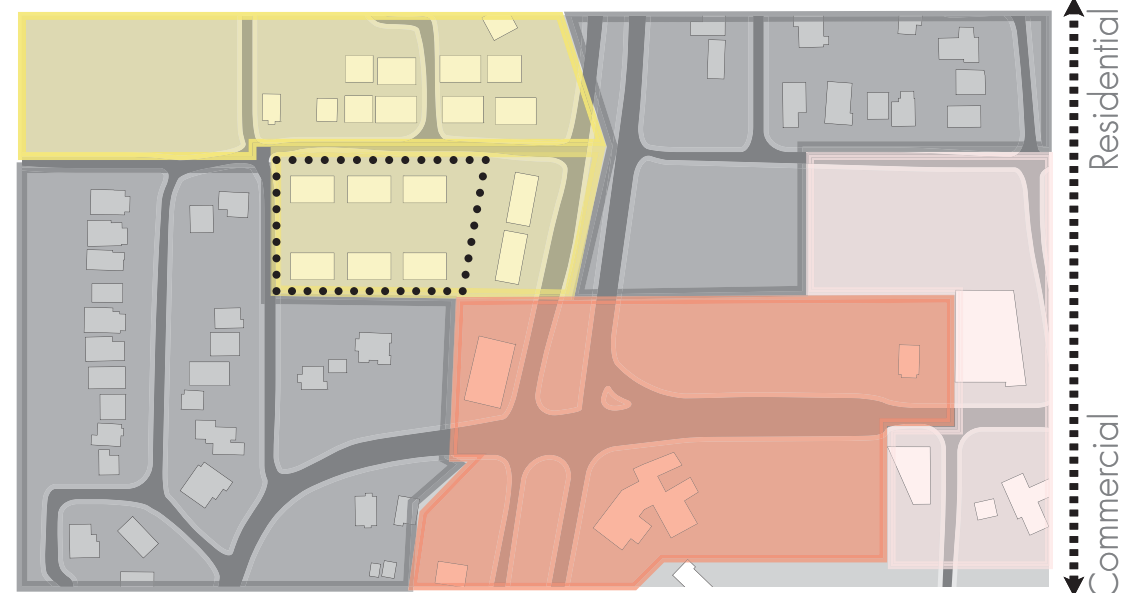
REQUESTED REZONE: LR2

Same roof form and number of levels did not differentiate the different townhome buildings

Townhomes in EDG preferred option did not active the commercial edge of the site



More Residential ← → More Commercial



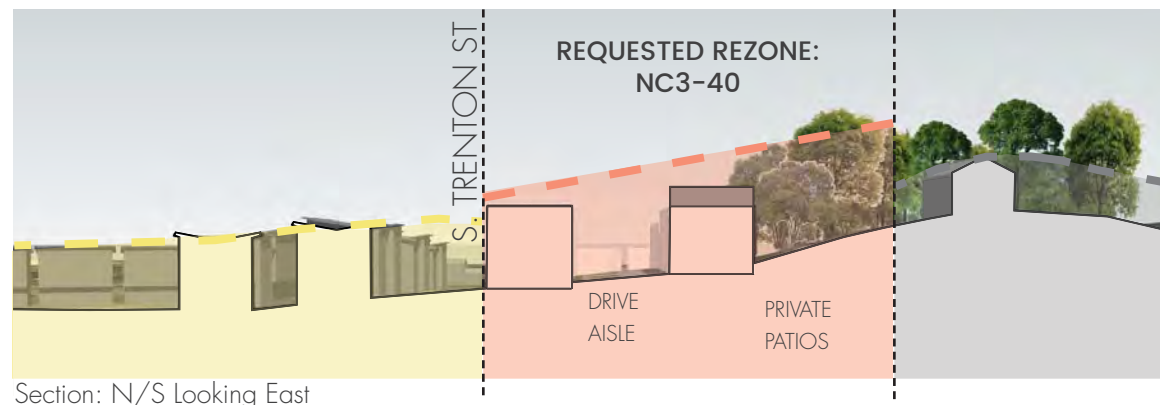
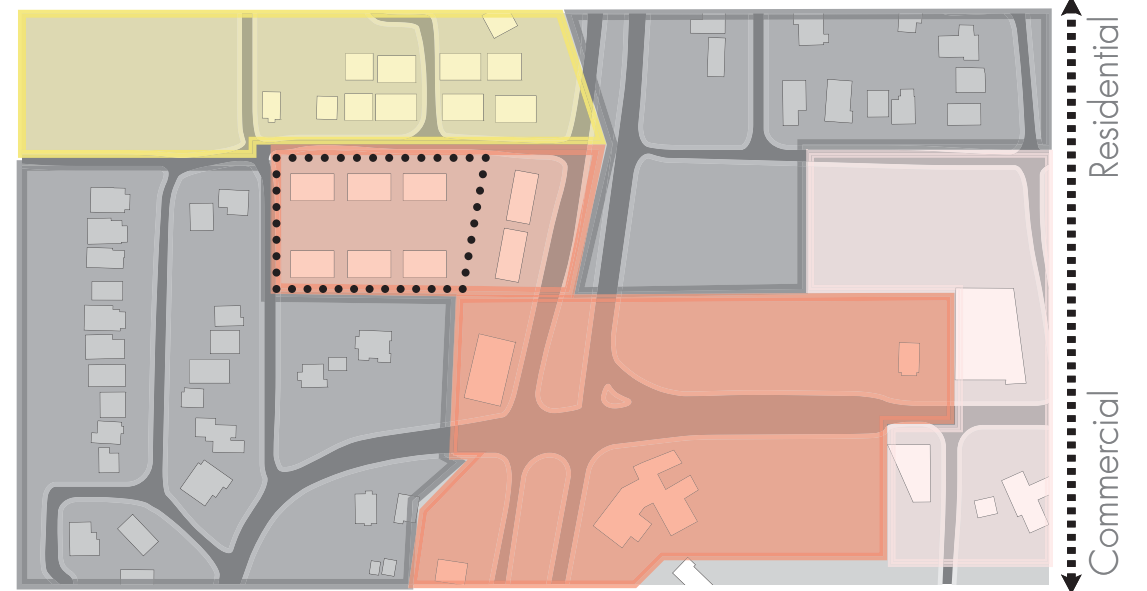
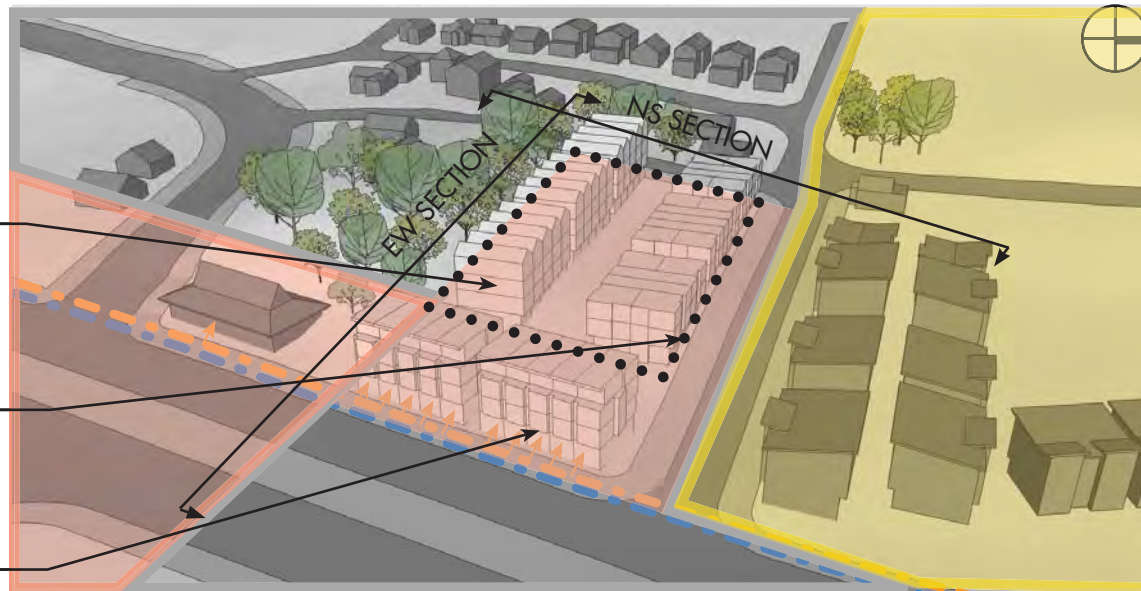
### CURRENT DESIGN

REQUESTED REZONE: NC3-40

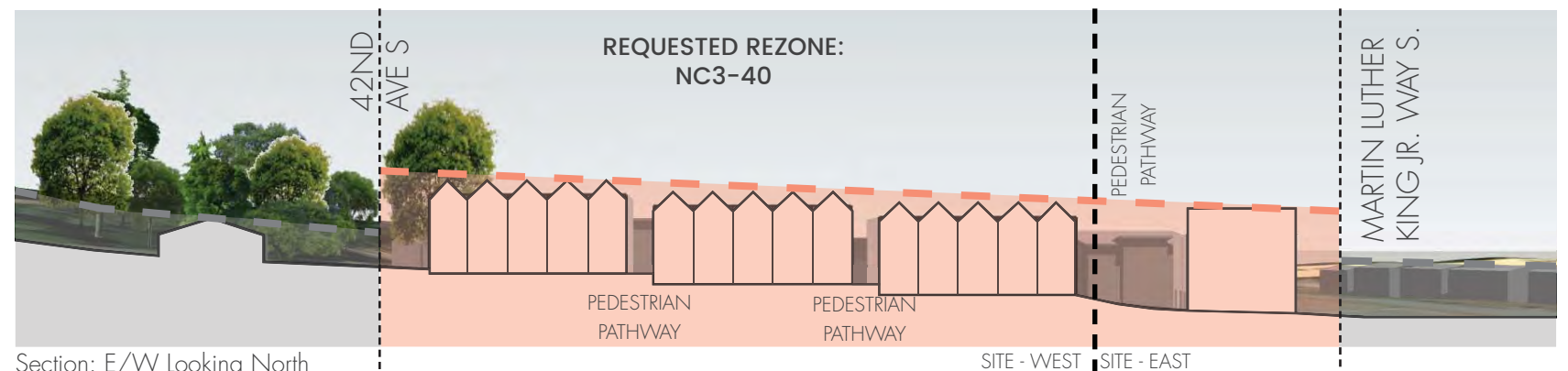
Individually stepped gabled roofs of the southern townhome buildings are a more traditional roof form better transitioning to single-family homes.

Townhomes along Trenton continue the commercial nature of the live-work bldgs, but the reduced number of floors better matches the proportion of the townhomes across the street

Live-work units provide a commercial use along MLK & an opportunity for pedestrian interaction along the route between the light rail station & Chief Sealth Trail

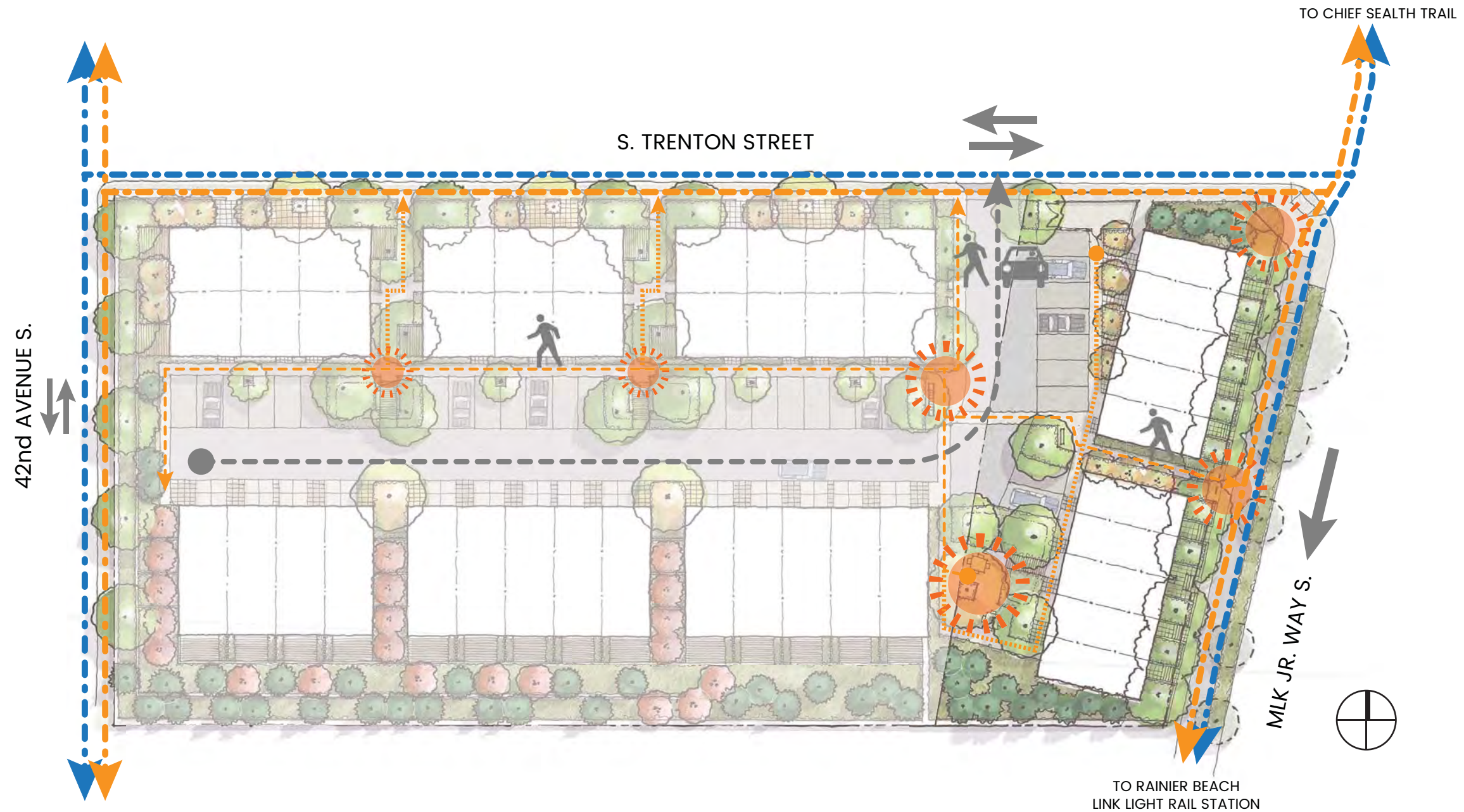


Section: N/S Looking East



Section: E/W Looking North

DESIGN CONCEPT, ARCHITECTURAL CHARACTER + MASSING AND VEHICULAR/BICYCLE PARKING AND ACCESS (1AII + 4A)



EDG PREFERRED OPTION

The Board encouraged a development that has more opportunities for communal gathering spaces and amenities onsite and requested that this concern be strengthened in the next design iteration.

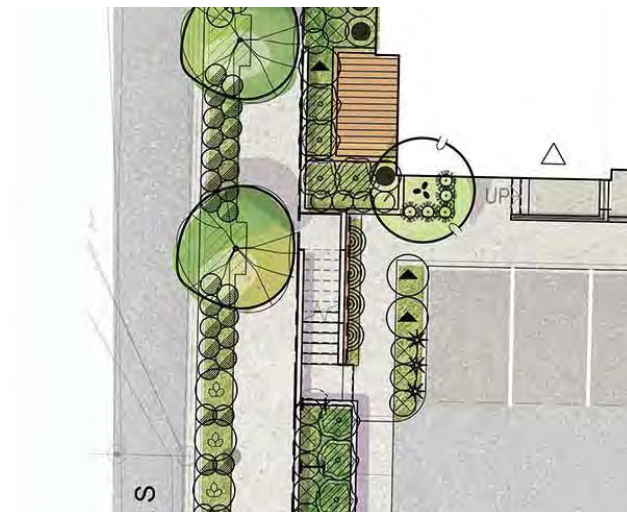
The Board voiced concern the site circulation is primarily vehicular focused and emphasized connective opportunities for pedestrian and cyclists is important. They stated it was an aspect of the design needing to be strengthened.

- PL2.B - SAFETY AND SECURITY
- PL2.D - DESIGN AS WAYFINDING
- PL4.B.3 - BIKE CONNECTIONS

To strengthen the site connections an access point was added between the site and the adjacent street. The ambiguous pathway between the North and South units was better defined with clear crosswalks delineated by a change in material. These pathways further reinforce the intersections along the primary E-W route through the site increasing the frequency of neighbors passing one another. The pedestrian walkway adjacent to the driveway was eliminated to clearly separate the different modes of transportation.

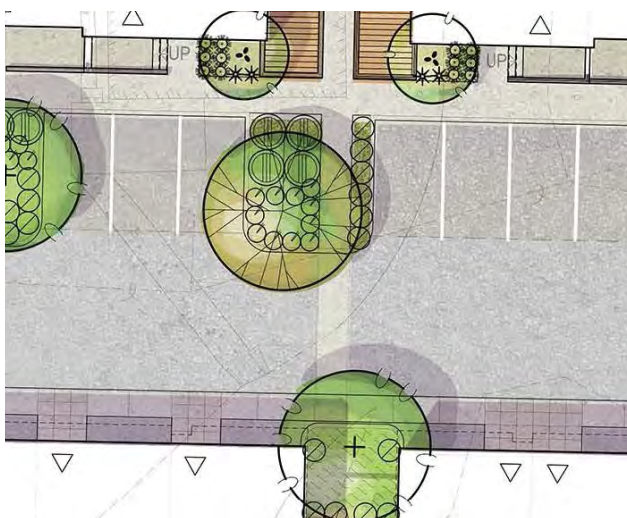
# BOARD RECOMMENDATIONS

## DESIGN CONCEPT, ARCHITECTURAL CHARACTER + MASSING AND VEHICULAR/BICYCLE PARKING AND ACCESS (1AII + 4A)



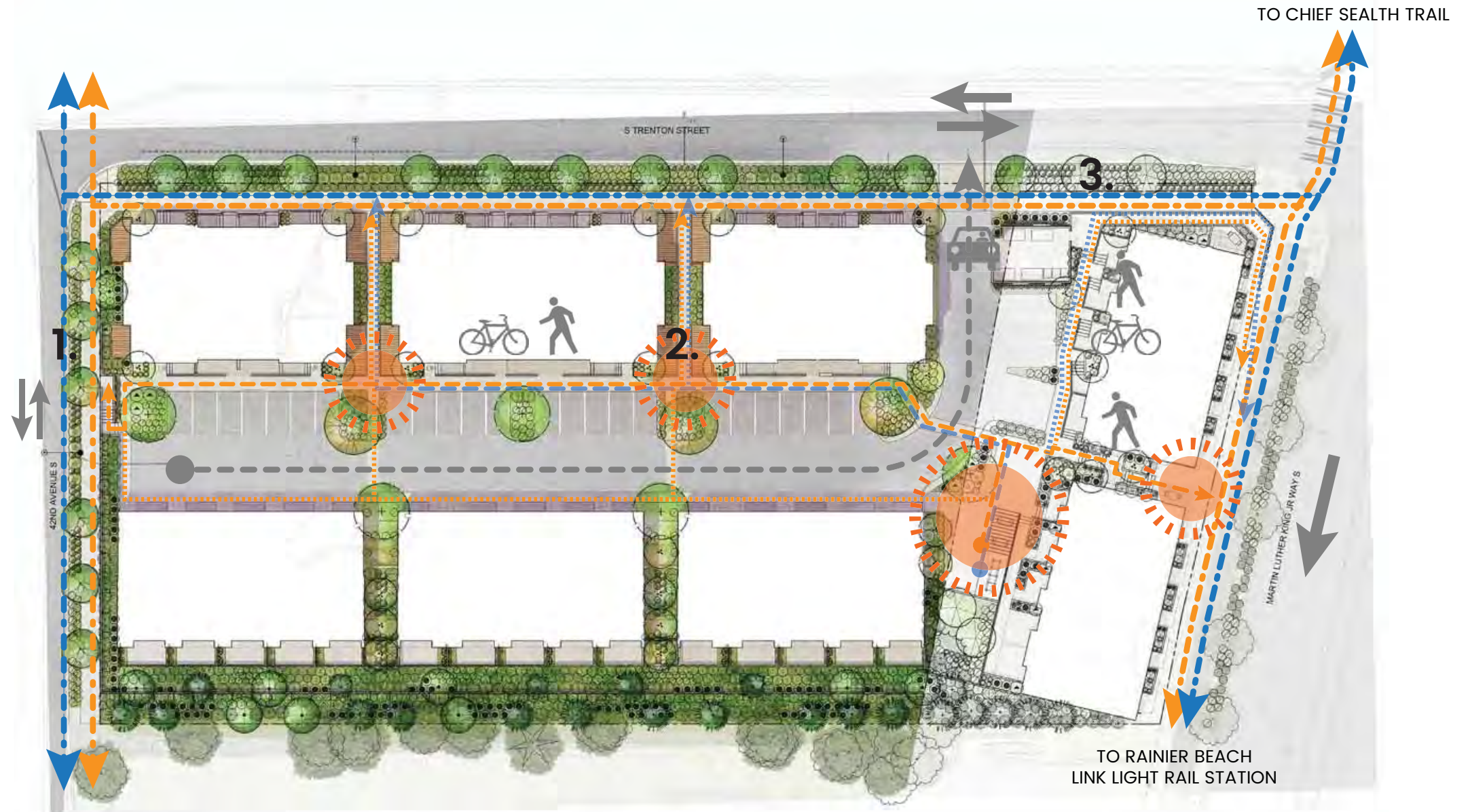
### 1. Connection to 42nd Ave. S.

A stair was added to provide a pedestrian connection from the site to 42nd Ave S.

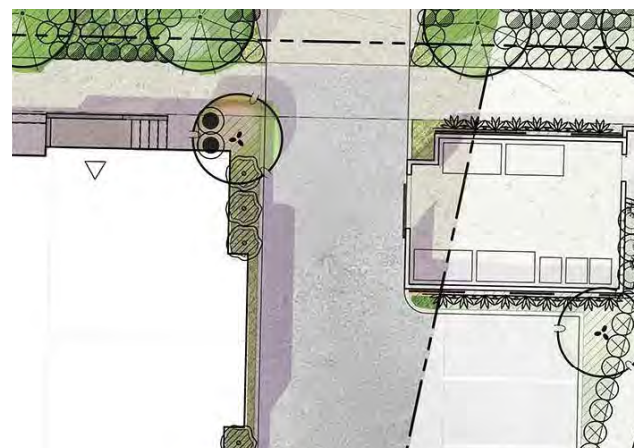


### 2. Defined Pathways to BLDGS D-F

Connections from the principle E-W route to Buildings D-F have been delineated with crosswalks across the driveway. These additional pathways further reinforce this intersection of pathways where neighbors may meet.

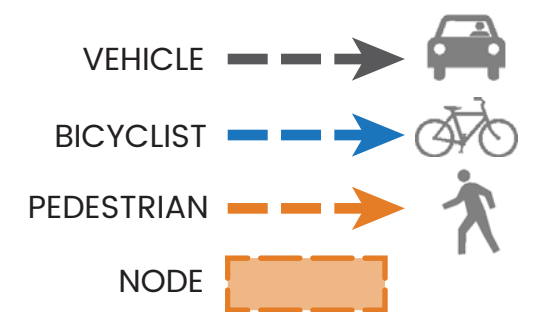


### CURRENT DESIGN



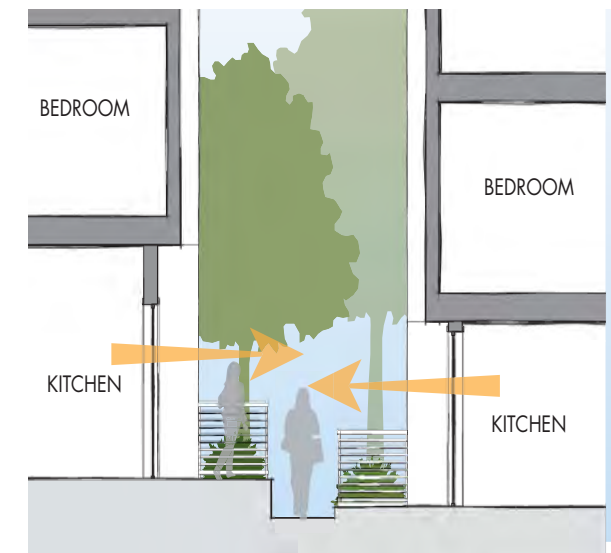
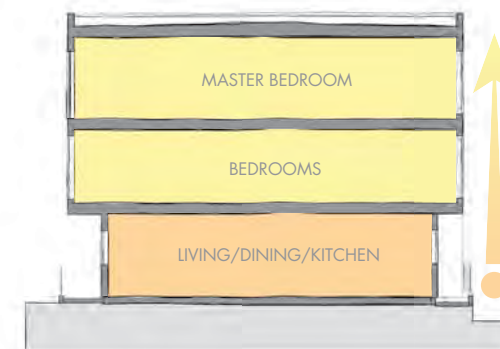
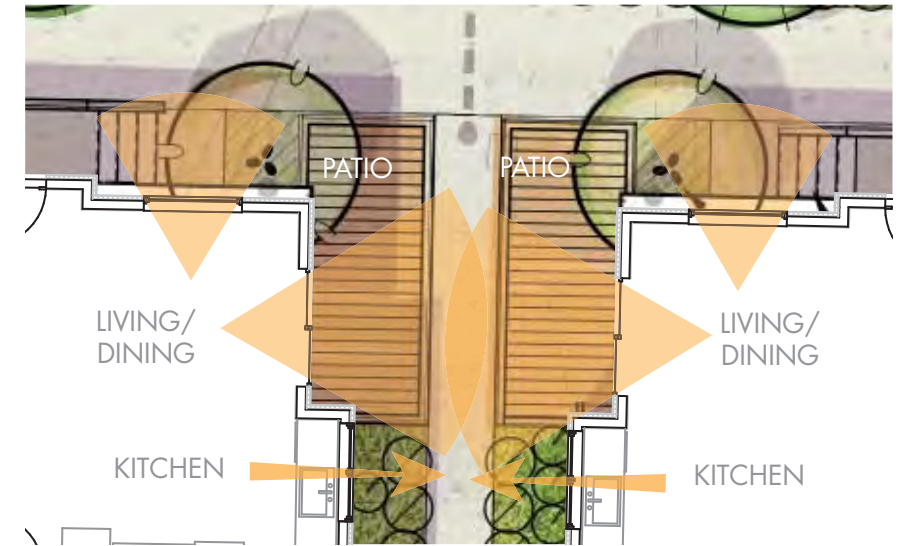
### 3. Walkway Eliminated Adjacent to Driveway

The site plan at the EDG meeting showed a walkway adjacent to the driveway. This has been eliminated to further separate the vehicular traffic from the bicycle and pedestrian traffic.



# BOARD RECOMMENDATIONS

## DESIGN CONCEPT, ARCHITECTURAL CHARACTER + MASSING AND SOUTH TRENTON STREET FRONTAGE (1AII + 3B + 4A)



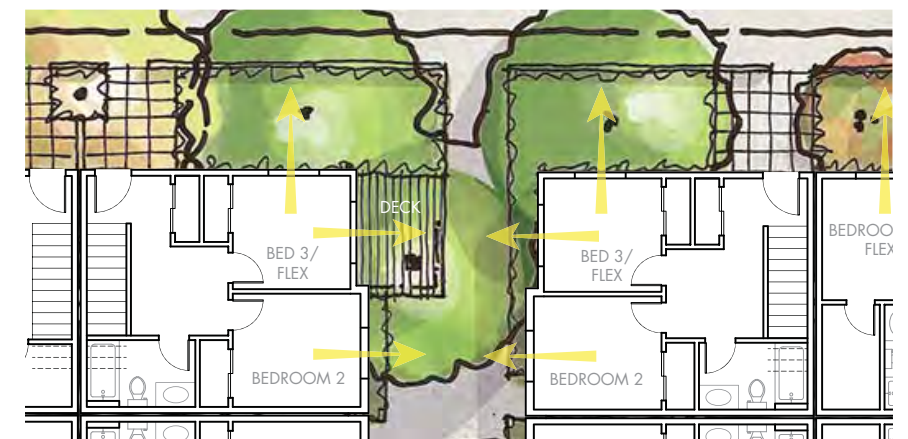
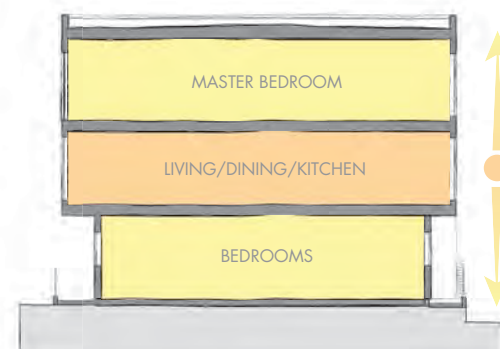
The Board requested to review detailed building/site sections and floor plans with focused attention to ground floor livability, accessible entries and second level/terrace connections to the adjacent streets, interior courtyard and south property line.

- CS1.C - TOPOGRAPHY
- CS1.D - PLANTS & HABITAT
- CS2.B - ADJACENT SITES, STREETS, AND OPEN SPACES
- CS2.D - HEIGHT BULK AND SCALE

### CURRENT DESIGN

### SECTION THROUGH NORTH UNIT PATIOS

The conceptual plans at the EDG meeting showed the living spaces located at Level 2 of the units. The living spaces are now located at Level 1 adjacent to the patios better promoting opportunities for neighbors to interact. It also provides more "eyes" along the pedestrian pathways and sidewalks surrounding the building providing better security. The center units were also revised. Instead of having two units back-to-back, the center units now have both a front entry door as well as a door off of the kitchen to a back patio.



### DESIGN AT EDG

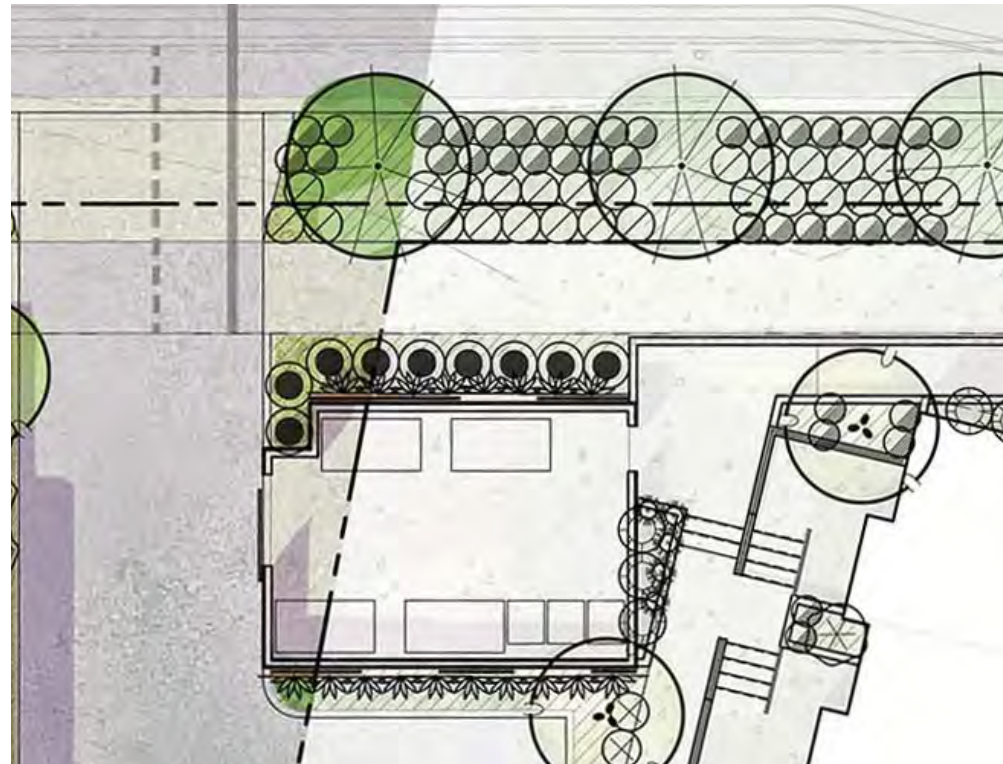


The Board stated that the residential development should create a positive connection to the 42nd Avenue South street edge. At the Recommendation meeting, the Board stated that they expect to see an ensemble of elements (lighting, fenestration, landscaping, entries, screening, hardscape, etc.) that addresses security, site connectivity and streetscape character appropriately.

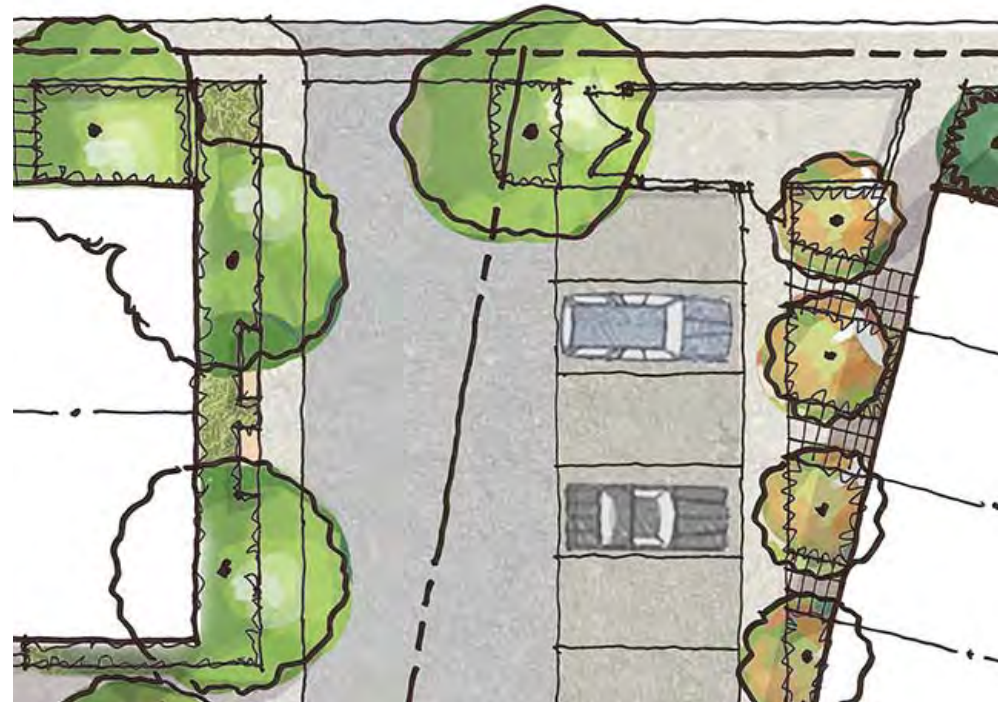
A concrete stair with black powder-coated metal railing connects the project to the 42nd Street facade. Pole lighting at the stair will increase visibility and security in the evening hours and landscaping including vines at the mid-block stair wall increases visual interest and safety. Planting strips will border both sides of the sidewalk along 42nd and the elevation of the sidewalk, above the driveway, provides sightlines through the site towards MLK. The corner building includes a north + west facing deck, activating the corner of 42nd + Trenton. The building design up 42nd, from north to south, follows the transition of the neighborhood from dense multi-family projects to quieter single-family development.



**NORTHWEST CORNER OF TRENTON + 42ND**



CURRENT DESIGN



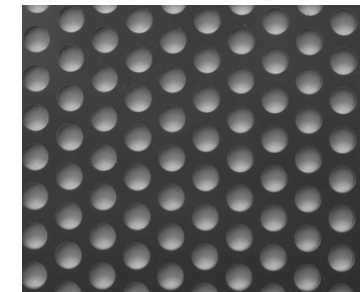
DESIGN AT EDG



Board formed concrete at the base



Overlapping cedar siding stained to match the wood veneer panel



Perforated metal panel

The board observed the waste storage area near the vehicular entrance abutting South Trenton Street may be impactful to the public realm along the street and advised the applicant give focused attention to the concern. They requested specifics concerning waste storage, location, access and feedback from Seattle Public Utilities should be presented at the next meeting.

PLI.B.1 - PEDESTRIAN INFRASTRUCTURE  
DCI.C.4 - VIEWS & CONNECTIONS

Following the EDG meeting Seattle Public Utilities requested the size of the waste storage increase to 375 SF to meet the requirement for a number of units between 26-50. Locating the trash enclosure at the driveway entrance is the most feasible as no access is allowed from MLK Jr. Way South and there is a large grade change between the site and 42nd Avenue South. Locating the trash enclosure at the driveway entrance also permits the trash haulers to access the waste storage enclosure because it is between 25'-50' away from the truck eliminating the need for a staging area along the sidewalk which would be highly visible to passing pedestrians. The waste storage enclosure will be finished in high quality materials consisting of a board formed concrete base, overlapping stained cedar siding, and perforated metal panels to allow for ventilation. A green screen with vines will also be attached to the elevations facing the sidewalk.

'PER SMC 23.54.040.EI. The storage space shall be located on the lot of the structure it serves and, if located outdoors, shall not be located between a street-facing facade of the structure and the street.

PER SMC 23.54.040.I. The Director, in consultation with the director of Seattle Public Utilities, has the discretion to modify the requirements of this section as a Type I decision, if the applicant proposes alternative, workable measures that meet the intent of this section.'

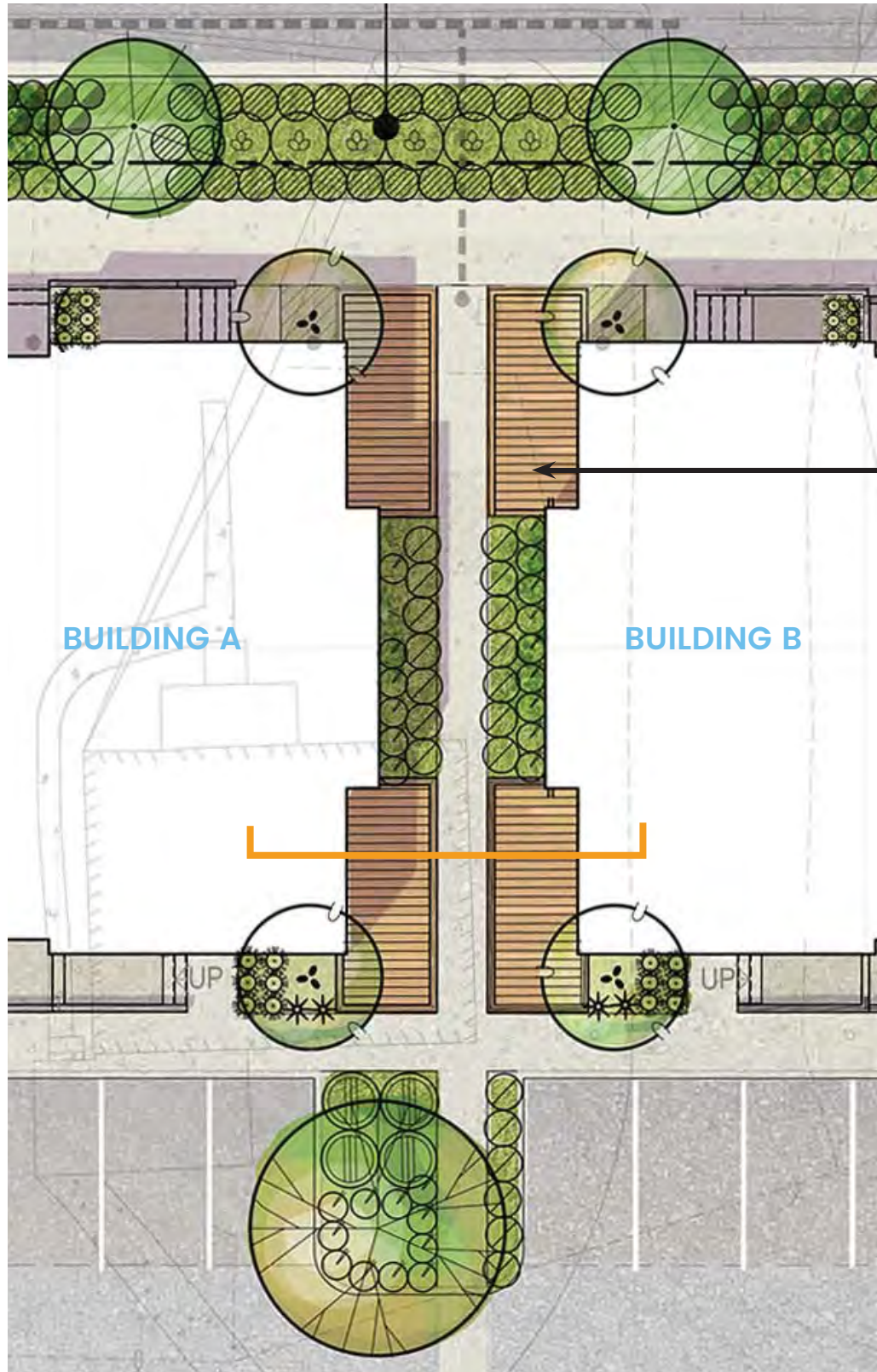
Trash enclosure has been sent to SPU. Received preliminary approval. Awaiting final approval.

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# SITE DESIGN

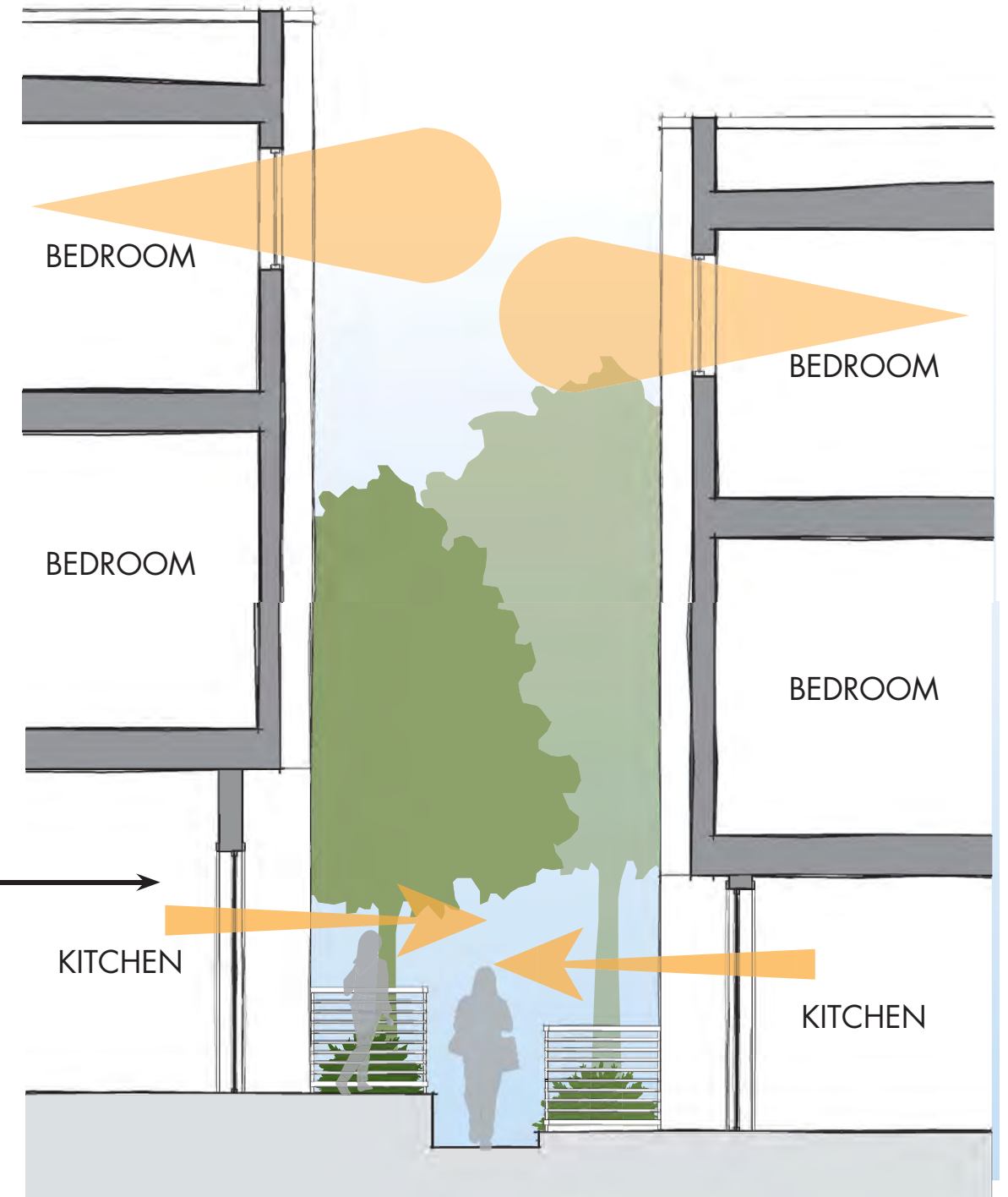
NEW SITE PLAN  
SITE VIGNETTES  
LIGHTING PLAN  
SIGNAGE DIAGRAM  
LANDSCAPE PLANS





Patios from the corner units face the intersections of the pedestrian pathways increasing visibility for security and social interaction

The grade along Trenton provides a natural stepping pattern for the buildings. While the separation between buildings in 12'-16' the windows sightlines do not align do to the step in windows.



SECTION AT CORNER UNIT PATIOS

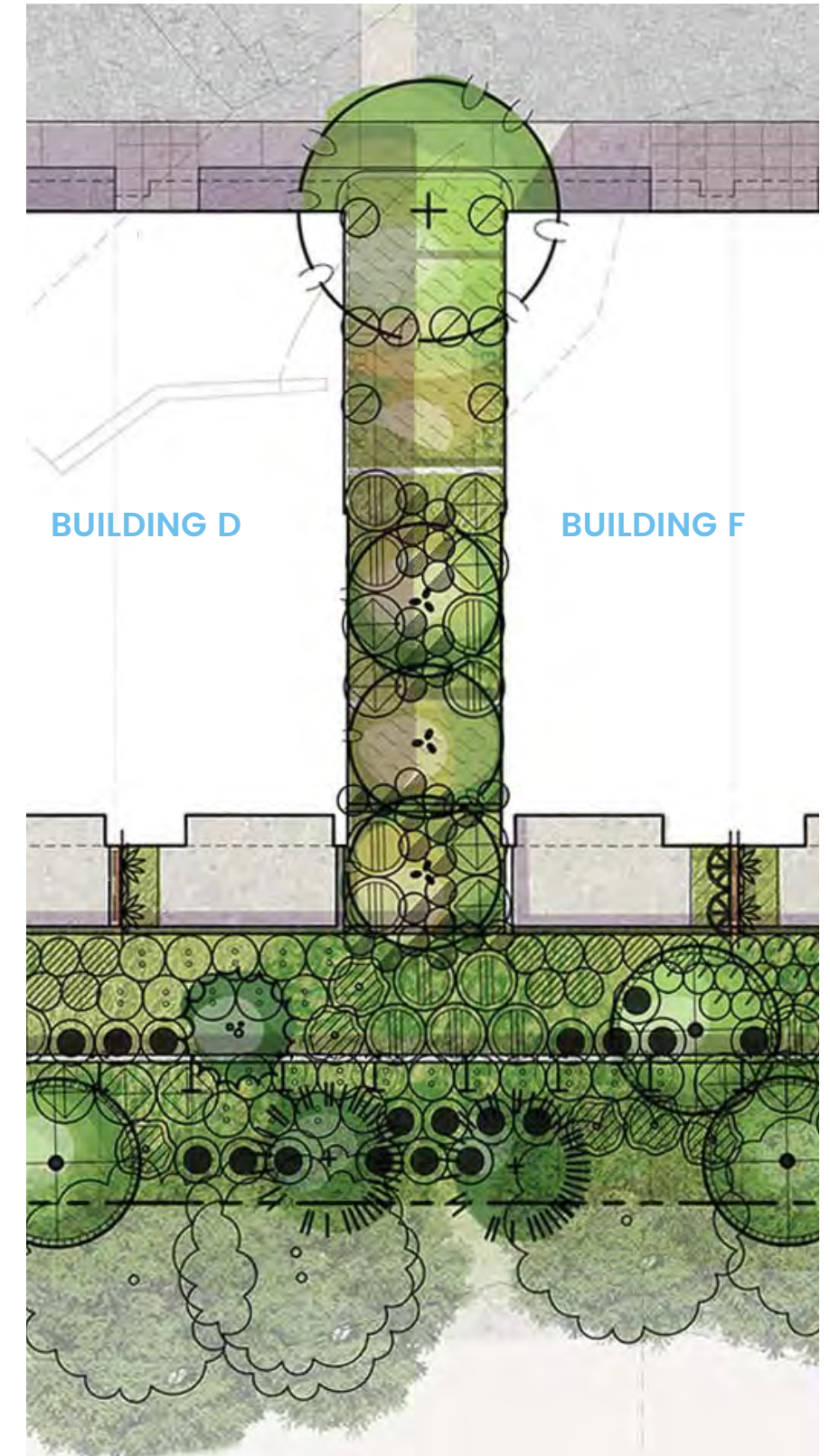
## SITE DESIGN

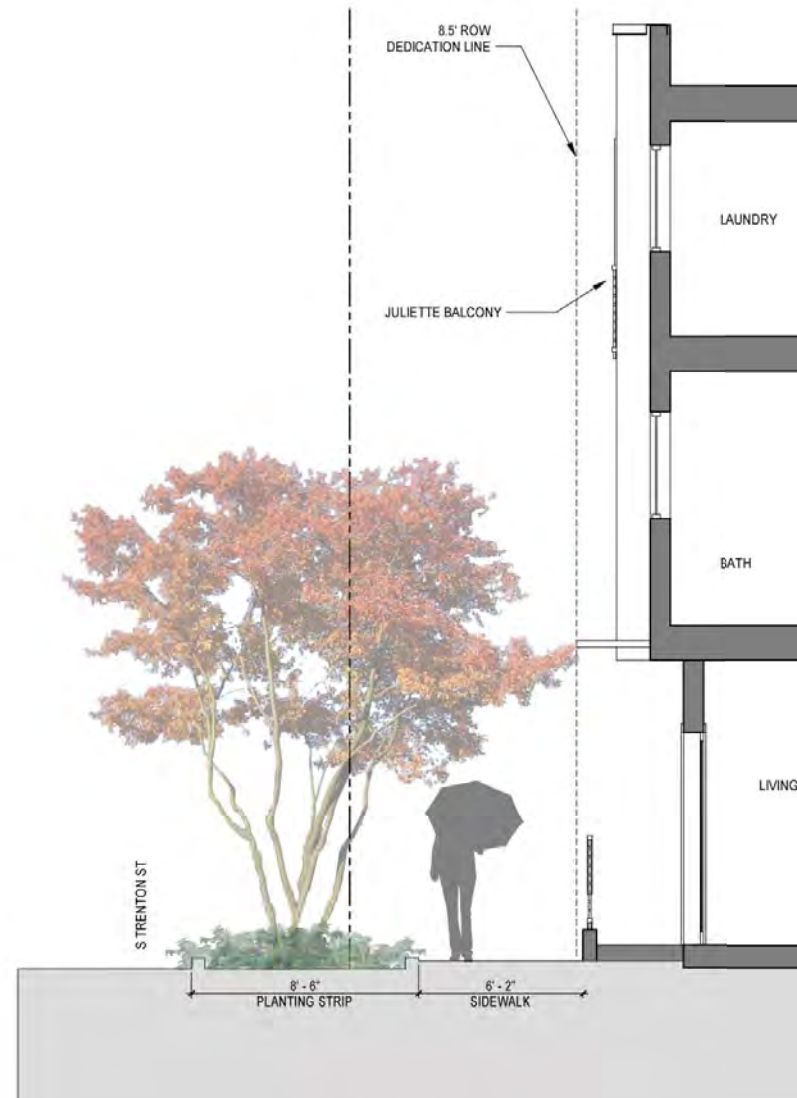
## SITE VIGNETTES - BUILDING D-F PATIOS



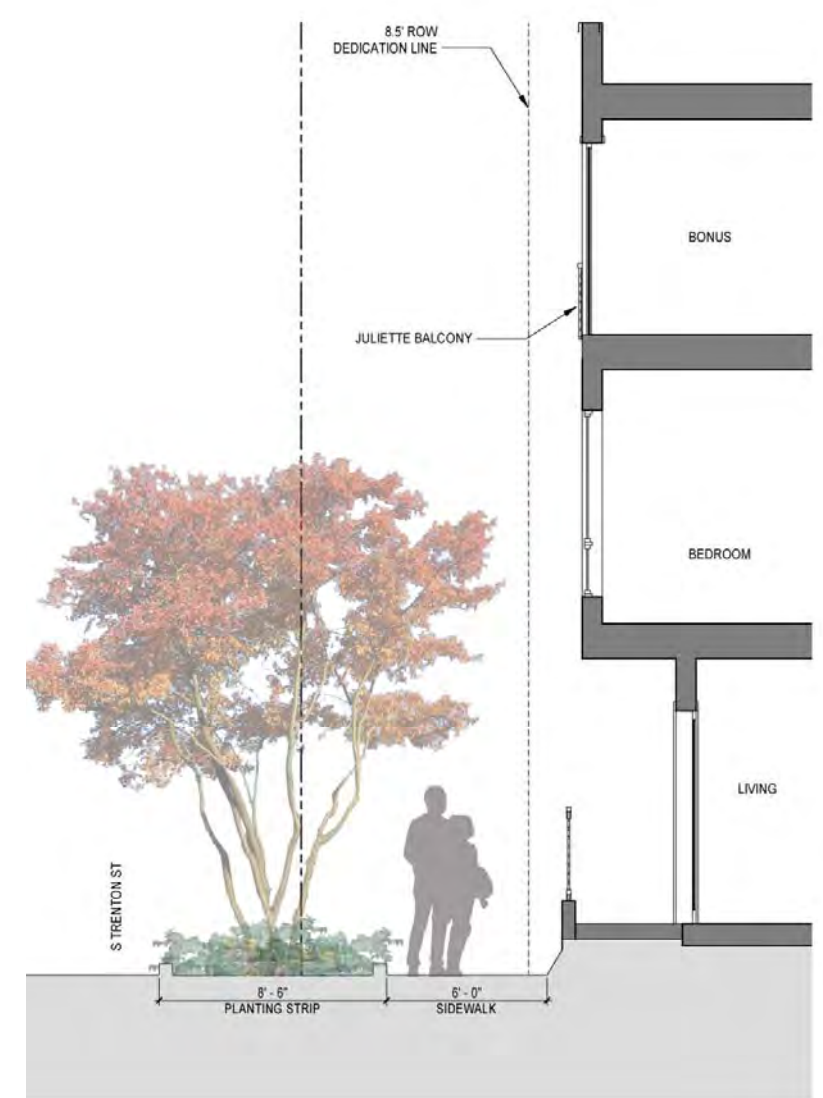
The patios near the South property are more private in nature. Green screens and planting beds between patios help to strengthen the sense of privacy.

The denser landscaping between the southern townhome buildings reflects the transition towards the single-family neighborhood and the steep slope.





SECTION THROUGH  
CORNER UNIT ENTRY



SECTION THROUGH  
CENTER UNIT ENTRY

**RESPONSE TO BOARD COMMENT:**

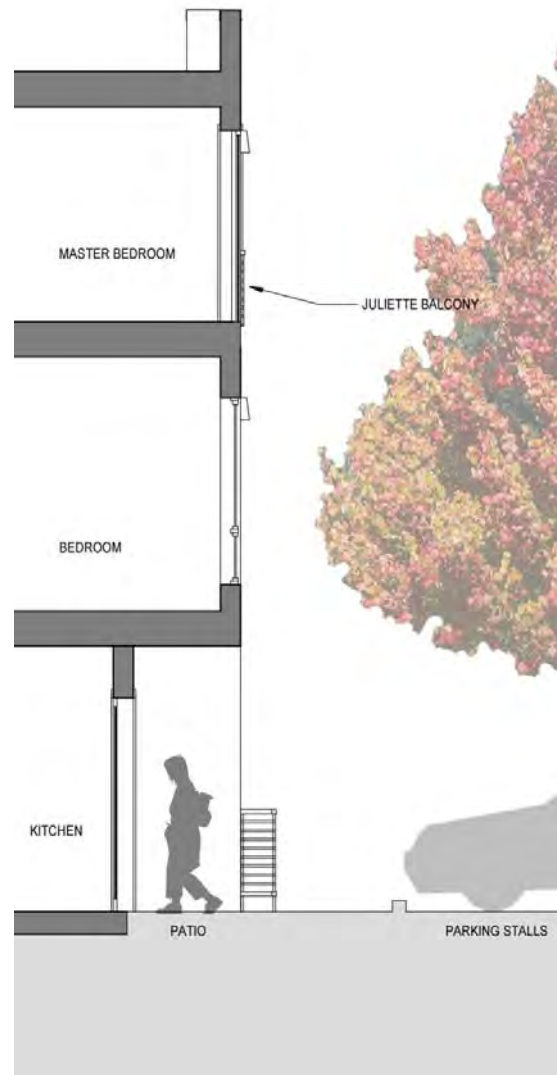
A mix of materials creates a varied and interesting facade and a human scale approach along S. Trenton St.

- Black metal Railings at the steps and front porches
- Coordinated black metal awnings over the front doors
- Full light glass doors
- Porch lights and soffit lights over entries create a welcoming and safe environment
- Warm wood accents and a high level of articulation in the facade helps to creat interest along frontage
- An 8' wide planting strip in front of the homes with lush and varied planting scheme including 12 street trees

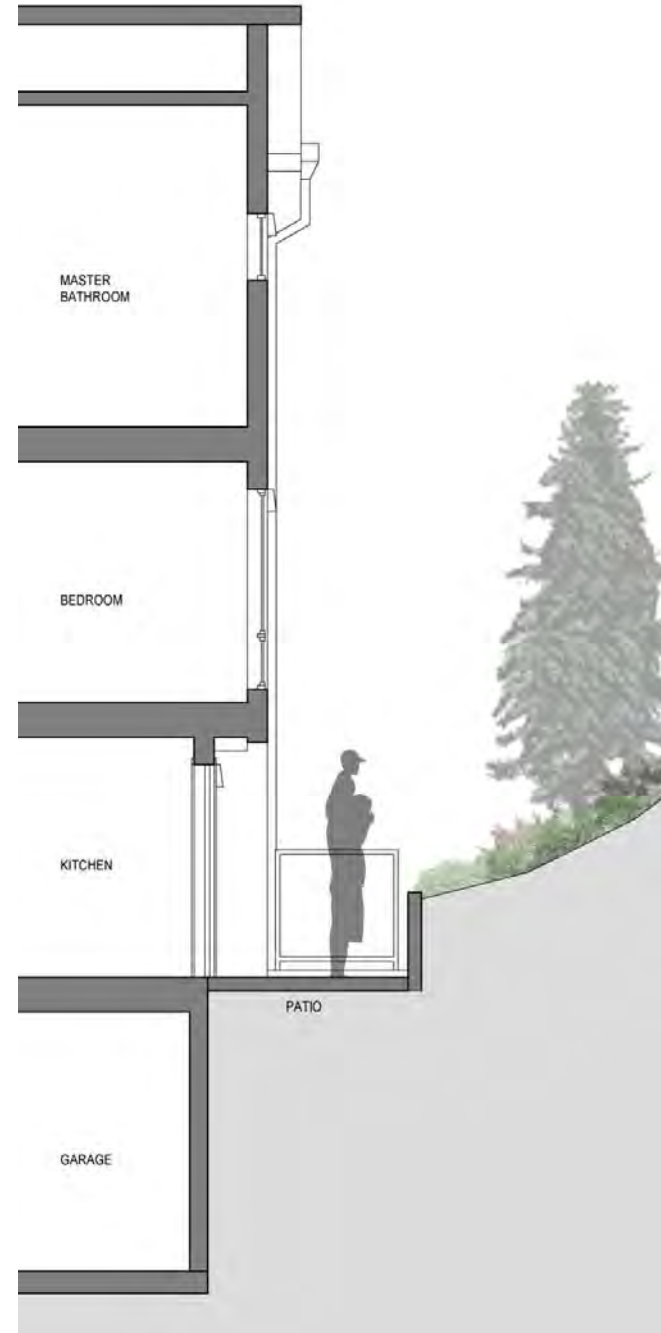


**SITE DESIGN**

**BUILDINGS E-F: ENLARGED SECTION OF SOUTH BUILDINGS**

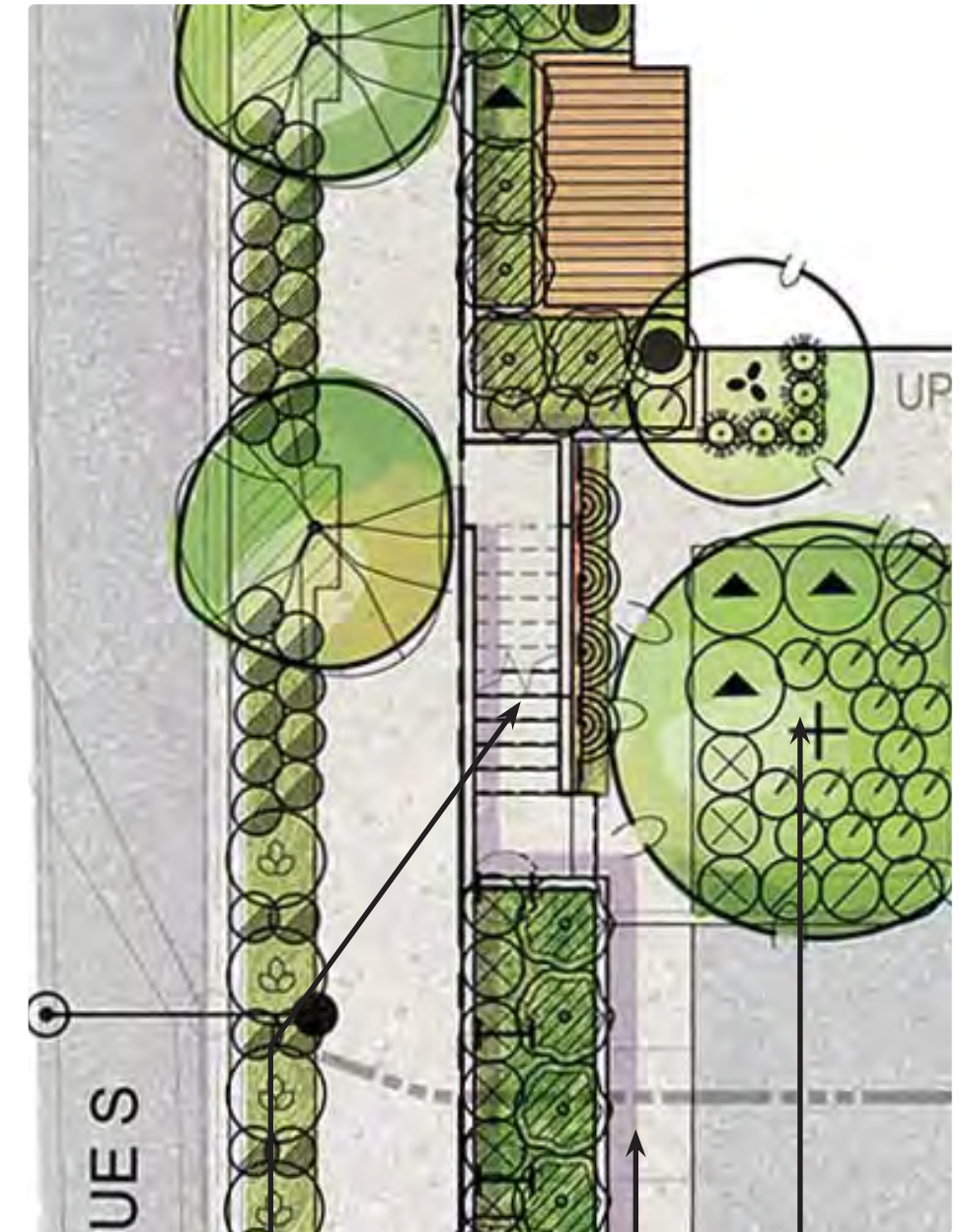


**SECTION THROUGH  
CENTER PATIO DOOR**



**SECTION THROUGH  
SOUTH UNIT PATIO**





Pole lighting along the driveway highlights the crosswalks

Pathways between parking stalls are buffered by large landscape islands and connect to crosswalks delineated by a different concrete color

Major E-W thoroughfare along the patios connects the 42nd stair to the common area between the two sites

Cast-in-place concrete stair with black metal railings

Pathway to Buildings D-F

Large planting area at the stair landing

# SITE DESIGN

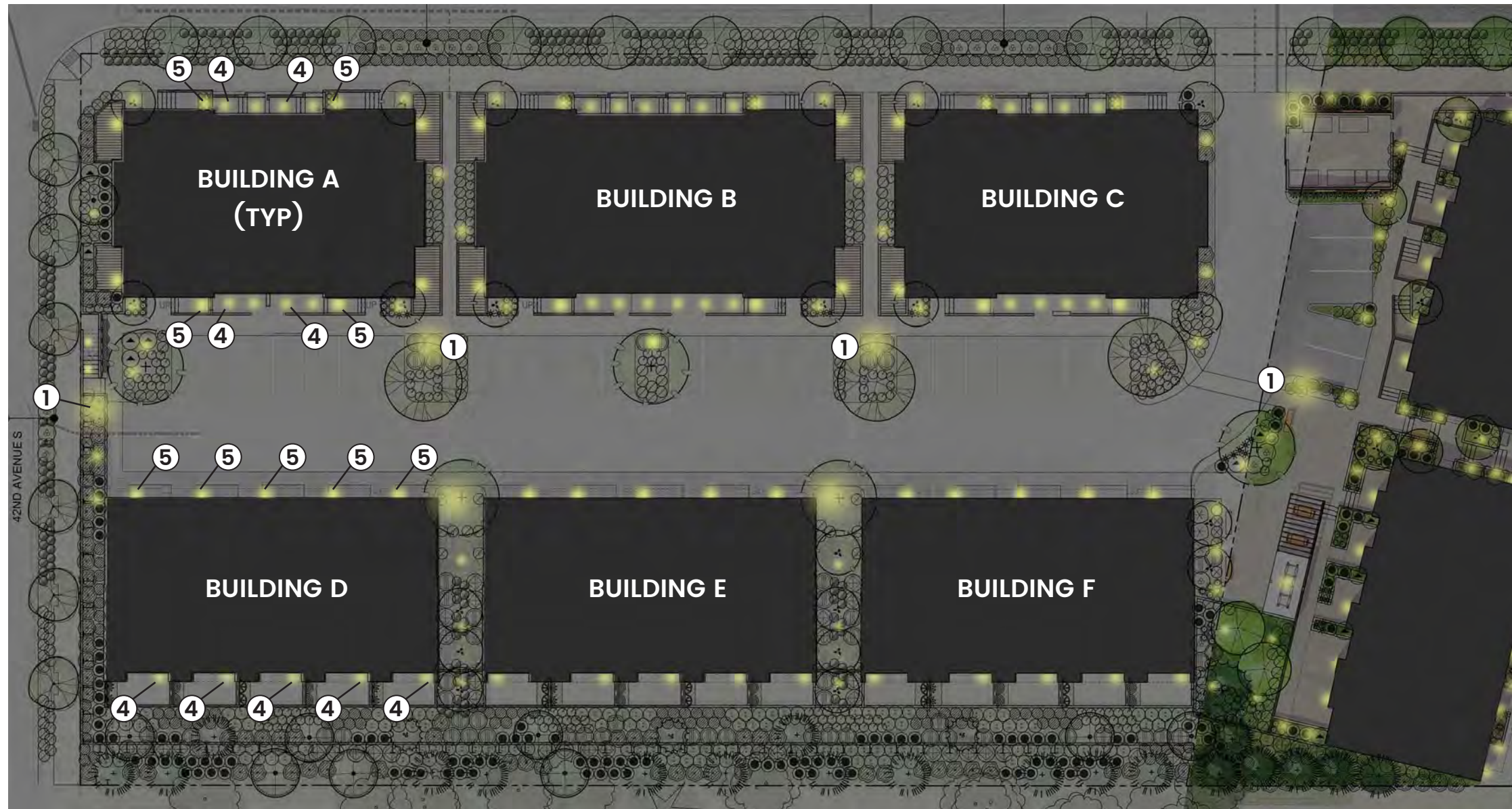
# SITE SECTIONS



## N-S SECTION LOOKING WEST



## E-W SECTION LOOKING FROM TRENTON



① Light Pole at Driveway



⑤ Wall Sconce at Entries



② Landscape Spot Light



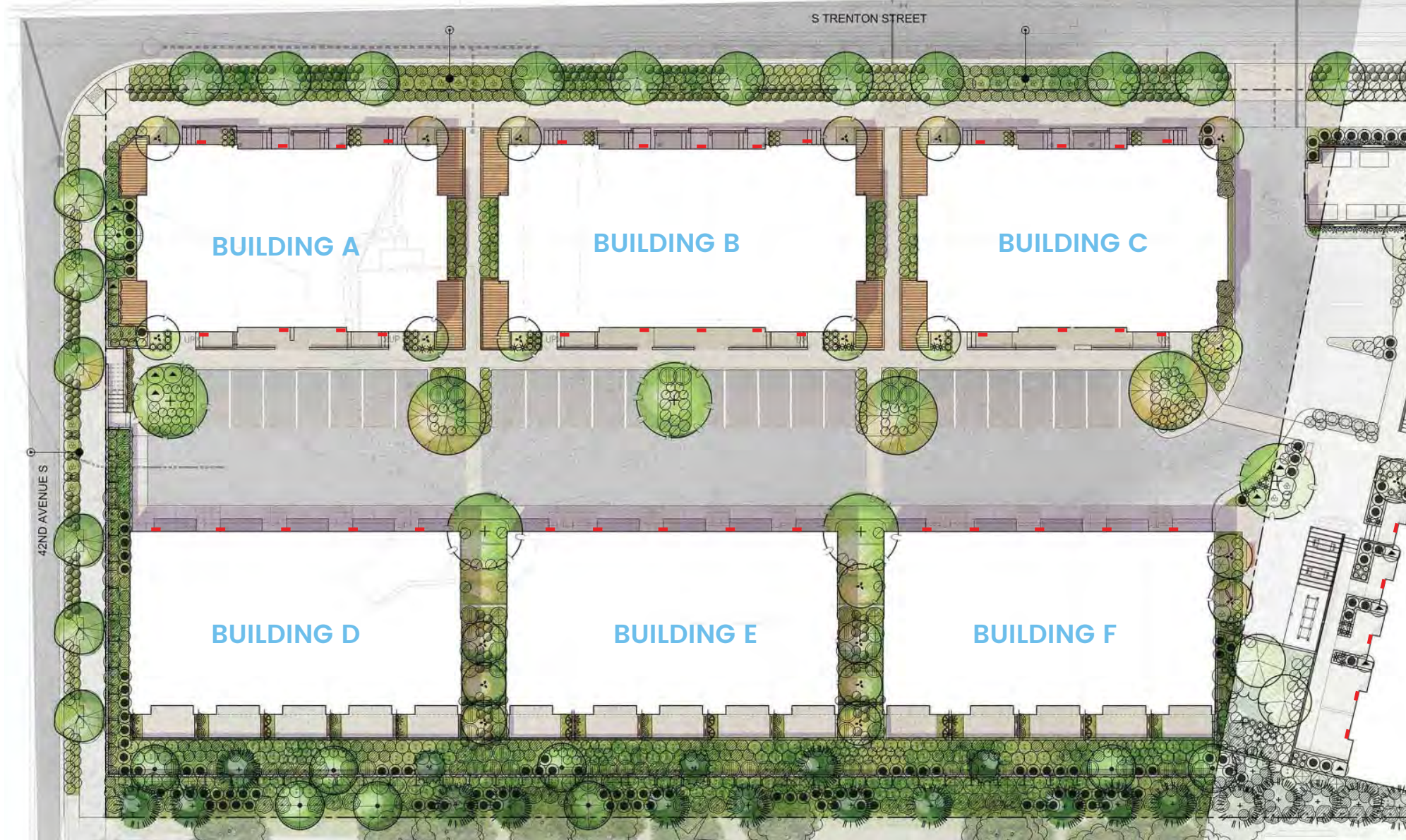
③ Path Light



④ Recessed Light at Entries w/ Building Overhang

**SITE DESIGN**

**SIGNAGE DIAGRAM**



**Black Metal House Numbers**



1 At-Grade Deck



2 GreenScreen Patio Divider



3 Colored / Scored Concrete





*Parthenocissus tricuspidata*  
Boston Ivy



*Clematis armandii*  
Evergreen Clematis



*Campsis radicans*  
Trumpet Vine



*Carex morrowii*  
Japanese Sedge



*Geranium macrorrhizum*  
Hardy Geranium



*Cornus sericea 'Isanti'*  
Redosier Dogwood



*Hemerocallis*  
Davily



*Cornus stolonifera 'Kelseyii'*  
Kesley Dogwood



*Heuchera*  
Coral Bells



*Deschampsia cespitosa*  
Tufted Hairgrass



*Juncus effesus*  
Common Rush



*Gaultheria shallon*  
Salal



*Mahonia nervosa*  
Low Oregon Grape



*Acer freemanii 'Autumn Blaze'*  
Autumn Blaze Maple



*Cercidiphyllum japonicum*  
Katsura



*Ginkgo biloba 'Princeton Sentry'*  
Princeton Sentry Ginkgo



*Amelanchier x grandiflora*  
'Autumn Brilliance'



*Acer circinatum*  
Vine Maple



*Pseudotsuga menziesii*  
Douglas Fir



*Thuja plicata*  
Western Red Cedar



*Hydrangea quercifolia*  
Oakleaf Hydrangea



*Mahonia x media 'Arthur Menzies'*



*Philadelphus lewisii*  
Mock Orange



*Physocarpus opulifolius*  
'Diablo'



*Ribes sanguineum*  
Red Flowering Currant



*Spiraea betulifolia 'Tor'*  
Birch-leaf Spirea



*Vaccinium ovatum*  
Evergreen Huckleberry



*Symphoricarpos albus*  
Snowberry

TREE REPLACEMENT LEGEND (LEGEND SHOWN AT 1"=20'-0" SCALE)

SYMBOL	QTY.	DESCRIPTION
		DRIPLINE OF R.O.W. TREES
		DRIPLINE OF ONSITE TREES TO REMAIN AND PROTECT
		DRIPLINE OF EXCEPTIONAL ONSITE TREES TO BE REMOVE
EXISTING TREES:		
	1	TREES TO REMAIN AND BE PROTECTED IN ACCORDANCE WITH CITY OF SEATTLE STANDARD PLAN NO. 132a, 132b, AND 133, LATEST EDITIONS.
	3	EXCEPTIONAL TREES (OR 24"+ DBH) TO BE REMOVED
	82	NON-EXCEPTIONAL TREES TO BE REMOVED
REPLACEMENT TREES:		
DECIDUOUS TREES		
	3	ACER X FREEMANII (AUTUMN BLAZE RED MAPLE) 8'-10' HT., B&B, FULL, BUSHY *40' DIAMETER MATURE CANOPY (350 SF PER CITY OF SEATTLE GREEN FACTOR PLANT LIST)
	4	CERCIDIPHYLLUM JAP. 'ROTFUCHS' (RED FOX KATSURA) 8'-10' HT., B&B, FULL, BUSHY *40' DIAMETER MATURE CANOPY (350 SF PER CITY OF SEATTLE GREEN FACTOR PLANT LIST)
	8	BETULA PAPIRIFERA (PAPER BIRCH) 8'-10' HT., B&B, FULL, BUSHY *35' DIAMETER MATURE CANOPY (250 SF PER CITY OF SEATTLE GREEN FACTOR PLANT LIST)
	21	ACER CIRCINATUM (VINE MAPLE) (3) STEMS MIN AT 1" CAL. EACH, B&B, FULL *25' DIAMETER MATURE CANOPY (75 SF PER CITY OF SEATTLE GREEN FACTOR PLANT LIST)
	11	AMELANCHIER x GRANDIFLORA (SERVICEBERRY) 10'-12' HT., B&B, FULL *15' DIAMETER MATURE CANOPY (75 SF PER CITY OF SEATTLE GREEN FACTOR PLANT LIST)
	6	CORNUS KOUSA 'CHINENSIS' (KOUSA DOGWOOD) 10'-12' HT., B&B, FULL *20' DIAMETER MATURE CANOPY (75 SF PER CITY OF SEATTLE GREEN FACTOR PLANT LIST)
EVERGREEN TREES		
	13	THUJA PLICATA (WESTERN RED CEDAR) 8'-10' HT., B&B, FULL, BUSHY *40' DIAMETER MATURE CANOPY 350 SF PER CITY OF SEATTLE GREEN FACTOR PLANT LIST)

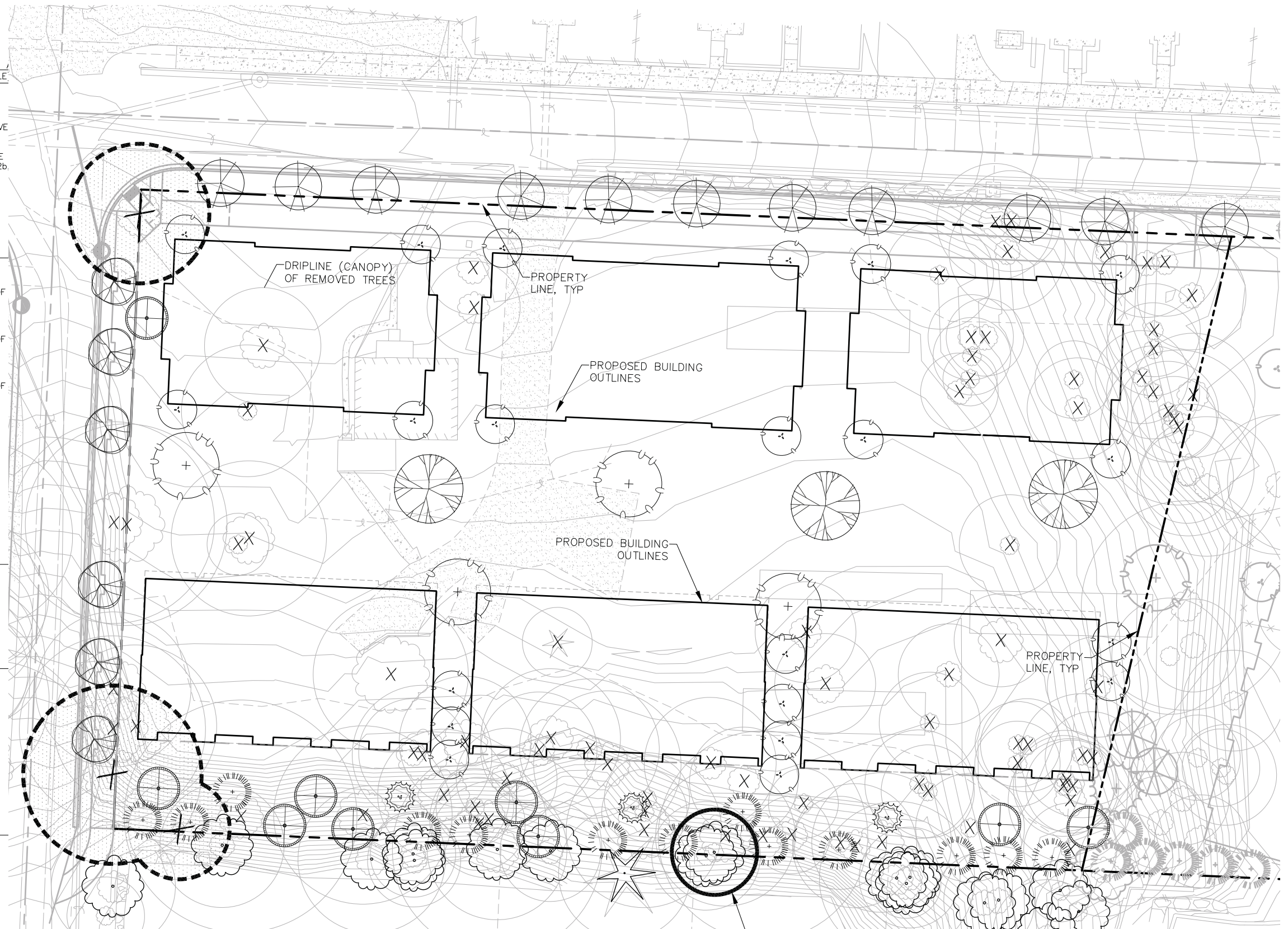
TREE REPLACEMENT SUMMARY

TREE REPLACEMENT CANOPY PROVIDED ON-SITE (APPROVED GREEN FACTOR SPECIES ONLY)

3 RED MAPLE X 350SF CANOPY	=	1,050 SF
4 KATSURA X 350SF CANOPY	=	1,400 SF
8 BIRCH X 250SF CANOPY	=	2,000 SF
21 VINE MAPLES X 75SF CANOPY	=	1,575 SF
11 SERVICEBERRY X 75SF CANOPY	=	825 SF
6 DOGWOOD X 75SF CANOPY	=	450 SF
13 RED CEDAR X 350SF CANOPY	=	4,550 SF
<b>TOTAL REPLACEMENT CANOPY</b>	<b>=</b>	<b>11,850 SF</b>

NOTES

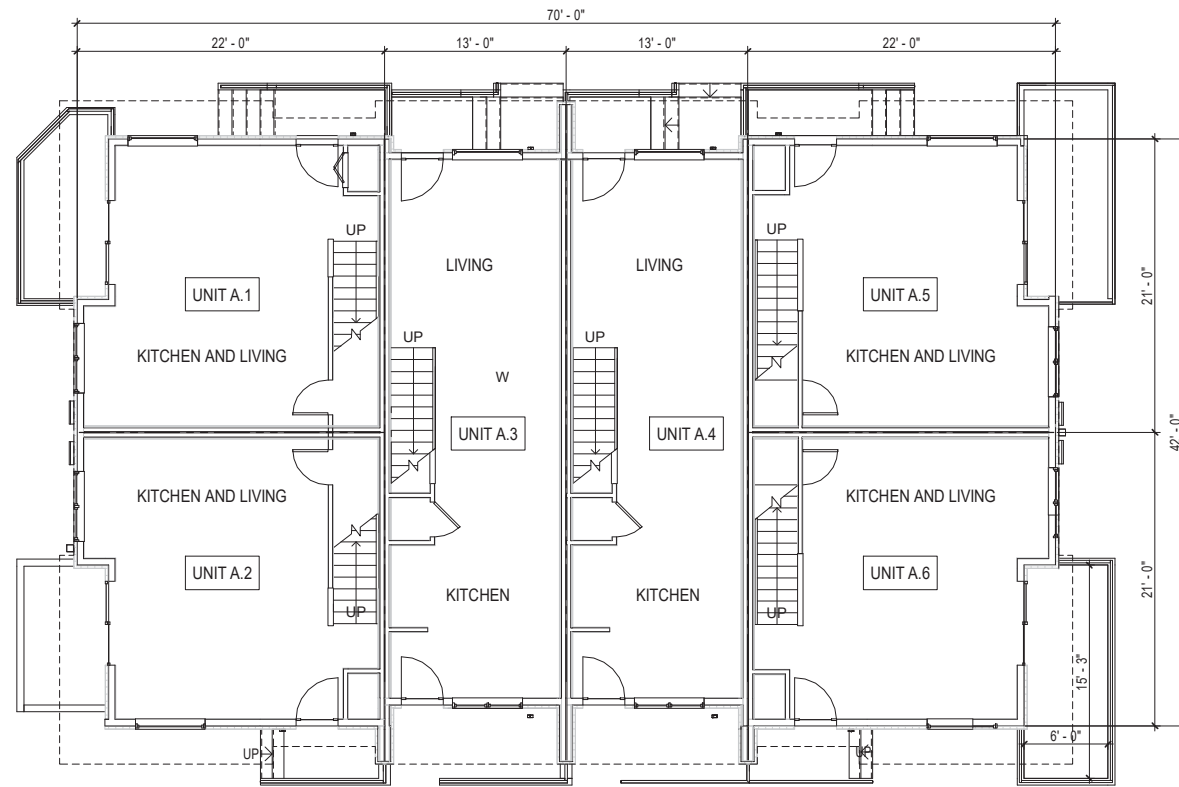
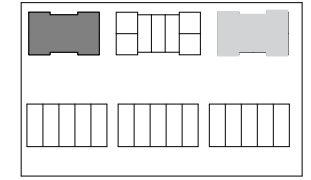
- SEE L100 LANDSCAPE PLAN FOR TREE REPLACEMENT.
- TREE PROTECTION TO BE IN ACCORDANCE WITH SMC 25.11 TREE PRESERVATION, LATEST EDITION.



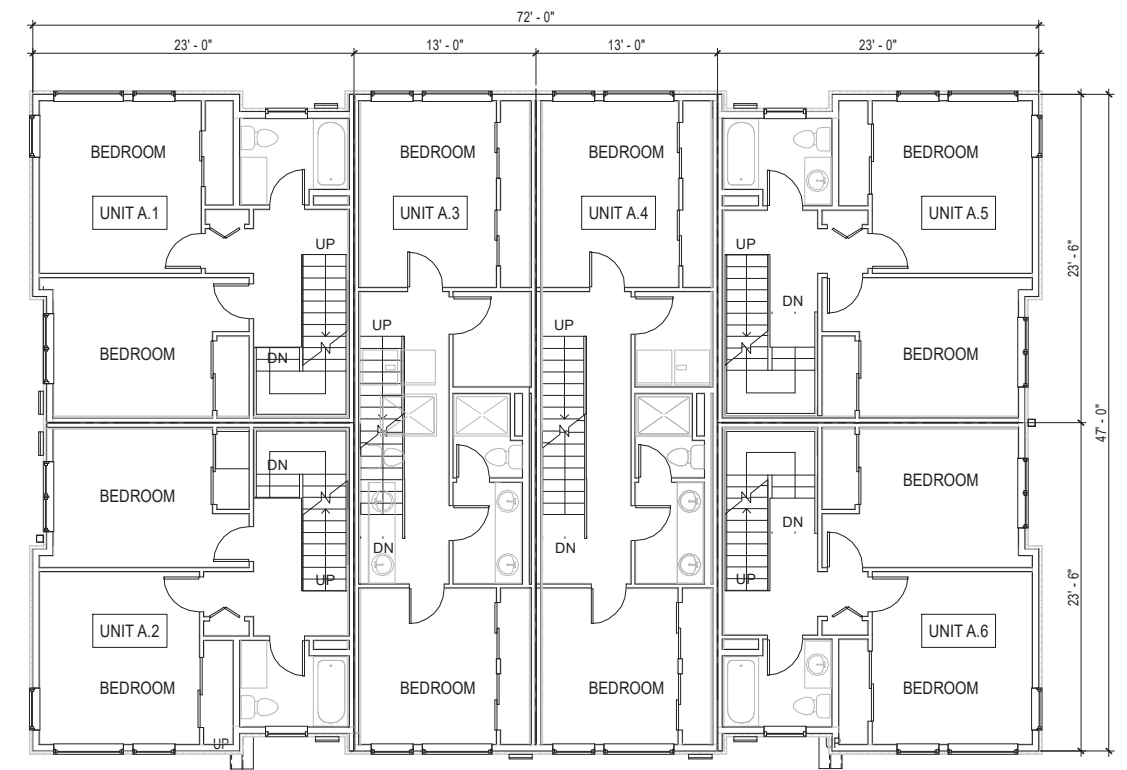


# BUILDING DESIGN

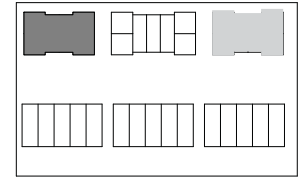
FLOOR PLANS  
MATERIALS  
ELEVATIONS  
PERIMETER ELEVATIONS  
DEPARTURES  
DIRECTOR'S DECISION



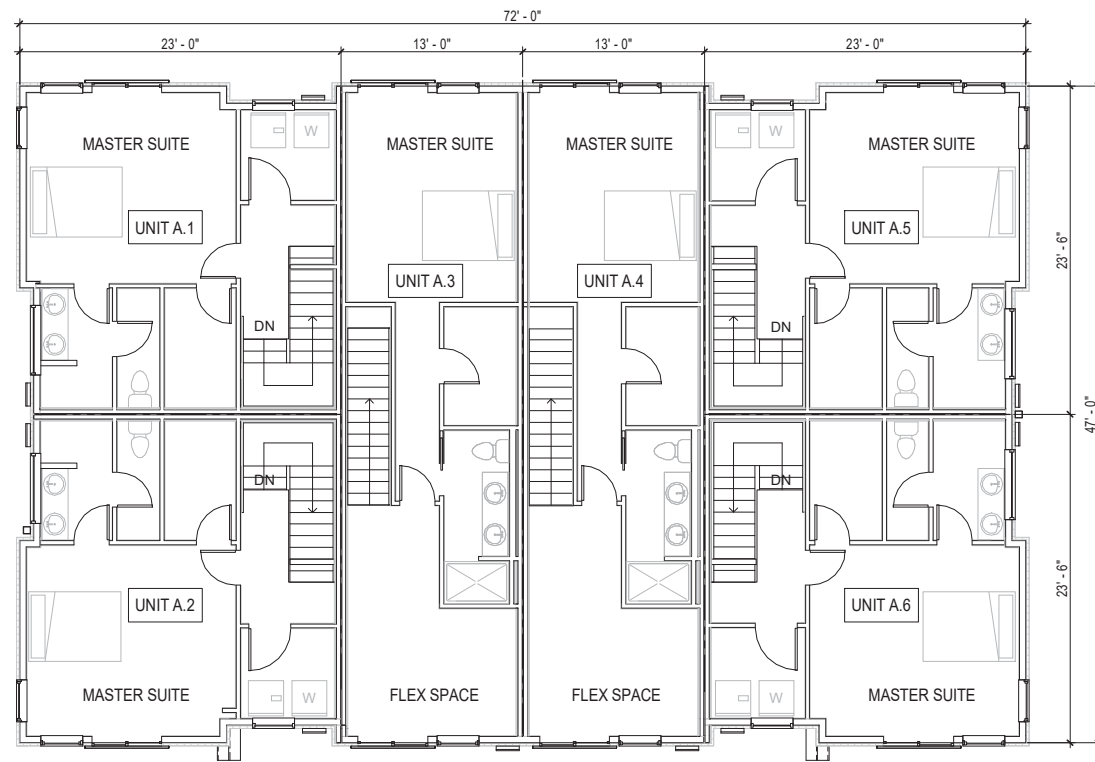
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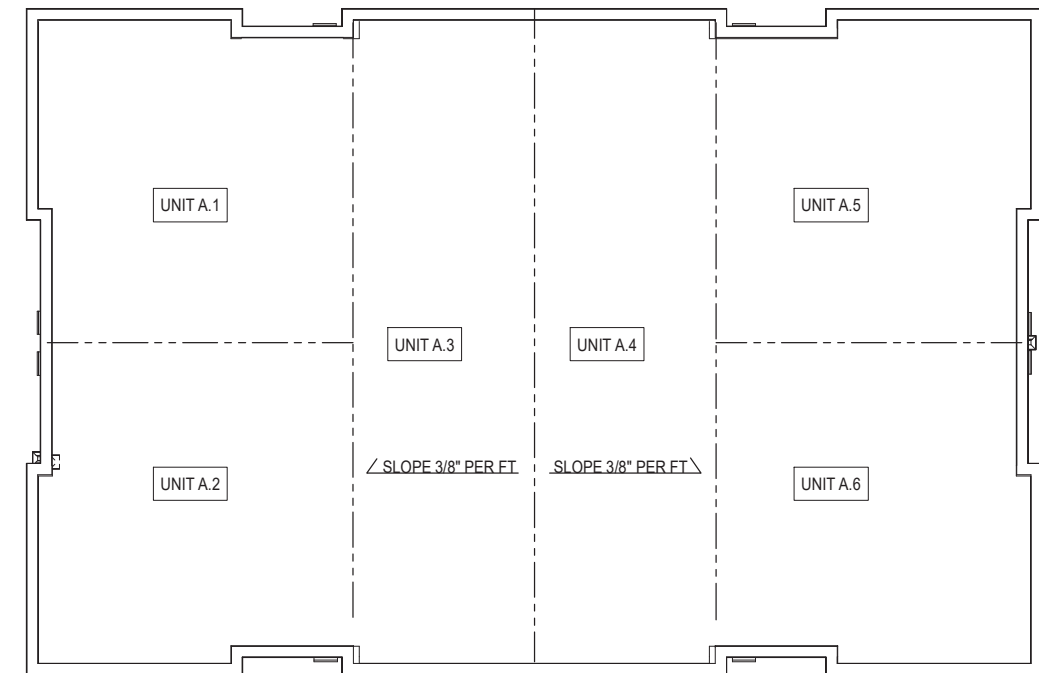
LEVEL 2



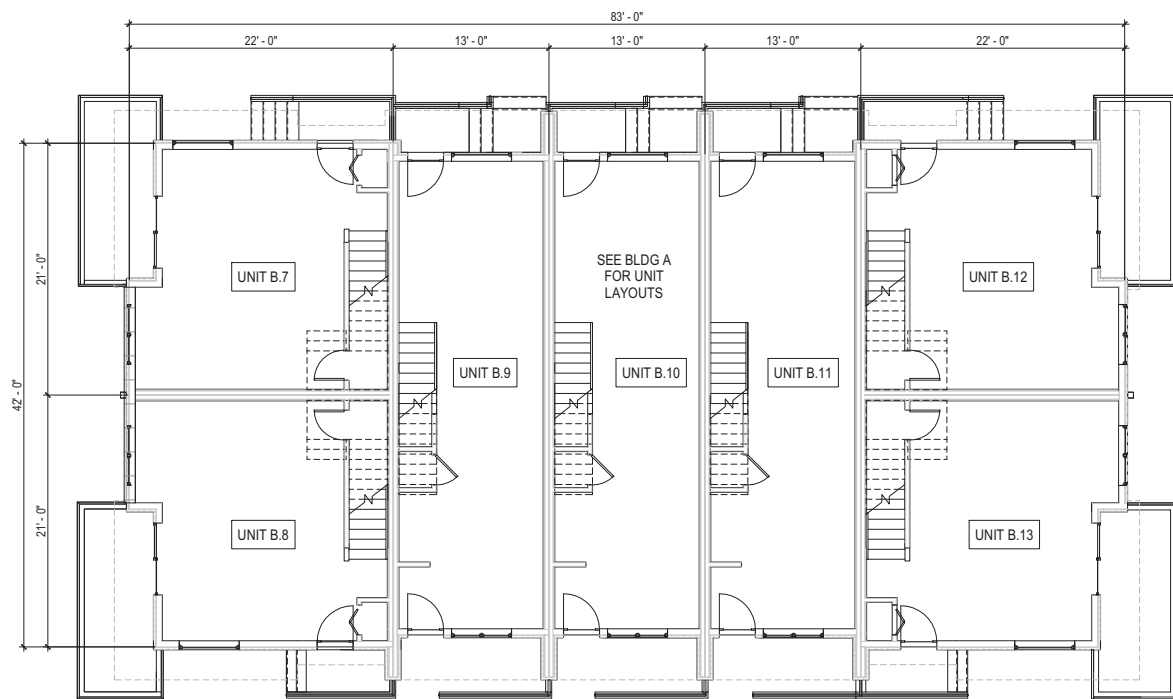
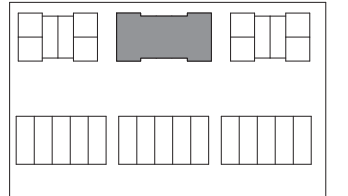
BUILDING LOCATION PLAN



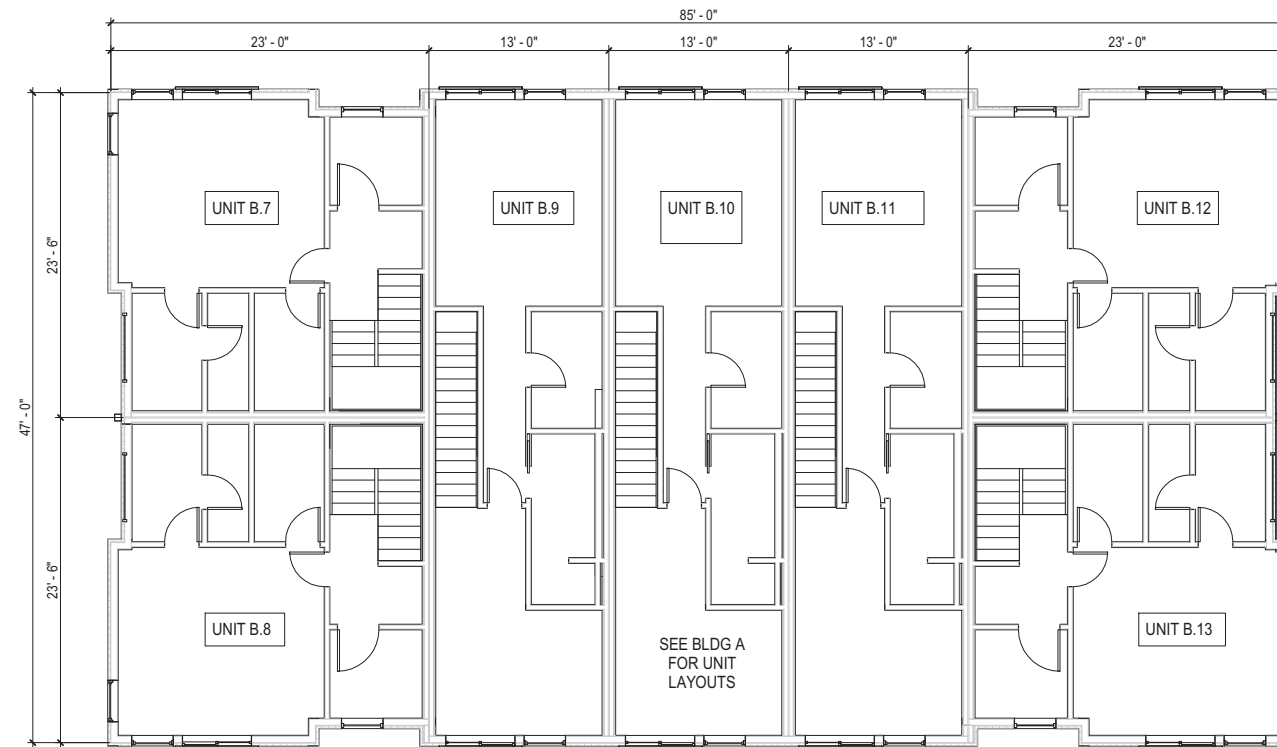
LEVEL 3



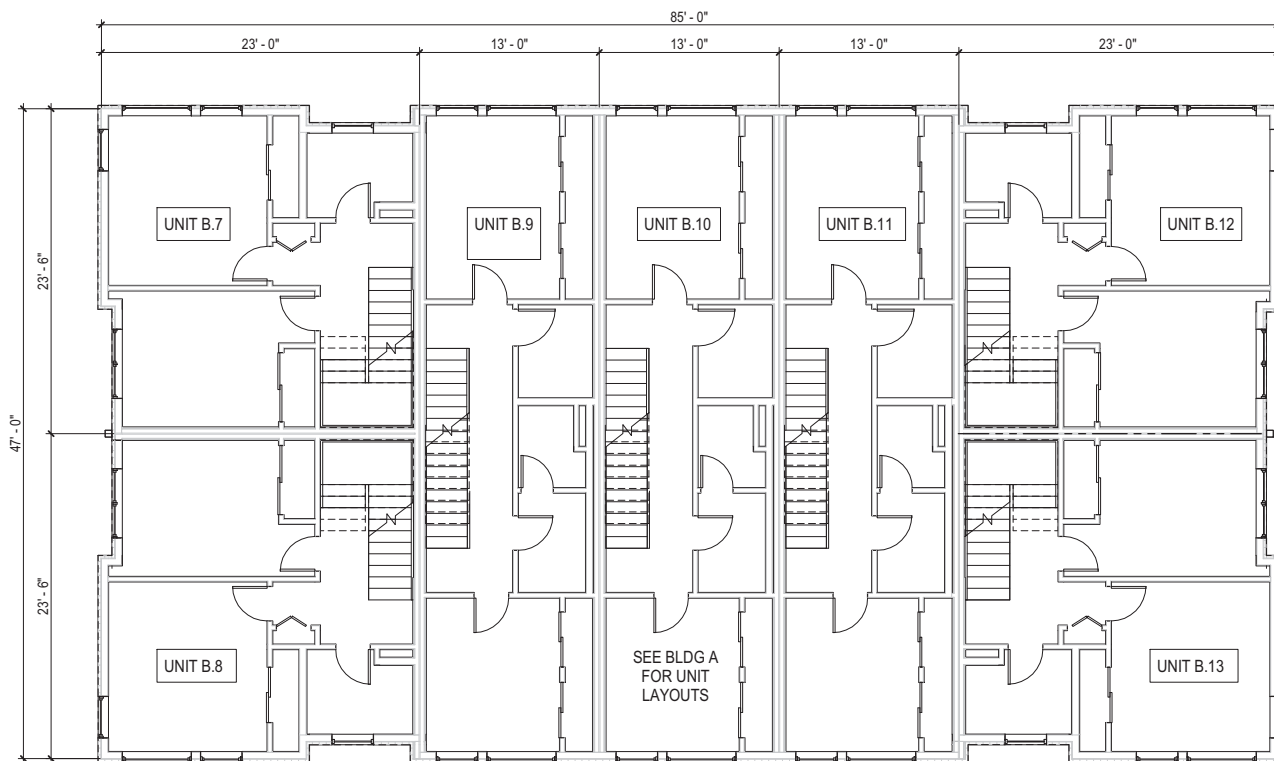
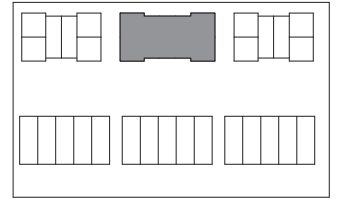
ROOF



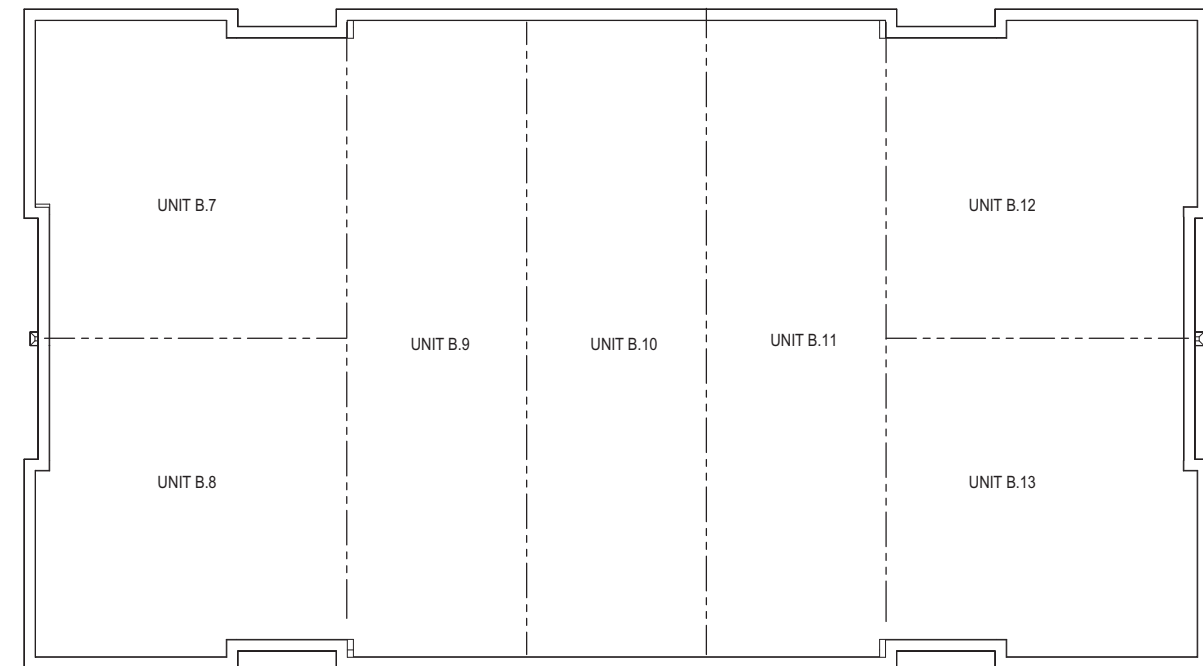
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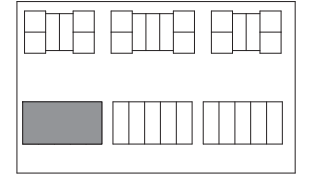
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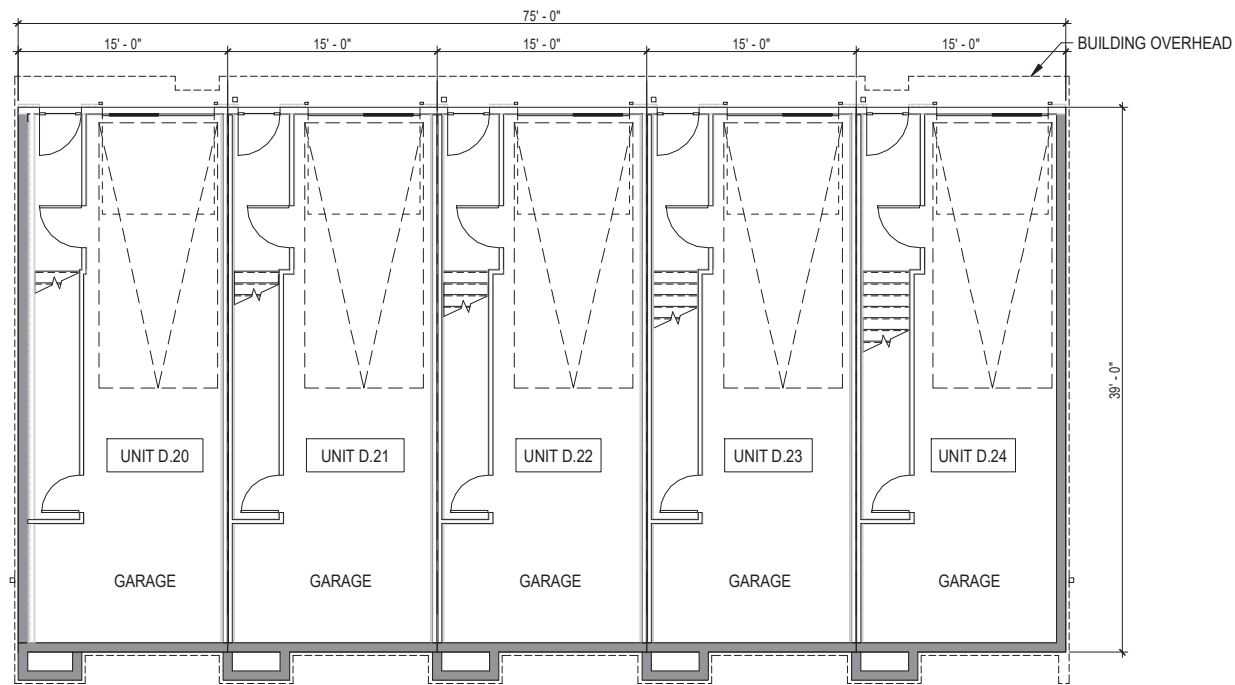
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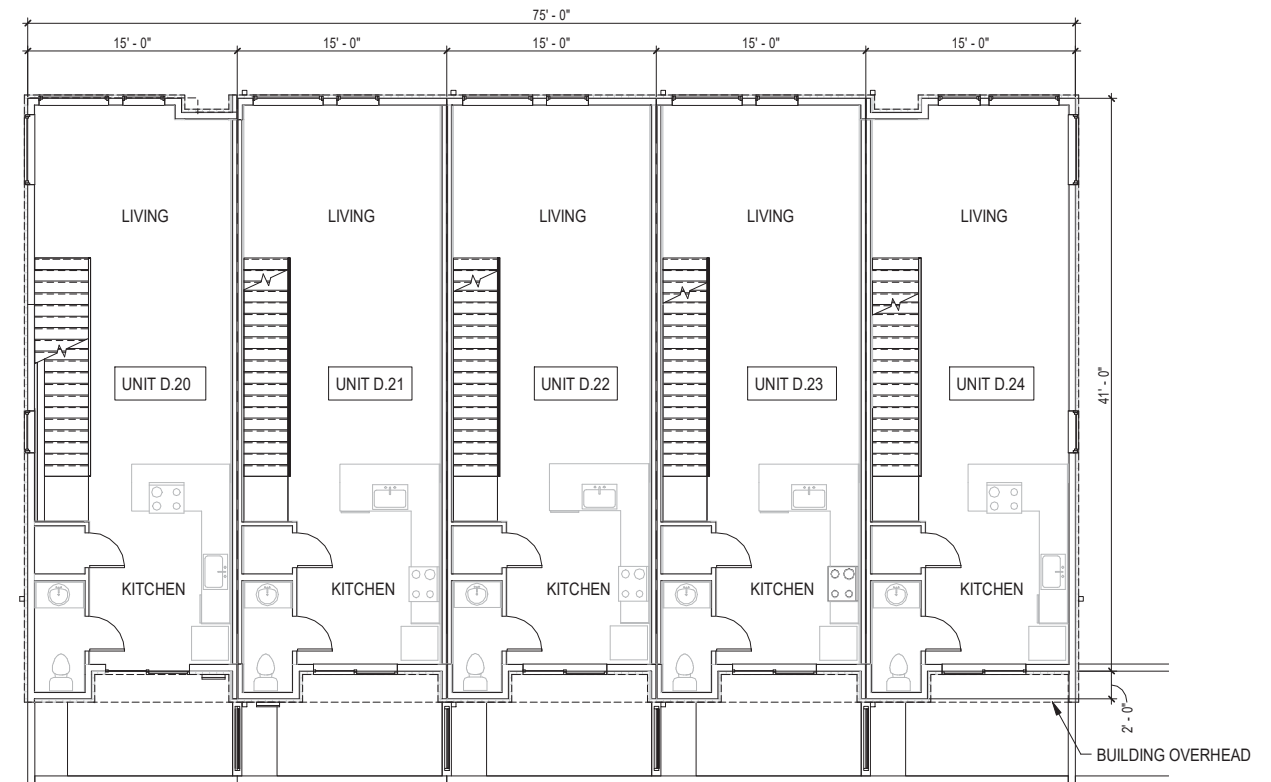
ROOF



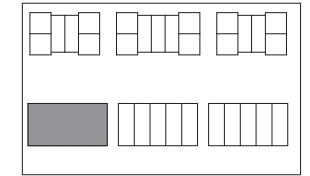
BUILDING LOCATION PLAN



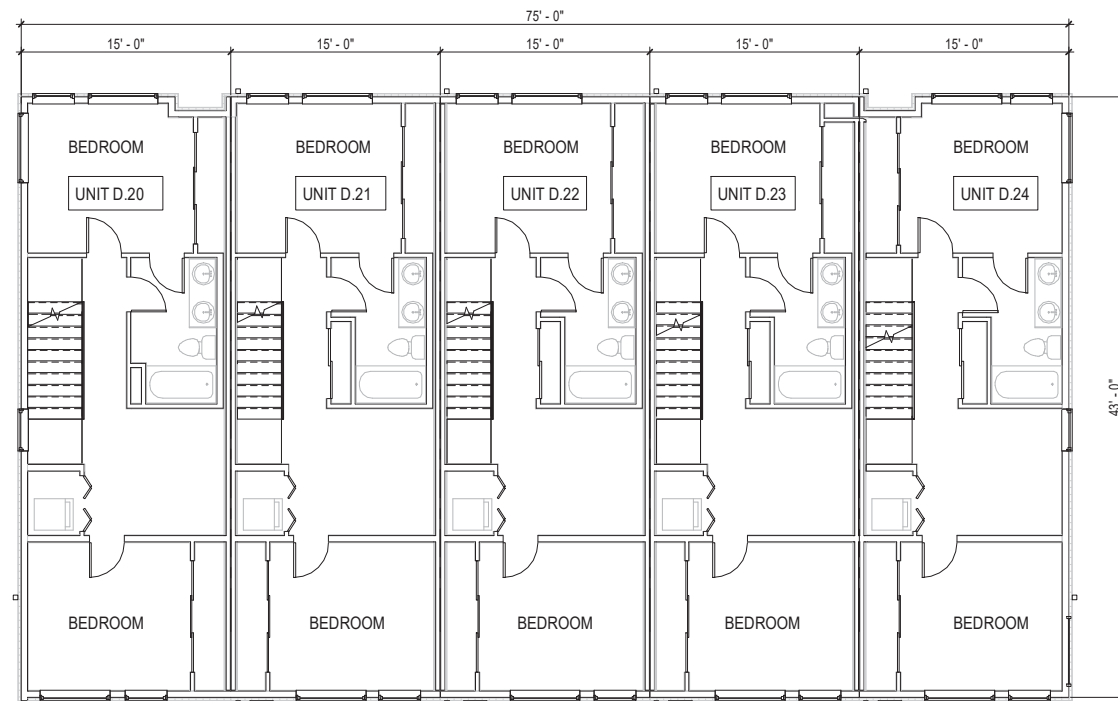
LEVEL 1



LEVEL 2



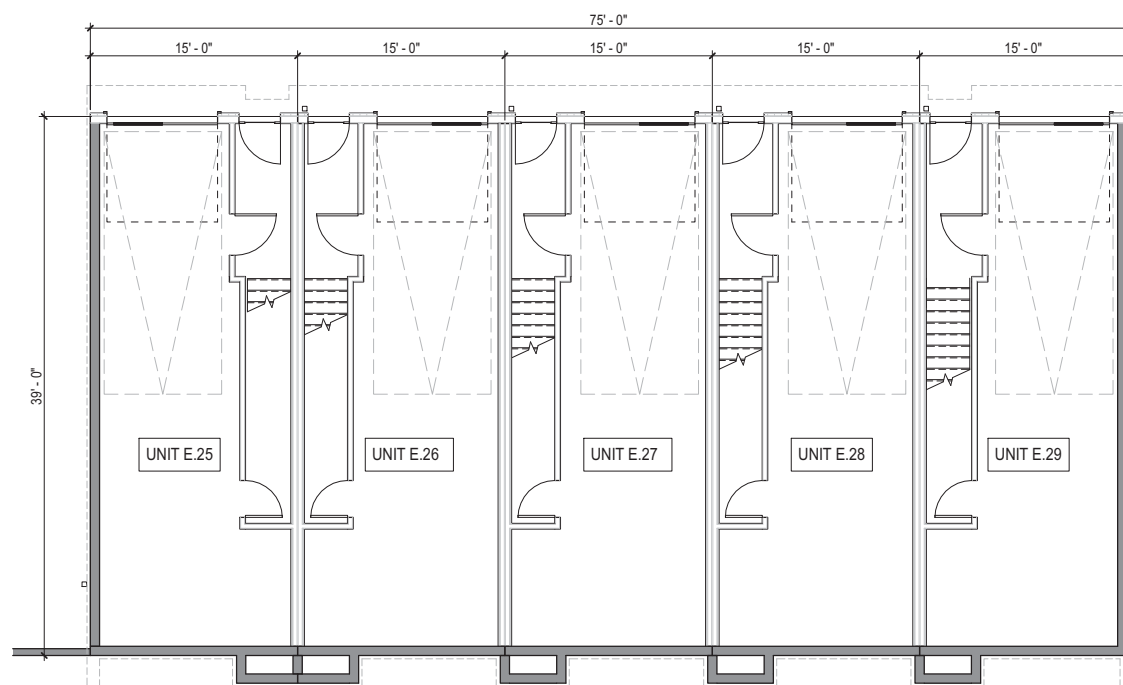
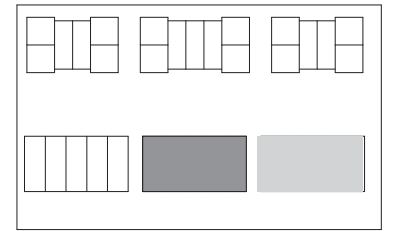
BUILDING LOCATION PLAN



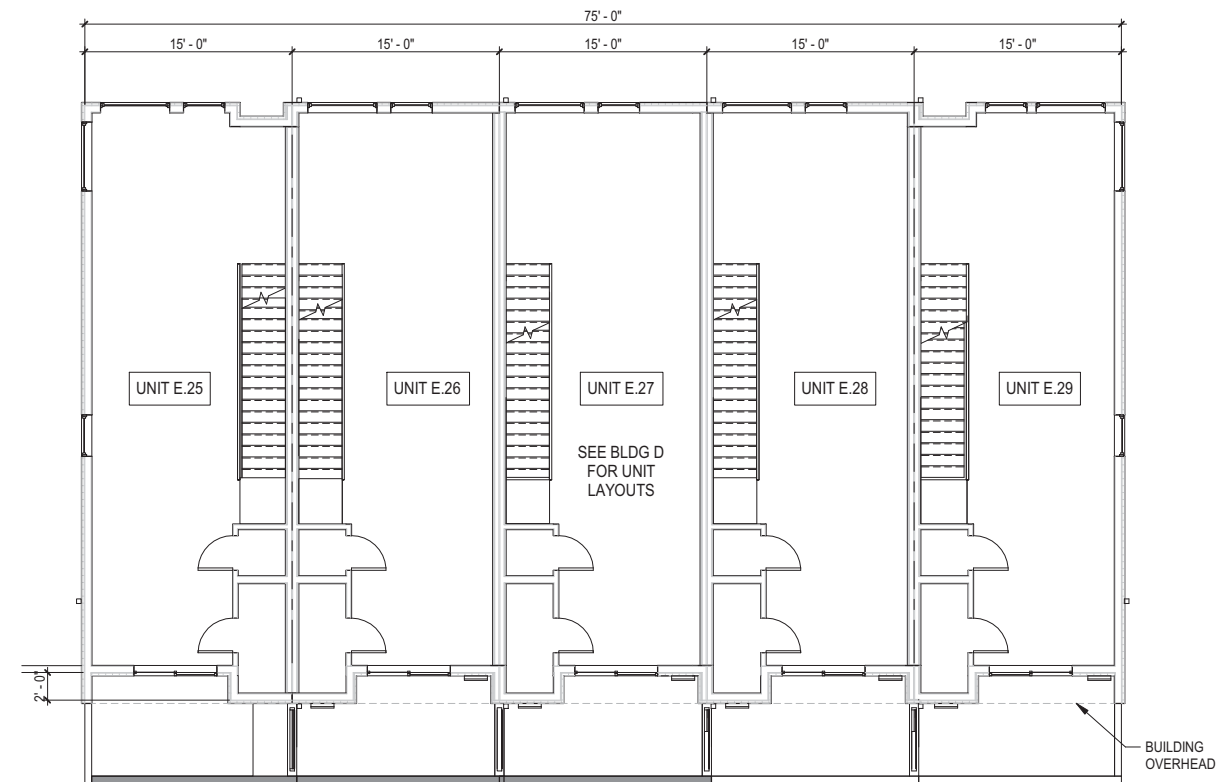
LEVEL 3



LEVEL 4

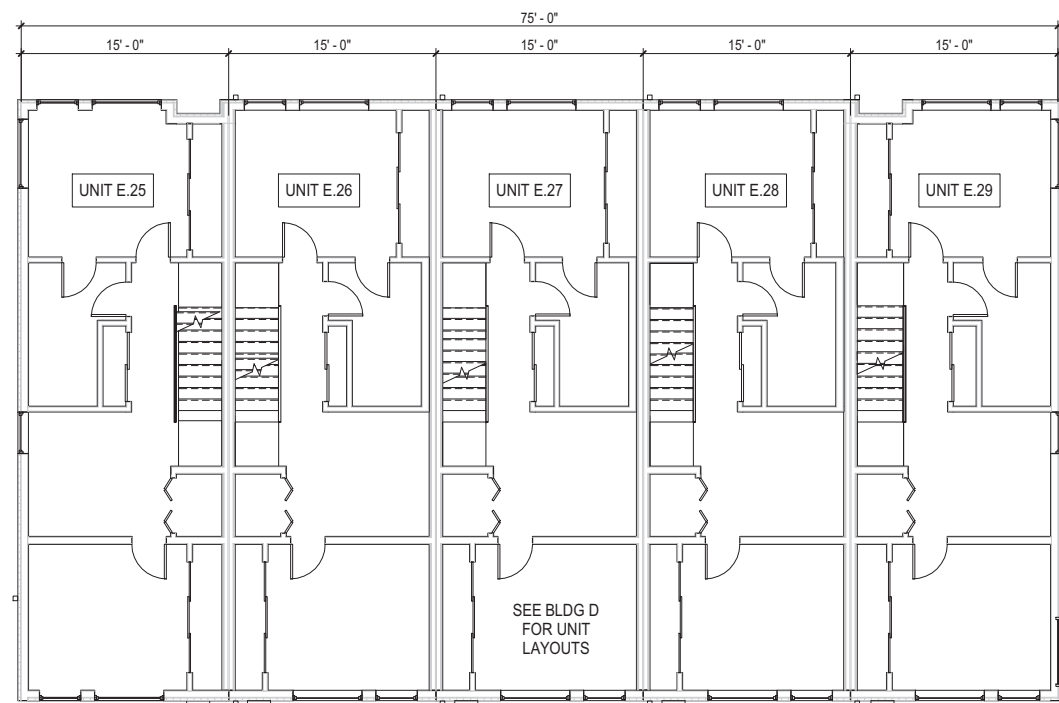
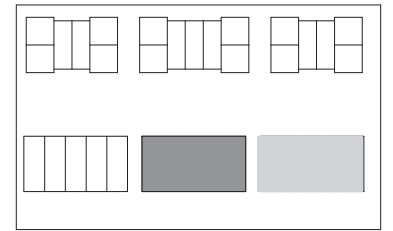


LEVEL 1

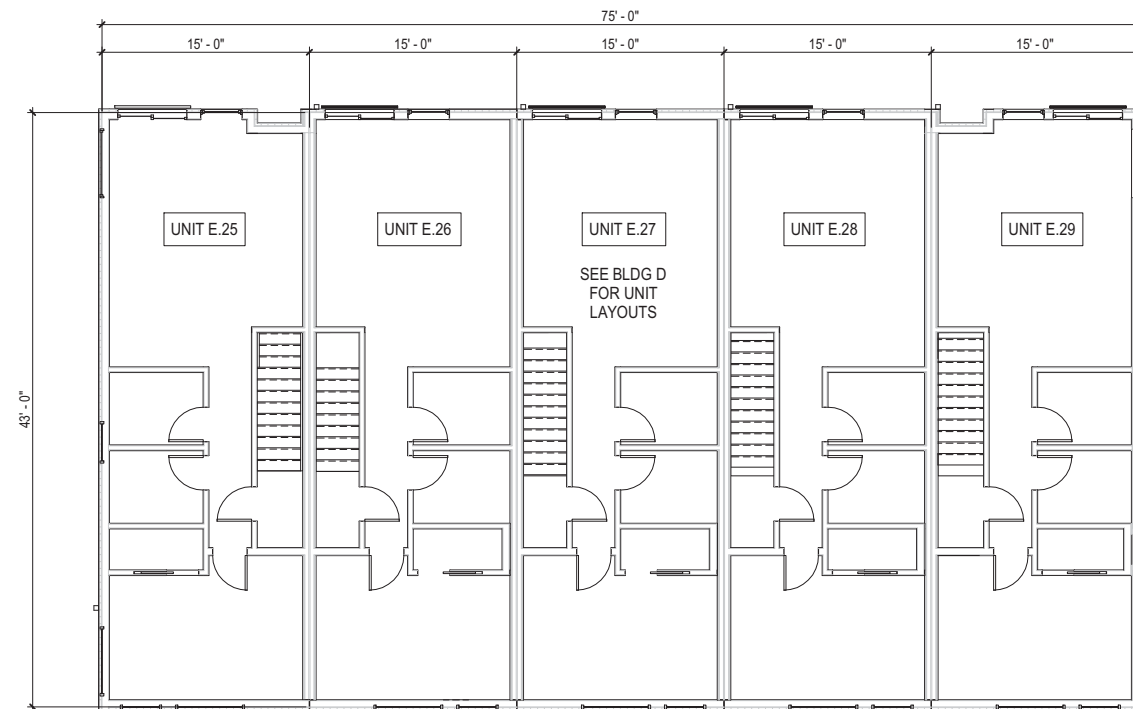


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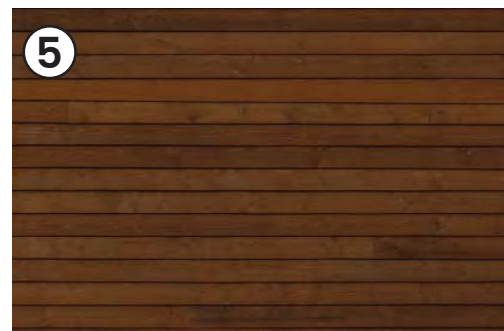
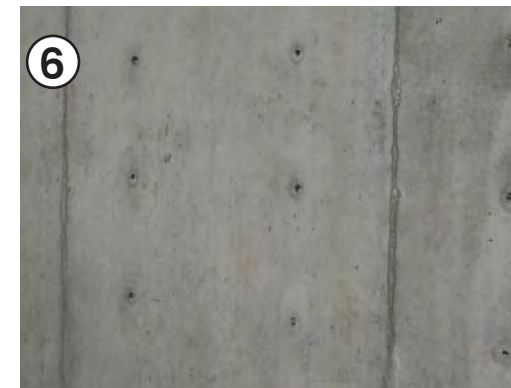
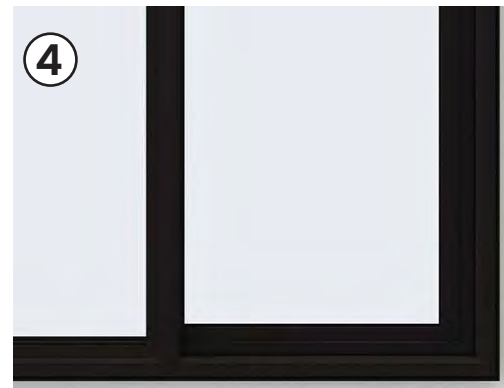




LEVEL 3



LEVEL 4



- 1. WHITE FIBER CEMENT PANEL
- 2. GREY FIBER CEMENT PANEL
- 3. BLACK METAL RAILINGS
- 4. BLACK FRAME WINDOWS

- 5. STAINED CEDAR SIDING
- 6. CAST-IN PLACE CONCRETE
- 7. BOARD FORMED CONCRETE
- 8. BLACK METAL COPING

**BUILDING DESIGN**

**MATERIAL PALETTE**



METAL CANOPY AT ENTRIES W/ FULL LITE GLASS DOOR



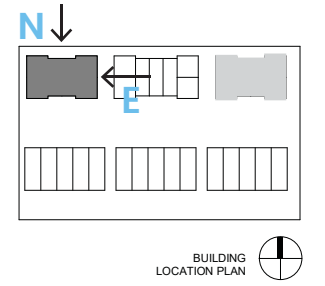
PAINTED FIBER CEMENT PANEL AT SOFFIT



JULIETTE BALCONY



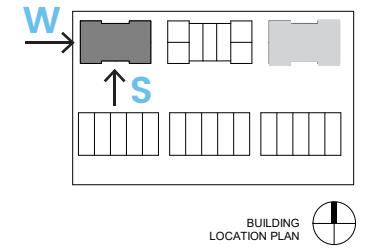
BLACK FIBERGLASS SECTIONAL GARAGE DOOR



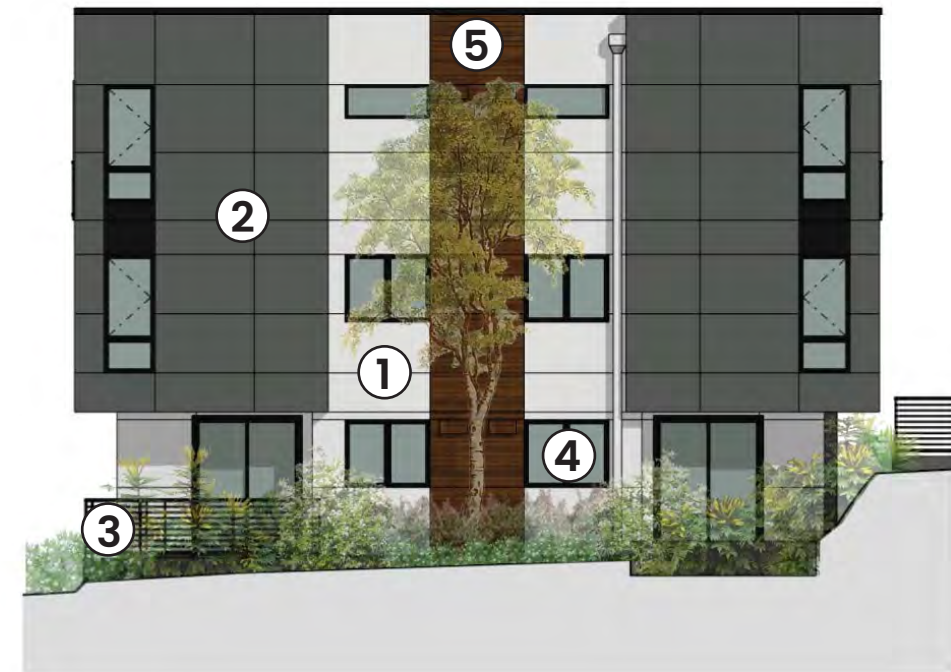
NORTH ELEVATION



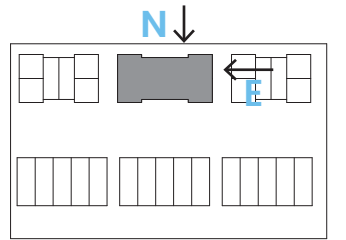
EAST ELEVATION



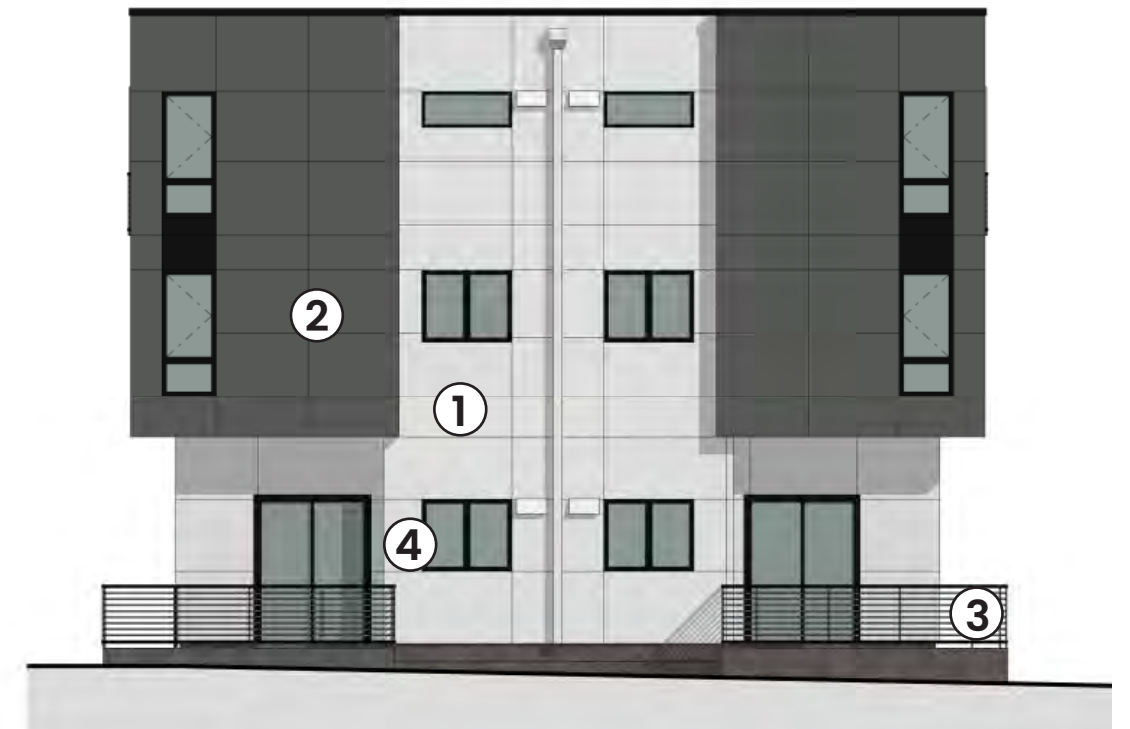
SOUTH ELEVATION



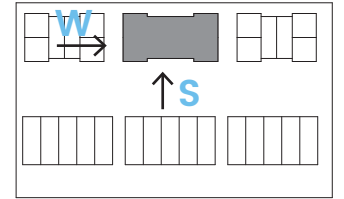
WEST ELEVATION



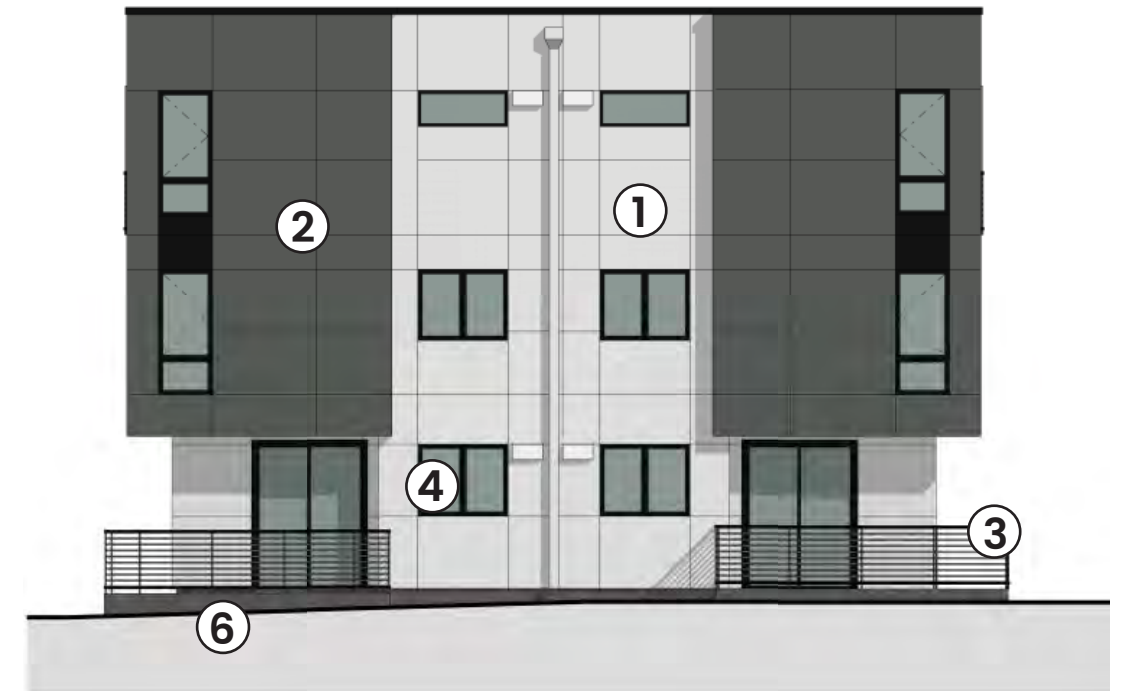
NORTH ELEVATION



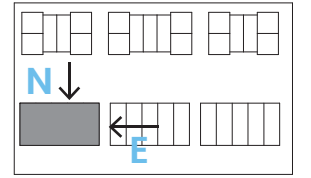
EAST ELEVATION



SOUTH ELEVATION



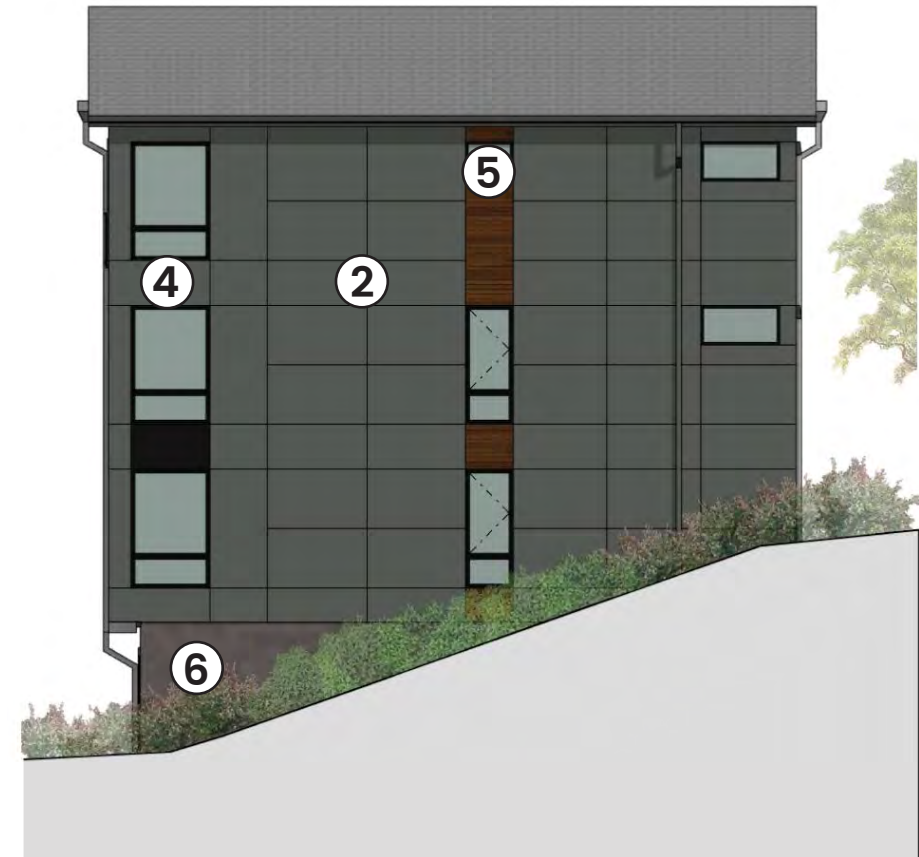
WEST ELEVATION



BUILDING LOCATION PLAN

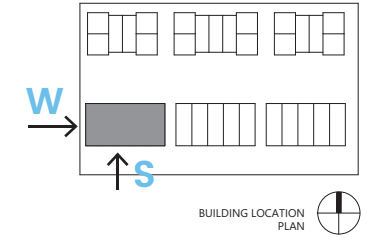


NORTH ELEVATION

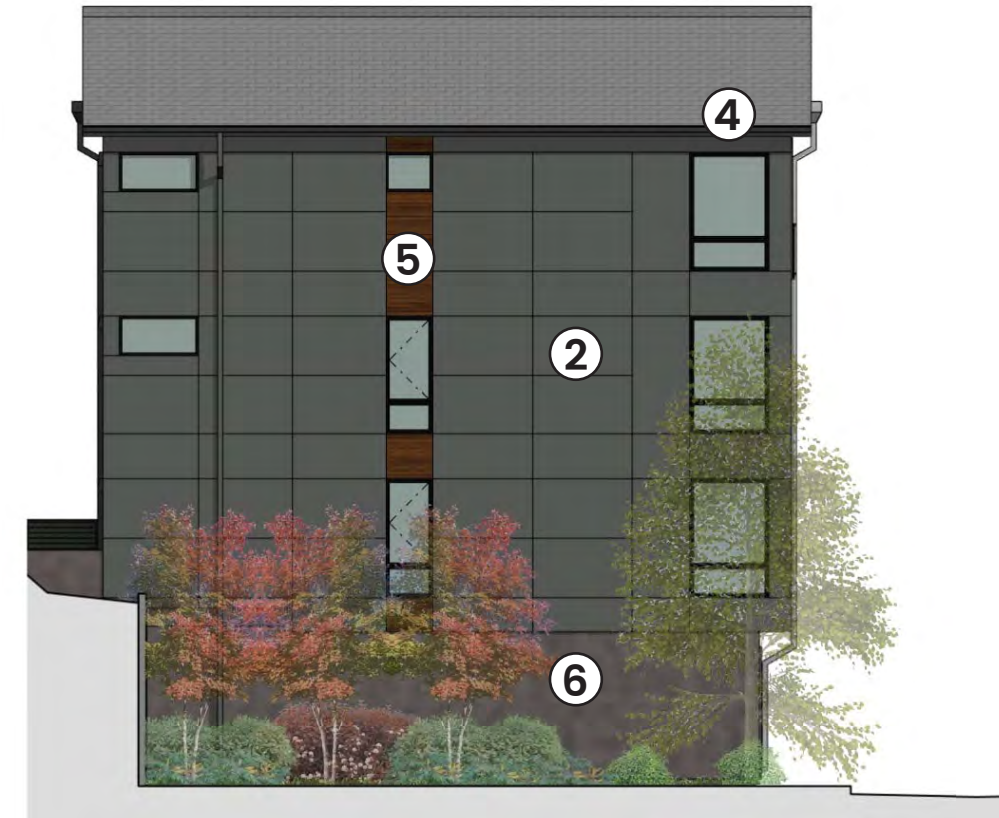


EAST ELEVATION

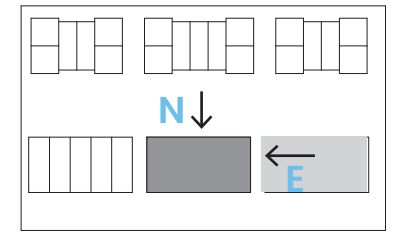




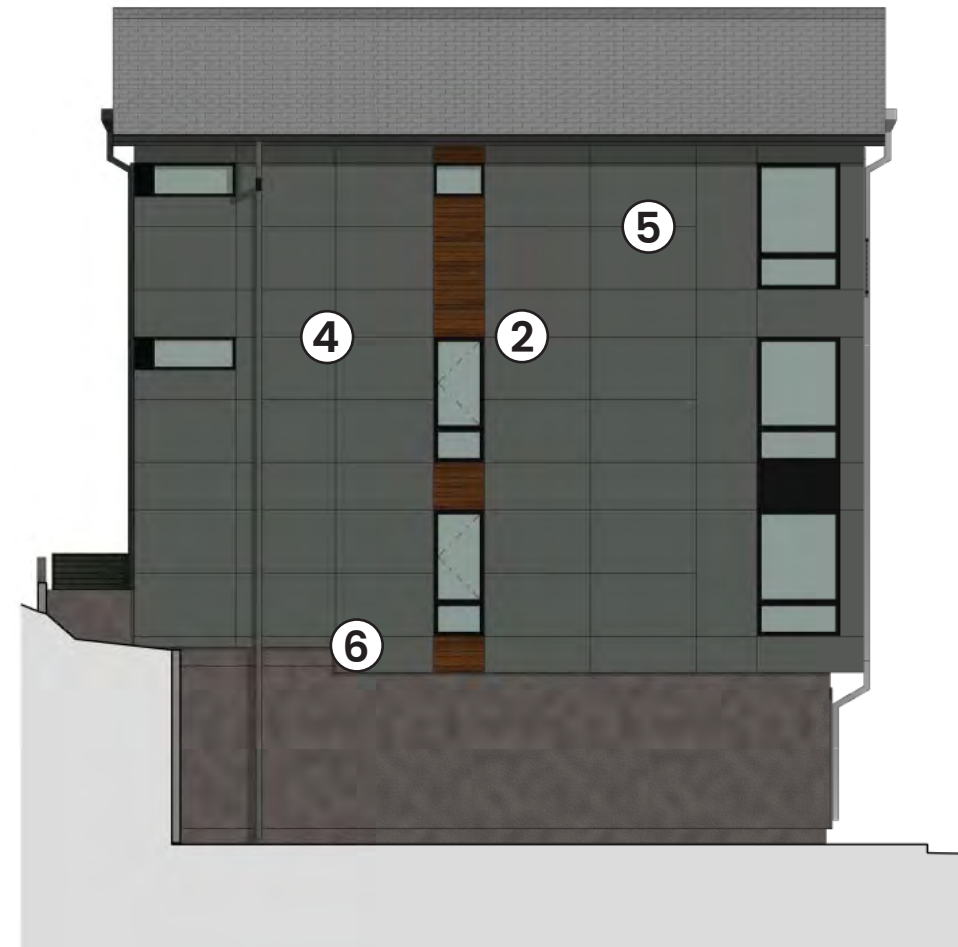
SOUTH ELEVATION



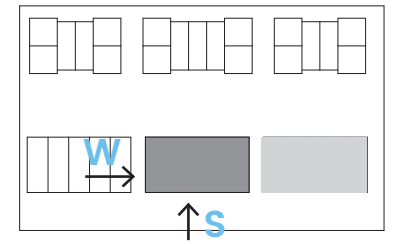
WEST ELEVATION



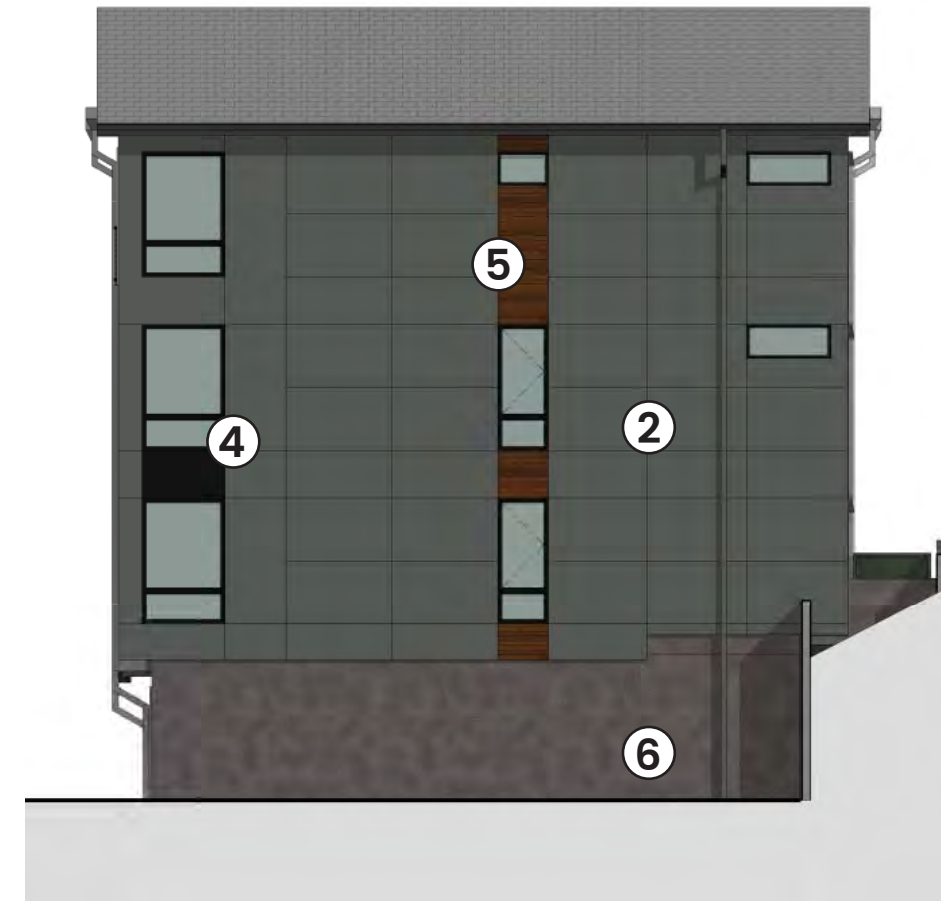
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION



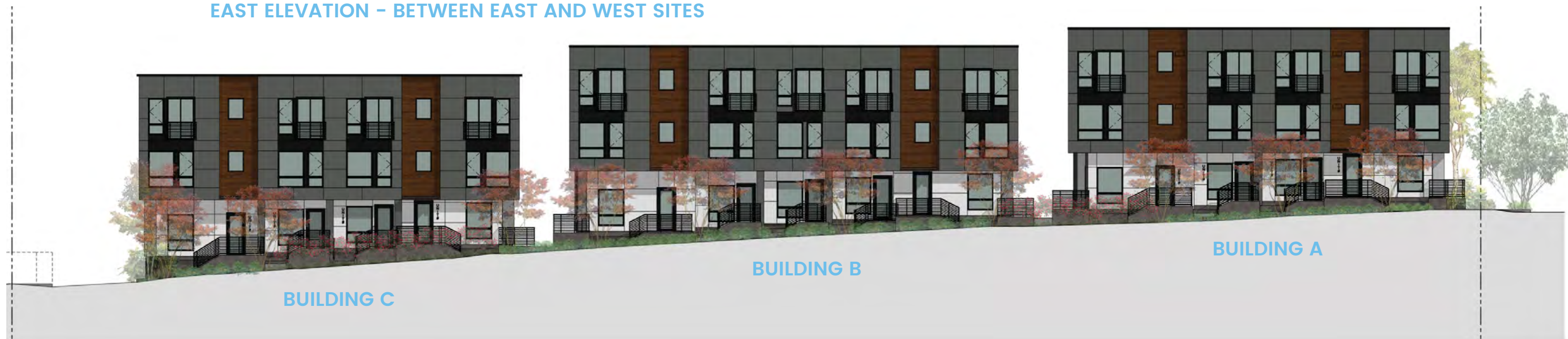
WEST ELEVATION - ALONG 42ND AVE S.



SOUTH ELEVATION.



EAST ELEVATION - BETWEEN EAST AND WEST SITES

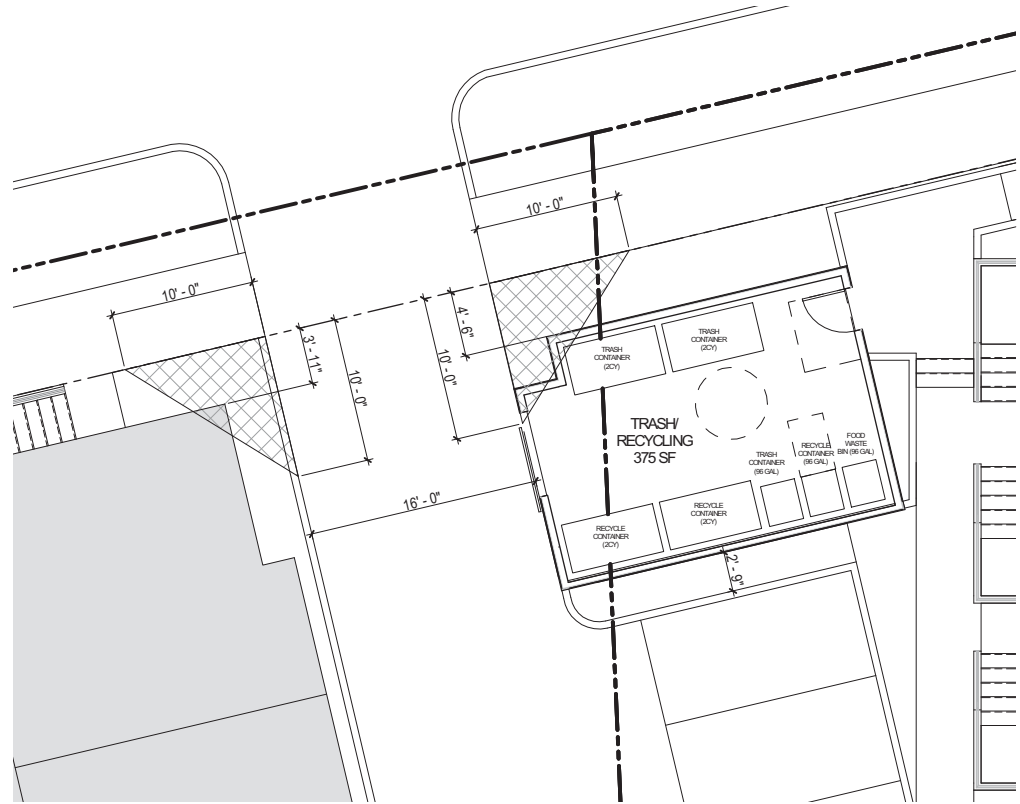


NORTH ELEVATION - ALONG S. TRENTON ST.

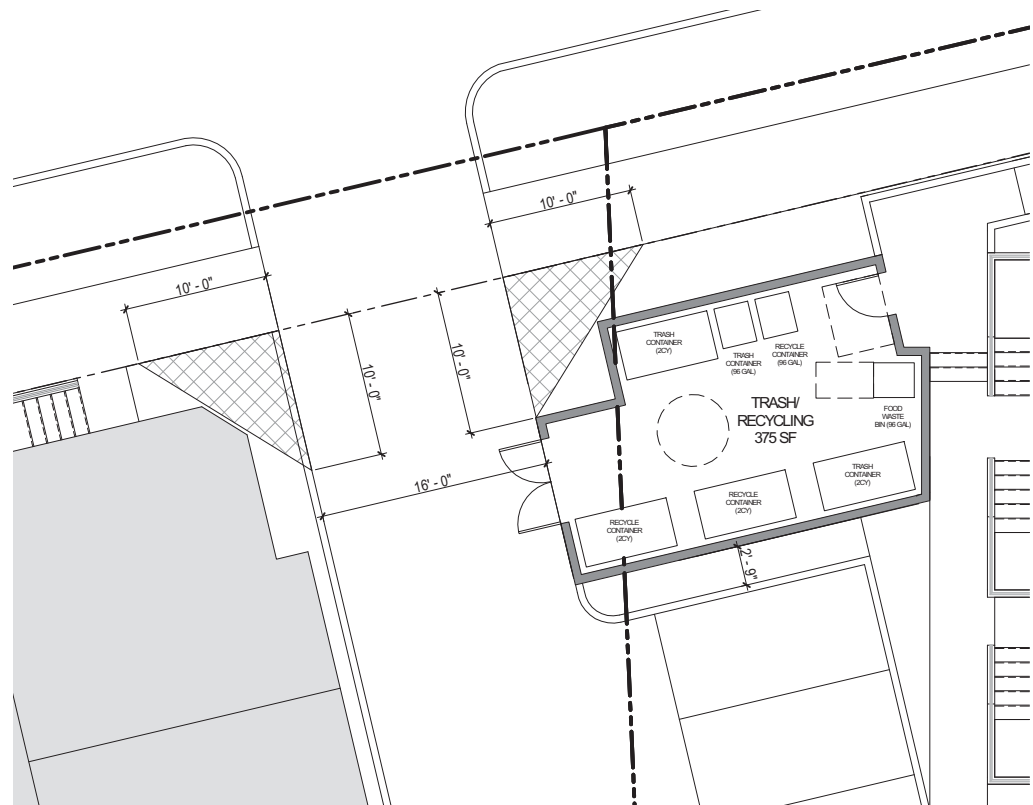
# BUILDING DESIGN

# DEPARTURE REQUESTS

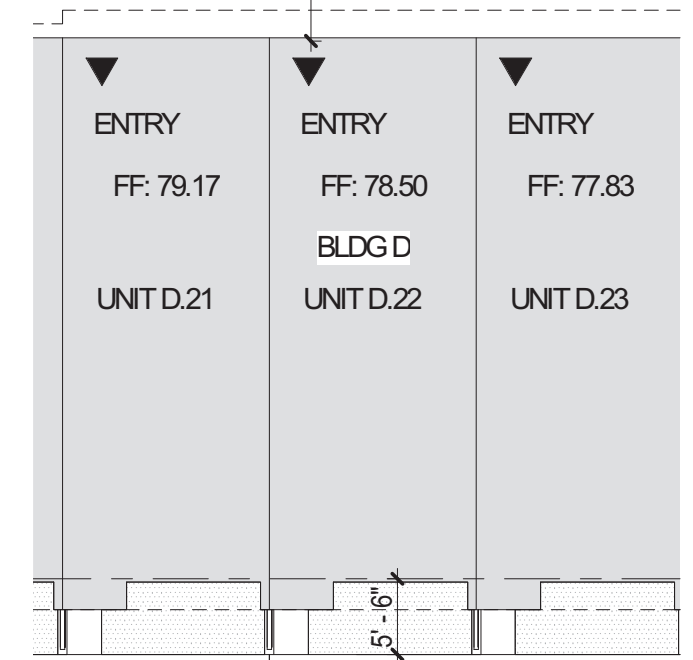
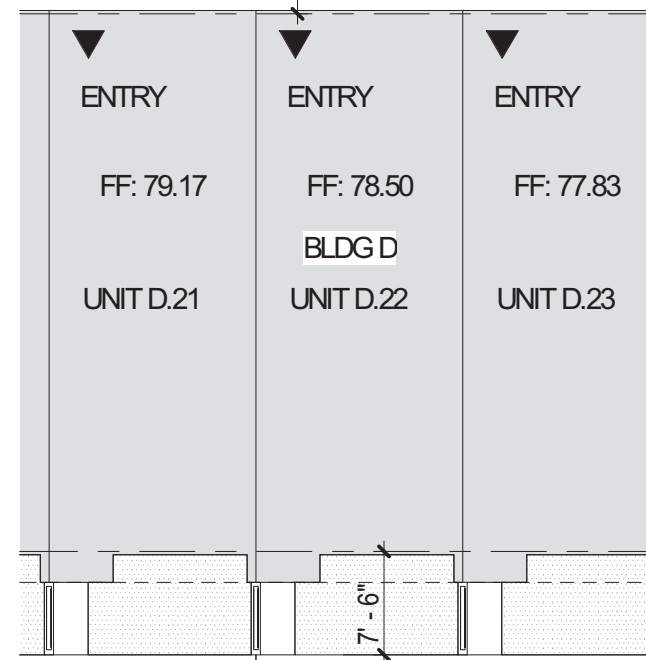
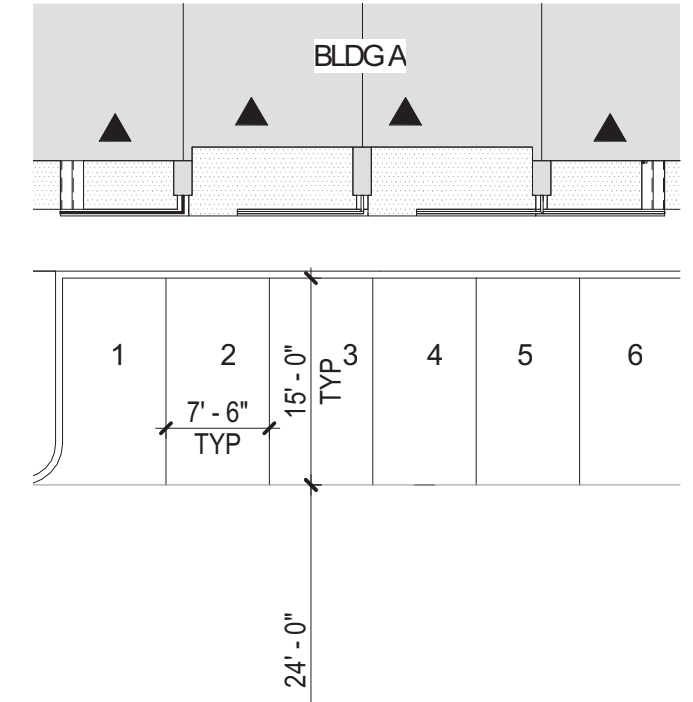
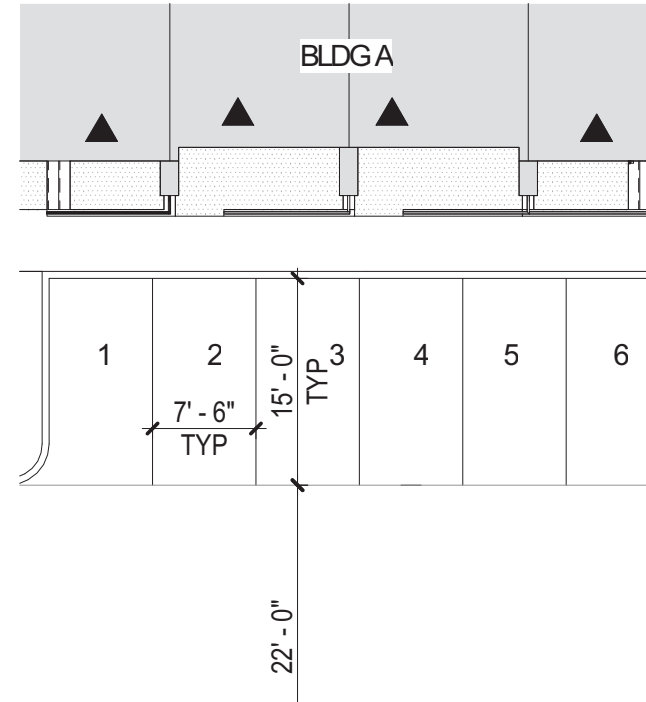
Preferred Design



Code Compliant



Departure #1: Sight Triangle

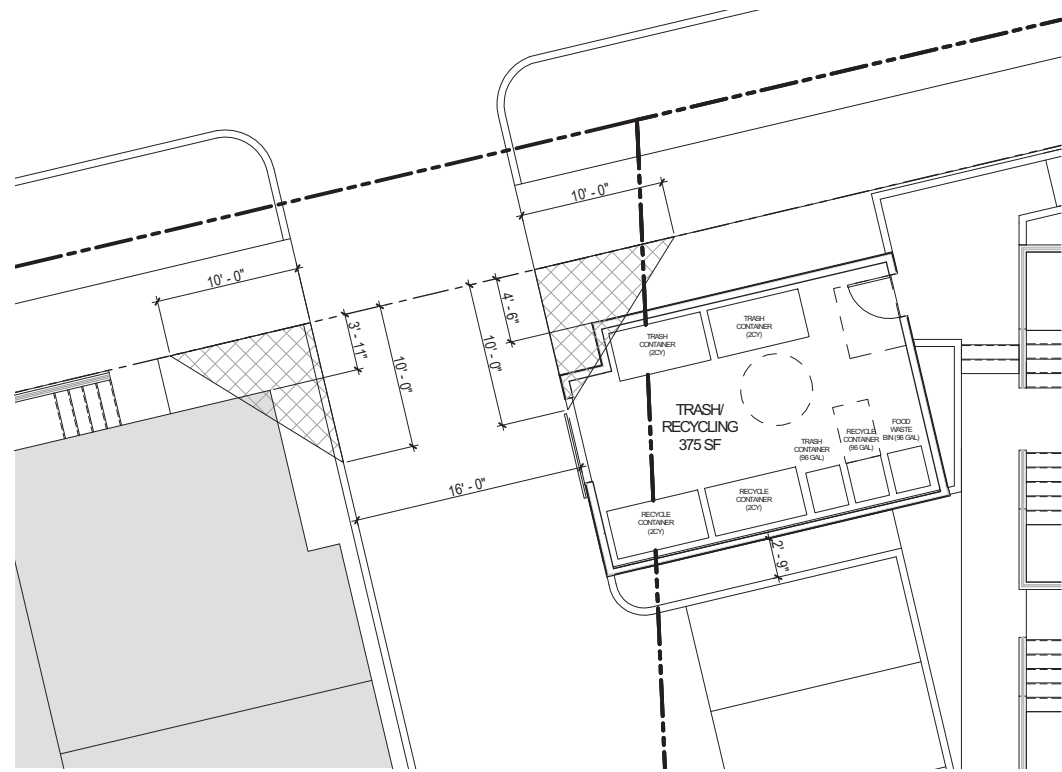


Preferred Design

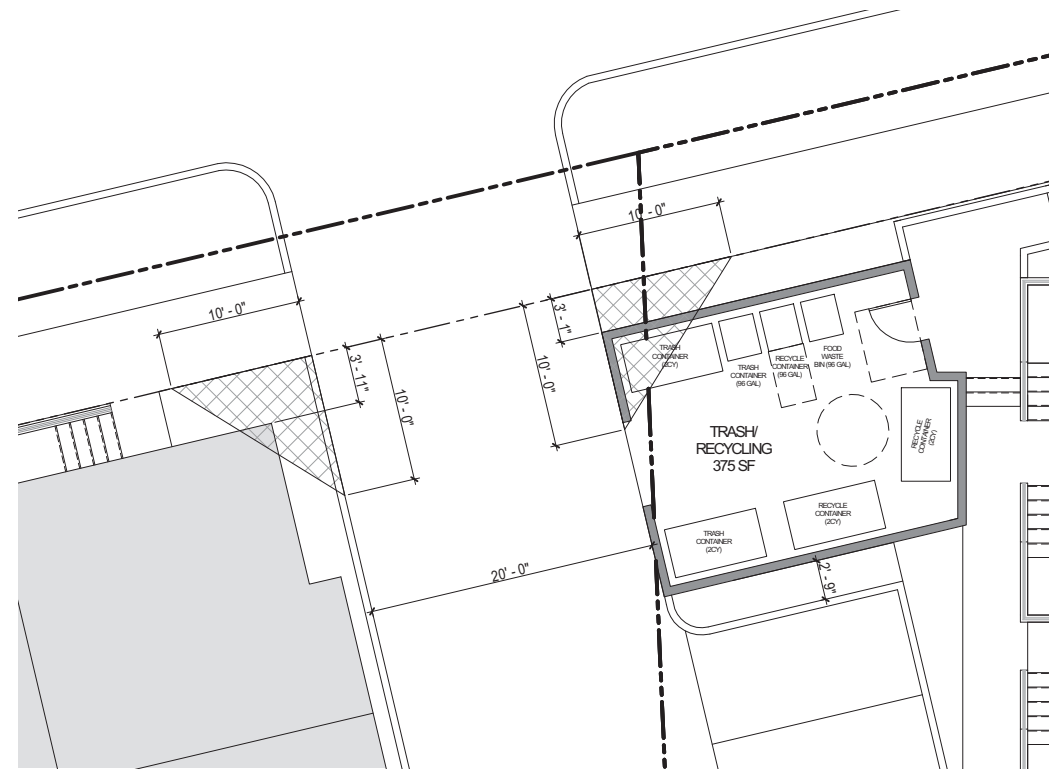
Code Compliant

Departure #2: Back-Out Distance

SMC REFERENCE	REQUIREMENT	DEPARTURE AMOUNT	JUSTIFICATION
1	SMC 23.54.030 Sight Triangle For 2-way driveways < 22' wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10' from the intersection	Required Site Triangle: 10' x 10' Triangle, both sides  WEST SIDE - Provided Site Triangle: 10' x 6'-1" WEST SIDE - Departure: 0' x 3'-11"  EAST SIDE - Provided Site Triangle: 10' x 5'-6" EAST SIDE - Departure: 0' x 4'-6"	Trash and recycling should be closely located to the street for ease of pickup as SPU requires these storage facilities be located within 55' of the street. The preferred option allows for proper screening between the storage area and sidewalk with landscaping, reducing the impact of this area on pedestrians. There is a wide sidewalk (dedication) provided along Trenton street providing adequate visibility into the driveway.
2	SMC 23.54.030 Backout Distance For large stalls the required backout distance shall be 24'-0"	Required Backup Distance: 24'-0" Provided Backup Distance: 22'-0" Departure Amount: 2'-0"	The site is intended to gracefully transition the neighborhood from a true NC use along MLK Jr. Way South where live-work units are proposed next to single family development toward the west. Allowing for this departure creates a more standard townhouse typology along S. 42nd Street with more generous and private patios abutting the vegetated steep slope to the south of Buildings D-F. Increasing the driveway width reduces the width of the patios to 5'-6".
3	SMC 23.54.030 Driveway Width Driveways of any length that serve more than 30 parking spaces shall be at least 10 feet wide for one-way traffic and at least 20 feet wide for two-way traffic.	Required Driveway Width: 20'-0" Provided Driveway Width: 16'-0" Departure Amount: 4'-0"	Narrowing the driveway width will help to slow the speed of vehicles throughout the site and as they enter and exit increases the safety of pedestrians walking along the sidewalk adjacent to South Trenton Street. Reducing the width creates additional area for landscaping along the protected pedestrian path in front of the live-work entries (on the property to the west) on the West elevation of Buildings G&H, softening the edge adjacent to the trash and recycling enclosure.



**Preferred Design**



**Code Compliant**

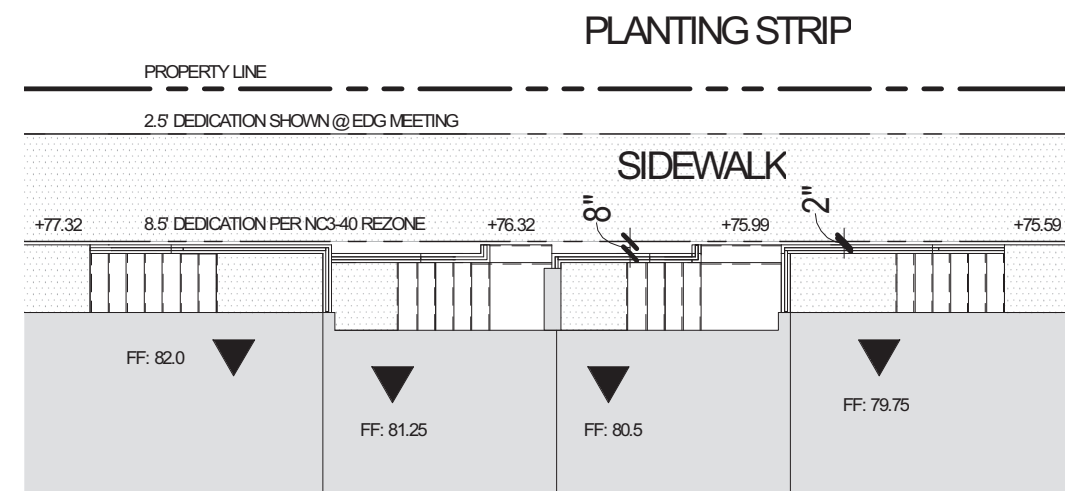
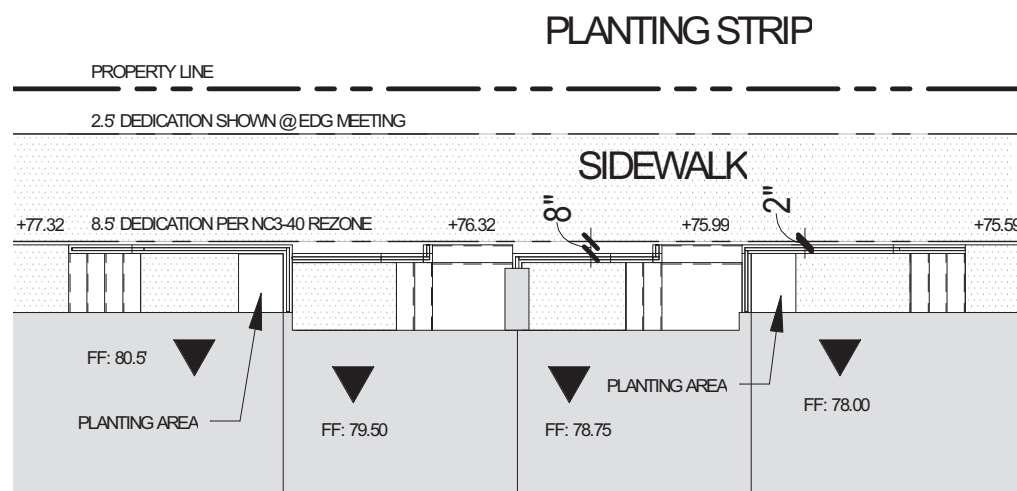
### Departure #3: Driveway Width

SMC REFERENCE	REQUIREMENT	DEPARTURE AMOUNT	JUSTIFICATION
23.47A.008 Street-Level Development Standards	The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.	The floors of Buildings A-C are set between two feet to slightly 3' above grade, but all floors are at least 18" above average sidewalk grade.	The height of the porches in the preferred design is appropriate along the residential street and strikes a balance between creating separation/privacy while still maintaining a real connection to the sidewalk and "eyes on the street". The elevation above the sidewalk as designed also provides a better relationship between the decks at the corner units and with the N-S connections pathways - the decks are still above the pathways but at a level to encourage neighbors to interact in this space. Setback 2" to 8" south of the dedication line the concrete wall of the porch in the code compliant scheme starts to become a barrier between neighbors. The need for additional risers also reduces the entry door landing size and eliminates the landscaping area reducing the ability of the residents to personalize their porches.



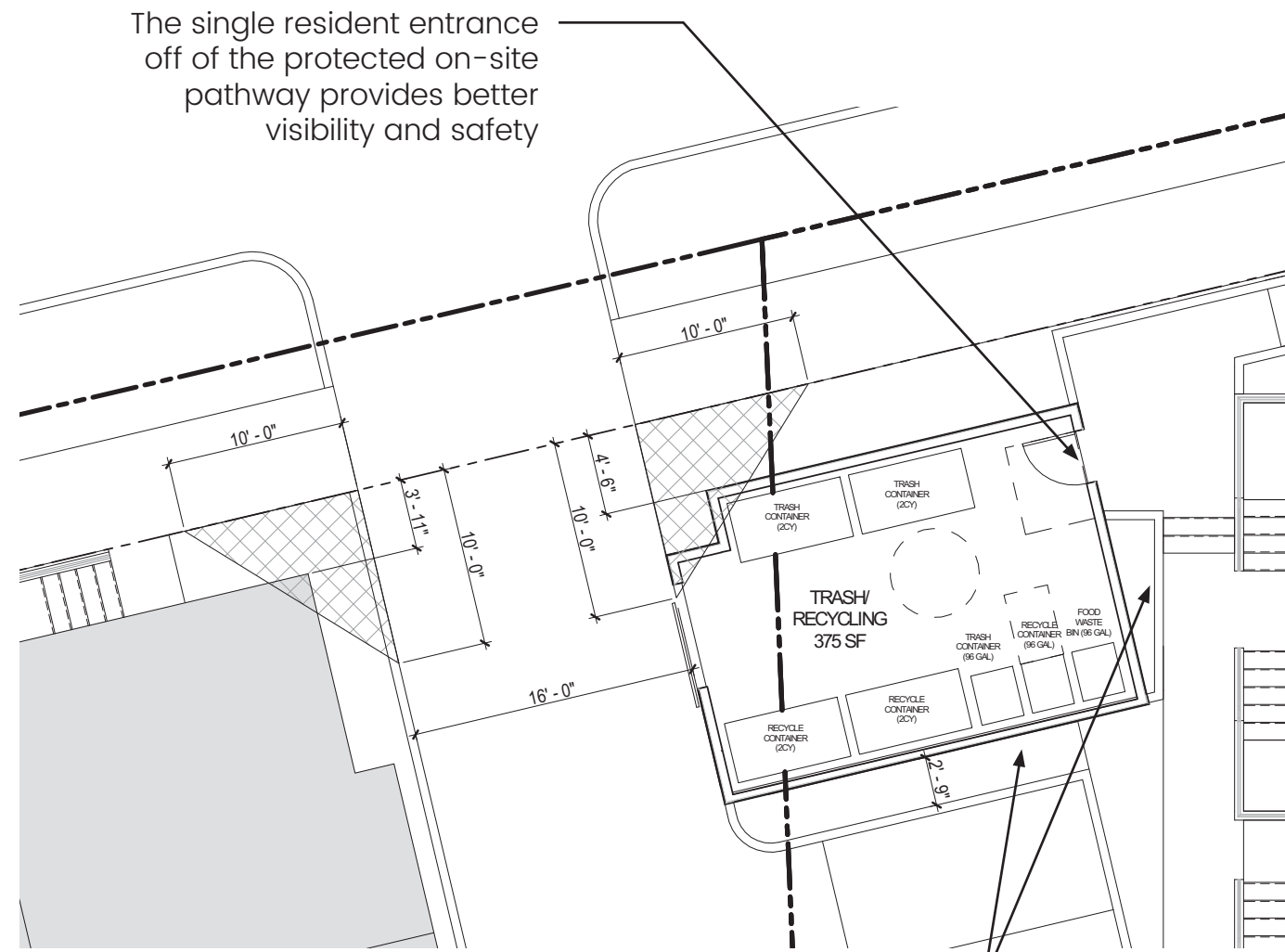
**Preferred Design**

**Code Compliant**

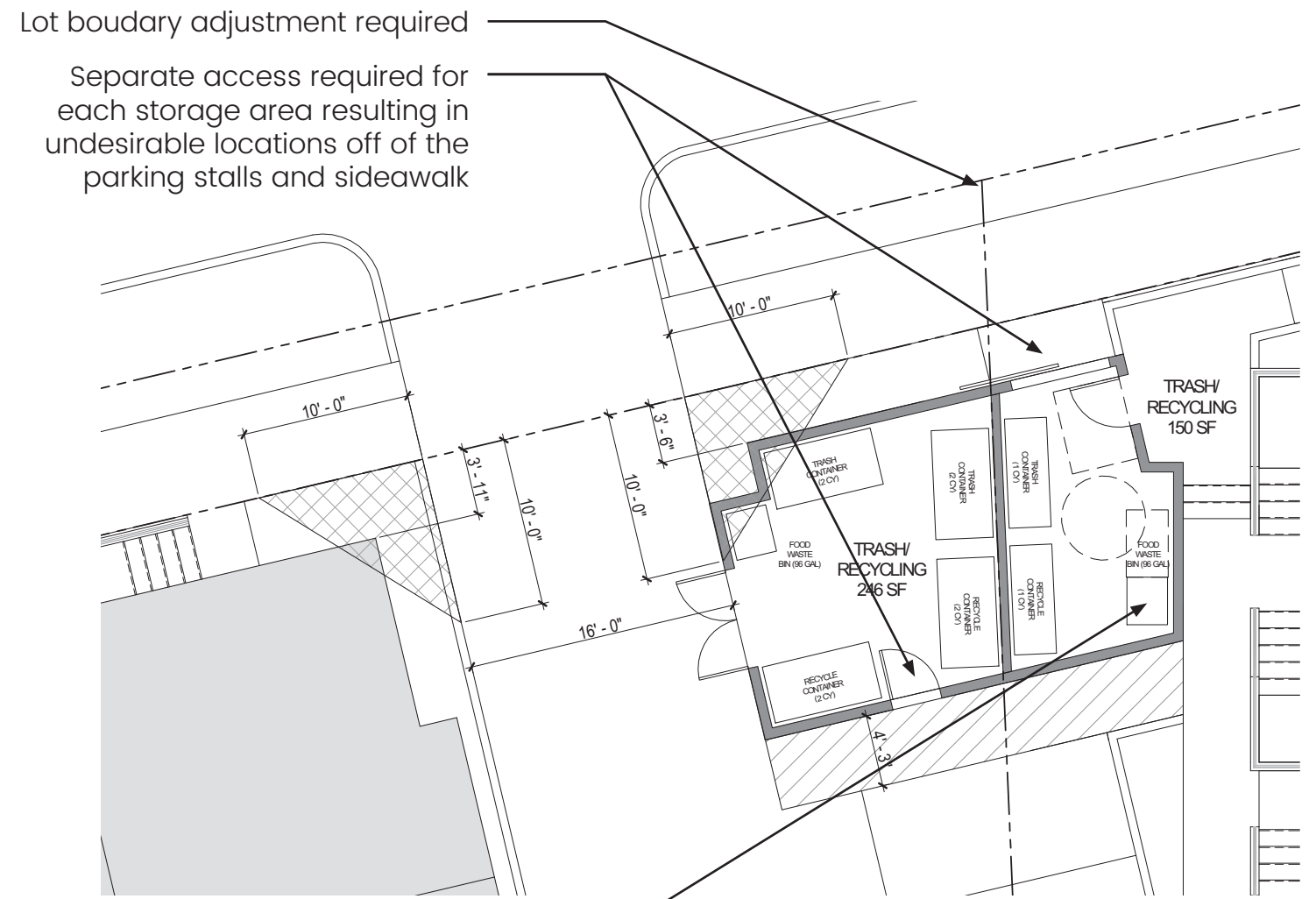




SMC REFERENCE	REQUIREMENT	DEPARTURE AMOUNT	JUSTIFICATION
23.54.040 Solid Waste & Recyclable Materials Storage & Access	The storage space shall be located on the lot of the structure it serves and, if located outdoors, shall not be located between a street-facing facade of the structure and the street;	The shared storage space will bridge Parcel A & B.	Covenants and easements will exist between the two parcels for shared access between the two parcels. This is a townhome with 8+ units and per the Seattle Public Utilities solid waste storage and service guidelines shared access should be provided under an HOA. Separating the storage areas would require a lot boundary adjustment and lead to a larger storage space footprint than required by SPU and a higher number of receptacles than would be needed with a shared space. The amount of landscaped area is smaller with two planters eliminated and the area along Trenton reduced by a foot. The two separate storage spaces would also require additional access points in less than ideal locations. Resident access to the West parcel would be adjacent to the parking stalls with reduced visibility and safety. Hauler access to the East parcel would be from the sidewalk and the pedestrian thoroughfare along Trenton.



More opportunities for landscaping around the storage space



Larger footprint needed than the 375 SF recommended by SPU

**Preferred Storage Space**

**Storage Space on Respective Parcel**

# APPENDIX

ZONING CODE ANALYSIS  
NEIGHBORHOOD CONTEXT  
SURROUNDING USES  
TRANSPORTATION ANALYSIS  
CURRENT CONDITIONS  
SURVEY  
STREETSCAPES  
DESIGN GUIDELINES  
EDG OPTIONS  
NK PROJECT EXAMPLES  
INTRACORP PROJECT EXAMPLES

## CODE ANALYSIS

PARCEL #: 212370-0305 (New Parcel B)

ZONING: NC3-40 (Proposed Re-Zone, currently SF5000)

Note: The comprehensive plan for the city of Seattle indicates this site is to be zoned multifamily for future zoning changes.

OVERLAYS: Rainier Beach Residential Urban Village, Airport Height District Overlay

LOT AREA: Approximately 43,828 Sq Ft

ECA: Steep Slope

PERMITTED USES (23.47A.004)

Permitted Outright: Residential Uses (Townhouses)

FLOOR AREA RATIO (23.47A.013):

Minimum: Not Applicable

Maximum: 3.0\*

\*Applies to a lot occupied solely by residential use.

STRUCTURE HEIGHT (23.47A.004):

40' base height limit

+4' for parapets

+5' for pitched roofs pitched no less than 4:12

SETBACKS (23.47A.014):

Front: 0'

Side: 0'

Rear (Under 13' façade)\*: 0'

Rear (Between 13'-40' façade)\*: 15'

Rear (Over 40' façade)\*: 2' for every 10' in additional height

\*Structure containing a residential use abutting a lot in a residential zone

AMENITY AREA (23.47A.024):

5% of gross floor area in residential use

GREEN FACTOR (23.47A.016):

Landscaping that achieves a Green Factor score of 0.3 or greater

AUTOMOBILE PARKING (23.54.015):

No minimum requirement

No minimum requirement for all residential (or non-residential) uses in commercial zones within urban villages, if the residential use is located within 1,320 feet of a street with frequent transit service.

BICYCLE PARKING (23.54.015):

1 space per every 4 units

STREET-LEVEL DEVELOPMENT STANDARDS (23.47A.008):

Blank façade: Blank segments of the street-facing façade between 2' and 8' above the sidewalk may not exceed 20' in width and the total of all blank segments may not exceed 40% of the width of the facade of the structure along the street

Transparency: 60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent

Non-residential Depth: Non-residential uses shall extend an average depth of at least 30' and a minimum depth of 15' from the street-level, street-facing facade

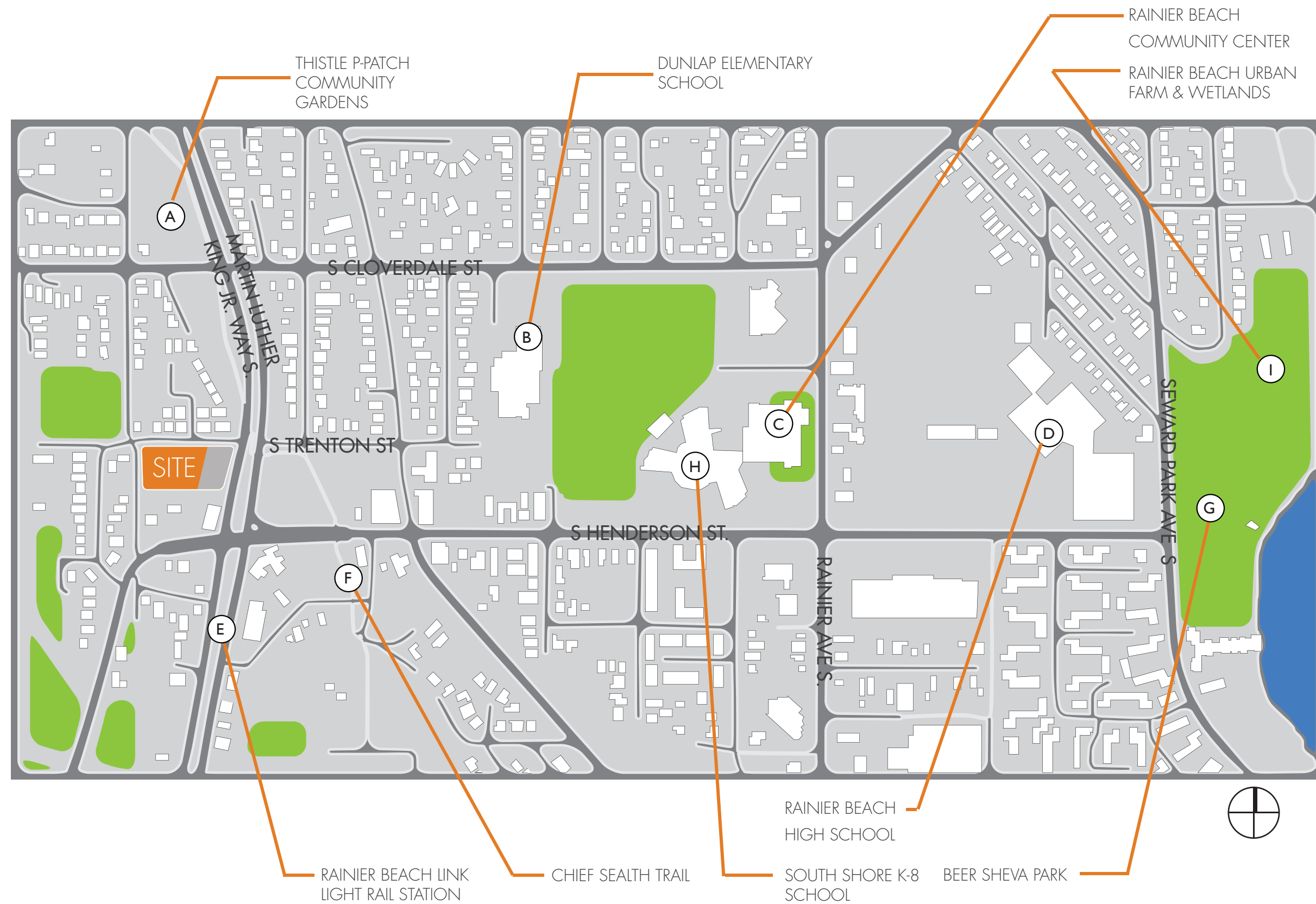
Non-residential Height: Street-level non-residential uses shall have a floor-to-floor height of at least 13'

Residential Uses: The floor of a dwelling unit located along the street-level, street-facing facade shall be at least 4' above or 4' below sidewalk grade or be set back at least 10' from the sidewalk

SOLID WASTE (23.54.040):

Shared storage space for solid waste containers:

26-50 units = 375 sq ft.





A. Thistle P-Patch Community Gardens



B. Dunlap Elementary School



C. Rainier Beach Community Center



D. Rainier Beach High School



E. Rainier Beach Link Light Rail Station



F. Chief Sealth Trail



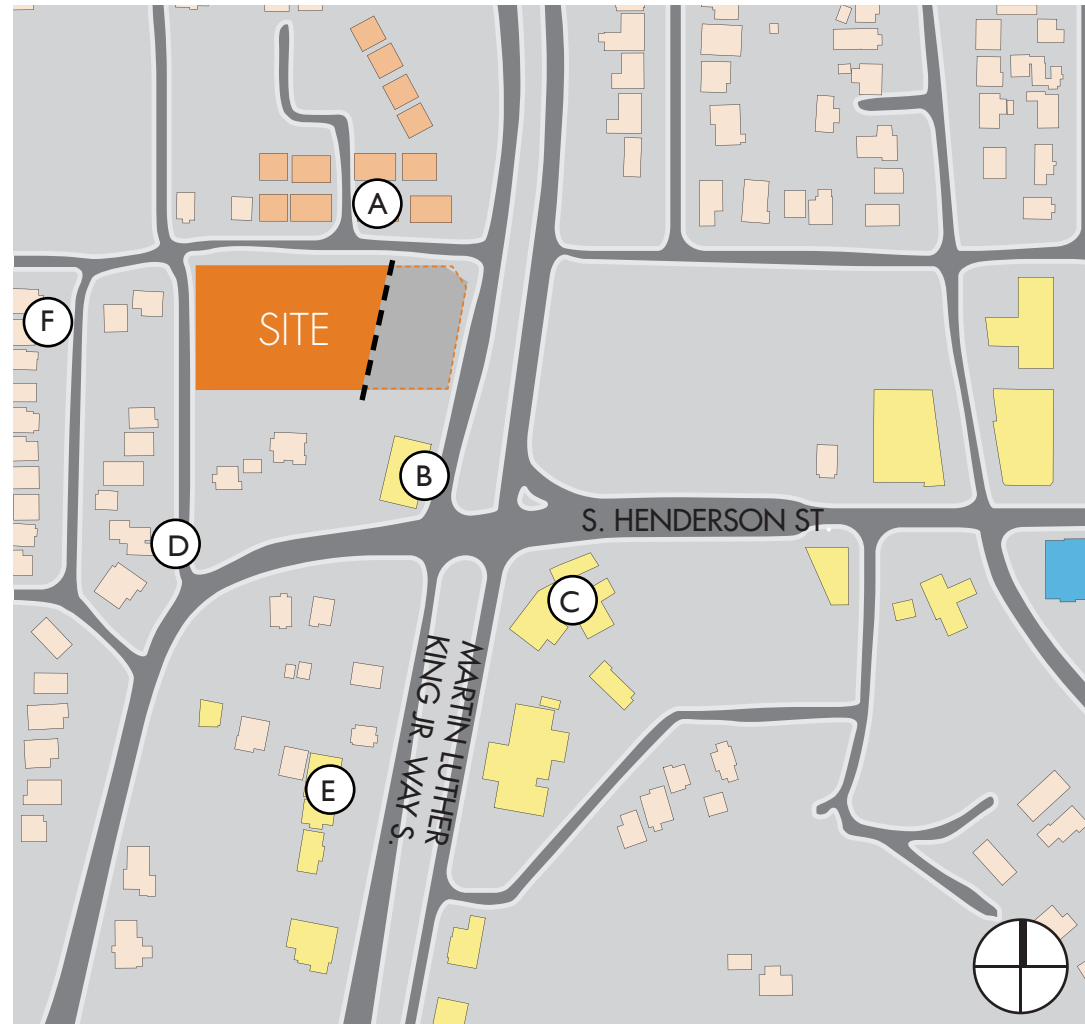
G. Beer Sheva Park



H. South Shore K-8 School



I. Rainier Beach Urban Farm & Wetlands



MAP KEY

- SINGLE-FAMILY
- MULTIFAMILY
- MIXED-USE
- COMMERCIAL

The site is bordered by a residential neighborhood to the West and North. Across S. Trenton Street is a new development of townhomes. To the East and South of the site is a mix of single-family residences and businesses. Directly South of the site is the Vegetable Bin, a grocery store and deli. Buddy's, located at the intersection of Martin Luther King Jr. Way South and S. Henderson Street, is a home furnishing store.



A. Townhomes



B. Vegetable Bin



C. Commercial Space



D. Single Family Home



E. Flock Christian Church



F. Single Family Homes

TRANSIT

The project site is located in a frequent transit corridor and is served by both King County Metro and Link Light Rail. The Link Light Rail Rainier Beach Station is 2 blocks South of the site. Bus stops serving routes 9X, 106, and 107 are located at the intersection of Martin Luther King Jr. Way S. and S. Henderson Street.

CYCLING

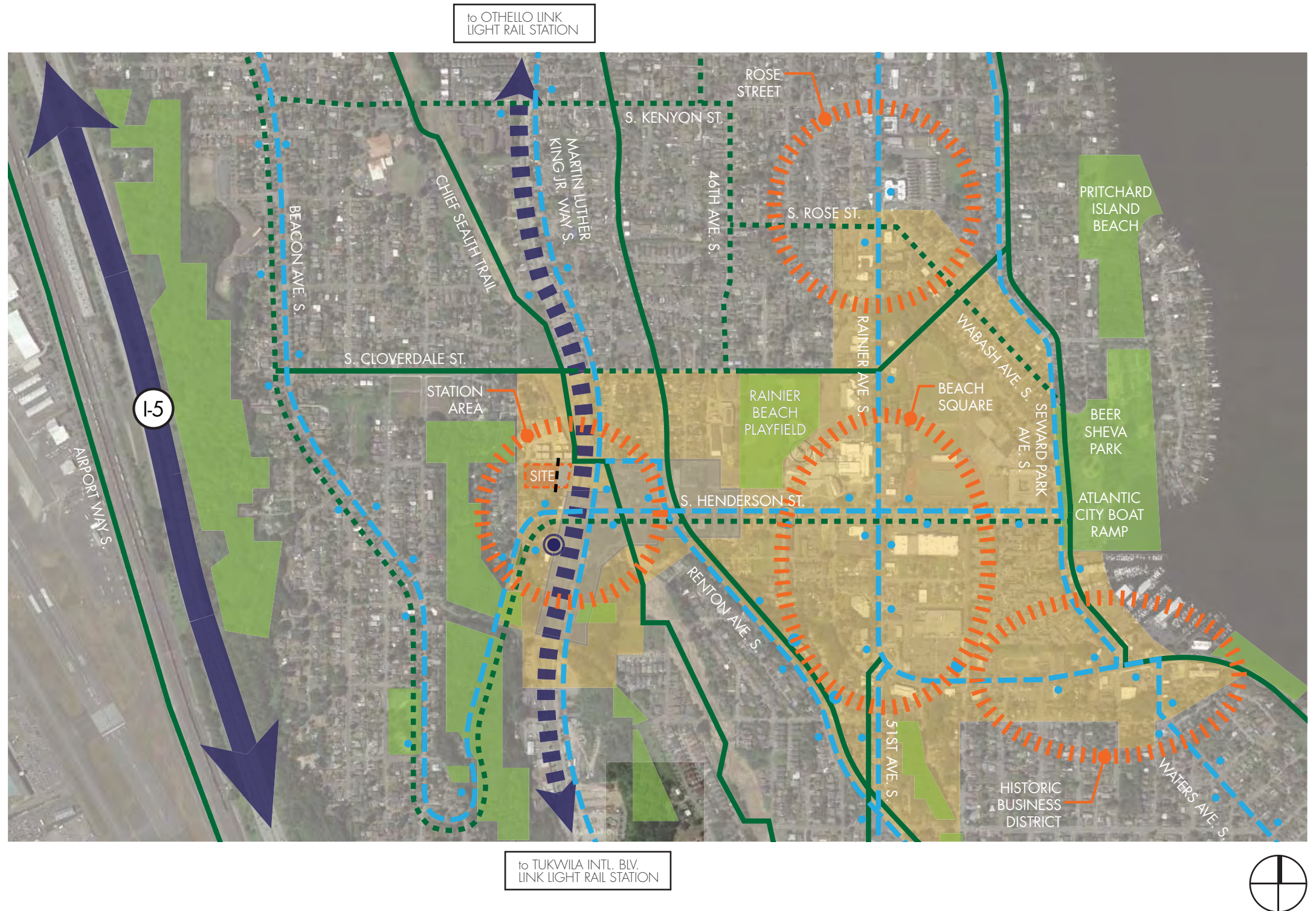
The Chief Sealth Trail crosses Martin Luther King Jr. Way S at S. Trenton Street in front of the site, providing a separated bikeway running North to S. Angeline Street and South to the Kubota Gardens. There are a number of other North-South streets nearby including Renton Avenue S, Seward Park Avenue S and Beacon Avenue S with buffered bike lanes or shared-lane markings.

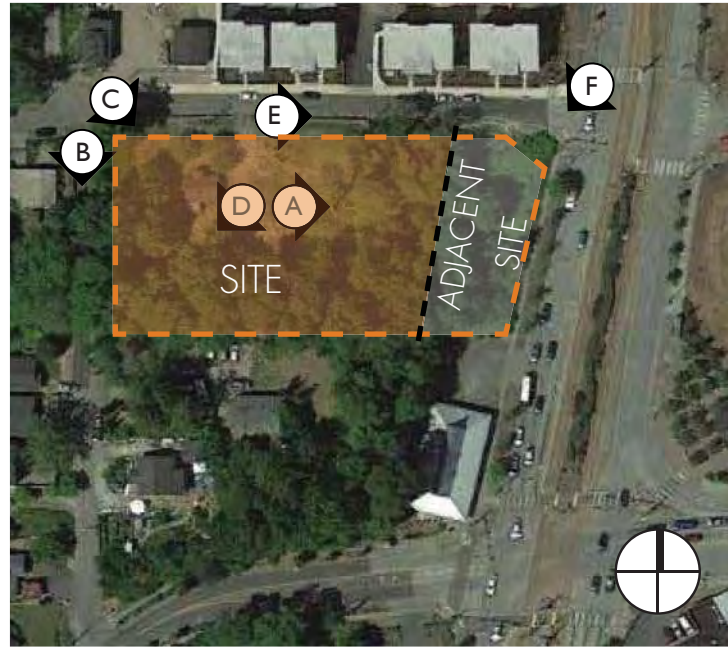
PEARLS

The Pearls identified on the map by the orange circles have been identified in the Rainier Beach Neighborhood Plan Update as a node of places where community members go to shop, socialize, or attend religious or cultural gatherings. The four Pearls include: Beach Square, Historic Business District, Station Area, and Rose Street. The project site is located in the Station Area Pearl.

MAP KEY

- SITE
- PARK/ GREENBELT
- RAINIER BEACH RESIDENTIAL URBAN VILLAGE
- FREQUENT TRANSIT CORRIDOR
- PEARLS
- BUS ROUTE
- BUS STOP
- DEDICATED BIKE LANES
- BIKE FRIENDLY LANES
- INTERSTATE HIGHWAY
- LIGHT RAIL
- LIGHT RAIL STOP





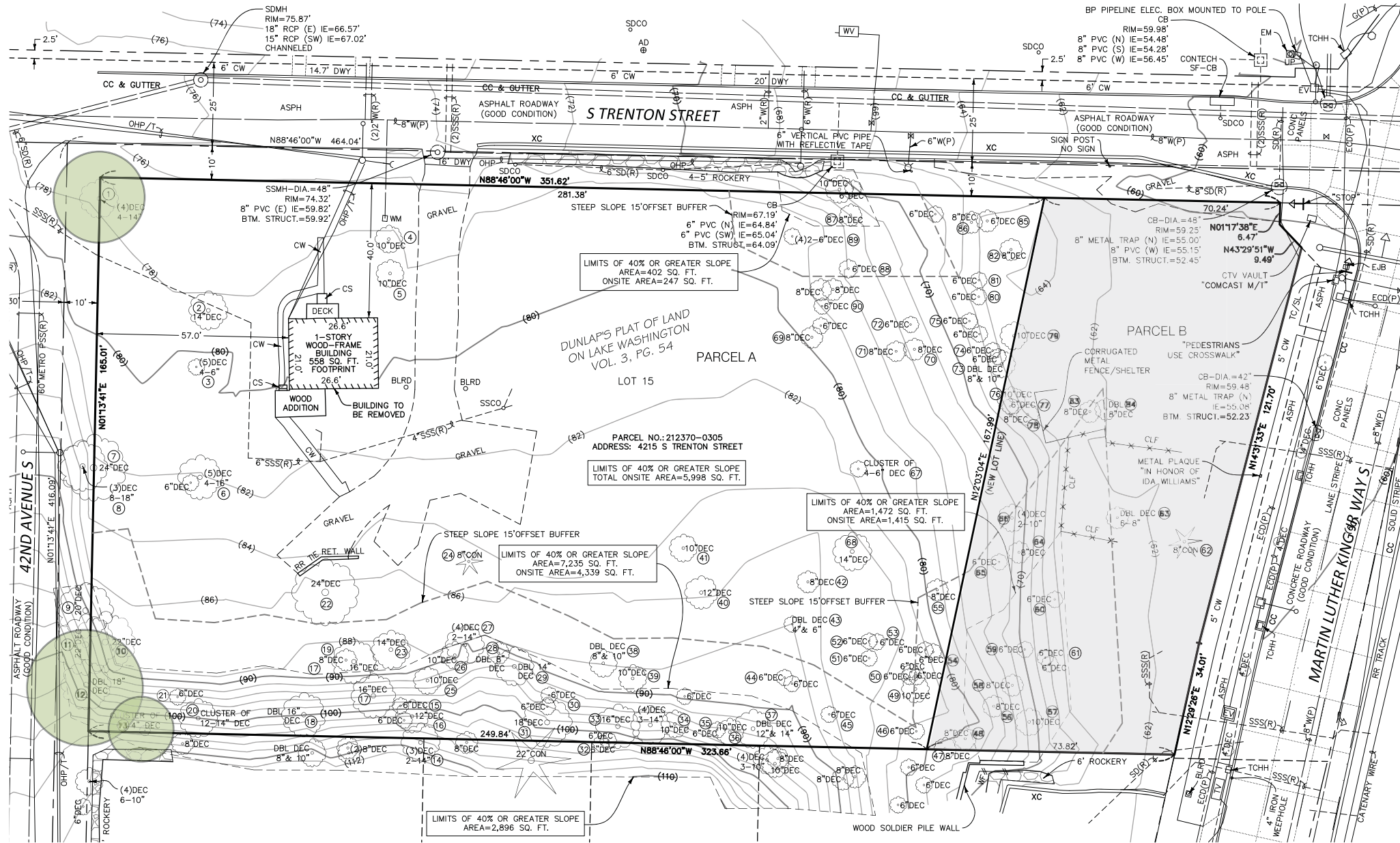


SITE

ADJACENT PROJECT SITE

(THIS SITE BEING PROCESSED CONCURRENTLY BY APPLICANT)

SITE FEATURES - EXISTING



The development site at 4215 S. Trenton St. consists of a large irregularly shaped parcel without underlying, historic parcels from the original neighborhood plat. The property has frontage on 3 sides; on the west side facing 42nd Ave S, on the north side facing S. Trenton St. and on the east side facing Martin Luther King Jr Way S. The majority of the south property line consists of ECA steep slope, and abuts both a parking lot for the Vegetable Bin and a single family home.

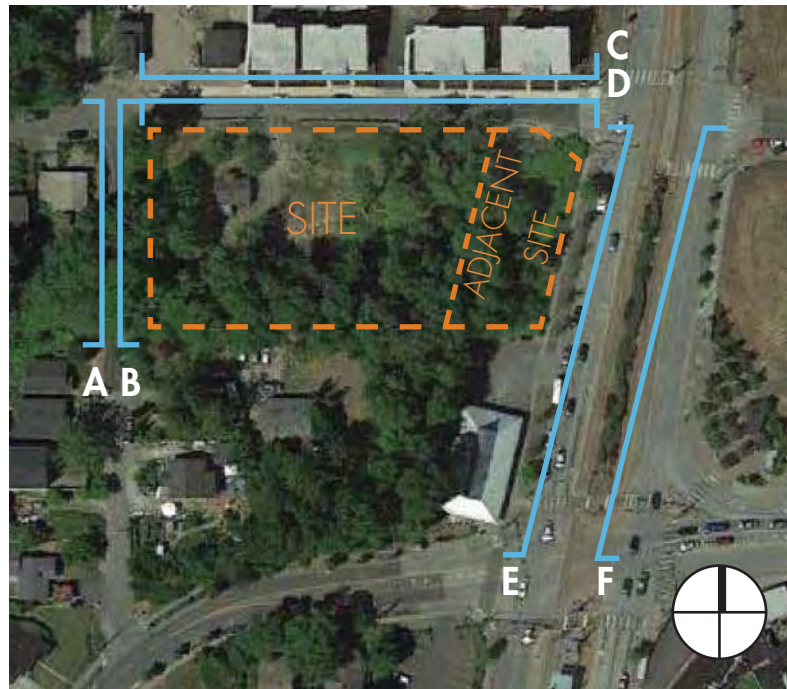
The site slopes from the southwest down towards the northeast, and features three areas of steep slope that were created as part of previous grading operations. There are numerous trees on and adjacent to the site, as well as a substantial number that provide screening from the properties to the south and buffer the existing single family residence on-site from MLK Way. An unpaved driveway serves the site and is accessed from S. Trenton St, which is improved along the north half of the road.

Although one parcel originally, the owner has started the short plat application process to split the parcel into 2 lots, as shown in this graphic. The early design guidance for this project focuses on Parcel B.

ROW and street improvements will be implemented along with development of the site. Both 42nd Ave S. and S. Trenton St will undergo the street improvement process.



STREETSCAPES



Streetscapes



OPPOSITE WEST EDGE OF ADJACENT PROJECT SITE

A. 42nd Avenue S (Looking West)



WEST EDGE OF ADJACENT PROJECT SITE

B. 42nd Avenue S (Looking East)



C. S Trenton Street (Looking North)

OPPOSITE ADJACENT PROJECT SITE

OPPOSITE PROJECT SITE



SITE

NEW PROPERTY LINE PROPOSED PER SHORT PLAT 3026975

ADJACENT PROJECT SITE

D. S Trenton Street (Looking South)



PROJECT SITE

E. Martin Luther King Jr. Way S (Looking West)



OPPOSITE PROJECT SITE

F. Martin Luther King Jr. Way S (Looking East)

**CONTEXT AND SITE**

- CS1 - Natural Systems and Site Features
  - C. Topography
  - D. Plants & Habitat
- CS2 - Urban Pattern & Form
  - A. Location in the City and Neighborhood
  - B. Adjacent Sites, Streets, & Open Spaces
  - C. Relationship to the Block
  - D. Height, Bulk, and Scale
- CS3 - Architectural Context & Character
  - A. Emphasizing Positive Neighborhood Attributes

Located in the Rainier Beach community at the intersection of Martin Luther King Jr. Way S. and S. Trenton St, the site is currently hidden from view of passers-by by a series of large shrubs and trees. This 1.3 acre site currently hosts one single family home. Surrounded on three sides by Right-Of-Way, and a single family house and parking lot to the south, we see this as an outwardly focused project that responds to both intersections and the property across the street to the north.

The topography of the site has a significant slope of 40-45' from the south west corner to the south east corner, but has a more gradual slope of approximately 20' in grade along S. Trenton St. The site hosts 3 exceptional trees. The fate of these trees will be determined during the Street Improvement process, but are shown as being maintained for EDG planning purposes. The interior of the site will be regraded to allow the change to a layout conducive to townhomes, resulting in a removal of interior plantings to be replaced with well-considered landscaping that is sustainable in the long term.

Front doors for homes on site will face 2 of the 3 street frontages, and will be accessed directly from the public sidewalk and work with the topography to present a three-story facade to the street. Welcoming landscaped open space at the entry to each home creates opportunity for interaction between residents, their guests, and the neighborhood. The homes to the West of our site take their frontage along S. Trenton, with 42nd acting as their side yard. Our site mimics this approach.

Site access is from S. Trenton St, drawing from the patterning of the development across the site to the North. Access from MLK Way is undesirable due to heavy traffic, and 42nd is an undesirable access point due to the steep slope.

Finally, the new townhomes across S. Trenton St. to the North face the development site; with a contemporary design our task for the new project is to build off of and respond to their site with a respectful design that further contributes to the neighborhood.

**PUBLIC LIFE**

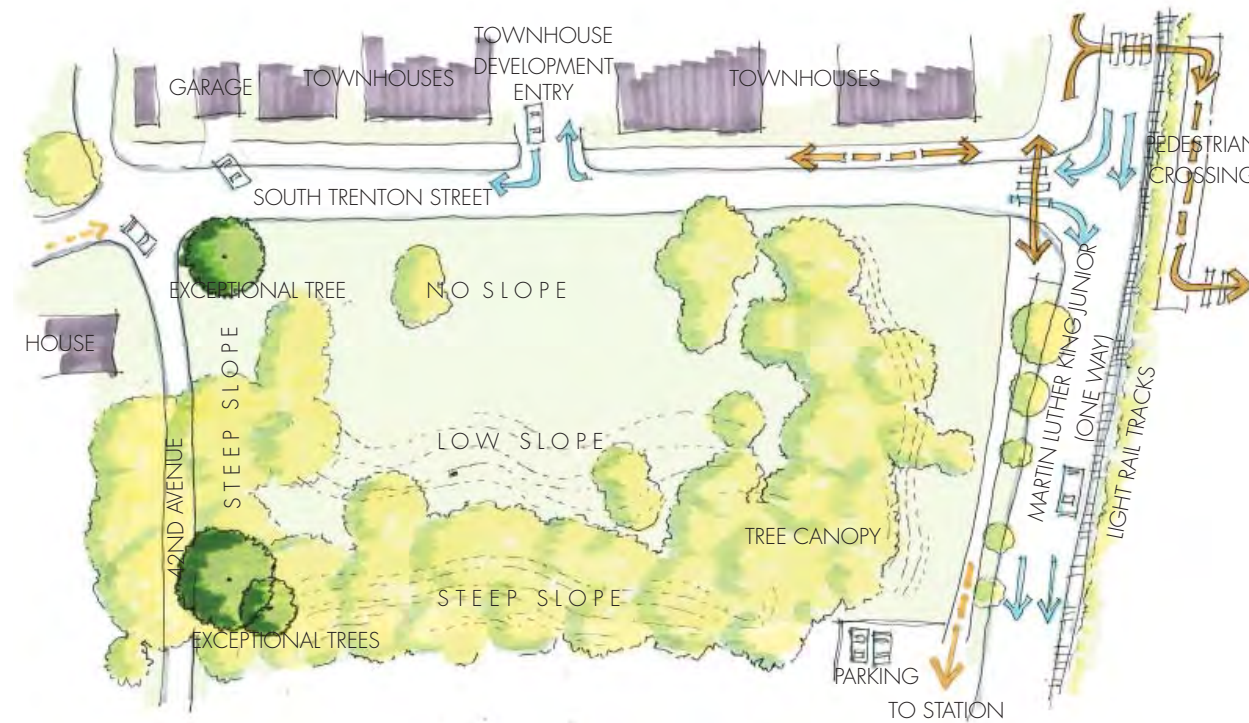
- PL1 - Connectivity
  - A. Network of Open Spaces
  - B. Walkways and Connections
  - C. Outdoor Uses and Activities
- PL2 - Walkability
  - B. Safety & Security
  - D. Wayfinding
- PL3 - Street-Level Interaction
  - A. Entries
  - C. Residential Edges
- PL4 - Active Transportation
  - A. Entry Locations & Relationships

While most people will access this site by car due to its location next to a noisy, high-volume arterial, the Rainier Beach Link Station will be the secondary means of accessing the site by transit. Our intention is to improve the condition of S. Trenton St and 42nd Ave S. in accordance with SDOT street improvement requirements to connect the existing sidewalk along MLK Way to the site for pedestrian access. We feel controlling vehicular access to a single point provides improved pedestrian vs. vehicle safety as well as heightened security for residents both within and adjacent to the development.

The development site focuses the pedestrian network through a network of pathways that direct residents towards the Light Rail station in an effort to encourage the use of mass transit. This network of pathways will connect all areas of the site to the surrounding neighborhood by way of all three streets surrounding the site.

The site will be regraded to gently slope with the grade of S. Trenton St. The site primarily focuses its attention toward MLK Jr. Way S as the "front door" to the site. The site attempts to respectfully address the corner with vegetation to help make the transition from major arterial to home front.

Residential entries will be designed to feel as Individual as possible. On a site of this scale it will be important to highlight individual aspects of each unit to encourage a sense of place and ownership for residents and visitors alike. Similarly to the Townhouse site to the North of this site, we will be introducing an urban street-like feel within our development for surface parking and garage access. This allows for a variety of unit types that will appeal to a diverse range of buyers, and encourage neighbor interaction on our site.



**DESIGN CONCEPT**

## DC1 - Project Uses &amp; Activities

- A. Arrangement of Interior Uses
- B. Vehicular Access and Circulation
- C. Parking and Service Uses

## DC2 - Architectural Concept

- A. Massing
- D. Scale and Texture

## DC3 - Open Space Concept

- B. Open Spaces Uses and Activities
- C. Design

## DC4 - Materials

- A. Exterior Elements and Finishes
- C. Lighting
- D. Trees, Landscape and Hardscape Materials

As previously described, the vehicular access to the site emulates the site to the North. Beyond the driveway and surface parking area, the site plan focuses solely on pedestrian travel and encourages residents toward Light Rail and mass transit usage by providing a connection in the middle of the site toward MLK Way.

The project anticipates a contemporary aesthetic and will utilize a shed or flat roof. This approach matches contemporary projects throughout the area, and helps to reduce the perceived massing of the buildings to better relate to the human scale. The buildings themselves are kept moderate in size, are intended to step with the sloping grade, and will have their surfaces modulated by bays, material transitions, porches, and other such elements allowing the individuality of each unit to be expressed while still harmonious to the building as a whole.

Communal amenity area is proposed at the west side of the rowhomes, and will be shared. Private patios will be separated from each other with fencing or railings that will be approximately 4' tall - short enough to encourage neighborly interaction, but tall enough to instill a sense of privacy. Common pathways connect residential entryways to the Public ROW and encourage additional social interaction on site.

Materials will be textured and durable, and colors will vary to provide distinction between buildings or clusters of buildings while staying within a shared overall palette to prevent a checkerboard appearance. Individual porch fixtures will provide primary wayfinding lighting, supplemented by post and path lights as needed for safety. Light fixtures will be shielded to prevent spillover to neighboring properties. Accents such as architectural railings and fixtures, landscape seating and equipment, and hardscape surfaces will be chosen to enhance and unify the project aesthetic.

**CONTEXT AND SITE**

## CS1 - Natural Systems and Site Features

- C. Topography
- D. Plants & Habitat

## CS2 - Urban Pattern &amp; Form

- A. Location in the City and Neighborhood
- B. Adjacent Sites, Streets, & Open Spaces
- C. Relationship to the Block
- D. Height, Bulk, and Scale

## CS3 - Architectural Context &amp; Character

- A. Emphasizing Positive Neighborhood Attributes

Located in the Rainier Beach community at the intersection of Martin Luther King Jr. Way S. and S. Trenton St, the site is currently hidden from view of passers-by by a series of large shrubs and trees. This 1.3 acre site currently hosts one single family home. Surrounded on three sides by Right-Of-Way, and a single family house and parking lot to the south, we see this as an outwardly focused project that responds to both intersections and the property across the street to the north.

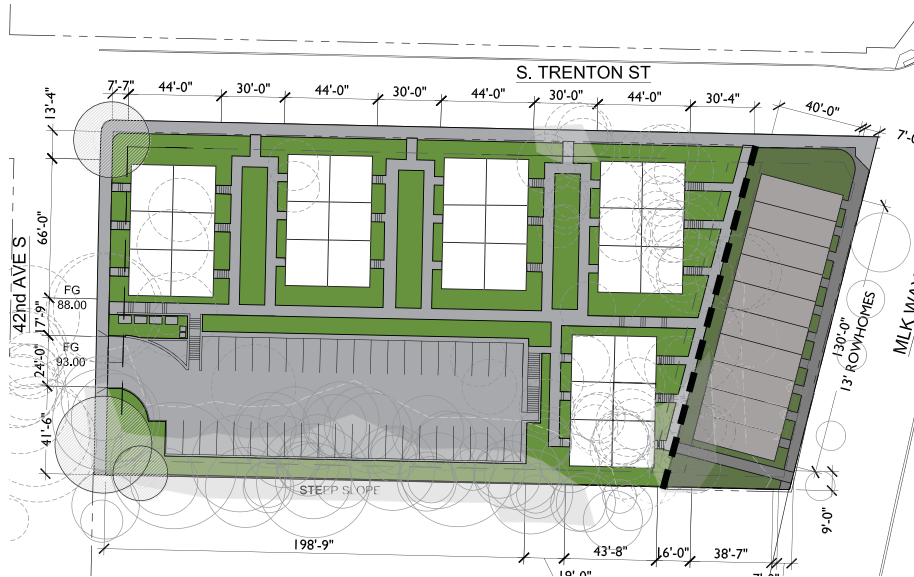
The topography of the site has a significant slope of 40-45' from the south west corner to the south east corner, but has a more gradual slope of approximately 20' in grade along S. Trenton St. The site hosts 3 exceptional trees. The fate of these trees will be determined during the Street Improvement process, but are shown as being maintained for EDG planning purposes. The interior of the site will be regraded to allow the change to a layout conducive to townhomes, resulting in a removal of interior plantings to be replaced with well-considered landscaping that is sustainable in the long term.

Front doors for homes on site will face 2 of the 3 street frontages, and will be accessed directly from the public sidewalk and work with the topography to present a three-story facade to the street. Welcoming landscaped open space at the entry to each home creates opportunity for interaction between residents, their guests, and the neighborhood. The homes to the West of our site take their frontage along S. Trenton, with 42nd acting as their side yard. Our site mimics this approach.

Site access is from S. Trenton St, drawing from the patterning of the development across the site to the North. Access from MLK Way is undesirable due to heavy traffic, and 42nd is an undesirable access point due to the steep slope.

Finally, the new townhomes across S. Trenton St. to the North face the development site; with a contemporary design our task for the new project is to build off of and respond to their site with a respectful design that further contributes to the neighborhood.

OPTION COMPARISON

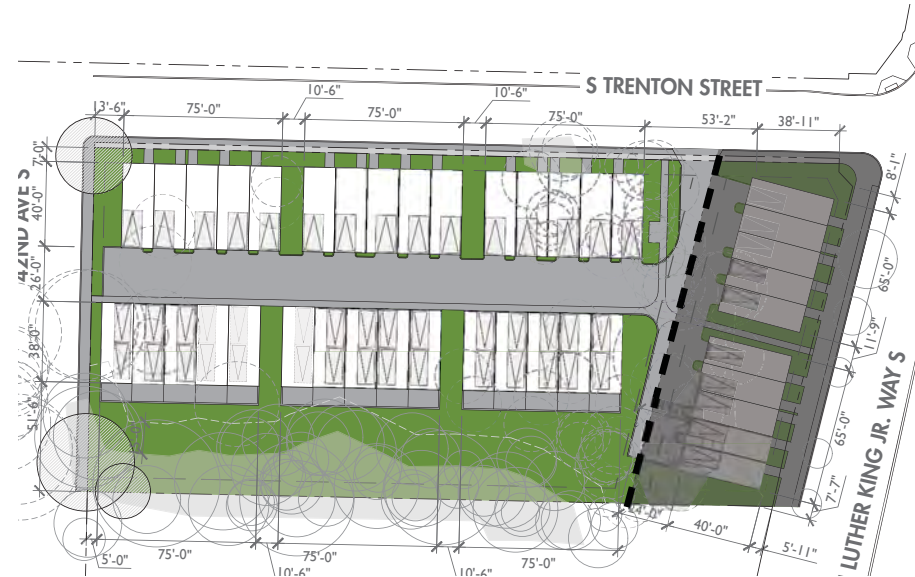


OPTION 1 - CODE COMPLIANT

Option 1 utilizes a surface parking area in the southwest corner, eliminating the majority of existing planting along the south property line, while separating vehicular and pedestrian traffic on site.

Units typically face a shared common courtyard or street front. Middle 18' wide units will only have 1 wall of windows, limiting daylight, but providing an affordable option for the neighborhood.

The network of pathways connects the site to MLK at the South East corner on Site B, the least visible connection for all 3 options.

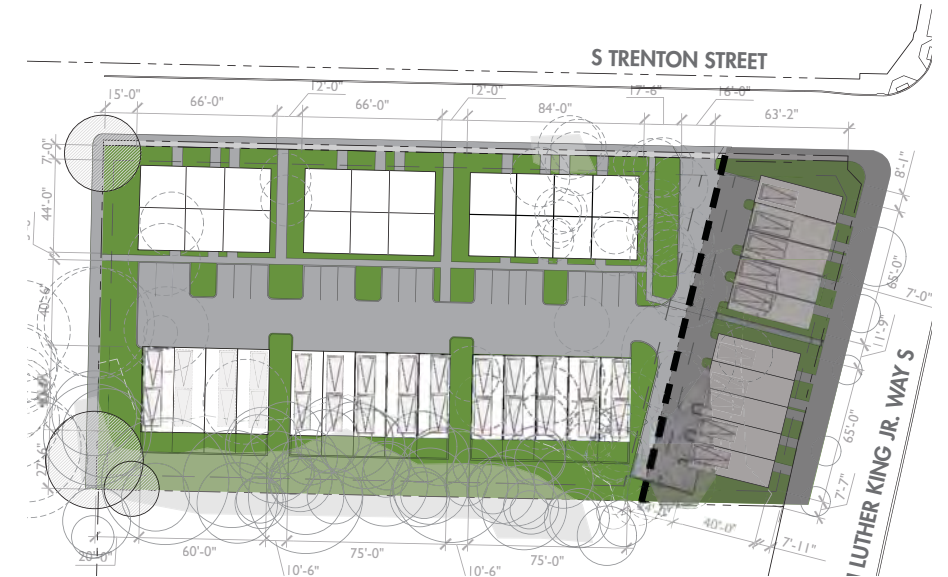


OPTION 2 - CODE COMPLIANT

Option 2 proposes vehicular access from S. Trenton St. and proposes each unit be garage-parked. Units to the south are provided with 2nd level patios and tandem garages, while units to the north are single-car garages with no decks or patios proposed.

Units front either a shared auto court or street front.

The network of pathways connects the site from 42nd Ave S. to MLK at the center of the site through the auto court and the middle of Site B.



OPTION 3 - CODE COMPLIANT

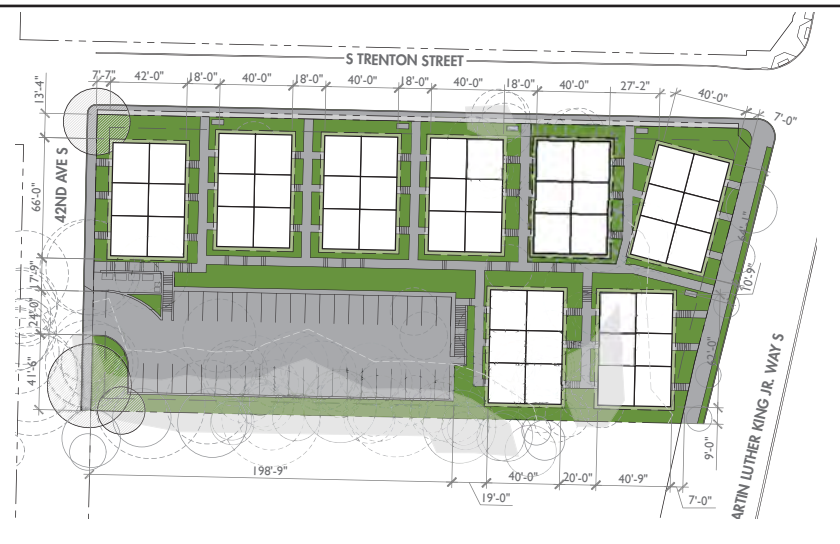
Option 3 also proposes vehicular access from S. Trenton St. and proposes a mix of tandem garage parking and surface parking; creating an opportunity for a lively urban alley experience. Units to the south are provided with 2nd level patios and tandem garages, while units to the north provide 3 levels of heated living space and a variety of unit types to help promote a diverse community of homeowners.

Units front either a shared auto court or street front.

The network of pathways connects the site from 42nd Ave S. to MLK at the center of the site through the auto court and the middle of Site B. Additionally, pathway connections between buildings along the North property line connect S. Trenton St. with this pedestrian network of pathways. Pedestrian pathways are primarily separated from the autocourt, increasing pedestrian safety.

FULLY DEVELOPED, NON-SHORT PLATTED SITE

If the client were to proceed without short platting the site, the site would ONLY allow for vehicular access at the South West corner of the site due to the requirements associated with code section 23.45.510.C.4.C.1. This code section is not departable. This site plan, although code-compliant, results in a site plan with 48 densely-packed units and 41 surface parking stalls. This layout provides little privacy for neighbors, limited community amenity space, and due to a significant grade change still provides a cliff-like wall at the parking area. Additionally, the owner prefers to fully park the site for future homeowners. The logical vehicular access point is clearly along S. Trenton St, and therefore the client has elected to proceed with a Short Plat.





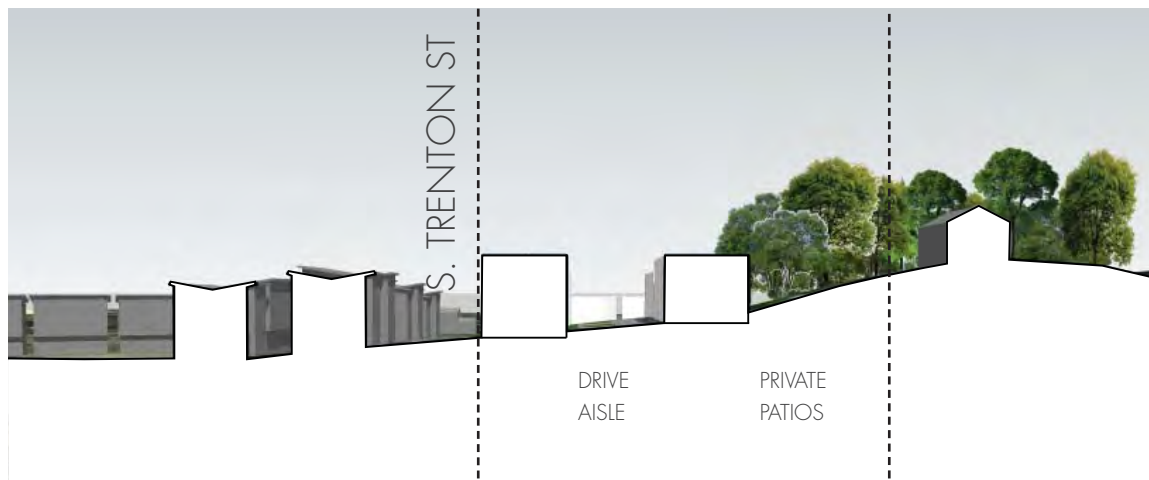
Aerial looking Southeast towards site



View looking at site from crosswalk at S. Trenton St.



View looking at site across Martin Luther King Jr. Way S.



Section: N/S Looking East



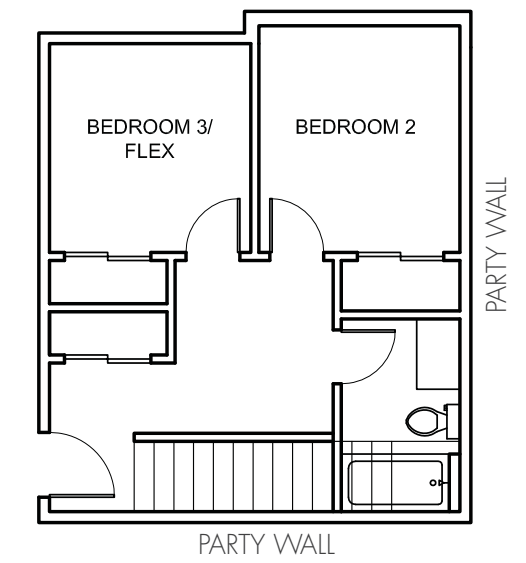
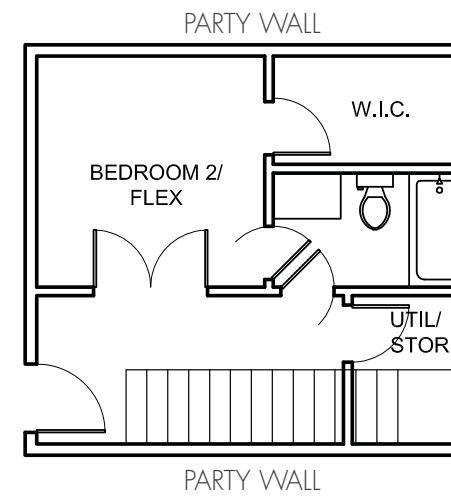
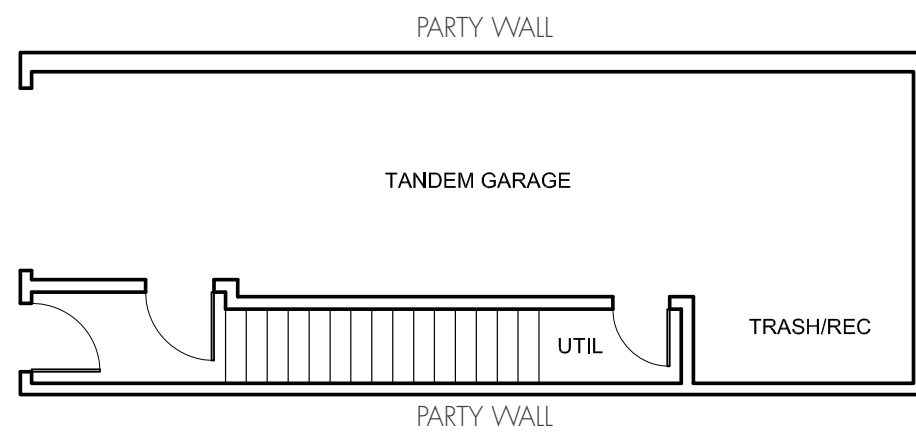
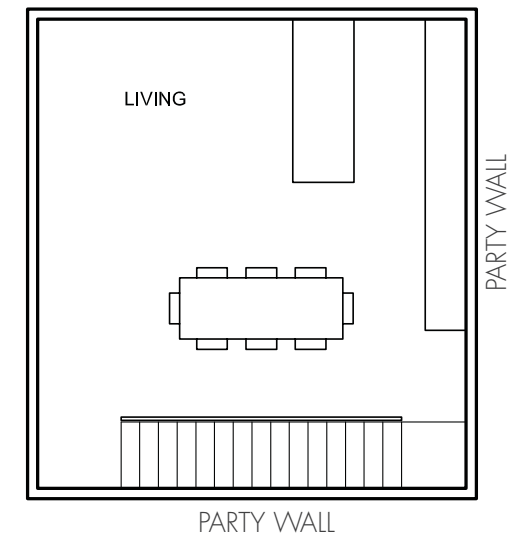
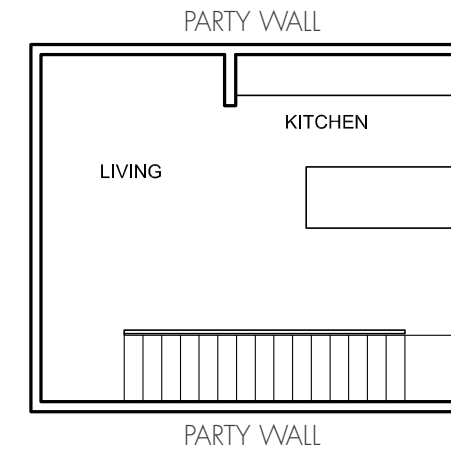
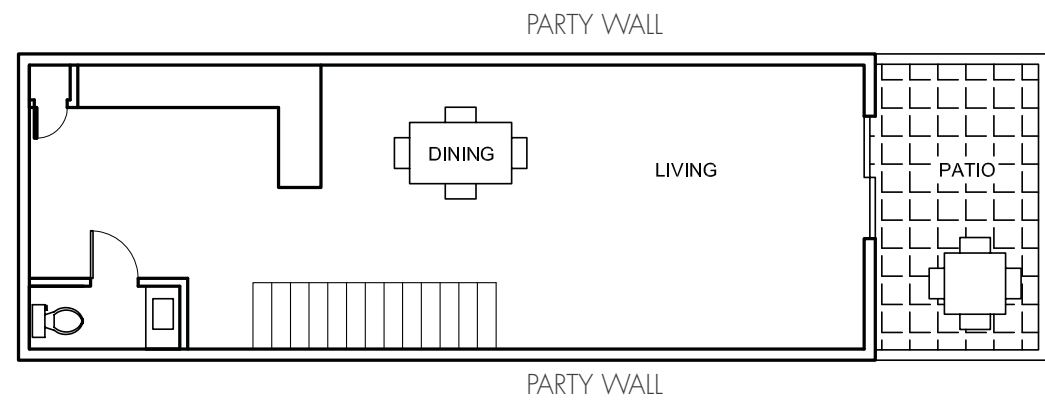
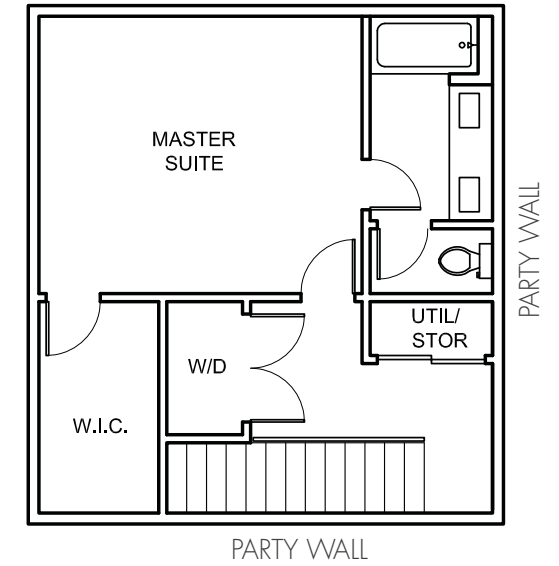
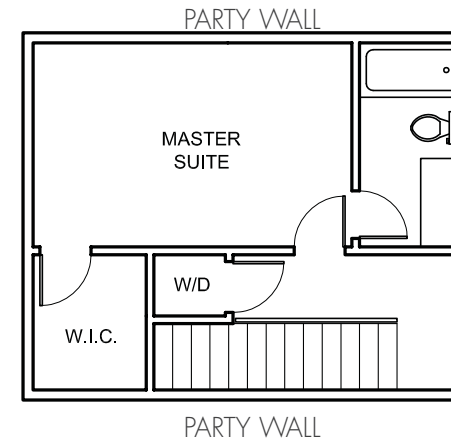
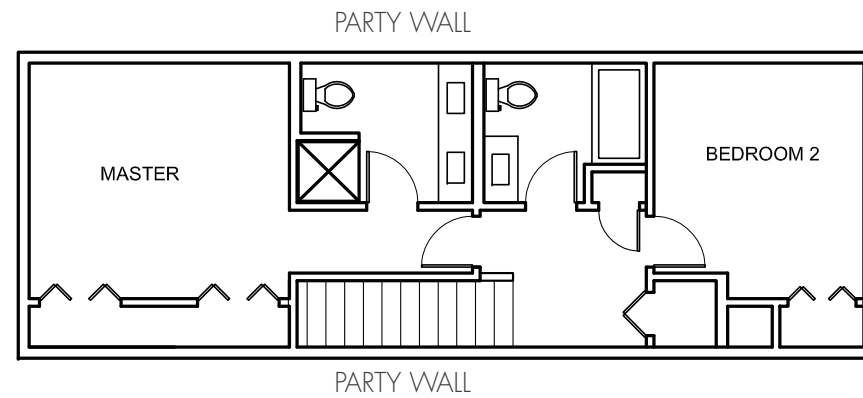
Section: E/W Looking North

SITE - WEST | SITE - EAST

EDG OPTION 3 - CONCEPTUAL FLOOR PLANS

Option 3 allows for the greatest variety of floor plan options, encouraging a diverse mix of family types on site.

Additionally, the conceptual plan for the corner unit plan (next page) allows the flexibility to swap levels 1 and 2. This would allow us to propose ground level patios off of the main living area when the plan has it at level 1, and a juliette balcony when the main living area is at level 2. This has the opportunity to create very dynamic neighborly interactions on site.



CONCEPTUAL PLAN - SOUTH UNIT

CONCEPTUAL PLAN - CENTER UNIT

CONCEPTUAL PLAN - CORNER UNIT



9:00 AM

NOON

3:00 PM

JUNE



MARCH/SEPTEMBER



DECEMBER





DWELL 61ST



HARBOR LIVE/WORK



KIRKLAND VI



CREEKSIDE TOWNHOMES



DEP HOMES 35TH



GREENBRIDGE TOWNHOMES



ADMIRAL LOFT TOWNHOMES



WOODLAND PARK TOWNHOMES



SALVEO TOWNHOMES



CENTERRA



SPRING PEAK TOWNHOMES



PERSPECTIVE AT TERRAINE & WEST JULIAN STREET



RALLY LIVE/WORK TOWNHOMES

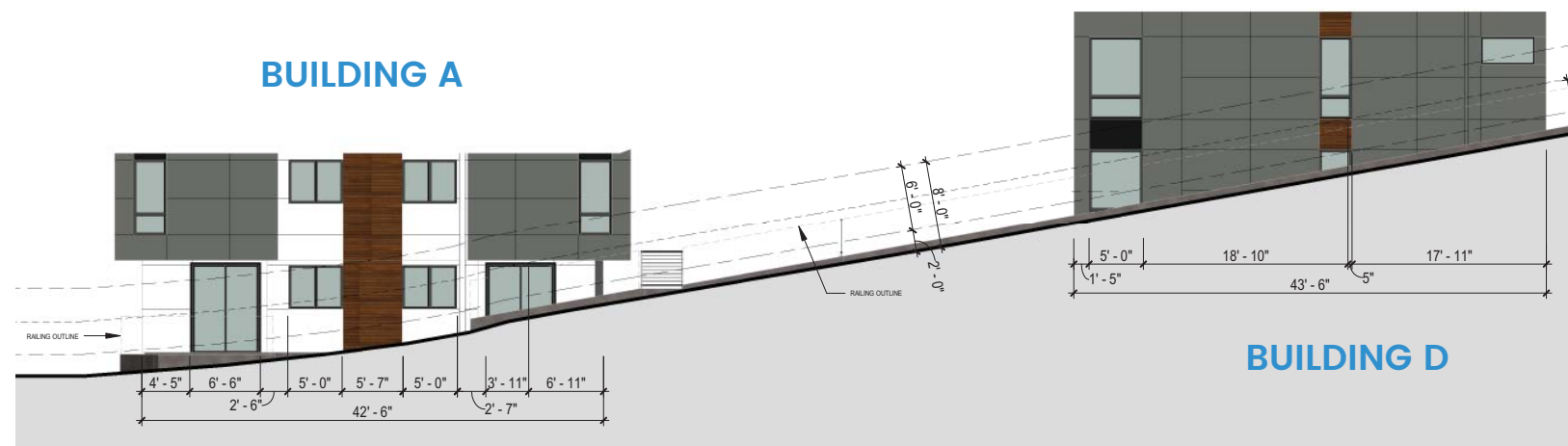


ELEMENT

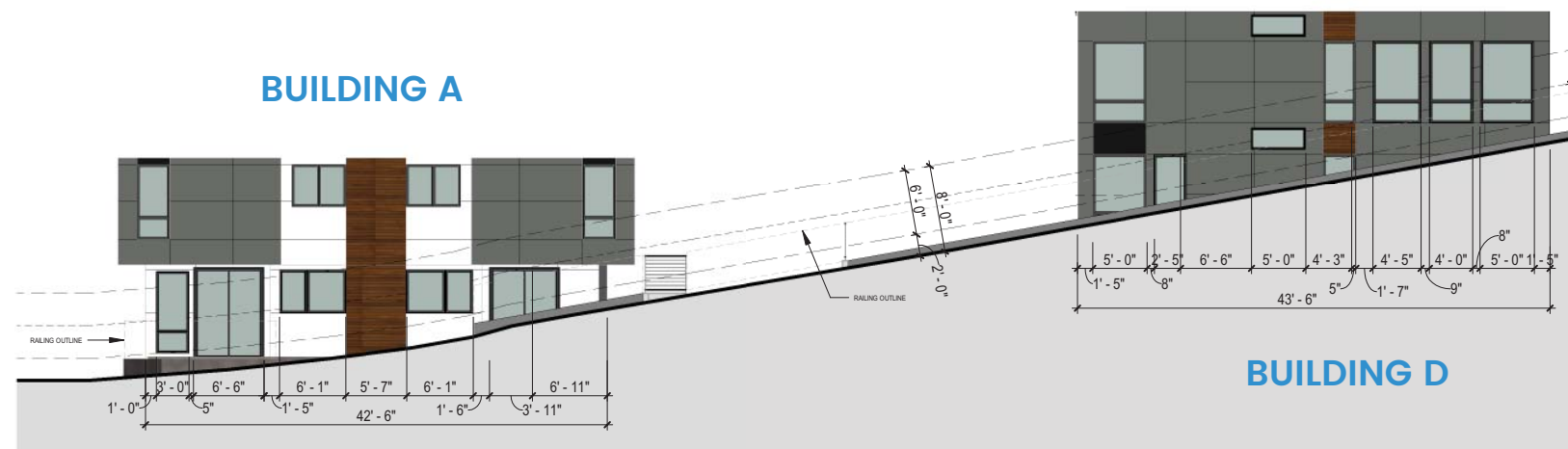


COPPERIDGE

SMC REFERENCE	REQUIREMENT	DEPARTURE AMOUNT	JUSTIFICATION
23.47A.008 Street-Level Development Standards (Building A)	The total of all blank facade segments may not exceed 40% of the width of the facade of the structure along the street.	Max Allowed Blank Facade: 40% Proposed Blank Facade: 51.8% Departure Amount: 11.8% > Max Allowed	The amount of blank facade in the preferred design at the West elevation of Building A is appropriate for the residential character and grade of 42nd Avenue S. The deck at the NW corner unit, along with the front porch facing Trenton, addresses the intersection. The preferred design balances the amount of glazing with privacy concerns at the Level 1 living spaces. Due to the topography Building A is set back from the road and as a result there is interim landscaping that will serve to adequately break up the facade. The railing along the right side of the elevation is for fall protection and not included in the blank facade calculation.
23.47A.008 Street-Level Development Standards (Building D)	The total of all blank facades segments may not exceed 40% of the width of the facade of the structure along the street.	Max Allowed Blank Facade: 40% Proposed Blank Facade: 87.8% Departure Amount: 47.7% > Max Allowed	Building D is not compliant due to the steep grade of 42nd Ave South. The railing along the sidewalk is not included in the calculation similar to Building A, because Building D is set back from the shoring wall and the railing is for fall protection. If additional glazing was added at Level 3, where the measurement height is located, full height windows would be added at bedrooms and utilitarian spaces as shown in the code compliant option. Glazing is limited on this edge in the preferred design to maintain privacy and promote a sense of security for the residents. The treatment of the elevations at Buildings A and D is a gradient in the transition from the more active S. Trenton Street to the single-family residences to the SW of the site.



**Preferred Design**



**Code Compliant**