



Conceptual Perspective

Rainier Apartments

Early Design Guidance Meeting
6730 Rainier Ave S

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Project Information

Addresses: 6730 Rainier Ave S and adjacent parcel 2724049180

Legal Description: **PARCEL A:** THAT PORTION OF THE SOUTH HALF OF THE NORHT HALF OF HTE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 27, TOWNSHIP 24 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING EASTER OF RAINIER AVE AND SOUTHERLY OF A LINE 75.32 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF SAID SUBDIVISION AND NORTHERLY OF A LINE 154.32 FEET SOUTH OF AN DPARALLEL EXCEPT THE EAST 320 FEET THEREOF.

PARCEL B: THE SOUTH 155 FEET OF THE WEST 75 FEET OF THE EAST 320 FEET OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE NORHTEAST QUARTER, SECTION 27, TOWNSHIP 24 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON.

Parcel #: 2724049050 (Parcel A) and 2724049180 (Parcel B)

Site Area: 17,302sf + 11,626sf = 28,928sf

Zoning: LR3

Overlays: None

Misc: Detached ADU's, Infiltration Evaluation Not Req'd, Frequent Transit

ECA: 40% Steep Slope

Existing Use: Existing Structures to be Demolished

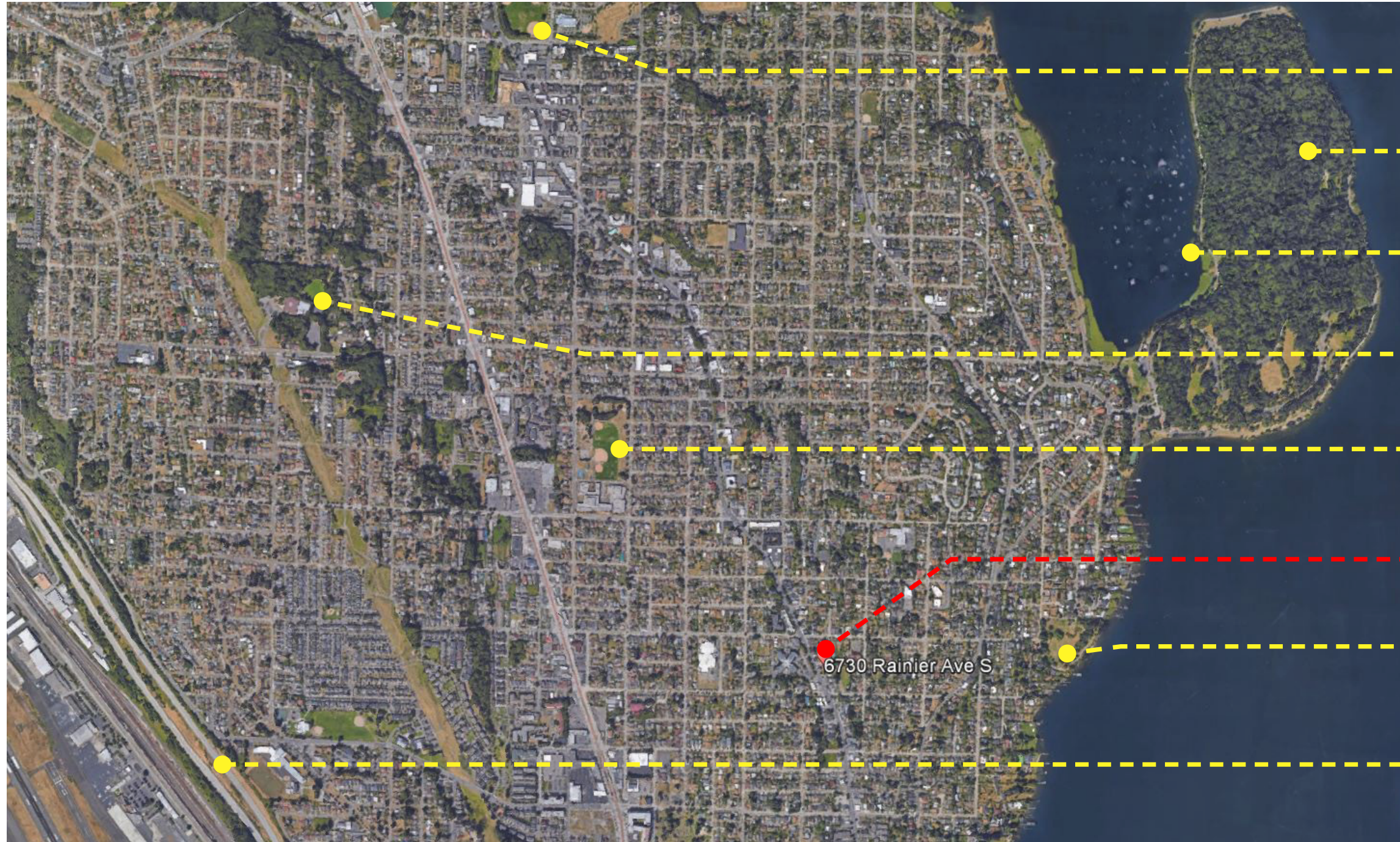
Max FAR: SFR 1.1, RH 1.4 Max, TH 1.3 Max, Apt 1.6 Max (When Apts Freq Transit)

Height: 40' Above AGP Allowed / Provided if Apts (Otherwise 30')

Parking: 50% required

Proposed Program: 98 Apartments and 49 Parking Stalls

Project Team:
Owner: Gold Bar Properties LLC
Architect: Lemons Architecture PLLC



Genesee Park and Playfield

Lake Washington

Seward Park

Dearborn Park International School

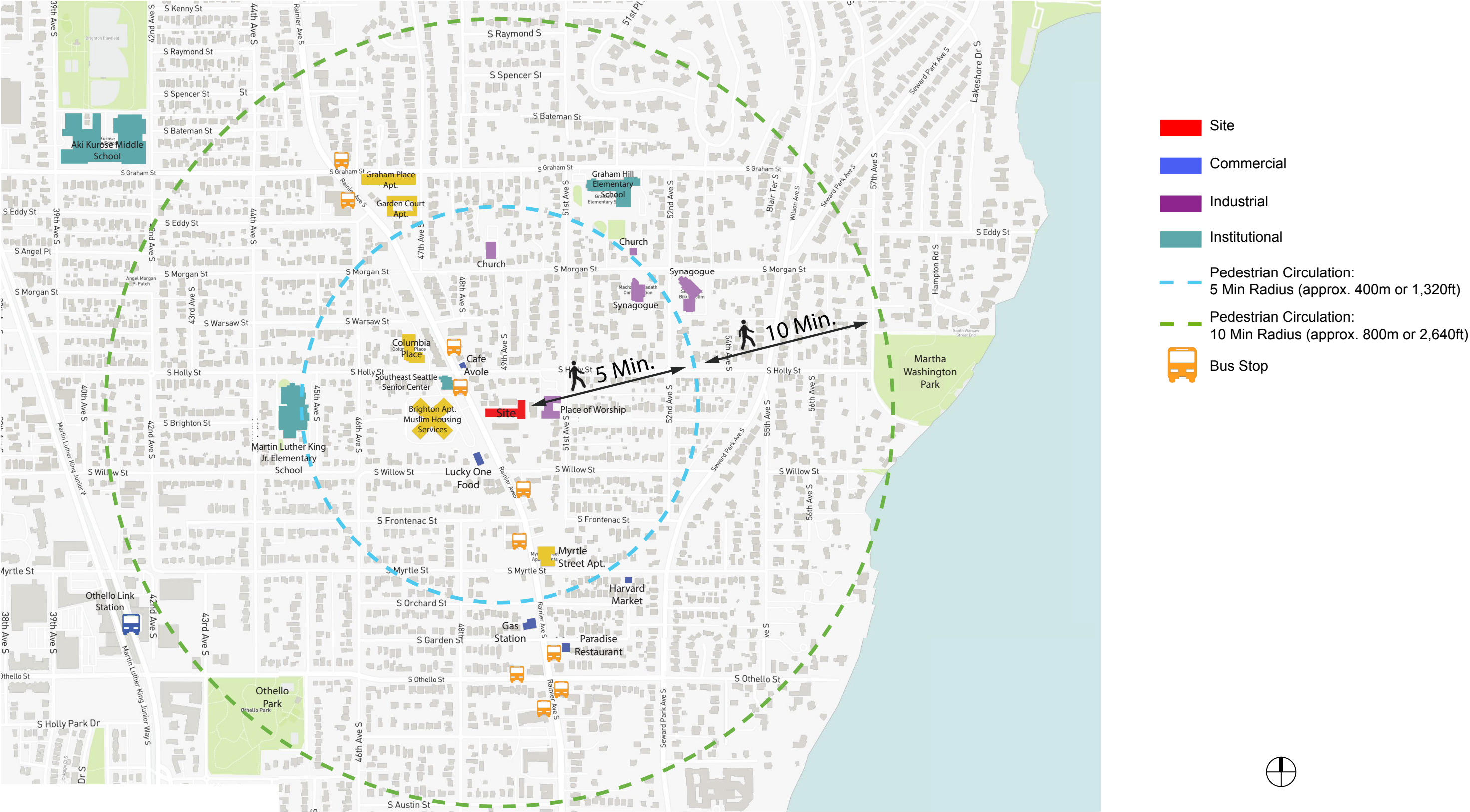
Brighton Playfield

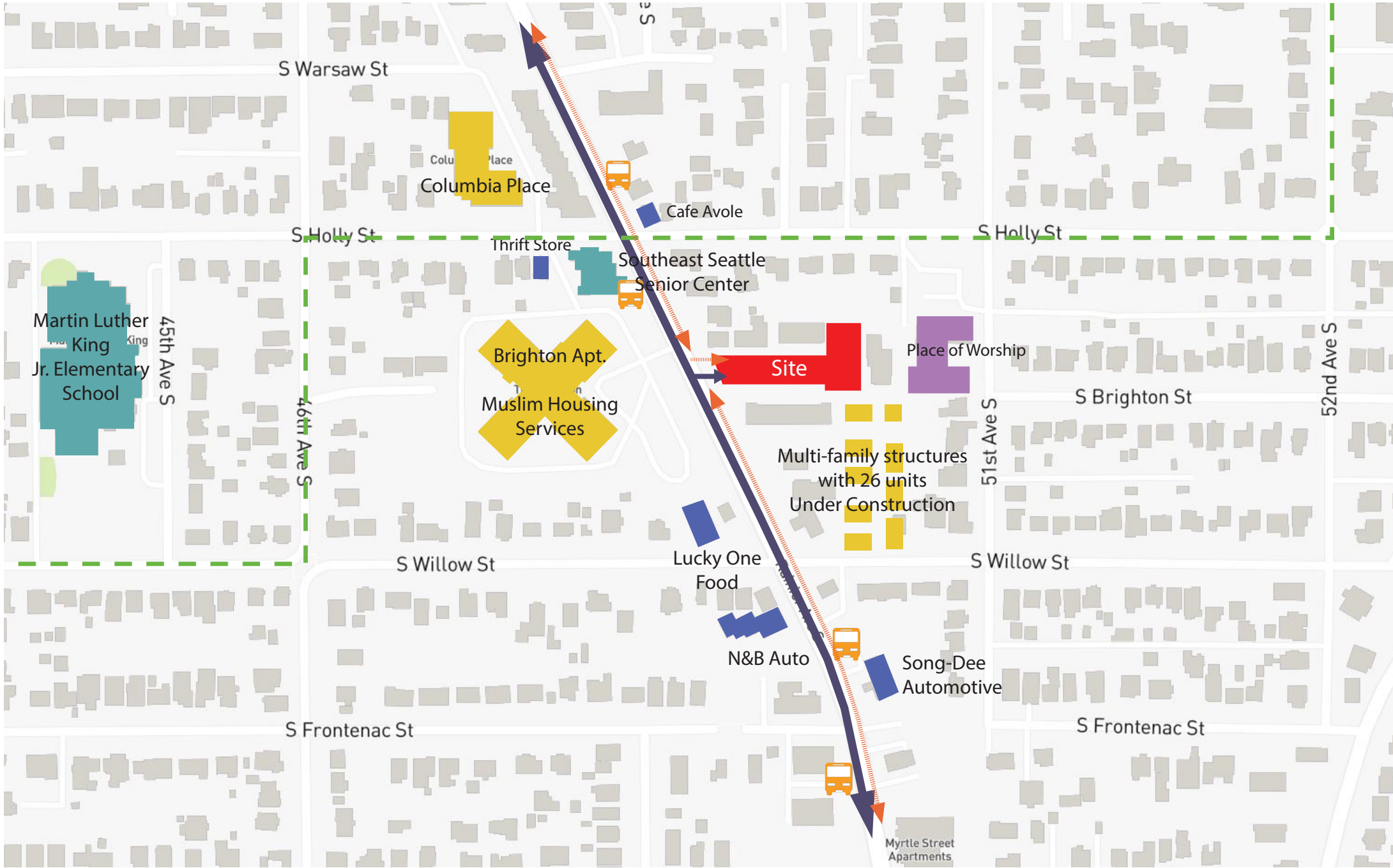
Project Site

Martha Washington Park

I-5

6730 Rainier Ave S

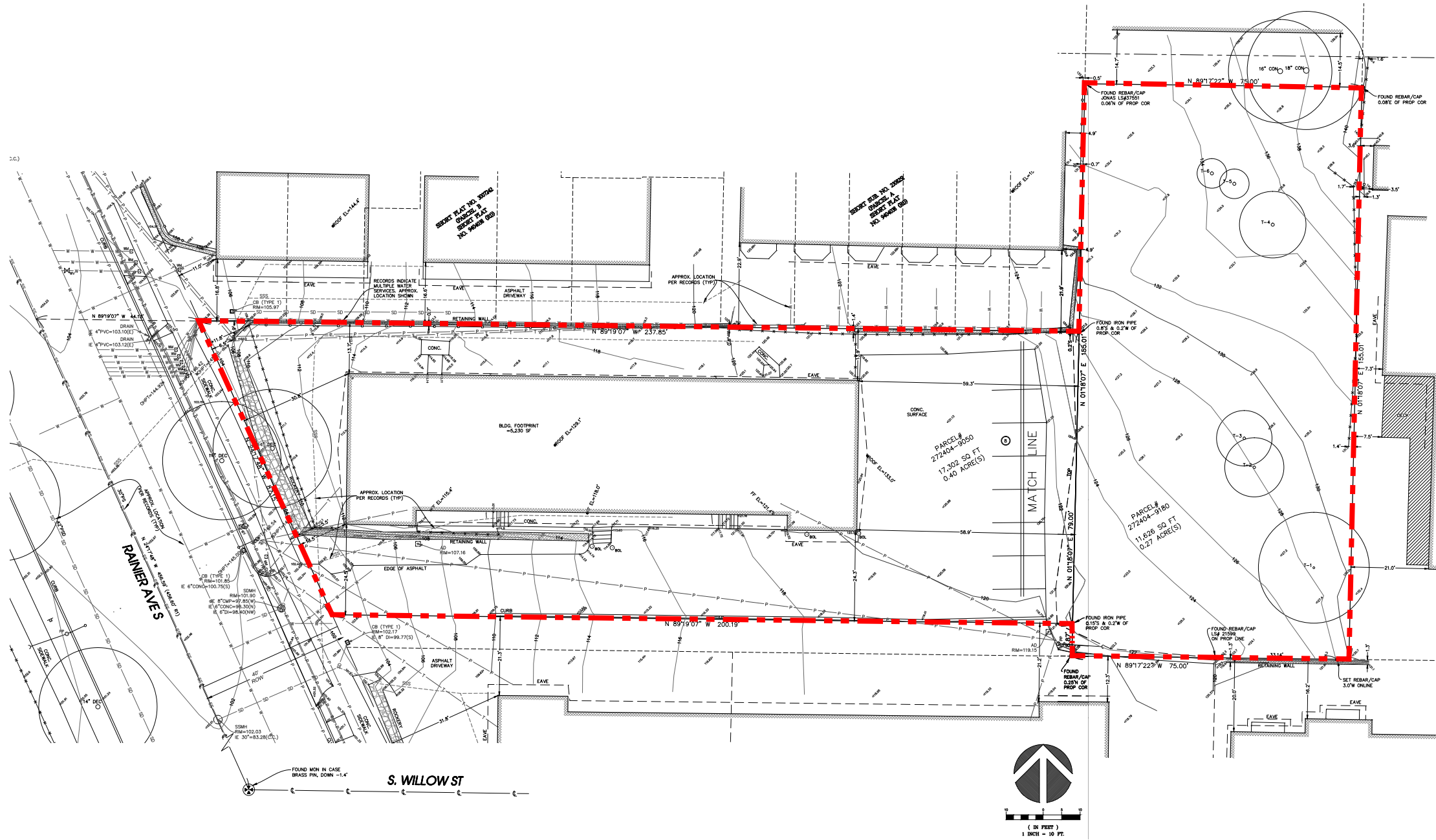
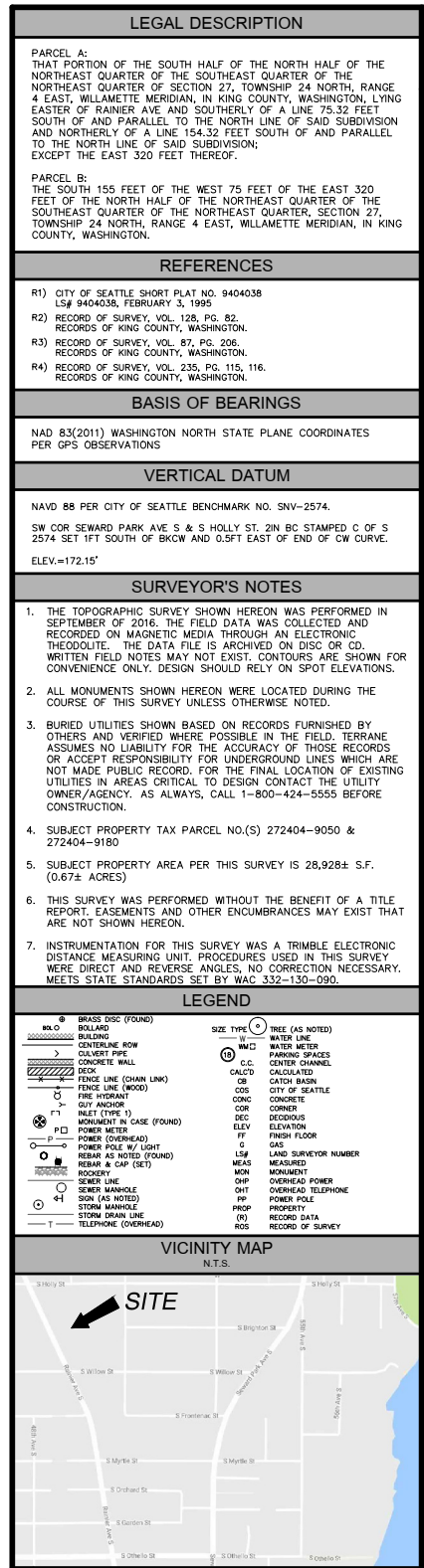


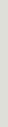


- Site
- Multi-family Residential
- Commercial
- Religious
- Institutional
- Bus Stop
- Primary Vehicular Circulation
- Primary Pedestrian Circulation
- Neighborhood Greenways*

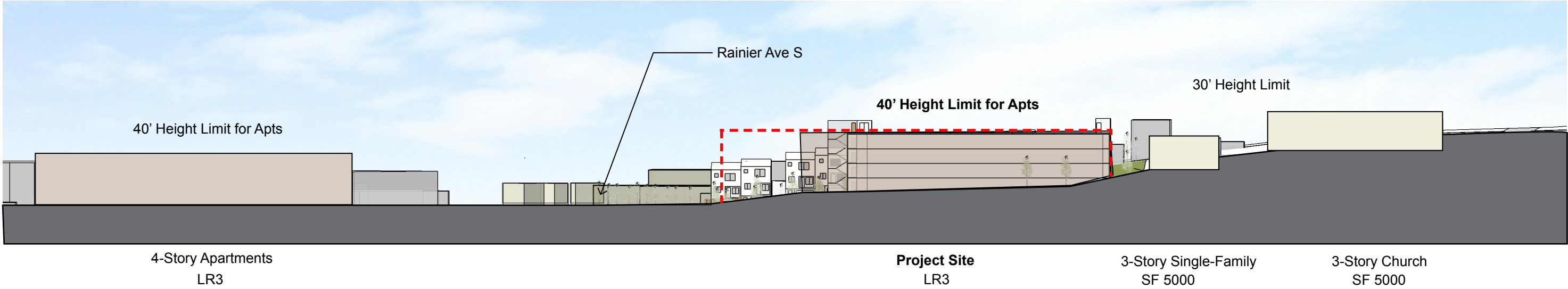
Neighborhood Greenways are safer, calm residential streets for neighbors. Greenways improve safety for pedestrians with smoother sidewalks and more comfortable route for bicyclists.

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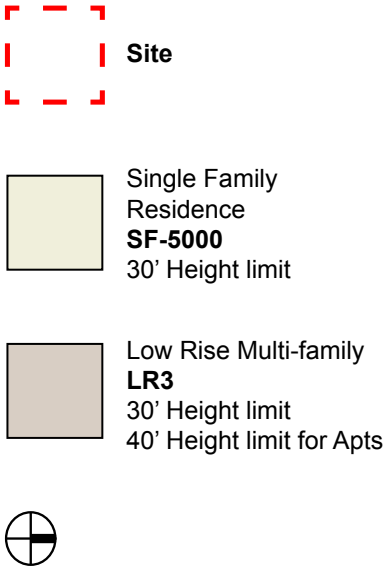
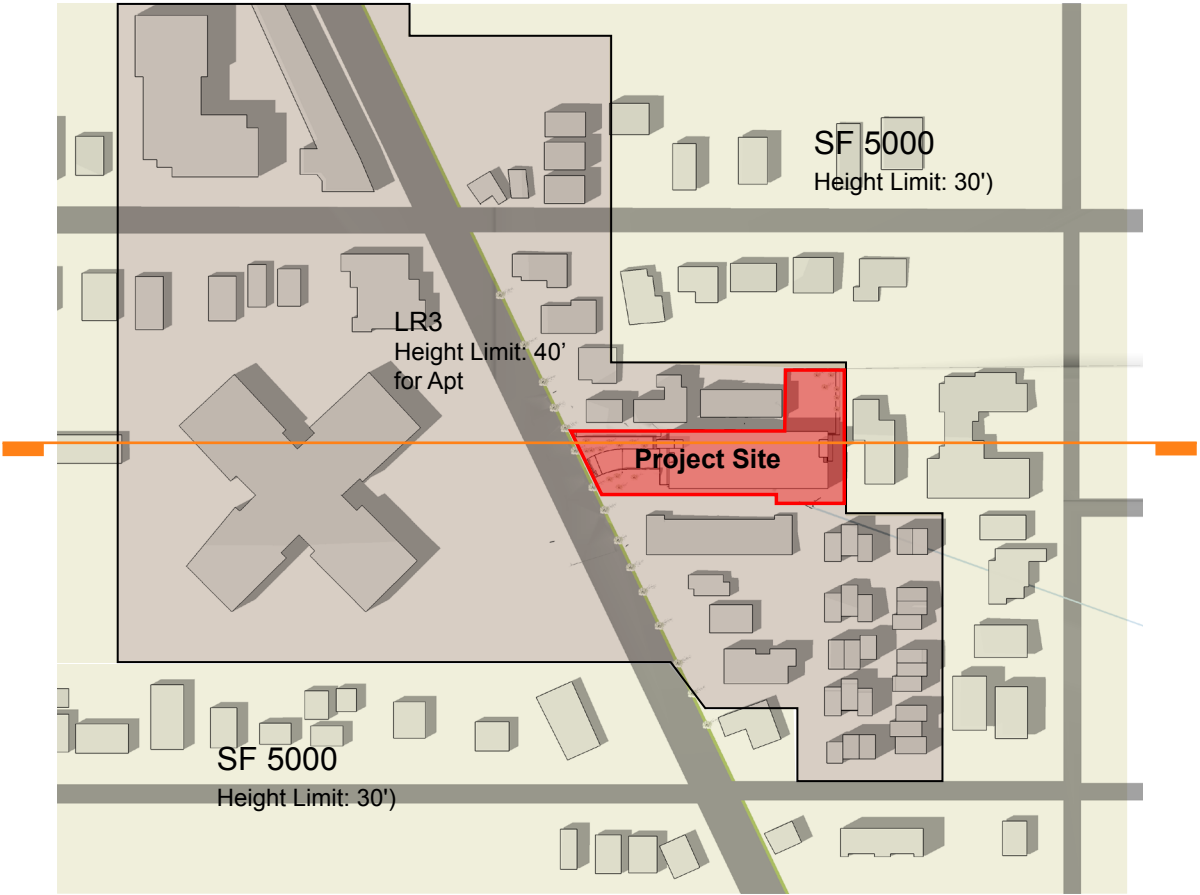


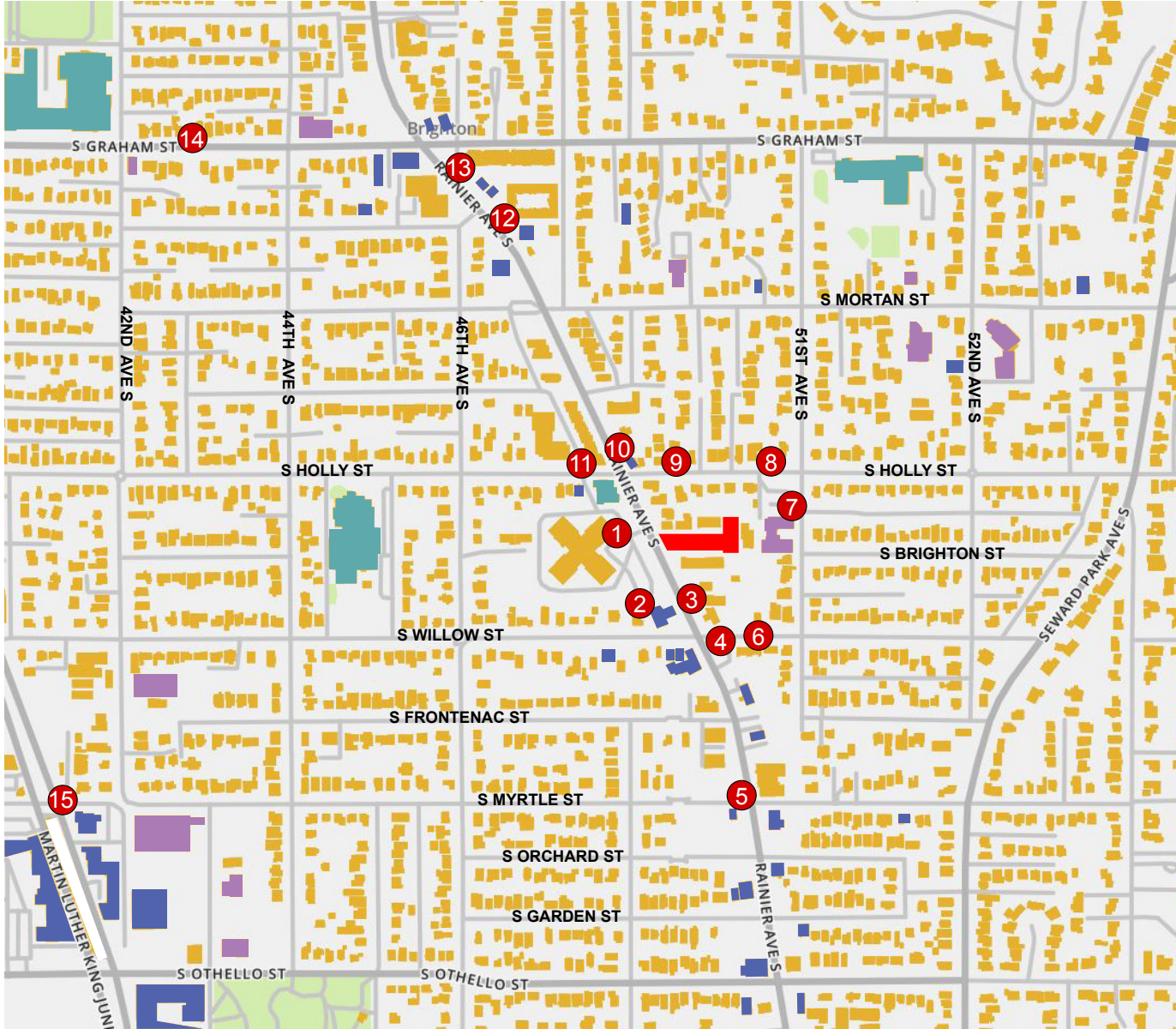
 Terrane 110801 Main Street, Suite 102, Bellevue, WA 98004 phone 425.458.4488 support@terrane.net www.terrane.net	
JOB NUMBER:	161001
DATE:	09/22/16
DRAFTED BY:	JK
CHECKED BY:	SRM
SCALE:	1"= 10'
REVISION HISTORY	
4/11/17	TREE INFO ADDED
PER	ARBORIST REPORT
SHEET NUMBER	
1 OF 2	





West-East Section





- Site
- Residential/Single Family
- Commercial
- Industrial
- Main Vehicular Circulation

Surrounding buildings in the neighborhood varies from old houses to new apartment buildings. We got inspirations from buildings which have large scale fenestration towards water as the typical waterfront buildings. We also try to use traditional form and material to be respect to the context.



Three-story Apartment 1



Grocery Store 2



Three-story Apartment 3



Three-story Apartment 4



Four-story Apartments 5



Three-story Townhouses Under Construction 6



Minyan Ohr Chaash 7



Three-Story House 8



Three-Story Townhouse 9



Cafe Avole 10



Southeast Seattle Senior Center 11



Three-story Apartments 12



Four-story Apartments 13



Three-story House 14



Othello Link Station 15



Aerial View Looking East



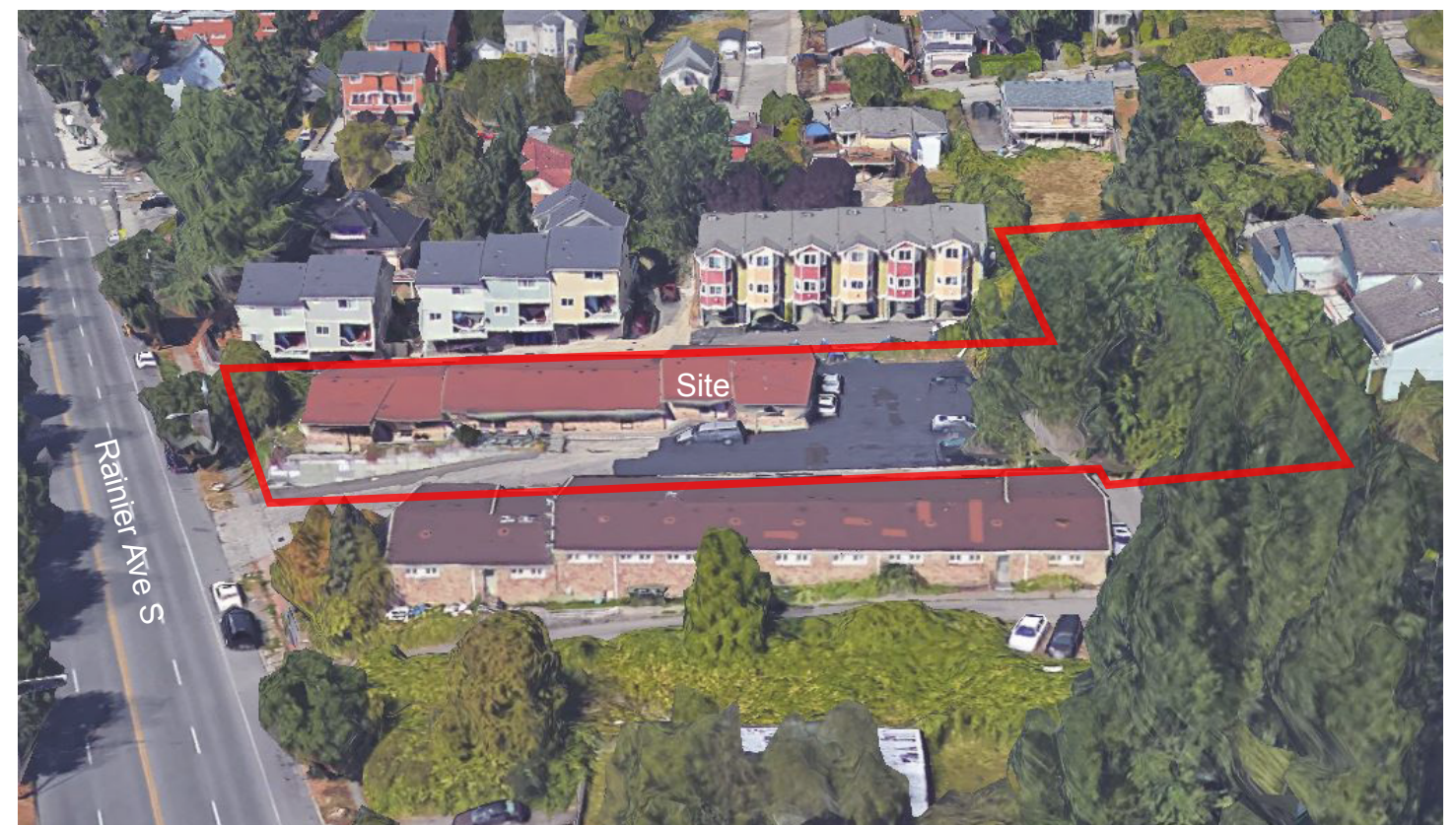
Site

Looking Northwest on Rainier Ave S



Aerial View Looking Northwest





Aerial View Looking Northwest



Site

Looking South Towards the Site



Aerial View Looking Northwest



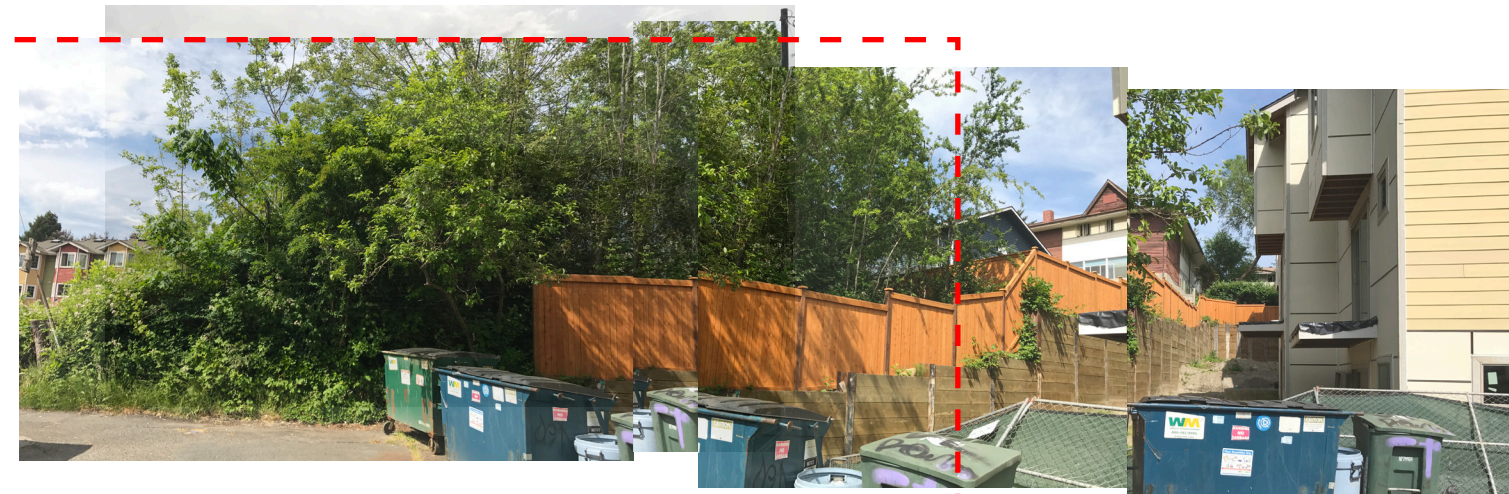
Site

Looking East ①



Site

Looking West ②



Site

Looking North ③





Across the Site

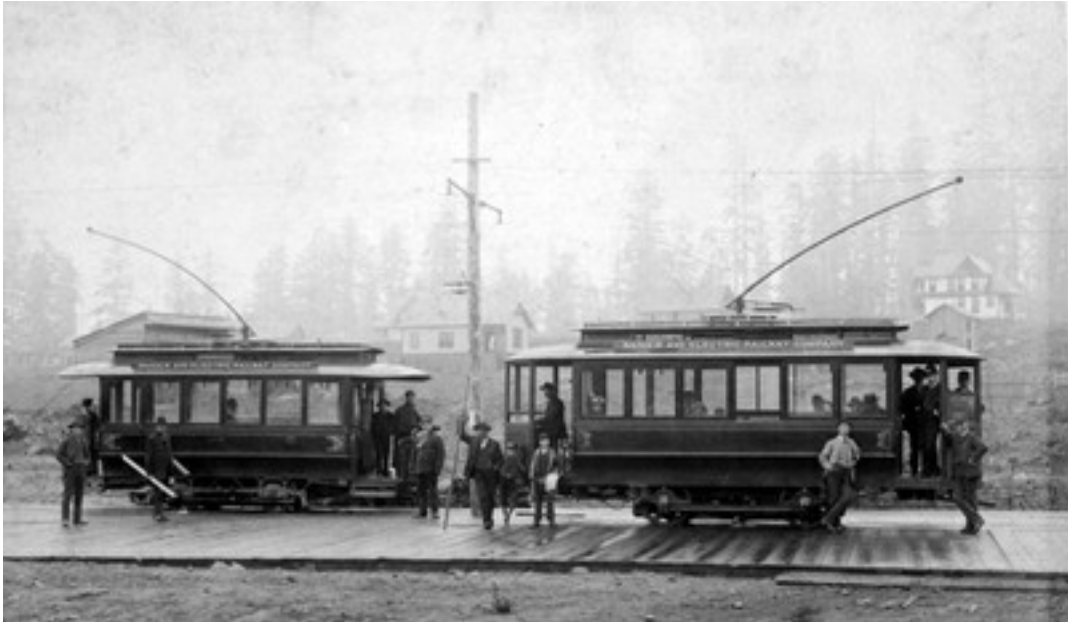
Looking South Across the Site



Aerial View Looking Northwest



Holly Street at Rainier Avenue, Seattle, ca. 1908



Two of the first streetcars of the Rainier Avenue Electric Railway Company
Rainier Ave S was paved with wood planks as shown above

Rainier Valley's First Streetcars

Most of the streetcar line was a single track through the wilderness. Some of the tracks were laid on a trestle over the swampy areas, particularly Wetmore Slough that started at Alaska Street and went north almost to Franklin High.

Rainier Avenue was built later and was a two-lane dirt road beside the tracks. Because of the mud it was “paved” with wood planks laid crossways the entire length of the valley. With more people coming into Rainier Valley a two lane road was added on each side of the tracks and was paved with paving bricks from the “Denny Renton” brickyard in Renton.

When firewood was needed on cold winter days for the streetcar’s pot bellied stove the motorman would stop in a wooded area and the passengers would all get off and help to gather wood along the tracks. The fare was 4 cents from the foot of the Washington Street counter balance in downtown Seattle to Columbia Station and an additional 5 cents to Rainier Beach Station.



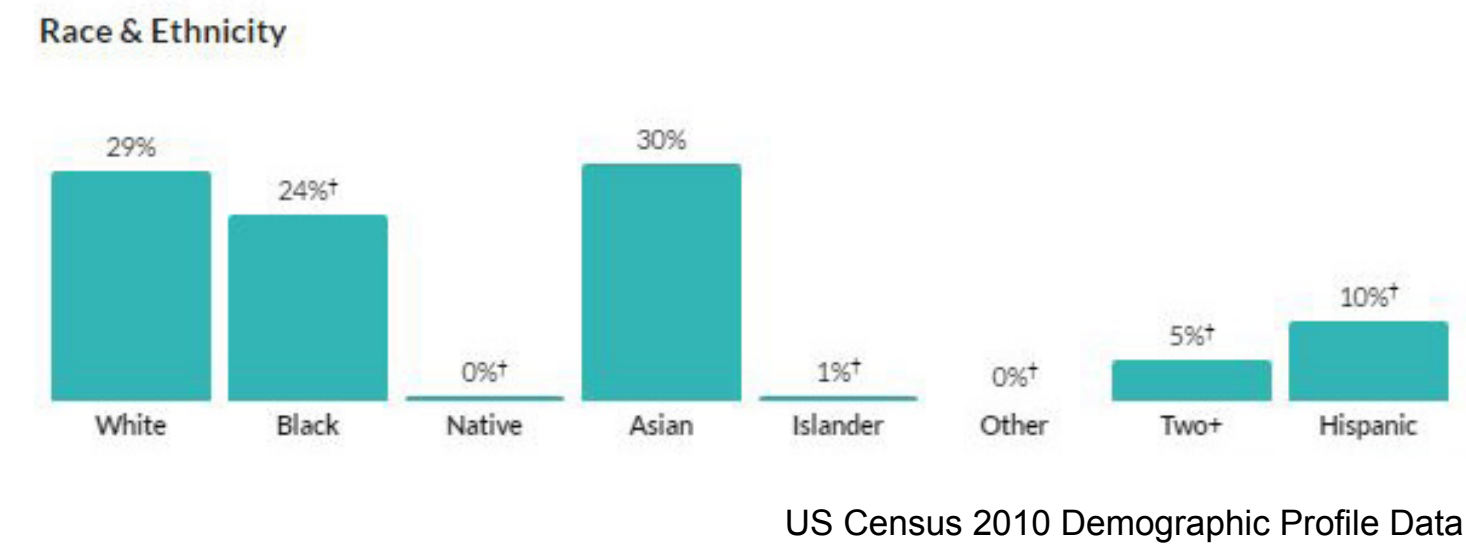
Rainier Avenue streetcar tracks at 56th Avenue, Seattle, September 18, 1915



Rainier Apartments
SDCI #:3027030



Sharples Junior High School (Aki Kurose School today), Seattle, 1960

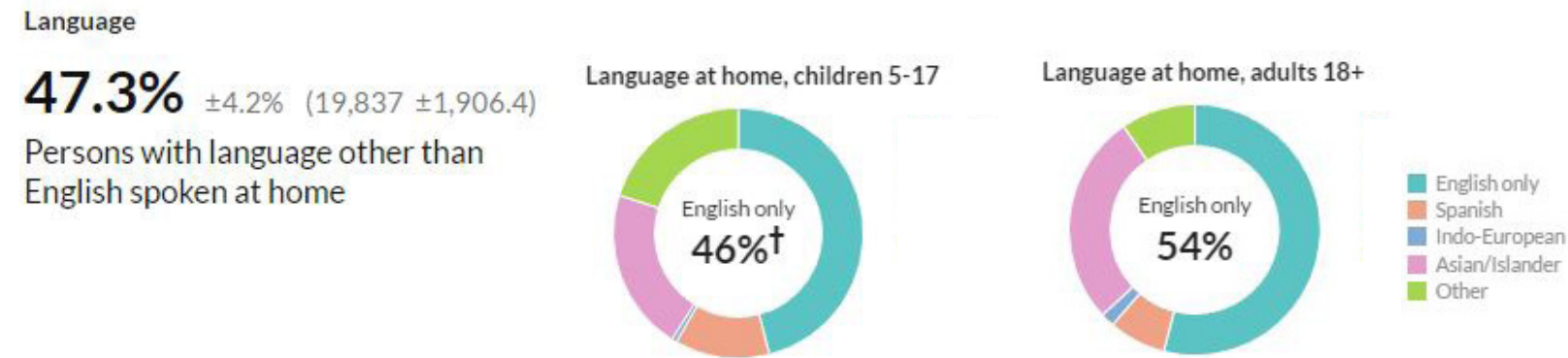


The Rainier Valley neighborhood is America’s most diverse ZIP code, according to US Census 2010 Demographic Profile Data.

Mixed population of immigrants from across the globe includes speakers of 59 languages — Chinese to Somali, Spanish to Vietnamese, Tagalog to Khmer. Yet close to a third of the population is African American, an influx that started in the 1950s, and another third white, including remnants of the Irish and Italian immigrants of the early 1900s.

Public art on the streets, wafting smells of many cuisines, colorful varieties of dress. Rainier Valley “has the best selection of foods, music and culture that I think you can find in any neighborhood,” plus a very high “level of tolerance,” a local insurance agent told the Northwest Asian Weekly.

African Americans, Latinos, and immigrants from Southeast Asia, East Africa, and elsewhere followed in the footsteps of the Italians, Germans and Irish, making new homes in this uniquely diverse community. They have formed social clubs, faith communities, and community centers.



Murals Artworks on Rainier Ave S



Brighton Apartments and Muslim Housing Services



Sign located on Rainier Ave S and S Willow St



Southeast Seattle Senior Center



Aki Kurose Middle School



Rainier Ave S and S Eddy St

Architectural Context in Rainier Valley



Martin Luther King Jr. Elementary SChool (Brighton School)



Aki Kurose Middle School



Othello Playground



Seattle Fire Station 28



Minyan Ohr Chadash and Ashreichem Yisrael



Bikur Cholim Machzikay Hadath

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DESIGN GUIDELINES

CONTEXT AND SITE

CS1 NATURAL SYSTEMS AND SITE FEATURES

CS1.B: SUNLIGHT AND NATURAL VENTILATION

Daylight is maximized for interior and exterior spaces based on the form and placement of the buildings. Sufficient amount of glazing will ensure natural daylighting into the residential spaces. Furthermore, the large courtyard to North provides an ample space for natural ventilation and daylight.

CS2 URBAN PATTERN AND FORMS

CS2.B: ADJACENT SITES, STREETS, AND OPEN SPACES

Setback facing Rainier Ave S creates an active and vibrant streetscape with planters along the property line facing West. Landscape buffered areas creates warm, inviting public realm on the site.

CS2.III: HEIGHT, BULK, AND SCALE

Proposed buildings use architectural methods including modulation, color, texture, entries, materials, and entries to break up the facade facing Rainier Ave S. Setbacks, bays, and change of materials help reduce the perceived massing.

CS2.D: HEIGHT, BULK, AND SCALE

The mass is strategically placed on the site to reduce perceived scale of the massing on Rainier Ave S and create a large buffer between the massing and the neighboring buildings. The perceived mass is reduced with additional building setbacks and the use of natural materials. These materials create horizontal and vertical articulation helping to break down the scale of each facade, and avoid blank walls. The modulation of the massing helps break down the scale and better fit in with the neighborhood.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

CS3.A: EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

A combination of street trees, facade modulation, and appropriate drop lighting will help reduce the scale of massing at the street level. These attributes will provide a positive impact and enhance the neighborhood.

PUBLIC LIFE

PL1 CONNECTIVITY

PL1.A: NETWORK OF OPEN SPACES

The large courtyard facing Rainier Ave S includes nice landscaping features such as sculptural park and plants. The large courtyards on West and North of the site provide a gathering space for people to interact and accommodate a variety of activities.

PL1.B: WALKWAYS AND CONNECTIONS

The active sidewalk creates a good transition between the public and private realm. The project is setback from property lines on all sides of the project. Appropriately located massing will provide a good connection to the site.

PL2 WALKABILITY

PL2.B: SAFETY AND SECURITY

Clear lines of sight facing Rainier Ave S create a safe environment. Strategic placement of doors and windows will be designed to encourage natural surveillance as well. Entry lightings will be provided for users and pedestrians with a safer, well-lit street. Planters and planting strips help create more inviting space in the neighborhood.

PL2.II: PEDESTRIAN OPEN SPACES AND ENTRANCES

The inviting courtyard at the entry provides large open spaces as well as 8 feet wide sidewalk for pedestrians.

PL3 STREET-LEVEL INTERACTION

PL3.A: ENTRIES

Primary entry is facing Rainier Ave S. The paved pedestrian ramp will connect the street to the building.

PL3.B: RESIDENTIAL EDGES

The setback created to East facing the SF-5000 zone creates a semi-private space between the proposed buildings and the street to provide safe and private entries for residents and visitors. Facade articulation and massing modulation will be considered to help clearly identify the transition from sidewalk to private residence. The project reduces the scale of the street wall with the placement of landscaping features and setback.

PL4 ACTIVE TRANSPORTATION

PL4.A: ENTRY LOCATIONS AND RELATIONSHIPS

The proposed design serves all modes of transportation through pedestrian-friendly sidewalks and parking stalls. As the project site is located close to the bus stop on Rainier Ave S, the proposed design connects all major points of access on the site.

DESIGN CONCEPT

DC1 PROJECT USES AND ACTIVITIES

DC1.B: VEHICULAR ACCESS AND CIRCULATION

The project provides an easy vehicular transition from Rainier Ave S to the LP1 garage level in the building. Improved street conditions such as sidewalks and planting strips create safer and attractive conditions for pedestrians and drivers.

DC1.C: PARKING AND SERVICE USES

The parking stalls are placed below the grade on level P1 to hide cars for the public realm.

DC2 ARCHITECTURAL CONCEPT

DC2.A: MASSING

The form of the building relates to the neighborhood in height and scale. The massing is strategically placed to provide large open spaces on all sides of the project site. The scale of the proposed design has been reduced by creating setbacks.

DC2.B: ARCHITECTURAL AND FACADE COMPOSITION

Proposed design will carry a consistent architectural concept and well-balanced horizontal and vertical elements to create a pleasing, warm facade that adds visual interest to the massing.

DC2.C: SECONDARY ARCHITECTURAL FEATURES

Careful considerations and studies will be done for the facade composition of the proposed design. All facades will be carefully designed to avoid blank walls. Well-proportioned placement of bays, materials, and other architectural features that create consistent patterns to help break down the scale of perceived massing will be considered.

DC2.D: SCALE AND TEXTURE

Character of the proposed design will be well established by the use of materials and facade articulation for the street level and overall design.

DC3 OPEN SPACE CONCEPT

DC3.B: OPEN SPACES AND USES ACTIVITIES

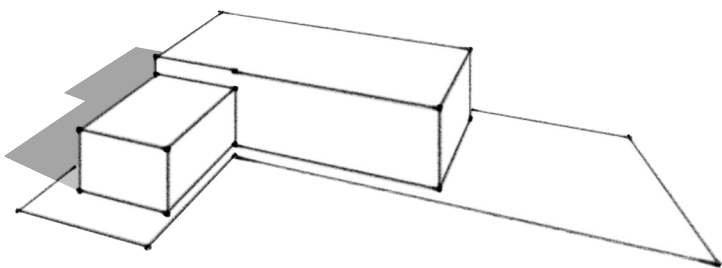
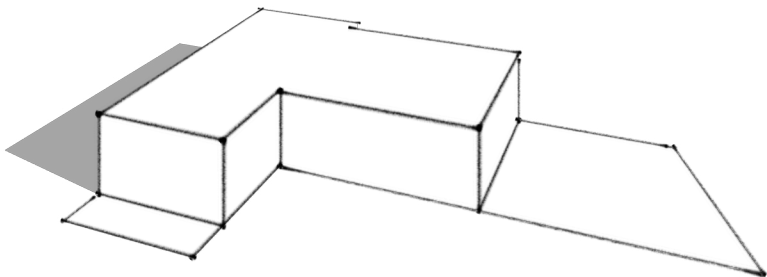
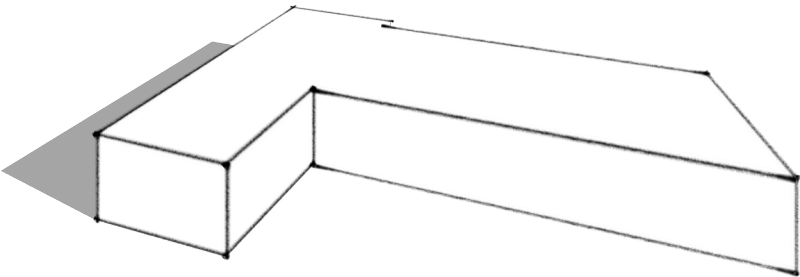
Large open courtyards around the building allow for more natural light and green spaces. The large courtyards create opportunities for outdoor activities. The building also has a roof deck access for activities and additional outdoor space. It can be used to lounge, barbecue, and interact with adjacent neighbors.

DC4 MATERIALS

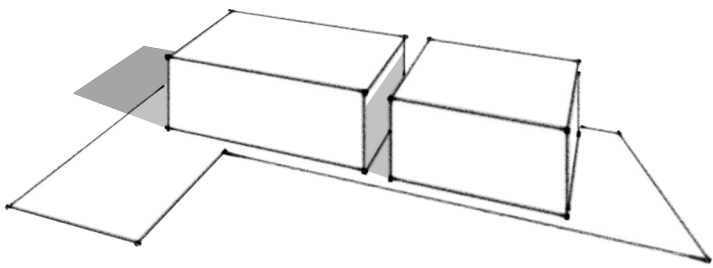
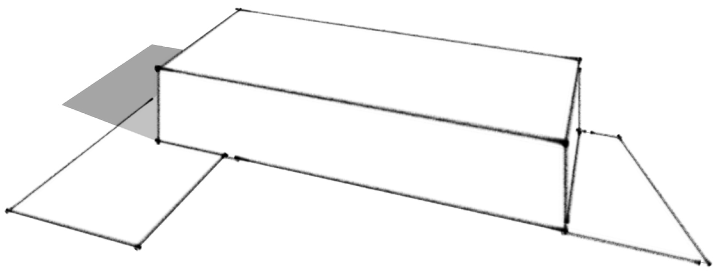
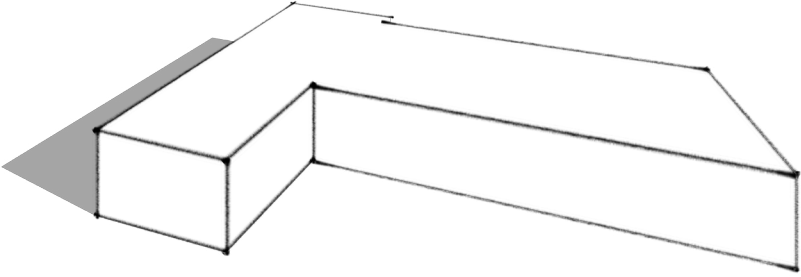
DC4.A EXTERIOR ELEMENTS AND FINISHES

Durable and high-quality materials will be used for the proposed design. Consistent transition between materials will also help to scale down the massing.

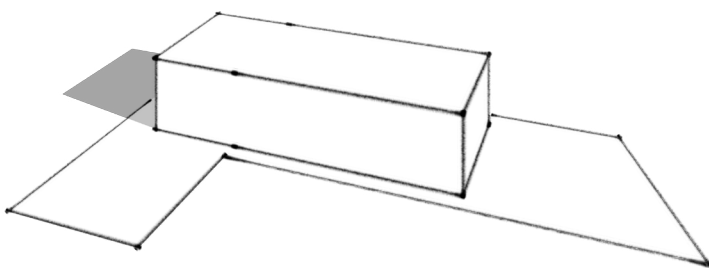
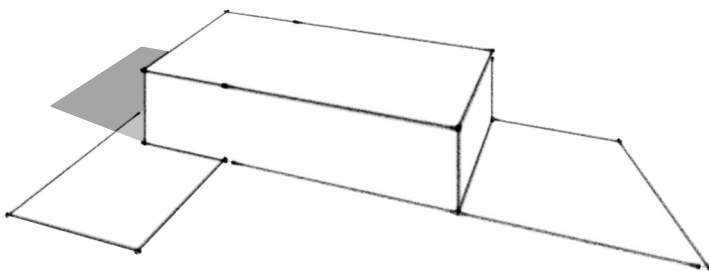
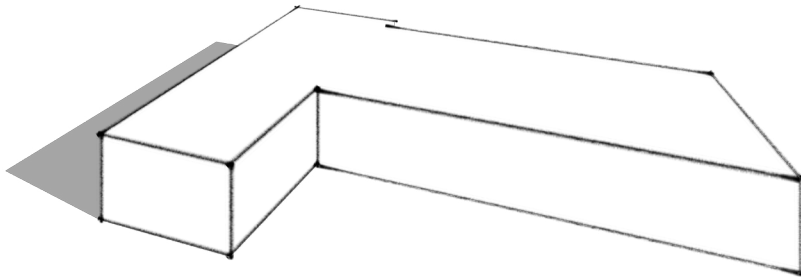
Evolution of Massing Ideas



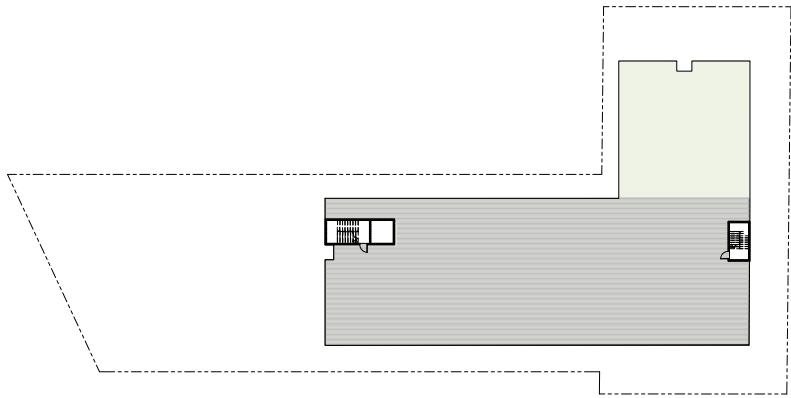
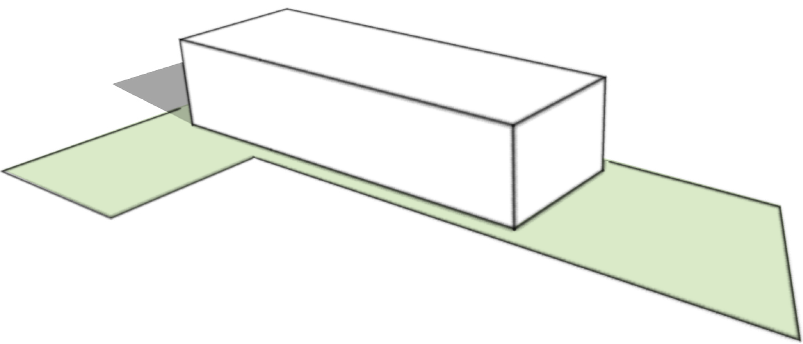
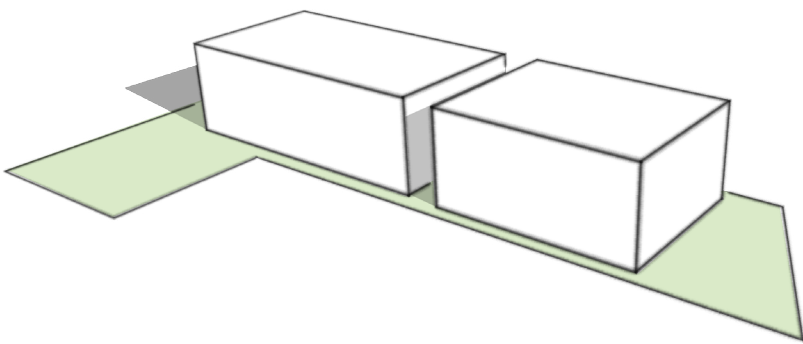
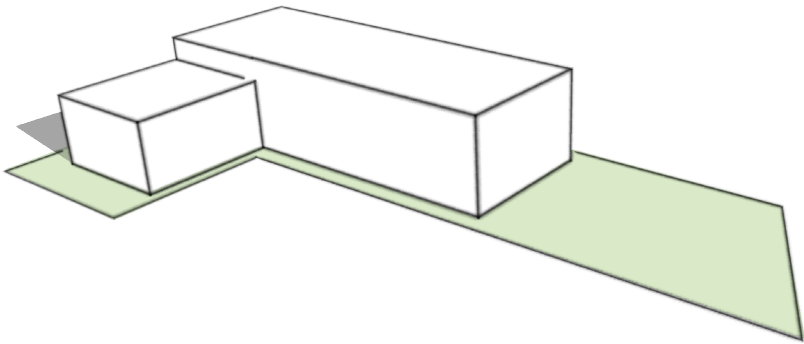
Scheme 1



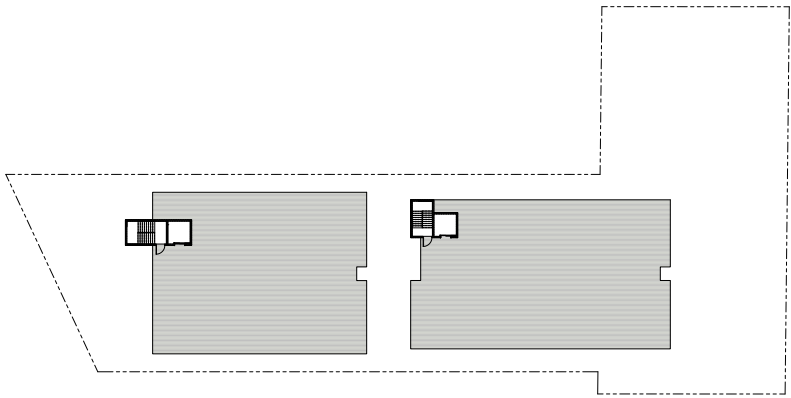
Scheme 2



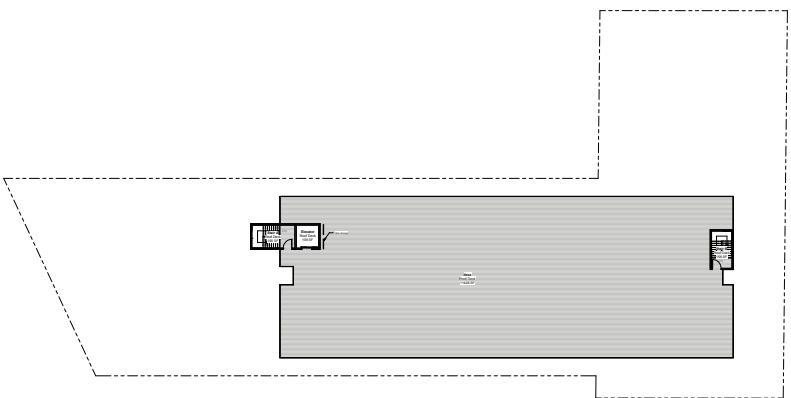
Scheme 3, Preferred



Scheme ①



Scheme ②



Scheme ③

Scheme 1

Scheme 1 has an L-shaped massing that follows the shape of the two parcels. Side setbacks to North and South allows for nice landscaping buffer zones from the adjacent buildings. Scheme 1 massing is located furthest away from Rainier Ave S, allowing the perceived massing on the street to be relatively small.

Total Area: 46,248sf

Maximum FAR: Apt 1.6 Max (When Apts Freq Transit)

$1.6 \times 28,928\text{sf} = 46,248.8\text{sf}$

$46,248\text{sf} < 46,248.8\text{sf}$

Number of Units: 92 Apartments

Number of Parking Stalls: 46 Parking stalls Provided, 50% required

Positives:

1. Large open space facing Rainier Ave S and to North
2. Wide side setbacks to East and West
3. Reduced perceived massing on the street

Negatives:

1. The entries are long distance away from the street
2. The L-shaped massing provides less privacy to adjacent buildings to North
3. Less natural lighting and ventilation for units on SE corner
4. The scale of the massing seems large to surrounding neighbors
5. The perceived massing is large facing the SF-5000 zone to North
6. The roof deck is available to residents only

No Departures Requested



Street View from Rainier Ave S



Looking NE View



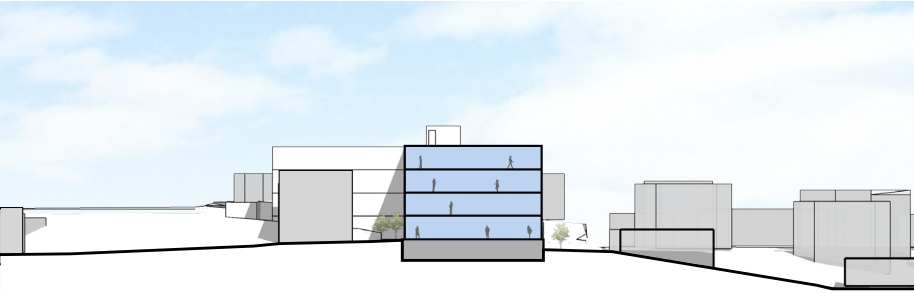
Looking NW View



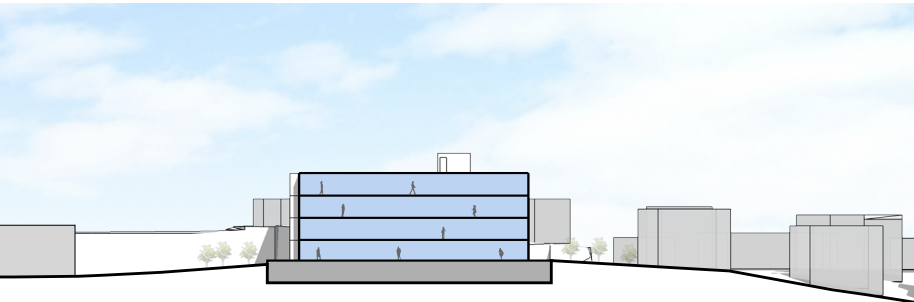
Looking SW View



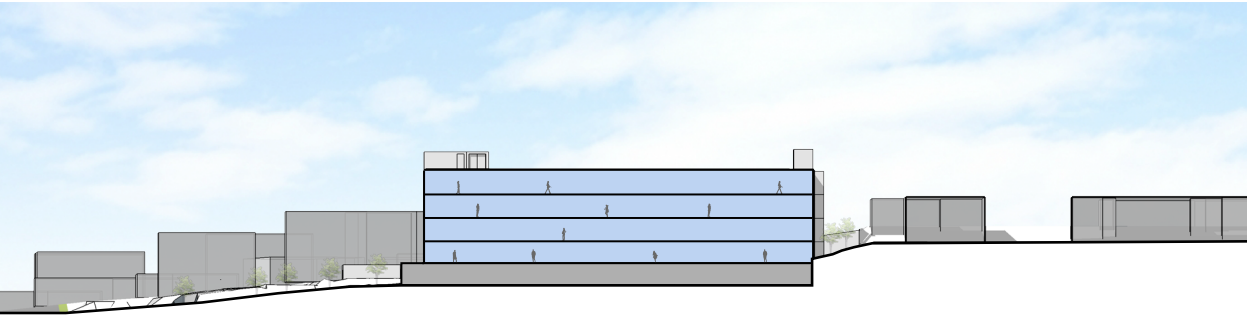
Looking West View



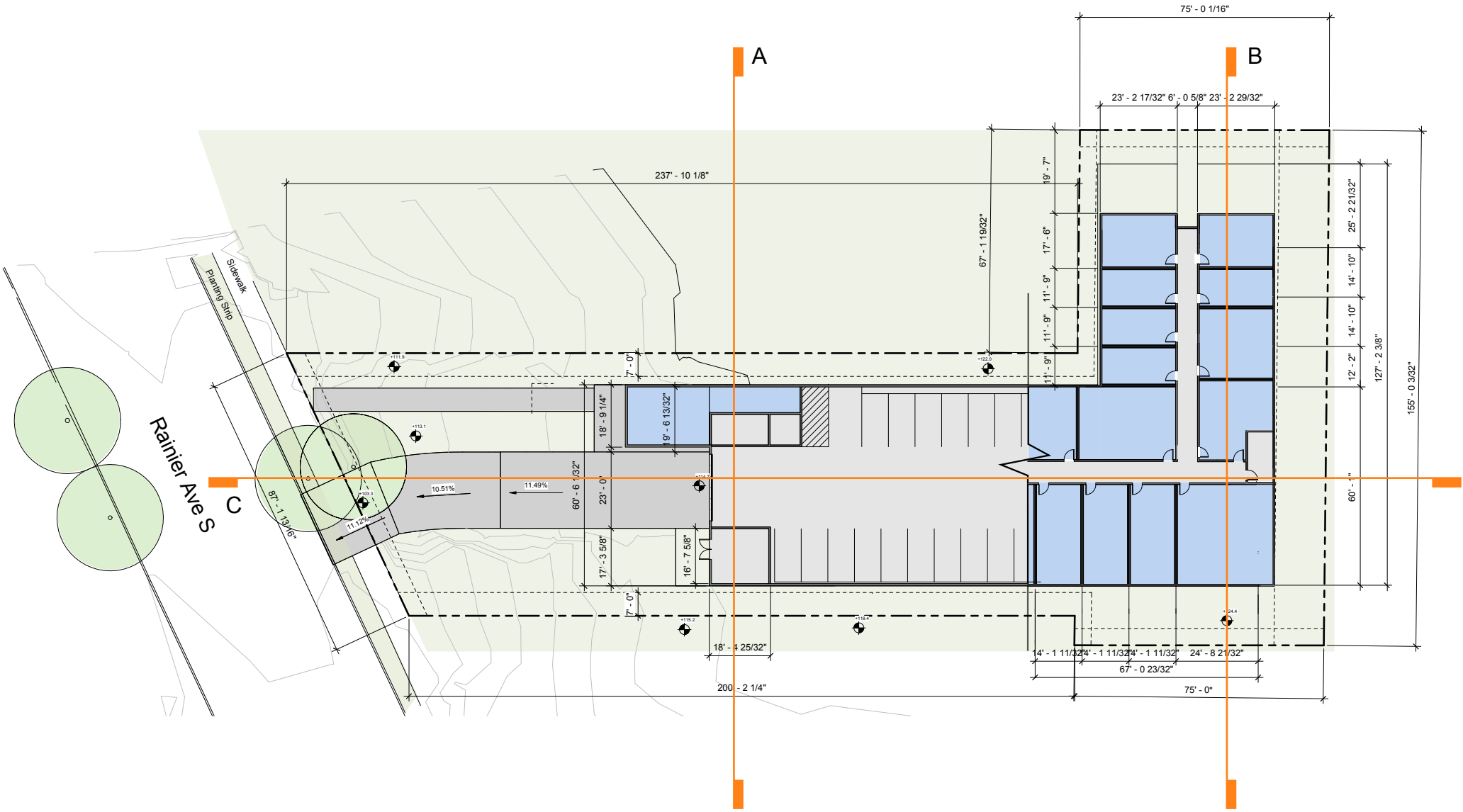
Section A



Section B

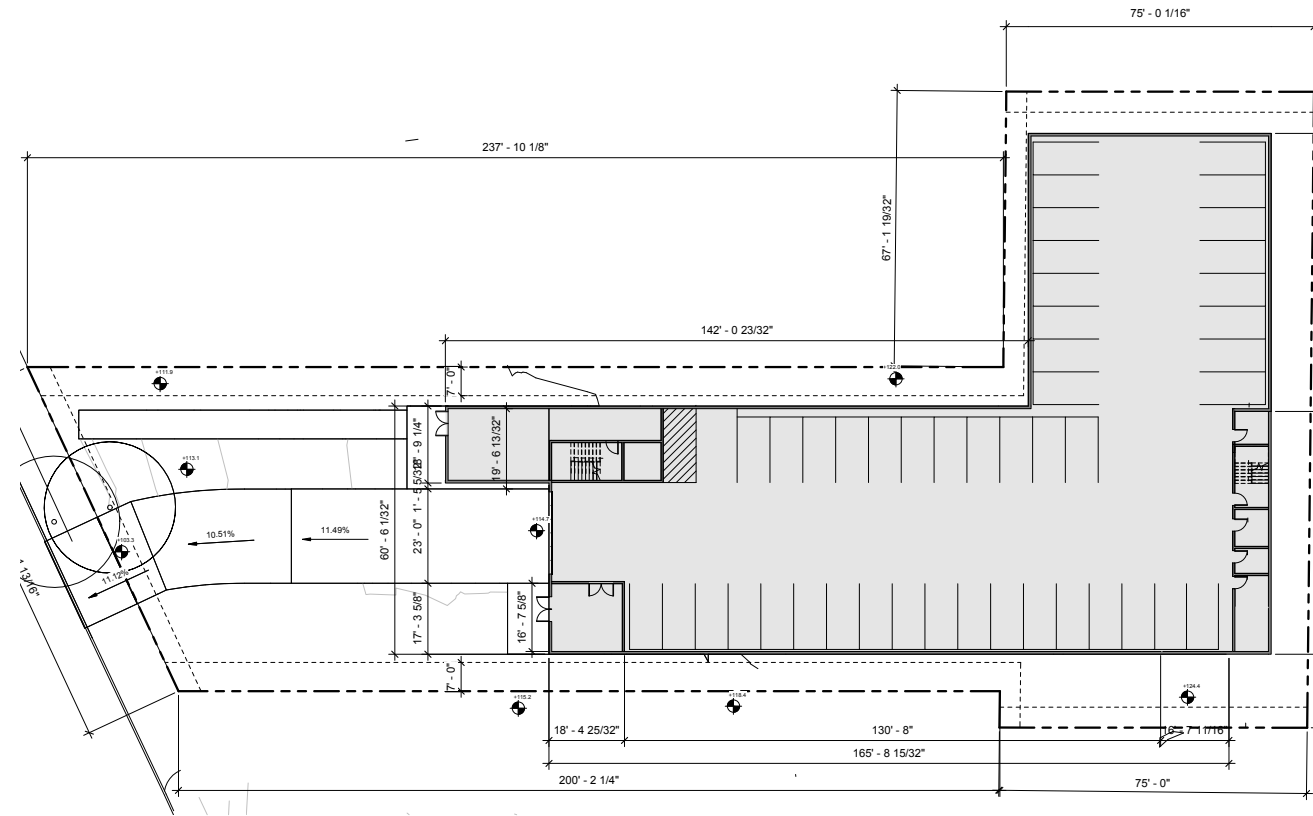


Section C

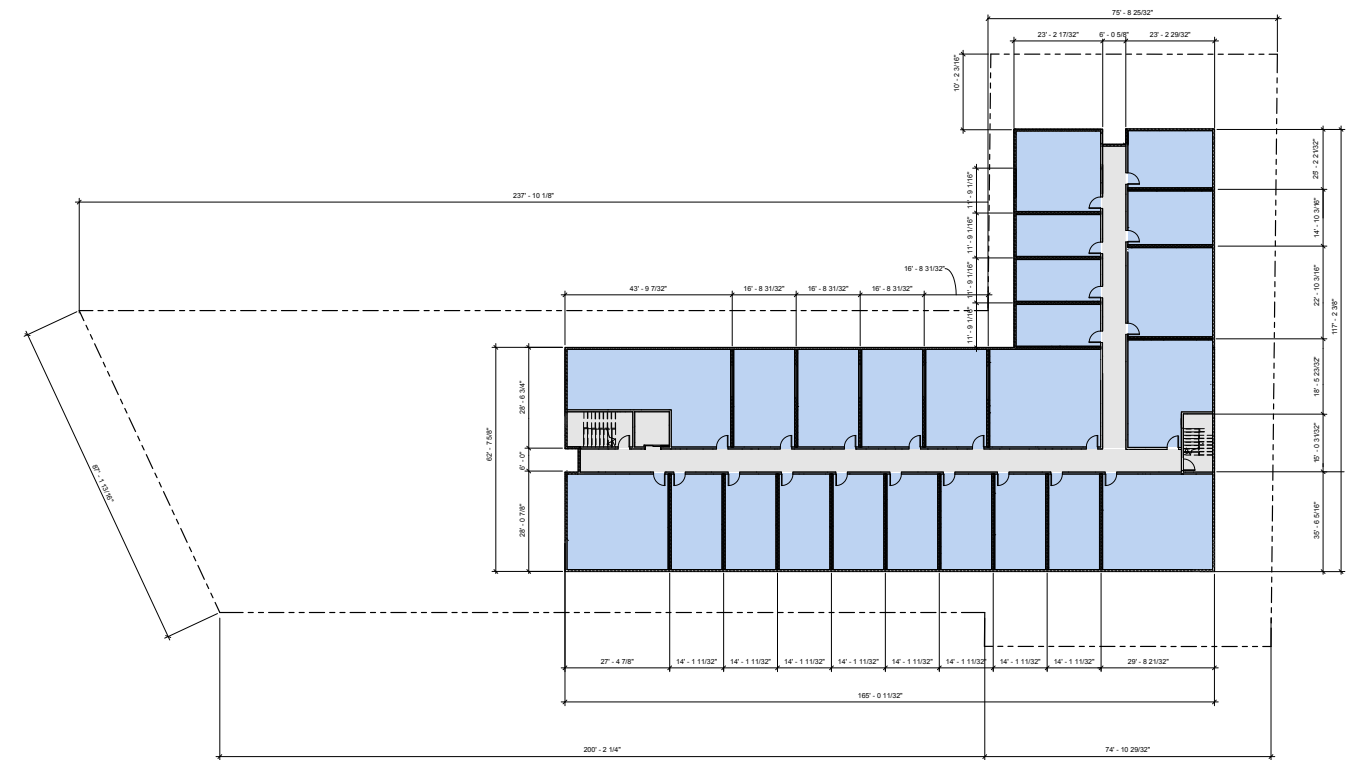


EDG Scheme 1: Site Plan

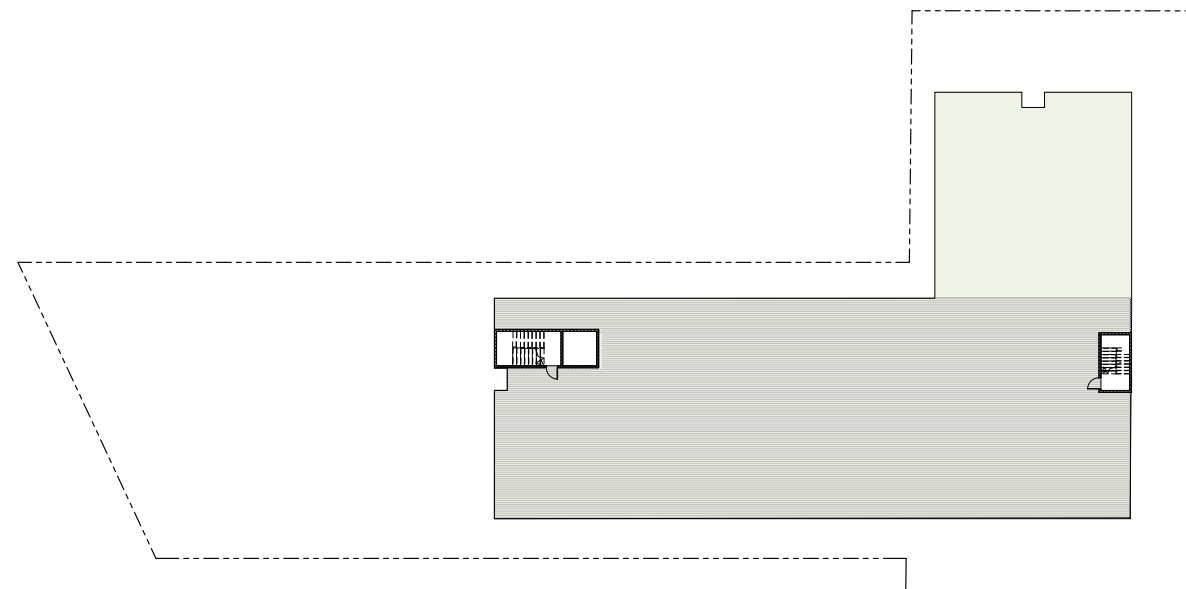
Parking, Support
Courtyard, Green Space
Residential



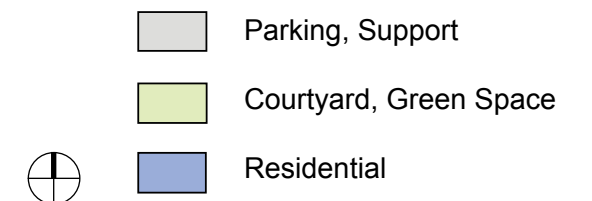
EDG Scheme 1: Level P1 Plan



EDG Scheme 1: Level 1-4 Plan



EDG Scheme 1: Roof Deck Plan



Scheme 2

Scheme 2 is broken down into two massings and separated by a nice 15-foot wide courtyard. The perceived scale of the this scheme is small as the massing is broken down. Two massings are located closer to the street, allowing a large courtyard area at the back facing the single-family residential zone.

Total Area: 46,248sf

Maximum FAR: Apt 1.6 Max (When Apts Freq Transit)

1.6 x 28,928sf = 46,248.8sf

46,248sf < 46,248.8sf

Number of Units: 98 Apartments

Number of Parking Stalls: 49 Parking stalls Provided, 50% required

Positives:

1. The massing is broken down into two to reduce scale
2. Nice courtyard between the two buildings and to North
3. Large setback to East facing SF-5000 zone
4. The entry for the West massing is located close to the street

Negatives:

1. Two buildings create a longer strip of perceived massing to North and South
2. The entry for the East massing is located too far from the street
3. More neighboring buildings will be affected by two buildings
4. Less number of residential units and parking spaces available.
5. The roof deck is available to residents only

No Departures Requested



Street View from Rainier Ave S



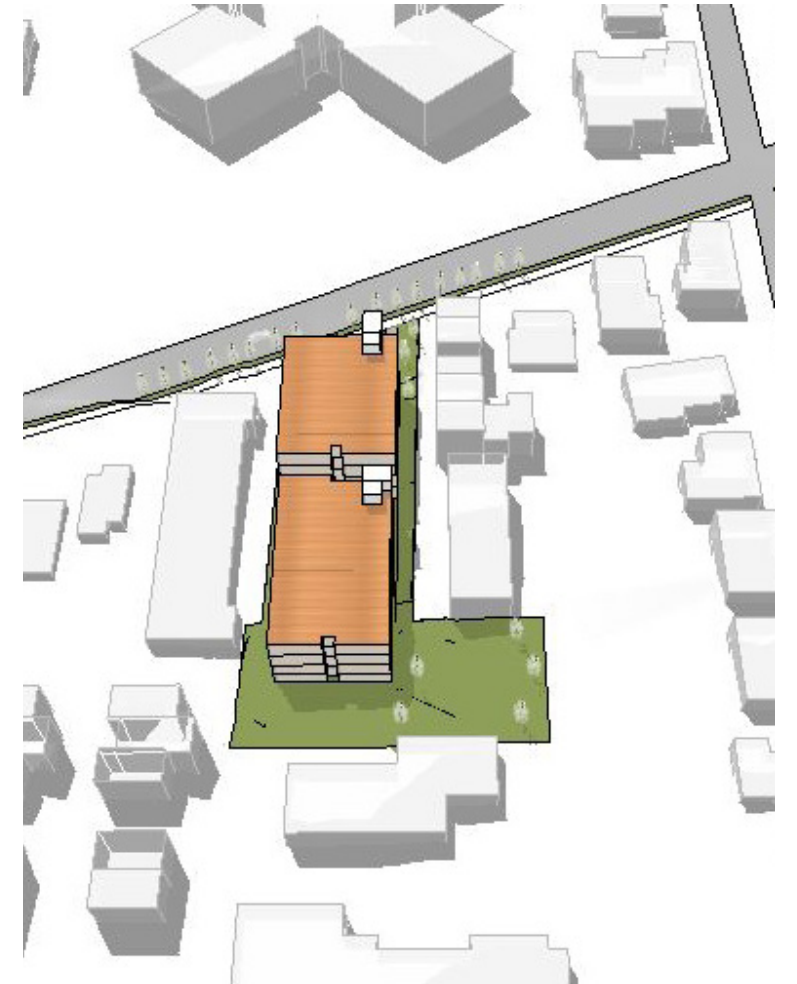
Looking NE View



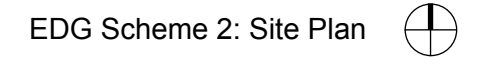
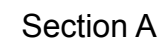
Looking NW View






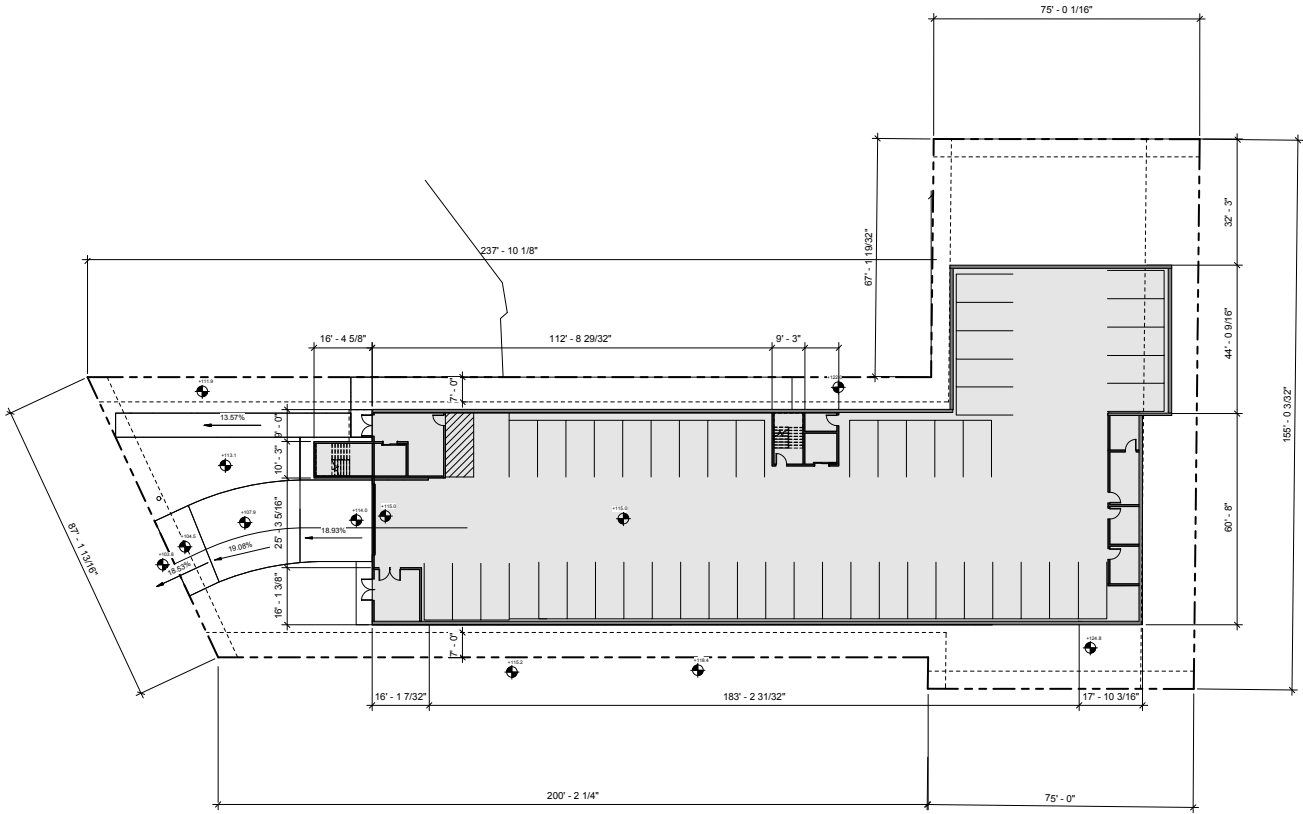
Looking SW View



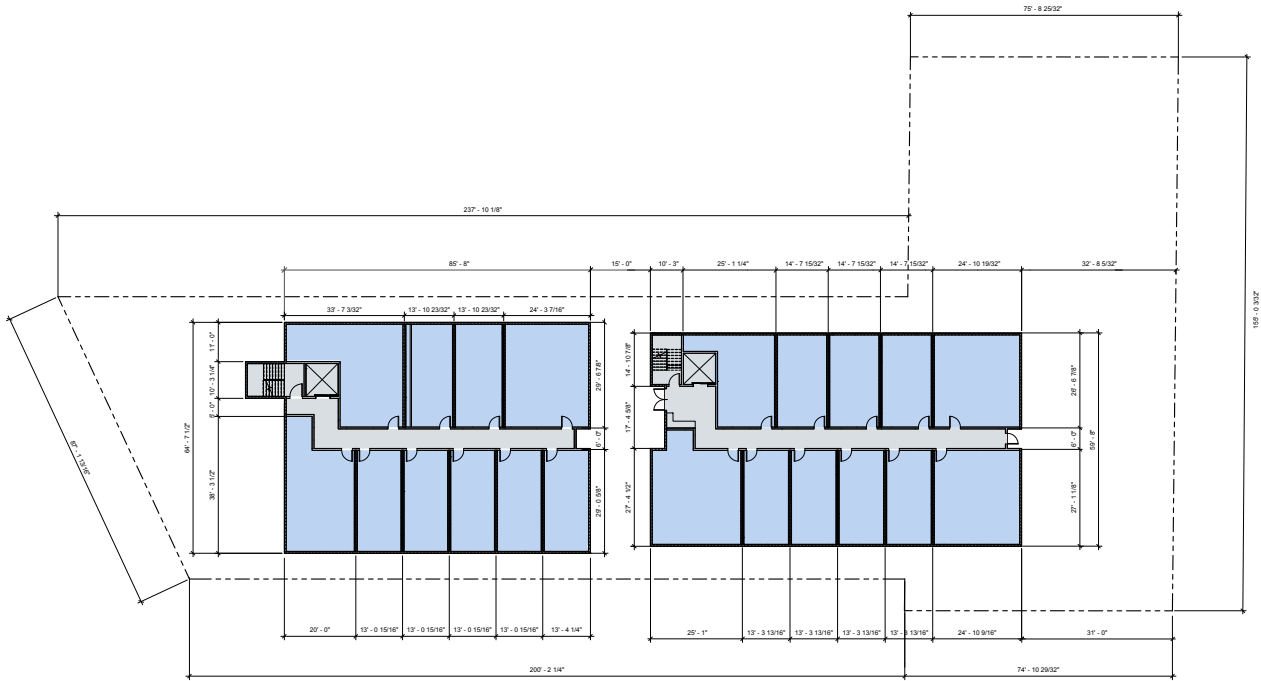
Looking West View



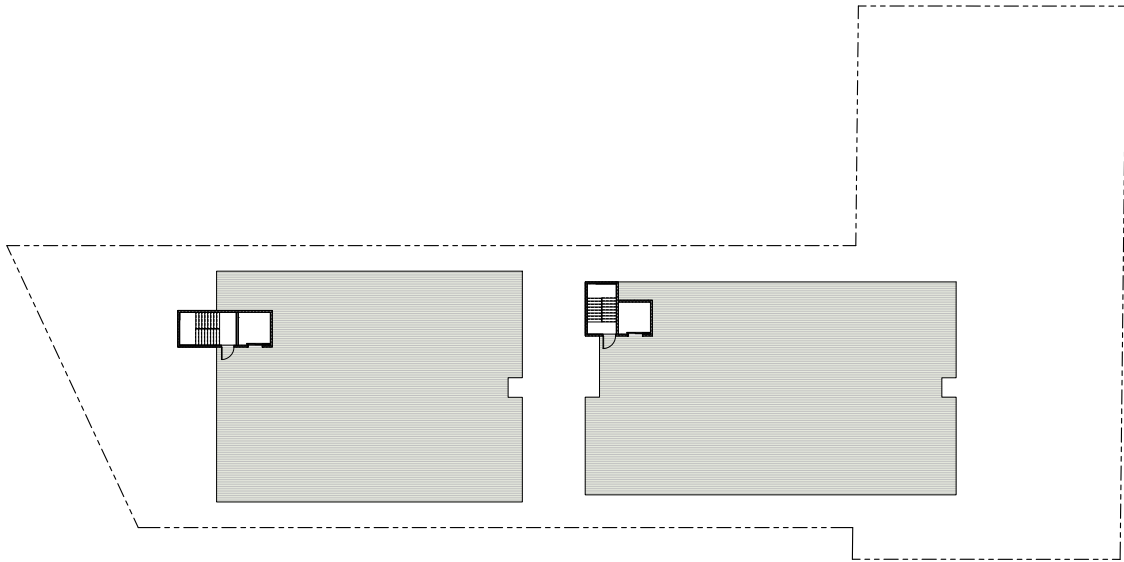
-  Parking, Support
-  Courtyard, Green Space
-  Residential






EDG Scheme 2: Level P1 Plan



EDG Scheme 2: Level 1-4 Plan



EDG Scheme 2: Roof Deck Plan

-  Parking, Support
-  Courtyard, Green Space
-  Residential

Scheme 3

The preferred scheme is the best scheme that provides large open spaces on all sides of the project site. It has large setback from the Rainier Ave S to reduce the perceived scale at the street level and also creating inviting and vibrant entry with landscaping features. The massing also provides a sufficient setback to East that is facing the single-family residential zone.

Total Area: 46,248sf

Maximum FAR: Apt 1.6 Max (When Apts Freq Transit)

$1.6 \times 28,928\text{sf} = 46,248.8\text{sf}$

$46,248\text{sf} < 46,248.8\text{sf}$

Number of Units: 98 Apartments

Number of Parking Stalls: 49 Parking stalls Provided, 50% required

Positives:

1. Open spaces on all sides of the project site
2. Nice, inviting courtyards facing the street and to North
3. Setbacks allow privacy for adjacent neighbors
4. Reduced scale of the massing at the street level with a setback to Rainier Ave S
5. Provides more residential units than other schemes
6. Perceived massing is relatively smaller than other schemes in all directions

Negatives:

1. The roof deck is available to residents only
2. The entry is some distance away from Rainier Ave S

No Departures Requested



Street View from Rainier Ave S



Looking NE View



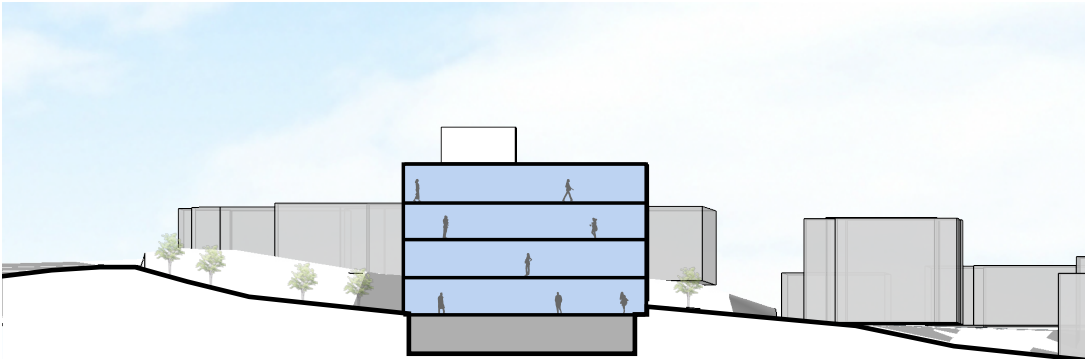
Looking NW View



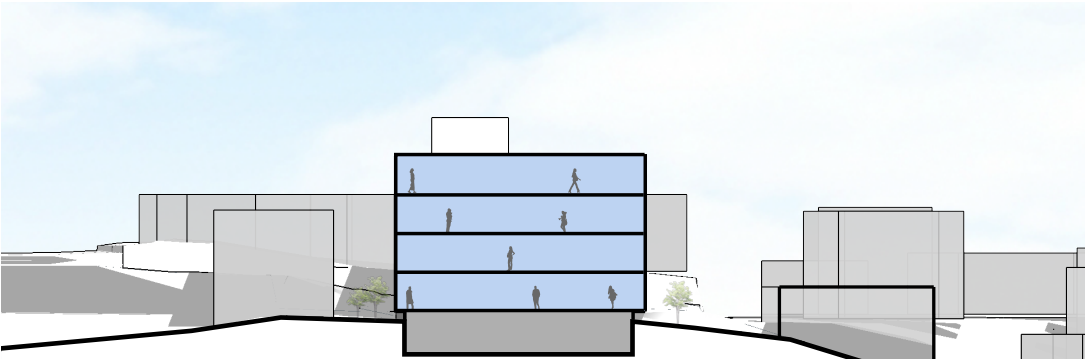
Looking SW View



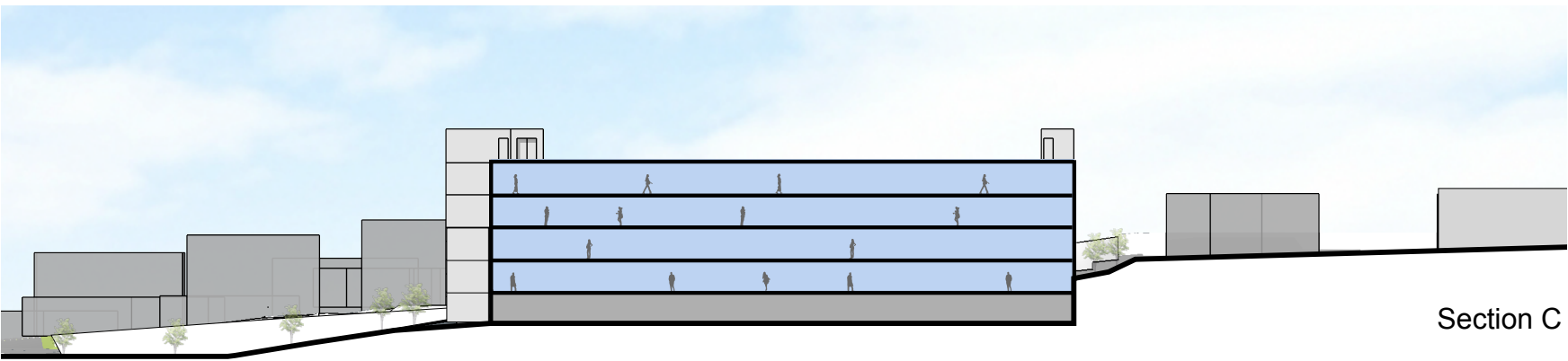
Looking West View



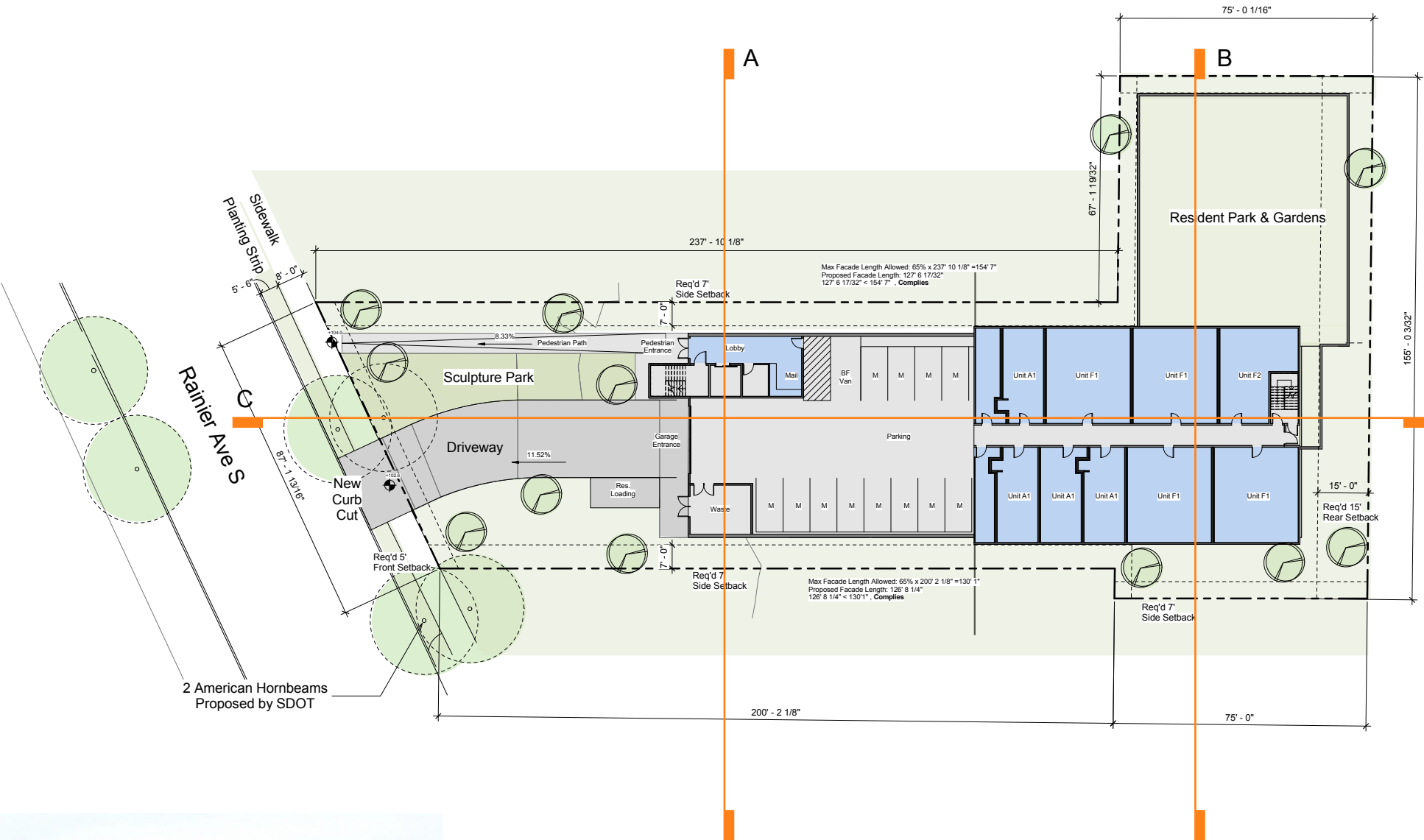
Section A



Section B

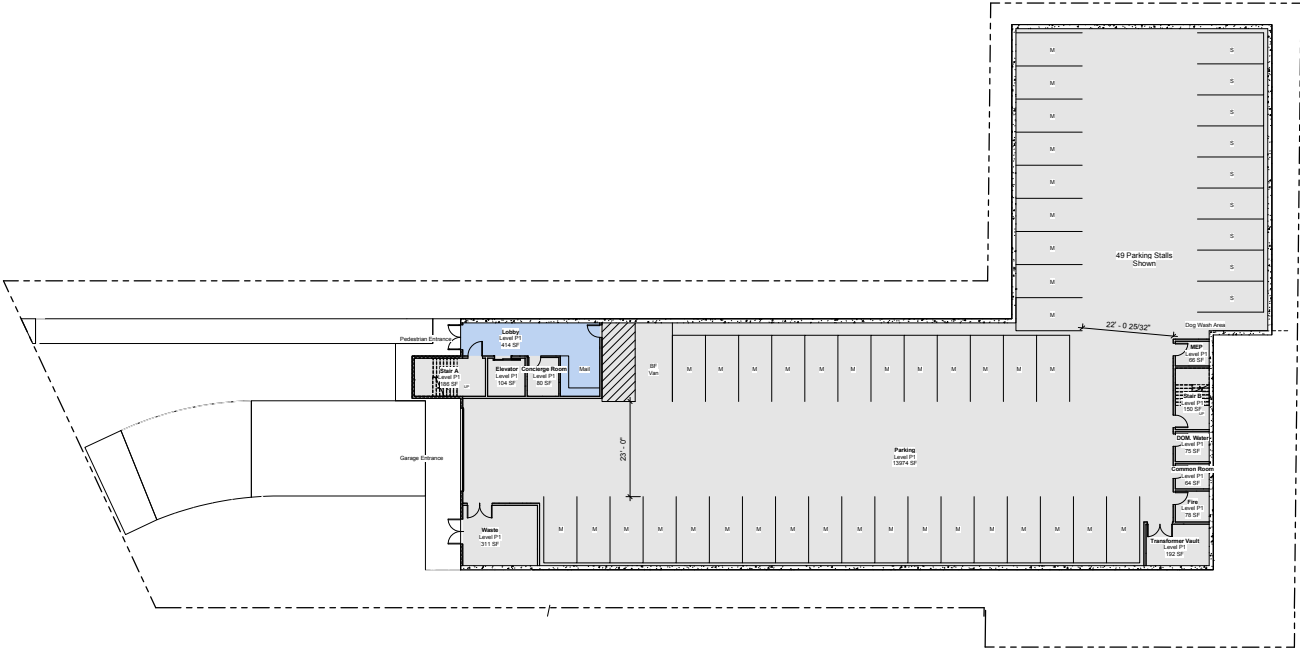


Section C

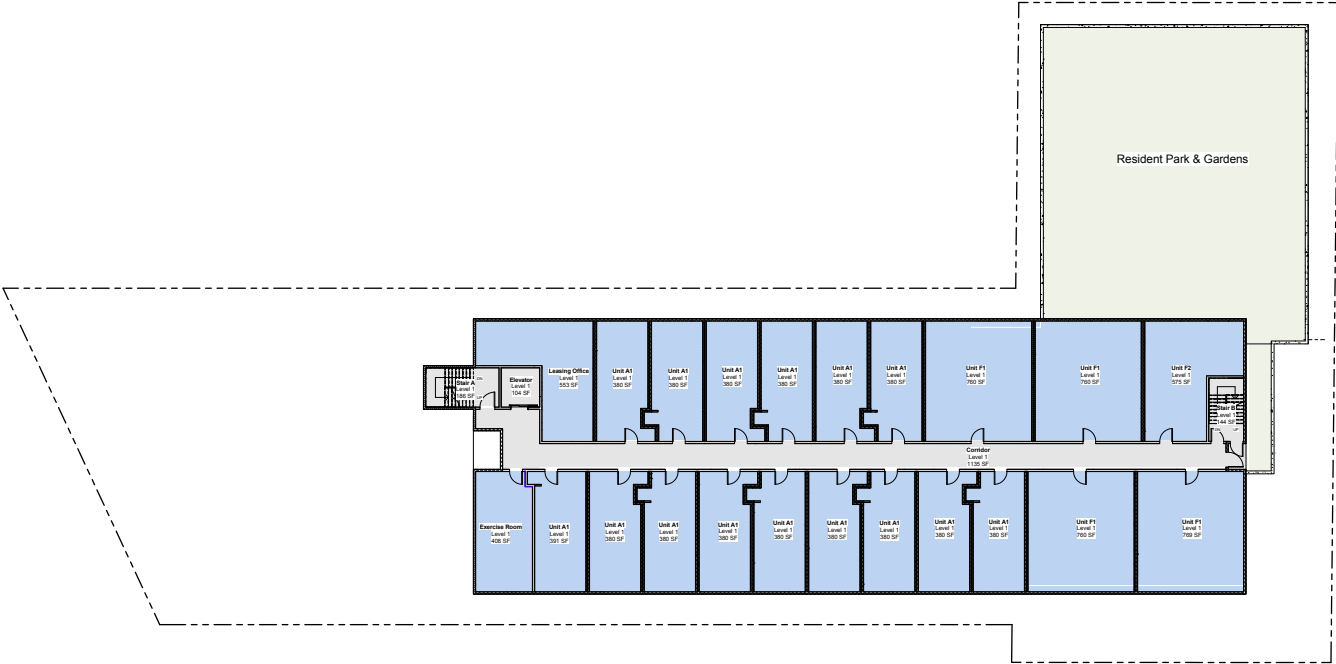


EDG Scheme 3: Site Plan

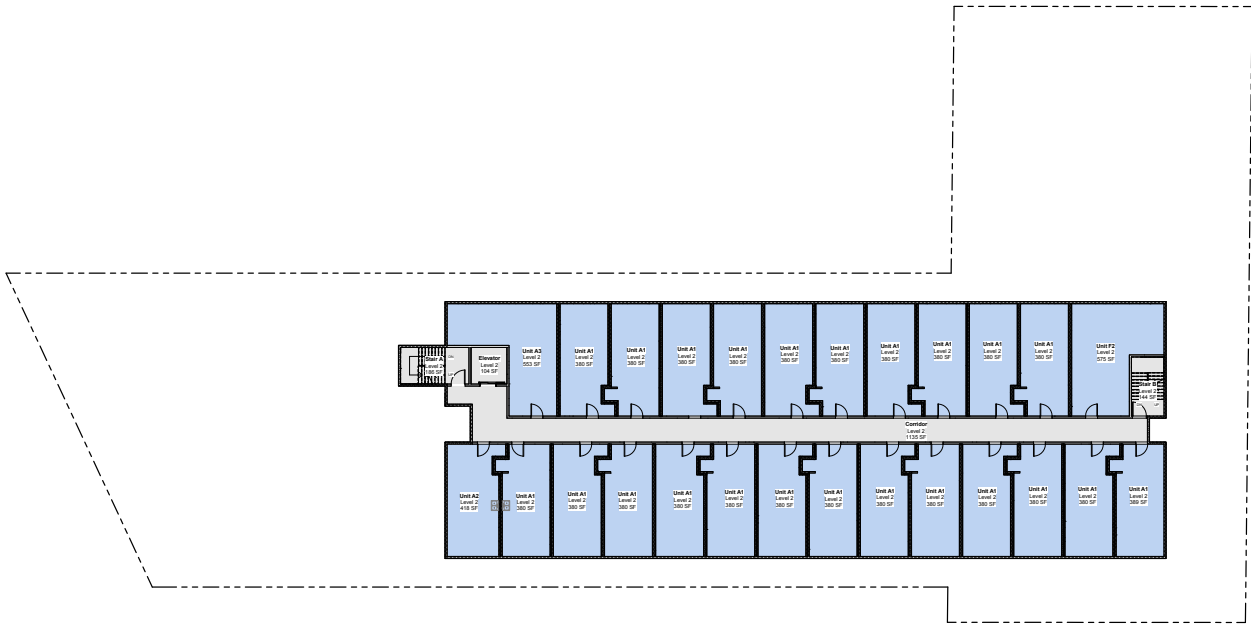
- Parking, Support
- Courtyard, Green Space
- Residential



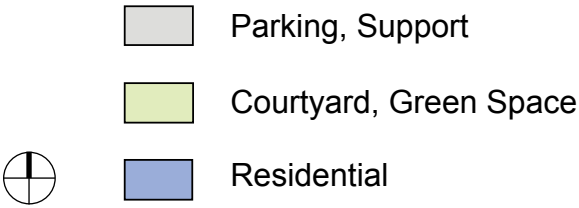
EDG Scheme 3: Level P1 Plan



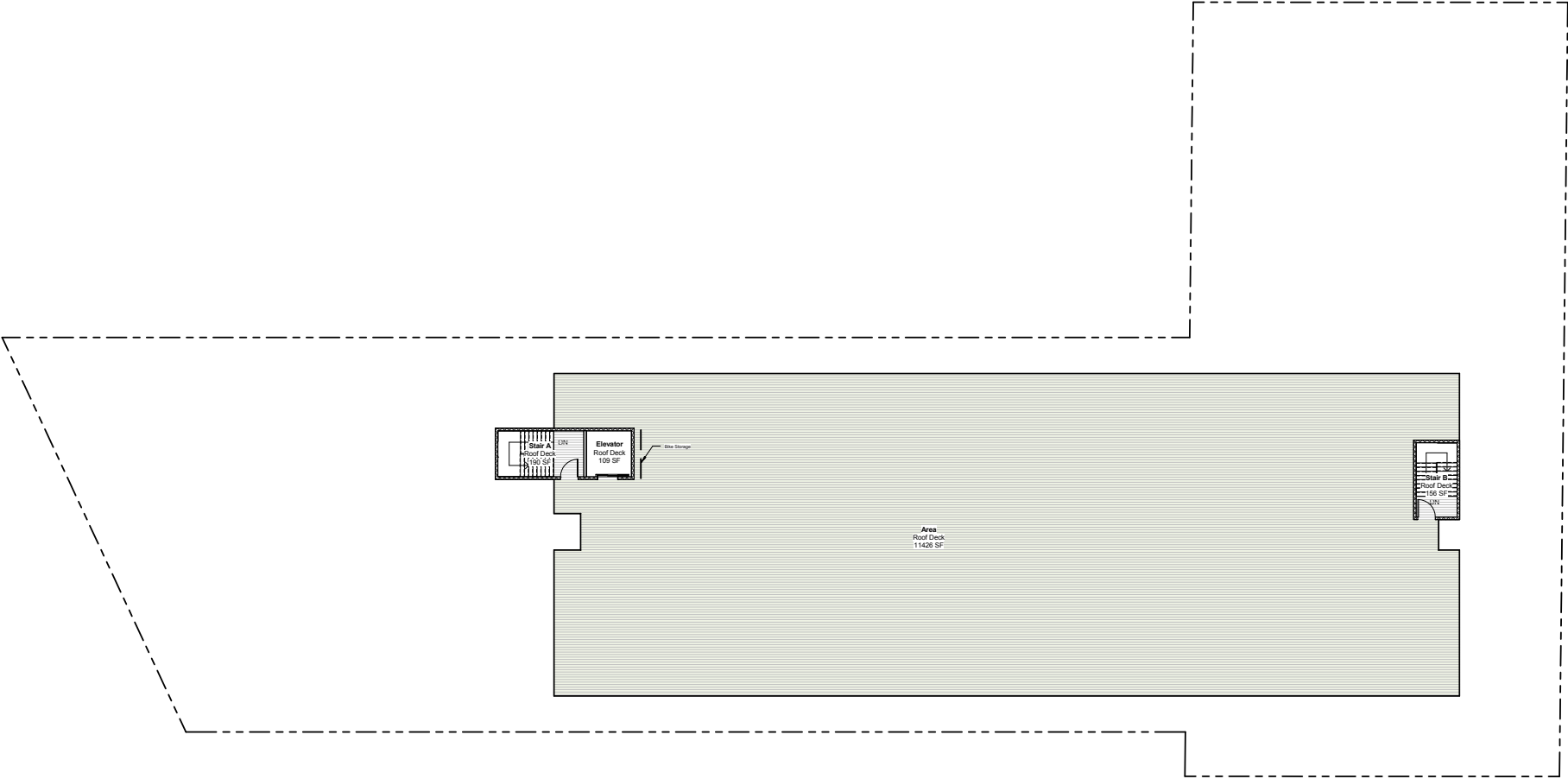
EDG Scheme 3: Level 1-4 Plan



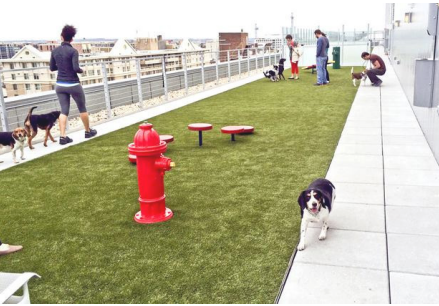
EDG Scheme 3: Roof Deck Plan



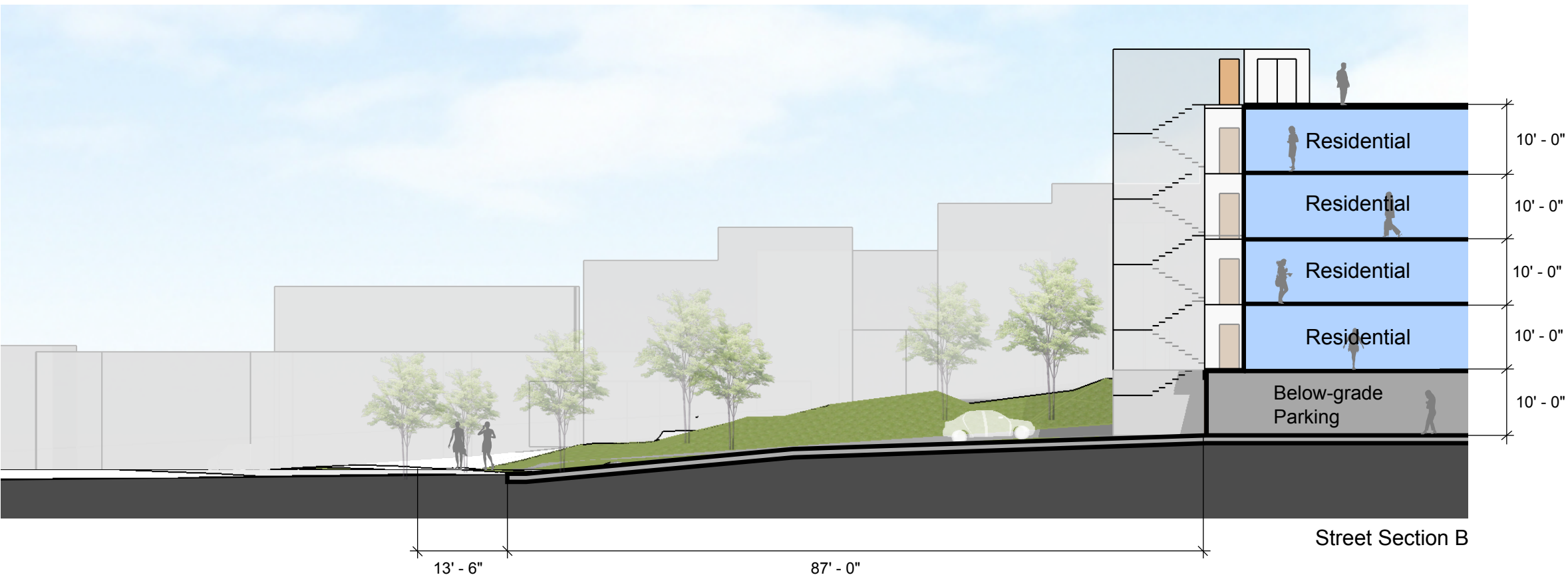
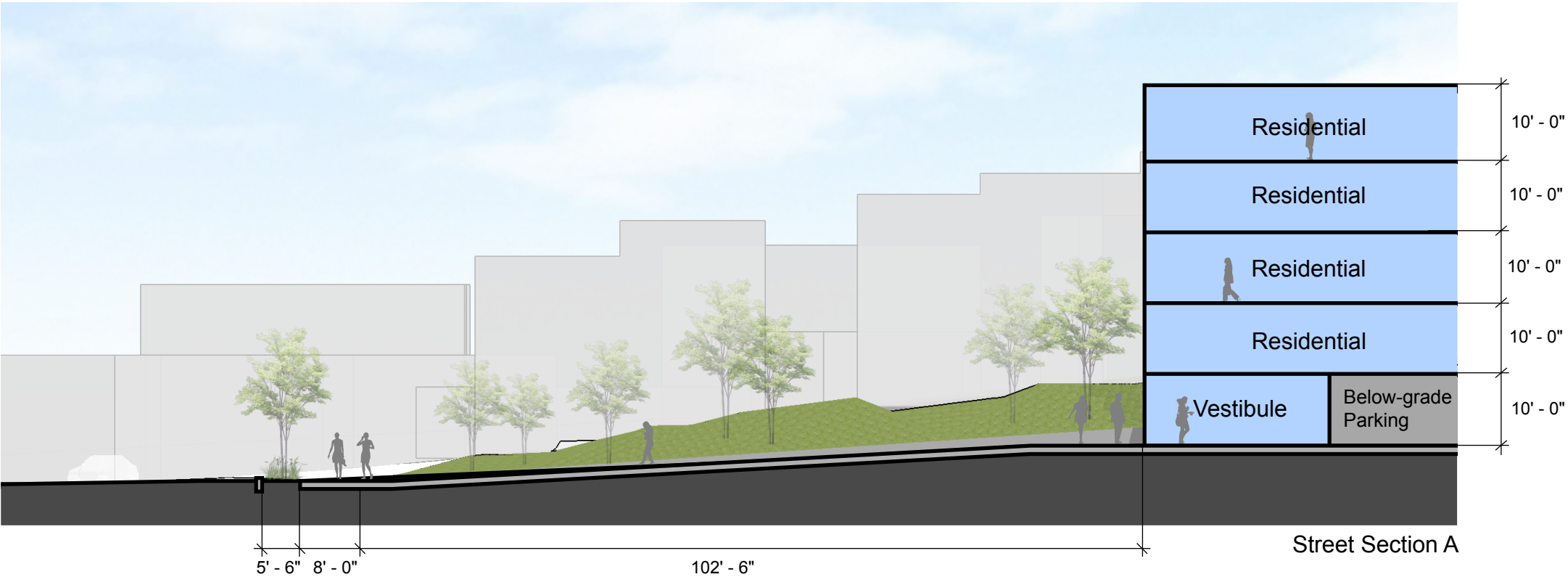
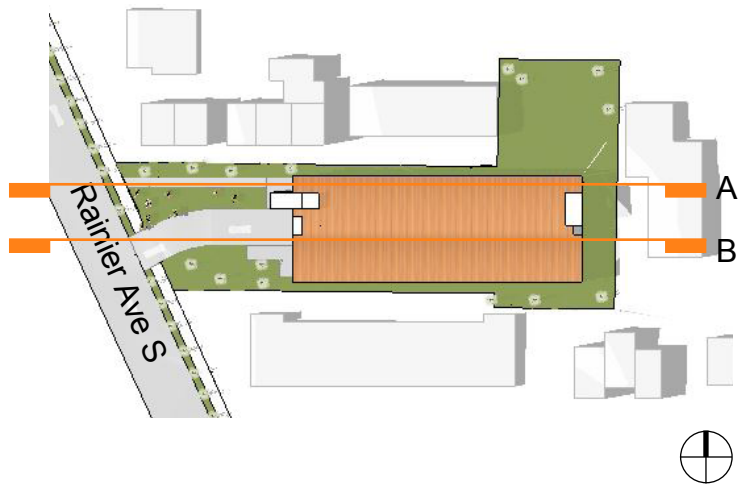
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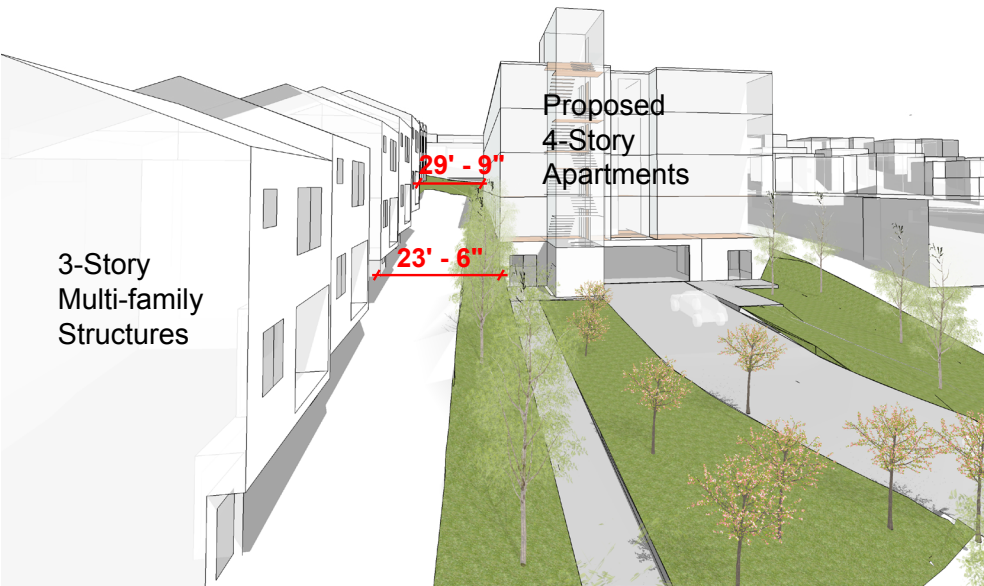


EDG Scheme 3: Roof Deck Plan



Street Sections





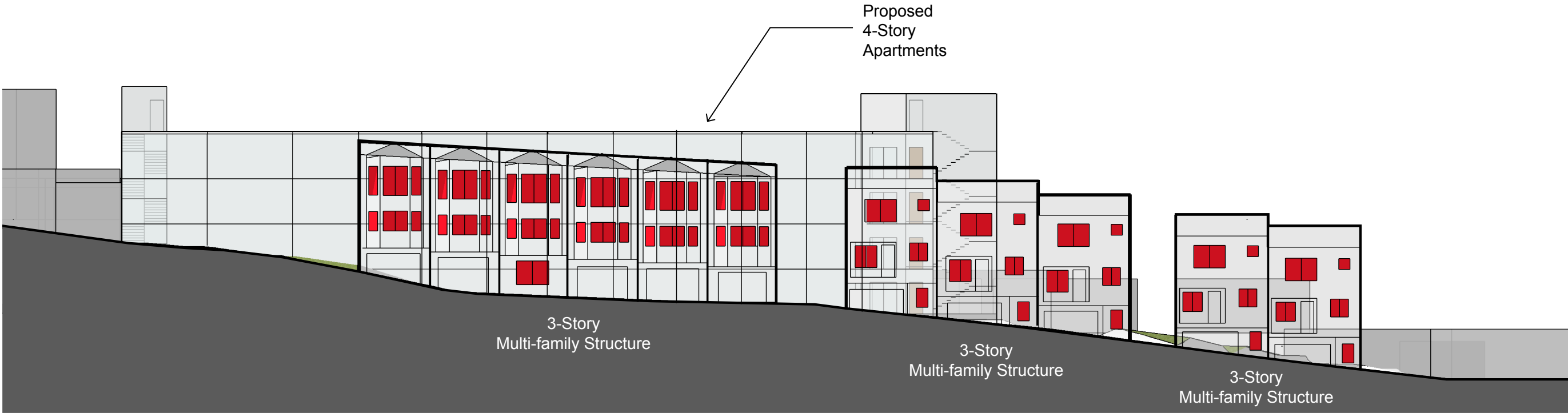
Looking from Rainier Ave S



6-Unit Multi-family Structure Facing The Project Site

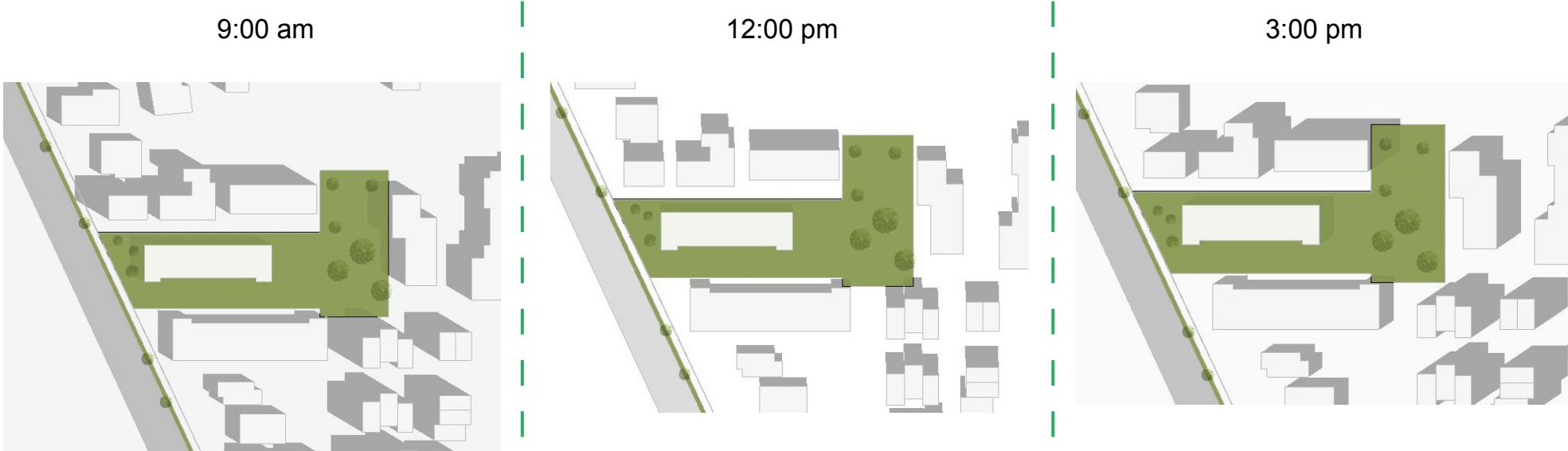


Multi-family Structures Facing The Project Site

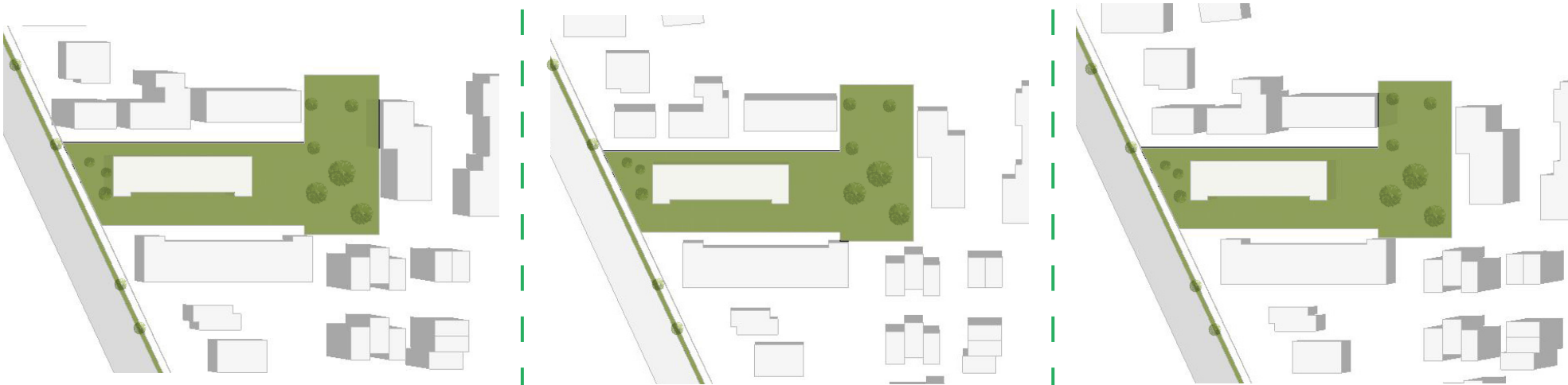


Existing Shadow Study

March 21
(Vernal/ Autumnal
Equinox)



June 21
(Summer Solstice)



December 21
(Winter Solstice)



Preferred Scheme 3 Shadow Study

March 21
(Vernal/ Autumnal
Equinox)

9:00 am



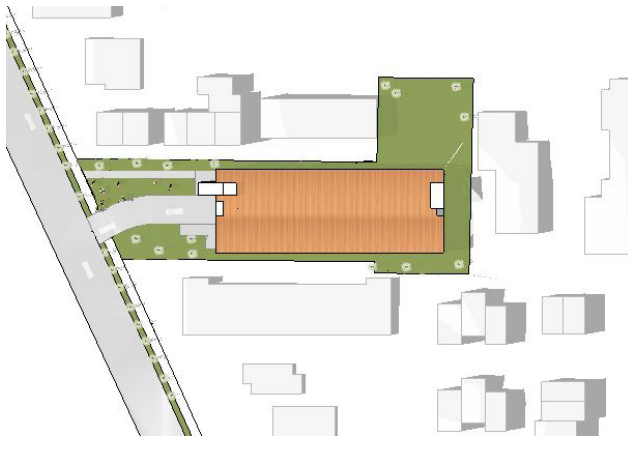
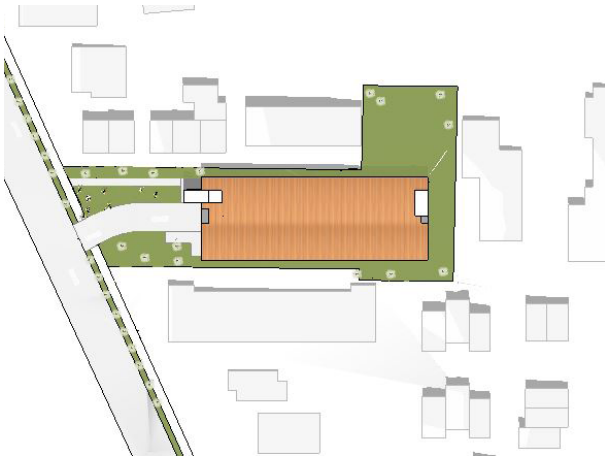
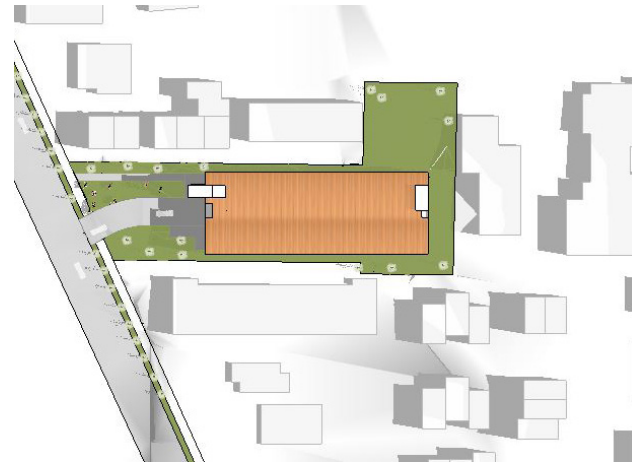
12:00 pm



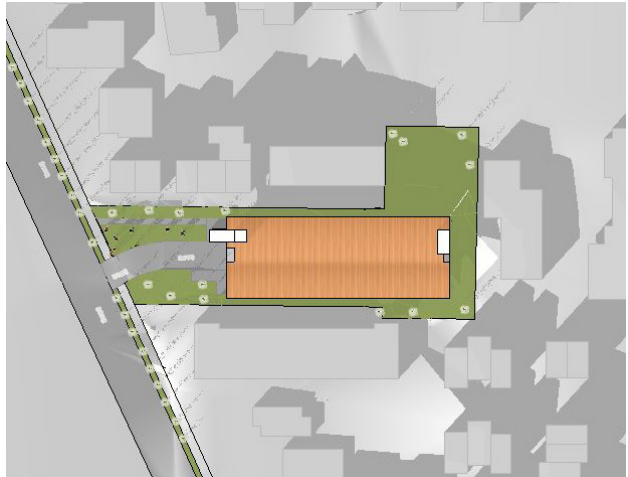
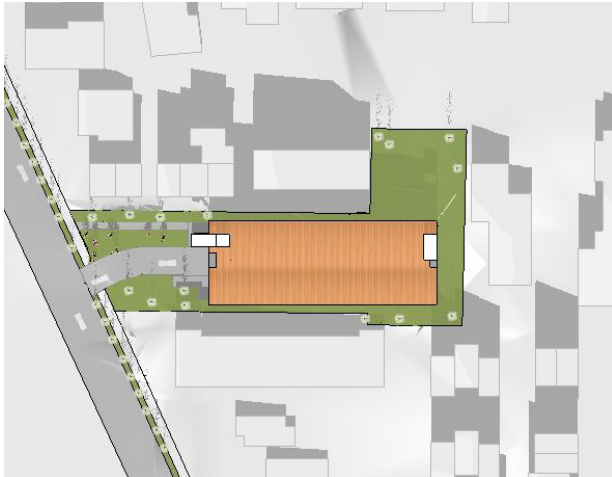
3:00 pm



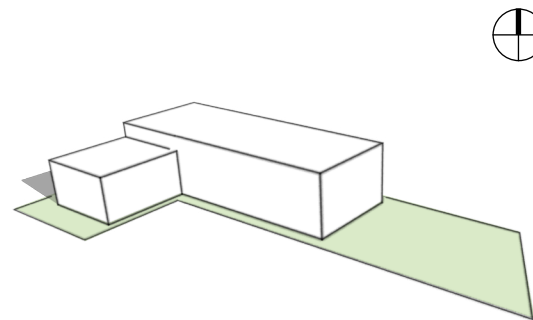
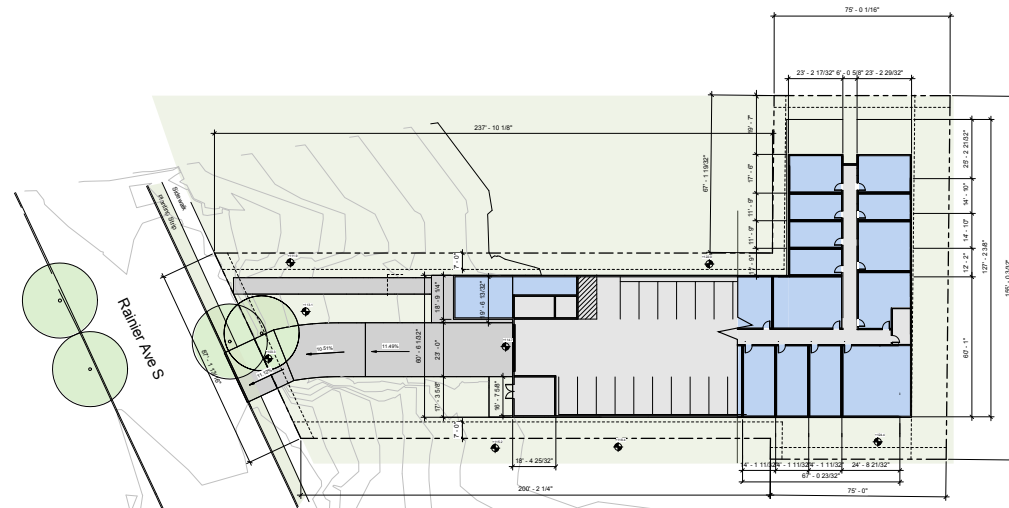
June 21
(Summer Solstice)



December 21
(Winter Solstice)



Scheme 1



Positives:

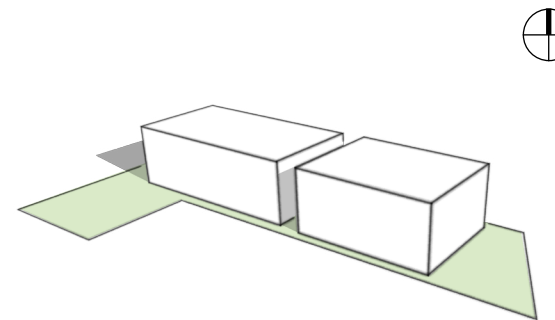
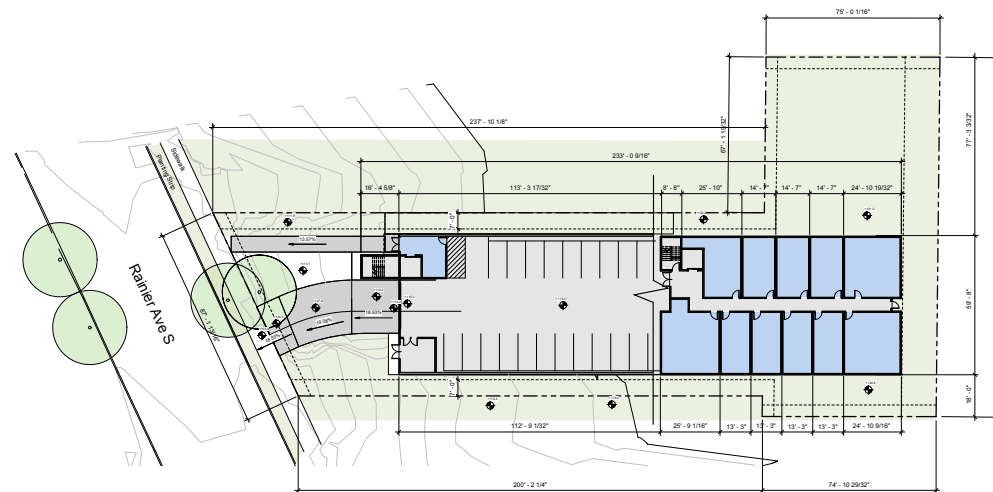
1. Large open space facing Rainier Ave S and to North
2. Wide side setbacks to East and West
3. Reduced perceived massing on the street

Negatives:

1. The entries are long distance away from the street
2. The L-shaped massing provides less privacy to adjacent buildings to North
3. Less natural lighting and ventilation for units on SE corner
4. The scale of the massing seems large to surrounding neighbors
5. The perceived massing is large facing the SF-5000 zone to North
6. The roof deck is available to residents only

No Departures Requested

Scheme 2



Positives:

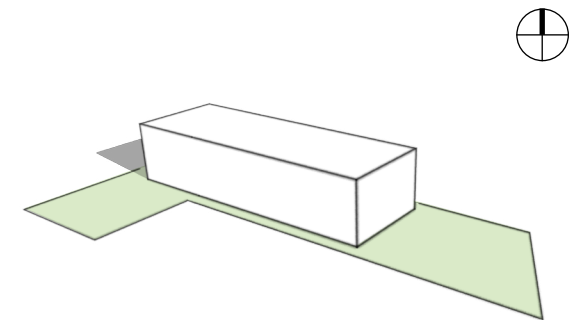
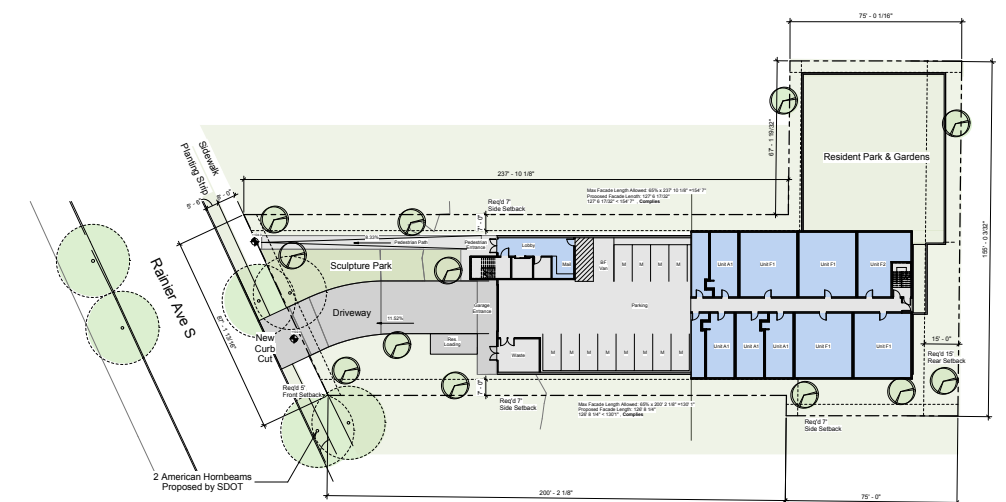
1. The massing is broken down into two to reduce scale
2. Nice courtyard between the two buildings and to North
3. Large setback to East facing SF-5000 zone
4. The entry for the West massing is located close to the street

Negatives:

1. Two buildings create a longer strip of perceived massing to North and South
2. The entry for the East massing is located too far from the street
3. More neighboring buildings will be affected by two buildings
4. Less number of residential units and parking spaces available.
5. The roof deck is available to residents only

No Departures Requested

Scheme 3: Preferred



Positives:

1. Open spaces on all sides of the project site
2. Nice, inviting courtyards facing the street and to North
3. Setbacks allow privacy for adjacent neighbors
4. Reduced scale of the massing at the street level with a setback to Rainier Ave S
5. Provides more residential units than other schemes
6. Perceived massing is relatively smaller than other schemes in all directions

Negatives:

1. The roof deck is available to residents only
2. The entry is some distance away from Rainier Ave S

No Departures Requested