EARLY DESIGN GUIDANCE

6211 Rainier Ave S.
Seattle, WA 98118

SDCI PROJECT NO.:
3032064-EG

MEETING DATE:
July 31, 2018

APPLICANT TEAM:
Greenbuild Development LLC
Vitaliy Afichuk

Caron Architecture
Kusi Chaijumroonpun

GHA Landscape Architects
Neil Buchanan

CARON

CARON REF #2018.009

CONTENTS

PROJECT TEAM

OWNER
Greenbuild Development LLC
Vitaliy Afichuk

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SITE INFORMATION

ADDRESS:
6211 Rainier Ave S. Seattle, WA 98118

SDCI PROJECT NO.:
3032064-EG

PARCEL(S):
8113100830

SITE AREA:
20,609 SF

OVERLAY DESIGNATION:
Parking Flexibility Area

PARKING REQUIREMENT:
50% reduction in minimum parking (1 space / 1 dwelling unit) due to location within Frequent Transit Service area

DEVELOPMENT STATISTICS

ZONING:
LR3-RC, NC2-40, SF 5000

BUILDING HEIGHT:
LR3-RC: 30’

NC2-40: 40’

FAR:
LR3-RC: 1.3 (meeting 23.45.510.C)

NC2-40: 3 (for lot with residential use only)

RESIDENTIAL UNITS:
Approximately 20 townhouse units

PARKING STALLS:
Approximately 10 parking spaces

3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

The proposed development is located on the southernmost block of Hillman City neighborhood in the Rainier Valley district. The site is at the northwest corner of Rainier Ave S and S Graham St intersection. The extension of Goodell Pl S borders the site's northwest corner, although this access is currently blocked off by a neighbor's fence. The site has remained vacant and current activities on site are temporary in nature - a food truck and espresso kiosk. The property is relatively flat along the street fronts and slopes up approximately 12 feet toward the northwest corner. Frequent public transportation serves the site, with a nearest bus stop at the southeast corner of the same intersection.

The project will add about 20 townhouse units to the area's housing supply. The development goal is to create a residential project that contributes to the neighborhood by providing a mix of residential unit types, green open space, as well as improved ROW with street trees and planting strip which will help encourage pedestrian activities. The project residents will support nearby retail activities as well as neighborhood's commercial core located two blocks to the north.

PROPOSAL INFORMATION

- Approximately 20 townhouse units
- Approximately 10 parking spaces total. 4-5 spaces in private garage accessed from S Graham St and the rest will be surface parking accessed from alley
- Rooftop and ground-level amenity space
- Green Building Standard - Built Green 4 Star

DEVELOPMENT SUMMARY: PREFERRED OPTION 3

ZONE	PROPOSED FAR	TOWNHOUSE UNITS	PARKING STALLS	AMENITY AREA
NC2-40	14,730 SF	10	5	3,120 SF
LR3-RC	14,300 SF	11	6	5,460 SF

AERIAL VIEW (PREFERRED OPTION 3)

4.0 SURVEY

TREE IDENTIFICATION REPORT

Tree #1: 11.3” DBH English Laurel tree (Prunus laurocerasus), Fair condition, average physical drip line radius 14’ non-exceptional tree

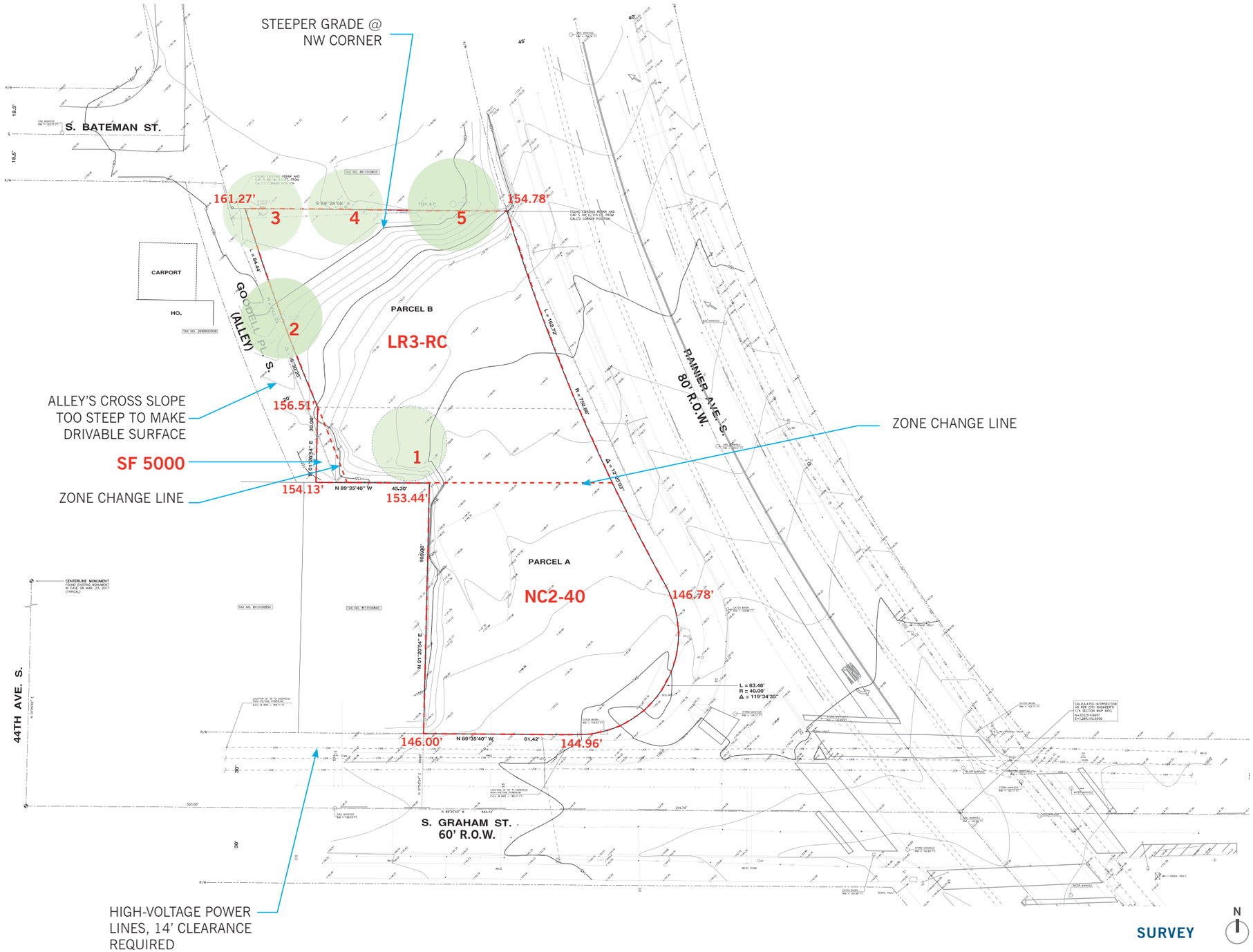
Tree #2: (Cluster) Horse Chestnut tree (Aesculus hippocastanum), fair condition, average physical drip line radius 23’ non-exceptional tree

Tree #3: 20” DBH Horse Chestnut tree (Aesculus hippocastanum), fair condition, average physical drip line radius 16’ non-exceptional tree

Tree #4: 14” DBH Common Apple tree (Malus domestica), fair condition, average physical drip line radius 14’ non-exceptional tree

Tree #5: 23” DBH Horse Chestnut tree (Aesculus hippocastanum), fair condition, average physical drip line radius 18’ non-exceptional tree

LEGAL DESCRIPTION:
SUNNYSIDE 5-ACRE TRS BEG NXN W LN RAINIER AVE WITH N LN OF TR TH W 110 FT TH SELY PLL WITH RAINIER AVE TO PT 130 FT N OF GRAHAM ST TH E TO W LN RAINIER AVE TH NLY ALG SD AVE TO BEG LESS N 100 FT ALSO E 110 FT OF N 30 FT OF S 140 FT W OF RAINIER AVE & N 100 FT OF S 110 FT LESS W 300 FT LESS ST



4.0 SITE PLAN (PREFERRED OPTION 3)

KEY

- Townhomes
- Circulation
- Landscaped Area
- Parking/Garage
- B.O.H./Utility
- Residential Access
- Vehicular Access

OVERHEAD HIGH-VOLTAGE POWER LINES

14' CLEARANCE FROM POWER LINES

PROPOSED PLANTING STRIP

PROPOSED STREET TREE

EXISTING SIDEWALK

PORTION OF ALLEY LEFT UNDISTURBED

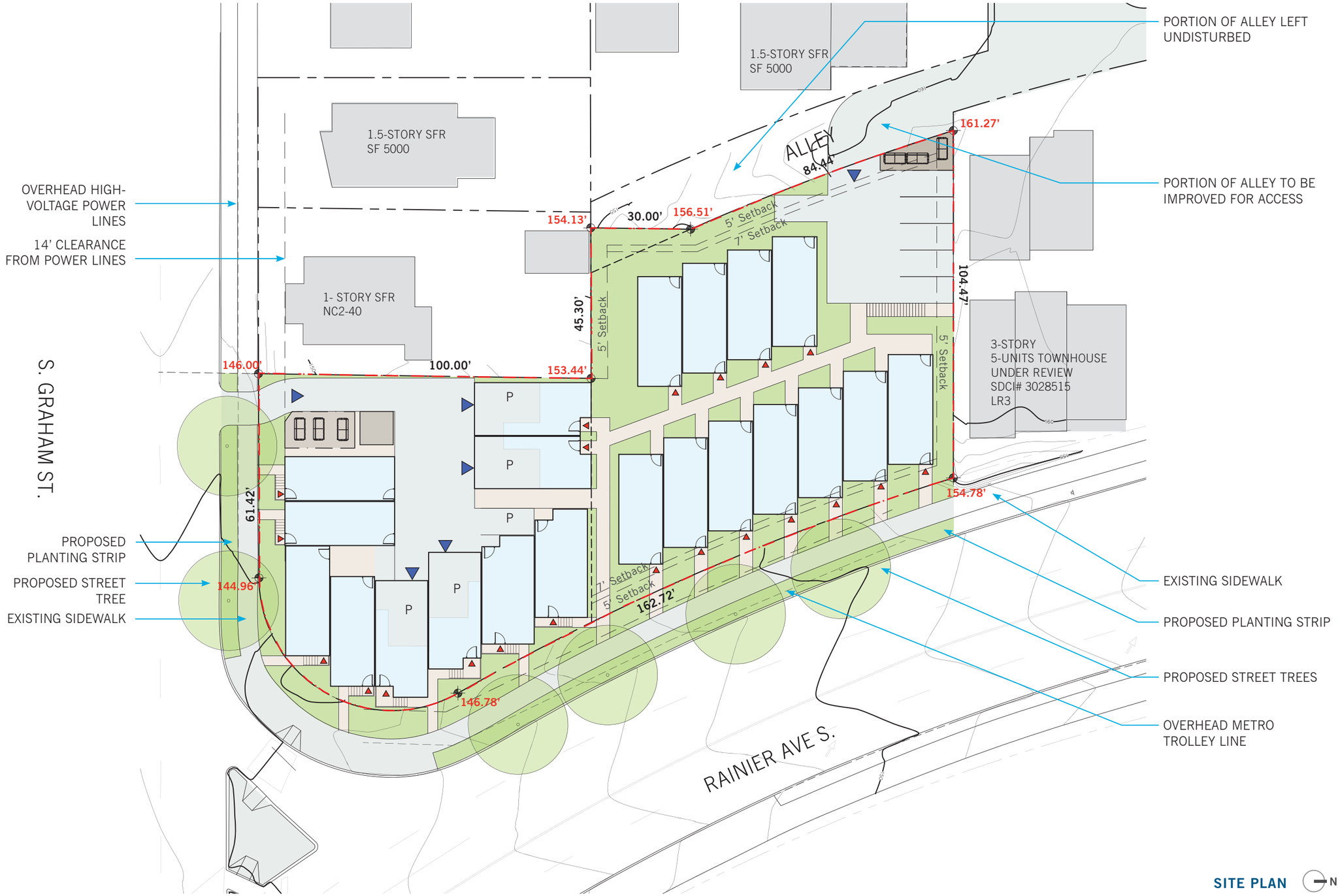
PORTION OF ALLEY TO BE IMPROVED FOR ACCESS

EXISTING SIDEWALK

PROPOSED PLANTING STRIP

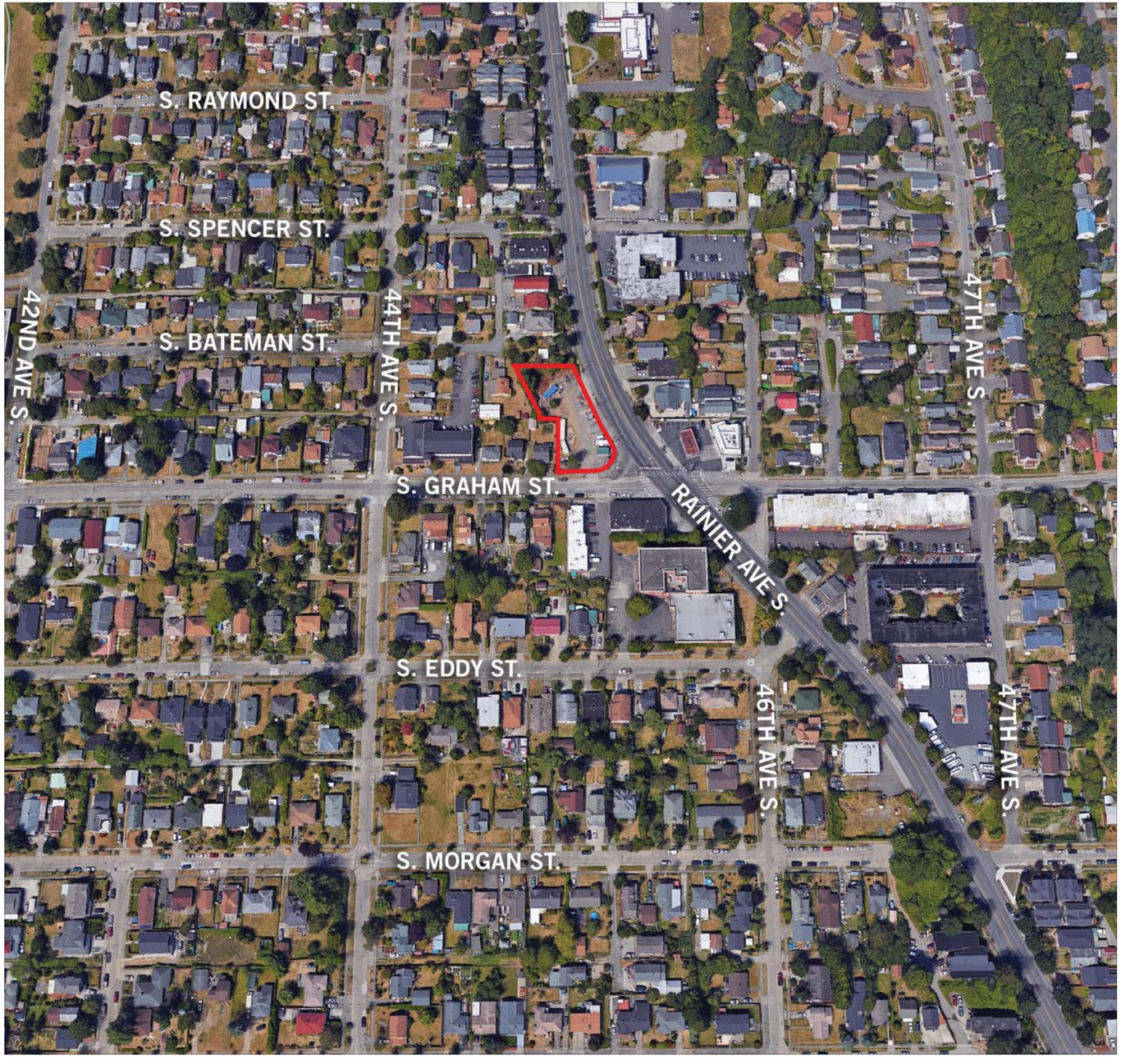
PROPOSED STREET TREES

OVERHEAD METRO TROLLEY LINE

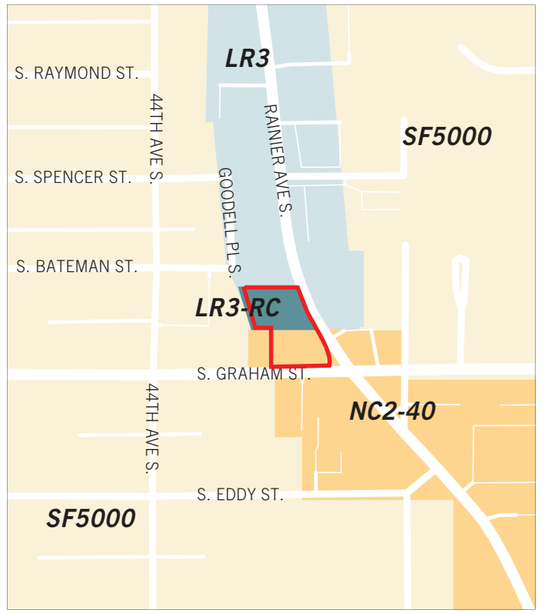


SITE PLAN N

5.0 URBAN DESIGN ANALYSIS

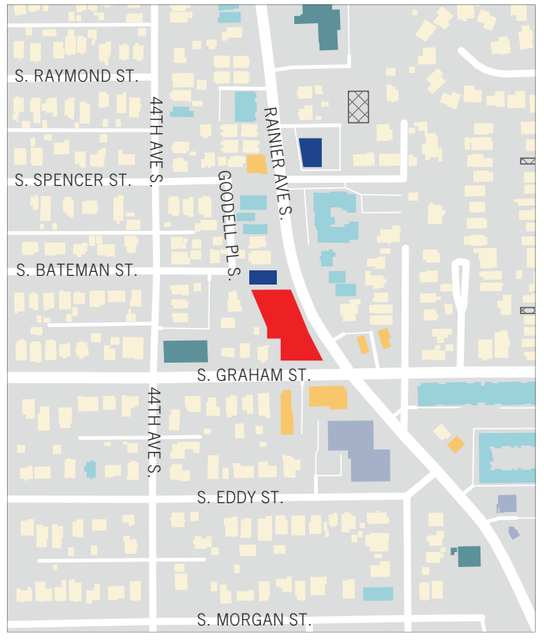


AXONOMETRIC MAP (GOOGLE EARTH)



ZONING

- Project Site
- SF 5000
- LR3-RC
- LR3
- NC2-40



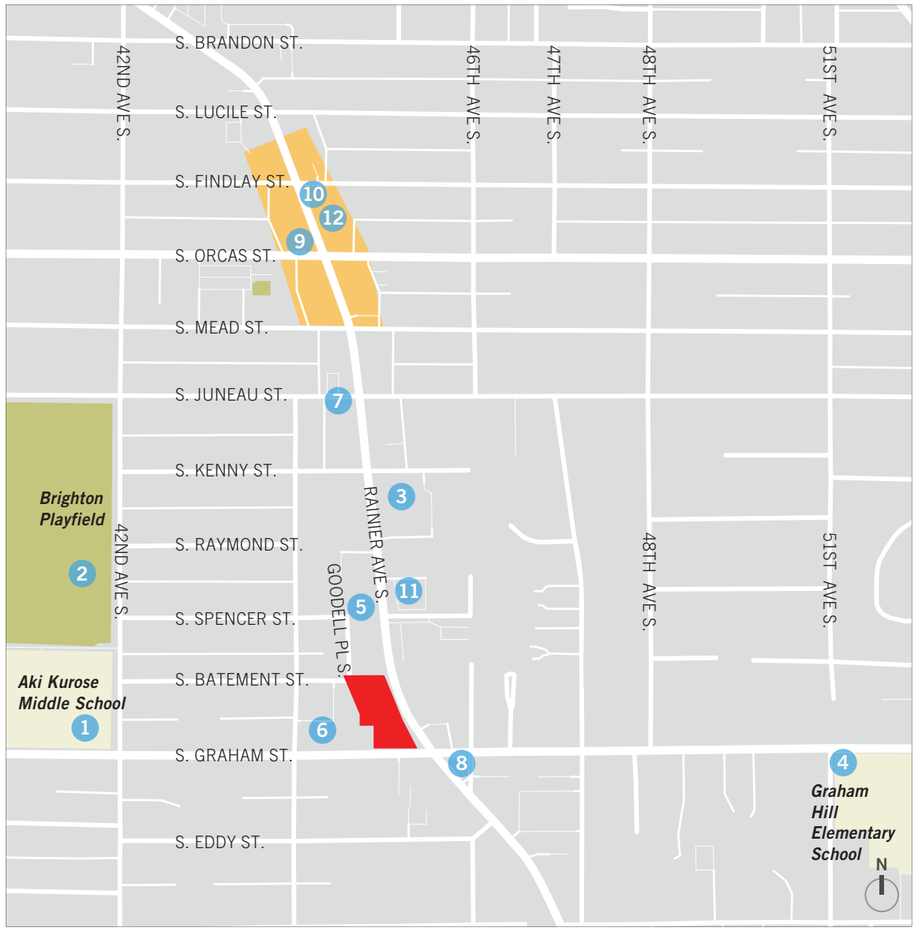
SURROUNDING USES

- Project Site
- Multi-Family*
- Commercial
- Service Building
- Office / Warehouse
- Single Family
- Vacant Building
- Project Under Design Review**

**Includes duplexes (info from SDCI GIS Map)*

***Projects Under Design Review: 6207 Rainier Ave S. & 6020 Rainier Ave S.*

5.0 URBAN DESIGN ANALYSIS



MAP KEY

- Project Site
- Parks
- Schools
- 1 Community Nodes
- Commercial Core

COMMUNITY NODES/LANDMARKS:

1 AKI KUROSE MIDDLE SCHOOL
0.3 mile from project site

2 BRIGHTON PLAYFIELD
0.5 mile from project site

3 FIRE STATION 28
0.2 mile from project site

4 GRAHAM HILL ELEMENTARY SCHOOL
0.4 mile from project site

5 WEST AFRICA MARKET
420 ft. from project site

6 TRINITY LIFE CENTER
0.1 mile from project site

7 GAMBIA INTERNATIONAL GROCERY STORE
0.2 mile from project site

8 PUBLIC ART
360 ft. from project site

9 HILLMAN CITY COLLABORATORY
0.3 mile from project site

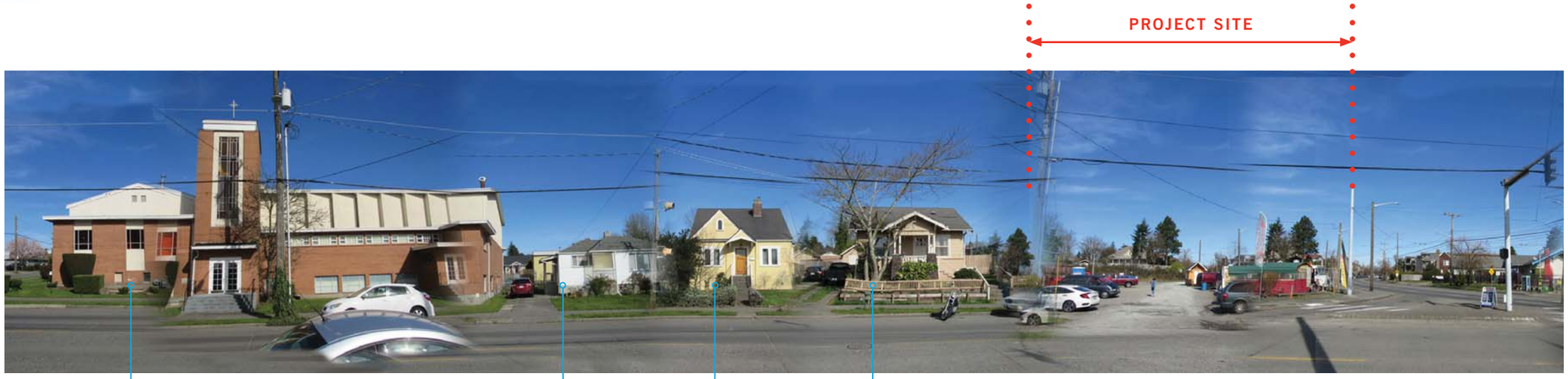
10 PUBLIC PARKLET
0.4 mile from project site

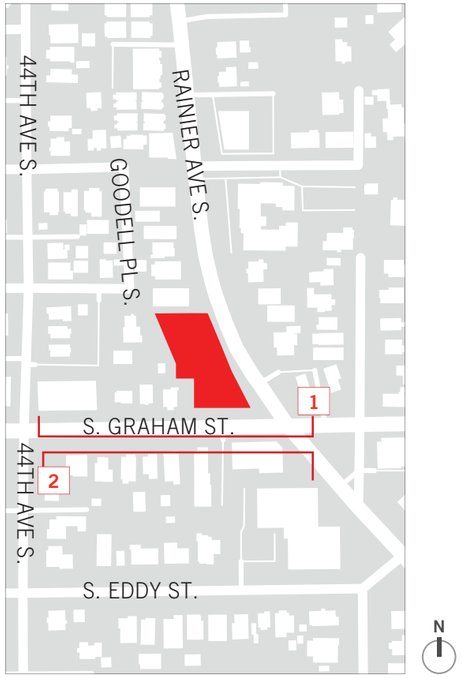
11 RAINIER VALLEY LEADERSHIP ACADEMY
0.2 mile from project site
(Image from Miller Hayashi Architects)

12 BLACK & TAN HALL
0.4 mile from project site

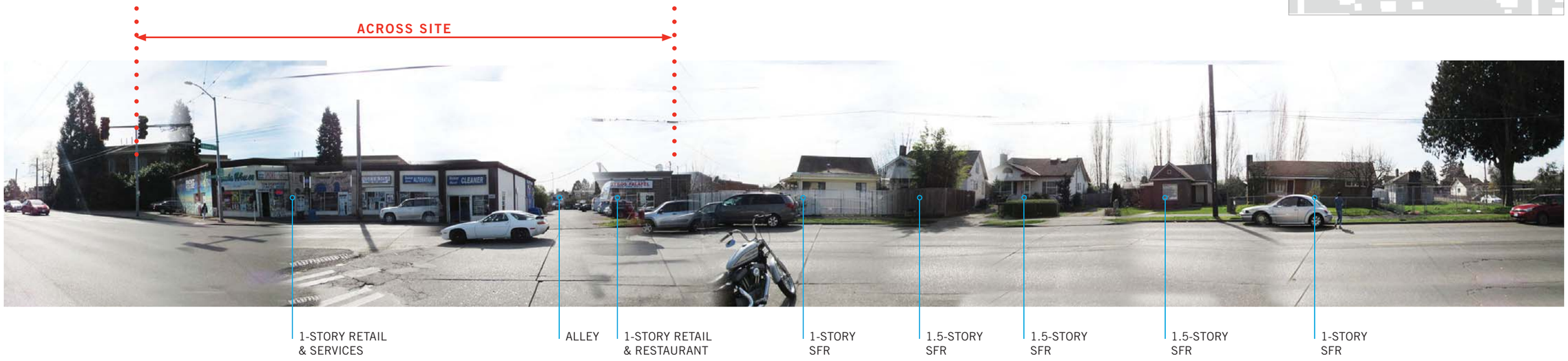
5.0 STREETSCAPES

1 S GRAHAM ST. LOOKING NORTH



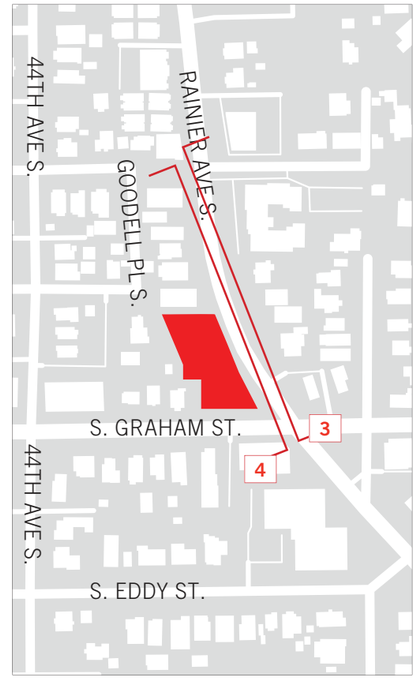


2 S GRAHAM ST. LOOKING SOUTH

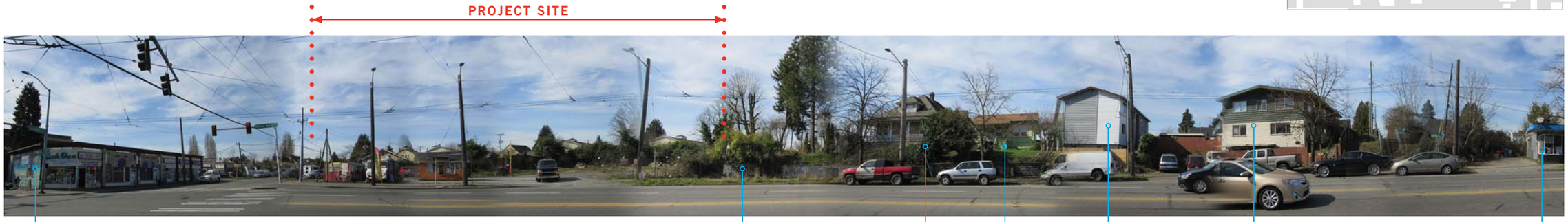


5.0 STREETSCAPES

3 RAINIER AVE S. LOOKING EAST



4 RAINIER AVE S LOOKING WEST



5.0 NEIGHBORHOOD DESIGN CUES

DESIGN CUES

The design draws from characteristics of the Hillman City's commercial core and residential blocks, as well as scale of neighboring structures. Diversity of building facades along the commercial main street and residential area's landscape and open space guide the design of the proposed development.

1 HILLMAN CITY'S COMMERCIAL CORE
Diverse facade treatments

2 RESIDENTIAL AREA IN NEIGHBORHOOD
Green open space, landscaping

3 FIRE STATION 28
Pedestrian scale, facade composition

4 HILLMAN CITY'S COMMERCIAL CORE
Colors used to express individuality

5 HILLMAN CITY COLLABORATORY
Corner building treatment

6 RAINIER VALLEY LEADERSHIP ACADEMY
(IMAGE FROM MILLER HAYASHI ARCHITECTS)
Modern simplicity, uniform facade with accent

7 SINGLE FAMILY RESIDENCE ON S GRAHAM ST
Landscape buffer providing transition from public to private

8 RESIDENTIAL BUILDING IN NEIGHBORHOOD
Scale and facade elements

9 SIGNAGE AT COMMERCIAL CORE
Materials and simplicity

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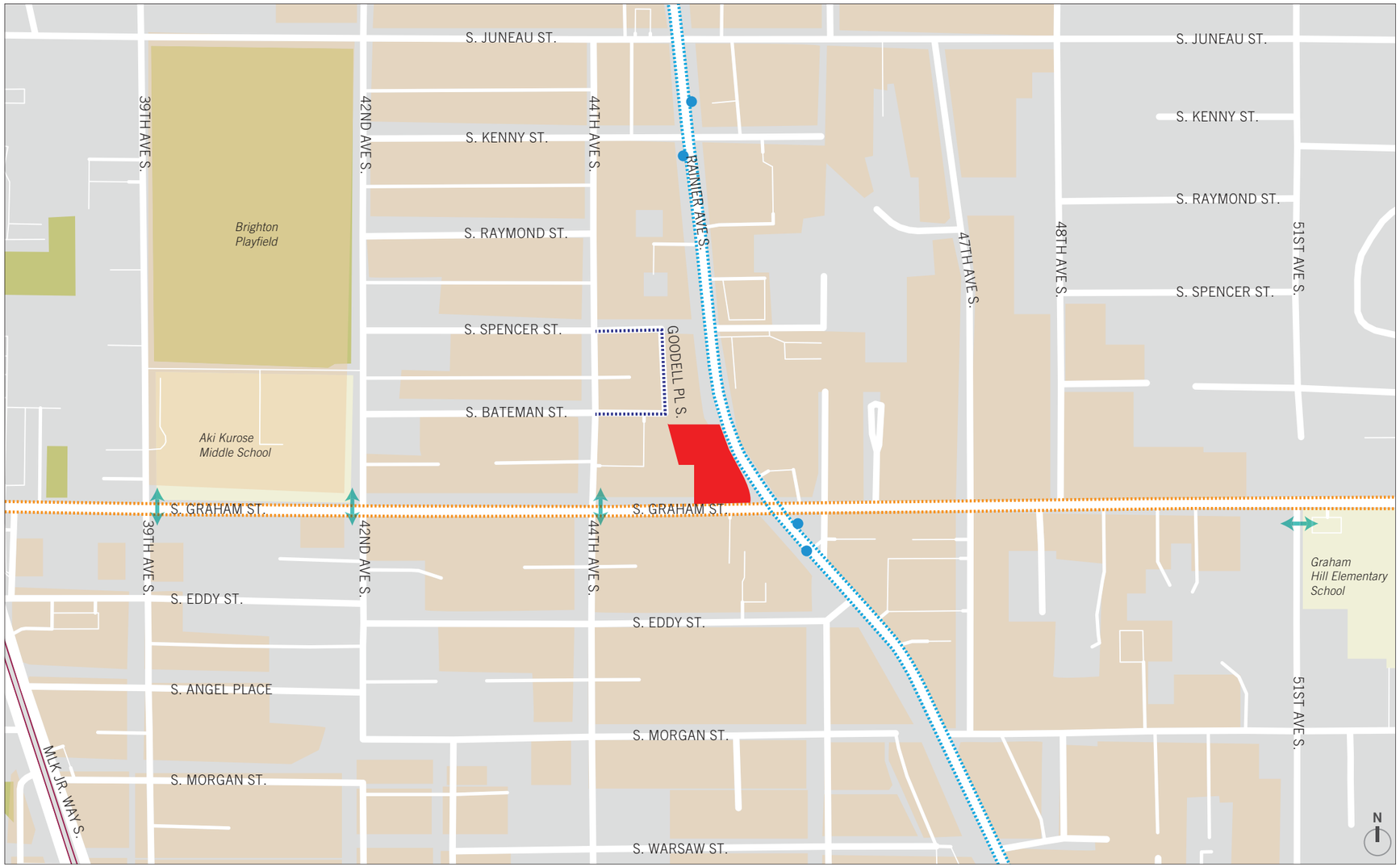
5.0 VICINITY MAP & TRANSPORTATION

TRANSPORTATION

The site is located within Frequent Transit Area and is served by Metro Route 7 and 9. The nearest bus stop is at the southeast corner of the Rainier Ave S and S Graham St intersection. In addition to access from these two streets, the site also has an alley access from Goodell PL S or S Bateman St. Rainier Ave S is a principal arterial while S Graham St is a minor arterial. Both streets have adequate ROW width, roadway width, as well as curb and sidewalk.



TRANSPORTATION & WALKING MAP

- Project Site
- Park
- Bus Stops
- Schools
- Light Rail Route
- Rainier - Principal Arterial
- Graham - Minor Arterial
- Neighborhood Street with No Sidewalk
- Designated School Crossing
- Parking Flexibility Area

Property may be eligible for a reduced parking requirement based on the zone and proposed use. SMC 23.54.015 and 23.54.020
(Project Site: 50% reduction in min. parking due to location within Frequent Transit Service area)

5.0 VICINITY MAP & TRANSPORTATION

VISION ZERO PROGRAM

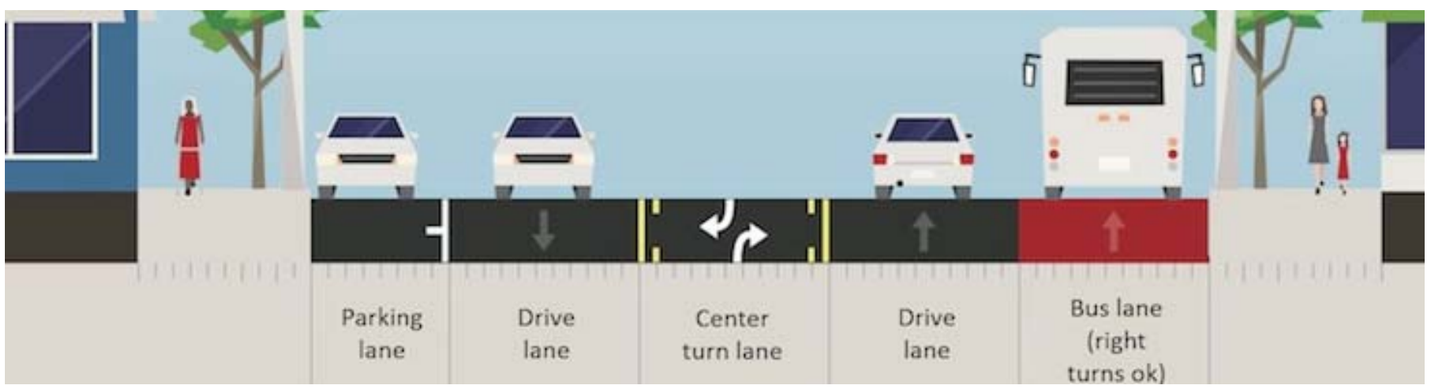
Rainier Ave S Corridor Improvements is part of Seattle's Vision Zero program to reach zero traffic fatalities or serious injuries by 2030. Phase 2 of the Improvements, which will include work on Rainier Ave S from Kenny St to S Henderson St, is planned to start in fall 2018. The Improvements include a northbound dedicated bus lane, a center left-turn lane and a dedicated parking lane on the west side of Rainier Ave S. The goals are to reduce vehicle speed and number of accidents, improve intersections and improve bus speed and reliability.

RAPID-RIDE RAINIER LINE

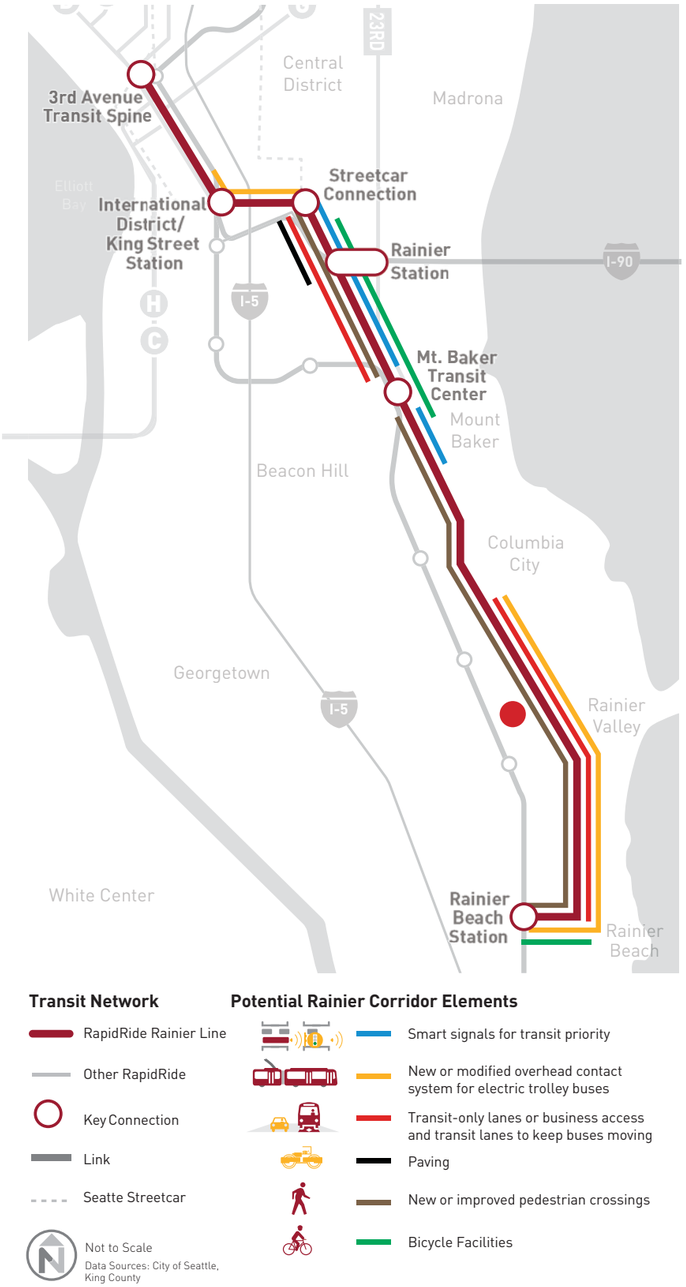
In 2021, King County Metro Route 7, which is currently serving the project site, will be upgraded to a new Rapid-Ride. The Rapid-Ride Rainier Line will provide fast, frequent, and reliable public transportation from Downtown Seattle to Rainier Beach. More buses will be added at night and on weekends. It will also provide new and better connections to Link light rail stations and improve connections for people walking and biking, reduce vehicle speed and number of accidents, improve intersections and improve bus speed and reliability.

Note: Graphics on this page are from SDOT

VISION ZERO PROJECT MAP (IMAGE FROM SDOT)



VISION ZERO PROJECT CROSS SECTION (IMAGE FROM SDOT)

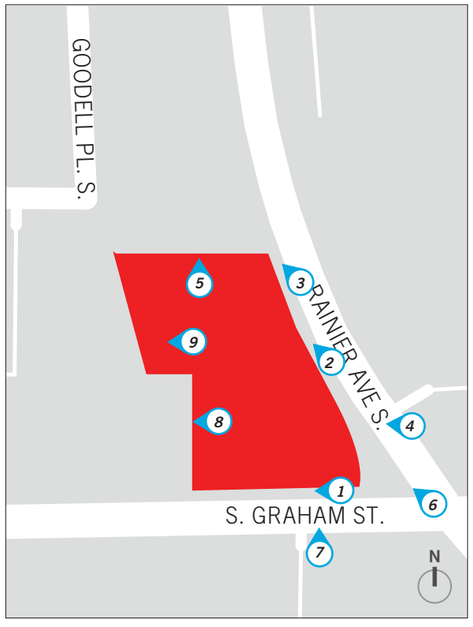


RAPID-RIDE UPGRADE MAP (IMAGE FROM SDOT)

5.0 SITE PHOTOS

PROJECT SITE

The site is at the northwest corner of Rainier Ave S and S Graham St intersection. The extension of Goodell Pl S borders the site's northwest corner, although this access is currently blocked off by a neighbor's fence. Rainier Ave S is a principal arterial with heavy traffic while S Graham St is a minor arterial with relatively lower traffic volume. Goodell Pl S is a neighborhood yield street that serves as a service route for residences to the north. Pedestrian traffic on these streets is light. Single-family residences occupy adjacent neighbor lots to the west while there is a proposed 3-story, 5-units townhouse development on the adjacent neighbor lot to the north.



MAP KEY

Project Site

View

1 SIDEWALK ON S. GRAHAM ST.

2 RAINIER AVE S. SIDEWALK

3 RAINIER AVE S. SIDEWALK

4 EAST PROPERTY LINE ON SITE

5 NORTH PROPERTY LINE ON SITE

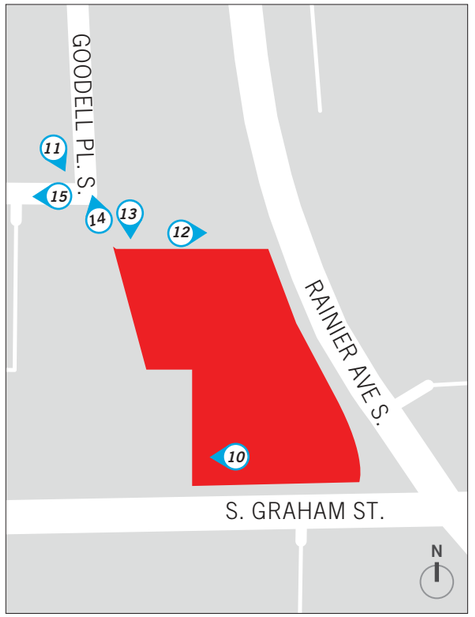
6 SE CORNER OF SITE

7 SOUTH PROPERTY LINE ON SITE

8 WEST PROPERTY LINE ON SITE

9 WEST PROPERTY LINE ON SITE

5.0 SITE PHOTOS



MAP KEY

Project Site

View

10 WEST PROPERTY LINE ON SITE

11 LOOKING SOUTHEAST ON SITE

12 NORTH PROPERTY LINE ON SITE

13 LOOKING SOUTH AT SITE

14 LOOKING NORTH FROM SITE

15 LOOKING WEST

6.0 ZONING DATA | NC2-40

APPLICABLE ZONING	SMC-SECTION		REQUIREMENT	OPTION 1	OPTION 2	OPTION 3
Street-Level Development Standards	23.47A.008	A.3	Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided	√	√	√
		D.1	At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry	√	√	√
		D.2	Floor of dwelling unit located along street-level street-facing facade shall be at least 4 feet above or below sidewalk grade, or be set back at least 10 feet from sidewalk	√	√	√
Structure Height	23.47A.012	A	40 feet height limit per NC2-40	√	√	√
		C.4.b	Mechanical equipment may extend up to 15' above the applicable height limit as long as the combined total coverage of all features gaining additional height does not exceed 20% of the roof area, or 25% of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment	√	√	√
		C.4.f	Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.	√	√	√
Floor Area Ratio	23.47A.013	A.3	Parking within or covered by structure or portion of structure that is within story that is not underground shall be included in gross floor area calculations	√	√	√
		A.4	If a lot is in more than one zone, FAR limit for each zone applies to portion of the lot located in that zone	√	√	√
		B	Per Table A - max. FAR for solely residential uses is 3	√	√	v
Setback Requirements	23.47A.014	B	No setback required as lot does not abut or across the alley from residential zones.	√	√	√
Landscaping & Screening Standards	23.47A.016	A.2.a	Landscaping shall achieve a green factor score of 0.30 or greater per SMC 23.86.019 for any lot with development containing more than four dwelling units	√	√	√
		B.1	Street trees are required; existing street trees shall be retained	√	√	√
Light And Glare Standards	23.47A.022	A	Exterior lighting must be shielded and directed away from adjacent uses.	√	√	√
		C	Driveways shall be screened from adjacent properties by a fence or wall between 5 and 6 feet in height, or solid evergreen hedge or berm 5 feet min. in height. If difference in elevation between lot line and driveway exists, the difference in elevation may substitute for a portion of required screen height as long as the screen itself is 3 feet min in height	√	√	√
Amenity Areas	23.47A.024	A	Required in an amount of 5% of gross floor area in residential use. Areas used for mech. equipment and accessory parking are excluded from gross floor area. Bioretention facilities qualify as amenity areas.	√	√	√
		B	All residents shall have access to at least one common or private amenity area. Amenity areas shall not be enclosed. Driveways don't qualify as amenity areas. Common amenity area shall have a minimum horizontal dimension of 10 feet, and be no less than 250 SF. Private balconies and decks shall have a minimum horizontal dimension of 6 feet, and be no less than 60 SF.	√	√	√
Parking Location And Access	23.47.032	A.1.c	If access is not provided from alley and the lot abuts two streets, access is permitted across one of side street lot lines pursuant to 23.47A.032.C and curb cuts are permitted pursuant to 23.54.030.F.2.a.1	√	√	√
		B.1.a	Parking shall not be located between a structure and a street lot line.	√	√	√
		B.1.b	Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use.	√	√	√
		G	Parking shall be screened per 23.47A.016.	√	√	√
Access To Lots	23.53.005	A	For residential uses, at least 10 feet of lot line shall abut a street.	√	√	√
Alley improvements in all zones	23.53.030	D	Min. width for an existing alley is 16 feet	√	√	√
		G	Exceptions. Director, after consulting with SDOT, may modify the requirements if one or more of the following conditions are met	√	√	√
Required parking	23.54.015	A	Table B - residential uses: 1 space/dwelling unit. Site is located in 50% reduction in minimum parking requirement due to location within Frequent Transit Service area (23.54.020.F.2.a)	√	√	√
		K	Table D - long-term bicycle parking requirement: 1 space / 1 dwelling unit; short-term: 1 space/20 dwelling unit	√	√	√
Parking space standards	23.54.030		All parking provided, whether required by 23.54.015 or not, shall meet standards of 23.54.030	√	√	√
		B.1.d	For an individual garage serving townhouse unit, the min. required parking space shall be of a large vehicle per 23.54.030A.	√	√	√
		D.1.a	Driveway width for residential use: driveways less than 100 feet in length serving 30 or fewer parking spaces shall be a min. of 10 feet wide for one-way or two-way traffic.	√	√	√
		G.4	When driveway is less than 10 feet from lot line, sight triangle must be provided per Exhibit F for 23.54.030.	√	√	√
Solid waste and recyclable materials storage and access	23.54.040	A	Per Table A - space required for shared storage space for solid waste containers for residential development w/ 16 - 25 dwelling units is 225 SF.	√	√	√
		E.1	Storage space located outdoors shall not be located between a street-facing facade of the structure and the street.	√	√	√

6.0 ZONING DATA | LR3

APPLICABLE ZONING	SMC-SECTION		REQUIREMENT	OPTION 1	OPTION 2	OPTION 3
Permitted & Prohibited Uses	23.45.504	A	All uses are permitted outright, prohibited, or permitted as a conditional use according to Table A	√	√	√
			Residential uses - permitted	√	√	√
General Provisions	23.45.508	L	If a lot includes more than one zone, and a development standard is based on lot area, the lot area used in applying the standard shall be the portion of the contiguous area with the corresponding zone.	√	√	√
Floor Area Ratio (FAR) Limits	23.45.510	A.1	Area of stair penthouses with enclosed floor space counts toward the max. gross floor area allowed under FAR limits	√	√	√
		A.3	If a lot is in more than one zone, FAR limit for each zone applies to the portion of the lot located in that zone, and the floor area on the portion of the lot with lower FAR may not exceed the amount that would be permitted if it were a separate lot.	√	√	√
		B	FAR limit for townhouse development outside urban center, urban village and station area overlay district is 1.1 or 1.3 if meeting standards of subsection 23.45.510.C.	√	√	√
		C	To qualify for higher FAR, the following standards shall be met:	√	√	√
			1. Proposed development to meet the green building standard and demonstrate compliance per 23.58D	√	√	√
			2. If lot abuts an alley and alley is used for access, improvements to the alley shall be required as provided in 23.53.030.E and 23.53.030.F, except that the alley shall be paved rather than improved with crushed rock, even for lots containing fewer than ten dwelling units.	√	√	√
			3A. Parking shall located in a parking area or structure at the rear of lot. A parking area not within a structure that is located at the rear of the lot shall be located behind all structures except, if accessed from an alley, the parking area may be located no closer to the front lot line than 50 percent of the lot depth.	√	√	√
			4B. If lot abuts an alley, access to parking shall be from the alley, unless one or more of the conditions in subsection 23.45.536.C.2 Are met.	√	√	√
Density Limits	23.45.512	A	Townhouse development 1/1600 or no limit if meeting standards of 23.45.510.C	√	√	√
Structure Height	23.45.514	A	30 feet height limit per Table A	√	√	√
		J	Rooftop features	√	√	√
			2. Open railings, planters, parapets, and firewalls on the roof may extend 4 feet above height limit set in subsection A, B, E and F of this section.	√	√	√
			4. Stair penthouse and mechanical equipment may extend 10 feet above height limit set in subsection A and F, if the combined total coverage of all features does not exceed 15% of roof area, or 20 percent if the total includes screened mechanical equipment.	√	√	√
Setback and separations	23.45.518	A	Front/rear: 7 feet average, 5 feet minimum; side: 5 feet for facades 40 feet or less in length	√	√	√
		F.1	Min. Separation between principal structures is 10 feet, except principal structures separated by a driveway or parking aisle (see F.2)	√	√	√
		H.5.a	Unenclosed porches or steps no higher than 4 feet above grade may extend to within 4 feet of street lot line, except that entry stairs not more than 2.5 Feet in height from grade, excluding guard or hand rail, may extend to street lot line (See Exhibit C)	√	√	√
		I	Unenclosed decks and balconies may project a max. of 4 feet into required setbacks if: no closer than 5 feet to lot line, no more than 20 feet wide, and separated from other decks and balconies on the same facade at least 1/2 the width of the projection	√	√	√
		L	Upper-level setback: 12 feet above a height of 34 feet	√	√	√
Amenity areas	23.45.522	A	25% of the lot area. Min 50% of the required amenity area shall be provided at ground level and may be either common or private	√	√	√
		D	1. All units shall have access to common or private amenity area	√	√	√
			2. An amenity area shall not be enclosed	√	√	√
			4a. Private amenity area: if abuts side lot line, min. horizontal dimension is 10 feet	√	√	√
			5a, b. Common amenity area: not less than 250 SF in area and 10 feet min. horizontal dimension. 50% of common amenity area provided on ground level shall be landscaped	√	√	√
Structure width and facade length limits	23.45.527	A	Max. structure width: Townhouse developments/LR3/outside Urban Villages, Urban Centers and Station Overlay Area is 120 ft	√	√	√
		B.1	Max facade length: combined length of facades within 15 feet of lot line that is neither rear/street/alley lot line shall not exceed 65% of that lot line length	√	√	√
Light and glare standard	23.45.534	A	Exterior lighting shall be shielded and directed away from adjacent properties	√	√	√
		C	Driveway and parking areas for more than 2 vehicles shall be screened by a fence or wall 5-6 feet in height, or solid evergreen hedge 5 feet in height	√	√	√
Parking location, access. And screening	23.45.536	C.1	Alley access is required if the lot abuts alley and the development gains additional FAR per 23.45.510.C	√	√	√

CS2. URBAN PATTERN & FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

C. Relationship to the Block

Architect Response:

Emphasize a corner site by providing distinct facade treatment at corner units with generous landscaping.

D. Height, Bulk, & Scale

Architect Response:

The design aims to provide a mass and scale that is compatible to that of existing structures. Taller mass is proposed at the intersection of Rainier Ave S and S Graham St which is in an NC zone, while the lower mass is proposed in the LR3 portion of the site adjacent to a single-family house to the west and proposed 3-story townhouse project to the north. The buildings facing alley and adjacent neighbor to the south are also located at lower elevation, reducing the perceived mass. The staggered design of units also serves the same purpose.

PL2 WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

B. Safety & Security

Architect Response:

The proposed development will provide eyes on the street while sufficient lighting will be provided at entries, along internal walkway, and at alley side.

D. Wayfinding

Architect Response:

Signage and design features such as walkway and entry canopies will be provided as a mean of wayfinding.

PL3 STREET LEVEL INTERACTION

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

A. Entries

Architect Response:

The design of entries will add visual interest to streetscape and provide a sense of identity, privacy and security. The design will utilize the ensemble of elements such as stairways, canopies, landscaping, lighting, and signage.

B. Residential Edges

Architect Response:

The residential buildings along the streets are set back from the sidewalk and the main floor of the building in NC zone is elevated. The landscaped setback area and elevated floor will act as a buffer between residential buildings and the street, providing privacy and transition from public to private. The proposed development will add green space to the area as well as improve streetscape to encourage pedestrian activities. The zigzag facade not only provides interesting sight-line, but also adds to the privacy.

C1. PROJECT USES & ACTIVITIES

Optimize the arrangement of uses and activities on site.

C. Parking & Service Uses

Architect Response:

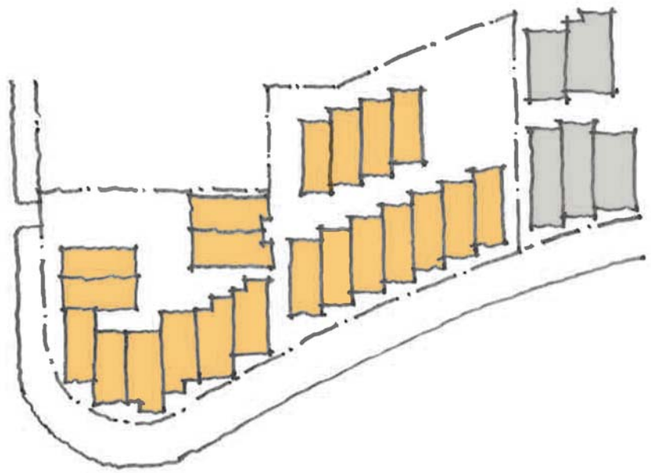
Because the project site has two different zoning designations, parking access is provided from both alley and S Graham St to serve each zone. S Graham St is a neighborhood collector with less traffic volume and the proposed driveway off this street only serves a maximum of five vehicles, so it will not affect the flow of traffic. The waste & recycle storage is also provided at two locations, one off the alley and the other near S Graham St. The latter will be screened to assure the pleasant streetscape along S Graham St.

Massing design that emphasizes the corner site.

A Landscaping

B Material wrapping around corner with massing that accentuates corner site

(Image credit: Colizza Bruni Architecture; The Hintonburg Six, Ottawa,Canada)



Site plan and massing design takes into consideration the street's curve and configuration of proposed development nearby.

7.0 DESIGN GUIDELINES

DC2. ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

A. Massing

Architect Response:

The design aims to provide a scale that is compatible to uses in surrounding areas. Taller mass is proposed at the intersection of Rainier Ave S and S Graham St which is in an NC zone, while the lower mass is proposed in the LR3 portion of the site adjacent to a single-family house to the west and proposed townhouse project to the north. The staggered design of units helps reduce the perceived mass. The buildings step up or down to reflect the site's topography.

B. Architectural & Facade Composition

Architect Response:

All building facades will be carefully designed to be well proportioned and aesthetically pleasing. There are no blank wall directly facing neighboring properties. While each building will have different facade treatments to reflect the Street Blocks concept, their architectural expression will still read as a whole.

C. Secondary Architectural Features

Architect Response:

Secondary architectural elements such as balconies, canopies, and railing will be used to add visual interest and reduce perceived mass. Canopies will also provide street-level scale and offer weather protection.

DC3. OPEN SPACE CONCEPT

Integrate open space design with the building design so that they complement each other.

B. Open Space Uses & Activities

Architect Response:

The zigzag facades define the common open space and create interesting sight-line. The common open space will encourage social interaction among residents. Small trees, plants, and hardscape materials will be used to enliven this area. Open space will also act as a buffer between the proposed development and neighbor at the interior lot line.

DC4. EXTERIOR ELEMENTS & FINISHES

Use appropriate and high quality elements and finishes for the building and its open spaces.

A. Building Materials

Architect Response:

Wood and fiber cement siding, which are commonly found in the neighborhood, make up the material palette, along with metal for secondary architectural elements such as balconies, canopies and railing.

D. Trees, Landscape & Hardscape Materials

Architect Response:

A combination of trees, plants, and hardscape elements will be used to enliven the streetscape and common area. The plants will be of native species that will thrive under urban conditions. Hardscape materials will add texture and colors.

Common open space enlivened by a combination of plants, small trees, and hardscape materials.

Staggered-units design creates interesting sight-line and transitional space from public to private.

5.0 SITE CONSTRAINTS, ACCESS, AND SERVICE LOCATION DIAGRAM

TOPOGRAPHY

ALLEY'S CROSS SLOPE IS TOO STEEP TO MAKE THE SURFACE DRIVABLE. REGRADING IS NOT FEASIBLE DUE TO PROXIMITY OF NEIGHBOR'S HOUSE TO THE R.O.W. LINE.

ZONE CHANGE LINE

ACCESS AND SERVICE

PARKING ACCESS AND TRASH ENCLOSURE FOR NC2-40 ZONE LOCATED FURTHEST FROM THE INTERSECTION.

DRIVEWAY ACTS AS BUFFER BETWEEN PROJECT AND NEIGHBOR.

WASTE & RECYCLE CONTAINERS NO MORE THAN 50' FROM CURB CUT (SMC 23.54.040.F.1.A).

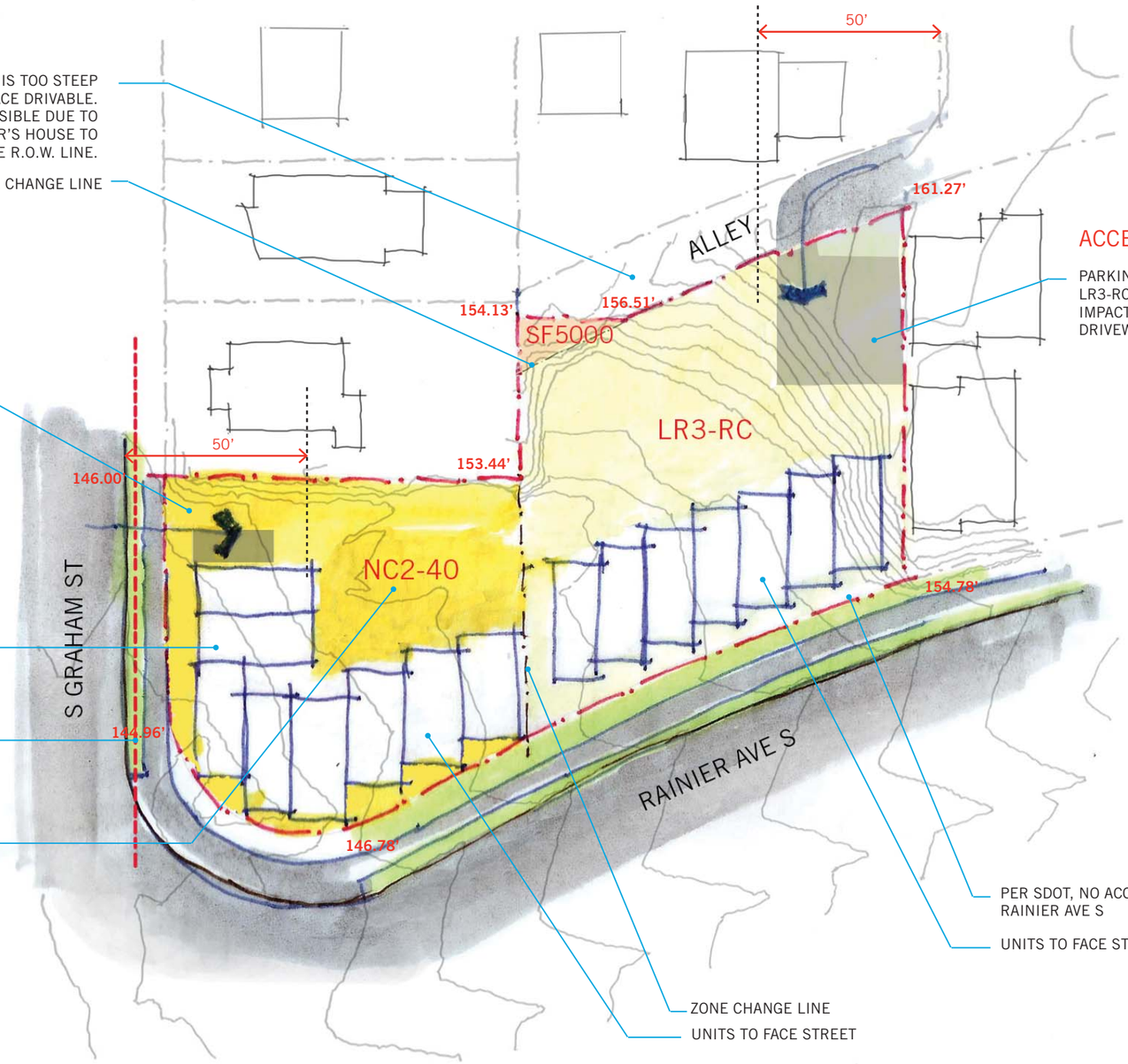
SPU ENCOURAGES SHARED STORAGE FOR TOWNHOME DEVELOPMENTS WITH 10 UNITS OR MORE.

UNITS TO FACE STREET

HIGH-VOLTAGE POWER LINES, 14' CLEARANCE REQUIRED

MULTIPLE ZONES

SITE HAS MULTIPLE ZONES. CODE PROVISIONS APPLY TO EACH ZONE SEPARATELY.



ACCESS AND SERVICE

PARKING AND TRASH ACCESS FOR LR3-RC ZONE LOCATED TO LEAST IMPACT NEIGHBORS, AND MINIMIZE DRIVEWAY.

PER SDOT, NO ACCESS ALLOWED FROM RAINIER AVE S

UNITS TO FACE STREET

ZONE CHANGE LINE

UNITS TO FACE STREET

8.0 ARCHITECTURAL MASSING CONCEPTS

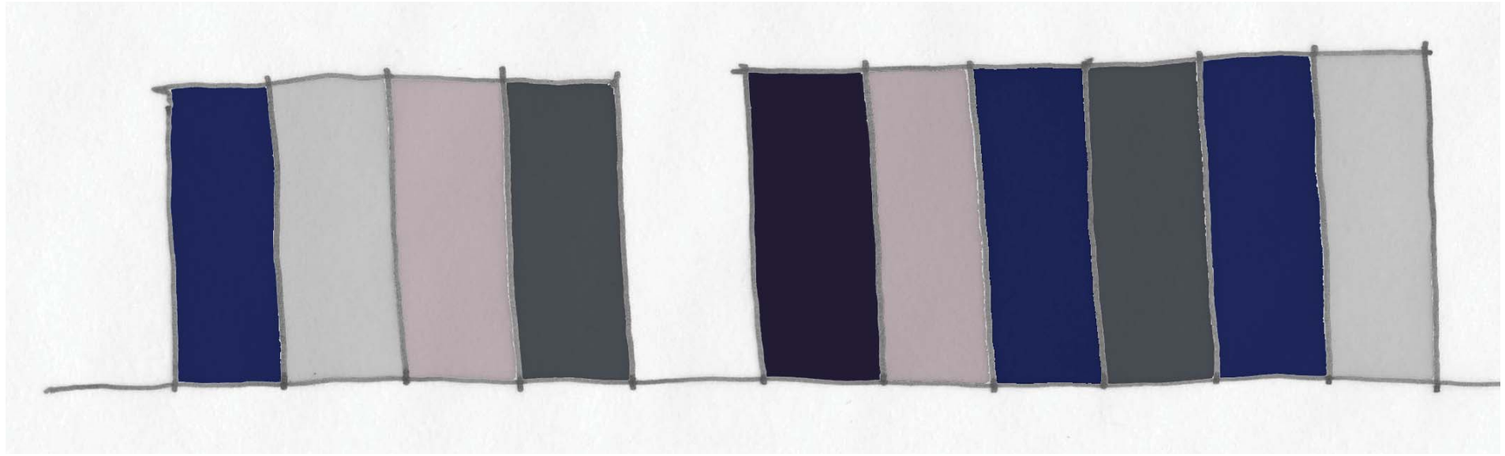
	Option 1	Option 2	Preferred Option 3
CONCEPT:	Individual Units	One Facade	Street Blocks
# UNITS:	20 units	20 units	21 units
AMENITY AREA SF	NC2-40: 3,260 SF (Roof Deck) LR3-RC: 5,360 SF (Ground-Level and Roof Deck)	NC2-40: 2,790 SF (Roof Deck) LR3-RC: 5,400 SF (Ground-Level and Roof Deck)	NC2-40: 3,120 SF (Roof Deck) LR3-RC: 5,460 SF (Ground-Level and Roof Deck)
PARKING STALLS:	11 stalls	9 stalls	11 stalls
FAR SF:	NC2-40: 14,925 SF LR3-RC: 13,000 SF	NC2-40: 13,145SF LR3-RC: 14,300 SF	NC2-40: 14,730 SF LR3-RC: 14,300 SF
OPPORTUNITIES:	• 85% of units face R.O.W. • Backyard opportunity for four units • No unit faces neighboring properties directly • More separation between buildings • More porosity into site • Larger landscape buffer between units and Rainier Ave S • Larger open space	• 80% of units face R.O.W. • Backyard opportunity for ten units • No unit faces neighboring properties directly • More separation from proposed development to the north • Large open space at street corner	• 90% of units face R.O.W. • Backyard opportunity for four units • No unit faces neighboring properties directly • More separation between project and neighbor at the interior lot line • Strong urban edge along Rainier Ave S • Facade scale and staggered design are compatible with proposed development to the north • Staggered-units design provide more privacy to units
CONSTRAINTS:	• Four units face alley • Mild urban presence along Rainier Ave S	• Four units face alley • Flat massing along Rainier Ave S is not compatible with proposed development to the north • No spatial relationship between two clusters of units facing Rainier Ave S • Lack of corner emphasis	• Four units face alley • Less separation between buildings
CODE COMPLIANCE:	Yes, code compliant/No departures	Yes, code compliant/No departures	Yes, code compliant/No departures

8.0 OPTION 1

# UNITS:	20 units
AMENITY AREA SF	NC2-40: 3,260 SF (Roof Deck) LR3-RC: 5,360 SF (Ground-Level and Roof Deck)
PARKING STALLS:	11 stalls
FAR SF:	NC2-40: 14,925 SF LR3-RC: 13,000 SF
CODE COMPLIANCE:	Yes, code compliant

CONCEPT DIAGRAMS | INDIVIDUAL UNITS

Individual Units: A more traditional townhouses facade treatment, this concept gives each unit individuality by using different colors or materials.



DESIGN CUES

Individuality achieved by using colors.

Image credit: Jan Kattein Architects (Blue House Yard Creative Hub, London)

Five different facade treatments are randomly placed to achieve the individual-unit appearance.

Image credit: AA Studio (King & Sullivan Townhomes, Brooklyn, NY)

Open space: Community courtyard with pavers, plants and small trees.

8.0 OPTION 1 | FLOOR PLANS

KEY

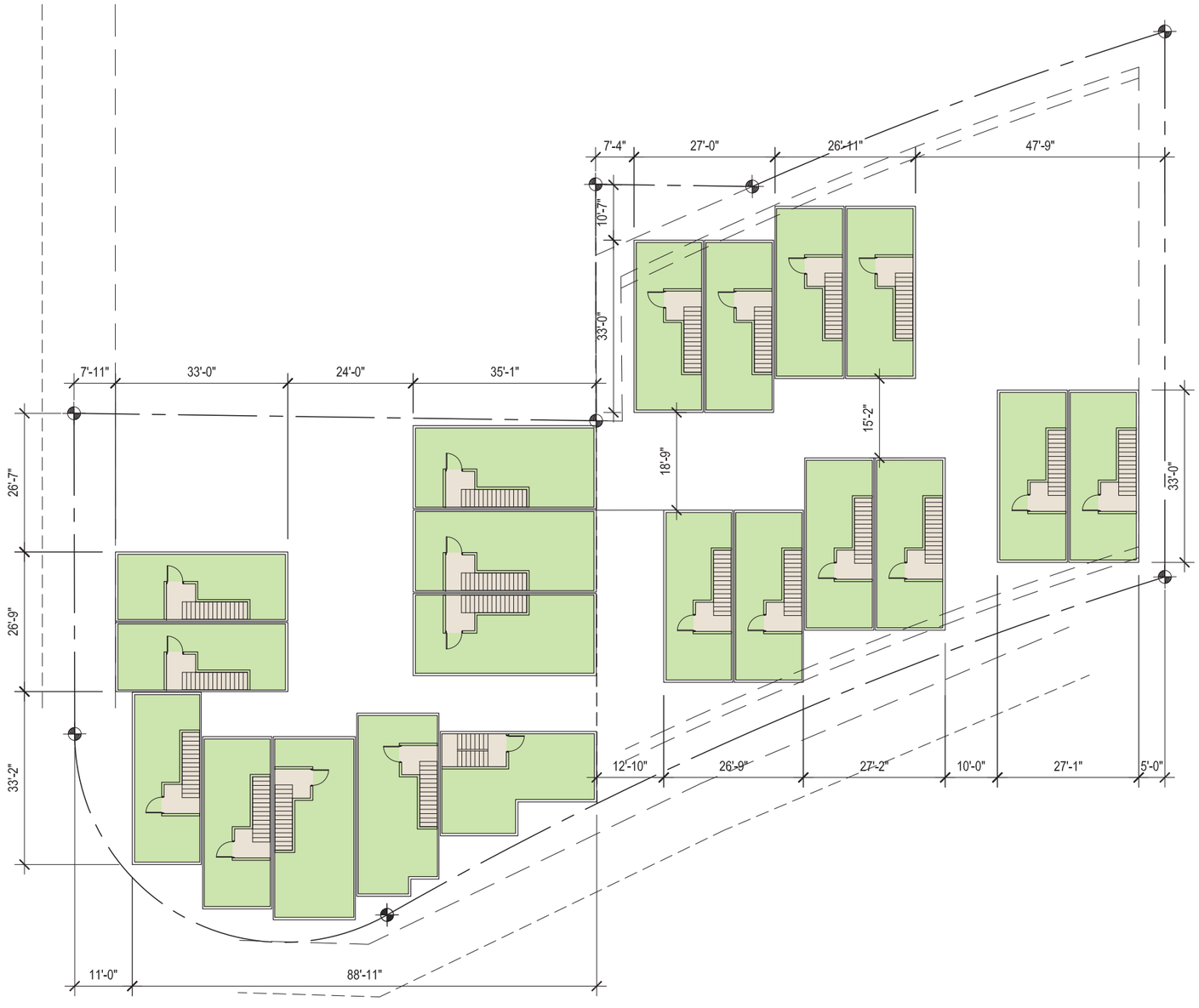
- Townhomes
- Circulation
- Landscaped Area
- Parking/Garage
- B.O.H. / Utility

LEVEL 1 N

8.0 OPTION 1 | FLOOR PLANS

KEY

- Townhomes
- Circulation
- Roof Deck



ROOF LEVEL

8.0 OPTION 1 | MASSING

VIEW ALONG RAINIER AVE S LOOKING SOUTH

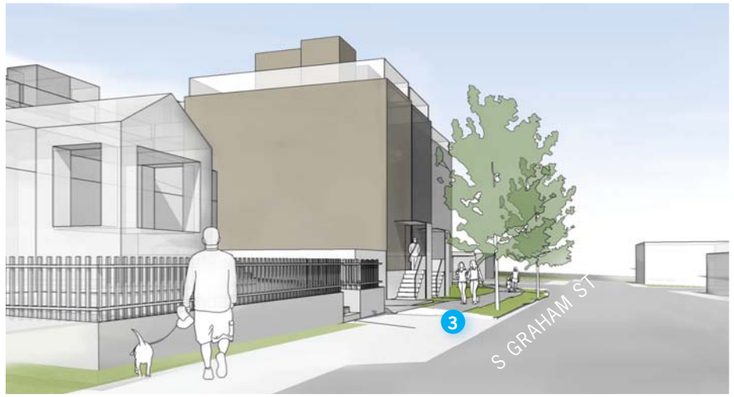
CALL-OUTS

1. More porosity into site
2. Milder presence along Rainier Ave. S.
3. Scale of proposed development is compatible with surroundings

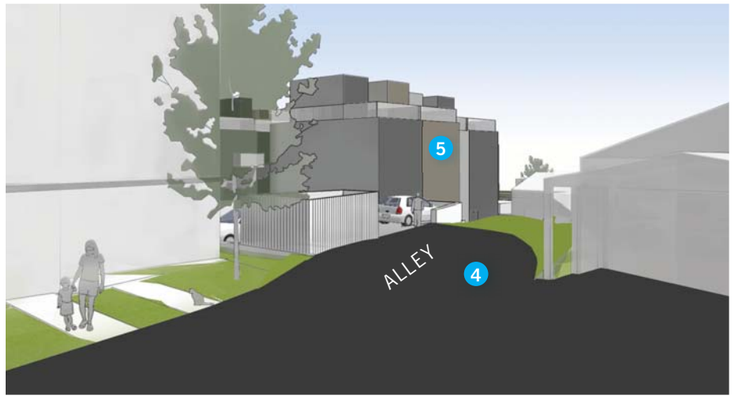
VIEW FROM S GRAHAM ST AND RAINIER AVE S INTERSECTION LOOKING NORTH

8.0 OPTION 1 | MASSING

CORNER VIEW



S GRAHAM STREET VIEW LOOKING EAST



ALLEY VIEW

CALL-OUTS

1. Massing design takes into consideration the street's curve.
2. 4' taller mass and stoop are proposed at the corner, providing privacy and transition from public to private.
3. Proposed driveway acts as a buffer between project and neighbor, providing more building separation.
4. Access from alley is positioned to least impact the neighbor.
5. Four units face the alley.

8.0 OPTION 1 | MASSING

RAINIER AVE S VIEW LOOKING NORTH

COMMON AREA VIEW

CALL-OUTS

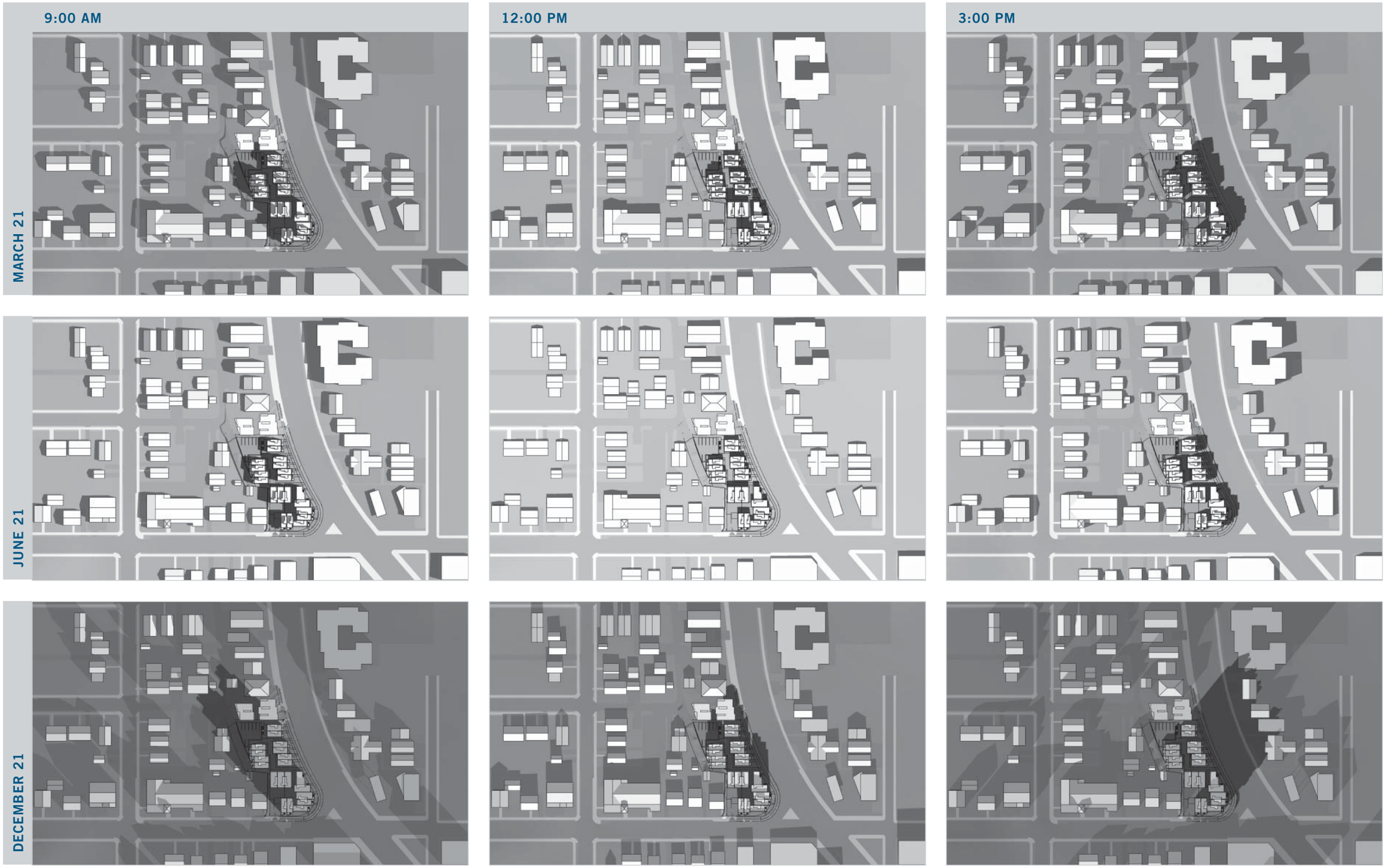
1. Landscape buffer creates transition between public and private.
2. Large open space.

AERIAL VIEW FROM RAINIER AVE S LOOKING NORTH

AERIAL VIEW FROM RAINIER AVE S LOOKING SOUTH

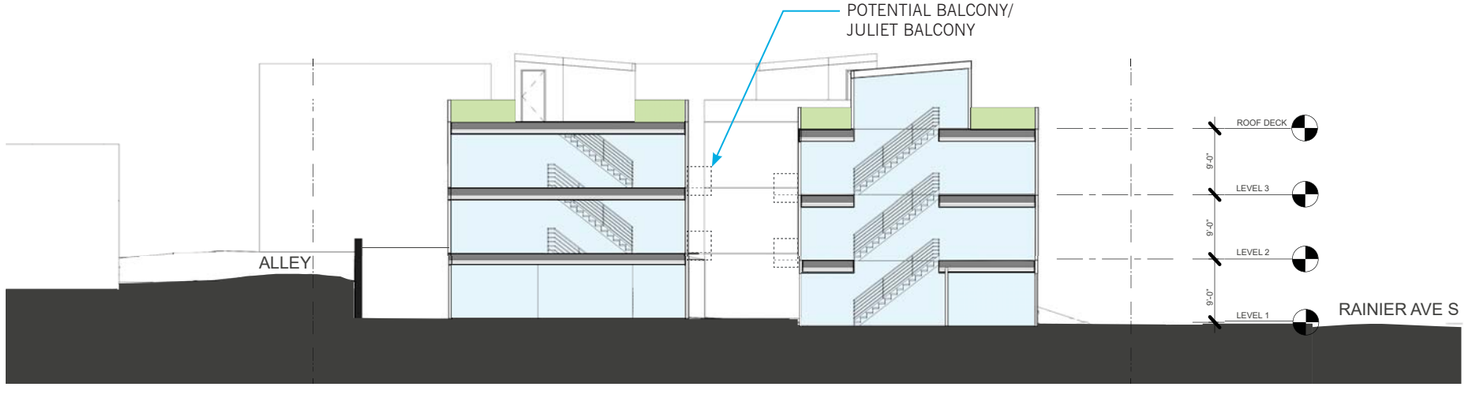
AERIAL VIEW FROM ALLEY

8.0 OPTION 1 | SHADOW STUDY



8.0 OPTION 1 | SECTION

SECTION 1



SECTION 2

KEY

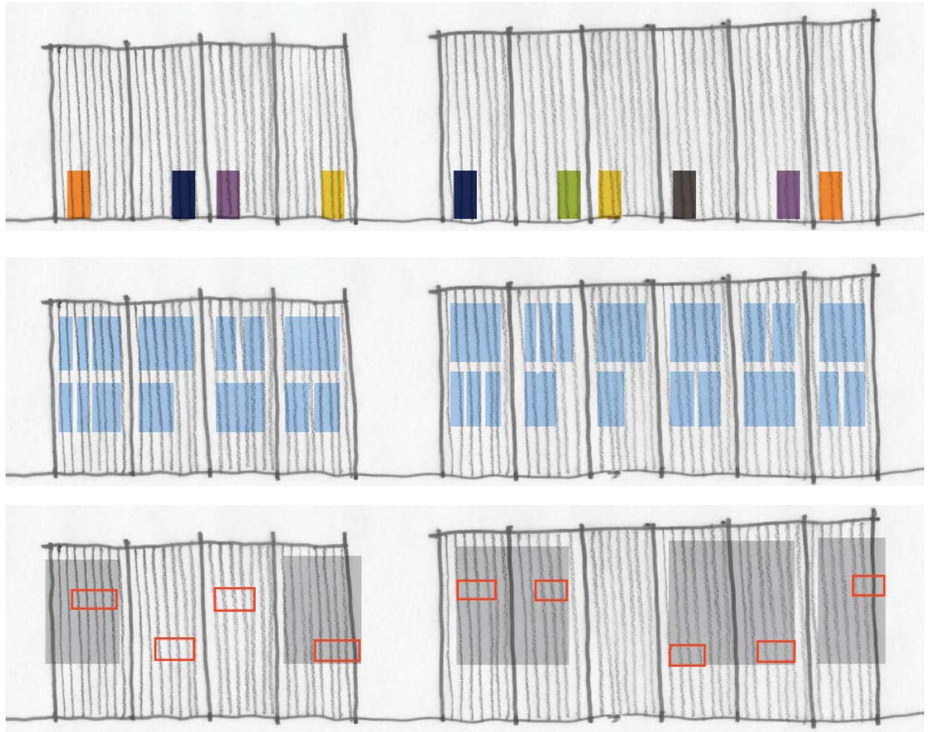
- Townhomes
- Roof Deck

8.0 OPTION 2 | SUMMARY

# UNITS:	20 units
AMENITY AREA SF	NC2-40: 2,790 SF (Roof Deck) LR3-RC: 5,400 SF (Ground-Level and Roof Deck)
PARKING STALLS:	9 stalls
FAR SF:	NC2-40: 13,145SF LR3-RC: 14,300 SF
CODE COMPLIANCE:	Yes, code compliant

CONCEPT DIAGRAMS | ONE FACADE

The idea is to unify all the buildings with one primary facade treatment and diversify them with different secondary elements such as accent colors, fenestration pattern and facade modulation.



DESIGN CUES

A uniform facade is diversified by the use of colors.

Facade is unified by the use of one element.

Image credit: Michael Green Architecture (Sixth+Willow, Vancouver, BC)

Open space: Community lane with simple palette of landscaping.

8.0 OPTION 2 | FLOOR PLANS

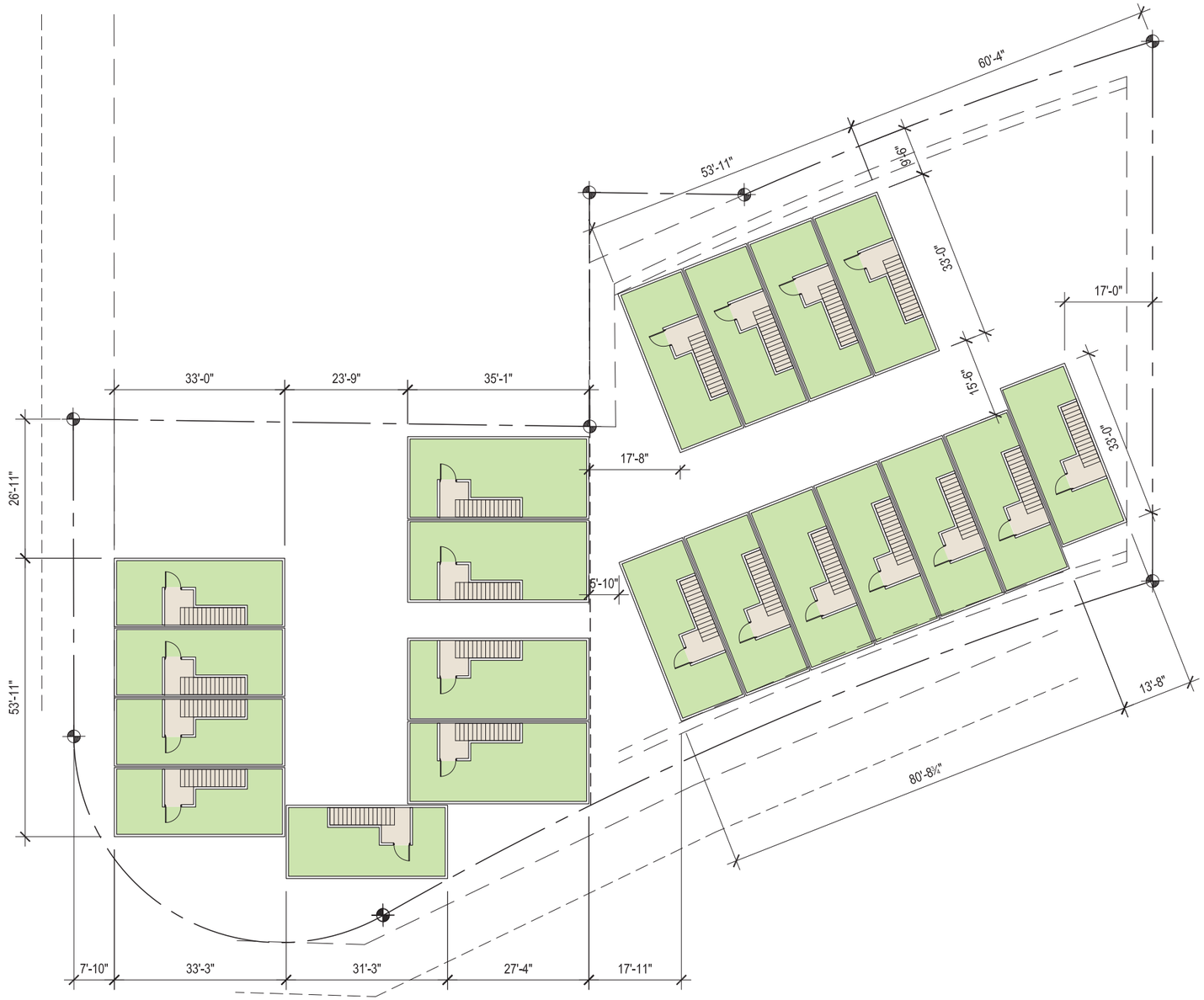
KEY

- Townhomes
- Circulation
- Landscaped Area
- Parking/Garage
- B.O.H. / Utility

8.0 OPTION 2 | FLOOR PLANS

KEY

- Townhomes
- Circulation
- Roof Deck



ROOF LEVEL N

8.0 OPTION 2 | MASSING

VIEW ALONG RAINIER AVE S LOOKING SOUTH

VIEW FROM S GRAHAM ST AND RAINIER AVE S INTERSECTION LOOKING NORTH

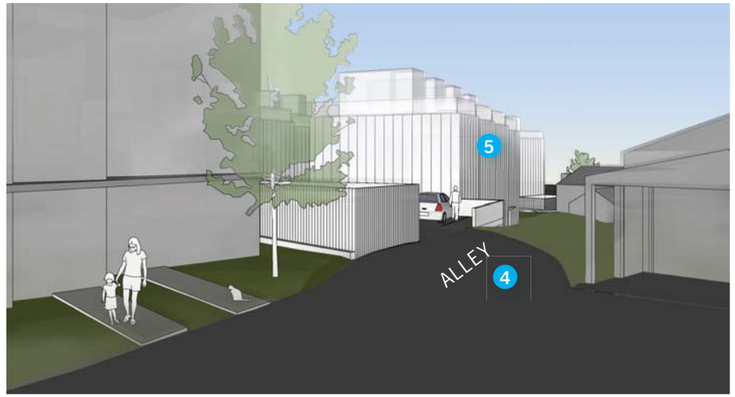
CALL-OUTS

1. Scale of proposed development is compatible with surroundings
2. Secondary elements are used to help emphasize the corner

8.0 OPTION 2 | MASSING

CORNER VIEW

S GRAHAM STREET VIEW LOOKING EAST



ALLEY VIEW

CALL-OUTS

1. Large open space at corner
2. 4' taller mass and stoop are proposed at the corner, providing privacy and transition from public to private.
3. Proposed driveway acts as a buffer between project and neighbor, providing more building separation.
4. Access from alley is positioned to least impact the neighbor.
5. Four units face the alley.

8.0 OPTION 2 | MASSING

RAINIER AVE S VIEW LOOKING NORTH

COMMON AREA VIEW

CALL-OUTS

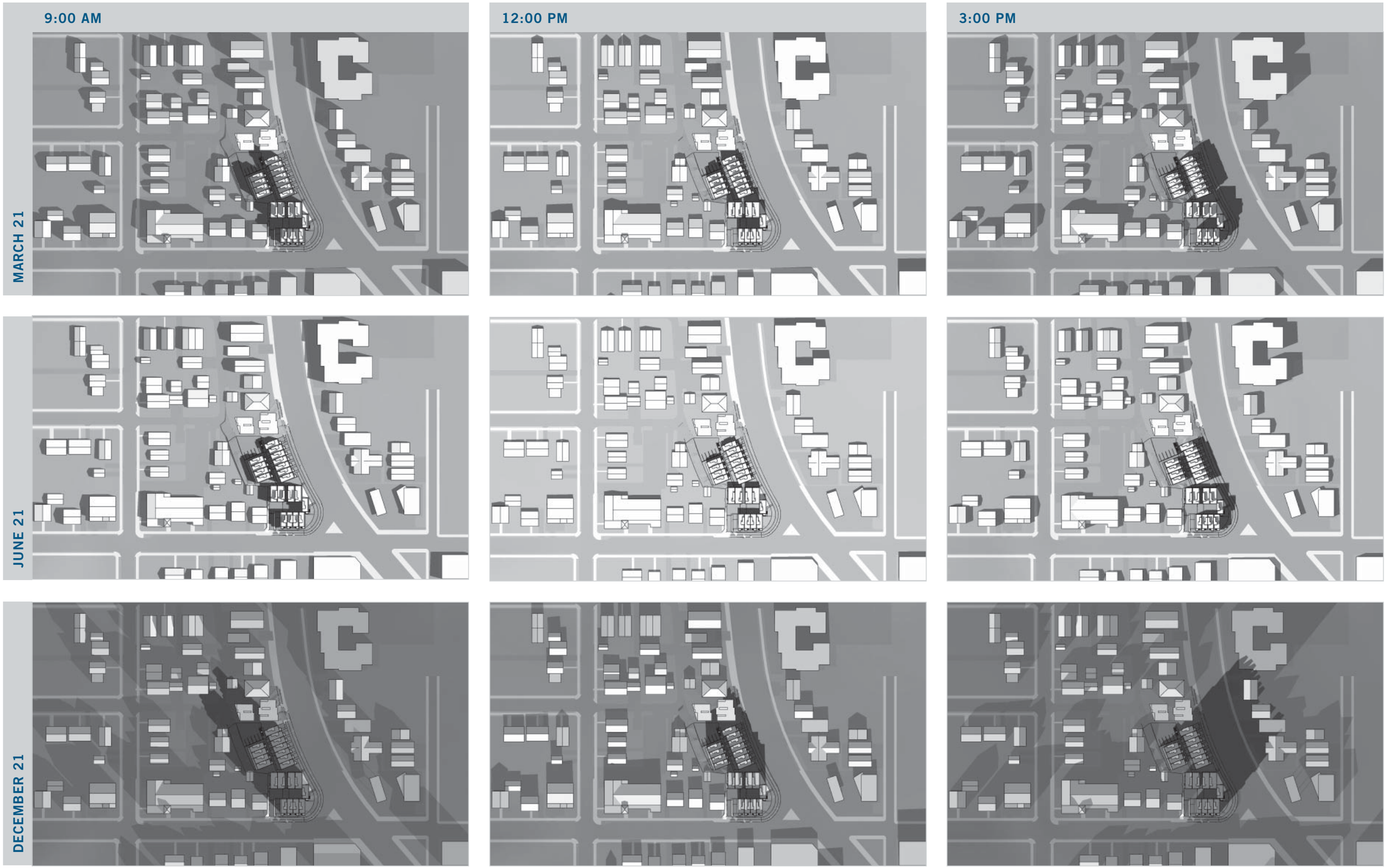
1. Landscape buffer creates transition between public and private.
2. Opportunity for backyard for units

AERIAL VIEW FROM RAINIER AVE S LOOKING NORTH

AERIAL VIEW FROM RAINIER AVE S LOOKING SOUTH

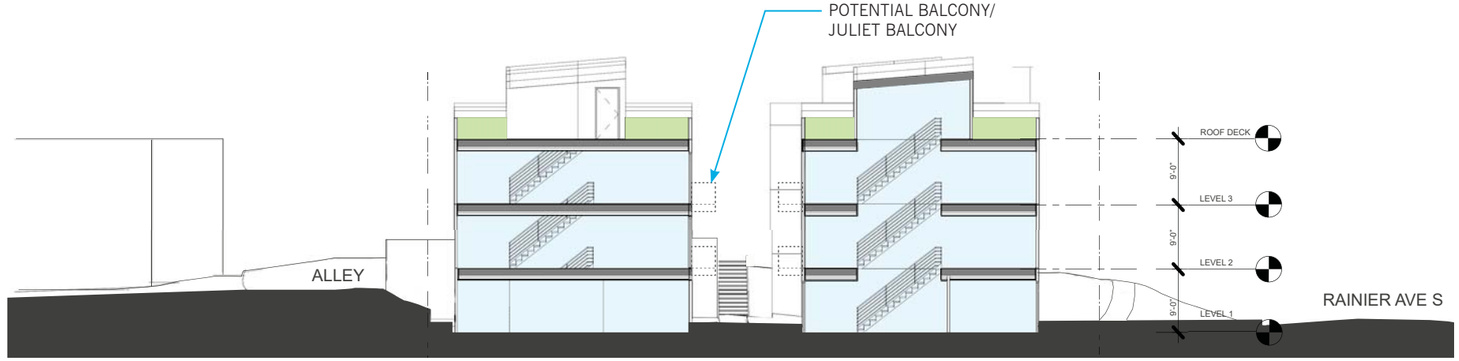
AERIAL VIEW FROM ALLEY

8.0 OPTION 2 | SHADOW STUDY



8.0 OPTION 2 | SECTION

SECTION 1



SECTION 2

KEY

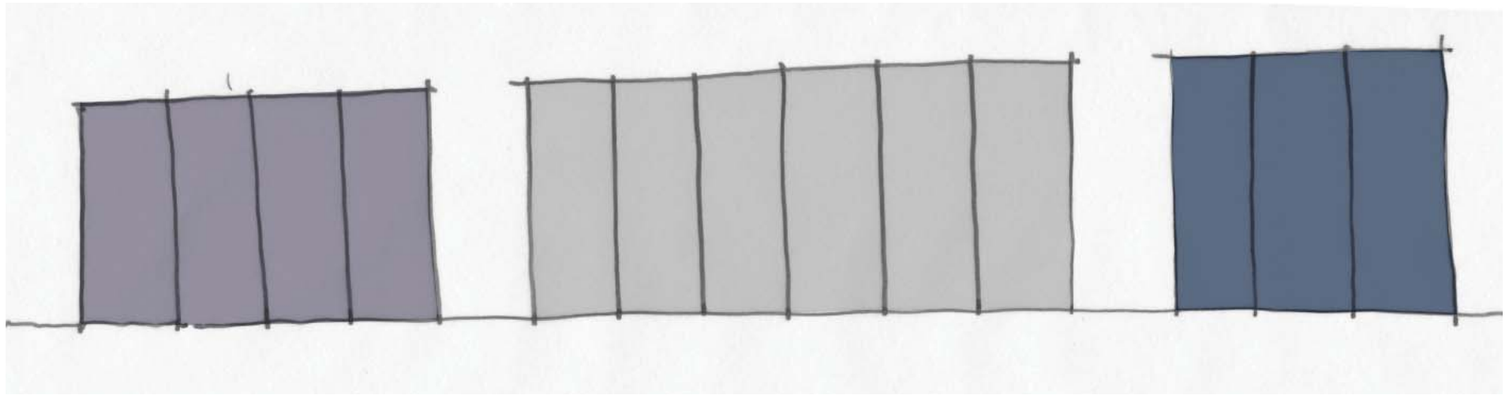
Townhomes
Roof Deck

8.0 PREFERRED OPTION 3 | SUMMARY

# UNITS:	21 units
AMENITY AREA SF	NC2-40: 3,120 SF (Roof Deck) LR3-RC: 5,460 SF (Ground-Level and Roof Deck)
PARKING STALLS:	11 stalls
FAR SF:	NC2-40: 14,730 SF LR3-RC: 14,300 SF
CODE COMPLIANCE:	Yes, code compliant

CONCEPT DIAGRAM | STREET BLOCKS

Inspired by the diversity of facades along neighborhood streets, with each building having its own character but still respecting its neighbors with compatible design.



DESIGN CUES

Street blocks that inspired the concept.

Different facade treatments of the same townhouse plans.

Image credit: Street Monkey Architects (Rowhouses, Sweden)

Open space: Community lane with landscape buffer between buildings that look different but are compatible.

Image credit: C.F.Moller (The Zenhusen Development, Stockholm)

8.0 PREFERRED OPTION 3
FLOOR PLANS

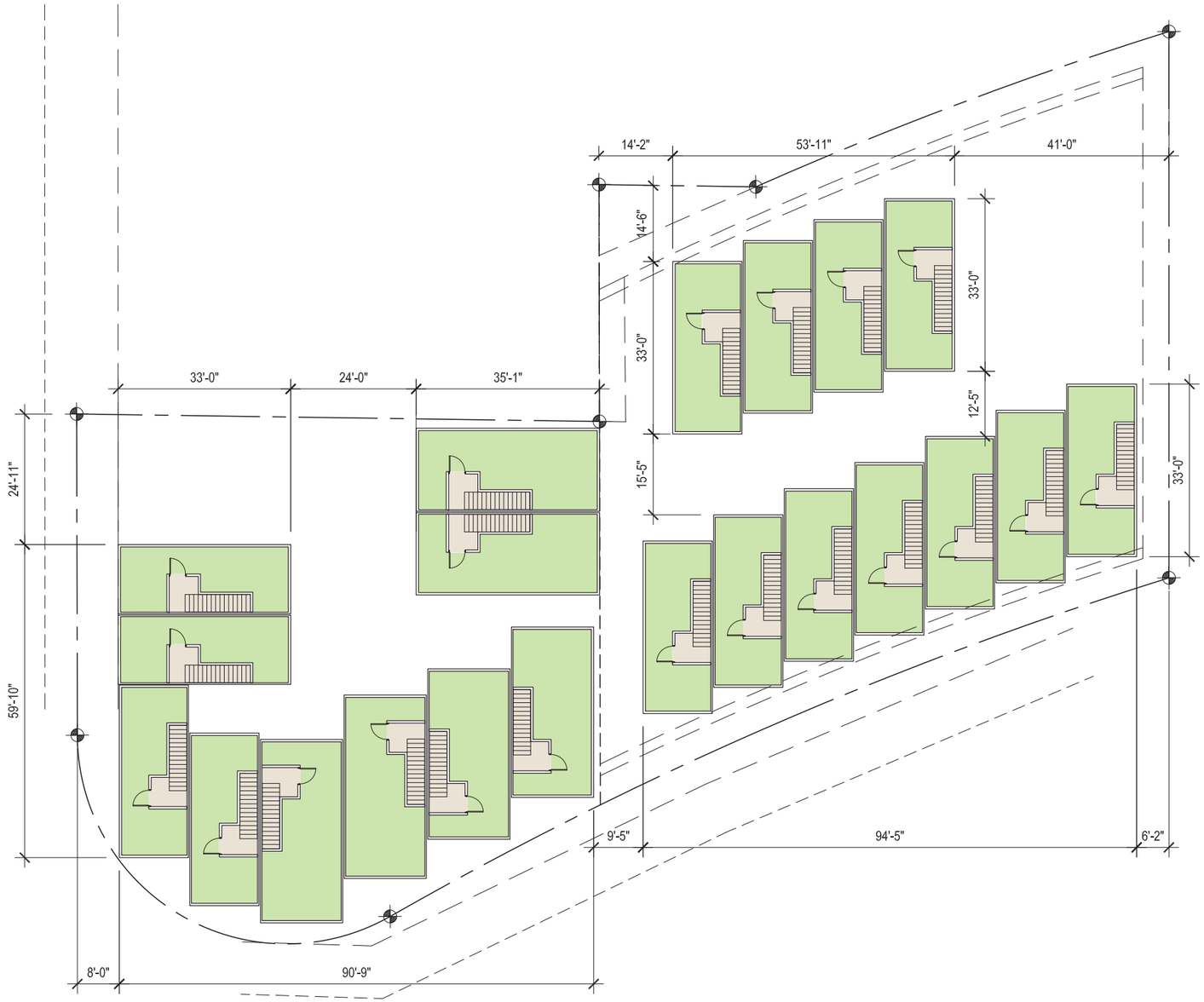
KEY

- Townhomes
- Circulation
- Landscaped Area
- Parking/Garage
- B.O.H. / Utility

8.0 PREFERRED OPTION 3 | FLOOR PLANS

KEY

- Townhomes
- Circulation
- Roof Deck



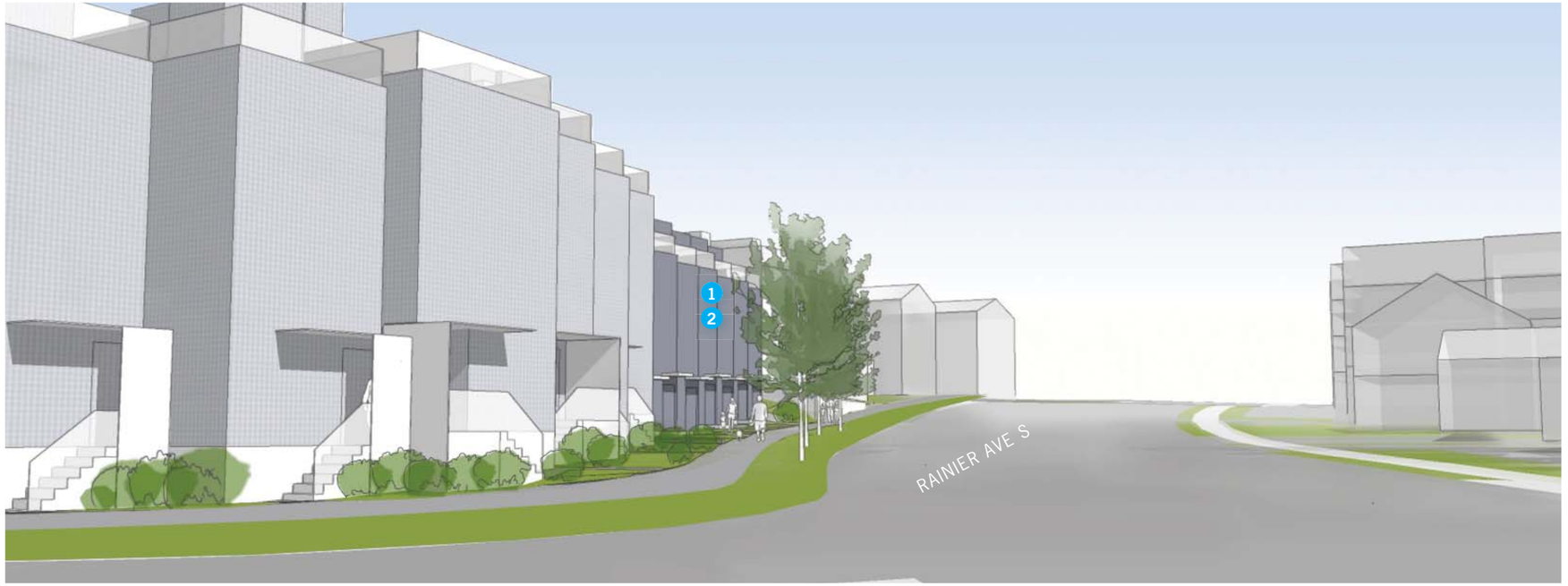
ROOF LEVEL

8.0 PREFERRED OPTION 3 | MASSING

VIEW ALONG RAINIER AVE S LOOKING SOUTH

CALL-OUTS

1. Strong urban edge along Rainier Ave S
2. Scale of proposed development is compatible with surroundings

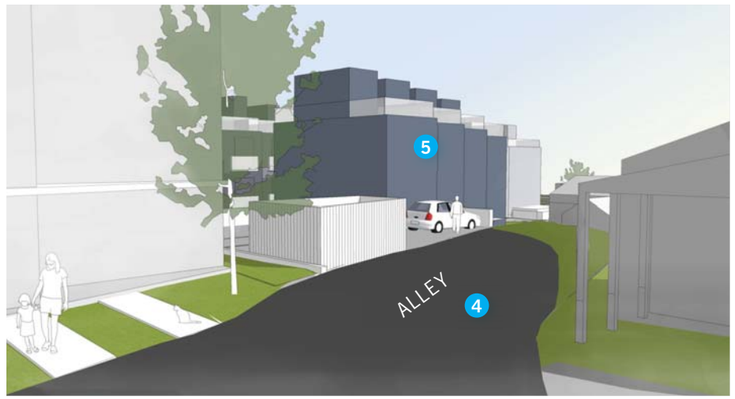


VIEW FROM S GRAHAM ST AND RAINIER AVE S INTERSECTION LOOKING NORTH

8.0 PREFERRED OPTION 3 | MASSING

CORNER VIEW

S GRAHAM STREET VIEW LOOKING EAST



ALLEY VIEW

CALL-OUTS

1. Massing design takes into consideration the street's curve.
2. 4' taller mass and stoop are proposed at the corner, providing privacy and transition from public to private.
3. Proposed driveway acts as a buffer between project and neighbor, providing more building separation.
4. Access from alley is positioned to least impact the neighbor.
5. Four units face the alley.

8.0 PREFERRED OPTION 3 | MASSING

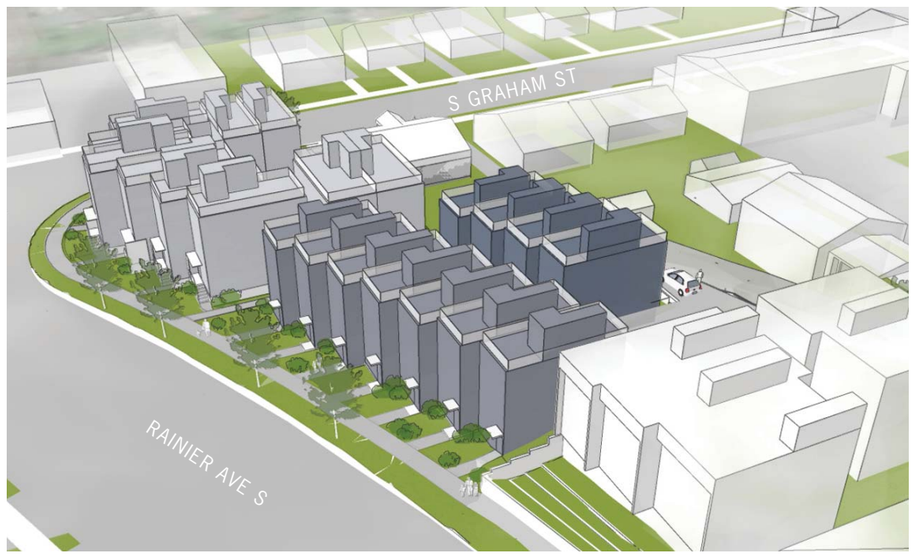
RAINIER AVE S VIEW LOOKING NORTH

COMMON AREA VIEW

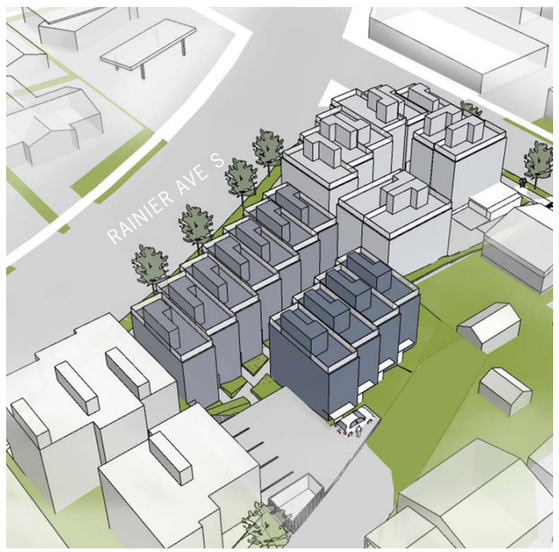
CALL-OUTS

1. Landscape buffer creates transition between public and private.
2. Zigzag facades provide interesting sight-line.

AERIAL VIEW FROM RAINIER AVE S LOOKING NORTH

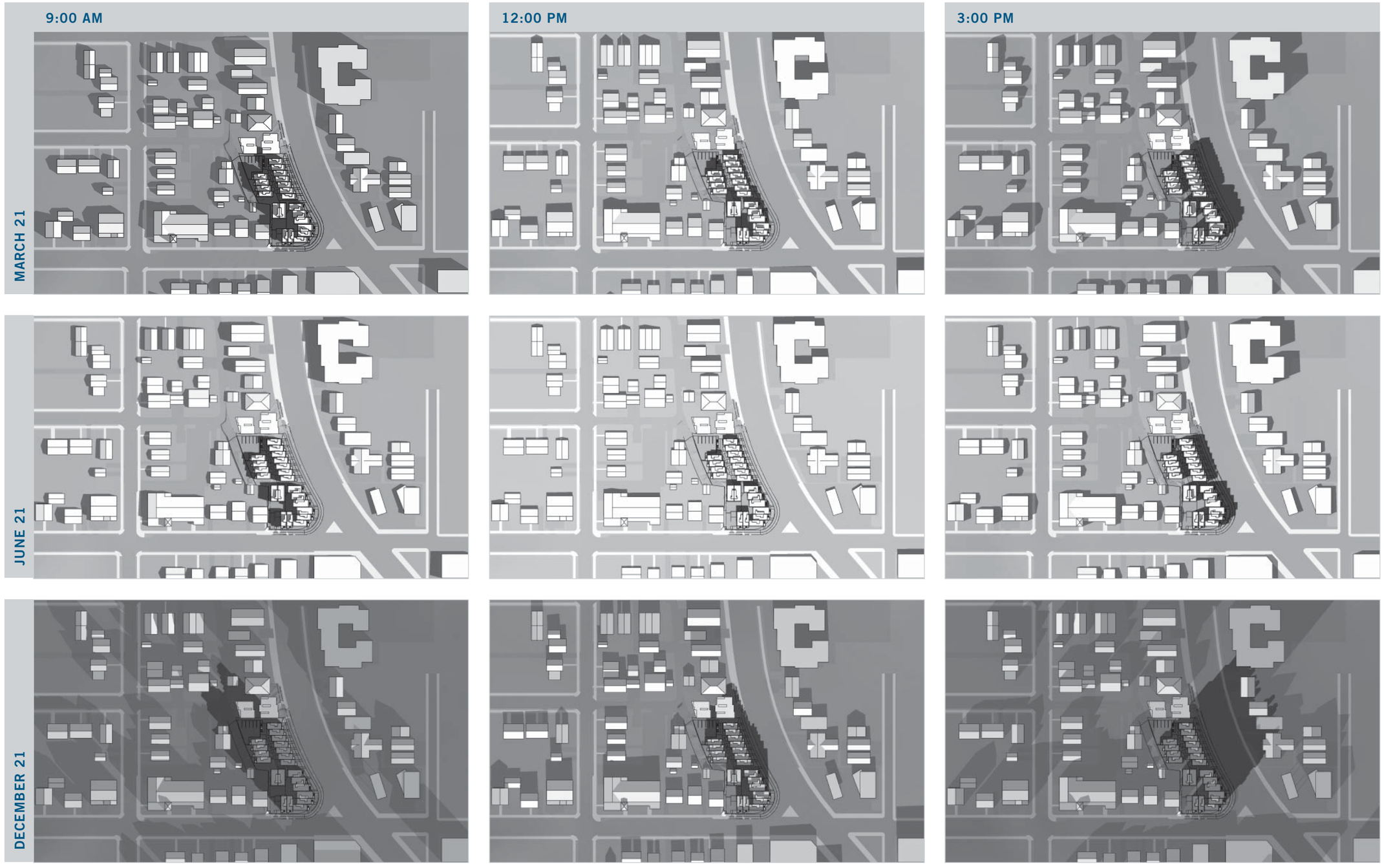


AERIAL VIEW FROM RAINIER AVE S LOOKING SOUTH



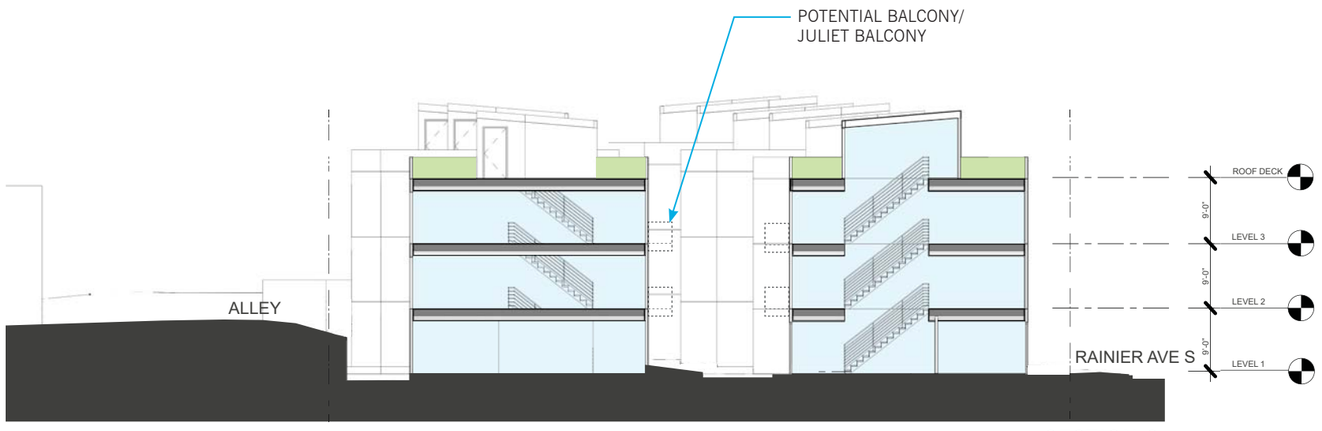
AERIAL VIEW FROM ALLEY

8.0 PREFERRED OPTION 3 | SHADOW STUDY



8.0 PREFERRED OPTION 3 | SECTION

SECTION 1



SECTION 2

KEY

- Townhomes
- Roof Deck

8.0 PREFERRED OPTION 3 I LANDSCAPE CONCEPT

- The goal of landscape design is to enliven streetscape and open space shared by residents.
- Along both streets fronting the site, landscape buffer provides transition from public to private space. Element such as signage, canopy, lighting, steps, walkway, planters, plants and small trees will be utilized.
- Open space: Community lane, which serves as an access space and informal meeting place for residents, will be enhanced by pavers, plants, small trees, and lighting.

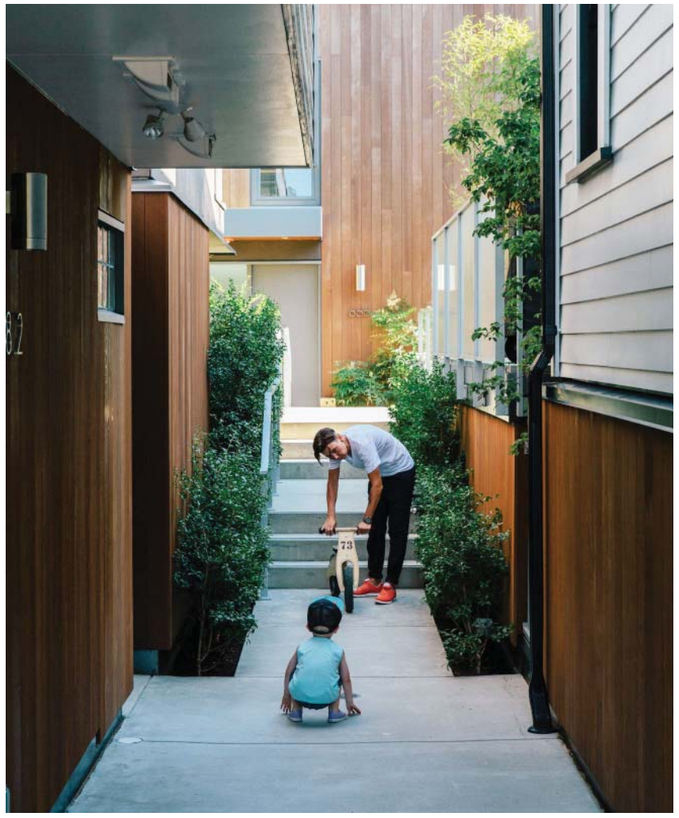


Image credit: Shape Architecture (Union Street EcoHeritage, Vancouver, BC)

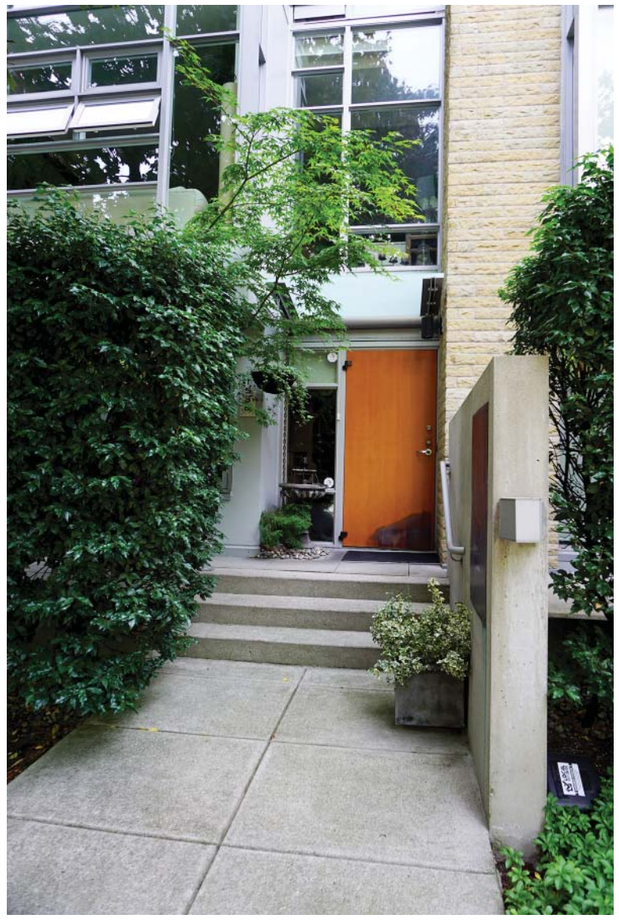
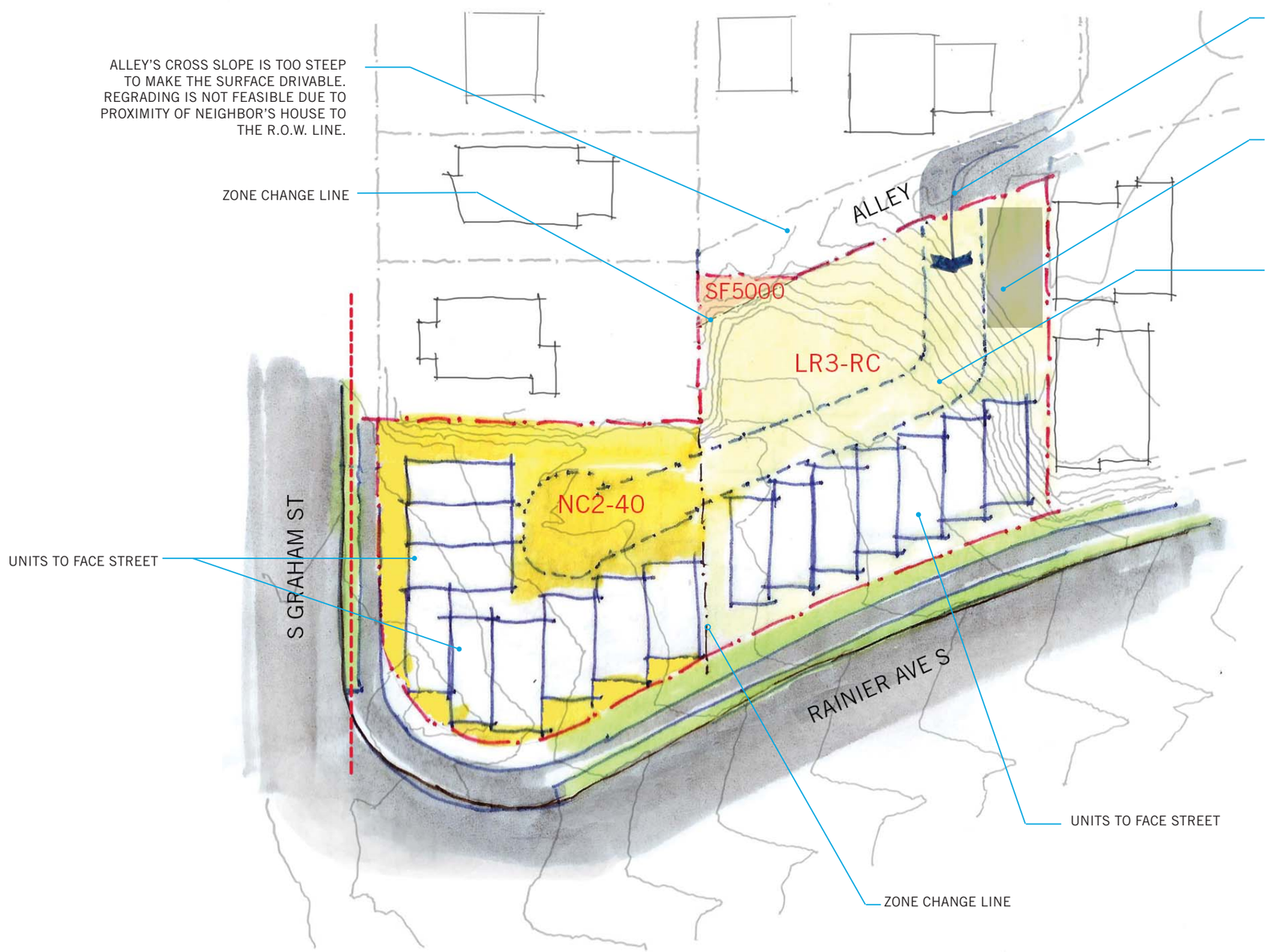


Image credit: SDCI Design Excellence Webpage

9.0 ADDITIONAL INFORMATION: ONE VEHICLE ACCESS AND SERVICE LOCATION STUDY



ONE VEHICULAR AND SERVICE ACCESS FROM ALLEY

LOCATION OF PARKING FOR LR3-RC ZONE AND WASTE & RECYCLE STORAGE FOR BOTH NC2-40 AND LR3-RC ZONE.

WASTE & RECYCLE STORAGE HERE IS NOT A PRACTICAL LOCATION FOR RESIDENTS IN NC2-40 ZONE PORTION.

IF ONLY ONE ACCESS POINT IS PROPOSED FROM ALLEY, A WIDER (16 FEET) AND LONGER DRIVEWAY WILL BE REQUIRED.

EXISTING SITE TOPOGRAPHY MAKES LONG INTERNAL DRIVEWAY CHALLENGING. IT WOULD REQUIRE BUILDINGS TO BE OFFSET FURTHER AWAY FROM THE ROAD TO ACCOUNT FOR ROAD'S STEEPNESS AND TRANSITION TO DOORWAY ENTRANCE.

THIS OPTION WOULD POTENTIALLY REDUCE THE UNIT COUNT, UNIT SIZE AND AVAILABLE GREEN SPACE.

9.0 ADDITIONAL INFORMATION

ARCHITECT | EXAMPLES OF CARON ARCHITECTURE'S WORK

FREMONT PEAK

8 ON 10TH

MORGAN 5.1

DEVELOPER | EXAMPLES OF GREENBUILD'S WORK

RAYE ST SINGLE FAMILY RESIDENCES (IMAGE FROM GREENBUILD)

42ND AVENUE DUPLEX (IMAGE FROM GREENBUILD)

22ND AVENUE TRIPLEX (IMAGE FROM GREENBUILD)