



EARLY DESIGN GUIDANCE

3235 Rainier Ave S. Seattle, WA

SDCI PROJECT NO.:

3030341-EG

EARLY DESIGN GUIDANCE MEETING DATE:

June 12 2018

APPLICANT TEAM:

Rainier Byron Properties, LLC
Caron Architecture

CARON

CARON REF #2017.079

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PROJECT TEAM

OWNER
Charles Harker
Rainier Byron Properties, LLC

CARON ARCHITECTURE CONTACT
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Caron Reference No.: 2017.079

SITE INFORMATION

ADDRESS:
3235 Rainier Ave S
3229 Rainier Ave S

SDCI PROJECT NO.:
3030341- EG

PARCEL(S):
1282300349
1282300345

SITE AREA:
14,396 Total SF
(8,397 SF + 5,999 SF)

OVERLAY DESIGNATION:
Frequent Transit
Mt. Baker (Hub Urban Village)
SE Seattle Reinvestment Area
Light Rail: MC (Mount Baker)
Station Area Overlay

ECA
Liquefaction

PARKING REQUIREMENT:
None (pending frequent transit study)

DEVELOPMENT STATISTICS

ZONING:
SM-NR-85

BUILDING HEIGHT:
85'

FAR:
4.5 (Base)
6 (Max)

ALLOWABLE FAR:
86,376 SF

PROPOSED FAR:
Varies (see 3 options)

LOT SIZE:
14,396 SF

RESIDENTIAL UNITS:
Varies (see 3 options)

PARKING STALLS:
Varies (see 3 options)

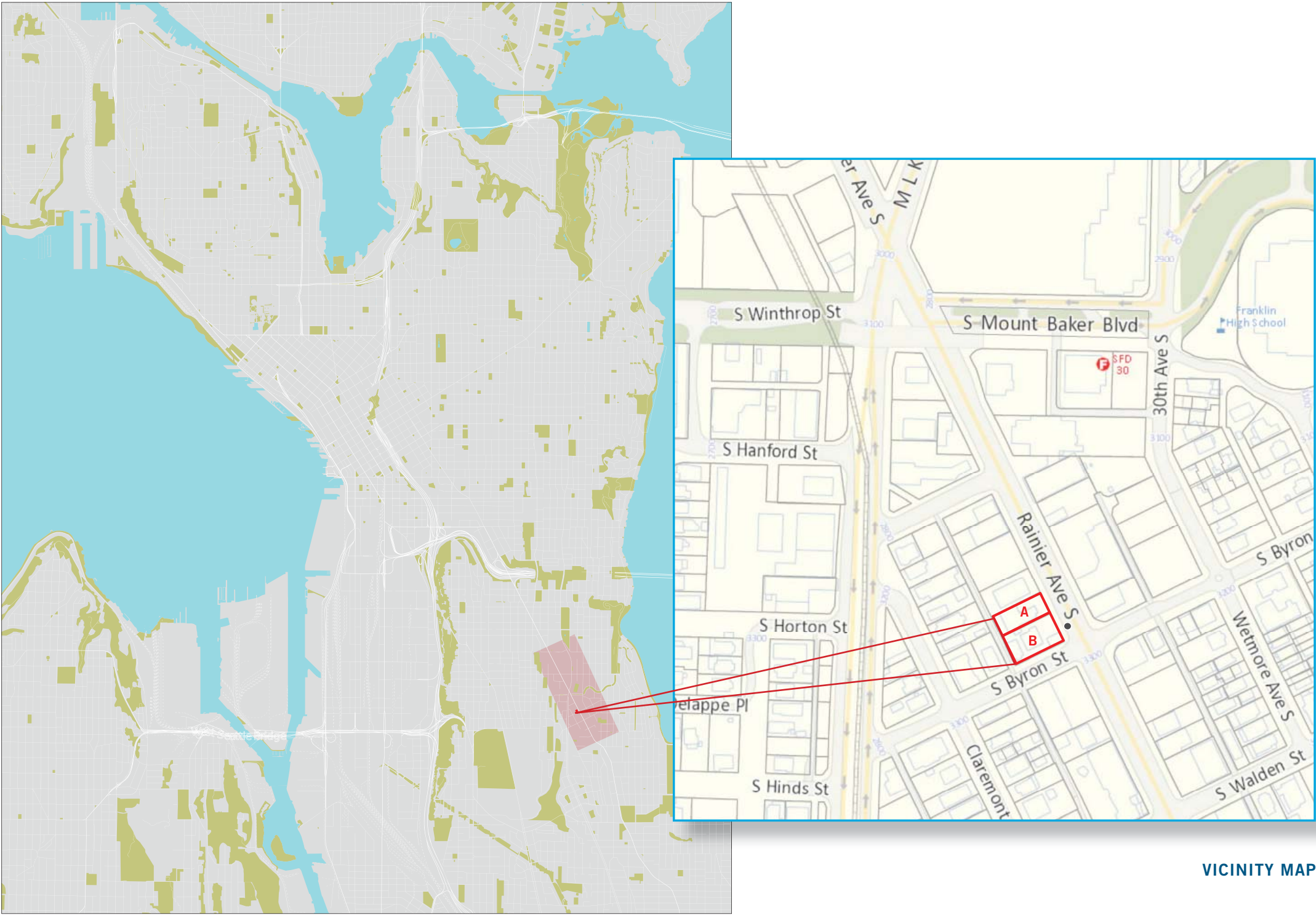
3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

- The proposal includes an eight-story mixed-use apartment building with ground-floor commercial and two levels of parking (one-level below grade).
- The street frontage will be comprised of ground floor commercial and the residential lobby. Parking will be accessed from S. Byron St. and the alley.
- The development aims to provide market-rate and affordable housing for the neighborhood.

SITE DESCRIPTION & ANALYSIS

- The site comprises of two parcels (A & B) located on the intersection of S. Byron St. and Rainier Ave S.
- The site is presently occupied by three single family residences and a commercial property. The existing buildings are in poor condition as seen in the site photos (pages 12-13).
- The site slopes west to east from the alley to Rainier Ave S (see survey, page 4, see street sections, page 10).
- There are power lines along S. Byron St., Rainier Ave S. and the alley. There are existing trees on the property and along Rainier Ave S.
- The project is located in the Mt. Baker Town Center, close to the Mount Baker Light Rail Station. The project location is in the parking flexibility area.



4.0 SURVEY



4.0 TREE SURVEY



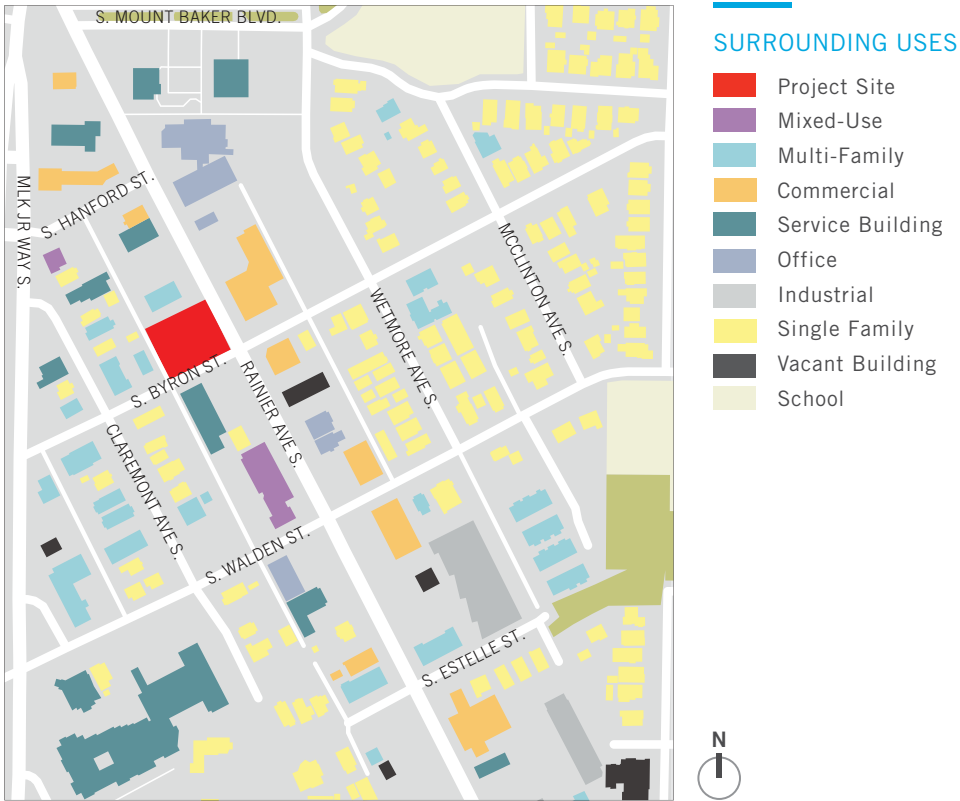
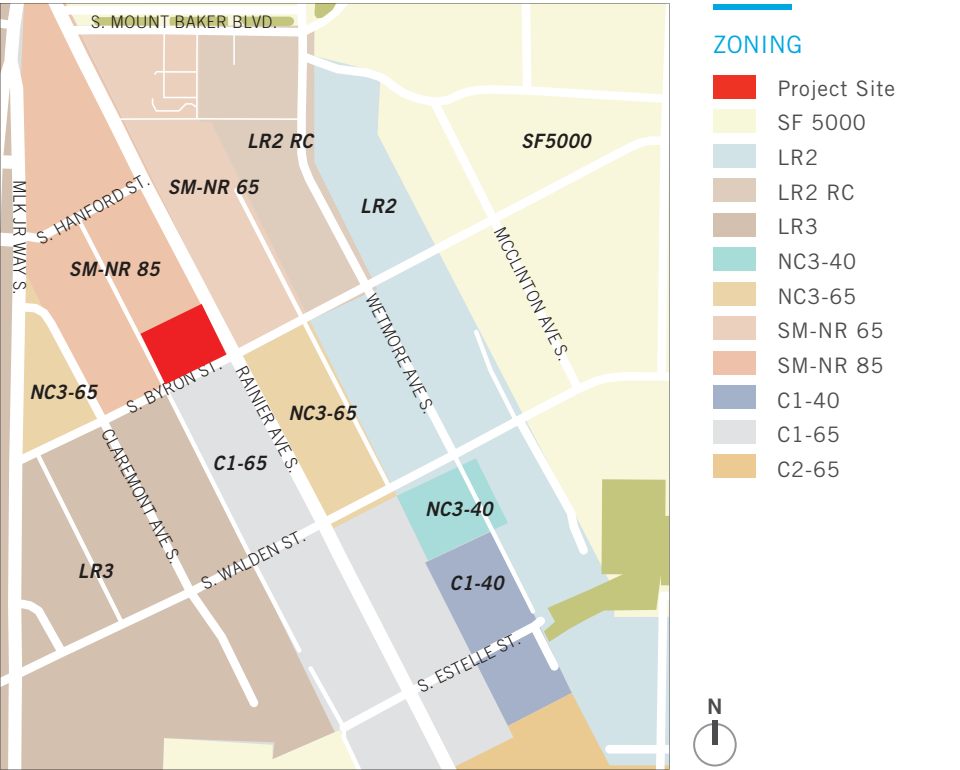
TREE REPORT

# & Species	Dsh	Spread	Condition and Status
1. Austrian black pine (<i>Pinus nigra</i>)	12"	18'	Generally good condition and health. Not exceptional.
2. White oak (<i>Quercus alba</i>)	18"	54'	Repeatedly topped at a low height. Fair condition and health. Not exceptional.
3. Cherry (<i>Prunus</i> sp.)	6"	18'	Generally good condition and health. Not exceptional.
4. Ash (<i>Fraxinus</i> sp.)	12"	26'	Generally good condition and health. Not exceptional.
5. Red alder (<i>Alnus rubra</i>)	7"	30'	Generally good condition and health. Not exceptional.
6. Ash (<i>Fraxinus</i> sp.)	6"	24'	Generally good condition and health. Not exceptional.
7. Ash (<i>Fraxinus</i> sp.)	8"	26'	Generally good condition and health. Not exceptional.
8. Common pear (<i>Pyrus communis</i>)	26"	32'	Generally good condition and health. Not exceptional.

5.0 URBAN DESIGN ANALYSIS



AXONOMETRIC MAP (GOOGLE EARTH)



5.0 URBAN DESIGN ANALYSIS



VICINITY MAP*

- Project Site
- Park
- Bus Stops
- Transit Runs
- Mt. Baker (Hub Urban Village)
- Parking Flexibility Area**
- Light Rail Route
- Potential Views

*There are no dedicated bike lanes around the site
**Where parking reductions can be made

COMMUNITY NODES/LANDMARKS:



1 YORK PLAYGROUND
0.4 Mile from Project Site



2 JOHN MUIR ELEMENTARY SCHOOL
0.3 Mile from Project Site



3 FRANKLIN HIGH SCHOOL
0.4 Mile from Project Site



4 MOUNT BAKER LIGHT RAIL STATION
0.3 Mile from Project Site



5 CHIEF SEATTLE COUNCIL
0.2 Mile from Project Site

5.0 STREETSCAPES

1 S. BYRON STREET LOOKING NORTH



- Apartment Building; 3-stories
- Existing Triplex; 1-story with Basement

2 S. BYRON STREET LOOKING SOUTH



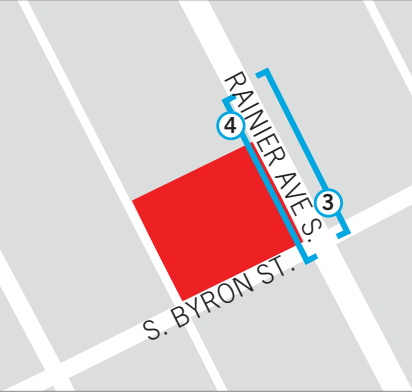
- Single family home
- Retail Building; 1-story
- Commercial / Service Building; 1-story
- Residential Building; 2-stories

5.0 STREETSCAPES

3 RAINIER AVE S. LOOKING WEST



PROJECT SITE
EXISTING STRUCTURES TO BE
DEMOLISHED



RAINIER AVE S.
S. BYRON ST.

N

- Parking lot
- Fourplex; 4-story
- Retail Building; 1-story

4 RAINIER AVE S. LOOKING EAST

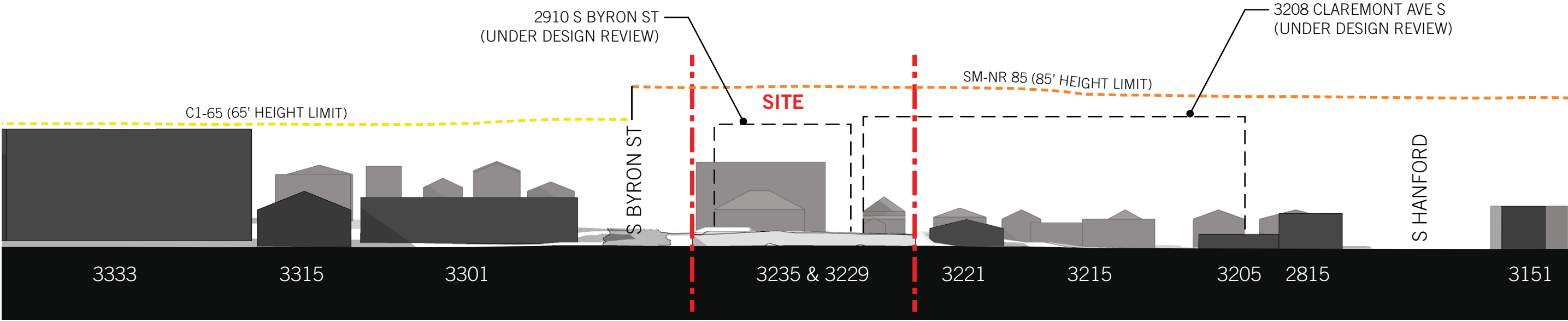


OPPOSITE PROJECT SITE

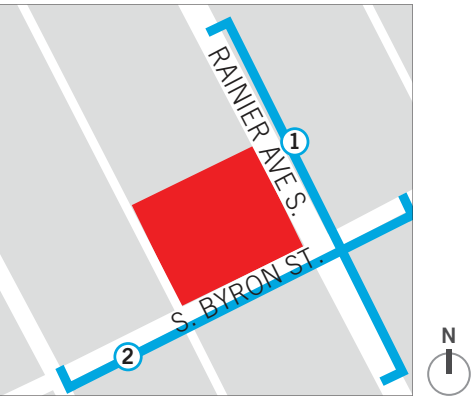
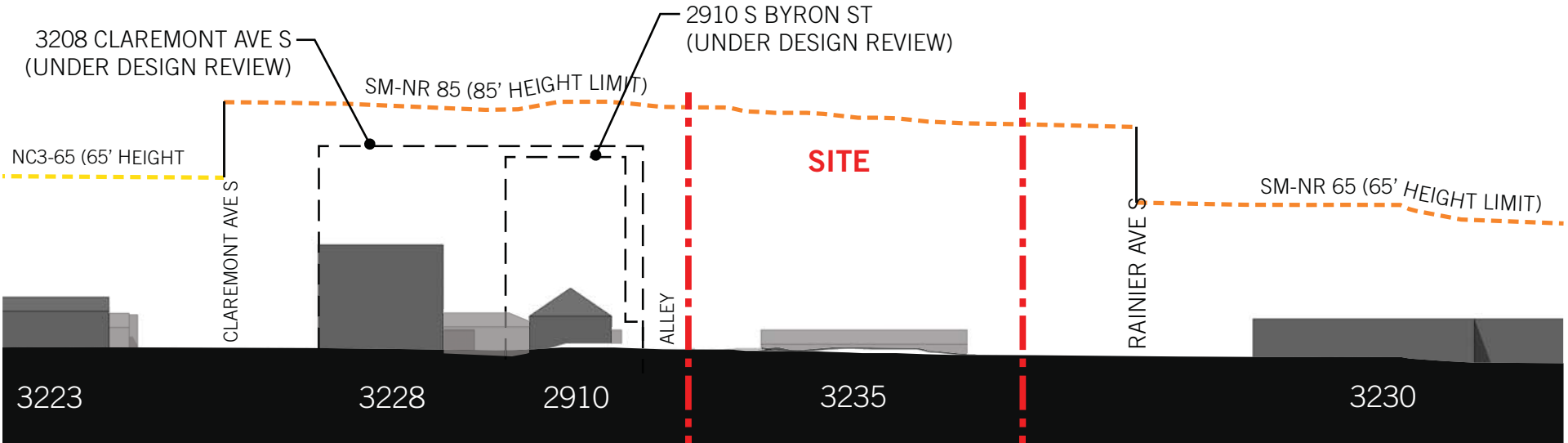
- Under Construction:
4-story apartment building
- Retail Center; 1-story
- Retail Building; 1-story

5.0 STREETSCAPES

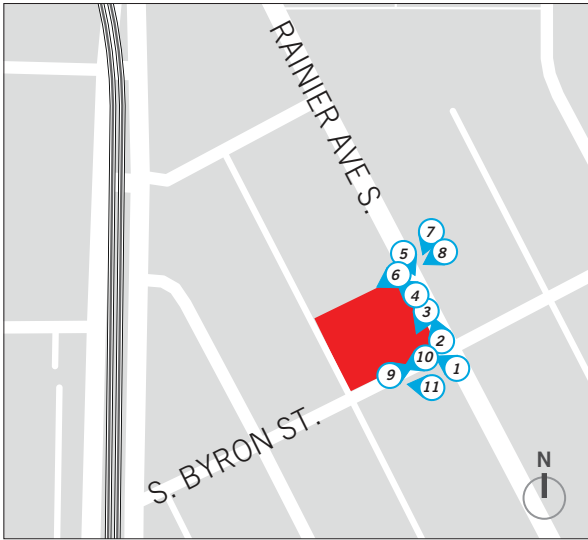
1 RAINIER AVE S. FACING WEST



2 S. BYRON ST. FACING NORTH



5.0 SITE PHOTOS



MAP KEY

- Project Site
- View



1 VIEW FROM SE CORNER-INTERSECTION OF RAINIER AVE S. AND S. BYRON ST.



2 SIDEWALK ALONG RAINIER AVE S. LOOKING NORTH



3 EXISTING SINGLE FAMILY RESIDENCE WITH RETAINING WALL AND SLOPE TOWARDS RAINIER AVE S.



4 EXISTING SITE STAIRS AND SLOPE TOWARDS RAINIER AVE S.



5 SIDEWALK ALONG RAINIER AVE S. LOOKING SOUTH



6 VIEW ALONG NORTH PROPERTY LINE LOOKING EAST



7 EXISTING SINGLE FAMILY RESIDENCE AND ROCKERY AT NORTH PROPERTY LINE



8 VIEW OF NORTH PROPERTY LINE FROM RAINIER AVE S.



9 VIEW OF SE CORNER FROM S. BYRON ST.

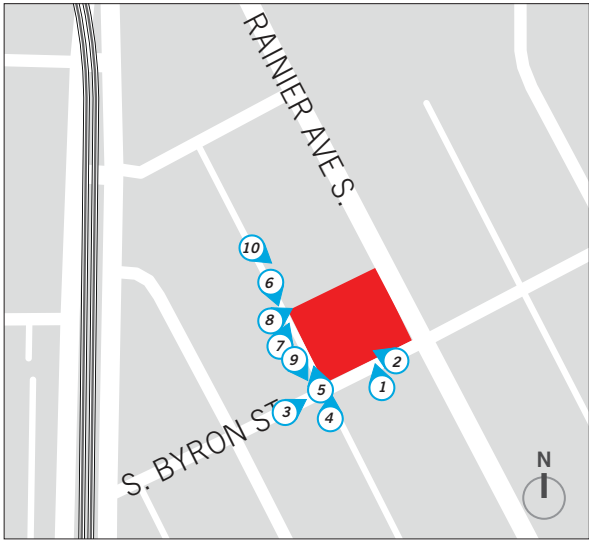


10 SIDEWALK ALONG S. BYRON ST. LOOKING WEST



11 SIDEWALK ALONG S. BYRON ST.

5.0 SITE PHOTOS, CONTINUED



MAP KEY

- Project Site
- View



1 VIEWS OF EXISTING SINGLE FAMILY RESIDENCE FROM S. BYRON ST.



2 VIEWS OF EXISTING SINGLE FAMILY RESIDENCE FROM S. BYRON ST.



3 VIEW FROM SW CORNER INTERSECTION OF S. BYRON ST & ALLEY



4 VIEW OF ALLEY FROM SW CORNER



5 VIEW OF ALLEY LOOKING NORTH



6 VIEW OF ALLEY LOOKING SOUTH



7 VIEW OF NW CORNER



8 VIEW ALONG NORTH PROPERTY LINE LOOKING EAST

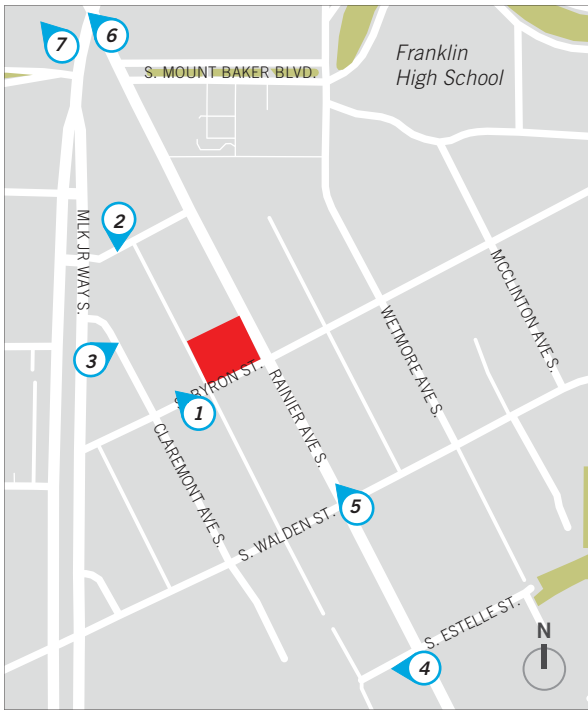


9 VIEW OF SW CORNER FROM ALLEY



10 VIEW OF ADJACENT SITE TO THE NORTH FROM ALLEY

5.0 NEIGHBORHOOD DESIGN



- MAP KEY
- Project Site
 - View



1 2910 S. BYRON ST. - UNDER DESIGN REVIEW

**Image from Seattle in Progress, see Site Plan and Massing Studies*



2 2807 S. HANFORD ST. - UNDER DESIGN REVIEW

**Image from Seattle in Progress*



3 3208 CLAREMONT AVE S. - UNDER DESIGN REVIEW

**Image from Seattle in Progress, see Site Plan and Massing Studies*



4 3501 RAINIER AVE S - UNDER CONSTRUCTION



5 CLAREMONT APARTMENTS



6 ARTSPACE MOUNT BAKER LOFTS



7 MT. BAKER STATION

6.0 ZONING DATA

APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	OPTION 1	OPTION 2	OPTION 3
Scope of Provisions	23.48.002	A	Applies to SM-NR zones, with a height limit suffix			
Applicability in North Rainier	23.48.400		The provisions in Sections 23.48.420 through 23.48.435 of the Seattle Mixed-North Rainier (SM-NR) zone are in addition to and supplement the provisions of Sections 23.48.005 through 23.48.095. In cases of conflicts between these Sections 23.48.005 through 23.48.095 and Sections 23.48.420 through 23.48.435, the provisions in the SM-NR zone apply.			
Floor area ratio (FAR) in North Rainier	23.48.420		Per Table A - BASE FAR: 4.5, MAX FAR: 6	√	√	√
Extra floor area in Seattle Mixed Zones	23.48.021	A	General 1. Development achieving extra floor area under Section 23.48.020 or Section 23.48.025 shall provide public amenities according to the standards of this Section 23.48.021 and Chapter 23.58A. If the development is not located within an adopted Local Infrastructure Project Area as per Map A for 23.58A.044, extra floor area shall be achieved through the requirements of subsection 23.48.021.B. 2. Development achieving extra floor area in Seattle Mixed zones shall meet the conditions of this Section 23.48.021 and provide public amenities according to the standards of this Section 23.48.021 and Chapter 23.58A, except where supplemented in the applicable subchapter. 3. Definitions in Section 23.58A.004 apply in this Section 23.48.021 unless otherwise specified.	√	√	√
		B.1	Calculation outside of specific areas 1. Means to achieve extra residential floor area. If the maximum height limit for residential use is 85 feet or lower or the lot is located outside of the South Lake Union Urban Center, SM-U zones, and the Mount Baker Station Area Overlay District, the applicant shall use bonus residential floor area for affordable housing pursuant to Section 23.58A.014 to achieve all extra residential floor area on the lot.	√	√	√
		D.1	Minimum requirement. Developments containing any extra floor area shall meet the following requirements: 1. Green building performance. The applicant shall make a commitment that the proposed development will meet the green building standard and shall demonstrate compliance with that commitment, all in accordance with Chapter 23.58D.	√	√	√
		D.2	2. Transportation Management Program (TMP). The applicant will provide a TMP for non-residential development, consistent with requirements for TMPs in any applicable Director's rule, that demonstrates, to the satisfaction of the Director in consultation with the Director of Transportation, that no more than 40 percent of trips to and from the development will be made using single-occupant vehicles (SOVs). The TMP shall be submitted with the Master Use Permit application. a. For purposes of measuring the percent of trips to and from the development made using SOVs in the TMP, the number of SOV trips shall be calculated for the p.m. peak hour in which an applicant expects the largest number of vehicle trips to be made by employees at the site (the p.m. peak hour of the generator). b. Compliance with this subsection 23.48.021.D.2 does not affect the responsibility of any employer to comply with Seattle's Commute Trip Reduction (CTR) Ordinance.	√	√	√
Street-level development standards	23.48.040	B.2.b	All other streets not specified in subsection 23.48.040.B.2.a are subject to the following: Applicable to S. Byron St. 1) Blank facades are limited to segments 30 feet wide. Blank facade width may be increased to 60 feet if the Director determines as a Type I decision that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest. 2) The total width of all blank facade segments shall not exceed 70 percent of the width of the street-facing facade of the structure on each street frontage; or 78 percent if the slope of the street frontage abutting that lot exceeds 7.5 percent. c. Any blank segment of a street-facing facade shall be separated by transparent areas that are at least 2 feet wide.	√	√	√
Street-level development standards in North Rainier	23.48.440		Lots abutting Class 2 Pedestrian Streets shown on Map A for 23.48.440 are subject to development standards in Section 23.48.040.- Applicable to Rainier Avenue S.	√	√	√
Amenity area for residential uses	23.48.045	B	Quantity of amenity area. 5% of the total gross floor area in residential use required.Accessory parking areas and areas used for mechanical equipment are excluded from the calculation of gross floor area in residential use. Bioretention facilities qualify as amenity area.	√	√	√
		C2	Max. 50% of the required amenity area may be enclosed.	N/A	√	N/A
		C5	Amenity area provided as landscaped open space located at street level and accessible from the street shall be counted as twice the actual area in determining the amount provided to meet the amenity area requirement.	√	√	√

6.0 ZONING DATA

APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	OPTION 1	OPTION 2	OPTION 3
Structure Height	23.48.025	A	Max Height limit = 85 feet	√	√	√
Upper-Level setback requirements in North Rainier	23.48.435	A	Lot abuts a street shown on Map A for 23.48.435: A. Any portion of a structure greater than 45 feet in height is required to set back from a lot line abutting a street shown on Map A for 23.48.435.			
		B	B. A setback of 1 foot for every 2 additional feet of height is required for any portion of a structure exceeding the maximum height permitted without a setback according to subsection 23.48.435.A, up to a maximum setback of 15 feet measured from the street lot line.	DEPARTURE REQUESTED	√	DEPARTURE REQUESTED
Street-level development standards	23.48.040	A.2	Minimum facade height. In SM-NR zones, a minimum facade height is required for the street-facing facades of new structures, unless all portions of the structure are lower than the required minimum facade height listed below. b. On Class 2 Pedestrian Streets, the minimum height for street-facing facades is 25 feet. - Applicable to Rainier Avenue S. c. On all other streets, the minimum height for street-facing facades is 15 feet. - Applicable to S. Byron St.	√	√	√
		B.1.a	Transparency requirements In SM-NR zones, on Class 2 Pedestrian Streets, Min.60% of the street-facing facade must be transparent, except that if the slope of the street frontage abutting the lot exceeds 7.5 percent, the required amount of transparency is 45% of the street-facing facade.- Applicable to Rainier Avenue S.	√	√	√
		B.1.b	In SM-NR zones, for all other streets not specified in subsection 23.48.040.B.1.a, Min. 30% of the street-facing facade must be transparent, except that if the slope of the street frontage abutting the lot exceeds 7.5 percent, min. transparency required is 22% of the street-facing facade. - Applicable to S. Byron St.	√	√	√
		B.2.a	Blank facade limits. In the SM-NR zones, for Class 2 Pedestrian Streets, the following apply: Applicable to Rainier Avenue S. 1) Blank facades are limited to segments 15 feet wide. Blank facade width may be increased to 30 feet if the Director determines that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest. 2) The total width of all blank facade segments shall not exceed 40 percent of the width of the street-facing facade of the structure on each street frontage, or 55 percent of the width of the street-facing facade if the slope of the street frontage abutting that lot exceeds 7.5 percent.	√	√	√
Landscaping and screening standards	23.48.055	A.2	Landscaping that achieves a Green Factor score of .30 or greater, pursuant to Section 23.86.019, is required for any lot with: a. Development containing more than four new dwelling units; or b. Development, either a new structure or an addition to an existing structure, containing more than 4,000 square feet of non-residential uses; or c. Any use with more than 20 new parking spaces for automobiles.	√	√	√
Required parking & loading	23.48.080	A	Off-street parking spaces and bicycle parking are required according to Section 23.54.015, Required parking.	√	√	√
	23.48.085	B	Parking at street level within structures 1. Parking located at street level in a structure is subject to the provisions of subsections 23.48.055.C.3.a and 23.48.055.C.3.b, except as provided for in subsections 23.48.085.B.2 and 23.48.085.B.3.	√	√	√
		D1	Parking and loading access. If a lot abuts more than one right-of-way, the location of access for parking and loading shall be determined by the Director, depending on the classification of rights-of-way, according to the following: 1. Access to parking and loading shall be from the alley when the lot abuts an alley improved to the standards of subsection 23.53.030.C and use of the alley for parking and loading access would not create a significant safety hazard as determined by the Director.	DEPARTURE REQUESTED	√	DEPARTURE REQUESTED

6.0 ZONING DATA

APPLICABLE ZONING	SMC-SECTION	SUB-SECTION	REQUIREMENT	OPTION 1	OPTION 2	OPTION 3
Required parking	23.54.015	Table A-Item K	Non-residential uses in urban villages that are not within an urban center or the Station Area Overlay District, if the non-residential use is located within 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the non-residential use. No minimum requirement	√	√	√
		Table B-Item M	All residential uses in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the residential use. No minimum requirement	√	√	√
Bicycle parking	23.54.015	Table D	Eating and Drinking / Sales and Service, General. Long Term: 1 per 12,000 square feet. Short Term: 1 per 4,000 square feet; Multifamily. Long Term: 1 per 4 dwelling units. Short Term: None	√	√	√
Alley Improvements in All Zones	23.53.030	F	Existing Alleys Which Do Not Meet the Minimum Width 1. When an existing alley is used for access to parking spaces, open storage, or loading berths on a lot, and the alley does not meet the minimum width established in subsection 23.53.030.D, except as provided in subsection 23.53.030.G, a dedication equal to half the difference between the current alley right-of-way width and minimum right-of-way width established in subsection 23.53.030.D shall be required	√	√	√
Driveways	23.54.030	D.1.a	Residential uses. a. Driveway width. Driveways less than 100 feet in length that serve 30 or fewer parking spaces shall be a minimum of 10 feet in width for one-way or two-way traffic.	√	√	√
		D3	Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent.	√	√	√
Sight Triangle	23.54.030	G.1	For exit-only driveways and easements, and two way driveways and easements less than 22 feet 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 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk, as depicted in Exhibit E for 23.54.030.	√	√	√
Solid waste and recyclable materials storage and access	23.54.040	B	Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for non-residential development. In mixed use developments, storage space for garbage may be shared between residential and non-residential uses, but separate spaces for recycling shall be provided.	√	√	√
Bonus residential floor area for affordable housing	23.58A.014	A	Scope; general rule. This Section 23.58A.014 applies to bonus residential floor area for affordable housing allowed on lots for which applicable sections of this Title 23 expressly refer to this Chapter 23.58A. To obtain bonus residential floor area for affordable housing, the applicant may use the performance option, the payment option, or a combination of these options, in accordance with this Section 23.58A.014 and subject to the provisions of the zone. However, where the maximum allowable height under the applicable provisions of the zone is 85 feet or less, the applicant may only use the performance option.	√	√	√
		B	Performance option 1. Amount of affordable housing. An applicant using the performance option shall provide affordable housing with a gross floor area at least equal to a. 14 percent of the gross bonus residential floor area obtained through the performance option, except that an applicant may elect to provide affordable housing equal to eight percent of the gross bonus residential floor area obtained through the performance option if the housing is affordable to, and restricted to occupancy by, households with incomes no higher than 50 percent of median income as defined by Section 23.84A.025;	√	√	√

7.0 DESIGN GUIDELINES

CONTEXT & SITE

CS1. NATURAL SYSTEMS & SITE FEATURES

B. Sunlight & Natural Ventilation

[Architect Response:](#)

The project site allows for more daylight and natural ventilation due to the corner location with right-of-way on three sides. The building's design and massing maximizes solar exposure and ventilation to all units. Majority of the units are oriented towards the street, and units on the interior/courtyard side are setback considerably from the alley and side lot line guarenteeing adequate light and ventilation even with future development across the alley and the north. There are no units facing a side lot line, which if occurred would reduce daylight. The common amenity area at grade is also located southward towards S. Byron St. The proposed L-shaped massing minimizes shading of adjacent properties by setting back a portion of the building from the north property line.

C. Topography

Mount Baker Supplemental Guidance - II. Topography

[Architect Response:](#)

The project site slopes down approximately 7 feet from the alley to the southwest and Rainier Ave S. to the northeast (see survey, page 4, see street sections, page 10). The proposed building follows the topography of the site by locating active uses such as commercial and residential at street level and parking/service areas towards the alley partially below grade. The orientation of some units facing southward also maximizes views of Mt. Rainier.

CS2. URBAN PATTERN & FORM

B. Adjacent Sites, Streets, and Open Spaces - 2. Connection to the Street

Mount Baker Supplemental Guidance - II. Adjacent Sites, Streets, and Open Spaces

[Architect Response:](#)

The proposed design locates commercial and residential entries towards the major street i.e. Rainier Ave S. to create a pedestrian friendly environment with active, transparent street facades built to the sidewalk edge. The street frontage is setback a few feet from the property line to allow for a wider sidewalk with landscaping and street trees. The residential amenity area at grade is located towards the quieter street i.e. S. Byron Street which has more residential uses. Parking access and curb cuts are also carefully located along the alley and S. Byron St. versus Rainier Ave S.

C. Relationship to the block – 1. Corner Sites

Mount Baker Supplemental Guidance - III. Relationship to the block

[Architect Response:](#)

The proposed development at a corner intersection will set a precedent for future development along Rainier Ave S., by providing active, transparent street level uses up to sidewalk edge without any surface parking. The street frontage is setback a few feet from the property line to allow for a wider, pedestrian friendly sidewalk with landscaping and street trees. The amenity area along S. Byron St. leading to the corner intersection creates a more open environment for pedestrians softening the transition from a quieter street (S. Byron St.) to a major arterial street. (Rainier Ave S.) Even though the building is setback from the corner intersection, the L-massing creates a strong urban edge at the corner. The courtyard amenity towards the northwest provides a quieter open area with an opportunity for future development on the north side to provide south facing open space, which when combined would increase light and ventilation for uses in both buildings.

D. Height, Bulk and Scale – 1. Existing Development and Zoning, 3. Zone Transitions, 4. Massing Choices, 5. Respect for Adjacent Sites

Mount Baker Supplemental Guidance - IV. Height, Bulk and Scale

[Architect Response:](#)

This corner site marks the zoning height change from 65 feet to 85 feet as well as the change from the LR3, CI-65 & NC3-65 zones. The proposed massing utilizes the full development potential of the site, while being sensitive to surrounding lower height properties by providing a setback and landscaped amenity area along S. Byron St. that forms a strong buffer for this transition. The proposal requests a departure to allow a reduction

in the required upper level setback for the frontage along Rainier Ave S. in order to form a strong urban edge along Rainier Ave S. which is a major arterial street. This will also enable the design correspond better to the scale of expected future development, as the neighborhood evolves in the surrounding SM-NR-85 zone across the alley and towards the north. The reduced setback along Rainier Ave S. is well compensated by providing a full height setback along S. Byron St., which is a quieter street adjacent to the lower zoned properties. The proposal does setback the upper floors to some degree to eliminate a towering effect along Rainier Ave S.

CS3. ARCHITECTURAL CONTEXT AND CHARACTER

A. Emphasizing Positive Neighborhood Attributes – 2. Contemporary Design, 4. Evolving Neighborhoods

Mount Baker Supplemental Guidance – I. Emphasizing Positive Neighborhood Attributes

[Architect Response:](#)

The existing properties around the site vary in architectural style, age, scale and character. The proposed design complements this amalgam by expressing a contemporary urban style with simple and clean massing at a corner intersection of two streets. It also responds to the scale of expected future development, as the neighborhood evolves in the surrounding SM-NR-85 zone across the alley and towards the north. The street level plan layout uses the residential lobby to divide the commercial area into two smaller spaces well-suited to be adapted to independently owned businesses.

PUBLIC LIFE

PL1. CONNECTIVITY

A. Network of Open Spaces – 2. Adding to Public Life

Mount Baker Supplemental Guidance – I. Network of Open Spaces

[Architect Response:](#)

The proposed design locates commercial and residential entries towards the major street i.e. Rainier Ave S. to increase human interaction and create a pedestrian friendly environment with active, transparent street facades built to the sidewalk edge. The street frontage is setback a few feet from the property line to allow for a wider sidewalk with landscaping and street trees. The exterior residential amenity area at grade is located towards the quieter street i.e. S. Byron Street which has a more residential character. Parking access and curb cuts are also carefully located along the alley and S. Byron St. versus Rainier Ave S. to prevent interruptions in pedestrian circulation.

B. Walkways and Connections – 3. Pedestrian Amenities.

Mount Baker Supplemental Guidance – II. Walkways and Connections

[Architect Response:](#)

The ground level open space along S. Byron St. in combination with the street sidewalk, planting strip and street trees enlivens the site generating human interest and interaction. Street facing residential and commercial uses at the building edge along Rainier Ave S. enhance connectivity with the sidewalk. Building entrances and transparent windows directly facing Rainier Ave S. also increase visibility and security thus fostering a pedestrian friendly environment.

PL2. WALKABILITY

B. Safety and Security – 1. Eyes on the Street, 2. Lighting for Safety, 3. Street-level Transparency

Mount Baker Supplemental Guidance – II. Safety and Security

[Architect Response:](#)

The ground level open space along S. Byron St. in conjunction with street facing residential and commercial uses encourage natural surveillance. The proposed design incorporates features such as a transparent glazing, lighting, signage, landscaping and street trees to promote transparency, visibility, security, and human comfort. Building entrances along the street frontage also foster a safe pedestrian environment.

C. Weather Protection – 1. Locations and Coverage, 2. Design Integration

Mount Baker Supplemental Guidance – III. Weather Protection

[Architect Response:](#)

The proposed design provides opportunities for overhead weather protection by recessing the ground floor in

7.0 DESIGN GUIDELINES

relation to the upper floors. Ample floor to floor height for street level uses allows room for canopies providing weather protection and promoting human scale at ground level.

PL3. STREET-LEVEL INTERACTION

A. Entries
Mount Baker Supplemental Guidance – I. Entries

[Architect Response:](#)
The proposed design provides commercial and residential uses at the sidewalk edge with transparent facades and clearly visible entries directly connected to the sidewalk.

C. Retail Edges
Mount Baker Supplemental Guidance – II. Retail Edges & IV Non-Residential Frontage

[Architect Response:](#)
The proposed design provides accessible barrier free entrances from the sidewalk. Commercial uses with ample floor to floor height and transparent glazing at the street front increase human interaction and visibility. Increased floor to floor height at ground level allows room for canopies providing weather protection and promoting human scale at ground level.

PL4. ACTIVE TRANSPORTATION

B. Planning Ahead for Bicyclists
Mount Baker Supplemental Guidance – II. Planning Ahead for Cyclists

[Architect Response:](#)
The proposed design will provide secure interior bike parking for residents to encourage the use of bicycle transportation.

DESIGN CONCEPT
DC1. PROJECT USES & ACTIVITIES

A. Arrangement of Interior Uses, B. Vehicular Access and Circulation & C. Parking and Service Uses
Mount Baker Supplemental Guidance – I. Arrangement of Interior Uses, II. Vehicular Access and Circulation
III. Parking and Service Uses

[Architect Response:](#)
The proposed design orients active uses such as commercial and residential at street level, while parking/ service areas are enclosed and located towards the alley partially below grade thus reducing visibility from the street. Parking access and curb cuts are also carefully located along the alley and S. Byron St. versus Rainier Ave S. thus providing an uninterrupted, safe pedestrian route. A departure is requested to allow a curbcut from S. Byron St. On-site parking has been minimized, given the proximity to the Light Rail Station. The orientation of some units facing southward also maximizes views of Mt. Rainier.

DC2. ARCHITECTURAL CONCEPT

A. Massing -1. Site Characteristics and Uses & 2. Reducing Perceived Mass
Mount Baker Supplemental Guidance – I. Massing

[Architect Response:](#)
The proposed massing utilizes the full development potential of the site, while being sensitive to surrounding lower height properties by providing a setback and landscaped amenity area on the south along S. Byron St. that forms a strong buffer for this transition. The proposal requests a departure to allow a reduction in the required upper level setback for the frontage along Rainier Ave S. in order to form a strong urban edge along Rainier Ave S. which is a major arterial street. This will also enable the design correspond better to the scale of expected future development, as the neighborhood evolves in the surrounding SM-NR-85 zone across the alley and towards the north. The reduced setback along Rainier Ave S. is well compensated by providing a full height setback along S. Byron St., which is a quieter street adjacent to the lower zoned properties. This

setback creates a south facing open space at ground level with minimal shading impact from the building, and reduces the perceived mass of the building along S. Byron Street. Even though the building is setback from the corner intersection, the L-massing creates a strong urban edge at the corner. The courtyard amenity towards the northwest provides a quieter open area with an opportunity for future development on the north side to provide south facing open space, which when combined would increase light and ventilation for uses in both buildings.

The ground level portion is recessed from the upper floors along Rainier Avenue S. creating a tall, well-defined base for the building, distinct from the portion above.

B. Architectural and Façade Composition
[Architect Response:](#)

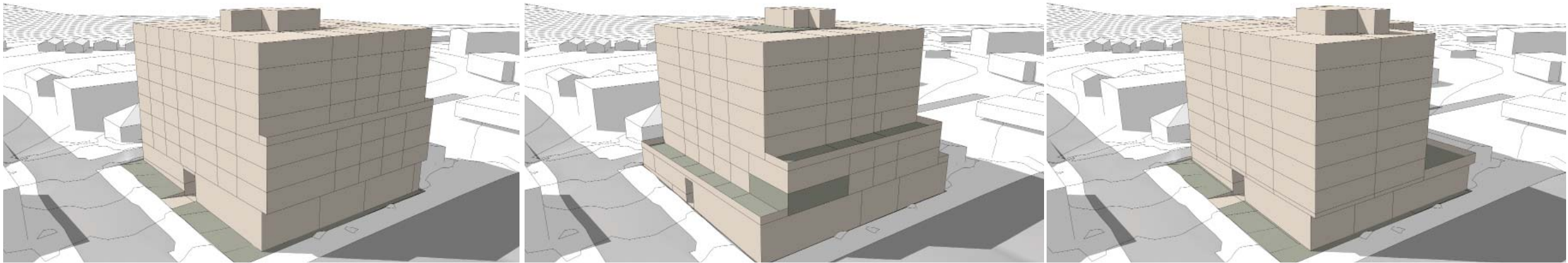
The massing allows for a clear distinction between commercial uses at grade versus residential units above. Commercial uses and the residential lobby at street level are well-defined with transparent glazing without large expanses of blank walls. Locating some units along with alley combined with the amenity space towards the alley will enhance the alley side exterior elevation of the building in addition to the street facing facades.

DC3. OPEN SPACE CONCEPT

A. Building Open Space Relationship – 1. Interior/Exterior Fit
Mount Baker Supplemental Guidance – I. Building Open Space Relationship

[Architect Response:](#)
The proposed design integrates open space with the building massing providing a variety of open spaces including common open space at ground level, at the upper level courtyard as well as potential private space for residents in balconies and patios. The open space at ground level and the upper level courtyard help define the L-shaped massing of the upper floors.

8.0 ARCHITECTURAL MASSING CONCEPTS

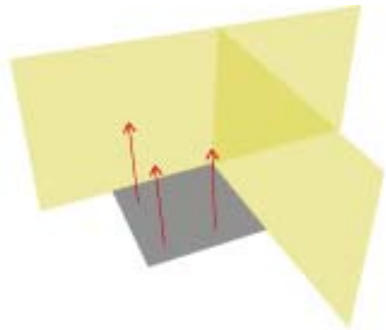


	Preferred Option 1	Option 2	Option 3
# UNITS:	112	108	112
AMENITY AREA SF	4,205	3,833	4,251
COMMERCIAL RETAIL SF:	2,809	4,209	4,074
PARKING STALLS:	31	13	25
BIKE STALLS:	30	29	30
FAR SF:	82,288 (5.72)	84,805 (5.89)	84,482 (5.87)
RESIDENTIAL FAR SF:	79,340 (5.51)	80,623 (5.60)	80,438 (5.59)
PROS:	• Forms strong urban edge along Rainier & Byron streets • Street-facing ground floor landscaping/amenity area • Higher unit count • Reduced facade length towards adjacent property to the north • No units/openings facing side lot line • Potential for larger open space with future development to the north • South-facing open space at ground level • More parking • Ground level setback from Rainier allows for wider sidewalk • Less units facing alley	• Good distribution of amenity areas • Opportunity for natural light and ventilation on all 4 sides of building • No blank walls	• Strong building corner at intersection of Rainier & Byron streets • Street-facing ground floor landscaping/amenity area • Higher unit count • Reduced facade length towards adjacent property to the north • No units/openings facing side lot line • Potential for larger open space with future development to the north • South-facing open space at ground level • More parking • Ground level setback from Rainier allows for wider sidewalk • Maximizes southern exposure for units
CONS:	• Bulky massing from street • Amenity area facing alley • Lack of distinction between ground level and upper floors • Less commercial retail	• Fragmented massing • Inefficient residential floor layout • Less parking • No ground level setback/amenity space • Less units • Units directly facing common amenity area • Increased facade length towards adjacent property to the north	• More units facing alley • No potential for private decks facing Rainier
CODE COMPLIANCE:	No, not code compliant	Yes, code compliant	No, not code compliant
DEPARTURES: SMC 23.48.435.A&B SMC 23.48.085.D.1	• Departure from North Rainier upper-level setback • Departure to allow a curbcut from S. Byron St.	N/A	• Departure from North Rainier upper-level setback • Departure to allow a curbcut from S. Byron St.

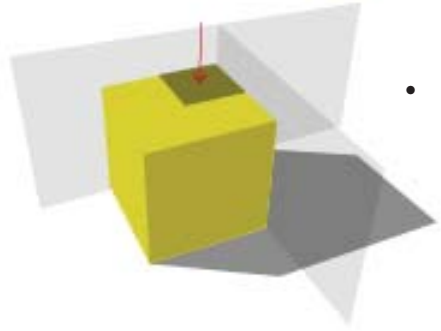
8.0 PREFERRED OPTION 1 | SUMMARY

# UNITS:	112
AMENITY AREA SF	4,205
COMMERCIAL RETAIL SF:	2,809
PARKING STALLS:	31
BIKE STALLS:	30
FAR SF:	82,288 (5.72)
RESIDENTIAL FAR SF:	79,340 (5.51)
CODE COMPLIANCE:	No, not code compliant

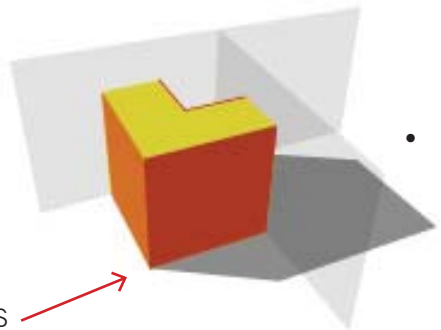
DESIGN CONCEPT



- CORNER, SQUARE SITE



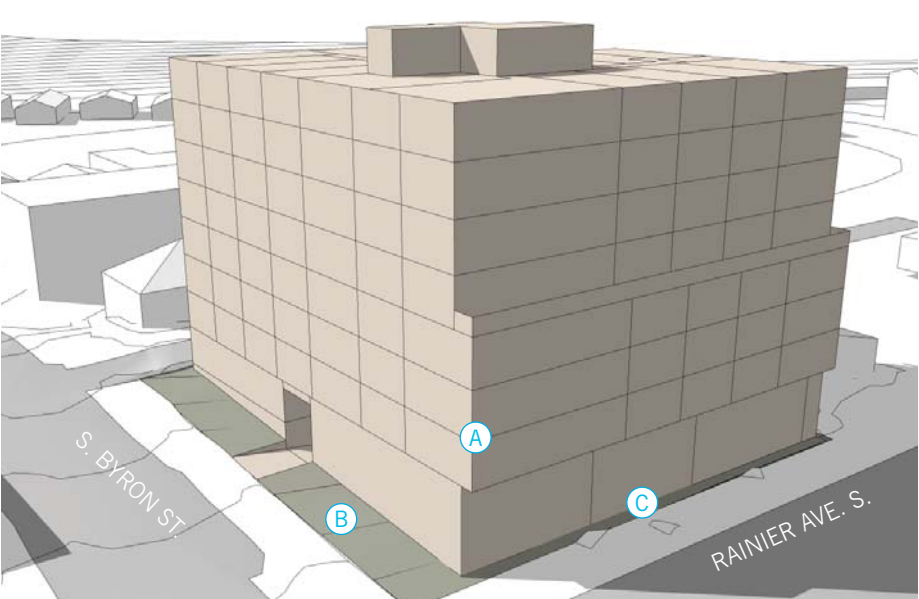
- BUILT VOLUME AS A CUBE



- CARVING THE CUBE

CORNER FOCUS

CONCEPT MASSING



INTERSECTION OF RAINIER AVE S & S BYRON ST

- A Bold street presence and strong urban edge
- B Amenity area at grade provides buffer from lower height zone
- C Ground level setback allows for wider sidewalk



VIEW LOOKING SE FROM ALLEY

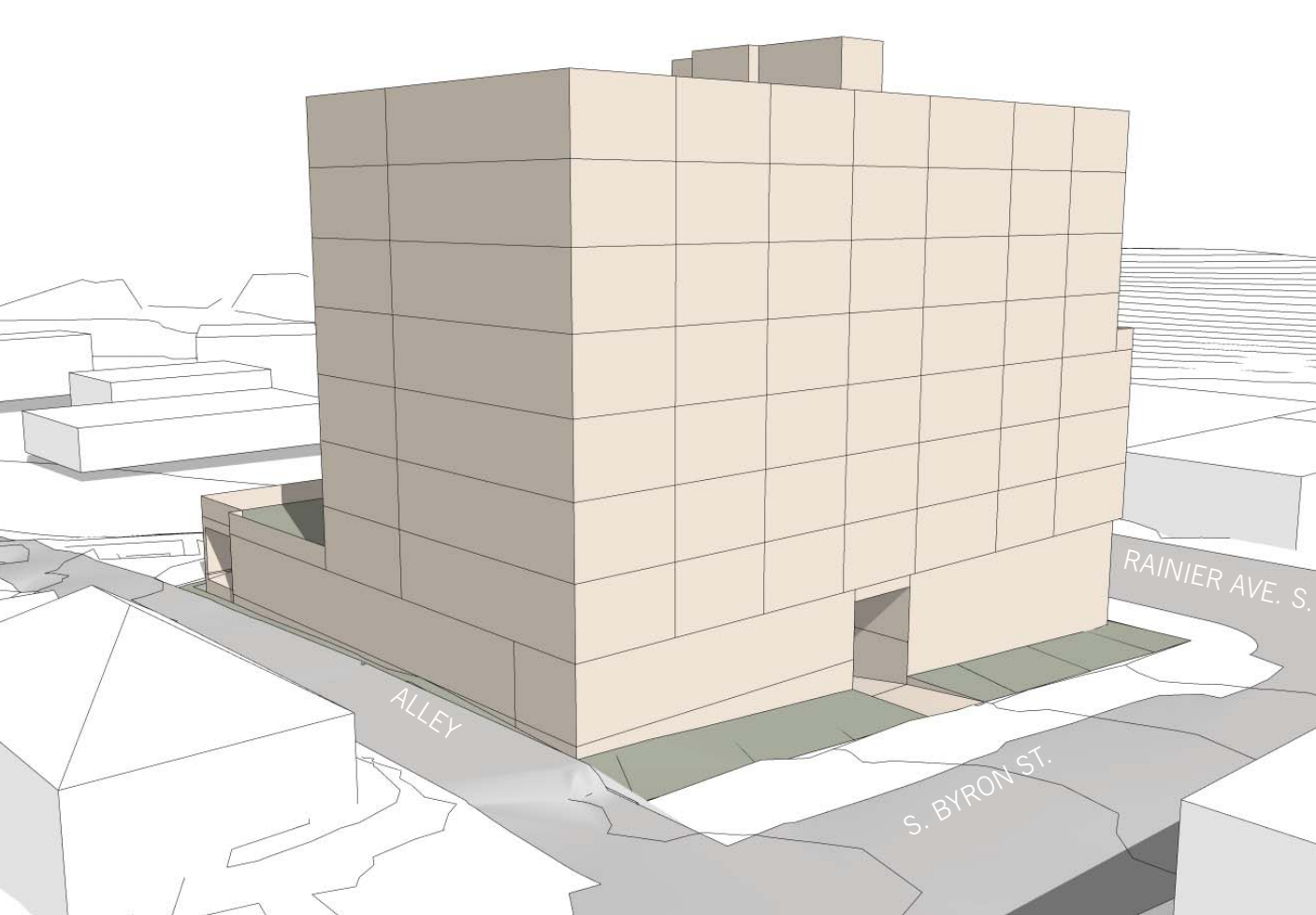
- D Quieter open space
Opportunity for future combined open space with north property development

DESIGN CUES



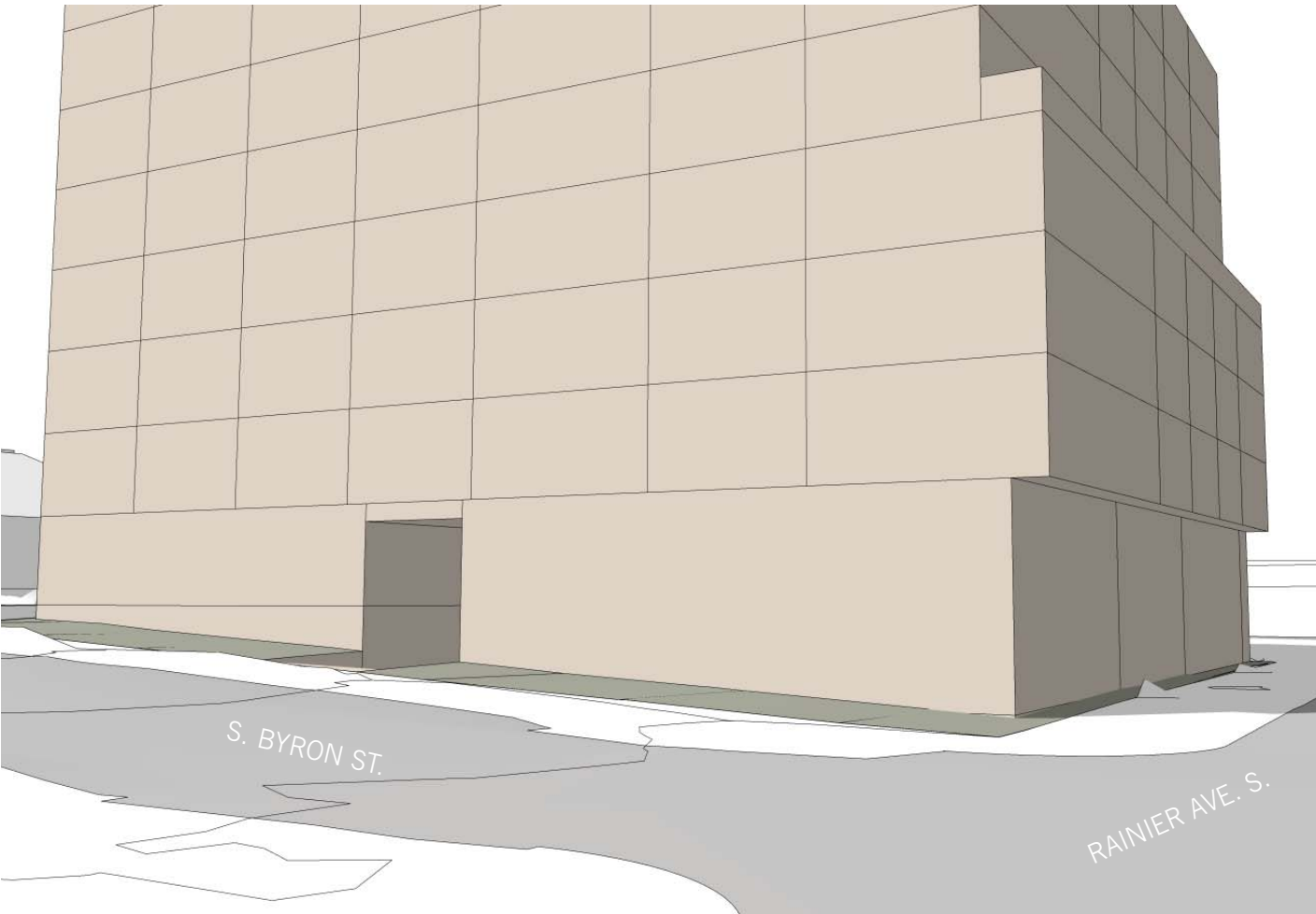
8.0 PREFERRED OPTION 1 | MASSING

CONCEPT MASSING



VIEW FROM SW CORNER ON S. BYRON ST.

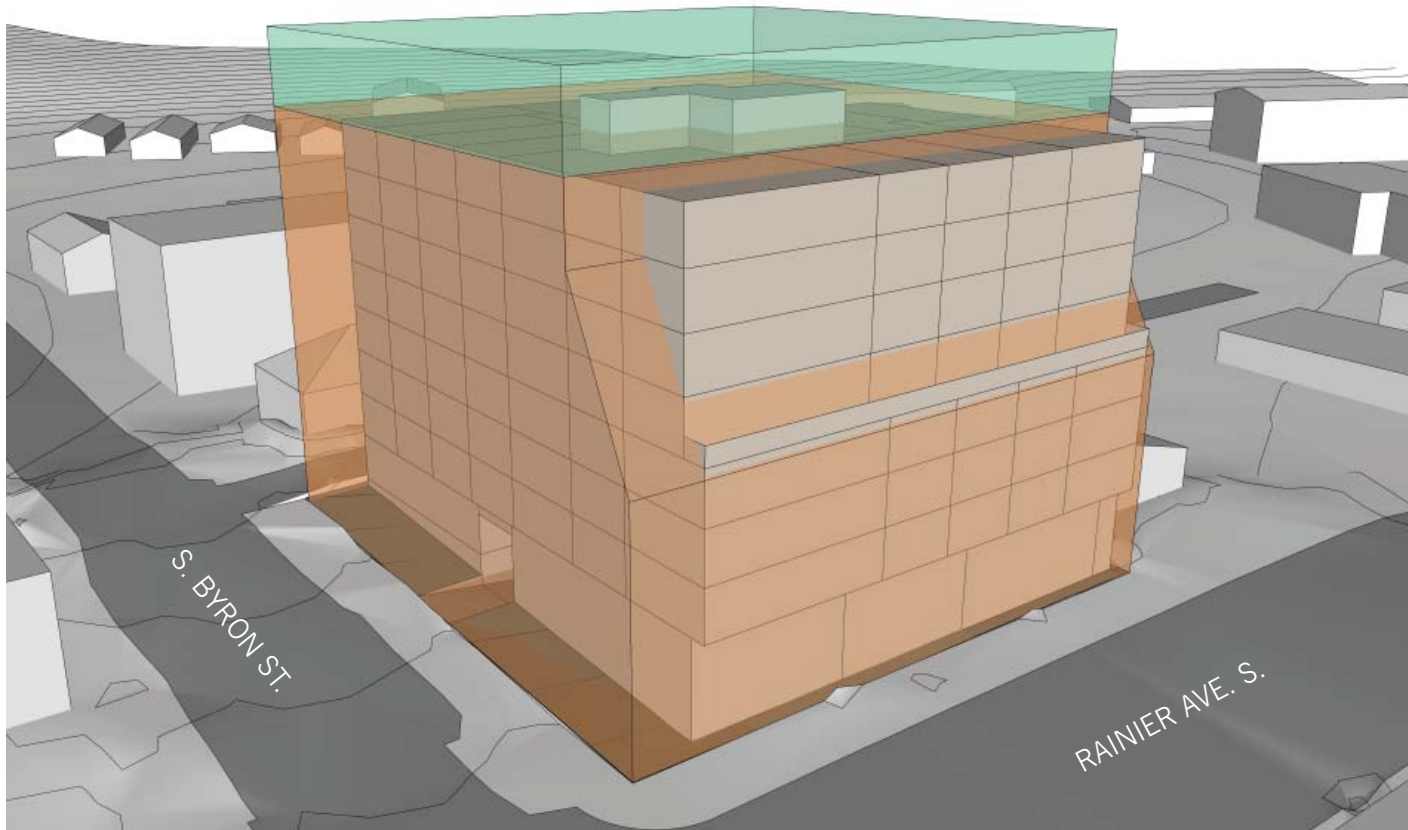
- KEY
- Proposed Design
 - Amenity Area



PEDESTRIAN VIEW LOOKING NORTH FROM INTERSECTION OF S. BYRON ST. & RAINIER AVE. S.

8.0 PREFERRED OPTION 1 | MASSING

ALLOWABLE ZONING ENVELOPE

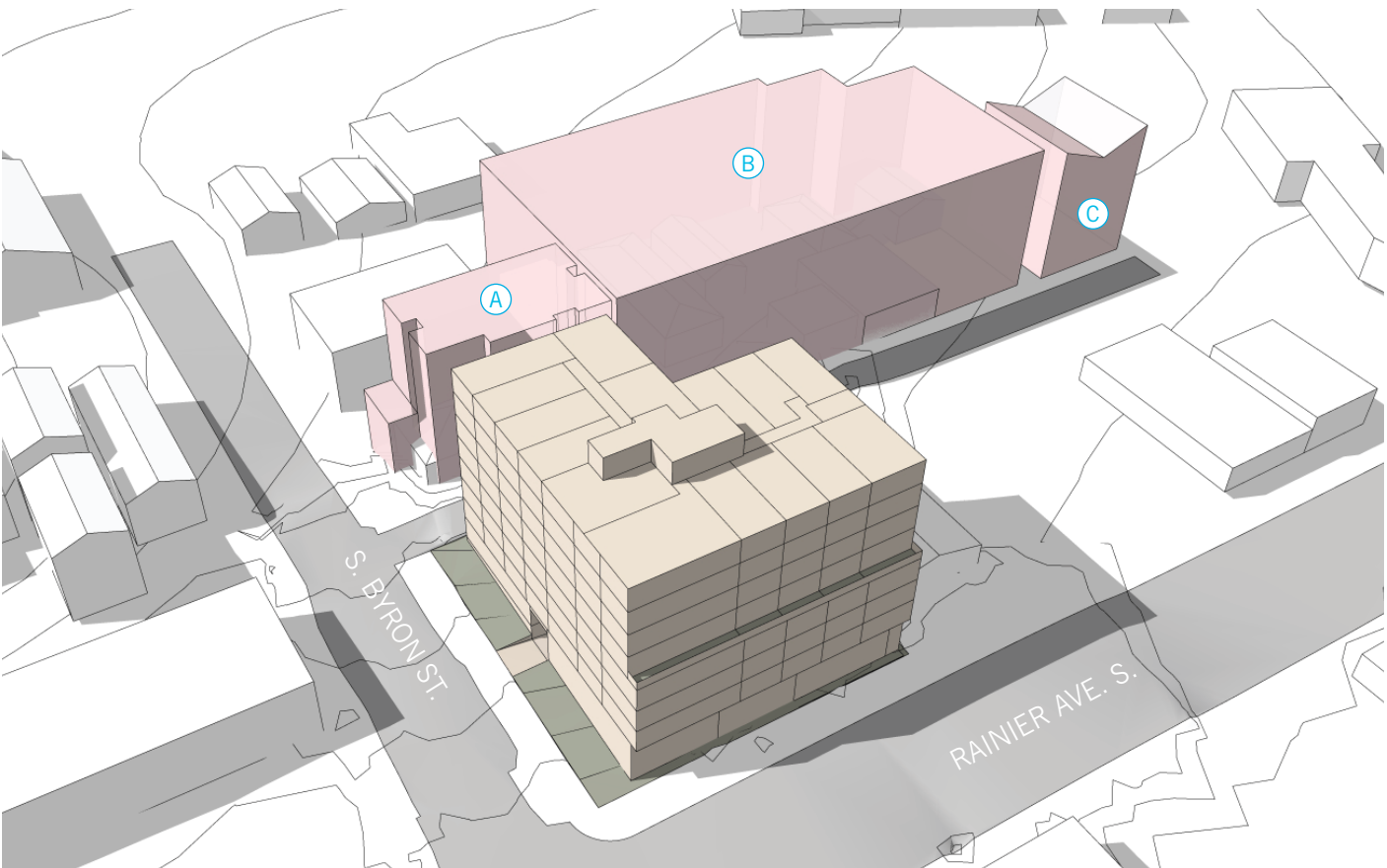


VIEW FROM INTERSECTION OF S. BYRON ST. & RAINIER AVE. S.

KEY

- Allowable Zoning Envelope
- Additional Height for Stair / Elevators
- Proposed Design

FUTURE DEVELOPMENT

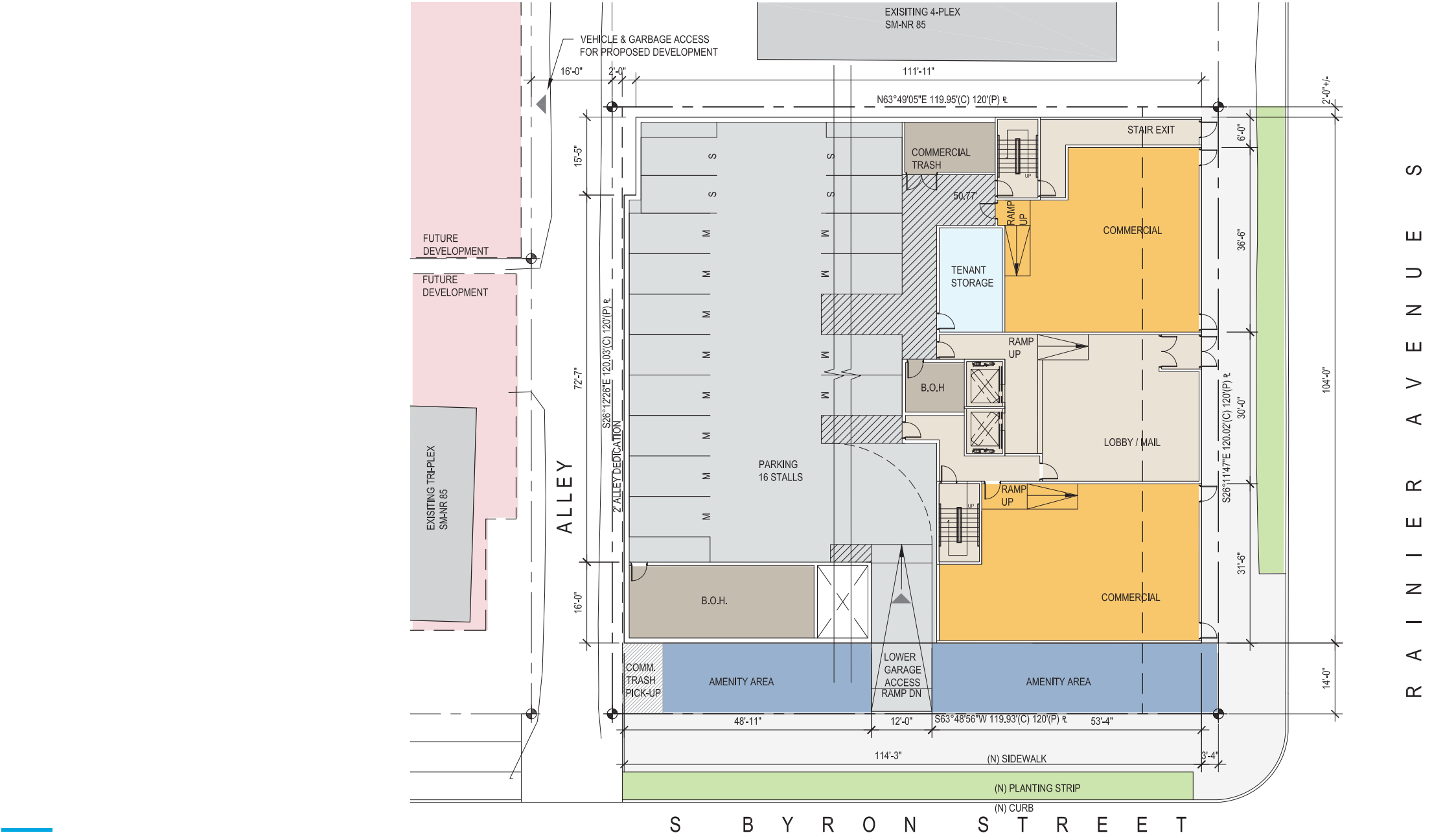


AERIAL VIEW SHOWING EXPECTED FUTURE DEVELOPMENT

KEY

- Future Developments
- Proposed Design
- (A) 2910 S. Byron St.
- (B) 3208 Claremont Ave S.
- (C) 2087 Hanford St.

8.0 PREFERRED OPTION 1 | FLOOR PLANS

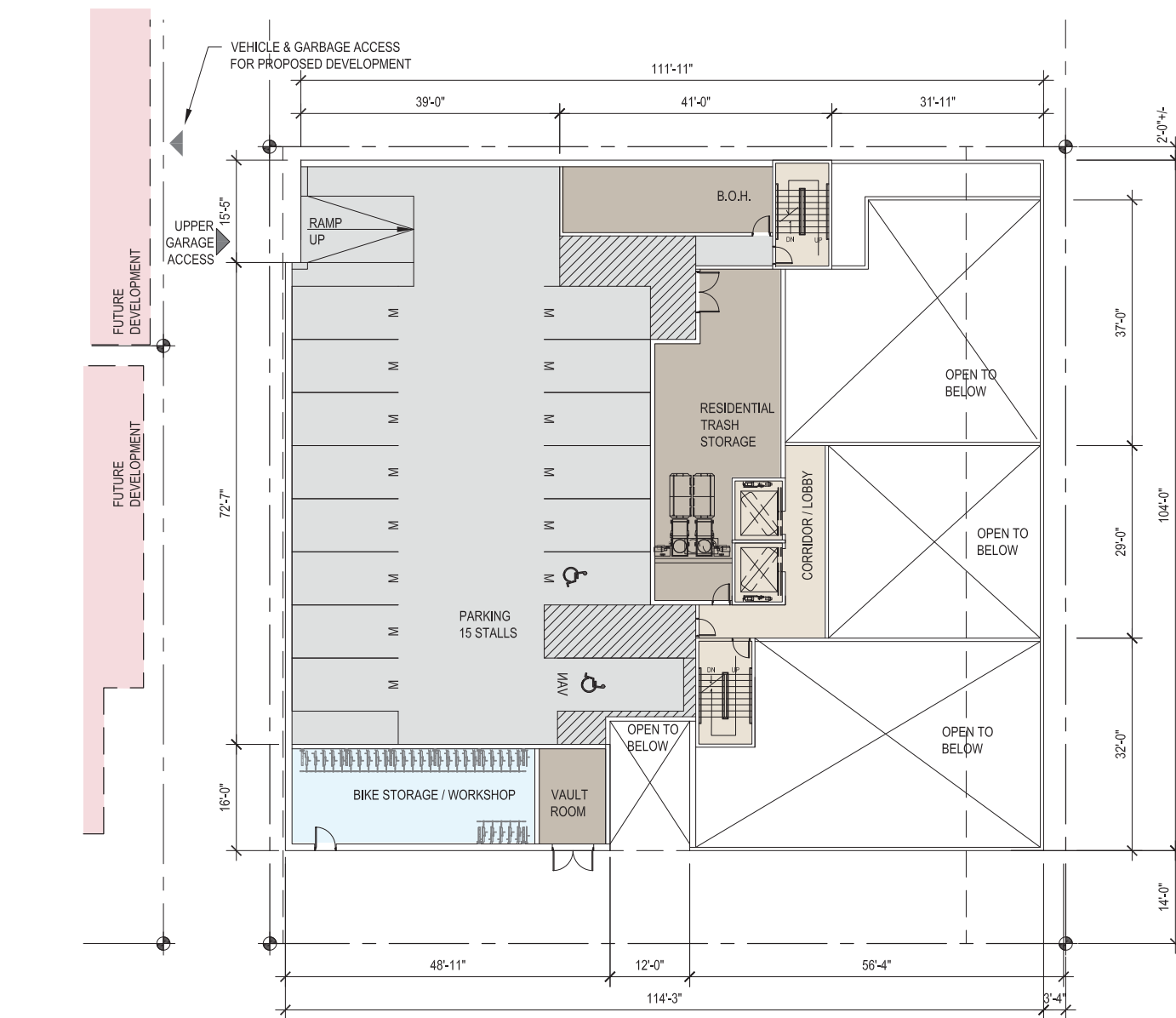


- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Planting Strip
 - Residential Amenity
 - Parking/Garage
 - Future Developments

LEVEL 1

N

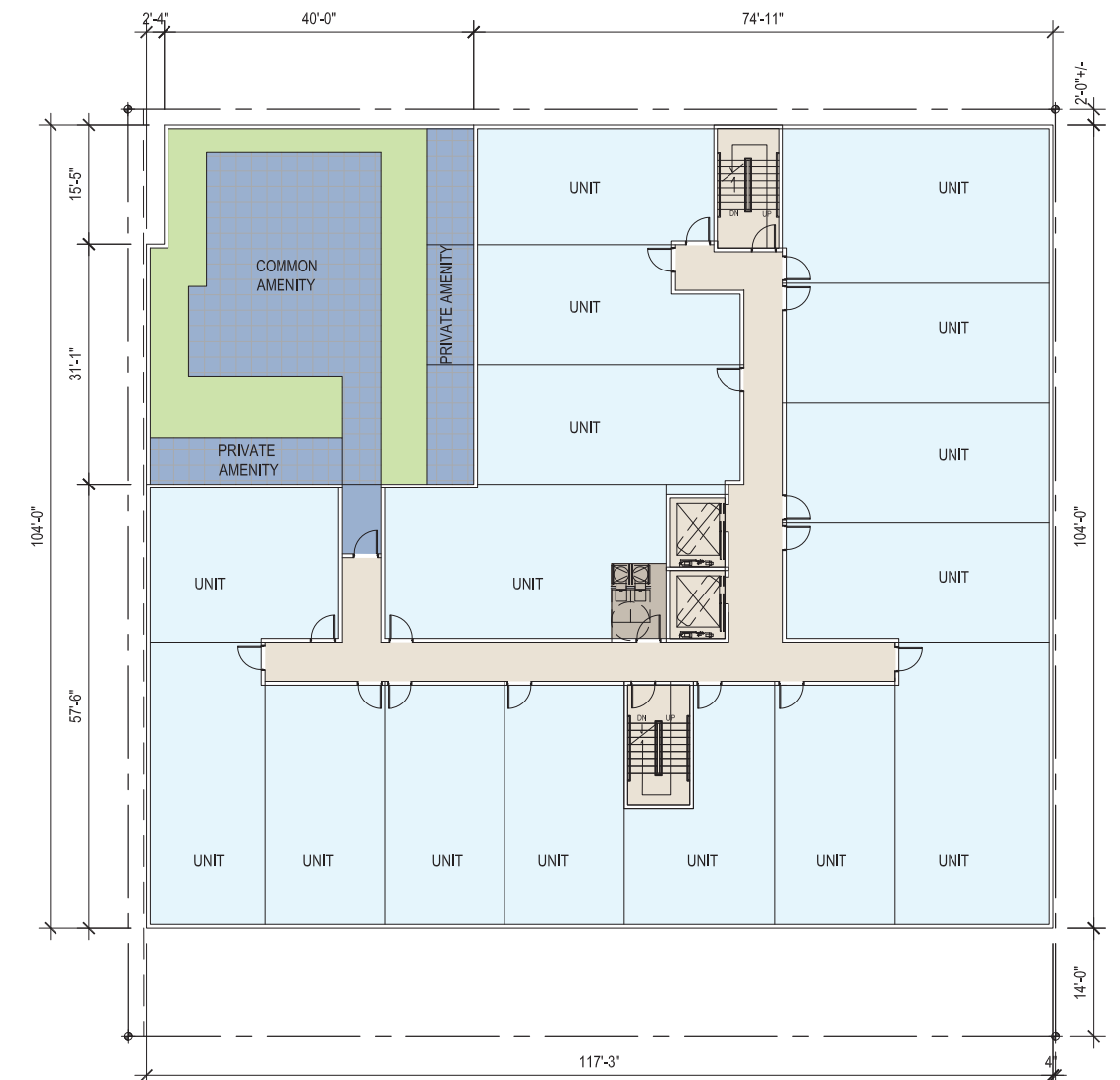
8.0 PREFERRED OPTION 1 | FLOOR PLANS



KEY

- Commercial
- Residential
- Utility/BOH
- Circulation
- Planting Strip
- Residential Amenity
- Parking/Garage
- Future Developments

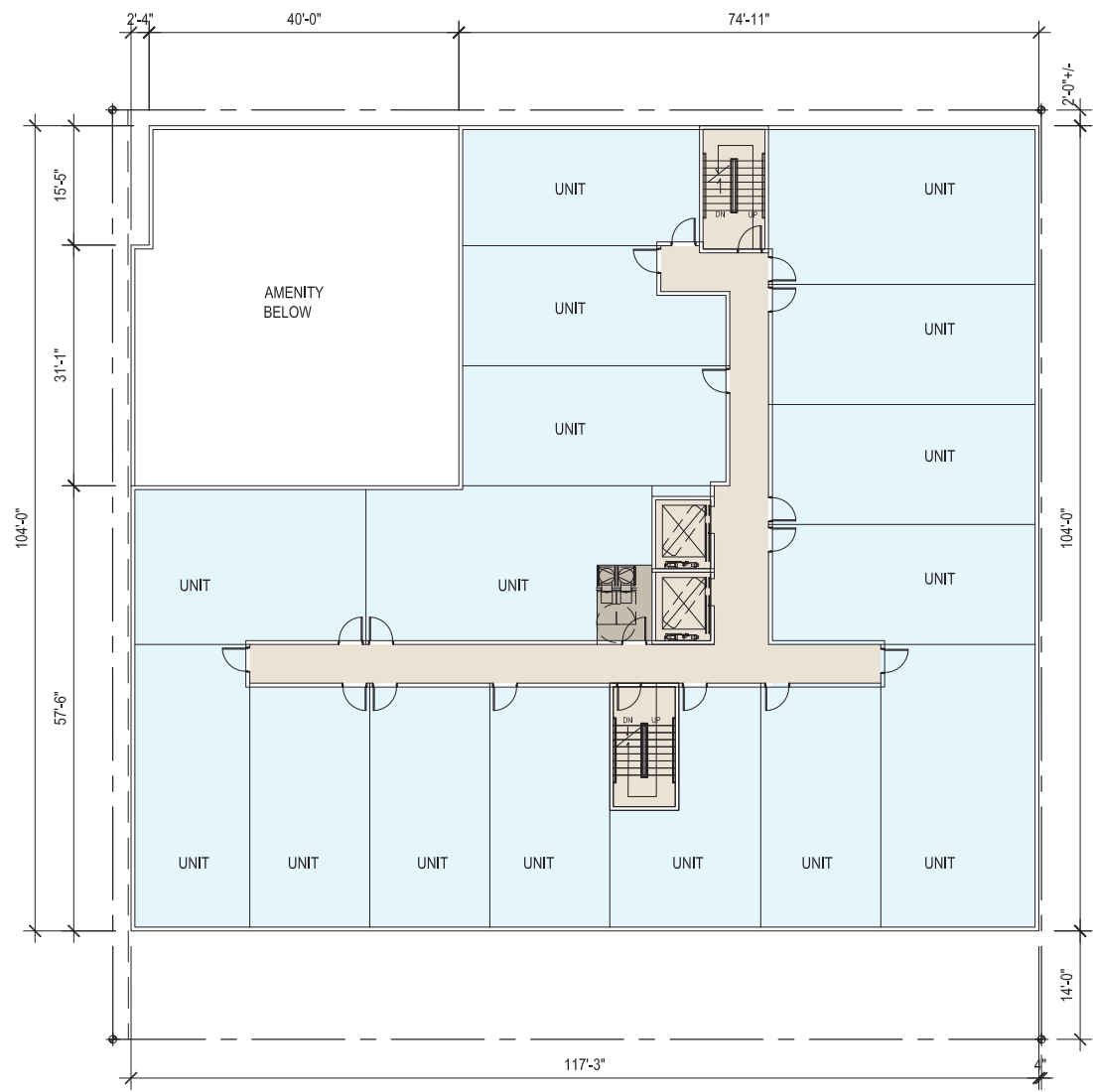
LEVEL 1 MEZZANINE



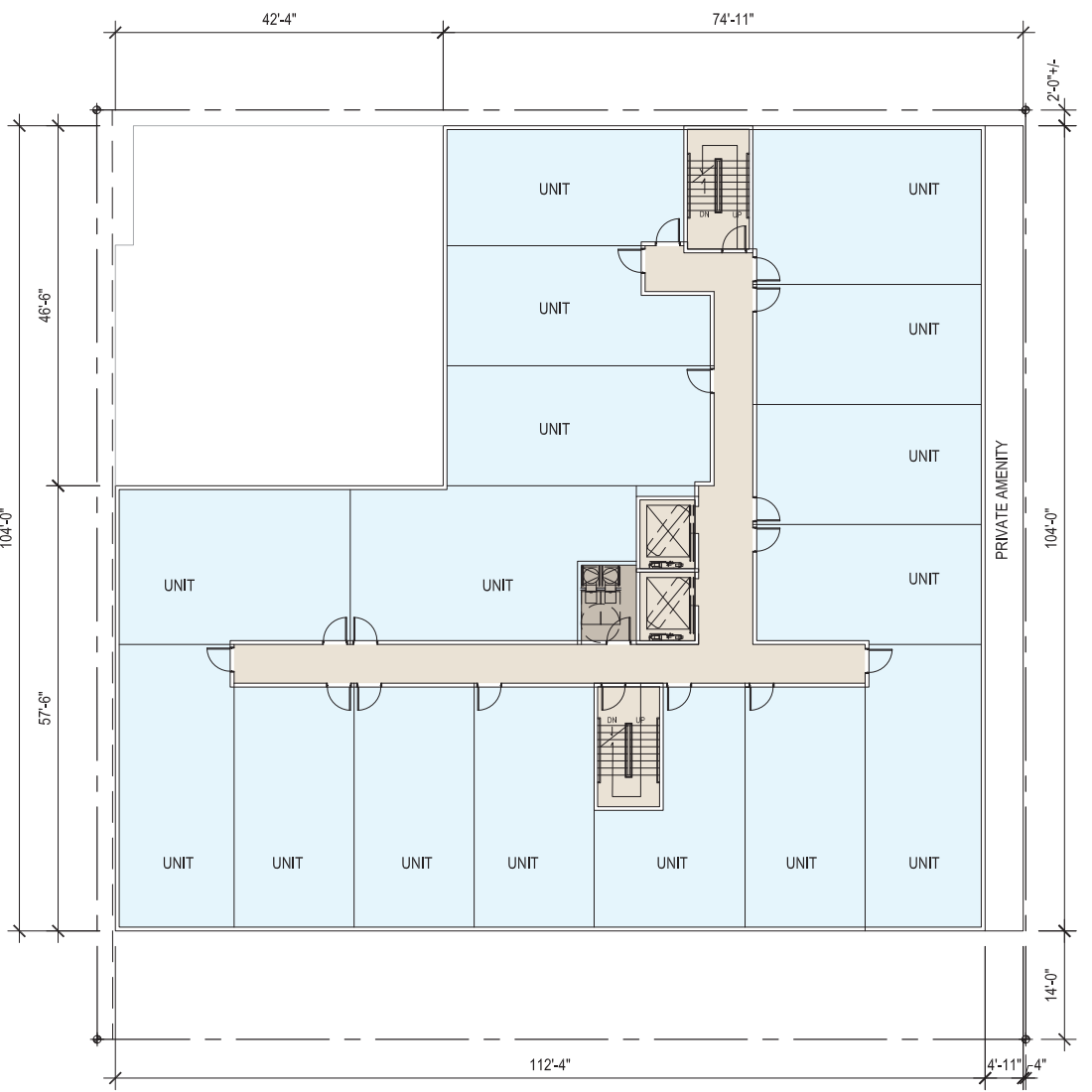
LEVEL 2



8.0 PREFERRED OPTION 1 | FLOOR PLANS



LEVEL 3-4

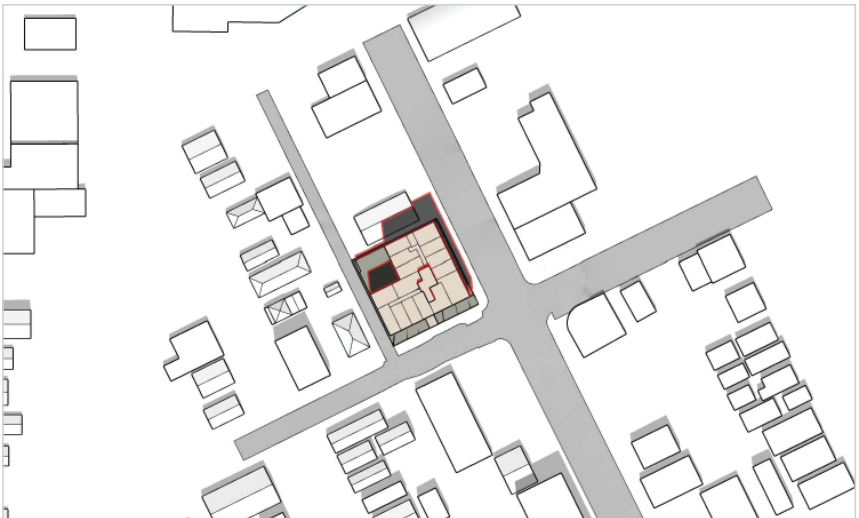
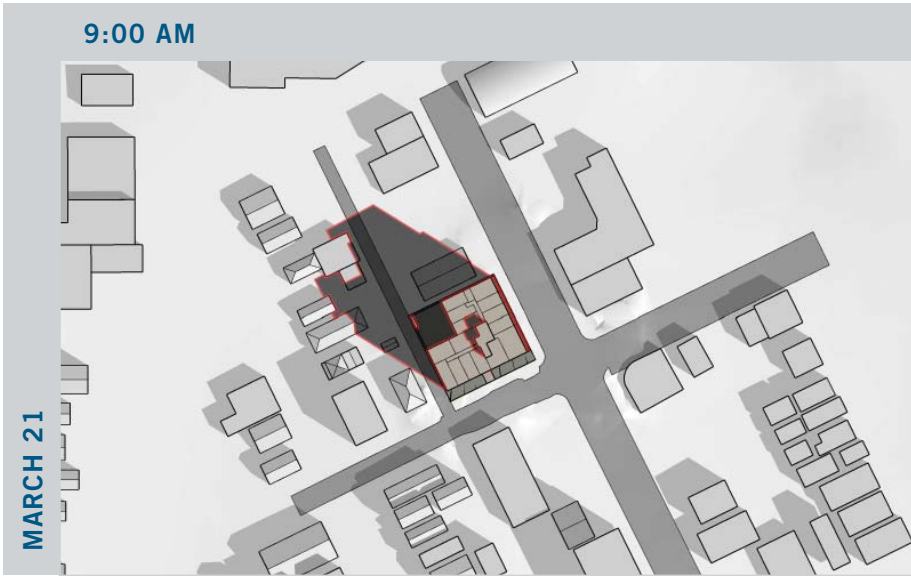


LEVEL 5-8

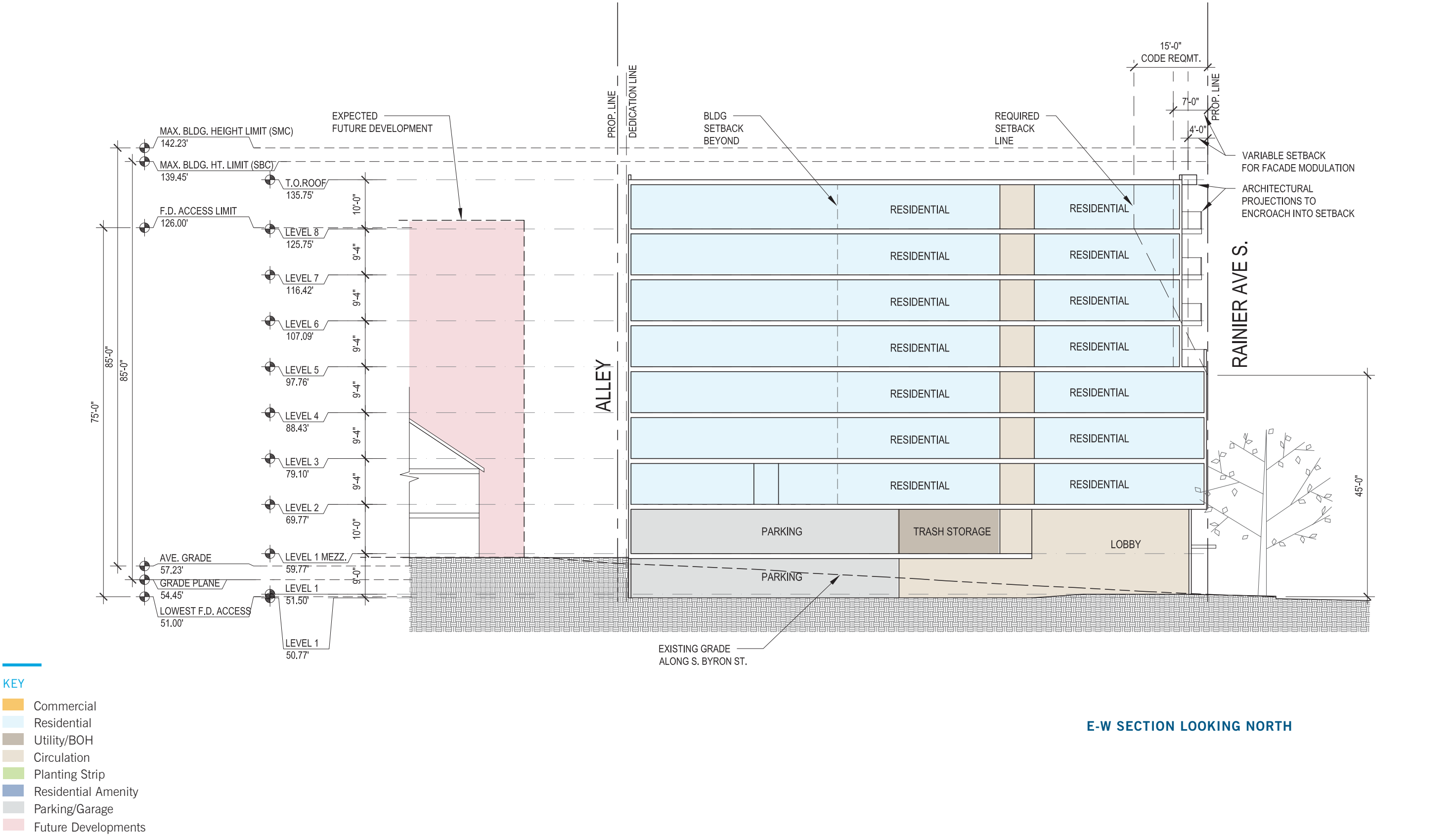
- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Planting Strip
 - Residential Amenity
 - Parking/Garage



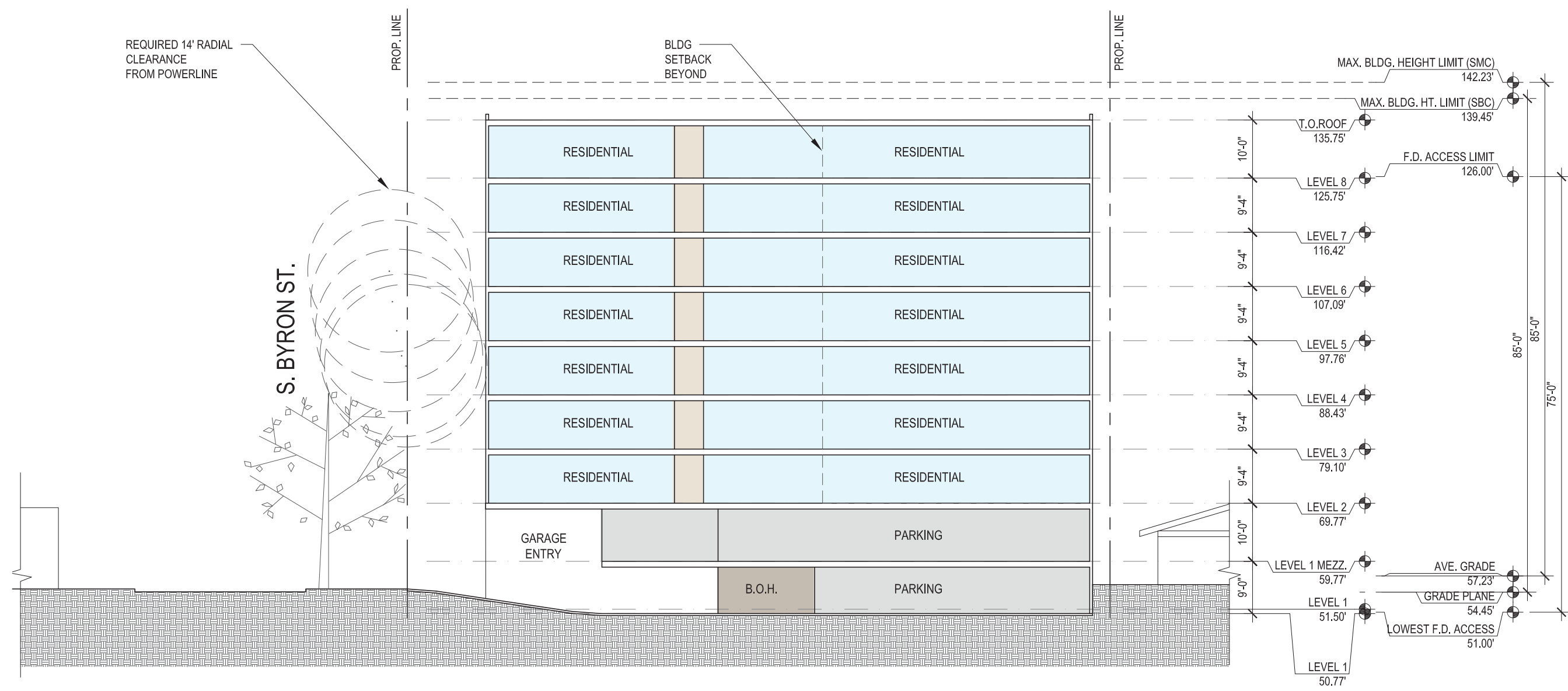
8.0 PREFERRED OPTION 1 | SHADOW STUDY



8.0 PREFERRED OPTION 1 | SECTION 1



8.0 PREFERRED OPTION 1 | SECTION 2



- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Planting Strip
 - Residential Amenity
 - Parking/Garage

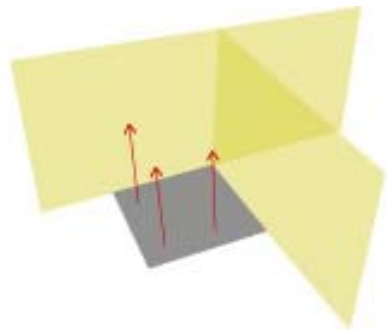
N-S SECTION LOOKING WEST

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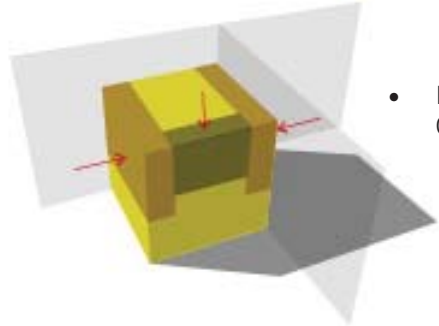
8.0 OPTION 2 | SUMMARY

# UNITS:	108
AMENITY AREA SF	3,833
COMMERCIAL RETAIL SF:	4,209
PARKING STALLS:	13
BIKE STALLS:	29
FAR SF:	84,805 (5.89)
RESIDENTIAL FAR SF:	80,623 (5.60)
CODE COMPLIANCE:	Yes, code compliant

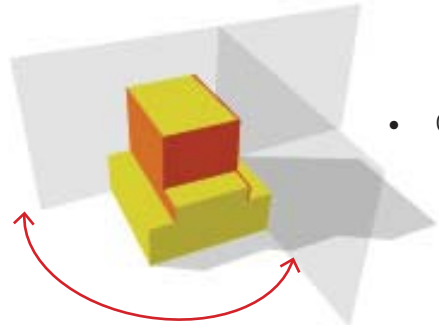
DESIGN CONCEPT



- CORNER, SQUARE SITE



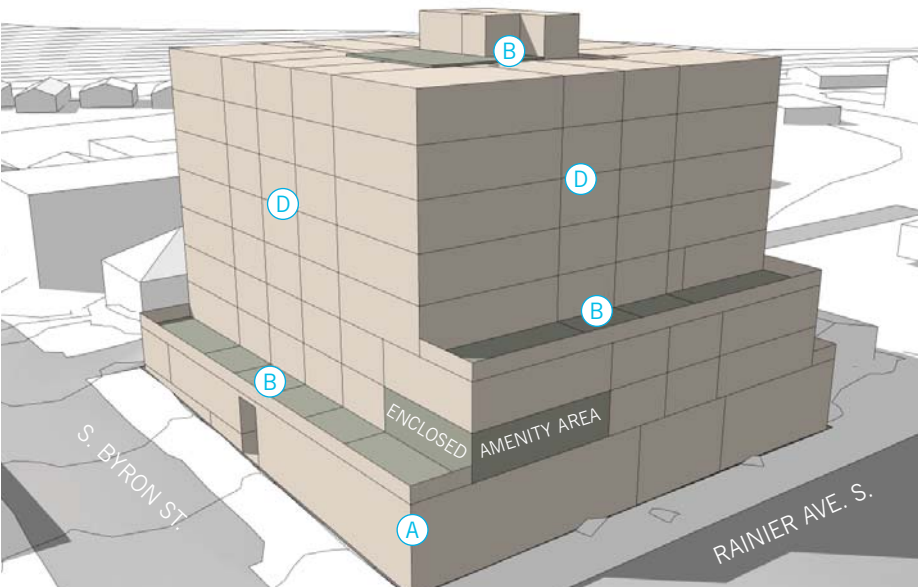
- BUILT VOLUME AS A CUBE



- CARVING THE CUBE

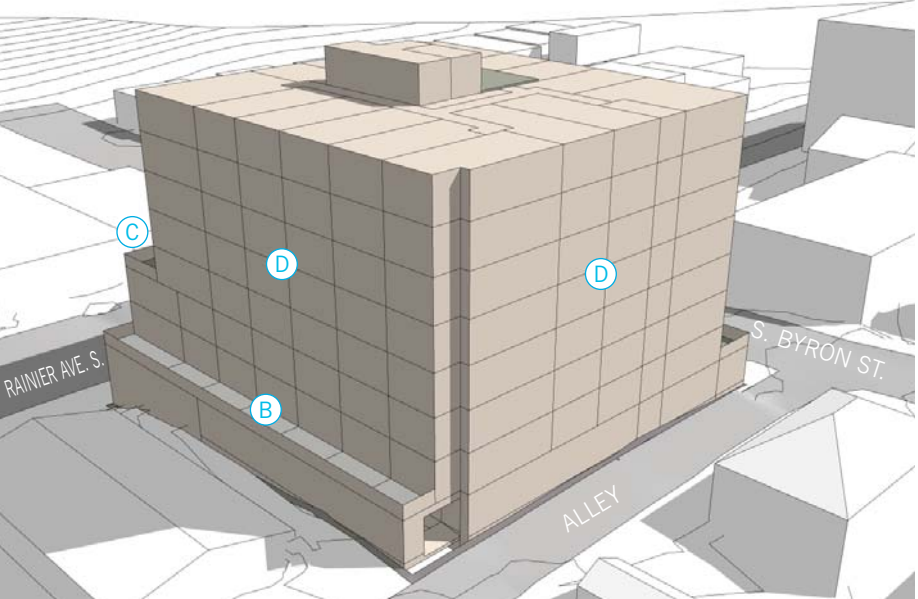
TWO-WAY FOCUS

CONCEPT MASSING



INTERSECTION OF RAINIER AVE S & S BYRON ST

- A Fragmented, mild street presence
- B Distributed open spaces
- C Stepped facade expression



VIEW LOOKING SE FROM ALLEY

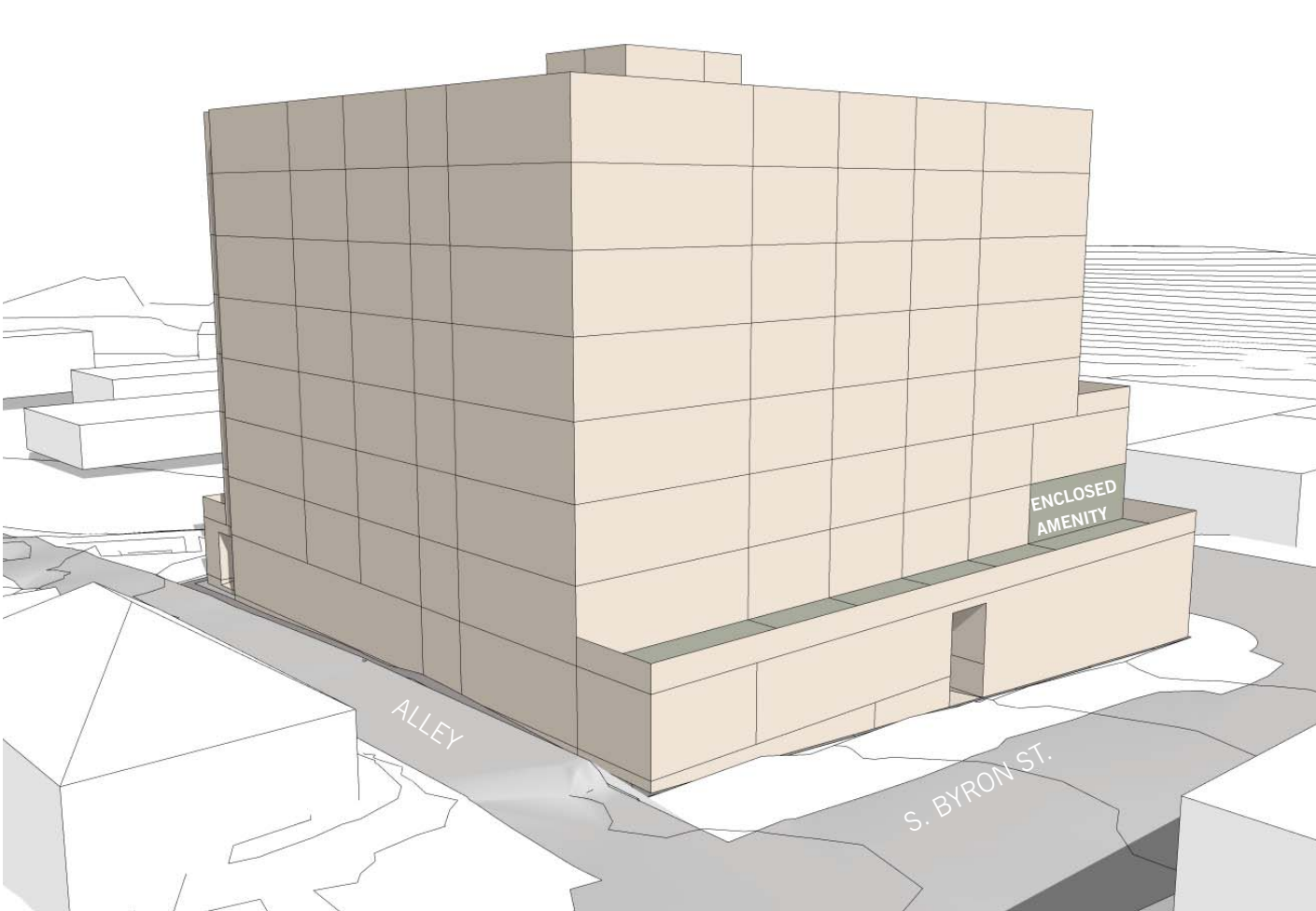
- D Units facing every direction

DESIGN CUES



8.0 OPTION 2 | MASSING

CONCEPT MASSING



VIEW FROM SW CORNER ON S. BYRON ST.

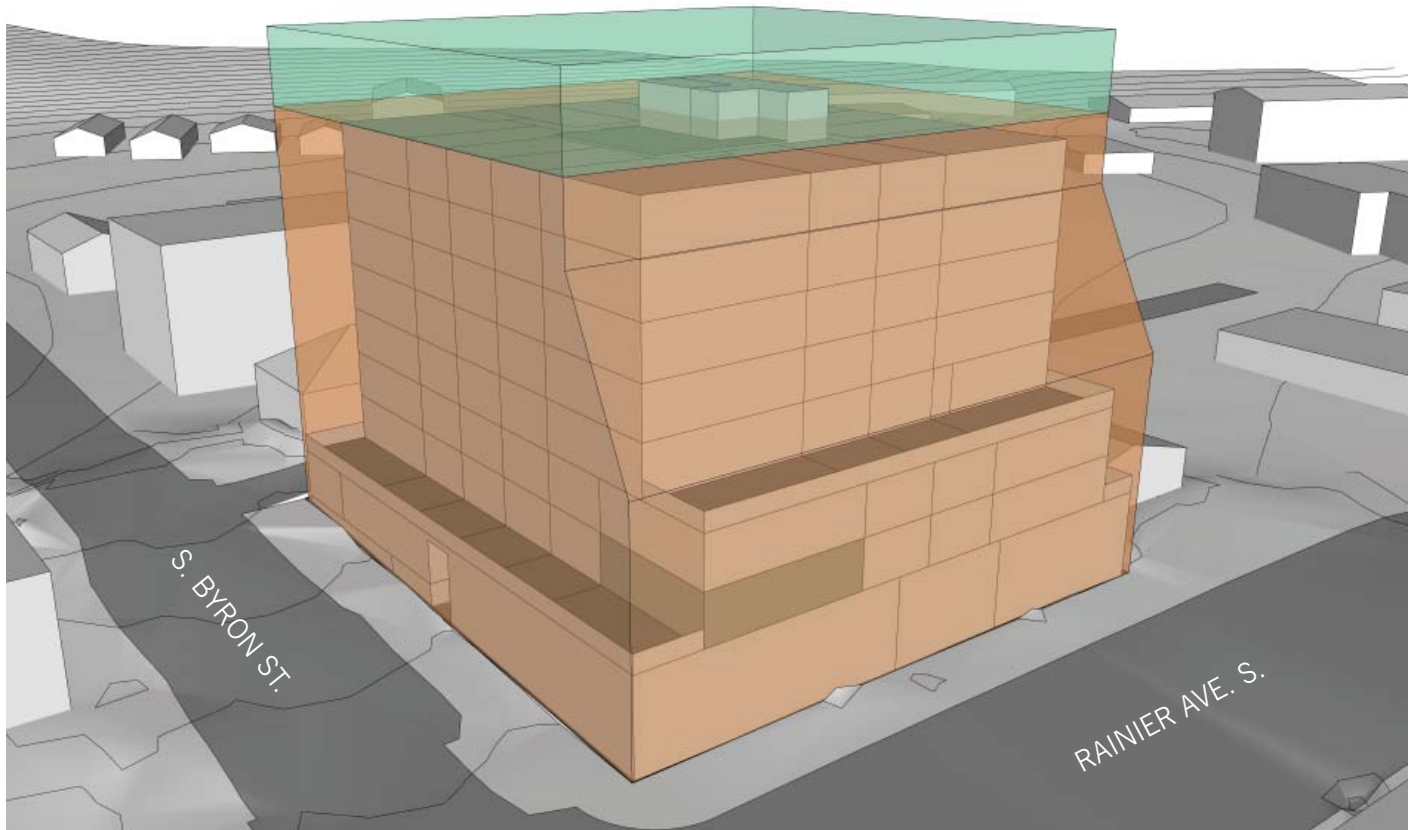
- KEY
- Proposed Design
 - Amenity Area



PEDESTRIAN VIEW LOOKING NORTH FROM INTERSECTION OF S. BYRON ST. & RAINIER AVE. S.

8.0 OPTION 2 | MASSING

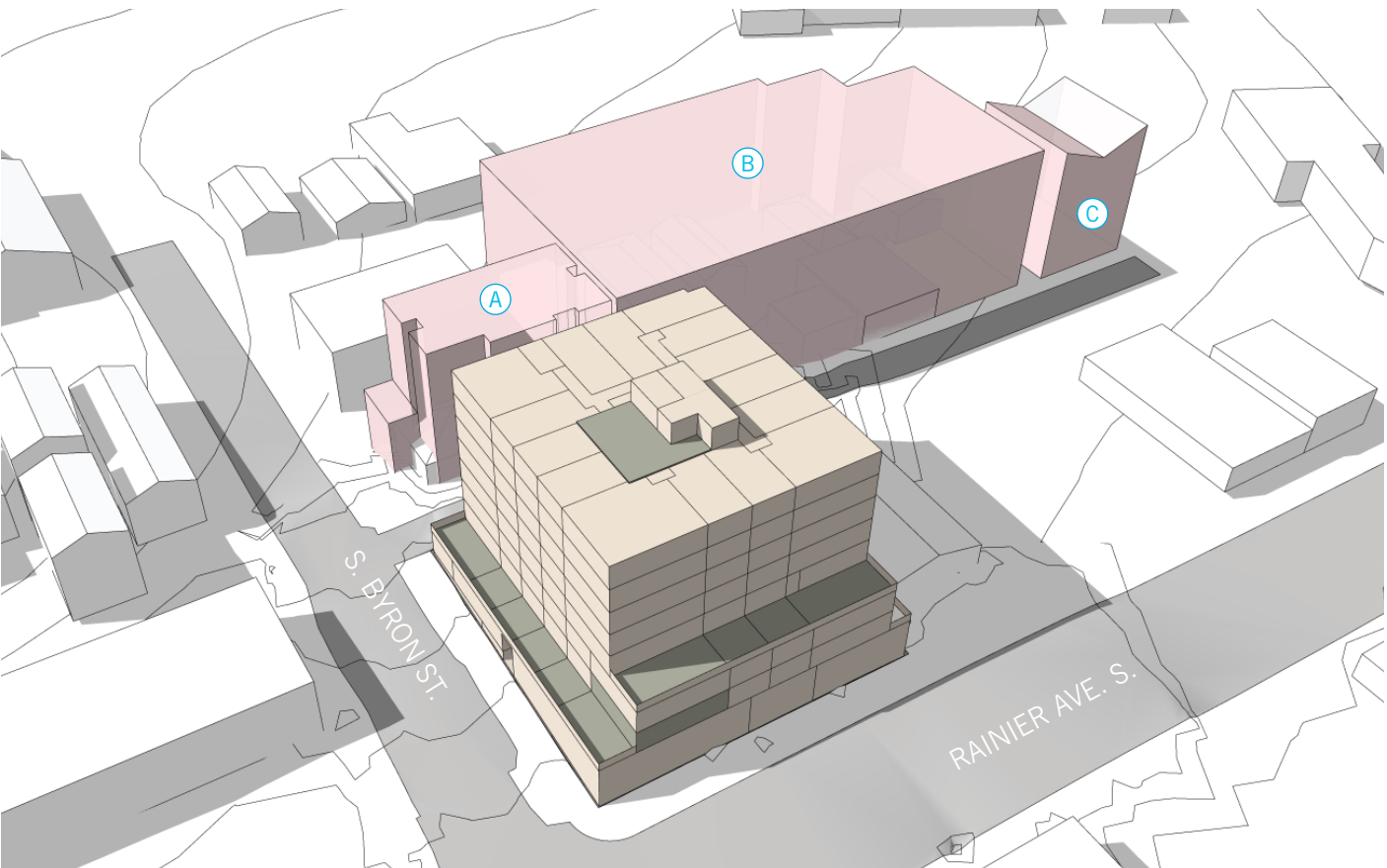
ALLOWABLE ZONING ENVELOPE



VIEW FROM INTERSECTION OF S. BYRON ST. & RAINIER AVE. S.

- KEY
- Allowable Zoning Envelope
 - Additional Height for Stair / Elevators
 - Proposed Design

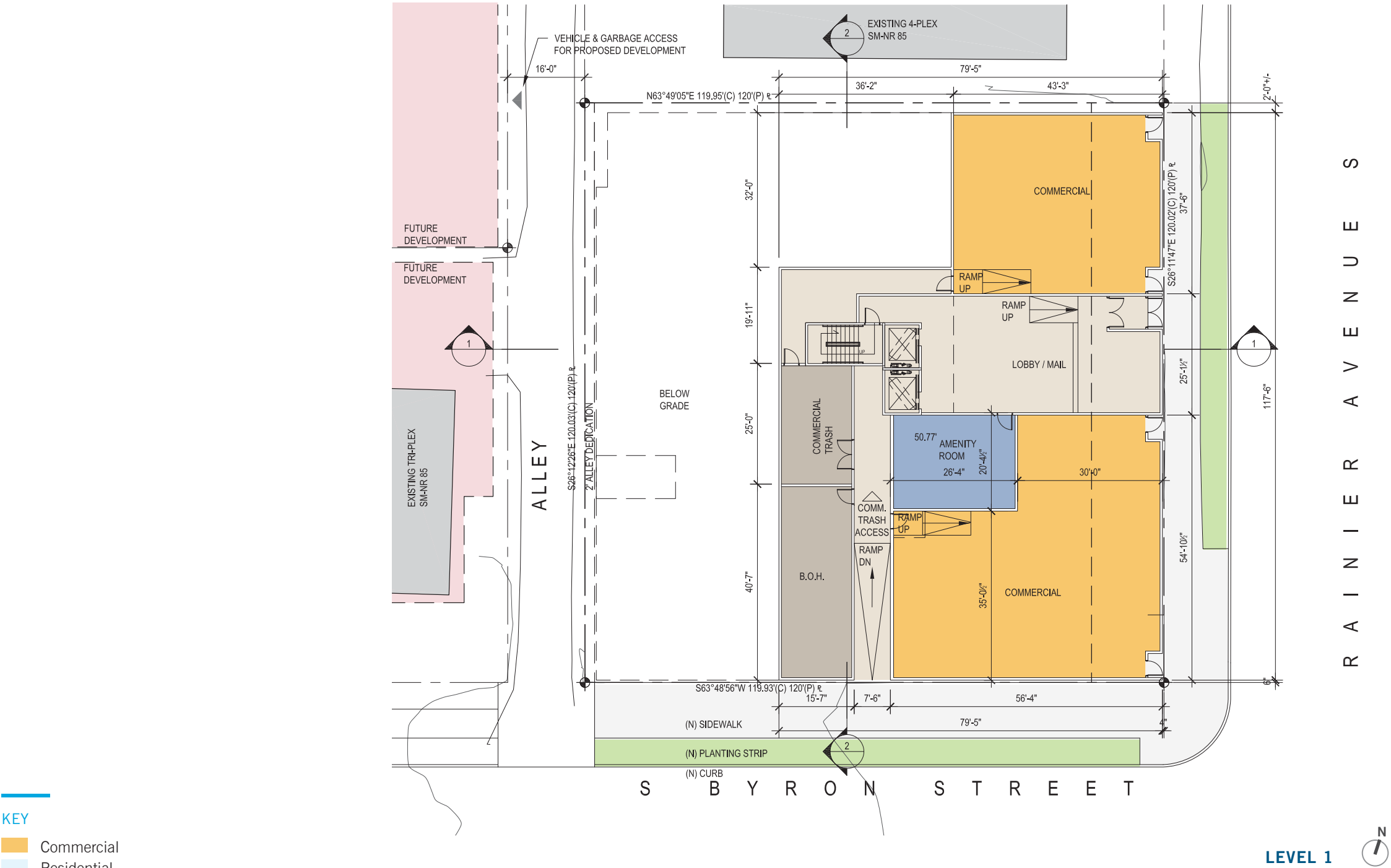
FUTURE DEVELOPMENT



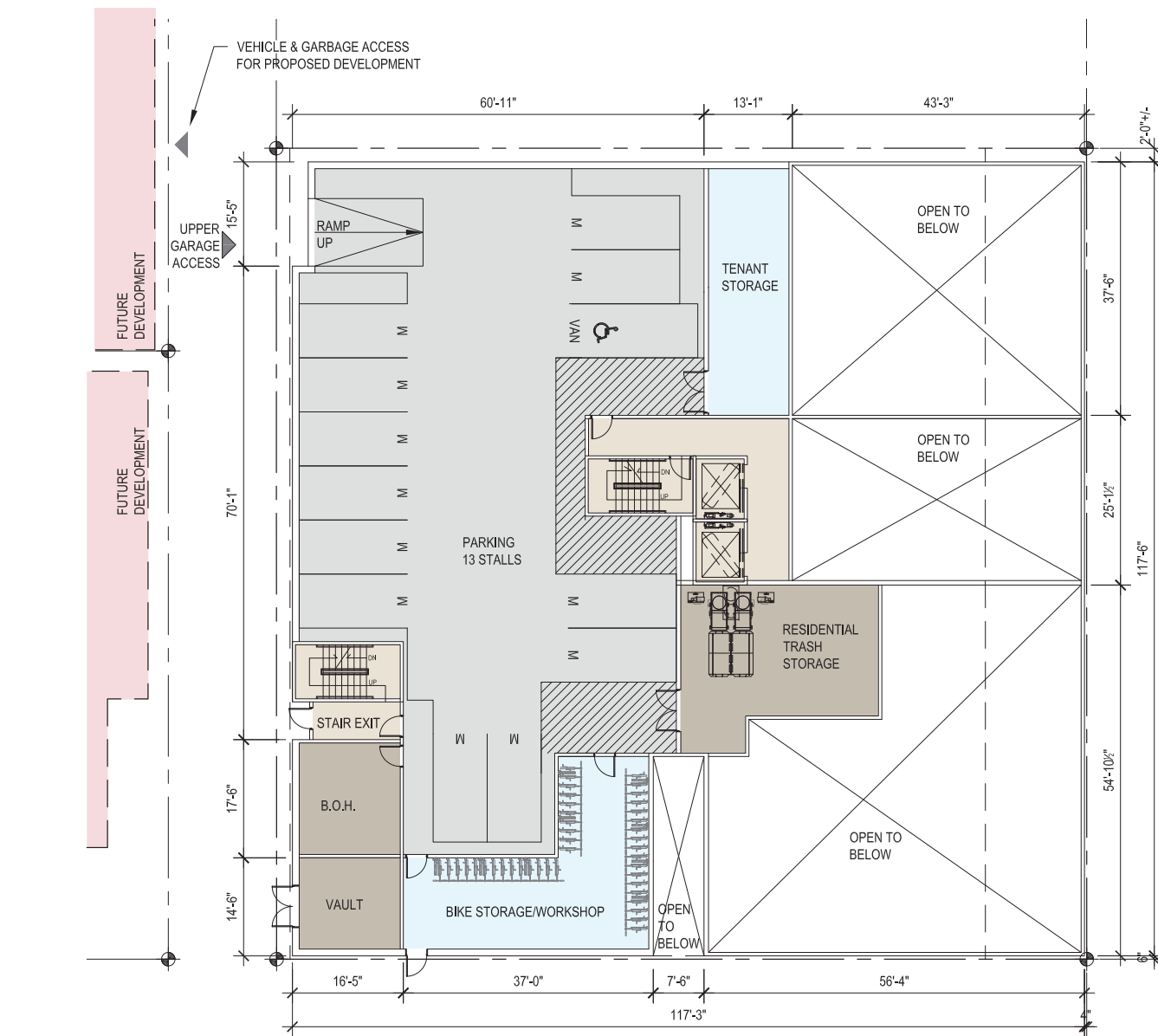
AERIAL VIEW SHOWING EXPECTED FUTURE DEVELOPMENT

- KEY
- Future Developments
 - Proposed Design
 - (A) 2910 S. Byron St.
 - (B) 3208 Claremont Ave S.
 - (C) 2087 Hanford St.

8.0 OPTION 2 | FLOOR PLANS



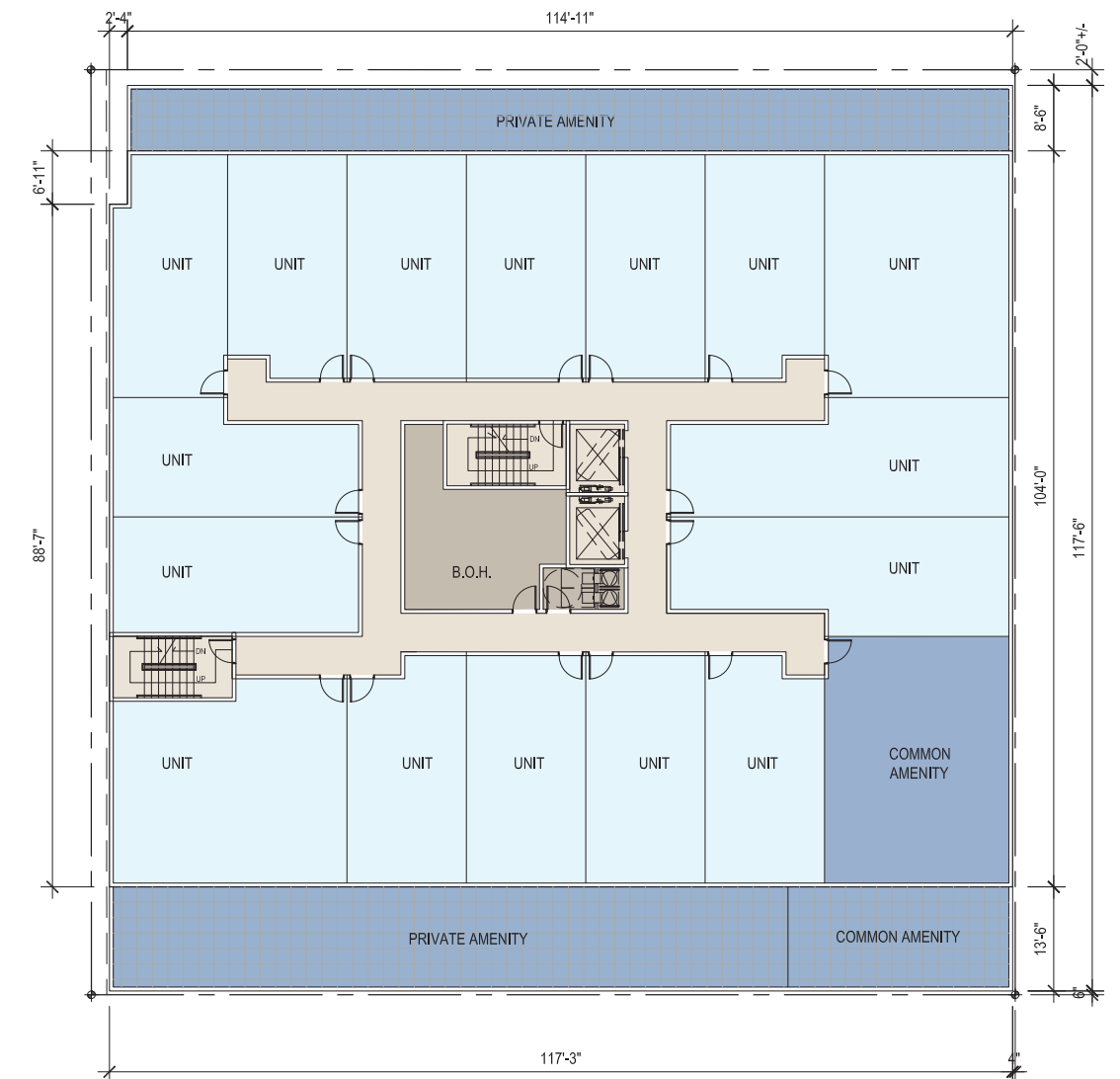
8.0 OPTION 2 | FLOOR PLANS



KEY

- Commercial
- Residential
- Utility/BOH
- Circulation
- Planting Strip
- Residential Amenity
- Parking/Garage
- Future Developments

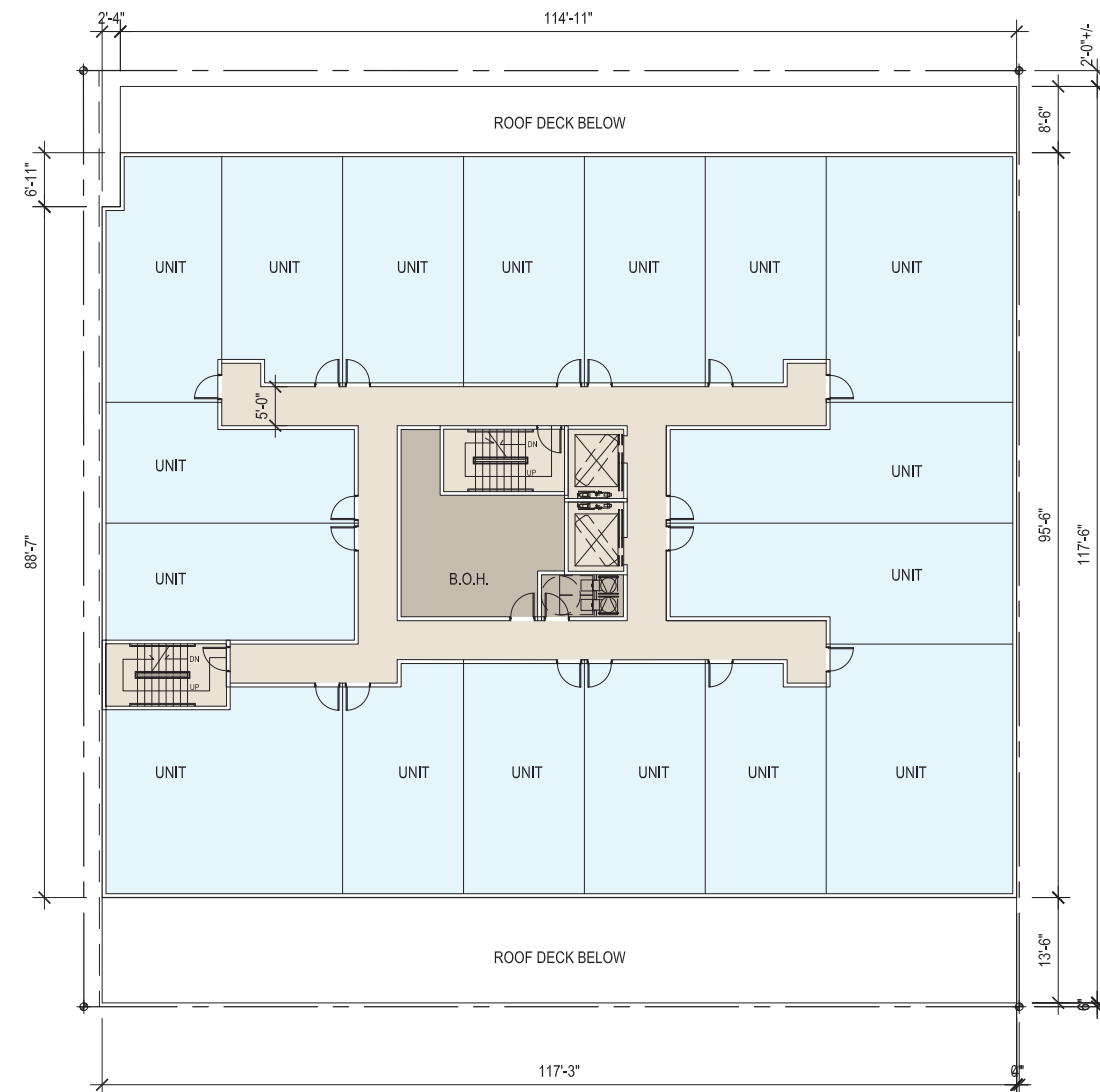
LEVEL 1 MEZZANINE



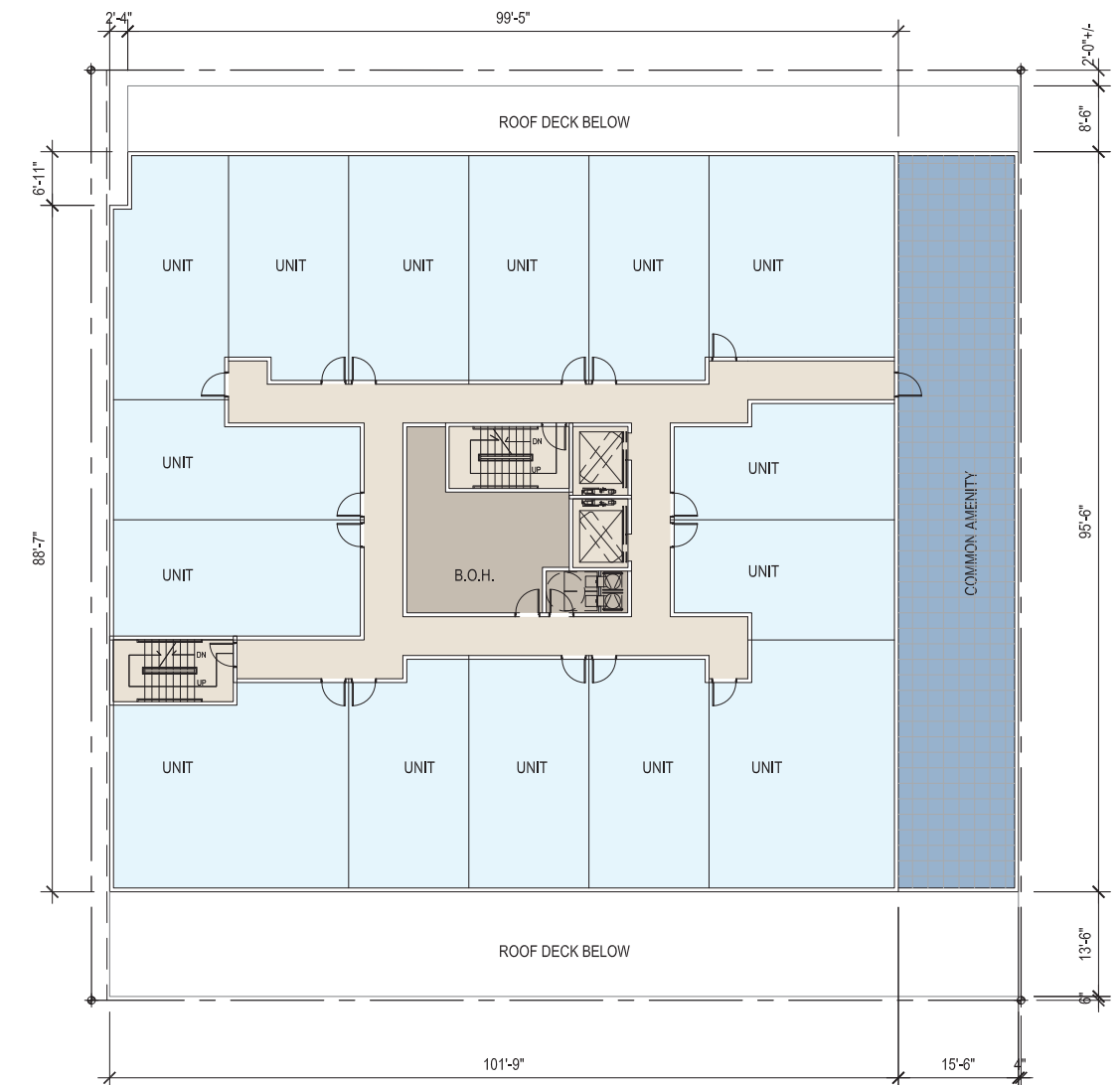
LEVEL 2



8.0 OPTION 2 | FLOOR PLANS



LEVEL 3

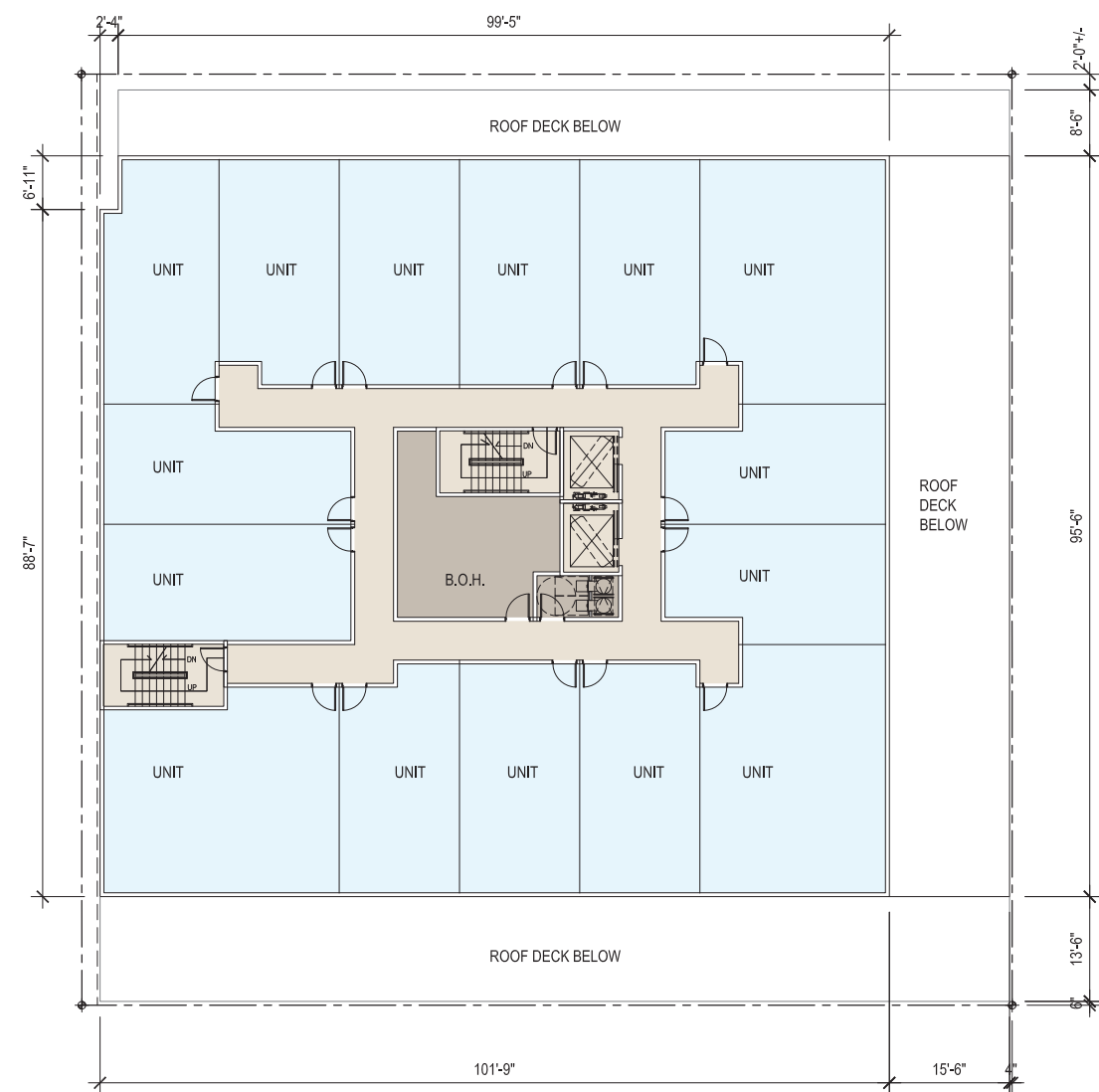


LEVEL 4



- KEY**
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Planting Strip
 - Residential Amenity
 - Parking/Garage

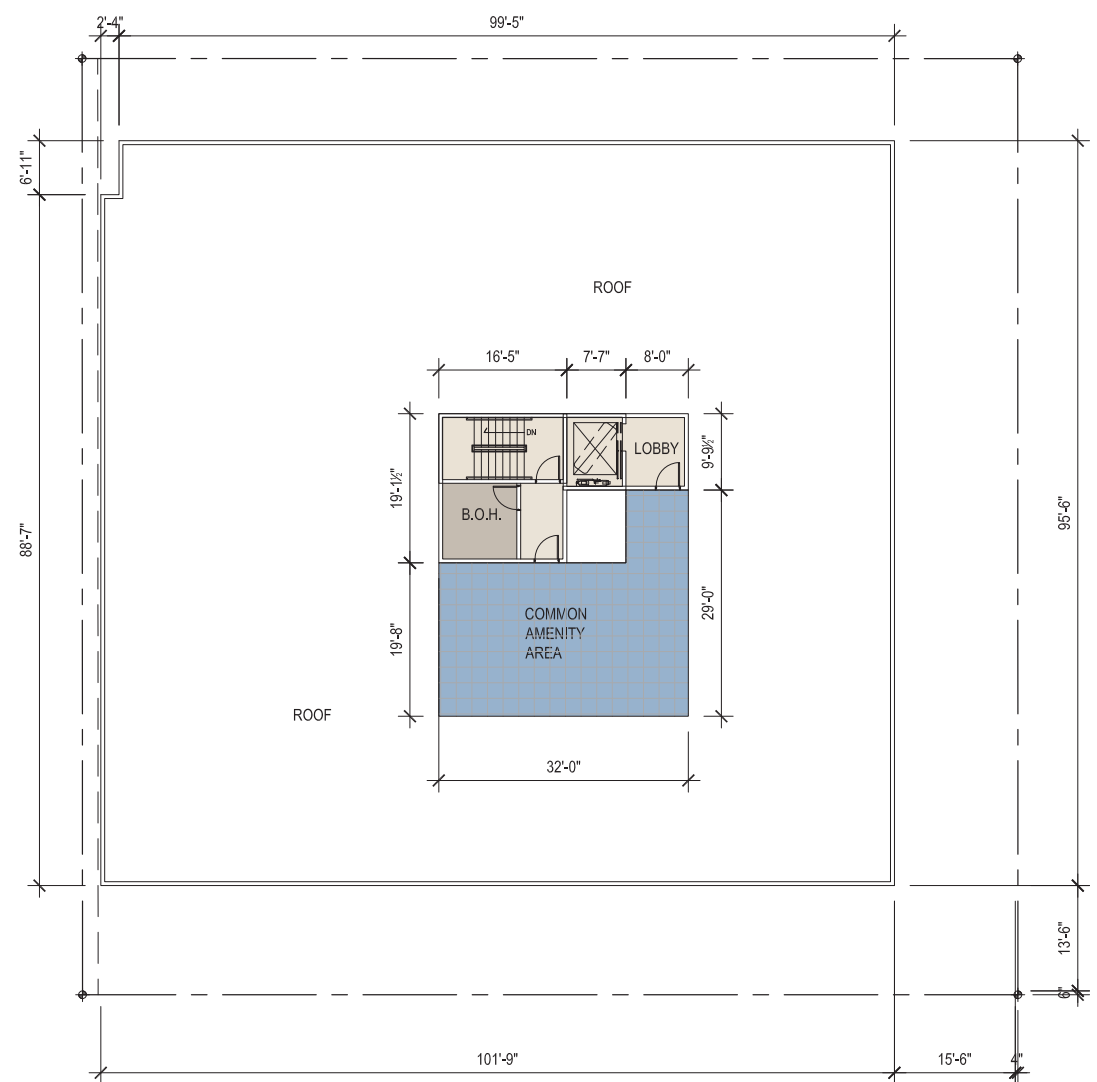
8.0 OPTION 2 | FLOOR PLANS



LEVEL 5-8

KEY

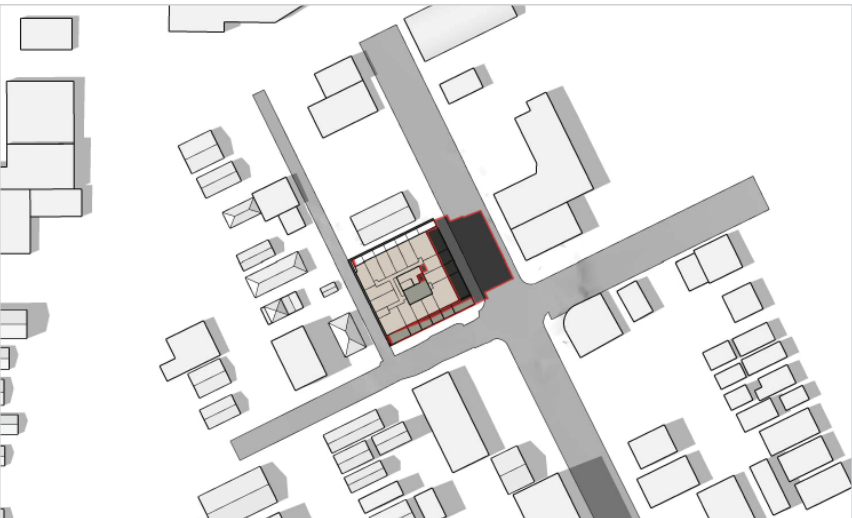
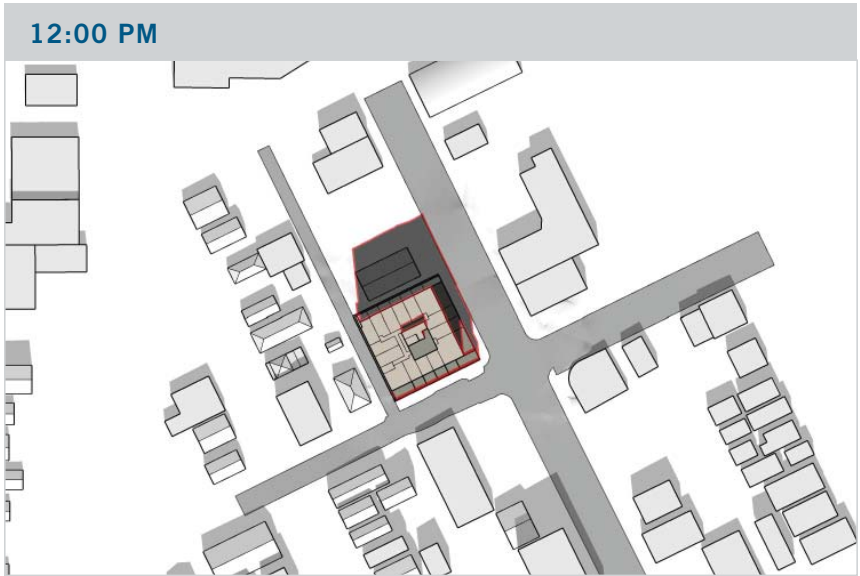
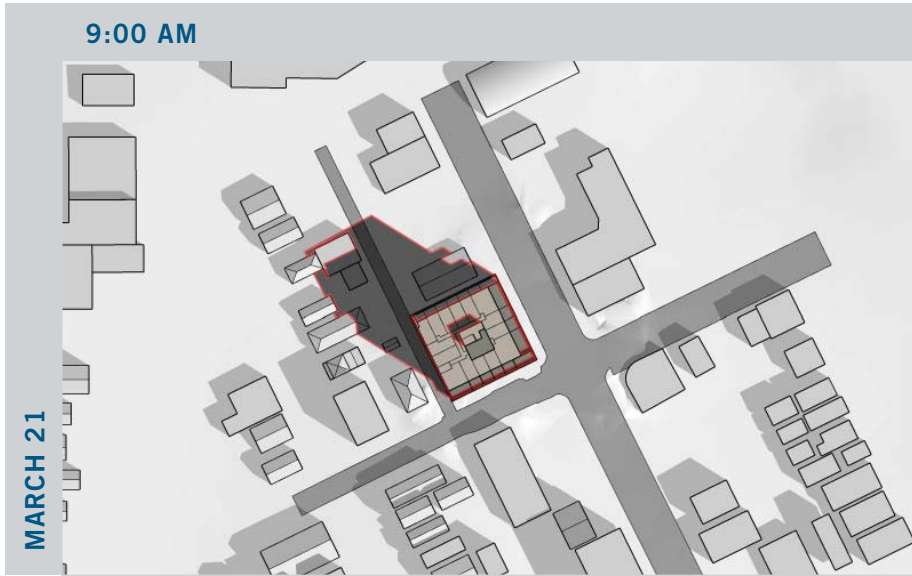
- Commercial
- Residential
- Utility/BOH
- Circulation
- Planting Strip
- Residential Amenity
- Parking/Garage



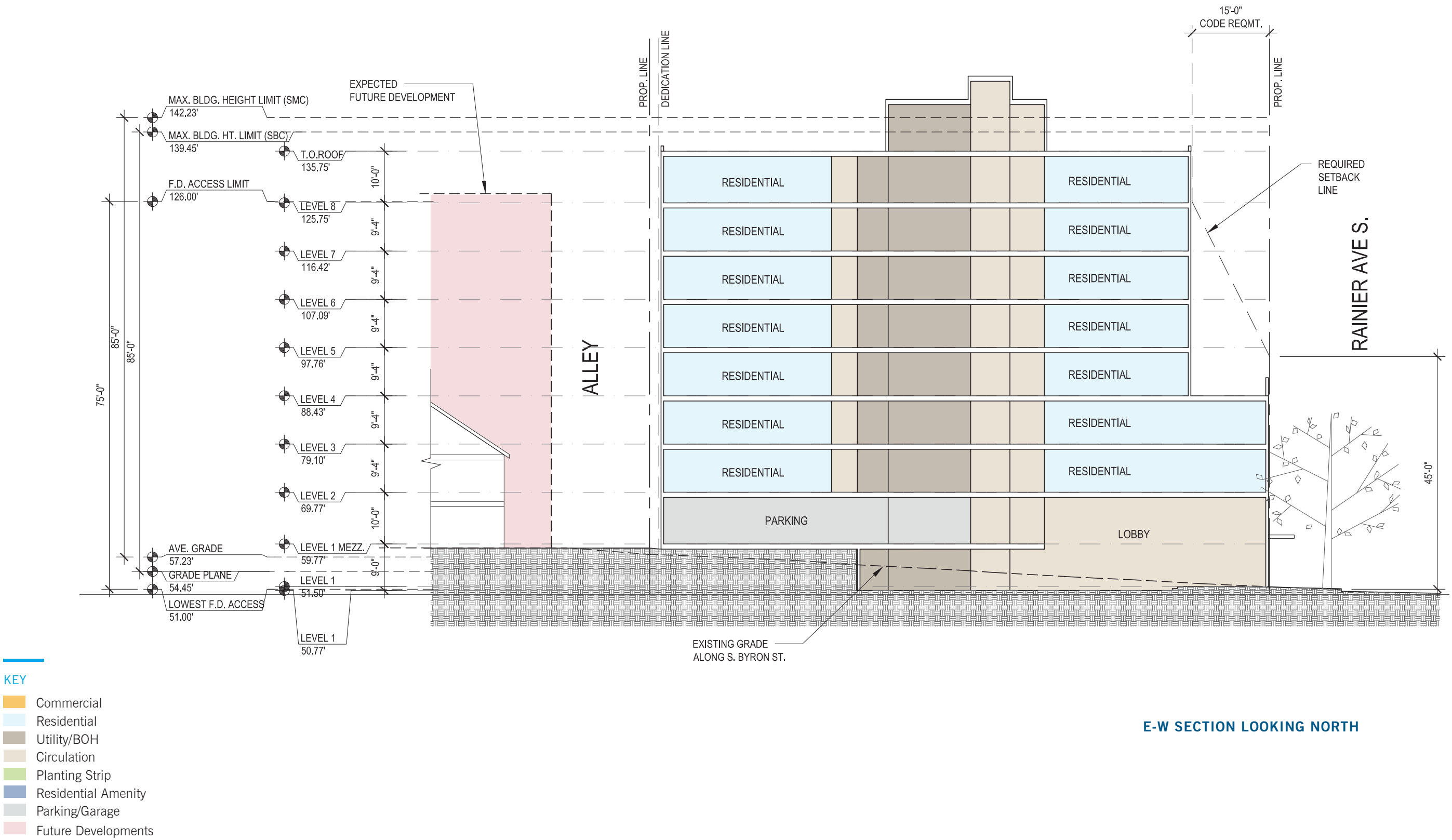
ROOF LEVEL



8.0 OPTION 2 | SHADOW STUDY

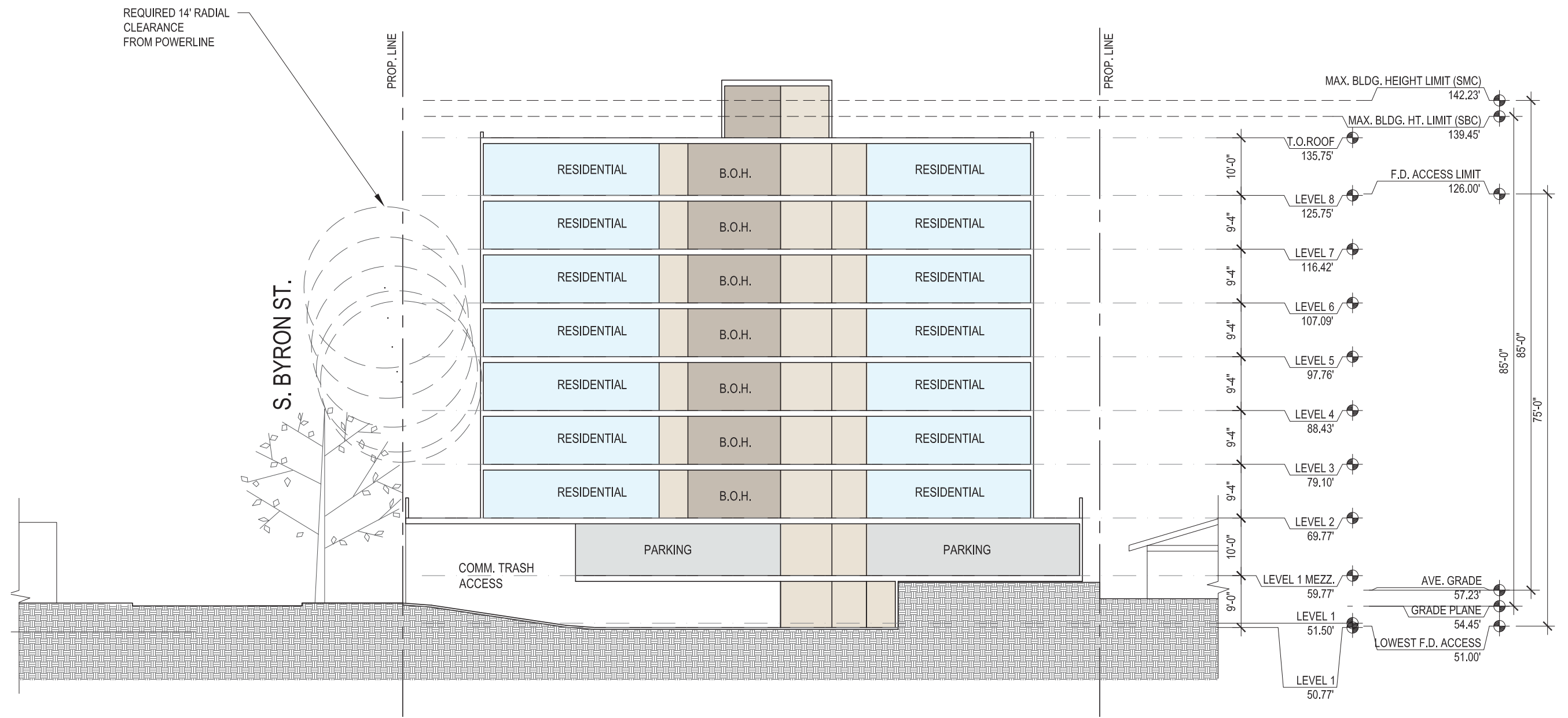


8.0 OPTION 2 | SECTION 1



E-W SECTION LOOKING NORTH

8.0 OPTION 2 | SECTION 2



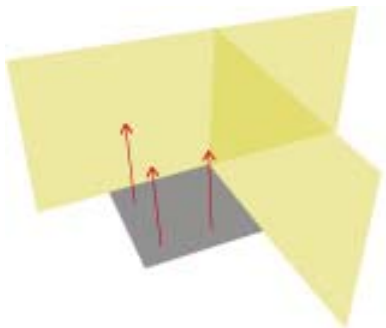
- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Planting Strip
 - Residential Amenity
 - Parking/Garage

N-S SECTION LOOKING WEST

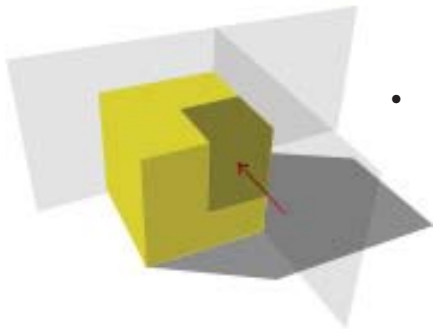
8.0 OPTION 3 | SUMMARY

# UNITS:	112
AMENITY AREA SF	4,251
COMMERCIAL RETAIL SF:	4,074
PARKING STALLS:	25
BIKE STALLS:	30
FAR SF:	84,482 (5.87)
RESIDENTIAL FAR SF:	80,438 (5.59)
CODE COMPLIANCE:	No, not code compliant

DESIGN CONCEPT



- CORNER, SQUARE SITE



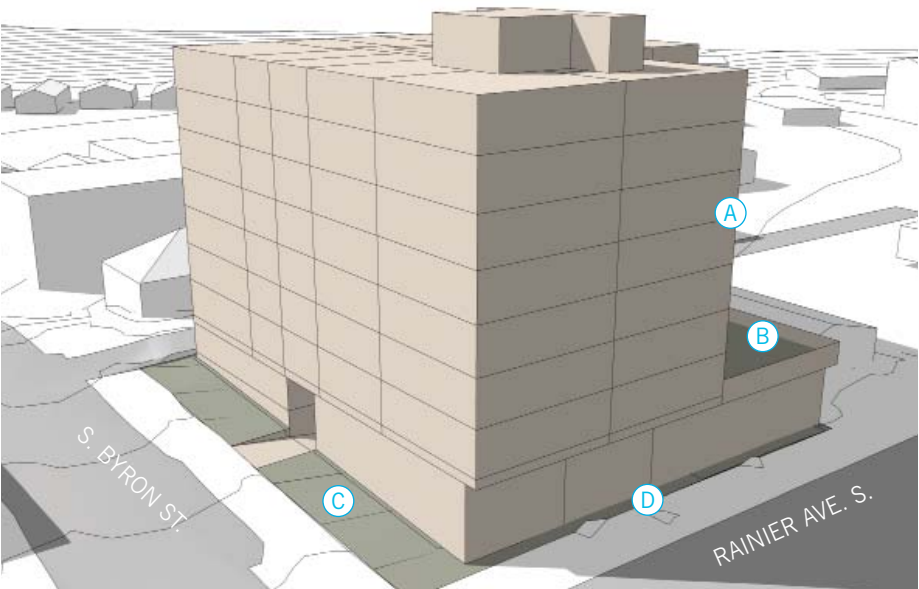
- BUILT VOLUME AS A CUBE



- CARVING THE CUBE

PUSH/PULL BALANCE

CONCEPT MASSING



INTERSECTION OF RAINIER AVE S & S BYRON ST

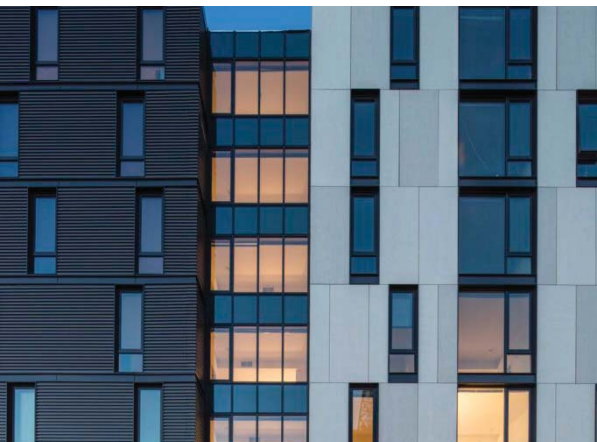
- A Balanced street presence
- B Active open space
- C Amenity area at grade provides buffer from lower height zone
- D Ground level setback allows for wider sidewalk



VIEW LOOKING SE FROM ALLEY

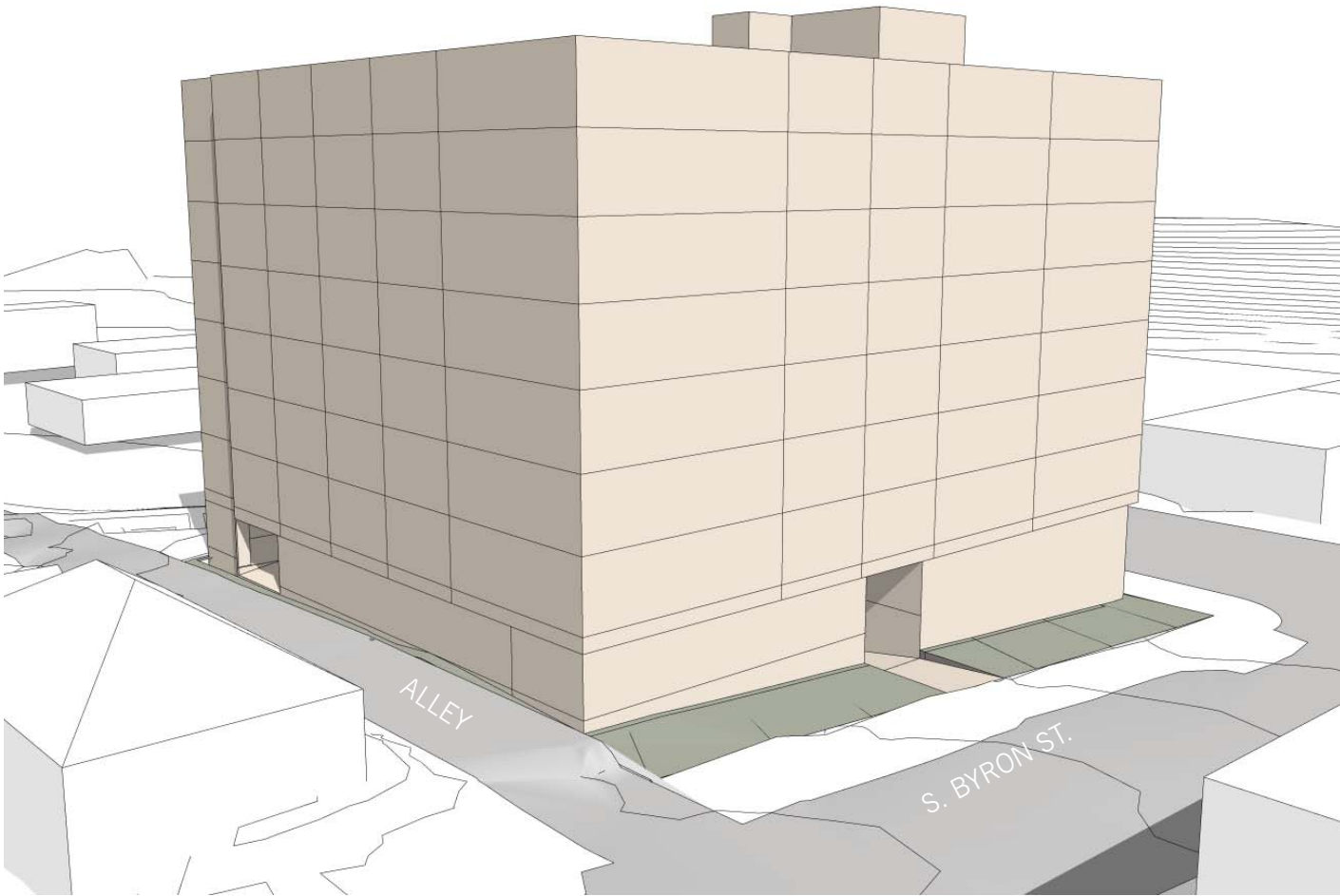
- E Open space oriented towards street
Opportunity for future combined open space with north property development

DESIGN CUES



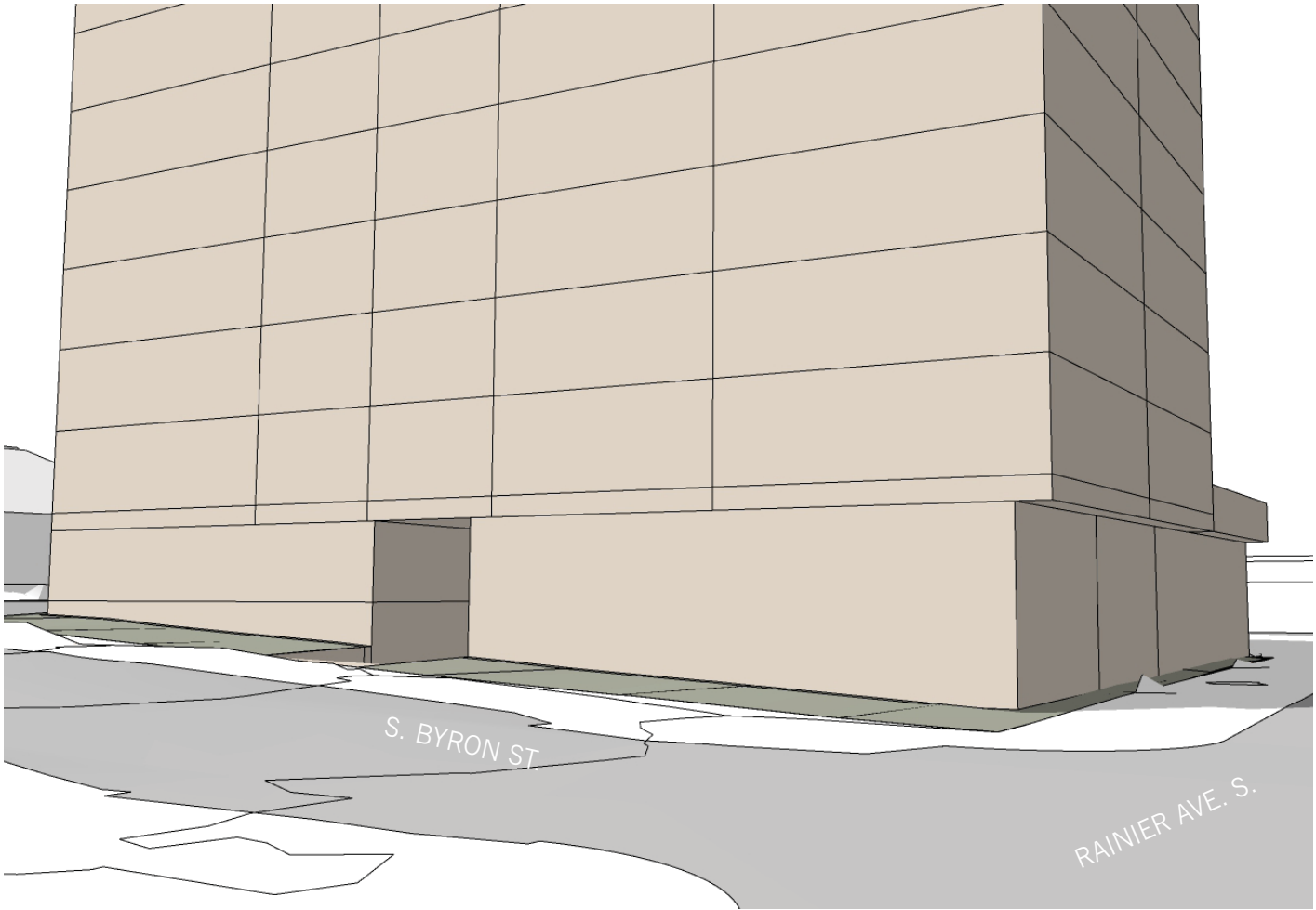
8.0 OPTION 3 | MASSING

CONCEPT MASSING



VIEW FROM SW CORNER ON S. BYRON ST.

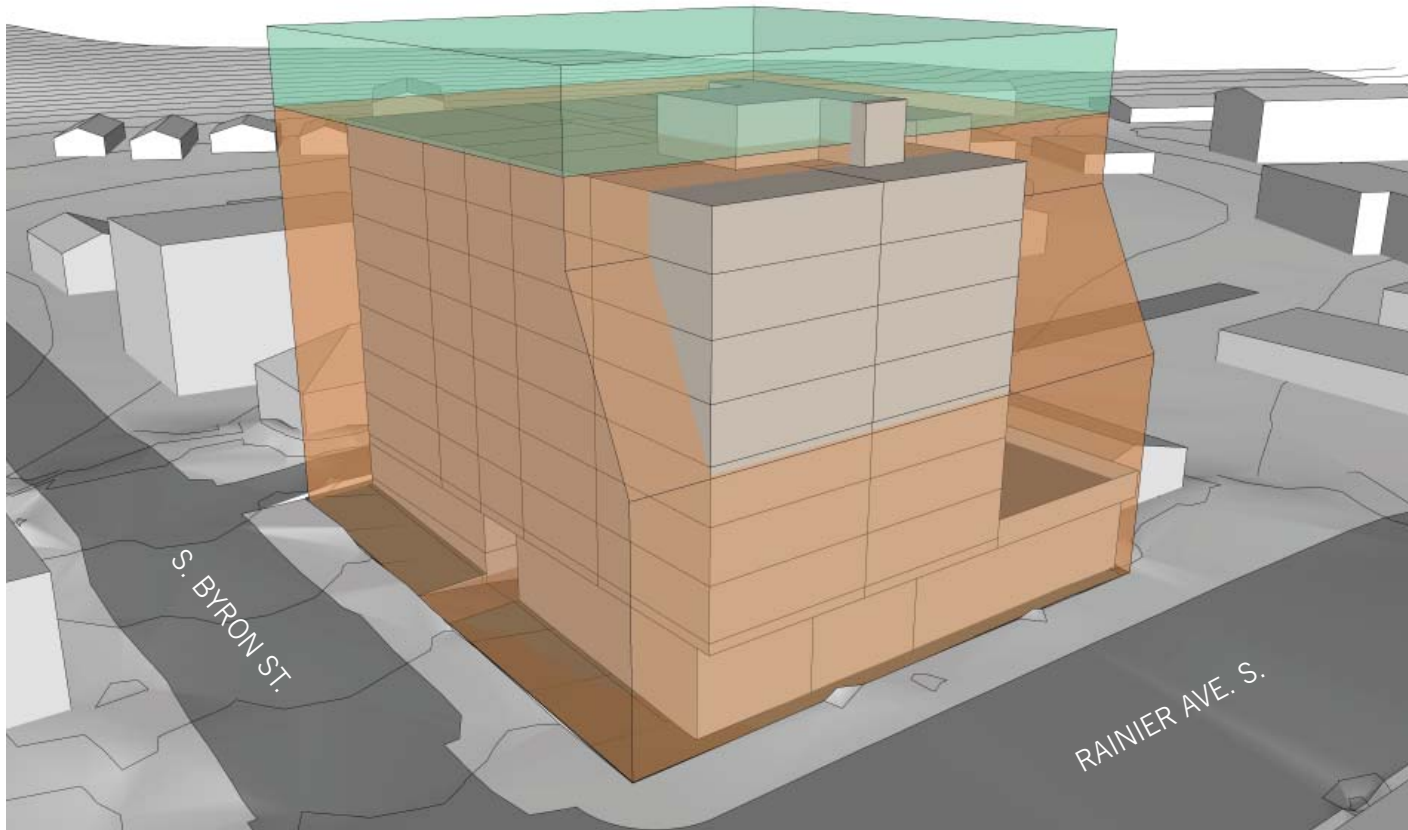
- KEY
- Proposed Design
 - Amenity Area



PEDESTRIAN VIEW LOOKING NORTH FROM INTERSECTION OF S. BYRON ST. & RAINIER AVE. S.

8.0 OPTION 3 | MASSING

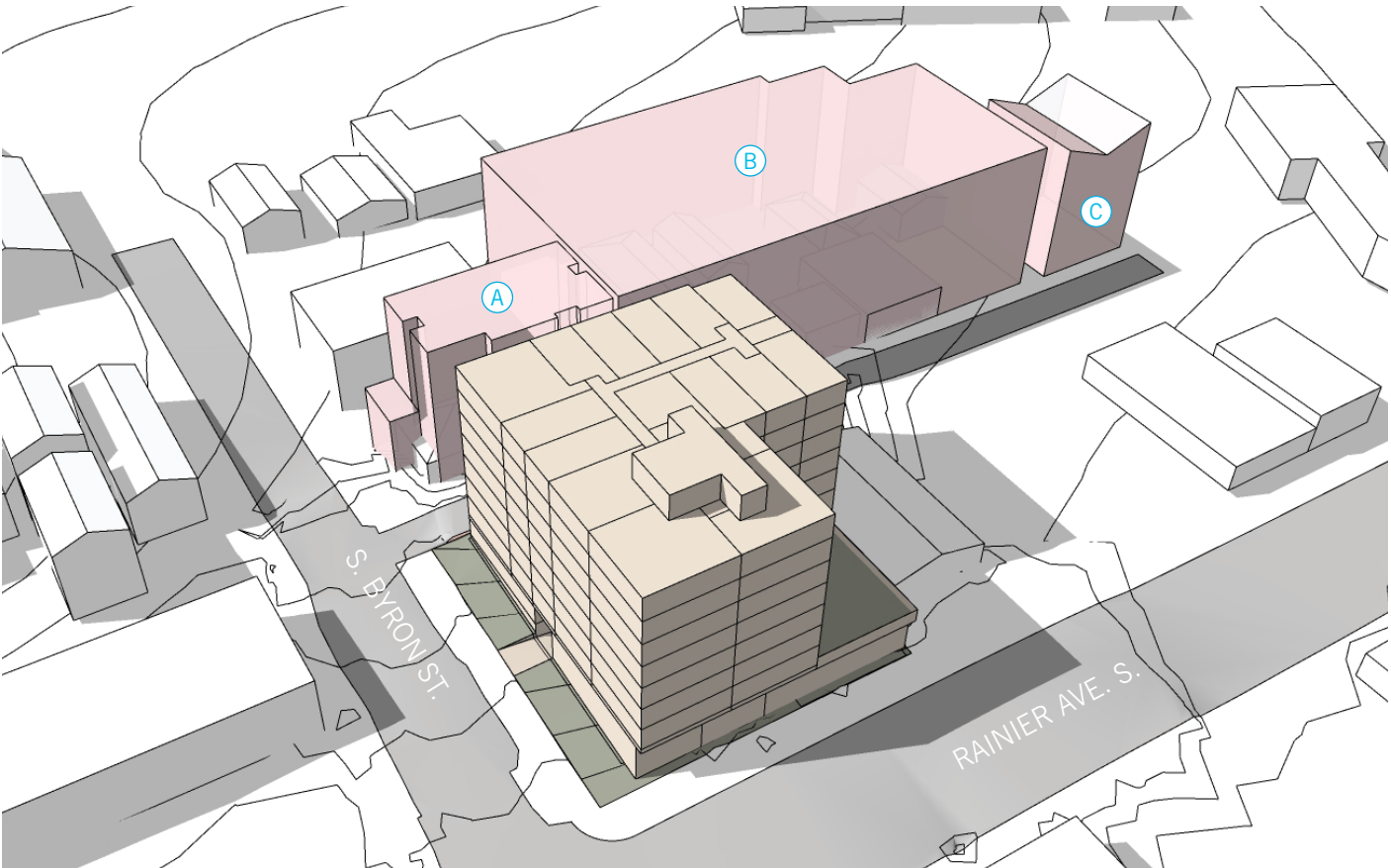
ALLOWABLE ZONING ENVELOPE



VIEW FROM INTERSECTION OF S. BYRON ST. & RAINIER AVE. S.

- KEY
- Allowable Zoning Envelope
 - Additional Height for Stair / Elevators
 - Proposed Design

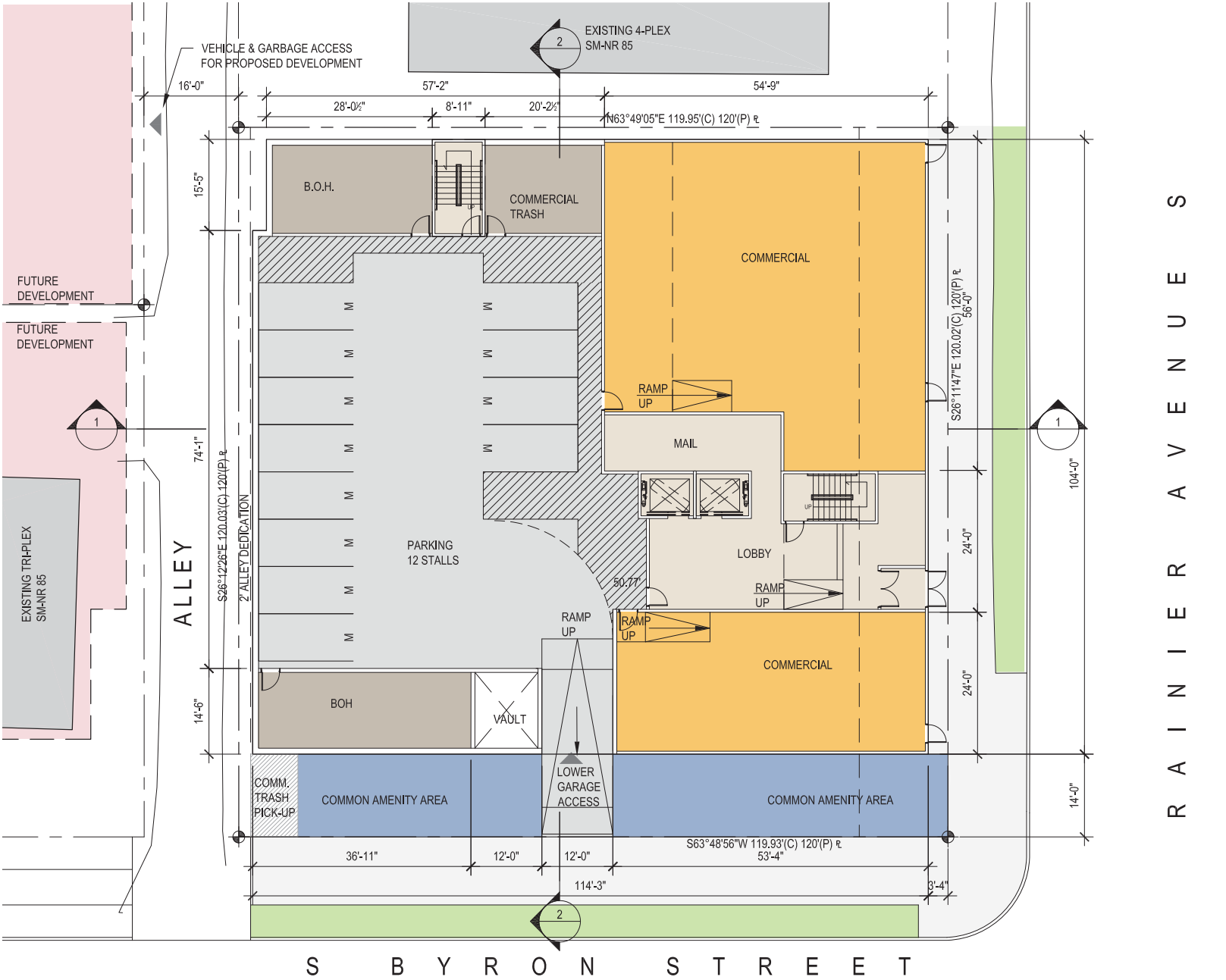
FUTURE DEVELOPMENT



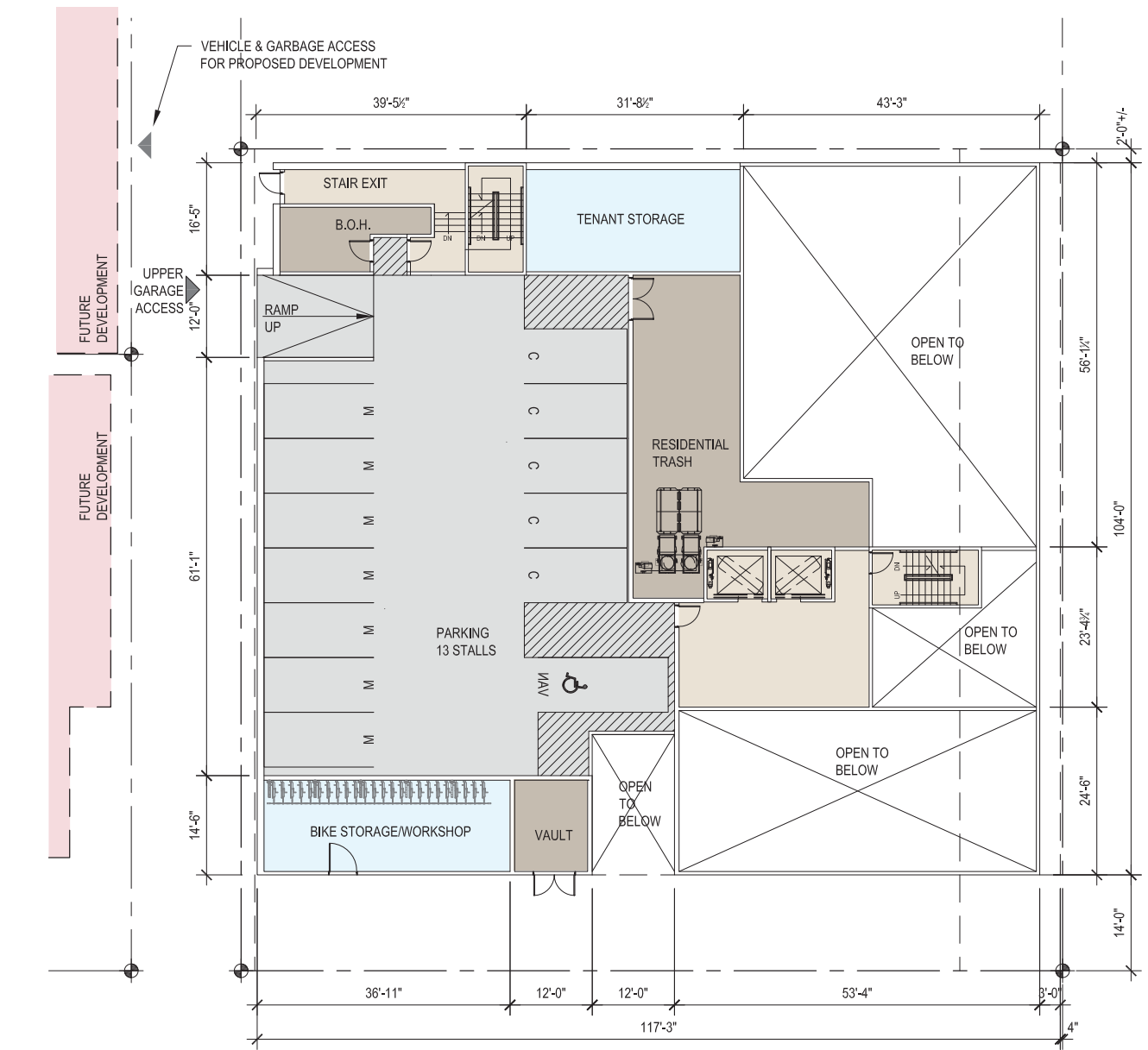
AERIAL VIEW SHOWING EXPECTED FUTURE DEVELOPMENT

- KEY
- Future Developments
 - Proposed Design
 - (A) 2910 S. Byron St.
 - (B) 3208 Claremont Ave S.
 - (C) 2087 Hanford St.

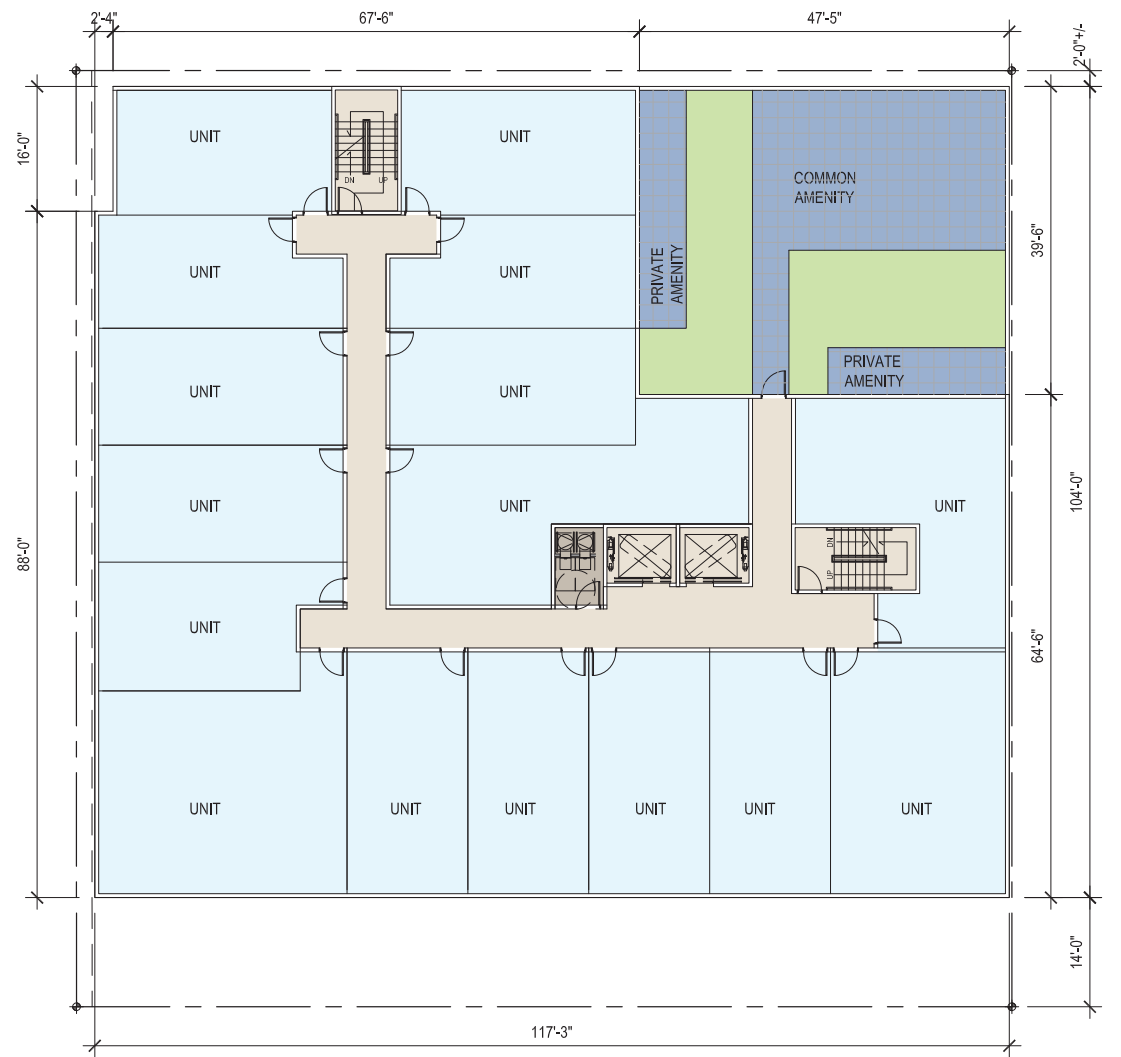
8.0 OPTION 3 | FLOOR PLANS



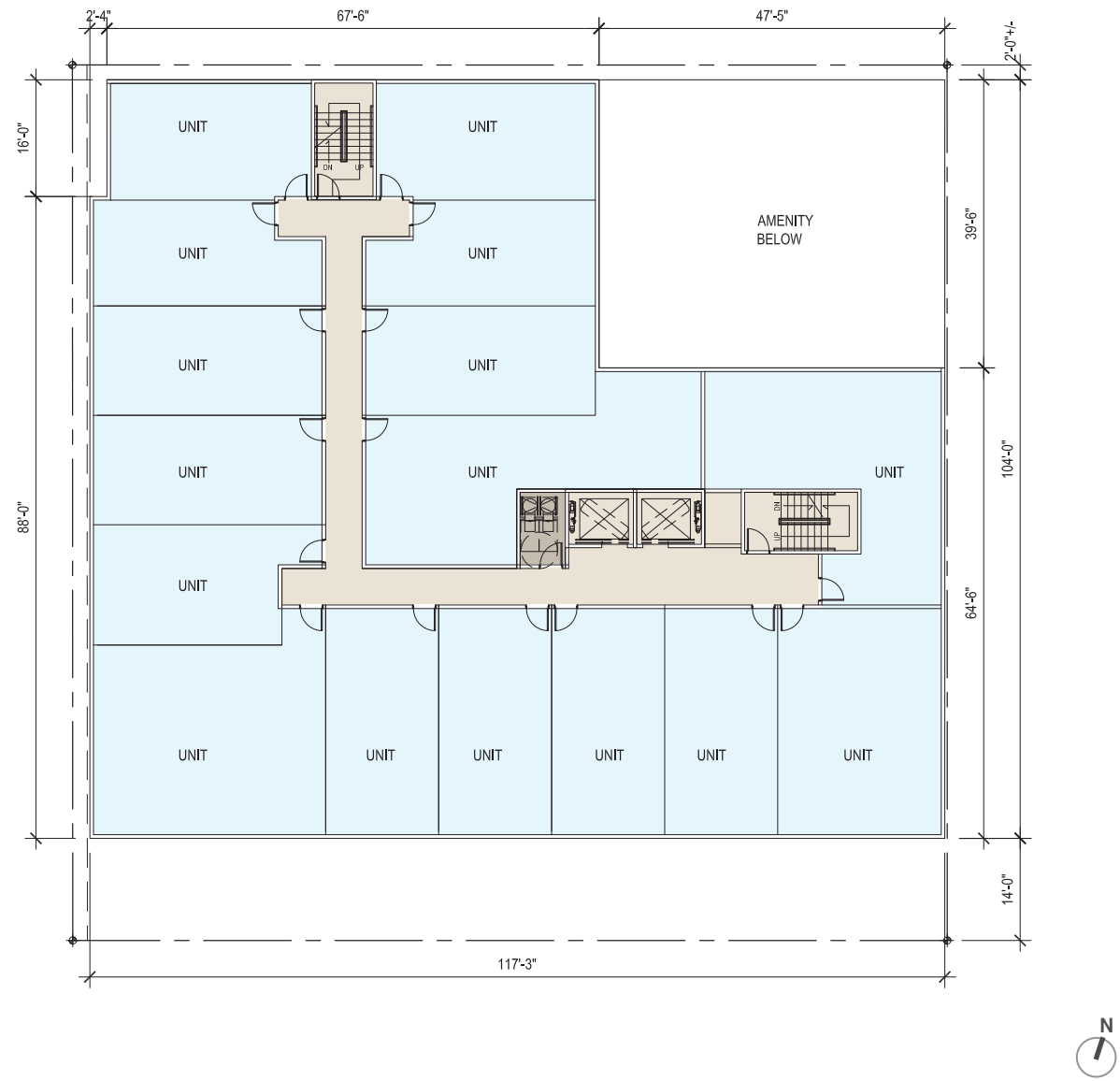
8.0 OPTION 3 | FLOOR PLANS



- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Planting Strip
 - Residential Amenity
 - Parking/Garage
 - Future Developments



8.0 OPTION 3 | FLOOR PLANS



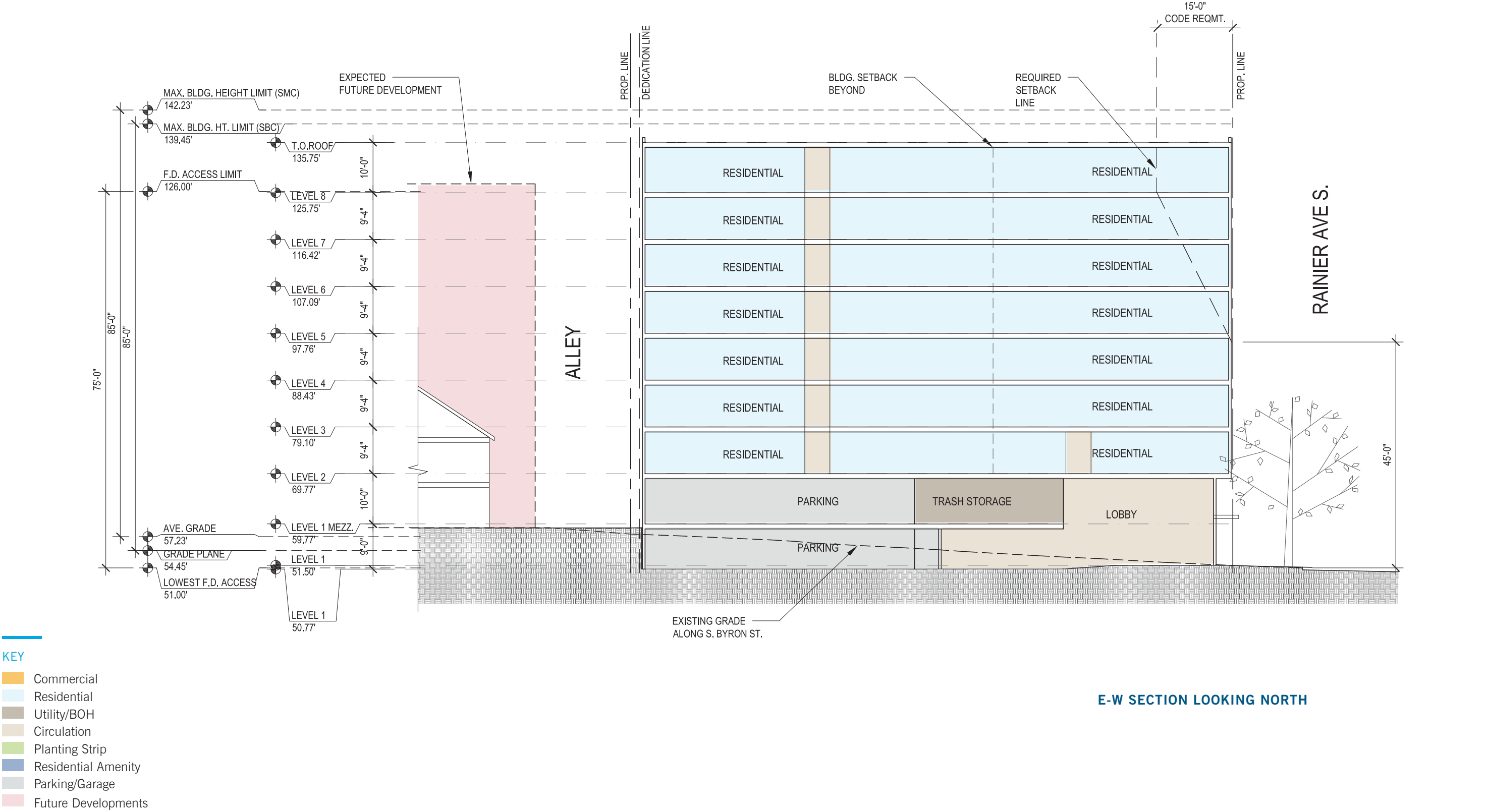
LEVEL 3-8

- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Planting Strip
 - Residential Amenity
 - Parking/Garage

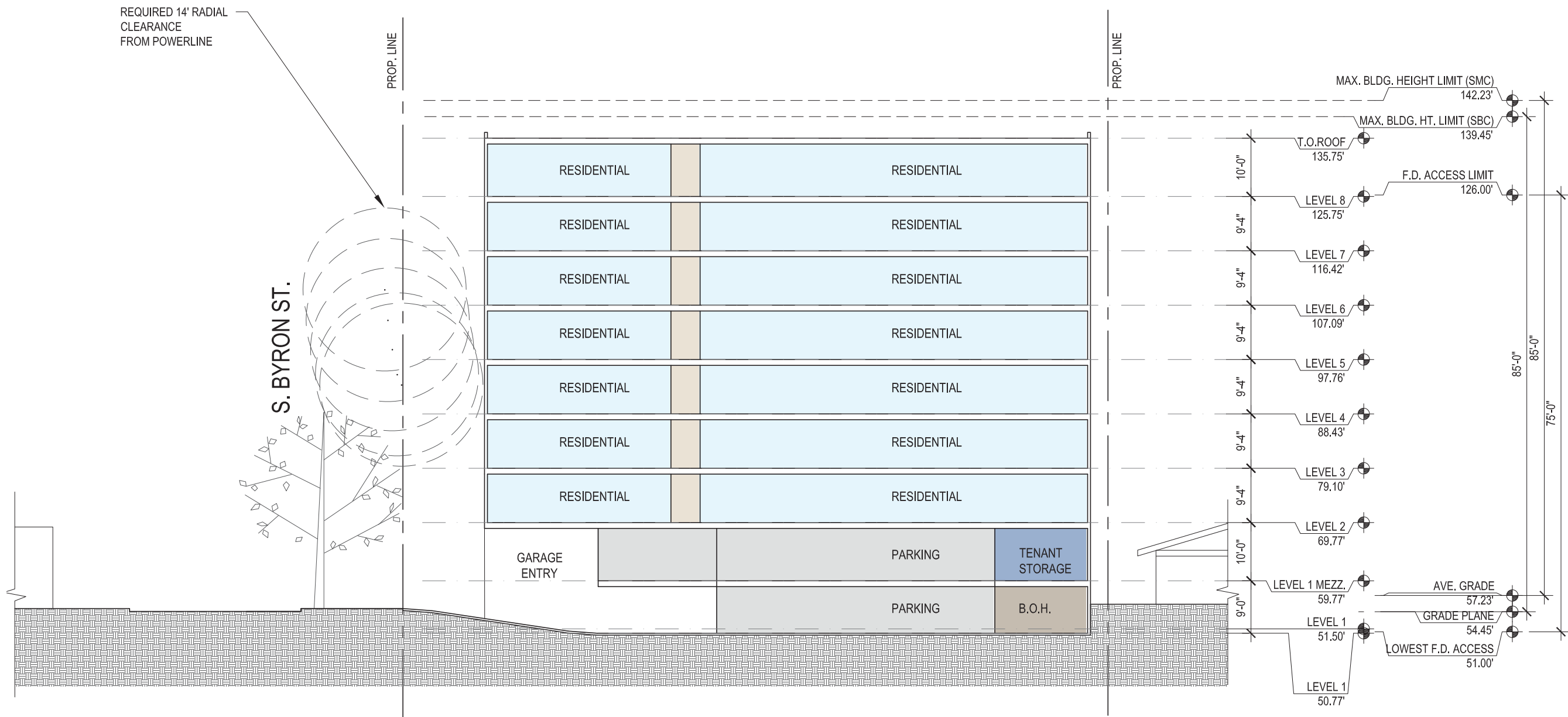
8.0 OPTION 3 | SHADOW STUDY



8.0 OPTION 3 | SECTION 1



8.0 OPTION 3 | SECTION 2



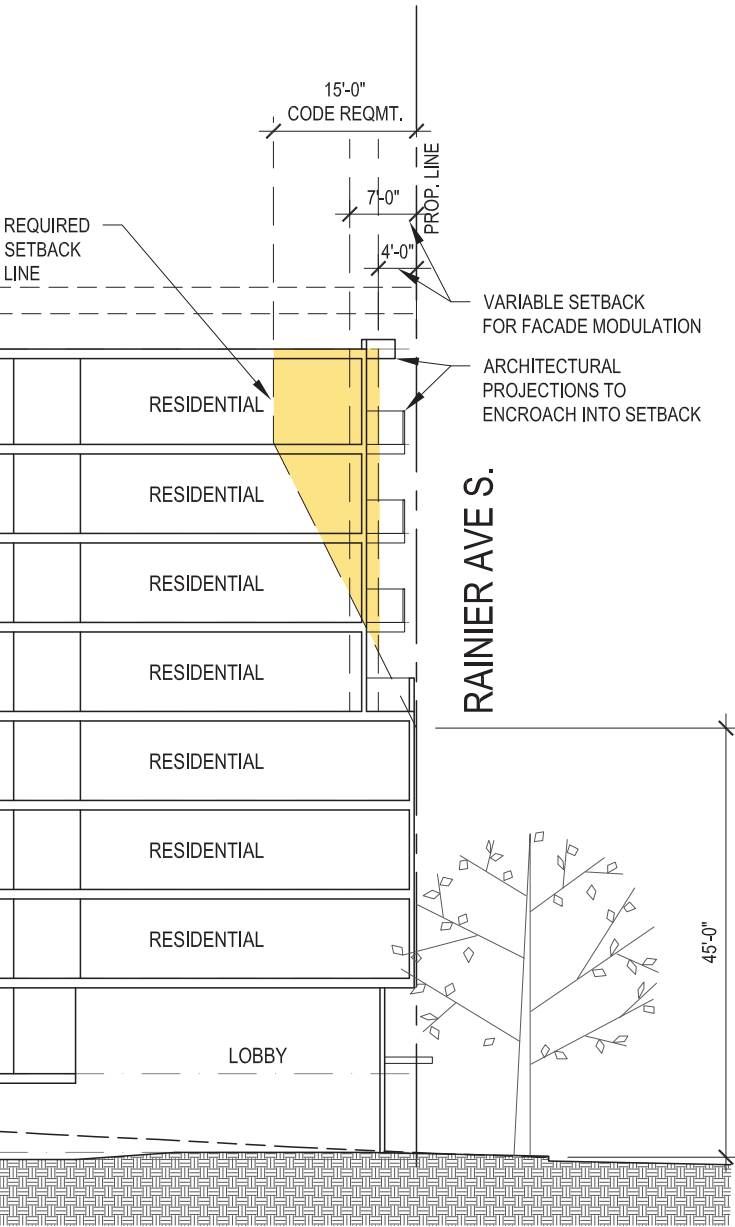
- KEY
- Commercial
 - Residential
 - Utility/BOH
 - Circulation
 - Planting Strip
 - Residential Amenity
 - Parking/Garage

N-S SECTION LOOKING WEST

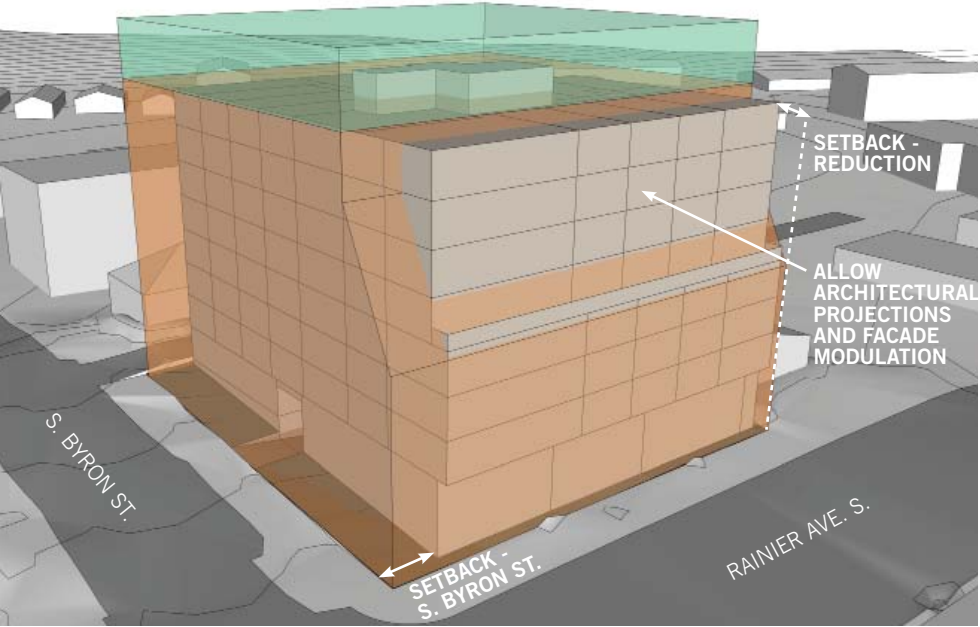
9.0 DEPARTURE #1

CODE CITATION:	23.48.435 - Upper-level setback requirements in North Rainier
CODE REQUIREMENT:	A. Any portion of a structure greater than 45 feet in height is required to set back from a lot line abutting a street shown on Map A for 23.48.435. B. A setback of 1 foot for every 2 additional feet of height is required for any portion of a structure exceeding the maximum height permitted without a setback according to subsection 23.48.435.A, up to a maximum setback of 15 feet measured from the street lot line.
DEPARTURE REQUEST:	Departure from upper level setback from 15 feet above 45 feet along Rainier Ave S. Reduce setback to 4 to 7 feet.
CORRESPONDING DESIGN GUIDELINE:	RATIONALE:
CS2 Urban Pattern and Form C. Relationship to the block – 1. Corner Sites Mt. Baker Supplemental.Guidance - III. Relationship to the block	To create a strong urban edge at a corner site along Rainier Ave S. which is an 80 feet wide major arterial street. The site marks the zoning height change from 65 feet to 85 feet.
CS2 Urban Pattern and Form D. Height, Bulk and Scale – 1. Existing Development and Zoning, 3. Zone Transitions, 4. Massing Choices, Mt. Baker Supplemental Guidance - IV. Height, Bulk and Scale	- To utilize full zoning potential of the site in response to the site's location in the town center area close to the light rail station as well as the scale of the expected future development to the north. - Provide a full height setback along S. Byron St. as a transitional buffer from surrounding lower 65 feet zoned properties by providing a landscaped amenity area. Setback makes more sense on the minor street with a more residential character.
DC2 – Architectural Concept A. Massing - 1. Site Characteristics and Uses, 2. Reducing Perceived Mass Mt. Baker Supplemental Guidance - I. Massing	To enhance aesthetic appeal, reduced setback will provide adequate room for facade modulation, distinction between floors and façade enhancements with architectural projections which are otherwise not allowed in setbacks.
DC3 Open Space Concept B. Open Space Uses and Activities – 3. Connections to Other Open Space PL1. CONNECTIVITY A. Network of Open Spaces – 2. Adding to Public Life Mt. Baker Supplemental Guidance - I. Network of Open Spaces	Setback and grade level landscaped amenity area along Byron provides a south facing open space along the street that encourages human interaction and maintains streetfront continuity of amenity space indicated in proposal for adjacent property (2910 S. Byron street) to the west.

SECTION



ALLOWABLE ZONING ENVELOPE



KEY

- Allowable Zoning Envelope
- Additional Height for Stair / Elevators
- Proposed Design
- Requested Setback Reduction

9.0 DEPARTURE #2

CODE CITATION:	23.48.085.D.1 – Parking and Loading Access
CODE REQUIREMENT:	Parking and loading access. If a lot abuts more than one right-of-way, the location of access for parking and loading shall be determined by the Director, depending on the classification of rights-of-way, according to the following: 1. Access to parking and loading shall be from the alley when the lot abuts an alley improved to the standards of subsection 23.53.030.C and use of the alley for parking and loading access would not create a significant safety hazard as determined by the Director.
DEPARTURE REQUEST:	Departure to allow a curb-cut from S. Byron St. for a 10 feet wide driveway to access below grade parking.
CORRESPONDING DESIGN GUIDELINE:	RATIONALE: • Reduce congestion and traffic volumes in the alley due to expected amount of future development on the same block, all of which will only use the alley for parking and service access. • Take advantage of a corner lot site, to mitigate some of the traffic volume by using the street to access one level of parking. • Accommodate an efficient parking layout by minimizing ramp lengths. Access from alley creates a longer driveway ramp to reach the lower parking level floor elevation. • Grade along S. Byron street is more conducive for access, requiring a shorter ramp run, thus allowing a street facing landscaped amenity area as shown in Exhibit A. • Internal ramp circulation within the building to access the lower level would greatly parking efficiency both levels of the building as well as reduce/ eliminate the possibility to provide adequately sized active uses along the street. This in turn leads to the lower level parking being eliminated. • Driveway ramp originating from the alley would need to be provided at the south end of the property taking up half of the valuable street frontage along S. Byron street as shown in Exhibit B, considerably reducing the landscaped amenity space. • Quantity of provided off street parking within the building has been reduced considering the site's close proximity to the light rail station and metro transit stops. Total provided parking in two levels accommodates 1 stall for approximately 25% of the dwelling units. Curb cut from S. Byron St. would allow parking to be completely enclosed below grade with no visibility from the street.

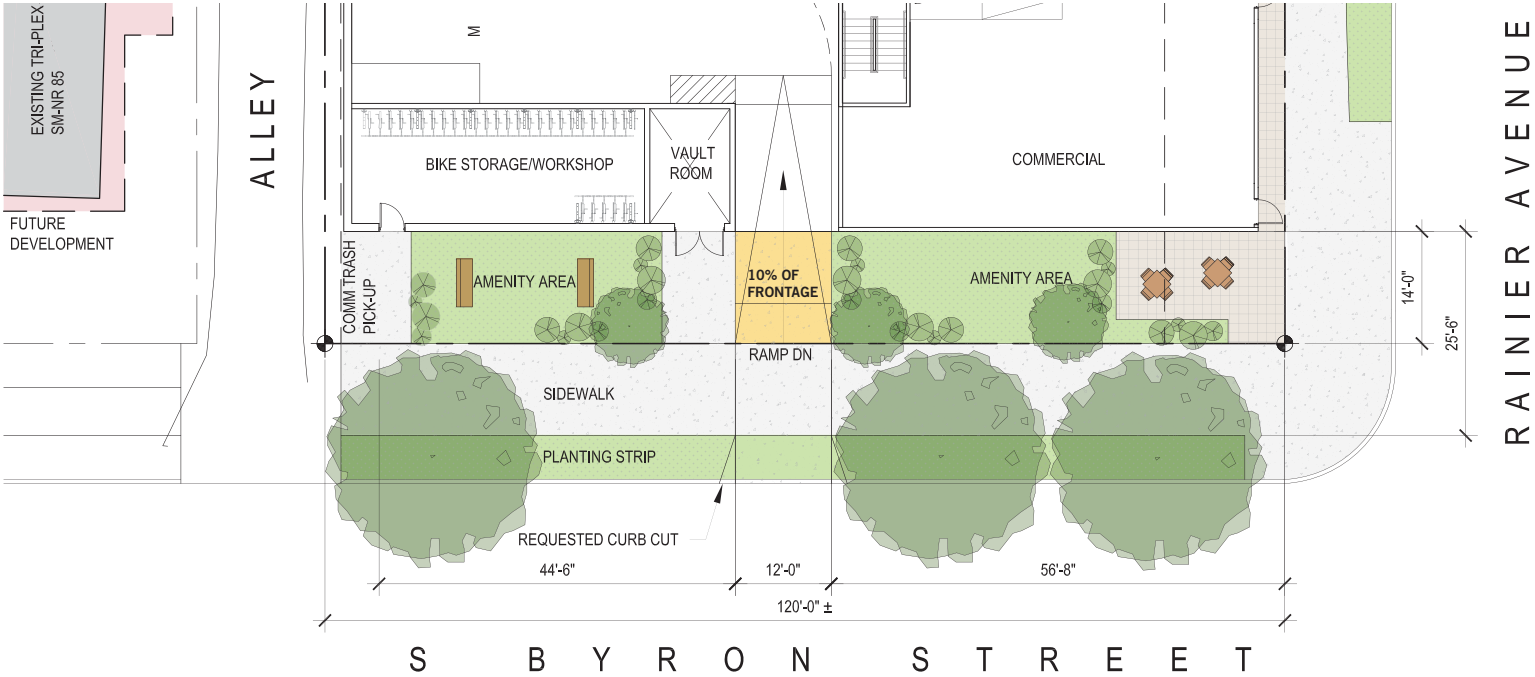


EXHIBIT A - PREFERRED OPTION 1 - CURB CUT FROM S. BYRON ST.

Driveway takes up approximately 10% of street frontage along S. Byron St.

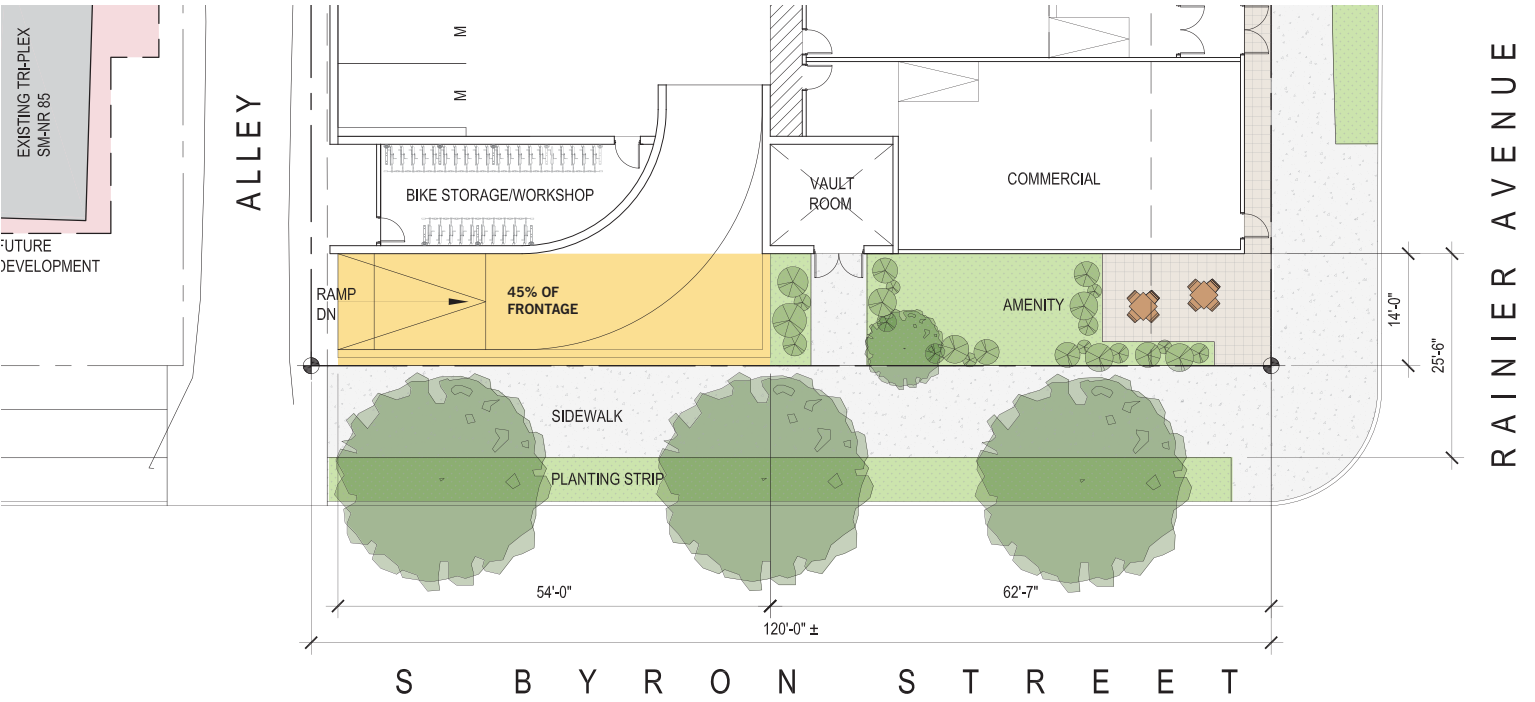


EXHIBIT B - PARKING ACCESS FROM ALLEY

Driveway takes up approximately 45% of street frontage along S. Byron St.