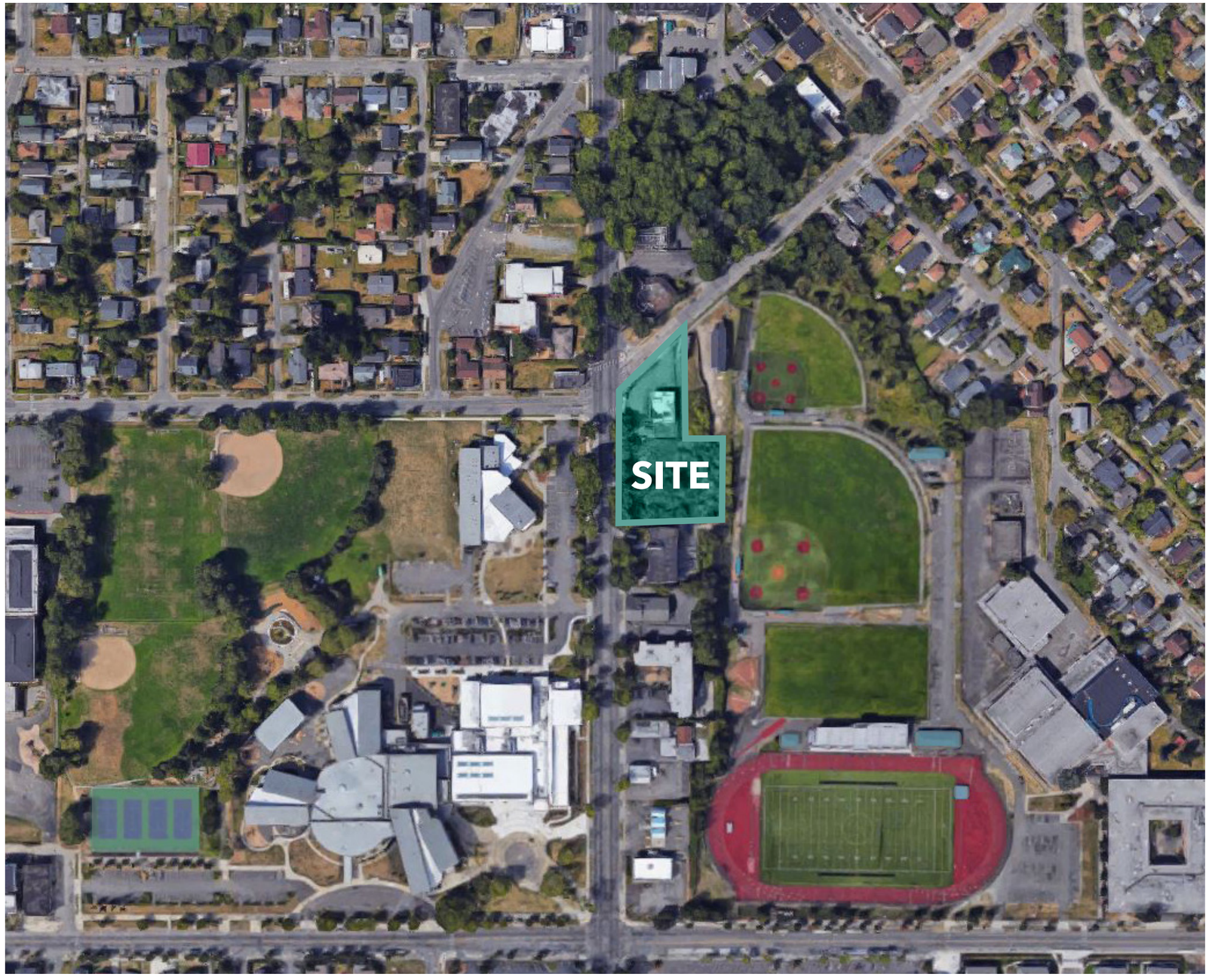



# BEACH SQUARE / COMMUNITY FOOD CENTER

Early Design Guidance
SDCI # 011903-18PA
02 May, 2019

Dignify | Redefine | Nourish
Community

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Mt. Baker Housing GGLO DESIGN



Shopping Mall Along Rainier Ave S




Rainier Beach High School  Entry



Art Piece at Entry of Bear Sheva Park




Rainier Beach Community Center Entry



Atlantic City Boat Ramp




Rainier Beach Light Rail Station




Rainier Beach High School Baseball Game

Mt.Baker Housing

## Owner:

Mt. Baker Housing Association
Contact: Conor Hansen

1423 31st Ave. S
Seattle, WA 98144

(206) 725-4152

GGLO DESIGN

## Design Professional:

GGLO
Contact: Jon Hall

1301 1st Ave, Suite 301
Seattle, WA 98101

(206) 902-5508

## Project Address:

8600 Rainier Ave. S
Seattle, WA

## Parcels:

3524049012
3524049164
3524049163

## Zoning:

Base Zone: NC2-55’
Contract Rezone Proposal: NC2-65’



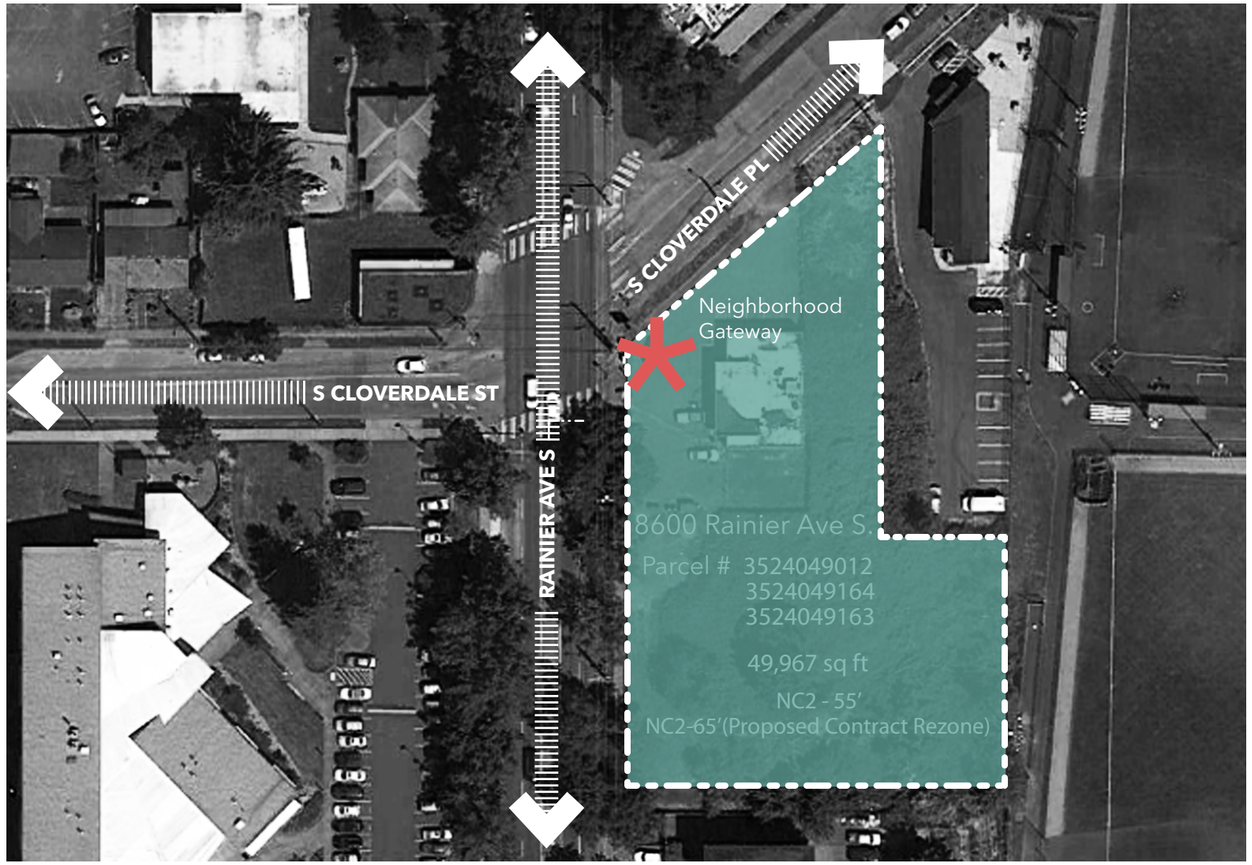
Art Piece at Rainier Beach Urban Farm and Wetland




Rainier Beach Community Center Entry



Farmers Market




Site Vicinity

## Development Objectives:

PROJECT MISSION: Create a proud retail shopping experience for the customers of the new Community Food Center. Build dignified housing that strengthens community and promotes healthy living.

DIGNITY: Preserve the dignity of residents in designing low-income housing that is undifferentiated from market-rate housing in aesthetics and quality.

WELLNESS: Serve the greater community, as well as the users of the building, in promoting access to healthy food preparation, and supporting active living.

COMMUNITY: Provide opportunities for connections and interactions between residents; between food center customers; between residents and customers; and between residents, customers, and the greater community.

GATEWAY: The project occupies an important site at a key intersection that could serve as a gateway to the Rainier Beach commercial district (sometimes known as Beach Square). The proposal seeks to address this concept in the architectural design.

URBAN PIONEER: Because the neighborhood architectural character is evolving as it transitions to more of an urban village (as designated by the City), the new project will be a pioneer in establishing a positive, desirable, and more urban context for future development that follows to build upon.

HOUSING AFFORDABILITY: The proposal includes a contract rezone, that would change the zoning designation from NC2-55' to NC2-65'. The rezone is reflected in Options 1,2, and 3. Option 0 was planned with existing NC2-55' zoning. All are described in pages that follow. The rezoning was deemed necessary by the design, development, and funder team to address two key project objectives. First is the commonly accepted concern of an affordable housing shortage. The rezone proposal would allow up to 38 additional low-income housing units over a project developed under the existing zoning, as shown in Option 0. Second, the site is to be a gateway to the community, and the higher height limit for this location will allow the structure to have a greater presence at this intersection to better express the idea of gateway amongst a future field of 55-foot tall buildings on adjacent sites.

## Program:

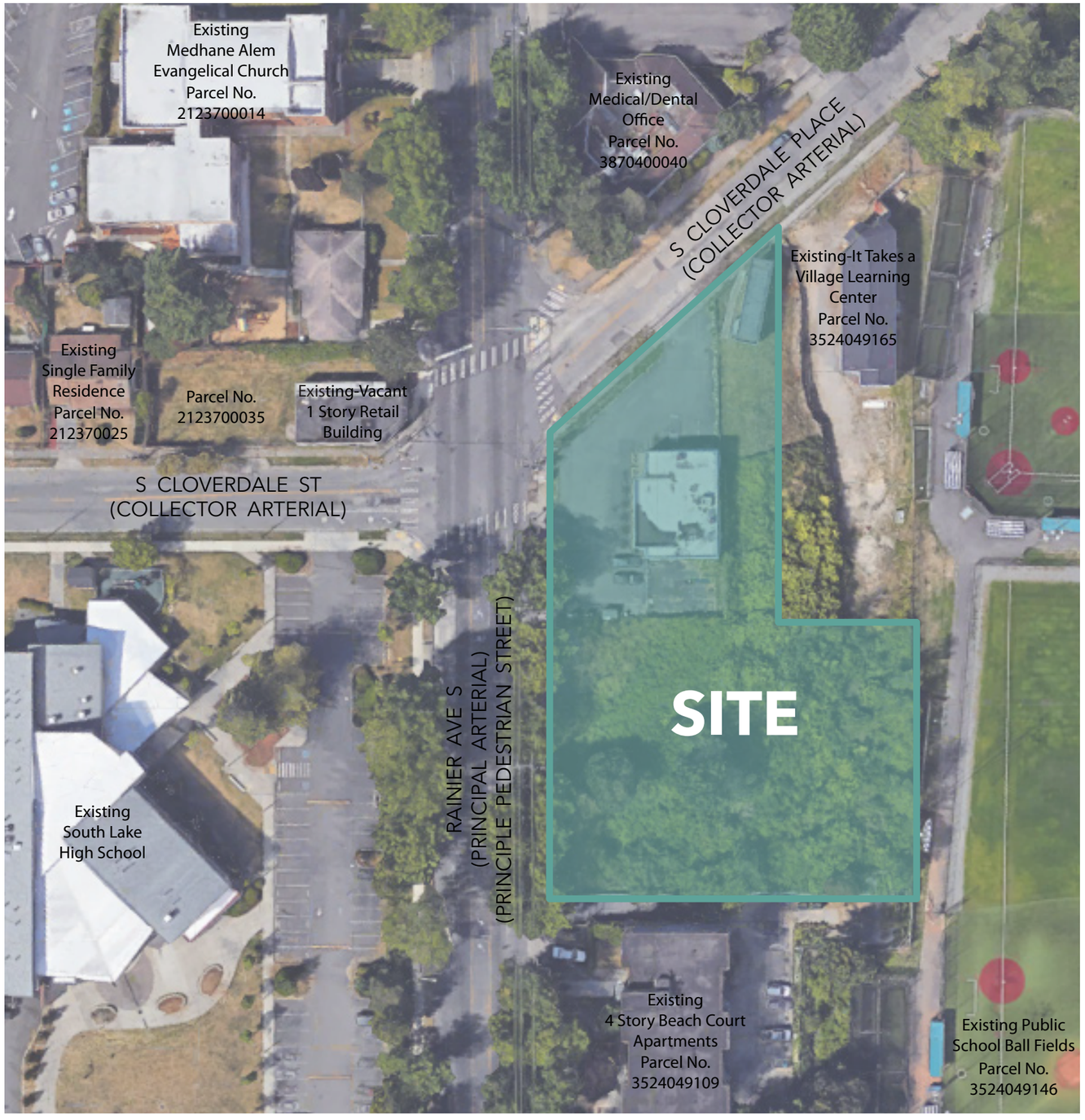
210,500 Gross Square Feet

12,000 SF Level 1 Commercial / Retail (Community Food Center, Community Center, Community Kitchen, Retail Space)

15,000 SF Structured, Below-Ground Parking (GSF)

207 Apartment Homes with Associated Support Functions

# Existing Site:



# Site Survey:

# Legal Description:

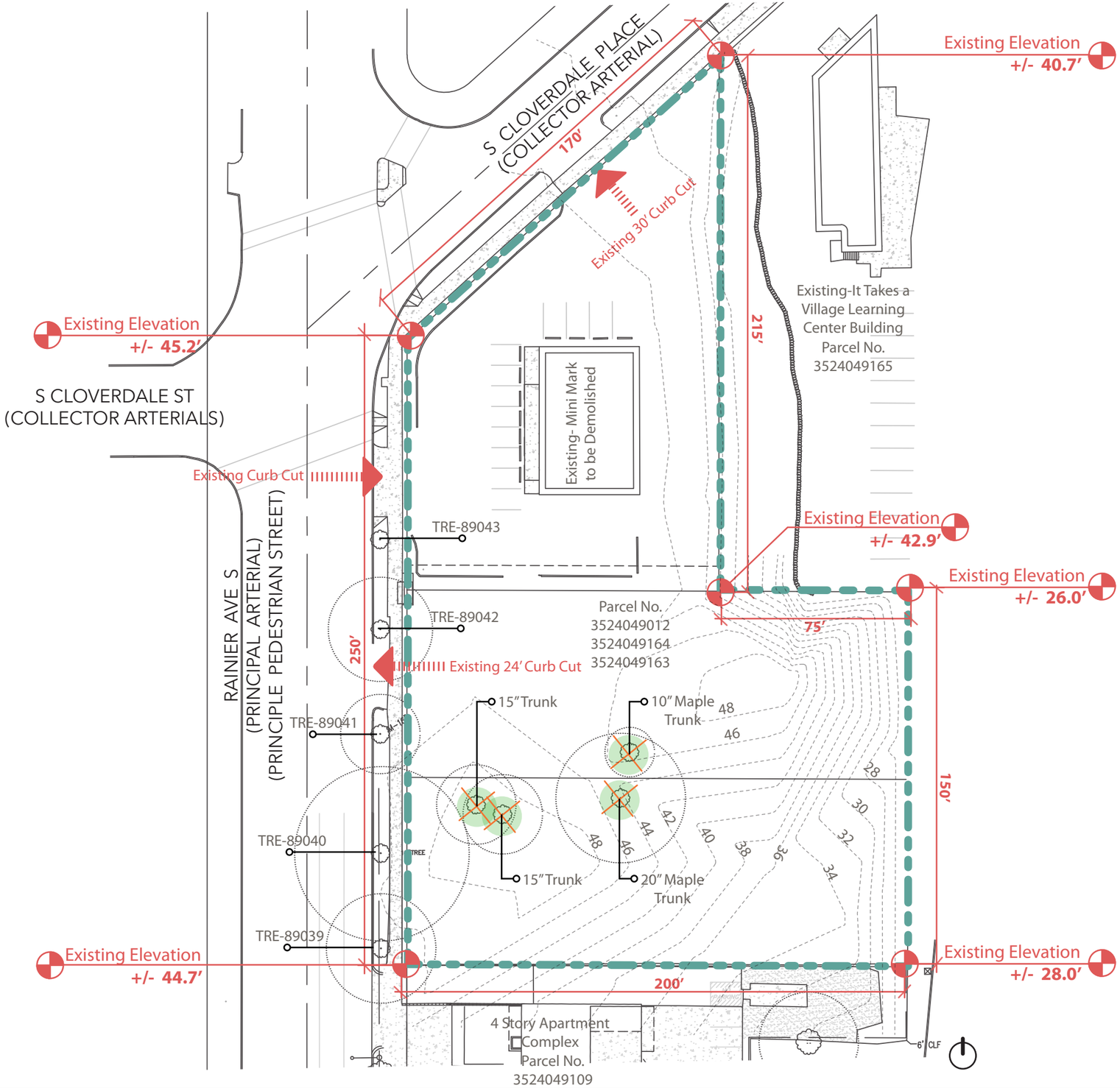
Parcel 1:
Lot C, City of Seattle Short Plat No. 80-50, recorded under recording No. 8007310466, in King County, Washington

Parcel 2:
Parcel A and B, City of Seattle Short Plat No. 80-50, recorded under recording No. 8007310466, in King County, Washington

# Tree Report:

| Tree ID: | Common Name: | (DBH) | Exceptional: |
|---|---|---|---|
| TRE-89043 | Red Oak | 24″ | No |
| TRE-89042 | Red Oak | 16″ | No |
| TRE-89041 | Scarlet Oak | 16″ | No |
| TRE-89040 | Red Oak | 20″ | No |
| TRE-89039 | Red Oak | 17″ | No |

Proposed Tree Removal



# Vicinity Map: Zoning

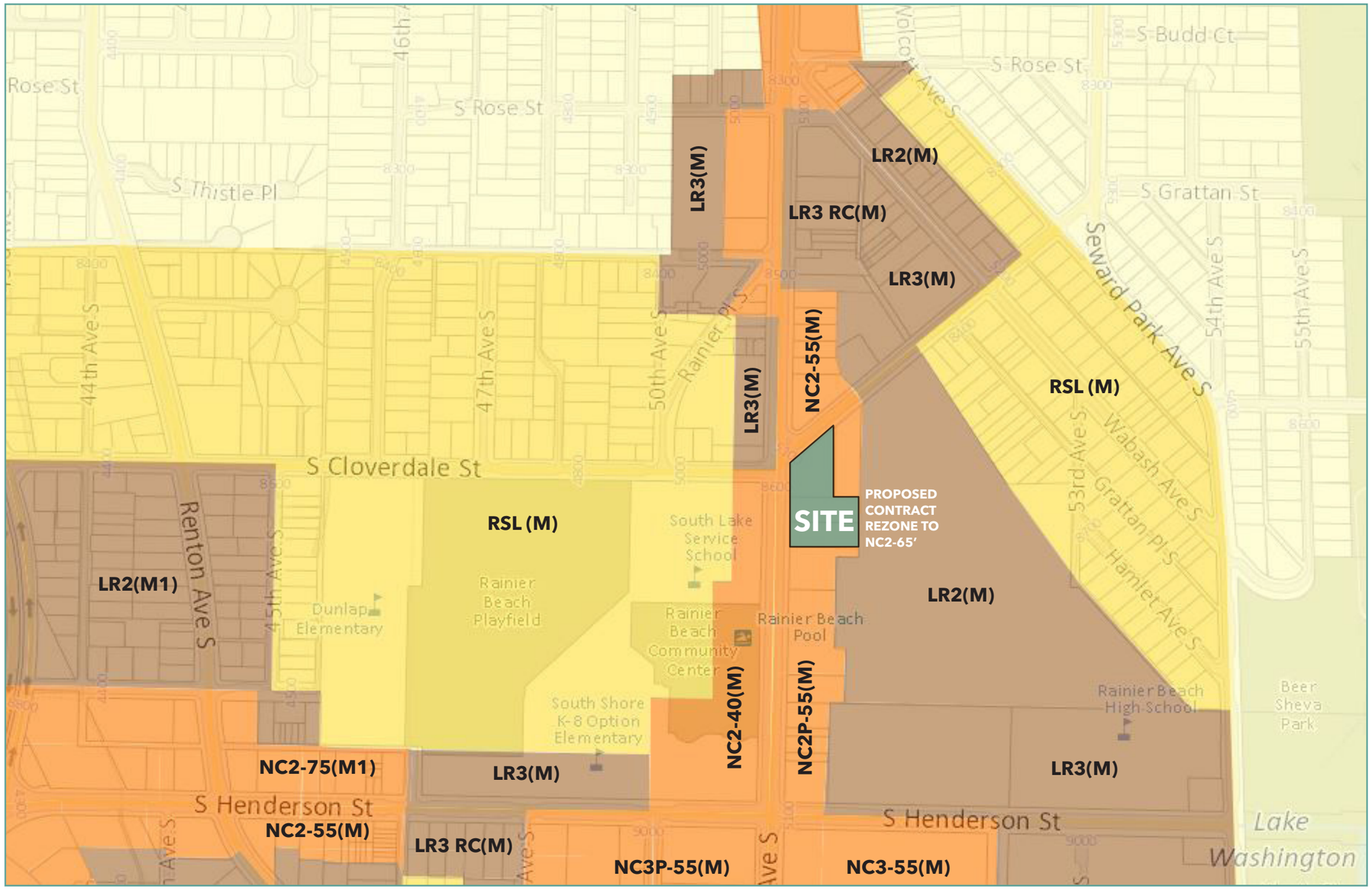
## Summary:

The Rainier Beach Area consists of Multi Family Housing, Single Family Housing, and Neighborhood/Commercial zones. The project site is currently located in the NC2-55 zone (Neighborhood Commercial 2 - 55 foot height limit).

The proposed project assumes approval of a Contract Rezone application to change the zone designation to NC2-65', where the height limit would be increased to 65 feet.

NC2-65' Zone Function and Locational Criteria

- To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices, where the following characteristics can be achieved: 1. A variety of small to medium-sized neighborhood-serving businesses; 2. Continuous storefronts built to the front lot line; 3. An atmosphere attractive to pedestrians; 4. Shoppers can drive to the area, but walk from store to store.
- A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: 1. Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts, outside of urban villages, that extend for more than approximately two blocks; 2. Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors; 3. Lack of strong edges to buffer the residential areas; 4. A mix of small and medium sized parcels; 5. Limited or moderate transit service.




Site Zoning — Single Family | Low-rise (LR) | Neighborhood/Commercial (NC) | Residential Small Lot (RSL) | Site

# Vicinity Map: Physical Features

## Summary:

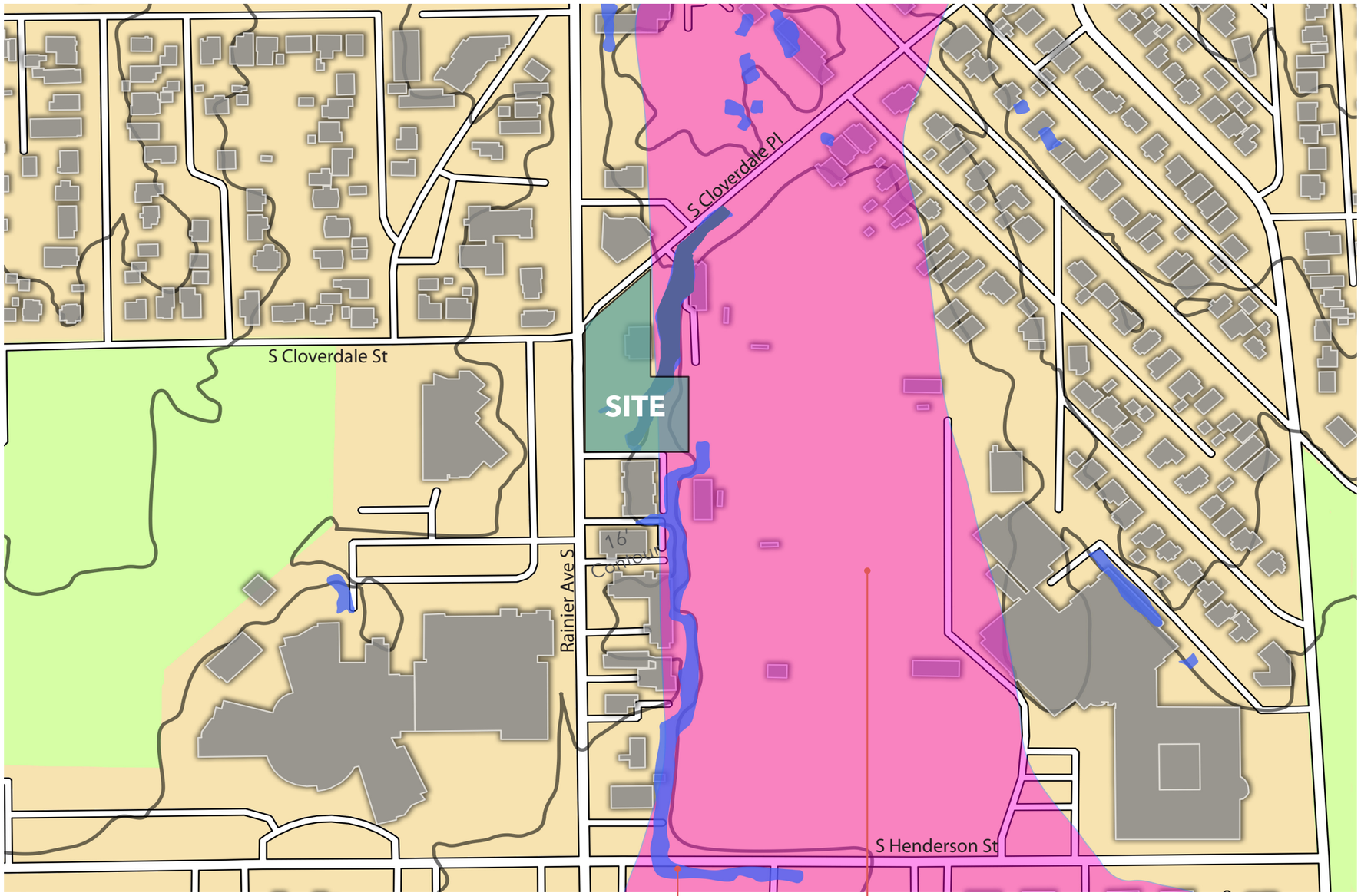
The physical features of the site that inform the building mass and concept include:

- Rainier Ave S is lined with trees ranging from 1-inch in  diameter to 24-inch in diameter. The trees shown on the map, including the ones along our site are maintained by the Seattle Department of Transportation.
- To the East of the site is a moderate to high liquefaction zone.
- Overhead power lines run along the East and West side of Rainier Ave S.
- Along the backside of the site, and along the fence line of the Rainier Beach High School is a 40% Steep Slope Zone.

40% Steep Slope Zone

Liquefaction Zone

Site




Physical Characteristics of Site and Context

# Vicinity Map: Architectural Context & Surrounding Use, Nodes, & Landmarks




Office | Parks (see page 10) | Bar / Restaurant | Religious | Commercial | Residential | Bank | Health Services | Fitness | Education | Neighborhood Gateway

## Education



1 South Lake High School




2 Rainer Beach Community Center/South Shore K-8



3 Dunlap Elementary School




4 Rainer Beach High School

## Residential



5 Seattle Housing Authority, Villa Park v



6 Starliter Apartments (owned by MBHA)



7 Beach Court Apartments (owned by MBHA)



8 Lake Washington Apartment Complex

## Commercial / Utility



9 Rainier Beach Light Rail Station




10 Car Service Area




11 Shopping Center



12 Henderson Pump Station

# Surrounding Context



# Vicinity Map: Site Access



# Vicinity Map: Parks & Open Space






6 Rainier Beach Urban Farm and Wetlands



5 Beer Sheva Park



1 Thistle P-Patch Community Garden



2 Rainier Beach Playfield

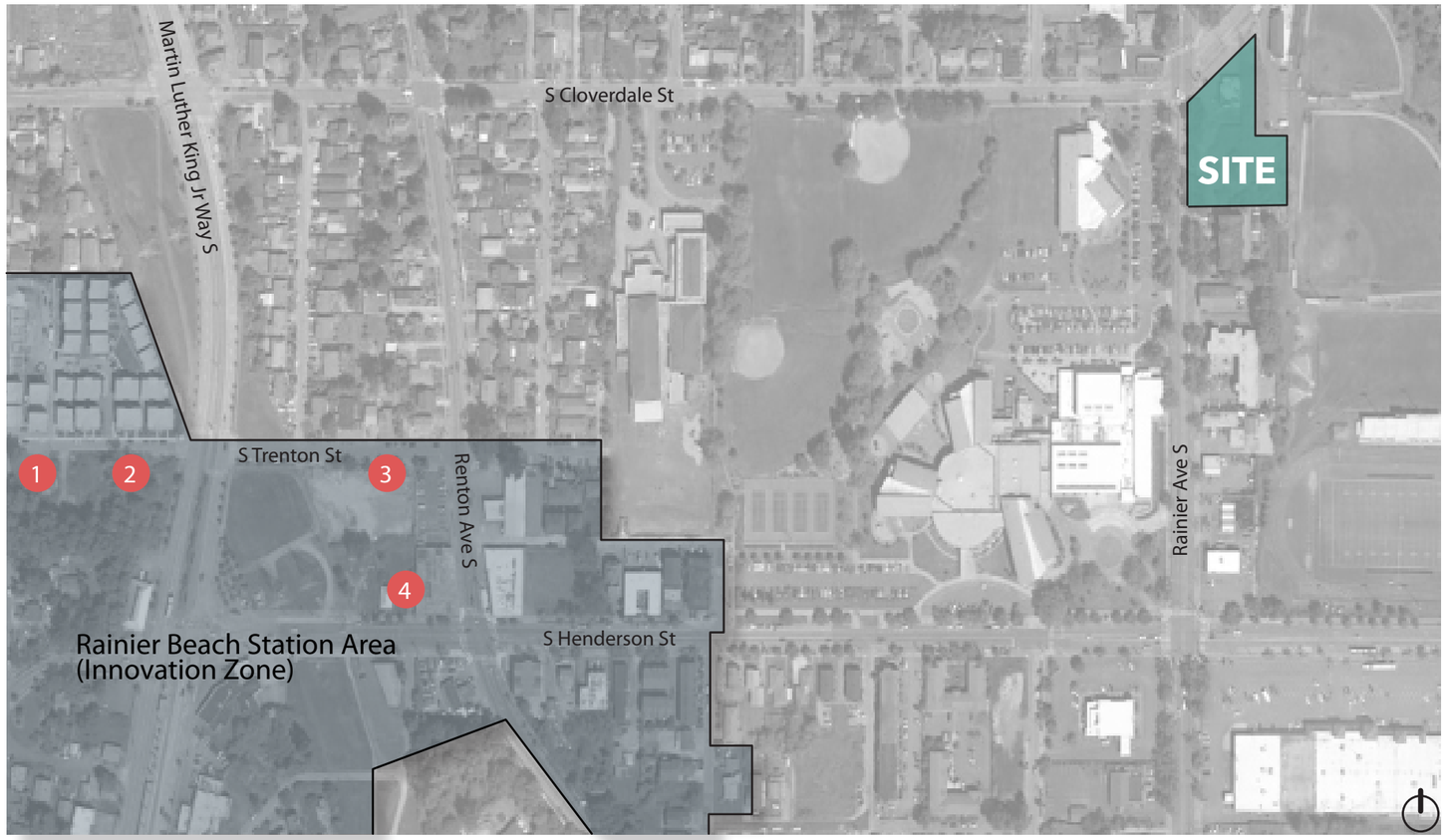


3 Rainier Beach High School Fields



4 Atlantic City Boat Ramp

# Vicinity Map: Proposed Projects in the Area






4 4354 S Henderson St- Mixed Use



3 Northwest Kidney Center

## Summary:

Significant future development is anticipated to occur within the Rainier Beach Station Innovation Zone. This area is approximately a 15 minute walk from the site. The overall objective for the creation of this area is:

- A place where the community can access education, employment and entrepreneurship
- Strengthening the local economy through production rather than consumption
- A higher standard of living from the ground up
- Economic development based on culture and social connections

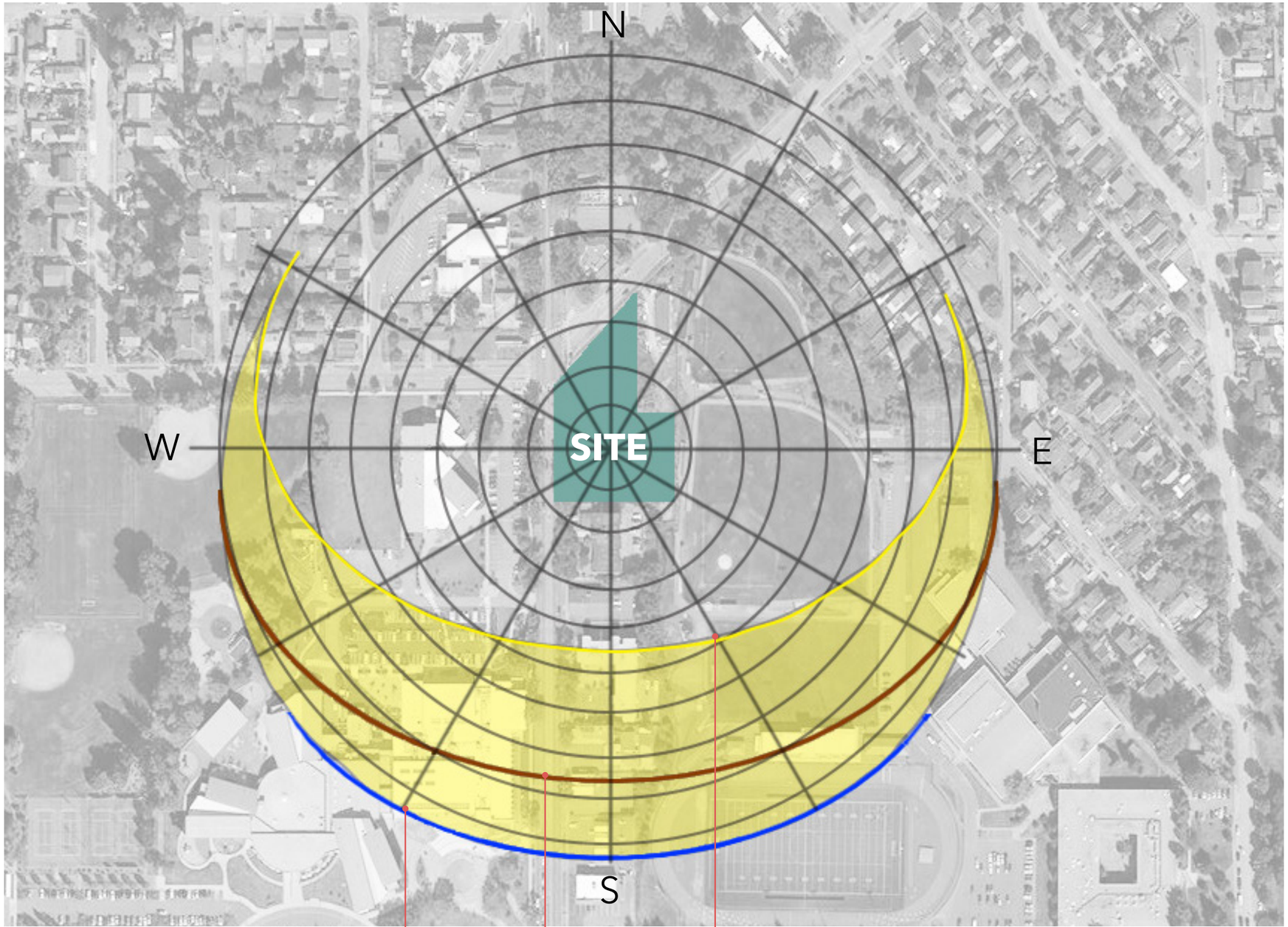


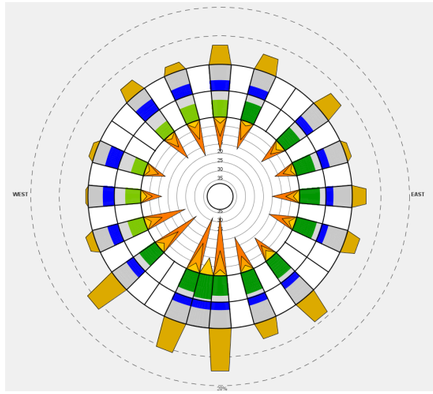
1 Link Townhomes West



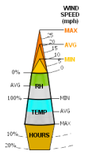
2 Link Townhomes East

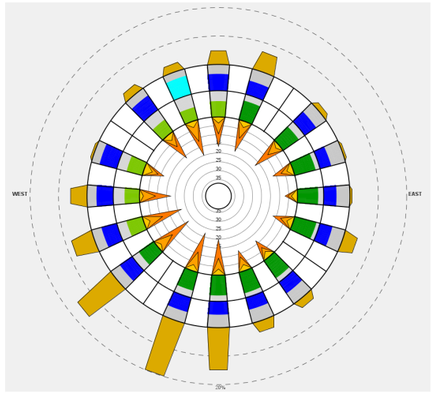
# Sun, Wind, and Light Study



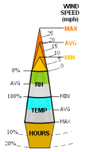



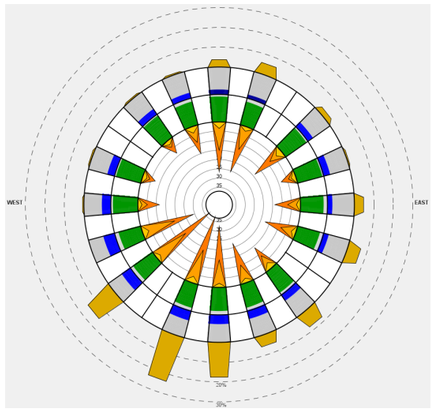

March Wind Direction



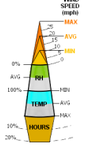




June Wind Direction

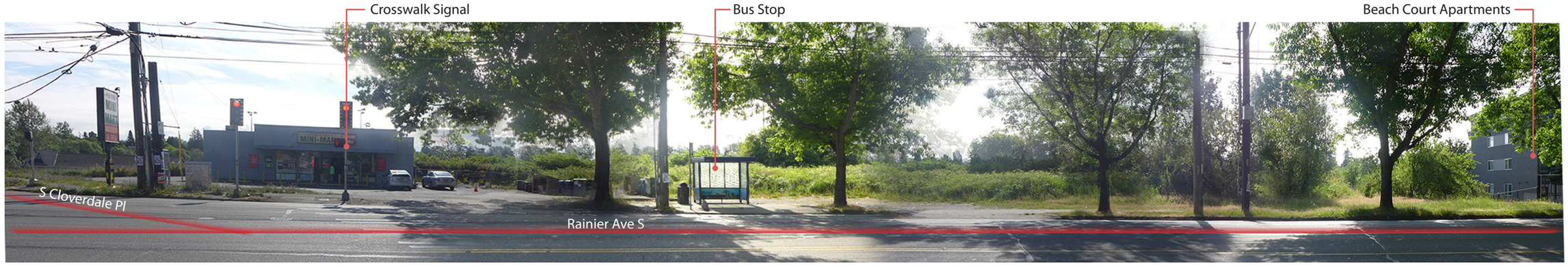



December Wind Direction



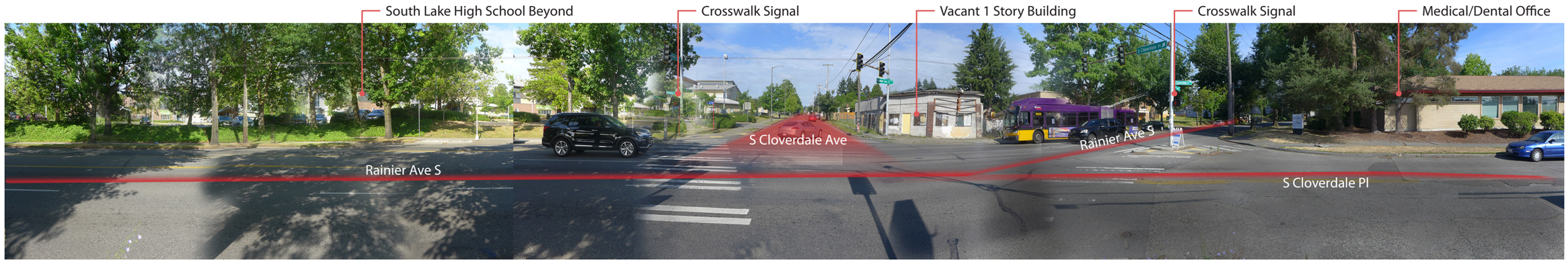
# Street Views




Looking East Toward the Site from Rainier Ave S

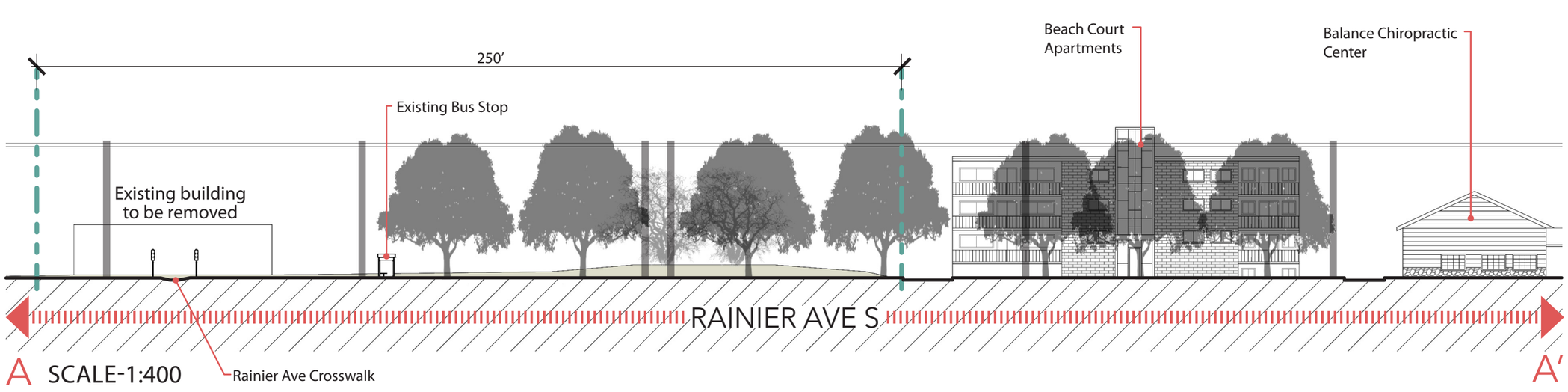


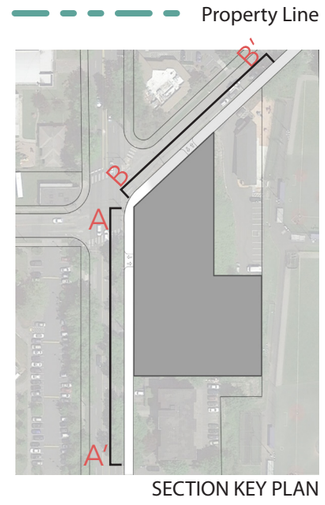

Looking South Toward the Site from S Cloverdale Pl



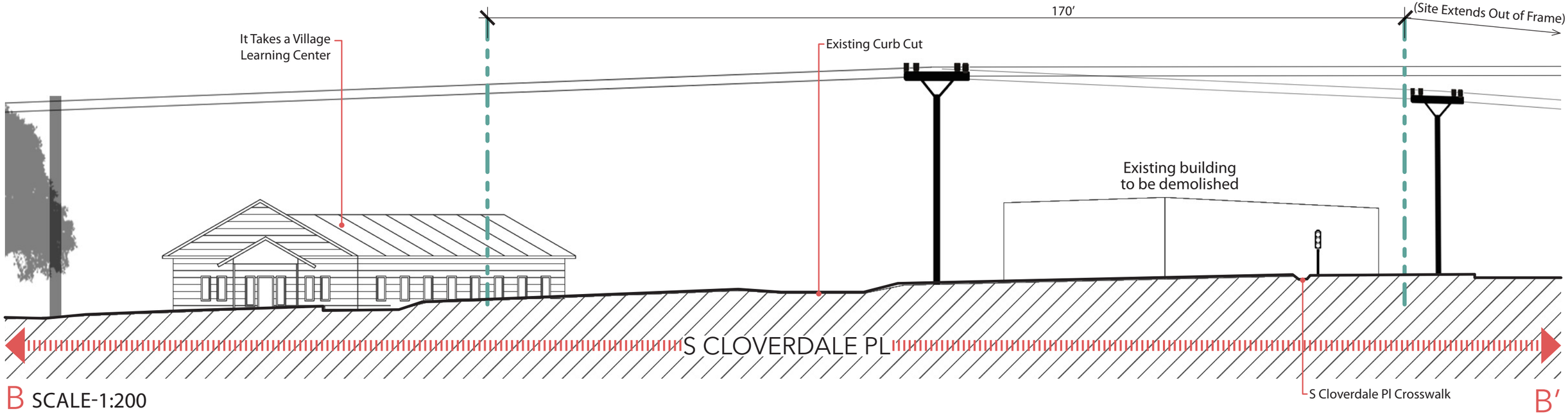

Looking Northwest From the Site Along Rainier Ave S

# Street Sections

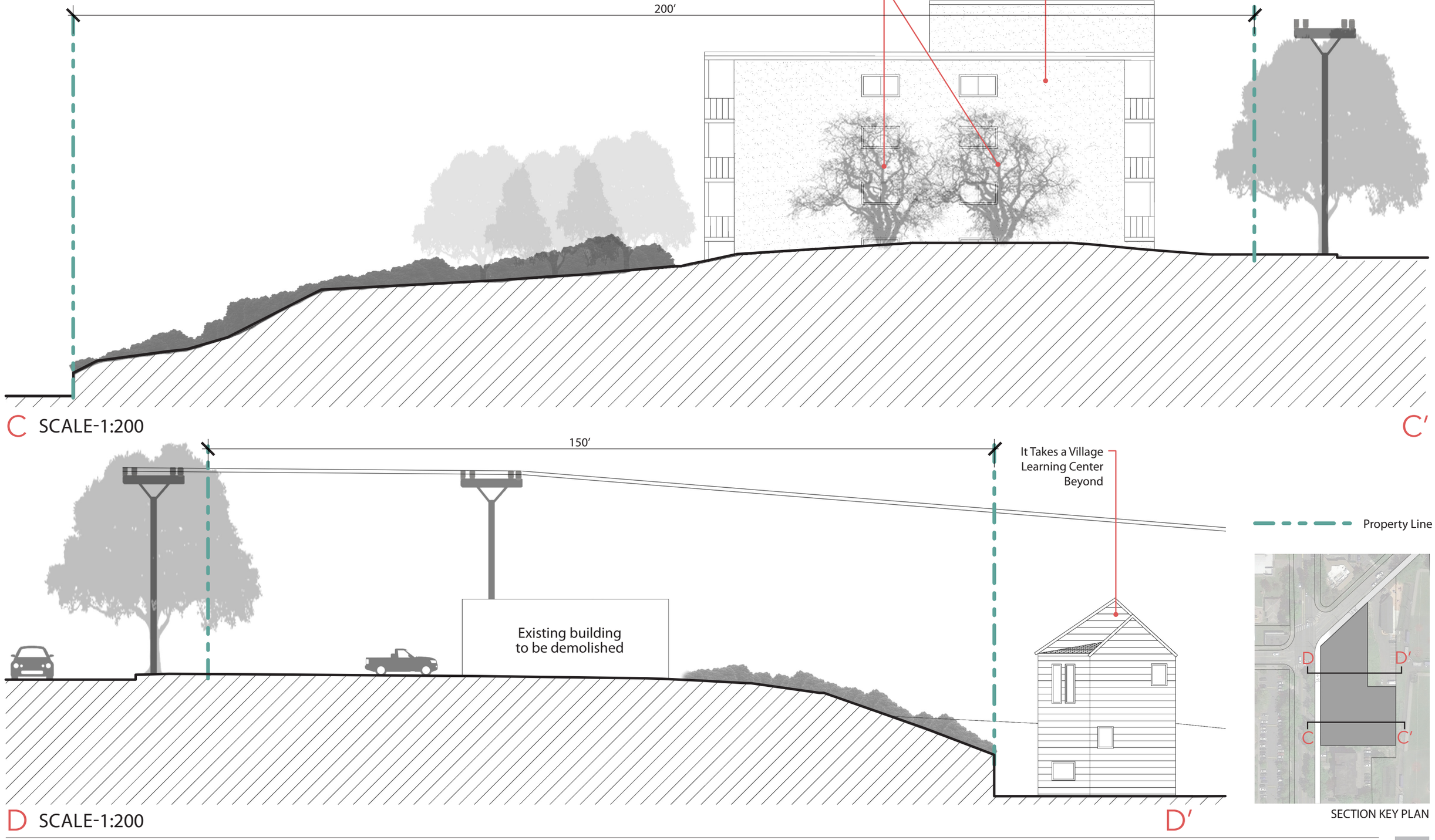



SECTION KEY PLAN



# Site Sections




SECTION KEY PLAN

# Street Frontage & Architectural Character Precedent and Inspiration  Images

## Corner Architecture



Pete's Coffee & Tea Corner-Mountain View, CA:
Corner highlighted with tall, projecting element & roof articulation



Roberts Street Project Corner- Fargo, ND
Using decks/balconies to highlight the corner



653 Tenth Ave., New York:
Wrapping the corner with windows

## Urban Agriculture



Conceptual Rooftop Green House:



Traditional Urban Agriculture:
Community rooftop garden



Flower Box Building, 7th St., New York:
Planting vertically up a facade

## Ballpark Seating



400 Fairview-Seattle:
Rooftop seating with a view




Petco Baseball Park-San Diego:
Seating integrated into building facade and roof



Outdoor Wood Seating:
Seating integrated into building roof

## Facade/ Massing



Stencil-24th & Union St-Seattle:
Texture, color, and composition



Roosevelt Apartments-Seattle:
Breaking down the building massing; upper-level setback



The Central, 23rd and Union-Seattle:
Articulating the facade with projecting and recessed elements

# Rainier Avenue Urban Development History

## Early Rainier Avenue Development - Urban development following extensions of streetcar lines









Rainier Ave South was originally a streetcar route with low-density and low-intensity, urban, pedestrian-oriented streetcar stop nodes along the way.

## Middle Rainier Avenue Development - Transformation to a more suburban, automobile-oriented environment












Rainier Ave South, along with other parts of the Seattle region, evolved into a more automobile-oriented strip, with low-intensity commercial buildings set back from the street behind parking lots.

## Late Rainier Avenue Development - Current era emphasizing pedestrian-oriented development and higher, more urban densities









Rainier Ave South has begun the next phase of evolution back into a pedestrian and transit-focused environment with buildings being located up to the sidewalk again, but now taller featuring denser and more intense land uses, often with apartments upstairs. The proposed project is to be located in a developing part of the Rainier Ave South corridor and, as the first of its kind, will be setting the tone for Urban Village redevelopment to eventually transform the current suburban development patterns in the commercial district

# Zoning Data Considerations

| | |
|---|---|
| **23.47A.008 – Street Level Development** | • Blank facades between 2′ and 8′ above the sidewalk are limited to 20′ in length (40% of facade)<br>• Street-level, street-facing facades shall be within 10′ of the street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.<br>• Non-residential street-level uses must provide transparency at a minimum of 60% of the street-facing facade (between 2′ to 8′ above sidewalk).<br>  • Driveway can be subtracted from the width of the street-facing facade if it does not exceed 22′ and cannot first be provided from an alley.<br>• No permanent signage, window tinting or treatments, shelving, other furnishings, fixtures, equipment, or stored items shall completely block views into and out of structure between 4′ and 7′ above adjacent grade.<br>• Non-residential uses greater than 600 sq ft shall extend an average depth of at least 30′ and a minimum depth of 15′ from the street level, street-facing facade.<br>• Non-residential uses less than 600 sq ft shall extend an average depth of at least 20′ and a minimum depth of 10′ from the street-level, street-facing facade.<br>• Non-residential uses at street-level shall have a floor-to-floor height of at least 13 feet.<br>• The maximum width and depth of a structure, or portion of a structure, is 250′.<br>• At least one of the facades containing a residential use shall have a visually prominent, pedestrian entry.<br>• The floor of a dwelling unit must be at least 4′ above or below sidewalk grade, or set back 10′ from the sidewalk.<br>• Live-work units facing a street shall locate the business portion between the street and the residential portion. The non-residential portions shall extend a minimum depth of 15′ and must be a minimum of 300 sq ft.<br>• There shall be exterior signage clearly associated with the live-work unit.<br>• The director may allow exceptions to this section as a Type I decision. |
| **23.47A.012 – Structure Height** | • The height of a structure may exceed the otherwise applicable limit by up to 4′ when a floor-to-floor height of 13′ or more is provided for non-residential uses at street level<br>• Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets, and firewalls may extend as high as the highest ridge of a pitched roof or up to 4′ above the applicable height limit, whichever is higher.<br>• Solar collectors may extend up to 7′ above the applicable height limit, with unlimited rooftop coverage.<br>• Rooftop features that may extend 15′ above height limit (as long as total coverage does not exceed 20% of the roof area or 25 % if including stair/elevator penthouse/screened mechanical equipment) include:<br>  • Solar collectors, mechanical equipment, play equipment and open mesh fencing at least 15′ from the roof edge, wind-driven power generators, minor communication utilities, greenhouses from food production, stair and elevator penthouses (up to 16′).<br>• Greenhouses that are dedicated to food production are permitted to extend 15 feet above the applicable height limit if features do not exceed 50% of roof areas. They shall be located at least 10′ from the north lot line unless a shadow diagram is provided that demonstrates that locating such features within 10′ of the north lot line would not shade property to the north on January 21 at noon more than would a structure build to maximum permitted height and FAR. |
| **23.47A.013 - Floor Area Ratio** | • The total FAR permitted is 4.5.<br>• The applicable FAR limit applies to the total chargeable floor area of all structures on the lot.<br>• Underground stories, or portions of stories, or portions of a story extending no more than 4 feet above grade, are exempt from FAR.<br>• Rooftop greenhouses are exempt from FAR. |
| **23.47A.014 - Setbacks** | • An upper level setback is required along any rear or side lot line that abuts a lot in an LR, MR, HR zone as follows:<br>  • Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet<br>  • For each portion of a structure above 65 feet in height, additional setback at the rate of 1 feet of setback for every 10 feet by which the height of such portion exceeds 65 feet, up to a maximum setback of 20 feet.<br>  • No entrance, window, or other opening is permitted closer than 5 feet to an abutting residentially-zoned lot.<br>• Facade modulation. For structures with a width of more than 250′, at least one portion of the structure 30′ or greater in width must be set back a minimum of 15′ from the front property line.<br>• Decks & balconies, eaves, cornice & gutters may extend into a required setback (except not permitted within 5 feet of residential lot line)<br>• Fences, bulkheads & retaining walls less than 6 feet in height are permitted in setbacks<br>• Green stormwater infrastructure features are allowed in setbacks with some limits.<br>• Setback requirements do not limit underground structures. |

# Zoning Data Considerations

| | |
|---|---|
| **23.47A.016 – Landscaping and Screening** | • The Director shall promulgate rules to foster the long-term health, viability, and coverage of planting. The rules shall address, at a minimum, the type and size of plants, spacing of plants, use of drought-tolerant plants, and access to light and air for plants.<br>• A Green Factor score of 0.3 or greater is required for any lot with more than four new dwelling units, per Table A of section 23.86.19, Green Factor Landscape Elements.<br>• Street trees are required when any development is proposed, expect in subsection 23.47A.016.B.2 and Section 23.53.015. Existing street trees shall be retained unless the Director of Transportation approves the removal.<br>• Landscape screening shall consist of fences, walls, or landscaped areas, including bioretention facilities or landscaped berms. Any type of screening shall be at least as tall as the height specified in subsection 23.47A.016.D. |
| **23.47A.024- Amenity Area** | • Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A. For the purposes of this subsection 23.47A.024.A, excludes areas used for mechanical equipment and accessory parking. Bioretention facilities qualify as amenity areas.<br>• Required amenity areas shall meet the following standards, as applicable:<br>  • All residents shall have access to at least one common or private amenity area.<br>  • Amenity areas shall not be enclosed.<br>  • Parking areas, vehicular access easements, and driveways do not qualify as amenity areas.<br>  • Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size.<br>  • Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.<br>  • Rooftop areas excluded because they are near minor communication utilities and accessory communication devices, pursuant to subsection 23.57.012.C.1.d, do not qualify as amenity areas. |
| **23.54 - Quantity and Design Standards for Access, Off-Street Parking, and Solid Waste** | • There is no minimum requirement for parking in multifamily, residential dwellings with rent and income criteria (23.54.015). The Seattle Office of Housing determines eligibility for this category.<br>• No parking is required for residential uses in commercial zones within urban villages because the use is located in a frequent transit service area.<br>• 60% of parking spaces shall be striped for medium vehicles. 40% of parking spaces may be striped for any subcategory below. (23.54.030B)<br>  • Parking space for a “Large Vehicle” shall be 8.5 feet in width and 19 feet in length.<br>  • Parking space for a “Medium Vehicle” shall be 8 feet in width and 16 feet in length.<br>  • Parking space for a “Small Vehicle” shall be 7.5 feet in width and 15 feet in length.<br>• Driveways that serve more than 30 parking spaces shall be at least 10 feet wide for one-way traffic and at least 20 feet wide for two-way traffic. (23.54.030.D.1.c)<br>• No portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent (23.54.030.D.3) except when:<br>  • The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible.<br>• Required bicycle parking: one long term per dwelling unit; one short term per 20 dwelling units.<br>• Curb cuts allowed: two per 160’ to 320’ of arterial street frontage; three per 160’ to 240’ of non-arterial frontage. Curb cut widths and separations are prescribed per code. Subject to other restrictions elsewhere.<br>• The minimum number of off-street loading berths required for a “medium demand” use with a GSF of approx. 8,500 sq. ft, is one (per Table A 23.54.035).<br>  • Each loading berth shall be not less than 10’ in width and shall provide not less than 14’ vertical clearance.<br>  • Medium demand uses shall have loading berths of at least 35’ in length (may be reduced to 25 feet). |
| **25.09.090 – Development Standards for Steep Slope Erosion Hazard Area** | • Development is allowed on steep slope hazard areas as long as there are no adverse impacts on stability or erosion potential.<br>• Development is located on steep slope erosion hazard area that has been created through previous legal grading activities.<br>• Development is located in a steep slope erosion hazard area that is less than 20 feet in vertical rise and that is 30 feet or more from other such areas.<br>• Development is a necessary stabilization measure to mitigate any active landslide hazard. |

# Design Guidelines- City of Seattle | Applicant's Highest Priority

## CS2 Urban Pattern and 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**

Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.

***Response:*** *The proposed building occupies a site considered a "gateway" by the local community. That, along with the unusual geometry of the site created by the non-right angle street intersection of Cloverdale and Rainier, combined with the site as terminus of the vista looking to the east from Cloverdale across the street strongly suggest a building design that serves as a focal point to the community.*

**D. Height, Bulk, and Scale**

Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

***Response:*** *The proposed structure steps down in response to the elevation drop at the southeastern edge of the site.*



Inspiration image: The proposed project occupies a prominent corner, serving as a gateway to Rainier Beach. The architecture should reflect that.




The proposed project's street frontage features strong permeability with multiple entry points to various interior uses, including operable storefront sections at the Community Food Center allowing it to "spill out" to the sidewalk, connecting it to the surrounding community.

## PL1 Connectivity

**Complement and contribute to the network of open spaces around the site and the connections among them.**

**B. Walkways and Connections**

Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

***Response:*** *As a pioneer in the district's transition to an Urban Village, the project will strive to create a high-quality urban streetscape, including pedestrian amenities and engaging street frontage featuring seating; other street furniture; lighting; year-round landscaping; seasonal plantings; pedestrian scale signage; art work; awnings; large, engaging storefront windows; and with visible access to building entries.*

## 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 and Security**

Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

***Response:*** *The proposed building will carefully arrange windows, doors, balconies and lighting to provide eyes on the street, courtyard, and ball fields to help create a safer environment in the surrounding areas.*

Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

***Response:*** *As a pioneer in the district's transition to an Urban Village, the project's high-quality, well-lit, urban streetscape described above, will provide inspiration for new, more urban development that eventually follows, extending north and south along Rainier Ave South.*






Inspiration image: The proposed project's street frontage features ample, well-lit, weather-protected, traffic-shielded, urban sidewalk and pedestrian space at this important crossroads within the community.

# PL4 Active Transportation

**Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

**C. Planning Ahead for Transit**

On-site Transit Stops: If a transit stop is located on site, design project related pedestrian improvements and amenities so that they complement (or at least do not conflict with) any amenities provided for transit riders. Consider the proximity of transit queuing and waiting areas to other pedestrian gathering spaces, aiming for enough room to accommodate all users. Similarly, keep lines of sight to approaching buses or trains open and make it clear through location and design whether project-related pedestrian lighting, weather protection, and/or seating is intended to be shared by transit users.

***Response:*** *The proposed project site is well-served by public transit, both Metro Bus and Sound Transit light rail. The popular route 7 bus, heading north all the way to downtown via Rainier Ave, stops directly in front of the building. Residents and customers to the food center can be expected to ride this heavily used bus line. A bus shelter will be carefully integrated into the streetscape to serve them. Also, just a quarter mile away, and 10-plus minute walk, is the Rainier Beach light rail station providing faster connection to the airport to the south and north to downtown, the University District and soon to Northgate. The pedestrian-oriented streetscape that will follow this project as the district redevelops will facilitate walking by all to the station.*




Inspiration image: Landscaping, seating, lighting, signage, wider sidewalk, and special paving patterns integrated with bus shelter are used to facilitate use of public transit.




Inspiration image: Uses flow out from interior of the building to the exterior streetscape and landscape




Inspiration image: Screen and hide service uses from public view from the street

# DC1 Project Uses and Activities

**Optimize the arrangement of uses and activities on site.**

**A. Arrangement of Interior Uses**

Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

***Response:*** *The proposed structure's major uses, the Rainier Valley Community Food Center, the upper-floor apartments, and the multi-purpose community room (sometimes to be made available to outside user groups) will all contribute to the liveliness of the Rainier Ave street frontage. Storefront windows and primary and secondary entries to these functions will provide porosity and transparency to the ground-floor frontage housing these uses. The community food center frontage will include a canopy-covered entry transition area with the facade set back from the sidewalk, providing opportunities for shelter and socializing for people waiting to enter the interior food center space, as well as outdoor display including seasonal display for products of the food center's off-site (or perhaps rooftop) farming operations. The primary residential entry will provide a clear, view deep into the lobby, and peeks into the indoor lounge and outdoor courtyard serving residents. Also, a secondary entry serving a north elevator provides access for residents of the northern wing of the building. The community room will be accessible from the sidewalk via a separate outside entry flanking the residential lobby.*

**B. Vehicular Access and Circulation**

Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:

- using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use
- where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or
- employing a multi-sensory approach to areas of potential vehicle pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices

***Response:*** *Because there is no alley and Rainier Ave South is the primary pedestrian street, the least visually dominant and least-intrusive to the pedestrian realm, the Cloverdale frontage becomes the only vehicular and loading access option. The project proposes to use 2 20-foot wide curb cuts to provide site access for all vehicular needs.*

**C. Parking and Service Uses**

Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

Service Uses: Locate services entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

***Response:*** *All parking will be below grade, accessed from Cloverdale. Service uses will also be located along Cloverdale to preserve the Rainier Ave facade for pedestrian-oriented uses.*

# Design Guidelines- City of Seattle | Applicant's Highest Priority

## 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**

Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.

Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

***Response:*** *The large, unusually shaped site with topography sloping to the rear lends itself well to the arranging of varied building masses to perform a variety of functions: accentuate the street corner, respond to the slope, address the adjacent ballfields, express different uses or functions.*

**B. Architectural and Facade Composition**

Facade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley facade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing facade around the alley corner of the building.

***Response:*** The large, unusually shaped site with topography sloping to the rear lends itself well to the arranging of varied building masses and facades to perform a variety of functions. Various facade elements may address one or more of the following: accentuation the street corner, respond to the slope as appears on the south, address the overlook of adjacent ballfields, and serve as a backdrop to the ballgames, provide termination of the Cloverdale vista as viewed from west toward the site, and express different uses or functions.



Inspiration image: Large facade broken up into an arrangement of smaller, varied building masses

## DC3 Open Space Concept

**Integrate open space design with the design of the building so that each complements the other.**

**A. Building-Open Space Relationship**

Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

***Response:*** *Opportunities to integrate open space into the experience of Beach Square's users will be plenty. At street level, visitors to the community food center will arrive at a recessed facade with a canopy-covered entry transition area along the Rainier Ave sidewalk near the corner of Cloverdale. This space will provide shelter and socializing opportunities for people waiting to enter the interior food bank space. It will also provide for outdoor display of seasonal food, such as vegetables grown on the roof deck. This spill out display, will contribute to liveliness of the sidewalk experience for pedestrians, as one would find at the Pike Place Market for example. For residents of the building, there is to be a south-facing, ground-level courtyard, located adjacent to resident amenity spaces and support areas serving resident needs, such as laundry. The courtyard design will include buffer plantings where necessary, as well as active and passive recreational functions, including lounge seating and dining tables and chairs, and children's play areas. Another courtyard is located above the food center similarly serving recreation needs for the residents of the north end of the structure, via a separate elevator. Two roof decks cap the building. A lower roof providing residents with opportunities for urban gardening, dining, and offering views of baseball and softball games on the adjacent fields and beyond to the lake, Cascade Mountains and on a good day, Mt. Rainier. The upper roof deck is to provide space for farming in support of the community food center.*

**B. Open Space Use and Activities**

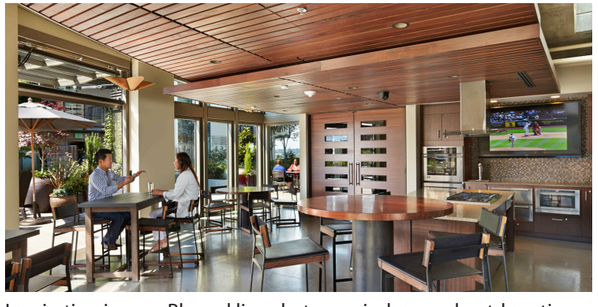
Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities. For example, place outdoor seating and gathering areas where there is sunny exposure and shelter from wind. Build flexibility into the design in order to accommodate changes as needed; e.g. a south-facing courtyard that is ideal in spring may become too hot in summer, necessitating a shift of outdoor furniture to a shadier location for the season.

***Response:*** *The south courtyard is sited to take maximum advantage of available sunlight. Shade and weather cover are provided by deciduous trees and by building overhangs and canopies on the north, east, and west edges of the courtyard. The north courtyard focuses its social and active uses on the north end of the space to achieve maximum sun exposure, while small group spaces are located to take advantage of shade. Deciduous trees will also offer dappled shade in the spring and summer.*

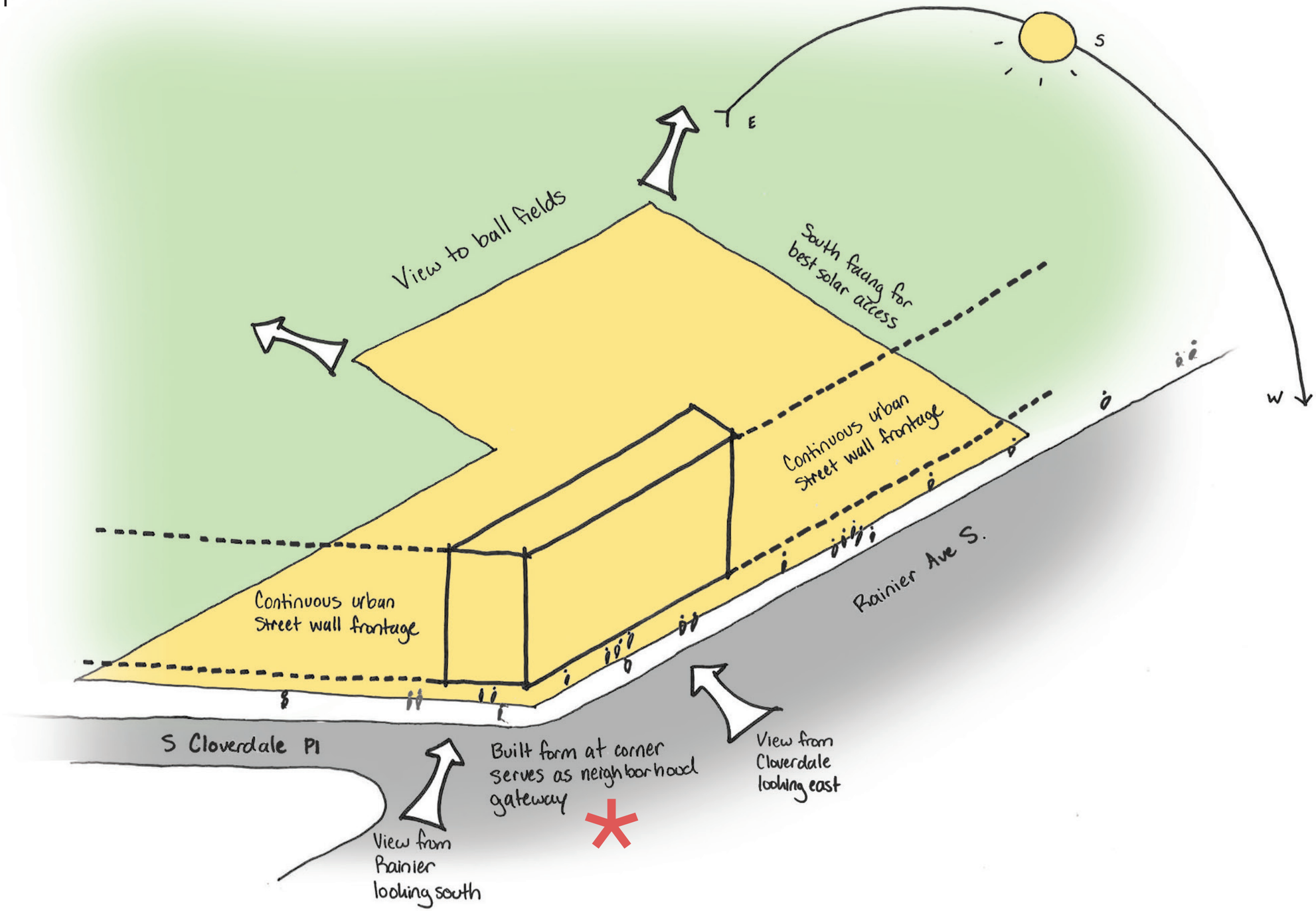



Inspiration image: Uses flow out from interior of the building to the exterior streetscape and landscape



Inspiration image: Blurred lines between indoor and outdoor ties interior resident amenity space to open-air courtyard or rooftop deck

# Design Inspiration



# Massing Alternatives - Summary

## Option 0 (CURRENT ZONING NC2-55')

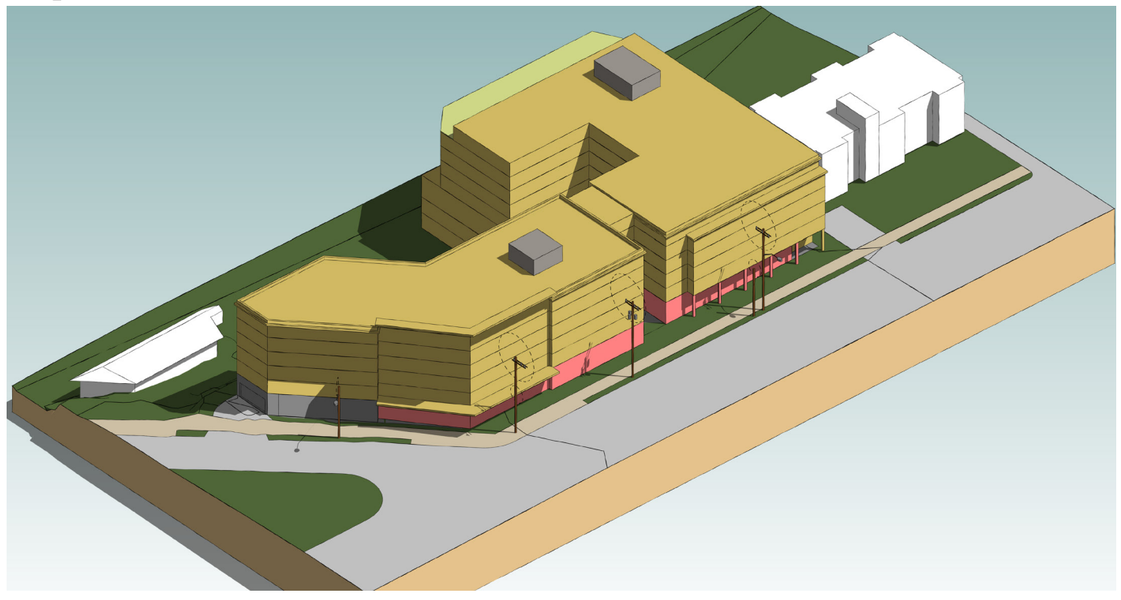


### Pros
- Continuous urban street wall frontage at Rainier and Cloverdale
- Rooftop available for gardening and ballgame viewing activity
- Main courtyard is south-facing for best solar access
- Courtyards are protected from Rainier Ave
- Built form at street corner can serve as neighborhood gateway

### Cons
- Long facade along Rainier Ave (modulation proposed)
- Provides up to 38 fewer units of low-income housing than contract rezone options

### Departures
- Street-Level front setback (Departure #2)
- Distance between curbcuts (Departure #3)
- Street Level Floor-to-Floor Height (Departure #4)

## Option 1 (CONTRACT REZONE TO NC2-65')



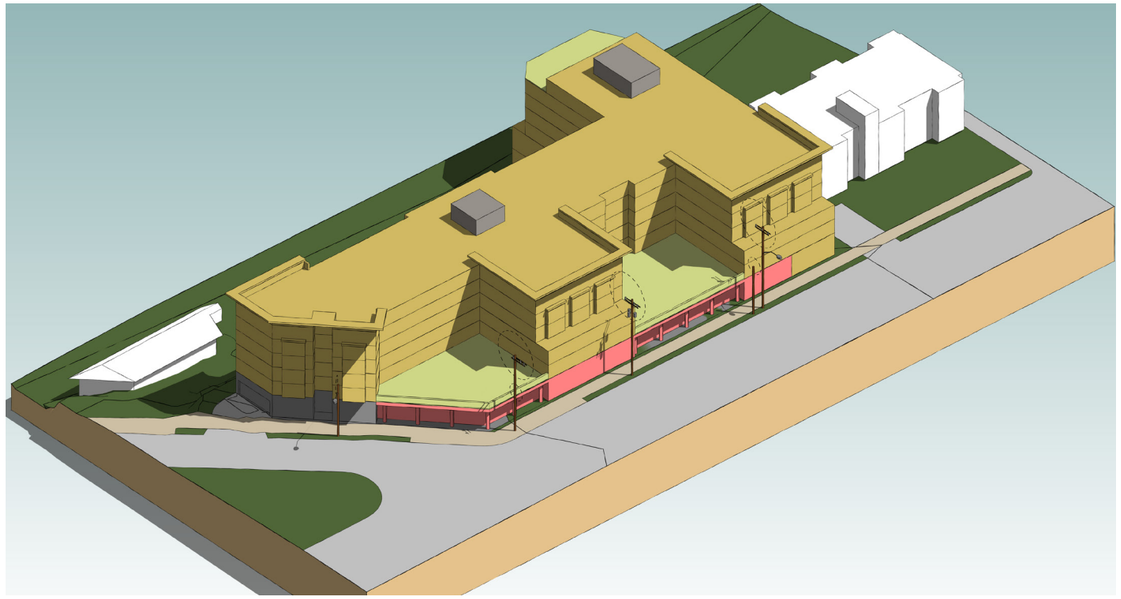
### Pros
- Continuous urban street wall frontage at Rainier and Cloverdale
- Rooftop available for gardening and ballgame viewing activity
- Single large open space for residents
- Built form at street corner can serve as neighborhood gateway
- Contract rezone allows for up to 38 more units of low-income housing than existing zoning proposed in Option 0

### Cons
- Open space on north side of building mostly in perpetual shadow

### Departures
- None

# Massing Alternatives - Summary

## **Option 2** (CONTRACT REZONE TO NC2-65')



### Pros
- Variety of open spaces provided that can serve a variety of functions
- Rooftop available for gardening and ballgame viewing activity
- Contract rezone allows for up to 38 more units of low-income housing than existing zoning proposed in Option 0

### Cons
- Open space at street corner cannot adequately serve as neighborhood gateway
- Courtyard facing street erodes desired urban street wall character of commercial frontage
- Resident courtyards open to noise and pollution of Rainier Ave traffic and harsh western summer sun
- Sun access to open space mostly blocked by building mass to south

### Departures
- None

## **Option 3** - Preferred (CONTRACT REZONE TO NC2-65')



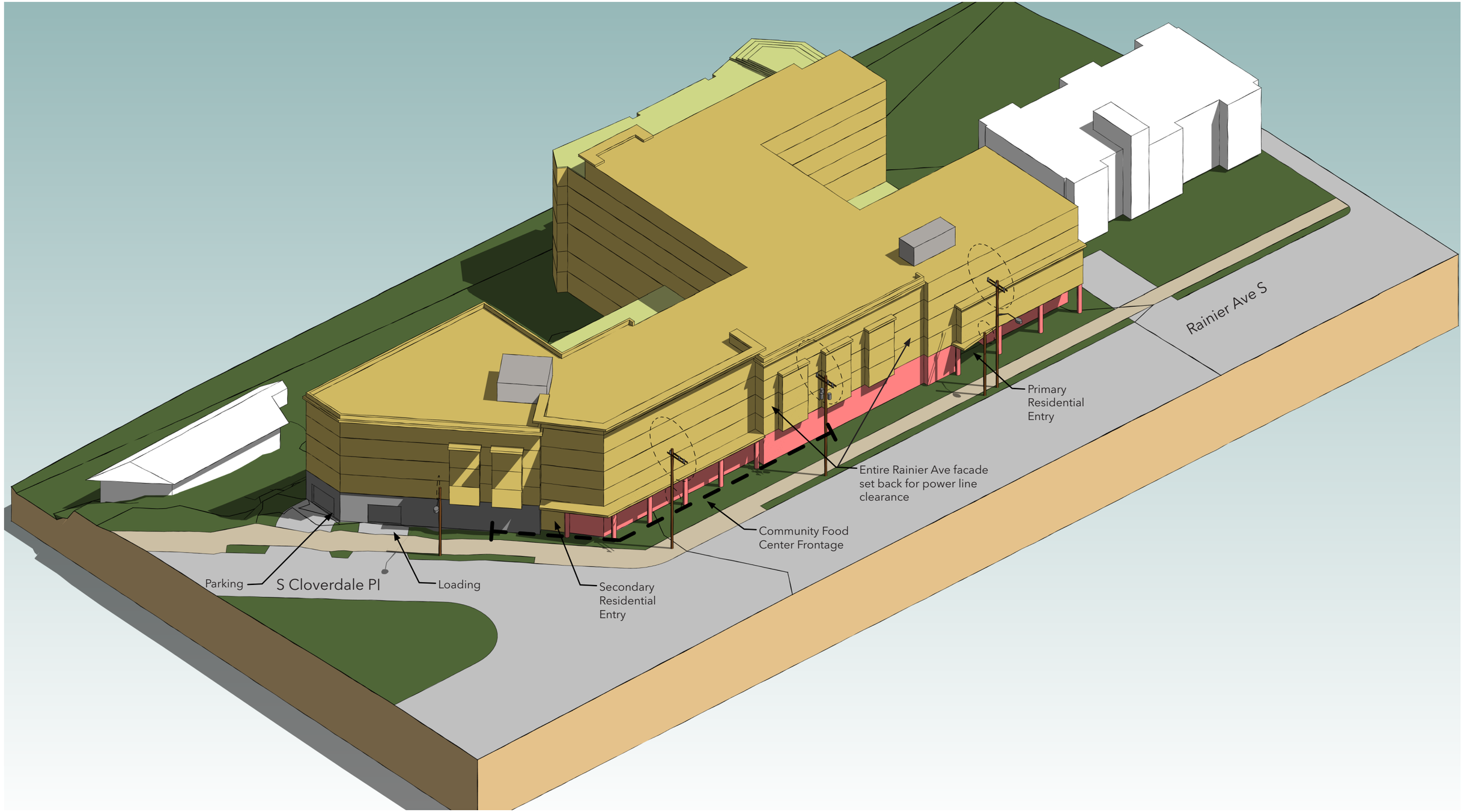
### Pros
- Continuous urban street wall frontage at Rainier and Cloverdale
- Rooftop available for gardening and ballgame viewing activity
- Main courtyard is south-facing for best solar access
- Courtyards located away from Rainier Ave S
- Built form at street corner can serve as neighborhood gateway
- Contract rezone allows for up to 38 more units of low-income housing than existing zoning proposed in Option 0

### Cons
- Long facade along Rainier Ave S (modulation proposed)

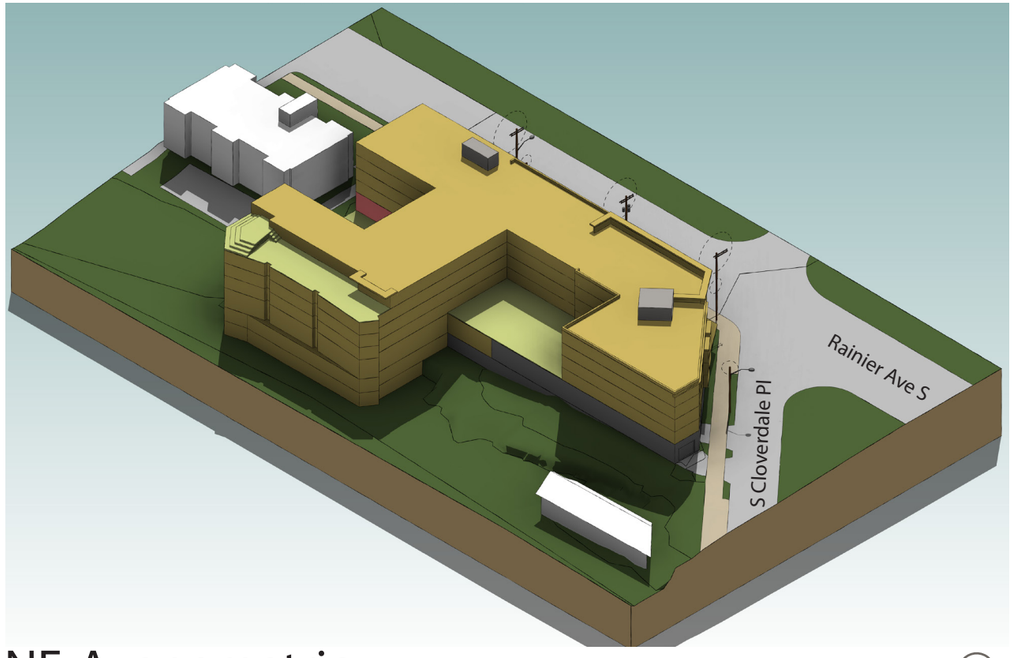
### Departures
- Rear setback abutting LR zone (Departure #1)
- Street-level front setback (Departure #2)
- Distance between curbcuts (Departure #3)
- Street level floor-to-floor height (Departure #4)



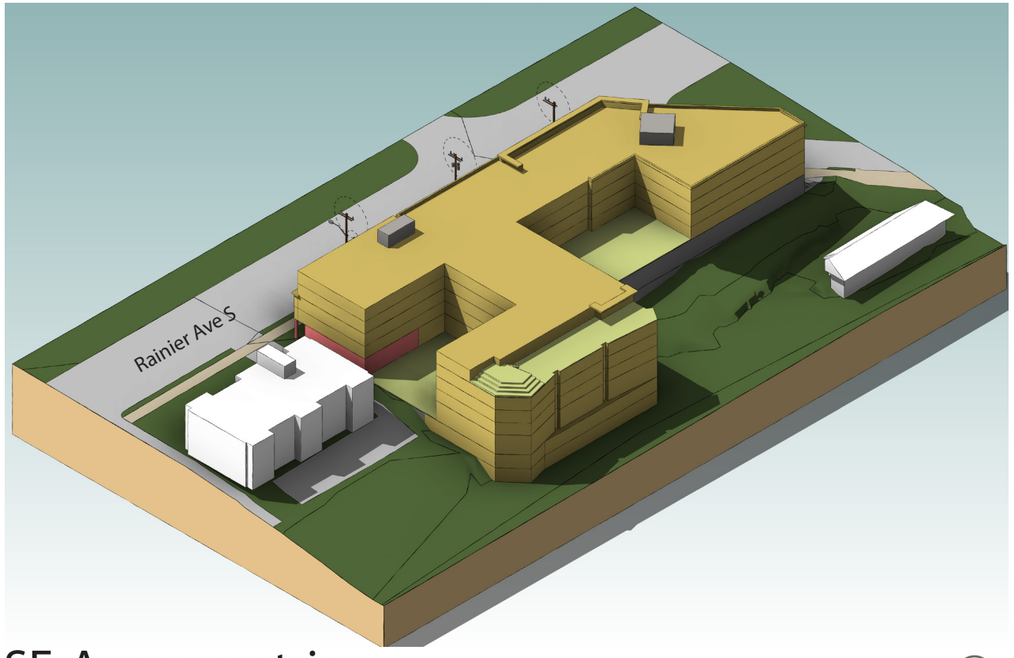

# Massing: **Option 0** - (Current Zoning NC2-55') - Site Plan




# Massing: **Option 0** - (Current Zoning NC2-55') - Site Axonometric




NE-Axonometric




SE-Axonometric

## Information

- Below Grade GSF: 14,600ft² (Residential), 18,000ft² (Parking/Utility)
- Level 1 GSF: 16,000ft² (Residential), 11,000ft² (Retail/Commercial), 2,500ft² (Utility)
- Level 2-5 GSF: 120,500ft² (Residential)

## Pros

- Continuous urban street wall frontage at Rainier and Cloverdale
- Rooftop available for gardening and ballgame viewing activity
- Main courtyard is south-facing for best solar access
- Courtyards are protected from Rainier Ave
- Built form at street corner can serve as neighborhood gateway

## Cons

- Long facade along Rainier Ave
- Provides up to 38 fewer units of low-income housing than the contract rezone options

## Departures

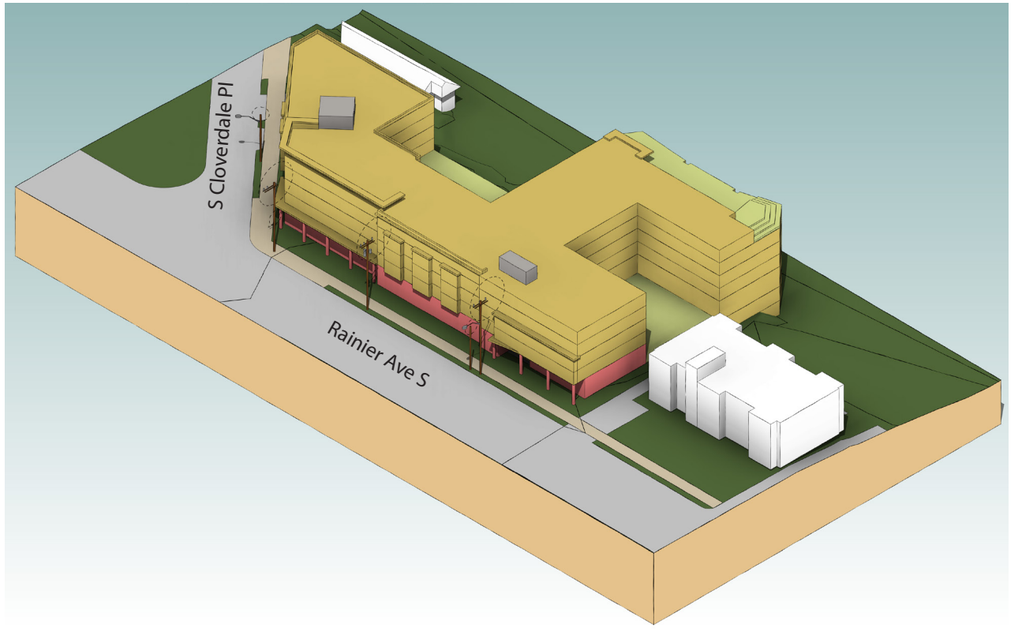
- Rear Setback, Front Setback, Distance between Curb Cuts, and Street Level Floor-to-Floor Height Requirement

Residential

Commercial/ Retail

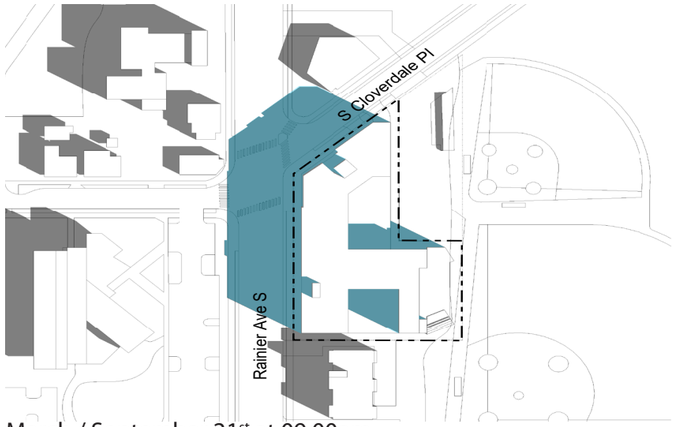
Back-of-House

Outdoor Amenity

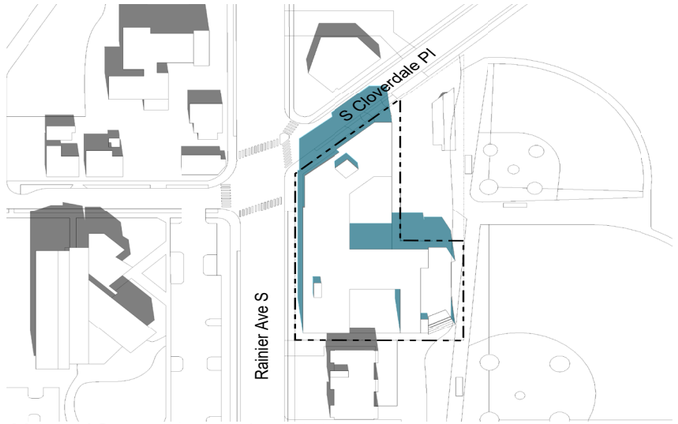



SW-Axonometric

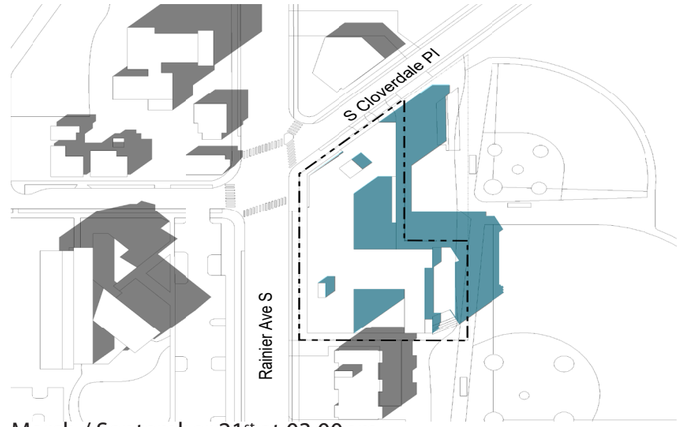
# Massing: **Option 0** - (Current Zoning NC2-55') - Axonometrics



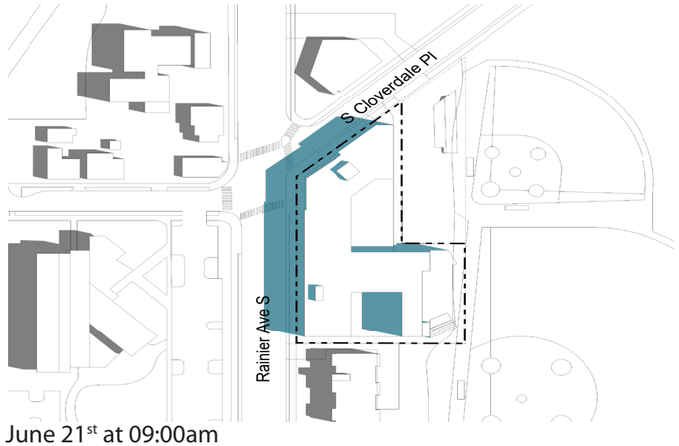

March / September 21st at 09:00am




March / September 21st at 12:00pm



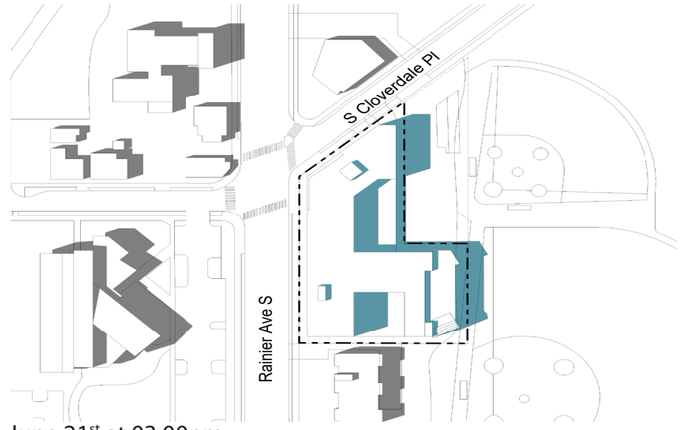

March / September 21st at 03:00pm



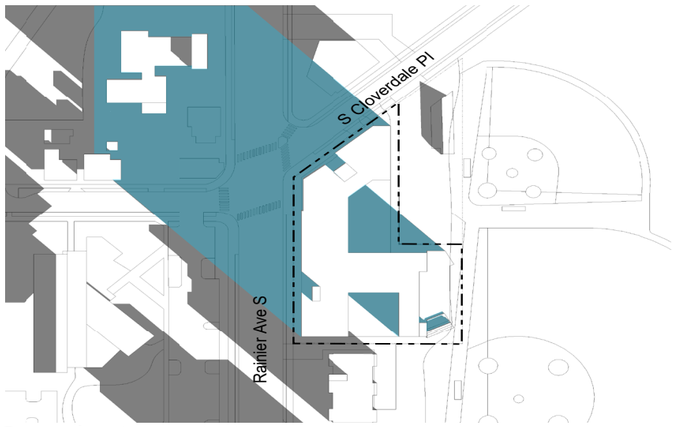

June 21st at 09:00am



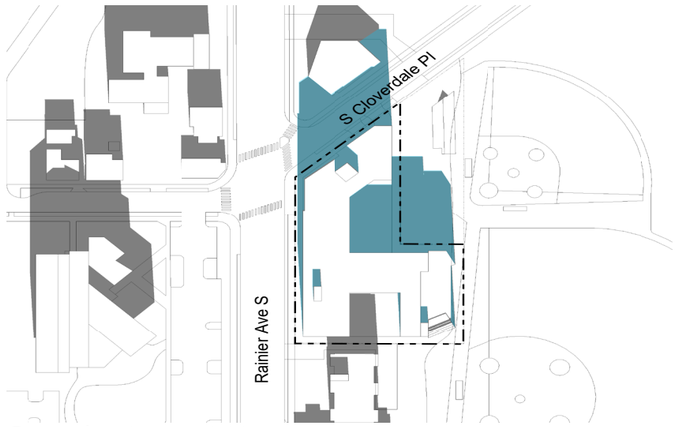

June 21st at 12:00pm



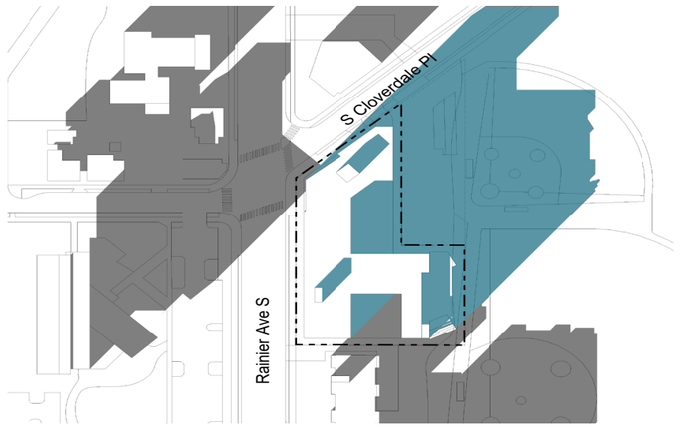

June 21st at 03:00pm




December 21st at 09:00am

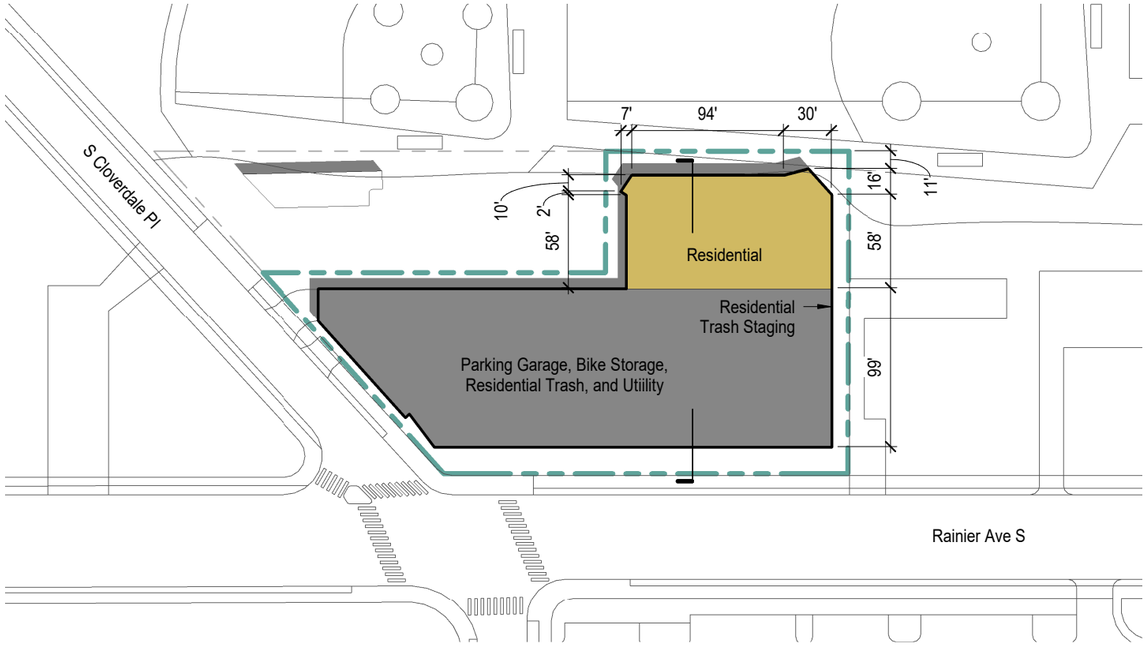



December 21st at 12:00pm

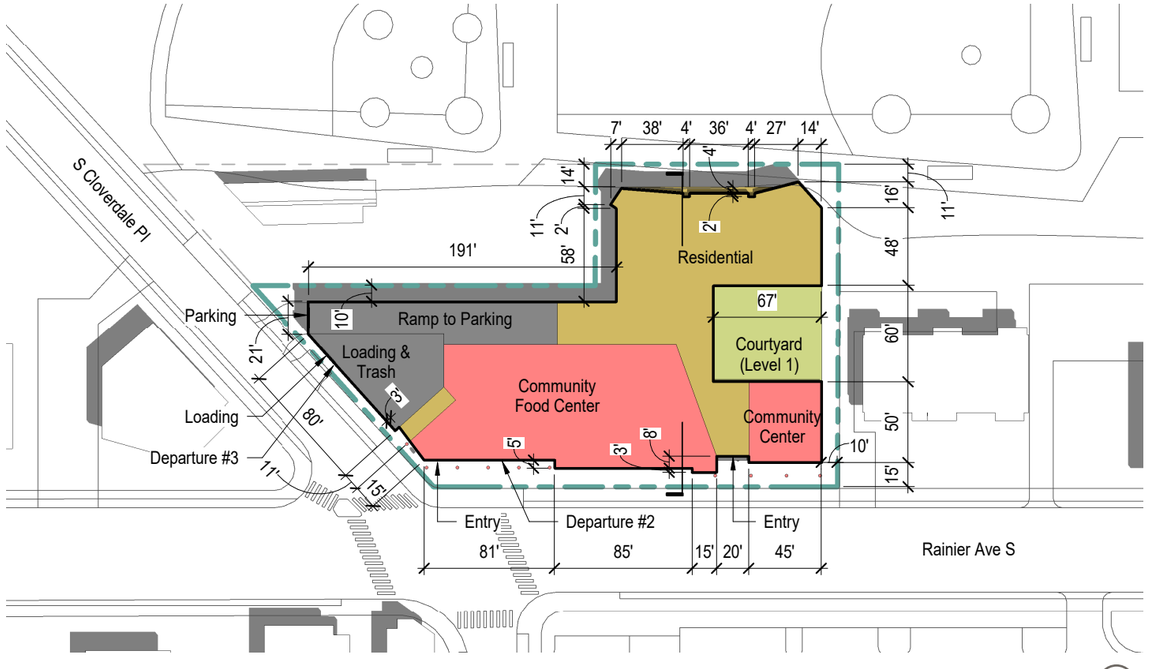



December 21st at 03:00pm

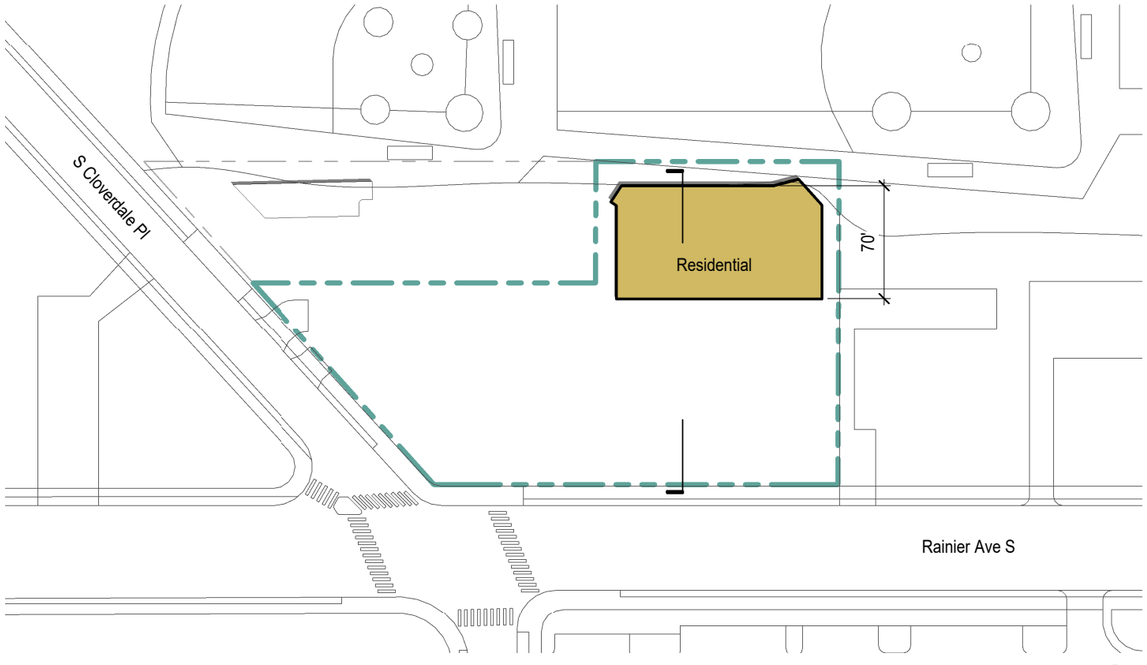
# Massing: **Option 0** - (Current Zoning NC2-55') - Sun & Shadow Analysis




## Level B1 Plan



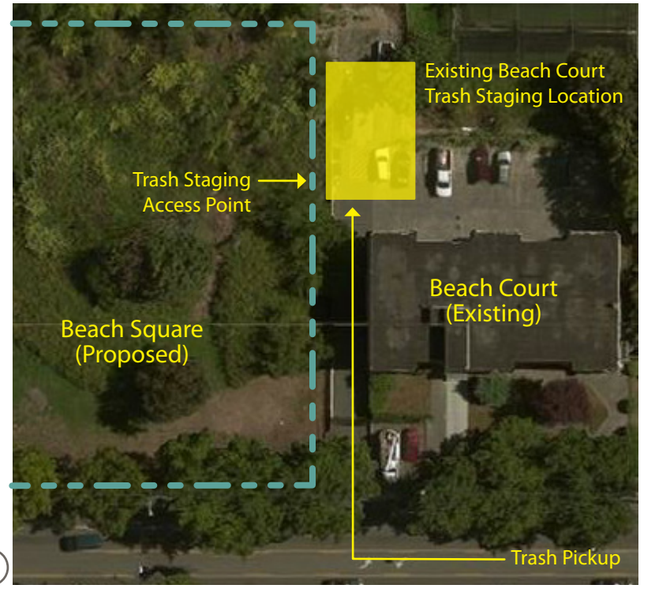

## Level 1 Plan



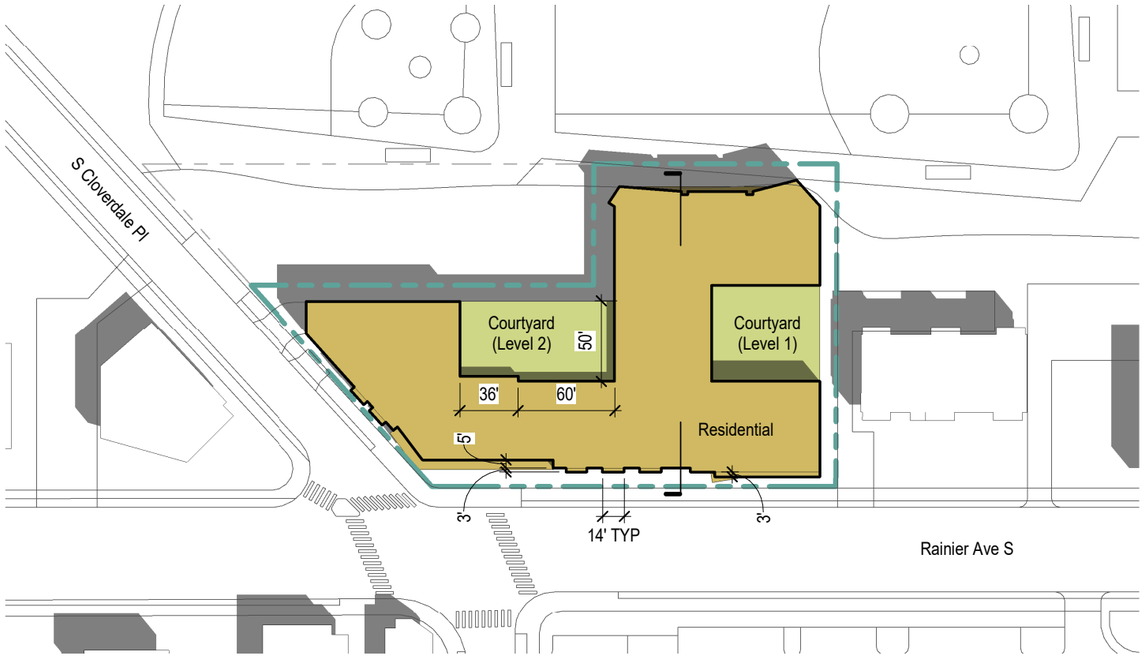

## Level B2 Plan

### Trash Collection

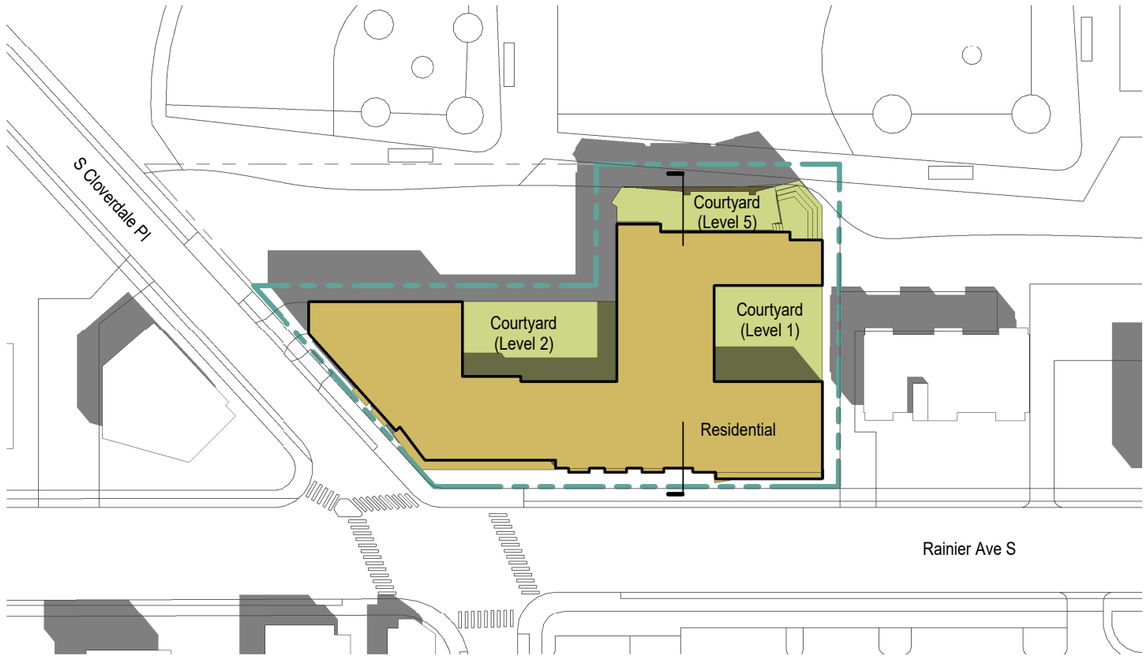
- Trash chutes to serve the residential portion of building
- Residential trash collected in two separate collection rooms on B1
- Residential trash bins to be staged on the south side of the building at the B1 level, adjacent to the current Beach Court trash pickup (8630 Rainier Ave S).
- Commercial trash to be collected on north side of building and staged adjacent to Cloverdale Pl.



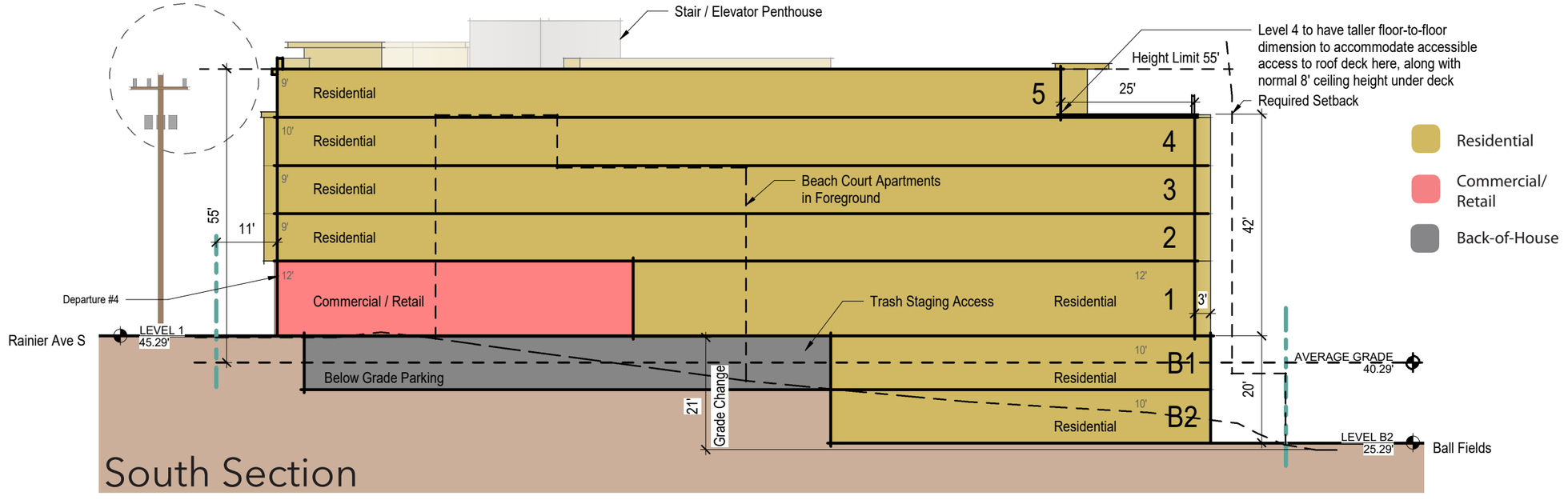

# Massing: **Option 0** - (Current Zoning NC2-55') - Floor Plans




Level 2-4 Plan




Level 5 Plan

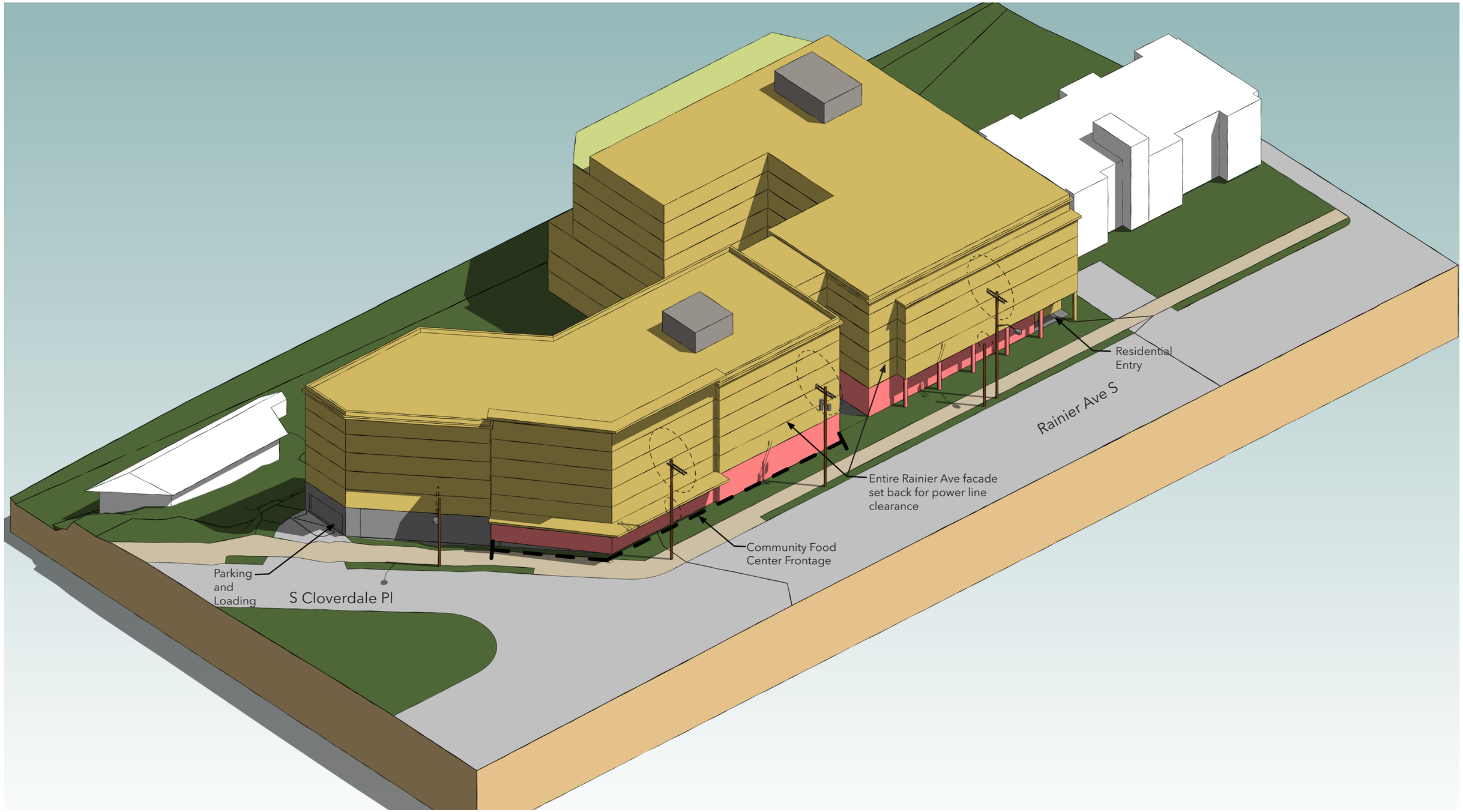



South Section

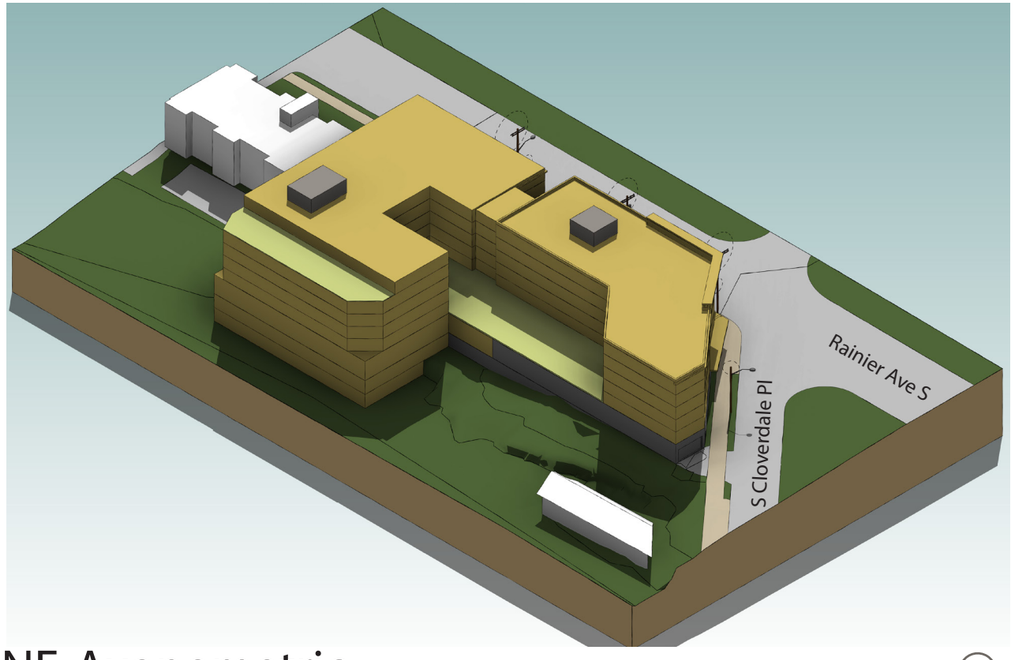
# Massing: **Option 0** - (Current Zoning NC2-55') - Floor Plans & Section



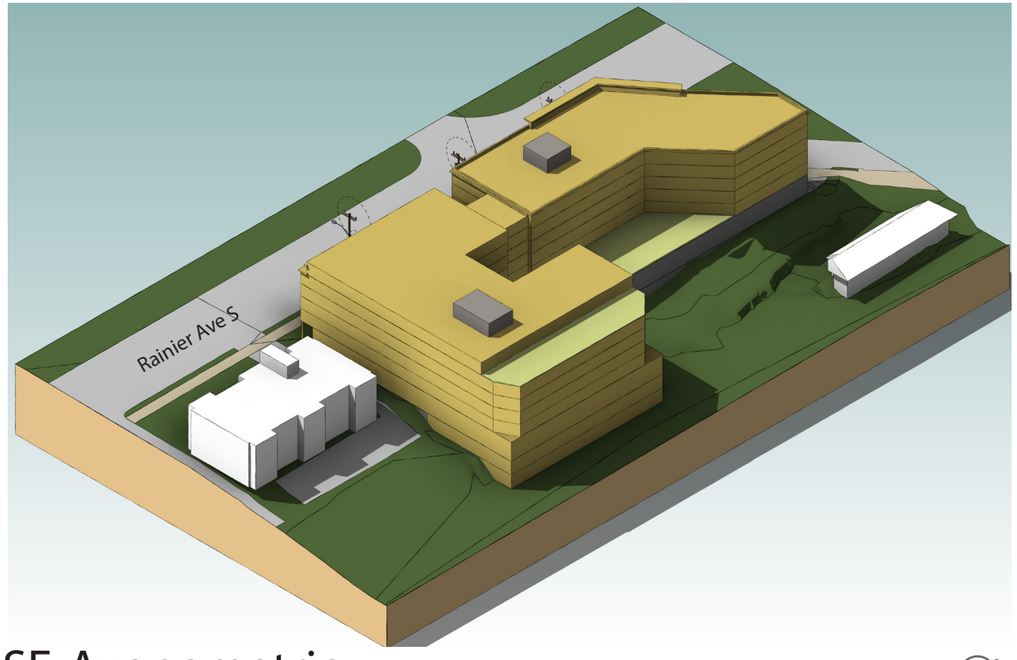

# Massing: **Option 1** - (Contract Rezone NC2-65' Code-Compliant)- Site Plan




# Massing: **Option 1** - (Contract Rezone NC2-65' Code-Compliant) - Site Axonometric




NE-Axonometric




SE-Axonometric

## Information

- Level 1 GSF: 12,900ft² (Residential), 17,800ft² (Retail/Commercial), 1,500ft² (Utility)
- Level 2-5 GSF: 127,000ft² (Residential)

## Pros

- Continuous urban street wall frontage at Rainier and Cloverdale
- Rooftop available for gardening and ballgame viewing activity
- Single large open space for residents
- Built form at street corner can serve as neighborhood gateway
- Contract rezone allows for up to 38 more units of low-income housing than existing zoning proposed in Option 0

## Cons

- Community Food Center & Retail back-of-house functions form west edge at courtyard ground floor
- Open space on north side of building mostly in perpetual shadow

## Departures

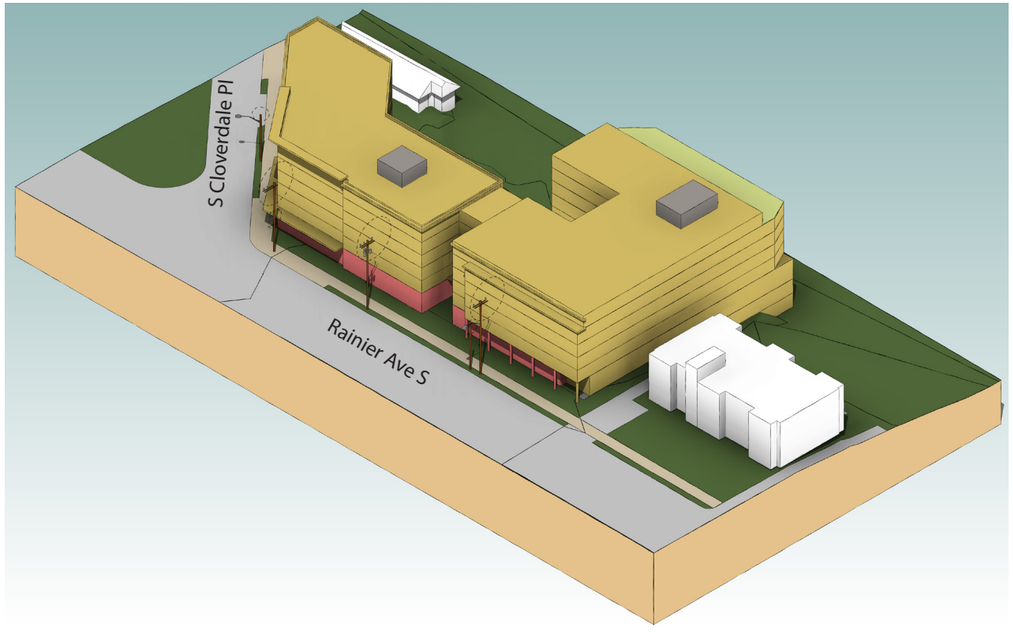
- Front Setback

Residential

Commercial/ Retail

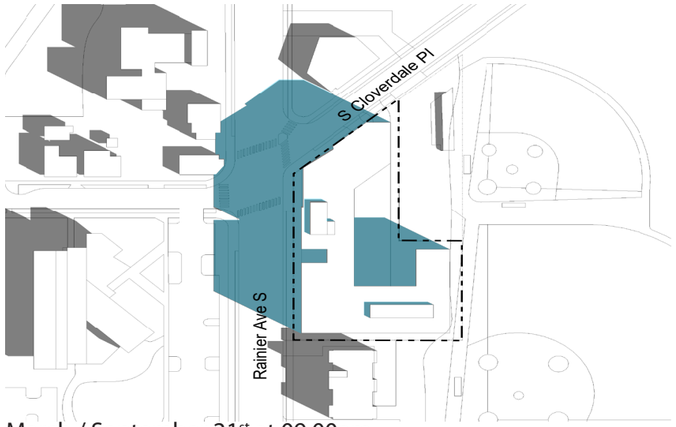
Back-of-House

Outdoor Amenity

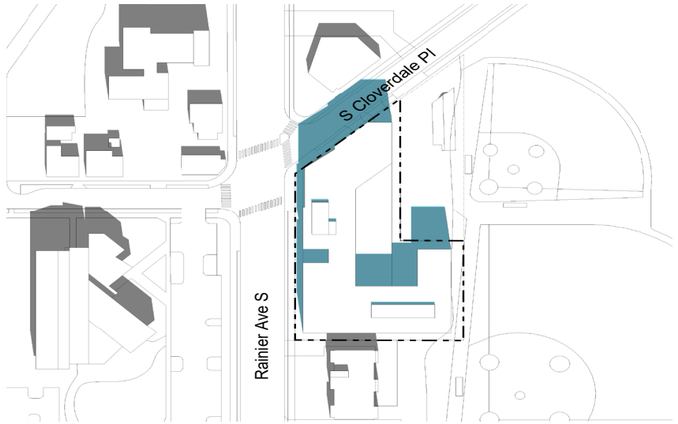



SW-Axonometric

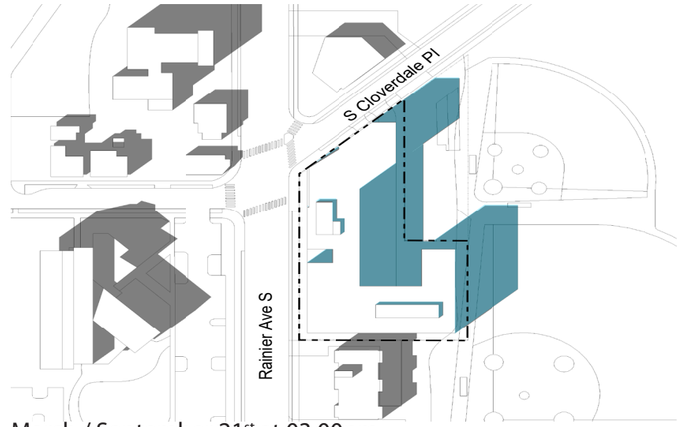
# Massing: **Option 1** - (Contract Rezone NC2-65' Code-Compliant) - Axonometric



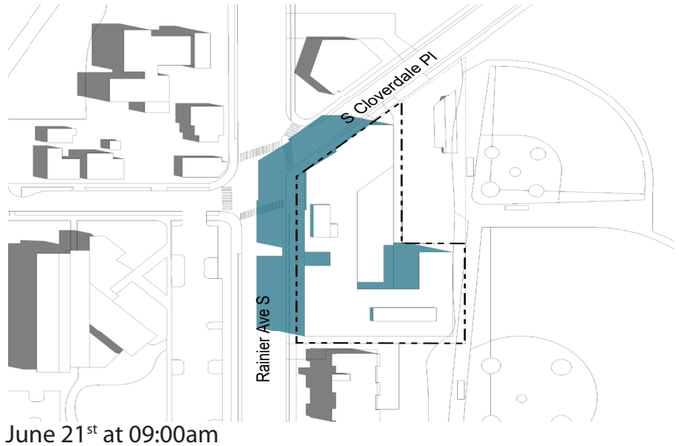

March / September 21st at 09:00am




March / September 21st at 12:00pm



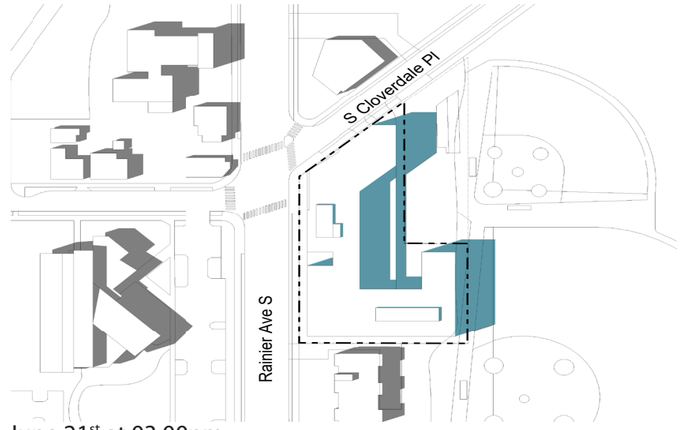

March / September 21st at 03:00pm



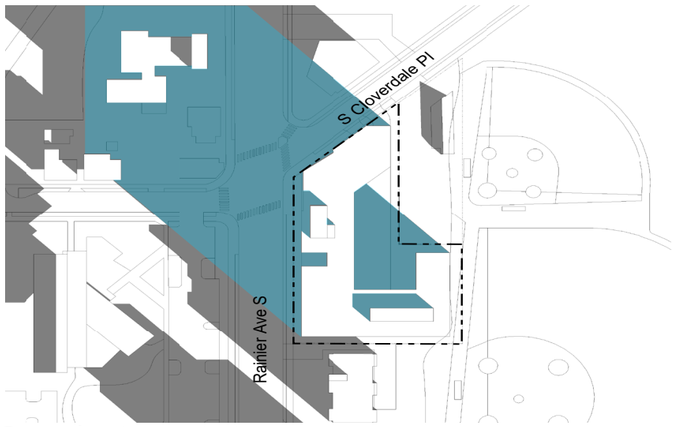

June 21st at 09:00am




June 21st at 12:00pm



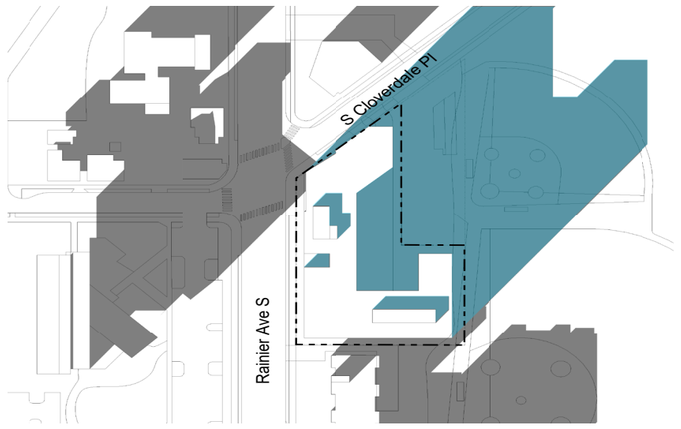

June 21st at 03:00pm




December 21st at 09:00am

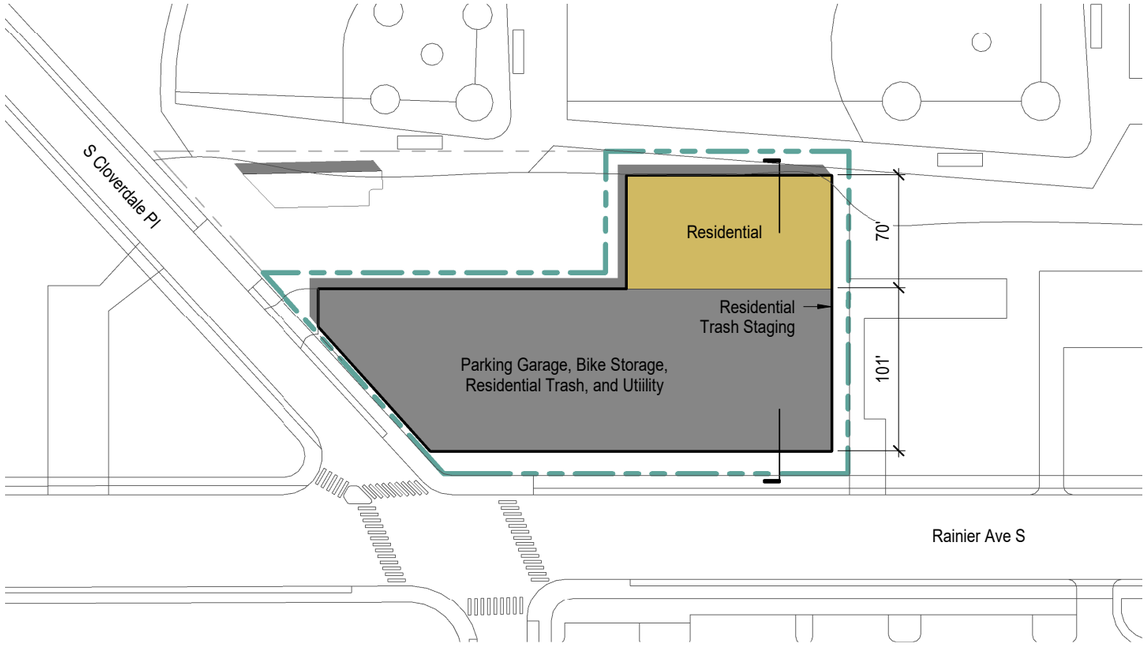



December 21st at 12:00pm

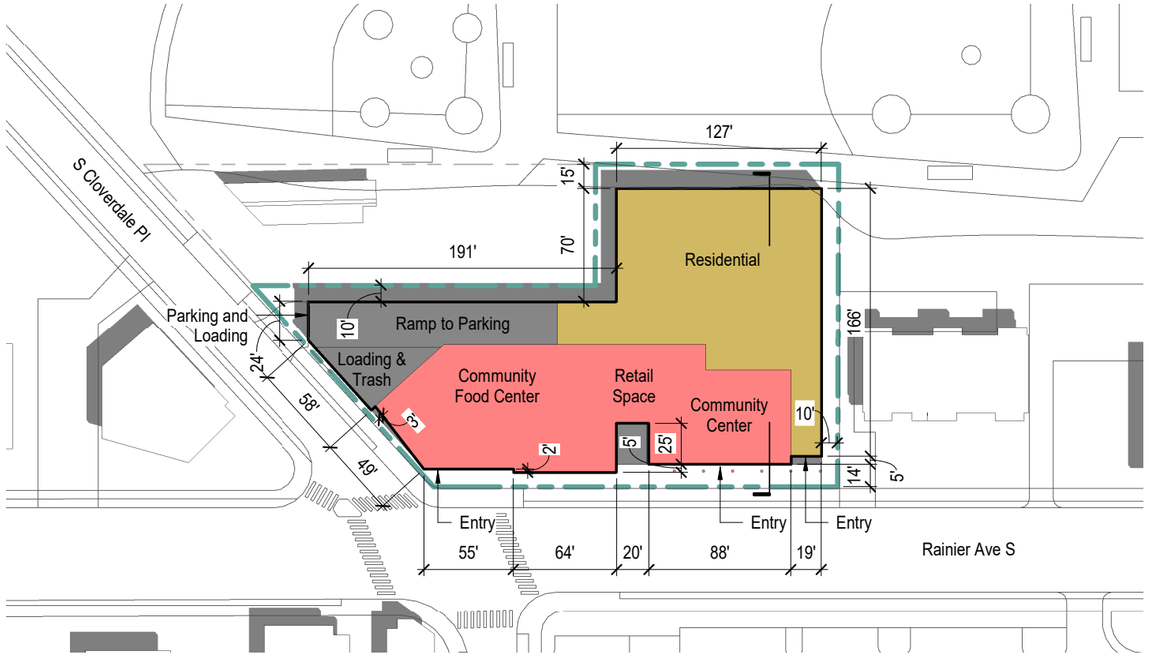



December 21st at 03:00pm

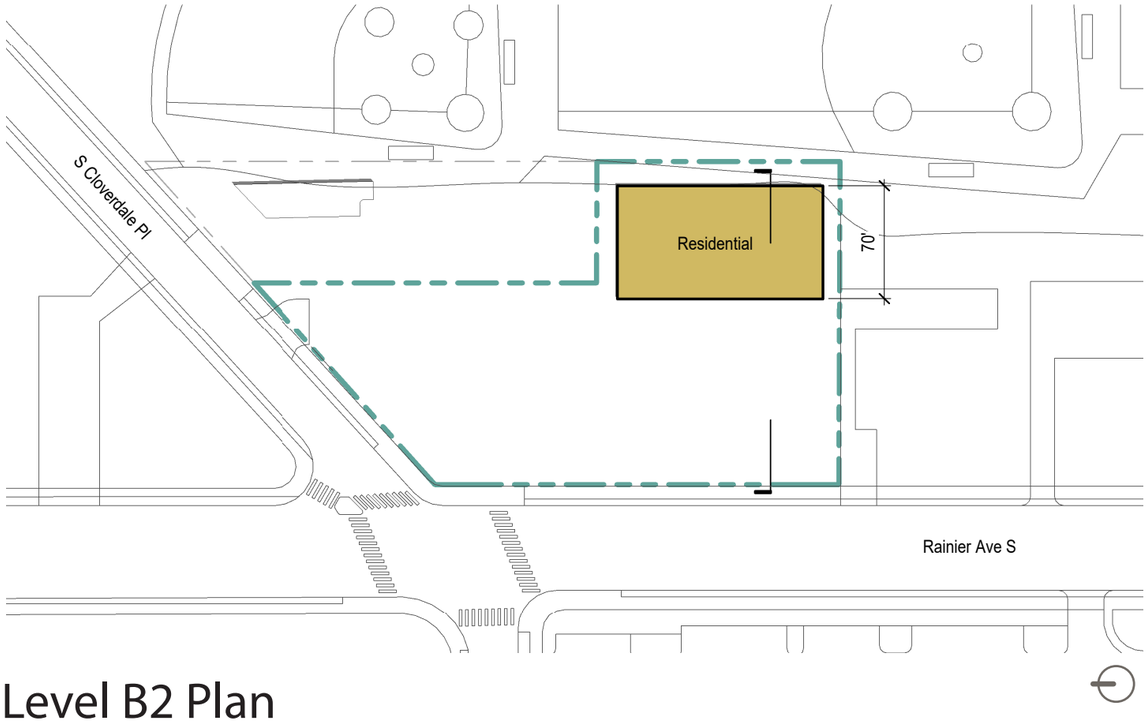
# Massing: **Option 1** - (Contract Rezone NC2-65' Code-Compliant) - Sun & Shadow Analysis




## Level B1 Plan



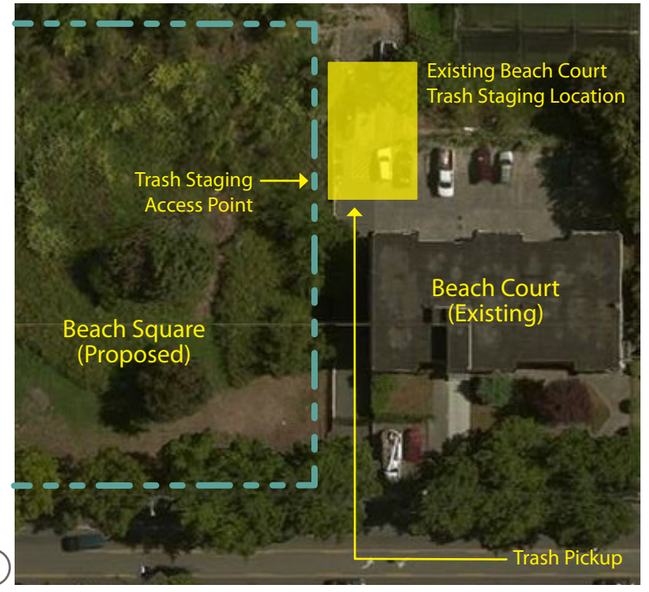

## Level 1 Plan



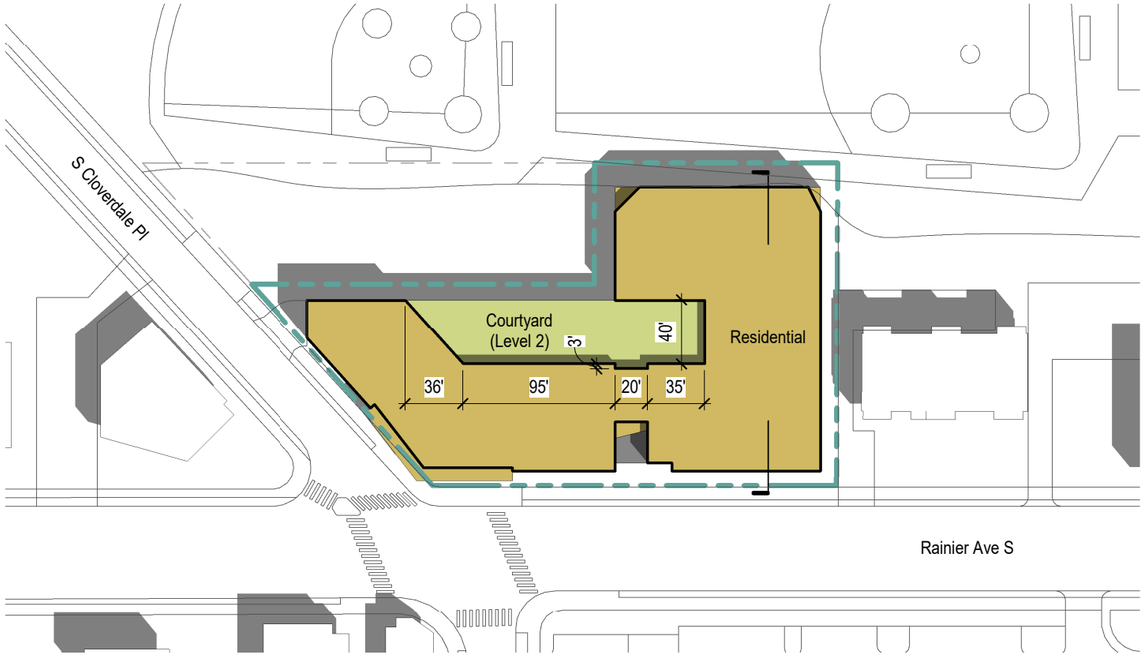

## Level B2 Plan

### Trash Collection

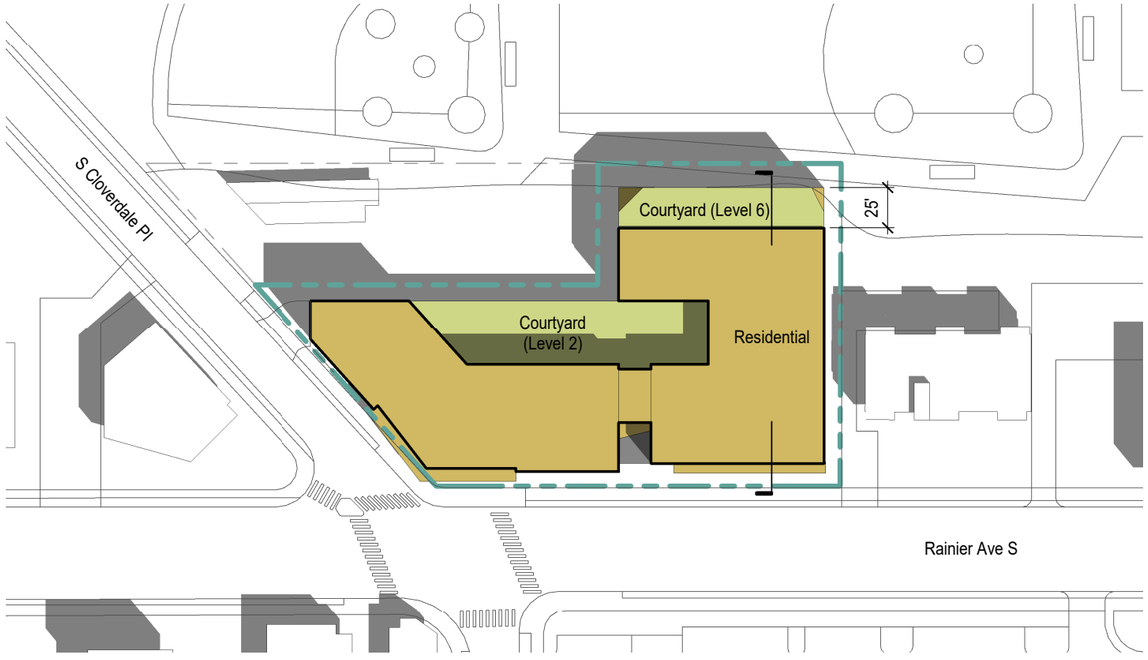
- Trash chutes to serve the residential portion of building
- Residential trash collected in two separate collection rooms on B1
- Residential trash bins to be staged on the south side of the building at the B1 level, adjacent to the current Beach Court trash pickup (8630 Rainier Ave S).
- Commercial trash to be collected on north side of building and staged adjacent to Cloverdale Pl.



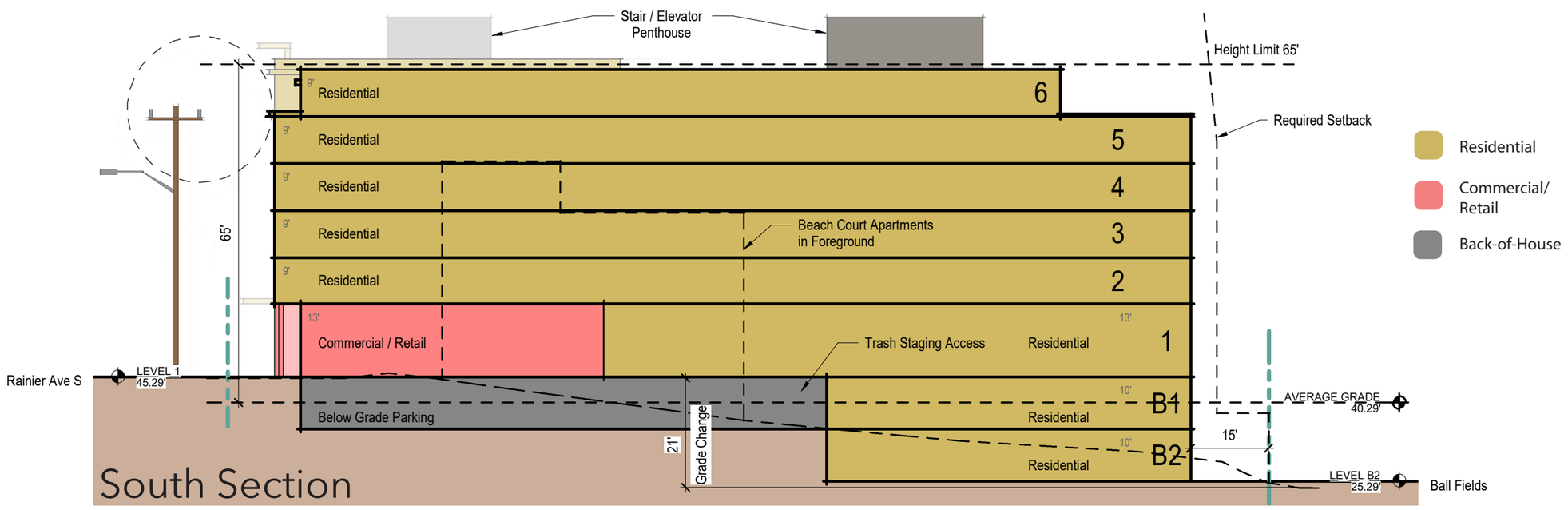

# Massing: **Option 1** - (Contract Rezone NC2-65' Code-Compliant) - Floor Plans




Level 2-5 Plan



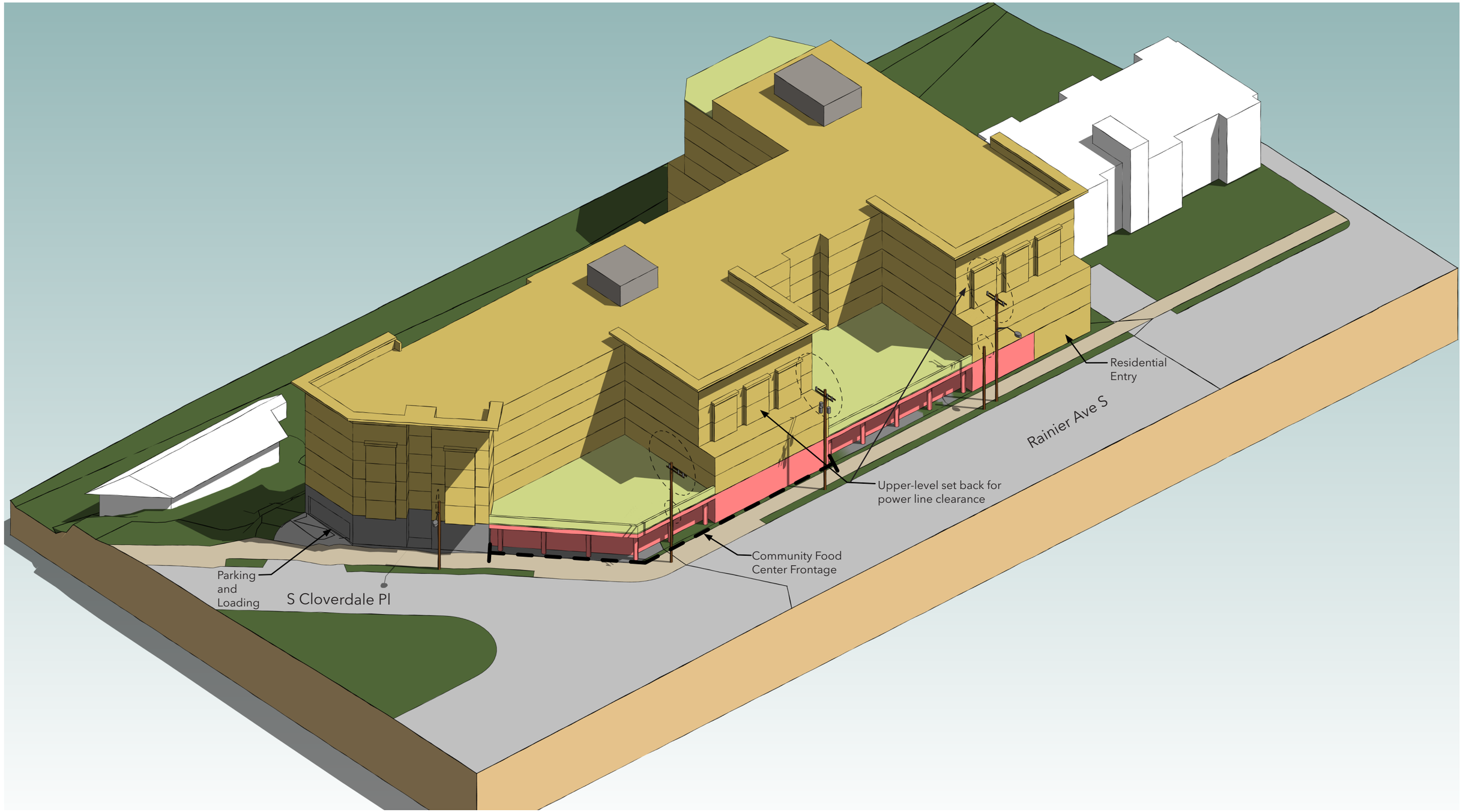

Level 6 Plan



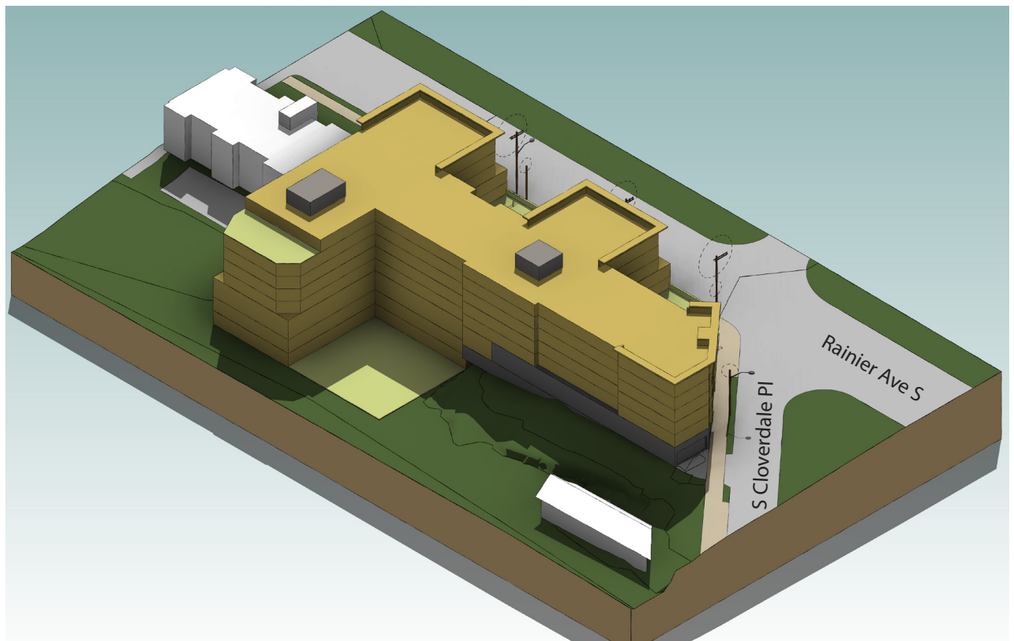

# Massing: **Option 1** - (Contract Rezone NC2-65' Code-Compliant) - Floor Plans & Section



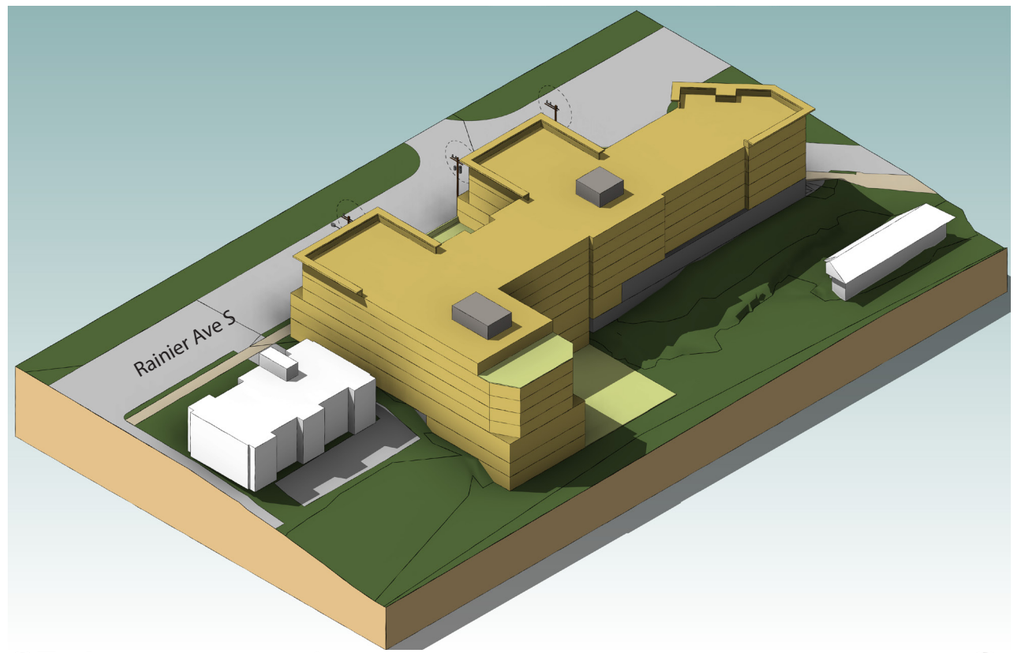

# Massing: **Option 2** - (Contract Rezone NC2-65' Code-Compliant) - Site Plan




# Massing: **Option 2** - (Contract Rezone NC2-65’ Code-Compliant) - Site Axonometric




NE-Axonometric




SE-Axonometric

## Information

- Below Grade Parking GSF: 16,800ft²
- Level 1 GSF: 6,000ft² (Residential), 23,100ft² (Retail/Commercial)
- Level 2-5 GSF: 116,000ft² (Residential)

## Pros

- Variety of open spaces provided that can serve a variety of functions
- Rooftop available for gardening and ballgame viewing activity
- Open space at street corner to serve Community Food Center
- Contract rezone allows for up to 38 more units of low-income housing than existing zoning proposed in Option 0

## Cons

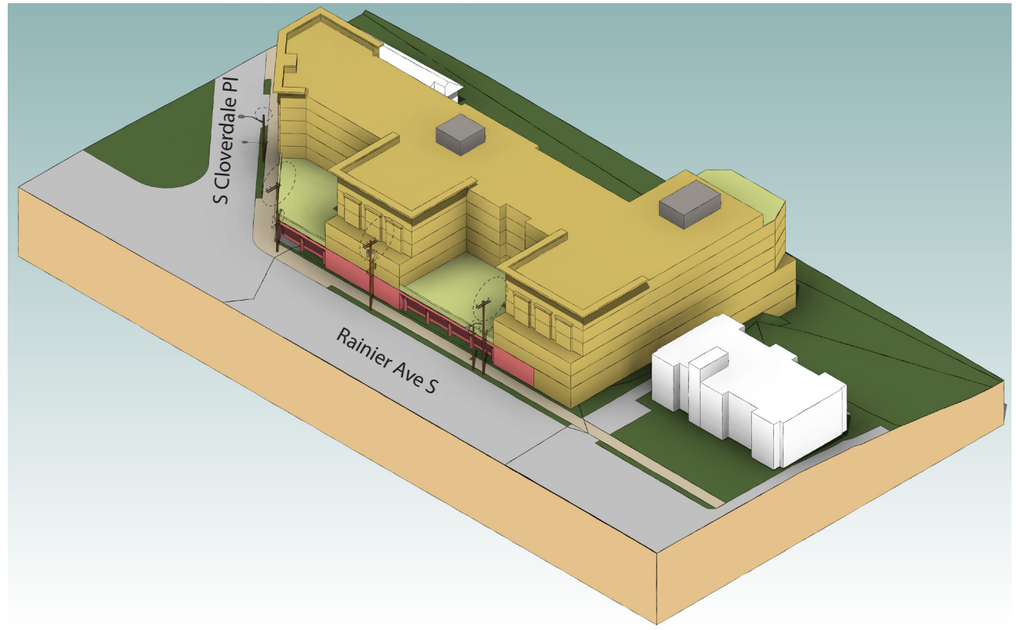
- Open space at street corner cannot adequately serve as neighborhood gateway
- Courtyard facing street erodes desired urban street wall character of commercial frontage
- Community Food Center & Retail back-of-house functions form west edge at resident courtyard at ground floor
- Sun access to open space mostly blocked by building mass to south

Residential

Commercial/ Retail

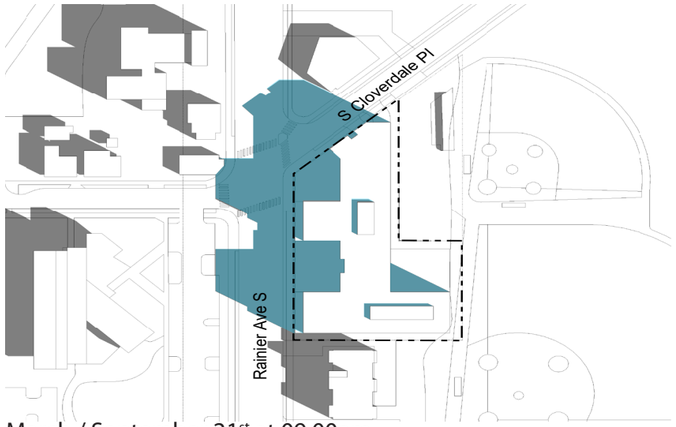
Back-of-House

Outdoor Amenity

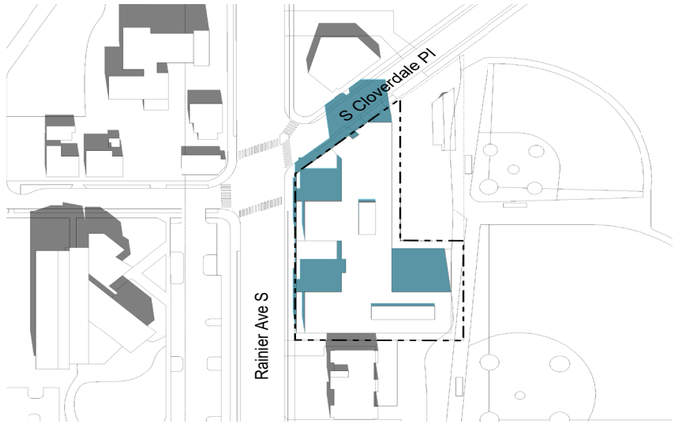



SW-Axonometric

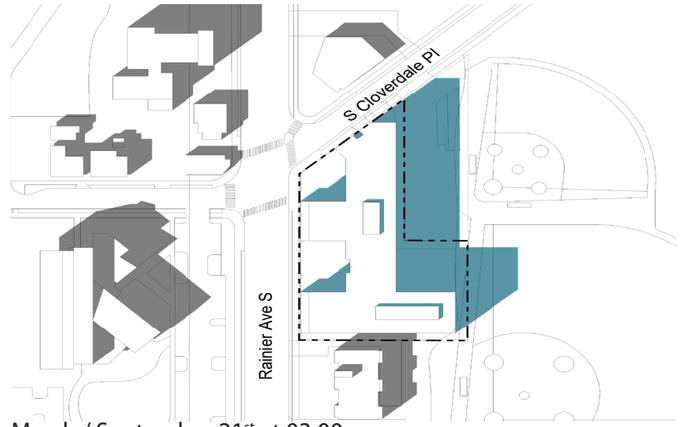
# Massing: **Option 2** - (Contract Rezone NC2-65' Code-Compliant) - Axonometric



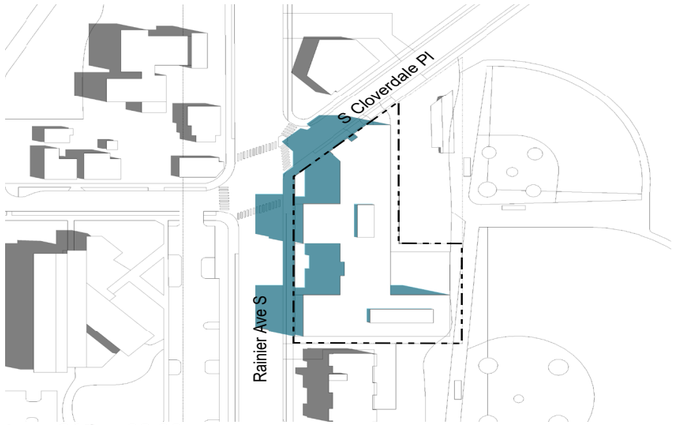

March / September 21st at 09:00am



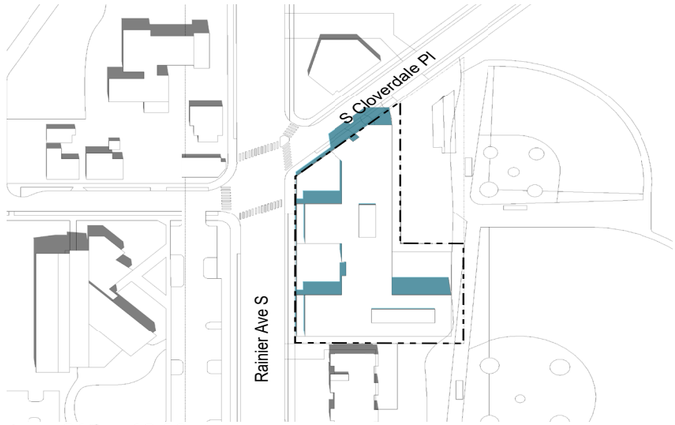

March / September 21st at 12:00pm



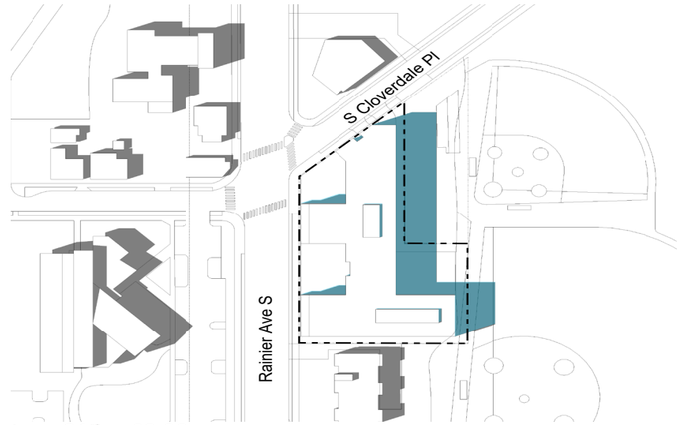

March / September 21st at 03:00pm



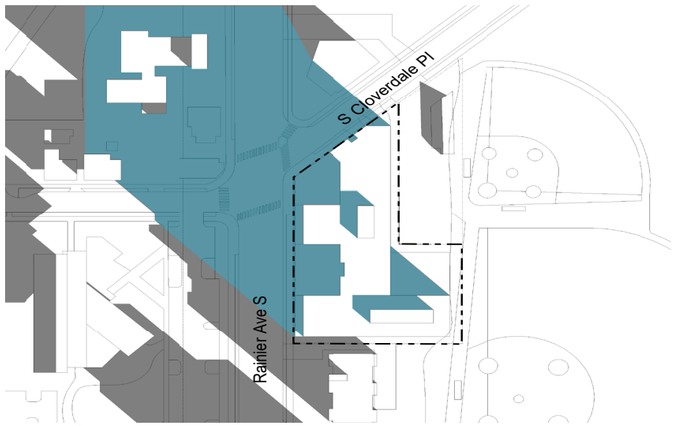

June 21st at 09:00am



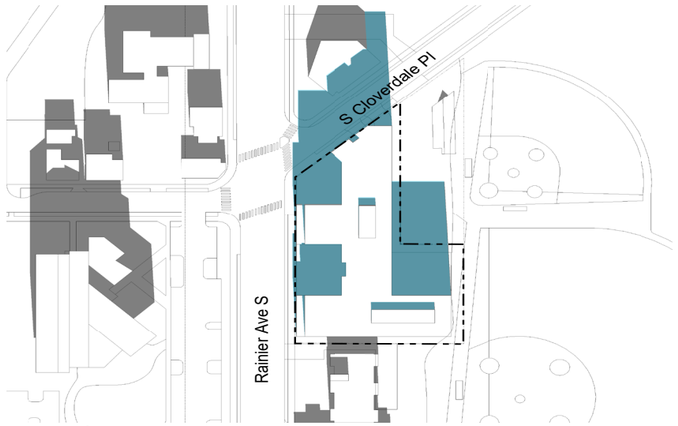

June 21st at 12:00pm



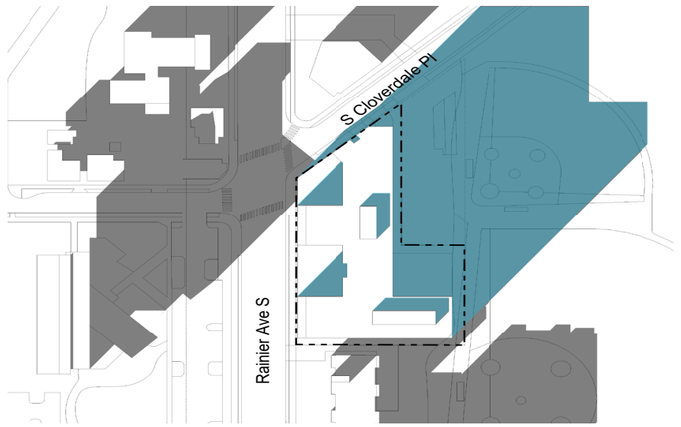

June 21st at 03:00pm




December 21st at 09:00am

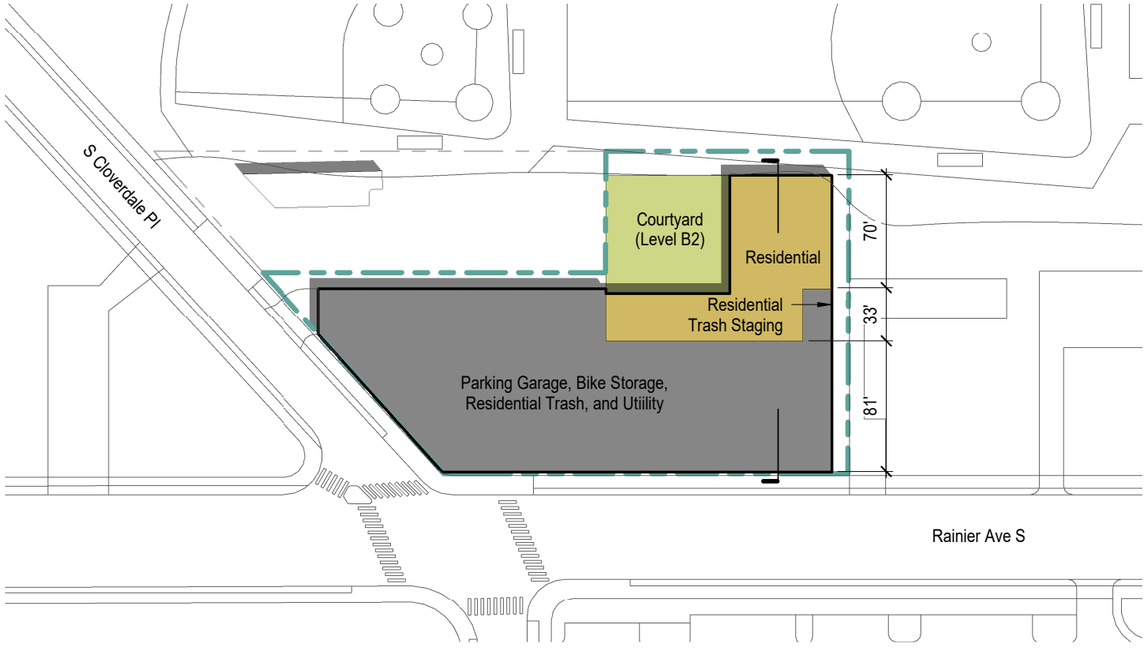



December 21st at 12:00pm

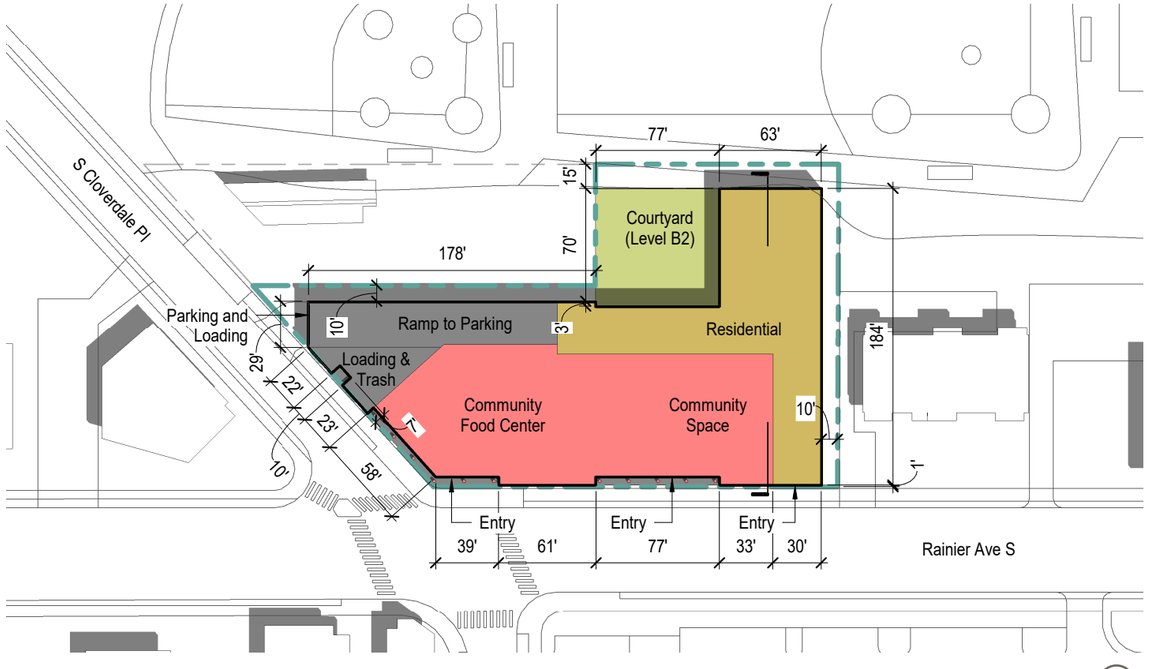



December 21st at 03:00pm

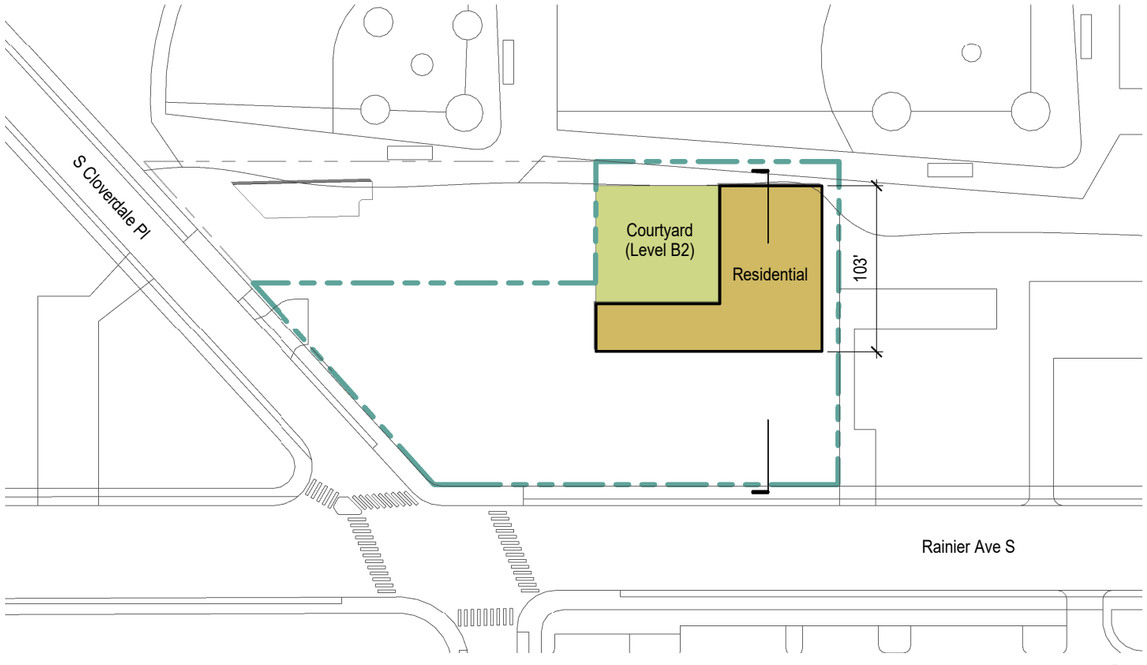
# Massing: **Option 2** - (Contract Rezone NC2-65' Code-Compliant) - Sun & Shadow Analysis




# Level B1 Plan



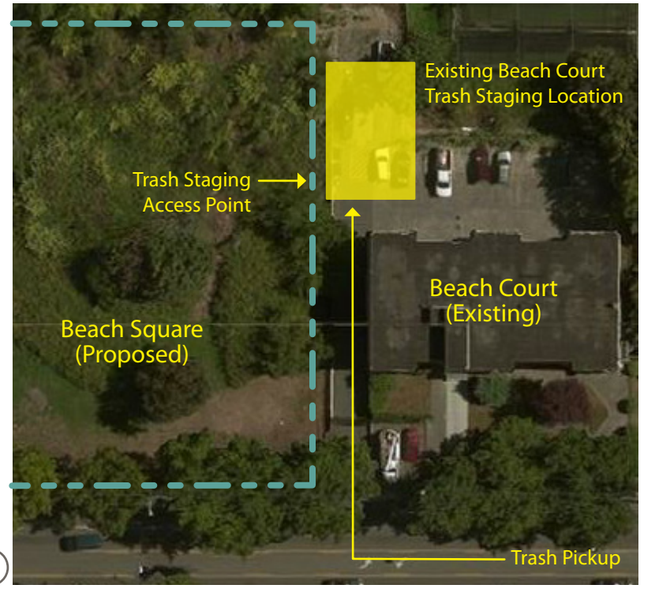

# Level 1 Plan



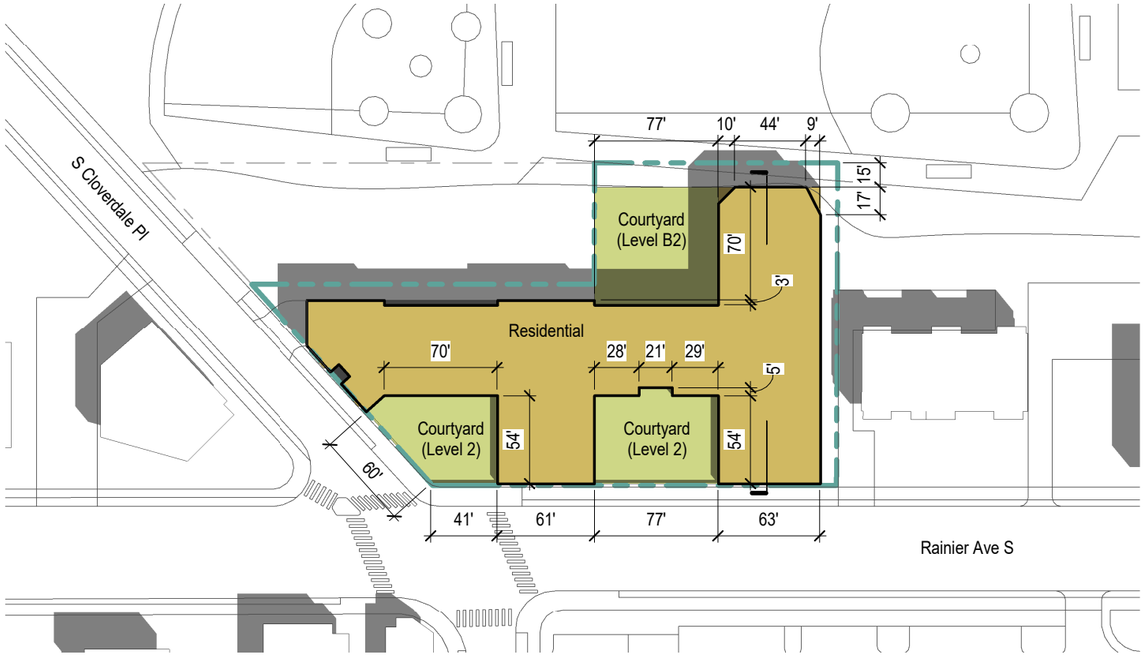

# Level B2 Plan

## Trash Collection

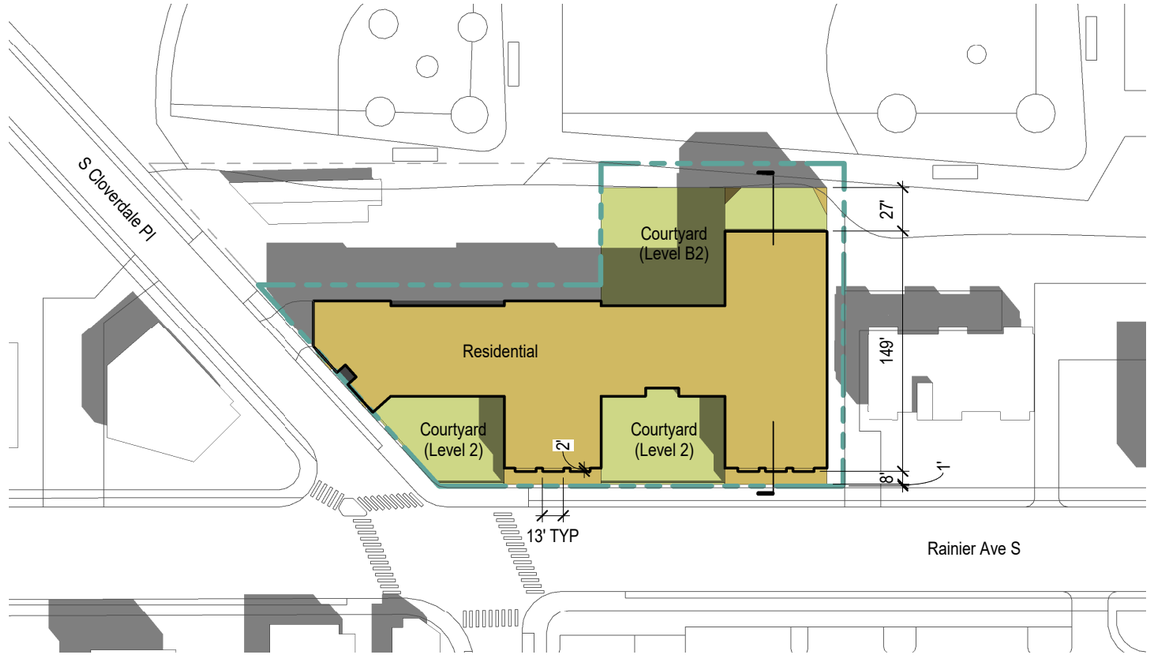
- Trash chutes to serve the residential portion of building
- Residential trash collected in two separate collection rooms on B1
- Residential trash bins to be staged on the south side of the building at the B1 level, adjacent to the current Beach Court trash pickup (8630 Rainier Ave S).
- Commercial trash to be collected on north side of building and staged adjacent to Cloverdale Pl.



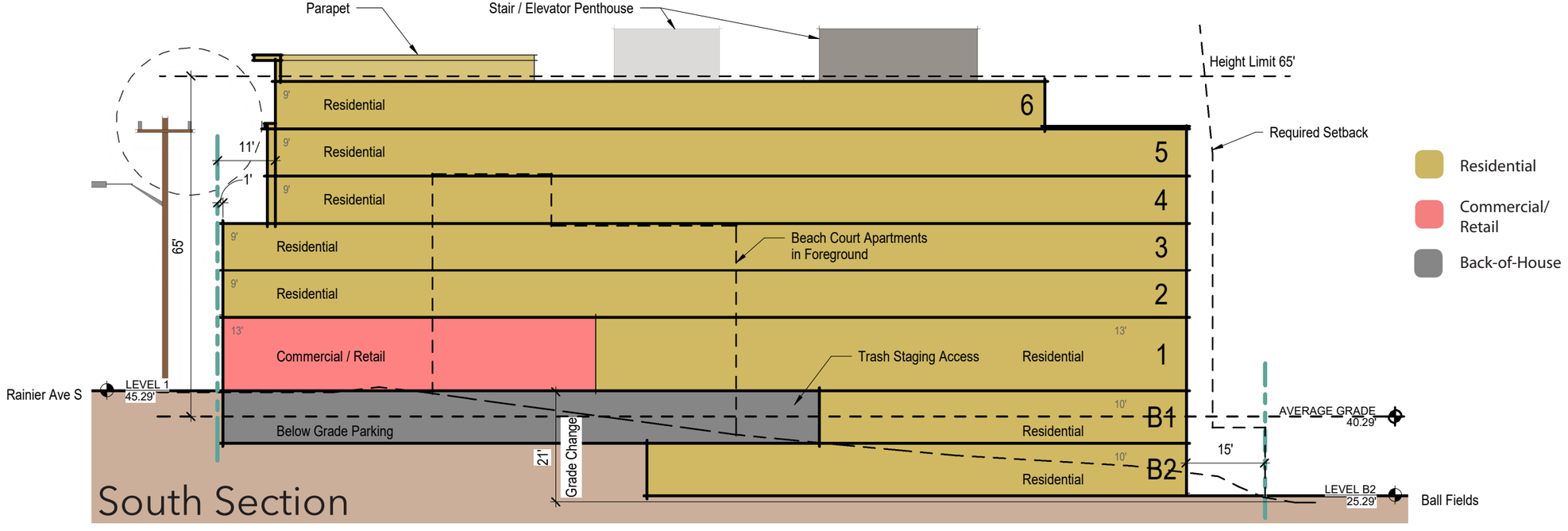

# Massing: **Option 2** - (Contract Rezone NC2-65' Code-Compliant) - Floor Plans




## Level 2-3 Plan



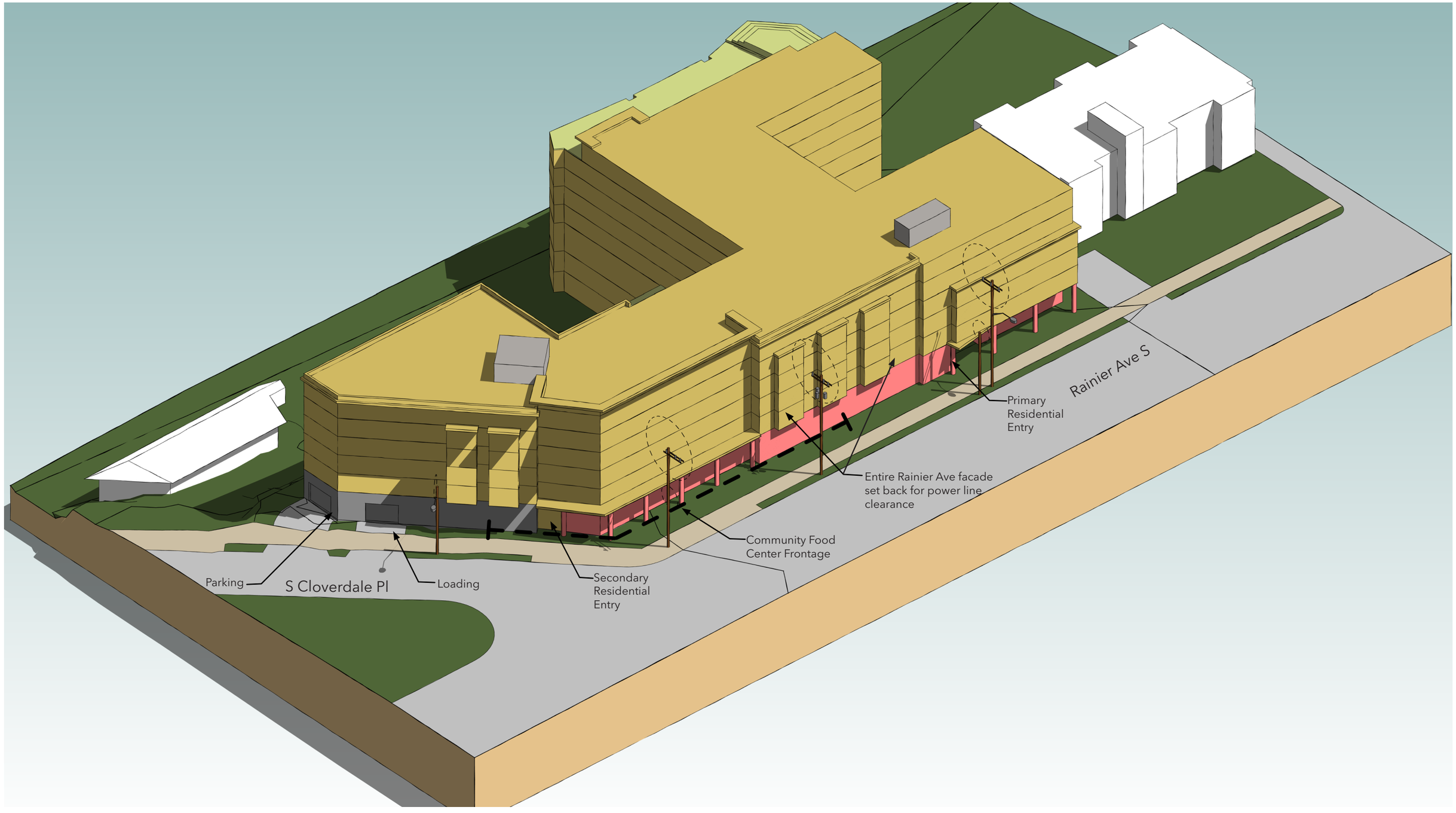

## Level 4-6 Plan



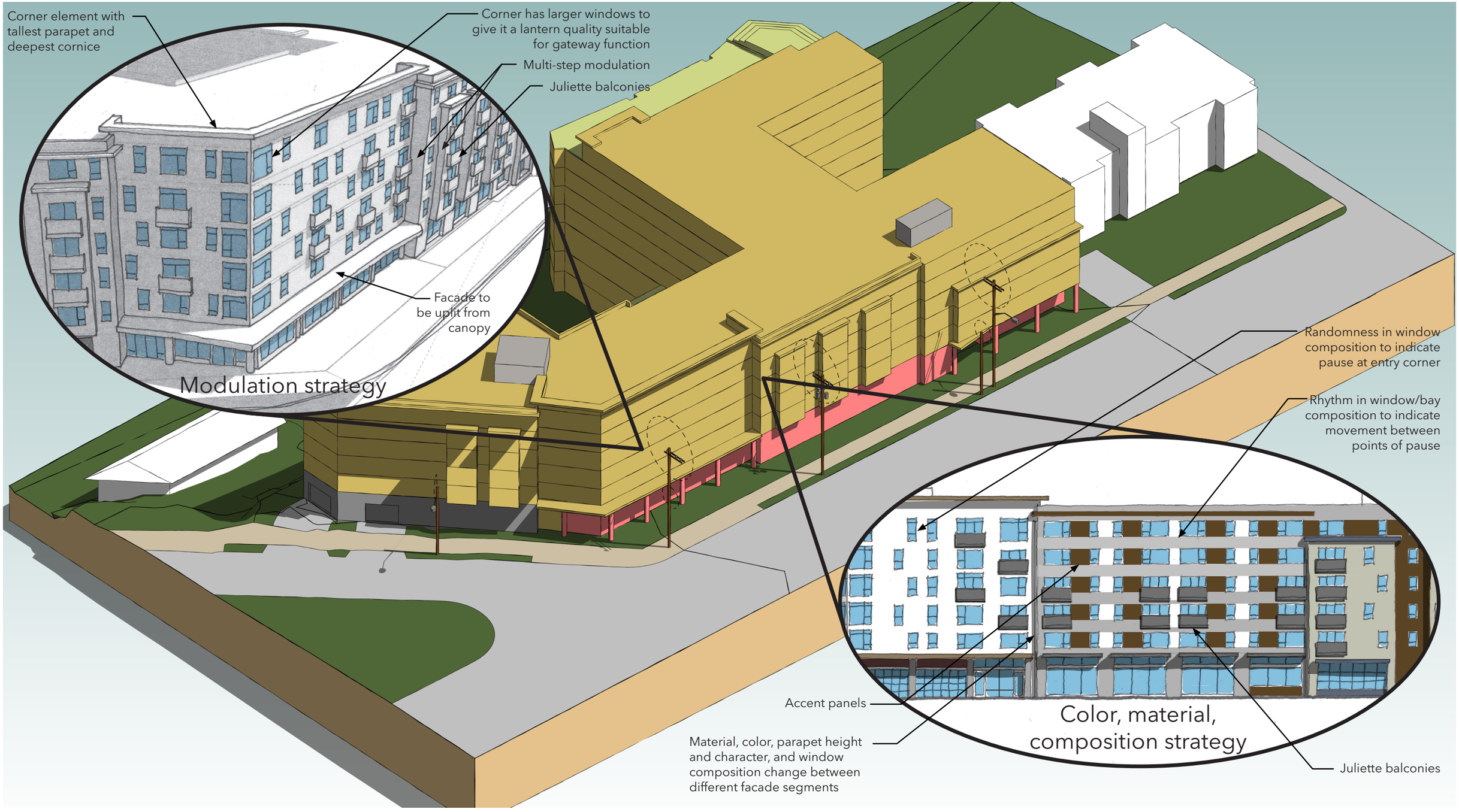

# Massing: **Option 2** - (Contract Rezone NC2-65' Code-Compliant) - Floor Plans & Section



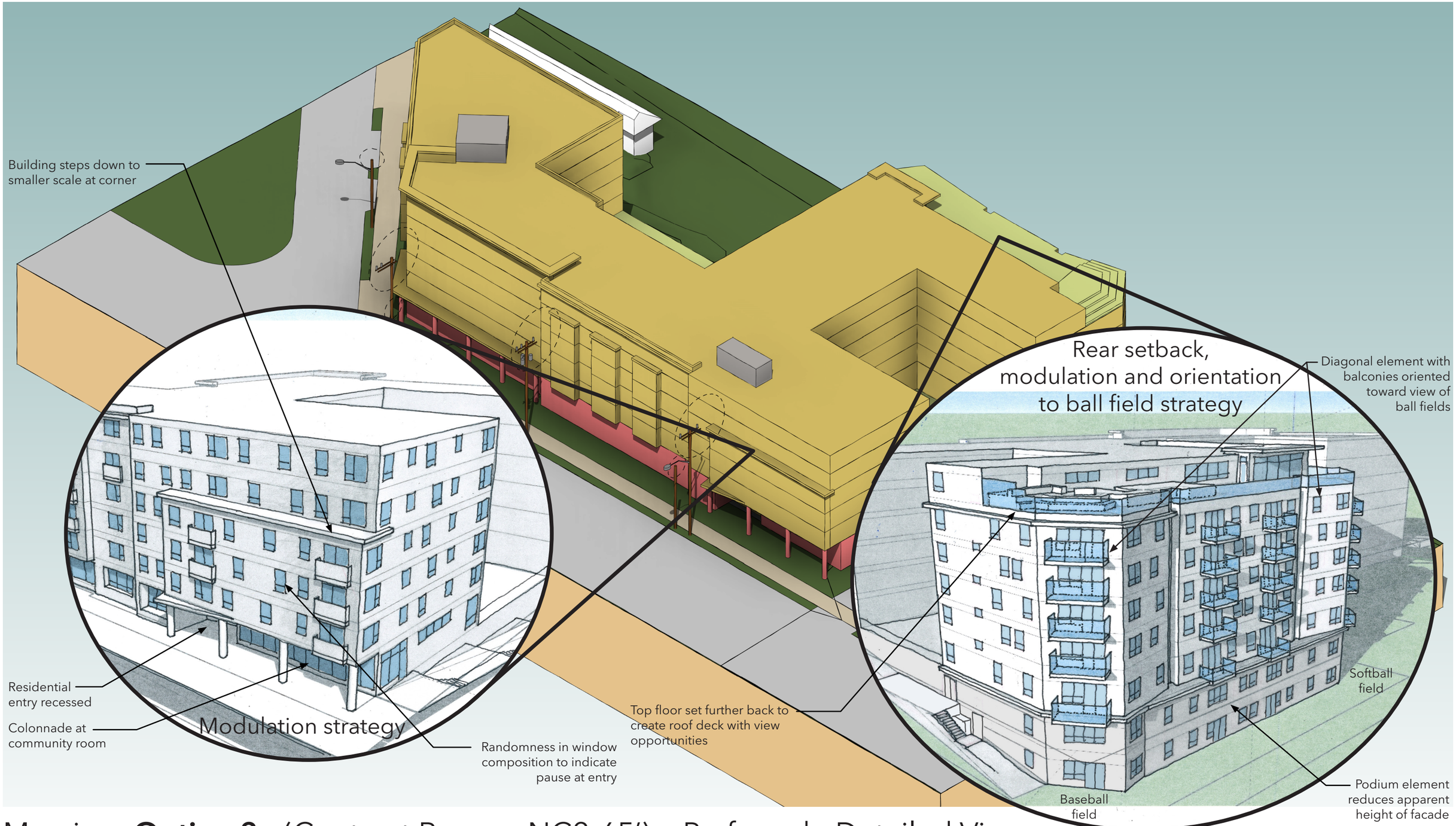

# Massing: **Option 3** - (Contract Rezone NC2-65') - Preferred - Site Plan



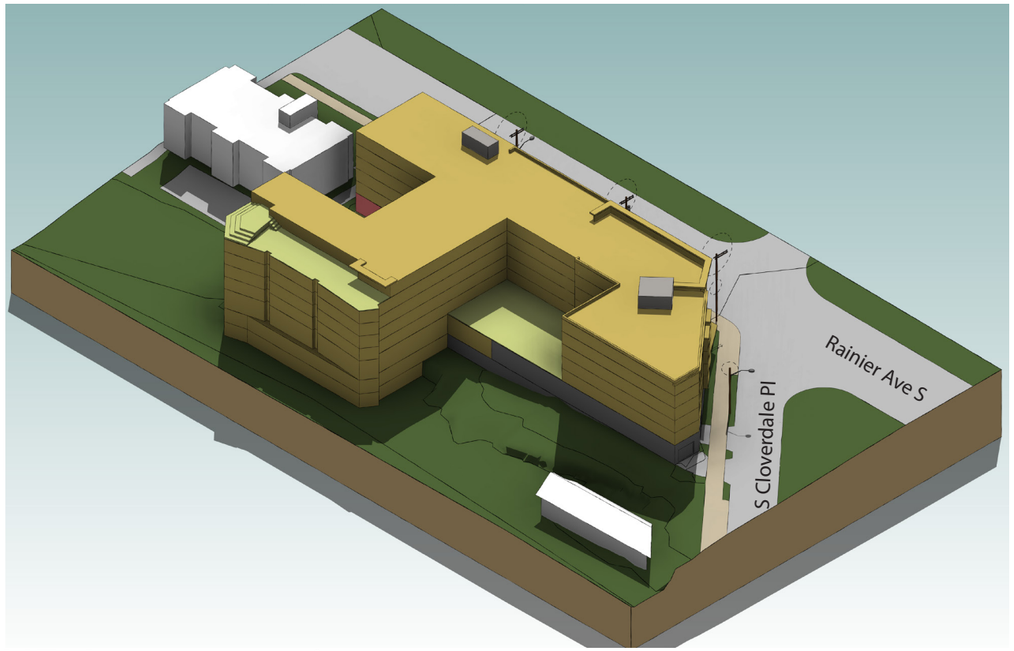

# Massing: **Option 3** - (Contract Rezone NC2-65') - Preferred - Site Axonometric



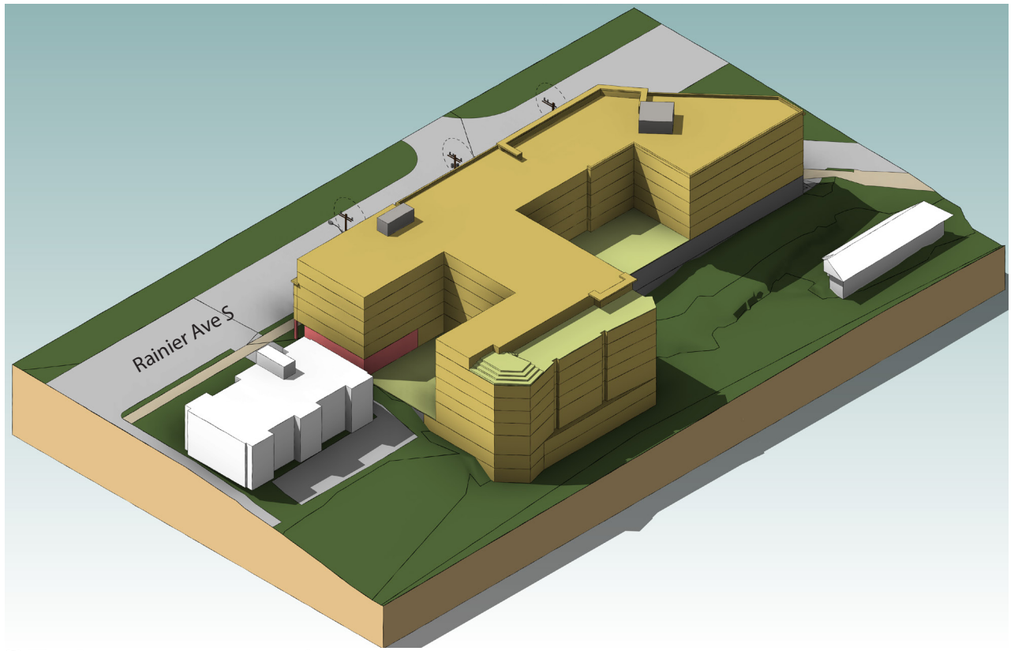

# Massing: **Option 3** - (Contract Rezone NC2-65') - Preferred - Detailed Views




# Massing: **Option 3** - (Contract Rezone NC2-65') - Preferred - Detailed Views




NE-Axonometric




SE-Axonometric

## Information

- Below Grade GSF: 11,000ft² (Residential), 18,000ft² (Parking/Utility)
- Level 1 GSF: 16,000ft² (Residential), 11,000ft² (Retail/Commercial), 2,500ft² (Utility)
- Level 2-5 GSF: 120,500ft² (Residential)

## Pros

- Continuous urban street wall frontage at Rainier and Cloverdale
- Rooftop available for gardening and ballgame viewing activity
- Main courtyard is south-facing for best solar access
- Courtyards located away from Rainier Ave S
- Built form at street corner can serve as neighborhood gateway
- Contract rezone allows for up to 38 more units of low-income housing than existing zoning proposed in Option 0

## Cons

- Long facade along Rainier Ave S

## Departures

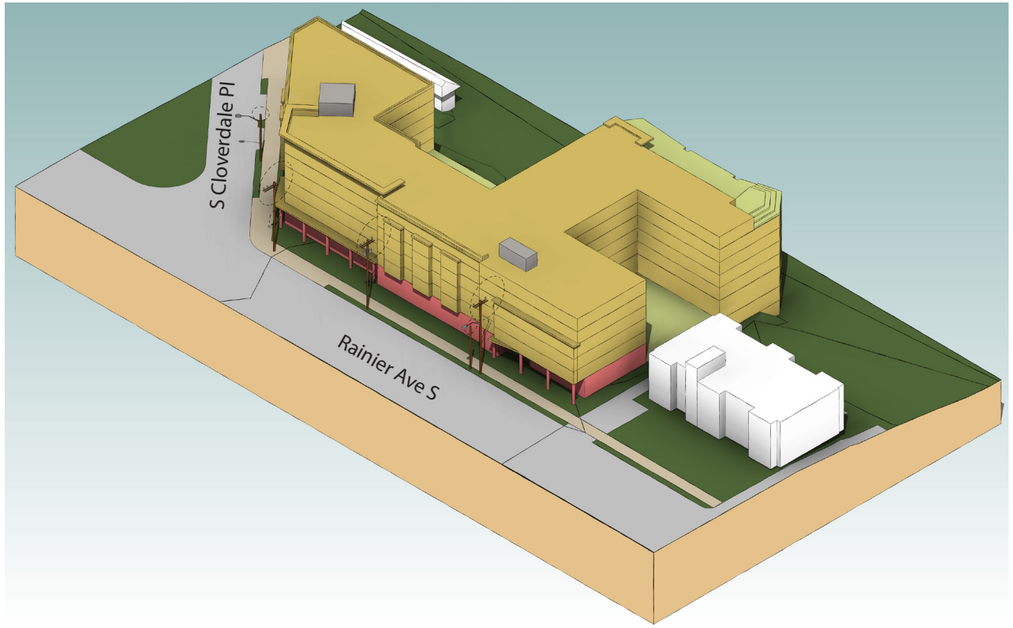
- Rear Setback, Front Setback, Distance between Curb Cuts, and Street Level Floor-to-Floor Height Requirement

Residential

Commercial/ Retail

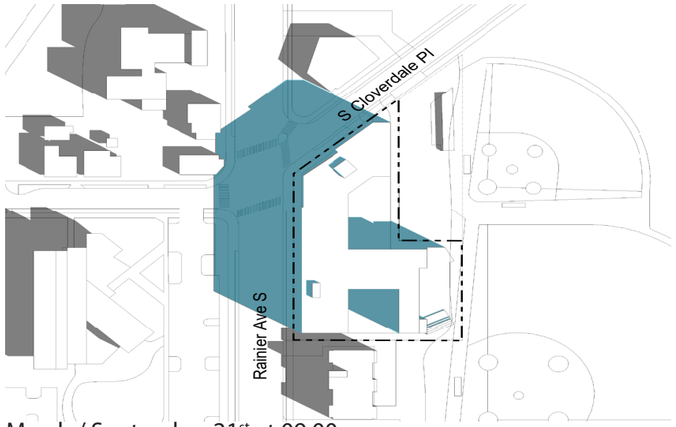
Back-of-House

Outdoor Amenity

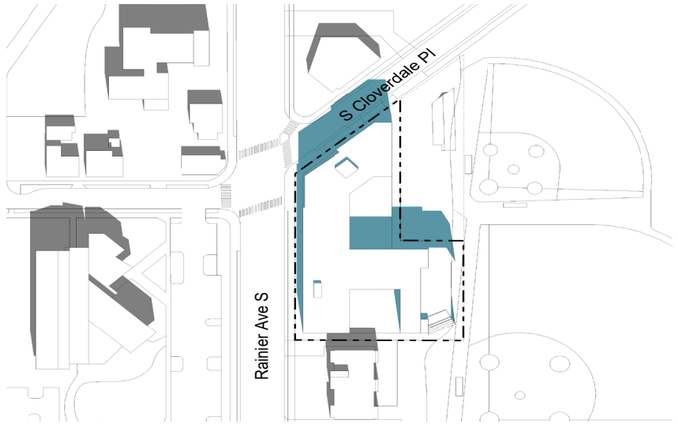



SW-Axonometric

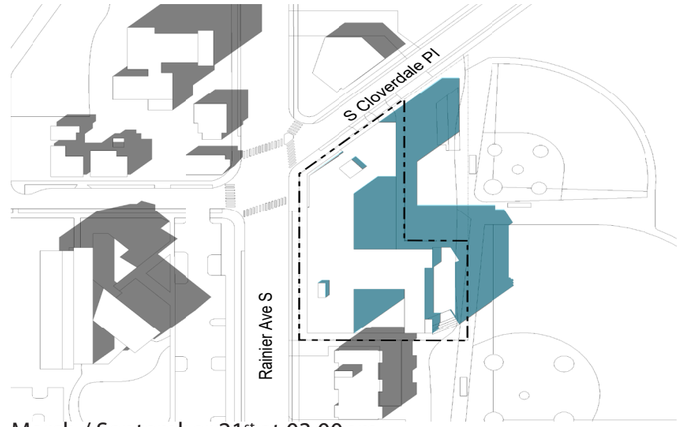
# Massing: **Option 3** - (Contract Rezone NC2-65')
# - Preferred - Axonometrics



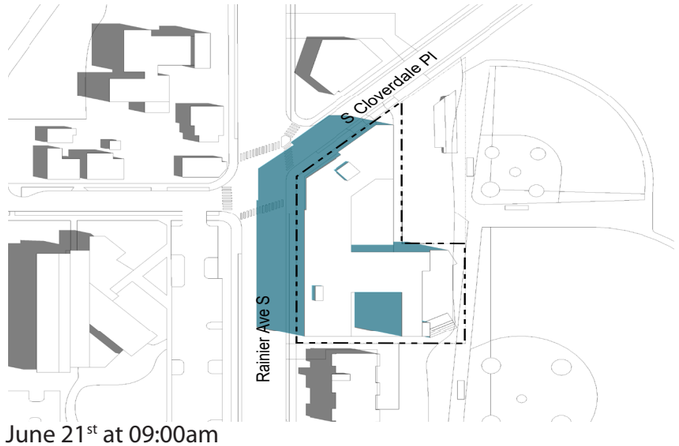

March / September 21st at 09:00am




March / September 21st at 12:00pm




March / September 21st at 03:00pm



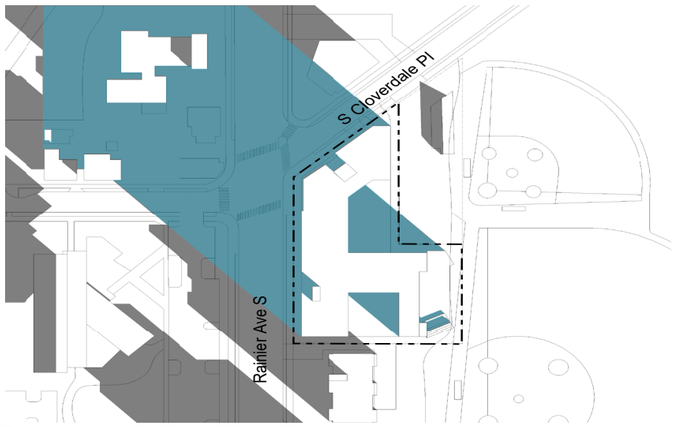

June 21st at 09:00am



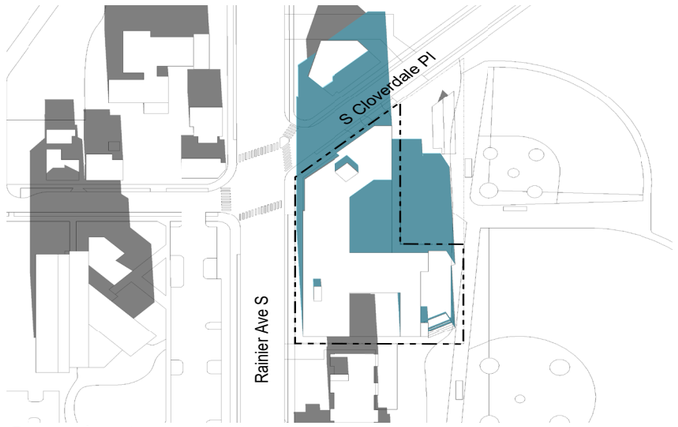

June 21st at 12:00pm



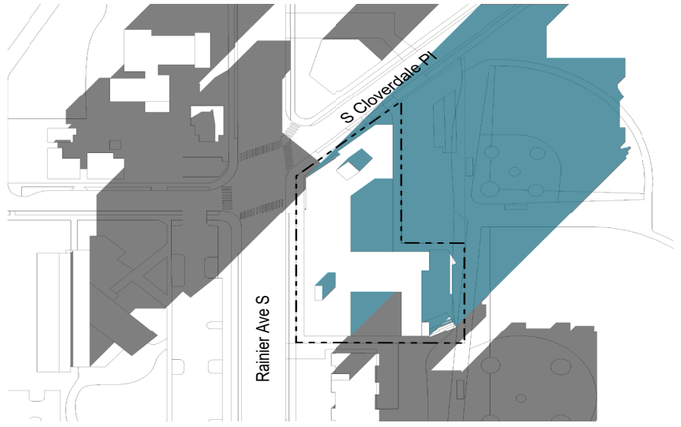

June 21st at 03:00pm




December 21st at 09:00am

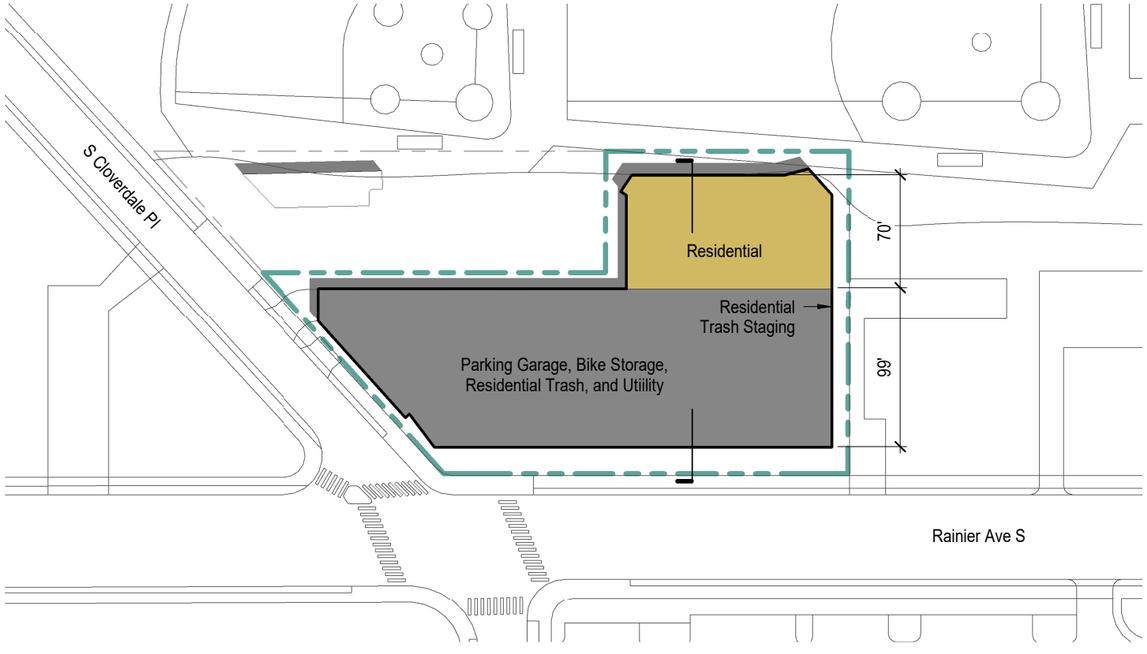



December 21st at 12:00pm

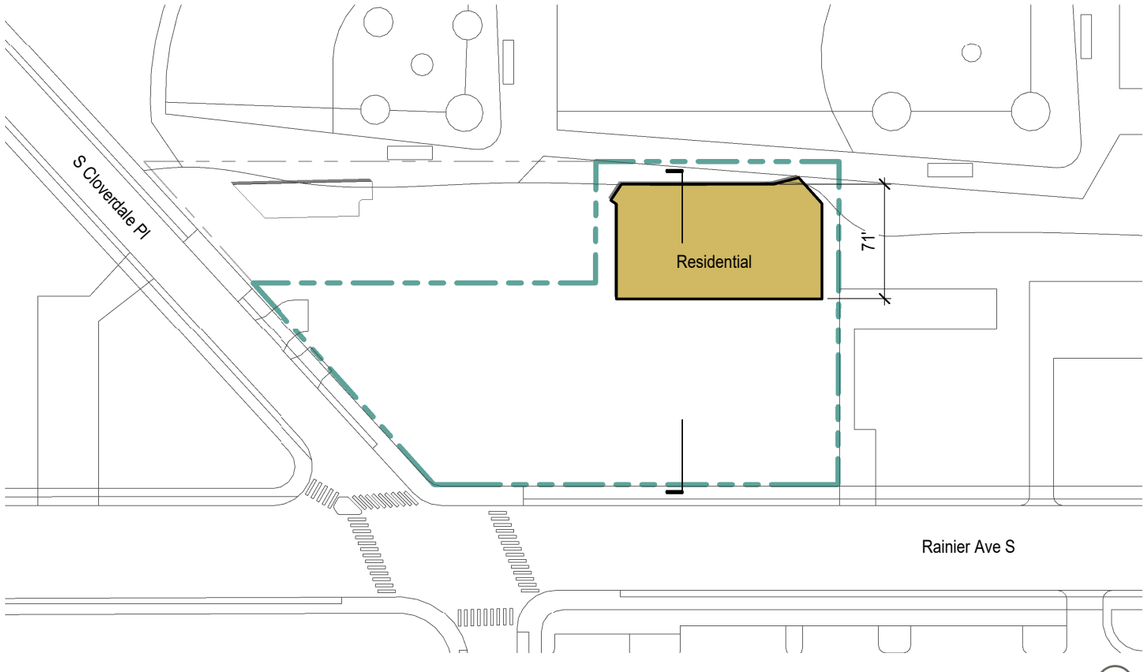



December 21st at 03:00pm

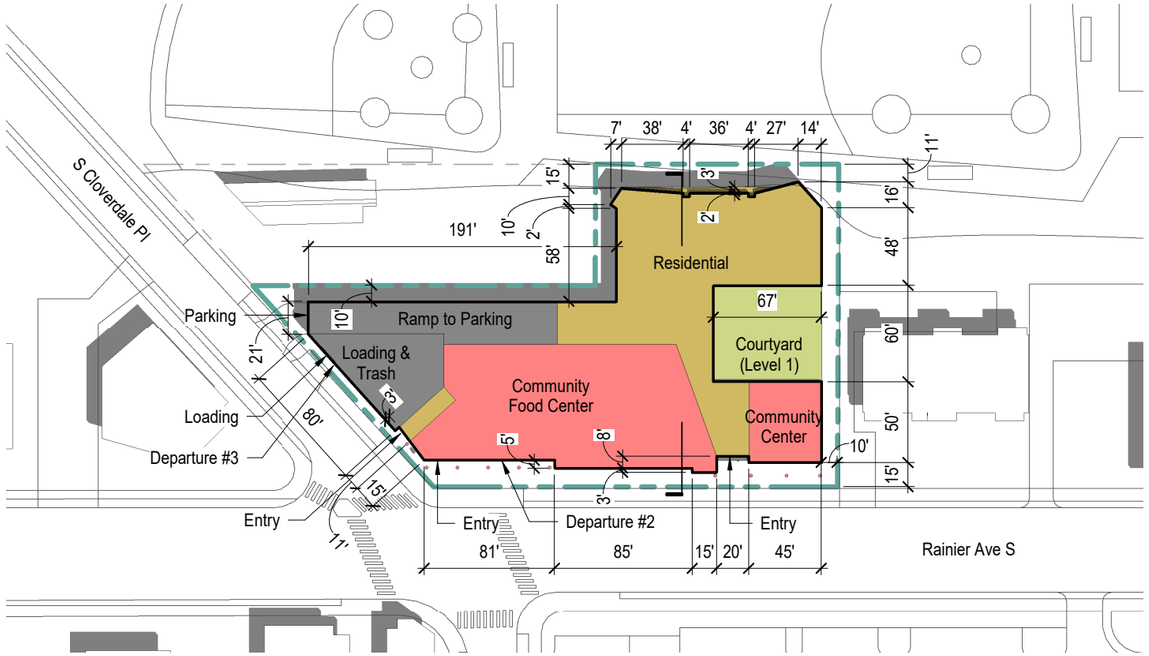
# Massing: **Option 3** - (Contract Rezone NC2-65') - Preferred - Sun & Shadow Analysis




## Level B1 Plan



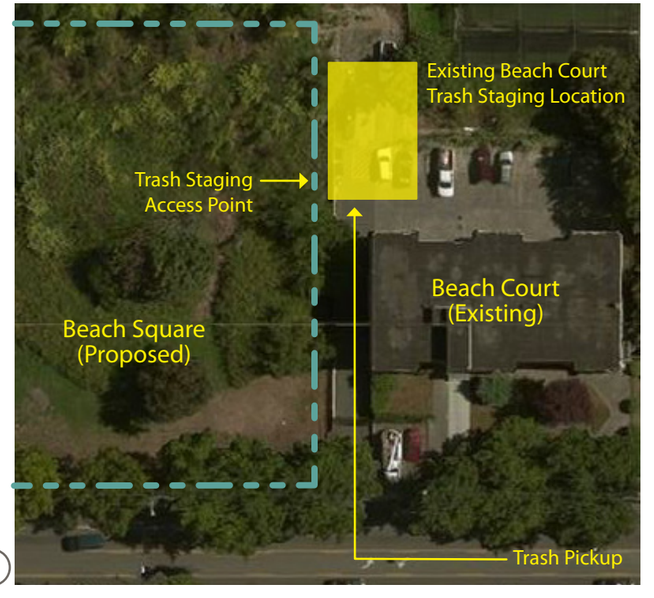

## Level B2 Plan



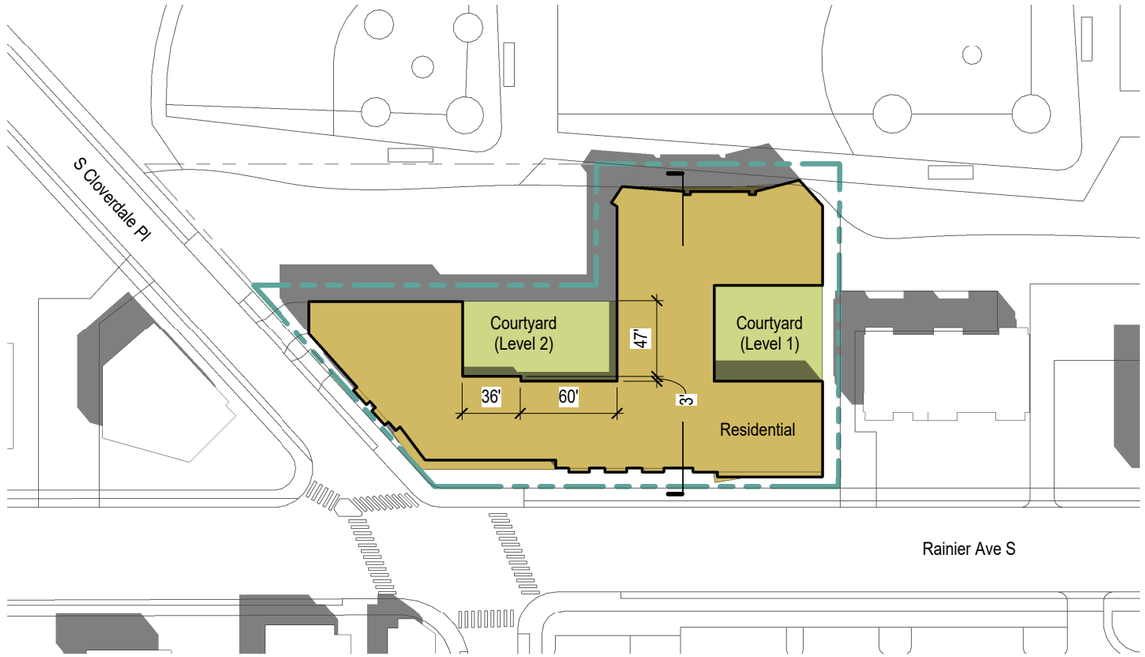

## Level 1 Plan

### Trash Collection

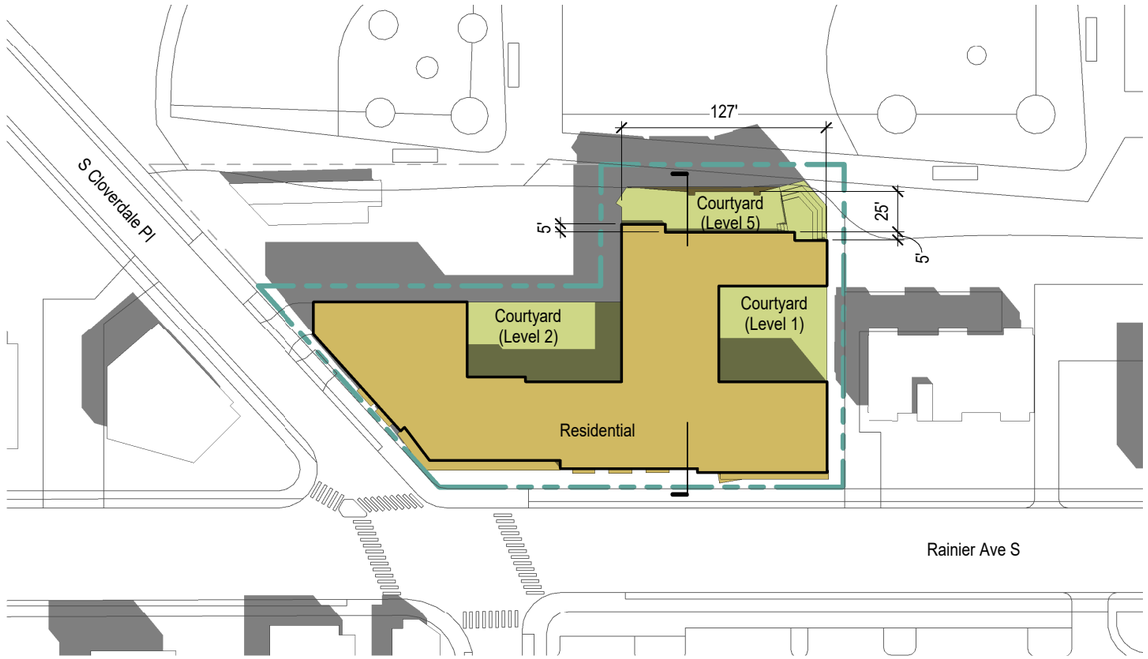
- Trash chutes to serve the residential portion of building
- Residential trash collected in two separate collection rooms on B1
- Residential trash bins to be staged on the south side of the building at the B1 level, adjacent to the current Beach Court trash pickup (8630 Rainier Ave S).
- Commercial trash to be collected on north side of building and staged adjacent to Cloverdale Pl.




# Massing: **Option 3** - (Contract Rezone NC2-65') - Preferred - Floor Plans




## Level 2-5 Plan

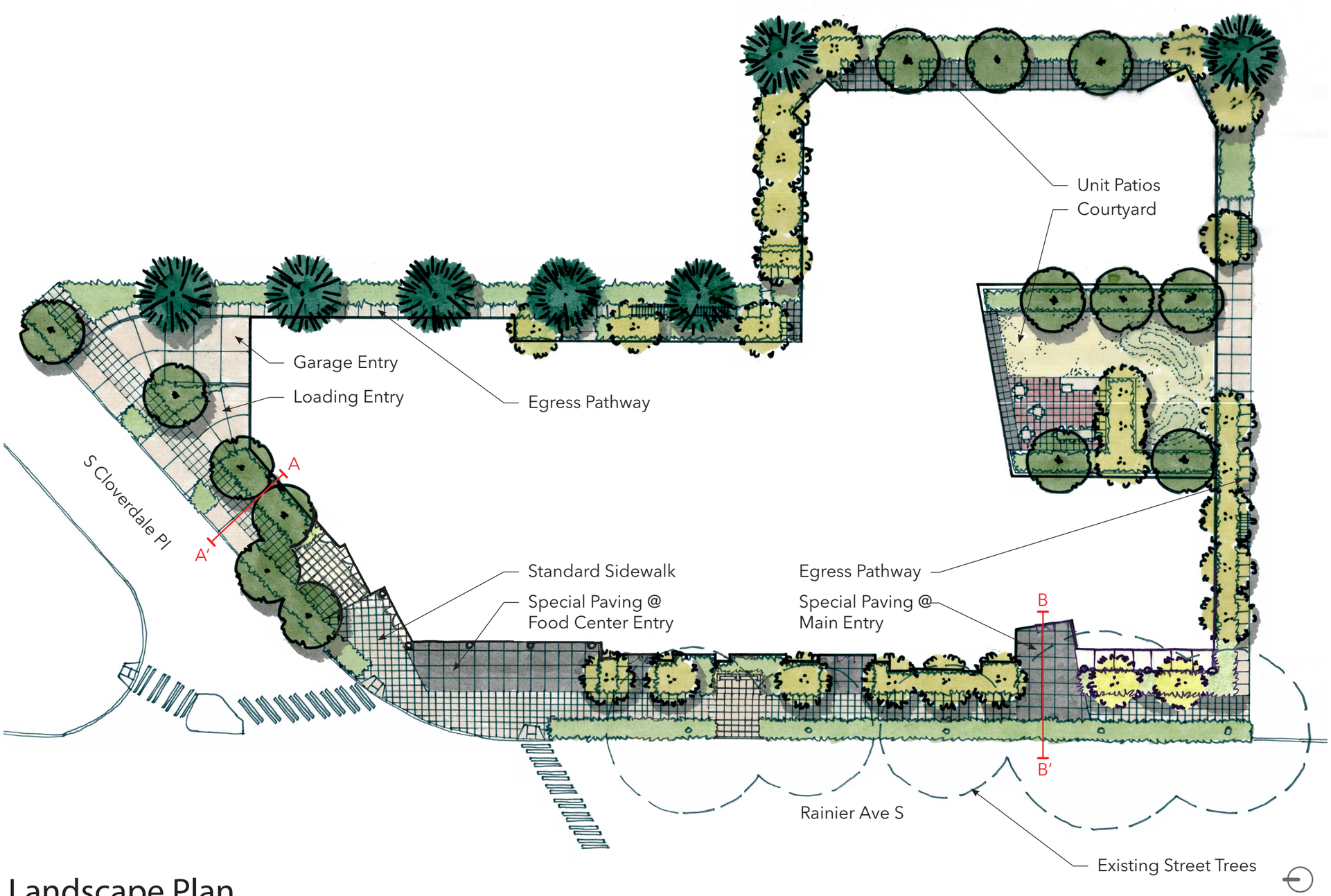



## Level 6 Plan

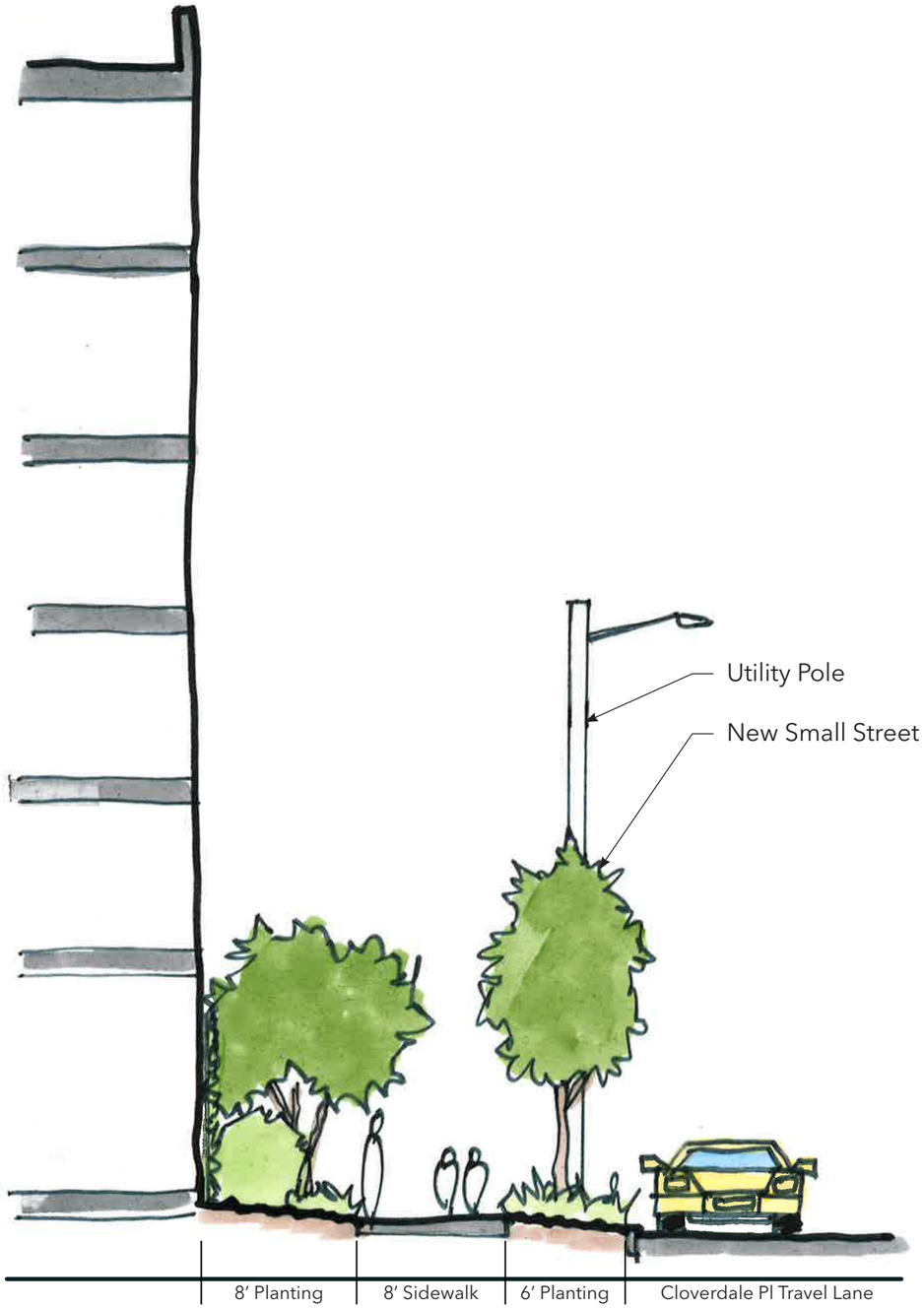



## South Section

# Massing: **Option 3** - (Contract Rezone NC2-65') - Preferred - Floor Plans & Section




# Landscape Plan




## Streetscape Section: Cloverdale Pl




## Streetscape Section: Rainier Ave

# GGLO Work Examples:




Cheryl Chow Court/Urban Rest Stop, Seattle, WA



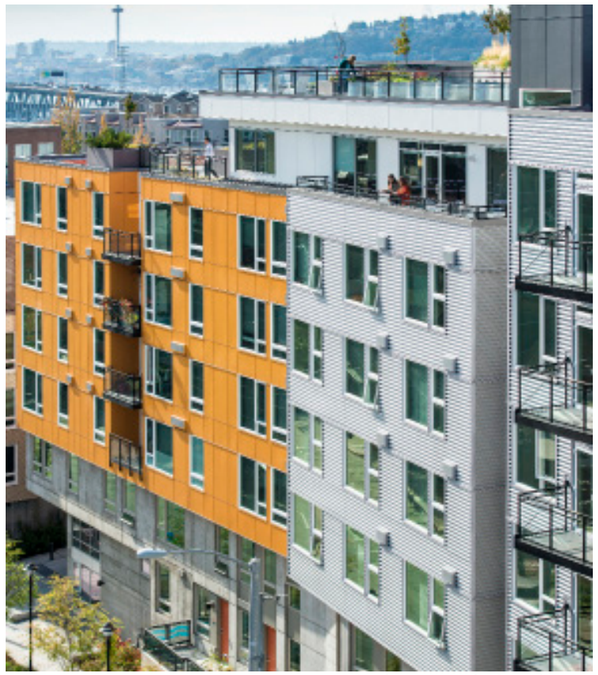
Compass on Dexter, Seattle, WA



Allez, Redmond, WA



Hopeworks, Everett, WA



Bridges @ 11th, Seattle, WA



Bay Terrace Phase 1, Tacoma, WA



Bay Terrace Community and Education Center, Tacoma, WA

# Mt. Baker Housing Association Projects:



Mount Baker Village, Seattle, WA



Mount Baker Village Preservation Project, Seattle, WA
(Includes this new structure)



Arbor Woods, Seattle, WA



Thirty-Ninth Avenue Flats, Seattle, WA



Arbor Woods, Seattle, WA

Mt. Baker Housing is dedicated to providing affordable housing in southeast Seattle. We revitalize and preserve existing structures as well as build new properties utilizing innovative funding partnerships along with efficient renovation and construction practices.



Arbor Woods playground, Seattle, WA



Beach Court, Seattle, WA - Directly South of Project Site



Starliter Apartments, Seattle, WA - Further South of Project Site on Same Block



Valley Commons, Seattle, WA

# Early Public Outreach Effort

**"Beach Square"** Community Engagement Plan
**Project:** Beach Square
**Project Address:** 8600 Rainier Ave S, Seattle WA 98118
**Brief Description (2-3 sentences Max):**
Beach Square is an approximate 165 unit project at the gateway to the Rainier Beach town center serving people who earn up to 60% of the Area Median Income. It will be the first new construction project on an identified "key site" within the Rainier Beach neighborhood plan. Beach Square will have a significant portion of family size units. In the ground floor of the building, the Rainier Valley Community Food Bank will relocated their offices there and also create a "Community Food Center".

**Contact Person:** Conor Hansen & **Contact Information:** conor@mtbakerhousing.org
**Type of building:** Mixed Use
**Neighborhood:** Rainier Beach - **In Equity area:** yes

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**Printed Outreach [High Impact]:** Direct mailings to the residencies and business within 500ft radius of proposed site.

- MBH will hang translated flyers of community event & meeting of local community centers.
- MBHA will be doing the 500ft notification letters in the languages of - English, Khemer, Tigrinya, Lao, Oromo, Simplified Chinese, Somali, Spanish, Vietnamese

**Digital Outreach [High Impact]:** Project hotline (information & Voicemail) Project info added to DON's "Early Outreach for Design Review Blog. Project added to DON's "Outreach for design review calendar"

- Recorded information for Voicemail using Google voice will include all meeting dates, time, locations & understandable project information

**In Person Outreach [High Impact]:** Hosting or Co-hosting a community meeting of at least one hour of presentation/discussion of project.

- We will be having our Community meeting at Asian Counseling & referral Services or the Filipino community center
- Translators of certain neighborhood languages present during community meeting to help neighbors truly understand the proposed project and be able to ask good and meaningful questions and voice concerns. Those languages will be Khemer & Tigrinya.

**List of Previous (Before July 1, Directors Rule) Beach Square Outreach Materials/Events**

<u>500ft Notifications</u>

- Addresses
- Letter
- Info Sheet

<u>Community Meetings</u>

- July 24 2018
  - -Beach Square Info Sheet
  - -Community Flyer
  - -Hall Rental Receipt for July 24
- Coalition Notification List

Mt. Baker Housing

# COMMUNITY MEETING

## WHEN
## December 17
## 4:30pm – 5:30pm

## WHERE
## Rainier Beach Community Center Art Room
### 8825 Rainier Ave S, Seattle WA 98118

**Come learn about a new property that we recently purchased in Rainier Beach. It's still very new, but we have some ideas to share with you.**

**PROJECT ADDRESS : 8600 RAINIER AVE S SEATTLE, WA 98118**

## KEY INFO:

### PARTNERS INCLUDE:
- GGLO- Architect
- Rainier Valley Food Bank

### FEATURES:
- 1 building, 5-6 stories
- Approx. 170 - 210 units – Affordable
- Large Community Room

### LOCATED NEAR OUR BUILDINGS:
Beach Court
Starliter

### QUESTIONS:
Community Outreach Manager-
Jevon Washington
jevon@mtbakerhousing.org

# Type I Decision

## Code Requirement

**SMC Chapter 23.47A - COMMERCIAL**
**23.54.030 Parking space and access standards**

D. Driveways

3. Driveway slope for all uses.

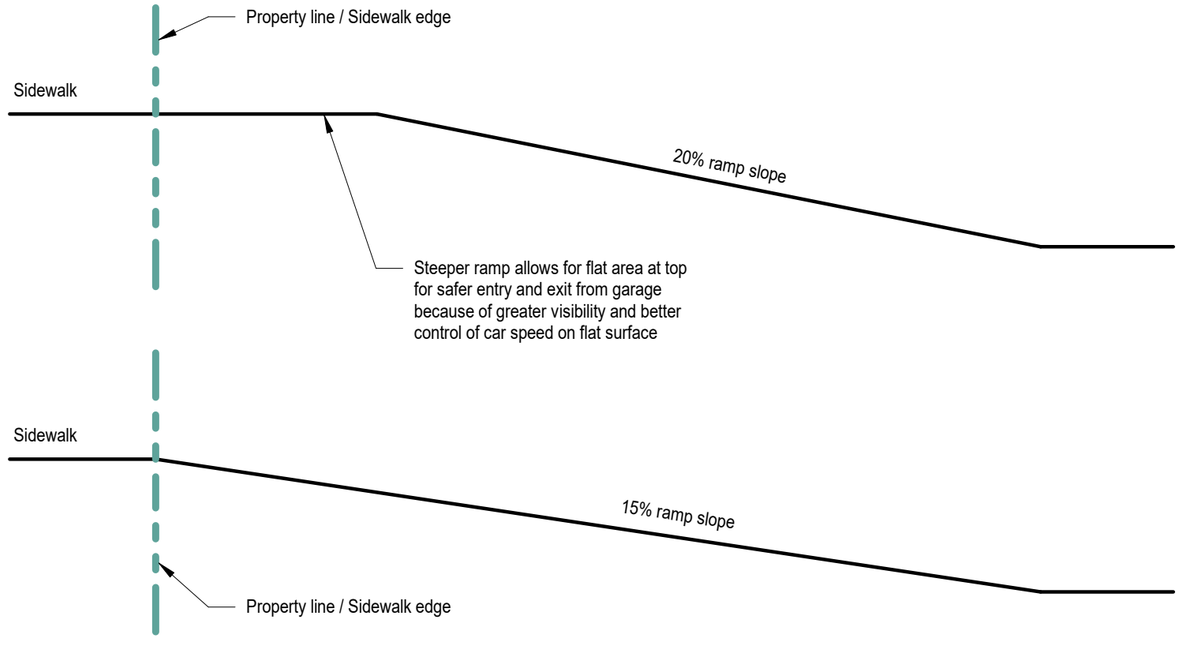
No portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag.

## Proposal for Code Deviation Requiring Type I Decision

The project is seeking a departure to allow 20% as maximum slope of the driveway serving the parking garage.

## Rationale

According to the Land Use code, the Director may permit a driveway slope of more than 15 percent if it is found that the topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible. The proposed project has the special characteristic of being a low-income housing project funded with public money. The code does not require any parking for the building, however it is the intent to provide parking for some of the residents, staff for the management office, staff for the food center, and volunteers for the food center to allow it to properly function and to not overburden the surrounding community with spillover parking. This will be a relatively small number of spaces in relation to the population of the building. Underground parking is expensive, and the owners wish to provide as much as practical and feasible for as low cost as possible. Having a shallower, 15% ramp extends the ramp deeper into the garage space and takes up area that could be used for parking of 4-5 cars. A 20% ramp would allow the construction of more spaces within the feasible alloted area of the garage, thereby making the most of the practical design of the garage and keeping costs down.



# Departure Request #1 - Rear Setback

## Code Requirement

**SMC Chapter 23.47A - COMMERCIAL**
**23.47A.014 Residential Setbacks**

B. Setback requirements for lots abutting or across the alley from residential zones

3. An upper-level setback is required along any rear or side lot line that abuts a lot in a single-family zone, that is across an alley from a lot in a single-family zone, or that abuts a lot that is zoned both commercial and single-family if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot as follows:
   a. Fifteen feet for portions of structures above 13' in height to a maximum of 40'; and
   b. For each portion of a structure above 40' in height, additional setback at the rate of 3 feet of setback for every 10' by which the height of such portion exceeds 40'

## Proposed Design Departure

The project is seeking a departure to allow the elimination of upper-level setbacks at rear lot line where property abuts residential-zone, that will never be used for residential because of its use as ball fields.

## Rationale

The relationship of the site to the Rainier Beach High School baseball and softball fields, on residentially-zoned land, offers a unique opportunity for the project to fit the specific context of the site as overlooking the ball fields. This juxtaposition will provide a wonderful opportunity for residents, ballplayers, and fans to connect in a positive way and allow for strengthening of community ties. The design intent is to orient elements of the building to the fields to allow residents to be baseball fans, while providing a dramatic and engaging ballpark-like backdrop to the games. Achieving this design feature would require an alternative rear setback along the field edge. Though the fields are zoned LR-2, there would not be an issue with privacy (the reason for the setback requirement), as there are no actual residential uses there, and likely never will be, despite the zoning, so Guideline CS2.D.5 would not apply.

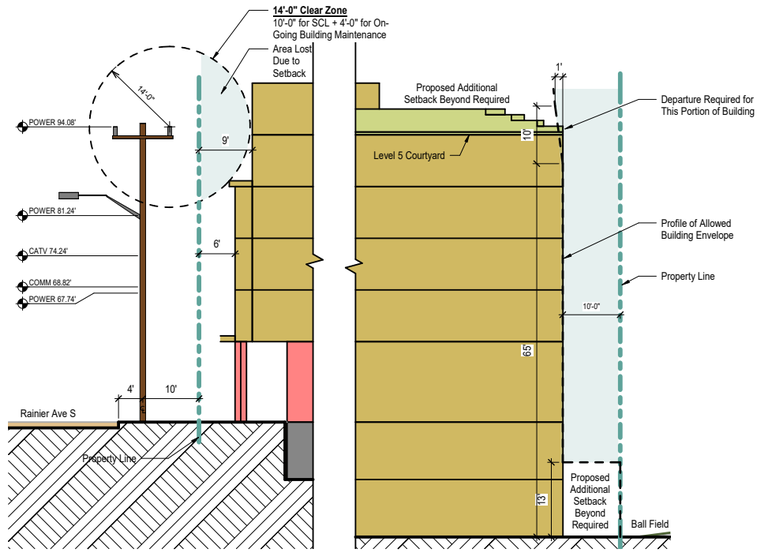
We look to the following other guidelines to support the departure:

- CS1.C.S. Natural Systems and Site Features, the structure includes additional top-floor setback as part of a stepping down the hillside, in response to the existing topography
- CS2.A.1 & 2 Sense of Place and Architectural Presence, support creating a strong, formal supporting relationship to the use of the neighboring fields
- CS2.D.3 & 4 Zone Transitions and Massing Choices, as described above the top-floor setback serves as a zone transition
- PL1.A.1 & DC3.B.3 Enhancing Open Space and Connections to Other Open Space, also support relating to uses and activities on adjacent, off-site, open spaces

Part of the effort includes providing a rooftop set of bleachers overlooking the baseball field, that would be created with the stepping back of the top floor beyond the requirement as a setback alternative to the rear setback requirement, but in support of the guideline DC2.A.2 Reducing Perceived Mass. Note also that gaining some development capacity by reducing the rear setback could be considered an offset to the hardship loss of development capacity created by the Seattle City Light required overhead power line setback along the Rainier Ave. South frontage as illustrated below. Mitigation for this departure would be the additional setbacks beyond the required at the bottom floor to allow a landscape screen, and at the top floor to better reduce the apparent height of the structure.



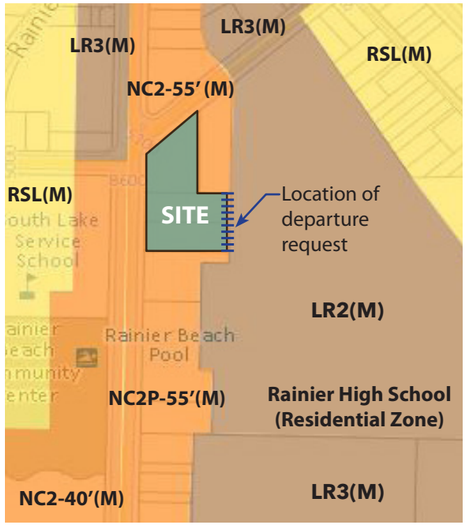

Inspiration image: Building facade and interior uses, including occupants, oriented to allow participation in baseball experience (view from windows and rooftop seating) and serve as engaging backdrop to the field, similar to design of San Diego Padres' stadium shown above.



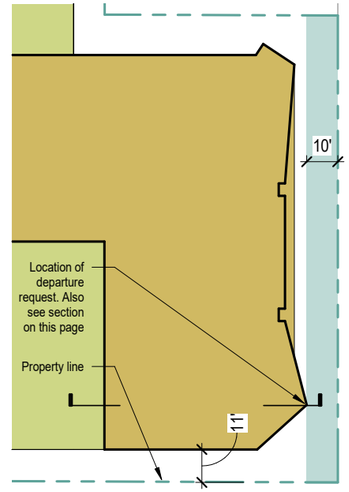

Section: Front Setback




Section: Rear Setback




Zoning Map




Plan: New Proposed Set Back

# Departure Request #2 - Street Level Front Setback

## Code Requirement

**SMC Chapter 23.47A - Commercial**

**23.47A.008 Street Level Development Standards**

A. Basic street-level requirements

3. Street-level, street-facing facades shall be located within 10 feet of the street lot lines unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

## Proposed Design Departure

The project is seeking a departure to allow portions of the facade to be set back from the street lot line greater than the required 10 feet , up to 16 feet from the street lot line. See Landscape Plan for layout of wider sidewalks and other approved landscaped or open spaces are provided.

## Rationale

There are two aspects to this Design Departure request: First, the entire front facade facing Rainier Ave. South will be set back to 9 feet from the street lot line (see diagram on previous page) to accommodate Seattle City Light's requirements for staying clear of overhead power lines. Although this requirement affects only the top two floors, the project will set back the entire facade to simplify the design and structure. This will allow for a much wider sidewalk with ample room for pedestrian movement and landscape treatment. Rainier is an arterial street with frequent transit service (with a bus stop at the site), and has no on-street parking or landscaping to protect pedestrians. The wider sidewalk from the power-line setback, abutting the busy street, will be an opportunity to create a safer and more comfortable environment for walking, waiting and shopping.

And second, the Community Food Center will be the primary ground-floor tenant for the project. The design intent is to provide patrons with a dignified "shopping" experience more like a grocery store or farmers' market than a food bank. The deep, canopy covered frontage at the Food Center is intended to provide space for customers as a transition to the entry without making people have to wait in line on the sidewalk, and provide opportunities to socialize and browse outdoor market-style food and product displays.  This is intended to provide a positive environment, very unexpected from a food bank, and perhaps more like the Pike Place Market. See Landscape Plan.

A design departure for this approach addresses a number of the Public Life category of design guidelines, among others:

- PL1.A.2 Adding to Public Life
- PL1.B.2 Pedestrian Volumes, as might be expected to be heavy and to increase
- PL1.B.3 Pedestrian Amenities to enliven and attract interest
- PL2.B.3 Street-Level Transparency
- PL2.C.3 Weather Protection and People-Friendly Spaces
- PL3.A.1.b Retail Entries
- PL3.C Retail Edges- Porous Edge, Visibility, Ancillary Activities
- DC1.A Arrangement of Interior Uses visibility of publicly accessible uses from the street front, Views and Connections for interior uses and exterior spaces







Inspiration images: Greater setback at street frontage allows for better development of the streetscape for people to comfortable include bus shelter, seating, social gathering spaces, street trees, landscape adornment of building edge, and landscape adornment of building edge, and landscape as protection from arterial traffic.

# Departure Request #3-Distance between Curb Cuts

## Code Requirement

**SMC 23.54 Quantity and Design Standards for Access, Off-Street Parking, and Solid Waste Storage**
**23.54.030 - Parking space and access standards**
All parking spaces provided, whether required by Section 23.54.015 or not, and required barrier-free parking, shall meet the standards of this Section 23.54.030.
F. Curb cuts. The number of permitted curb cuts is determined by whether the parking served by the curb cut is for residential or nonresidential use, and by the zone in which the use is located. If a curb cut is used for more than one use or for one or more live units, the requirements for the use with the largest curb cut requirements shall apply.

1. Residential uses
   a. Distance between curb cuts
      1) The minimum distance between any two curb cuts located on a lot is 30 feet, except as provided in subsection 23.54.030.F.a.c.2.

## Proposed Design Departure

The project is seeking a departure to allow the two proposed curbcuts, each code-compliant in width - one for parking access and one for loading dock access - to be closer than the required 30-foot spacing. We propose that the two, otherwise code-compliant curbcuts be approximately 12'-9" apart.

## Rationale

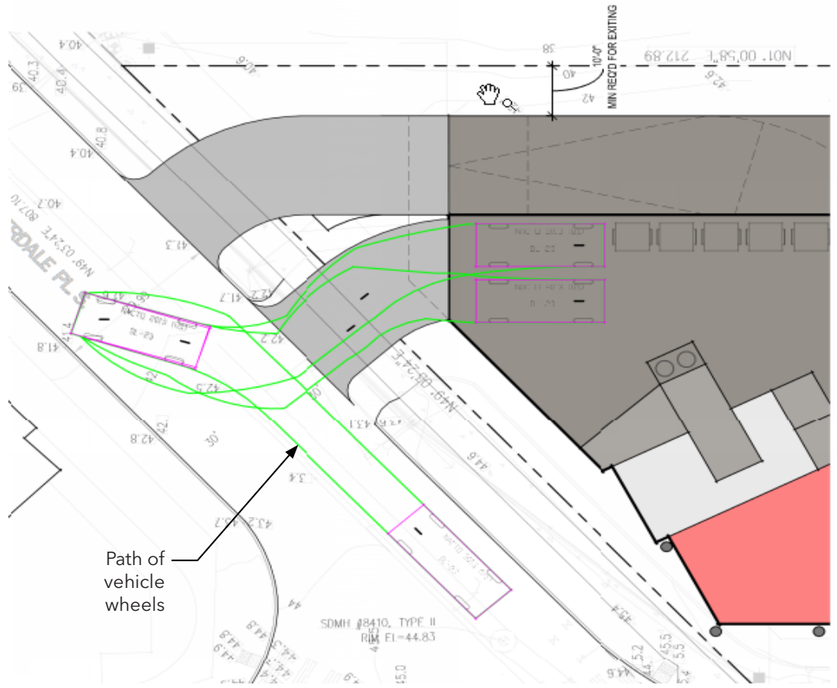
The project site is squeezed by competing standards, requirements, and limitations. First, the zoning code does not allow for any curbcuts on Rainier Ave South. Access must be provided from the side street, South Cloverdale Street, per SMC 23.47A.032.A.1, and per SDOT's directive from the project's Pre-Application Conference of July 19, 2018. Second, SDOT also required, at the same conference, that curbcuts on Cloverdale be as far from the intersection with Rainier as possible. Typically, 100 feet is the standard distance. Third, is the zoning standard of 30 feet between curbcuts. There is not enough street frontage on Cloverdale to achieve the desired curbcut location of 100 feet from the corner and to get the 30 foot separation between curbcuts.

A single, wider curbcut,on the order of 35 feet in width, was studied, but it was considered not feasible for two reasons: First, it would require a departure for maximum width in itself; and second, Cloverdale is sloping down as it moves east from Rainier, requiring a complex, warped, paved surface to allow for the width across the sloping street frontage connecting to two separate access ramps side by side, one going up and one going down. In terms of pedestrian safety, it is our opinion that a wider curbcut across a sloping sidewalk, with cars coming from two different elevations with difficult sight lines, would be a greater safety hazard than the two, clearly separate curbcuts.

The result of these competing standards, requirements, and limitations is that the only location left for curbcuts is at the far northeastern triangular corner of the site, where the Cloverdale-fronting property line is farthest away from Rainier, and where it abuts the neighboring property to the east. The only way to locate the two necessary curbcuts, as described with 12'-9" of separation, is to be granted a departure for the closer spacing.

A design departure for this approach addresses a number of design guidelines:

- CS2.B.2 Connection to the Street, specifically our concern will be focused on Rainier Ave as the main commercial and transit frontage where the qualities and character of the streetscape are of greater significance
- DC1.B.1 Vehicular Access and Circulation Location and Design, we have chosen a location for parking access that is as far removed as possible from pedestrian and transit activity on Rainier
- DC1.C.4 Parking and Service Uses, we have located the loading access and trash pickup away from pedestrian areas to reduce impacts




Competing standards, requirements, and limitations squeeze the two necessary access points to the far northeast triangular corner of the site. A departure is needed for a less-than-standard separation of curbcuts.

# Departure Request #4 - Street Level Floor-to-Floor Height Requirement

## Code Requirement

**SMC Chapter 23.47A - Commercial**
**23.47A.008 - Street-level development standards**
B. Non-residential street-level requirements

4. Height provisions for new structures or new additions to existing structures. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

## Proposed Design Departure

The project is seeking a departure to allow the floor-to-floor height of the street-level use to 12'-0" instead of the required 13 feet.

## Rationale

The proposed building suffers a hardship in the calculation for structure height by being located on a steeply sloping site. The site drops off severely from the street such that the rear is two full stories below than the front. Because the code's method for calculating overall project height for the entire site gives considerable weight to existing grades around the site, the average grade plane calculation, that is the basis for setting the allowable height, lies considerably lower than it would for a site of less or no slope.

Another contributing factor to the hardship is the zoning code's lack of provision for a 4-foot height bonus for provision of the 13-foot ground floor, as exists in other NC zones for 30- and 40-foot heights. This provision grants extra height in exchange for providing the taller ground floor. The bonus provision is inexplicably absent for zones with limits above 40 feet, making it difficult to achieve the 13-foot ground floor while providing standard-height residential floors above.

As described, the project proposes generally standard 8-foot floor-to-ceiling heights for the typical residential floors, with an exception at level 5 to allow for a necessary structural framing step, that facilitates required accessibility for the roof deck at the important top-level setback on the eastern edge. See Departure #1 for further information on the top-floor setback at the rear facade.

Mitigation for this design departure would be offered in the form of additional ground-floor facade and streetscape development exceeding the standards and guidelines on Rainier Ave to benefit pedestrians and patrons of the commercial businesses. First, street-level transparency, required to be 60% of the facade width, will be provided above the requirement at no less than 65%. Second, weather protection, which if the site were located in a Pedestrian-designated zone would be required at 60% of facade width for principal pedestrian street, is proposed to be provided closer to 65% of weather protection. The project is not located in a P-zone, but the project's street-level facade development would be proposed as exceeding the requirements of a P-zone. Furthermore, the setback of the street-level facade from the property line at Rainier provides wider pedestrian walking areas; additional landscaping areas for pedestrian protection from traffic; greater area for tree pits to help existing street trees, places for gathering, resting, socializing related to the ground-floor uses of the Community Food Center at the corner and the publicly-accessible community room at the south end; seating; bus stop and waiting area; all in the interest of enhancement of the streetscape.

A Design Departure for this approach does not in any way inhibit the project's ability to go significantly beyond the direction given by pertinent commercial street-frontage related design guidelines:

- PL3.A.1.a Retail Entries, design of the facade, in coordination with added ground-floor facade setback and street-level facade development, will provide much more than adequate space for multiple Community Food Center patrons to enter and exit simultaneously.
- PL3.C.1 Street-Level Interaction, Retail Edges, Porous Edge, we anticipate no less than five points of access creating physical and visual connection between people on the sidewalk and activities in the building.
- PL3.C.2 Street-Level Interaction, Retail Edges, Visibility, the project's street-level facade will allow maximum visibility into the building interior.
- PL3.C.3 Street-Level Interaction, Retail Edges, Ancillary activities, setting back the structure from the street creates added sidewalk which will allow space into which community food center uses can extend, as well added space for people to walk.




Inspiration image - high quality commercial frontage possible with 12 feet floor-to-floor. For the proposed project, the calculation for average grade plane at sites that slope down toward the rear skew the height limit down in such a way that providing 13-foot ceilings at street level becomes difficult, if not impossible. Twelve-foot floor-to-floor commercial spaces, as shown in this example, still work well in providing ceiling height appropriate to the use.