

Administrative Design Recommendation

3111 Rainier

Seattle, WA 98114

06.14.2022 SDCI #3033038-LU

ENCORE
ARCHITECTS

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Project Team & Previous Work

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Featured projects shown designed or developed by members of the project team



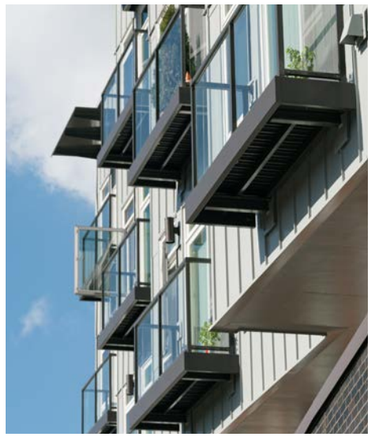
↗ Reduction of larger mass into separate forms



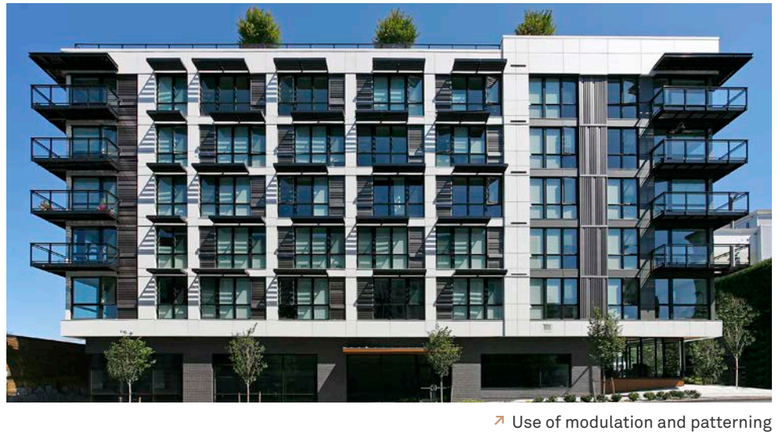
Urban infill



↗ Visually prominent building entry



↗ Texture through balcony projections



↗ Use of modulation and patterning



Massing division through materiality

Project Vision

Summary

The Rainier Ave S / MLK Way corridor of the Mt. Baker Neighborhood is a community in transition. City of Seattle's MHA Zoning increases the allowable density (F.A.R.) and building height in several key areas to encourage new urban development. At the intersection of two of Seattle's busiest north/south arterial streets and adjacent to the Mt. Baker Link Light Rail Station, 'ViV Crossing' stands as a gateway for the neighborhood and sets the tone for new development around it. New commercial spaces sized for the neighborhood, a mix of market-rate and affordable housing, and a clear expression of architectural design and urban form lead the way for a growing, changing community.

Goals

1. Enhance the Neighborhood

- Establish new urban fabric by reviving under-utilized and derelict sites.
- Place active uses along the sidewalks and create a new public open space at the existing pedestrian bridge.
- Improve the pedestrian experience and connection to mass transit stations.

2. Create an Enduring Gateway Building

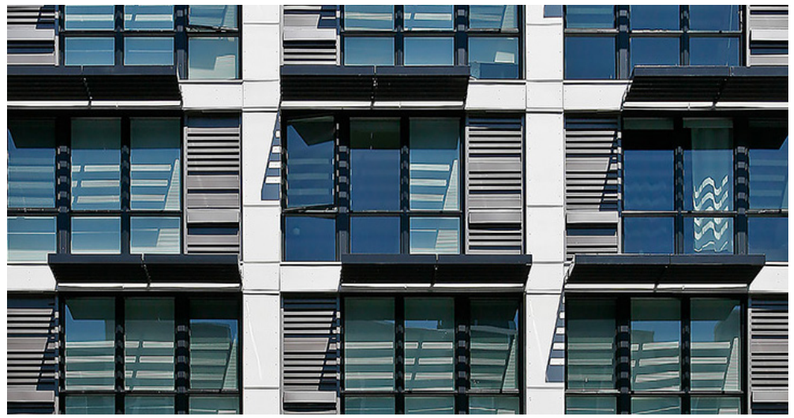
- Create a new and lasting sense of place, expressing the confluence of the north/south urban corridors with a dramatic architectural form.
- Incorporate high-quality, durable materials and achieve meaningful sustainable design goals.

3. Respond to the Needs of the Neighborhood

- Include commercial opportunities for both small and larger business.
- Provide new housing for a variety of lifestyles, family sizes and incomes with a mix of unit types and market-rate/affordable housing.



↗ Union Bay Place



↗ Clarendon Apartments



↗ Zella Apartments

DEVELOPMENT SUMMARY

Project Information

- Residential Units	175 (Approximately) (incl. approx. 20 SEDUs)
- Commercial Area:	2,800 SF (Approximately)
- Parking Stalls (below grade)	74 (Approximately)

Project Objectives

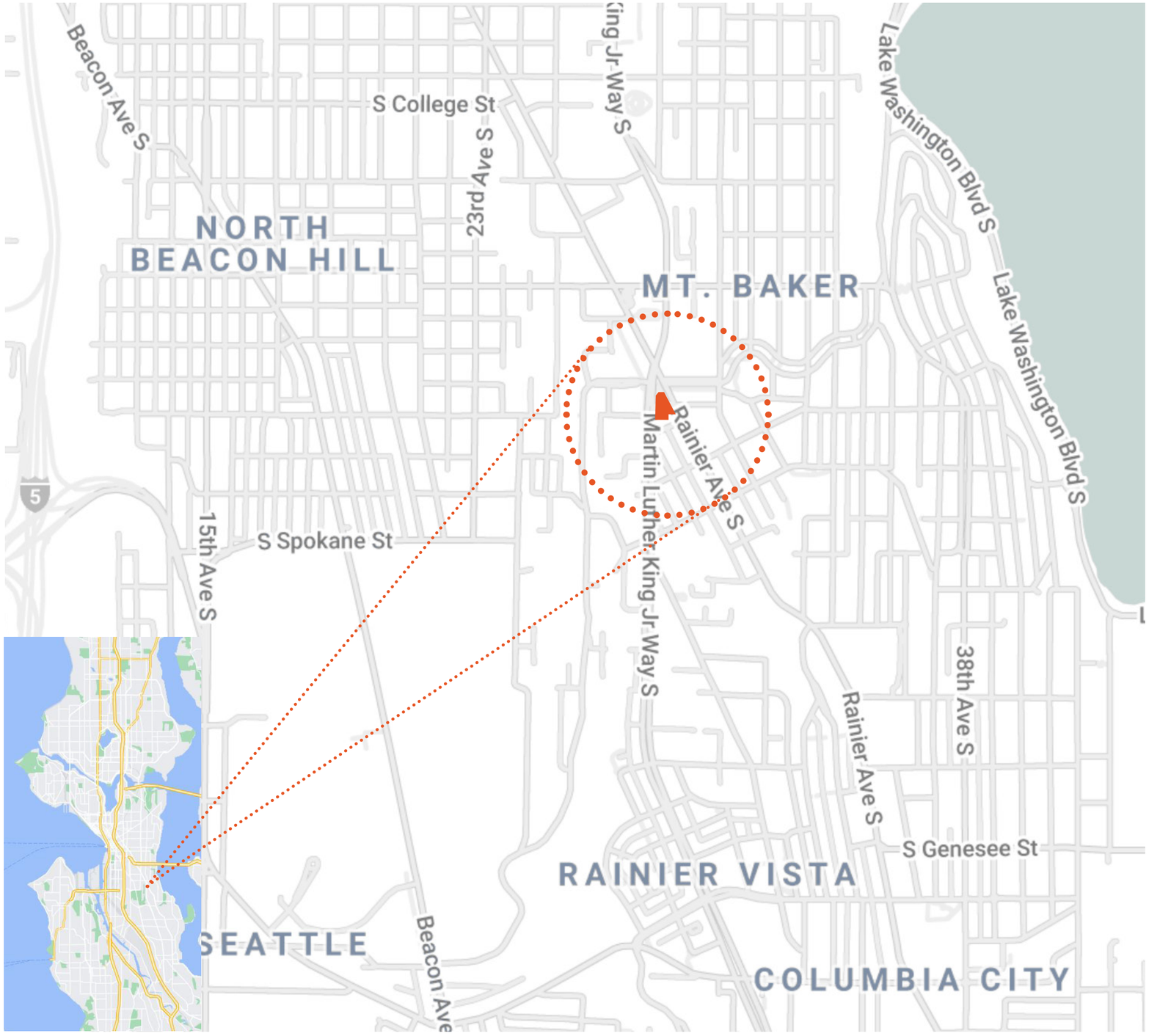
3111 Rainier 'ViV Crossing' is a proposed 8-story residential building located on the south side of the intersection of Rainier Ave S and MLK Way in the Mt. Baker neighborhood of Seattle.

The proposed building is comprised of 6 wood frame levels over 2 levels of above grade concrete podium and 1 level of below-grade parking. (Type IIIA Construction.) The project intends to meet environmental standards for Built Green for the residential portion of the building, and LEED certification for tenant improvements in leased spaces.

This mid-rise development project's zoning allows for a 95' height limit; however, adding a 9th level to the building requires meeting the code requirements for a high-rise development--currently economically infeasible. The SM-NR 95 (M) zone extends north to SM-NR 145' zoning, and continues south to S Byron St.

Just south of the Mt. Baker Link Light Rail Station, the confluence of Rainier Ave S and MLK Way marks a significant gateway site for the neighborhood. A pedestrian bridge crossing both streets borders the site to the north. New affordable housing developed by Mercy Housing Northwest abuts the site to the south, and a small commercial building lies between the project and Rainier Ave S for the southern portion of the parcel.

At the lower levels, a proposed plaza, transparency and commercial uses, bring new life to both street facades running south from the intersection. At the upper levels, large scale forms with contrasting material, color and detail express the urban pattern of movement at the intersection, marking a gateway for the future of the neighborhood.

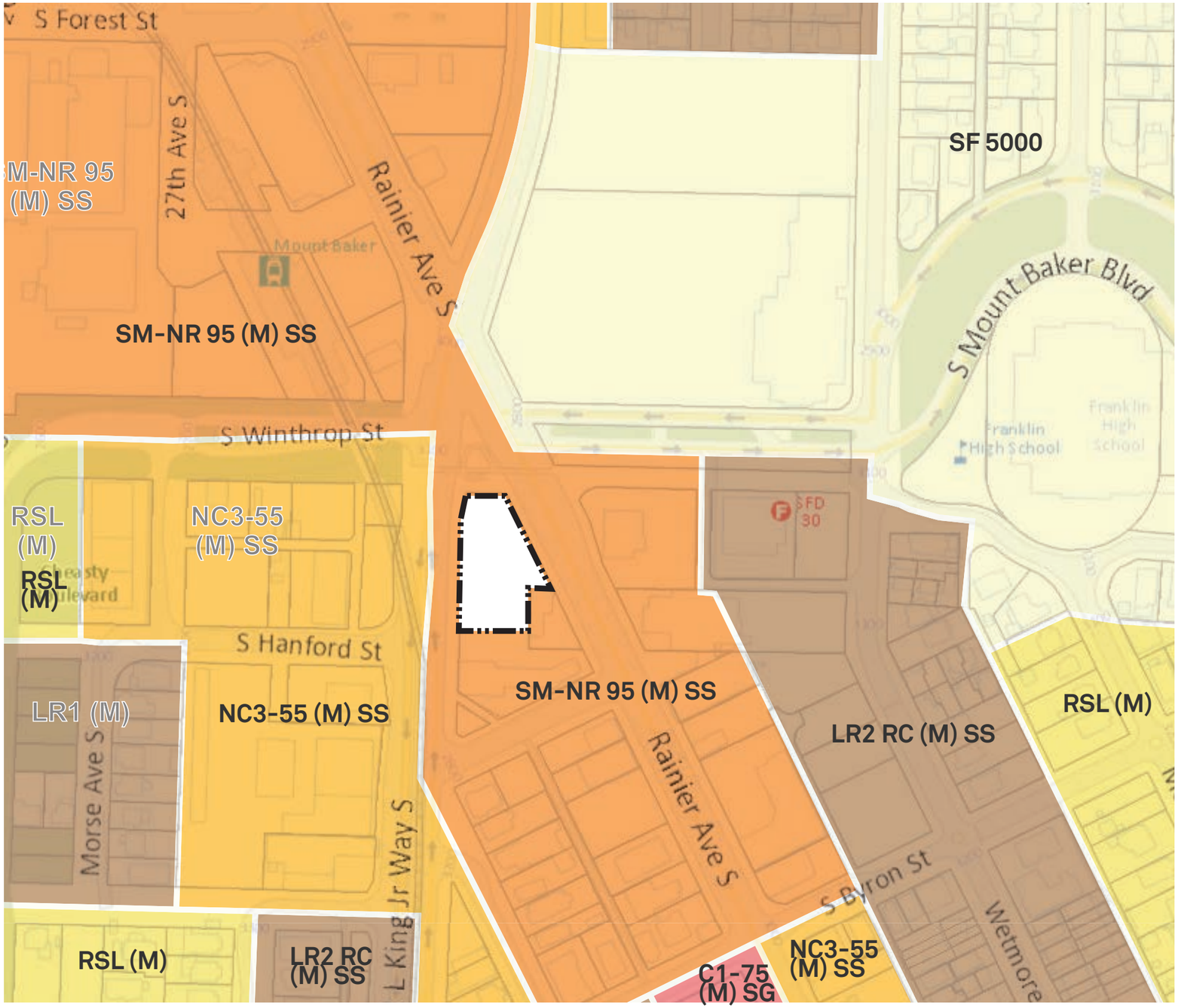


Zoning

Zoning Designation	SM-NR 95 (M)
Zoning Overlay(s)	Mt. Baker Urban Village
Max Building Height	95'
Min FAR	2
Max FAR	6.25
Upper Level Setback	Rainier Ave S; 1' per 2' over 45' (max 15')

Zoning Legend

- Neighborhood Commercial NC3-55 (M) SS
- Residential Small Lot RSL (M)
- Single Family SF 5000
- Lowrise Multi-Family LR2 RC (M) SS
- Seattle Mixed SM-NR 95 (M) SS
- Commercial C1-75 (M) SG



Surrounding Land Uses

Uses adjacent to the site:

- North: a pedestrian bridge crosses both arterials and provides access to the north end of the site
- East: lowrise commercial structures across Rainier Ave
- South: multifamily residential structure & laundromat
- West: a religious institution and vacant lot

Notable uses in the surrounding neighborhood:

- The Link light rail tracks follow MLK Way south from Mount Baker Station.
- Green spaces border Cheasty Boulevard S one block to the west and moving southward, and additionally to the northeast along Mount Baker Boulevard and past Franklin High School before connecting to Mount Baker Park and Lake Washington.
- Franklin High Schol and the associated playing fields

Legend

- Proposed Site - Vacant Lot
- Single family, duplex, & triplex
- Apartments
- Mixed Use Apartments
- Retail / Office
- Medical
- Community / Religious
- Education / Institutional
- Park / Open Space
- Light Rail Tracks

0 100’ 200’ 400’

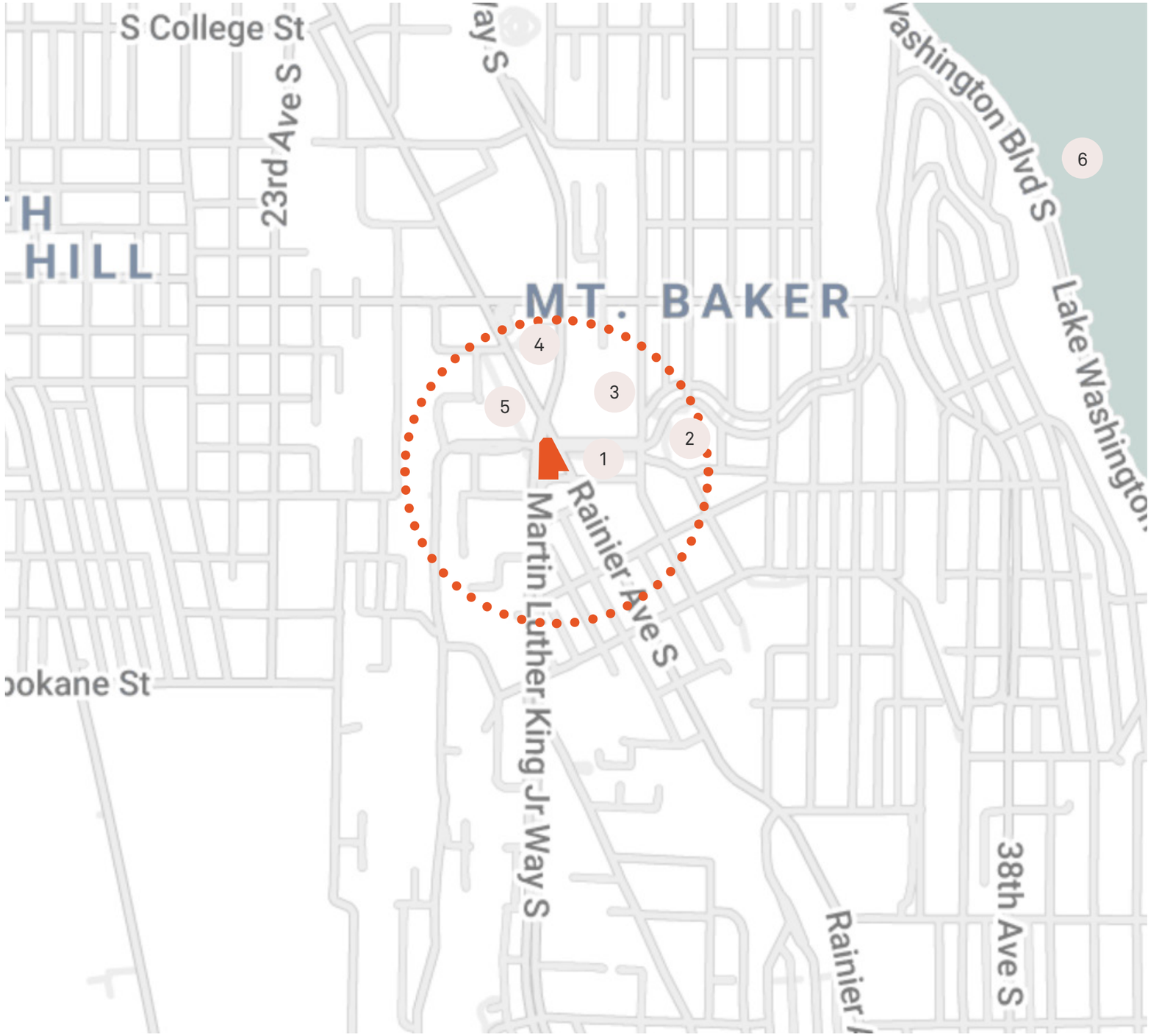


Neighborhood Context

New developments with modern architectural design mix with older, more historic buildings such as Franklin High School.

To the northeast of the site, Franklin High School's athletic fields create a sense of openness.

Mt. Baker Link Light Rail and King County Metro's Transit Center to the north and northwest of the site connect the neighborhood to Seattle and many points beyond. Direct access to downtown Seattle, Seattle-Tacoma International Airport, University of Washington and beyond brings a diverse population through the area.



1 Seattle Fire Department

2 Franklin High School

3 Franklin High School Gym and Field

4 Mt Baker Transit Center

5 Mt Baker Light Rail Station

6 Lake Washington

0 100' 200' 400'

Neighboring Sites



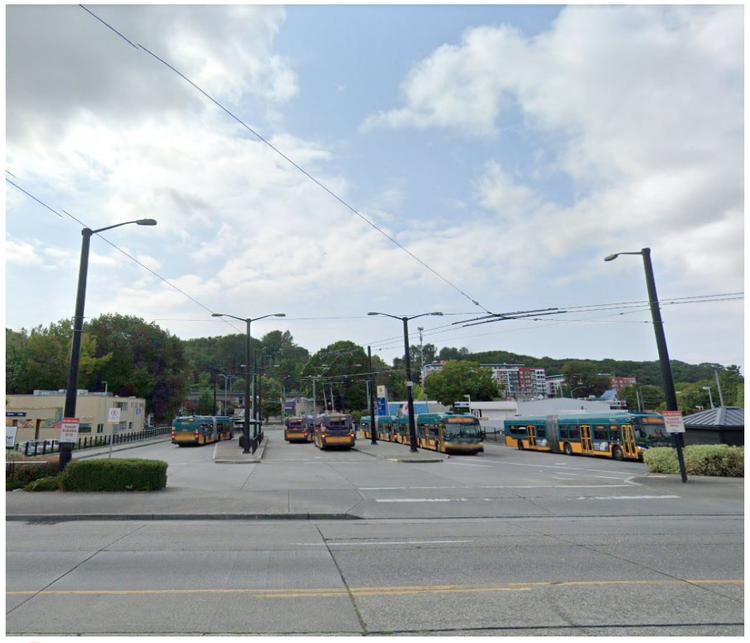
1 SEATTLE FIRE DEPARTMENT STATION 30



2 FRANKLIN HIGH SCHOOL



3 FRANKLIN HIGH SCHOOL GYM AND FIELD

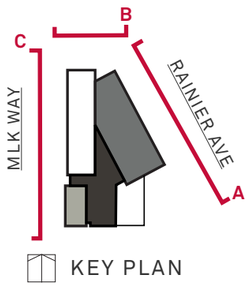


4 MT BAKER TRANSIT CENTER



5 MT BAKER RAIL STATION

STREETSCAPE PHOTO MONTAGE





A - VIEW FROM SITE - LOOKING EAST ACROSS RAINIER AVE



B - VIEW FROM SITE - LOOKING NORTH ON MLK WAY & RANIER AVE



C - VIEW FROM SITE - LOOKING WEST ACROSS MLK WAY

STREETSCAPE PHOTO MONTAGE



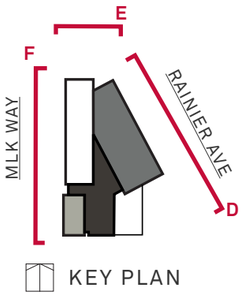
D -VIEW INTO SITE - FROM RAINIER AVE S



E -VIEW INTO SITE - LOOKING SOUTH



F - VIEW INTO SITE - FROM MLK WAY

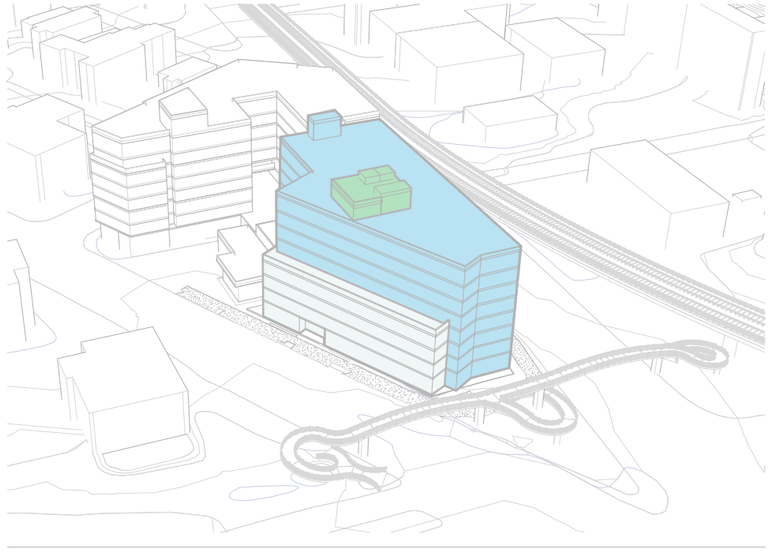


Summary of Early Design Guidance Meeting

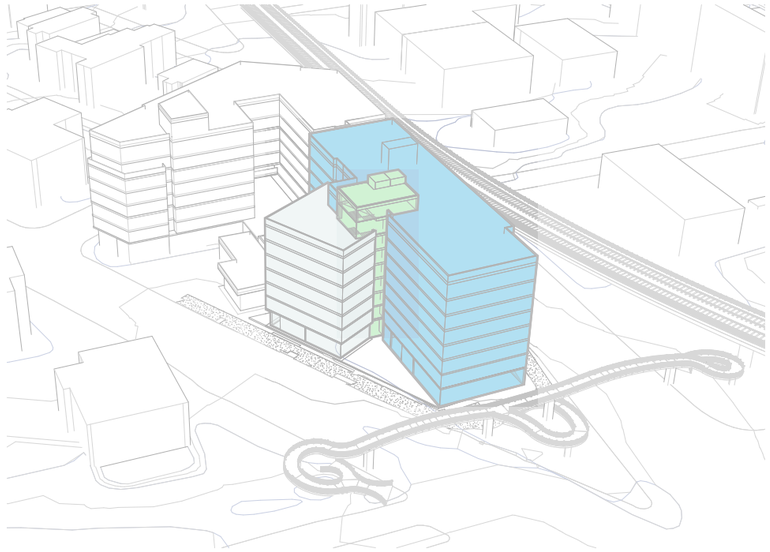
MASSING AND ARCHITECTURAL CONCEPT

- Staff supported massing Option 3 provided further exploration of how the building massing related to the adjacent context and develop a design that takes advantage of the visually prominent location within the neighborhood
- The board specifically prioritized Design Guidelines CS2-A-2, DC2-A-2, DC2-C-1, PL3-ll-ii, PL3-C-2, DC4-A-1, DC2-B-1, DC2-C-1, DC1-A-3, DC3-B, DC3-C-2, DC1-B-1, DC1-C-4
- Staff recommends breaking up the perceived bulk through materiality and facade articulation (DC2-A-2)
- Staff recommends enlarging the plaza to create more usable space and flexibility (PL3-ll-ii)
- Staff recommends increased transparency at the ground level commercial spaces and a design for flexibility of layout (PL3-C-2, DC1-A-3)

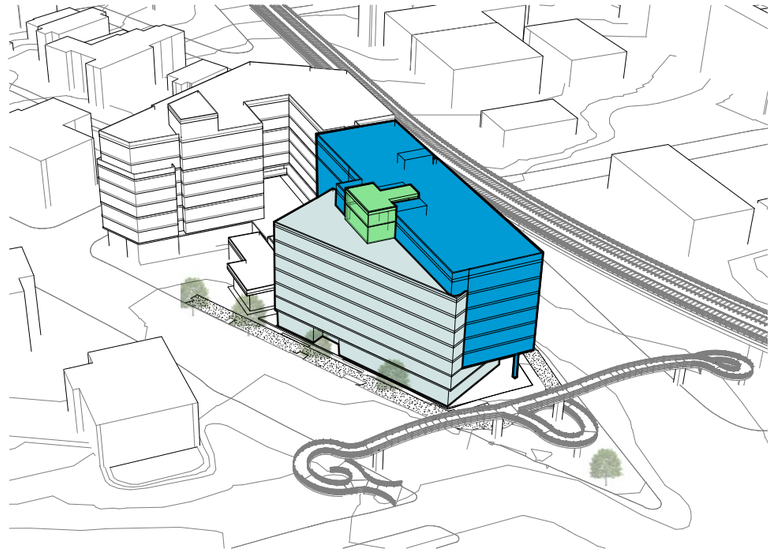
OPTION 1 - WEDGE
(CODE COMPLIANT)



OPTION 2 - HINGE



OPTION 3 - CROSSROADS
(PREFERRED)



Approved EDG Concept

OPTION 3 (PREFERRED OPTION)

The preferred scheme is characterized by a simple bar that runs parallel to MLK way and another lower bar that runs parallel to Rainier. The two intersect as they converge at the crossroads. The MLK side is lifted up creating a prominent covered entry for a corner commercial space.

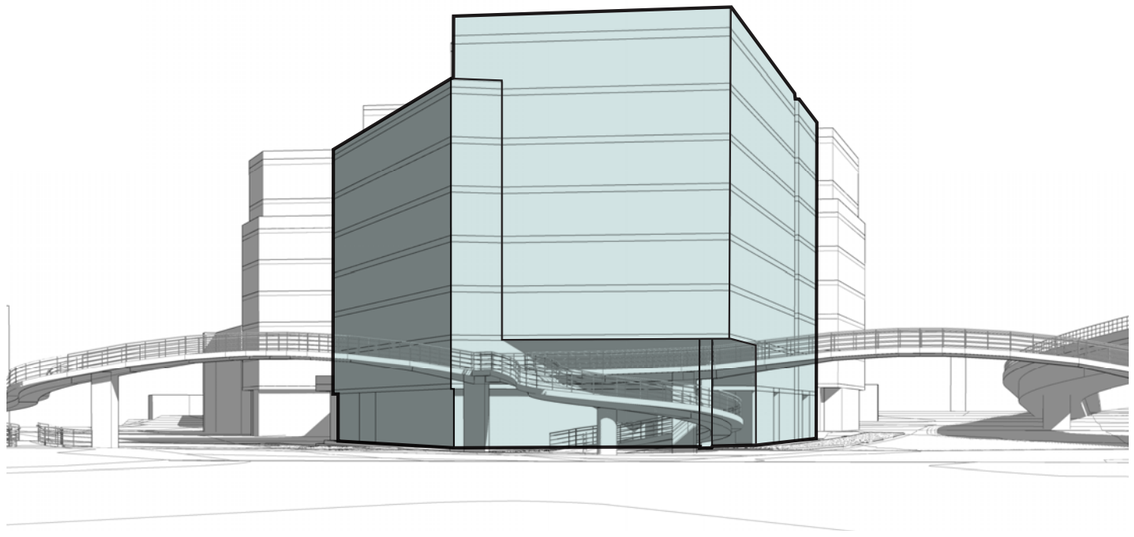
The lower bar along Rainier forms the stepback in this scheme which aligns approximately with the stepback provided by the neighbor to the South although it is much deeper in order to form a shared roof deck amenity for the residents.

PRIMARY ADVANTAGES

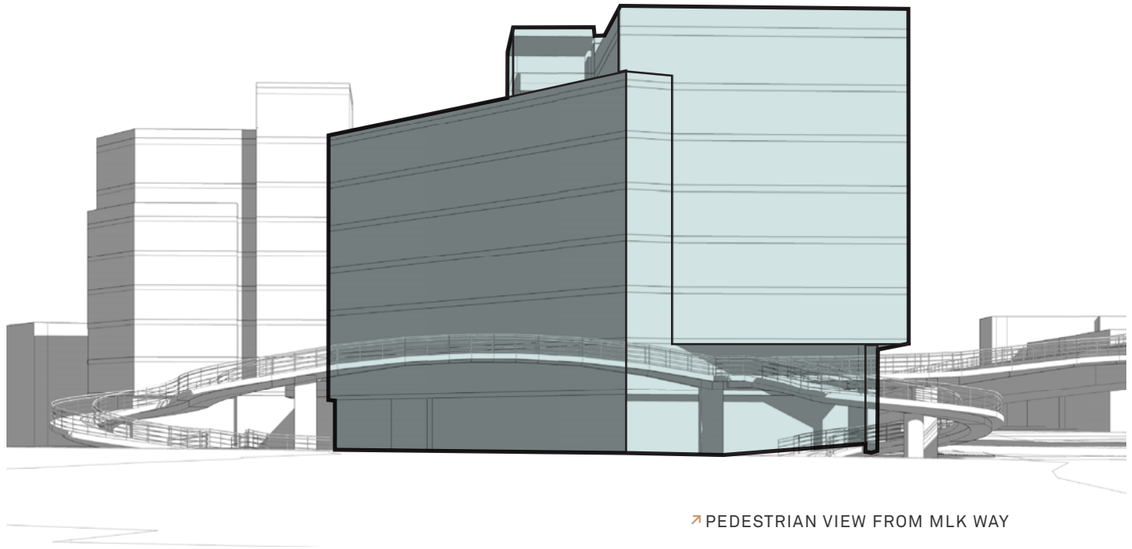
- The intersecting forms emphasize the importance of this intersection of two significant Seattle streets.
- Additional public space provided at the northern tip of the site which extends the area around the pedestrian bridge into a well- positioned pocket plaza kitty-corner from the light rail station.
- Neighbor's courtyard isn't blocked like it is in the code compliant scheme.
- Stepback along Rainier is deeper than the required 15'-0".

DEPARTURES REQUESTED

- 23.48.435 - Upper-level setback requirements in North Rainier



↗PEDESTRIAN VIEW FROM INTERSECTION



↗PEDESTRIAN VIEW FROM MLK WAY

SDCI PRIORITIES & RECOMMENDATIONS

1. Massing and Site Configuration:

Staff considered the three massing alternatives, which are similar in terms of overall height, but differ in the proposes massing modulation, articulation of the building facades, and location of the open amenity areas. Staff is generally supportive of the preferred massing alternative (Option 3), noting the proposed massing has a better architectural response to both the pedestrian bridge and new residential development to the south of the site. Continue to explore how the building massing relates to the adjacent context and develop a design that takes advantage of the unique and visually prominent location within the neighborhood. (CS2-A-2. Architectural Presence)

a. Staff is concerned with lack of modulation in the upper levels of the preferred massing along the west property line, which will be prominently visible from the light rail station and Beacon Hill neighborhood. Staff recommends breaking up the perceived bulk of the upper level massing through facade articulation/material treatment and the use of secondary architectural elements. (DC2-A-2. Reducing Perceived Mass, DC2-C-1. Visual Depth and Interest.)

   Response: The single, large mass presented in the EDG diagrams along MLK Jr Way South has been split into two separate masses, with a "gasket" separating them that rises from the base of the building. Recessed windows that accommodate unit venting have been added to the largest mass, with accent panels that create a different pattern depending on whether they are viewed from the north or from the south. The second mass, at the south end of the site, is treated with the same facade materials as the mass along Rainier Ave S. This reduces the bulk and scale and adds visual interest and smaller scale details to the facade.

b. Staff supports setting back the lower level at the north end of the structure, allowing for a covered area which can provide usable open space adjacent to the pedestrian bridge. Staff recommends enlarging this area by increasing the lower level setback provided along MLK Jr. Way South to create a more usable space with added flexibility. As the design of the building evolves, incorporate a high level of permeability and visibility between the public plaza and commercial space. (PL3-II-ii. Incorporate Active Uses, PL3-C-2. Visibility)

   Response: The approximate size of the plaza has been somewhat increased by the use of a structural building overhang at the north-westernmost corner of the building. The commercial entries on the plaza have been oriented to increase the usability of the outdoor space protected by the building overhang. Large glazed openings to the commercial space increase visibility between indoor and outdoor spaces.

c. The Board Staff supports setting back the upper level of the massing form adjacent to Rainier Avenue South to help break down the perceived height of the structure and further differentiate the two main massing forms proposed. (DC2-A-2. Reducing Perceived Mass)

   Response: Along Rainier Avenue South, facade materials that add color and texture have been applied to this mass, adding further visual interest. The reduced height also creates a large outdoor terrace on the upper level, with views both towards the city and towards Mt. Rainier to the south. Balconies with bold colors and perforated panels adorn this facade, adding another layer of detail.

2. Facade Composition:

a. Staff recommends selecting a material palette that fits well into the neighboring context, applied in a manner that helps break down the massing to a more appropriate scale, and reinforces the proposed design concept of intersecting forms. Staff also recommends the applicant consider how views of the development can influence their application strategy, especially at the northern end which is prominently visible at the intersection of Rainier Avenue South and MLK Jr. Way South. (CS2-A-2, DC4-A-1)

   Response: A "gasket" has been introduced between the two main masses where they intersect at the north end of the site. The dark materials at the base of the building reappear in this slot between the masses, as well as at other locations. The overall effect creates a main building 'background' upon which the main masses are displayed. Balconies at the prominent north end of the building provide another layer of detail to the facade, as well as create new relationships between the indoor spaces of the apartments and the outdoor spaces of the plaza and the pedestrian bridge. A monumental concrete column in the plaza supports the larger mass, and is reminiscent of the angle created between the intersection of the two streets and the two masses.

b. Staff recommends the use of façade articulation and the inclusion of secondary architectural elements to provide visual depth and interest to the building façades. Staff also recommends the applicant explore grouping the windows to create well-proportioned façades with a clear composition and requests elevations/perspectives of all façades be provided at recommendation to clearly illustrate the design concept for the project. (DC2-A-2. Reducing Perceived Mass, DC2-B-1. Façade Composition, DC2-C-1. Visual Depth and Interest)

   Response: Metal panels of varying color and texture, balconies, recessed windows with accent panels, and alternating window patterns are used on the various facades are used to highlight the differences in the masses of the composition and visual depth and interest.

3. Primary Entries and Ground Level Uses:

a. Staff supports the proposed location for the primary residential entry and lobby, which are located along Rainier Avenue South, and the inclusion of a secondary residential entry along MLK Jr. Way South. To help improve the visibility of the secondary residential entry, Staff recommends incorporating additional design elements, signage, and vertical design cues to highlight the entry. Staff also recommends the design of this residential entry should differ from the entries proposed for the commercial spaces along this street. (PL3-A-2. Common Entries, PL3-III-i. Entry Design)

   Response: Updates to the design and programming added four ground floor residential units to Rainier Avenue South and moved the main Residential Entry to MLK Jr Way South. The main apartment entry has been enlarged and is highlighted by an accent form that is similar to the recessed/accented windows in the upper levels of the main facade along MLK Jr Way South. The entry is now more prominent and similar in scale to nearby commercial entries, although the character is different. Elements of the main Residential Entry are also carried to the entries of the ground floor residential units on Rainier Ave South, though at a smaller scale.

b. Staff supports the proposed layout of the ground level uses for the preferred massing alternative, which creates a strong retail presence at the intersection and plaza, then continues along MLK Jr. Way South. Staff recommends the primary entry to the larger commercial space be located adjacent to the public plaza and pedestrian bridge. Staff also recommends the structure be designed to allow for visual connections into these commercial spaces by providing a high level of transparency on the ground floor. (PL3-C-1. Porous Edge, DC1-I-i. Active and Porous Design)

   Response: Two major commercial entries are located on the north facade, off of the plaza space, while a third, minor entry/exit is on MLK Jr Way South. The entries are highlighted by wide expanses of storefront windows, a transom of louvers, and canopies (except where covered by the building above). The allocated commercial space may be subdivided, with potentially two separate tenants having main entrances from the plaza.

c. To increase flexibility in the potential configuration of the commercial spaces, Staff suggests the applicant explore how the layout/design can be modified to accommodate smaller commercial tenants within the larger space. Staff also encourages the applicant to study the relationship between the commercial spaces and the residential lobby and consider windows and/or entrances from the lobby to these spaces. (PL3-C-2. Visibility, DC1-A-3. Flexibility

Response: Revisions to the vehicle access to the project, especially for loading/trash, and changes to the programming have changed the total overall area of commercial space for the project. However, the commercial space is divisible, and there are three different entry points to the commercial space, allowing for several different configurations for tenants.

4. Landscaping/Amenity Areas:

Staff supports the design and location of the landscaping and amenity areas as shown in Option 3, highlighting the large roof deck and ground level amenity space adjacent to the pedestrian bridge. Staff recommends exploring how the intended usability of these areas will continue to influence the design as the project evolves and suggests incorporating different hardscape materials to help delineate the public and semi-public spaces at the public plaza at the northern end of the site. (DC3-B. Open Space Uses and Activities, DC3-C-2. Amenities/Features, DC3-I-iii. Passive and Active Uses)

Response: The landscape design incorporates various hardscape materials and patterns at the plaza, developing a space with unique character to the site. Outdoor seating areas, planting areas, seat walls, and steps help connect the plaza to the area around the pedestrian bridge, while differentiating between the two. Outdoor patios at the entries to ground floor residences on Rainier Ave South create a transition space from the sidewalk to the entry door.

5. Vehicular Access and Service Uses:

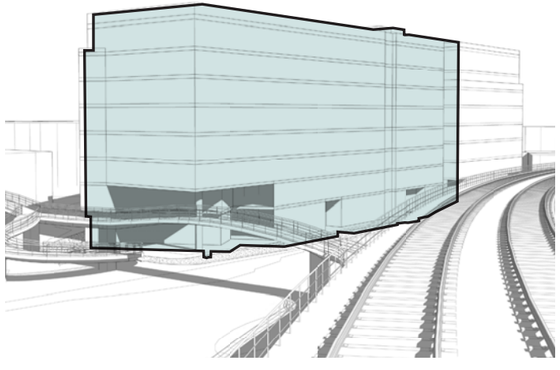
Staff supports locating access to the on-site parking and trash storage area off MLK Jr. Way South, but is concerned with the potential conflict between pedestrian traffic and vehicles accessing the parking. Staff recommends differentiating the hardscape material at the curb cut and the installation of various safety measures to help minimize the impact of the curb cut and increase pedestrian safety. The safety measures should be visual; not audible. (DC1-B-1. Access Location and Design, DC1-C-4.Service Uses)

Response: Vehicular access to the site has been revised to provide greater pedestrian safety and better access to necessary services, such as solid waste/recycling and tenant move-in/move-out. The design worked with SPU to create a "drive-through" access, and service vehicles no longer are required to back up into the site. In the revised design, service vehicles turn right to enter the building, maneuver within the building to pick up compactors, and then exit and turn right onto Rainier Ave South through a smaller commercial curb cut. When not in the right-of-way, paving materials mark the areas where vehicles cross the pedestrian paths.

Response To Guidance

1. Take advantage of unique and visually prominent location

EDG



↗ Street View - Looking South along Rainier Ave S

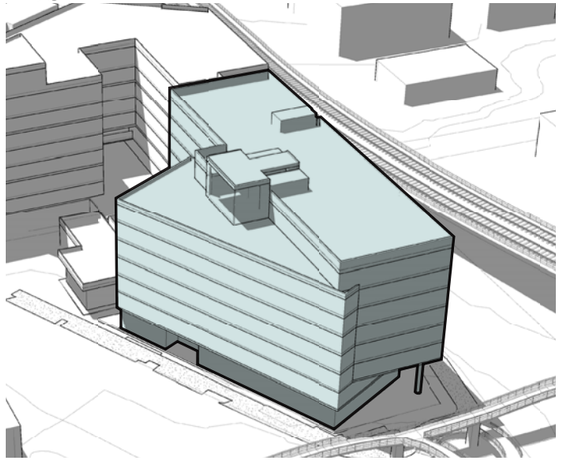
Proposed



↗ Accents and articulation appear different from north vs south

2. Apply materials and articulation to break down massing scale

EDG



↗ Birdseye view from the northeast, looking southwest

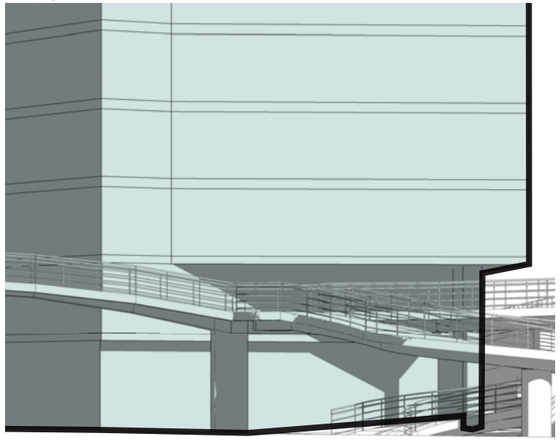
Proposed



↗ Each mass is treated with different materials, and materials change color and texture on Rainier Ave S

3. Highlight ground level commercial entries

EDG



↗ View of plaza from north

Proposed



↗ Dramatic column and plaza create welcoming entry

3. Highlight ground level residential entry on MLK Jr Way S

EDG



↗ Ground Floor Plan

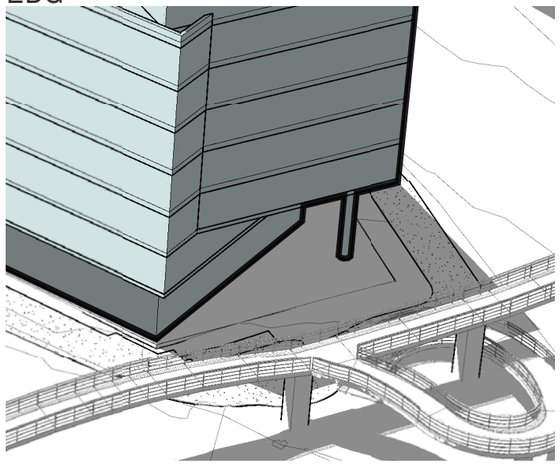
Proposed



↗ Main Residential Entry relocated to MLK Jr Way S

4. Delineate public and semi-public spaces at the plaza

EDG



↗ Birdseye view from the northeast, looking southwest

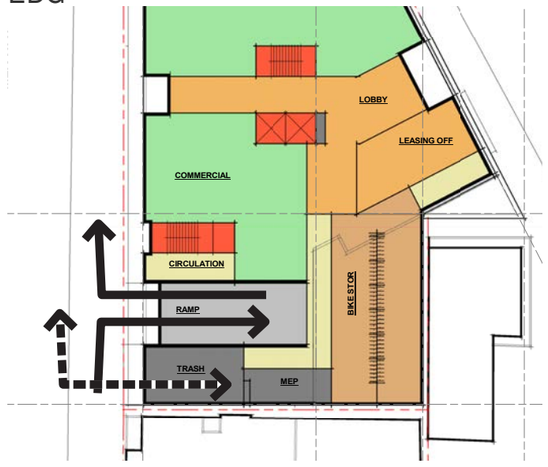
Proposed



↗ Hardscape and landscape design of plaza defines spaces

5. Develop vehicle access to improve pedestrian safety

EDG



↗ Vehicles must back into loading/trash area from MLK Jr Way S

Proposed



↗ Vehicles turn right from MLK Jr Way S to enter loading/trash and turn right onto Rainier Ave S to exit

Massing and Site Configuration

Comments from SDCI Staff during Early Design Guidance:

"Staff considered the three massing alternatives, which are similar in terms of overall height, but differ in the proposed massing modulation, articulation of the building facades, and location of the open amenity areas. Staff is generally supportive of the preferred massing alternative (Option 3), noting the proposed massing has a better architectural response to both the pedestrian bridge and new residential development to the south of the site. Continue to explore how the building massing relates to the adjacent context and develop a design that takes advantage of the unique and visually prominent location within the neighborhood. (CS2-A-2. Architectural Presence)"

CS2-A-2. ARCHITECTURAL PRESENCE

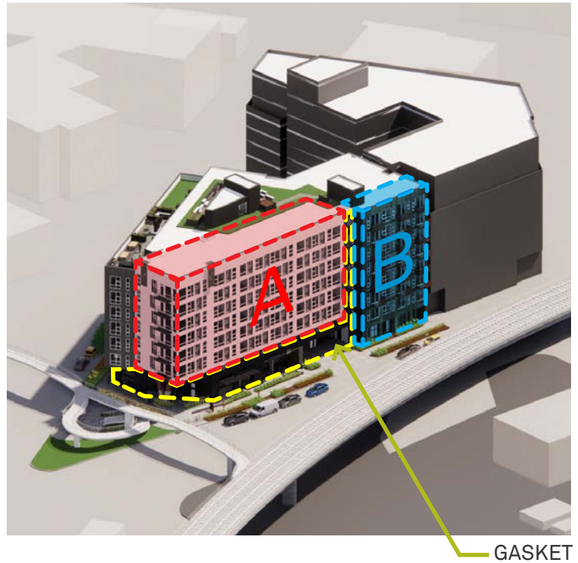
The bold "V" column in the plaza, large glazed entries, and the intersection of dramatic forms at the north of the site makes a dramatic statement at the intersection of MLK Jr Way S and Rainier Ave S.



1. The "gasket" separates the two building forms while also tying them together. As a darker, recessed element, it serves as a reveal between the two masses, while the horizontaliity of the Juliette railings stitches the parts into one.

DC2-A-2. REDUCING PERCEIVED MASS

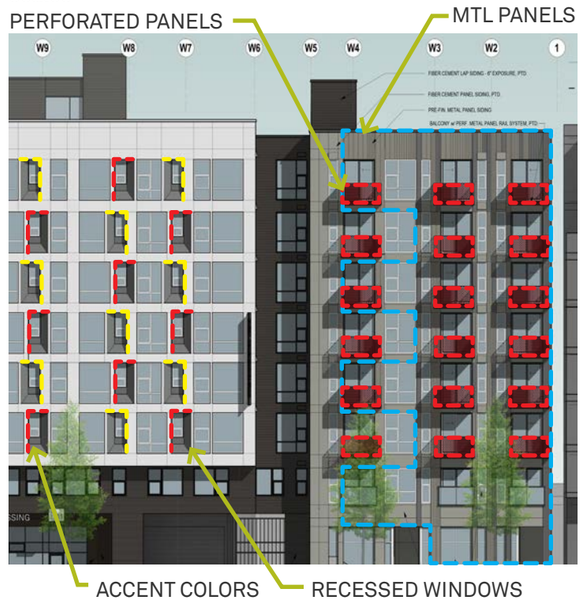
A "gasket" divides the facade on MLK Jr Way S, creating one large horizontal mass and one smaller vertical mass.



2. The large horizontal mass is lifted up to emphasize its hierarchy, while the smaller vertical mass meets the ground to separate the building from the adjacent project.

DC2-C-1. VISUAL DEPTH AND INTEREST

Colorful accent panels at recessed windows, windows that alternate size and shape, balconies, and a varied pattern of metal panels add layers of detail at different scales



3. The facade materials and elements work together to create the optical illusion of motion across the facade, which is perceived differently when passing the building from the north or the from the south.

PL3-II-ii INCORPORATE ACTIVE USES

The site engages with the pedestrian bridge crossing Rainier Ave South & MLK Jr Way S. The building massing creates a plaza at the commercial spaces.



4. The main commercial entrances border a new, active semi-public plaza that extends the open space of the pedestrian bridge.


ViV
CROSSING

Facade Composition

Comments from SDCI Staff during Early Design Guidance:

"Staff recommends selecting a material palette that fits well into the neighboring context, applied in a manner that helps break down the massing to a more appropriate scale, and reinforces the proposed design concept of intersecting forms. Staff also recommends the applicant consider how views of the development can influence their application strategy, especially at the northern end which is prominently visible at the intersection of Rainier Avenue South and MLK Jr. Way South"

CS2-A-2 ARCHITECTURAL PRESENCE

At the north end of the site, the two main masses of the building intersect above a public plaza. A "gasket" with balconies and the same material as the building base separates the forms at their intersection. The different sizes and heights of the two masses shows a clear hierarchy of form, and the larger mass is supported by a bold concrete "V" column that defines the space of the plaza below the building overhang.

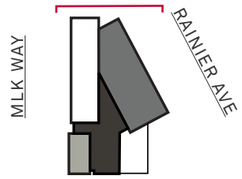


DC4-A-1 EXTERIOR FINISH MATERIALS

Along MLK Jr Way S, accent panels at recessed windows appear in a different pattern and color, depending on whether a person is traveling southbound or northbound; this is especially visible from the Light Rail.
Along Rainier Ave S, a pattern of metal panels gradually changes color and then fades to fiber cement panels towards the middle of the facade, giving the appearance of movement through texture and color.

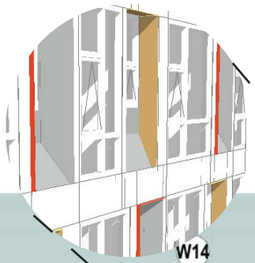




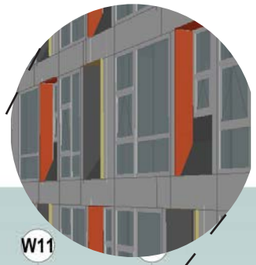

MLK WAY
RAINIER AVE

KEY PLAN

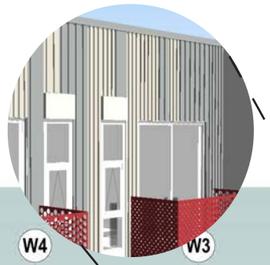

SE
SD
ND
NC
SC
SB
NB
A
BALCONY w/ PERF. METAL PANEL RAIL SYSTEM, PTD.
FIBER CEMENT PANEL - 18" WIDE HORIZ. PANELS, PTD.
PRE-FIN. METAL PANEL SIDING
FIBER CEMENT PANEL SIDING, PTD.
VINYL WINDOW SYSTEM
ELEV. PENTHOUSE ROOF 151.44'
FIBER CEMENT LAP SIDING - 6" EXPOSURE, PTD.
ZONING MAX HT 146' - 6"
METAL FLASHING & TRIM, PAINTED
PENTHOUSE 137.00'
LEVEL 08 125.00'
VINYL WINDOW SYSTEM
LEVEL 07 115.00'
BALCONY w/ GLASS PANEL RAIL SYSTEM
LEVEL 06 105.50'
LEVEL 05 96.00'
METAL ACCENT PANEL, PTD.
FIBER CEMENT PANEL, PTD
LEVEL 04 86.50'
LEVEL 03 77.00'
LEVEL 02 67.50'
METAL ACCENT PANEL, PTD.
CAST-IN PLACE CONCRETE
STOREFRONT WINDOW SYSTEM
ZONING AVG GRADE 51.50
LEVEL 01 51.33'
VIV CROSSING
FIBER CEMENT PANEL SIDING, PAINTED w/ ACCENT COLOR
CAST IN PLACE CONCRETE
FIBER CEMENT PANEL - 18" WIDE HORIZ. PANELS, PTD.
PRE-FIN. METAL PANEL SIDING
COMMERCIAL ENTRY



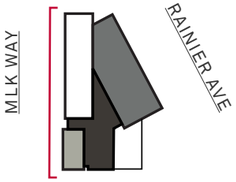
WINDOW SEEN FROM NORTH



WINDOW SEEN FROM SOUTH

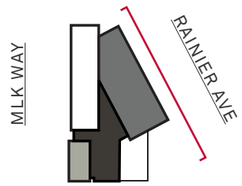


METAL PANEL DETAIL



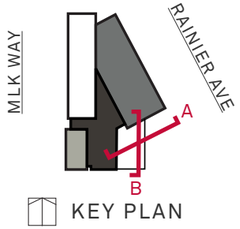
KEY PLAN




MLK WAY
RAINIER AVE

KEY PLAN


R1
R2
R3
R4
R5
R6
R7
R8
Z5
R9
FIBER CEMENT PANEL - 18" WIDE HORIZ. PANELS, PTD.
VINYL WINDOW SYSTEM
PRE-FAB MTL. BALCONY w/ GLASS INSERTS, PTD
PRE-FIN. METAL PANEL SIDING
FIBER CEMENT LAP SIDING - 6" EXPOSURE, PTD.
FIBER CEMENT PANEL - 18" WIDE HORIZ. PANELS, PTD.
BALCONY w/ PERF. METAL PANEL RAIL SYSTEM, PTD.
VINYL WINDOW SYSTEM
FIBER CEMENT PANEL SIDING, PTD.
PRE-FIN. METAL PANEL SIDING
ELEV. PENTHOUSE ROOF 151.44'
ZONING MAX HT 146' - 6"
METAL FLASHING & TRIM, PAINTED
FIBER CEMENT PANEL, PTD.
PENTHOUSE 137.00'
LEVEL 08 125.00'
LEVEL 07 115.00'
LEVEL 06 105.50'
VINYL WINDOW SYSTEM
METAL ACCENT PANEL, PTD.
BALCONY w/ GLASS PANEL RAIL SYSTEM
LEVEL 05 96.00'
FIBER CEMENT PANEL, PTD
LEVEL 04 86.50'
LEVEL 03 77.00'
LEVEL 02 67.50'
METAL ACCENT PANEL, PTD.
CAST IN PLACE CONCRETE
STOREFRONT WINDOW SYSTEM
ZONING AVG GRADE 51.50
LEVEL 01 51.33'
RESIDENTIAL UNIT ENTRY
FIBER CEMENT PANEL - 18" WIDE HORIZ. PANELS, PTD.
PERF. METAL PANEL RAIL SYSTEM, PTD.
CAST IN PLACE CONCRETE
FIBER CEMENT PANEL SIDING, PAINTED w/ ACCENT COLOR
COMMERCIAL ENTRY

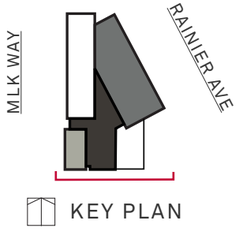


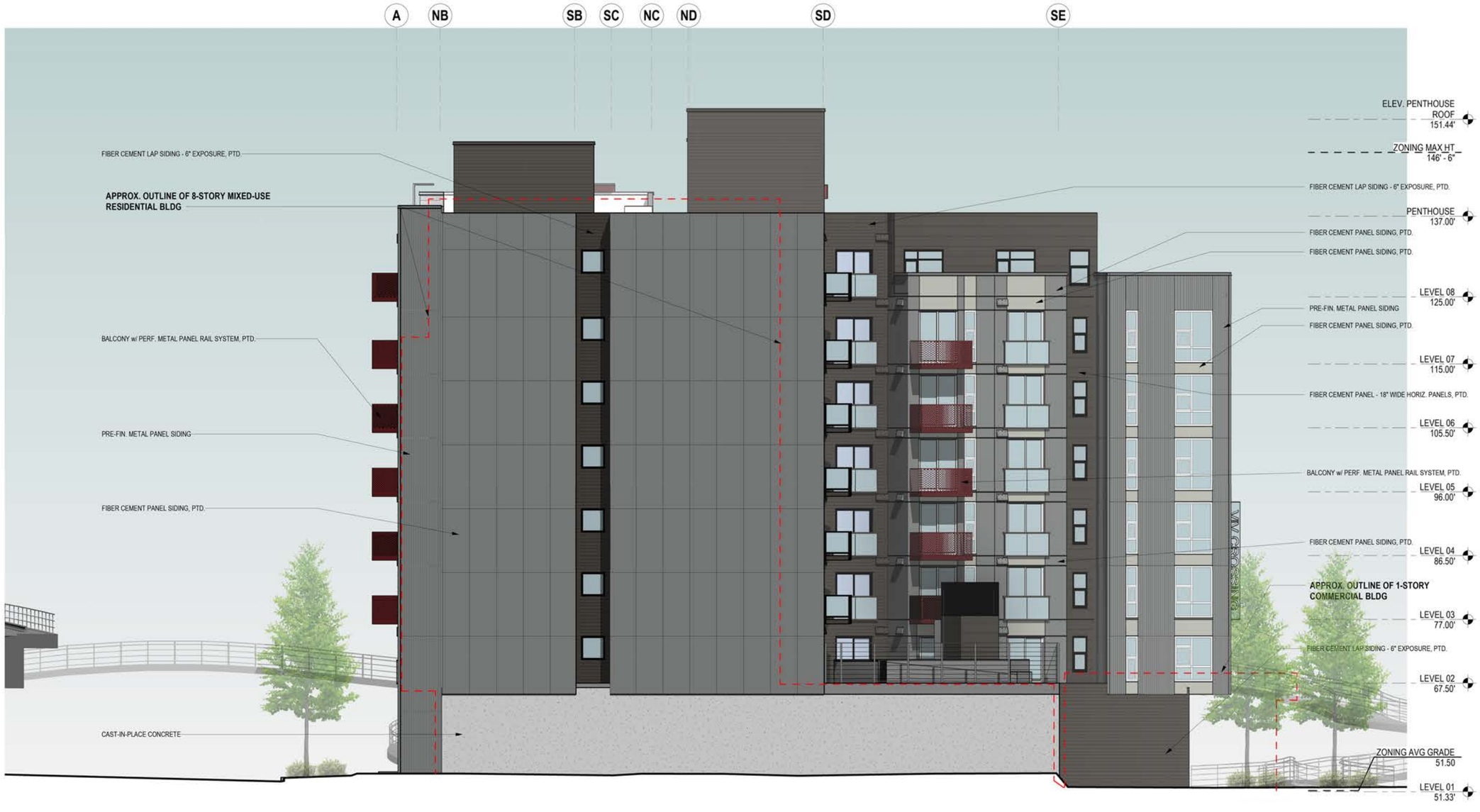


SECTION A



SECTION B


MLK WAY
RAINIER AVE
KEY PLAN

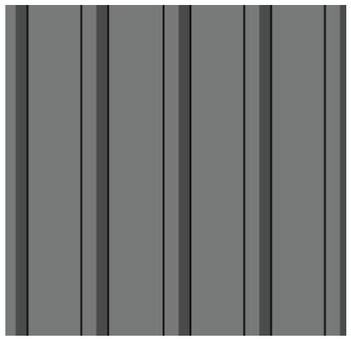

A
NB
SB
SC
NC
ND
SD
SE
FIBER CEMENT LAP SIDING - 6" EXPOSURE, PTD.
APPROX. OUTLINE OF 8-STORY MIXED-USE RESIDENTIAL BLDG
BALCONY w/ PERF. METAL PANEL RAIL SYSTEM, PTD.
PRE-FIN. METAL PANEL SIDING
FIBER CEMENT PANEL SIDING, PTD.
CAST-IN-PLACE CONCRETE
ELEV. PENTHOUSE ROOF 151.44'
ZONING MAX HT 146' - 6"
FIBER CEMENT LAP SIDING - 6" EXPOSURE, PTD.
PENTHOUSE 137.00'
FIBER CEMENT PANEL SIDING, PTD.
FIBER CEMENT PANEL SIDING, PTD.
LEVEL 08 125.00'
PRE-FIN. METAL PANEL SIDING
FIBER CEMENT PANEL SIDING, PTD.
LEVEL 07 115.00'
FIBER CEMENT PANEL - 18" WIDE HORIZ. PANELS, PTD.
LEVEL 06 105.50'
BALCONY w/ PERF. METAL PANEL RAIL SYSTEM, PTD.
LEVEL 05 96.00'
FIBER CEMENT PANEL SIDING, PTD.
LEVEL 04 86.50'
APPROX. OUTLINE OF 1-STORY COMMERCIAL BLDG
LEVEL 03 77.00'
FIBER CEMENT LAP SIDING - 6" EXPOSURE, PTD.
LEVEL 02 67.50'
ZONING AVG GRADE 51.50
LEVEL 01 51.33'
MW CROSSWALK

Materiality

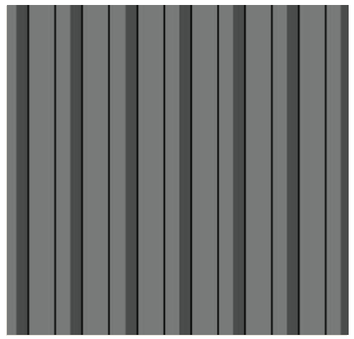
DC2, DC4-A, DC4-I



MP-1a
Metal Panel: 10-2 pattern
Color: Old Town Grey



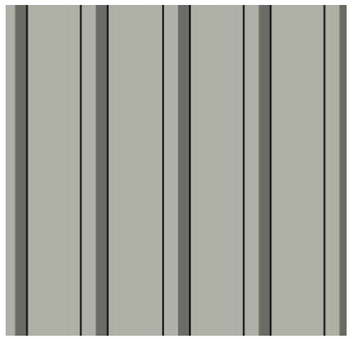
MP-1b
Metal Panel: 4-2-4-2 pattern
Color: Old Town Grey



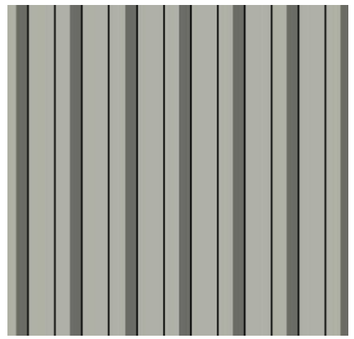
MP-1c
Metal Panel: 2-2-2-2-2-2 pattern
Color: Old Town Grey



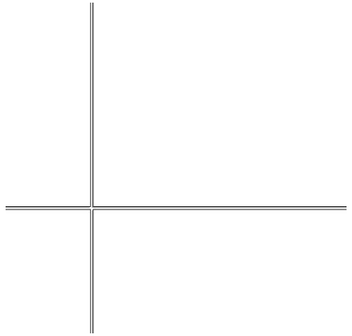
MP-2a
Metal Panel: 10-2 pattern
Color: Parchment



MP-2b
Metal Panel: 4-2-4-2 pattern
Color: Parchment



MP-2c
Metal Panel: 2-2-2-2-2-2 pattern
Color: Parchment



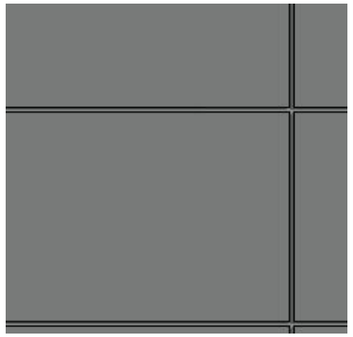
FP-1
Fiber Cement Panel
Color: White



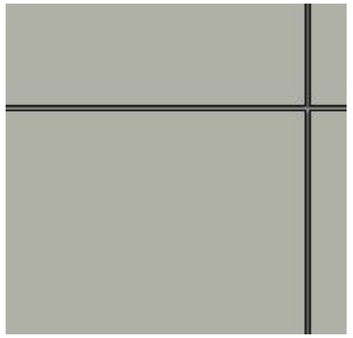
FP-2a
Fiber Cement Panel - 18"
Color: Dark Charcoal



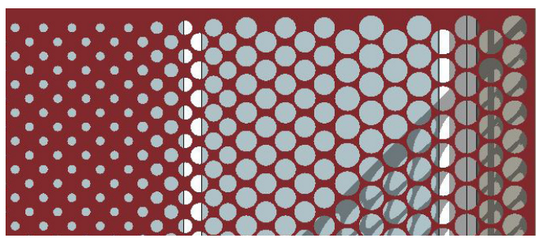
FP-2b
Fiber Cement Panel - 6"
Color: Dark Charcoal



FP-3
Fiber Cement Panel
Color: Old Town Grey



FP-4
Fiber Cement Panel
Color: Parchment



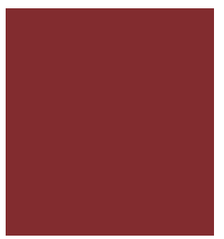
BAL-1
Perforated Metal Panel Balcony System
Color: Painted Metal



BAL-2
Glass Panel Balcony System
Color: Grey



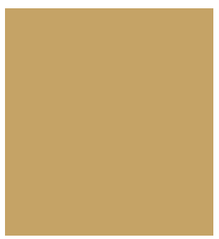
CONC-1
Architectural Concrete



ACT-1
Accent Panel - Painted
Color: Color 1



ACT-2
Accent Panel - Painted
Color: Color 2



ACT-3
Accent Panel - Painted
Color: Color 3

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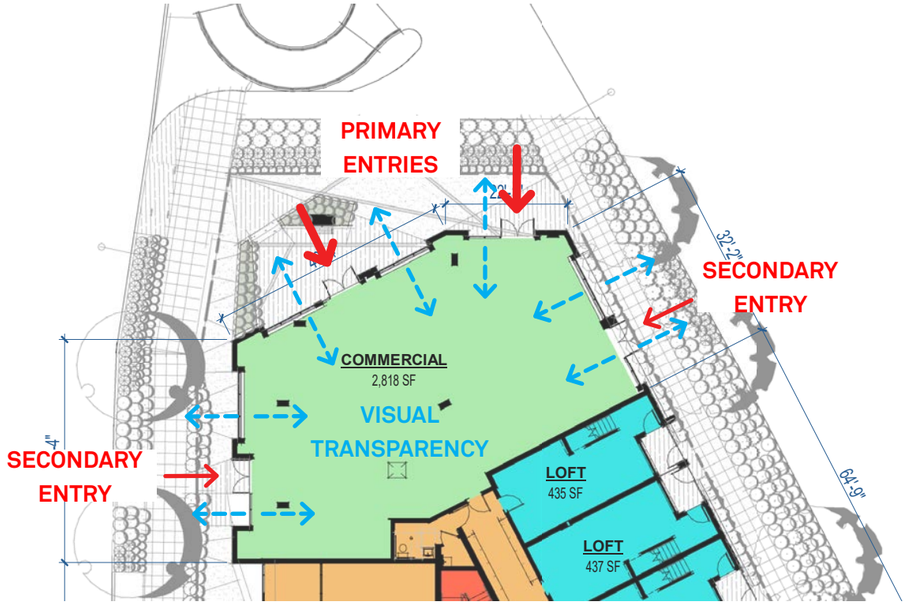
Primary Entries and Ground Level Uses

Comments from SDCI Staff during Early Design Guidance:

"Staff supports the proposed layout of the ground level uses for the preferred massing alternative, which creates a strong retail presence at the intersection and plaza, then continues along MLK Jr. Way South. Staff recommends the primary entry to the larger commercial space be located adjacent to the public plaza and pedestrian bridge. Staff also recommends the structure be designed to allow for visual connections into these commercial spaces by providing a high level of transparency on the ground floor. (PL3-C-1. Porous Edge, DC1-I-i. Active and Porous Design)"

PL3-C-1 POROUS EDGE

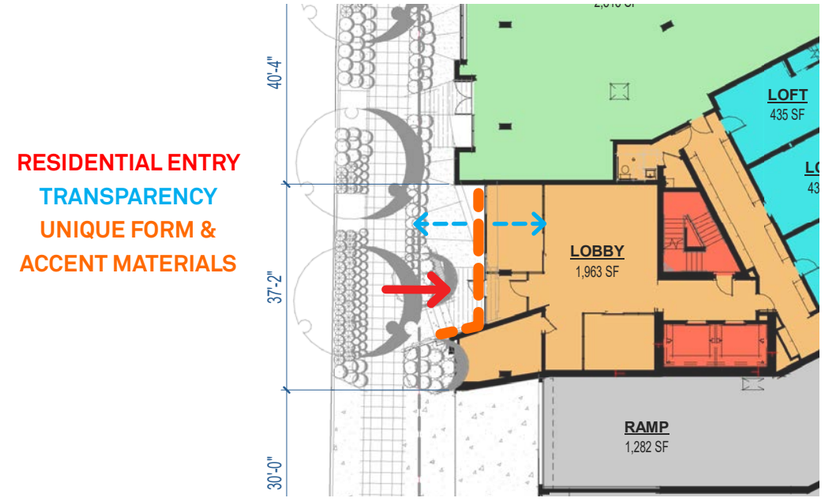
Primary entries to the commercial space border the plaza at the north end of the building. Large storefront openings repeat around the facade, providing a visual connection between indoors and outdoors. A secondary entrance on the west allows for additional access/egress.



1. The main commercial entrances border a new, active semi-public plaza that extends the open space of the pedestrian bridge.

PL3-III-i ENTRY DESIGN

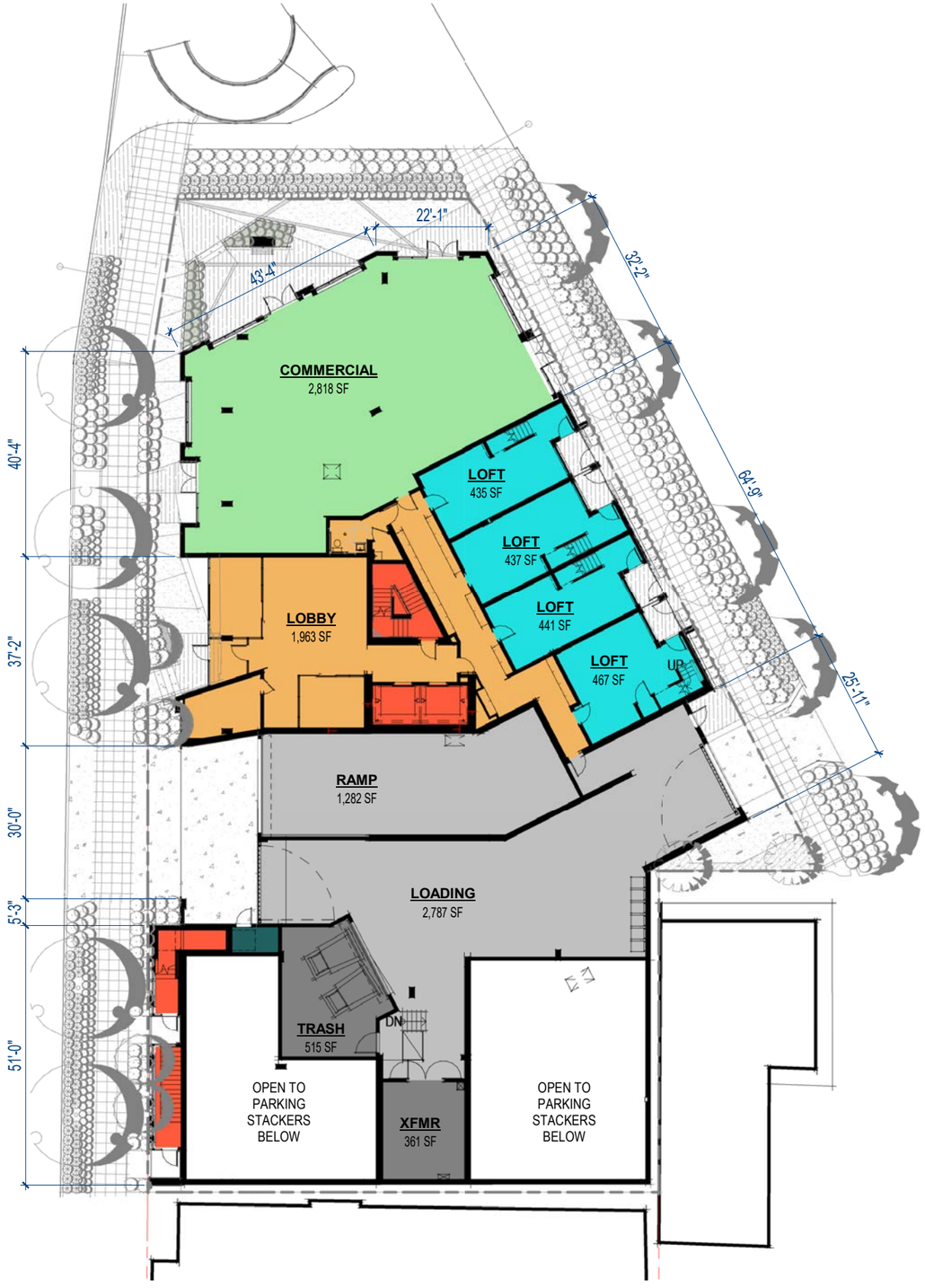
The main entrance to the residential lobby is on MLK Jr. Way South, and the entrances to four ground level residences are on Rainier Ave S. The form and character of the residential entries to the building relate to each other in material and character, and are different in scale, material and detailing from the commercial entrances.



2. The main residential entrance is welcoming and transparent, with a form that is reminiscent of the recessed windows above. Accent colors and materials distinguish it from the commercial entries.



3. The ground level residence entrances have semi-private patios, landscape buffers, and canopies for weather protection.

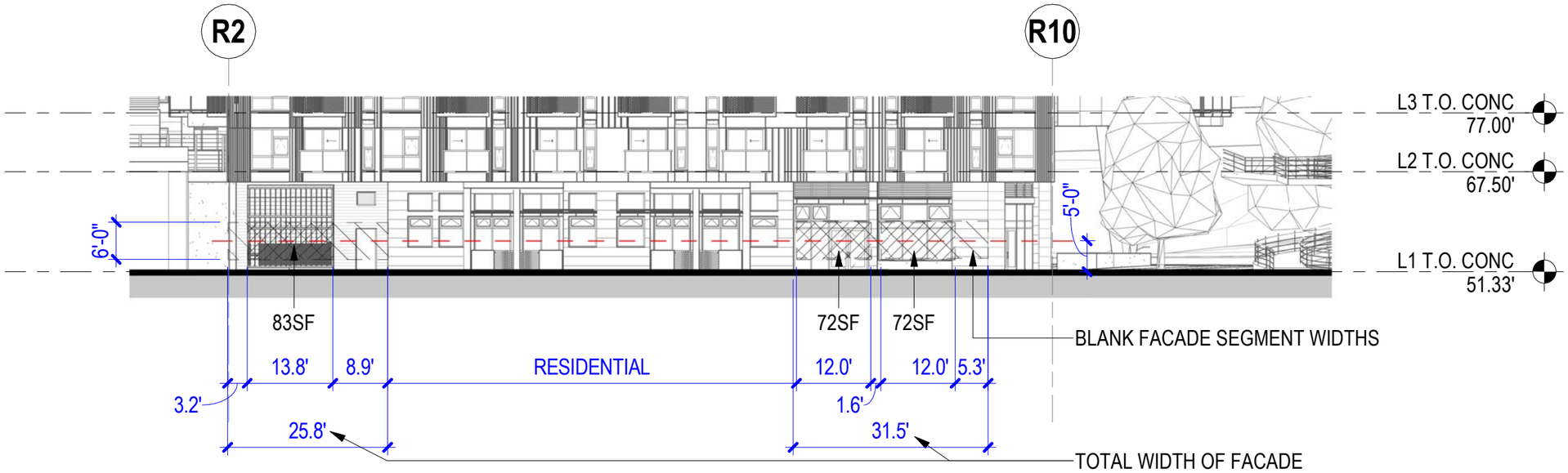




VIEW OF PLAZA FROM NW



VIEW OF RAINIER AVE

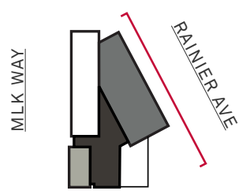


CLASS II PEDESTRIAN STREET
MIN 60% TRANSPARENT REQUIRED

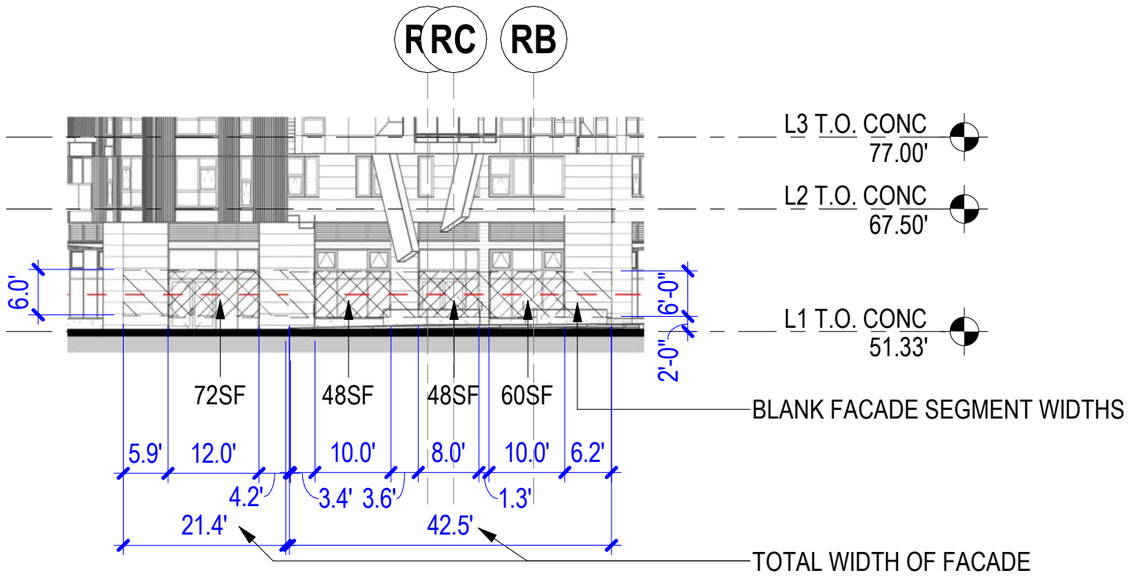
TRANSPARENCY PROVIDED:
NO BLANK FACADE OVER 15 FT
TOTAL TRANSPARENT ZONE: (25.8' + 30.9') * 6' = 341 SF
TOTAL TRANSPARENT AREA: 83 SF + 72 SF + 72 SF = 227 SF
227 / 341 = 67 %

TRANSPARENCY DIAGRAM - EAST ELEVATION - RAINIER FACADE - CLASS II PEDESTRIAN STREET

1" = 20'-0"



KEY PLAN

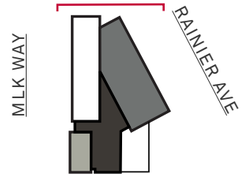


NOT A PEDESTRIAN STREET
MIN 30% TRANSPARENT

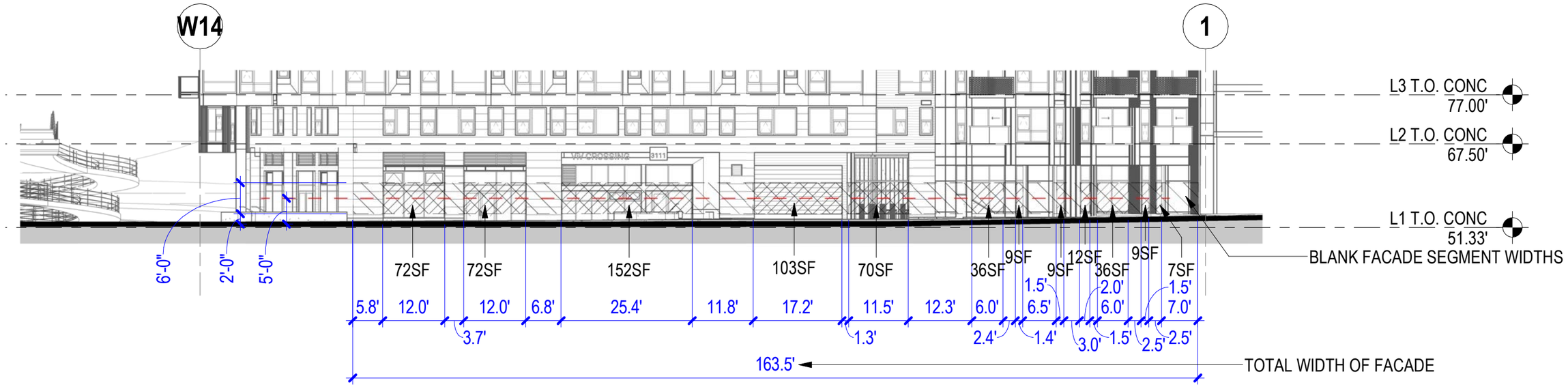
TRANSPARENCY PROVIDED:
NO BLANK FACADE OVER 30 FT.
TOTAL TRANSPARENT ZONE: (22.1' + 42.5') * 6' = 388 SF
TOTAL TRANSPARENT AREA: 72 SF + 48 SF + 48 SF + 60 SF = 228 SF
228 / 388 = 59 %

TRANSPARENCY DIAGRAM - NORTH ELEVATION UNWRAPPED

1" = 20'-0"



KEY PLAN

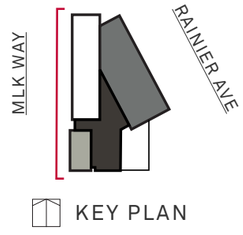


NOT A PEDESTRIAN STREET
MIN 30% TRANSPARENT REQUIRED

TRANSPARENCY PROVIDED:
NO BLANK FACADE OVER 30 FT.
TOTAL TRANSPARENT ZONE: 163.5' * 6' = 981 SF
TOTAL TRANSPARENT AREA: 72SF + 72SF + 153SF + 103SF + 70SF + 36SF + 9SF + 9SF + 12SF +36SF + 9SF + 7SF = 588 SF
588 / 981 = 60 %

TRANSPARENCY DIAGRAM - MLK FACADE

1" = 20'-0"





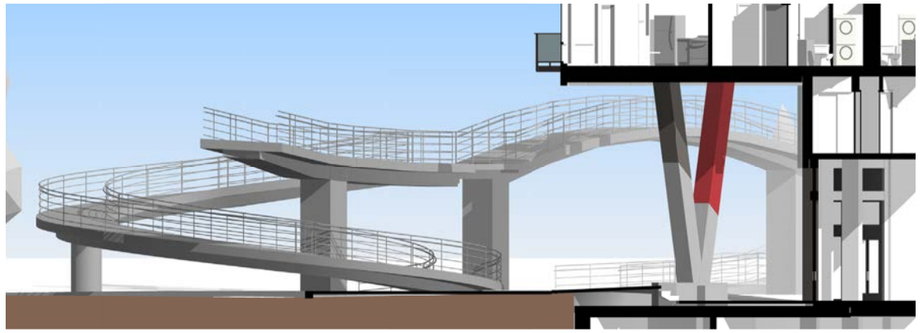
PLAZA FROM NORTH ON MLK WAY



PLAZA FROM RAINIER AVE



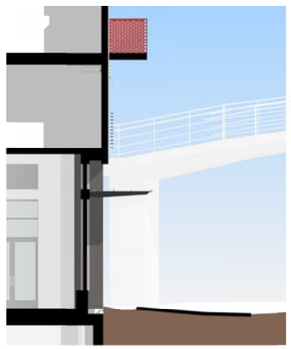
PLAZA FROM ACROSS MLK WAY



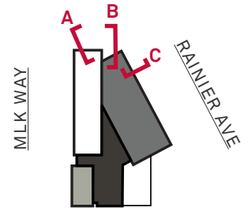
A - SECTION AT PLAZA



B - SECTION AT NORTH COMMERCIAL ENTRANCE



C - SECTION AT EAST COMMERCIAL ENTRANCE



KEY PLAN

DC2-B - FACADE COMPOSITION

BOLD "V" COLUMN OF CAST-IN-PLACE CONCRETE ANCHORS SUPPORTS THE BUILDING MASS AND REFLECTS THE ANGLED INTERSECTION OF THE STREETS

DC4-A - EXTERIOR MATERIALS

FIBER CEMENT SIDING, CONCRETE, AND METAL AT THE GROUND LEVEL PROVIDE A MIX OF SCALE AND TEXTURE

PL3-C-I - POROUS EDGE

MULTIPLE STOREFRONT OPENINGS BLUR INSIDE/OUTSIDE

DC3-B - OPEN SPACE USES AND ACTIVITIES

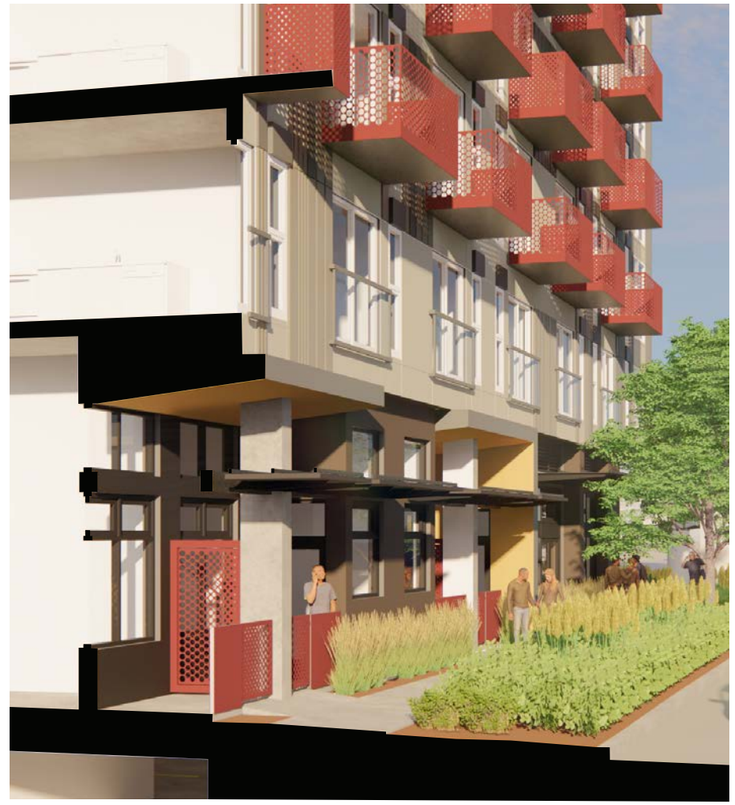
THE NORTH PLAZA CONNECTS ACTIVE SPACES OF THE PROJECT WITH ACTIVE PUBLIC SPACES



PLAZA AND COMMERCIAL ENTRANCE



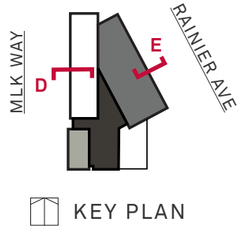
RESIDENTIAL LOBBY ENTRANCE



GROUND FLOOR LOFT RESIDENCE ENTRANCES



D - SECTION AT RESIDENTIAL LOBBY ENTRANCE



KEY PLAN



E - SECTION AT RESIDENTIAL LOFT ENTRANCE

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Landscape and Amenity Areas

The site for ViV Crossing is surrounded on three sides by right-of-way conditions: MLKJ Way S to the west, Rainier Ave S to with the Sound Transit Light Rail elevated tracks to the east, and an SDOT public plaza and pedestrian bridge connection to the north. Existing buildings will remain to the south.

The design protects existing trees, celebrates stormwater infrastructure, and offers opportunities for healthy lifestyle choices and will seamlessly integrate into the changing urban fabric of this neighborhood. This vision of landscape and urban design emphasizes the commitment to creating high-quality open space and strong pedestrian connections to the building from three sides as well as improving opportunities for bike use.

DC3-B OPEN SPACE USES AND ACTIVITIES

The proposed streetscape character is focused on improving the pedestrian and transit networks and protecting the existing mature canopy trees. Focal elements include:

- Sidewalks bordered with native and drought tolerant planting and new street trees.
- Building forecourt contains a generous covered plaza with a mix of seating; connecting commercial space to both streets and visually to the public plaza beyond.
- Site is buffered on the north with planting, allowing imperceptible grade changes at the ROW.
- Main resident lobby connection faces MLK, containing a generous community porch/gathering area and accessible walkway.
- Commercial façade on Rainier Avenue is also connected with accessible ramping walkways.
- Public bike parking is located on the northwest and southeast corners of the site.

DC3-C-2 AMENITIES AND FEATURES

The proposed forms of intersecting lines and planes reflect the geometry of the site and compliment the architecture. The landscape concept is inspired by the context and history of this place, and seeks to balance these with prioritizing health and resilience for residents and the environment.

- Building amenity spaces designed to progress from interior to exterior and private to public.
- Level 2 outdoor space connects to private patios; trees and tall planting will be visible from public ROW.
- Level 2 amenity also addresses the needs for stormwater bioretention.
- Level 8 active indoor/outdoor amenity space includes outdoor kitchen and resident gathering facilities.
- The Roof has a passive gathering area for residents.





EXISTING TREES, RED OAK, TYP. OF 3

ROW PLANTING

BIKE PARKING

PLAZA

STREET TREE,NYSSA SYLVATICA TUPELO/ BLACK TUPELO

RESIDENCE UNIT W/ VINE

MAIN ENTRY, W/ SPECIALTY PAVING

STREET TREE, QUERCUS MACROCARPA JFS-KW3/ URBAN PINNACLE OAK

SIDEWALK, COS STANDARD 2'X2' PATTERN, NO SHINERS, LIGHT BROOM FINISH

BIKE PARKING

0’ 25’ 50’

Section 1

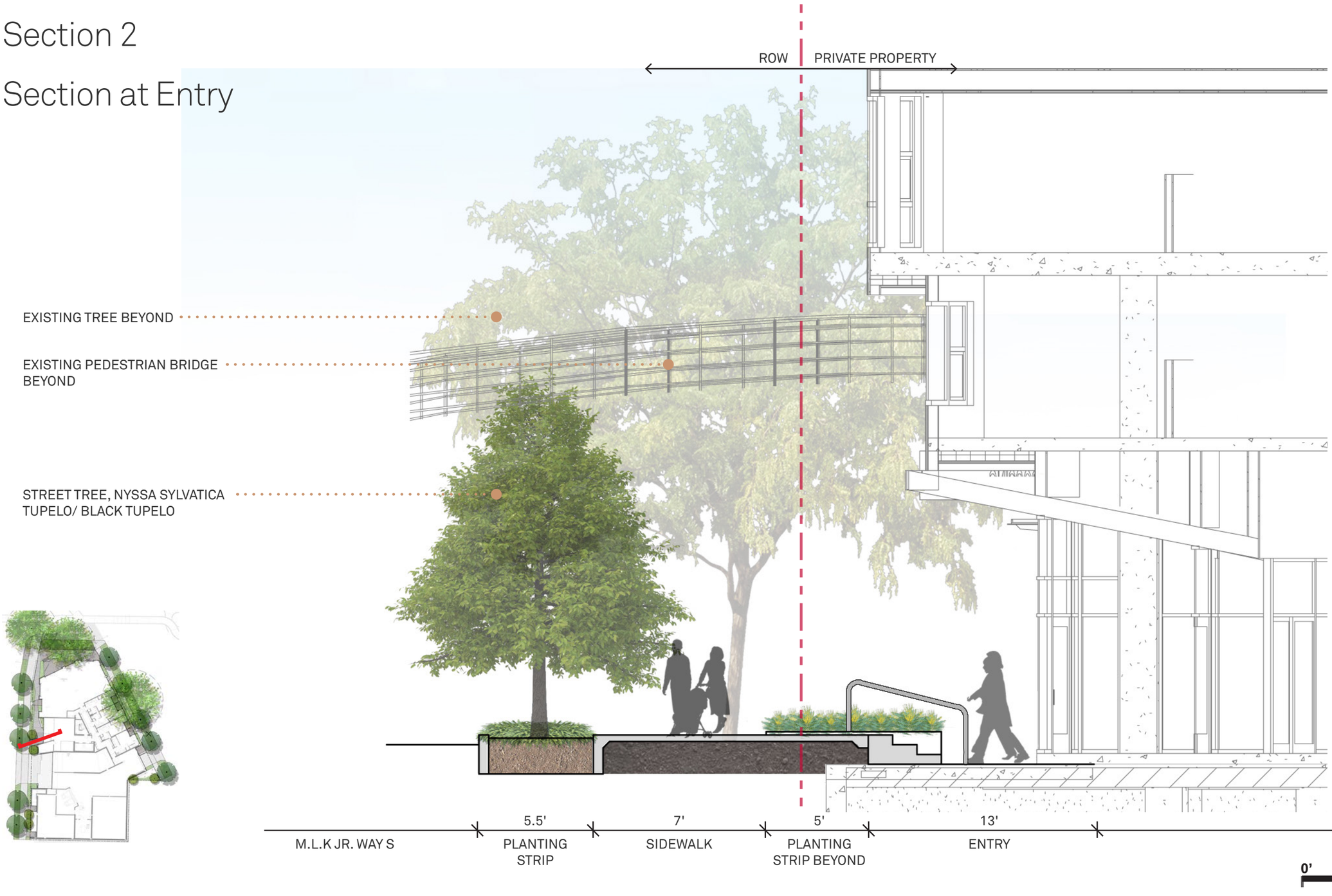
Section at Plaza





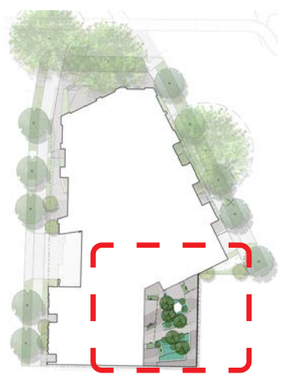
Section 2

Section at Entry



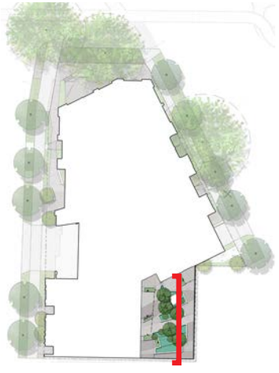
Level 2 Amenity



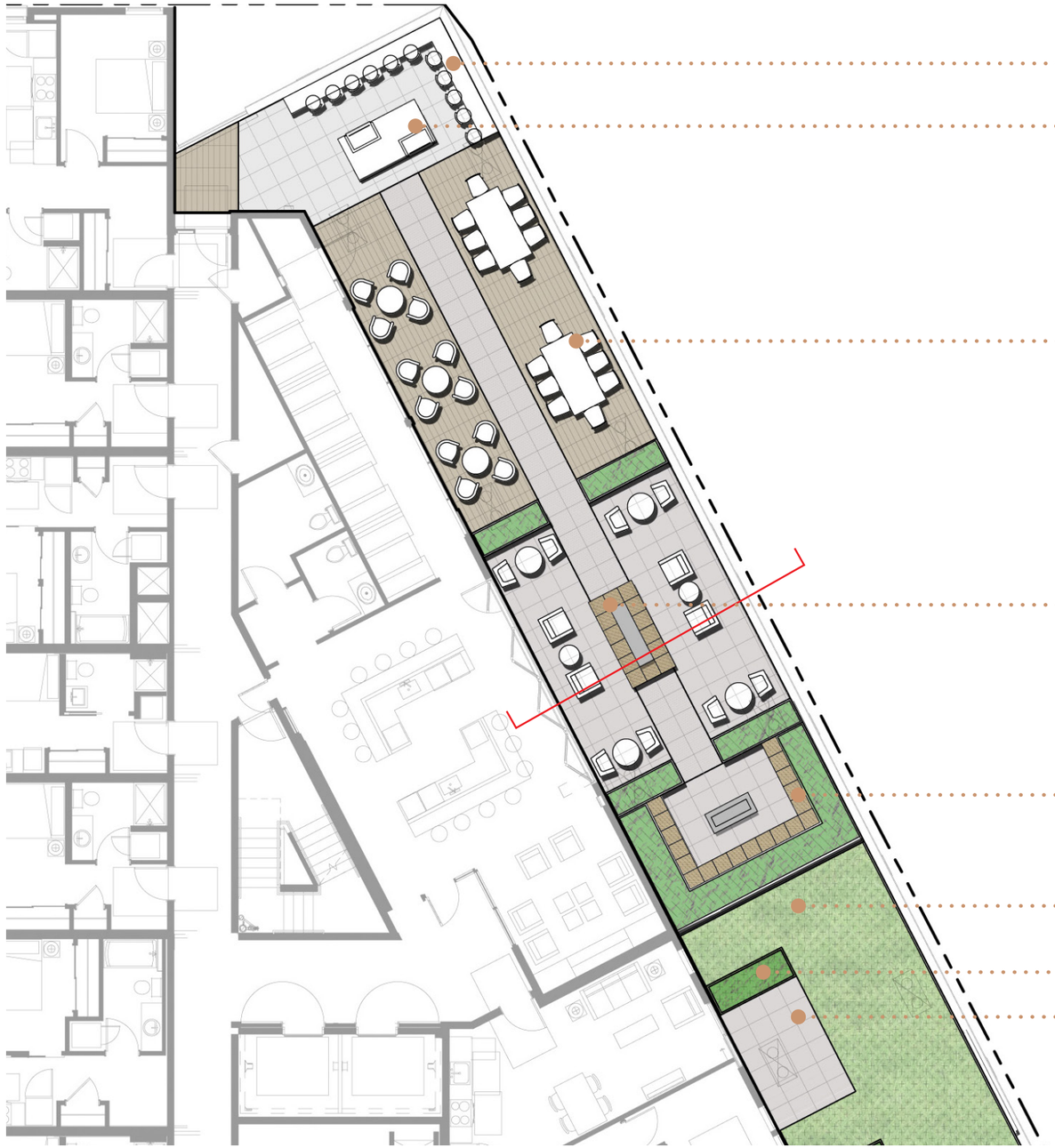


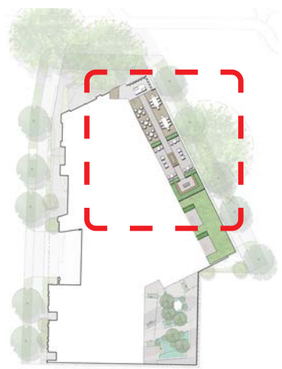
Level 2 Amenity Section



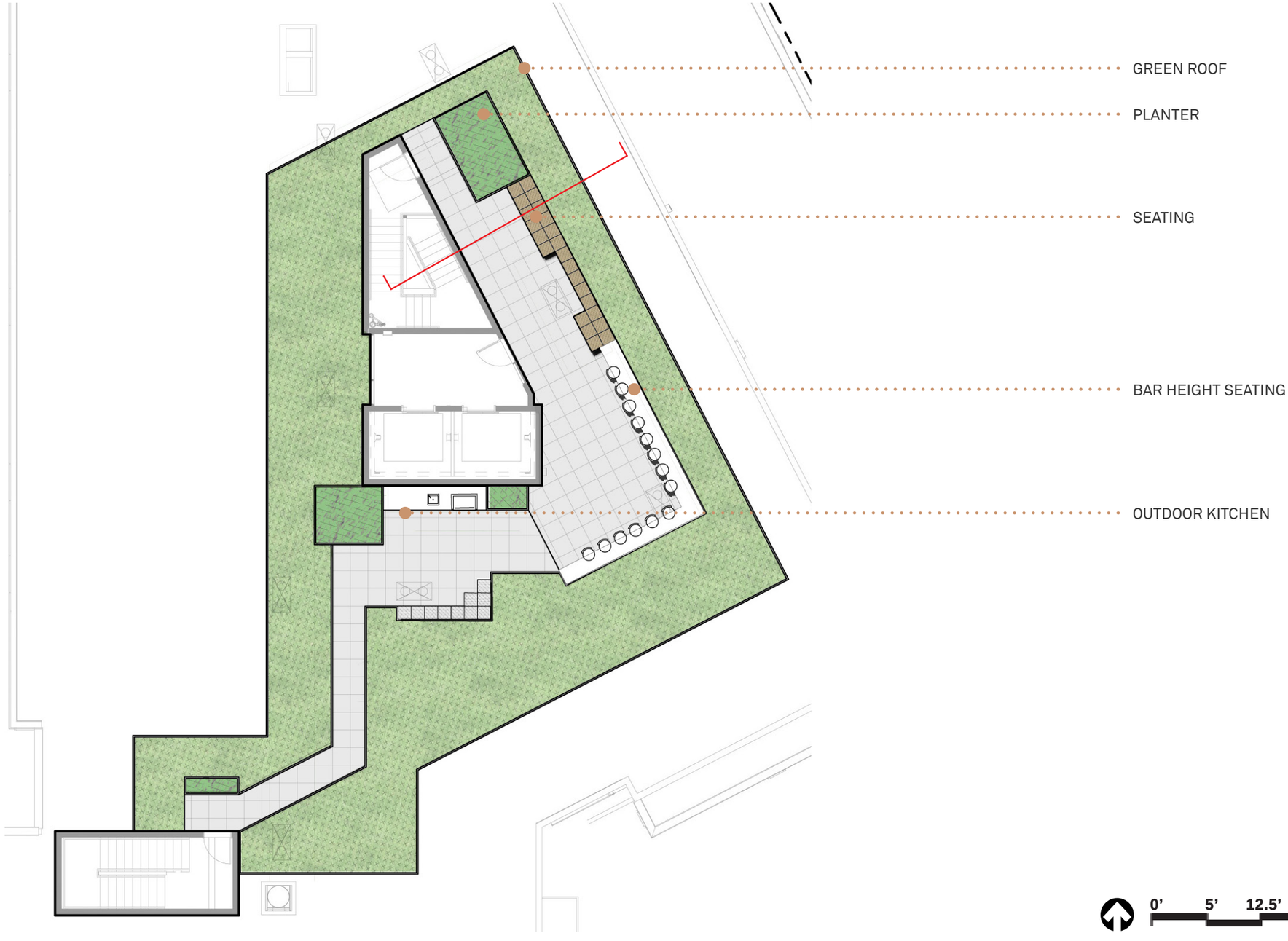


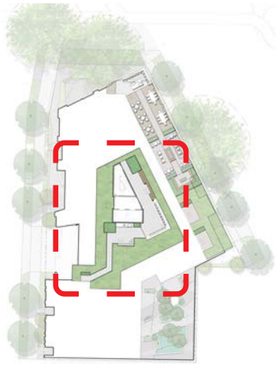
Level 8 Amenity





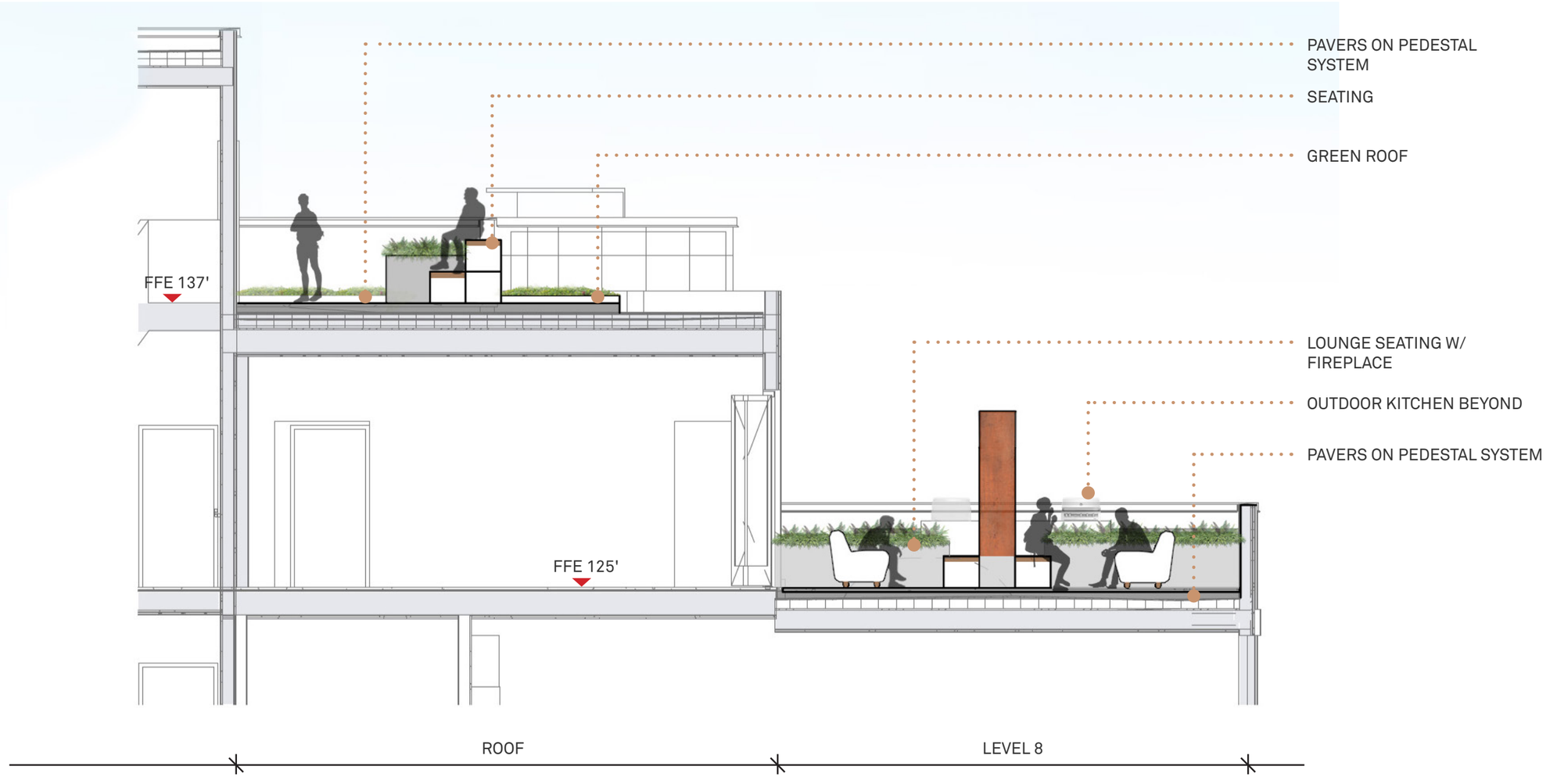
Roof Amenity





0’ 5’ 12.5’ 25’

Section at Level 8 and Roof Amenities

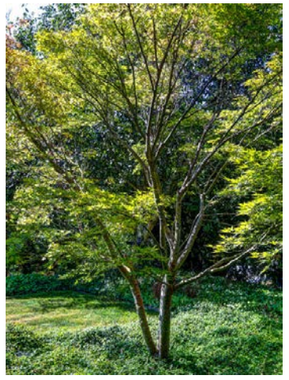




0’ 2.5’ 5’ 10’

Planting Character Images

GROUND LEVEL PLANTING PALETTE



Acer circinatum
Vine Maple



Nyssa sylvatica
Black Tupelo



Quercus macrocarpa 'JFS-KW3'
Urban Pinnacle® Oak



Sarcococca hookeriana var. humilis
Sarcococca Hookeriana



Calamagrostis x acutiflora 'Karl Foerster'
Feather Reed Grass



Berberis 'Sunjoy Citrus'
Barberry



Prunus laurocerasus 'Mount Vernon'
Mt. Vernon Laurel



Hakonechloa macra 'All Gold'
Japanese Forest Grass



Sarcococca hookeriana var. hookeriana
Sweetbox



Nassella tenuissima
Texas Needle Grass



Mahonia x media 'Charity'
Mahonia

Planting Character Images

ON STRUCTURE PLANTING PALETTE



Acer circinatum
Vine Maple



Aruncus x 'Misty Lace'
Misty Lace Goatsbeard



Blechnum spicant
Deer Fern



Carex obnupta
Slough Sedge



Carex testacea
Carex



Choisya ternata 'Sundance'
Golden Mexican Mock Orange



Cotoneaster glaucophyllus hort
Gray-Leaf Cotoneaster



Daphne odora 'Aureomarginata'
Winter Daphne



Fragaria chiloensis
Beach Strawberry



Hydrangea macrophylla 'Pia'
Pia Dwarf Hydrangea



Ilex crenata 'Convexa'
Convex-leaved Japanese Holly



Kalmia latifolia 'Minuet'
Minuet Mountain Laurel



Lonicera pileata
Privet Honeysuckle



Mahonia eur. 'Soft Caress'
Mahonia Soft Caress



Ophiopogon planiscapus 'Nigrescens'
Black Mondo Grass



Parthenocissus quinquefolia
Virgina Creeper



Parthenocissus tricuspidata 'Veitchii'
Boston Ivy



Ribes sanguineum 'White Icicle'
White Icicle Flowering Currant



Rubus calycinoides 'Emerald Carpet'
Emerald Carpet Creeping Raspberry



Sarcococca hookeriana var. hookeriana
Sweetbox



Schoenoplectus acutus
Hardstem Bulrush



Smilacina racemosa
False Solomon's Seal



Symphoricarpos orbiculatus 'Taff's Silver Edge'
Coralberry

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Signage

Pantone Neutral Black U BLACK 87%

Pantone 441C

Pantone 7597C

Pantone 443C

Pantone7562C



LEGEND

- BRAND PROPERTY SIGN
- DIRECTIONAL SIGN
- RETAIL SIGN
- MARKETING SIGN

Signage



BUILDING SIGN

TEMPORARY
LEASING SIGN













POTENTIAL
PUBLIC ART
AREA

ViV CROSSING

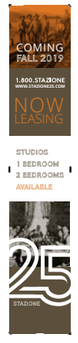
POTENTIAL HORIZONTAL BUILDING SIGN



BUILDING SIGN



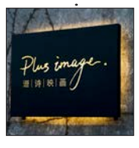
TEMPORARY LEASING SIGN













ViV CROSSING

BRANDING



BUILDING SIGN 1
TREATMENT OPTION



BUILDING SIGN
ENTRANCE TREATMENT OPTION



TEMPORARY
MARKETING SIGN

DIRECTIONAL



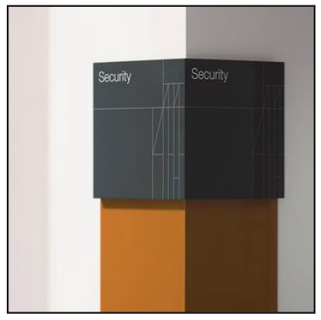
PROPERTY BRANDING SIGN



GARAGE SIGN



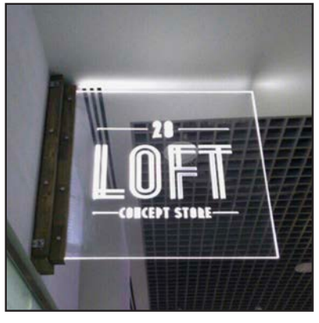
INTERIOR DIRECTIONAL SIGN



RETAIL



RETAIL BLADE SIGN



RETAIL BLADE SIGN 2



RETAIL AWNING SIGN



RETAIL WALL SIGN





1 WALL MOUNTED SCONCE LIGHT



4 STRING LIGHTS



2 GARAGE ENTRY DOWNLIGHT



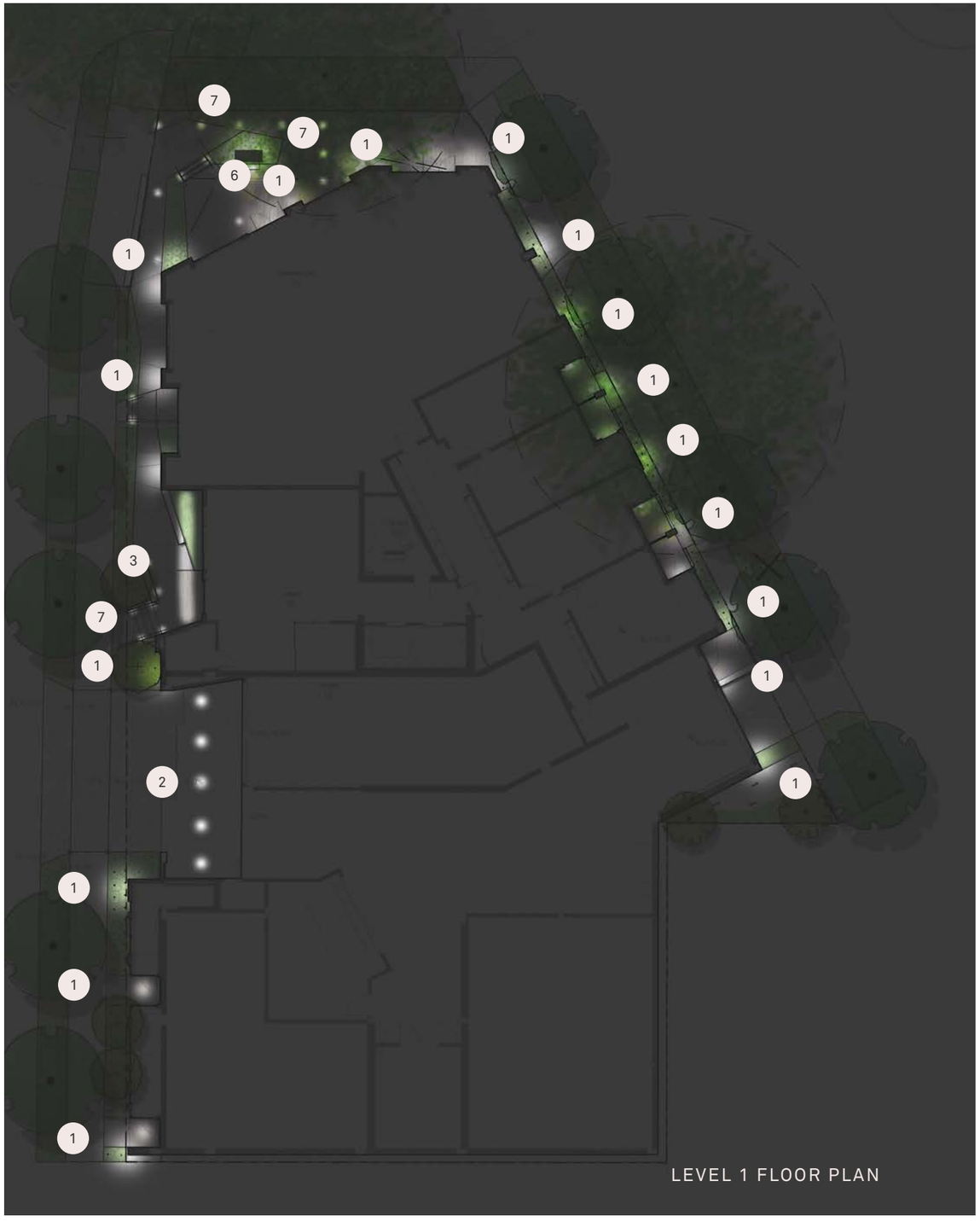
5 BOLLARD PATH LIGHTS



3 CONCEALED LED LIGHT



6 PATH UP LIGHT



LEVEL 1 FLOOR PLAN



LEVEL 2 FLOOR PLAN



1 WALL MOUNTED SCONCE LIGHT



4 STRING LIGHTS



2 GARAGE ENTRY DOWNLIGHT



5 BOLLARD PATH LIGHTS



3 CONCEALED LED LIGHT



6 PATH UP LIGHT

LEVEL 2 FLOOR PLAN



LEVEL 8 FLOOR PLAN



ROOF PLAN

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Vehicular Access and Service Uses

Comments from SDCI Staff during Early Design Guidance:

"Staff supports locating access to the on-site parking and trash storage area off MLK Jr. Way South, but is concerned with the potential conflict between pedestrian traffic and vehicles accessing the parking. Staff recommends differentiating the hardscape material at the curb cut and the installation of various safety measures to help minimize the impact of the curb cut and increase pedestrian safety. The safety measures should be visual; not audible."

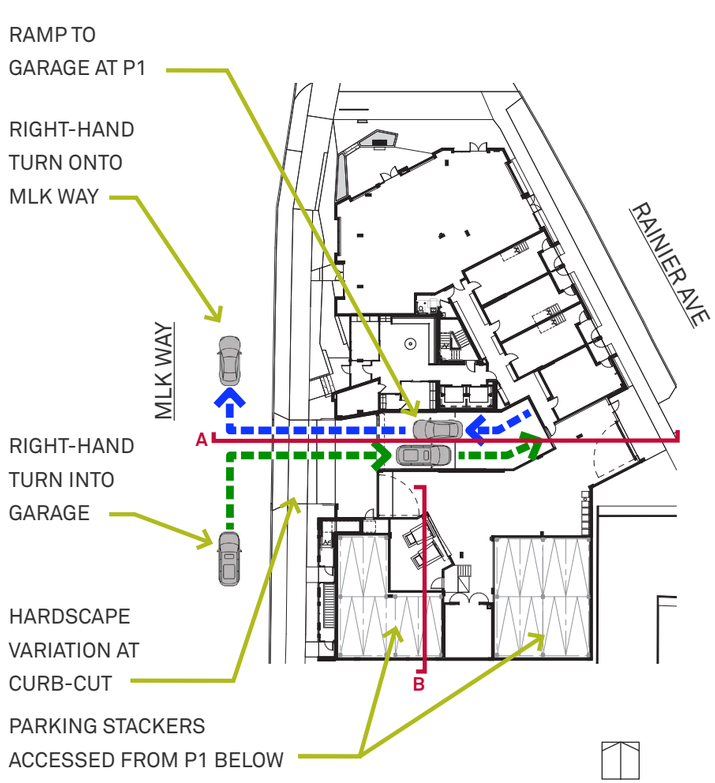
DC1-B-1 ACCESS LOCATION AND DESIGN

Two areas will serve vehicles within the site:

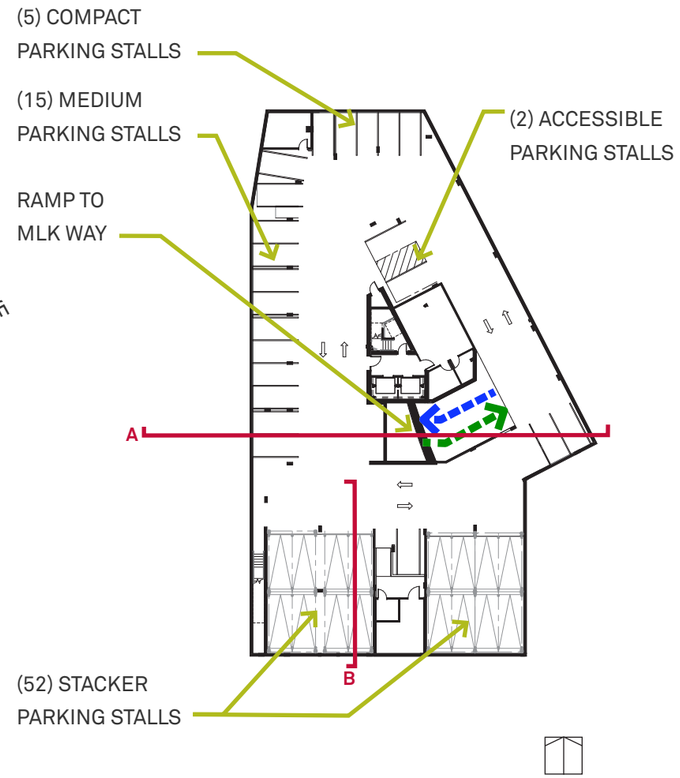
- A below-grade residential parking garage accessed by a ramp from MLK Way.
- An at-grade loading area serving residential and commercial uses that is entered from MLK Way and exits onto Rainier Ave.

The project proposes four strategies for increasing pedestrian safety at vehicle entry/exit points:

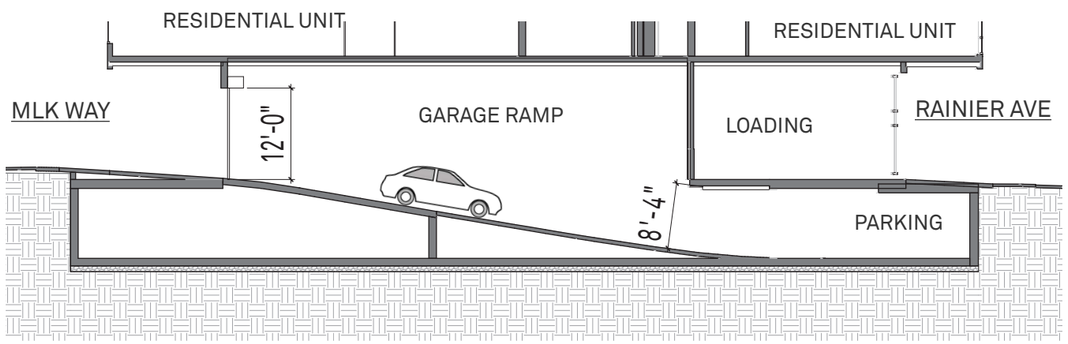
- Curb cuts will occur mid-site to maximize their distance from adjacent intersections.
- Vehicles will make right-hand turns when entering/exiting the site.
- Only residential parking will exit onto MLK Way. The loading exit will occur on Rainier Ave to minimize the conflicts between vehicles and pedestrians that occur with two lanes of traffic exiting at a single curb-cut. (See Departure Request).
- Both curb cuts will feature variations in the hardscape surface to increase pedestrian safety.



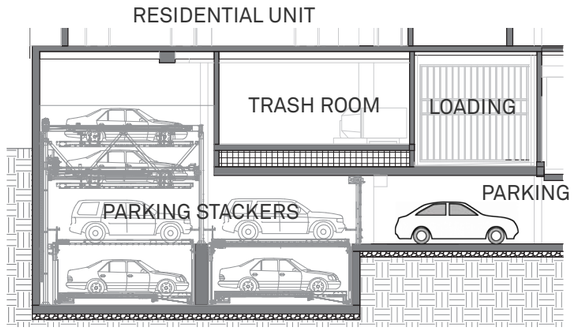
RESIDENTIAL PARKING ACCESS AT GRADE



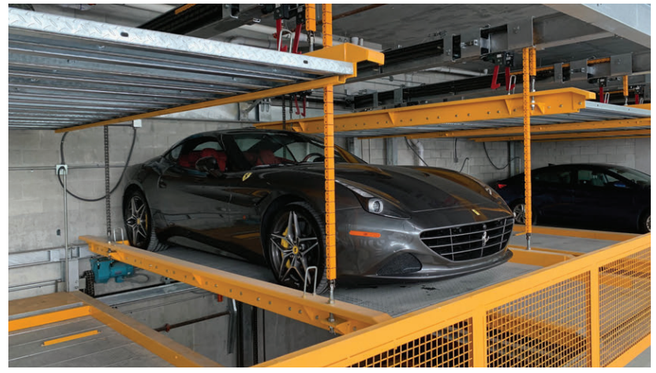
RESIDENTIAL PARKING BELOW GRADE



A -SECTION AT GARAGE RAMP



B -SECTION AT PARKING STACKERS



TYPICAL PARKING STACKER

DC1-C-4 SERVICE USES

The site presents two central challenges in delivering services:

- The site is not served by an alley.
- The site is bordered by two busy arterial streets and parking or loading is not permitted.

To best serve the site, the design proposes a drive-through loading area that is entered from MLK Way and exits onto Rainier Ave. The loading area serves:

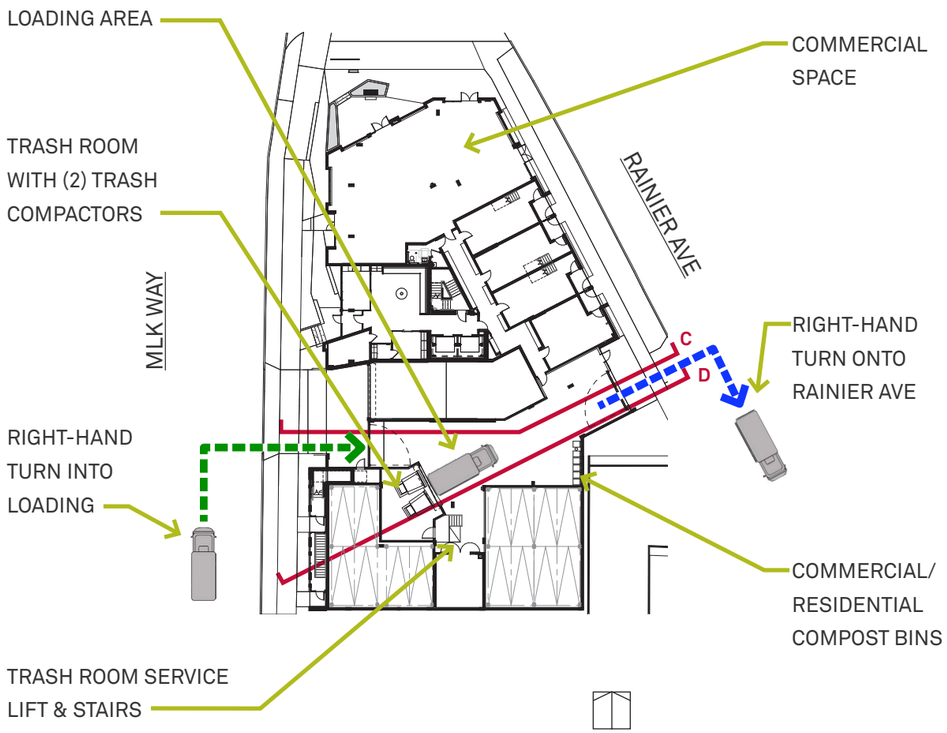
- Combined waste collection for commercial and residential uses.
- Commercial deliveries.
- Residential move-in / move-out.

For waste collection, the loading area features:

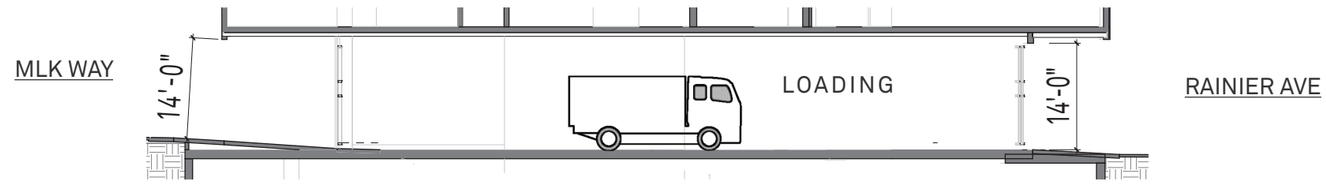
- An elevated dock for the trash room with a service lift and roll-up door.
- A recycling compactor and a trash compactor within the trash room. The compactors serve both residential and commercial uses.
- Carts dedicated for commercial tenants to access the trash room via the service lift.
- Rolling compost bins dedicated to both commercial and residential use.

The waste collection process will include:

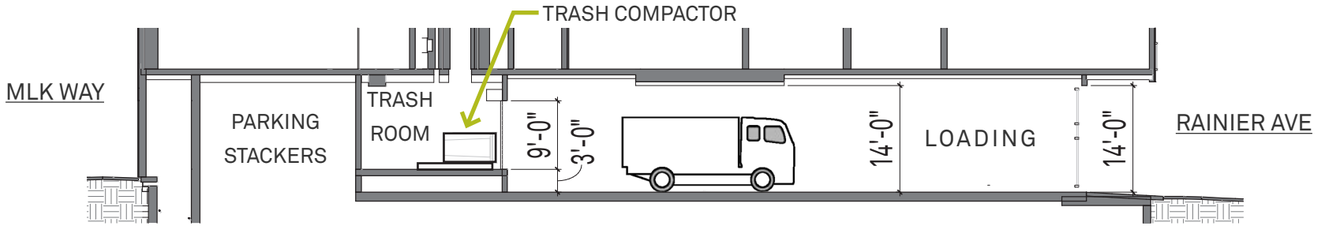
- Residents will deposit trash & recycling in the trash chutes on their floor. They will deposit compost in the trash room and building management will move the compost to the L1 loading area.
- Commercial tenants will shuttle their own waste to the appropriate waste area with dedicated carts.
- Seattle Public Utilities will collect the waste from the compost bins. They will also haul away the compactor bins from the trash dock and replace with an empty container.



LOADING AREA & SERVICE USES AT GRADE



C - SECTION AT LOADING/SOLID WASTE DRIVE-THROUGH



D - SECTION AT SOLID WASTE COMPACTORS

Design Departures

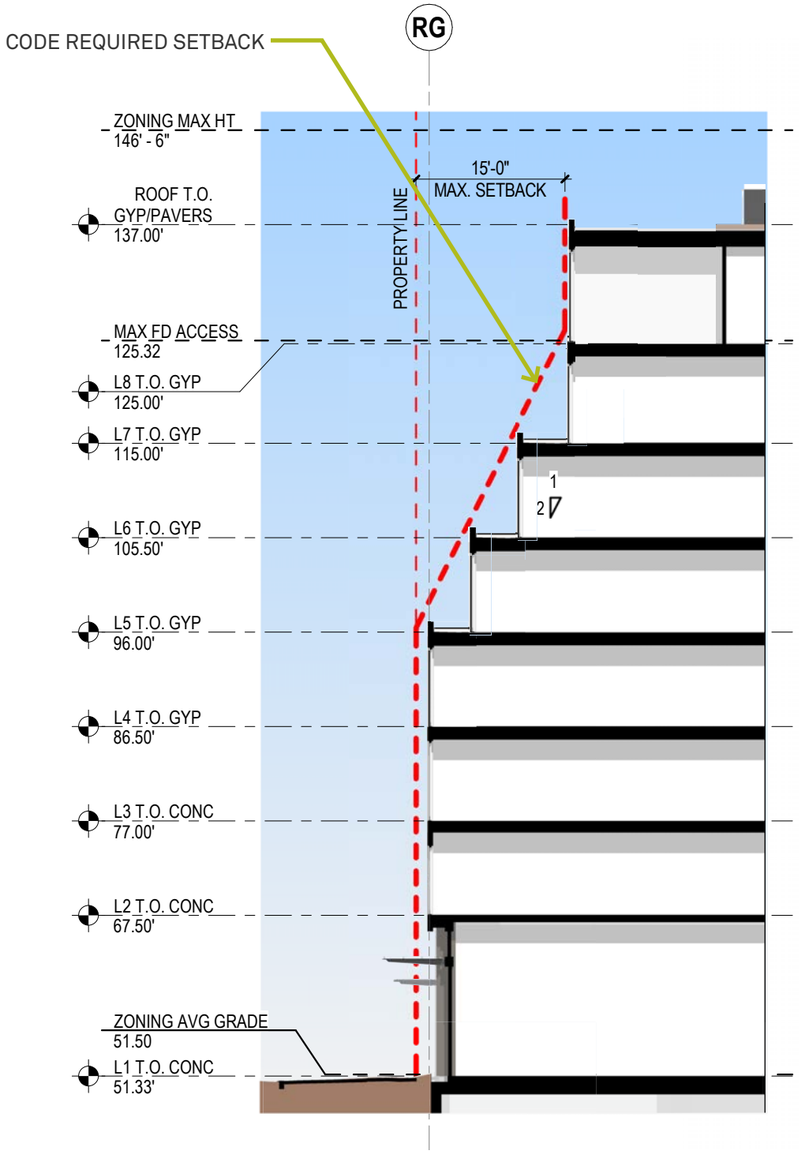
TYPE: ZONING SETBACK DEPARTURE

ZONING CODE REQUIREMENT:
SMC 23.48.435 - UPPER-LEVEL SETBACK REQUIREMENTS IN NORTH RAINIER

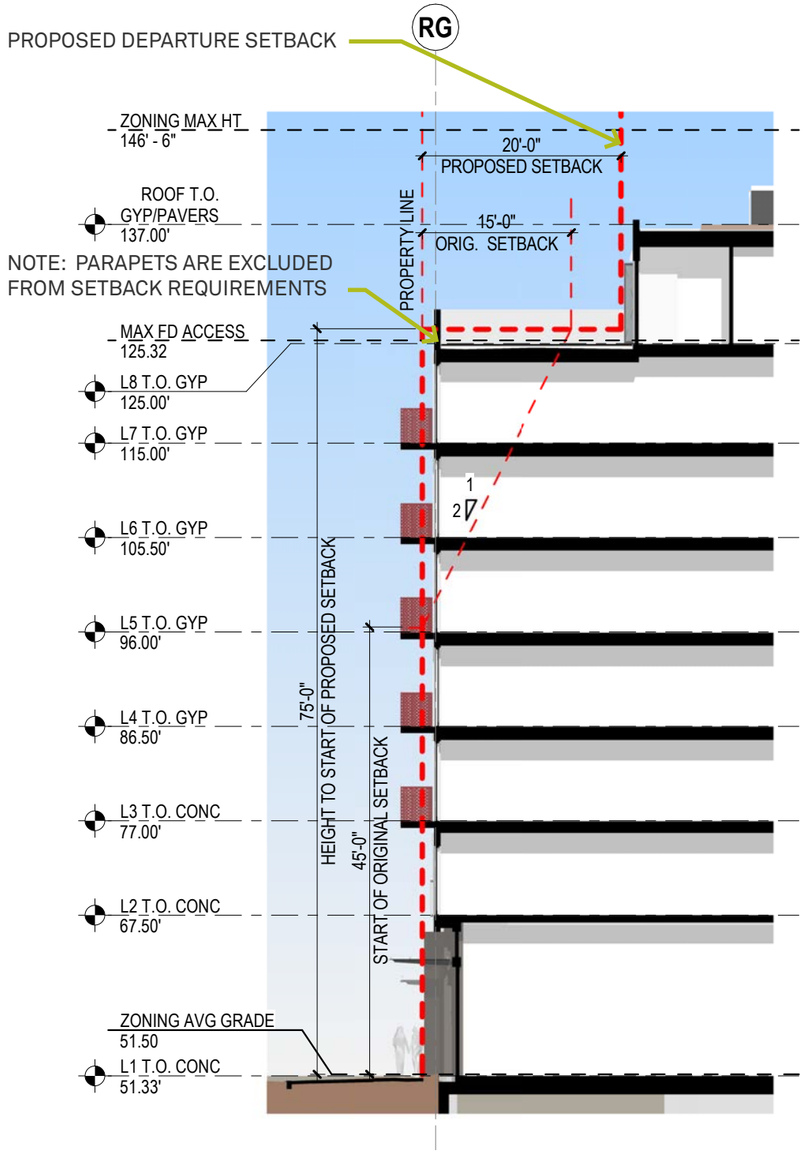
b. Any portion of a structure greater than 45 feet in height is required to set back from a lot line abutting a street shown on Map A for 23.48.435. A setback of 1 foot for every 2 additional feet of height is required for any portion of a structure exceeding the maximum height permitted without a setback according to subsection 23.48.435.A, up to a maximum setback of 15 feet measured from the street lot line.

PROPOSED DEPARTURE

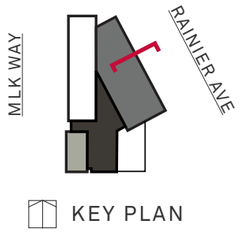
The building design proposes an upper level setback of 20 feet to the building structure, beginning at Level 8 (approx. 75 feet above the average zoning grade plane, and excluding parapet walls, etc. per SMC 23.48.025.C) along Rainier Ave S. The proposed setback creates a clear, strong design idea that highlights Mt. Baker Design Guidelines CS2.I.ii, PL1.I.ii, and PL1.I.vi. (See following pages.)



SECTION WITH CODE COMPLIANT SETBACK



SECTION WITH PROPOSED DEPARTURE SETBACK



KEY PLAN

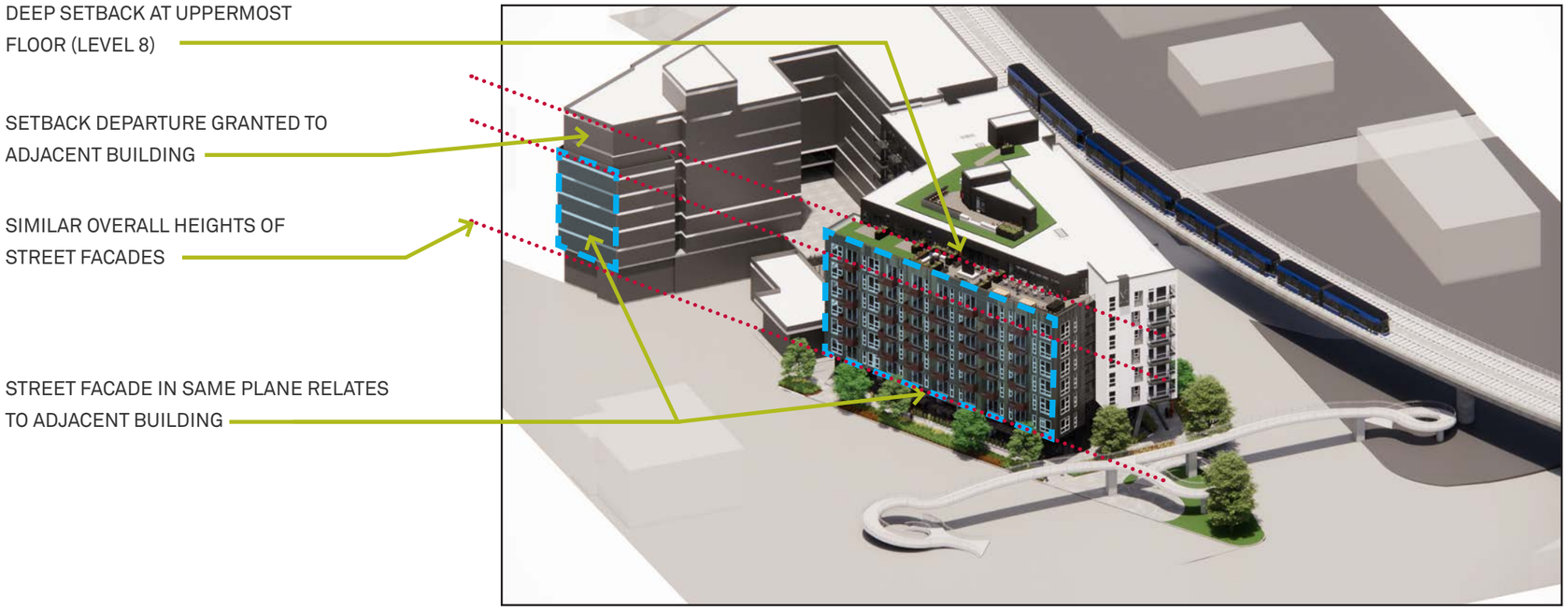
JUSTIFICATIONS FOR SETBACK DEPARTURE

ZONING CODE REQUIREMENT:
SMC 23.48.435 - UPPER-LEVEL SETBACK REQUIREMENTS IN NORTH RAINIER

CS2.I.ii - Mt Baker Town Center Design Guidelines

"Buildings at gateway sites should present strong forms that strengthen the corners through massing and height."

- The proposed design has a clear, strong design idea: two balanced forms of similar scale follow each major street, are offset in height, and intersect above a plaza. This celebrates the site as the gateway intersection of Mt Baker's two main streets (MLK & Rainier) and provides a strong corner for each street.
- The proposed upper level setback at Level 8 shifts the mass along Rainier Ave S lower, and the top and bottom more closely align with the building to the south. The two street facades are approximately in the same plane and are similar heights, creating a strong relationship between the two.
- The deep setback at Level 8 reduces the height and bulk of the buildling along Rainier Ave S, which is the goal of the code required setback, but retains the integrity of the main rectangular form.
- The "wedding-cake" form implied by the code required setback would knock the two forms out of balance and erode the clear massing relationship. The code required setback would diminish the scale of the building at the intersection, which would be contrary to the goals of this guideline.



PROPOSED SETBACK





CODE-COMPLIANT SETBACK

CLEAR DESIGN IDEA: TWO BALANCED FORMS INTERSECTING ABOVE PLAZA

STRONG CORNER

ERODED CORNER

UNRELATED FORMS

JUSTIFICATIONS FOR SETBACK DEPARTURE

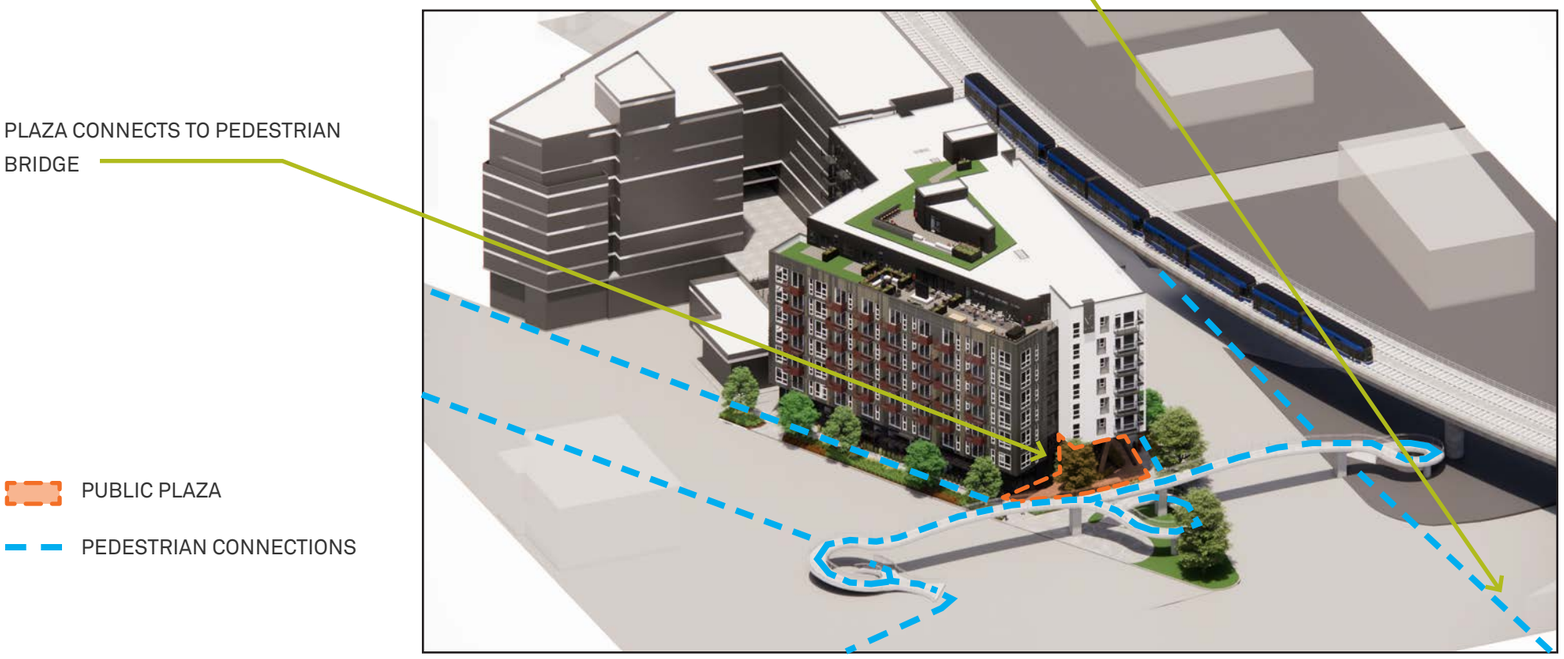
ZONING CODE REQUIREMENT: SMC 23.48.435 - UPPER-LEVEL SETBACK REQUIREMENTS IN NORTH RAINIER

PL1.I.ii - Mt Baker Town Center Design Guidelines
"Development adjacent to the light rail station should reinforce connections to the station plaza--to and from Rainier Ave in particular."

PL1.II.vi - Mt Baker Town Center Design Guidelines
"Development that fronts on the main pedestrian travel routes to the light rail station and bus transfer center should benefit and serve all the development's users by providing pedestrian amenities."

- In addition to the benefits to the buildng massing on the previous page, the proposed modified setback also arranges the allowable floor area (FAR) more strategically on the site.
- The modified setback creates an opportunity to exchange area in one part of the building for open space in another: the increase in area in the buildng mass along Rainier Ave S allows floor area to be removed at the front of the buildng, creating a public plaza space.
- The resulting plaza at the base of the pedestrian bridge reinforces the connection to Mt. Baker Station plaza and provides a pedestrian amenity, both of which further the goals of the Desgn Guidelines.





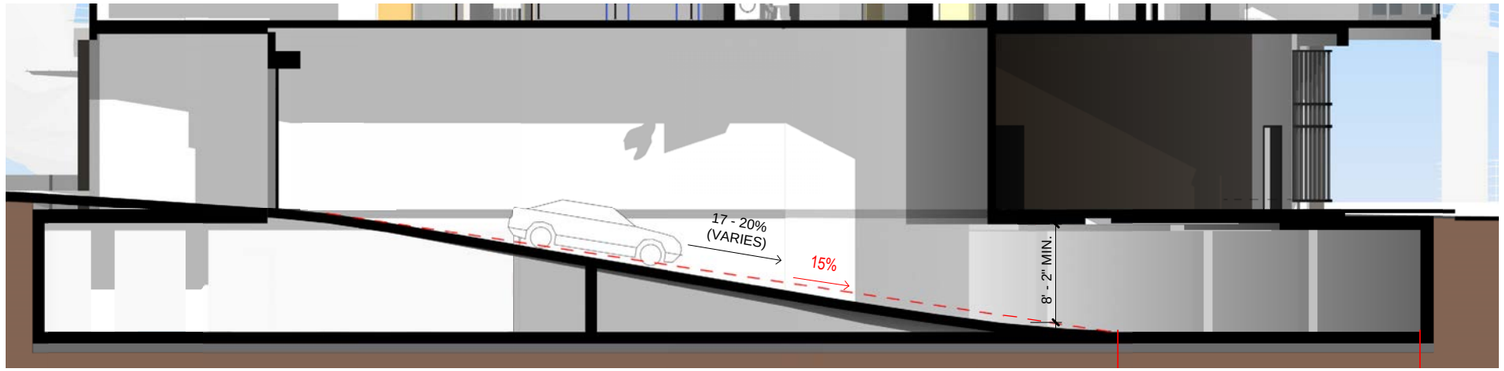
23.54.030.D.3 - DRIVEWAY SLOPE FOR ALL USES

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. The Director may permit a driveway slope of more than 15 percent if it is found that:

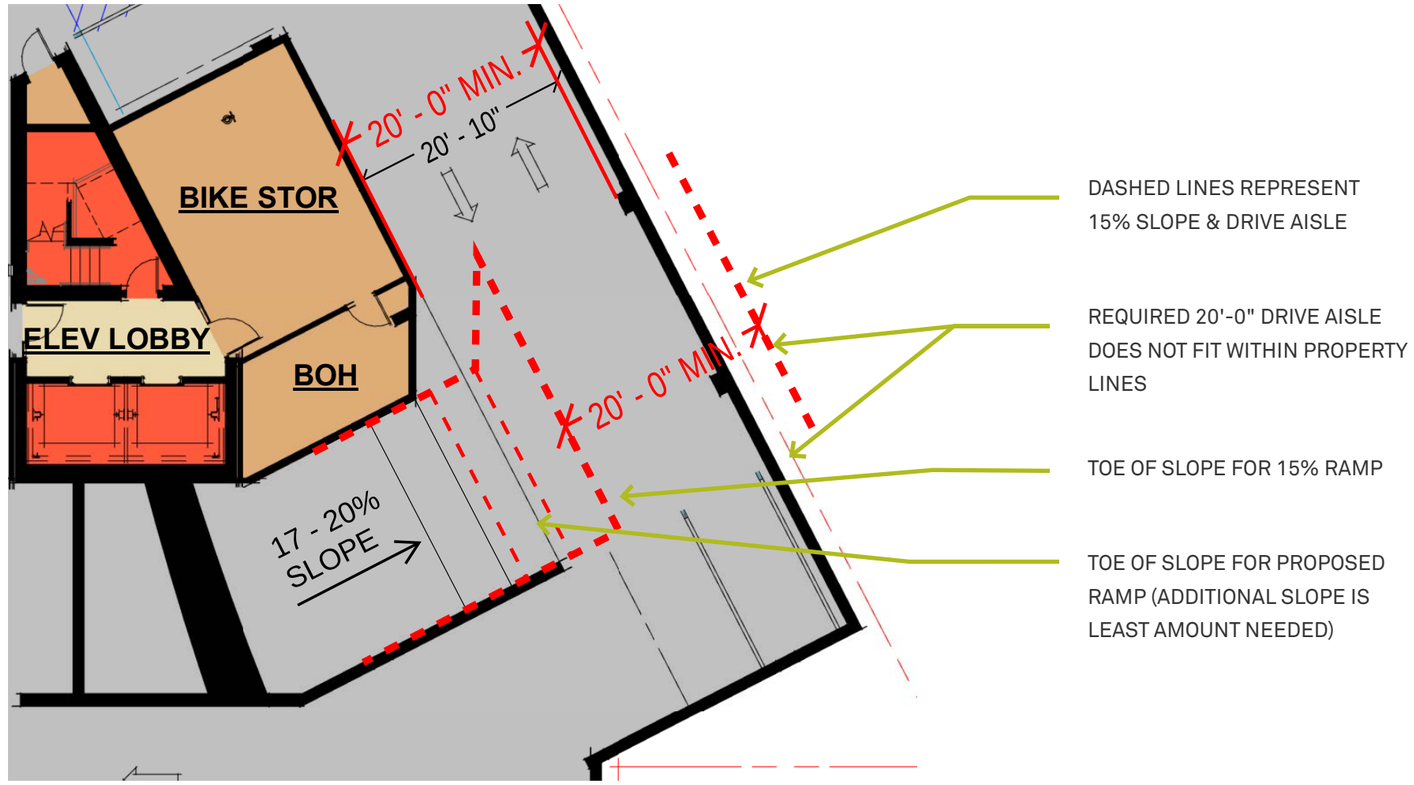
a. The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible;

b. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and

c. The driveway is still usable as access to the lot.



SECTION AT GARAGE RAMP



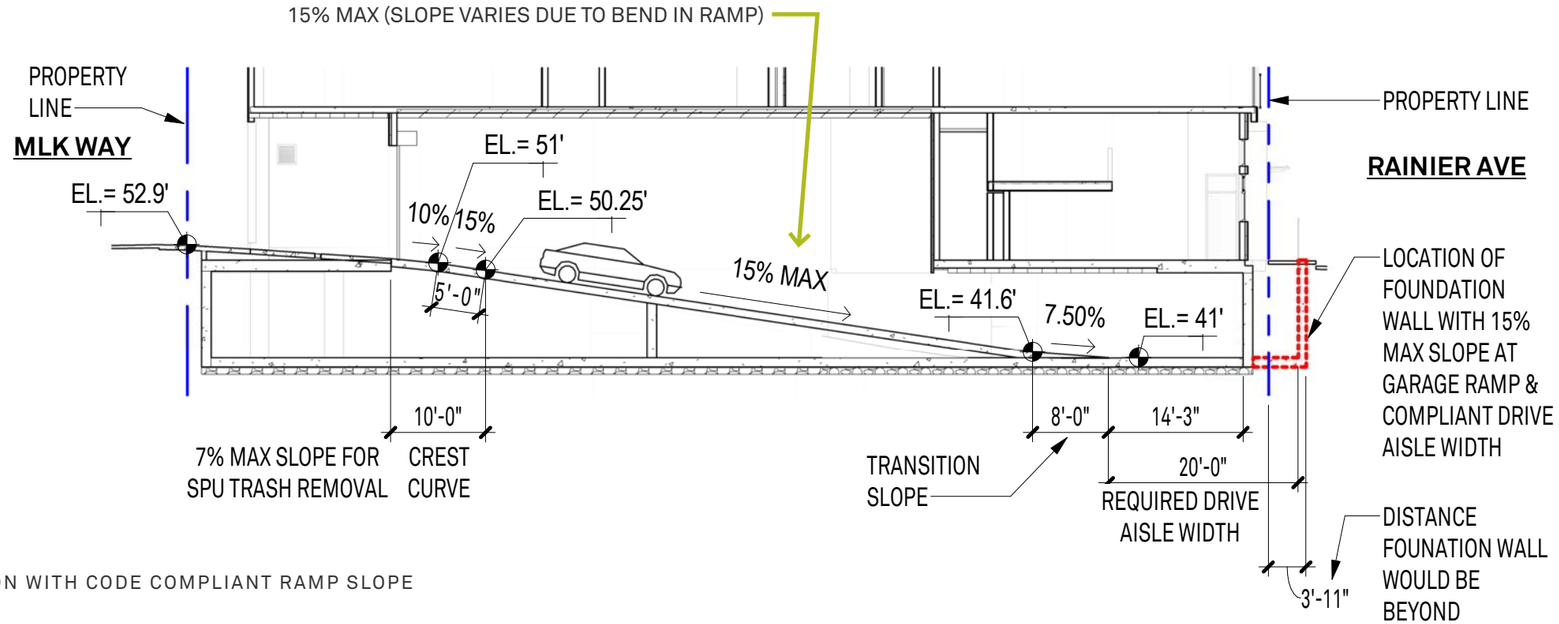
PARTIAL PLAN AT GARAGE

REQUESTED DEPARTURE

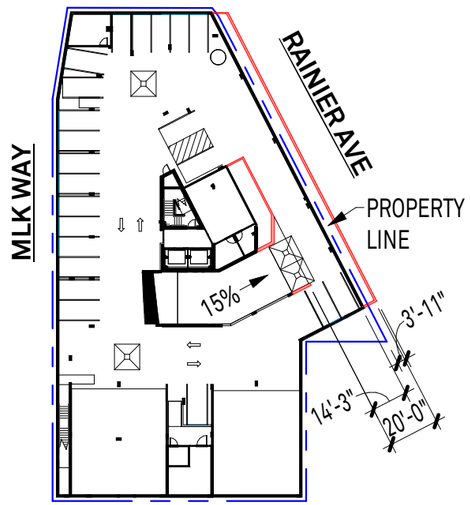
Allow a driveway slope greater than 15%, but not more than 20.00%.

JUSTIFICATIONS FOR DEPARTURE

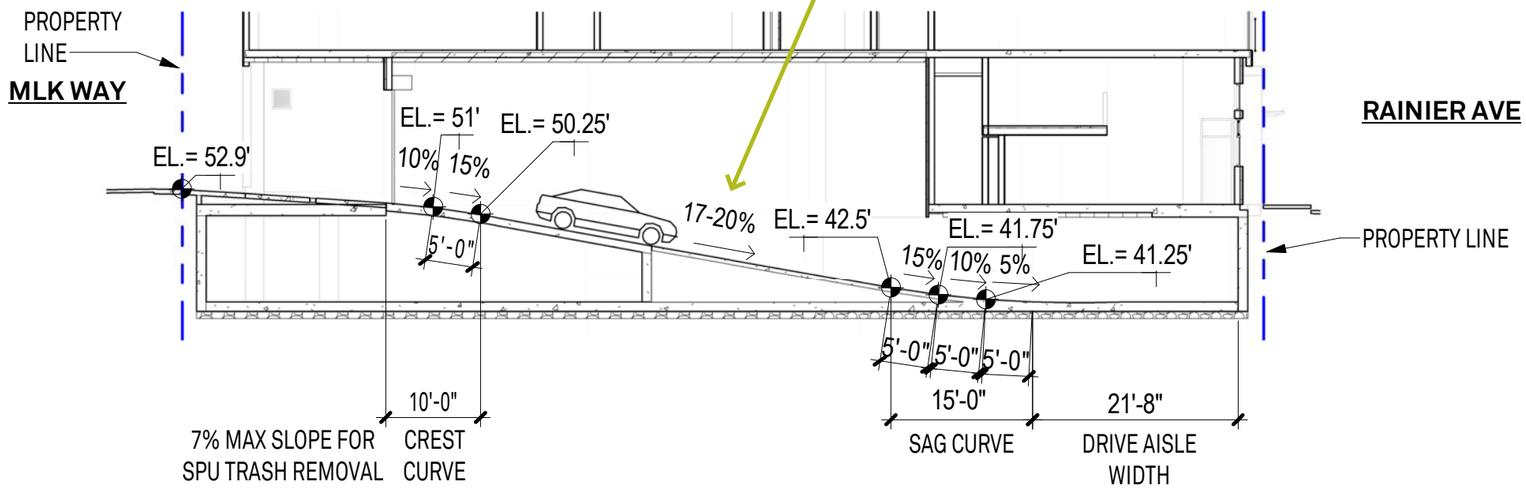
- The narrow site requires a steeper slope to get down below ground floor residences on Level 1. The additional slope is the minimum necessary to fit the ramp within the property.
- A shallower slope would require the ramp to turn the corner along Rainier Ave S, eliminating ground floor uses on the level above. Windows along the street required for transparency would look down into the garage, which is not allowed along a Pedestrian Street.
- The access location, off of MLK Jr. Way S, while best for traffic and reducing vehicle/pedestrian conflicts, is the highest elevation of the site.
- The garage access is for a limited number of vehicles.
- The parking is not required.



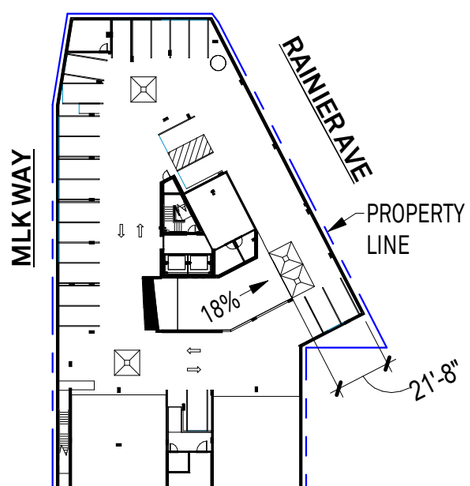
SECTION WITH CODE COMPLIANT RAMP SLOPE



WIDTH OF DRIVE RAMP AT 15% SLOPE DOES NOT ALLOW FOR 20' - 0" MINIMUM DRIVE AISLE WITHIN WIDTH OF PROPERTY



SECTION WITH PROPOSED RAMP SLOPE



WITH A 18% SLOPE, THE GARAGE RAMP AND DRIVE AISLE FIT WITHIN THE PROPERTY

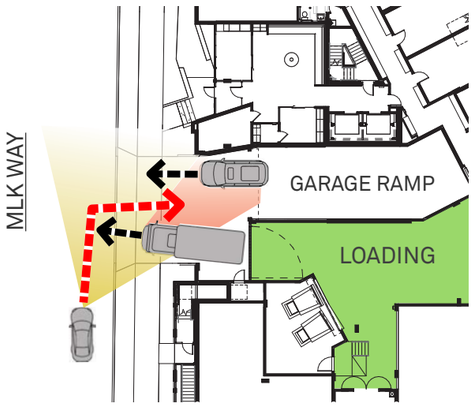
TYPE: ZONING CURB CUT DEPARTURE

ZONING CODE REQUIREMENT:
SMC 23.48.085.E - CURB CUT WIDTH AND NUMBER

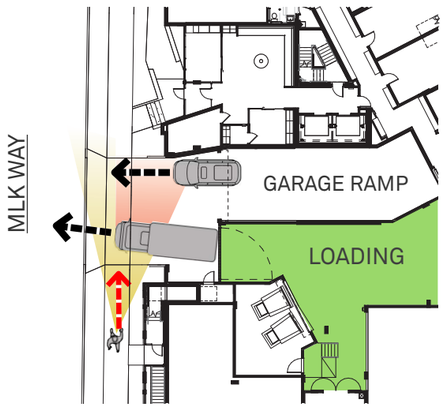
a. Permitted access shall be limited to one two-way curb cut. In the event the site is too small to permit one two-way curb cut, two one-way curb cuts shall be permitted.

b. Curb cut width shall satisfy the provisions of Section 23.54.030.

PROPOSED DEPARTURE
Allow a second vehicle curb cut on Rainier Ave S.

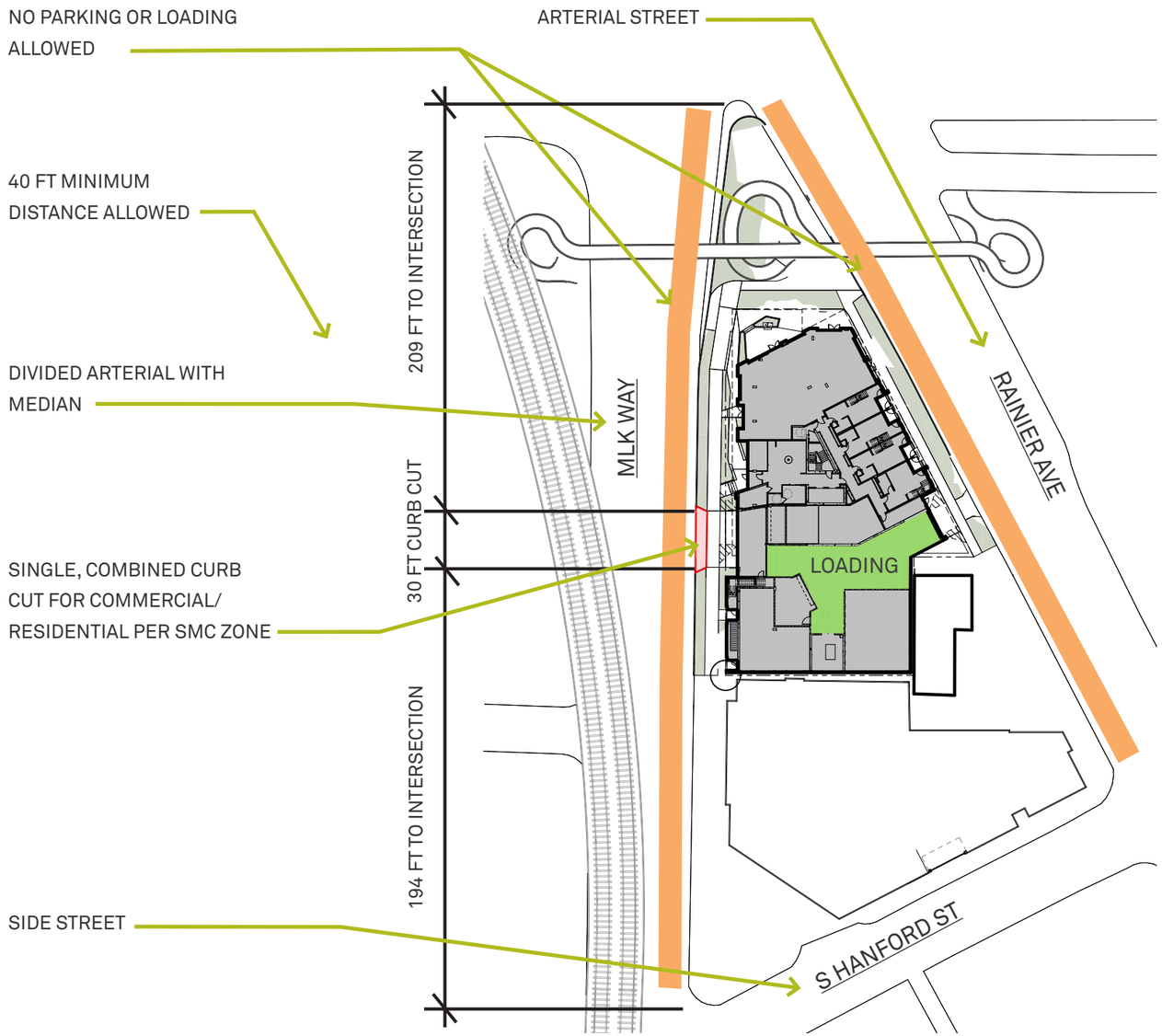


TRUCK OBSCURES SIGHTLINE
FOR VEHICLE ENTERING GARAGE



TRUCK OBSCURES PEDESTRIAN
SIGHTLINE TO GARAGE EXIT

SAFETY CONCERNS WITH SINGLE CURB CUT



SITE CONSTRAINTS

JUSTIFICATIONS FOR CURB CUT DEPARTURE

ZONING CODE REQUIREMENT:
SMC 23.48.085.E - CURB CUT WIDTH AND NUMBER

PL2.II.i - Mt Baker Town Center Design Guidelines

"All streets, open spaces, walkways and connections should be designed to ensure clear sightlines.. ."

- The single curb cut, with multiple lanes of vehicle traffic accessing the garage and loading area, would be a dangerous configuration for pedestrians and vehicles.
- Trucks leaving the loading dock would obscure sightlines to the garage exit.
- A vehicle turning into the garage from MLK Way may not have visibility to cars exiting the garage or pedestrians on the sidewalk.
- Pedestrians walking along MLK Way may not have visibility to vehicle traffic accessing the garage.
- A second curb cut would eliminate the hazard of having two adjacent vehicle exits.

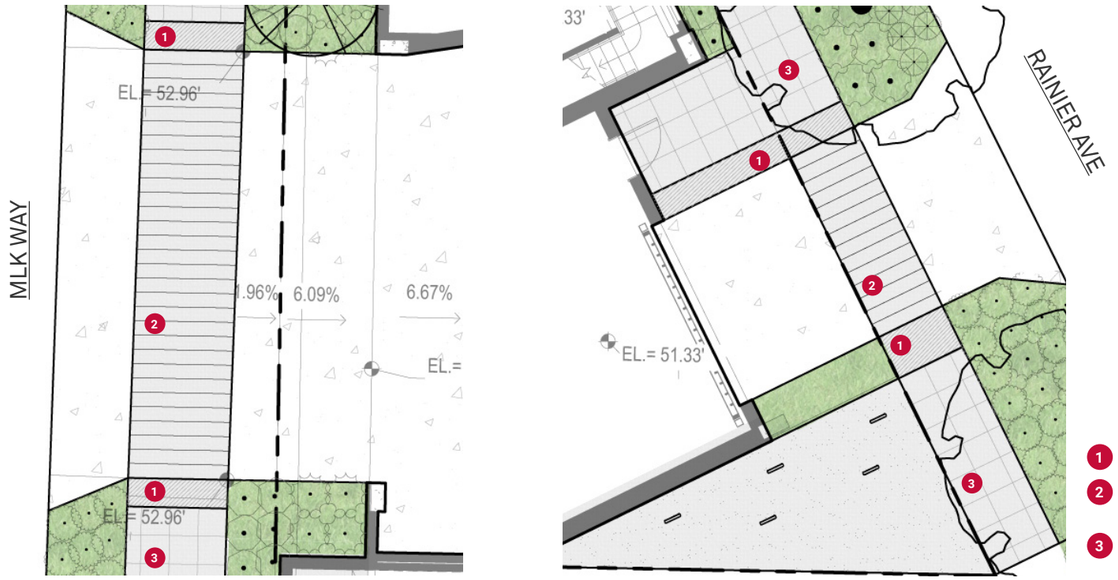
DC1.B.1.c - Seattle Design Guidelines

"Employ a multi-sensory approach to areas of potential vehicle-pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement."

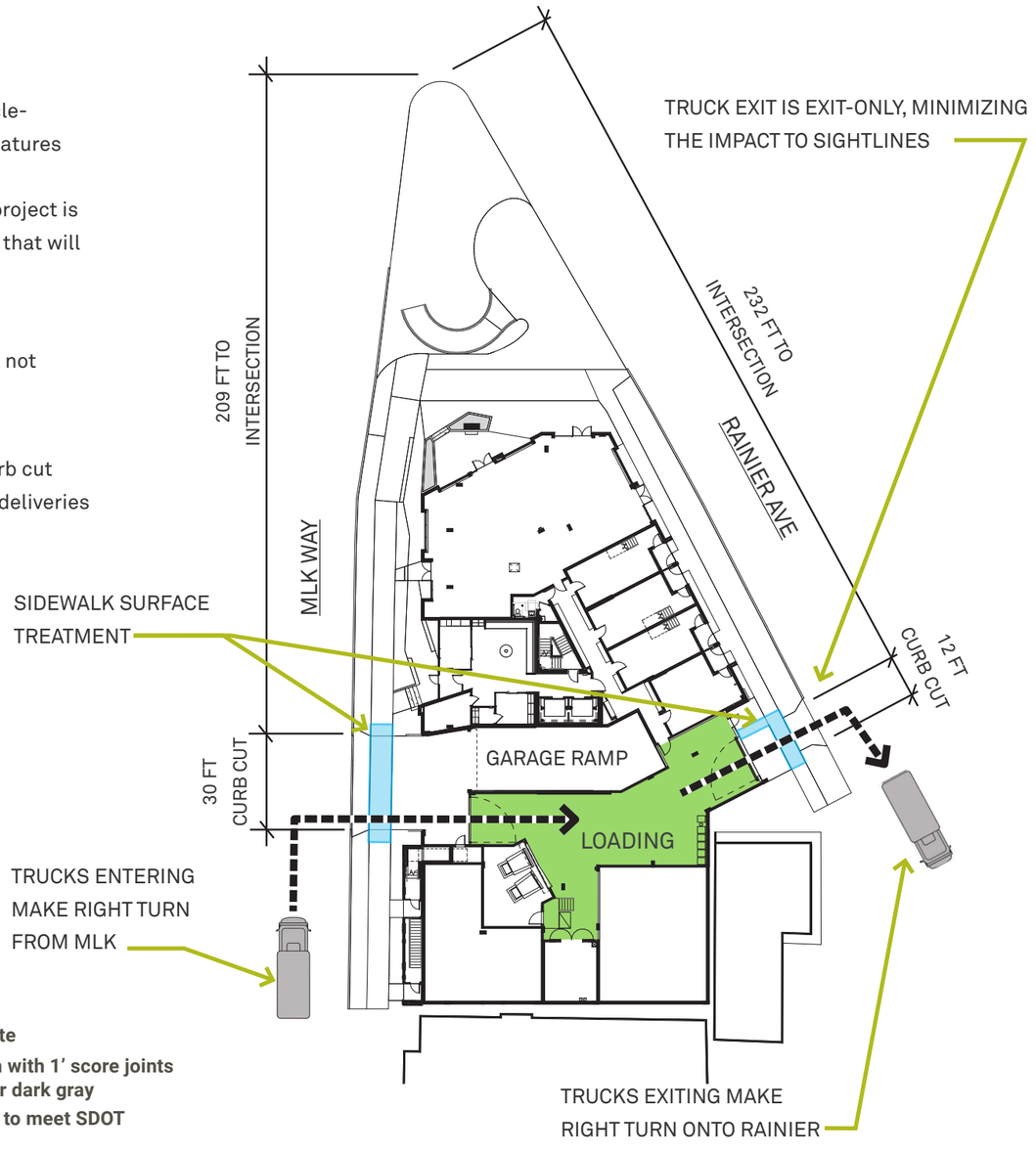
- To mitigate the impact of having multiple curb-cuts, the project is proposing sidewalk surface treatments at both curb cuts that will help identify these vehicle access points to pedestrians.

Other Constraints

- The site is located on two arterial streets, and the site is not served by an alley for service access.
- No parking or loading is allowed on either arterial street bordering the site, and the drive-through and second curb cut allows the site to provide a loading area for commercial deliveries and tenant move-in/move-out.



PROPOSED SIDEWALK SURFACE TREATMENT AT CURB CUTS



PROPOSAL WITH SECOND CURB CUT


ViV
CROSSING
VIV CROSSING

Appendix

Solar Study



9:00 AM



12:00 PM



3:00 PM

SUMMER SOLSTICE



9:00 AM



12:00 PM



3:00 PM

EQUINOX



9:00 AM



12:00 PM



3:00 PM

WINTER SOLSTICE



9:00 AM



12:00 PM



3:00 PM

SUMMER SOLSTICE



9:00 AM

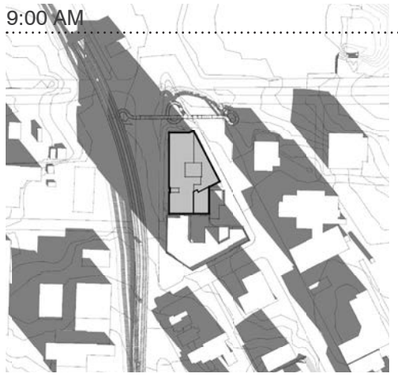


12:00 PM



3:00 PM

EQUINOX



9:00 AM



12:00 PM



3:00 PM

WINTER SOLSTICE



LEVEL P1



LEVEL 1



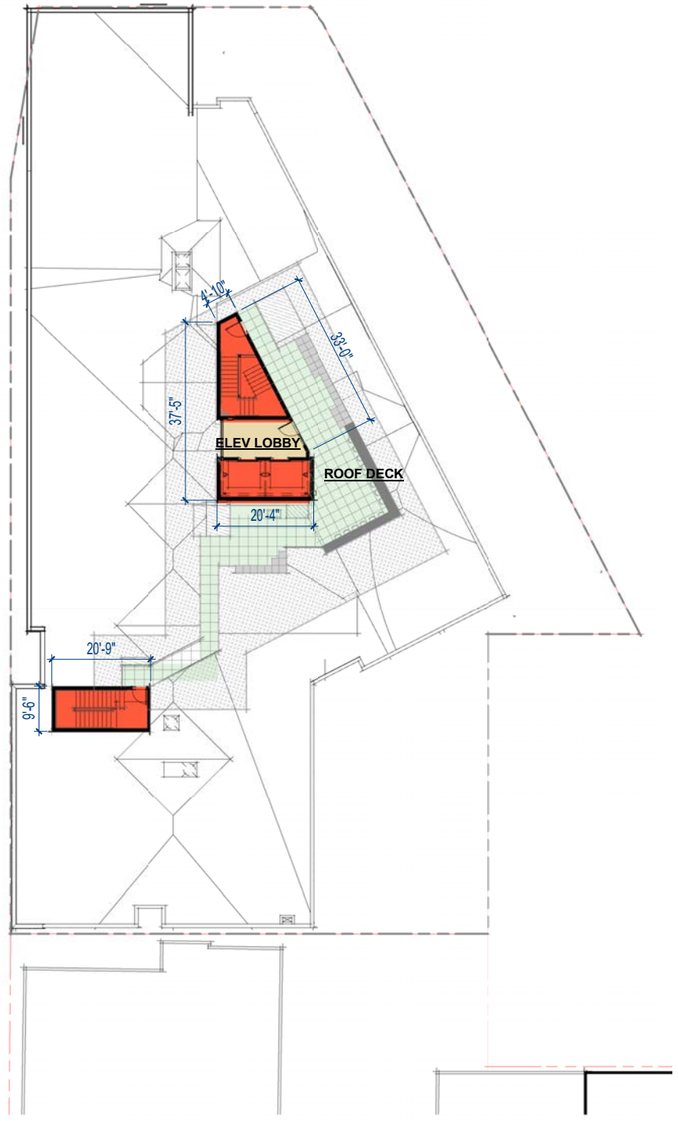
LEVEL 2



LEVELS 3-6 (LEVEL 7 SIM., WITH ADD'L 2B/2B



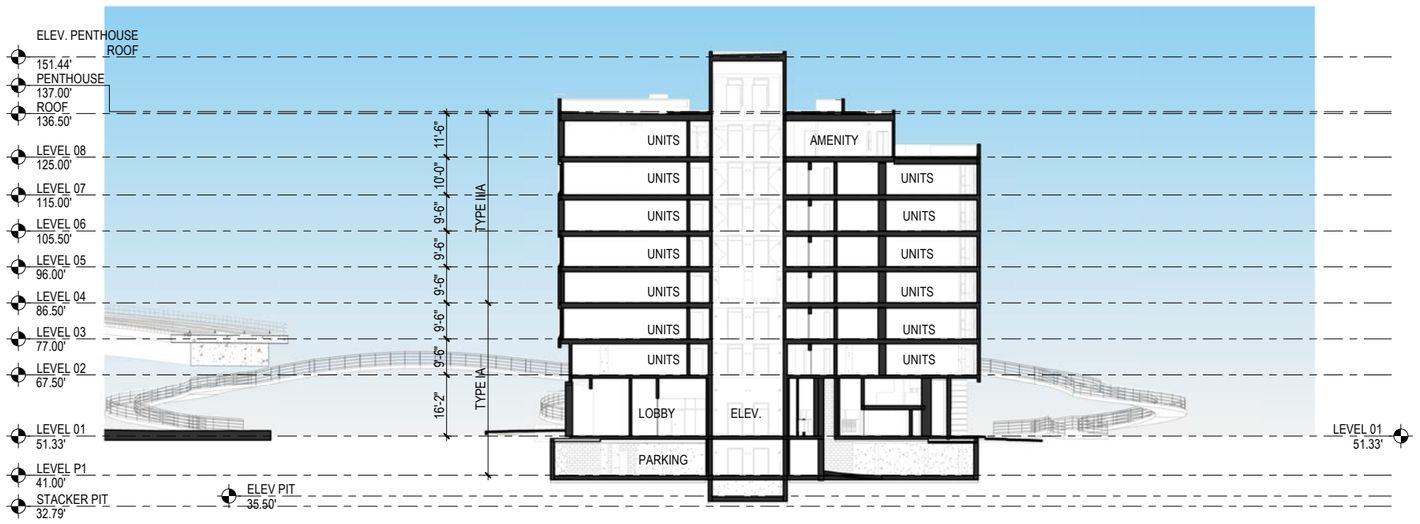
LEVEL 8



ROOF



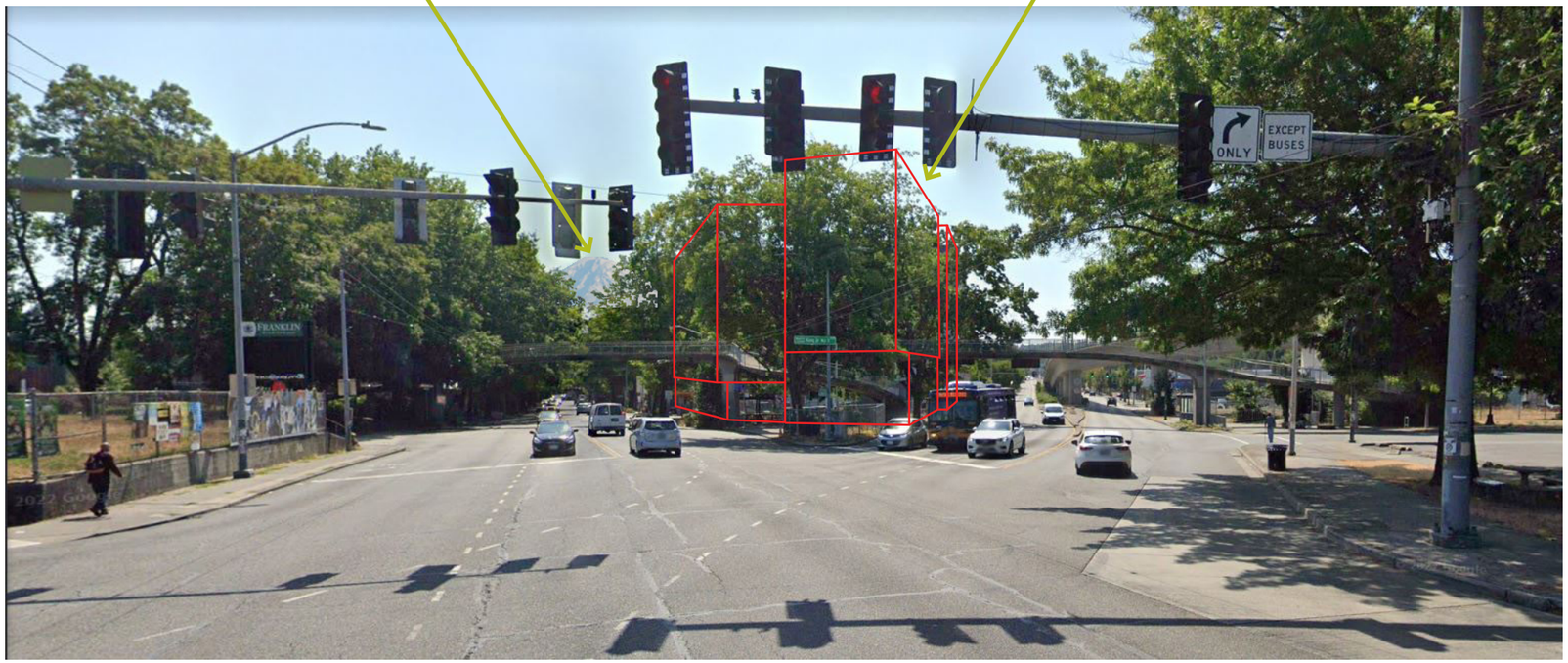
NORTH - SOUTH BUILDING SECTION



EAST - WEST BUILDING SECTION

MOUNT RAINIER IN DISTANCE

BUILDING MASS DOES NOT OBSTRUCT PRIMARY VIEW CORRIDOR TO MOUNT RAINIER



VIEW LOOKING SOUTH ON RAINIER AVENUE