

EARLY DESIGN GUIDANCE

3111 RAINER AVE S | SEATTLE, WA 98144

JANUARY 31, 2020 | SDCI #3033254-EG

TABLE OF CONTENTS

SECTION 3 - PROJECT OVERVIEW **3**
Project Team & Our Previous Work
Vision
Development Summary
Community Outreach Plan
Community Outreach Meeting Summary

SECTION 4 - SITE PLAN **8**
Context image
Site Plan

SECTION 5 - URBAN DESIGN ANALYSIS **10**
Zoning
Urban Villages, Centers, & Overlays
Public Transportation
Bike and Pedestrian Circulation
Adjacent Uses
Nine Block Axon with Zoning Envelope
Community Nodes / Landmarks & Local Siting Patterns
Neighboring Sites of Significance
Streetscape Photo Montage

SECTION 6 - ZONING INFORMATION **20**
Zoning Summary table

SECTION 7 - DESIGN GUIDELINES **24**
Priority Design Guidelines & Responses

SECTION 8 - MASSING OPTIONS **26**
Overview & Comparison
Option 1 - Code Compliant
Option 2
Option 3 - Preferred
Sun Angle Study - Existing Condtions
Sun Angle Study - Option 3 - Crossroads (Preferred)

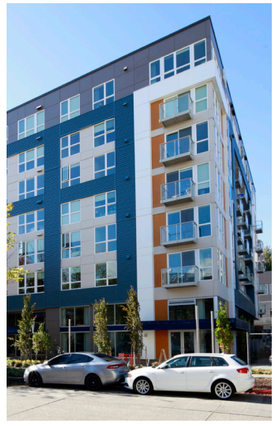
SECTION 9 - ZONING DEPARTURES **54**
Zoning Departure Diagrams



^ *Reduction of perceived mass*



^ *Contrasting forms*



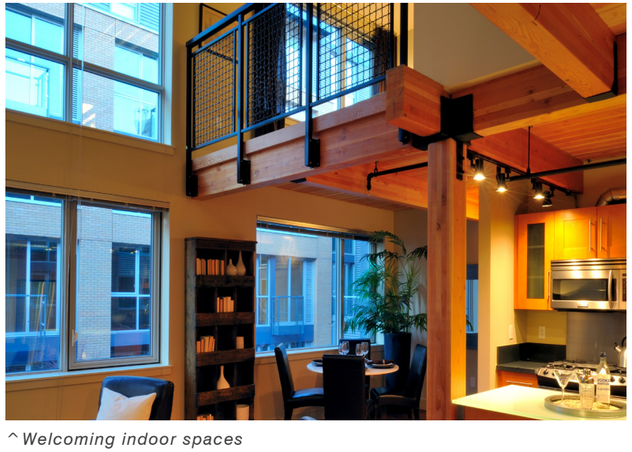
^ *Use of color, materials*



^ *Active streetscape*



^ *Urban infill*



^ *Welcoming indoor spaces*



^ *Simple forms*



^ Use of modulation and patterns to add visual interest



^ Active outdoor spaces



^ Clear building entries



^ Integration of upper and lower massing forms



^ Use of landscape and material



^ Reduce larger massing into smaller forms



^ Cladding / fenestration integration

PROJECT TEAM & OUR PREVIOUS WORK

DEVELOPER

Rêve Development
2441 76th Ave SE, Suite 160
Mercer Island, WA 98040

Contact: Suzanne Zahr
szahr@revedev.com
206.354.1567

ARCHITECT

Encore Architects
1402 3rd Avenue, Suite 1000
Seattle, WA 98101

Contact: Thomas Hemba, AIA, LEED AP
thomash@encorearchitects.com
206.673.1893

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

SECTION 3 | PROJECT OVERVIEW

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, 'Crossroads' 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

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.

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.

Respond to Needs of Mt. Baker Residents and Business Owners
- 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.



^ *Example of enhanced pedestrian street with landscape buffers and activated spaces*



^ *Example of high quality durable building materials*



^ *Example of buffers separating private and public spaces*



DEVELOPMENT SUMMARY

Project Information

- Proposed Area:	118,000 Gross SF (Approximately)
- Residential Units	160 (Approximately) (incl. approx. 63 SEDUs)
- Commercial Area:	7,600 SF (Approximately)
- Parking Stalls (below grade)	49 (Approximately)

Project Objectives

3111 Rainier 'Crossroads' 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 PassivHaus Certification.

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.

COMMUNITY OUTREACH PLAN

Reve Development's Community Outreach Program follows the guidelines established by the Seattle Department of Neighborhoods.

Timeline:

1/13/20: USPS Mailings to all addresses within 500' of the project

1/14/20: 5 Posters installed in neighboring businesses

1/29/20: Community Meeting held at local business Baked from the Hart

^ COMMUNITY OUTREACH AREA

MIXED-USE APARTMENT DEVELOPMENT PROPOSAL

JOIN US FOR A GUIDED COMMUNITY SITE WALK!
ÚNETE A NOSOTROS PARA UN PASEO GUIADO POR EL SITIO DE LA COMUNIDAD!

JANUARY 29, 2020 5:00 – 6:00PM @ BAKED FROM THE HART 2801 S HANFORD ST, SEATTLE 98144

Proposal Summary:
The project proposes the demolition of two existing commercial buildings and construction of a mixed-use apartment building. The apartment building will be 8 stories with 164 residential units, including SEDU (small efficiency dwelling units) and approximately 8,000 square feet of ground floor retail space. Site design and Right of Way improvements along Rainier Ave and MLK Boulevard will be included in the development.

Address: 3109 and 3111 Rainier Avenue South
Dirección: Seattle, WA 98144
SDCI#: 3033254-EG

Developer: Rêve Development LLC
Urbanizador: Rêve Development LLC

Contact: Shannon Carver
Contacto: scarver@revedev.com

Website: **www.mbscrossroads.com**
Comments Appreciated, Comentarios Apreciados.

For additional information on the project, please visit the Seattle Services Portal, record number 3033254-EG and www.mbscrossroads.com.
Para mayor información sobre el proyecto, visite el Portal de Servicios de Seattle, número de record 3033254–EG y www.mbscrossroads.com.

Any information collected by Rêve Development LLC during the community outreach process may be submitted to the City of Seattle and made public pursuant to the Washington Public Records Act.

Toda la información recopilada por Blue Fern Development, LLC durante el proceso de promoción comunitaria puede presentarse a la ciudad de Seattle y hacerse pública de conformidad con la Ley de Registros Públicos de Washington.

Servicios de traducción disponibles antes del 29 de enero de 2020.

Resumen de la propuesta:
El Proyecto propone la demolición de dos edificios comerciales existentes y construcción de un edificio de apartamentos de uso mixto.





^ COMMUNITY OUTREACH NOTIFICATION

COMMUNITY OUTREACH MEETING SUMMARY

Date: 1/29/20
Time: 5:00 - 6:00pm
Location: Baked from the Hart
2801 S Hanford St
Seattle, WA 98144

Meeting Leader: Michael Ross, Reve Development

Attendees:

Bill Hart, Baked from the Hart
Flora, Mt. Baker Hub Alliance
Chris Bendix, Mercy Housing Alliance
Mark Temmel, Temmel Real Estate
Bill Pars, Mt. Baker Community Club

Representatives from the following neighborhood organizations attended:

- Mt Baker Community Club
- Mt. Baker Hub Alliance
- Mercy Housing Northwest
- Temmel Real Estate
- Baked from the Hart

Comments/Notes:

- These individuals were supportive of the project and preferred our “Crossroads” design of the 3 schemes that will be submitted for design review.
- Mercy Housing would like as much courtyard and mural exposure as reasonable.
- The hub alliance inquired about garage access off MLK or Rainier. They are excited to see positive and well-designed projects in the community increasing access to affordable housing.
- Bill Hart expressed interest in our retail space in the base of the building. Noted affordable retail is needed in the community.
- Mark Temmel is a real estate agent in the area.

Summary of Feedback:

The feedback from the community has been overwhelmingly positive. Local stakeholders are pleased to see increased growth in the neighborhood replacing nuisance buildings with modern, thoughtfully designed structures that allow for a variety of lifestyles including affordable apartments.

The retail community expressed concern about affordable retail, although they are interested in expanding the size of their current business and programming.

The community groups stress the importance of improving the neighborhood walkability and safety in line with the Accessible Mt Baker Plan.

The neighboring Mercy Housing building, Othello East, inquired about their couryard and mural exposure.

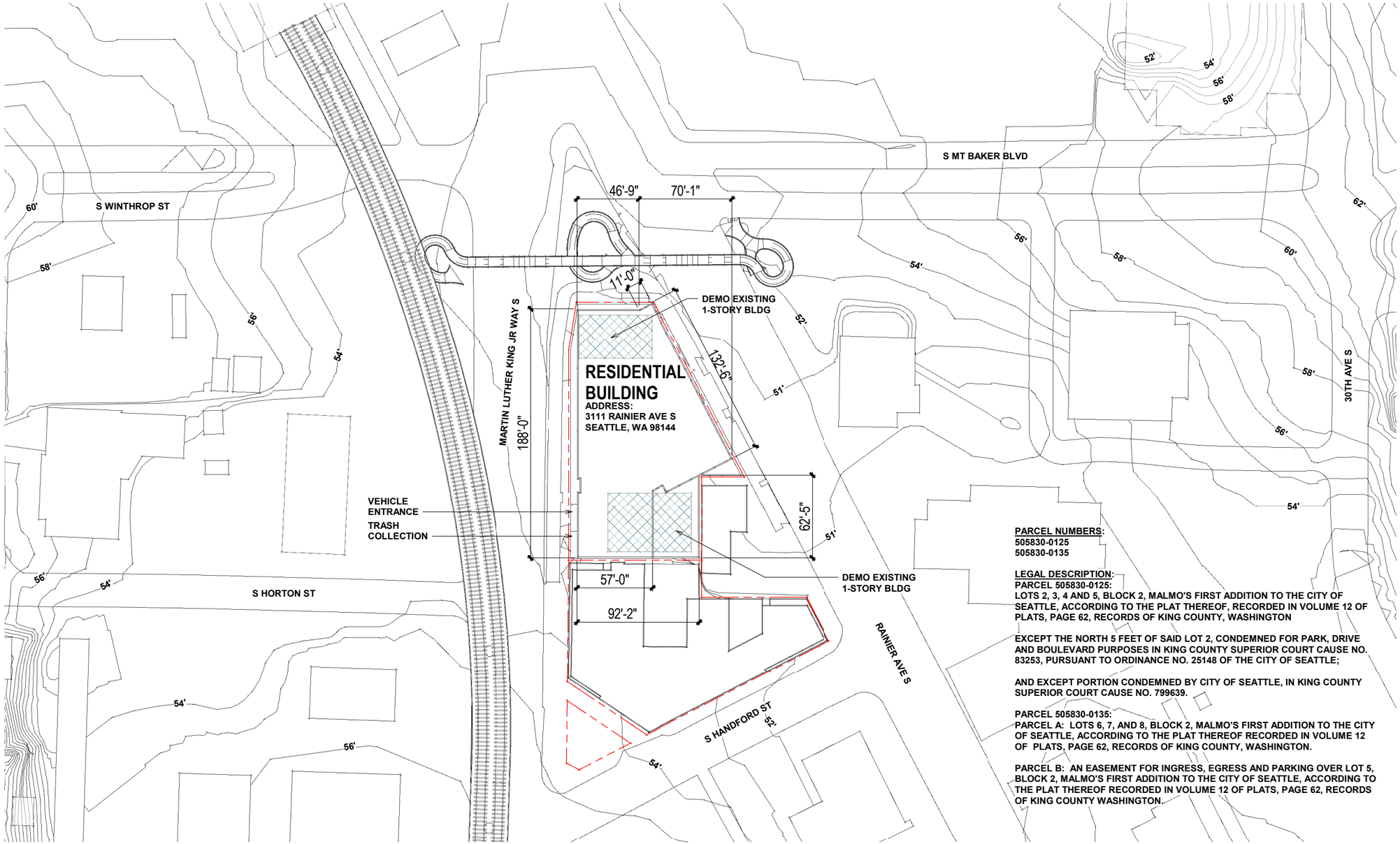
All attendees of the community event preferred the Crossroads scheme of the three designs presented for design review.

Design Considerations:

- Crossroad’s buidling massing does not enclose, obscure views, or block the courtyard of the Mercy Housing project to the south of the site.
- Sizes and locations of Commercial spaces on the ground floor vary, and are divisible into tenant spaces to serve local small businesses.
- Crossroads increases walkability with active, transparent storefronts and improvements to sidewalks.
- The project’s site design looks toward the future of the neighborhood, taking future SDOT, Metro, Link and Accessible Mt. Baker plans and ideas into account.
- Crossroads builds approximately 160 new housing units, including approximately 63 SEDUs, in a variety of styles and includes affordable housing units.
- Crossroad’s modern design and clear and evocative massing draw influences from new projects around the neighborhood.
- New public open spaces on the site improve the pedestrian experience and add to the character of the neighborhood.

SECTION 4 | SITE PLAN
CONTEXT IMAGE





PARCEL NUMBERS:
505830-0125
505830-0135

LEGAL DESCRIPTION:
PARCEL 505830-0125:
LOTS 2, 3, 4 AND 5, BLOCK 2, MALMO'S FIRST ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 12 OF PLATS, PAGE 62, RECORDS OF KING COUNTY, WASHINGTON

EXCEPT THE NORTH 5 FEET OF SAID LOT 2, CONDEMNED FOR PARK, DRIVE AND BOULEVARD PURPOSES IN KING COUNTY SUPERIOR COURT CAUSE NO. 83253, PURSUANT TO ORDINANCE NO. 25148 OF THE CITY OF SEATTLE;

AND EXCEPT PORTION CONDEMNED BY CITY OF SEATTLE, IN KING COUNTY SUPERIOR COURT CAUSE NO. 799639.

PARCEL 505830-0135:
PARCEL A: LOTS 6, 7, AND 8, BLOCK 2, MALMO'S FIRST ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 62, RECORDS OF KING COUNTY, WASHINGTON.

PARCEL B: AN EASEMENT FOR INGRESS, EGRESS AND PARKING OVER LOT 5, BLOCK 2, MALMO'S FIRST ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 62, RECORDS OF KING COUNTY WASHINGTON.

0 10' 20' 40'

SECTION 5 | URBAN DESIGN ANALYSIS

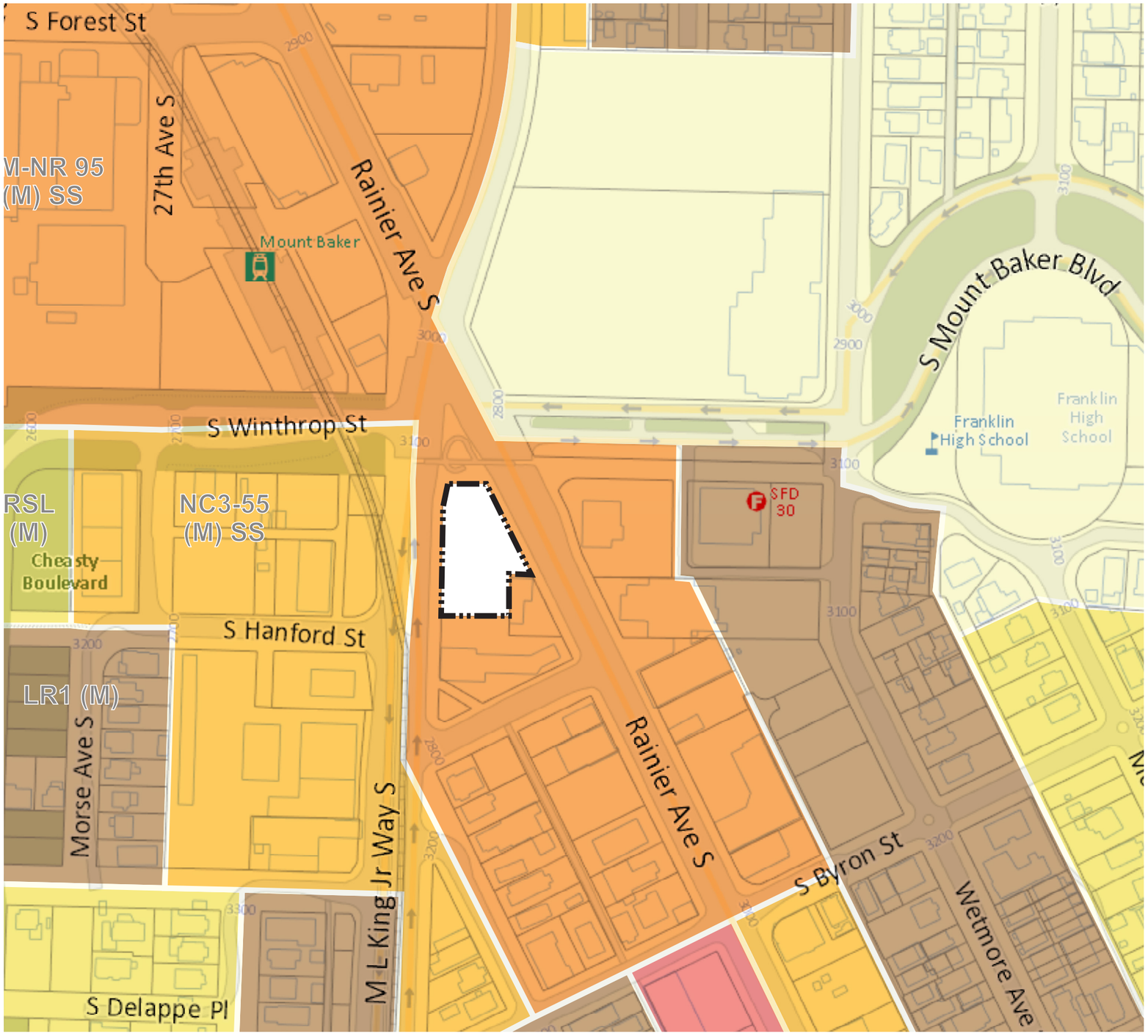
ZONING

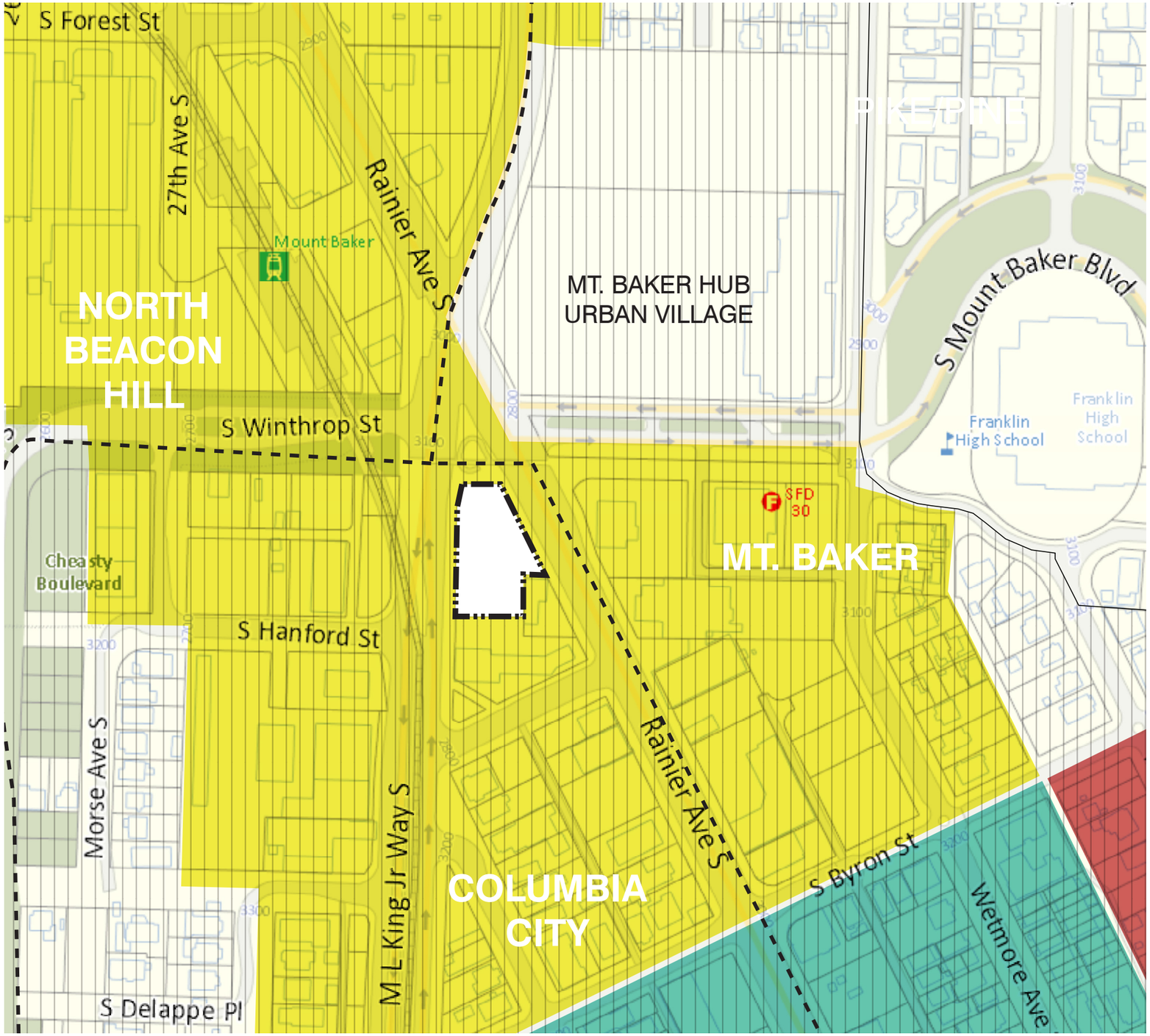
- ZONING DESIGNATION: SM-NR 95 (M)
- ZONING OVERLAY(S): MT. BAKER URBAN VILLAGE
- MAX. BUILDING HEIGHT: 95’
- MAX. BLDG. HEIGHT
- MINIMUM FAR: 2
- MAX FAR: 6.25
- FAR EXEMPTIONS:
  - ALL UNDERGROUND STORIES
  - PORTIONS OF A STORY THAT EXTEND NO MORE THAN 4’ ABOVE EXIST. OF FINISHED GRADE, WHICHEVER IS LOWER, EXCLUDING ACCESS.
  - 3.5% OF CHARGEABLE AREA FOR MECHANICAL EQUIP. (BLDG <65’)
  - GROSS SF FOR SOLAR COLLECTORS / WIND TURBINES
  - BICYCLE COMMUTER SHOWERS PER SMC 23.54.015.K.8
  - FLOOR AREA FOR BICYCLE PARKING FOR SEDUS
- UPPER LEVEL SETBACK: RAINIER AVE S 1’ PER 2’ OVER 45’ (MAX 15’)
- FRONT / SIDE / REAR: 0’
- MANDATORY HOUSING AFFORDABILITY 6% (M) / MEDIUM

LEGEND

- Neighborhood Commercial
- Residential Small Lot
- Single Family
- Lowrise Multi-Family
- Seattle Mixed
- Commercial
- Project Site

0 100’ 200’ 400’





URBAN VILLAGES, CENTERS, & OVERLAYS

- Site is within the Mt Baker Hub Urban Village

LEGEND

- Southeast Seattle Reinvestment Area
- Southeast Seattle Reinvestment Area and Rainier/Genesee Business District
- Rainer/Genesee Business District
- Urban Centers / Villages
- Neighborhood Boundary
- Project Site

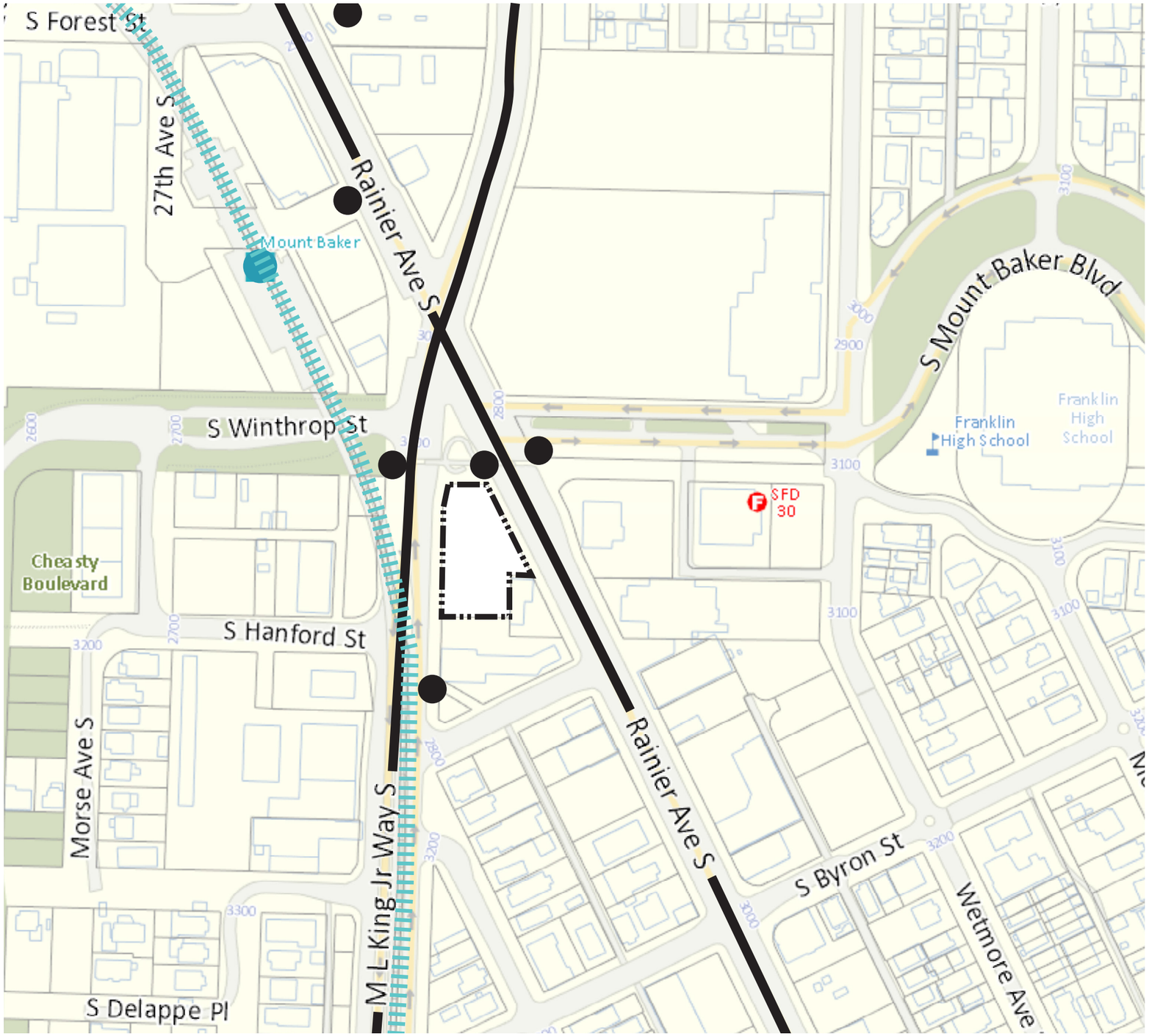
0 100’ 200’ 400’

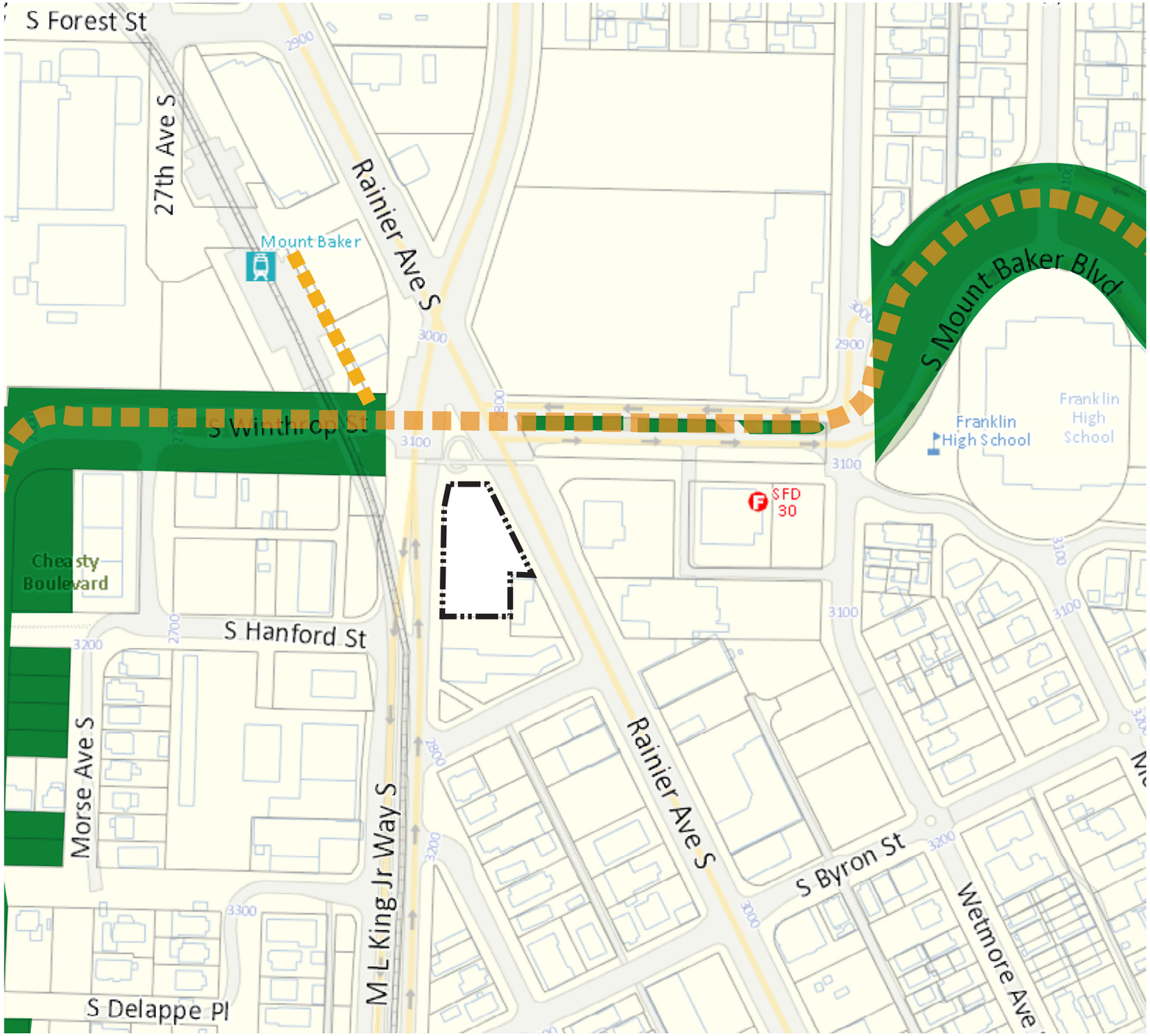
PUBLIC TRANSPORTATION

LEGEND

- Link Light Rail
- Link Light Rail Stop
- Bus Route
- Bus Stop
- Project Site

0 100’ 200’ 400’





BIKE AND PEDESTRIAN CIRCULATION.

LEGEND

- Parks & Open Space
- Green Street
- Neighborhood Greenway
- Bike Lane
- Future Bike Lane
- Bike Route
- Pedestrian Path
- Project Site

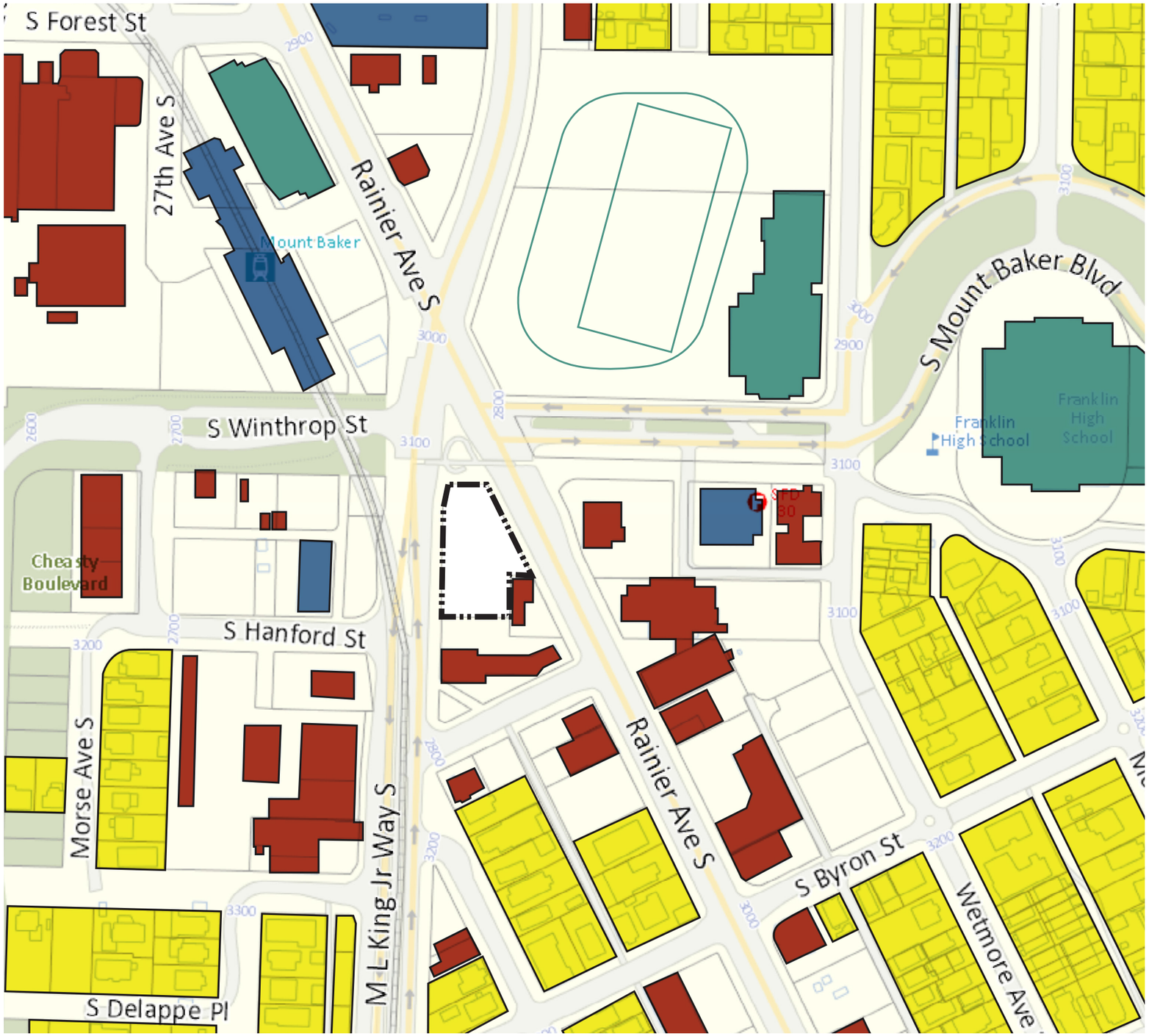
0 100’ 200’ 400’

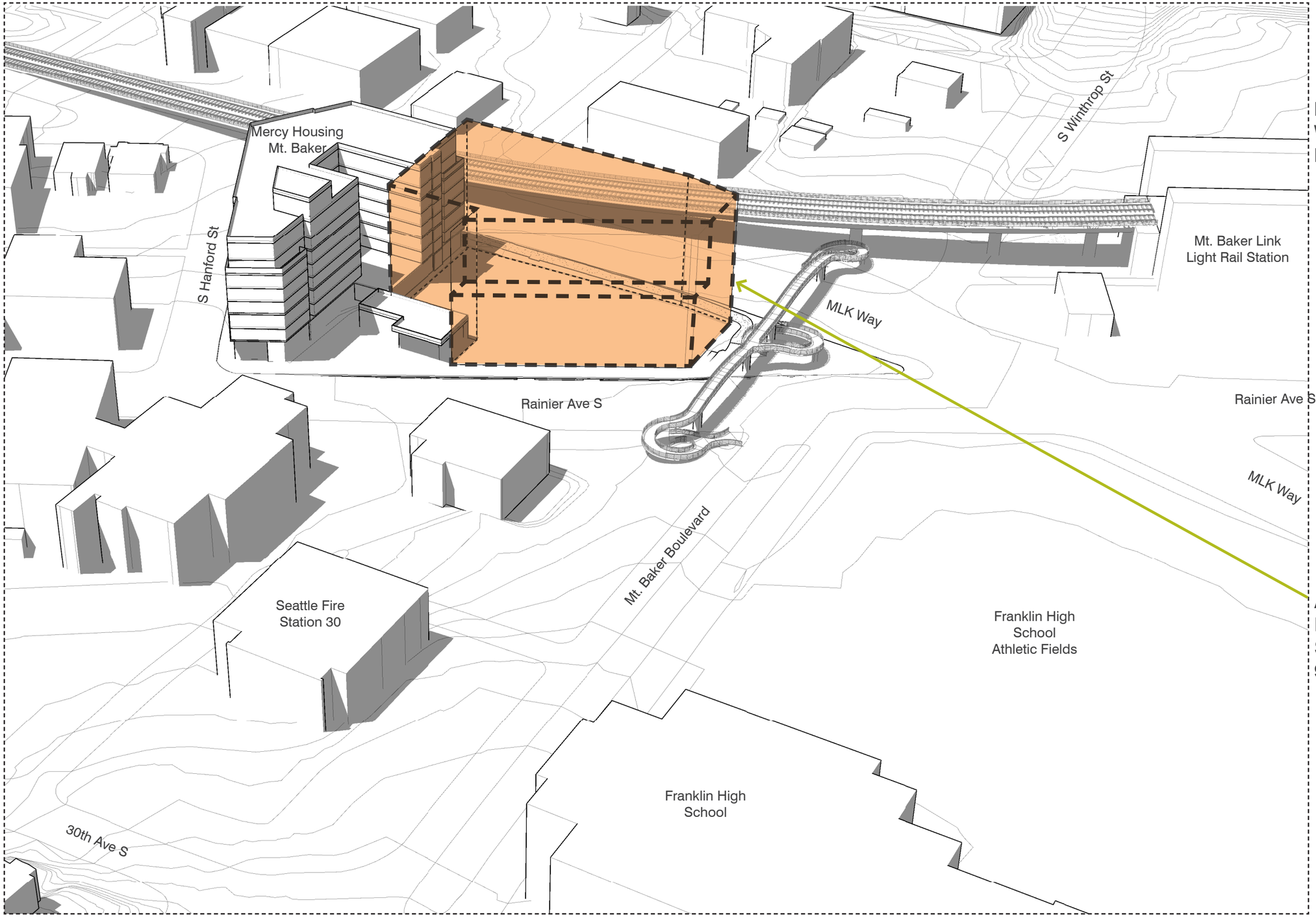
ADJACENT USES

LEGEND

- Single family, duplex, & triplex
- Apartments
- Mixed Use Apartments
- Retail / Office
- Hotel
- Medical
- Community / Religious
- Education / Institutional
- Project Site

0 100’ 200’ 400’





NINE BLOCK AXON
WITH ZONING
ENVELOPE

ALLOWABLE ZONING
ENVELOPE
SM-NR 95 (M)
95’ HEIGHT LIMIT

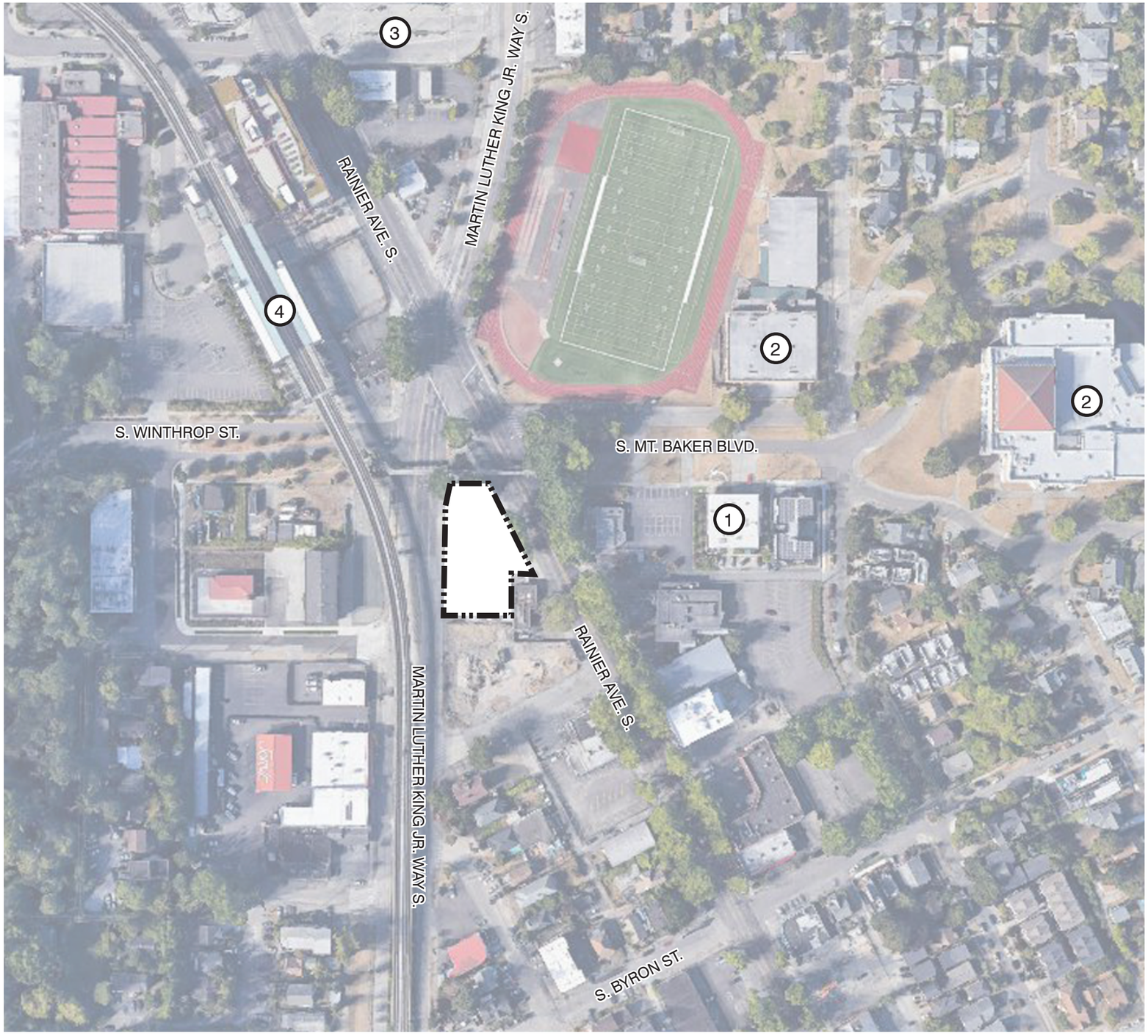
COMMUNITY NODES/LANDMARKS & LOCAL SITING PATTERNS

The proposed project is in Seattle's Mt. Baker Neighborhood near the eastern edge of North Beacon Hill. It is located at the intersection of two significant Seattle streets: Rainier Ave S. and Martin Luther King Jr. Way S.

The project site currently contains a surface parking lot that formerly served two small commercial buildings. The minimum right-of-way on Rainier Ave S is 65' wide, and the minimum along MLK Way is 100' wide. Survey shows an 80' ROW along Rainier Ave S and 44.71' to the centerline of MLK Way. There are a mix of existing sidewalks in place, including newly improved sidewalks at the site directly to the south. There is a ROW on the north property line for Mt. Baker Blvd, which contains a pedestrian bridge running east-to west over both MLK Way and Rainier Ave S.' A commercial property with a laundromat borders the site in the southeast corner.

The neighborhood is largely urban in character, with a variety of newer urban developments in some locations, and many under-utilitized sites with older commercial uses. More established, lower density housing areas begin several blocks farther east and west, while commercial uses extend north and south.

Mt. Baker Boulevard is part of Seattle's historic greenways and Olmstead's master plan, connecting Mt. Baker to Beacon Hill via Cheasty Blvd, and to Lake Washington via Mt. Baker Park.



0 100' 200' 400'



1 SEATTLE FIRE DEPARTMENT STATION 30



2 FRANKLIN HIGH SCHOOL



2 FRANKLIN HIGH SCHOOL GYM & FIELD



3 MT. BAKER TRANSIT CENTER



3 MT. BAKER RAIL STATION

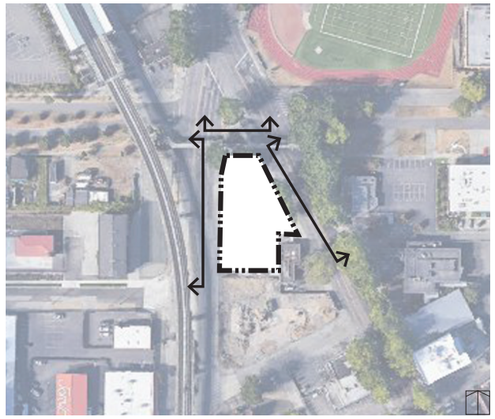
NEIGHBORING SITES OF SIGNIFICANCE

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.

STREETSCAPE PHOTO MONTAGE





^ VIEW FROM SITE - ALONG MLK WAY

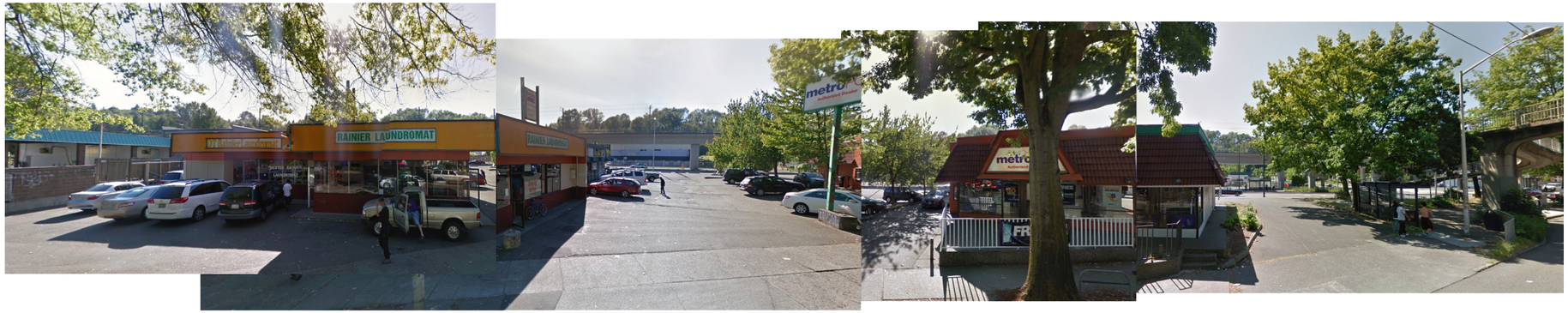


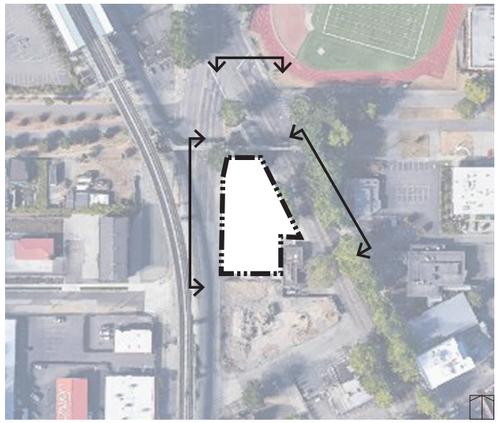
^ VIEW FROM SITE - ALONG MLK WAY



^ VIEW FROM SITE - ALONG RAINIER AVE

STREETSCAPE PHOTO MONTAGE





^ VIEW INTO SITE - FROM RAINIER AVE S



^ VIEW INTO SITE - LOOKING SOUTH



^ VIEW INTO SITE - FROM MLK WAY

ZONING SUMMARY TABLE

Subject	SMC Reference	Code text	Proposed Building
FAR			
Base FAR	23.48.020, Table A	2	
Maximum FAR	23.48.420, Table A	6.25	Proposed FAR: 6.04
FAR Exemptions	23.48.020,B	1. All underground stories or portions of stories. 2. Portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access. 3. As an allowance for mechanical equipment, in any structure 65 feet in height or more, 3.5 percent of the total chargeable gross floor area in a structure is exempt from FAR calculations. Calculation of the allowance includes the remaining gross floor area after all exempt space allowed in this subsection 23.48.020.B has been deducted. Mechanical equipment located on the roof of a structure, whether enclosed or not, is not included as part of the calculation of total gross floor area. 4. All gross floor area for solar collectors and wind-driven power generators. 5. Bicycle commuter shower facilities required by subsection 23.54.015.K.8. 6. The floor area of required bicycle parking for small efficiency dwelling units or congregate residence sleeping rooms, if the bicycle parking is located within the structure containing the small efficiency dwelling units or congregate residence sleeping rooms. Floor area of bicycle parking that is provided beyond the required bicycle parking is not exempt from FAR limits.	
HEIGHT			
Height Limit	23.48.025, A, 1	The height limits for structures in Seattle Mixed zones are as shown on the Official Land Use Map (95')	Proposed height: 85'
Rooftop Features	23.48.025, C	1. Smokestacks, chimneys, flagpoles, and religious symbols.... 2. Open railings, planters, skylights, clerestories, greenhouses, parapets, and firewalls may extend up to 4 feet above the maximum height limit with unlimited rooftop coverage. Insulation material or soil for landscaping located above the structural roof surface may exceed the maximum height limit if enclosed by parapets or walls that comply with this subsection 23.48.025.C.2. 3. Solar collectors may extend up to 7 feet above the maximum height limit, with unlimited rooftop coverage. 4. The following rooftop features may extend up to 15 feet above the maximum height limit, so long as the combined total coverage of all features... does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment: e. Solar collectors f. Stair penthouses g. Mechanical equipment h. Atriums, greenhouses, and solariums 5. For structures greater than 85 feet in height, elevator penthouses up to 25 feet above the height limit are permitted.... 6. Greenhouses that are dedicated to food production are permitted to extend 15 feet...as long as the combined total coverage of all features ...does not exceed 50 percent of the roof area. 7. At the applicant's option, the combined total coverage of all features listed in subsections 23.48.025.C.4 and 23.48.025.C.5 may be increased to 65 percent of the roof area, provided that all of the following are satisfied:a.All mechanical equipment is screened; andb.No rooftop features are located closer than 10 feet to the roof edge. 9. Screening. Rooftop mechanical equipment and elevator penthouses shall be screened with fencing, wall enclosures, or other structures.	Rooftop features meet all requirements
SETBACKS			
Upper Level Setbacks	23.48.435, A & B	1. A.Any portion of a structure greater than 45 feet in height is required to set back from a lot line abutting a street shown on Map A for 23.48.435.B. 2. 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 project requests a zoning departure for the proscribed upper level setback.

ZONING SUMMARY TABLE

Subject	SMC Reference	Code text	Proposed Building
STREET-LEVEL DEVELOPMENT STANDARDS			
Street-facing facade requirements	23.48.040, A. 1	Primary pedestrian entrance. In the SM-SLU, SM-NR, SM-UP, and SM-NG zones, each new structure facing a Class 1 Pedestrian Street	Proposed Project meets requirements.
Minimum facade height.	23.48.040, A, 2	2. In the SM-SLU, SM-NR, SM-NG, and SM-RB zones, a minimum facade height is required for the street-facing facades of new structures, unless all portions of the structure are lower than the required minimum facade height listed below. a. a.On Class 1 Pedestrian Streets, the minimum height for street-facing facades is 45 feet. b. b.On Class 2 Pedestrian Streets and Neighborhood Green Streets, the minimum height for street-facing facades is 25 feet. c. c.On all other streets, the minimum height for street-facing facades is 15 feet.	Proposed Project meets requirements.
Transparency and blank facade requirements.	23.48.040, B, 1, a & b	a.In the SM-SLU, SM-NR, SM-U, SM-UP, SM-RB, and SM-NG zones, on Class 1, Class 2, and Class 3 Pedestrian Streets and Neighborhood Green Streets, a minimum of 60 percent of the street-facing facade must be transparent, except that if the slope of the street frontage abutting the lot exceeds 7.5 percent, the required amount of transparency is 45 percent of the street-facing facade.b.In the SM-SLU, SM-D, SM-NR, SM-U, SM-UP, SM-RB, and SM-NG zones, for all other streets not specified in subsection 23.48.040.B.1.a, a minimum of 30 percent of the street-facing facade must be transparent, except that if the slope of the street frontage abutting the lot exceeds 7.5 percent, the minimum amount of transparency is 22 percent of the street-facing facade.	Proposed Project meets requirements.
Blank Facade Limits	23.48.040, B, 2	a. ...for Class 1, Class 2, and Class 3 Pedestrian Streets and Neighborhood Green Streets, the following apply: 1) Blank facades are limited to segments 15 feet wide. Blank facade width may be increased to 30 feet if the Director determines as a Type I decision that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest. 2) The total width of all blank facade segments shall not exceed 40 percent of the width of the street-facing facade of the structure on each street frontage, or 55 percent of the width of the street-facing facade if the slope of the street frontage abutting that lot exceeds 7.5 percent. b. All other streets not specified in subsection 23.48.040.B.2.a are subject to the following: 1)Blank facades are limited to segments 30 feet wide. Blank facade width may be increased to 60 feet if the Director determines as a Type I decision that the facade is enhanced by architectural detailing, artwork, landscaping, or other similar features that have visual interest. 2)The total width of all blank facade segments shall not exceed 70 percent of the width of the street-facing facade of the structure on each street frontage; or 78 percent if the slope of the street frontage abutting that lot exceeds 7.5 percent. c. Any blank segment of a street-facing facade shall be separated by transparent areas that are at least 2 feet wide.	Proposed Project meets requirements.
AMENITY AREA			
Amenity Area for Residential Uses	23.48.045, B	Quantity of amenity area. An area equivalent to five percent of the total gross floor area in residential use shall be provided as amenity area, except that in no instance shall the amount of required amenity area exceed the area of the lot. In determining the quantity of amenity area required, accessory parking areas and areas used for mechanical equipment are excluded from the calculation of gross floor area in residential use. For the purposes of this subsection 23.48.045.B, bioretention facilities qualify as amenity area	Gross Residential: 110,753 SF Required amenity space: 5,604 SF Proposed amenity space: 5,952 SF

ZONING SUMMARY TABLE

Standards for Amenity Area	23.48.045, C	1. All residents of the project shall have access to the required amenity area, which may be provided at or above ground level. 2. A maximum of 50 percent of the required amenity area may be enclosed. 3. The minimum horizontal dimension for required amenity areas is 15 feet, except that for amenity area that is provided as landscaped open space located at street level and accessible from the street, the minimum horizontal dimension is 10 feet. 4. The minimum size of a required amenity area is 225 square feet. 5. Amenity area provided as landscaped open space located at street level and accessible from the street shall be counted as twice the actual area 6. Public open space provided on a lot to meet open space requirements for non-residential uses... may be used as area satisfying the residential amenity area requirement for residential uses	Proposed project complies
LANDSCAPING			
Green Factor	23.48.055, 2	2. Landscaping that achieves a Green Factor score of .30 or greater, pursuant to Section 23.86.019, is required for any lot with: a. Development containing more than four new dwelling units; or b. Development, either a new structure or an addition to an existing structure, containing more than 4,000 square feet of non-residential uses; or c. Any use with more than 20 new parking spaces for automobiles.	Proposed project complies
Street Trees	23.48.055, D, 1	Street trees are required when any development is proposed, except as provided in subsection 23.48.055.D.2 and Section 23.53.015. Existing street trees shall be retained unless the Director of Transportation approves their removal.	Proposed project complies
Exceptional Trees	25.11.050, A	Exceptional trees and potential exceptional trees shall be identified on site plans and exceptional tree status shall be determined by the Director according to standards promulgated by the Seattle Department of Construction and Inspections.	No known Exceptional Trees on project site
PARKING			
Location	23.45.536, B, 3	Parking in a structure. Parking may be located in a structure or under a structure, provided that no portion of a garage that is higher than 4 feet above existing or finished grade, whichever is lower, shall be closer to a street lot line than any part of the street-level, street-facing facade of the structure in which it is located;	All parking will located beneath the proposed structure
Access	23.48.085, D	Parking and loading access. If a lot abuts more than one right-of-way, the location of access for parking and loading shall be determined by the Director, depending on the classification of rights-of-way	Proposed parking access is from the alley
Curb Cut Width & Number	23.48.085, E, 1	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.	
REQUIRED PARKING AND LOADING			
Parking	23.54.015, Table A, line K & Table B, line M	No parking required	49 parking spaces are proposed
Loading	23.48.080, B 23.54.035, Table A	Loading berths shall be provided pursuant to Section 23.54.035, Loading berth requirements and space standards Medium Demand: 10,000 to 60,000 = 1 Loading Berth Total Commercial Area = 7,571 > 10,000	None Required
Bicycle Parking	23.54.015, Table D, Line A.1 & D.2	Long-term: 1 per dwelling unit & 1 per SEDU: 160 required Short-term: 1 per 20 dwelling units: 160/20 = 8 required For Commmercial Uses: 1 Long-term per 5,000 SF / 1 Short-term per 1,000 7,571 SF = 2 Long-term / 8 Short-term	162 long-term parking spaces are proposed in an enclosed bike room 16 short-term parking space are proposed in racks in the right of way
Solid Waste		Required: (575 + ((160-100)*4))*.85 = 913.75	1,050 SF is proposed

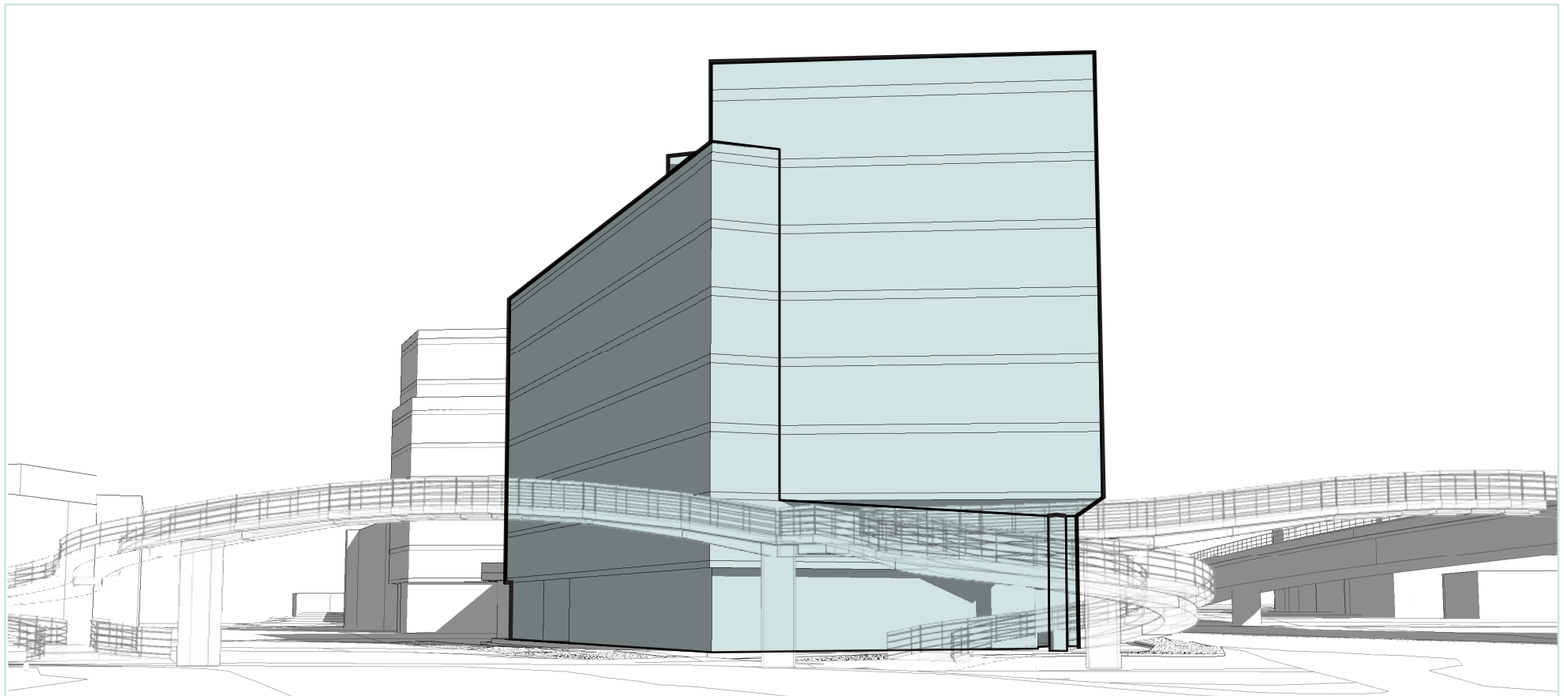
[THIS PAGE INTENTIONALLY LEFT BLANK]

CS2 URBAN PATTERN AND FORM

I. LOCATION IN THE CITY AND NEIGHBORHOOD (Mt. Baker Supplemental Guidance)

i. Capitalize on opportunities for establishing a new neighborhood hub on sites within and adjacent to the Town Center.
ii. "Gateway" sites abound throughout the neighborhood, and have the potential to provide a sense of arrival to the neighborhood or to a particular place. Identifed "gateway" sites include the corners at the intersections of Rainier Ave., MLK Way, McClellan St., and Mount Baker Blvd.; and at Bayview St. to the north, and along McClellan St. to the east and west of the Town Center. Buildings at gateway sites should present strong forms that strengthen the corners through massing and height.
iii. New buildings should set a positive precedent for future development with quality design.

Design Response:
Architectural form and material changes highlight the confluence of MLK Way and Rainier Ave S, symbolizing a new gateway to the neighborhood. Two main forms respond to the shape of the site and the intersection, each form at the intersection following a major urban route with its own unique character.



CS2 URBAN PATTERN AND FORM

C. RELATIONSHIP TO THE BLOCK

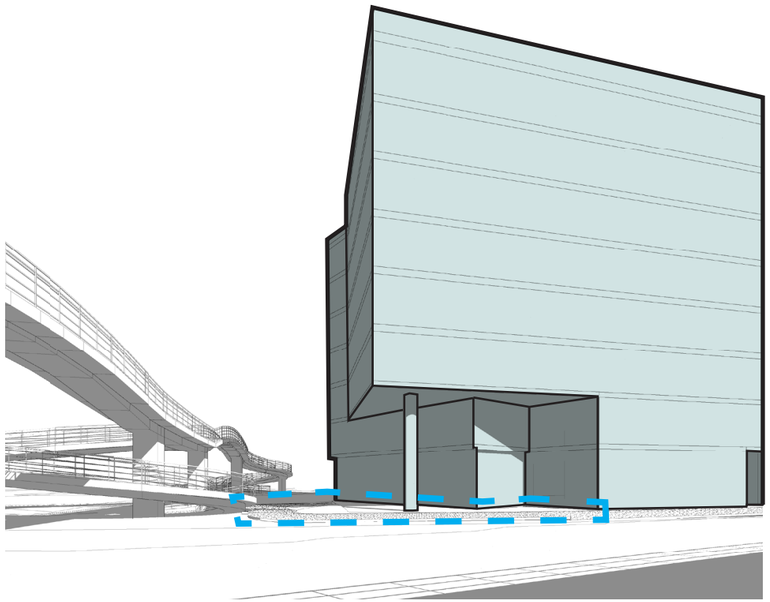
1. Corner Sites:
Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to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

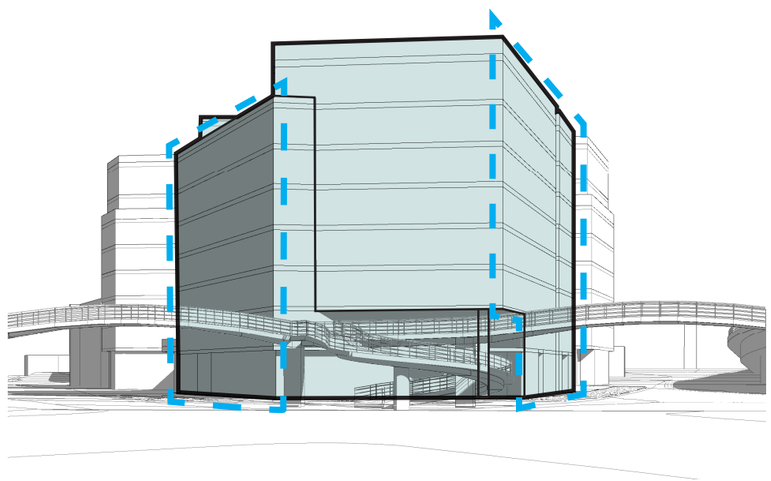
III. RELATIONSHIP TO THE BLOCK (Mt. Baker Supplemental Guidance)

i. New development should set a good precedent for future redevelopment on the block by building to the sidewalk, providing active street level uses, and minimizing surface parking.

Design Response:
One main form is elevated at the corner of the site, and reveals a plaza that continues to the pedestrian bridge. The plaza and play of forms at the corner emphasizes the site as a gateway to the neighborhood.

The transparent base comes to the sidewalk along both streets with commercial uses and residential entries.



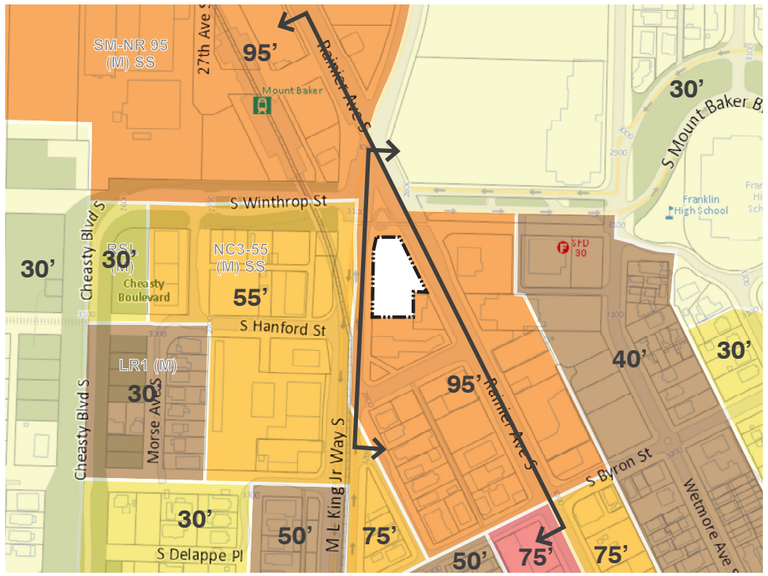


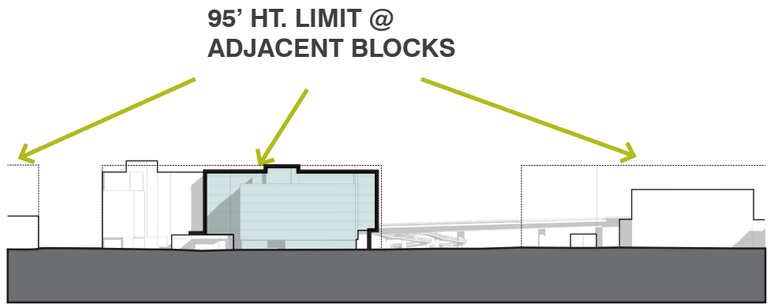
CS2 URBAN PATTERN AND FORM

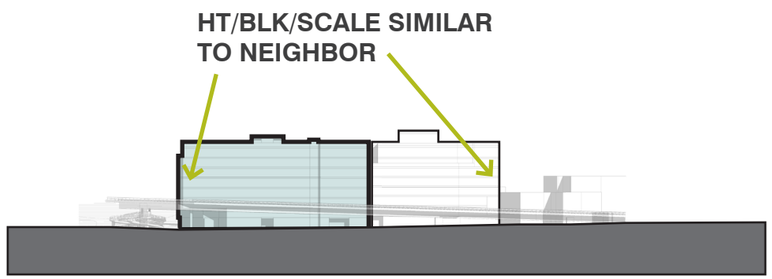
D. HEIGHT, BULK, AND SCALE

1. Existing 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. Note that existing buildings may or may not refect the density allowed by zoning or anticipated by applicable policies.

Design Response:
Adoption of new MHA Zoning in Seattle transforms the Rainier Ave S / MLK Way corridor of Mt. Baker into a place for new, more urban development opportunities. Allowable Heights were increased to 95' at the project site, and to 145' nearby. As a neighborhood in transition, new projects set the tone for the future. The building nearly matches the height, bulk and scale of the new Mercy Housing project to the south, and complements the scale of the new Mercy Housing project to the south, and complements the scale of the Mt. Baker Light Rail Station and adjacent development.







CS3 ARCHITECTURAL CONTEXT AND CHARACTER

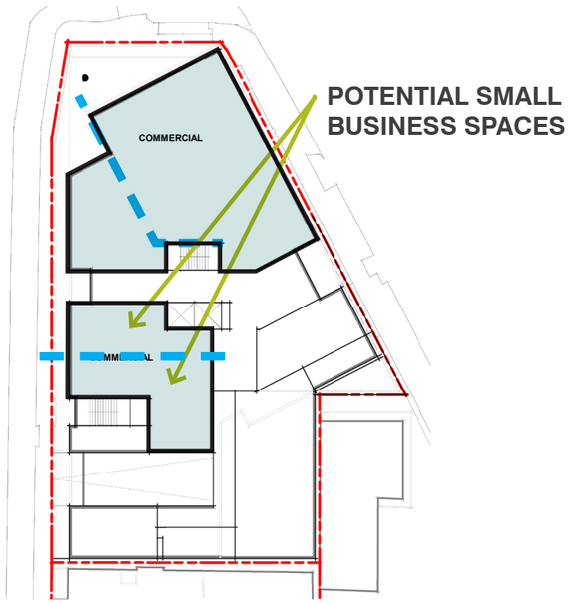
I. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

(Mt. Baker Supplemental Guidance)

i. Where viable, new development should consider designs that include small commercial spaces or spaces adaptable to small, independently-owned, local businesses.
ii. The designs of the first several new developments in the Mount Baker Town Center will require especially careful attention. Thoughtful, high-quality design will be critical for the new development, because they will set the context for quality design for future development.

Design Response:
The ground floor commercial space divides into two main sections, and each section can be subdivided for tenant spaces suitable for local small businesses.

Crossroads takes cues from modern design in the immediate context. The unique expression of form creates the foundation for a new gateway to the neighborhood.



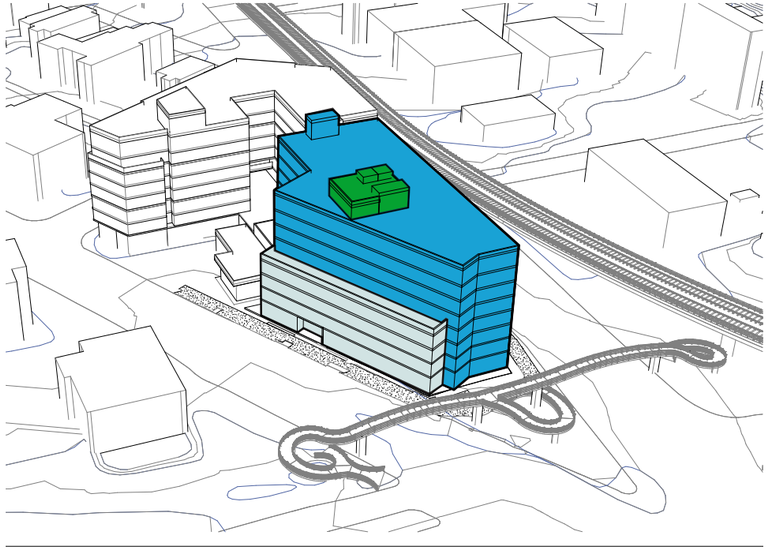
^ *Deference to neighborhood landmark*



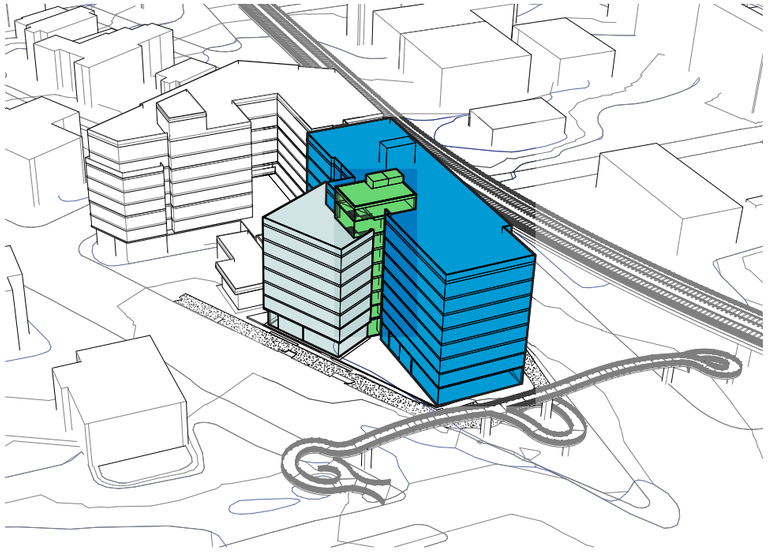
^ *Mt. Baker Transit Station - Bold, Modern Design*

MASSING OPTIONS

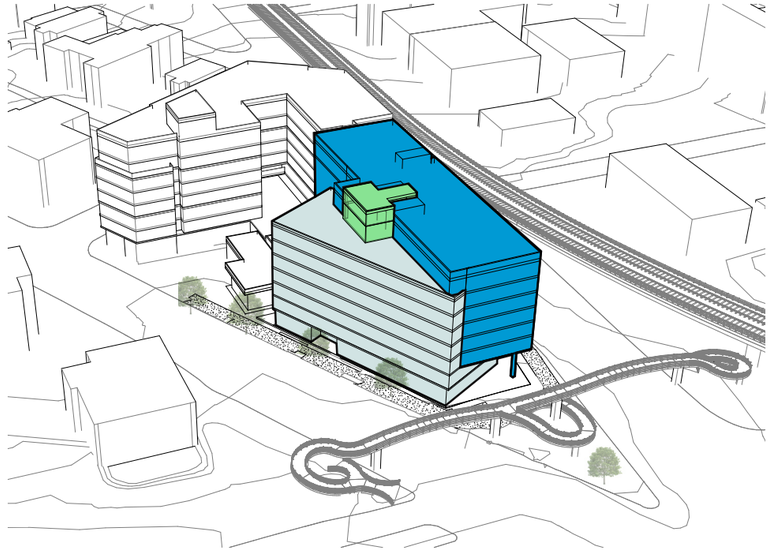
OPTION 1 - WEDGE (CODE COMPLIANT)



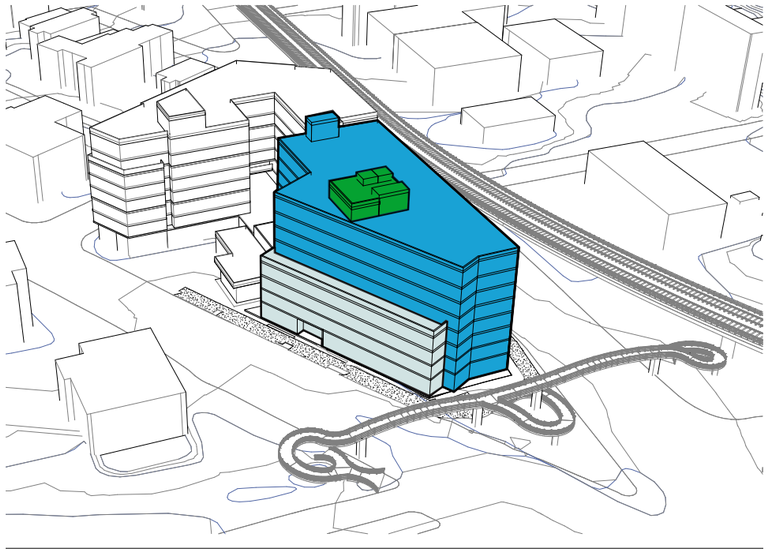
OPTION 2 - HINGE



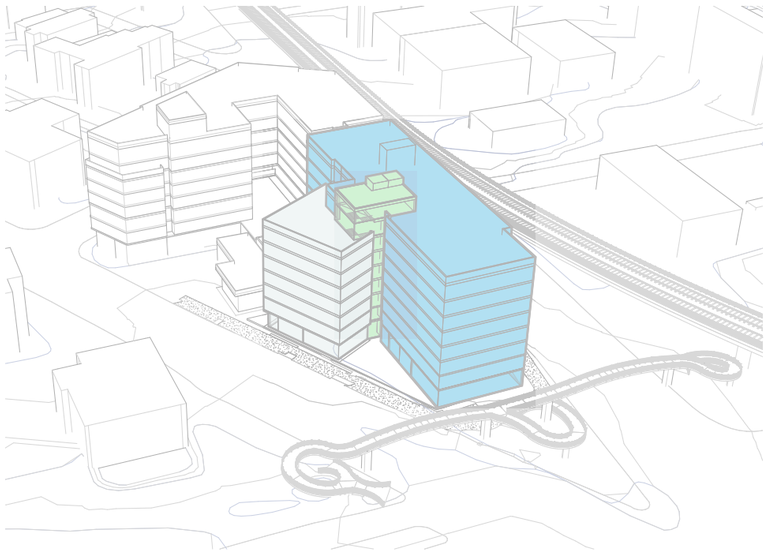
OPTION 3 - CROSSROADS (PREFERRED)



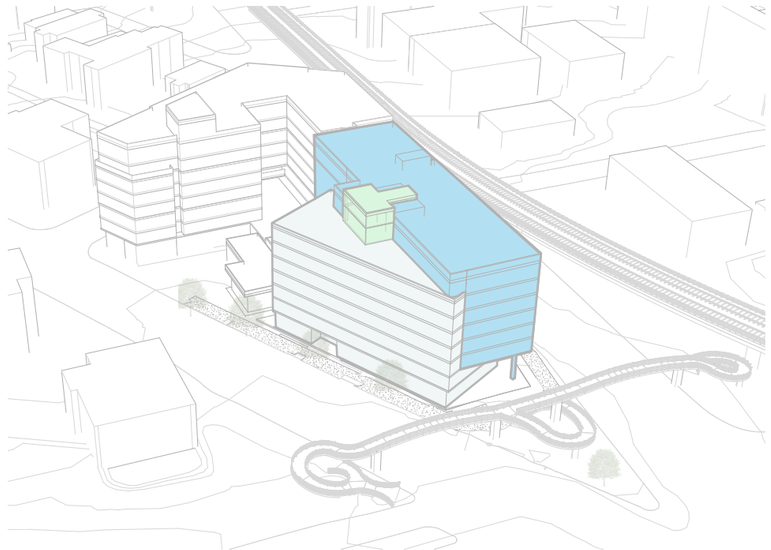
OPTION 1 - WEDGE (CODE COMPLIANT)



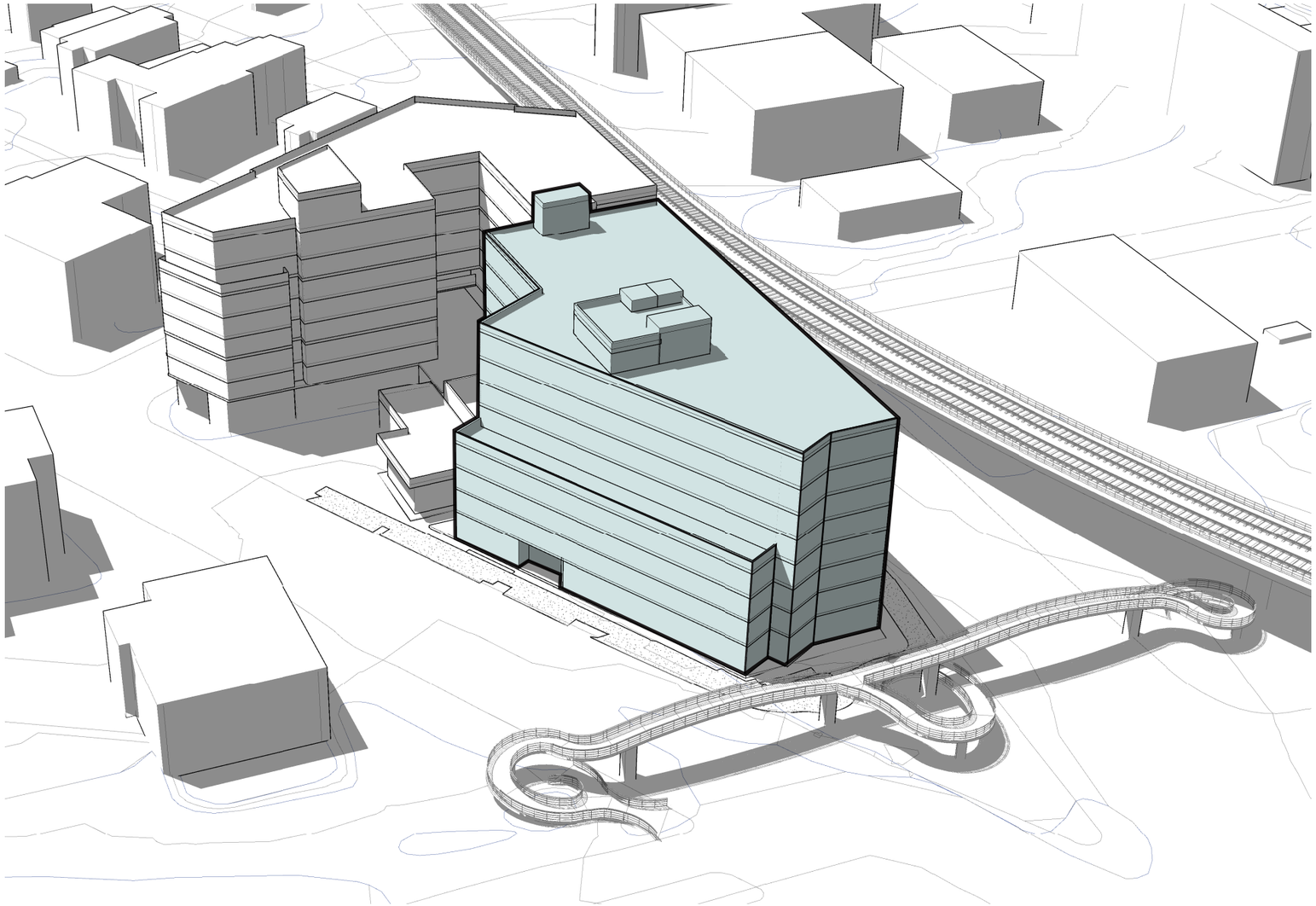
OPTION 2 - HINGE



OPTION 3 - CROSSROADS (PREFERRED)



OPTION 1 - WEDGE (CODE COMPLIANT)



^ AERIAL VIEW FROM NORTHEAST

DESCRIPTION

The WEDGE scheme is our code compliant option. The massing forms a pointed eight story mass that responds to the angles established by Rainier Ave and MLK way. The required setback above 45 feet along Rainier carves out a lower podium style expression.

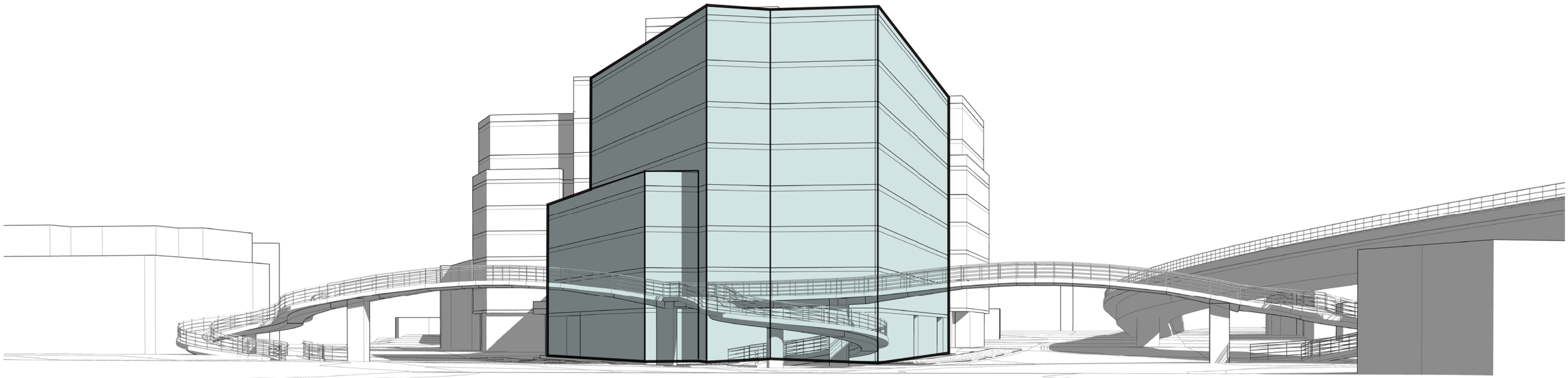
PROS

- Code Compliant
- Lower massing along Rainier.

CONS

- Wider building at South blocks views out from neighbor's courtyard and makes it feel more enclosed.
- The setback along Rainier doesn't align with the neighbor to the South.
- It also creates an awkard proportion dividing the facade in half vertically.
- The bulky inside corner and the wider building at the South compromises the quality of the units and means that we can't achieve enough SEDU units on the floor plan to meet the program.

SECTION 8 | MASSING OPTIONS
OPTION 1 - WEDGE (CODE COMPLIANT)



^ GROUND LEVEL VIEW FROM RAINIER AVE



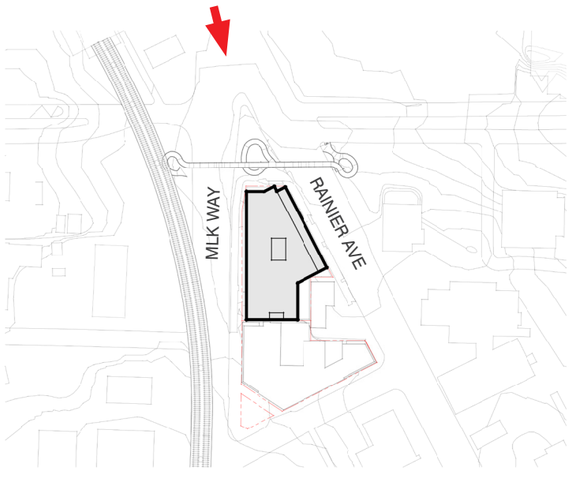
^ PODIUM BUILDING



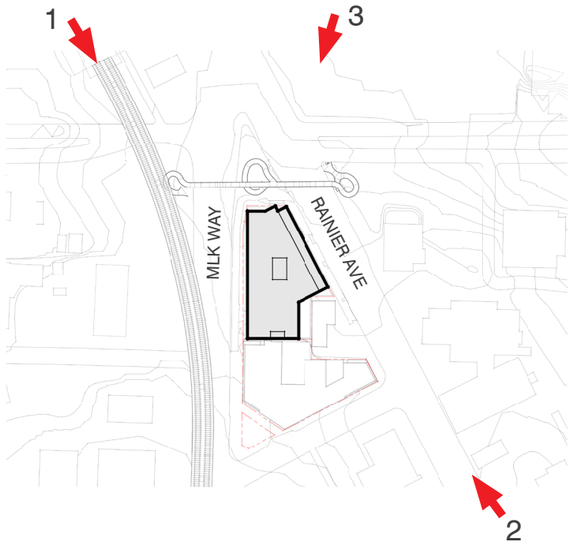
^ CORNER EXPRESSION

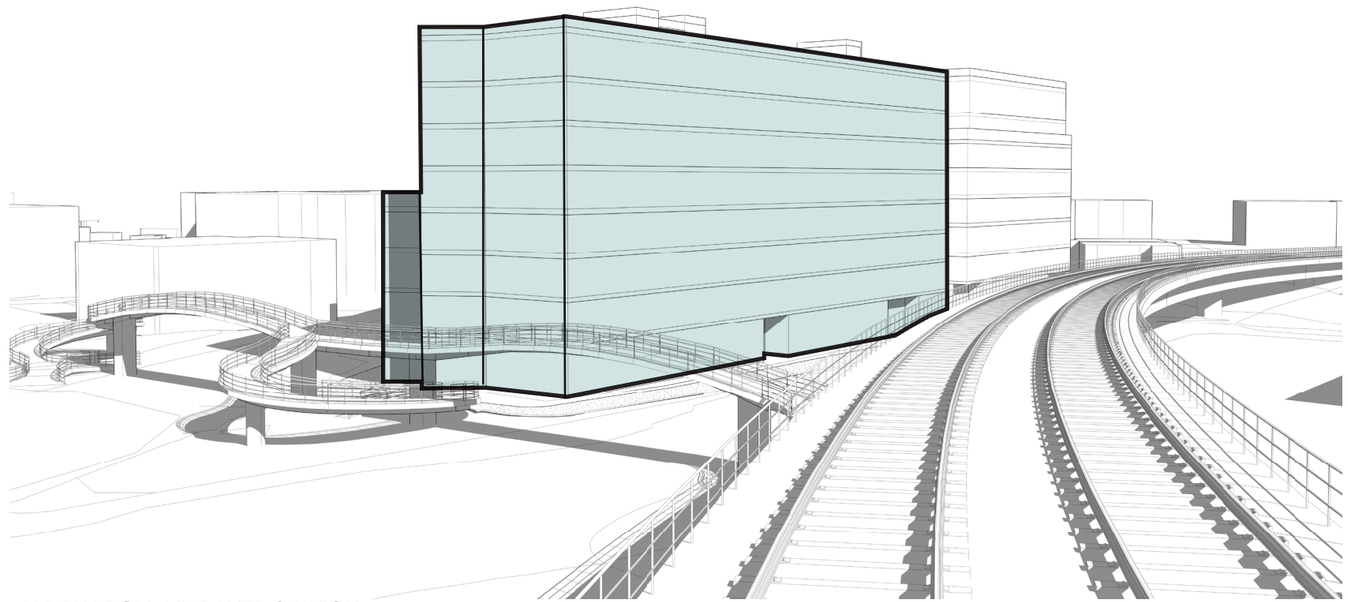


^ UNIFIED MASS

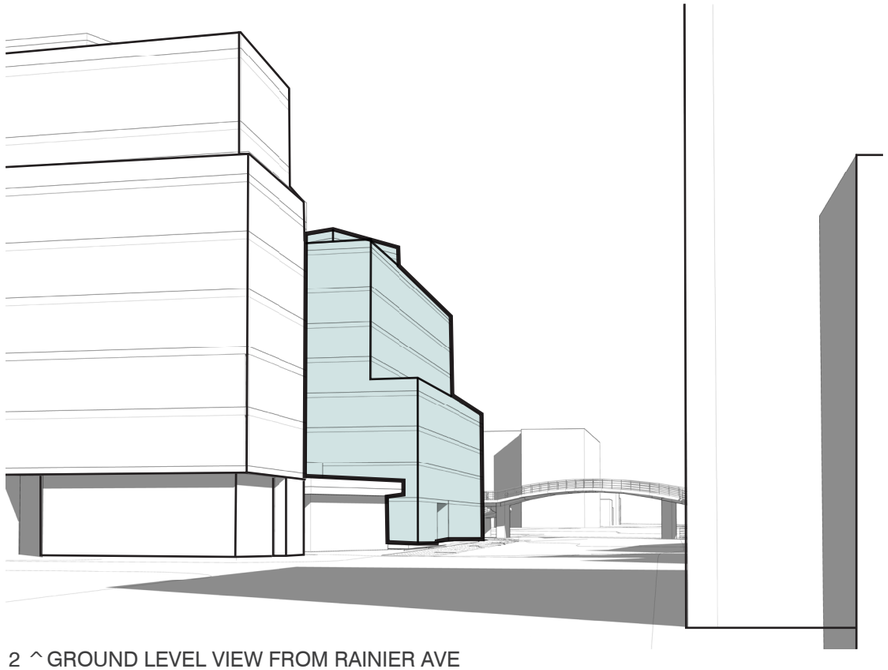


OPTION 1 - WEDGE (CODE COMPLIANT)

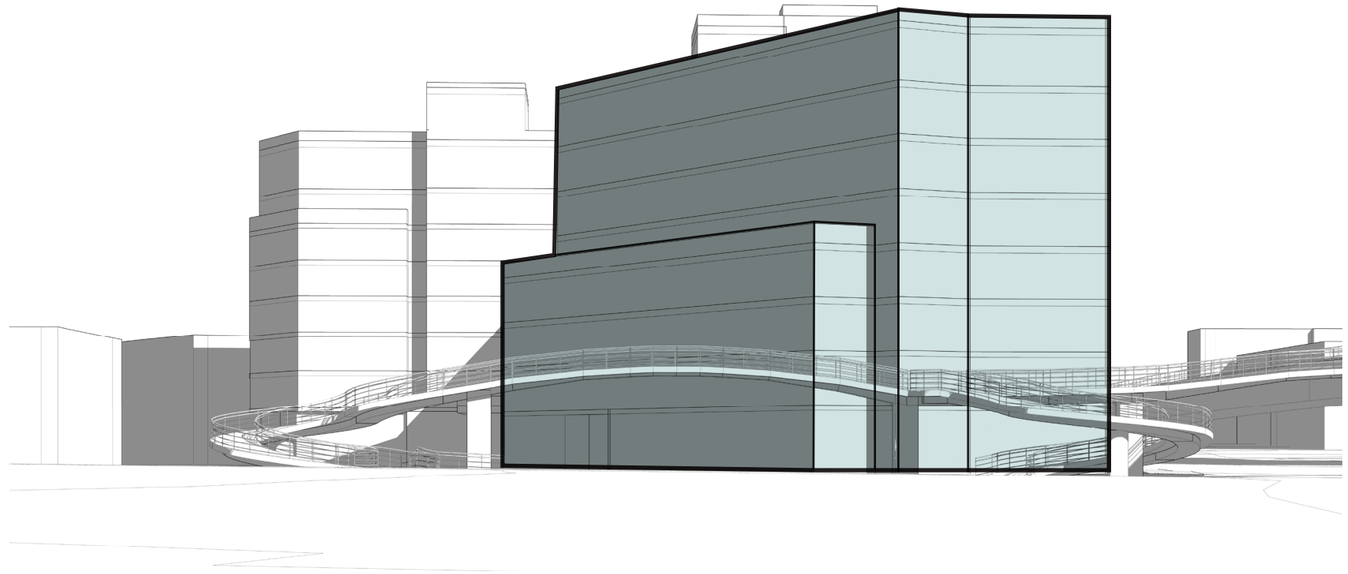




1 ^ VIEW FROM MT BAKER STATION



2 ^ GROUND LEVEL VIEW FROM RAINIER AVE

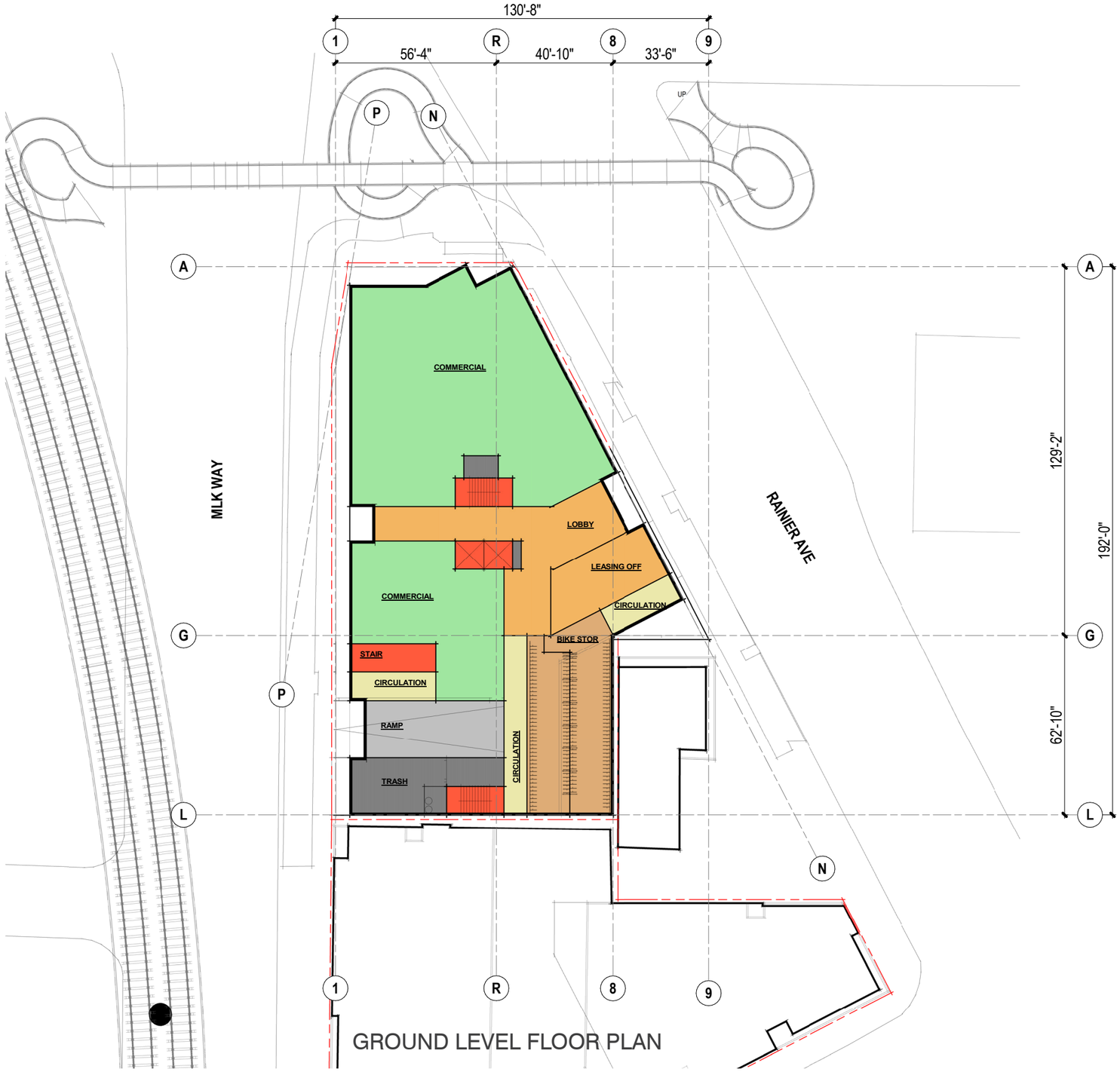


3 ^ GROUND LEVEL VIEW FROM MLK WAY

SECTION 8 | MASSING OPTIONS
OPTION 1 - WEDGE (CODE COMPLIANT)

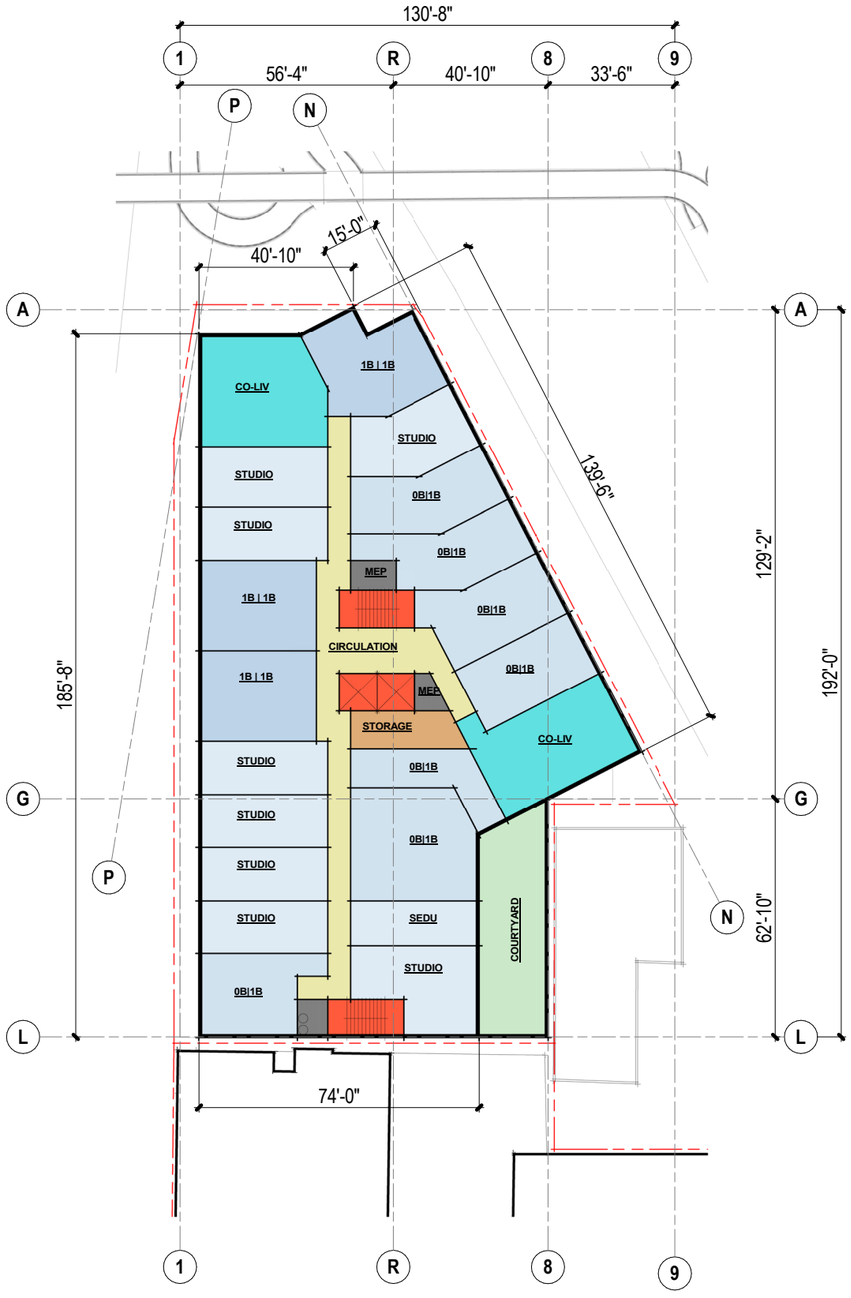


PARKING LEVEL P1

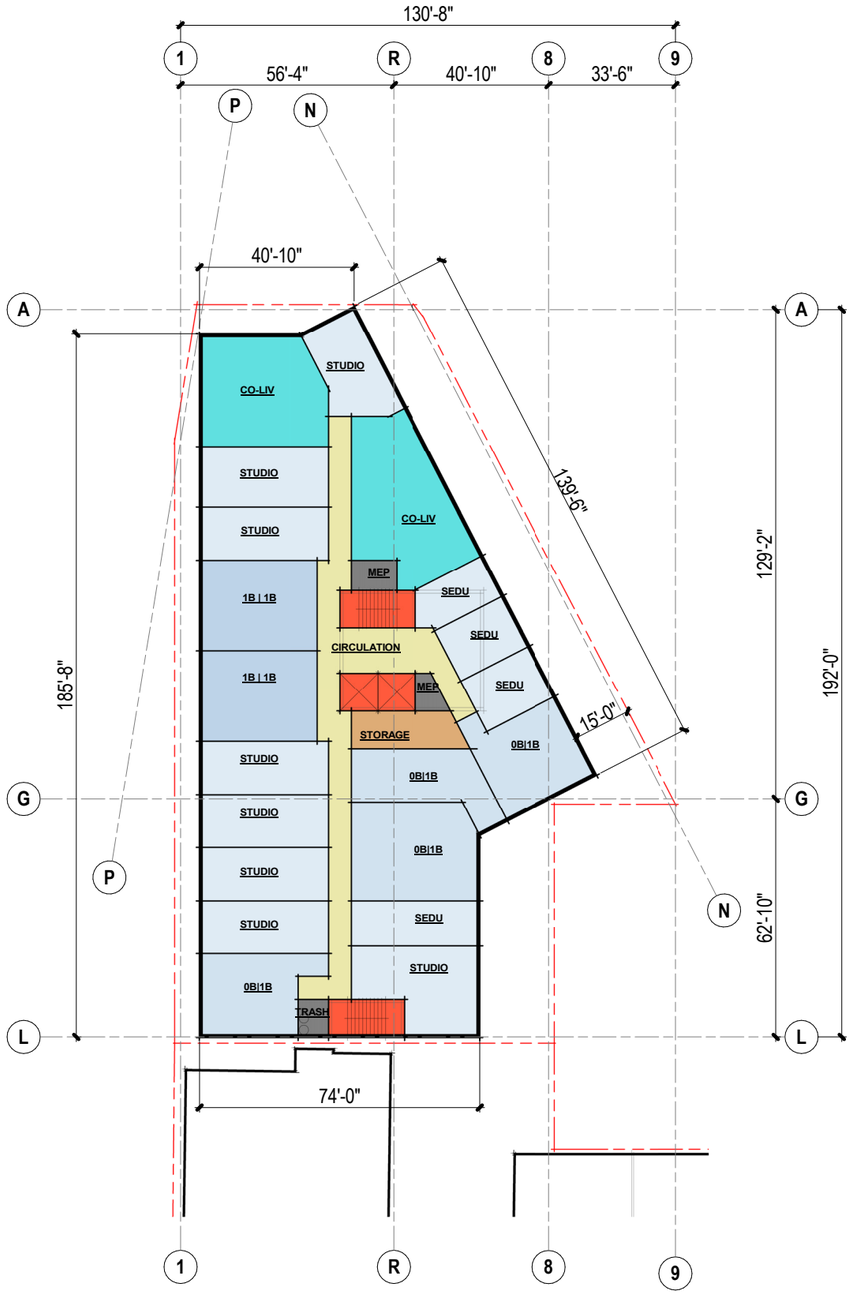


GROUND LEVEL FLOOR PLAN

MASSING OPTIONS | SECTION 8
OPTION 1 - WEDGE (CODE COMPLIANT)

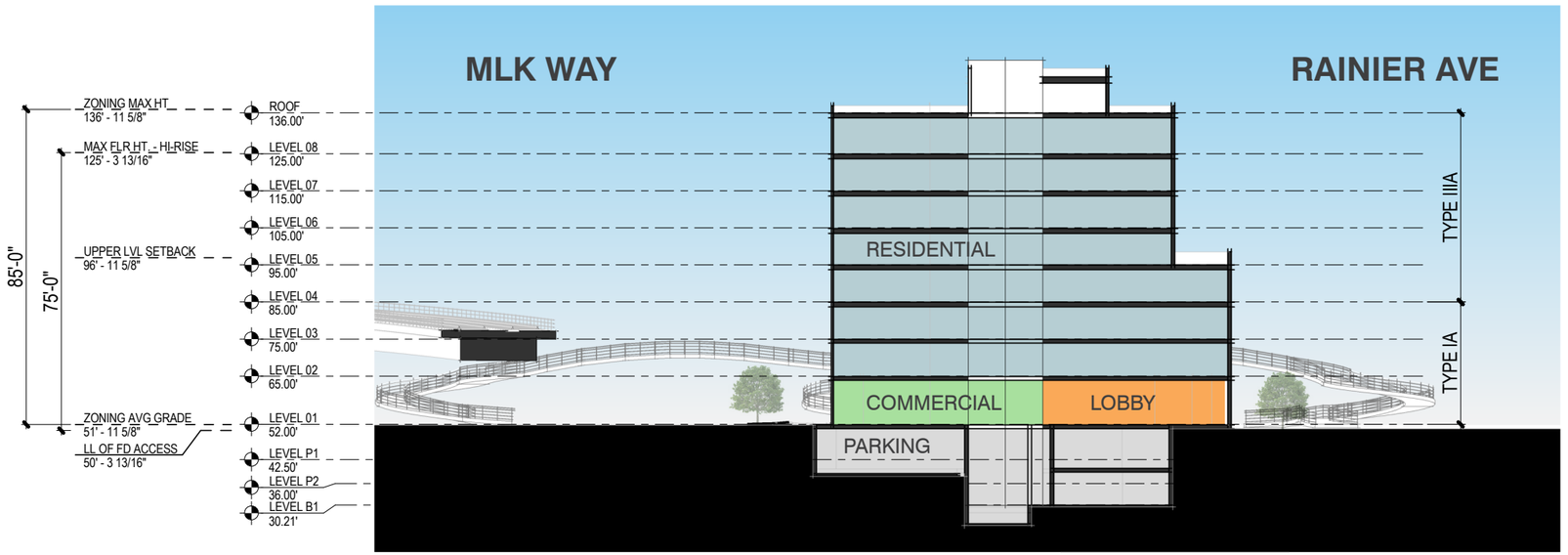


TYPICAL RESIDENTIAL LEVEL

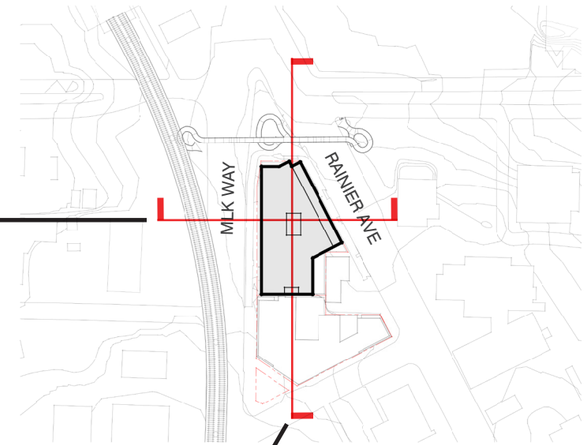


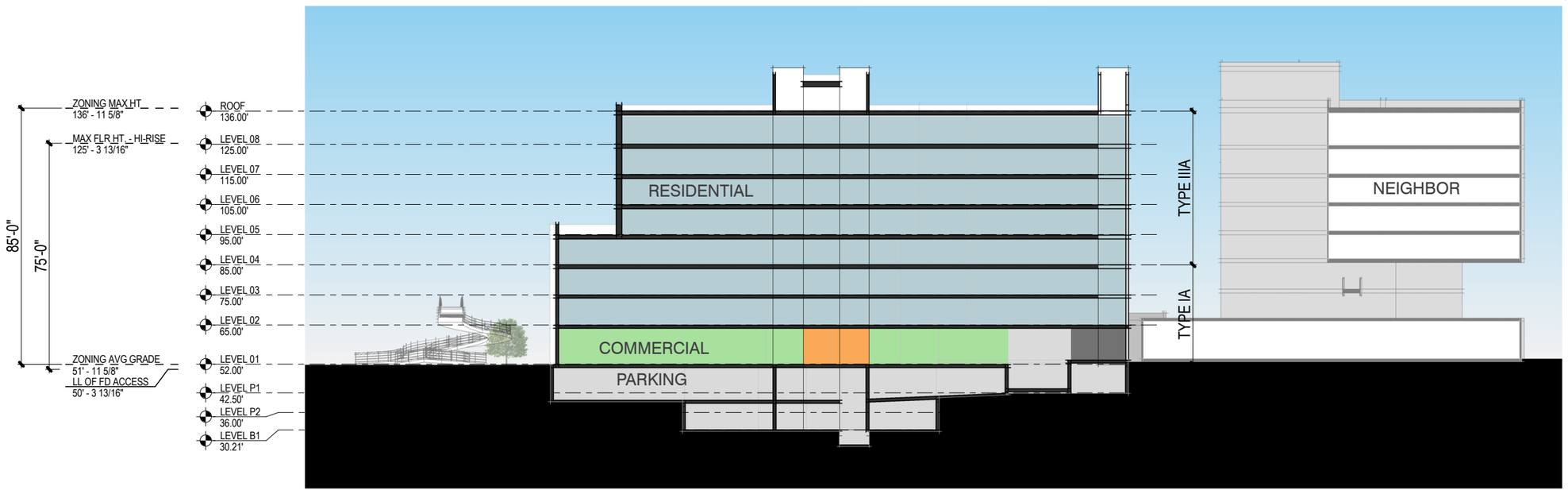
LEVEL 8 FLOOR PLAN

SECTION 8 | MASSING OPTIONS
OPTION 1 - WEDGE (CODE COMPLIANT)



EAST / WEST SECTION

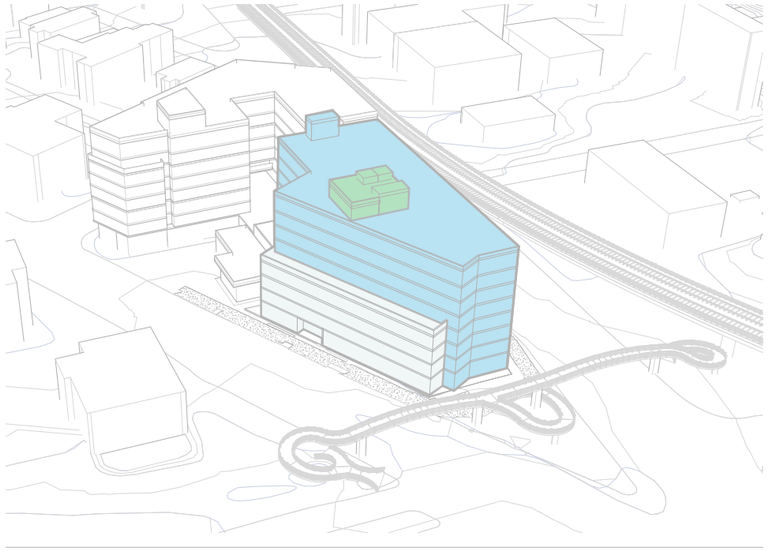




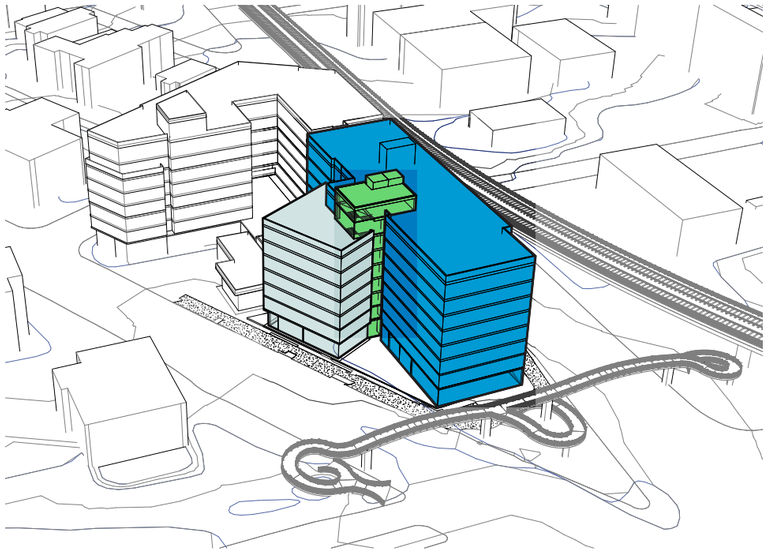
NORTH / SOUTH SECTION

[THIS PAGE INTENTIONALLY LEFT BLANK]

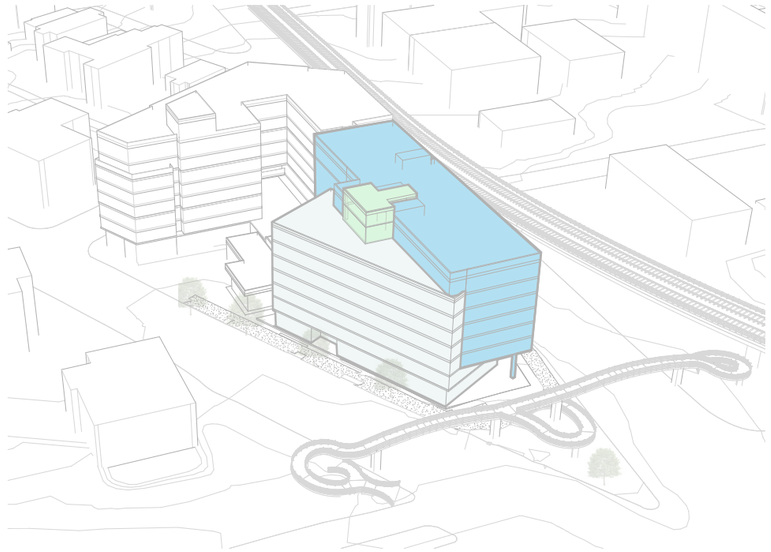
OPTION 1 - WEDGE (CODE COMPLIANT)

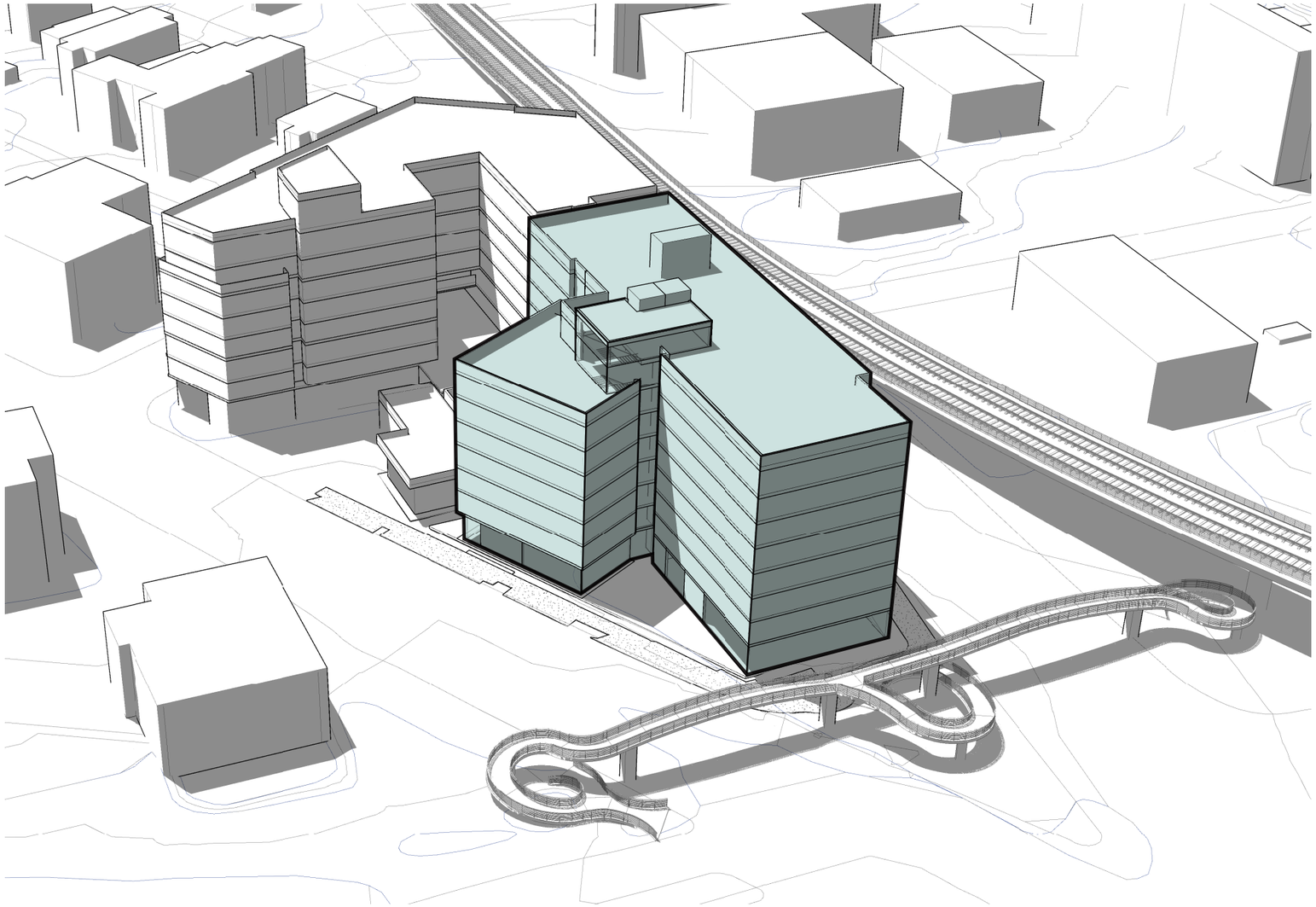


OPTION 2 - HINGE



OPTION 3 - CROSSROADS (PREFERRED)





^ AERIAL VIEW FROM NORTHEAST

DESCRIPTION

The HINGE scheme is characterized by a simple bar along MLK way with a wing off the middle following the angle of Rainier. The central stair and elevator core is located at the acute inside corner bringing light into the corridor and creating the axis of rotation for the hinge form.

The stepback in this scheme occurs at the top story providing for a generous roof deck amenity accessed off the central core.

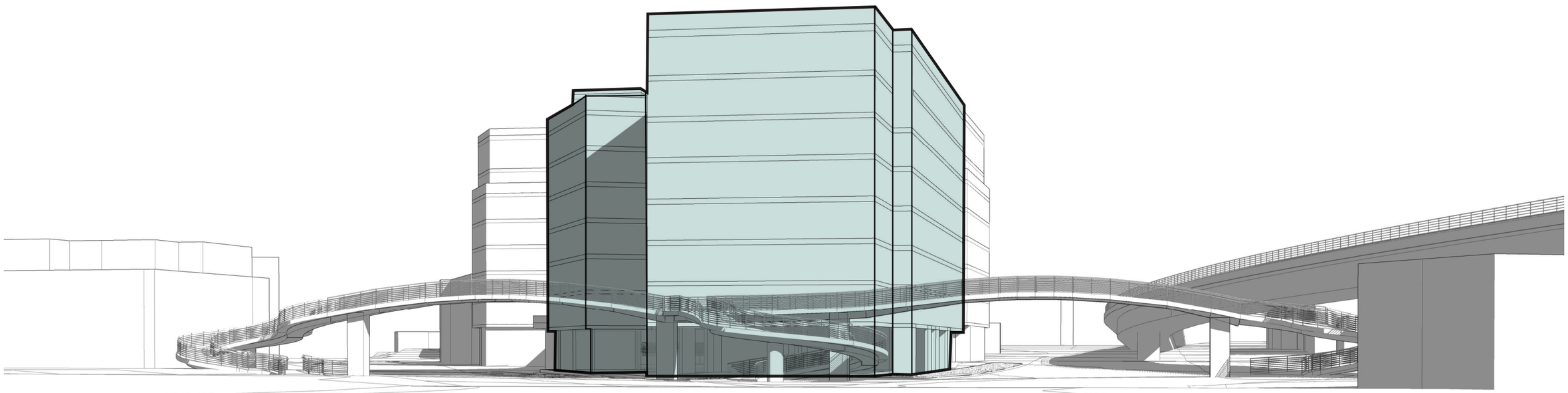
PROS

- More dynamic form with a clear architectural expression.
- No non-stacking units.
- Neighbor's courtyard isn't blocked like it is in the code compliant scheme.

CONS

- Acute inside corner means units are looking at each other.
- Open space doesn't occur at the most advantageous location on the site.
- requires departure for higher stepback.

MASSING OPTIONS | SECTION 8
OPTION 2 - HINGE



^ GROUND LEVEL VIEW FROM RAINIER AVE



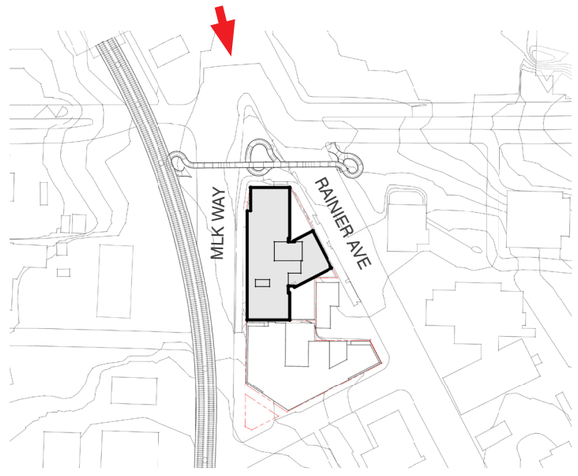
^ ACUTE INSIDE CORNER

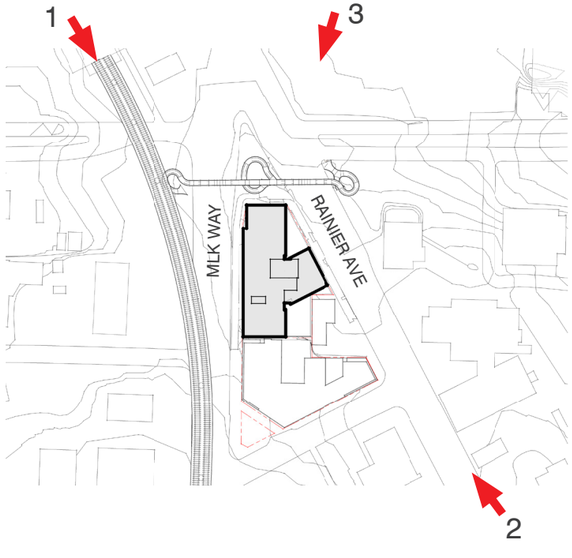


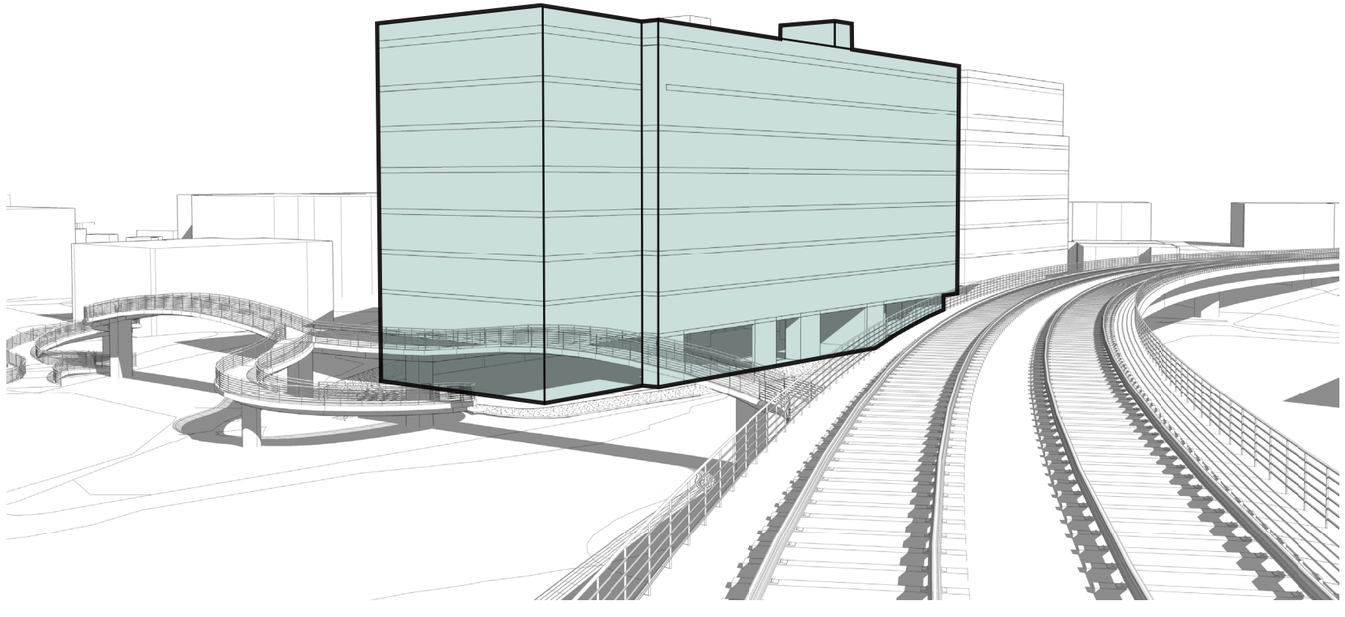
^ INTERACTION OF TWO MASSES



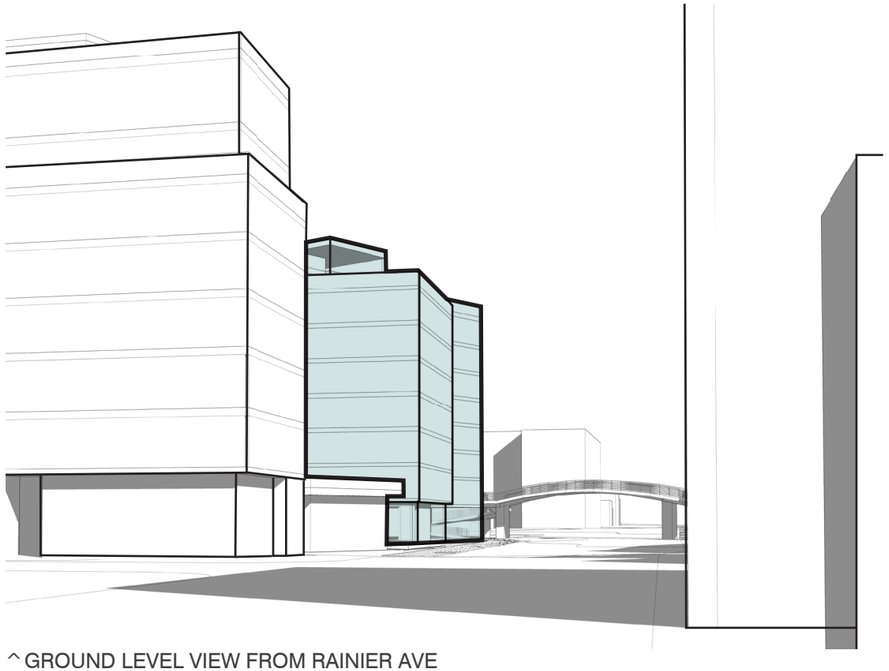
^ WINDOW PATTERNING



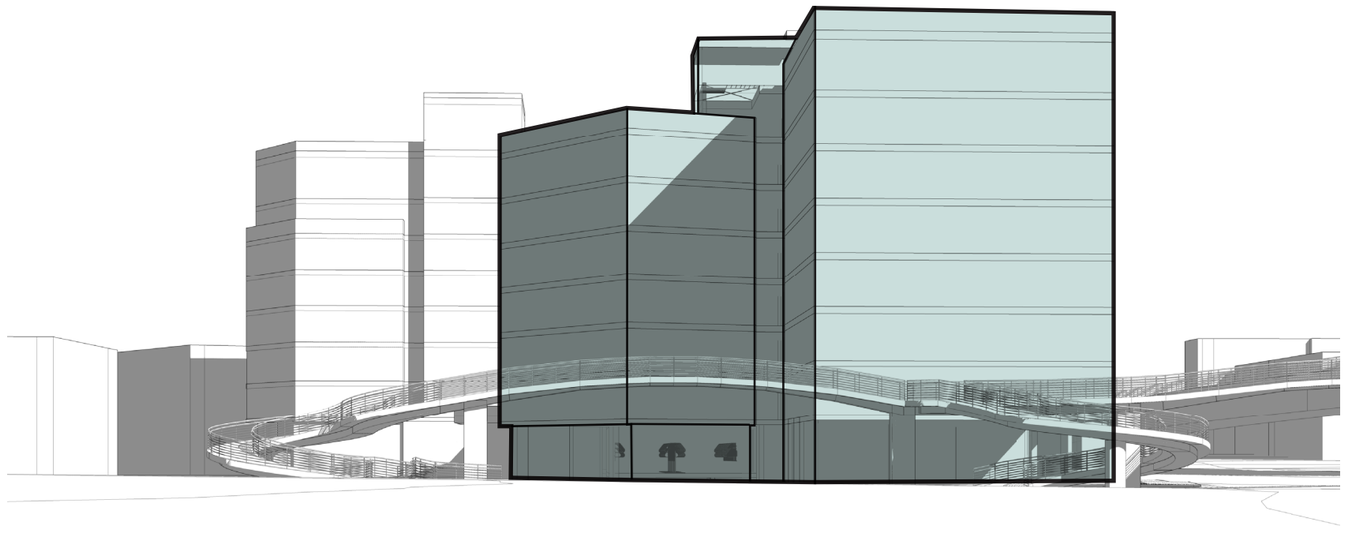




1 ^ VIEW FROM MT BAKER STATION



2 ^ GROUND LEVEL VIEW FROM RAINIER AVE



3 ^ GROUND LEVEL VIEW FROM MLK WAY

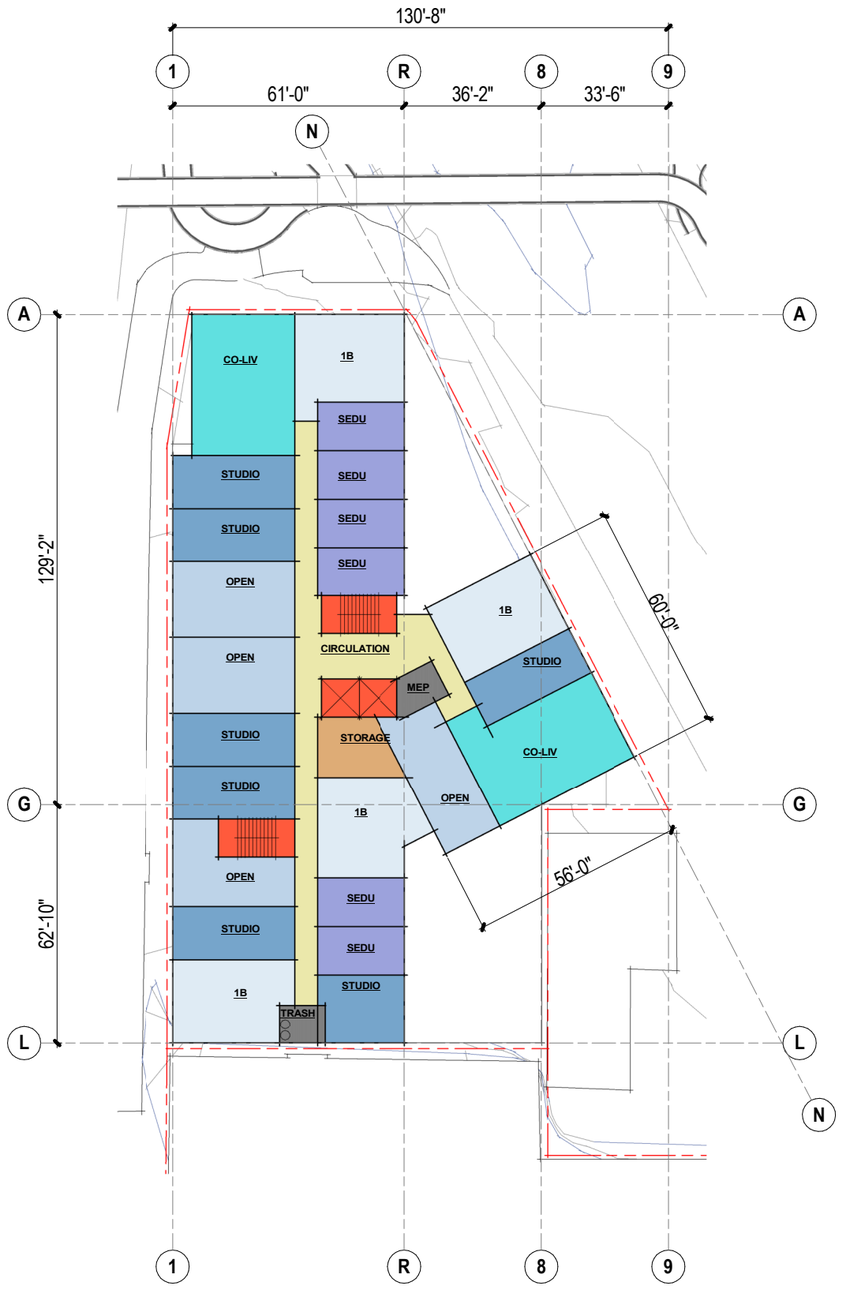
MASSING OPTIONS | SECTION 8
OPTION 2 - HINGE



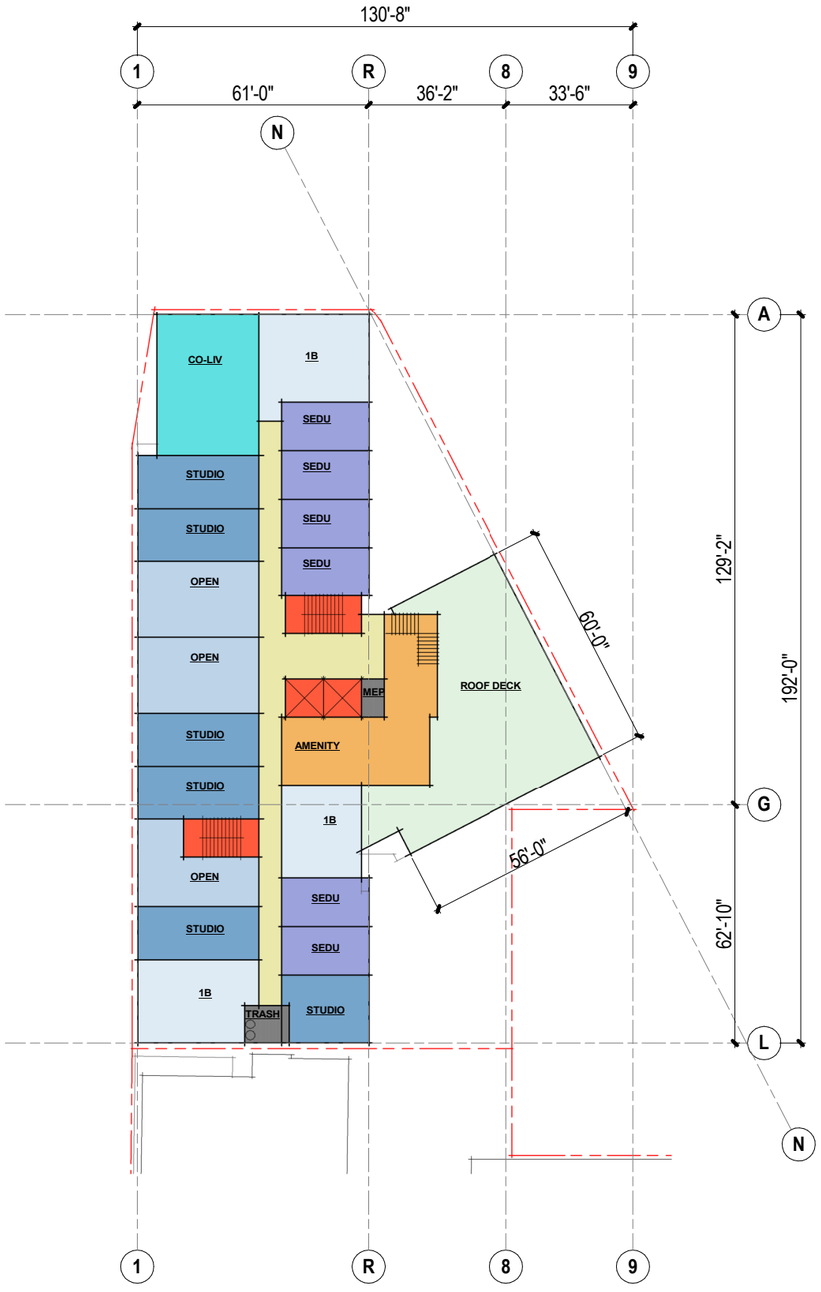
PARKING LEVEL P1



GROUND LEVEL FLOOR PLAN



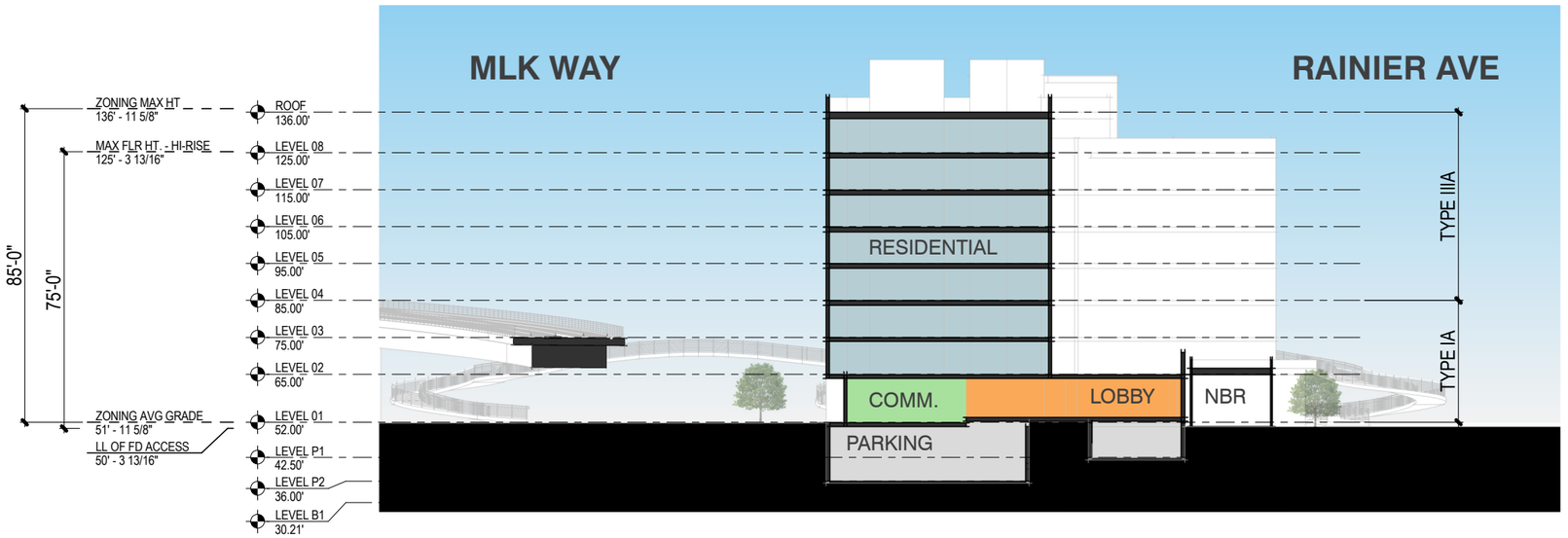
TYPICAL RESIDENTIAL LEVEL



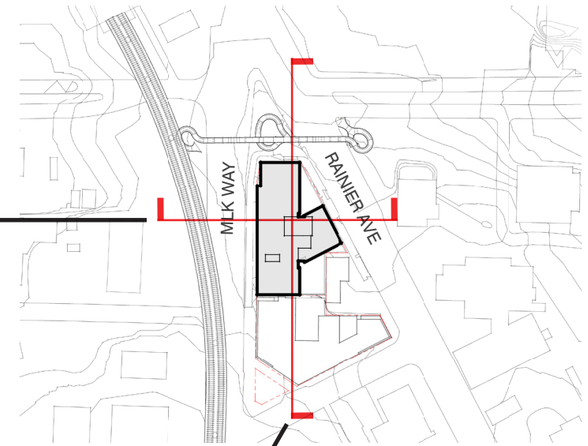
LEVEL 8 FLOOR PLAN

0 5' 10' 20' 40'

MASSING OPTIONS | SECTION 8
OPTION 2 - HINGE



EAST / WEST SECTION

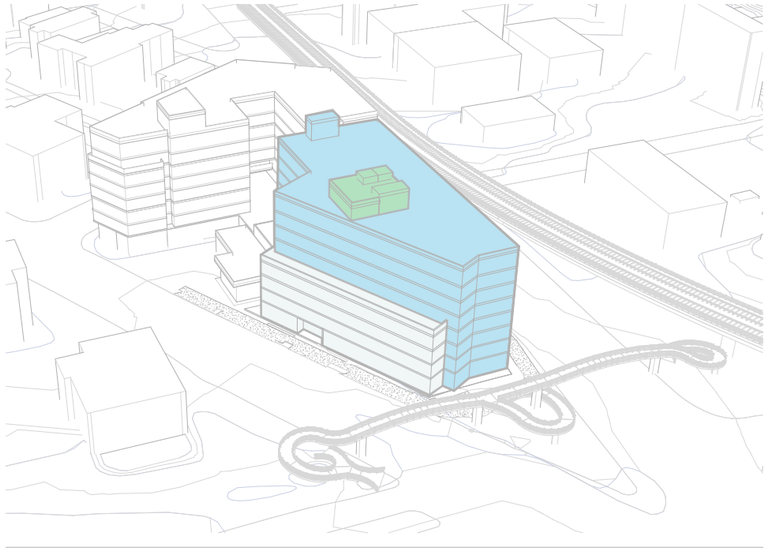




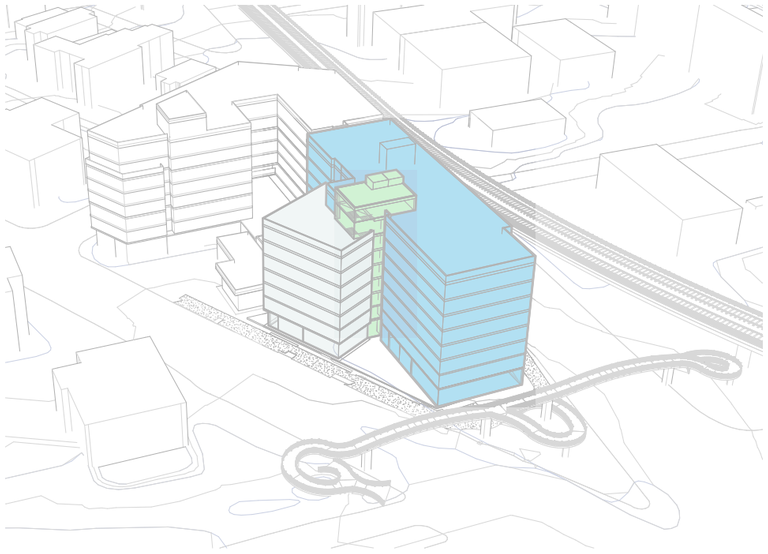
NORTH / SOUTH SECTION

[THIS PAGE INTENTIONALLY LEFT BLANK]

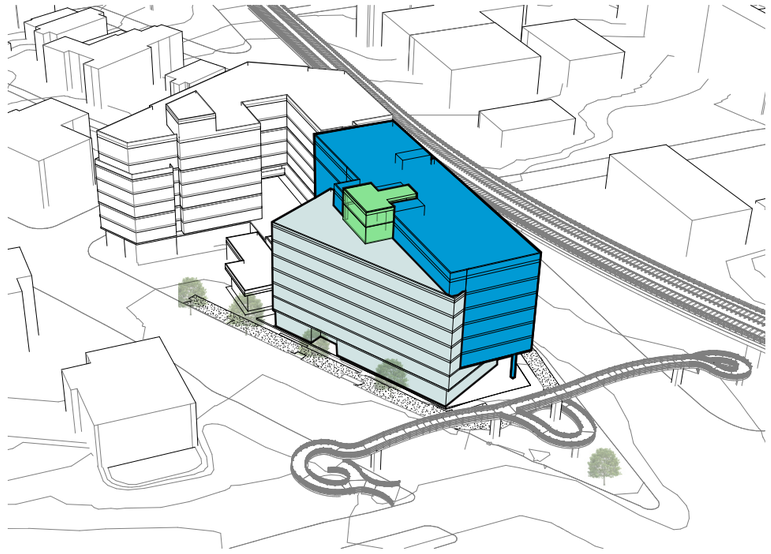
OPTION 1 - WEDGE (CODE COMPLIANT)

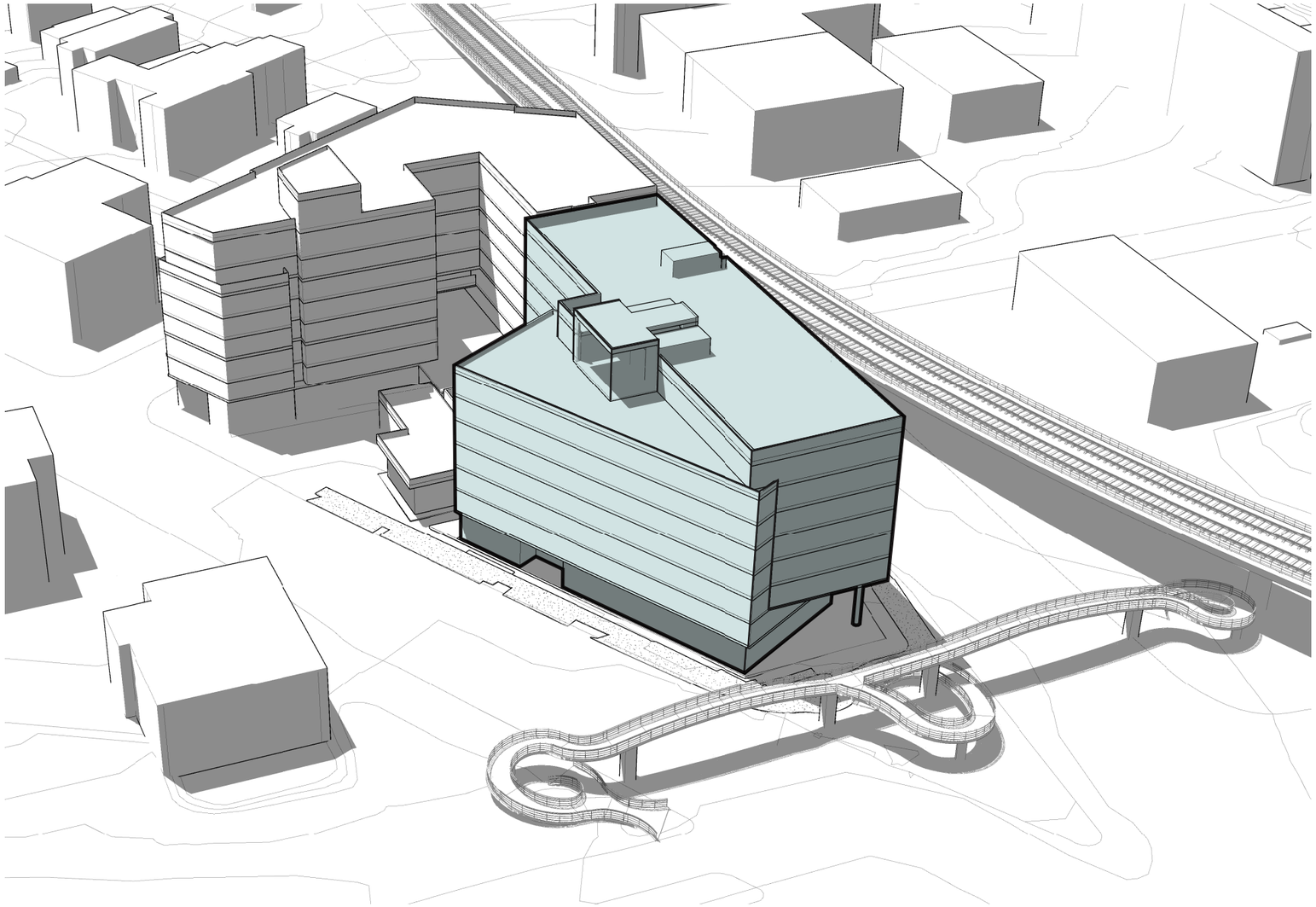


OPTION 2 - HINGE



OPTION 3 - CROSSROADS (PREFERRED)





^ AERIAL VIEW FROM NORTHEAST

DESCRIPTION

The CROSSROADS 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.

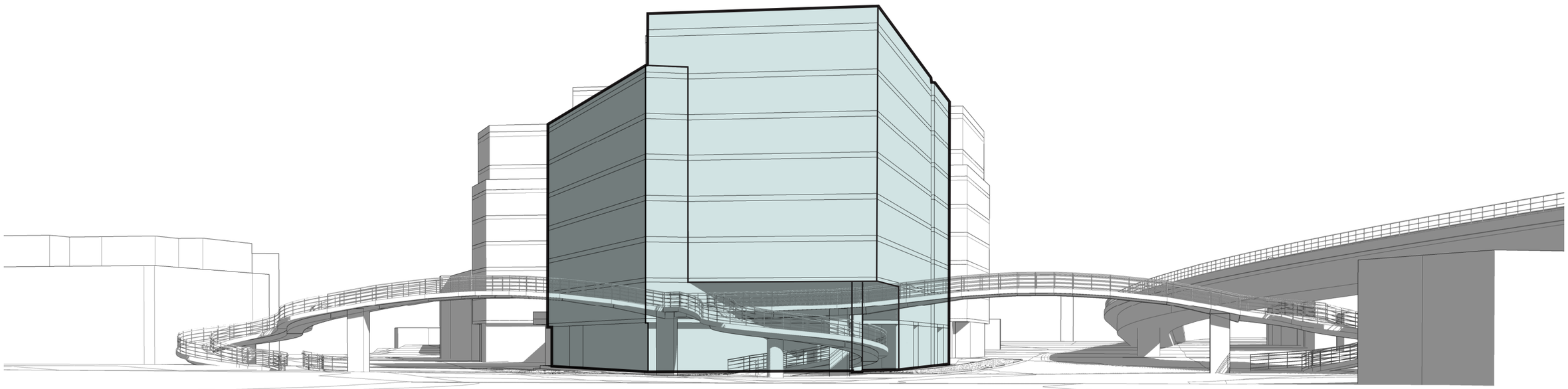
PROS

- 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".

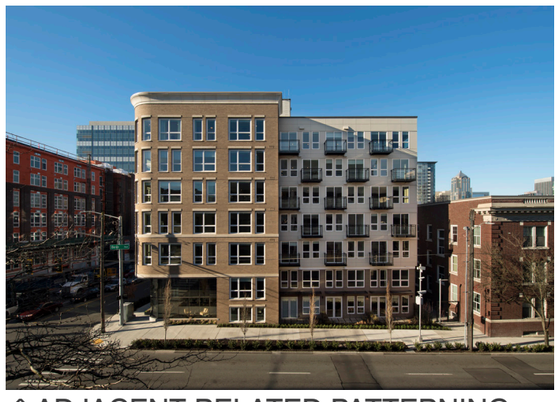
CONS

- requires departure for higher stepback.

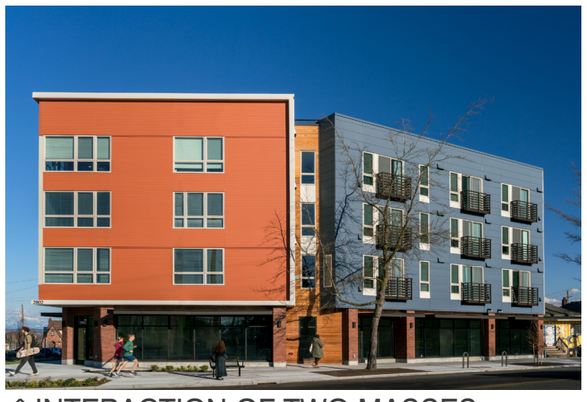
OPTION 3 - CROSSROADS (PREFERRED)



^ GROUND LEVEL VIEW FROM RAINIER AVE



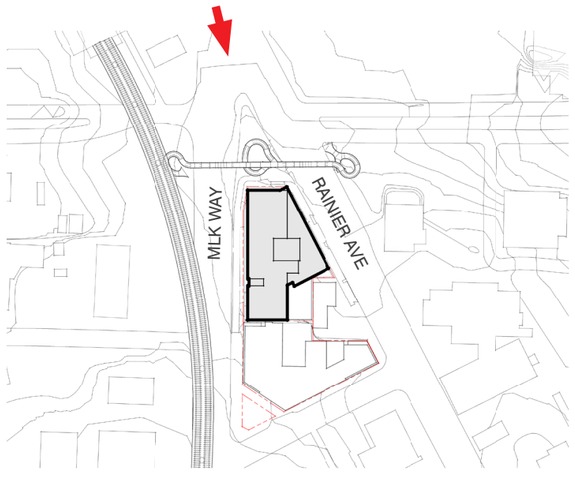
^ ADJACENT RELATED PATTERNING

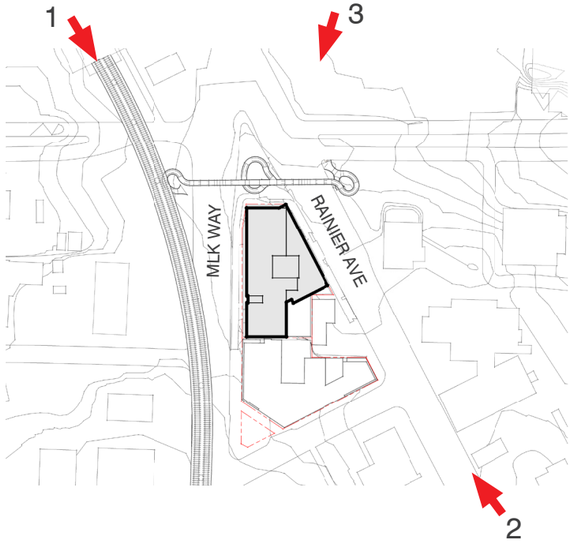


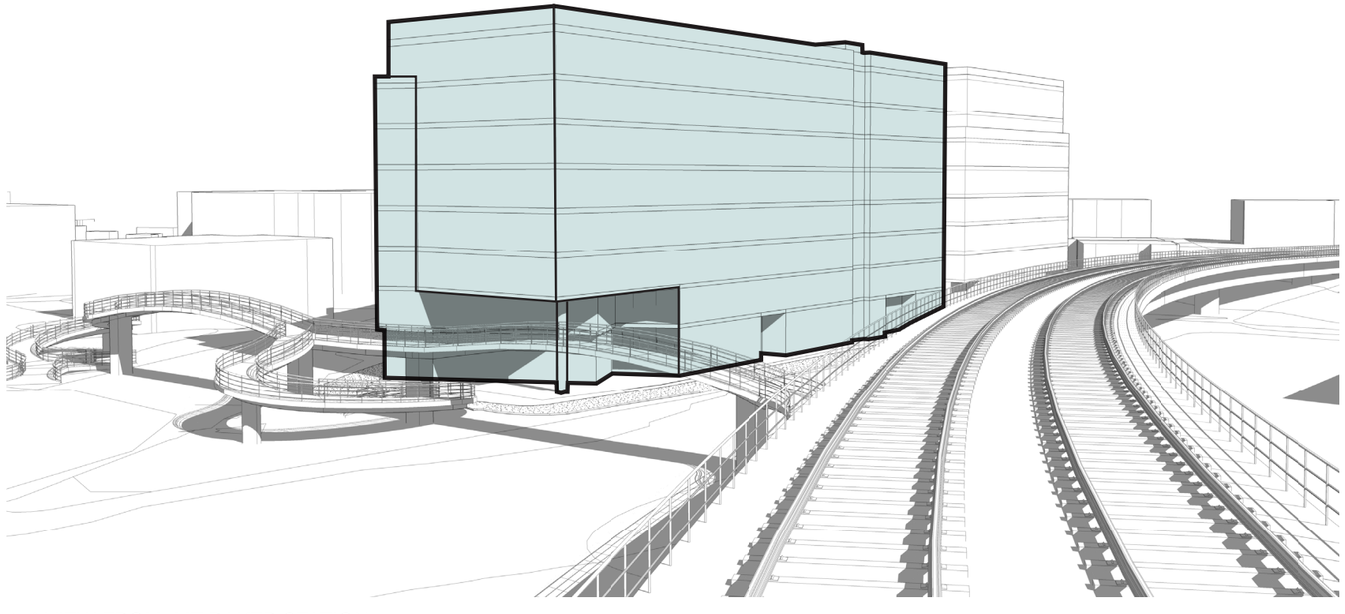
^ INTERACTION OF TWO MASSES



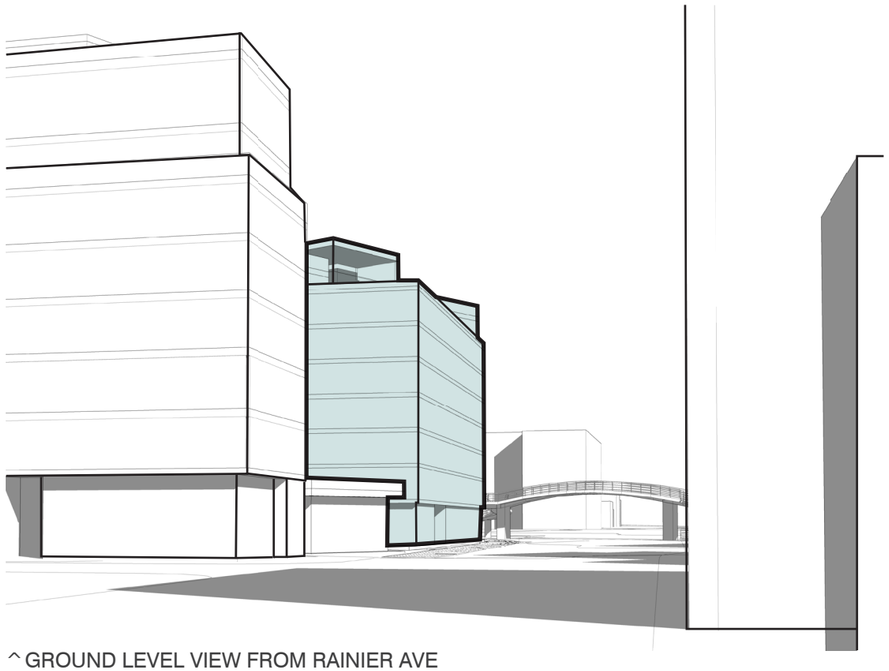
^ TEXTURED FACADE



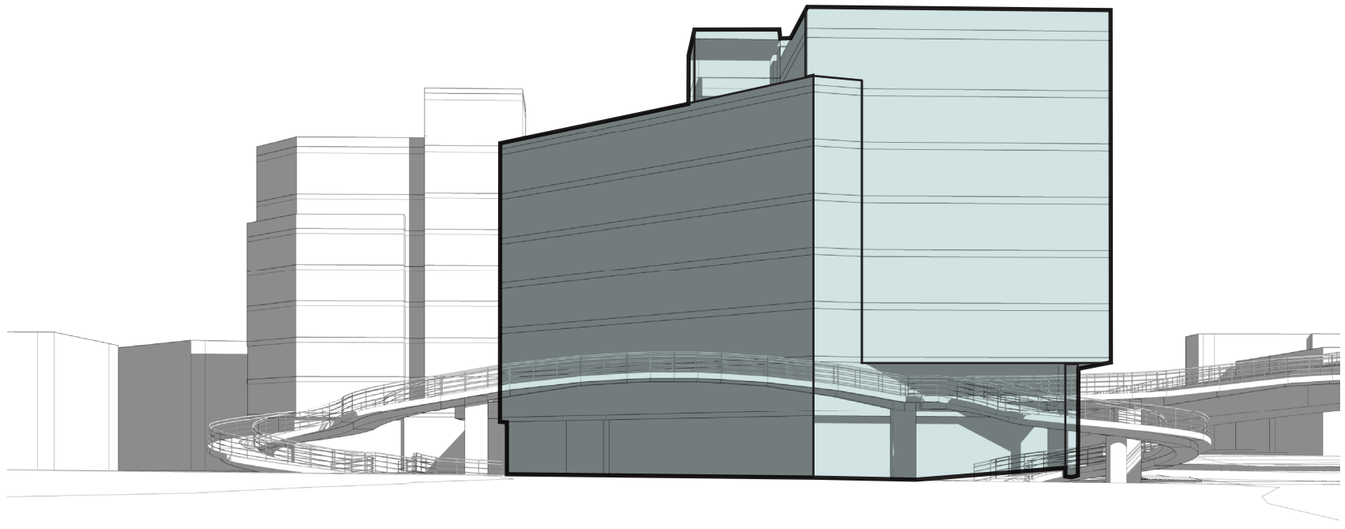




1 ^ VIEW FROM MT BAKER STATION



2 ^ GROUND LEVEL VIEW FROM RAINIER AVE



3 ^ GROUND LEVEL VIEW FROM MLK WAY

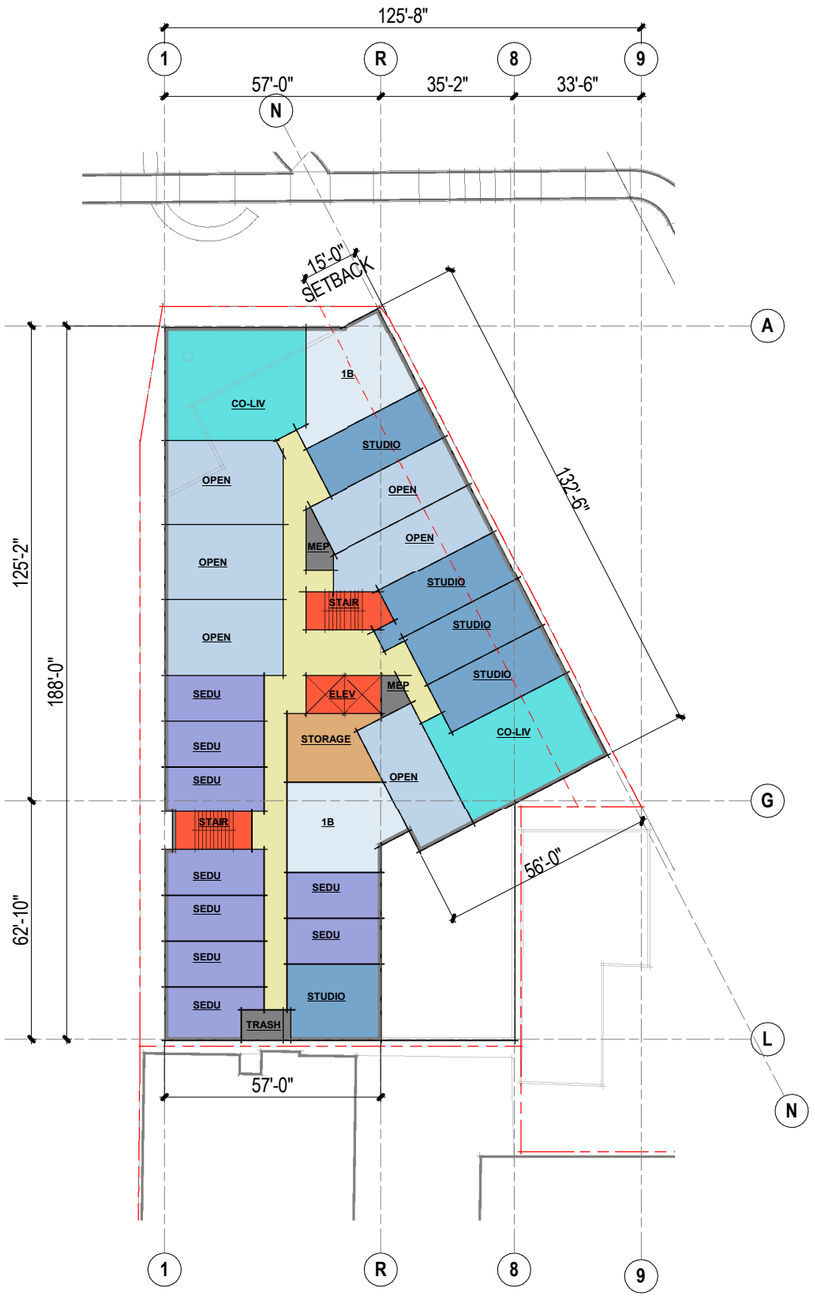
SECTION 8 | MASSING OPTIONS
OPTION 3 - CROSSROADS (PREFERRED)



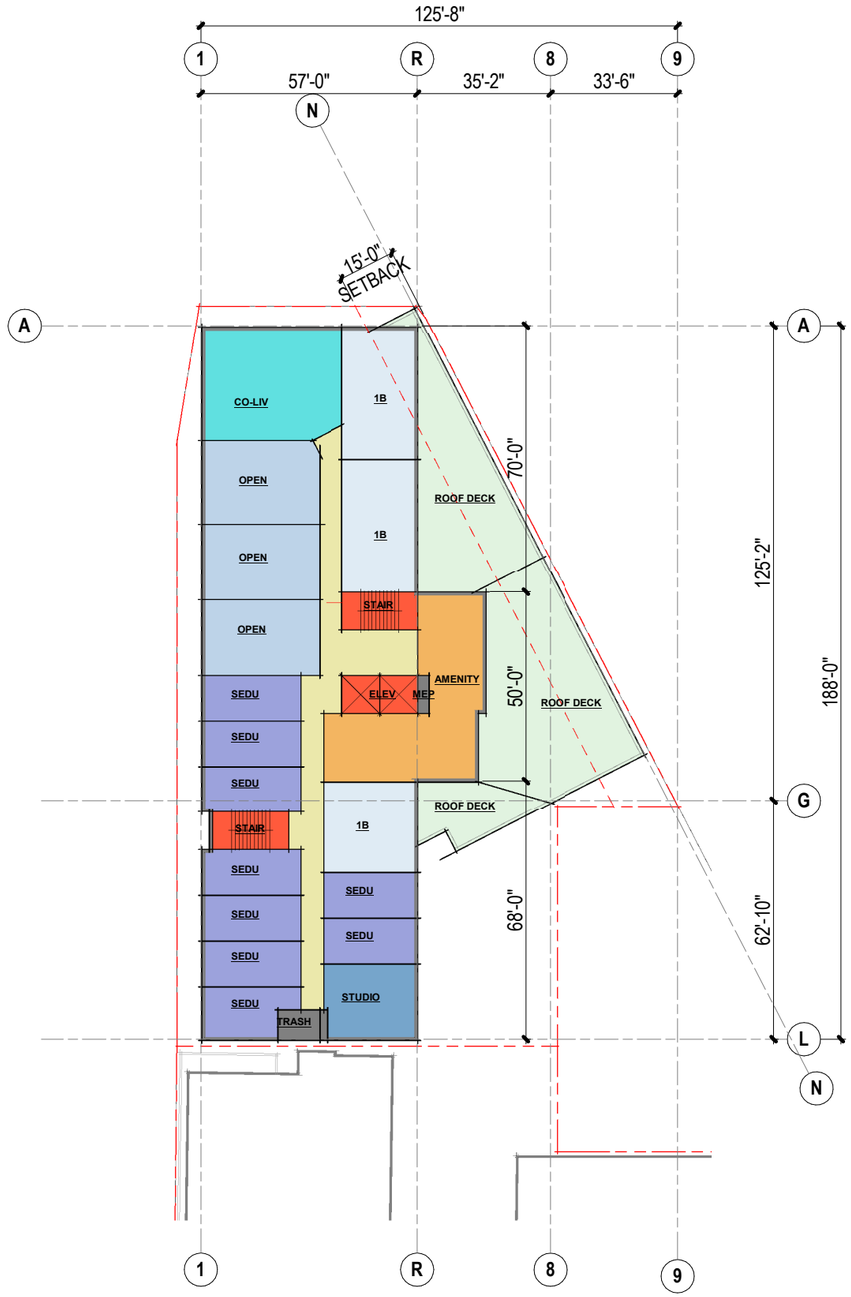
PARKING LEVEL P1



GROUND LEVEL FLOOR PLAN



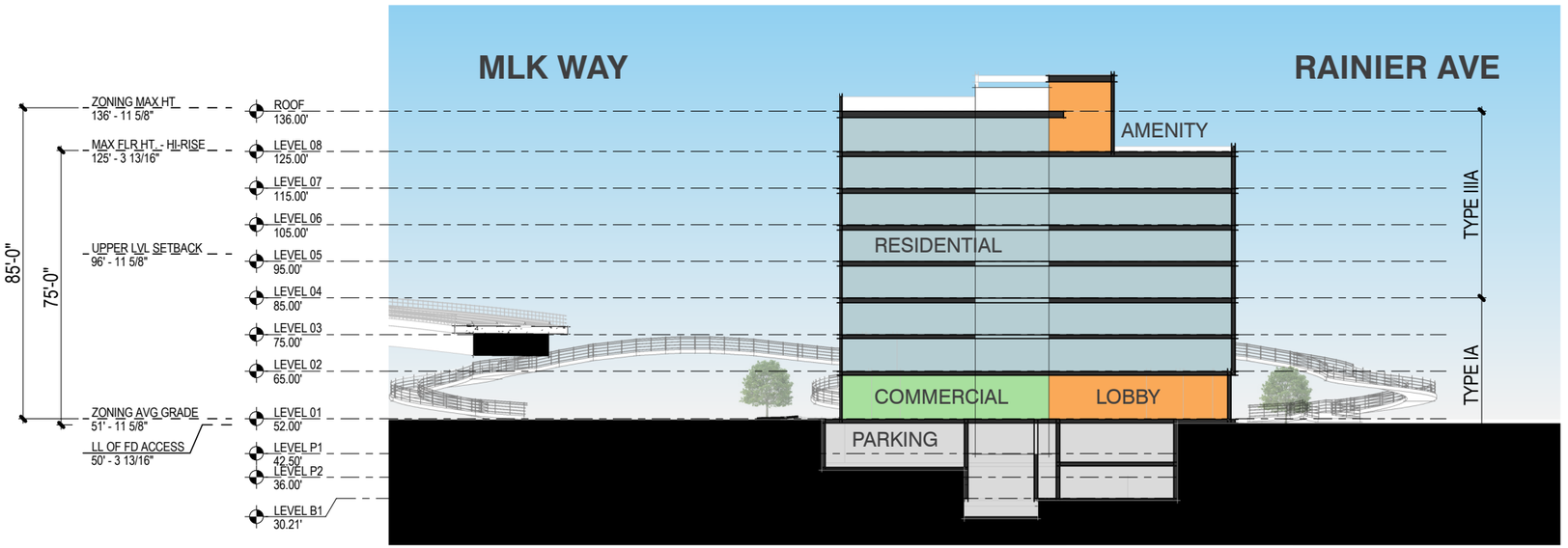
TYPICAL RESIDENTIAL LEVEL



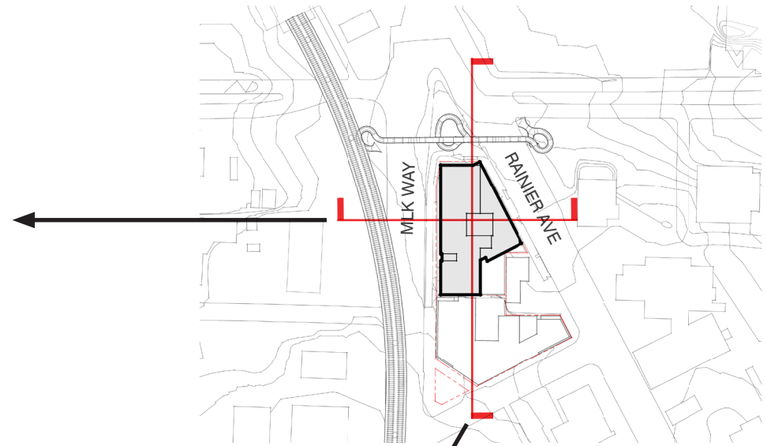
LEVEL 8 FLOOR PLAN

0 5' 10' 20' 40'

SECTION 8 | MASSING OPTIONS
OPTION 3 - CROSSROADS (PREFERRED)



EAST / WEST SECTION

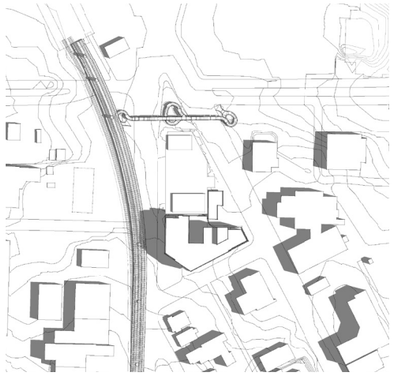




NORTH / SOUTH SECTION

[THIS PAGE INTENTIONALLY LEFT BLANK]

MASSING OPTIONS | SECTION 8
SUN ANGLE STUDY - EXISTING CONDITIONS



9:00 AM



12:00 PM



3:00 PM

N

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

N

SUMMER SOLSTICE



9:00 AM



12:00 PM



3:00 PM

EQUINOX



9:00 AM



12:00 PM



3:00 PM

WINTER SOLSTICE

23.48.435 - UPPER-LEVEL SETBACK REQUIREMENTS IN NORTH RAINIER

CODE TEXT:

A. The following requirements for upper-level setbacks in this subsection 23.48.435 apply to structures on lots abutting a street shown on Map A for 23.48.435

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.

REQUESTED DEPARTURE:
Provide alternative design solutions to meet urban design and program goals in lieu of the required upper level setback along Rainier Ave S.

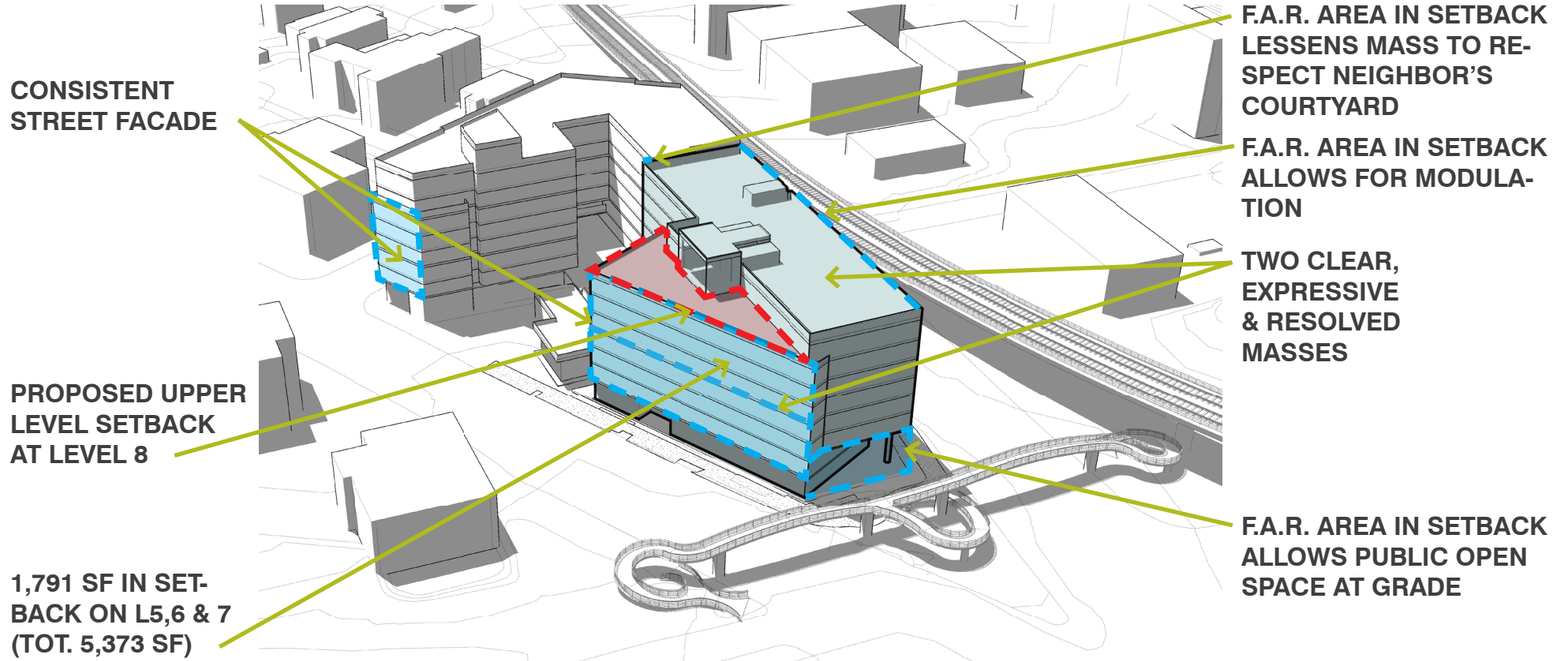
Crossroads, the preferred design option, uses the expression of the angular intersection of two regular massing forms to resolve the complexity of an irregular site in an elegant and readily apparent overall design parti.

Wedge, the code-compliant design, lacks a clear parti, adds bulk in other areas, compromises quality of units, and does not provide enough SEDUs to achieve the project program.

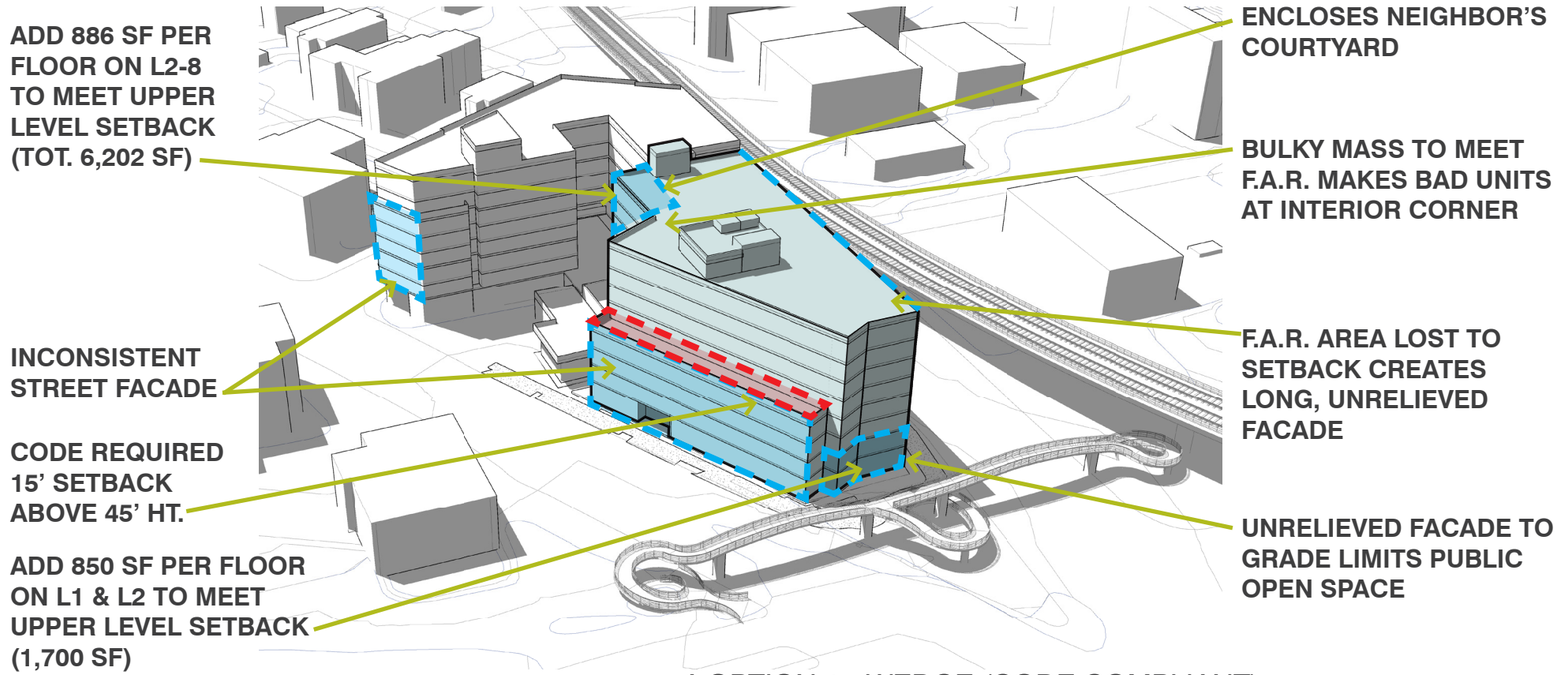
Crossroads places only 5,373 SF into the required setback on Levels 5 - 7.

- Crossroads creates public open space at the north of the site, contiguous with the pedestrian bridge.
- Crossroads aligns its Rainier Ave S facade with the project to the south, which also departs from the code required setback.
- Crossroads does not enclose the new neigboring building's interior courtyard.
- Crossroad's deeper upper level setback at Level 8 gives the design a clear and understable parti, creates a strong street wall facade, and reduces overall height, bulk and scale.
- Area placed in the setback allows modulation to Crossroads's long facade on MLK Way.
- Crossroad's intersection of two main masses clearly signifies the two main streets, Rainier Ave S and MLK Way, making a bold statement for a neighborhood gateway.
- The bulky inside corner and wider building in the Wedge scheme compromises quality of units and does not achieve enough SEDU units per floor to meet the program.

With Crossroad's clear, elegant and dramatic solution to a neighborhood gateway site with a complex shape, the proposed alternatives to the code-required upper level setback elevate urban form and architectural design in the Mt. Baker Urban Village.



^ OPTION 3 - CROSSROADS (PREFERRED OPTION)



^ OPTION 1 - WEDGE (CODE COMPLIANT)

[THIS PAGE INTENTIONALLY LEFT BLANK]