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1700 21st Ave S. Mixed-Use Building

SDCI #3035541-EG

Design Review Board Recomendation Meeting

November 2020

PUBLIC47ARCHITECTS

LAKE UNION PARTNERS

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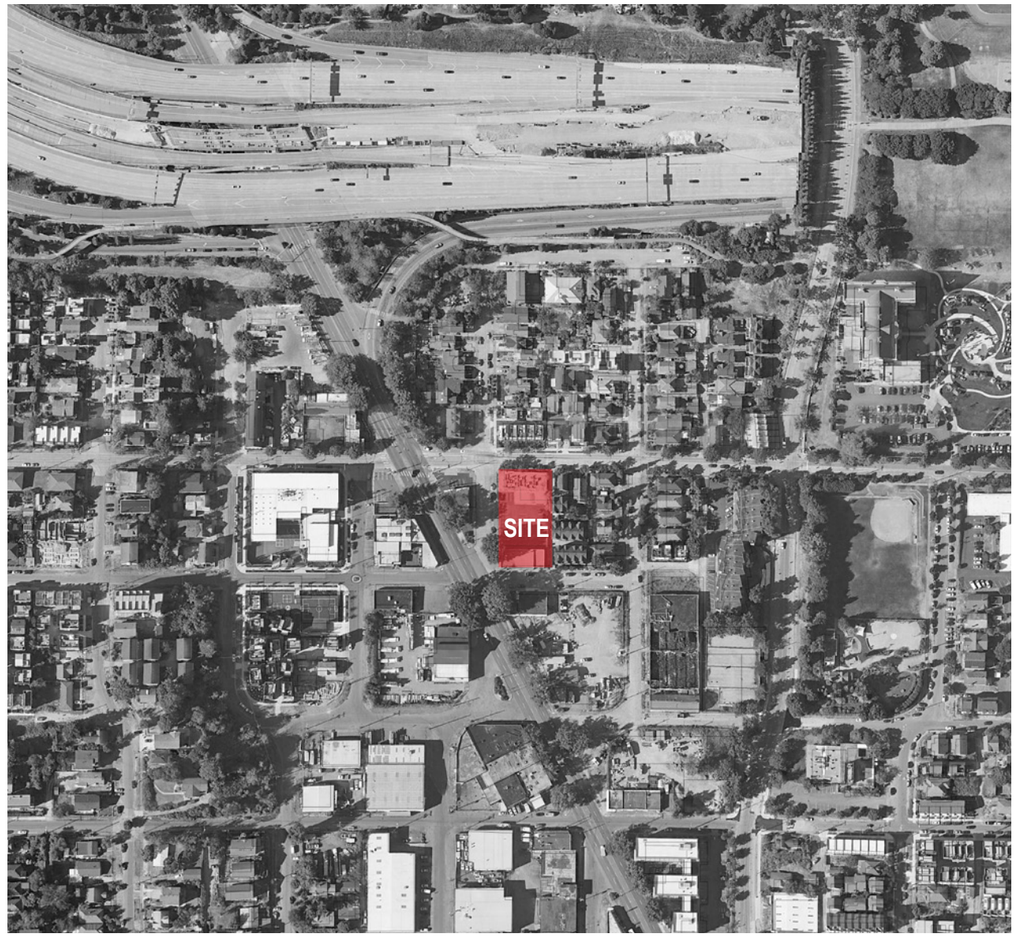
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The western edge of Seattle's Atlantic Neighborhood is rapidly changing. What has traditionally been an eclectic mix of low-rise industrial, commercial and residential buildings along the upper Rainier Valley corridor is expected to transform in response to the upcoming construction of a new Light Rail Station, and major zoning changes intended to address housing affordability. This project proposes a new 8-story mixed-use building at 1700 21st Avenue South. The building will include the following:

- 154 Apartment Units (6% Affordable per MHA Performance Method)
- 4 Live Work Units
- 3,300-sf of street level retail space
- Parking for 66 vehicles

The design team seeks to bring vitality and enhanced habitability through the addition of a thoughtfully-designed and well executed-building, setting a tone for how new construction can positively contribute to the evolving neighborhood.

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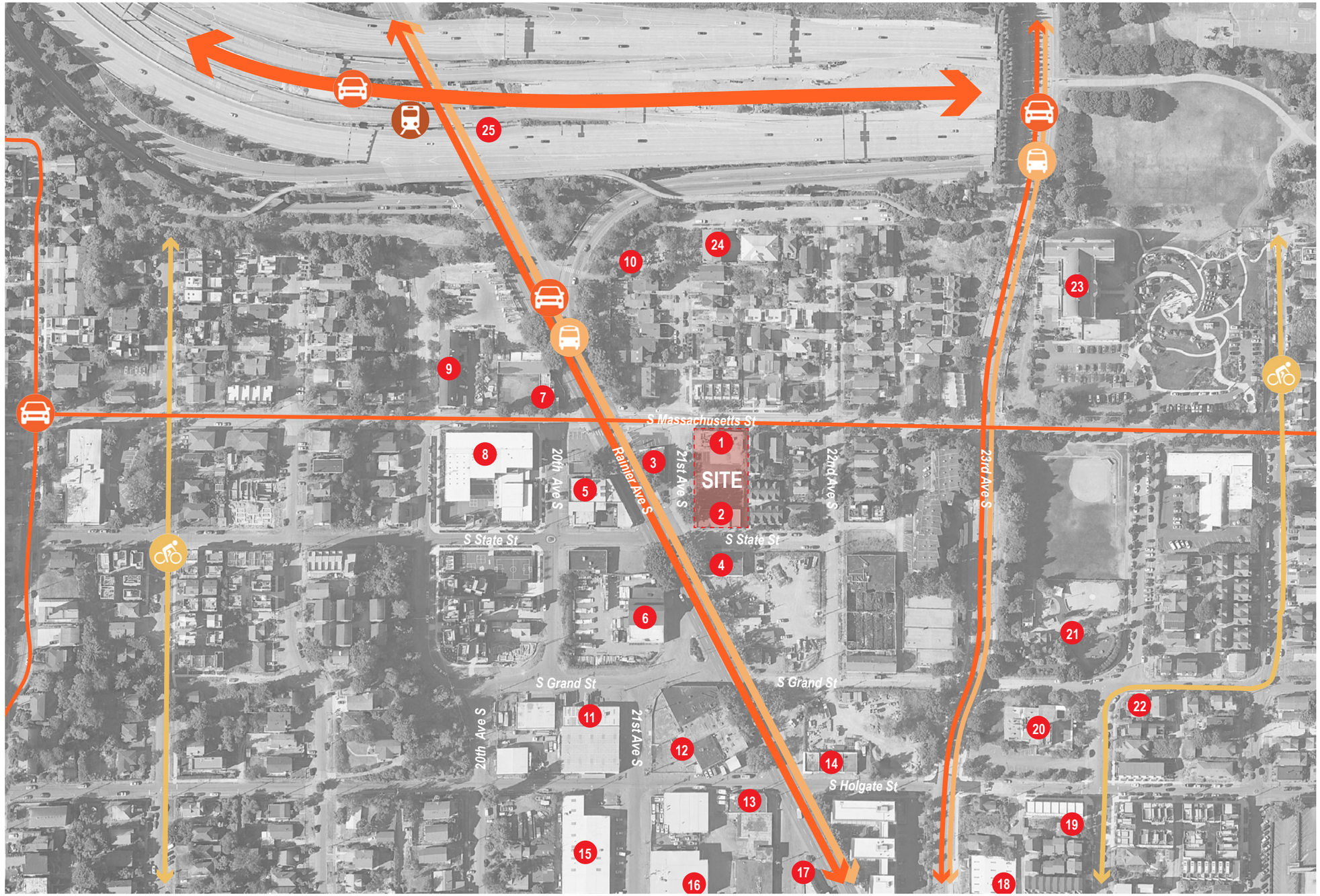
URBAN DESIGN ANALYSIS • NEIGHBORHOOD CONTEXT

Orientation

The subject property is located in Seattle's North Rainier Valley, also known as the Atlantic Neighborhood. It is bound on the north by South Massachusetts Street, which is a busy east-west arterial. 21st Avenue South and South State Street, which define the western and southern edges of the site respectively are more tranquil streets. The site is made up of two parcels, 1700 and 1716 21st Ave S. Two commercial buildings separated by a surface parking lot currently occupy the property. In addition to the commercial presence on the block, there are numerous single-family, multi-family and industrial buildings on adjacent blocks. The subject property is shielded to the west by a triangular-shaped parcel providing a barrier to the major arterial, Rainier Ave S. To the North Interstate-90 slices through the neighborhood, tunnelling under Mount Baker en route to Mercer Island.

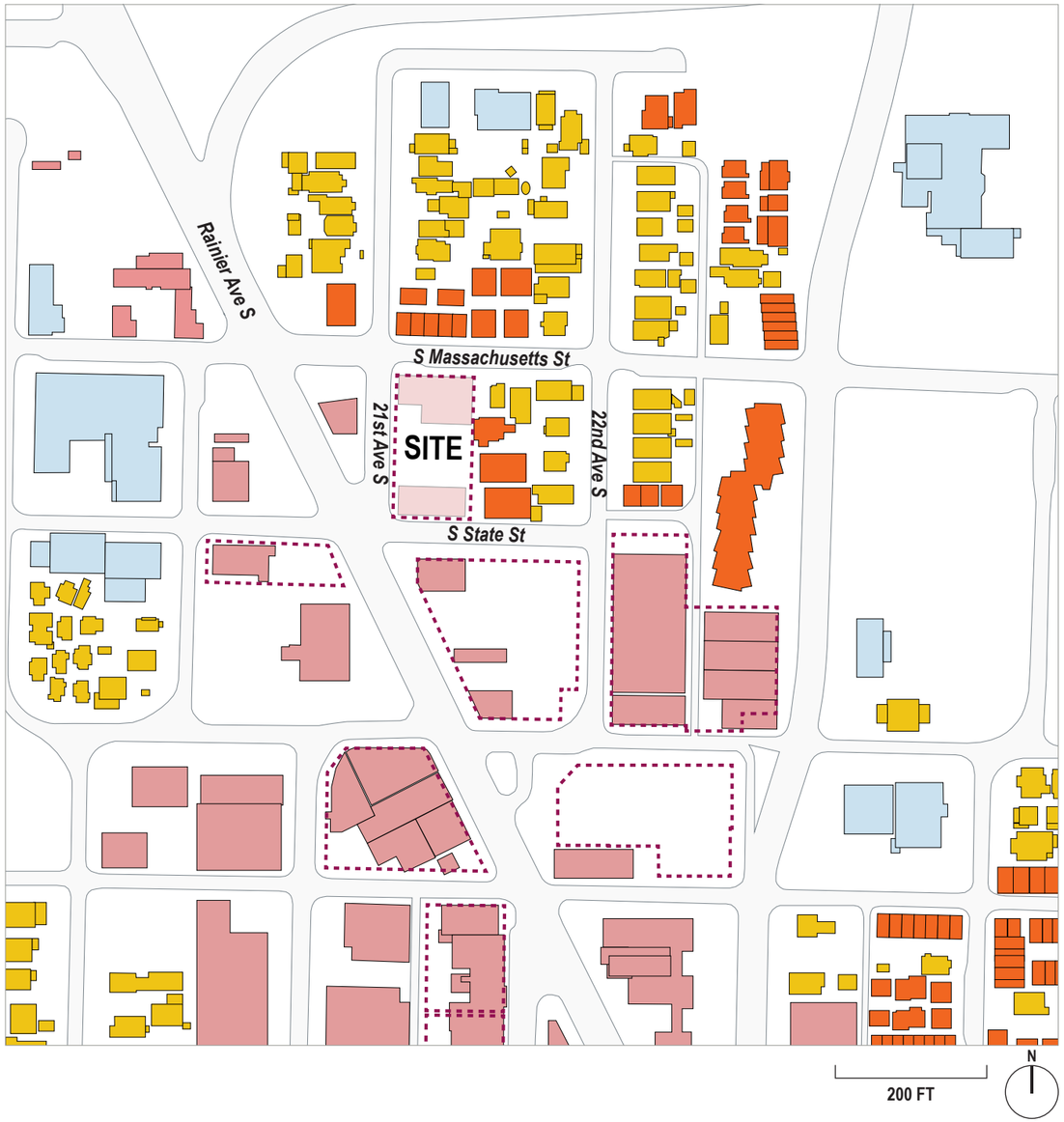
1 **Image Luxury Hair Studio (SITE)**
2 **Seattle Kettlebell Club (SITE)**
3 Toshio's Teriyaki
4 Seattle Collision Center
5 Oberto Sausage Co. *TBD*
6 Stewart Lumber and Hardware Co.
7 Valley Gear & Transmission, Inc
8 Hamlin Robinson School
9 Eritrean Hall Community Center
10 Atlantic Street Park
11 Davis Door Service, Inc
12 A-1 Towing & Roadside Service *TBD*
13 Saffron Spice
14 Dere Auto
15 Smart Foodservice Warehouse Stores
16 Skeeter's Auto Rebuild
17 Dixon's Furniture
18 Autosalon at Leschi Seattle
19 Heroclip
20 Japanese Presbyterian Church
21 Seattle Children's Playgarden
22 My Mac Hero
23 Northwest African American Museum
24 Atlantic Street Center
25 Fuiture Judkins Park Light Rail Station

TBD- to be developed



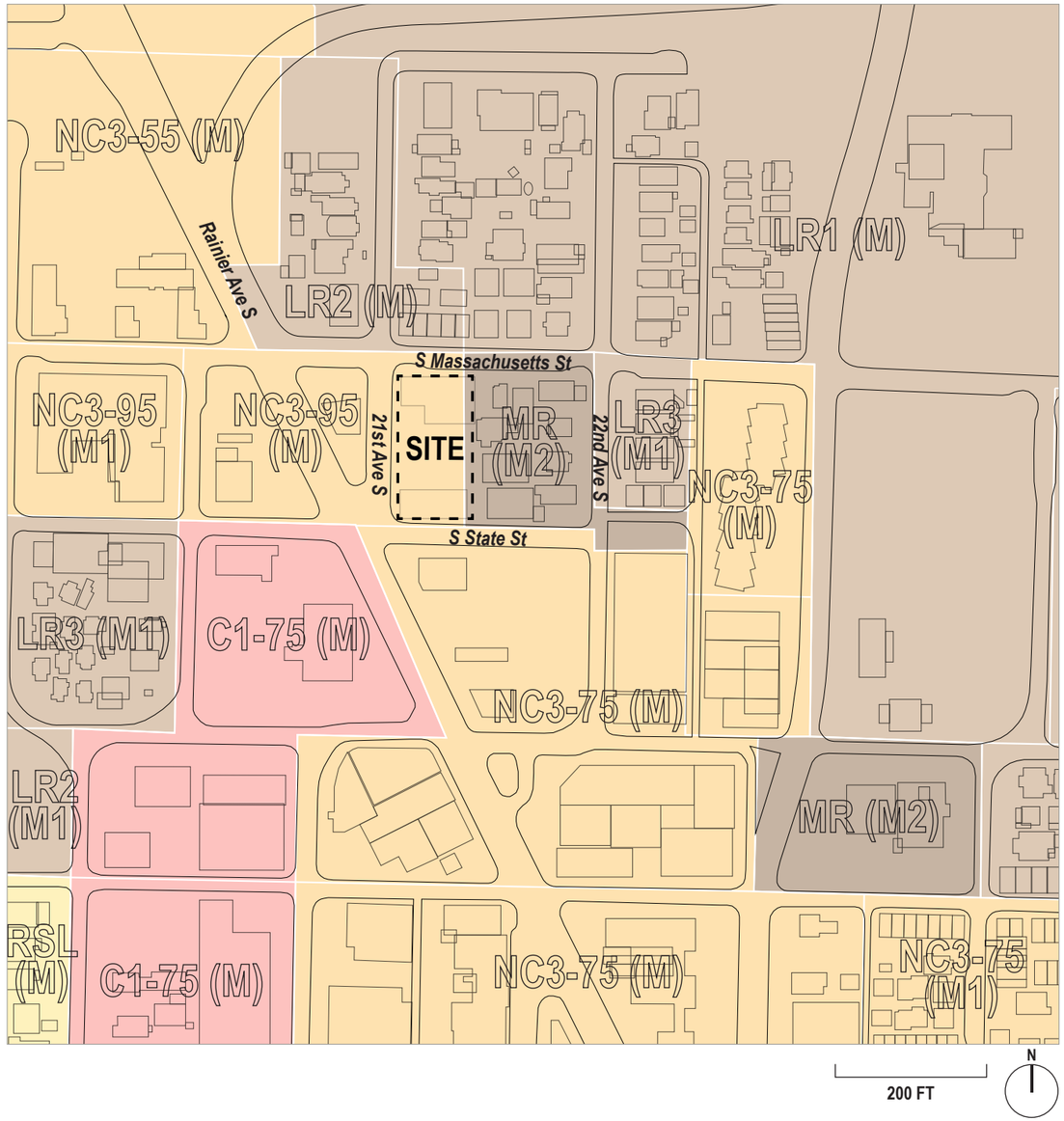
Building Use Map

- Institutional
- Commercial
- Future Mixed-Use
- Multi-Family
- Single Family



Zoning Map

- Commercial
- Neighborhood Commercial
- High-Density Multi-Family
- Low-Rise Multi-family
- Residential Small Lot



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URBAN DESIGN ANAYLSIS • 21ST AVENUE SOUTH

21st Avenue S is a relatively tranquil street that is abruptly terminated at a five-way intersection with Rainier Avenue and State Street. The wedge-shaped block between 21st and Rainier houses Toshio's Teriyaki and serves to buffer the subject property from the noise and activity of Rainier. As a result, 21st Avenue South has the opportunity to be a pedestrian friendly commercial stretch. North of the property 21st Avenue becomes decidedly more residential in nature with a mix of contemporary townhouses and single family residences. The Atlantic Street Center which was built in 1910 to serve the Italian community anchors the north end of 21st before it is abruptly terminated by I-90.


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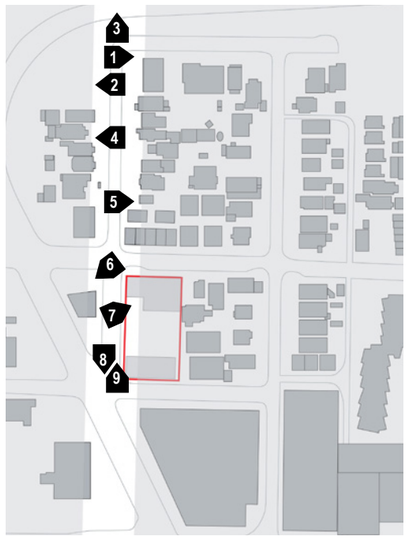

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1 Atlantic Street Center
2 Atlantic Street Playground
3 Interstate-90 abruptly terminates 21st Ave
4 Single Family Residences
5 New Townhouses
6 Toshio's Teriyaki
7 Image Luxury Hair Studio (SITE)
8 5-way intersection at Rainier + State
9 Looking North up 21st Ave


1


2


3

The subject property is bound on the north by South Massachusetts Street, which is a major east-west arterial. The traffic on this road is relatively constant with increases at rush hour. East of Rainier, South Massachusetts is predominantly residential in nature with townhouses adjacent to and across from the subject property giving way to single family residences to the east. West of Rainier, uses are predominantly commercial and industrial.


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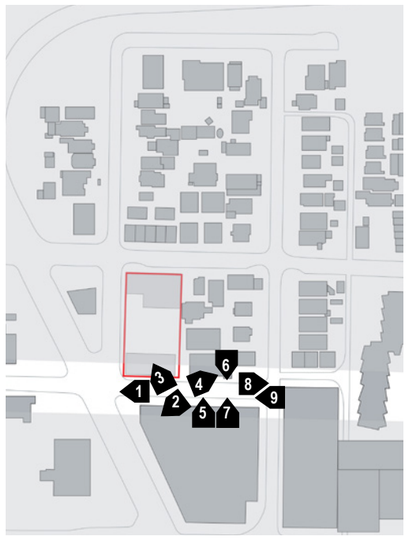


1 S Massachusetts is a busy arterial
2 Single Family Residences
3 Single Family Residences
4 SIngle Family Residences + Townhouses
5 Single Family Residences with stoops
6 Image Luxury Hair Salon (SITE)
7 Townhouses
8 Townhouses
9 Looking West towards Rainier Ave S

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URBAN DESIGN ANAYLSIS • SOUTH STATE STREET

The subject property is bound to the south by South State Street. Seattle Kettlebell Club, which currently occupies the site, sits on the north side of the Street with Seattle Collison on the south side. Both of these buildings will be demolished to make way for new mixed-use buildings. The development to the south will extend from the intersection of State and Rainier a full two blocks to the east, replacing industrial buildings and vacant tracts of land with street-level commercial uses and the promise of an enhanced pedestrian environment. To the east of the subject property, 3-story townhouse developments populate the north side of the street, however recent zoning changes have increased the height limit of these properties to 80', which may impact future patterns of development.



1 Looking West towards Rainier Ave S
2 Seattle Collision Center - to be redeveloped
3 Seattle Kettlebell Club (SITE)
4 Townhouses to the East of Site
5 Minimal 5' setback at mid-block townhouses
6 Vacant land - future Grand Street Commons
7 Townhouses and Single Family Residence
8 East termination of State Street
9 Looking West down State Street













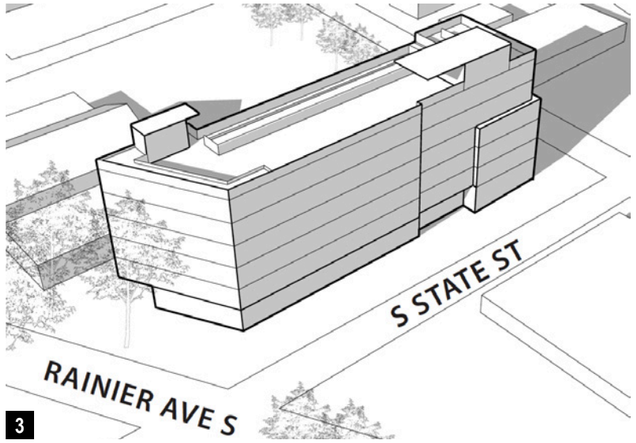












The recently adopted Mandatory Housing Affordability (MHA) legislation requires new buildings to provide affordable housing or contribute to the Seattle Office of Housing fund to support the development of affordable housing. The adoption of MHA is associated with changes to zoning that generally increase density, allowable structure height, and Floor Area Ratio. The up-zoning of the subject property and surrounding blocks has already stimulated redevelopment of the area. The construction of the nearby Judkins Park Light Rail Station further encourages the inevitable transformation of the neighborhood. The project has an opportunity to set a tone for how new construction can positively shape the urban experience.



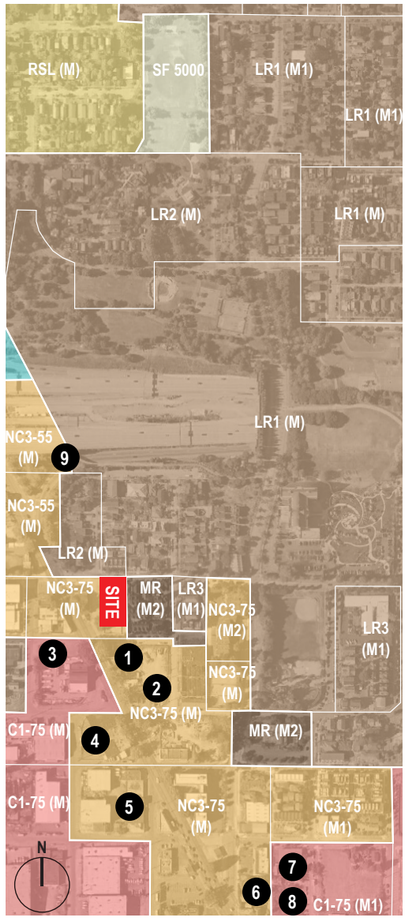












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In 1891, the City of Seattle authorized the construction of an electric railway that would connect downtown Seattle and Renton. The Rainier Avenue Electric Railway established the right of way that would eventually become Rainier Avenue South and provided direct access from farms and saw mills in the southern areas to downtown Seattle, which was still rebuilding after the 1888 fire. The railway spurred development in Rainier Valley with communities like Hillman City, Columbia City and Atlantic City emerging as thriving neighborhoods.

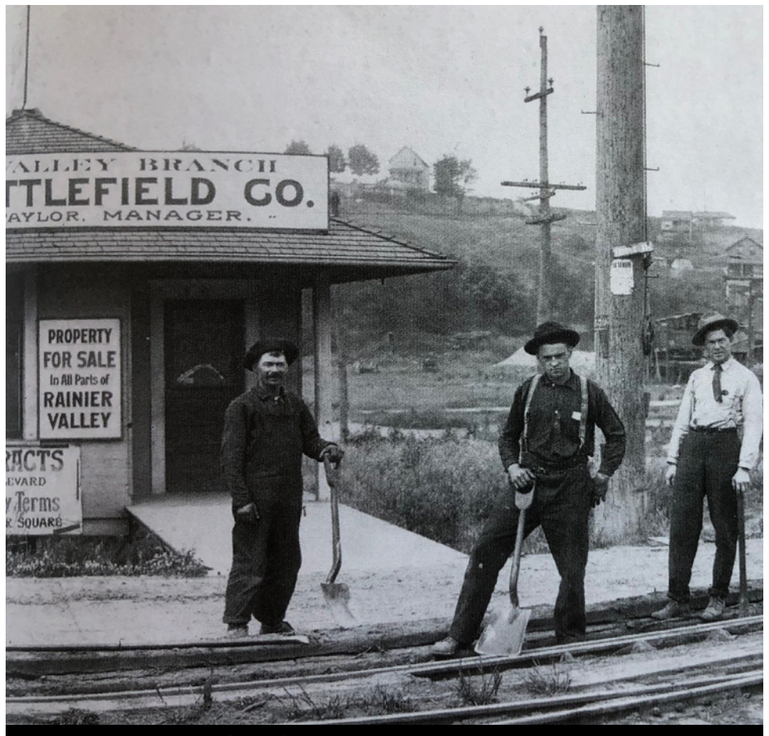
In the early part of the 20th Century, North Rainier Valley was attracted Italian immigrants, many of whom were drawn to the area for mining jobs. Their agricultural talents were put to use with a receptive market for produce and the area was nicknamed “Garlic Gulch”. The imprint of the Italian American community remains intact with such neighborhood icons as Oberto’s Sausage Company, Remo Borracchini’s Bakery, and the Atlantic Street Center, which was established in 1910 as a settlement house serving Italians in the area, but grew into an inclusive social services non-profit agency serving families of all ethnicities.

In 1940, Interstate-90 cut through Atlantic, tunnelling under the Mount Baker ridge en route to Mercer Island. The construction and subsequent widening of the I-90 corridor was devastating, permanently severing what had previously been a cohesive neighborhood.

In the 1930’s, Japanese immigrants, who had traditionally settled in the International District began moving south into North Rainier Valley. Their stay was cut short in 1942 with Executive Order 9066 which evacuated Japanese families to internment camps. While many never returned after this sad chapter in history, the Japanese community still has a strong presence in the neighborhood. The Japanese Presbyterian Church, which was established in 1907 and previously located at 9th and Weller prior to the construction of Interstate-5, was rebuilt at 24th Avenue and Grand Street in 1963 by celebrated Northwest architect, Paul Kirk. It continues to be an important gathering place for the Japanese American community and the neighborhood.

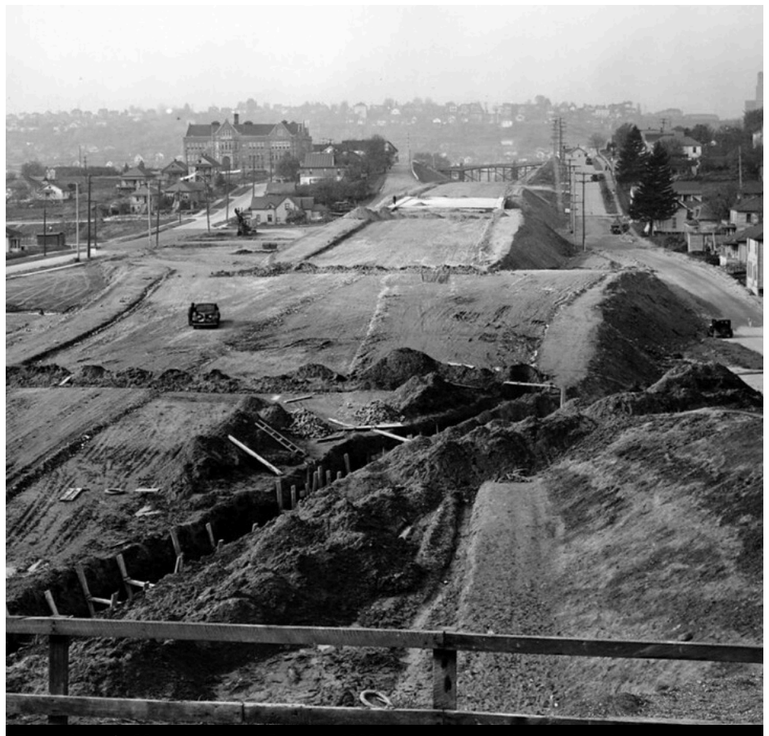
The African American community had traditionally settled in the Central District to the North of Atlantic. Discriminatory housing practices and racial covenants became common after the Great depression making it difficult for minority groups to buy or rent homes anywhere in the city except for specific “redlined” areas. With these policies in place, neighborhoods to the north and west were off limits to African Americans, forcing them to move south into Rainier Valley. By the 1990 there were more African American residents in Rainier Valley than the Central District. In 2008, the Northwest African American Museum opened in the neighborhood with the mission to “spread knowledge, understanding, and enjoyment of all histories, arts and cultures of people of African descent for the enrichment of all.” The museum occupies the first floor of the Coleman School with 25 affordable housing units above.

In recent decades, the multi-cultural aspect of North Rainier Valley has been enriched by waves of immigrants from Southeast Asia, Latin America, and Africa.



The North Rainier Trolley Stop of the Rainier Avenue Electric Railway circa 1909


Italian American Farmers in “Garlic Gulch” circa 1940. Note Sick Stadium beyond.

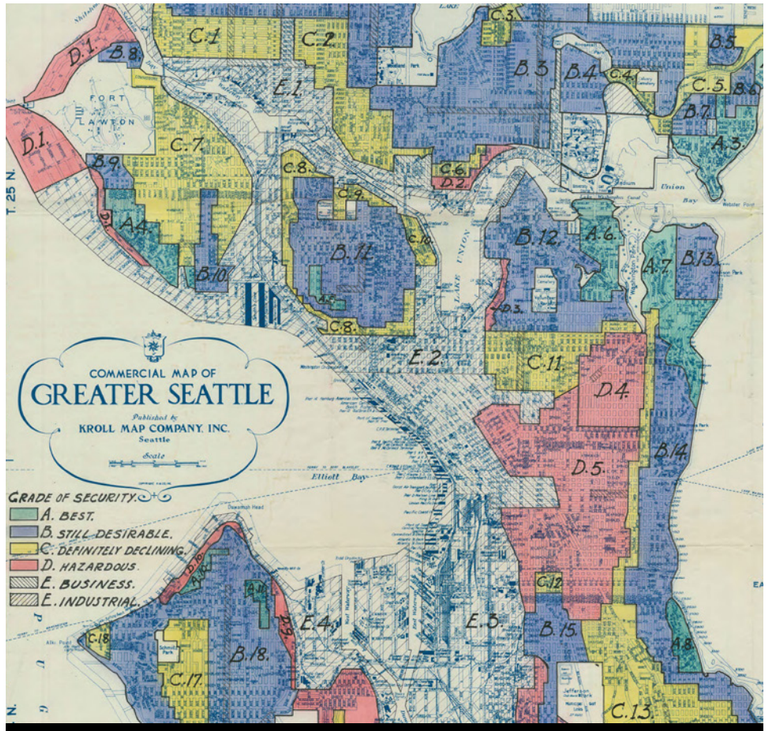

Tunneling of I-90 under Mount Baker in 1939 sliced through the neighborhood



The Atlantic Street Center was a cornerstone of the evolving community



The Japanese Presbyterian Church (1801 24th Ave) built in 1963



Redlining restricted housing options for African Americans and other minority groups



The Charlotte Howland Building has been home to the Atlantic Street Center since 1928



Japanese Americans were abruptly relocated from Seattle to internment camps in 1942



The Northwest African American Museum opened in the Coleman School Building in 2008

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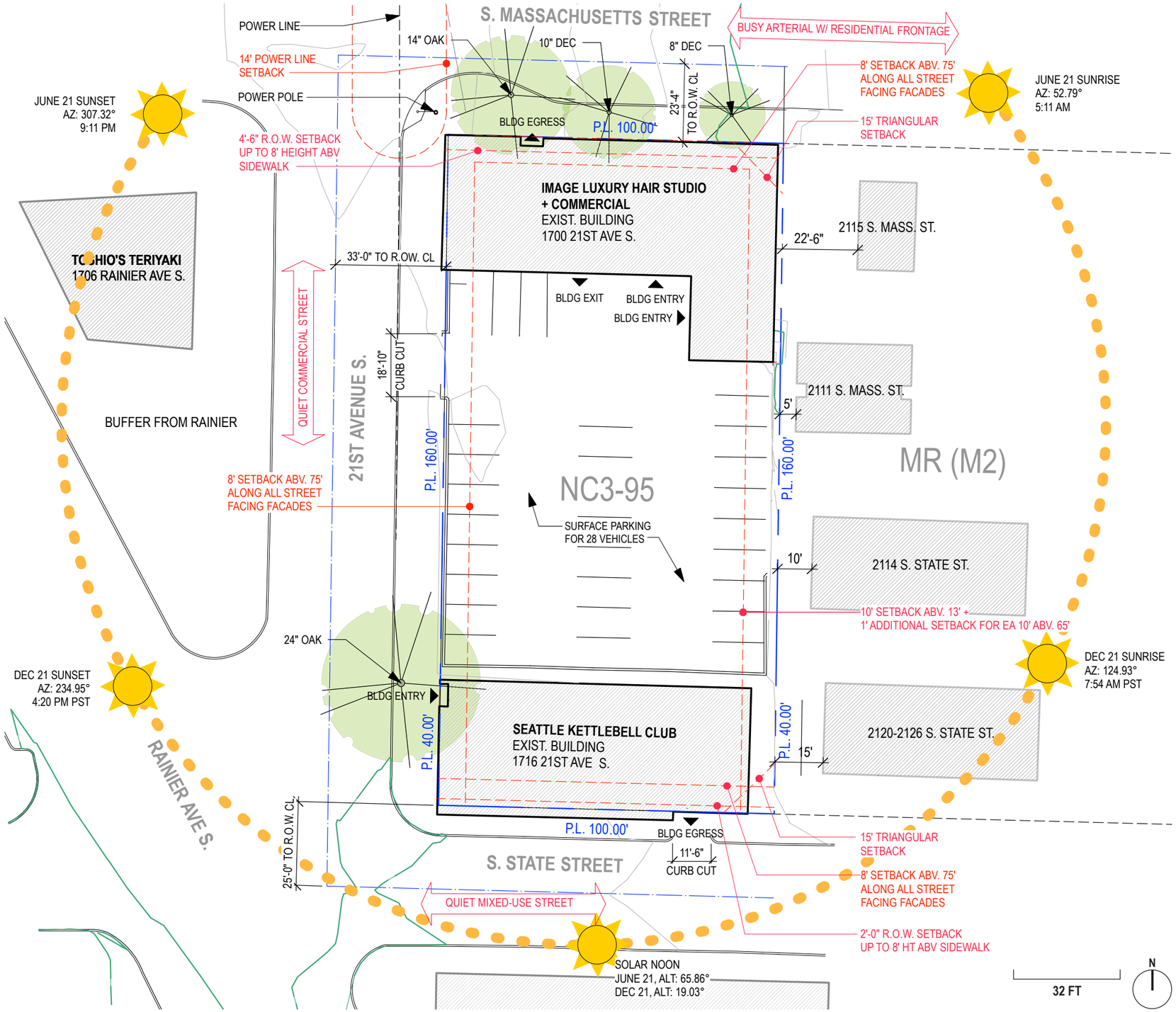
EXISTING SITE CONDITIONS

Solar Access for New Building
Southern and western exposure affords ample access to sun

Access Opportunities for New Building
Residential pedestrian entrance off of S. Massachusetts St. or 21st St.
Commercial entrance(s) off of 21st Ave S. and S. State St.
Vehicular access off of S. State St.

Power Lines
Existing high voltage power line at northwestern corner of subject property requires proper clearance.

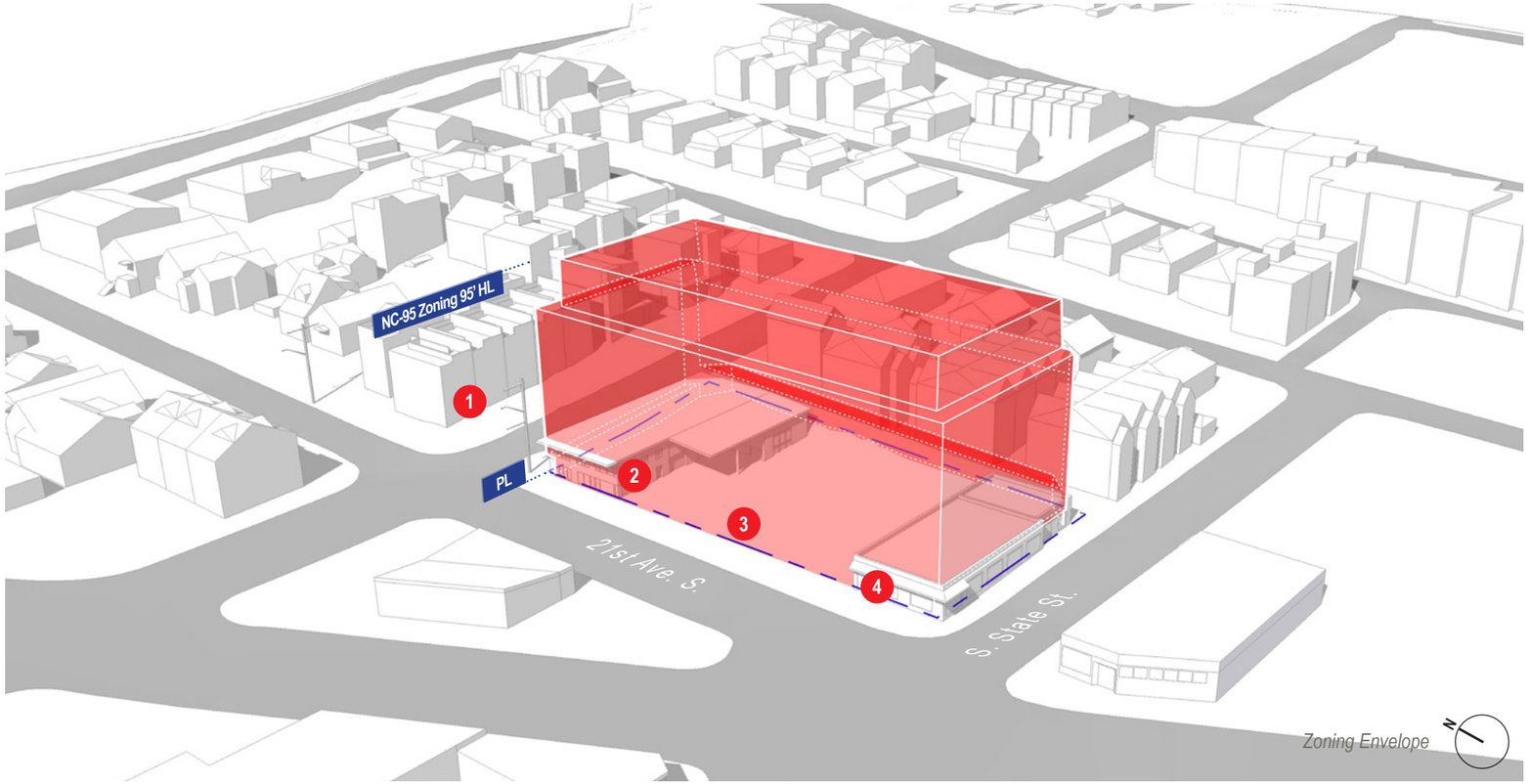
Existing Building
This site hosts Image Luxury Hair Studio, Seattle Kettlebell Club, and a surface parking lot. Major access comes from 21st Ave. S..The shared commercial building with Image Luxury Hair Studio has smaller access points on S. Massachusetts St.



EXISTING SITE CONDITIONS



1. Pole and HV Power Line (requires 14' power line setback shown in diagram)





2. Image Luxury Hair Studio + Commercial



3. Surface Parking Lot



4. Seattle Kettlebell Club

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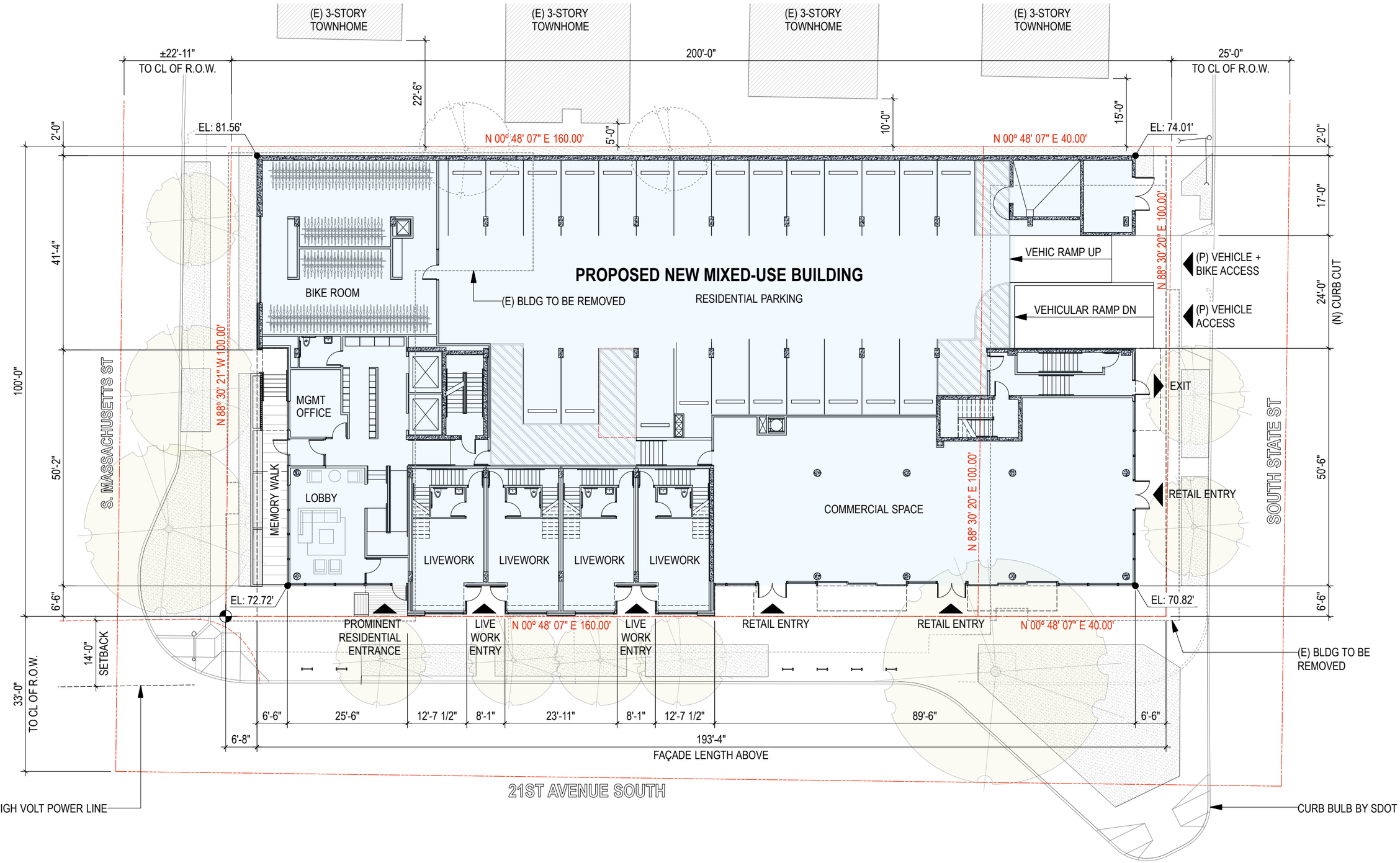
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ZONING DATA

Address	1700 + 1716 21st Avenue South
Site Area	20,000-SF - per survey
Zone	NC3-95 (M)
Mandatory Housing Affordability	Yes, Medium Designation
Urban Village	Mount Baker Hub Urban Village
Frequent Transit	Yes
Design Review	Design Review required
Design Review Equity	Yes

Topic	Code Citation	Standard	Project-Specific Notes
Street Level Uses	SMC 23.47A.005 C.1.c	In NC zones with a height limit of 85' or higher, maximum 20% street-level street facing residential uses	**DEPARTURE REQUESTED**
Street -Level Development Standards	SMC 23.47A.008	A.2 Blank Facades: 20' max; No more than 40% of width of façade	Proposal complies
		B.2 Transparency: 60% of the street-facing façade between 2' + 8'	
		B.3 Depth of non-residential uses to extend 15' min, at least 30' average from street façade	
		B.4 Height provision: Min floor to floor of 13' required for non-residential uses	
Structure Height	SMC 23.47A.012	A. Max structure height = 95'	Proposal complies
Floor Area Ratio	SMC 23.47A.013	Table A: Max FAR = 6.25	Proposal complies
Setback Requirements	SMC 23.47A.014	B.1 15' triangular setback where a lot abuts the intersection of a side and front lot line of a lot in a residential zone	**DEPARTURE REQUESTED**
		B.2 Upper-level setback along rear lot line abutting LR zone as follows:	Proposal complies
		a. Ten feet for portions of structure above 13' in height to max of 65'	
		b. 1' of add'l setback for every 10' of height above 65' to a max 20' setback	
		C.2 Upper level setback of 8' average depth for portions of structure above 75' in height on street-facing façades	**DEPARTURE REQUESTED**
Landscaping Standards	SMC 23.47A.016	A. Green Factor score of 0.30 or greater is required	Proposal complies
		B. Street trees required. Existing street trees to remain unless removal approved	
Light and Glare Standards	SMC 23.47A.022	E. Glare diagrams required for new buildings greater than 65' in height with more than 30 percent façade composed of clear glass; and within 400 feet of an arterial with more than15,000 vehicle trips per day	Glare diagrams provided
Amenity Area (Apartments)	SMC 23.47A.024	A. Required Amenity Area = 5% of Gross Residential Area	Proposal complies
Parking Location + Access	SMC 23.47A.032	A.1.c If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines per 23.47A.032 C and curb cuts are permitted per 23.54.030 F.2.a.1	Access from State Street is preferred by SDOT per presubmittal conference
		B.1.b Within a structure, street-level parking shall be seprated from a street level, street facing façade with another permitted use	Proposal complies
		C. When a lot fronts two or more streets, the Director will determine which streets will be considered front lot line	21st Avenue S is front lot line per presubmittal conference
Improvements for Existing Streets	SMC 23.53.015	A.6.a Minimum right-of-way widths for arterials is specified in the Right-of-Way Improvements Manual.	Required min width for S Massachusetts is 62'
		Table A: Min right-of-way widths for existing nonarterial streets, NC3 zone = 52'	Required min width for S State is 52'
		D.1.b A setback is required equal to half the difference between the current right-of-way width and the minimum right of way width	4.5' ROW setback req'd at S Massachusetts; 1' ROW setback required at S State
Required Parking	SMC 23.54.015 Table A	Item IIK: No minimum parking for non-residential uses within Urban Village in a frequent transit service area.	No commercial parking required
	SMC 23.54.015 Table B	Item IIM: No minimum parking for residential uses in commercial zones in urban villages in frequent transit area	No residential parking required
Bicycle Parking	SMC 23.54.015 Table D	A.1 Eating + drinking establishments: 1/5000-sf long-term, 1/1000-sf short-term	Long term = 3279-sf / 5000-sf = 1 space; Short term = 3279-sf / 1000-sf = 4 spaces
		D.2 Multi-family structures: 1 per dwelling unit for first 50 long term, then 3/4 per dwelling unit; 1 per 20 dwelling units short term	Long term = 50 + (108 x .75) = 131 spaces; Short term = 158 / 20 = 8 spaces
	SMC 23.54.015 K.2	b. Provide access to long term bike parking that is separte from vehicular	**DEPARTURE REQUESTED**
Parking Space Standards	SMC 23.54.030	B.1.b Residential uses with > five spaces: 60% shall be for Medium Vehicles	Proposal complies
		D.1.a Residential uses: Driveways < 100 feet in length that serve ≤ 30 parking spaces shall be a minimum of 10' for two-way traffic	Proposal complies
		D.1.c Residential uses: Driveways of any length serving > 30 spaces shall be at least 20' for two way traffic	**DEPARTURE REQUESTED**
		F.1.b Curb cuts shall not exceed a max width of 10' except that 4) if subsection 23.54.030.D requires a driveway greater than 10 feet in width, the curb cut may be as wide as the required driveway width.	**DEPARTURE REQUESTED**
		L1.c 20% of parking spaces shall be EV-ready	Proposal complies
		K. At least one pedestrian access route requird between public ROW + garage	Proposal complies
Solid Waste + Recycling	SMC 23.54.040 Table A	Storage area, residential: >100 units requires 575-sf + 4sf / unit	Req'd Res Area = 575-sf + 216-sf = 791-sf Req'd Comm Area = 82-sf x 50% = 41-sf Total Req'd Area = 41-sf + 791-sf = 832-sf Proposed = 277 + 118 + 277 + 326 = 879-sf Proposal complies
		Storage area, non-residential: 0-5,000-sf requires 82-sf	
	SMC 23.54.040 B	Mixed-use with both residential and non-residential, only 50% of non-res applies; Storage for garbage may be shared between residential + non-residential uses, but separate spaces for recycling shall be provided	
MHA Performance, Commercial	SMC 23.58B.050	A.1b.1 First 4,000 gross square feet of street-level commerical uses are exempt	Commercial space < 4,000-sf; no MHA-C untis required
MHA Performance, Residential	SMC 23.58C.050 Table B	6% affordable housing for (M) suffix, medium designation	6% x 158 units = 9.48 required MHA-R units; proposal will provide 10

COMPOSITE SITE PLAN



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PRIORITY DESIGN GUIDELINES

CONTEXT + SITE

*Denotes Central Area Neighborhood Guideline

CS2 Urban Pattern + Form

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

CS2.A1 Sense of Place: *…create a sense of place where the physical context is less defined.*
CS2.A2 Architectural Presence: *Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context.*
CS2.B2 Connection to the Street: *Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm.*
CS2.C1 Corner Sites: *Corner sites can serve as gateways or focal points*
CS2.D3 Zone Transitions: *For projects located at the edge of different zones, provide an appropriate transition or complement to adjacent zone.*
CS2.D5 Respect for Adjacent Sites: *Respect adjacent properties with the design and site planning…*

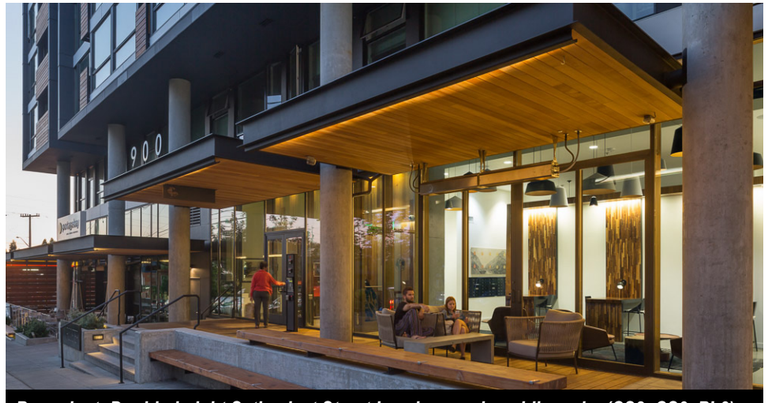
CS3 Architectural Context + Character

Contribute to the architectural character of the neighborhood.

CS3A.4 Evolving Neighborhoods: *In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.*
***CS3.1 Neighborhood Context:** c) Include high ceilings in ground level spaces...*

RESPONSE:
The immediate context of the site is in a state of transition, with numerous new buildings in early planning stages. Accordingly, the project will be designed to set a high-bar for future development in the neighborhood. The southwest corner of the site is especially prominent and, in conjunction with the upcoming development to the south, has an opportunity to form a gateway to a new shopping district. 21st Ave and State Street offer strong potential to host pedestrian friendly retail. Massing along these sides will set back at street-level to create a widened sidewalk zone. The proposed building elevates this set back to the second story, creating a volumetric extension of the sidewalk which can host outdoor seating, vending, and other pedestrian-oriented activities.

The site abuts an MR zone occupied by 3-story townhouses to the east. A pair of courtyards that triples the required setback breaks up the length of the east façade and provides opportunity for lush landscaping to buffer the properties from one another. Additionally, the top floor of the north and south wings are stepped back to provide scale transition.



Precedent: Double-height Setback at Street Level expands public realm (CS2, CS3, PL3)

PUBLIC LIFE

*Denotes Central Area Neighborhood Guideline

PL1 Connectivity

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

PL1.A.2 Adding to Public Life: *Seek opportunities to foster human interaction through an increase in the size and/or quality of project related open spaces available for public life.*
PL1.C.3 Year-Round Activity: *Where possible, include features in open spaces for activities beyond daylight hours and throughout seasons of the year.*
***PL1.1 Accessible Open Spaces**: a) Provide safe and well connected open spaces; b) Larger projects around important neighborhood nodes should create generous recessed entries, corner plazas, and more usable open space adjoining the streets.*

PL2 Walkability

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

PL2.B1 Eyes on the street: *Seek opportunities to foster human interaction through an increase in the size and/or quality of project related open spaces available for public life.*
PL2.B3 Street level transparency: *Ensure transparency of street level uses (for uses such as nonresidential uses or residential lobbies), where appropriate…*
PL2.C1 Weather Protection Locations and Coverage: *Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity…*

PL3 Street-Level Interaction

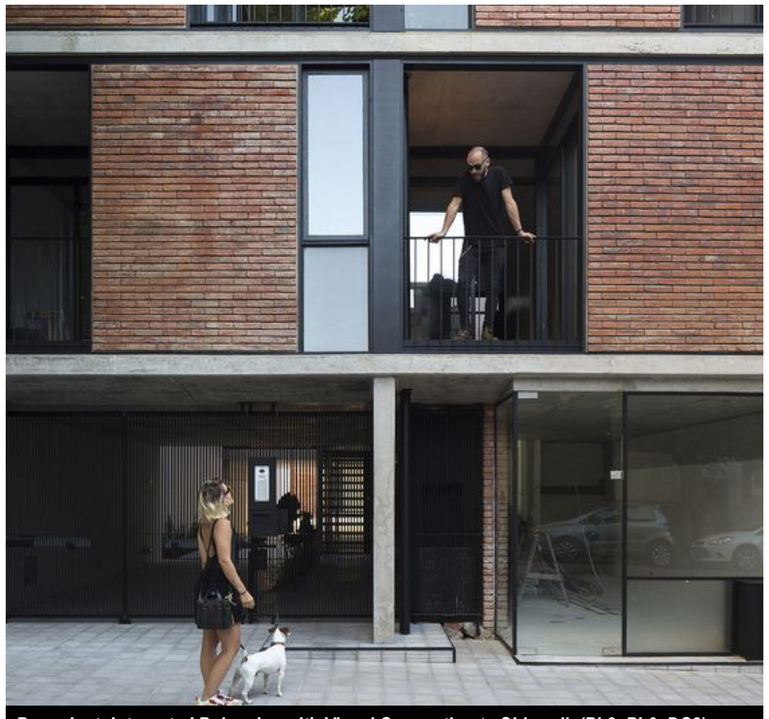
Encourage human interaction and activity at street-level with clear connections to building entries and edges.

PL3.A1 Entries: *Design primary entries to be obvious, identifiable, and distinctive… Common entries to multi-story residential buildings need to provide privacy and security for residents, but also be welcoming and identifiable to visitors.*
PL3.B3 Buildings with Live/Work Uses: *Maintain active and transparent facades in the design of live/work residences that are required to orient the non-residential portions of the unit toward the street.*
PL3.B4 Interaction: *Provide opportunities for interaction among residents and neighbors.*
PL3.C1 Porous Edge: *Engage passerby with opportunities to interact visually with the building interior using glazing and transparency…make a physical and visual connection between people on the sidewalk and retail activities in the building.*
PL3.C3 Ancillary Activities: *Allow spaces for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structure back from street…*
***PL3.1 Frontages**: c) Promote transparency and "eyes on the street"; f) Live/work spaces should be designed to activate street frontage*
***PL3.1 Streetscape Treatment:** c) …provide overhead weather protection at all non-residential frontages; g) Provide voluntary space abutting the sidewalk right-of-way for businesses to utilize; h) Encourage a safe, comfortable environment for pedestrians…*

RESPONSE:
The proposed building includes widened sidewalks that tuck under the upper-level building massing, providing expanded and weather-protected publicly accessible space. Integrated balconies at the residential levels provide additional "eyes on the street" and opportunities to interact with sidewalk activity. Commercial spaces are glassy with operable sliders that allow interior activities to spill out onto the sidewalk. 2-level live/work units will afford ample street-level transparency without compromising the privacy for the residential component. The residential entrance is prominent and identifiable, featuring a double-height outdoor space, change in paving pattern, a space-defining bench, and super-sized cut-out address numbers.



Precedent: Well-Defined Residential Entrance and Lobby (PL3)



Precedent: Integrated Balconies with Visual Connection to Sidewalk (PL2, PL3, DC2)

DESIGN CONCEPT

*Denotes Central Area Neighborhood Guideline

DC2 Architectural Concept

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

DC2.A Massing: *1) Arrange mass of the building taking into consideration the characteristic of the site and proposed uses of the building and its open spaces; 2) Use secondary architectural elements to reduce the perceived massing of larger projects.*

DC2.B Architectural and Façade Composition: *1) Design all building façades considering the composition and architectural expression of the building as a whole*

DC2.C1 Visual Depth and Interest: *Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design.*

DC2.D Scale and Texture: *1) Incorporate architectural features, elements, and details that are of human scale into the building façade… 2) Design the character of the building, as expressed in the form, scale and materials, to strive for a fine-grained scale, or "texture"…*

***DC2.1 Building Layout and Massing**: a) Project concepts should be intelligible and clear; d) Appropriately scale building so that they relate to the scale and form of the adjacent public realm; e) Consider all sides of the building and the impact each façade has on its immediate neighboring context….*

DC3 Open Space Concept

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

DC3.A1 Interior/Exterior Fit: *Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other*

DC3.B3 Connection to Other Open Space: *Site and design project-related open spaces to connect with, or enhance the uses and activities of other nearby public open spaces…*

***DC3.1 Common Open Spaces**: a) Where possible, provide common courtyards and yards that are publicly visible and accessible*

DC4 Exterior Elements + Finishes

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

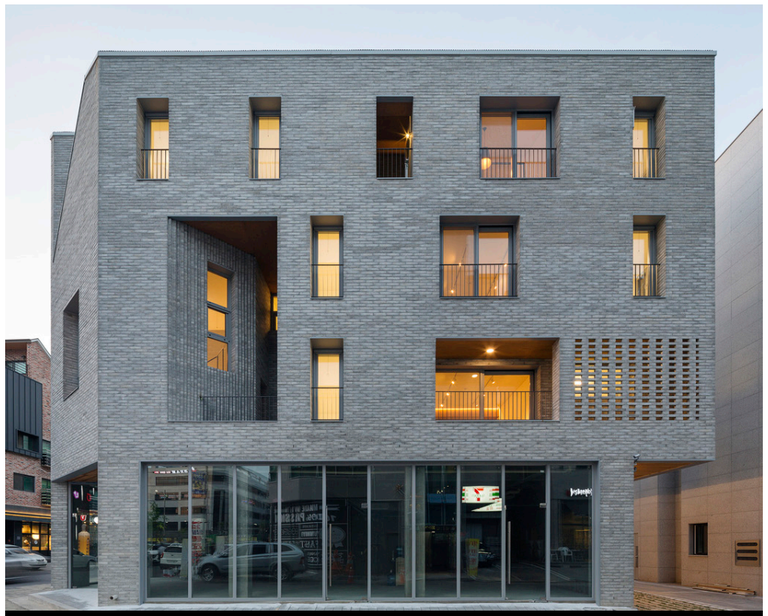
DC4.A1 Exterior Finish Materials: *Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.*

***DC4.1 Building Details and Elements**: a) Provide operable windows in a way that promotes natural ventilation; b) Incorporate building materials that reflect human scale and craftsmanship of the building process; d) Façades should exhibit a rhythm of fenestration, and transparency of the inside program out to the public realm.*

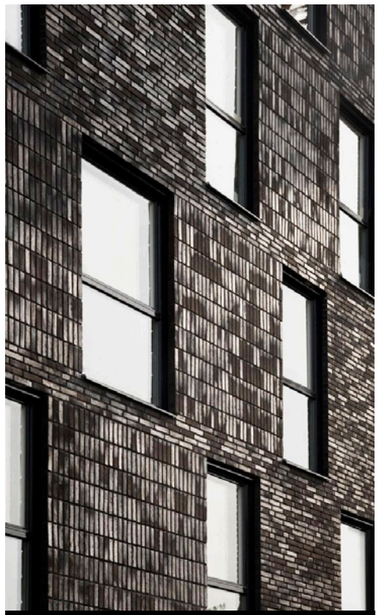
RESPONSE:

The proposed building presents a cohesive, singular image for the prominent SW corner of 21st and State Street. Thoughtfully detailed, high-quality materials wrap the street façades of the building and floor-to-ceiling storefront windows enclose the commercial base, providing visual connection between interior activity and sidewalk life. A layered strategy with integrated balconies provides porosity and depth to the street-facing elevations. The proposed two-story street-level setback expresses the concrete construction of the lower levels distinctly from the wood-framed construction of the upper levels.

The primary exterior cladding material for the street-facing facades is brick veneer providing scale and texture. Secondary materials include wood soffits and side-walls at the articulated base and fiber cement panel at back wall of the recessed balconies.



Precedent: Building Wholeness, Façade Composition, Layering + Depth (DC2)



Precedent: Material + Texture, Brick (DC4)



Precedent: Material + Texture, Wood (DC4)

ADDITIONAL GUIDANCE

*Denotes Central Area Neighborhood Guideline

*CS.B A.1: Character Areas

Contribute to architectural and placemaking character with local history and cultural references.

***CS.B A1.1 History and Heritage**:*

a) Provide design features to express the African and Black American presence in the neighborhood. Create 'pockets of culture' to represent both the Black American identity within the Central District, as well as other heritages that have had a large impact on the Central Area's past.

b) Consider including visual arts as an integral part of the design concept along main street building façades, within highly trafficked pedestrian areas, and within open spaces.

c) Use any resulting blank walls and surfaces for the visible expression of art that references the history, heritage, and culture of the community.

d) Include interpretive opportunities (through visual art, signage, markers, etc.) that tell the story of the neighborhood's history in engaging ways.

RESPONSE:

The Rainier Valley is one of the most racially and culturally diverse neighborhoods in the United States. North Rainier Valley, which was historically known as the Atlantic Neighborhood, was home to culturally rich communities of immigrants and marginalized populations, including Italian Americans in the early part of the 20th Century, Japanese Americans prior to 1942, and African Americans whose housing options were limited by discriminatory housing policies. The once cohesive neighborhood was irreparably severed by the construction of I-90 in 1940. But recent changes in the zoning code and the construction of the new Judkins Park Light Rail Station promise to bring new vitality.

Inspired by the community-oriented spirit of the populations that have made the Atlantic Neighborhood their home, the project prioritizes the creation of a vibrant and safe pedestrian realm. The proposed design promotes a high level of openness between interior and exterior spaces through ample glazing, the integration of balconies into a layered façade, and larger communal outdoor spaces that overlook the sidewalk. This strategy takes "eyes on the street" a step further, encouraging interaction between home-life and public-life.

The project also includes a "memory walk" designed to honor the history of the Atlantic Neighborhood. Landscape elements such as benches, planters, special paving, and a screen wall define a contemplative and evocative space that is publicly accessible, but offers a respite from the sidewalk. Interpretive elements will serve as focal points, telling a story about the place.



Precedent: Evocative Garden Space defined by Planting, Texture and Paving (CS.B A1.1)

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EARLY DESIGN GUIDANCE MASSING ALTERNATIVES



Alternative 1 (Code Compliant Scheme)

Description

Alternative 1 proposes an 8-story building composed of street level commercial with apartments above. The upper level floor plans are organized around 3 light courts, which allows the building to maximize the number of true one-bedroom units. The scheme respects all required setbacks, holding back a consistent 12' from the east property line above the first floor, and maintaining the required average setback of 8' above 75' for street-facing facades. The north façade jogs to minimized the impact of the powerline setback and the south façade follows suit avoiding the 15' triangular setback at the SE corner of the site. The residential lobby is located off of S Massachusetts Street, which is more residential in nature than the other two streets. Access to a single level of parking is provided from S State. Two-level live-work units clearly place work spaces at street level with residential uses located at the second floor. Balconies are integrated into the major facades to break up the massing and provide private amenity space for units. Amenity space is provided at the 8th floor with a large covered common roof deck.

Program

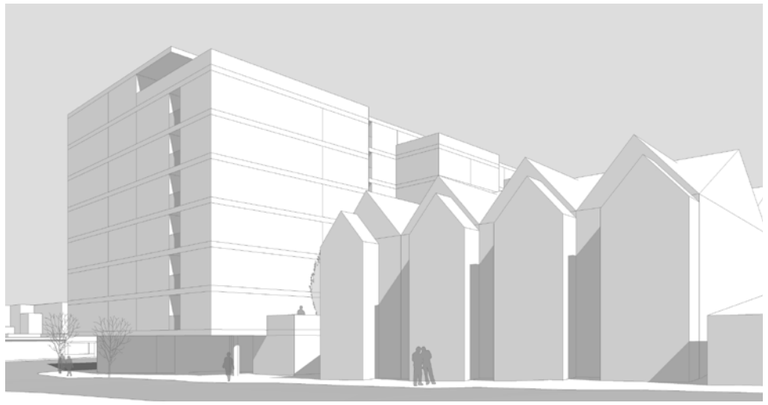
- 156 Apartments (6 Live-work Units)
- 2,302-sf of Commercial
- Parking for 24 vehicles

Advantages

- No departures required
- Optimal unit mix with maximum number of one-bedroom units
- Opportunity for top floor penthouse units
- View opportunity for 8th floor Amenity Spaces
- Light Courts provide daylight for corridors

Challenges

- Tall façade along east property line presents a stark change in scale to neighboring townhouse units
- Light Courts significantly increase building perimeter which will add cost
- Top floor setback diminishes "building wholeness"
- Shift in construction type from concrete to wood at 3rd Floor does not align with shift in program at 2nd Floor
- Limited parking



Alternative 2

Description

Alternative 2 also proposes an 8-story building composed of street level commercial with apartments above. Apartment are organized around two east-facing courtyards. The courtyards afford additional buffer space to the neighboring townhouses, providing nearly triple the required setback. In lieu of the street-side top floor set back, the east façade is pulled back at the top level, further softening the edge abutting the neighboring mid-rise zone. Roof-top amenity spaces are located at the outdoor spaces created by this setback. As with Alternative 1, the residential lobby is located off of S Massachusetts Street, and access to parking is provided from South State Street. In this scheme, a lower level of parking is provided, requiring two ramps and a widened curb cut along State. As with the other scheme, two-level live-work units are provided and balconies are integrated into the major facades to break up the massing and provide private amenity space for units.

Program

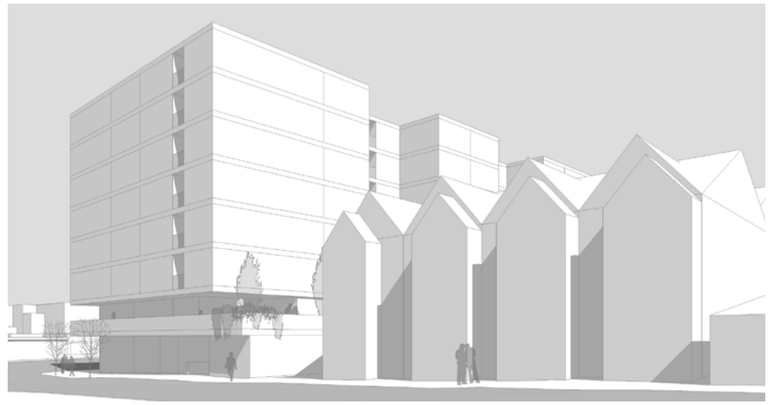
- 161 Apartments (4 Live-work Units)
- 3,378-sf of Commercial
- Parking for 65 vehicles

Advantages

- Courtyard along east façade break up the mass and create green buffers to neighboring townhouse developments
- Top level step back on east side provides view oriented amenity spaces and reduces apparent height of east façade
- Unit count is maximized
- Increased parking count
- Cohesive building expression for main street facades

Challenges

- Departures required
- Shift in construction type from concrete to wood at 3rd Floor does not align with shift in program at 2nd Floor



Alternative 3 - DRB Supported with Modifications

Description

Like Alternative 2, Alternative 3 organizes the apartments around a pair of east facing courtyards, providing direct benefit to the neighboring property. Instead of providing upper-level set-backs, this scheme increases the street level setback to extend to the underside of the third floor. This allows for a more volumetric expansion of the sidewalk and allows for a direct expression of the shift of construction from concrete to wood at the third floor. Amenity spaces are located at the second level and covered outdoor spaces connect the north and south street facades to the internal courtyards, creating a breezeway condition and providing visibility into the project. By shifting the major massing erosion to the lower levels, rather than the top level, a more dynamic sidewalk condition is created. Alternative 3 is otherwise similar to Alternative 2, providing two-level live/work units, integrated balconies, and two levels of enclosed parking.

Program

- 160 Apartments (4 Live-work Units)
- 3302-sf of Commercial
- Parking for 65 vehicles

Advantages

- Courtyard along east façade break up the mass and create green buffers to neighboring townhouse developments
- Articulation of double height base enlivens sidewalk activity and allows for expression of shift in program and construction type at 3rd floor
- Maximizes commercial space
- Amenity Spaces provide eyes on the street and exterior common spaces overlook sidewalk
- Increased parking count
- Cohesive building expression for main street facades

Challenges

- Departures required



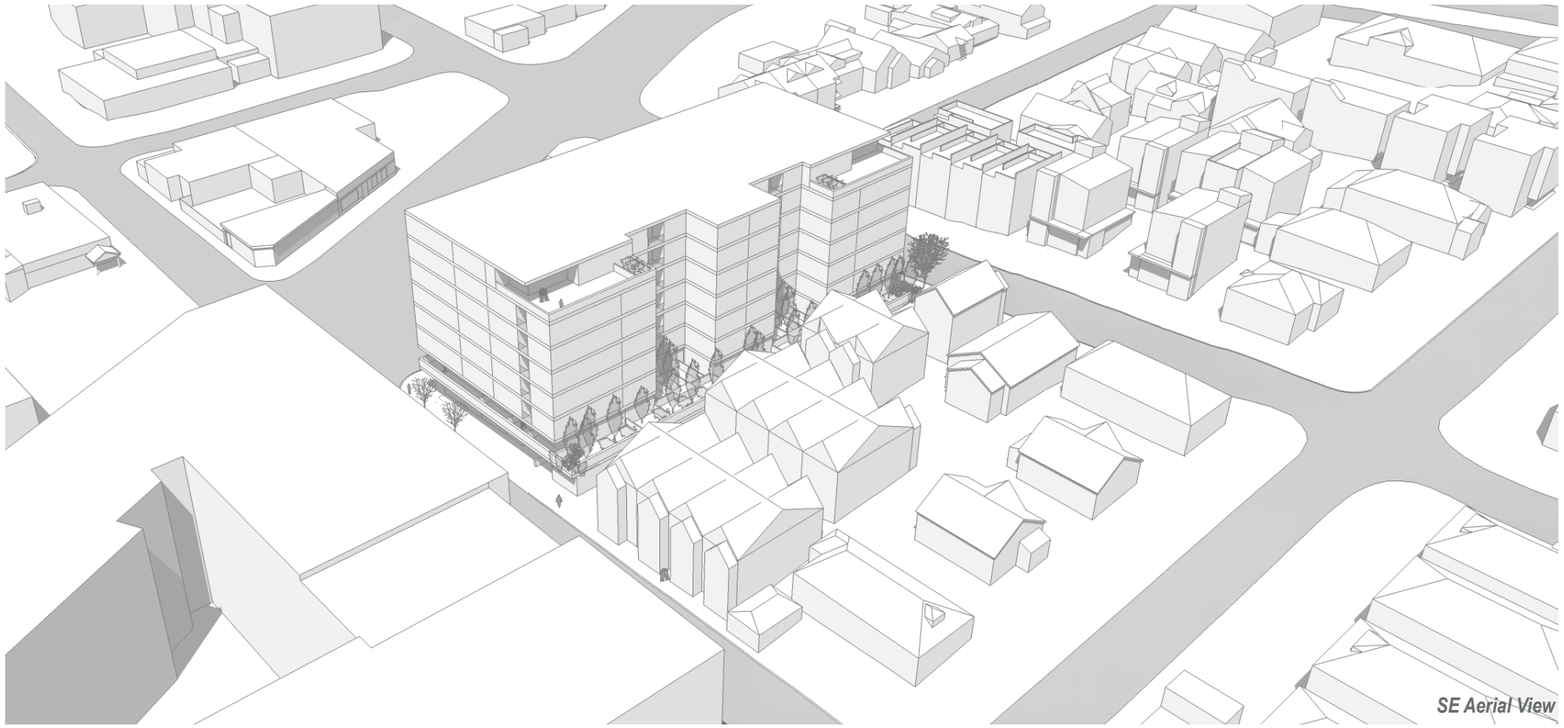
Revised Massing based on Board Guidance

Description
Based on Early Design Guidance, the revised massing combines aspects of Alternative 2 and Alternative 3. The top level is pulled back from the east to better address the transition to the lower scale townhouse developments to the east. Exterior amenity spaces are located at the top floor where the east setbacks create opportunities for generous, view-oriented roof decks with direct access to interior amenity spaces. As with Alternative 3, double-height setbacks at street level provide a volumetric expansion of the sidewalk and express the shift in construction from concrete to wood frame that occurs at the third floor. As with Alternative 2 and 3, the revised scheme is organized around a pair of east-facing courtyards and features double-height live-work units, commercial spaces oriented towards the southwest corner, integrated balconies at upper levels, and two levels of enclosed parking.

Program
- 158 Apartments (4 Live-work Units)
- 3302-sf of Commercial
- Parking for 64 vehicles

Advantages
- Courtyard along east façade break up the mass and create green buffers to neighboring townhouse developments
- Top level step back on east side provides view oriented amenity spaces and reduces apparent height of east façade
- Articulation of double height base enlivens sidewalk activity and allows for expression of shift in program and construction type at 3rd floor
- Optimally-sized commercial space
- Cohesive building expression for main street facades

Challenges
- Departures required



SE Aerial View



SW Street View

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RESPONSE TO EARLY DESIGN GUIDANCE

1. ***Massing, Architectural Context and Character**: The design of the new mixed use commercial and residential development should complement the existing and anticipated architectural context, contribute to the architectural character of the neighborhood, provide an appropriate transition to the surrounding zoning and be respectful of surrounding and adjacent sites (CS2.D, CS3.A, CS3.B, CS.B.A.1.1 CENTRAL AREA)*

a. *The Board voiced support for a modified version of design scheme Alternative 3 ("Preferred") to move forward to Master Use Permit (MUP) submittal with the following guidance:*

i. *In general, the Board agreed that the design team did a good job of adjusting the Alternative 3 design to the different site conditions on the three street edges and responding it to both the ground-level and upper-levels as well. The Board also understood the applicant's intent of designing a massing form to a building height below the maximum height allowed in the zone. However, the Board felt that further refinement to the design massing was necessary to better address the transition to the midrise zoned lower-scaled residential properties to the east of the project site. The Board observed that the upper-level setback to the east that was presented for Alternative 2 effectively responded to the zone transition condition and addressed the height, bulk and scale. Thus, the Board recommended that the Alternative 3 scheme be modified to include an upper-level setback on the east side similar to the upper-level setback shown for design Alternative 2. (CS2.D, CS2 CENTRAL AREA)*

ii. *The Board strongly appreciated the proportions and articulation of the two-story elevated base as provided in the Alternative 3 massing. (CS2.D, CS2 CENTRAL AREA, CS3 CENTRAL AREA)*

iii. *The board did not support the manner in which the graphics and rationale for the code departure requests related to height, bulk and scale were illustrated in the EDG design packet and presented at the EDG meeting. Departures should include detailed graphics and be rationalized in terms of what benefit the proposed design will contribute to the urban context-not "something in exchange for something else." Any departure rationale will need to demonstrate how the design with departure better meets the intent of specific design guidelines. (CS2.D, CS2 CENTRAL AREA, DC2.1 CENTRAL AREA, See Departure #s 1-2)*

iv. *The Board observed that the massing modulation of the street-facing facades for Alternative 3 is nominal. In viewing graphics showing further development of the preferred scheme (pg. 37), the Board voiced appreciation for the indication of openings and glazing that would be less regularized with regularized balconies behind them. The Board requested that the applicant explore additional design methods that would further assist to break down the scale and layers of the façades. (CS2.1 CENTRAL AREA, DC2.A, DC2.B, DC2.C, DC2 CENTRAL AREA)*

DESIGN RESPONSE:
As recommended by the Board, the design has been revised to combine the basic massing strategy of Alternative 3 with the top floor setback of the east side similar to those featured in Alternative 2. The two-story elevated base has been retained and developed in the current design. Departure rationales and graphics have been revised and appear in the Departures section of this packet.

The elevational and massing modulation strategies articulated on page 37 of the EDG packet have been carried forward and advanced. A layering of primary (brick) and secondary (fiber cement panel) exterior materials reinforce the basic modulation concept, while shifting window arrangements add a dynamism to the façades. Wood accent walls and soffits provide further refinement, emphasizing the double height street level setback.


Top floor Set-Back at East End of Building


Articulated Two-Story Base



Modulation and Layering of the West Façade

b. The Board understood that the project site is located in the Influence Area per the Central Area Design Guidelines (pg.17) and discussed the applicant's preliminary design response to the Central Area Neighborhood Supplemental Guidance Character Areas pertaining to History and Heritage. The Board supported the applicant's design intent to incorporate interpretive storytelling opportunities through the inclusion of a dedicated area with messaging, landscaping, seating, hardscape (memory walk) to honor the history of the Atlantic Neighborhood (pg.24). The Board was satisfied with the location of the memory walk but was concerned that due to the site's flat topography in proximity to the sloped sidewalk within South Massachusetts Street, visibility and access from the public areas to this feature would be minimal, too recessed and uninviting. The Board directed the applicant to enhance the memory walk concept in a manner that the historical and cultural aspect of the design is more inviting, engaging, visible from the public realm and providing a strong contribution to the overall urban context and neighborhood. (CS.B.A.1.1 CENTRAL AREA)

DESIGN RESPONSE:
The memory walk has been designed to establish public accessibility without diminishing the opportunity for a more intimate and contemplative experience. Although the sidewalk rises up relative to the walk, the ceiling above is high enough that ample visibility is maintained. The change in grade allows the walk to carve into the topography, creating a well-defined space that connects to the public right of way at either end. Materials and features that distinguish the memory walk and create an evocative and welcoming experience include:

- distinctive 2' x 5' paver slabs with a dark integral color
- a continuous stepped wood bench to encourage pause and reflection
- overhead weather protection
- a wood screen wall in lieu of guard rail along the stair
- a double height space above the western third of the memory walk, allowing for the wood clad east-wall to become a focal point that extends vertically

While the specific contents of the exhibits will be determined through a call for proposals, the primary exhibit opportunities include:

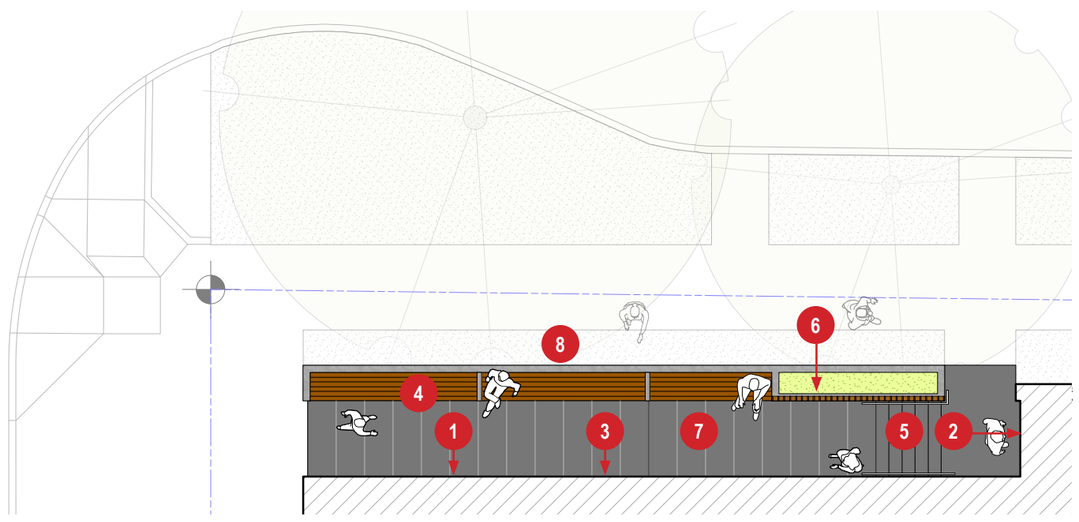
- Opportunity for exhibits that are integrated with the four storefront panels and preserve some level of transparency and light transmission to the lobby
- Opportunity for a 3-dimensional piece that occupies the double height space and serves as a culminating element in the memory walk experience.



Memory Walk



Public Visibility of the Memory Walk



1. Exhibit Opportunity 1 - Integrated with Storefront
2. Exhibit Opportunity 2 - Wall-Mounted Element
3. Narrative Opportunity
4. Continuous Stepped Wood Bench
5. Double-Height Space
6. Wood Screen Wall
7. Special Paving
8. Low Planting for Public Visibility

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RESPONSE TO EARLY DESIGN GUIDANCE

c. In terms of materiality, the Board stated an expectation that the next design iteration evolve with appropriate high-quality materials/elements/finishes that are equivalent to the level of materiality as demonstrated in the precedent images provided by both the design team and developer in the design packet (pg 36, 42-43). (DC4.A, DC4.2 CENTRAL AREA, DC4.3 CENTRAL AREA)

DESIGN RESPONSE:
The materiality of the project will be consistent with the precedent images that were shown in the EDG packet. The primary cladding material will be brick veneer. Painted fiber cement panel will be used at the recessed walls of balconies and infill panels between windows. Fiber cement lap siding will be used at the east courtyard elevations. Wood soffits and accent walls will occur at the double height street level recesses.



High Quality Materials + Texture

2. 21st Avenue South Frontage / Streetscape, Ground-Level Uses and Amenity Areas:

a.. In general, the Board supported the interior arrangement of the ground-floor uses illustrated for Alternative 3. The Board stated that the placement of the commercial space on the southwest corner of the building best responded to the current and future neighborhood context. The Board supported the residential lobby location at the building's northwest corner with entries facing both 21st Avenue South and South Massachusetts Street, emphasizing that the lobby should be developed in a manner that activates that corner. (PL3.A, PL3.B, PL3.C, DC1A)

DESIGN RESPONSE:
The lobby has been developed with a high level of transparency creating a glassy "lantern on the corner". The space will be outfitted with elegant furniture and high-quality finishes to create an inviting gathering space for residential tenants. The lobby and residential entrance are distinguished from adjacent live work units and commercial spaces. Notable features include:

- Prominent steel numbers announcing the residential entrance
- Double-height covered space at the entrance
- Change in paving pattern to long linear joints suggesting a "welcome mat" at the entrance
- Two-sided bench defining the entrance
- Memory Walk along the north end of lobby - installation may be visible from interior



"Lantern on the Corner"



Prominent Residential Entrance + Lobby

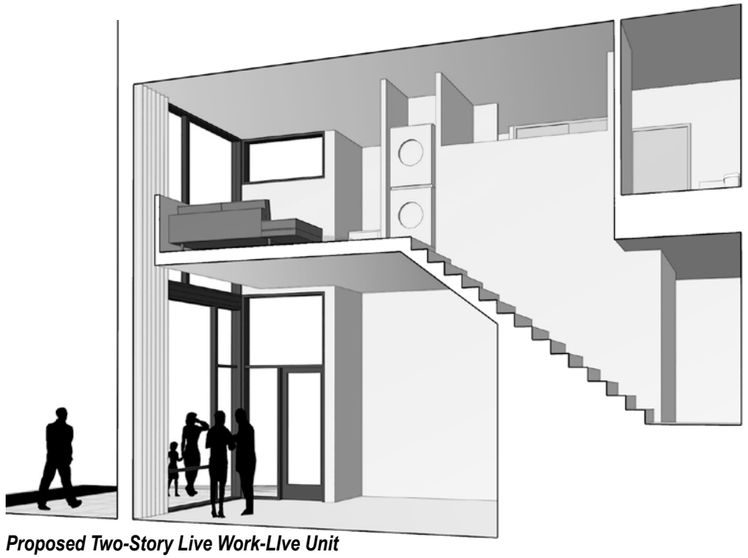
1. Prominent Steel Numbers Announce Residential Entrance
2. Double Height Covered Space at Entrance
3. Change in Paving Pattern to Long Linear Joints
4. Two-Sided Bench Defines Entrance
5. Glassy Lobby Become "Lantern On Corner"
6. Memory Walk Defines North End of Lobby

b. The Board's comments concerning the streetscape and the commercial frontage along 21st Avenue South were very positive. The Board liked how setting the commercial frontage back from the street widened the public realm and created opportunity for ancillary activities (seating, retail vending, restaurant dining, etc.). (PL1.B, PL1.C, PL2.C, PL3 CENTRAL AREA)

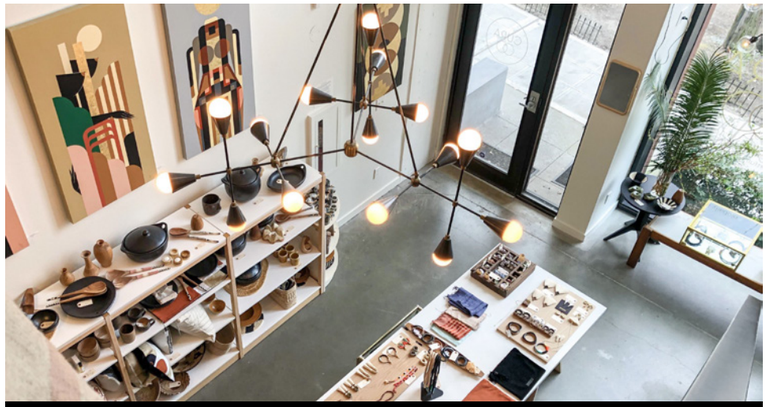
DESIGN RESPONSE:
The design has continued to advance the streetscape strategy presented at the EDG meeting.

c. The Board observed that the live-work units were proud of the ground-related frontage abutting 21st Avenue South and appreciated the expression of bringing the form, the bigger volume down to the street directly. The Board questioned if the live-work typology was appropriate for this building volume due to its proximity to the sidewalk edge with no sense of buffer/defensible space. Upon further review of the applicant's preliminary graphic (pg. 37) and hearing commentary from the applicant/developer, the Board supported the applicant's/ developer's commitment of designing and operating the live-work units in a manner that will emphasize the commercial use ("work") at the ground-levels with residential ("live") at the upper-levels. The Board stated that the live-work units should be detailed to support commercial use (high-level double height glazing, etc.) and complement the other commercial spaces on the project site. The Board requested the applicant provide precedents/examples of live-work units with identification of key design traits that make them successful or unsuccessful; and demonstrate how the proposed live-work units are responding to that condition. (PL3.C, PL3 CENTRAL AREA, DC2.A)

DESIGN RESPONSE:
The live-work units have been developed as 2-story units with a very clearly articulated work area at the street level and studio apartment at the upper level. The street front is articulated as a double height loft with storefront extending from sidewalk to the underside of the 3rd floor slab. The developer has branded these units as "work-live units", emphasizing a commitment to fostering viable, small-scale, street-front commercial spaces. Precedents of similar work-live units appear on this page. Key design traits that are integral to the success of these units are well defined commercial spaces that are clearly separate from residential uses. In these examples and the proposed design, this involves configuring the units as two (or more) stories, with the street level being exclusively assigned to commercial use.



Proposed Two-Story Live Work-LIve Unit



Work-Live Precedent: Cura Co, The Stencil



Work-Live Precedent: Union Coffee, The Stencil



Work-Live Precedent: Empire Espresso, Columbia City Live Aboves



Top Floor Amenity Space

d. The Board's questions and discussions pertaining to amenity areas focused on the location of the amenity spaces (ground-level, upper levels, exterior, interior), the purpose of amenity areas (community room, private decks, fitness, common spaces), and its users (public, residents, etc.). This information and other details (lighting, landscaping, hardscape, etc.) regarding proposed amenity spaces should be clarified and documented in the next design iteration. (PL1 CENTRAL AREA, DC3.B, DC3 CENTRAL AREA)

DESIGN RESPONSE:
The massing changes in the revised scheme afford an opportunity to create view-oriented amenity spaces at the top floor northeast and southeast corners. Interior amenity spaces will activate large exterior decks.

3. Vehicular Access and Parking:

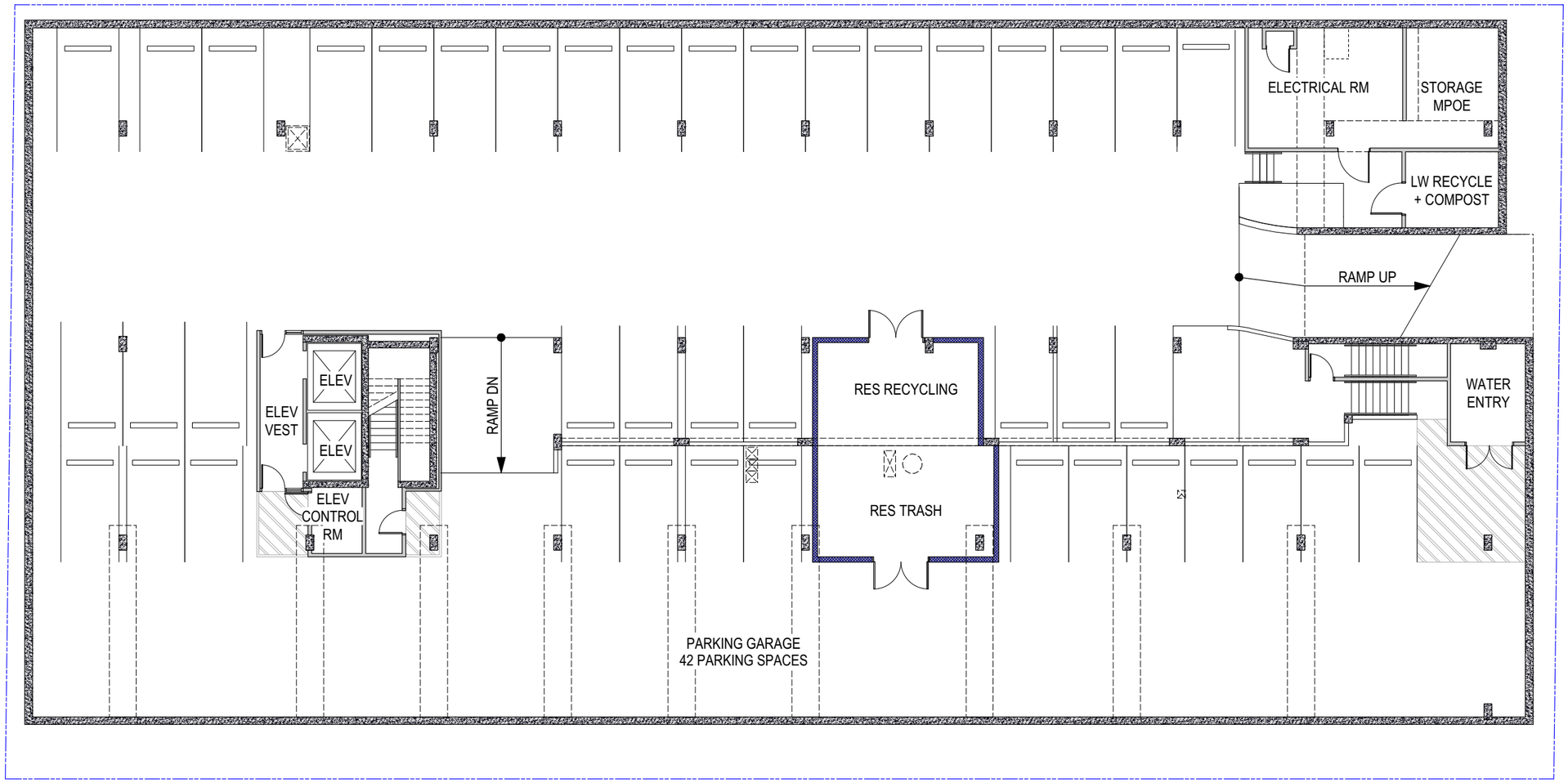
a. The Board observed that the below-grade floor plans for each design option weren't shown in the EDG design packet. The Board emphasized the importance of this information and requested that the below-grade floor plans be documented in the Recommendation design packet for Board discussion and consideration of design implications associated with vehicle parking/circulation, and service uses. (DC1.C, See Departure #s 3, 4 and 5)

DESIGN RESPONSE:
The proposed below-grade floor plan is included in this Recommendation Packet.

b. Due to the missing below-grade floor layout drawings, the Board expressed difficulty in understanding proposed parking area operations, internal vehicular circulation/access in the parking areas and struggled to provide substantive feedback regarding the code departure request for driveway width, curb cut width and sight triangles. The Board felt that vehicular circulation should be accommodated onsite. The Board directed the applicant to provide, in addition to below-grade floor plans, studies illustrating the exploration of a design inclusive of internal vehicular ramping versus a design without internal vehicular ramping. This should be studies and presented to the Board at the Recommendation meeting. (DC1.B, DC1.C, See Departure #s 3, 4, and 5)

DESIGN RESPONSE:
The applicant has studied the implications of internal vehicular ramping. Refer to Departure Requests #3, 4, and 5 (page 56 of this packet) for discussion of the ramifications and comparison to the proposed configuration.

LOWER LEVEL FLOOR PLAN

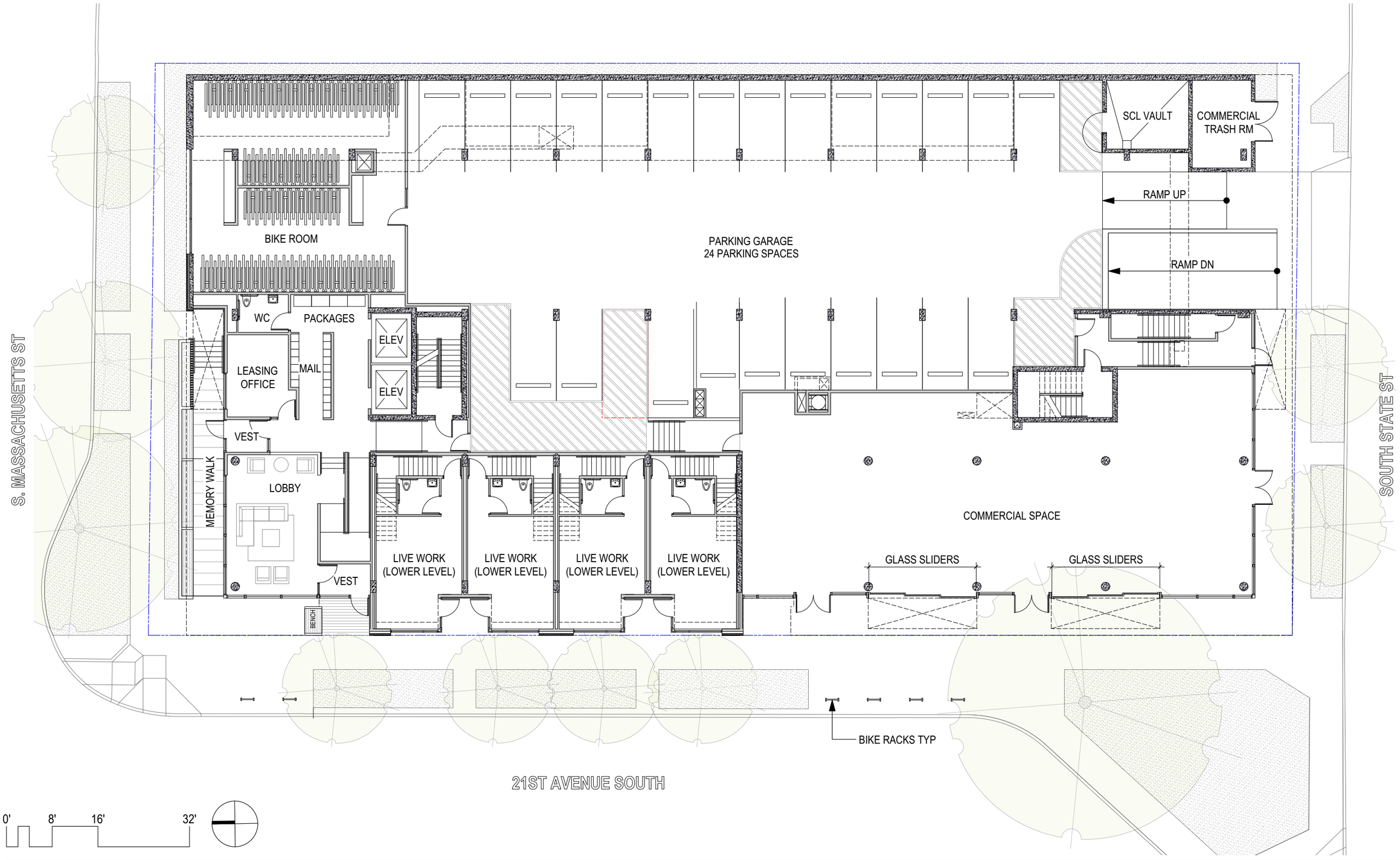


	PARKING SPACES	MEDIUM	SMALL	VAN	EV-READY	ACCESSIBLE
LOWER LEVEL	42	20	22	0	13	0
FIRST FLOOR	24	22	1	1	1	3
TOTAL	**66**	**42**	**23**	**1**	**14**	**3**

	REQUIRED		PROVIDED		COMPLIANCE
MEDIUM STALLS	60%	39.6 STALLS	64%	42 STALLS	COMPLIES
EV-READY STALLS	20%	13.2 STALLS	21%	14 STALLS	COMPLIES
ACCESSIBLE STALLS	3 STALLS FOR 51-75 PARKING SPACES		3 STALLS		COMPLIES
VAN ACCESSIBLE	MINIMUM 1 IN 6 ACCESSIBLE STALLS		1 STALL		COMPLIES

0' 8' 16' 32'

FIRST FLOOR PLAN



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SECOND FLOOR PLAN



0' 8' 16' 32'

TYPICAL UPPER FLOOR PLAN



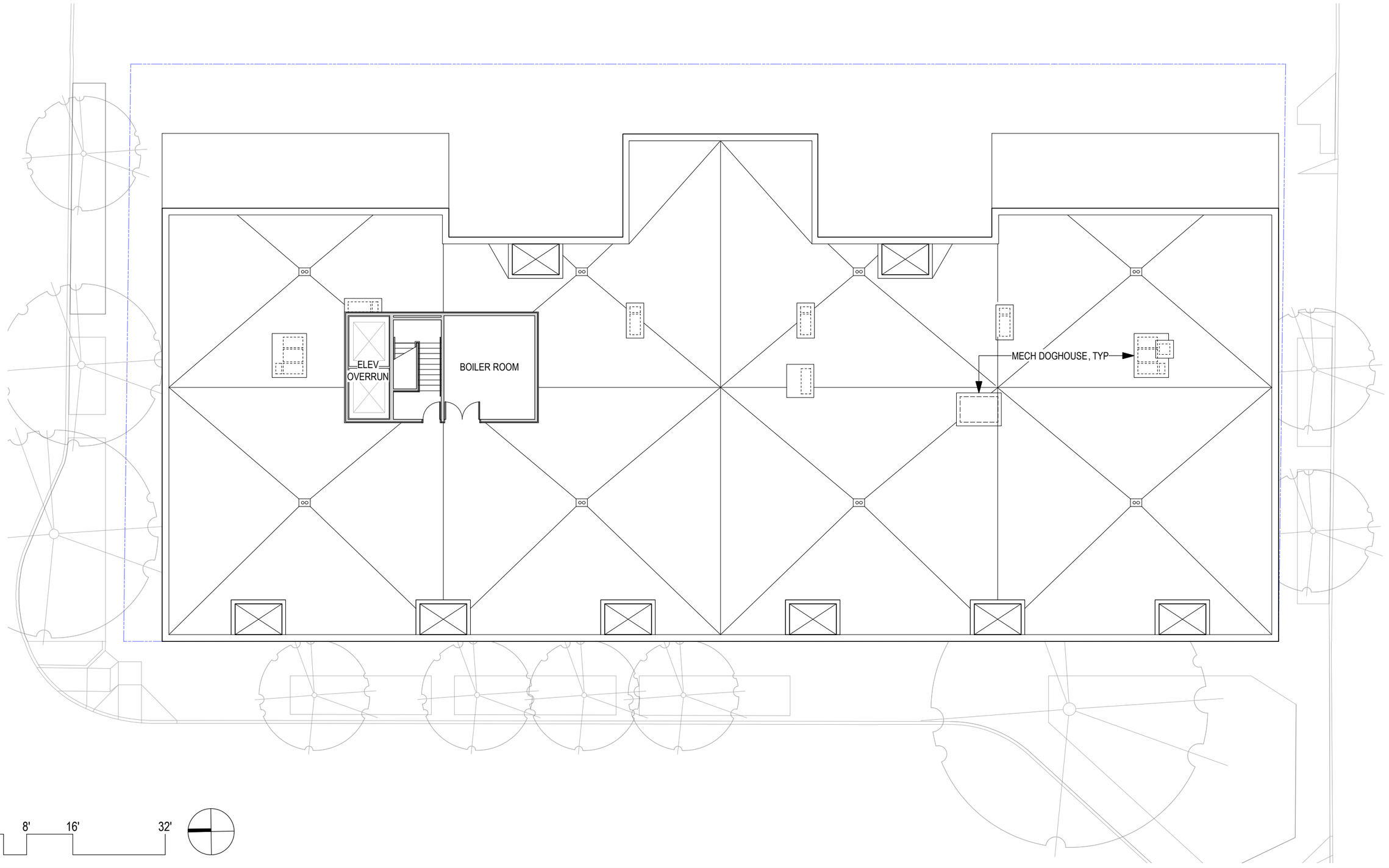
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LAKE UNION PARTNERS **PUBLIC47**ARCHITECTS

EIGHTH FLOOR PLAN



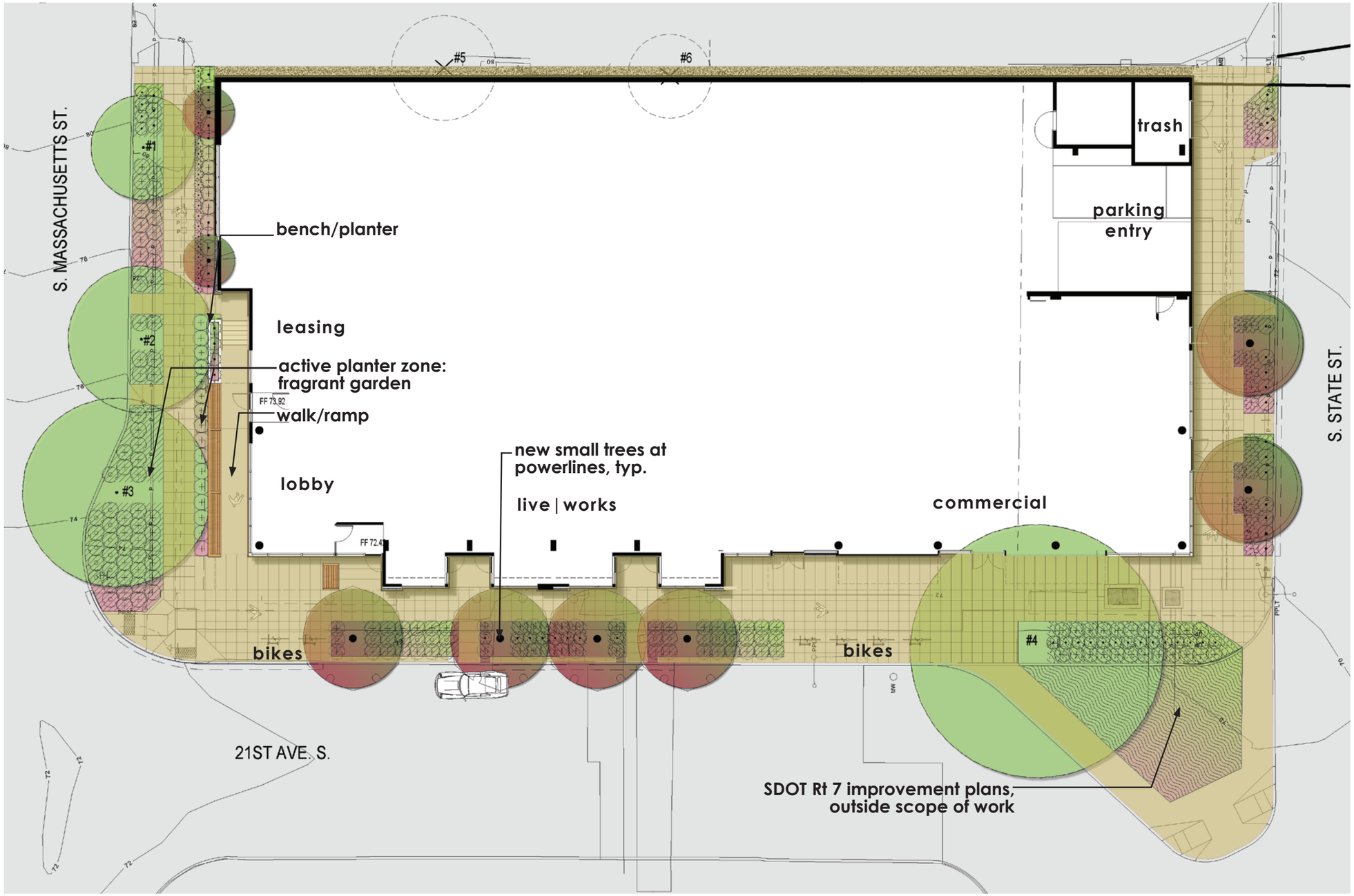
ROOF PLAN



0' 8' 16' 32'

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STREET LEVEL LANDSCAPE PLAN



ROW CONCRETE PAVING:

1. PER COS STD. PLAN 420 W/ THE FOLLOWING EXCEPTION: SAND COATED THROUGH JTS.

2' X 2' SCORING W/ SAWCUT JTS.

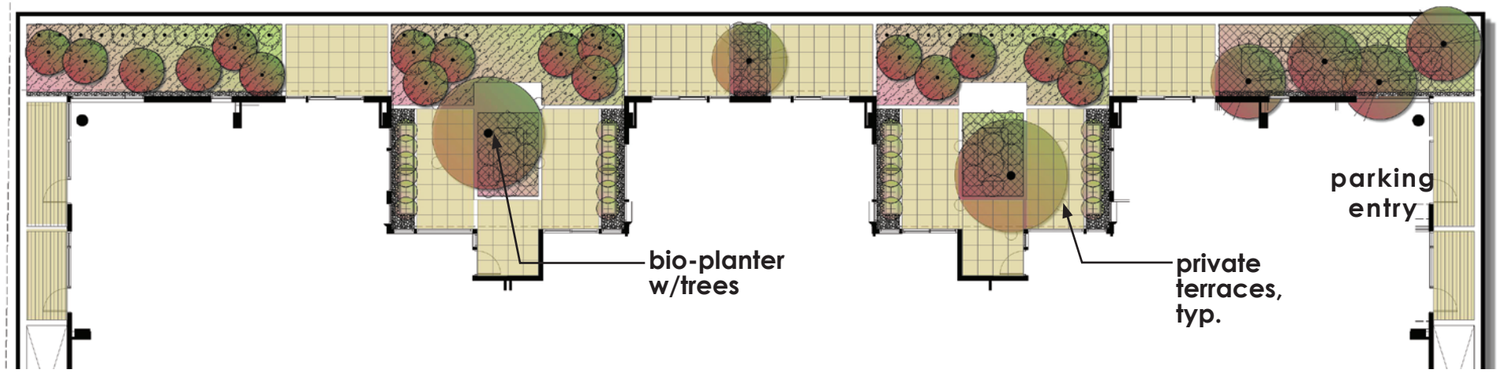
THROUGH JOINT (TJ)

MATERIALS & FINISHES ONSITE

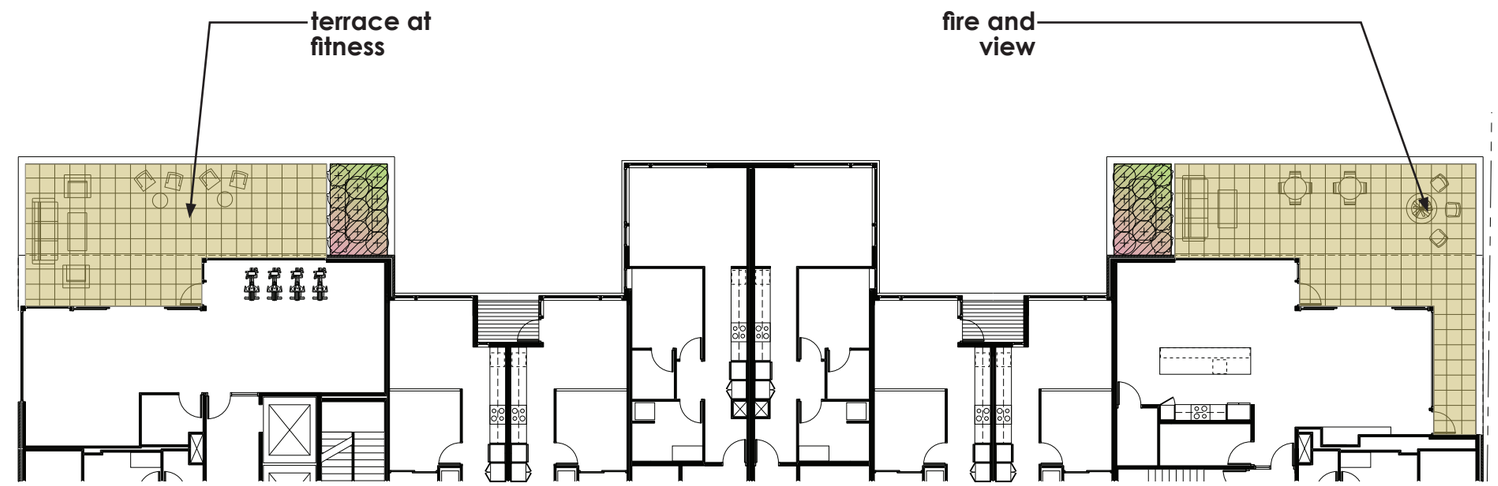
SYMBOL	DESCRIPTION
	CONC. PVMT. W/ LT. BROOM FIN.

0 10 20 N

2nd floor



8th floor



MATERIALS & FINISHES 2ND & 8TH FLOORS

SYMBOL	DESCRIPTION
	2' X 2' PRECAST PAVERS ON PEDESTALS ABBOTSFORD CONCRETE PRODUCTS 800.663.4091, PAVER COLOR/FINISH: TEXADA-NATURAL, PEDESTAL SYSTEM: APPIAN WAY BY ABBOTSFORD
	FIBERGLASS PLANTER: 2' X 6' X 30" HT., WILSHIRE COLLECTION BY TOURNESOL SITEWORKS, COLOR-FLAT BLACK, 800-542-2282
	2-3"ø BEACH PEBBLES, DARK GRAY
	GAS FIREPLACE
	FURNITURE BY OWNER

0 10 20 N

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LANDSCAPE IMAGES



planter at ramp


fragrant garden



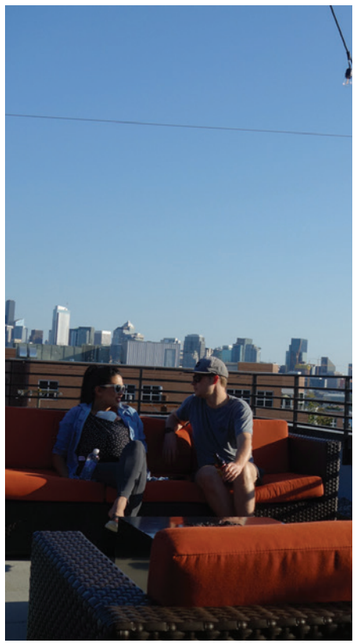
live/works

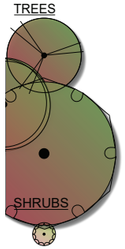

better bike rack


bio-planter with trees


private terraces


fire spot and killer view


cozy corner and killer view



TREES	BOTANICAL NAME	COMMON NAME
	ACER CIRCINATUM	VINE MAPLE
	AMELANCHIER X GRANDIFLORA `AUTUMN BRILLIANCE`	`AUTUMN BRILLIANCE` SERVI
	LIRIODENDRON TULIPFERA 'JFS–OZ'	EMERALD CITY TULIP TREE

SHRUBS	BOTANICAL NAME	COMMON NAME
	AZALEA X `HINO CRIMSON`	HINO CRIMSON AZALEA
	BUXUS MICROPHYLLA `WINTER GEM` *	GLOBE WINTER GEM BOXWO
	DRYOPTERIS ERYTHROSORA	AUTUMN FERN
	ILEX CRENATA `CONVEXA` *	CONVEX-LEAVED JAPANESE
	NANDINA DOMESTICA `MOON BAY` TM *	HEAVENLY BAMBOO
	POLYSTICHUM MUNITUM *	WESTERN SWORD FERN
	ROSA X `AMBER CARPET ROSE`	ROSE
	SARCOCOCCA HOOKERIANA HUMILIS *	SWEET BOX
	SPIRAEA X BUMALDA `ANTHONY WATERER` *	ANTHONY WATERER SPIRAEA
	VIBURNUM DAVIDII *	DAVID VIBURNUM

GROUND COVERS	BOTANICAL NAME	COMMON NAME
	FRAGARIA CHILOENSIS	BEACH STRAWBERRY
	LIRIOPE SPICATA *	CREEPING LILY TURF

PLANT SCHEDULE 2ND FL



TREES	BOTANICAL NAME	COMMON NAME
	ACER CIRCINATUM	VINE MAPLE
	ACER PALMATUM	JAPANESE MAPLE
	AMELANCHIER ALNIFOLIA `OBELISK`	STANDING OVATION SERVICEBERRY
	SARCOCOCCA HOOKERIANA HUMILIS *	SWEET BOX

GROUND COVERS	BOTANICAL NAME	COMMON NAME
	CAREX OBNUPTA	SLOUGH SEDGE
	PACHYSANDRA TERMINALIS *	JAPANESE SPURGE

TREES



Acer circinatum
Vine Maple



Amelanchier 'Autumn Brilliance'
'Autumn Brilliance' Amelanchier



Liriodendron tulipfera 'JFS-02'
Emerald City Tulip Tree



Acer palmatum
Japanese Maple

SHRUBS



Rhododendron 'Hino Crimson'
'Hino Crimson' Azalea



Buxus microphylla 'Winter Gem'
Winter Gem Japanese Boxwood



Ilex crenata 'Convexa'
Compact Japanese Holly



Nandina domestica 'Moon Bay'
Heavenly Bamboo



Rosa 'Amber Flower Carpet'
'Amber Flower Carpet' Rose



Sarcococca hook. var. humilis
Sweetbox



Spiraea x bumalda
Spirea



Viburnum davidii
David's Viburnum

GROUNDCOVERS



Fragaria chiloensis
Beach Strawberry



Liriope spicata
Creeping Lilyturf



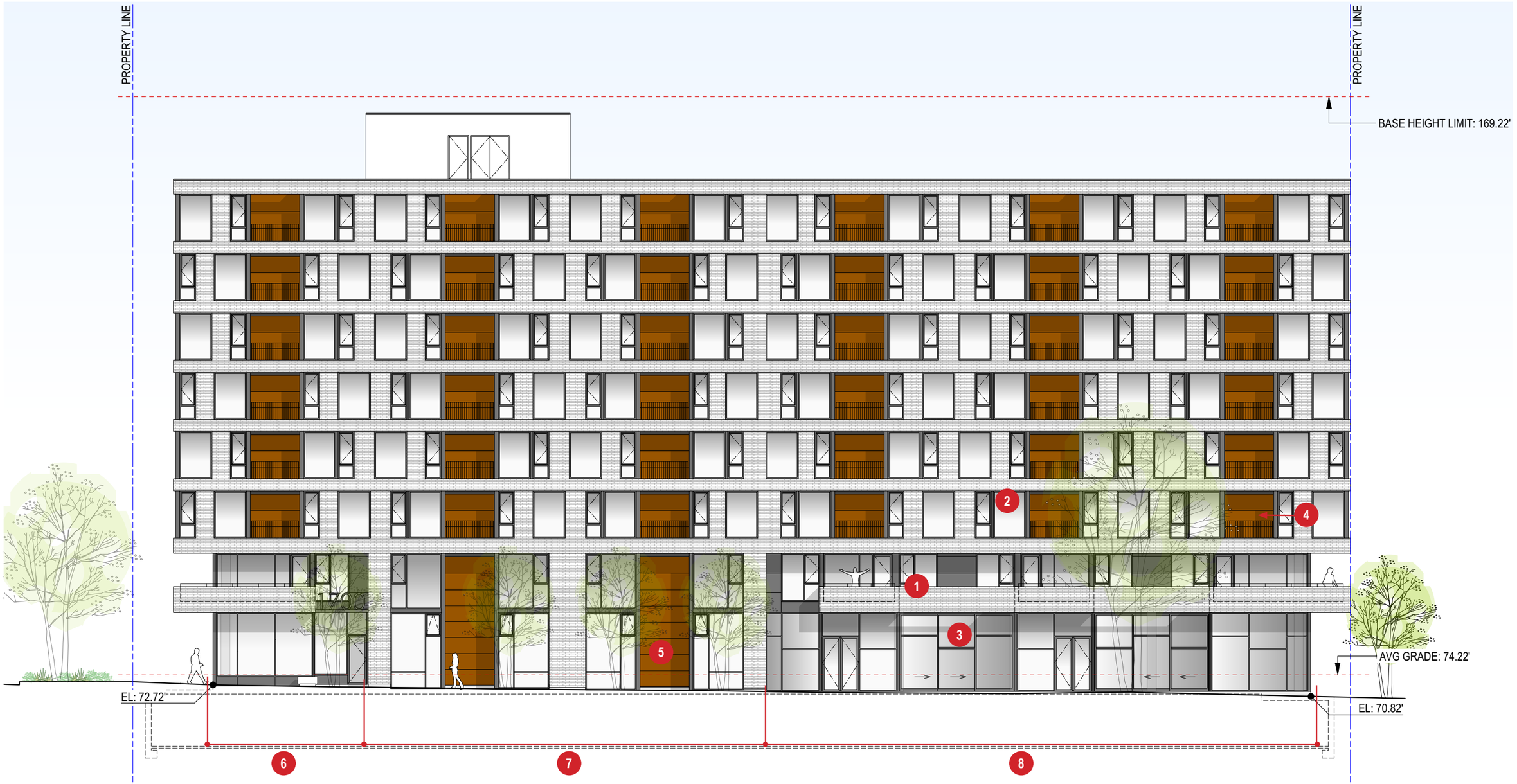
Carex obnupta
Slough Sedge



Pachysandra terminalis
Japanese Spurge

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WEST ELEVATION



0' 8' 16' 32'

1 Norman Brick: Mutual Materials “Aspen Mission”

2 Vinyl Window, Black Finish

3 Aluminum Storefront and Sliders, Black Finish

4 Custom Vertical Picket Steel Guardrail, Painted Black

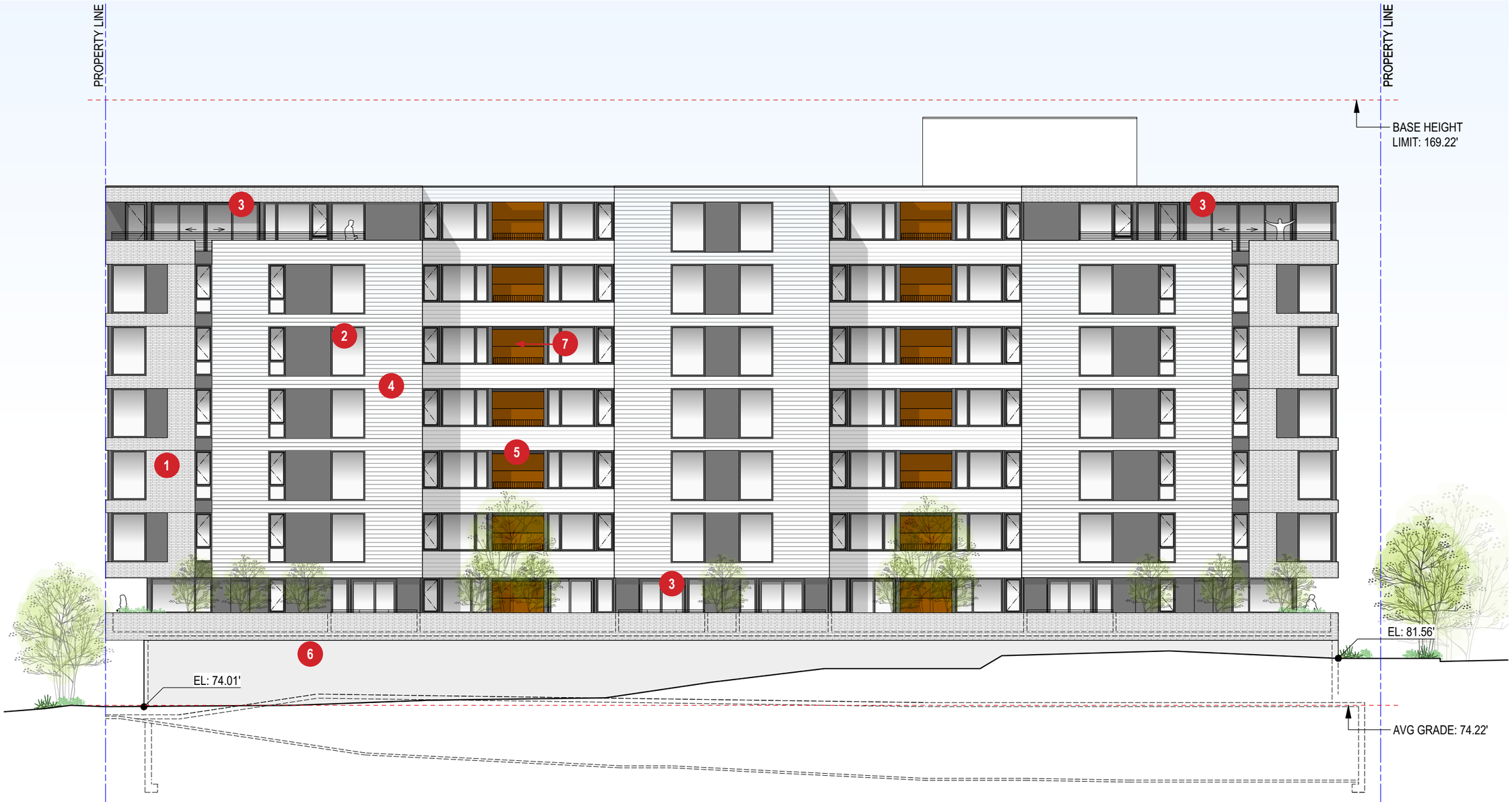
5 Fiber Cement Panel, Accent Color

6 Residential Lobby

7 Live Work Units

8 Commercial Use

EAST ELEVATION



1. Norman Brick: Mutual Materials “Aspen Mission”
2. Vinyl Window, Black Finish
3. Aluminum Sliders, Black FInish
4. Fiber Cement Lap Siding, White
5. Fiber Cement Panel, Accent Color
6. Concrete
7. Custom Vertical Picket Steel Guardrail, Painted Black

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LAKE UNION PARTNERS PUBLIC47ARCHITECTS

ELEVATIONS



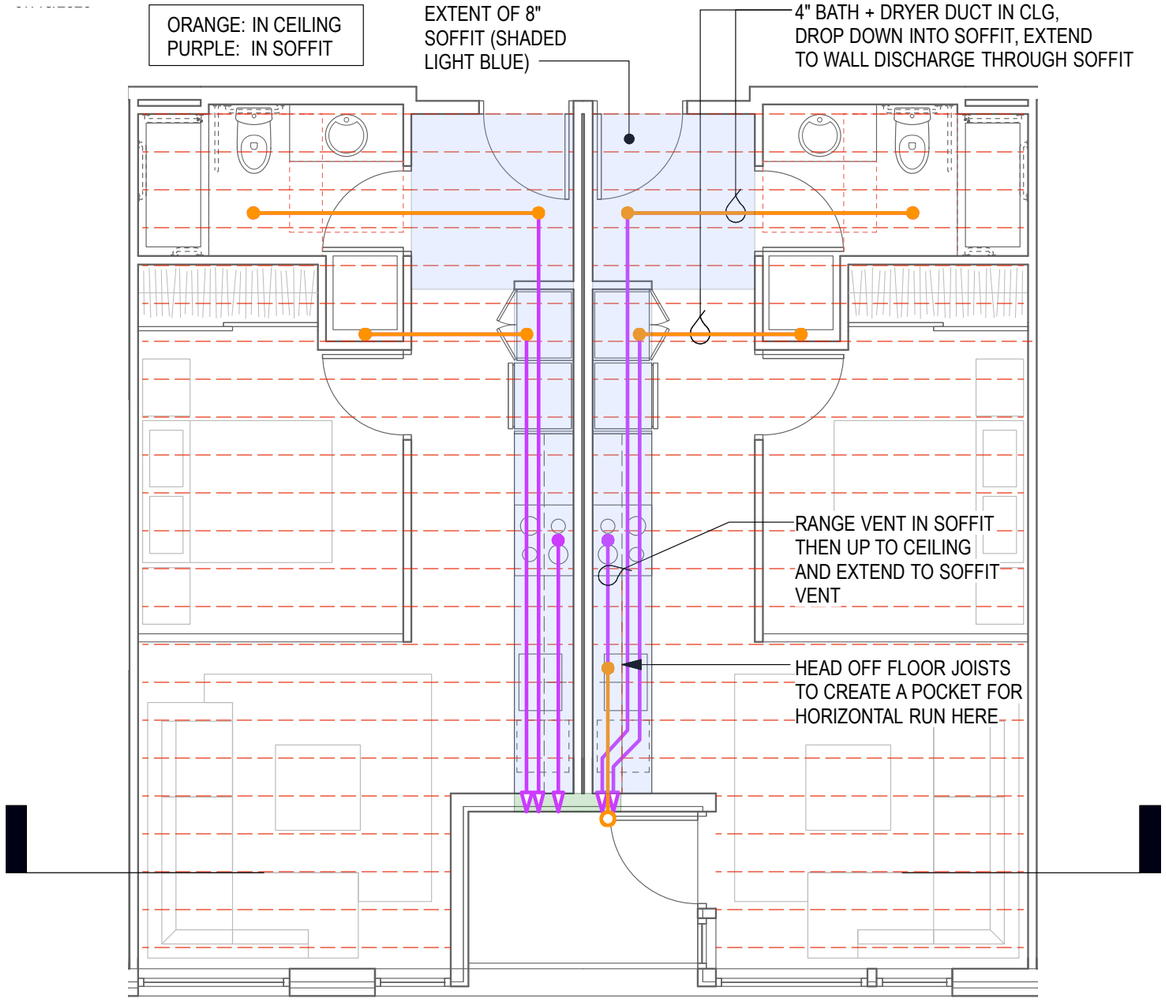
NORTH ELEVATON



SOUTH ELEVATON

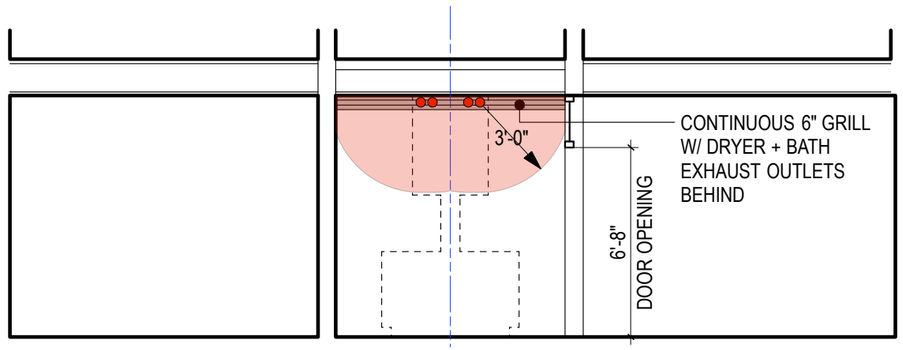
8' 16' 32'

HORIZONTAL VENTING STRATEGY



PLAN DIAGRAM



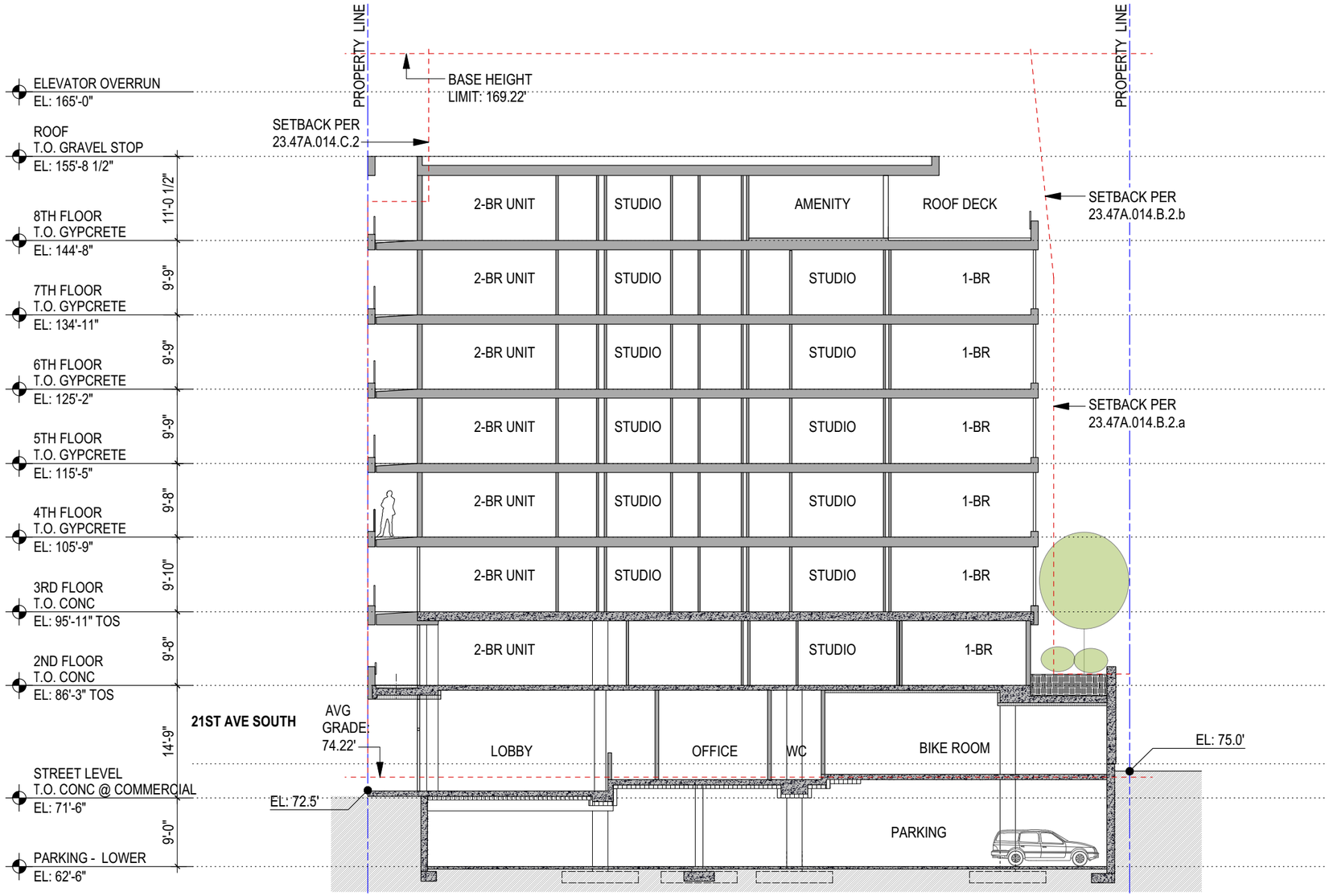


SECTION DIAGRAM

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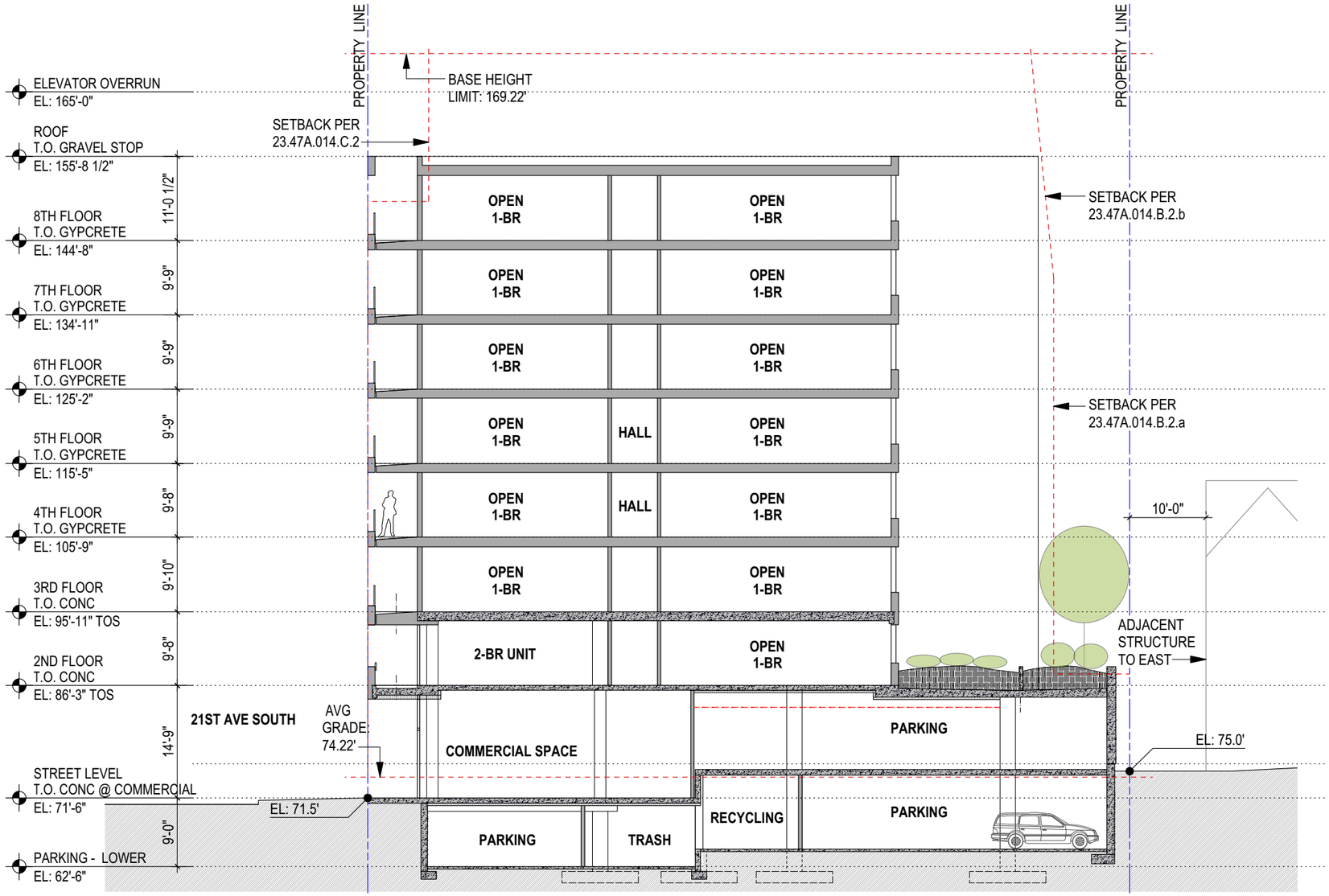
LAKE UNION PARTNERS PUBLIC47ARCHITECTS

BUILDING SECTION



0' 8' 16' 32'

BUILDING SECTION

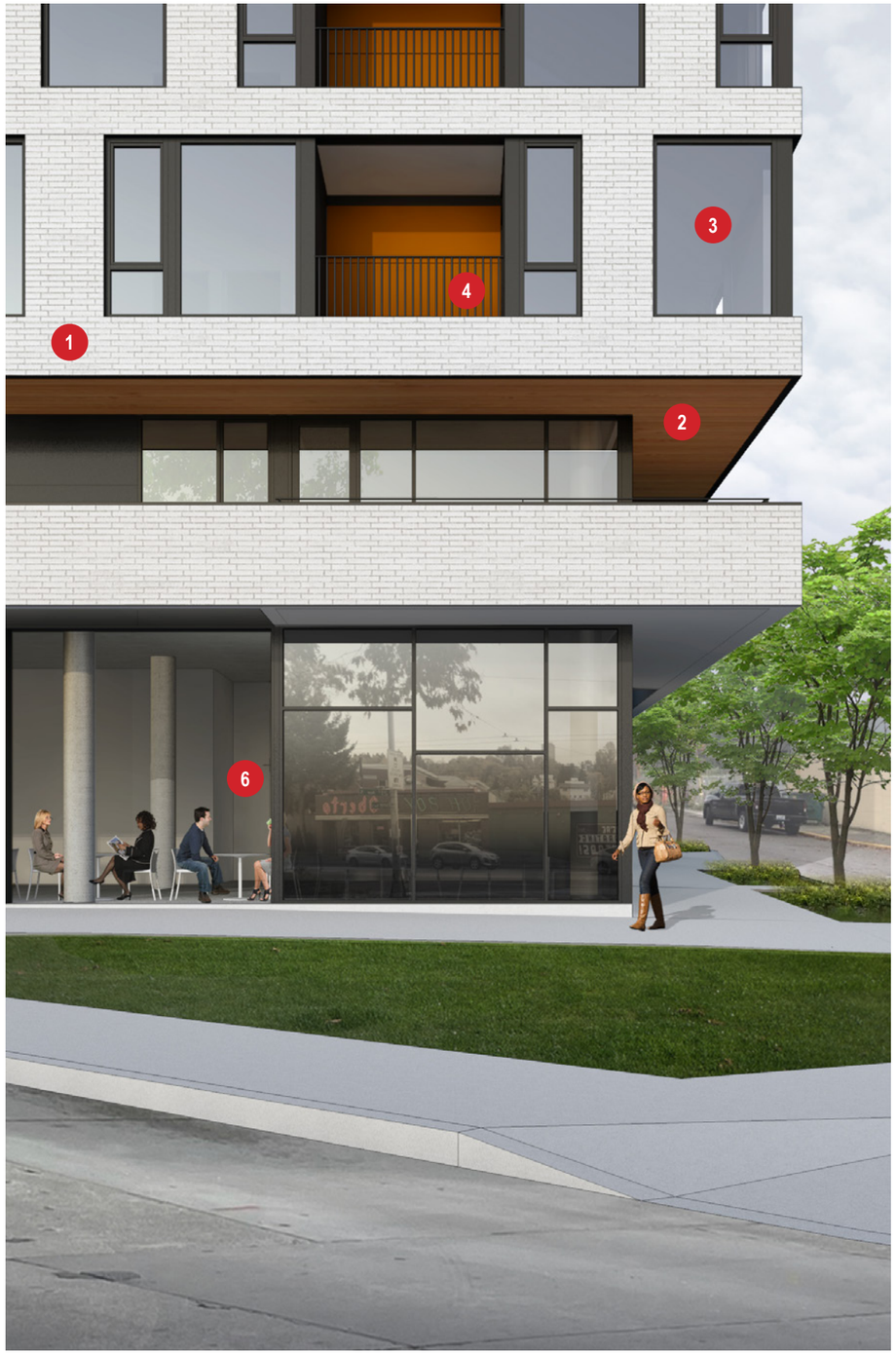


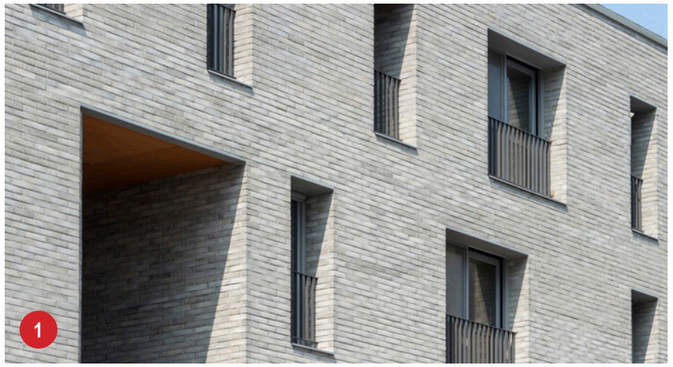
0' 8' 16' 32'

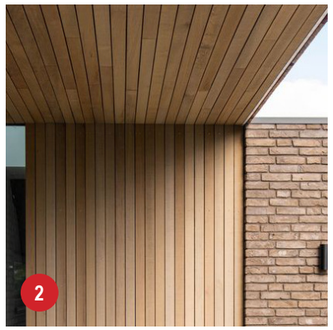
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LAKE UNION PARTNERS **PUBLIC47**ARCHITECTS

PROPOSED MATERIALS

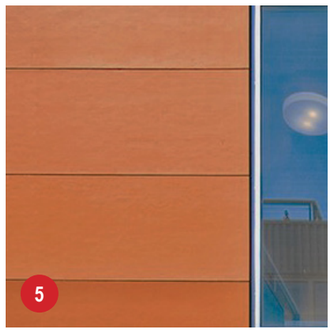






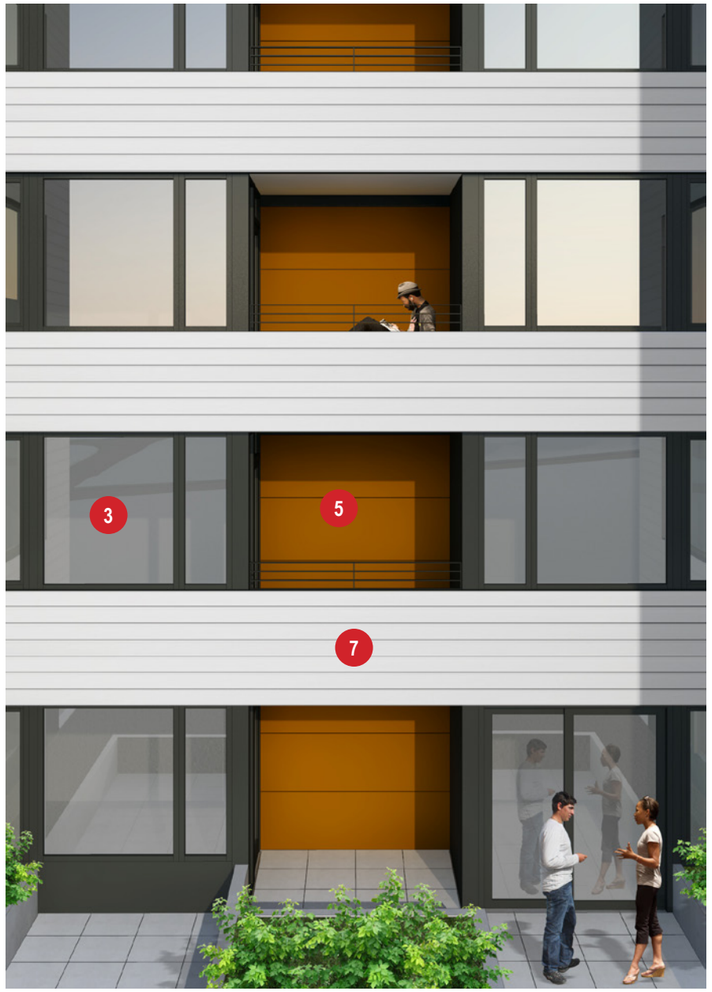












1. Norman Brick: Mutual Materials “Aspen Mission”
2. Cedar Soffit + Vertical Siding
3. Vinyl Window, Black Finish
4. Custom Vertical Picket Steel Guardrail, Painted Black
5. Fiber Cement Panel, Accent Color
6. Aluminum Storefront and Sliders, Black Finish
7. Fiber Cement Lap Siding, White


RED LIGHT
PHOTO
ENFORCED
AHEAD
Rainier Ave S
STOP
Rainier Ave S

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STREET LEVEL PERSPECTIVE • VIEW FROM THE SE





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STREET LEVEL PERSPECTIVE • LOOKING NORTH UP 21ST AVE S





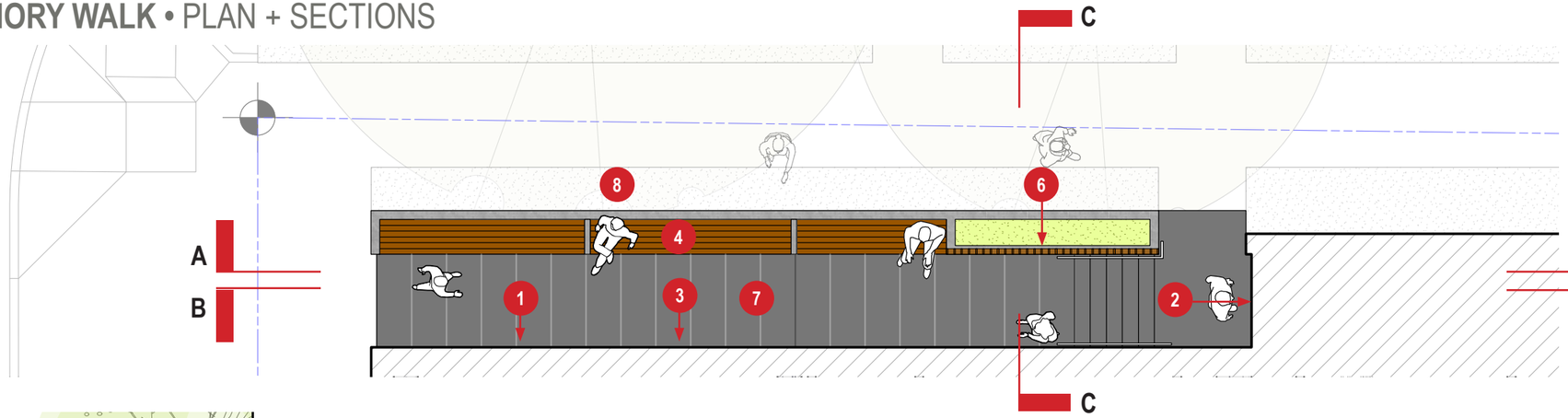
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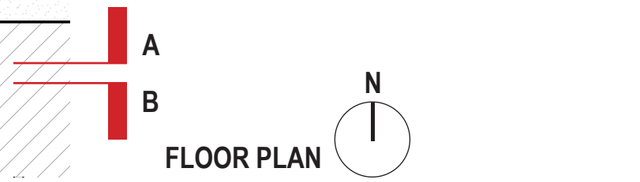
STREET LEVEL PERSPECTIVE • LOBBY + MEMORY WALK

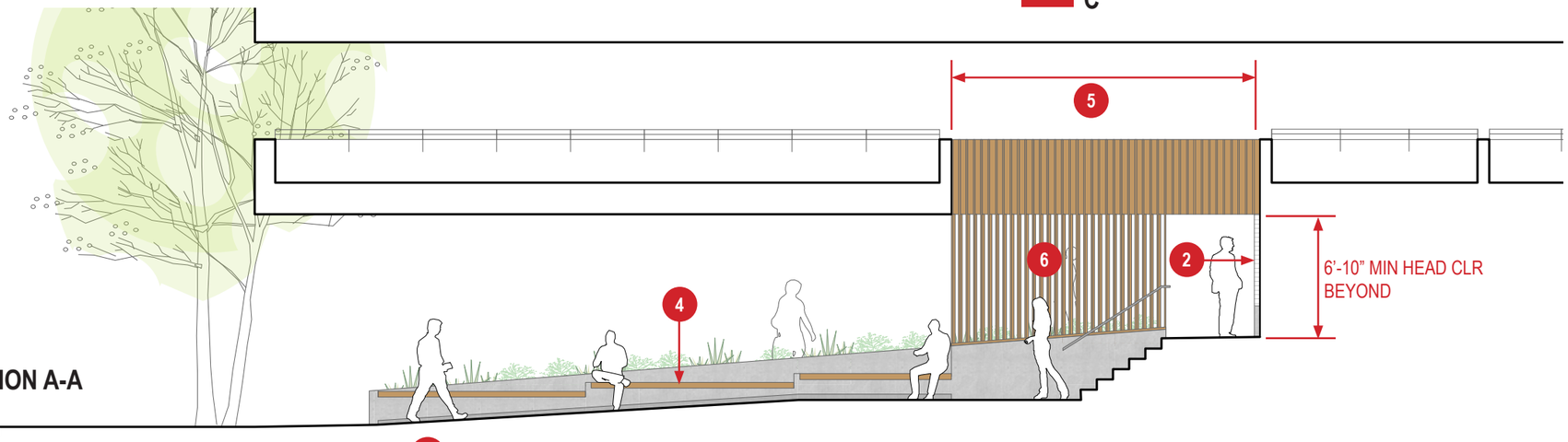




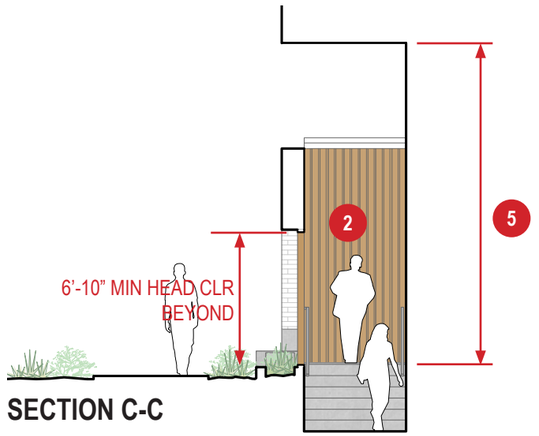
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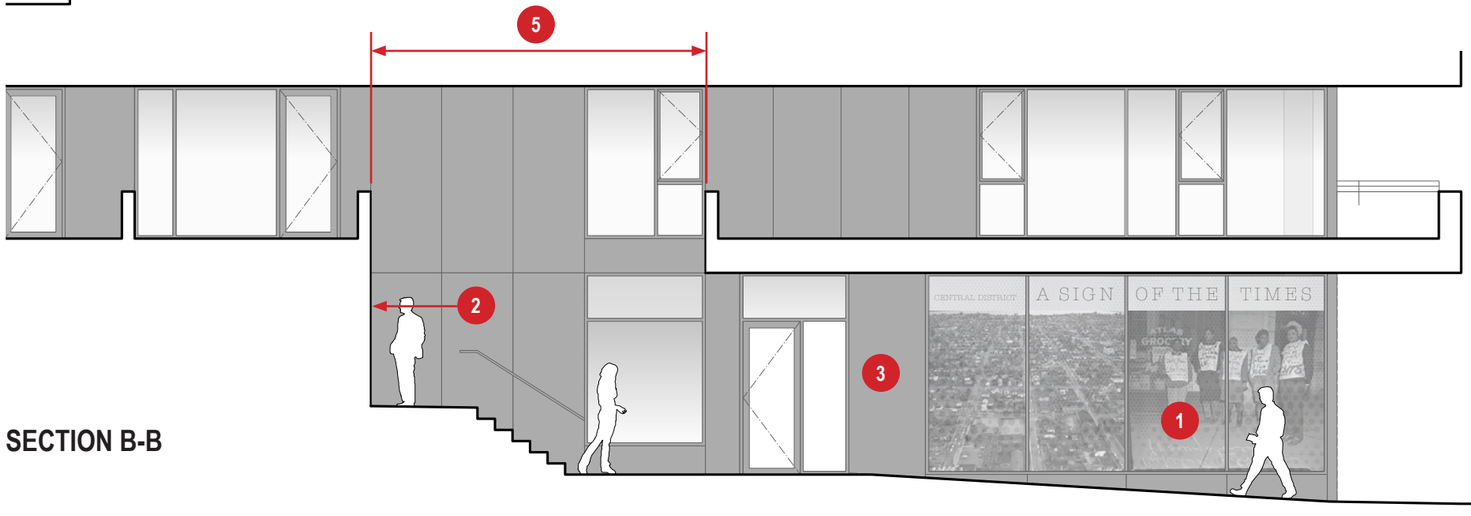




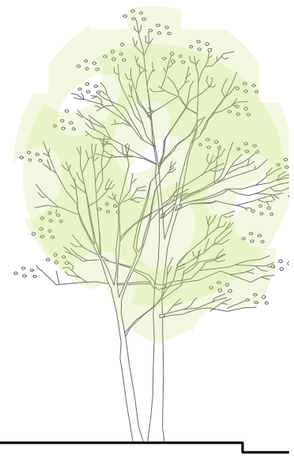
SECTION A-A



SECTION C-C



SECTION B-B



1. EXHIBIT OPPORTUNITY 1 - INTEGRATED W/ STOREFRONT
2. EXHIBIT OPPORTUNITY 2 - WALL-MOUNTED ELEMENT
3. NARRATIVE OPPORTUNITY
4. CONTINUOUS STEPPED WOOD BENCH
5. DOUBLE HEIGHT SPACE
6. WOOD SCREEN WALL
7. SPECIAL PAVING
8. LOW PLANTING FOR PUBLIC VISIBILITY



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LAKE UNION PARTNERS **PUBLIC47**ARCHITECTS

CONCEPTUAL LIGHTING PLAN

1 Recessed Downlight

2 Recessed Wall Washer



3 Recessed Step Light



4 Wall Mounted Sconce



5 Landscape Lighting



6 Visual Warning Device



ADD LIGHTING PLAN



Building ID + Addresss



Live-Work Signage



Commercial Signage









ADD PRECEDENTS

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DEPARTURE REQUESTS

Departure Request #1: SMC 23.47A.014 B1 Setback for Lots Abutting Residential Zones

Standard:
A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone. The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15 feet from the intersection of the residentially zoned lot's front lot line and the side lot line abutting the residentially zoned lot. The third side connects these two sides with a diagonal line across the commercially zoned lot.

Proposed:
Allow portions of the building mass to encroach in this triangular zone at both the northeast and southeast locations. At the northeast corner, the first floor of the proposed design encroaches on the setback by 25%, while the upper levels comply with the requirement. At the southeast corner, the first floor encroaches by 18%, the second-floor veranda encroaches by 75% and the upper levels encroach by 4%.

Rationale:
Strict compliance with the triangular setback would result in an awkward massing erosion. The proposed massing is more cohesive and well proportioned, better meeting Guidelines DC2.A and DC2.1 CENTRAL AREA. A pair of open-ended courtyards along the east property line provides additional setback area well beyond the code minimum. This extra setback provides a valuable buffer to the townhouse properties to the East, pursuant to Guideline CS2.D3 (zone transitions), and CS2.D5 (respect for adjacent sites).

ADD DIAGRAMS

Departure Request #2: SMC 23.47A.014 C2 Upper-Level Setbacks for Street Facing Façades

Standard:
For zones with a height limit of 85 feet or 95 feet, portions of structure above 75 feet must be set back from the front lot line by an average of 8 feet.

Proposed:
Allow full height of building to be built to the property line along 21st Avenue S and S State Street, and within 6'-8" of the property line along S Massachusetts Street.

Rationale:
Because the proposed building height is more than 13'-7" below the maximum allowable height limit of 95', the encroachment on the required upper-level setback requirement is minimal. The massing is more cohesive and well-proportioned than a code compliant alternative, better meeting Guidelines DC2.A and DC2.1 CENTRAL AREA. The proposed design takes the approach that additional set-back area is more beneficial at the lower levels where it directly influences the public realm, which better meets Design Guidelines DC3.B3 (Connection to Other Open Space) and DC3.1 CENTRAL AREA (Common Open Spaces). By providing this lower level-setback, while maintaining massing continuity at the upper levels, the design is more expressive of the programmatic and structural shifts that occur between the first two levels and the upper levels, pursuant to Design Guideline DC2.1 CENTRAL AREA (Building Layout and Massing).



COMPLIANT ALTERNATIVE: UPPER-LEVEL SETBACK WITH MASSING TO HEIGHT MAX OF 95'



PROPOSED DESIGN: NO UPPER-LEVEL SETBACK, STRUCTURE HEIGHT 13'-7" BELOW ALLOABLE MAX

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DEPARTURE REQUESTS

Departure Request #3: SMC 23.54.030 D1.c Driveways

Standard:
Driveway widths of any length that serve more than 30 parking spaces shall be at least 10 feet wide for one way traffic and at least 20 feet wide for two-way traffic.

Proposed:
Allow the width of a two-way driveway serving 43 parking spaces to be reduced to 13 feet wide.

Rationale:
Due to the geometry of the site, the upper and lower parking decks must be served by separate driveways, but the SMC limits the number of curb cuts to one. Maintaining a combined driveway width of 24' or less will allow for a more efficient parking layout and structural column grid. Since both driveways will be accessed from a single curb cut, reducing the driveway width will minimize the required width of the curb cut. This is consistent with Design Guideline DC1.B1b, which states that the width and number of curb cuts should be minimized as much as possible. Refer also to Departure Request #4. From an operational standpoint, average delay times associated with the narrower driveway are anticipated to be less than 10 seconds according to a driveway analysis by Transportation Engineering Northwest.

Departure Request #4: SMC 23.54.030 F1.b: Curb Cut Width

Standard:
Curb cut shall not exceed a maximum width of 10 feet except that: 4) If subsection 23.54.030.D requires a driveway greater than 10 feet in width, the curb cut may be as wide as the required width of the driveway.

Proposed:
Allow for a 24-foot-wide curb cut to accommodate the two driveways serving the building.

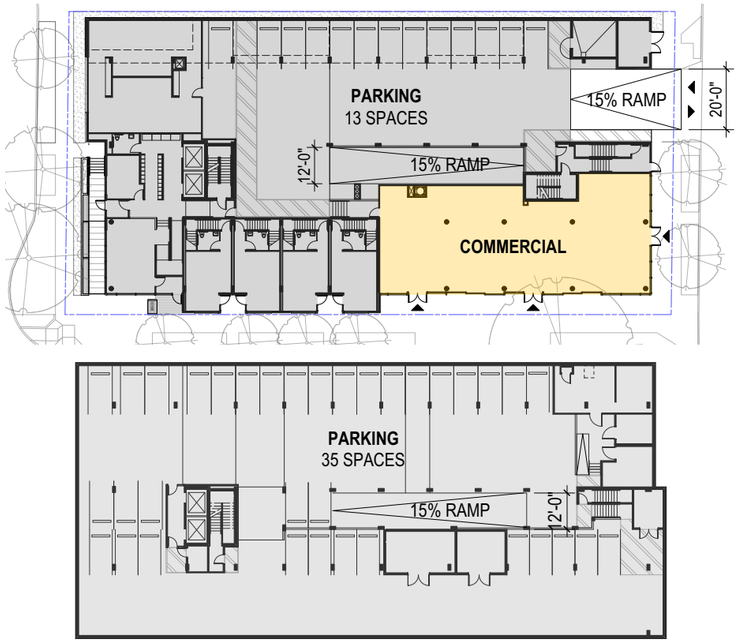
Rationale:
A wider curb cut will minimize the required width reduction for the driveway serving the lower parking level and avoid the need for a second curb cut, pursuant to Design Guideline DC1.B1b. Per Board guidance at the EDG meeting, the design team studied alternatives that internalized the ramp to the lower deck of parking, but as the diagram to the right illustrates, this strategy creates potentially unsafe 180-degree turning conditions at the top and bottom of the ramp. The alternate scheme also reduces the parking count by more than 25%.

Departure Request #5: SMC 23.54.030 G1 Sight Triangle

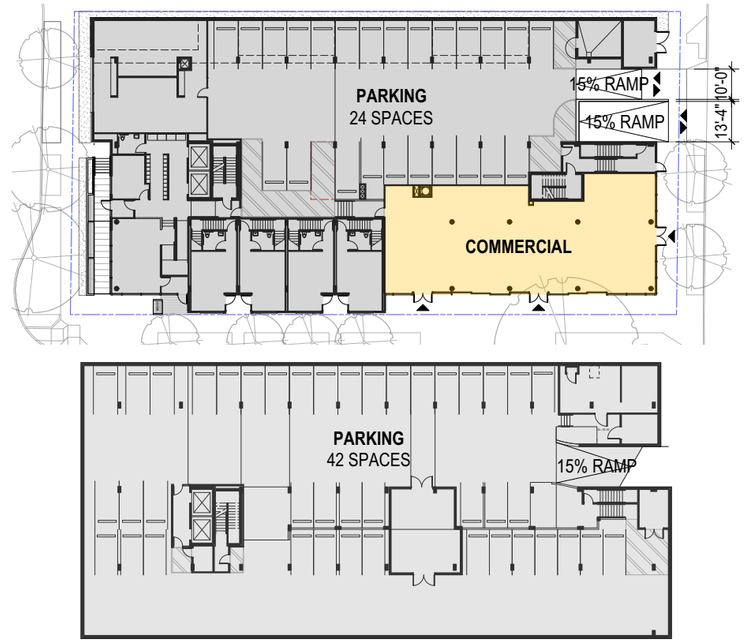
Standard:
For two way driveways less than 22 feet wide, a sight triangle on both sides of the driveway shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway with a sidewalk.

Proposed:
Allow for alternate means of driveway safety, such as visual alert and change in paving texture, in exchange for a reduced sight triangles. For the proposed driveway serving the lower parking level, the passenger's side sight triangle is reduced to 3'-10", while the driver's side is code compliant. For the proposed driveway serving the upper parking level, the driver's side sight triangle is reduced to 3'-10", while the passenger's side is code compliant.

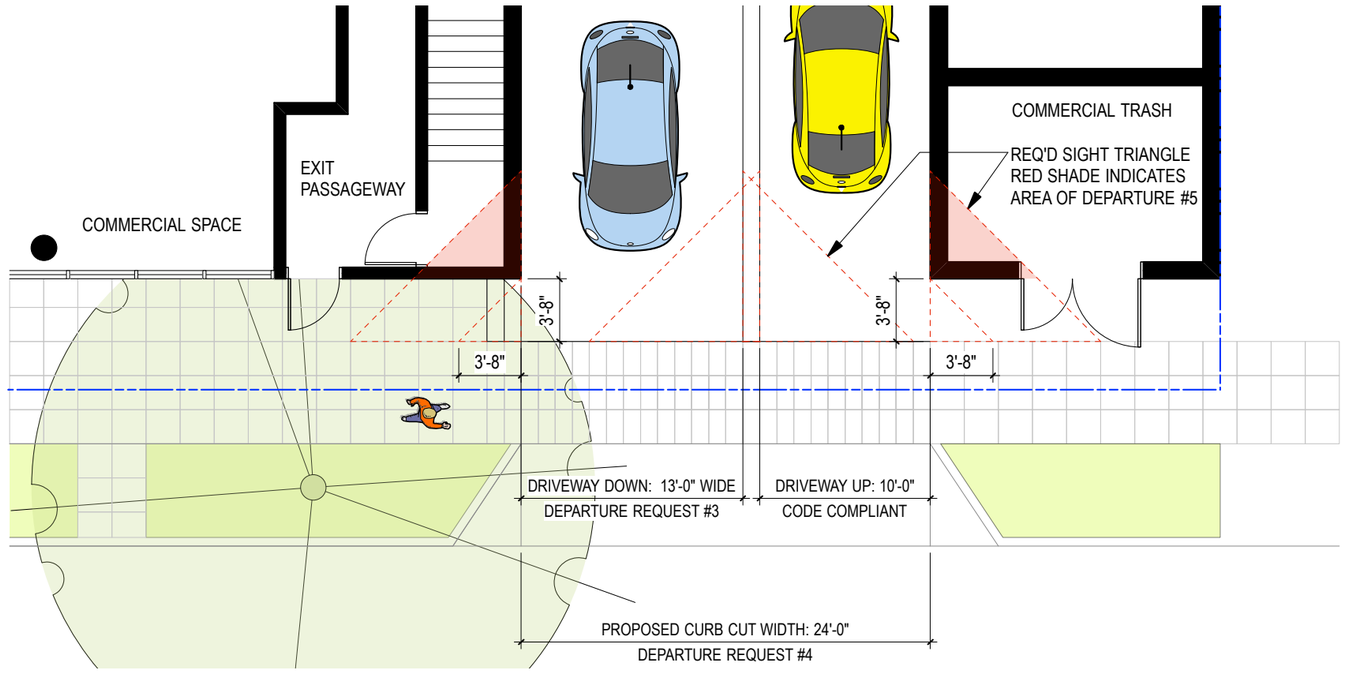
Rationale:
Reduction or elimination of the sight triangle helps reduce the visual impact of the parking garage entrance pursuant to Design Guideline DC1.C2 (reduce visual impact of parking entrances).



INTERNAL RAMP ALTERNATIVE



PROPOSED DESIGN



Departure Request #6: SMC 23.47.005 C1.c Residential Uses at Street Level

Standard:
In all NC and C zones with a height limit of 85' or higher, residential uses may occupy, in aggregate, no more than 20 percent of the street-level street- facing façade.

Proposed:
Allow common residential uses to occupy 100% of street-level street-facing façade along S Massachusetts St, and residential parking access to occupy 26% of street-level street-facing façade along S State Street.

Rationale:
Significant grade change along S Massachusetts Street is not ideal for accessible commercial frontage. Locating common residential uses, including the lobby, leasing office and bike storage is appropriate and relates better to the residential uses in the LR zone across the street. SDOT identified S State Street as the appropriate location for vehicular parking access, but even with departure #3, which reduces the driveway width, more than 20% of the façade width is consumed by the entrance to the garage.

Departure Request #7: SMC 23.54.015 K2.b Bicycle Parking

Standard:
Provide pedestrian and bicycle access to long-term bicycle parking that is separate from other vehicular entry and egress points.

Proposed:
Allow vehicular driveway and drive aisle to also serve bicycle access to long-term bike parking. Painted striping to identify a bike lane will be provided.

Rationale:
The topography of the site prevents direct access to the bicycle room from the Massachusetts Right of Way and State Street access is already limited to the point of requiring departures for driveway widths.



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Henry Apartments - Seattle, WA



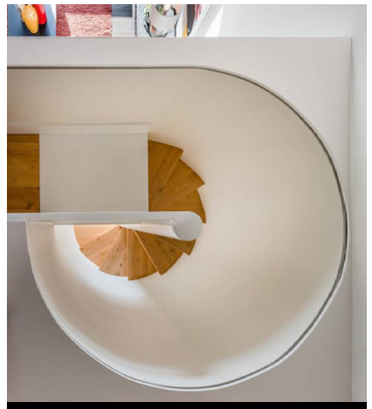


Shelton Apartments - Seattle, WA



Anhalt Apartments - Seattle, WA





Saxonia Renovation - Seattle, WA







The Shea - Seattle, WA





Inspire Apartments - Seattle, WA





East Union - Seattle, WA





The State - Seattle, WA



The Rooster - Seattle, WA





The Stencil - Seattle, WA







19th + Mercer - Seattle, WA





The Standard - Seattle, WA

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Public Outreach.....62
Shadow Studies.....63
Glare Studies.....64

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PUBLIC OUTREACH

COMMUNITY ENGAGEMENT PLAN

Printed Outreach [High Impact]:

- Direct mailings to the residencies and business within 500ft radius of proposed site. Letters were written in following languages: Mandarin, Japanese, Vietnamese, Spanish, English
- Lake Union Partners posted translated flyers of community event & meeting of local community centers. We will be doing the 500ft letters
- Translated fliers were posted at apartment sites to notify residents of the community meeting and the coming project

Digital Outreach [High Impact]:

- Project hotline (information & Voicemail in the languages identified above) Project info added to DON's "Early Outreach for Design Review Blog. Project added to DON's "Outreach for design review calendar"
- Recorded information included all meeting dates, time, locations & understandable project information
- Email to all community stakeholders located on the neighborhood snapshot provided by the city of Seattle, noting that outreach can be used for Washington Public Records

In- Person Outreach [High Impact]:

- Community meeting of at least one hour of presentation/discussion of project hosted on December 16, 2019 at 6pm. Translators of certain neighborhood languages were present during community meeting to help neighbors truly understand the proposed project and be able to ask good and meaningful questions and voice concerns.







- **WHEN:**
  - **Monday, December 16th, 6 – 7pm**
- **WHERE:**
  - **Mt. Baker Village Community Room**
  - **2580 S. 29th Street, Seattle WA 98144**
- **WHAT: Discussion of future development at 1700 and 1716 21st Street South**

Come to learn and share your thoughts about our proposed development at 1700 and 1716 21st Avenue S. The design and development team will be present to discuss the project schedule and solicit community feedback on the design.

- **MORE INFORMATION:**
  - **206-278-9071**
  - **info@ lakeunionpartners.com**

SUMMARY OF COMMUNITY FEEDBACK FROM THE PUBLIC OUTREACH MEETING

Preferred types of Commercial

Attendees expressed interest in the following types of retail:

- Trader Joes
- Craft Beer establishment to bridge a gap between Columbia City and more established neighborhoods to the north.
- Bubble Tea Shop
- Fitness Center / Gym
- Pet Grooming
- Tutoring Center
- Hair Salon
- Coffee Shop
- One attendee suggested vaping and cannabis shops should be avoided

Thoughts on Community Spaces

- One attendee suggested a safe spot for teens—possibly combined with an appropriate retail use, such as a bubble tea shop
- One attendee would like to see a community space (indoor or outdoor) that would not require spending money
- One attended expressed interest in courtyard spaces
- One attendee expressed interest in high-volume (double height) gathering space or lobby similar to the type of spaces being built in South Lake Union
- Several attendees responded positively to the sidewalk fronting outdoor spaces at the Rooster—indicating an appreciation for expanded sidewalk with overhead coverage and a certain degree of vertical height.
- One attendee suggested a roof-top garden

Types of uses that would bring people to the site

- More businesses and shops

Influence of cars and bikes

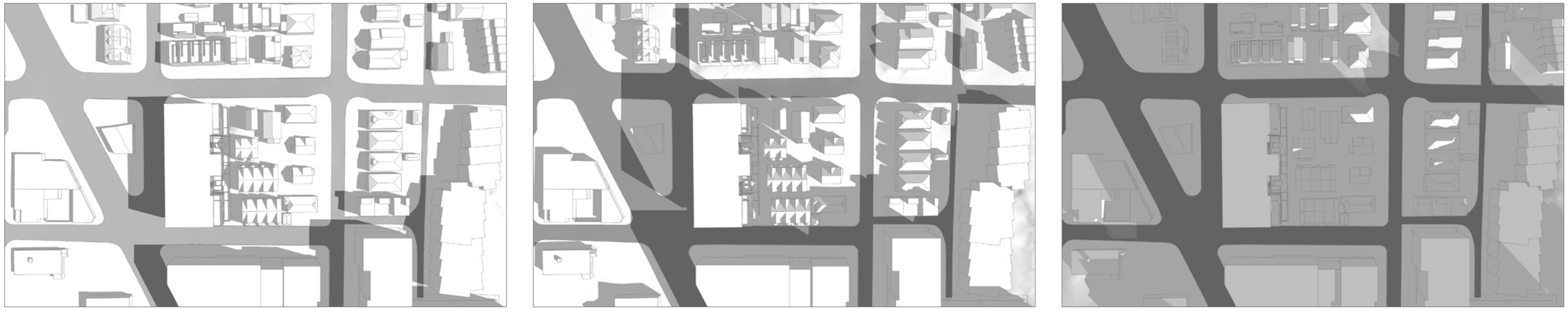
- General feeling that cars have a large influence in this area and convenient parking is a desirable amenity
- One attendee noted that it's tough to make left and right turns in the area
- One attendee noted that underground parking is a good idea

Features that could contribute to a successful building

- Metal work adds character
- High ceilings at lobby / public spaces
- Artwork / sculpture / fountains / murals
- Visibility to landscaping and amenities in the building
- Use of a quality and timeless material, such as brick

JUNE 21 | MARCH/ SEPTEMBER 21 | DECEMBER 21

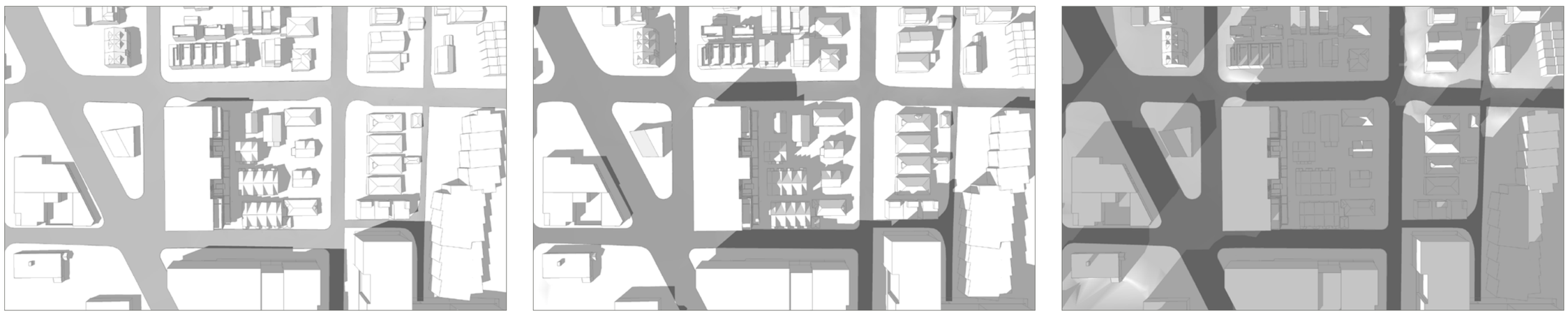
9 AM



NOON



9 AM



N

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GLARE STUDIES

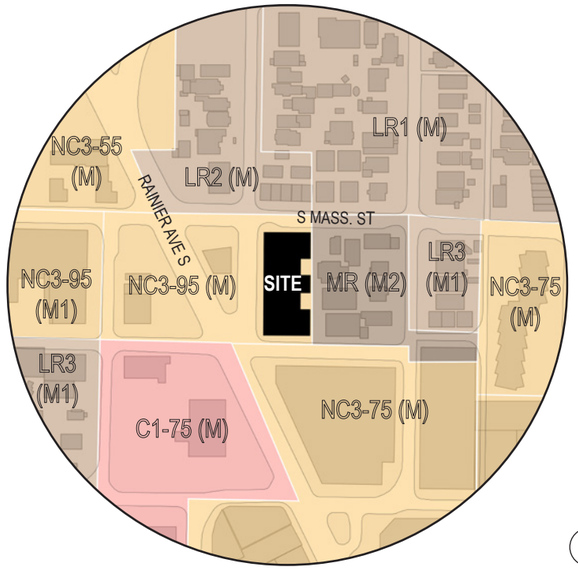
CONTEXT

The subject property, 1700 21st Avenue S, is adjacent to several different zones. The east of the project site is zoned for Mid-rise 2 and south of the site is zoned for Neighborhood Commercial 75. The north of the project site is zoned for Low-rise 2 along S Massachusetts St, and west of the property is zoned for Neighborhood Commercial 95 along Rainier Ave S Both S Massachusetts St and Rainier Ave S serve as major arterials and will be the focus of a glare diagram study per SMC 23.47A.022.E.

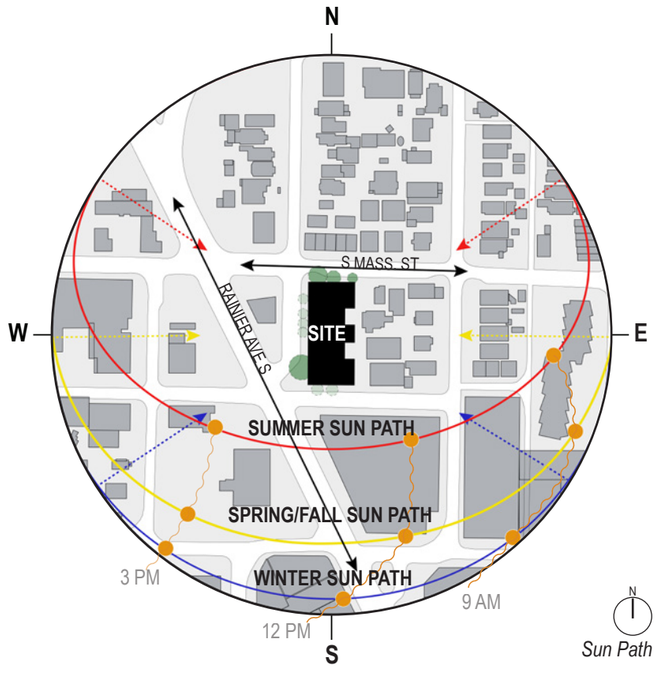
Since S Massachusetts St lies to the north of the project site and will be shaded, it is expected that only the west and east elevations may cause glare to the street. This would occur in the early mornings and late evenings and would be partially shielded by existing and new street trees in front of the proposed building. Northbound traffic on Rainier may experience glare coming from the south facade after noon when the sun appears beyond Grand Street Commons, the development just south of the project site. Southbound traffic on Rainier may experience afternoon glare from the west facade throughout the year and evening glare in the summer months. The storefront glazing along the west facade will be shielded by an existing large oak tree and its mature canopy in addition to new street trees planted along 21st Ave S Glare is expected to increase during the winter months as heritage trees drop their leaves for the season and the sun moves at a lower altitude. The 1-story building directly west (Toshio's Teriyaki) will serve as a buffer from some of the low sun angle glare coming in from the west.

ANALYSIS

Through a study that maps the azimuth and altitude of the sun for accurate graphic representation during 3 key daylight extremes, the following diagrams were produced to simulate where the sun's path could cause problematic glare to the two arterial streets (S Massachusetts & Rainier Ave S). As expected, the low-angle sun in the winter months could produce glare during the hours of roughly 12 PM through 5 PM.



Zoning Map

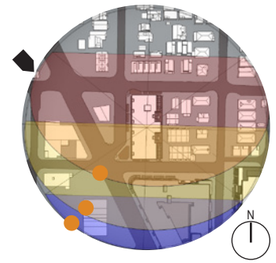


Sun Path

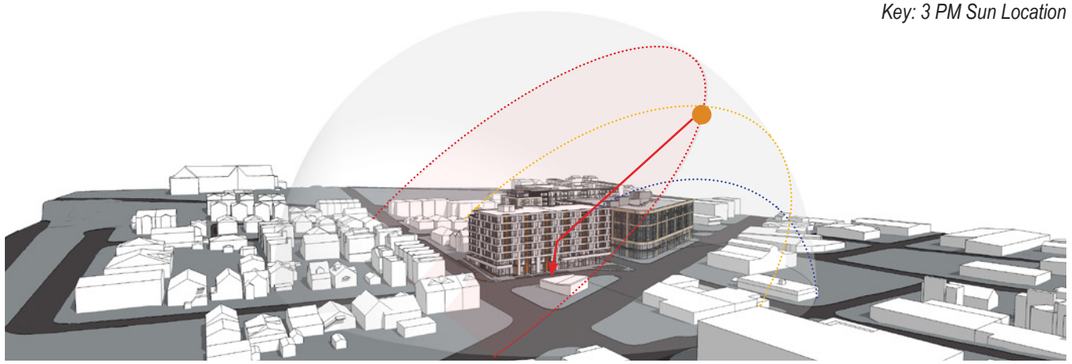
Rainier Ave S sees 34,000 vehicle trips on average in an annual weekday traffic study according to WSDOT. **S Massachusetts St** sees 7,500 vehicle trips on average in an annual weekday traffic study according to WSDOT.
Source: https://www.seattle.gov/Documents/Departments/SDOT/VisionZero/2019_Traffic_Report.pdf

FINDINGS • OVERALL

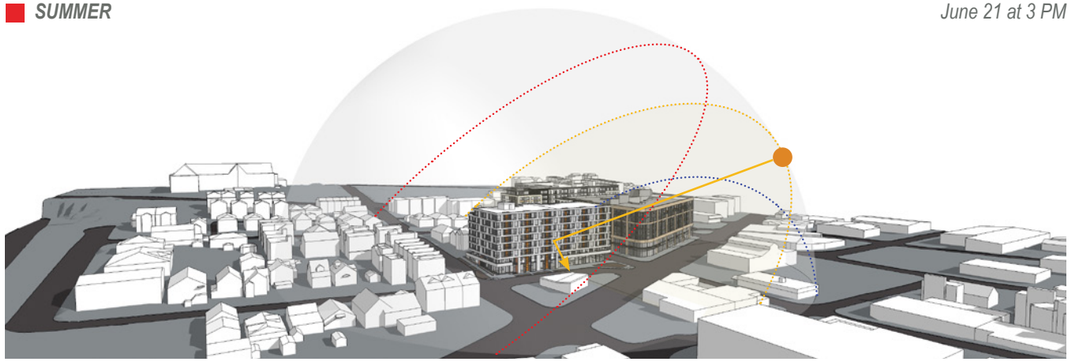
Rainier Ave S and S Massachusetts St will see the most glare coming from the west in afternoon and evening times, best demonstrated by the shadows cast at 3 PM during key seasonal extremes. Sun coming from the east will be less problematic with the existing buildings situated at a higher elevation that have a potential to be up-zoned and shield the project site even more from potential glare.



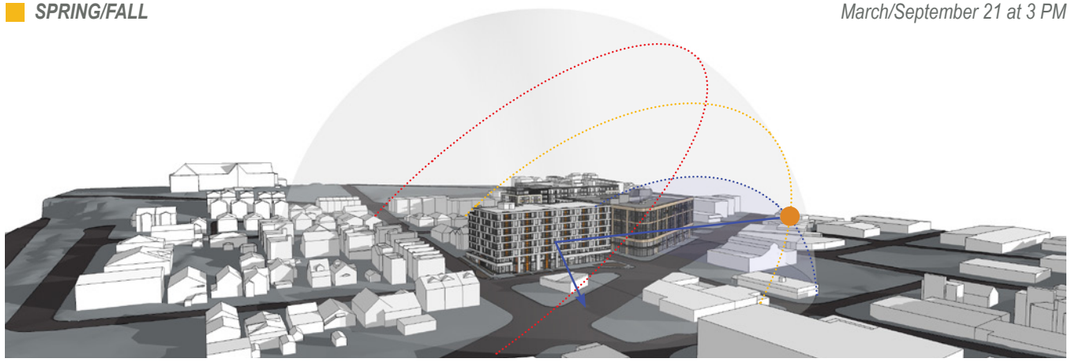
Key: 3 PM Sun Location



SUMMER *June 21 at 3 PM*

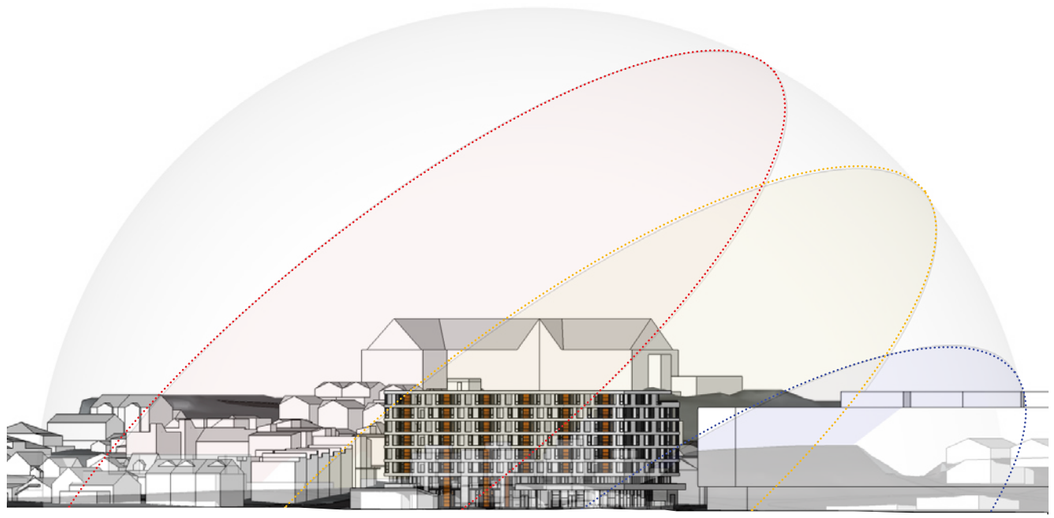


SPRING/FALL *March/September 21 at 3 PM*



WINTER *December 21 at 3 PM*

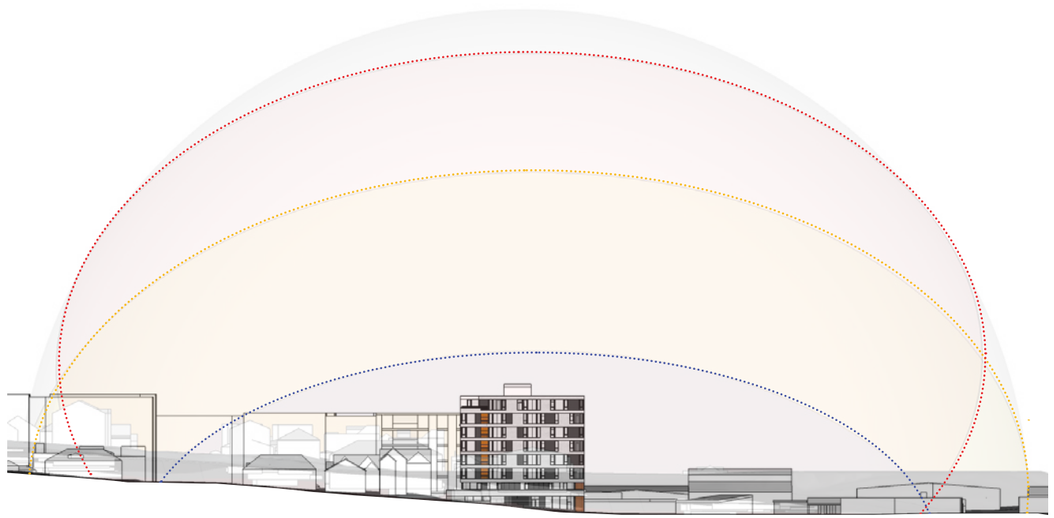
FINDINGS • RAINIER AVE S



SECTION THROUGH RAINIER AVE S *Southwest projection*

Rainier Ave S will see some glare coming from the west façade which is 37% glazed and from the south facade which is 33% glazed. The first two levels of glazing on these elevations are set back 6'-6" from the upper portion & will provide shading to help reduce glare. See the figure-ground diagrams below that indicate setbacks in elevation compared to glazed areas. Additionally, Street trees and a large 24" oak with a significant canopy will shield the lower two levels of glazing.

FINDINGS • S MASSACHUSETTS ST



S MASSACHUSETTS ST *North projection*

S Massachusetts St may experience glare primarily with morning sun exposure. It is expected not to affect the street level as the primary glazing on the lower two floors is setback and diminishes as grade climbs to the east. The north facade will be shaded and will not affect S Massachusetts St.



Figure-Ground Key

- > 30'-0" from P.L.
- > 20'-0" from P.L.
- ~ 6'-6" from P.L.
- ~ 0'-0" from P.L.

NON-GLASS

GLASS

WEST

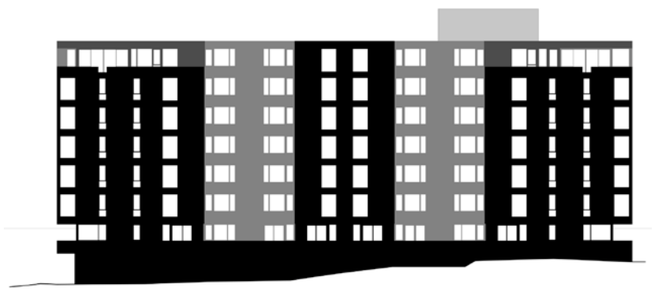
Total glazed area = 6,062-SF
Glazed area set back 6'-6" = 1,968-SF
Total elevation area = 16,380-SF
37% Glazed facade with 32% of glazing set back

MAJORITY OF GLAZING AT 1ST FLOOR



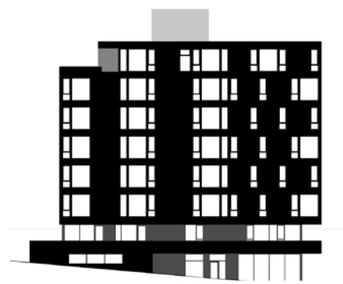
SOUTH

Total glazed area = 2,470-SF
Glazed area set back 6'-6" = 781-SF
Total elevation area = 7,491-SF
33% Glazed facade with 32% of glazing set back



EAST

Total glazed area = 3,398-SF
Glazed area set back = 1,669-SF
Total elevation area = 15,239-SF
22% Glazed facade with 49% of glazing set back



NORTH

Total glazed area = 2,205-SF
Glazed area set back 6'-6" = 506-SF
Total elevation area = 7,001-SF
31% Glazed facade with 23% of glazing set back

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