

6730 RAINIER AVE S



3038313-EG

EARLY DESIGN GUIDANCE (ADR)
OCTOBER 26TH, 2021 SUBMITTAL



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PROJECT DATA

ADDRESS: 6730 Rainier Ave S
SEATTLE, WA

LEGAL DESCRIPTIONS:

PARCEL A: POR OF S 1/2 OF N 1/2 OF NE 1/4 OF SE 1/4 OF NE 1/4 LY ELY OF RAINIER AVE & SLY OF LN 75.32 FT S OF & PLW N LN OF SD SUBDIV & NLY OF LN 154.32 FT S OF & PLW SD N LN OF SD SUBDIV LESS E 320 FT

PARCEL B: S 155 FT OF W 75 FT OF E 320 FT OF N 1/2 OF NE 1/4 OF SE 1/4 OF NE 1/4

NOTE: PARCELS A & B TO BE COMBINED INTO 1 PROJECT SITE

PARCEL NUMBERS:

PARCEL A: #2724049050 (PARCEL A)

PARCEL B: #2724049180 (PARCEL B)

LOT SIZE: 28,932SF

ZONE: LR3 (M)

URBAN VILLAGE: NO

ECA: 40% STEEP SLOPE (6862099 - EX)

MAX FAR: 46,291 SF (1.6: OUTSIDE URBAN CENTER, W/O BUILT GREEN)

MAX HEIGHT: 40' + 4' PARAPET & 10' PENTHOUSE

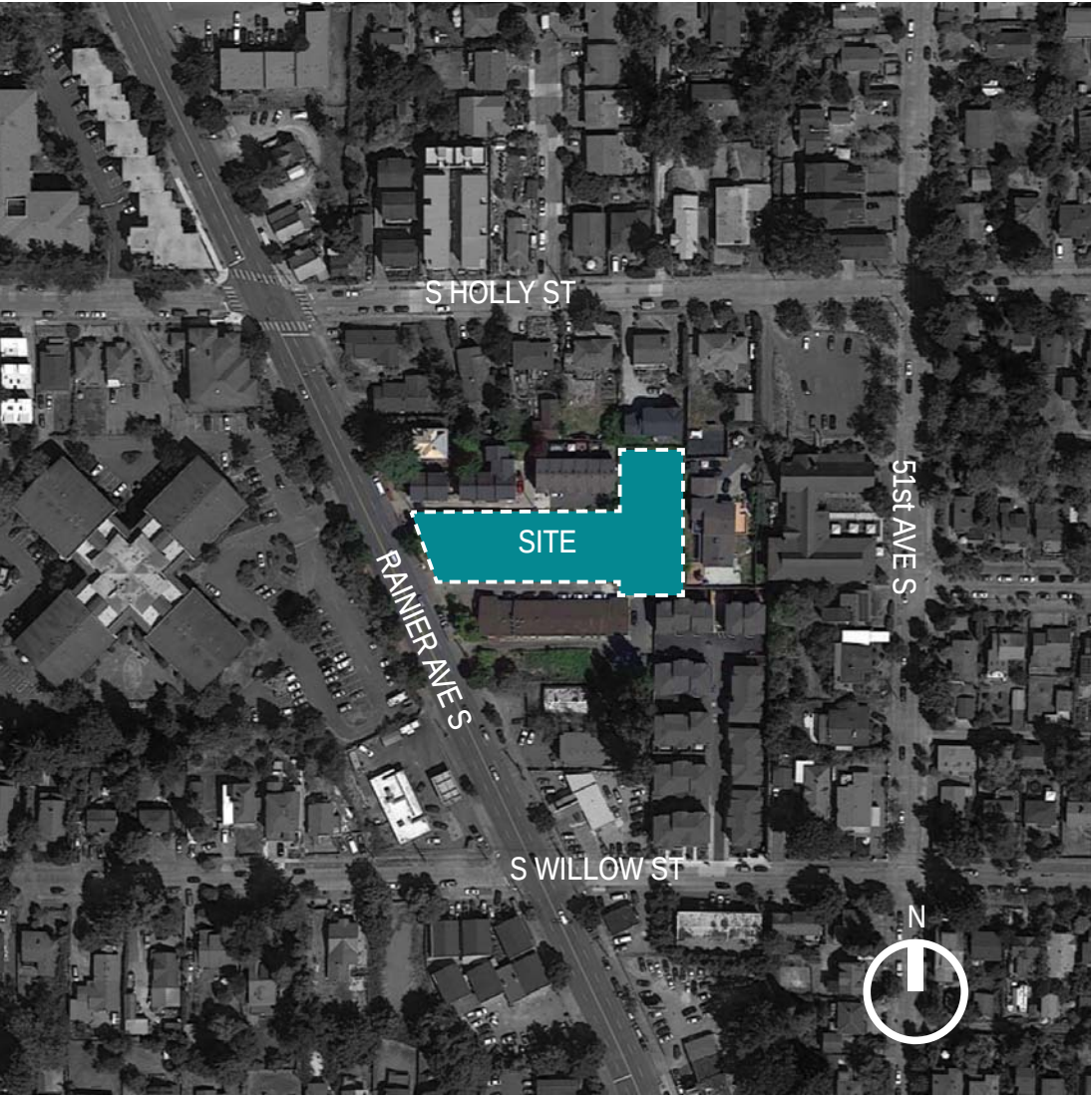
PARKING: 50% REQUIRED (FREQUENT TRANSIT)

PROJECT DESCRIPTION: DEMO APARTMENT, CONSTRUCT (4) SFR & (11) DUPLEX FOR 26 UNITS TOTAL WITH (22) OPEN PARKING STALLS & (2) GARAGE. FUTURE FULL SUBDIVISION

PROJECT TEAM

ARCHITECT: JW ARCHITECTS, LTD

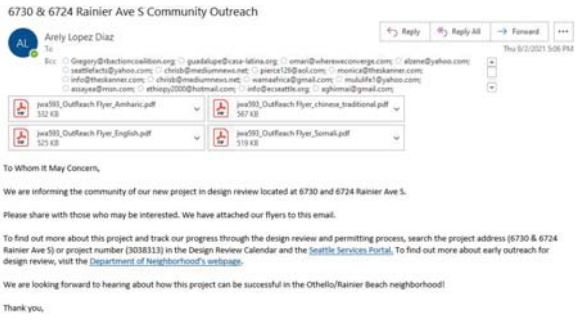
DEVELOPER: JABOODA HOMES INC.



PROJECT INFORMATION

We distributed flyers in a 500 foot radius from the site. Flyers were mailed to all residences within this area. Flyers provided information about the project and location, as well as a link to the project website and online survey. All information was provided in English, Amharic, Somali, and Chinese (traditional). Digital copies of flyers were sent to local media outlets and community groups, in the Rainier Beach neighborhood, as recommended by DON.

APPROVED BY DON ON: TBD



Email sent to Community Groups



Front page of Chinese (traditional) Flyer.

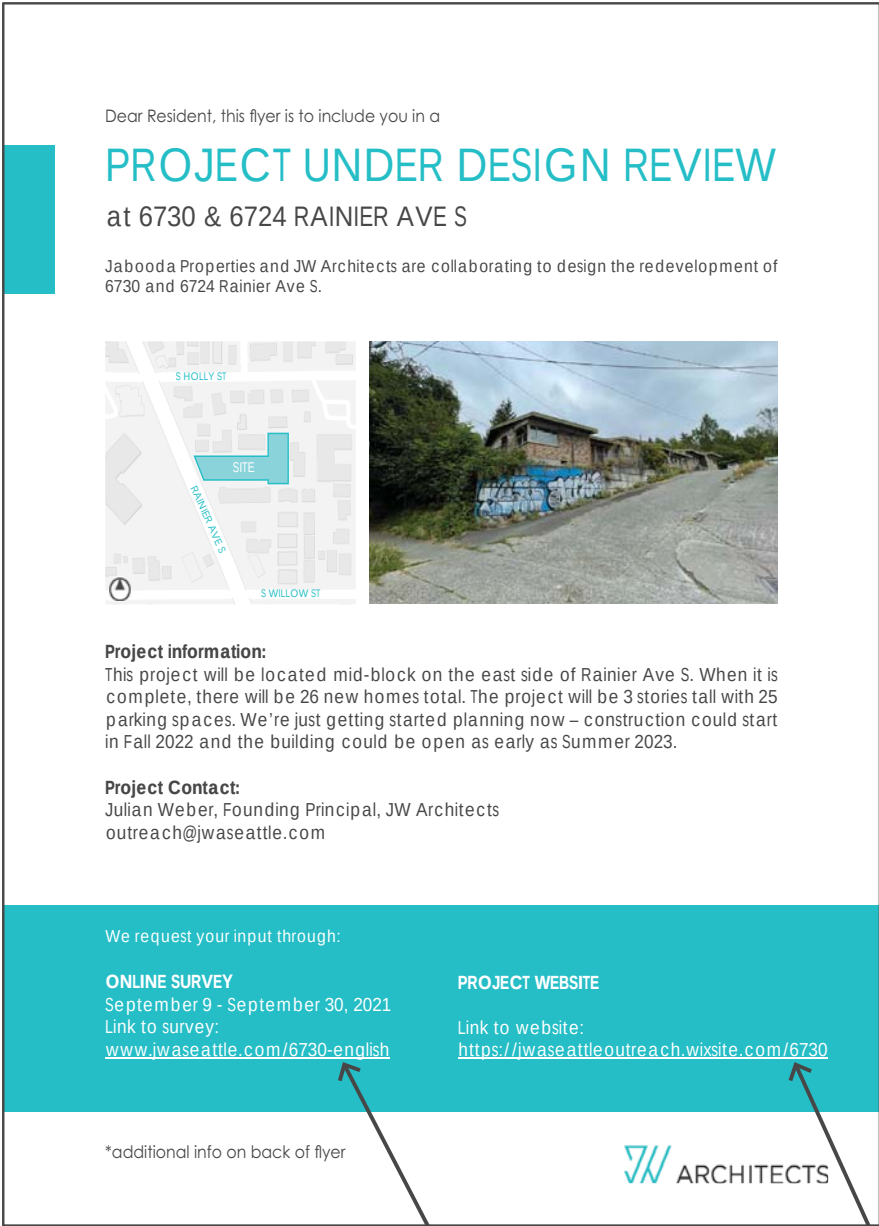
COMMUNITY OUTREACH



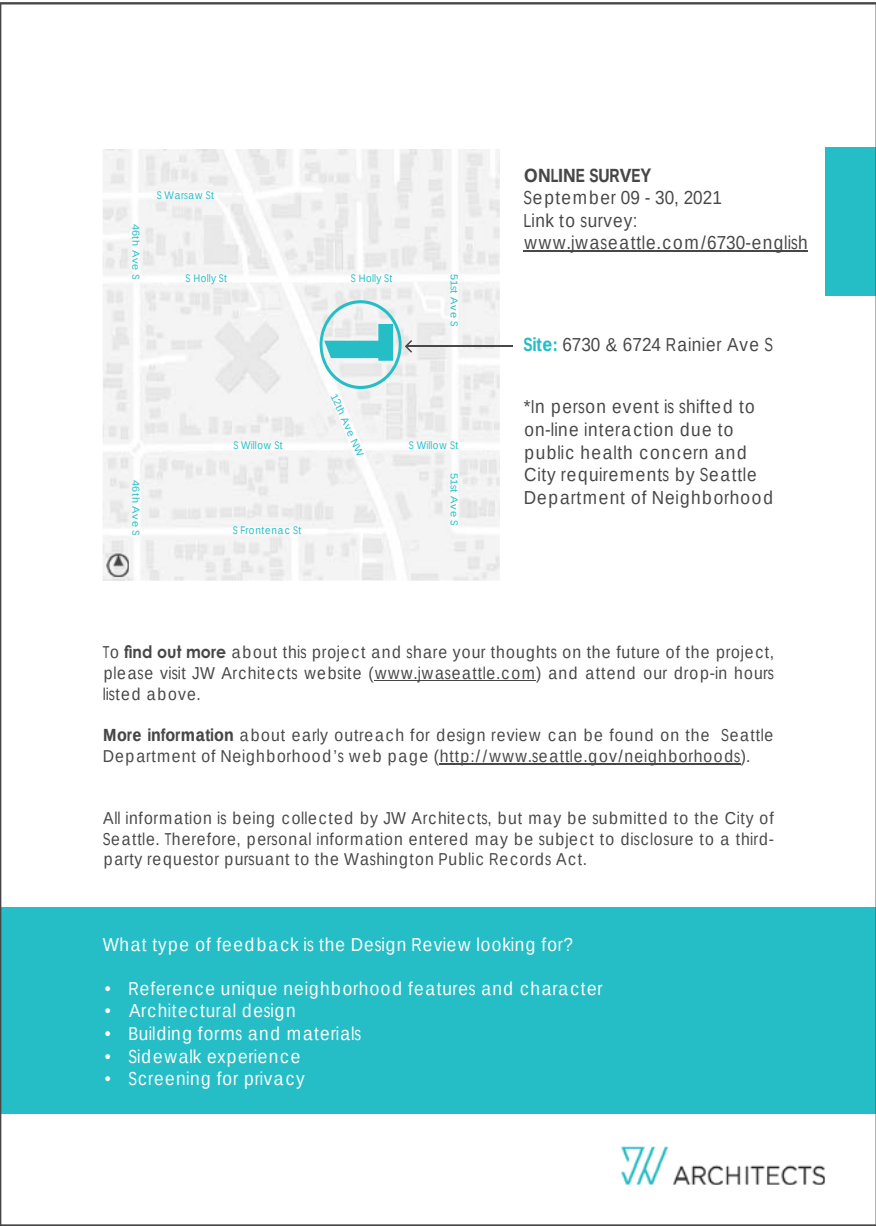
Front page of Amharic Flyer.



Front page of Somali Flyer.

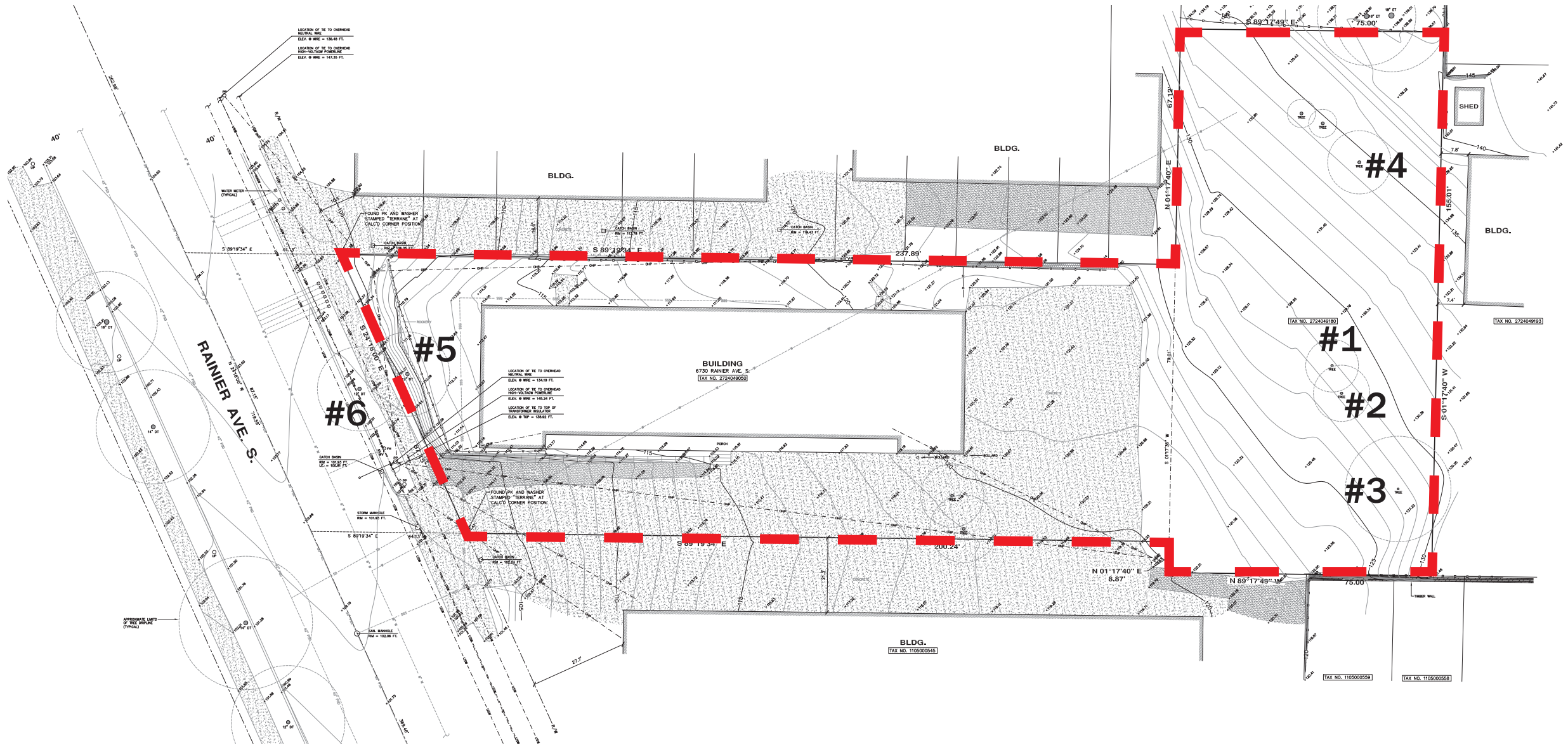


Front page of English Flyer.



Back page of English Flyer. Link to dedicated project website and public comments.

SITE SURVEY



SITE CHARACTERISTICS

- THE SITE IS ADJACENT TO RAINIER AVE S A MAJOR NORTH SOUTH ARTERIAL.
- THERE ARE EXISTING POWER POLES ALONG RAINIER AVE S
- TOPOGRAPHY CHANGES FROM 103’ AT THE SIDEWALK TO 140’ AT THE EASTERNMOST PROPERTY LINE. THIS IS A GRADE CHANGES OF ABOUT 37’
- THERE ARE TREES ON SITE BUT NONE ARE DEEMED EXCEPTIONAL
- THE EASTERN PARCEL IS CURRENTLY UNDEVELOPED.

LEGAL DESCRIPTION

PARCEL A:

POR OF S 1/2 OF N 1/2 OF NE 1/4 OF SE 1/4 OF NE 1/4 LY ELY OF RAINIER AVE & SLY OF LN 75.32 FT S OF & PLW N LN OF SD SUBDIV & NLY OF LN 154.32 FT S OF & PLW SD N LN OF SD SUBDIV LESS E 320 FT

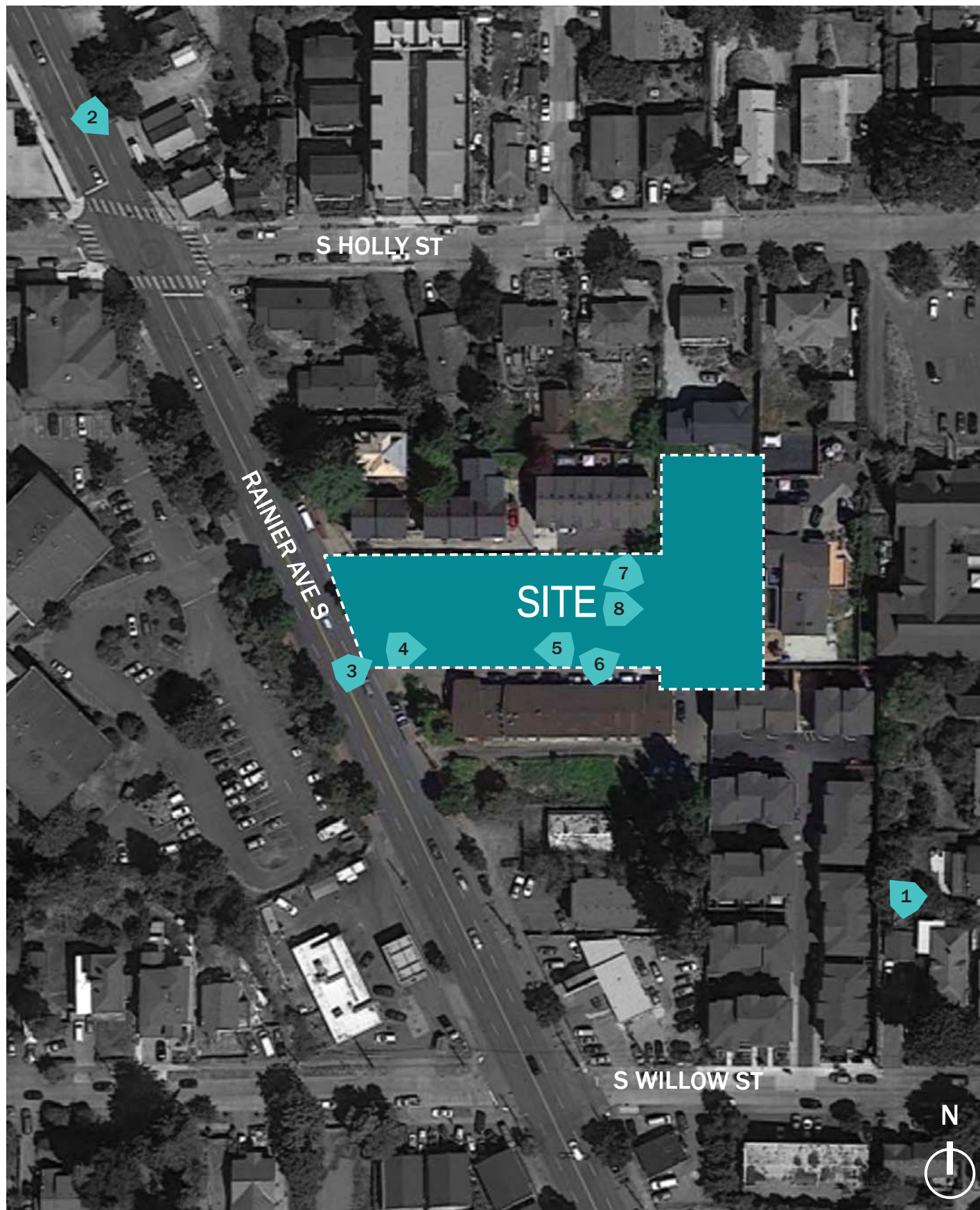
PARCEL B:

S 155 FT OF W 75 FT OF E 320 FT OF N 1/2 OF NE 1/4 OF SE 1/4 OF NE 1/4

ARBORIST REPORT

Tree Chart for 6730 rainier Ave S

Tree Number	Tree Type	DBH in inches	Dripline in feet	On Sight?	Exceptional?	Remove or Retain
1	Black Walnut	10	10	Yes	No	Remove
2	Black Cottonwood	9	9	Yes	No	Remove
3	Black Walnut	9	12	Yes	No	Remove
4	Black Cottonwood	12	12	Yes	No	Remove
5	Common Hawthorn	12	20	Yes	No	Remove
6	Linden	13	10	No	No	Retain and Protect



• SITE PLAN



• AERIAL LOOKING NORTH WEST



• AERIAL LOOKING SOUTH EAST

SITE PHOTOS



• RAINIER AVE S LOOKING NORTH EAST



• ON-SITE LOOKING EAST



• ON-SITE LOOKING WEST



• ON-SITE LOOKING NORTH EAST



• ON-SITE LOOKING SOUTH WEST



• ON-SITE LOOKING NORTH EAST

SITE PHOTOS



NEIGHBORHOOD AXONOMETRIC VIEW



S HOLLY ST



RAINIER AVE S LOOKING EAST



S WILLOW ST

PROJECT SITE



S WILLOW ST



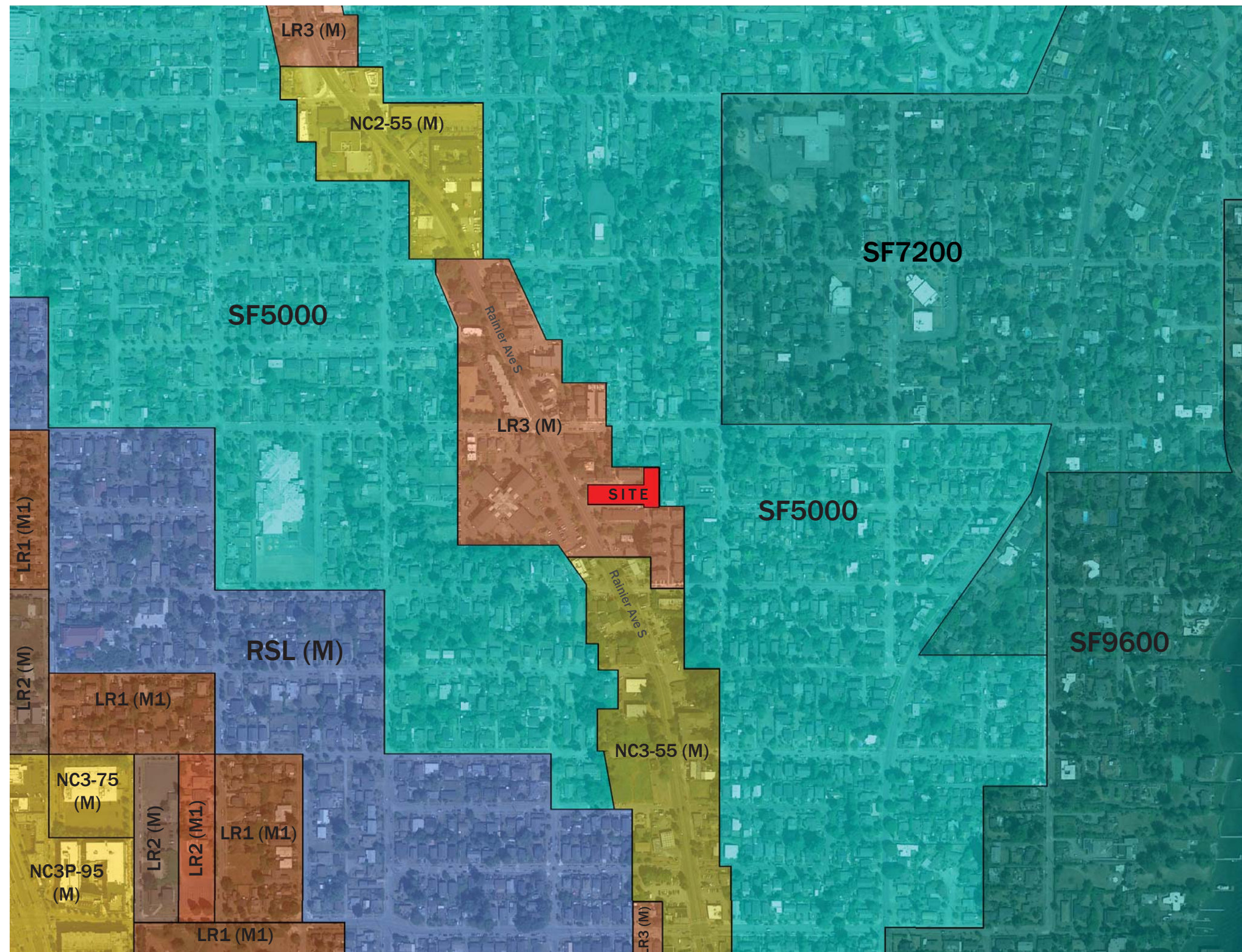
RAINIER AVE S LOOKING WEST



S HOLLY ST

ACROSS THE STREET

STREET ELEVATIONS



ZONING ANALYSIS:

- THE PROJECT SITE, HIGHLIGHTED IN RED, IS LOCATED WITHIN A SMALL STRIP OF NEIGHBORHOOD COMMERCIAL AND LOWRISE ZONING, SURROUNDING BY SINGLE FAMILY DESIGNATIONS SF5000 AND SF7200. THIS STRIP OCCURS ALONG THE LENGTH OF RAINIER AVE S.
- THE PROJECT SITE IS ZONED LR3 (M), DESIGNATING A 40' HEIGHT LIMIT. THE IMMEDIATELY ADJACENT ZONES ARE NC2-55 (M) AND SF5000. THIS COMMERCIAL AND LOWRISE STRIP TRANSITIONS DIRECTLY TO SINGLE FAMILY RESIDENCES TO THE EAST AND WEST.

SITE	■
SF 9600	■
SF 7200	■
SF 5000	■
LR1 (M1)	■
LR2 (M)	■
LR2 (M1)	■
LR3 (M)	■
NC2-55 (M)	■
NC3-55 (M)	■
NC3-75 (M)	■
NC3P-95 (M)	■





TRANSIT ANALYSIS:

- The site is located near Rainier Ave S which is the main arterial for bus route 7
- There is good access to public transport along Rainier Ave S with bus stops very close to the site and connections to the Link rail also along Rainier Ave (outside the scope of this map).
- The site falls within the Frequent Transit service area, mapped in SDCI GIS map

SITE



5 MIN WALK



BUILDING OUTLINES



BUS STOPS



BUS ROUTE

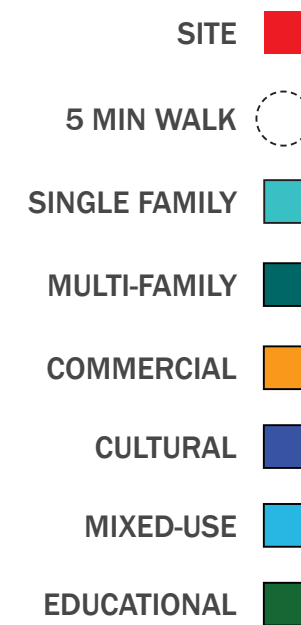


TRANSIT

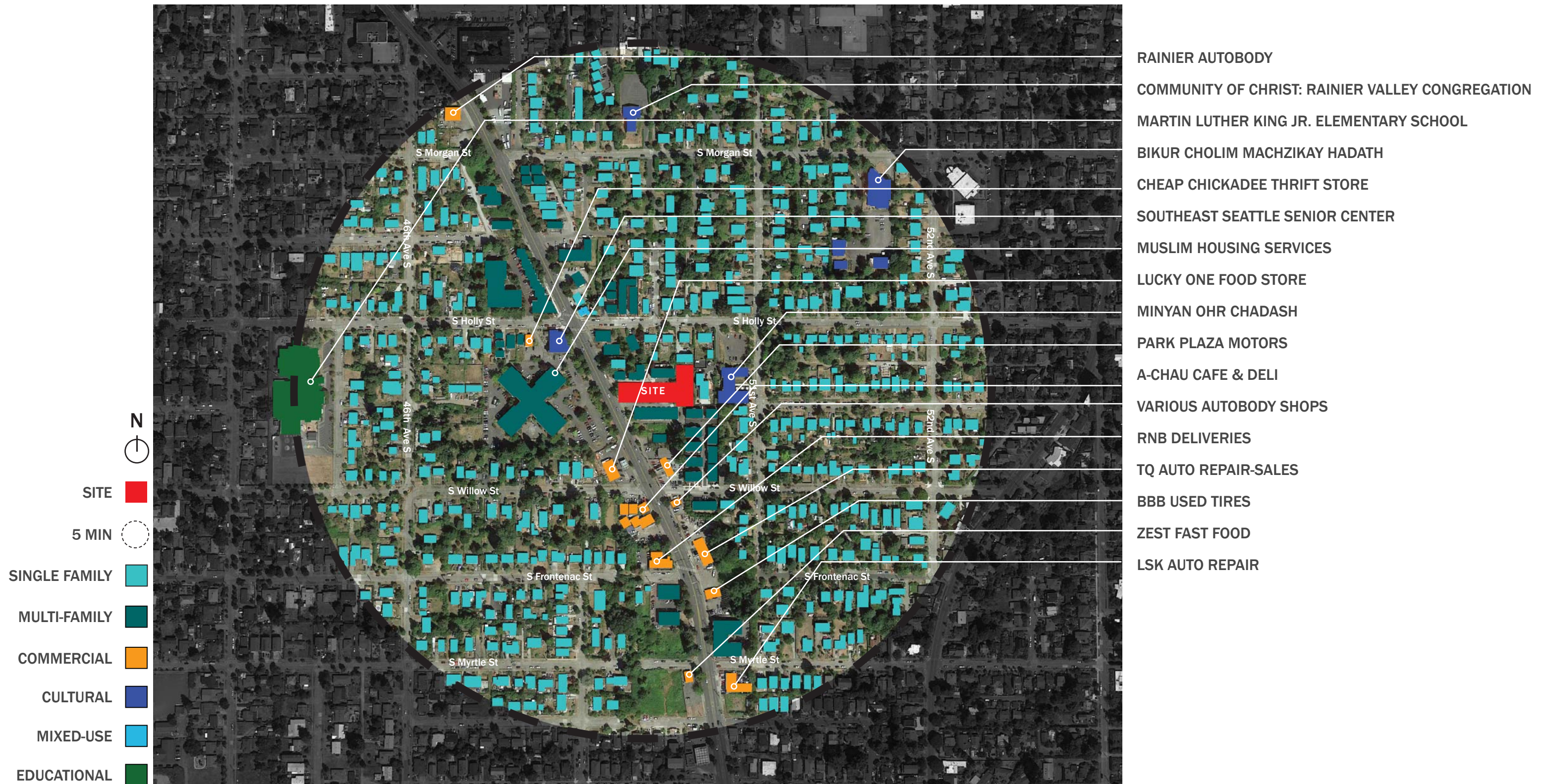


LAND USE ANALYSIS:

- Area near site and along Rainier Ave S recently upzoned resulting in a concentration of Multi Family and commercial buildings
- Cultural buildings (churches/museums) scattered throughout the neighborhood.
- Light blue buildings indicate single parcel single family homes.
- Nearby elementary school ~5 min walk from site

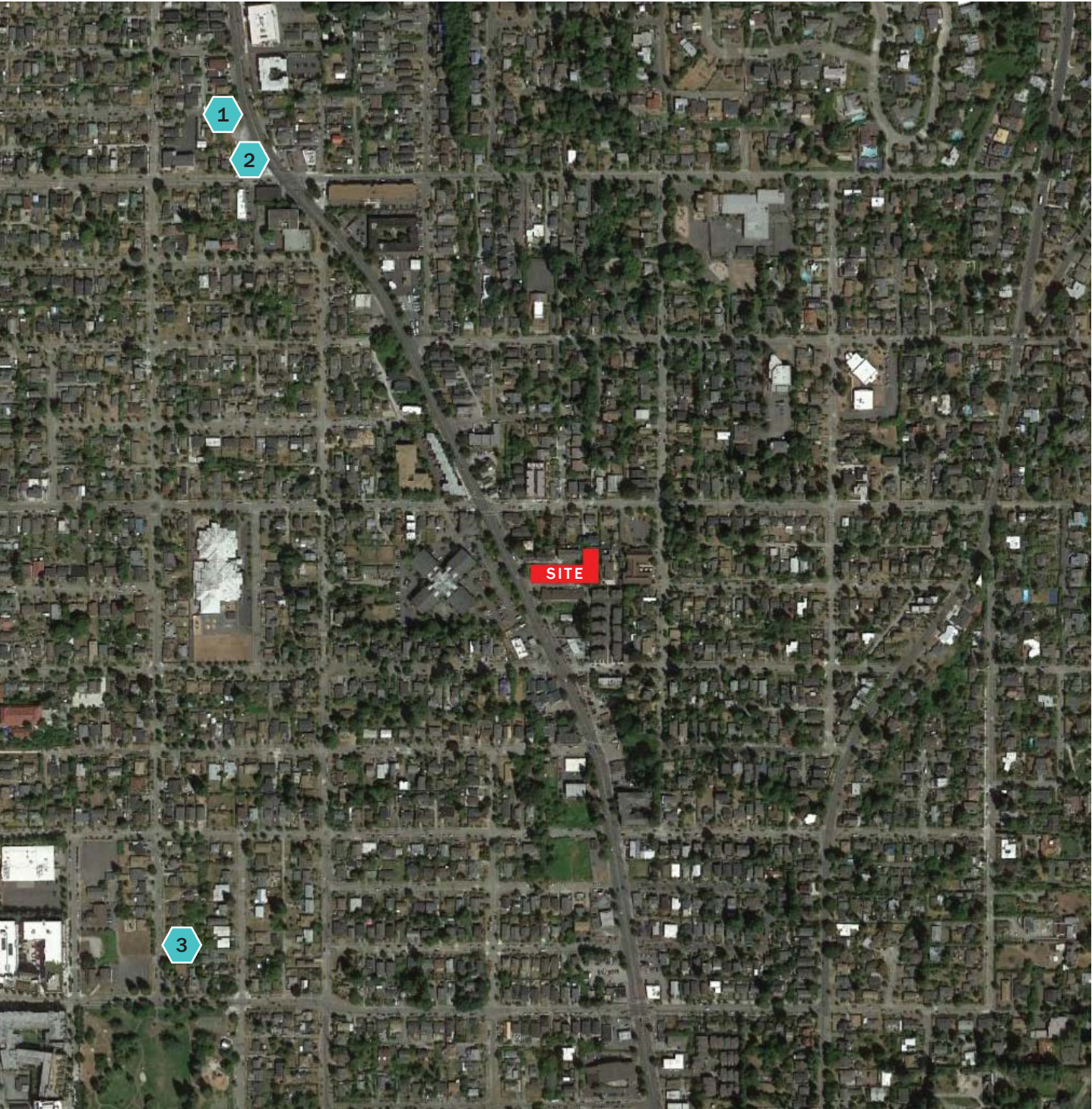


ZONING + LAND USE



CONTEXT + LOCAL BUSINESSES

AERIAL DIAGRAM



PROJECT IMAGES



INFORMATION

6207 RAINIER AVE S

3-STORY, 5 UNIT TOWNHOUSE STRUCTURE. SURFACE PARKING FOR 3 VEHICLES TO BE PROVIDED. EXISTING STRUCTURE TO BE DEMOLISHED.

6211 RAINIER AVE S

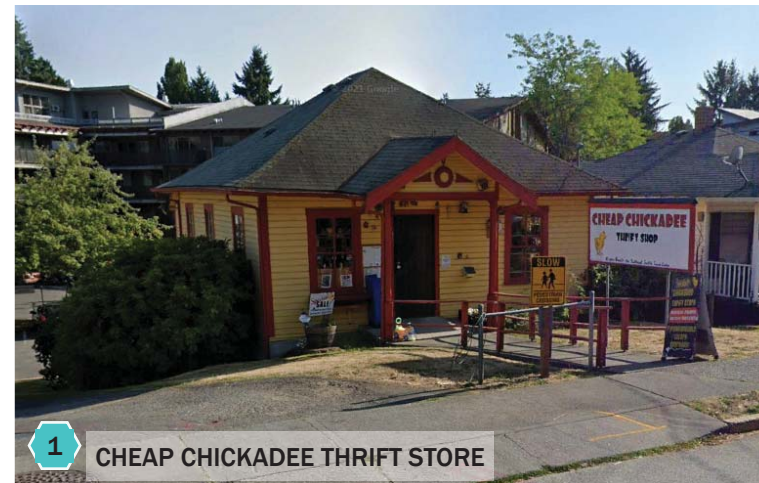
5, 3 STORY TOWNHOUSE BUILDINGS (20 UNITS TOTAL). PARKING FOR 11 VEHICLES PROPOSED.

7146 44TH AVE S

12, 3-STORY TOWNHOMES. PARKING PROVIDED FOR ALL 12 UNITS.

DESIGN REVIEW PROJECTS FROM SHAPING SEATTLE.

NEIGHBORHOOD DESIGN REVIEW PROJECTS



1 CHEAP CHICKADEE THRIFT STORE



4 PARK PLAZA MOTORS



2 VARIOUS AUTOMOTIVE BUSINESSES



5 A-CHAU CAFE AND DELI



3 LUCKY ONE FOODSTORE/GAS STATION

NEIGHBORHOOD ARCHITECTURE: COMMERCIAL



1 SE SEATTLE SENIOR CENTER/ART GALLERY/MUSEUM



2 MINYAN OHR CHADASH

NEIGHBORHOOD ARCHITECTURE: CULTURAL



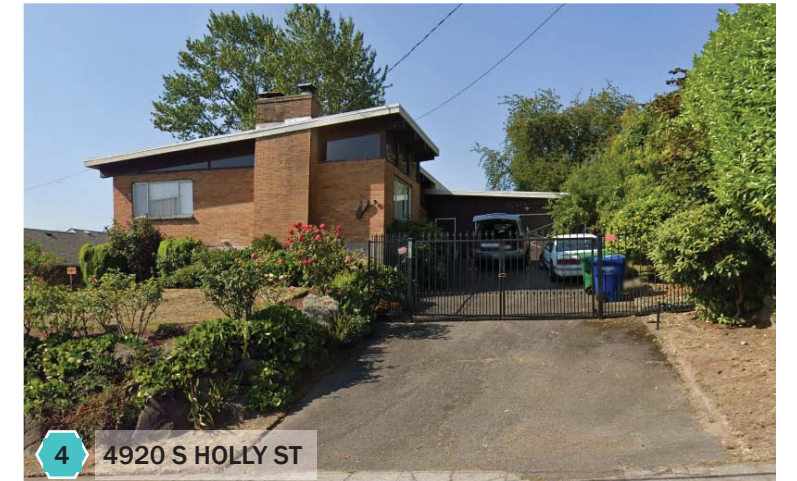
1 4633 S HOLLY ST



2 4655 S WILLOW ST



3 4667 S WILLOW ST



4 4920 S HOLLY ST



5 4922 S WILLOW ST

NEIGHBORHOOD ARCHITECTURE: RESIDENTIAL



EAST/WEST SITE SECTION LOOKING NORTH



NORTH/SOUTH SITE SECTION LOOKING EAST

CONTEXT AND SITE

CS1 NATURAL SYSTEMS AND SITE FEATURES

CS.1.B.1 - SUNLIGHT AND NATURAL VENTILATION
Sun and Wind: Take advantage of solar exposure and natural ventilation available onsite where possible. Use local wind patterns and solar gain and a means of reducing the need for mechanical ventilation and heating where possible.

CS1.C.2. - TOPOGRAPHY
Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.

The separation of the buildings into smaller groups of mostly duplexes increases exposure to capitalize on daylighting potential. This maximizes daylighting and natural ventilation for interior and exterior spaces.

The site plan layout takes advantage of the topography by stepping up the buildings to follow, as much as possible, the natural incline towards the east of the site. The steep drive also follows the topography ending in a plateau where it becomes a woonerf.

CS2 URBAN FORM AND PATTERN

CS2.B.3 - CHARACTER OF OPEN SPACES
Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or “rooms” for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).

CS2-C.2 HEIGHT, BULK, AND SCALE
Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.

CS2-D.1 HEIGHT, BULK, AND SCALE
Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties; for example siting the greatest mass of the building on the lower part of the site or using an existing stand of trees to buffer building height from a smaller neighboring building.

The site is perforated with various scales of multifunctional outdoor spaces. Small private backyards and shared side yards are _ to community shared spaces along the drive and the woonerf which break down into small private porches at the buildings. Multiple hardscape textures, vegetation, and other landscape elements combine to activate these spaces.

The buildings are broken down into a duplex scale so there are more smaller buildings on site, in line with the adjacent context. Furthermore, the buildings use architectural methods including modulation, color, texture, materials, and recessed entries to break up the facades along the drive and the setbacks.

The massing is broken down into a complex of smaller buildings that follow the existing topography which steps up to the east of the site. These smaller forms are more in line with the residential neighborhood context and diminish the bulk of the site massing.

PUBLIC LIFE

PL1 CONNECTIVITY

PL1.A.2 - ADDING PUBLIC LIFE
Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

PL1.B.1 - PEDESTRIAN AMENITIES
Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building’s entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

The main drive is designed as woonerf to allow vehicular and pedestrian spaces to coexist. Hardscape pattern and texture will work to control traffic and create safe boundaries for pedestrians. Landscape strips will also be introduced to soften the hardscape edges and create more inviting spaces. The townhomes face the woonerf and have recessed entries that open into the space.

The woonerf will create communal spaces for residents to inhabit. Along the edges of the woonerf outdoor furniture and other amenities will help anchor and activate the space. Seasonal landscape variety will ensure the site remains lush throughout the year. Awnings on the buildings will create covered entries, walkways and bike storage conditions.

PL2 WALKABILITY

PL2. B SAFETY AND SECURITY

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

PL2.C - WEATHER PROTECTION

Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible.

PL3 STREET-LEVEL INTERACTION

PL3.A.2 - ENSEMBLE AND ELEMENTS

Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping lighting, and other features.

PL4 ACTIVE TRANSPORTATION

PL4.B.2 - BIKE FACILITIES

Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety

Strategic placement of entries, windows, and outdoor lighting create a safe street level experience for pedestrians. The buildings separations also allow for improved sightlines throughout the site, increasing visibility, and security.

Overhead weather protection in the form of awnings and massing projections create covered spaces for pedestrian walkways, entries, and bike storage spaces.

The proposed project creates a common space which is pedestrian friendly. The entries are carefully considered as they are articulated with high quality materials and design elements, such as brick and canopies. They are either recessed or projected beyond the main massing to be discernible and attractive.

Short term bicycle parking is in a central area on site for best access. Long term bike storage is located at each individual townhome and covered for weather protection.

DESIGN CONCEPT

DC1 PROJECT USES & ACTIVITIES

DC.B.1 - VEHICLE ACCESS AND CIRCULATION

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

DC.C.2 - PARKING SERVICES - VISUAL IMPACT

Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/ or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.

The principal site circulation happens along a central drive which dead ends into a woonerf that provides code compliant fire turnaround area. Site amenities like parking, pedestrian walkways, bike and solid waste storage are also located along the central site circulation for ease of accessibility.

Parking spaces are spread throughout the site in groups of one or two to reduce the impacts on the site. They are discreetly located along central circulation in between the buildings to screen them from view along Rainier Ave S.

DC2 ARCHITECTURAL CONCEPT

DC2.A.1 - MASSING - SITE CHARACTERISTICS AND USES

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

The scale of the massing is broken down to match topography and introduce open spaces. The intersections between the major circulation axis and the open spaces create nodes that are used for various site amenities. This smaller scale of duplexes fits well with the neighborhood context.

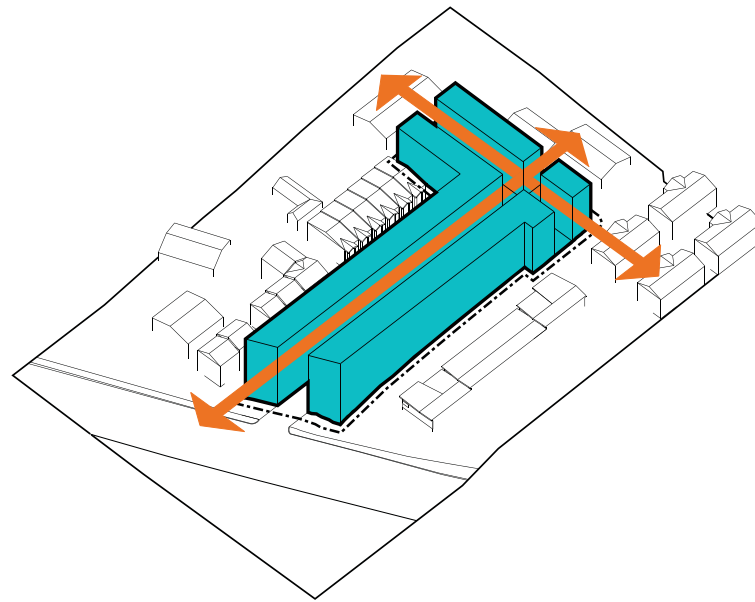
DC2.C - SECONDARY ARCHITECTURAL FEATURES

Use design elements to achieve a successful fit between a building and its neighbors

The perceived mass of the project has been addressed in multiple ways. The townhouses take advantage of the existing topography on site, they step up with the grade minimizing their mass on the street. The roof forms break down the massing into individual units. The shed and butterfly roofs introduce a more contemporary feel to the neighborhood, while reflecting the common roof forms found in the context. Accent colors, raised porch entries, and wood details improve the street level experience and help the project fit within the residential context. The use of lap siding responds to the materials commonly found within the existing neighborhood fabric

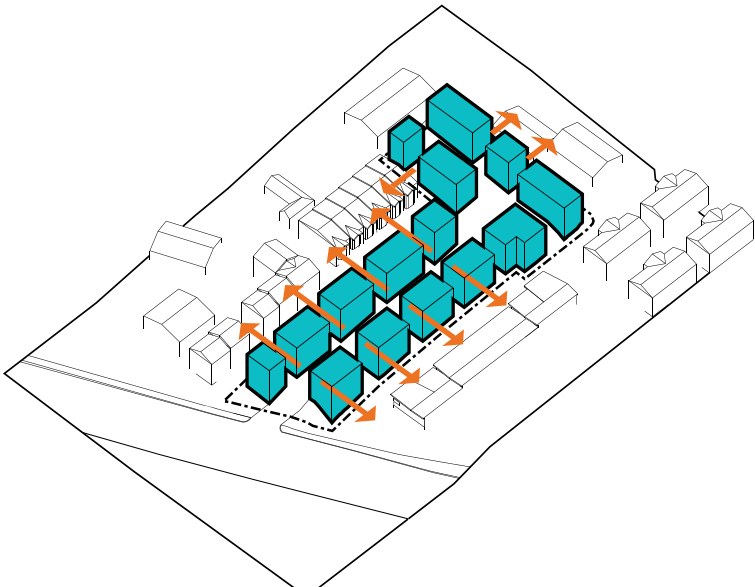
1. COMMUNAL CIRCULATION (SITE STRATEGY)

A site of this scale has the potential to create a micro community with its own dedicated circulation. The design team will celebrate site circulation and seek to design a project where all units face a shared drive or pathway to promote interactions and community.



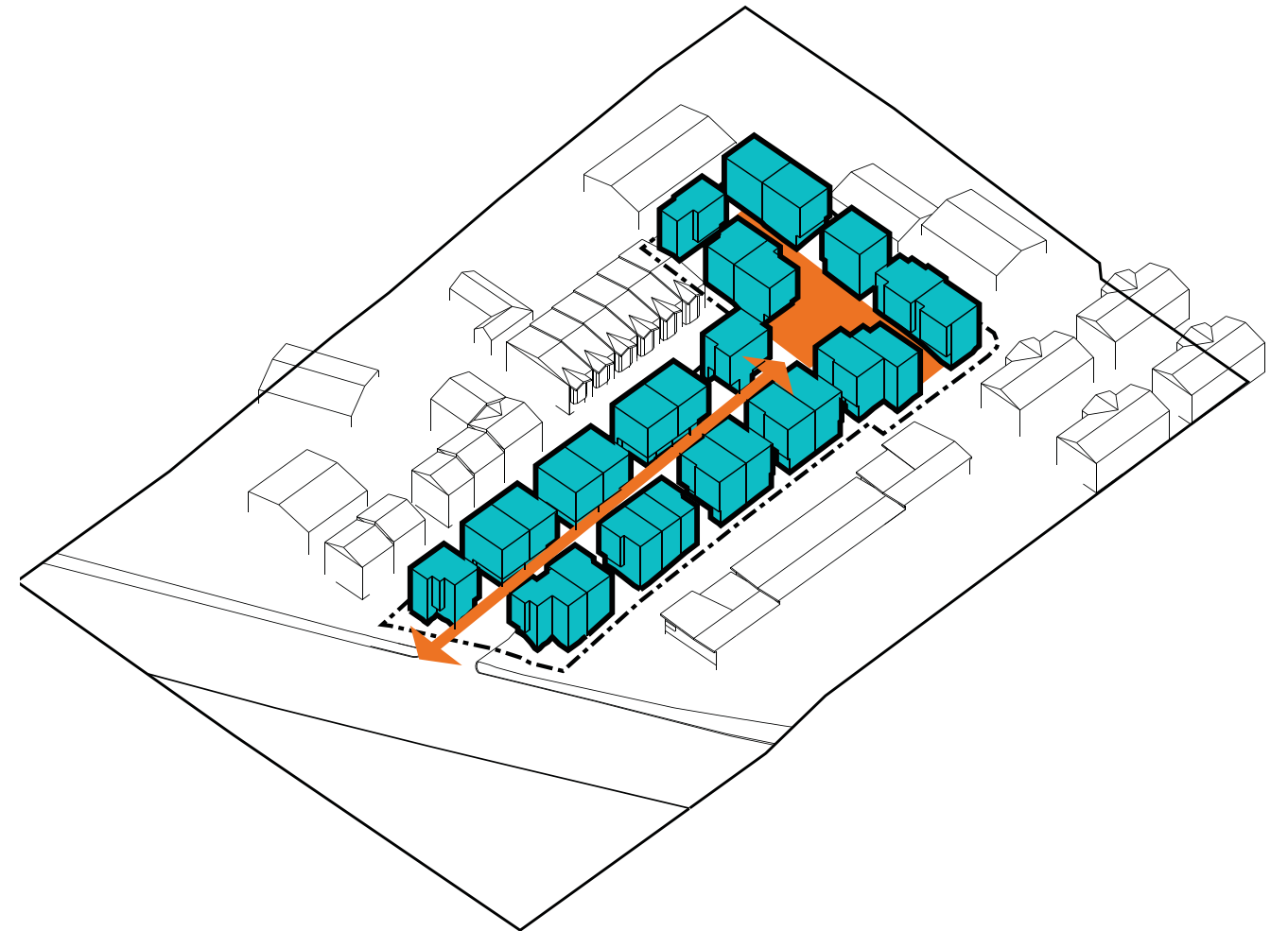
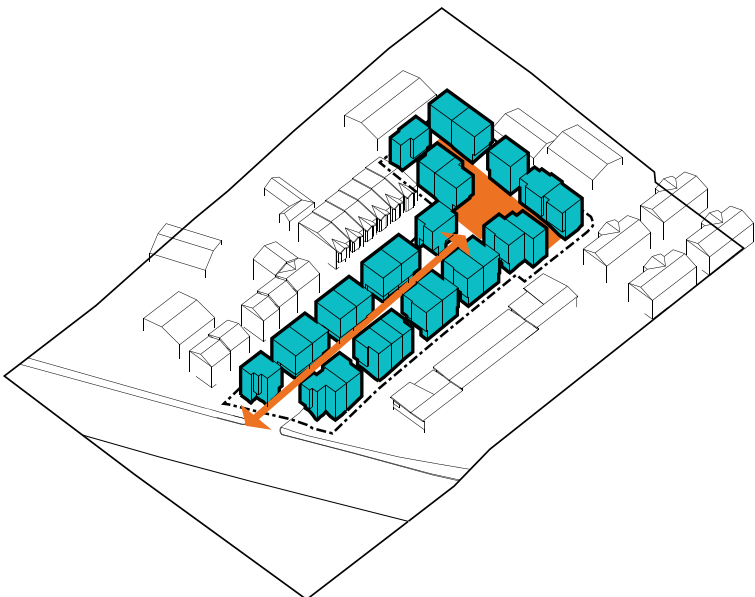
2. NEIGHBORING SCALE (CONTEXT STRATEGY)

The context surrounding the site is comprised of primarily 2-3 story single family or multifamily townhomes. The design team will seek to break down the scale of the project through the distribution of building mass on site and the strategic grouping of units.

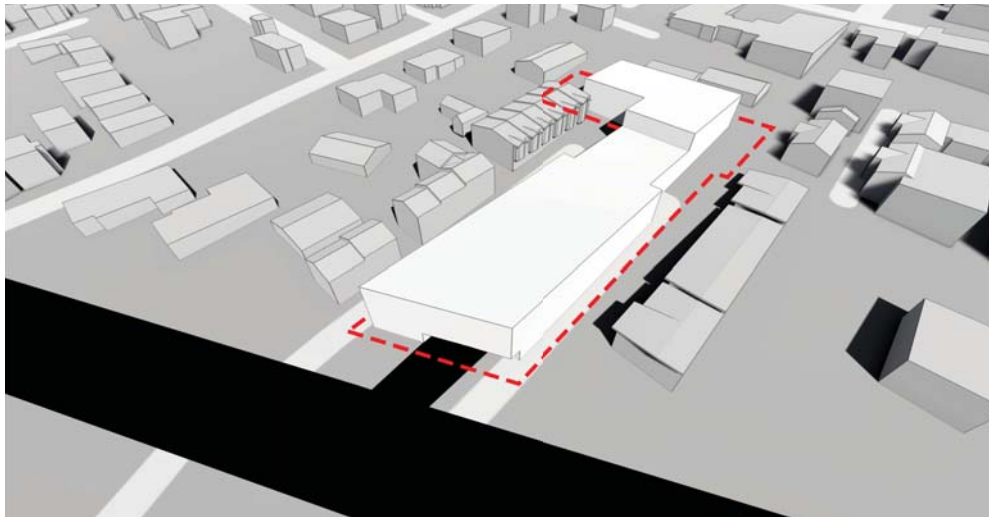


3. HUMANIZED SPACES (OPEN SPACE STRATEGY)

While vehicular access is required for this project the design team will seek to humanize vehicular paths. This will be achieved through materiality, scale, and landscaping that promotes safety and comfort for future occupants.



DESIGN CONCEPT



SCHEME 1 (Code Compliant)

A 4 story apartment building with below grade parking.

UNITS: (84) (52 UNITS + 32 SEDU UNITS)

PARKING STALLS: (41) 50% PARKED

ADVANTAGES:

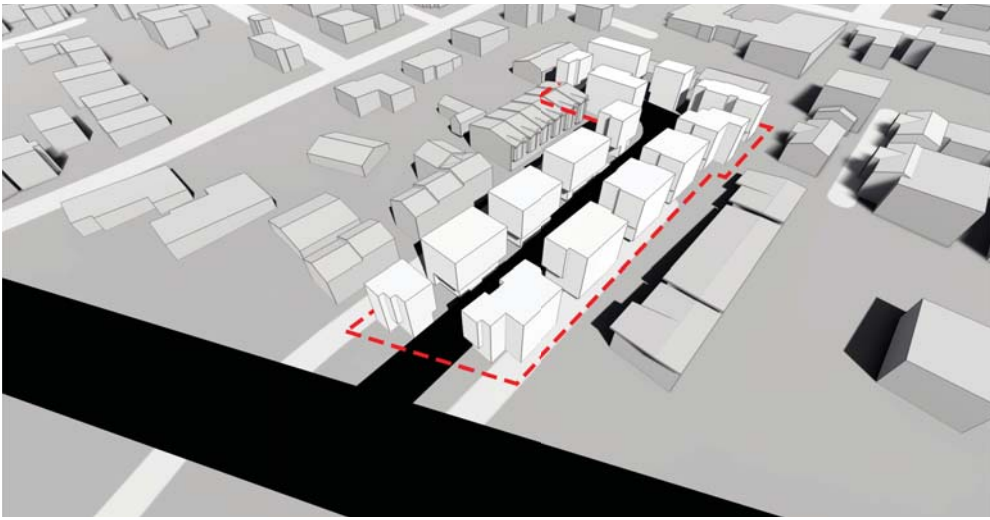
- Increased density, Double the unit count of the two alternate schemes.
- Hidden utilities, below grade parking and trash services.

DISADVANTAGES:

- Scale, A large scale building mass does not respect the scale of adjacent parcels.
- Parking to unit Ratio, the proposed scheme will only meet the 50% minimum parking requirement resulting in 41 unparked units.
- Light disruption, the large continuous building mass will obstruct views and light from adjacent parcels particularly those to the north.
- Reduced site access, majority of the site will be occupied by building limiting the amount of outdoor access for occupants.

DEPARTURES:

NONE



SCHEME 2 (Code Compliant)

A code compliant 15 building town home proposal with open parking.

UNITS: (26)

PARKING STALLS: (24)

ADVANTAGES:

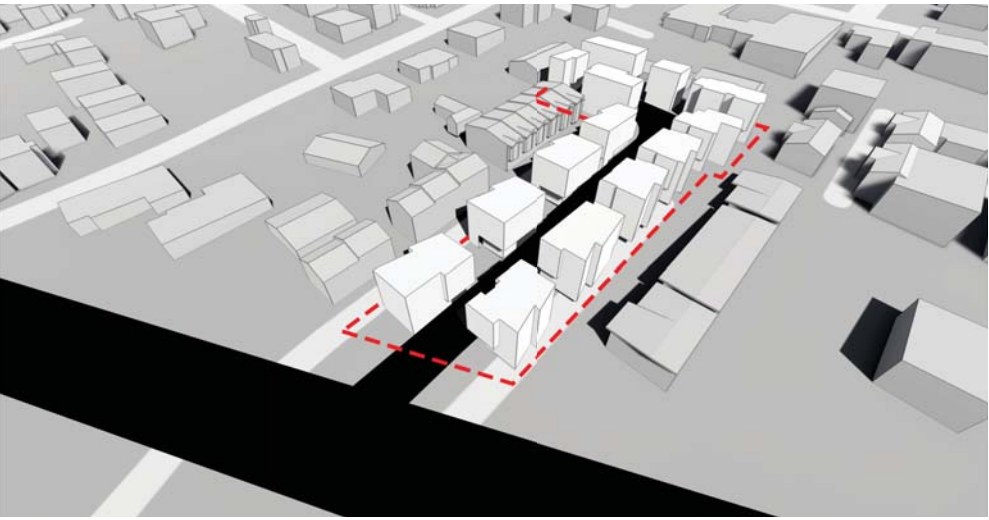
- Parking to unit Ratio, the proposed scheme will park 92% of the units leaving only 2 units without parking.
- Scale, Distributed building mass helps to break down the overall scale of the project.

DISADVANTAGES:

- Large drive area, the large amount of paving required for the 20' 2 lane drive and fire turn around minimizes the area for landscaping.
- Minimal viewing angles and natural light, Besides the two units fronting many of the interior units will not have access to western light and views.
- Minimal Modulation, Due to façade and setback constraints the proposed scheme is limited in the amount of building modulation it can provide.

DEPARTURES:

NONE



SCHEME 3 (PREFERRED)

A 14 building town home proposal with open parking and proposed departure requests.

UNITS: (26) UNITS,
(24) PARKING STALLS

ADVANTAGES:

- Building Modulation, Smaller setbacks will allow for more modulation creating the opotunity for dynamic buildings.
- Pedestrian Drive, Narrowing the drive will allow for more open space for occupants to enjoy and reduce the overall hardscaping on site.
- Increased Viewing Angles, modulated north and south facades allow for additional light and views to the west.

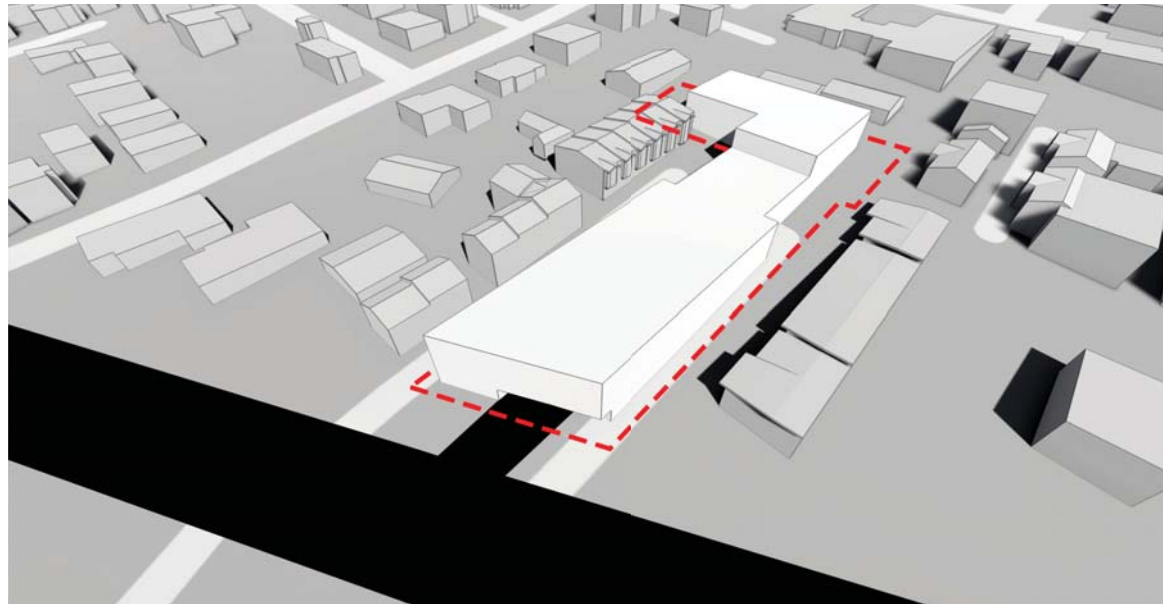
DISADVANTAGES:

- Departures required

DEPARTURES:

FACADE LENGTH: 5% INCREASE NORTH & SOUTH

SETBACKS: MINIMUM SIDE SETBACK 3' MIN 5' AVG



SCHEME 1 (Code Compliant)

DESIGN NARRATIVE:

Reflecting what currently exists on site Scheme 1 proposes a modern apartment design. As density continues to grow along Rainier Ave S Scheme 1 is an interpretation of what a maximum density apartment could look like on the proposed site. Out of all the schemes it proposed the most units and occupies the largest amount of volume on site.

UNITS: (84) (52 UNITS + 32 SEDU UNITS)

PARKING STALLS: (41) 50% PARKED

ADVANTAGES:

- Increased density, Double the unit count of the two alternate schemes.
- Hidden utilities, below grade parking and trash services.

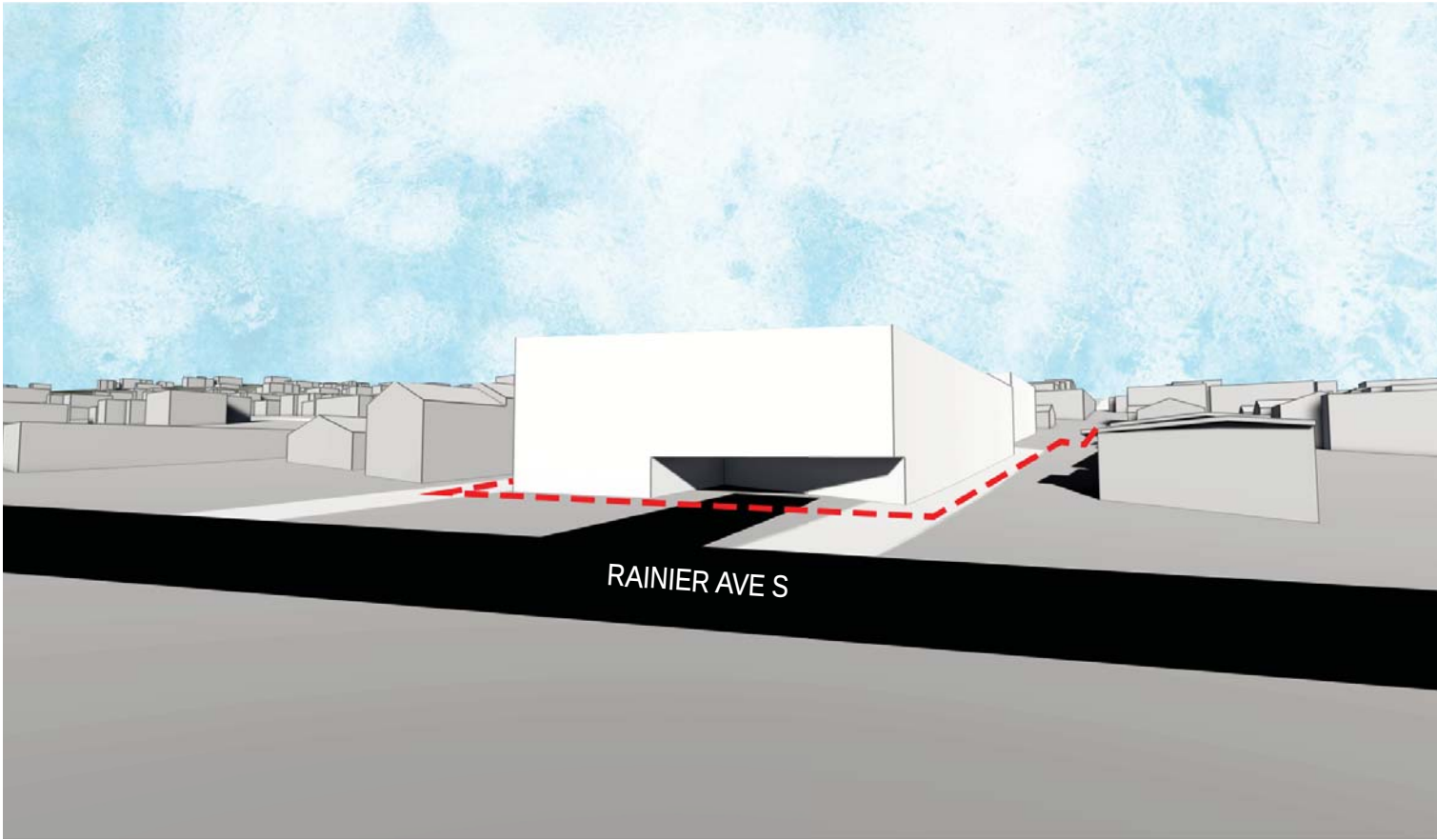
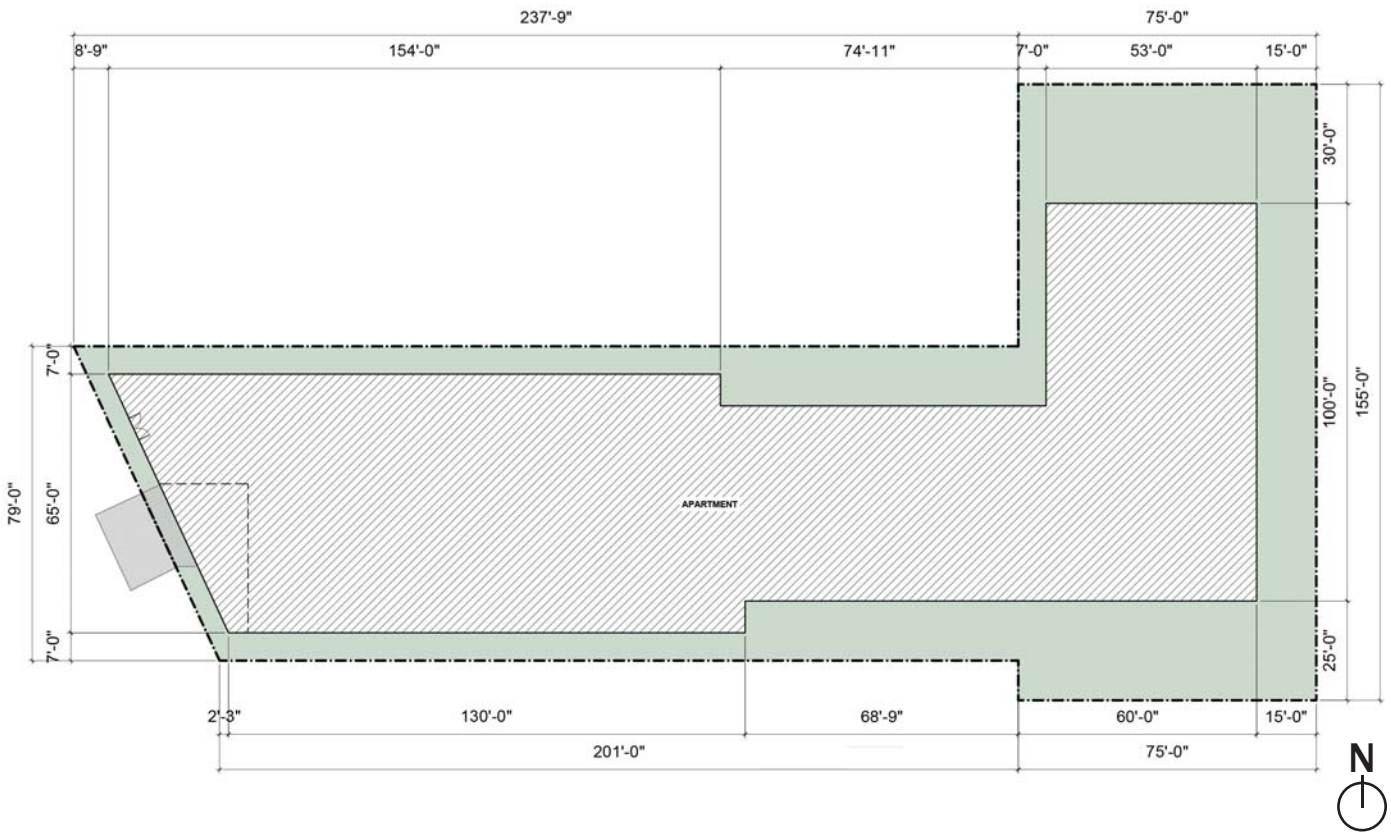
DISADVANTAGES:

- Scale, A large scale building mass does not respect the scale of adjacent parcels.
- Parking to unit Ratio, the proposed scheme will only meet the 50% minimum parking requirement resulting in 41 unparked units.
- Light disruption, the large continuous building mass will obstruct views and light from adjacent parcels particularly those to the north.
- Reduced site access, majority of the site will be occupied by building limiting the amount of outdoor access for occupants.

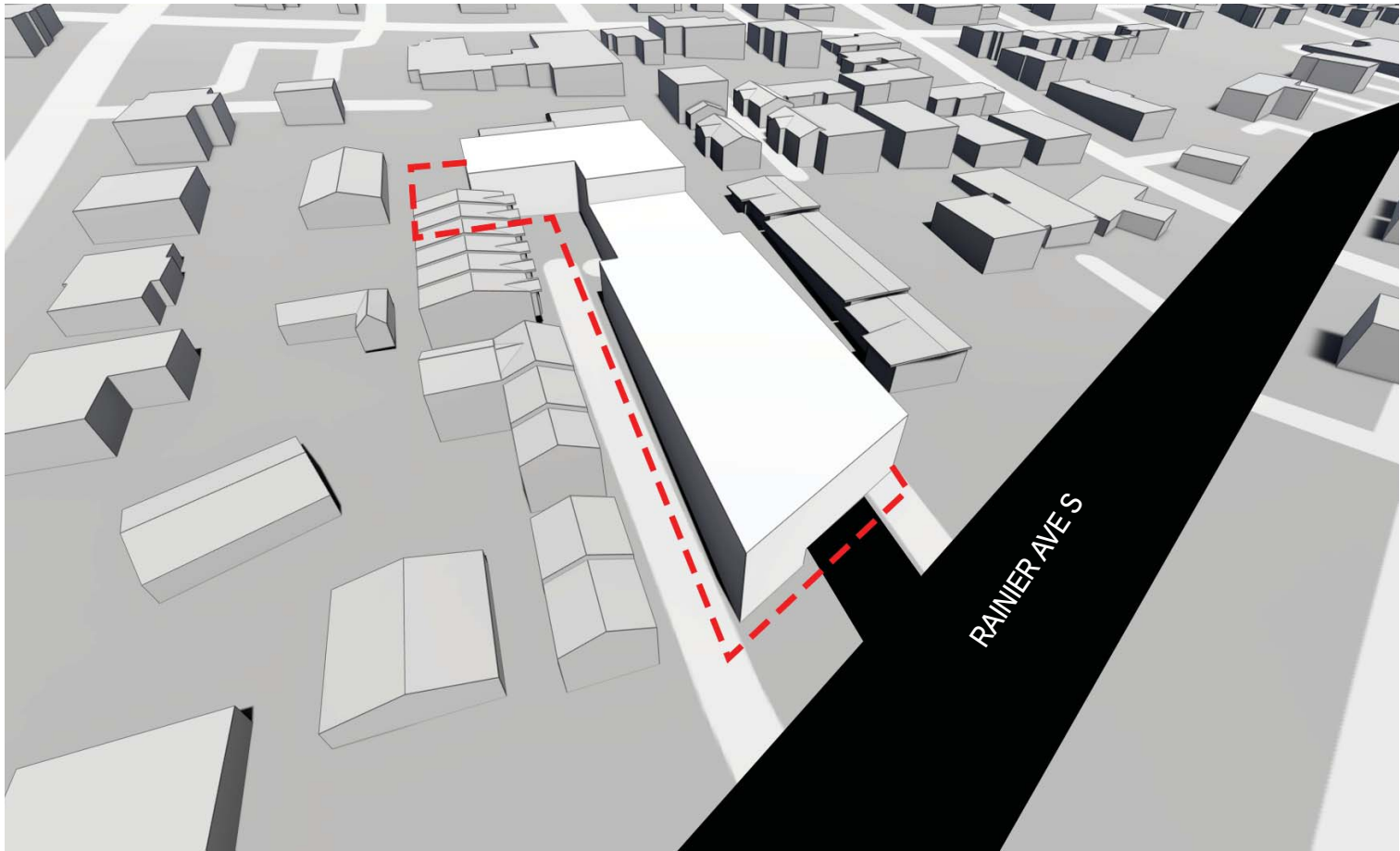
DEPARTURES:

NONE

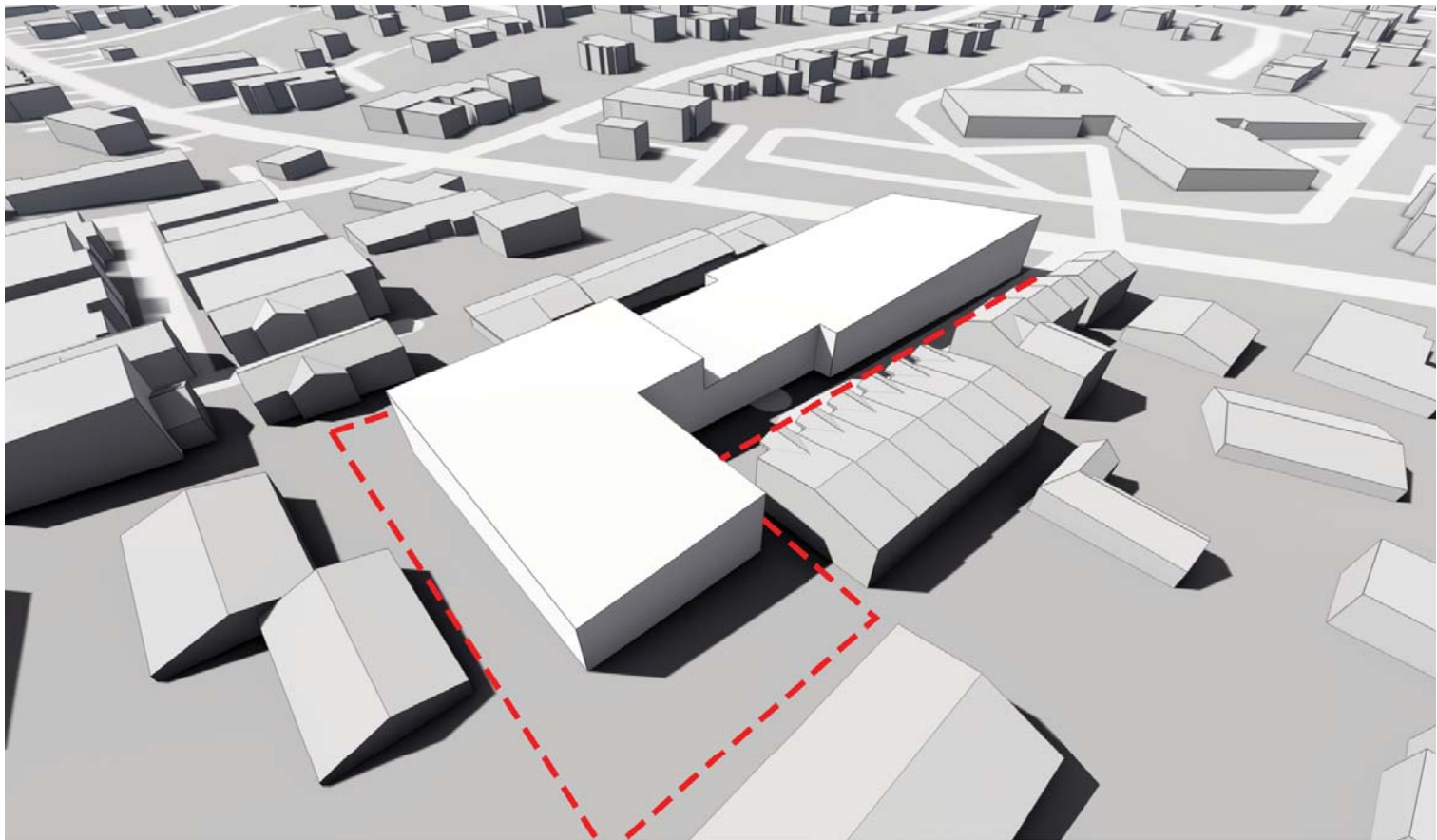
SITE



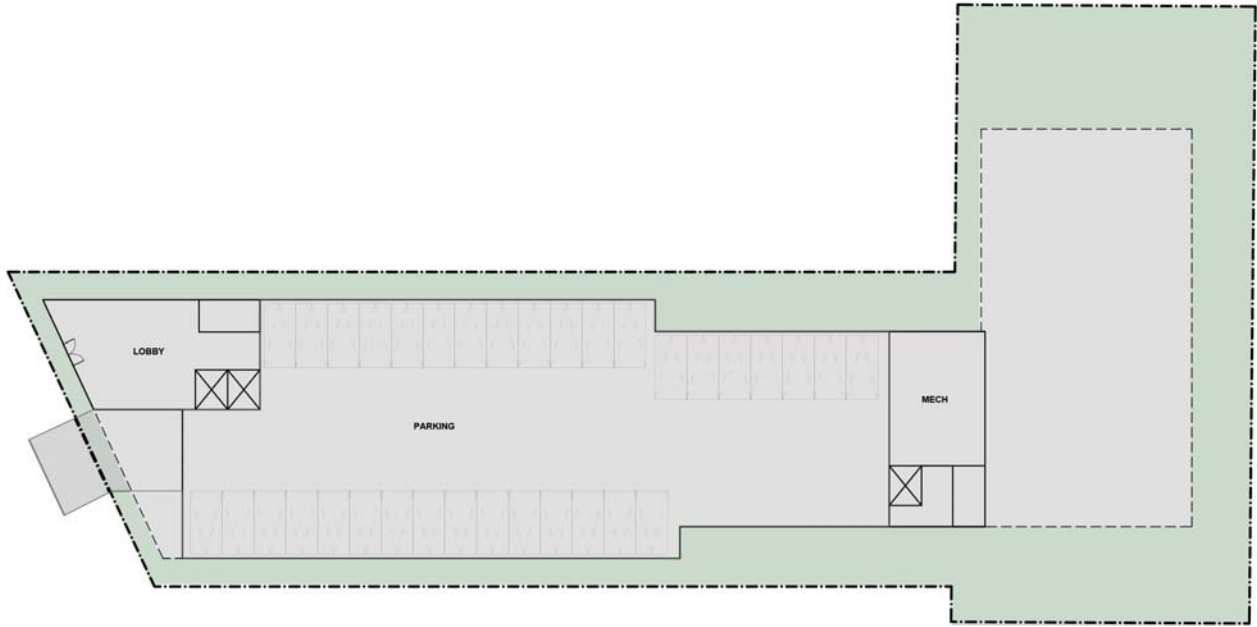
STREET VIEW



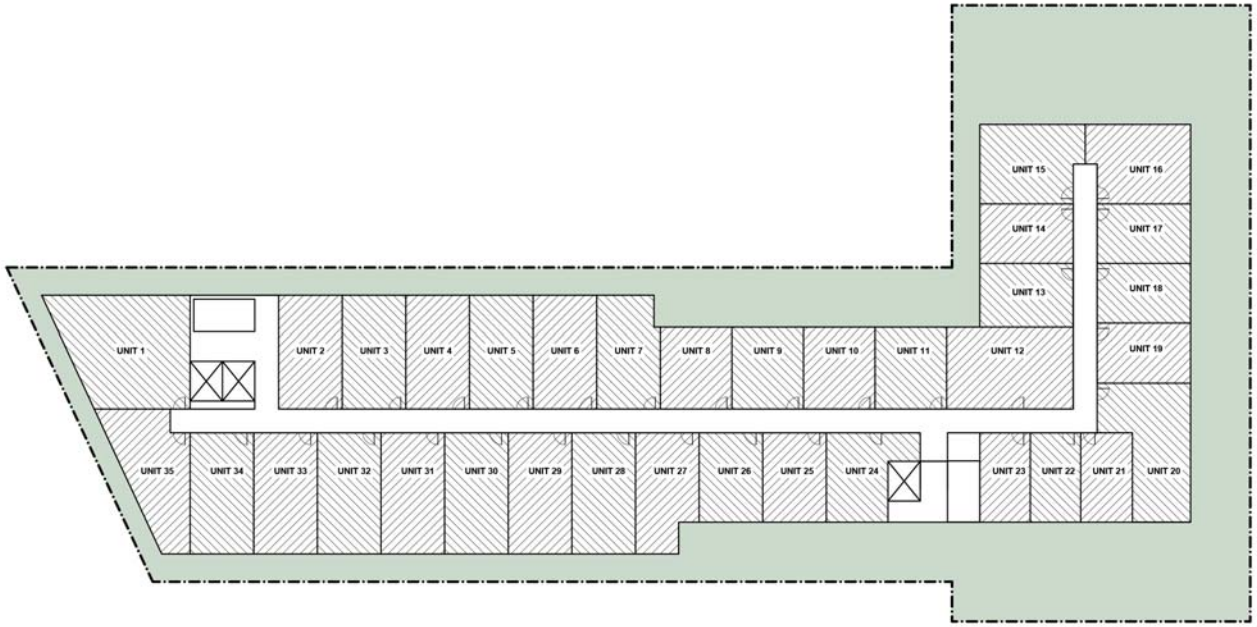
AERIAL VIEW 2



AERIAL VIEW 3

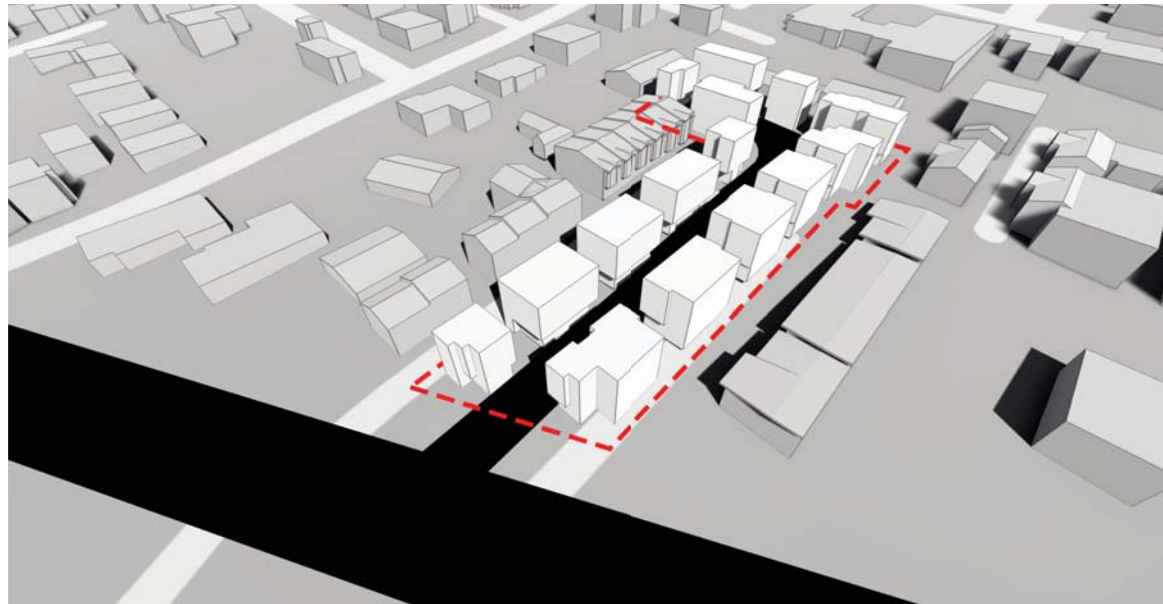


PARKING LEVEL



TYPICAL UPPER LEVEL





SCHEME 2 (Code Compliant)

DESIGN NARRATIVE:

Building off the idea of the townhome developments to the North and Southeast scheme 2 looks to provide balance between open space, utility, and density. The proposed scheme is an example of balance between functionality and livability with a portion of the drive serving as a woonerf while also falling within the site constraints.

UNITS: (26)

PARKING STALLS: (24)

ADVANTAGES:

- Parking to unit Ratio, the proposed scheme will park 92% of the units leaving only 2 units without parking.
- Scale, Distributed building mass helps to break down the overall scale of the project.

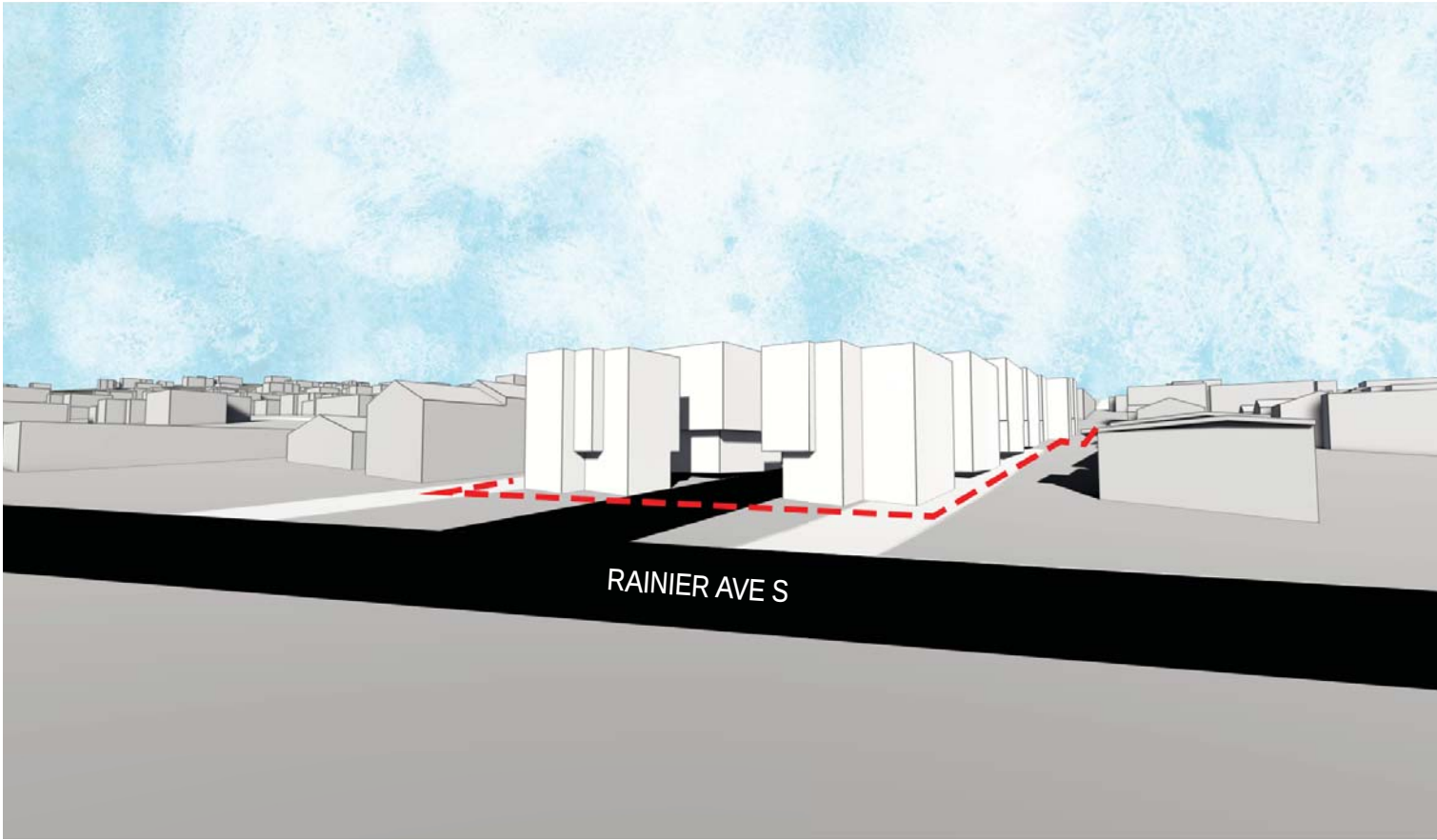
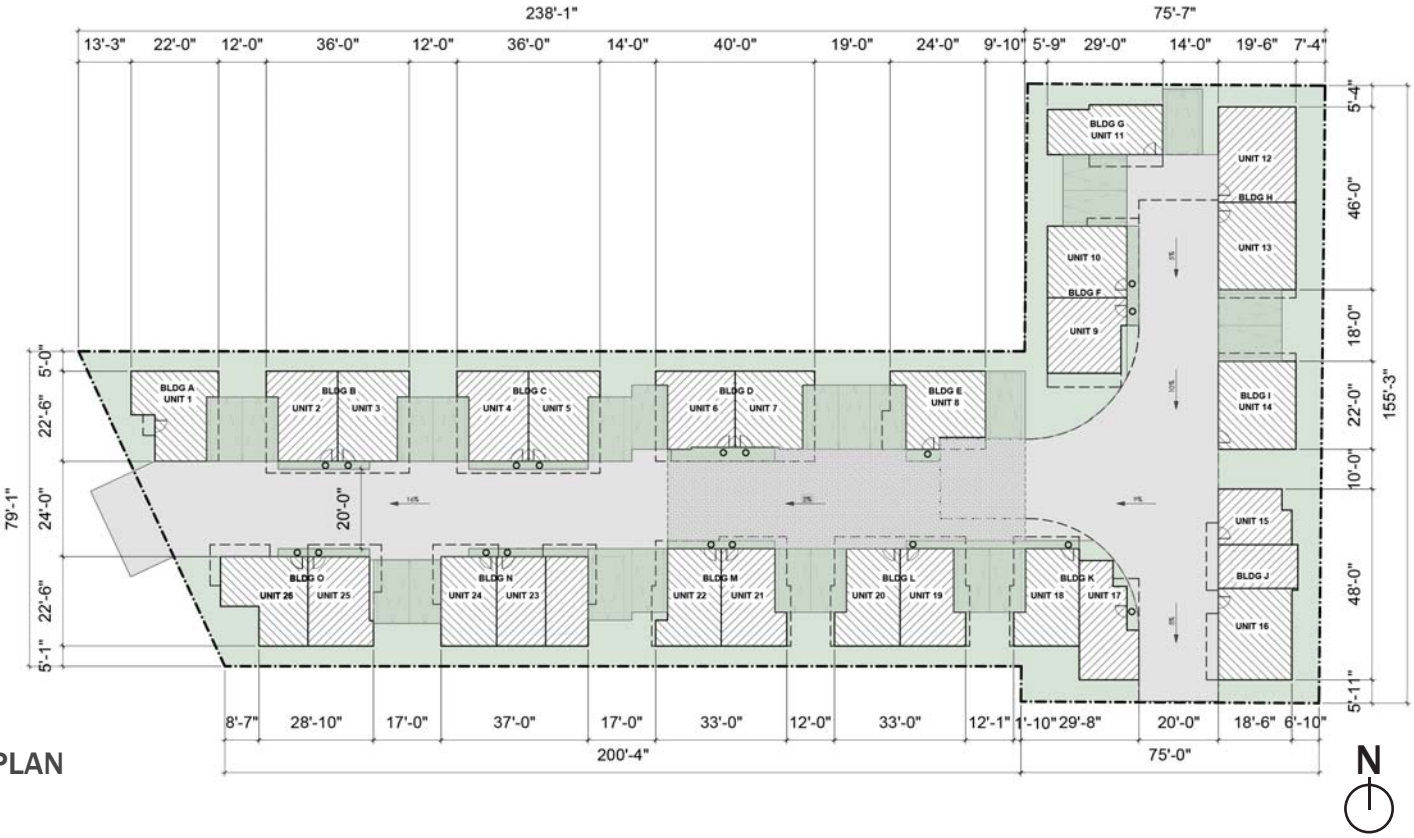
DISADVANTAGES:

- Large drive area, the large amount of paving required for the 20' 2 lane drive and fire turn around minimizes the area for landscaping.
- Minimal viewing angles and natural light, Besides the two units fronting Rainier Ave S many of the interior units will not have access to western light and views.
- Minimal Modulation, Due to façade and setback constraints the proposed scheme is limited in the amount of building modulation it can provide.

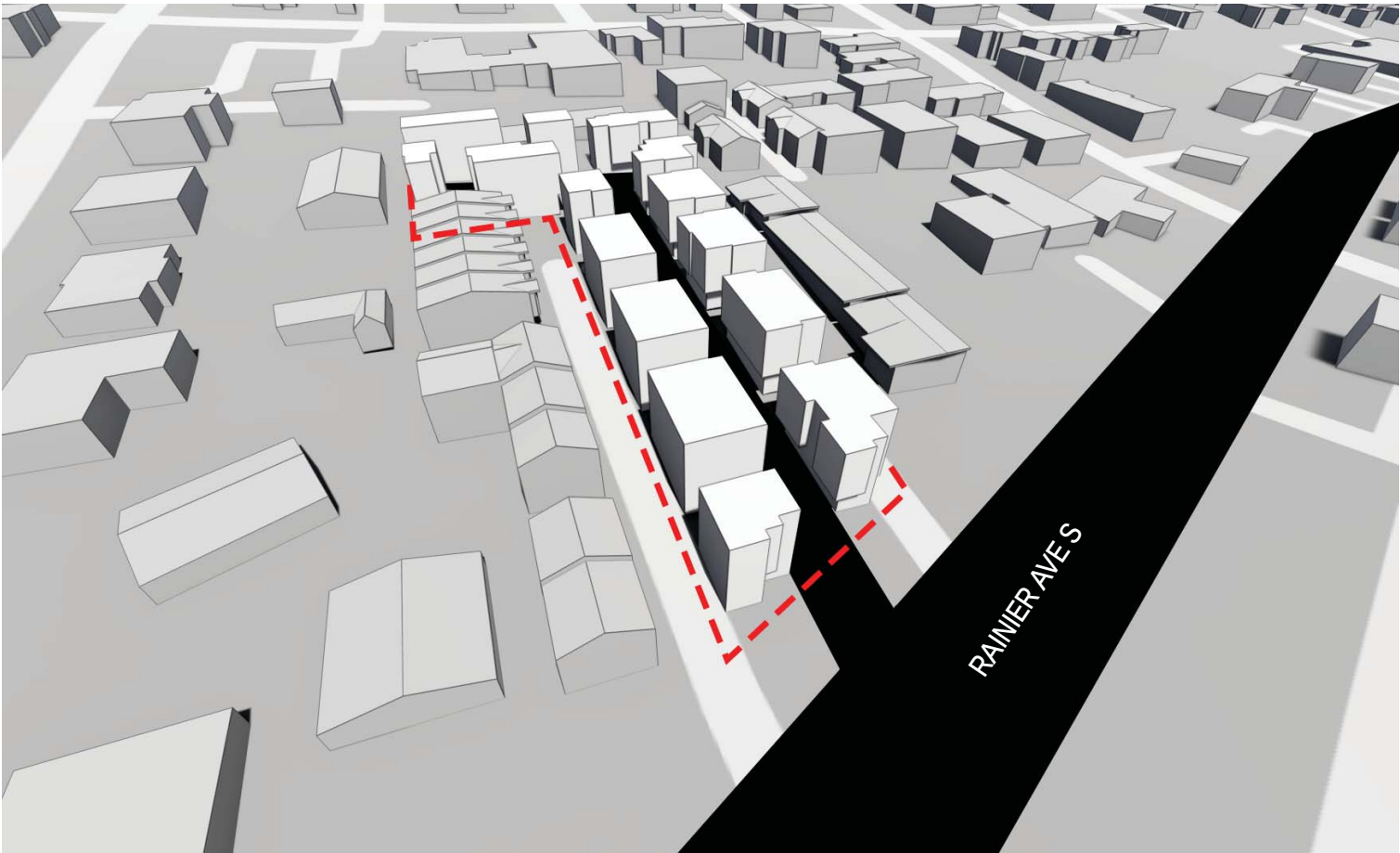
DEPARTURES:

NONE

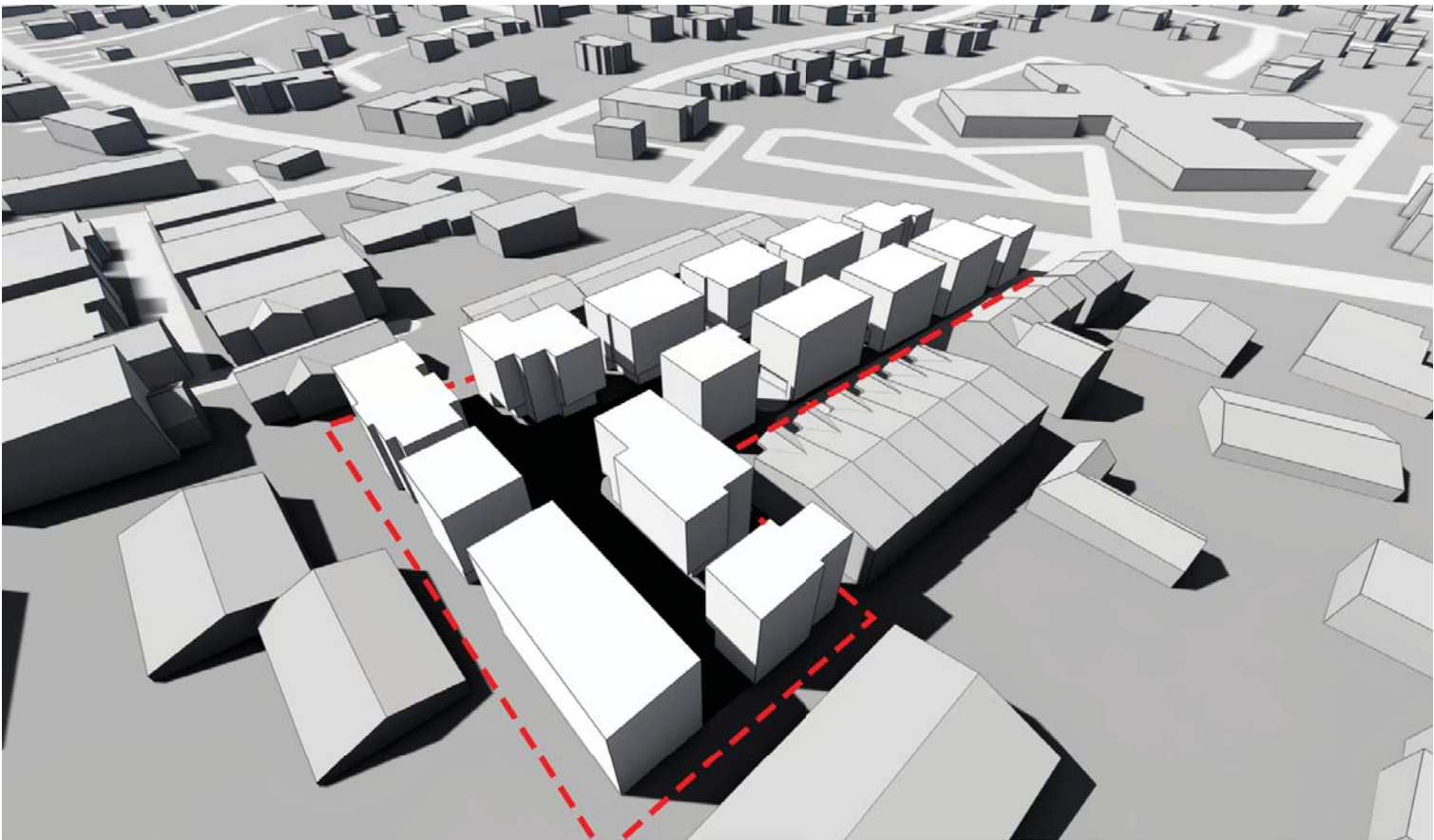
SITE PLAN



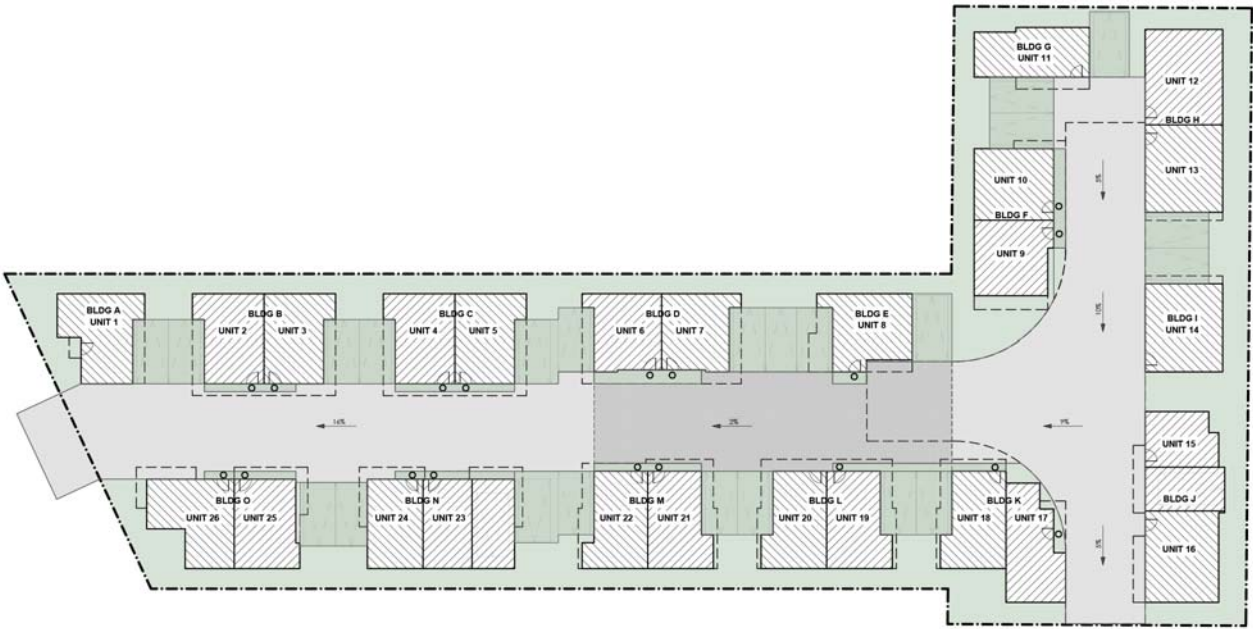
STREET VIEW



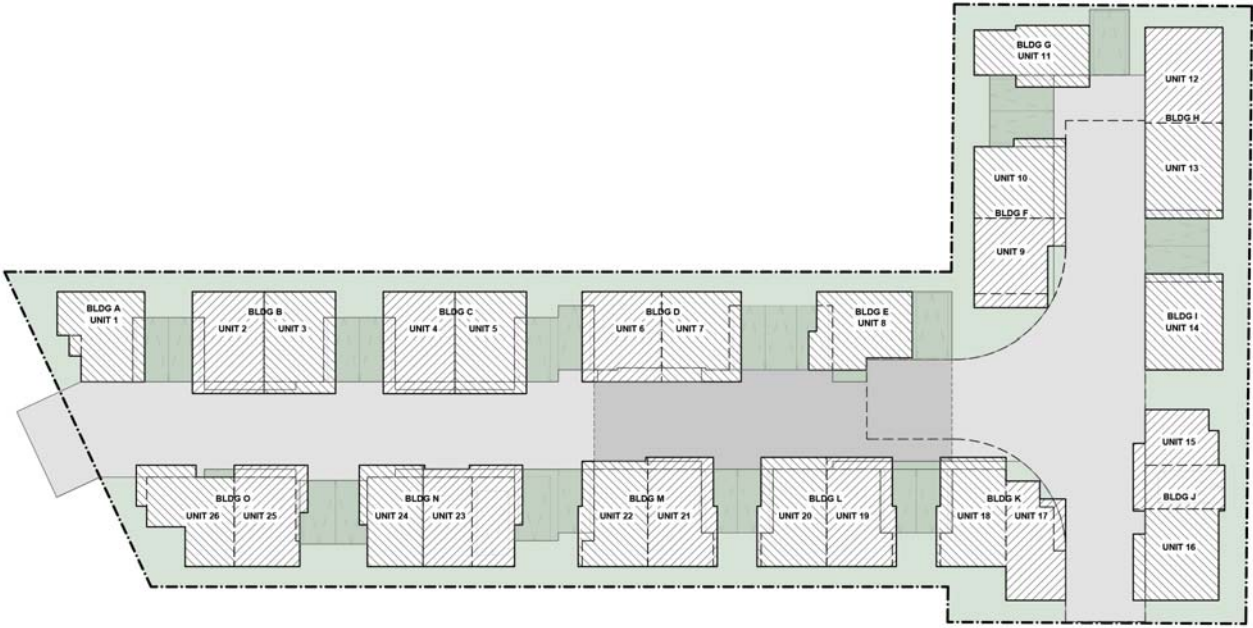
AERIAL VIEW 2



AERIAL VIEW 3



PARKING LEVEL



TYPICAL UPPER LEVEL





SCHEME 3 (PREFERRED)

DESIGN NARRATIVE:

Scheme 3 takes the ideas of scheme 2 and improves them by using departures. By reducing the setback to 3' the project is able to increase views and light access for 21 units on site. Additionally, by proposing a drive width of 12' the proposal increases the area of pedestrian space and reduces the overall hardscaping by 35%. Last of all small façade length departures allow for more flexibility on the façade facing Rainier Ave S.

UNITS: (26) UNITS,

(24) PARKING STALLS

ADVANTAGES:

- Building Modulation, Smaller setbacks will allow for more modulation creating the opportunity for dynamic buildings.
- Pedestrian Drive, Narrowing the drive will allow for more open space for occupants to enjoy and reduce the overall hardscaping on site.
- Increased Viewing Angles, modulated north and south facades allow for additional light and views to the west.

DISADVANTAGES:

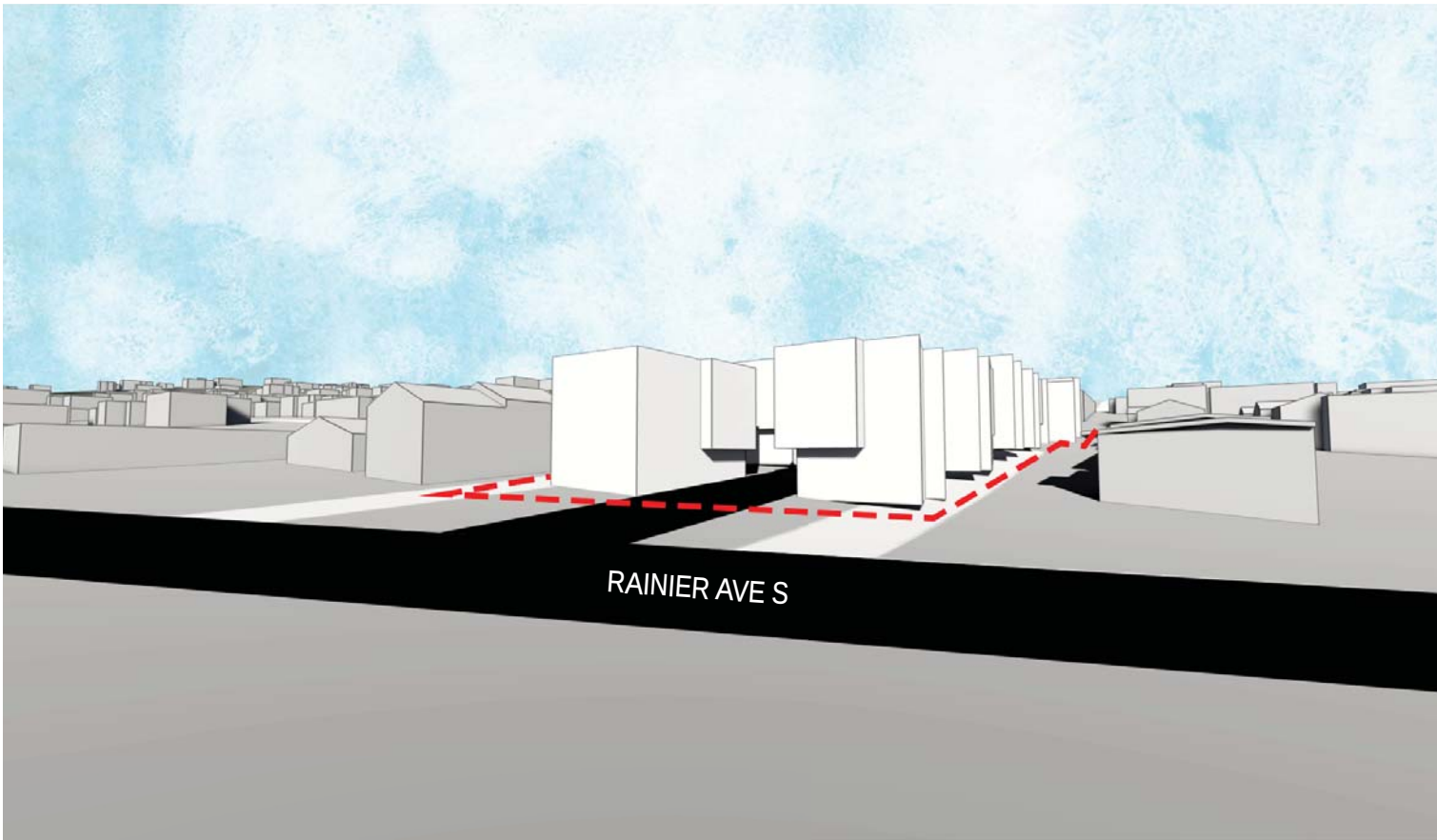
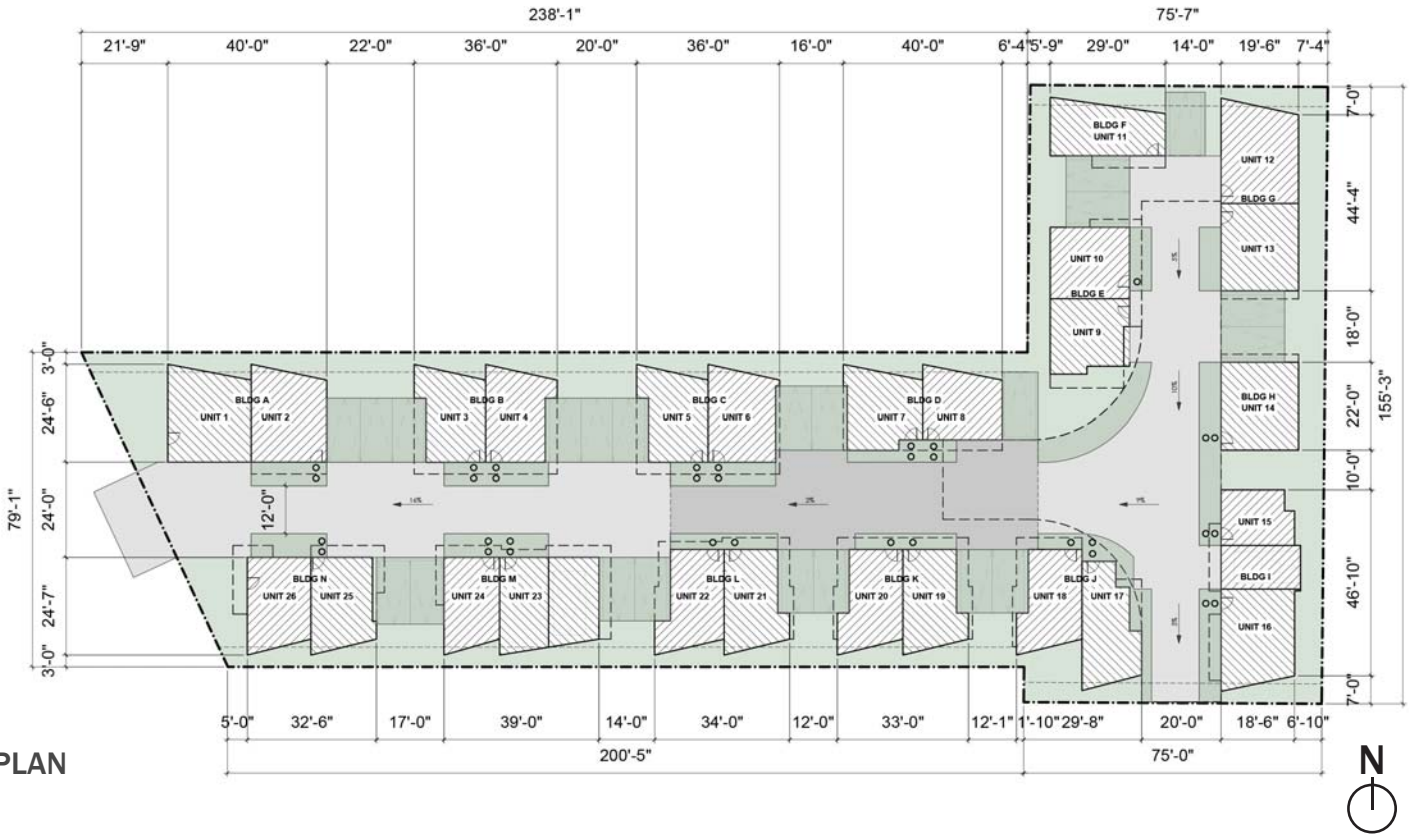
- Departures required

DEPARTURES:

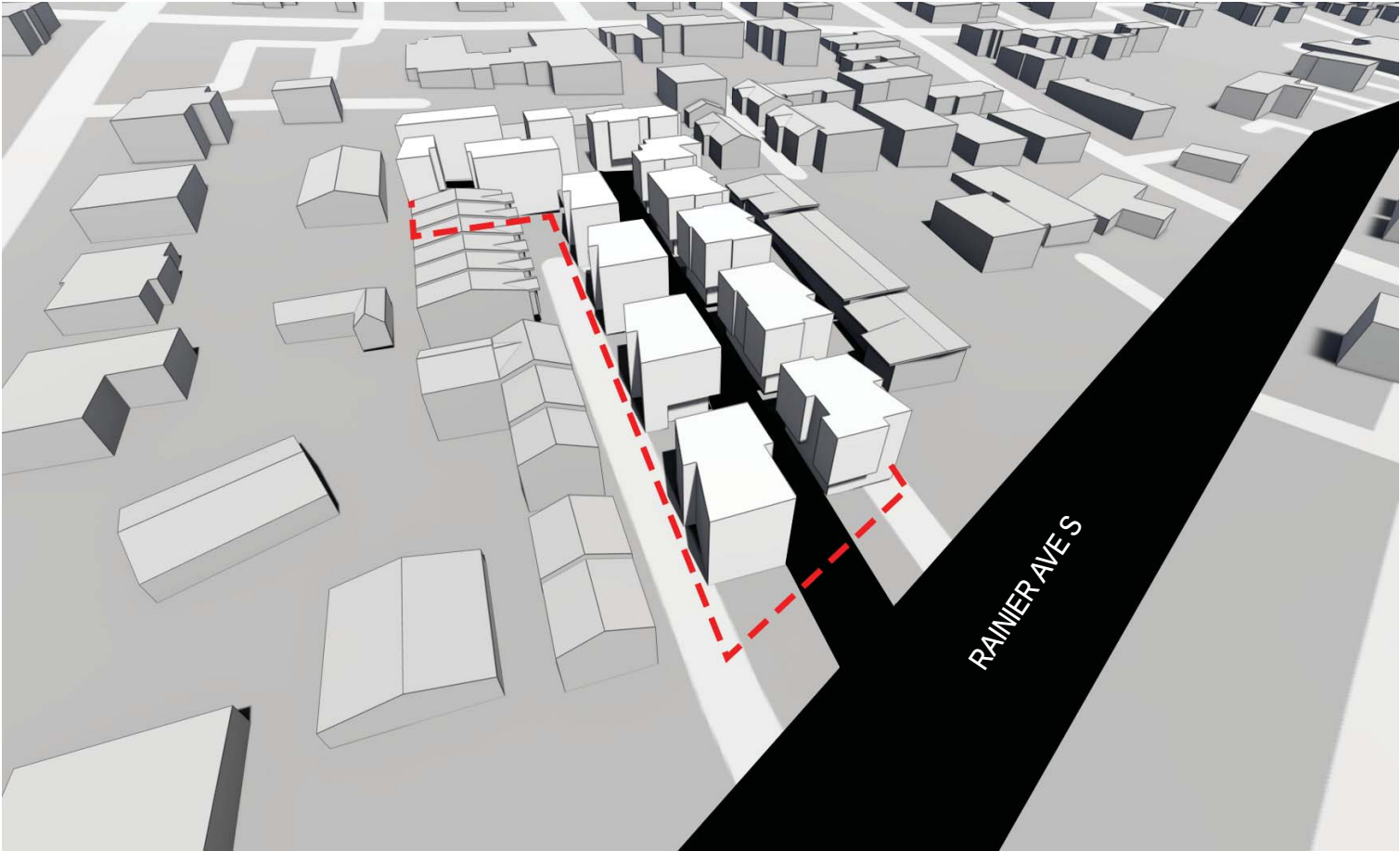
FACADE LENGTH: 2% INCREASE NORTH & SOUTH

SETBACKS: MINIMUM SIDE SETBACK 3' MIN 5' AVG

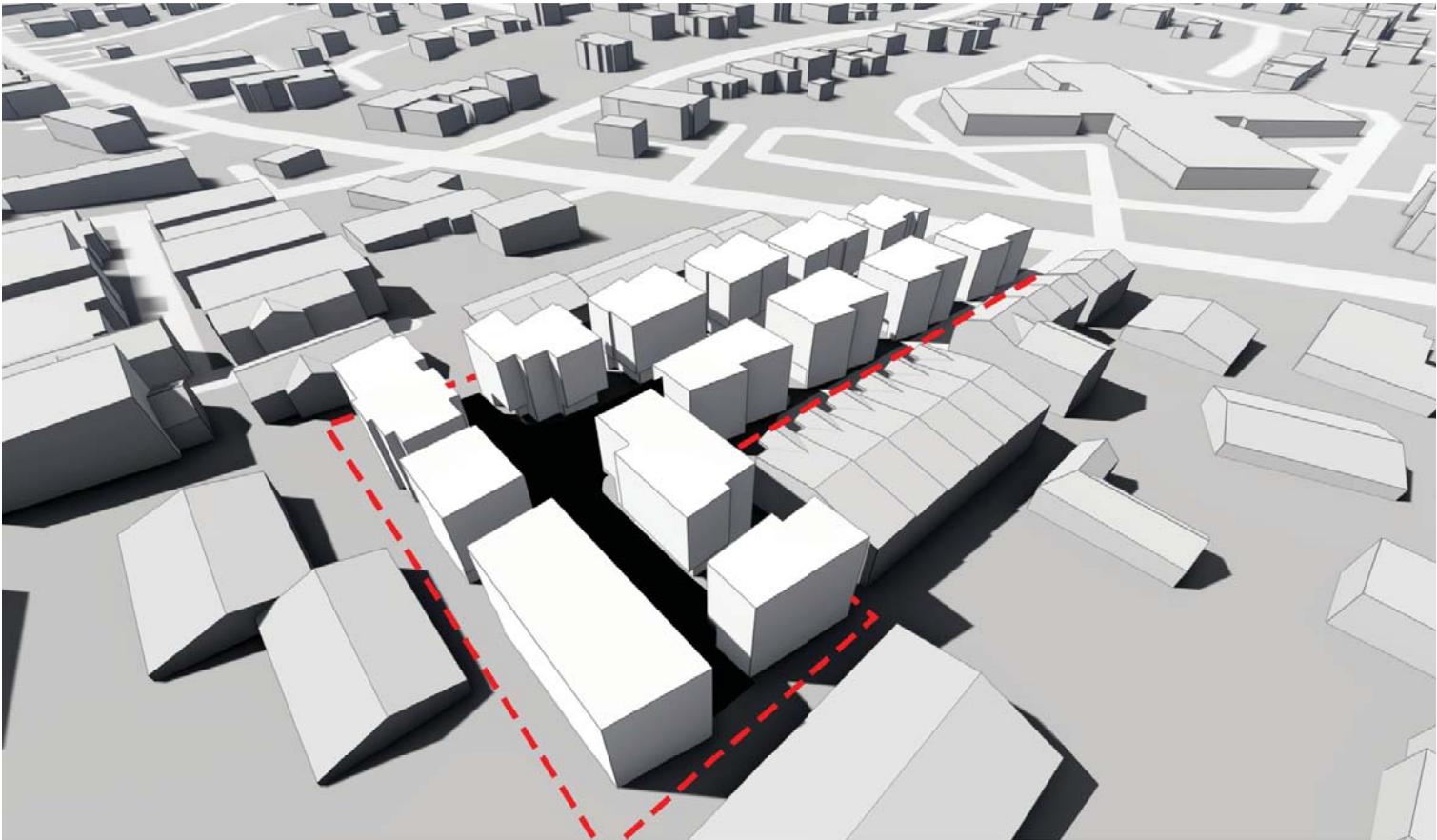
SITE PLAN



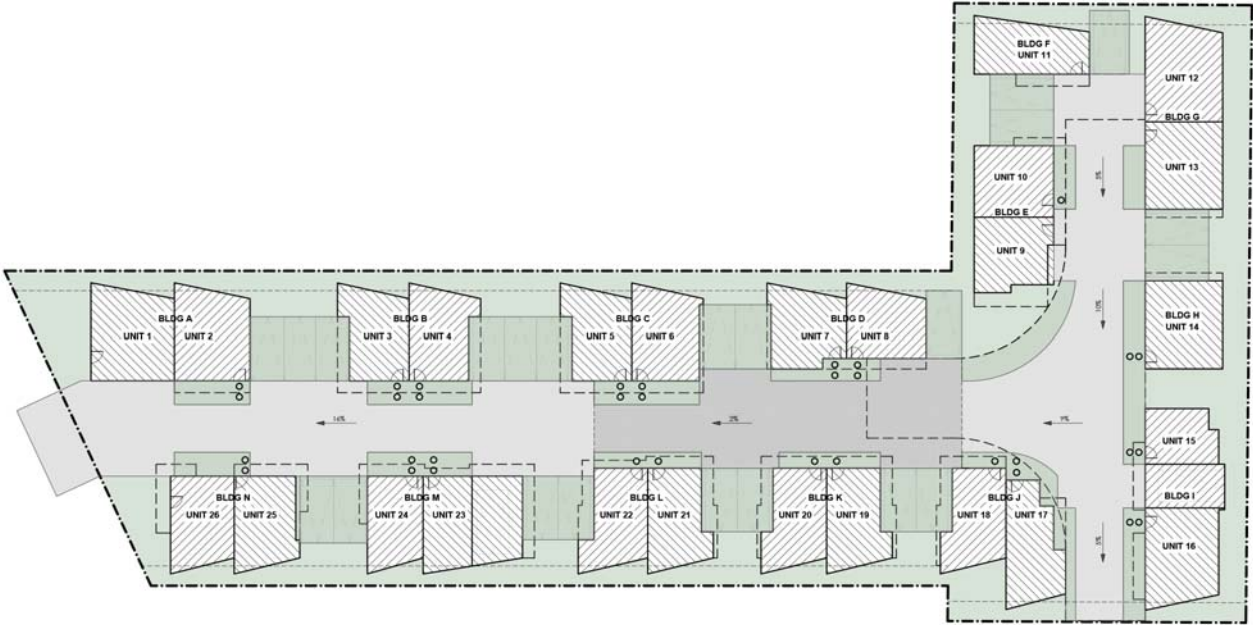
STREET VIEW



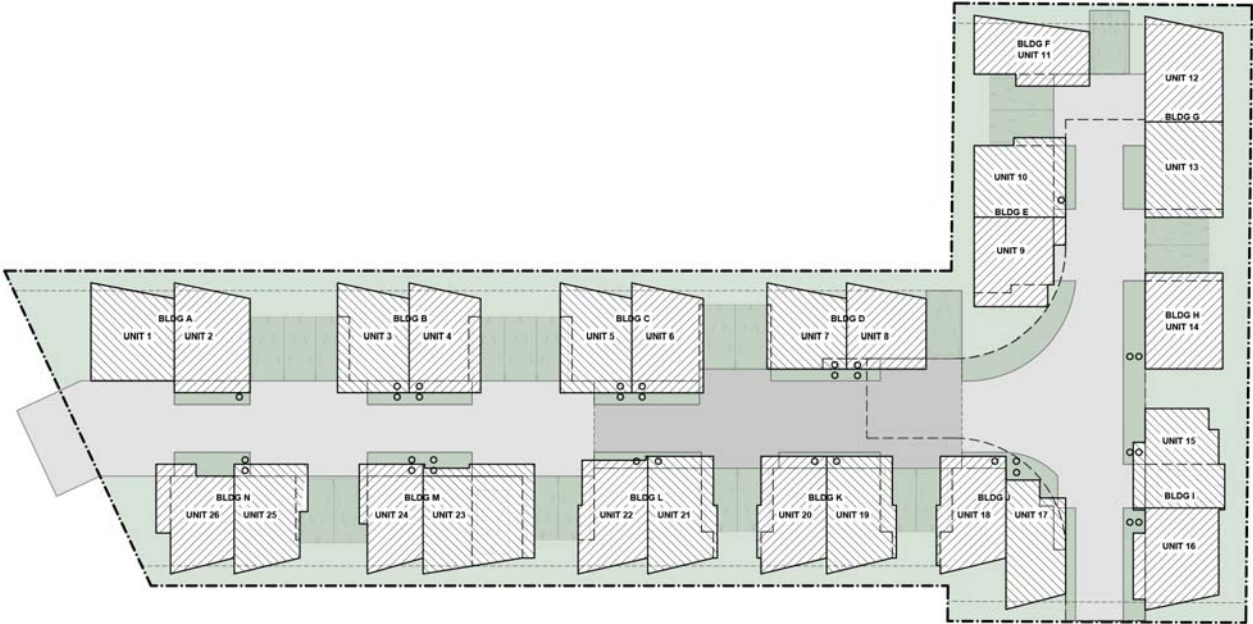
AERIAL VIEW 2



AERIAL VIEW 3



PARKING LEVEL



TYPICAL UPPER LEVEL



SITE SECTION



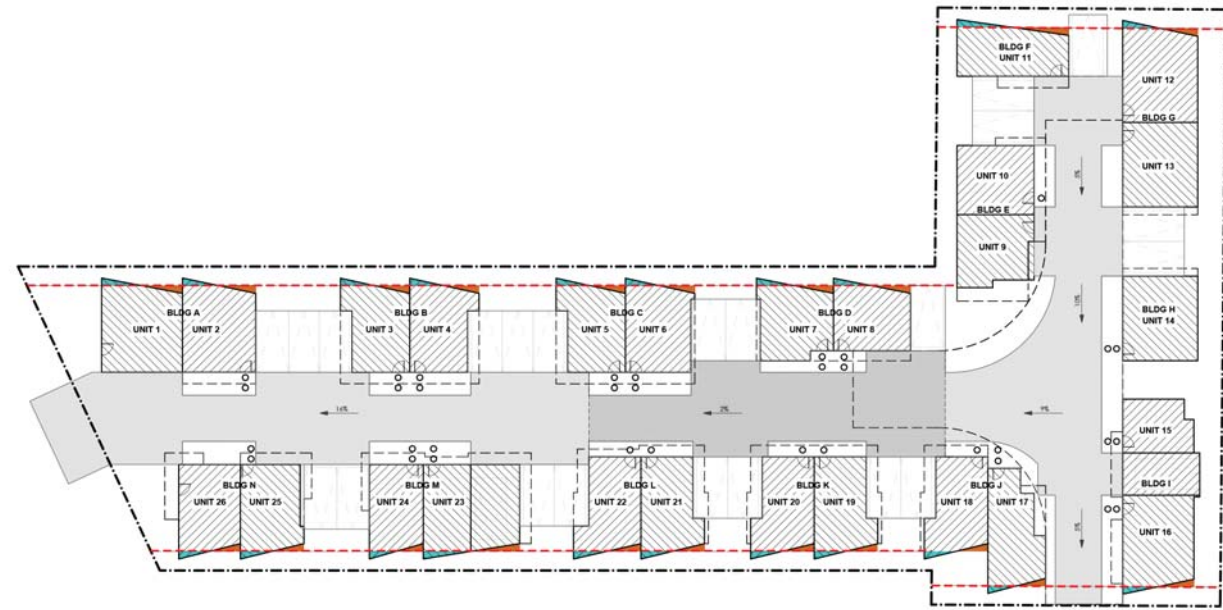
DRIVE LOOKING WEST



RAINIER AVE S LOOKING EAST



LANDSCAPE PLAN



Departure Request #1

STANDARD:

SMC 23.45.518 TABLE A: REQUIRED SETBACKS FOR LR ZONES

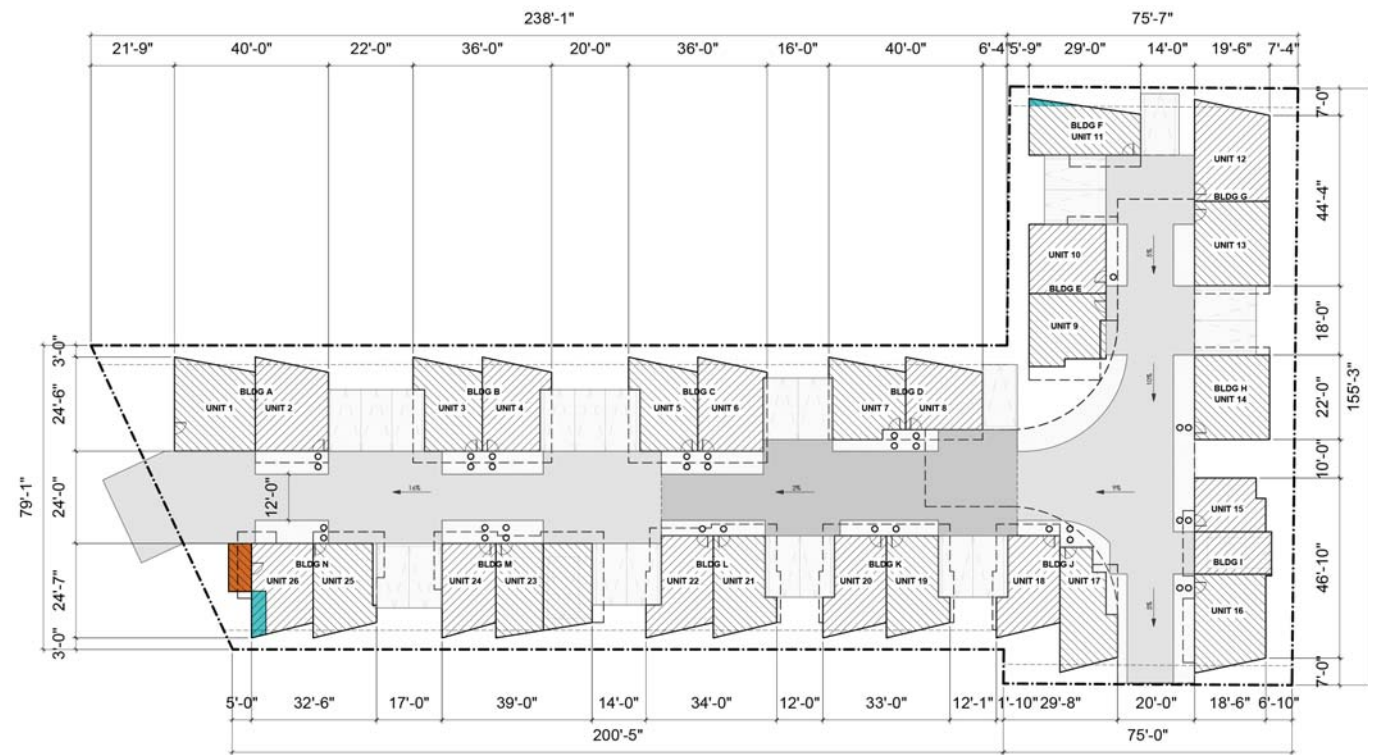
SIDE SETBACKS FOR FACADES 40 FEET OR LESS IN LENGTH: 5'

DEPARTURE REQUESTED:

SIDE SETBACKS FOR FACADES 40 FEET OR LESS IN LENGTH TO BE: 3' MIN & 5' AVERAGE.

DEPARTURE RATIONALE:

DUE TO THE LAYOUT OF THE SITE, LIGHT AVAILABILITY AND VIEWS ARE LIMITED FOR UNITS AS THEY MOVE FARTHER EAST. THE PROPOSED DEPARTURE SEEKS TO ALLEVIATE THIS ISSUE BY ALLOWING THE UNITS ALONG THE SOUTH AND NORTH PROPERTY LINE TO HAVE AN ADJUSTED SETBACK. THIS DEPARTURE WILL ALLOW THE UNITS TO SAWTOOTH IN PLAN ALLOWING FOR LIGHT AND VIEW AVAILABILITY WHILE SIMULTANEOUSLY ADDING MODULATION AND INTEREST TO 21 OF THE 26 UNITS.



Departure Request #2

STANDARD:

SMC 23.45.527B1: STRUCTURE WIDTH AND FACADE LENGTH LIMITS IN LR ZONES

THE MAXIMUM COMBINED LENGTH OF ALL PERTIONS OF FACADES WITHIN 15 FEET OF A LOT LINE THAT IS NEITHER A REAR LOT LINE NOR A STREET OR ALLEY LOT LINE SHALL NOT EXCEED 65 PERCENT OF THE LENGTH OF THAT LOT LINE, EXCEPT AS SPECIFIED IN SUBSECTION 23.45.527.B.2.

DEPARTURE REQUESTED:

5% INCREASE IN OVERALL FACADE LENGTH FOR NORTH AND SOUTH SIDE SETBACKS.

SOUTH

REQUIRED: 130'-4" (65%)

PROPOSED: 140'-0" (70%)

NORTH:

REQUIRED: 43'-9" (65%)

PROPOSED: 46'-3" (69%)

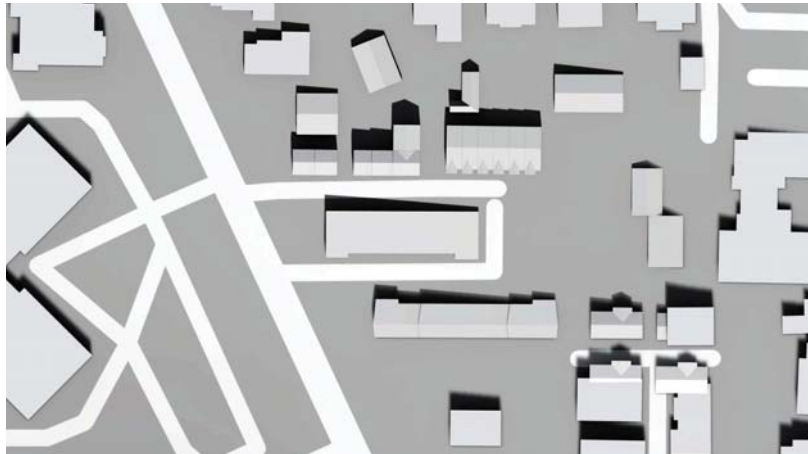
DEPARTURE RATIONALE:

IN ORDER TO REACH CODE COMPLIANCE WITH THE EXISTING FAÇADE LENGTH, THE SOUTH UNIT ADJACENT TO RAINIER AVE S WILL NEED TO STAGGER AND STEP 15' AWAY FROM THE SIDE PROPOERTY LINE. THIS CREATES A NON-UNIFORM FAÇADE AND ADDS EXTRA BUILDING COMPLEXITY. THE PROPOSED DEPARTURE WILL ALLOW FOR ADDITIONAL FACADE LENGTH TO PROVIDE FLEXIBILTY WHEN DESIGNING THE FAÇADE ALONG RAINIER AVE S. THE NORTH DEPARTURE WILL ALLOW FOR THE NORTHEASTERN UNIT SAWTOOTH IN PLAN ALLOWING FOR GREATER ACCESS TO WESTERN VIEWS AND LIGHT.

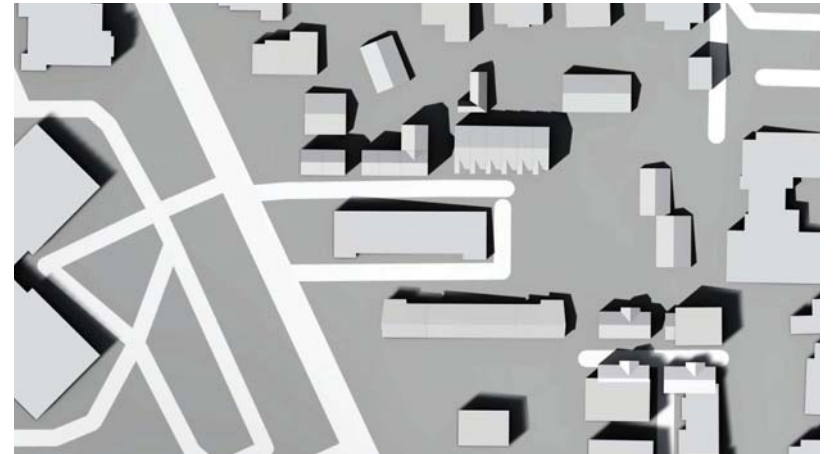
Departures



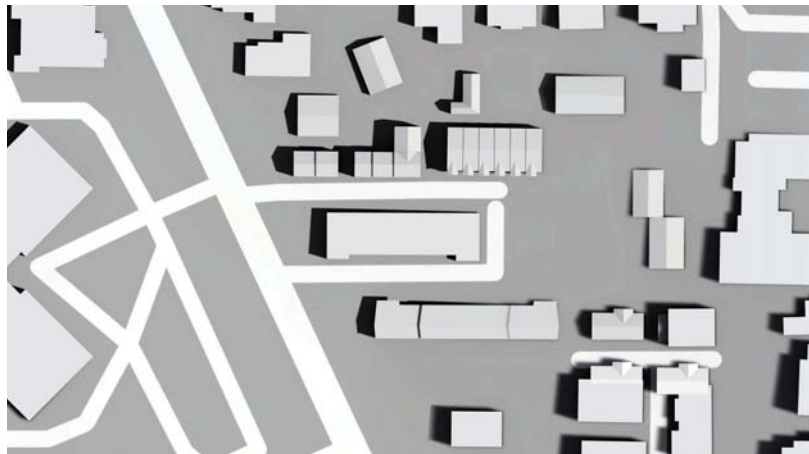
MARCH 21ST 9:00AM



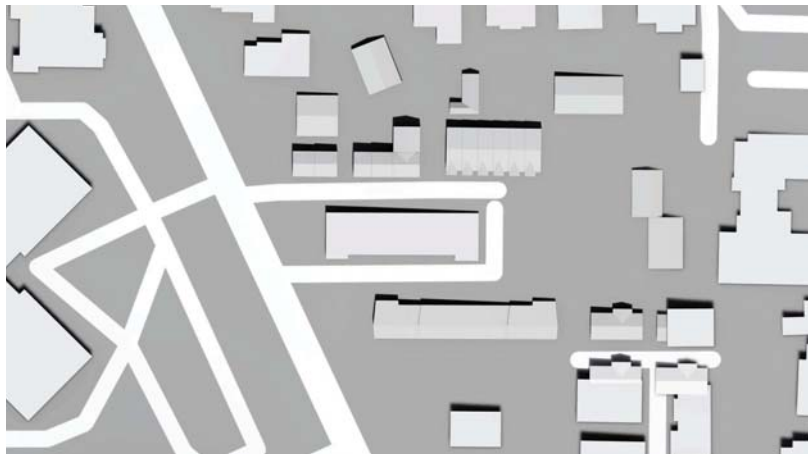
MARCH 21ST 12:00PM



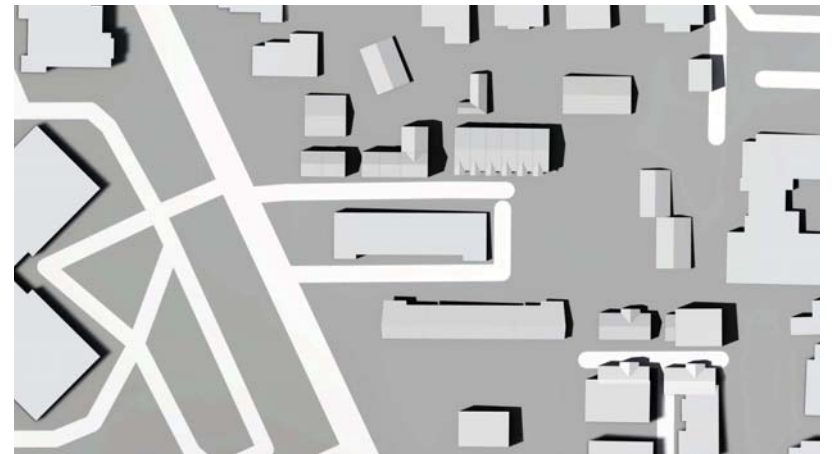
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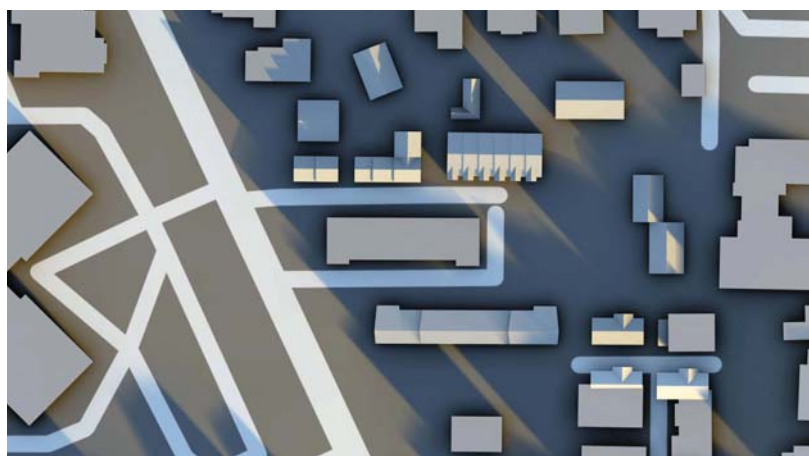
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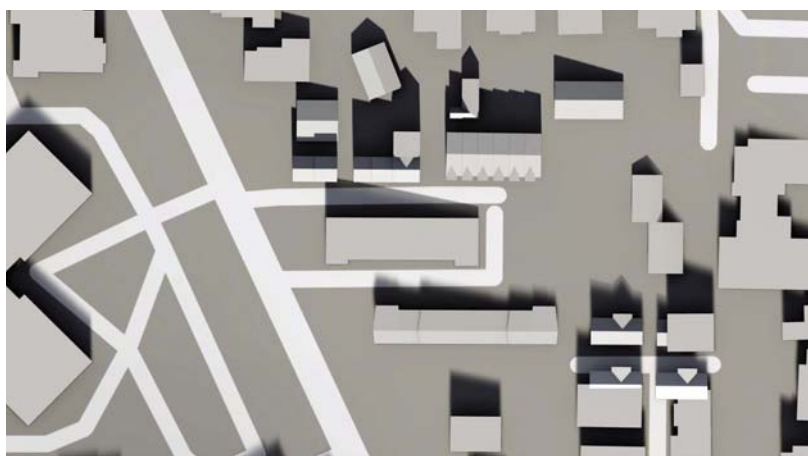
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JUNE 21ST 3:00PM



DECEMBER 21ST 9:00AM



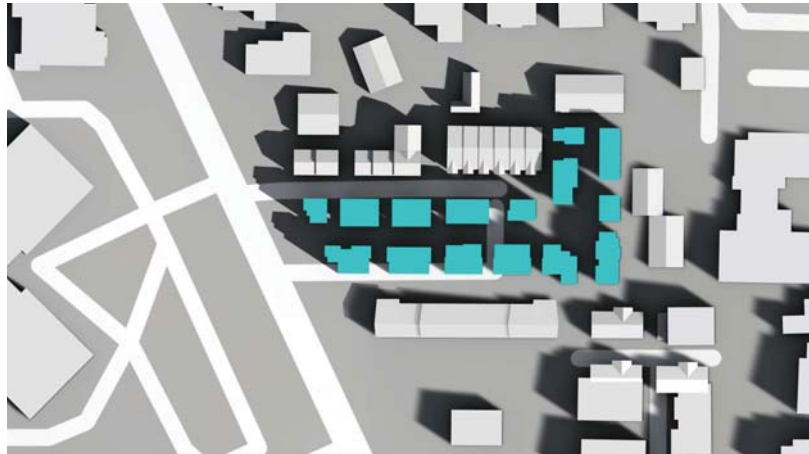
DECEMBER 21ST 12:00PM



DECEMBER 21ST 3:00PM



SOLAR DIAGRAM: EXISTING



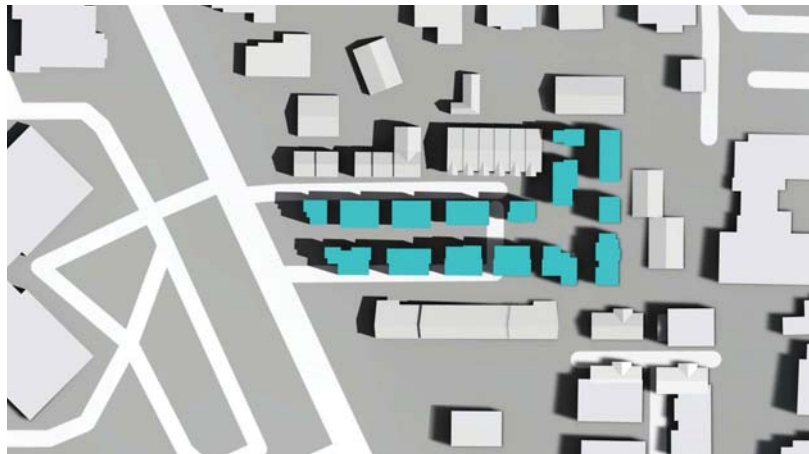
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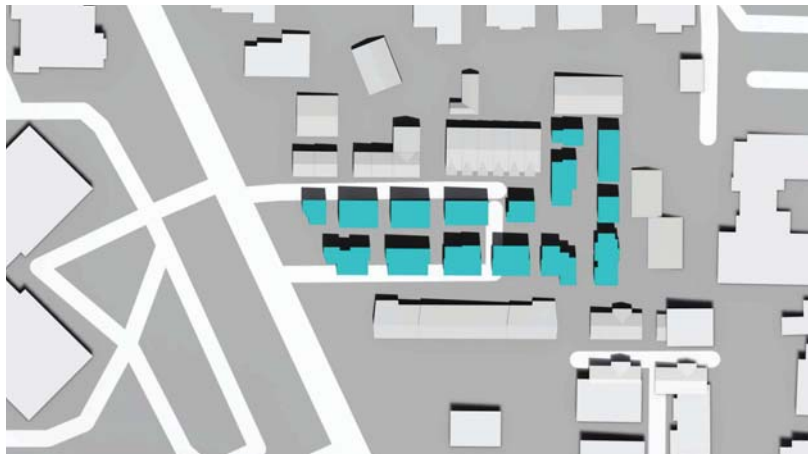
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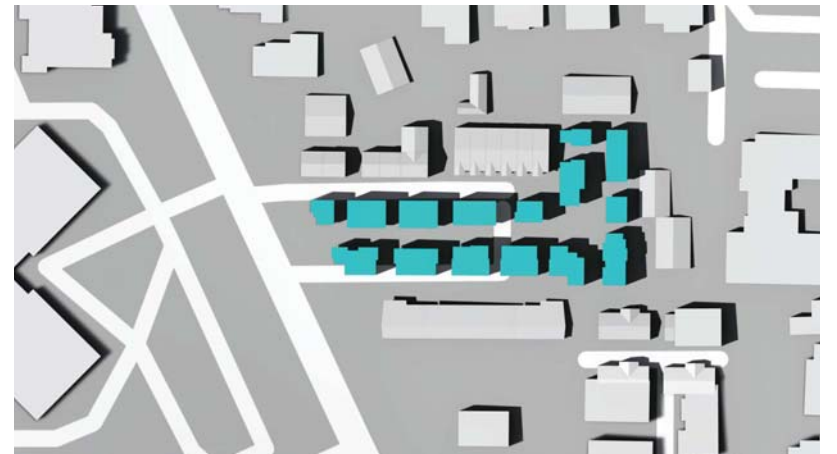
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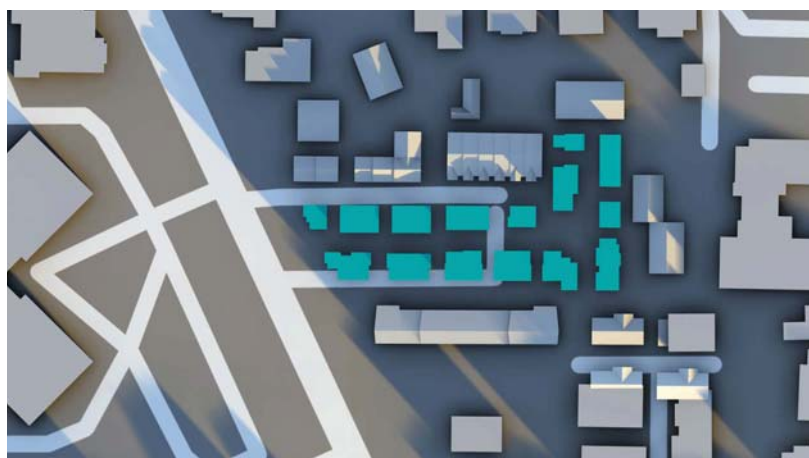
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JUNE 21ST 12:00PM



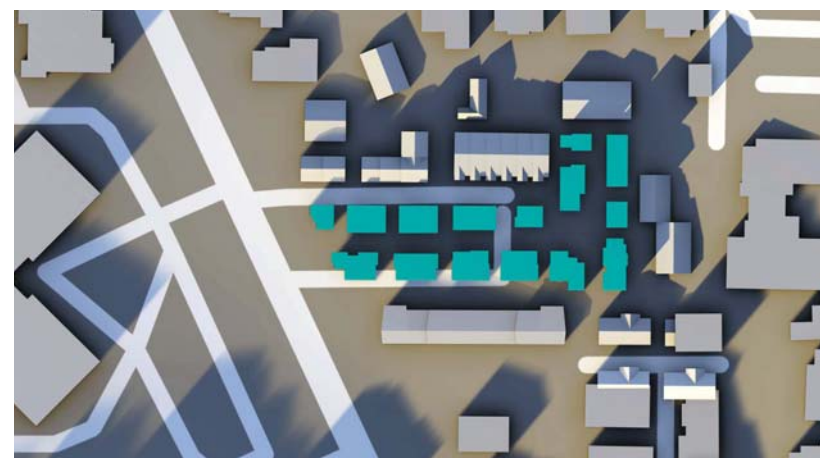
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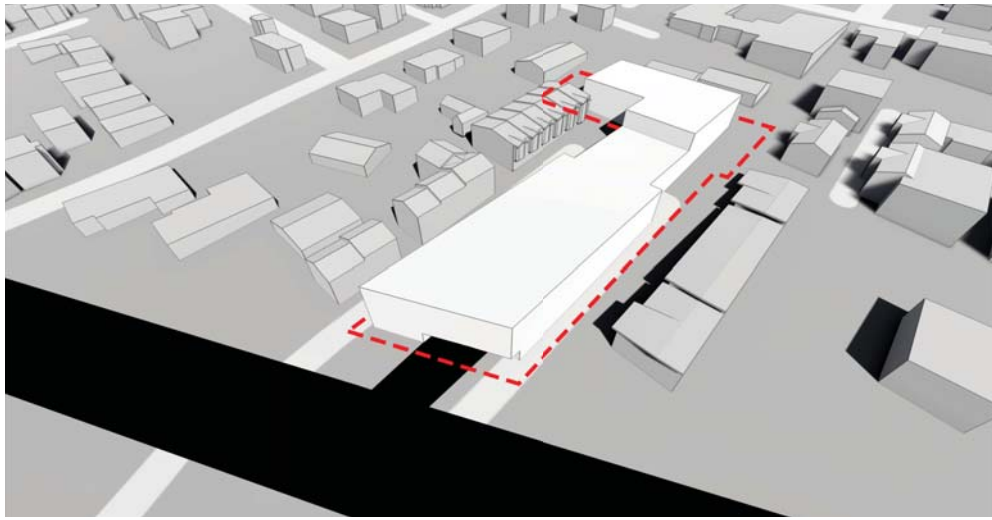
DECEMBER 21ST 12:00PM



DECEMBER 21ST 3:00PM



SOLAR DIAGRAM: PROPOSED



SCHEME 1 (Code Compliant)

A 4 story apartment building with below grade parking.

UNITS: (84) (52 UNITS + 32 SEDU UNITS)

PARKING STALLS: (41) 50% PARKED

ADVANTAGES:

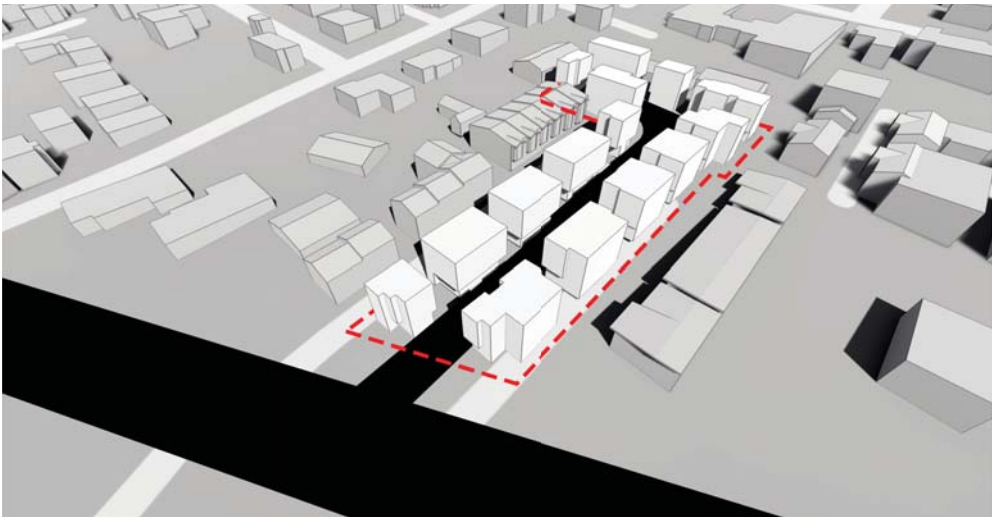
- Increased density, Double the unit count of the two alternate schemes.
- Hidden utilities, below grade parking and trash services.

DISADVANTAGES:

- Scale, A large scale building mass does not respect the scale of adjacent parcels.
- Parking to unit Ratio, the proposed scheme will only meet the 50% minimum parking requirement resulting in 41 unparked units.
- Light disruption, the large continuous building mass will obstruct views and light from adjacent parcels particularly those to the north.
- Reduced site access, majority of the site will be occupied by building limiting the amount of outdoor access for occupants.

DEPARTURES:

NONE



SCHEME 2 (Code Compliant)

A code compliant 15 building town home proposal with open parking.

UNITS: (26)

PARKING STALLS: (24)

ADVANTAGES:

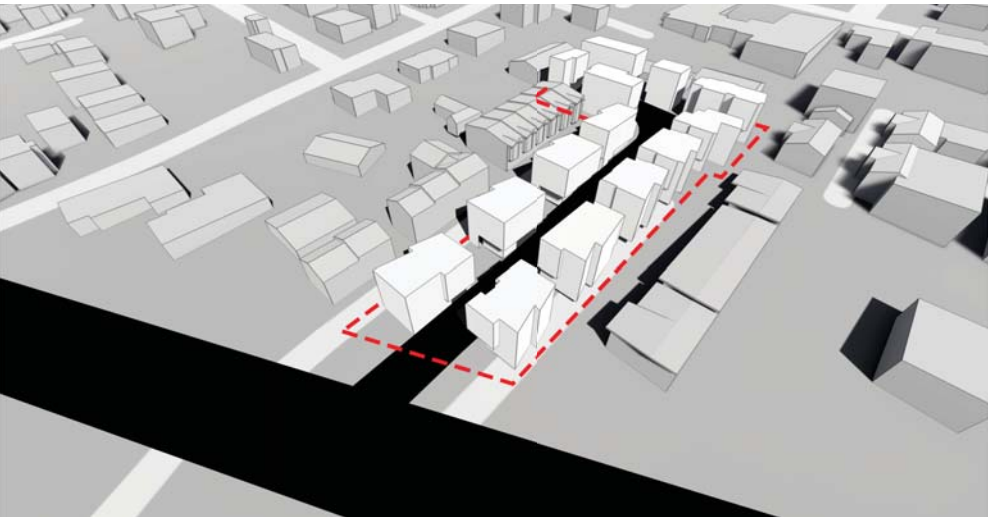
- Parking to unit Ratio, the proposed scheme will park 92% of the units leaving only 2 units without parking.
- Scale, Distributed building mass helps to break down the overall scale of the project.

DISADVANTAGES:

- Large drive area, the large amount of paving required for the 20' 2 lane drive and fire turn around minimizes the area for landscaping.
- Minimal viewing angles and natural light, Besides the two units fronting many of the interior units will not have access to western light and views.
- Minimal Modulation, Due to façade and setback constraints the proposed scheme is limited in the amount of building modulation it can provide.

DEPARTURES:

NONE



SCHEME 3 (PREFERRED)

A 14 building town home proposal with open parking and proposed departure requests.

UNITS: (26) UNITS,
(24) PARKING STALLS

ADVANTAGES:

- Building Modulation, Smaller setbacks will allow for more modulation creating the opportunity for dynamic buildings.
- Pedestrian Drive, Narrowing the drive will allow for more open space for occupants to enjoy and reduce the overall hardscaping on site.
- Increased Viewing Angles, modulated north and south facades allow for additional light and views to the west.

DISADVANTAGES:

- Departures required

DEPARTURES:

FACADE LENGTH: 2% INCREASE NORTH & SOUTH

SETBACKS: MINIMUM SIDE SETBACK 3' MIN 5' AVG