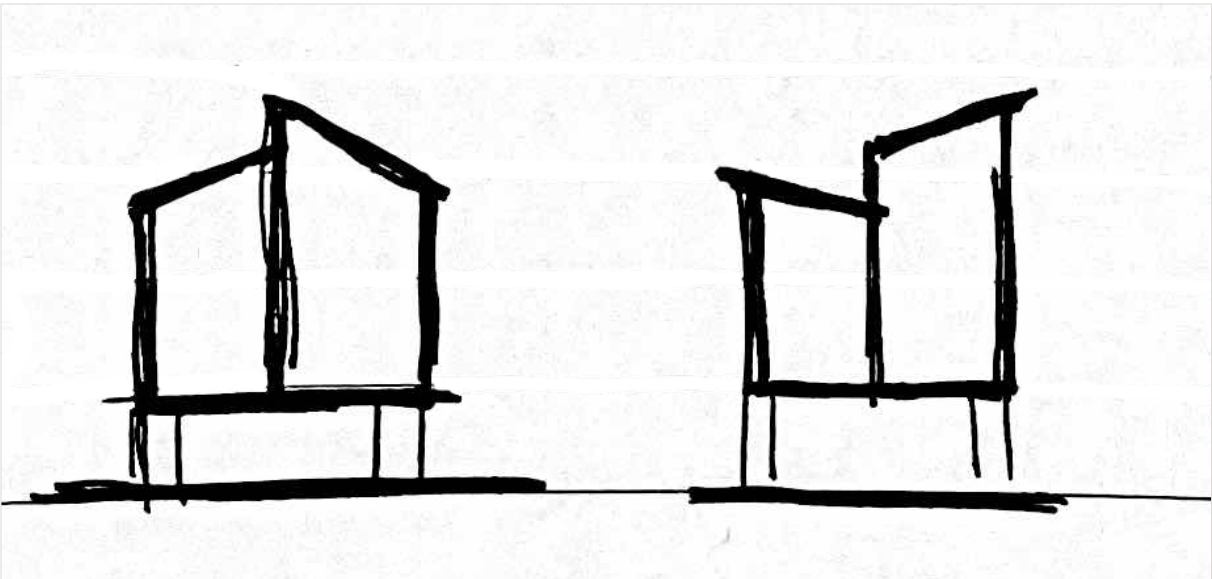


6730 RAINIER AVE S



3038313-EG

DESIGN RECOMMENDATION
MAY 10, 2024 SUBMITTAL

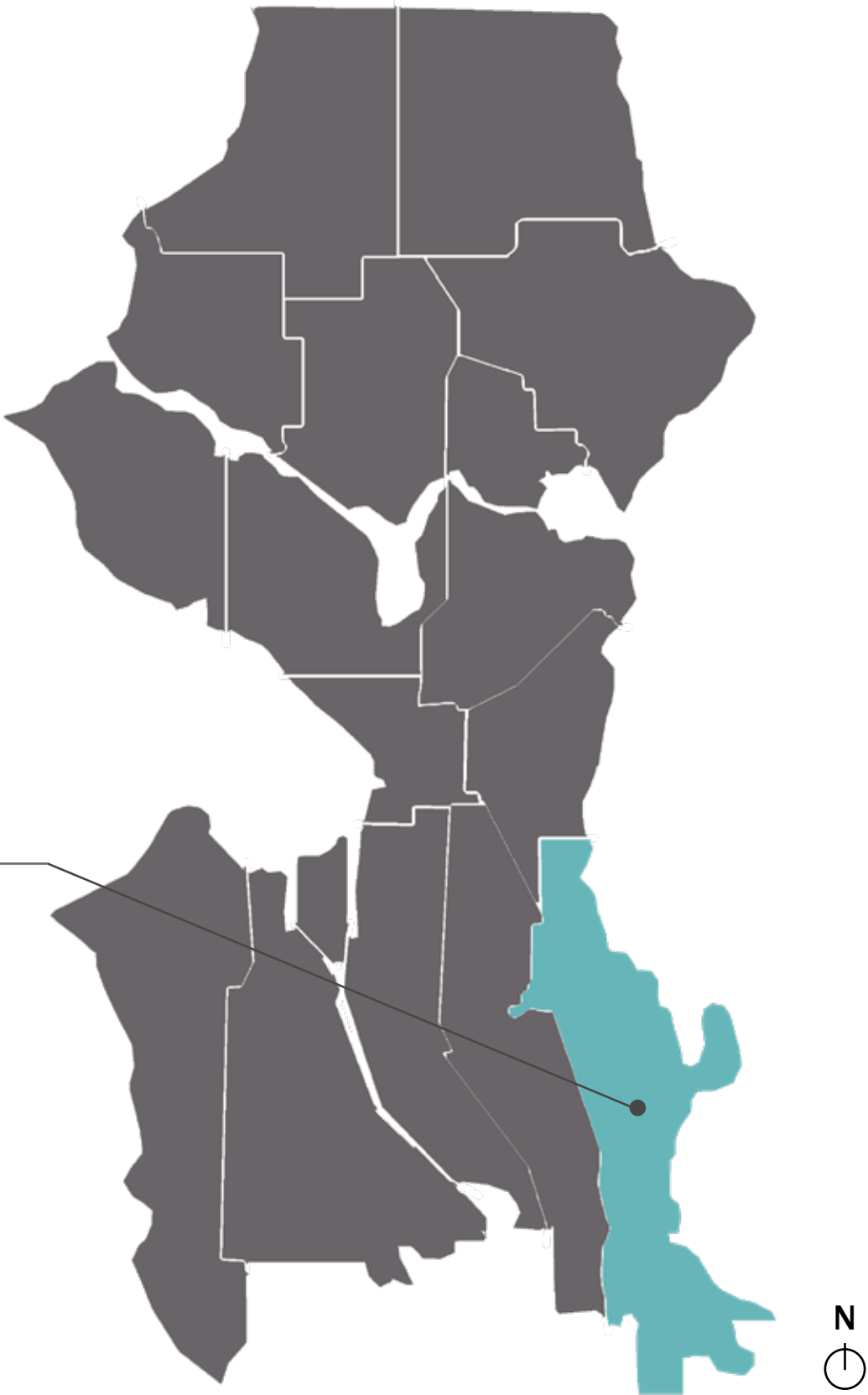


PAGE INTENTIONALLY LEFT BLANK

CONTENTS

PROJECT DATA	4
CONTEXT ANALYSIS	5
SITE SURVEY	14
EDG SCHEME 3: PREFERRED	16
EDG RESPONSES	19
SITE PLAN	27
LANDSCAPE PLAN	28
SECTIONS	30
GRADING PLAN	33
FLOOR PLANS	34
MATERIAL PALETTE	49
ELEVATIONS	50
LIGHTING PLAN	65
SHADOW STUDY	66
STREET LEVEL RELATIONSHIPS	68
RENDERINGS	69

6730 RAINIER AVE S



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

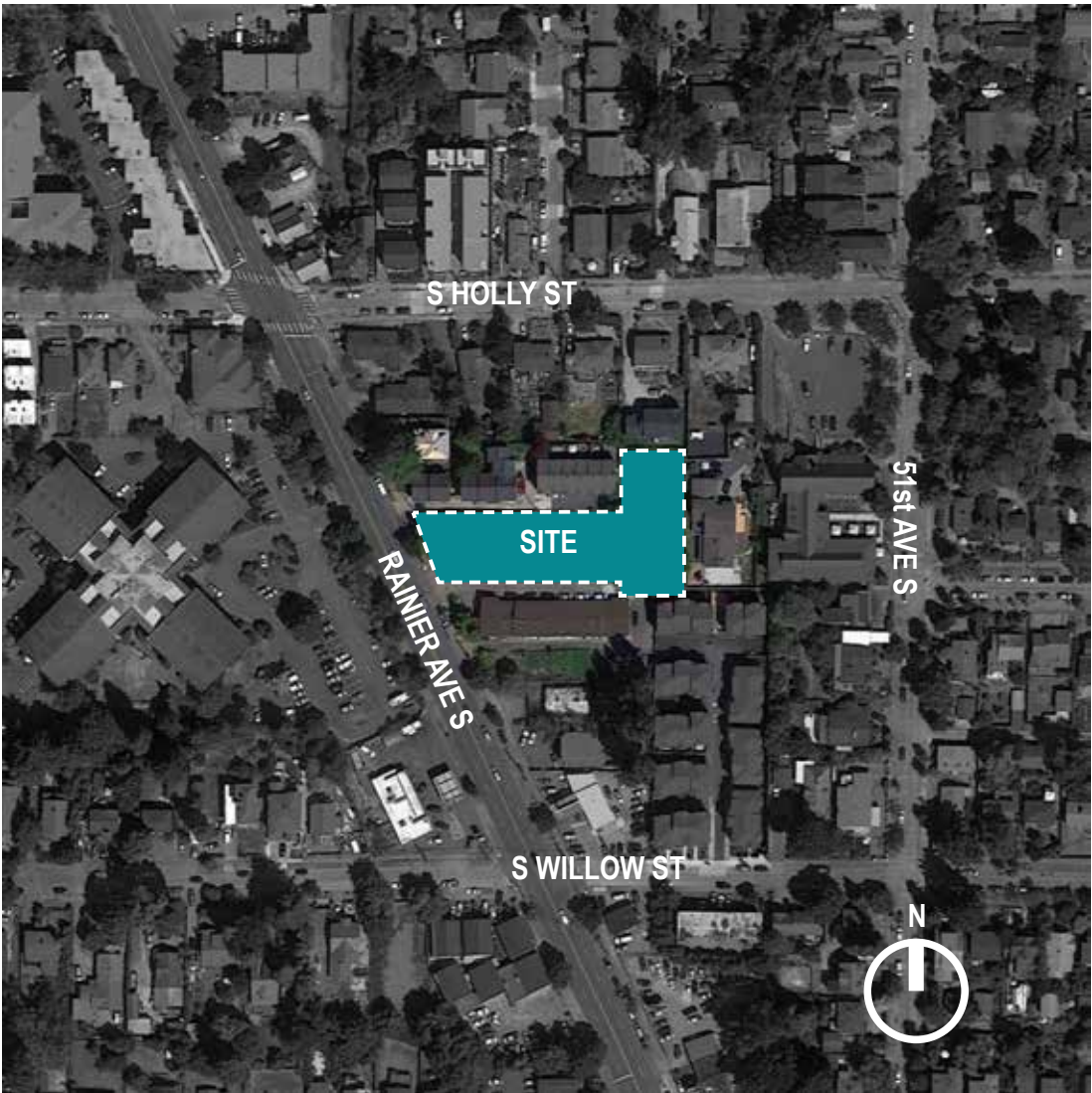
PARKING: 50% REQUIRED (FREQUENT TRANSIT)

PROJECT DESCRIPTION: (2) 3-STORY SINGLE FAMILY RESIDENCES AND (12) 3-STORY 2-UNIT TOWNHOUSE BUILDINGS (26 UNITS TOTAL). PARKING FOR 28 VEHICLES PROPOSED.

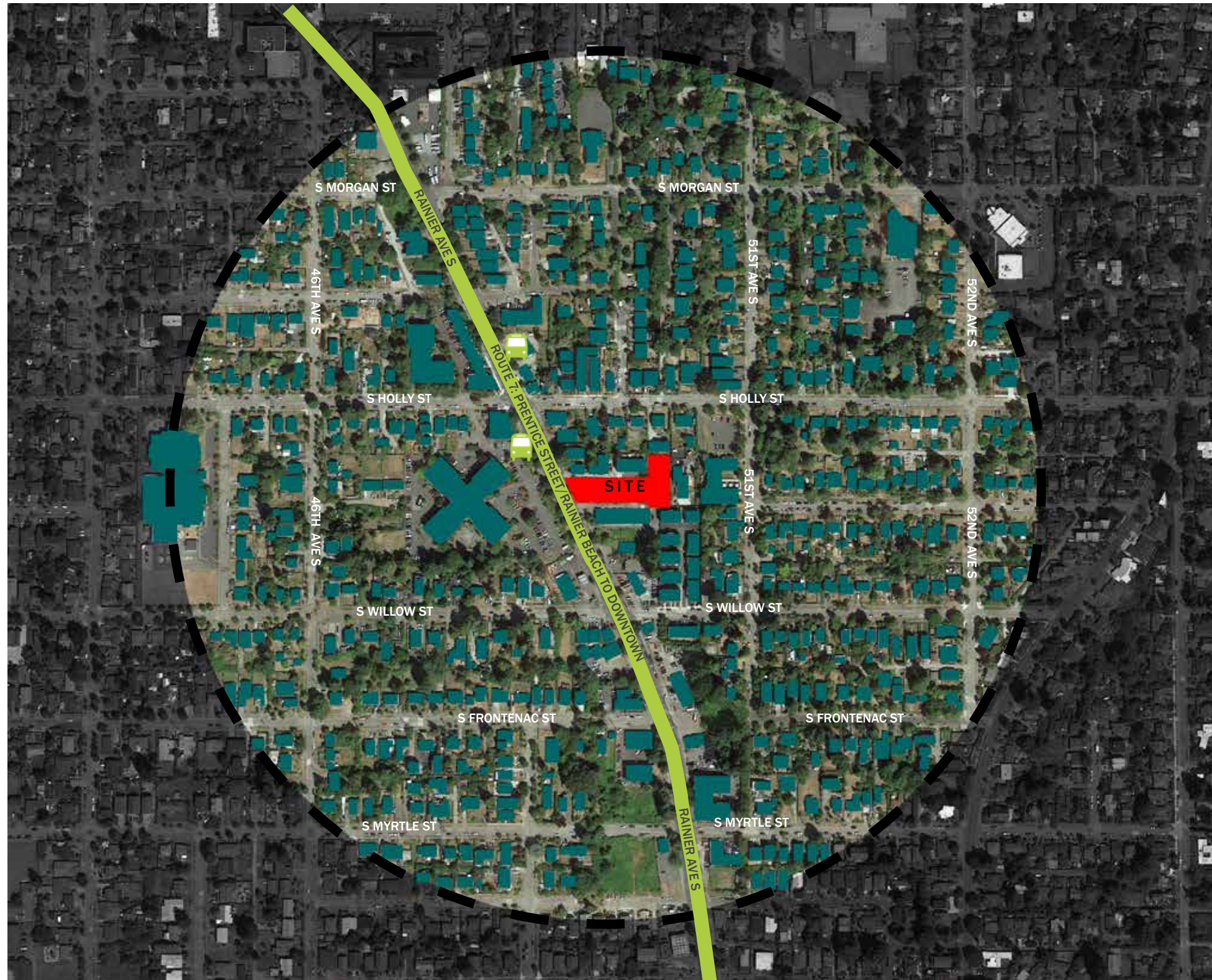
PROJECT TEAM

ARCHITECT: JW ARCHITECTS, LTD

DEVELOPER: JABOODA HOMES INC.



PROJECT DATA



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



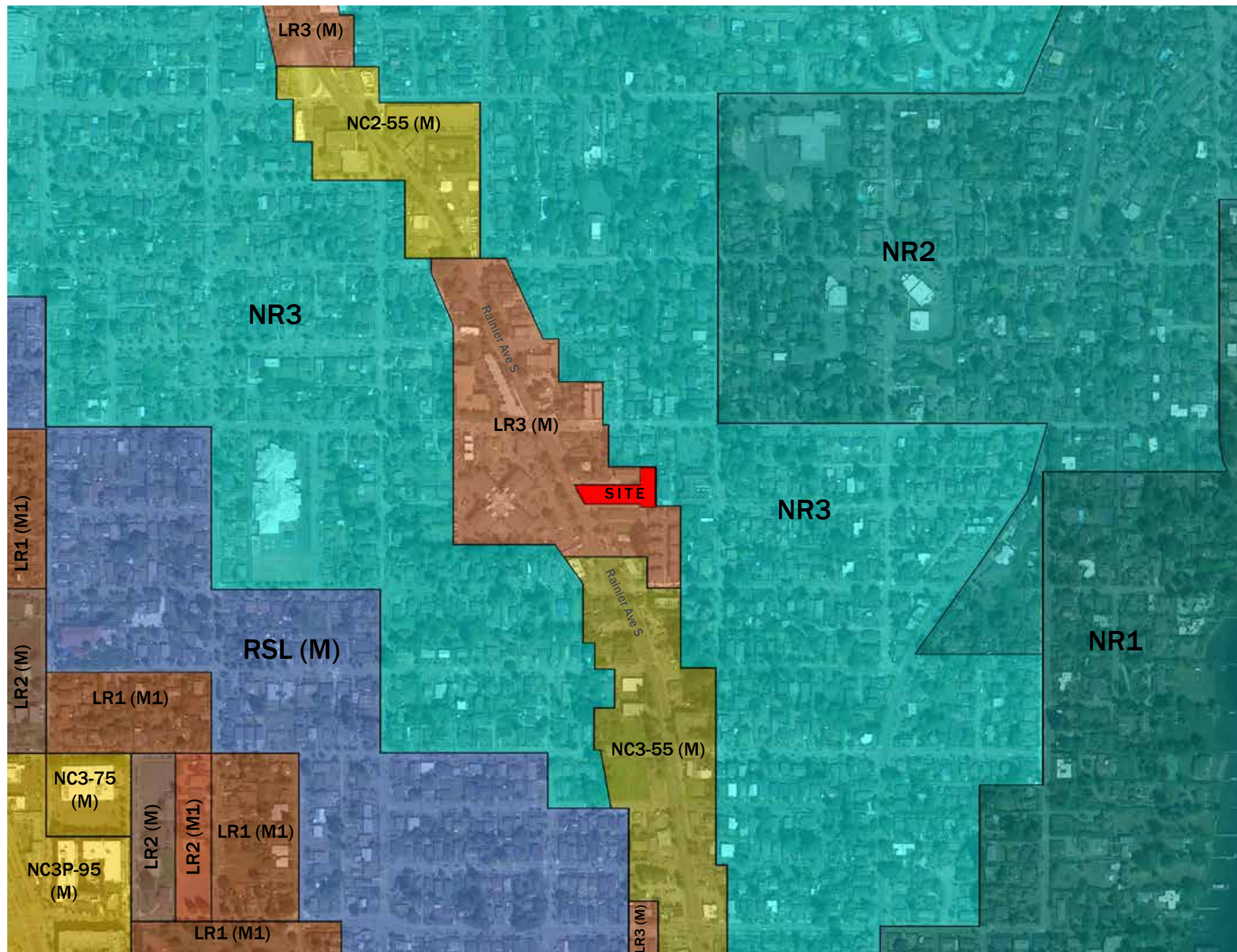
BUS STOPS



BUS ROUTE



TRANSIT

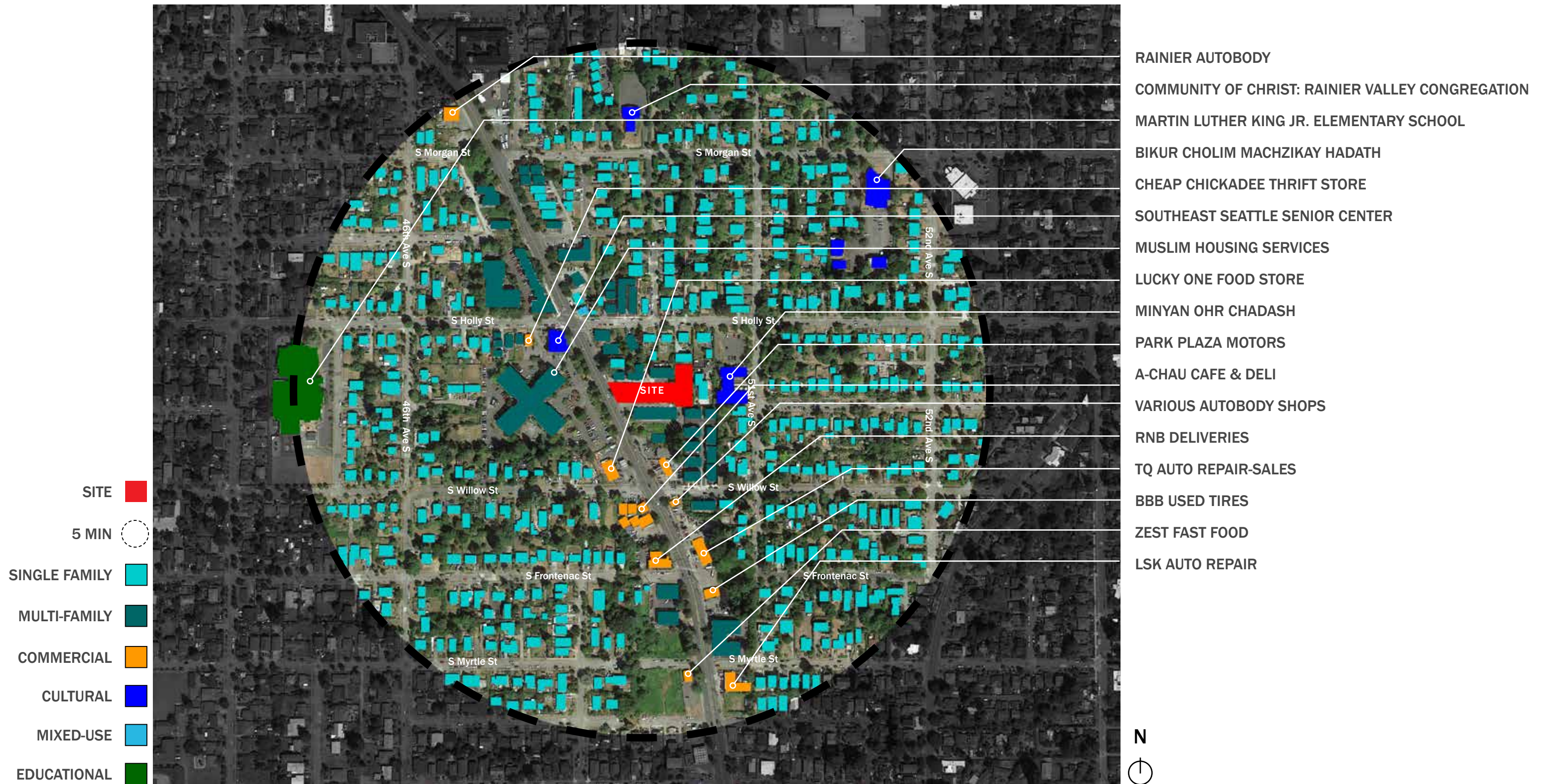


ZONING ANALYSIS:

- THE PROJECT SITE, HIGHLIGHTED IN RED, IS LOCATED WITHIN A SMALL STRIP OF NEIGHBORHOOD COMMERCIAL AND LOWRISE ZONING, SURROUNDED 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	■
NR1	■
NR2	■
NR3	■
LR1 (M1)	■
LR2 (M)	■
LR2 (M1)	■
LR3 (M)	■
NC2-55 (M)	■
NC3-55 (M)	■
NC3-75 (M)	■
NC3P-95 (M)	■





CONTEXT + LOCAL BUSINESSES



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



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

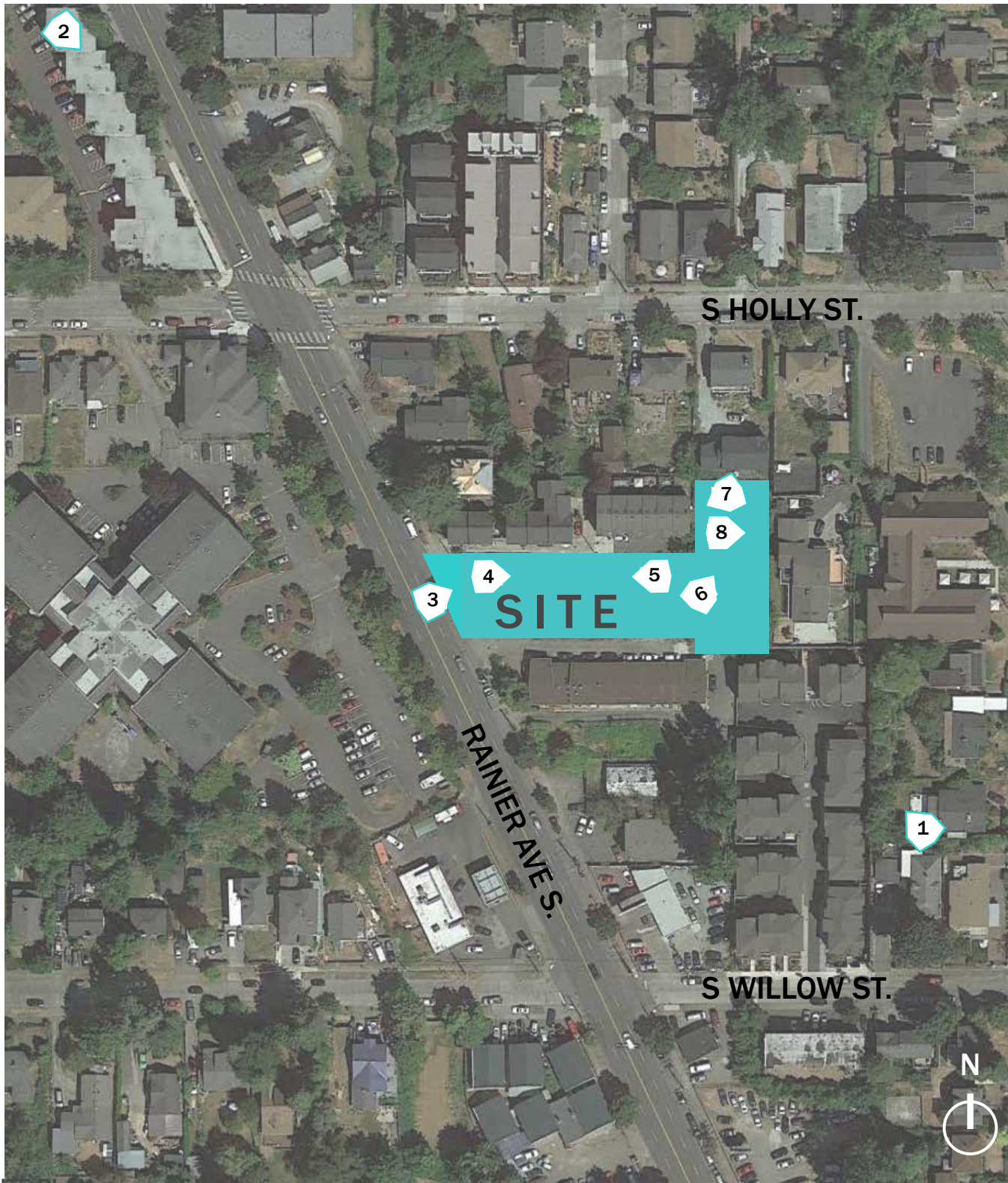


1 SE SEATTLE SENIOR CENTER/ART GALLERY/MUSEUM



2 MINYAN OHR CHADASH

NEIGHBORHOOD ARCHITECTURE: CULTURAL



• 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



• LOOKING NORTH EAST FROM SOUTH PROPERTY LINE



• ON-SITE LOOKING SOUTH WEST



• ON-SITE LOOKING NORTH EAST

SITE PHOTOS



S HOLLY ST



RAINIER AVE S LOOKING EAST



S WILLOW ST

PROJECT SITE



S WILLOW ST



RAINIER AVE S LOOKING WEST

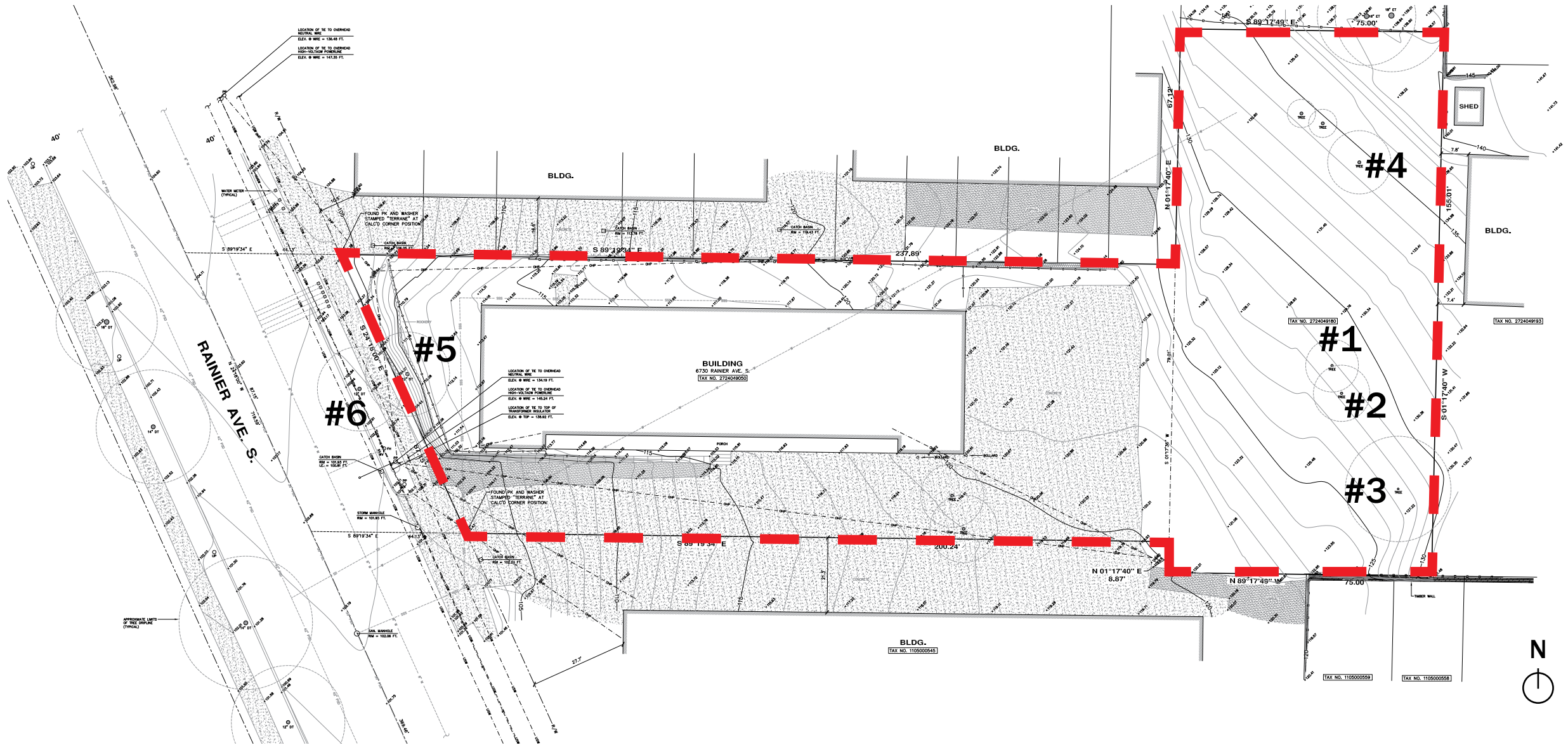


S HOLLY ST

ACROSS THE STREET

STREET ELEVATIONS

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

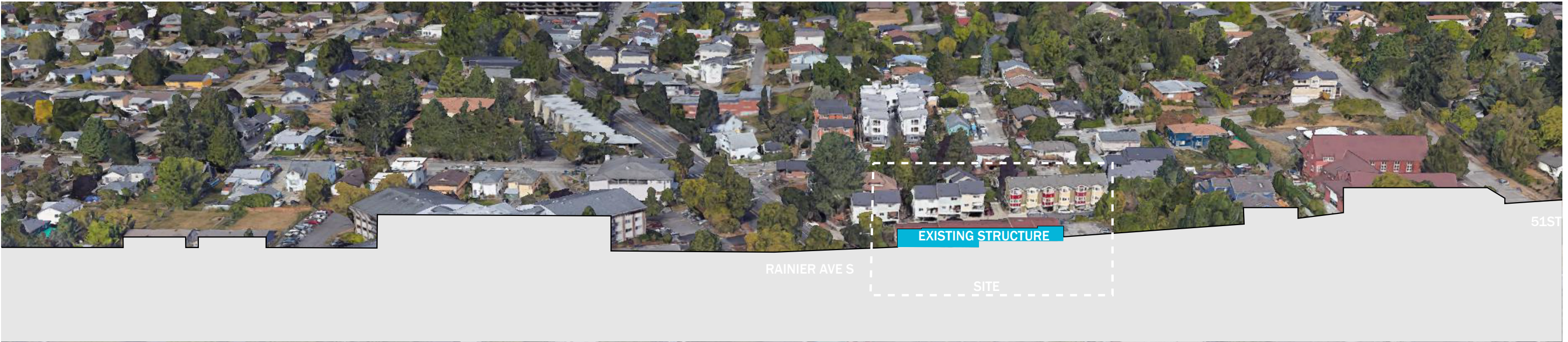
PARCEL B:

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

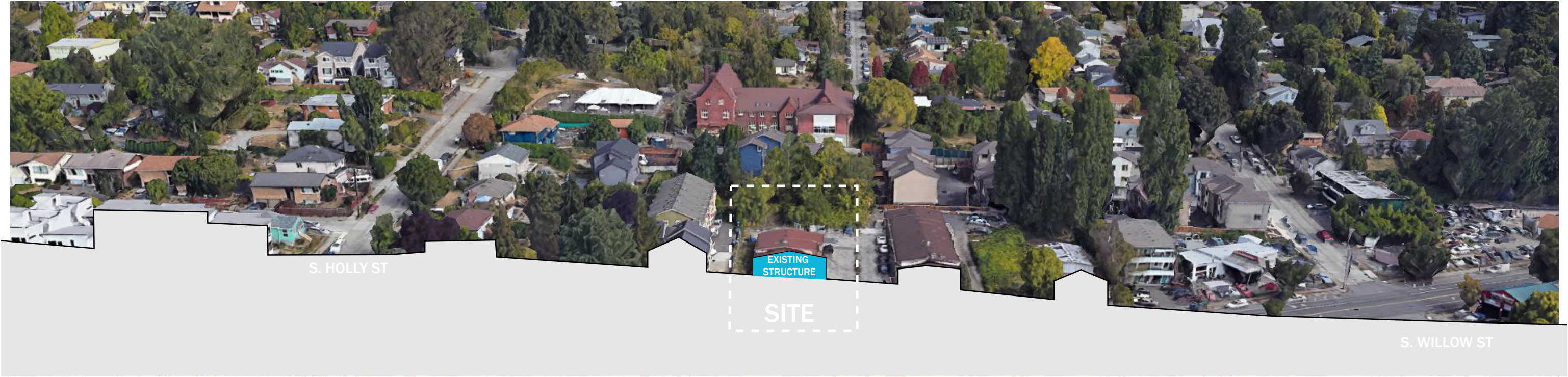
ARBORIST REPORT

Tree Chart for 6730 rainier Ave S

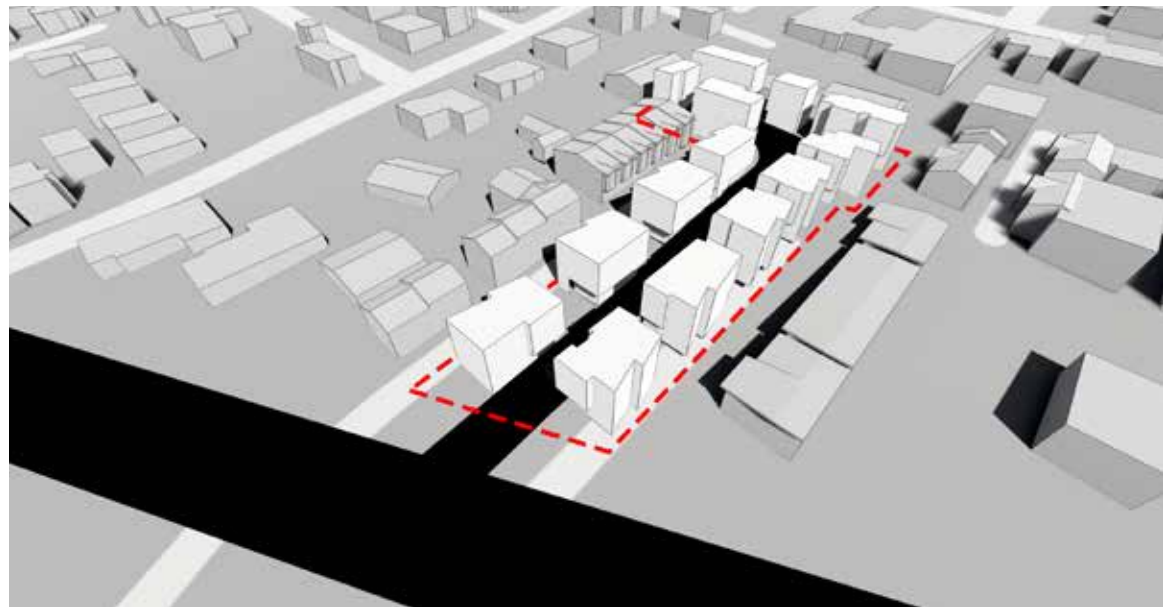
Tree Number	Tree Type	DBH in inches	Dripline in feet	On Sight?	Exceptional?	Remove or Retain
1	Black Walnut	10	10	Yes	No	Remove
2	Black Cottonwood	9	9	Yes	No	Remove
3	Black Walnut	9	12	Yes	No	Remove
4	Black Cottonwood	12	12	Yes	No	Remove
5	Common Hawthorn	12	20	Yes	No	Remove
6	Linden	13	10	No	No	Retain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



EAST/WEST SITE SECTION LOOKING NORTH



NORTH/SOUTH SITE SECTION LOOKING EAST



SCHEME 3 (PREFERRED FROM EDG)

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:

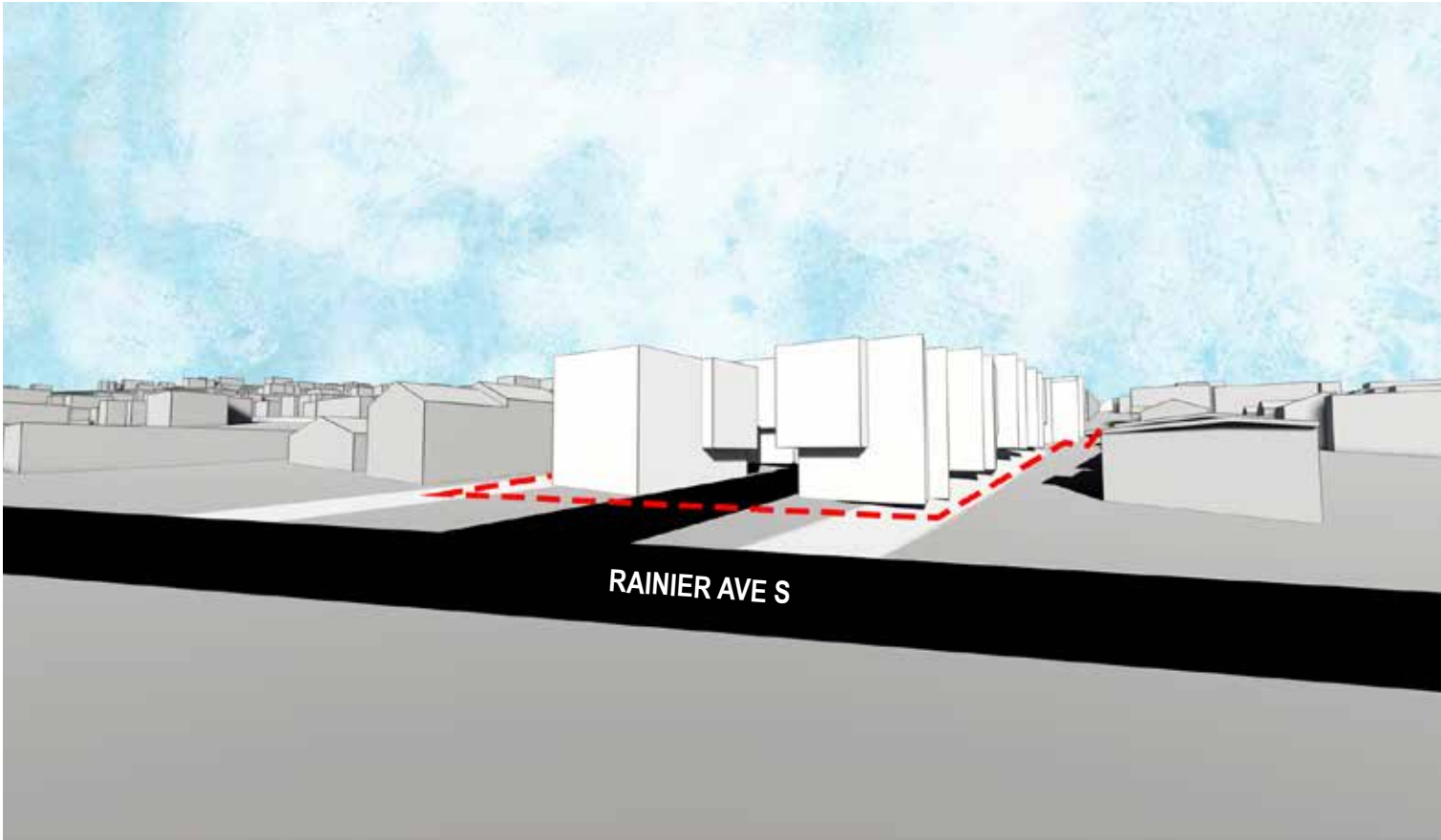
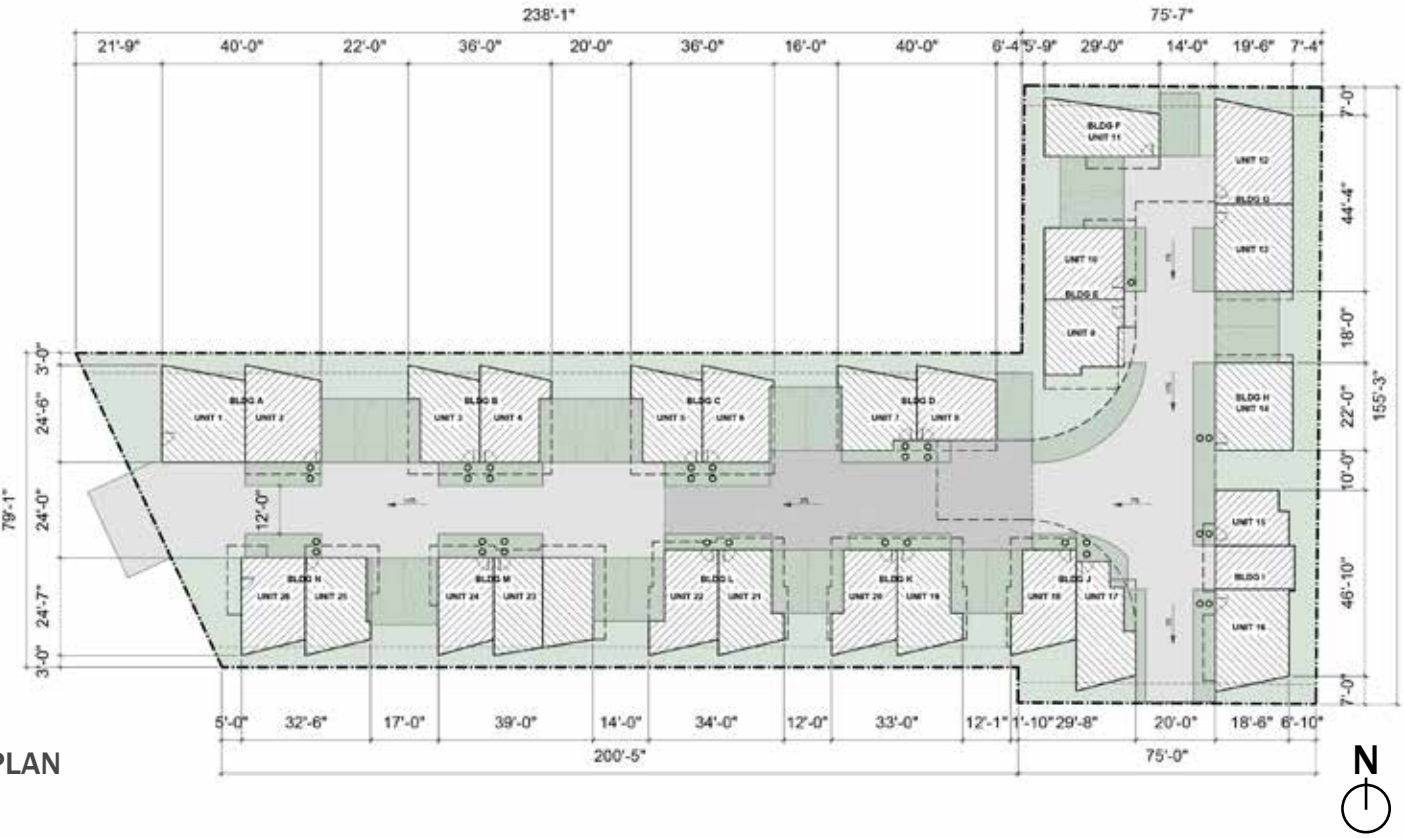
- Departures required

DEPARTURES:

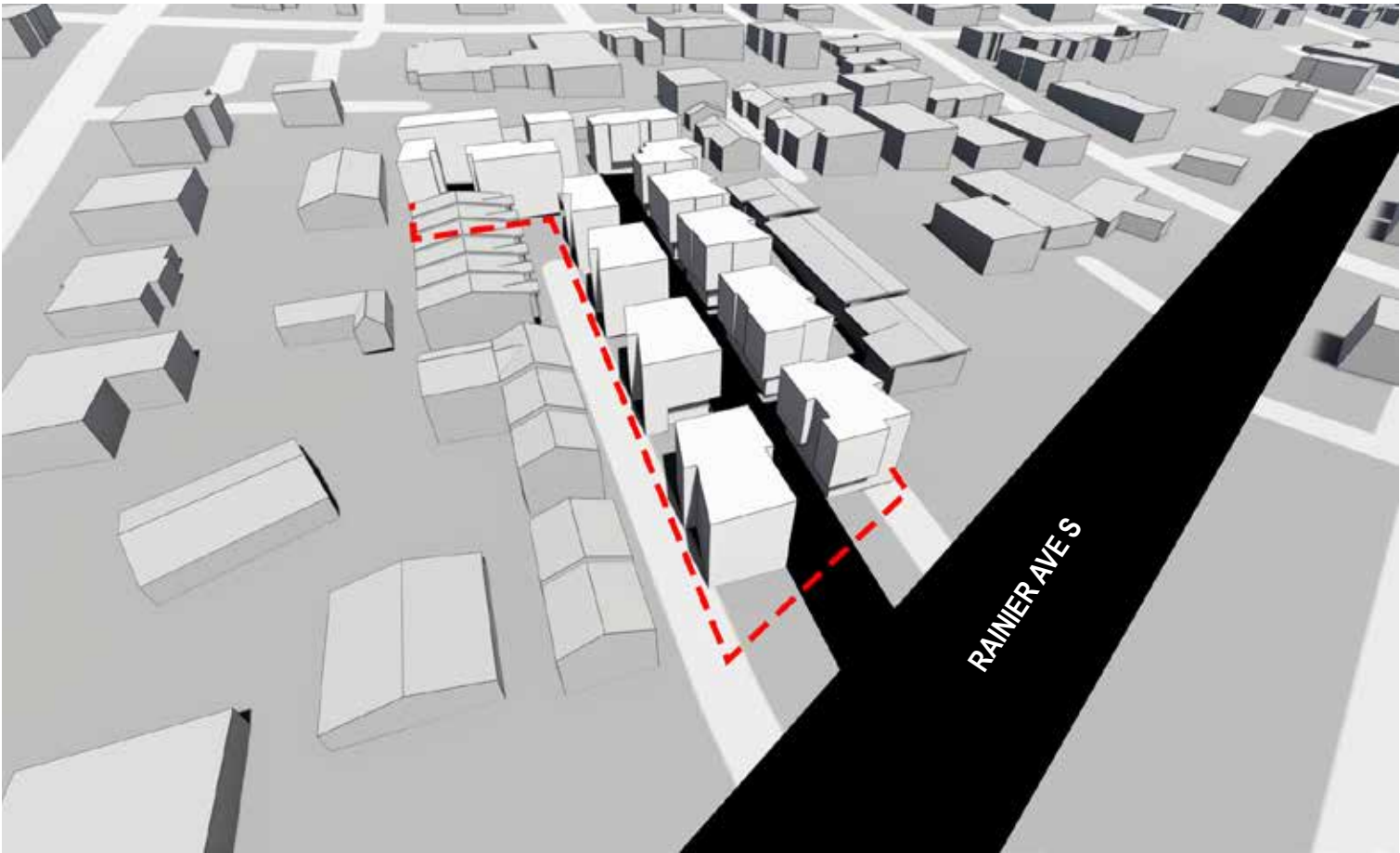
FACADE LENGTH: 2% INCREASE NORTH & SOUTH

SETBACKS: MINIMUM SIDE SETBACK 3' MIN 5' AVG

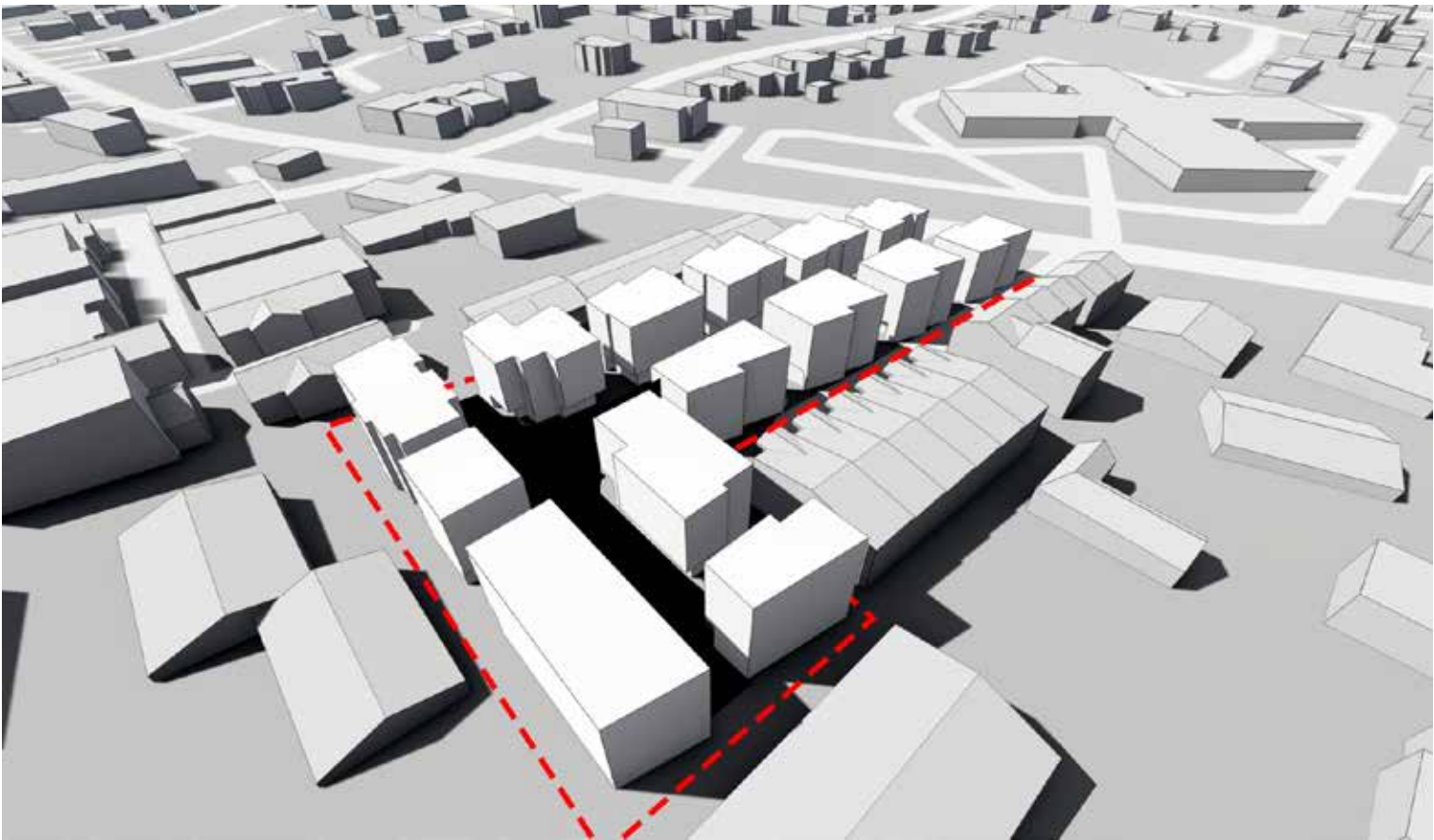
SITE PLAN



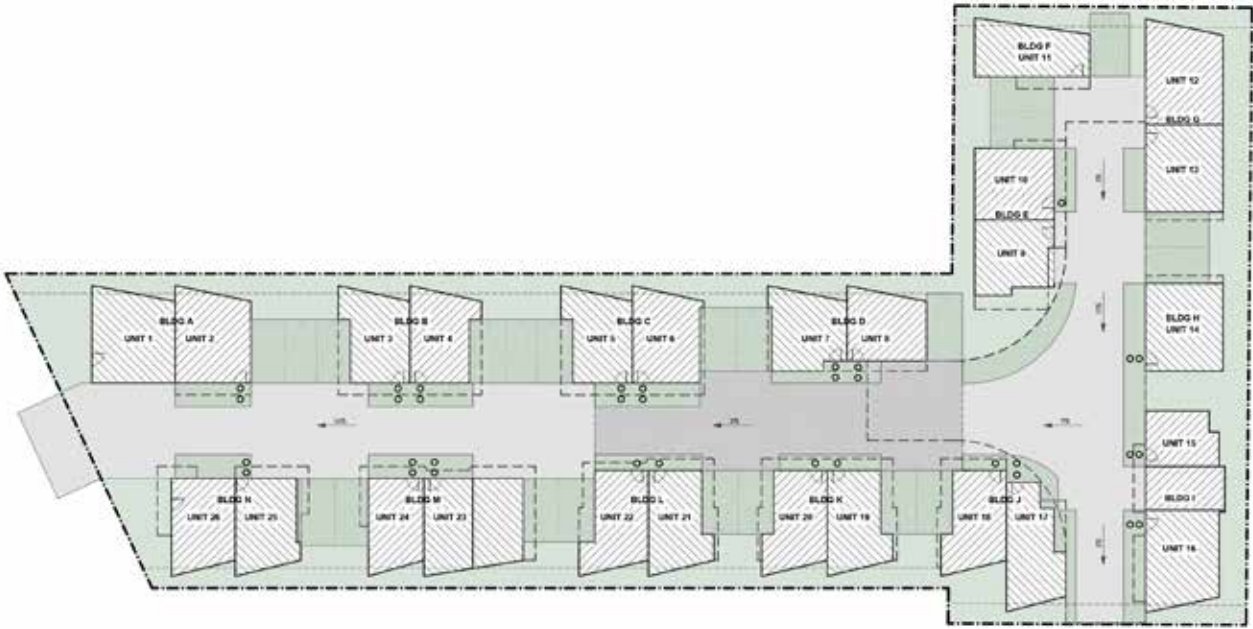
STREET VIEW



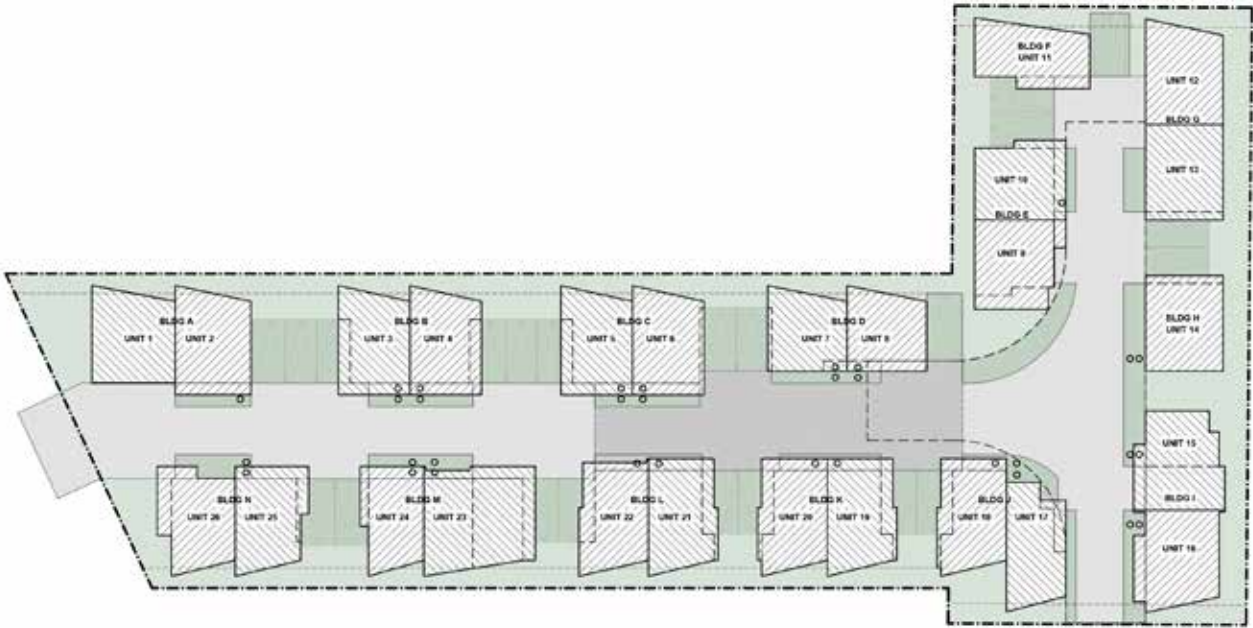
AERIAL VIEW 2



AERIAL VIEW 3



PARKING LEVEL



TYPICAL UPPER LEVEL





SITE SECTION



DRIVE LOOKING WEST



RAINIER AVE S LOOKING EAST

RESPONSE TO EDG:

1. ARCHITECTURE MASSING

GUIDANCE:

Staff supports the general massing of a townhouse development layout, as shown in Options 2 and Option 3. The townhouse massing relates to the general neighborhood residential scale. The smaller building units can better respond to the slope of the site by stepping incrementally with the slope of the drive. The scale of townhomes will also provide a better transition from the Low Rise zone of the site to the single family zone to the east.

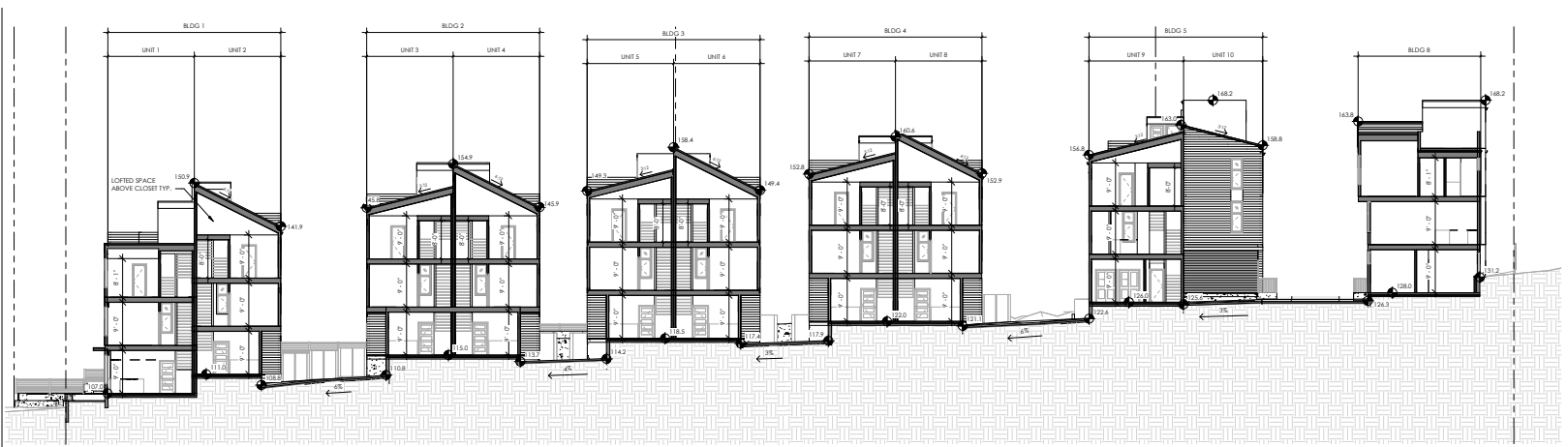
CS1-C Topography, CS2-A-2. Architectural Presence, CS2-C-2. Mid-Block Sites, CS2-D-4. Massing Choices

RESPONSE:

Noted, thank you. The scale of the buildings has been maintained and refined throughout the design process. All buildings are duplexes except for two which are SFRs to maintain the scale, relationship to the site slope, and transition between zoning zones.

DESIGN GUIDELINES

- CS1-C TOPOGRAPHY
- CS2-A-2 ARCHITECTURAL PRESENCE
- CS2-C-2 MID-BLOCK SITES
- CS2-D-4 MASSING CHOICES



RESPONSE TO EDG:

1. ARCHITECTURE MASSING

GUIDANCE:

Staff notes that the regular rhythm of duplexes along the main drive aisle on Option 3 is preferable to the irregular mix of unit types shown in Option 2. Simplify facades and create a clear repetition of architectural forms along the entrance drive to aid in wayfinding. Provide eye-level perspectives to illustrate legibility of architectural design.

PL2-D Wayfinding, DC2-B-1. Façade Composition



RESPONSE:

The massing has been simplified and broken into 3 volumes highlighted by distinct materials. The overall massing consists of black horizontal lap siding that emphasizes the angled shed roofs of each unit. These shed roofs combine in each duplex to create an asymmetrical split gable roof form. The buildings' vertical circulation massing's are defined by grey cementitious panel. The change in material creates a nice contrast between the shed roofs and the vertical mass of the penthouses while drawing your eyes upwards. Lastly, the ground level massing is recess at the unit entries and is highlighted with cedar siding for clear wayfinding. This strategy repeats across the units facing the drive.



DESIGN GUIDELINES

PL2-D WAYFINDING:

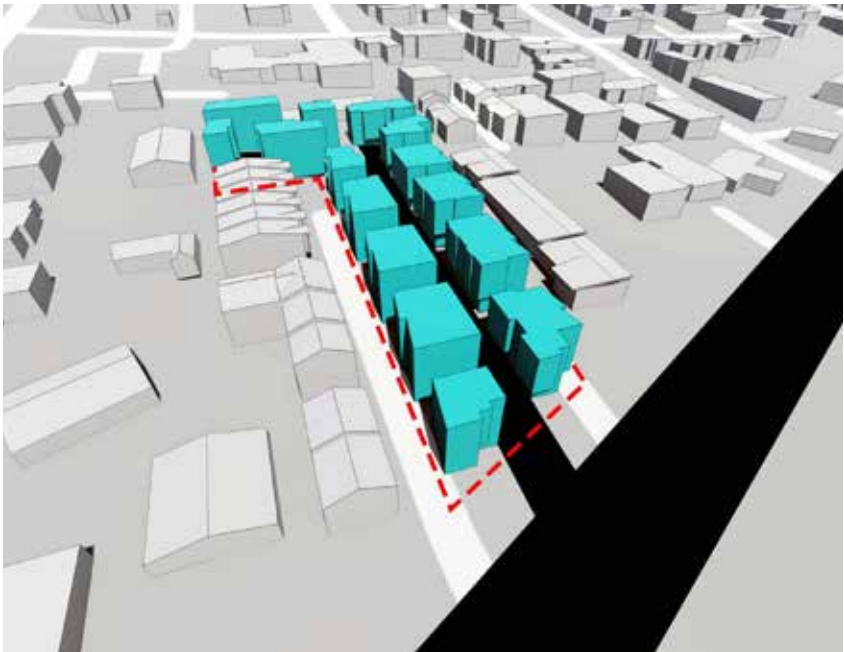
DC2-B-1 FACADE COMPOSITION:

RESPONSE TO EDG:

1. ARCHITECTURE MASSING

GUIDANCE:

The angled facades along the north and south property lines of Option 3 do not appear to have a clear design relationship to the neighborhood context, nor does the angled concept carry over to the visible facades along the drive/access aisle. As design progresses, demonstrate how the proposed design concept responds to the neighborhood context. Ensure any proposed architectural concept wraps the buildings to present a cohesive architectural approach as well as providing interest and variation on all sides of the structures.



RESPONSE:

The angled facades have been simplified and eliminated through the design process. Instead, the design has focused on relating to the neighborhood context using materials and roof forms. The materials used are a common palette found in the neighborhood including lap siding and panel as well as more high-quality cedar siding for the entries. The roof form is a reinterpretation of the traditional gable roof forms located in the neighborhood context. The split gable roof is intended to create cohesion between the units in each duplex while still allowing for the individual expression of each unit.



DESIGN GUIDELINES

DC2-B-1 FACADE COMPOSITION:

RESPONSE TO EDG:

2. ARCHITECTURE LAYOUT

GUIDANCE:

Detailed unit layouts were not included in the EDG package, which is appropriate for EDG review. In the response to EDG, demonstrate how unit layouts to relate the interior spaces of the buildings to the exterior spaces, including providing clear wayfinding to entrances, access to rear yard areas, and convenient access to services on site.

i. Ensure privacy is considered and provided between units and between development on adjacent sites.

Staff supports the grouping of unit entrances along the access way, as shown in Option 3. As the plans progress, provide site and architectural design development that supports identifiable entrances along the drive aisle and provides safety between the drive aisle and front door. Staff notes that integration of grading at the entry areas is important for access and legibility.

The current plan layout, with building facades against the access drive, places materials at the lower levels very close to the pedestrian use level. Include a palette of high quality, textural materials, that will be durable next to high-use vehicle access areas.

RESPONSE:

The unit layouts have been designed to optimize daylighting and visual connections to the exterior, while maintaining privacy between buildings. The buildings are laid out with entries facing the main drive and rear facing private yards. All entries (except unit 1 and 25 which face the street) have stoops that face the driveway. The entry stoops combined with the cedar siding and overhangs are features that create a distinct architectural language to scale down the entries and highlight them for clear wayfinding. Most units have the living spaces on the ground floor and the bedrooms on level two and three. The living rooms have been placed facing the drive to provide eyes on the street. The kitchens are laid out towards the rear of the buildings closer to the rear yards. In most building access to rear yard is provided off the kitchen. On the upper floors care has been taken to offset bedroom windows to provide maximum privacy from adjacent building and building across the drive. See Pages 34-48 for detailed unit layouts.

The grouped entries along the access way were kept and stoops have been added to deal with grade changes and to create a pedestrian safety buffer between the drive. An additional layer is created at the ground level using a change of material at on the drive to indicate access to the entries.

Two materials are located at the lower level of the building close to pedestrian and vehicular use. Cedar siding is used at the entries for its high quality and to scale down the building at the pedestrian level. Lap siding is also located at the ground level near vehicular access areas for its durability.

DESIGN GUIDELINES

DC3-A-1. Interior/Exterior Fit
CS2-D-5. Respect for Adjacent Sites

PL3-A Entries

DC4-A-1. Exterior Finish Materials
DC2-D. Scale and Texture

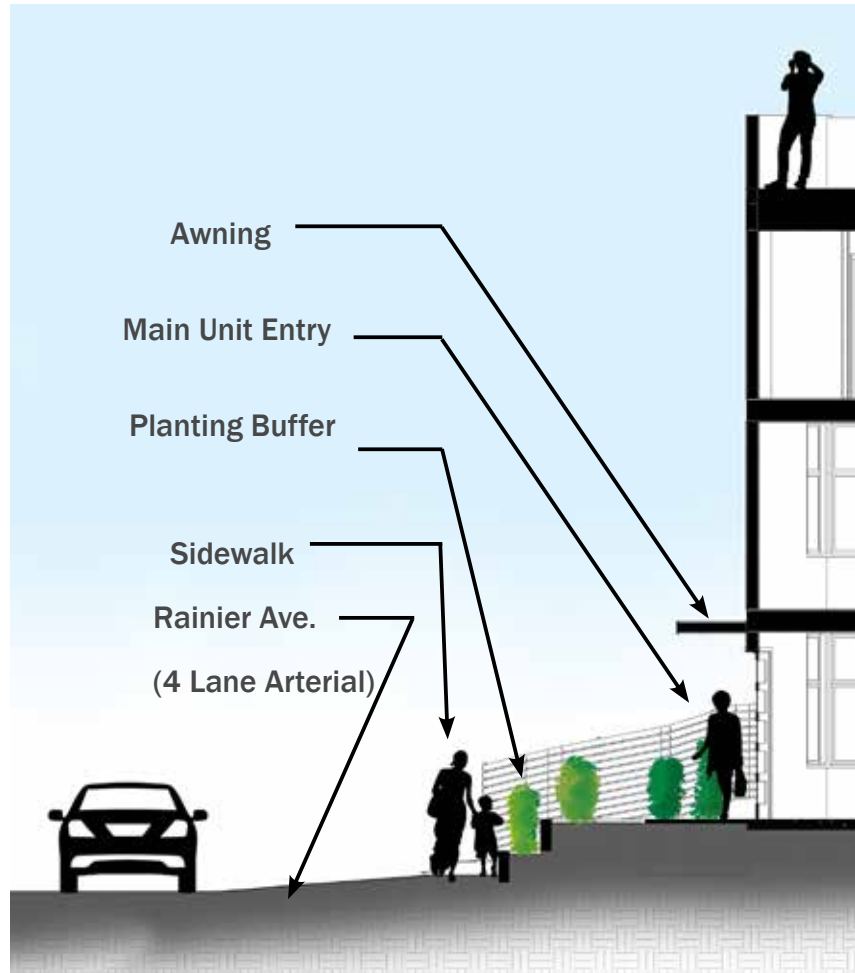
RESPONSE TO EDG:

2. ARCHITECTURE LAYOUT

GUIDANCE:

Staff supports the orientation of the townhouse units along the west frontage to face Rainier Ave to bring residential scale to the street frontage and to activate the streetscape. The grade of these townhomes should be set relative to the street level, not the elevated levels of the existing structure on site or the adjacent project to the north.

- i. Provide details of how the street-facing units are designed to respond to their location, including façade design (including door and window layout) and site design that provides a transitional space between the public sidewalk and the unit entrance.



RESPONSE:

Unit 1 and 26 have maintained their orientation facing Rainier Ave. The grade for these units has been adjusted so that their entry stoops are located just a couple feet above the sidewalk. The grade change allows the units to have stoops that rise off the sidewalk. There is also a plant buffer provided between the sidewalk and the entry stoop. The street level relationship diagram illustrates the transition between the sidewalk and unit entry. (page 71 street level relationships diagram). The landscape features create layers that create privacy for the private residential entries while keeping a visual connection to the public realm on the sidewalk.

DESIGN GUIDELINES

- CS2-B-2. Connection to the Street
- CS3-A-4. Evolving Neighborhoods
- DC2-B-1 Facade Composition:
- PL3-B. Residential Edges



RESPONSE TO EDG:

3. ARCHITECTURE MATERIALS

GUIDANCE:

A materials palette was not indicated in the EDG package, which is appropriate for EDG review. Materials should be chosen to relate to the residential context in this low rise multi-family zone. In the response to EDG, include contextual reference for materials scale and color, as well as for detail applications.

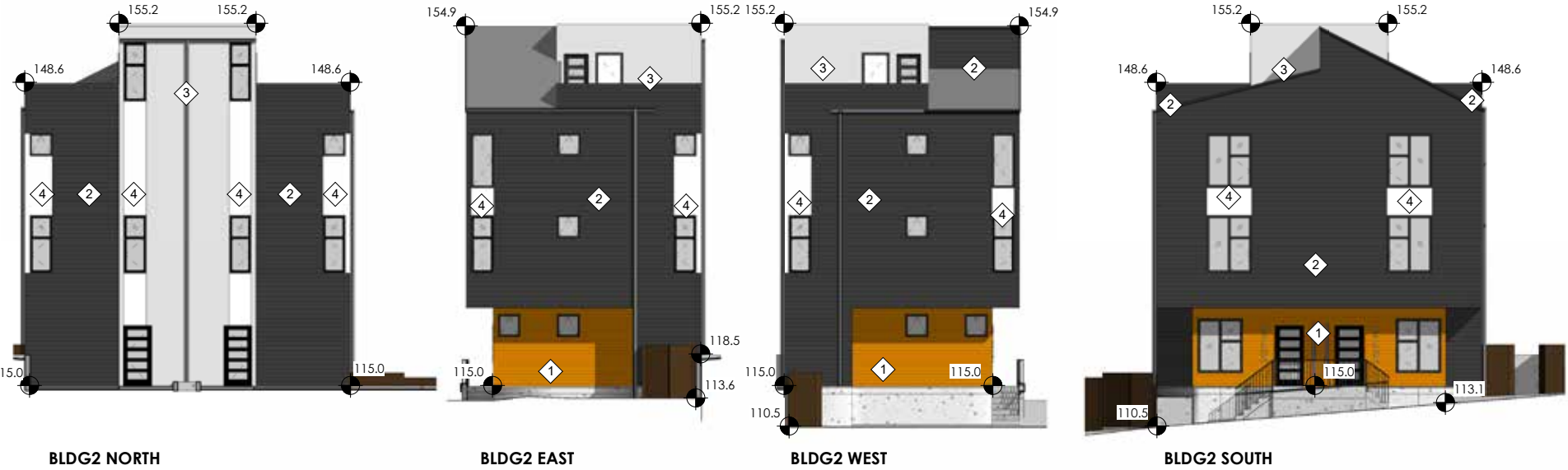
RESPONSE:

Please see page 49 for the material palette. The materials selected were chosen to best fit with the existing materials found in the neighborhood. A study of the residential context in the LR(3) and adjacent SFR zones concluded that most common materials found are lap siding and panel (see page 8 for neighborhood precedents). Most of the older SFR buildings use lap siding, while the contemporary multifamily buildings tend to use panel.

This project combines both lap siding and panel to break down the buildings' façade compositions. Most of the massing uses horizontal lap siding to break down the scale of the units and add texture to the facades. Panel is used as a secondary element in two colors. Grey panel is used to highlight each buildings vertical circulation elements and contrast with the dark lap siding. White panel is used to vertically band windows together in a strategic façade composition. Lastly cedar siding is used in the recessed entries of all buildings. The wood creates a soft, warm welcoming feeling at the entries while highlighting them for way-finding.

DESIGN GUIDELINES

- DC2-C Secondary Architectural Features
- DC2-D Scale and Texture
- DC2-C-3. Fit With Neighboring Buildings



RESPONSE TO EDG:

4. SITE

GUIDANCE:

The required drive aisle width and surface parking take up a majority of the site plan. The dominance of vehicle access, along with the steep grading of the drive, do not create ground space for clear and safe pedestrian circulation or for usable common areas. The EDG packet states that the driveway is intended to function as a woonerf by providing hardscape pattern and texture and landscape strips. As described, the design and layout of the proposed driveway does not currently meet the definition of ‘woonerf’ in 23.84.A.044: ‘a common space shared by pedestrians, bicyclists and vehicles, used for vehicular access, in which amenities such as trees, planters, and seating serve to impede vehicular movement and provide opportunities for outdoor use by occupants of abutting structures. A woonerf is intended and designed to prioritize pedestrian movement and safety, through features such as pavers and pervious ground surfaces that slow vehicular movement.’ There is no indication in the EDG packet for prioritization of pedestrian use or enhanced pedestrian safety in areas shared with vehicular movement. If a woonerf is proposed at MUP/Recommendation, provide design studies, including detailed layout, amenities provided, etc., with accompanying perspective views showing how the definition is intended to be met through site design. Ensure all associated departures requested from Code standards are clarified.
Eliminate planting areas under building and roof overhangs where plants will not survive.
With limited opportunities for common gathering spaces on the site, Staff suggests creating on-grade access to the rear yard setbacks at each unit so private exterior yards can be provided.

RESPONSE:

Only the eastern portion of the driveway is intended to function as a woonerf. This area stays below a 3% slope and textured hardscape creates a pedestrian focused experience. This southeastern portion of the drive is really only intended to be used as a turnaround area for SPU trucks, which means that it will be used only occasionally and during well-known and predictable times. Plantings are located around the edges where driving is not required. This layout allows for various common use by the residents
All planting areas under building overhangs have been eliminated.
Most units have on grade access to the rear yards off the kitchens. This happens everywhere the grade allows.

DESIGN GUIDELINES

DC1-B-1. Access Location and Design PL3-B-4. Interaction DC1-C Parking and Service Uses
DC4-D Trees, Landscape, and Hardscape Materials
DC1-A-2. Gathering Places DC3-B-1. Meeting User Needs

RESPONSE TO EDG:

4. SITE

GUIDANCE:

Clarify how pedestrian access is achieved from the public right-of-way to the interior of the site. Indicate grades of walks. Provide stairs or other aids to encourage pedestrian access, where needed.

In order to demonstrate how the project will fit into the grade, provide a detailed grading plan at MUP submittal showing finished floor elevation at main entries, slopes of drive and other paved areas, slopes of landscape areas, and spot elevations at tops and bottoms of stairs and retaining walls.

Solid waste storage locations(s)and staging is not indicated on the plans. Long term bicycle parking has also not been identified. All service uses should be shown with adequate space on the MUP plans. Integrate the location and access for services with pedestrian circulation as well as with vehicle access and parking.

Staff notes that the drive aisle layout appears to show an access connection to the adjacent site to the south (at the southeast corner of the project site). Please provide information related to access being provided to the current (or future) development on the adjacent site so Code requirements related to driveway access, as well as design considerations related to a driveway serving more than 26 units, can be assessed.

RESPONSE:

The pedestrian access happens on either side of the drive next to the buildings. The path is highlighted on the ground with a change in material. The unit entries are located on stoops raised above the pedestrian path with steps leading up to them. Handrails are provided along the stairs to offer support along the path.

Please see grading plan within MUP submittal.

Solid waste storage for each unit is typically located adjacent to the units. The staging is set in front of each unit’s parking lot space along the drive. This allows for ease of maneuvering back and forth between the storage and staging location. This layout has been approved by SPU.

The long-term bicycle parking is located at the recessed entries for the units towards the front of the site. The units at the rear of the site share a pike parking area located centrally at the south of unit 10. There is also short-term bike parking at this central location. A few units have a dedicated bike storage located within the building.

There is no access from the drive to the adjacent property to the south. A curb and retaining wall is located at the south of the property line.

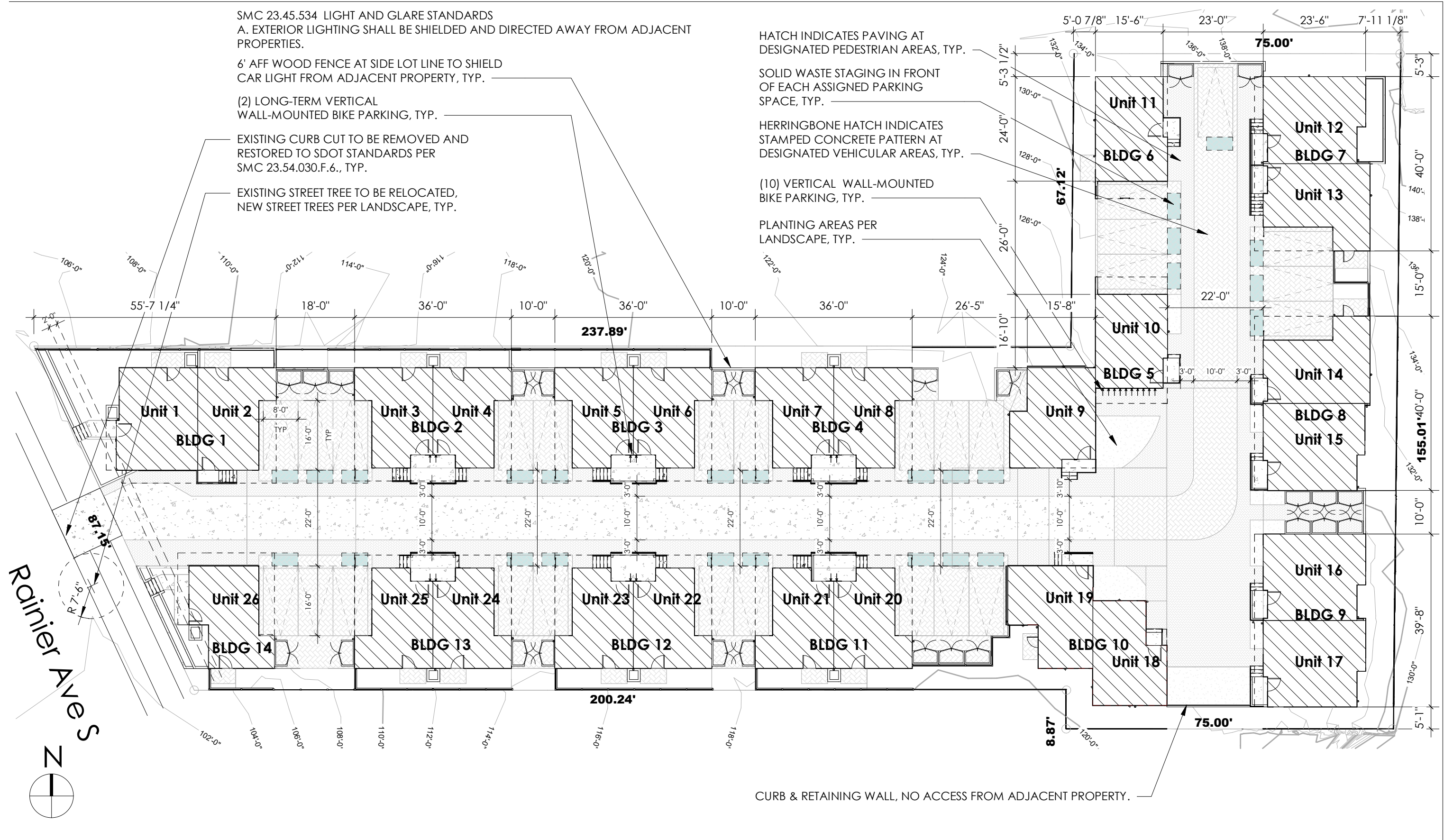
DESIGN GUIDELINES

PL2-A-2. Access Challenges
PL1-B-1. Pedestrian Infrastructure

CS1-C-2. Elevation Changes

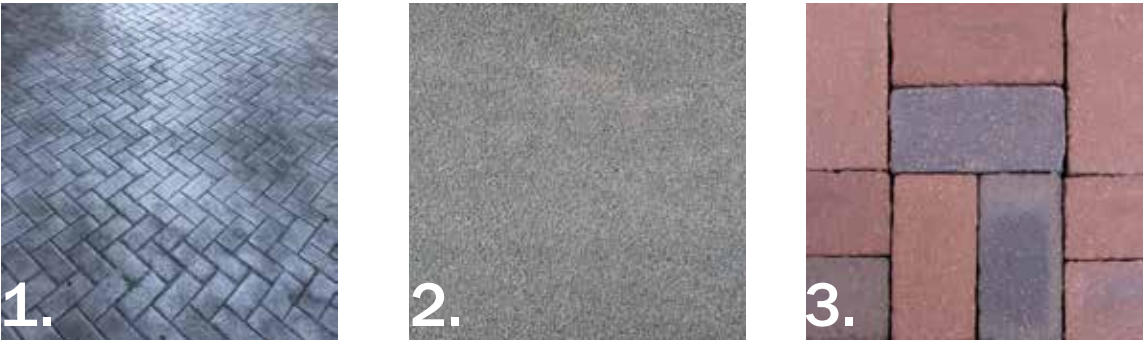
DC1-C Parking and Service Uses
PL4-B Planning Ahead for Bicyclist

DC1-B Vehicular Access and Circulation



SITE PLAN

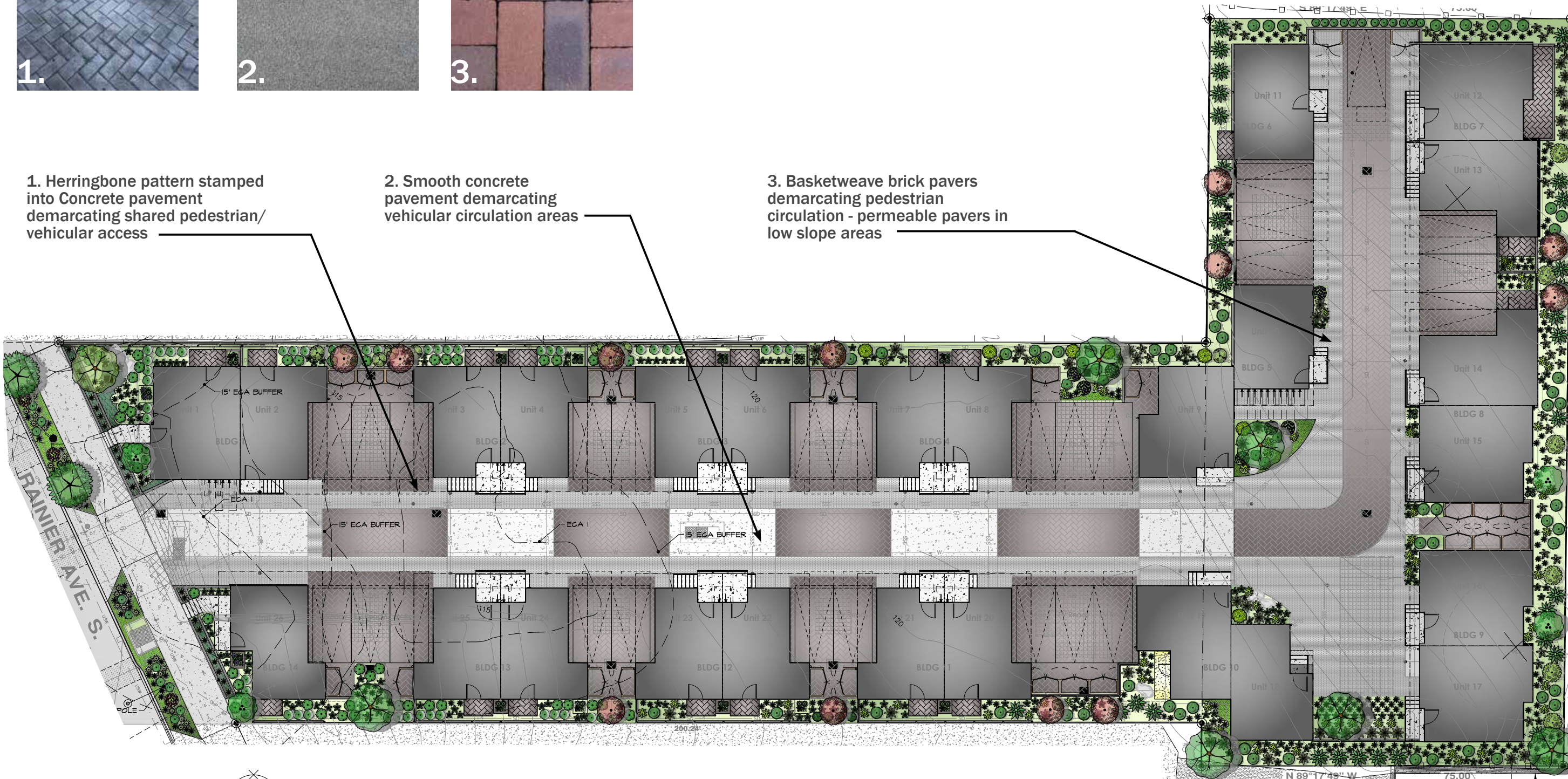
Proposed Pavement Palette



1. Herringbone pattern stamped into Concrete pavement demarcating shared pedestrian/vehicular access

2. Smooth concrete pavement demarcating vehicular circulation areas

3. Basketweave brick pavers demarcating pedestrian circulation - permeable pavers in low slope areas



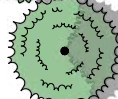
RENDERED LANDSCAPE PLAN
SCALE: NTS

LANDSCAPE PLAN

PLANT SCHEDULE

TREES

BOTANICAL / COMMON NAME

	Abies lasiocarpa / Alpine Fir
	Acer circinatum / Vine Maple
	Cercis canadensis / Eastern Redbud Street Tree
	Koelreuteria paniculata / Goldenrain Tree Street Tree
	Pinus contorta / Shore Pine
	Thuja plicata / Western Red Cedar

SHRUBS

BOTANICAL / COMMON NAME

	Achillea millefolium 'Strawberry Seduction' / Strawberry Seduction Common Yarrow
	Athyrium filix-femina / Lady Fern
	Blechnum spicant / Deer Fern
	Dicentra formosa / Pacific Bleeding-Heart
	Digitalis purpurea 'Foxy' / Foxy Foxglove
	Gaultheria shallon / Salal
	Heuchera cylindrica / Coral Bells
	Liriope muscari 'Big Blue' / Big Blue Lilyturf
	Mahonia aquifolium 'Compacta' / Compact Oregon Grape
	Mahonia repens / Creeping Oregon Grape
	Myrica californica / Pacific Wax Myrtle

	Nassella tenuissima / Mexican Feather Grass
	Polystichum munitum / Western Sword Fern
	Prunus laurocerasus 'Mount Vernon' / Mount Vernon Laurel
	Rhododendron macrophyllum / Pacific Rhododendron
	Ribes sanguineum / Red Flowering Currant
	Spiraea japonica 'Firelight' / Firelight Spirea
	Symphoricarpos albus / Compact Snowberry
	Vaccinium ovatum / Evergreen Huckleberry

BIORETENTION

BOTANICAL / COMMON NAME

	Carex obnupta / Slough Sedge
	Cornus sericea / Red Osier Dogwood
	Iris x 'Pacific Coast Iris' / Pacific Coast Iris
	Juncus effusus / Soft Rush

GROUND COVERS

BOTANICAL / COMMON NAME

	Arctostaphylos uva-ursi 'Vancouver Jade' / Kinnikinnick
	Fragaria chiloensis / Beach Strawberry
	Herniaria glabra / Green Carpet

SITE

BOTANICAL / COMMON NAME

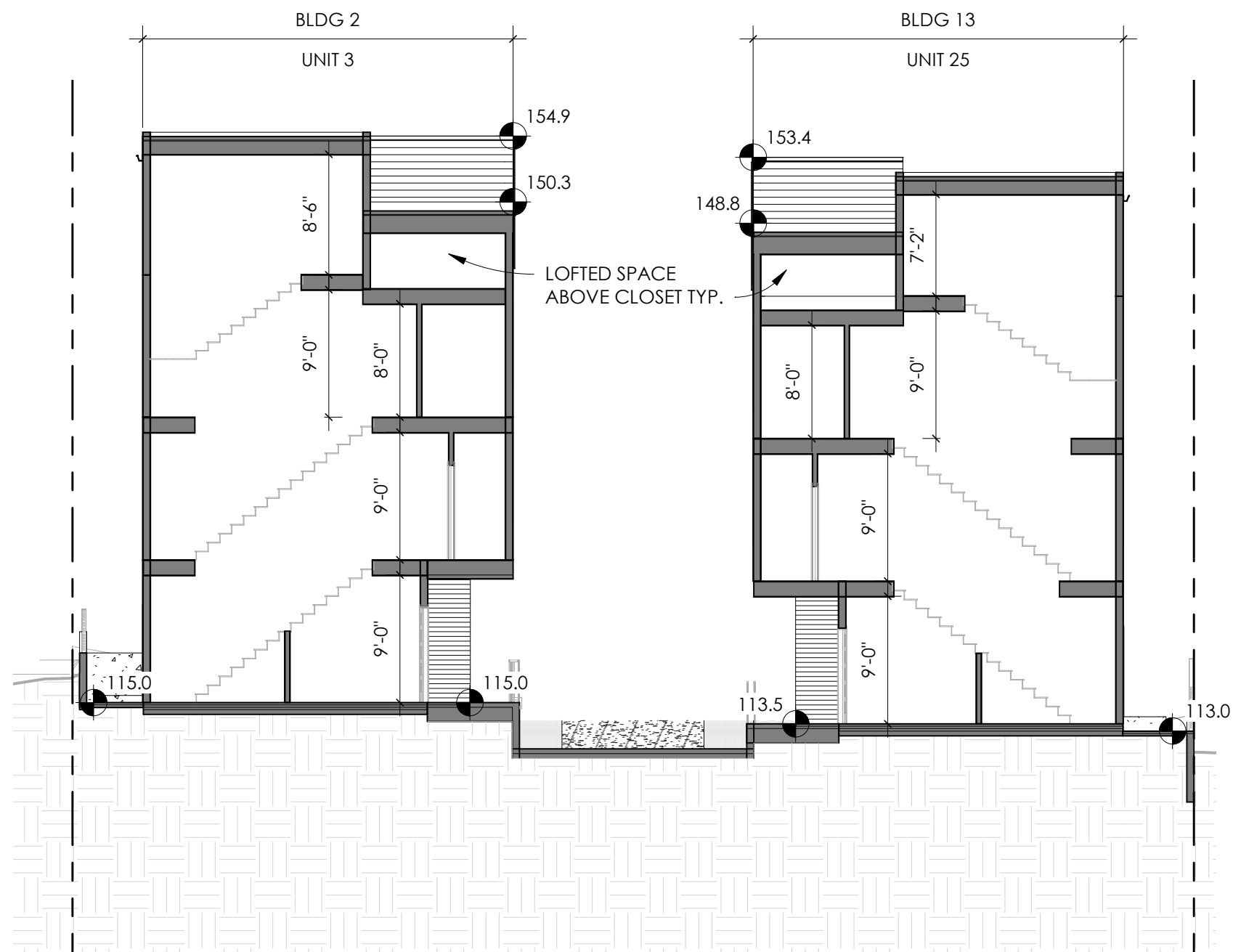
	Arborist Chips 3" Depth
---	-------------------------



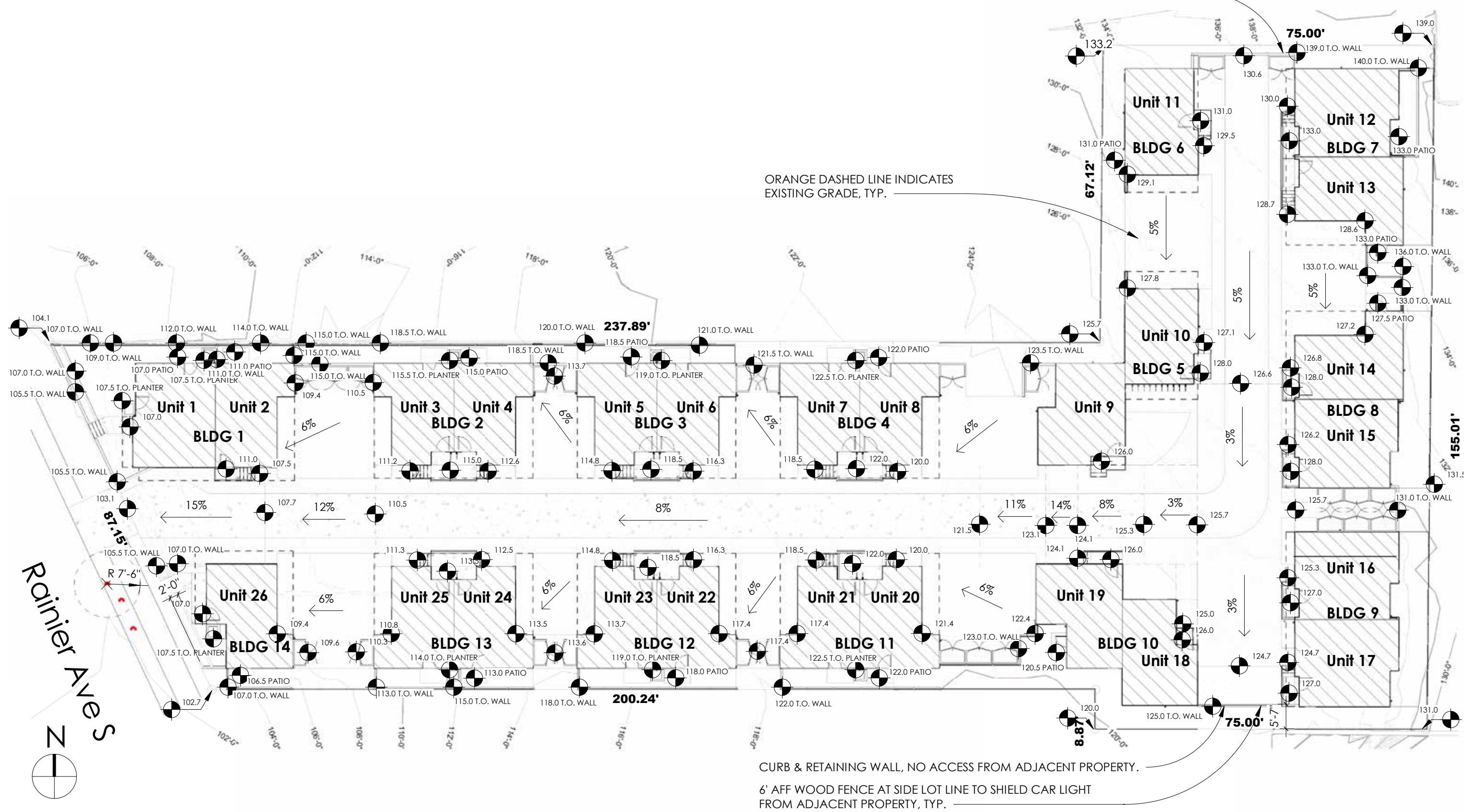


SITE SECTION E-W





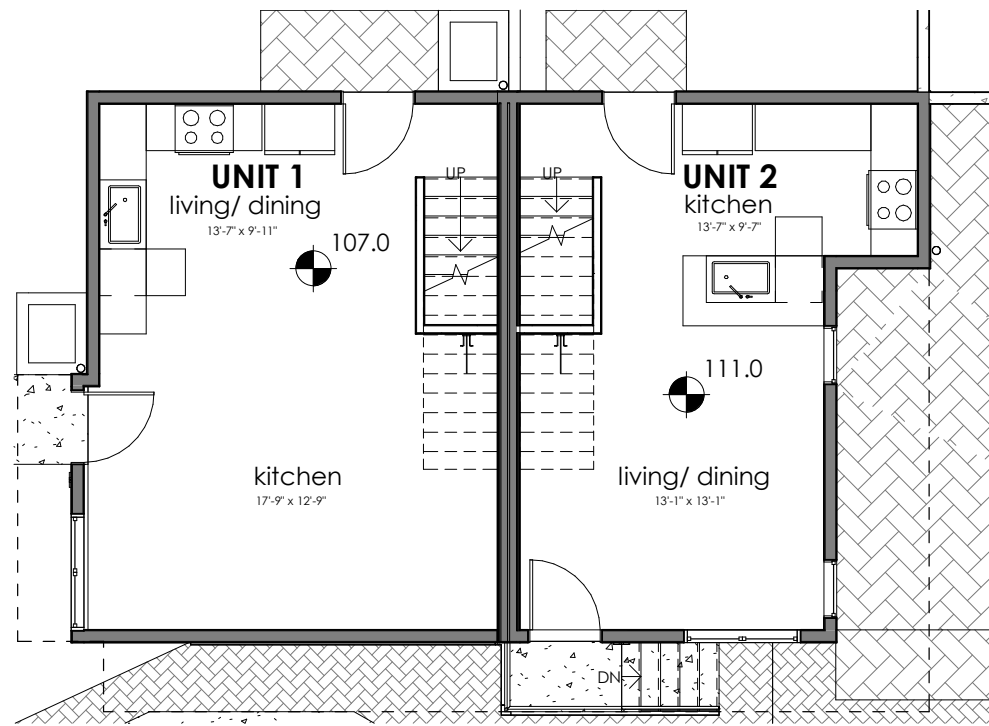
RETAINING WALL AT PROPERTY LINE, NO ACCESS FROM ADJACENT PROPERTY.



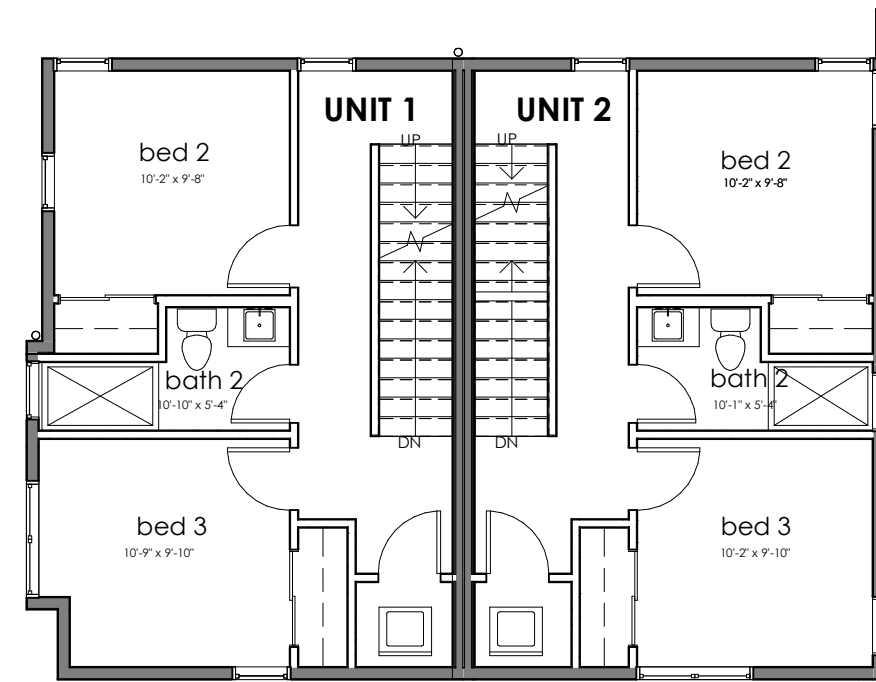
CURB & RETAINING WALL, NO ACCESS FROM ADJACENT PROPERTY.

6' AFF WOOD FENCE AT SIDE LOT LINE TO SHIELD CAR LIGHT FROM ADJACENT PROPERTY, TYP.

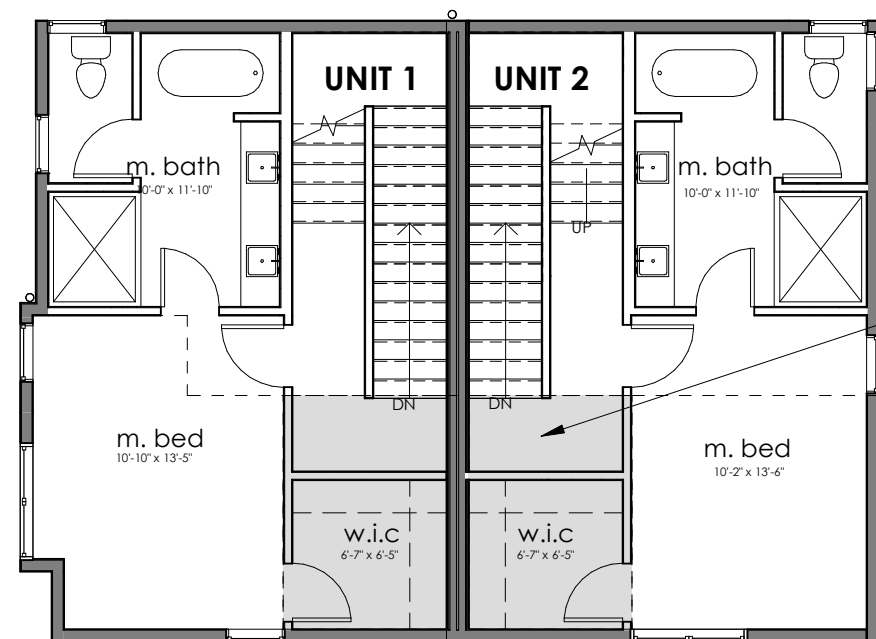
CONCEPTUAL GRADING PLAN



BLDG1 LEVEL1

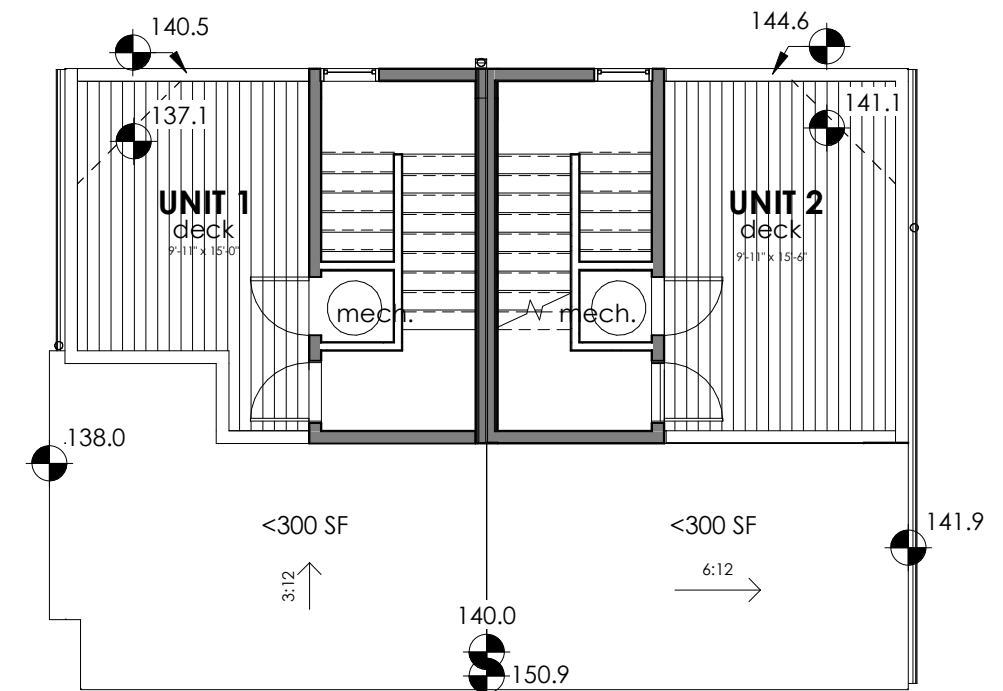


BLDG1 LEVEL2

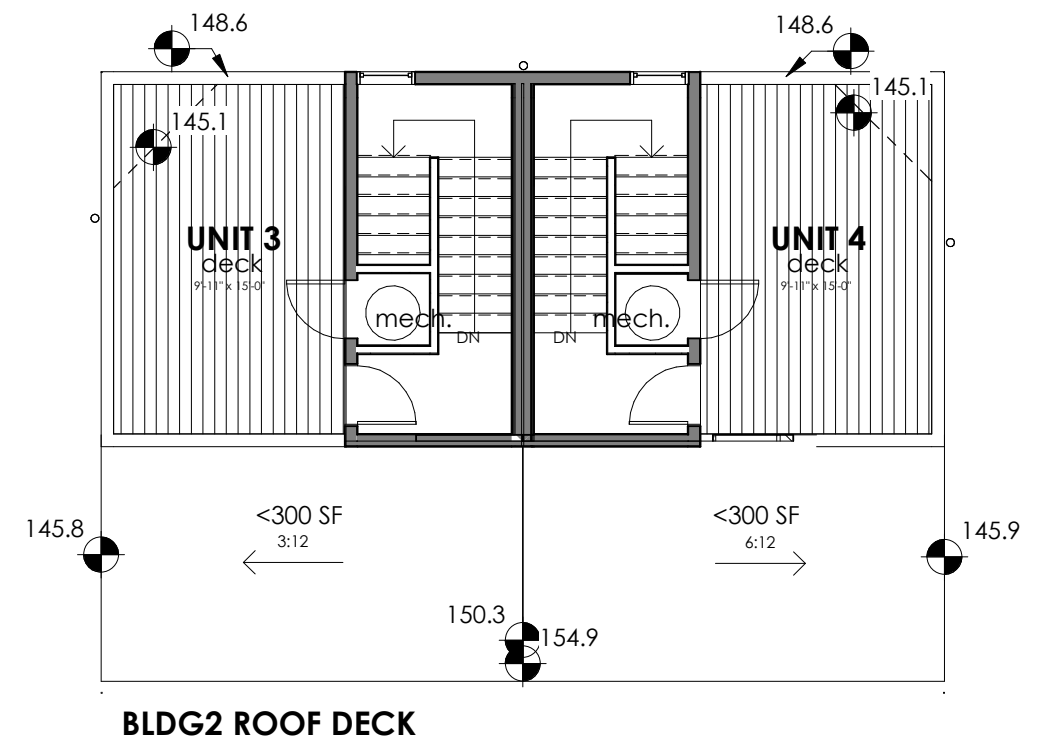
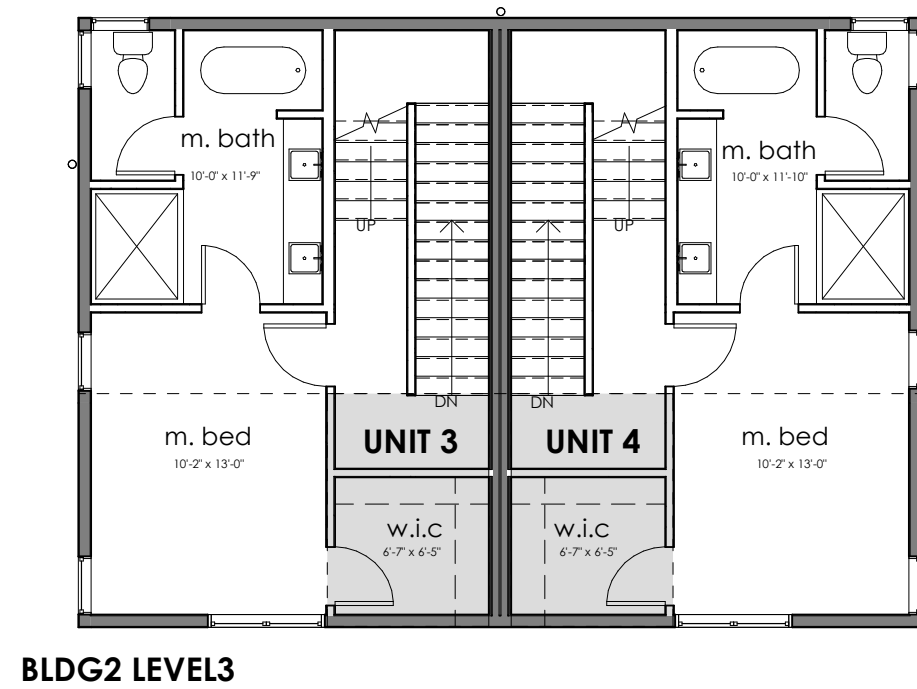
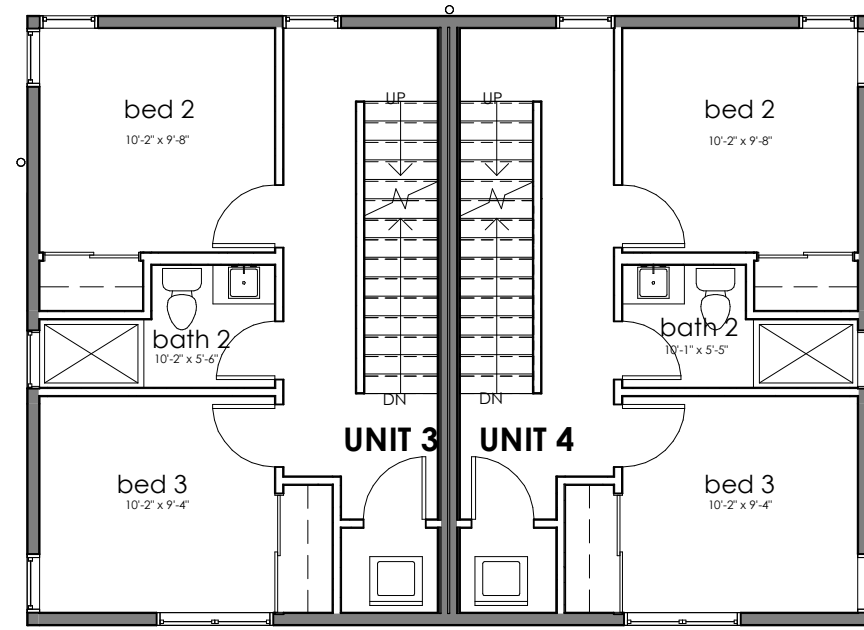
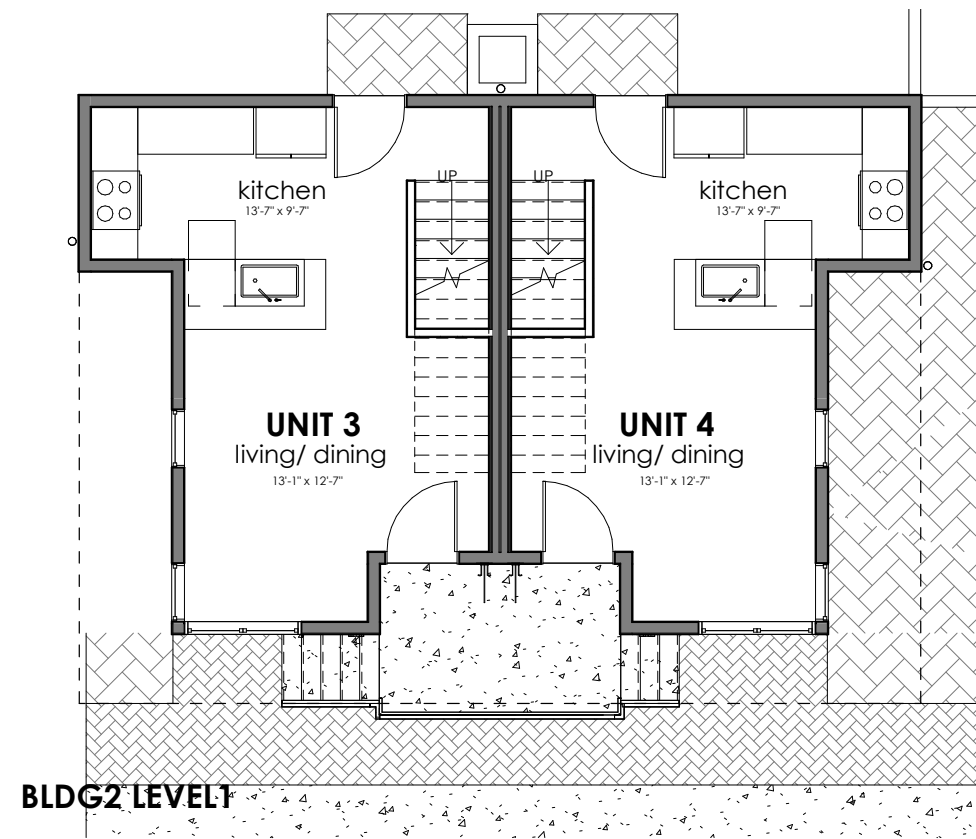


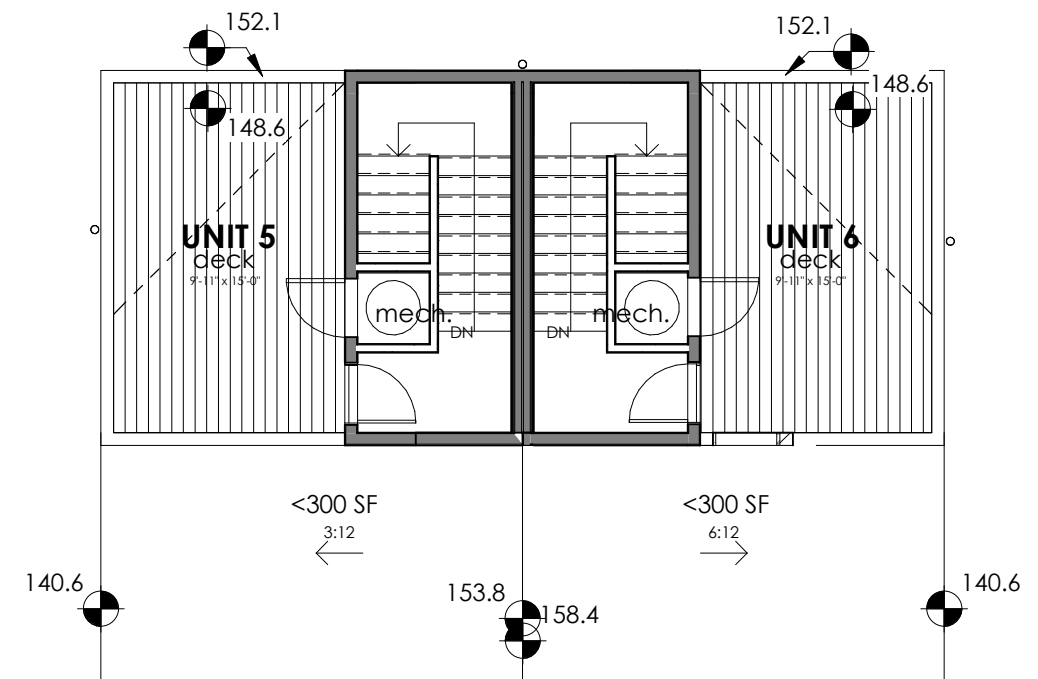
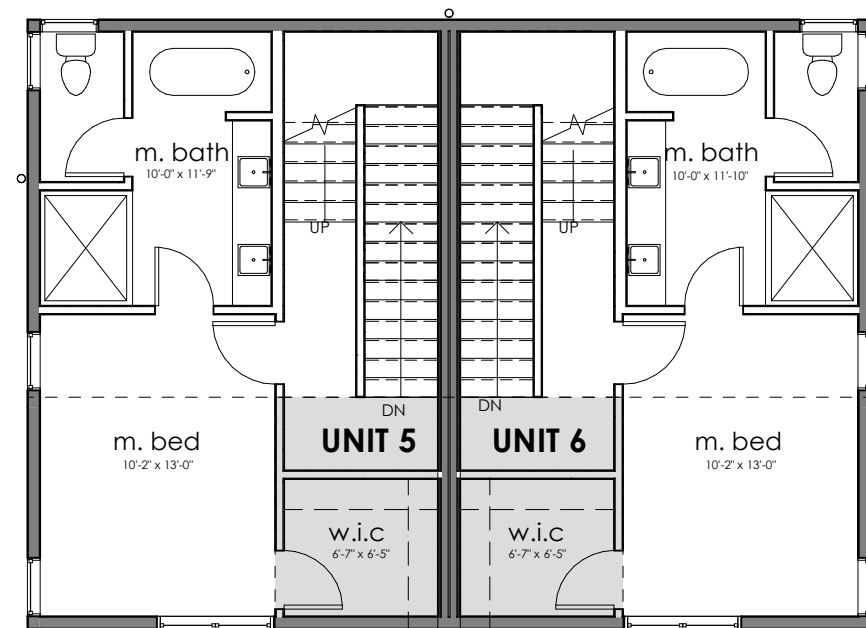
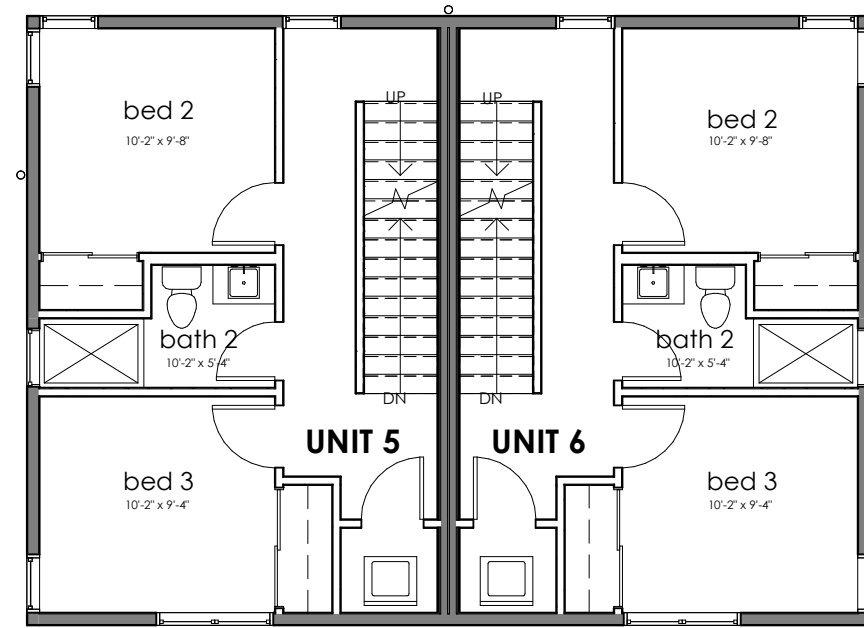
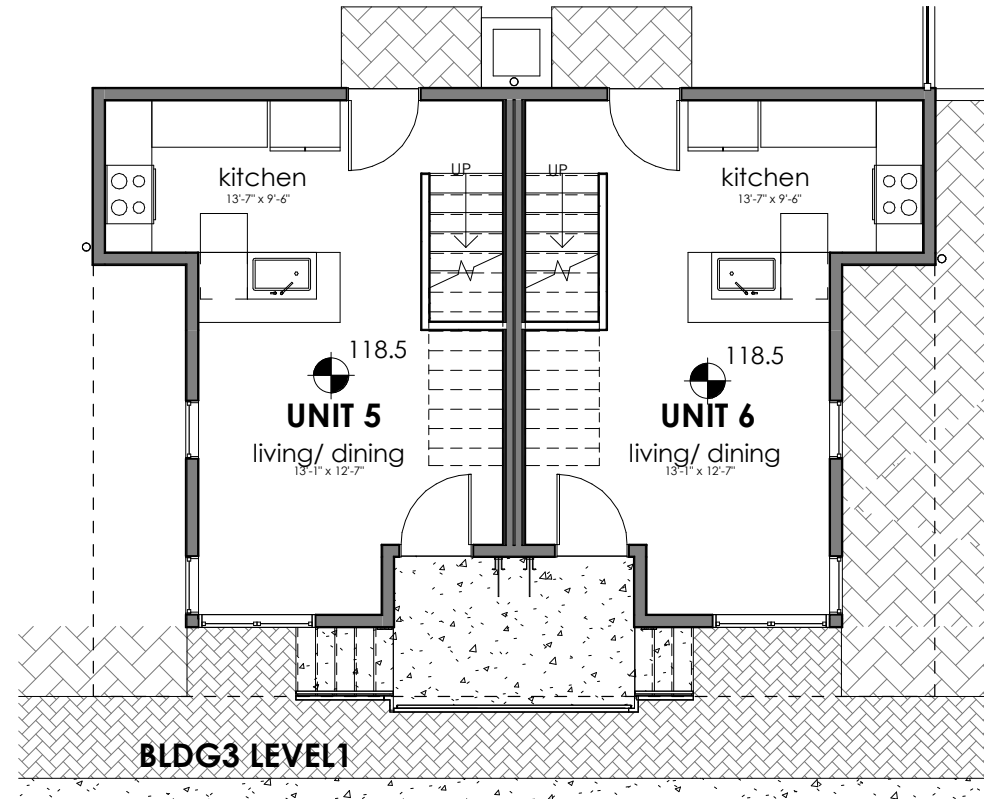
BLDG1 LEVEL3

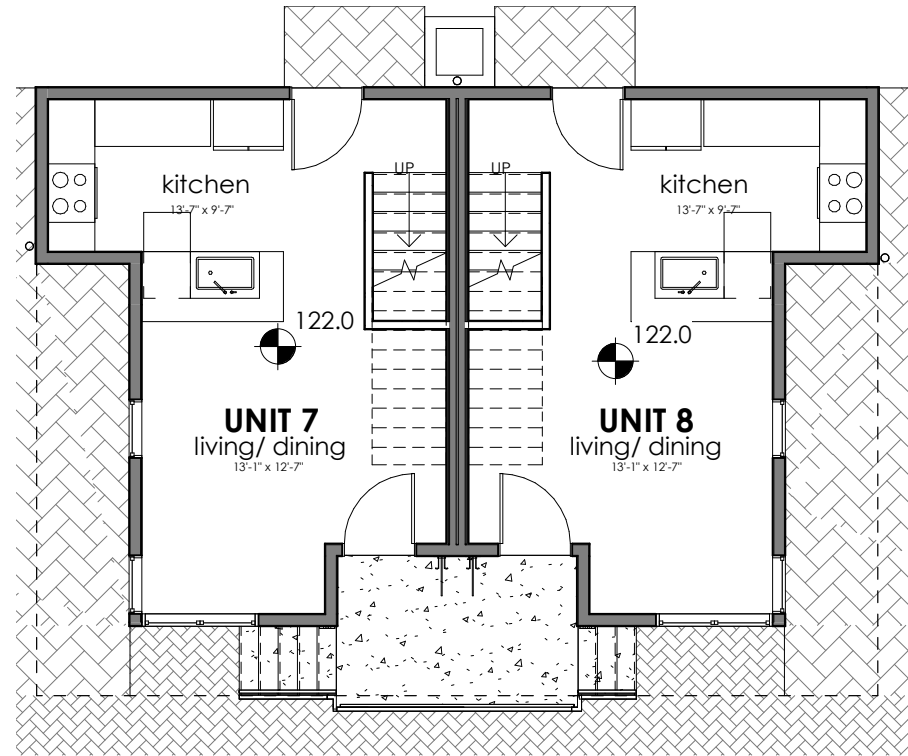
gray indicates
lofted storage
above closet, typ



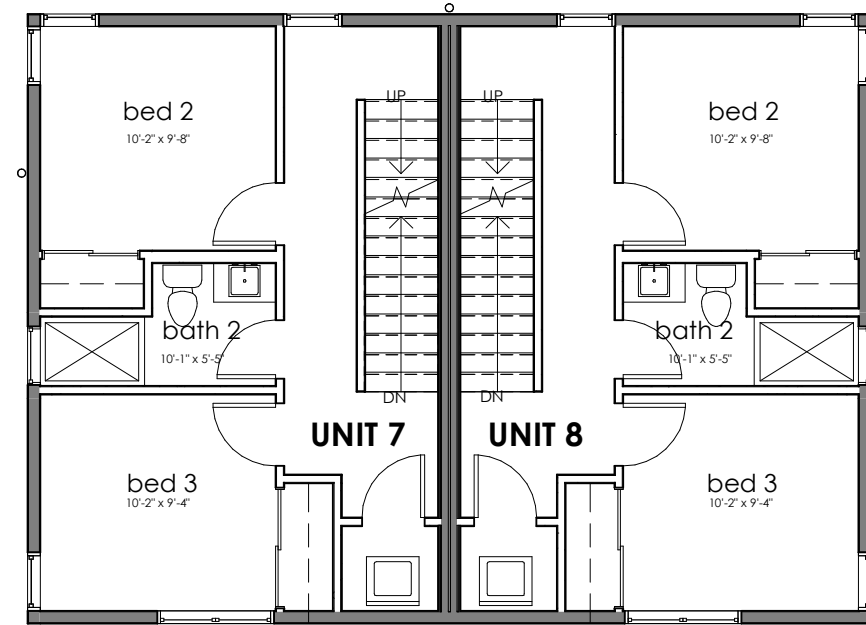
BLDG1 ROOF DECK



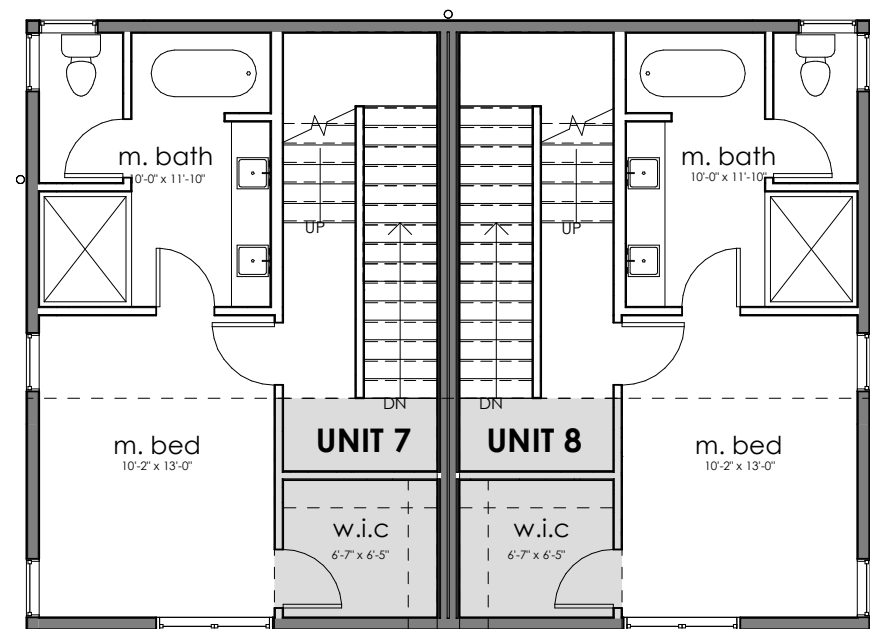




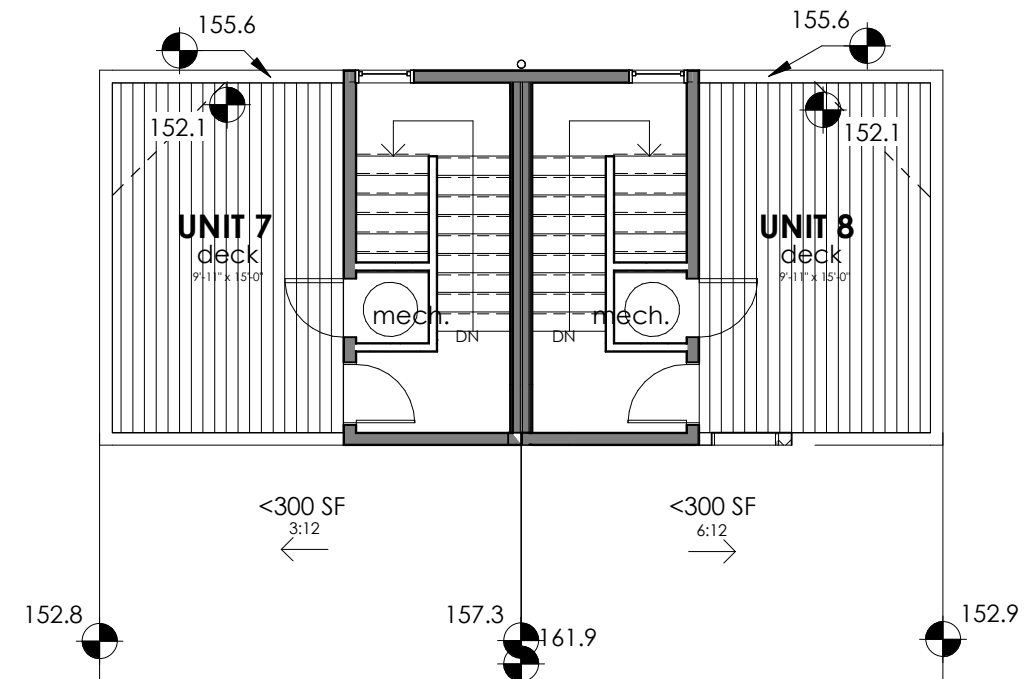
BLDG4 LEVEL1



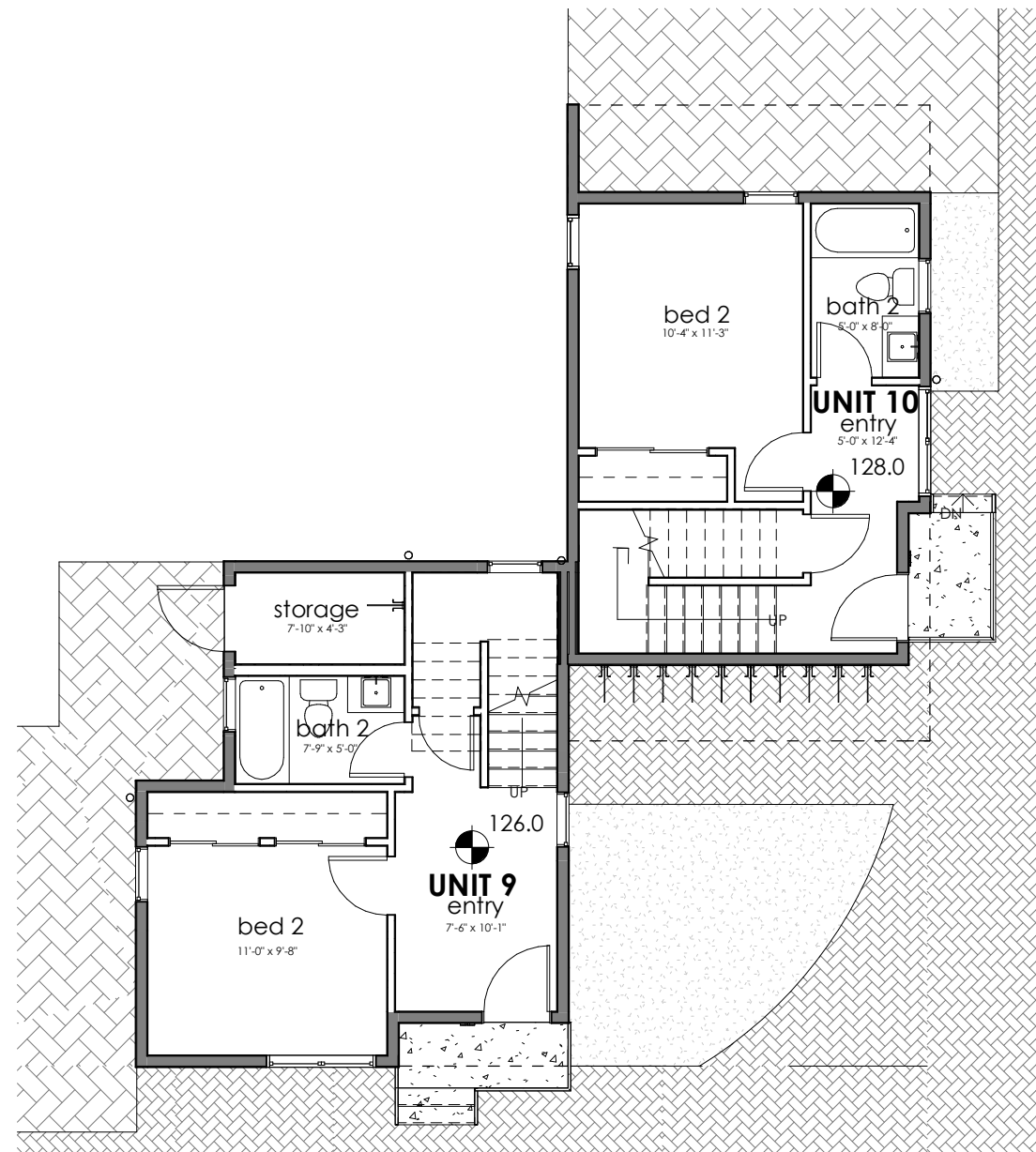
BLDG4 LEVEL2



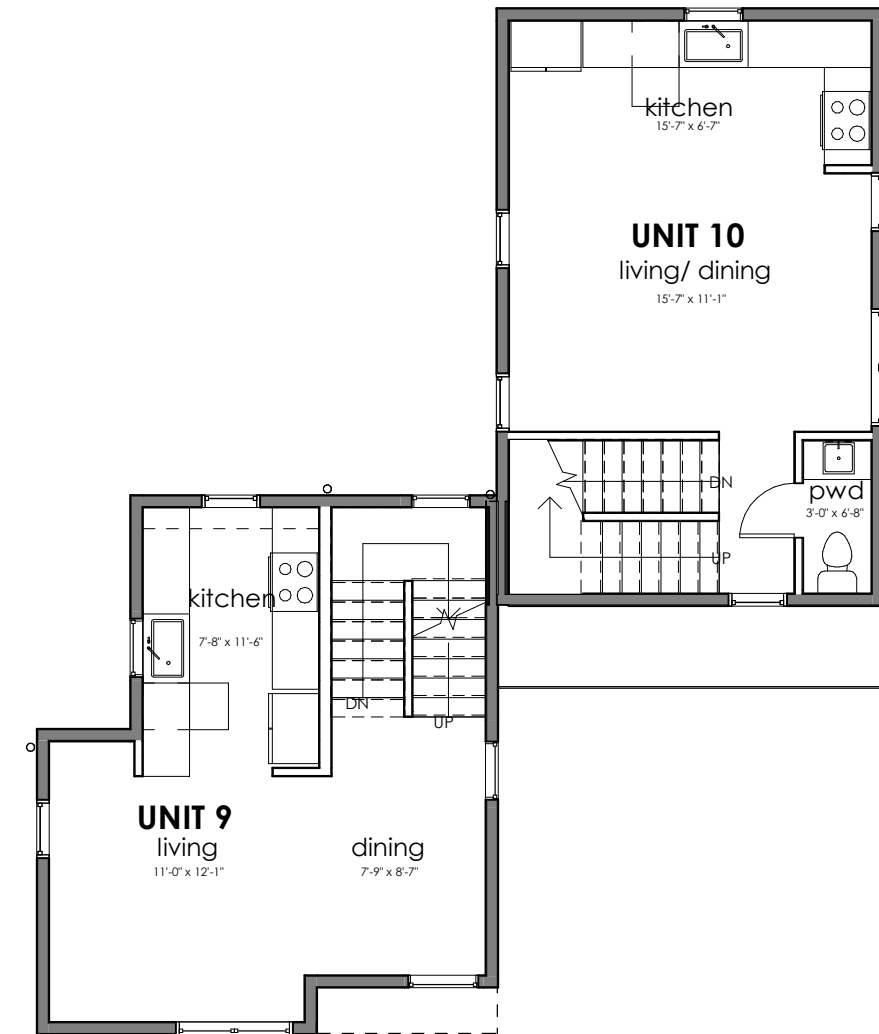
BLDG4 LEVEL3



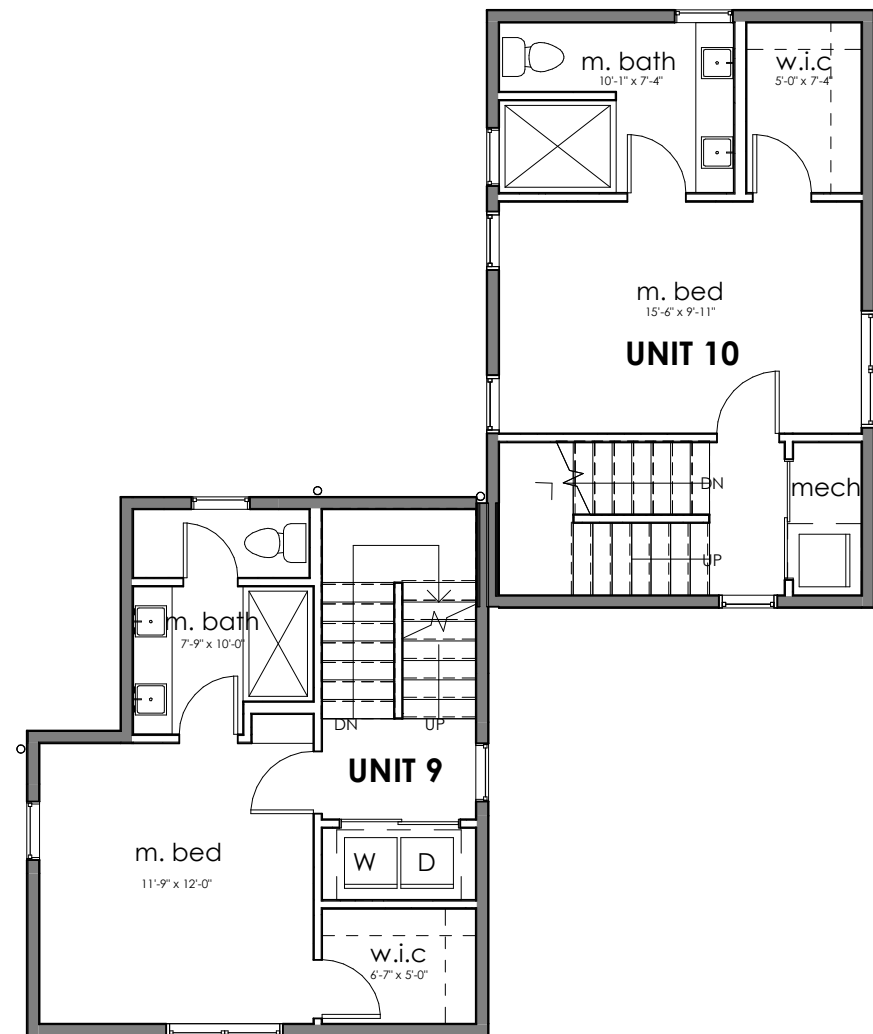
BLDG4 ROOF DECK



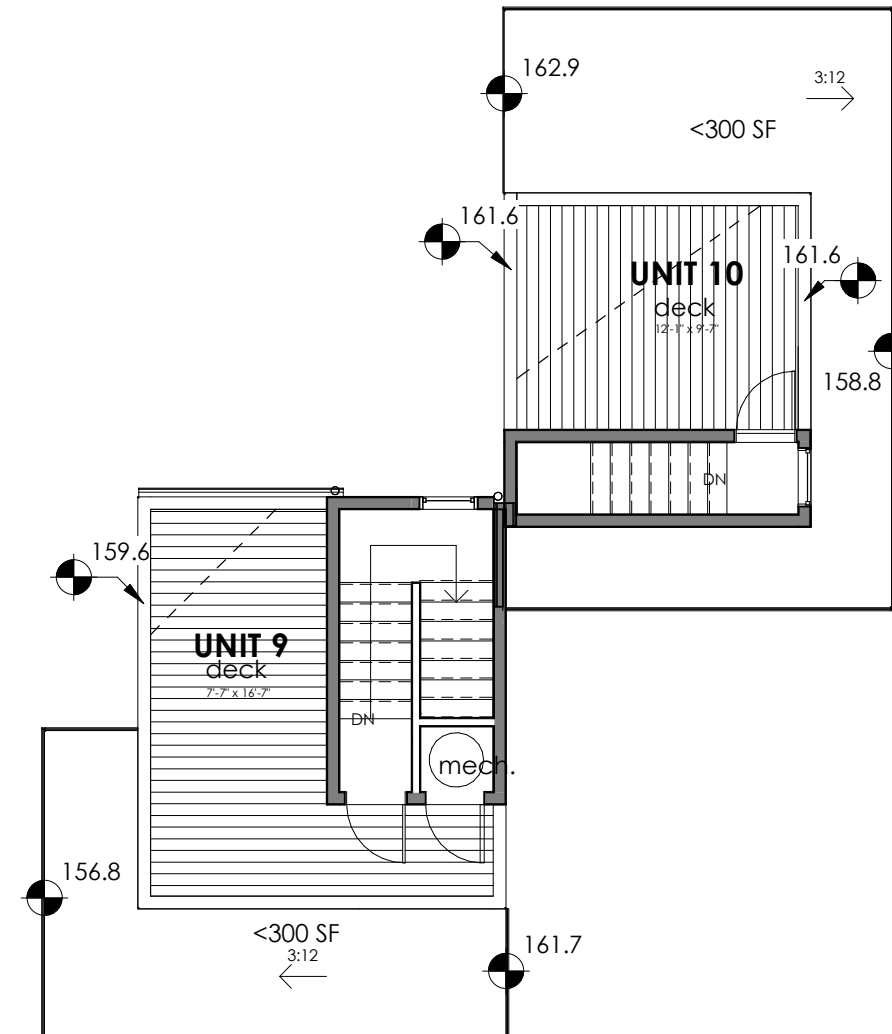
BLDG5 LEVEL1



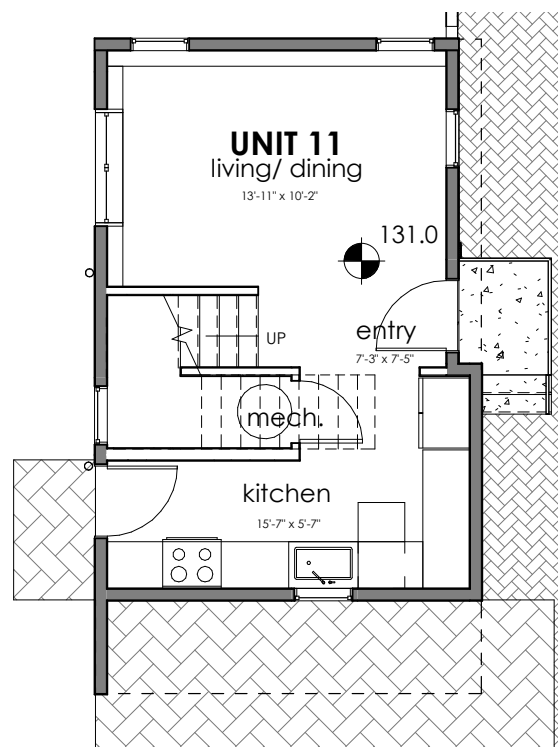
BLDG5 LEVEL2



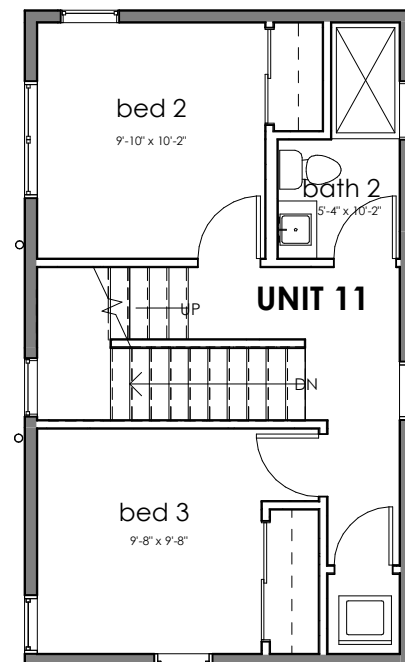
BLDG5 LEVEL3



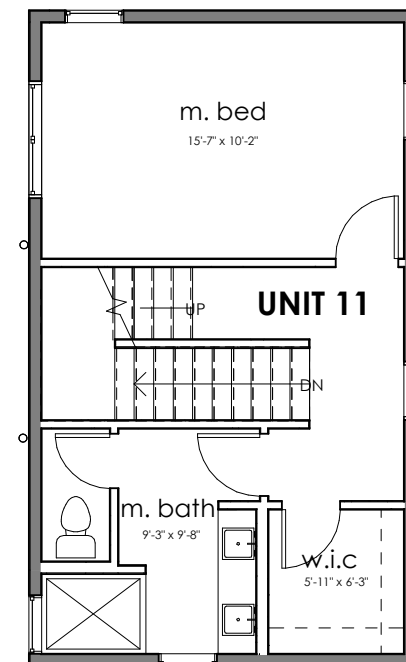
BLDG5 ROOF DECK



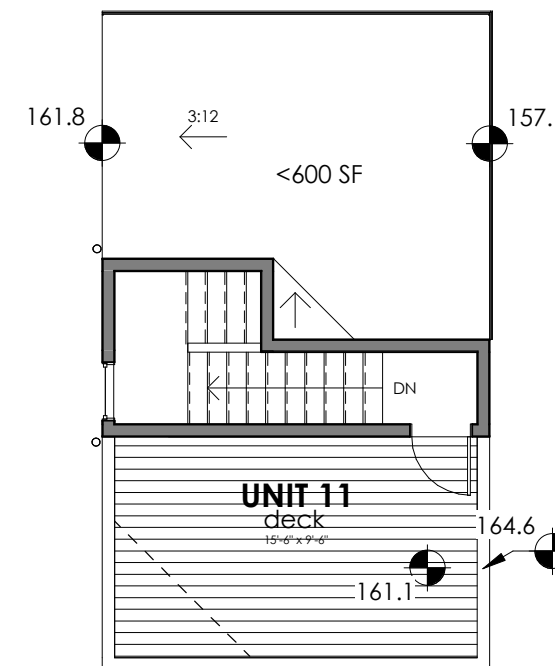
BLDG6 LEVEL1



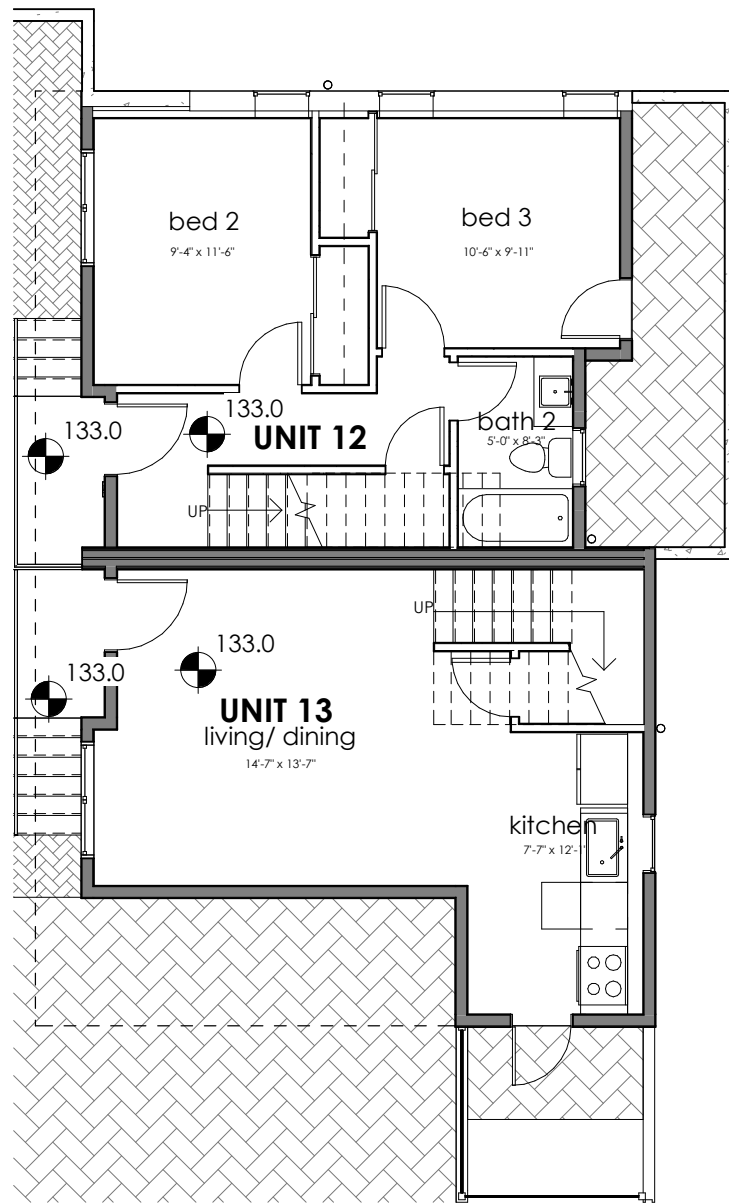
BLDG6 LEVEL2



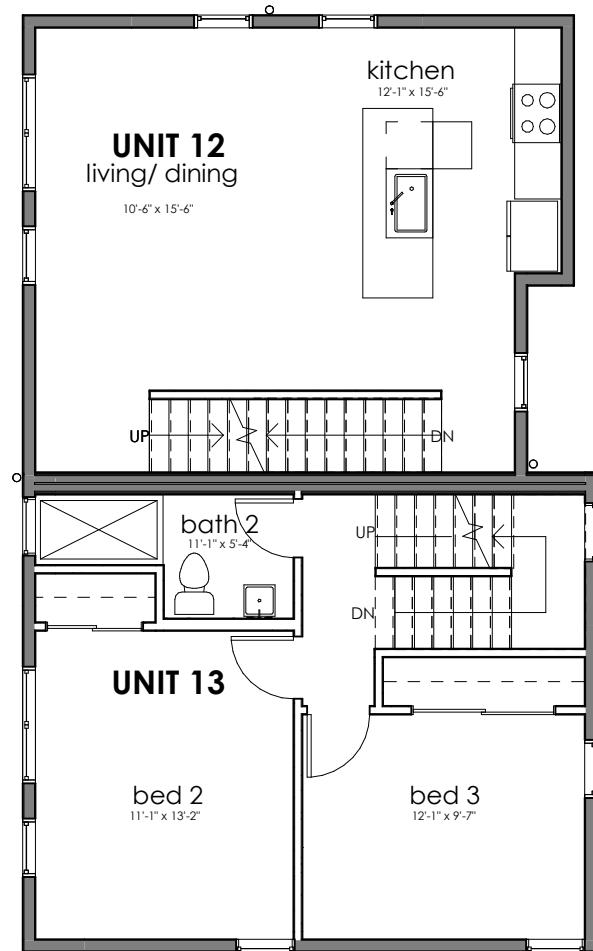
BLDG6 LEVEL3



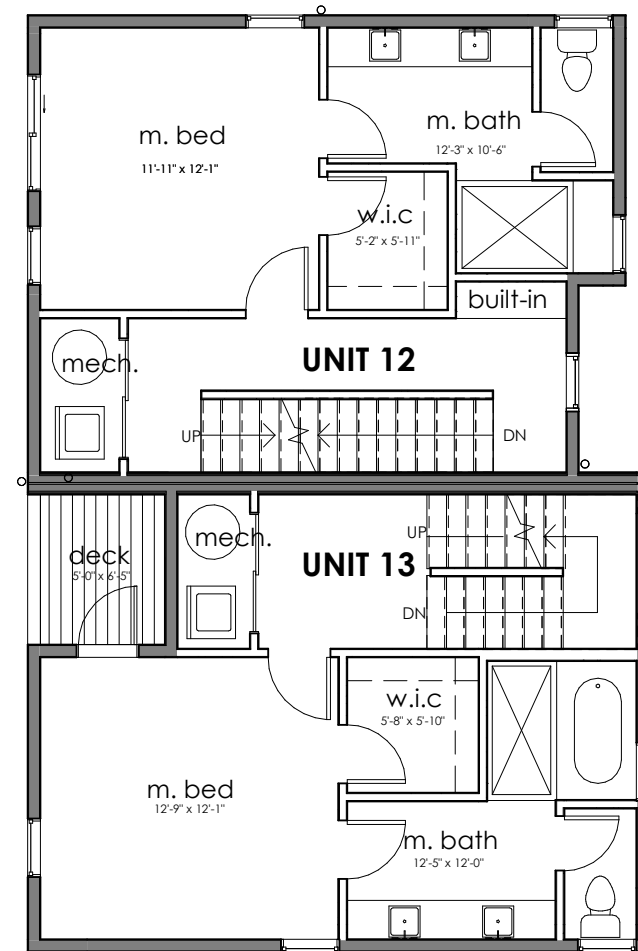
BLDG6 ROOF DECK



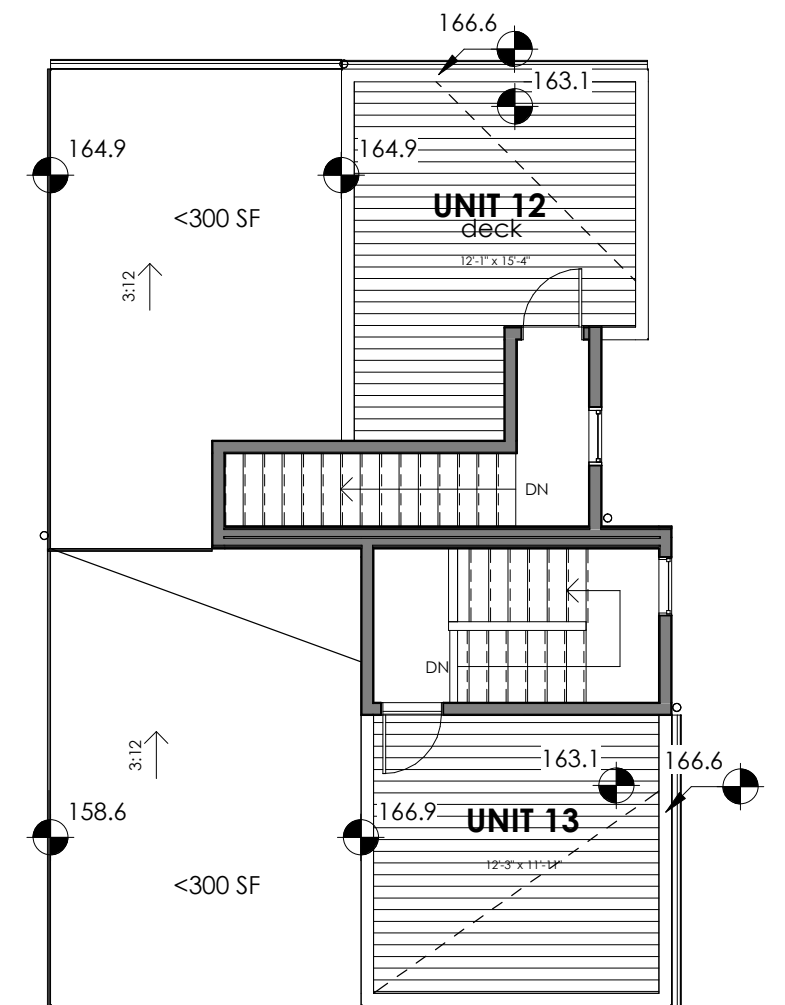
BLDG7 LEVEL1



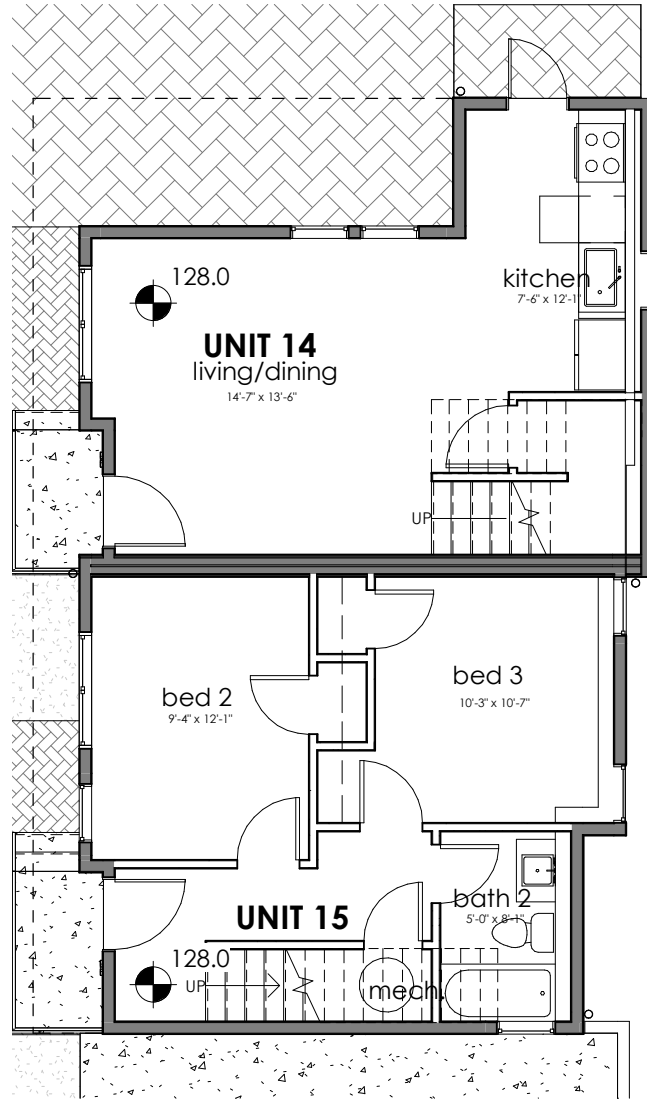
BLDG7 LEVEL2



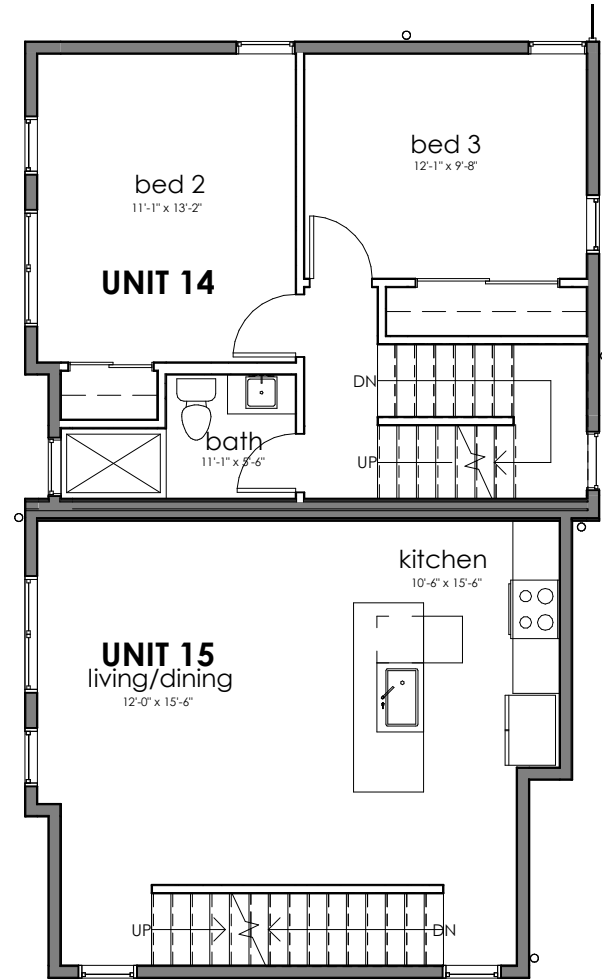
BLDG7 LEVEL3



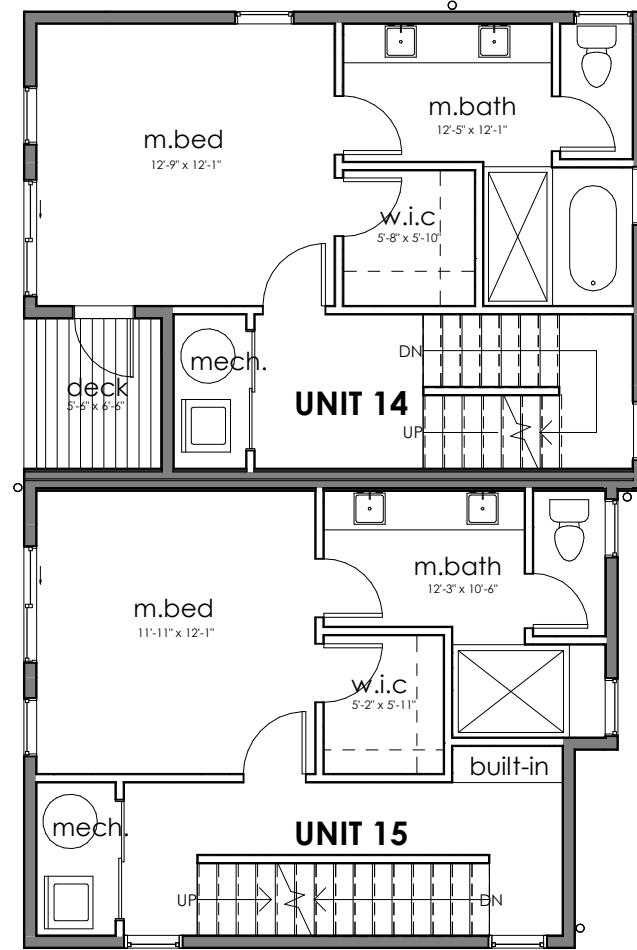
BLDG7 ROOF DECK



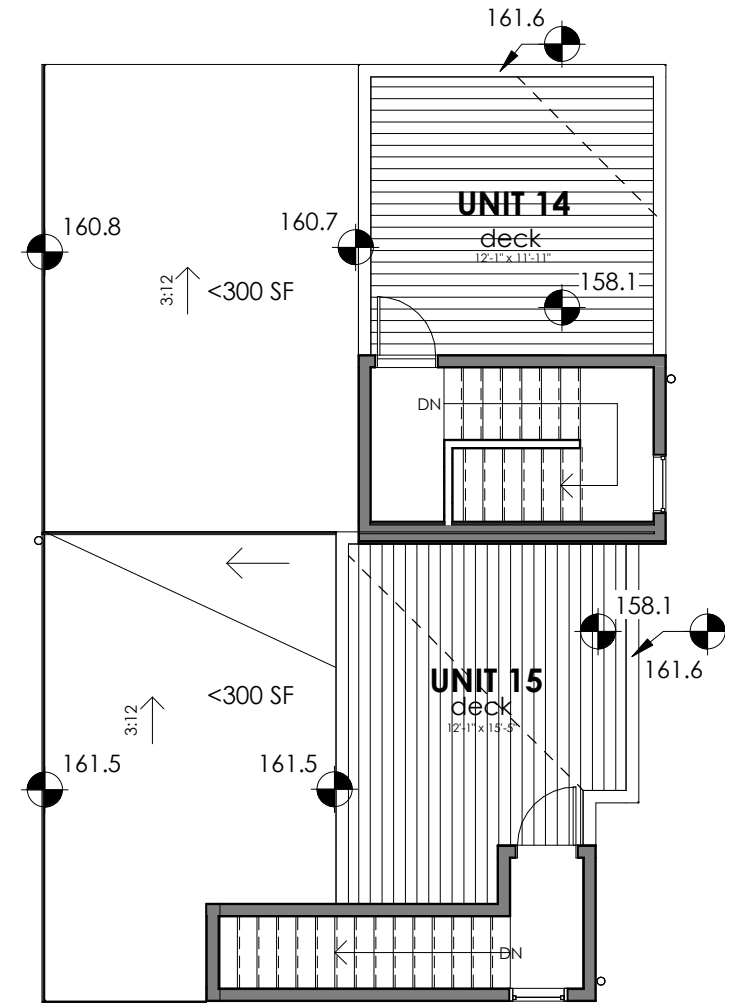
BLDG8 LEVEL1



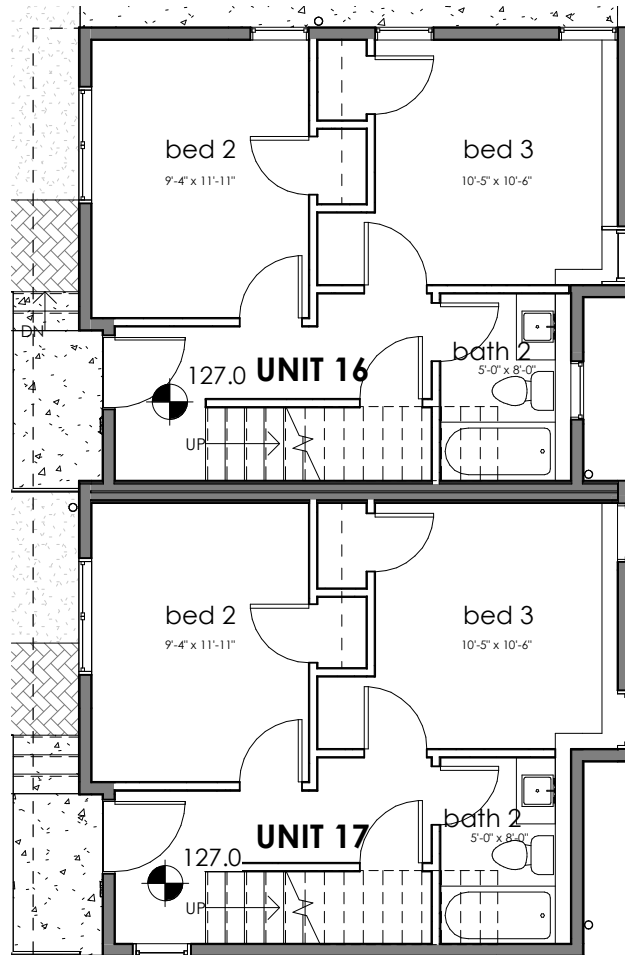
BLDG8 LEVEL2



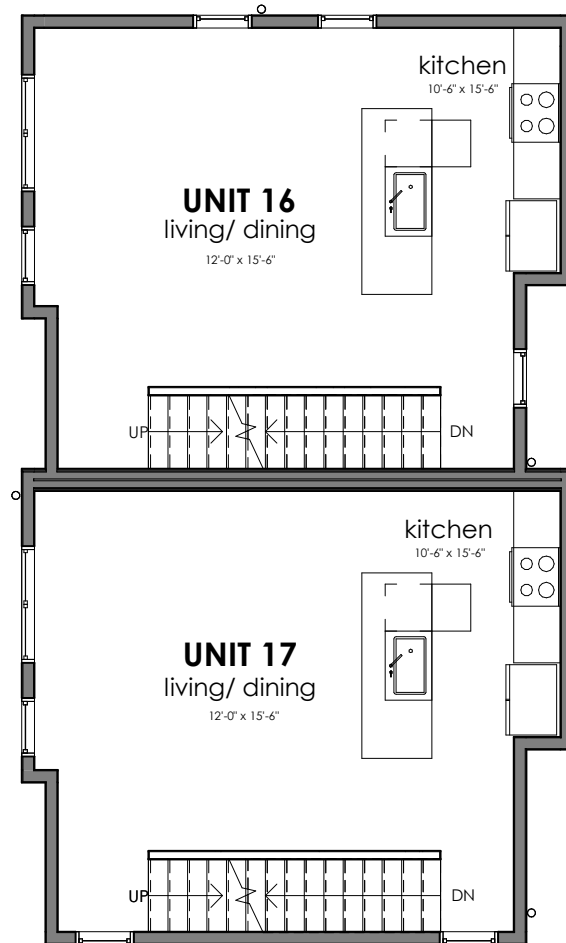
BLDG8 LEVEL3



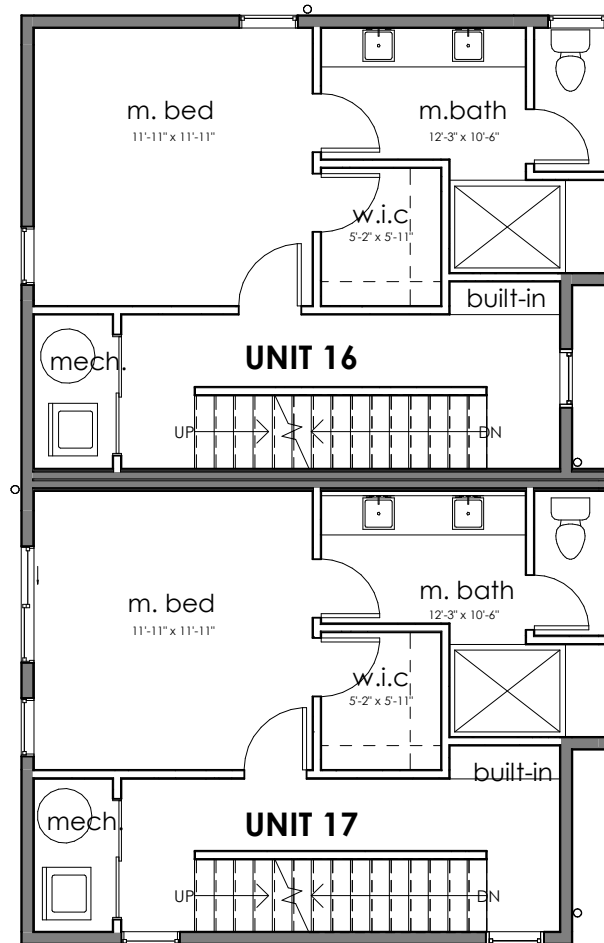
BLDG8 ROOF DECK



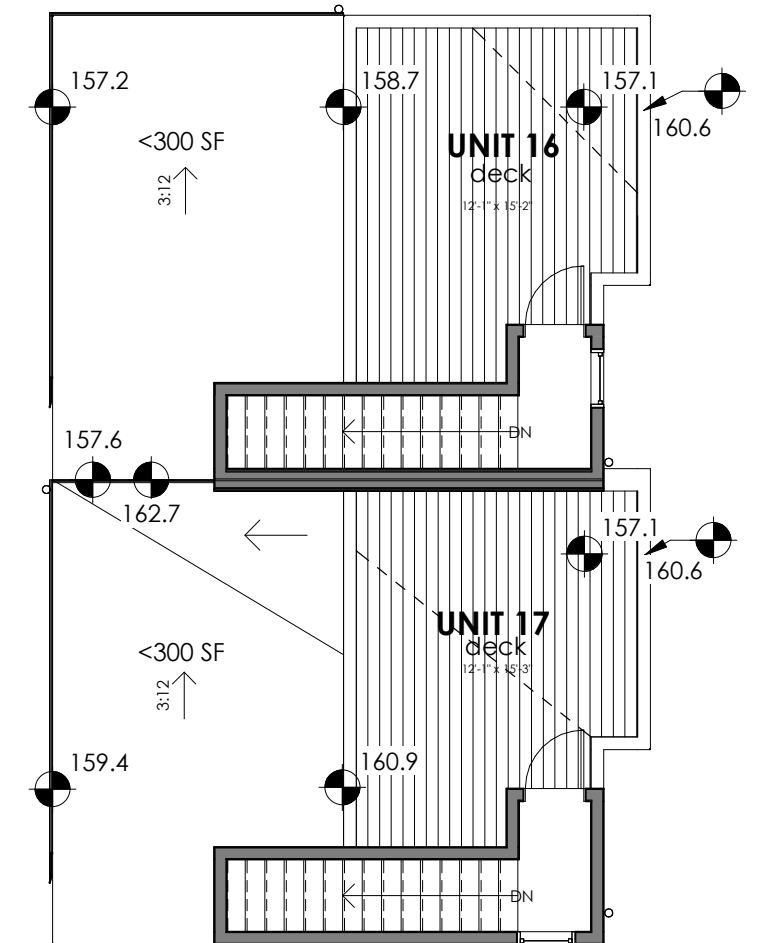
BLDG9 LEVEL1



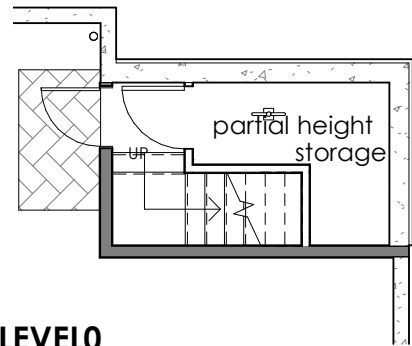
BLDG9 LEVEL2



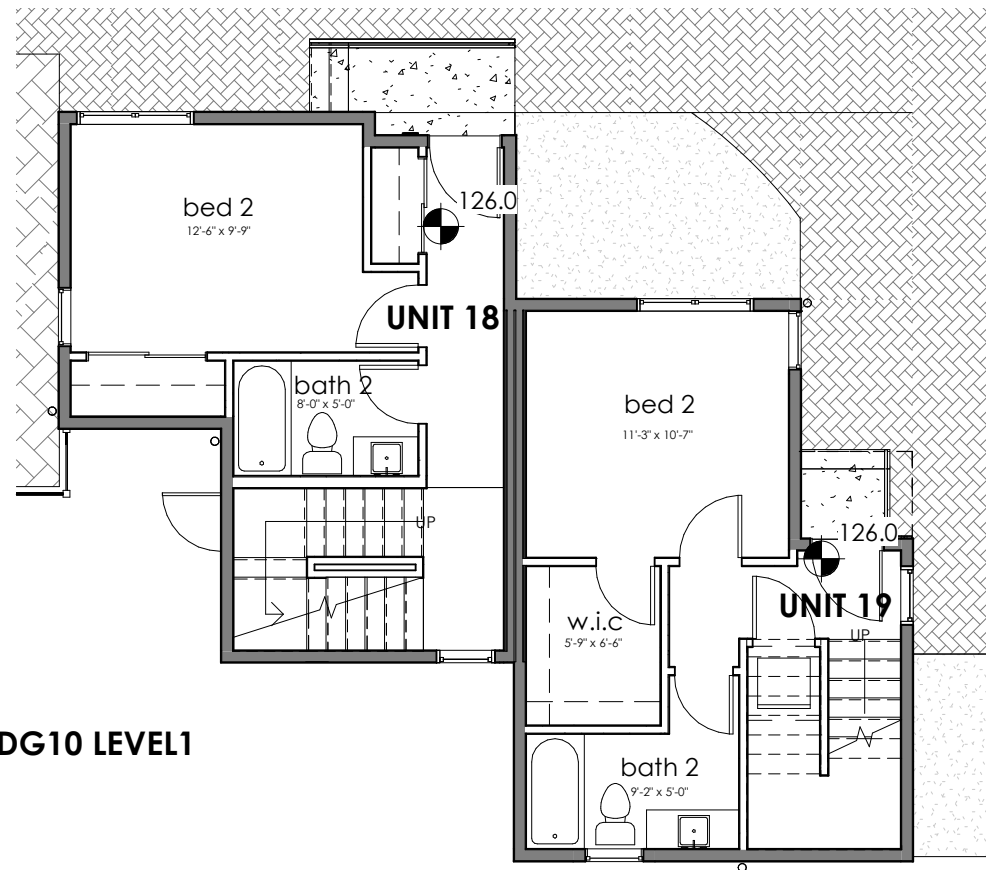
BLDG9 LEVEL3



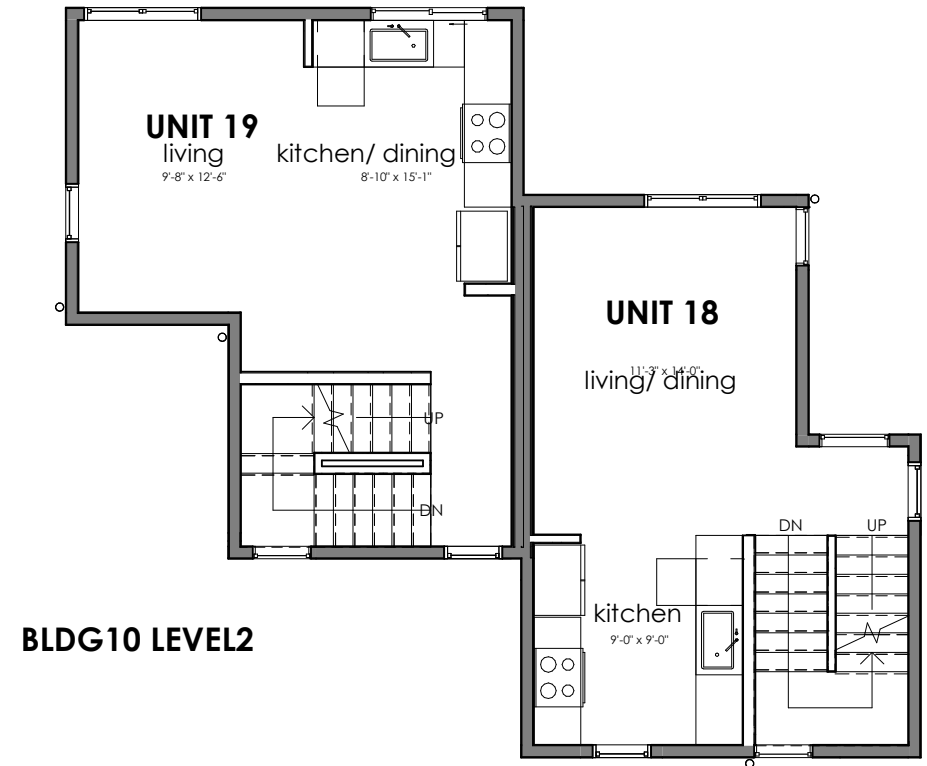
BLDG9 ROOF DECK



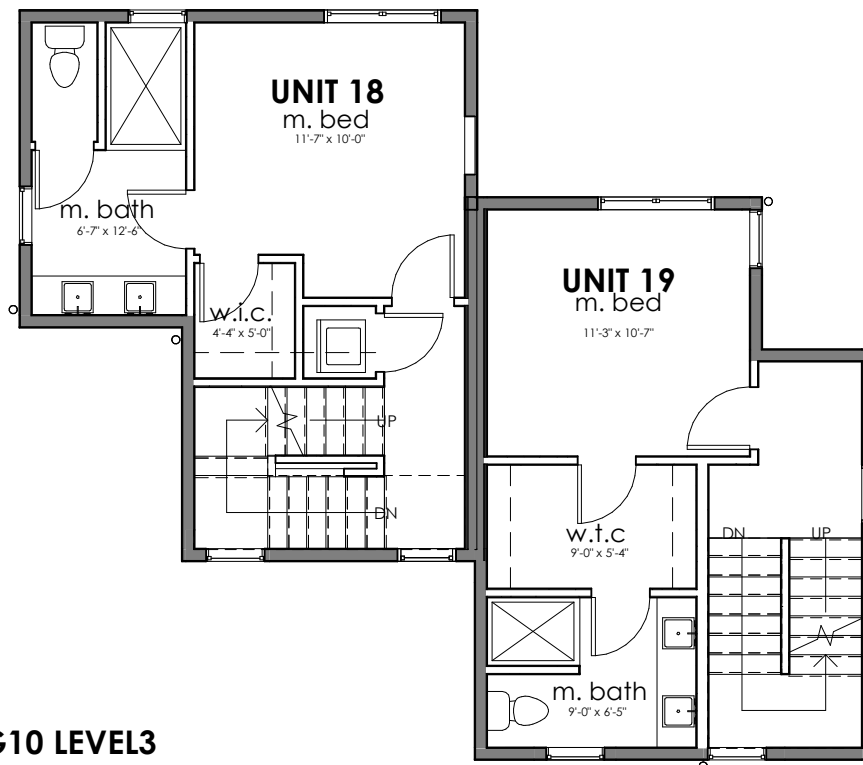
BLDG10 LEVEL0



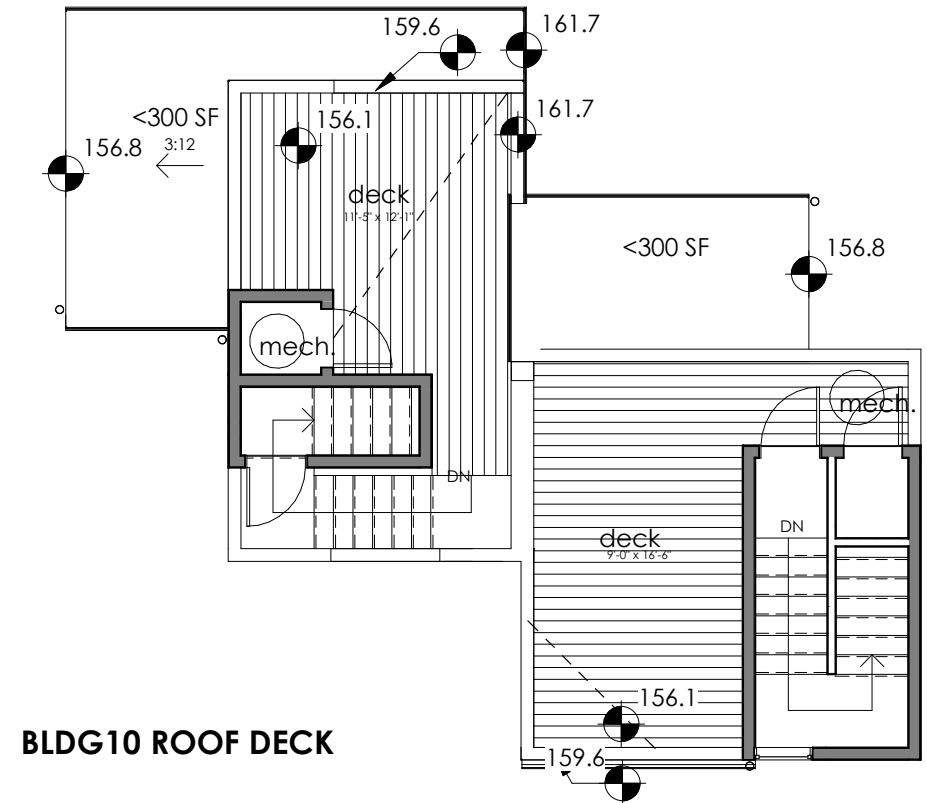
BLDG10 LEVEL1



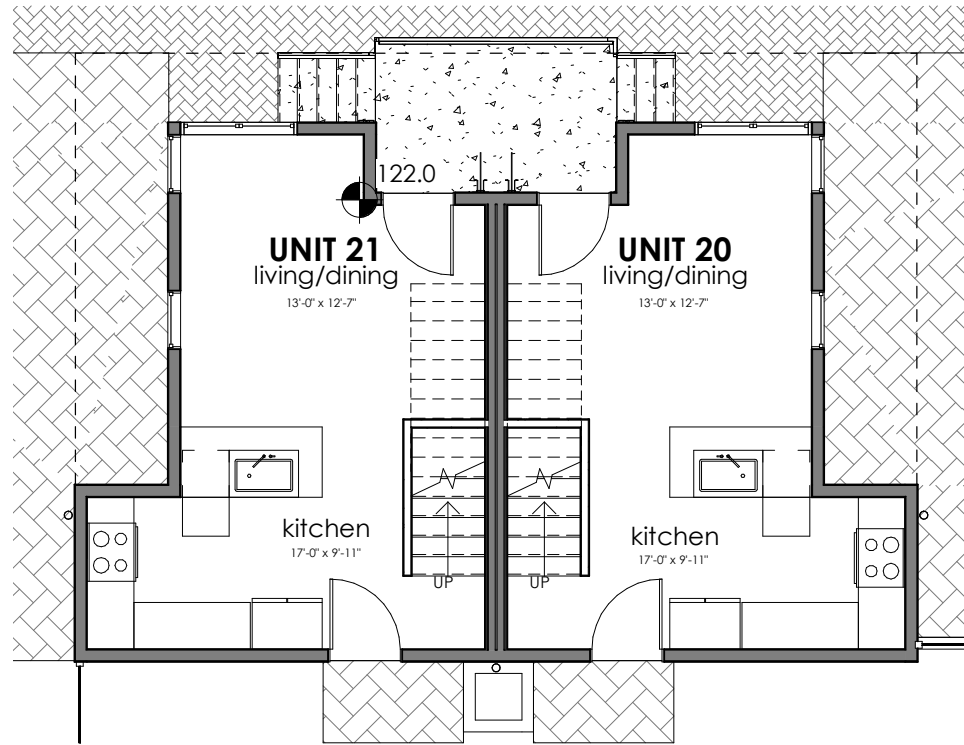
BLDG10 LEVEL2



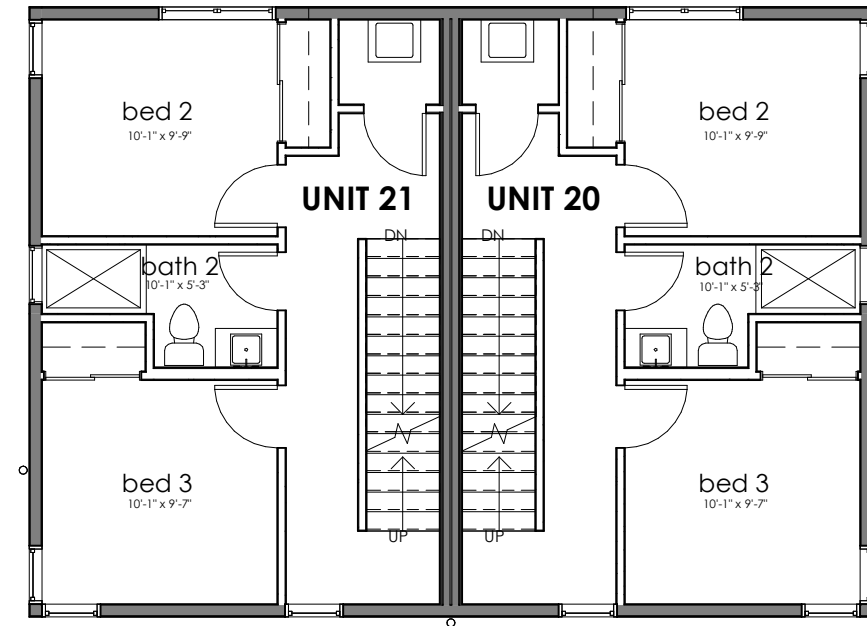
BLDG10 LEVEL3



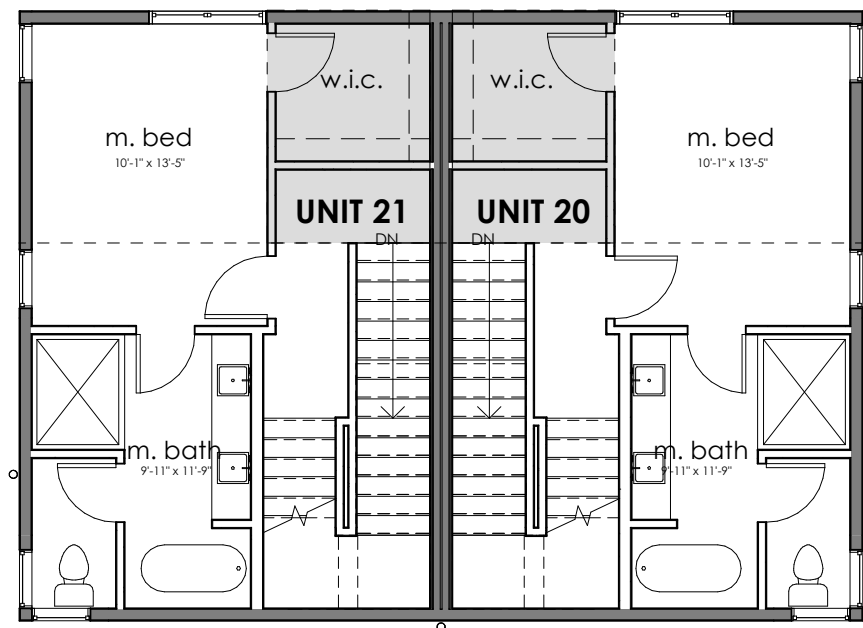
BLDG10 ROOF DECK



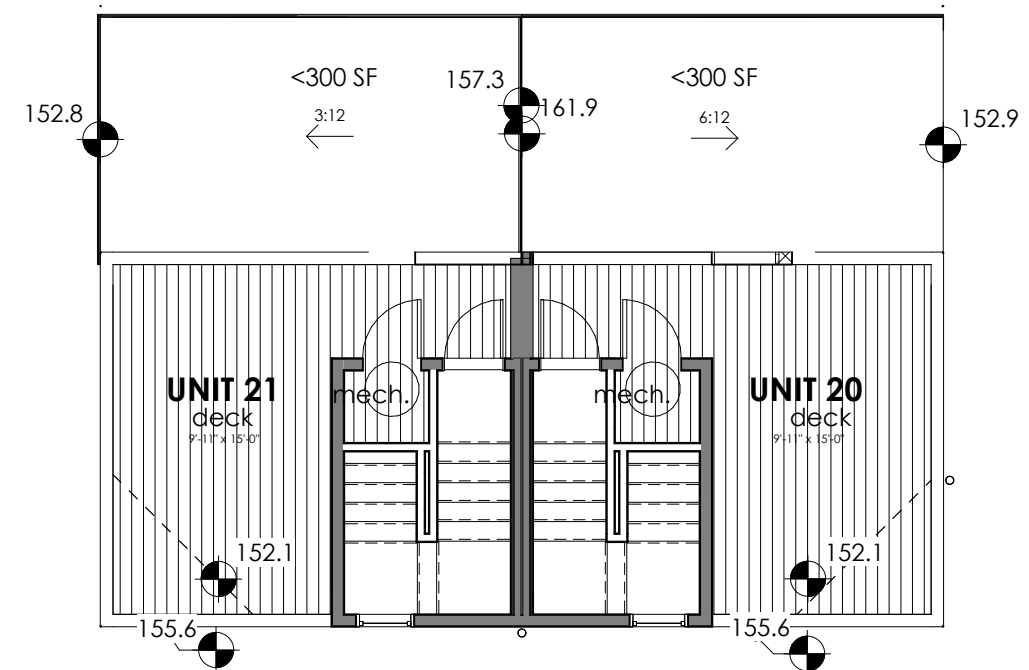
BLDG11 LEVEL1



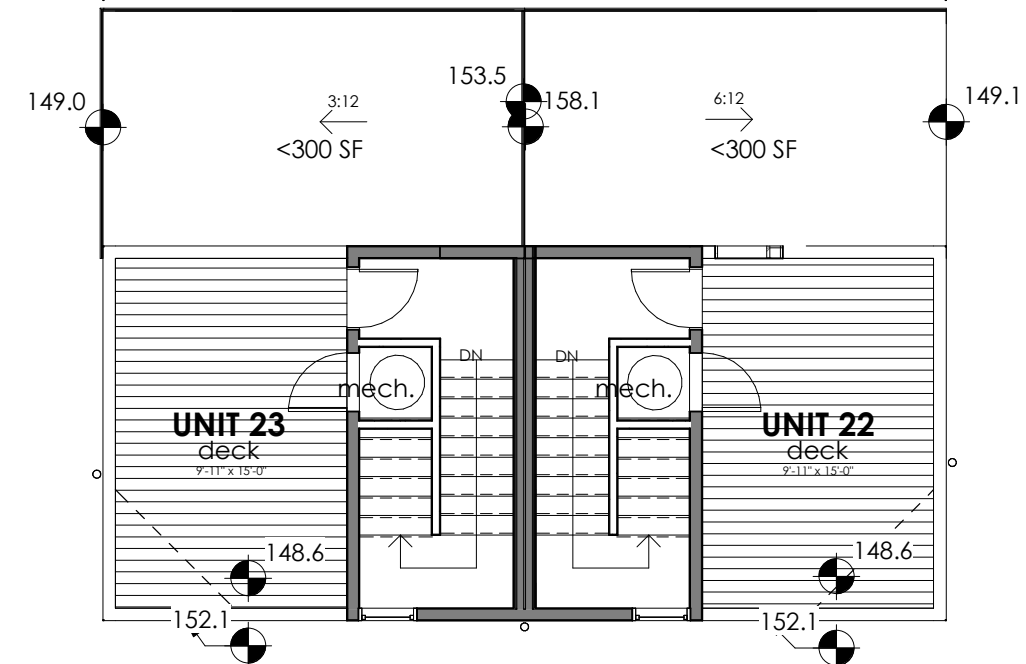
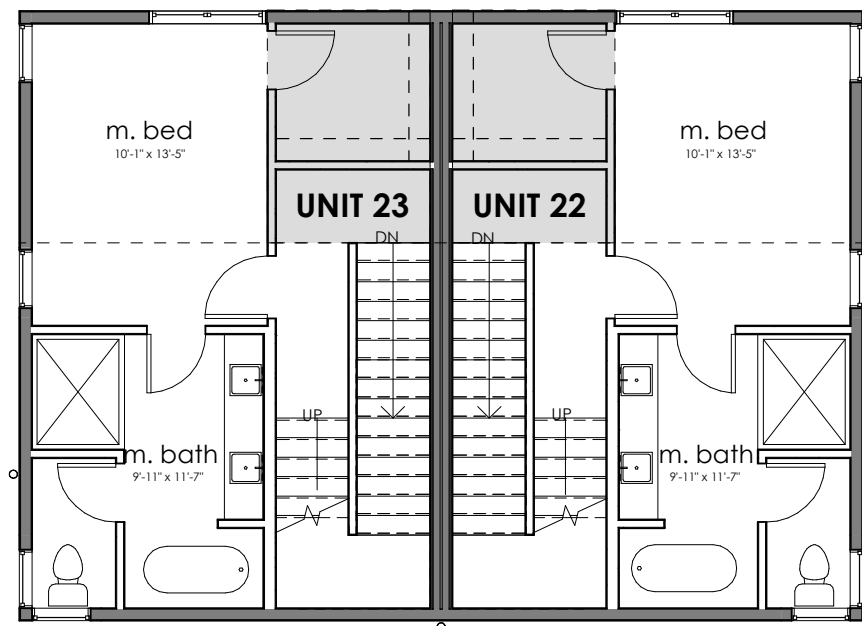
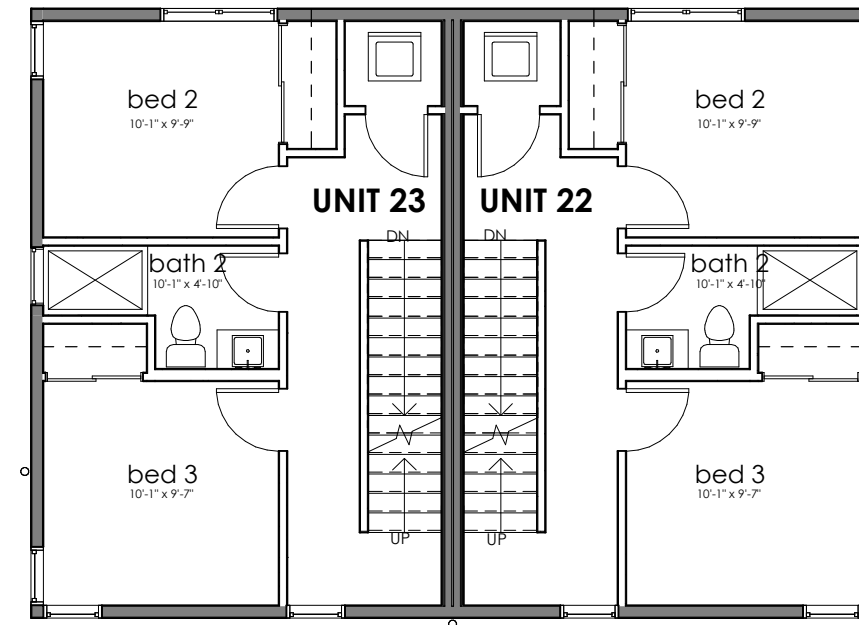
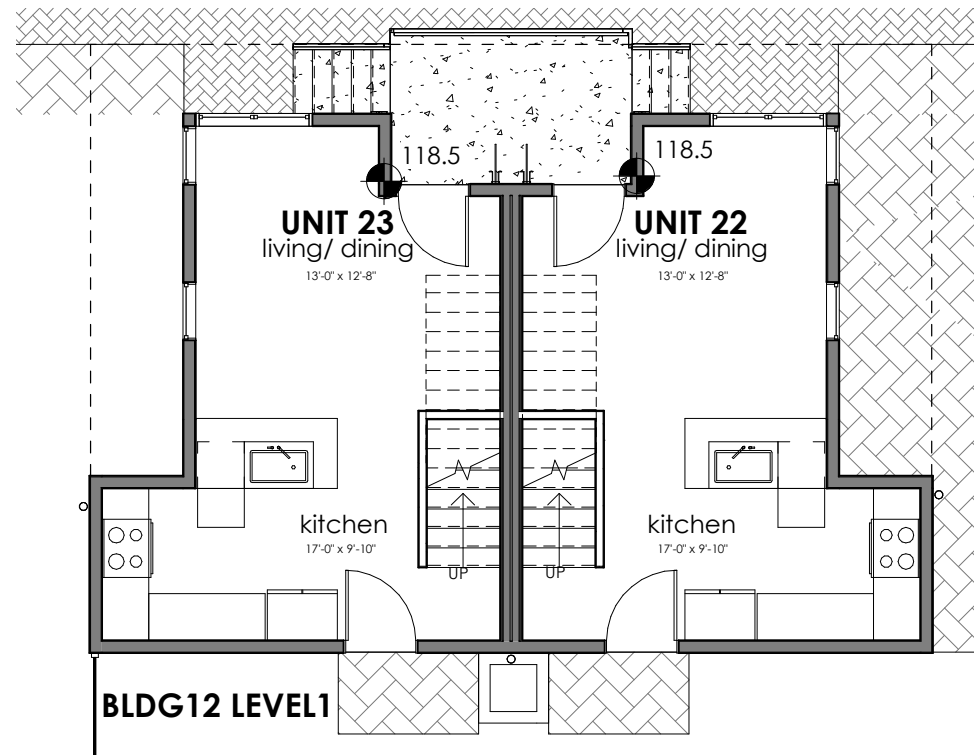
BLDG11 LEVEL2

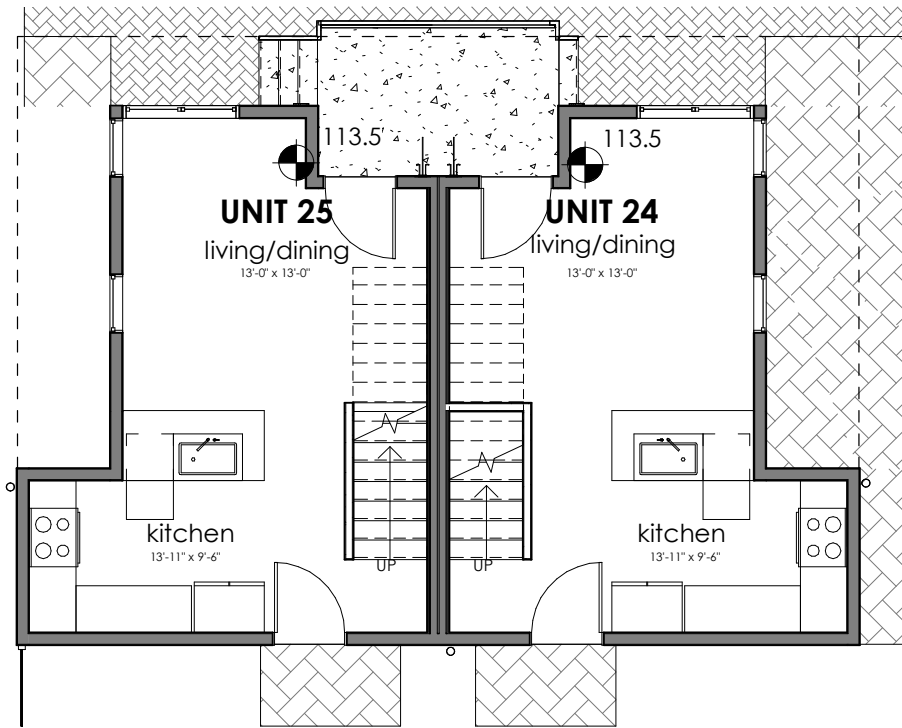


BLDG11 LEVEL3

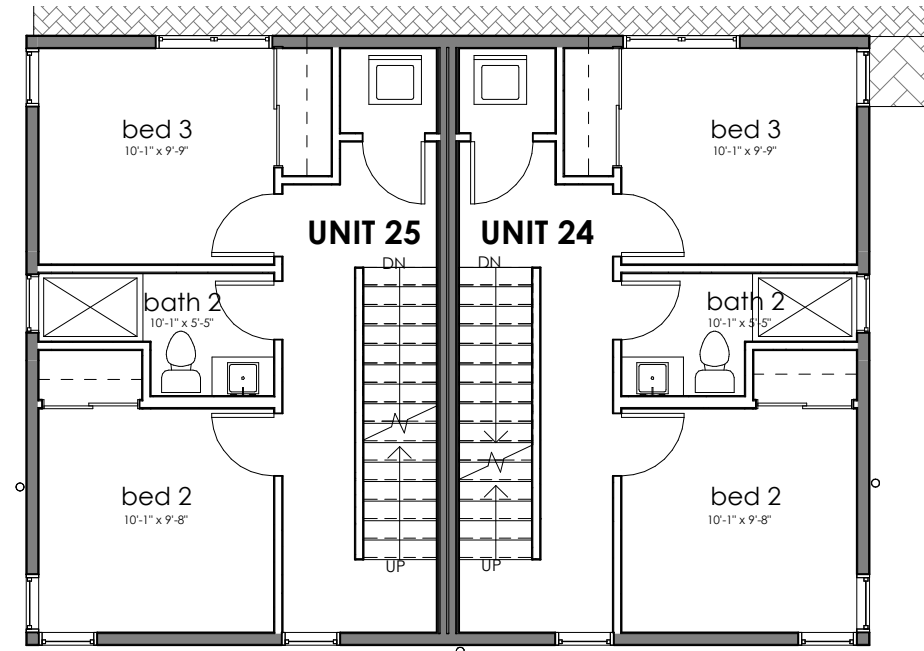


BLDG11 ROOF DECK

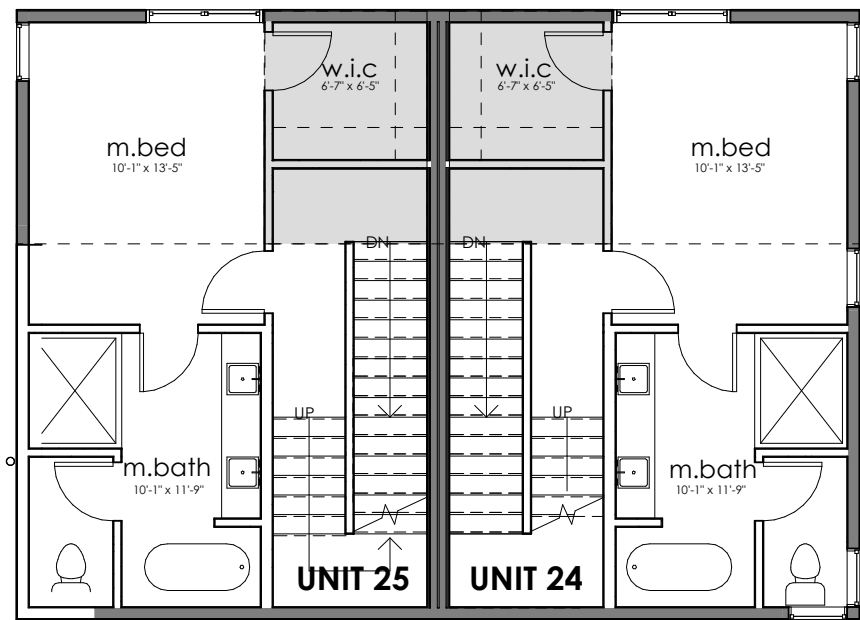




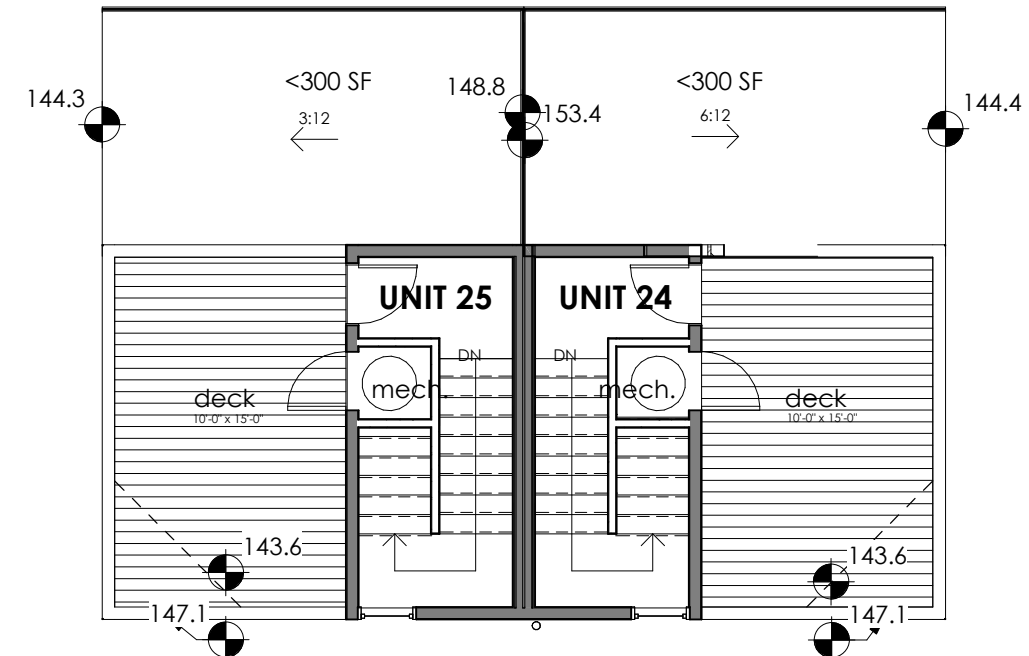
BLDG13 LEVEL1



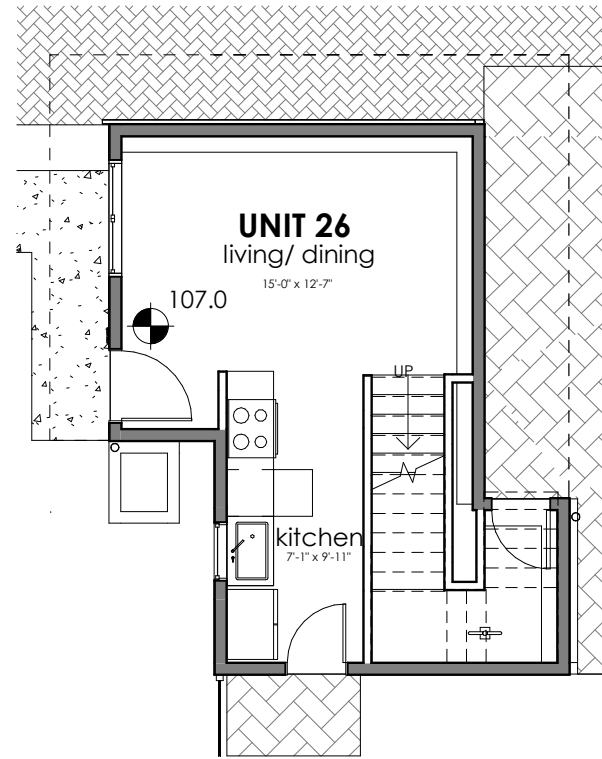
BLDG13 LEVEL2



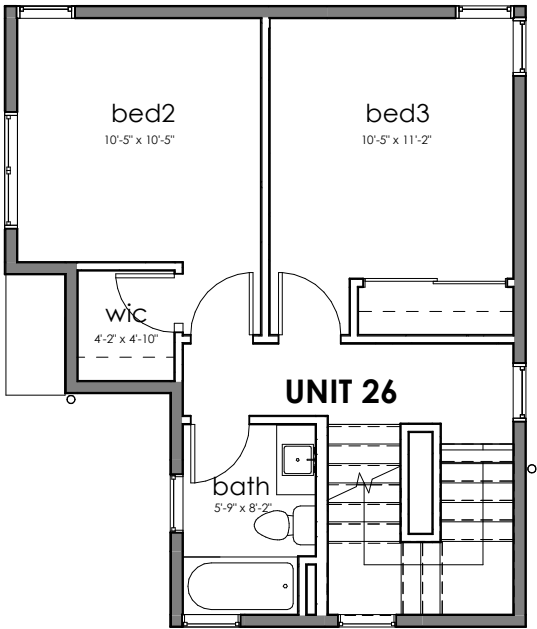
BLDG13 LEVEL3



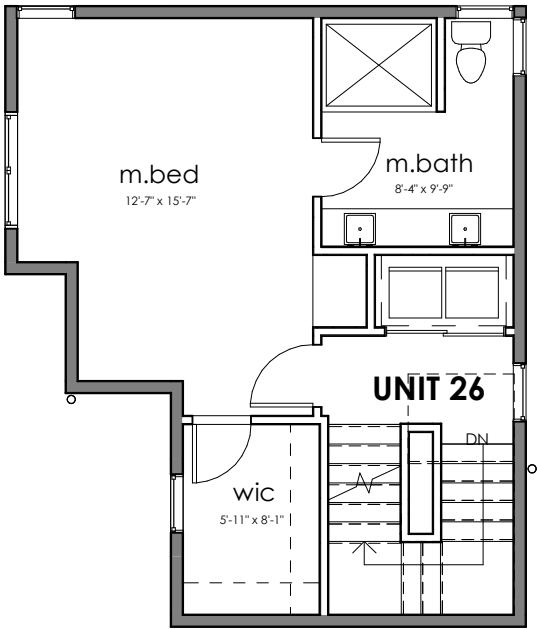
BLDG13 ROOF DECK



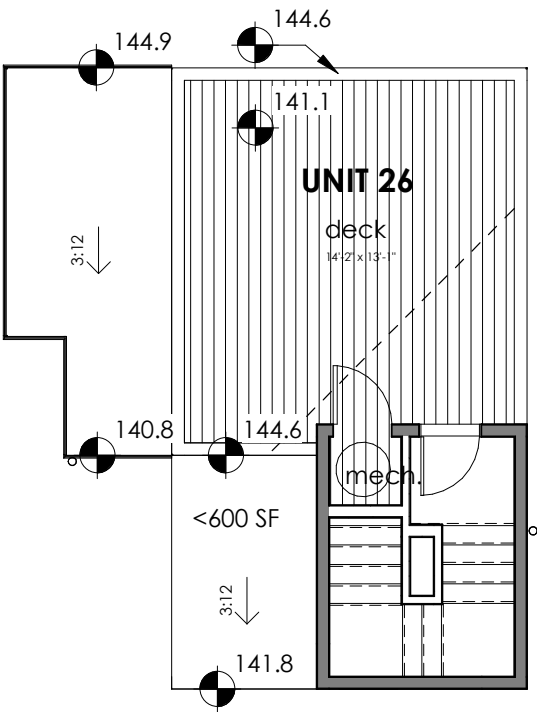
BLDG14 LEVEL1



BLDG14 LEVEL2



BLDG14 LEVEL3



BLDG14 ROOF DECK

1. Cedar T&G



1"x4" T&G Natural Cedar

Utilized as accent material at entries and soffits.

2. Black Lap

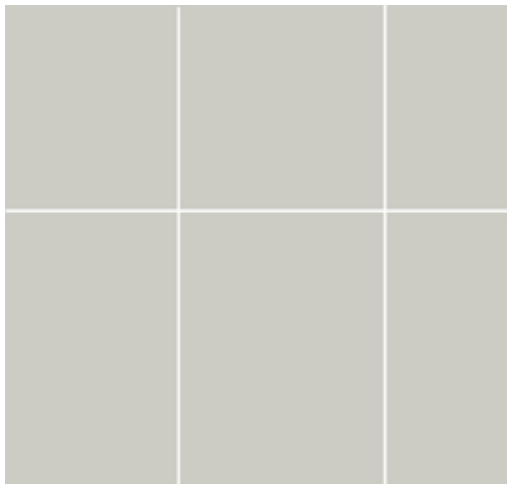


James Hardie 7 1/4" Reveal Lap Siding

Sherwin Williams #6258
Tricorn Black

Utilized as primary siding material in project

3. Gray Panel

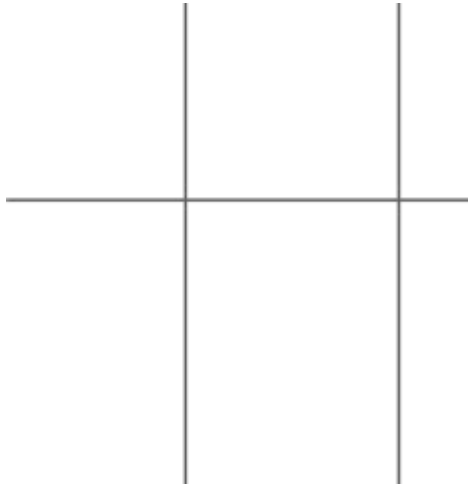


7/16" James Hardie Panel

Sherwin Williams #9458
Sweater Weather

Utilized as facade accent material to delineate
vertical circulation

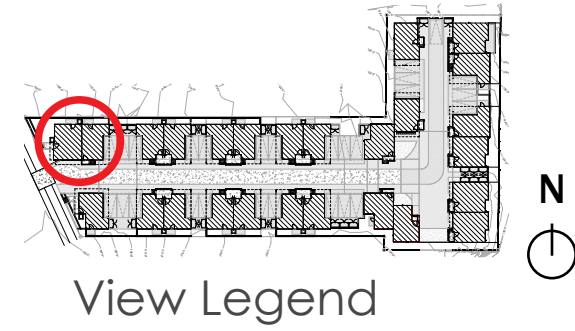
4. White Panel



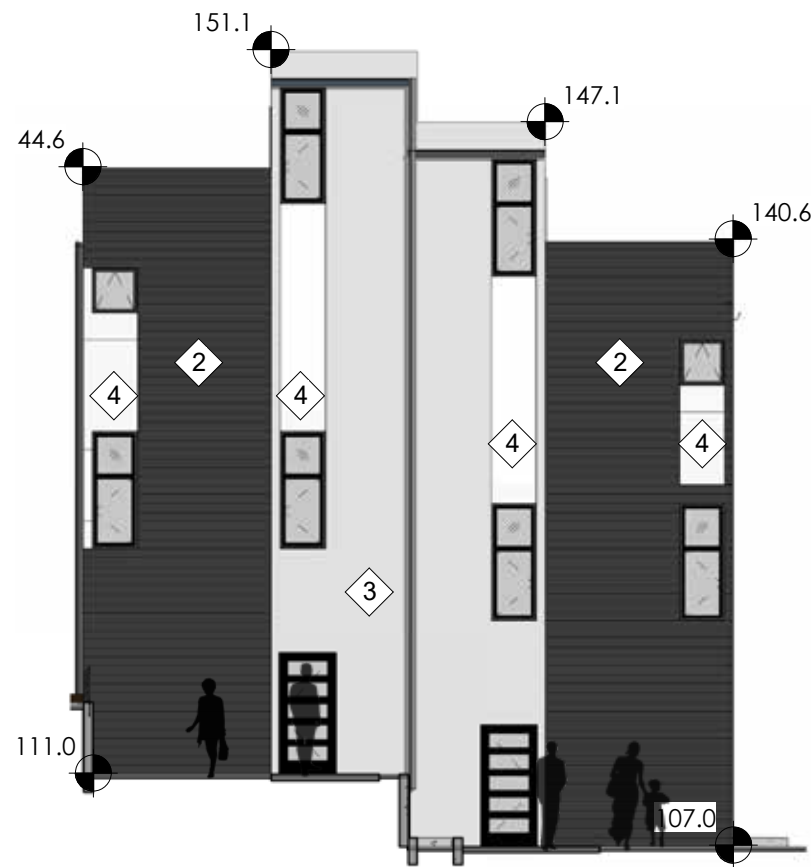
7/16" James Hardie Panel

Sherwin Williams #7005
Pure White

Utilized as window accent material



- 1.** Cedar T&G 
- 2.** Black Lap 
- 3.** Gray Panel 
- 4.** White Panel 
- Material Legend



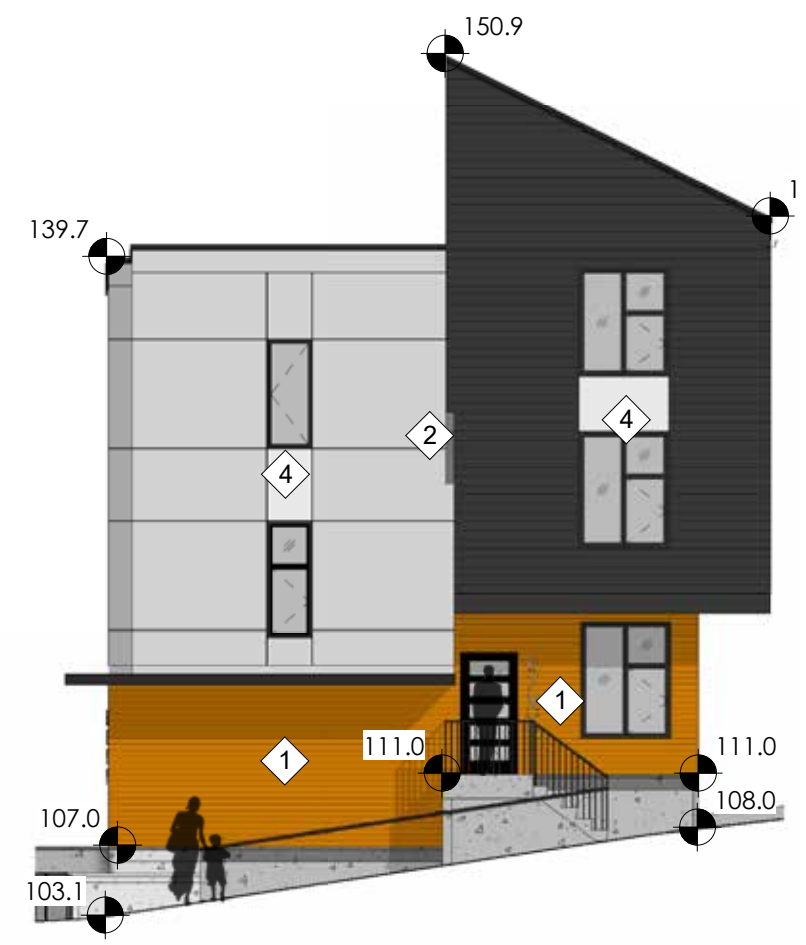
BLDG1 NORTH



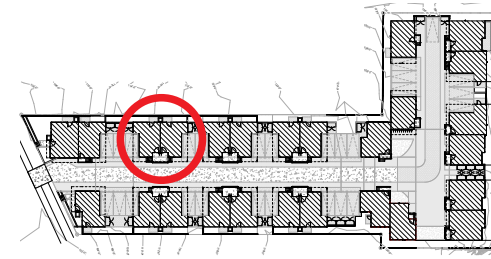
BLDG1 EAST



BLDG1 WEST



BLDG1 SOUTH

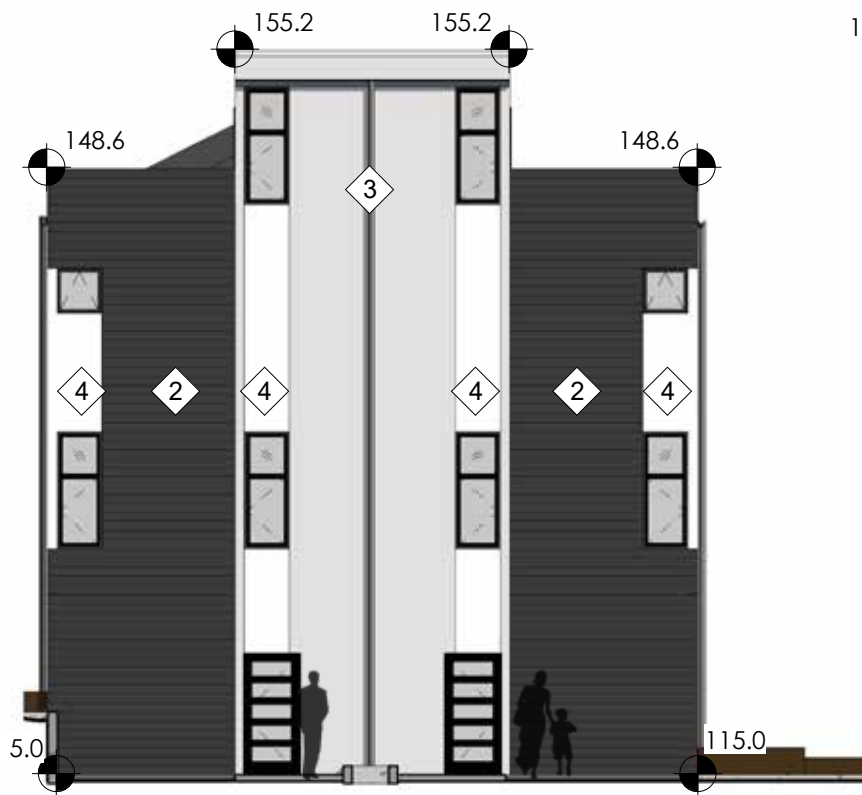


View Legend



- 1. Cedar T&G
- 2. Black Lap
- 3. Gray Panel
- 4. White Panel

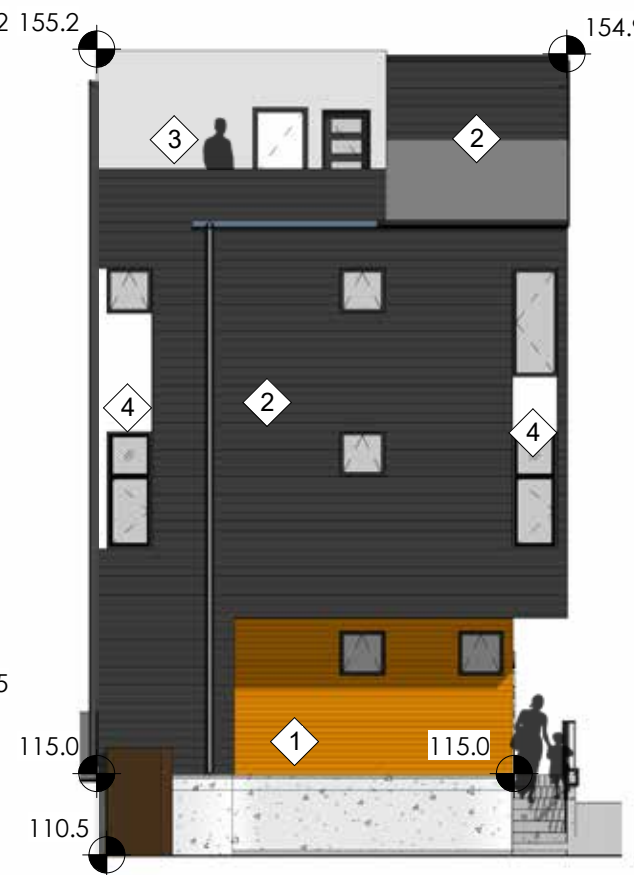
Material Legend



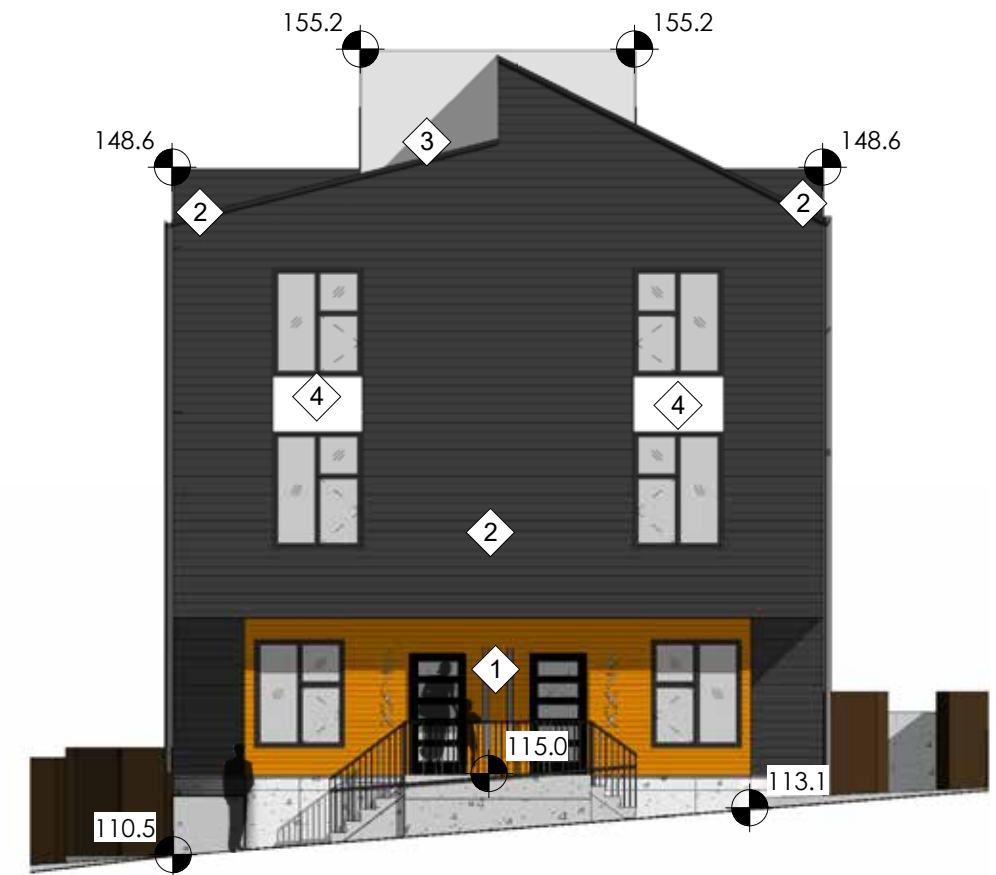
BLDG2 NORTH



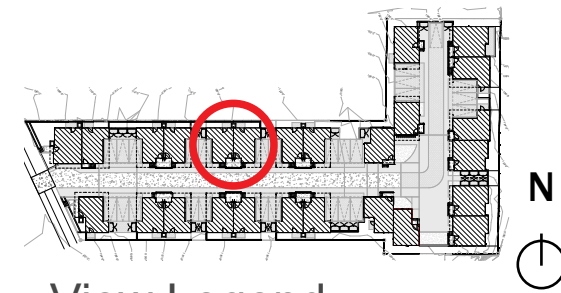
BLDG2 EAST



BLDG2 WEST

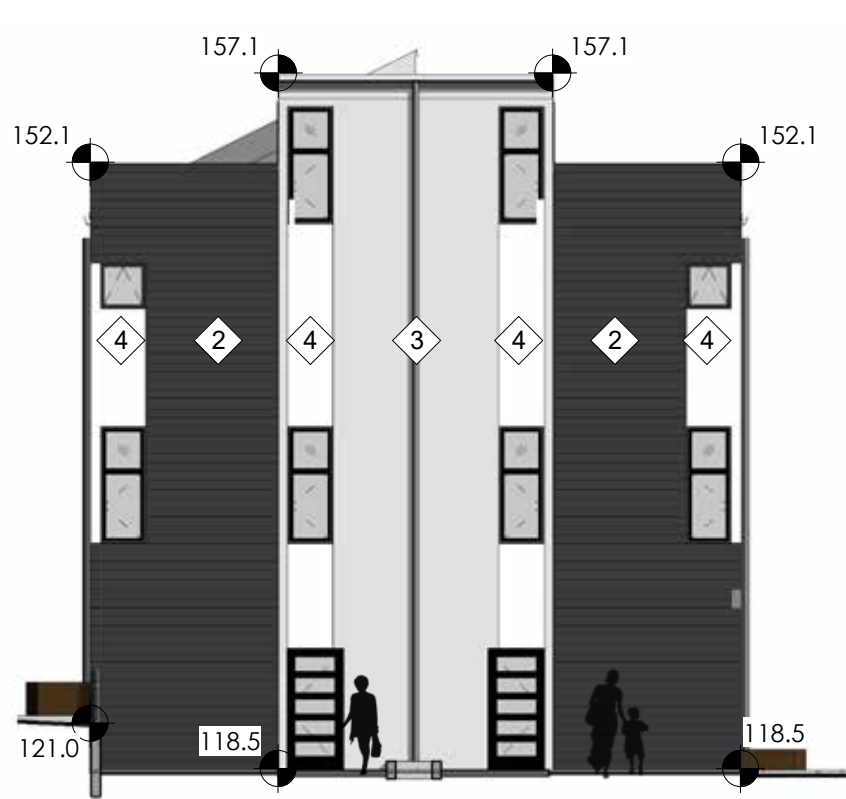


BLDG2 SOUTH

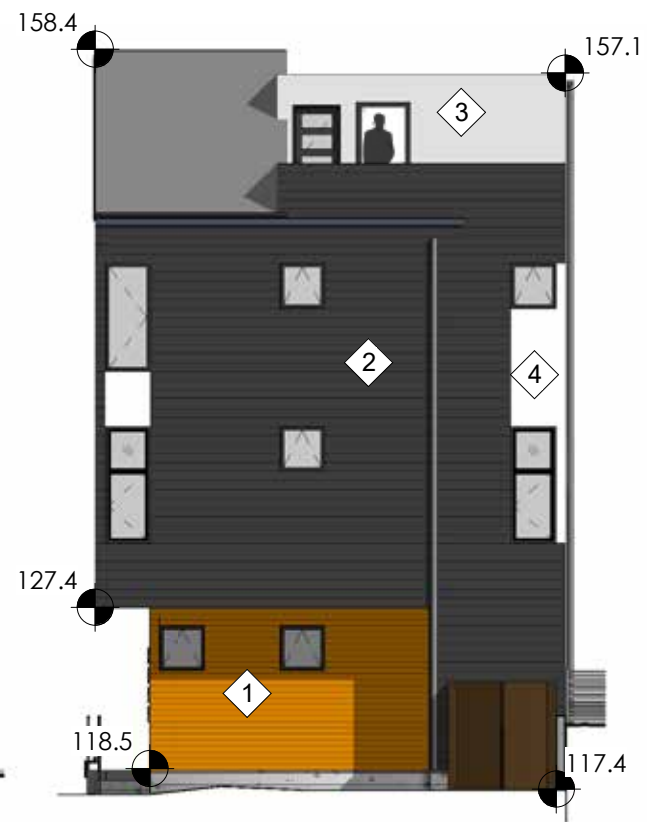


1. Cedar T&G
2. Black Lap
3. Gray Panel
4. White Panel

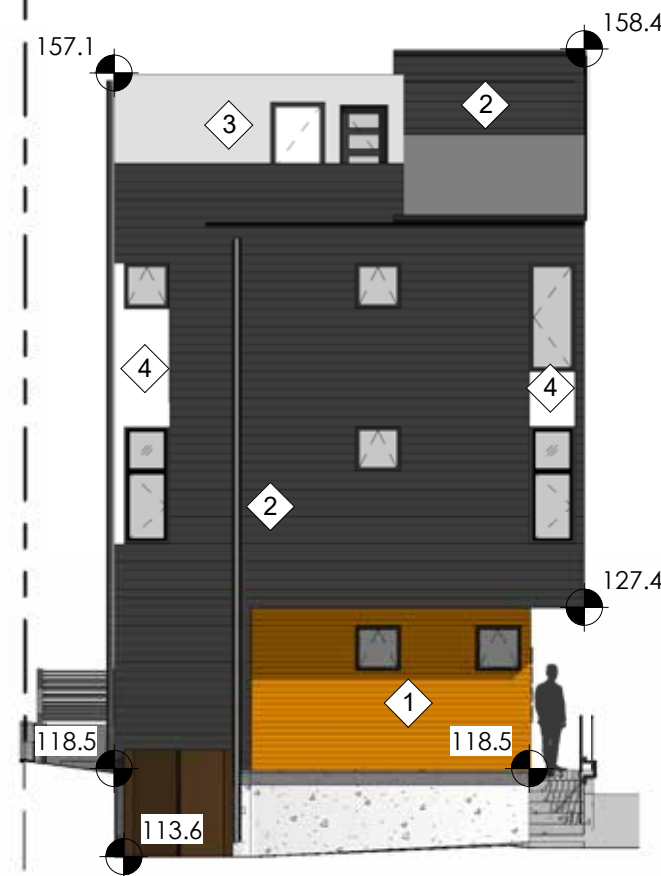
Material Legend



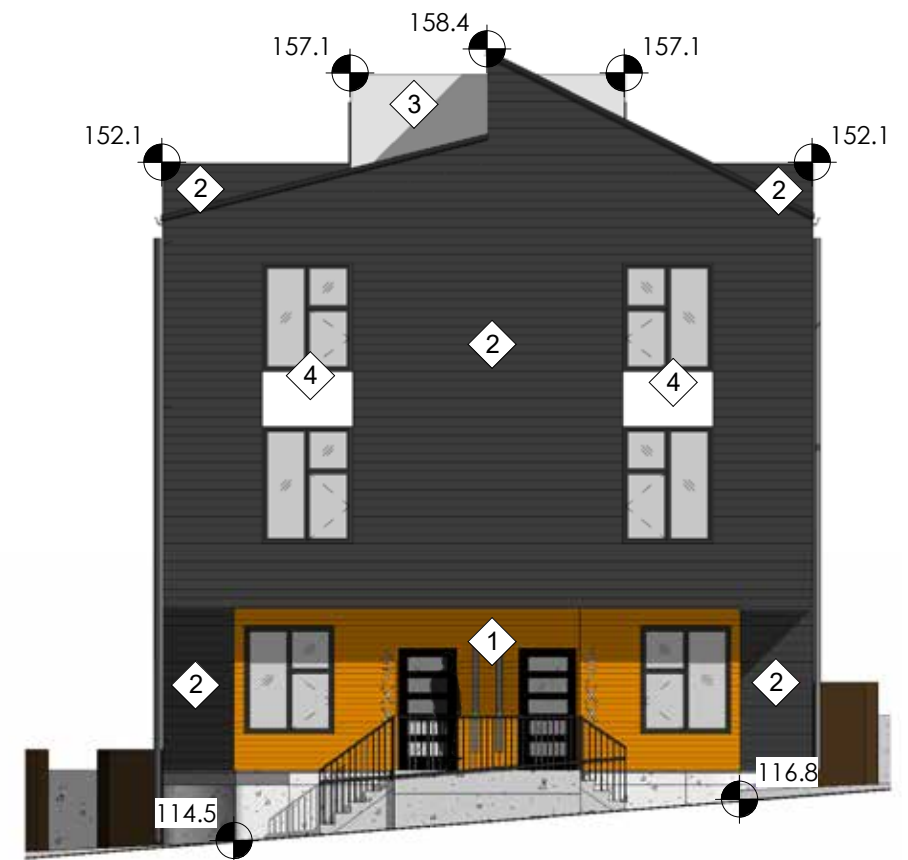
BLDG3 NORTH



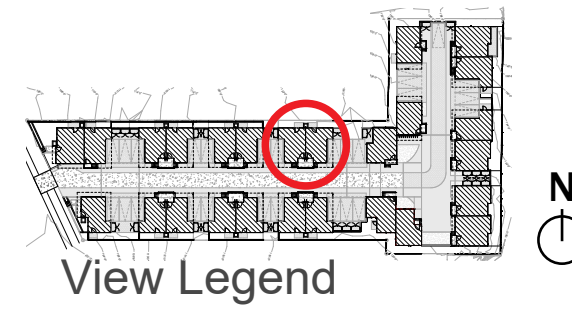
BLDG3 EAST



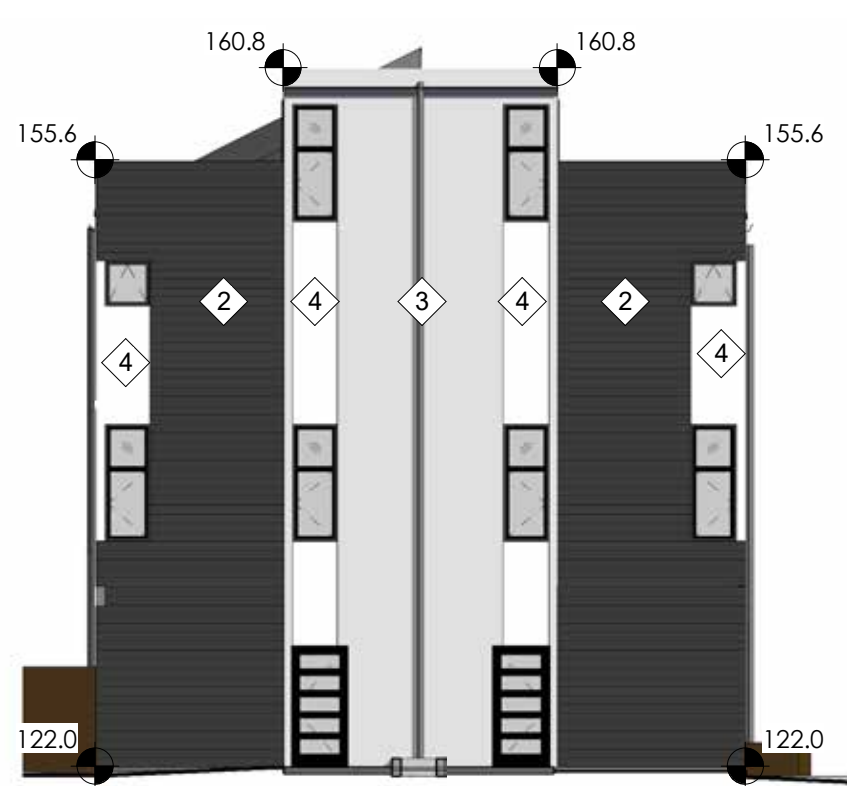
BLDG3 WEST



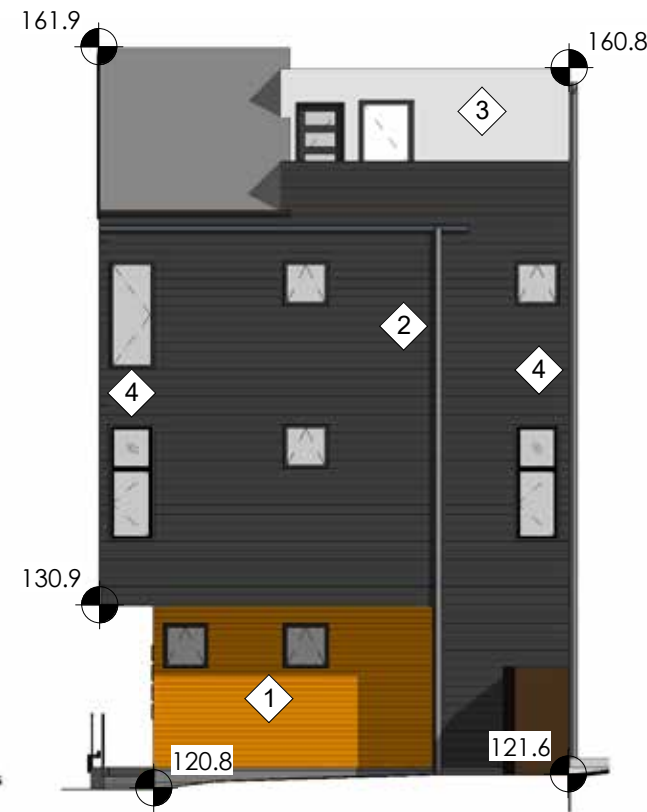
BLDG3 SOUTH



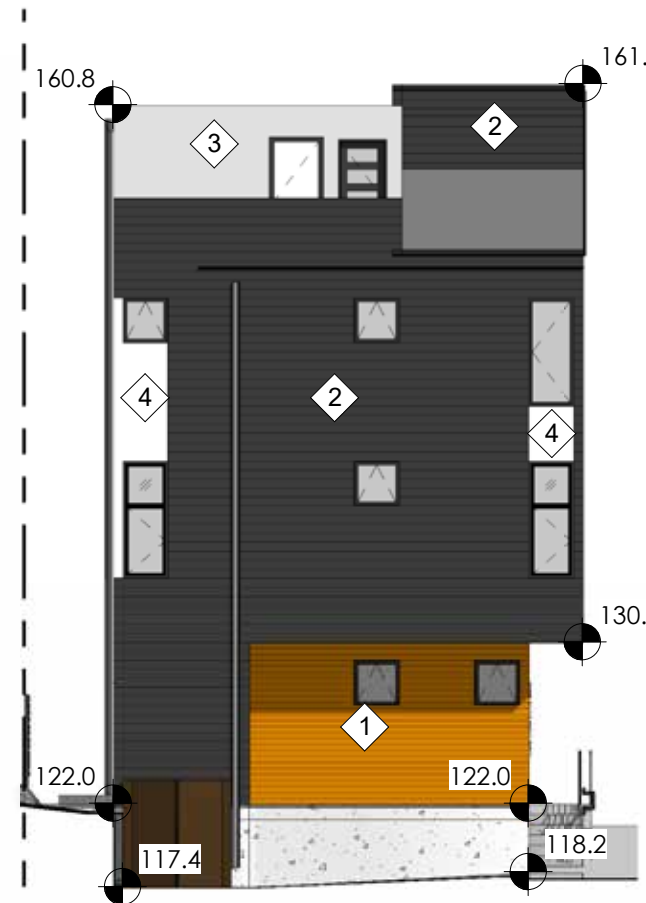
- 1.** Cedar T&G 
- 2.** Black Lap 
- 3.** Gray Panel 
- 4.** White Panel 
- Material Legend



BLDG4 NORTH



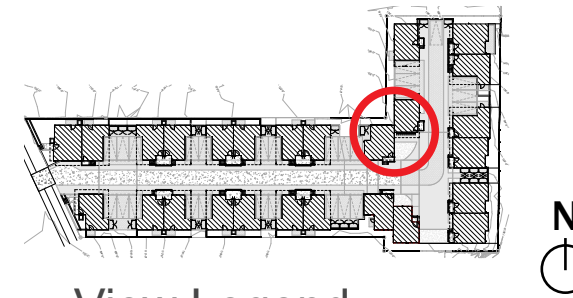
BLDG4 EAST



BLDG4 WEST

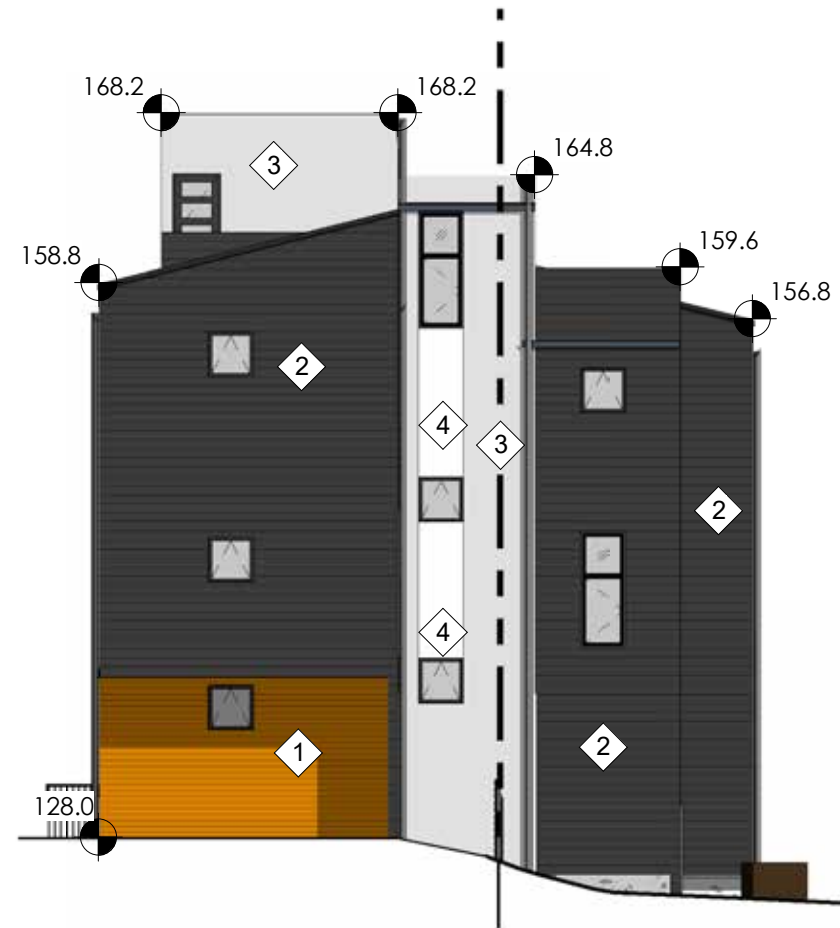


BLDG4 SOUTH

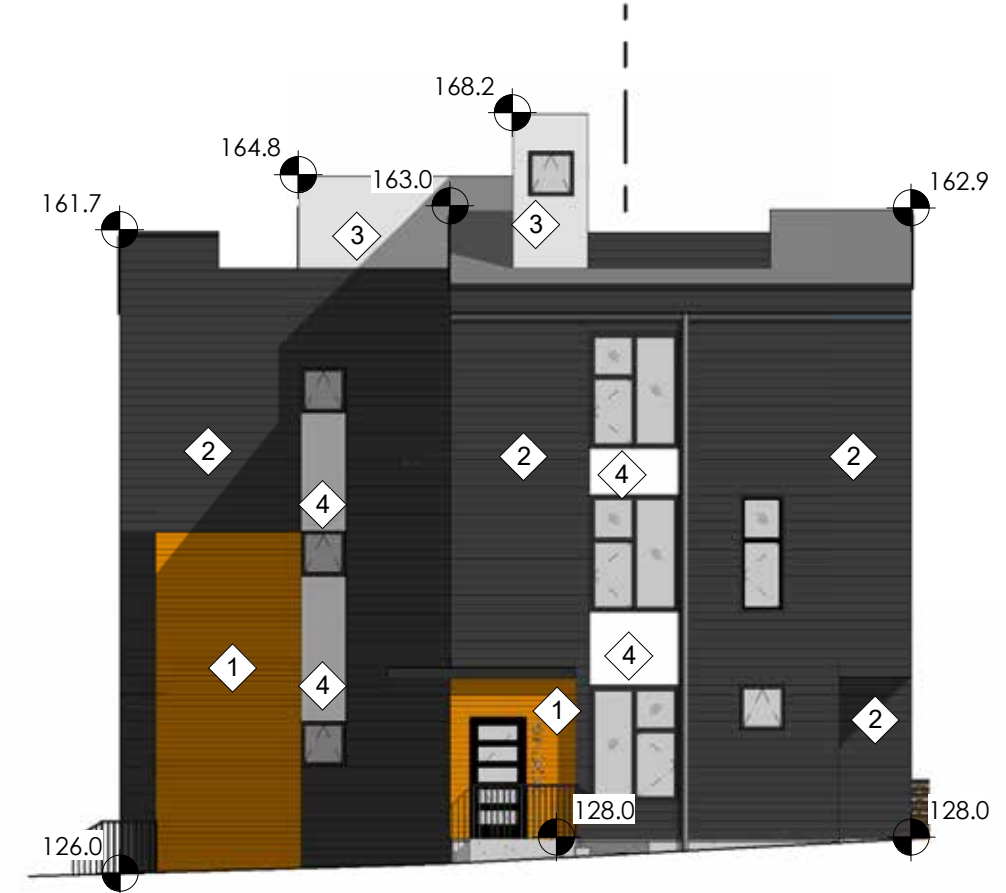


View Legend

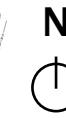
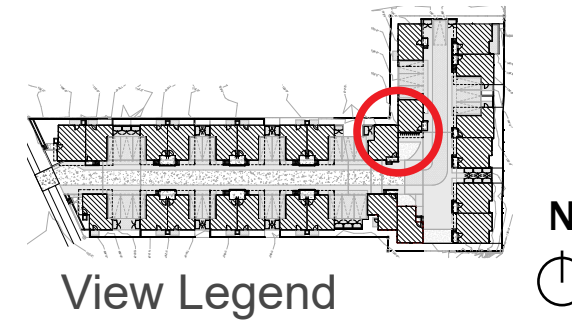
- 1.** Cedar T&G 
- 2.** Black Lap 
- 3.** Gray Panel 
- 4.** White Panel 
- Material Legend



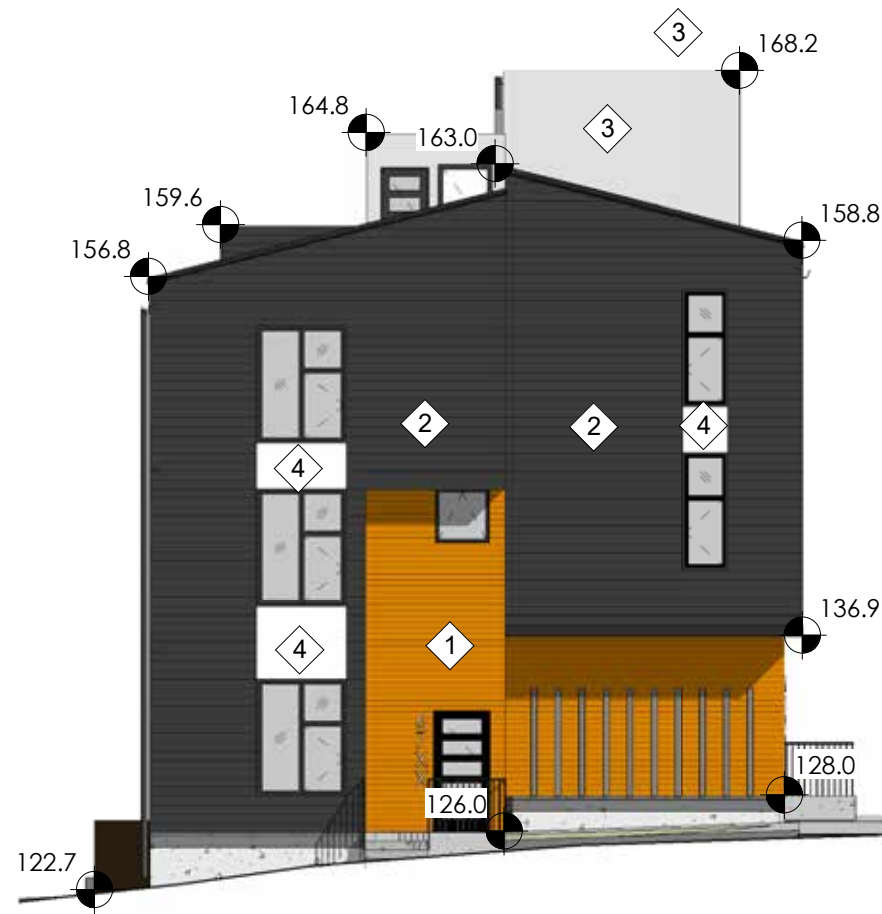
BLDG5 NORTH



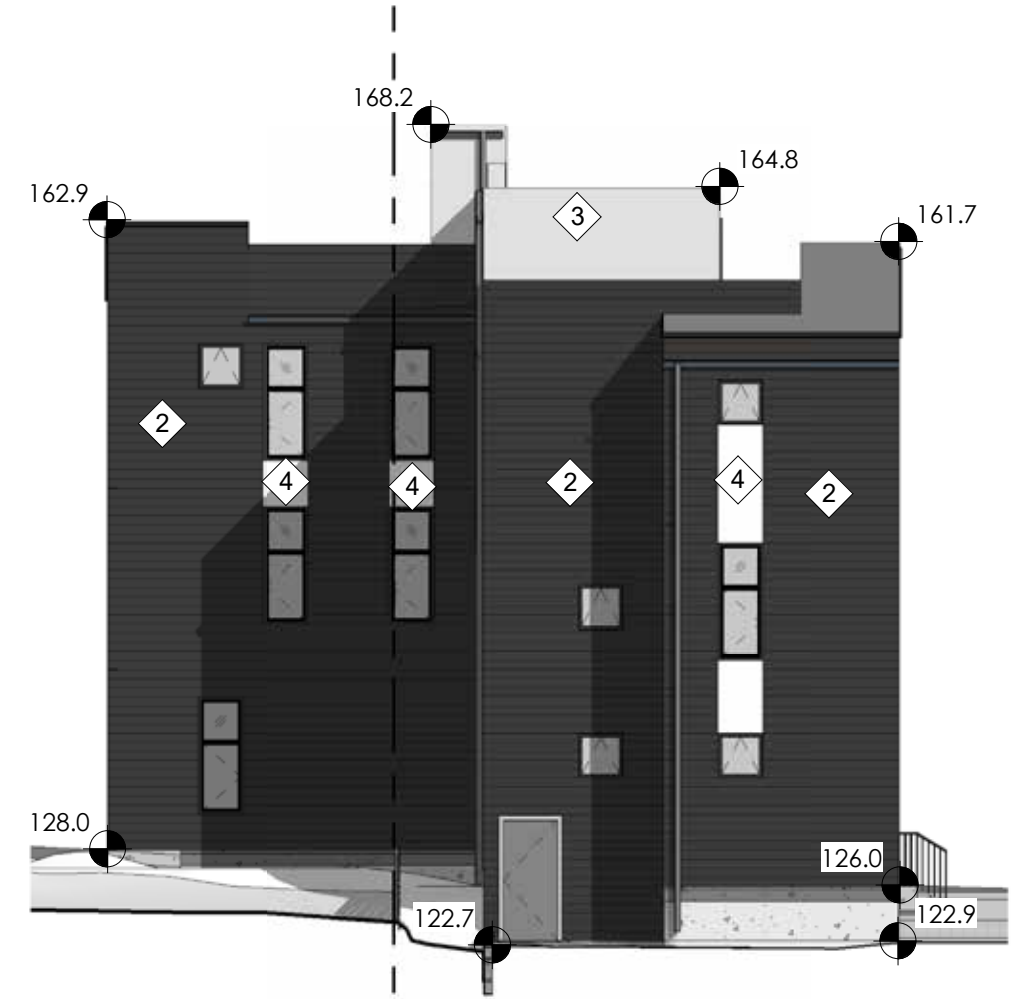
BLDG5 EAST



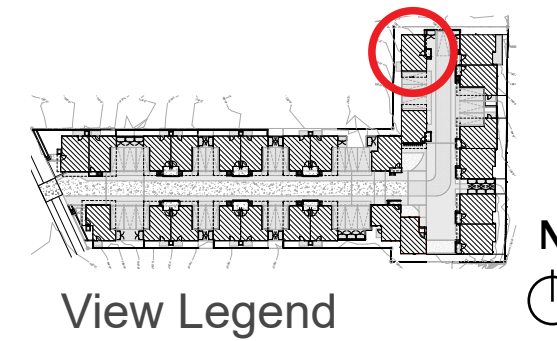
- 1.** Cedar T&G 
- 2.** Black Lap 
- 3.** Gray Panel 
- 4.** White Panel 
- Material Legend



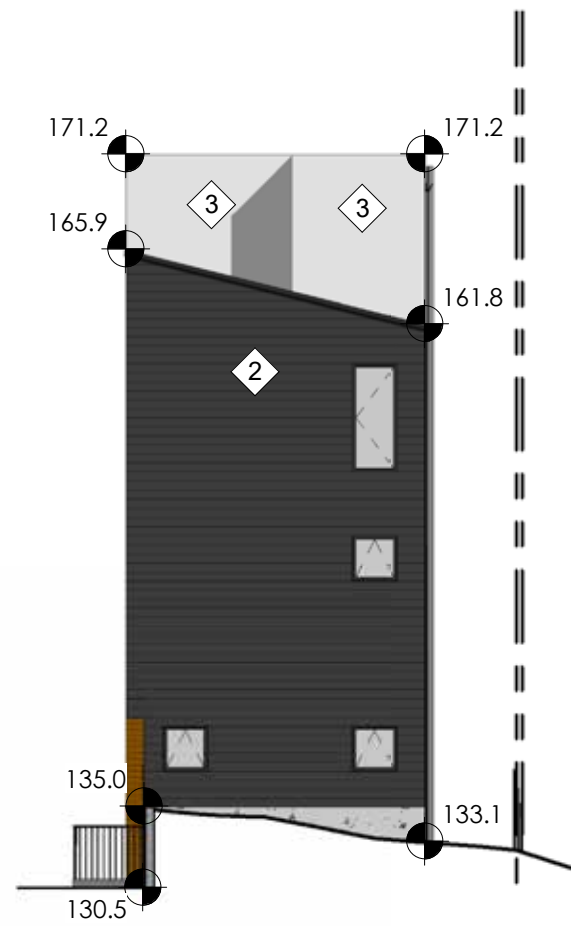
BLDG5 SOUTH



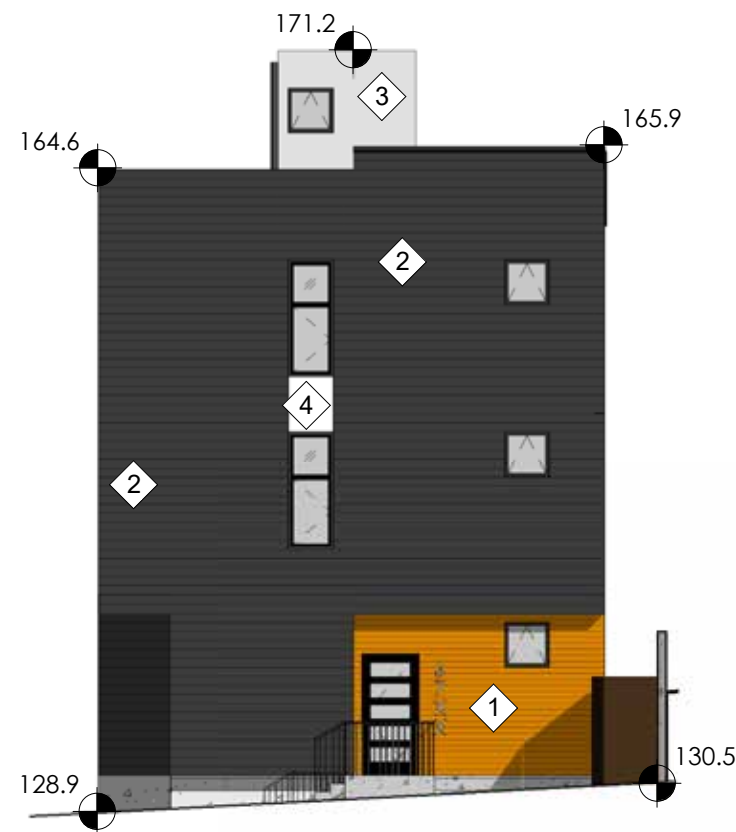
BLDG5 WEST



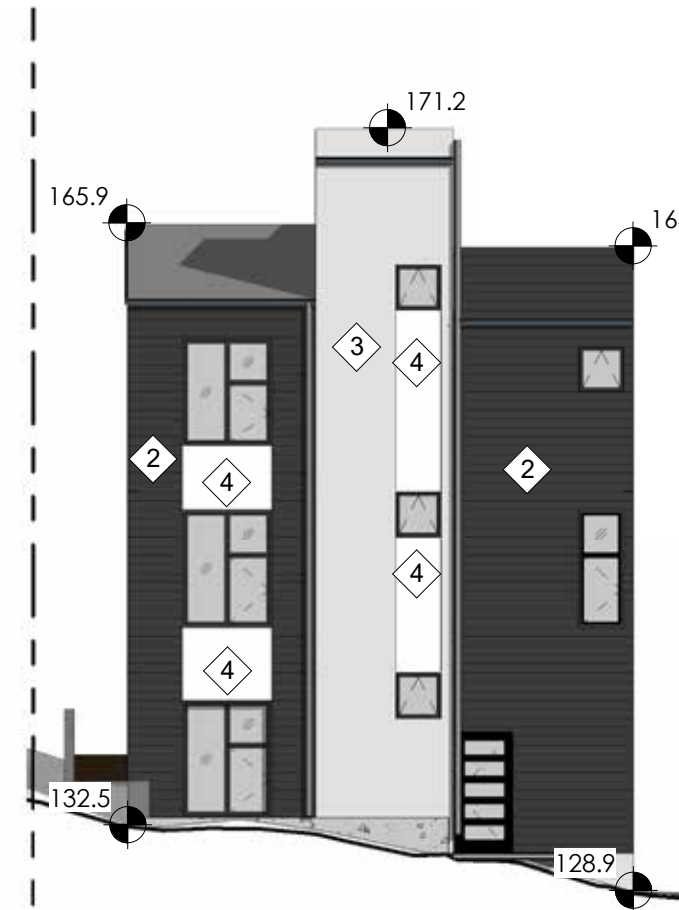
- 1.** Cedar T&G 
- 2.** Black Lap 
- 3.** Gray Panel 
- 4.** White Panel 
- Material Legend



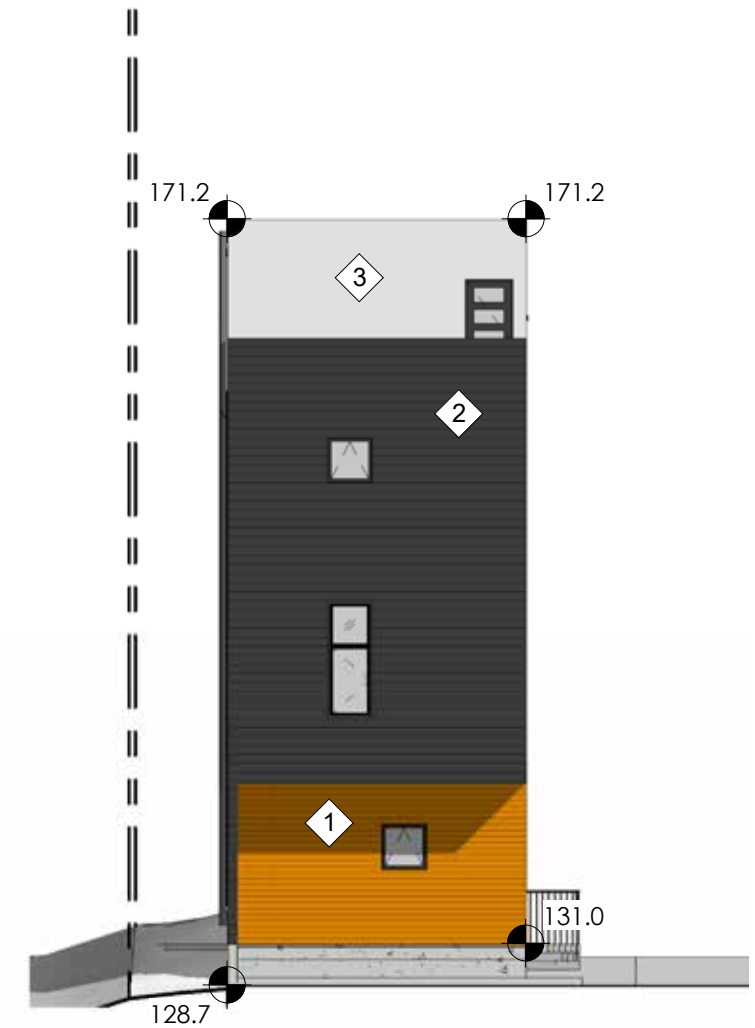
BLDG6 NORTH



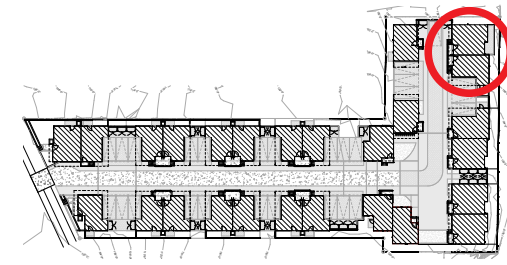
BLDG6 EAST



BLDG6 WEST



BLDG6 SOUTH



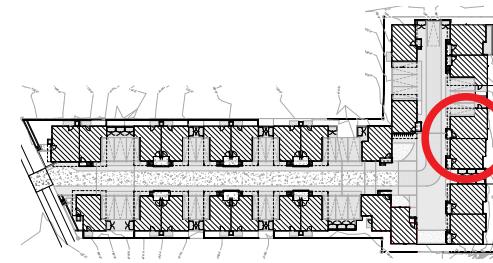
View Legend



1. Cedar T&G 
2. Black Lap 
3. Gray Panel 
4. White Panel 

Material Legend





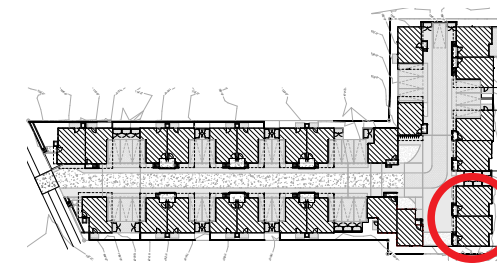
View Legend



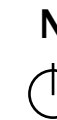
1. Cedar T&G
2. Black Lap
3. Gray Panel
4. White Panel

Material Legend



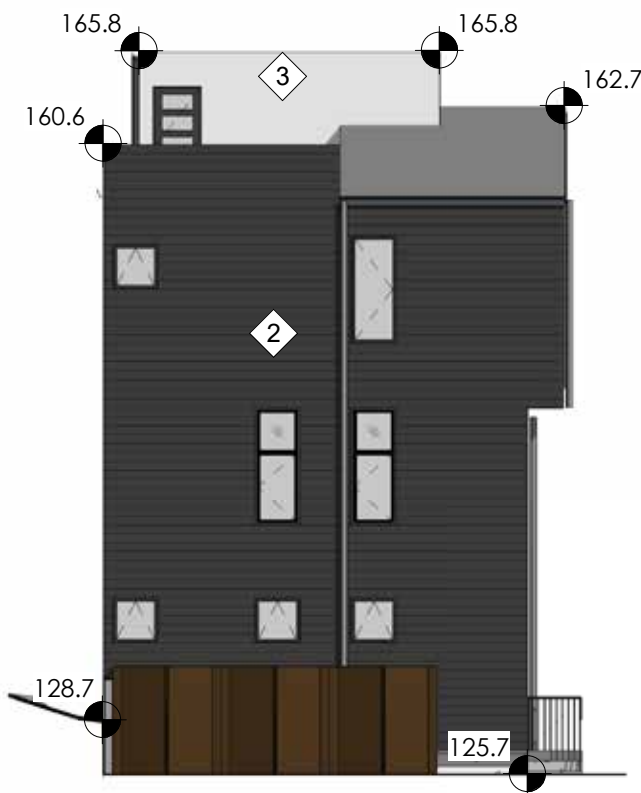


View Legend

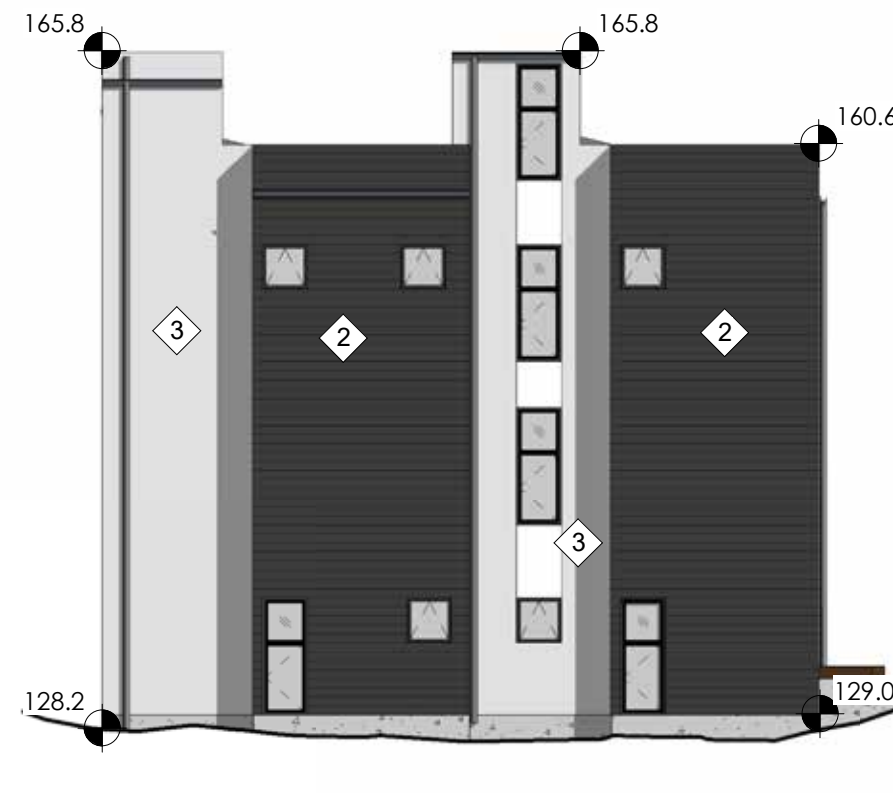


1. Cedar T&G 
2. Black Lap 
3. Gray Panel 
4. White Panel 

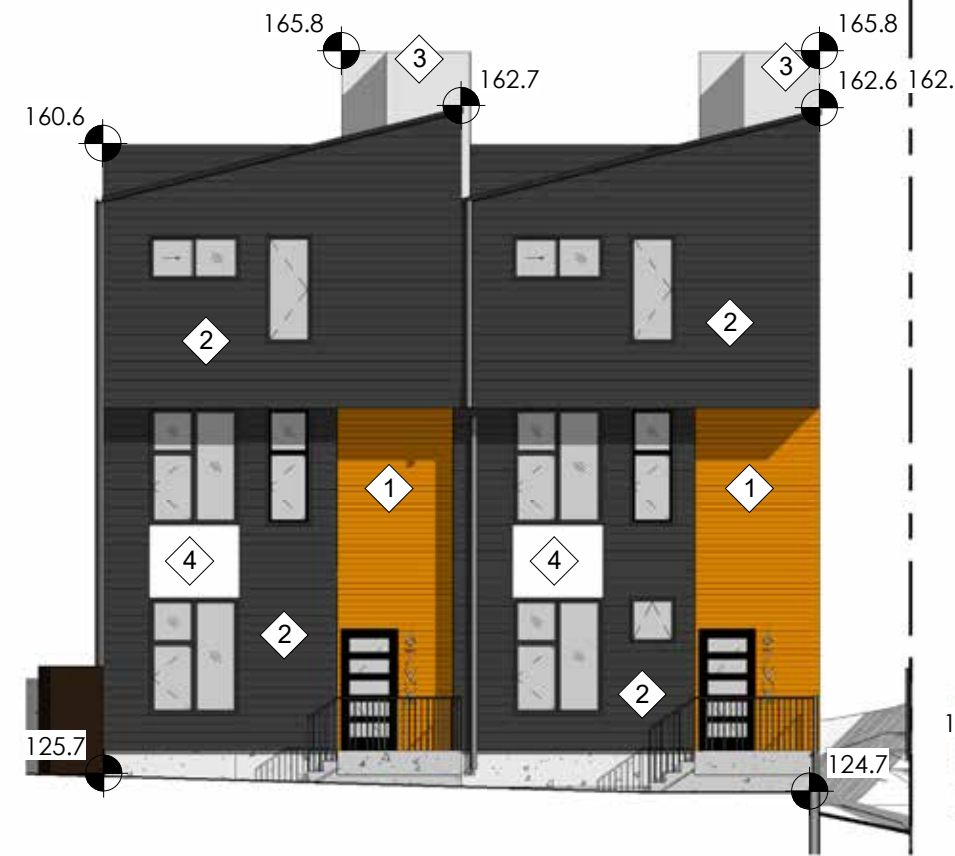
Material Legend



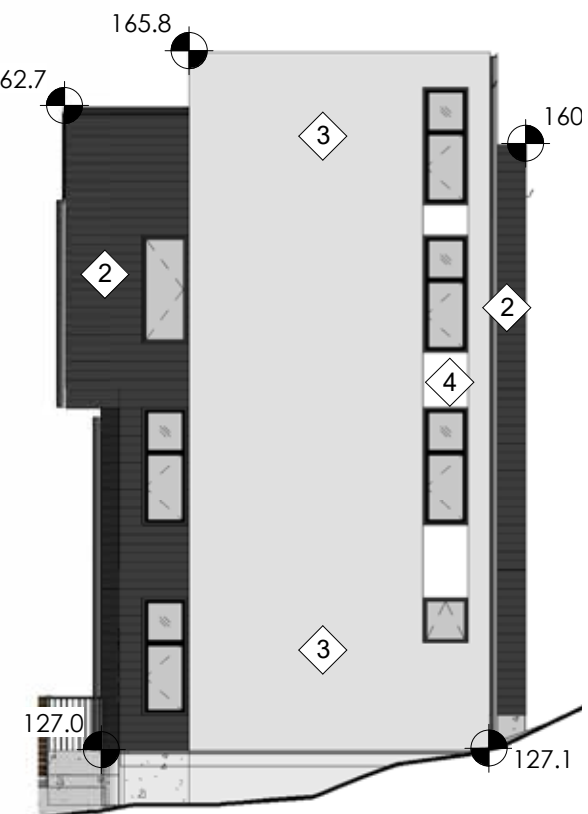
BLDG9 NORTH



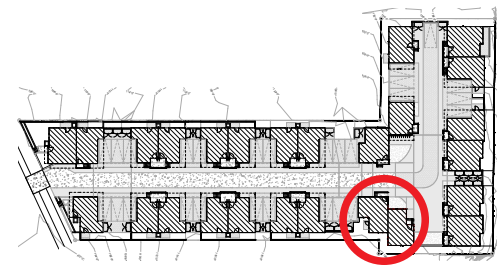
BLDG9 EAST



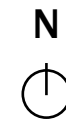
BLDG9 WEST



BLDG9 SOUTH

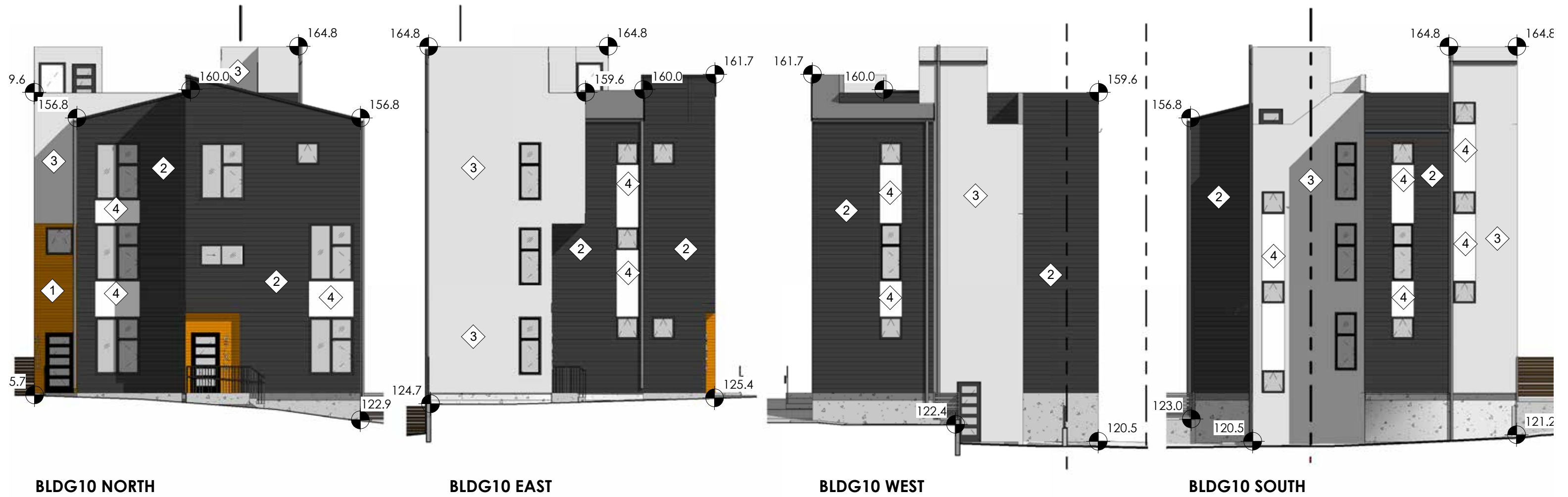


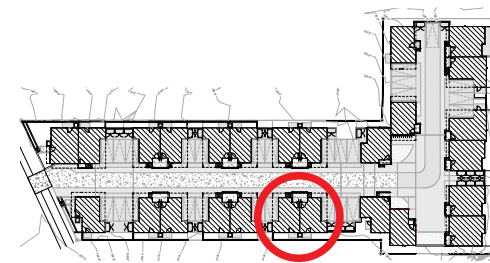
View Legend



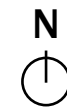
1. Cedar T&G
2. Black Lap
3. Gray Panel
4. White Panel

Material Legend





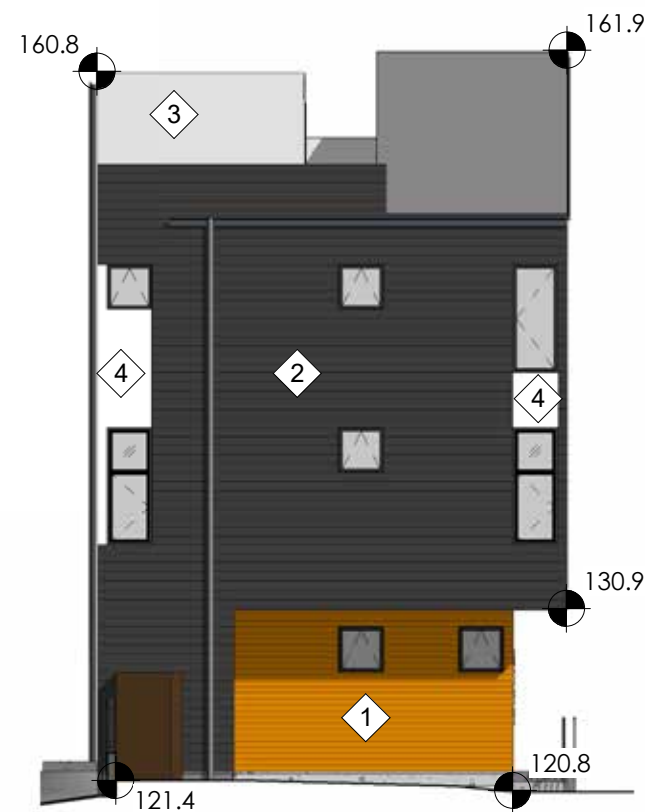
View Legend



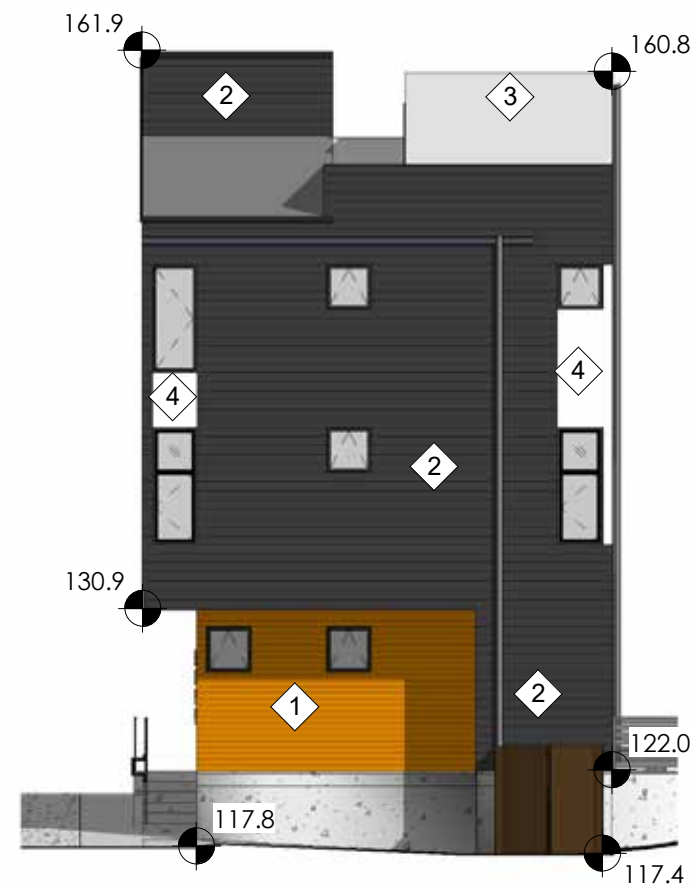
- Material Legend**
- 1. Cedar T&G
 - 2. Black Lap
 - 3. Gray Panel
 - 4. White Panel



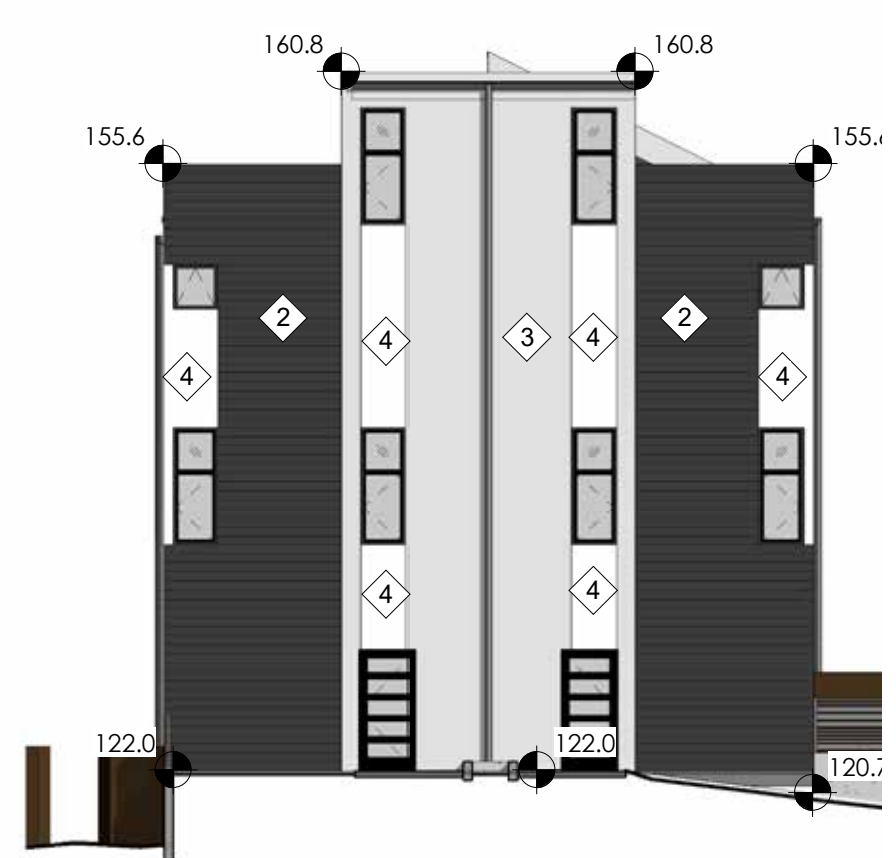
BLDG11 NORTH



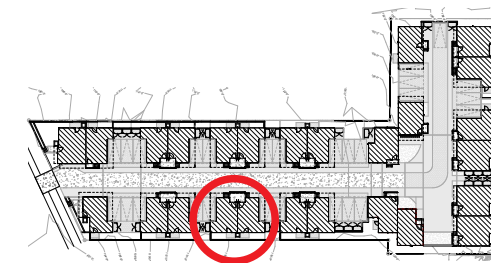
BLDG11 EAST



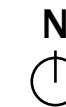
BLDG11 WEST



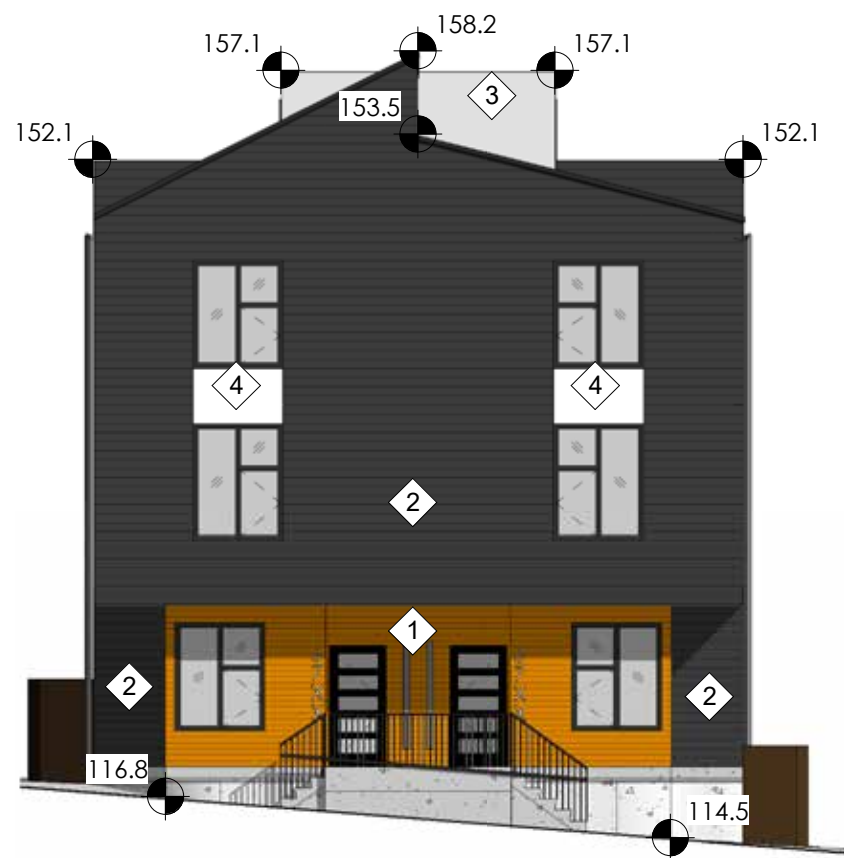
BLDG11 SOUTH



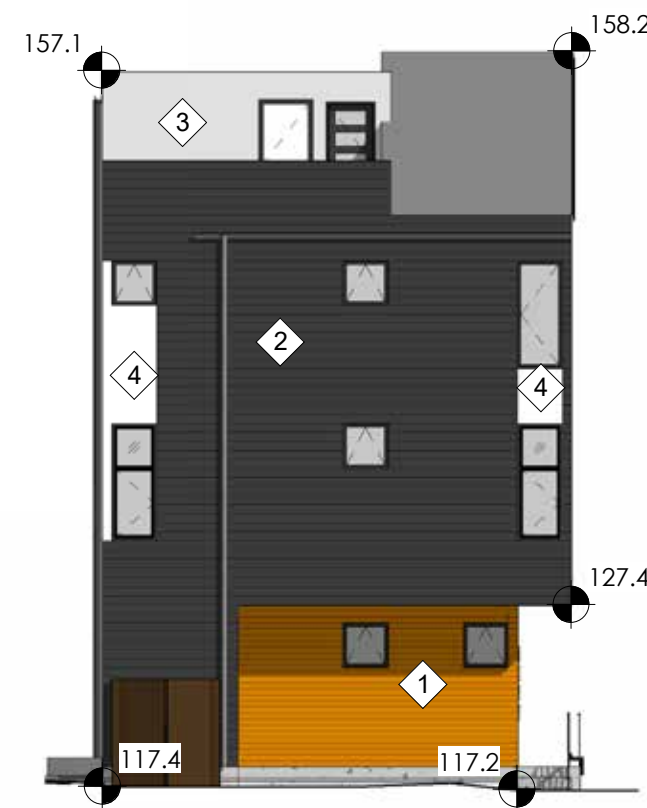
View Legend



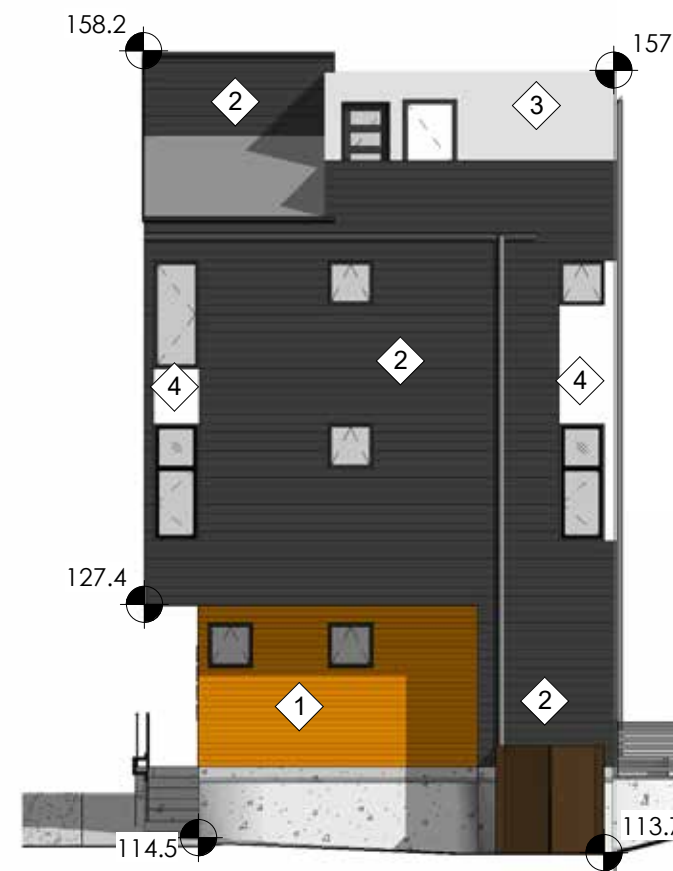
- Material Legend**
- 1. Cedar T&G
 - 2. Black Lap
 - 3. Gray Panel
 - 4. White Panel



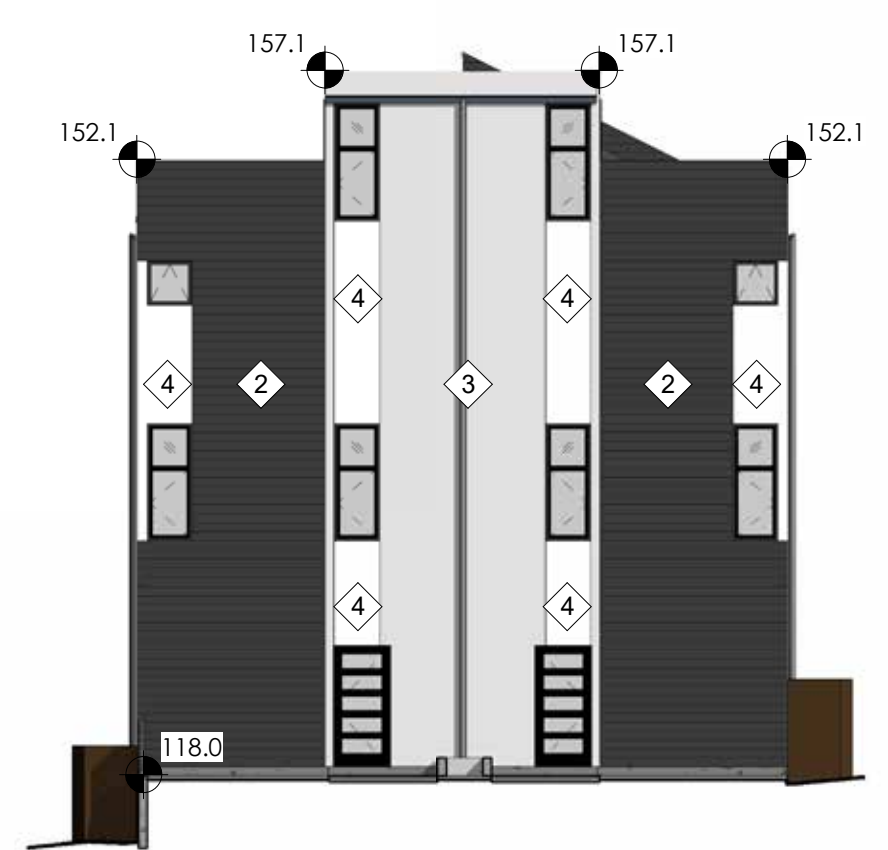
BLDG12 NORTH



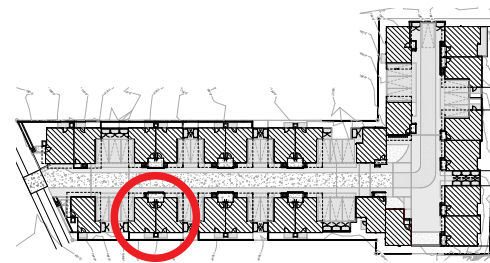
BLDG12 EAST



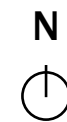
BLDG12 WEST



BLDG12 SOUTH

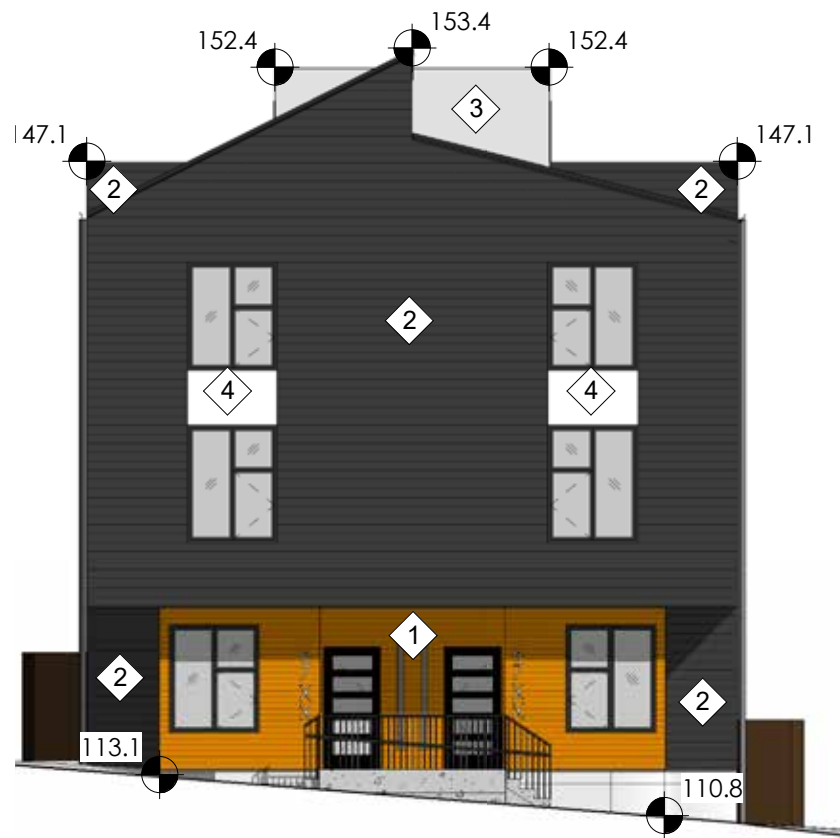


View Legend

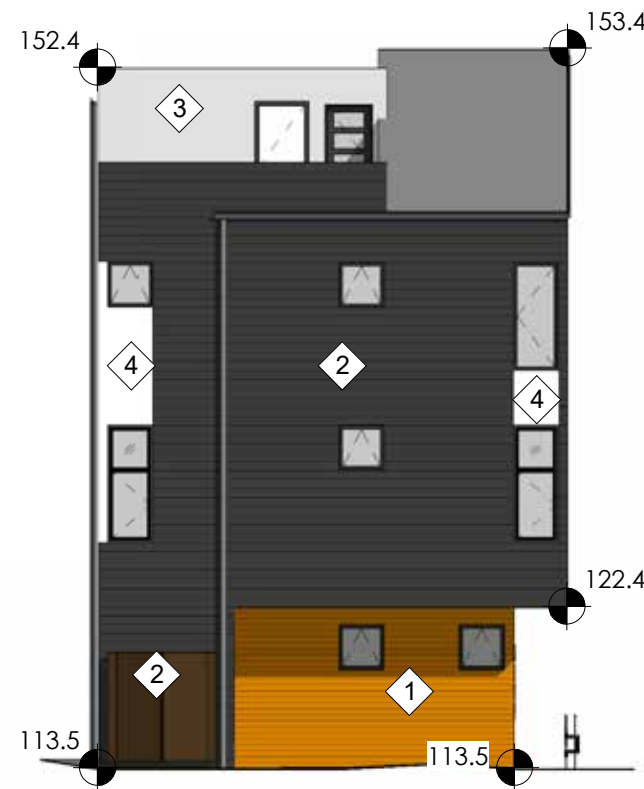


- 1. Cedar T&G
- 2. Black Lap
- 3. Gray Panel
- 4. White Panel

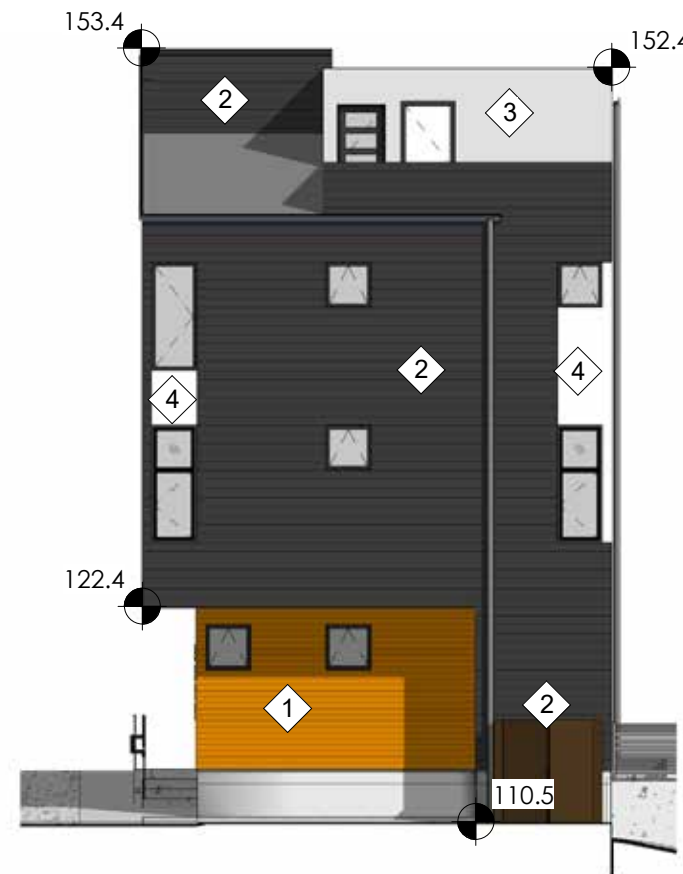
Material Legend



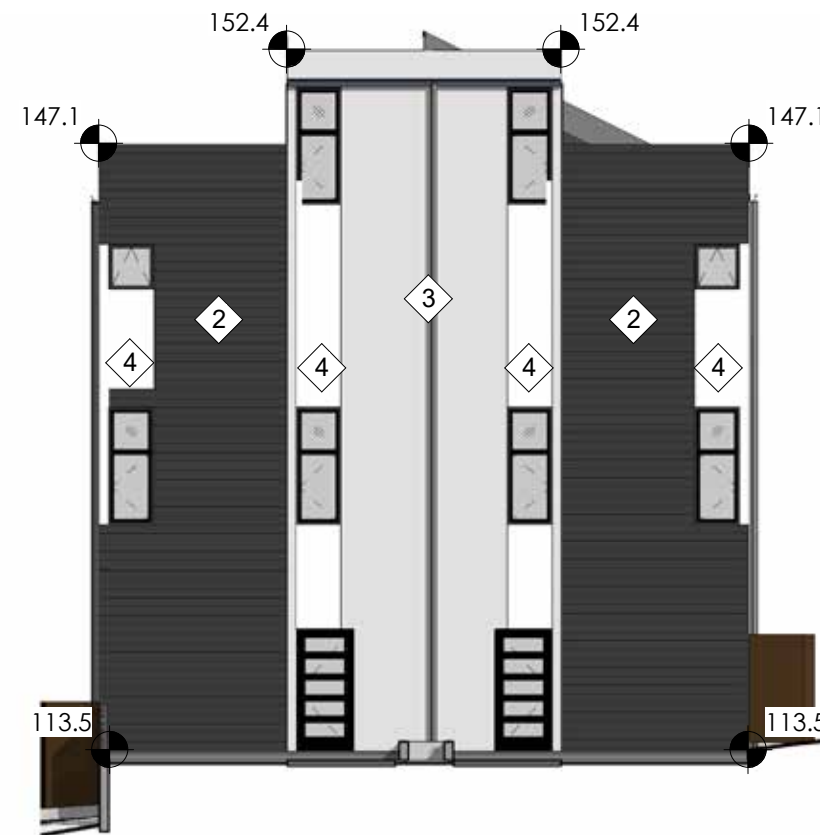
BLDG13 NORTH



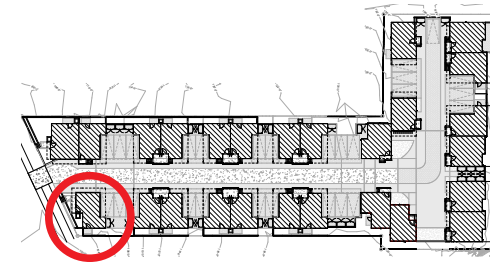
BLDG13 EAST



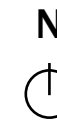
BLDG13 WEST



BLDG13 SOUTH

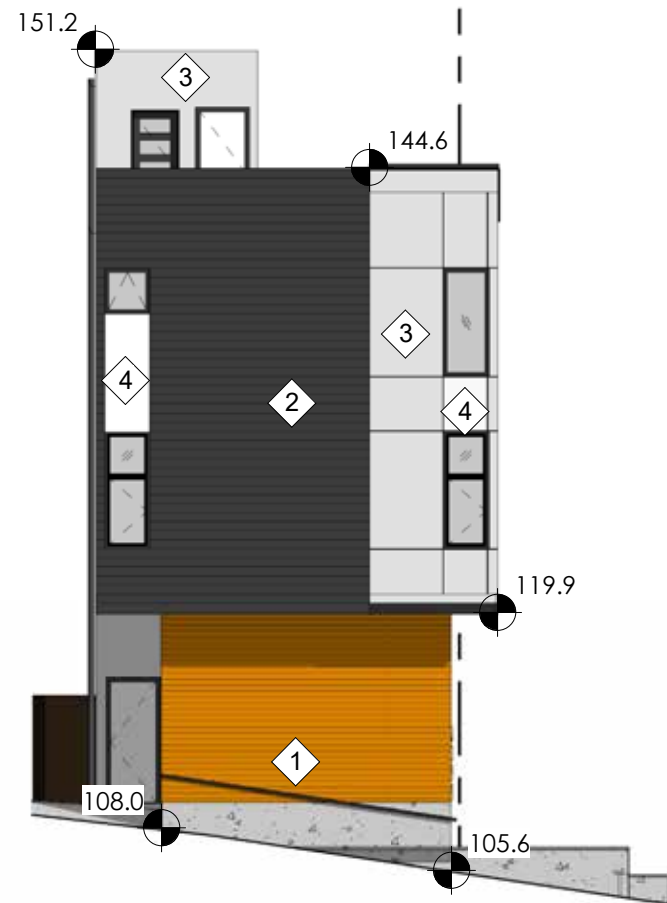


View Legend

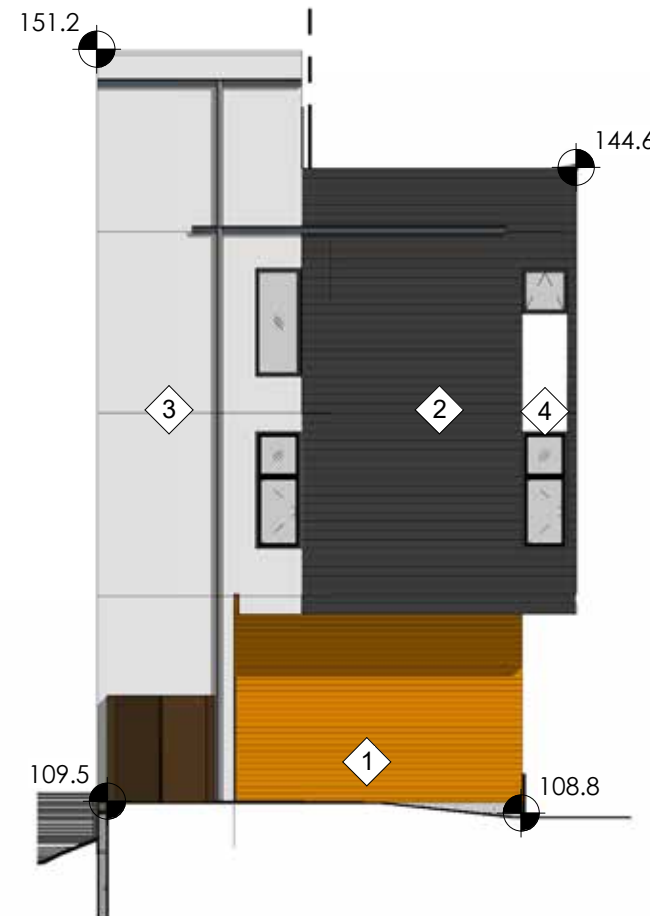


1. Cedar T&G 
2. Black Lap 
3. Gray Panel 
4. White Panel 

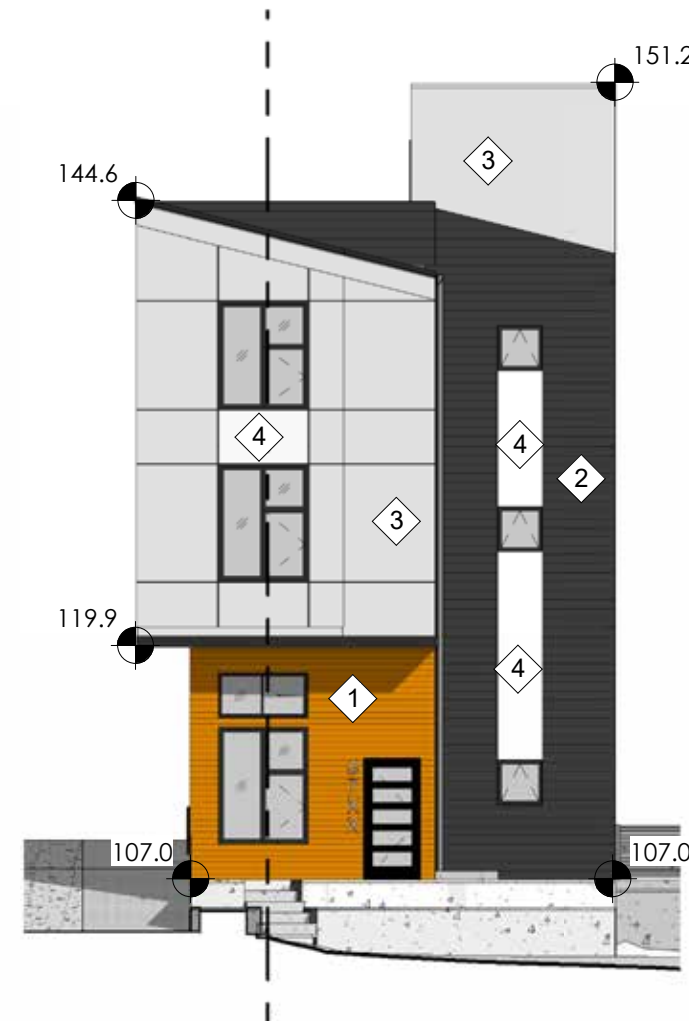
Material Legend



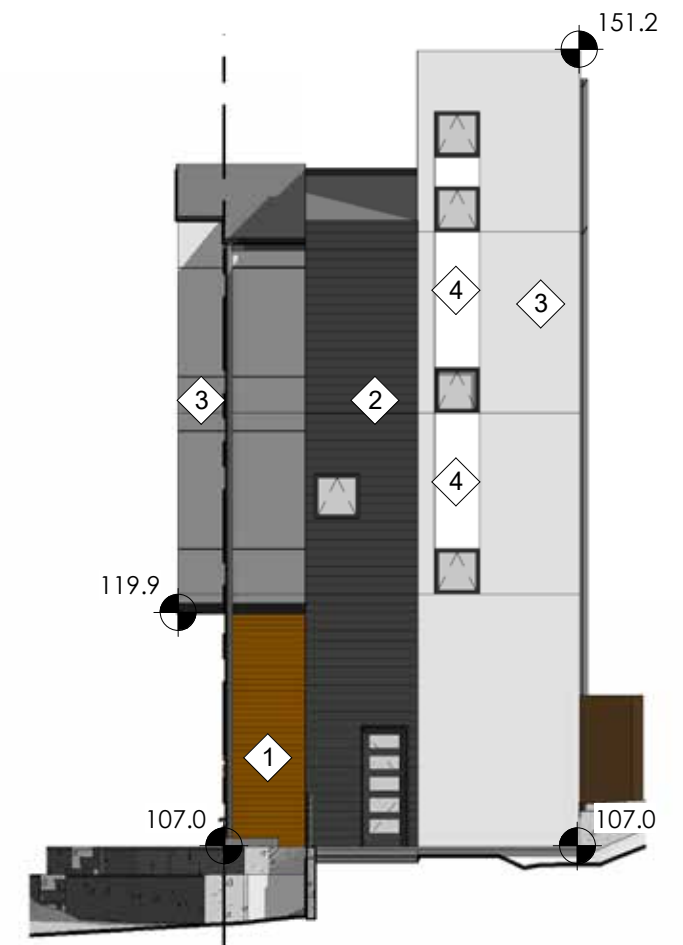
BLDG14 NORTH



BLDG14 EAST



BLDG14 WEST



BLDG14 SOUTH



LA Surface wall mount direct light fixture

Location: Unit entries

SPECIFICATIONS	
Color Temp:	3000K
Input:	120-277 VAC, 50/60Hz
CRI:	90
Dimming:	ELV: 100-10%, 0-10V: 100-5%, TRIAC: %
Rated Life:	50000 Hours
Mounting:	Can be mounted on wall in all orientations
Standards:	ETL, cETL, IP65, Title 24 JA8-2016 Compliant Wet Location Listed
Construction:	Aluminum body with die-cast glass diffuser



LB Surface ceiling mount direct light fixture

Location: Building soffit above parking spaces

SPECIFICATIONS	
Construction:	Injection Molded Polycarbonate Injection molded UV rated plastic with translucent diffuser for outdoor application
Power:	12W
Input:	120-277 VAC, 50/60Hz
Dimming:	TRIAC: 100-5%, ELV: 100-5%
Light Source:	Integrated LED
Lens:	Translucent acrylic diffuser
Mounting:	Installs over a 3", 4" or 3/0-4/0 hybrid junction box, Can be mounted on ceiling or wall in all orientations
Finish:	Enamel Coated White, Enamel Coated Nickel, Enamel Coated Bronze
Operating Temp:	-40°F to 122°F (-40°C to 50°C)
Standards:	ETL, cETL, Wet Location Listed, Energy Star 2.0, Title 24 JA8-2016 Compliant, ADA



LC Recessed ground mount light fixture

Location: Edges of pedestrian circulation areas

SPECIFICATIONS

Input:

9 - 15VAC (Transformer is required)

Power:

4.1W / 6.6VA

Brightness:

170 lm

Beam Angle:

25°

CRI:

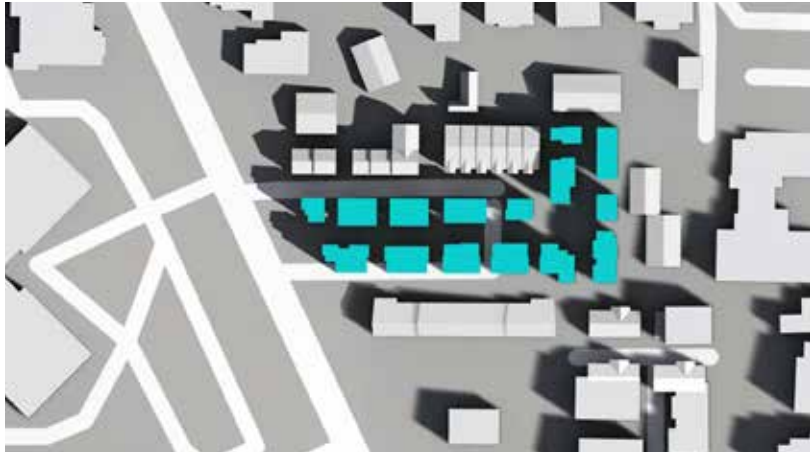
85

Rated Life:

70,000 hours

IEC safety Standard	Walk over	Drive over
Resistance to static load test	Yes (1125lbs)	Yes (4496lbs)
Resistance to torque and shear loads test	N/A	Yes





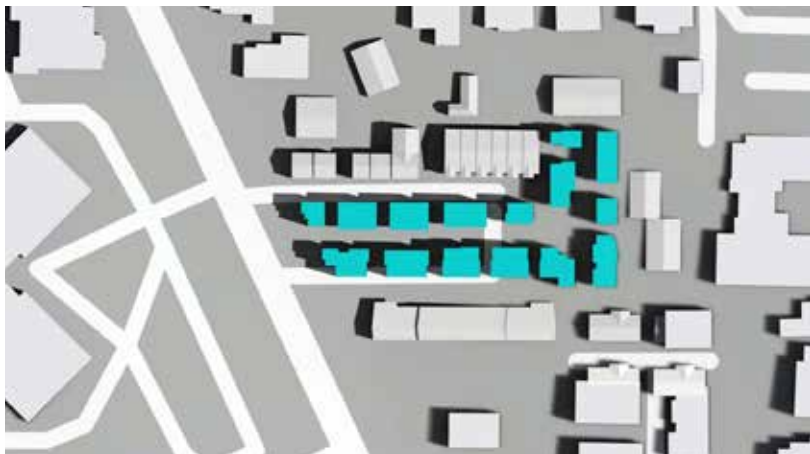
MARCH 21ST 9:00AM



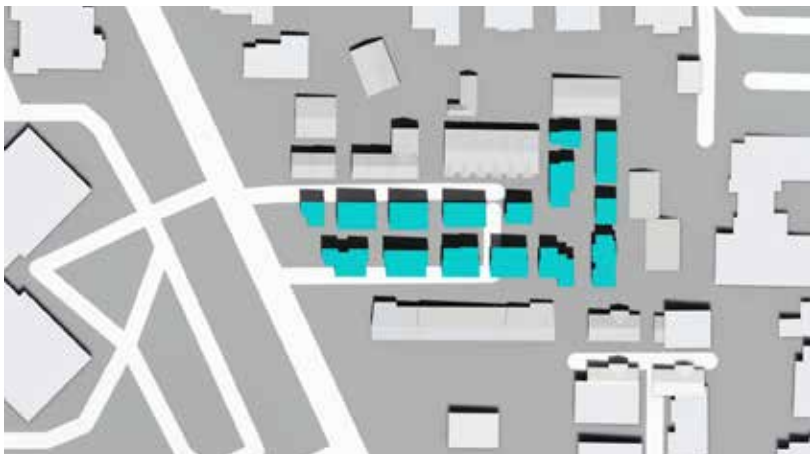
MARCH 21ST 12:00PM



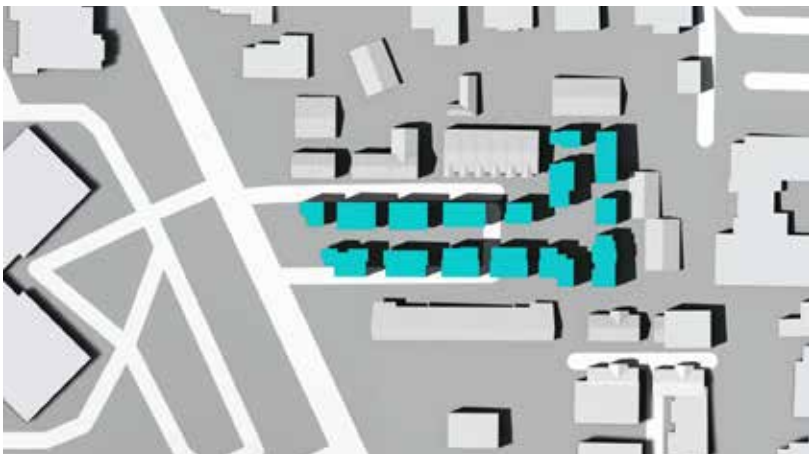
MARCH 21ST 3:00PM



JUNE 21ST 9:00AM



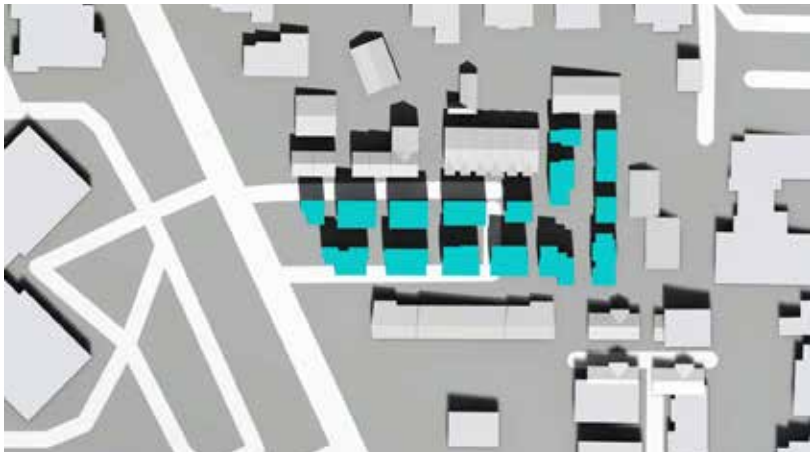
JUNE 21ST 12:00PM



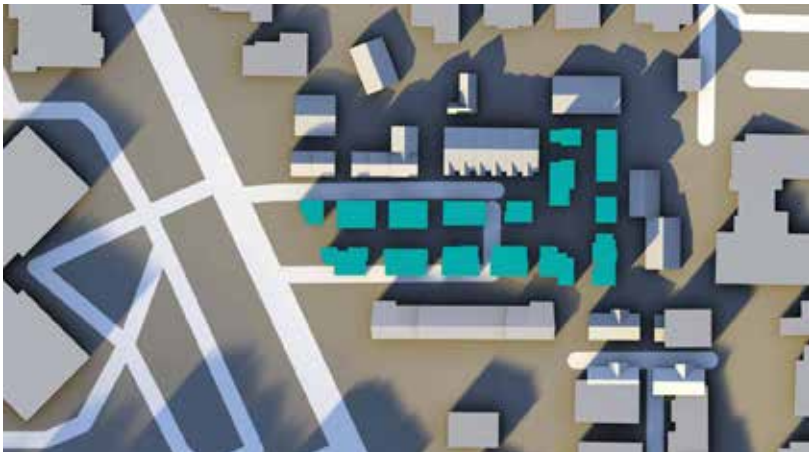
JUNE 21ST 3:00PM



DECEMBER 21ST 9:00AM



DECEMBER 21ST 12:00PM

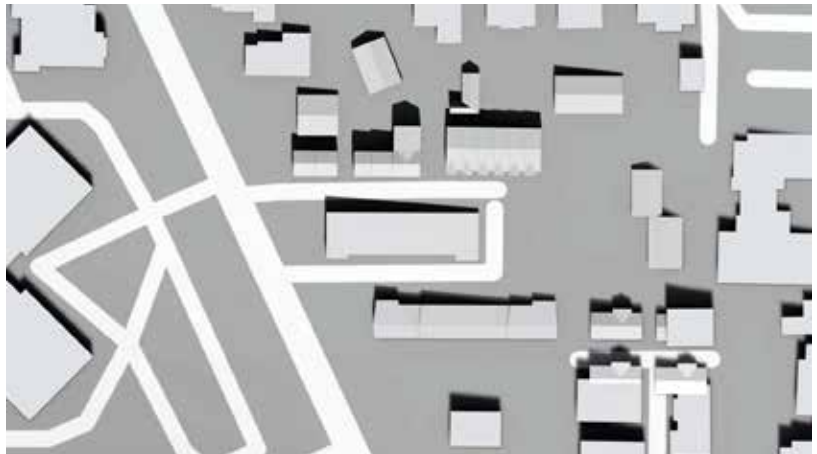


DECEMBER 21ST 3:00PM

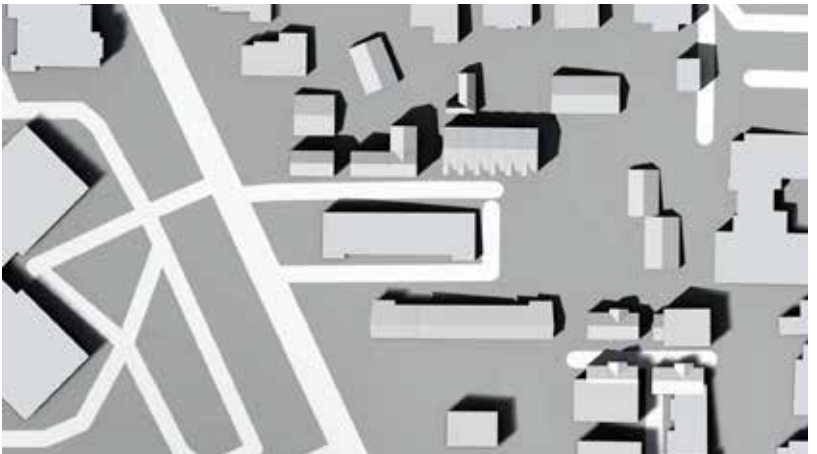




MARCH 21ST 9:00AM



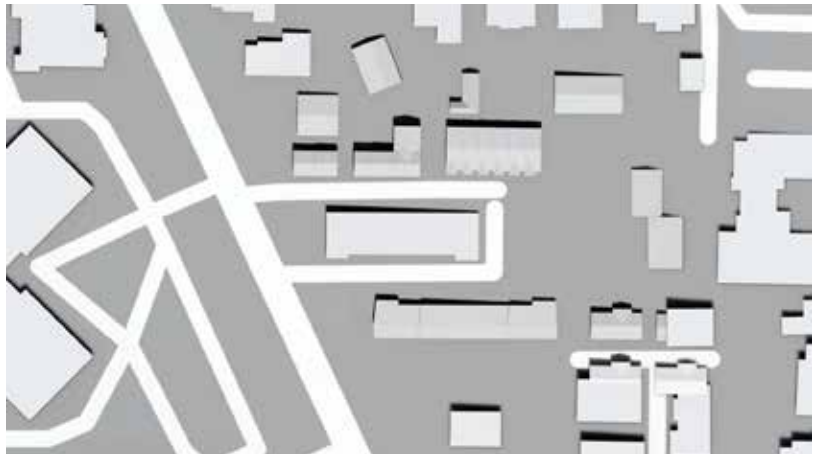
MARCH 21ST 12:00PM



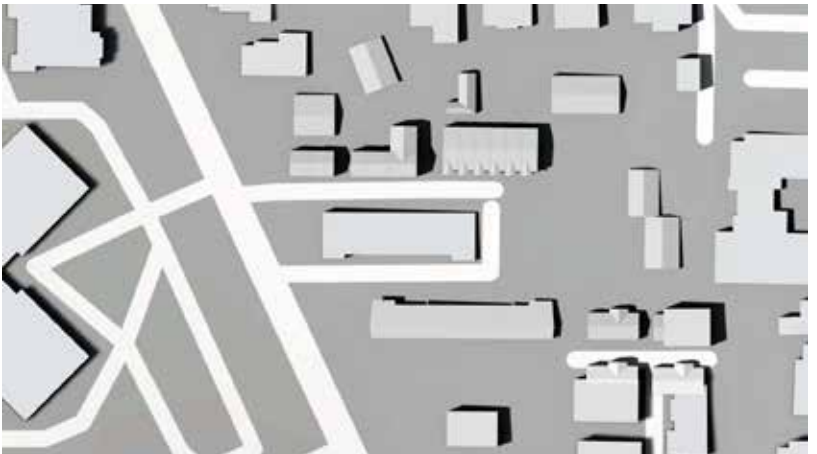
MARCH 21ST 3:00PM



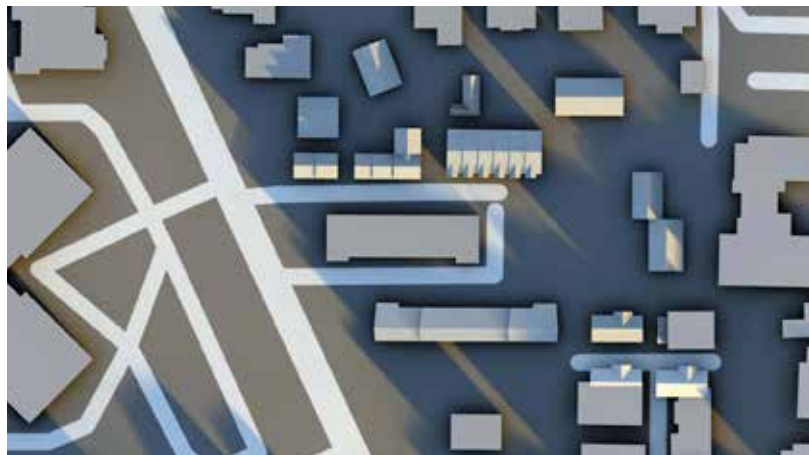
JUNE 21ST 9:00AM



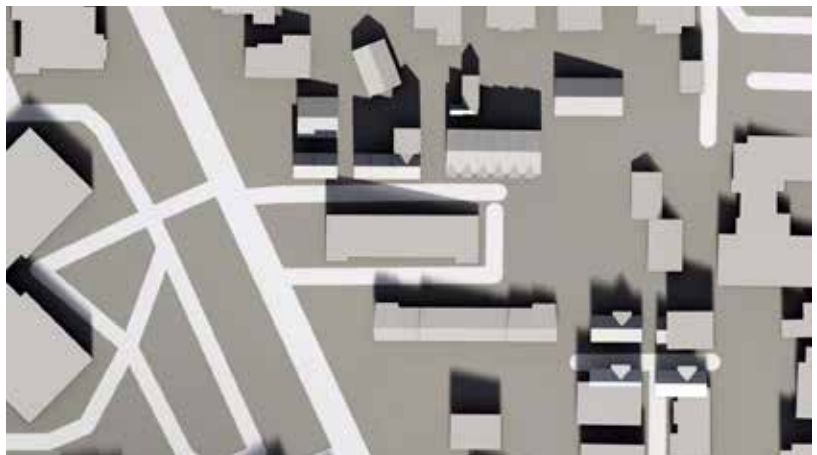
JUNE 21ST 12:00PM



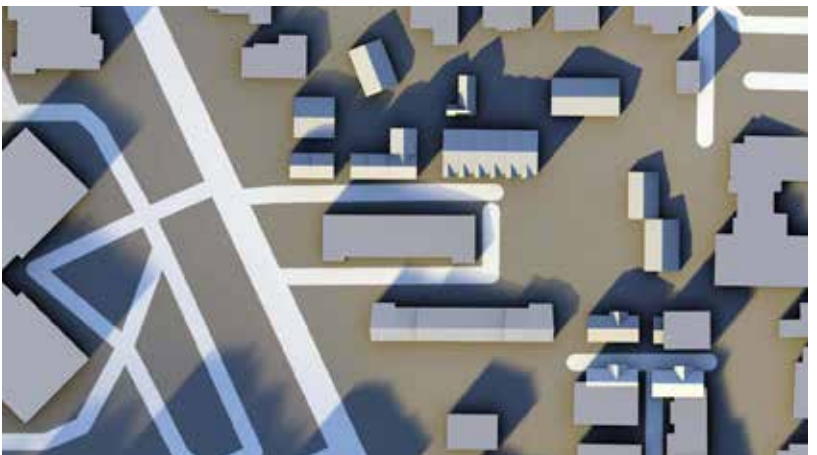
JUNE 21ST 3:00PM



DECEMBER 21ST 9:00AM



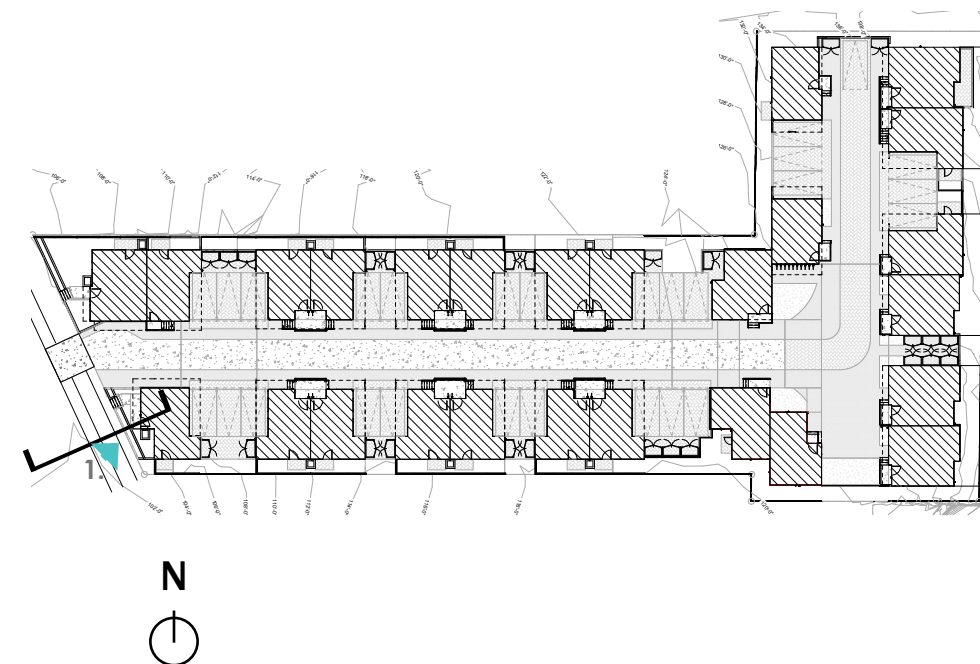
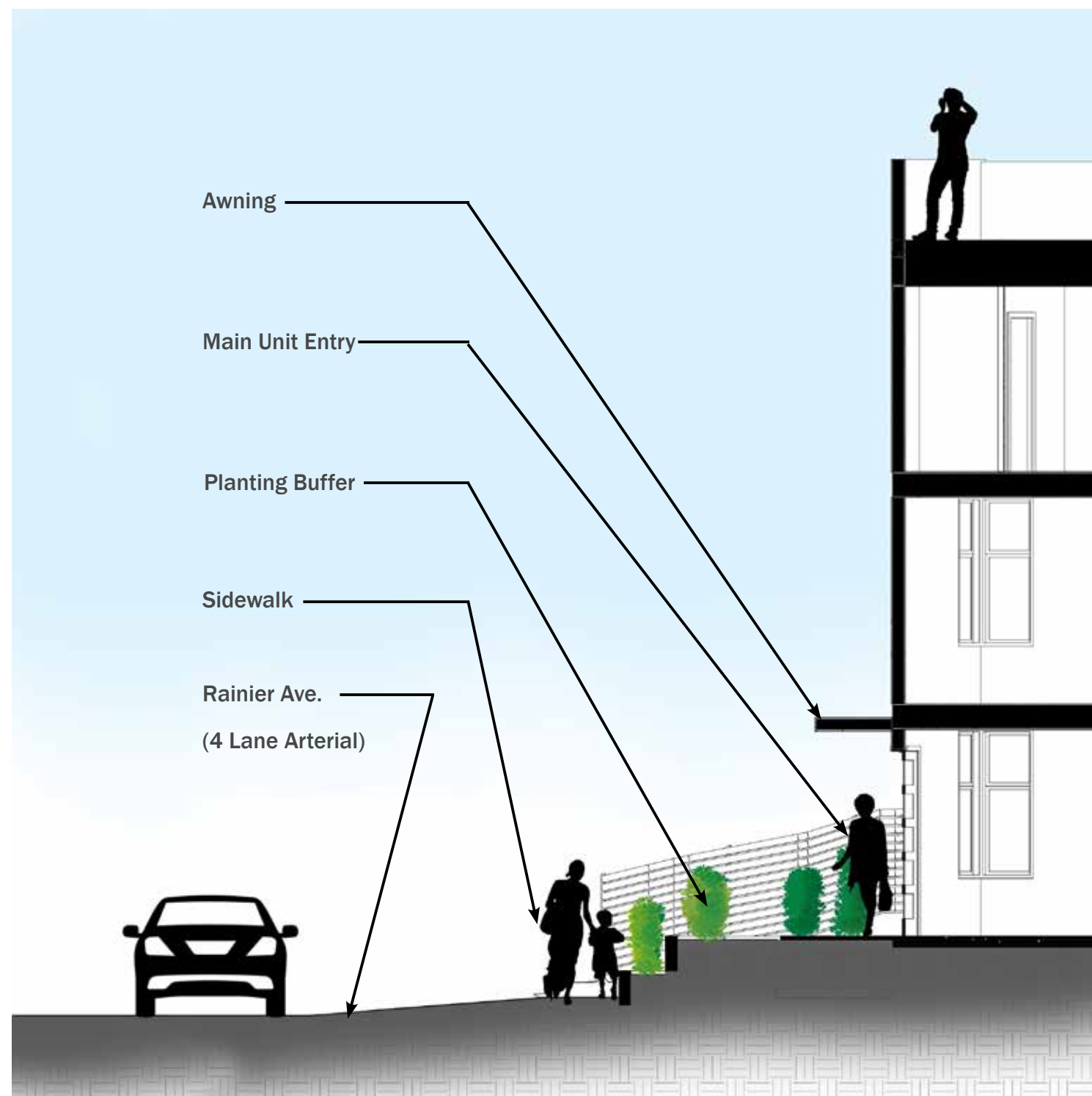
DECEMBER 21ST 12:00PM



DECEMBER 21ST 3:00PM

N





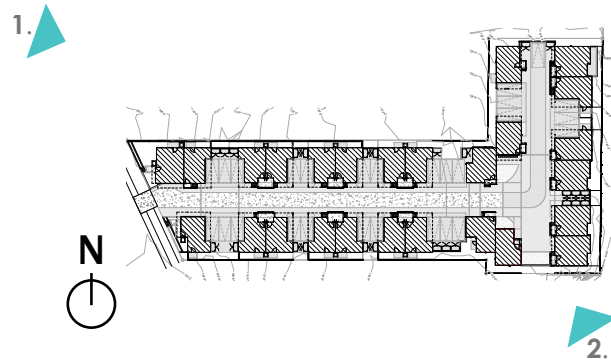
1. PEDESTRIAN VIEW - PASSERBY



1. AERIAL VIEW - FROM NW LOOKING OUT TO LAKE WASHINGTON



2. AERIAL VIEW - FROM SE LOOKING UP RAINIER AVE.

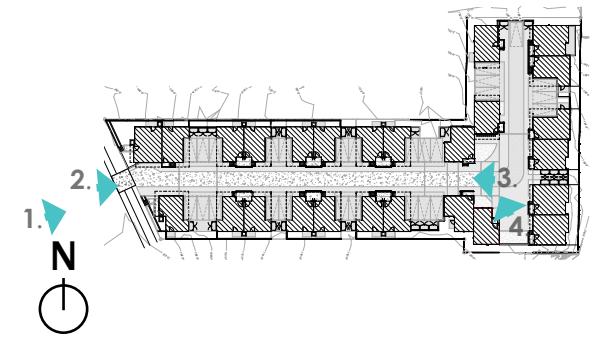




1. PEDESTRIAN VIEW - ACROSS RAINER AVE



2. PEDESTRIAN VIEW - SIDEWALK



3. PEDESTRIAN VIEW - FROM INTERSECTION



4. PEDESTRIAN VIEW - BIKE STORAGE



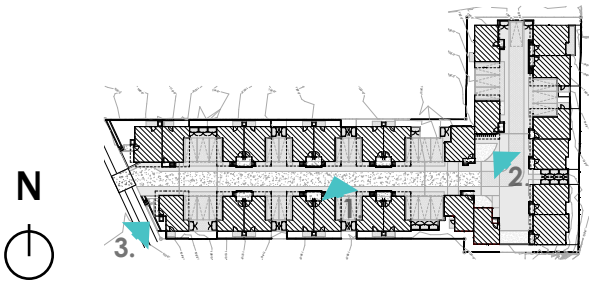
1. TYPICAL ENTRY SEQUENCE



2. PEDESTRIAN VIEW - ENTRY DETAIL

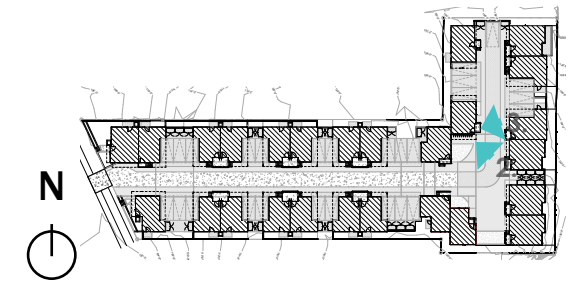


3. STREET FRONTING ENTRY SEQUENCE





1. BIKE STORAGE AND AWNING CONDITION, BLDG 5



2. BIKE STORAGE AND PLANTING CONDITION, BLDG 5