751 MARION

SEATTLE / Pier 56, 1201 Alaskan Way, #200 / Seattle, WA 98101 / 206.623.3344
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December 21 2010

EARLY DESIGN GUIDANCE
7th AND MARION ST/ SEATTLE WA 98101

MITHŪN

THE POLYCLINIC

Development Objectives

The proposed project is sited in a highly visible yet somewhat neglected part of First Hill just east and adjacent to Washington's busiest freeway, Interstate 5. The site is currently a surface parking lot used for principal use parking and contains approximately 240 stalls. The development goals are to improve this use in a manner that is both appropriate to the site and needed to support the demands of the current and future adjacent building uses and adjacent neighborhood. Concurrent with this project is a proposal for a medical clinic to occupy the adjacent 7th & Madison building. The applicant is proposing an improved and expanded principal parking facility as well as a multi-modal drop-off area for shuttles and carpools to accommodate patient access. This part of First Hill is in transition with new adjacent housing and commercial buildings. The parking demand is increasing. The empty building at 7th & Madison, completed in 2007, is proposed to be occupied by a community medical outpatient clinic. The demand for parking cannot be met by the current inventory of parking in the area. There is also a demand for a "park & walk" access to downtown and the First Hill neighborhood. The number of proposed stalls is approximately 450 stalls. The current use on the site is public parking; however the existing surface parking is not only poorly configured, it has created a full block "hole" at the site with large retaining walls around the parking. In addition, the alley is discontinuous from the streets to the north and south creating a break in the urban grid. The proposal will improve all these aspects of the present condition and be a vital contributor to the neighborhood adjacent to I-5. The long term goal for this site is to create growth flexibility for future development on these parcels.

The primary development goals include:

- Provide additional public parking to support existing and future needs for the adjacent medical services, commercial uses and residential needs.
- Enhance the adjacent medical clinic total experience:
  - Patient arrival to the facility and parking
  - Patient ability to easily find parking
  - Patient movement from the automobile or van to the entrance of the 7th & Madison building
  - Patient friendly access for elderly, disabled, parents with young children
- Improve relationship of the sidewalks to the built form, reduce or eliminate the 'big hole'.
- Improve pedestrian safety and mobility to the adjacent blocks.
- Create a safer neighborhood environment through lighting, signage and activity.
- Provide new landscaping and street improvement around the site to enhance the street scape.
- Provide a new transit shuttle and carpool drop-off area for adjacent uses and encourage this form of transportation.
- Help buffer freeway noise to adjacent residential uses east of the site
- Create a much more aesthetically pleasing parking structure than what is there today
- Allow flexibility for weekend or evening parking available to the general public.
- Allow for flexibility and future growth on site.

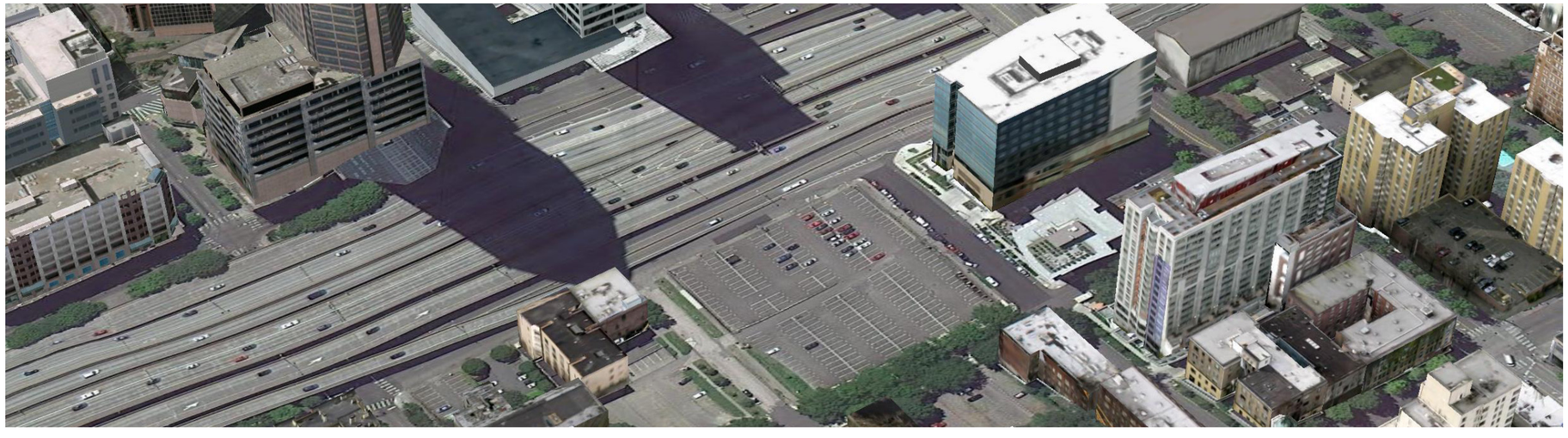
Project Team

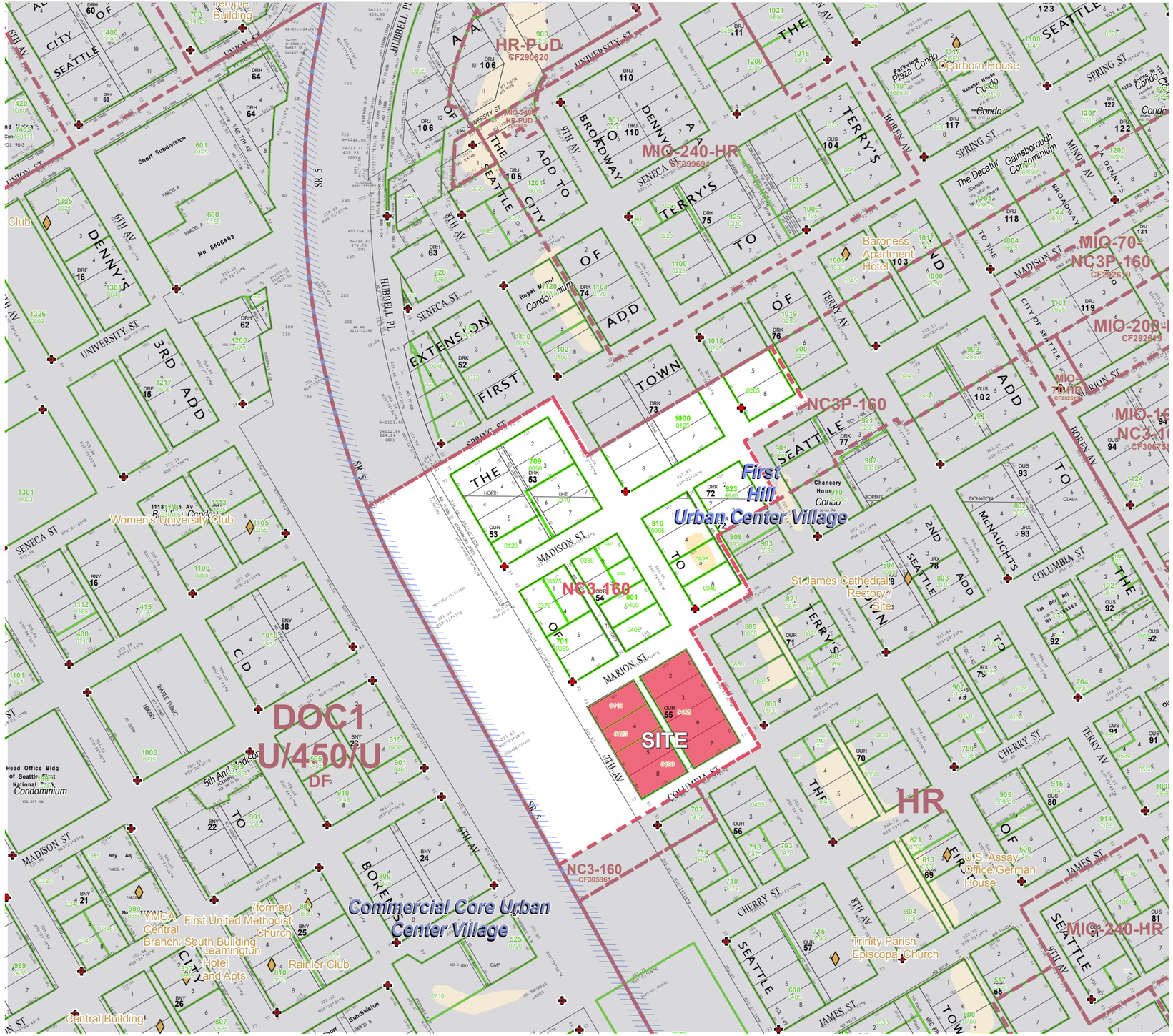
Property Address: 7th and Marion
Owner: The Polyclinic
Owner's Representative:

Architect:
Mike Omura, AIA
Bill LaPatra, AIA
Mithun, Inc.
206/623.3344

Landscape Architect:
Deb Guenther, ASLA
Mithun, Inc.
206/623.3344

Civil Engineer
Coughlin Porter Lundeen
206/343-0460





Zoning Summary

SMC 23.32.016 - **Official Land Use Map**
Zoning Map 110, zone NC3-160, location within First Hill Urban Center Village

SMC 23.47A.004 I Table A - **Permitted and prohibited uses**
A Parking, Principal Use is allowed in the NC3 zone, as is accessory use parking

SMC 23.47A.005 - **Street-level uses**
The site is not within a pedestrian-designated zone. Parking is not prohibited as a street-level use.

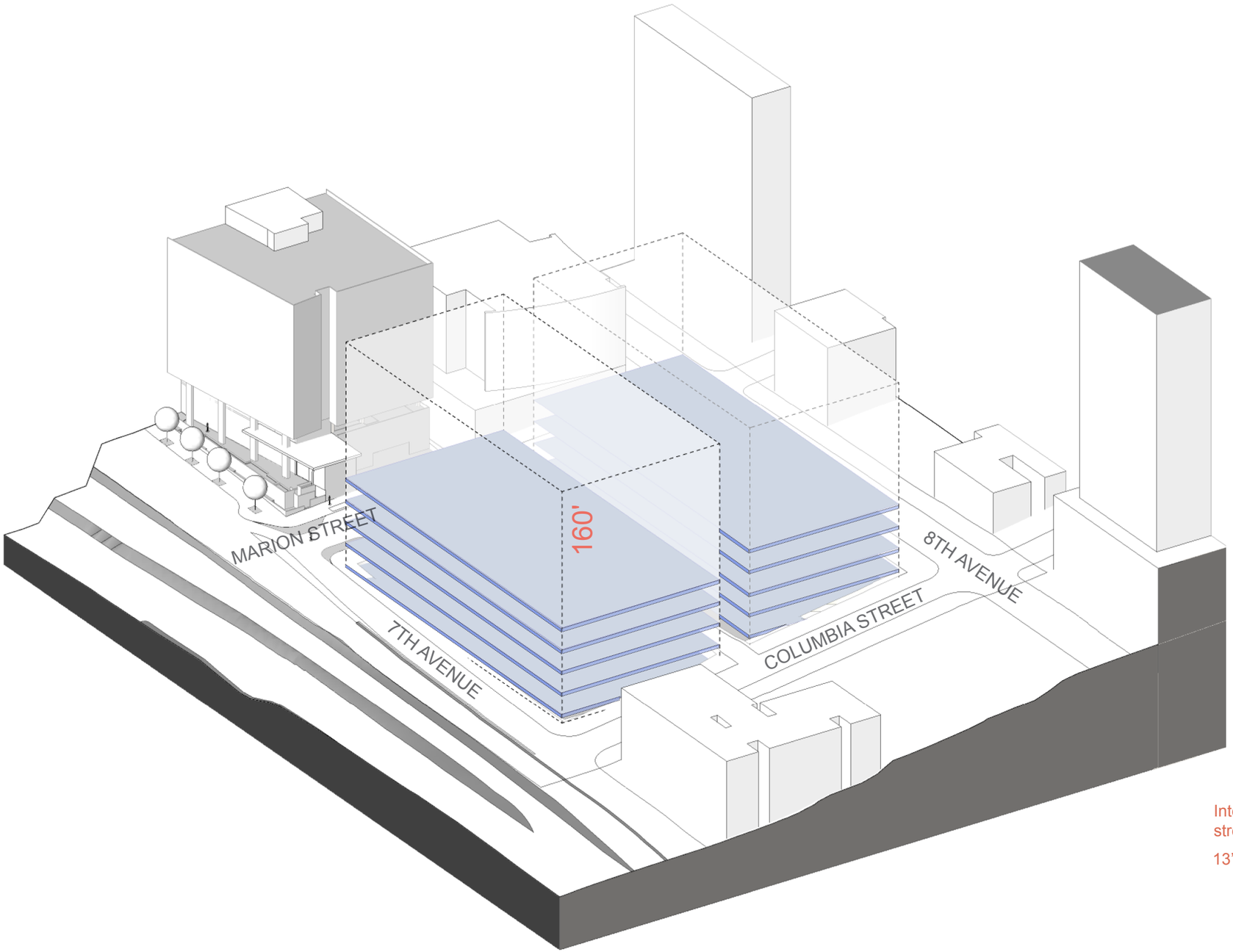
SMC 23.47A.008 - **Street-level development standards**
Provisions for blank facades and façade transparency apply. The zone also provides for height and depth requirements for non-residential uses quoted below.

SMC 23.47A.008.B.3 - **Nonresidential street level requirements**
The following height and depth provisions apply to new structures or new additions to existing structures:
a. Nonresidential uses shall extend an average of at least 30 feet and a minimum of 15 feet in depth from the street-level street-facing facade.
If the combination of the street-facing facade requirement of subsection 23.47A.008.D.1 and this depth requirement would result in a requirement that an area greater than 50 percent of the structure's footprint be dedicated to nonresidential use, the Director may modify the street-facing facade or depth requirements, or both, so that no more than 50 percent of the structure's footprint is required to be nonresidential.
b. Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.

SMC 23.47A.013 - **Floor Area Ratio**
FAR 5 for single use, 7 for mixed use with residential.

SMC 23.47A.016 - **Landscaping and screening standards**
Green area factor of .30; street trees, screening of parking garage; screening and landscaping of the surface parking lot are required on all street (not alley) sides.

SMC 23.47A.032 - **Parking Location and Access**
A. 1. a. NC Zones. Access to parking shall be from the alley if the lot abuts an alley improved to the standards of section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts.
A. 1. c. If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines as determined through 23.47A.032.C and the curb cuts are permitted pursuant to Section 23.54.030.F.2.a.1.
B. 1. b. The following rules apply in NC zones, except as provided in subsection 23.47A.032.D. Within a structure, street level parking shall be separated from street level, street facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.



Zoning and Project Goals

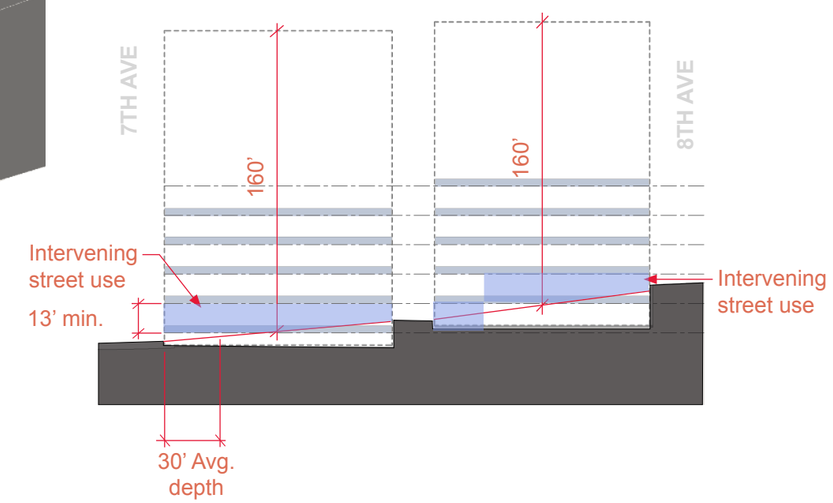
160' Height envelope and FAR maximum 5

Project Introduction:
The project provides the residential and business neighborhood with a covered, multi-modal access point and public parking. Located at the interface of Downtown and the First Hill neighborhood, the site has the opportunity to meet transportation and parking demands of the adjacent neighborhood and future medical clinic.

The parking areas are conceived to enhance the pedestrian experience. Through vegetation, daylighting, sensitive facades, and lighting, pedestrian perception, circulation and safety is considered from the interior and exterior. Special consideration is given for ease of access for ambulatory patients visiting the adjacent medical office project to the north.

Development potential of the site is considered for both current and future neighborhood development.

Program:
- Approximately 450 stalls
- Covered drop-off area for shuttles, car pools, vehicles, etc.
- Bike parking
- Landscape screening
- Lighting
- Wayfinding



A.1 – **Responding to Site Characteristics**
The siting of buildings should respond to specific site conditons and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.
The proposal responds to the steep slopes of the two adjacent east-west streets Marion and Columbia by setting the structured part of the development into the existing 'hole' and working with the street grades to provide surface parking more responsive to the street topography. The terraced garage reflects the natural topography and reduces the overall scale of the proposed parking garage. Environmentally our goal is to enhance the sites performance with respect to water and solar orientation.

A.2 – **Streetscape Compatibility**
The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.
The siting of the proposed structure into the existing 'hole' and the use of landscaping and screening enhances and improves the pedestrian experience along the entire street fronting the proposed project. We intend to mend the existing scar to the urban fabric created by the existing surface parking. Through an aggressive design featuring perimeter landscaping and some low scaled architectural elements we hope to create a pleasing and contributing streetscape enhancing the emerging neighborhood. Interstate 5 is adjacent to our west border and has specific streetscape challenges. A sustainable landscape area along 7th Avenue will provide open space amenities that enhance the pedestrian experience as well as have potential environmental and acoustic advantages.

A.8 – **Parking and Vehicle Access**
Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.
Due to the addition of the Polyclinic as a formidable neighbor at 7th and Marion, we see great opportunity to provide safe, clear and accessible parking for their patients. Emphasis on an enhanced and clear parking experience is critical to the success of this new neighbor.
The proposal will provide a connected through alley which currently does not exist, allowing for access to the parking on both sides of the alley. This eliminates the existing (4) curb cuts along 7th Avenue and creates a more pedestrian friendly experience along that street. The proposal will also improve the pedestrian experience along 8th Avenue by providing a landscape buffer and pedestrian scaled landscape and architectural screening to complement the existing mature street trees.

A.9 – **Location of Parking on Commercial Street Fronts**
Parking on a commercial street front should be minimized and where possible should be located behind a building.
We are proposing a sustainable parking garage that works more naturally with the topography. It will feature a series of landscaping strategies on the perimeter fronting all the streets. We intend to feature this landscape design as a visual respite from the urbanism of the neighborhood and the effects of Interstate 5.
The street frontage on all sides of the proposal will be enhanced with landscaping; vertical green wall screening and terraced landscaping. Along 7th Avenue a proposed deep landscaped area with stepped terraces of green that will also provide a relief from the noise and visual harshness of the freeway.

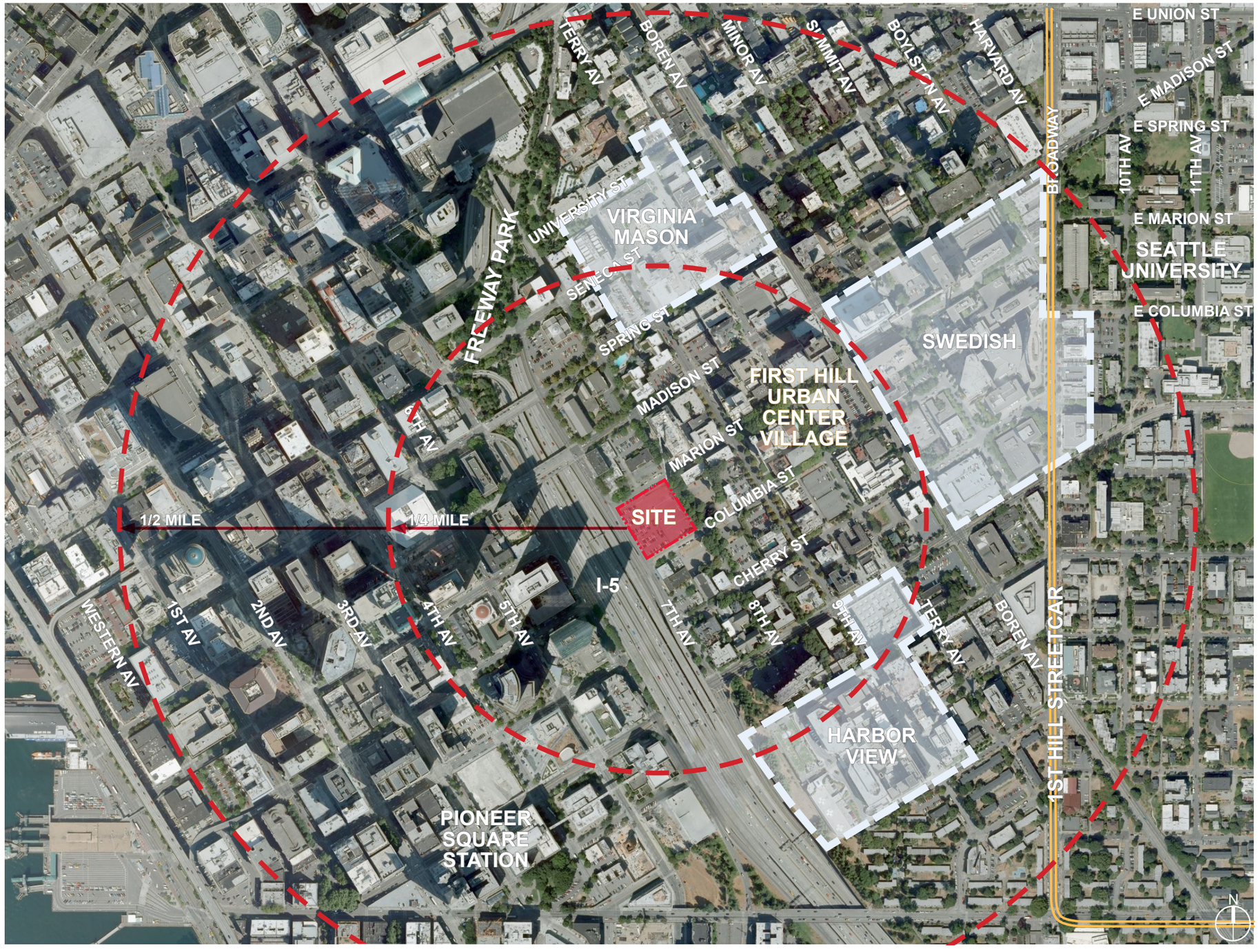
C.5 – **Structured Parking Entrances**
The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.
The proposed structured garage does not have any entrances to the garage off the surrounding the streets, entry/exit to and from the garage will via the improved alley. We are eliminating the four existing 7th Ave. curb cuts. Our preferred option does show a proposed new curb cut for car pool and shuttle van drop-off for patrons needing this ease of accessibility and clear way finding.

D.4 – **Design of Parking Lots Near Sidewalks**
Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking signs and equipment.
The street edges of the proposal will be set back from the sidewalk to provide landscape buffer areas, vertical architectural and landscape screening and pedestrian amenities such as seating. Glare free pedestrian lighting will be incorporated in the design to provide safety and to prevent light spillage onto adjacent properties. Safety and security will be at the forefront of the lighting design. In addition lighting can be visually interesting to those who view the site. We also see opportunities to incorporate elements of site art integrated in the perimeter of the project.

D.5 – **Visual Impacts of Parking Structures**
The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.
Although Design Alternatives 2 & 3 propose multi-story parking structures on the eastern site, they will be perceived as surface parking lots along 8th Avenue since the top deck of parking will not be above the street grade along 8th Avenue. We are intentionally 'tucking' the structured garage into the hillside to reduce the impact of the parking garages. Those portions of the structure that extend above Marion and Columbia streets will be screened with vertical green walls or other architectural screening to provide visual interest along the street front. Placement of stairs and glazed elevators at Marion and Columbia will create both activity and visual interest. We intend to create transparency to the stairs and elevators to highlight their function and ensure a safer environment.

D.7 – **Personal Safety and Security**
Project design should consider opportunities for enhancing personal safety and security in the environment under review.
The current conditions on the site do little to enhancing personal security with the multitude of retaining walls, unimproved sidewalks, no lighting other than street lights and somewhat temporary nature of the fencing along the street frontage. With the goal of increasing the parking inventory to over 400 stalls we feel pedestrian safety is one of the most important goals for the project. The proposal will provide a secure, well lit and more pedestrian friendly parking facility than what currently exists on site. The proposed parking will also generate more pedestrian activity to and from the garage thus providing more eyes on the street to enhance security.
With the proposed southern entry to the new Polyclinic Building we see a critical opportunity to provide a clear path to and from the parking facilities that is both safe, accessible and a pleasant experience. The proposed street improvements to Marion and improved crosswalk connections at 7th and Marion are important links to the parking. As well is the proposed patron drop-off for carpools and shuttle buses. This 'porte-cochere' design element will be a great enhancement to the corner at 7th and Marion and provide a critical safe pedestrian plaza. Great care will be taken to provide an accessible route from all portions of the parking facility due to the large number of ambulatory patrons who will use the facility.

E.2 – **Landscaping to Enhance the Building and/or Site**
Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.
Enhanced landscaping, vertical green walls, planters on top of the structure, terraced landscaped walls, seating and special pavement are all contemplated for the proposal. These elements will provide an enhanced pedestrian experience along all street frontages of the proposal and vastly improve on the existing conditions of the site. We see a great opportunity to provide pervious surfaces to help treat and reduce the amount of water leaving the site. We see the landscaping contributing to the carbon offset for the site. Most importantly we see the landscape design as providing a pleasant respite to this highly urban site.



Overview

The site consists of two half block parcels bounded on all sides by city streets and divided by an alley. The site is currently used as an asphalt surface parking lot. The majority of the existing site is below the level of the surrounding streets and sidewalks.

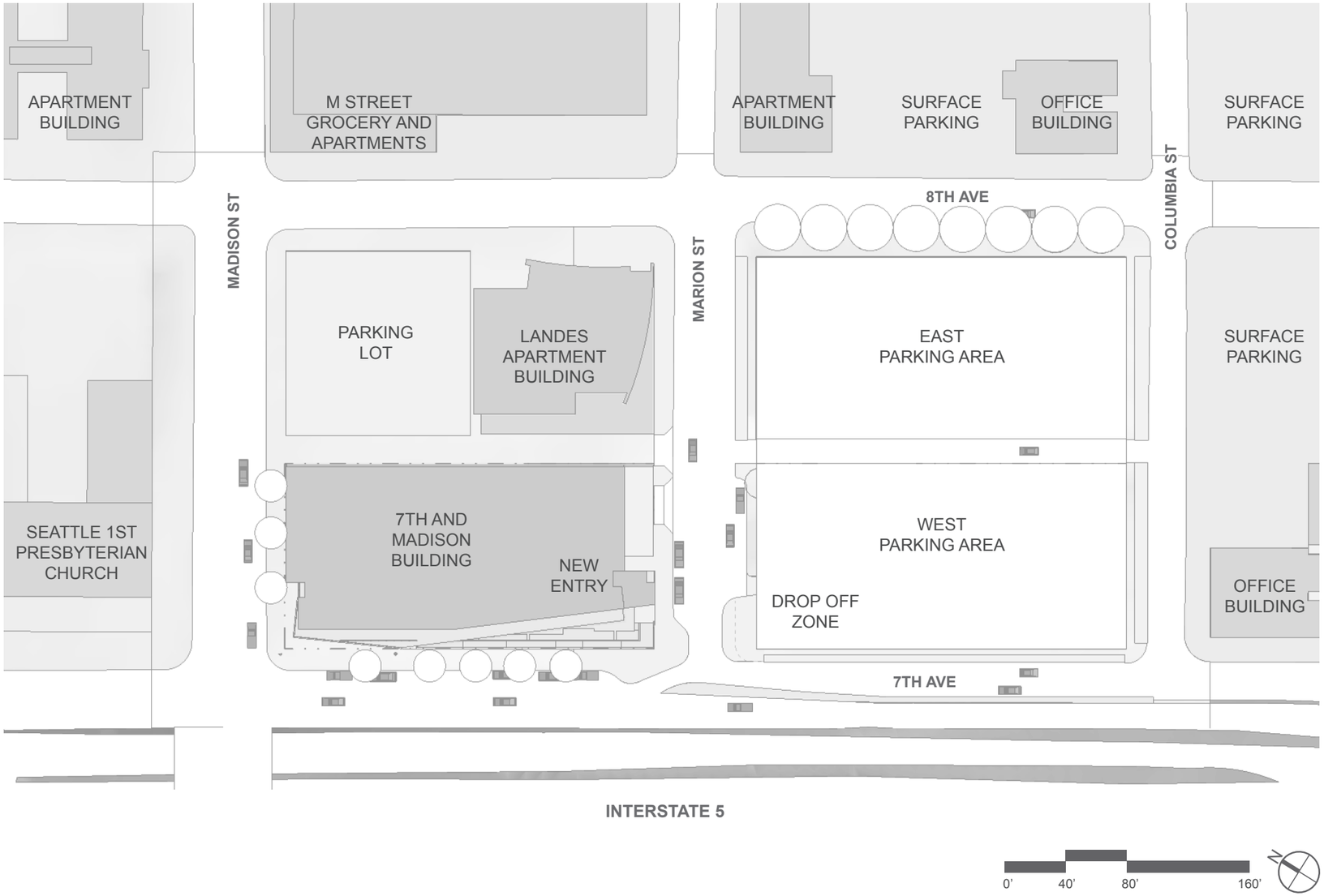
The bounding streets are 7th Avenue, Marion Street, 8th Avenue, and Columbia Street. Interstate 5 runs parallel to the site; the Madison Street off ramp feeds on to 7th Avenue across the street from the site.

Located within a half mile, downtown Seattle is easily accessible via transit, bicycle, or walking. The site is also within a half mile walk of the Pioneer Square light rail station which will connect the neighborhood south to SeaTac, east to Bellevue/Redmond, and north to the University of Washington and beyond.

Neighborhood Context

The site is located at the edge of the First Hill neighborhood and downtown Seattle. I-5 defines the edge and creates many challenges for the site and the surrounding neighborhood. Marion and Columbia Streets do not connect across the interstate and 7th Avenue is one-sided. In general pedestrian circulation is constrained. While pedestrians have panoramic views of downtown from the upper edge of the site, the street level view at 7th is the long I-5 off-ramp retaining wall.

The character of the neighborhood is a mixture of medical clinics, office buildings, institutions, and residential. The architectural character ranges from newer office and residential buildings ranging from 160 - 240 feet in height, to older 2-3 story residential and office buildings. There are also a number of street level parking lots.



Neighborhood Context
Design Cues

The neighborhood surrounding the proposed site seems to sit apart from the urban fabric of the First Hill community and Down Town. The observations and design cues below reference the visual documentation of the neighborhood and the site in the following pages 9-12.

• The neighborhood is a mix of commercial, residential and unimproved sites all adjacent to Interstate 5. *(photos # 1,7 p.9; # 7,9 p.10)*
• New developments in the area along Madison tend to engage the street with street level uses; some are successful and some are empty. *(photos # 4,5 p.9)*
• Residential buildings often use landscape buffers and setbacks to provide a landscape forecourt to the private spaces. *(photos # 3,6 p.9)*
• The 7th and Madison Building along 7th avenue uses a series of stepped landscaped planters to give visual interest along 7th and accommodate topography change. In general, a varied layer of landscaping is used on many of the non-arterial streets. *(photos # 3 p.9; # 1 p.10)*
• When comparing many of the other adjacent parking structures along 6th Avenue, west of I-5, we see a variety of non–pedestrian friendly responses including blank walls, no landscaping buffers and a number of dark, unoccupied intervening street uses. The most successful garage is at 6th and Jefferson, the King County garage. The garage uses a combination of green screen and façade treatment to give the garage both visual interest and a softening of its mass through landscape treatment.

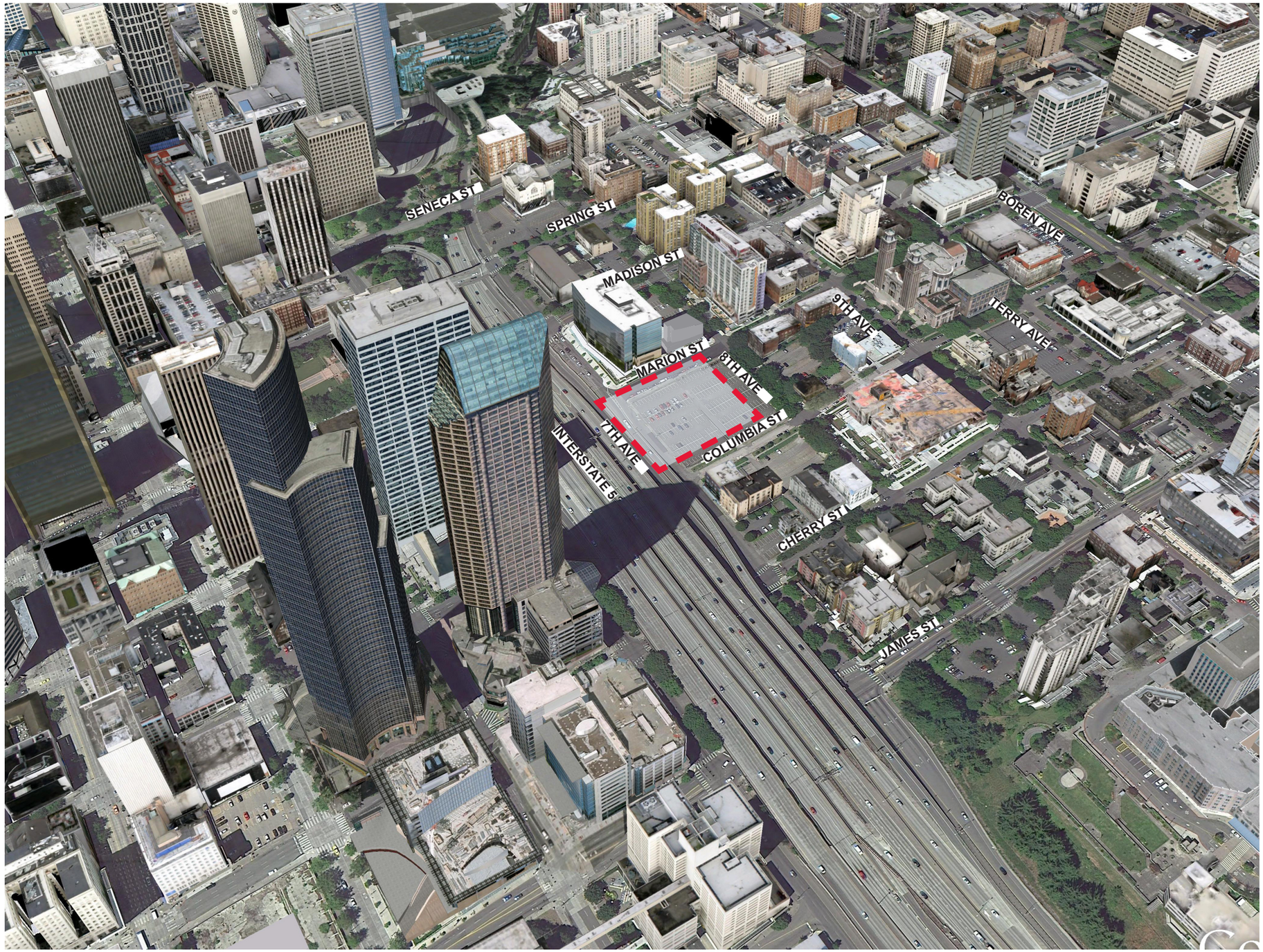
Cues to the preferred design alternative

Two primary design strategies informed by the neighborhood are:

• The use of topography to reduce the bulk and scale of the garage. The garage is tucked into the site in order to reduce its overall impact to the neighborhood. *(photos # 2-7 p.15)*
• Use landscaping, architectural screening, art and other elements to provide both visual interest, human scale and a greenscape to the garage.

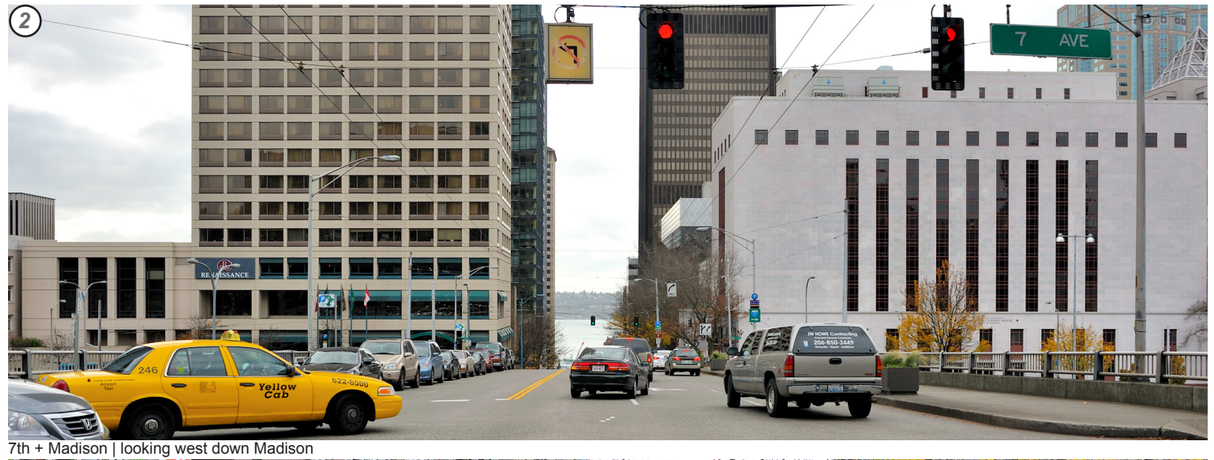
We intend to use these design elements to enhance the visual experience for the neighborhood and create a safe and accessible environment within and around the project.

Neighborhood Context
Aerial View

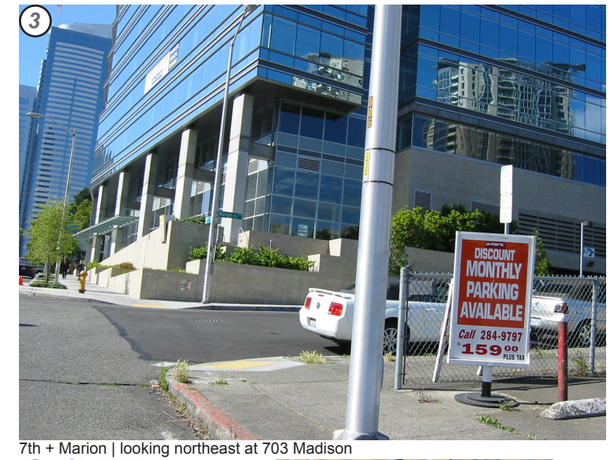


Axonometric looking North

703 Madison Office Building | SE corner 7th + Madison



7th + Madison | looking west down Madison



7th + Marion | looking northeast at 703 Madison

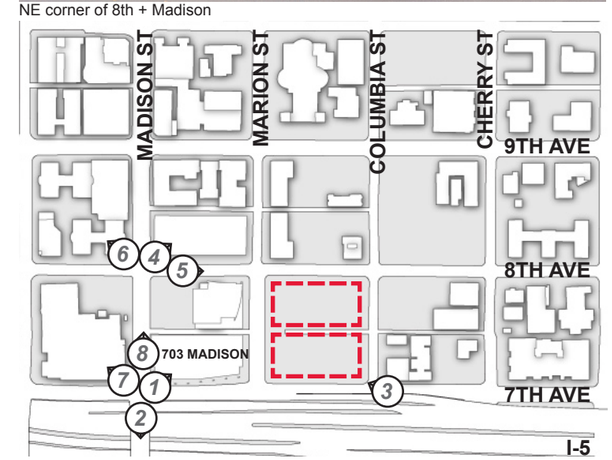
M Street Grocery + Apartments | SE corner 8th + Madison

8th + Madison | looking south down 8th

NE corner of 8th + Madison

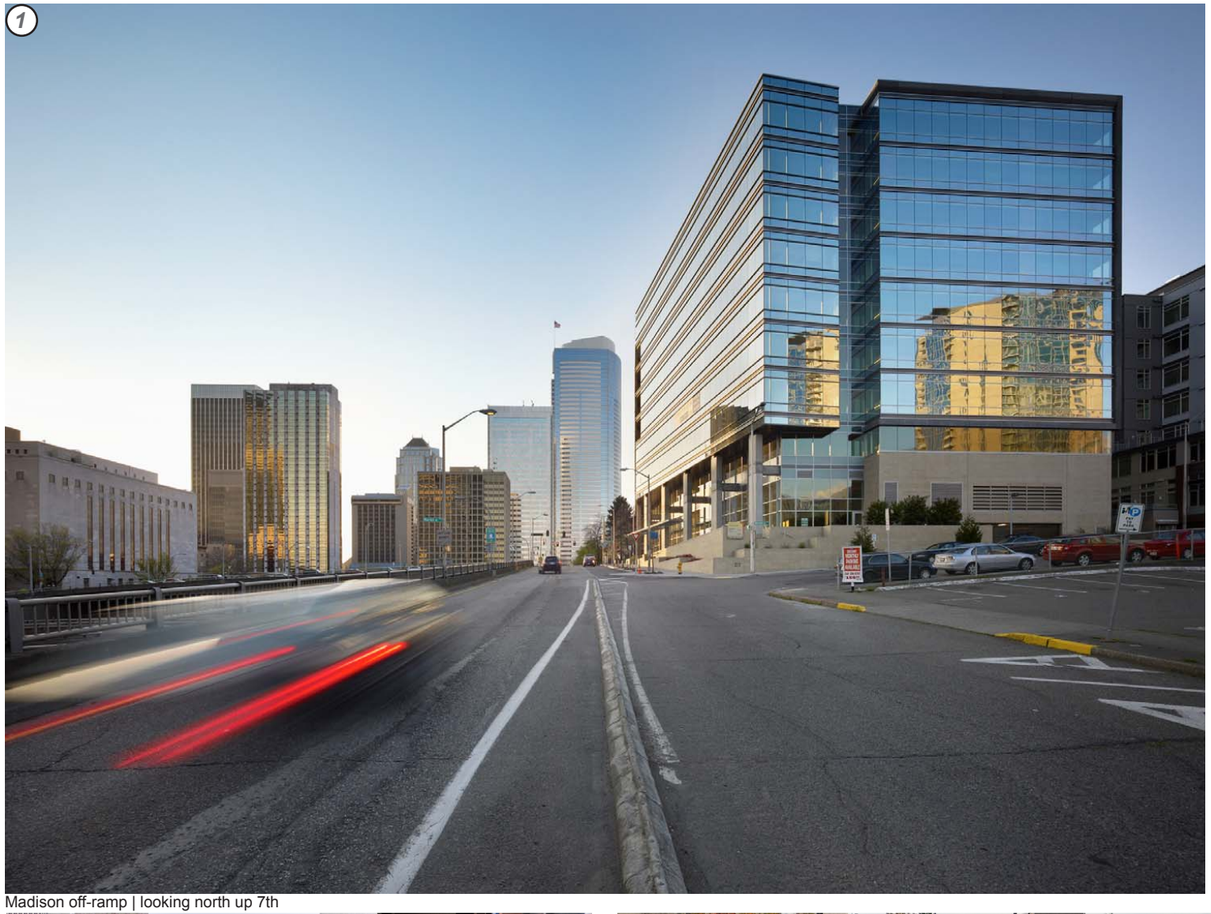
Seattle First Presbyterian Church | NE corner of 7th + Madison

7th + Madison | looking east up Madison



KEY MAP

Neighborhood Context



Madison off-ramp | looking north up 7th

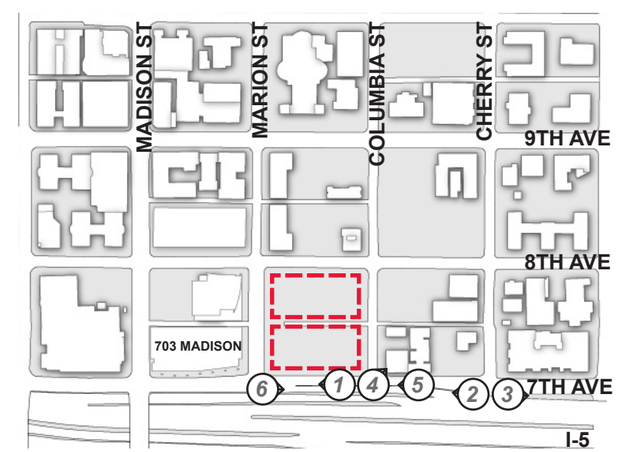
Cherry on-ramp | looking north up 7th

7th + Cherry | looking south down 7th

7th + Columbia | SE corner

7th between Cherry + Columbia | looking north up 7th

Madison off-ramp | looking south down 7th



KEY MAP

Neighborhood Context
Site Edges

intersection at 8th + Columbia | looking northwest

8th + Marion | looking south down 8th

8th + Marion | looking southwest

8th | looking north

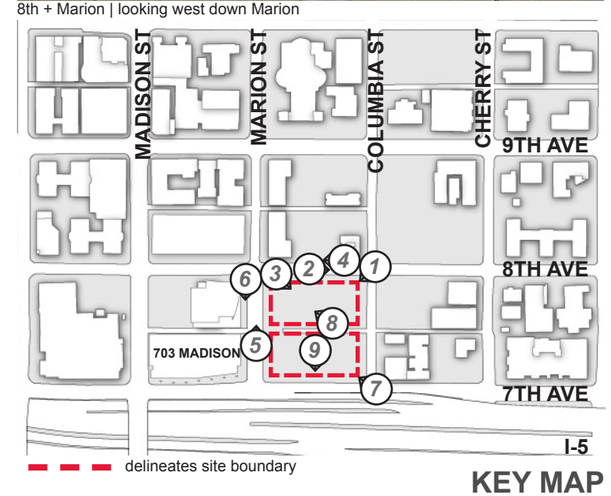
7th + Marion | looking east up Marion

8th + Marion | looking west down Marion

7th + Columbia | looking northeast

mid-block Columbia | looking north into site

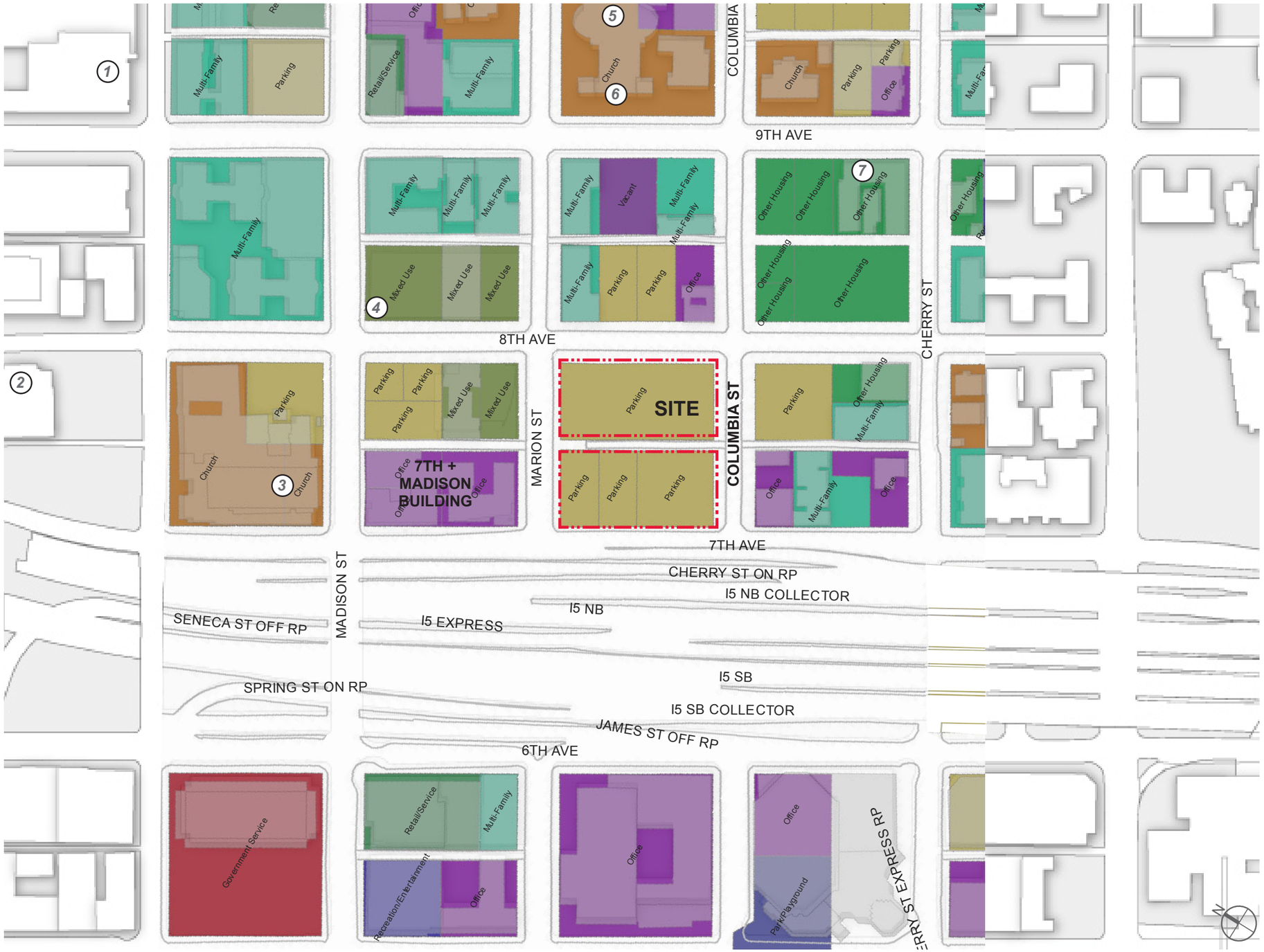
site | looking west



KEY MAP

Neighborhood Context
Existing Use

1. Virginia Mason Medical Center + Hospital
2. Town Hall
3. Seattle First Presbyterian Church
4. M Street Grocery
5. O'Dea High School
6. St. James Cathedral
7. Skyline at First Hill Retirement Community Seattle



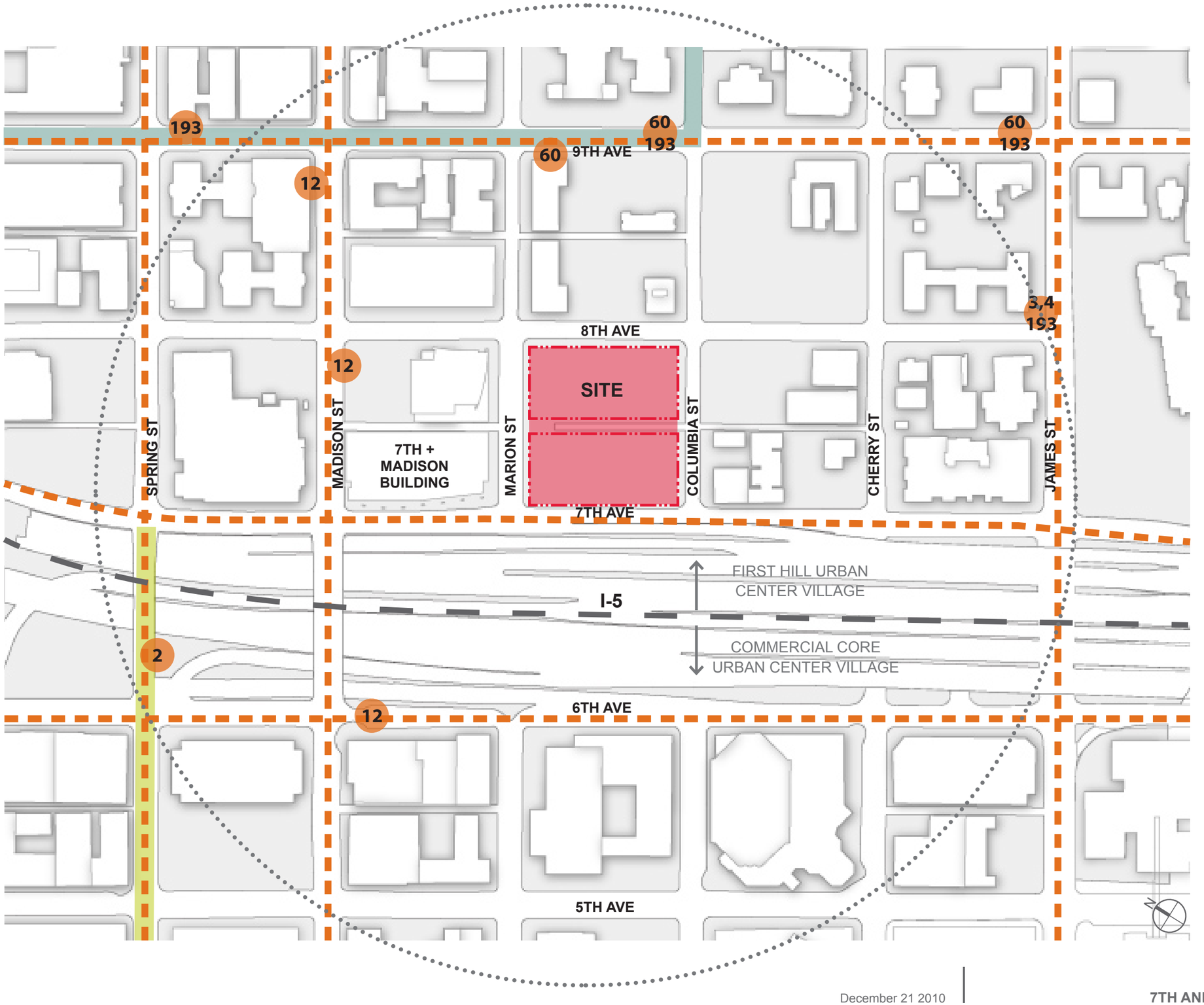
Building Footprints

Parcel Land Use (as of 10/2009)

- Church
- Government Service
- Industrial
- Mixed Use
- Multi-Family
- Office
- Open Space
- Other
- Other Housing
- Park/Playground
- Parking
- Public Facility
- Recreation/Entertainment
- Retail/Service
- School/Daycare
- Single Family
- Terminal/Warehouse
- Utility
- Vacant

1 inch = 200 feet

Neighborhood Context
Transportation



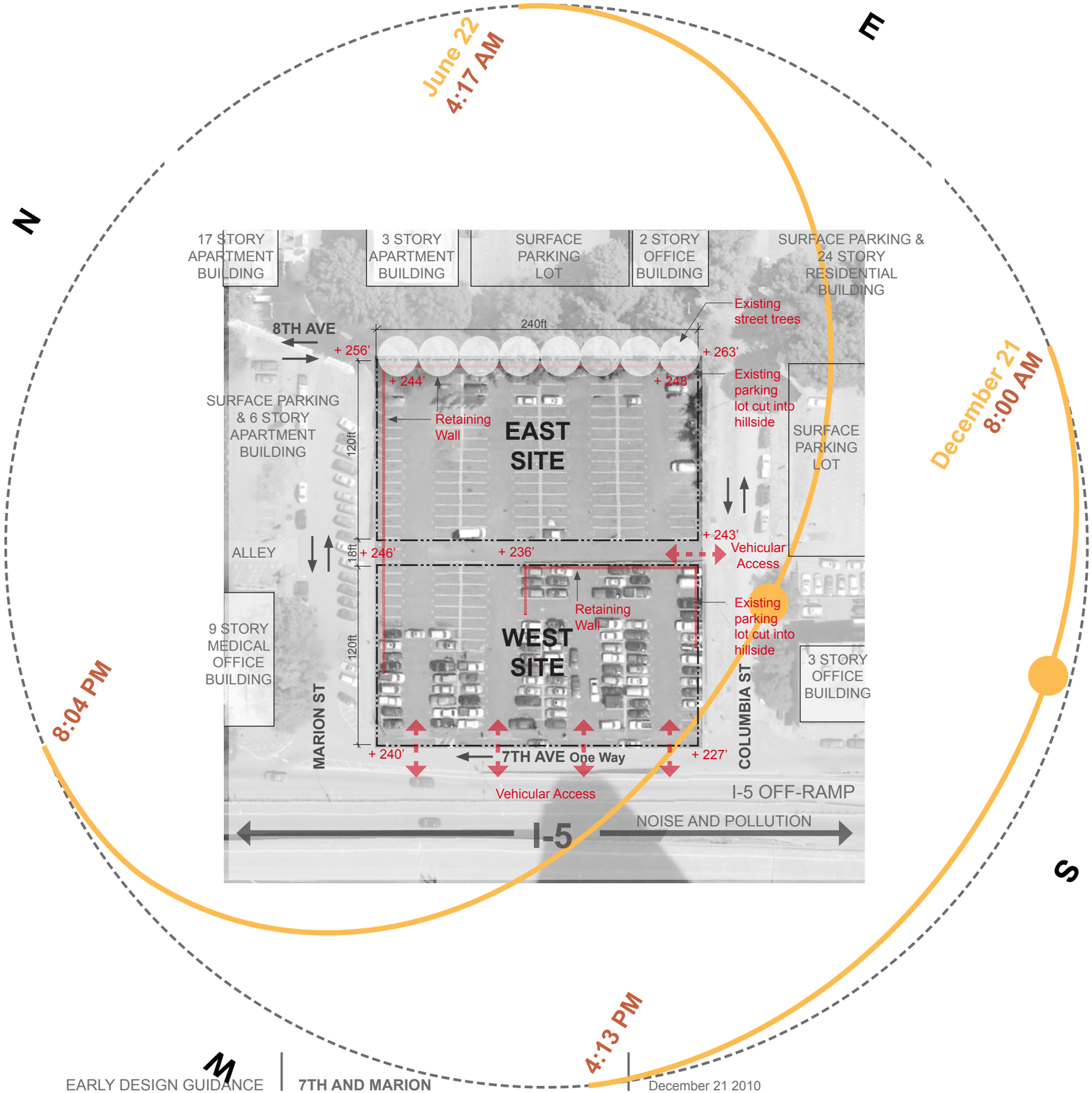
Bus routes

12 Bus stop

Shared street (bicycle)

5 min walking radius

First Hill Light-Rail
Overlay District



Site Context
Existing Conditions

Approximate site area:
57,600 SF

Vehicular circulation:
Vehicles currently access the site from 7th Avenue and at one side of the existing alley right of way from Columbia St. which dead ends at Marion St.

Pedestrian circulation:
The portion of the sidewalk on Columbia St. from 8th Ave. to the alley entrance is unpaved. Pedestrians walking along 7th Ave. between Marion and Columbia Streets are not separated from traffic.

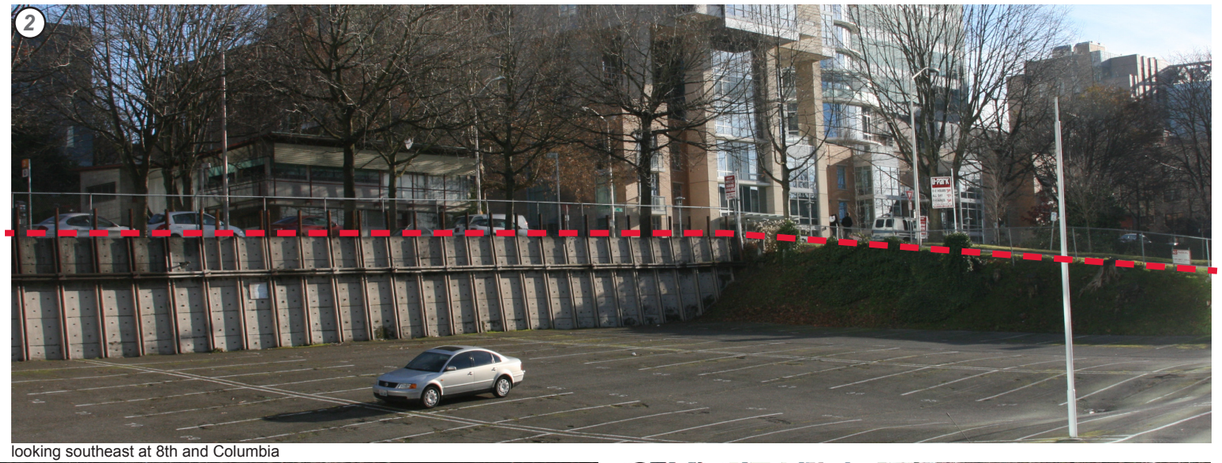
Topography:
The highpoint at the southeast corner is approximately 35 above the low point at the southwest corner. The slopes to the west at Marion and Columbia Streets are approximately 7% and13.7% respectively.
The eastern portion of the site is bounded by retaining walls at all three adjacent streets and the western portion is retained at the alley and Columbia St.

Vegetation:
The site itself is not currently landscaped. Mature existing trees line 8th Ave.

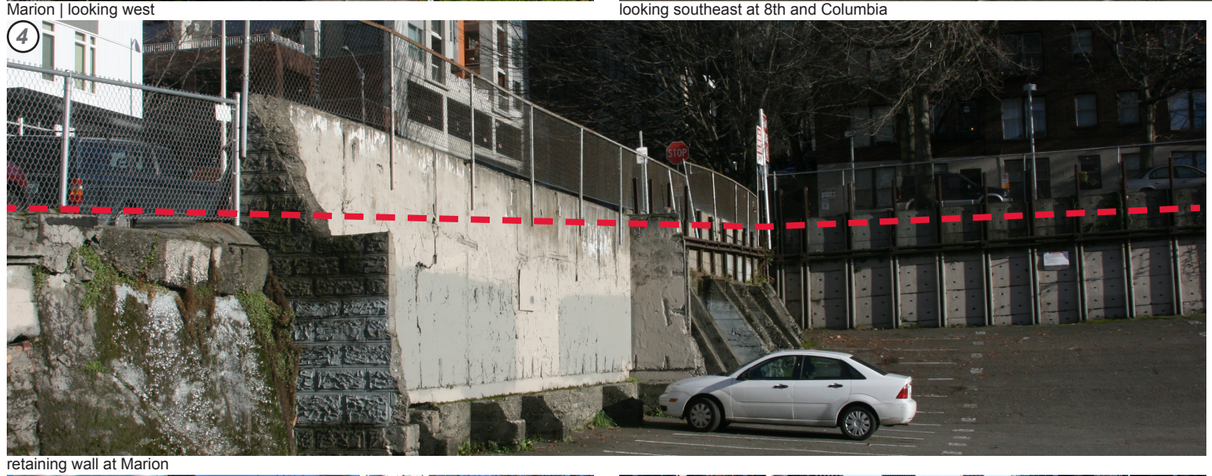
Environment:
The site receives full sun for the majority of the day due to the heights of adjacent developments and the proximity to I-5. I-5 creates a constant noise level that is omnipresent in the neighborhood.

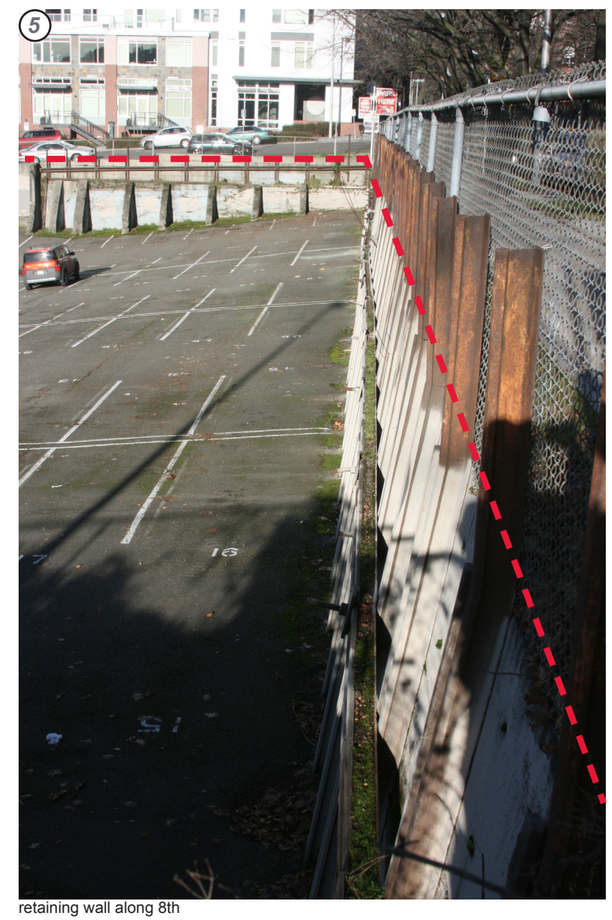
Site Context

Marion | looking west


looking southeast at 8th and Columbia

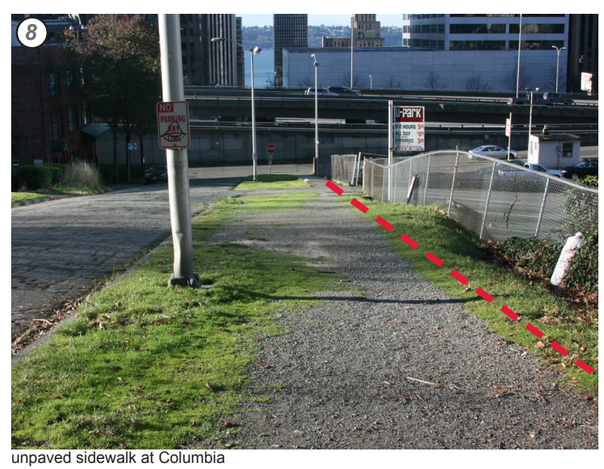
slope at Columbia

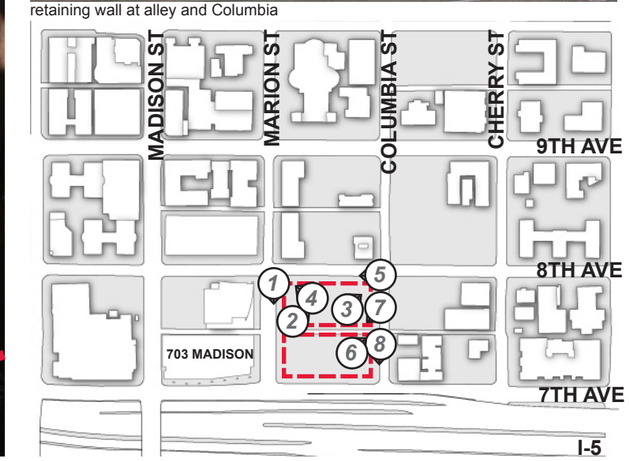

retaining wall at Marion


retaining wall along 8th

retaining wall at alley and Columbia

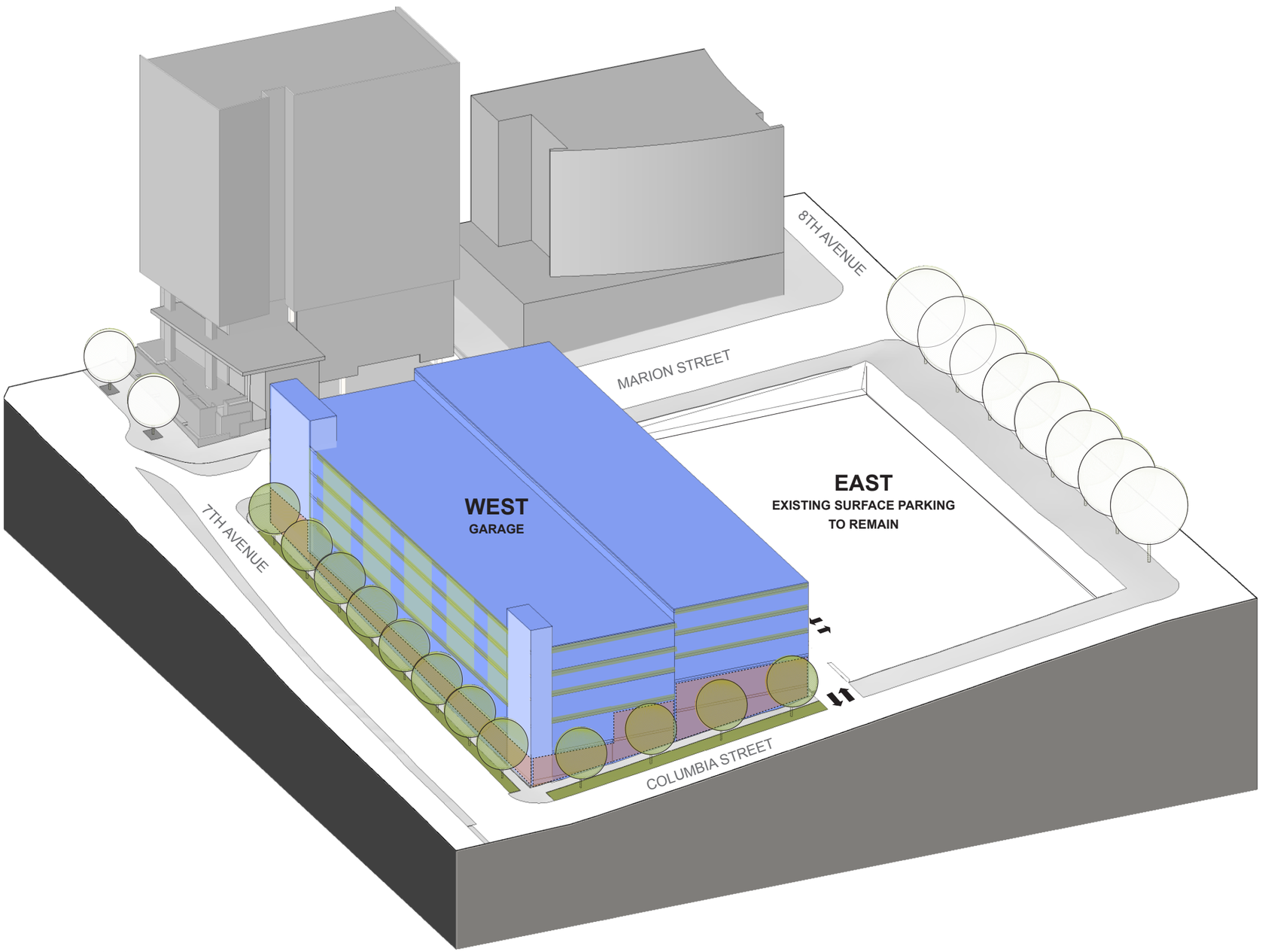
looking north at Marion


unpaved sidewalk at Columbia



delineates site boundary

KEY MAP



SITE AXONOMETRIC

Alternative One
Code Compliant

Consists of a six level parking garage along along 7th Avenue and an unimproved existing surface parking below 8th Avenue. Both the garage and the surface lot are accessed from the alley. A covered drop-off zone is provided at the same elevation as the alley with an elevator and stair to the entry level.

Chargeable FAR: 151,800 SF
Parking Stalls: 480
FAR: 4.5
Green Factor: 0.3 of site area

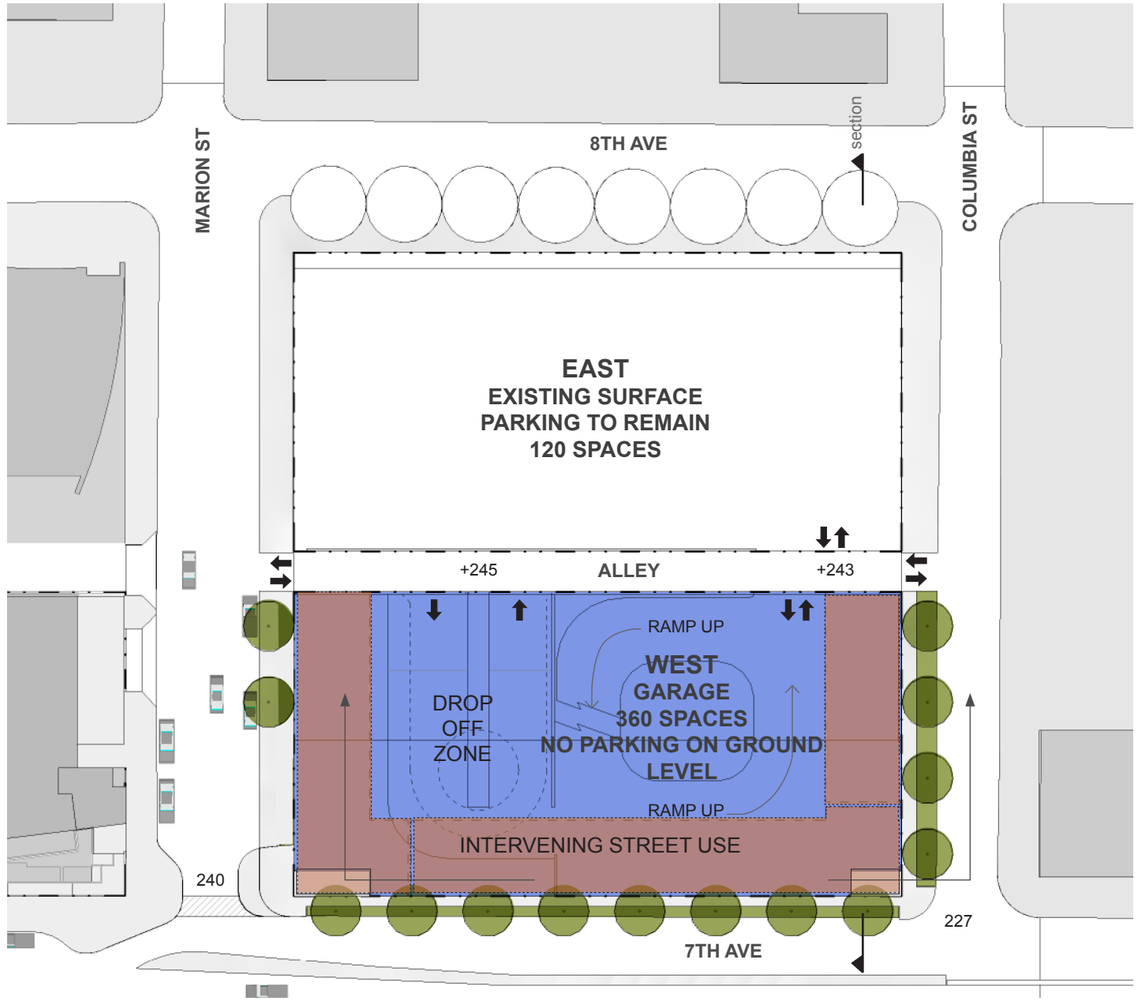
Green Factor Strategies Considered:
- ROW plantings: understory and street trees
- Planters and vertical screening at façade
- Roof plantings

Advantages:
- Creates the most consistent edge along 7th Avenue.
- Leaves the eastern portion of the site open for potential future development.
- Provides a buffer - noise and visual - to I-5.
- Potential increased pedestrian circulation along 7th Avenue.

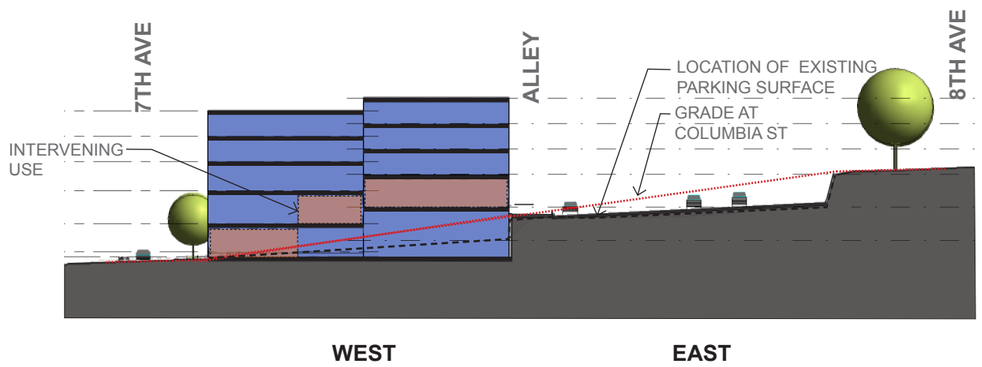
Disadvantages:
- Leaves the deepest 'hole' created by the existing topography untouched.
- Retains the sunken condition adjacent to a pedestrian corridor.
- Less flexibility for future development as a 6 level structure is more permanent.

parking structure
feature
intervening street use
planting
screening - vegetation or architectural

Alternative One
Code Compliant

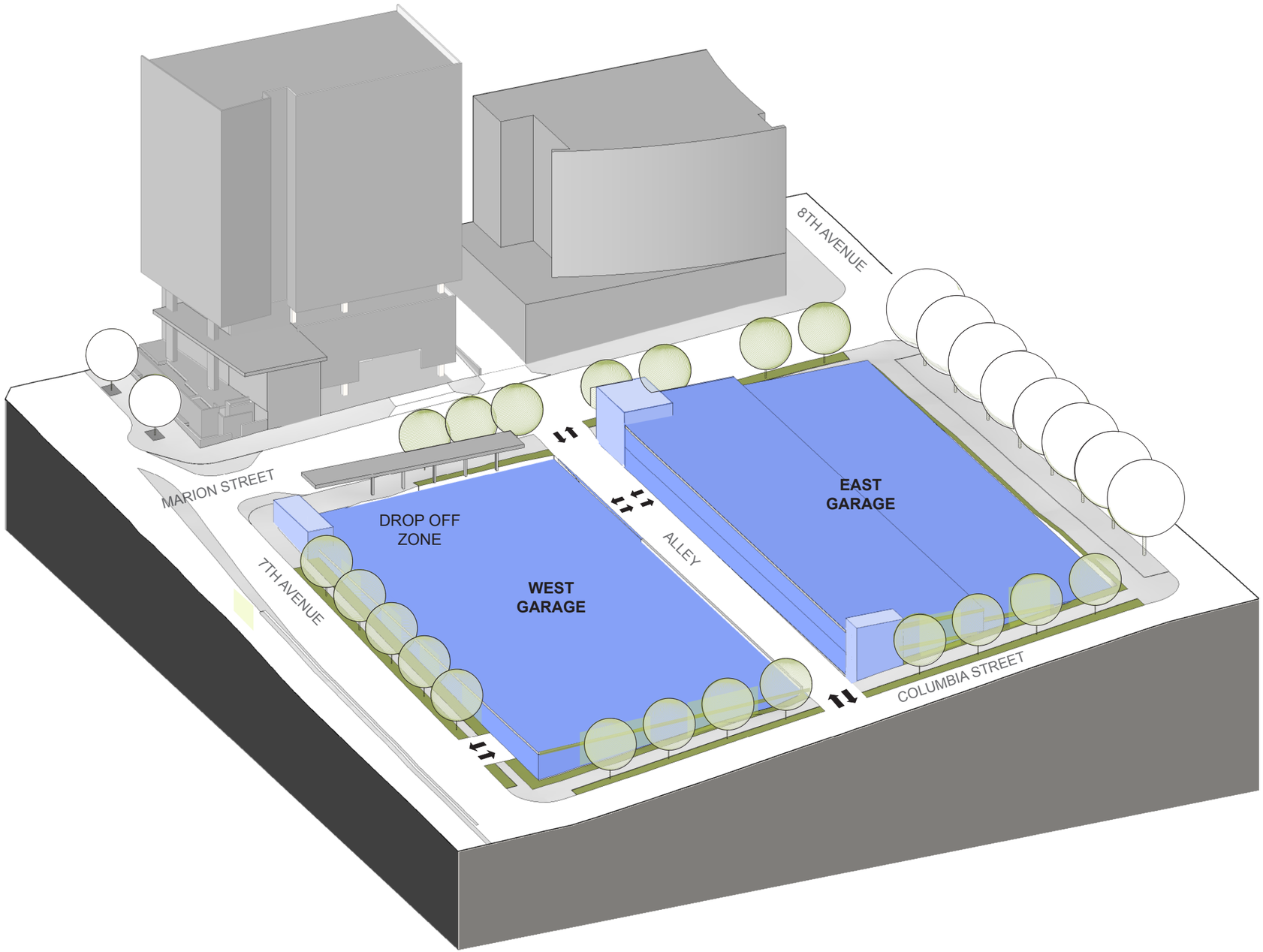


SITE PLAN



SITE SECTION

0' 15' 30' 60'



Alternative Two

Consists of a two level parking garage along 7th Avenue and a four level parking garage along 8th Avenue. The structure at 7th has a low profile, while the top of the structure at 8th is almost level with the sidewalk.
A covered drop-off zone is provided at Marion Street and the alley is preserved for circulation and access.

Chargeable FAR: 64,975 SF
Parking Stalls: 474
FAR: 1.12
Green Factor: 0.3 of site area

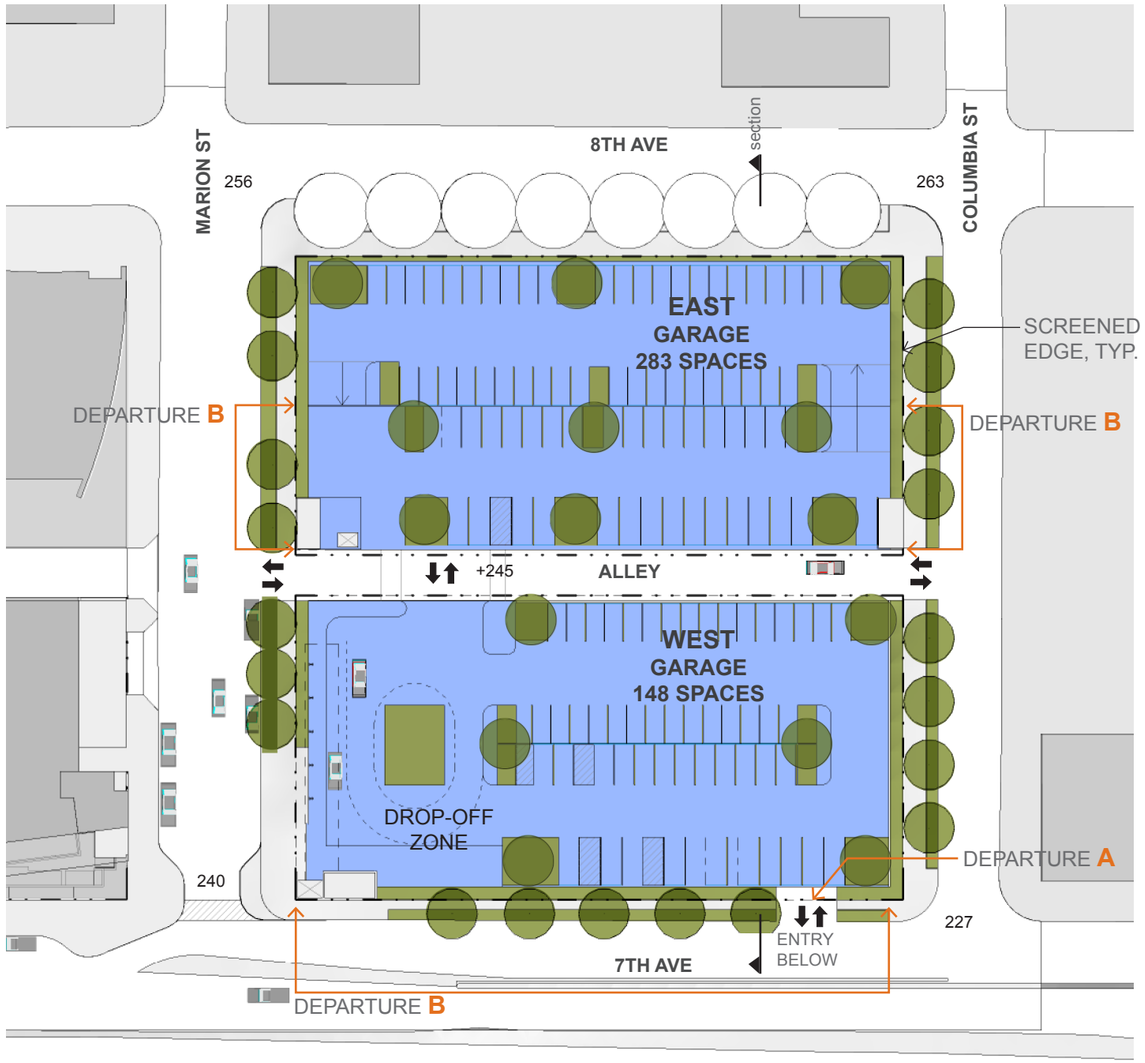
Green Factor Strategies Considered:
- Maintain existing trees
- ROW plantings: understory and street trees
- Mixed understory plantings at 5' buffer zone
- Vertical screening at façade
- Roof planting

Advantages:
- The pair of structures take advantage of the existing topography and fill the current sunken area.
- Creates a consistent edge along 7th avenue.
- Maintains views from 8th Avenue and provides an opportunity for a design feature at the street level.
- Provides a buffer - noise and visual - to Interstate 5.

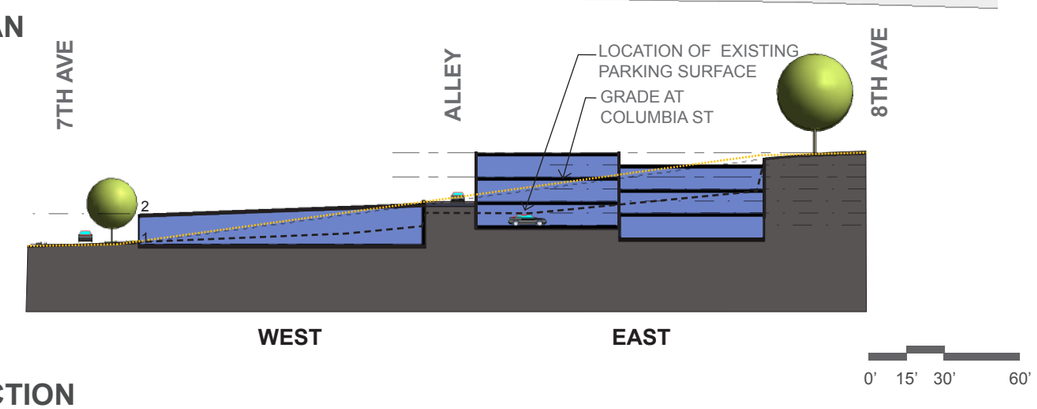
Disadvantages:
- The entire site is developed, decreasing flexibility for future development.
- Circulation is challenging in the West Garage with two separate entries.

parking structure
feature
planting
screening - vegetation or architectural

SITE AXONOMETRIC



SITE PLAN



SITE SECTION

Alternative Two

List of Proposed Departures

	Development Standard	Requirement	Proposed	Departure Amount	Related Guidelines
A	23.47A.032.A.1.a.	Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts.	A curb cut on 7th Ave for access in lower level of parking	One curb cut on Street	A.9, C.5, D.4, D.6
B	23.47A.032B.1.b	Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting standards of subsection 23.47.032.A.	Landscape screening/ green wall and/or artist wall in lieu of intervening use	316 feet of street frontage	A.9 D.4 D.6

Justification of Proposed Departures

A Alternative Two proposes to retain one of the four existing curb cuts along 7th Avenue. This allows easy access to the lowest level of parking on the site and captures a group of cars earlier to avoid congestion on the alley. This curb cut takes advantage of the natural topography. This responds to the following Design Guidelines:

A.8 – Parking and Vehicle Access: Majority of the access to parking is through the proposed improved alley. Proposed access to the drop-off area with a one way curb cut is in keeping with minimizing the width and number of curb cuts.
The placement of the curb cut provides better way-finding for patients arriving to the adjacent facility thus enhancing the clarity of entry, decreasing automobile circulation on surrounding streets and providing a safe drop-off area.

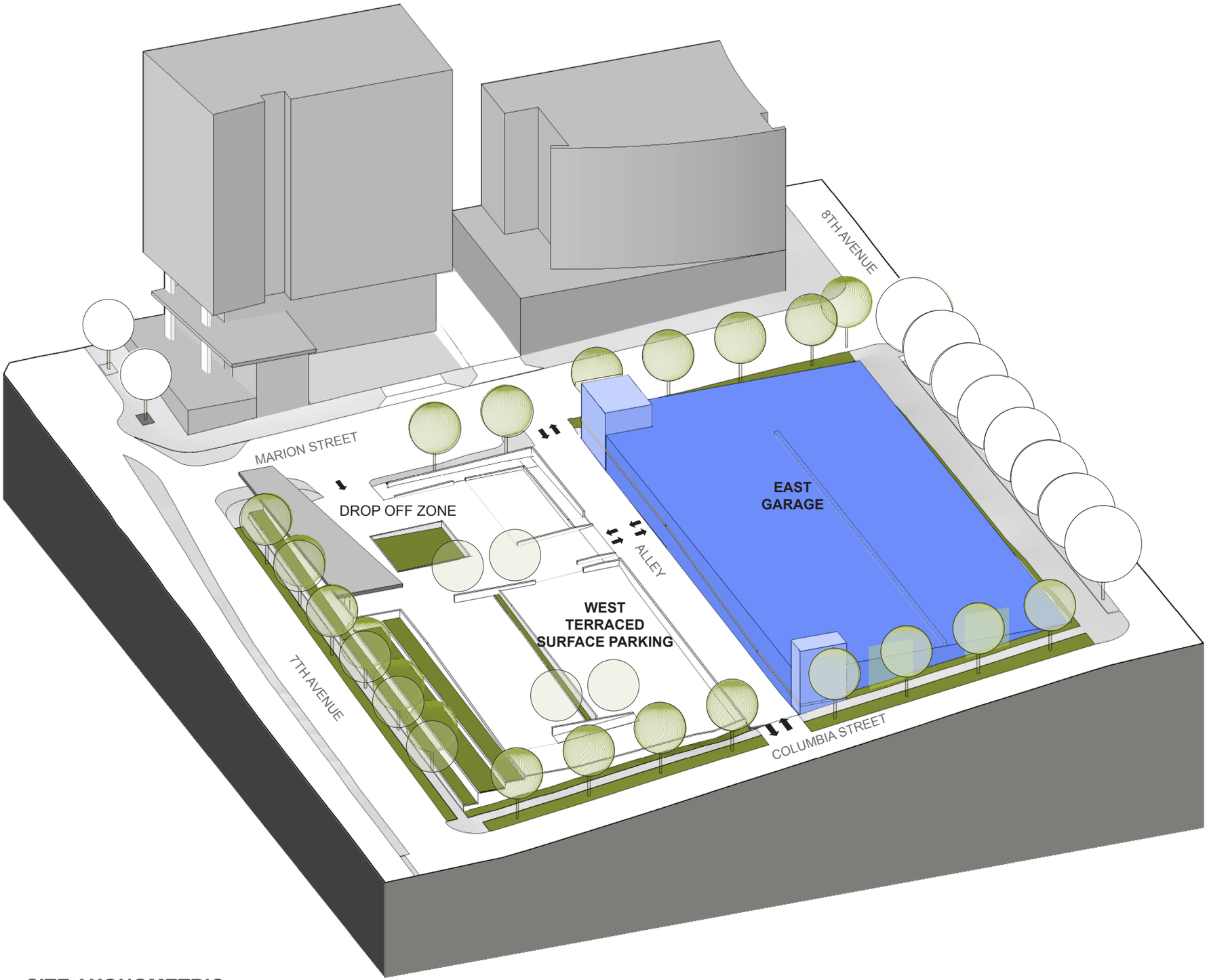
B The departure requested for this code provision along 7th Avenue is reasonable given the that 7th Avenue at this point is a freeway off-ramp which creates an environment that is unlikely to be occupied at the street level. Buffering the parking with inspiring landscape architecture will create a better pedestrian experience and contribute better to the neighborhood compared with unused, empty, dark storefronts.

The departure requested for this code provision on Marion and Columbia streets is due to the steep slope conditions on both of these streets which create spaces that are difficult to lease. The alternatives proposed would buffer the parking from the pedestrians through inspiring landscape architectural elements which will enhance the pedestrian experience. This responds to the following Design Guidelines:

A.1 –Responding to Site Characteristics: By providing an appropriate site responsive design solution to the steep slope and at the same time enhancing the pedestrian experience along the street frontage.

A.2 - Streetscape Compatibility: The landscape screening proposed would reinforce the character of the neighborhood providing layers of landscaping to be experienced by pedestrians.

D.5 – Visual Impacts of Parking Structures: The proposal for a development of a rich texture to landscaping to separate parking from the street frontage is in keeping with this design guideline of minimizing the visibility of parking structures through screening



SITE AXONOMETRIC

Alternative Three
Preferred Option

Consists of surface parking along 7th Avenue and a five level parking garage along 8th Avenue. Both the garage and the surface lot are accessed from the alley. A covered drop-off zone is provided at Marion Street and 7th Avenue.

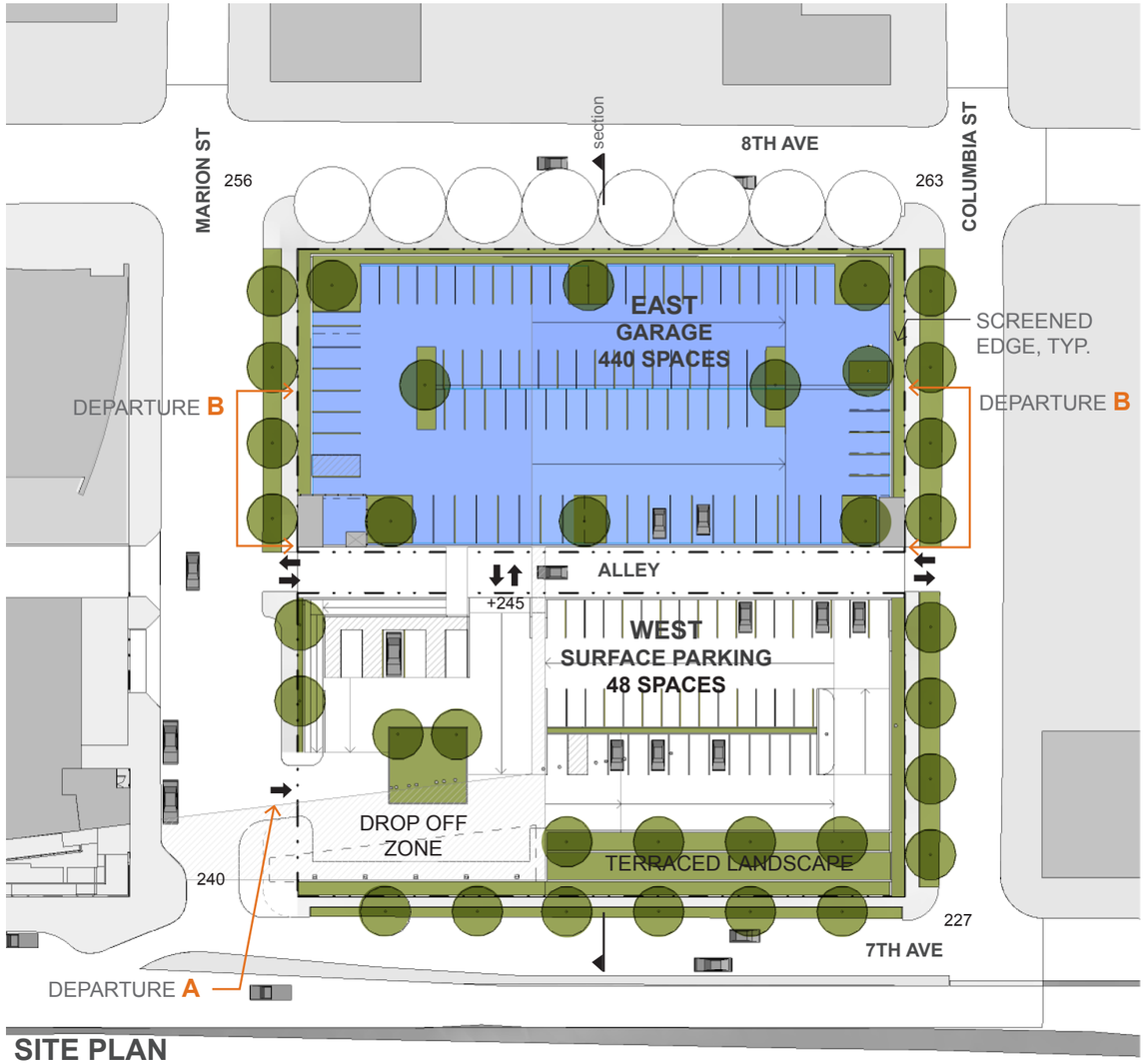
Chargeable FAR: 25,990 SF
Parking Stalls: 488
FAR: 0.45
Green Factor: 0.3 of site area

Green Factor Strategies Considered:
- Maintain existing trees
- ROW plantings: understory and street trees
- Mixed understory plantings at 5' buffer zone
- Vertical screening at façade
- Porous paving

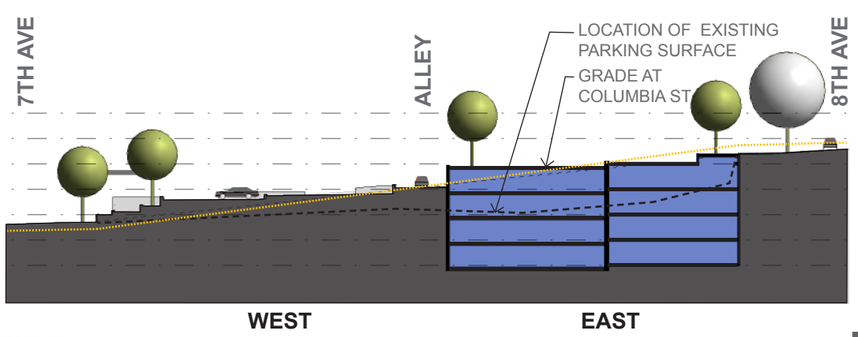
Advantages:
- Sets the structure into the deepest 'hole' created by the existing topography and creates the lowest profile of all three alternatives.
- Allows for more intensive landscape design on the west parcel.
- Potential for more sustainable on site water treatment.
- Maintains views from 8th Avenue and provides an opportunity for a design feature at the street level.
- Provides a buffer - noise and visual - to Interstate 5.
- Provides clear circulation through both parking areas.
- Enhances the alley for pedestrian circulation.
- Leaves the Western portion of the site open for potential future development.

Disadvantages:
- The sidewalk edge along 7th remains defined by surface parking.

parking structure
feature
planting
screening - vegetation or architectural



SITE PLAN



SITE SECTION

0' 15' 30' 60'

Alternative Three

Preferred Option

List of Proposed Departures

	Development Standard	Requirement	Proposed	Departure Amount	Related Guidelines
A	23.47A.032.A.1.a.	Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts.	A curb cut for one way into Drop-off	One curb cut on Street	A.9, C.5, D.4, D.6
B	23.47A.032B.1.b	Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting standards of subsection 23.47.032.A.	Landscape screening/ green wall and/or artist wall in lieu of intervening use	116 feet of street frontage	A.9 D.4 D.6

Justification of Proposed Departures

A Alternative Three proposes a reduction of the existing curb cuts (4) to (1) one way curb cut for drop-off only. Access to parking will be through the alley. With the addition of the car pool and shuttle van drop-off as an important accessible element, we see the curb cut off of Marion Street as beneficial. This responds to the following Design Guidelines:

A.8 – Parking and Vehicle Access: Majority of the access to parking is through the proposed improved alley. Proposed access to the drop-off area with a one way curb cut is in keeping with minimizing the width and number of curb cuts.
The placement of the curb cut provides better way-finding for patients arriving to the adjacent facility thus enhancing the clarity of entry, decreasing automobile circulation on surrounding streets and providing a safe drop-off area.

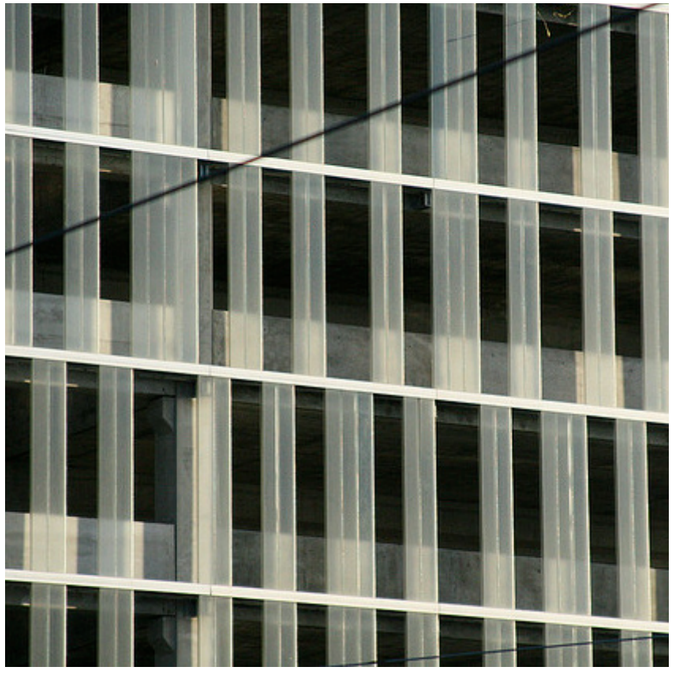
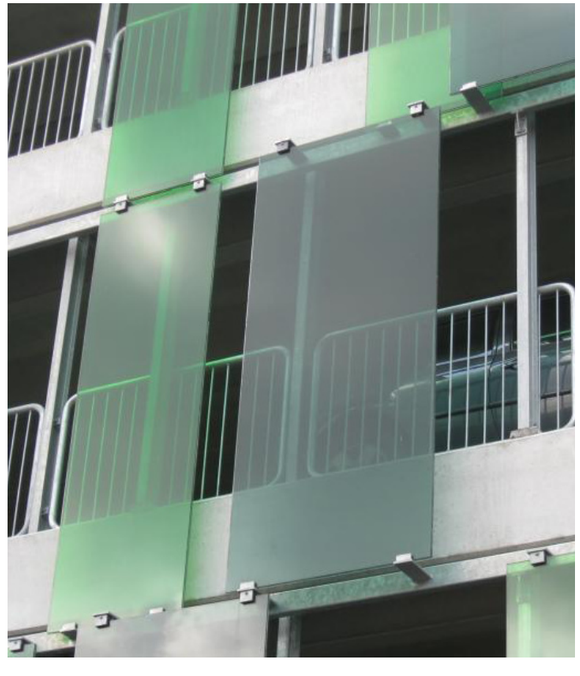
B The departure requested for this code provision on Marion and Columbia streets is due to the steep slope conditions on both of these streets which create spaces that are difficult to lease. The alternatives proposed would buffer the parking from the pedestrians through inspiring landscape architectural elements which will enhance the pedestrian experience. This responds to the following Design Guidelines:

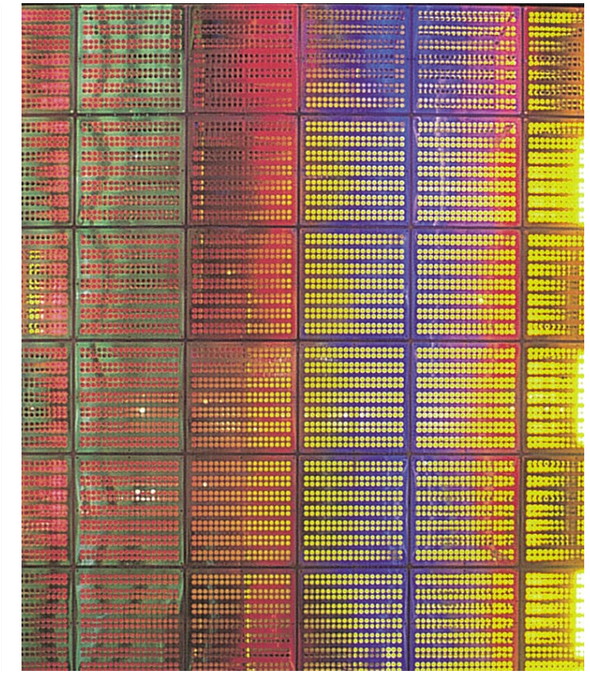
A.1 –Responding to Site Characteristics: By providing an appropriate site responsive design solution to the steep slope and at the same time enhancing the pedestrian experience along the street frontage.

A.2 - Streetscape Compatibility: The landscape screening proposed would reinforce the character of the neighborhood providing layers of landscaping to be experienced by pedestrians.

D.5 – Visual Impacts of Parking Structures: The proposal for a development of a rich texture to landscaping to separate parking from the street frontage is in keeping with this design guideline of minimizing the visibility of parking structures through screening

The proposal also includes as separation of the parking from the street frontage by placement of an active and transparent circulation stairs and elevator. These will bring both active and visual movement to this part of the site . Adjacent to the stair towers will continue our highlighted landscape design.

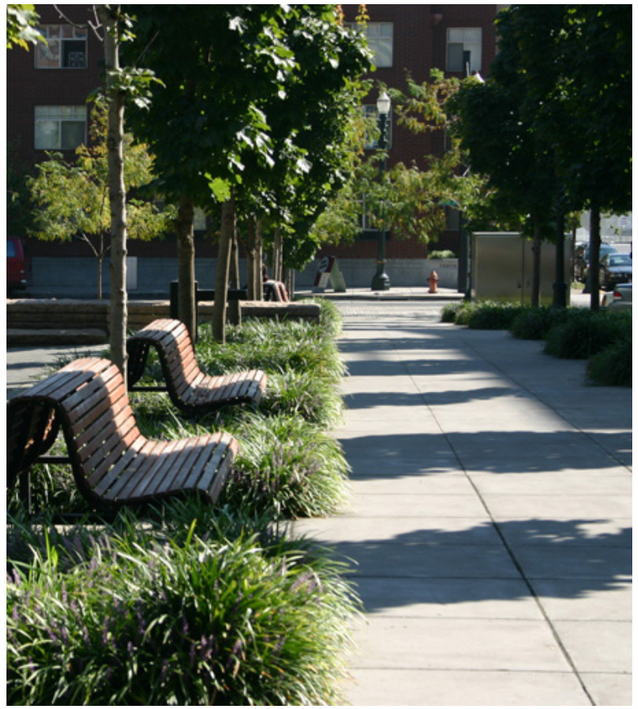


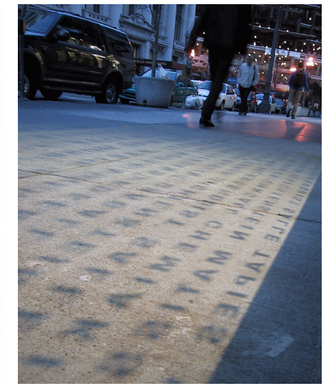
Facade

Design Elements to address:

Visual Impacts of Parking Structures and Landscaping to Enhance the Building/Site

- Vertical screening through a combination of architectural materials and vegetation.
- Illumination to create visual interest and connect to the adjacent 7th and Madison building.
- Modulation in the facade to reduce the perceived mass and give the structure a human scale



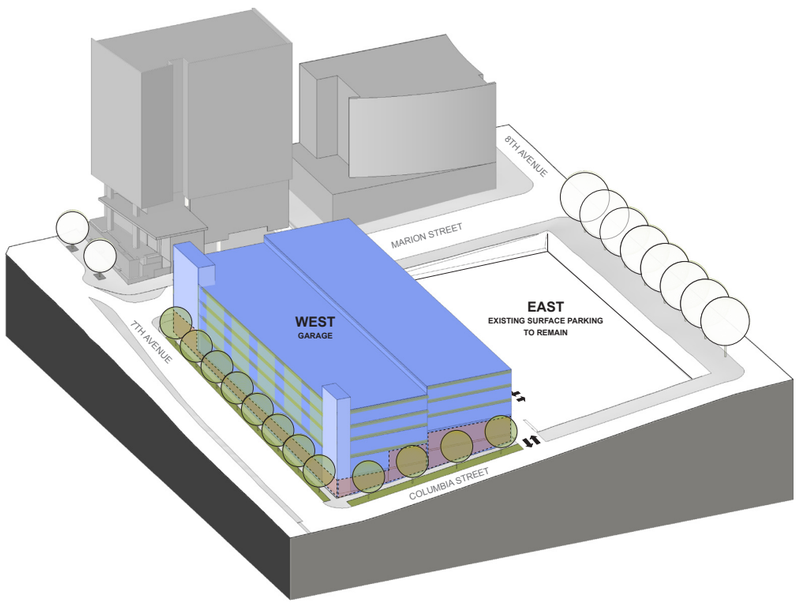


Pedestrian Circulation — streets, alley + drop-off

Design Elements to address:

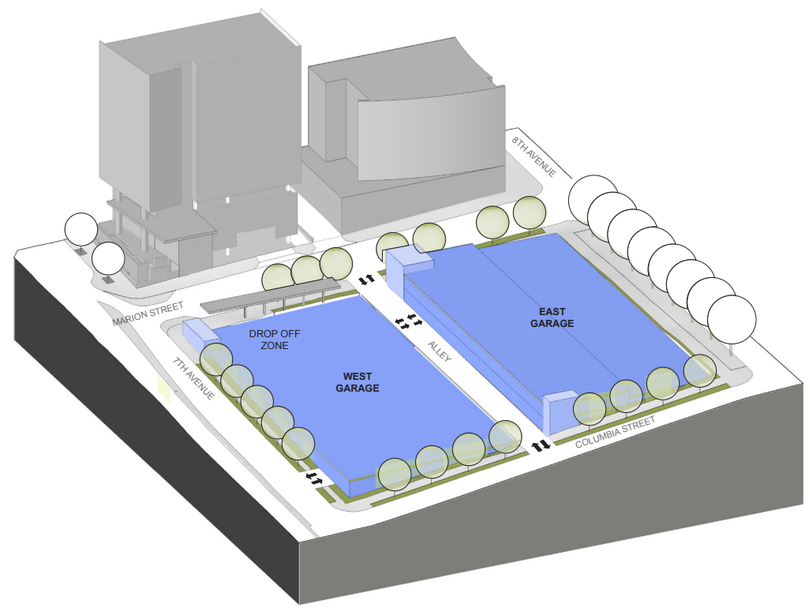
Streetscape Compatibility, Design of Parking Lots Near Sidewalks and Personal Safety and Security

- The public experiences the project at its edges - vegetation and architectural features all enhance the streetscape.
- Create visual interest through framed views, art and architectural rhythm.
- Provide places to pause and places to sit.
- Enhance the pedestrian experience through vegetation using texture, groundplane and vertical surfaces.
- Low scaled architectural elements create pedestrian oriented spaces.
- Lighting for safety and wayfinding as well as an creating an environment that creates interest at night as well as during the day.



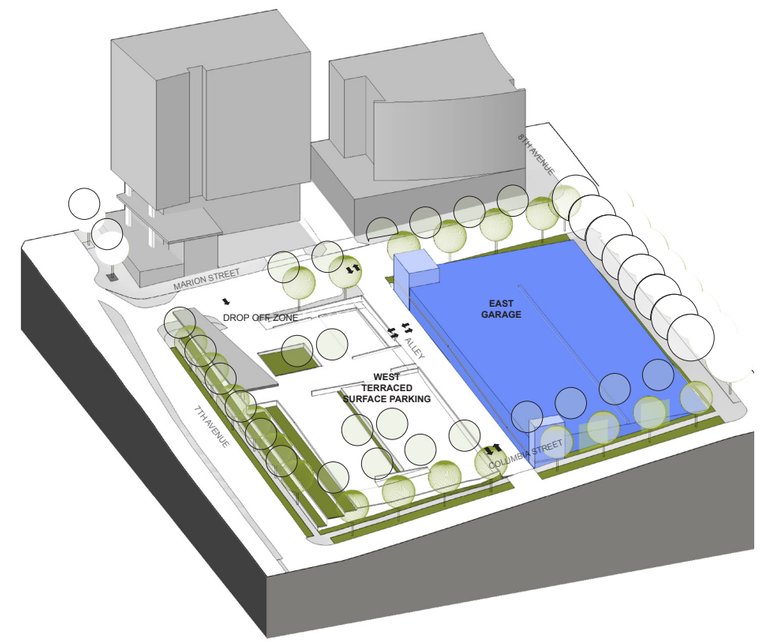
Alternative One
Code Compliant

Consists of a six level parking garage along along 7th Avenue and an unimproved existing surface parking below 8th Avenue. Both the garage and the surface lot are accessed from the alley. A covered drop-off zone is provided at the same elevation as the alley with an elevator and stair to the entry level.



Alternative Two

Consists of a two level parking garage along 7th Avenue and a four level parking garage along 8th Avenue. The structure at 7th has a low profile, while the top of the structure at 8th is almost level with the sidewalk.
A covered drop-off zone is provided at Marion Street and the alley is preserved for circulation and access.



Alternative Three
Preferred Option

Consists of surface parking along 7th Avenue and a five level parking garage along 8th Avenue. Both the garage and the surface lot are accessed from the alley. A covered drop-off zone is provided at Marion Street and 7th Avenue.