1601 9th Avenue

EDG MEETING • DPD #3012469
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PROJECT OBJECTIVES

SITE HISTORY

The project site at 9th Avenue and Pine Street is surrounded by a rich mix of architectural styles and uses that developed as hotels, apartments and entertainment venues that arose to support the burgeoning downtown core. Built in 1905, a Swedish Baptist church originally stood at the corner of the project site on 9th and Pine. In 1970 the site was sold to the Vance Corporation and the current use on the site since at least the 1970s has been a surface parking lot.

The Camlin, which stands to the north of the project site, was constructed in 1926, and was one of the earliest "edge" hotels to be located in the area. In 1960, in preparation for the 1962 World's Fair, a pool house and cabana units were added to the west of the Camlin.

Located kitty-corner to the site, the Paramount Theatre was constructed in 1928 as a grand showcase for film.

The area went through a variety of changes over the years as the city invested in transit. In the late 1980s the downtown Seattle transit tunnel was routed and constructed under the project site to daylight at the Convention Place Station, directly east of the site.

With its close proximity to office space, transit, entertainment and shopping, the area has been subject to several new high-rise developments in the recent years such as Olive 8, the Olivian and the Aspira. New high-rise mixed-use developments are planned immediately to the west and south of the site.

SITE CONSTRAINTS

Development on this project site is highly constrained due to the underground Metro tunnel that occupies more than sixty percent of the site footprint with the lid of the tunnel occurring fairly shallow below-grade not allowing below-grade parking. A surface parking lot has occupied this desirable location for many years due to the tunnel's footprint which requires a complex structure to span the tunnel, let alone construct vertically. Previous feasibility studies for this site have shown that high-rise development allowed by the zoning code is not economically feasible due to the tunnel's size in relationship to the size of structural systems needed for a high-rise building.

PROJECT GOALS

The applicant's development objective is to provide the highest and best use for the site, a mixed-use residential project consisting of residential units on 5 floors of Type-V construction over 2 floors of Type-I construction that includes retail, lobby/ tenant amenities and parking.

The proposal incorporates the challenge of structurally bridging the Metro bus tunnel while adding 74-80 units of housing over retail space on a currently under utilized site. This is in keeping with Seattle's Comprehensive Plan and the Downtown Urban Center Neighborhood Plan goals to add housing to this area.

Summary of Development Goals:
-74-80 residential units
-3000 square feet of viable and flexible retail on Pine Street, including a full service restaurant
-36 parking stalls

SWEDISH BAPTIST CHURCH AT THE CORNER OF 9TH & PINE , 1905

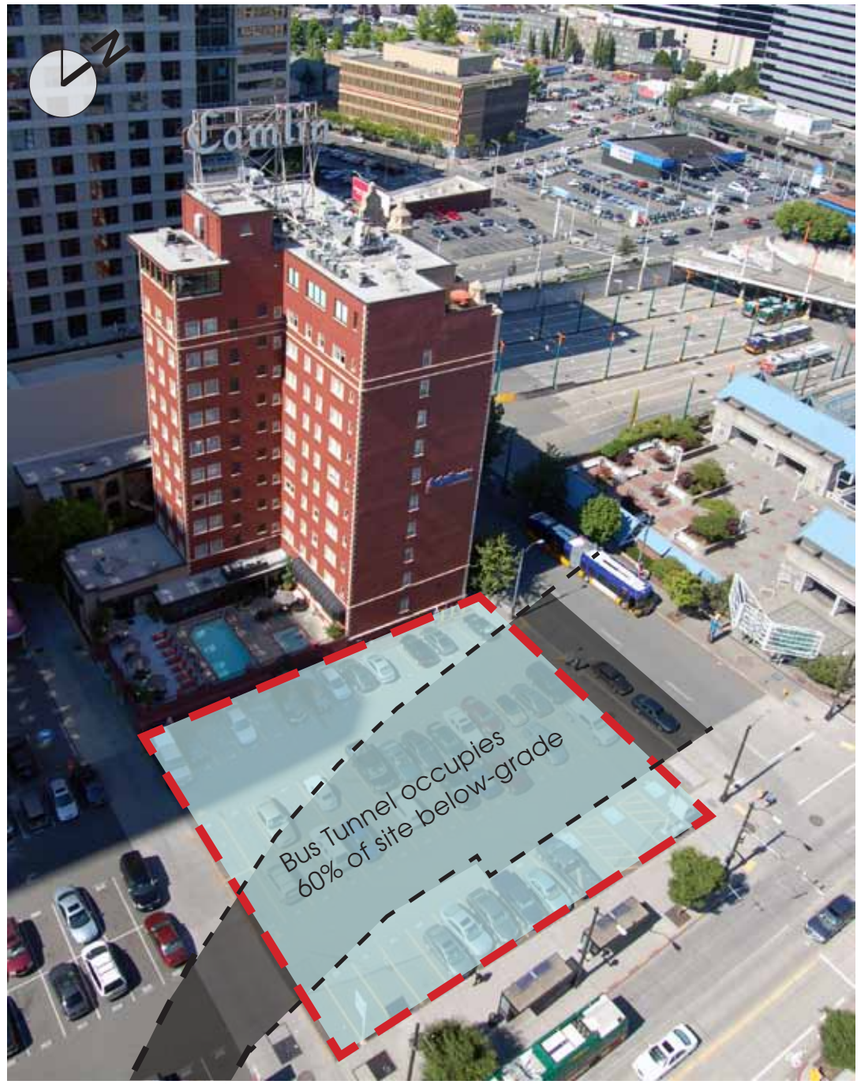
CAMLIN APARTMENTS, 1926

CAMLIN HOTEL POSTCARD DEPICTING
CABANAS & POOL HOUSE ADDITION, 1960

CONSTRUCTION OF METRO BUS TUNNEL UNDER THIRD AVE, 1988.
CREDIT: SEATTLE P-I, CARY TOLMAN/SL

PARAMOUNT THEATER, 1956

Site Dimensions approximately 118'-0" x 113'-0"
Alley Width: 20'-0"
Grade Change across site: approximately 8'-0" drop from SE to NW



AERIAL VIEW OF SITE FROM SOUTHWEST

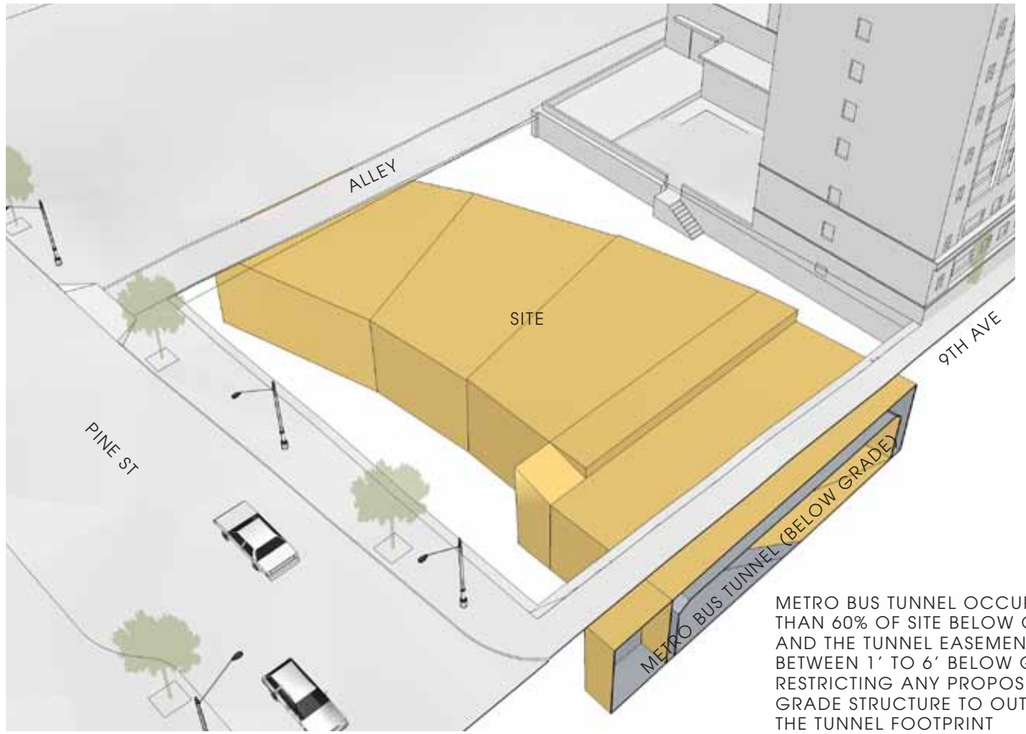
Metro bus tunnel below-grade

Designated Green Street

Sharrow (a traffic lane shared by vehicles and bicyclists)

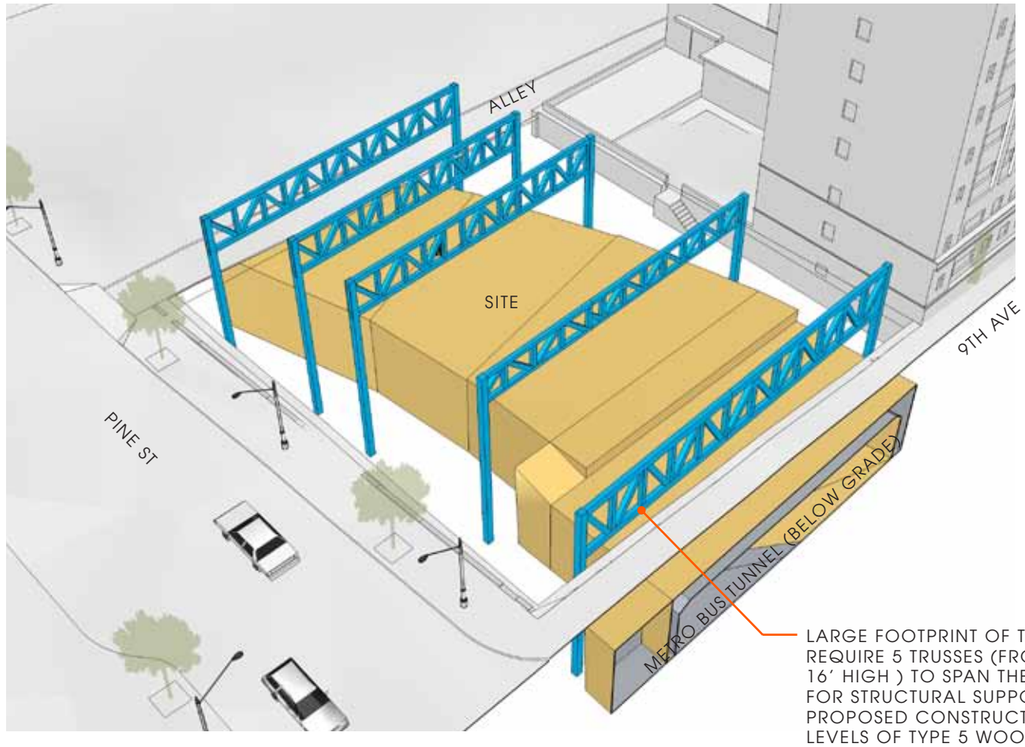
METRO TUNNEL OBSTACLES

SECTION THROUGH 9TH AVE



METRO BUS TUNNEL OCCUPIES MORE THAN 60% OF SITE BELOW GRADE, AND THE TUNNEL EASEMENT IS BETWEEN 1' TO 6' BELOW GRADE, RESTRICTING ANY PROPOSED BELOW GRADE STRUCTURE TO OUTSIDE OF THE TUNNEL FOOTPRINT

SECTION THROUGH 9TH AVE WITH PROPOSED STRUCTURE

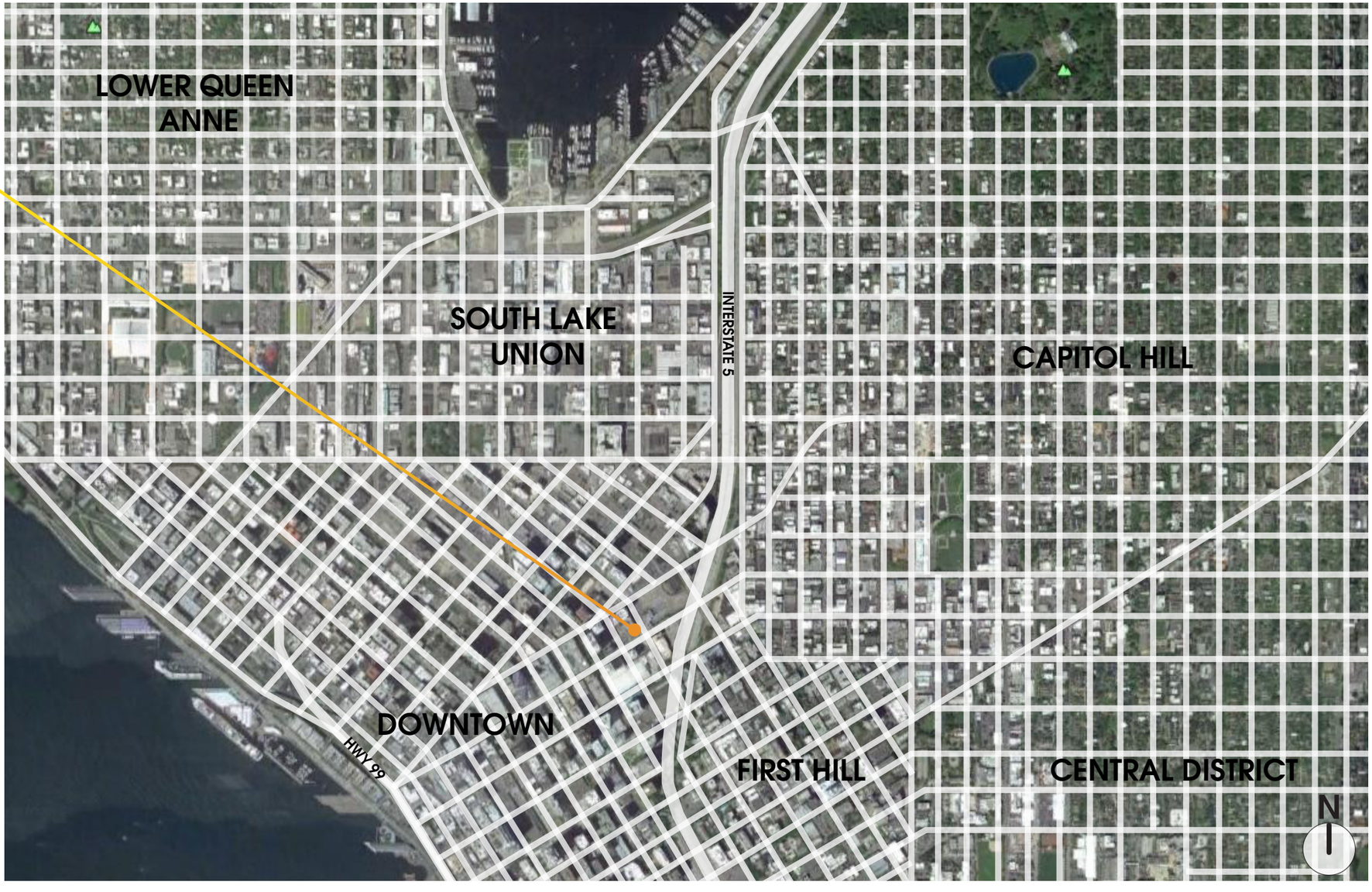


LARGE FOOTPRINT OF TUNNEL WILL REQUIRE 5 TRUSSES (FROM 8' TO 16' HIGH) TO SPAN THE TUNNEL FOR STRUCTURAL SUPPORT AT THE PROPOSED CONSTRUCTION TYPE: 5 LEVELS OF TYPE 5 WOOD FRAME OVER 2 LEVELS TYPE 1 CONSTRUCTION, ALL ABOVE GRADE

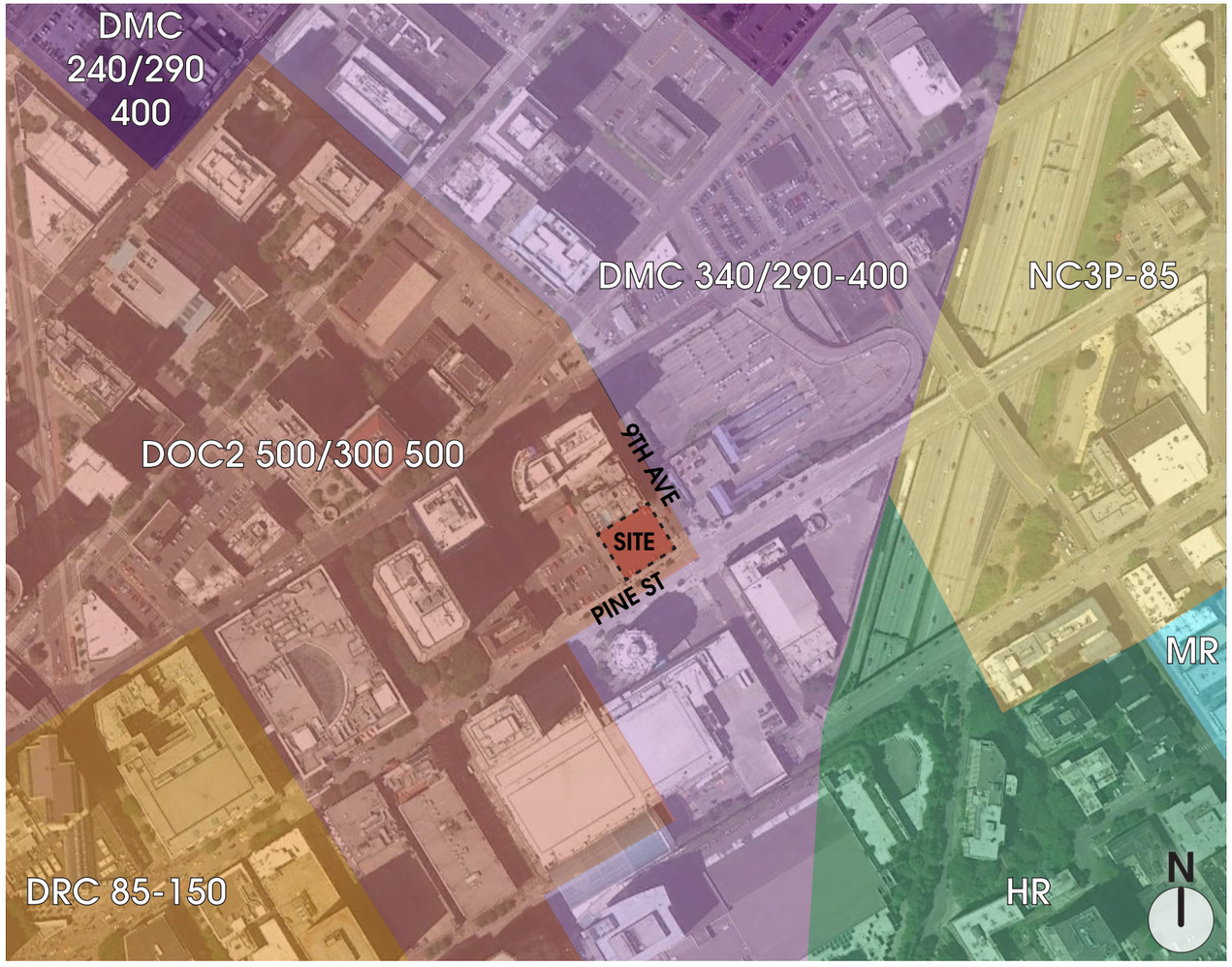
CONSTRUCTION OF METRO BUS TUNNEL AT 9TH & PINE LOOKING EAST.
CREDIT: METRO

PROJECT SITE IS LOCATED AT THE NE EDGE OF THE DOWNTOWN GRID THAT FOLLOWS ELLIOT BAY

PROJECT SITE AREA IS A KEY INTERSECTION IN SEATTLE, SERVING AS A THRESHOLD BETWEEN THE DOWNTOWN CORE AND CAPITOL HILL

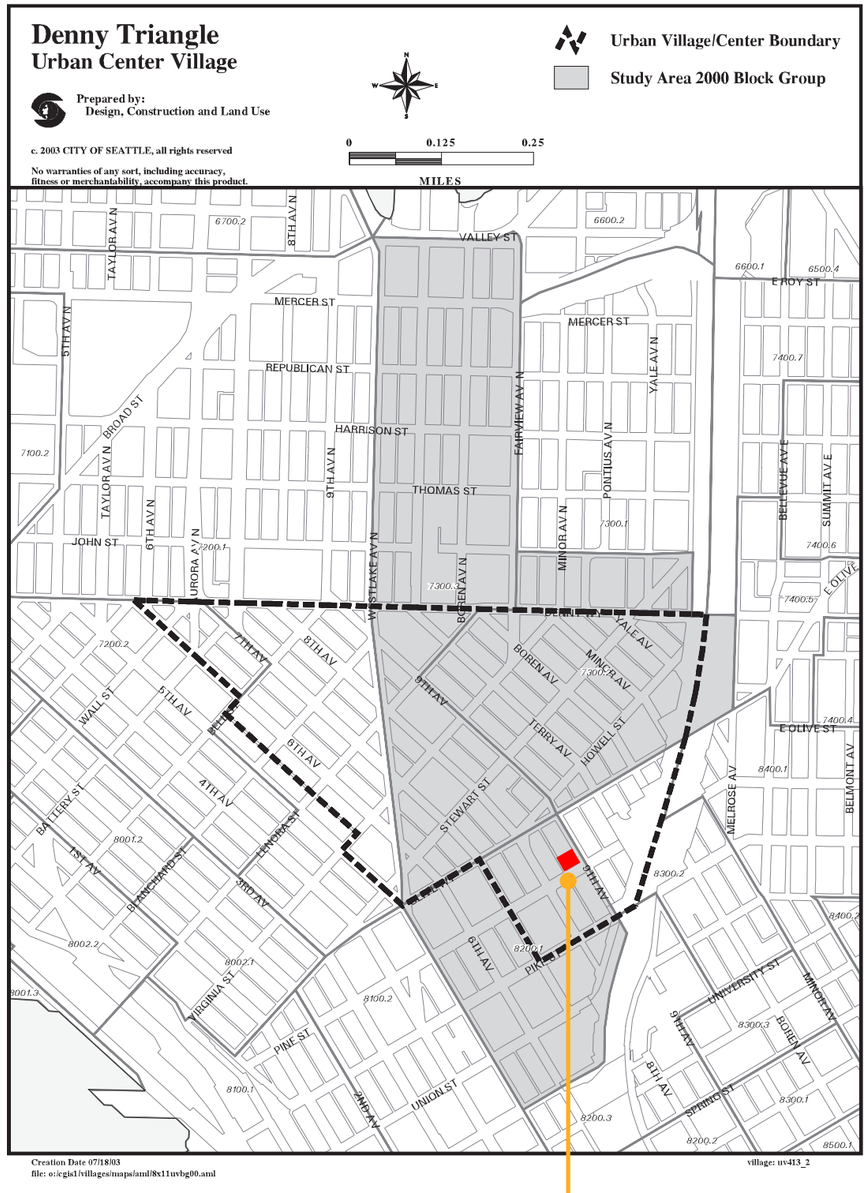


SITE CONTEXT - ZONING DESIGNATION

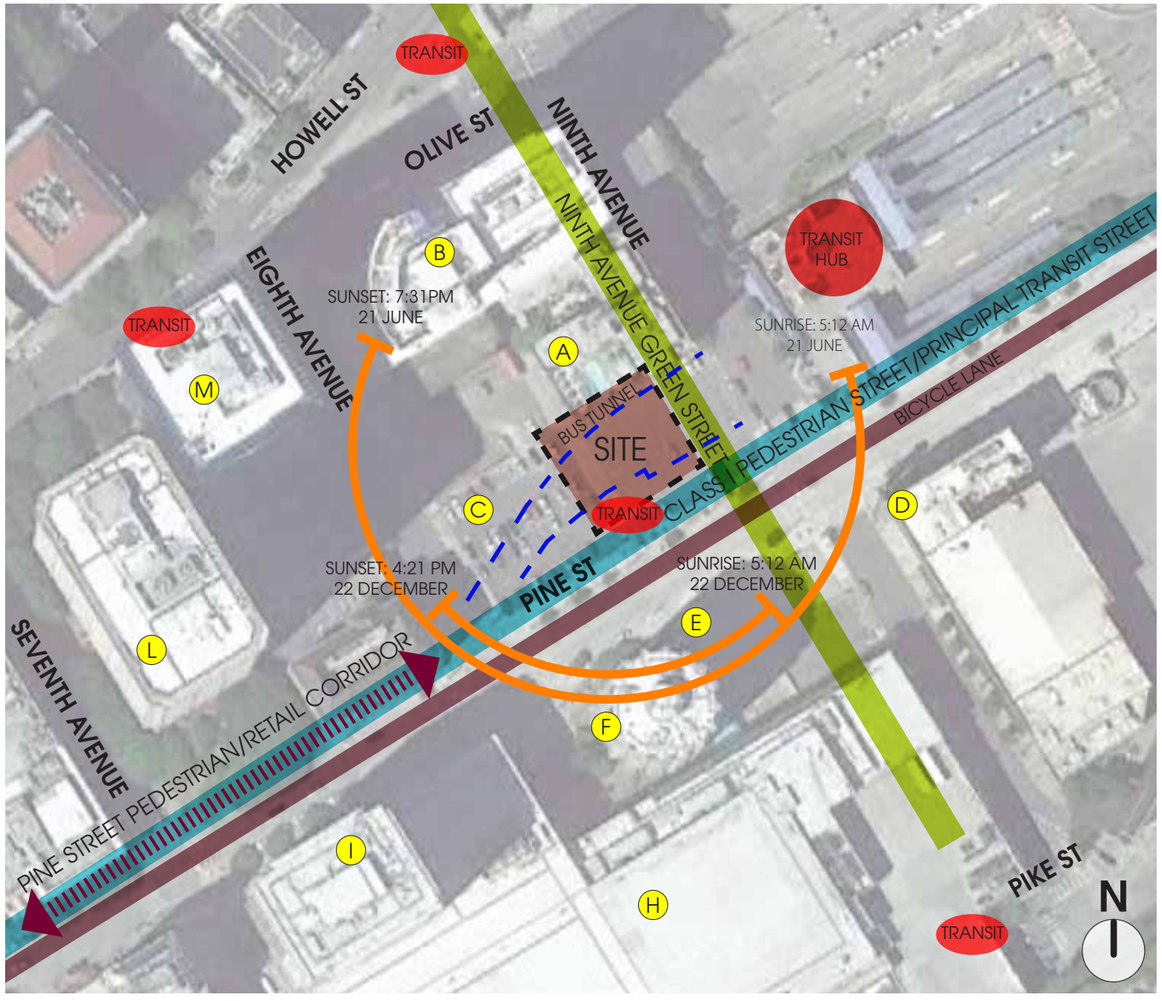


ZONING MAP

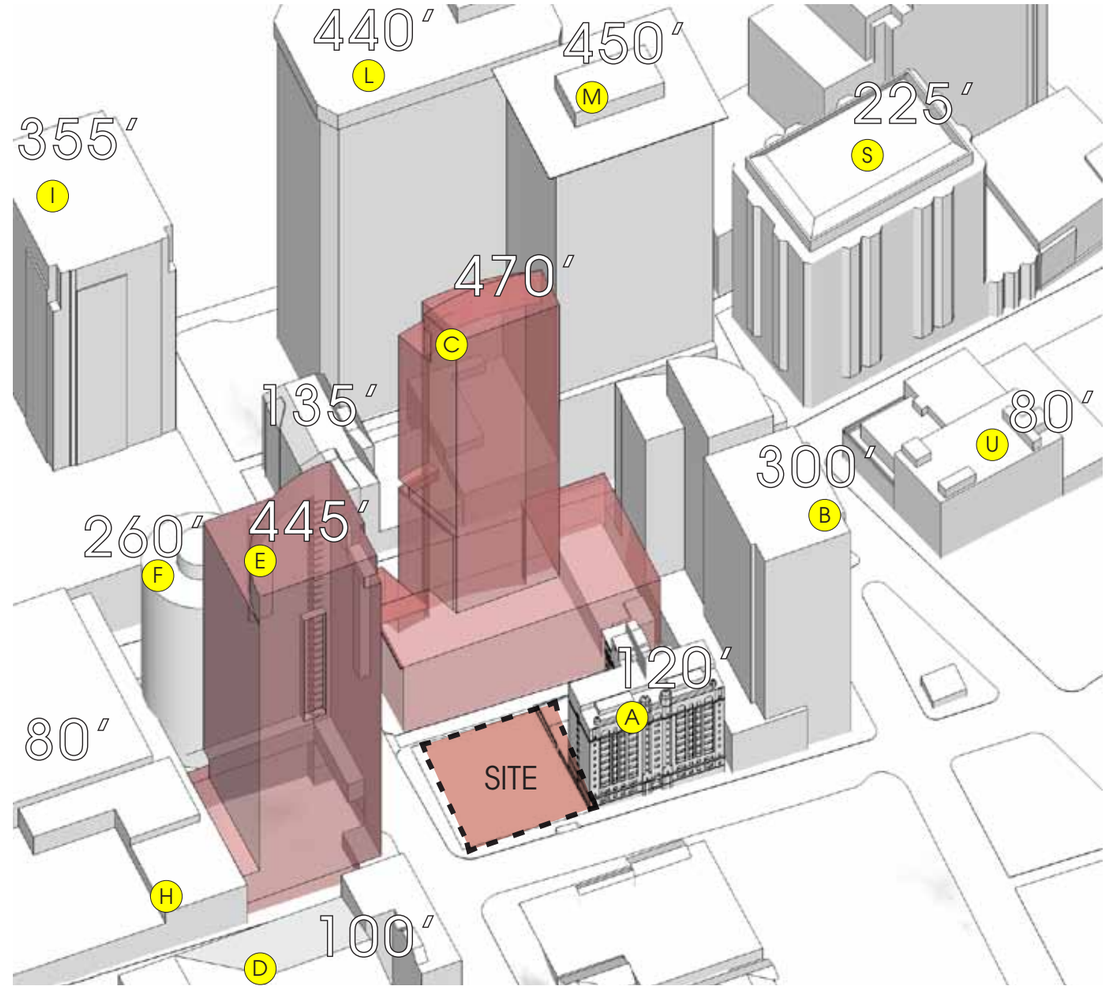
- Downtown Office Core 2
- Downtown Mixed Commerical
- Downtown Retail Core
- Neighborhood Commercial 3
- Residential, Multifamily, Midrise
- Residential, Multifamily, Highrise



PROJECT SITE IS LOCATED WITHIN THE BOUNDARY OF THE DENNY TRIANGLE URBAN CENTER VILLAGE



SITE CONSIDERATIONS



SURROUNDING BUILDING HEIGHTS

NEIGHBORING BUILDINGS

A The Camlin -Hotel. 11 stories, 135 units.

B The Olivian - Mixed-use tower. 27-stories, 224 units.

C AVA (proposed) - Mixed-use tower. 38-stories, 211 res. units. 190 hotel suites.

D Paramount Theatre- Entertainment/Arts Venue

E 815 Pine (proposed) - Mixed-use tower. 40-stories, 325 units.

F 801 Pine - Mixed-use residential, 25 stories, 173 units.

H Convention Center

I Grand Hyatt

L Qwest Plaza

M Hyatt/Olive 8 -Mixed-use tower. 39-stories, 231 units. 346 hotel suites.

S 720 Olive Way Tower

U Watermark Credit Union

SITE CONTEXT - SITE OPPORTUNITIES & CONSTRAINTS

CONSTRAINTS:

The project site is small for a downtown development. This creates challenges in locating back-of house program and parking access

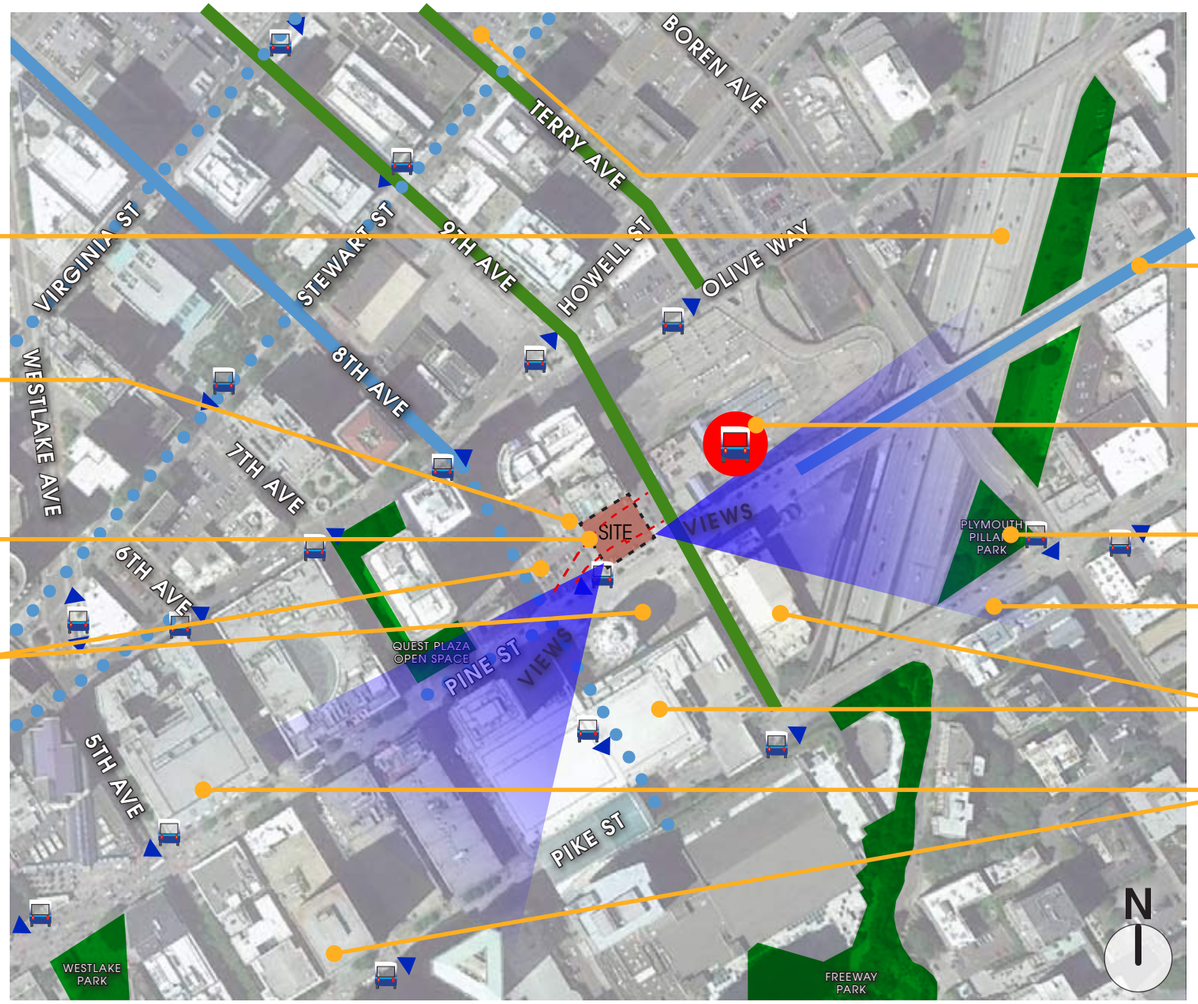
Potential noise from I-5

There is an 8' drop in grade between the SE corner of the site and the NW corner creates a challenge for parking access off the alley

Metro bus tunnel below grade occupies more than 60% of site footprint, presents structural complexities for spanning the tunnel and prevents underground parking

Potential for high-rise development on neighboring sites will block light/air on project site

2 existing bus shelters on Pine Street potentially will block visibility of retail on project



OPPORTUNITIES:

Project is on Green Street (9th Ave)

Project is on the Pike/Pine Corridor.

Walking distance to South Lake Union neighborhood

Walking distance to Capitol Hill (Entertainment, retail and cultural venues)

Eastern exposure at 9th Avenue

Close proximity to public transportation, including major bus stop on Pine Street in front of site and the Convertion Center bus station across from site

Walking distance to Dog Park

Unobstructed views of Capitol Hill along Pine St
Views west on Pine St

Close proximity to cultural institutions such as the Paramount Theater and the Convention Center

Walking distance to downtown office and retail core

Walking distance to Pike Place Market and the water front

Walking distance to Light Rail (Westlake Center)

CONSTRAINTS AND OPPORTUNITIES

- Designated Bicycle Lane
- Sharrow (a traffic lane shared by vehicles and bicyclists)
- Designated Green Street

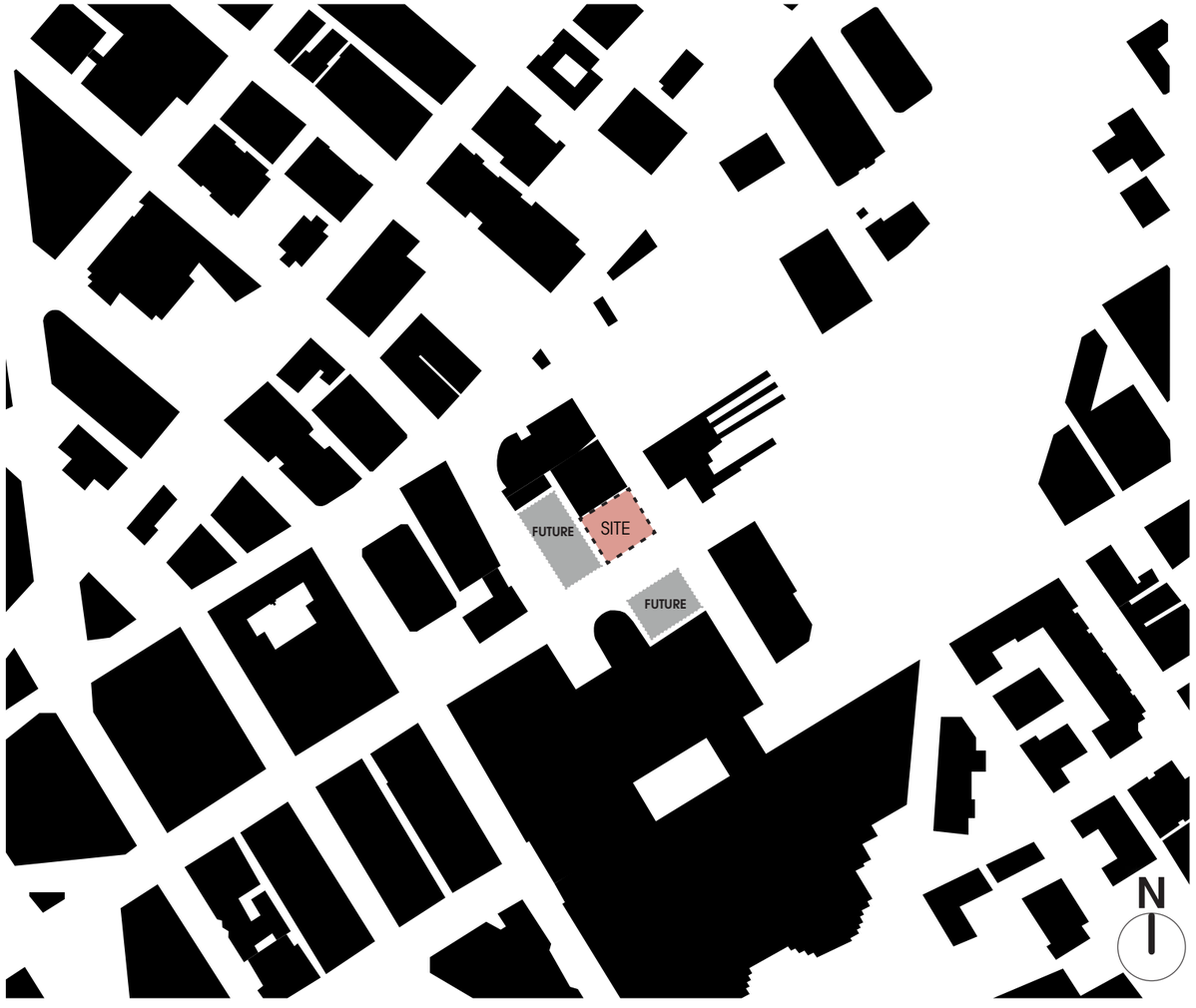
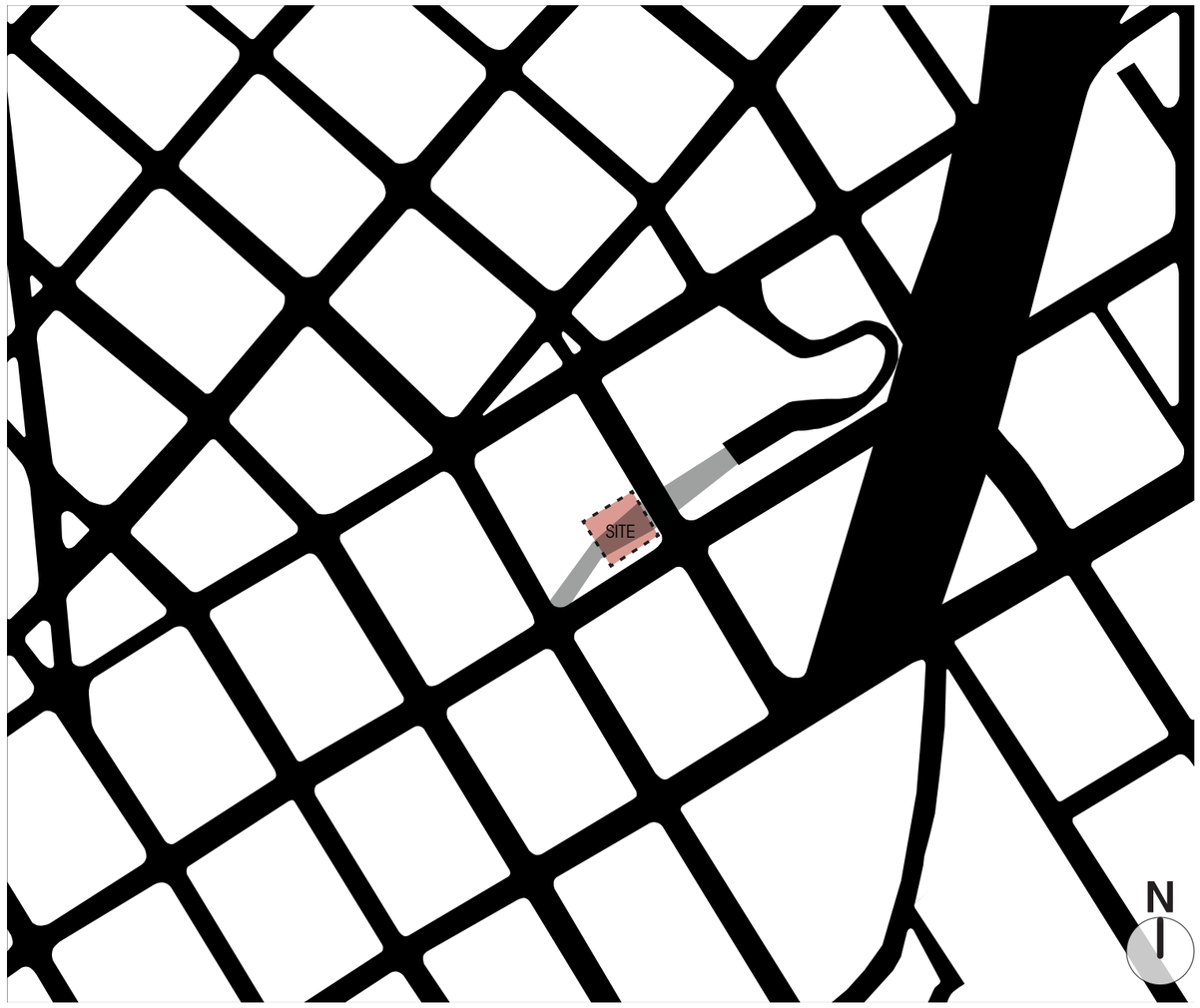


FIGURE - GROUND

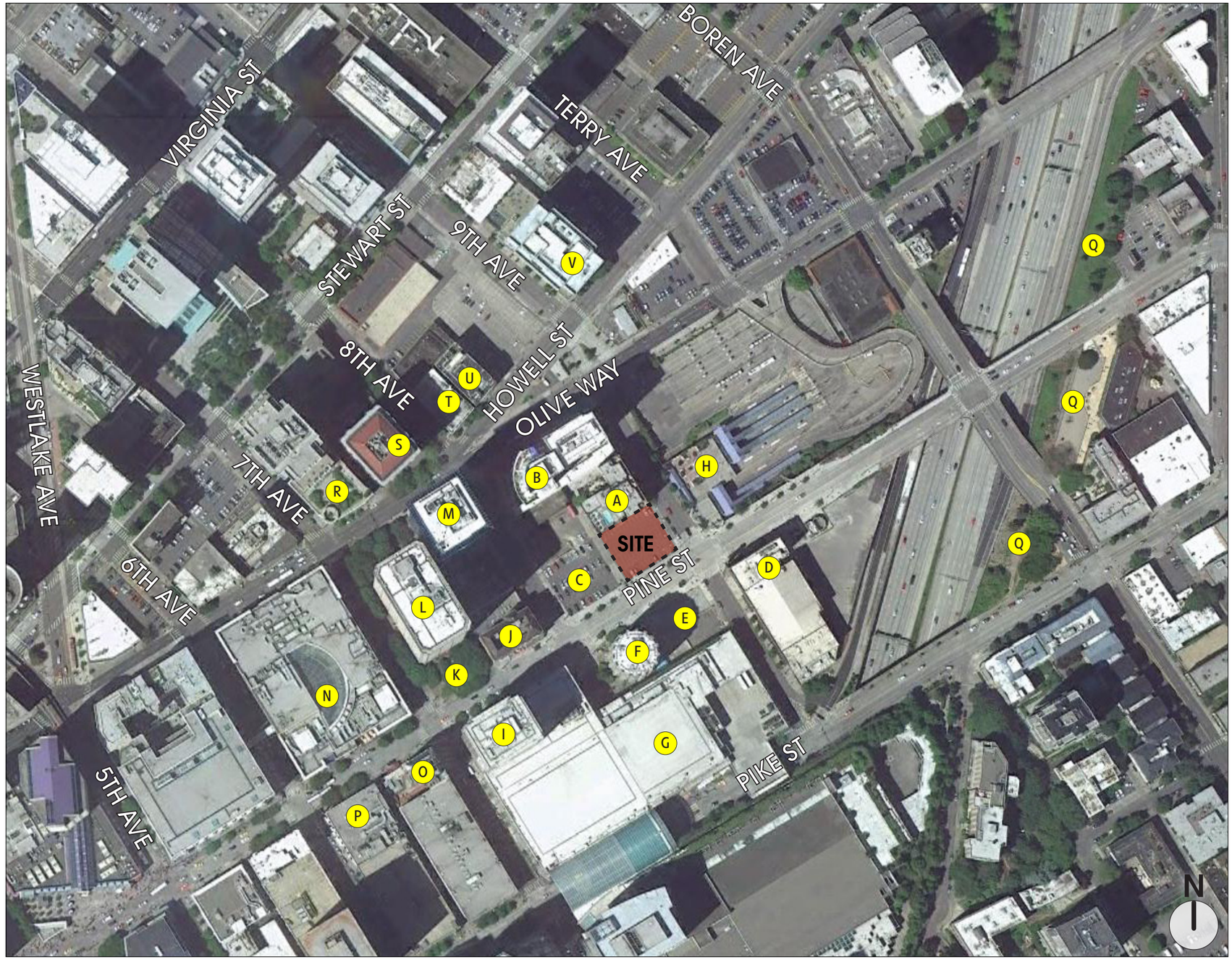
Development on the project site presents an opportunity for filling in a missing piece in the neighborhood context



TRANSPORTATION GRID

Below grade, the bus tunnel becomes a connection to the greater transportation grid. Buses leave the Convention Station travel north to the I-5 express onramp

SITE CONTEXT - SURROUNDING USES



SURROUNDING USES

A. The Camlin


B. The Olivian


C. AVA (proposed)

D. Paramount Theatre


E. 815Pine(proposed)


F. 801 Pine Tower


G. Convention Place Station


H. Convention Center


I. Grand Hyatt


J. Paramount Hotel


K. Qwest Plaza Open Space


L. Qwest Plaza


M. Hyatt/Olive 8


N. Pacific Place


O. Roosevelt Hotel

P. Salon/Retail Building


Q. Plymouth Pillars Park & Dog Park


R. Salon/Retail Building


S. 720 Olive Way Tower


T. Bonair Apartments Mixed Use


U. Watermark Credit Union


V. 1800 9th AVE Office Tower

Residential/Hotel

Commercial

Recreation/
Open Space

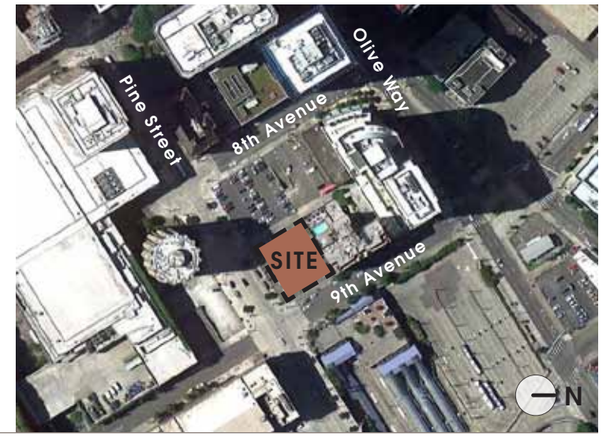
SITE CONTEXT: STREETSCAPE

ACROSS STREET FROM PROJECT SITE

PINE STREET - VIEW TOWARDS SOUTH

PROJECT SITE

PINE STREET - VIEW TOWARDS NORTH



PROJECT SITE

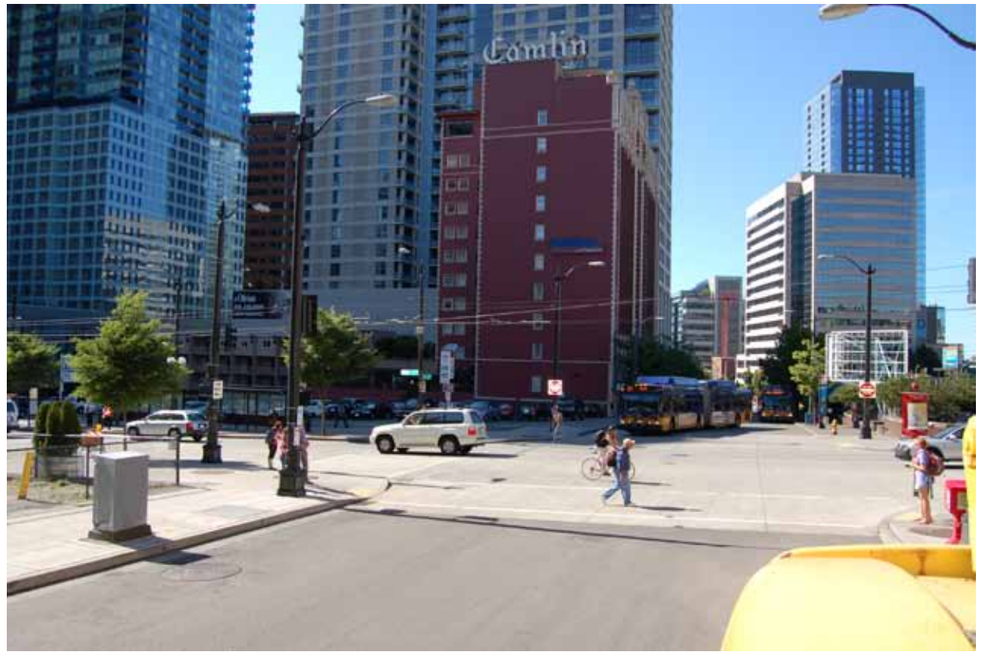
NINTH AVENUE - VIEW TOWARDS WEST

ACROSS STREET FROM
PROJECT SITE

NINTH AVENUE - VIEW TOWARDS EAST

AERIAL VIEW OF SITE FROM SOUTHWEST

AERIAL VIEW OF SITE FROM NORTHWEST



VIEW TOWARDS PROJECT SITE FROM 9TH AVENUE LOOKING NORTH

VIEW FROM BOREN STREET LOOKING WEST TOWARDS PROJECT SITE

VIEW TOWARDS PROJECT SITE FROM PINE STREET LOOKING NW

DESIGN GUIDELINES - PRIORITIES

SITE PLANNING
A-1 Responding to Site Characteristics
Guidelines for Downtown Development
Respond to the physical environment.

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

A-2 Streetscape Compatibility
The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Guidelines for Downtown Development
Enhance the skyline.

Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

A-5 Respect for Adjacent Sites
Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-8 Parking & Vehicle Access
Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

A-10 Corner Lots
Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should able located away from the corner.

HEIGHT, BULK & SCALE
B-1 Height, Bulk & Scale Compatibility
Guidelines for Downtown Development
Respond to the neighborhood context.

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-2 Guidelines for Downtown Development
Create a transition in bulk & scale.

B-3 Guidelines for Downtown Development
Reinforce the positive urban form & architectural attributes of the immediate area.

Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B-4
Guidelines for Downtown Development
Design a well-proportioned & unified building.

ARCHITECTURAL ELEMENTS & MATERIALS
C-1 Architectural Context
Guidelines for Downtown Development
Promote pedestrian interaction.

Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

C-2 Architectural Concept and Consistency
Guidelines for Downtown Development
Design facades of many scales.

Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed elements scaled to promote pedestrian comfort, safety, and orientation.

C-3 Human Scale
Guidelines for Downtown Development
Provide active-not blank-facades.

Buildings should not have large blank walls facing the street, especially near sidewalks.

C-4 Guidelines for Downtown Development
Reinforce building entries.

C-5 Structured Parking Entrances
Guidelines for Downtown Development
Encourage overhead weather protection.

C-6
Guidelines for Downtown Development
Develop the alley facade.

PEDESTRIAN ENVIRONMENT
D-1 Pedestrian Open Spaces and Entrances
Guidelines for Downtown Development
Provide inviting & usable open space.

D-2 Blank Walls
Guidelines for Downtown Development
Enhance the building with landscaping.

D-3 Guidelines for Downtown Development
Provide elements that define the place.

D-4 Guidelines for Downtown Development
Provide appropriate signage.

D-5 Guidelines for Downtown Development
Provide adequate lighting.

D-6
Guidelines for Downtown Development
Design for personal safety & security.

LANDSCAPING
E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
Guidelines for Downtown Development
Minimize curb cut impacts.

E-2 Landscaping to Enhance the Building and/or Site
Guidelines for Downtown Development
Integrate parking facilities.

E-3 Guidelines for Downtown Development
Minimize the presence of service areas.

The Olivian (809 Olive Way)

27-story Mixed-Use
Residential (224 units)
Commercial Retail (7,670 SF)
Parking (355 vehicles)
Adjacent to Green Street

"...have active exterior spaces."

"The Board welcomed the relcation of proposed garage access from 9th Ave. (a green street)"

"..develop a distinctive green street landscape plan that sets a standard for inevitable development along 9th Ave."

"The corners and the area above the entrance should be animated by active uses within it rather than with storage facilities. This would also provide, sets of eyes on the street."

"The Board appreciated the elimination of the 9th Ave. curbcut."

815 Pine Street (unbuilt)

40-story Mixed-Use
Residential (325 units, 32 floors)
Commercial Restaurant and Retail (4,200 SF)
Parking (279 vehicles)
Adjacent to Green Street

"The eclecticism of the Paramount Theater and 801 Pine St. as well as the convention center's deco-rated box-like qualities allows the architects a great deal of latitude."

"The base of the structure along with the green street amenities should foster a sense of place attractive to pedestrians. The quiet street should be an eddy between Pine and Pike streets that offers an area to linger and complement potential retail / restaurant tenants.

"Although Ninth Ave. lacks the potential traffic counts that Pine and Pike Streets possess, the streetscape design, coordinated with the potential street level uses, should be an enticement for pedestrians from Capitol Hill, the Convention Center and elsewhere downtown."

"The Board strongly preferred all vehicular access from the alley."

"The proposal's proximity to the landmarked Paramount Theater (built 1926) and the Camlin Hotel (1926), however, warrants review by the Department of Neighborhoods. Based on the review of plans, drawings and photographs, DON does not require additional mitigation in the architectural design of the project."

AVA (802 Pine Street) unbuilt

39-story Mixed-Use
Residential (213 units, 24 floors)
Hotel (190 units, 6 floors)
Commercial Retail (9,042 SF)
Parking (296 vehicles)

"The proposal's solar impacts on the surrounding area should be more thoroughly explored by the development team."

"Promotes pedestrian interaction."

"The story of the tunnel should be expressed in the landcape design."

"The use of datum lines from other new buildings in the vicinity to inform the structure's massing buildings should help to establish a special sense of precinct in this portion of downtown."

"...private open space visible and possibly accessible to the public at the corner should suitably define a sense of place."

Olive 8 (737 Olive Way)

35-story Mixed-Use
Residential (198 units)
Hotel (349 units)
Restaurant (3,400 SF)
Retail (1,160 SF)
Parking (342 vehicles)

The project requested and was granted a departure for Screening of parking (23.49.076.E.) "Requirement: Parking shall not be permitted at street level unless separated from the street.

Request: 6 drop off spaces for hotel use in an enclosed portecochere.

Justification: Parking is generally screened by building facade.

Recommendation: Well designed porte cochere."

818 Stewart Street

14-story Office Building
Office (215,000 SF)
Commercial Retail (9,600 SF)
Parking (217 vehicles)
Adjacent to Green Street

The Board requested:
"Explore the bus stop needs and requirement of the green street. Work with Metro to see what the future location of the bus stop will be and the configurations they will require."

1519 MINOR: DRB RECOMMENDATION SUBMITTAL | PROJECT 301

1519 Minor Street (unbuilt)

7-story Mixed-Use
Residential (119 units)
Live-work (3 units)
Commercial Retail (950 SF)
Parking (32 vehicles)

"There is an invigoration along the Park/1-5 facade of the building."

"The design of the ground floor of new development should include pedestrian-oriented archi-tectural elements."

"The Board was unanimous in stating that the entire design should be of a Capitol Hill building, not a Downtown building."

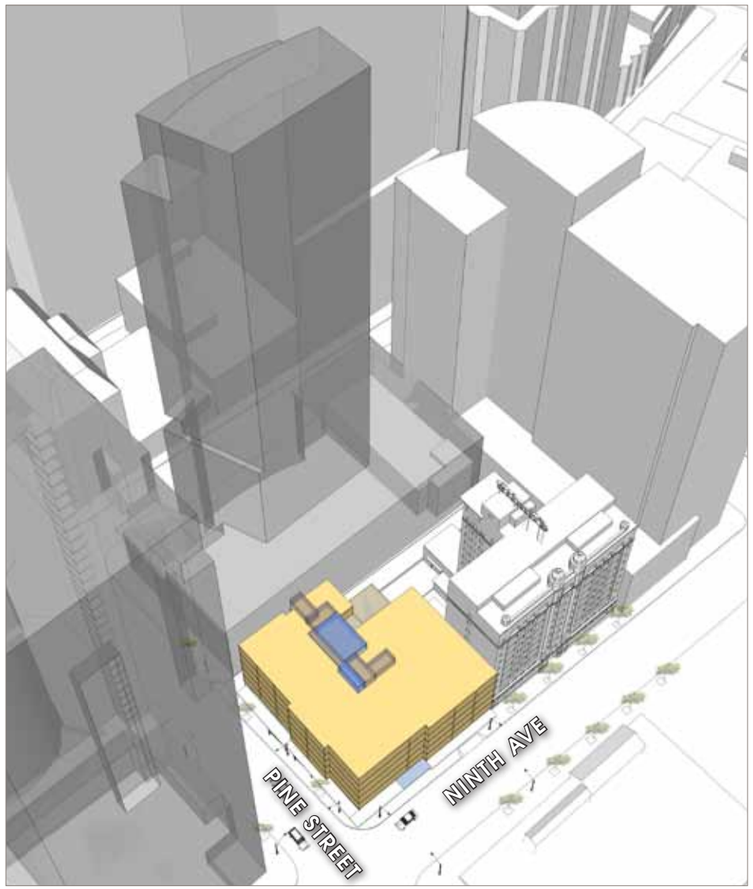
"..imparting a sense of human scale along the street level."

Aspira (1823 Terry Avenue)

37-story Mixed-Use
Residential (326 units)
Commercial Retail (6,308 SF)
Parking (355 vehicles)
Adjacent to Green Street

"Terry Avenue is proposed for green street development, including substantial amounts of landscaping at the sidewalk and on the building facade. Special paving would be located at the pedestrian entry and in a band around the building. Granite seating benches are proposed near the pedestrian entry."

OPTION A



PARKING ACCESS OFF ALLEY

74 units
74,328 gsf total
36 parking spaces
Lobby access off 9th
Driveway access for 36 stalls off alley
Trash pickup off alley
Retail along Pine St.
Roof deck for common amenities

Departures:
-Parking on street level green street
-Upper level setback on a green street
-2' setback on upper floors on green street
-Structural building overhangs

OPTION B

CURB CUT OFF NINTH AVE

74 units
80,600 gsf total
39 parking spaces
Lobby access off 9th
Driveway access for 19 stalls off 9th
Driveway access for 20 stalls off alley
Trash pickup off alley
Retail along Pine St.
Roof deck for common amenities

Departures:
-Curb cut on green street
-Parking on street level green street
-Upper level setback on a green street
-2' setback on upper floors on green street
-Structural building overhangs

OPTION C

NO SETBACK DEPARTURES

70 units
75,759 gsf total
37 parking spaces
Lobby access off 9th
Driveway access off alley
Trash pickup off alley
Retail along Pine St.
Roof deck for common amenities

Departures:
-Parking on street level green street

OPTION A

Pros

- Retail layout and depth (30') is most viable for a range of retail tenants, including a full service retaurant.

- Locates as much as possible building service functions such as trash, recycling, transformer and parking access off the alley.

- Curb cut is eliminated at 9th Avenue, improving the pedestrian character of 9th Avenue (green street).

- Defines the street edge at both the street grade and upper floor levels,

- Maximizes livability for proposed residential units by populating 9th Ave and Pine St with units, bringing the massing away from the alley where the future AVA will significantly impact light and air,

- Respect for adjoining use - creates open space adjacent to the Camlin pool area to minimize shade/shadow impacts to the pool area,

- Open space for private patios provided for units at the northwest podium level.

Cons

- Trusses restrict use of Level 1M for additional parking, storage and other back of house programming.

- Due to tunnel restraints, parking is extremely limited and must be located at street level. Departure request is needed for street level parking on a green street.

- In order to provide adequate parking for market-rate housing, automatic car stackers will be used in the level 1 parking garage.

- Possibility of impact on views and light being blocked by adjacent proposed development at west-facing units.

OPTION B

Pros

-Scheme achieves highest number of parking stalls.

- Defines the street edge at both the street grade and upper floor levels,

- Maximizes livability for proposed residential units by populating 9th Ave and Pine St with units, bringing the massing away from the alley where the future AVA will significantly impact light and air,

- Respect for adjoining use - creates open space adjacent to the Camlin pool area to minimize shade/shadow impacts to the pool area,

- Open space for private patios provided for units at the northwest podium level.

Cons

- Retail depth is less than 30 feet, may result in less desirable retail or difficulty leasing the space.

- For parking garage to occupy the Level 1 mezzanine, an expensive and complex low-profile structural transfer beam system is required in lieu of 8'-16' tall trusses.

- Curb cut on 9th Avenue is proposed for parking access to ground level parking. (Requires Type I decision by Director)

- Due to tunnel restraints, parking is extremely limited and must be located at street level. Departure request is needed for street level parking on a green street.

- Possibility of impact on views and light being blocked by adjacent proposed development at west-facing units.

OPTION C

Pros

- Scheme requires no departure requests for setbacks.

- Curb cut is eliminated at 9th Avenue, improving the pedestrian character of 9th Avenue (green street).

Cons

- Scheme has least amount of units.

- Setbacks create awkward units, with the largets units facing the alley.

- Street-facing uses compromised due to ramp access off alley. Potential to limit activity at street level. Retail space and retail program requirements are most compromised in this scheme due to additional ramp.

- For the scale of this building, the upper level setback at 9th limits the opportunity to reinforce the street facade, creating a volume and setback that do not respond to surrounding context.

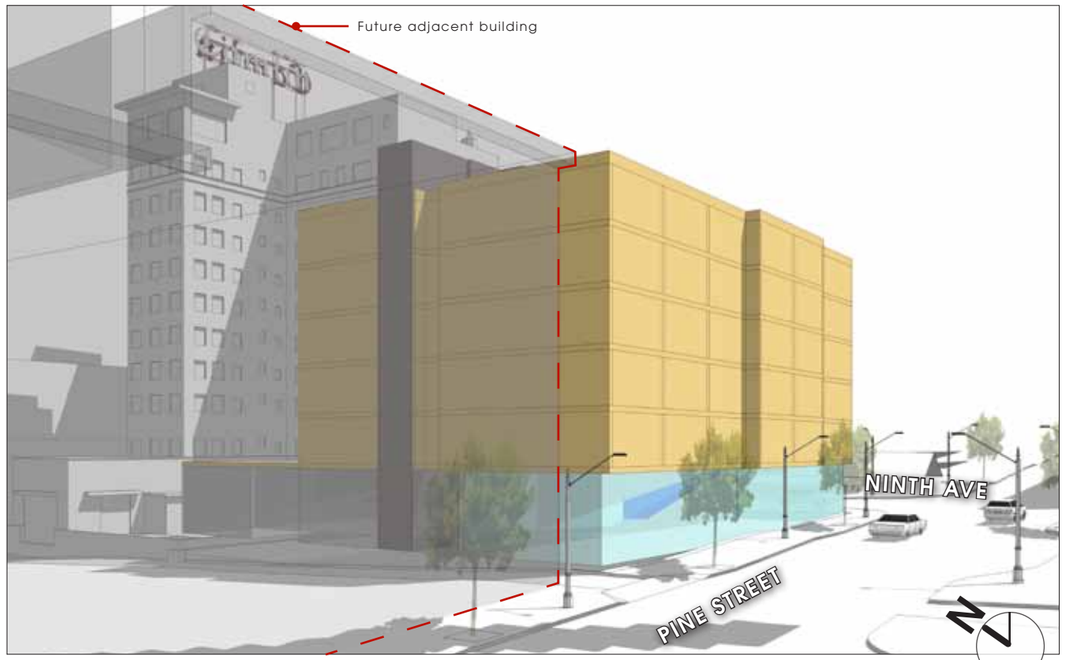
- Proposed development is already limited due to construction type and tunnel, the upper level setback greatly reduces the potential development along 9th Ave.

- The upper level setback pushes the massing to the west, creating awkward units, limiting the light and air for west facing units and reducing the open space adjacent to the Camlin pool,

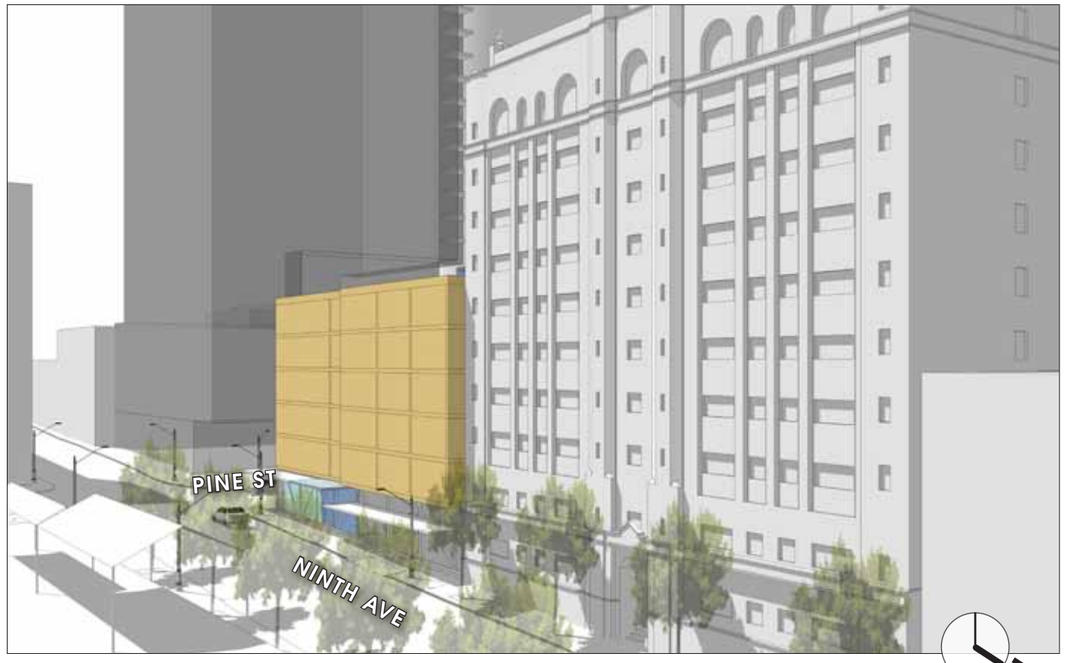
- Possibility of impact on views and light being blocked by adjacent proposed development at west-facing units.

- Due to tunnel restraints, parking is extremely limited and must be located at street level. Departure request is needed for street level parking on a green street.

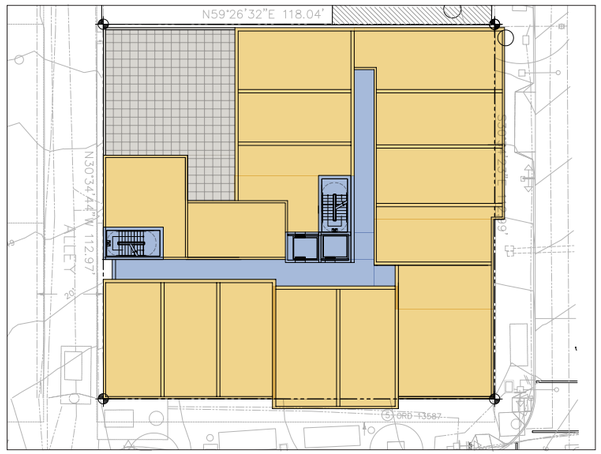
OPTION A - PREFERRED



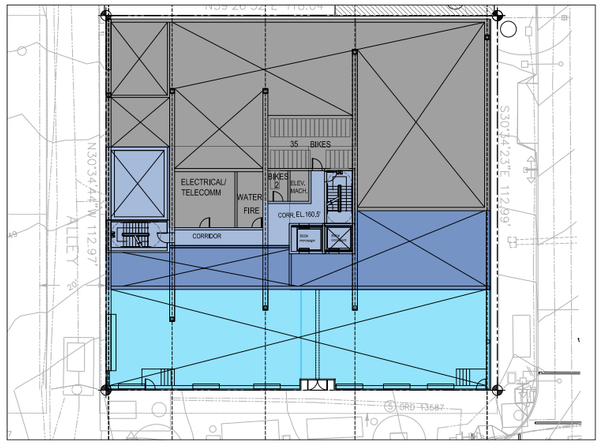
VIEW TOWARDS EAST



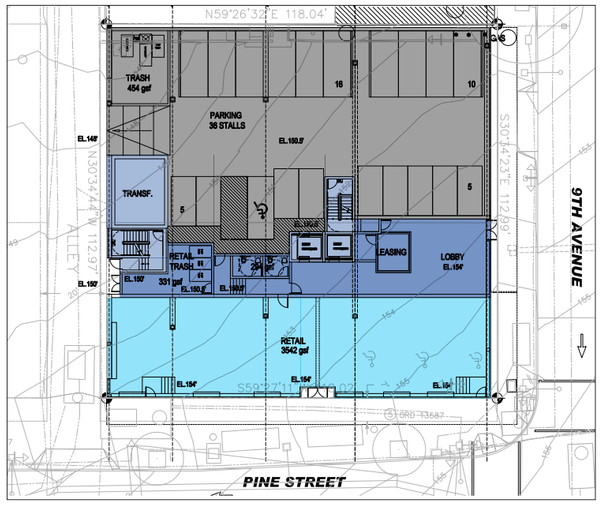
VIEW TOWARDS SOUTHWEST



LEVEL 2-6 PLAN

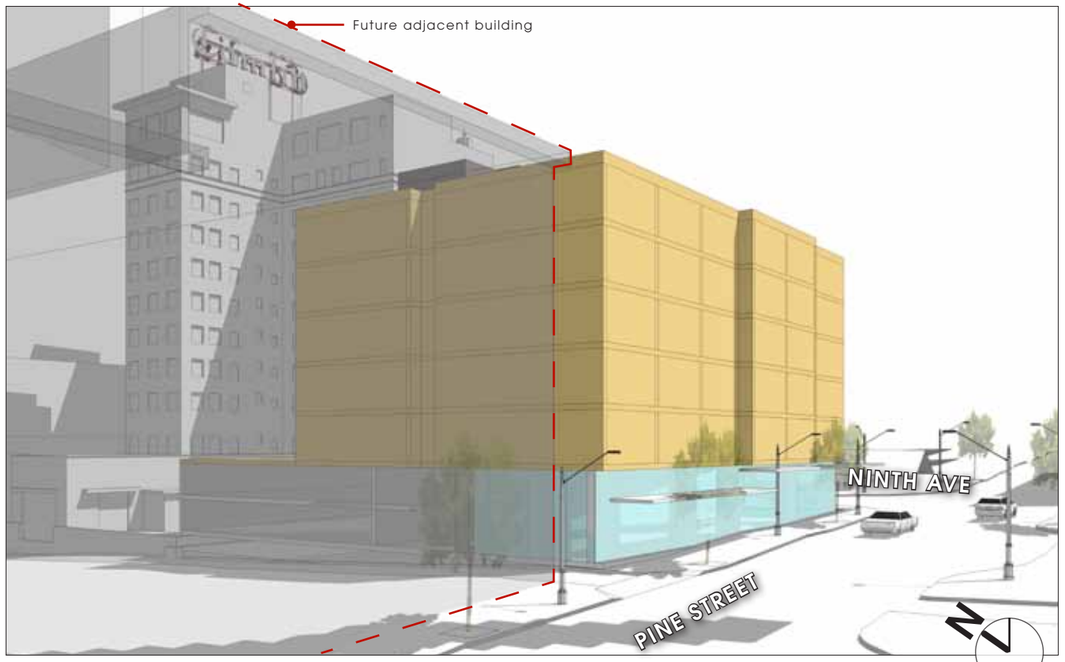


LEVEL 1M PLAN



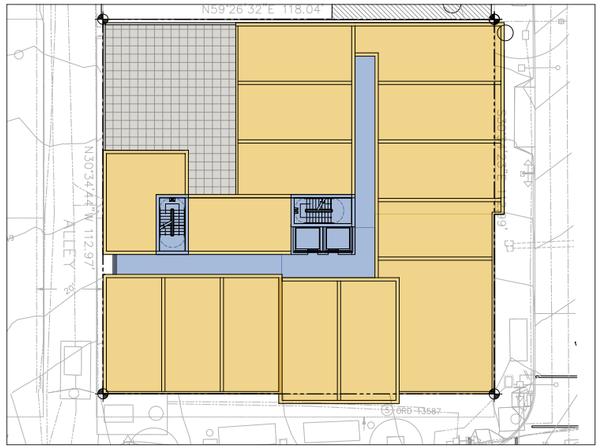
LEVEL 1 PLAN

- Circulation
- Residential Units
- Lobby
- Retail
- Patio
- Parking and Storage

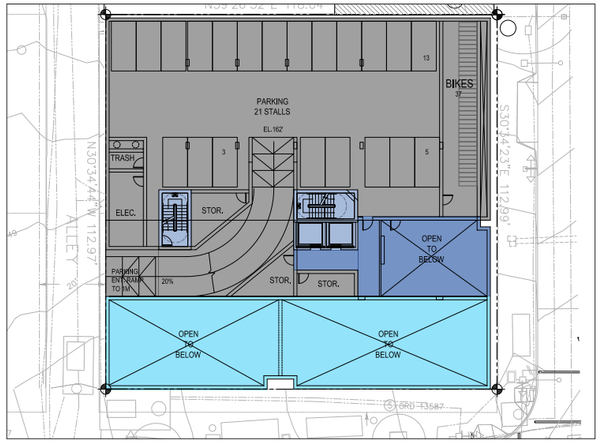


VIEW TOWARDS EAST

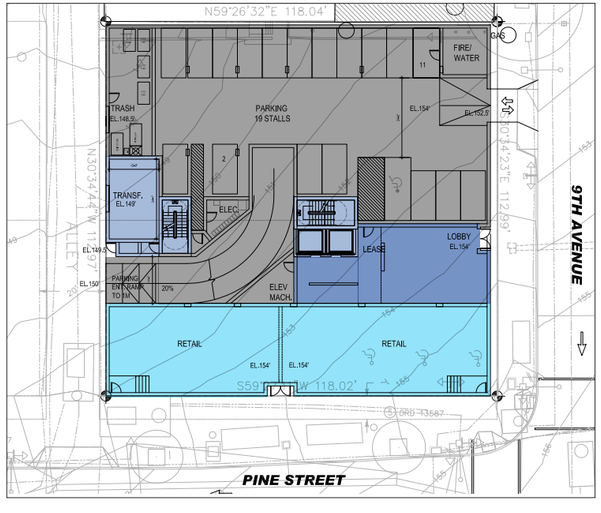
VIEW TOWARDS SOUTHWEST



LEVEL 2-6 PLAN



LEVEL 1M PLAN

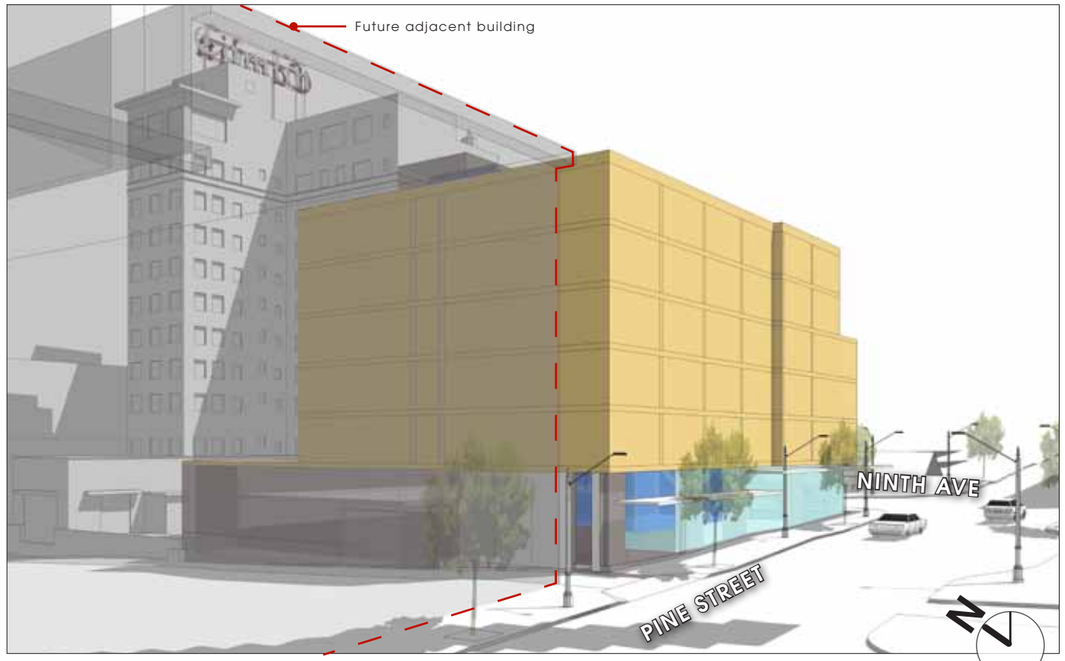


LEVEL 1 PLAN

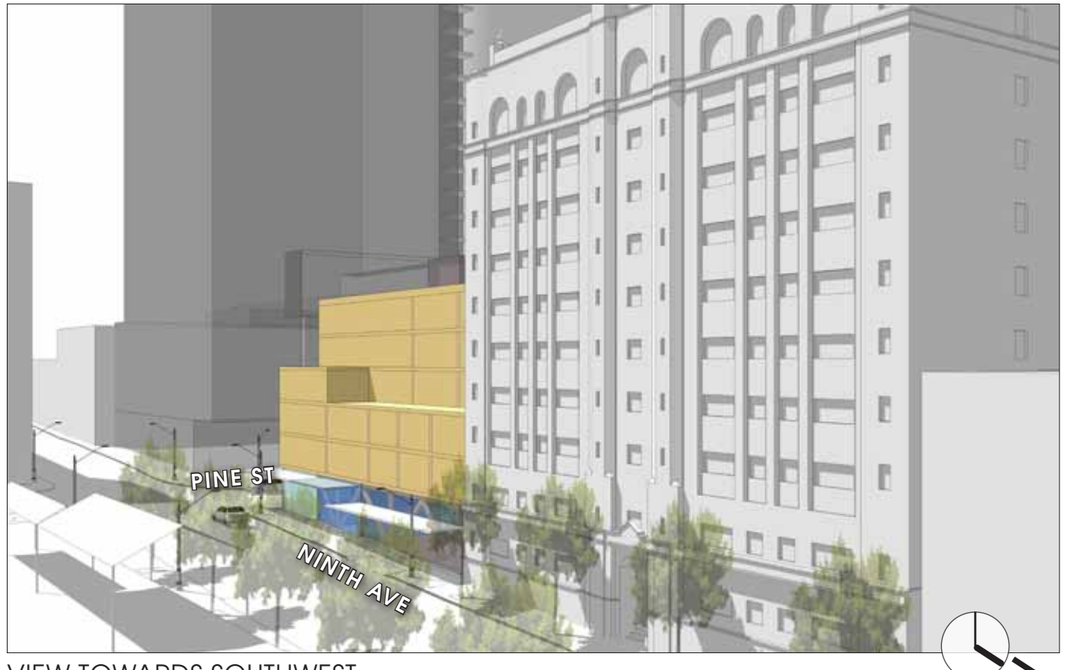
- Circulation
- Residential Units
- Lobby
- Retail
- Patio
- Parking and Storage

N

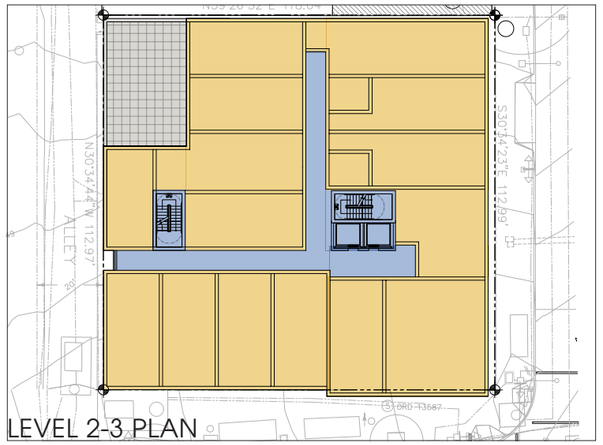
OPTION C



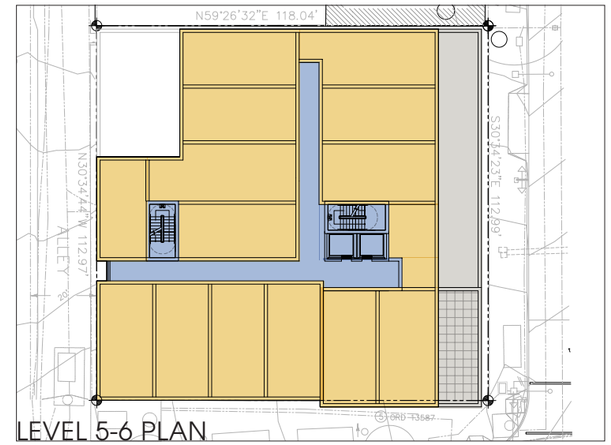
VIEW TOWARDS EAST



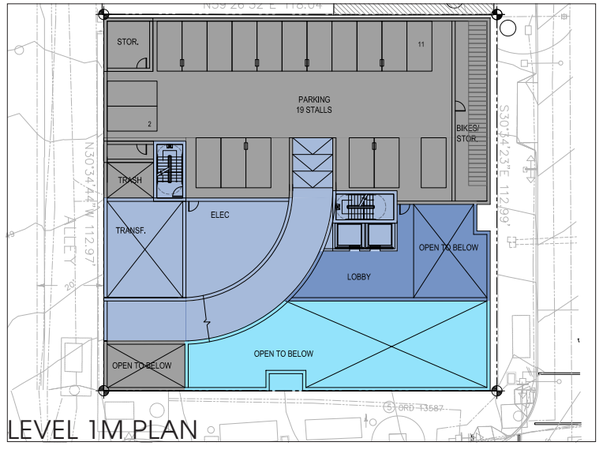
VIEW TOWARDS SOUTHWEST



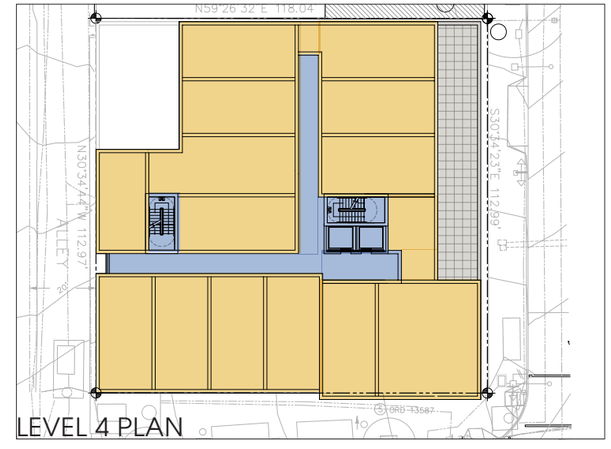
LEVEL 2-3 PLAN



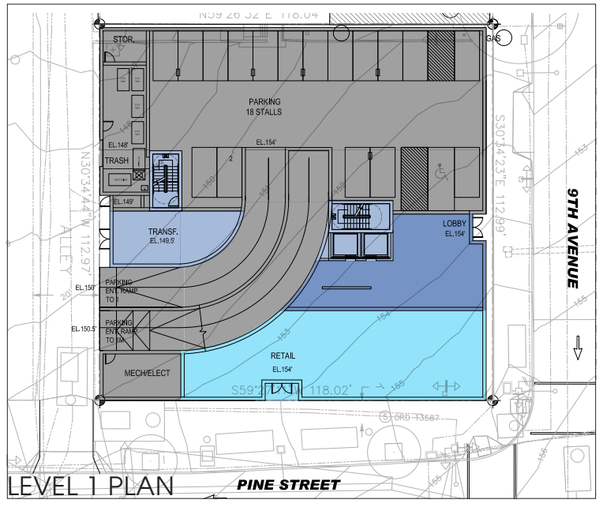
LEVEL 5-6 PLAN



LEVEL 1M PLAN



LEVEL 4 PLAN

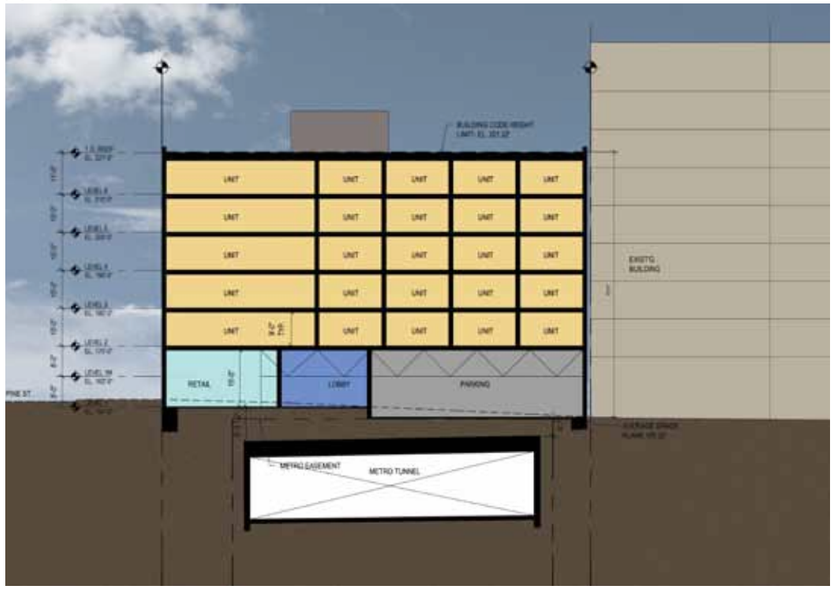


LEVEL 1 PLAN

- Circulation
- Residential Units
- Lobby
- Retail
- Patio
- Parking and Storage

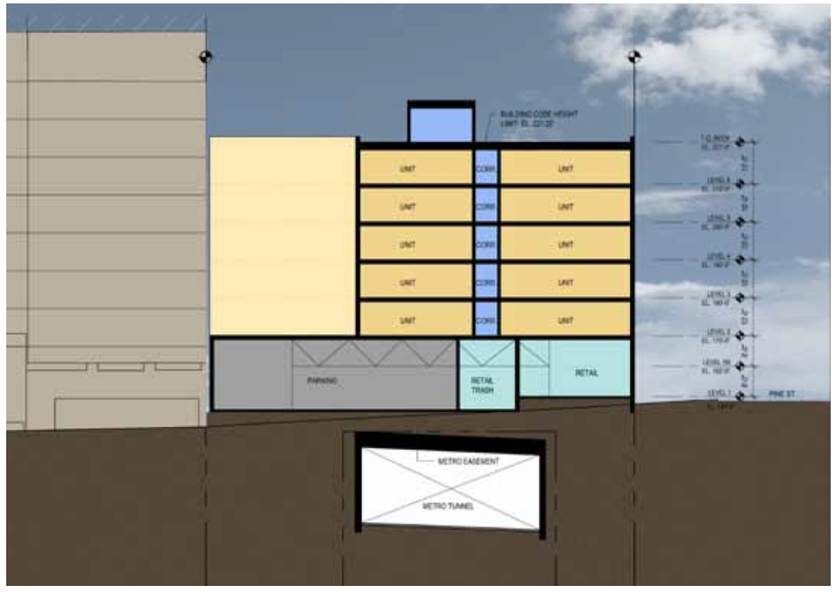
(OPTION B & C) SIMILAR FOR HEIGHT

A - A



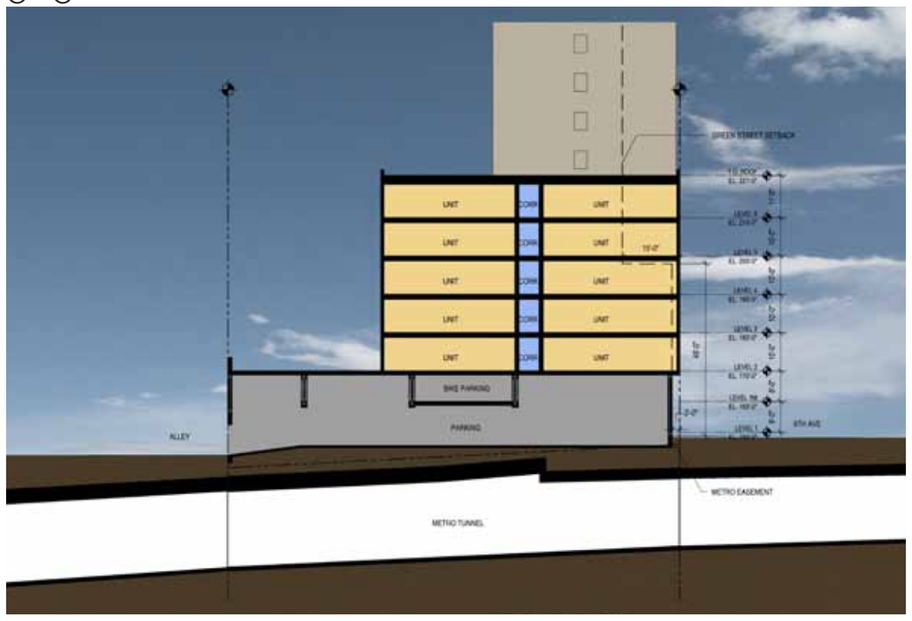
SECTION NS 1

B - B

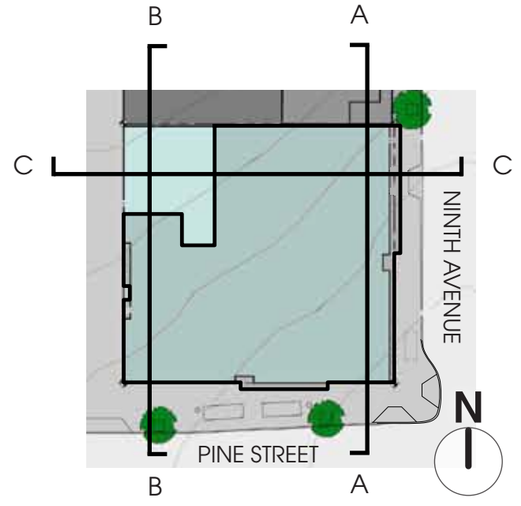


SECTION NS 2

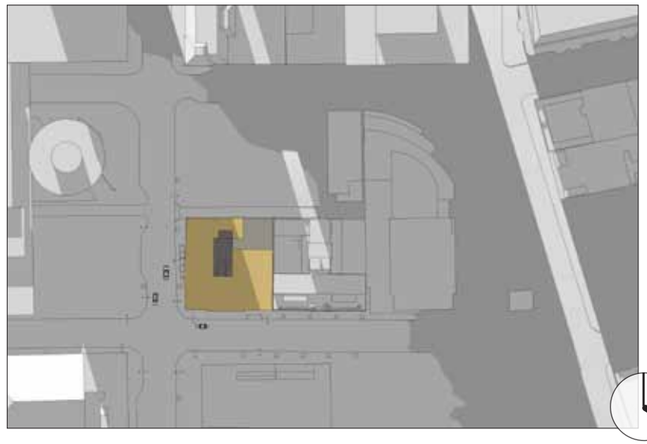
C - C



SECTION EW



SHADOW STUDIES - OPTION A

	9:00 am	12:00 pm	3:00 pm
WINTER SOLSTICE			
EQUINOX			
SUMMER SOLSTICE			

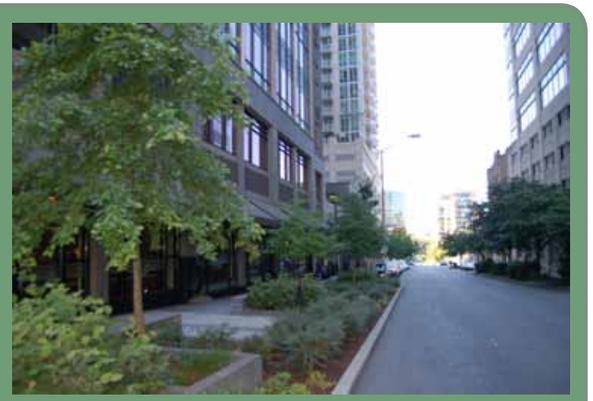
9:00 am | 12:00 pm | 3:00 pm

MASSING OPTION A

MASSING OPTION B

MASSING OPTION C

DESIGNATED GREEN STREETS



Green Street at 818 Stewart Street - NBBJ Architects
818 Stewart Street

Green Street at Aspira - LMN Architects
1823 Terry Avenue

GREEN STREETS

- Development of the project site presents an opportunity to continue the extension of the pedestrian experience at 9th Ave and Pine St.

Green Street at the Olivian - Carrier Johnson
809 Olive Way

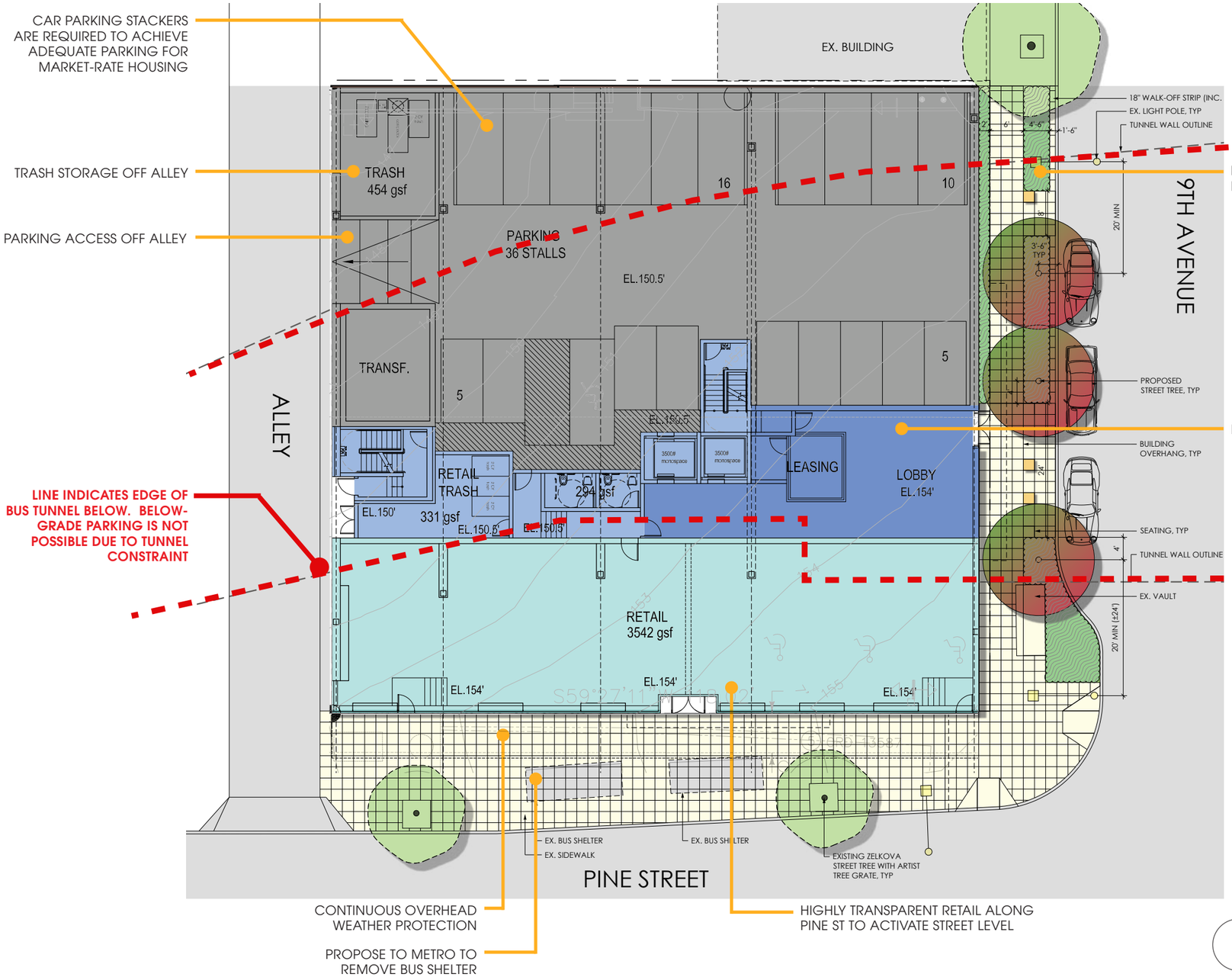
Green Street at the Camlin

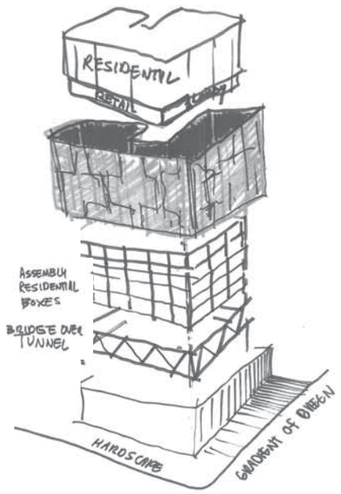
Proposed Green Street at Eight One Five Pine - Bumgardner
815 Pine Avenue

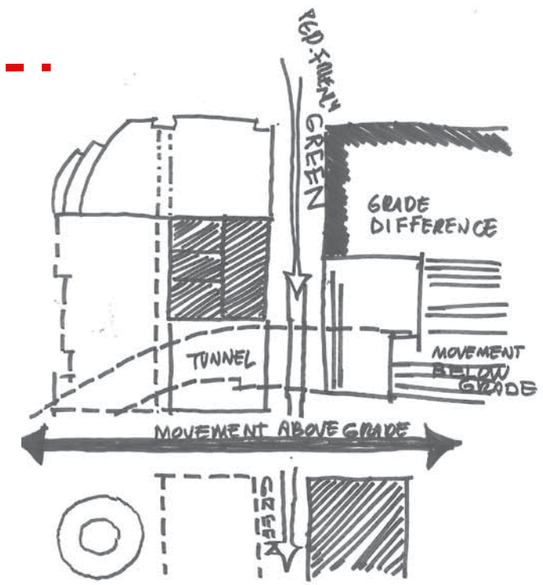
PROPOSED SITE PLAN- PREFERRED OPTION A

Due to the tunnel constraint, the project can only build up. The massing is further limited by the small footprint (113' x 118'). Retail is proposed along Pine while the lobby access is on 9th. Back of house and utilities are located off the alley to the maximum extent possible. The residential units are oriented along 9th and Pine to maximize light and air for the units and create an open space above grade that is adjacent to the Camlin pool area.

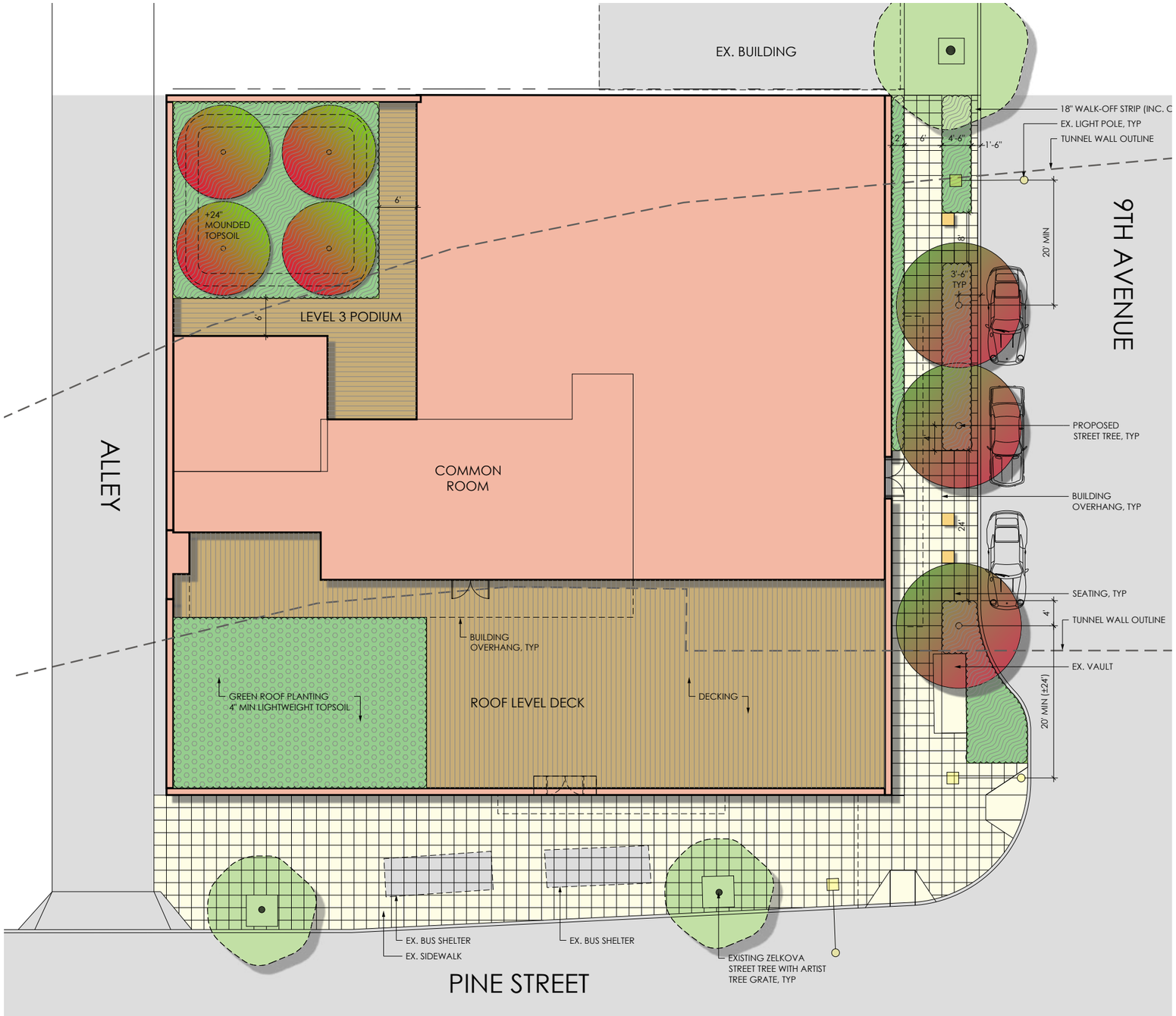
Residential parking is proposed on the ground floor level and on Level 1M (Option B and C only).







LANDSCAPE PLAN



LEGEND

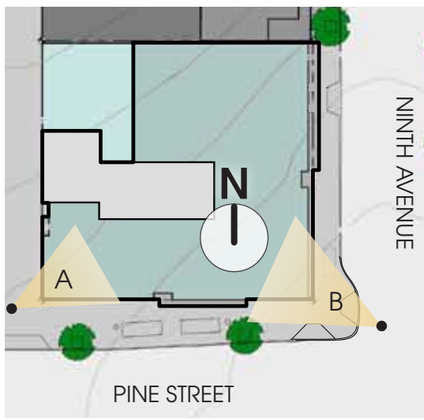
- EXISTING TREE TO BE PROTECTED
- PROPOSED TREE
- SEATING ELEMENT
- C.O.S. STANDARD SIDEWALK
- SHRUB PLANTING
- GREEN ROOF PLANTING
- DECKING, ON STRUCTURE

NOTES

1. ALL NEW PLANTING TO INCLUDE IN-GROUND AUTOMATIC IRRIGATION SYSTEM.

A. View Looking NE

B. View Looking NW



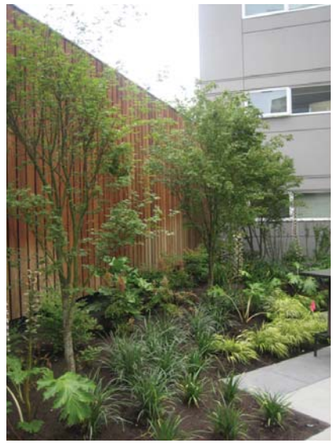
LANDSCAPE IMAGES

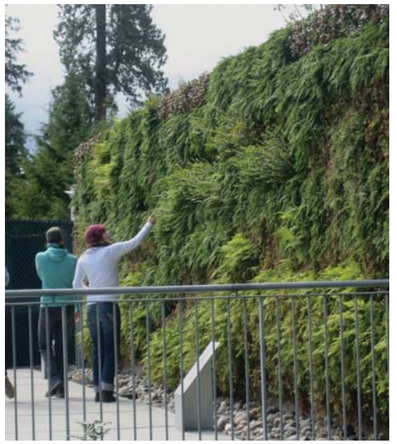










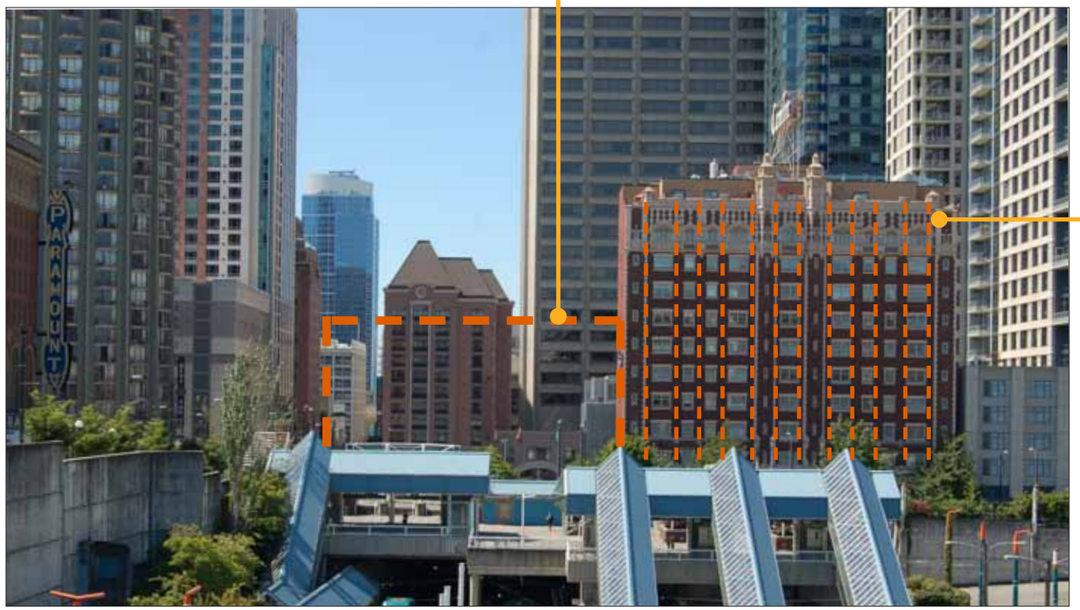





CAMLIN APARTMENTS, 1926

The project will be adjacent to the historic Camlin hotel (now the Worldmark Resort).
Instead of mimicking Camlin's materiality and architectural styling, the project will use contrast to distinguish the historic building from the new building.

There is opportunity to implement Camlin's datums for organizing program and the facade rhythm and organization could inform the development of the project's facade.

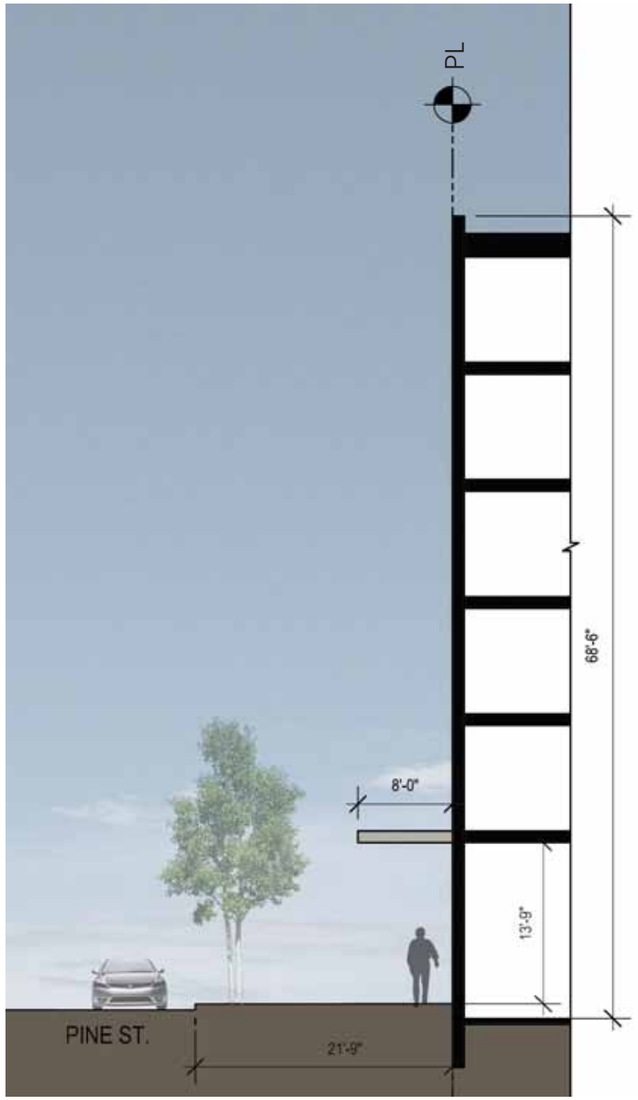


The 7-story project complements the 120' high historic Camlin and the 100' high Paramount Theater by stepping down to acknowledge the lower scale of the historic buildings. In contrast a high-rise development on the project site would have dwarfed the Camlin, which is already surrounded by the Olivian (300') to the north and the proposed Ava (470') to the south.

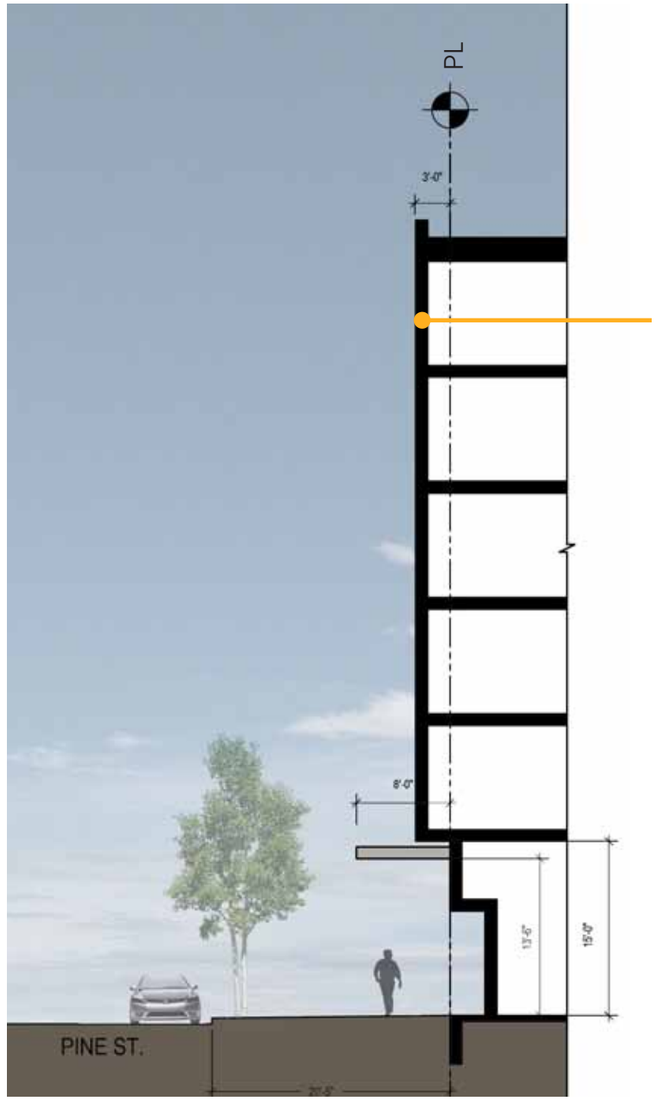
The Camlin's facade organization presents an opportunity to inform the project's facade organization.

The project's base aligns with the base of the Camlin hotel, continuing the datum established by the Camlin, but to be executed in contrasting materials.

STREET SECTIONS - PINE STREET



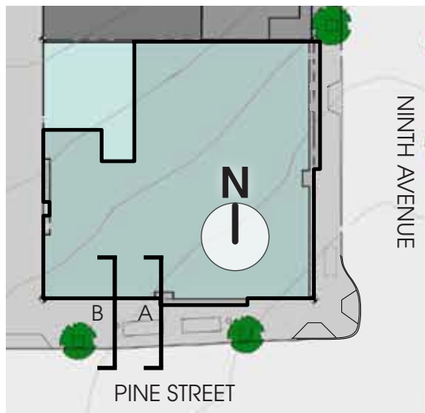
Pine Street - Section B

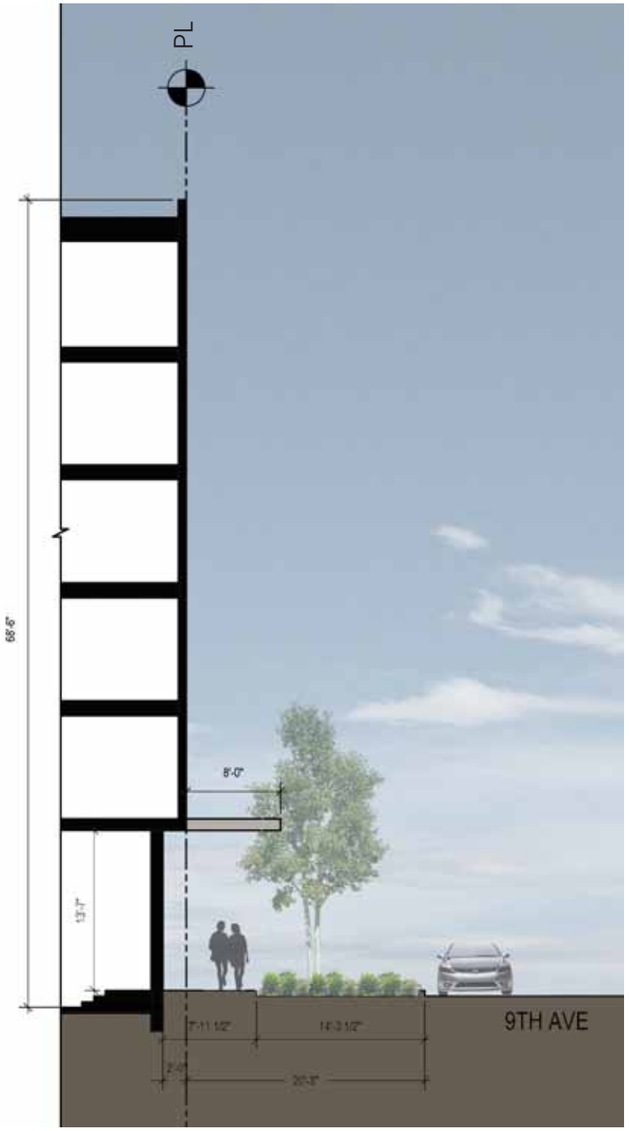


Pine Street - Section A

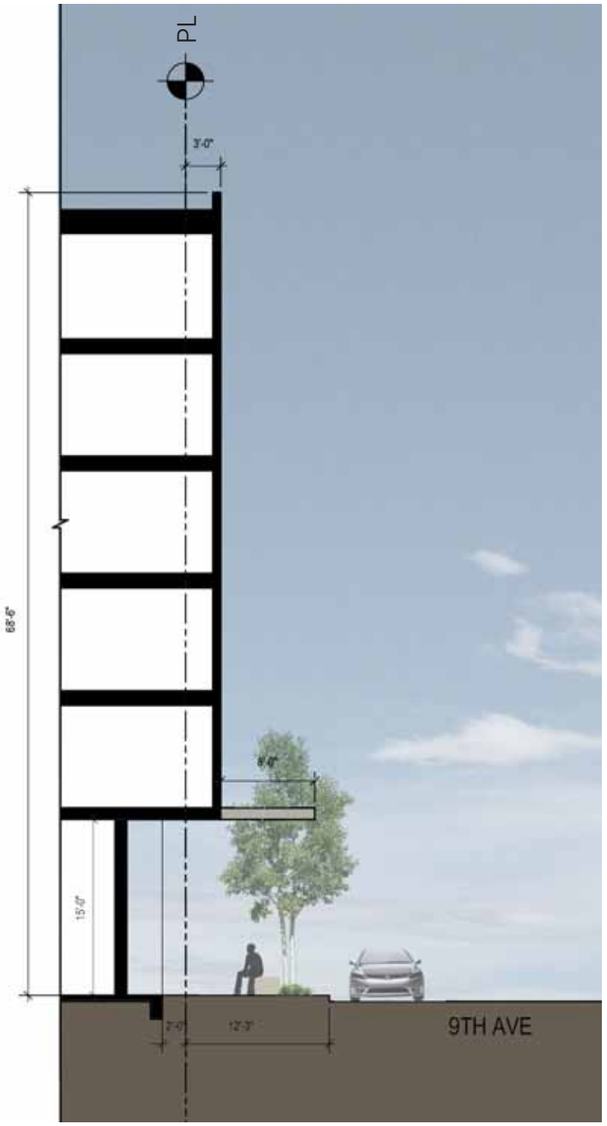
Structural building overhang, typical
See departure request #4

Street sections apply for Option A, B, C

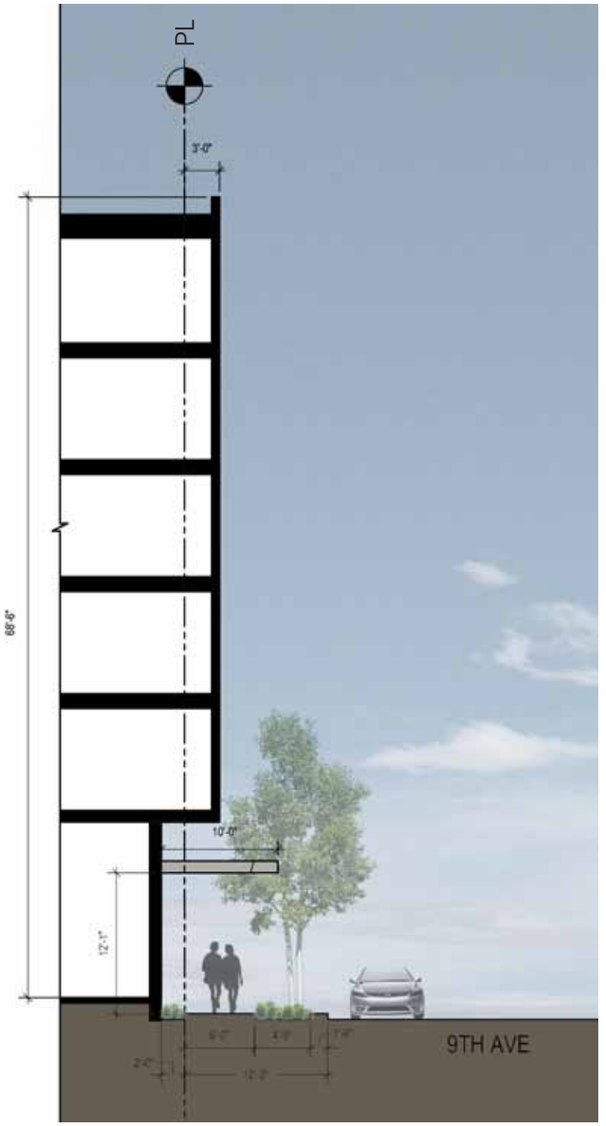




9th Avenue - Section A
Green Street

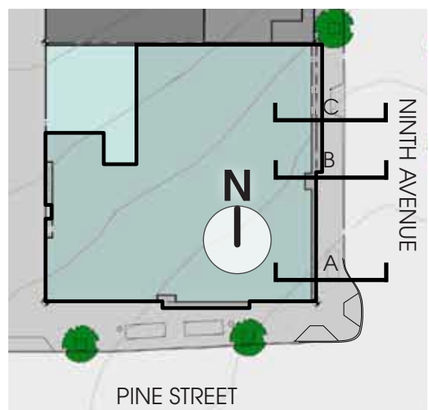


9th Avenue - Section B
Green Street

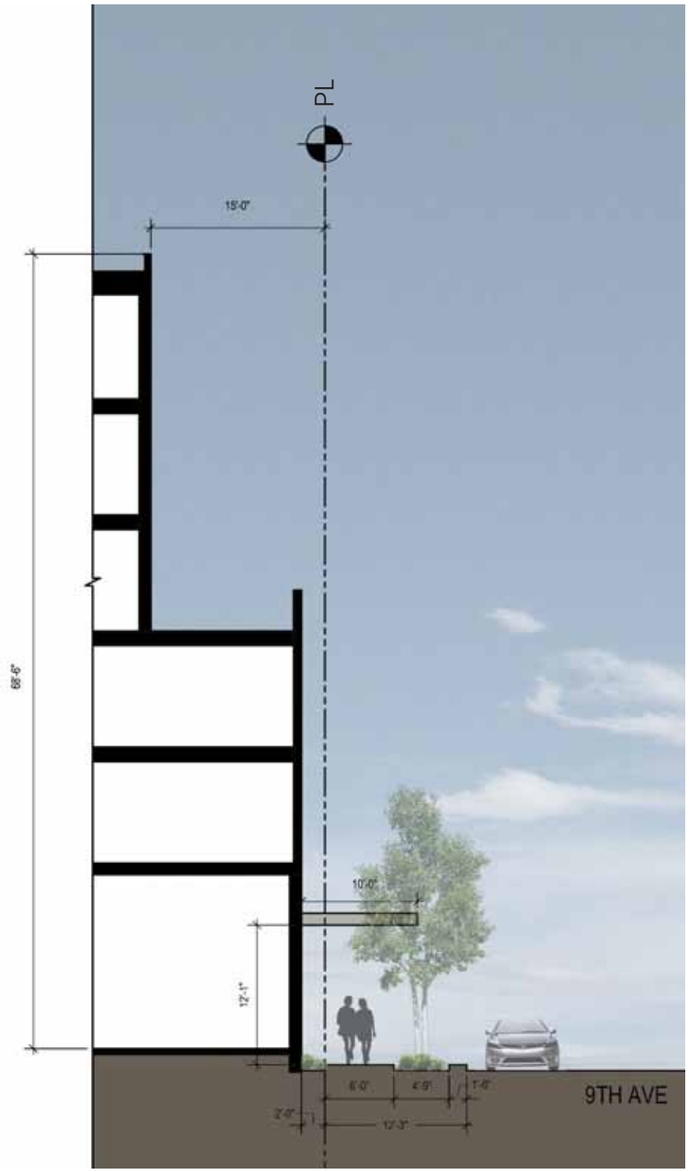


9th Avenue - Section C
Green Street

Street sections apply for Option A (OPTION B SIMILAR)

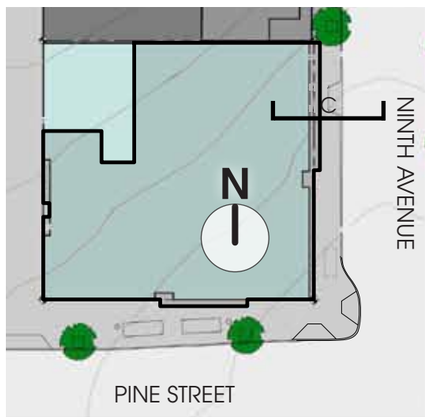


STREET SECTIONS - 9TH AVENUE



9th Avenue - Section C
Green Street

OPTION C



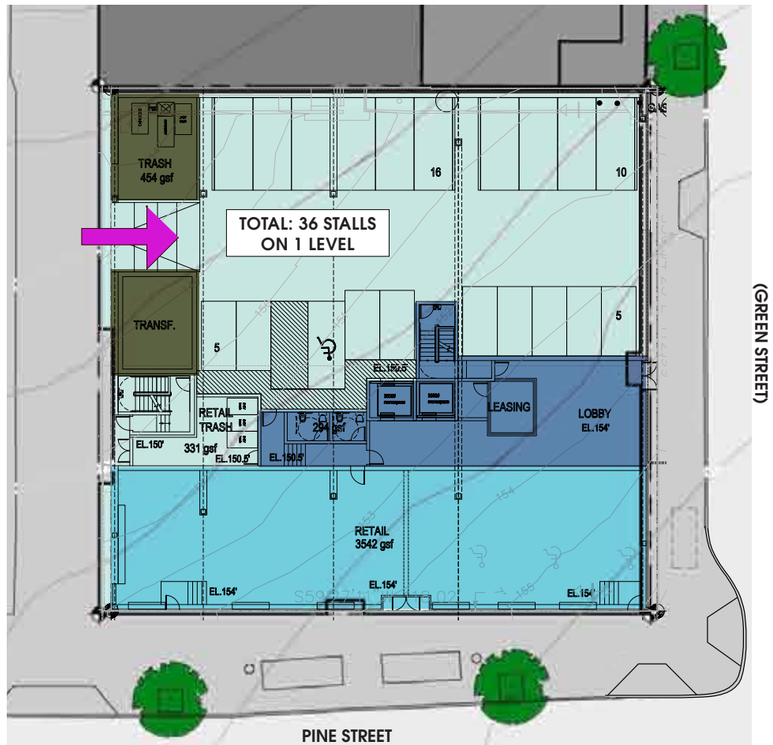
	STANDARD	REQUIREMENT	REQUEST	APPLICANT'S JUSTIFICATION
#1	SMC 23.49.019.B1 & B.2: Parking location within Structures	1. Parking at street level. a. On Class I pedestrian streets and designated green streets, parking is not permitted at street level unless separated from the street by other uses, provided that garage doors need not be separated. 2.b. The Director may permit more than four (4) stories of parking above the first story of the structure, or may permit other exceptions to subsection B2a(1) as a Type I decision if the Director finds that locating parking below grade is infeasible due to physical site conditions such as a high water table or proximity to a tunnel. In such cases, the applicant shall place the maximum feasible amount of parking below grade before more than four stories of parking above the first story shall be permitted. Site size is not a basis for granting an exception under this subsection 2b.	To allow parking at grade off 9th Avenue, a Green Street.	-The site is difficult to develop with a tunnel below grade, eliminating the ability to locate parking below grade. The construction type for the project (5 levels of Type 5 over 2 levels of Type 1) further limits parking quantities and location (location must be on a Type-1 level). The parking location is further reduced by the 8' to 10' tall trusses that occupy the second level of parking. This leaves only the ground floor level available for parking. The existing use on the site is a surface pay parking lot with 1 curb cut off 9th Avenue. This proposal will eliminate the curb cut further improving the pedestrian safety on a green street. The facade between the parking garage and the ROW will be developed with visual interest that will be further enhanced by the residential lobby adjacent to the garage.
#2	SMC 23.49.058.F.2: Upper Level Setbacks	When a lot in a DMC or DOC2 zone is located on a designated green street, a continuous upper-level setback of fifteen (15) feet shall be provided on the street frontage abutting the green street at a height of forty-five (45) feet.	The project proposes a setback of two (2) feet from the sidewalk at 9th Ave to the under-side of Level 2 (ranges from 13' to 17' above grade).	The proposed development is small in scale; the full setback requirement would make the floor plan impractical for the proposed building height of 70 feet. Since the project will not develop the allowable full zoning height, the shadow impact on the street is radically reduced. As shown in massing option C, the upper level setback at 9th limits the opportunity to reinforce the street facade, creating a volume and setback that do not respond to surrounding context. The upper level setback pushes the massing to the west, creating awkward units, limiting the light and air for west facing units and reducing the open space adjacent to the Camlin pool.
#3	SMC 23.49.056.F.4: Terry and 9th Avenues Green Street Setbacks.	A 2 foot wide setback from the street lot line is required along the Terry and 9th Avenue Green Streets within the Denny Triangle Urban Village. The Director may allow averaging of the setback requirement of this subsection to provide greater conformity with an approved green street plan.	The project proposes a setback of two (2) feet from the sidewalk at 9th Ave to the under-side of Level 2 (ranges from 13' to 17' above grade).	Due to the small scale of the project, the shadow/shade impacts at the 9th Ave are minimal compared to a high rise tower occu-pying the site. The proposed development will provide extensive landscaping at the ROW along 9th and including within the 2' setback to create an inviting pedestrian environment.
#4	SMC 23.53.035 Structural building overhangs.	Vertical bay (projecting) windows, balconies (other than balconies used for primary access), and similar features that increase either the floor area of the building or the volume of space enclosed by the building above grade, shall be: - maximum horizontal projection - 3 feet - maximum length of each bay - 15 feet ...reaching a max. of 9 feet along a line parallel to and at a distance of 3 feet from the line establishing the open area - minimum horizontal separation between bays - 2 feet	The project proposes to create a single larger bay on both street facades rather than a series of smaller codecompliant bays.	The bays will encompass only 172 gsf, whereas a series of code compliant bays would encompass 486 gsf. The bay design on both facades responds to the primary building entrances and emphasizes the change of use along 9th Avenue (Downtown Design Guideline B-4).

DEPARTURE REQUEST #1 DIAGRAM

Although no parking is required for zoning, market-rate housing proposed for this site requires an adequate amount of on-site parking.

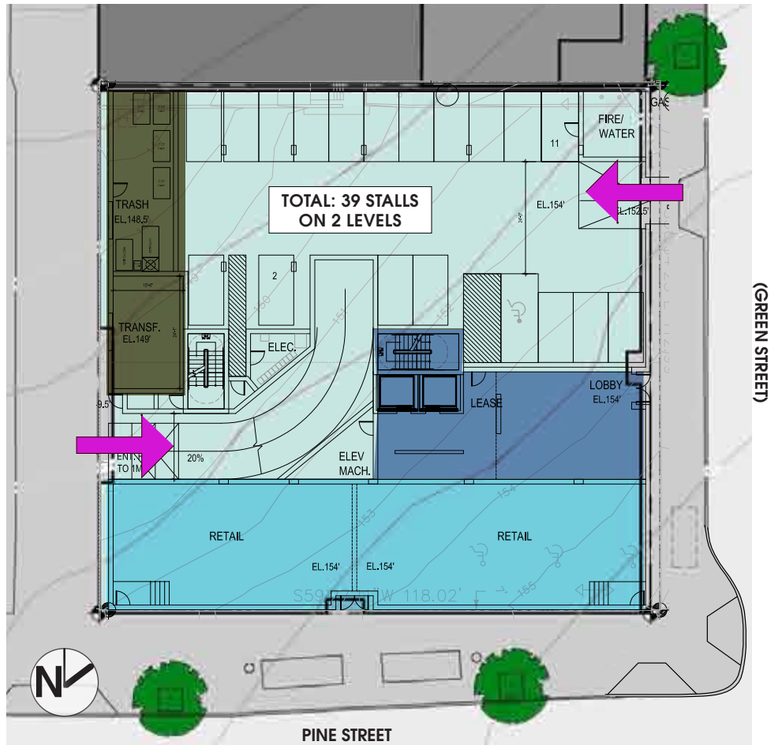
Parking location is limited by a couple of factors:
1. Due to the tunnel, no below-grade parking allowed.
2. The small footprint of the site (113' x 118') and the corner location limits where an efficient parking garage can be located: Retail is proposed along Pine while the lobby and leasing is on 9th. Trash and the transformer are located off the alley. As a result, limited space is left for the parking.
3. The 8' drop in grade across the site and the shallow lid of the tunnel further limits where the parking can be accessed.

OPTION A (PREFERRED)



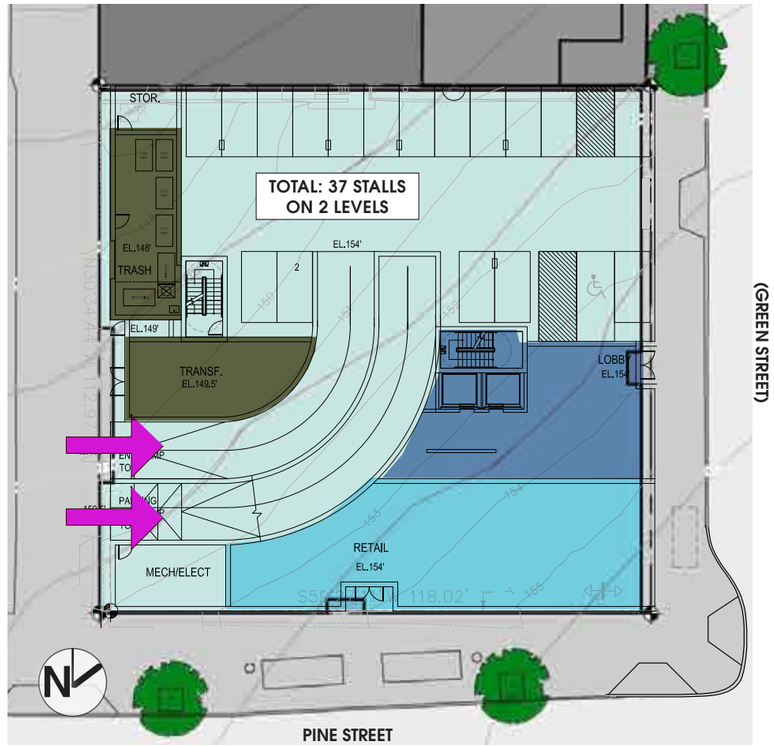
Option A eliminates the curb cut on 9th Avenue but is limited to only 1 level of parking at grade, to be accessed off the alley. In order to provide adequate parking, tri-level car parking stackers are needed for this scheme.

OPTION B



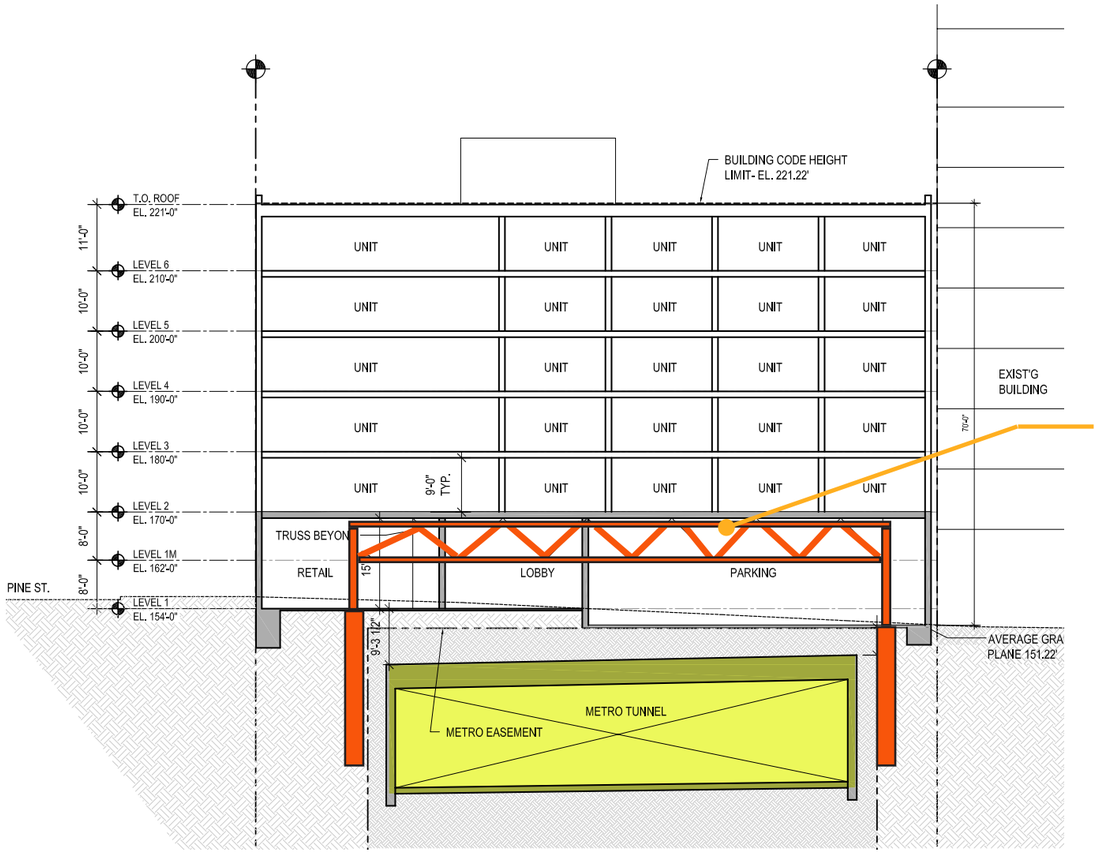
Option B has parking on Level 1 and Level 1M. The 8' drop in grade across the site and the shallow lid of the tunnel further limits where the parking can be accessed. As a result, the most efficient means for 2 levels of parking is to retain the curb cut on 9th to access L1 parking. The parking ramps decrease the efficiency of the small site (reduced depths of retail will limit potential retail tenants).

OPTION C

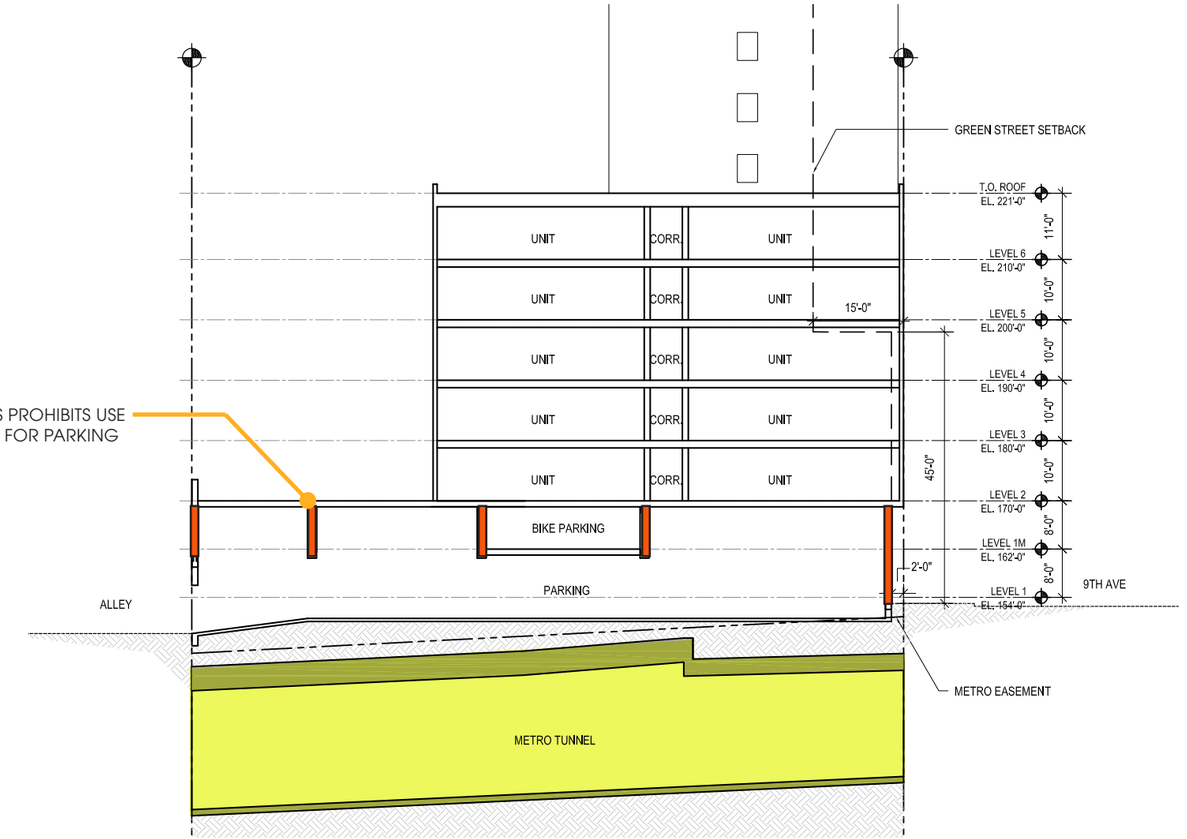


Option C has parking on Level 1 and Level 1M and eliminates the curb cut on 9th Avenue.
As noted on Option B, the grade change limits where the parking can be accessed. The parking ramps decrease the efficiency of the small site (reduced depths of retail will limit potential retail tenants).

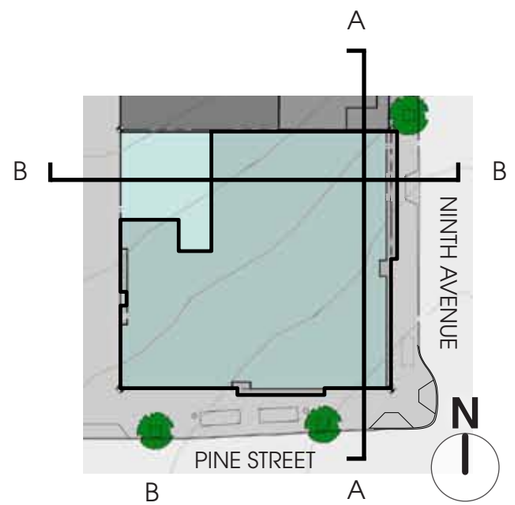
OPTION A - NORTH -SOUTH SECTION (A - A)



OPTION A - EAST-WEST SECTION (B - B)



EXAMPLE OF SEMI-AUTOMATED CAR PARKING STACKER PROPOSED FOR PROJECT



DEPARTURE REQUEST #2 & 3 DIAGRAMS

Departure Request #2
SMC 23.49.058.F.2: Upper Level Setbacks

Departure Request #3
SMC 23.49.056.F.4: Terry and 9th Avenues Green Street Setbacks.

AXONOMETRIC BUILDING

Zoning envelope

15' departure is requested for Levels 4-6

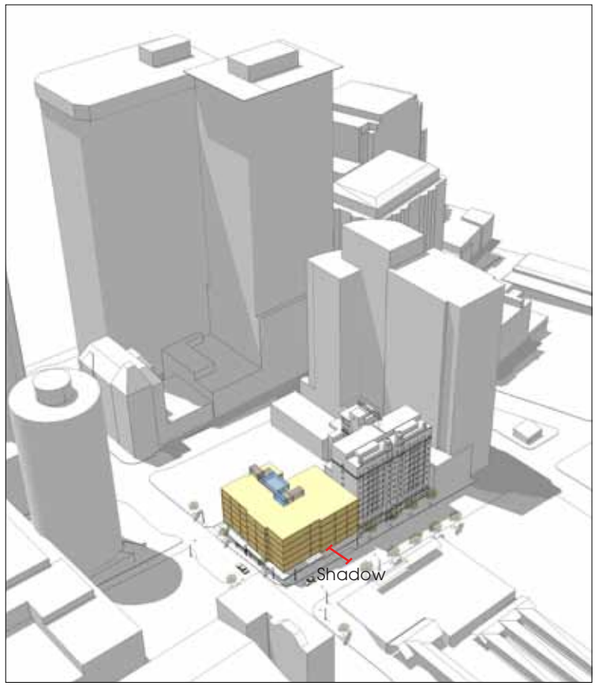
See Departure request #4

15' horizontal setback required at 45 feet above grade

2' departure is requested above the underside of Level 2. 2' setback is provided at the ROW to the underside of Level 2

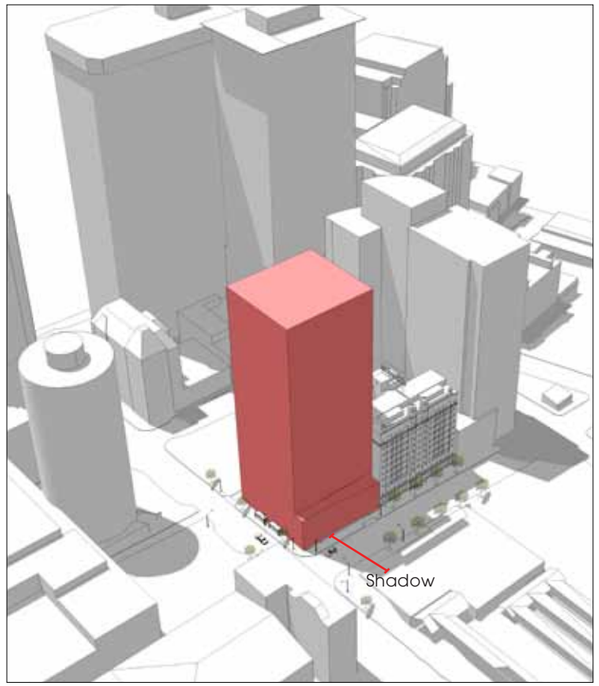
2' continuous setback along green street

SHADOW IMPACT MIDRISE SCHEME WITH DEPARTURES



SUMMER SOLSTICE 1:OO PM

SHADOW IMPACT HIGH-RISE SCHEME, NO DEPARTURES



SUMMER SOLSTICE 1:OO PM

Due to tunnel constraint, the project is not maximizing its zoning potential. As a result, the proposal will have significantly less shadow/ shade impact on 9th Avenue than what is allowed had a high rise been developed on this site.

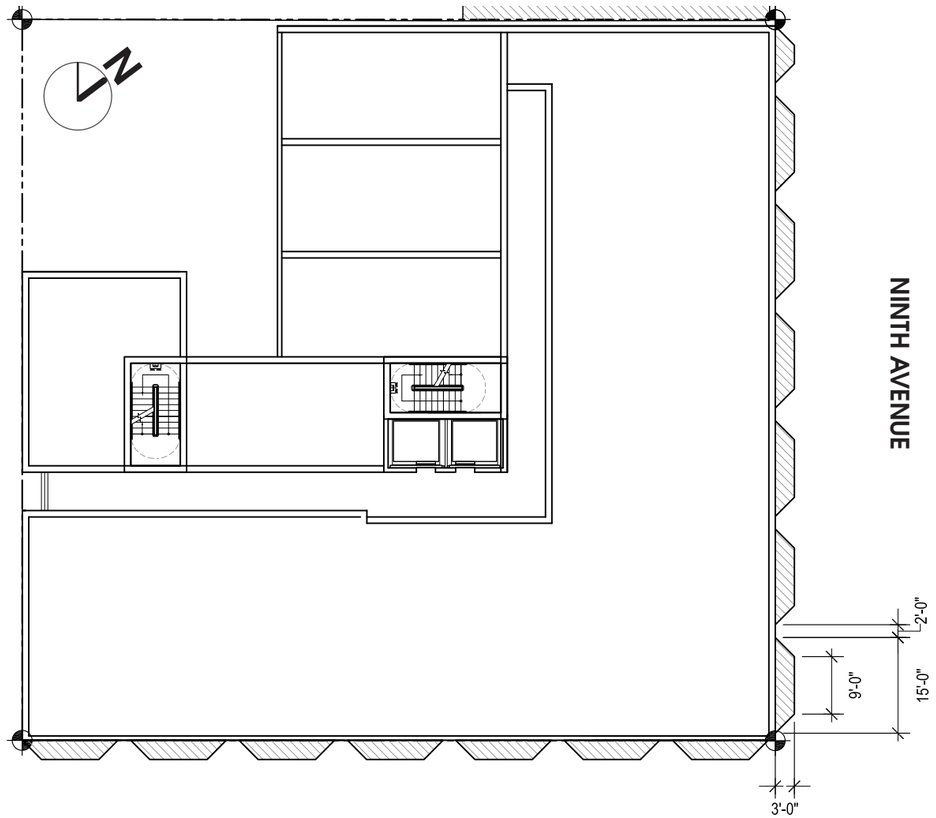
OPTION C

Setting the building back 15' at 45' above grade creates a massing along 9th Avenue that does not respond to surrounding context and limits the opportunity to reinforce the street facade.

Departure Request #4

SMC 23.53.035: Structural Building Overhangs

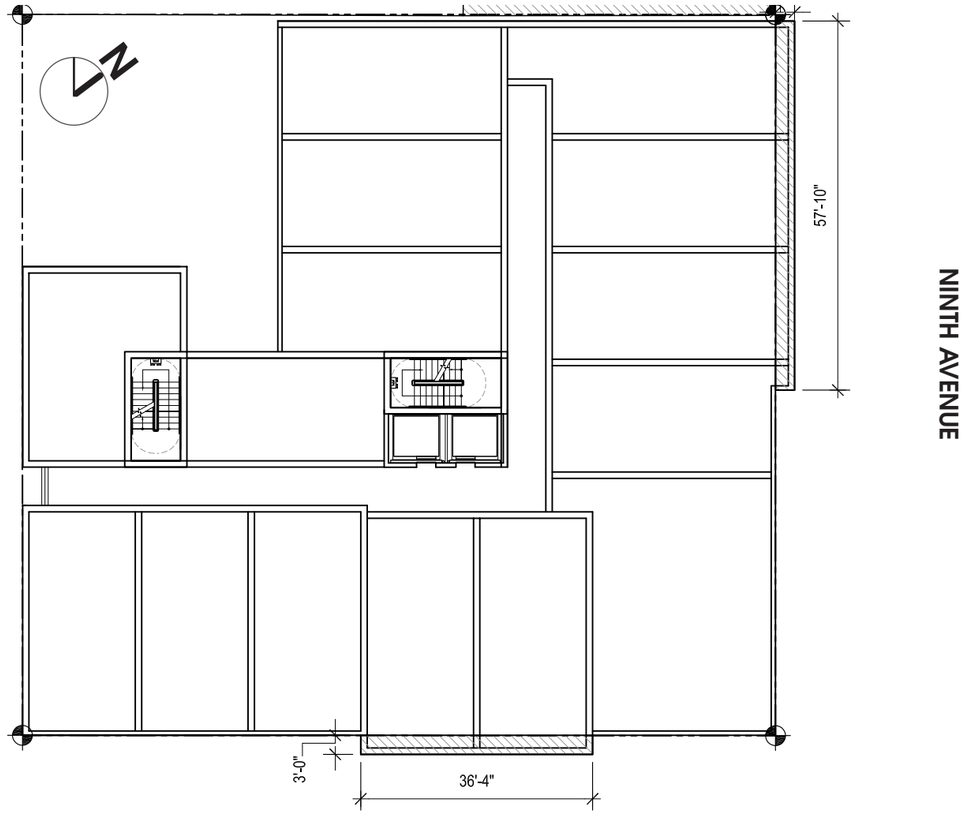
CODE COMPLIANT BAYS ON TYPICAL RESIDENTIAL FLOOR PLAN



PINE STREET

SUM OF SHADED AREA: 486 SF

PREFERRED OPTION A- TYPICAL RESIDENTIAL FLOOR PLAN



PINE STREET

SUM OF SHADED AREA: 280 SF

The bays will encompass only 280 sf, whereas a series of code compliant bays would encompass 486 gsf. The proposed bay design emphasizes the primary building entrances on Pine Street and 9th Avenue and reflects the change of use along the 9th Avenue street facade.

ZONING SUMMARY

2.0 ZONING DATA

2.1 Street Classification:

9th Ave - Green Street
Pine St - Principal Transit street, Class 1 Pedestrian Street — Street level use required

2.2 Structure Height: *SMC 23.49.008*

Base height limit for nonresidential and live/works:		500'
Base height limit for residential:		300'-500'
	Provided:	70'

Rooftop features:
Projections allowed above height limit: clerestories, guardrails, elevator/stairs overruns

2.3 Street Level Use: *SMC 23.49.009*

Required on Pine St only

General Sales/Services	Permitted		
Retail Sales	Permitted		
Eating/Drinking Establishments	Permitted		
Standards:			
Min. 75% of frontage must have required street use,		Provided:	100%
25% ok for pedestrian and vehicular entrances		Provided:	0%
Uses must be within 10' of street property line		Provided:	see plans
Pedestrian entrances allowed no more than 3' above or below the sidewalk grade		Provided:	see plans

2.4 Street Façade & Street Setback:

SMC 23.49.056.A.1

Min. façade height:	Class 1 Ped. Street (Pine): 35'	Provided:	-
	Green Street (9th Ave): 25'	Provided:	-

SMC 23.49.056.B.2

Façade setback limits:

Max. setback width at intersection: 10'; min. conforming distance: 20'	Provided:	0%

SMC 23.49.056.C.1 & 2

Façade Transparency required: min. 60% at nonres. shall be transparent	Provided:	-

SMC 23.49.056.D

Blank facades permitted:	no segment longer than 15 ft total blank facade < 40%	Provided:	-

SMC 23.49.056.F.4.a

9th Avenue Green Street Setback: 2' wide setback required at 9th Ave		Provided:	2' at grade departure request
50% of setback area must be landscaped		Provided:	See landscape dwgs

2.5 Upper Level Development Standards:

SMC 23.49.058.F

Upper level setbacks on green street:	Setback 15' at a height of 45'	Provided:	departure req

2.6 General Requirements for Residential Uses:

SMC 23.49.010

B.1. Common Recreation Area required

Provide area 5% of total gsf in residential use, exclude gsf gained thru SMC 23.49.015	5% of	50,650	=		2,533 sf
B.2. Max. 50% of common residential area may be enclosed			Max allowed	1,266 sf	Refer to T0.2
B.3. Min. horizontal dimension: 15'; Min. area allowed: 225 sf exception: min. horizontal dimension for landscaped setback area at street level: 10'			Provided:	Compliant	
B.4. Common rec. area provided as open space at street level counts 2x the actual area				N/A	
B.9. For lots abutting green streets, up to 50% of common rec area can be met by contributing to the development of a green street					

Enclosed provided	1,266	max allowed
Exterior provided	2,000	
Total provided	3,266	

2.7 Floor Area Ratio *SMC 23.49.011*

Base FAR : 5 Max FAR 14
FAR : **5**

Lot Area:		13,335 SF
Floor Area (excluding below grade, street level use, residential use):		24,417 SF
FAR provided:	Provided:	**1.83**

2.8 Open Space *SMC 23.49.016*

20 sf required for each 1000 sf of office space — N/A

2.9 Overhead Weather Protection *SMC 23.49.018*

Continuous weather protection required along the entire street façade except at driveways & where bldg. setback is more than 5' from property line — Provided: See plans
Min. dimension: 8' Lower edge: 10' above sidewalk, Maximum edge: 15' above sidewalk
Adequate light required -can be located on façade or canopy

2.10 Parking Quantity & Access *SMC 23.49.019*

No parking required in downtown zones

SMC 23.49.019.B.1 & B.2.b

Parking at street level is not permitted on Class I Pedestrian streets & Green streets	Provided:	Pine St
unless separated from street by other uses		9th departure request

Parking may be permitted above the first story of the structure if
Director finds locating parking below grade is infeasible due to proximity to a tunnel

SMC 23.49.019.C

Maximum parking for nonresidential use: 1 space per 1,000 sf	Provided:	0

SMC 23.49.019.D

Ridesharing/ transit incentive program required for more than 10,000 sf nonresidential use		N/A

SMC 23.49.019.E

Bike parking required:	Residential use - 1 space for every 2 dwelling units	Provided:	37 stalls

SMC 23.49.019.G/ 23.54.030

Off-street loading		N/A

SMC 23.49.019.H.1

Curb cuts	Provided:	off alley

SMC 23.49.019.I.1.d, 23.54.030

Driveway sight triangle: provide mirrors	Provided:	mirrors provided

SMC 23.49.022 Map 1C

9th Avenue: min. sidewalk width: variable	Provided:	~12'
Pine St: min. sidewalk width: 18'	Provided:	~22'

SMC 23.54.030.D.1.a

Driveway:	For residential uses, driveways less than 100' in length that serve 30 or fewer spaces min. 10' one-way or two-way Proposed driveway width =	Provided:	12'

SMC 23.54.030.F.1.b

Curb cuts:	For residential uses: curb cuts shall not exceed 10' Proposed curb cut width=	Provided:	0

Provided Parking

Commercial					Residential				
	S	M	L	ADA	S	M	L	ADA	totals
L1					15			1	16
L1M					21				21
subtotal					36			1	37

2.11 Transportation concurrency level of service standards *SMC 23.49.021*

SMC 23.52.002 — N/A

Construction of a new structure is exempt from chapter 52

2.12 Noise Generators: *SMC 23.49.025*

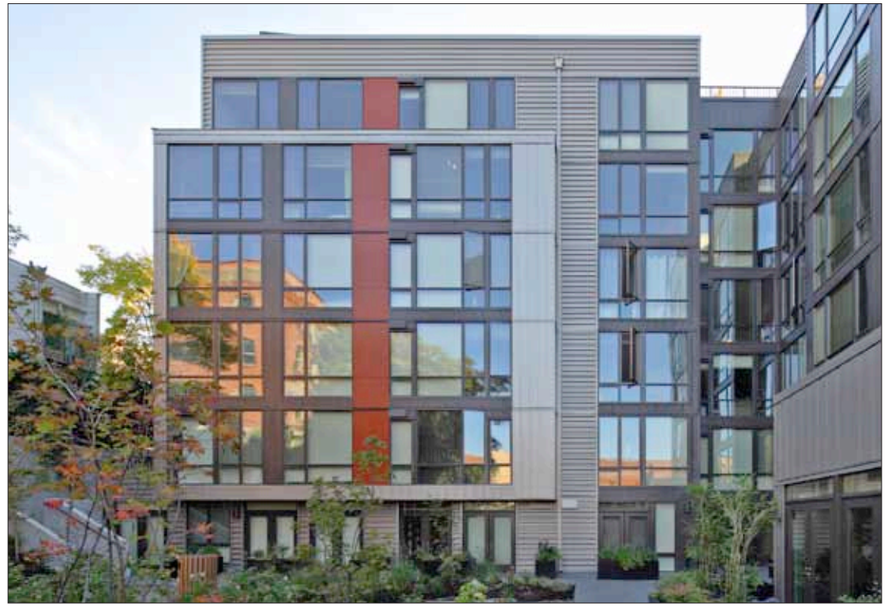
When noise generators located outdoors (heat exchangers, refrigeration, etc.) acoustic report shall be provided describing measures to be taken so that noise complies with standards

2.13 Solid Waste: *SMC 23.49.025 / 23.54.040*

Required for residential use, 51-100 units:	375 sf + 4 sf for each add'l unit above 50 = 471 sf min.
Required for nonresidential use, 0-5000 sf:	82 sf min.
Mixed use development required res. Plus 50% for non res.	Min. required: 455+ 41 = 553 sf min.

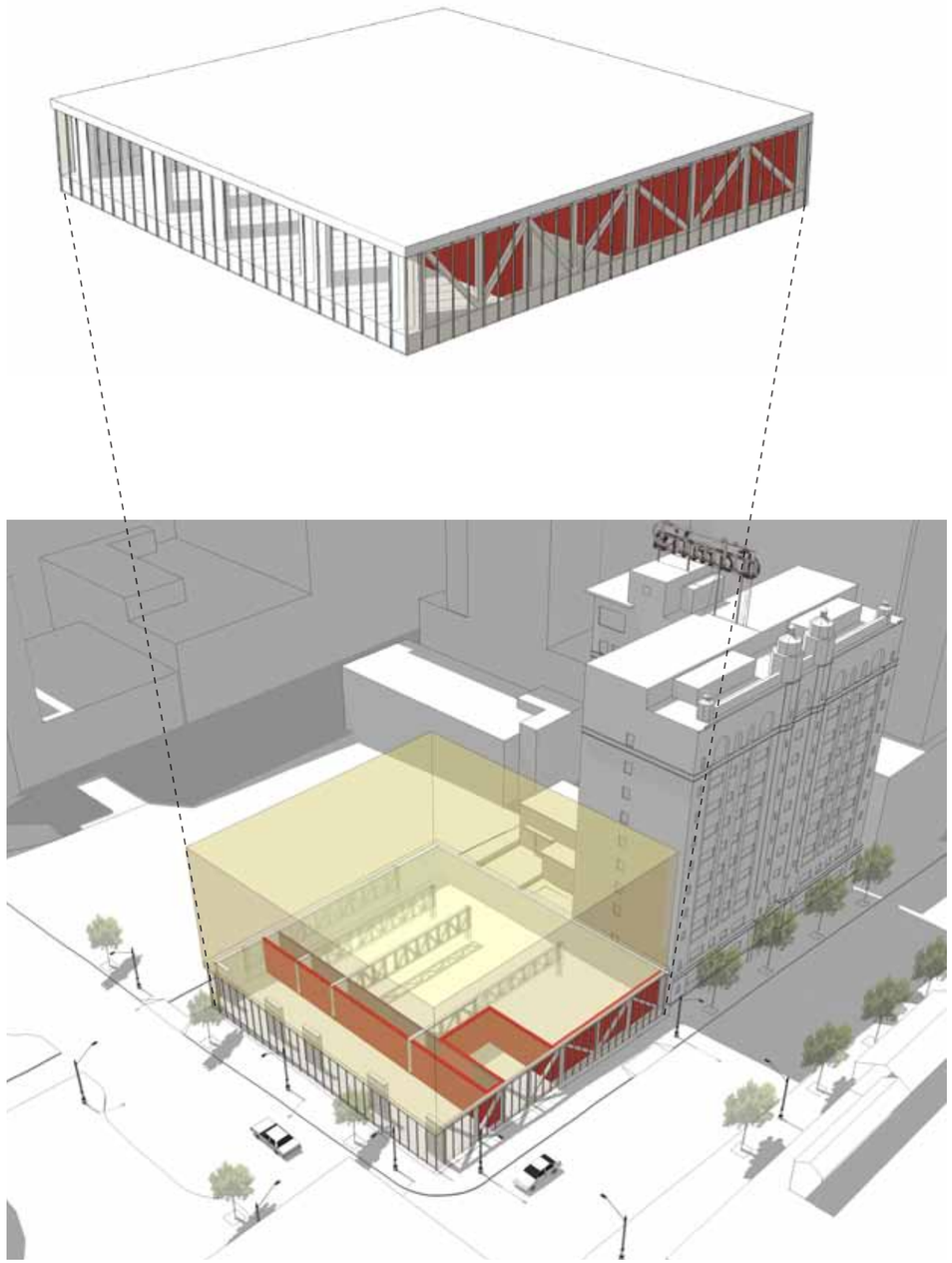
Separate space for recycling to be provided
No dimension less than 12 ft
Access for service provider to storage space for containers 2 cu yds or smaller
50 ft max distance from curb cut to be manually pulled
Max grade 6% for ramp
Gate or access routes min. 10' wide

RUNBERG ARCHITECTURE GROUP



CHARACTER IMAGES

CONCEPT DIAGRAM: STREET LEVEL

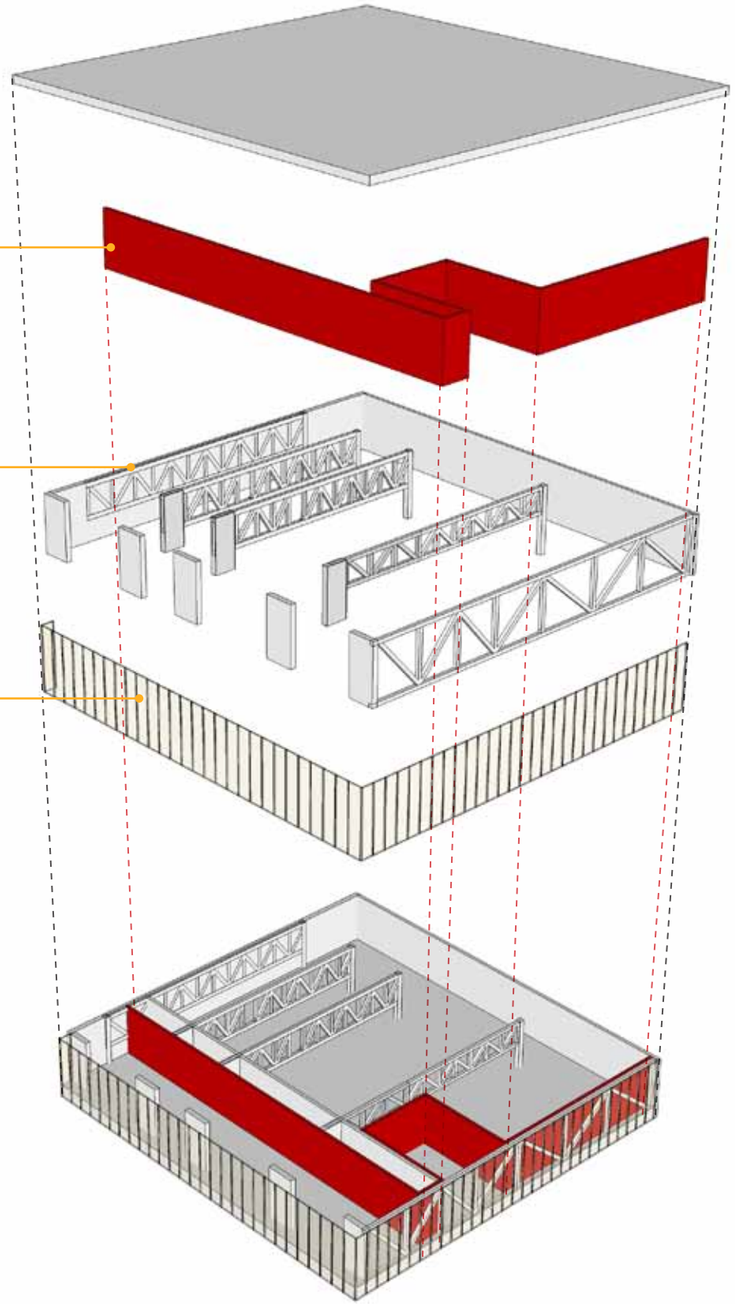


"RIBBON"

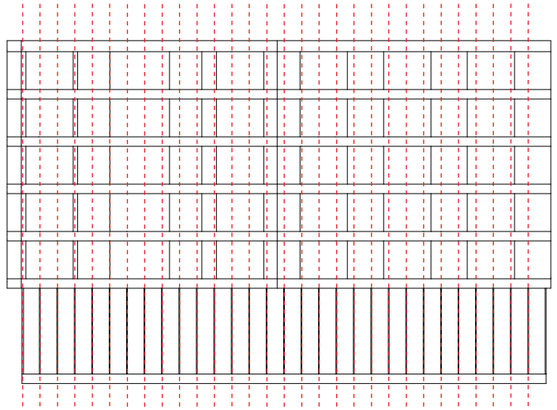
Ribbon defines spaces and programs

Structure System
Trusses and Concrete Shear Walls

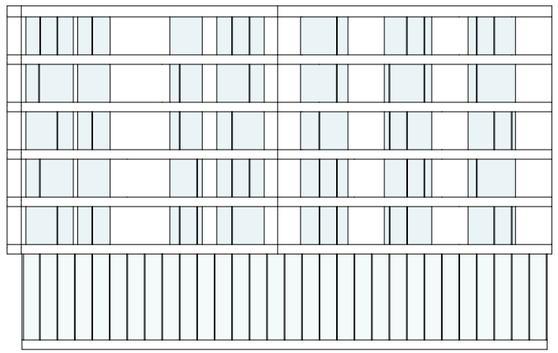
Continuous Glazing



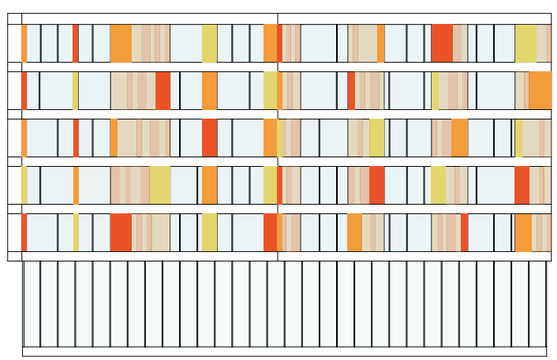
1 Vertical datum of ground floor glazing system informs:



2 Unit window stacks mullion pattern



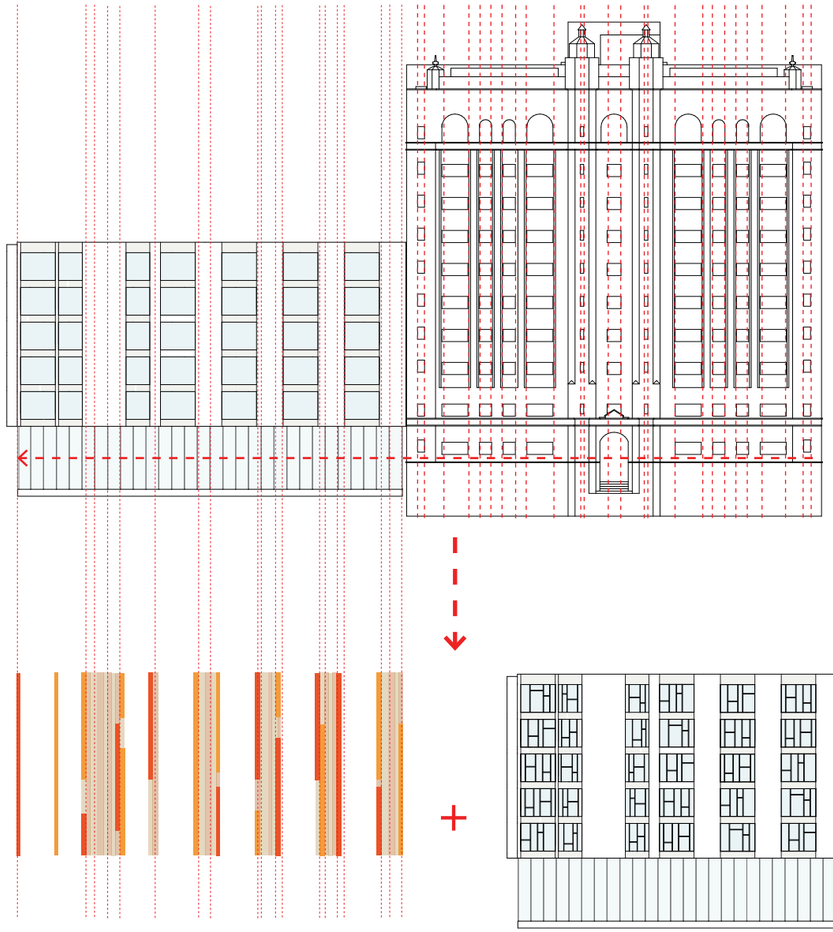
3 Pattern on solid wall to imply MOVEMENT



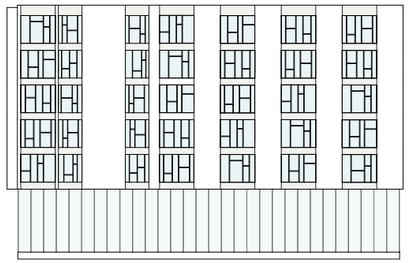
4 Horizontal Skin

CONCEPT DIAGRAM 2: RESIDENTIAL LEVELS

1 Camlin Hotel facade cues inform vertical pattern

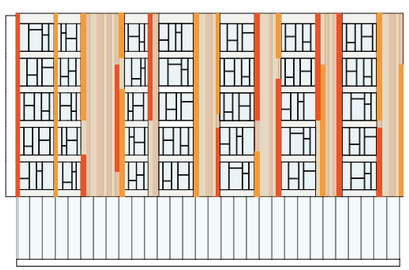


2 Vertical skin



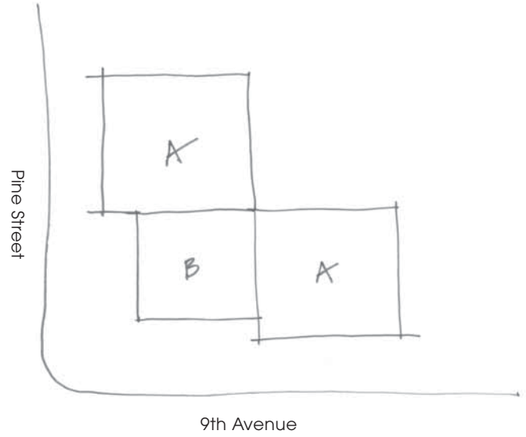
3 Vertical unit window organization
Horizontal mullions break down scale

4 Combine vertical skin + window stacks

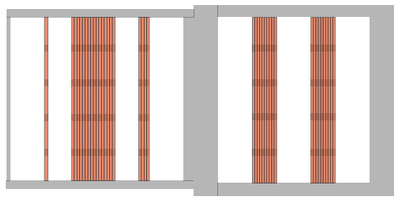


5 Vertically oriented skin wraps building

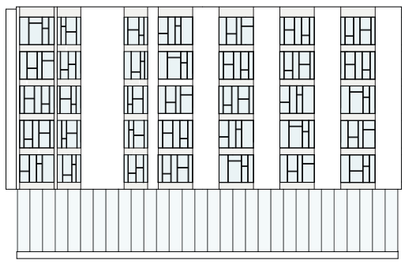
1 3 Bays: Middle bay recessed to define corner



2 9th Ave Elevation
Frames define the volumes



3 Unit window organization
Mullion pattern defines human scale



4 Combine frame + window stacks

5 3 Bay Scheme