1601 9TH AVENUE

DESIGN RECOMMENDATION MEETING

DPD #3012469
SEPTEMBER 11, 2012

TEUTSCH PARTNERS
Real Estate Services

Contact:
John Walker
Teutsch Partners
2001 Western Avenue, Suite 330
Seattle, WA 98121

RUNBERG ARCHITECTURE GROUP
www.runberg.com

Contact:
Brian Runberg
Runberg Architecture Group
One Yesler Way, Suite 200
Seattle, WA 98104

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1905. Swedish Baptist Church at the Corner of 9th & Pine

1926. Camlin Apartments - historic landmark building

1988. Construction of Metro Bus Tunnel Under Third Ave. (Credit: Seattle P-I, Carly Tolman/SL0

1956. Paramount Theater - historic landmark building

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:

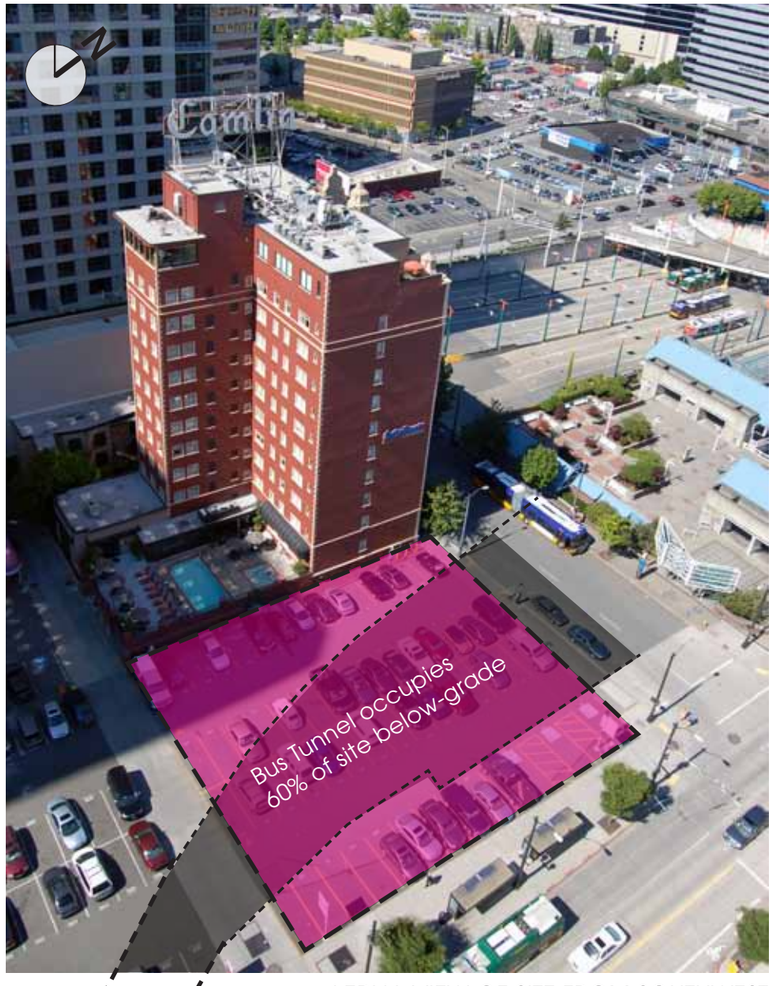
-74 residential units

-3000 square feet of viable and flexible retail on Pine Street, including a full service restaurant

-36 parking stalls

SITE CONTEXT
EXISTING CONDITIONS

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

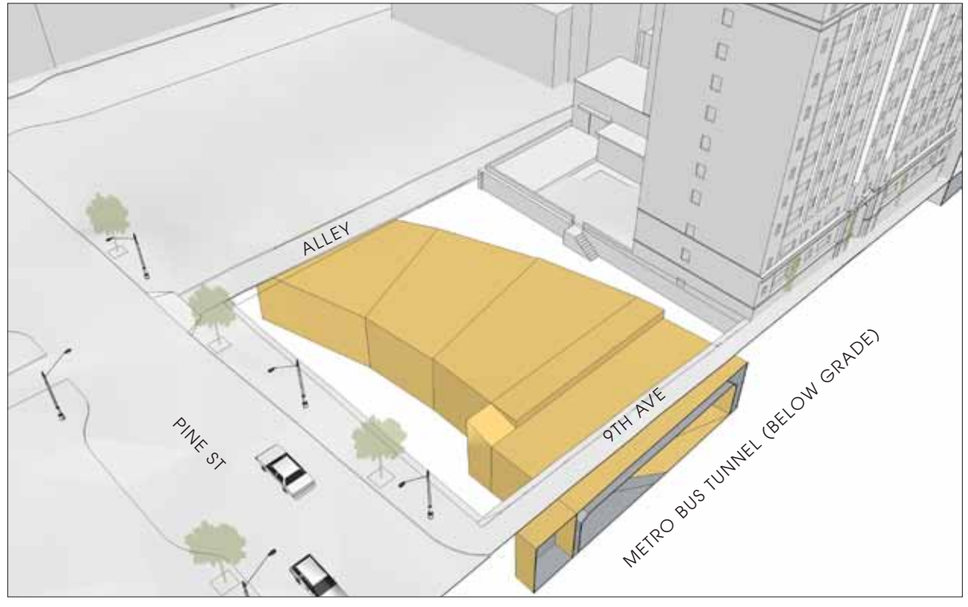


AERIAL VIEW OF SITE FROM SOUTHWEST

Metro bus tunnel below-grade
Designated Green Street
Sharrow (a traffic lane shared by vehicles and bicyclists)

METRO BUS TUNNEL IMPACT - BELOW GRADE

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.

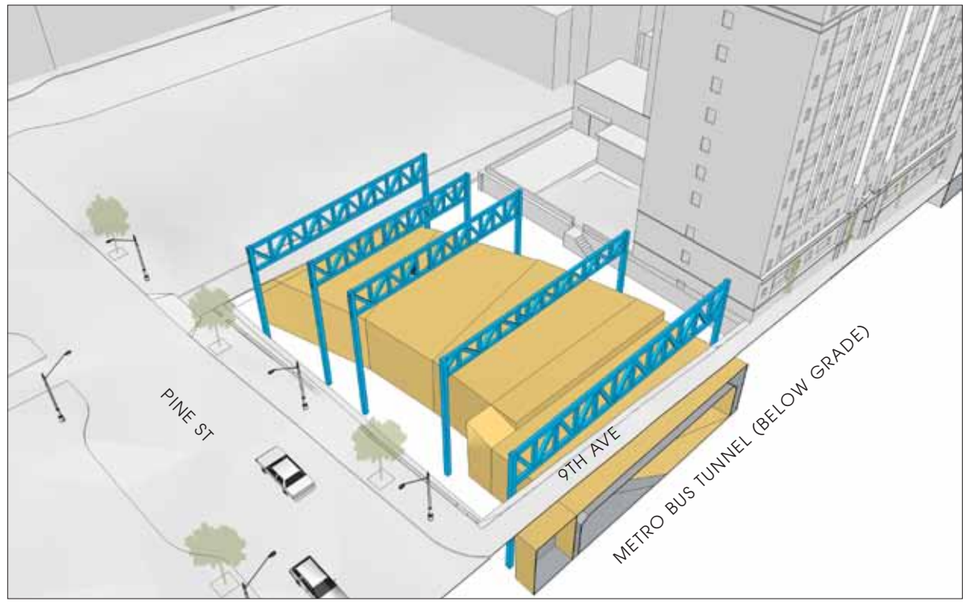


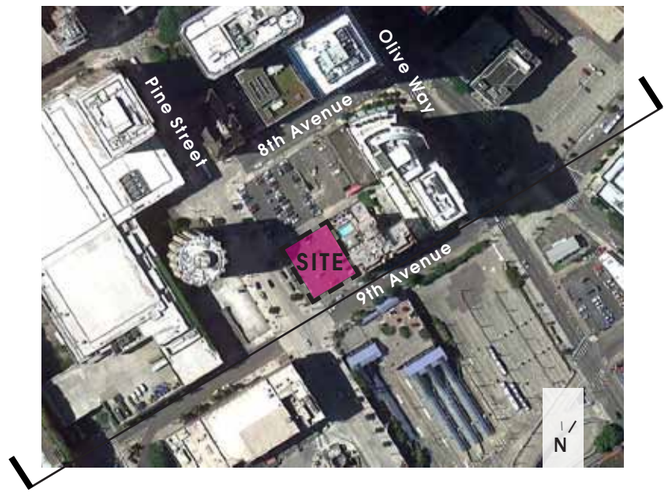
Above: Construction photos of metro bus tunnel

Left: Section through 9th Ave.

METRO BUS TUNNEL IMPACT - ABOVE GRADE

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.





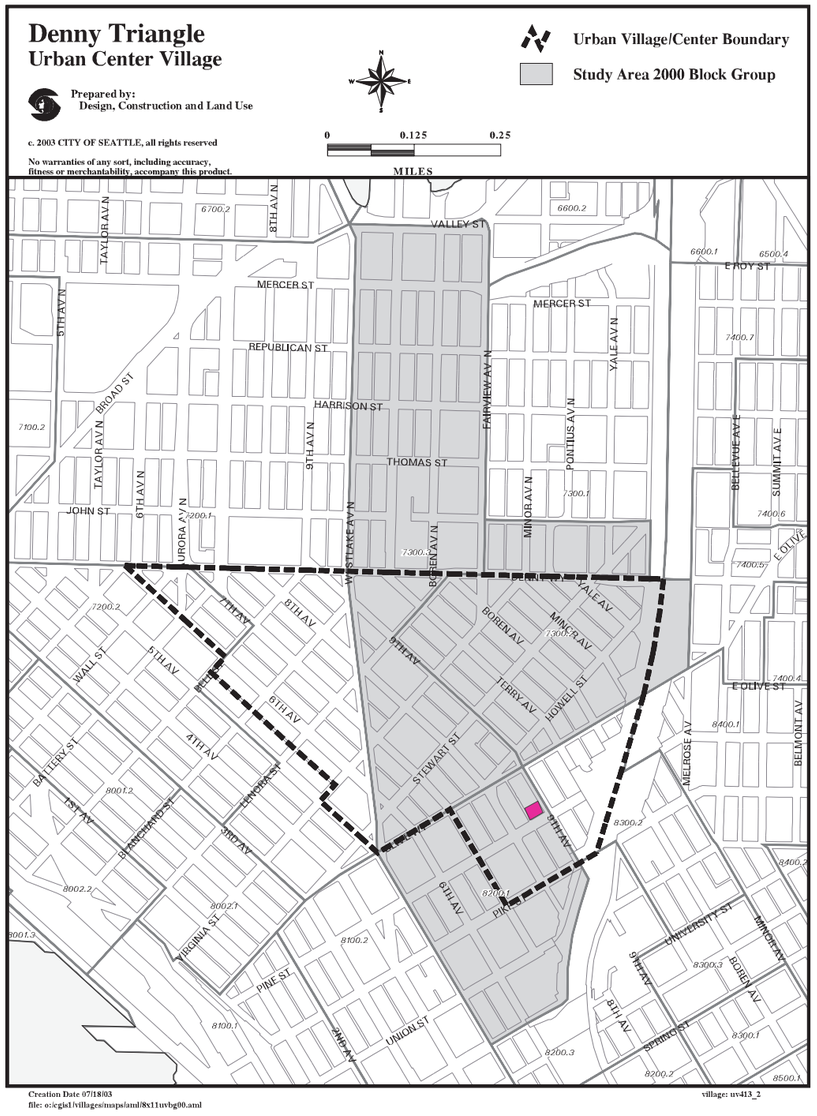
Far Left: Diagram of Proposed Structure

Left: Site plan showing section location

SITE CONTEXT
ZONING SUMMARY

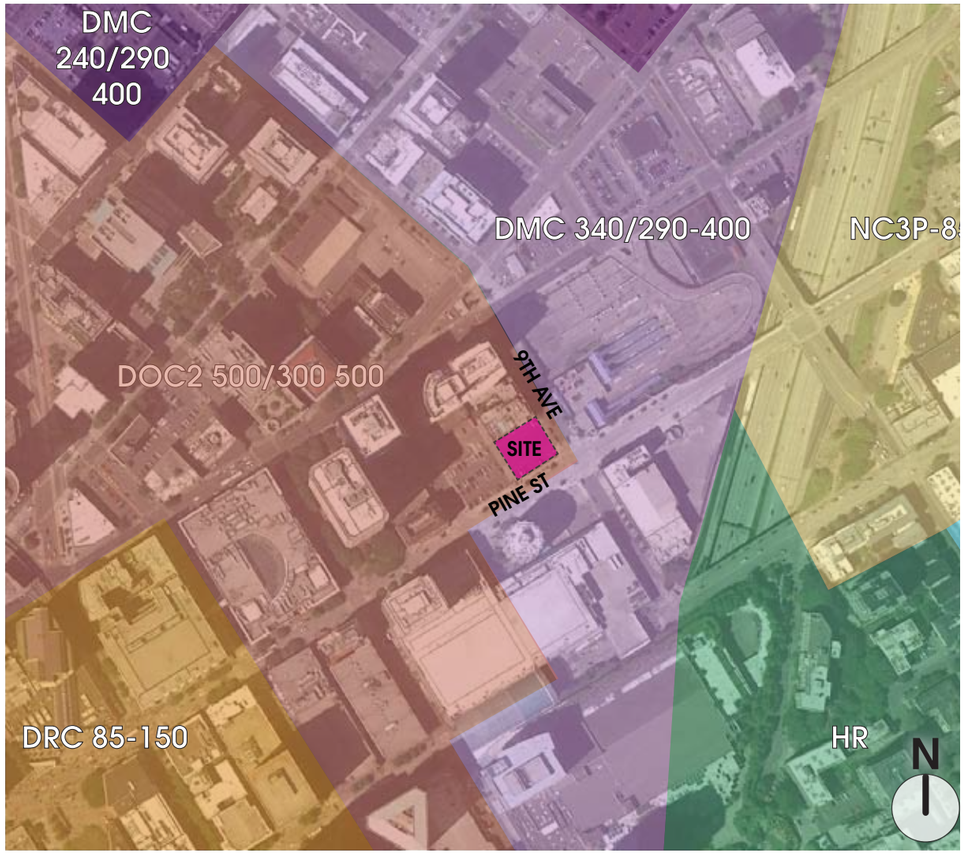
DENNY TRIANGLE URBAN CENTER VILLAGE

Project is located with in the boundary of the Denny Triangle Urban Center Village.



ZONING MAP

Project is located within the Downtown Office Core 2 zoning codes.



Downtown Office Core 2

Downtown Retail Core

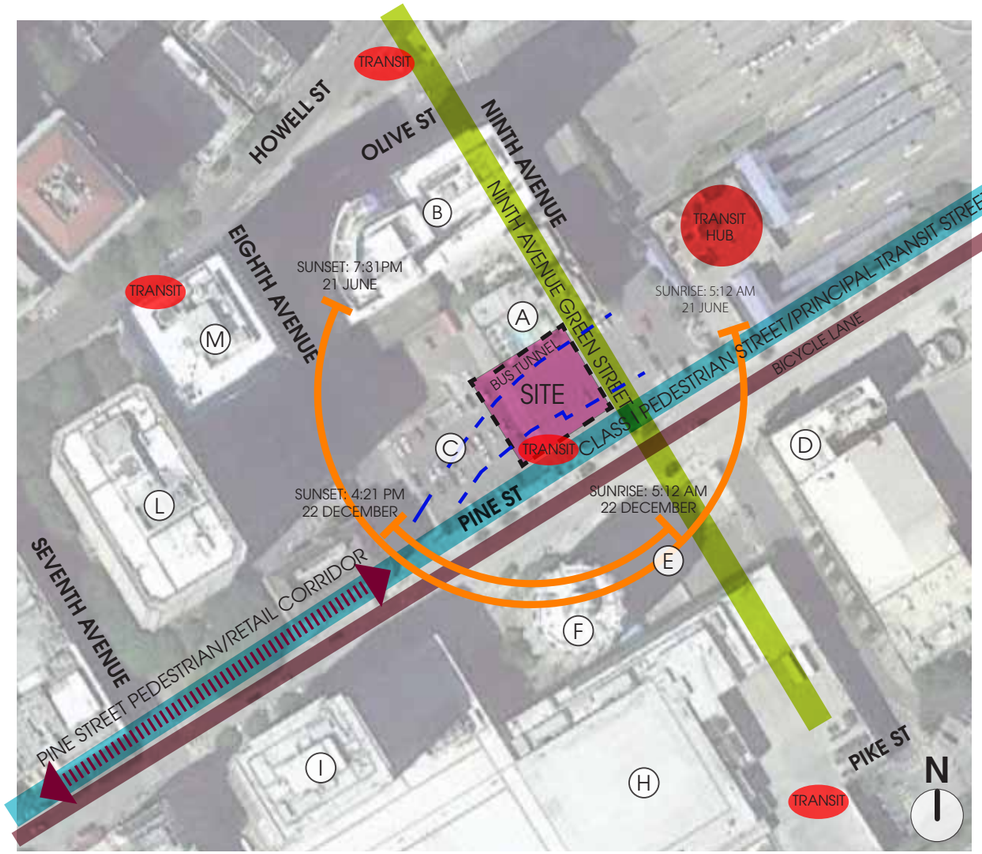
Residential, Multifamily, Midrise

Downtown Mixed Commercial

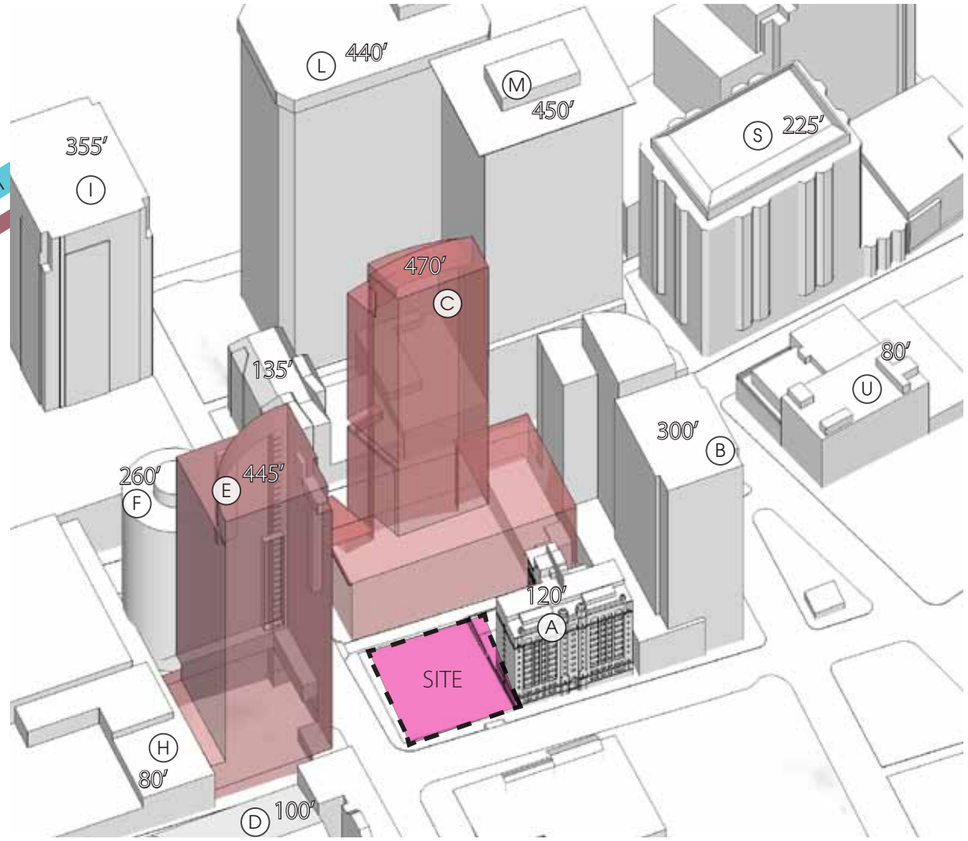
Neighborhood Commercial 3

Residential, Multifamily, Highrise

SITE CONSIDERATIONS



SITE CONSIDERATIONS



NEIGHBORING BUILDINGS

- **A** The Camlin - Hotel - 11 stories. 135 units (Landmark building)
- **B** The Olivian - Mixed-use Tower - 27 stories - 224 units
- **C** AVA (proposed) - Mixed-use tower. 38 stories - 221 residential units - 190 hotel suites
- **D** Paramount Theatre - Entertainment/Arts Venue (Landmark building)
- **E** 815 Pine (proposed) - Mixed-use tower - 40 stories - 325 units
- **F** 801 Pine - Mixed-use residential - 25 stories - 173 units
- **G** Convention Center
- **H** Grand Hyatt
- **I** Qwest Plaza
- **J** Hyatt/Olive 8 - Mixed-use tower - 39 stories -231 units - 346 hotel suites
- **K** 720 Olive Way Tower
- **L** Watermark Credit Union

SITE CONTEXT
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

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

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

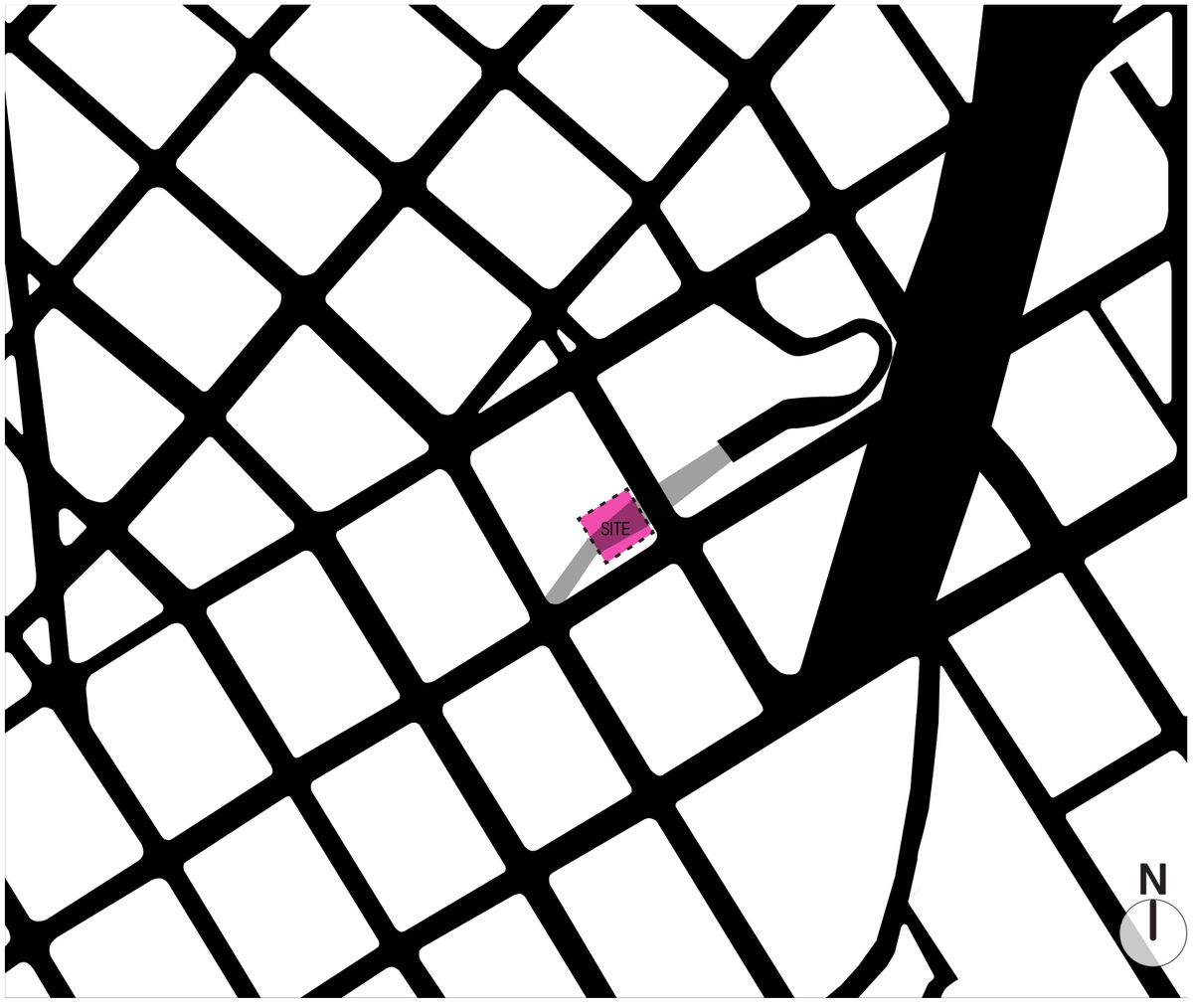
Walking distance to Light Rail (Westlake Center)

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



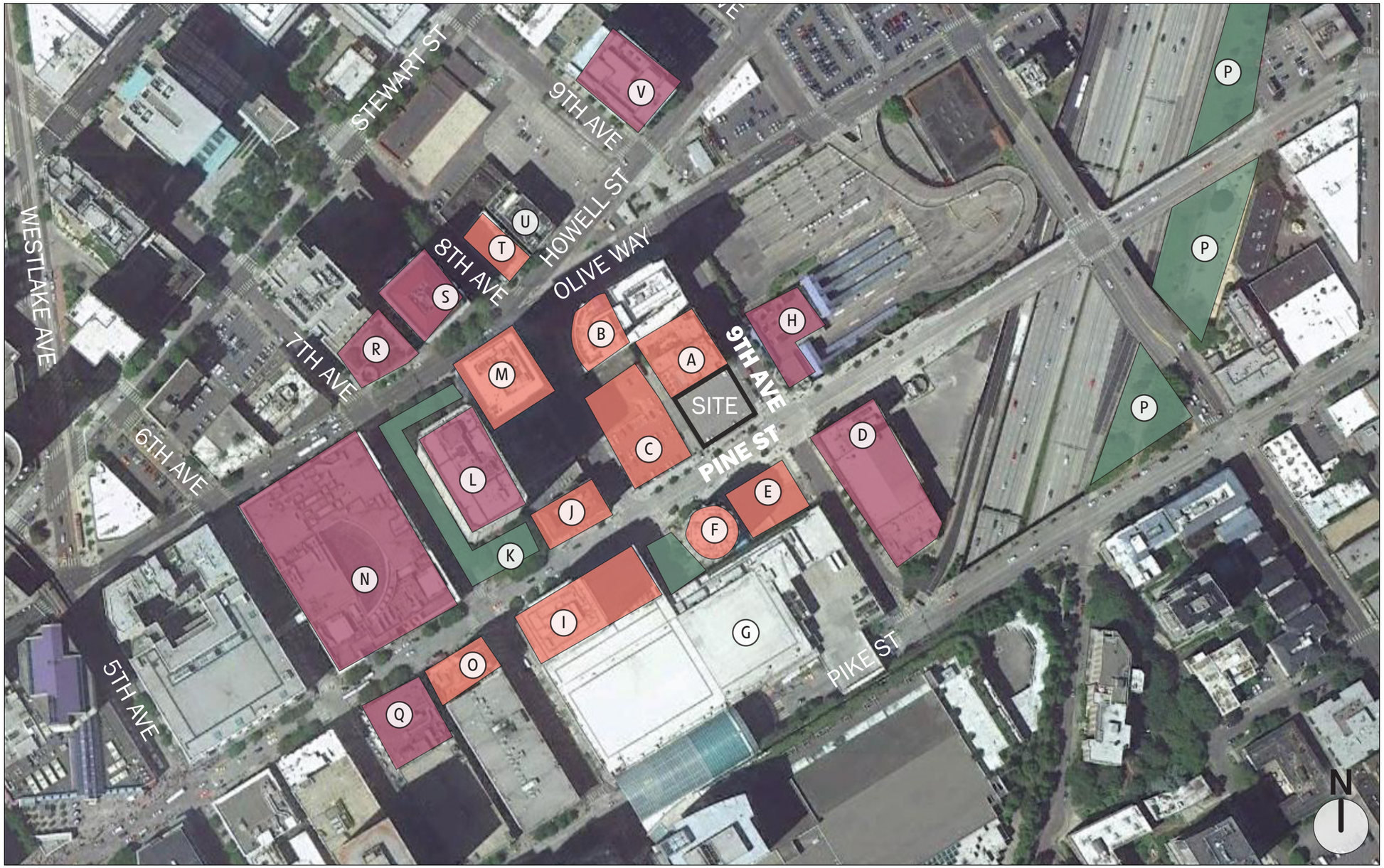
SITE CONTEXT
SURROUNDING BUILDINGS

SURROUNDING USES

The project responds to surrounding building uses: a mixture of commercial and residential and provides a roof deck open space for residents.

- Residential/Hotel
- Commercial
- Recreation/Open Space

A The Camlin
B The Olivian
C AVA (proposed)
D Paramount Theatre
E 815 Pine (proposed)
F 901 Pine Tower
G Convention Place Station
H Convention Cether
I Grand Hyatt
J Paramount Hotel
K Quest Plaza Open Space
L Quest Plaza
M Hyatt/Olive 8
N Pacific Place
O Roosevelt Hotel
P Plymouth Pillars Park & Dog Park
Q Salon/Retail Building
R Salon/Retail Building
S 720 Olive Way Tower
T Bonair Apartments Mixed Use
U Watermark Credit Union
V 1800 9th Ave Office Tower




A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D
PARAMOUNT


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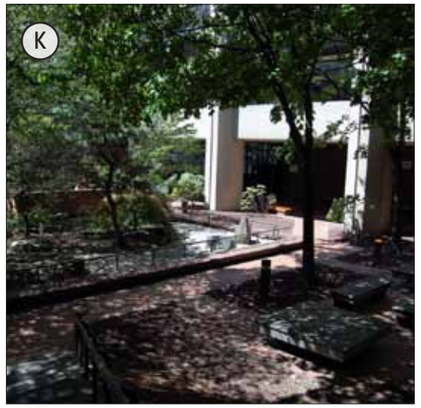
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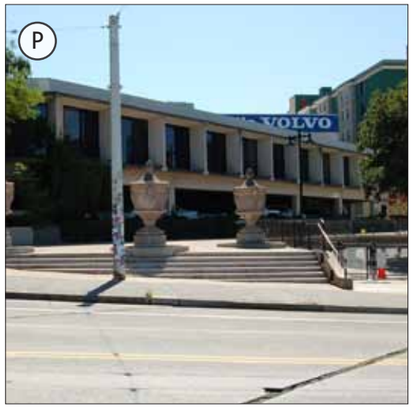
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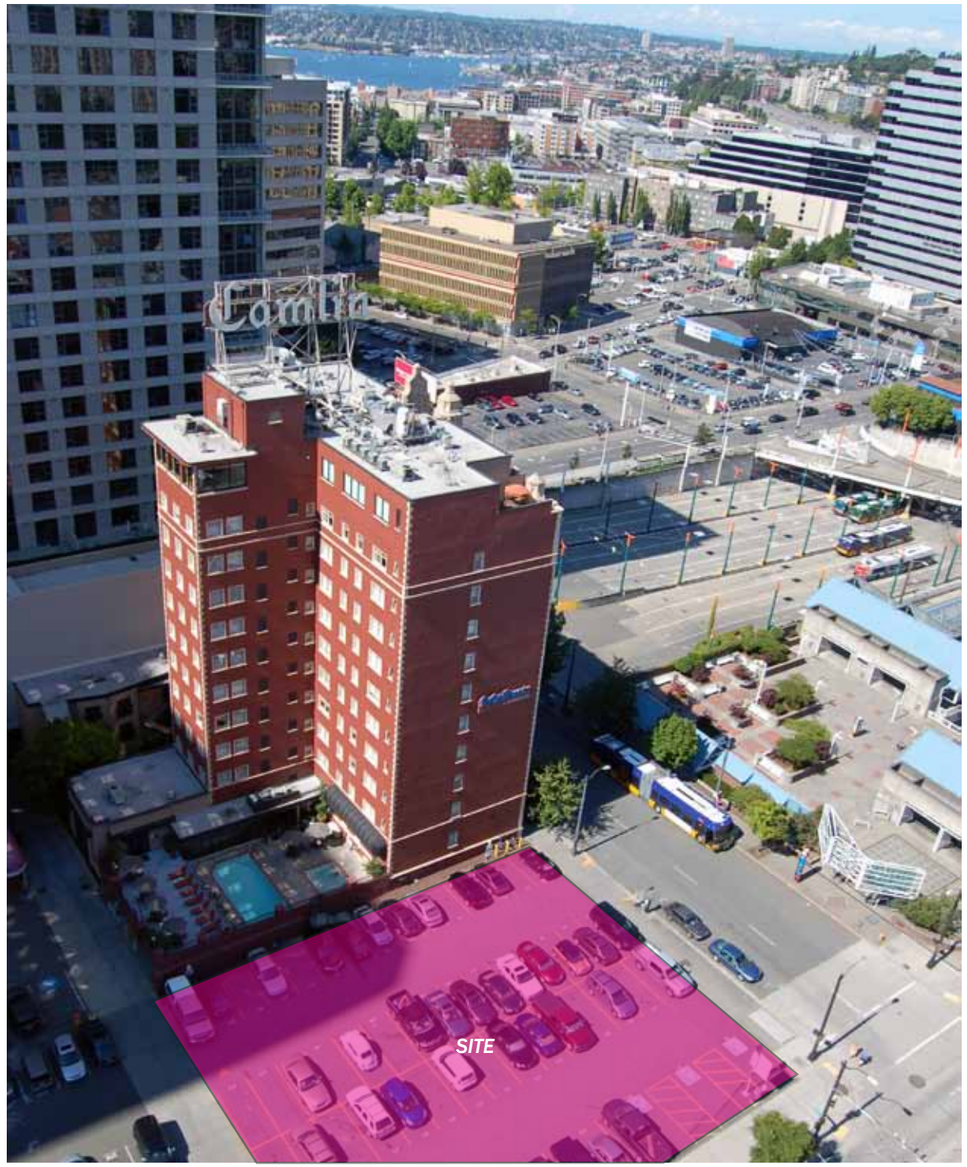
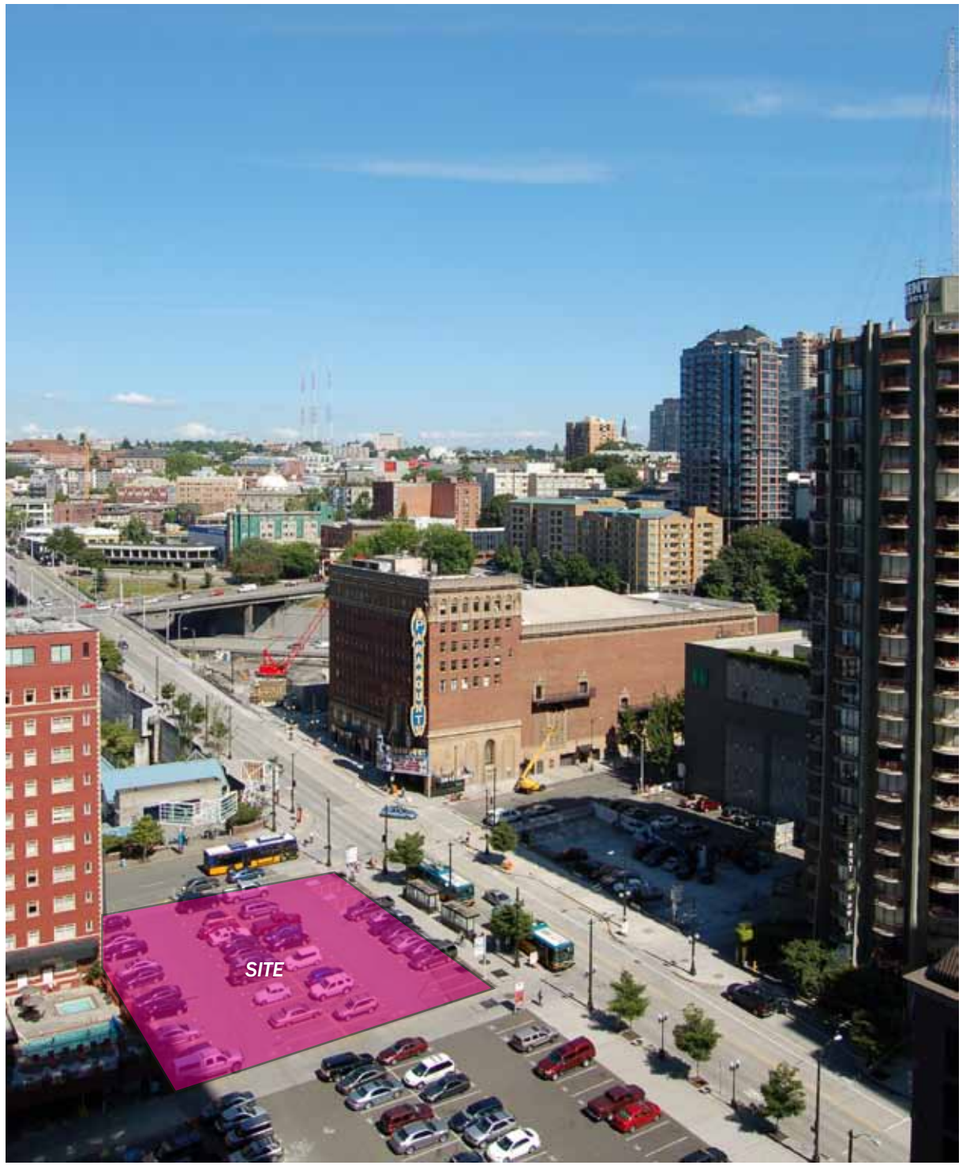
SITE CONTEXT
EXISTING CONDITIONS

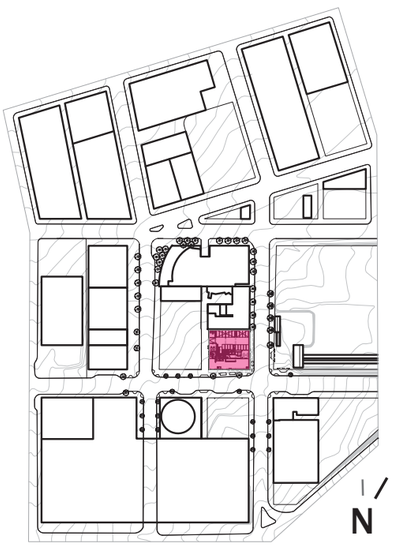
AERIAL VIEW OF SITE FROM SOUTHWEST



AERIAL VIEW OF SITE FROM NORTHWEST



VIEW TOWARDS PROJECT SITE FROM PINE STREET
LOOKING NW



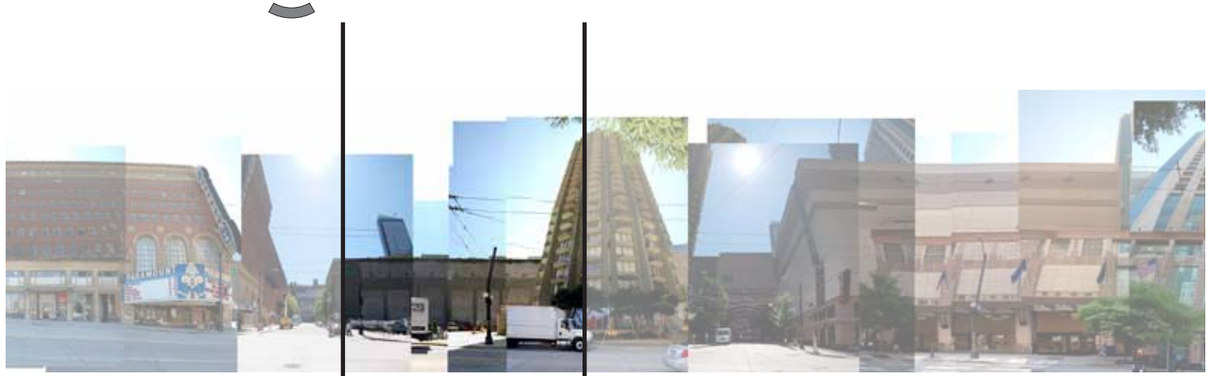
PINE STREET
VIEW LOOKING NORTH

N

PROJECT SITE

VIEW LOOKING SOUTH

S



ACROSS FROM PROJECT SITE

9TH STREET

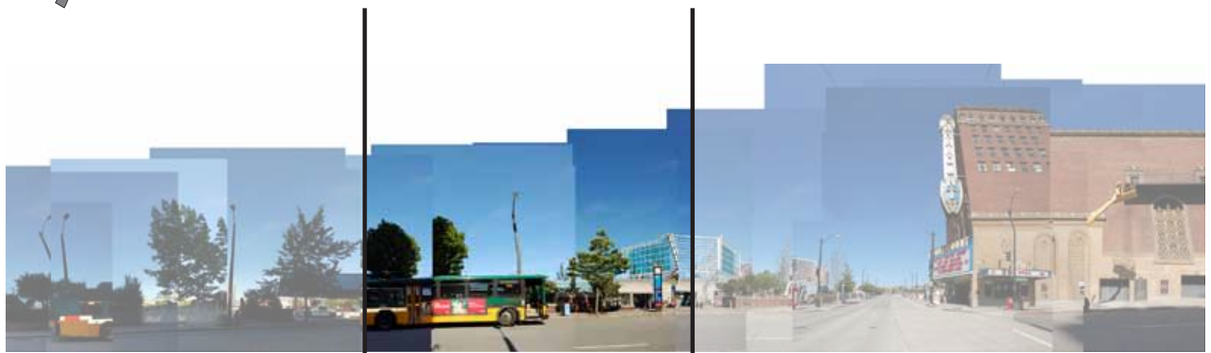
VIEW LOOKING WEST

W

PROJECT SITE

VIEW LOOKING EAST

E



ACROSS FROM PROJECT SITE

RECENT PROJECTS
BOARD FEEDBACK

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 relocation 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. curb cut."

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 porte cochere.
- Justification: Parking is generally screened by building facade.
- Recommendation: Well designed porte cochere."

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 decorated 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."

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 landscape 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."

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 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 architectural 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."

SUMMARY OF EARLY DESIGN GUIDANCE

A- SITE PLANNING

A-1 *RESPONDING TO SITE CHARACTERISTICS, RESPOND TO THE PHYSICAL ENVIRONMENT.*

GOAL

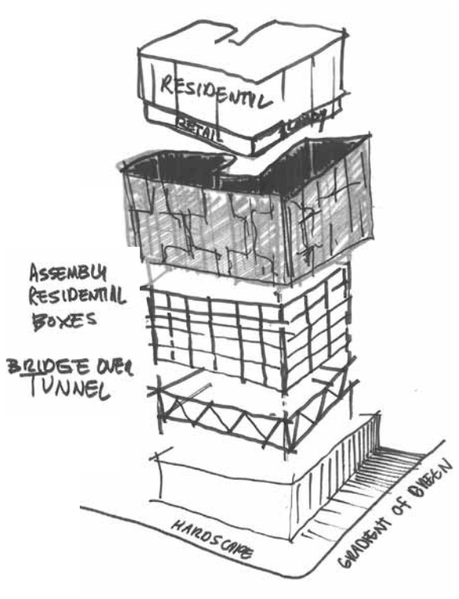
Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

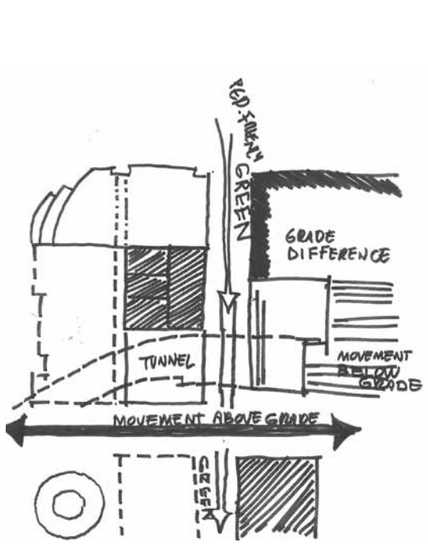
GUIDANCE

The board indicated the facade design approach should be simple and elegant. Of the precedent images shown in the packet (p. 41) the one second from left in the bottom row was noted as showing a good relationship to a historic building. Also noted was the Agnes Lofts, particularly the way its front facade turns the corner for a distance.

APPLICANT'S RESPONSE

The project's concept responds to the unique site condition of movement patterns: pedestrian movement along 9th Ave., pedestrian and automobile movement along Pine St. and the below-grade movement of the bus tunnel. The corner condition and the proximity to the historic Camlin Hotel and Paramount Theater also influence the massing. The location also presents an opportunity to fill a gap in the neighborhood fabric on a key retail corridor.





B - HEIGHT BULK AND SCALE

B-1 *HEIGHT, BULK, SCALE RESPOND TO THE NEIGHBORHOOD CONTEXT*

GOAL

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

GUIDANCE

The board discussed the massing of the preferred alternative. One member found it a bit boxy. It was observed that the building could maintain the Camlin facade line. A bay coming out right next to the Camlin appeared to crowd it. The bay could be shifted and it would be OK for it to be longer, even if a departure were required. The facade could be notched and, the Board indicated, the facade needs to be developed further. The board indicated that the massing was generally acceptable with three members indicating that some "backing off from the Camlin" needs to be incorporated into the design.

APPLICANT'S RESPONSE

The proposed massing, which is limited in bulk and scale due to the tunnel constraint, complements the 120' high historic Camlin and the 100' high Paramount Theater by stepping down to acknowledge the historic buildings. The proposed simple massing and finishes are intended to provide a subtle building that allows the Camlin and Paramount to stand out in the neighborhood context. 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. Likewise, the future 815 Pine project to the west of the Paramount Theater and south of the project site will be 445' high.

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

The roof will be integrated into the overall design. The active roof deck is located on the southeast corner for better solar orientation and views to Capitol Hill. Mechanical equipment will be screened to reduce its visual impact from neighboring buildings.

B-3 *REINFORCE THE POSITIVE URBAN FORM & ARCHITECTURAL ATTRIBUTES OF THE IMMEDIATE AREA*

GOAL

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

GUIDANCE

The board noted pedestrian interaction is important on both streets.

APPLICANT'S RESPONSE

At the street level, uses are situated in response to the individual character of each street: continuous retail space along Pine Street which has the more active, urban hardscape character with pedestrians walking down the street, waiting for the bus and entering the retail space. The lobby entry is located on 9th Ave., a green street characterized by softer landscaping and a more casual pedestrian experience that invites lingering. Residential units above grade continue to define the street edge and respond to potential views and solar orientation.

B-4 *DESIGN A WELL-PROPORTIONED & UNIFIED BUILDING*

GOAL

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

GUIDANCE

The board noted the building could become a background building, a small jewel box.

APPLICANT'S RESPONSE

The building design is divided into 2 parts: a base (lower 2 floors) and the upper floors. The division relates to the uses: public, highly transparent uses at the base and residential, private uses above. The division also relates to the structure: Type 1 concrete/steel construction on the base that includes the steel trusses that bridge the tunnel and Type V wood frame on the upper floors.

The base is articulated by a continuous transparent glazing system that reveals the truss structure at the corner of Pine St. and 9th Ave. Concrete walls flank the highly transparent base, grounding the building and providing for more privacy where less transparency is required by the program. In addition along 9th Avenue, metal art screens are introduced to provide visual interest and integrate with the green streetscape design.

The regularity of the residential units on the upper floors is expressed with large windows to maximize light into the units and a cladding system that includes horizontally oriented cladding with C-channels at the floor levels.

The scale of the residential glazing system picks up visual cues from the commercial glazing at grade. On the upper floors 2 materials are used to highlight the corner condition and relate to the lobby on 9th Ave. and the main retail entry on Pine St.

C - ARCHITECTURAL ELEMENTS AND MATERIALS

C-1 *ARCHITECTURAL CONTEXT*

GOAL

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.

APPLICANT'S RESPONSE

Highly transparent retail along Pine Street wraps the corner on 9th Ave where highly transparent lobby entry and metal art screens at the residential parking garage area further engage pedestrians, inviting them to look, linger and sit on the benches.

Continuous overhead weather protection will be provided along both street frontages to enhance the pedestrian experience.

C-3 *HUMAN SCALE*

GOAL

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

Provide active-not blank-facades.

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

GUIDANCE

All four board members were concerned about the pedestrian experience along 9th Ave. where parking is proposed within the structure, without an intervening use for approximately 55 feet. While the Board did not indicate that the parking arrangement was unacceptable, it did indicate that obtaining a recommendation of a departure to allow it would be a challenge. It indicated that an option incorporating a human activated use, visible and interacting with the pedestrian experience in at least a good portion of the facade should be developed and shown to the Board the next time it reviews this proposal.

APPLICANT'S RESPONSE

Please refer to page 20 for a clarification of the parking along a green street.

Building scale is manifested on three levels: the building as a whole in relationship to the surrounding context, the scale of the base in relationship to movement at-grade and below-grade, and the scale of the residential upper floors.

The building as a whole is smaller than the surrounding existing and proposed highrise buildings, complementing the smaller scale of the Camlin and Paramount Theaters.

Scale of movement below-grade is addressed by the 16' high trusses at the base that span the bus tunnel below-grade. On the street level, pedestrian scale is addressed by the module of the continuous glazing system and metal portals that signal the lobby and the retail entrances. The canopy also relates to the pedestrian scale and changes material to signal the different uses.

The upper floor scale relates to the repetitive residential unit module and is further broken down by the glazing and cladding systems that relate to the interiors of the units.

SUMMARY OF EARLY DESIGN GUIDANCE

C - ARCHITECTURAL ELEMENTS AND MATERIALS

C-4 *REINFORCE BUILDING ENTRIES*

GOAL

Reinforce building entries.

To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.

APPLICANT'S RESPONSE

At the pedestrian scale, metal portals highlight the residential lobby entry and the main retail entrance. The canopies change material to distinguish retail from residential uses along the streets and signal the residential lobby entry. Landscaping and pavement treatment on 9th will further strengthen the residential lobby entry location.

C-6 *DEVELOP THE ALLEY FACADE*

GOAL

To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

APPLICANT'S RESPONSE

The alley will be well lit by security lighting and have attractive signage for way-finding. The upper residential floors will include units facing outdoor space on the northwest corner of the podium level.

GUIDANCE

The board noted how limited the site is for back-of-house uses and noted it is acceptable for the alley facade to be utilitarian in favor of well-developed street-facing facades.

D - PEDESTRIAN ENVIRONMENT

D-1 *PEDESTRIAN OPEN SPACES AND ENTRANCES PROVIDE INVITING & USABLE OPEN SPACE*

GOAL

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

GUIDANCE

The board acknowledged the curb bulb and right-of-way enhancements on 9th Ave. are going in the right direction.

APPLICANT'S RESPONSE

The existing streetscape along Pine St. is proposed to be retained as its urban nature complements the retail space proposed for the building. The generous right of way has the potential to allow for outdoor restaurant seating.

On 9th Ave, the Green Street streetscape design is urban in nature (more plaza, less plants) and oriented to being the wrap-around of the downtown shopping/dining/entertainment district. The streetscape includes: a curb bulb at 9th and Pine, seating cubes, planting cut -throughs and walk-off strip and drop-off zone at residential lobby, Zelkova trees that wrap around the corner from the Pine Street trees with a mixed tapestry of low plantings, 2-foot setback of building at ground floor with plantings – shared species with street planter strip to extend field of planting, vines at building columns, and art panels at building façade. The green street landscape concept responds to the building uses along 9th Ave., reinforces the residential lobby entry, and creates an inviting, active pedestrian experience.

D-3 *PROVIDE ELEMENTS THAT DEFINE THE PLACE*

GOAL

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

GUIDANCE

The board noted there is opportunity on 9th Ave to define the building and the place

APPLICANT'S RESPONSE

The sense of place on each street facade is a response to the character of each street: Pine St., being an active, urban environment, will have continuous retail with highly transparent glazing. 9th Ave., being the less active, "greener" environment, will have landscaping that responds to the uses, metal art screens for visual interest and an overall design that complements the residential lobby entry and creates a public space along the right-of-way that encourages pedestrian interaction and lingering with elements such as benches.

D-5 *PROVIDE ADEQUATE LIGHTING*

GOAL

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.

APPLICANT'S RESPONSE

There are opportunities for uplighting and downlighting to accentuate the truss and different uses along the street. Continuous weather protection also provides an opportunity to highlight key entries and provide for safety lighting for people waiting for the bus. Rooftop lighting will be developed to complement the proposed rooftop activities but not compete with nearby lighting such as the Paramount Theater sign. Security lighting at the alley will be provided. Refer to lighting/signage/canopy plan.

D-6 *DESIGN FOR PERSONAL SAFETY AND SECURITY*

GOAL

Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

APPLICANT'S RESPONSE

The building perimeter will be well lit. The increased pedestrian activity of residents will contribute to greater security and safety for this site. Please refer to the lighting plan.

D-7 *DESIGN FOR PERSONAL SAFETY AND SECURITY*

GOAL

Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

APPLICANT'S RESPONSE

As noted above, the building perimeter will be well lit.

E - LANDSCAPING

E-1 *MINIMIZE THE PRESENCE OF SERVICE AREAS*

GOAL

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

APPLICANT'S RESPONSE

Back of house uses such as transformer room and trash pickup are located off the alley to minimize the presence of service areas to the maximum extent possible on a restricted site.

SUMMARY OF EARLY DESIGN GUIDANCE
KEY ISSUES

1. *9TH AVENUE ALONG THE STREET LEVEL*

•At the EDG meeting the applicant presented a potential departure request for allowing parking without an intermediate use on a green street citing the following challenges:

A minimum of 36 residential stalls is required for the financing of this project.

Parking location is limited by the following factors:

1. No below-grade parking is allowed due to the Metro tunnel located fairly shallow below-grade.

2. The construction type for the project (5 levels of Type 5 over 2 levels of Type 1) further limits parking quantities and location (must be on a Type-1 level).

3. The 8'to 10'tall trusses that occupy the second level of Type 1 prevent the use of efficient parking at this level.

4. 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.

5. The 8'drop in grade across the site further limits where the parking can be accessed.

6. In order to provide the minimum 36 stalls, the owner will install semi-automated parking stackers.

Board members would like to see further activation of the space between the street and the parking garage on 9th Ave. One idea mentioned was to eliminate parking stalls and elongate the residential lobby along the 9th Ave facade. [As point of clarification not explained at meeting, approximately 8 stalls would be lost in this alternative, as the northern row of parking are 3 high parking stackers]

If the conclusion of this study is that there is not a viable way to elongate the lobby, then design a visually interesting blank wall.

• There was discussion that unviable retail, such as retail with shallow depth, and vacant retail space, such as what is occurring in the Olivian, is not desirable for the project or neighborhood.

• One board member would not be opposed to seeing a really interesting blank wall if done properly.

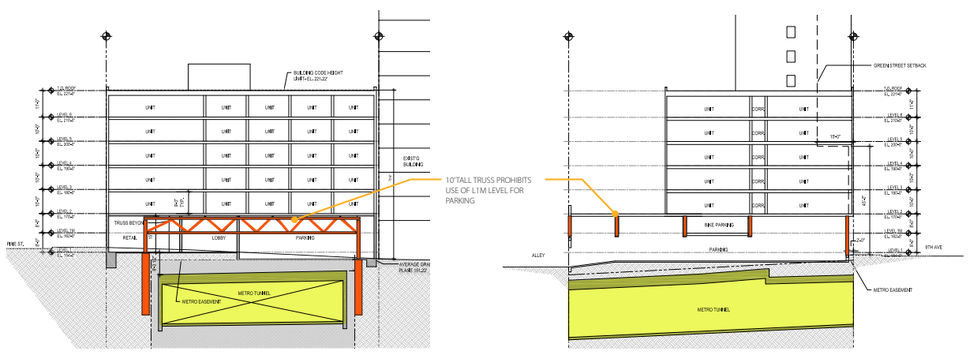
• At the next meeting the applicant is to present an option with activation of the space between 9th Ave and the parking garage such as elongating the residential lobby. If that is not a viable use of the space, then the applicant is to have an alternative proposal for how to design a visually interesting blank wall.

APPLICANT'S RESPONSE

The applicant was notified by DPD that parking adjacent to a green street (SMC 23.49.019.B.1 & B.2) is a Type 1 exception request. Based on the information provided, the Director has approved the request as a Type 1 decision.

The facade and pedestrian experience in front of the residential parking garage is designed as part of the 9th Avenue green street concept. The proposed green street design, which has been reviewed by Lyle Bicknell, is a sequential experience of soft landscape elements that transition to hardscape elements as one approaches the corner of 9th Avenue and Pine Street. The soft landscape elements occur at the garage facade and include climbing vines on concrete walls that flank 3 art screens to be designed by an artist. Additional landscaping consisting of low plantings is proposed on the 2' strip between the building and the sidewalk. Please refer to the 9th Avenue green street design section in the packet for more detail.

Metro tunnel constraints

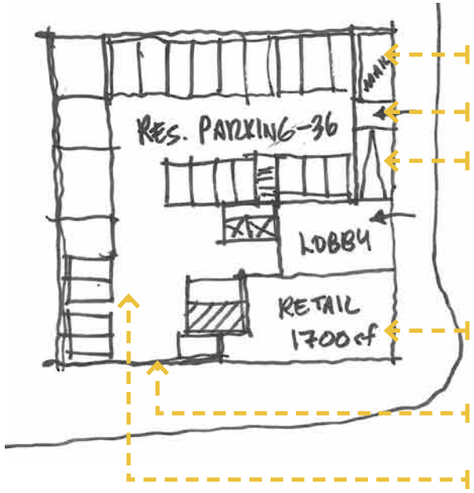


NORTH -SOUTH SECTION

EAST-WEST SECTION

EXAMPLE OF SEMI-AUTOMATED CAR PARKING STACKER PROPOSED FOR PROJECT

Lobby option 1- Not feasible



Mailboxes not close to elevators

Lobby entry is inefficient and not close to elevators

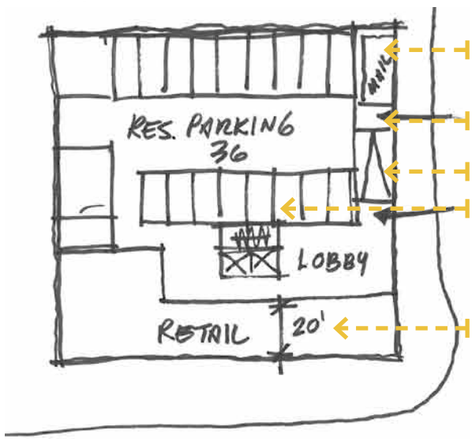
Ramp needed for grade change

Retail space not viable

Blank facade at Pine St

Parking garage pushes south to get 36 stalls

Lobby option 2 - Not feasible



Mailboxes not close to elevators

Lobby entry is inefficient

Ramp needed for grade change

2 rows of parking stackers push circulation core to the south, impacting the lobby, the retail and the upper floor units, significant structural impacts

Retail space less than 30' deep not viable

Proposed plan

Due to the site constraints, the only feasible location for the residential parking results in a residential parking use adjacent 9th Ave (green street).

Programmatically the proposed plan is most efficient:

- Efficient lobby for size of project
- Centrally located lobby entry at grade avoids internal ramps due to grade change on 9th Ave
- Efficient parking that provides minimum 36 stalls as required per the development objectives
- Viable retail space with adequate street frontage and depth
- Transparency along Pine Street will activate the streetscape, provide eyes on the street at a busy bus stop and benefit the retail space
- The design of the 9th Ave. green street is discussed on pages 38-44 of the packet.

SUMMARY OF EARLY DESIGN GUIDANCE
KEY ISSUES

2. *MASSING AND ARTICULATION*

- Board members deliberated the massing of the building and concluded that the volume as shown is acceptable but noted that large simple gestures will be critical. The projecting bays as shown on Option A are acceptable but recommended not projecting a bay adjacent to the Camlin. One member noted he is more concerned with the façade treatment than the massing because the building is so small.

APPLICANT'S RESPONSE

After the EDG meeting, the applicant revised the massing per the Board's direction, shifting the bays away from the Camlin towards the corner to create 1 single corner bay. As noted in the EDG meeting, these bays would require a departure for structural building overhangs to increase the length of the bays from the prescribed 9 foot length.

As of July 2012, DPD and SDOT have clarified the approval of any deviations from the definition of a structural building overhangs requires a term permit and Council Approval.

Under the guidance of DPD, the design for the building has been revised to remove the structural building overhangs. The upper floor corner is now expressed with a material change instead of a structural building overhang.

Preferred massing option presented at EDG meeting 1/24/12

Revised massing following EDG meeting - the bay projects at the corner to emphasize the corner building.

BUILDING MASSING SUMMARY

B-1: Southeast roof deck takes advantage of views to Capitol Hill and optimal solar orientation

B-4 & C-3: Scale of residential glazing reflects the residential unit module and relates to the scale of the retail glazing

C-3 & C-4: Canopy design and material distiguish between retail and residential use and highlight the residential lobby entry

B-3, B-4, C-1, C-3 & D-3: Continuous retail space along Pine Street facade relates to existing Pine Street retail corridor to the west

A-1: Design responds to pedestrian and automobile movement surrounding the site

B-1 & C-3: The simple massing and finishes are intended to provide a subtle building that allows the Camlin and Paramount to stand out in the neighborhood context t

B-4: A material change occurs at upper floors to emphasize the corner condition

B-4, C-1, C-3 & D-3: Metal art screens provide visual interest at the 9th Avenue streetscape

B-3, C-4 & D-3: Lobby entry located at 9th Avenue facade relates to casual pedestrian experience characteristic of green streets

D-1: Proposed curb bulb complements the existing curb bulb on 9th Ave. and Olive St. as well as the proposed curb bulb for the 815 Pine project to the south

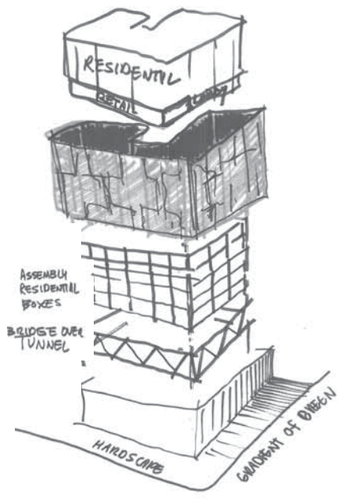
CONCEPT

FORM DEVELOPMENT

The proposed design is a response to a variety of site and program conditions.

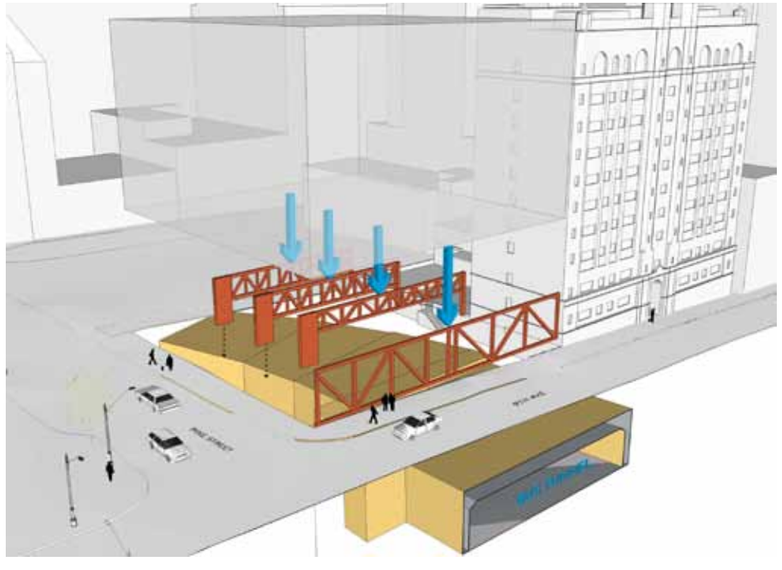
The base is articulated by a continuous transparent glazing system that reveals the truss structure at the corner. Concrete walls flank the highly transparent corner, grounding the building and providing for more privacy where less transparency is required by the program. The regularity of the residential units on the upper floors is expressed with large windows to maximize light into the units and a cladding system that includes horizontally oriented cladding with C-channels at the floor levels.

The scale of the residential glazing system picks up visual cues from the commercial glazing at grade. On the upper floors a bay occurs at the corner of Pine St. and 9th Ave. facades to reinforce the corner condition and in response to the lobby on 9th Ave. and the main retail entry on Pine St.

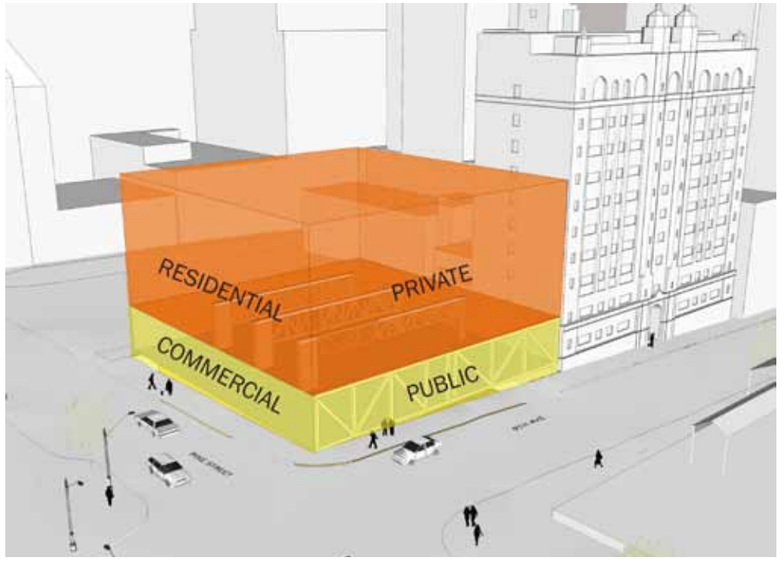


STRUCTURAL LIMITATIONS

Bus tunnel below grade requires the structure to bridge across the site



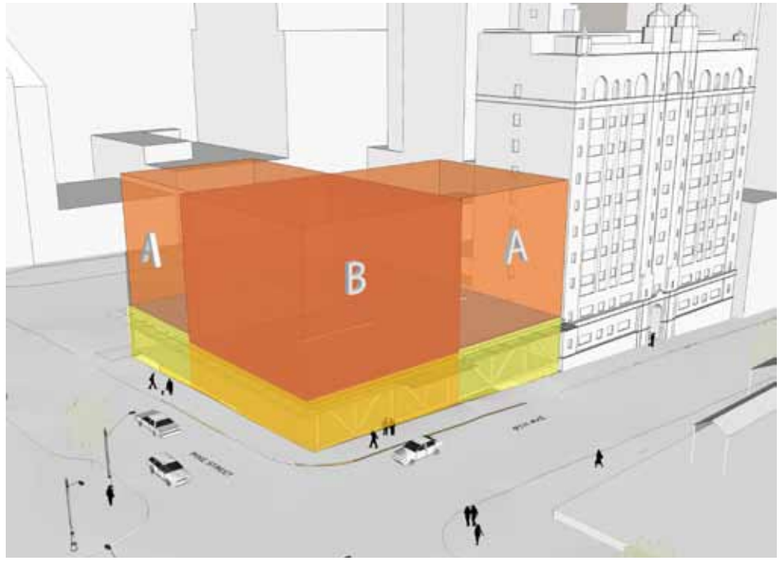
USES



Building design divided into 2 parts to distinguish the private, residential from the more public uses at the base (commercial and lobby entry)

RESPONSE TO THE CORNER

Material transition on the upper residential part is used to reinforce the corner of 9th and Pine. At the base, continuous glazing wraps the corner.



ARTICULATION

Scale and visual cues from the adjacent building inform the design

SITE PLAN

CAR PARKING STACKERS ARE REQUIRED TO ACHIEVE ADEQUATE PARKING FOR MARKET-RATE HOUSING

TRASH STORAGE OFF ALLEY

PARKING ACCESS OFF ALLEY

SCL TRANSFORMER VAULT

LINE INDICATES EDGE OF BUS TUNNEL BELOW. BELOW-GRADE PARKING IS NOT POSSIBLE DUE TO TUNNEL CONSTRAINT

CONTINUOUS OVERHEAD WEATHER PROTECTION

EXISTING CURB CUT TO BE PATCHED & FILLED

LOBBY ENTRY AT 9TH AVE

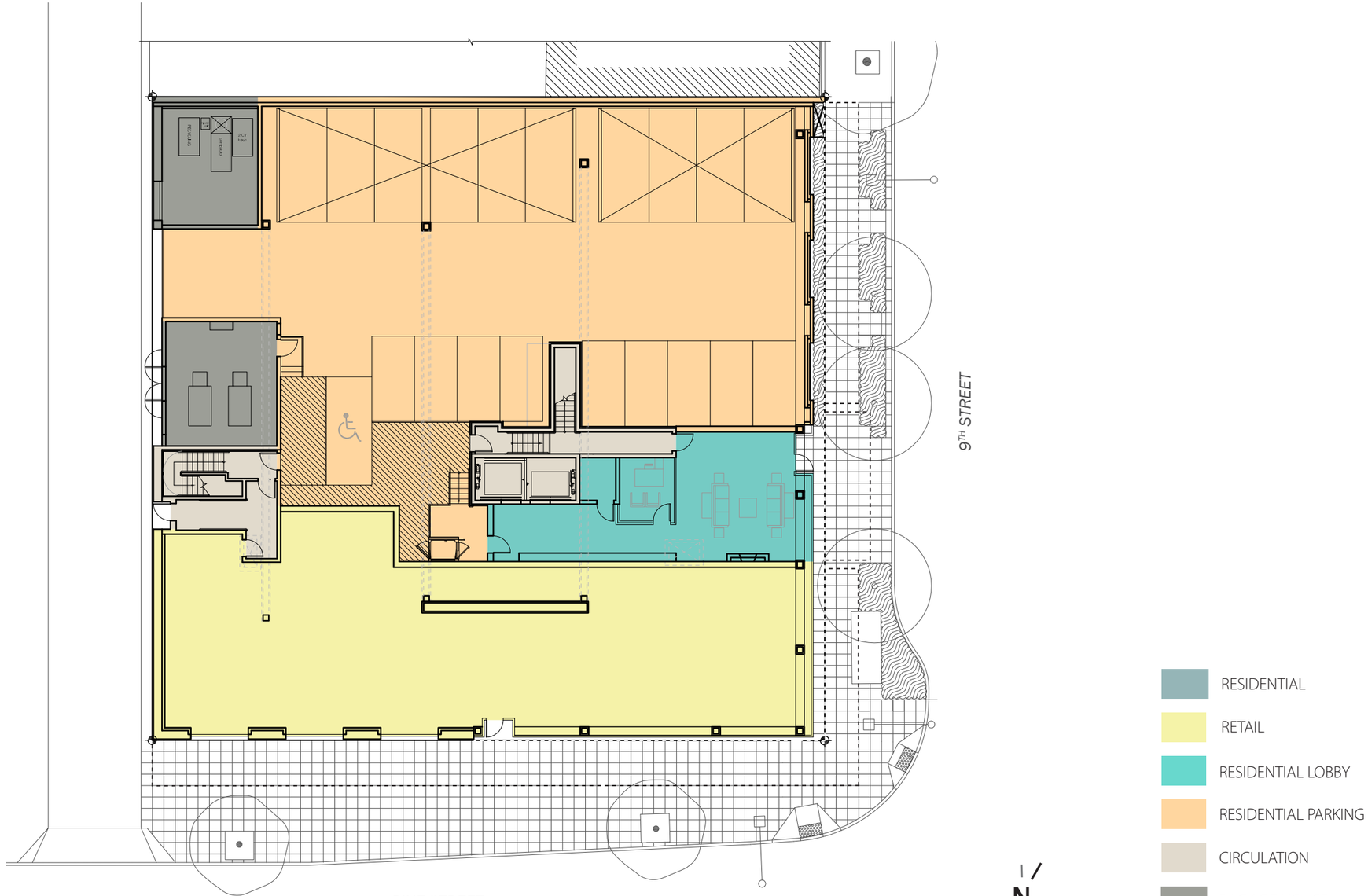
HIGHLY TRANSPARENT RETAIL ALONG PINE ST TO ACTIVATE STREET LEVEL

PROGRAM ORGANIZATION

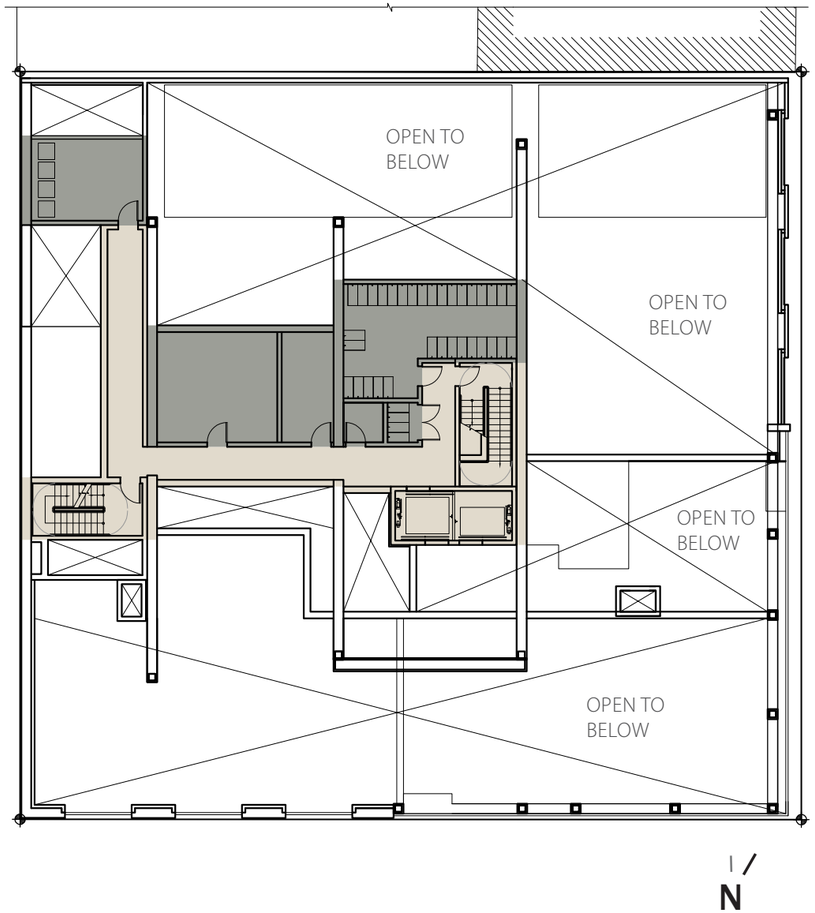
Due to the tunnel constraint, the project can only build up. The massing is further limited by the small footprint (113'x 118'). Retail is proposed along Pine and the lobby access is on 9th. Back of house and utilities are located off the alley to the maximum extent possible. Residential parking is proposed on the ground floor level. The residential units on the upper floors 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.

BUILDING PLANS

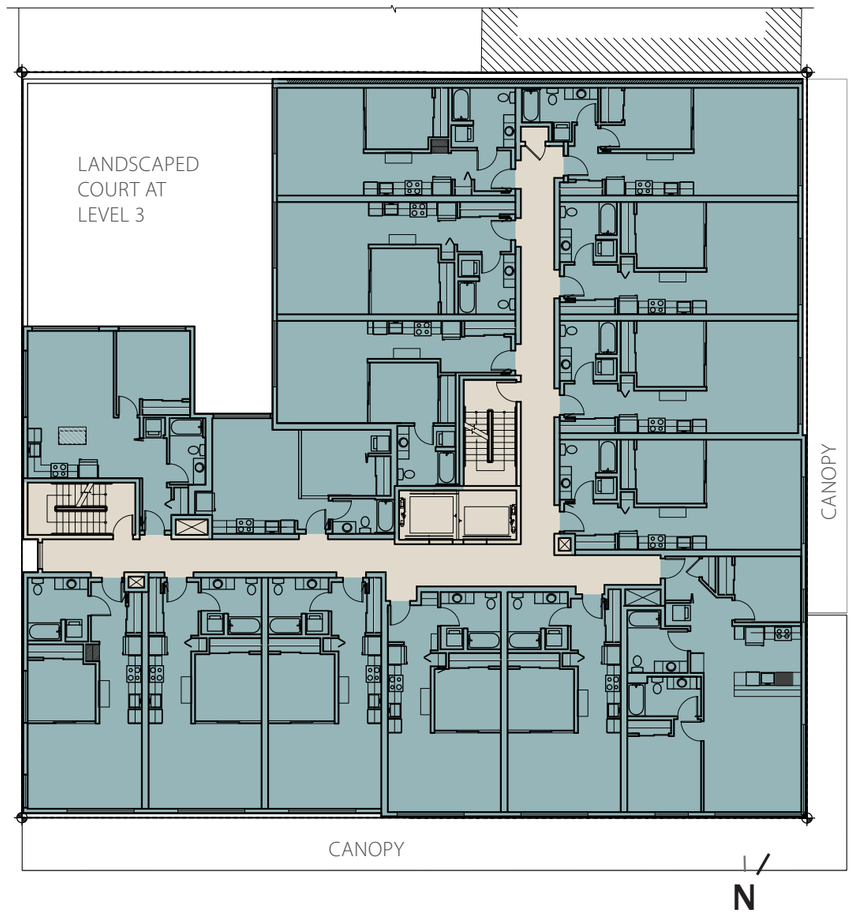
GROUND FLOOR



2ND FLOOR



3RD - 6TH FLOORS

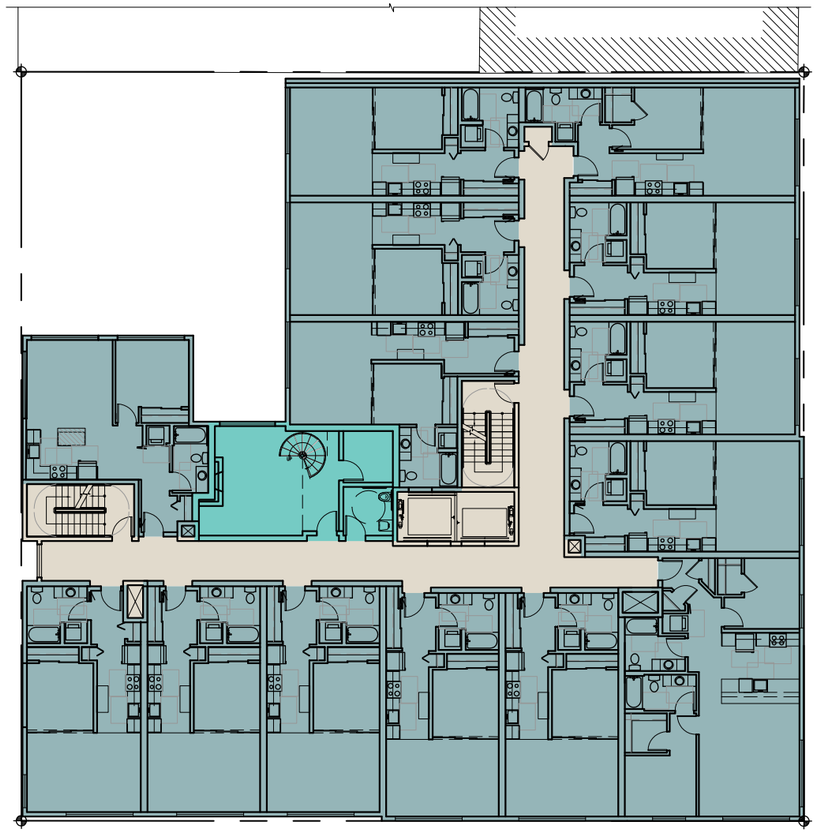


RESIDENTIAL

CIRCULATION

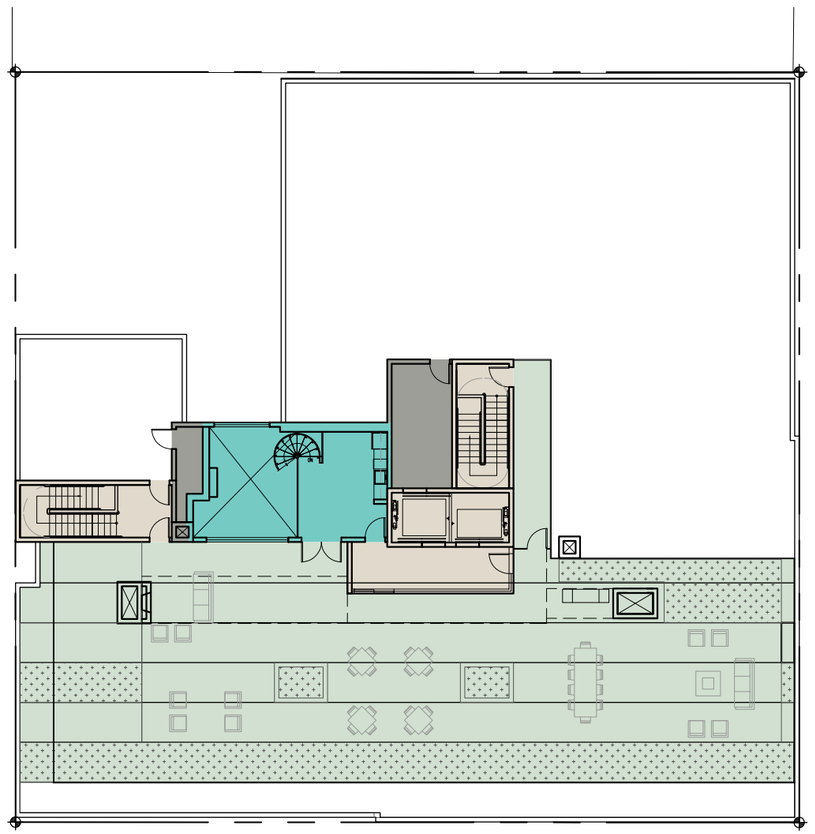
BUILDING PLANS

7TH FLOOR



N

ROOF



N

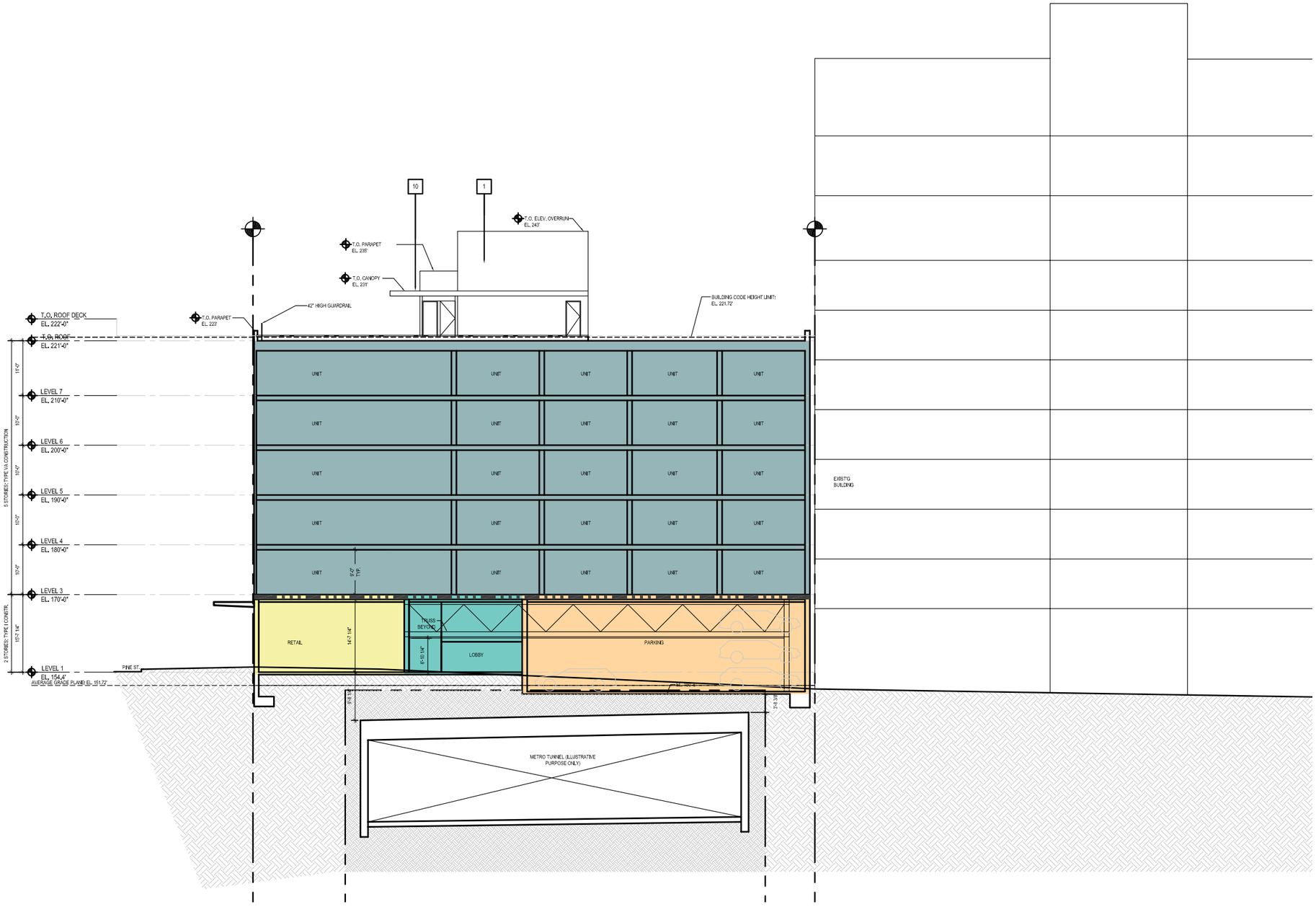
RESIDENTIAL

COMMON SPACE

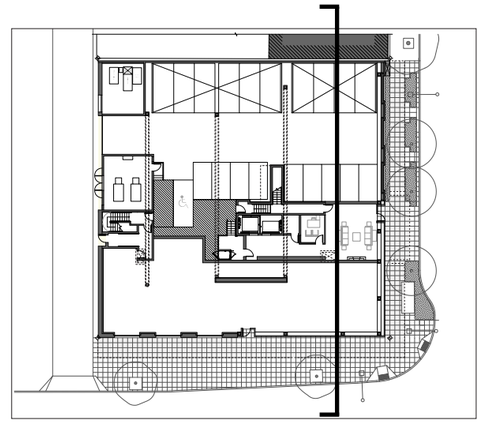
ROOFTOP

CIRCULATION

BUILDING SECTION A



A - A



RESIDENTIAL

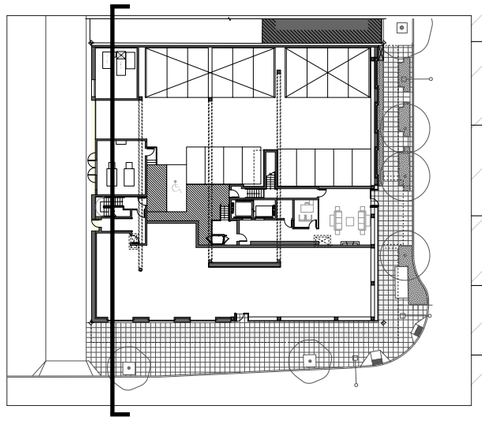
RESIDENTIAL COMMON SPACE

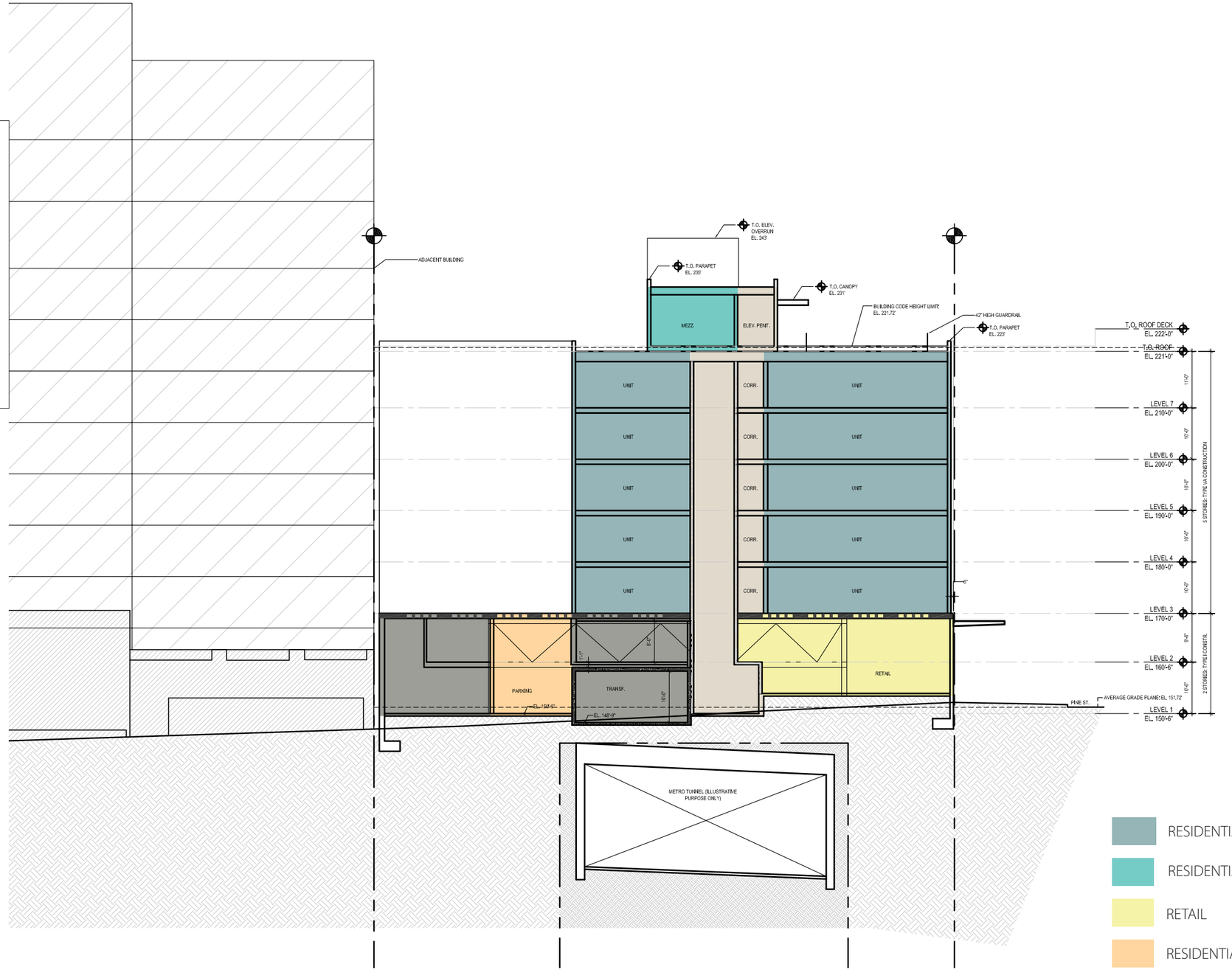
RETAIL

RESIDENTIAL PARKING

BUILDING SECTION B

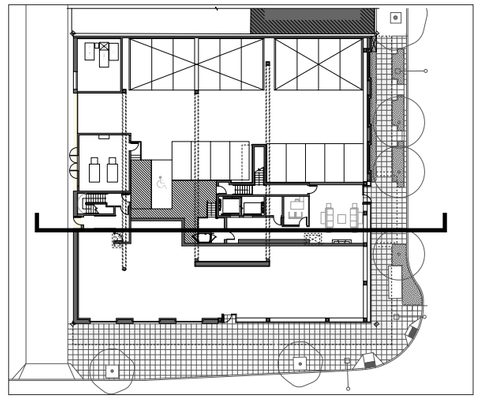
B - B

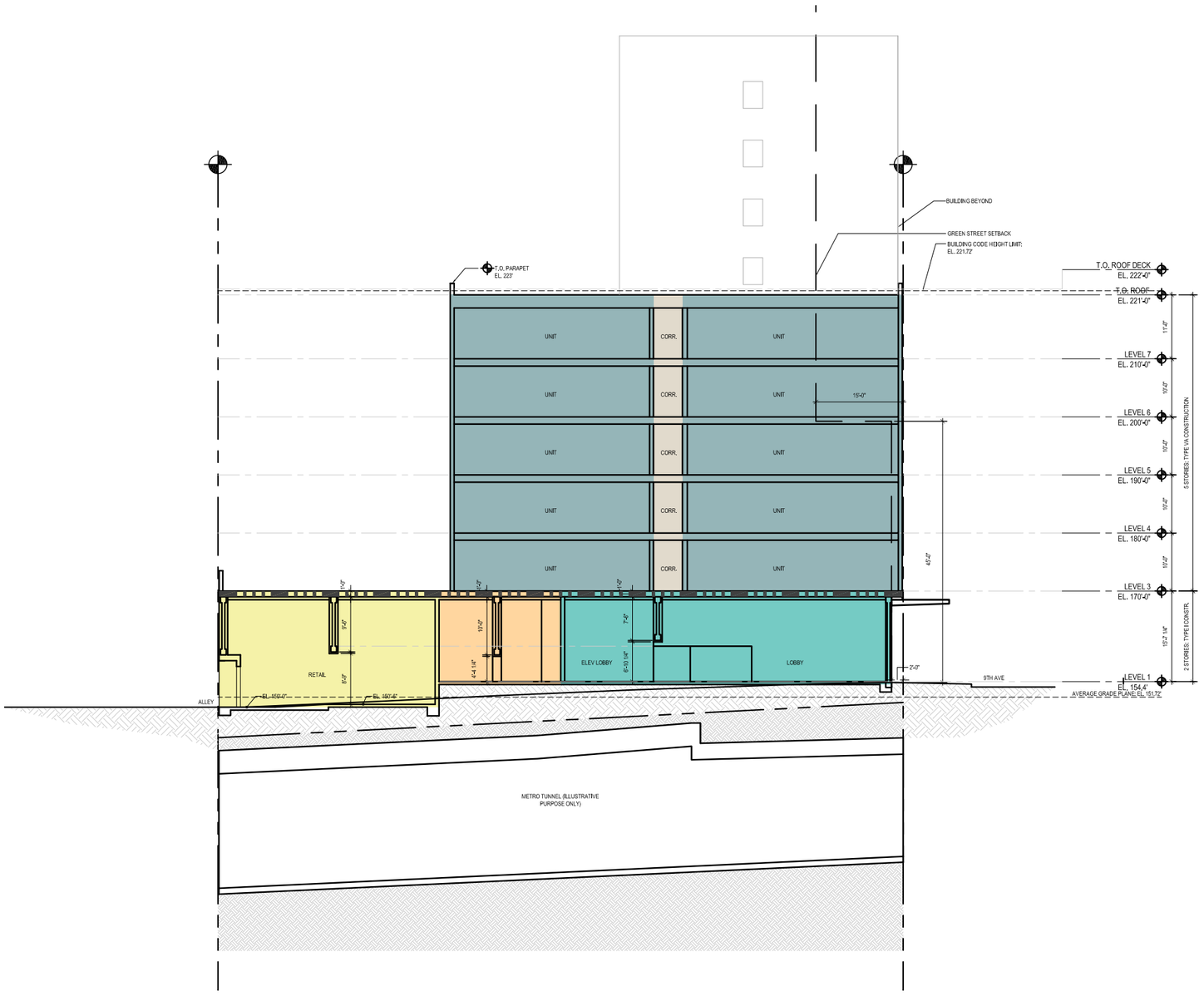




BUILDING SECTION C

C - C





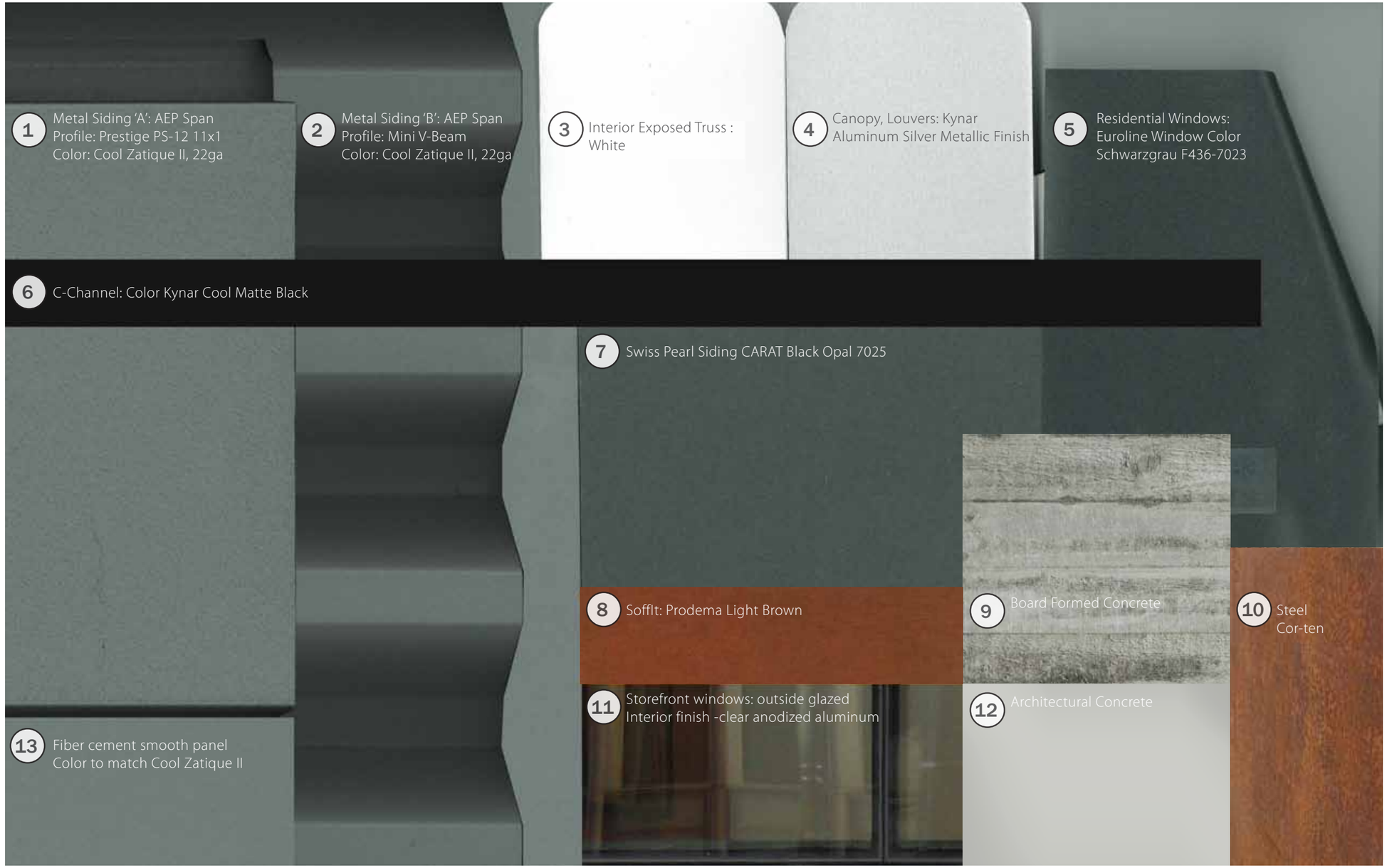
RESIDENTIAL

RESIDENTIAL COMMON SPACE

RETAIL

RESIDENTIAL PARKING

MATERIAL PALETTE



ELEVATIONS SOUTH (PINE STREET)

B-1 & C-3: The building's simple massing and finishes allow the historic buildings to stand out in the neighborhood context.

B-1: The roof deck takes advantage of views to Capitol Hill and optimal solar orientation at the southeast.

1 AEP Span Metal Siding
3 Exposed Truss
4 Canopies and Louvers
5 Residential Windows
6 C-Channel
7 Swiss Pearl Siding
9 Board Formed Concrete
11 Storefront Windows

B-4: The design expresses 2 parts that relate to the uses and structure type: the base with public, highly transparent uses and residential, private uses above. A material transition occurs at upper floors to reinforce corner.

B-4 & C-3: The regularity of the residential units on the upper floors is expressed with large windows to maximize light into the units and a cladding system that includes horizontally oriented cladding with C-channels at the floor levels. Scale of residential glazing reflects the residential unit module and relates to the scale of the retail glazing.

B-4, C-1, C-3: The base is articulated by a continuous transparent glazing system that reveals the truss structure at the corner. Concrete walls flank the corner glazing, grounding the building and providing for more privacy where less transparency is required by the program.

C-3 & C-4: A continuous canopy is provided along the continuous retail space. A Cor-ten metal portal signals the retail entry.

B-3, D-1, D-3: Retail space is located along Pine Street which has the more active, urban hardscape character with pedestrians walking down the street, waiting for the bus and entering the proposed retail space.

B-1, C-1, C-3: Decorative metal medallions on the concrete walls relate to the art screens on 9th Ave and provide visual interest for pedestrians along Pine Street.

ELEVATIONS EAST (9TH AVENUE)

1. AEP Span Metal Siding
3. Exposed Truss
4. Canopies and Louvers
5. Residential Windows
6. C-Channel
7. Swiss Pearl Siding
8. Prodema Soffit
9. Board Formed Concrete
10. Steel - Cor-ten
11. Storefront Windows

B-1: The roof deck takes advantage of views to Capitol Hill and optimal solar orientation.

A-1, B-3, C-4 & D-3: Lobby entry located at 9th Avenue relates to the pedestrian experience on a green street. A Cor-ten metal portal signals the lobby entry.

B-1 & C-3: Massing complements the scale of the historic Camlin Hotel to the north. The project's base continues the datum established by the Camlin hotel.

B-4: The design expresses 2 parts that relate to the uses and structure type: the base with public, highly transparent uses and residential, private uses above. A material transition occurs at upper floors to reinforce corner.

B-4 & C-3: The regularity of the residential units on the upper floors is expressed with large windows to maximize light into the units and a cladding system that includes horizontally oriented cladding with C-channels at the floor levels. Scale of residential glazing reflects the residential unit module and relates to the scale of the retail glazing.

C-3 & C-4: Canopy style changes in relation to retail and residential entries.

B-4, C-1, C-3: The base is articulated by a continuous transparent glazing system that reveals the truss structure at the corner. Concrete walls flank the corner glazing, grounding the building and providing for more privacy where less transparency is required by the program. Metal art screens provide visual interest at green street.

A-1, D-1, D-3: The green street landscape concept responds to the building uses along 9th Ave., reinforces the residential lobby entry, and creates an inviting, active pedestrian experience that encourages pedestrian interaction and lingering with benches.

2 AEP Span Metal Siding
5 Residential Windows
6 C-Channel
12 Architectural Concrete

A-1, B-1, C-6: Landscaped court on the northwest corner of the podium level provides massing relief at the corner, maximizes the light/air into the residential units and will provide visual interest for the upper residential floors with units facing the outdoor space as well as the future highrise to the west of the project site .

C-6, D-5, D-6, D-7: Alley will be well lit by security lighting and have attractive signage for way-finding.

E-1: Back of house uses such as transformer room and trash pickup are located off the alley to minimize the presence of service areas to the maximum extent possible on a restricted site.

ELEVATIONS WEST (ALLEY)

1 AEP Span Metal Siding
2 AEP Span Metal Siding
5 Residential Windows
6 C-Channel
12 Architectural Concrete

B-1 & C-3: The building's simple massing and finishes allow the historic buildings to stand out in the neighborhood context.

B-1: The roof deck takes advantage of views to Capitol Hill and optimal solar orientation.

B-4 & C-3: The regularity of the residential units on the upper floors is expressed with large windows to maximize light into the units and a cladding system that includes horizontally oriented cladding with C-channels at the floor levels. Scale of residential glazing reflects the residential unit module and relates to the scale of the retail glazing.

A-1, B-1, C-6: Landscaped court on the northwest corner of the podium level provides massing relief at the corner, maximizes the light/air into the residential units and will provide visual interest for the upper residential floors with units facing the outdoor space as well as the future highrise to the west of the project site.

C-6, D-5, D-6, D-7: Alley will be well lit by security lighting and have attractive signage for way-finding.

E-1: Back of house uses such as transformer room and trash pickup are located off the alley to minimize the presence of service areas to the maximum extent possible on a restricted site.


PARAMOUNT
KRISTIN CHENOWETH
MUSIC MATTERS LIVE!
DEATH CAB FOR CUTIE
MILLION DOLLAR QUARTET
KISW'S BJ SHEA COMEDY NOT
Camlin

9TH AVENUE GREEN STREET DESIGN PRECEDENTS

Examples of existing green street projects in the vicinity incorporate successful R.O.W. elements such as landscape plantings, vines on building walls, canopies and generous sidewalk widths. However the imposing scale of the highrises, both vertically and horizontally also dwarves the pedestrian.

Development of the project site presents an opportunity to continue the extension of the pedestrian experience along 9th Avenue . The height of the project is significantly less than a highrise, and also presents an opportunity to improve the pedestrian experience.

Green Street at 818 Stewart Street - NBBJ Architects

The green street frontage consists of wide sidewalk with various planting spaces and landscaping at the building facade.

At the historic Camlin Hotel, the green street frontage consists of primarily hardscape. Hard edges are amplified with the stone building facade. The scale is imposing.

Proposed Green Street at Eight One Five Pine (815 Pine Avenue) - Bumgardner/ Weber Thompson

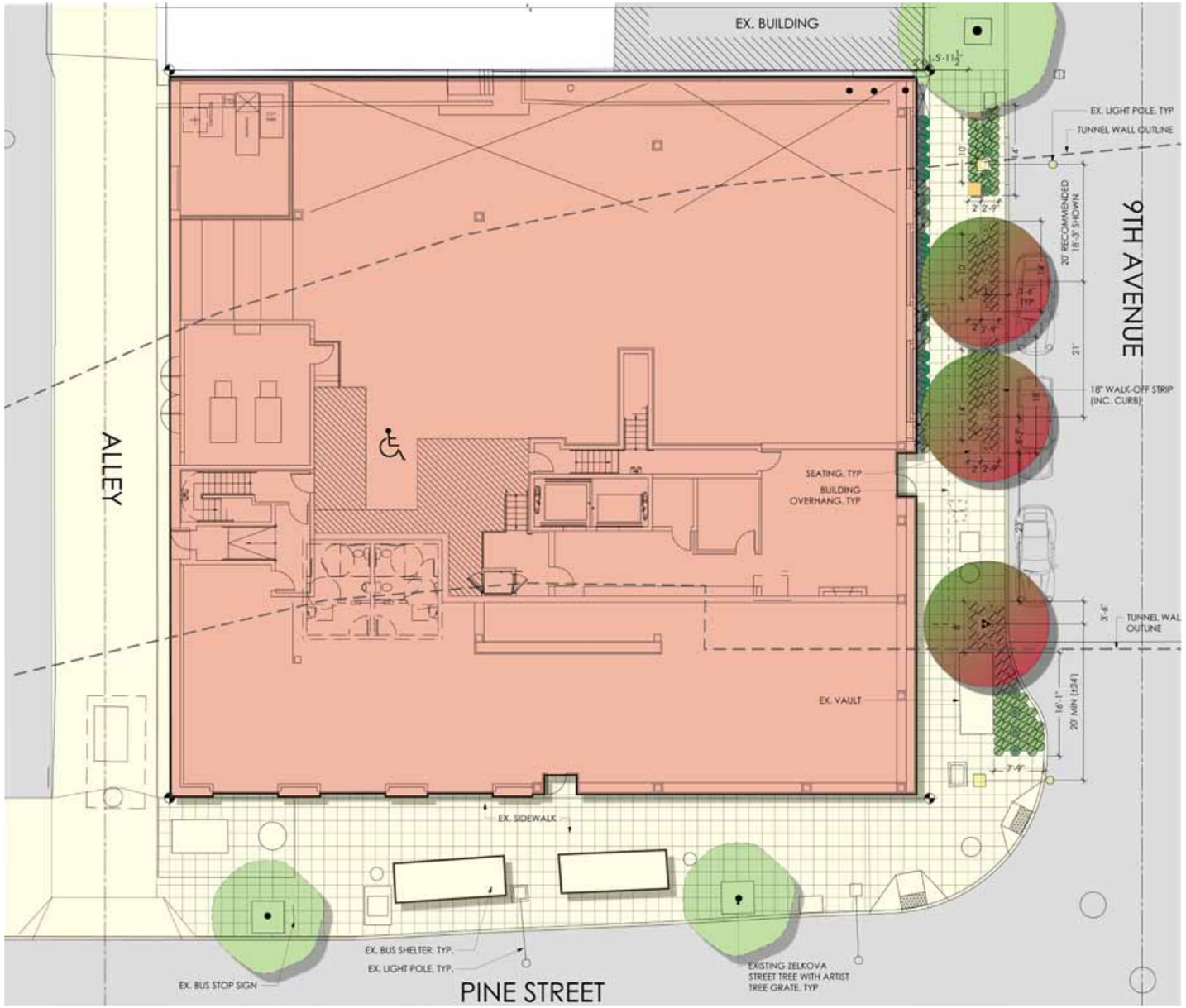
The future 815 Pine project which is under construction has proposed a curb bulb on the corner.

Green Street at Aspira 1823 Terry Avenue- LMN Architects

The green street frontage consists of intermittent landscaping at the R.O.W. and the building facade.

Green Street at the Olivian (809 Olive Way) - Carrier Johnson

The Olivian includes landscaping plantings and benches along the R.O.W. The R.O.W. design includes a sidewalk width that opens and constricts in response to the building facade rhythm.



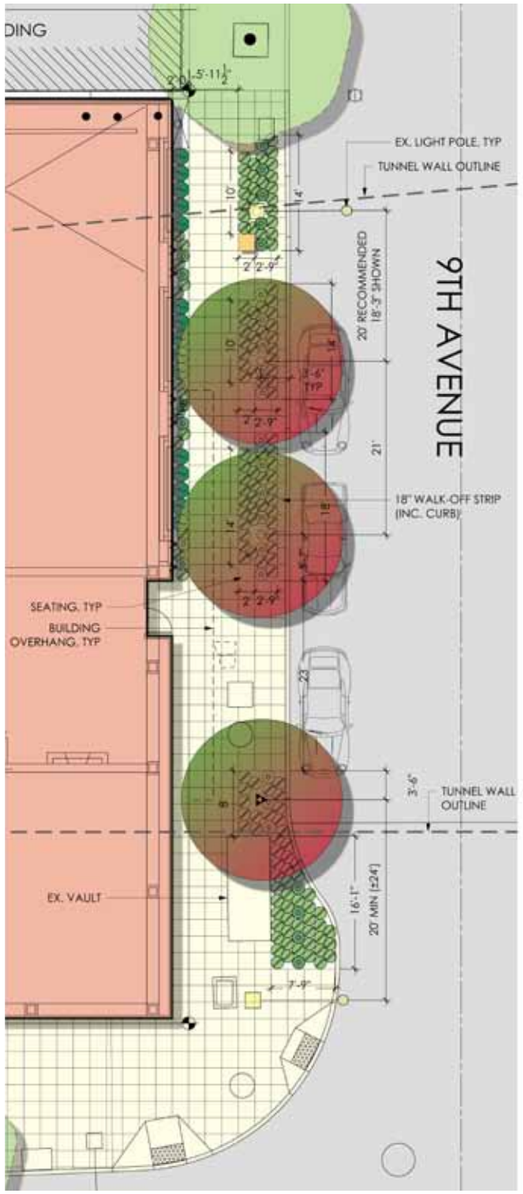
Pine Street

D-1, D-3: The urban nature of the recent improvements to the existing streetscape along Pine Street (2007) includes Zelkova street trees with artist grates and two Metro bus shelters. These elements complement the retail proposed on Pine street. No changes are proposed to Pine Street streetscape.

9th Avenue

D-1, D-3: The 9th Avenue green street is designed as a sequential experience of soft landscape elements that transition to hardscape elements as one approaches the corner of 9th Avenue and Pine Street. The green street landscape concept responds to the building uses along 9th Ave., reinforces the residential lobby entry, and creates an inviting, active pedestrian experience that unfolds towards the more active, urban character of Pine Street.

9TH AVENUE GREEN STREET DESIGN LANDSCAPE DETAIL



The Green Street streetscape design includes a curb bulb at 9th and Pine, seating cubes, planting cut throughs and walk-off strip and drop-off zone at residential lobby, Zelkova trees that wrap around the corner from the Pine Street trees with a mixed tapestry of low plantings, 2-foot setback of building at ground floor with plantings – shared species with street planter strip to extend field of planting, vines at building columns, and art panels at building façade.

PLANT LIST

SYMBOL	BOTANICAL NAME / COMMON NAME	CONDITION	SPACING	SIZE/QTY
TREES				
	ZELKOVA SERRATA 'MUSASHINO' / MUSASHINO COLUMNAR ZELKOVA	3" CAL./ B&B	PER PLAN	2
	ZELKOVA SERRATA 'VILLAGE GREEN' / VILLLAGE GREEN JAPANESE ZELKOVA	3" CAL./ B&B	PER PLAN	1
SHRUBS/VINES				
	DRYOPTERIS ERYTHROSORA / AUTUMN FERN	1 GAL./CONT.	36" O.C.	29
>	PARTHENOCISSUS TRICUSPIDATA / BOSTON IVY	1 GAL./CONT.	AS SHOWN	6
	SARCOCOCCA HOOKERIANA VAR. HUMILIS / DWARF SWEETBOX	1 GAL./CONT.	24" O.C.	15
GROUNDCOVER				
	EPIMEDIUM RUBRUM / HYBRID EPIMEDIUM	1 GAL./CONT.	18" O.C.	155


Seat Cubes


Sarcococca


Autumn Fern and Epimedium


Boston Ivy


Zelkova Serrata 'Musashino'

9TH AVENUE GREEN STREET DESIGN VIGNETTE

VIEW FROM THE BUS STATION LOOKING NORTH TOWARDS THE LOBBY ENTRY

9TH AVENUE GREEN STREET DESIGN ART SCREEN PROPOSAL

The 9th Avenue green street is designed as a sequential experience of soft landscape elements that transition to hardscape elements as one approaches the corner of 9th Avenue and Pine Street.

3 art screens are proposed to complement the softer landscape. The screens will be steel with a laser-jet cutout design. The design could integrate a number of themes including the truss and neighborhood context such as the Metro bus station or the Paramount Theater.

A local artist will be selected to design and produce the metal art screens.

Potential artists being considered for the art screen design include:

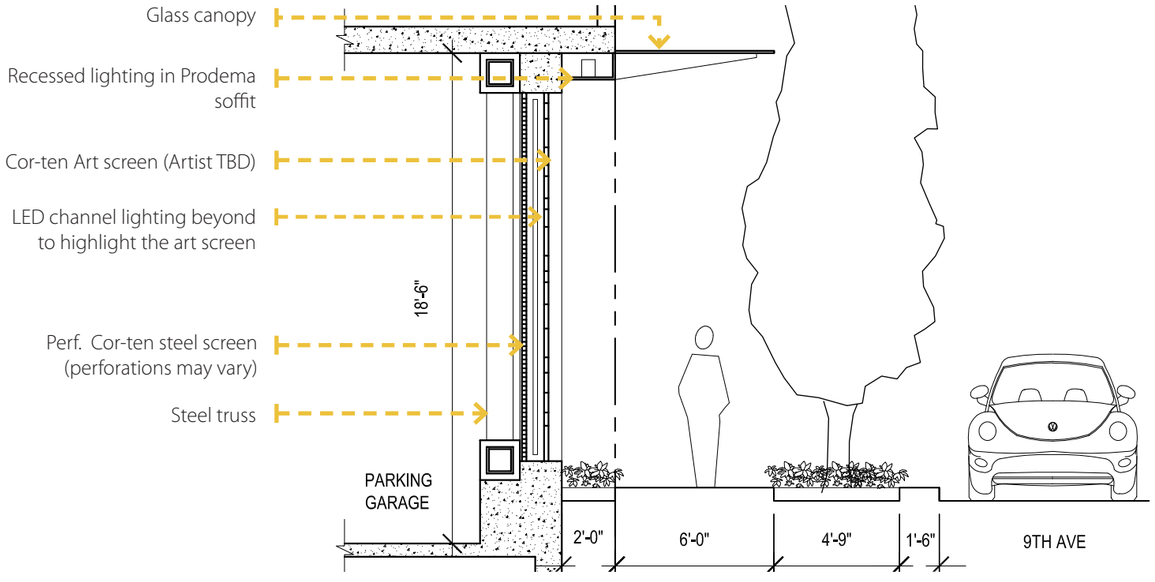
- Deborah Mersky
- Michele Wang
- Koryn Rolstad
- Jean Whitesavage
- Nick Lyle

Metal art screen proposal:

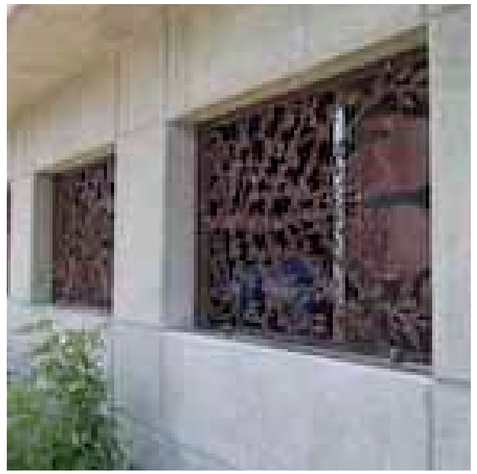
- Local artist to be selected
- Design could integrate theme of trusses and/ or the neighborhood context adjacent historic buildings
- Outer metal art screen will have cutouts to allow for back lighting
- Inner metal screen will be perforated

Vignette of art screen wall

Section at art screen wall:



Seattle artists work examples



Deborah Mersky
Alcyone Apartments

Michele Wang
The Cate Apartments

Cot-ten art panel examples

Andre Kikoski, The Wyckoff Exchange, Brooklyn, NY

Steven Holl, Private residence in AZ

Corten screen panel, designer and location unknown

Pierre Le Roux, Private residence, Australia

9TH AVENUE GREEN STREET DESIGN VIGNETTE

VIEW LOOKING SOUTH FROM 9TH AVENUE AT THE CAMLIN

Streetscape elements including the landscaping, benches, art and the building entrance are integrated to create a green room that provides visual interest and relief from the hardscape in front of the Camlin Hotel.

PINE STREET R.O.W. STREET VIGNETTE

VIEW FROM ACROSS THE STREET LOOKING NORTH TOWARDS THE CORNER

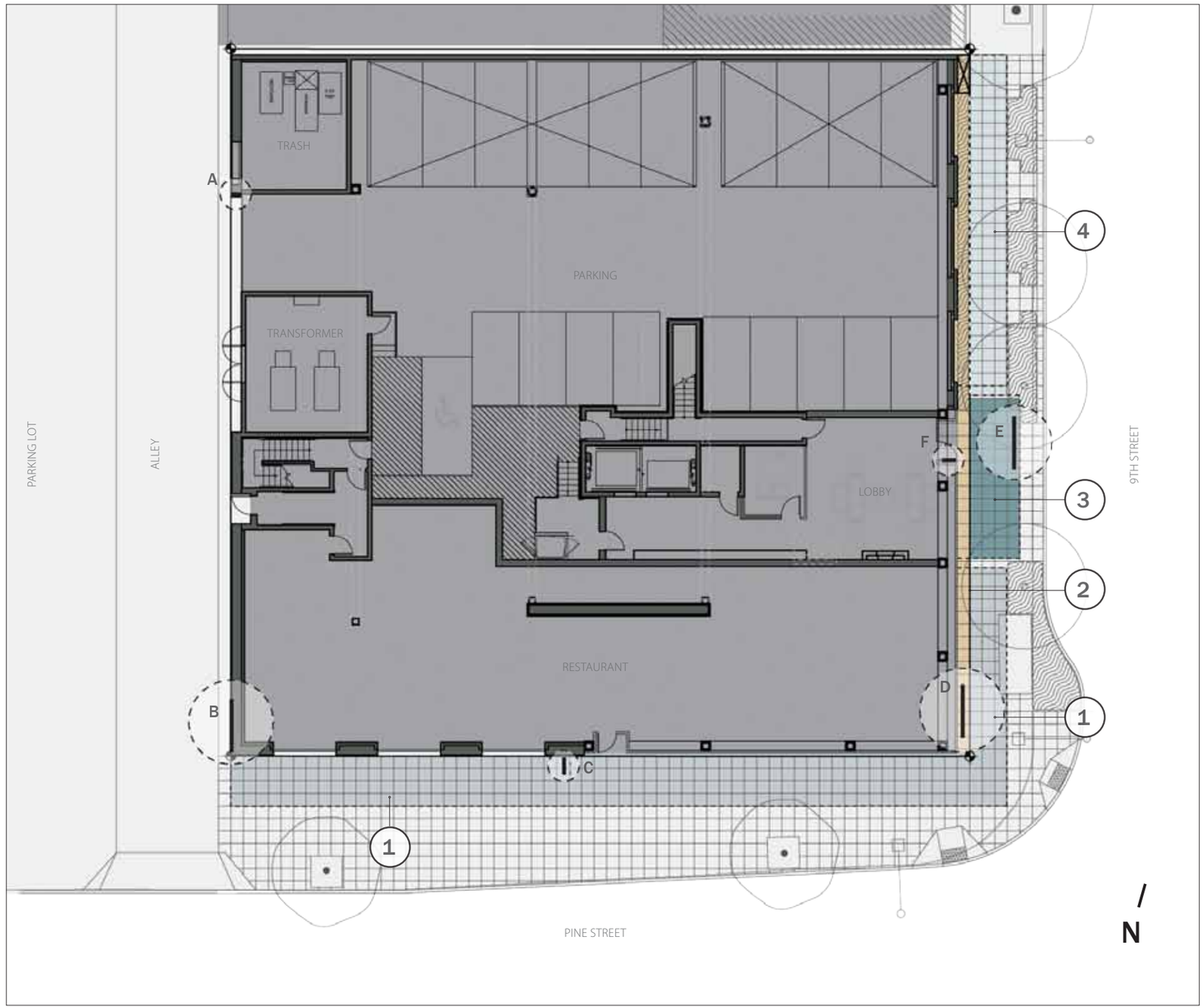
SIGNAGE AND CANOPY

SIGNAGE

A *(inset - wall)* Parking Sign for way-finding.
B *(inset - wall)* Building/commercial sign adds visual interest to solid wall at alley.
C *(hanging - blade)* Restaurant Sign for pedestrians to identify the commercial entry.
D *(wall mounted - blade)* Restaurant Sign for pedestrians and vehicle traffic to identify commercial business to 9th street.
E *(wall)* Residential Sign for pedestrians to identify entry for residents.
F *(perched - letters)* Building Sign address.

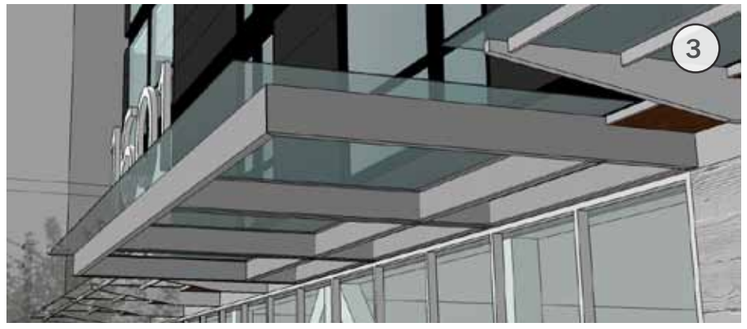
CANOPY

1 Solid canopy for pedestrian weather protection.
2 Wood soffit adds a subtle warmth to the canopy system.
3 Larger translucent canopy to identify residential entry.
4 Delicate canopy is translucent to provide ample light for plants along the greenway.

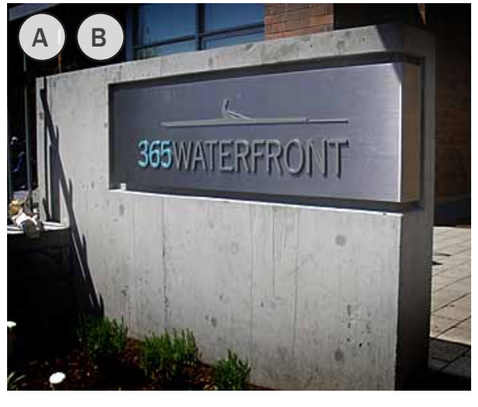


CANOPY

LETTERING CHARACTER



SIGNAGE



Right: Precedent and Inspiration Studies

LIGHTING CONCEPT

STREET

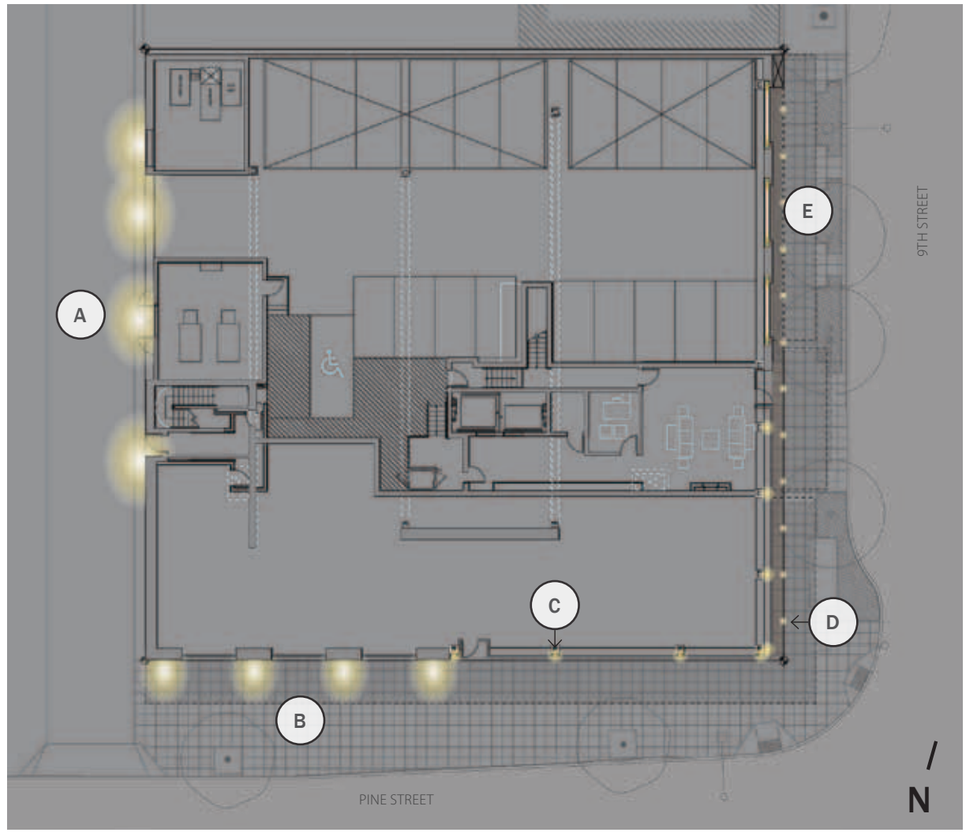
A *(safty)* Bright downlights to enhance security in alley.

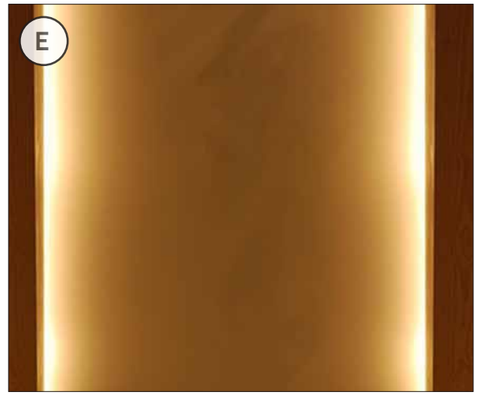
B *(accent)* Wall mounted sconces illuminate the facade and street.

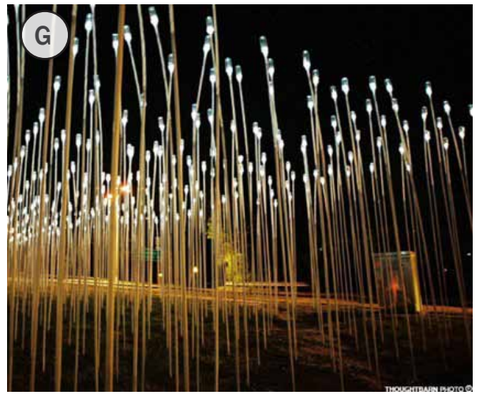
C *(accent)* LED channel lights along top and bottom chords of truss wash the structural feature with light.

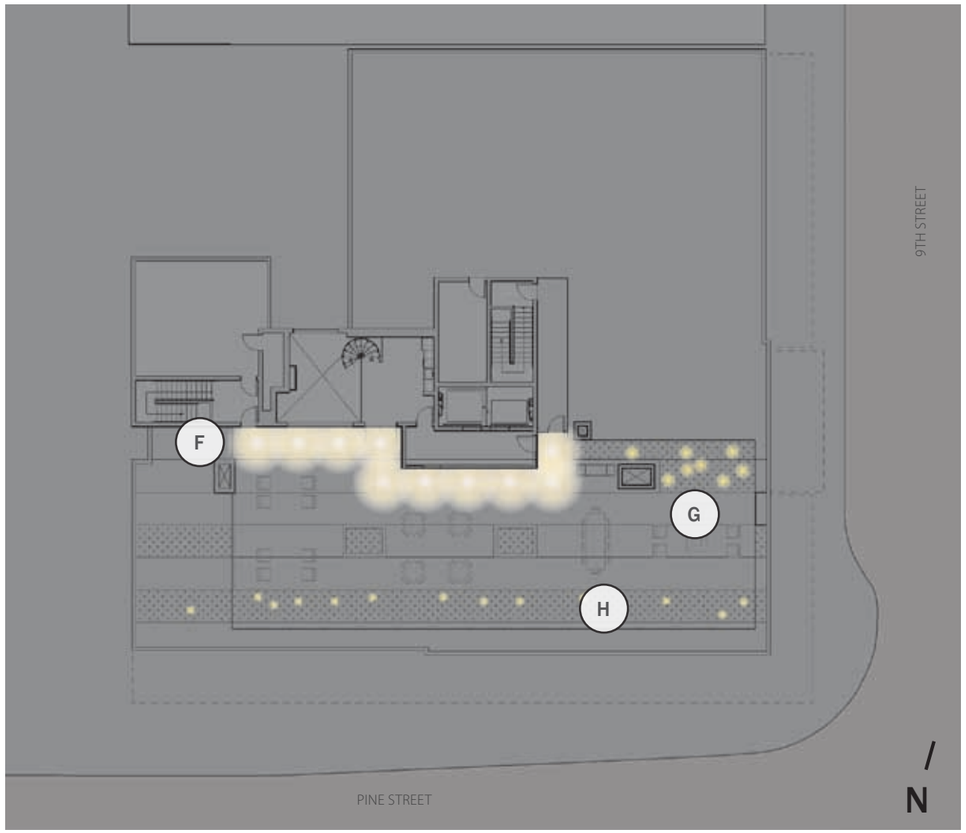
D *(accent)* Cylinder lights highlight vertical members of truss.

E *(accent)* LED Channel lights along vertical edge of reveals in concrete highlight the art screen night









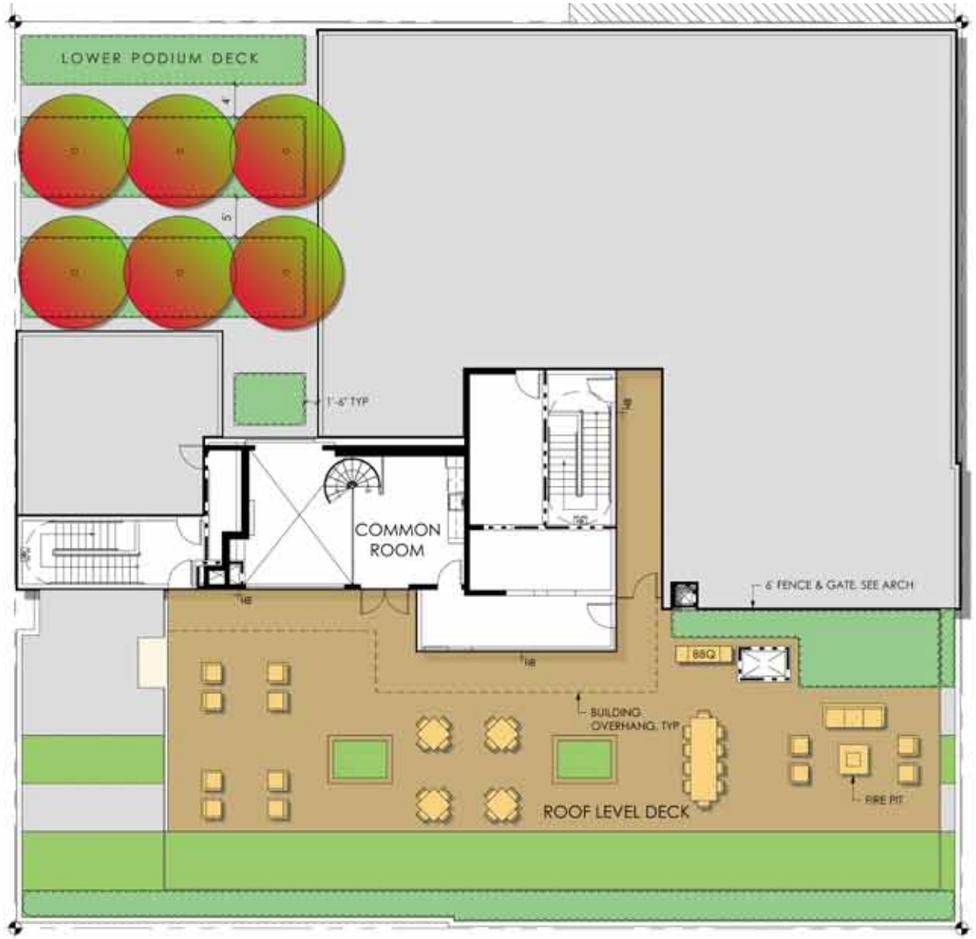
ROOF

F *(primary)* Recessed downlights installed in canopy to illuminate the roof deck.

G *(accent)* 'Bamboo lights' are mingled amongst the landscaping.

H *(accent)* Post lights at very low light level help define the roof deck as an out-door room at night.

LIGHTING CONCEPT NIGHT VIEW AT THE CORNER OF 9TH AVE AND PINE ST



LEGEND

- SMALL DECIDUOUS TREE: SERVICEBERRY OR JAPANESE MAPLE
- FERNS & GRASSES
- SEDUMS AND GRASSES
- BAMBOO
- DECKING
- GRAVEL
- SITE FURNITURE

NOTES

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

Roof level Deck:
B-1: A large roof deck will concentrate activity at the southeast corner to take advantage of the solar orientation and maximize views towards Capitol Hill.

Lower podium deck:
B-1, C-6: A landscaped court on the northwest corner of the podium level will provide visual interest for the upper residential floors with units facing the outdoor space as well as the future highrise to the west of the project site.

Black Mondo Grass

Deer Fern

Bamboo

Ornamental Grasses

Sedum Mix

ROOF LANDSCAPE PLAN

ROOF CONCEPT BIRD'S EYE VIEW FROM SW

Material Transition

1 Metal Siding 'A'

6 C-Channel

6a Metal edge

7 Swiss Pearl Siding

ROOF CONCEPT BIRD'S EYE VIEW FROM NW

2 AEP Span Metal Siding
4 Canopies and Louvers
5 Residential Windows
13 Fiber cement

B-1: Landscaped Mechanical equipment located on the rooftop will be screened to hide it from view. One of the potential locations is on the rooftop of stair tower A, which will have parapet walls built to match the height of the elevator overrun in order to hide the mechanical equipment. The second location is to the north of stair tower A on the portion of the roof not being used for the communal roof deck. Screening or louvers similar to the example photos provided will be used to hide the mechanical equipment at this location.

DEPARTURE REQUEST MATRIX

	STANDARD	REQUIREMENT	REQUEST	APPLICANT'S JUSTIFICATION
#1	*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.	To allow the upper portion of the 9th Ave building facade to project into the required upper-level setback.	The building's simple form provides a quiet contrast to the adjacent historic Camlin Hotel. For the scale of the building, a midrise 70' tall structure, setting back the building above 45' would introduce smaller modulations to the building that would detract from the overall design composition, erode the uniformity of the building and its presence on the corner and limit the ability to reinforce a consistent street facade. Furthermore, since the project will not develop to the allowable full zoning height, the shadow impact on the street is significantly reduced.
#2	*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.	To allow the upper portion of the 9th Ave. building facade to project into the 2 foot setback.	The design of the 9th Ave facade and right-of-way will create an inviting pedestrian experience that will better meet the intent of the green street zoning requirements. The project will provide the 2 foot setback at the sidewalk level. The 2 foot setback will be designed with hardscape in front of the retail and lobby entrances to allow for activity to spill out of the spaces and a planting strip with a mixed tapestry of low plantings and vines in front of the residential parking garage. The building overhang above the 2' setback will consist of a wood soffit to provide warmth. The soffit will also help reduce the scale of the building to a more pedestrian scale. The building overhang will also contain recessed lighting to provide adequate lighting for pedestrians. Continuous overhead weather protection will be provided along 9th Ave and will consist of a solid metal canopy along the retail frontage and glass canopy at the residential lobby and the residential parking garage. The change in canopy material will relate to the change in use and also allow for more sunlight to reach the landscape planting strip.
#3	*SMC 23.54.030* Driveway Width	Driveways of any length that serve more than 30 parking spaces shall be at least 10 feet wide for one-way traffic and at least 20 feet wide for two-way traffic.	To allow for a driveway width of 15'-4" rather than a width of 20 feet, a 24% reduction.	The parking garage utilizes a car stacking system that will allow for the movement of fewer than 30 cars at any one time. Therefore, the driveway width could be as narrow as 10 feet but the project will provide 15'-4". Additionally, convex mirrors will be provided at the driveway entrance/exit to enhance visibility.

DEPARTURE REQUEST
#1 GREEN STREET UPPER LEVEL SETBACK

Departure Request #2

SMC 23.49.058.F.2: Green Street Upper Level Setbacks

REQUEST:

To allow the upper portion of the 9th Ave building facade to project into the required upper-level setback.

JUSTIFICATION:

The building design consists of a volume with a large bay at the upper residential floors to acknowledge the corner. The simple form provides a quiet contrast to the adjacent historic Camlin Hotel. For the scale of the building, a midrise 70' tall structure, setting back the building above 45' would introduce smaller modulations to the building that would detract from the overall design composition, erode the uniformity of the building and its presence on the corner and limit the ability to reinforce a uniform street facade. Furthermore, since the project will not develop to the allowable full zoning height, the shadow impact on the street is radically reduced.

BUILDING AXONOMETRIC

DEPARTURE REQUEST
#1 GREEN STREET UPPER LEVEL SETBACK

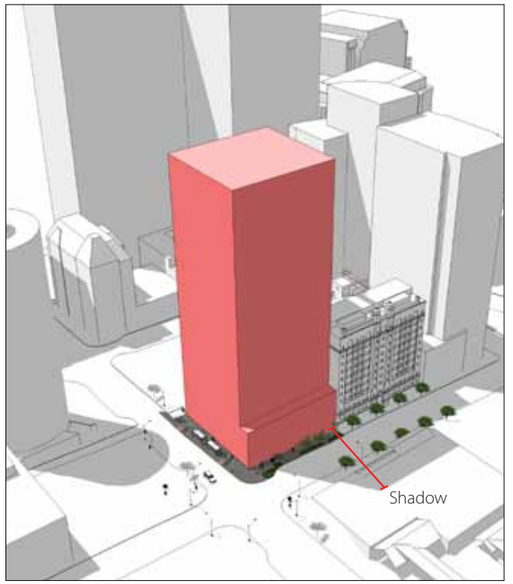
Proposed massing with 15' departure at upper level setback.

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.

SHADOW IMPACT MIDRISE SCHEME WITH DEPARTURES

SUMMER SOLSTICE 1:00 PM

SHADOW IMPACT HIGH-RISE SCHEME, NO DEPARTURES



SUMMER SOLSTICE 1:00 PM

Due to the 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.

DEPARTURE REQUEST
#2 GREEN STREET 2 FOOT SETBACK

Departure Request #3

SMC 23.49.056.F.4: Terry and 9th Avenues Green Street Setbacks.

REQUEST:

To allow the upper portion of the 9th Ave. building facade to project into the 2 foot setback. .

JUSTIFICATION:

The design of the 9th Ave facade and right-of-way will create an inviting pedestrian experience that will better meet the intent of the green street zoning requirements. The project will provide the 2 foot setback at the sidewalk level with a minimum of 50% of the length landscaped. The 2 foot setback will be designed with hardscape in front of the retail and lobby entrances to allow for activity to spill out of the spaces and a planting strip with a mixed tapestry of low plantings and vines in front of the residential parking garage. The building overhang above the 2' setback will consist of a wood soffit to provide warmth. The soffit will also help reduce the scale of the building to a more pedestrian scale. The building overhang will also contain recessed lighting to provide adequate lighting for pedestrians. Continuous overhead weather protection will be provided along 9th Ave and will consist of a solid metal canopy along the retail frontage and glass canopy at the residential lobby and the residential parking garage. The change in canopy material will relate to the change in use and also allow for more sunlight to reach the landscape planting strip.

VIGNETTE AT GREEN STREET R.O.W LOOKING SOUTH TOWARDS PINE ST

Continuous canopies along 9th Ave. will have glass to maximize sunlight to the plants located up against the building

Wood soffit picks up warmth of Cor-ten art panels, relates to residential lobby entry and reduces the scale of the building to a more pedestrian scale

2' continuous setback provided at grade along the green street. A minimum of 50% of the length of the setback will be landscaped

DEPARTURE REQUEST
#2 GREEN STREET 2 FOOT SETBACK

BUILDING AXONOMETRIC

Zoning envelope (blue)

Departure is requested for Levels 3-7 for 1'-6" to 2'-0"

2' continuous setback provided at grade along the green street

DEPARTURE REQUEST
#3 DRIVEWAY WIDTH DIAGRAM

Departure Request #4

SMC 23.54.030 Driveway Width

REQUEST:

To allow for a driveway width of 15'-4" rather than a width of 20 feet, a 24% reduction

JUSTIFICATION:

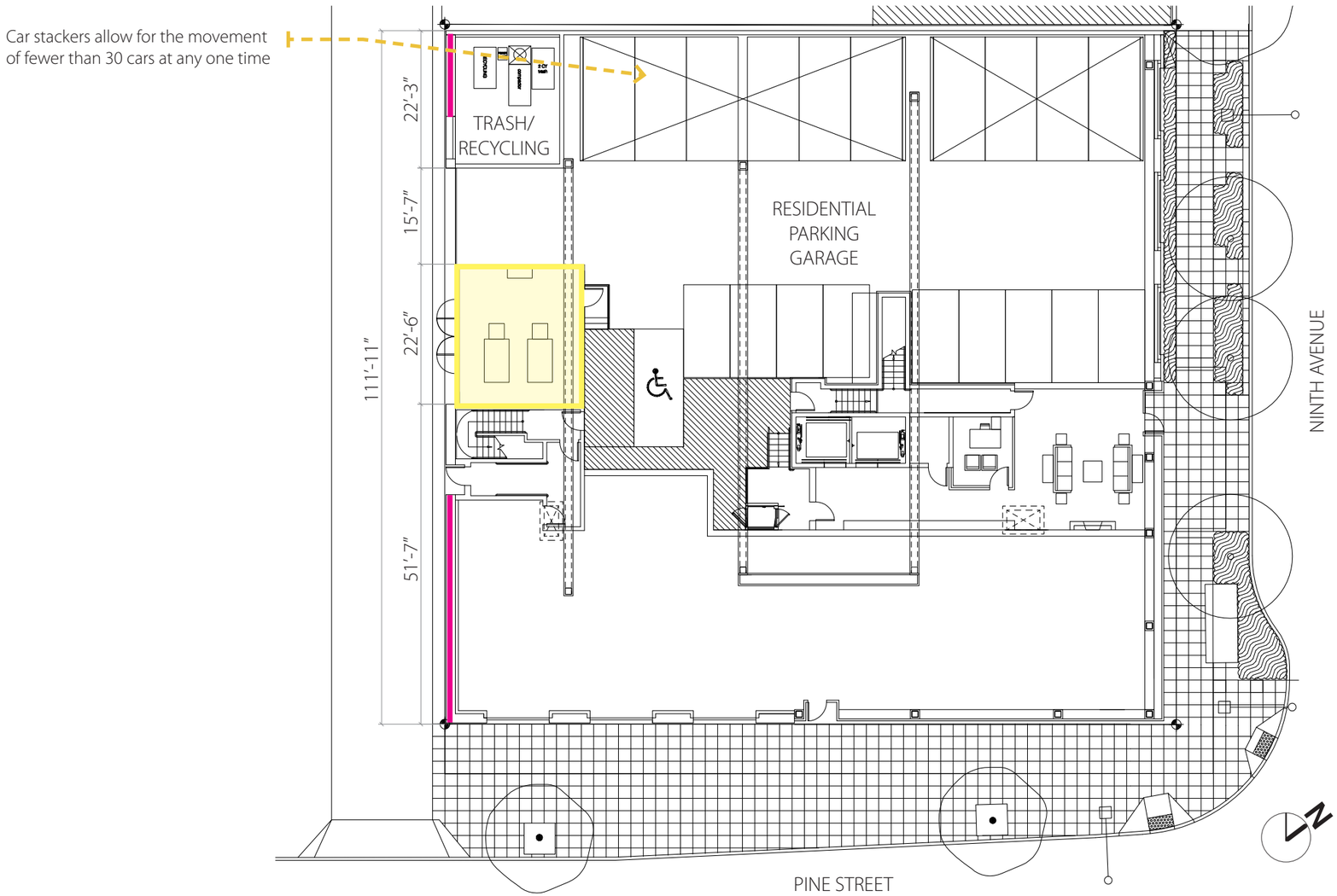
As described in Departure Request #1, the location of the residential parking garage on the site proved difficult, but it is necessary in order to meet the development objectives of the project. The residential parking garage was designed in such a way as to have as little visual impact on the site allowing for retail use along Pine Street and a sidewalk free of driveways along 9th Avenue, a green street with pedestrian priority.

The residential parking garage utilizes a car stacking system that will allow for the movement of fewer than 30 cars at any one time. Therefore, the driveway width could be as narrow as 10 feet but the project will provide 15'-7". Additionally, convex mirrors will be provided at the driveway entrance/exit to enhance visibility.

The location and size of the Transformer Vault was stipulated by Seattle City Light, which further limits the width of the driveway.

Also limiting the width of the driveway is the structural concrete wall along the alley, which is necessary to span the below-grade bus tunnel as well as provide shear for the structure.

The location of the trash and recycling room was guided by the availability of space away from the pedestrian pathways surrounding the site. Additionally, it is positioned between the structural concrete wall along the alley and one of the columns the supports one of the required trusses needed to span the below-grade bus tunnel.



Structural Shear Requirement - no openings allowed

Required size for Seattle City Light Transformer Vault