

September, 2011

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1. Development Objectives:

The design and development team seeks to create a project that is responsive to its unique setting, embodies sustainable design, and provides a high quality and successful urban mixed use development that adds value to the community while providing:

- LEED Platinum Certification
- Enhanced Pedestrian Environment
- Approximately 115 Apartment Homes
- Approximately 1,070 Square Feet of Retail
- Approximately 32 Parking Stalls

2. Urban Design Analysis:

- Vicinity Map (Surrounding Uses, Structures, and Zoning)
- 9 Block Area Map
- Aerial Photograph
- Photo Montage of Streetscapes

3. Design Guidelines

4. Site Analysis:

- Map of Zoning
- Topography and Tree Survey (Existing Conditions)
- Site Photos
- Map of Access Opportunities and Constraints

5. Architectural Concepts:

- Alternate Schemes (Pros/Cons)
- Proposed Scheme

6. Street Level Sketches

7. Departures

We are requesting a departure to allow us to maintain one of two existing curb cuts adjacent to our site along Minor Avenue for garage ingress and/or egress. This will depend partially on SDOT determination of feasibility of alley access.

Seattle Land Use Code:

Property area:
14,453 SF

Zoning:

Map 110
NC3P-85
Pike/Pine Conservation Overlay District
Pike/Pine Urban Center Village 23.047A Commercial

23.47A.013 FAR:

Total permitted for single use within mixed-use: $4.5 \times 14,453 \text{ SF} = 65,038 \text{ SF}$
Total permitted for residential/non-residential within mixed-use: $6 \times 14,453 = 86,718 \text{ SF}$

23.47A.014 Setbacks:

Setback of 12' is required from the centerline of the alley for a loading berth and must be maintained up to a height of 12.'

23.47A.016 Screening/landscaping:

For parking at street level facing façade: 5ft deep landscaped area along street lot line or 6ft high screening between structure and landscaped area.
3.5' screening along perimeter of each floor of parking.

23.47A.024 Residential amenity areas:

Amount equal to 5% of total residential floor area: $86,718 \text{ SF} \times .05 = 4,335 \text{ SF}$

23.47A.029 Solid waste & recycling storage space:

Residential: Over 100 units – 200sf +2sf/additional unit, front loading
*mixed-use building with 80% or more GFA of residential is considered residential

23.47A.030 Parking:

No required parking in urban center

VICINITY MAP



- - - zoning boundary
- I-5 corridor
- bike lane
- Monorail
- Southlake Union Streetcar
- link light rail
- future link light rail
- future first hill streetcar (proposed route April 2010)



9 BLOCK AREA MAP

The project site is bounded by Minor Avenue, The Boren/Pike/Pine Park (also known as Plymouth Pillars Park), and an alley.

I-5 which forms the edge of the The Boren/Pike/Pine Park, separates a shift in the city grid and fabric. Downtown, to the West of I-5 is a complex of large full block developments with a height limit of 290 - 400'. Pike/Pine to the East is composed of smaller buildings clustered on a city block, limited to a 65' height.

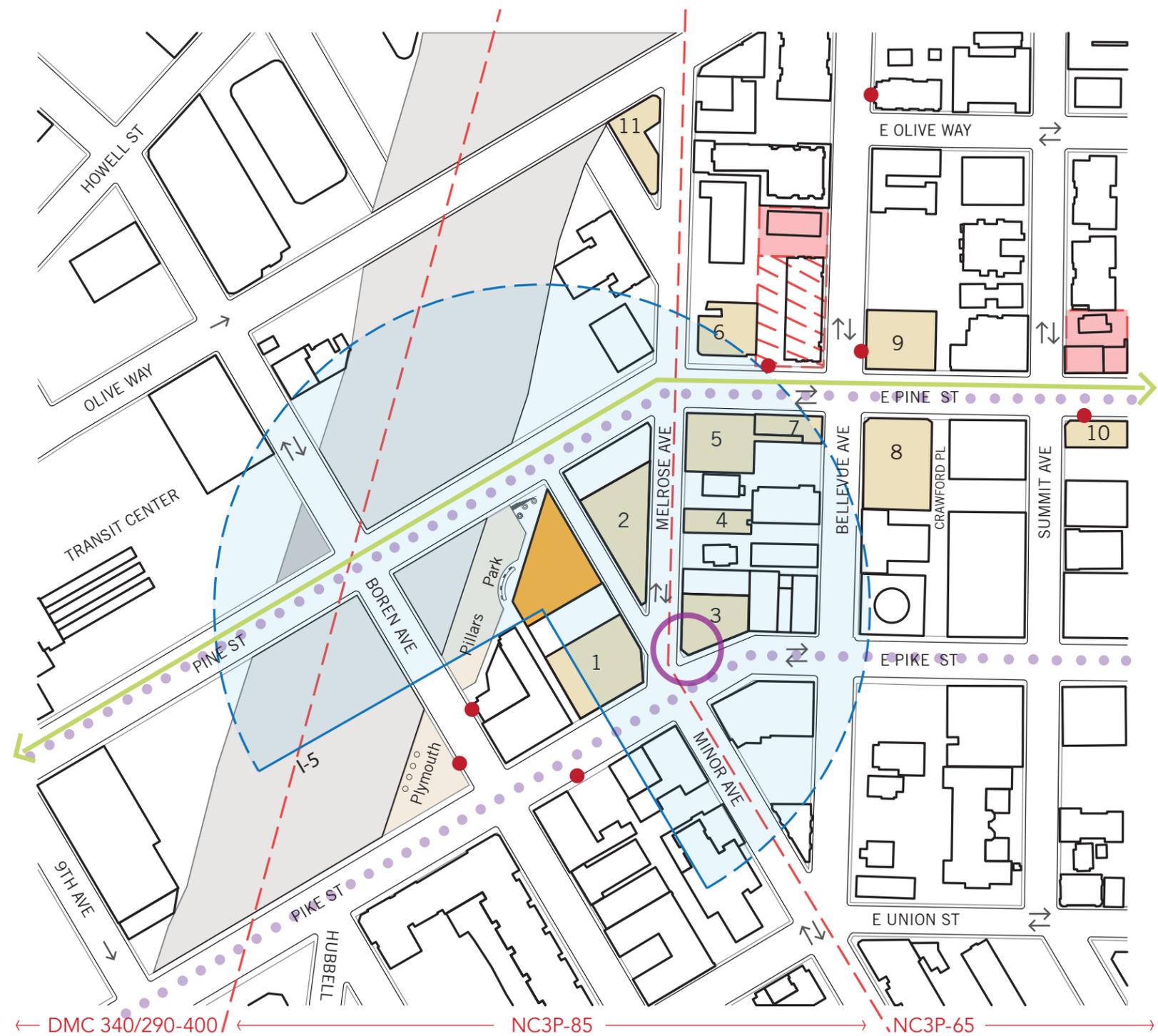
The project site is situated at the transition between the juxtaposing city fabrics with an intermediate 85' limit zone.

Historical character buildings of the Capitol Hill neighborhood cluster around the project site, such as Utrecht, Six Arms, and Melrose Market.

Historical Character Buildings

1. Utrecht Art Supplies (Packard Building)
2. Melrose Market
3. Six Arms (Gallagher's Fine Cars)
4. Melrose Apartments
5. Melrose Building
6. Buttersworth Mortuary
7. Le Frock (Timken Roller Bearing)
8. Area 51 (Carr Brothers Auto Repair)
9. Lighting Design Lab (Hirsh Cycle Co.)
10. Travelers India Shop & Cafe (Unknown)
11. Sherwood Apartments

- Bus Stops
- Bike Street Lane
- ▶ Potential Views
- Principal Pedestrian Street
- Pike/Pine Gateway
- Under Construction
- ▨ Future Development (Permitted)
- Historic Character (Identified in SMC 23.73.010 Pike/Pine Conservation Overlay)

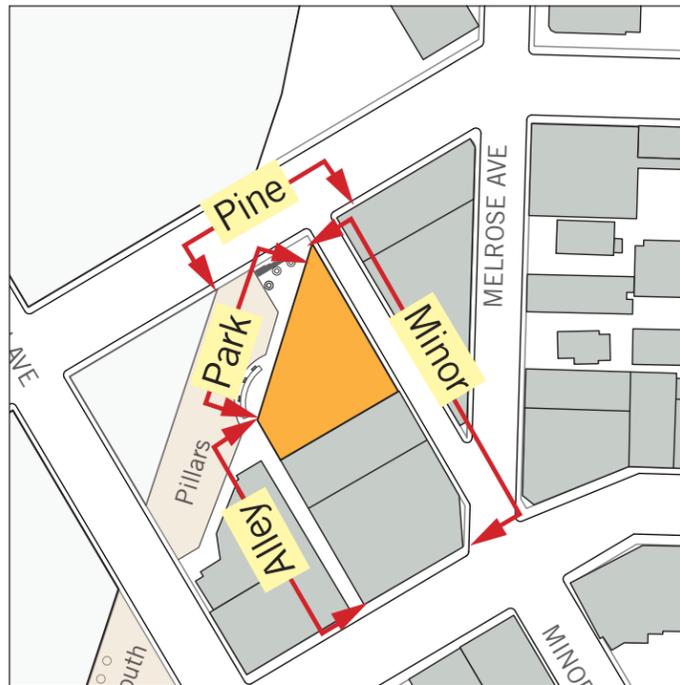




SITE PHOTOS



Minor Avenue



Pine Street



Plymouth Pillars Park



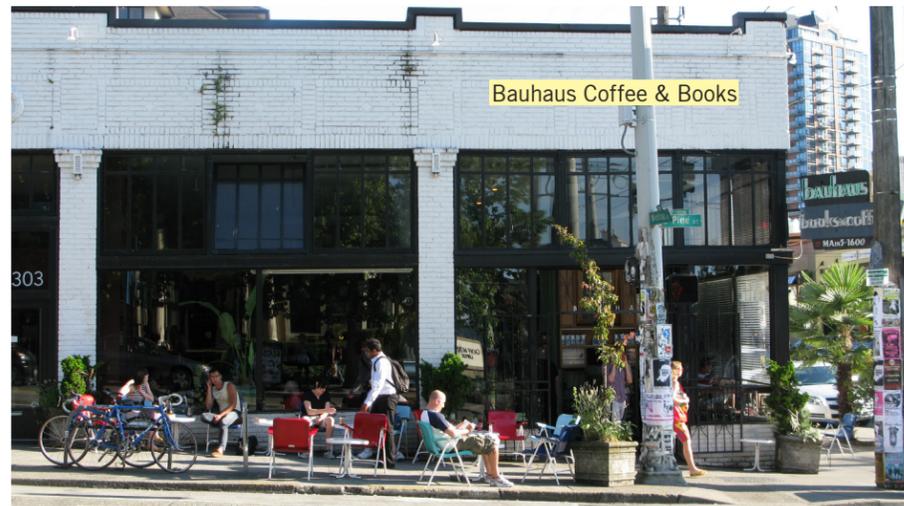
Alley

STREETSCAPES

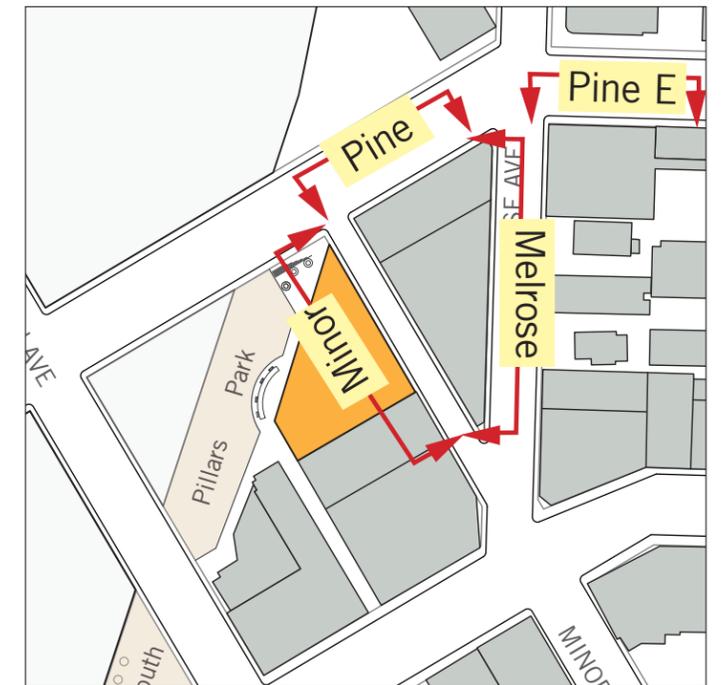


Pine St.

The pedestrian realm along Pine St. for the majority is characterized primarily with commercial ground floor frontage. The pedestrian activity is abundant with coffeehouses, taverns, and bars buzzing with the local crowds. Pine St. is a minor arterial for public transit, cars, bicyclist, and pedestrians alike.



E. Pine St.



Minor Ave



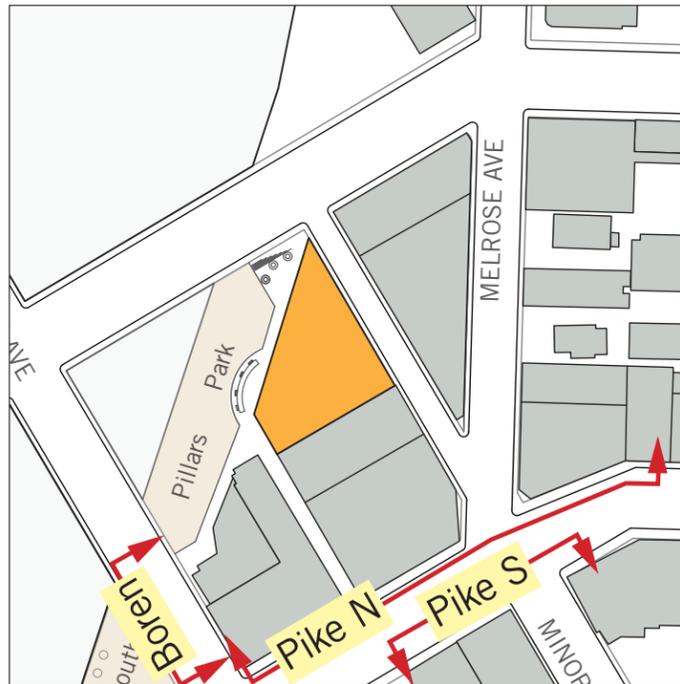
Melrose Ave.

STREETSCAPES

The pedestrian realm along Pike St. for the majority is characterized primarily with mixed-use development (apartments and condos) with ground floor retail frontage. The street is lined with coffee shops, restaurants, bars, and retail shops. Public transit runs up till Bellevue ave where all buses are diverted left.



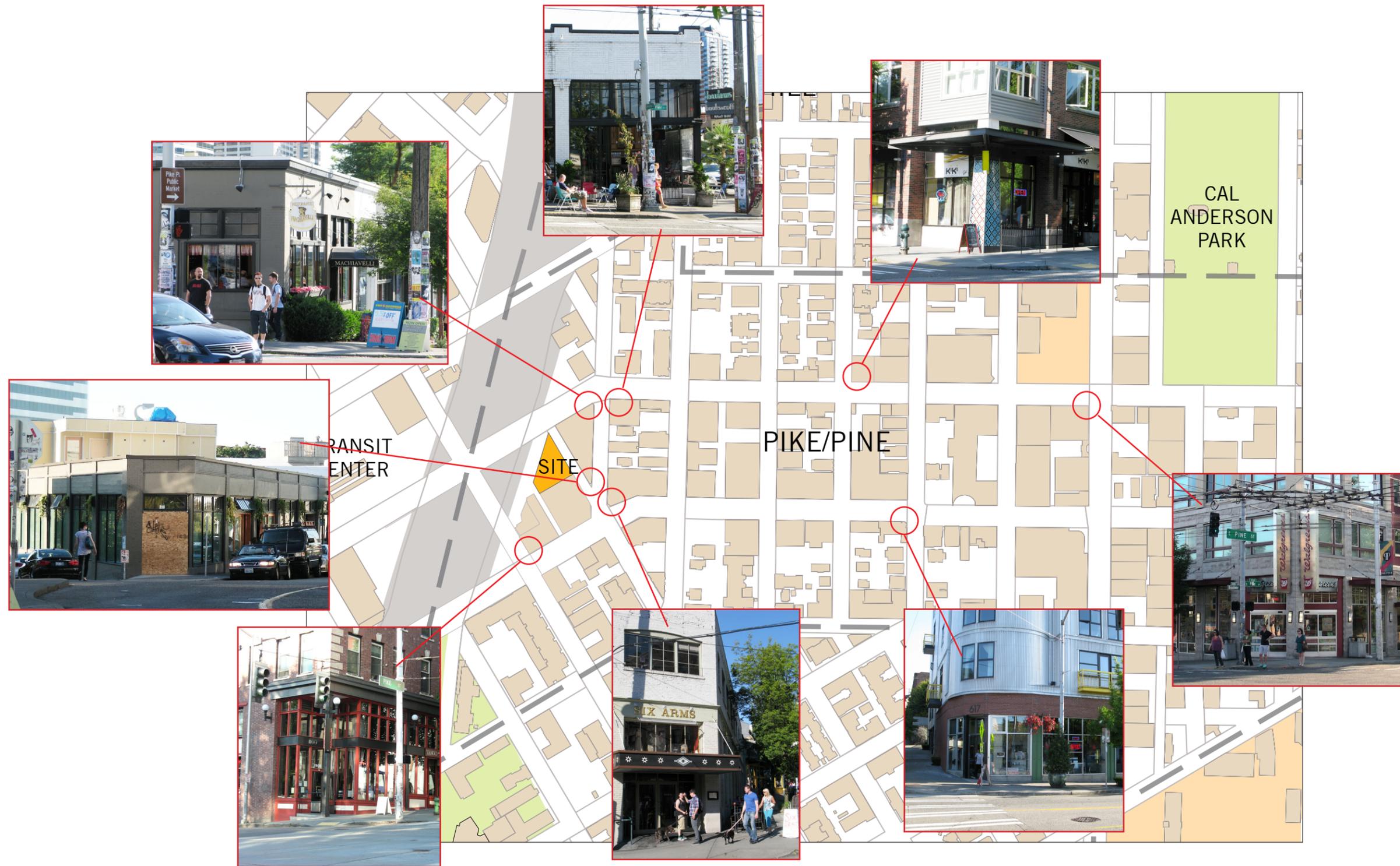
Pike Street Looking North



Pike Street Looking South



Boren Avenue



DESIGN GUIDELINES

The following Citywide and Pike/Pine Urban Center Village design guidelines were identified by the Design Review Board previously in 2006 through prior early design guidance. We believe that these will continue to be the priority guidelines for the development and evaluation of the project design:

- A-1 Responding to Site Characteristics
- A-2 Streetscape Compatibility
- A-5 Respect for Adjacent Sites
- A-8 Parking and Vehicle Access
- A-10 Corner Lots
- B-1 Height, Bulk, and Scale Compatibility
- C-1 Architectural Context
- C-3 Human Scale
- D-1 Pedestrian Open Spaces and Entrances
- D-7 Personal Safety

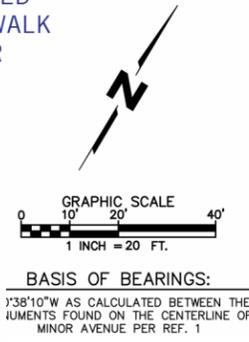
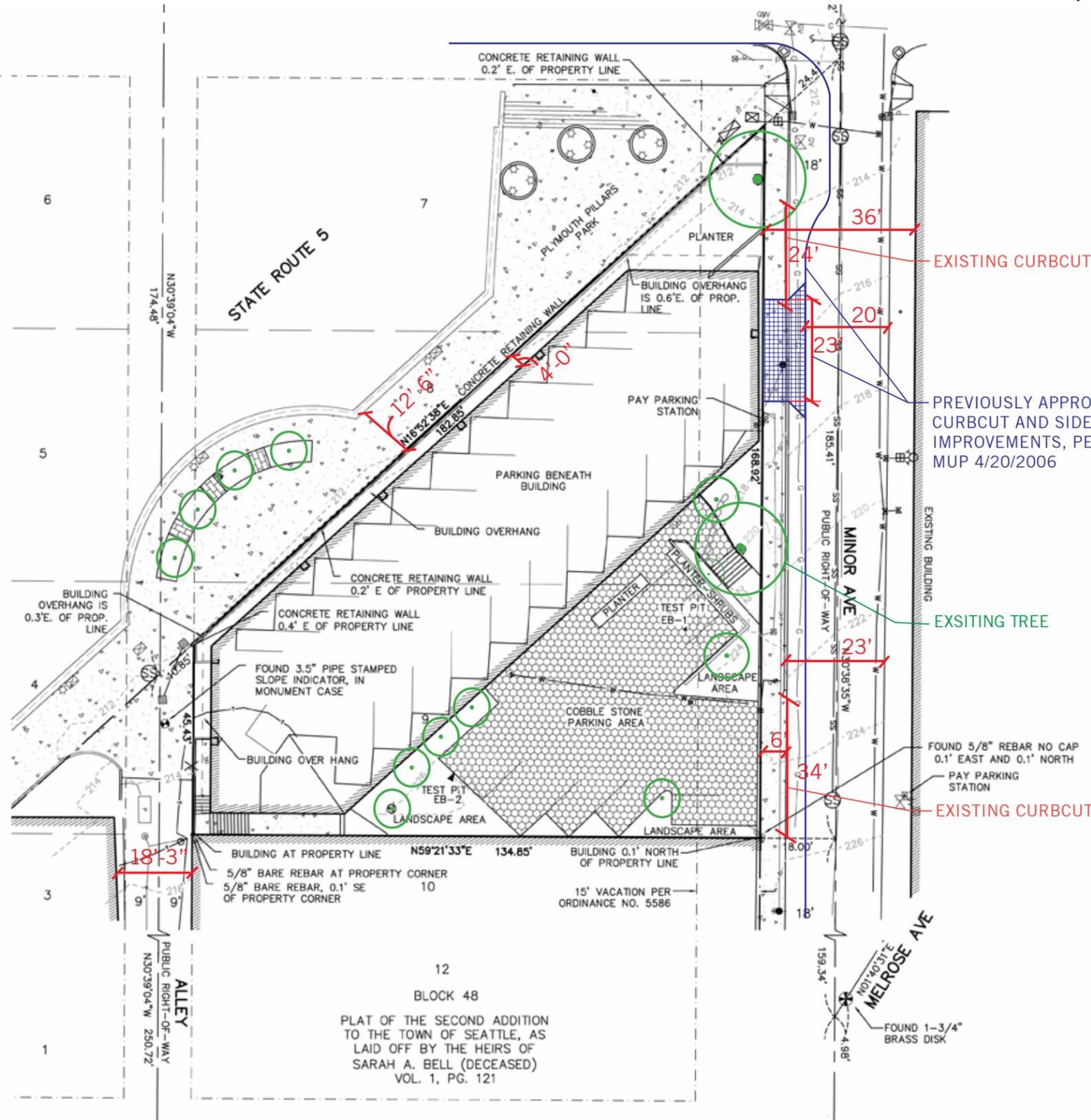


The Pike/Pine neighborhood is a pedestrian-oriented community with a vibrant street life and historical legacy as Seattle's original "Auto Row."

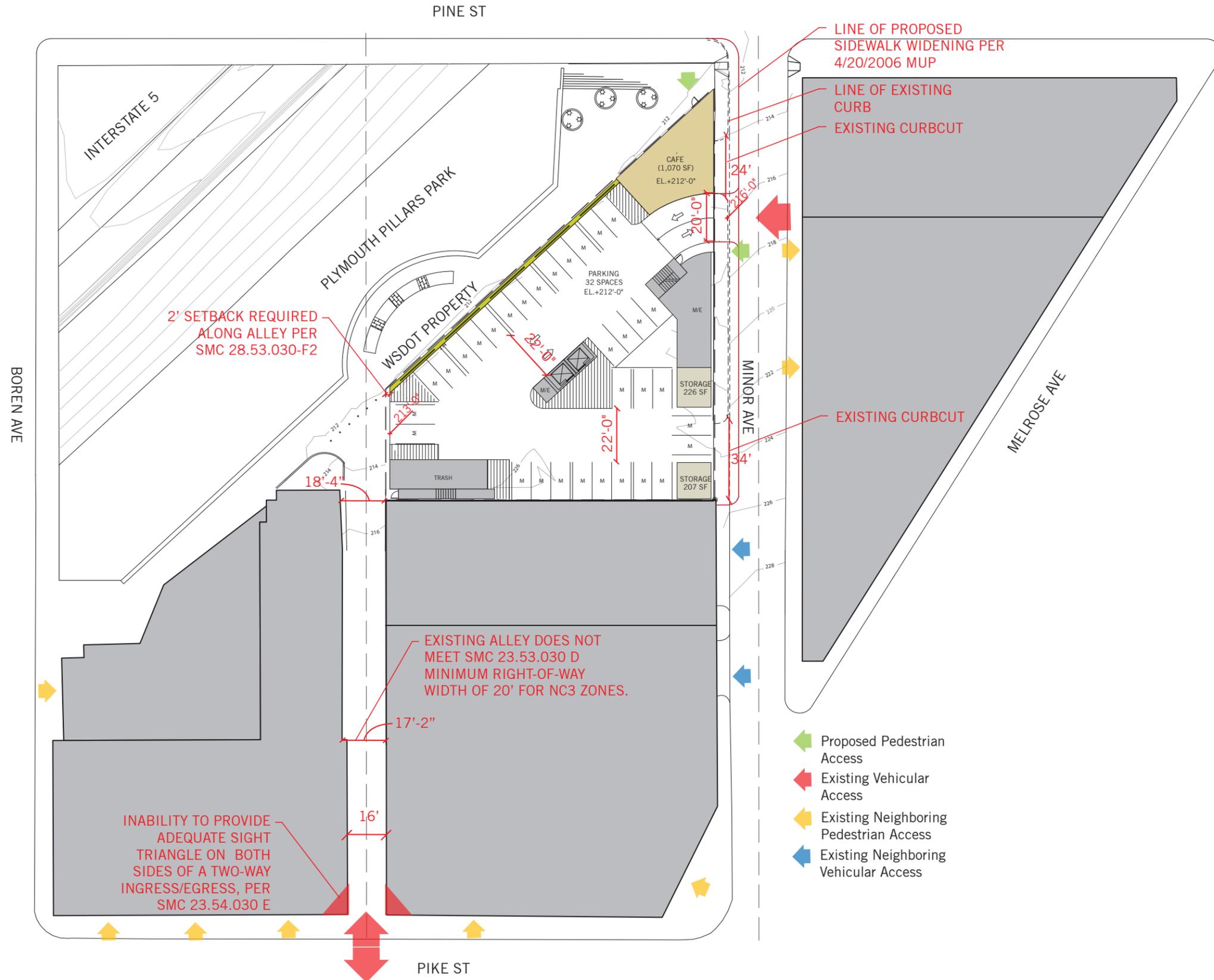
The neighborhood's priority is to maintain the physical and social character through structures that complement the flavor of the community and support the diversity of small businesses and art organizations.

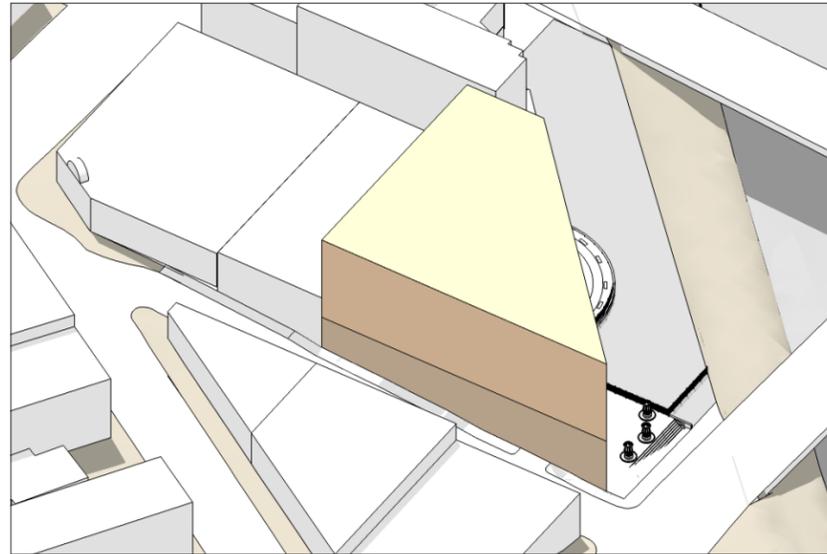
The predominant features to the success of the Pike/Pine neighborhood are the scale and proportion of structures, particularly their width and fully transparent storefront windows along pedestrian-oriented streets. Corner lots reinforce the street corners with pedestrian entrances and architectural detailing.

- LEGEND:**
- FOUND MONUMENT AS NOTED
 - FOUND CORNER MONUMENT AS NOTED
 - GAS METER
 - ROAD SIGNAGE
 - POWER POLE
 - POWER VAULT, SIZE VARIES
 - JUNCTION BOX, SIZE VARIES
 - YARD LIGHT
 - WATER METER
 - WATER VALVE
 - FIRE DEPARTMENT CONNECTION
 - STORM DRAIN MANHOLE
 - CATCH BASIN
 - SANITARY SEWER MANHOLE
 - TELEPHONE MANHOLE
 - GAS VALVE
 - SANITARY SEWER LINE
 - STORM LINE
 - OVERHEAD POWER
 - UNDERGROUND POWER
 - UNDERGROUND WATER
 - UNDERGROUND GAS



MAP OF ACCESS OPPORTUNITIES AND CONSTRAINTS





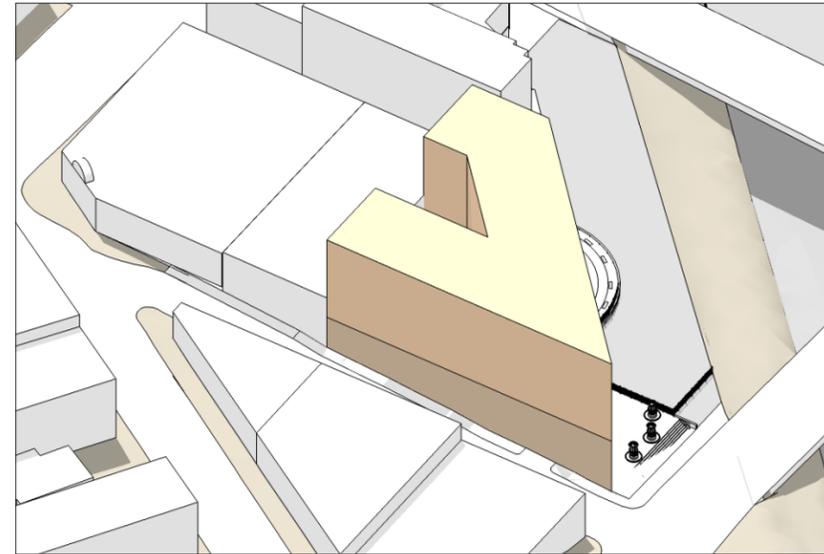
Scheme 1

Pros:

- maximizes development area
- efficient and economical construction

Cons:

- deep floor plates are difficult to plan for residential
- providing daylight to dwellings is challenging
- less sensitive to scale of neighbors



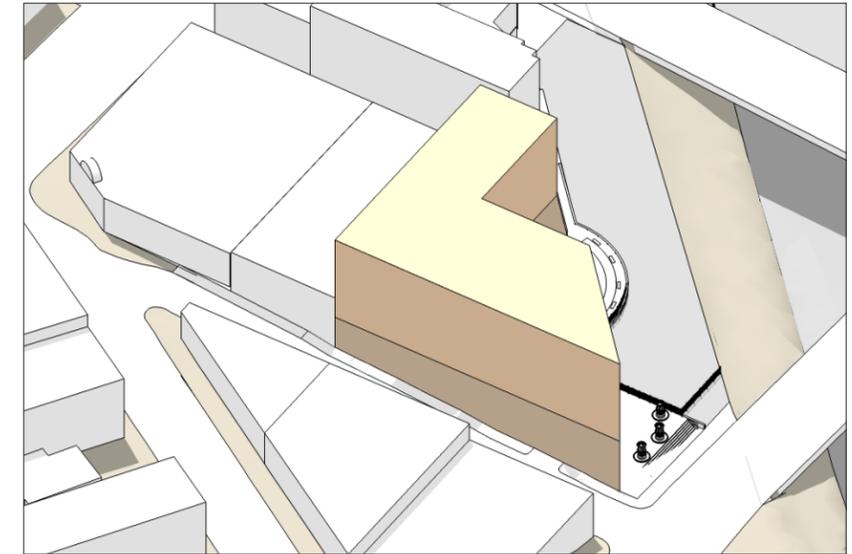
Scheme 2

Pros:

- creates south facing podium courtyard
- maximizes opportunity for double loaded plan
- better access to daylight

Cons:

- courtyard units are less valuable than view units
- inside corners are inefficient to plan
- less sensitive to scale of neighbors



Scheme 3

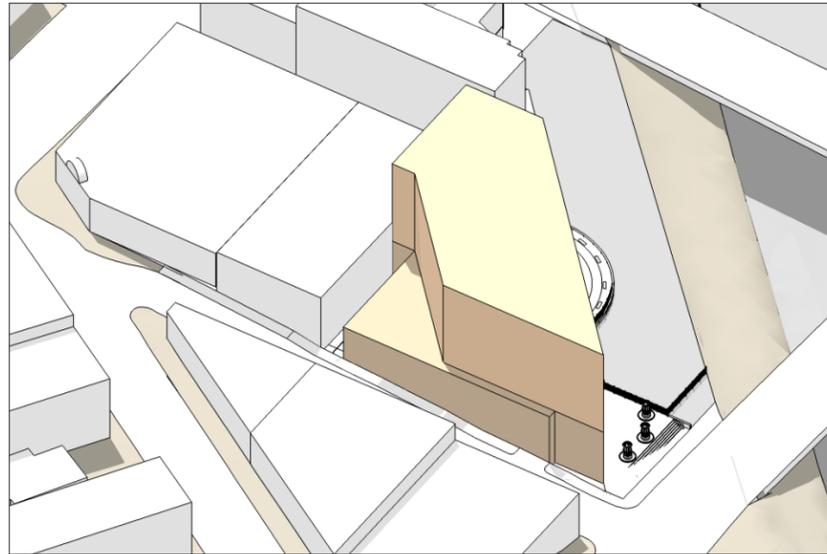
Pros:

- creates west facing podium courtyard with views
- maximizes opportunity for double loaded plan
- better access to daylight

Cons:

- less sensitive to scale of neighbors

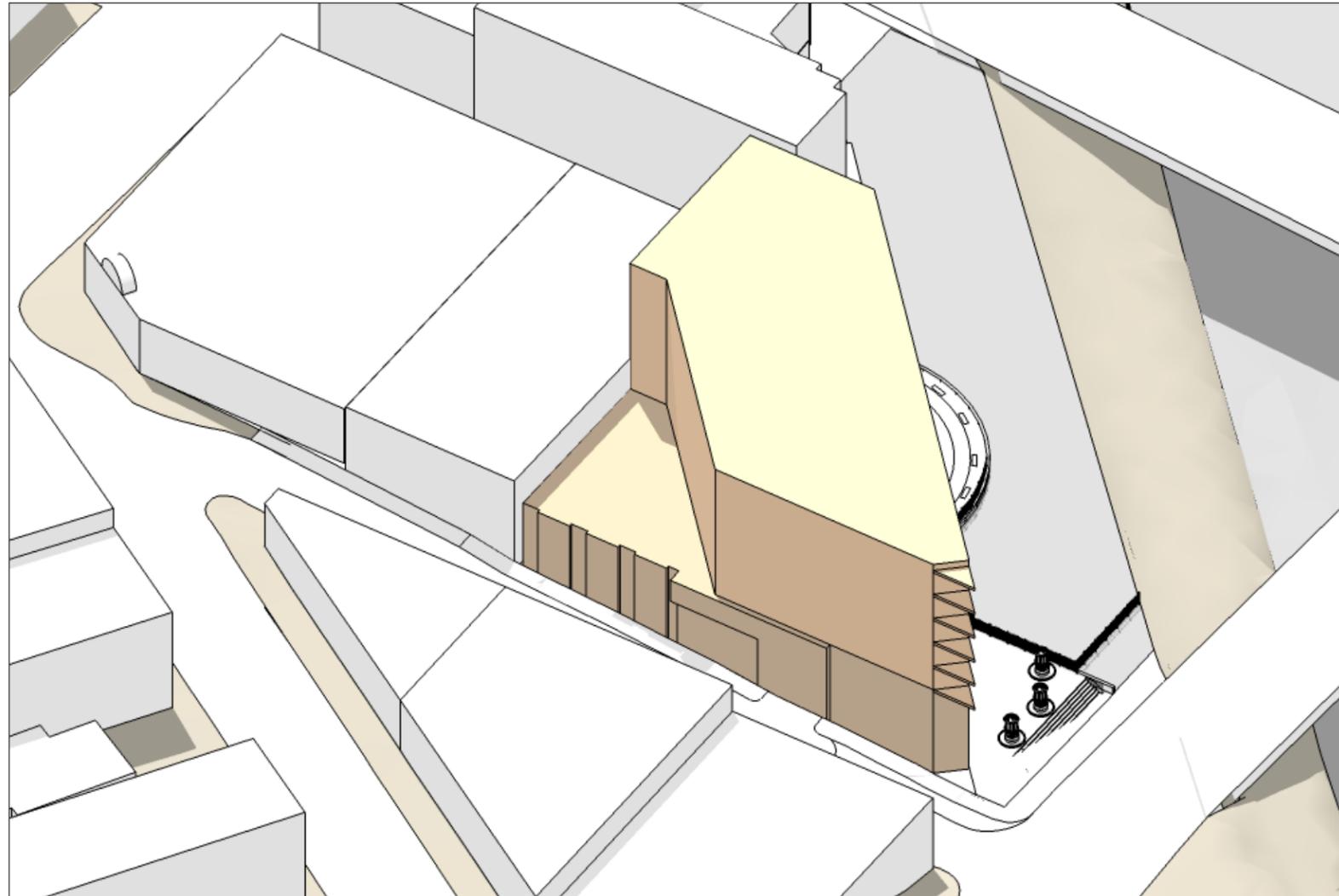
ARCHITECTURAL SCHEMES



Scheme 4

Pros:

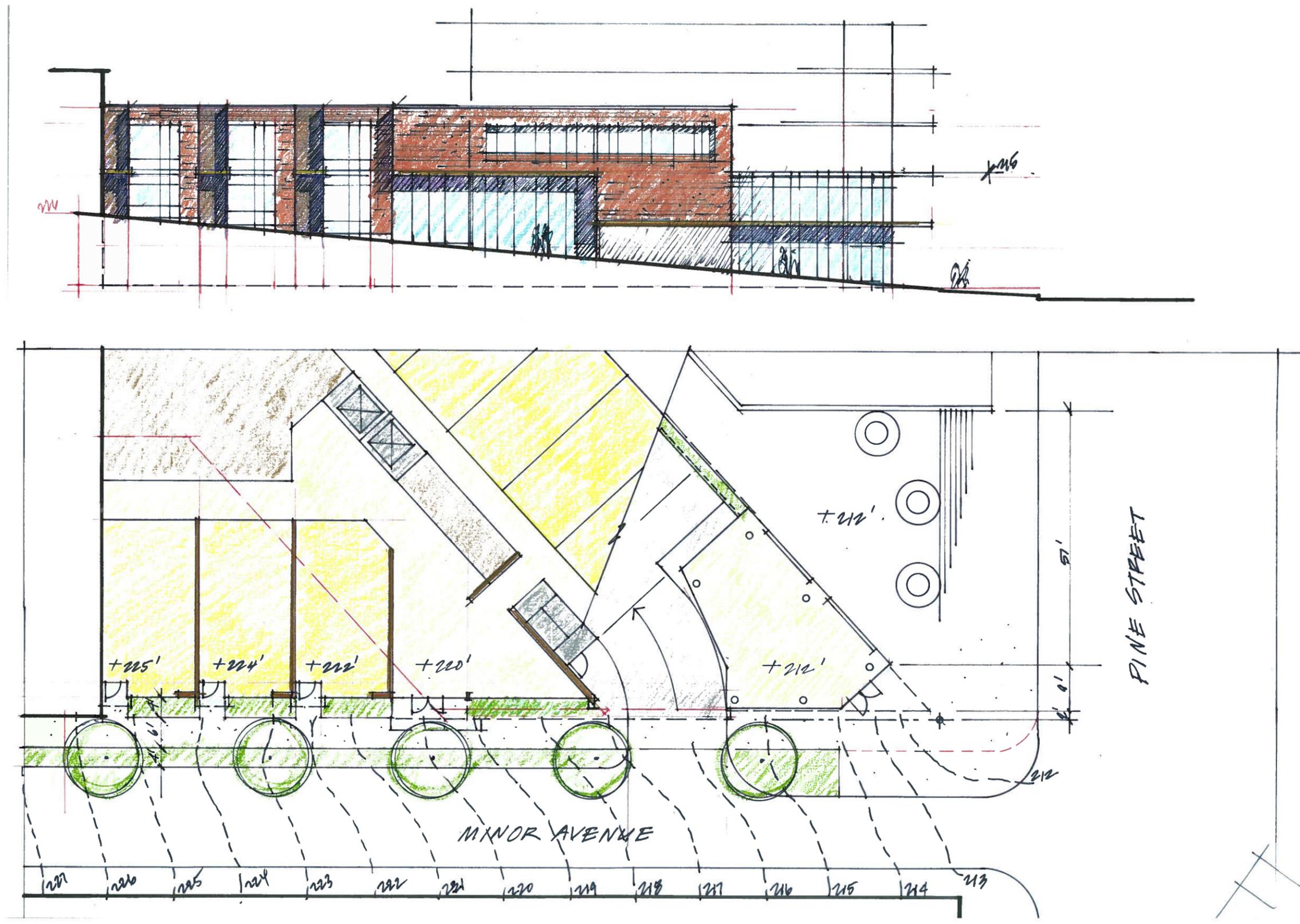
- creates southeast terrace with views
- simple and efficient plan
- podium establishes sensitive scale response to neighbors
- more gracious entry
- provides opportunity to articulate the form as two parts



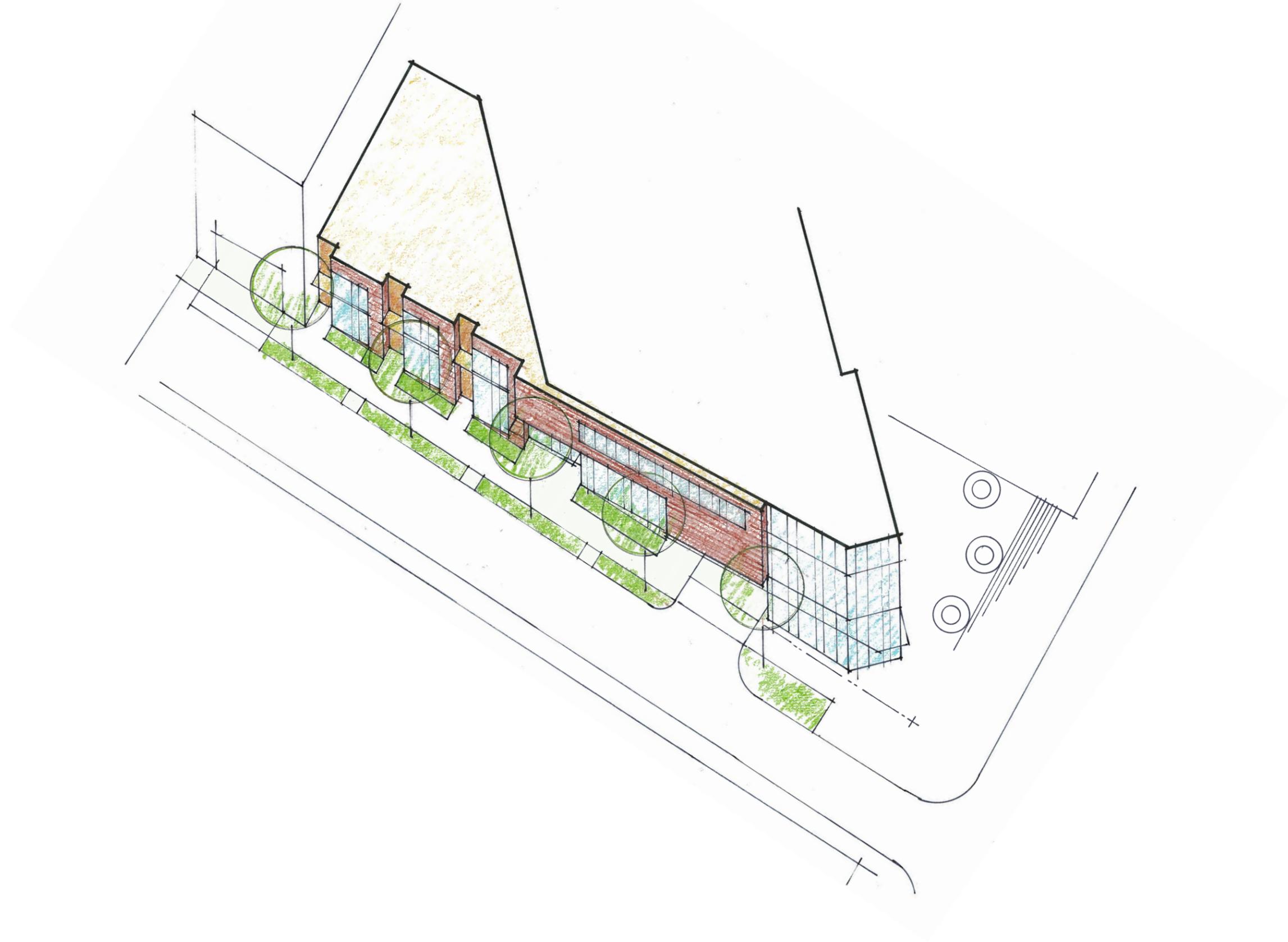
Preferred Scheme

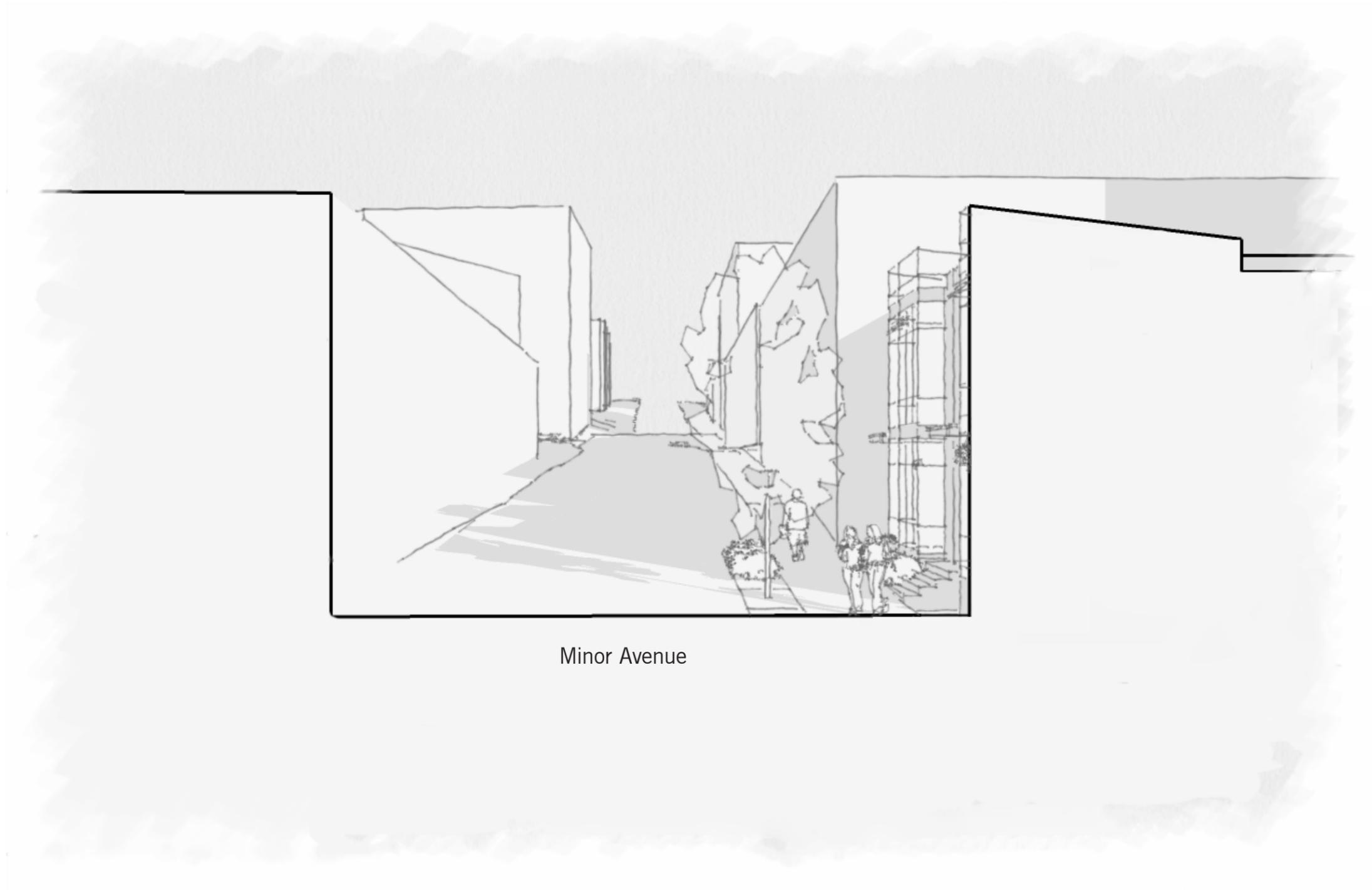
Pros:

- creates southeast terrace with views
- simple and efficient plan
- establishes sensitive scale response to neighbors
- more gracious entry
- entry provides opportunity to articulate the form as two parts
- street level dwellings provide opportunity to create pedestrian scale and activity
- chamfered north corner provides more gracious plan and relationship to plaza
- corner treatment provides opportunity to create unique response to site



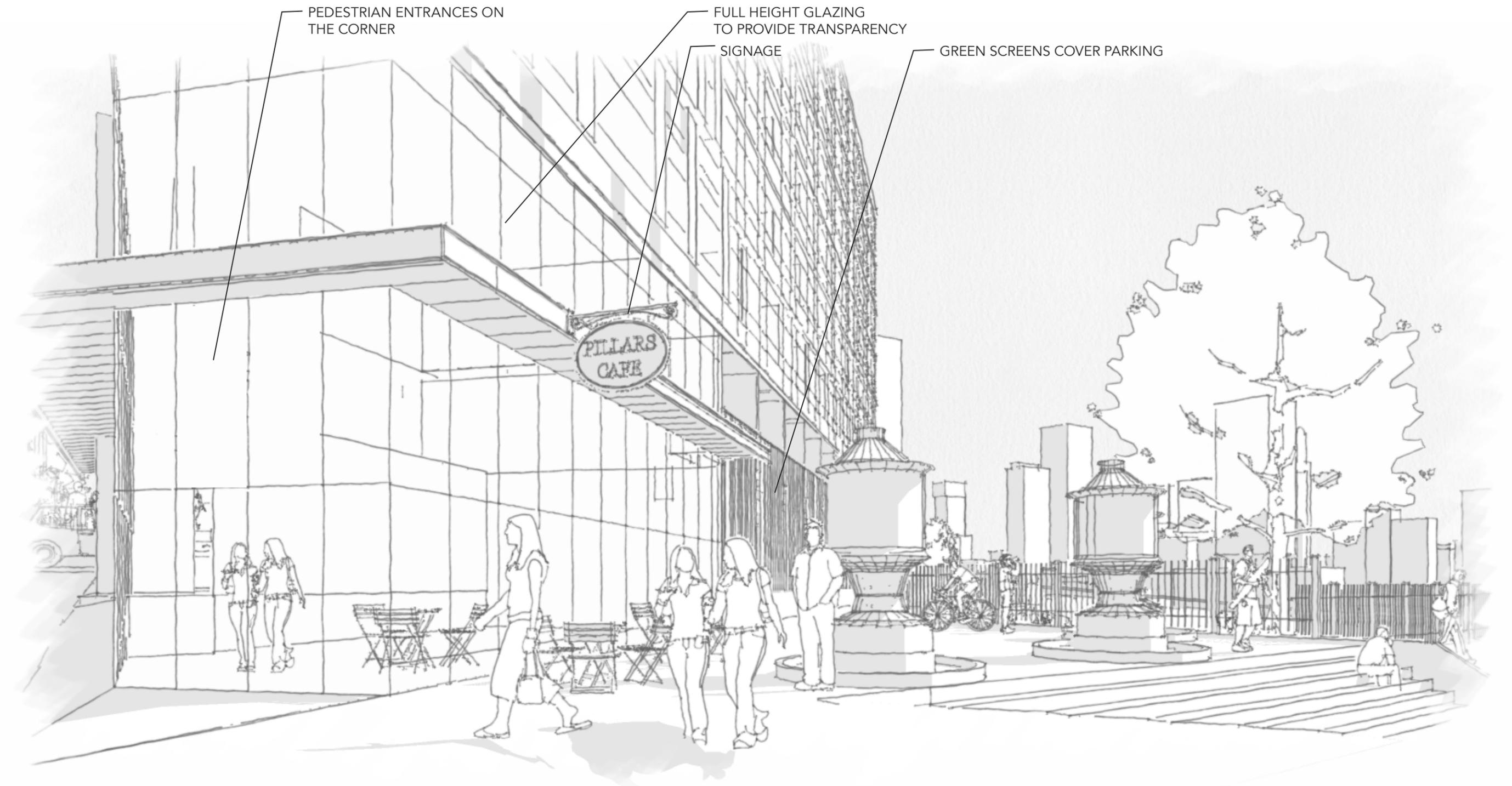
MINOR AVENUE STREETScape





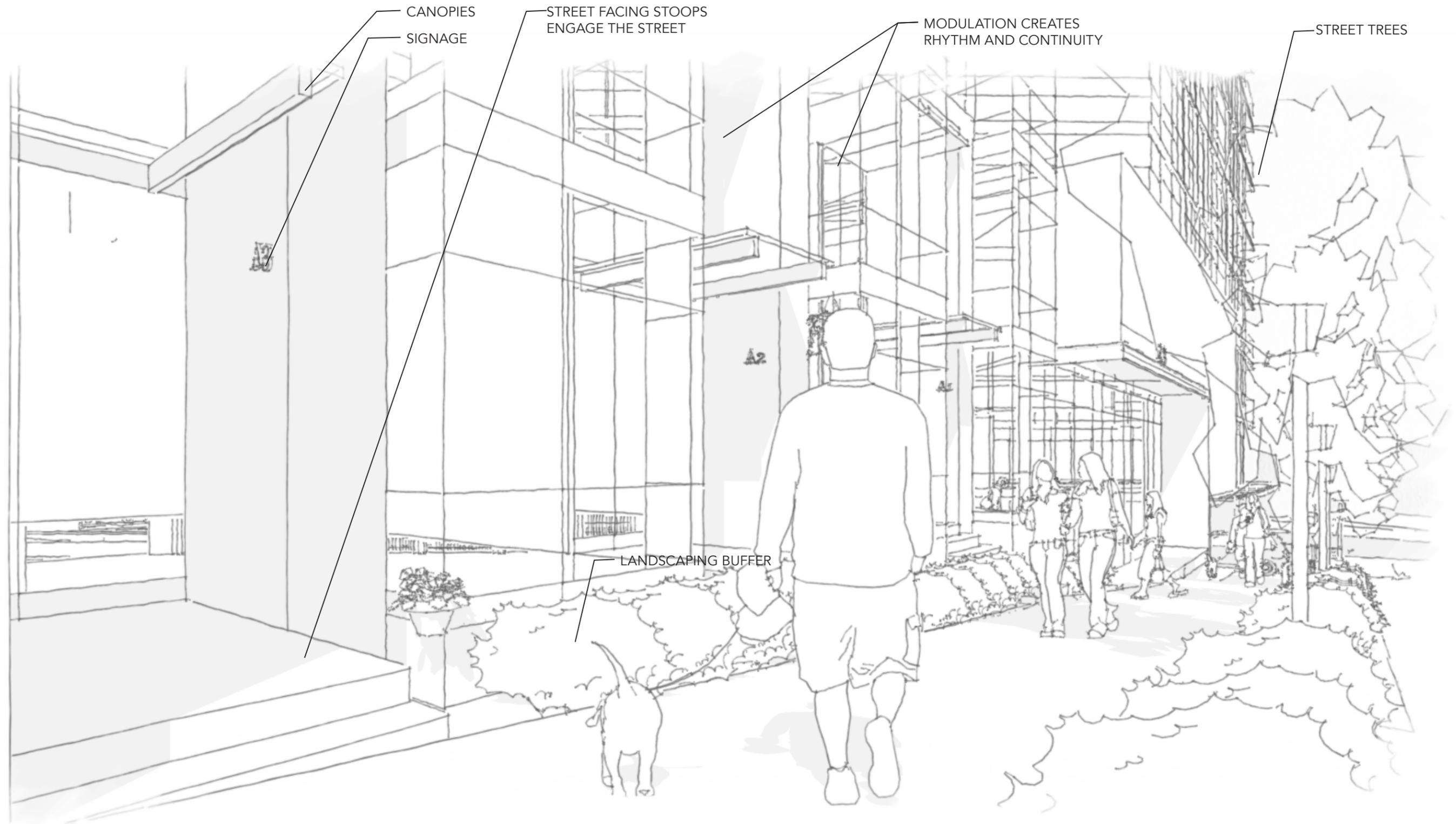
Minor Avenue

STREET LEVEL SKETCHES



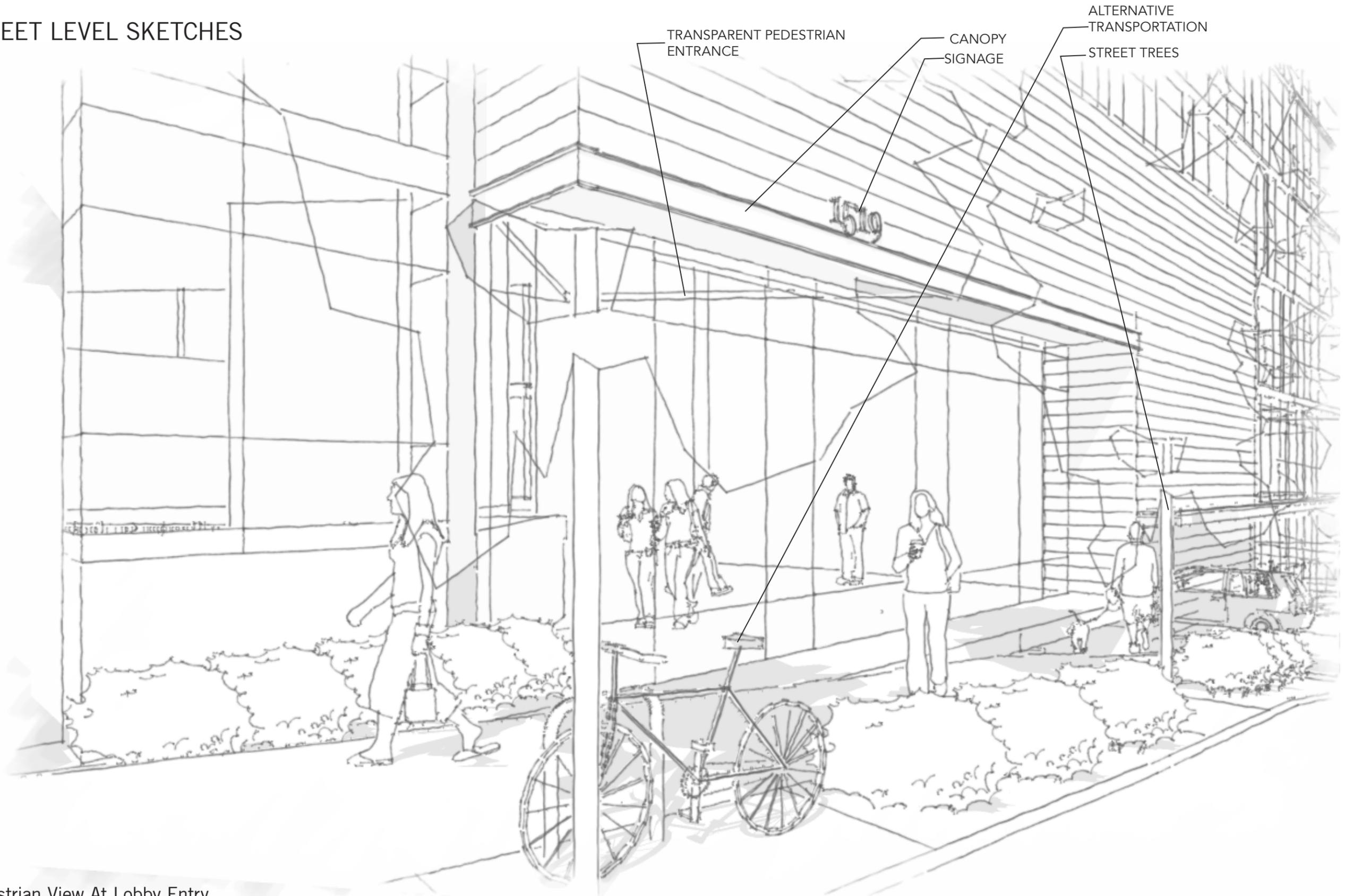
Pedestrian View At Plymouth Pillars Park

STREET LEVEL SKETCHES



Pedestrian View At Minor Townhomes

STREET LEVEL SKETCHES



Pedestrian View At Lobby Entry