



8th & PINE

Early Design Guidance - Downtown Design Review Board

SDC&I #3024239 | November 01, 2016 | 16-015



PROJECT OVERVIEW

CONTENTS

Site and Project Overview	2-22
Massing Options	24-36
Preferred Option	38-49
Design Guidelines	50-51
Anticipated Departures	52-56
Landscape	58-60
Appendix	62-69

PROJECT STATISTICS (approximate)

RETAIL
7,950sf

HOTEL
178 keys

RESIDENTIAL
395 units

PARKING
375 stalls

HEIGHT
550' (including mechanical spaces)
Project to explore increased height per HALA guidelines, see Appendix

PROJECT GOALS

-Be a Good Neighbor

This is an infill site, surrounded by existing buildings of various uses, heights and vintage. A site-specific design is paramount; creating a building with its own identity while respecting the buildings which came before

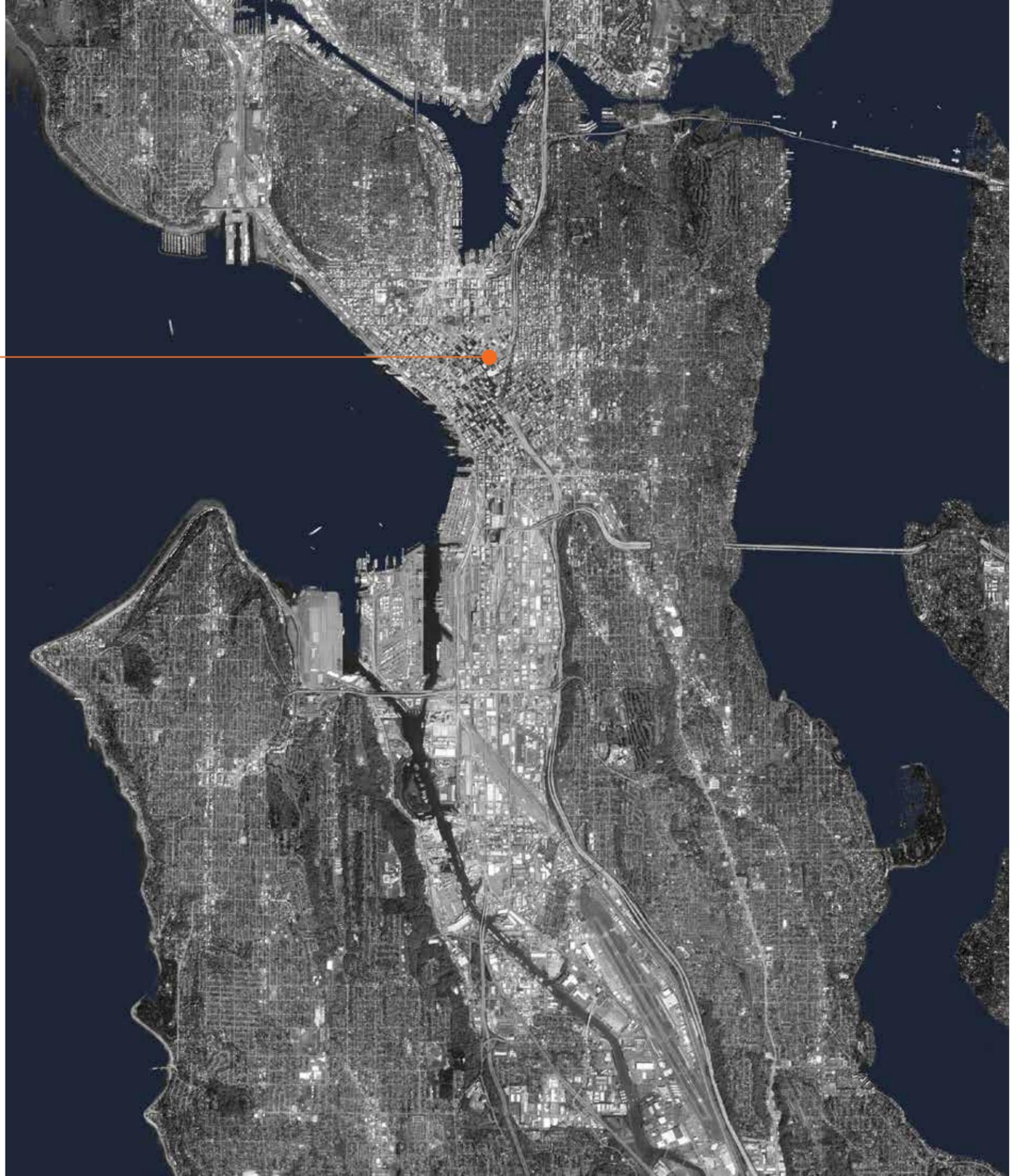
-Provide a Mix of Uses

The location, adjacent to different Seattle neighborhoods, provides the opportunity to provide successful and in-demand retail, hotel and residential uses, adding to the vibrancy of the City

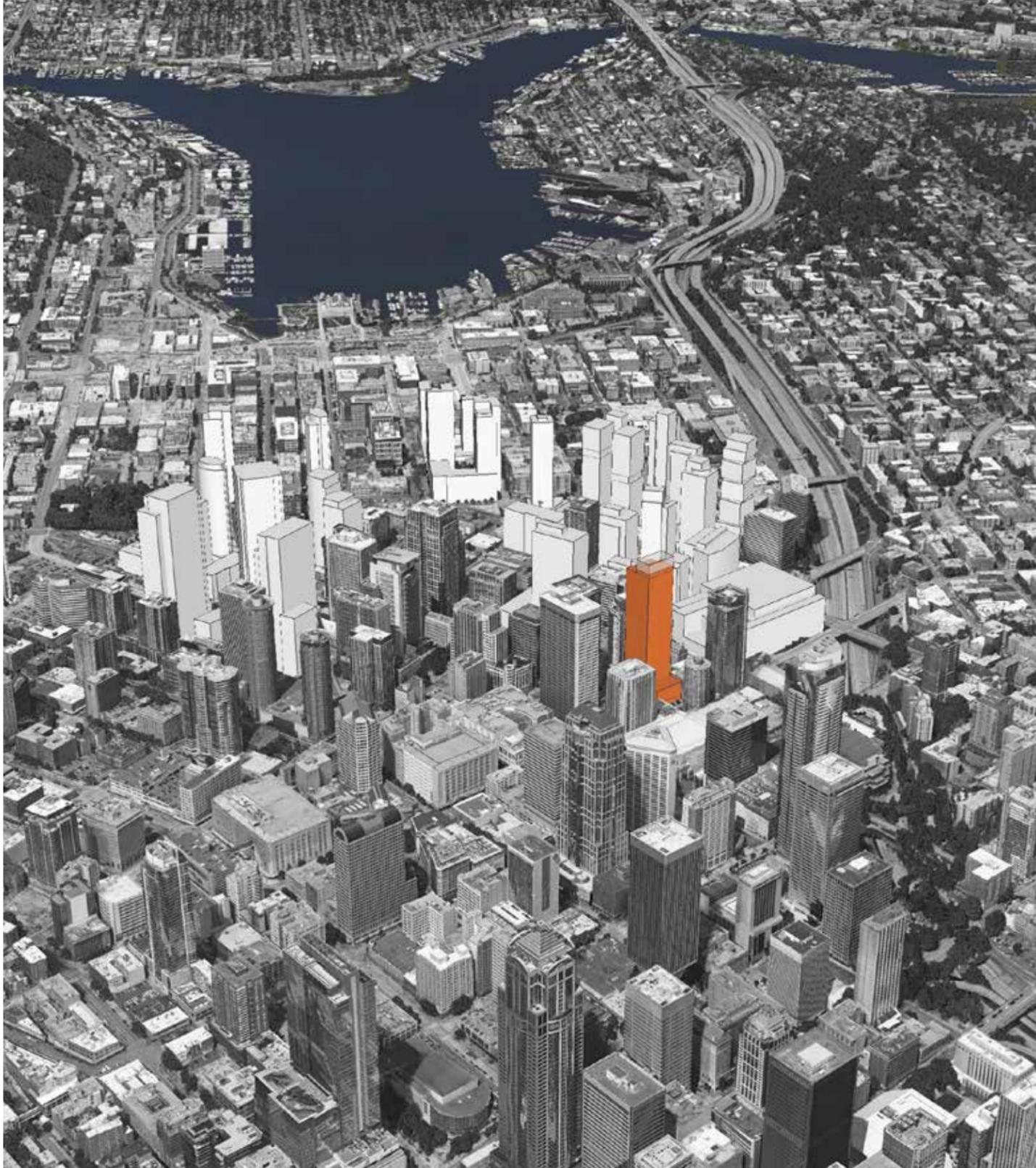
-Make an Architectural Statement

A primarily residential tower of this height is rare in this portion of the City, which is dominated by office buildings. The 8th & Pine tower will be viewed from many points within the City, and will be carefully designed and detailed, to become a positive addition to the City skyline

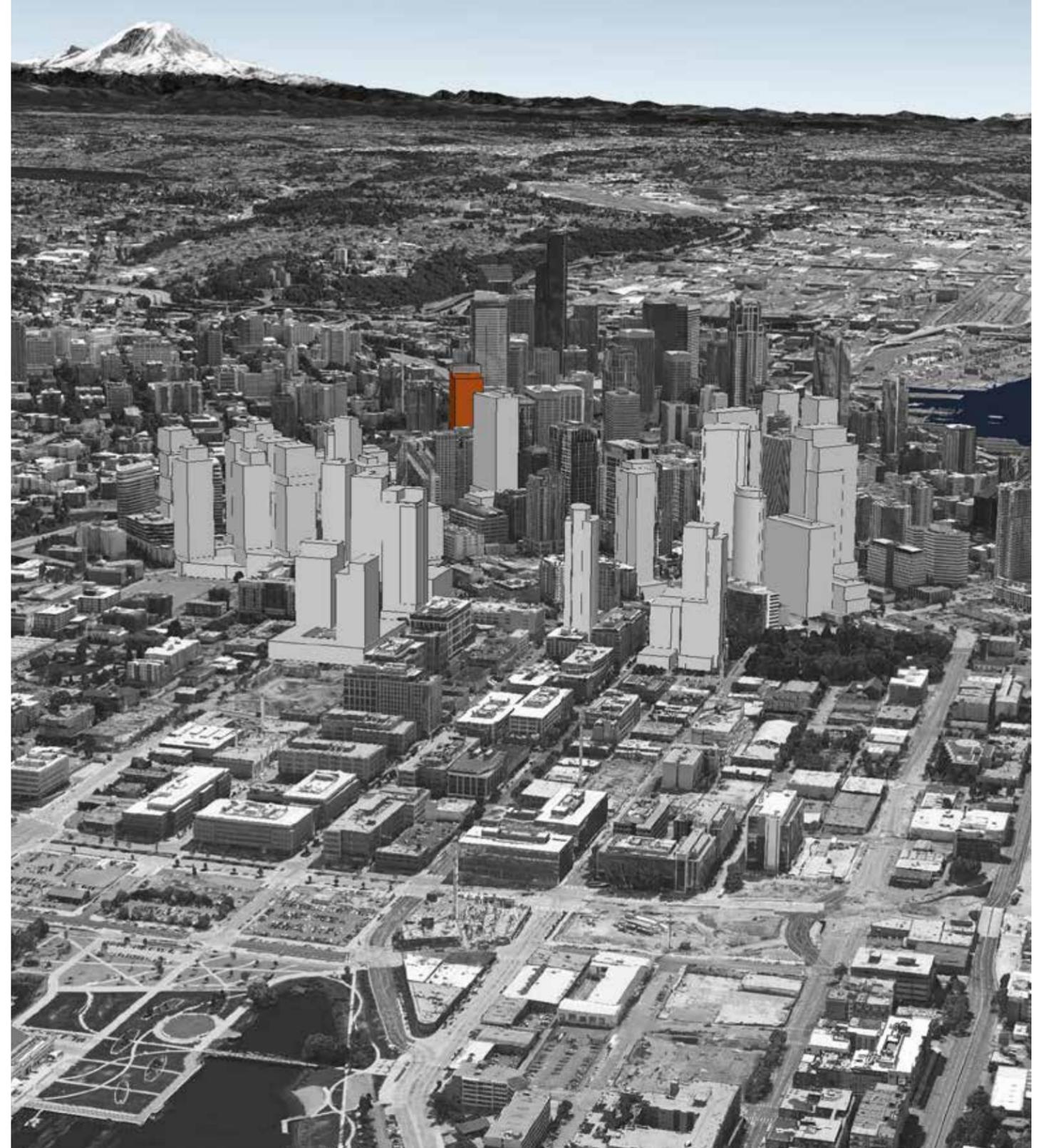
SITE



SITE LOCATION



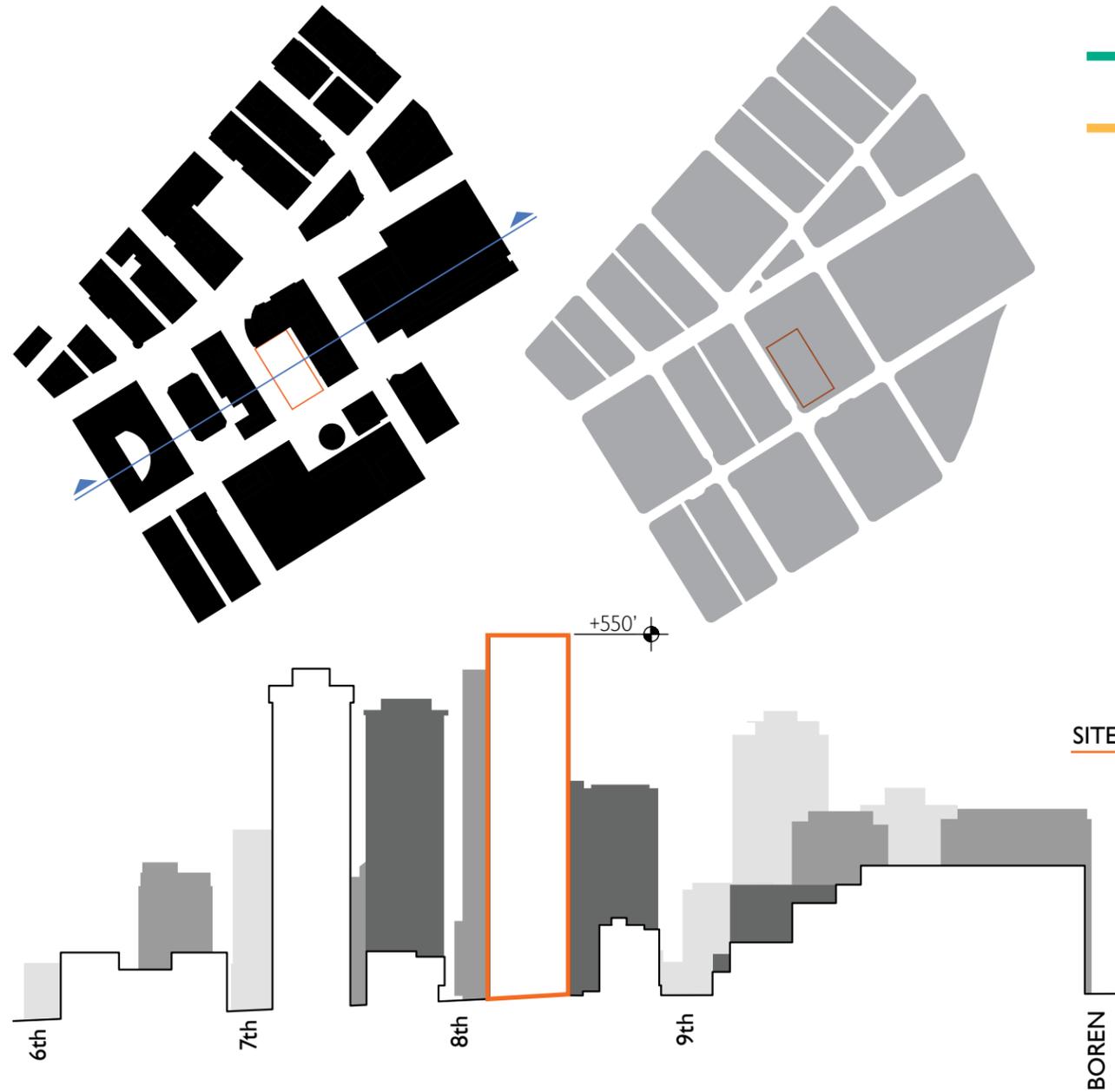
Aerial view from South



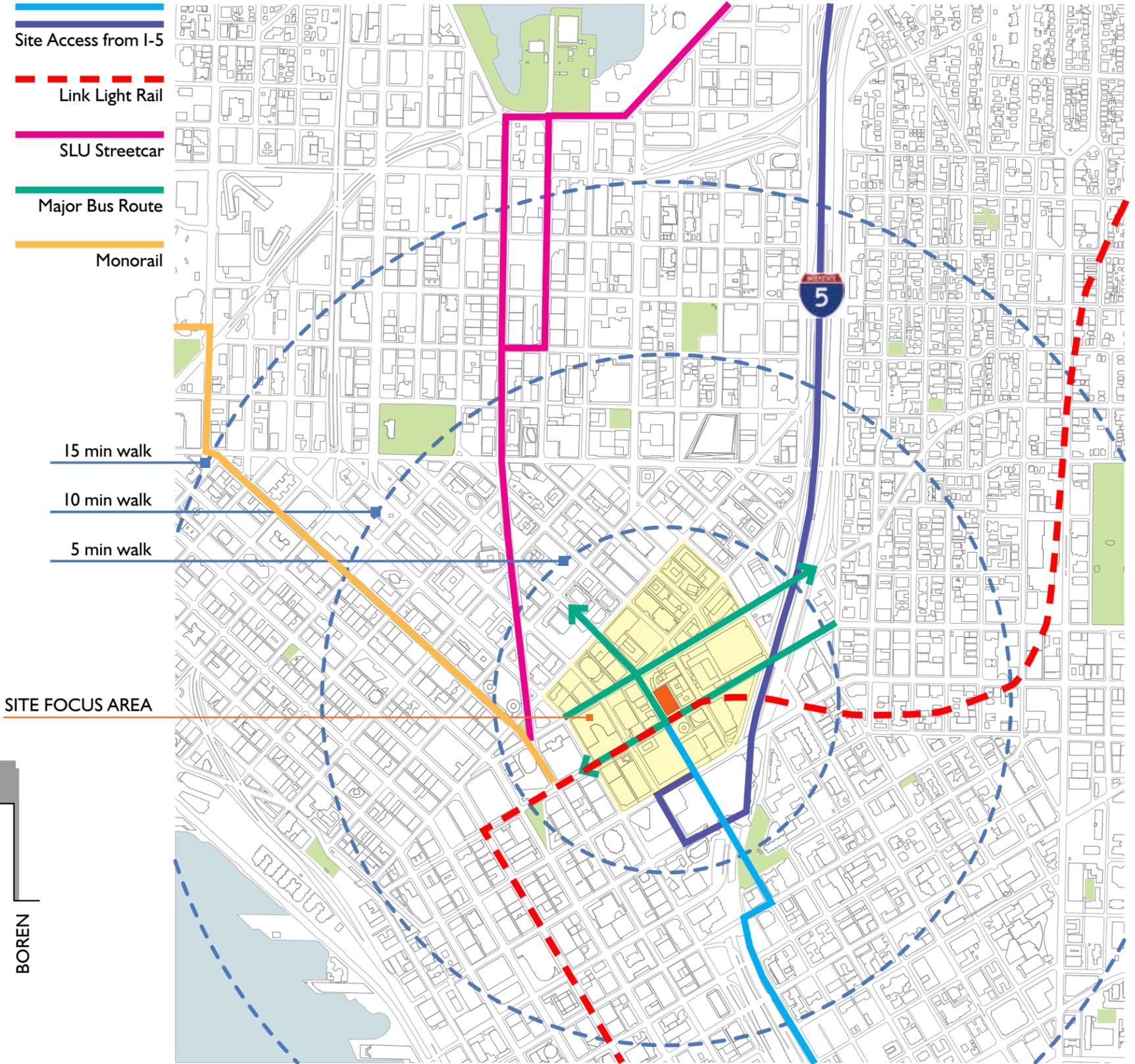
Aerial view from North

SITE LOCATION

The site is located centrally within the City, almost equally spaced between the urban neighborhoods of Downtown to the west, South Lake Union to the north, Capitol Hill to the east and Pioneer Square to the South. Destinations of many types; cultural, shopping, employment, parks and recreation are within easy walking distance. Access to and from the site via automobile or mass transit is intuitive and readily available



The buildings surrounding the site vary in footprint and height. The 8th & Pine tower will have water and mountain views once it rises above nearby existing buildings. The site is also one block away from a street-grid shift, allowing multiple interesting viewpoints to the tower from around the city

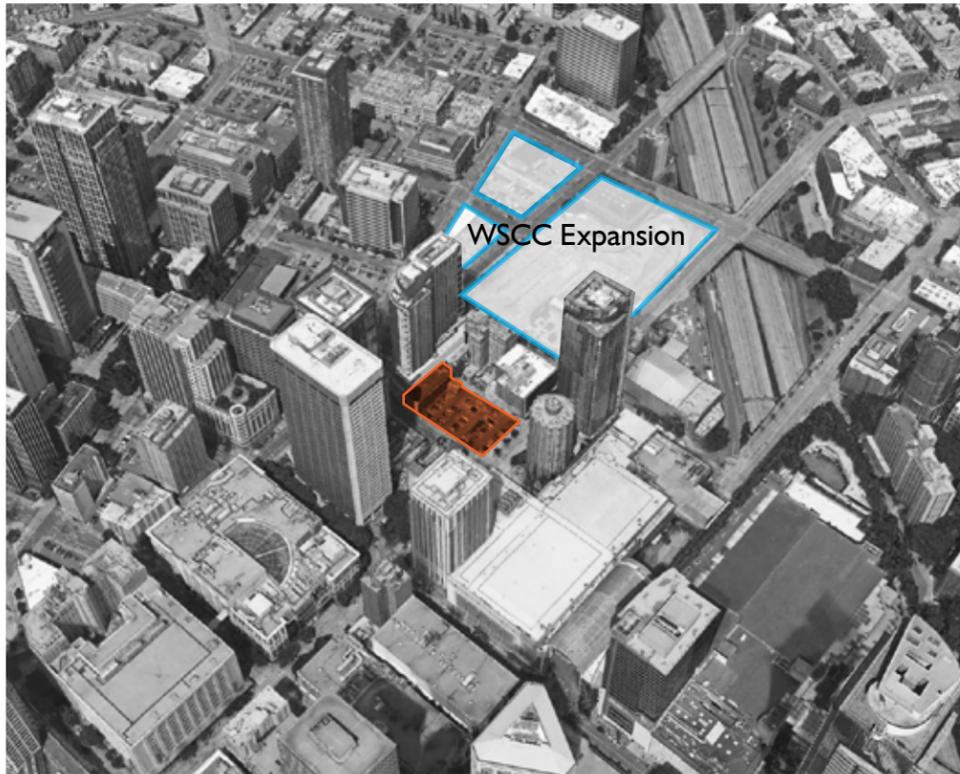


SITE LOCATION

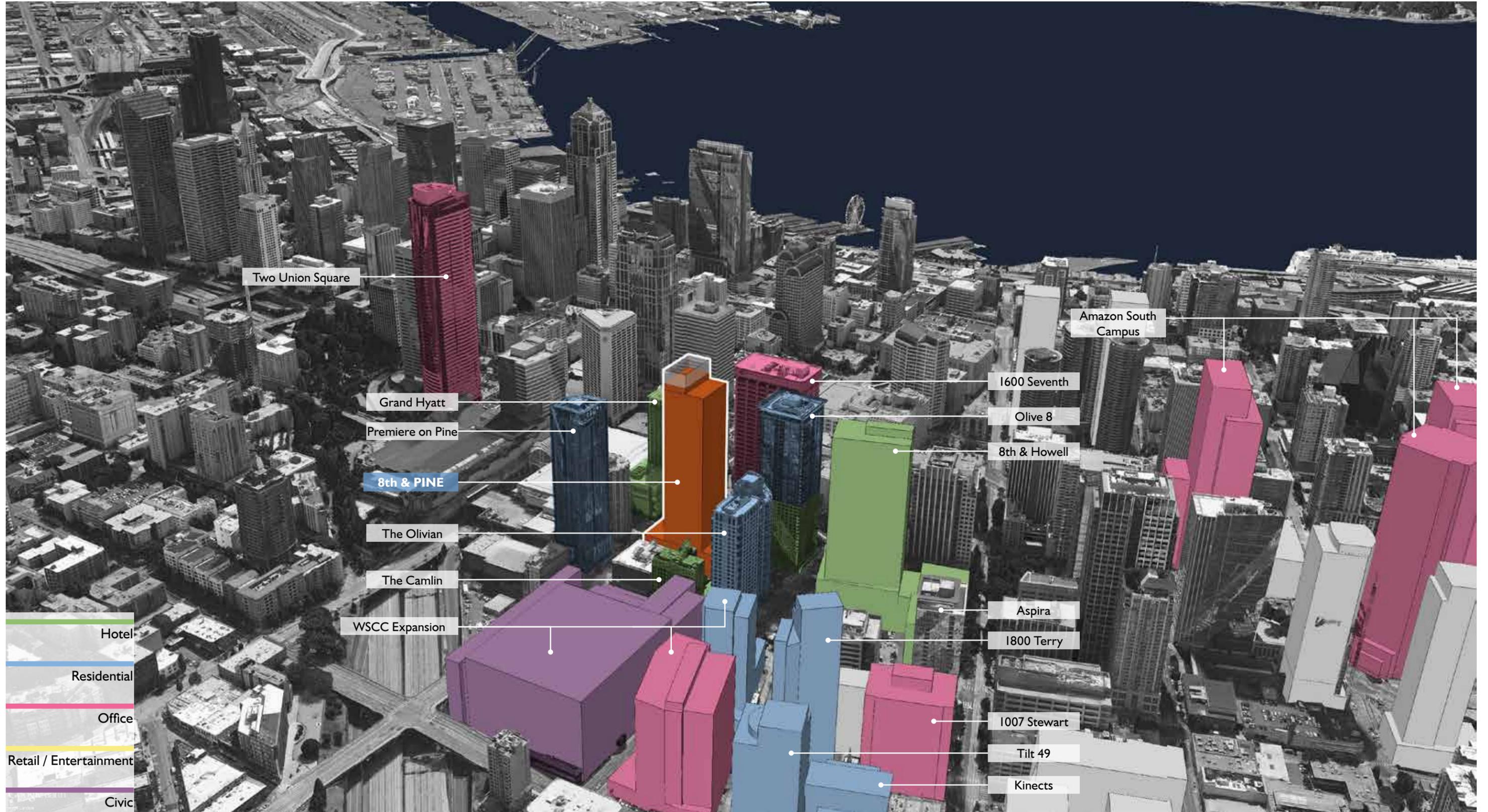
The site is located in the Denny Triangle Urban Center Village, an area of Seattle that is rapidly changing, with new development of all types. New office, residential, medical, hotel and retail spaces will enliven this area of the City which was previously dominated by surface parking lots. The WSCC expansion is a major driver of this new development, and the 8th & Pine tower aims to be a complementary and successful piece of this new urban fabric

The site is bounded by 8th Avenue to the south, Pine Avenue to the east, a two-way public alley to the north, and the Olivian apartment tower to the west. The site is in close proximity to several attractions, such as the Paramount Theatre, The Camlin Hotel (now WorldMark Seattle - The Camlin), and several restaurants

The site is currently a surface and below-grade parking lot with an existing four story building, to be demolished



SITE LOCATION



Aerial view from East

SITE LOCATION



Aerial view from South

SITE CONTEXT

Many different building uses are found in close proximity to the site, offering activation at different times of day and week

8th & Pine aims to complement neighborhood uses while filling in a "missing tooth" in the Downtown area



- Hotel
- Residential
- Office
- Retail / Entertainment
- Civic



SITE ANALYSIS

The site is surrounded by buildings of various heights, uses, styles and vintage. The site is close to one of the oldest buildings in the area, the WorldMark Camlin Hotel (1926), and the newest, Premiere on Pine (2014). There are many transit options around the site, with bus lines being the most prevalent. The WSCC Expansion is one block away, and will attract many pedestrians

There are water views to both Elliott Bay and Lake Union, once the building rises over its neighbors. A clear view of Mount Rainier is also possible, straight down 8th Ave, as most of the buildings to the southeast are significantly shorter



- Highway
- Principal Arterial
- Minor Arterial
- Green Street
- Principal Transit Street
- Major Bike Route
- BUS

 Bus Stop
- LRT

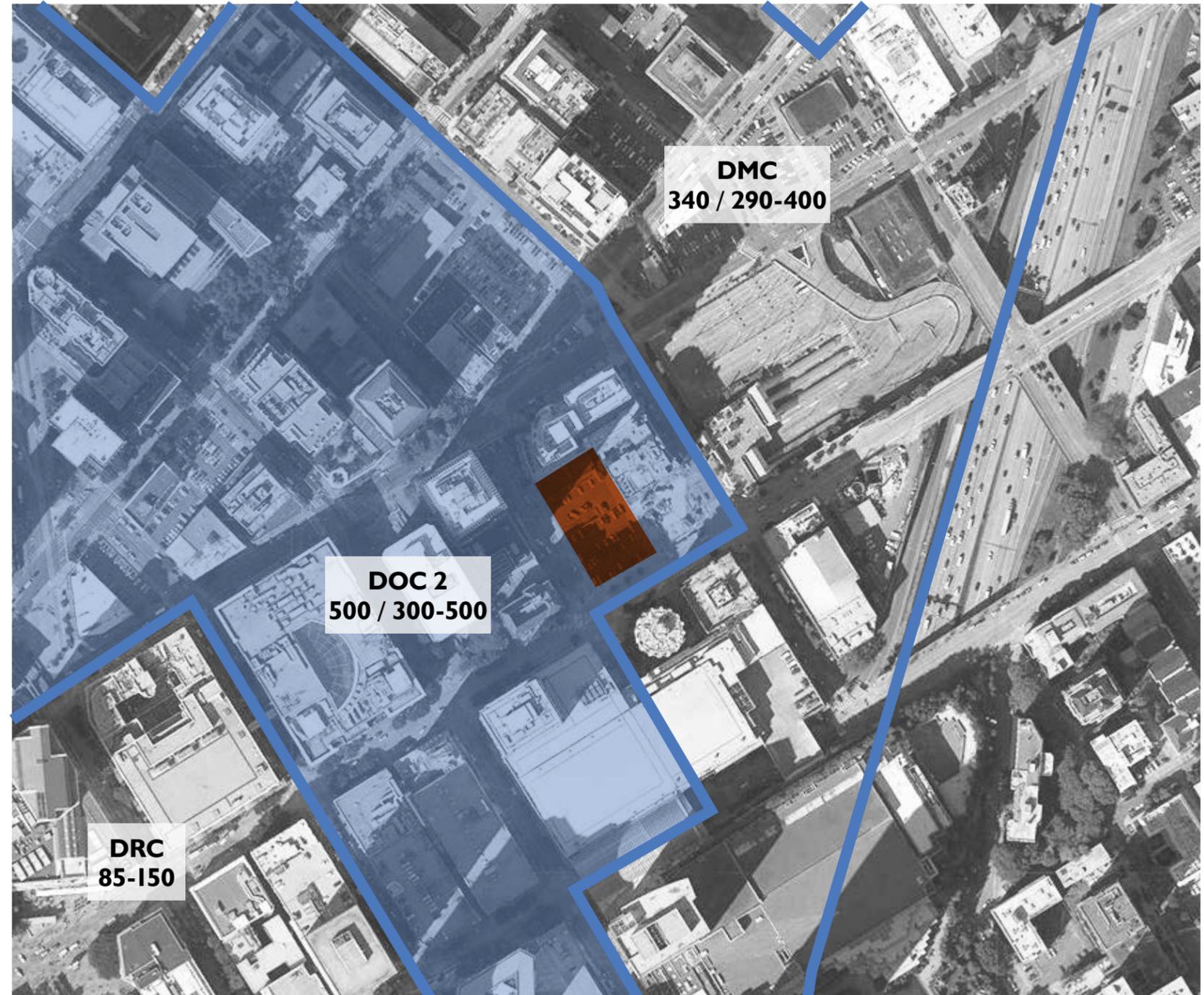
 Light Rail Stop
- Project in Design Phase



ZONING

ZONING AREA Map IA	DOC2 500 / 300 - 500
FAR 23.49.011	5.0 (Base) 14.0 (Max)
STRUCTURE HEIGHT 23.49.008.A.3	Allowed Under Current Zoning: DOC2 500' / 300'-500' Proposed Project Height: 550'-0" (including mechanical)
ROOFTOP COVERAGE 23.49.008.D.2	Enclosed Elevator Machine Room & Stairs = 55% Allowed
PARKING REQUIREMENTS 23.49.019.A	No Requirements In Downtown Zones, ADA Stalls Required
BICYCLE PARKING 23.49.019.E	Required
STREET DESIGNATION MAP IB, IF	Pine Street: Principal Transit Street, Class I Pedestrian Street 8th Avenue: Minor Arterial Street, Class I Pedestrian Street
SIDEWALK WIDTHS MAP IC	Pine Street: 18' Required 8th Avenue: 15' Required
VIEW CORRIDOR MAP ID	Pine Street - View Corridor West (no Requirements)
STREET LEVEL USES MAP IG	Pine Street: Street Level Uses Required 8th Avenue: Street Level Uses Required
PROPERTY LINE FACADE MAP IH	Pine Street: Property Line Facade Not Required 8th Avenue: Property Line Facade Not Required
FACADE REQUIREMENTS 23.49.056	Pine Street: Min. Facade Height = 35' 8th Avenue: Min. Facade Height = 35'
FACADE TRANSPARENCY 23.49.056.C.4.a	Pine Street: 60% Min. Transparency Required 8th Avenue: 60% Min. Transparency Required
BLANK FACADES 23.49.056.D.2	Pine Street: Total Blank Facades: Max 15' In Length 8th Avenue: Total Blank Facades: Max 15' In Length
FLOOR AREA LIMITS 23.49.058.E	Average Residential Floor Area Limit Per Storey - 12,700sf
FACADE MODULATION 23.49.058.C	Required for stories exceeding 85', within 15' of street lot line
MAXIMUM TOWER WIDTH 23.49.058.E.2	At 8th Avenue Maximum Facade Width Is 145' Above 85'
PARKING WITHIN STRUCTURES 23.49.019.B.2	Maximum of Four Levels of Parking above the First Level

DMC
240 / 290-400



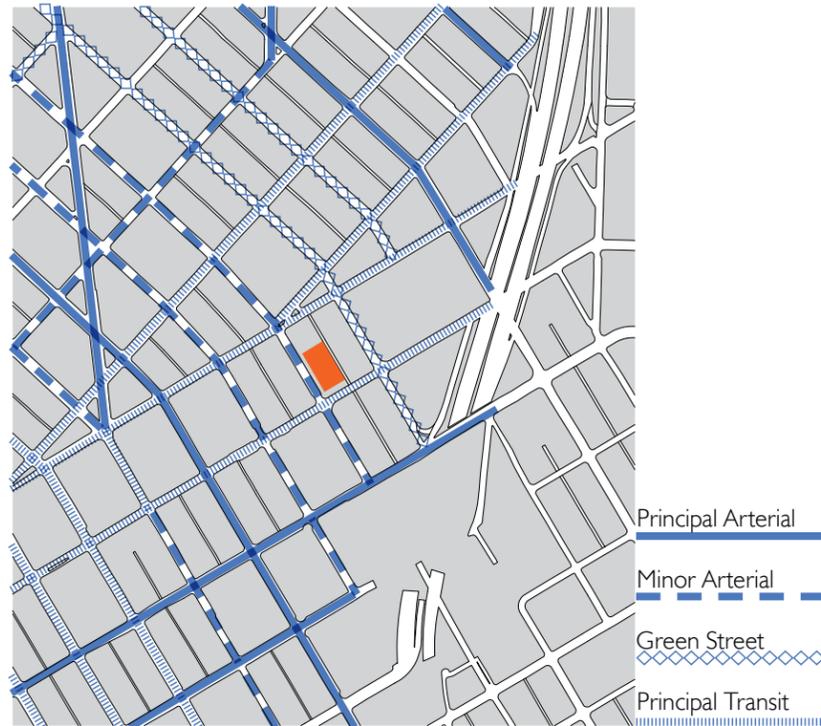
DMC
340 / 290-400

DOC 2
500 / 300-500

DRC
85-150



ZONING



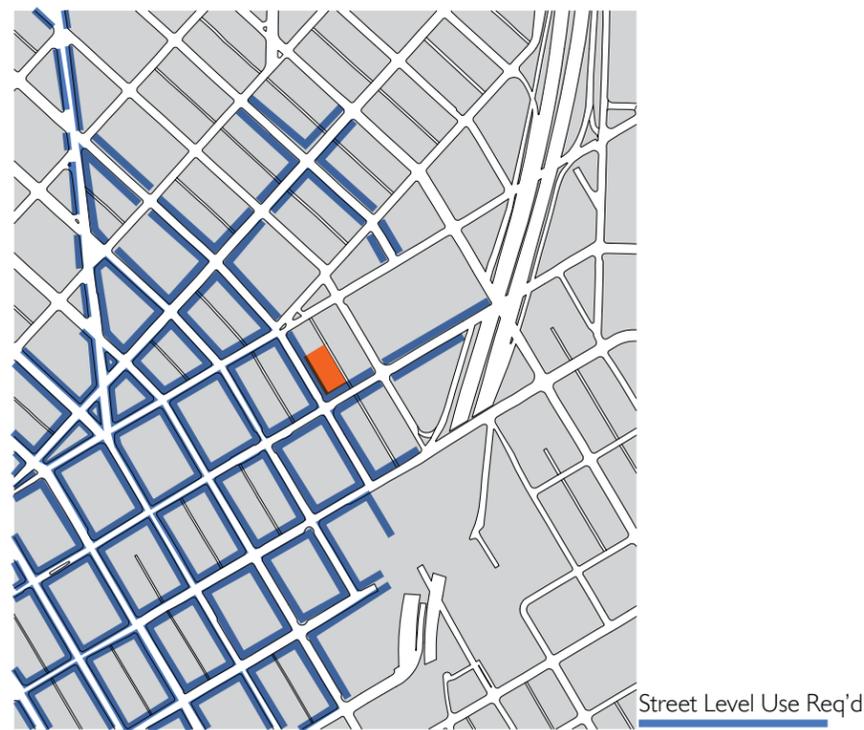
Street Classification



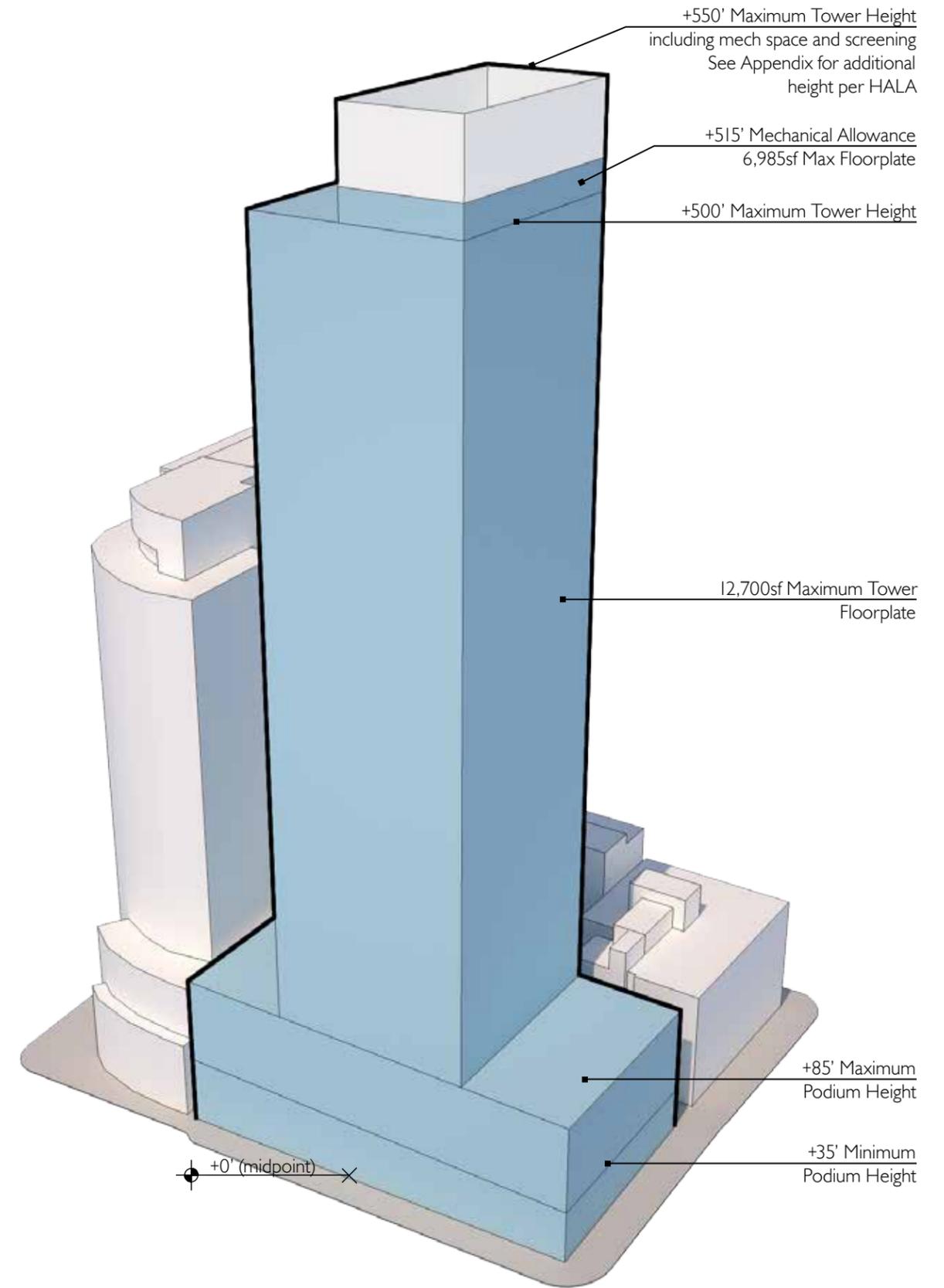
Sidewalk Widths



Pedestrian Street Classification



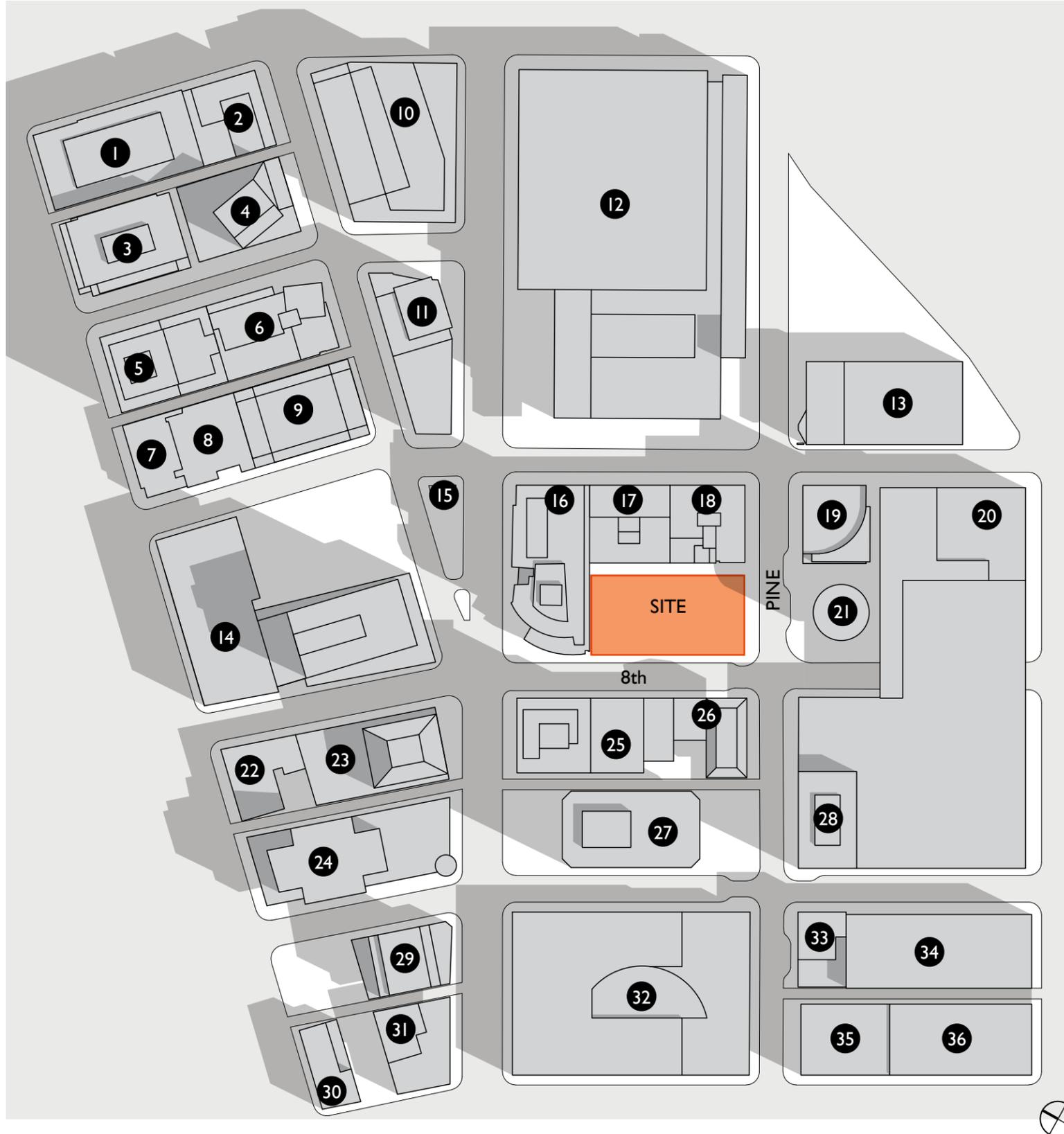
Street Level Uses Required



Zoning Envelope



SITE CONTEXT



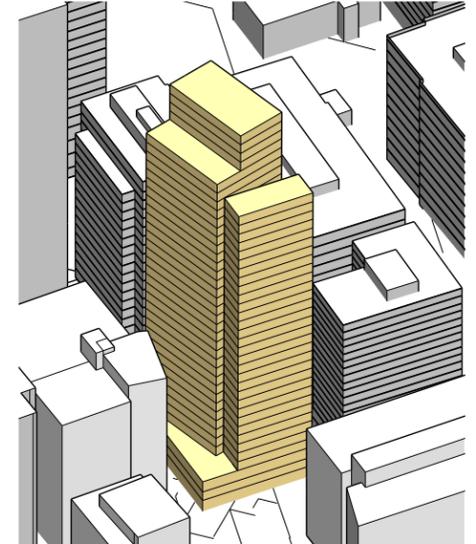
1 Hill 7 Office



2 Hilton Garden Inn



3 1007 Stewart (under construction)



4 1800 Howell



5 Aspira Apartments



6 Residence Inn Hotel

SITE CONTEXT



7 Dekko Place



8 Church of Mary Magdalene



9 Regence Office



10 WSCC Expansion - Office



11 WSCC Expansion - Residential



12 WSCC Expansion



13 Paramount Theatre



14 8th & Howell (under construction)



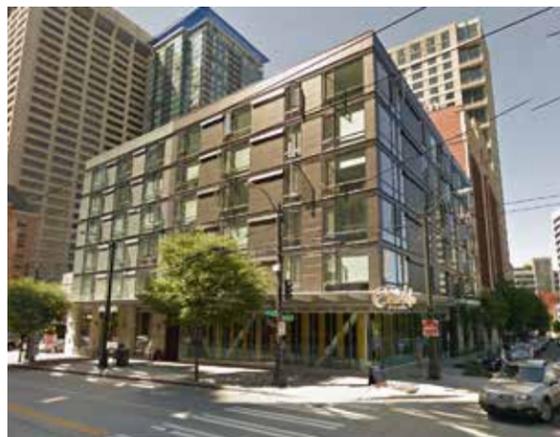
15 800 Olive Way



16 The Olivian Apartments



17 The Camlin Hotel



18 Nine & Pine Apartments



19 Premiere on Pine Apartments



20 800 Convention Place



21 Tower 801



SITE CONTEXT



22 1831 8th Ave



23 8th + Olive



24 700 7th Ave



25 Olive 8th Hotel and Condominiums



26 The Paramount Hotel



27 1600 Seventh Office



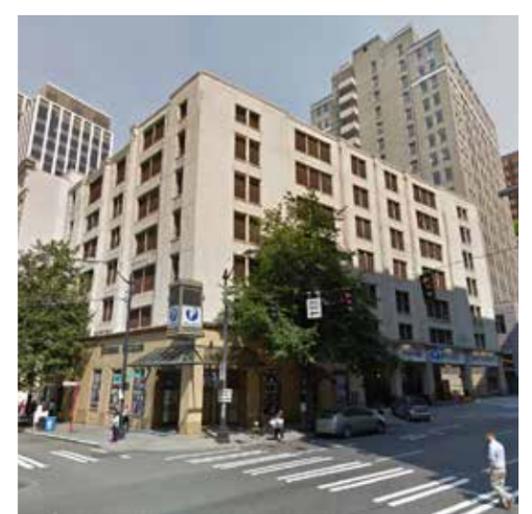
28 Grand Hyatt Hotel



29 1809 7th



30 601 Stewart



31 1810 6th



32 Pacific Place



33 The Roosevelt Hotel



34 1511 7th



35 607 Pine



36 1504 6th

SITE CONTEXT



1



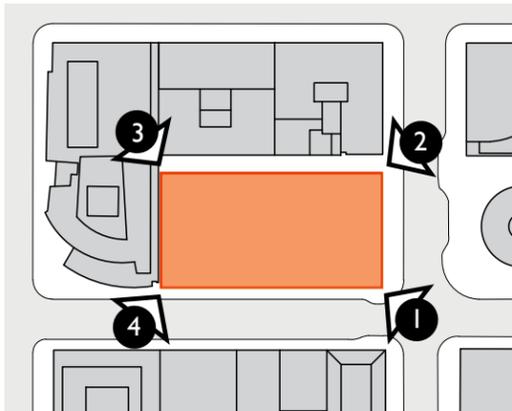
2



3



4



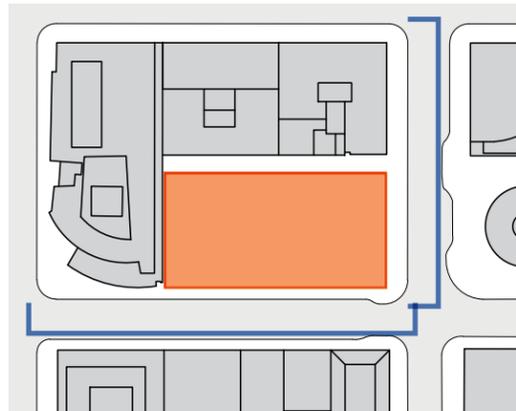
SITE CONTEXT



8th Avenue looking east



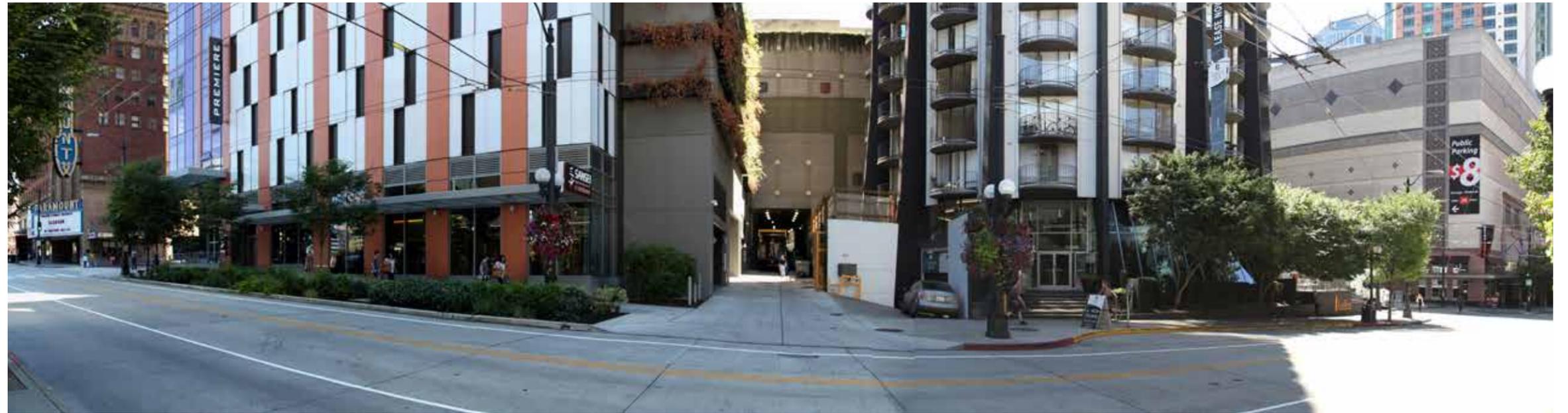
Pine Street looking north



SITE CONTEXT



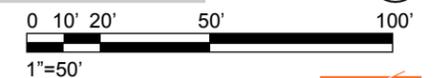
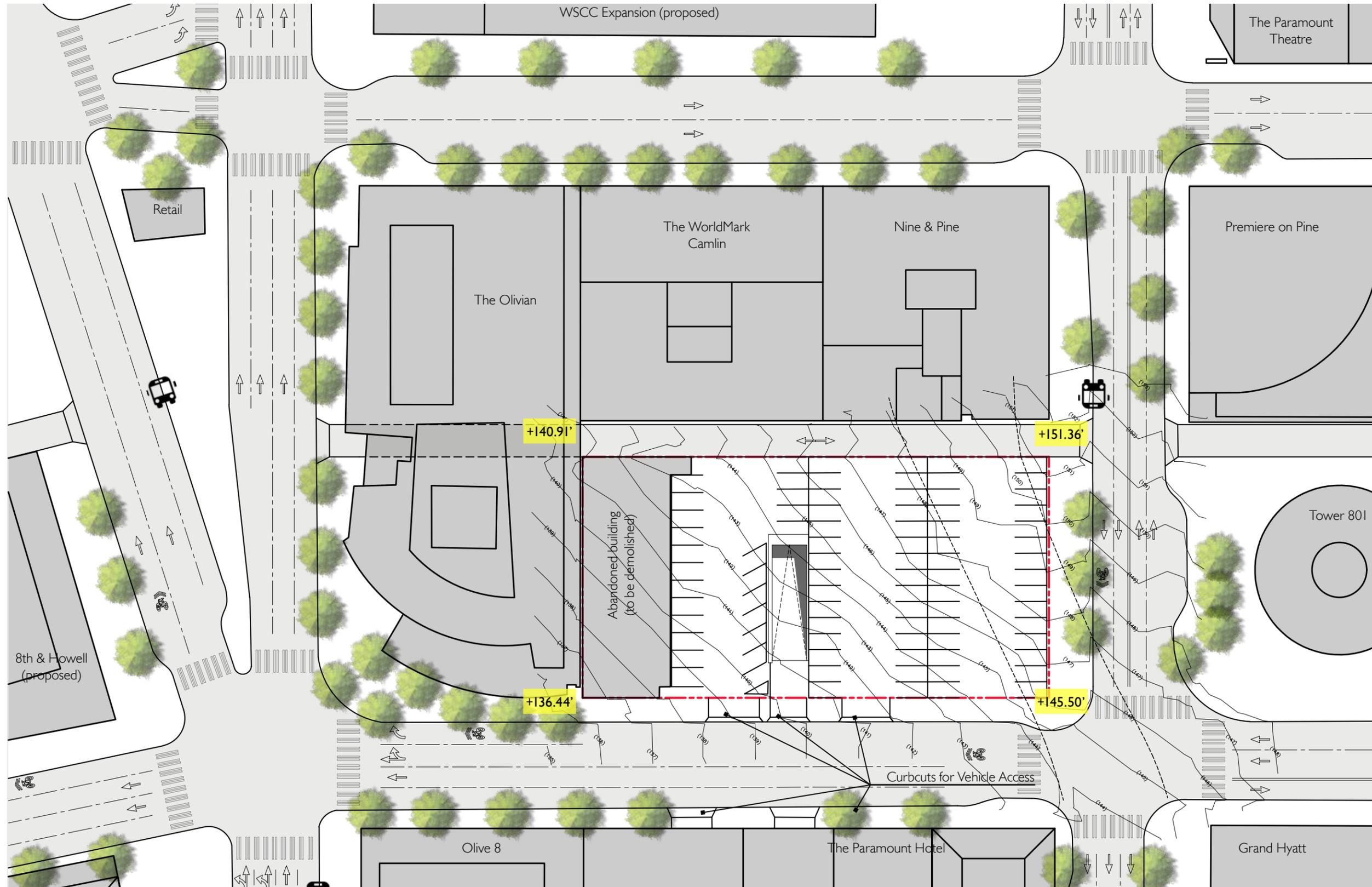
8th Avenue looking west



Pine Street looking south



EXISTING CONDITION



SITE CONTEXT - HOTELS

There are several existing and proposed hotels within this area of Downtown, many near the WSCC expansion.

There are many different flags, both internationally known and local, catering to business travelers and vacationers alike. The 8th & Pine hotel component aims to serve the needs of a variety of travelers, while providing the amenities these travelers have come to expect from a world-class destination like Seattle

The arrival sequence is the first impression of the hotel experience. It must be intuitive, easily navigated and well-marked to be successful and utilized. Most hotels in the area offer a porte cochere for vehicle dropoff with valet parking



Hilton Garden Inn

- 1 Keys: 228
- Parking: Valet
- Arrival sequence: Porte Cochere



Residence Inn by Marriott

- 2 Keys: 309
- Parking: 149 (valet)
- Arrival sequence: Porte Cochere



8th & Howell

- 3 Keys: 1264
- Parking: 560
- Arrival sequence: Porte Cochere



WorldMark Seattle The Camlin

- 4 Keys: 95
- Parking: Valet
- Arrival sequence: Short term on-street



Hyatt at Olive 8th

- 5 Keys: 359
- Parking: Valet
- Arrival sequence: Porte Cochere



The Paramount

- 6 Keys: 146
- Parking: Valet
- Arrival sequence: Porte Cochere



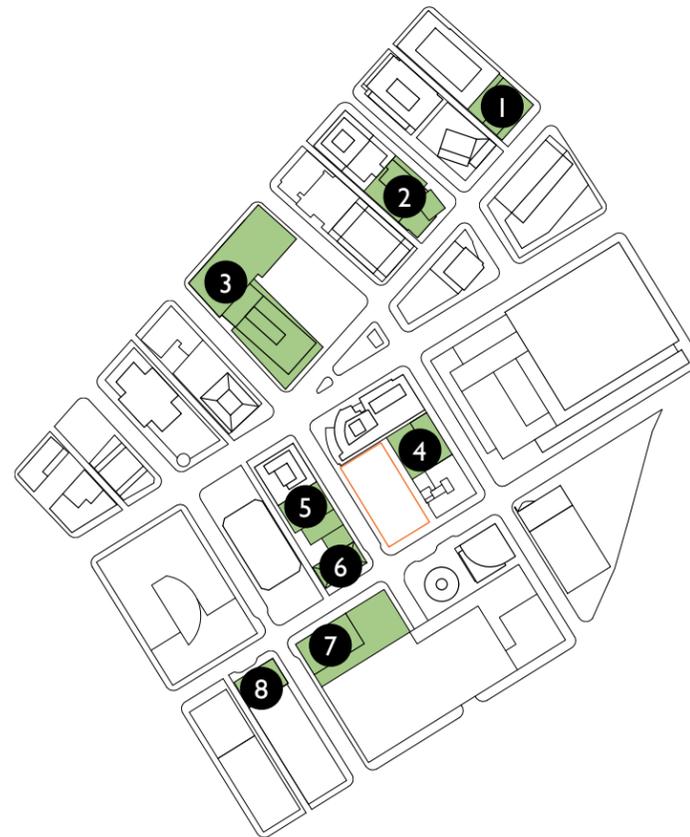
Grand Hyatt Seattle

- 7 Keys: 457
- Parking: Valet and off-site
- Arrival sequence: Porte Cochere



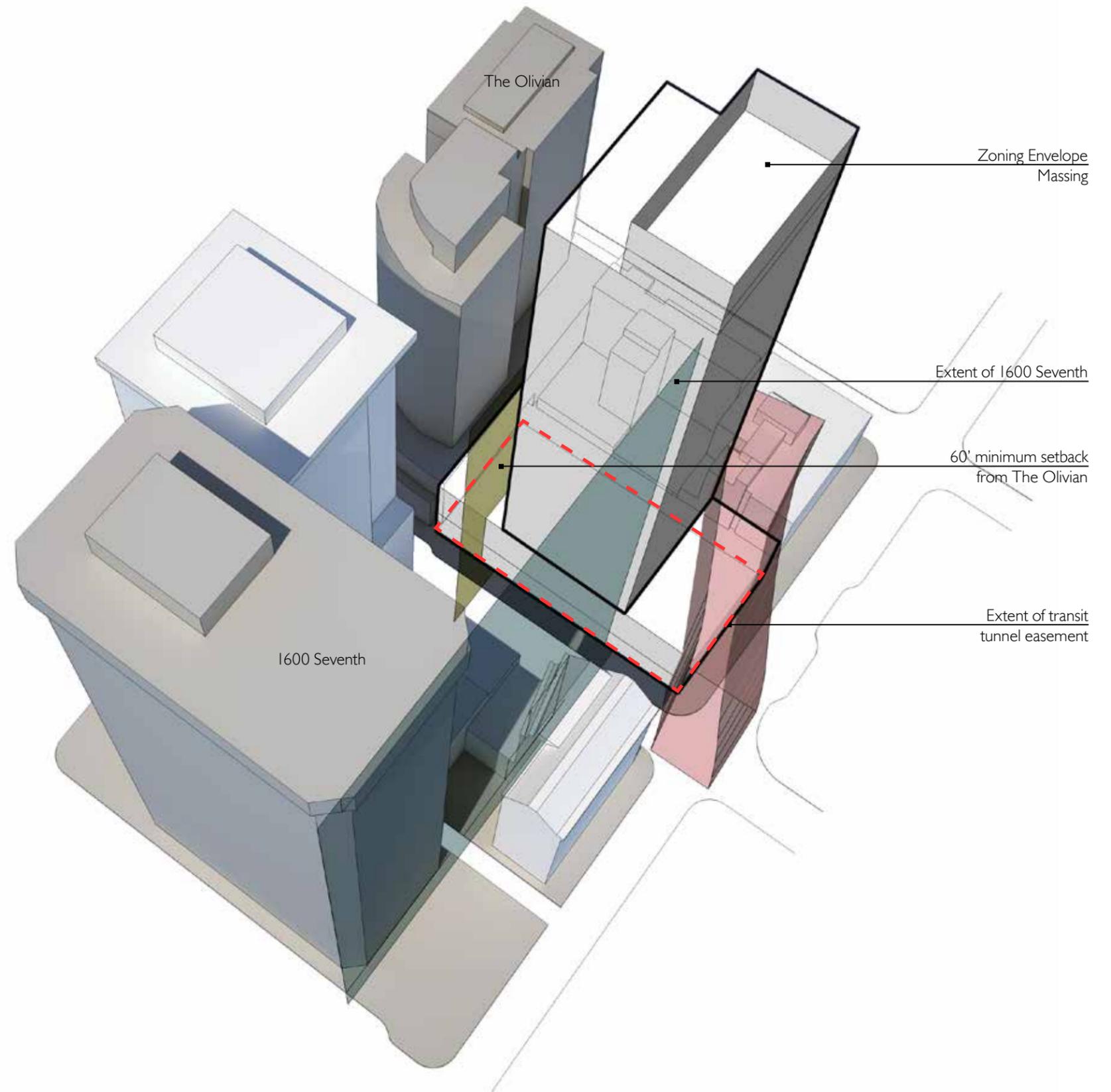
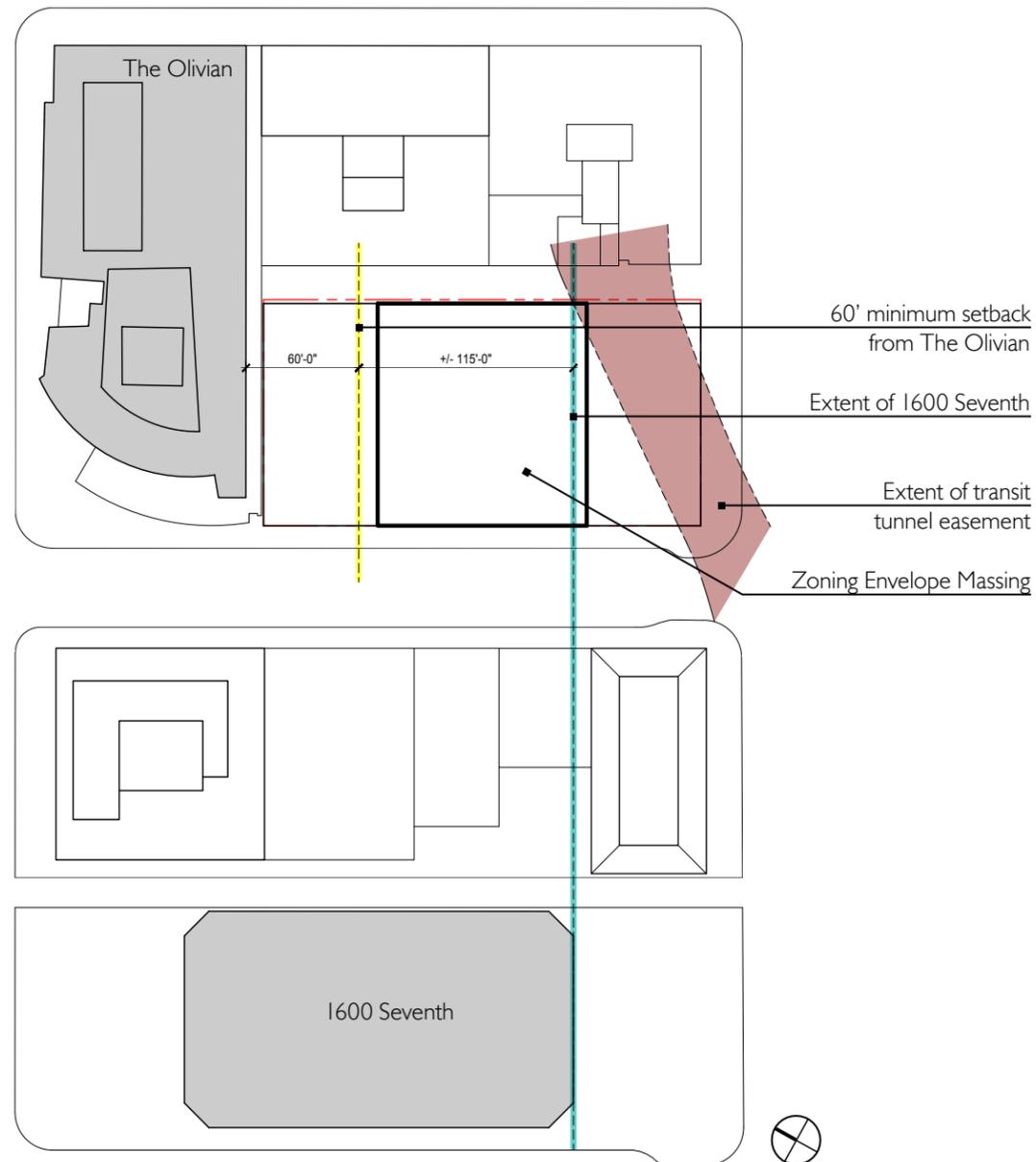
The Roosevelt

- 8 Keys: 151
- Parking: Valet
- Arrival sequence: Porte Cochere



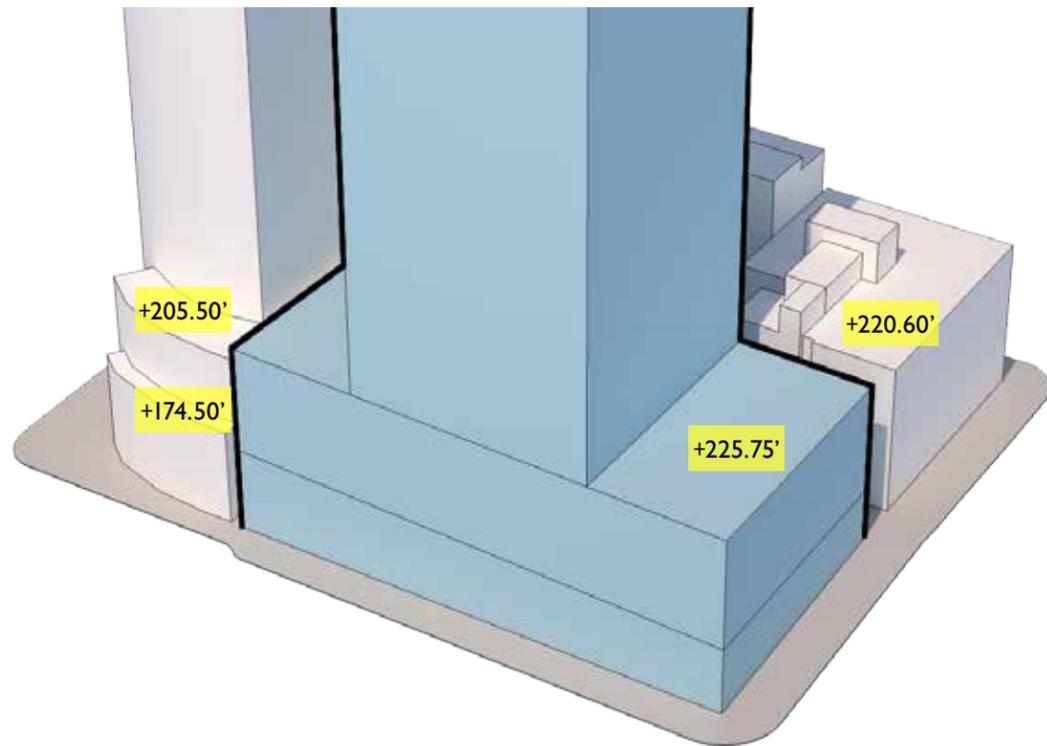
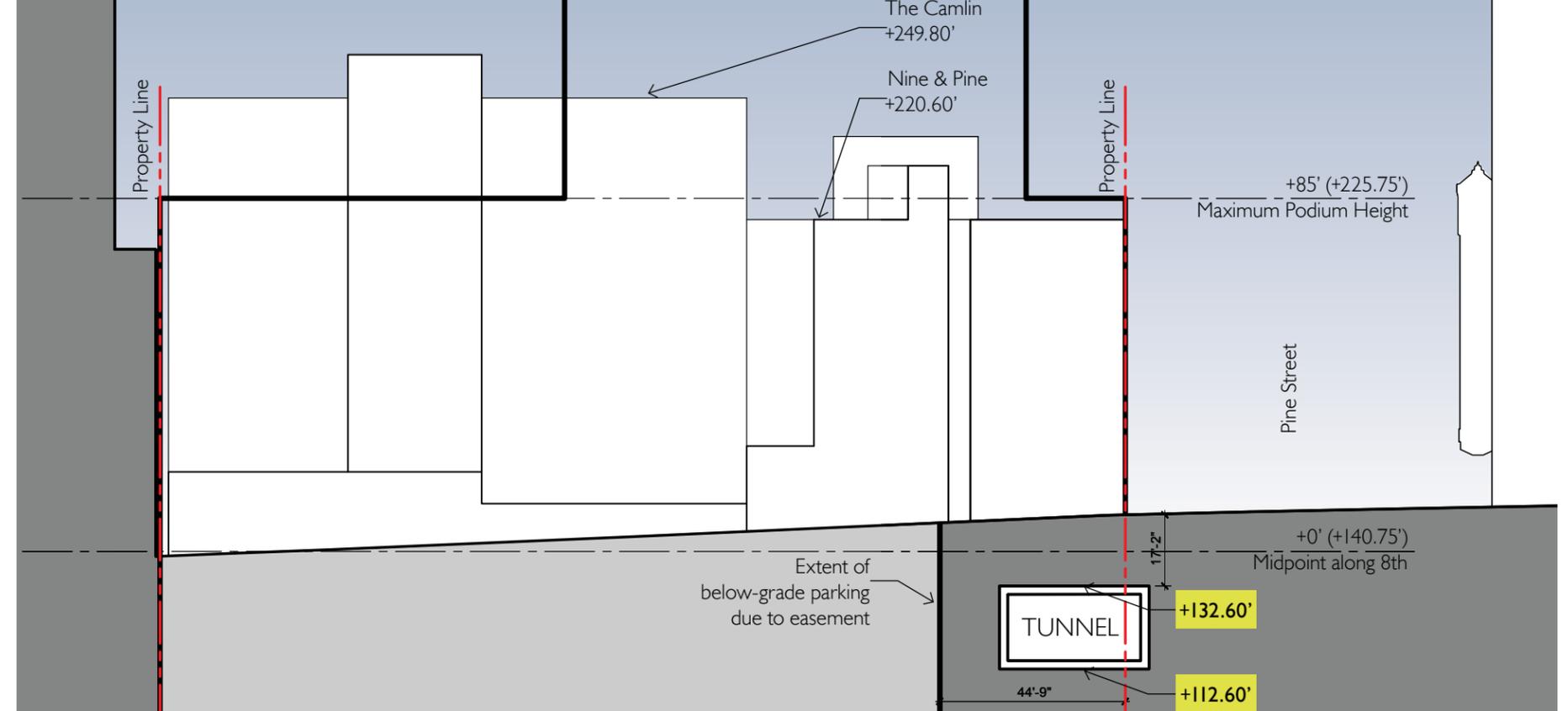
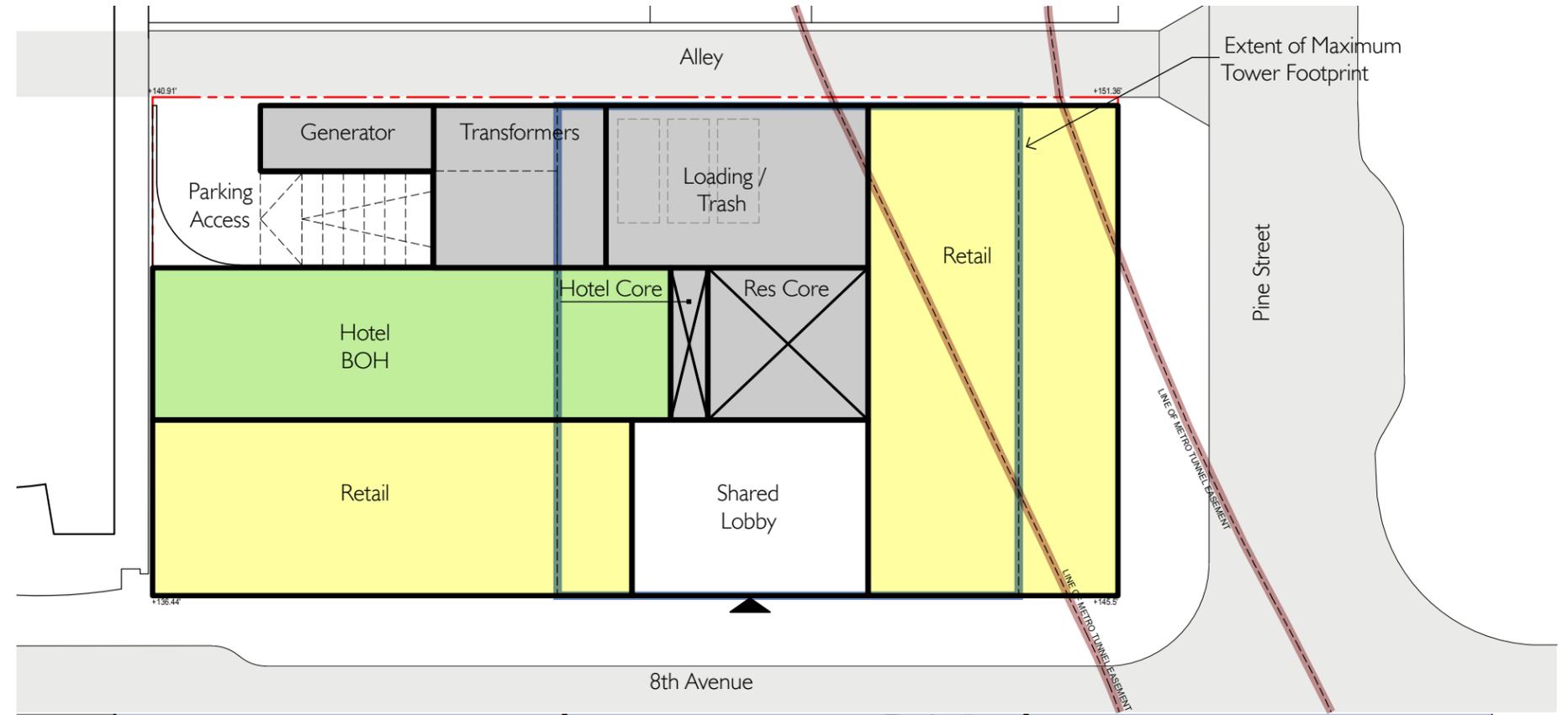
SITE CONSTRAINTS

There are three main constraints which limit what can be accomplished on the site. First, the project is adjacent to an existing tower, The Olivian. A goal of the project is to provide **at least 60'** of tower spacing from the existing tower. Second, an existing transit tunnel and easement run across the southeast corner of the site, approximately 17' below street level. The tunnel limits tower placement, and the extent of below-grade parking as column loads cannot be transmitted to the tunnel. It is a goal to place the southern edge of the tower as close to the easement as possible, possibly cantilevering a portion of the tower over it. Third, the 1600 Seventh office tower is one block west of the site. The tower is approximately 500' tall, but is sited mid-block, allowing 8th & Pine tower water views to Elliott Bay, if the tower is sited as far south as possible. These three constraints work in concert with each other to provide a challenging yet interesting urban site, and have influenced the massing options presented



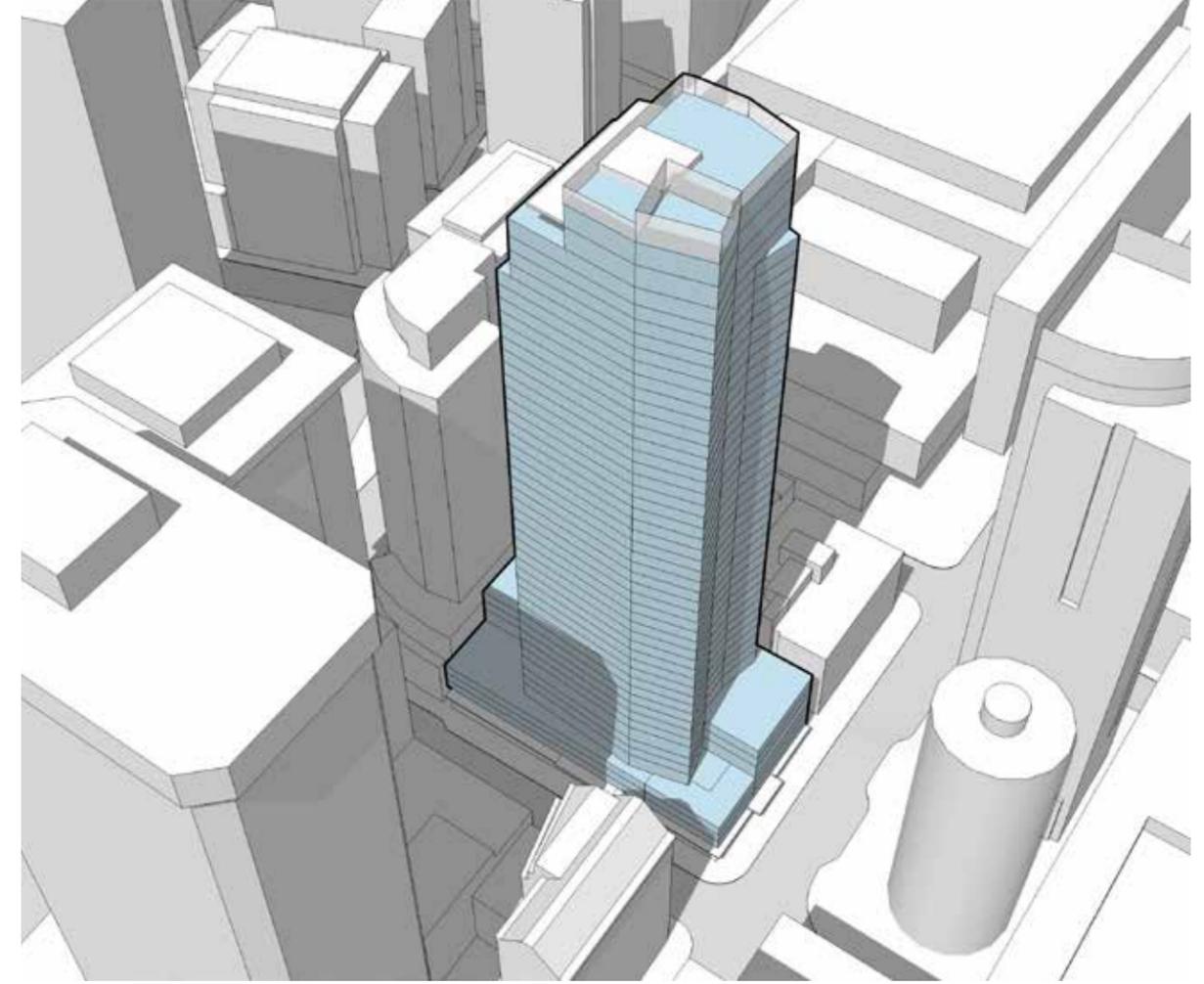
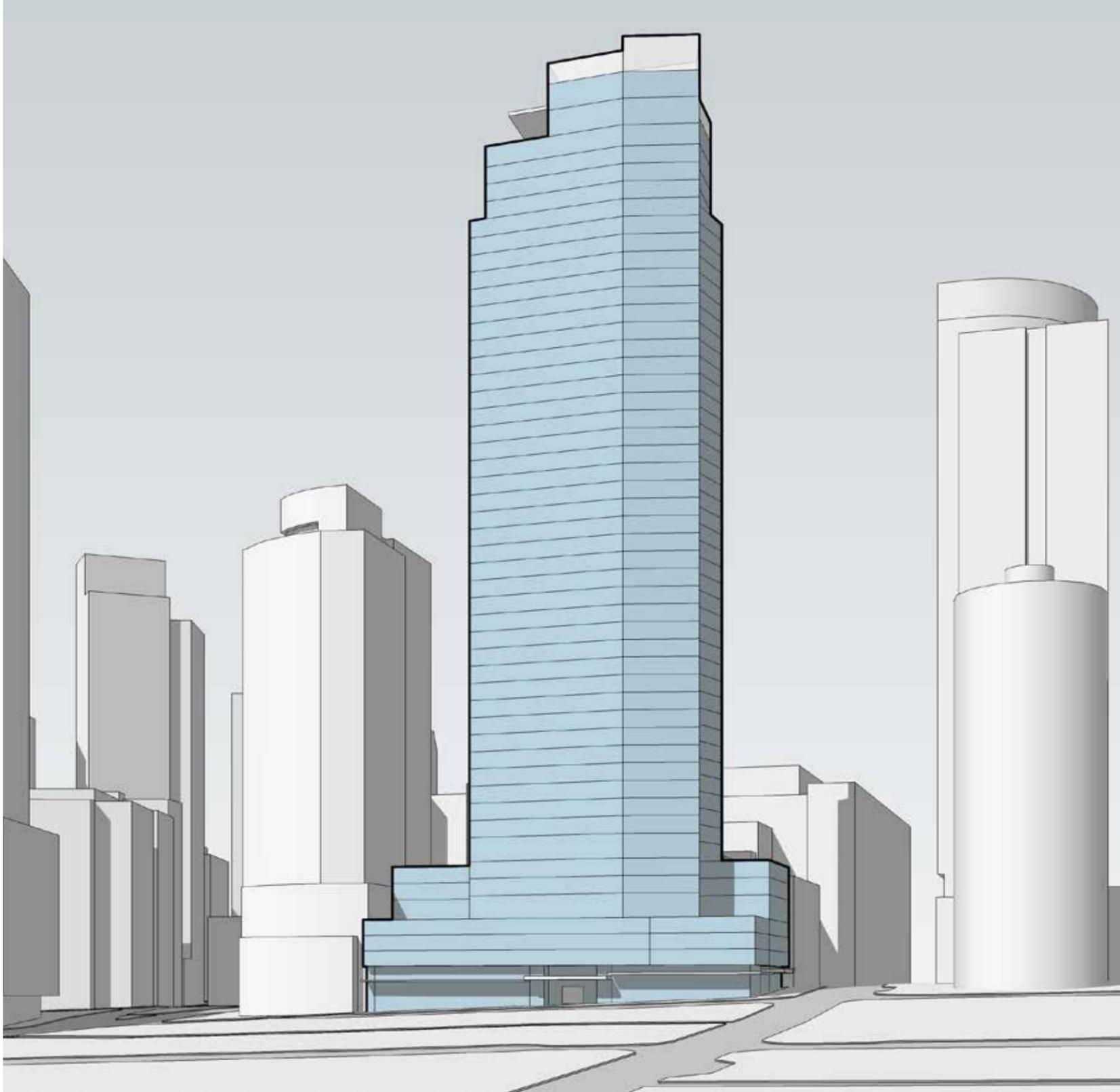
SITE FACTORS

In addition to the Site Constraints mentioned previously, there are several Site Factors which influence the design approach. The urban, pedestrian-intense location of the site will support multiple retail spaces, possibly restaurants, lining both streets as much as possible. Mechanical, loading and parking access each have relatively consistent sizes. The transit tunnel impinges on the extent of below-grade parking levels, therefore most mechanical functions are placed at ground level. The maximum podium height is +85', and its height is shown as maximized in all three Massing Options; in order to achieve an economically viable project, while closely aligning with existing neighbors and creating a strong urban edge



MASSING OPTIONS

OPTION I - CHAMFER



CHAMFER

Option I takes a straightforward shape, chamfers the corners and sets back portions of the tower to give breathing room to its neighbors, while creating a simple modern shape

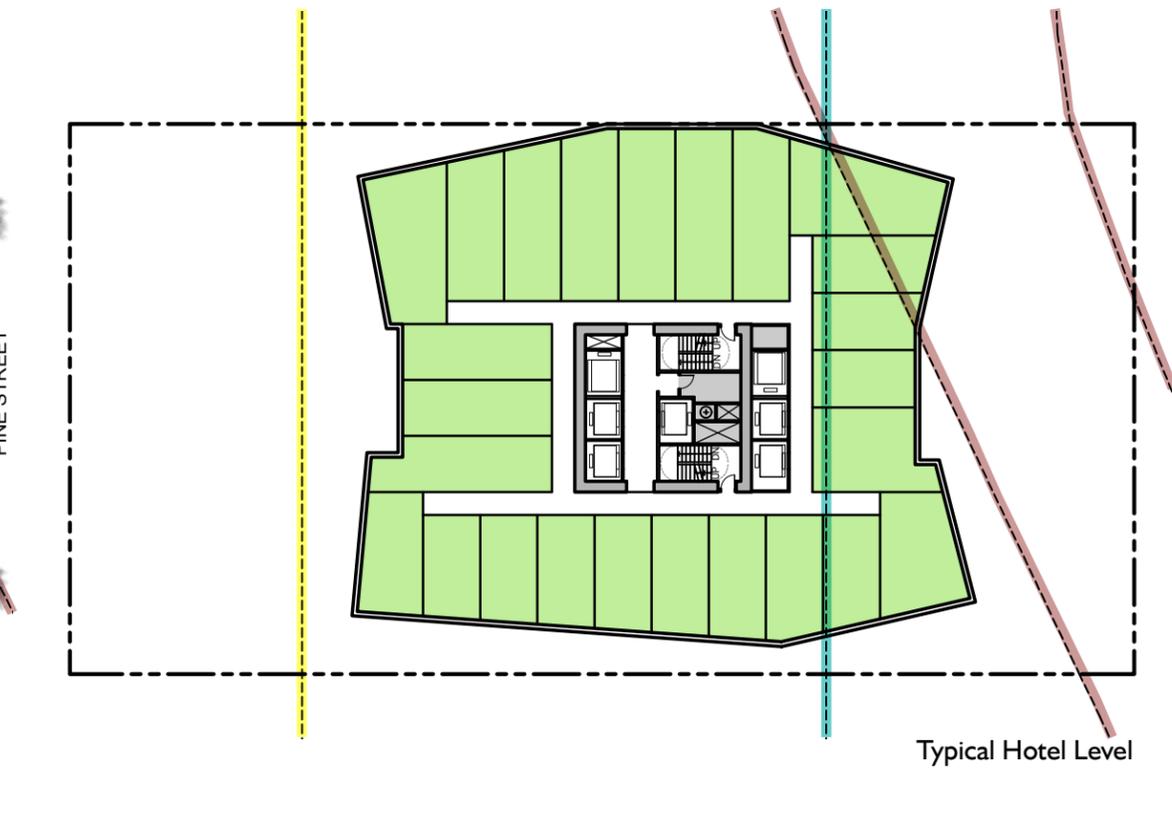
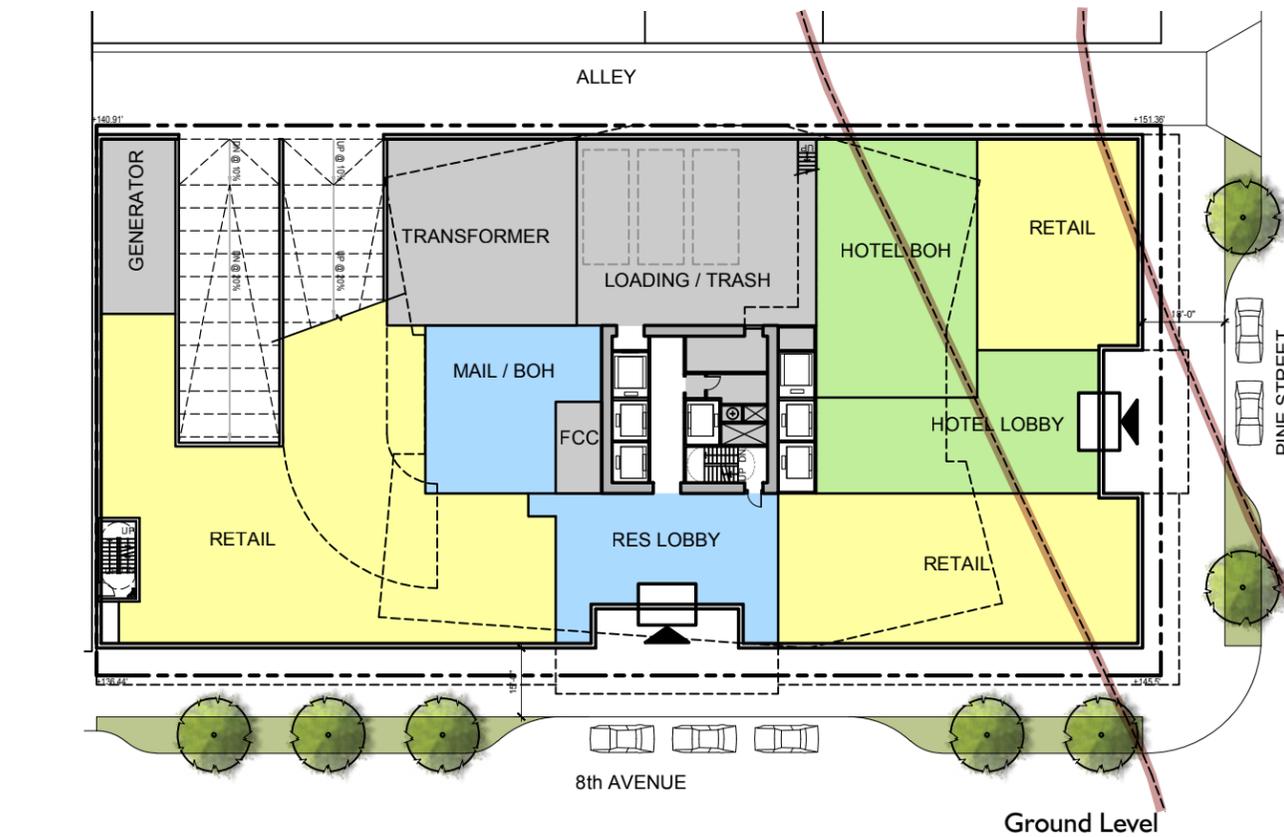
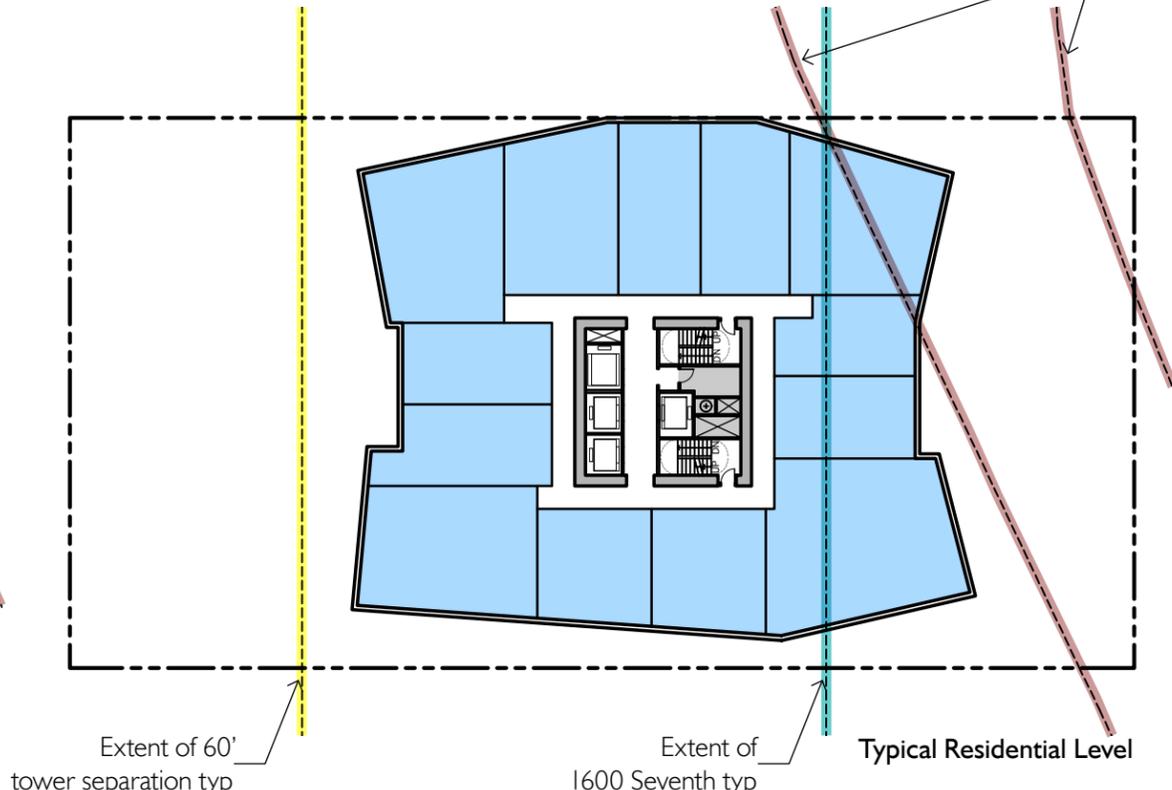
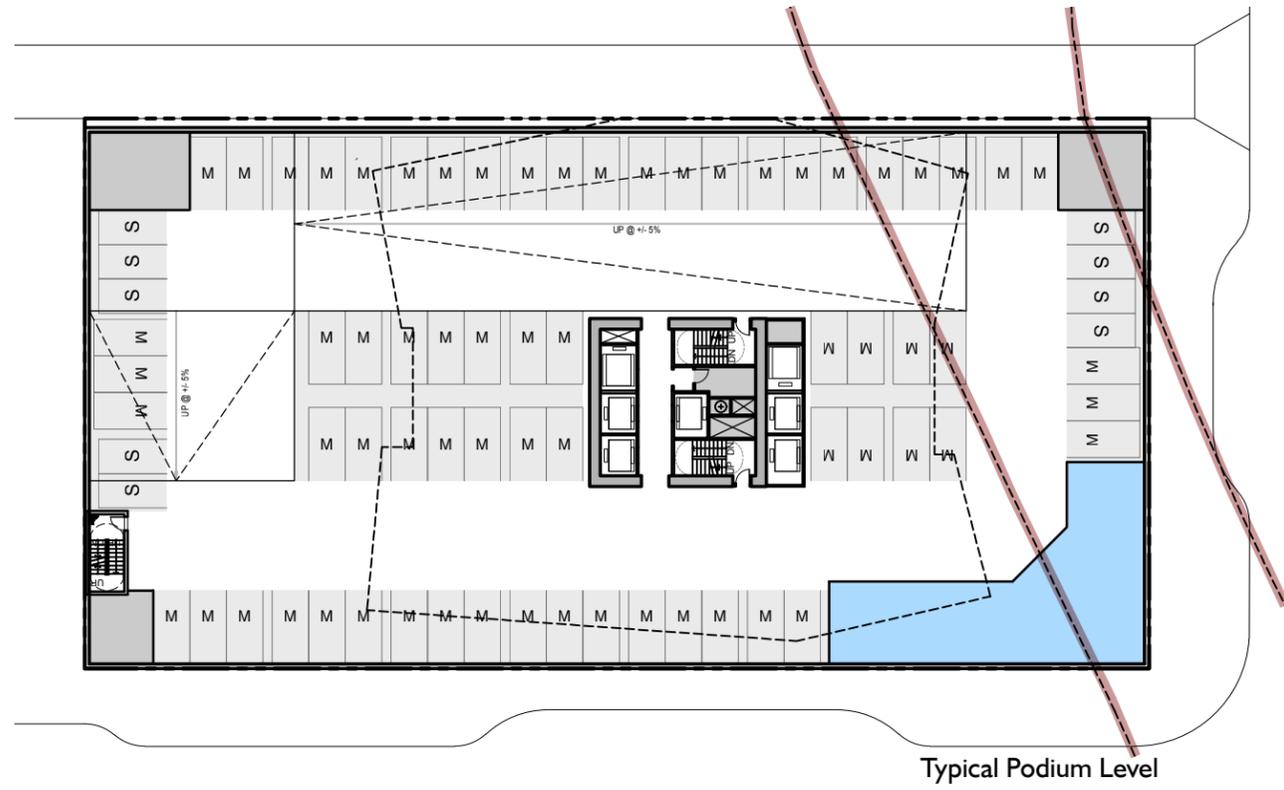
PRO

- Centrally located tower provides space to the street and existing buildings
- Two lobbies at ground floor allow hotel and residential individual identities
- Longer east and west exposures face primary views

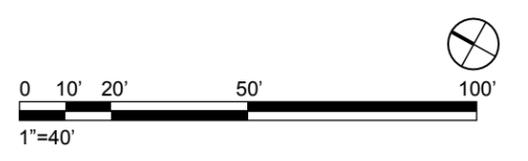
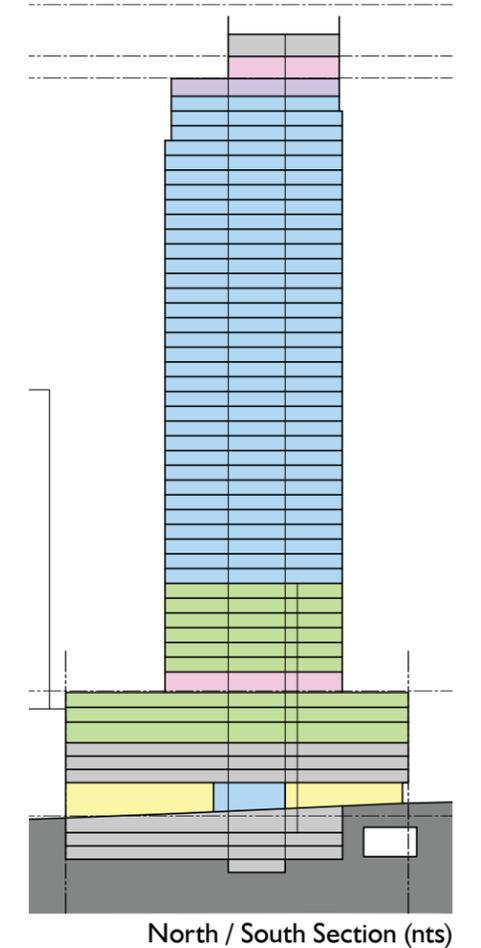
CON

- Two lobbies at ground floor result in smaller retail spaces
- Above-grade parking results in a less active podium and less residential units
- Tower placement is closest to The Olivian
- Large tower cantilever over easement
- Most western water views are blocked by 1600 Seventh due to tower placement

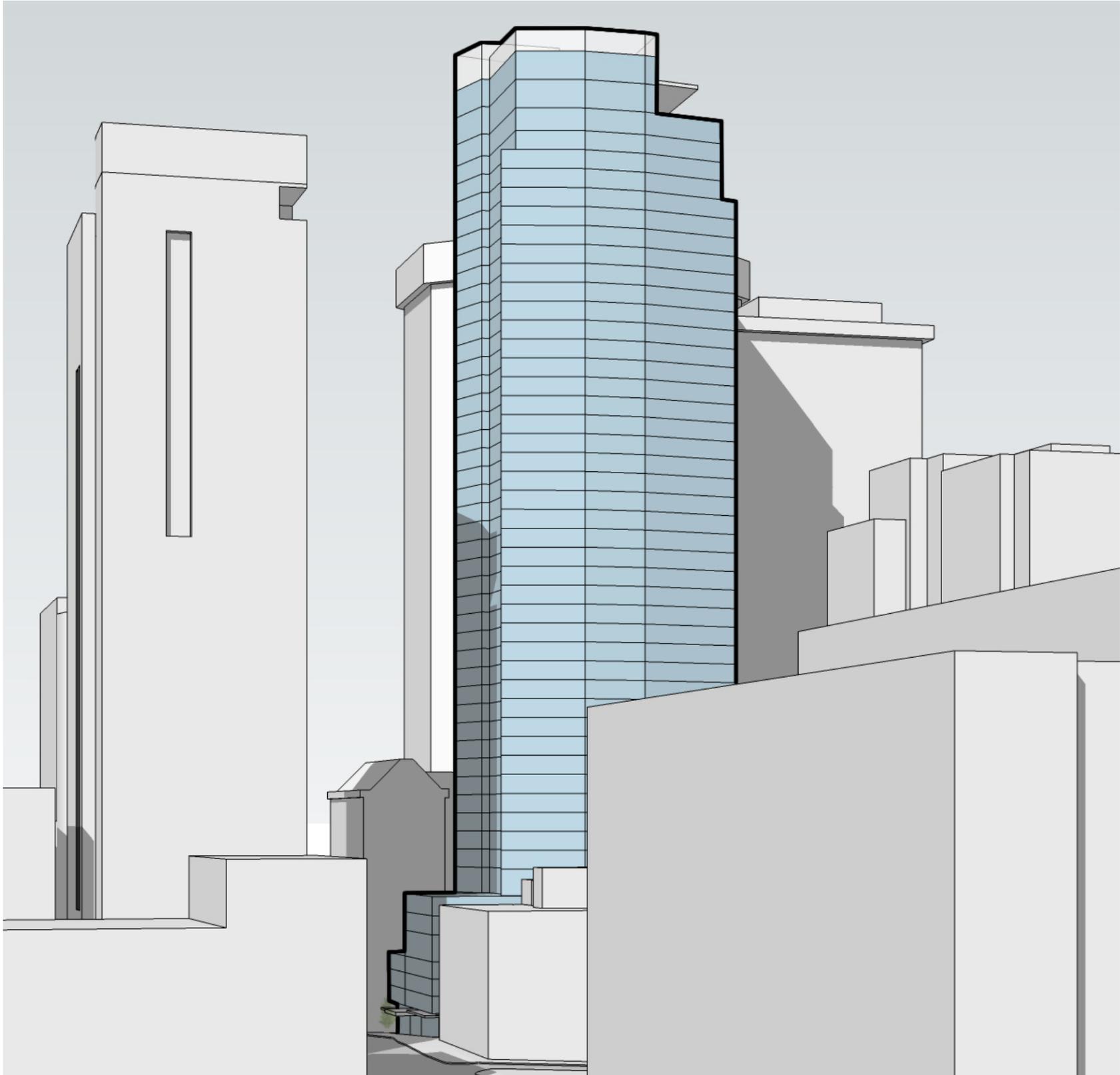
OPTION I - CHAMFER



- Hotel
- Residential
- Amenity
- Retail
- Mechanical / Parking



OPTION I - CHAMFER



Aerial view from East

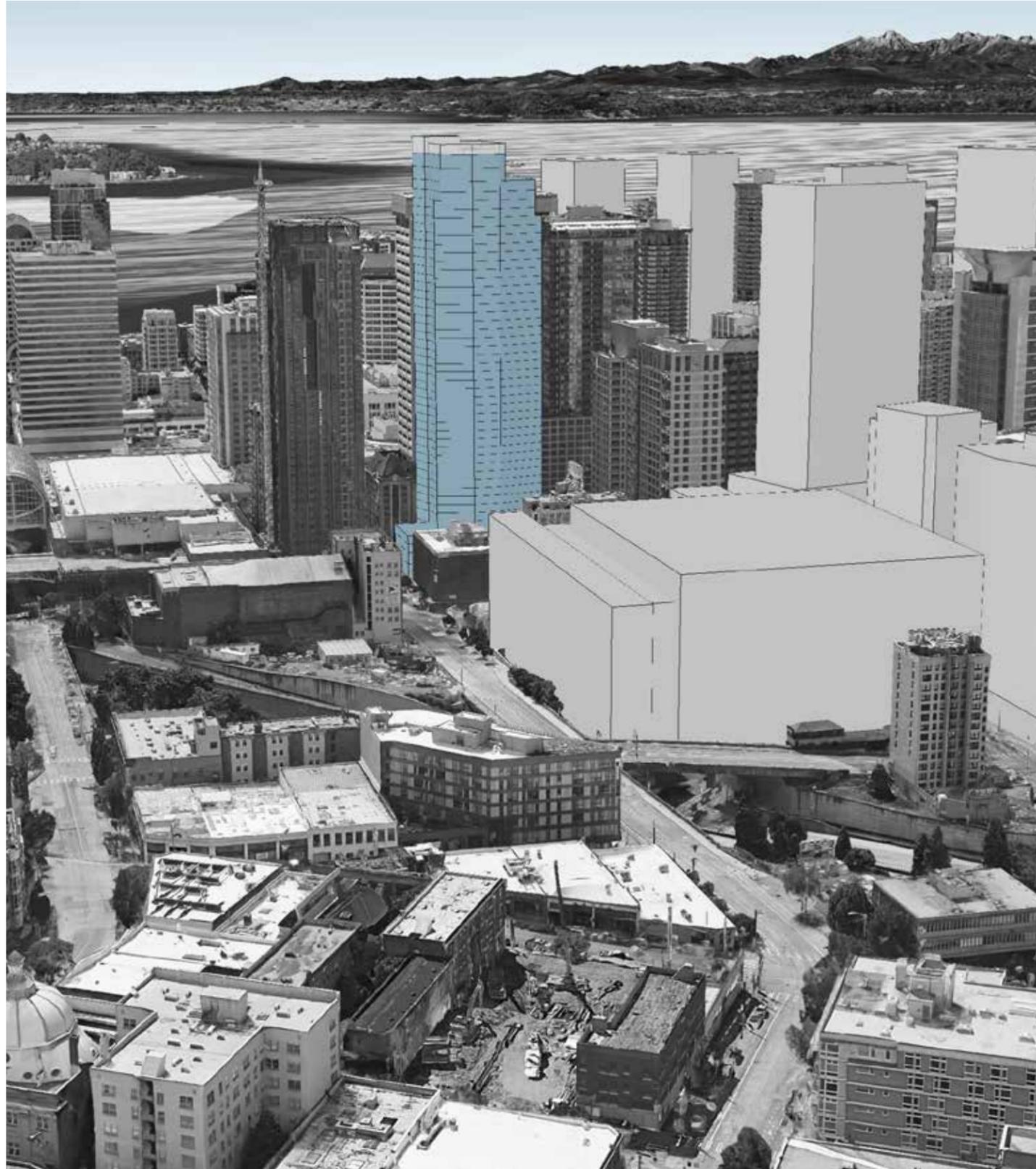


Ground level view from Southwest

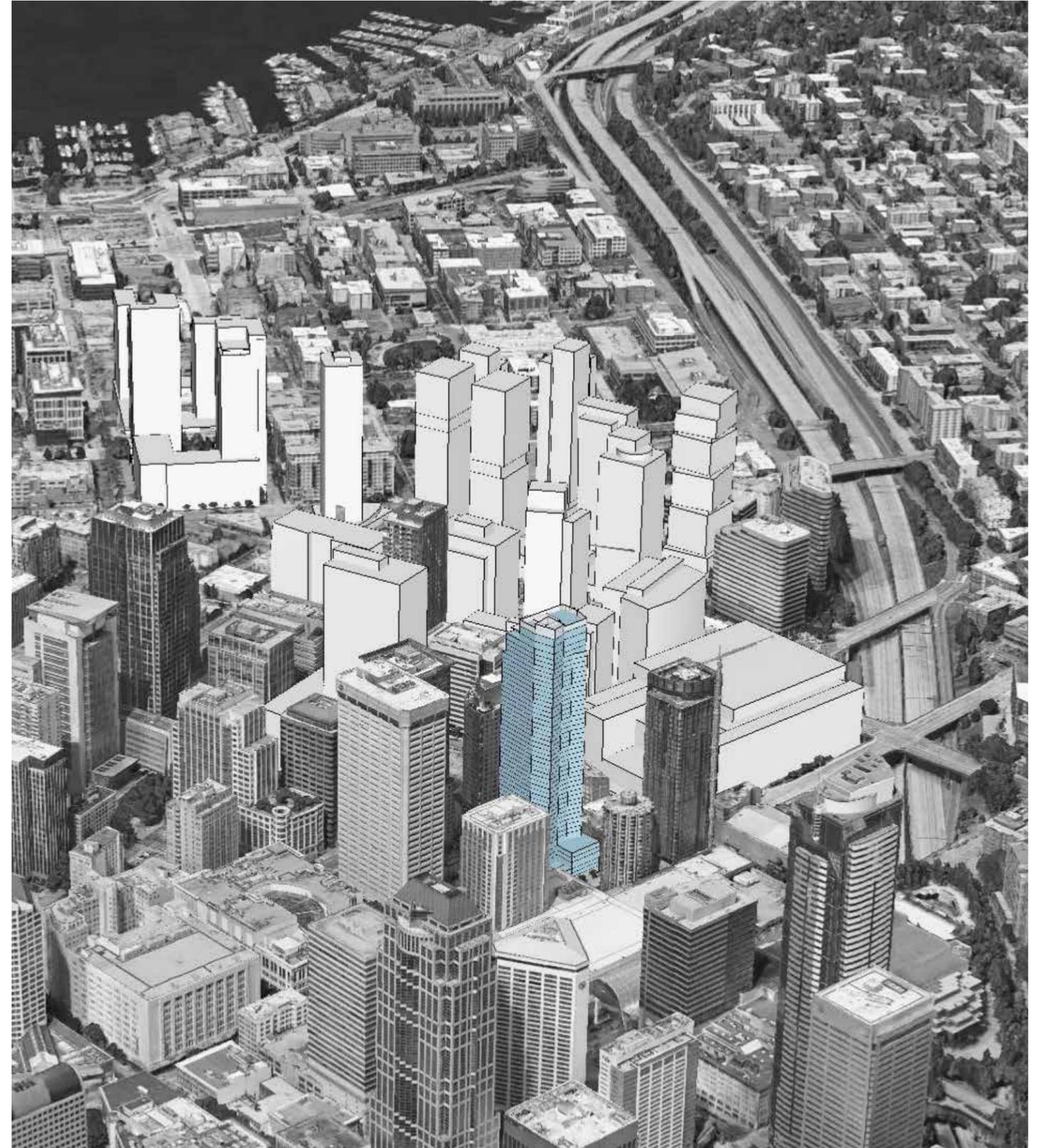


Ground level view from East

OPTION I - CHAMFER

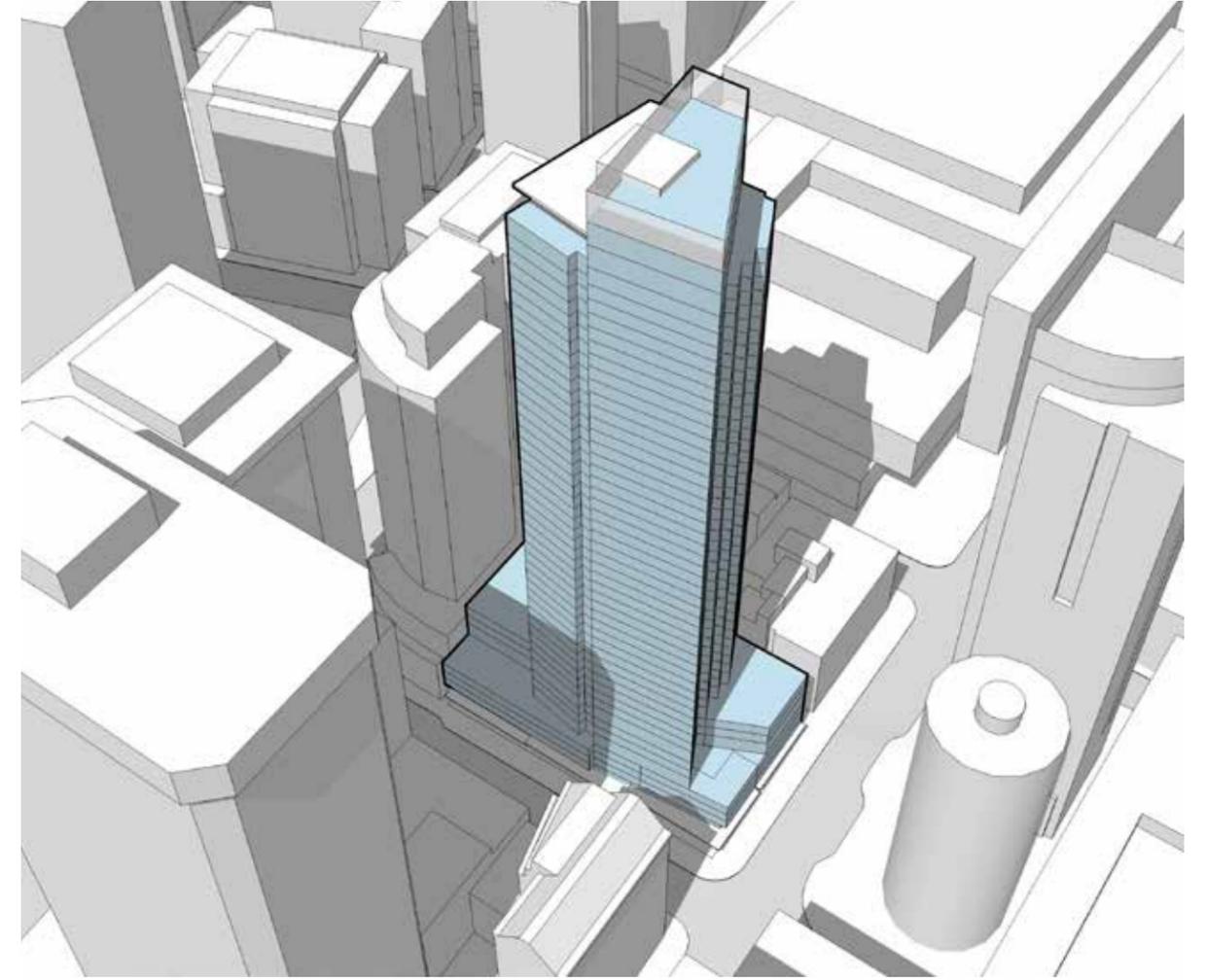
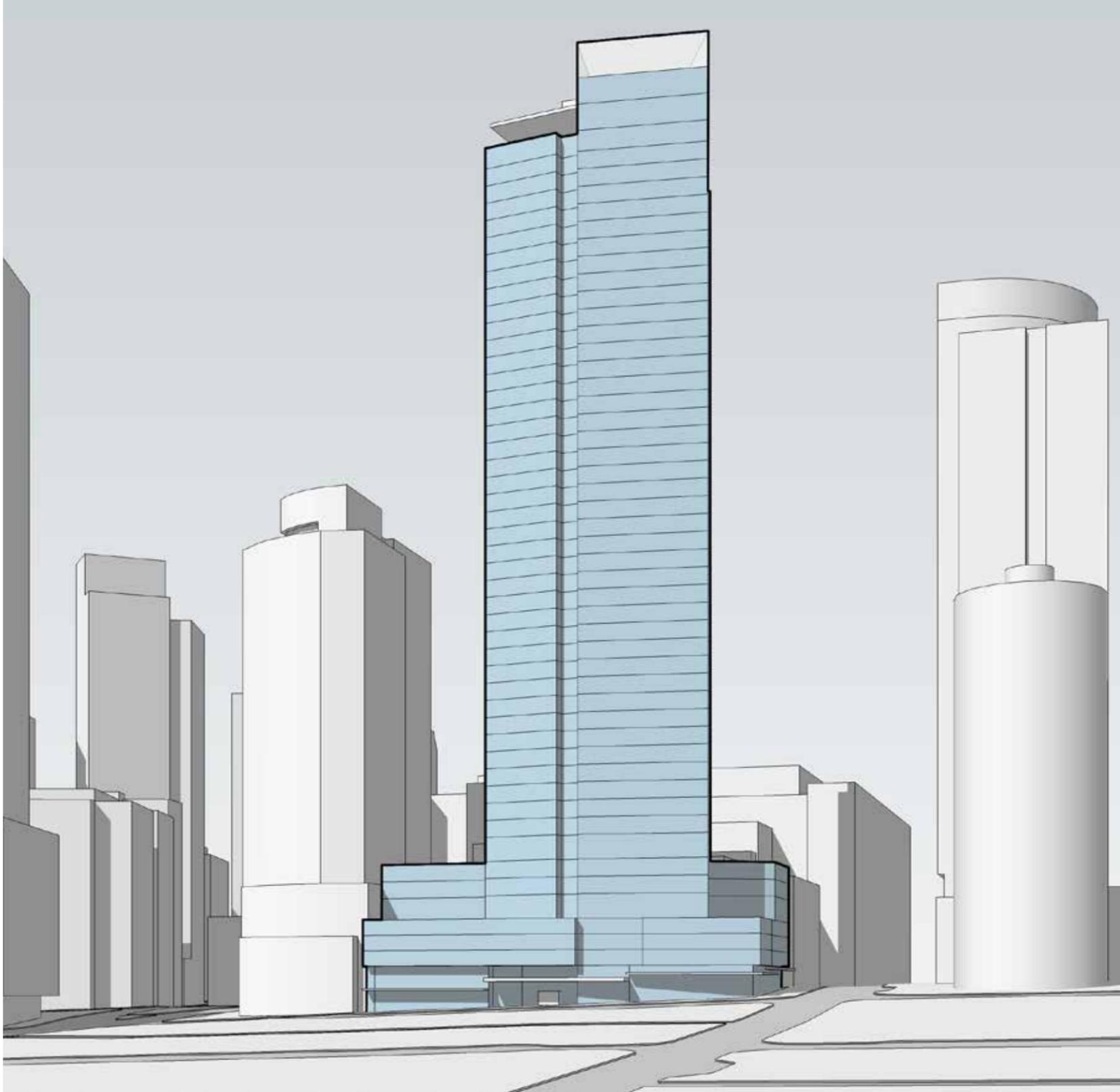


Aerial view from East



Aerial view from South

OPTION 2 - FRACTAL



FRACTAL

Option 2 uses the site constraints more than Option 1, aligning the southern facade closer to the Metro tunnel easement. The vector-based geometry is seen as a counterpoint to the rectilinear and boxy buildings of nearby blocks

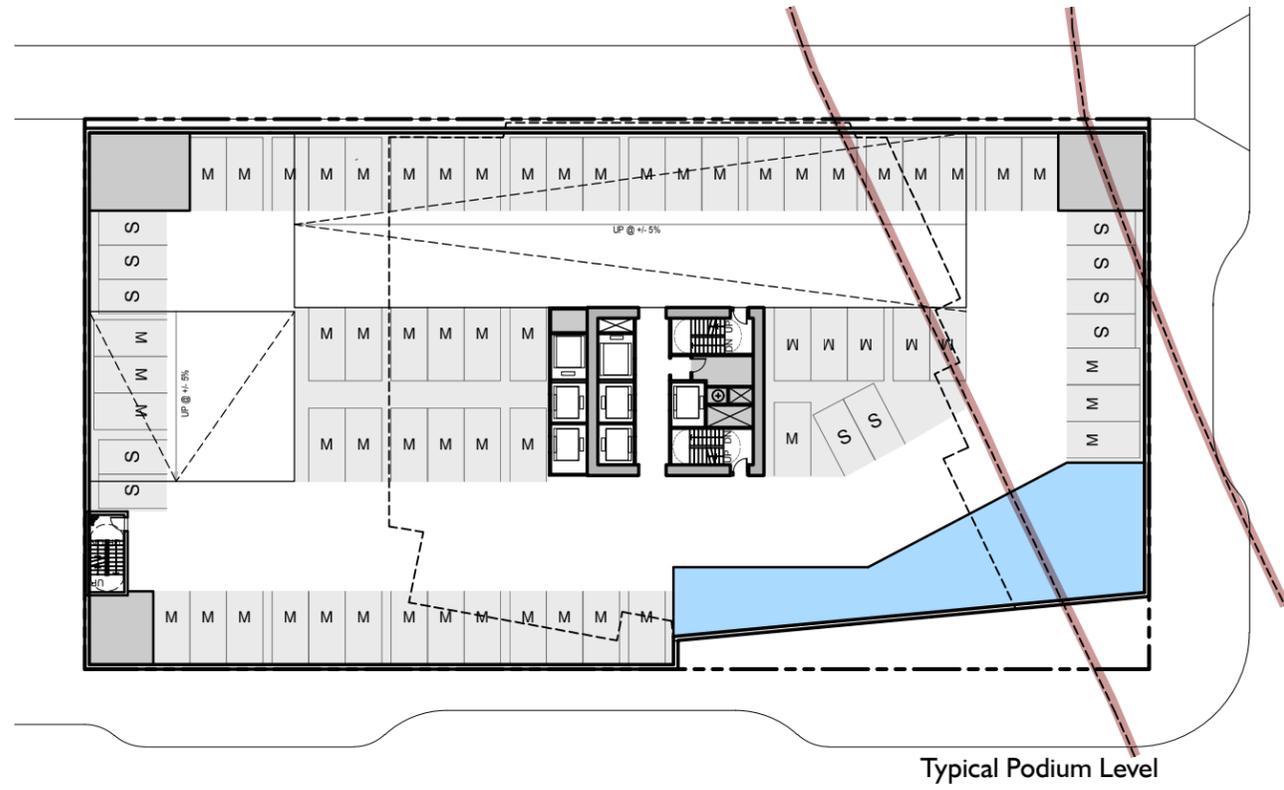
PRO

- Southern facade closely aligned to easement responds to a site constraint
- Southwest corner of tower coming to ground creates open space at important street corner
- Serrated southern facade allows more units important water views while feeling less massive

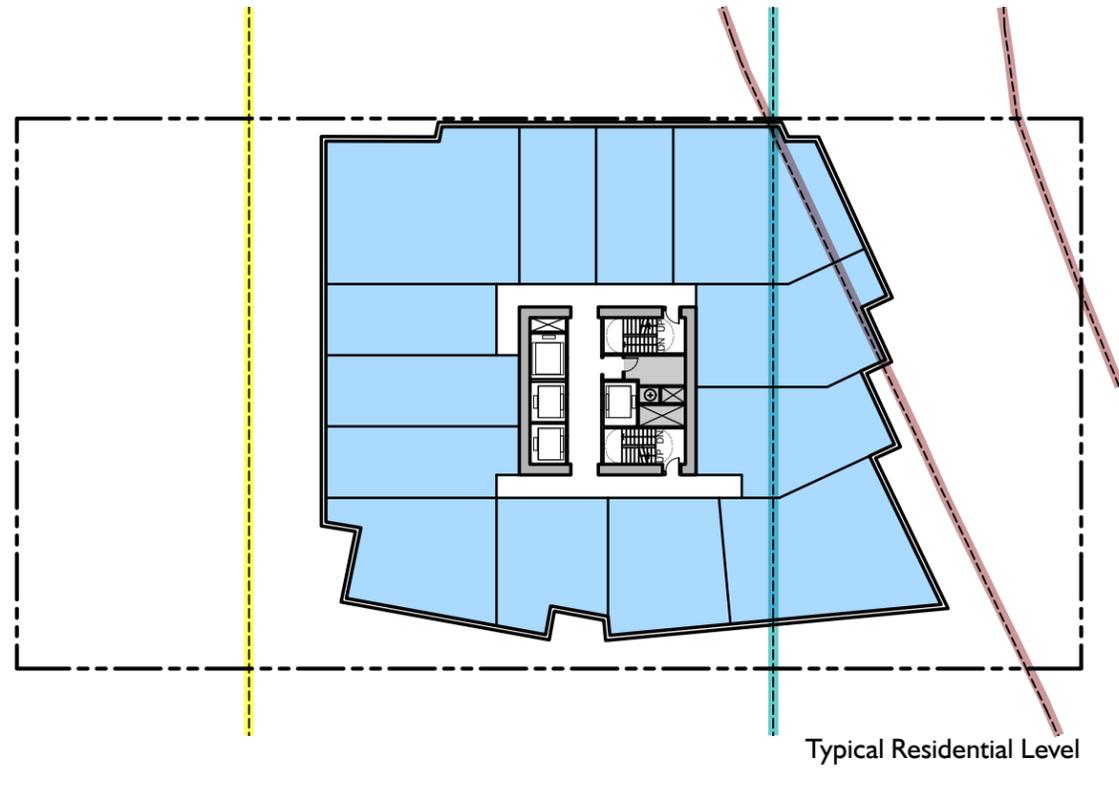
CON

- East elevation of tower feels massive, will be clearly visible from Capitol Hill
- Inefficient above-grade parking results in a less active podium and less residential units
- Tower placement is close to The Olivian

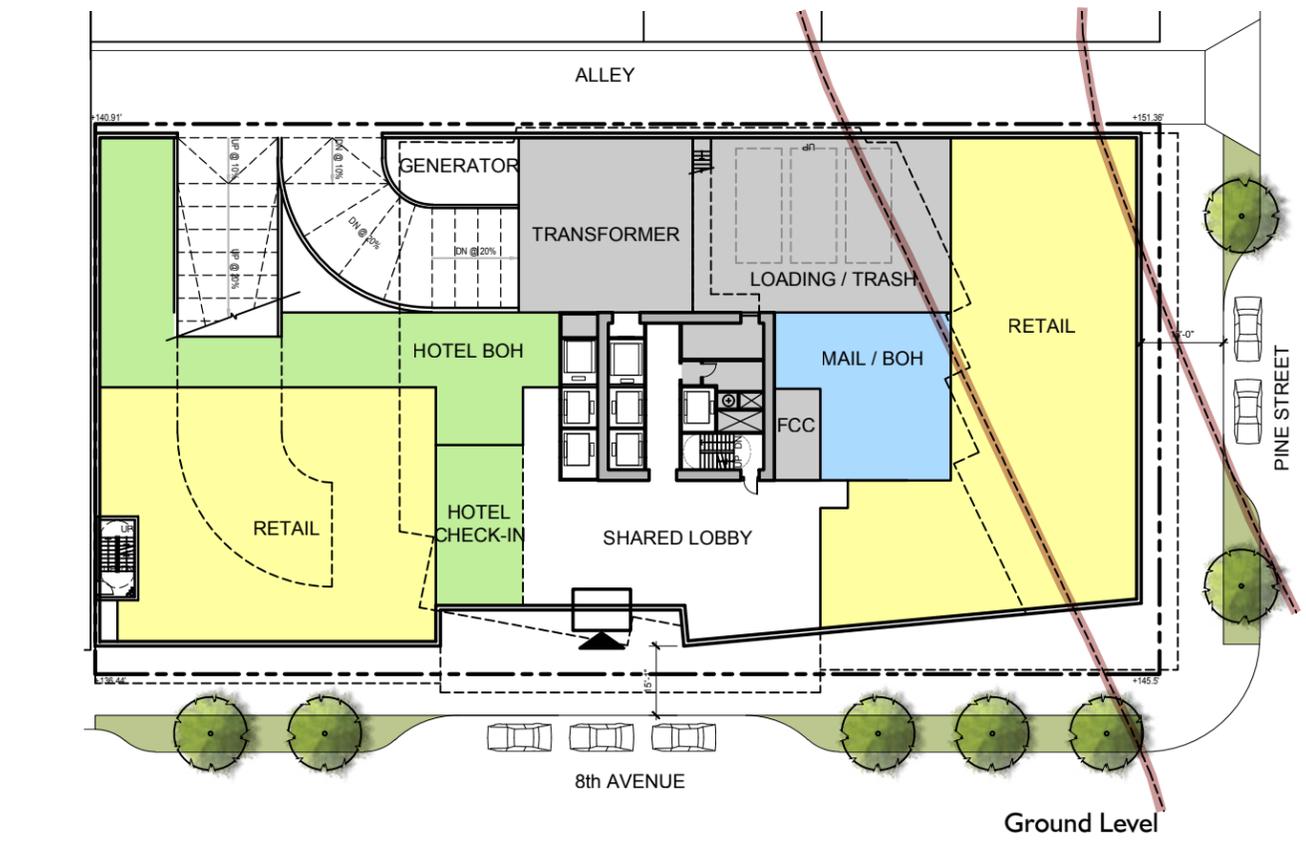
OPTION 2 - FRACTAL



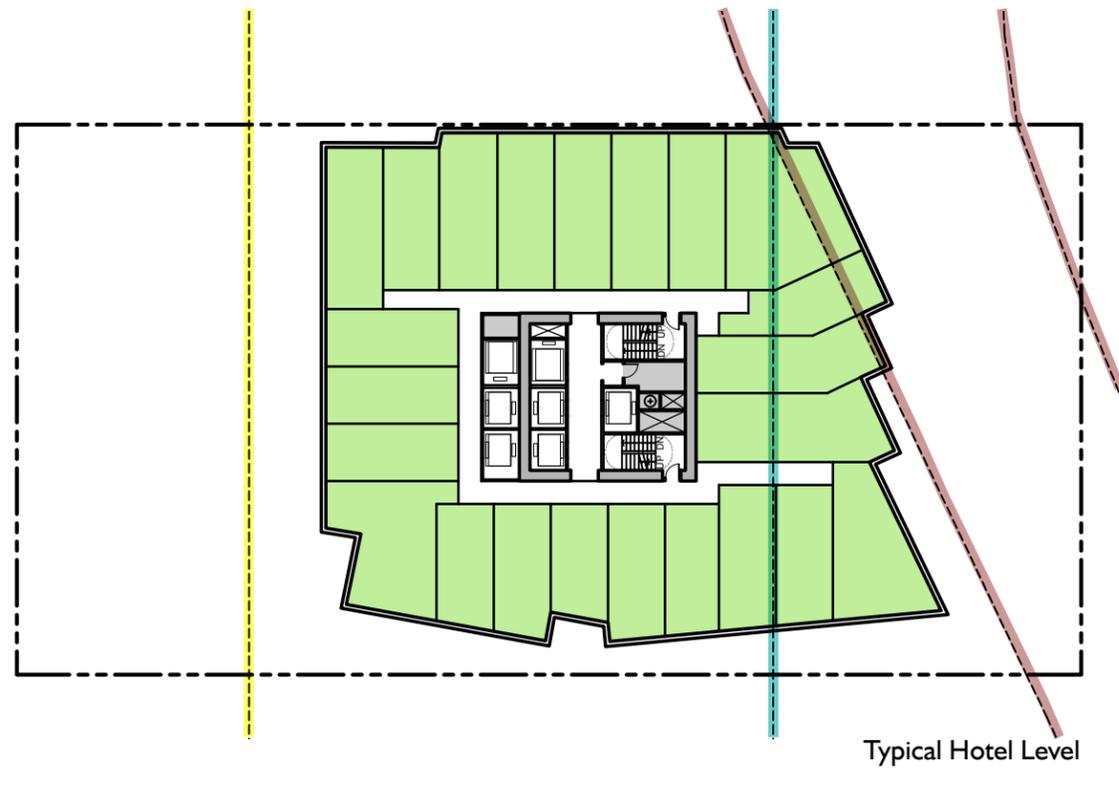
Typical Podium Level



Typical Residential Level

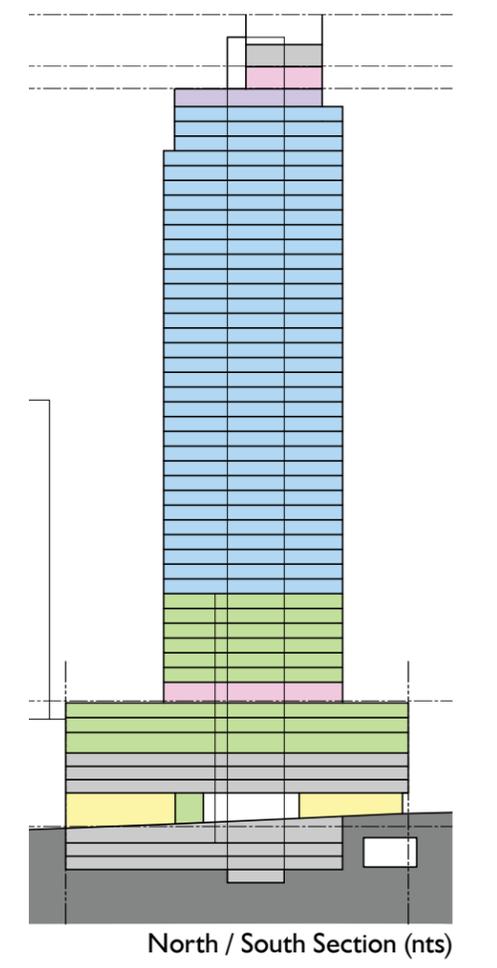


Ground Level

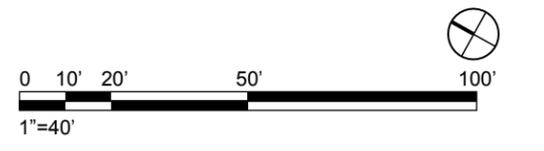


Typical Hotel Level

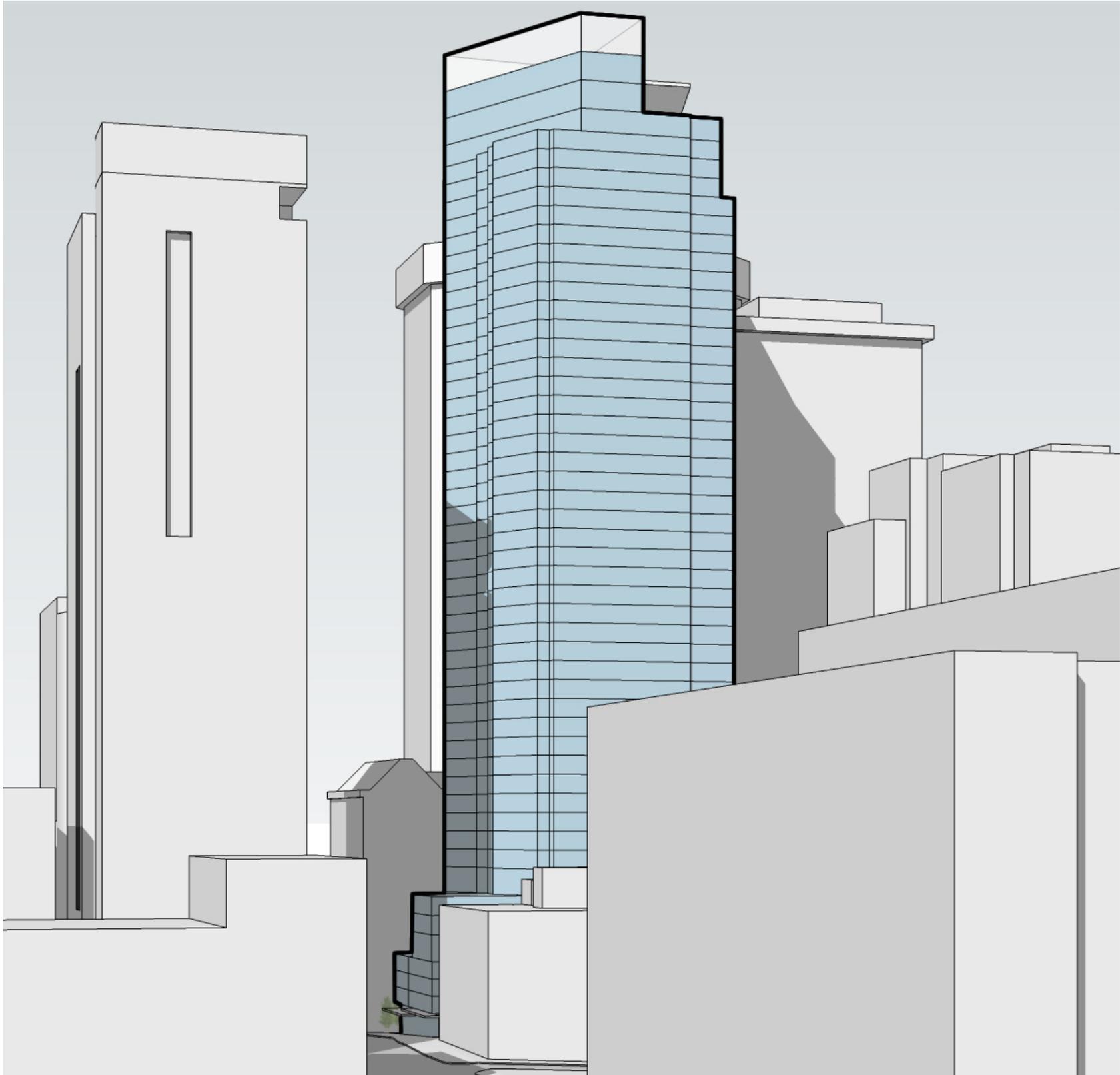
- Hotel
- Residential
- Amenity
- Retail
- Mechanical / Parking



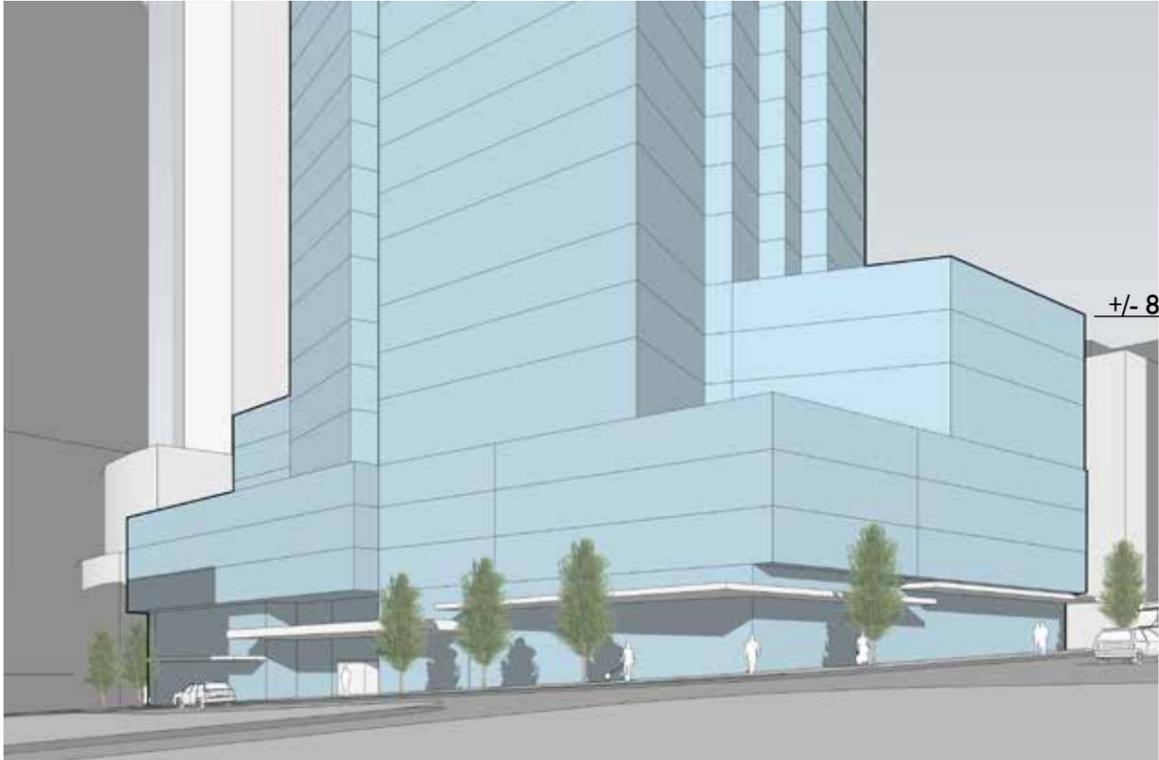
North / South Section (nts)



OPTION 2 - FRACTAL



Aerial view from East

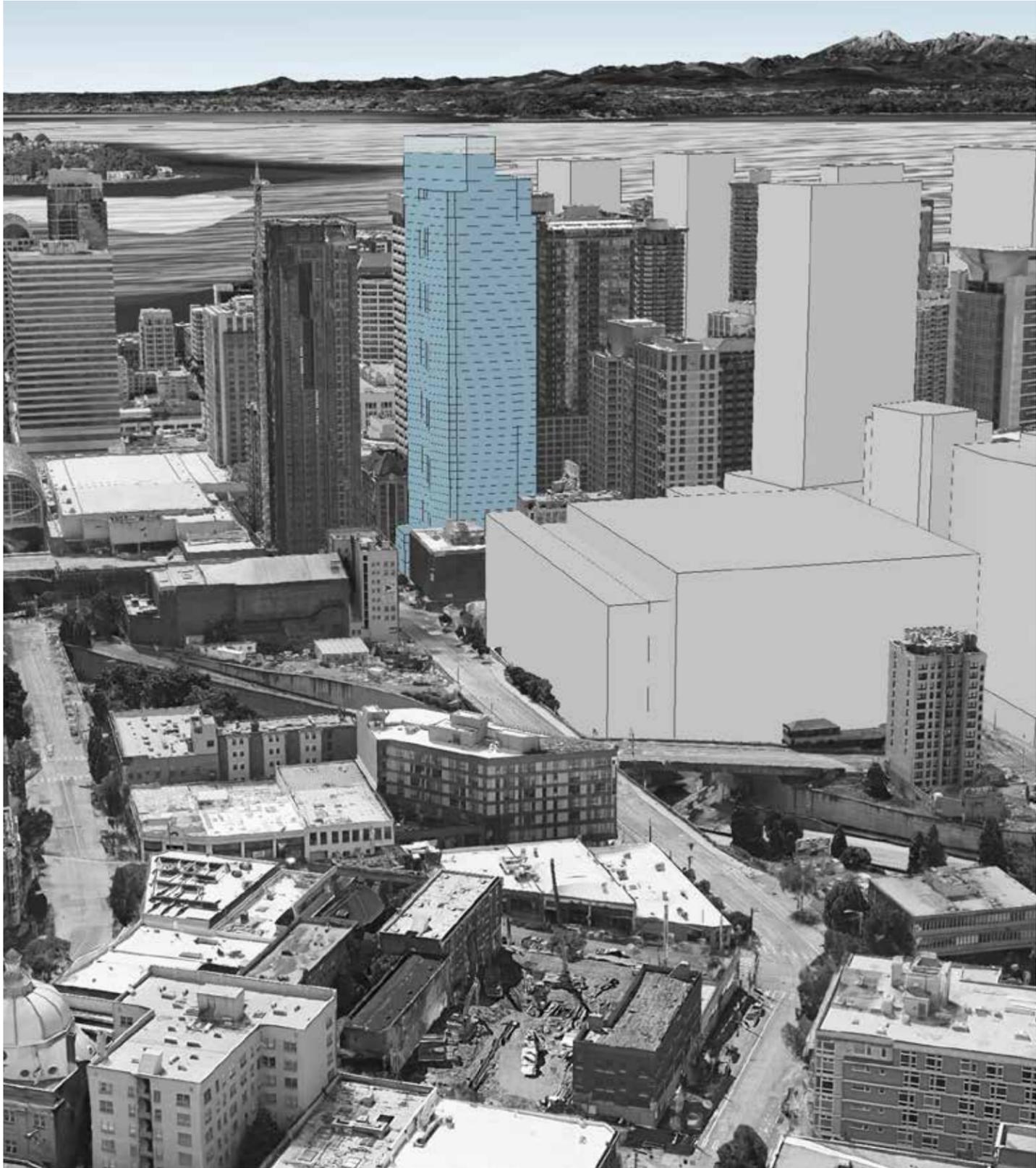


Ground level view from Southwest



Ground level view from East

OPTION 2 - FRACTAL

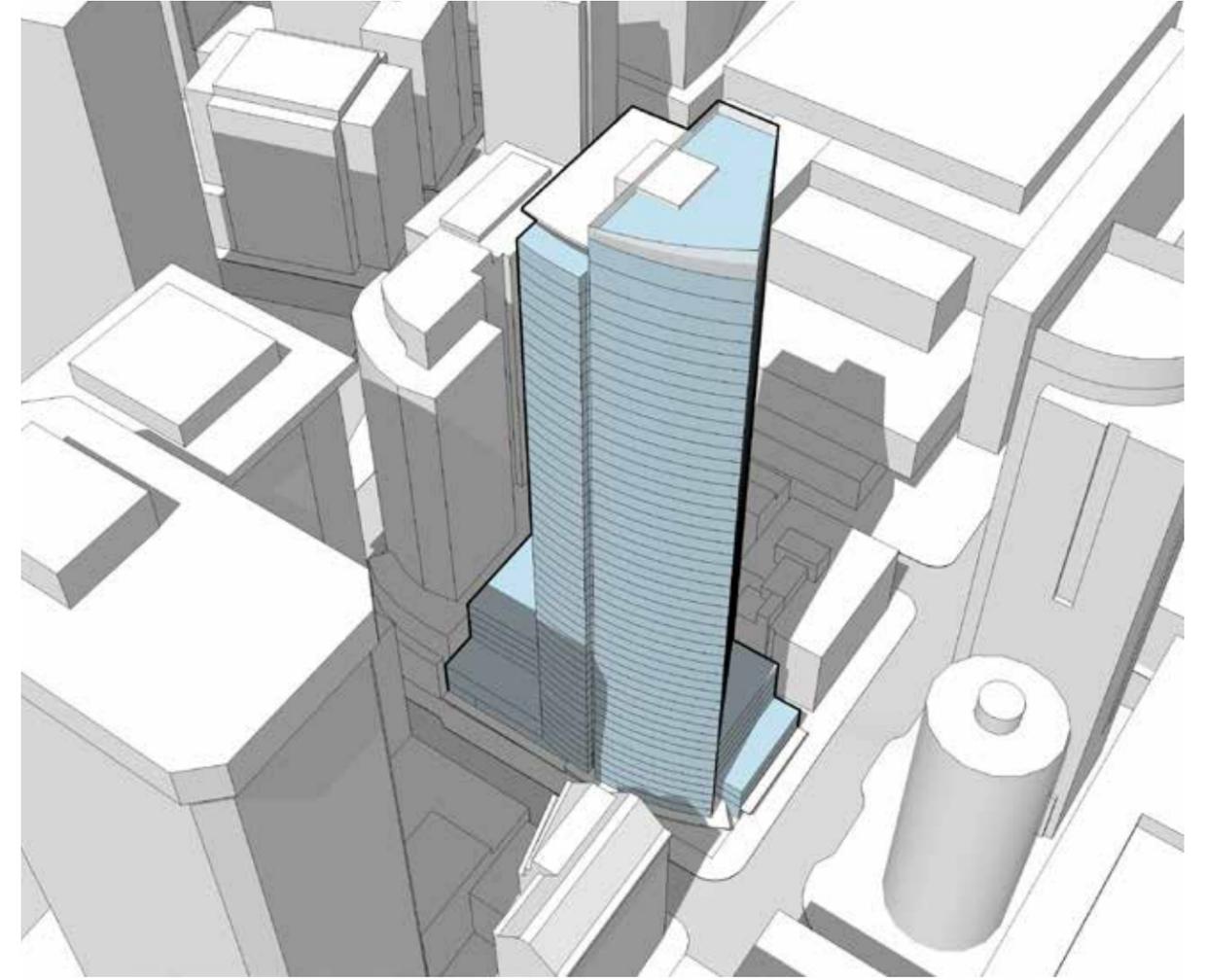
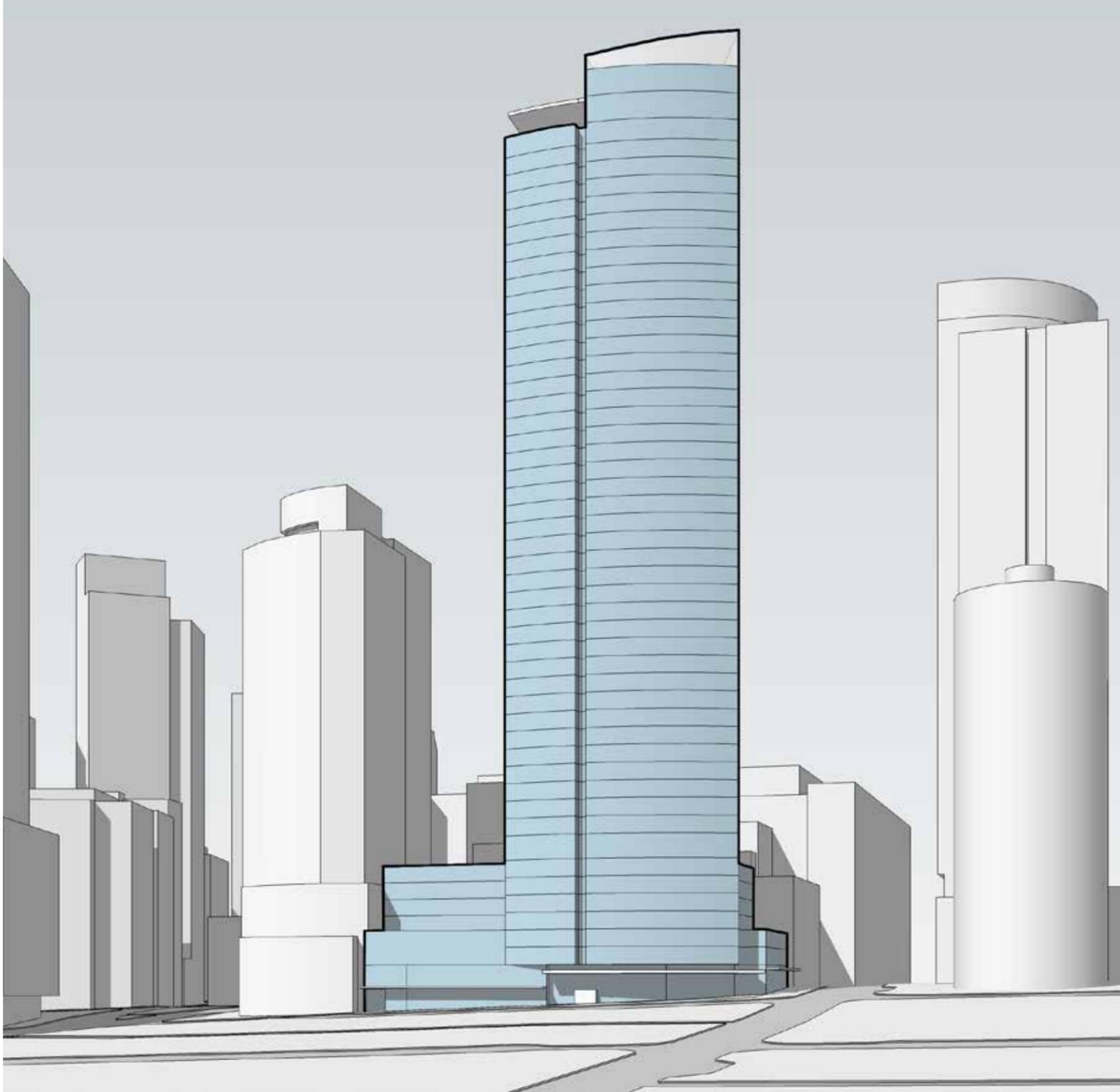


Aerial view from East



Aerial view from South

OPTION 3 (preferred) - SWEEP



SWEEP

Option 3, the preferred option, pulls the tower as far south as possible and cantilevers the entire southern elevation over the easement, thereby addressing all three of the site constraints. Sweep is the most site-specific design of the three Options

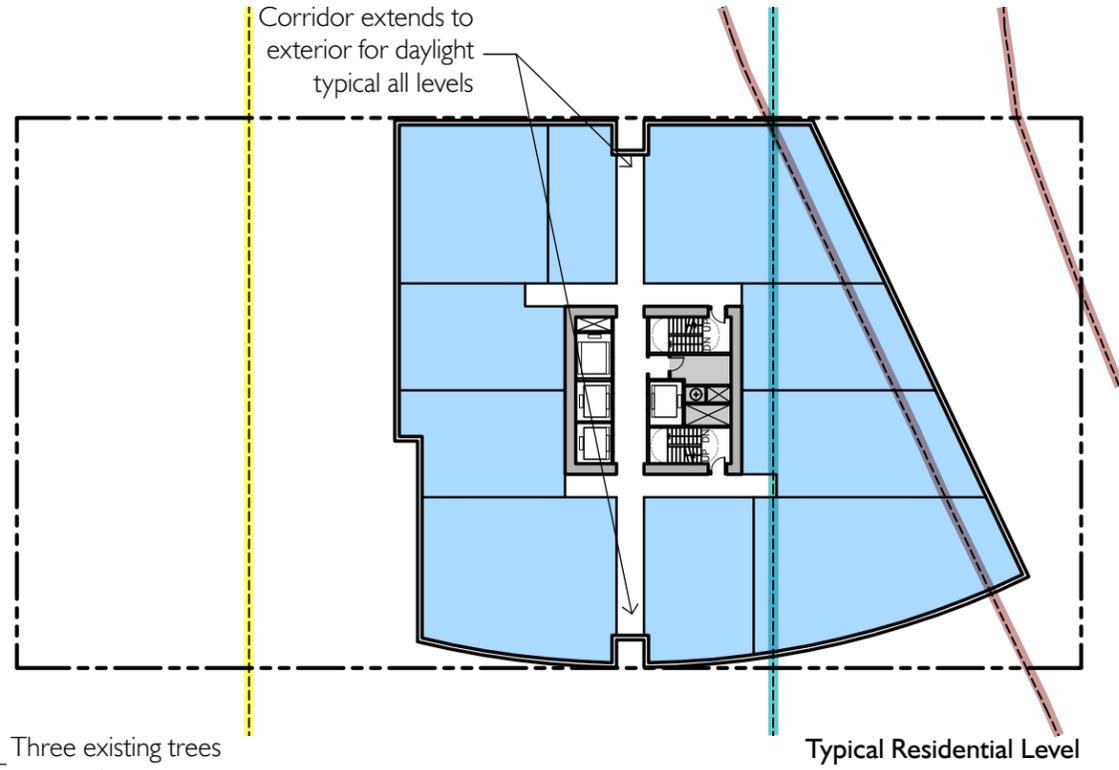
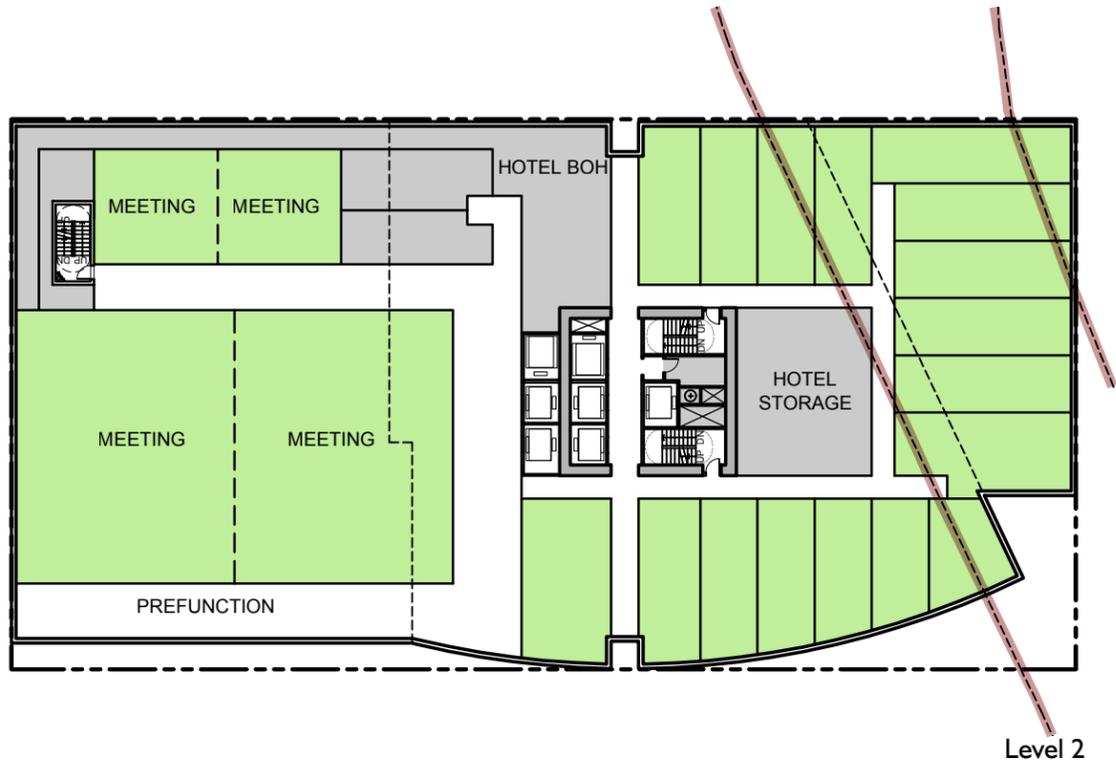
PRO

- Utilizes site-specific design elements found in existing nearby buildings
- Southwest corner of tower coming to ground creates a large public open space at the street corner
- All below-grade parking allows higher-quality uses and more design freedom in podium

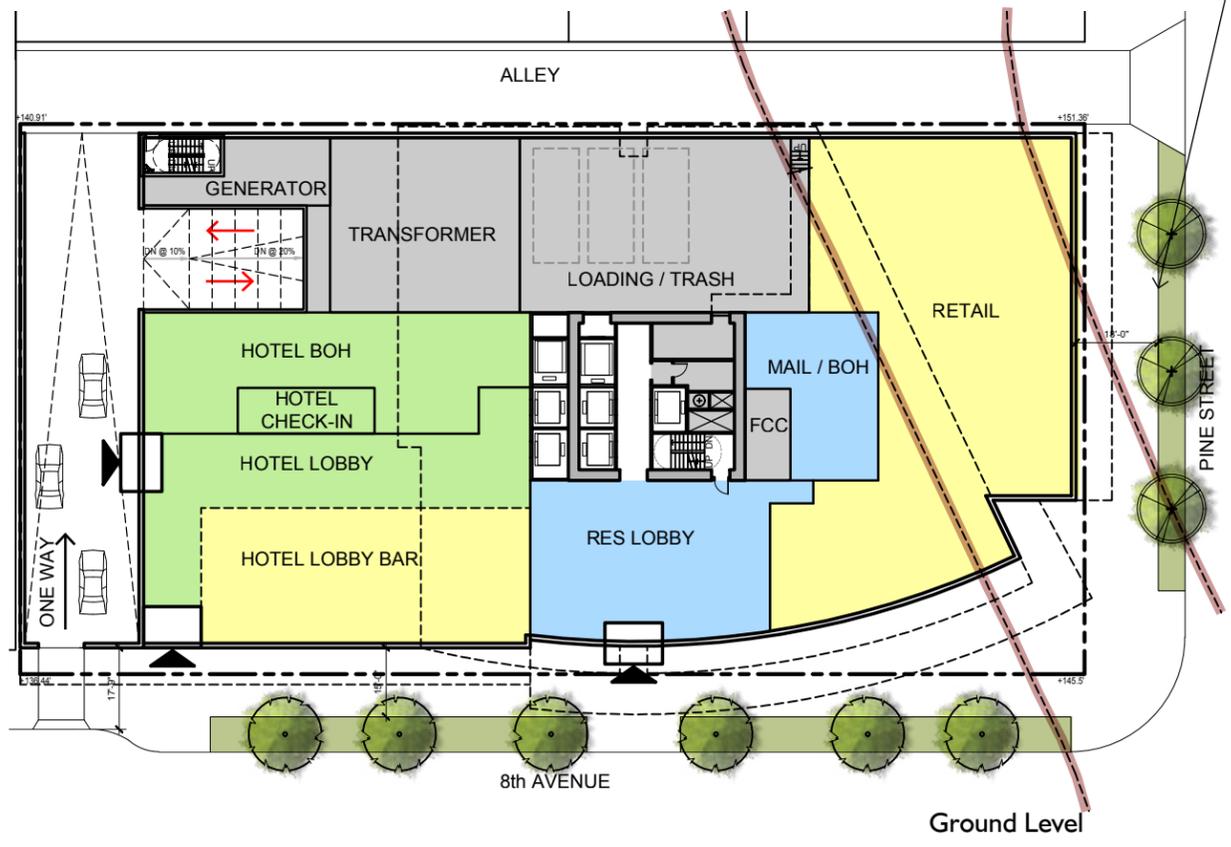
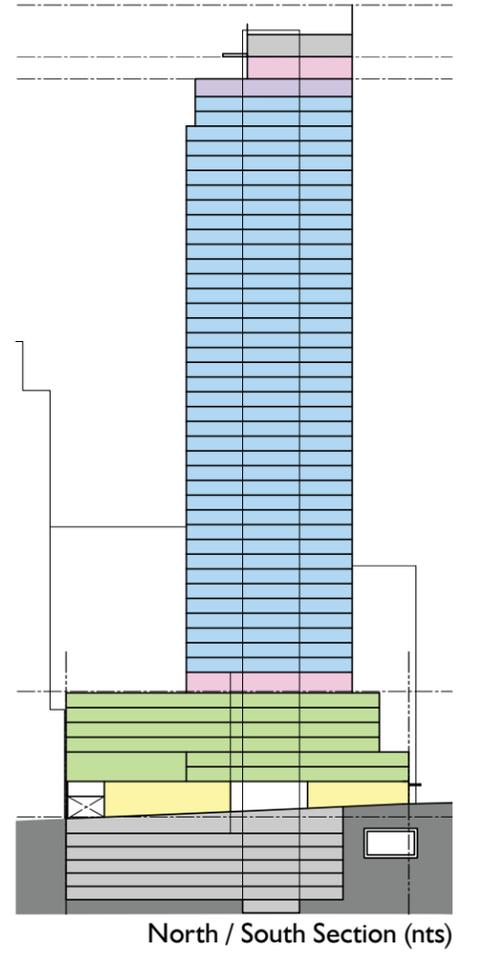
CON

- Tower pulled south on the site provides slightly less breathing room to the street as other options
- Requires Board support for one-way curbcut and dropoff, to be used by hotel guests only
- Less retail space along 8th, due to curbcut and hotel dropoff

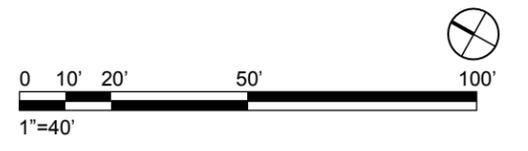
OPTION 3 (preferred) - SWEEP



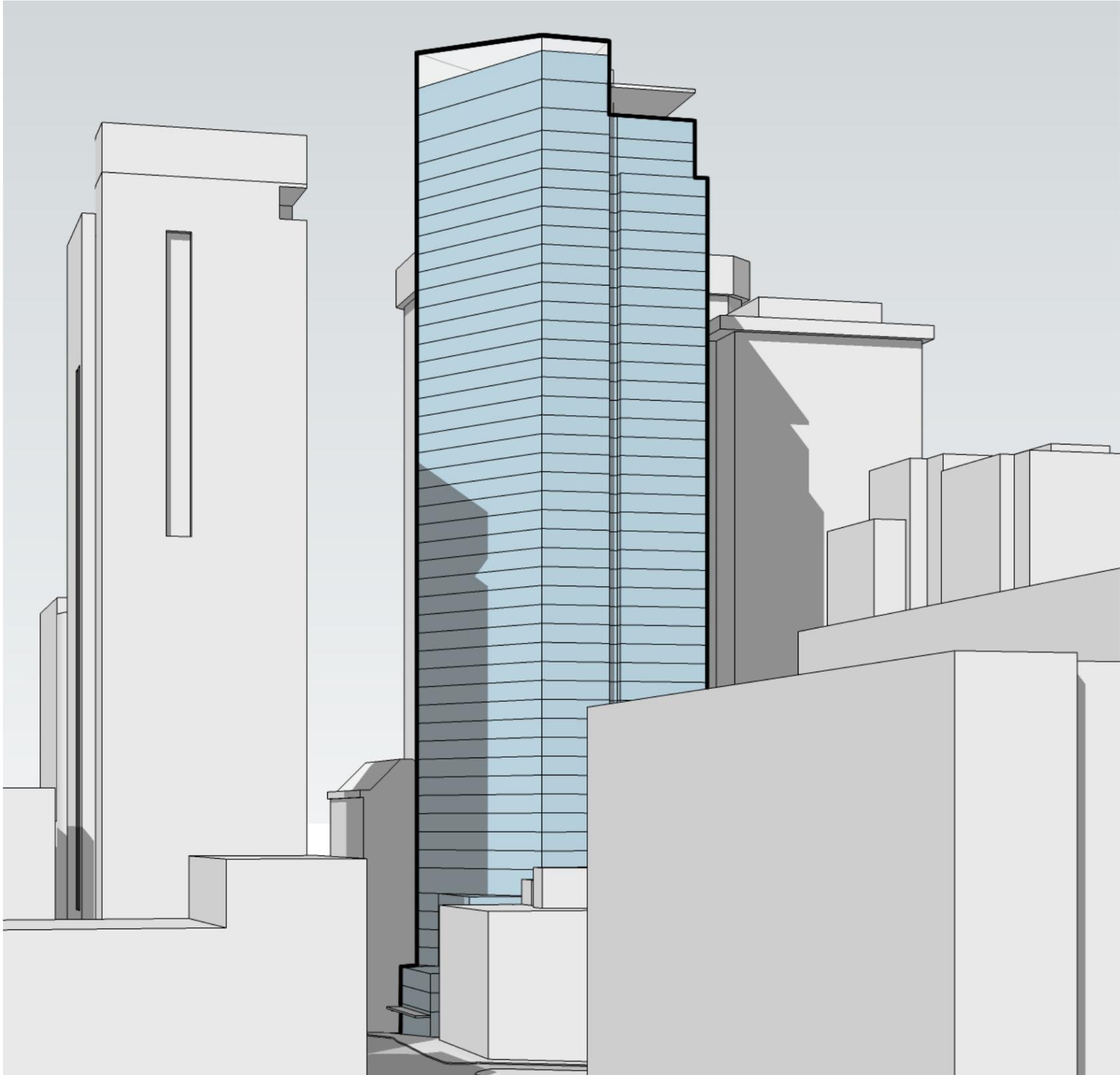
- █ Hotel
- █ Residential
- █ Amenity
- █ Retail
- █ Mechanical / Parking



Three existing trees to remain



OPTION 3 (preferred) - SWEEP



Aerial view from East

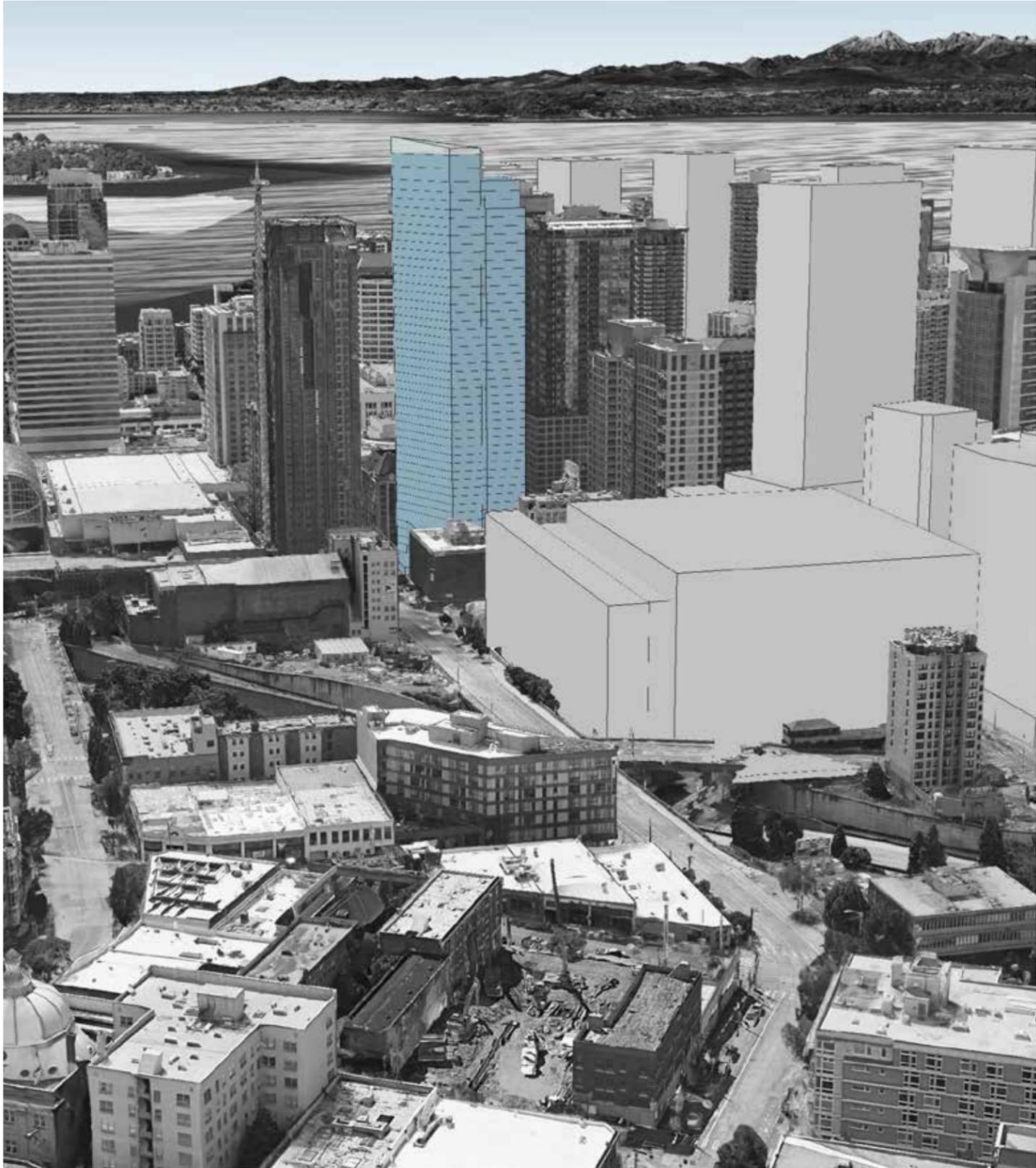


Ground level view from Southwest



Ground level view from East

OPTION 3 (preferred) - SWEEP



Aerial view from East



Aerial view from South

OPTION COMPARISON



CHAMFER

PRO

- Centrally located tower provides space to the street and existing buildings
- Two lobbies at ground floor allow hotel and residential individual identities
- Longer east and west exposures face primary views

CON

- Two lobbies at ground floor result in smaller retail spaces
- Above-grade parking results in a less active podium and less residential units
- Tower placement is closest to The Olivian
- Large tower cantilever over easement
- Most western water views are blocked by 1600 Seventh due to tower placement



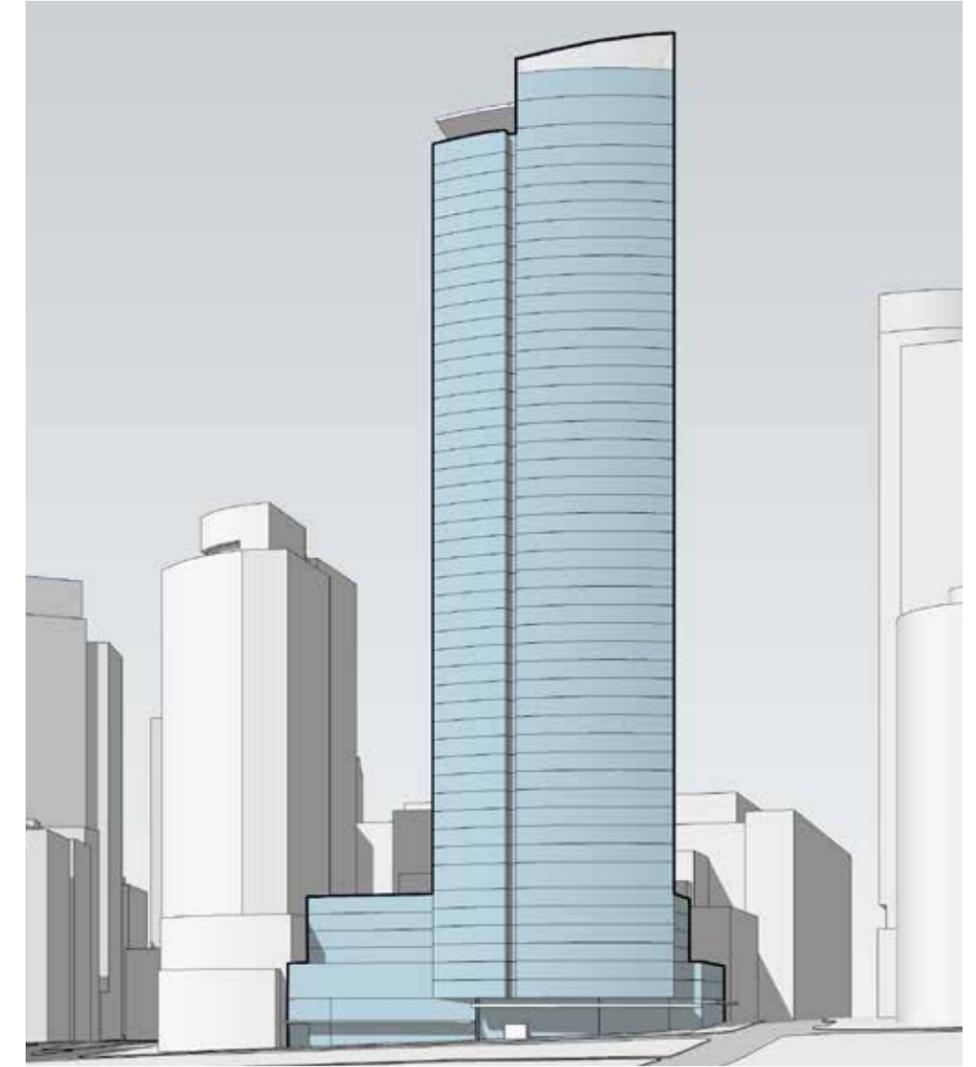
FRACTAL

PRO

- Southern facade closely aligned to easement responds to a site constraint
- Southwest corner of tower coming to ground creates open space at important street corner
- Serrated southern facade allows more units important water views while feeling less massive

CON

- East elevation of tower feels massive, will be clearly visible from Capitol Hill
- Inefficient above-grade parking results in a less active podium and less residential units
- Tower placement is close to The Olivian



SWEEP

PRO

- Utilizes site-specific design elements found in existing nearby buildings
- Southwest corner of tower coming to ground creates a large public open space at the street corner
- All below-grade parking allows higher-quality uses and more design freedom in podium

CON

- Tower pulled south on the site provides slightly less breathing room to the street as other options
- Requires Board support for one-way curbcut and dropoff, to be used by hotel guests only
- Less retail space along 8th, due to curbcut and hotel dropoff

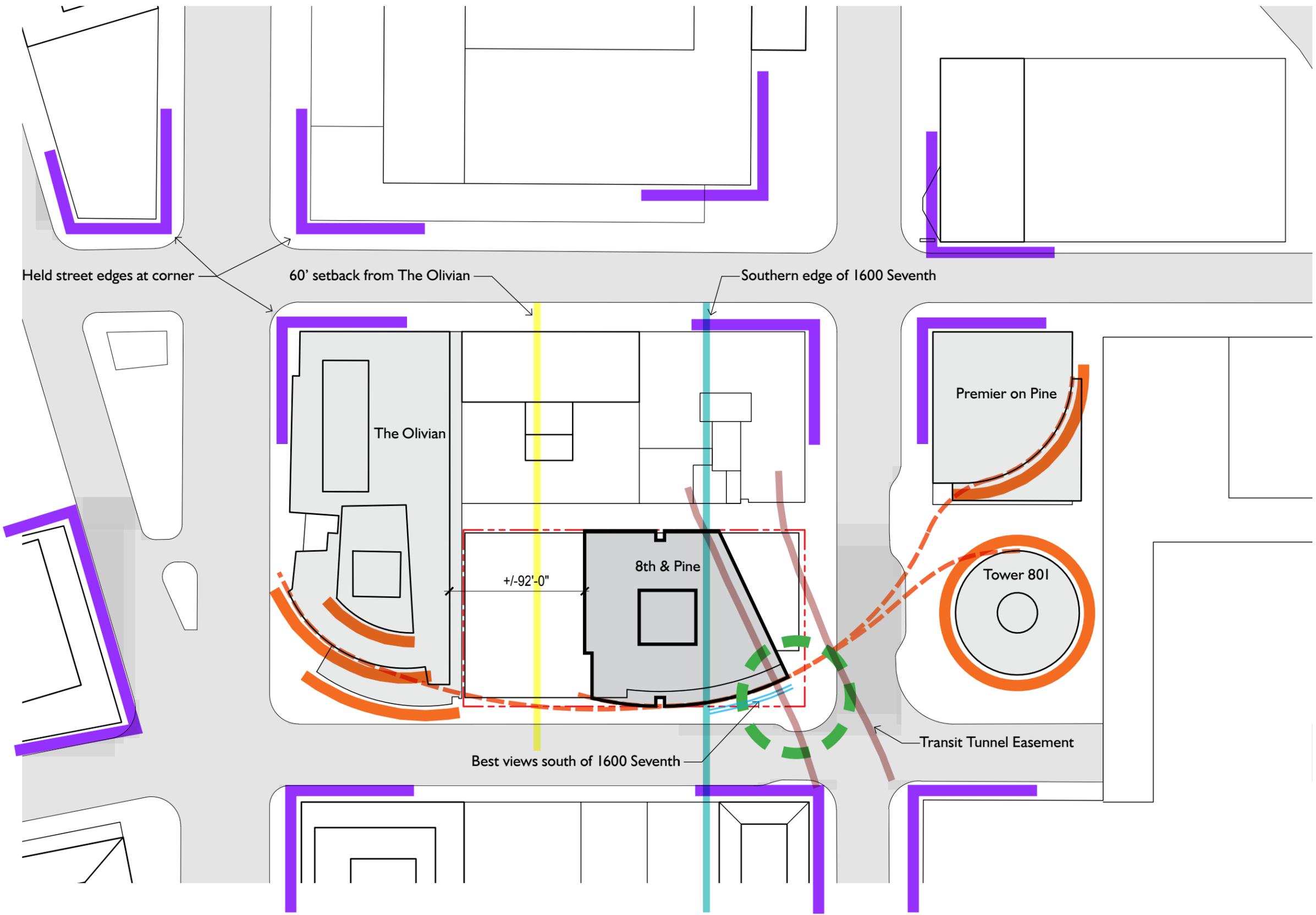
PREFERRED OPTION - SWEEP

further development done at the discretion of the applicant

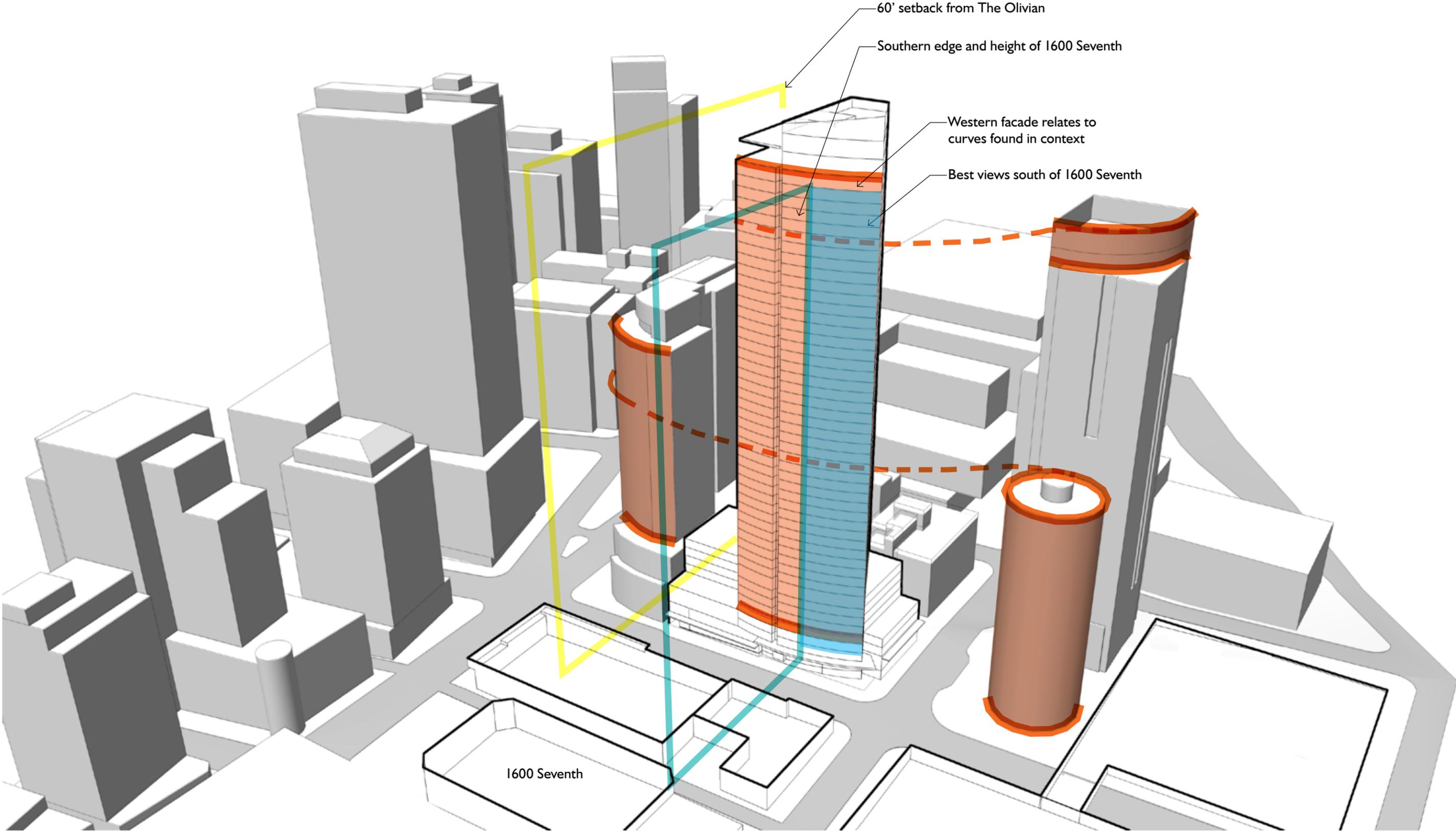
TOWER PART I

The design thinking for Sweep, the Preferred Option, comes from the careful study of site constraints and the existing context. The three main site constraints, as discussed previously, influence tower placement, while the context adjacent to and nearby the site influence the massing. The curving facade of The Olivian, the round extruded form of Tower 801 and the curving crown of Premiere on Pine serve as the inspiration for a site-specific and complementary tower design

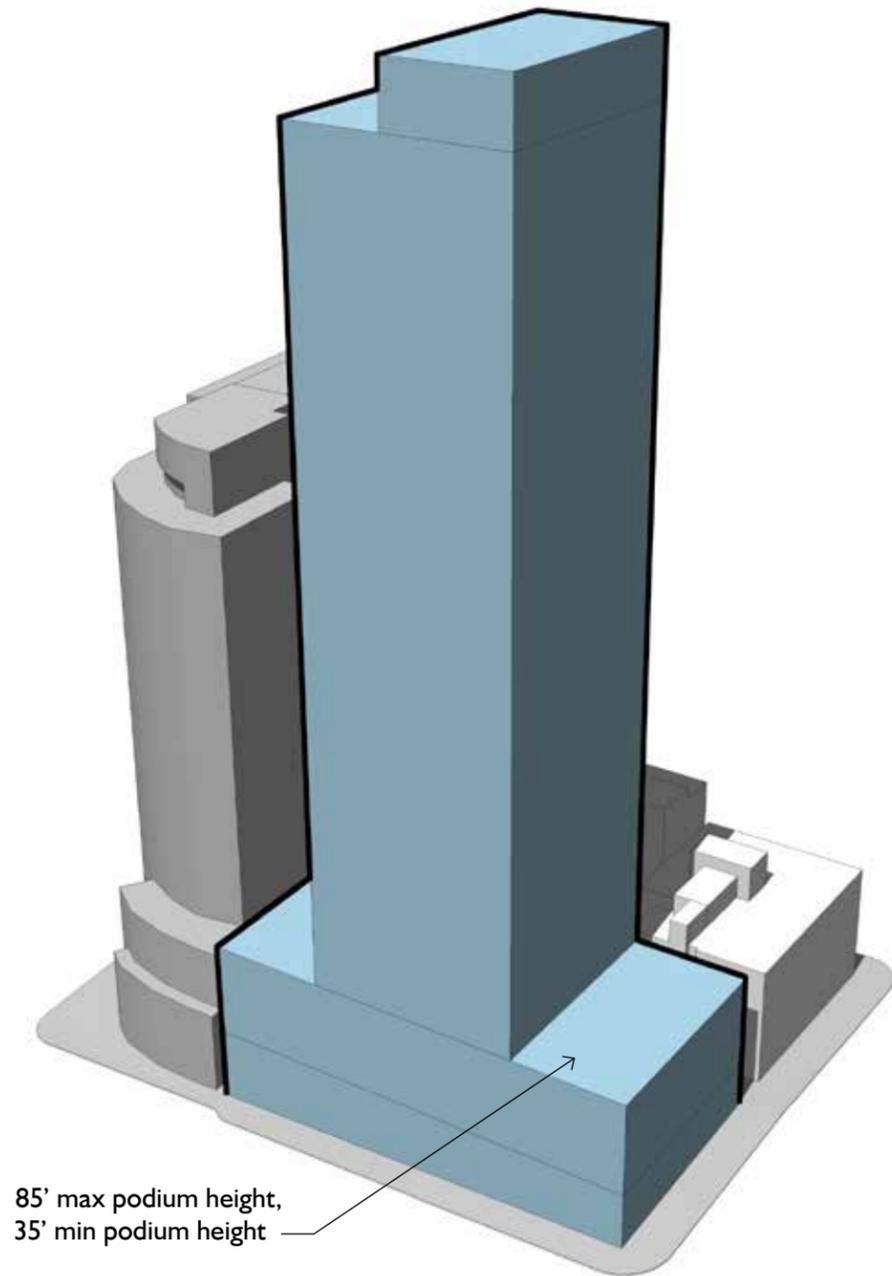
- Site Constraints
- Context Response - Edges
- Context Response - Curves
- Connection of Curves
- Public Open Space



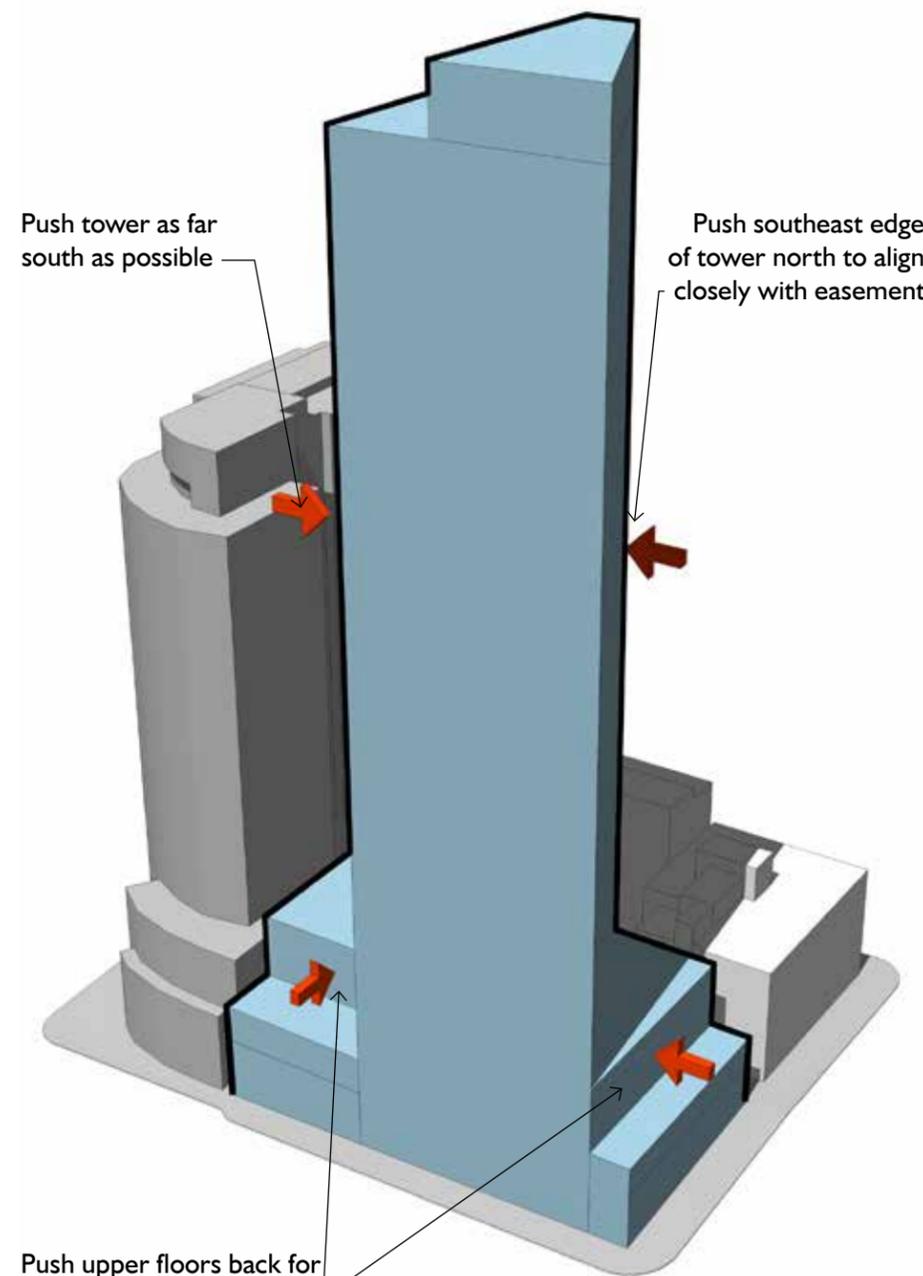
TOWER PART I



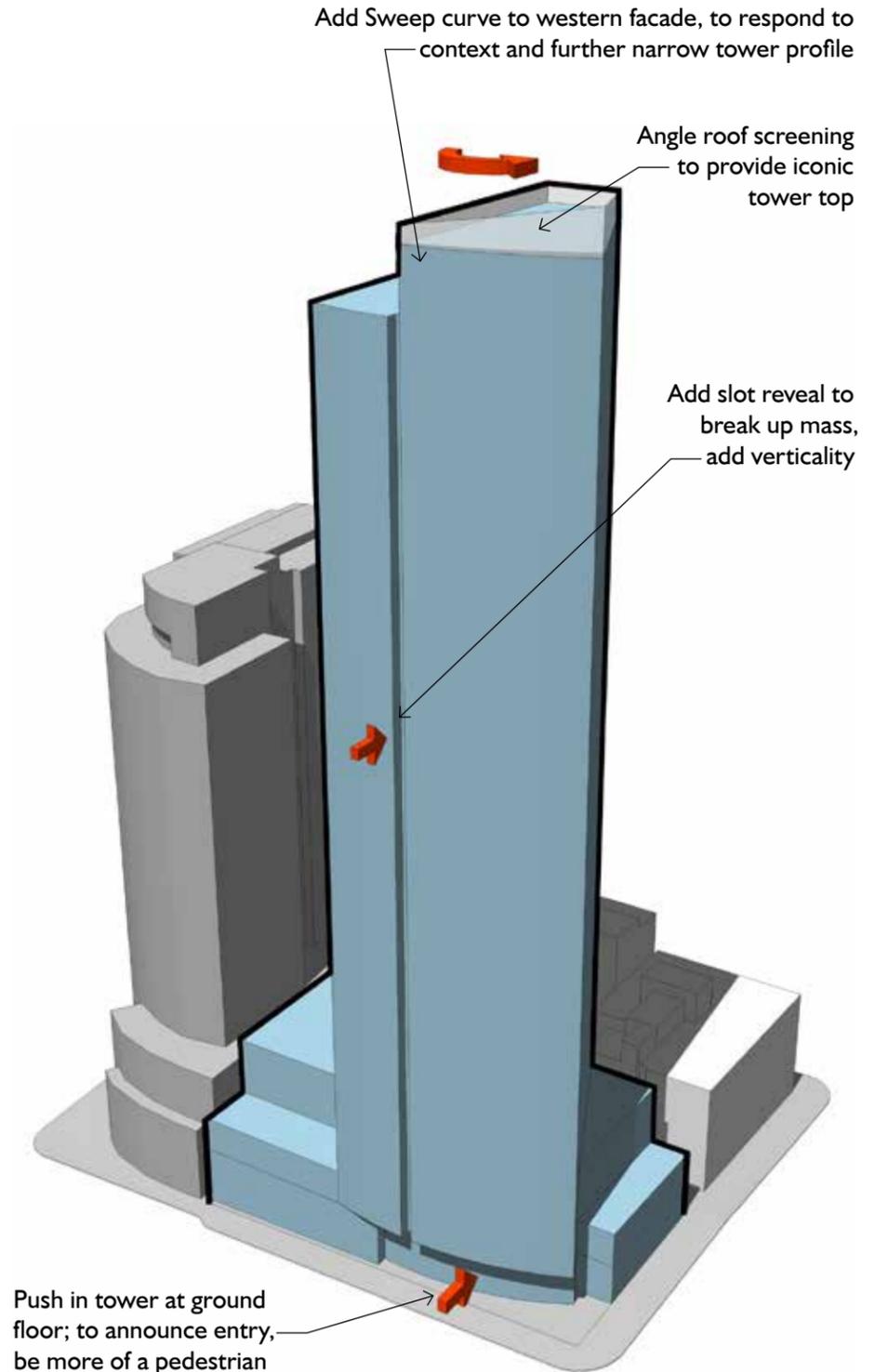
TOWER PART I



Zoning Envelope

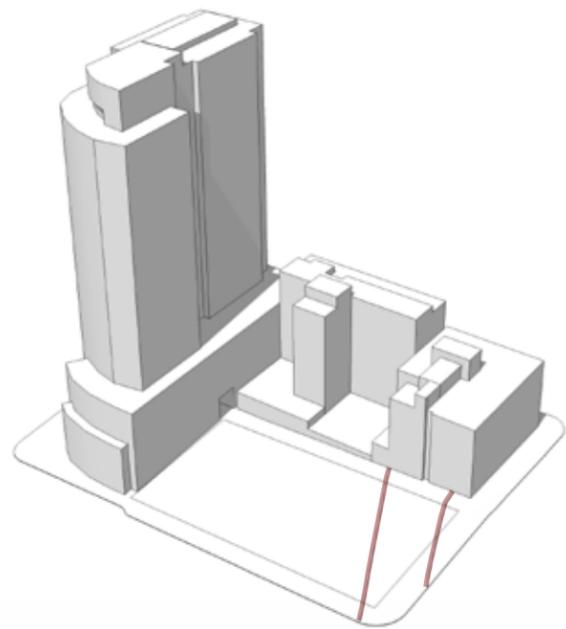


Intermediate Massing

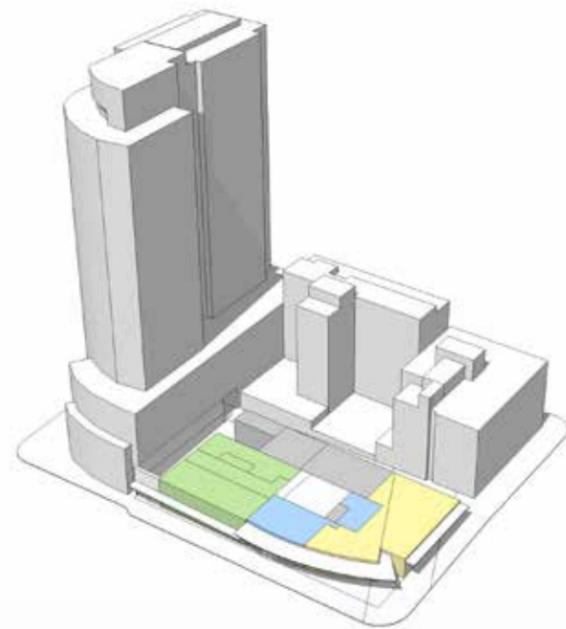


Preferred Massing

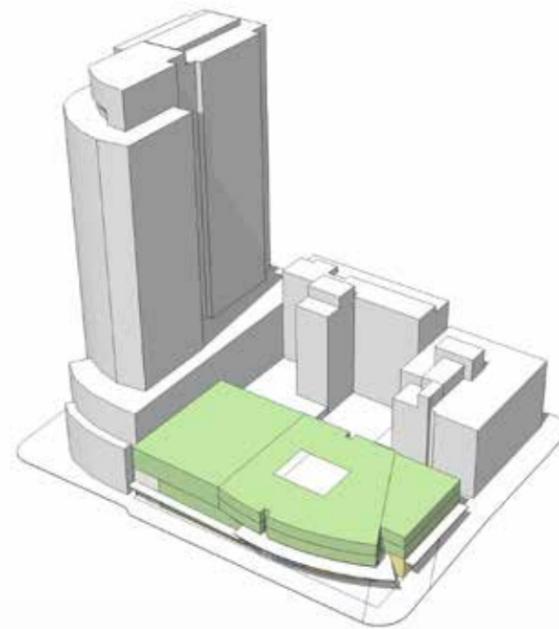
PROGRAM STACKING



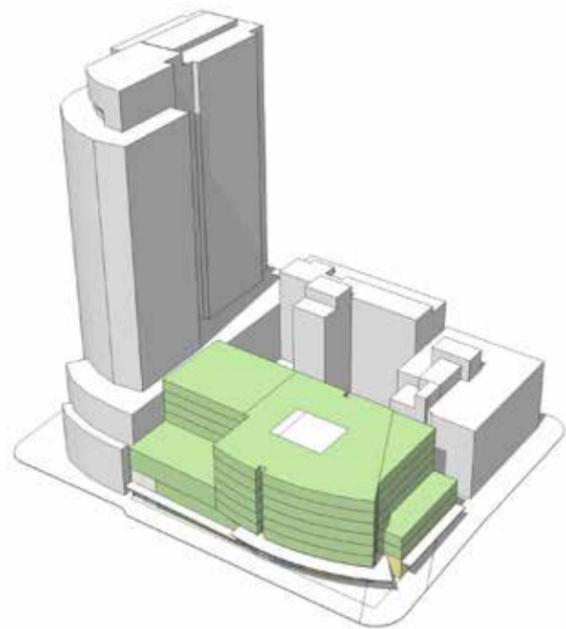
Site with Metro Easement



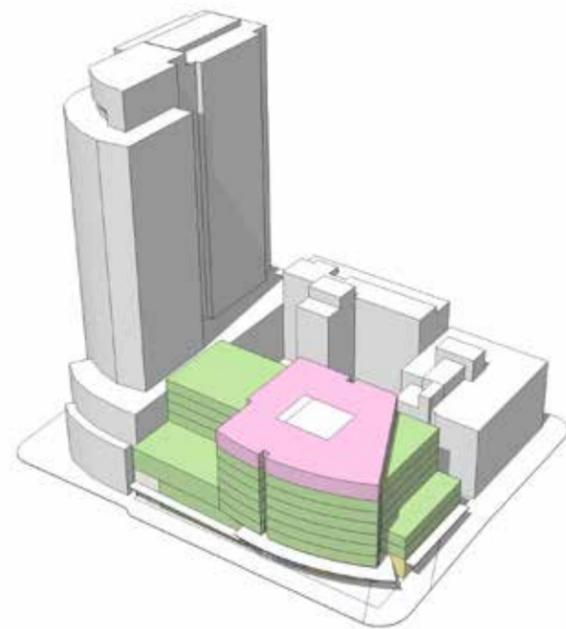
Ground Level



Levels 2-3



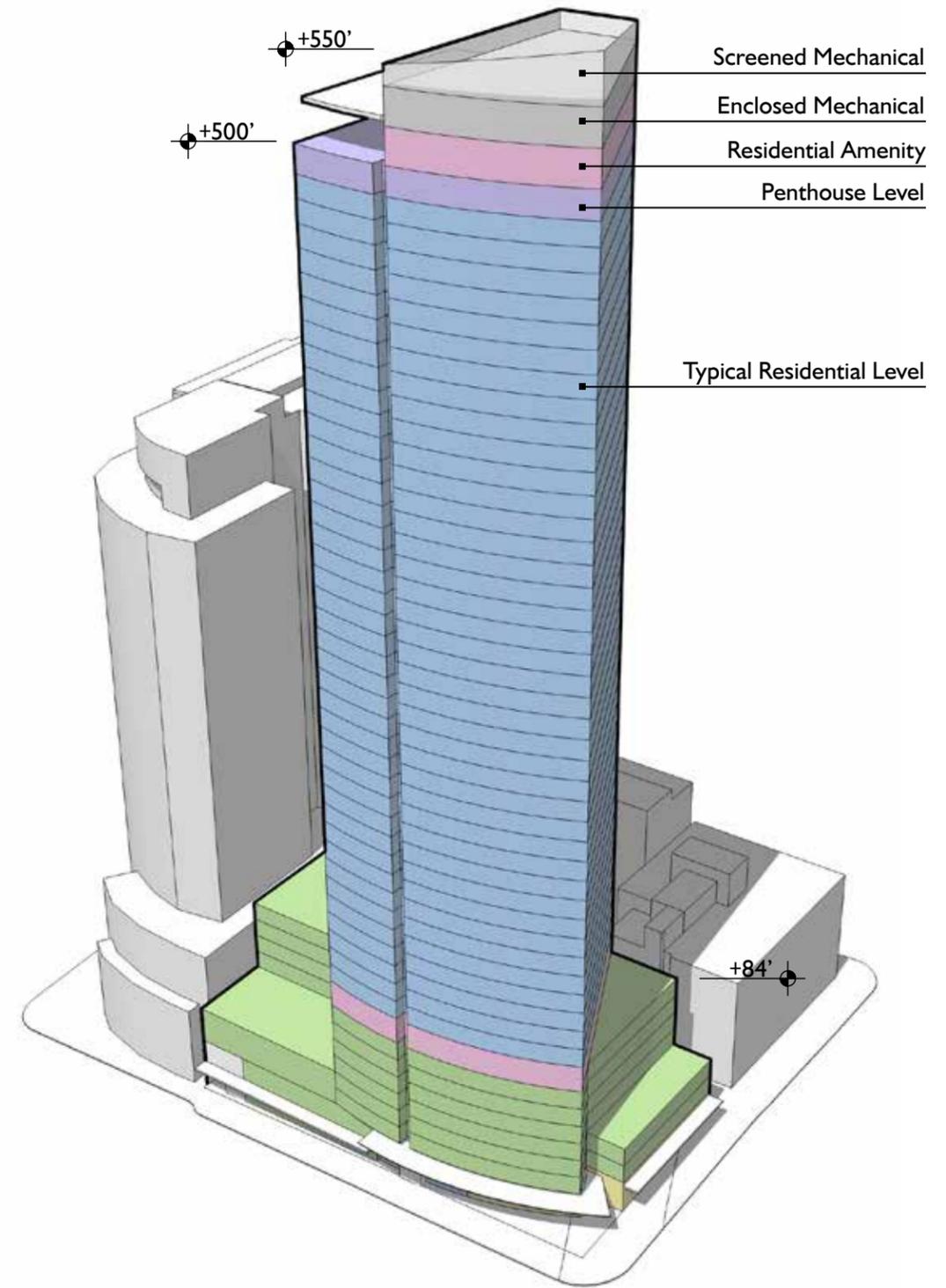
Levels 4-7



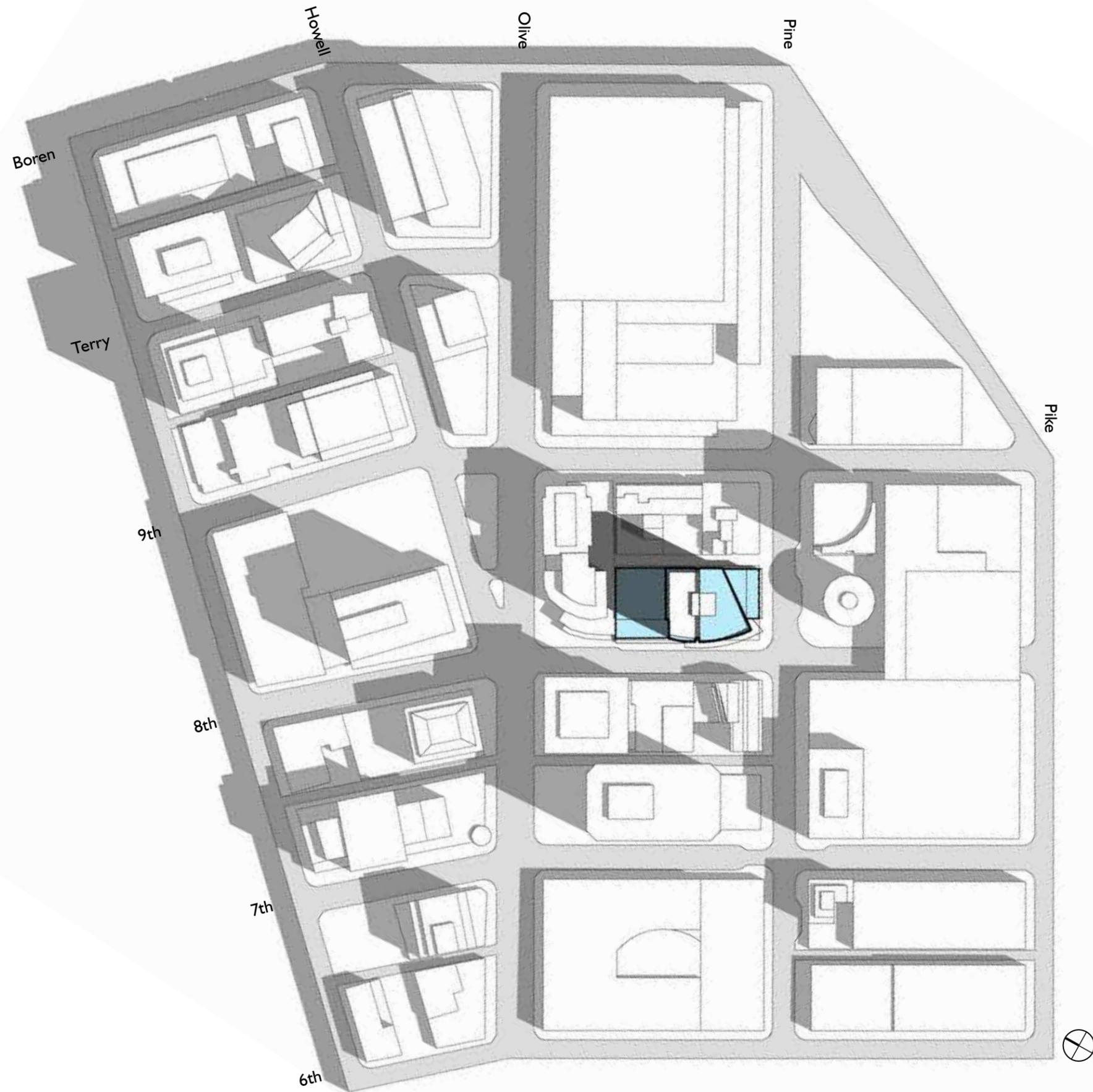
Level 8



Typical Residential

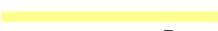


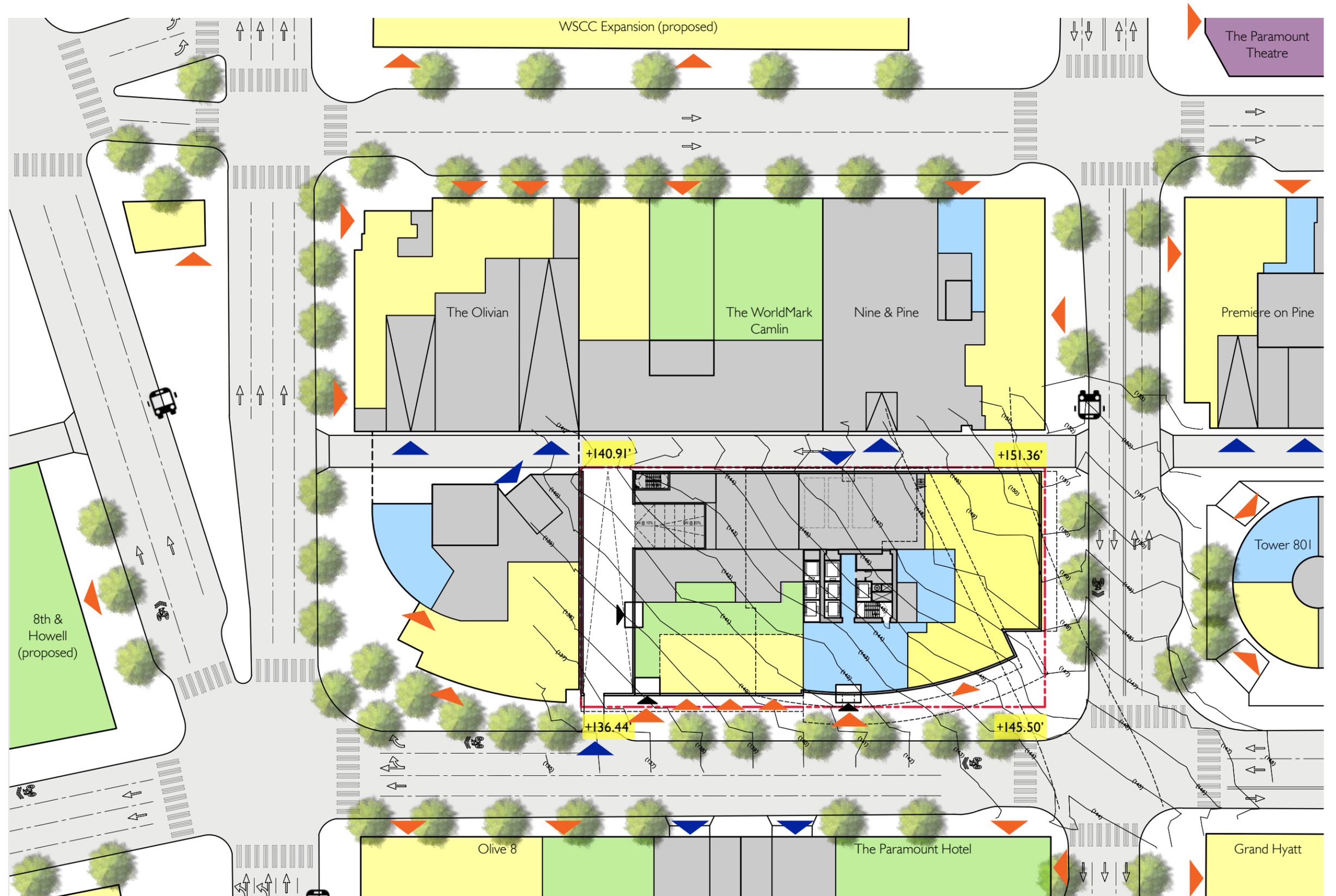
PLANS



PLANS

The ground floor of 8th & Pine is intended to complement the existing uses in the area, while anticipating new development nearby, especially the WSCC expansion. Retail, with attractive depths and heights, are provided along both streetfronts, while service, loading and parking access are off the alley. At least one retail space is envisioned as a restaurant. A one-way porte cochere is located off 8th Ave, to serve hotel guests only. A gracious residential lobby fronts 8th, further enlivening the streetscape and maximizing retail frontage

-  Pedestrian Entry
-  Vehicular Entry
-  Hotel
-  Residential
-  Civic
-  Retail
-  Mechanical / Parking



TOWER SKIN DESIGN

There are three primary aspects to the skin design, for both tower and podium

LAYERING

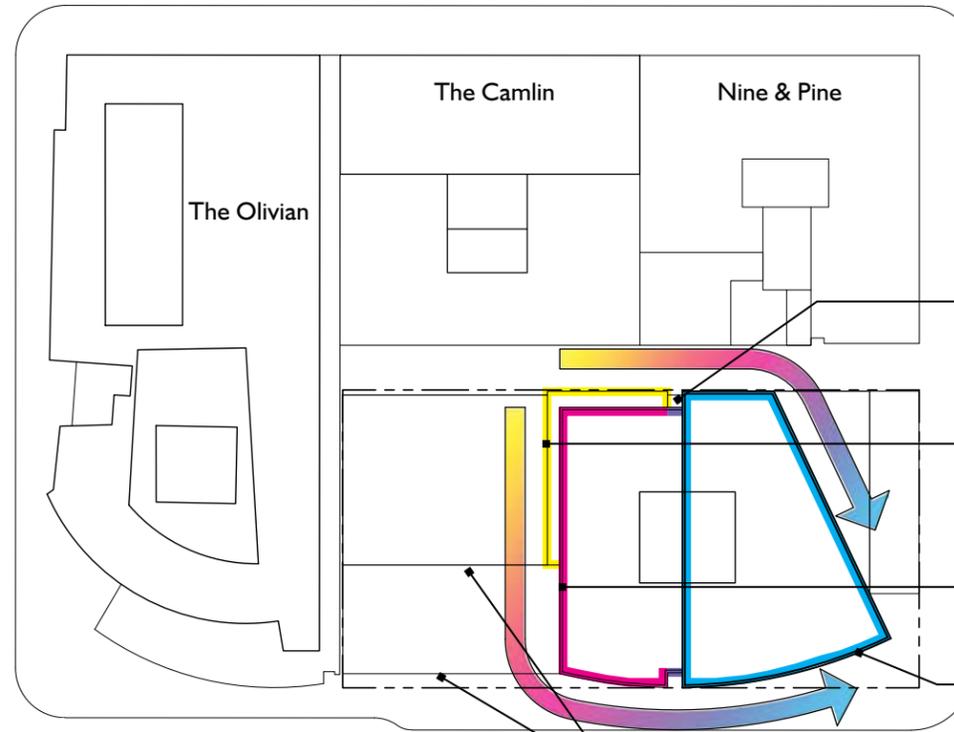
Overall depth and a revealing of materials adds visual interest, especially from different viewpoints

MATERIALITY

The SW corner is the most glassy, while the NE corner has a punched opening expression, with the elevations between them being transitional elements. Material colors to complement existing nearby structures

GRADIENT

The NE corner, nearest the existing Camlin and The Olivian is the most rational and straightforward. The SW corner is the most playful, again with the elevations between them being transitional elements



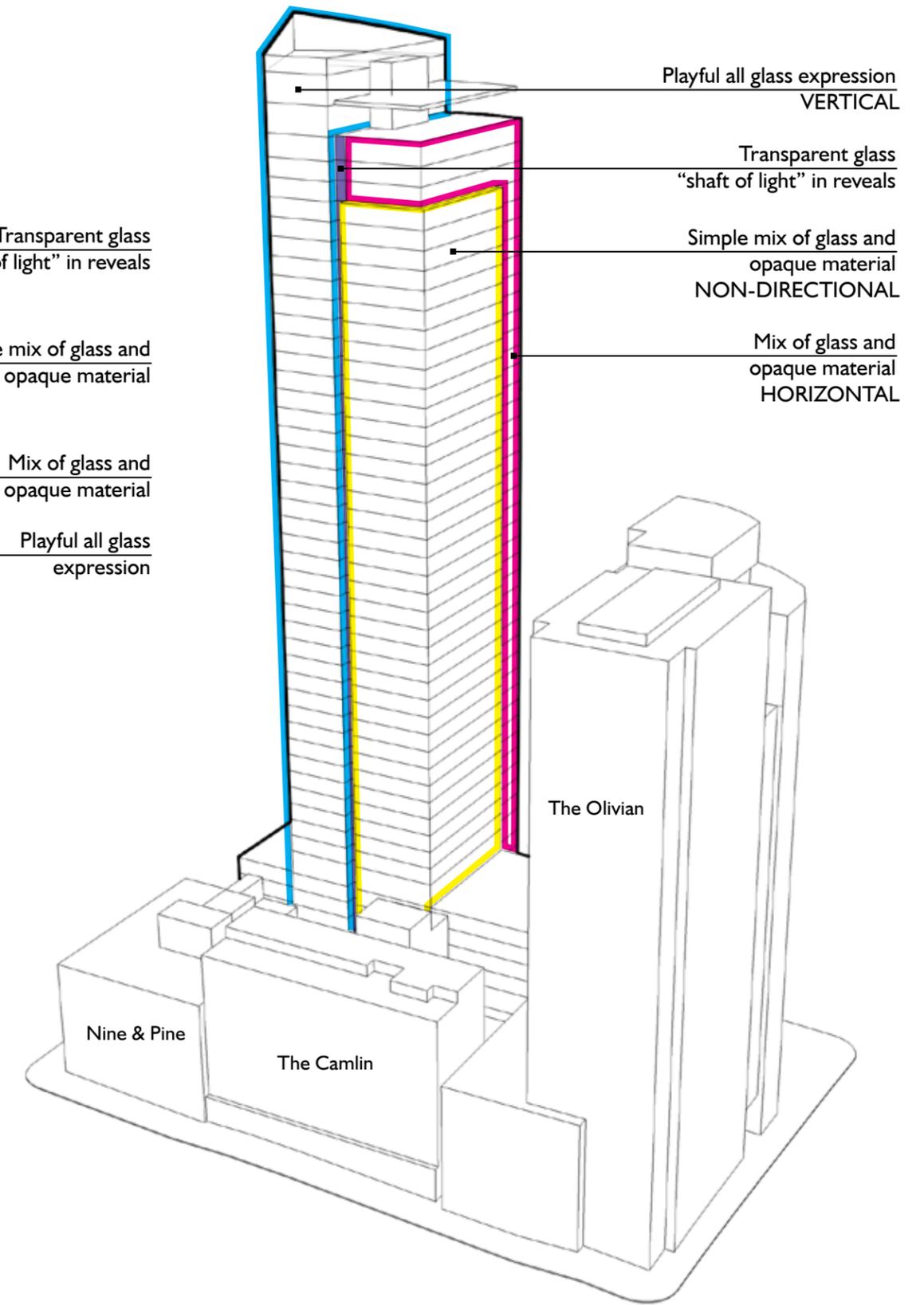
Transparent glass
"shaft of light" in reveals

Simple mix of glass and
opaque material

Mix of glass and
opaque material

Playful all glass
expression

Repetition and rhythm of
frame elements at podium
for hotel use and human scale



The Olivian

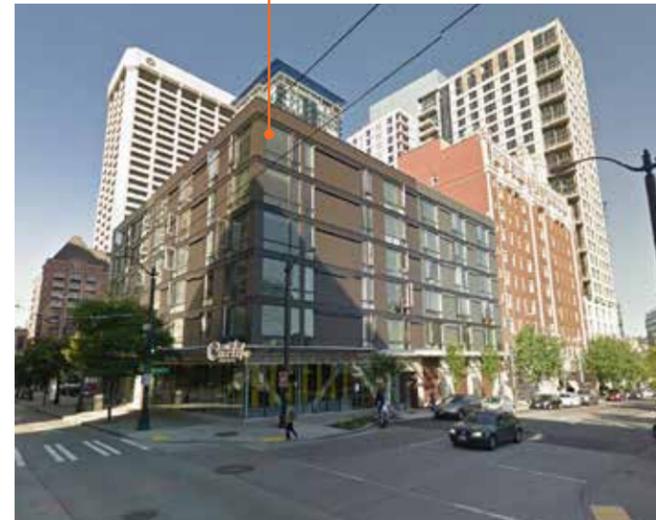
- single story punched openings
- verticality
- large windows
- light colored masonry

The Camlin

- single story punched openings
- no directionality
- smaller windows
- brick & masonry

Nine & Pine

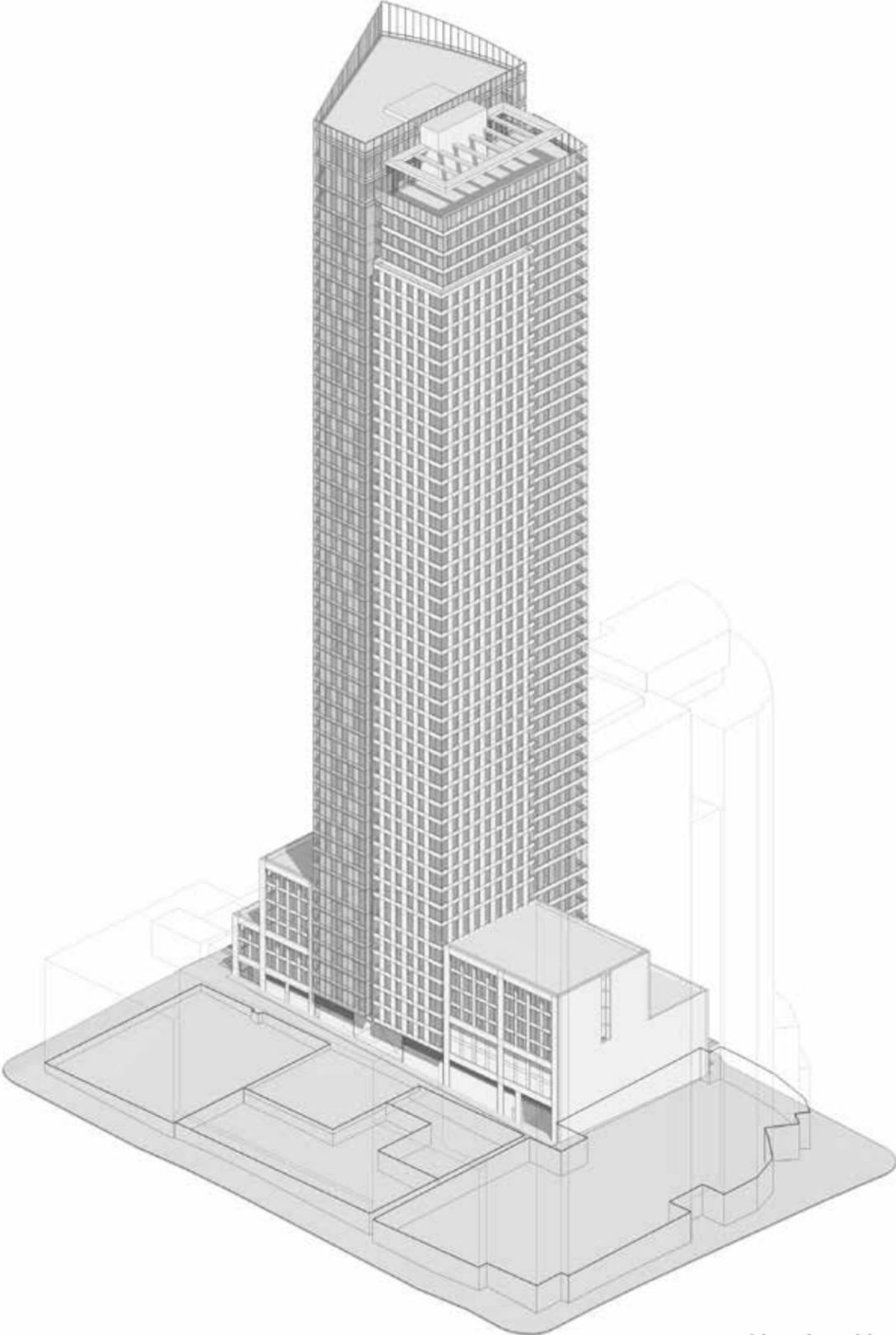
- single story punched
- horizontality
- large windows
- dark metal and cement panel



TOWER SKIN DESIGN

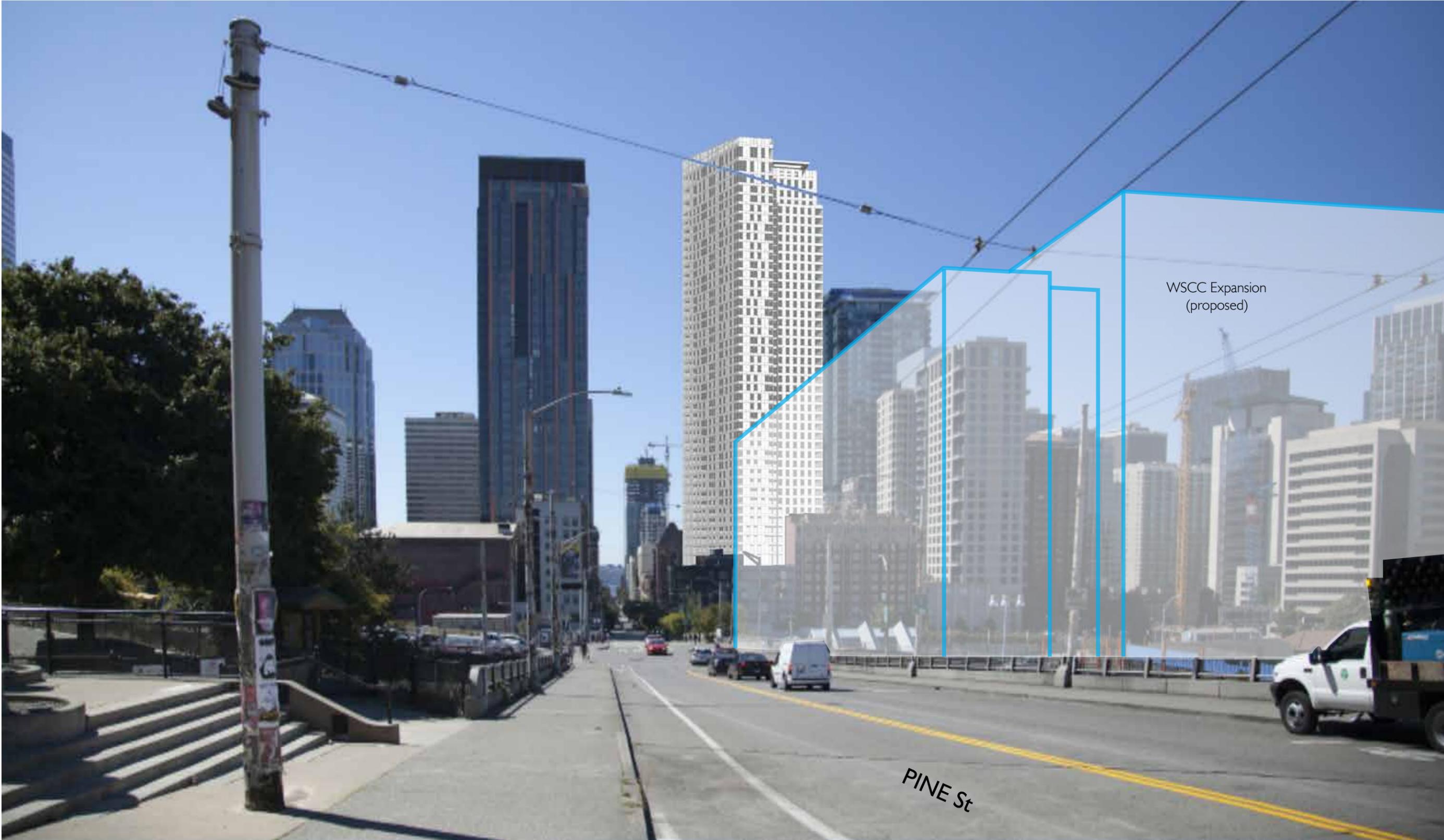


View from South



View from North

CONTEXT VIEW - TOWER



WSCC Expansion
(proposed)

PINE St

View from Pine and Boren looking West

INSPIRATION IMAGES - TOWER



Simple Tower Form



Playful Glass Patterning



Preliminary Material Thinking - relate to The Olivian



Preliminary Material Thinking - relate to Nine & Pine



Tower announces entry, Glass vs Opacity



Tower Roof Terrace

CONTEXT VIEW - PODIUM

Olivian beyond



INSPIRATION IMAGES - PODIUM



Ground Level Transparency, Streetscape, Overhead Protection



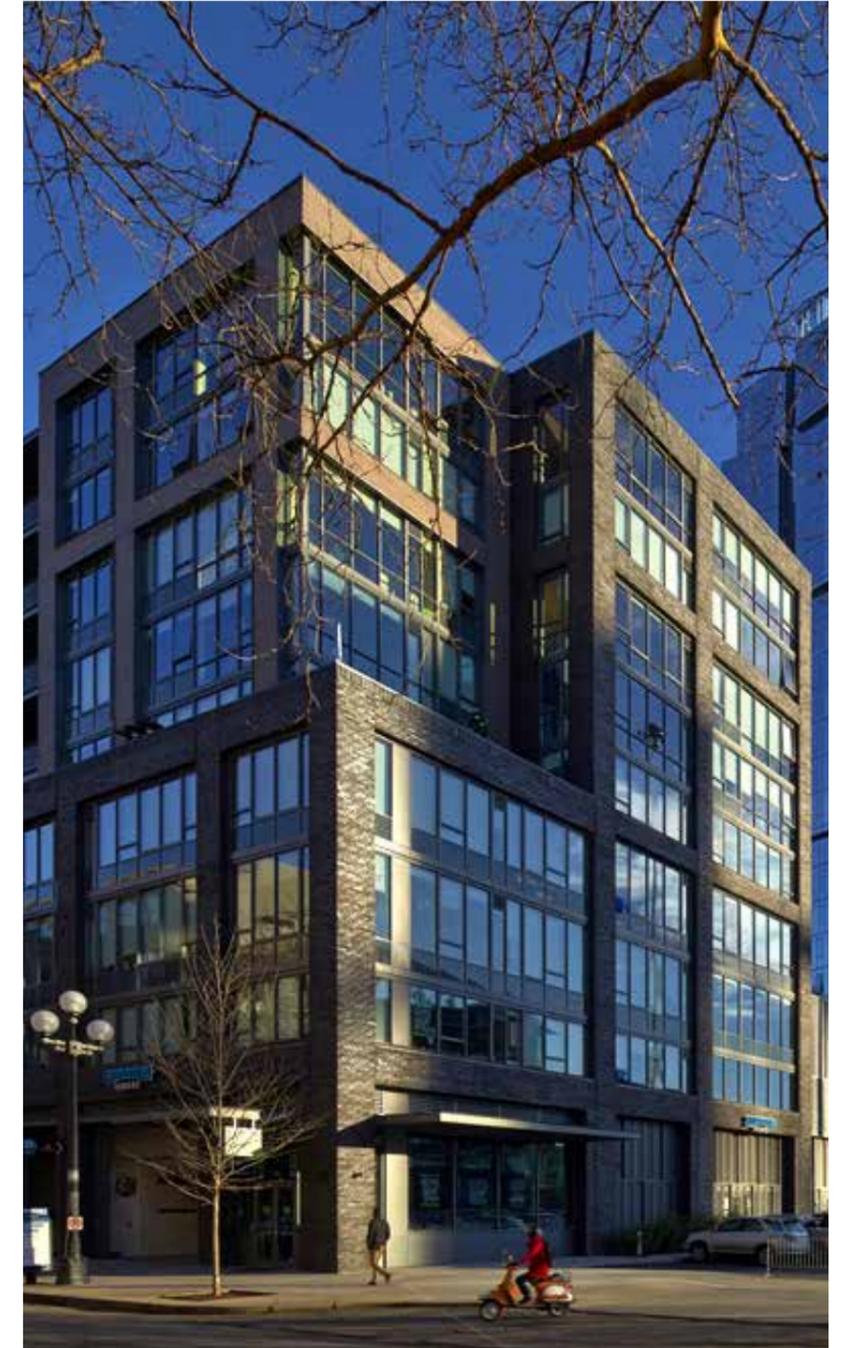
Podium Roof Terrace



Preliminary Material Thinking - relate to Nine & Pine



Preliminary Material Thinking - relate to The Olivian



Podium Massing, Framing Elements



RESPONSE TO DESIGN GUIDELINES

Built Weber Thompson projects showing quality of design and conformance with Design Guidelines

A-1 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 nearby or beyond the immediate context of the building site

Response:

8th & Pine will be designed as site-specific as possible. The site is infill, and will be a good neighbor to existing buildings. The underground Metro Bus Tunnel clips the SE corner of the site, strongly influencing the project's plan configuration along a diagonal bias. Additionally, the north and south neighbors invoke differing curved forms of massing

A-2 ENHANCE THE SKYLINE

Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile

Response:

The top of the tower will be sculpted to provide architectural interest and complement the skyline, while providing required mechanical and other uses. The unique attributes of the massing mentioned in A-1 will inherently add opportunity to sculpt the tower and its top

B-1 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

Response:

The site is located in a rapidly changing neighborhood, with the WSCC expansion a block away and numerous towers, recently developed, under construction or in planning. Quality retail spaces and streetscapes will front both streets, taking design queues from successful design gestures at other, nearby sites

B-2 CREATE A TRANSITION IN BULK & SCALE

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones

Response:

The site has three primary groupings of neighbors in terms of height, bulk and scale transition opportunities. First, the podiums of Olive8, The Olivian, Premiere on Pine and Nine & Pine are low-rise structures. The Paramount Hotel and the former Camlin are mid-high rises and Tower 801, The Olivian, Olive 8 and 1600 Seventh form a range of high rise buildings

B-3 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

Response:

The streetscape and site-specific massing strategies are paramount to a successful project. Careful study has been done on existing streetscape design of nearby buildings, 8th & Pine will complement the neighborhood

B-4 DESIGN A WELL-PROPORTIONED & UNIFIED BUILDING

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

Response:

The project will be designed as a cohesive architectural statement and unified building, from large complementing elements such as the podium and tower elements down to detailing and finishing at a human-scale

C-1 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

Response:

Street Level Uses and public amenities will be designed to enhance the pedestrian experience. Both 8th and Pine streets will have viable retail components, with gracious heights

C-2 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 of elements scaled to promote pedestrian comfort, safety, and orientation

Response:

The tower will be both of the City scale and the human scale. Larger massing moves will be broken down thoughtfully and detailed carefully; the public ground floor will receive special design attention

C-3 PROVIDE ACTIVE—NOT BLANK—FACADES

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

Response:

All mechanical, loading, parking access and BOH uses take place off the alley, allowing 8th and Pine streets more freedom for retail and public uses

C-4 REINFORCE BUILDING ENTRIES

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

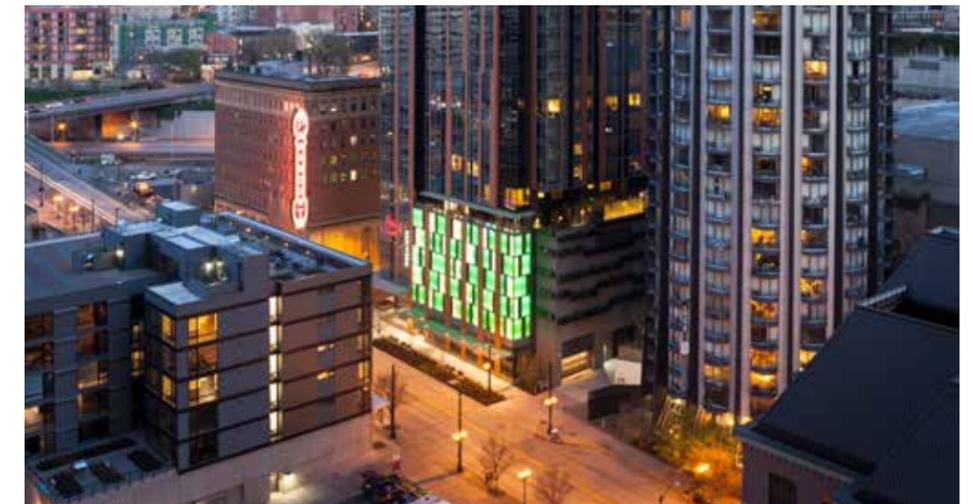
Response:

The main entry along 8th will be easily identifiable, graciously sized and protected from the elements. Residents and hotel guests will each have a lobby, offering opportunity for differentiation. Other primary entries such as at commercial (restaurant or retail) spaces are being designed in a similar fashion, while differentiating themselves from residential or hotel use

**Bolded Design Guidelines are of particular importance to the applicant*

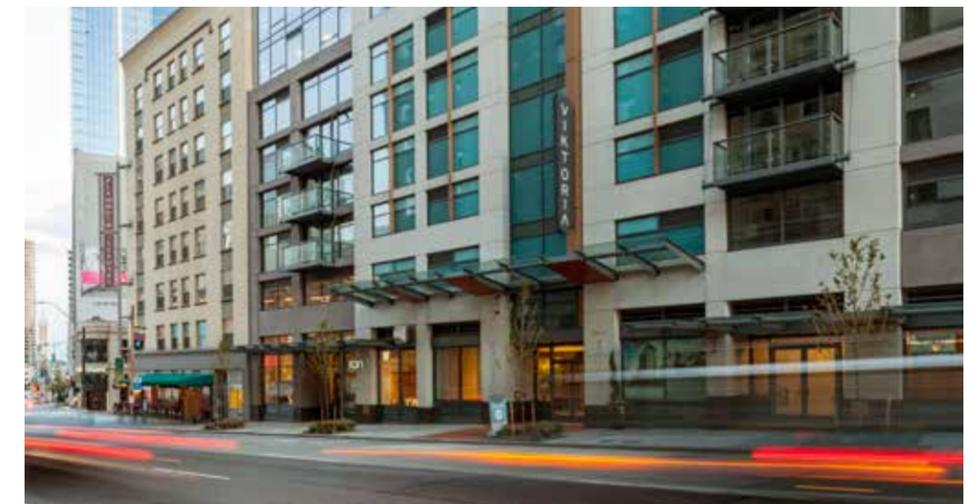


A-2



B-1, B-3

image courtesy of John Granen



C-4, C-5

RESPONSE TO DESIGN GUIDELINES

Built Weber Thompson projects showing quality of design and conformance with Design Guidelines

C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION

Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes

Response:

Both 8th and Pine streets will have overhead weather protection, wherever possible. The protection will follow the overall design thinking of the project

C-6 DEVELOP THE ALLEY FACADE

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

Response:

All mechanical, loading, parking access and BOH uses take place off the alley, within a simple, efficient and composed elevation

D-1 PROVIDE INVITING & USABLE OPEN SPACE

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

Response:

In the preferred option, the corner of 8th and Pine is open space, with a southwest orientation. The open space provides views west to Downtown, and east to the Paramount Theatre. In addition to providing quality exterior open space we are designing large areas of glass and transparency and increased floor height at the ground level for visual porosity

D-2 ENHANCE THE BUILDING WITH LANDSCAPING

Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material

Response:

The landscape design will complement the building design, providing a verdant environment within the urban experience. The project will be enriched by generous amounts of soft scape and hardscape in the public realm at grade as well as at roof tops, as appropriate

D-3 PROVIDE ELEMENTS THAT DEFINE THE PLACE

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

Response:

The corner of 8th & Pine is presented as a public space in the preferred option, to serve as a marker for the neighborhood. The southwest corner of the tower comes to ground at that location; further defining it as a special location

D-4 PROVIDE APPROPRIATE SIGNAGE

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood

Response:

The retail, hotel and residential components will each have their respective signs, appropriately located and scaled

D-5 PROVIDE ADEQUATE LIGHTING

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

Response:

The project will utilize and integrate lighting to enhance people’s sense of safety and security as well as to further enhance the underlying architectural themes. The design team will include and integrate appropriate lighting design for safety, security and aesthetics

D-6 DESIGN FOR PERSONAL SAFETY & SECURITY

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

Response:

Lighting in exterior public areas will be adequate and appropriately located. Per D-5 above, safety and security lighting design expertise will be on the project team and CEPTED design principals will provide additional creative and technical lighting value

E-1 MINIMIZE CURB CUT IMPACTS

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians

Response:

The preferred option for the project does have a one-way curb cut for hotel guests only. The number of rooms and location of the project necessitates an intuitive arrival via automobile. Appropriate signage and safety precautions will be included

E-2 INTEGRATE PARKING FACILITIES

Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by

Response:

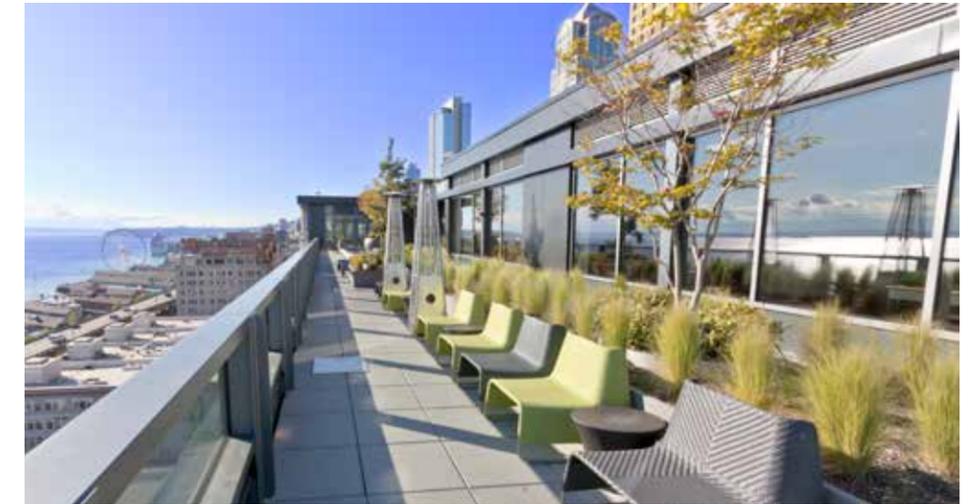
The preferred option for the project places all parking below-grade, allowing better uses to fill the podium. The parking ramp will be accessed via the porte cochere, eliminating a vehicular entry off the alley

E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS

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

Response:

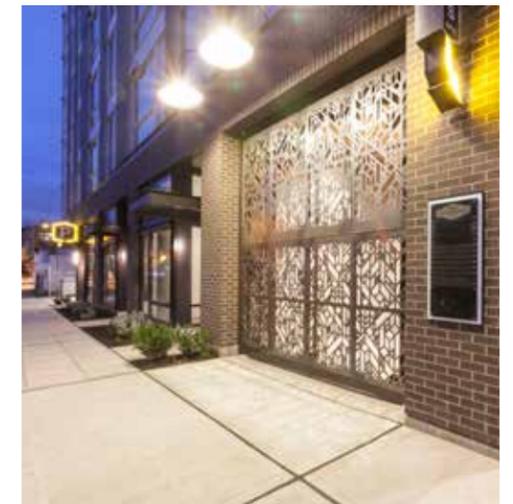
All mechanical, loading, parking access and BOH uses take place off the alley, within a simple, efficient and composed elevation. This allows 8th and Pine more freedom for retail and public uses



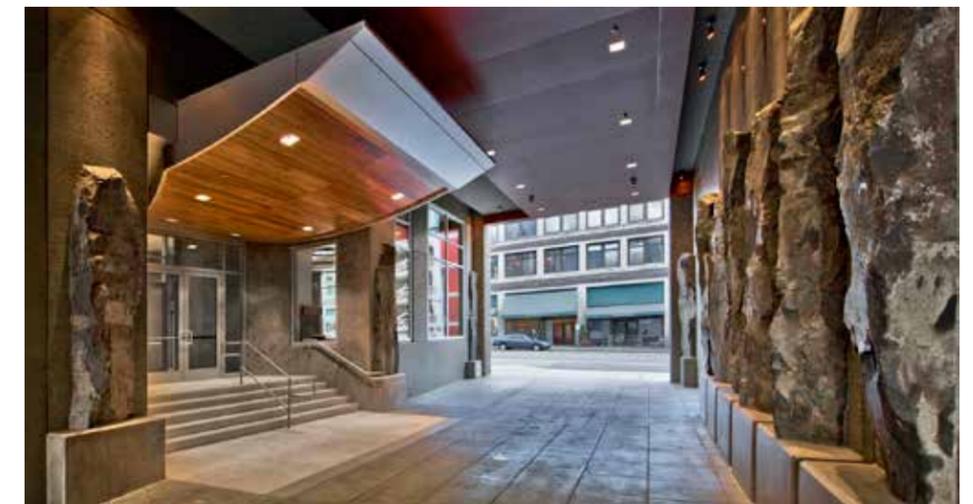
D-2



D-4



D-5



E-1, E-2

image courtesy of Opus

DEPARTURE I

ROOFTOP FEATURES (SMC 23.49.008 D.2-.3)

CODE REQUIREMENT SMC 23.49.008 D.2

The following rooftop features are permitted to extend up to 15 feet above the applicable height limit...

4) Covered or enclosed common recreation area or eating and drinking establishment

5) Mechanical equipment...

SMC 23.49.008 D.3
Measures may be taken to screen rooftop features from public view through the design review process...

DEPARTURE REQUEST

To place the 15' tall residential amenity at +500', the 15' tall mechanical space at +515', and the mechanical screening / crown at +530'

DIFFERENCES

The height of the mechanical equipment would be located 15' higher, along with mechanical equipment and rooftop screening

RATIONALE

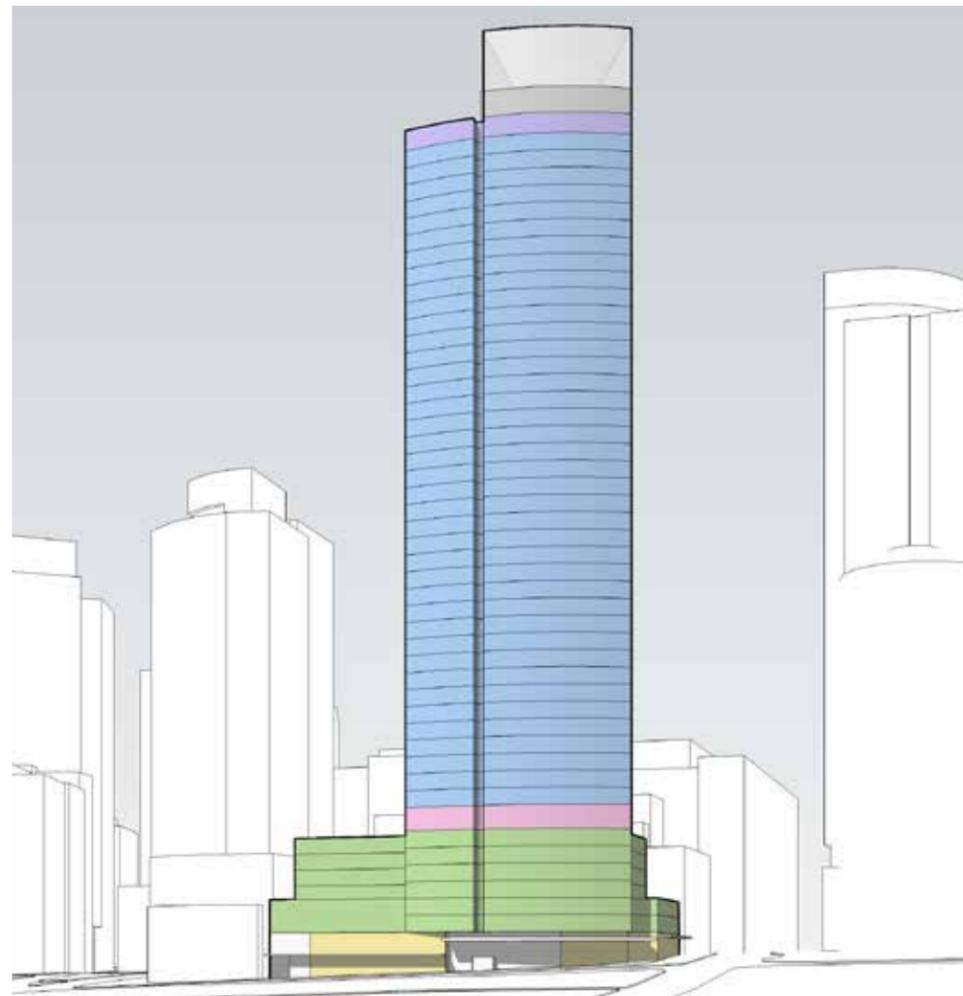
The applicant is not seeking an increase in height, merely how the rooftop features are arranged. The ensemble of amenity, mechanical and screening would have similar materials and detailing to the rest of the tower form; to effectively screen mechanical equipment from public view, and meet the sky. As in other areas of the City, allowing residential amenity, mechanical equipment and rooftop screening to each be above the applicable height limit would create a better proportioned building with a more pronounced effect on the City skyline

ASSOCIATED GUIDELINES

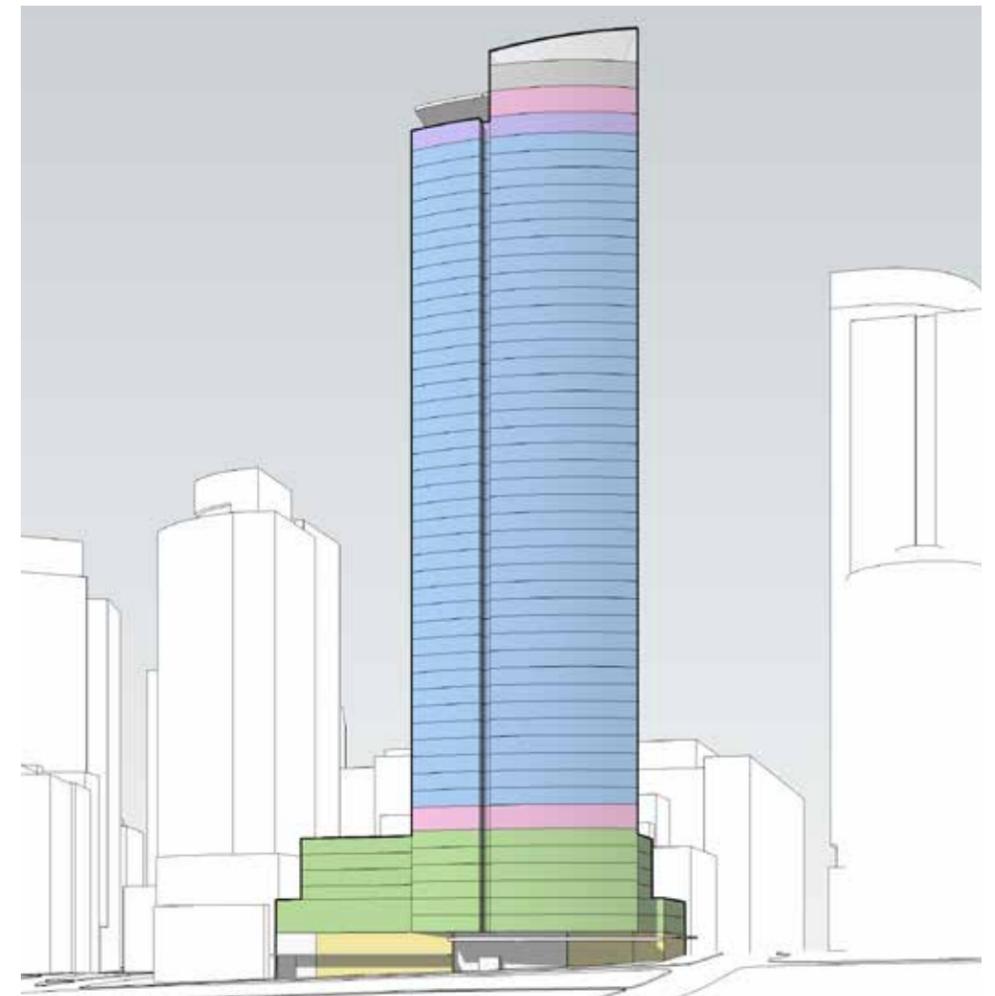
- A-2 Enhance the Skyline
- B-4 Design a well-proportioned & unified building



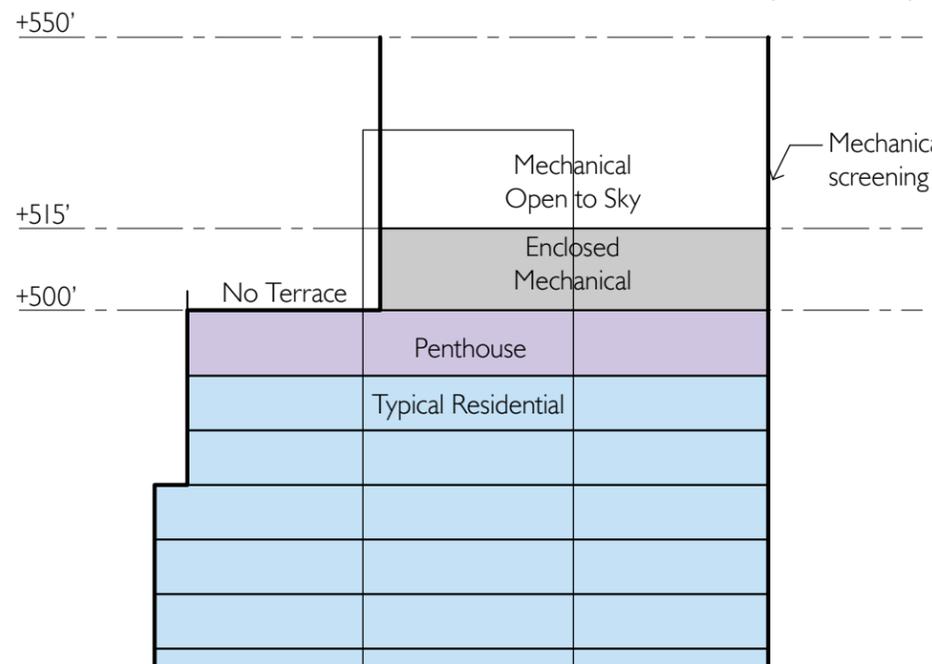
Representation of unified rooftop features - 970 Denny



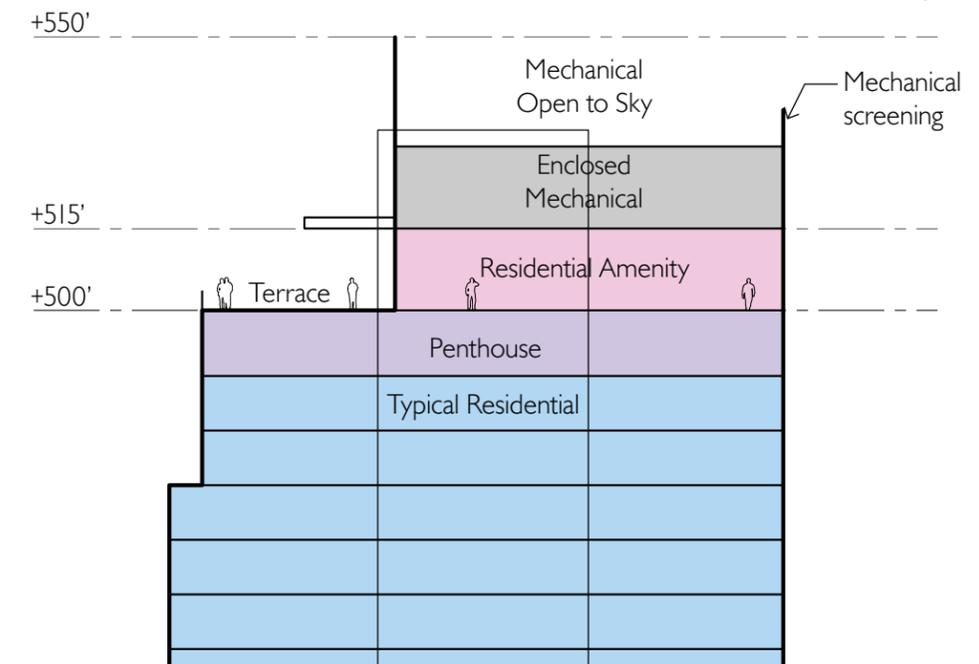
Code Compliant Rooftop



Preferred Rooftop



Code Compliant Section



Preferred Section

DEPARTURE 2

ROOFTOP FEATURES (SMC 23.49.008 D.2)

CODE REQUIREMENT SMC 23.49.008 D.2

The following rooftop features are permitted up to the heights indicated below, as long as the combined coverage of all rooftop features, whether or not listed in this subsection 23.49.008.D.2, does not exceed 55% of the roof area for structures that are subject to maximum floor area limits per story pursuant to Section 23.49.058...5) Mechanical equipment...

DEPARTURE REQUEST

To provide the residential amenity, mechanical spaces and screening at 7,560sf

DIFFERENCES

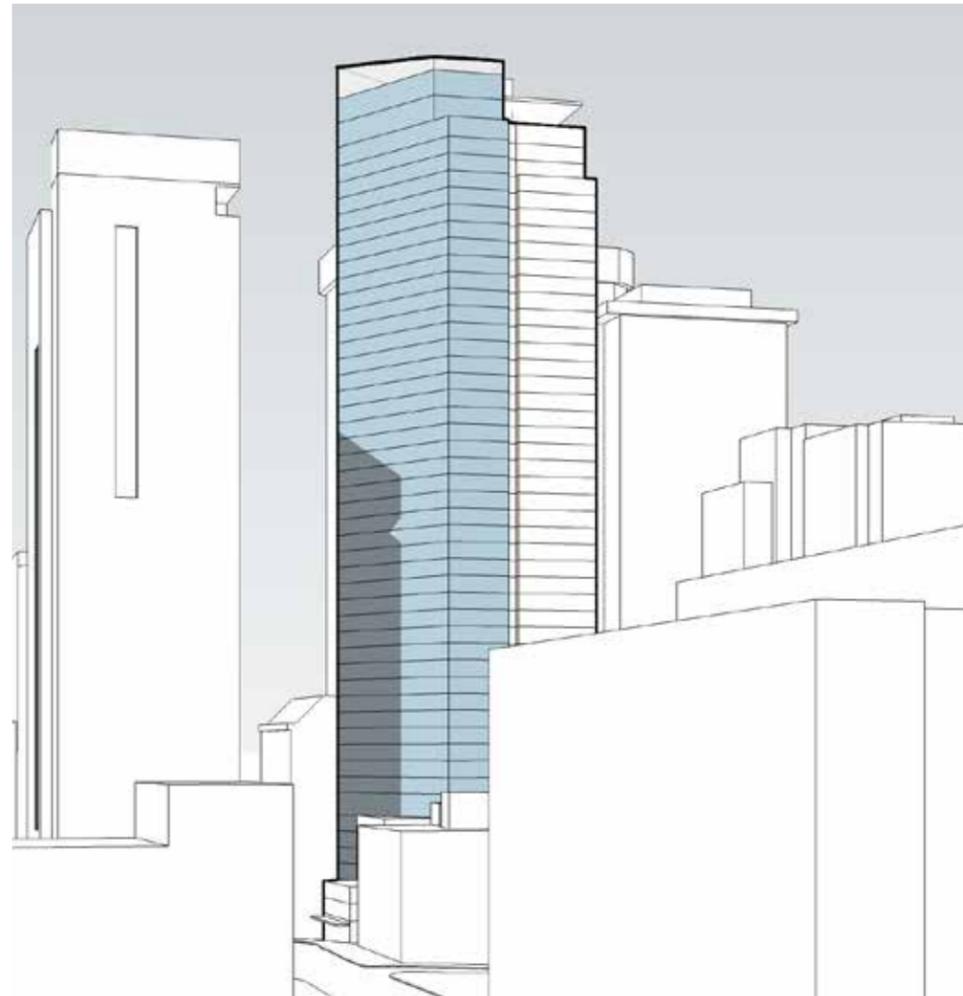
55% of the 12,150sf roof area is 6,682sf. The requested 7,160sf is 59% of 12,150, or an area increase of 4%

RATIONALE

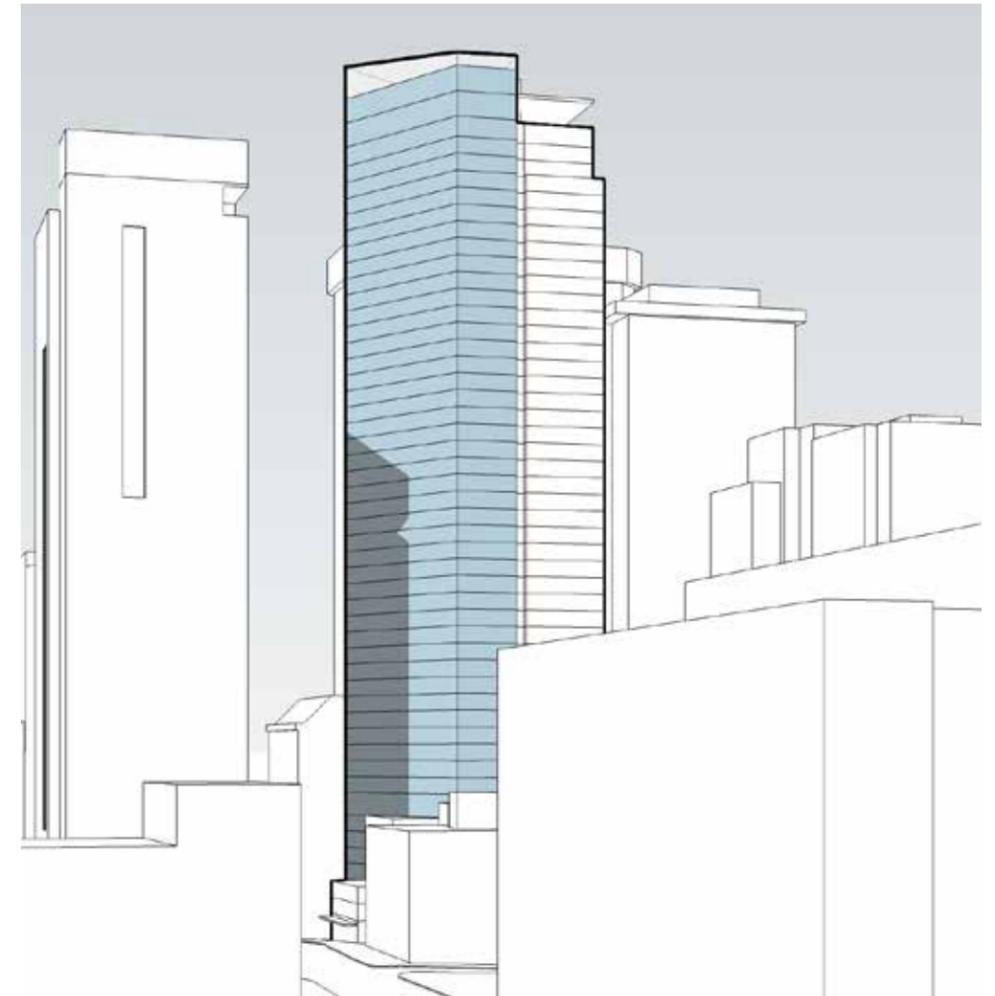
The additional roof area would allow the southwest massing at the corner of the tower to rise uninterrupted, from one storey above street level to the sky. The massing is most powerful in its simplest form; a code compliant option would create an unsightly step somewhere in the form, creating a non-unified building

ASSOCIATED GUIDELINES

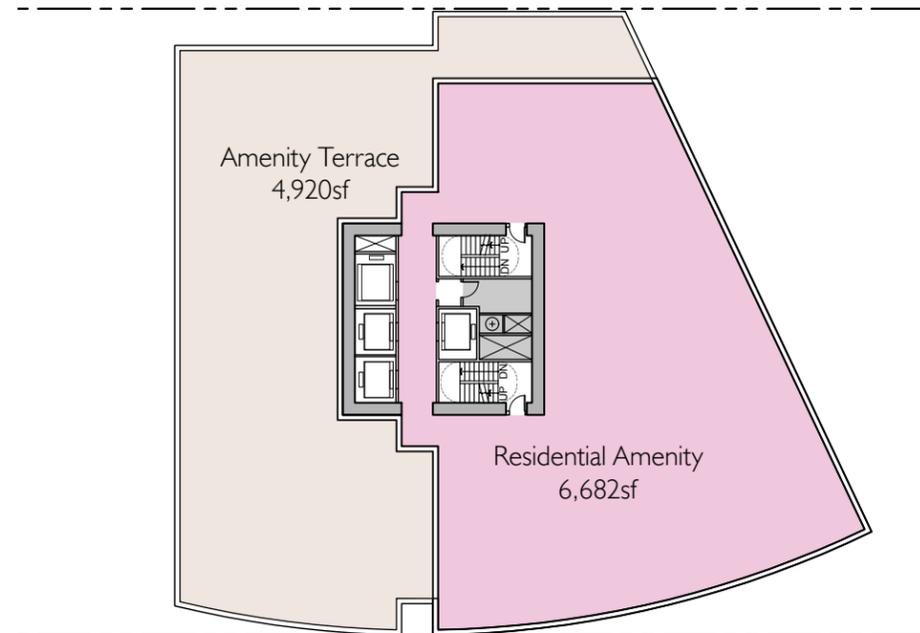
- A-2 Enhance the Skyline
- B-4 Design a well-proportioned & unified building



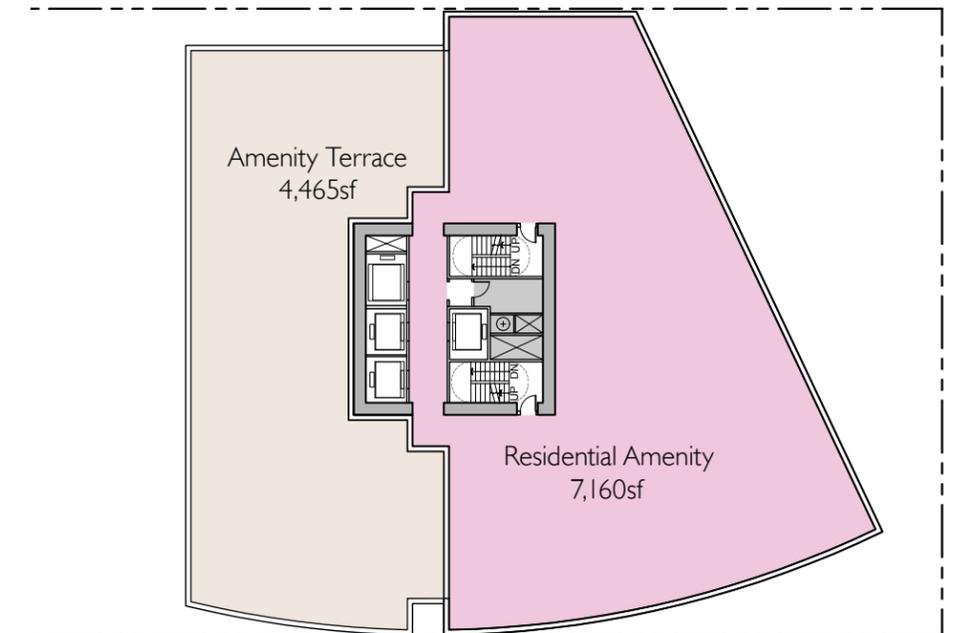
Code Compliant Rooftop



Preferred Rooftop



Code Compliant RI Plan



Preferred RI Plan

DEPARTURE 3

STREET LEVEL USES

(SMC 23.49.009 B)

CODE REQUIREMENT

Required street-level uses for 75% along 8th Avenue, 50% for Pine Street not including pedestrian and vehicular entrances

DEPARTURE REQUEST

To provide less than the 75% required street-level use along 8th, and 50% required street-level use along Pine

DIFFERENCES

The 8th Ave frontage, not counting vehicular or pedestrian entries is 180'-8". 75% of that results in 135'-6" required. **The proposed has 72'-0" or 53% of acceptable street level use**, for a difference of 63'-6" or 22%

The Pine St frontage, not counting vehicular or pedestrian entries is 120'-0". 50% of that results in 60'-0" required. **The proposed has 80'-1" or 133% of acceptable street level use**, for a difference of 20'-1" or 83%

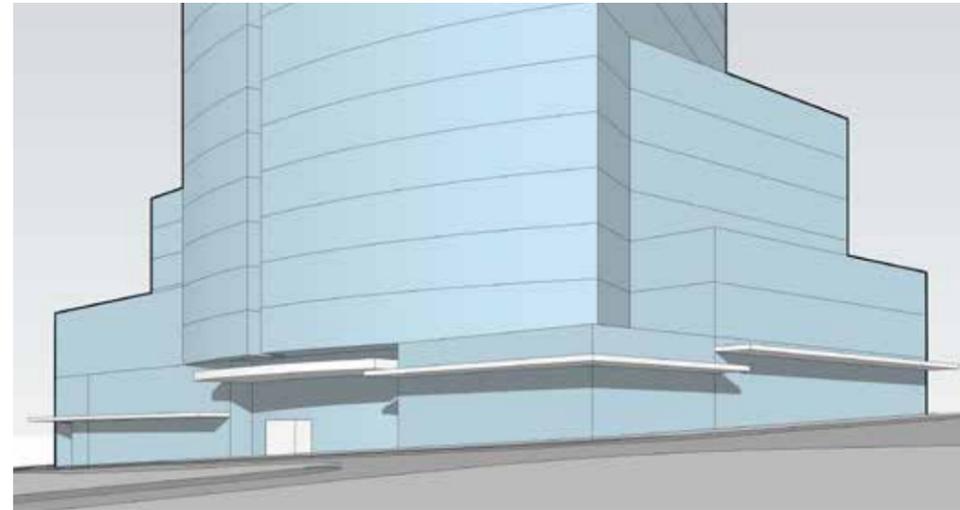
RATIONALE

Along 8th, 72'-0" of the facade within 10' of the property line is Retail use, with another 68'-9" of public open space. Along Pine, 100% of the facade within 10' of the property line is Retail use, with another 37'-11" of public open space. The public open space is not a permitted street level use. **If public open space were a permitted use, this Departure would not be required.** A code compliant plan would not only eliminate the public open space, it would create an unsightly mass at the SW corner of Level I, not allowing an important tower form to resolve itself in a coherent way

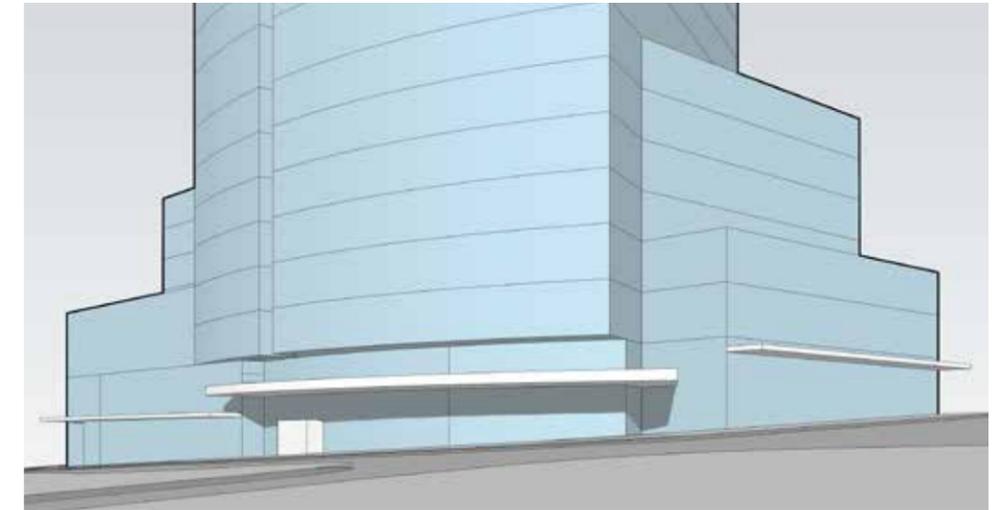
When seen in their entirety, the street levels along both 8th and Pine provide significant interior and exterior public spaces, meeting the spirit of the Code while enhancing pedestrian usage of the area and creating memorable places

ASSOCIATED GUIDELINES

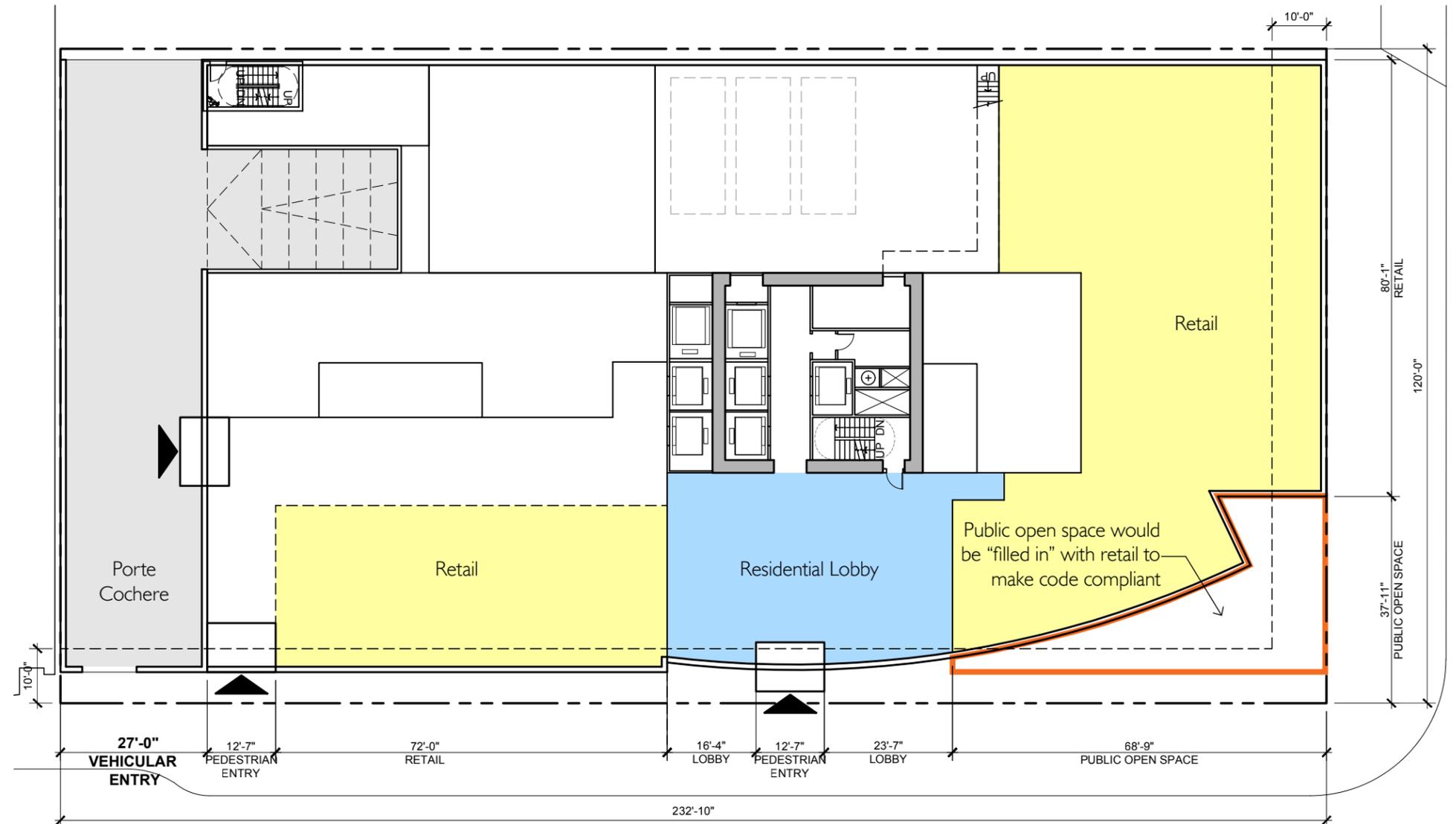
- B-1 Respond to the neighborhood context
- B-4 Design a well-proportioned & unified building
- C-1 Promote pedestrian interaction
- D-1 Provide inviting & usable open space



Code Compliant Level I SW corner



Preferred Level I SW corner



DEPARTURE 4

OVERHEAD WEATHER PROTECTION HEIGHT (SMC 23.49.018 A.4)

CODE REQUIREMENT

The lower edge of the overhead weather protection must be a minimum of 10' and a maximum of 15' above the sidewalk

DEPARTURE REQUEST

To provide the required overhead weather protection, canopy, above the maximum height allowed. The proposed canopy is at most 18'-6" above the sidewalk

DIFFERENCES

Height of canopy above the sidewalk:
Corner entry canopy maximum 18'-6" = 3'-6" above maximum

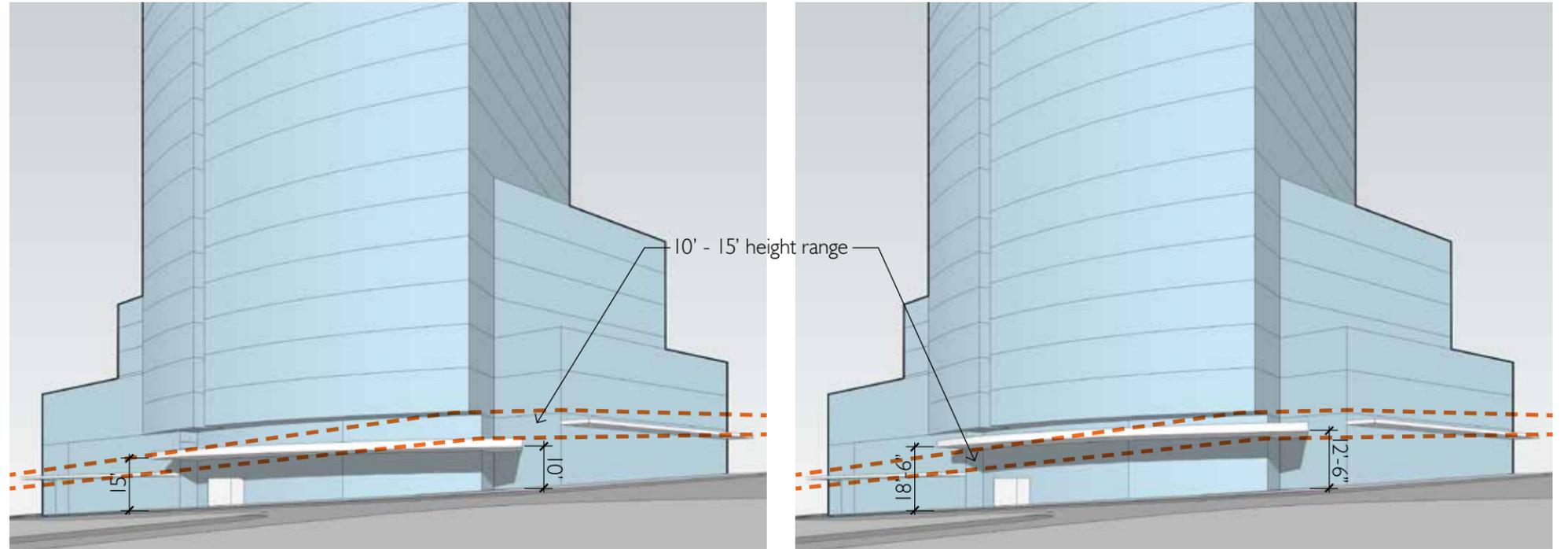
RATIONALE

Only a portion of the corner canopy is requesting this Departure. The canopies along Pine and 8th are in compliance, though not required due to the distance of the building face from the property line. The corner canopy conforms with Code at the southern end, it is the downsloping grade along 8th Avenue which necessitates the Departure

It is desired to keep the canopy at an elevation which admits as much light and air to the public open space as possible. It is also desired to keep the canopy as a single element; complying with code at the northern end would result in the canopy being below 10' from the sidewalk at the southern end

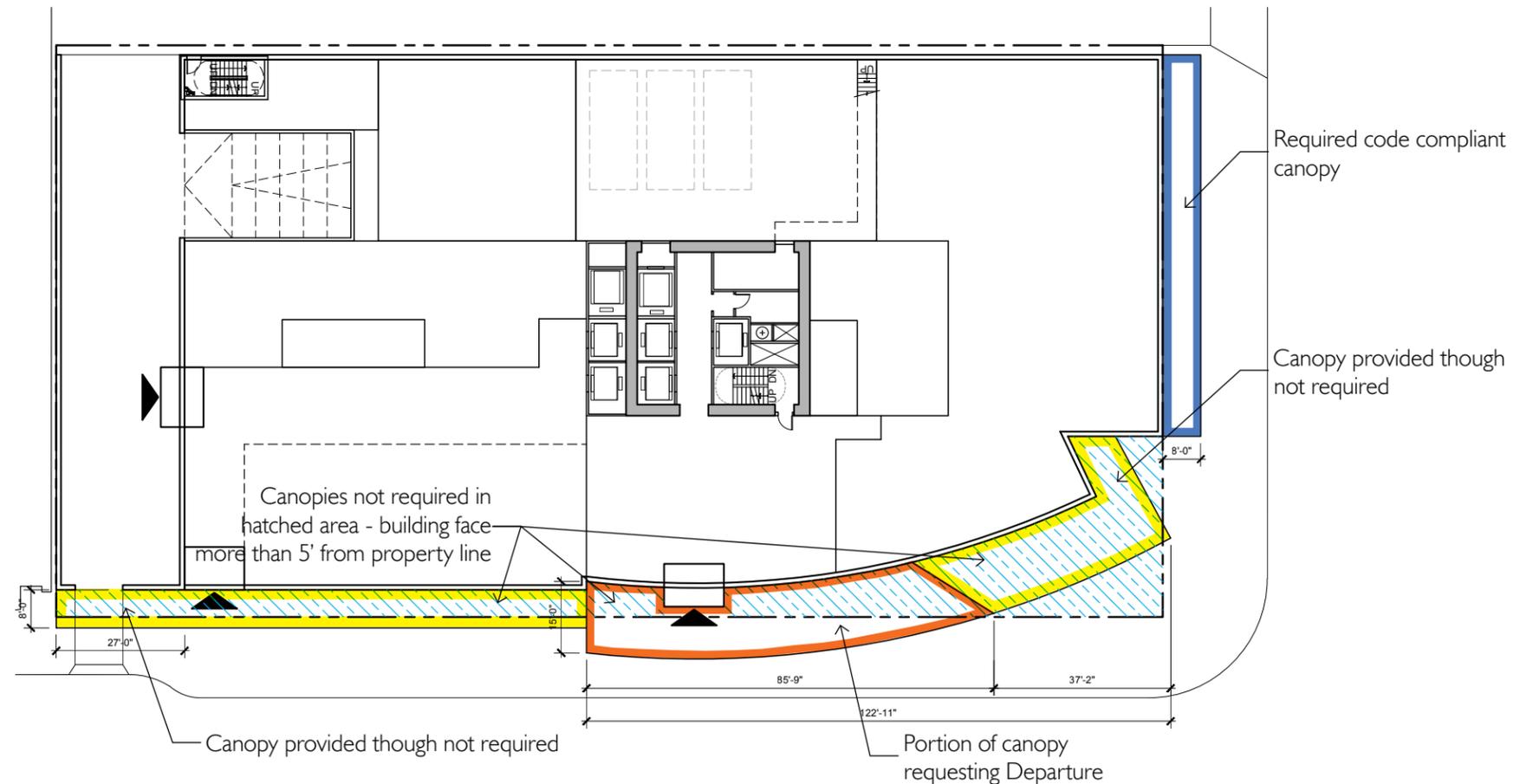
ASSOCIATED GUIDELINES

C-5 Encourage overhead weather protection



Code Compliant Canopy

Preferred Canopy



REQUEST FOR DRB INPUT - DIRECTOR'S DECISION

CURB CUT LOCATION (SMC 23.49.019 H.I.c)

CODE LANGUAGE

The Director may allow or require access from a right-of-way other than one indicated by subsection 23.49.019.H.I.a or 23.49.019.H.I.b if, after consulting with the Director of Transportation on whether and to what extent alternative locations of access would enhance pedestrian safety and comfort, facilitate transit operations, facilitate the movement of vehicles, minimize the on-street queuing of vehicles, enhance vehicular safety, or minimize hazards, and, for hotel use, improve passenger loading safety or increase visibility of vehicular access for guests arriving by car, the Director finds that an exception to the general policy is warranted. The Director may approve an exception for hotel use and impose conditions to minimize any adverse impacts to the pedestrian environment or street operations, including but not limited to allowing one-way driveways that are less than the minimum width otherwise required...

REQUEST

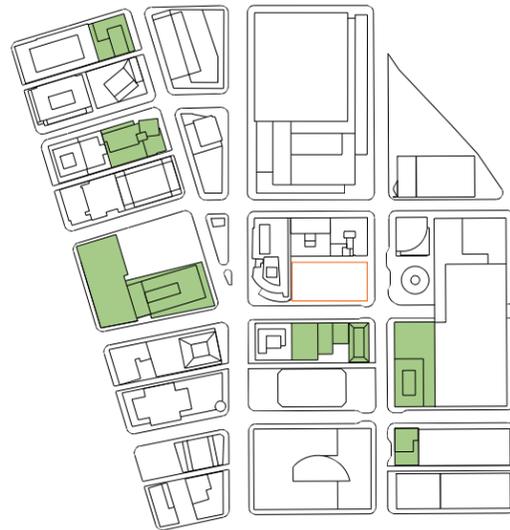
To provide a one-way (ingress only) curb cut along 8th, for the usage of hotel guests only

RATIONALE

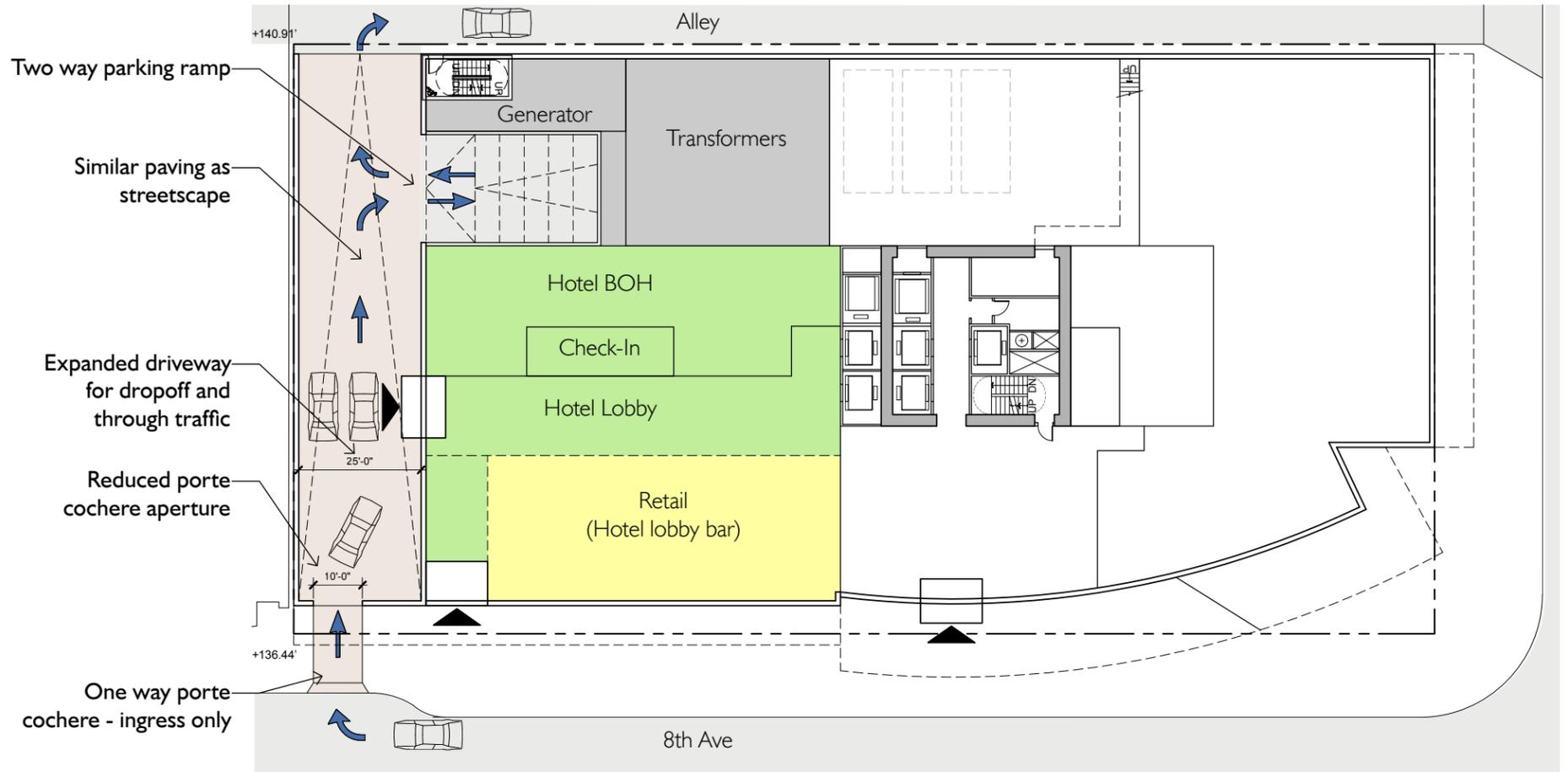
In order for a downtown hotel to function, it must be easily accessed by first-time visitors to the City, who are often arriving by automobile. In our analysis of nearby hotels (see Project Overview section), a hotel of this size (approximately 180 keys) would require a porte cochere for an intuitive and easily accessed arrival sequence. Care has been taken to not allow the automobile to overtake a Class I pedestrian street, such as narrowing the driveway and downplaying the physical opening of the porte cochere. The interior of the porte cochere will be of the same high quality materials, lighting and design as found elsewhere in the project

ASSOCIATED GUIDELINES

- C-6 Develop the Alley Facade
- E-2 Integrate Parking Facilities



Nearby hotels with curbcuts (porte cochere)



Representation of reduced porte cochere entry - Residence Inn hotel

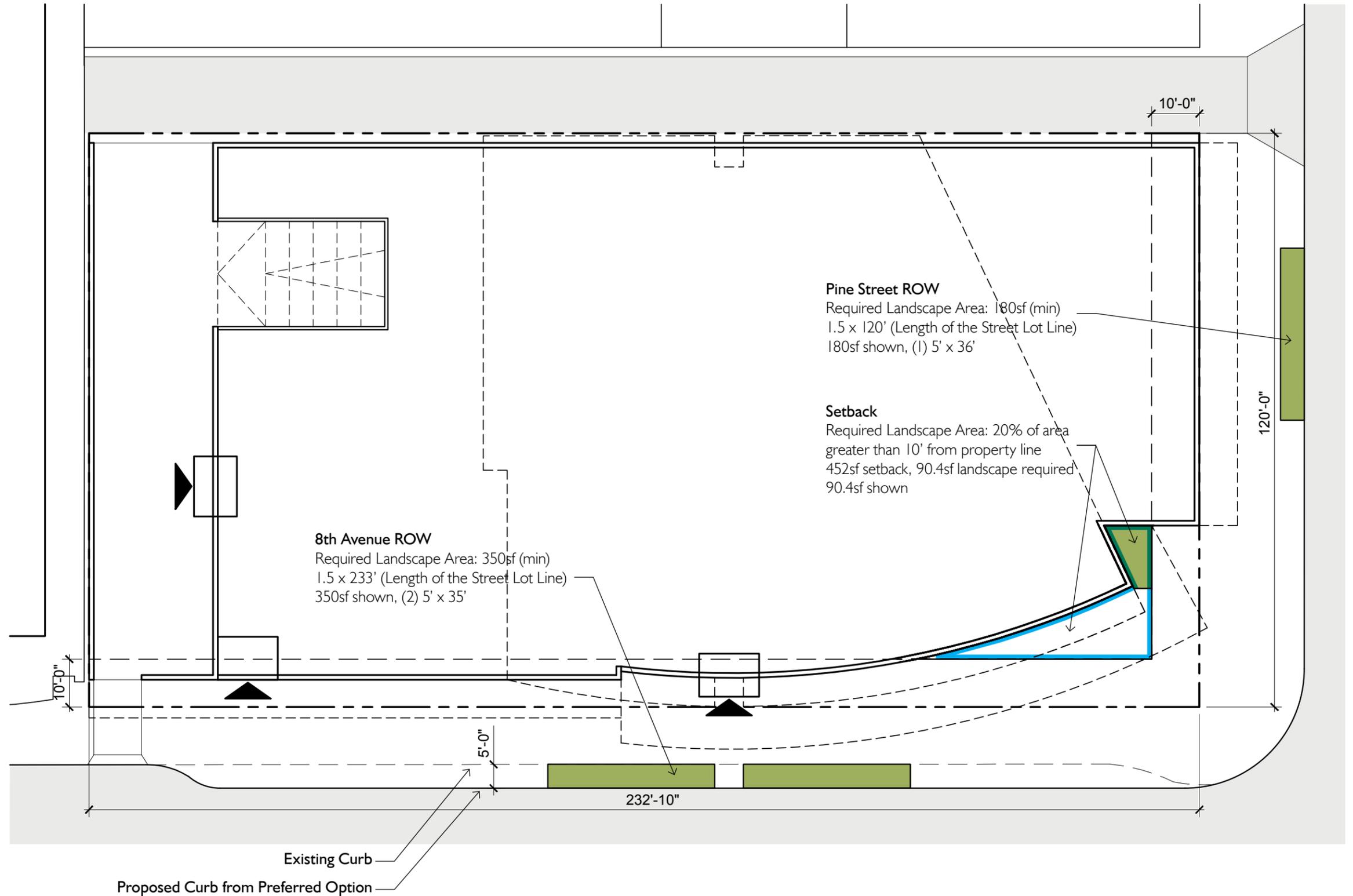
LANDSCAPE

STREETSCAPE REQUIREMENTS

Per SMC 23.49.056.F.1, the square footage of landscaped area provided shall be at least 1.5 times the length of the street lot line (in linear feet)

Per SMC 23.49.056.F.3, at least 20 percent of the total square footage of all areas abutting the street lot line that are not covered by a structure, have a depth of 10 feet or more from the street lot line and are larger than 300 square feet, shall be landscaped. Any area under canopies or marquees is considered uncovered

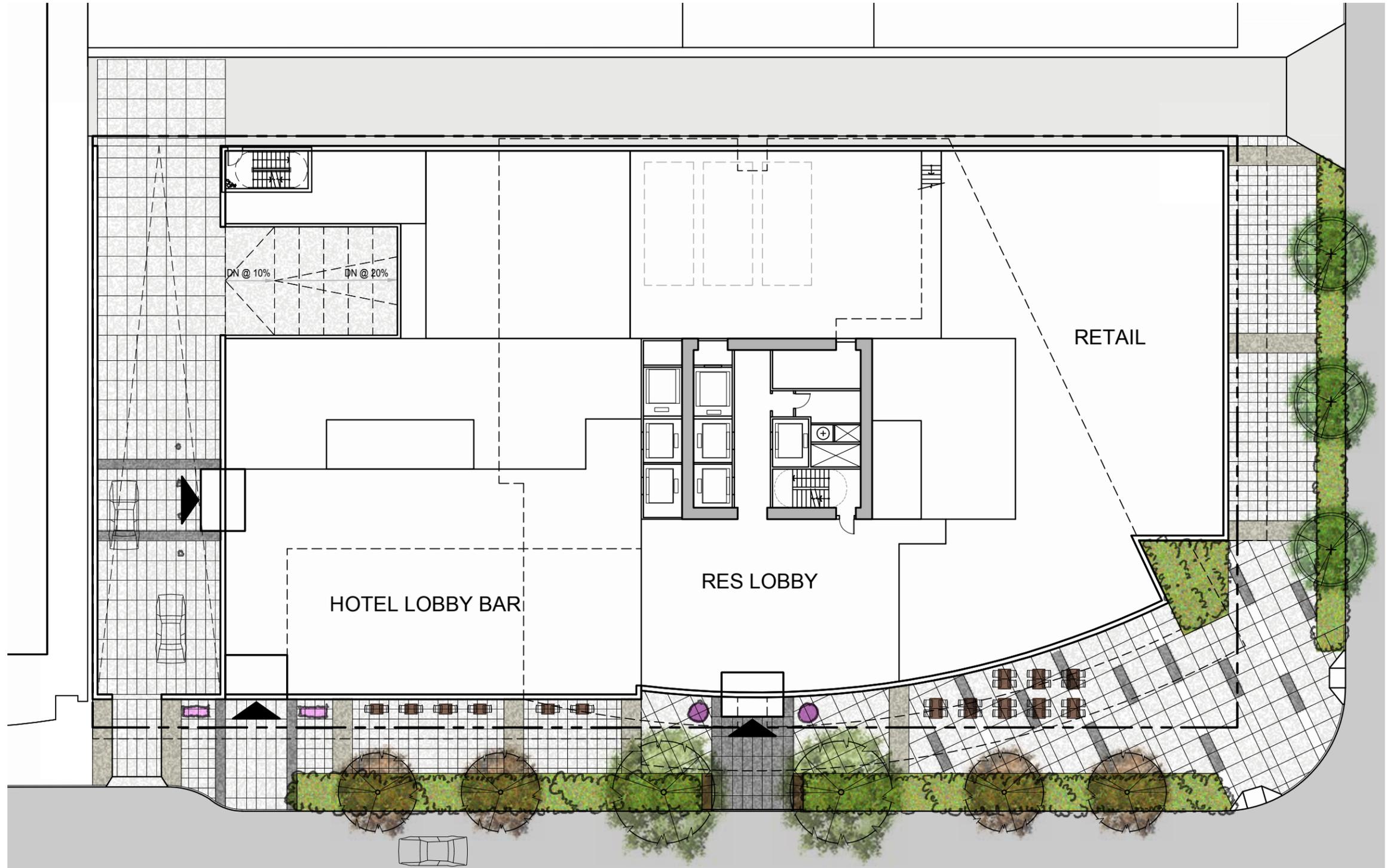
The 8th & Pine landscape design will adhere to SPU Standard Plans for Municipal Construction, including street tree spacing and detailing



STREETSCAPE PLAN

The streetscape design for 8th & Pine tower aims to complement and influence the architectural design. The paving at public open space corner relates to the angle of the easement and south elevation of the tower. The hotel and residential entries are pronounced by special paving color and composition. The retail frontages along Pine and 8th have their own paving strategy, using City of Seattle standards

Only the streetscape design of the Preferred Option keeps the three existing trees along Pine. The streetscape design then adds an additional five trees, to help increase the tree canopy of the neighborhood



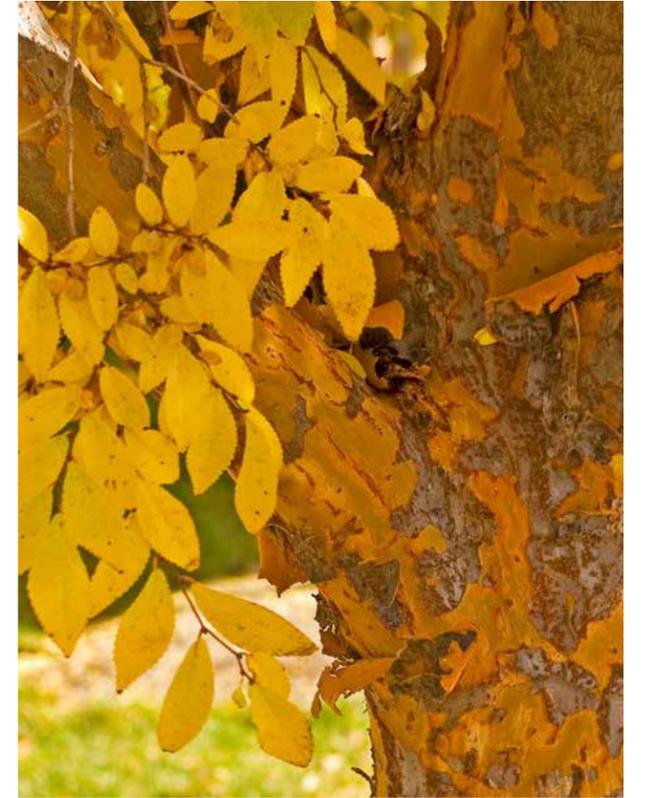
LANDSCAPE REFERENCE IMAGES



Overall feel of streetscape



Allee Elm - street trees at residential entry



Accent paving



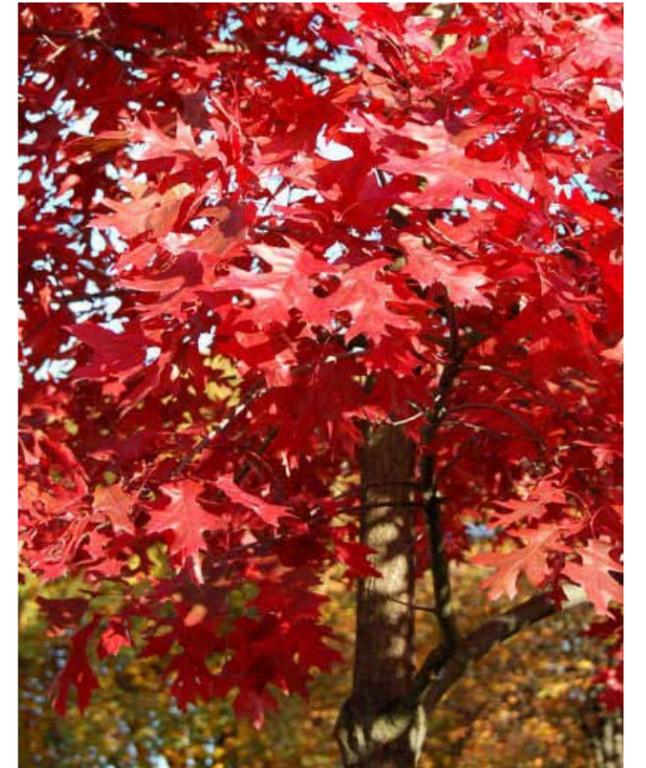
Paving detail



Benches with planting areas



Scarlet Oak - other street trees along 8th



APPENDIX

REQUEST FOR DRB INPUT - HALA ADDITIONAL HEIGHT

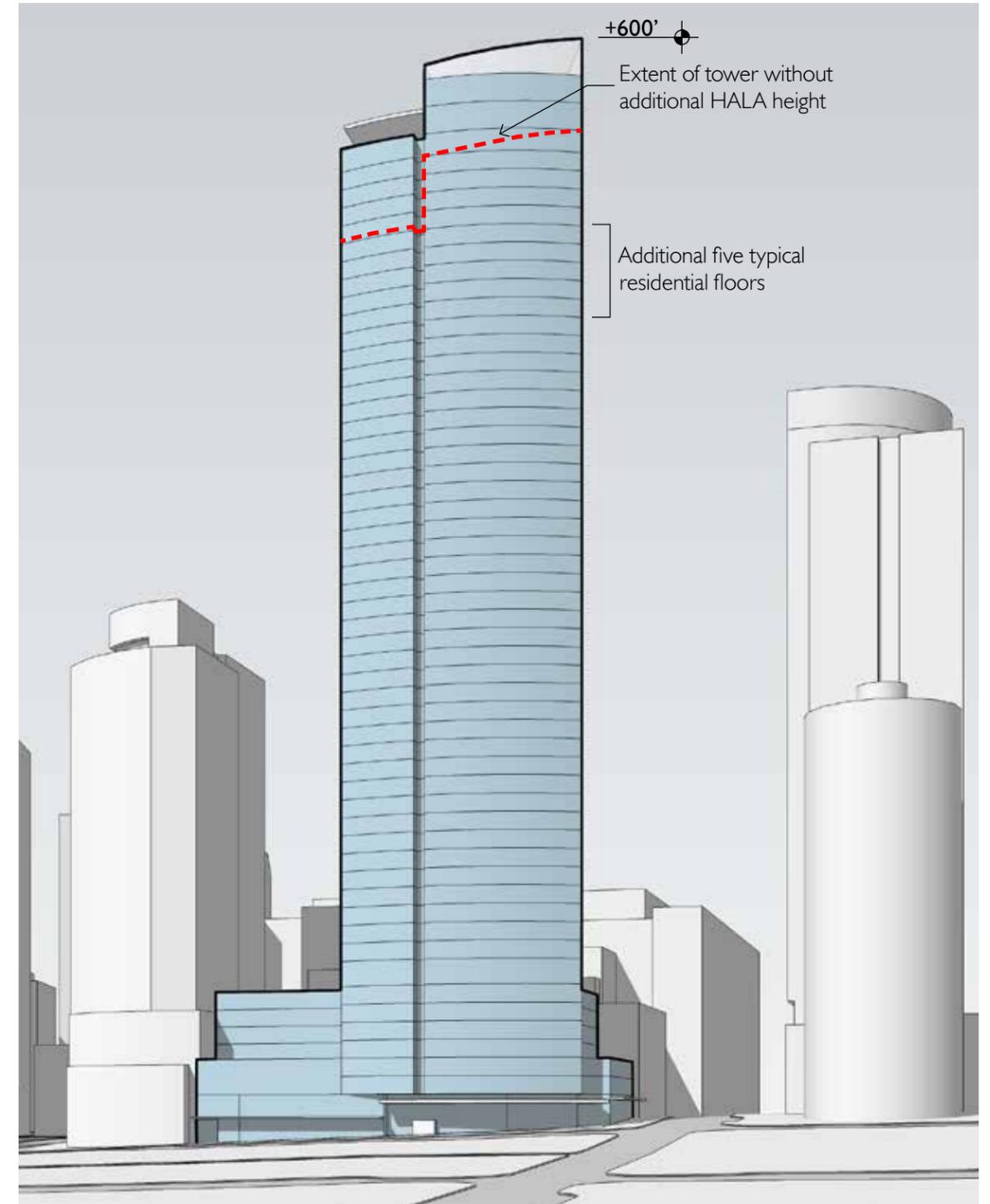
The current HALA proposal suggests a Commercial Linkage fee in lieu of on-site low-income housing that will allow either a floorplate bonus or a height increase of five floors

Because we are already maximizing the tower floorplate at 12,700sf for this zone, we propose utilizing the extra height by adding typical residential floors, bringing the total building height, including the mechanical enclosure, from 550' to 600'

The HALA language is draft only, and is not yet City Council adopted Code; the DRB will later evaluate the design if/when new code is adopted, and considering the specific code language actually adopted

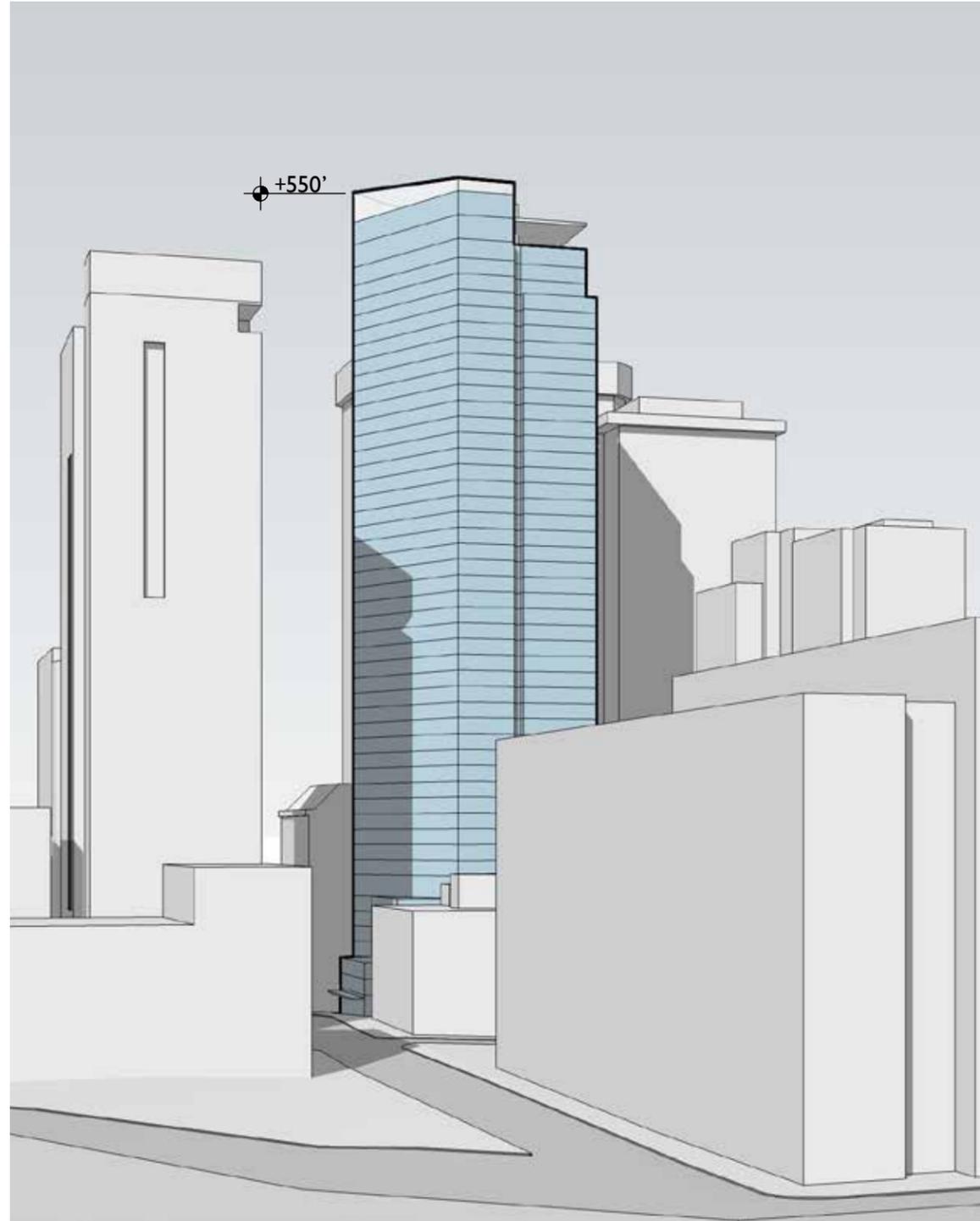


Preferred Option

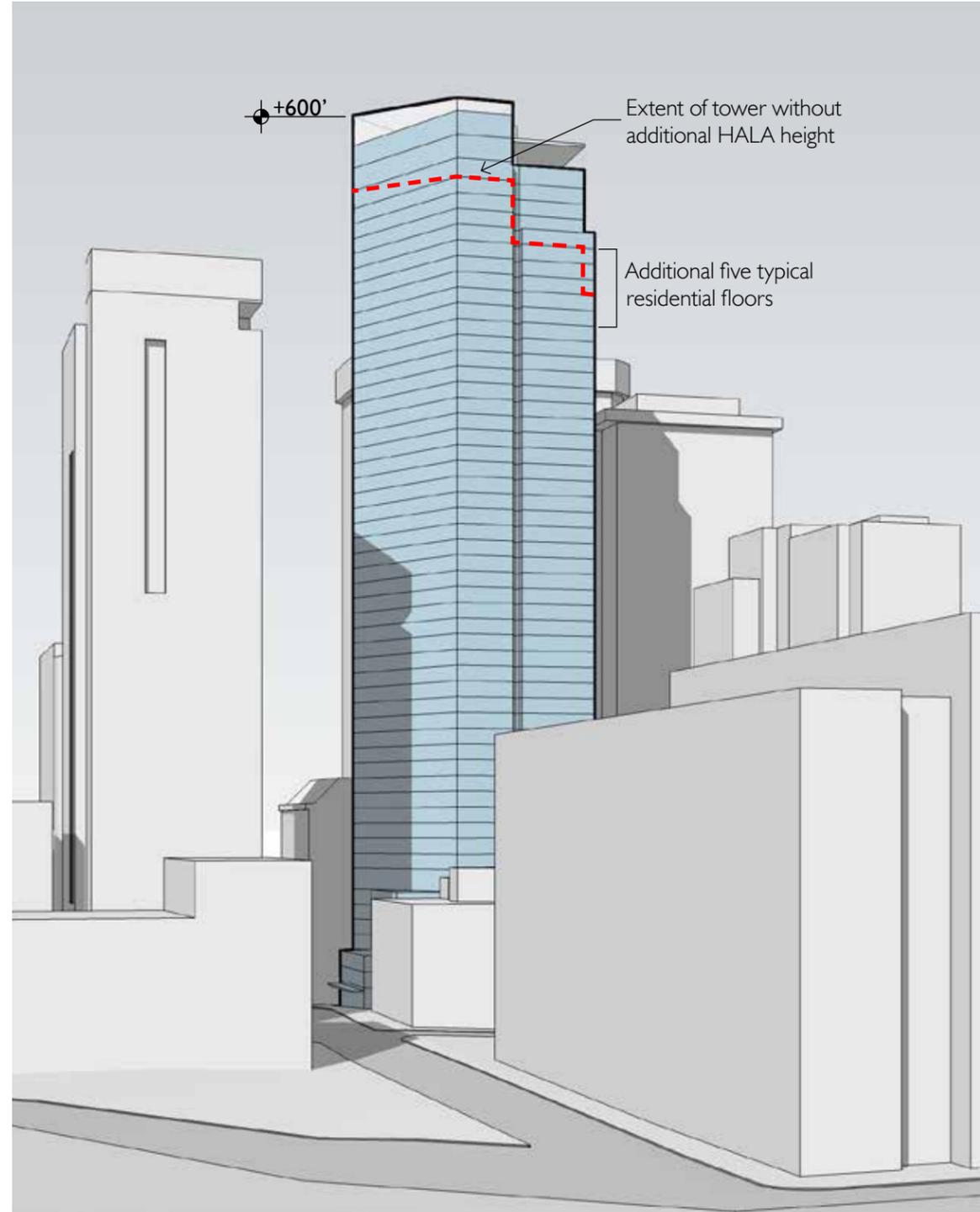


Preferred Option with additional 40' of height

REQUEST FOR DRB INPUT - HALA ADDITIONAL HEIGHT



Preferred Option



Preferred Option with additional 40' of height



PRELIMINARY RENDERING



Aerial view from West

PRELIMINARY RENDERING



Aerial view from East

SHADOW STUDIES - EXISTING



Summer Solstice 9am



Summer Solstice 12pm



Summer Solstice 3pm



Equinox 9am



Equinox 12pm



Equinox 3pm



Winter Solstice 9am



Winter Solstice 12pm

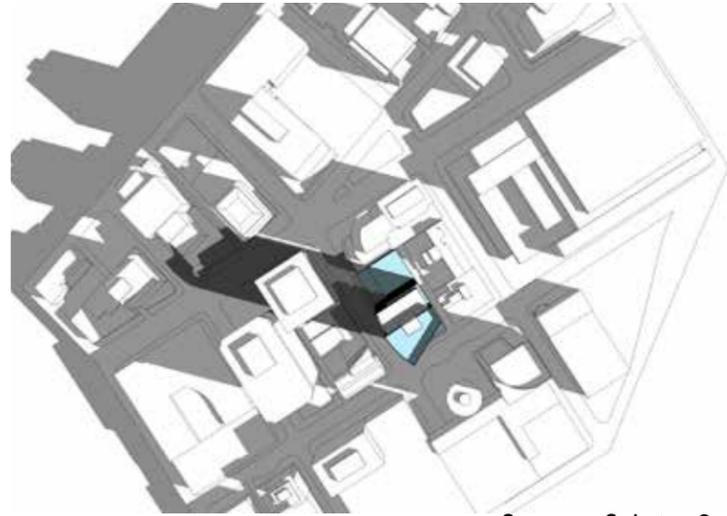


Winter Solstice 3pm



SHADOW STUDIES - SWEEP

While 8th & Pine tower is proposed to be the tallest building in the immediate area, it does not cast appreciably large shadows. 1600 Seventh, the large office tower one block west, already casts considerable shadows across the site and onto lower neighbors. The 8th & Pine tower is sited due to several site constraints, and care has been taken to provide adequate light and air to existing neighboring buildings



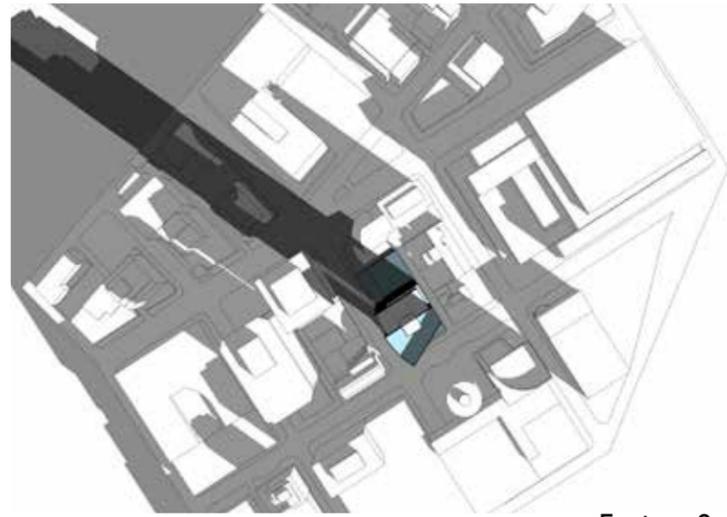
Summer Solstice 9am



Summer Solstice 12pm



Summer Solstice 3pm



Equinox 9am



Equinox 12pm



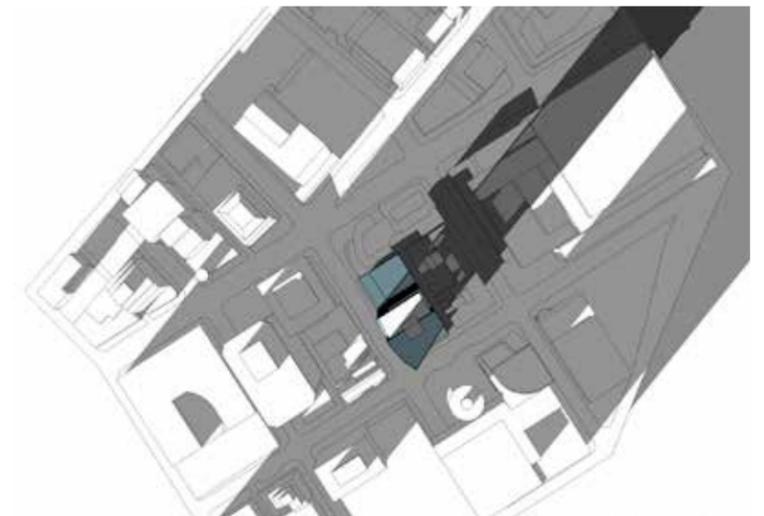
Equinox 3pm



Winter Solstice 9am



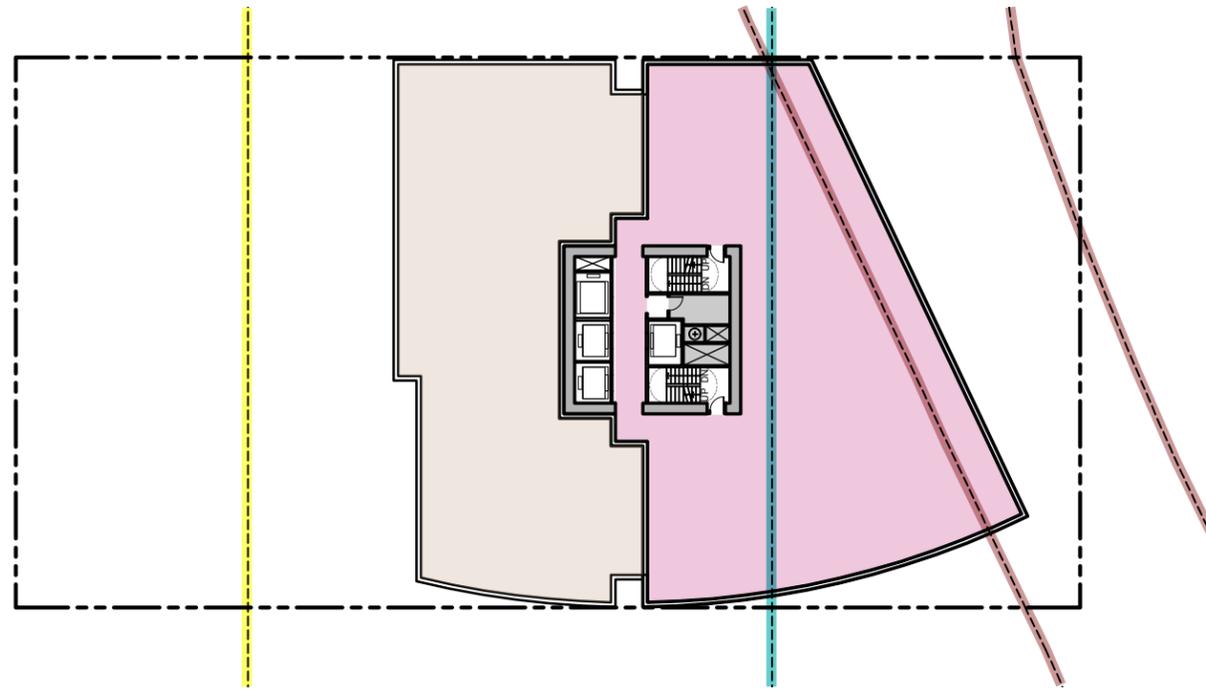
Winter Solstice 12pm



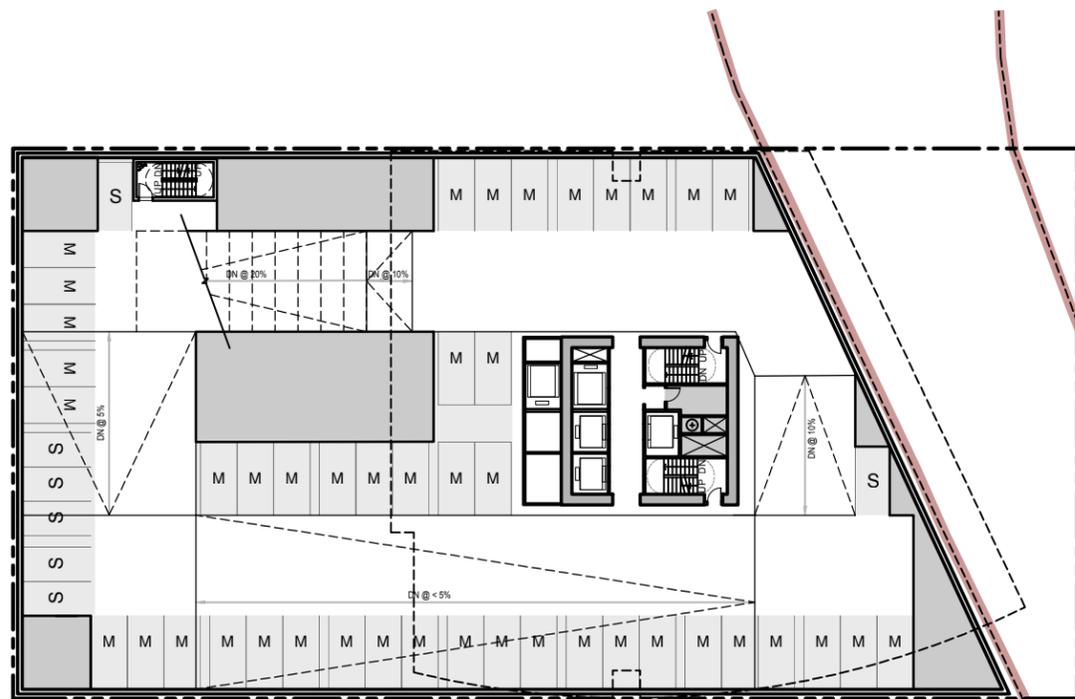
Winter Solstice 3pm

PLANS - SWEEP

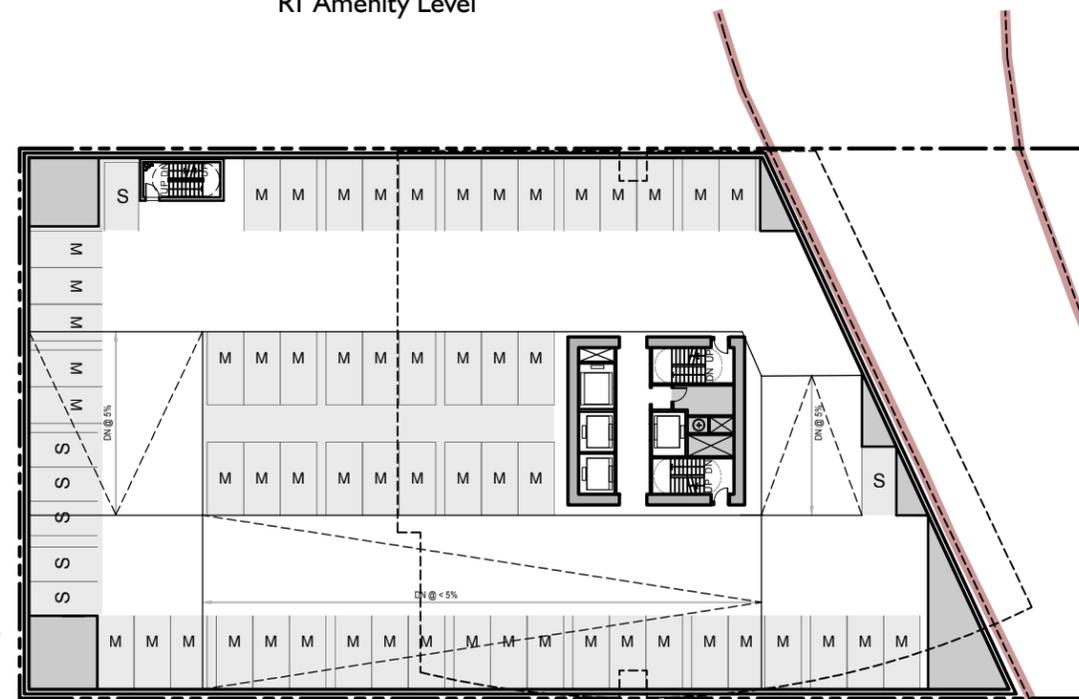
- Hotel
- Residential
- Amenity
- Retail
- Mechanical / Parking



RI Amenity Level



PI Parking Level



Typical Parking Level



SECTIONS - SWEEP

- Hotel
- Residential
- Amenity
- Retail
- Mechanical / Parking

