



# 616 APARTMENTS

616 8TH AVENUE SOUTH, SEATTLE WA

SDCI Project #3020991-LU

BRIEFING PACKAGE  
ISR Board

Meeting Date : TBD

DRAFT



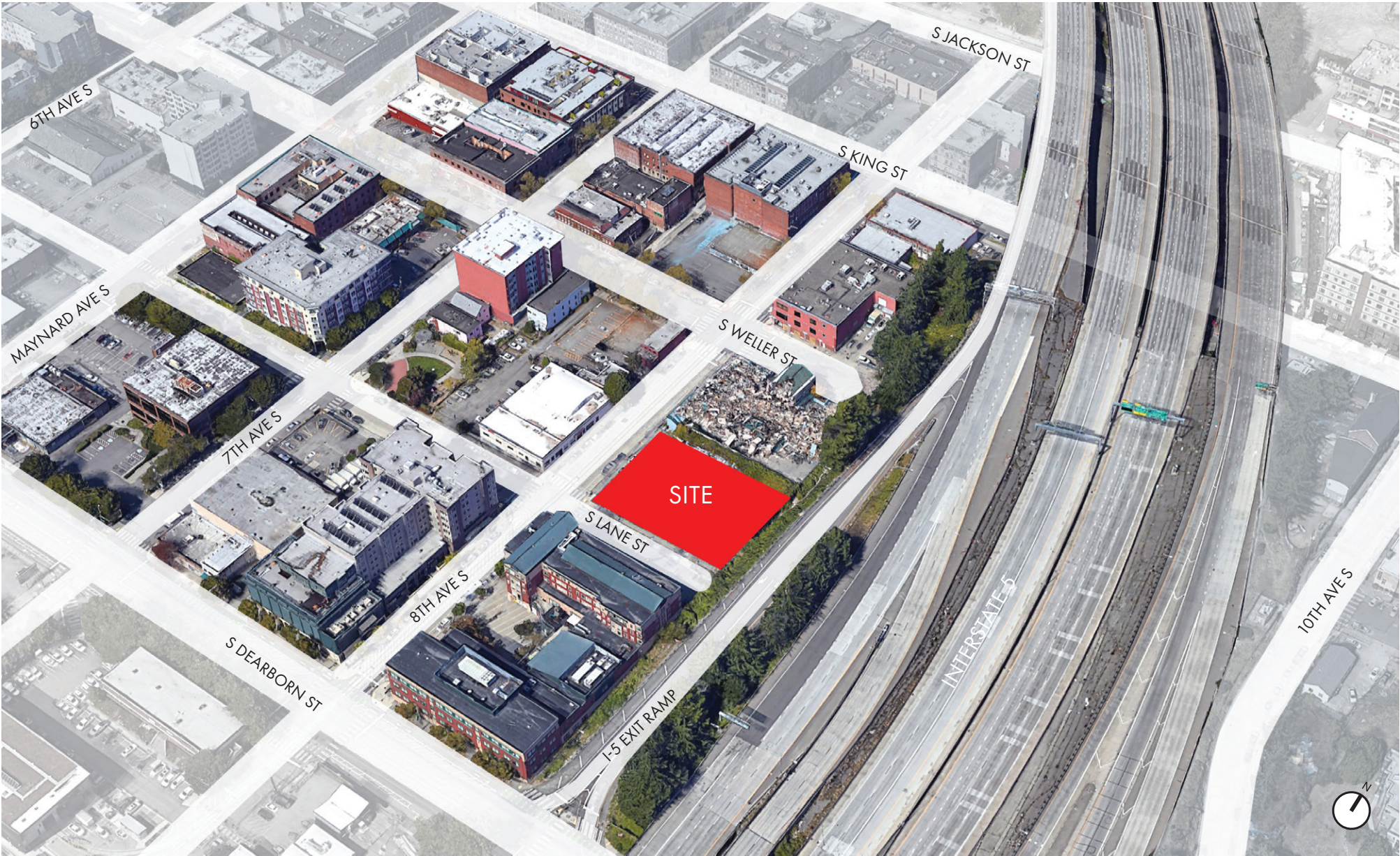
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PROJECT OVERVIEW

Project Name	616 Apartments
Project Location	616 8th Avenue South, Seattle WA
Lot Area	20,167 SF
Tax ID #	859290-0080
Zone	DM 85/85 - 170 (MHA: High Area)
Adjacent Zone	North: IDM 85/85 - 170 West: IDM 65 - 150
Overlay Zones	Chinatown - International District (Downtown Urban Center) International Special Review District Parking Flexibility Area
Departures	None requested
Street Frontage	8th Avenue S S Lane Street
Design Guidelines	International Special Review District Design Guidelines



PROPOSAL DESCRIPTION

1. Demolition of all exiting structures. New construction of a 13-story mixed use building comprised of 203 apartments with ground level lobby, amenity spaces and 7,000 SF of commercial space. The project also includes 2 levels of below grade parking with 73 parking stalls. Total building area is 205,400 SF.

PROJECT DESCRIPTION

- 1. The proposed development will include demolition of the two existing buildings on site as well as demolition of all site features. The project will also require excavation of the site for 2 levels of below grade parking.
- 2. This project will have right-of-way improvements including tree planting and curb and sidewalk replacement on 8th Ave S and S Lane Street. Proposed work within the right-of-way also includes a new driveway on S Lane Street, and incorporation of green street design elements along S Lane Street.
- 3. The proposed development consists of 13 levels of apartments, street level commercial spaces, apartment lobby and amenity spaces and 2 levels of below grade parking. The total building area including parking is 205,400 SF.
- 4. The use will be changing from warehouse/storage and lounge into a mixed-use, apartment building.

STATEMENT OF DEMOLITION

- 1. Demolition is required in order to build the proposed development.
- 2. The proposed development consists of 13 levels of apartments, street level commercial spaces, apartment lobby and amenity spaces and 2 levels of below grade parking. The total building area including parking is 205,400 SF.



PROJECT ZONING | DOWNTOWN GENERAL ZONING ANALYSIS

GENERAL PROVISION (SMC 23.49 SUBCHAPTER I)

STREET LEVEL USE REQUIREMENTS | SMC 23.49.009

- 75% of each street frontage must be occupied by street-level uses listed in SMC 23.49.009.A
- 25% may be occupied by other permitted uses or pedestrian/vehicular entrances
- Street-level uses may be reduced to 50% on frontages 120’ or more if the lot does not abut an alley or abuts more than one street requiring street-level uses

RESIDENTIAL USES | SMC 23.49.010

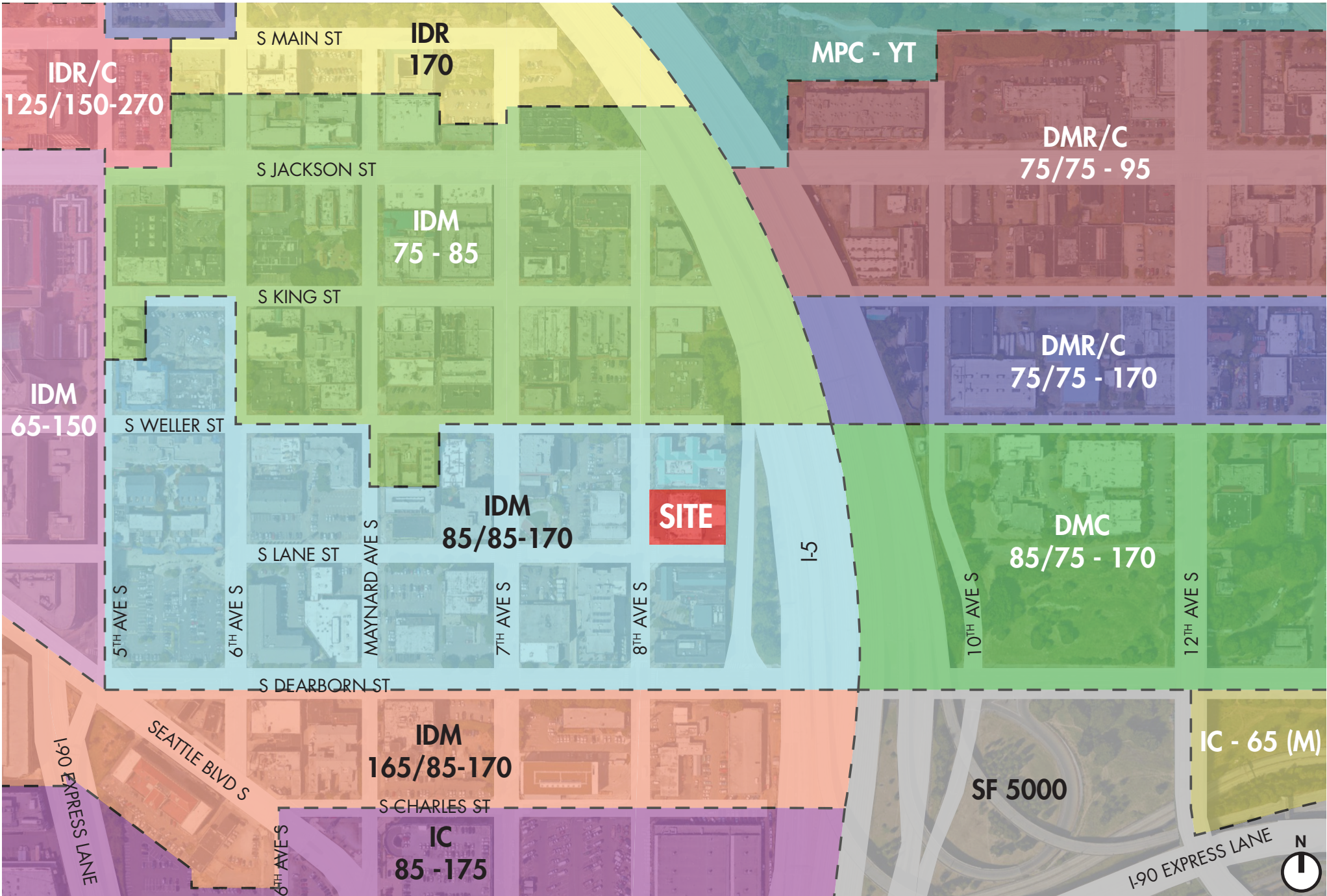
- Common recreation area required for more than 20 dwelling units at a rate of 5% of total gross floor area in residential use
- Maximum of 50% of common recreation area may be enclosed
- Each common recreation area must be at least 225 sf
- Common recreation area provided as open space at street level counts as twice the actual area towards requirement
- In IDM and IDR zones, the Director and International District Special Review District Board may waive the requirement for common recreation area
- For lots abutting designated green streets, up to 50% of common recreation area requirement may be met by contributing to development of the green street

FLOOR AREA RATIO | SMC 23.49.011

- IDM Zones
  - Base FAR: 4.0, 7.0 for hotels in IDM 85/85-170
  - Maximum FAR: 4.0, 7.0 for hotels in IDM 85/85-170
- In IDM, DMR, and DMC zones within South Downtown, FAR above base FAR may be obtained through Affordable Housing and Childcare (SMC 23.58A.024), Bonus floor area for amenities (SMC 23.49.013), or TDR (SMC 23.49.014), in addition to the following conditions:
  - Applicant makes commitment that development will meet the green building standard in accordance with SMC 23.58D
  - 75% of excess FAR will be gained through affordable housing or childcare bonus or TDR
  - 25% of excess FAR will be gained through amenities bonus or TDR
- FAR Exemptions
  - Street-level uses, if 13’ floor-to-floor, 15’ deep, and overhead weather protection is provided
  - Residential use
  - Live-work units
  - Floor area below grade

PARKING | SMC 23.49.019

- No parking is required for uses on lots in downtown zones, except that restaurants, movie theaters, and entertainment uses in IDM/IDR zones are prescribed by SMC 23.66.342. The director may reduce parking requirements in IDM/IDR zones.



- On designated green streets, parking is not permitted at street level unless separated by street by other uses
- On Class II pedestrian streets, parking may be permitted at street level if 30% of street frontage is separated by the street by other uses, façade satisfies transparency and blank wall standards, and parking is screened.
- Parking for non-residential uses limited to 1 space per 1,000 sf
- Parking location
  - If a lot does not abut an alley and abuts more than one right-of-way, location of access is determined by director

MINIMUM SIDEWALK AND ALLEY WIDTH | SMC 23.49.022

- Sidewalk widths for certain streets in PMM, PSM, IDM, and IDR zones are addressed by Special Review / Historic District regulations.

GREEN FACTOR LANDSCAPING IN SOUTH DOWNTOWN | SMC 23.49.031

- In South Downtown, a lot on which there is new construction of 20,000 sf or more in gross floor area shall meet a minimum green factor score of 0.30.



INTERNATIONAL DISTRICT MIXED (SMC 23.49 SUBCHAPTER VI)

STRUCTURE HEIGHT | SMC 23.49.208

- Non-residential and live-work uses: 85’
- Residential uses: 85’
- Residential uses, hotel use in a mixed use development: 170’
- In IDM 85/85-170, height limit is 85’ unless:
  - All floor area above 85’ is in residential use, or
  - In a mixed use development that includes hotel use, the development is on a lot with at least 40,000 sf of the lot located in IDM 85/85-170 zone, 50% or more of the GFA, excluding parking, is residential use, and hotel use is the only type of non-residential use located above 85’.

STREET Façade REQUIREMENTS | SMC 23.49.210

- Applies to façades facing Class I, Class II, and Green streets in IDM zones (S Lane St = Green Street)
- Façade Transparency for Class II and Green Streets: Between 2’-8’ above the sidewalk, a minimum of 30% of street-level façade shall be transparent
  - If street slope exceeds 7.5%, between 4’-8’ above the sidewalk, a minimum of 25% of street-level façade shall be transparent
- Blank Façade Limits for Class II and Green Streets:
  - Between 2’-8’ above street level, blank façades are limited to 30’ in width (garage doors may exceed 30’).
  - May be increased to 60’ if segment is enhanced by artwork, landscape, or other features
  - Blank segments must be separated by transparent areas at least 2’ wide
  - Total width of all blank segments shall not exceed 70% of width of street-facing façade (75% if street slope exceeds 7.5%)
- Landscaping Standards
  - Street trees are required on all streets with pedestrian classification

UPPER LEVEL DEVELOPMENT STANDARDS | SMC 23.49.212

- Upper level setbacks south of S Weller St: For structures exceeding 85’, an upper level setback with an average depth of 15’ from abutting street lot lines along entire street frontage is required above 45’. Setback must be a minimum of 10’ and maximum of 30’.
- Green street upper level setbacks: Continuous upper level setback of at least 20’ required for all portions of structures above 45’
- Façade modulation for structures above 85’ in height:
  - Modulation required for portions of façade above 45’ if any part of façade is less than 15’ from street lot line and façade exceeds 110’ in length (including projections)
  - A minimum of 30’ of the façade width must be set back at least 15’ from street lot lines at all levels above 45’

INTERNATIONAL SPECIAL REVIEW DISTRICT (SMC 23.66 SUBCHAPTER III)

INTERNATIONAL SPECIAL REVIEW DISTRICT GOALS AND OBJECTIVES

| SMC 23.66.302

- The ID is the urban focal point for the Asian American community
- The ID Special Review District is established to promote, preserve, and perpetuate the cultural, economic, historical, and other beneficial qualities of the area, particularly the features derived from its Asian heritage, by:
  - Re-establishing the district as a stable residential neighborhood with a mixture of housing types
  - Encouraging the use of street-level spaces for pedestrian-oriented retail specialty shops
  - Protecting the area and its periphery from the proliferation of parking lots
  - Encouraging the rehabilitation of existing structures
  - Improving the visual/urban design relationships between existing and future buildings
  - Exercising a reasonable degree of control over site development and the location of off-street parking
  - Discouraging traffic and parking resulting from athletic stadium events and commuters
- All property within the International Special Review District shall be subject to the use and development standards of the underlying zoning and the applicable use and development standards of this chapter 23.66. In the event of irreconcilable differences between them, chapter 23.66 appli

INTERNATIONAL DISTRICT MIXED (IDM) ZONE GOALS AND

OBJECTIVES | SMC 23.66.304

- The IDM zone designation shall recognize and promote the area’s unique social mix and urban design character- this area is the core of the ID which exemplifies Asian culture. Uses including street level retail, housing above street level, and rehabilitation of existing buildings shall be encouraged to provide a diversity of residential opportunities. Specific objectives include:
  - Maintain and protect the ID core as an Asian cultural, retail, and residential center
  - Allow flexibility and discretion in land use regulations to address present and future conditions
  - Protect, preserve, and promote small retail and commercial business
  - Encourage development of housing above street level and rehabilitation of existing buildings
  - Assure new development is compatible in scale and character with existing buildings

DEMOLITION APPROVAL | SMC 23.66.318

- An assessment of the structure proposed to be demolished shall be prepared and circulated to the Board prior to its consideration of a certificate of approval.

USES SUBJECT TO SPECIAL REVIEW | SMC 23.66.324

- Uses subject to special review require approval of the Department of Neighborhoods director after review and recommendation by the board.
- Uses subject to special review includes Hotels

HEIGHT AND ROOFTOP FEATURES | SMC 23.66.332

- Special Review Board and Director of Neighborhoods review rooftop features to preserve views from Kobe Terrace Park
- Open railings, planters, clerestories, skylights, play equipment, parapets and firewalls may extend up to 4 feet above the maximum height limit and may have unlimited rooftop coverage
- Stair and elevator penthouses, and mechanical equipment set back at least 15’ from roof edge, may extend up to 15’ above the maximum height limit provided that combined coverage of these items does not exceed 15% of the roof area.

EXTERIOR BUILDING FINISHES | SMC 23.66.336

- New development should respect the architectural and structural integrity of the building... Exterior building façades shall be of a scale comparable with surrounding structures.
- Outside the Asian Design Character District, earthen colors and masonry construction with nonmetallic surfaces are preferred. Concrete construction will also be permitted if treated in a manner or incorporated into a design that provides visual interest and avoids large unbroken surface areas.

PARKING AND ACCESS | SMC 23.66.342

- The number of parking spaces required for any use shall be the number required by the underlying zoning, except that restaurants shall be required to provide 1 space per 500 sf for all gross floor area in excess of 2,500 sf.



# DESIGN GUIDELINES | INTERNATIONAL SPECIAL REVIEW DISTRICT (ISRD) DESIGN GUIDELINES RESPONSE

## CONTEXT & SITE:

### A. Response to Context

- A.2. Respond to datum lines, street edge relationships and proportions created by existing buildings.
- A.3. Incorporate and preserve architectural elements that exist within the neighborhood already such as recessed spaces, balconies, and canopies.

### B. Public Realm

- B.2. Provide opportunities for street activation beyond just landscaping and transparency. Focus on the relationship between storefront design and pedestrian interaction with the streetscape. Important items to consider:
  - a. Location of the building in relation to the property line
  - b. Location of parking access
  - c. Location of landscaping
  - d. Street trees
  - e. Street lights
- B.4. Lighting, crosswalks, and materials in the public right-of-way should be consistent throughout the District in order to serve as placemaking features or cultural markers. Variations considered on a case by case basis.

### C. Building Orientation

- C.1. Buildings and primary entrances shall be oriented toward the street and vehicular access should be located off an alley or side-street, wherever possible.
- C.3. Activate vestibule and recessed entries to promote public safety. Examples of activation include lighting, plantings, artwork and seating. Where screening is needed, decorative or artistic treatments are preferred.

### D. Parking and Support Services

- D.1. Locate parking on less visible portions of the site, such as underground, behind, or to the side of buildings.
- D.3. Locate loading docks and other service entries along alleys or non-primary façades whenever possible.

## PUBLIC LIFE:

### A. Open Space

- A.1. Design public open space to be informal and able to support multiple community uses such as performances, festivals, markets, kiosks, community bulletin boards, cafes, or street vending.

### B. Storefront Design

- B.1. The size of retail bays should be appropriately scaled to support small and/or anchor businesses.
- B.7. Maximize visibility into the building interior and visual interest of merchandise displays.
- B.9. Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend. Storefronts with large overhangs and seating provide passive shading and cooling for the building while simultaneously serving pedestrians.

### D. Awnings and Canopies

- D.1. Provide practical coverings, such as fabric awnings or metal canopies, for weather protection and screening from the sun.
- D.5. Awnings that project over the sidewalk should extend a minimum of five feet (5').

### E. Safety and Security

- 1.a. Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies, landscaping, and street-level uses.
- 1.b. Provide lighting at sufficient intensities and scales, including pathway illumination, and pedestrian and entry lighting.
- 1.f. Where added security measures are deemed necessary, ornamental gates are preferred for street front entrances. Permanent bars installed on the building façade are prohibited.

### F. Lighting

- F.2. ... Directing light toward building façades, walls and roof lines, or integrated lighting within such elements provides valuable vertical surface illumination, which helps the surroundings to appear brighter and more welcoming.



# DESIGN GUIDELINES | INTERNATIONAL SPECIAL REVIEW DISTRICT (ISRD) DESIGN GUIDELINES RESPONSE

## BUILDING DESIGN:

### C. New Buildings and Additions

- C.2. When designing the massing (height, bulk, scale) of the building, consider the massing of surrounding buildings, characteristics of the site and nearby open spaces.
- C.4. Include architectural elements such as balconies, awnings, canopies, decorative lighting, and patterning of materials to add depth, and texture.
- C.6. Incorporate welcoming and human-scaled design elements, especially at the lower stories, to engage pedestrians and create a vibrant street frontage.
- C.10. Design new buildings and additions to reflect contemporary architectural practices. Avoid materials and designs that create a false sense of history.

### D. Tall Buildings

- D.1. Integrate and transition to differing heights and existing visual datum of the surrounding building context.
- D.3. Consider the relationship of the tower massing to the neighboring buildings in proportion, scale, and texture. Strategies may include, but are not limited to:
  - a. Incorporate multi-story, intermediate scale elements (i.e. floor groupings, gaskets, offsets, projections, terraces, etc.)
  - b. Façade plane changes, depth, shadow, texture to provide a finer scale and break up large expanses of material
  - c. Carved, angled, or shifting forms to modulate building massing
  - d. A podium base to clearly demarcate the transition of tower to street level and mark the portion of the building experienced by pedestrians
- D.6. Clearly identify primary pedestrian entrances. Provide multiple entries where appropriate, and consider activating adjacent streets and alleyways where possible.
- D.12. Ensure that the first three floors of the building above street level complement the architectural and cultural character of surrounding buildings.

## ADDITIONAL GUIDANCE WEST OF I-5:

### A. Goals for Development West of I-5

- A.2. Assure new development is compatible in scale and character with existing buildings and positively contributes to the District’s sense of place.

### B. Context and Site

- B.1. Use existing design features, materials and landscaping to create a consistent streetscape experience.

### D. Building Design

- D.1. Consider existing design features, materials, and landscaping to create a consistent streetscape experience. Examples of character defining streetscape elements.
- D.2. Incorporate culturally appropriate design elements and architectural concepts consistent with the District’s character. Character defining elements may include, but are not limited to:
  - a. Upper story recessed balconies
  - b. Signage in Asian languages and characters
  - c. Tilework at entryways
  - d. Decorative ironwork
  - e. Recessed entries with a high level of detail
  - f. Inspiration drawn from the history of the site
- D.4. Use durable, high-quality materials and finishes that are compatible with adjacent contributing buildings. Whenever possible, use brick to create texture, pattern and detail.

# COMMUNITY OUTREACH UPDATE | METHODS

## OUTREACH LETTER (DIRECT MAIL):

亲爱的邻居们:

身为西雅图中国城/国际区社区邻近的居民、商家、产权所有者，相信您已经注意到我们位于 616 8th Street S 正在开发中的新项目。

该项目将会是一栋全新的 13 层混合用途公寓楼，并带有首层商铺空间、地下停车场与包含了家庭式住宅的居住单元。我们的最初计划是开发此项目为一家酒店，然而因为收到社区居民对于酒店方案尺度过大且评价不理想的反馈，我们改变了原来的用途。

我们对该地点的新愿景包括，志愿地实施积极营销计划，此计划可以优先帮助整理和排序社区的住房、就业和零售空间；开发较小的零售空间，以鼓励社区内经济的增长；在建筑周边增加新的地面照明和休息座位，以提高安全性、可步行性；增加更大尺寸的家庭式住宅的居住单位；以及为居民和一些零售空间增加地下停车位。



本项目坐落在8th Ave S 和 S Lane St 街角。（请看上方红色区块。）

作为我们的邻居，对于我们来说，在推进项目设计的同时与您的直接接触非常重要，因此我们邀请您参加在 4 月 19 日星期二下午 5:00–6:00 或 4 月 21 日星期四下午 6:00–7:00 线上虚拟社区会议。

每个活动都会发表相同的信息并提供提问的机会，您可以分享您对地块的进一步想法，也可以提供对于项目规划更详细的细节建议。关于如何参加会议的信息以及相关资料，请访问我们的网站：

[www.8thAveSOutreach.com](http://www.8thAveSOutreach.com)

我们期待收到您的信息，并希望您将这些资讯让其他感兴趣的朋友知道。如果在此期间您有任何问题或意见，可以通过电子邮件或电话号码与我们联系。

Sincerely,

The 616 8<sup>th</sup> Ave S Development Team

Email | [Feedback@SeattleProjectOutreach.com](mailto:Feedback@SeattleProjectOutreach.com)

Phone | 206-257-2135

April 6, 2022

Dear Neighbor:

As a nearby resident, business or property owner in Seattle’s Chinatown / International District neighborhood, you may be aware that we are working on a new development located at **616 8<sup>th</sup> Ave S**.

This project proposes a **13-story mixed-use residential building** with **ground-level retail**, below-grade parking and **residential units that include family-sized housing**. Our original planned use was as a hotel, but we changed that in response to community feedback in which the hotel was deemed too large and not desired by the neighbors.

Our new vision for the site includes deploying a voluntary **Affirmative Marketing program** that helps prioritize housing, jobs and retail space for the neighborhood; developing **smaller ground-level retail spaces** to encourage growth from within the neighborhood; adding **new ground-level lighting and seating** around the building perimeter to increase safety, walkability and places to sit and relax; adding larger, family-sized units; and adding **below-grade parking** for residents and some retail spaces.



The project is located between S Lane St and S Weller St on 8<sup>th</sup> Ave S. (see red box above)

As our neighbors, it is important for us to engage directly with you as we move forward with the design for this project and, as such, we are inviting you to join us for a **Virtual Open House** from 5:00 – 6:00 p.m. Tuesday, April 19th or 6:00 – 7:00 p.m. Thursday, April 21st.

Each event will present the same information and offers a chance for you to ask questions and share any further ideas you may about the site, as well as preview project plans in greater detail. Information on how to join the meeting, as well as materials, can be found on our neighborhood website at:

[www.8thAveSOutreach.com](http://www.8thAveSOutreach.com)

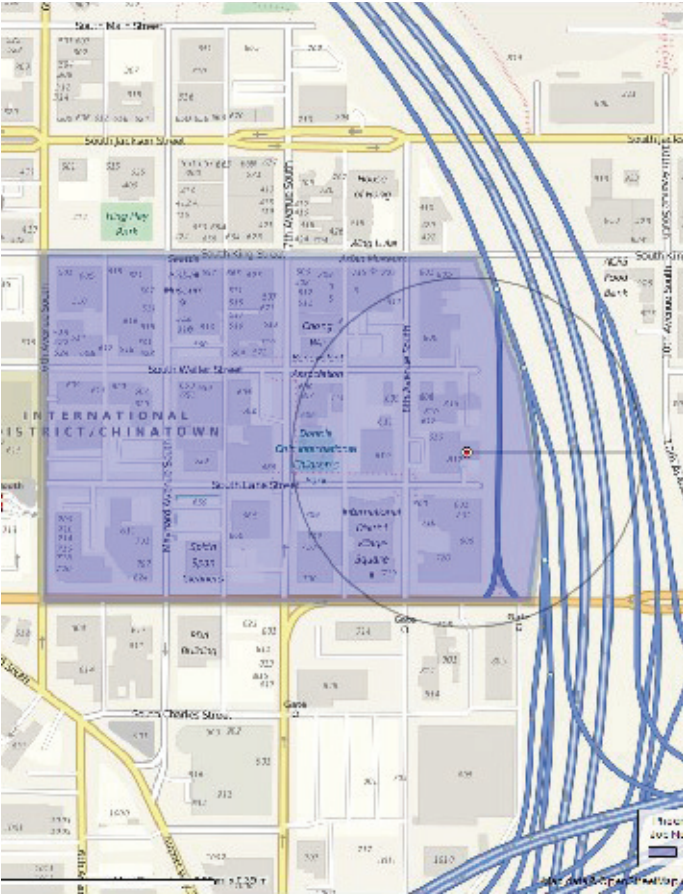
We look forward to hearing from you and encourage you to extend these details to any others you may think are interested. If you should have any questions or comments in the meantime, please don’t hesitate to contact us at the email or phone number listed below.

Sincerely,

The 616 8<sup>th</sup> Ave S Development Team

Email | [Feedback@SeattleProjectOutreach.com](mailto:Feedback@SeattleProjectOutreach.com)

Phone | 206-257-2135



## VIRTUAL OPEN HOUSE:

8th Avenue S Outreach

### VIRTUAL OPEN HOUSE

We hope you will join us at one of the upcoming "virtual" open house events. A few items to note prior to the event:

- We will share a PowerPoint presentation during the meeting. To see the presentation, you will need to use the Zoom associated with each meeting and be at a computer.
- You can use audio from your computer, or there is also a dial-in function. If you choose to dial-in, you will have the presentation on your computer and the audio on your phone.
- Participants will be muted during the presentation to ensure a smooth presentation that can be heard by all.
- Following the presentation, questions will be taken by entering questions into the Chat function of the meeting.
- These instructions will be repeated at the start of each virtual open house event.
- All content shared at the four events is the same. An agenda for the meeting can be found here. Meeting materials will be linked here following the presentation.

### 线上公众交流会议

我们诚挚邀请您参加即将举办的线上公众交流会议。以下为线上公众交流会议的重要事项：

- 您必须使用Zoom参加会议，才能看到我们分享的简报材料。
- 有两种参与方式，一种是使用电脑的音频外，一种是拨打会议电话。如果您选择拨打电话，将使用电脑收看会议过程并会就即时讨论内容。
- 为确保会议过程流畅，会议时将有人士将麦克风静音。
- 会议结束后，与会人士可以通过Zoom会议的聊天功能提问发问。
- 上述的流程，在每次线上公众交流会议都会重复一遍。
- 因该线上会议的内容都是一样的，这将会与会议流程表与每次会议讨论内容。

### Need Assistance on How to Join a Meeting?

If you'd like help using Zoom prior to the call, please call Natalie at (206) 779-0489 for a tutorial.

如果您需要Zoom的使用协助，请拨打咨询电话给 Natalie (206)779-0489

### EVENT TIME

We'll host a "virtual" open house event during the dates/times below.

**5:00–6:00 p.m. Tuesday, April 19th, 2022**

\*\*\*click [HERE](#) to join\*\*\* or dial +1 253 215 8782 US (Meeting ID #819 8927 2200)

**6:00–7:00 p.m. Thursday, April 21st, 2022**

\*\*\*click [HERE](#) to join\*\*\* or dial +1 253 215 8782 US (Meeting ID #893 7875 9552)

### 会议时间

我们计划在以下时间举行两场线上公众交流会议

**2022年4月19日，星期二，下午 5:00 – 6:00pm**

点击此处 加入线上公众交流会议通过拨打电话加入：(253) 215 8782/会议 ID: 819 8927 2200

<https://us02web.zoom.us/j/81989272200>

**或2022年4月21日，星期四，下午6:00 – 7:00pm**

点击此处 加入线上公众交流会议通过拨打电话加入：(253) 215 8782/会议 ID: 893 7875 9552

<https://us02web.zoom.us/j/89378759552>

## PROJECT WEBSITE :

8th Avenue S Outreach

### WELCOME!

As a resident of the Chinatown/International District neighborhood, you've likely heard about our future project at **616 8th Avenue S**. We are proposing a **13-story mixed-use residential building with ground-level retail** that fits within the scale of the neighborhood, **residential units** that will include family-sized housing, and below-grade **parking**. The new building would be much smaller than the existing zoning allows, and the previous proposed hotel use for the site has been removed in response to input from the International Special Review District (ISRD) and community members. This website is a place for you to learn more about the new project and share your feedback surrounding plans via our email or comment page.

### 南第八大道社区

作为西雅图中国城/国际区的居民，您可能已经听说过南第八大道616号地块上的未来项目。在接受并采纳了来自国际区特别审查区的成员们，以及社区成员们的反馈后，我们对该地块上未来项目的构想演变成了一个体量更小、并包含充足临街商铺空间的3层的混合用途公寓楼。项目内同时将会包含地下停车场、额外的商铺空间以及大小适合家庭居住的公寓住宅单元。该建筑的体量将会比目前法规所允许的体积小很多，我们也将采用平权推广的营销策略，优先满足本社区对于住房、工作岗位及商铺空间的需求。居民可以经由这个网站来认识这个项目，并且用电子邮件或评论页面来分享对于项目的评论。

### Contact Us

If you have any questions or comments about our proposed project, or would like to reach the project team, please fill out the comment form here or send us an email at [feedback@seattleprojectoutreach.com](mailto:feedback@seattleprojectoutreach.com)

### 聯繫我們

如果您對我們的開發項目有任何疑問或建議，亦或您想聯繫項目團隊，請在此處填寫意見表或發送電子郵件至 [feedback@seattleprojectoutreach.com](mailto:feedback@seattleprojectoutreach.com)。

Name姓名 \*

First Name Last Name

Email電子郵件 \*

Message信息 \*

Send



# COMMUNITY OUTREACH UPDATE | COMMENTS FROM COMMUNITY

## DESIGN RELATED COMMENTS:

- **Height & Scale:** Several respondents noted that the development will be much larger than other nearby buildings and expressed concern about the project height, bulk, mass, scale, blocking sunlight/circulation and casting shadows on nearby residents and pedestrians.
- **Access:** One Respondent encouraged the project team keep accessibility at the forefront of the design.

## NON-DESIGN RELATED COMMENTS:

- **Construction impacts:** Respondents inquired about the project’s construction house and expressed concerns about disruption to nearby elders, children and their families during construction.
- **Traffic impact:** Respondents expressed concern about the increase in vehicle traffic/congestion on public safety, access and quality of life for residents/patients in the community – including seniors walking and crossing streets without looking or paying attention to vehicle traffic – and accessibility for fire trucks/ambulances.
- **Neighborhood Impact:** A few respondents expressed concern about gentrification/displacement in the neighborhood/overall community, including closure of culturally-relevant business and impacts on existing services.
- **Affordability:** Several respondents noted that the Chinatown-International District is in desperate need of low-income, truly-affordable, family-sized housing and space for community business and non-profits instead of luxury dwellings, and encouraged the project team to become a part of the solution/community by building affordable, culturally-compatible units. Others inquired how many affordable units or bedrooms will be included within the project and inquired how an affirmative marketing program works.
- **Usage:** Respondents encouraged the project team to consider building a community center or providing exercise/meeting space free-of-charge or at an affordable rate; others noted they would prefer the land become a public green space or facility that would better serve the community, especially seniors. One respondent expressed concern that the project does not improve the local community. Another noted they are in support of a development that adds to the community and keeps the area vibrant/thriving, and encouraged the project team to listen to what the community needs.
- **Units:** Respondents inquired how long the pre-leasing period lasts and what the amount for units will be/cost is per units.
- **Safety:** A few respondents noted that safety needs must be considered and said that they look forward to hearing what will be done to ensure there is safe housing for the community.
- **Parking:** One respondent noted that any development should build ample parking spaces to accommodate its customers and patrons so that their parking needs don’t spill over to available street parkings.

## MISCELLANEOUS COMMENTS:

- **Oppose:** Several respondents noted that they oppose construction of the development and encourage the project team to figure something else out.
- **Miscellaneous:** One respondent inquired whether BCI Pacific is still involved.

## COMMUNITY GROUPS COMMENTS:

### Feedback Received:

#### ICHS

- Concerns about shared use of Lane St. cul-de-sac and construction Staging/ impact.

#### INTERIM CDA

- Remain interested in affirmative marketing program to help ensure affordable residential units are proactively marketed within the neighborhood, thereby minimizing displacement.
- Similarly interested in a program for commercial leasing.

#### SDICPDA

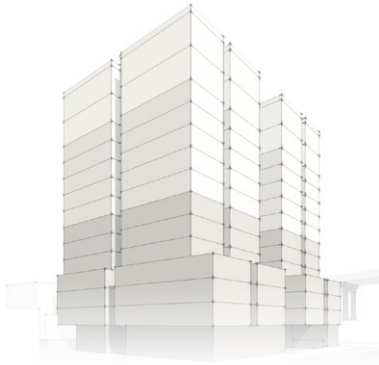
- Continued general outreach and communication with SCIDPDA on the above items with ICHS and Interlm CDA leasing.

### Solutions from project team:

- Committed to advancing a construction outreach plan earlier than usual and will directly engage with ICHS on staging and timing to minimize impact to ICHS and Legacy House.
- Developer purchased site at Eng Plaza to use as construction staging, which will minimize community impact, particularly for ICHS.
- Team putting together Affirmative Marketing scope of work; will solicit in-neighborhood organizations as possible partners.
- Will reach out to Seattle Chinatown International District Preservation & Development Authority for partnership on the commercial leasing.

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BRIEFING 1

October 27, 2015  
Feedback from the Board:

- 1. SUPPORT FOR DEMOLITION OF EXISTING BUILDINGS.
- 2. CONTINUE TO DEVELOP MASSING OPTIONS FOR BOARD’S REVIEW BASED ON GUIDANCE PROVIDED.



BRIEFING 2

August 9, 2016  
Feedback from the Board:

- 1. GENERAL SUPPORT FOR MASSING.
- 2. ENHANCE CORRELATION BETWEEN DESIGN AND CID.
- 3. SUGGESTED REFINEMENTS TO OVERALL CONCEPT AND MATERIALS.



BRIEFING 3

May 23, 2017  
Feedback from the Board:

- 1. GENERALLY SUPPORTED THE MATERIAL SELECTIONS.
- 2. SUPPORTED MASSING OPTION AND ENCOURAGED ADDITIONAL MODULATION.
- 3. SUGGESTED STUDYING THE ADJACENT CONTEXT AND BUILDING SCALE MATERIALS.
- 4. REVIEW PARKING, LOADING AND SITE ACCESSIBILITY FURTHER.



BRIEFING 4

September 11, 2018  
Feedback from the Board:

- 1. TEAM DID A GOOD JOB TO REDUCE THE SCALE, ESPECIALLY ON BACK SPACES, MORE STUDY IS NEEDED ON HOW THE DATUM LINES TIE IN TO THE CONTEXT.
- 2. SUGGEST BRINGING THE BRICK ALL THE WAY DOWN TO THE GROUND LEVEL.
- 3. FOCUS ON PEDESTRIAN LEVEL RELATED TO THE REST OF THE NEIGHBORHOOD.
- 4. MORE CONTINUITY TO THE LANE STREET SIDE, SHOULD BE BROKEN DOWN MORE WITH THE USE OF BRICK.
- 5. REDUCE HOTEL PROGRAM FURTHER ON THE GROUND LEVEL AND MAKE THE SPACE OPEN TO RETAIL.
- 6. ENCOURAGE MAKING THE RESIDENTIAL ENTRY MORE PROMINENT AND BE FLUSH WITH THE SIDE WALK.
- 7. SUGGEST CATERING THE HOTEL TO WORKERS LIVE AND WORK IN THE DISTRICT TO DEMONSTRATE THE REASONING AND LOGIC BEHIND TO HAVE A HOTEL



BRIEFING 5

September 14, 2021  
Feedback from the Board:

- 1. SUPPORT FOR PROJECT SHIFTING TO MIXED-USE APARTMENT BUILDING WITH NO HOTEL.
- 2. GENERAL SUPPORT FOR PREFERRED MASSING OPTION AND SUGGESTED LOOKING AT WAY TO REDUCE OVERALL BULK.
- 3. BOARD ENCOURAGED ADDITIONAL OUTREACH WITH NEW PROGRAMMING AND DESIGN.



BRIEFING 6

Briefing date TBD  
On the agenda:

- 1. DESIGN TEAM TO UPDATED BOARD WITH REVISIONS BASED ON BOARD COMMENTS AND DESIGN REFINEMENT.
- 2. GOAL IS TO GET APPROVAL TO PROCEED TO ACA PRELIMINARY DESIGN MEETING.

ACA PRELIMINARY DESIGN APPROVAL – BOARD VOTE

Briefing date TBD



BOARD COMMENT:

1. All Board members cited positive aspects of Scheme 2. There was no complete agreement on the other options, but some Board members expressed their appreciation for Scheme 3 as it demonstrated a larger public space along 8th Ave S. The Board also applauded the project's taking in Board and public comments about mitigating massing and encouraging further development that mitigates the bulkiness and massiveness above the podium and desired to see an increase in access to air and light towards the street. The Board recommenced setting back upper floors to create a terrace that could be used as amenity space along the upper tower.
2. The Board recommended adding on decks/ balconies and focusing on deck assembly in regard to texture, scheme, and interesting elements.
3. The Board desired to see further modulation on the north façade as it demonstrated a highly visible elevation.
4. Some Board members noticed the repetitive window pattern and suggested referencing the fenestration of the CID in order to strengthen the connection with the surrounding context.
5. The Board requested an exploration of architectural elements referencing the characteristics of buildings in the CID, focusing on creating a “neighborly feel” that can enhance the visual order and compatibility with the surrounding buildings. The Board stated that the west face of the podium of Scheme 2 demonstrated a strong correlation with the neighborhood.
6. Some Board members referenced and applauded the level of care and craft that was put into renovating the Wing Luke Museum, seeing it as a good influence on the design. Some Board members referenced different materials and encouraged creativity.
7. The Board desired to see a harmony of design, merging the old with the new, in order to strengthen the relationship between the design and the CID. The Board mentioned that the design should signify an updated, modern approach to the district and establish a look the rest of the street could play off.
8. Some Board members reminded the applicant that they expected to see an east rendering and expressed concern about safety at the east face considering the site condition abuts the property.
9. The Board suggested emphasizing the pedestrian experience on the street level, considering the function of green spaces. Moreover, the Board encouraged treatment towards the right of way to achieve a safer and more appealing community space.
10. Some Board members suggested an exploration of different unit types and reminded us that multi-bedroom units will have increased demand in the near future.
11. The Board reminded us of an update on the traffic study and requested more studies to support the garage location.

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BOARD COMMENT:

1. All Board members cited positive aspects of Scheme 2. There was no complete agreement on the other options, but some Board members expressed their appreciation for Scheme 3 as it demonstrated a larger public space along 8th Ave S.

The Board also applauded the project’s taking in Board and public comments about mitigating massing and encouraging further development that mitigates the bulkiness and massiveness above the podium and desired to see an increase in access to air and light towards the street. The Board recommenced setting back upper floors to create a terrace that could be used as amenity space along the upper tower.

RESPONSE:

The design has been developed based on Scheme 2 as suggested by the board and has been modulated to mitigate the bulkiness of the massing above the podium. The upper levels are stepped down one level in the SW and NE corners to bring down the scale of the upper levels and allow more light and air to the streets below. The NW and SE corners are setback as well to bring down the scale of the upper massing. Further setbacks and modulation occur in the middle of the four main masses around the project to help with the scale as well. A larger community plaza has been designed in the SW corner of the site per the Boards comments as well. This space will allow users of the building and the community to come together and use the space. The plaza will also be a spill out space for the ground floor commercial uses.



MASSING MODULATION



TERRACE AND SETBACK

\*Note: Colors and materials shown for conceptual purposes only – not part of the Preliminary Design application



BOARD COMMENT:

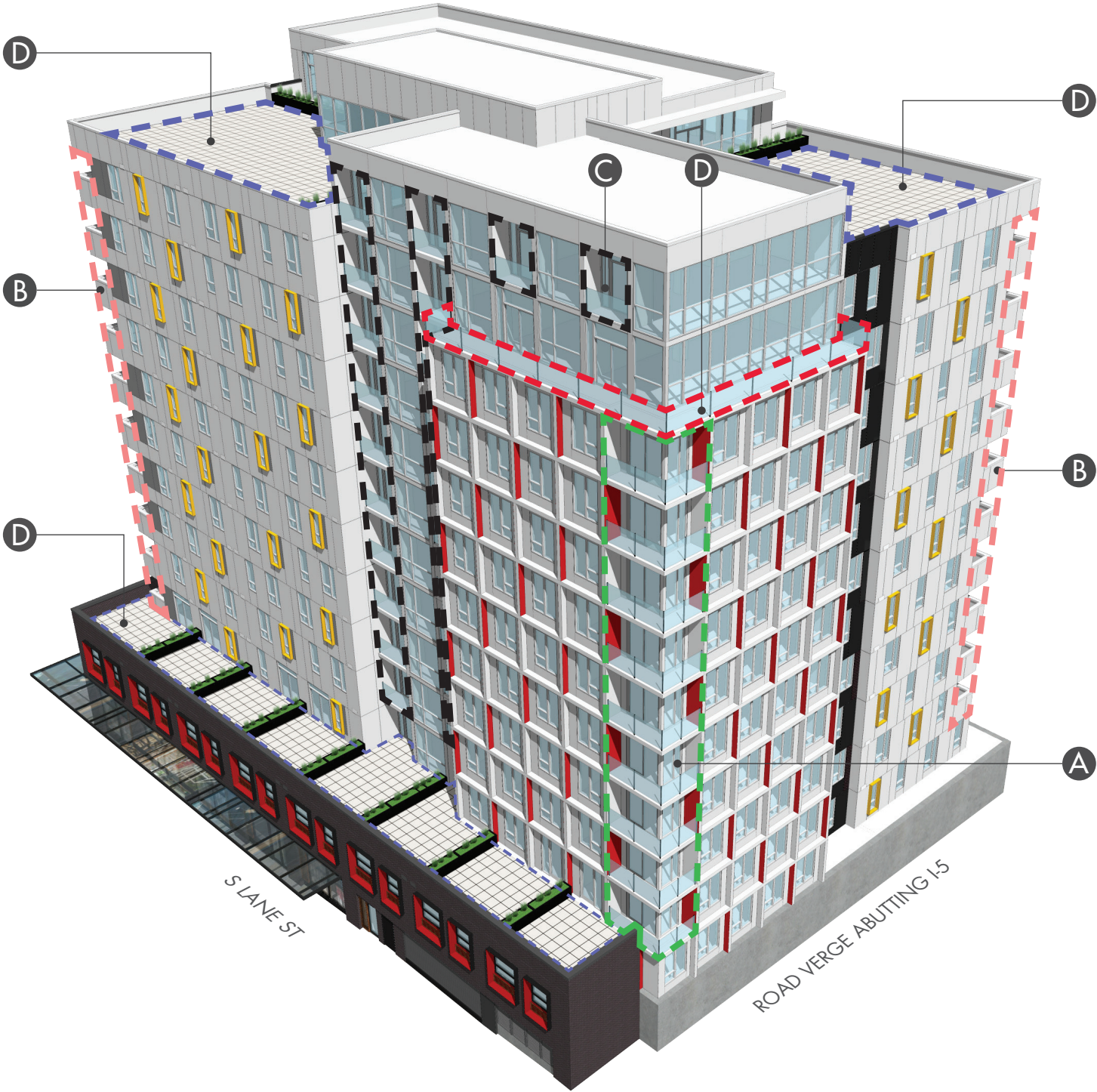
2. The Board recommended adding on decks/ balconies and focusing on deck assembly in regard to texture, scheme, and interesting elements.

RESPONSE:

The design has been refined and includes many types and scales of decks, patios and terraces around the building that include various textures, materials and finishes in order to add to the modulation of the façade as well as allows users of the spaces area for outdoor living and enjoyment.

The following types of balconies, railings and terraces have been provided:

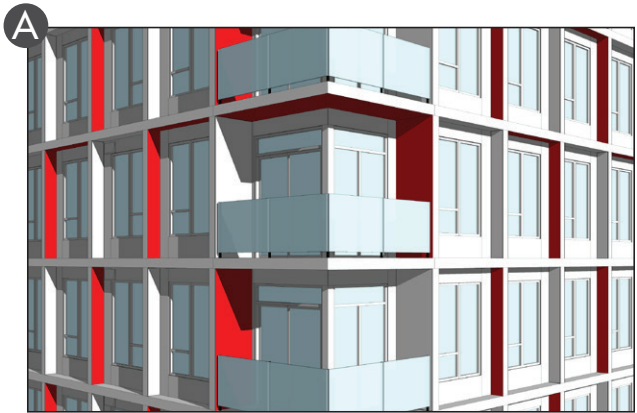
- A. Glass and Metal railing at corner balcony
- B. Parapet railing to match façade at corner balcony
- C. Glass railing at recessed balcony
- D. Patio / Terrace space that are seen as larger private or community spaces



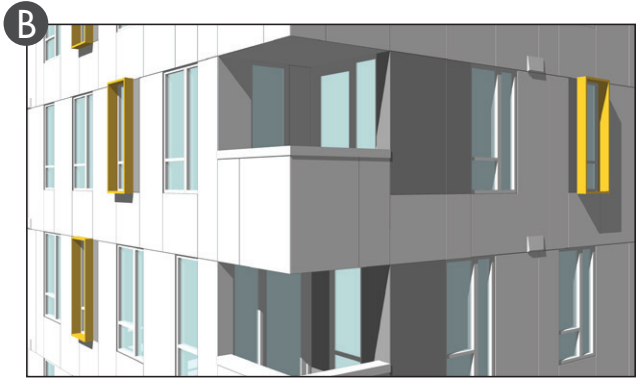
SE AERIAL VIEW

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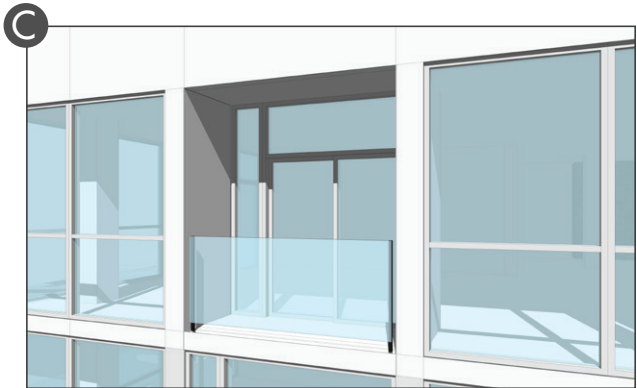
BALCONY TYPES



GLASS AND METAL RAILING AT CORNER BALCONY



PARAPET RAILING TO MATCH FACADE AT CORNER BALCONY



GLASS RAILING AT RECESSED BALCONY



PATIO/ TERRACE SPACE



BOARD COMMENT:

3. The Board desired to see further modulation on the north façade as it demonstrated a highly visible elevation.

RESPONSE:

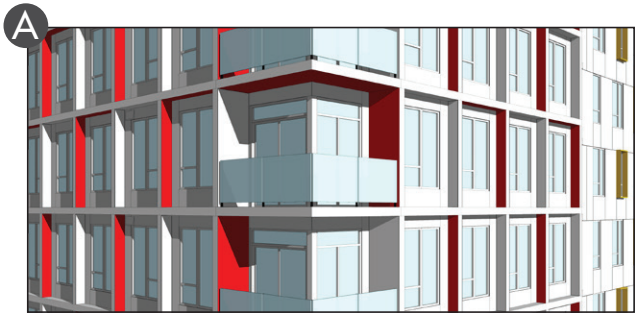
In response to the Board’s comment, the design of the North façade has been further refined to include the following:

- A. Corner balcony has been added to breakdown the massing and provide outdoor living space. It is designed with a glass railing to match adjacent façade treatments.
- B. Another corner balcony has been added to the east side of the façade as well to break down the massing and perceived scale of the building, as well as provide outdoor living space. This design feature includes a solid parapet railing that will match the adjacent siding material.
- C. Colored shadow boxes have been added to the east portion of the façade to break down the massing and add color to the façade as well. These will protrude past the windows and create shadow lines around the perimeter of the box.
- D. The majority of the windows on the west side of this façade have been recessed to provide additional shadow lines and interest to the façade. Colored panels have also been added in these locations to express the recessed windows even further.
- E. Floor to ceiling glazing has been added to the upper levels to bring down the scale of the upper floors by providing a material that is transparent and not solid. The windows will help with the perceived mass along this façade as well as allow for great views of the City from these units.

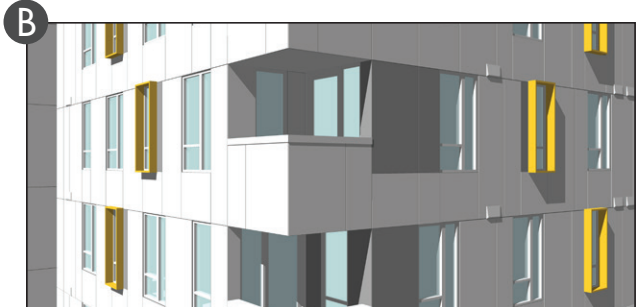


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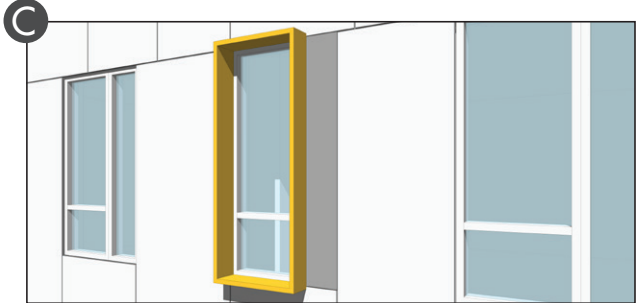
FAÇADE TREATMENTS



CORNER BALCONY WITH GLASS RAILING



CORNER BALCONY WITH PARAPET RAILING



SHADOW BOX



RECESSED ALUMINUM WINDOW



WINDOW WALL



BOARD COMMENT:

4. Some Board members noticed the repetitive window pattern and suggested referencing the fenestration of the CID in order to strengthen the connection with the surrounding context.

RESPONSE:

The design has been further developed to incorporate various window patterns in response to the Board’s comments. The windows have been designed to the following types, which help break down the massing and add interest, texture and variation in the façade.

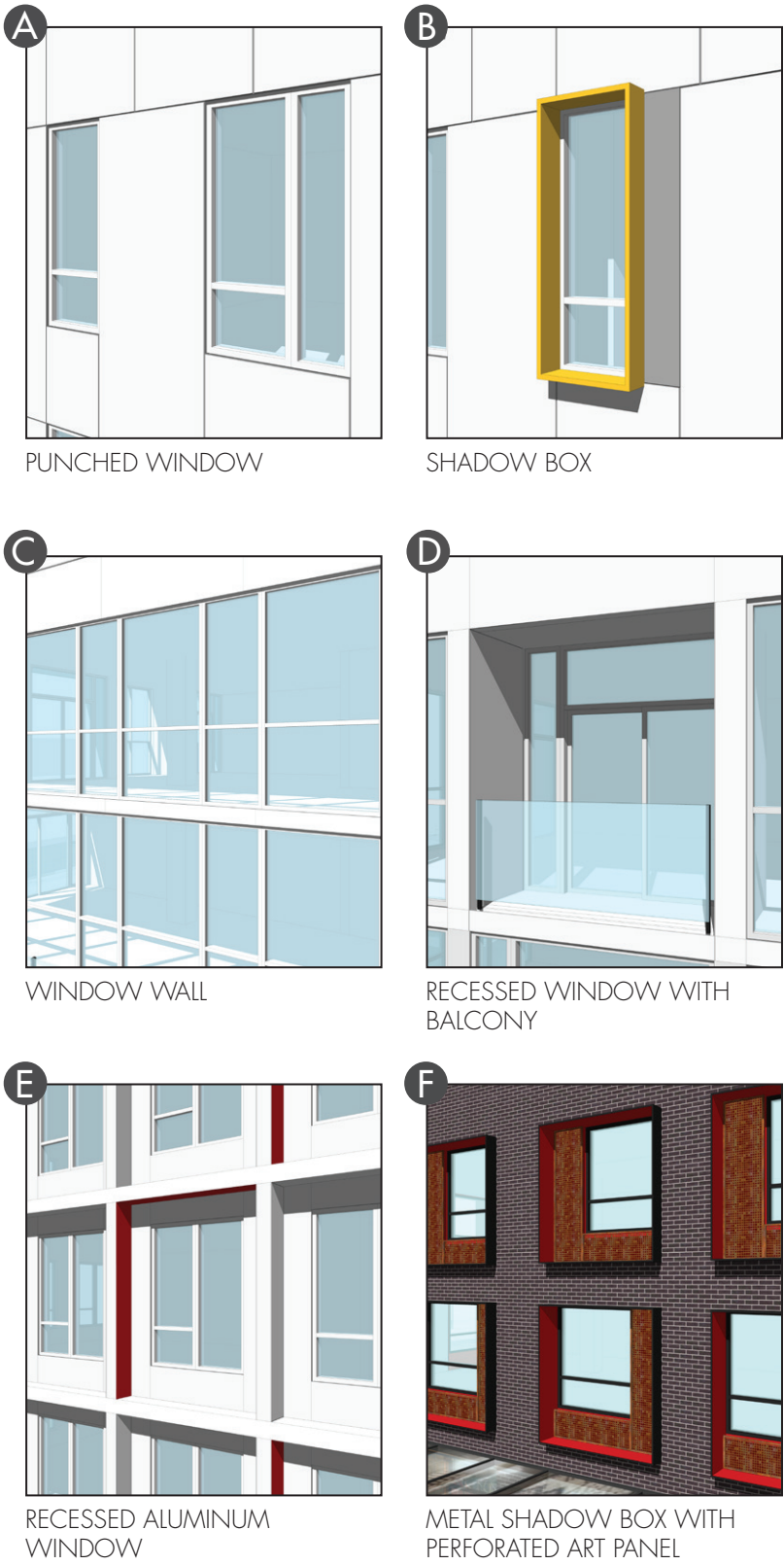
- A. Punched Windows
- B. Shadow Box, incorporated into the window frame
- C. Window Wall
- D. Recessed Windows with a balcony
- E. Recessed Windows with accent trim color
- F. Metal Shadow Box with perforated art panel

~CONTINUED ON THE NEXT PAGE~



SW PERSPECTIVE VIEW

FENESTRATION PATTERNS



\*Note: Colors and materials shown for conceptual purposes only – not part of the Preliminary Design application



BOARD COMMENT:

4. Some Board members noticed the repetitive window pattern and suggested referencing the fenestration of the CID in order to strengthen the connection with the surrounding context.

RESPONSE:

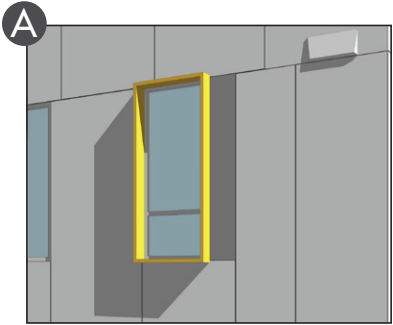
The design have been developed to strengthen the connection with other buildings in the CID per the Board’s comments. The podium base of the project includes a brick façade, which is found throughout the CID, especially in older buildings, but is also found in newer projects in the neighborhood. Along with the brick façade, the street level façade has many larger storefront windows that open up to the street and provide opportunities for retail development along both street fronts. The retail spaces are designed so that they can be developed into smaller shops, which is similar to other spaces in the CID. Above the brick in the podium levels are punched windows, typical of what can be found in the neighborhood, as well as perforated art screens that will provide further interest along the façade at the lower levels where pedestrian activity is seen. On the upper levels of the building there are shadow boxes around some of the windows that are similar to other newer projects in the neighborhood. These will also provide interest and texture to the façade on the upper levels.



SW PERSPECTIVE VIEW

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FENESTRATION PATTERNS



SHADOW BOX

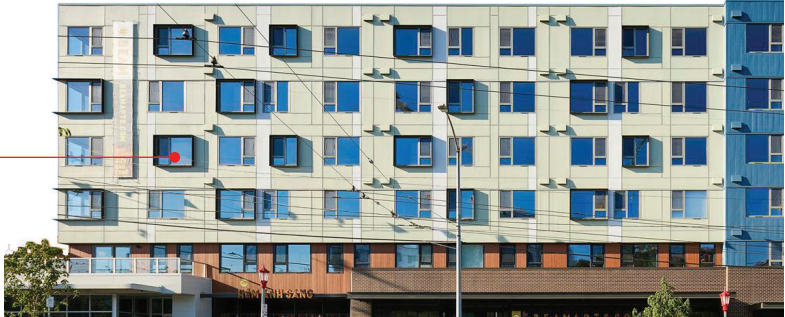


SHADOW BOX WITH ART PANEL



STOREFRONT WITH CANOPY

CID REFERENCE



BEAM APARTMENT



WING LUKE MUSEUM



BOARD COMMENT:

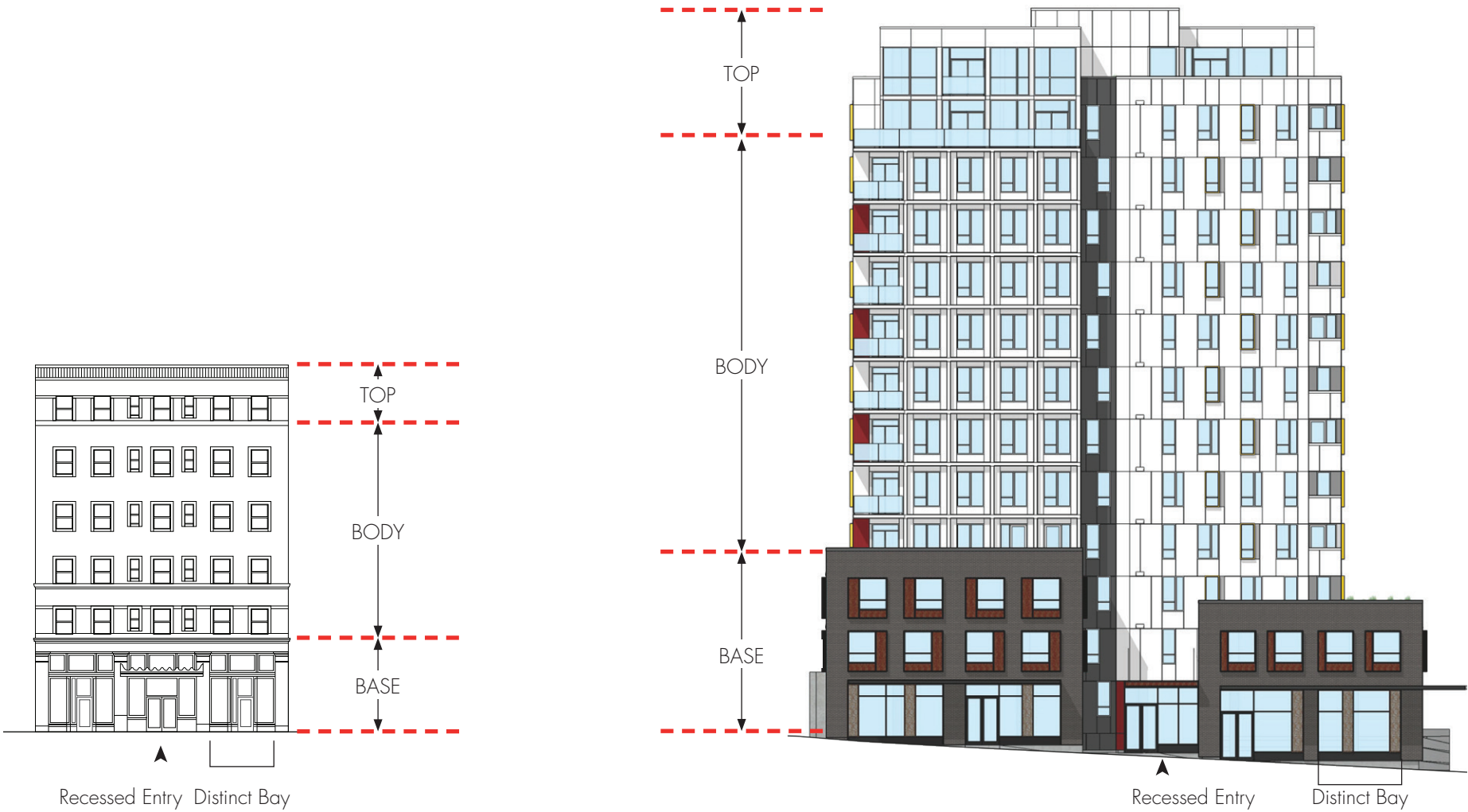
5. The Board requested an exploration of architectural elements referencing the characteristics of buildings in the CID, focusing on creating a “neighborly feel” that can enhance the visual order and compatibility with the surrounding buildings. The Board stated that the west face of the podium of Scheme 2 demonstrated a strong correlation with the neighborhood.

RESPONSE:

The design explored and employed many design strategies and languages in order to make a reference of the current characteristics of buildings in the CID and create a “neighborly feel” for the building to be compatible with the surrounding buildings. The following are some of the examples:

- 1. Respect and following the same framework and order set by the classic precedent buildings in the CID: the base, the body and the top.
- 2. Set the podium height in response to datum lines of the sounding buildings or podium heights.
- 3. Design the street level to follow the same street edge relationship and proportion set by the existing surrounding buildings.
- 4. Incorporate and employ architectural elements that exist within the neighborhood already such as brick façades in the podium mass, small retail spaces with glass storefronts, recessed spaces, balconies and canopies.
- 5. Provide public plazas/open space at the street corner and the apartment entry. Activate sidewalks and open spaces with pedestrian- oriented features, such as decorative pavement, planting strips with seating and decorative streetlights, which all encourage walking, sitting and other activities.
- 6. Incorporate design elements such as the perforated art panel, the extruded metal shadow box at the windows with accent color and decorative pavement, to pay tribute to the history and culture of the CID and provide opportunities to infuse public art in the building design.

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EXISTING BUILDING ELEVATION - PROVIDED IN ISRD DESIGN GUIDELINES

8TH AVE S ELEVATION - WEST FACE OF PODIUM



STREET MONTAGE - 8TH AVE S



BOARD COMMENT:

6. Some Board members referenced and applauded the level of care and craft that was put into renovating the Wing Luke Museum, seeing it as a good influence on the design. Some Board members referenced different materials and encouraged creativity.

RESPONSE:

The design includes brick as the prominent materials at the podium levels at the street front as well as larger retail storefront glass systems along both streets in order to promote activity as well as security for the neighborhood. The lobby entrance is recessed and marked with a canopy that will be detailed to match others in the neighborhood, but also give importance to the entrance of the residences. A courtyard is also provided adjacent to the recessed residential lobby that can be used by the community and residents alike. This will also be used for retail spill out space for the businesses located at the ground level in the building. The plaza and adjacent areas will also be designed to bring elements of street art and sculpture elements to the area that can be viewed in multiple locations. The upper levels of the podium have punched windows that mimic other older and new buildings in the CID as have perforated metal art panels incorporated into them to add interest and texture to the façade, which is also seen in the neighborhood.

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CID CHARACTERS APPLICATION



WING LUKE MUSEUM

BRICK MATERIAL

ARCHITECTURAL  
DETAILING  
CANOPY

STOREFRONT FOR  
SMALLER RETAIL SPACES



PROPOSED DESIGN

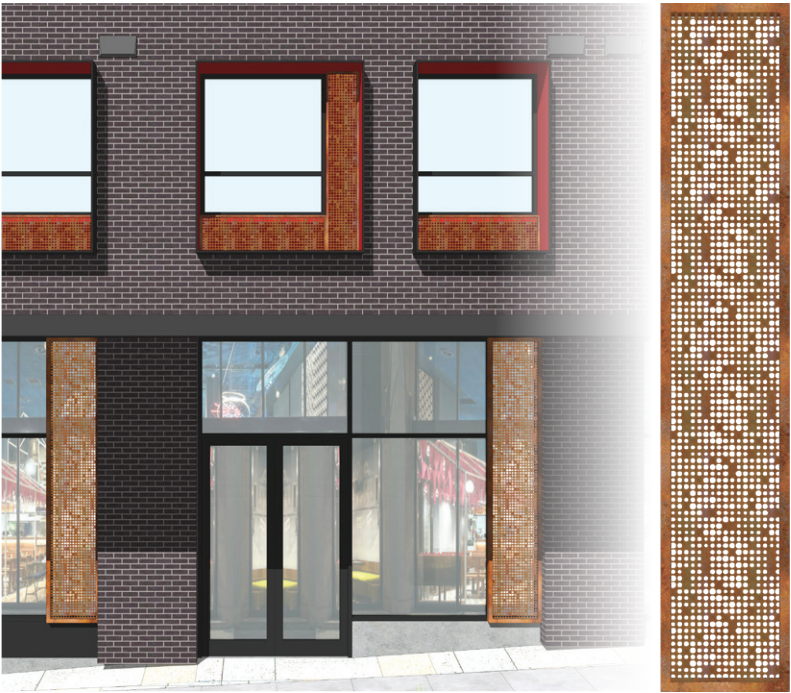
ART & CRAFT - THEME IDEAS AND INSPIRATIONS



HISTORIC - SIGNAGE EXHIBITED IN THE LOUISA HOTEL



ABSTRACT - STREET ART ALONG MAYNARD ALLEY S



THE ART PANEL THEME CAN BE INSPIRED BY LOCAL ART OR SIGNAGE



ART PANEL INSTALLED ALONG THE STREET FRONTAGE



BOARD COMMENT:

7. The Board desired to see a harmony of design, merging the old with the new, in order to strengthen the relationship between the design and the CID. The Board mentioned that the design should signify an updated, modern approach to the district and establish a look the rest of the street could play off.

RESPONSE:

The design of the podium has been developed to include features that are in keeping with an old and new façade treatments. The brick material is an old looking/feeling material that is found throughout the CID and will be applied to all of the lower levels in the podium. Large storefront windows are located along the street level facades that will have the new storefront look, but function similar to the older ones found in the neighborhood. The street level spaces are designed so that multiple smaller shops can be incorporated instead of larger ones. Smaller shop spaces are more prevalent in the area and the project will allow those types of spaces to continue to be utilized in the building. On the upper levels of the podium there are punched opening windows in the brick façade that are accented by perforated metal art panels. Punched windows are common in the older buildings in the CID. The perforated metal panels are added for additional texture as well as to integrate patterns that are found in the neighborhood and culture. The upper levels of the project are designed to be light in feel and allow the podium to blend in with the surrounding context and neighborhood. The upper levels will be light in color and also integrate accent colors and texture to play off of other buildings and art in the neighborhood.

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PROPOSED DESIGN



WING LUKE MUSEUM



BOARD COMMENT:

8. Some Board members reminded the applicant that they expected to see an east rendering and expressed concern about safety at the east face considering the site condition abuts the property.

RESPONSE:

The East rendering has been provided for review.



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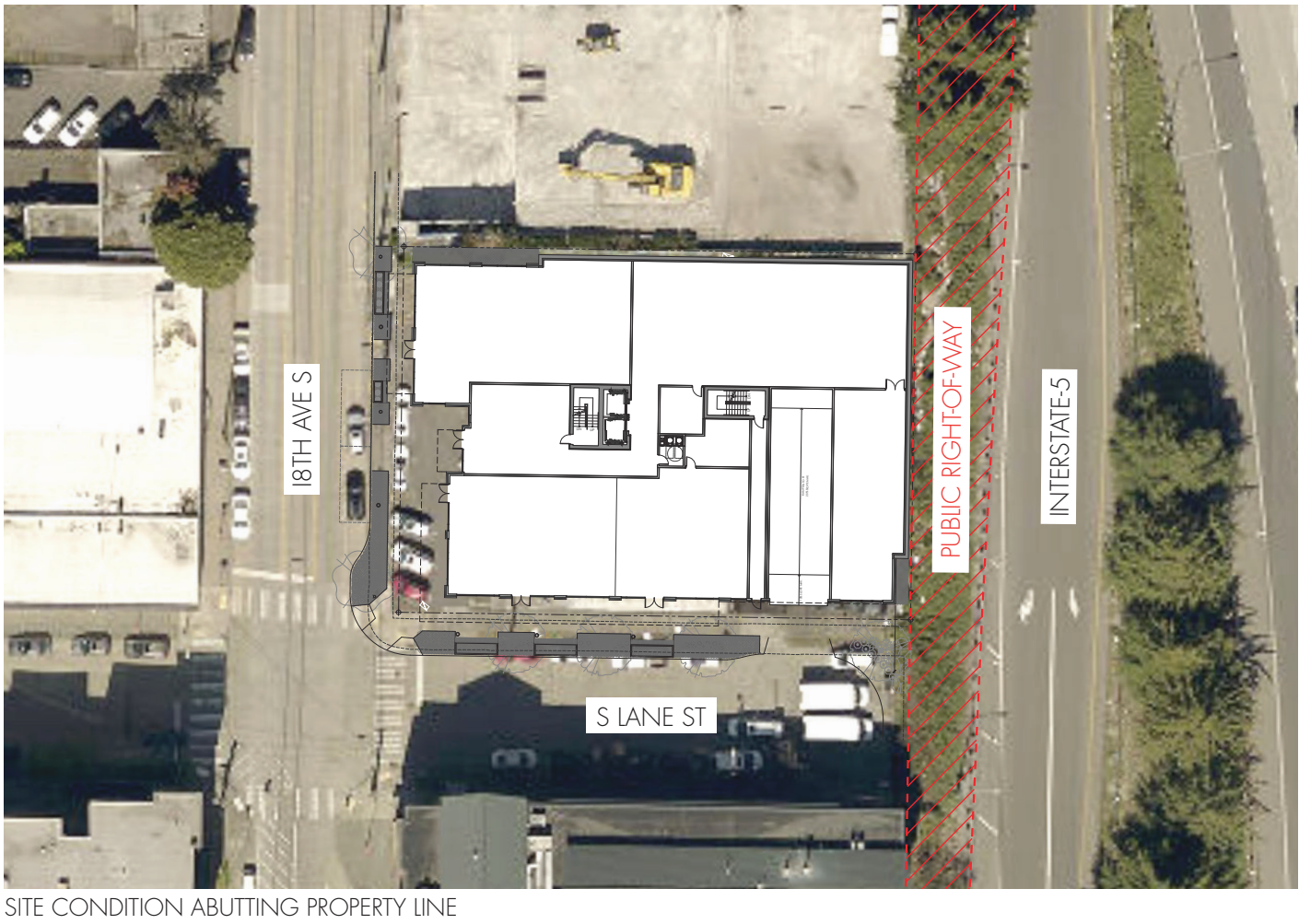
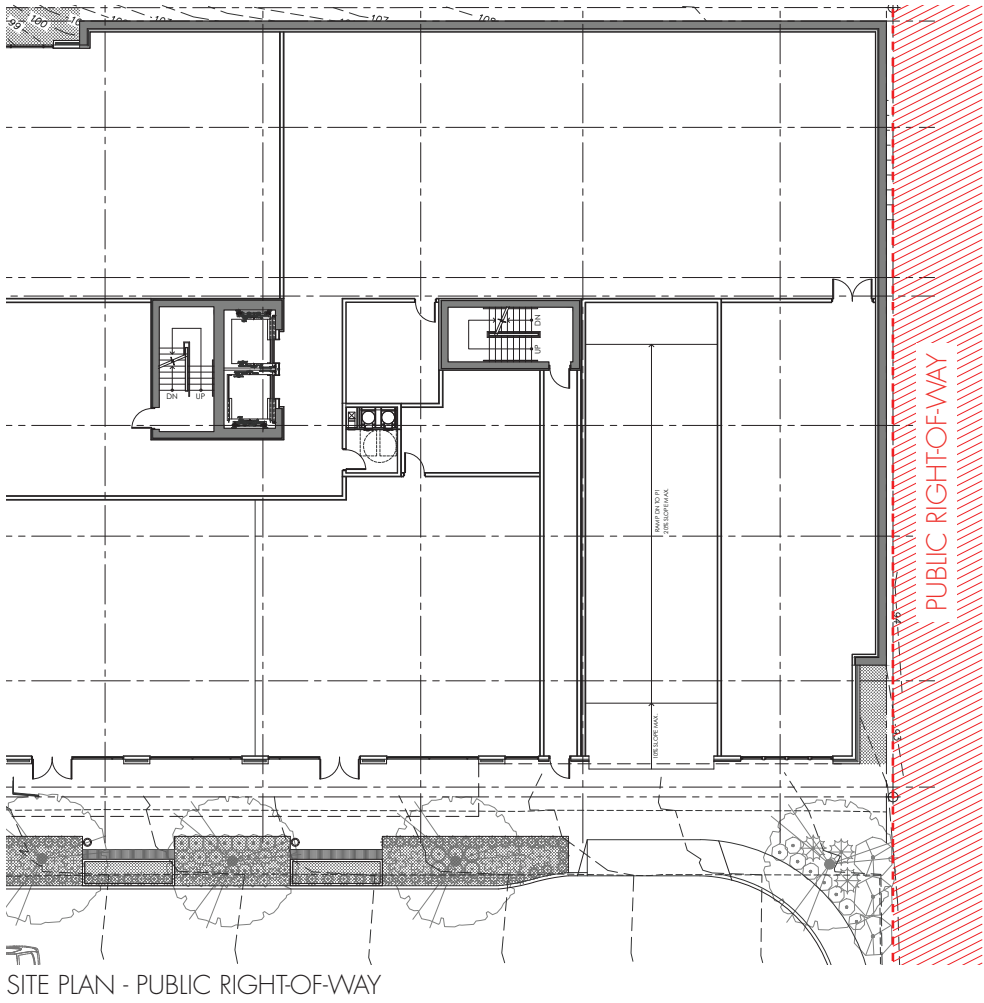
BOARD COMMENT:

8. Some Board members reminded the applicant that they expected to see an east rendering and expressed concern about safety at the east face considering the site condition abuts the property.

RESPONSE:

The East façade of the building is adjacent to the I-5 Right-of-Way, which is then bordered by the I-5 off ramp then a landscaping buffer and then the I-5 freeway. The façade itself is quite a distance from the off-ramp and even further from the freeway. Understanding the concerns about the current state of the Right-of-Way area, once the project is under construction and then completed with construction some of the concerns of that area should have already been cleaned up. Once the project is complete, the design of the façade will allow more “eyes on the street” for this area of the project along with added security, lighting and additional safety measures to help provide protection for the residents as well as the community as a whole. The East façade is designed similarly to the other facades of the project and incorporates larger punched windows with accent colors to add texture to the building.

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BOARD COMMENT:

10. Some Board members suggested an exploration of different unit types and reminded us that multi-bedroom units will have increased demand in the near future.

RESPONSE:

The project includes two-bedroom and three-bedroom units. Please see the attached floor plans for reference.



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LEVEL 2 FLOOR PLAN - TYP. UNIT TYPES







BOARD COMMENT:

11. The Board reminded us of an update on the traffic study and requested more studies to support the garage location.

TRAFFIC VOLUMES

AM and PM peak period traffic counts were conducted at the subject intersection in October of 2022. The counts were conducted Wednesday October 26 between 7am and 9am, and Tuesday October 25 between 4pm and 6pm, without any stadium activity in an effort to count average weekday conditions. The counts also included truck, pedestrian, and bike activity.

The project completion year and full occupancy was assumed to be two years from existing counts, thus year 2024. The traffic forecasts for this analysis assumed an average annual growth rate of 2%

The existing site is estimated to generate AM, and PM peak hour trips to the surrounding street system. Thus, as a result of removal of the existing site use, the net new trips to/from the site is estimated at 186 AM with a estimate growth of 7 from 2022 and 202 PM peak hour trips with an estimate growth of 8 from 2022.

NON-MOTORIZED TRANSPORTATION IMPACTS

The best fit land use category for this project would be Land Use: 232, High-Rise Residential with Ground-Floor Commercial Description subcategories: (1) sites with a commercial gross leasable area that ranges between 1,000 and 25,000 square feet WWithin the ITE LUC 232 data set, there are no directional distribution percentages provided for each peak hour. Therefore, the directional distribution percentages are based on a weighted average of trips and percentages for LUC 222 (Multi-Family High Rise) and LUC 822 (Strip Retail Plaza <40 kgsf).

the number of walk trips to and from the site is estimated at approximately 60 trips for the AM and PM peak hours. That would equate to about 30 persons to the site and 30 persons leaving the site during those peak hour periods, with slightly more leaving the site in the morning than entering, and slightly more entering the site than leaving in the evening.

The number of bike trips is estimated to be approximately 4 per hour during the peak hour.

The estimated number of persons using transit during the peak hour is about 40 in the morning peak, and 20 in the evening peak. The transit usage would be a mix of bus, trolley, and light rail. This transit usage is estimated not to have a significant impact on any transit use including bus, trolley, or train.

LOAD DEMAND

The current site plan as of this writing does not have a loading berth. However, there will be two 8’ x 25’ loading zones on 8th Ave S at the south end of the project’s street frontage, hence all truck deliveries would use those two on-street designated spaces.

It is estimated that there will be approximately 4 trucks per typical day, and approximately 20 trucks per week, plus one truck per day for service. Trucks used for moving are estimated at 10 per month, with most likely to occur on weekends. The estimated duration of stay for typical unloading activity is 5 to 20 minutes.

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ID APARTMENT PEAK HOUR TURN MOVEMENT FORECASTS

no counts for AM in 2017

1a

8th Ave S/S Lane St

Wed 10/26/22; 8:00 - 9:00 AM

	Existing 2022 AM PK <sup>a</sup>	Traffic Count Details				2024 Background Growth <sup>b</sup>	2024 Background AM PK	ID Apts	2024 with Project AM PK
		PHF	Heavy Vehicles # of	%	Bikes	Peds by Leg			
EBLT	53	0.87	13	12.0%	0	W Leg	2	8	55
EBT	19					32	1		20
EBRT	36						1		37
WBLT	5	0.45	1	5.6%	0	E Leg	0	31	5
WBT	4					36	0		4
WBRT	9						0		9
NBLT	0	0.66	2	3.8%	3	S Leg	0	19	0
NBT	0					52	0		0
NBRT	0						0		0
SBLT	7	0.66	2	3.8%	3	N Leg	0	5	7
SBT	29					7	1		30
SBRT	17						1		18
	179		16		3	127	7	63	186
									250
									25.4%

a Count conducted Oct 2022

b GF=2%/yr, a typical conservative estimate for the area

2022 AM PK a

53	62
21	18
108	26
70	0

2024 Background AM PK

55	65
22	19
112	27
73	0

2024 with Project AM PK

60	84
22	69
121	40
104	0

2017 PM PK

76

9

42

1

5

5

0

0

0

3

95

48

284

-32%

1p

8th Ave S/S Lane St

Tue 10/25/22; 4:45 - 5:45 PM

	Existing 2022 PM PK <sup>a</sup>	Traffic Count Details				2024 Background Growth <sup>b</sup>	2024 Background PM PK	ID Apts	2024 with Project PM PK
		PHF	Heavy Vehicles # of	%	Bikes	Peds by Leg			
EBLT	41	0.84	1	1.1%	3	W Leg	2	16	43
EBT	14					37	1		15
EBRT	35						1		36
WBLT	4	0.42	2	20.0%	0	E Leg	0	11	4
WBT	5					13	0		5
WBRT	1						0		1
NBLT	0	0.73	0	0.0%	1	S Leg	0	6	0
NBT	0					41	0		0
NBRT	0						0		0
SBLT	1	0.73	0	0.0%	1	N Leg	0	10	1
SBT	67					9	3		70
SBRT	26						1		27
	194		3		4	100	8	43	202
									245
									17.6%

a Count conducted Oct 2022

b GF=2%/yr, a typical conservative estimate for the area

2022 PM PK a

94	42
31	10
90	15
106	0

2024 Background PM PK

98	44
32	10
94	16
110	0

2024 with Project PM PK

108	50
32	27
110	42
121	0

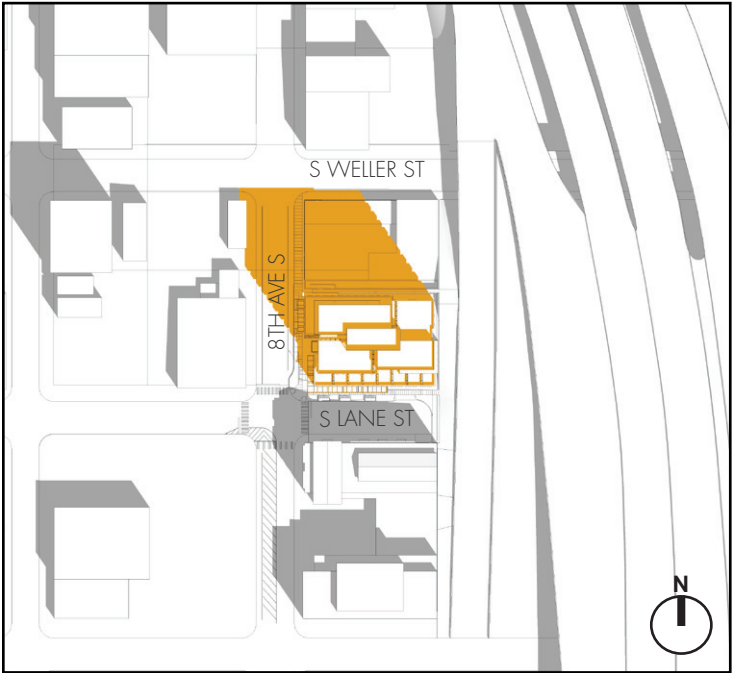
The number of AM vehicle trips and the number of PM vehicle trips are estimated to be 63 and 43 respectively. The estimated number of ride hailing trips would be 22 trips (35%) in the AM peak hour (11 enter and 11 exit), and 15 trips (35%) in the PM peak hour (8 enter and 7 exit). It was assumed that one vehicle entering is the same vehicle exiting, which is 2 trips. Based on this, it is estimated that most of these vehicles would use the load/unload zone in front of the site on 8th Ave S, in front of the residential entrance. If the zone is occupied, it is estimated that the ride hailing vehicle would use the dead-end portion of S Lane St with drop off or pickup on the north side in front of the site. The duration of stay is estimated to be short.



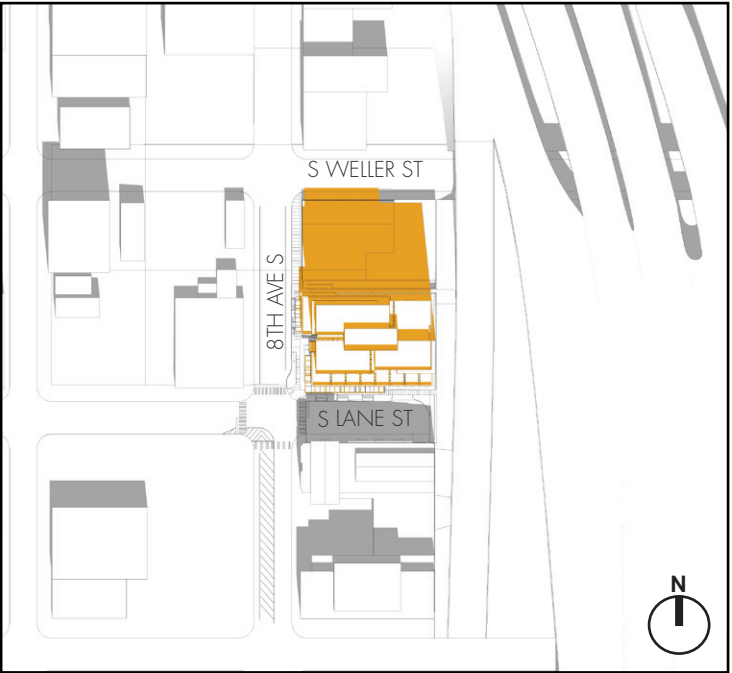
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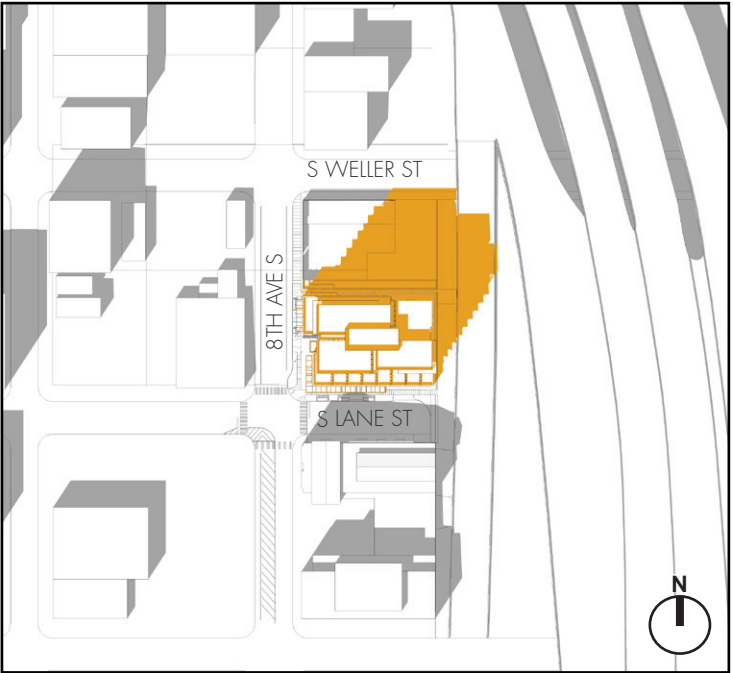
SEASONAL SHADOW ANALYSIS



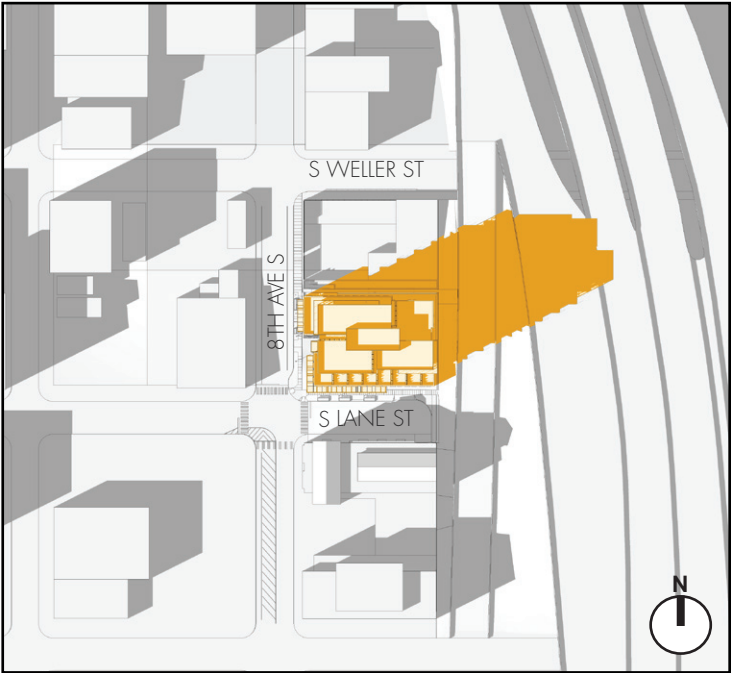
10 AM | SPRING EQUINOX  
March 20, 2022



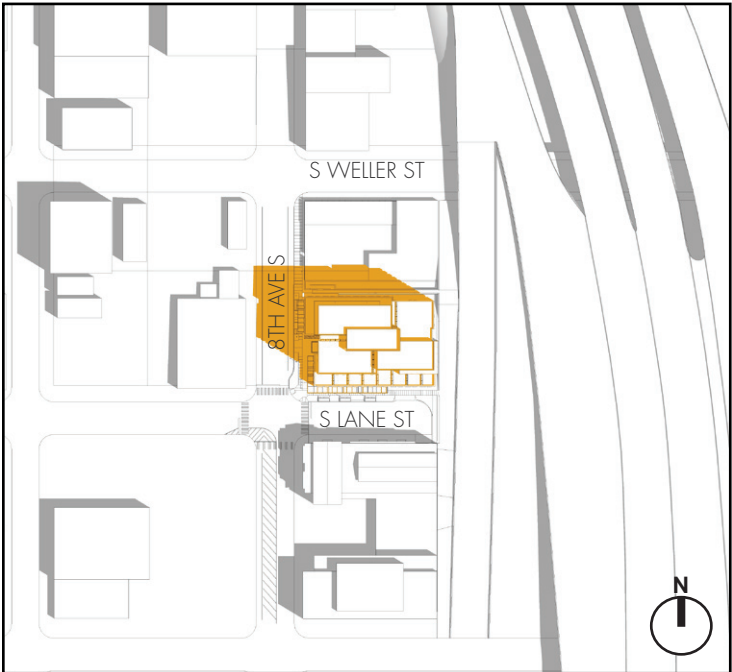
12 PM | SPRING EQUINOX  
March 20, 2022



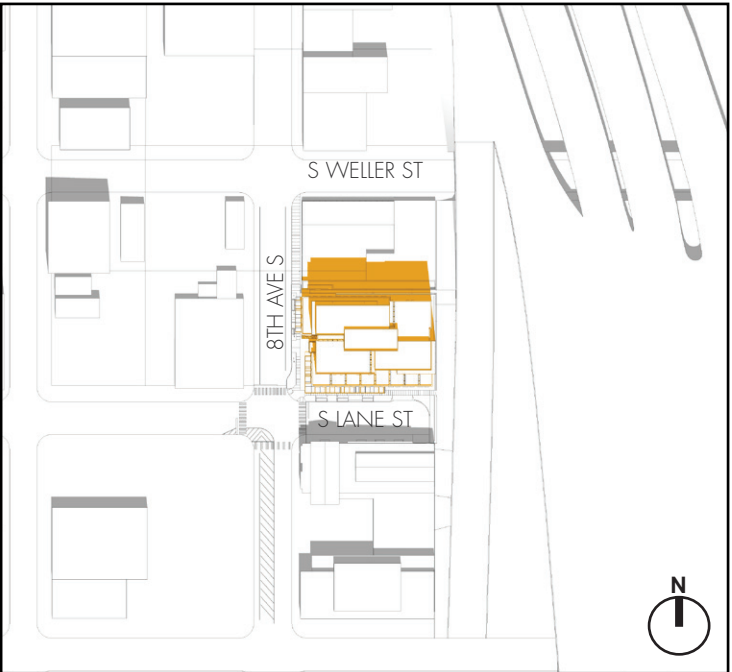
2 PM | SPRING EQUINOX  
March 20, 2022



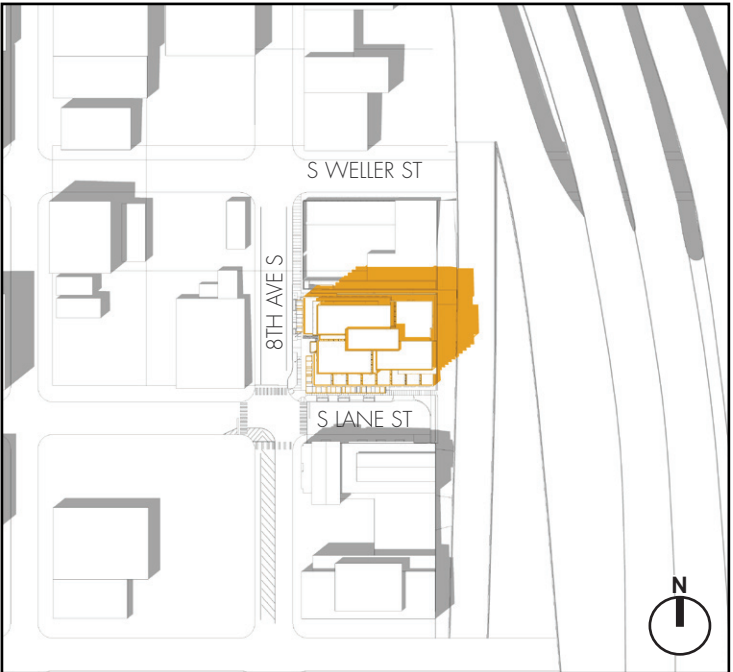
4 PM | SPRING EQUINOX  
March 20, 2022



10 AM | SUMMER SOLSTICE  
June 21st, 2022



12 PM | SUMMER SOLSTICE  
June 21st, 2022



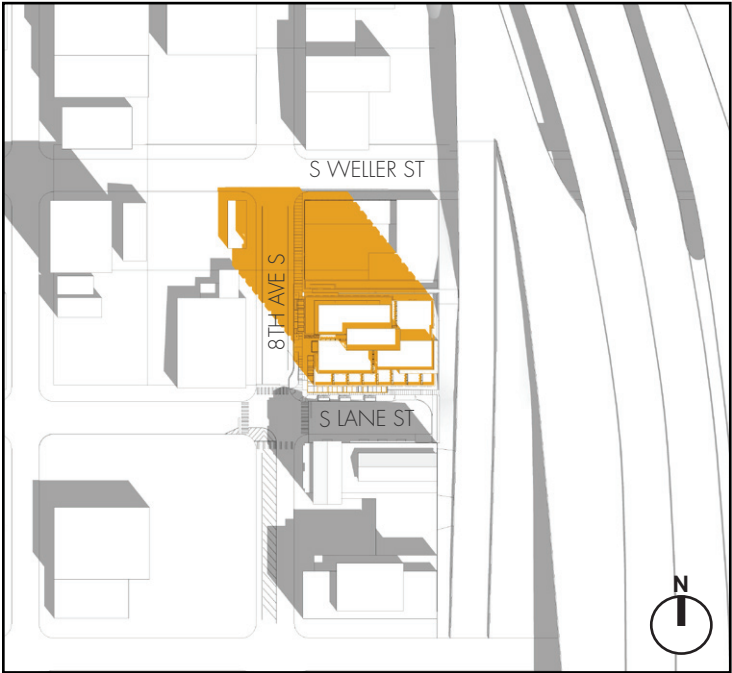
2 PM | SUMMER SOLSTICE  
June 21st, 2022



4 PM | SUMMER SOLSTICE  
June 21st, 2022



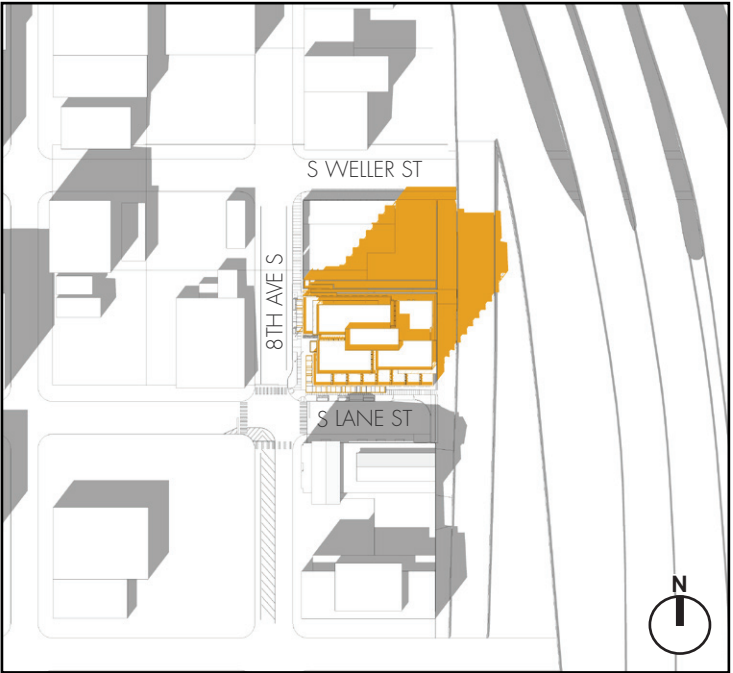
SEASONAL SHADOW ANALYSIS



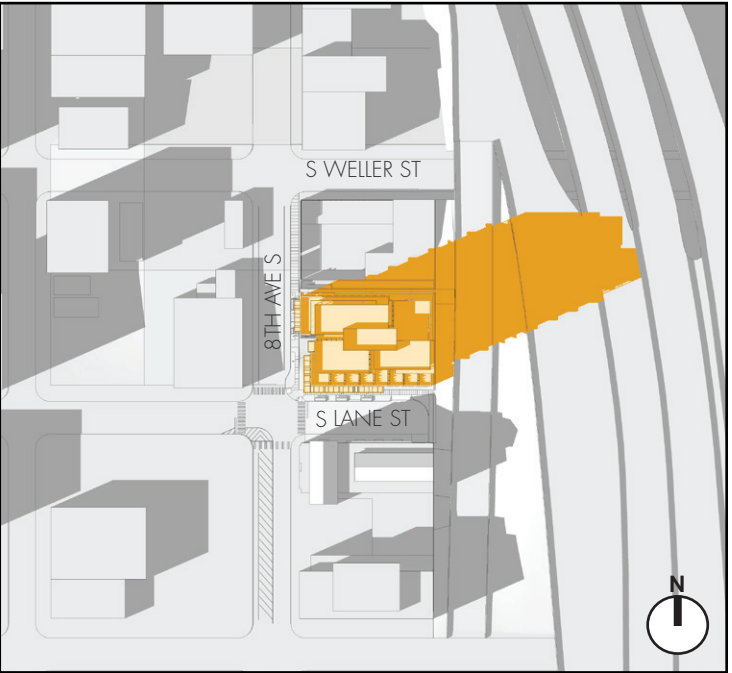
10 AM | AUTUMN EQUINOX  
September 23, 2022



12 PM | AUTUMN EQUINOX  
September 23, 2022



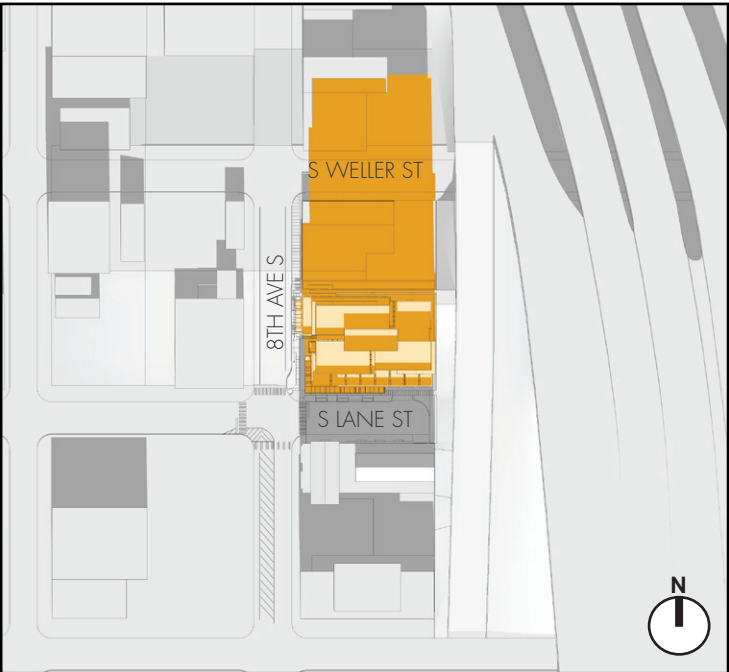
2 PM | AUTUMN EQUINOX  
September 23, 2022



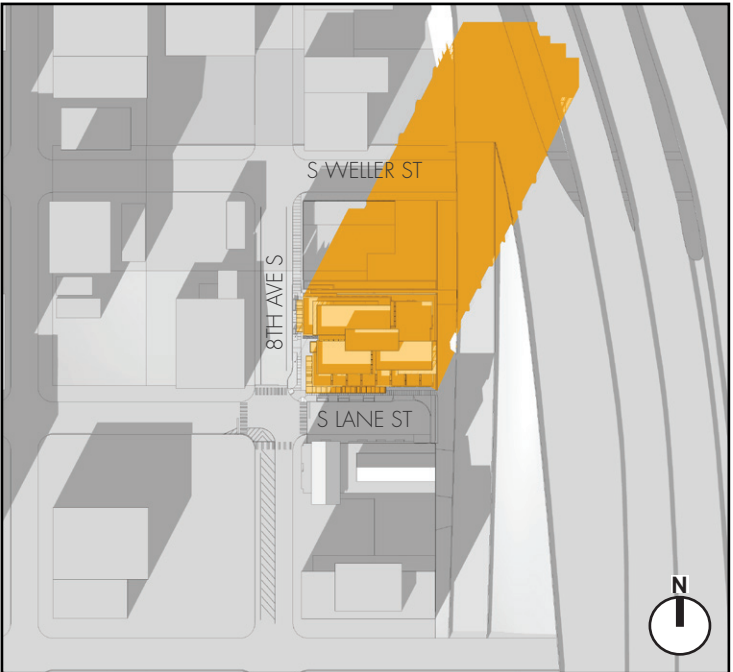
4 PM | AUTUMN EQUINOX  
September 23, 2022



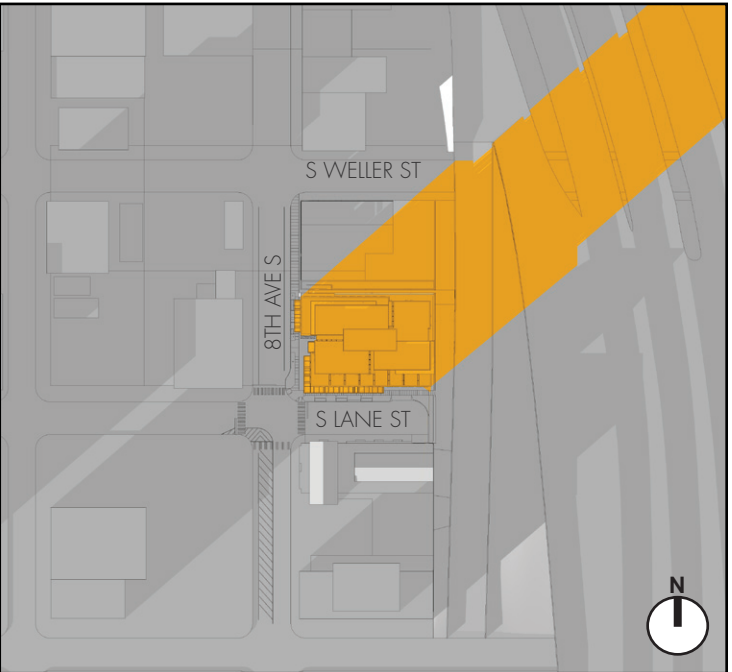
10 AM | WINTER SOLSTICE  
December 21st, 2022



12 PM | WINTER SOLSTICE  
December 21st, 2022



2 PM | WINTER SOLSTICE  
December 21st, 2022



4 PM | WINTER SOLSTICE  
December 21st, 2022



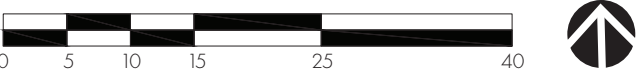
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**KEY**

- VERTICAL CIRCULATION
- APARTMENT
- CORRIDOR
- PARKING
- UTILITY
- UTILITY
- AMENITY
- STORAGE
- OUTDOOR AMENITY
- VEGATATIONS







**KEY**

- VERTICAL CIRCULATION
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- PARKING
- UTILITY
- UTILITY
- AMENITY
- STORAGE
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- VEGATATIONS



KEY

VERTICAL CIRCULATION

APARTMENT

CORRIDOR

PARKING

UTILITY

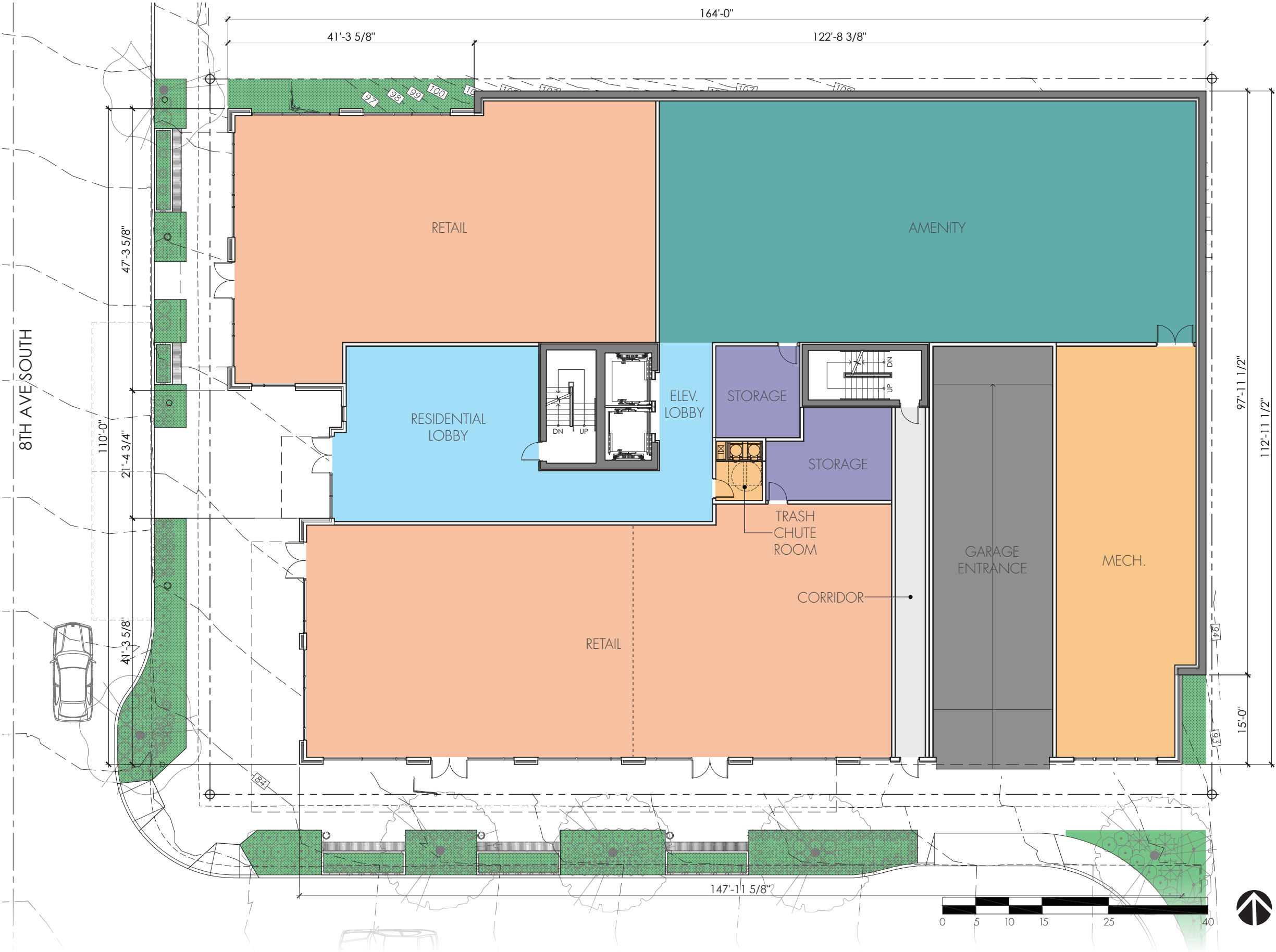
UTILITY

AMENITY

STORAGE

OUTDOOR AMENITY

VEGATATIONS





FLOOR PLAN | LEVEL 2

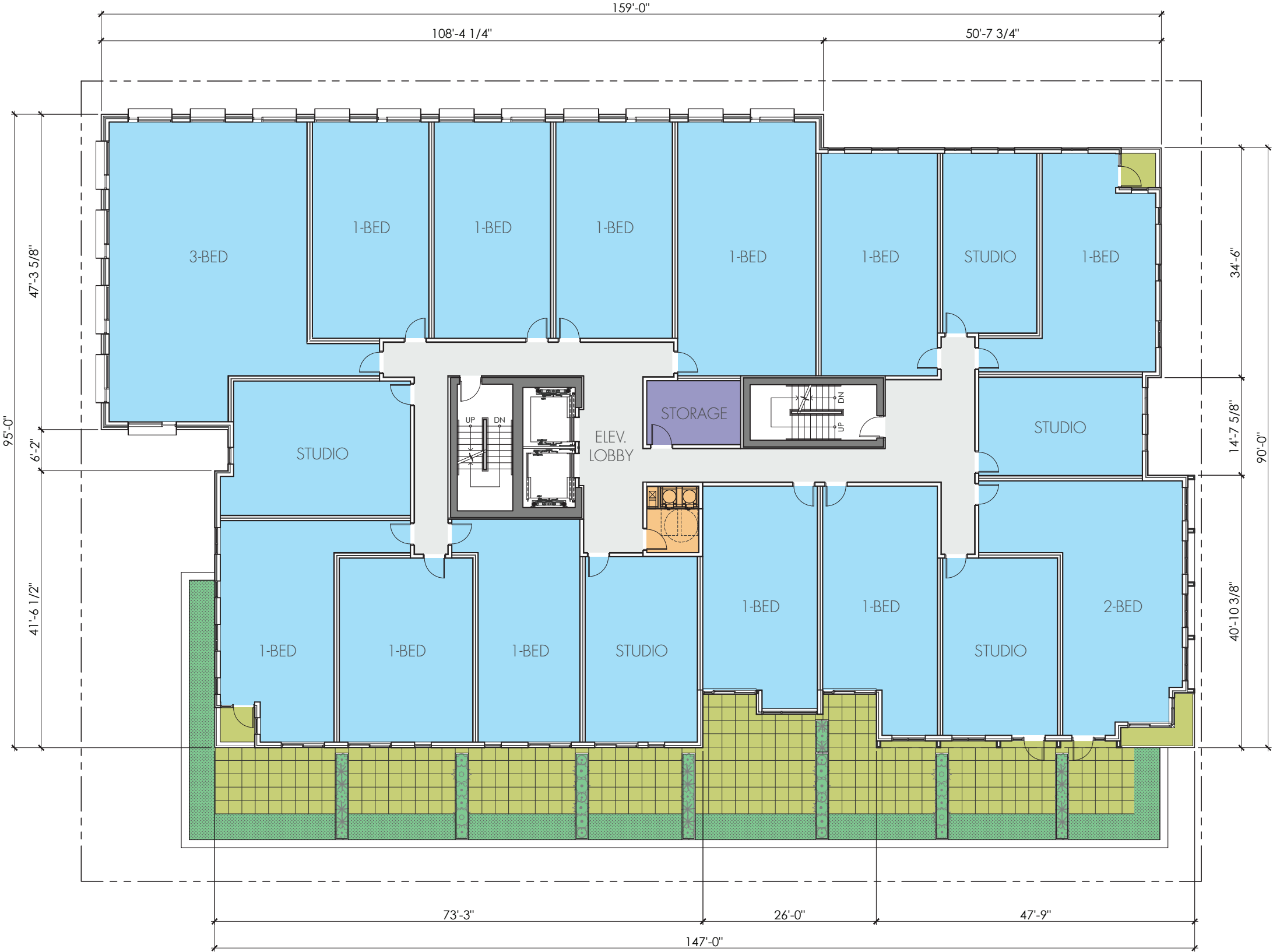


**KEY**

- VERTICAL CIRCULATION
- APARTMENT
- CORRIDOR
- PARKING
- UTILITY
- UTILITY
- AMENITY
- STORAGE
- OUTDOOR AMENITY
- VEGATATIONS

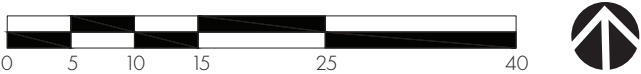


FLOOR PLAN | LEVEL 3



**KEY**

- VERTICAL CIRCULATION
- APARTMENT
- CORRIDOR
- PARKING
- UTILITY
- UTILITY
- AMENITY
- STORAGE
- OUTDOOR AMENITY
- VEGATATIONS







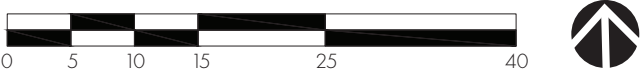
KEY

- VERTICAL CIRCULATION
- APARTMENT
- CORRIDOR
- PARKING
- UTILITY
- UTILITY
- AMENITY
- STORAGE
- OUTDOOR AMENITY
- VEGATATIONS



KEY

- VERTICAL CIRCULATION
- APARTMENT
- CORRIDOR
- PARKING
- UTILITY
- UTILITY
- AMENITY
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- VEGETATIONS







**KEY**

- VERTICAL CIRCULATION
- APARTMENT
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- UTILITY
- UTILITY
- AMENITY
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FLOOR PLAN | LEVEL 12



**KEY**

- VERTICAL CIRCULATION
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**KEY**

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- VEGATATIONS





\*Note: Colors and materials shown for conceptual purposes only – not part of the Preliminary Design application

1



ALUMINUM GLASS WALL

7



ALUMINUM COMPOSITE PANEL (RED)

2



ALUMINUM COMPOSITE PANEL (DARK GRAY)

8



PERFORATED CORTEN FINISH COMPOSITE PANEL

3



ALUMINUM COMPOSITE PANEL (OFF WHITE)

9



BRICK VENEER

4



ALUMINUM COMPOSITE PANEL (GRAY)

10



PAINTED METAL SHADOW BOX

5



METAL PICTURE FRAME TRIM (YELLOW)

11



METAL CANOPY WITH GLASS

6



ALUMINUM AWNING WINDOW

12



BLACK ANODIZED ALUMINUM STOREFRONT

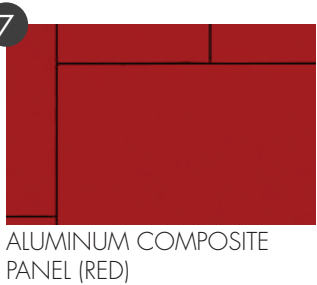




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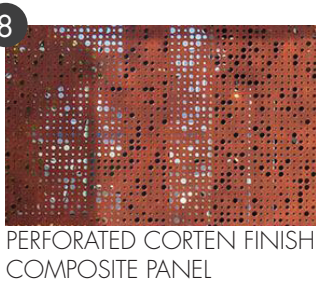
ALUMINUM GLASS WALL



ALUMINUM COMPOSITE PANEL (RED)



ALUMINUM COMPOSITE PANEL (DARK GRAY)



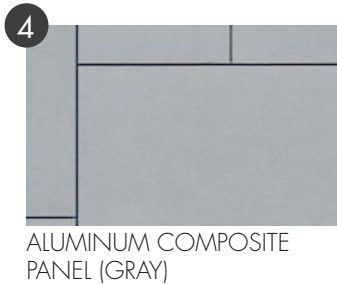
PERFORATED CORTEN FINISH COMPOSITE PANEL



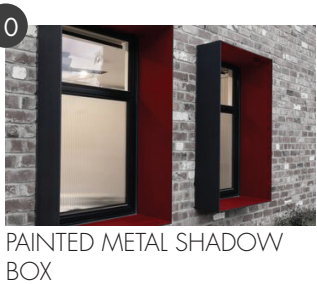
ALUMINUM COMPOSITE PANEL (OFF WHITE)



BRICK VENEER



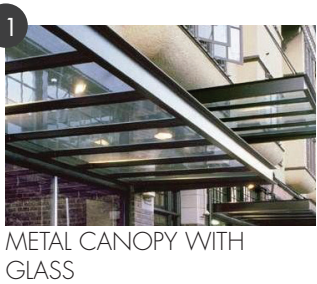
ALUMINUM COMPOSITE PANEL (GRAY)



PAINTED METAL SHADOW BOX



METAL PICTURE FRAME TRIM (YELLOW)



METAL CANOPY WITH GLASS



ALUMINUM AWNING WINDOW



BLACK ANODIZED ALUMINUM STOREFRONT





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1

ALUMINUM GLASS WALL

2

ALUMINUM COMPOSITE PANEL (DARK GRAY)

3

ALUMINUM COMPOSITE PANEL (OFF WHITE)

4

ALUMINUM COMPOSITE PANEL (GRAY)

5

METAL PICTURE FRAME TRIM (YELLOW)

6

ALUMINUM AWNING WINDOW

7

ALUMINUM COMPOSITE PANEL (RED)

8

PERFORATED CORTEN FINISH COMPOSITE PANEL

9

BRICK VENEER

10

PAINTED METAL SHADOW BOX

11

METAL CANOPY WITH GLASS

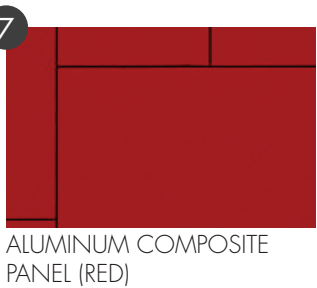
12

BLACK ANODIZED ALUMINUM STOREFRONT

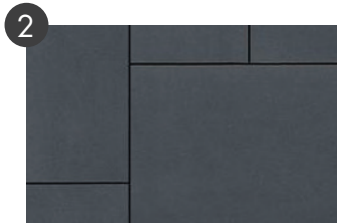




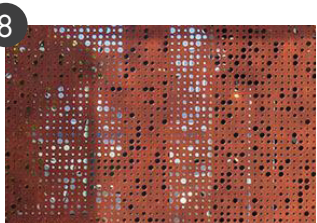
ALUMINUM GLASS WALL



ALUMINUM COMPOSITE  
PANEL (RED)



ALUMINUM COMPOSITE  
PANEL (DARK GRAY)



PERFORATED CORTEN FINISH  
COMPOSITE PANEL



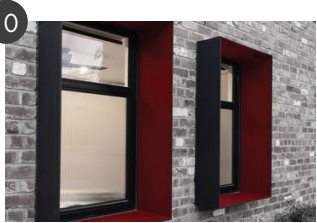
ALUMINUM COMPOSITE  
PANEL (OFF WHITE)



BRICK VENEER



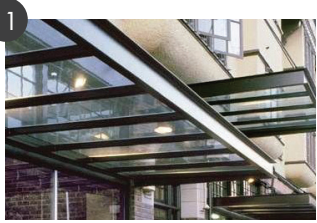
ALUMINUM COMPOSITE  
PANEL (GRAY)



PAINTED METAL SHADOW  
BOX



METAL PICTURE FRAME TRIM  
(YELLOW)



METAL CANOPY WITH  
GLASS



ALUMINUM AWNING  
WINDOW



BLACK ANODIZED  
ALUMINUM STOREFRONT

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