



751 MARION

Development Objectives

The proposed project is sited in a highly visible yet somewhat neglected part of First Hill just east and adjacent to Washington’s busiest freeway, Interstate 5. The site is currently a surface parking lot used for principal use parking and contains approximately 220 stalls. The development goals are to improve this use in a manner that is both appropriate to the site and needed to support the demands of the current and future adjacent building uses and adjacent neighborhood. Concurrent with this project is a proposal for a medical clinic to occupy the adjacent 7th & Madison building. The applicant is proposing an improved and expanded principal parking facility as well as a multi-modal drop-off area for shuttles and carpools to accommodate patient access. This part of First Hill is in transition with new adjacent housing and commercial buildings. The parking demand is increasing. The empty building at 7th & Madison, completed in 2007, is proposed to be occupied by a community medical outpatient clinic. The demand for parking cannot be met by the current inventory of parking in the area. There is also a demand for a “park & walk” access to downtown and the First Hill neighborhood. The number of proposed stalls is approximately 400 stalls. The current use on the site is public parking; however the existing surface parking is not only poorly configured, it has created a full block “hole” at the site with large retaining walls around the parking. In addition, the alley is discontinuous from the streets to the north and south creating a break in the urban grid. The proposal will improve all these aspects of the present condition and be a vital contributor to the neighborhood adjacent to I-5. The long term goal for this site is to create growth flexibility for future development on these parcels.

The primary development goals include:

- Provide additional public parking to support existing and future needs for the adjacent medical services, commercial uses and residential needs.
- Enhance the adjacent medical clinic total experience:
 - Patient arrival to the facility and parking
 - Patient ability to easily find parking
 - Patient movement from the automobile or van to the entrance of the 7th & Madison building
 - Patient friendly access for elderly, disabled, parents with young children
- Improve relationship of the sidewalks to the built form, reduce

- or eliminate the ‘big hole’.
- Improve pedestrian safety and mobility to the adjacent blocks.
- Create a safer neighborhood environment through lighting, signage and activity.
- Provide new landscaping and street improvement around the site to enhance the streetscape.
- Provide a new transit shuttle and carpool drop-off area for adjacent uses and encourage this form of transportation.
- Help buffer freeway noise to adjacent residential uses east of the site
- Create a much more aesthetically pleasing parking structure than what is there today
- Allow flexibility for parking available to the general public.
- Allow for flexibility and future growth on site.

View northeast across I5 to site

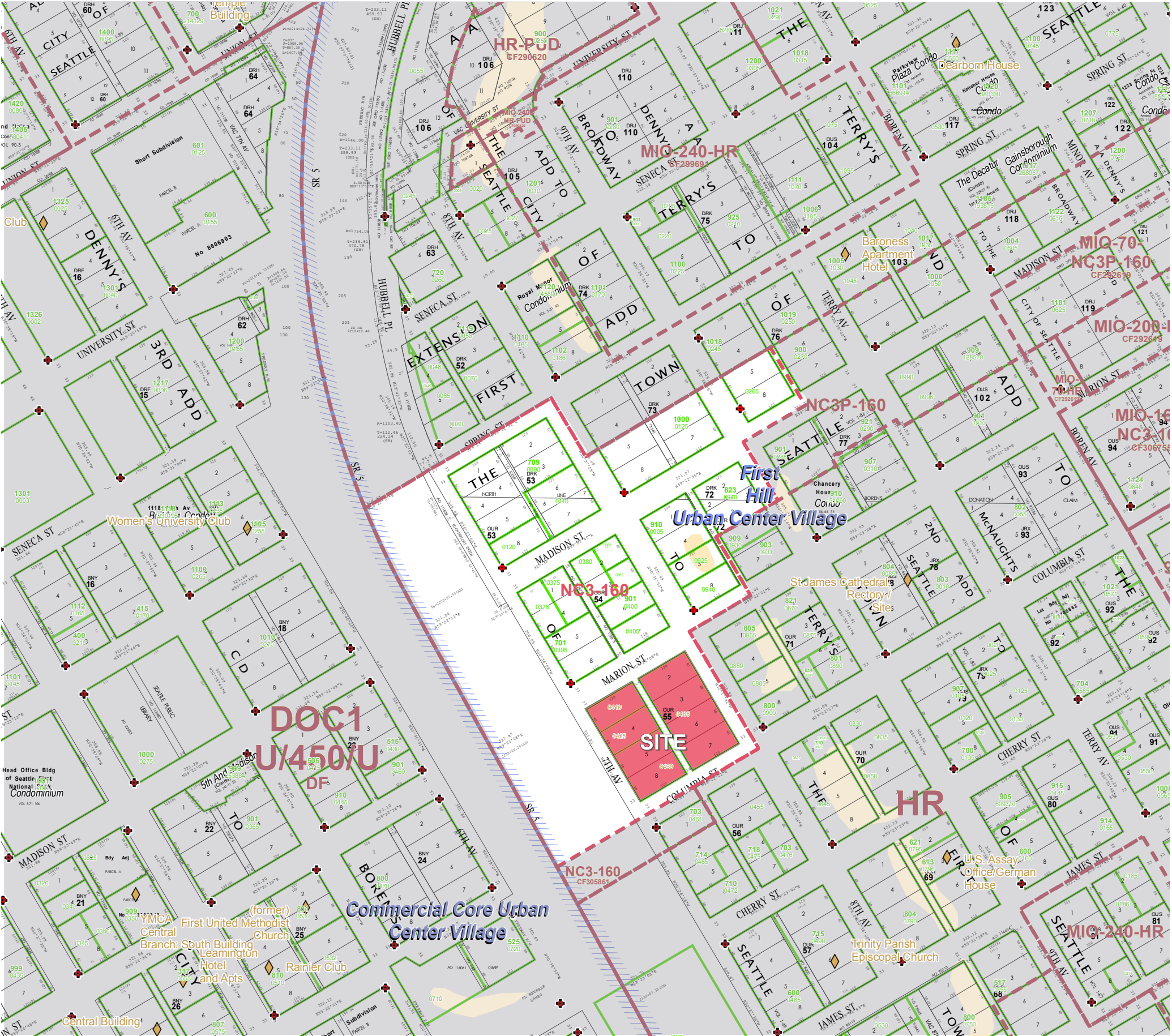


Project Team

Property Address: 7th and Marion
Owner: The Polyclinic
Owner’s Representative: Randal Brand, Dave Bonewitz

Architect:	Civil Engineer:
Mike Omura, AIA	Coughlin Porter Lundeen
Bill LaPatra, AIA	206/343.0460
Gordon Walker, AIA	
Lana Lisitsa, AIA	Lighting Design:
Mithun, Inc.	Dark Light
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Landscape Architect:
Deb Guenther, ASLA
Phoebe Bogert
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206/623.3344



Zoning Summary

SMC 23.32.016 - Official Land Use Map

Zoning Map 110, zone NC3-160, location within First Hill Urban Center Village

SMC 23.47A.004 I Table A - Permitted and prohibited uses

A Parking, Principal Use is allowed in the NC3 zone, as is accessory use parking

SMC 23.47A.005 - Street-level uses

The site is not within a pedestrian-designated zone. Parking is not prohibited as a street-level use.

SMC 23.47A.008 - Street-level development standards

Provisions for blank facades and façade transparency apply. The zone also provides for height and depth requirements for non-residential uses quoted below.

SMC 23.47A.008.B.3 - Nonresidential street level requirements

The following height and depth provisions apply to new structures or new additions to existing structures:

- Nonresidential uses shall extend an average of at least 30 feet and a minimum of 15 feet in depth from the street-level street-facing facade. If the combination of the street-facing facade requirement of subsection 23.47A.008.D.1 and this depth requirement would result in a requirement that an area greater than 50 percent of the structure's footprint be dedicated to nonresidential use, the Director may modify the street-facing facade or depth requirements, or both, so that no more than 50 percent of the structure's footprint is required to be nonresidential.
- Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.

SMC 23.47A.013 - Floor Area Ratio

FAR 5 for single use, 7 for mixed use with residential.

SMC 23.47A.016 - Landscaping and screening standards

Green area factor of .30; street trees, screening of parking garage; screening and landscaping of the surface parking lot are required on all street (not alley) sides.

SMC 23.47A.032 - Parking Location and Access

A. 1. a. NC Zones. Access to parking shall be from the alley if the lot abuts an alley improved to the standards of section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts.

A. 1. c. If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines as determined through 23.47A.032.C and the curb cuts are permitted pursuant to Section 23.54.030.F.2.a.1.

B. 1. b. The following rules apply in NC zones, except as provided in subsection 23.47A.032.D. Within a structure, street level parking shall be separated from street level, street facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A.

Zoning and Project Goals

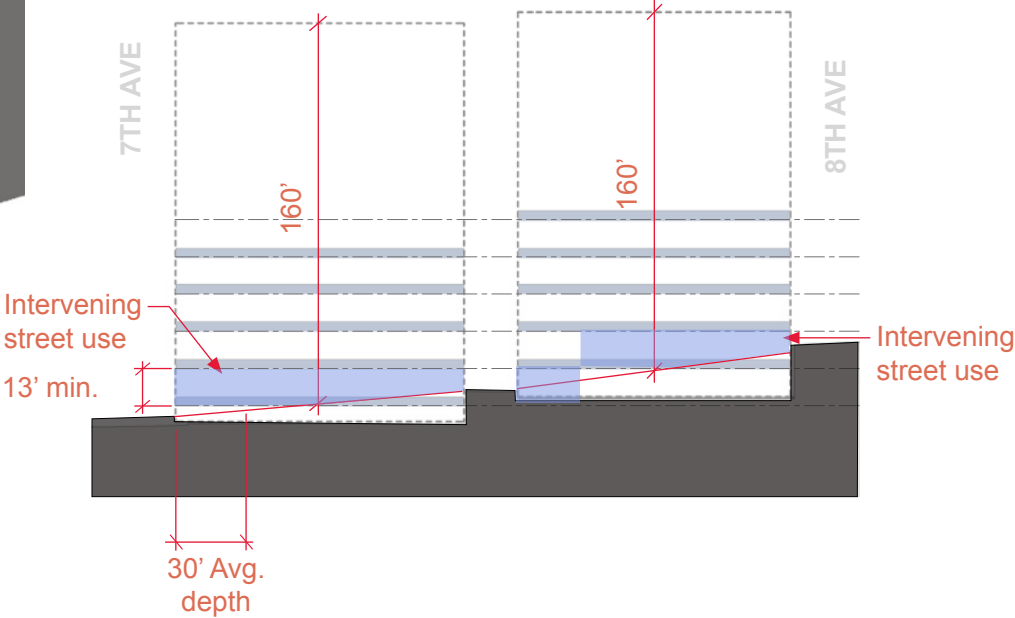
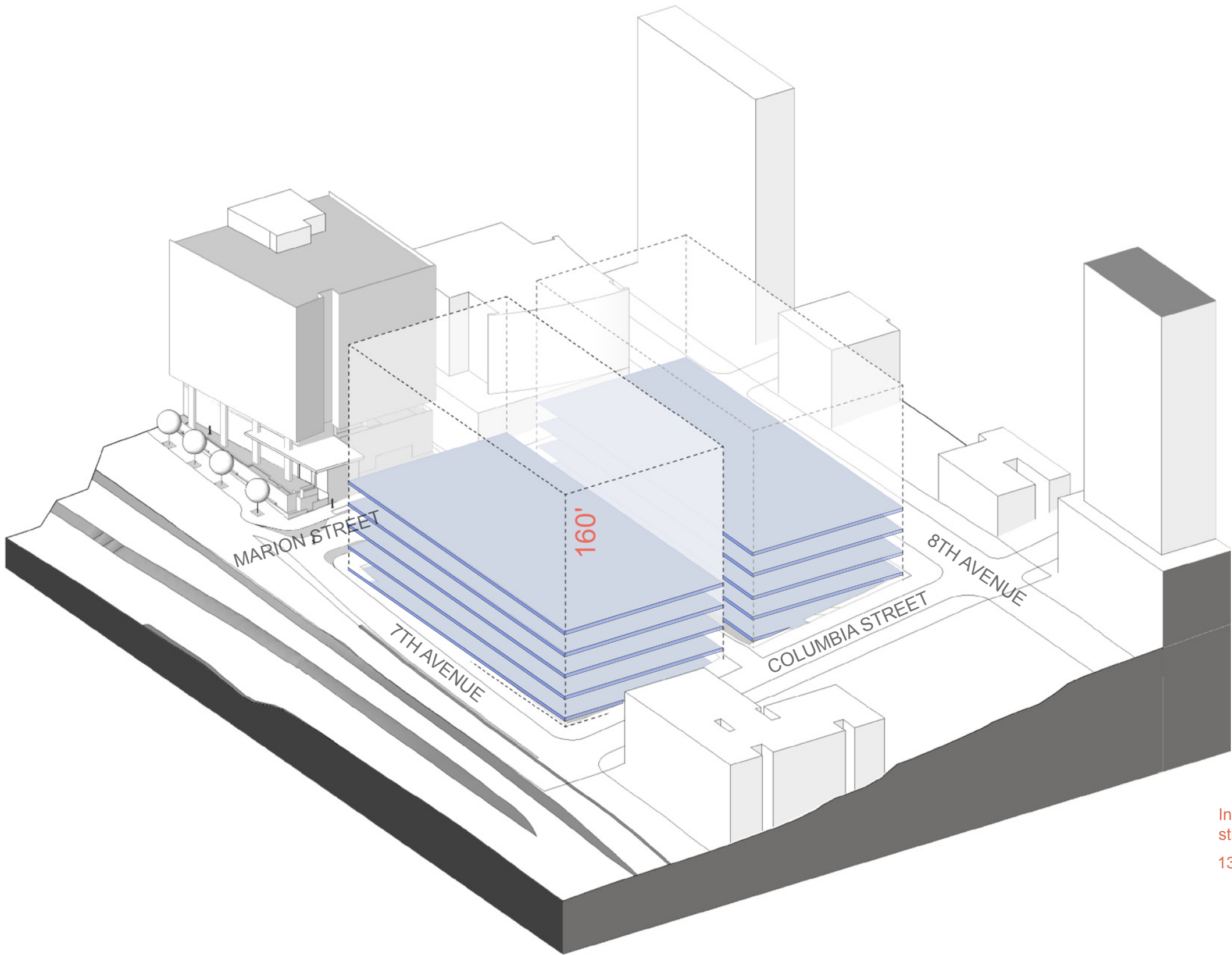
160' Height envelope and FAR maximum 5

Project Introduction:
The project provides the residential and business neighborhood with a covered, multi-modal access point and public parking. Located at the interface of Downtown and the First Hill neighborhood, the site has the opportunity to meet transportation and parking demands of the adjacent neighborhood and future medical clinic.

The parking areas are conceived to enhance the pedestrian experience. Through vegetation, daylighting, sensitive facades, and lighting, pedestrian perception, circulation and safety is considered from the interior and exterior. Special consideration is given for ease of access for ambulatory patients visiting the adjacent medical office project to the north.

Development potential of the site is considered for both current and future neighborhood development.

- Program:
- Approximately 400 stalls
 - Covered drop-off area for shuttles, car pools, vehicles, etc.
 - Bike parking
 - Landscape screening
 - Lighting
 - Wayfinding



A.1 – Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

The proposal responds to the steep slopes of the adjacent Marion and Columbia streets by setting the structured part of the development into the existing ‘hole’ and by terracing the structured and surface parking. This design approach works with the existing topography, minimizes visible bulk of the structured parking, and maximizes views to Downtown. The proposal also takes advantage of the existing topography by introducing a series of terraced rain gardens that promote sustainable storm water management.

A.2 – Streetscape Compatibility

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

The siting of the proposed structure into the existing ‘hole’ and the use of landscaping and screening improves the pedestrian experience along all of the street frontages. The proposal mends the scar in the urban fabric created by the existing surface parking. Special attention is paid to streetscape along 8th Avenue to maintain and enhance the established sense of promenade. Two new pocket parks are introduced at the corners of 8th and Marion and 8th and Columbia. To mitigate specific challenges posed by Interstate 5 along the west edge of the site, the proposal includes a large landscape area along 7th Avenue, which offers open space amenities that enhance the pedestrian experience and improve the environmental and acoustic qualities.

A.4 – Human Activity

New development should be sited and designed to encourage human activity on the street.

Landscaped terraces and new street trees introduced along all edges of the project will substantially improve conditions along Marion, Columbia and 7th Avenue. The pocket parks, the benches, and the generous landscaping added along 8th Avenue will provide added points of interest and spots for relaxation and viewing the Downtown. The significant landscape area introduced along 7th avenue will soften the harsh conditions due to proximity to the freeway. These landscape features will work to encourage human activity.

A.8 – Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

Due to the addition of the Polyclinic as a formidable neighbor at 7th and Marion, we see great opportunity to provide safe, clear and accessible parking for their patients. Emphasis on an enhanced and clear parking experience is critical to the success of this new neighbor.

The proposal will provide a connected through alley which currently does not exist, allowing for access to the parking on both sides of the alley. This eliminates the existing (4) curb cuts along 7th Avenue and creates a more pedestrian friendly experience along that street. The proposed landscaping along all of the street frontages will screen parking areas. Placement of the majority of structured parking below grade will minimize the impact of parking on adjacent streets and properties. The proposal has been revised since EDG presentation to DRB to eliminate the previously proposed curb cut that served the drop-off at Marion Street. Instead, an additional entry point to the surface lot has been introduced at the Alley, near Marion Street.

A.10 – Corner Lots

Buildings on Corner Lots should be oriented to the corner and street fronts. Parking and automobile access should be located away from corners.

Due to principal use parking nature of the proposal, the design effort focused on reducing parking structure presence. While the bulk of the parking garage walls is minimized, vertical elements are introduced at street and Alley corners. They include: vertical sculptural elements in the north pocket park along 8th Avenue, vertical circulation “book ends” at north-west and south-west corners of the garage, and drop-off structure anchoring the corner of Marion and 7th Avenue.

C.2 - Architectural Concept and Consistency

Building design elements, design and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit forms and features identifying functions within the building. In general, the roofline or top of the building should be clearly distinguished from its facade.

Due to placement of the majority of the structured parking, the extent of the visible building is very limited. The architectural concept of creating a series of terraces that cascade down the existing slope is carried through both lots. Ground face concrete block terraces ring and unify the entire perimeter of the project. Multi-colored polycarbonate cladding along the Alley facade is echoed in the wind-break screen at the drop-off and in the vertical elements in the north pocket park. The limited vertical elements, such as the stair and elevator towers and the drop-off canopy have been carefully proportioned.

C.3 – Human Scale

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

The proposed placement of the majority of structured parking below grade and terracing of the parking decks serve to minimize the bulk of the structure and to reduce the height of the retaining walls. This approach brings the vertical elements of the development

down to human scale. The low rain garden terraces using 8” x 16” ground face concrete block along the street frontages further reduce the perceived scale of the development. The polycarbonate panel cladding proposed along the Alley facade and at the drop-off utilizes a variety of panel sizes and offsets that break down the scale of these facades and introduce detail.

C.4 - Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Ground-face buff-colored CMU wall and terrace cladding will match existing CMU at 7th and Madison. This is a very durable material that also offers detail in its jointing pattern. The multi-colored polycarbonate panels proposed along the Alley will be slightly offset from each other. The interplay of the panel offset, together with color and size variation, will create an attractive and playful surface with good level of detail. Glass curtain walls proposed at stair tower openings will provide well-detailed, durable transparent elements.

C.5 – Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

The proposed structured garage entrances are provided via the improved alley. We are eliminating the four existing 7th Ave. curb cuts.

D.2 – Blank Walls and D.3 - Retaining Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase visual interest along the streetscape.

The placement of the majority of structured parking below grade and the terracing of the parking and surface lot decks minimizes the size of the blank walls and retaining walls. Landscaping placed along all of the street edges in terraced planters softens the impact of the garage walls on the street frontages and provides interest through variation of planting palette for the pedestrians.

D.4 – Design of Parking Lots Near Sidewalks

Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking signs and equipment.

The street edges of the proposal will be set back from the sidewalk to provide landscape buffer areas, vertical architectural and landscape screening. Glare-free pedestrian-scale lighting standards will illuminate the exterior parking decks and the alley. Step lights are proposed along the street-facing rain garden terraces. Low bollard lights and vertical bar fixtures are proposed at the drop-off structure to provide save pedestrian environment and to articulate the canopy design. Linear lights washing the walls of rain garden terrace at the corner of 7th Avenue and Columbia will enhance the design and provide additional sense of safety along 7th Avenue. All fixture types will control light spillage to adjoining properties.

D.5 – Visual Impacts of Parking Structures

The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

Placement of the majority of the structured parking below grade serves to minimize visibility of at-grade parking structure. CMU walls and terraces, polycarbonate cladding, as well as rain garden plantings provide screening for the parking from the street and the adjacent properties.

D.7 – Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The current conditions on the site do little to enhancing personal security with the multitude of retaining walls, unimproved sidewalks, no lighting other than street lights and somewhat temporary nature of the fencing along the street frontage. The proposal will provide a secure, well lit and more pedestrian friendly parking facility than what currently exists on site. The proposed parking will also generate more pedestrian activity to and from the garage thus providing more eyes on the street to enhance security. Great care has been taken to develop a safe, accessible and pleasant experience for pedestrians along all of the street frontages and particularly, for handicapped and older pedestrians that will constitute a large group due to presence of Polyclinic on the adjacent site

APPLICABLE DESIGN GUIDELINES (CONTINUED)

E.1 - Landscaping to Reinforce Design Continuity with Adjacent Sites
Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape
The proposal extends and enhances the existing tree-lined landscape at 8th Avenue. It responds to the possibility of future park development across 8th Avenue by introducing pocket parks at each end of the block at 8th Avenue and by providing an additional row of trees and widened landscape area along 8th. Curved edges have been introduced into the shapes of the planters along 8th Avenue to respond to similar curved sidewalk and to nearby curved building facade. New street trees and rain gardens proposed along Marion, Columbia and 7th Avenue extend landscaping down and around the entire development.

E.2 – Landscaping to Enhance the Building and/or Site
Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.
The proposed design steps back from street frontages to provide room for enhanced landscaping. Terraced rain gardens flanking the street edges will house native plant species that will enliven and soften pedestrian experience along all adjoining streets. Street furniture will be incorporated along 8th Avenue and in the pocket parks. Sculptural vertical polycarbonate elements will be introduced in the north pocket park to provide additional interest and focus. Pervious paving is proposed for the new sidewalk on 7th Avenue. Together with stormwater control strategies implemented through introduction of rain gardens, these features will contribute to carbon offset for the site. Most importantly we see the landscape design as providing a pleasant respite to this highly urban site.

7th Avenue | looking south towards site



DRB Guideline A-1:
a. “...The Board noted that due to grade changes across the site and the context of residential development and the future park to the east, the design should include careful treatment of all facades, including surface and rooftop parking areas. The Board described the surface and rooftop parking areas as a “fifth façade”.”
A color bar pattern has been incorporated into design of the parking decks. This graphic pattern reinforces the rhythm of the structural columns and light standards and echoes one of the colors used in the polycarbonate cladding of the Alley facade and at the drop-off windbreak screen. The pattern has undulating width and it helps to direct pedestrians from their cars to the vertical circulation and exit points. The graphic bars are sized to produce a cohesive pattern when viewed from the nearby buildings, and also when viewed from pedestrian level.

b. “...The Board expressed appreciation for the terraced landscaping and rain garden proposed near 7th Avenue, but noted that an equivalent or greater amount of landscaping and design consideration is needed at the 8th Avenue and Marion Street edge. There is a greater amount of pedestrian activity in these areas and more residential character than 7th Avenue, and therefore, even more need to design the proposal with consideration for neighborhood context.”
The proposal for 8th Avenue streetscape includes widening of existing sidewalk, additional row of street trees, bands of at grade and terraced rain garden planters; new benches, and tow pocket parks - one at each end of the block. The pocket parks provide vistas of Downtown and include special design features: vertical polycarbonate panel elements in the north pocket park and a specimen tree in the south pocket park.

DRB Guideline A-2
a. “At the Early Design Guidance Meeting, the Board noted that the proposal will need to create a positive streetscape at this site. The streetscape design should maximize the existing mature trees at 8th Avenue and the future pedestrian activity at 8th Avenue and Marion Street. The applicant should consider pulling back the parking from these street frontages to provide wide landscaped areas for pedestrian. Another possibility is to lower the parking roof structure to increase views to downtown from 8th Avenue.

The Board also noted the importance of designing to maximize the future park across the street mid-block at 8th Avenue. The proposed design could include a visual break in the parking structure with a large landscaped area corresponding to the park location across the street.”

This proposal retains the existing street trees at 8th Avenue and introduces a new parallel row of street trees along the west side of the sidewalk. The edges of parking are pulled back from all of the streets to provide landscaped buffers between parking and streets.

The project team has carefully considered the Board’s suggestion to offer a larger landscape area at mid-block as a visual gesture toward the future park on east side of 8th Avenue. Due to mid-block location of the future park, the connection appeared to generate some safety concerns due to encouraging pedestrian crossing at mid-block. In addition, existing street trees on each side of 8th Avenue visually screen the spaces beyond, thereby weakening the visual connection across the street. As a result, the team decided to focus wider landscaped spaces in the two corner pocket parks at Marion and Columbia, to take advantage of the vistas offered by the street right-of-ways, to maximize the sense of prospect, and to create a sense of pedestrian promenade along 8th Avenue by providing seating areas.

DRB Guideline A-4 / A-8 / A-10:
“At the Early Design Guidance Meeting, the Board discussed existing and future pedestrian activity. Existing pedestrian activity adjacent to the site is low, but it will likely increase as a result of the new mixed-use tower at 8th Avenue and Columbia Street and the proposed Polyclinic building entrance at the corner of 7th and Marion.”

a. “...The Board questioned the need for a proposed curb cut and on-street drop-off area near the corner at 751 Marion Street. The proposed curb cut occupies pedestrian sidewalk area and could create a hostile pedestrian environment with vehicles crossing an additional point in the sidewalk between 7th & 8th Avenues. A departure would be required for this curb cut, and the applicant will need to demonstrate how the curb cut creates a project that better meets the intent of the design review guidelines. As currently proposed, it appears the proposed curb cut conflicts with design review guidelines A-4, A-8, and A-10.”

The previously proposed curb cut at Marion Street has been eliminated. Instead, to accommodate vehicular circulation at the passenger drop-off, an additional entry point has been introduced from Alley to the surface lot near Marion.

b. “...The Board noted that the design of the proposed development should consider pedestrian opportunities and maximize those opportunities to encourage human activity on the street, as well as minimizing the impact of automobiles on the pedestrian environment. The design should increase the pedestrian connectivity and human activity at all the edge of the site, since pedestrians will likely travel between the parking lots and the surrounding uses.”

The proposal includes landscaped buffers between sidewalks and the edges of the parking garage and surface lot. It also includes a substantial improvement of the streetscape on 8th Avenue, as well as a generously-sized rain garden along 7th Avenue. In addition, the drop-off lane along the north edge of the surface lot has been removed to improve pedestrian pedestrian experience. To increase connectivity between the development and the streets along the upper portion of the site, access points have been added between the upper parking deck and the pocket parks at the corners of 8th and Marion and 8th and Columbia.

DRB Guideline C-2 / C-3 / C-4:

a. “At the Early Design Guidance Meeting, the Board noted that grade changes and uses across 8th Avenue will result in highly visible parking surfaces. These surfaces should be treated as “Fifth Façade” and designed with interesting and lively treatments and quality materials ”

A color bar pattern has been provided over all visible parking surface. In addition, significant landscaping is provided around the entire development and on the surface lot.

b.“The design should include careful detailing of all facades, including parking structure walls, terraced areas, and parking surface treatments. Façade surfaces should result in a cohesive overall design with a human scale at the street level and alley ”

A series of low terraces finished with ground face concrete block cascade down the existing slope from 8th Avenue to 7th. These terraces ring and unify the entire perimeter of the project, as well as relate to human scale. Multi-colored polycarbonate cladding along the Alley facade is echoed in the wind-break screen at the drop-off and in the vertical elements in the north pocket park. The offset positions and variation in polycarbonate panel sizes adds detail and interest to the facade. The stair / elevator towers indicated at each end of the alley anchor the facades of the parking structure and animate the parking structure volume. Clear-glazed “gaskets” that are flanked by the solid walls of the stair towers will offer the visual connection between the stair interiors and the surrounding streets.

DRB Guideline D-2 / D-4 / D-5:

“The Board’s Early Design Guidance Comments related to these guidelines are described above, in response to guidelines A-1, C-2, C-3, and C-4.”

The project’s responses to guidelines A-1, C-2, C-3 and C-4 are described above.

DRB Guideline D-6:

“At the Early Design Guidance Meeting, the Board acknowledged that the proposed parking structure would be mechanically ventilated. Mechanical ventilation will result in exterior louvered panels, vents, and other equipment. The Board directed the applicant to design these elements to be part of the overall architectural concept. The mechanical equipment should be integrated into the design as an aesthetic element that enhances the design concept. ”

The required garage exhaust has been integrated into the vertical volume of the south stair, in line with the overall approach to massing and proportioning of the garage structure, and in line with DRG C-2. This approach avoids introducing a tall, bulky element on site and helps to maintain human scale per DRG C-3.

DRB Guideline E-1:

“At the Early Design Guidance Meeting, the Board discussed the potential future park that is proposed across 8th Avenue from the site. The proposed design should maximize this future benefit by including a mid-block landscaped area at the subject property, maximizing views from this mid-block point at 8th Avenue, and using a plant palette to enhance the future park and the existing streetscape at 8th Avenue. Any fencing or screening at 8th Avenue to separate the rooftop parking from the street level should be designed to artistically enhance the streetscape.”

As noted in response to DRB guideline A-2, the proposal includes two pocket parks: one at 8th and Marion and another at 8th and Columbia. These pocket parks offer vistas of Downtown while avoiding the potential safety

concern related to mid-block crossing that could be encouraged by a more direct connection between the center section of the sidewalk on west side of 8th Avenue and the future park. The design avoids the use of fencing and instead, provides terraced planters to separate and screen parking from the sidewalk while maintaining views to Downtown. A curved edge of the planter that runs along the sidewalk at 8th Avenue provides an interesting design element and echoes curved sidewalk and curved building wall located nearby. The vertical polycarbonate elements proposed in the north pocket park frame the views and provide an artistic element. The specimen tree included in the south pocket park focuses the view and anchors that corner.

DRB Guidelines E-2 / E-3:

a. “At the Early Design Guidance Meeting, the Board recognized the challenges associated with the slopes at this site. The Board noted that the result may be similar to an earthwork sculpture, rather than a typical building proposal. As described in the response to the design guidelines above, the surface areas of parking and terraced landscapes should be designed carefully as a fifth façade. The Surface treatments may include hard materials and plant materials. The Board directed the applicant to design the proposal with sustainability in mind, specifically how the proposed materials and parking surface can deal with reflectivity in an aesthetic way and reduce storm water runoff.”

The structured parking and the surface lots are consistently terraced to work with existing slopes. As noted in response to DRB Guideline A-1, a graphic pattern has been applied to all visible parking deck surfaces. Rain gardens that ring the development provide a sustainable solution for controlling stormwater runoff. Additional trees provided at the surface lot provide shade that will mitigate the heat island effect.

b. “The Board also noted that lighting should be incorporated to enhance the proposal, including lighting in pedestrian areas at 8th Avenue. The applicant can also reference the First Hill Neighborhood Association design efforts for lighting suggestions.”

The existing street lights along 8th Avenue and along Marion and Columbia will remain in place. The light fixtures proposed along the east edge of the parking garage are 12’ high pole-mounted full cut-off fixtures similar in scale to the existing street lights. Pedestrian scale lighting is incorporated throughout the project. In addition, the lighting standards that illuminate the parking areas work together with the rhythm of the parking structure columns and graphic bars to reinforce the overall sense of rhythm. The low step lights and linear lights at 7th Avenue terraces enhance pedestrian experience. The bollard lights and the vertical bars of light proposed at the drop-off canopy help to improve wayfinding and anchor the corner of 7th and Marion.

8th Avenue and Marion Street | looking south



Overview

The site consists of two half block parcels bounded on all sides by city streets and divided by an alley. The site is currently used as an asphalt surface parking lot. The majority of the existing site is below the level of the surrounding streets and sidewalks.

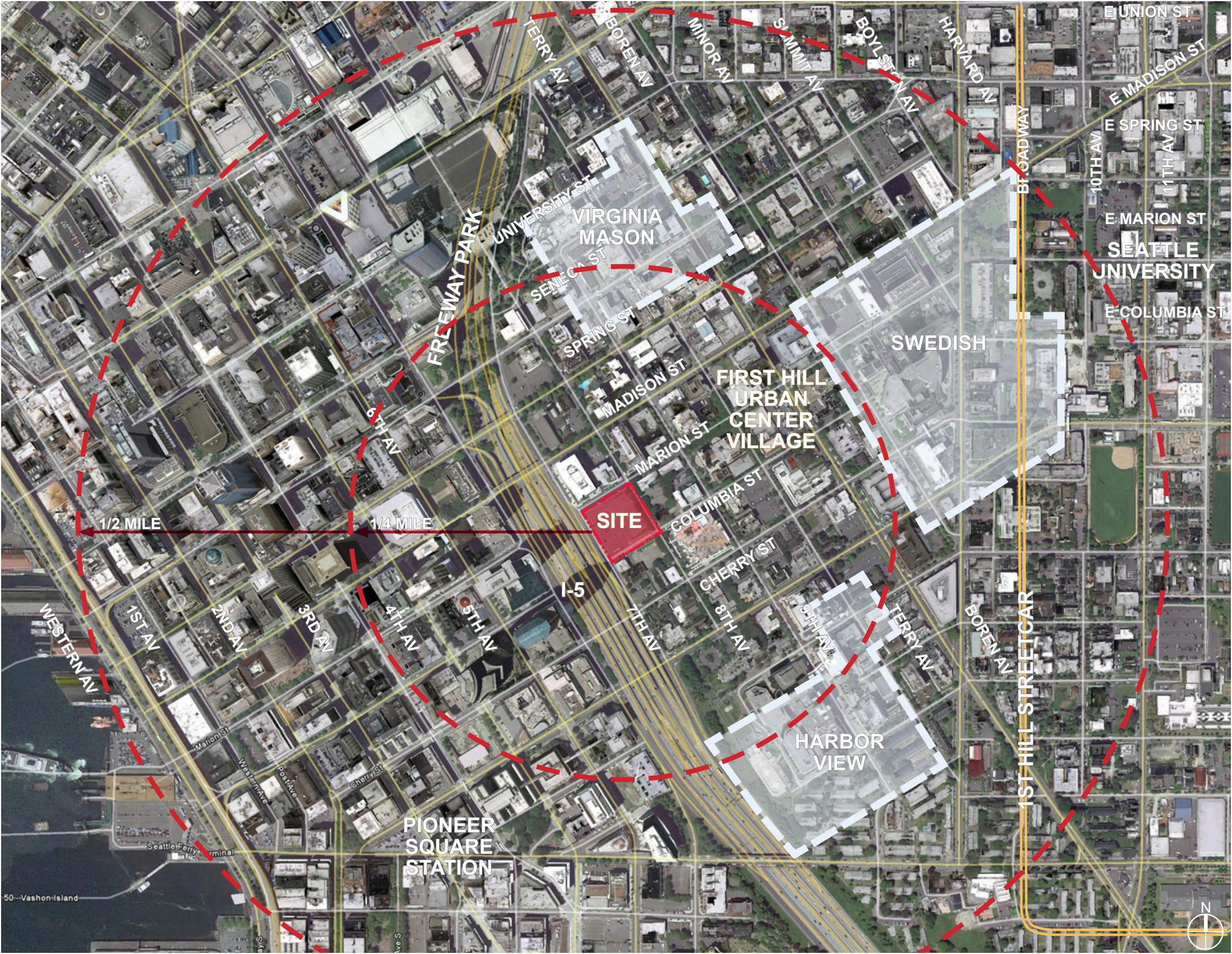
The bounding streets are 7th Avenue, Marion Street, 8th Avenue, and Columbia Street. Interstate 5 runs parallel to the site; the Madison Street off ramp feeds on to 7th Avenue across the street from the site.

Located within a half mile, downtown Seattle is easily accessible via transit, bicycle, or walking. The site is also within a half mile walk of the Pioneer Square light rail station which will connect the neighborhood south to SeaTac, east to Bellevue/Redmond, and north to the University of Washington and beyond.

Neighborhood Context

The site is located at the edge of the First Hill neighborhood and downtown Seattle. I-5 defines the edge and creates many challenges for the site and the surrounding neighborhood. Marion and Columbia Streets do not connect across the interstate and 7th Avenue is one-sided. In general pedestrian circulation is constrained. While pedestrians have panoramic views of downtown from the upper edge of the site, the street level view at 7th is the long I-5 off-ramp retaining wall.

The character of the neighborhood is a mixture of medical clinics, office buildings, institutions, and residential. The architectural character ranges from newer office and residential buildings ranging from 160 - 240 feet in height, to older 2-3 story residential and office buildings. There are also a number of street level parking lots.



Neighborhood Context

Design Cues

The neighborhood surrounding the proposed site seems to be a bridge between the urban fabric of the First Hill community and Down Town. The observations and design cues below reference the visual documentation of the neighborhood and the site in the following pages 11-13.

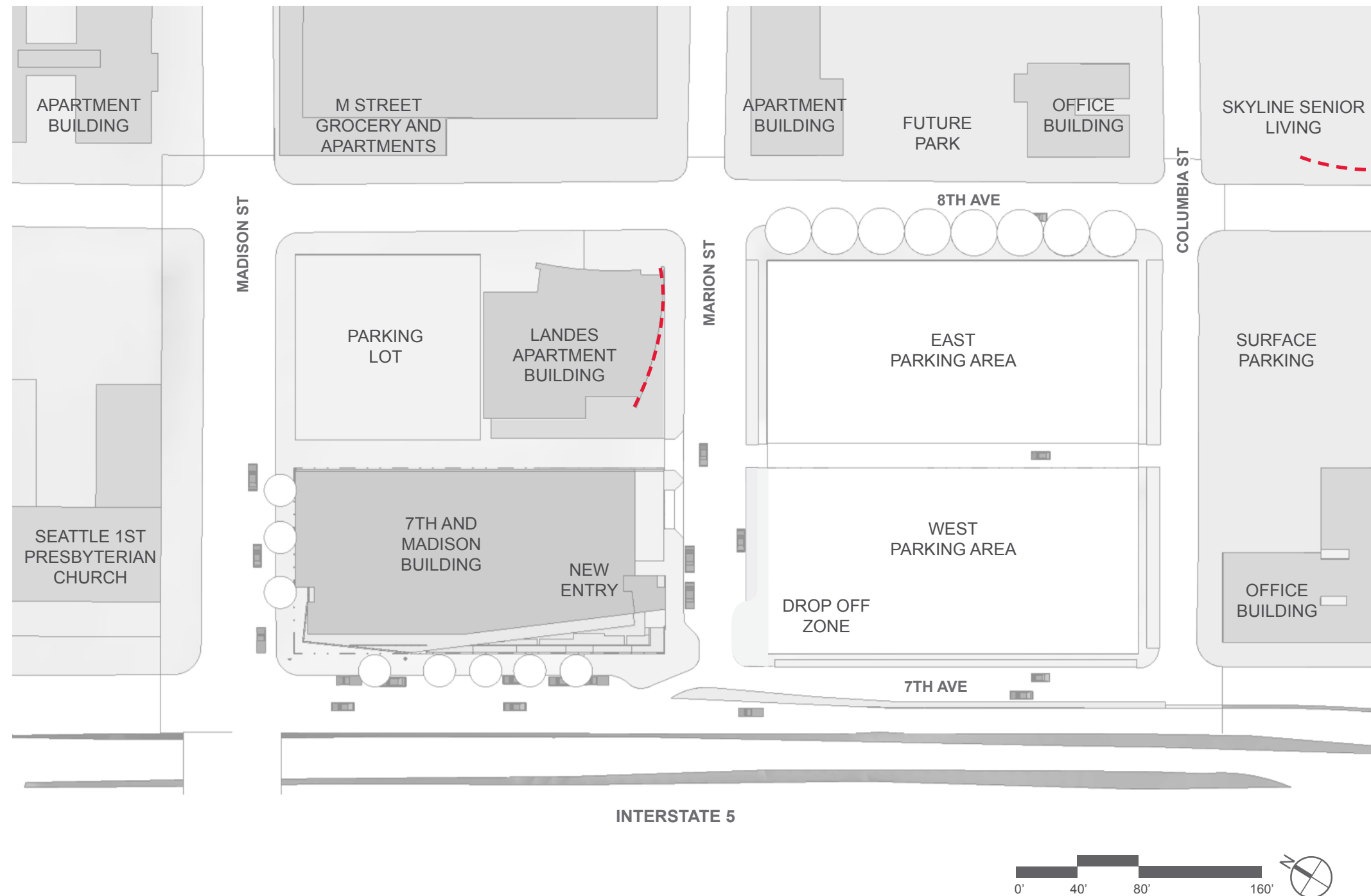
- The neighborhood is a mix of commercial, residential and unimproved sites all adjacent to Interstate 5. *(photos # 1,7 p.11; # 6,7 p.12)*
- New developments in the area along Madison tend to engage the street with street level uses; some are successful and some are empty. *(photos #5 p.11, #1, p.12)*
- Residential buildings often use landscape buffers and setbacks to provide a landscape forecourt to the private spaces. *(photos # 3,6 p.11, #5 p.12)*
- The 7th and Madison Building along 7th avenue uses a series of stepped landscaped planters to give visual interest along 7th and accommodate topography change. In general, a varied layer of landscaping is used on many of the non-arterial streets. *(photos # 3 p.11; # 5 p.12, #5a,6 p.13)*
- When comparing many of the other adjacent parking structures along 6th Avenue, west of I-5, we see a variety of non-pedestrian friendly responses including blank walls, no landscaping buffers and a number of dark, unoccupied intervening street uses. The most successful garage is at 6th and Jefferson, the King County garage. The garage uses a combination of green screen and façade treatment to give the garage both visual interest and a softening of its mass through landscape treatment.

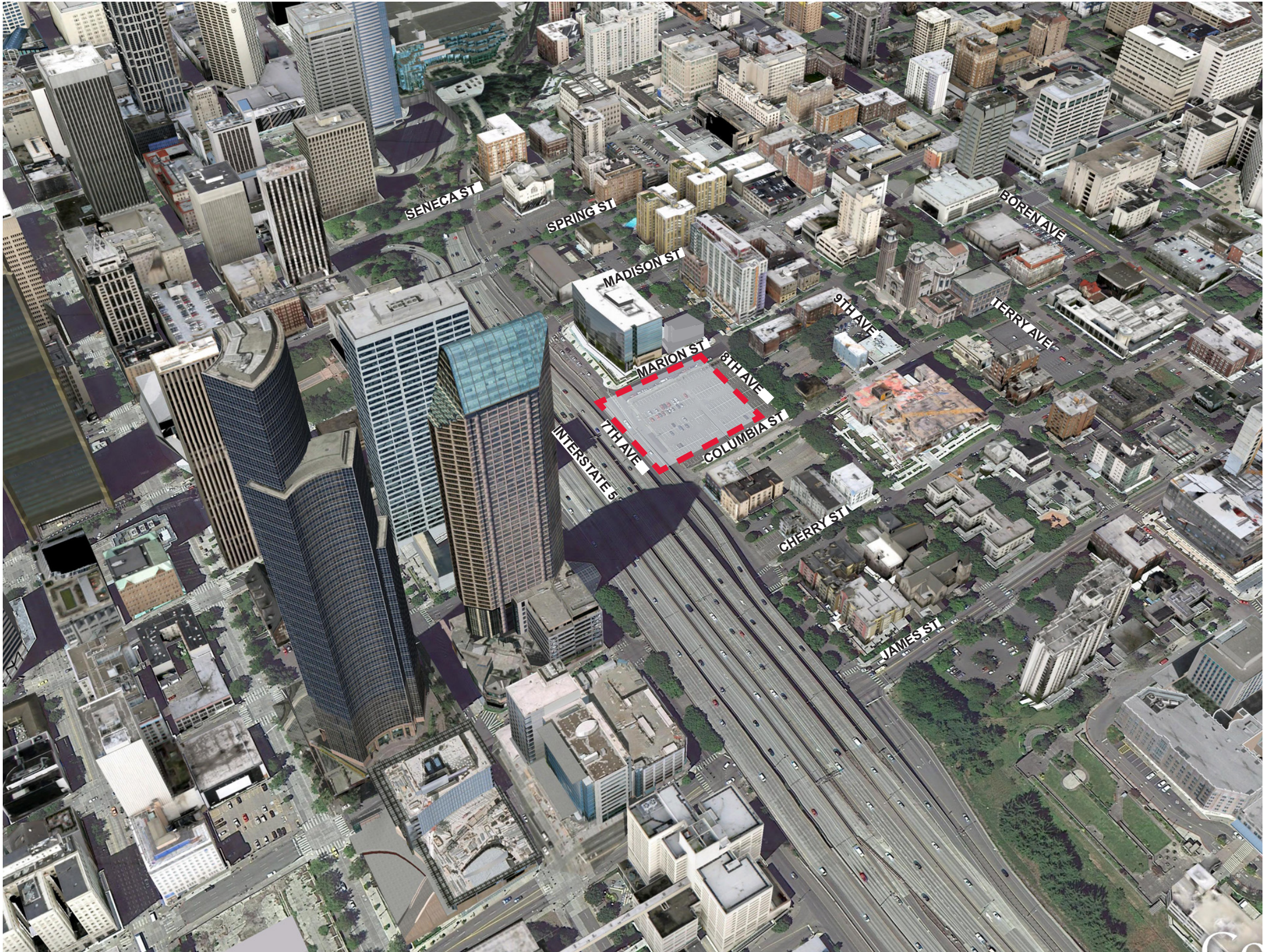
Cues to the preferred design alternative

Primary design strategies informed by the neighborhood are:

- The use of topography to reduce the bulk and scale of the garage. The garage is tucked into the site in order to reduce its overall impact to the neighborhood. *(photos # 2-7 p.17)*
- The existing street trees, pedestrian scale lighting, site design, and architecture on 8th Avenue provide cues, such as curvilinear form, to the design of the important pedestrian experience along the 8th Avenue corridor. *(photos #5, p.12, #2,5a, p.13)*
- Use planting, architectural screening, artistic elements to provide both visual interest and a comfortable human scale to the garage.

We have used these design elements to enhance the visual experience for the neighborhood and to create a safe and accessible environment within and around the project.





Axonometric looking North



703 Madison Office Building | SE corner 7th + Madison



7th + Madison | looking west down Madison



7th + Marion | looking northeast at 703 Madison



M Street Grocery + Apartments | SE corner 8th + Madison



8th + Madison | looking south down 8th



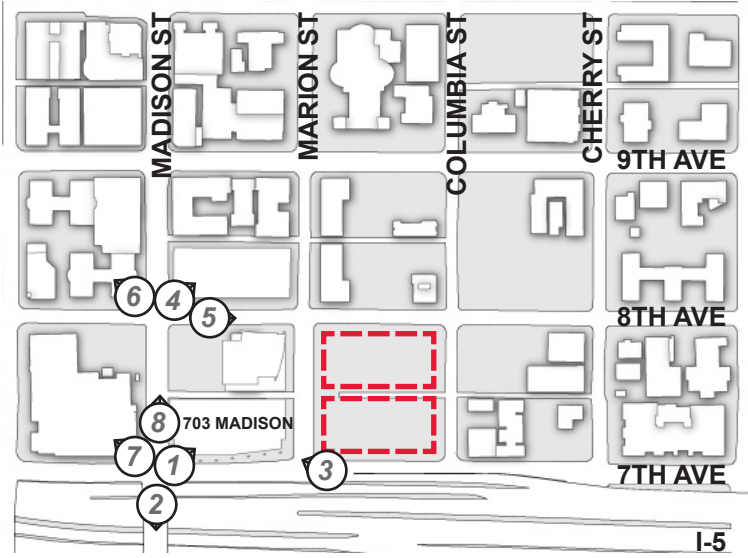
NE corner of 8th + Madison



Seattle First Presbyterian Church | NE corner of 7th + Madison

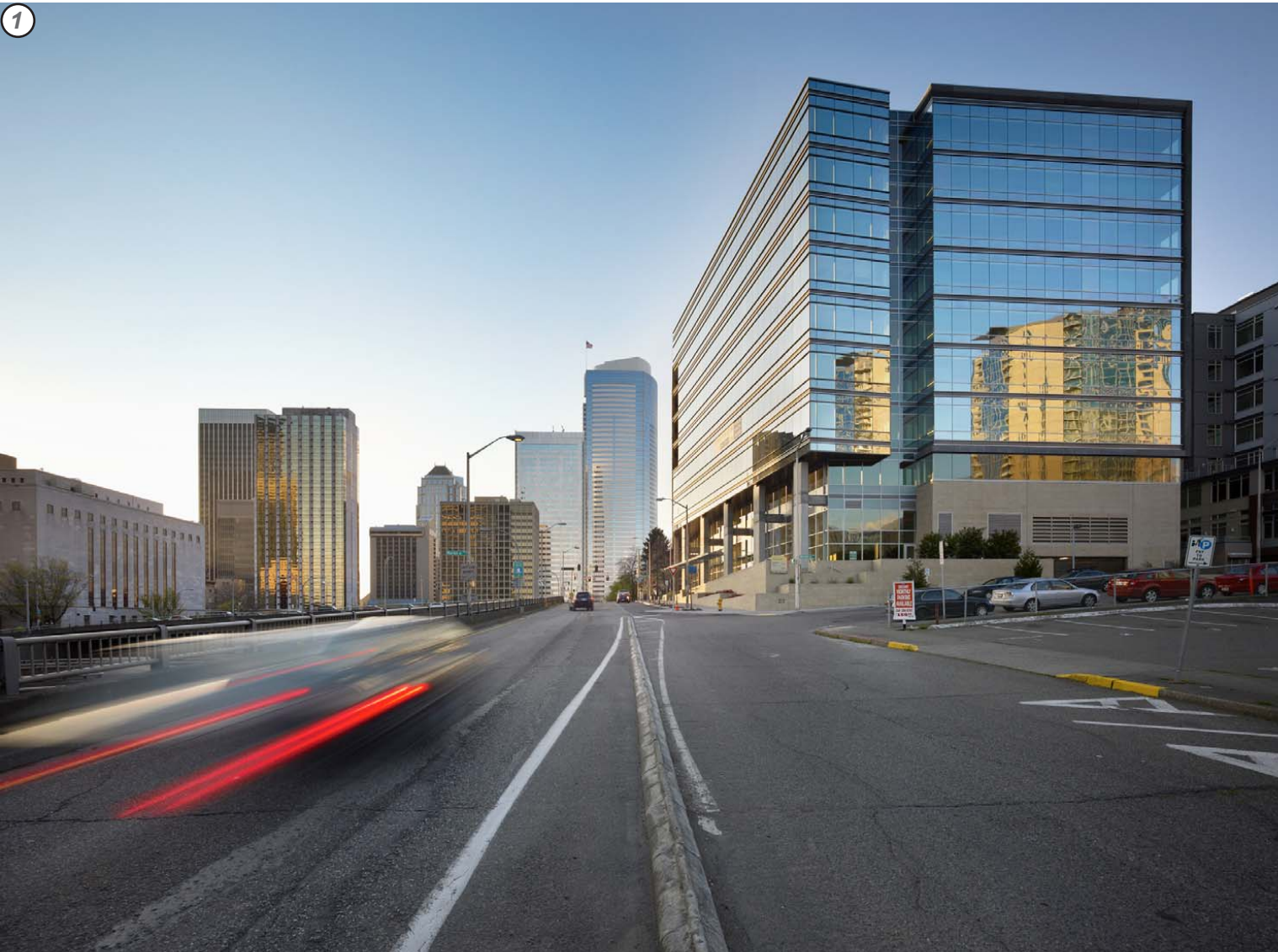


7th + Madison | looking east up Madison



KEY MAP

Neighborhood Context



Madison off-ramp | looking north up 7th



Cherry on-ramp | looking north up 7th



7th + Cherry | looking south down 7th



7th + Columbia | SE corner



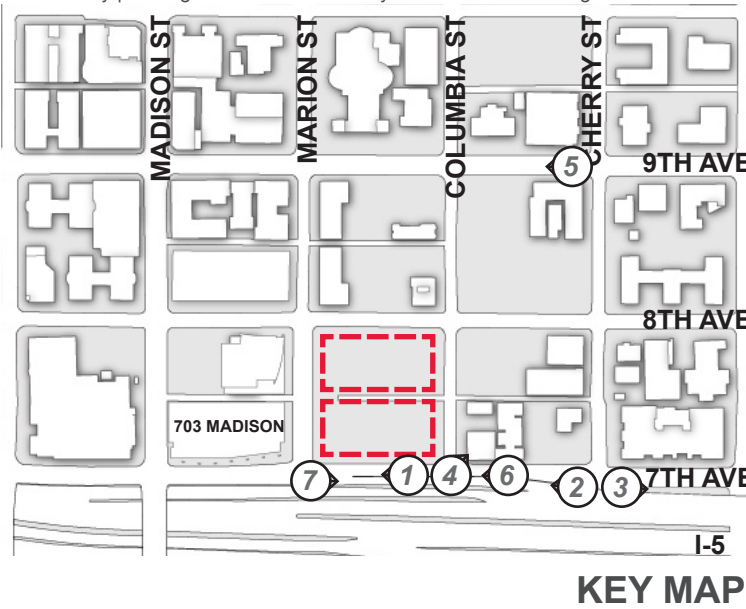
8th + Cherry | looking north down 8th at Skyline's curved site design



7th between Cherry + Columbia | looking north up 7th



Madison off-ramp | looking south down 7th



Neighborhood Context

Site Edges



1
intersection at 8th + Columbia | looking northwest



2
8th + Marion | looking south down 8th



3
8th + Marion | looking southwest



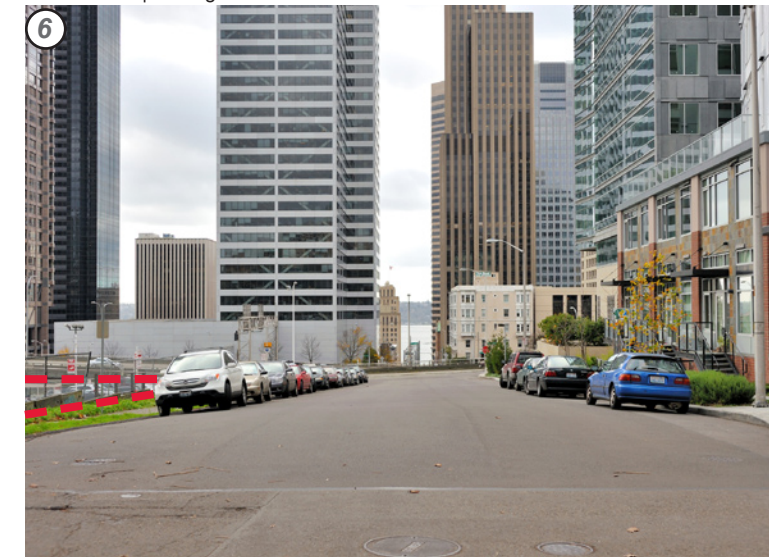
4
8th | looking north



5
7th + Marion | looking east up Marion



5a
7th + Marion | looking northwest at Lander Apartment Building's curved facade



6
8th + Marion | looking west down Marion



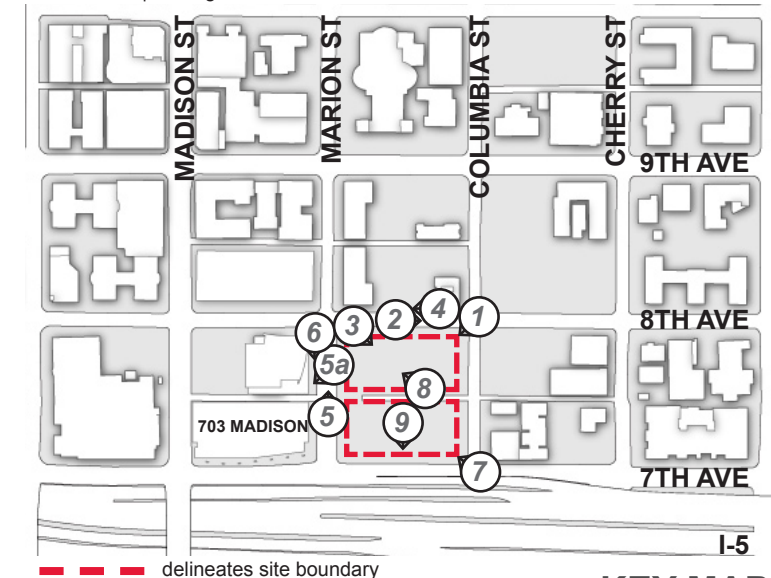
7
7th + Columbia | looking northeast



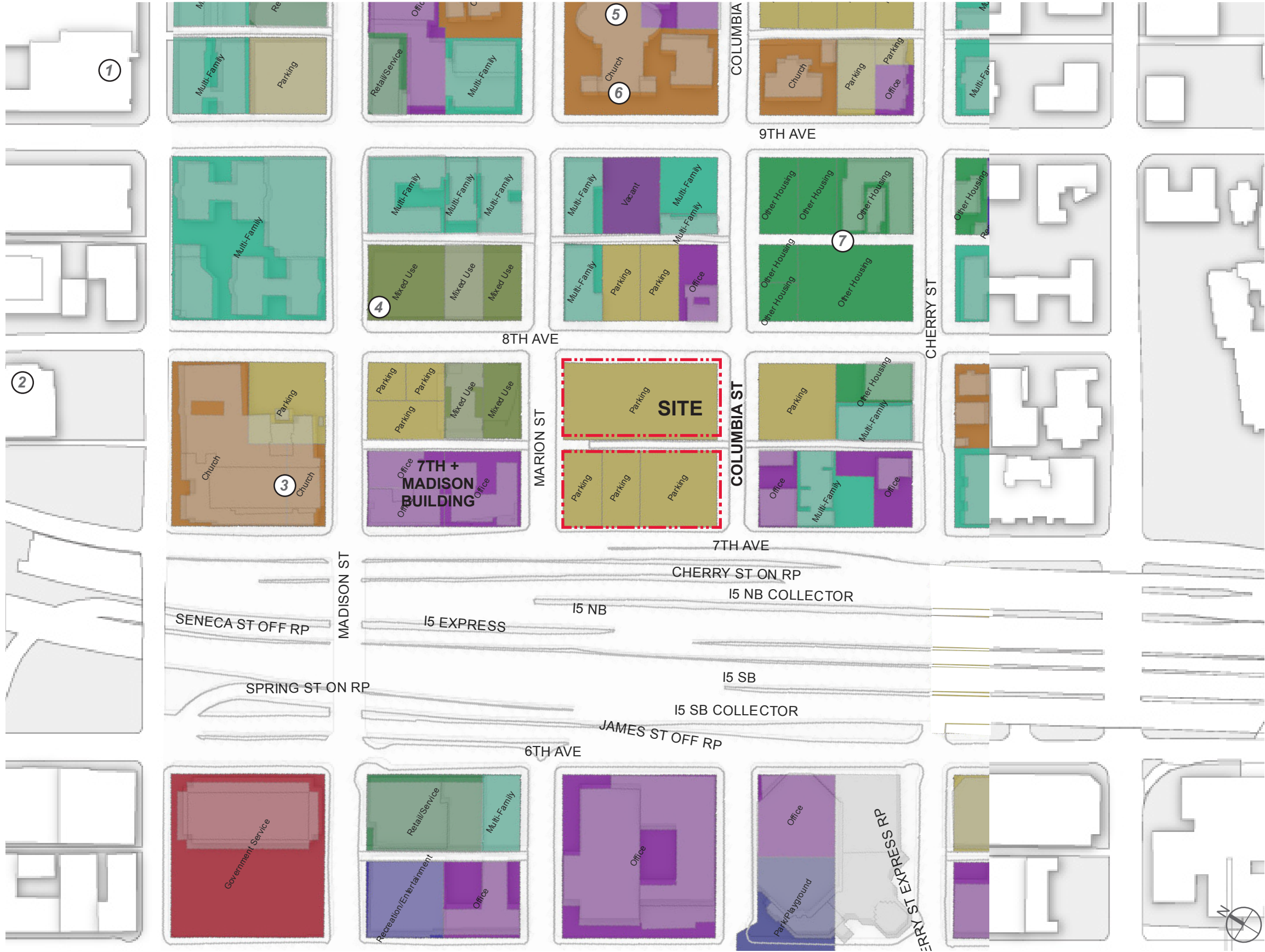
8
mid-block Columbia | looking north into site



9
site | looking west



KEY MAP



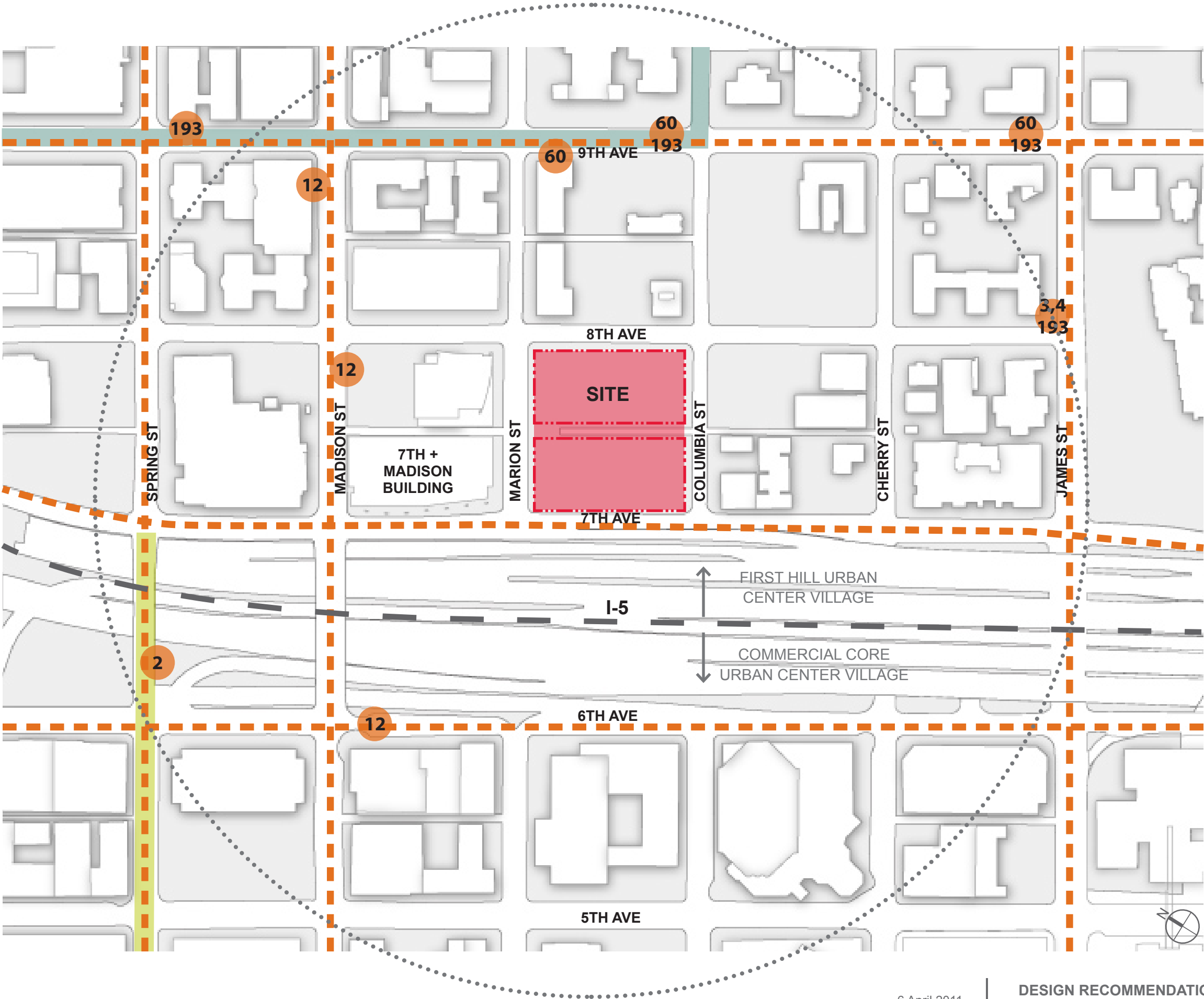
Neighborhood Context Existing Use

- ① Virginia Mason Medical Center + Hospital
- ② Town Hall
- ③ Seattle First Presbyterian Church
- ④ M Street Grocery
- ⑤ O'Dea High School
- ⑥ St. James Cathedral
- ⑦ Skyline at First Hill Retirement Community Seattle

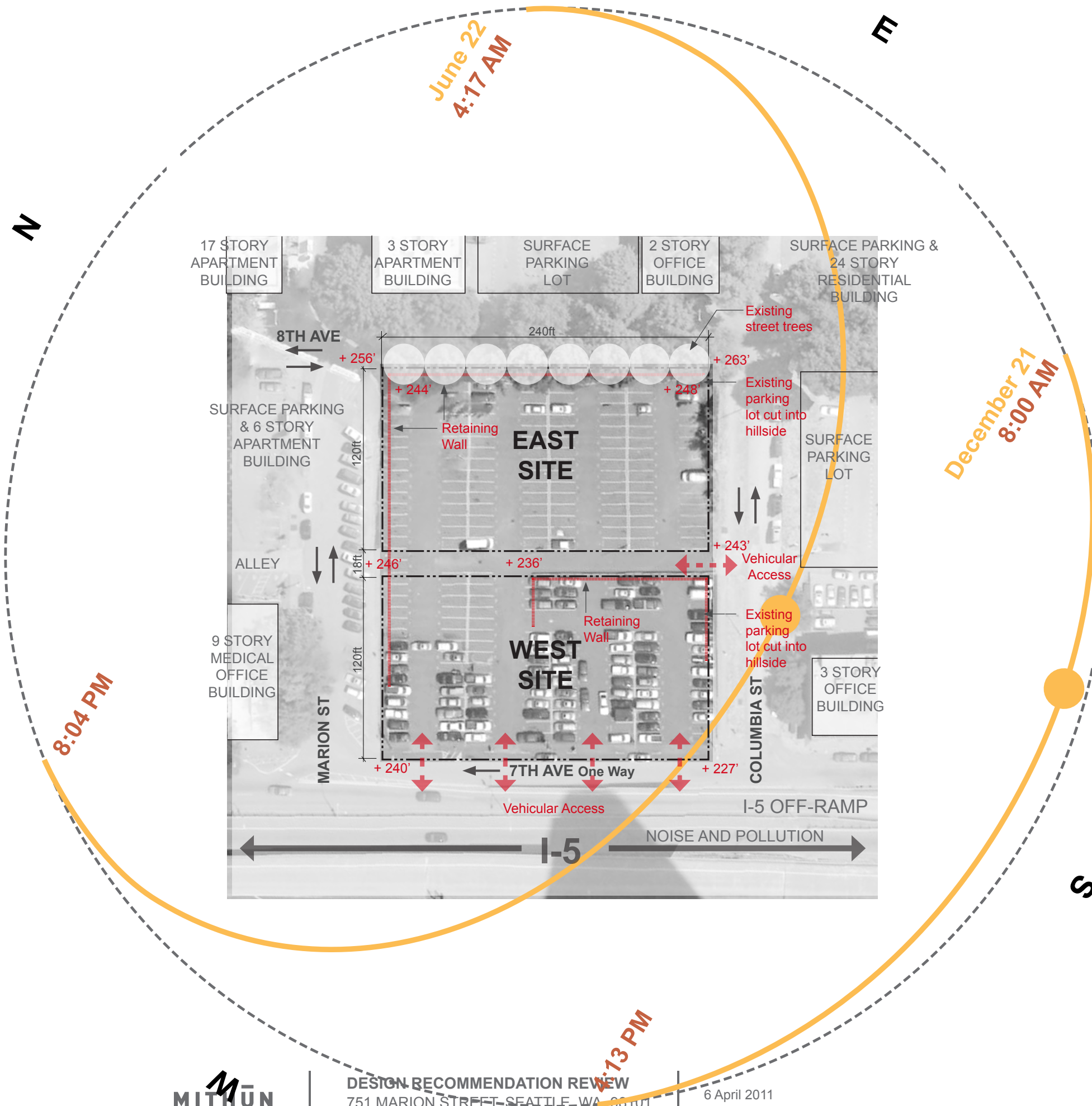
Building Footprints Parcel Land Use (as of 10/2009)

- Church
- Government Service
- Industrial
- Mixed Use
- Multi-Family
- Office
- Open Space
- Other
- Other Housing
- Park/Playground
- Parking
- Public Facility
- Recreation/Entertainment
- Retail/Service
- School/Daycare
- Single Family
- Terminal/Warehouse
- Utility
- Vacant

1 inch = 200 feet



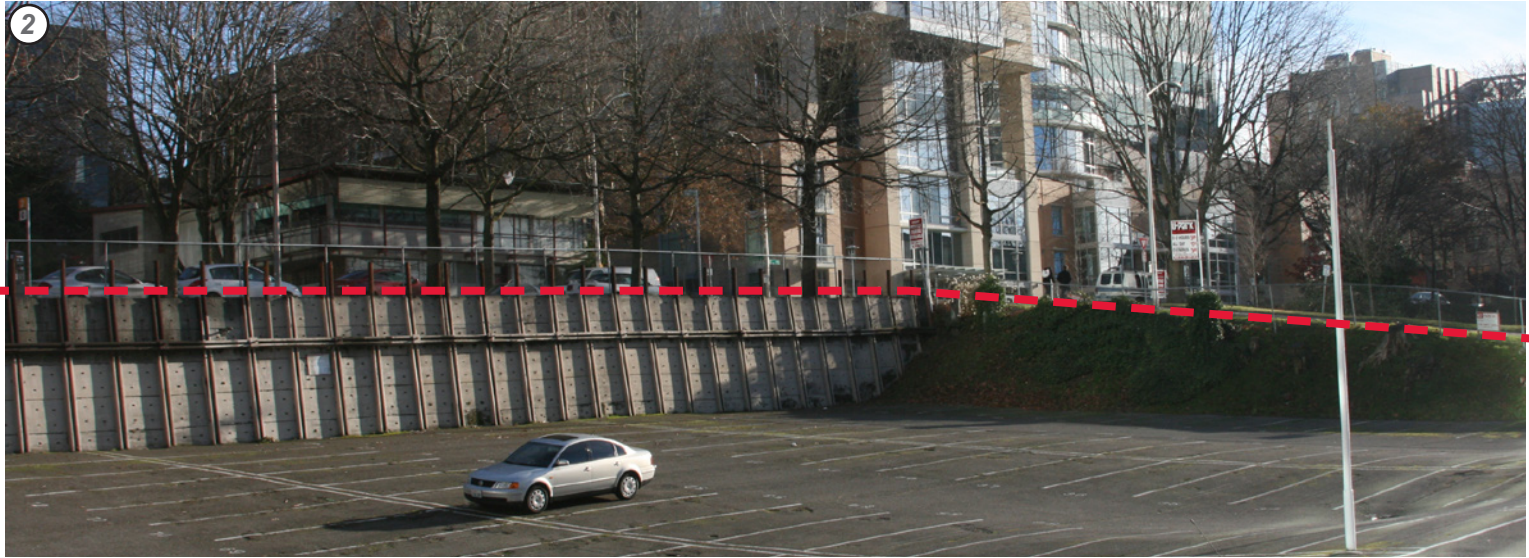
- Bus routes
- Bus stop
- Shared street (bicycle)
- 5 min walking radius
- First Hill Light-Rail Overlay District



Site Context



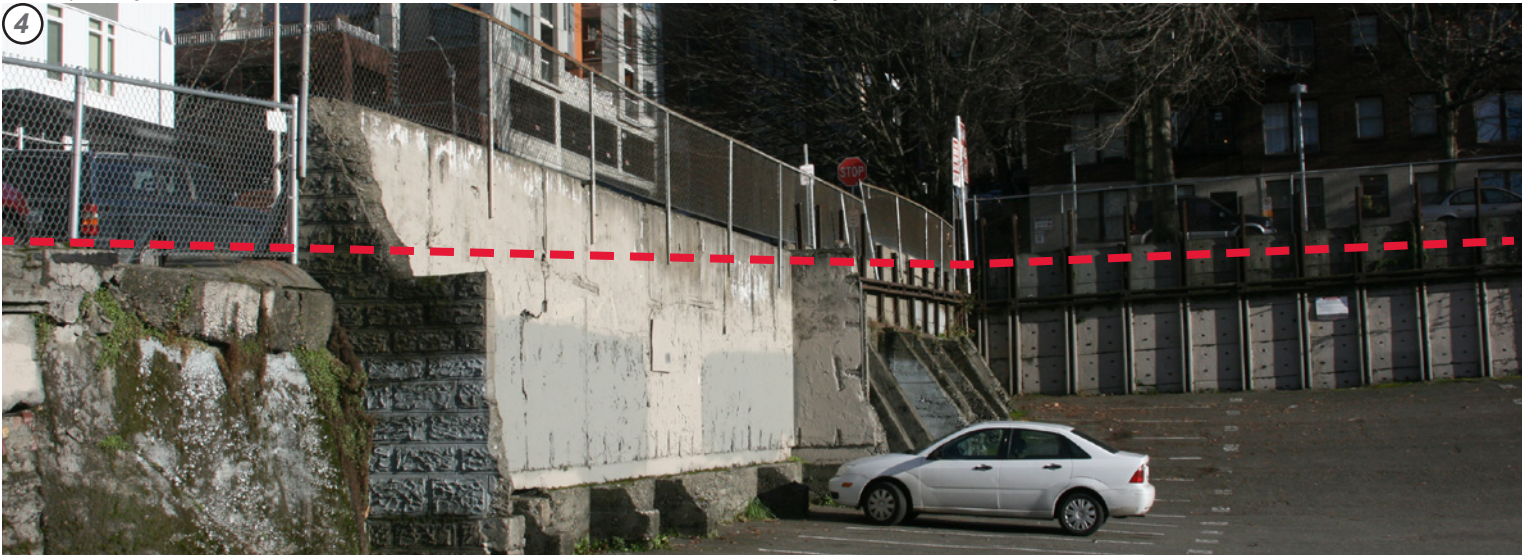
Marion | looking west



looking southeast at 8th and Columbia



slope at Columbia



retaining wall at Marion



retaining wall along 8th



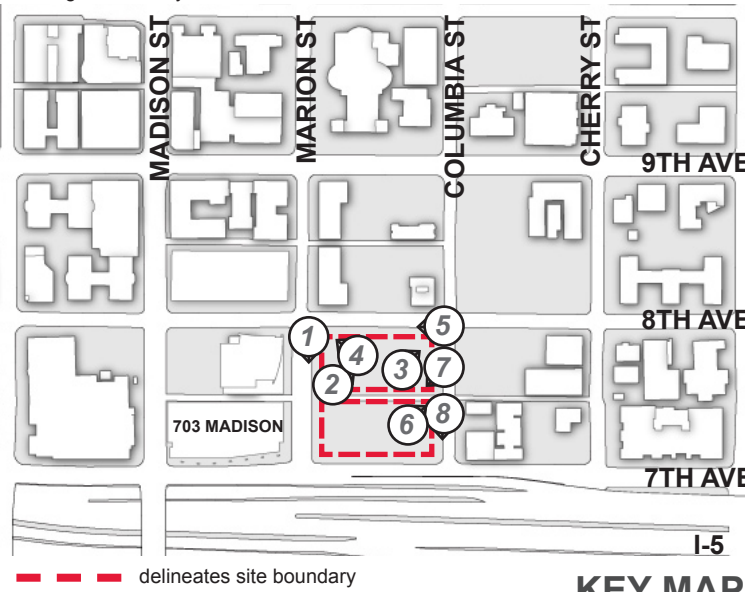
retaining wall at alley and Columbia



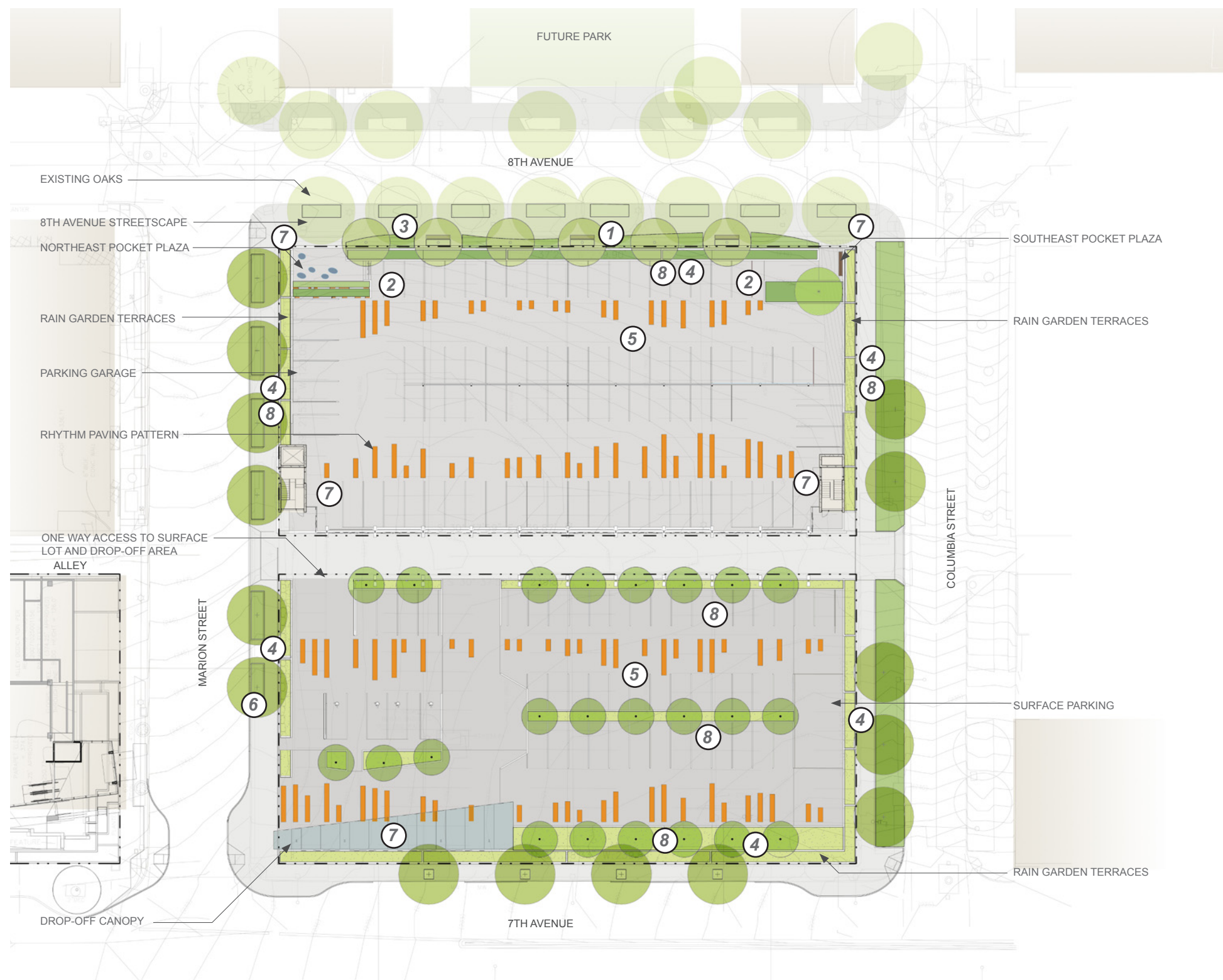
looking north at Marion



unpaved sidewalk at Columbia

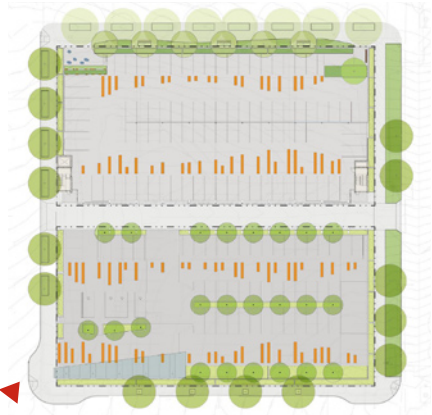
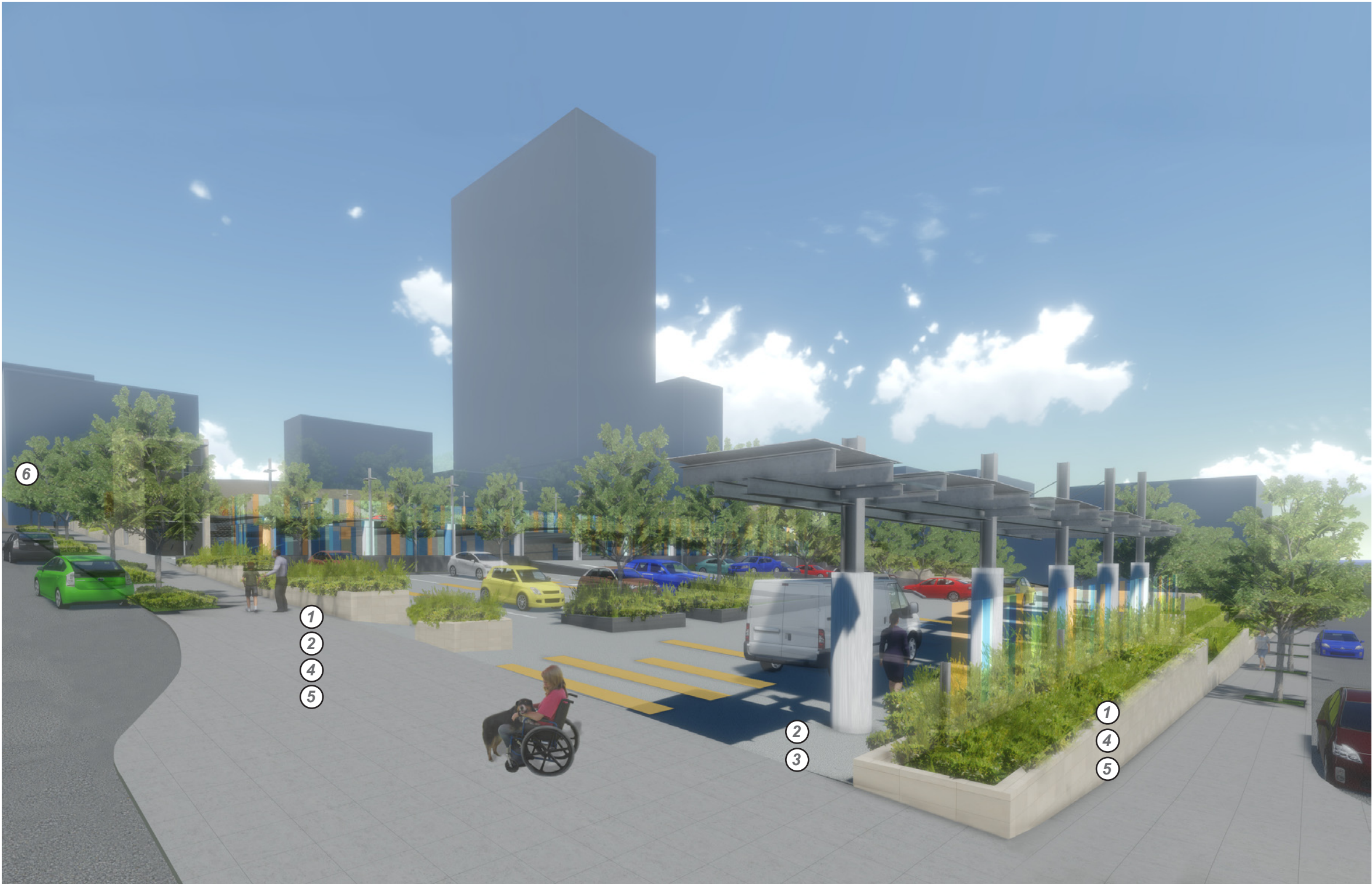


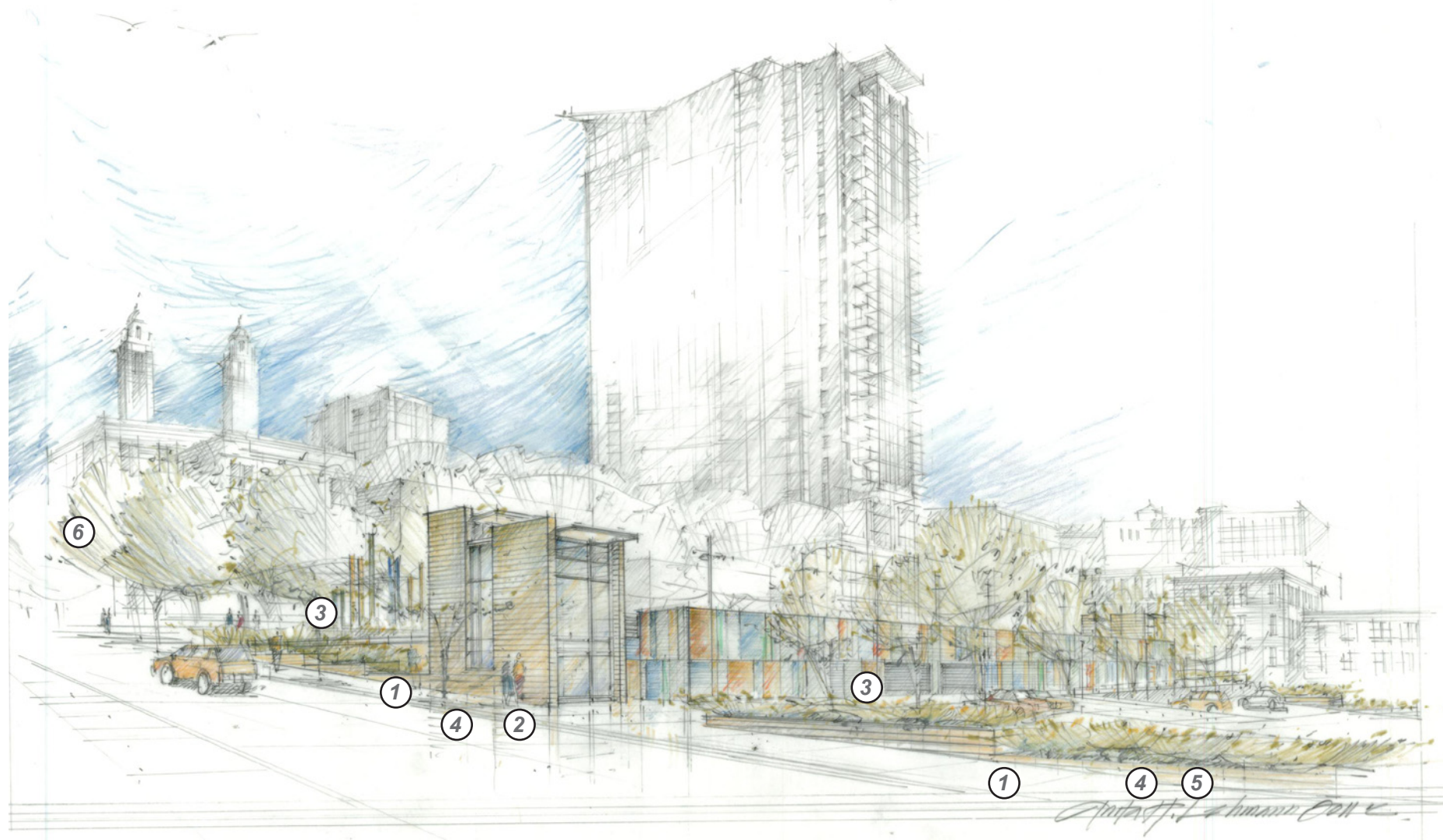




KEY

- ① **EDG A-2 Streetscape Compatibility and EDG A-4 Human Activity**
Streetscape along 8th Avenue is enhanced with addition of new row of street trees, benches, and introduction of wide band of landscape buffer between the edge of the garage and the street. The enhanced promenade encourages human activity.
- EDG A-1 Responding to site characteristics and EDG E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites**
- ② Two pocket parks are proposed to offer vistas of Downtown and to respond to future park across 8th Avenue. The proposal does not include any fencing along the streets. Instead, terraced landscape provides visual buffer and screening.
- ③ Curved edge of landscaping responds to curved sidewalk at 702 8th Avenue and to curved facade at 901 8th Avenue
- EDG A-2 Streetscape Compatibility; EDG D-4 Design of Parking Lots near Sidewalks EDG D-5 Visual Impacts of Parking Structures**
- ④ The structured parking and the surface lot are set back from the property lines to provide a ring of rain gardens along all street frontages. The planters provide a buffer between the sidewalks and the parking, and the planting materials screen the parking and the blank areas of walls.
- ⑤ **EDG A-1 Responding to Site Characteristics**
Color bar pattern has been introduced in addition to landscaping to address DRB's direction to treat parking surfaces as "fifth facade". The rhythm of the bars reinforces the rhythm of the structural columns and street lights.
- EDG A-4 Human Activity EDG A-8 Parking and Vehicle Access EDG A-10 Corner Lots**
- ⑥ The previously proposed curb cut and drop-off lane have been eliminated, and sidewalk has been straightened to enhance safety of pedestrian travel on south side of Marion street.
- ⑦ Pocket parks and passenger drop-off canopy enhance street corners. Vertical volumes of stairways anchor street corners at the Alley.
- ⑧ **EDG E-2 Landscaping to Enhance Building and / or Site**
Rain garden terraces provide sustainable design approach to controlling storm water runoff. Trees provide shading of the surface lot to offset heat island effect.





KEY

① EEDG A-1 Responding to site characteristics and EDG A-4 Human Activity

Low planted terraces along all streets reinforce terraced design approach and enhance pedestrian experience to promote human activity on all streets around the project.

EDG A-8 Parking and Vehicle Access EDG A-10 Corner Lots

- ② The previously proposed curb cut at Marion has been eliminated. In addition, the previously proposed drop-off lane along south side of Marion has been removed, and the sidewalk has been straightened and widened to provide safer and more continuous path of travel for pedestrians. Passenger drop-off highlights the corner of 7th and Marion. Vertical volumes of stairways anchor street corners at the Alley.

EDG C-2 Architectural Concept and Consistency EDG C-3 Human Scale and EDG C-4 Exterior Finish Materials EDG D-5 Visual Impacts of Parking Structures

- ③ Multi-colored polycarbonate panel cladding screens parking along the Alley facade creates a playful, human-scaled approach to screening of cars. Vertical polycarbonate elements introduced in the north pocket park and at the drop-off wind-break screen echo Alley facade and enhance consistency of design.

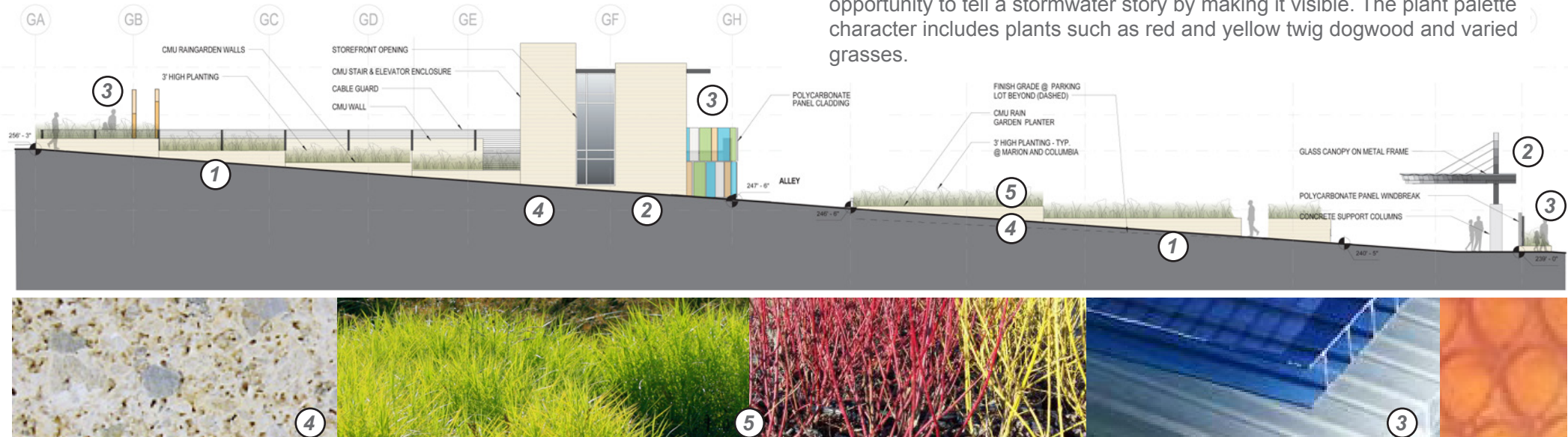
- ④ Concrete block cladding of the terraced planters and vertical circulation volumes is a human-scaled material that offers opportunities for joint detailing and relates to matching block at the adjacent Polyclinic building. Consistent use of block around the entire site perimeter reinforces design cohesion.

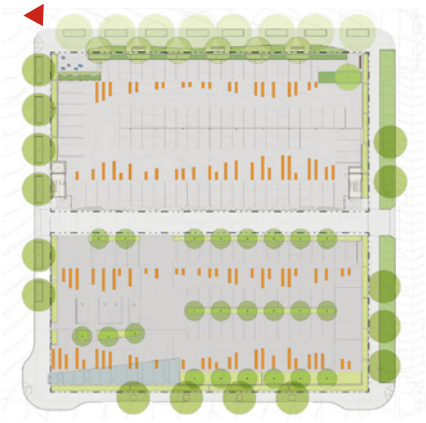
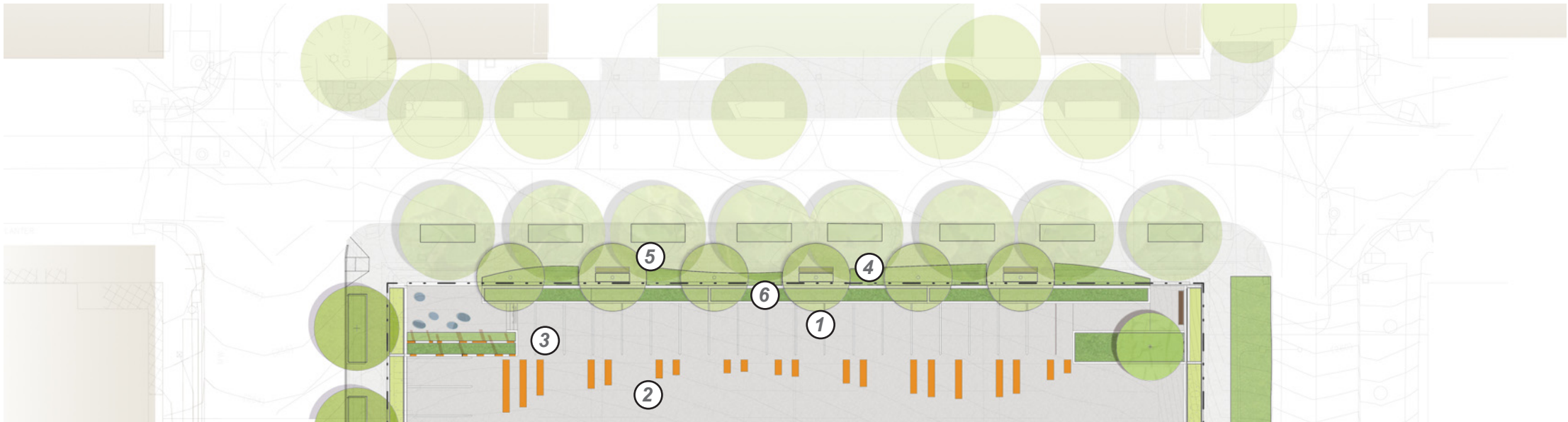
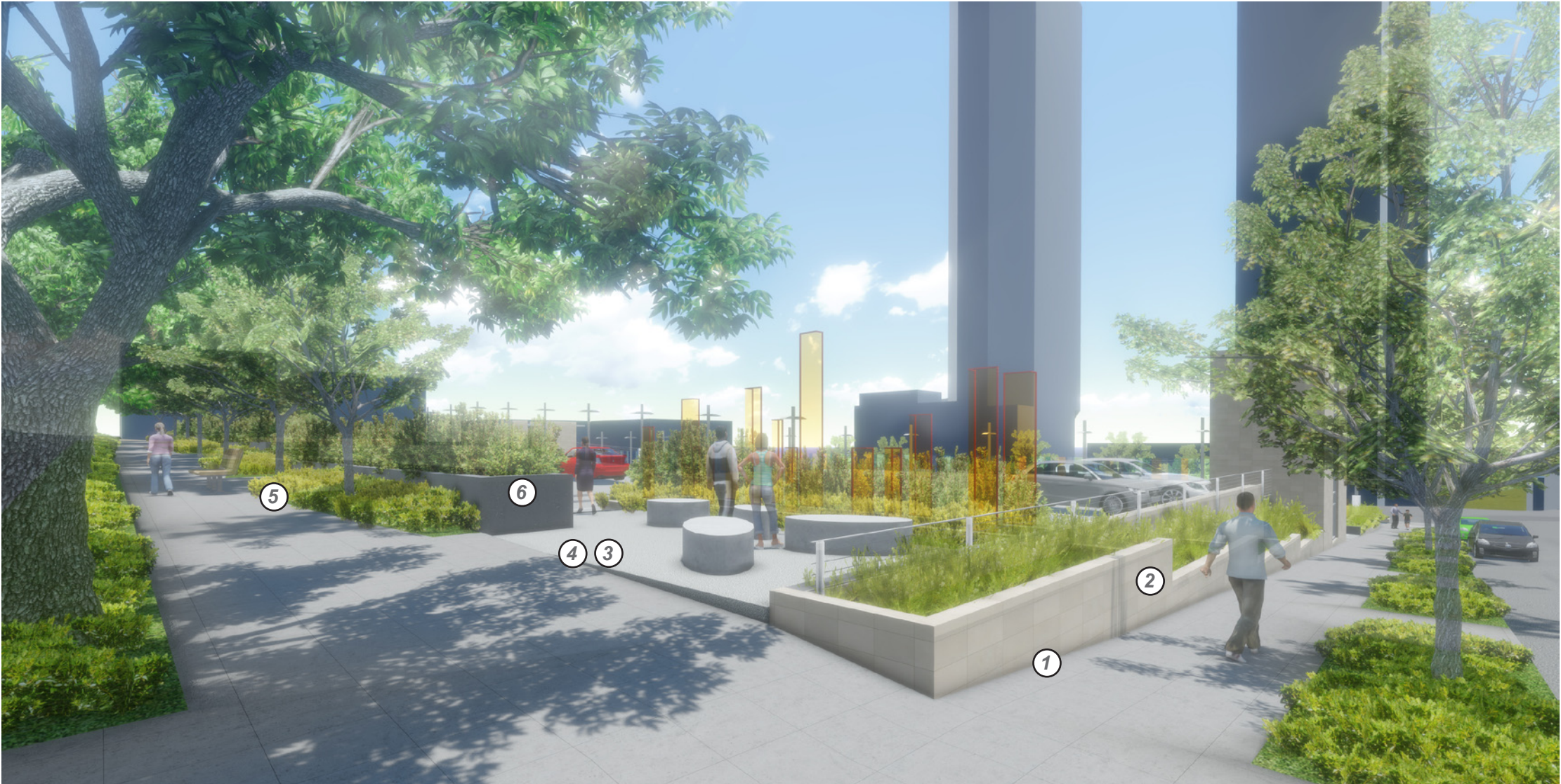
EDG E-2 Landscaping to Enhance the Building and/or Site EDG E-3 Landscape Design to Address Special Site Conditions

- ⑤ Terraced rain gardens cascade down each street slope, responding to the site and enhancing the pedestrian experience. The rain gardens have the opportunity to tell a stormwater story by making it visible. The plant palette character includes plants such as red and yellow twig dogwood and varied grasses.

EDG E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

- ⑥ Black Tupelo, the street tree at Marion, 7th, and Columbia, matches the existing trees along 7th Avenue at the adjacent 7th and Madison Building.







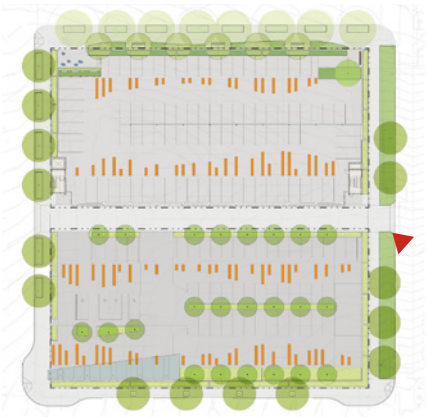
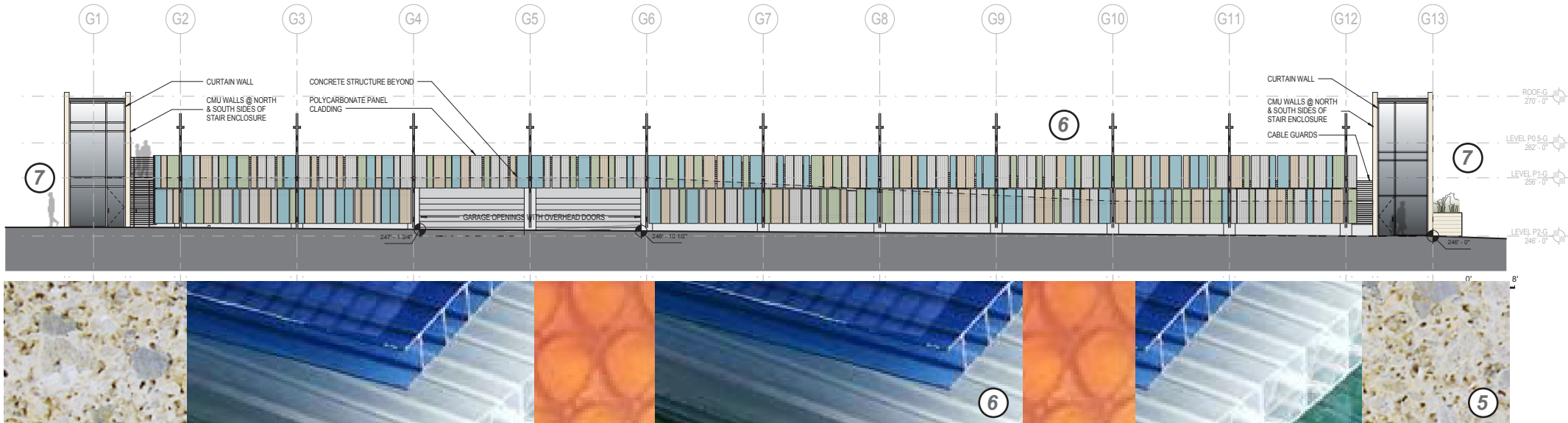
KEY

EDG A-1 Responding to site characteristics
 EDG A-2 Streetscape Compatibility
 EDG A-4 Human Activity
 EDG A-10 Corner Lots
 EDG C-2 Architectural Concept and Consistency
 EDG D-4 Design of Parking Lots near Sidewalks
 EDG D-5 Visual Impacts of Parking Structures
 EDG E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
 EDG E-2 Landscaping to Enhance Building and/or Site
 EDG E-3 Landscape Design to Address Special Site Conditions

- ① The majority of the parking structure is placed below grade to minimize its visible bulk and to maintain views to Downtown. There is no fence between 8th Avenue and the upper parking deck. Instead, a wide band of planting that steps up toward the edge of the deck provides screening while preserving access to views.
- ② Landscaping along all street frontages is enhanced by introduction of terraced rain gardens that ring the development. Rain garden planting screens parking and creates a buffer between sidewalks and parking.
- ③ Corner pocket park at 8th and Marion plays off the linear promenade along 8th Avenue and provides a spot to relax and to view the Downtown. Vertical color polycarbonate elements frame the views and reinforce the material palette by matching cladding material proposed for the Alley facade as well as by relating to the graphic pattern proposed at parking decks.
- ④ Pocket park enhances the street corner and encourages human activity. It also echoes the future park development across 8th Avenue. New access from the upper parking deck to the adjoining streets has been introduced via the pocket parks.
- ⑤ An added row of trees, additional band of planting and street benches respond to the existing character of 8th Avenue and enrich the pedestrian experience. The curvilinear planted edge, consisting of evergreen plants such as Salal and Oregon Grape, creates seating pockets and responds to the curved sidewalk at 702 8th Avenue and to the curved facade at 901 8th Avenue.
- ⑥ A low hedge in the long, low concrete planters distinguishes the experience along 8th Avenue and provides a visual backdrop to the pedestrian corridor without obscuring views.

- ⑤ A smaller tree, such as Paperbark Maple, will complement the existing row of mature oaks.







KEY

EDG A-1 Responding to site characteristics; EDG E-2 Landscaping to Enhance Building and/or Site; EDG E-3 Landscape Design to Address Special Site Conditions

- ① The majority of the parking structure is placed below grade to minimize its visible bulk and to maintain views to Downtown. Upper deck of the parking lot is set slightly below the elevation of the 8th Avenue sidewalk. This approach to design responds to the goal of treating the structured parking and the surface lot volumes as “earthwork sculpture, rather than a typical building proposal”.

EDG A-2 Streetscape Compatibility; EDG A-4 Human Activity; EDG A-10 Corner Lots; EDG E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites;

- ② Corner pocket park at 8th and Columbia provides a counterpoint to the linear promenade along 8th Avenue. A specimen tree, such as a Stewartia, focuses the view and anchors this street corner. The pocket park responds to the future proposal for a park across 8th Avenue and creates conditions for human activity..

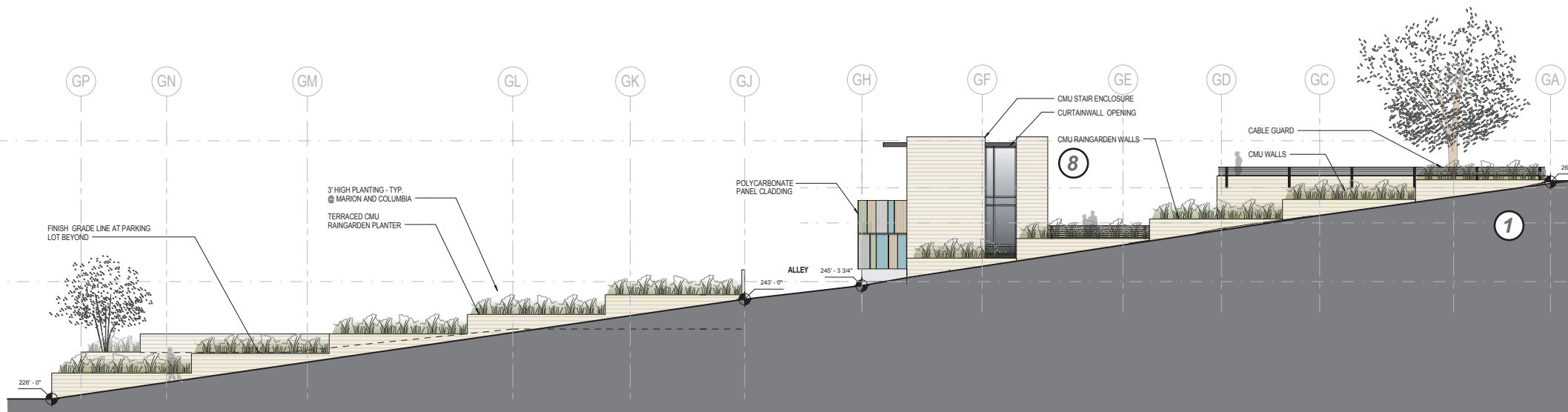
- ③ Added row of trees, additional band of planting and street benches respond to existing character of 8th Avenue and enhance its appeal. Together with planting provided in the corner park, landscaping serves to screen parking and to encourage human activity.

EDG A-8 Parking and Vehicle Access; EDG C-2 Architectural Concept and Consistency EDG C-3 Human Scale; EDG C-4 Exterior Finish Materials; EDG D-4 Design of Parking Lots Near Sidewalks; EDG D-5 Visual Impacts of Parking Structures

- ④ Landscaping along all street frontages is enhanced by introduction of terraced rain gardens that ring the development. The rain gardens screen cars and soften the limited blank walls.

- ⑤ Consistent use of CMU around the development perimeter reinforces design cohesion and introduces human-scaled material.

- ⑥ Multi-colored polycarbonate panels proposed in a variety of sizes and placed in offset positions provide a playful facade with good level of detail. They also serve to screen parking.



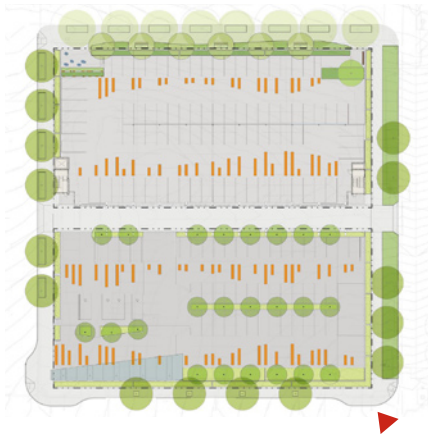
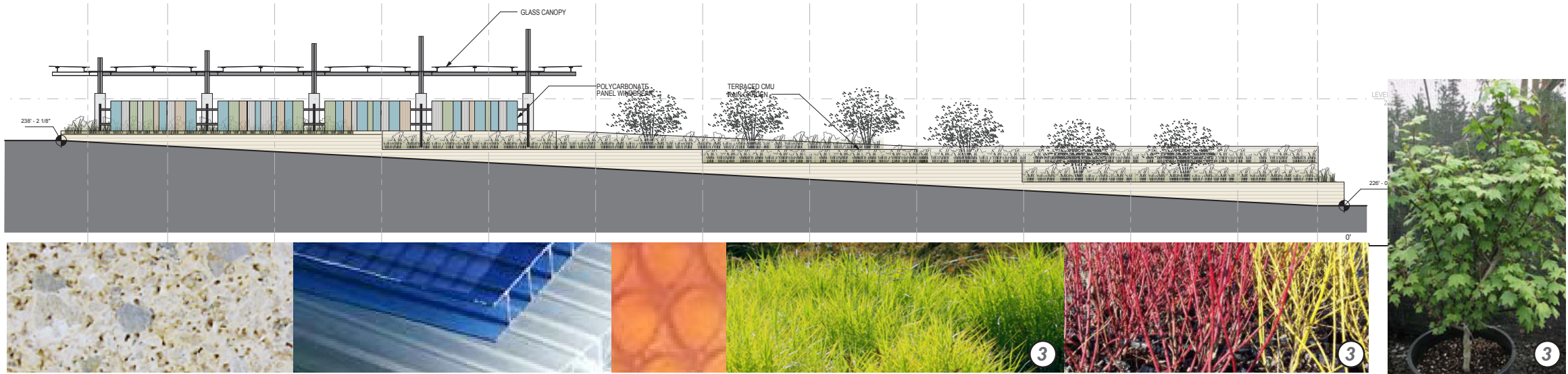
EDG C-2 Architectural Concept and Consistency

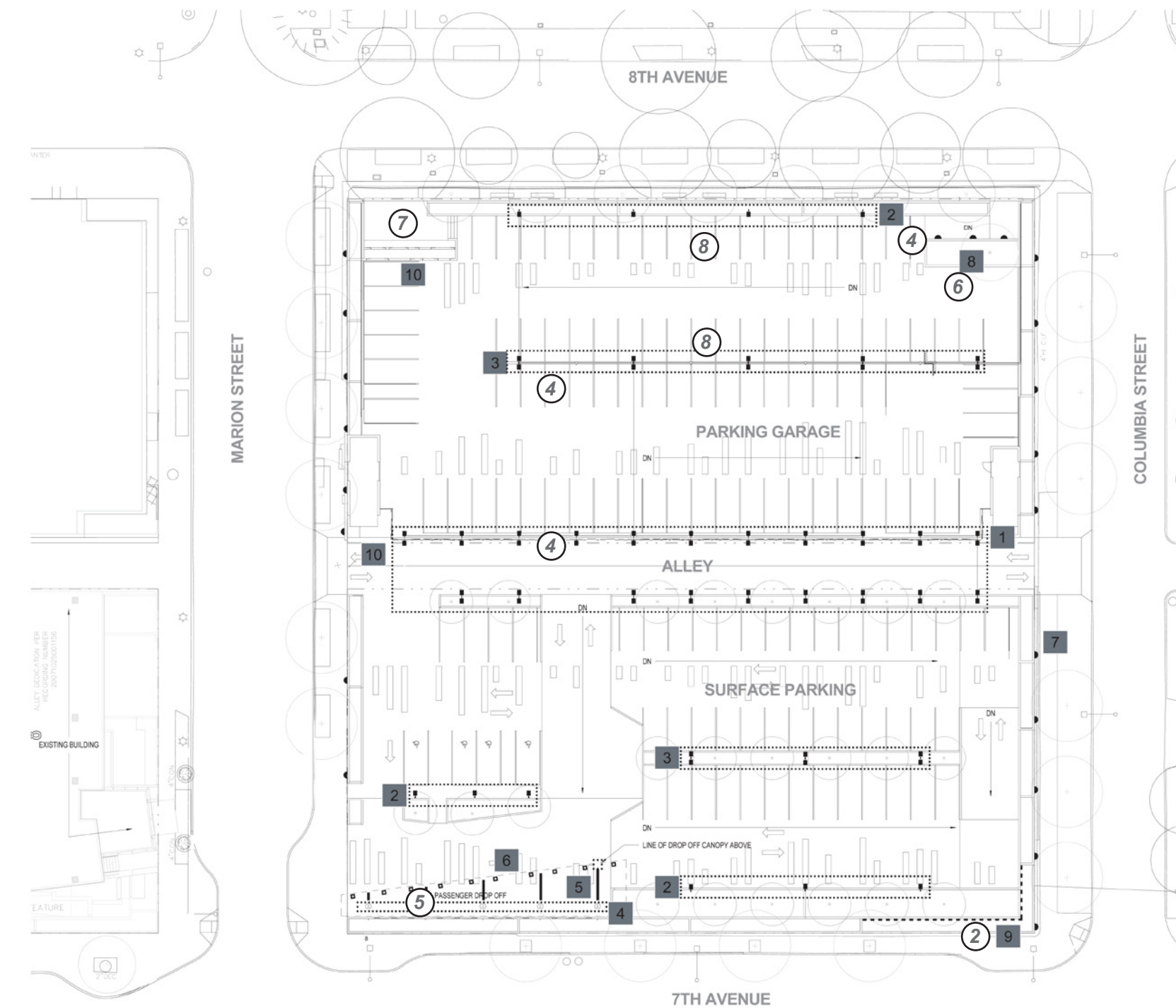
- ⑦ Vertical volumes of stair towers work as “book-ends” that anchor the linear Alley facade.

EDG D-6 Screening of Dumpsters, Utilities, and Service Areas

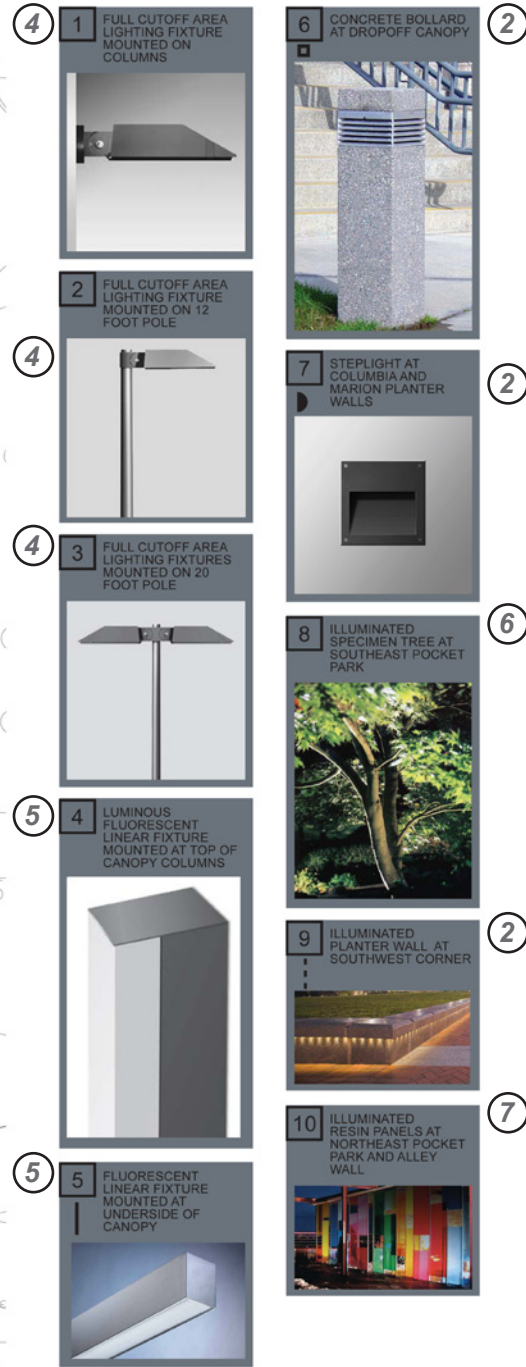
- ⑧ Mechanical exhaust for the structured parking is integrated into the vertical volume of the south stair tower. The current proposal includes an opening at the top of the exhaust shaft. The proposed integrates mechanical exhaust in the overall architectural concept, works to provide well-proportioned volumes, and avoids introduction of an additional vertical element that would potentially be at odds with the current laconic language of simple, well-proportioned forms.







16 SITE LIGHTING PLAN
1/16" = 1'-0"



LIGHTING CONCEPT

Lighting is designed to provide light levels for safety and security while avoiding glare and spill light in the surrounding residential areas. All pole-mounted lighting is full cutoff, with no light emitted directly into the night sky. All light poles on the perimeter are limited to 12 feet to reinforce the pedestrian scale of these edges.

Lighting on Columbia and Marion is mounted within planter walls to provide low-level pedestrian lighting in these areas without glare. Gentle lighting of special features at each corner defines the edges of the project, while wayfinding is enhanced by supporting a separate visual identity for each corner. Lighting at the dropoff canopy is designed to enhance wayfinding from the 7th & Marion building entrance, with visible vertical light elements at the canopy itself, and bollards along the canopy edge to separate pedestrians and vehicle traffic.

KEY

EDG A-1 Responding to site characteristics EDG C-3 Human Scale

- The entire development is terraced to work with existing topography of the site. This approach allows to reduce the bulk of the retaining walls, particularly at the corner of 7th Avenue and Columbia.

EDG A-4 Human Activity

EDG E-2 Landscaping to Enhance the Building and/or Site

- The proposed planting design and pedestrian-scaled lighting will soften the harsh conditions impacted by the adjacent Interstate 5 along 7th Avenue. These improvements will encourage human activity on 7th and will increase the sense of safety. Similarly, added landscaping and step lighting along Marion and Columbia will enhance pedestrian experience and safety.

- Extensive use of rain gardens proposed throughout the project will help to address storm water runoff in a sustainable manner. Small trees, such as Vine Maple, add verticality to the rain gardens at the 7th Avenue surface lot.

EDG E-3 Landscape design to address special site conditions

- Pedestrian-scaled street lights reinforce the rhythm of the structural columns and of the graphic bar pattern on parking surfaces.
- Vertical lights integrated into structure at the drop-off canopy emphasize vertical lines of the structure and help to anchor the corner of 7th and Marion.

EDG A-2 Streetscape Compatibility

EDG A-10 Corner Lots

- Special attention will be paid to lighting design in the proposed pocket parks. Tree lighting will be used to highlight the specimen tree in the south pocket park.
- Grazing light will be introduced to highlight the vertical polycarbonate panels in the north pocket park.

EDG E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites;

EDG E-3 Landscape design to address special site conditions

- The existing lighting at 8th Avenue that follows 1st Hill Neighborhood Association design efforts for lighting suggestions remains unchanged. The new rows of parking lights at the east parking deck are similar in scale to the existing lights along 8th Avenue.

DEPARTURE 2 - ALLOW FOR OMITTING INTERVENING USE AND
DEPARTURE 4 - ALLOW FOR REDUCED TRANSPARENCY
NOTE: DEPARTURE 1 IS NO LONGER REQUESTED

Proposed Design
Requested Departures

DEPARTURE 2

SMC 23.47A.032B.1.b: Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use.

The Applicant proposed to exclude intervening use from the parking structure and requests a departure from the Development Standards for Intervening Use.

JUSTIFICATION:
DRB guidelines offered at EDG and related to Design Guidelines E2 / E3 suggest approaching the design as "earthwork sculpture, rather than building proposal". In alignment with this approach, the key design concept relies on placing most of the parking structure below grade and attempts to keep the upper deck of the structured parking at or below the level of existing sidewalk at 8th Avenue. This approach also responds to Design Guidelines A-1 (Responding to Site Characteristics), C-3 (Human Scale) and D-5 (Visual Impacts of Parking Structures). As a result, the portions of the structure visible above grade are limited in extent and in available head clearance as indicated on the illustration. The available disjointed and limited volumes with difficult and steep access conditions would make poor choices for retail or other intervening uses and would likely stay vacant.

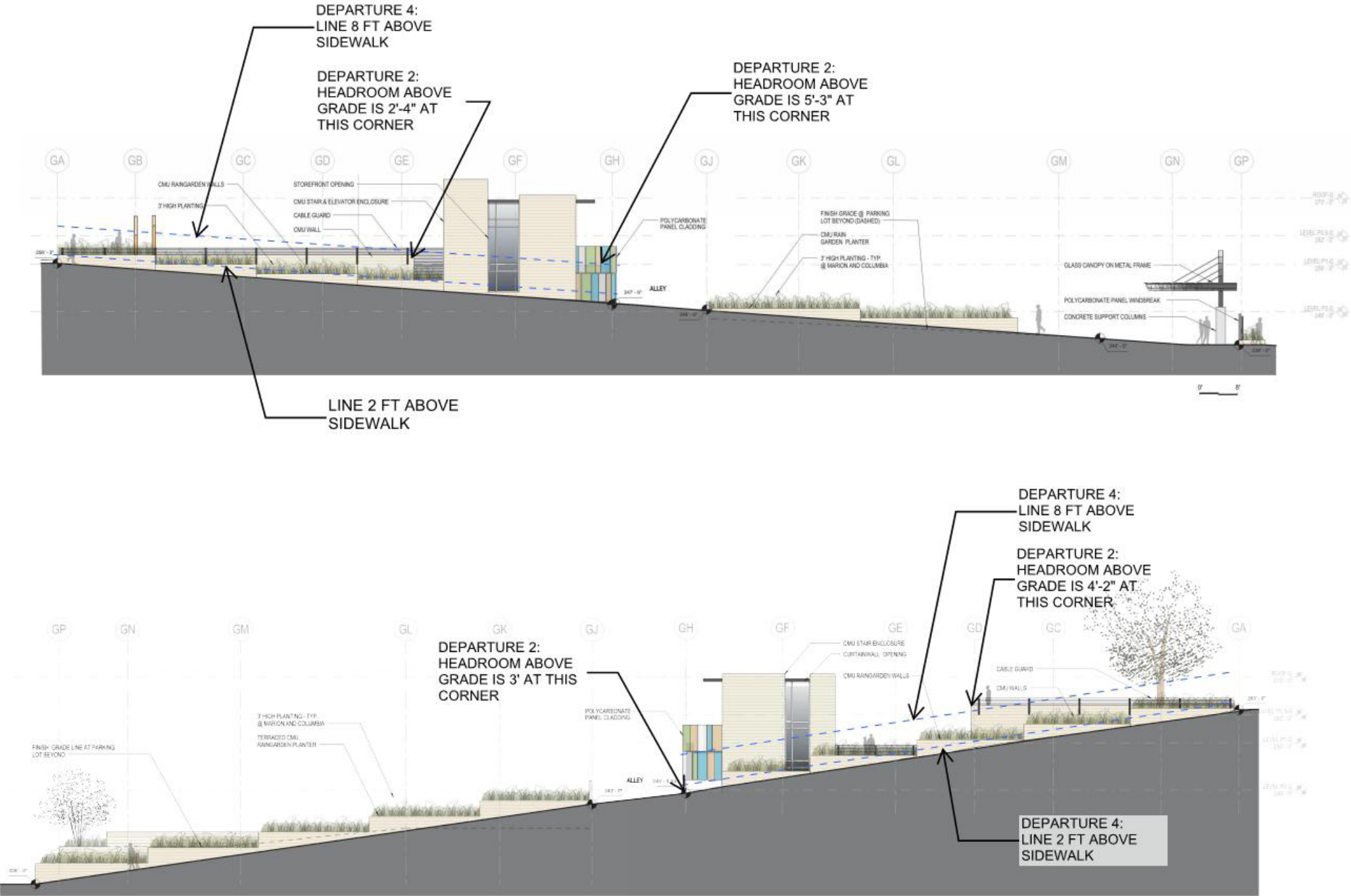
By avoiding the potential for vacant street-facing spaces, the proposal improves the sense of safety discussed in the Design Guideline D-7 (Personal Safety and Security). The proposal relies on the use of continuous terraced rain gardens with attractive planting to enhance pedestrian experience along Marion and Columbia, to provide screening and buffer in accordance with Design Guidelines C-3 (Human Scale), D-4 (Design of Parking Lots Near Sidewalks) and E-2 (Landscaping to Enhance Building and /or Site).

DEPARTURE 4
SMC 23.47A.008.B.2.a: Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.

JUSTIFICATION:
The applicant would like to request a departure from this standard due to the following reasons:
a. The requirement for transparency is intended to provide visibility into retail or similar use spaces that activate and provide interest for the pedestrians walking along the street level building facades. As indicated in the justification for requested Departure 2 above, retail or similar use would likely be unsuccessful due to existing steep grade and due to over-riding desire to reduce the visible bulk of the parking structure.

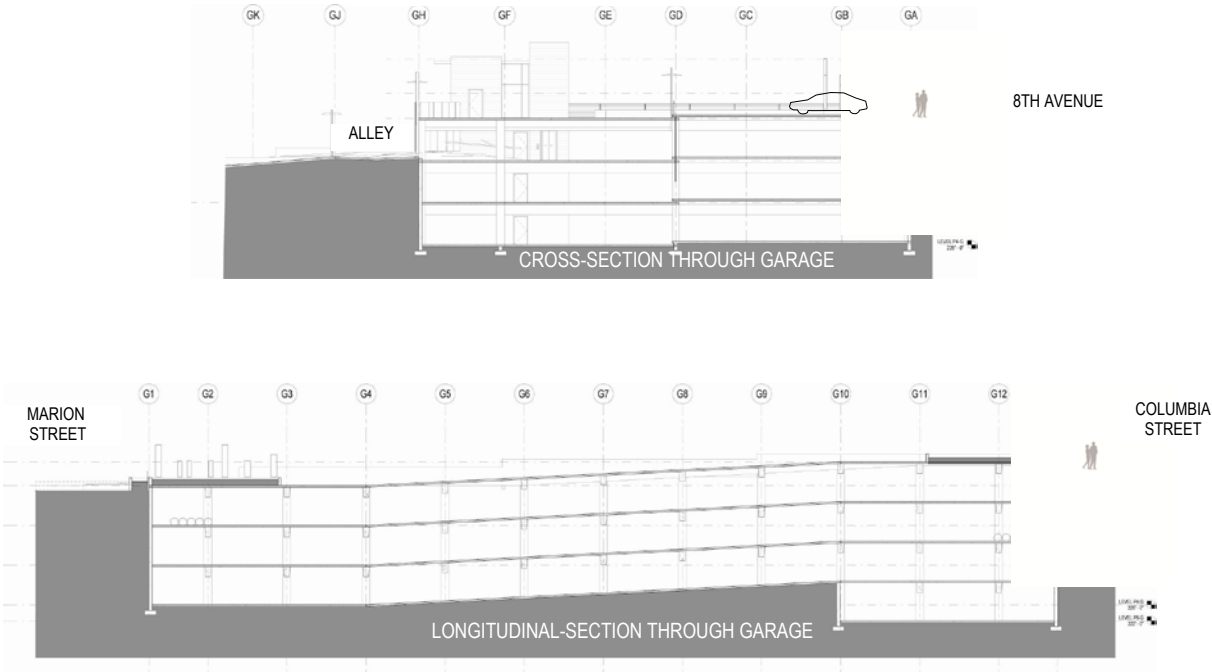
b. The entire development is terraced, and the upper parking deck is set at or below grade of the 8th Avenue sidewalk, "to increase views to Downtown" per EDG DRB guideline A-2 and to respond to Design Guidelines A-1, C-3 and D-5. As a result, the areas of potential openings between bottom of deck structure and tops of the terraced planters are very limited. In order to achieve 60% transparency, the top decks of the garage would need to be raised significantly. It appears that allowing view of the parking garage interior is less appealing for the pedestrians than having access to views to Downtown, and less important than achieving a design that relates to human scale and minimizes visibility of parking.

Instead of providing views of the garage interior, this project aims to provide a level of interest for the pedestrians by incorporating planted terraced rain gardens along the streets and by providing pocket parks at street corners, according to EDG DRB Guideline A-2 (pulling back the parking from street frontages) and Design Guideline E-2.



DEPARTURE 3 - NONRESIDENTIAL USE FLOOR TO FLOOR HEIGHT
REQUIREMENT OF 13'-0"

PROPOSED DESIGN



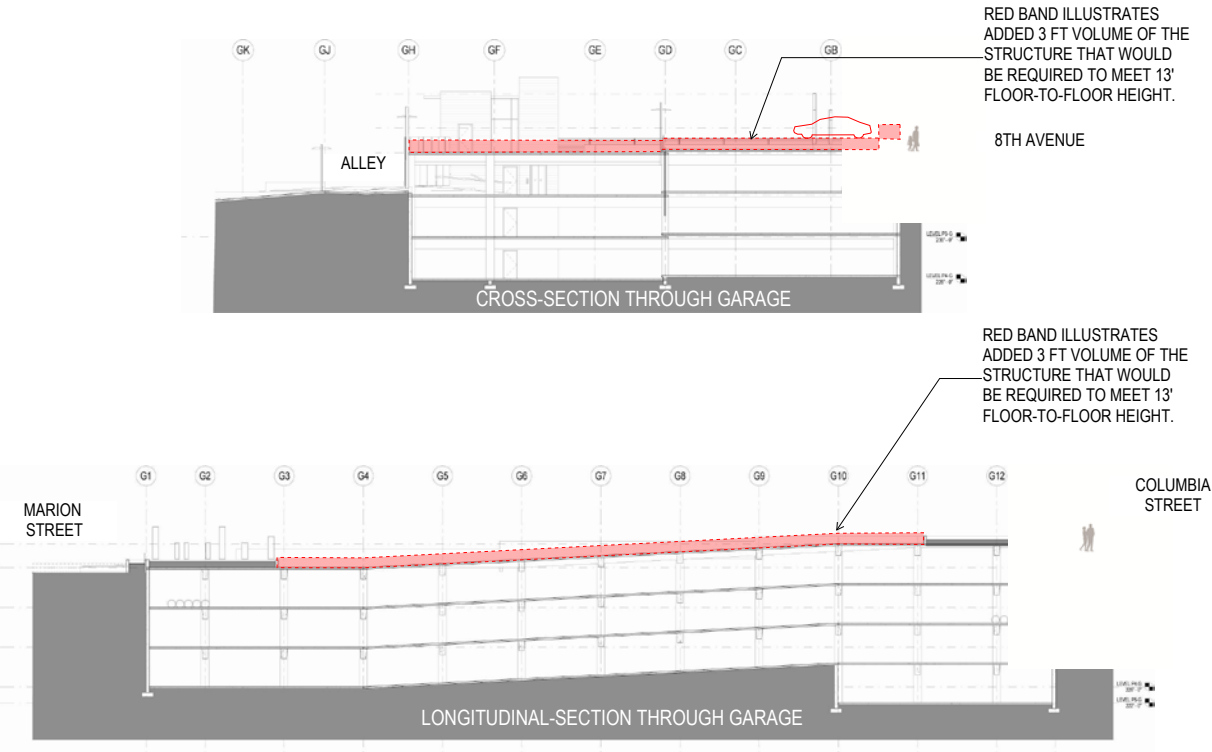
PROS

- * MINIMIZES VISIBLE VOLUME OF PARKING STRUCTURE ABOVE GRADE AND TAKES ADVANTAGE OF SITE TOPOGRAPHY (DRG A-1 AND B-1).
- * KEEPS TOP DECK OF THE GARAGE SLIGHTLY LOWER THAN EXISTING SIDEWALK ELEVATION ALONG 8TH AVENUE TO PROVIDE VIEWS TO DOWNTOWN (EDG DRB GUIDELINE A-III AND DRG A-2)
- * PROVIDES EASY ACCESS TO SURROUNDING STREETS FROM THE UPPER DECK OF THE GARAGE AND ALLOWS FLUSH ACCESS FROM 8TH AVENUE TO THE CORNER POCKET PARKS (EDG DRB GUIDELINE A-V)

CONS

- * DOES NOT FOLLOW ZONING STANDARD FOR STREET LEVEL COMMERCIAL USES

DESIGN WITH 13'-0" FLOOR HEIGHT AT STREET LEVEL



PROS

- * FOLLOWS ZONING STANDARD FOR STREET LEVEL COMMERCIAL USES

CONS

- * INCREASES BULK OF PARKING STRUCTURE VISIBLE FORM THE STREETS
- * OBSCURES VIEWS FROM 8TH AVENUE AND FROM THE PROPOSED CORNER POCKET PARCK TO DOWNTOWN
- * MAKES SCREENING OF PARKING ALONG THE UPEER PORTION OF THE SITE MORE CHALLENGING