



PACIFIC HOSPITAL NORTH LOT

1200 12TH AVE S | LANDMARK REVIEW
03.03.2021 | 20-004 | #3027067-LU



WEBER THOMPSON



PROJECT OVERVIEW

VISION STATEMENT

The Seattle Chinatown International District Preservation and Development Authority (SCIDpda) is developing the current vacant parking lot north of the historic Pacific Tower into an intergenerational mixed-use development that hopes to mitigate the high risk of involuntary displacement in the communities of Beacon Hill and the Chinatown International District (CID) by increasing the affordable, family-sized housing stock, expanding access to early-learning childcare centers, and allowing elderly residents to age in place.

SCIDpda is working in collaboration with ICHS and Kin On for the Program for All-Inclusive Care for Elderly (AiPACE) and El Centro for the early-learning education center in combination with affordable family sized units (2+ bedrooms) to create a multi-generational community living environment. The development will provide housing and community services for working families of low and moderate income that need family size housing units and supportive services for children and elderly parents and grandparents.

The project consists of two buildings of six stories above grade and one story partially below grade. The buildings will share indoor and outdoor common amenity spaces, creating an equitable and welcoming community for all who live there. The child care and senior care centers will be located on the internal street running between the Pacific Tower and this development site. Commercial activity of the care facilities will complement the activities in the existing tower and help serve the needs of Beacon Hill residents.

The entire site is an official Landmark, as are many of the site features, hence one of the many goals of the project is to preserve the historic landmark nature of the property. As required by its Landmark status, the project will be designed to preserve the view corridor towards the campus from the northeast and northwest, will retain the existing landscape of the perimeter trees, a 20' wide landscape buffer from the property line, as well as existing landscape features including the perimeter fence and its existing openings, and the north point signage plinth.

PROGRAM:

- Partially below-grade parking
- Large landscaped courtyard
- Senior (adult) and child daycare facilities
- Residential units and amenity spaces

Approximately 275 residential units.

COMMERCIAL FUNCTIONS:

- Just under 10,000 sf child daycare
- Just under 25,000 sf adult daycare

Approximately 74 parking stalls on site



SCIDpda

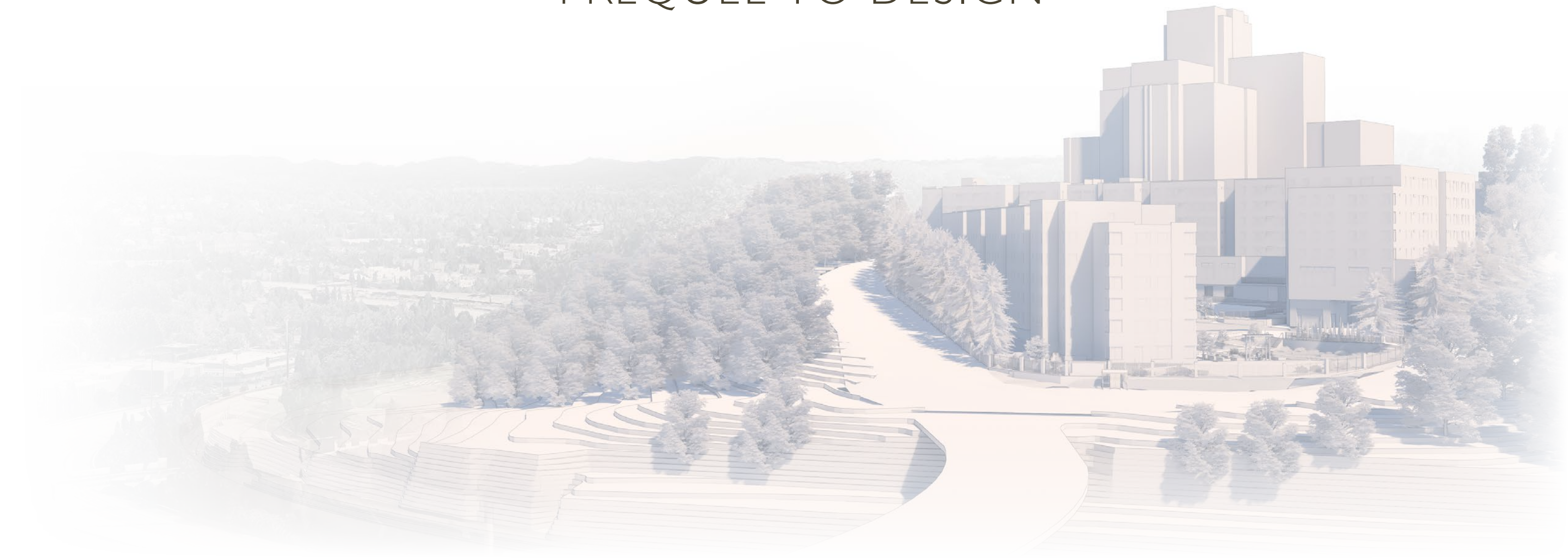
NORTH LOT

03.03.2021 | 20-004 | ©2021 WEBER THOMPSON



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PREQUEL TO DESIGN



CONTEXT – SITE LOCATION RELATIVE TO LARGER CONTEXT

- 1 HARBORVIEW HALL
- 2 SMITH TOWER
- 3 PROFESSIONAL STADIUMS
- 4 DR. JOSE RIZAL BRIDGE
- 5 NORTHWEST AFRICAN AMERICAN MUSEUM
- 6 PACIFIC HOSPITAL TOWER
-  SITE
-  GREEN BUFFER SURROUNDING BEACON HILL

While this site and the adjacent hospital tower help to announce the entry and exit into the Beacon Hill neighborhood, they also play an important visual role for the city overall. Sitting proudly overlooking the valley below and surrounded by vegetation, the hospital tower is a readily visible icon from I-5, I-90, parts of downtown, and First Hill.



CONTEXT – A SHIFT IN SCALE

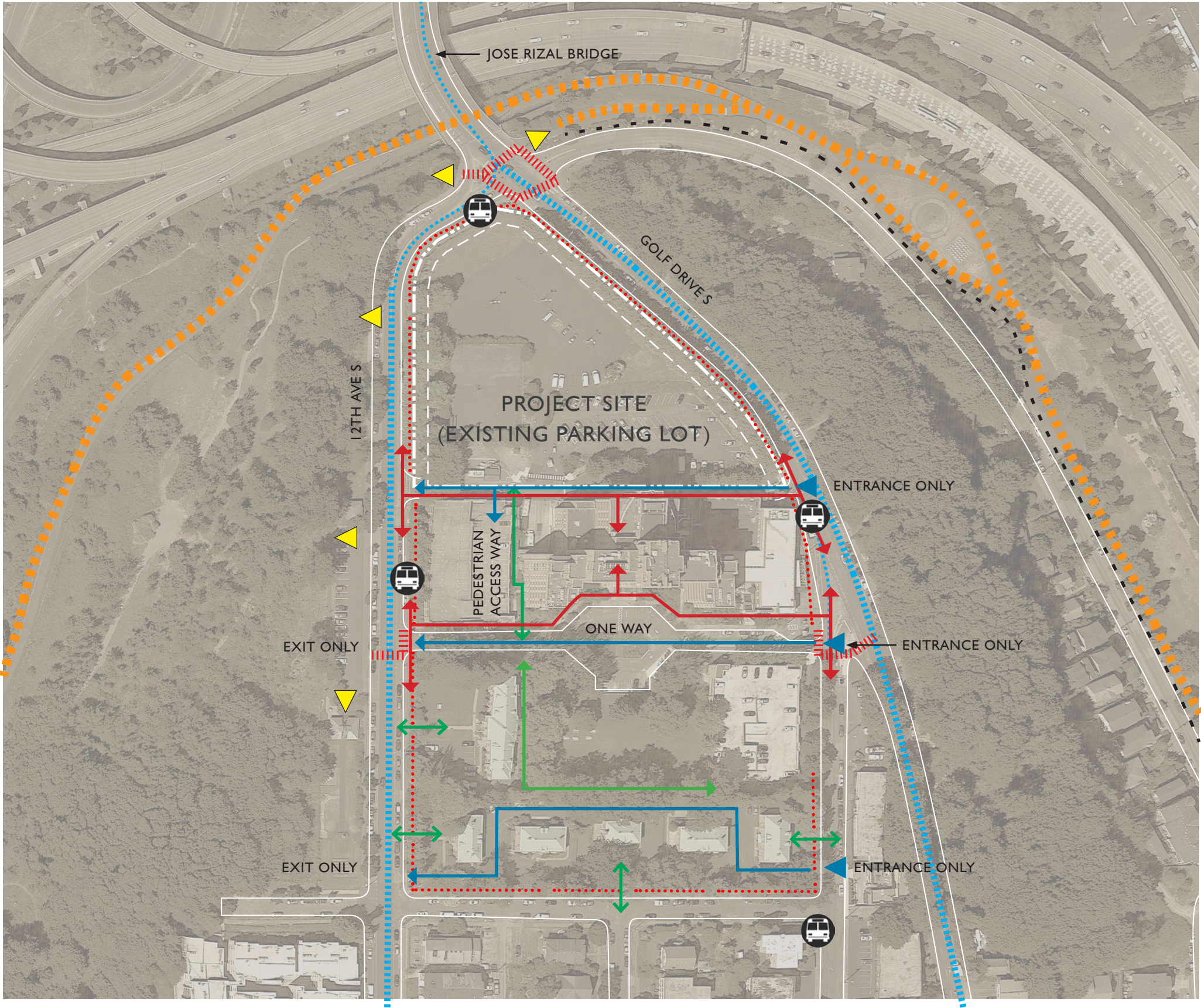


CONTEXT – VIEW FROM SITE TO DOWNTOWN



CONTEXT – CONNECTIVITY AND MOBILITY

- SHARROW WITH BICYCLE LANE ON UPHILL SIDE
- SHARROW
- SIGNED BICYCLE ROUTE
- MULTI-USE TRAIL
- CROSSWALK
- PARK ENTRANCE (PEDESTRIAN)
- EXISTING PEDESTRIAN CIRCULATION
- EXISTING VEHICULAR CIRCULATION
- EXISTING PEDESTRIAN CIRCULATION ALLOWED DURING BUSINESS HOURS
- BUS STOP
- LANDMARKED FENCE



CONTEXT – SITE SURROUNDINGS



EXISTING SITE PLAN

NOTE: JOG IN PREVIOUS LOT BOUNDARY IS BEING ADJUSTED TO STRAIGHEN OUT THE BOUNDARY LINE AT INTERNAL ROAD.

NEW PARCEL “A” DESCRIPTION

LOTS 2 THROUGH 19, BLOCK 5, AND LOTS 1, 2, 3, 4, 31 AND 32, BLOCK 8, GOLF HEIGHTS ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 24 OF PLATS, PAGE 12, RECORDS OF KING COUNTY, WASHINGTON, TOGETHER WITH THE STREETS AND ALLEYS ATTACHING THERETO BY OPERATION OF LAW AS VACATED BY CITY OF SEATTLE UNDER ORDINANCE NO. 59530.

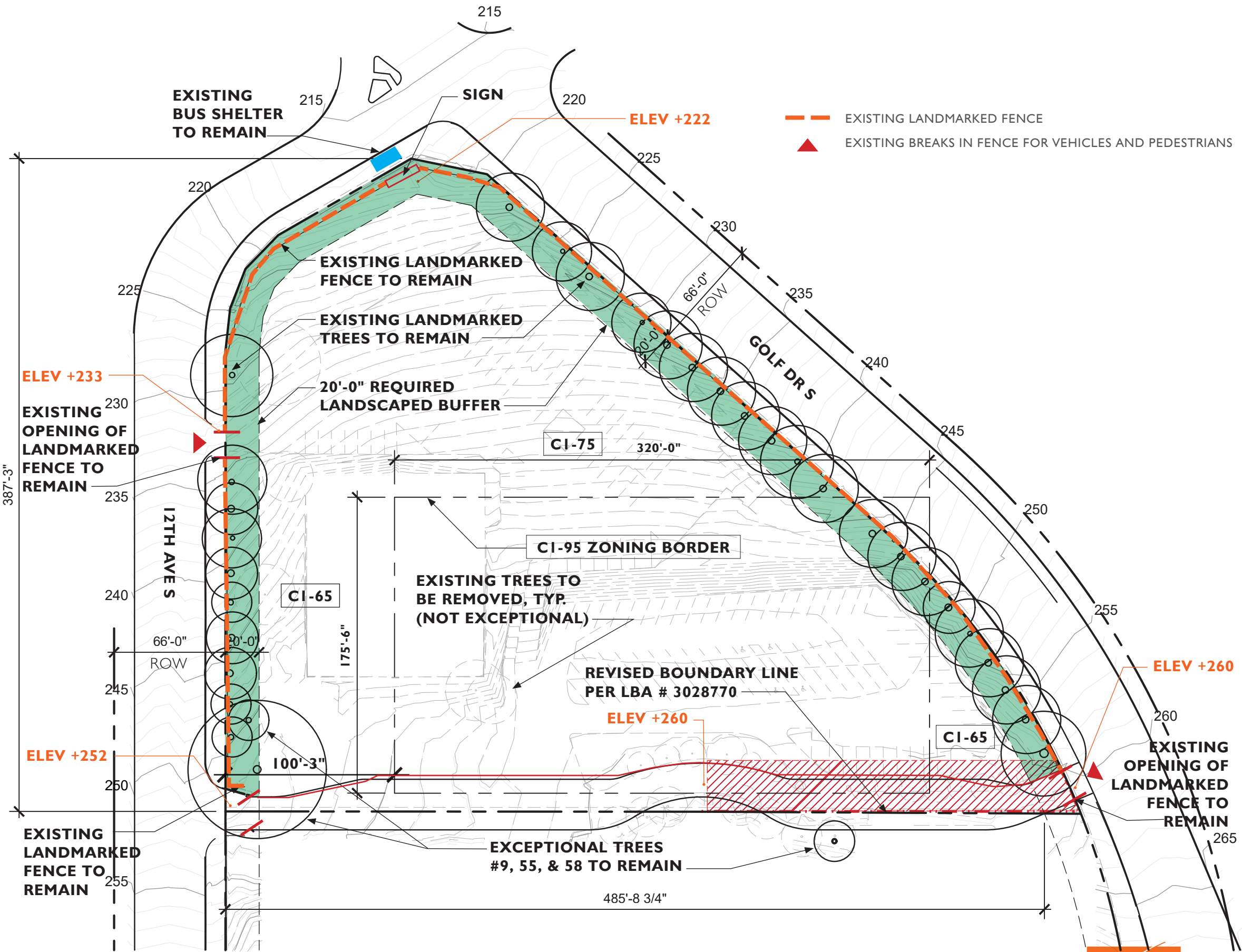
EXCEPT THAT PORTION OF LOTS 2, 3, 4, 5 AND 19 OF SAID BLOCK 5, AND THAT PORTION OF ADJOINING ALLEY VACATED UNDER ORDINANCE NO. 59530, DEEDED FOR ROAD PURPOSE PURSUANT TO KING COUNTY

RECORDED FEBRUARY 7, 1984 UNDER RECORDING NO. 8402070333.

EXCEPT THOSE PORTIONS OF LOTS 4 AND 31 OF SAID BLOCK 8 LYING SOUTH OF THE EASTERLY PROJECTION OF THE CENTERLINE OF VACATED SOUTH NORMAN STREET.

PARCEL CONTAINS 131,537 SQUARE FEET OR 3.0197 ACRES, MORE OR LESS.

SITUATED IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON.



EXISTING STREETSCAPES – GOLF DR S



Of the two streets flanking the development site, Golf Dr. hosts the majority of vehicular traffic and is a significant connector between Beacon Hill and the heart of Seattle. The portion of Golf Dr. directly adjacent to the street is characterized by the dense vegetation on either side. On the eastern side lies Lewis Park which dramatically slopes away from the road. There are no pedestrian entries into the park along this portion of Golf Dr. On the western side of the street is a landmarked fence and landmarked tree row which formalize the boundary of the development site. There is little transparency beyond the vegetation on either side of the road. While there is a designated bike lane, there is little pedestrian activity because bus stops are located just south of the site closer to the heart of Beacon Hill. The landmarked trees are evergreen and provide year-round buffering to the site.

EXISTING STREETSCAPES – 12TH AVE S



The portion of 12th Ave S directly adjacent to the street is characterized by the dense vegetation on both sides of the street. To the west lies Dr. Jose Rizal Park which dramatically slopes away from the road. There is a small parking lot with a scenic overlook just south of the development site which provides the primary access to the park from Beacon Hill. On the eastern side of the street is a landmarked fence and landmarked tree row which formalize the boundary of the development site. While similar to the trees on Golf Dr. the trees on 12th Ave. S have been topped making them shorter than those on Golf Dr. Despite the trimming, the trees provide little transparency into the site. From pedestrian eye level, little is visible beyond the vegetation on either side of the road. Pedestrian activity is limited because bus stops are located south of the site closer to the heart of Beacon Hill. The landmarked trees are evergreen and provide year-round buffering to the site.



STREETSCAPES – INTERNAL ROAD ADJACENT TOWER



1
EXISTING
LANDMARKED
TOWER

INTERNAL
DRIVE

SITE



Although the internal street is not a public right of way it does play an important role to the development site. The internal road separates the historic campus from the new development. Also, because there is no landmarked fence or trees along the internal street, it provides the best opportunity for pedestrian, commercial and visual activity and connection.



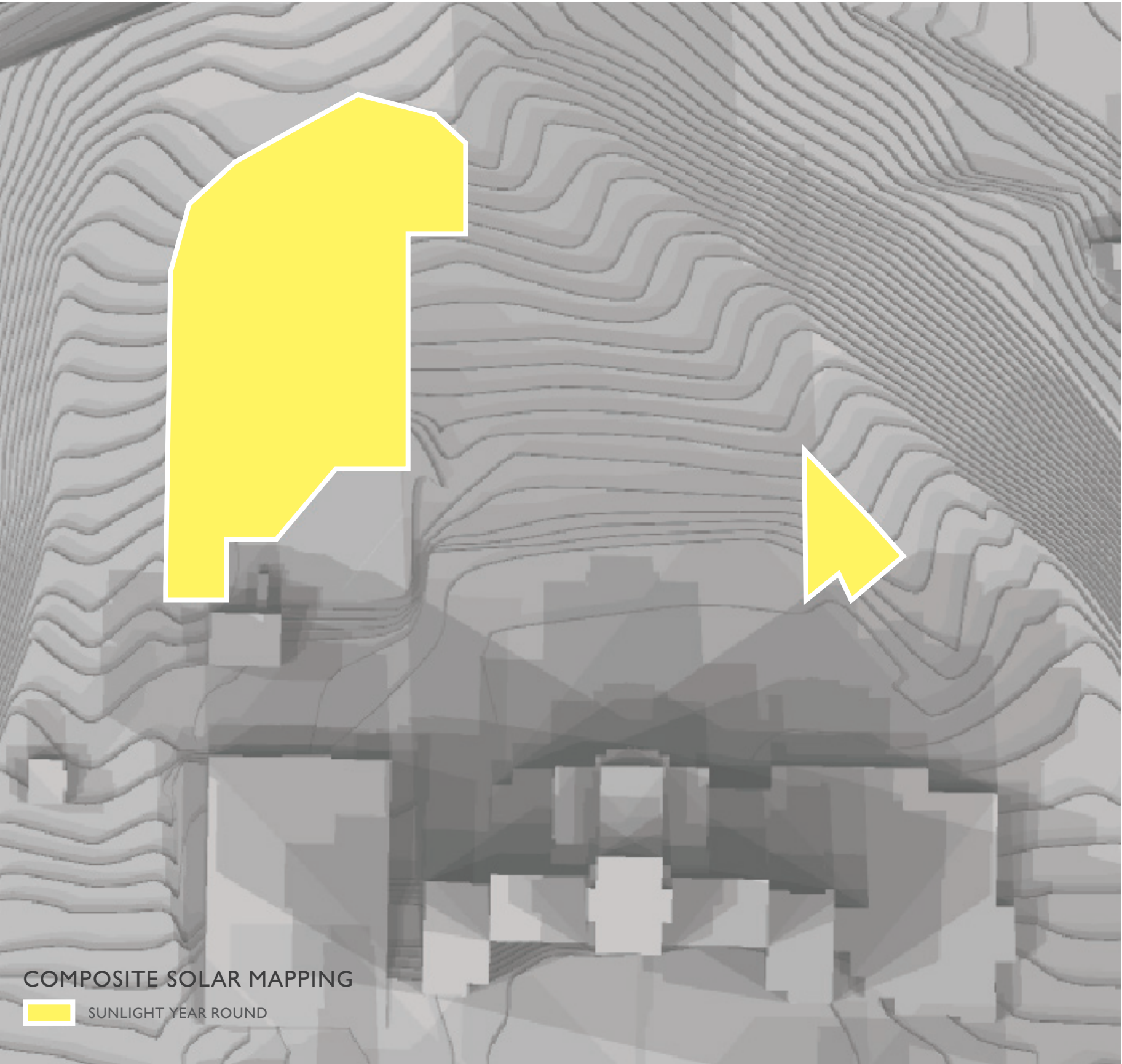
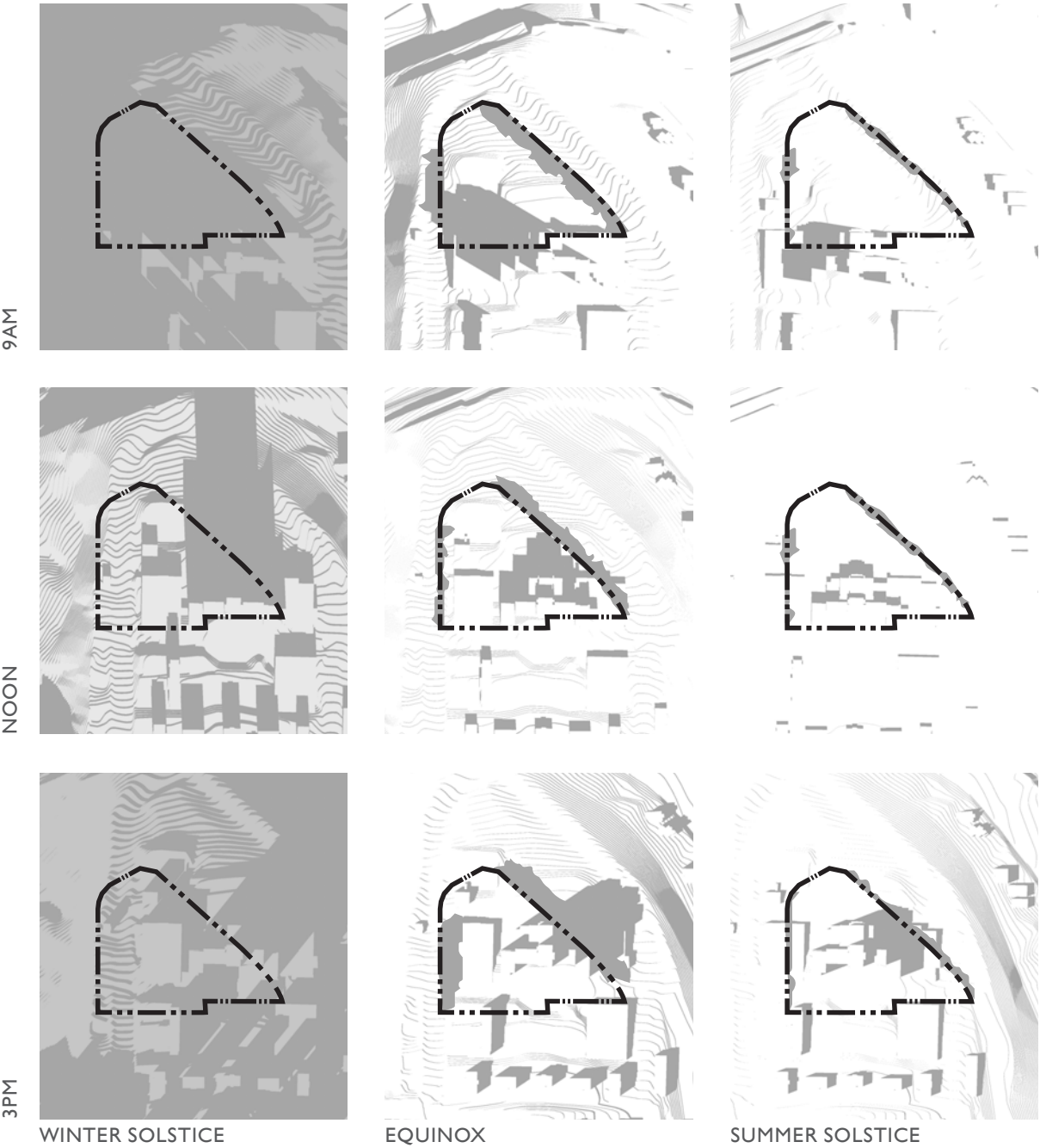
2

INTERNAL
DRIVE

SITE

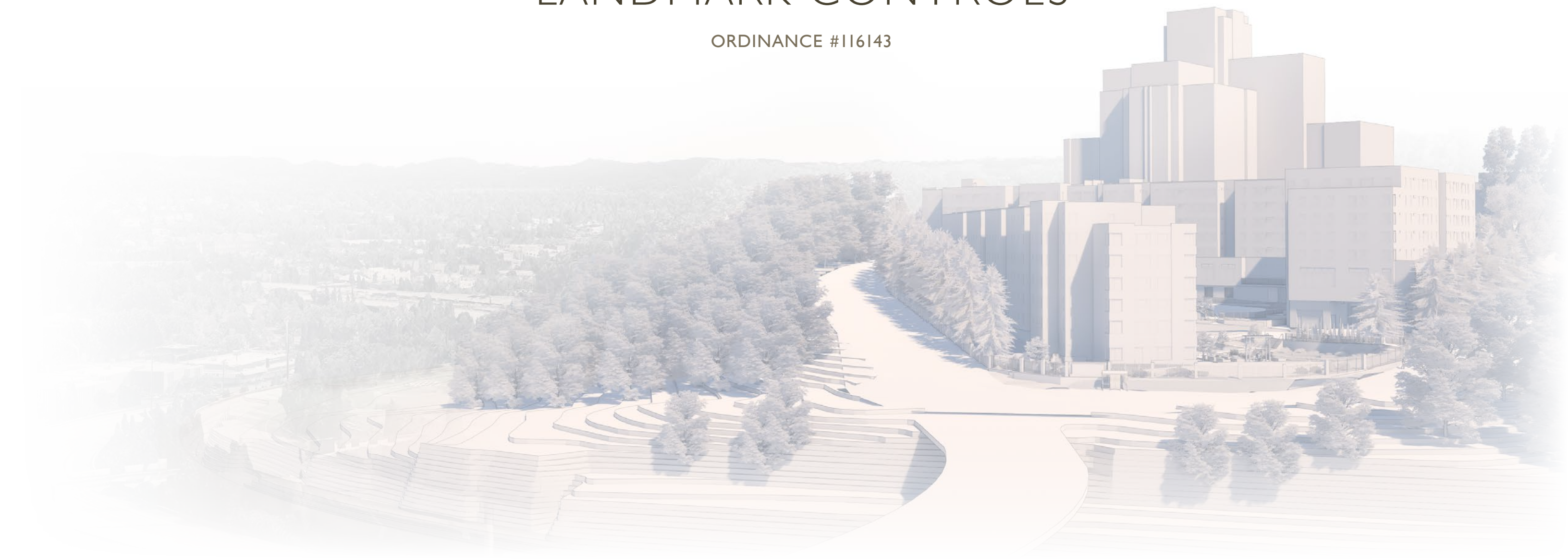
DAYLIGHT ANALYSIS

ANNUAL / TIME OF DAY SOLAR STUDIES



LANDMARK CONTROLS

ORDINANCE #116143



SUMMARY OF ENGAGEMENT WITH LANDMARKS

ARC COMMITTEE PRESENTATION COMMENTS (6/16/17 MEETING)

The committee was appreciative of the multiple and diverse level of detailed analysis.

The committee was in agreement that the preferred alternative best responds to the principles outlined.

The committee indicated that the preferred alternative massing geometry was compatible.

The committee indicated that the orientation of the preferred alternative best responds to the site while retaining the formal qualities of the campus.

ARC COMMITTEE FEEDBACK

The secretary of interior standards do not address new construction, but the committee was interested to see how the project’s more detailed development will respond to the secretary of interiors standards for compatibility.

The committee advised the design team to consider the role that new tree canopies might play in balancing the new development with the enclave.

The committee advised that the design team be cognizant of the presence of new roofscapes when viewed from the tower.

The committee advised that the design team take clues from the existing PacMed murals, to understand how to incorporate artwork into the new development.

ARC COMMITTEE PRESENTATION COMMENTS (9/29/17 MEETING)

The committee asked about construction impacts to existing trees, and future health following the development. Development team will consult with the arborist and address this question at a future briefing.

The committee said the existing fence and wall is a designated feature, and potentially altering it needs to be done with care. The existing fence and wall defines the property and is highly intact with few alterations.

The committee said the proposed scale of the new construction appears compatible.

The committee agreed it’s the right approach to new development on the north site. Appreciates the horizontal emphasis.

The committee said the character of the architecture needs to be timeless, and they’re not seeing that in the early sketches of 5-over-1 blocks with stripes of color.

The committee asked the development team to learn from the historic tower design; its use of light/dark and the details, etc. are nuanced.

ARC COMMITTEE PRESENTATION COMMENTS (9/11/20 MEETING)

The committee felt the proposed new structures respected the aspects deemed important by the landmarks ordnance and that the height, bulk and scale were compatible with the existing tower and campus.

The committee was ok with the extent and intentions of editing the existing fence in order to accommodate access.

The committee supported the reuse of the art deco light pole.

One board member preferred the previous massing at the north end of the site, citing the cascading and rotating masses as attractive.

ARC COMMITTEE PRESENTATION COMMENTS (2/12/21 MEETING)

The committee felt the revisions suggested through the design review process were in keeping with the original overall design and generally liked the refinements.

The committee liked the removal of the upper level lights to better set off the historic tower and respect residents living in the new building.

The committee was comfortable with the required demolition and tree removal.

The committee was comfortable with the adjustments to the historic fence for access.

PRESERVATION & NEW WORK

“THE SILHOUETTE”

PUDA SECTION I.B:

The silhouette of the north facade to be preserved shall be that portion of the tower above the seventh floor level, elevation 351.0 feet.

Potential impacts to the silhouette of the north facade shall be determined by visual analysis illustrating the existing main tower with any proposed additions. A finding that no change will occur to the silhouette when viewed from Yesler Way at the center of the I-5 overpass and from the intersection of Yesler Way and 16th Avenue shall constitute compliance with this condition.

SITE ARCHITECTURE

PUDA SECTION I.C:

Exceptions to the 160’ height limit may be granted only as a part of a program to achieve building code compliance.

There shall be no architectural design limitations for the remaining structures on the site.

SITE LANDSCAPES

PUDA SECTION I.E:

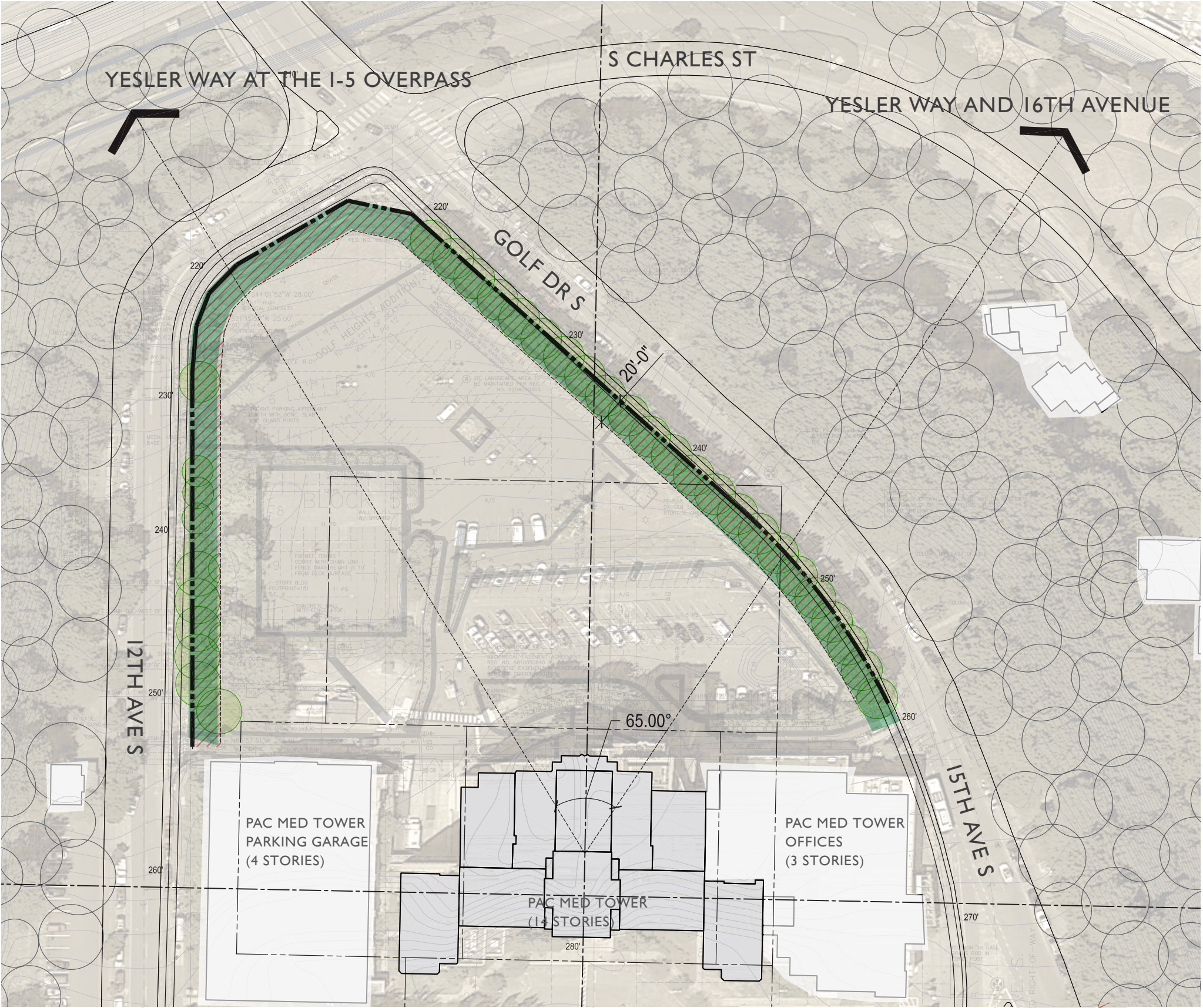
The existing landscaped buffering shall be maintained along all perimeter streets. Significant reduction of existing landscaping on the site shall not be allowed.

A landscaped area of at least twenty feet wide shall be maintained along all property lines. Exceptions shall be made for driveways and walkways to the property.

LANDMARK DESIGNATION I I0655.A.4

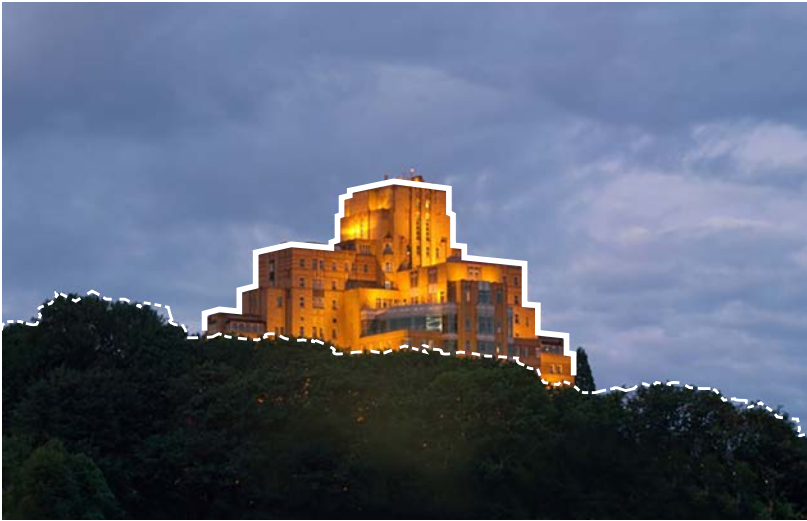
Characteristics of the Pacific Medical Center / US Marine Hospital which were designated by the Board for preservation [...] :

4. Major landscape features including but not limited to, walls, fences, driveways, sidewalks, light fixtures, and trees.



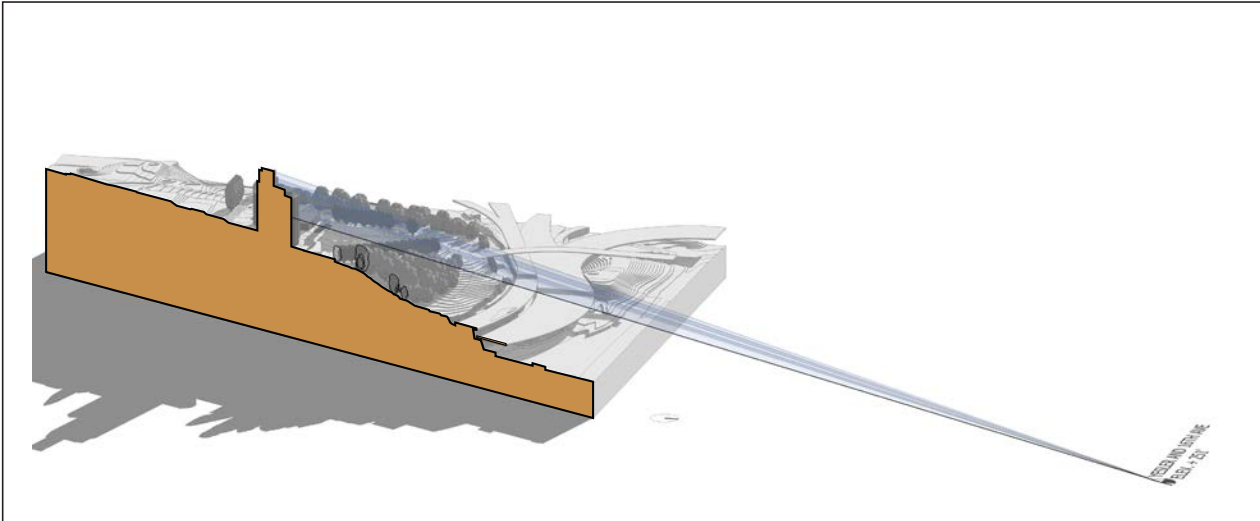
SETTING AND PRINCIPLES

PRESERVE “THE SILHOUETTE”: E YESLER WAY AT 16TH AVE S



ICONIC NORTHEASTERN VIEW

The view of that portion of the tower, visible above elevation 351.00 feet, from E Yesler Way at 16th Ave S is protected by the current PUDA.



ESTABLISHING VIEW CONTROLS

To establish measurement of required controls, named viewpoints, along with control elevations and topography, were mapped in three dimensions.



CONTROLS AND NATURAL CONDITIONS

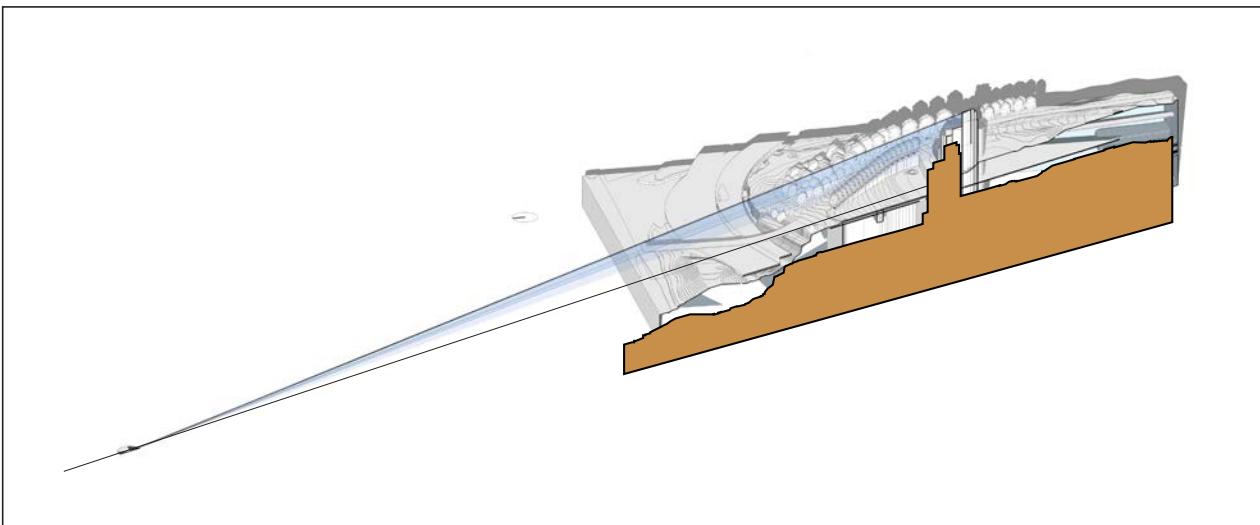
The control elevation of 351.00 feet and the existing natural site features have been compiled into a “control view” that is used to test each scenario for compliance.

PRESERVE “THE SILHOUETTE”: YESLER WAY AT I-5 OVERPASS



ICONIC NORTHEASTERN VIEW

The view of that portion of the tower, visible above elevation 351.00 feet, from Yesler Way at the I-5 overpass is protected by the current PUDA.



ESTABLISHING VIEW CONTROLS

To establish measurement of required controls, named viewpoints, along with control elevations and topography, were mapped in three dimensions.

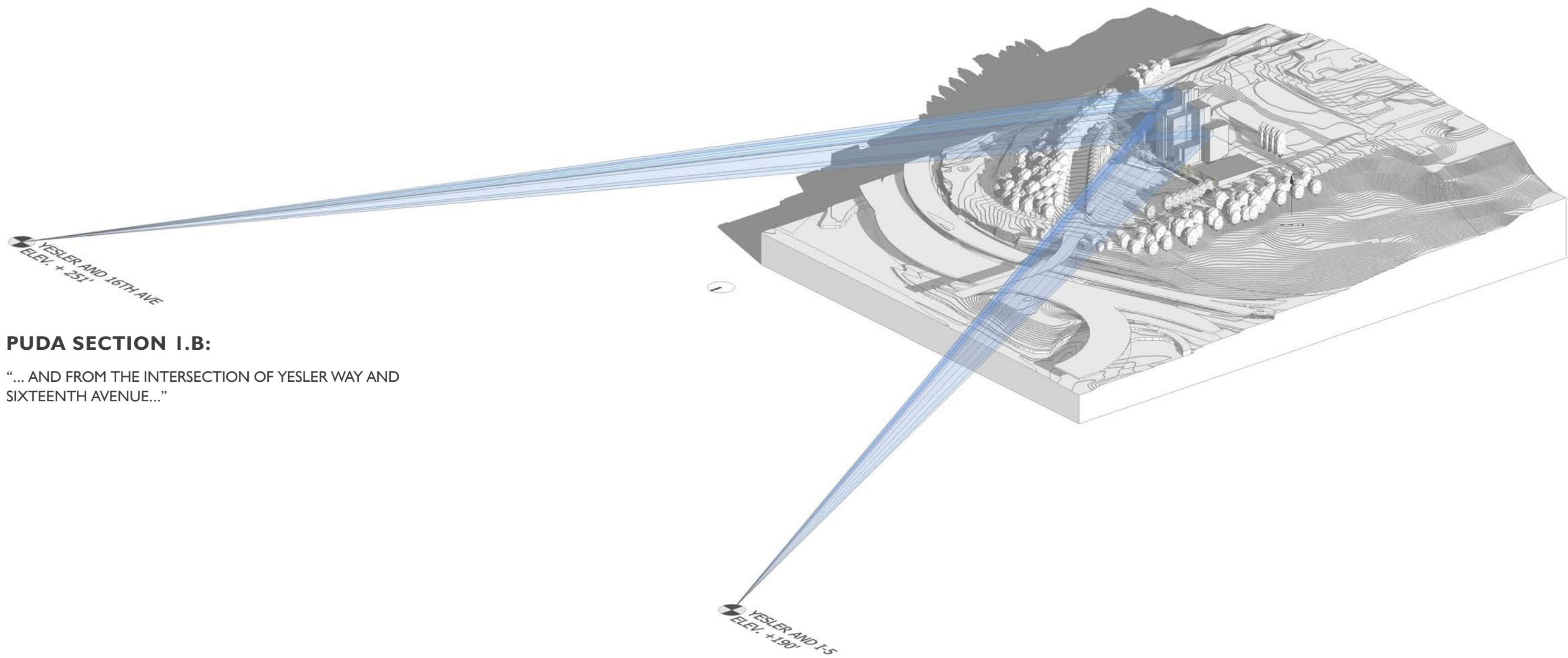


CONTROLS AND NATURAL CONDITIONS

The control elevation of 351.00 feet and the existing natural site features have been compiled into a “control view” that is used to test each scenario for compliance.



PRESERVE “THE SILHOUETTE”



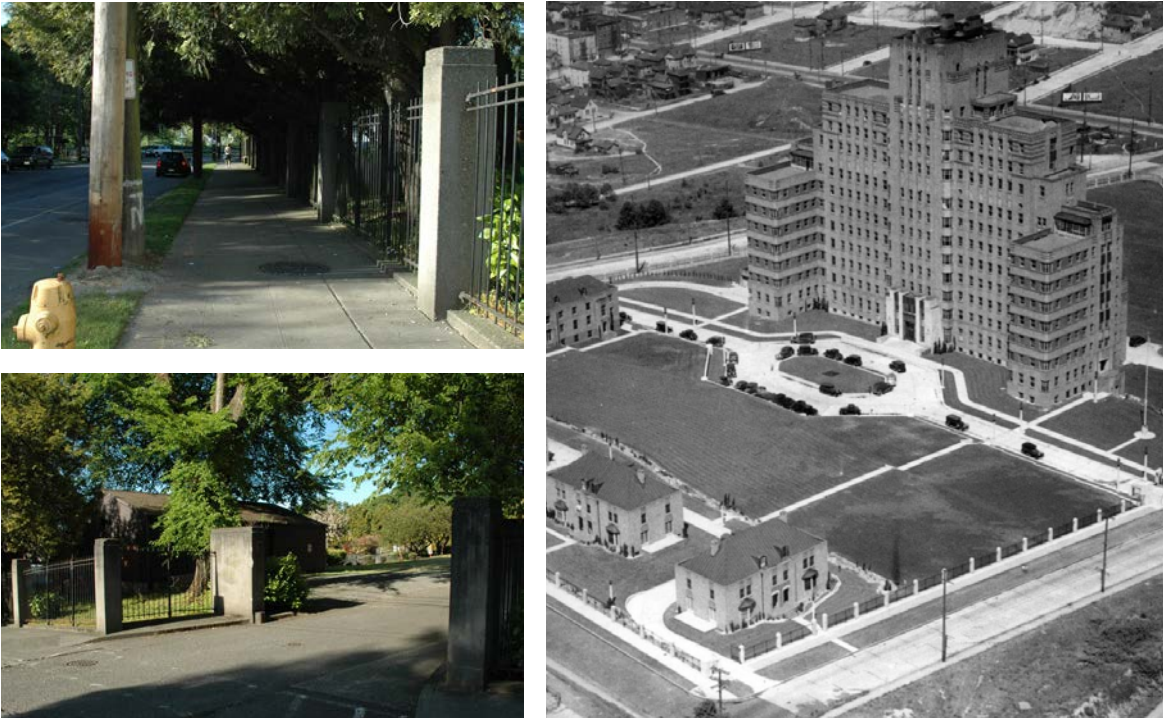
PUDA SECTION I.B:

“... AND FROM THE INTERSECTION OF YESLER WAY AND SIXTEENTH AVENUE...”

PUDA SECTION I.B:

“... WHEN VIEWED FROM YESLER WAY AT THE CENTER OF THE I-5 OVERPASS AND...”

LANDMARKED DEFINED EDGE



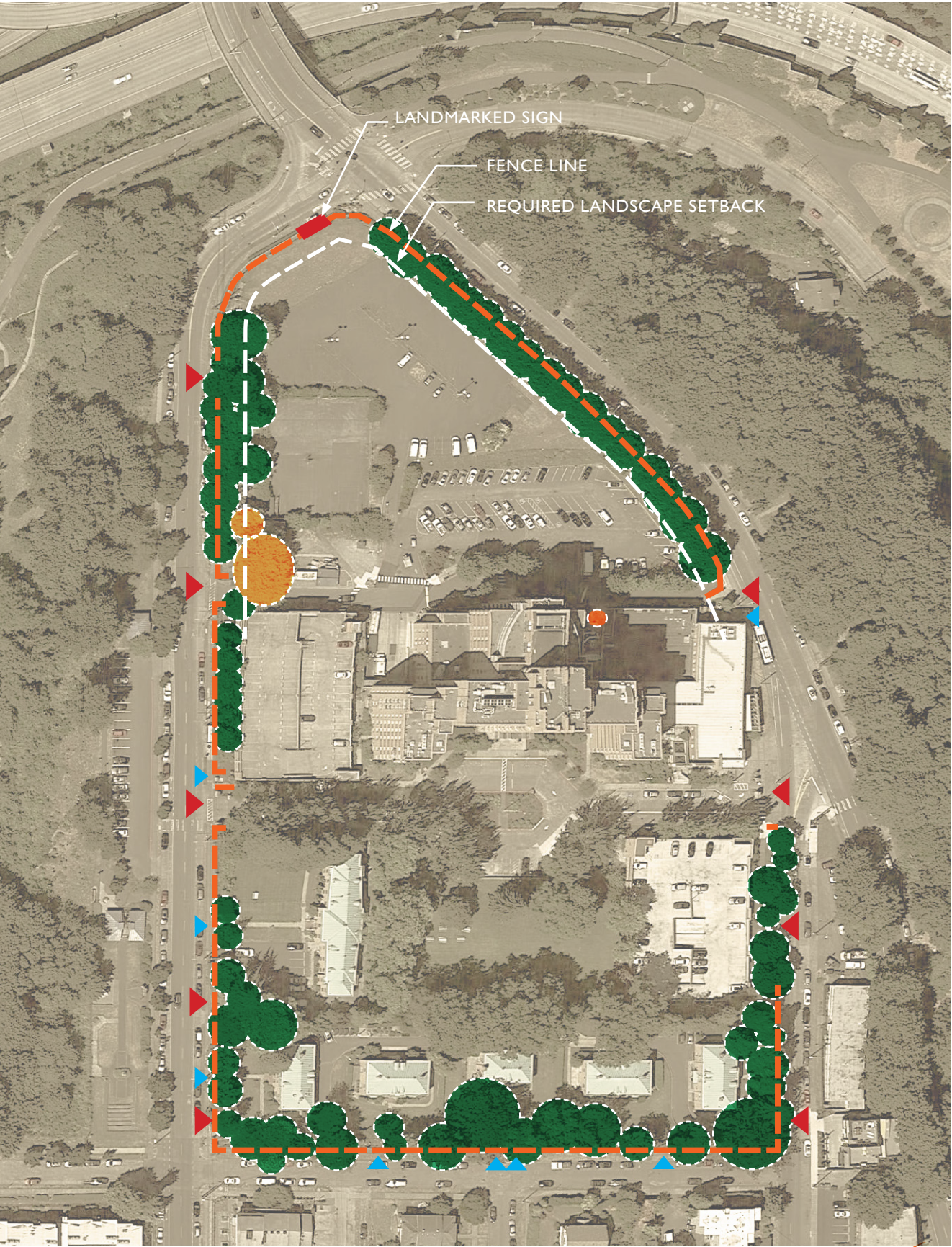
LANDMARKED FENCE



LANDMARKED TREE LINE

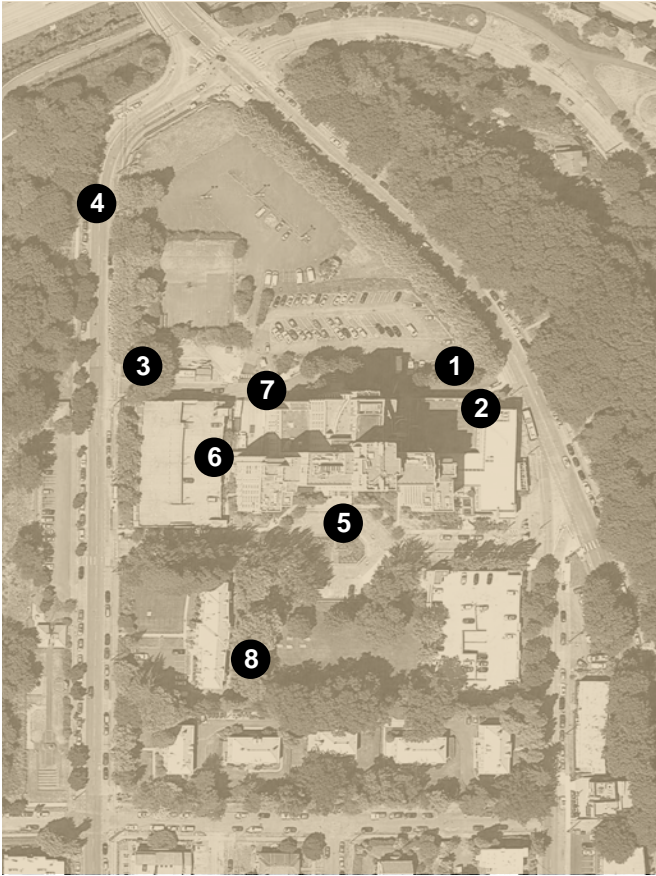


LANDMARKED SIGN

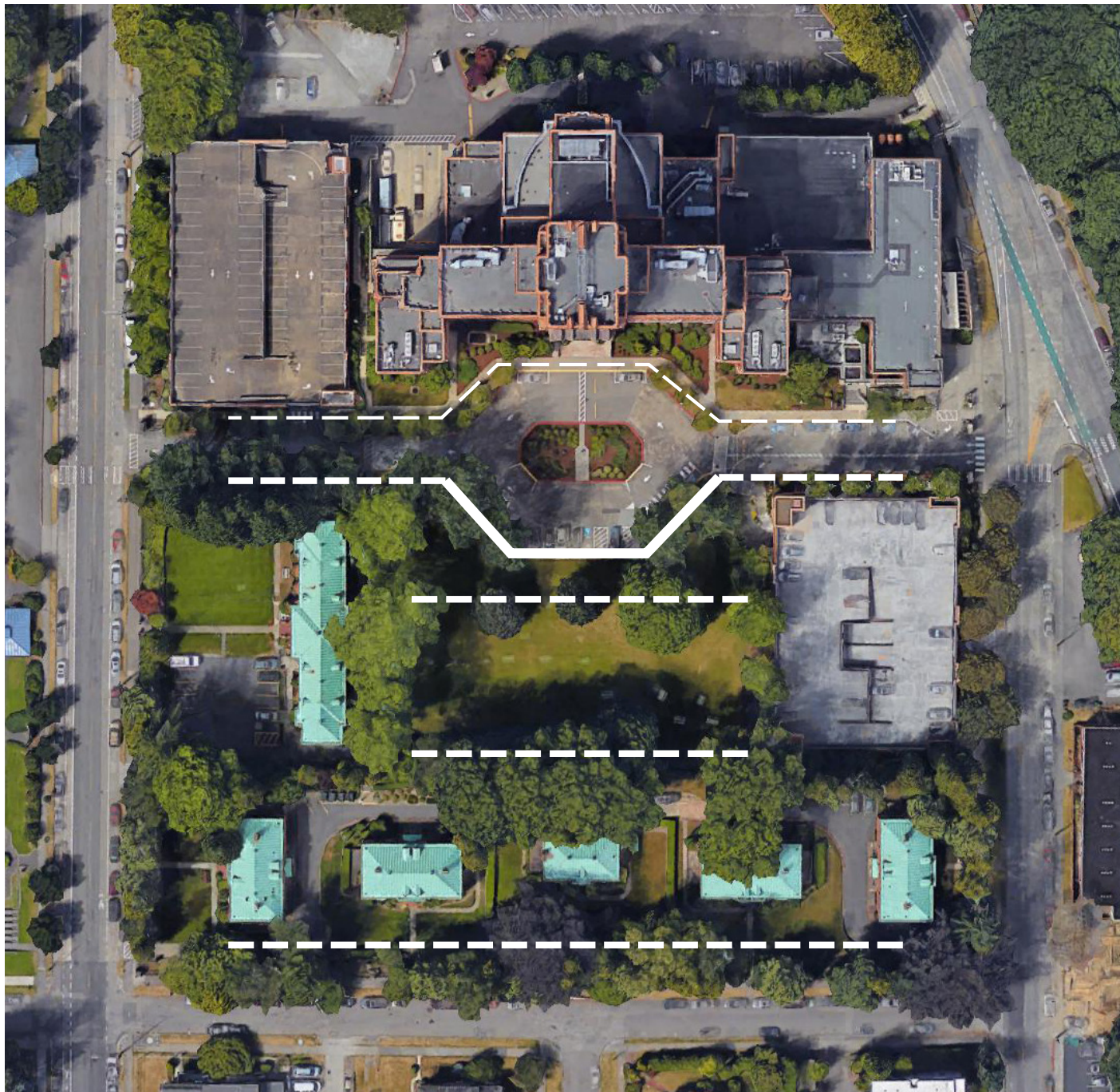


- EXISTING LANDMARKED FENCE
- 20' WIDE LANDMARKED LANDSCAPE SET BACK
- EXISTING TREES WITHIN LANDMARKED AREA
- ▲ EXISTING BREAKS IN FENCE FOR VEHICLES AND PEDESTRIANS
- ▲ EXISTING BREAKS IN FENCE FOR PEDESTRIANS ONLY

CAMPUS PHOTOS

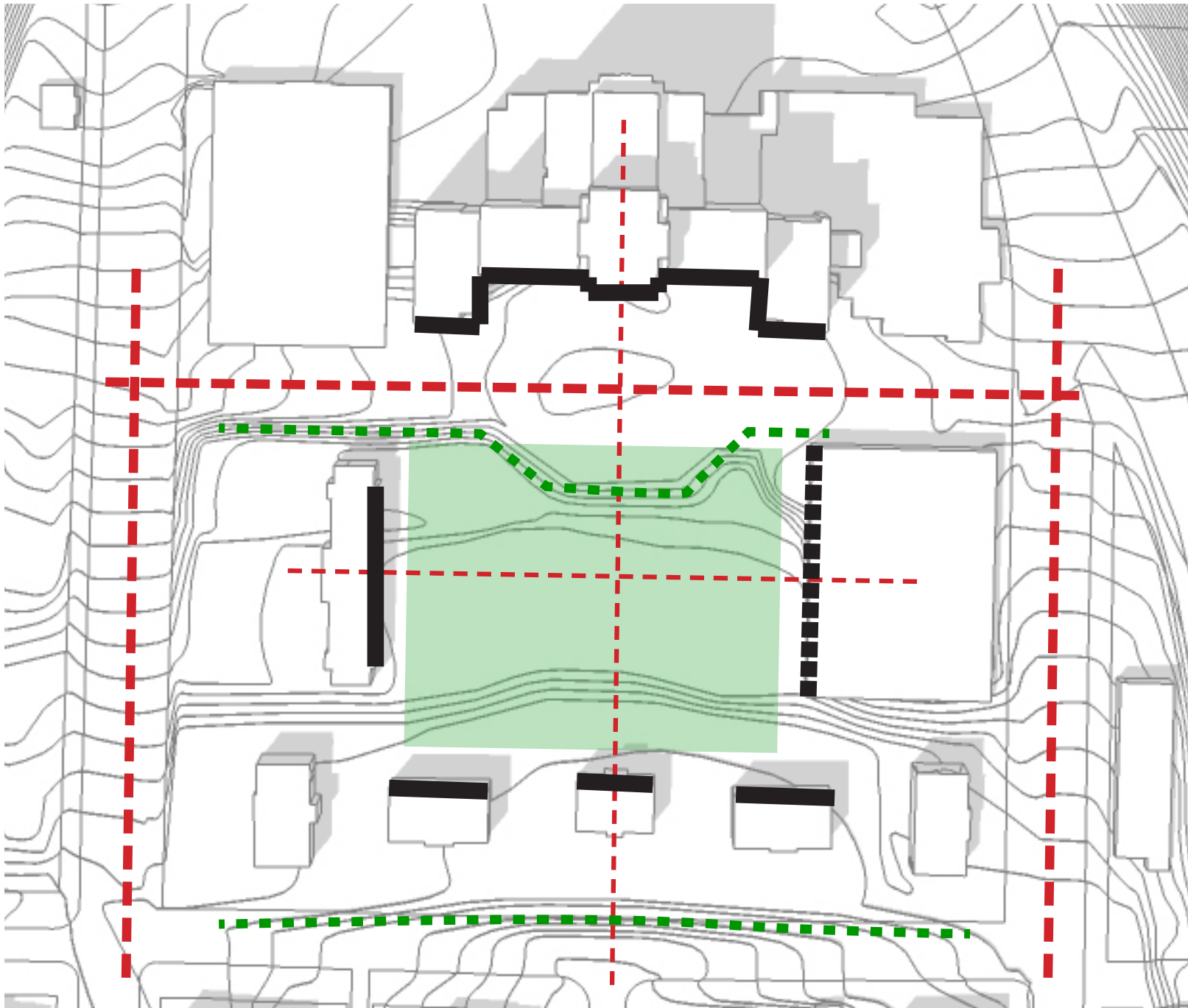


THE “PARK LIKE SETTING”



LANDSCAPE TIERS NATURALLY SET APART OPEN SPACE

The adjacent existing campus organizes buildings at the perimeter of the site creating a void in the center. The central open space acts as a private park for inhabitants of the campus. Buildings on site have an internal focus directed towards the private pocket park. This space is punctuated by the historic tower on the north side of the open space.



BUILDING ORIENTATION AND PERIMETER CONDITIONS DEFINE OPEN SPACE AS FOCUS

BENCHING THE SITE



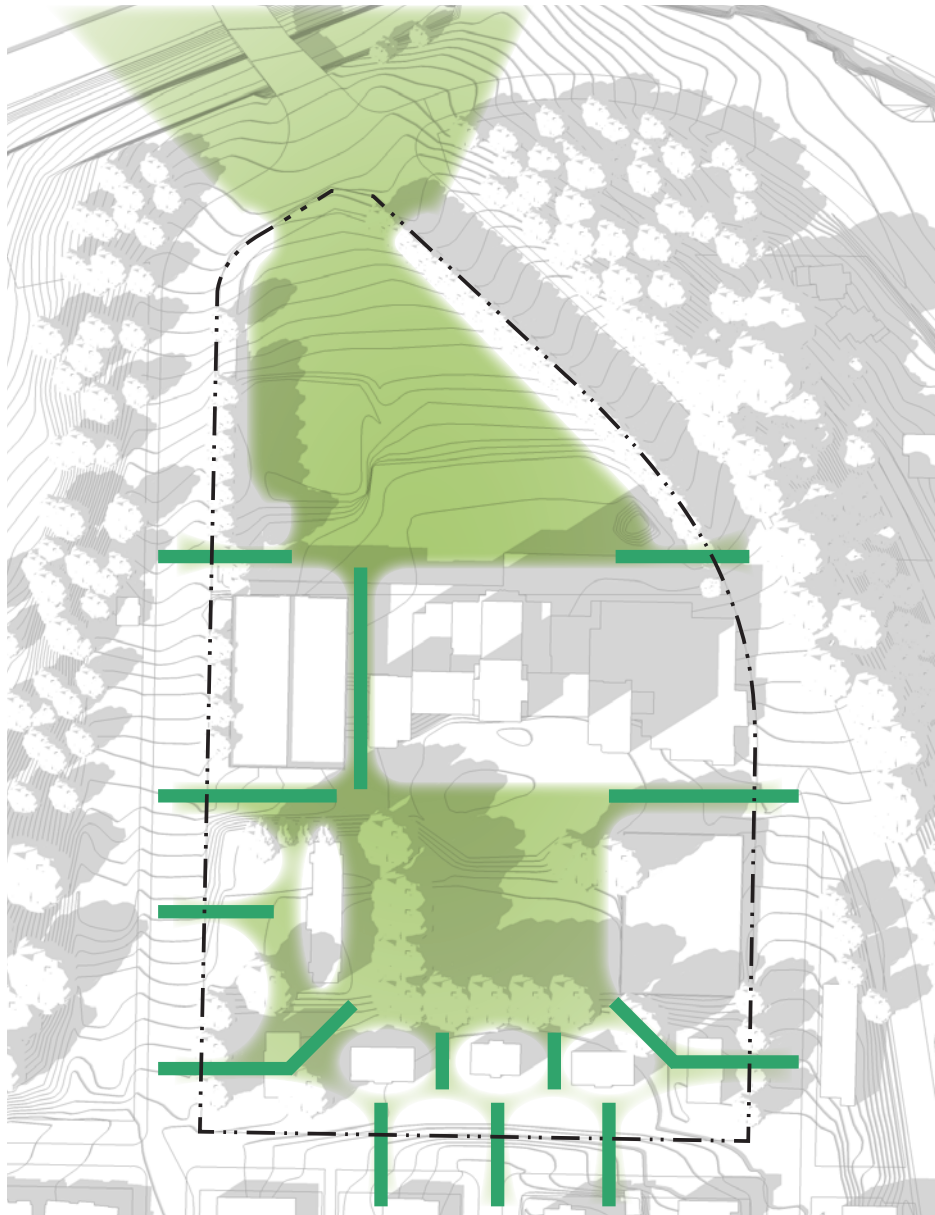
The site and the adjacent existing campus readily slope away from the top of Beacon Hill towards downtown Seattle and Interstate 5. The existing hospital campus reconciles with the grade change through a series of terraces in the open spaces of the site. These plateaus create flat landscaped areas for inhabitants to use.



DESIGN REVIEW EDG MASSING & PRELIMINARY CERTIFICATE OF APPROVAL



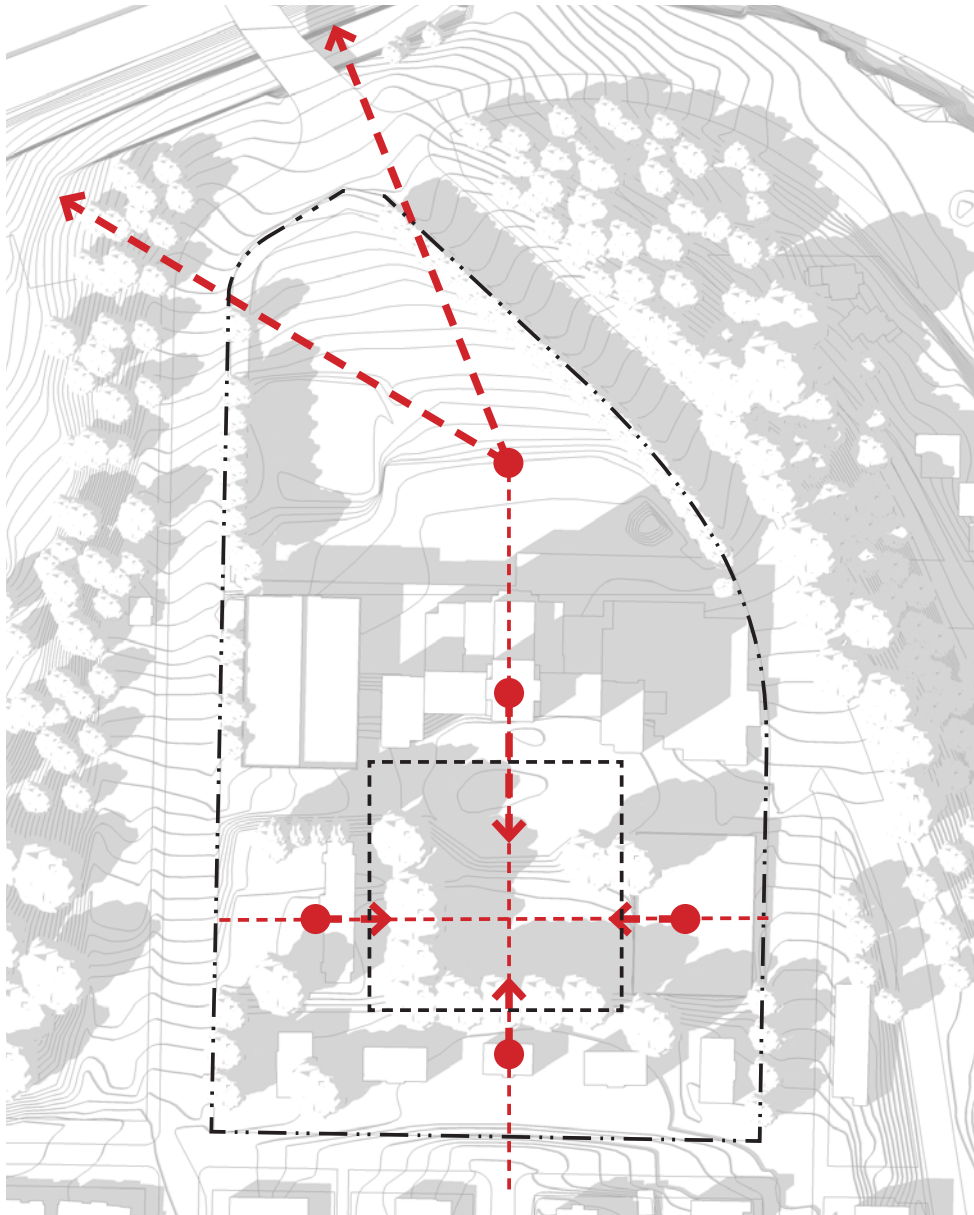
EXISTING CAMPUS SPATIAL CONCEPTS



OPEN SPACE: COMPRESSION AND EXPANSION

People traveling through the existing campus pass through a series of compression and expansion: compression at the perimeter of the campus and expansion as they enter the central open space.

This site has a similar experience at the south end of the site adjacent to the historic tower, but quickly opens towards the north with expansive views towards downtown.



AXIS AND FOCUS

The existing campus is very internally focused towards the existing campus's private park space headed by the historic tower.

This site is more outwardly focused towards the cascading landscape and views of downtown.

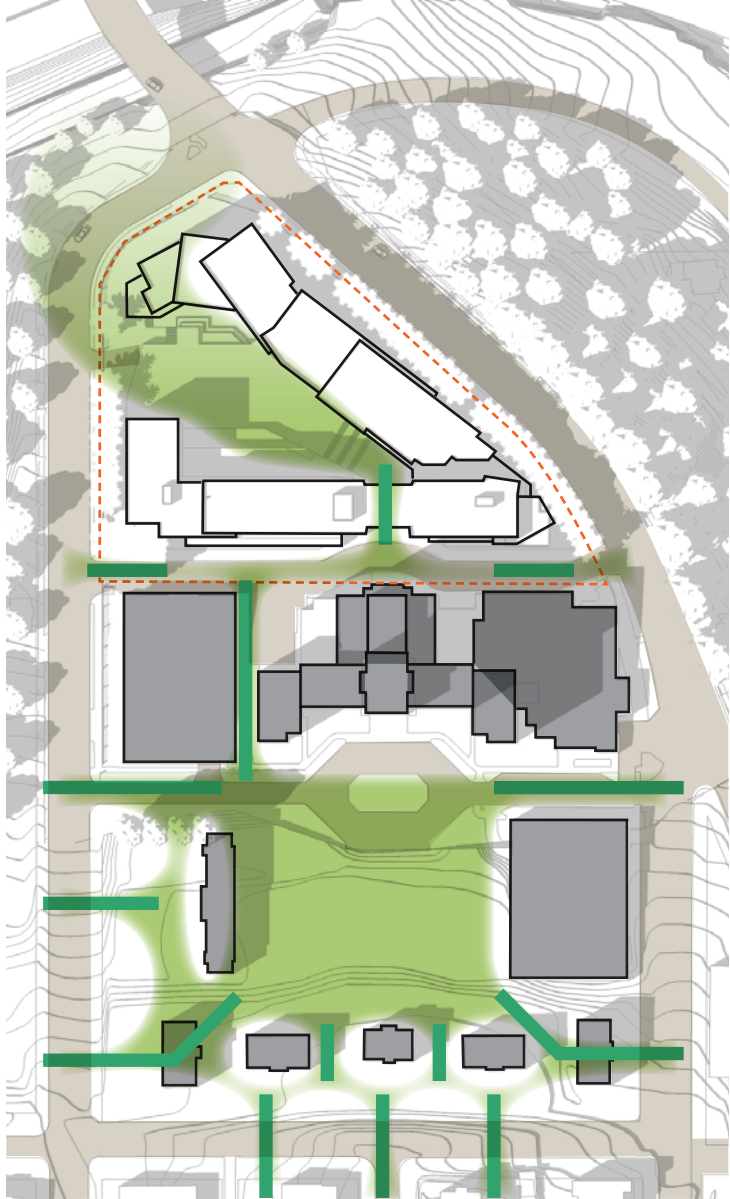
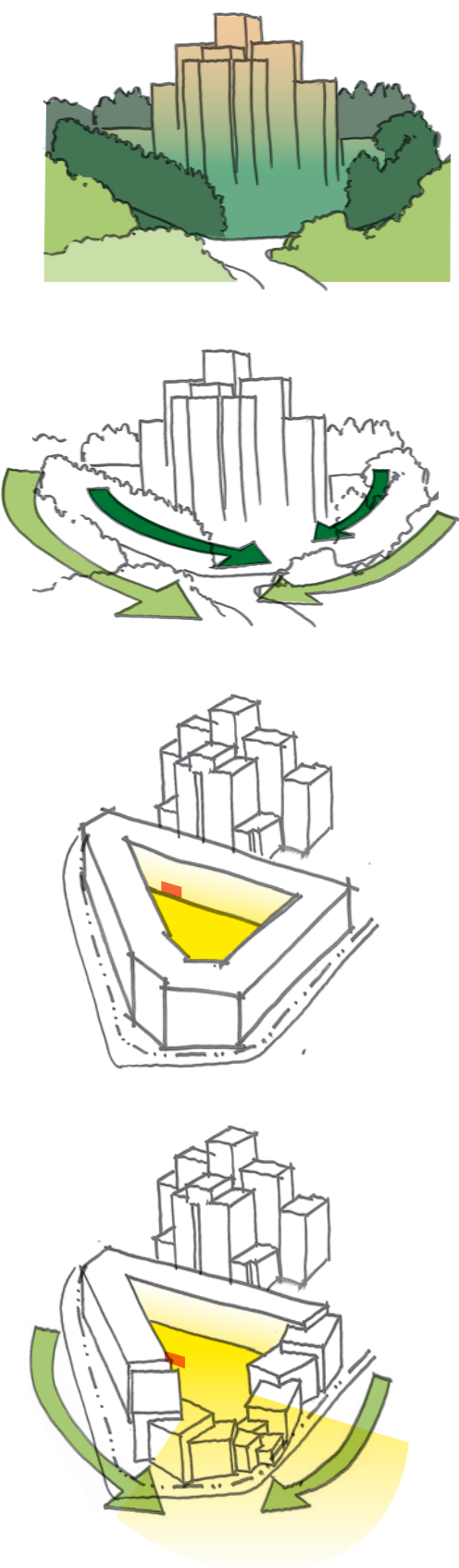


MASS ORGANIZATION

This existing campus places building mass in a ring around the perimeter of the site.



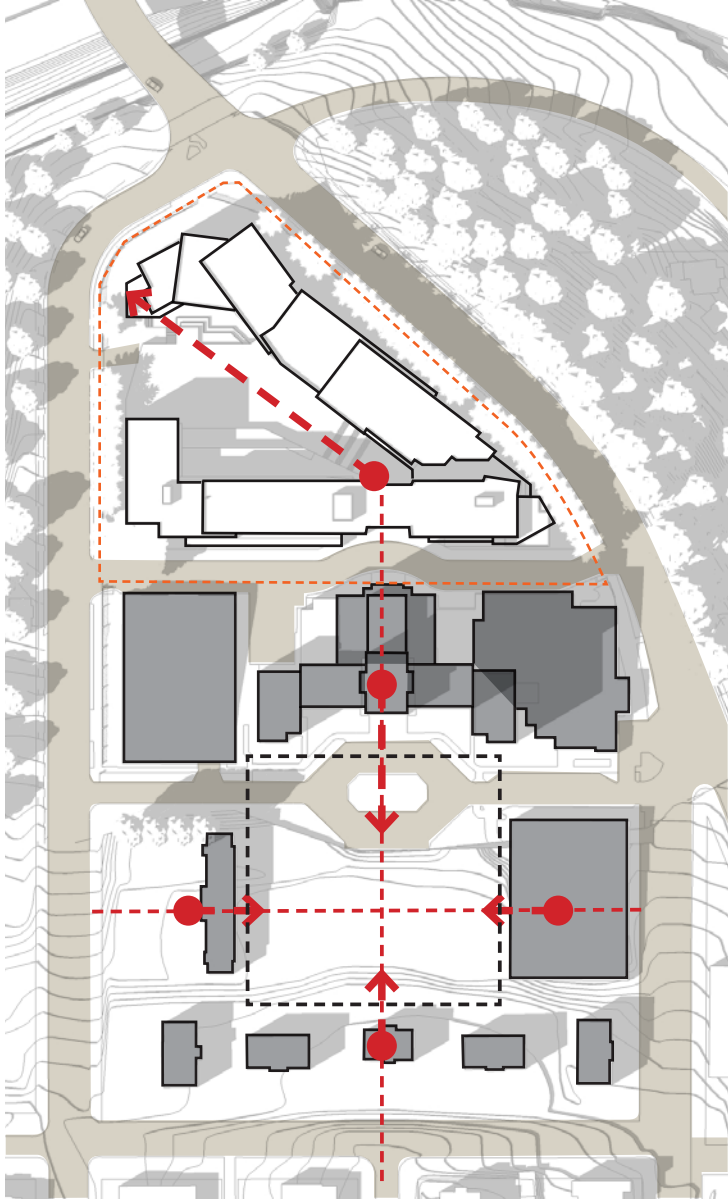
IMPORTANT CONCEPTS OF PROPOSED MASSING



OPEN SPACE: COMPRESSION AND EXPANSION

People traveling through the existing campus pass through a series of compression and expansion.

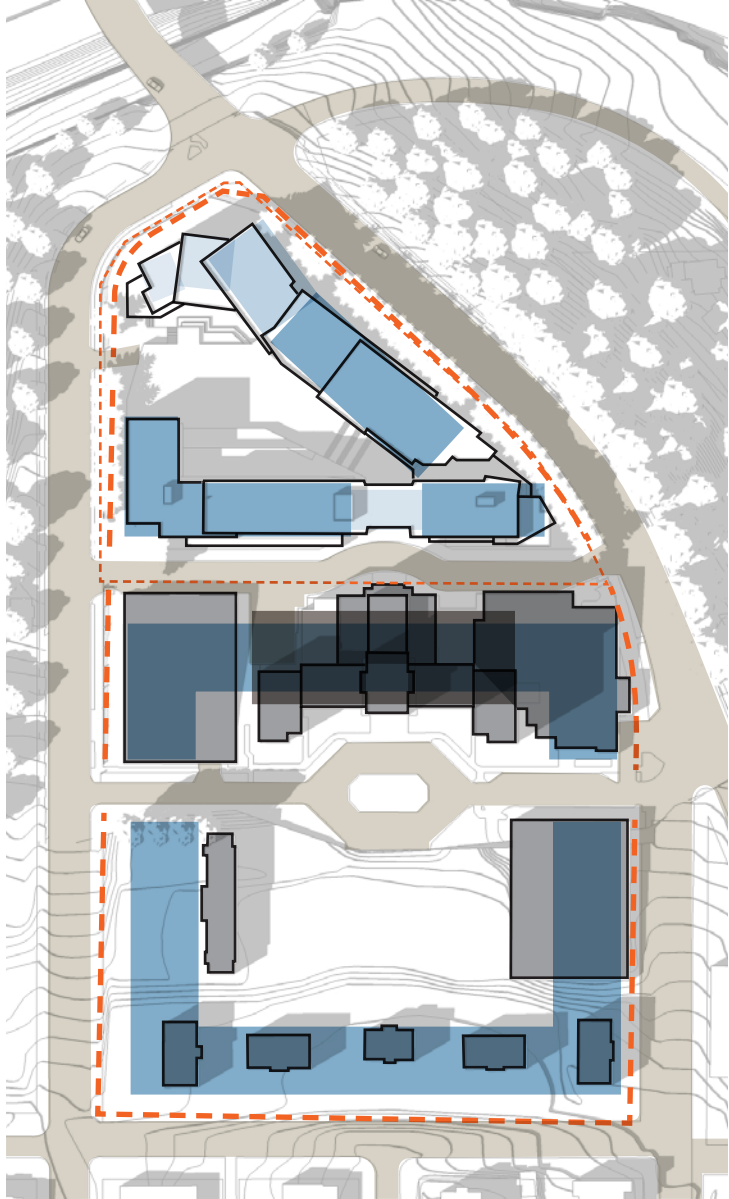
The new development continues a pattern of expansion and compression. A portal at grade is centered on the historic tower. Once through the portal, the space opens dramatically to a large singular central courtyard and to the sweeping views to and from the site.



AXIS AND FOCUS

The existing campus is very internally focused towards the existing campus's private park space headed by the historic tower.

The new development creates an axis that leads through the site from the historic tower towards the existing landmarked fence break and downtown and continues the internal focus while adding an external focus along the perimeter of the site.



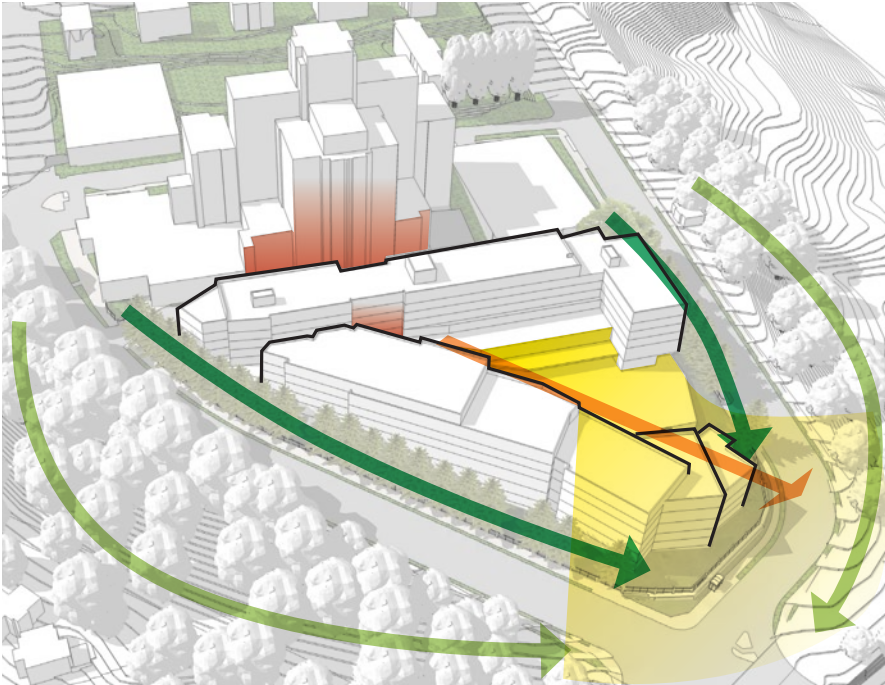
MASS ORGANIZATION

The existing campus places building mass in a ring around the perimeter of the site.

The new development places masses in a ring around a central open space and the massing in the new development terraces at the north tip. The reduced bulk and scale in this location allows for better views to the tower from the city, and provides a large amount of open space for the residents.

DESIGN REVIEW BOARD GUIDANCE ON MASSING OPTIONS

MASSING OPTION 3: BLOCK DEFINING STRATEGY - PREFERRED OPTION



Uninterrupted building perimeter facing public streets

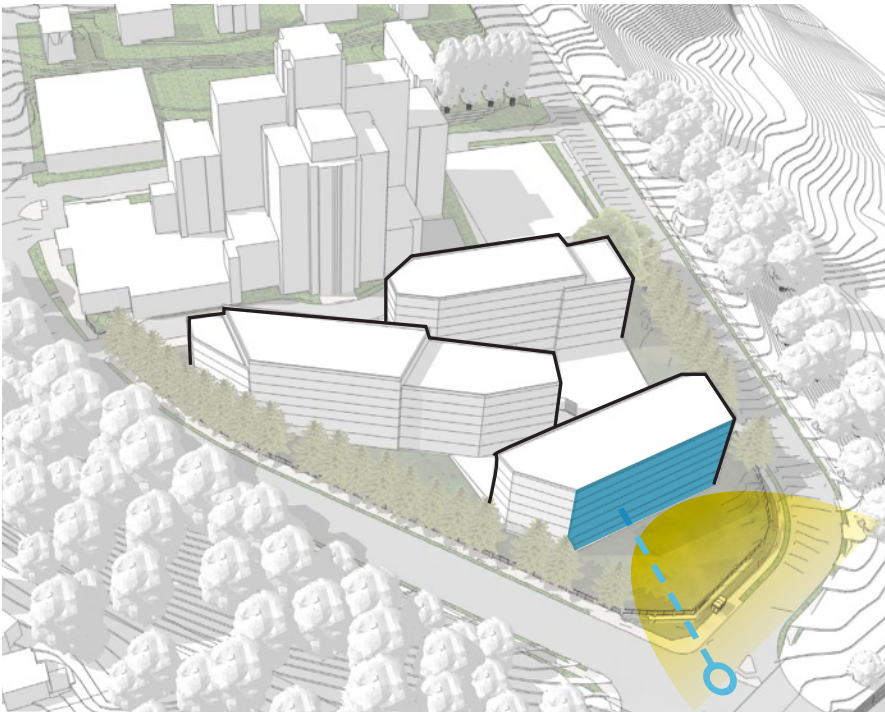
EDG COMMENT I

I. Although the Board generally supported Massing Option 3, the Board also agreed with public comment that the option needed additional breaks to strengthen permeability through the site and create different scales of massing modulation. The Board directed the applicant proceed with Massing Option 3 and recommended incorporating some of the successful massing organizational cues found in Massing Option 2 to further break up the massing.

RESPONSE

The project moved forward with massing option 3 per board direction. Massing option 3 uses a “block-defining” massing organization that is consistent with the historic portion of the campus. However, in keeping board direction, the updated massing has been adjusted to incorporate more separation between Buildings A and B like seen between the buildings in massing option 2 to create modulation and bring the buildings down in scale. (DC2.A.1)

MASSING OPTION 2: TOPOGRAPHICAL STRATEGY



Open spaces between buildings adjacent to public streets

EDG COMMENT IA

a. Echoing public comment, the Board stressed the importance of permeability through the site to allow for views and connections to the streetscape. The Board agreed the building and frontage conditions should be substantially become more open and porous. (CS2-B-2, PL3-C3, DCI-A, DC3-A1)

RESPONSE

The project has adjusted massing to better visually open around the perimeter of the site. At the northern end, Building B is shortened to increase the view in and out towards the city and the Dr Jose Rizal Bridge (CS2.B.2). Also, previously Buildings A and B were connected at the SE corner of the site preventing visual access towards the middle. The revised massing separates the two buildings creating more visual permeability through the site. (DC2.A.1)



REVISED PROPOSED MASSING



VIEW COMPARISON FROM JOSE RIZAL BRIDGE



MASSING AT EDG



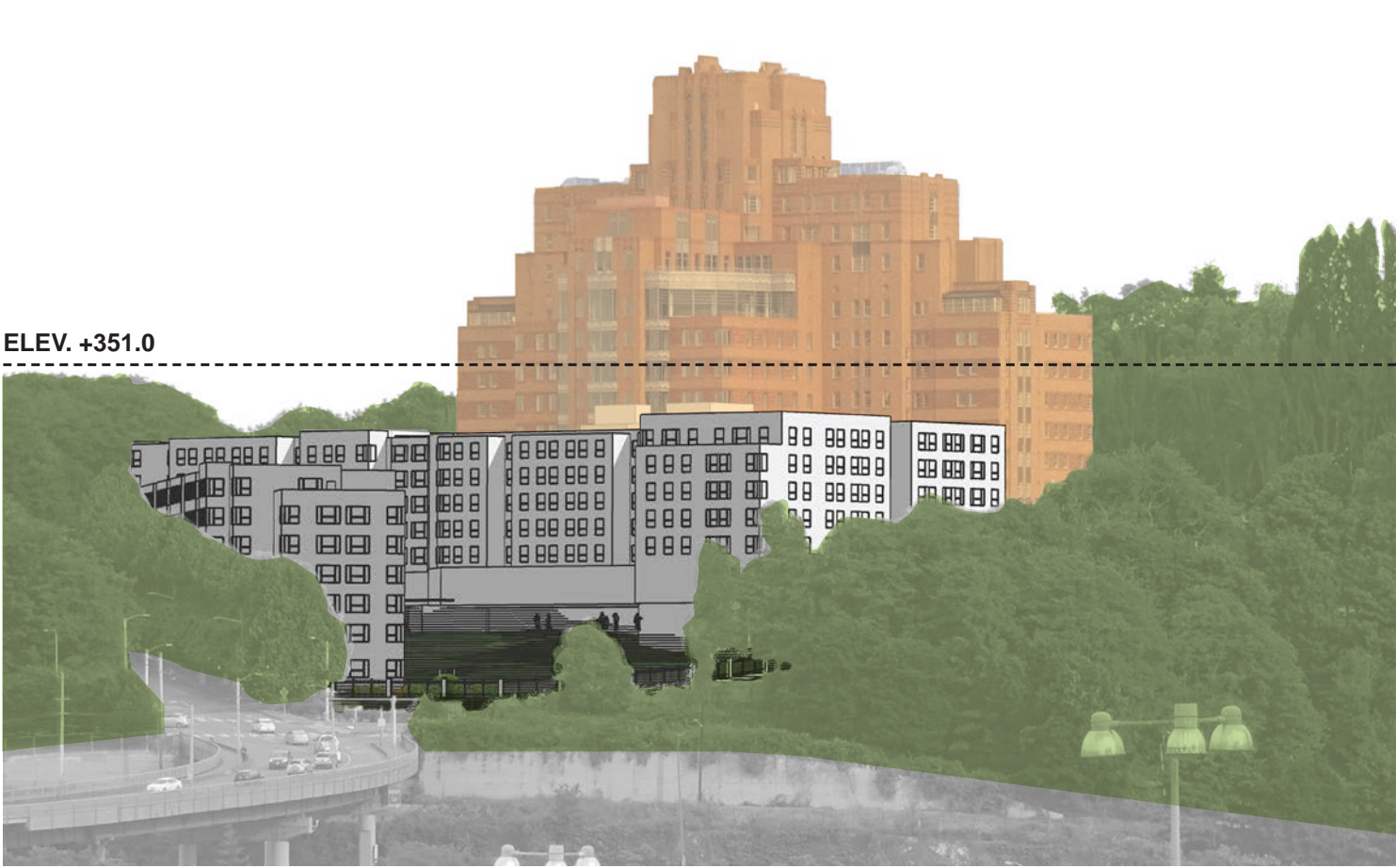
UPDATED MASSING

ADDITIONAL OPEN SPACE AT NORTHERN
END OF SITE WITH REDUCED MASSING

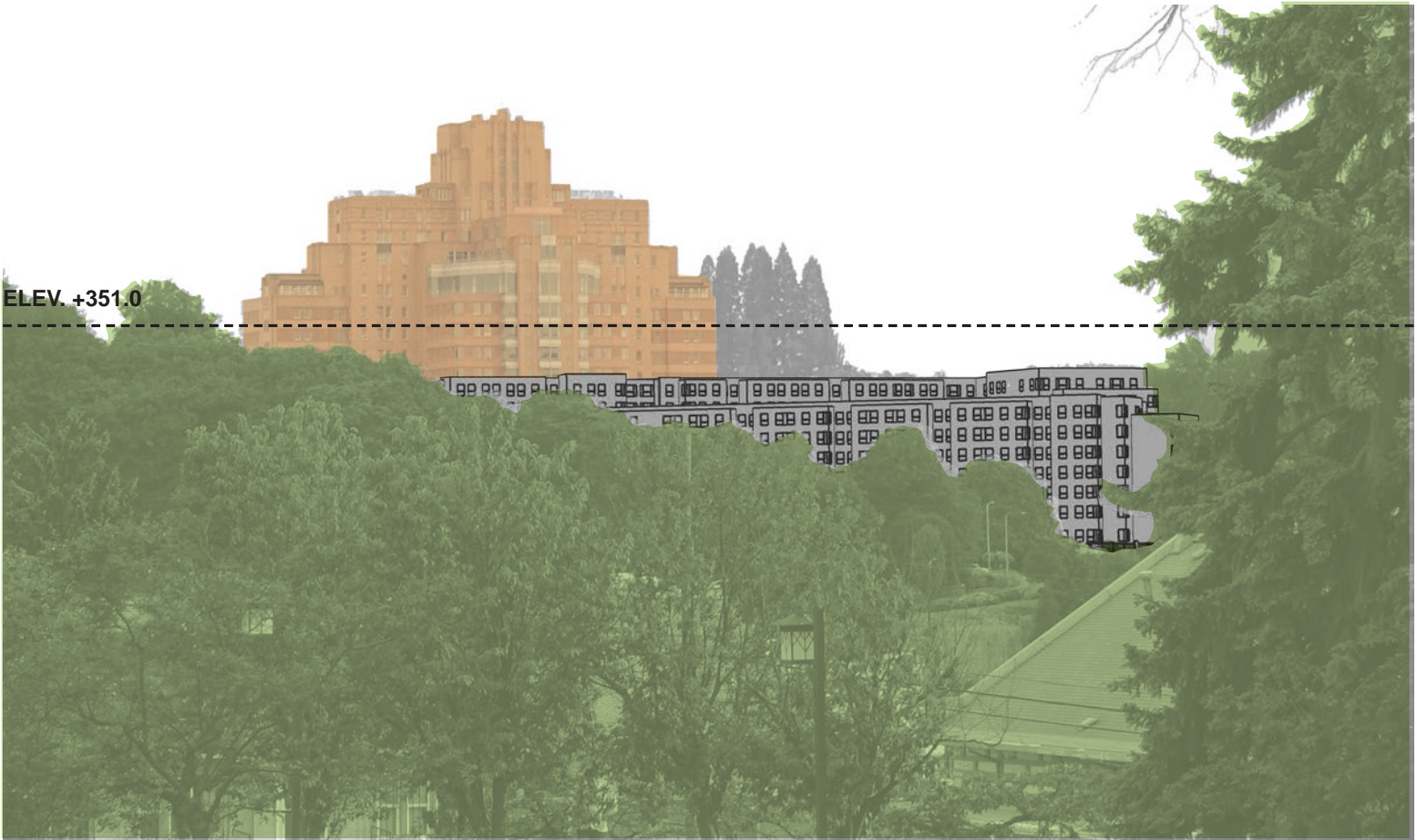
THE UPDATED MASSING ALLOWS:

- The building to respond to the guidance of the design review board.
- For more cost effective construction through simpler, better stacking building forms. This is important to maintain Building B as an affordable apartment building (previously it was a market rate apartment building)
- Visibility of more green space at the northern end of the site and primary civic views. This arrangement better relates to the view of the site the public is accustomed.

LANDMARKED VIEWS OF MASSING



LANDMARKED VIEW FROM I5



LANDMARKED VIEW FROM YESLER

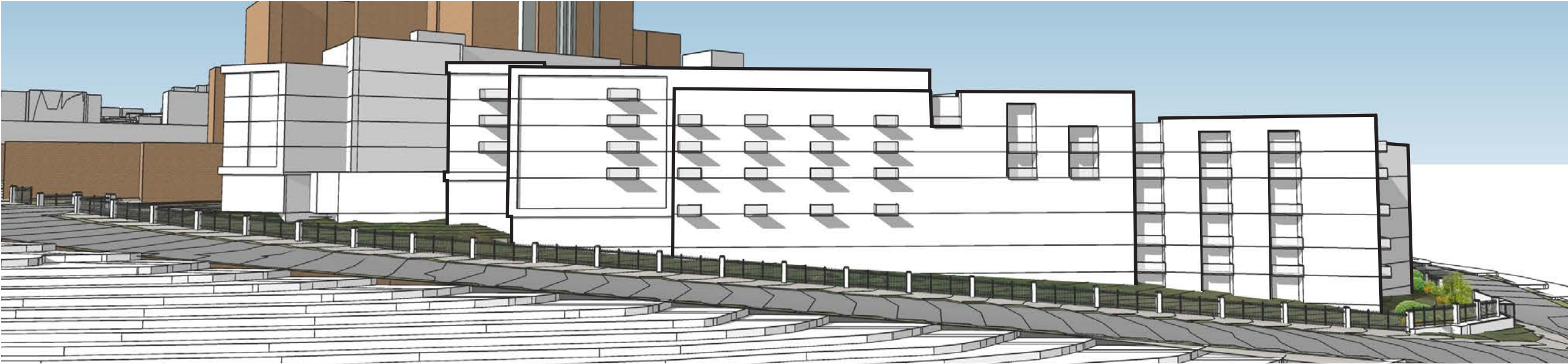
ADDING MODULATION TO MASSING

EDG COMMENT

Ib. The Board supported the general intent to visually set the new construction apart from the land-marked context with a strong horizontal expression, however the Board agreed that additional massing shifts, breaks or articulation was needed along the driveway frontage to diminish the appearance of one long bar building. (CS2, CS3-A-I, DC2)

RESPONSE

The revised massing includes several bays along the façade in keeping with the stepped-box massing of the historic tower (CS3.A.1). Notches along the commercial base break down the pedestrian level as well. These notches are highlighted with accept brick patterns that relate to the detail on the historic tower. (DC2.A.2)



EDG MASSING: GOLF DRIVE ELEVATION (BUILDING B)



UPDATED MASSING: GOLF DRIVE ELEVATION (BUILDING B)



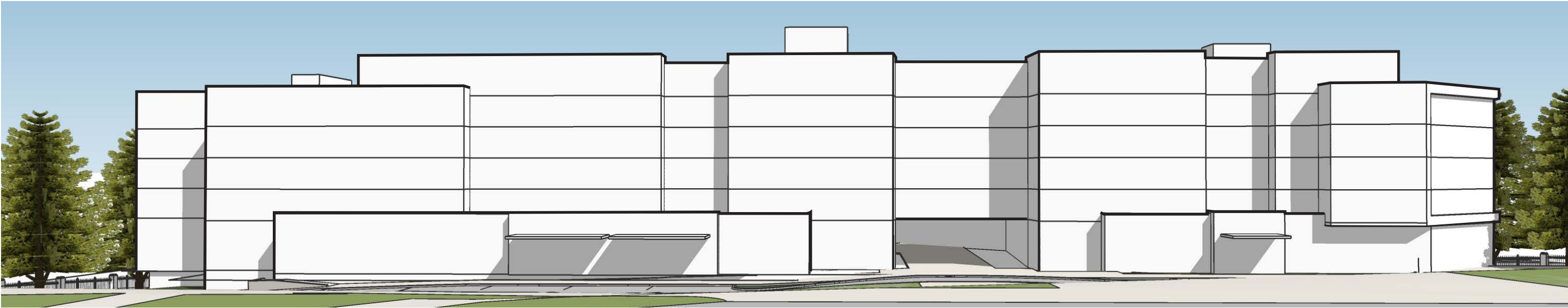
ADDING MODULATION TO MASSING

EDG COMMENT

Ic. The Board also recommended additional massing articulation near the portal along the driveway and/or substantially increasing the portal height to open up the frontage and increase permeability through to the open space. (CS2, PL1, DC2)

RESPONSE

The revised massing includes additional stepping in the façade around the portal. The stepping reflects the inverse of the stepping at the center of the tower and the inward jogs make the portal slimmer and lighter feeling than before. (DC2.A.2)

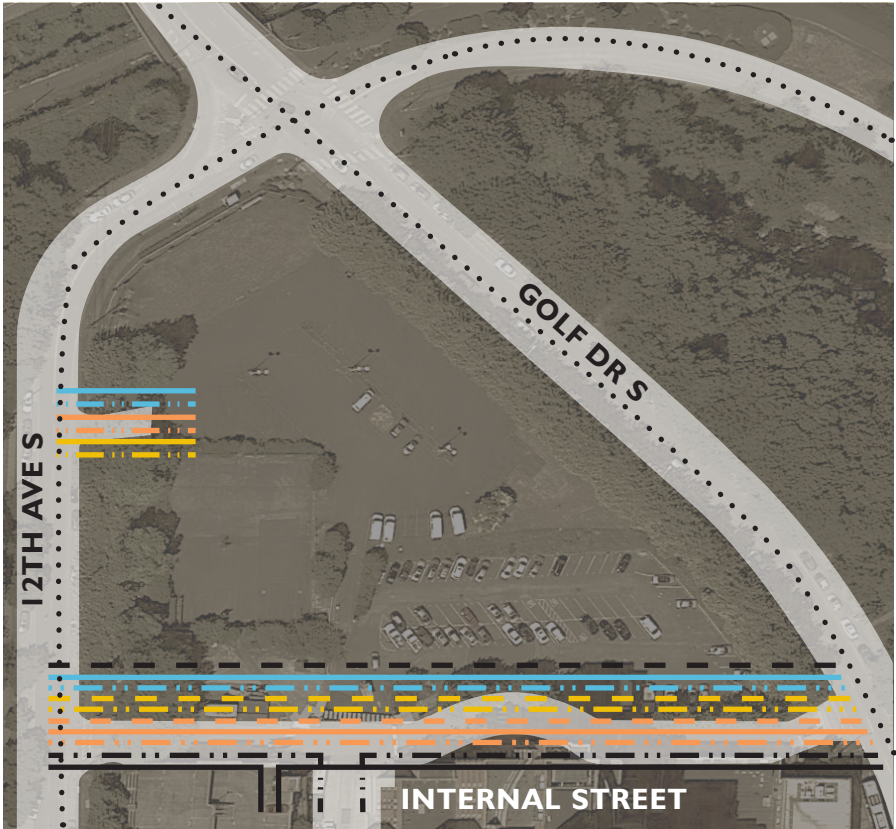


EDG MASSING: INTERNAL DRIVE ELEVATION (BUILDING A)



UPDATED MASSING: INTERNAL DRIVE ELEVATION (BUILDING A)

SITE ORGANIZATION CONCEPTS



- 12TH AVE S**
- HOUSING

MOVING VANS

TRASH TRUCKS

RECYCLING TRUCKS

RESIDENT VEHICLES

STAFF
- AIPACE ADULT DAYCARE

STAFF

SERVICE VEHICLES

OPERATIONS VANS

TRASH TRUCKS

RECYCLING TRUCKS
- EL CENTRO CHILDCARE

STAFF

TRASH TRUCKS

RECYCLING TRUCKS

- INTERNAL STREET**
- HOUSING

GUEST VEHICLES

DELIVERIES
- AIPACE ADULT DAYCARE

DROP-OFF/ PICK-UP

VISITORS

DELIVERIES
- EL CENTRO CHILDCARE

DROP-OFF/ PICK-UP

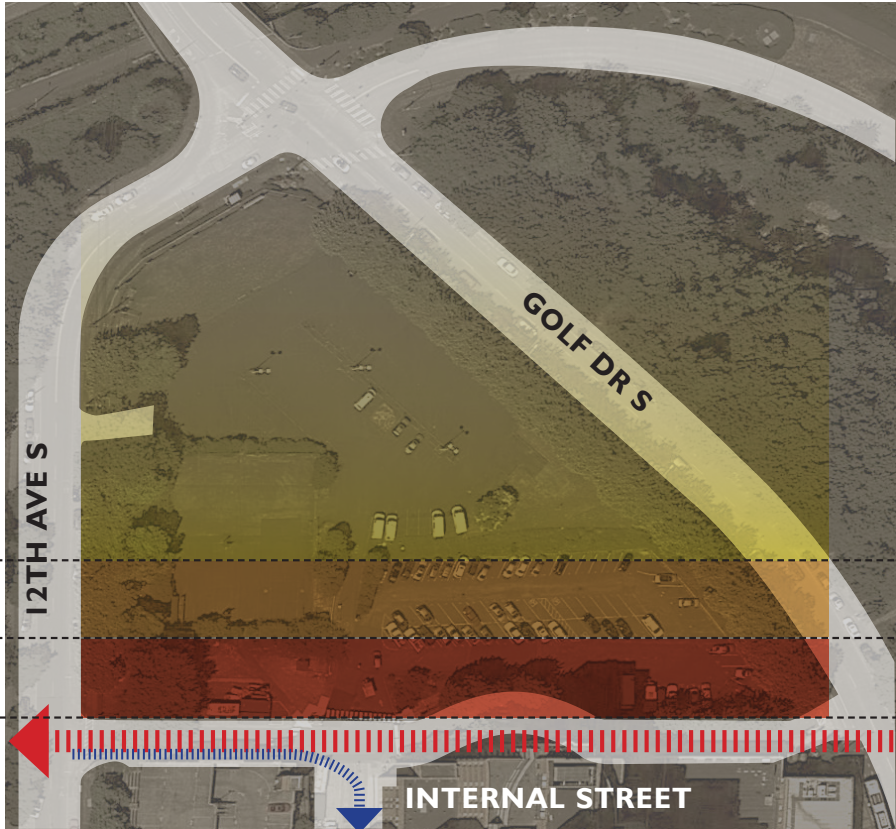
DELIVERIES
- GENERAL

UBER, LYFT, TAXIS
- EXISTING

LOADING FACILITY

PARKING GARAGE

- GENERAL**
- CITY BUS SERVICE



- RESIDENTIAL ZONE:**
Residential Units & Amenity Spaces
- PUBLIC RESIDENTIAL ZONE:**
Residential Lobbies
- PUBLIC COMMERCIAL ZONE:**
AiPACE Presence & Access,
Child Care Provider Presence & Access
- INTERNAL STREET:**
Hospital Tower Access, Vehicular Traffic,
Layby drop off, Pedestrian sidewalk

EDG COMMENT

3d. The Board noted that SDOT did not support the two-way access from 12th and understood the impact of the traffic will be analyzed during the MUP process. The Board declined to comment on the proposed access location. (DCI-B, DCI-C)

RESPONSE

The majority of vehicular traffic will enter on the east end of the internal drive and exit on the west. The only vehicles permitted to enter on the west end are trucks headed to the existing tower loading dock. Due to the angles of the existing roads, larger trucks cannot make the acute turn into the internal drive from the east and must continue to access the loading dock from the west. Signage will indicate the western end is for truck access only and striping will keep the access lane clear at the western end of the internal drive (DCI.B)



GROUND LEVEL USES

EDG COMMENT

2a. The Board recommended modifying the arrangement of ground level uses to engage with the larger community and requested additional studies to improve visual access into the site. The Board acknowledged the public comment related to the active uses and encouraged building on uses presently located on site to reinforce how the public is currently accessing the campus. (CS2-B-2, CS3-AI, PL1-I, PL3-C3, DCI-A, DC3-AI)

RESPONSE

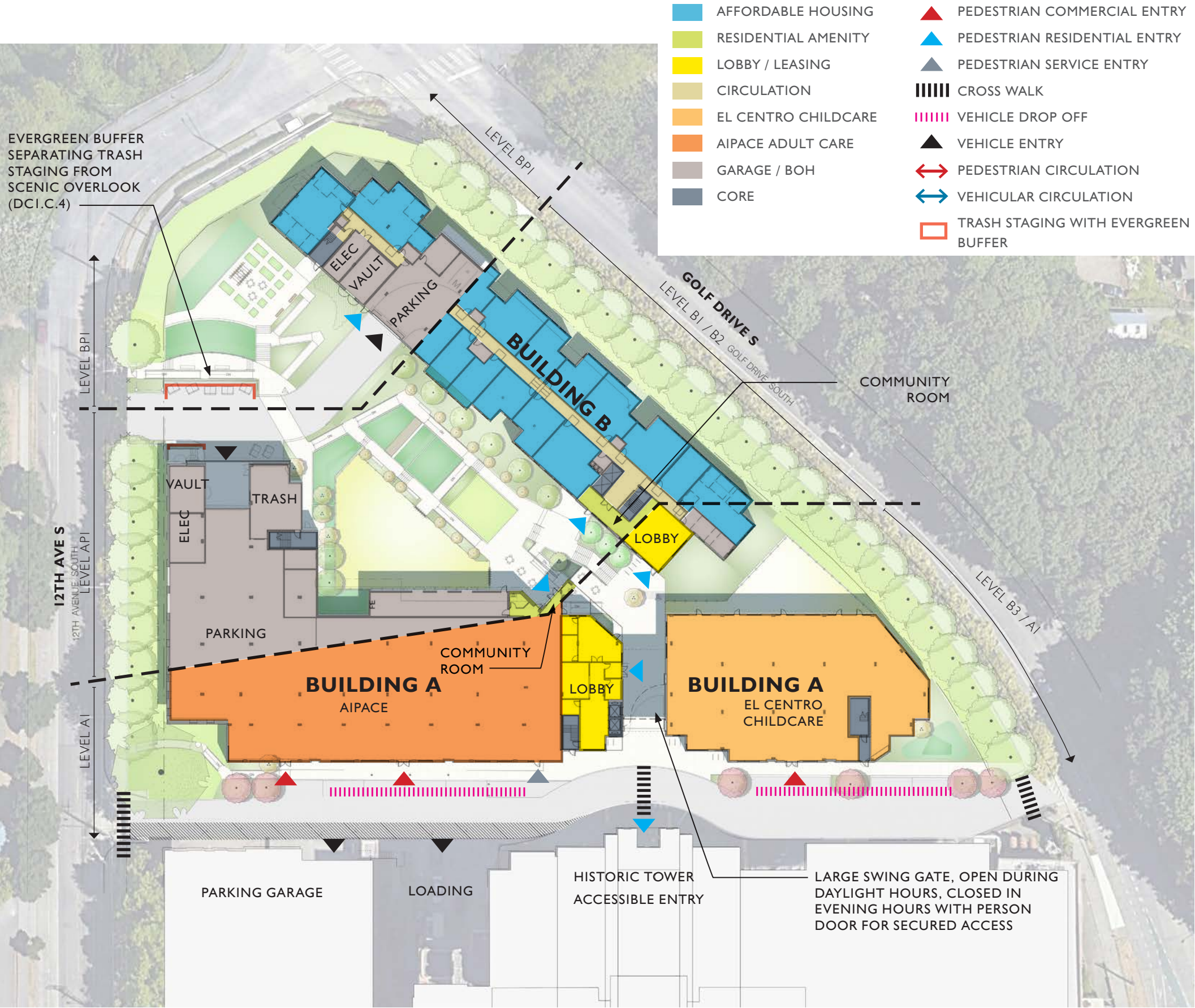
Per EDG comment 1.a, the massing is adjusted to allow for more visual permeability through the site. With the addition of open space between Buildings A and B, a portion of the childcare play space is located between the buildings. The new location is visible from the public right of way and entry to site which better engages the uses on site with the larger community (DCI.AI). Currently, uses located along the internal drive for the historic tower include loading, the only accessible entry to the tower, and vehicular access to one of the two parking garages on the historic tower. The proposed commercial functions in this project locate their primary entries along the internal drive. Both childcare and AiPACE adult care will require spaces for temporary parking while dropping off and picking up program attendees. With that in mind, the project is proposing one-way traffic through the internal drive except for loading requirements. This allows for two lanes as well as additional width for pulling over / temporary parking for drop off and pick up. Controlling the flow of traffic and providing adequate width for vehicles supports the current uses in the existing campus as well as the proposed commercial uses as part of this development. A cross walk is provided between the center of the historic tower and primary axis of the new development allowing for direct, easy access between new and old. (PL1.B.I)

EDG COMMENT

2b. Related to the departure for Street-level Uses, the Board agreed the arrangement of uses should meet the Code and indicated lack of support for the proposed departure. The Board also encouraged additional retail to enhance the life of the street and connect to the larger community. (CS2-B-2, PL3, DCI-A)

RESPONSE

The revised building footprint is dramatically different in the area in question along Golf Drive. Building B's street-level street-facing façade on Golf Drive overlaps the CI-95 zone by 3'-3". Although the entire 3'-3" is proposed as residential use, it makes up only a sliver of the CI-95 zone. If building area were provided through the entire CI-95 frontage, residential use would only account for 4% of the street facing facade and be well below the allowable 20%. Furthermore, Building A occupies the remaining CI-95 zone and although set back further from the street, it provides commercial use at grade across the entire frontage. The toddler playspace is located in between the Building A and street frontage. Although this is exterior space, not enclosed building, it will add a level of activity and interest to the street frontage desired by the board. Retail is not appropriate in this location because it would not have adequate access due to the landmarked fence and landmarked tree buffer. Along with lack of access, the retail would suffer from lack of pedestrian traffic in general. The far north end of Golf Drive is not a retail destination, is surrounded by wooded areas, and the only patronage would be from the campus itself.



DESIGN LANGUAGE OF THE EXISTING TOWER

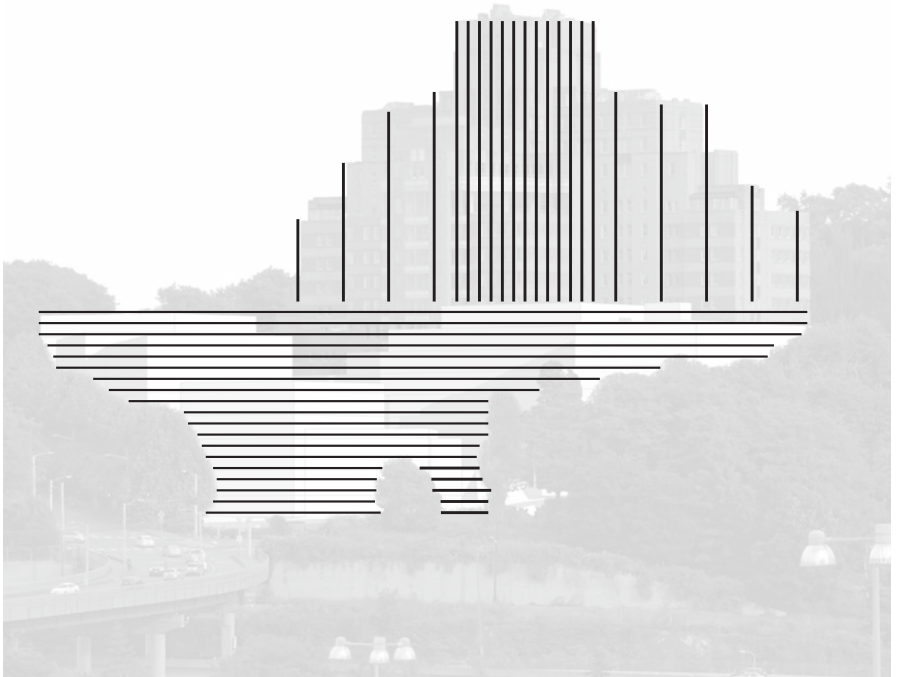


FEATURES TO NOTE:

- Window proportions and spacing.
- Vertical elements at center accented with metal
- Flanking horizontal bands distinguished by color
- Corner window elements in some places
- Warm tones – terracotta, sand, rust – with blackish blue accent
- Comfortable areas of “plain wall”
- Accent areas with chevron details

VERTICAL VS HORIZONTAL

In contrast to the center portion of the tower, the side wings have no vertical expression; these wings have a strong horizontal expression. The resulting emphasis is on the verticality of the tower’s center. (CS3.A.1)



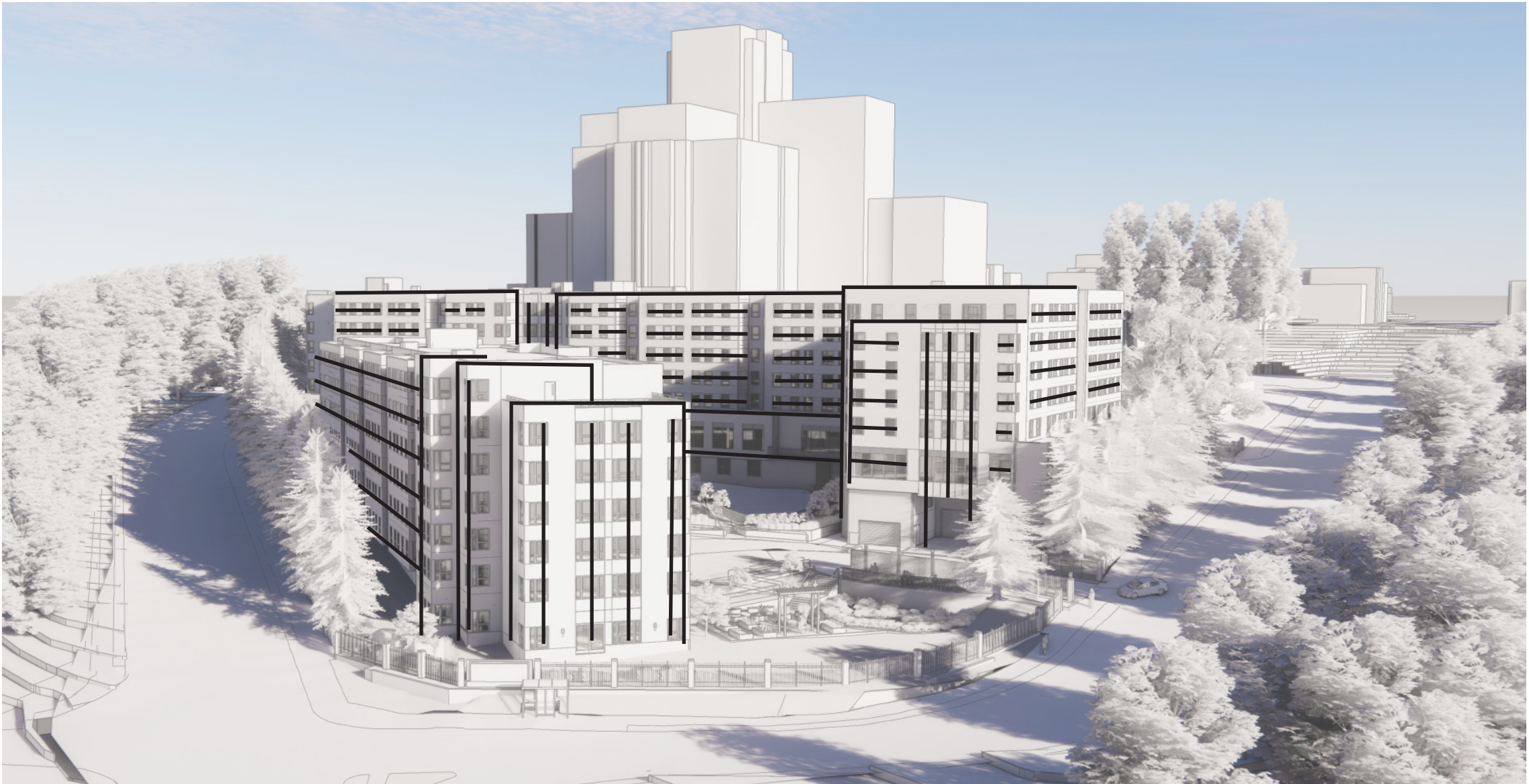
GRAIN ORIENTATION ON MASSING

EDG COMMENT

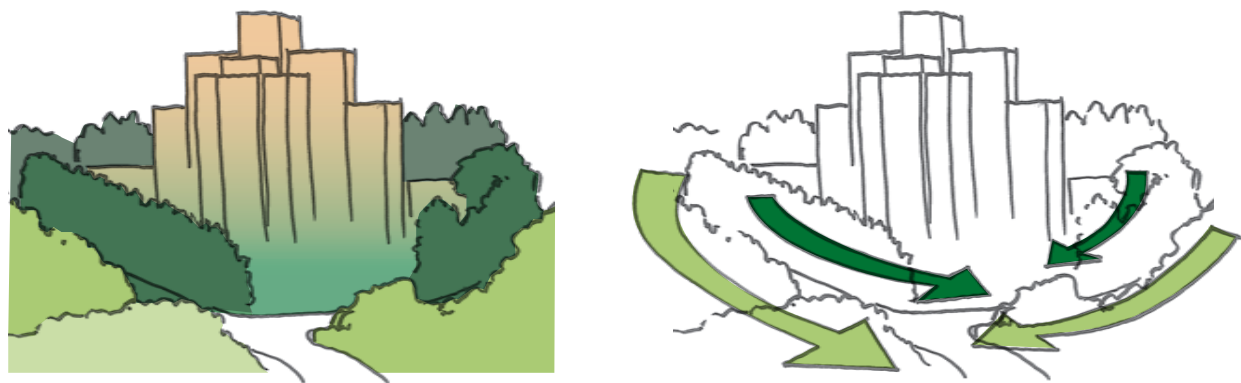
4 a. The Board supported the architectural concept diagrams shown on page 81 which illustrate the intent to distinguish between the existing Landmark and new development with horizontal and vertical elements. (DC2, DC4)

RESPONSE

The materials and fenestration patterns emphasize horizontally along the facades which helps distinguish the new development from the tower while also complementing the tower's flanking architecture. The horizontal expression is only broken at the northern face of Building B and at the portal of Building A. The strategically placed vertically oriented areas help to emphasize the center of the historic tower and maintain the sense of height it currently exudes looking over the city. (CS3.A.1)

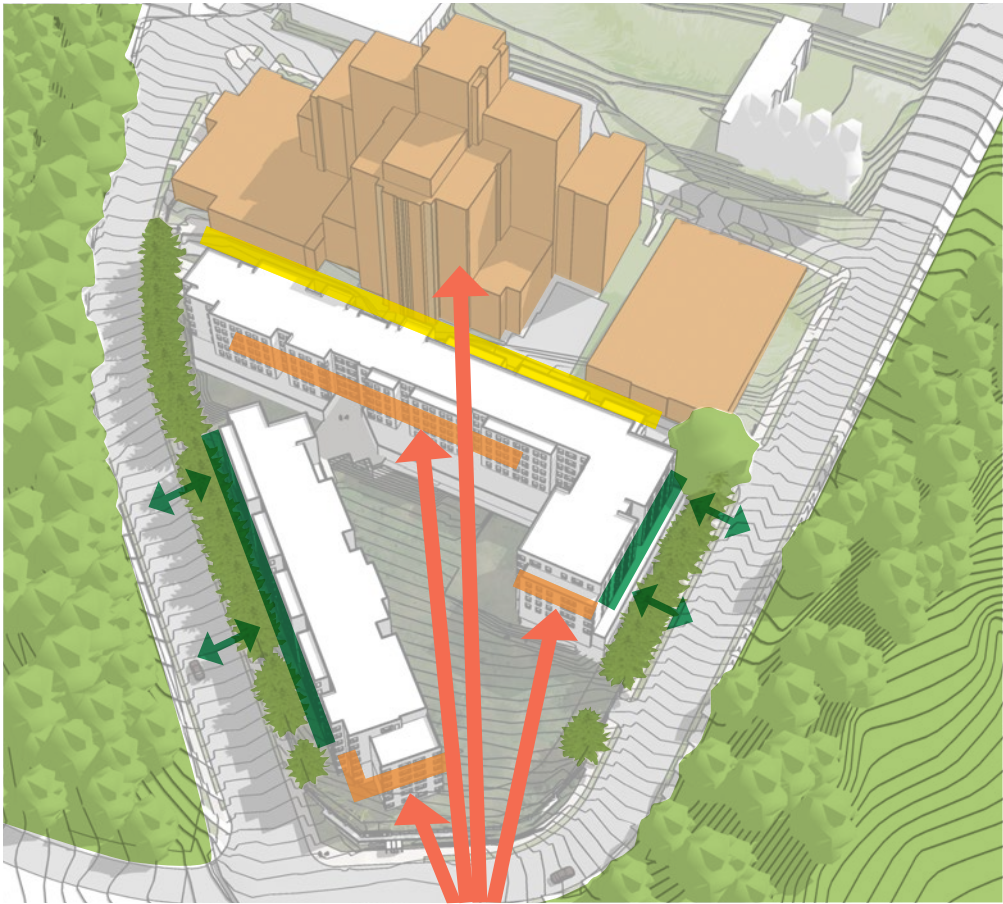


FACADE STRATEGIES



The landmark language aims to preserve the features of the historic tower that make it stand out as an icon within Seattle: i.e. the silhouette of the tower against the empty sky, and the hug of the trees at its base. With that in mind, the facades of the new development are designed

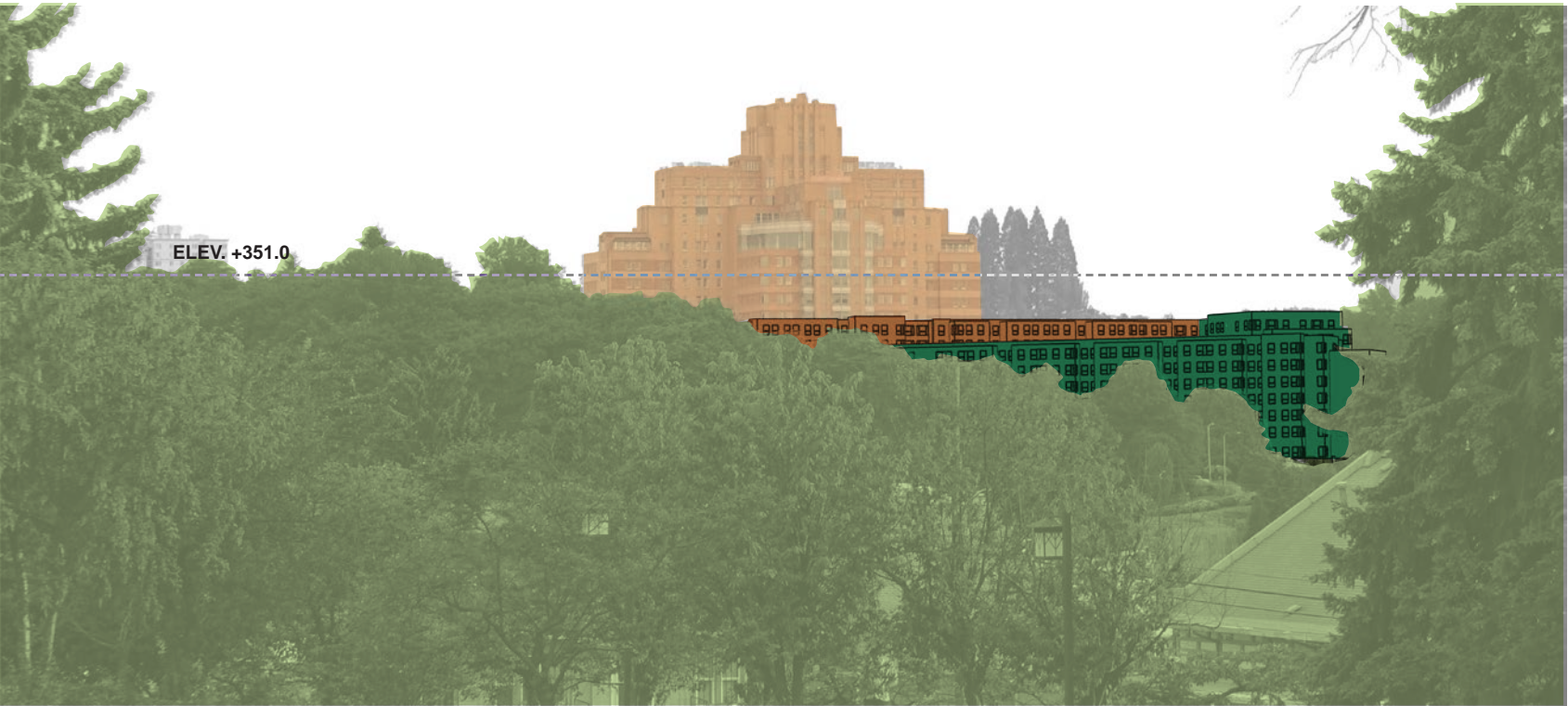
to reinforce these attributes. Facades seen in conjunction with the tower share similar colors and patterns to maintain the beacon-like presence. Meanwhile, facades seen in conjunction with the trees have darker colors that reinforce the wrapping of the tree base.



ELEV. +351.0



LANDMARKED VIEW FROM I5



LANDMARKED VIEW FROM YESLER

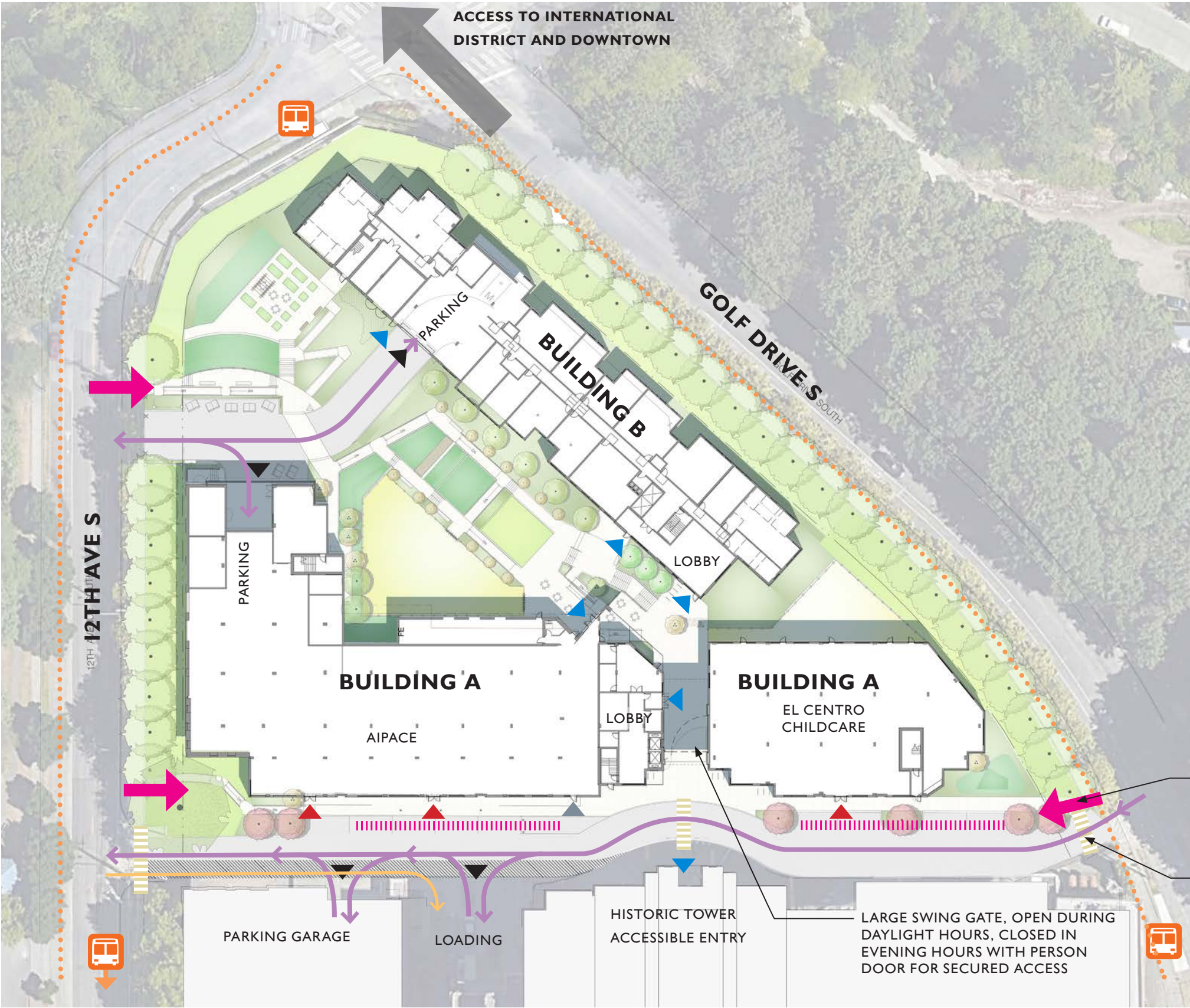




PEDESTRIAN EXPERIENCE



SITE ACCESS



EDG COMMENT

3 a. The Board strongly encouraged alternate pedestrian and bicyclist access points and recommended pursuing the potential for strategic openings through the landmarked fence and buffer with the Land-marks Board. (CS2-B-2, CS2-A2, CS3-A1, CS3-B, PL1, PL2A-I, PL4)

RESPONSE

The updated massing has increased visual access around the site (see response to comment 1.a). Furthermore, the pedestrian entrance at the north end of the site is enhanced (see the response to 3.b) and better relates to the bus stop and open space at the north end. It provides a convenient access point for people approaching from the International District across the Dr. Jose Rizal Bridge. Cyclists and pedestrians are able to enter at the lower end without traversing uphill to the internal drive.

EDG COMMENT

3 c. To improve the pedestrian connectivity along the other frontages, the Board also encouraged studying pedestrian entries which could be open for public access. (CS2-B-2, CS3-A1, CS3-B, PL1, PL2A-I)

RESPONSE

While additional openings in the fence were considered, adhering to the intent of the landmarks designation and respecting the privacy of residential units near or at grade led to maintaining the fence around the majority of the site. The project has been reviewed for CPTED (Crime Prevention Through Environmental Design) by the Seattle Police Department. The initial review has raised questions around safety and security given the propensity for unlawful activities in the adjacent wooded areas and lack of pedestrians present around the site. As a neighborhood-based community developer, SCIDpda is committed to serving the communities that call the area home and prioritizing their needs and desires. Understanding the community's desire for public access through the site, the development plans to keep access open during daylight hours unless unsafe activity starts to occur on site. In order to provide a safe environment for residents and staff, the project will not allow public access during the evening, night and early morning, much like public parks. The required gate strives to keep a minimalist appearance, especially when open and has been detailed to feel more like art than a barrier.

BUS STOP

DESIGNATED BIKE ROUTE

PEDESTRIAN ENTRY TO SITE

PEDESTRIAN COMMERCIAL ENTRY

PEDESTRIAN RESIDENTIAL ENTRY

PEDESTRIAN SERVICE ENTRY

CROSS WALK

VEHICLE DROP OFF

VEHICLE ENTRY

VEHICLE CIRCULATION

LARGE TRUCK ACCESS ONLY

PEDESTRIAN ENTRIES LOCATED NEAR BUS STOPS

2 LANE THROUGH TRAFFIC PLUS LAY-BY/DROP OFF STALLS

LARGE SWING GATE, OPEN DURING DAYLIGHT HOURS, CLOSED IN EVENING HOURS WITH PERSON DOOR FOR SECURED ACCESS



SCIDpda

NORTH LOT

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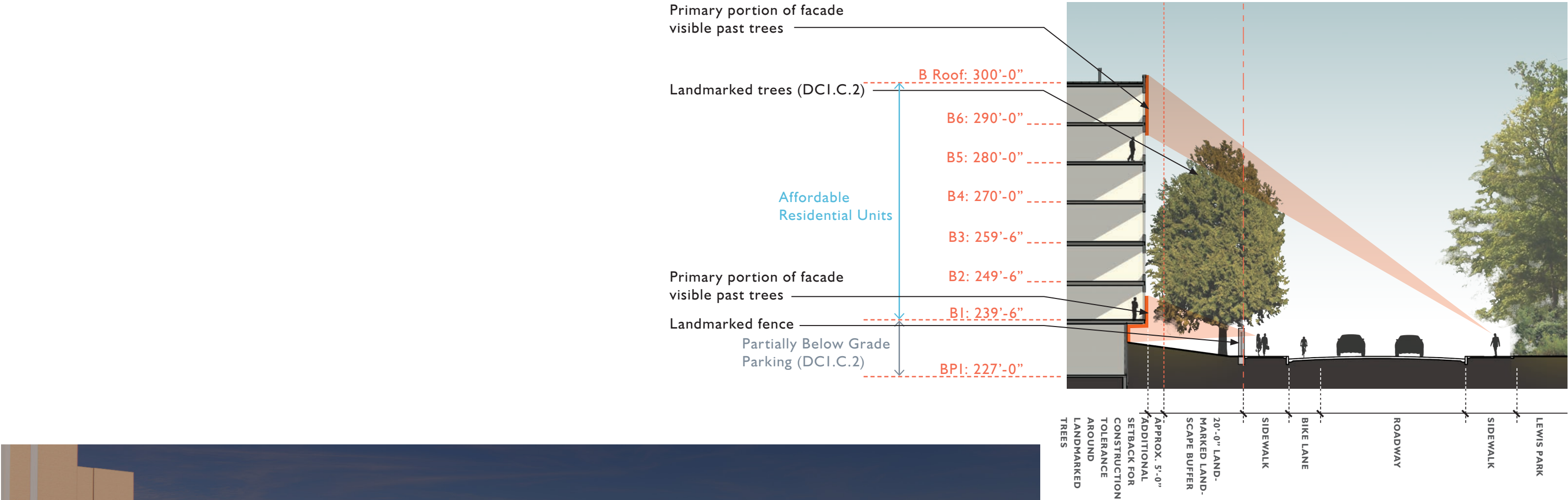
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APPROACH FROM JOSE RIZAL BRIDGE



GOLF DRIVE SOUTH



GOLF DR ELEVATION

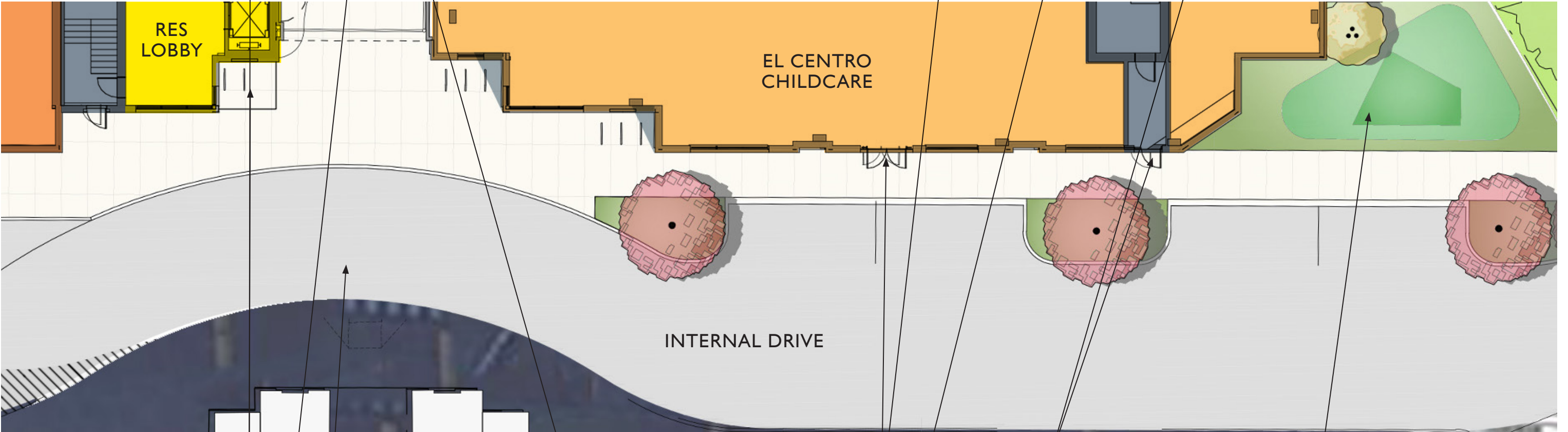


PERSPECTIVE VIEW DOWN GOLF DR

INTERNAL DRIVE ENTRANCE (EAST END)



INTERNAL DRIVE: PORTAL AND EL CENTRO FRONTAGE



SHORT TERM BIKERACKS
CONVENIENTLY LOCATED
BY RESIDENTIAL AND
COMMERCIAL ENTRIES PL4.B.2)

WAYFINDING SIGNPOST

PORTAL ACROSS FROM
HISTORIC TOWER ENTRY
LEADS TO RESIDENTIAL
ENTRIES

CROSS WALK TO HISTORIC
TOWER

MAIN ENTRY TO EL CENTRO
CHILDCARE FACILITY

NICHES BREAK DOWN
FACADE LENGTH AND ADD
HIGH QUALITY DETAIL TO
PEDESTRIAN REALM

RESIDENTIAL EGRESS

BIORETENTION PLANTER



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EL CENTRO PEDESTRIAN VIEW



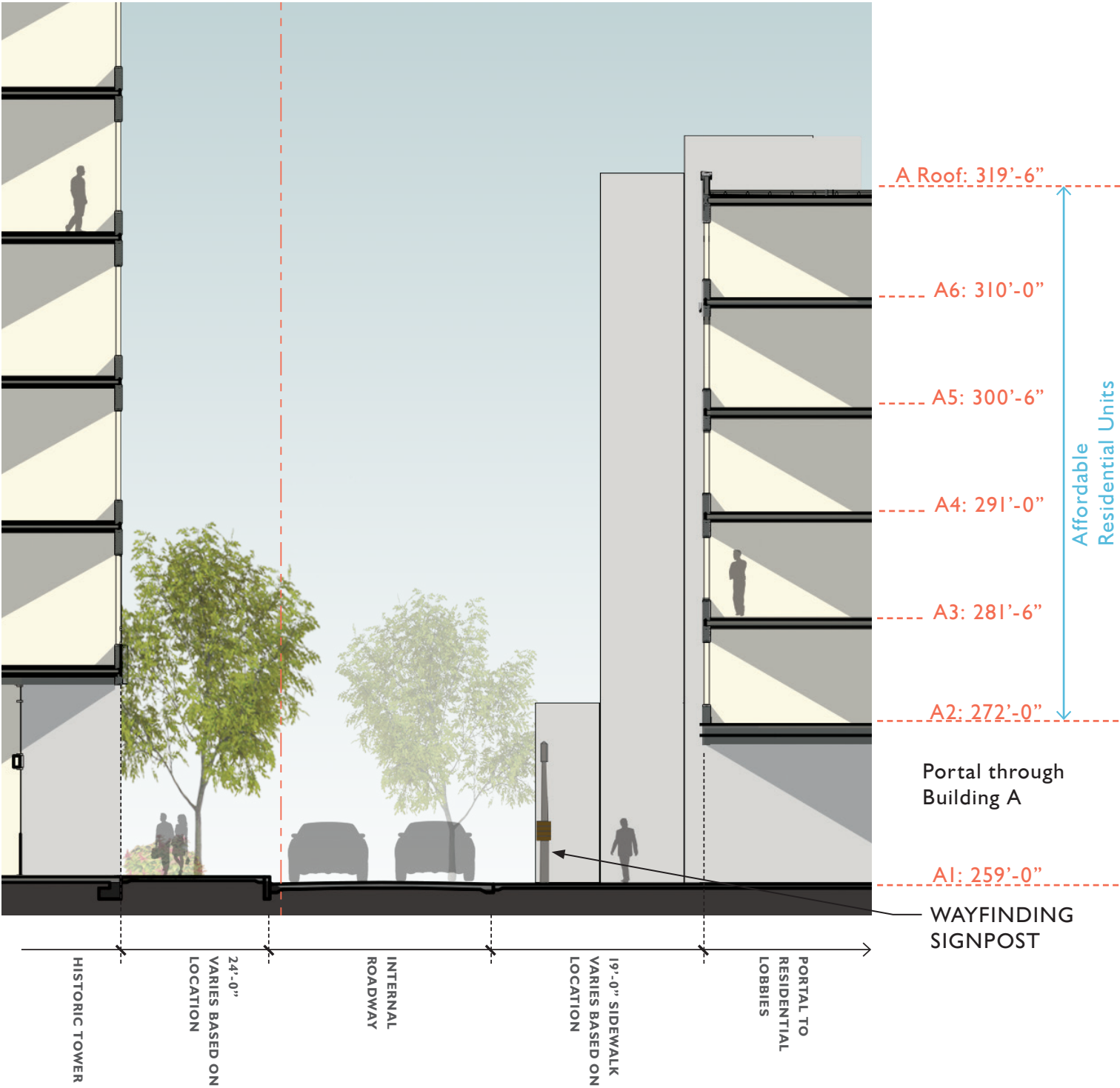
DARK STOREFRONTS
COMPLEMENT WROUGHT
IRON HISTORIC FENCE
(CS3.B.1, DC2.C.3)

BLADE SIGN IS
VISIBLE FOR BOTH
PEDESTRIANS AND
VEHICLES (PL2.D.1)

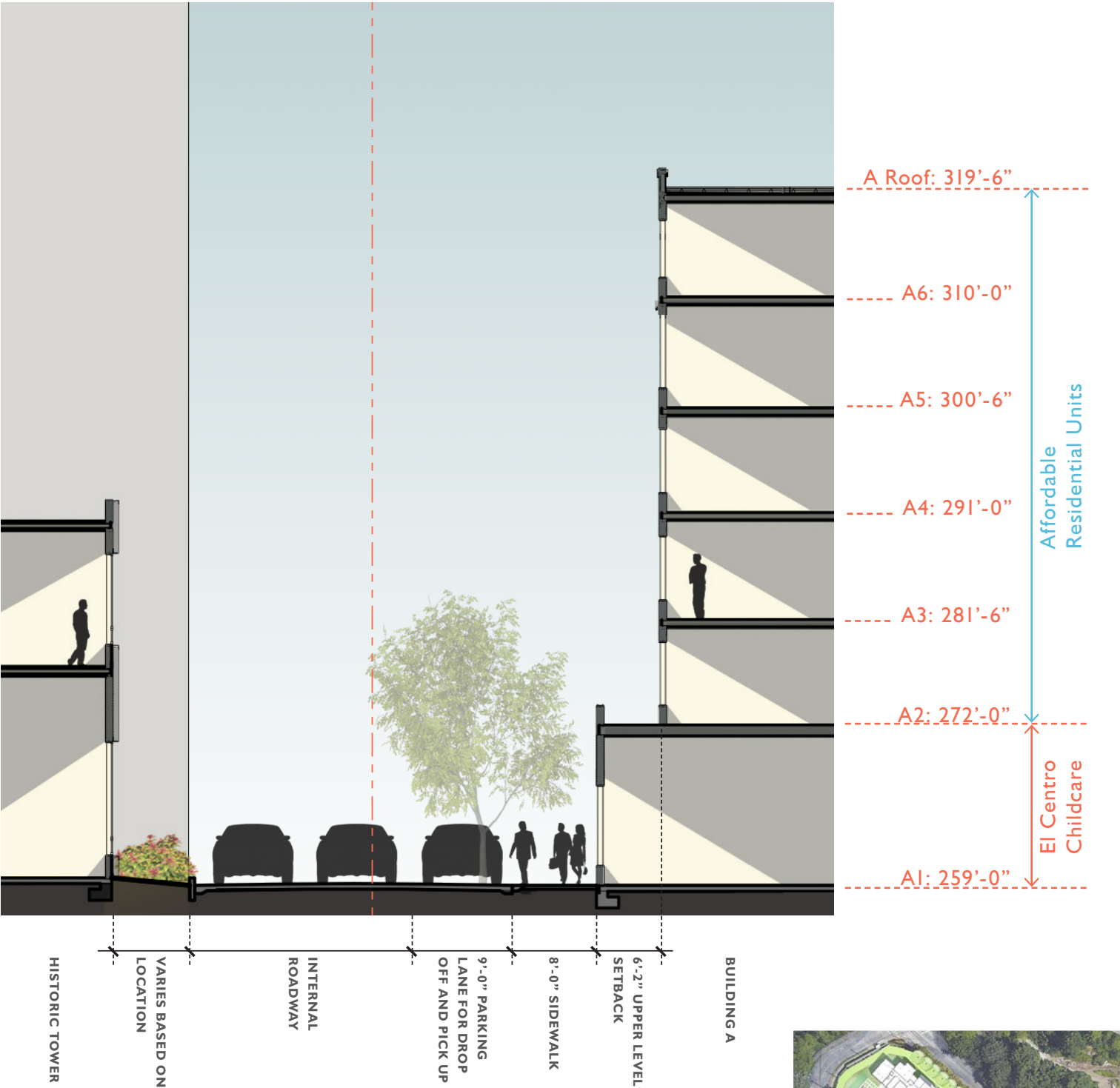
EL CENTRO CHILDCARE MAIN ENTRY
PARKING FOR DROP OFF AND PICK UP

NICHES BREAK DOWN FACADE
LENGTH AND ADD HIGH QUALITY
DETAIL TO PEDESTRIAN REALM
(CS3.B.1, DC2.C.3)

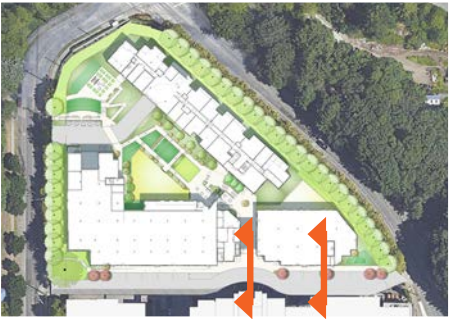
INTERNAL DRIVE SECTIONS



SECTION AT PORTAL



SECTION AT EL CENTRO



PORTAL PEDESTRIAN VIEW (PL3.A.1.C)



LIGHT STOREFRONTS AND METAL ACCENTS RELATE TO METAL FACADE AREAS AT CENTER OF HISTORIC TOWER (CS3.B.1, DC2.C.3)

ELEVATOR FOR COMMERCIAL STAFF

RESIDENTIAL ENTRIES WAYFINDING SIGNPOST (PL2.D.1)

CHEVRON PATTERNED VERTICAL GESTURES FLANK PORTAL

SHORT TERM BIKE PARKING FOR CONVENIENT ACCESS TO COMMERCIAL AND RESIDENTIAL USES (PL4.B.2)



SCIDpda

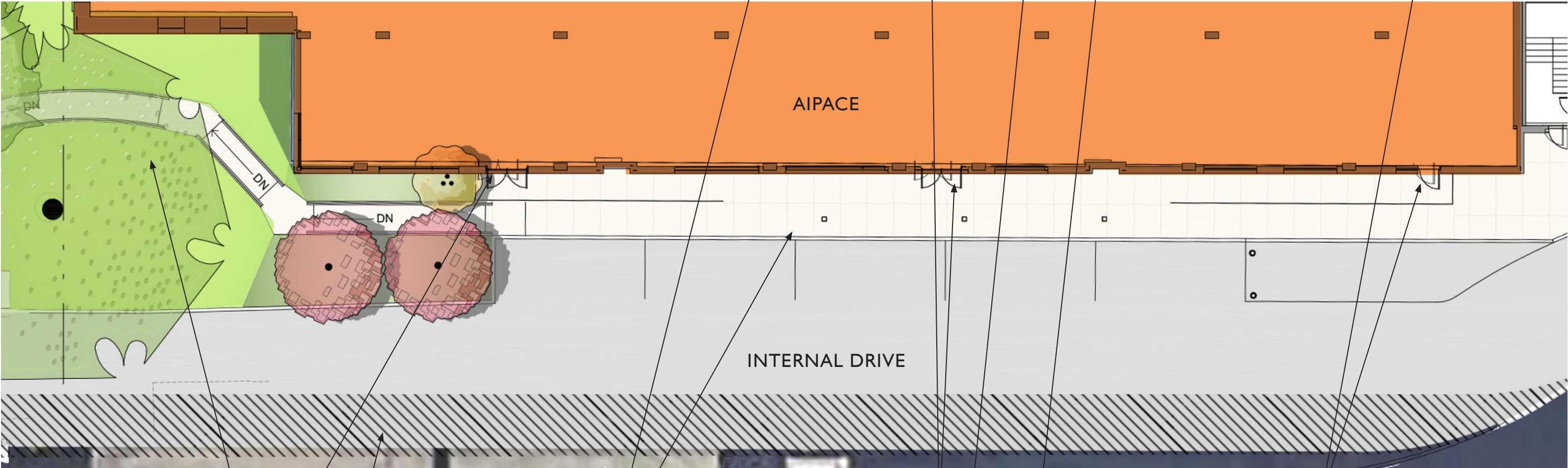
NORTH LOT

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INTERNAL DRIVE: AIPACE FRONTAGE



PATHWAY CURVES TO ACCOMODATE SIGNIFICANT TREE AND CONNECTS TO PUBLIC SIDEWALK

ENTRY TO AIPACE CLINIC

FREESTANDING CANOPY PROVIDES SHELTER DURING DROP OFF AND PICK UP OF SENIORS

STRIPED PAVING INDICATING EASTBOUND VEHICLES FOR LOADING ONLY

MAIN ENTRY TO AIPACE PROGRAM

DARK STOREFRONTS COMPLEMENT WROUGHT IRON HISTORIC FENCE (CS3.B.1, DC2.C.3)

AIPACE SERVICE ENTRY

NICHES BREAK DOWN FACADE LENGTH AND ADD HIGH QUALITY DETAIL TO PEDESTRIAN REALM



AIPACE PEDESTRIAN VIEW



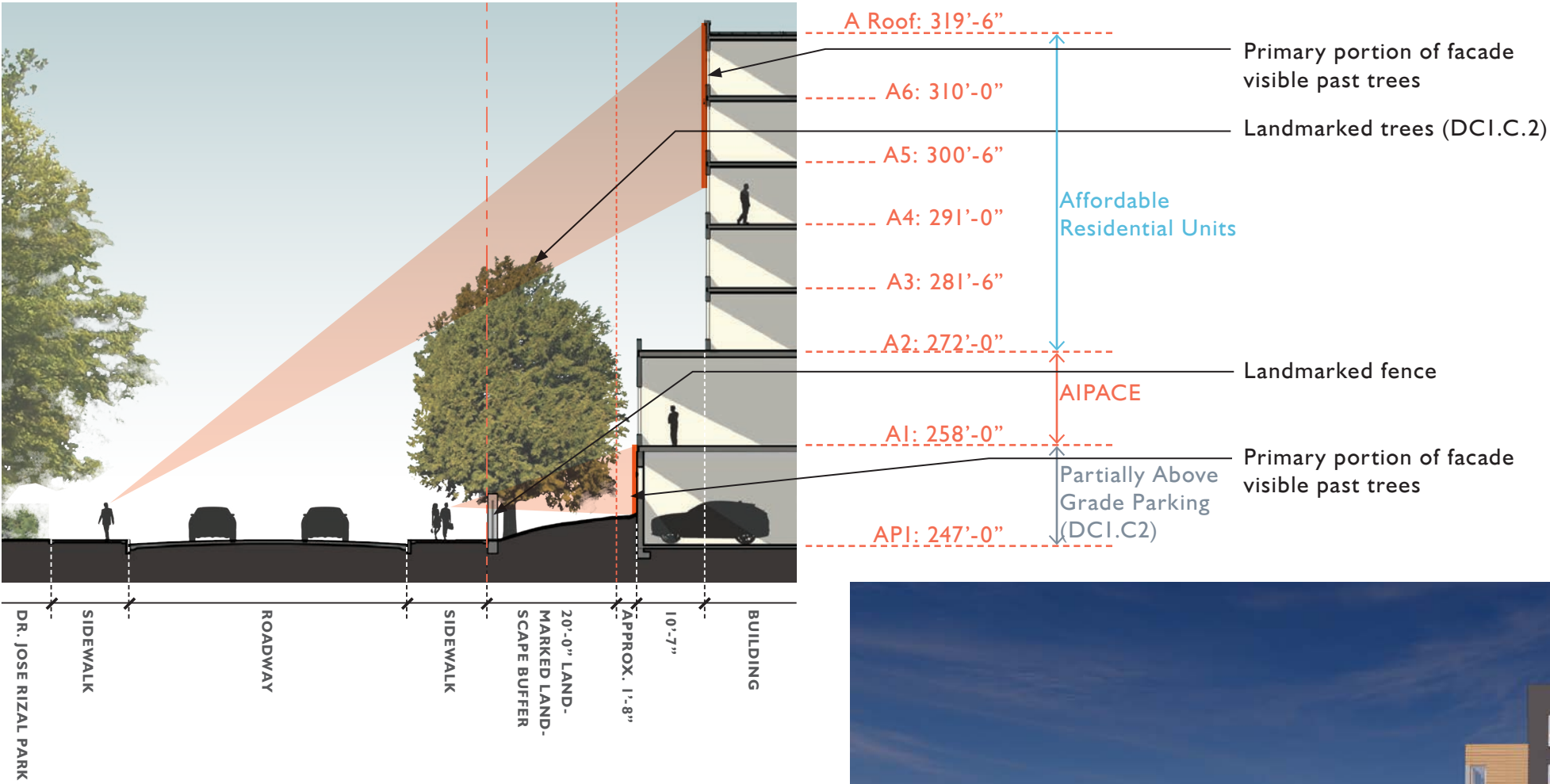
AIPACE CLINIC BLADE SIGN
AIPACE CLINIC ENTRY

BLADE SIGN IS VISIBLE FOR BOTH
PEDESTRIANS AND VEHICLES (PL2.D.1)
AIPACE MAIN ENTRY

PARKING FOR DROP OFF
AND PICK UP

FREESTANDING CANOPY
PROVIDES SHELTER DURING
DROP OFF AND PICK UP OF
SENIORS (PLI.C.3.C)

12TH AVE SOUTH



PERSPECTIVE VIEW DOWN 12TH AVE S



PEDESTRIAN NORTHERN ACCESS



- LIGHTS MARKING PEDESTRIAN ENTRY ROUTE
- EVERGREEN BUFFER SEPARATING TRASH STAGING (DCI.C.4)
- LIGHTS ATOP ENTRY PILLARS ENHANCE VISIBILITY DURING DIM HOURS OF THE DAY (CS3.B.2)
- PEDESTRIAN ENTRY GATE
- WAYFINDING SIGNAGE AT ENTRY PILAR (CS3.B.2)
- SCENIC OVERLOOK WITH BENCHES (PLI.B.3)
- EYE-CATCHING MURAL FACING NORTH END OF SITE
- BIORETENTION PLANTER

EDG COMMENT

3 b. The Board recognized a section of the Landmarked fence was going to be retrofitted and widened along 12th to allow for the vehicular access and viewed the widening of the fence entrance as an opportunity to improve pedestrian access and wayfinding. The Board recommended either incorporating a visible entry or a prominent stair entrance to provide a hospitable means to pull the pedestrian in, and indicated they did not support the related departure as shown. (CS2-B-2, CS3-AI, CS3-B, PLI, PL2A-1)

RESPONSE

The pedestrian entrance at the north end of the site is enhanced with signage for wayfinding and identification, benches, temporary bike parking, and access routes to long term bike parking for both buildings. A stair is no longer needed at this location because the massing has changed, however, a colorful mural element helps to identify the entry from the northern approach. Final mural design will happen in conjunction with a local artist and community input. Additionally, lights are proposed atop the concrete pillars that are part of the widened opening. The illumination will enhance the visibility of the northern entry and add warmth to the entry during dim hours of the day. (CS2.B.2, PL4.A)



COURTYARD SECTION



- LOWER (NORTHERN) COURTYARD RESIDENT GARDEN AREA
- EDGE OF SCENIC OVERLOOK
- DRIVEWAY TO BUILDING B
- BIORETENTION PLANTERS
- RESIDENT LAWN REMINISCENT OF HISTORIC CAMPUS LAWN
- HARDSCAPE BY BUILDING AMENITY SPACES
- GRAND STAIR
- PLAZA AT RESIDENTIAL ENTRIES AND PORTAL

The courtyard follows the natural grade of the site and tiers through center much like the existing historic campus (CSI.C). The stepping nature of the grade allows for scenic views out towards the city from many points within the site and orients pedestrians towards the open, northern tip of the massing.



UPPER (SOUTHERN) COURTYARD (DC3.B)



SHARED PLAY SPACE
RESIDENTIAL “LAWN” IS
REMINISCENT OF HISTORIC
CAMPUS LAWN

TIERED BIORETENTION
PLANTERS
ACCESSIBLE ROUTE
THROUGH SITE

PATIO SPACE CONNECTED TO
BUILDING B COMMON SPACE



LOWER (NORTHERN) COURTYARD (CS2.B.2, DC3.B)



RESIDENTIAL SHARED GARDEN SPACE (PLI.C.1)

SCENIC OVERLOOK
MURAL (EXACT EXPRESSION TO BE DETERMINED WITH COMMUNITY INPUT)

PEDESTRIAN ENTRY
BIORETENTION PLANTER
BENCH SEATING (PLI.B.3)



BUS STOP AT NORTH POINT



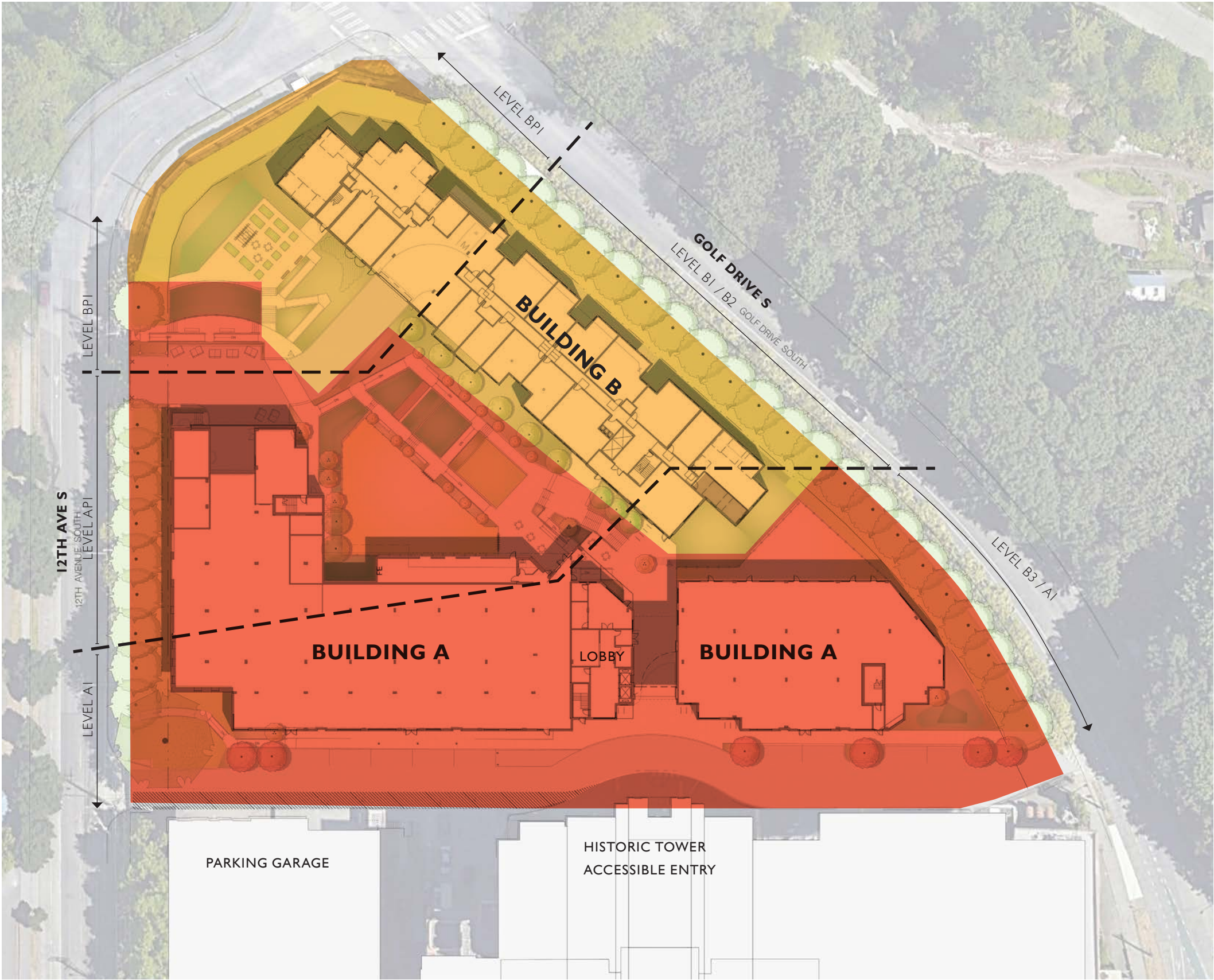
DESIGN DEVELOPMENT OF BUILDING A & DETAILED CERTIFICATE OF APPROVAL BUILDING A



DEVELOPMENT PHASING

- PHASE 1
- PHASE 2

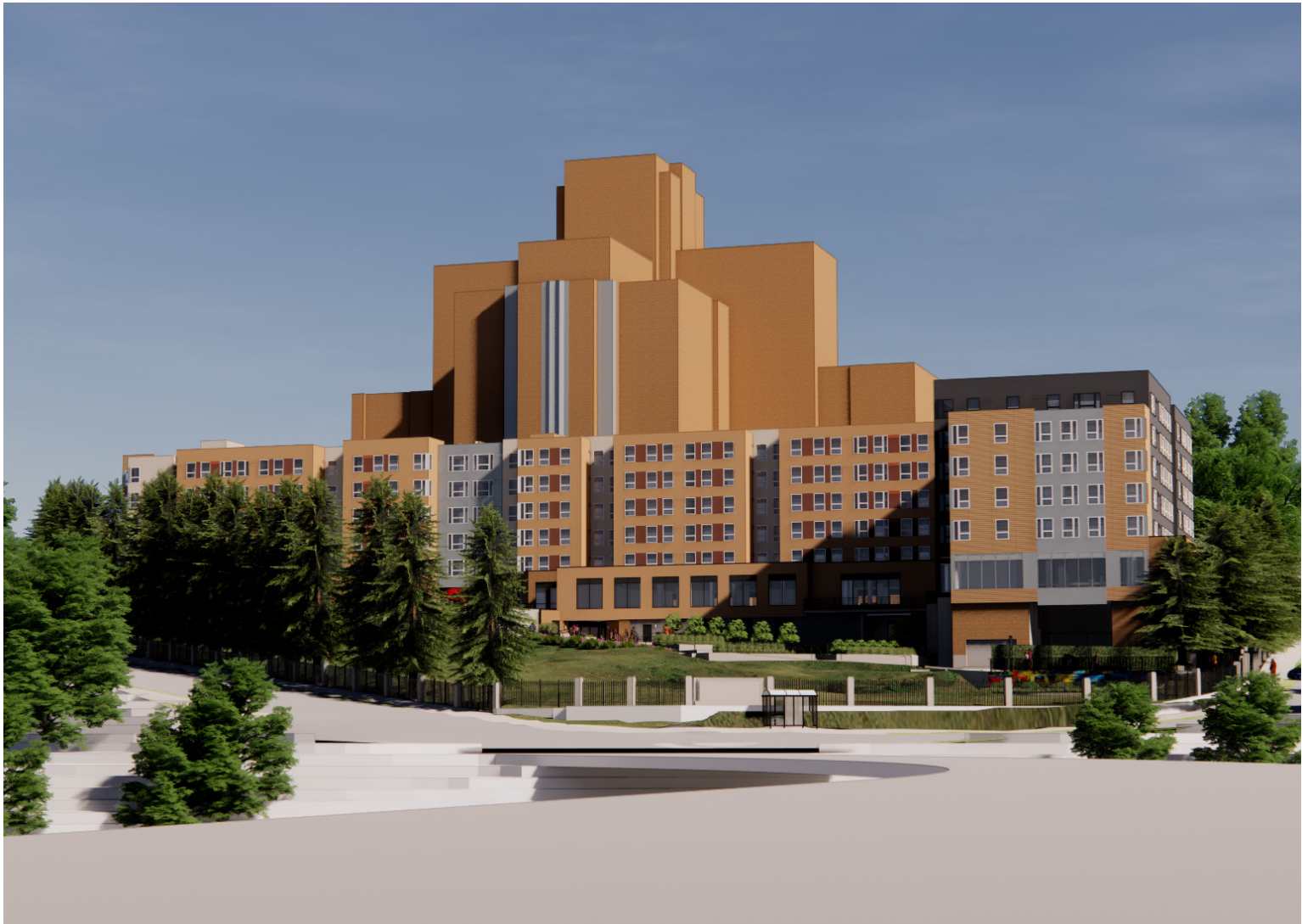
For funding reasons, the development is pursuing a single MUP for both buildings, but is planning for phased construction. Building A, the southern building adjacent to the tower, will undergo construction first.



PHASE I MASSING

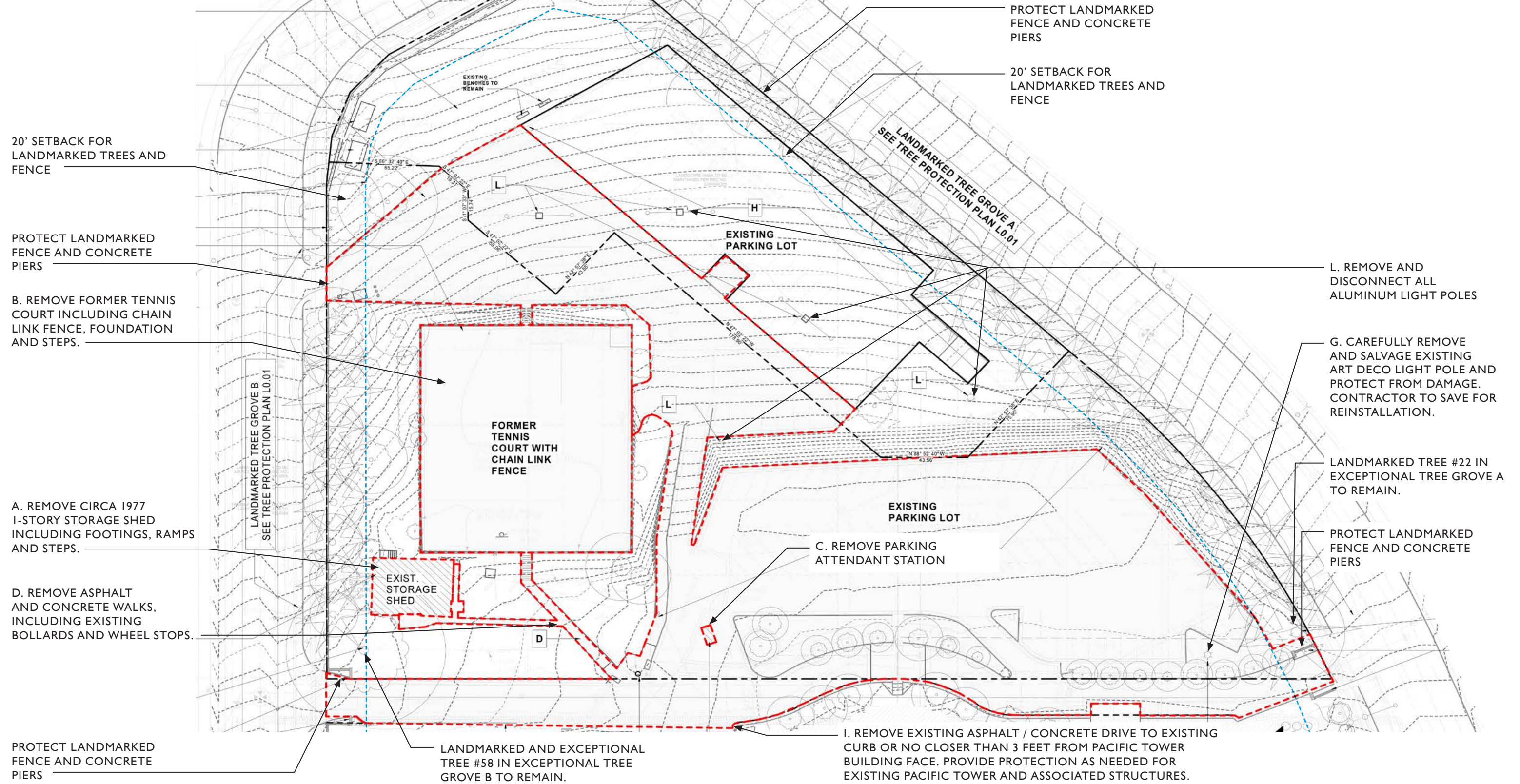


LANDMARKED VIEW FROM I5 WITH ONLY BUILDING A CONSTRUCTED



VIEW FROM DR JOSE RIZAL BRIDGE WITH ONLY BUILDING A CONSTRUCTED

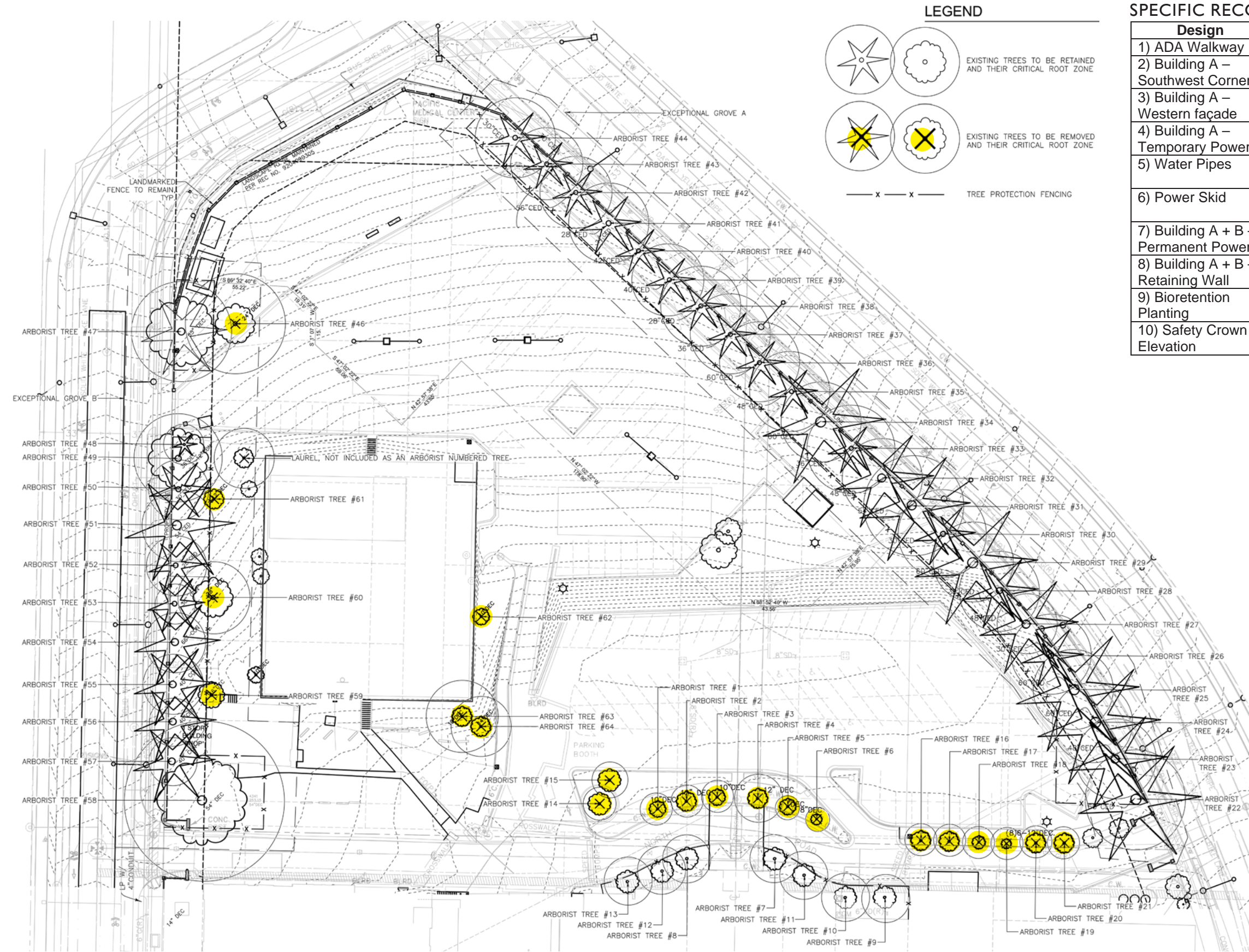
DEMO PLAN



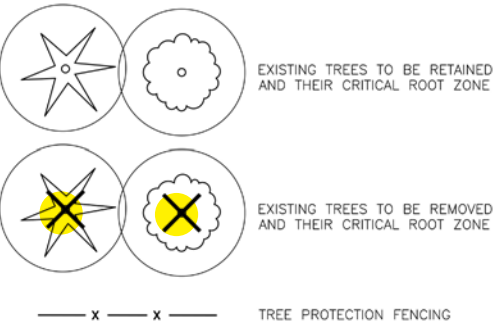
PHOTOS OF EXISTING STRUCTURES



TREE PROTECTION AND REMOVAL PLAN



LEGEND

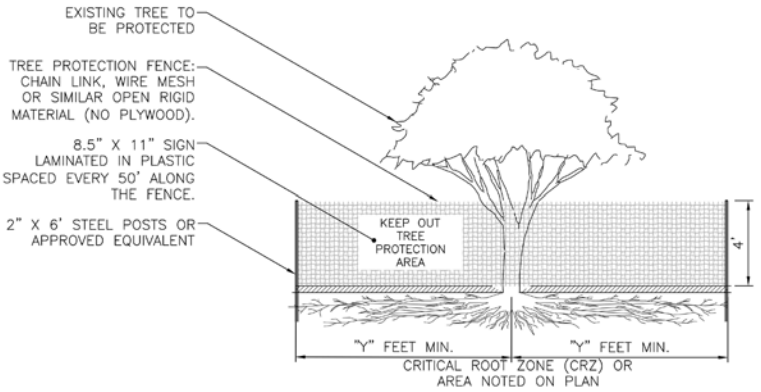


SPECIFIC RECOMMENDATIONS FROM ARBORIST

Design	Trees	Protection	Timing
1) ADA Walkway	#57, #58	Root Monitoring	Construction
2) Building A – Southwest Corner	#58	Crown Pruning Root Monitoring	Feb-March 2021 Construction
3) Building A – Western façade	Grove B	Crown Pruning Root Monitoring	April-June 2021 Construction
4) Building A – Temporary Power	#53, #54	Crown Pruning	April-June 2021
5) Water Pipes	#49, #50	Wet Vac Root Monitoring	Construction
6) Power Skid	#49	Wood Chips + Plates	Pre-Construction
7) Building A + B – Permanent Power	#47	Crown Pruning Wet Vac Root Area	April-June 2021 Construction
8) Building A + B – Retaining Wall	Grove A	Crown Pruning	Pre-Construction
9) Bioretention Planting	#23	Crown Pruning Root Monitoring	Pre-Construction Construction
10) Safety Crown Elevation	Grove A, Grove B	None	Post-Construction

TREES TO BE REMOVED

Arborist Tree #	Species	DBH (in)	Notes
1	Acer rubrum 'Bowhill' (Bowhill Maple)	14.1	
2	Acer rubrum 'Bowhill' (Bowhill Maple)	7.6	
3	Acer rubrum 'Bowhill' (Bowhill Maple)	8.9	
4	Acer rubrum 'Bowhill' (Bowhill Maple)	12.2	
5	Acer rubrum 'Bowhill' (Bowhill Maple)	8.6	
6	Acer rubrum 'Bowhill' (Bowhill Maple)	8.6	
14	Acer palmatum (Japanese Maple)	5.8	
15	Acer palmatum (Japanese Maple)	2.2	
16	Acer rubrum 'Bowhill' (Bowhill Maple)	10.6	
17	Acer rubrum 'Bowhill' (Bowhill Maple)	9.2	
18	Acer rubrum 'Bowhill' (Bowhill Maple)	10.8	
19	Acer rubrum 'Bowhill' (Bowhill Maple)	10.8	
20	Acer rubrum 'Bowhill' (Bowhill Maple)	12.7	
21	Acer rubrum 'Bowhill' (Bowhill Maple)	12.7	
46	Acer rubrum 'Bowhill' (Bowhill Maple)	20.0	Exceptional Grove B, outside of 20' landscape buffer
59	Catalpa speciosa (Catalpa)	21.4	Exceptional Grove B, outside of 20' landscape buffer
60	Catalpa speciosa (Catalpa)	25.7	Exceptional Grove B, outside of 20' landscape buffer
61	Catalpa speciosa (Catalpa)	17.3	Exceptional Grove B, outside of 20' landscape buffer
62	Crataegus laevigata (English Hawthorn)	12.5	
63	Prunus serrulata 'Kwanzan' (Kwanzan Cherry)	16.2	
64	Prunus serrulata 'Kwanzan' (Kwanzan Cherry)	14.1	



TREES SCHEDULED FOR REMOVAL



1. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



2. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



3. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



4. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



5. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



6. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



14. ACER PALMATUM
(JAPANESE MAPLE)



15. ACER PALMATUM
(JAPANESE MAPLE)



16. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



17. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



18. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



19. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



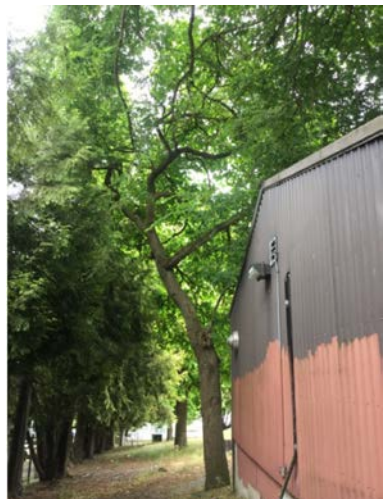
20. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



21. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



46. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



59. CATALPA SPECIOSA
(CATALPA)



60. CATALPA SPECIOSA
(CATALPA)



61. CATALPA SPECIOSA
(CATALPA)



62. CRATAEGUS LAEVIGATA
(ENGLISH HAWTHORN)



63. PRUNUS SERRULATA
(KWANZAN CHERRY)



64. PRUNUS SERRULATA
(KWANZAN CHERRY)



NORTH LOT

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PHASE I SITE PLAN

- AFFORDABLE HOUSING

RESIDENTIAL AMENITY

LOBBY / LEASING

CIRCULATION

EL CENTRO CHILDCARE

AIPACE ADULT CARE

GARAGE / BOH

CORE
- BUS STOP

PEDESTRIAN ENTRY TO SITE

PEDESTRIAN COMMERCIAL ENTRY

PEDESTRIAN RESIDENTIAL ENTRY

PEDESTRIAN SERVICE ENTRY

CROSS WALK

VEHICLE DROP OFF

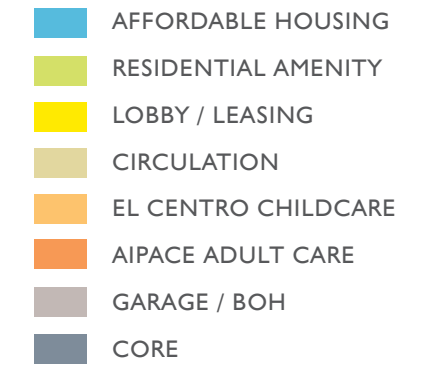
VEHICLE ENTRY

VEHICLE CIRCULATION

LARGE TRUCK ACCESS ONLY

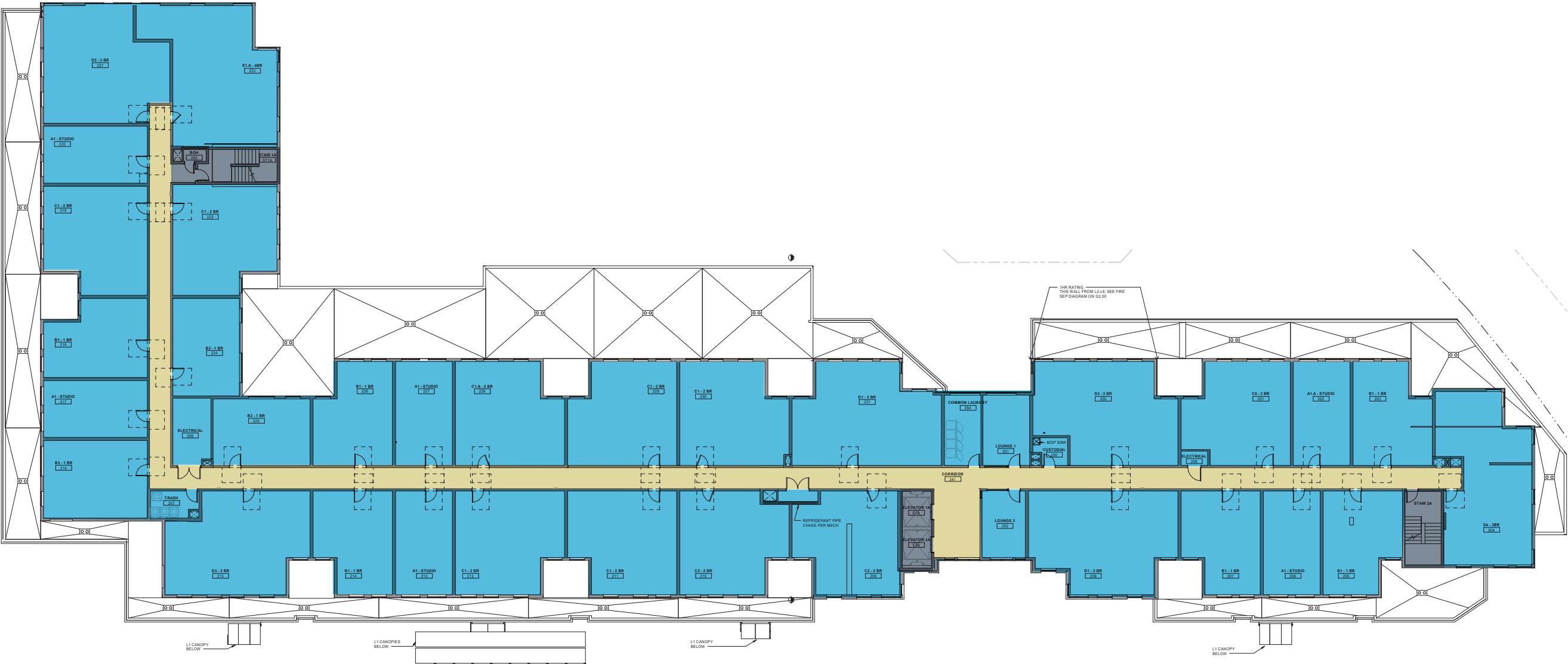


FLOOR PLAN - LEVEL 1



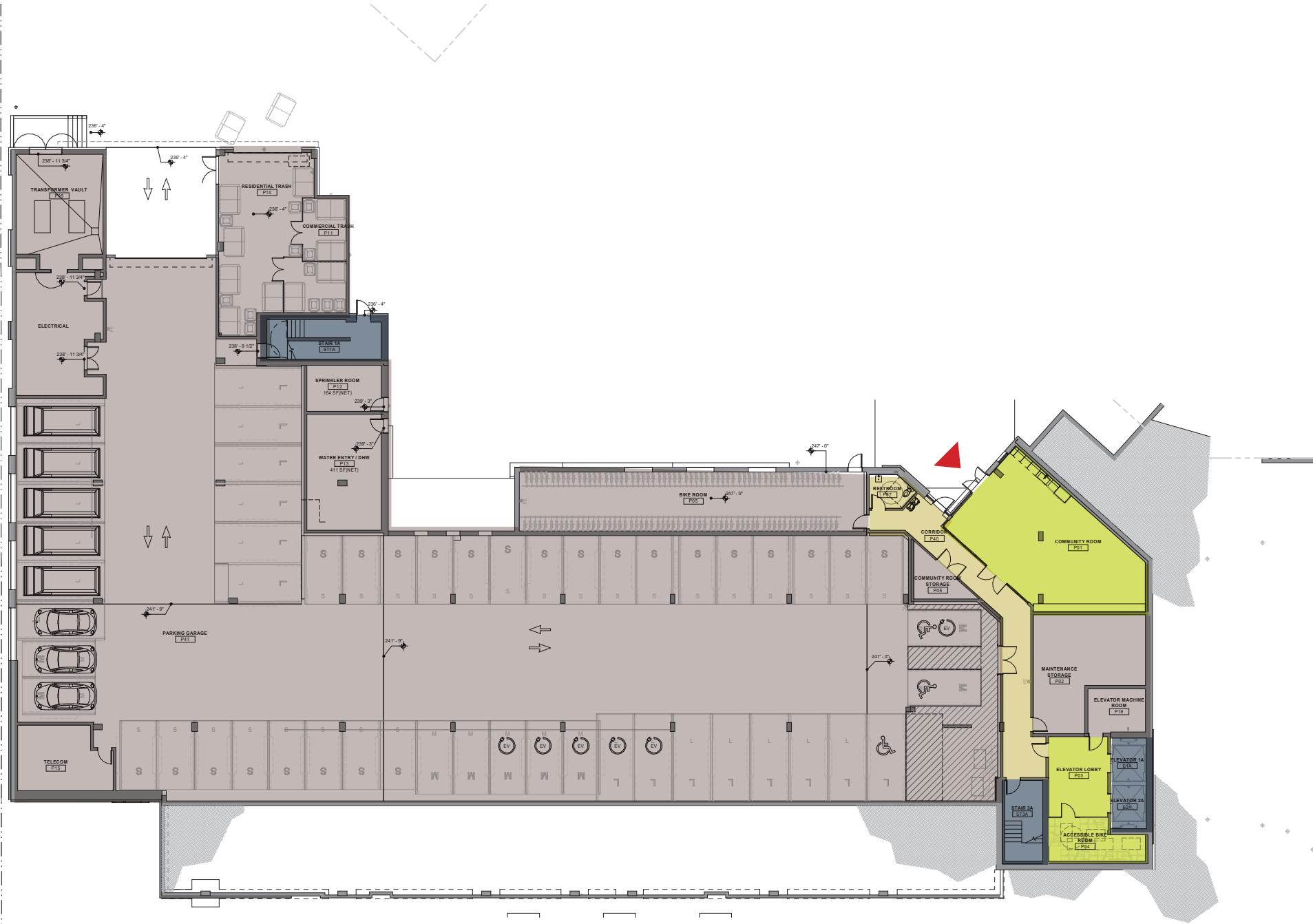
FLOOR PLAN - LEVEL 2 - TYPICAL RESIDENTIAL

- AFFORDABLE HOUSING
- RESIDENTIAL AMENITY
- LOBBY / LEASING
- CIRCULATION
- EL CENTRO CHILDCARE
- AIPACE ADULT CARE
- GARAGE / BOH
- CORE



FLOOR PLAN - LEVEL P1

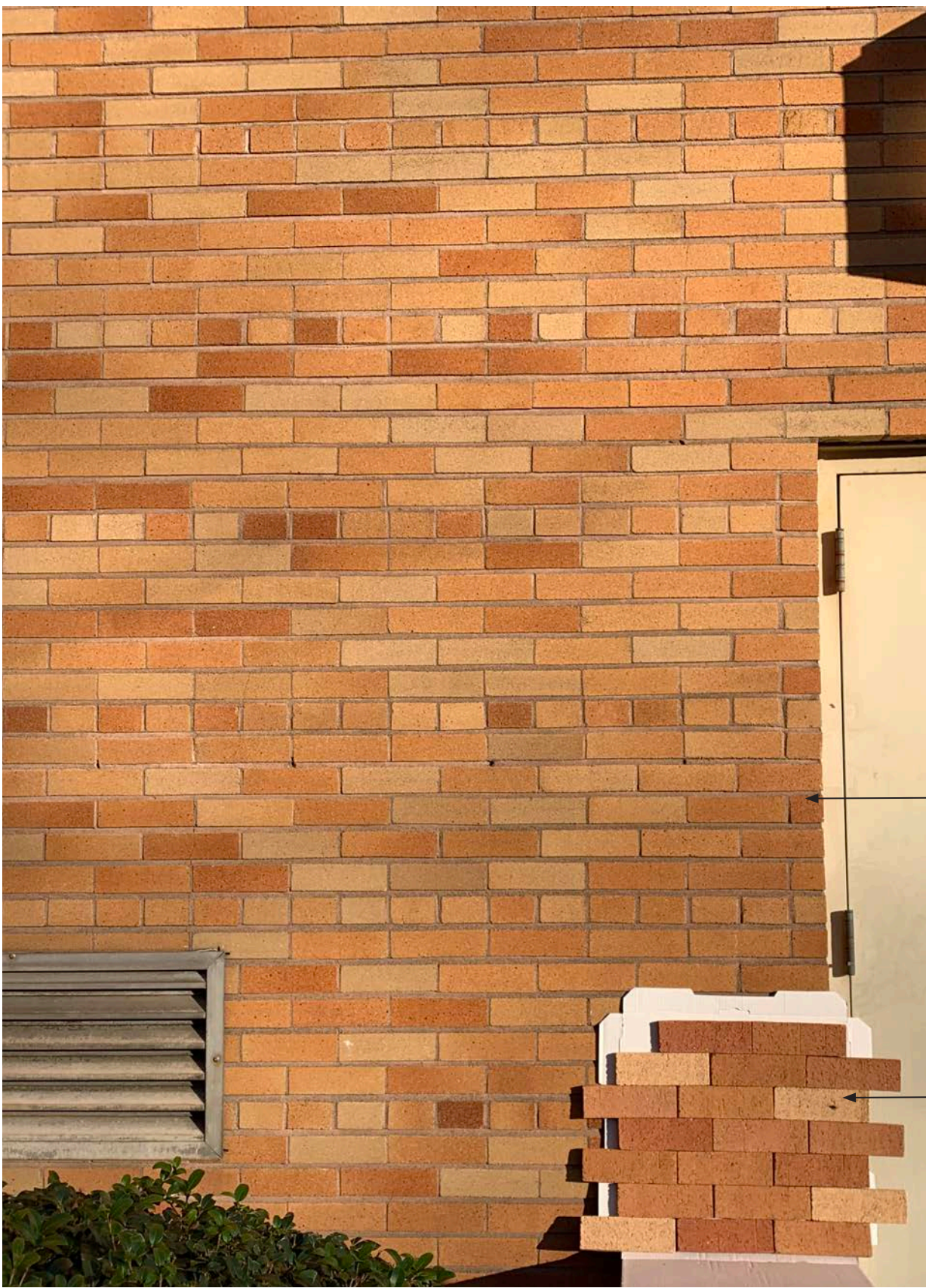
- AFFORDABLE HOUSING
- RESIDENTIAL AMENITY
- LOBBY / LEASING
- CIRCULATION
- EL CENTRO CHILDCARE
- AIPACE ADULT CARE
- GARAGE / BOH
- CORE



MATERIAL PALLET



BRICK SELECTION AND TOWER REFERENCES



* THE PROPOSED BRICK BLEND FOR THE NEW DEVELOPMENT DOES NOT SEEK TO EXACTLY REPLICATE THE HISTORIC BRICK. RATHER IT SEEKS TO COMPLIMENT THE EXISTING BRICK AND CONVEY A SIMILAR WARM TONE WHEN VIEWED FROM FAR AWAY.

EXISTING HISTORIC TOWER BRICK

PROPOSED BRICK BLEND PROPPED UP AGAINST THE EXISTING TOWER FOR COMPARISON

ELEVATION OVERVIEW



SOUTH ELEVATION



NORTH ELEVATION

SOUTH ELEVATION



- | | |
|---------------------------------|---------------------------------|
| (A1) CAST IN PLACE CONCRETE | (E1) CEMENTITIOUS PANEL COLOR 1 |
| (A2) BOARD FORM CONCRETE | (E2) CEMENTITIOUS PANEL COLOR 2 |
| (B1) FACE BRICK BLEND | (E3) CEMENTITIOUS PANEL COLOR 3 |
| (B2) FACE BRICK ACCENT NOTCH | (F1) VINYL WINDOW – LIGHT |
| (C1) METAL PANEL - LIGHT | (F2) VINYL WINDOW – DARK |
| (C2) METAL PANEL - DARK | (G1) STOREFRONT – LIGHT |
| (D1) CEMENTITIOUS PLANK COLOR 1 | (G2) STOREFRONT – DARK |
| (D2) CEMENTITIOUS PLANK COLOR 2 | |
| (D3) CEMENTITIOUS PLANK COLOR 3 | |
| (D4) CEMENTITIOUS PLANK COLOR 4 | |



NORTH ELEVATION



- (A1)

CAST IN PLACE CONCRETE
- (A2)

BOARD FORM CONCRETE
- (B1)

FACE BRICK BLEND
- (B2)

FACE BRICK ACCENT NOTCH
- (C1)

METAL PANEL - LIGHT
- (C2)

METAL PANEL - DARK
- (D1)

CEMENTITIOUS PLANK COLOR 1
- (D2)

CEMENTITIOUS PLANK COLOR 2
- (D3)

CEMENTITIOUS PLANK COLOR 3
- (D4)

CEMENTITIOUS PLANK COLOR 4

(E1)

CEMENTITIOUS PANEL COLOR 1

(E2)

CEMENTITIOUS PANEL COLOR 2

(E3)

CEMENTITIOUS PANEL COLOR 3

(F1)

VINYL WINDOW – LIGHT

(F2)

VINYL WINDOW – DARK

(G1)

STOREFRONT – LIGHT

(G2)

STOREFRONT – DARK

EAST & WEST ELEVATIONS



- (A1) CAST IN PLACE CONCRETE
- (A2) BOARD FORM CONCRETE
- (B1) FACE BRICK BLEND
- (B2) FACE BRICK ACCENT NOTCH
- (C1) METAL PANEL - LIGHT
- (C2) METAL PANEL - DARK
- (D1) CEMENTITIOUS PLANK COLOR 1
- (D2) CEMENTITIOUS PLANK COLOR 2
- (D3) CEMENTITIOUS PLANK COLOR 3
- (D4) CEMENTITIOUS PLANK COLOR 4
- (E1) CEMENTITIOUS PANEL COLOR 1
- (E2) CEMENTITIOUS PANEL COLOR 2
- (E3) CEMENTITIOUS PANEL COLOR 3
- (F1) VINYL WINDOW - LIGHT
- (F2) VINYL WINDOW - DARK
- (G1) STOREFRONT - LIGHT
- (G2) STOREFRONT - DARK



ARCHITECTURAL DETAILS



DEFINING HORIZONTAL BANDS & ADDING SUBTLE DEPTH



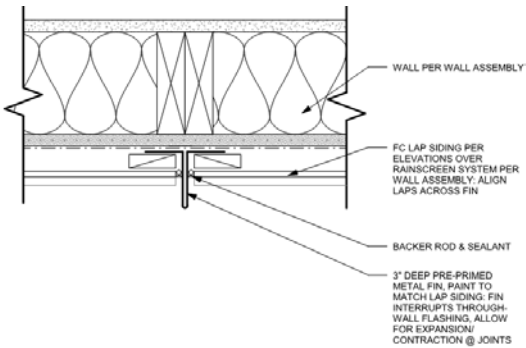
ADDING EXPRESSION TO GARAGE FACADE



CAMPUS PRECEDENT



REFERENCE



CAMPUS PRECEDENT



REFERENCE



ARCHITECTURAL DETAILS



CRAFTSMAN DETAIL AT HUMAN SCALE



CAMPUS PRECEDENT



REFERENCE



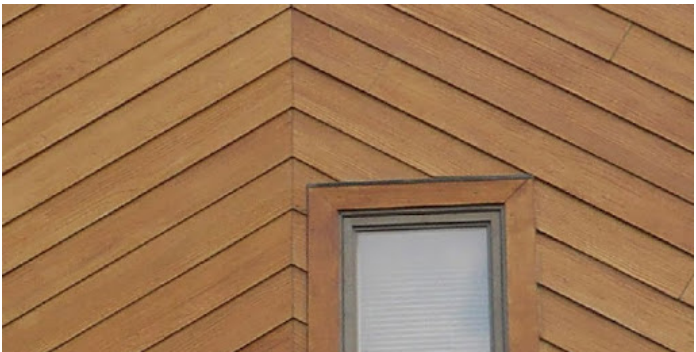
PATTERN AND TEXTURE IN GESTURES



CAMPUS PRECEDENT



REFERENCE



LIGHTING STRATEGY

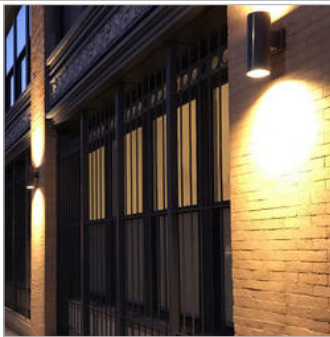
1 PIER-MOUNT LIGHTS

LED luminaires are pier-mounted atop existing and new column locations.



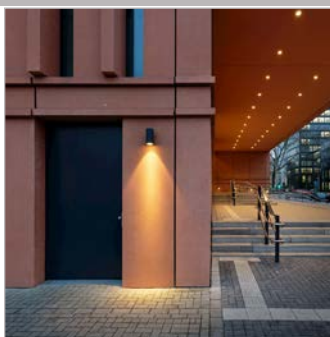
5 BI-DIRECTIONAL WALL SCONCES

Wall sconces with indirect and direct distributions create rhythm along facade.



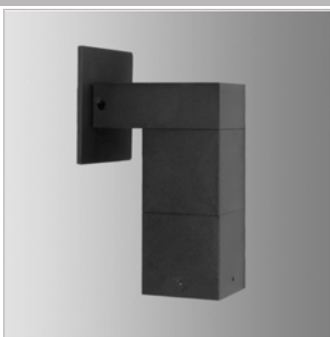
2 DIRECT-ONLY WALL SCONCES

Wall sconces with direct distribution illuminate entry and exit doors.



6 SIDE-MOUNTED DOWNLIGHTS

Side-mounted downlights at trellis and canopies provide ambient lighting.



3 ILLUMINATED BOLLARDS

Bollards with integral LED illuminate walking paths throughout the courtyard.



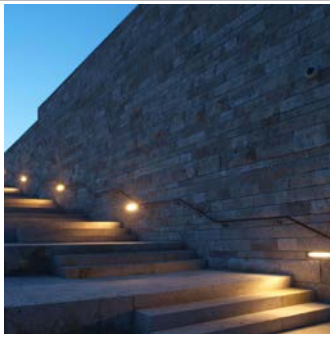
7 RECESS MOUNTED DOWNLIGHTS

Downlights at overhead soffit light illuminate the building entry below.



4 STEPLIGHTS

Steplights provide low-level illumination at stairways.



8 DECORATIVE SCONCES

Decorative wall sconces flank building entrances.



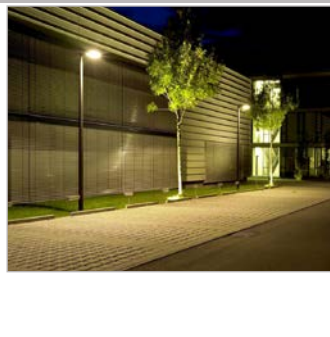
9 TREE UPLIGHTS

Ground-mounted lighting accent tree canopies.



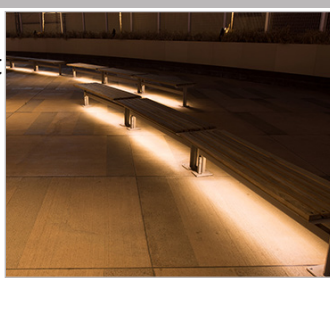
10 POLE-MOUNTED AREA LIGHTS

Pole-mounted area lights illuminate driving and walking areas.



11 UNDER-BENCH LIGHTS

LED tape light provides low-level illumination at benches and seatwalls within the courtyard.



13 ILLUMINATED COLUMN LIGHTS

Columns with integrated LED provide visual interest at north pedestrian entrance.



14 WALL-MOUNTED AREA LIGHTS

Minimalistic wall-mounted luminaires illuminate garage entrances.

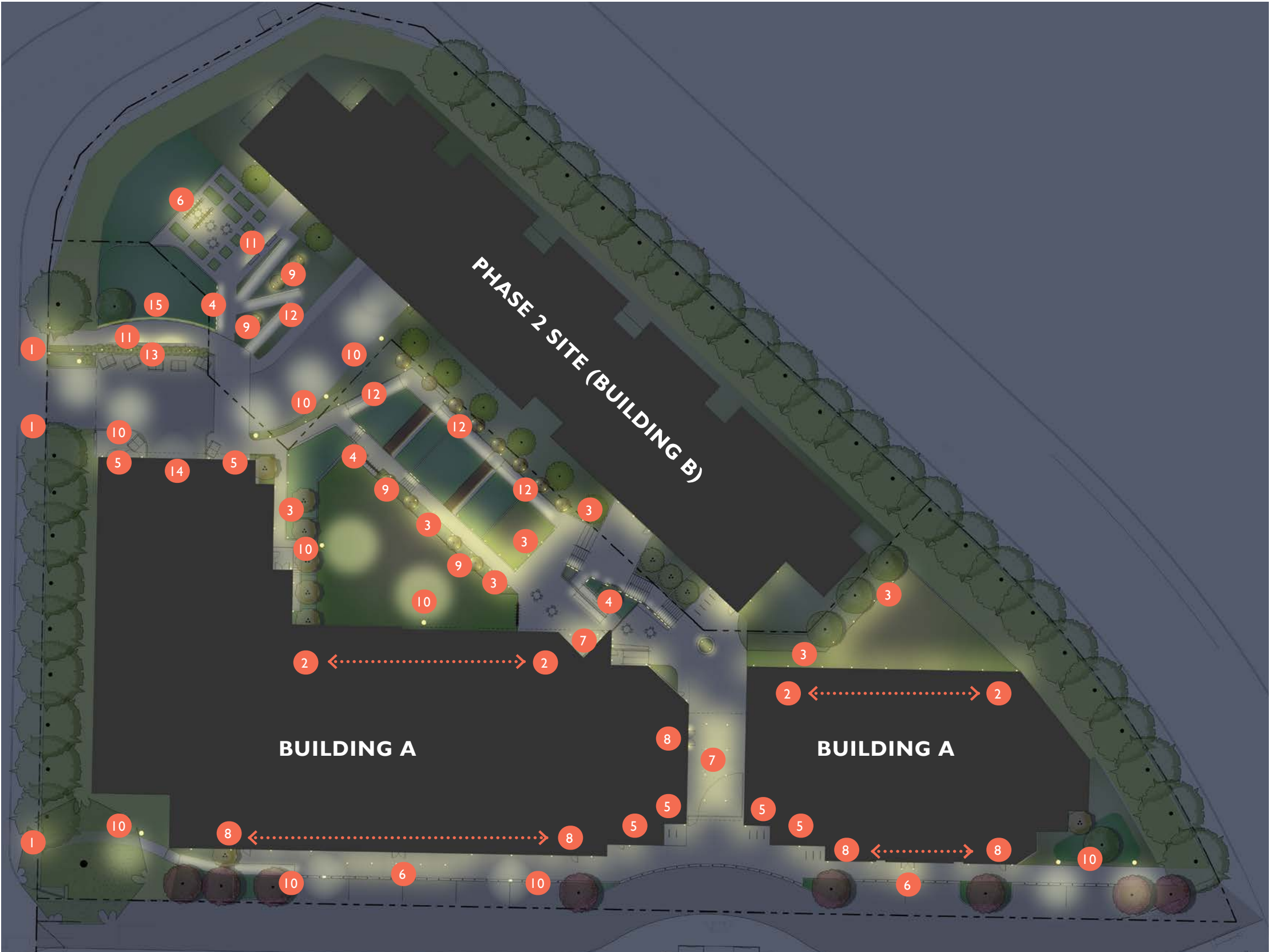


15 MURAL LIGHTS

LED luminaires wash the mural provided at the vertical face of bioretention wall.

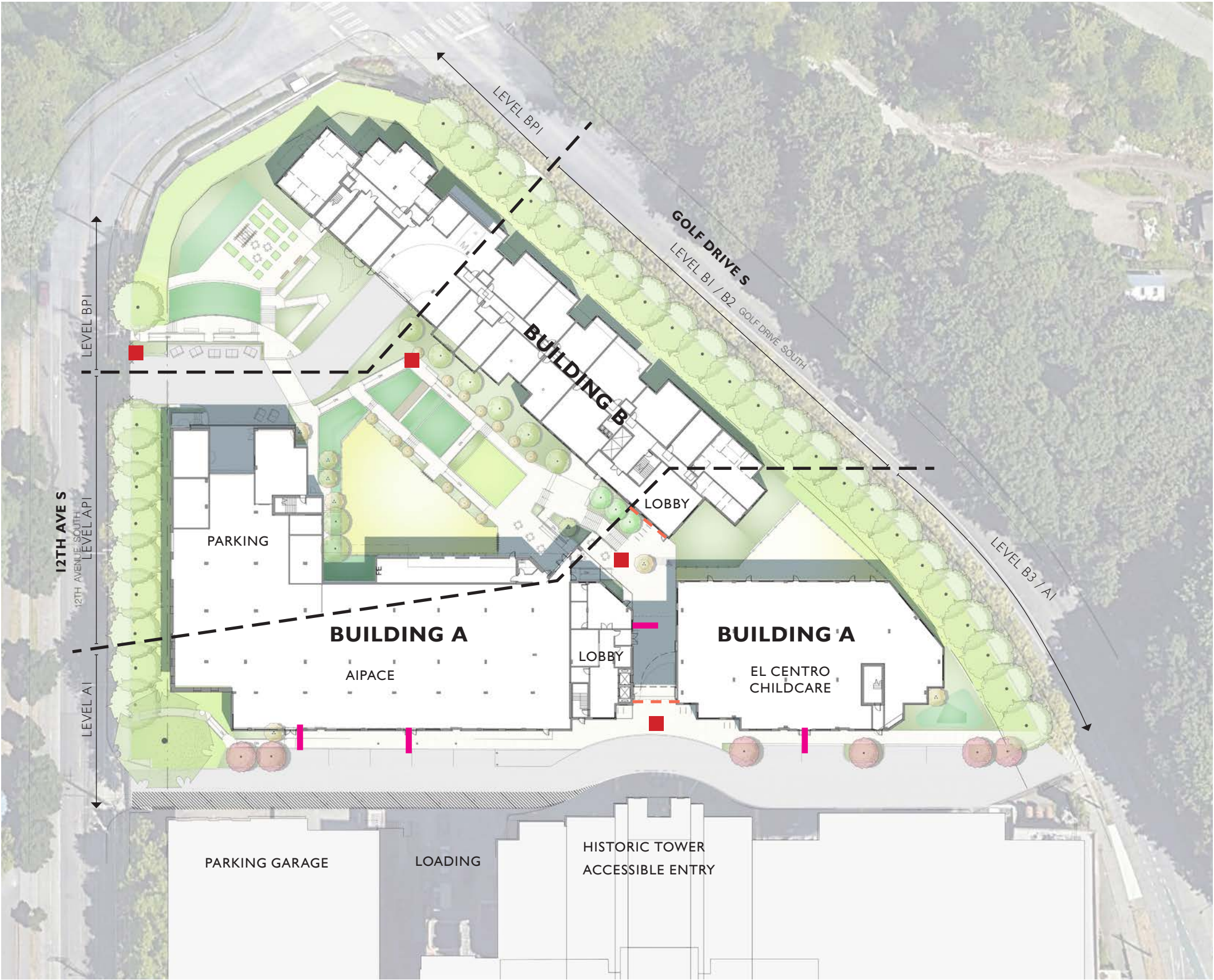


LIGHTING STRATEGY



EXISTING LIGHTING ON HISTORIC TOWER

SIGNAGE STRATEGY (SIGNAGE DESIGN WILL BE UNDER SEPARATE PERMIT)



- 1 HANGING BLADE SIGN
- 2 FACADE MOUNTED
- 3 WAYFINDING SIGNPOST

SIGNAGE STRATEGY (SIGNAGE DESIGN WILL BE UNDER SEPARATE PERMIT)

1 EXAMPLES OF BLADE SIGN



2 EXAMPLES OF BUILDING MOUNTED SIGNAGE



3 EXAMPLES OF MASTER PLAN WAYFINDING SIGNPOST



WAYFINDING SIGNPOST POST WILL BE FREESTANDING AND PROVIDE DIRECTIONAL SIGNAGE FOR THE NEW DEVELOPMENT AS WELL AS DIRECT PEDESTRIANS TOWARDS THE EXISTING CAMPUS. THE INTENTION IS TO REUSE AN EXISTING, DECORATIVE LIGHT POLE AS PART OF THE SIGNPOST DESIGN AT THE PORTAL.



APPROACH FROM JOSE RIZAL BRIDGE



APPROACH TOWARD NORTHWEST ENTRY FROM JOSE RIZAL BRIDGE



DECORATIVE LIGHT POLES
PUNCTUATE NW ENTRY
AND SCENIC OVERLOOK

SCENIC OVERLOOK
MURAL (EXACT EXPRESSION
TO BE DETERMINED WITH
COMMUNITY INPUT)

PEDESTRIAN ENTRY
BIORETENTION PLANTER
BENCH SEATING



COURTYARD SECTION



The courtyard follows the natural grade of the site and tiers through center much like the existing historic campus. The stepping nature of the grade allows for scenic views out towards the city from many points within the site and orients pedestrians towards the open, northern tip of the massing.



UPPER (SOUTHERN) COURTYARD



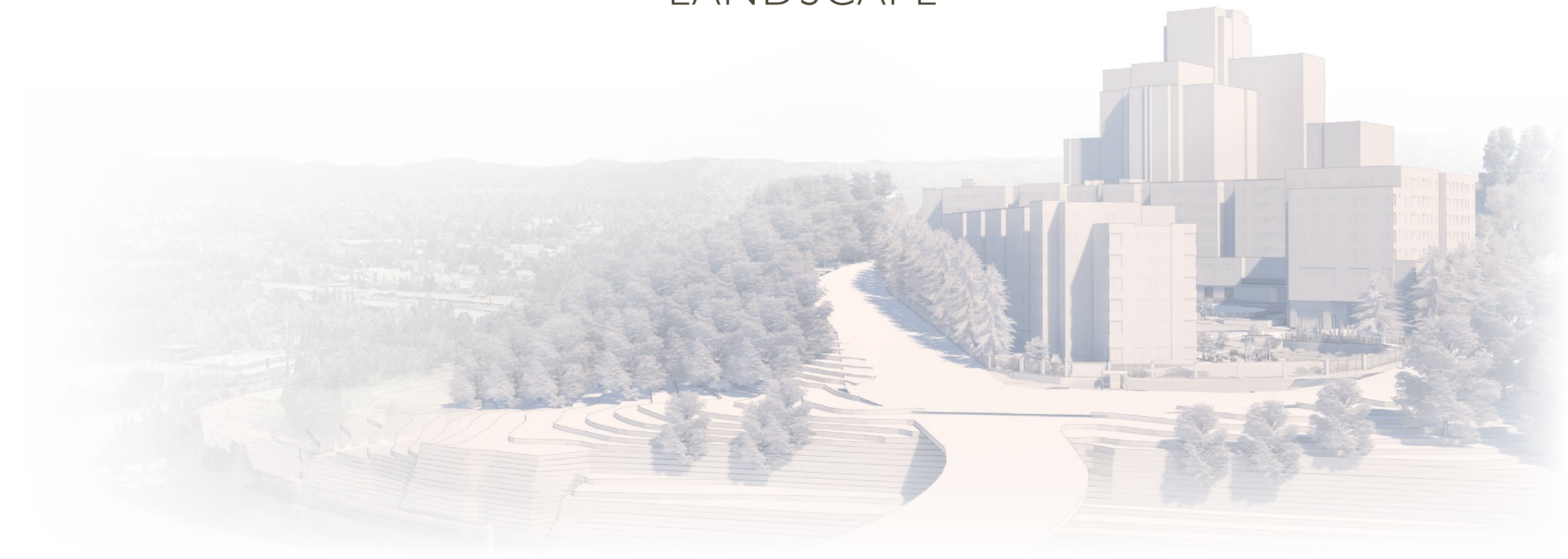
SHARED PLAY SPACE
RESIDENTIAL "LAWN" IS
REMINISCENT OF HISTORIC
CAMPUS LAWN

TIERED BIORETENTION
PLANTERS
ACCESSIBLE ROUTE
THROUGH SITE

PATIO SPACE CONNECTED TO
BUILDING B COMMON SPACE



LANDSCAPE



LANDSCAPE PLAN



LEGEND

- EXISTING TREES TO BE RETAINED AND THEIR CRITICAL ROOT ZONES
- GUARDRAIL
- HANDRAIL
- CIP CONCRETE PAVING
- PLAY AREAS (BY OTHERS)
- FLEXIBLE POROUS PAVE
- BIKE RACK (2 SHORT-TERM PARKING SPACES PER RACK)
- SITE FURNISHINGS (BENCHES AND TABLE/CHAIR SETS)
- PLAY AREA ENTRY (BY OTHERS)
- LANDSCAPE AREAS (REFER TO PLANTING PLANS)
- BIORETENTION AREAS (REFER TO PLANTING PLANS AND CIVIL)
- RESILIENT GRASS SURFACING
- WAYFINDING SIGNAGE

TREE SCHEDULE

TREES	BOTANICAL / COMMON NAME
	ACER CIRCINATUM 'PACIFIC FIRE' VINE MAPLE
	ACER RUBRUM 'KARPICK' KARPICK RED MAPLE
	BETULA NIGRA 'LITTLE KING' TM FOX VALLEY BIRCH
	CARPINUS BETULUS 'FRANS FONTAINE' FRANS FONTAINE HORNBEAM
	NYSSA SYLVATICA 'HAYMANRED' TM RED RAGE TUPELO
	PRUNUS SERRULATA 'AMANOGAWA' JAPANESE FLOWERING CHERRY

SITE FEATURES



Anova Elevate chair



Anova Elevate table



Anova Elevate bench



Anova Exposition trash receptacle

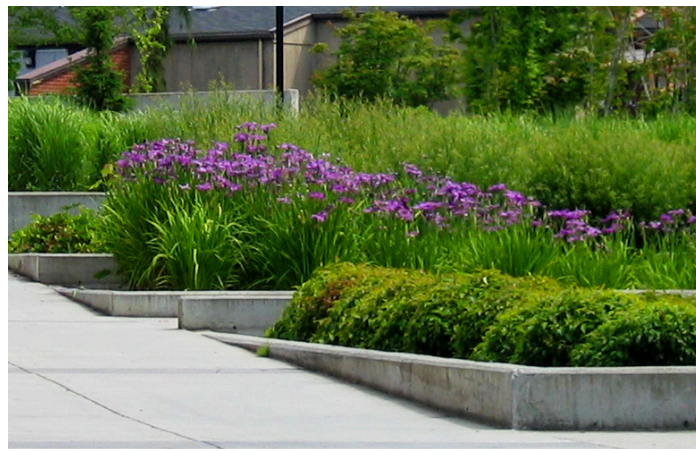


Sportsworks Tofino bike rack

SITE FURNISHINGS



Concrete paving with sawcut joints



Bioretention stepping down with grade



Synthetic turf lawn area



Decking



Pergola

COMMUNITY GARDEN



Corrugated metal raised beds in community garden

SURFACE TREATMENTS



SCIDpda

NORTH LOT

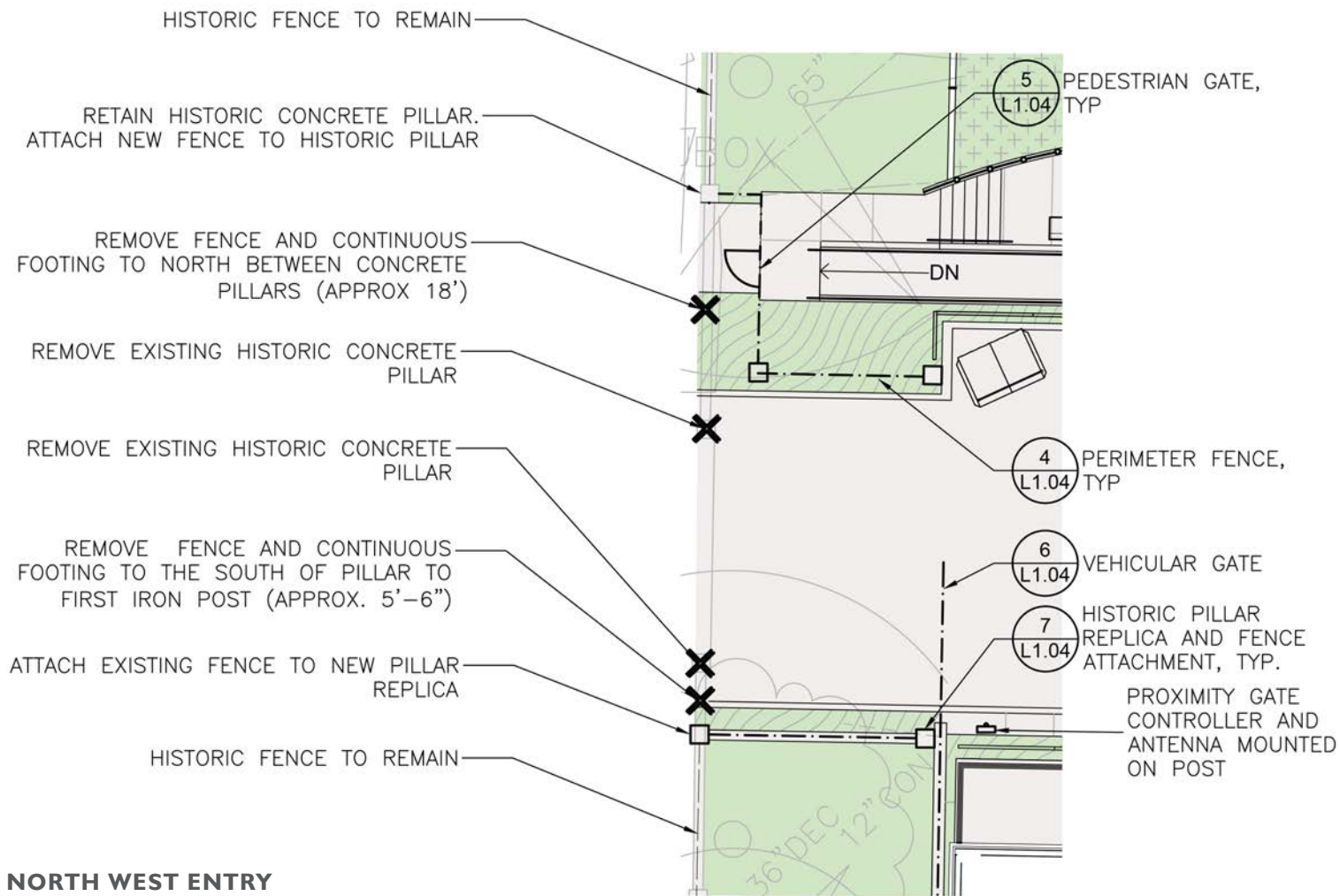
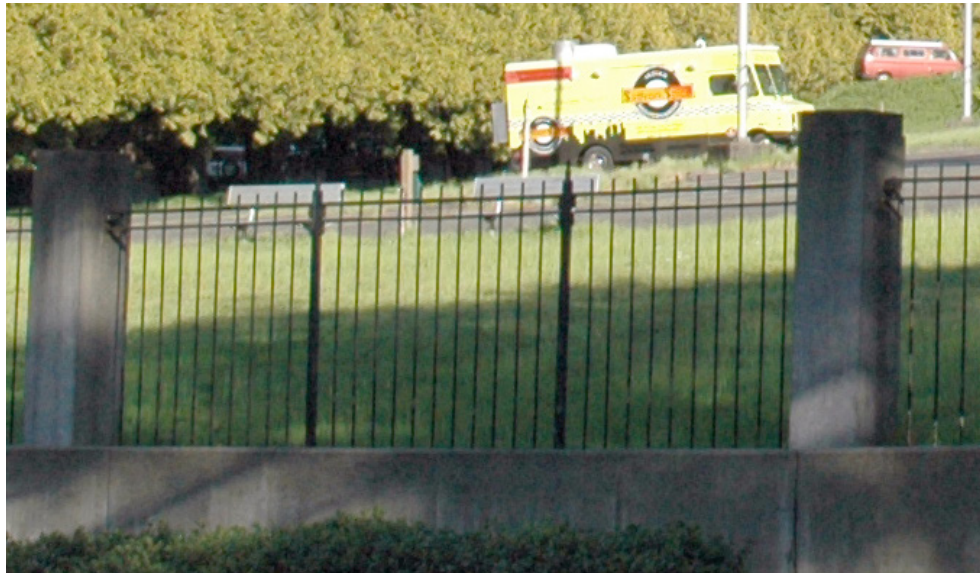
03.03.2021 | 20-004 | ©2021 WEBER THOMPSON

NAKANO
ASSOCIATES
LANDSCAPE ARCHITECTS

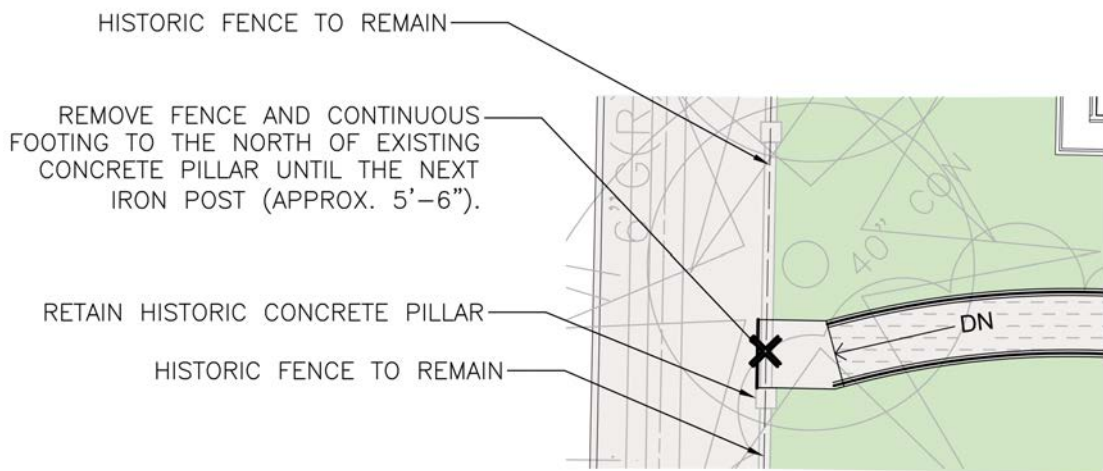
ADJUSTMENTS TO HISTORIC FENCE FOR ACCESS



EXISTING FENCE



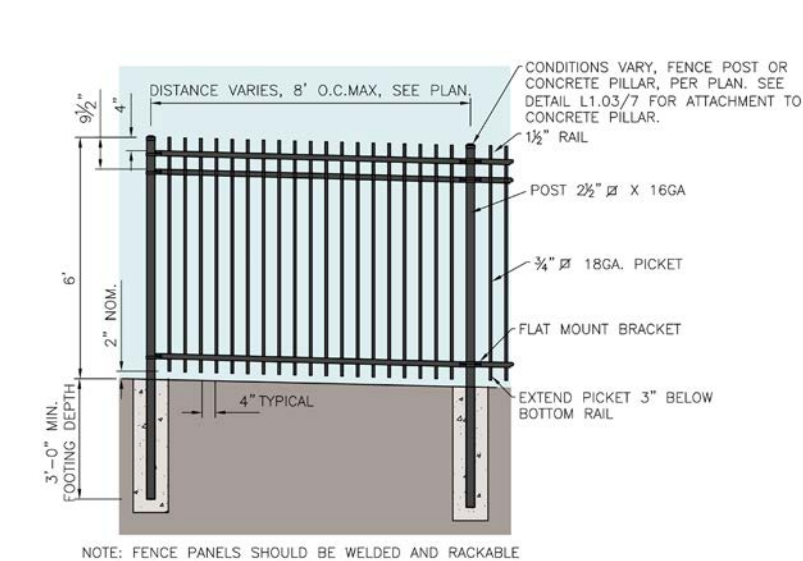
NORTH WEST ENTRY



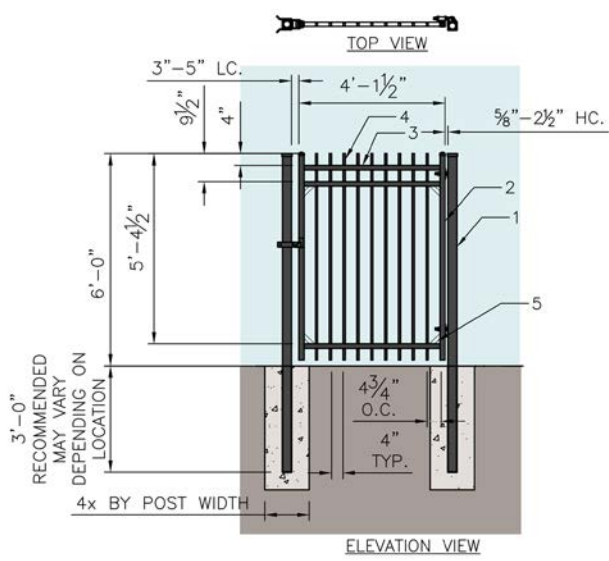
NORTH WEST ENTRY



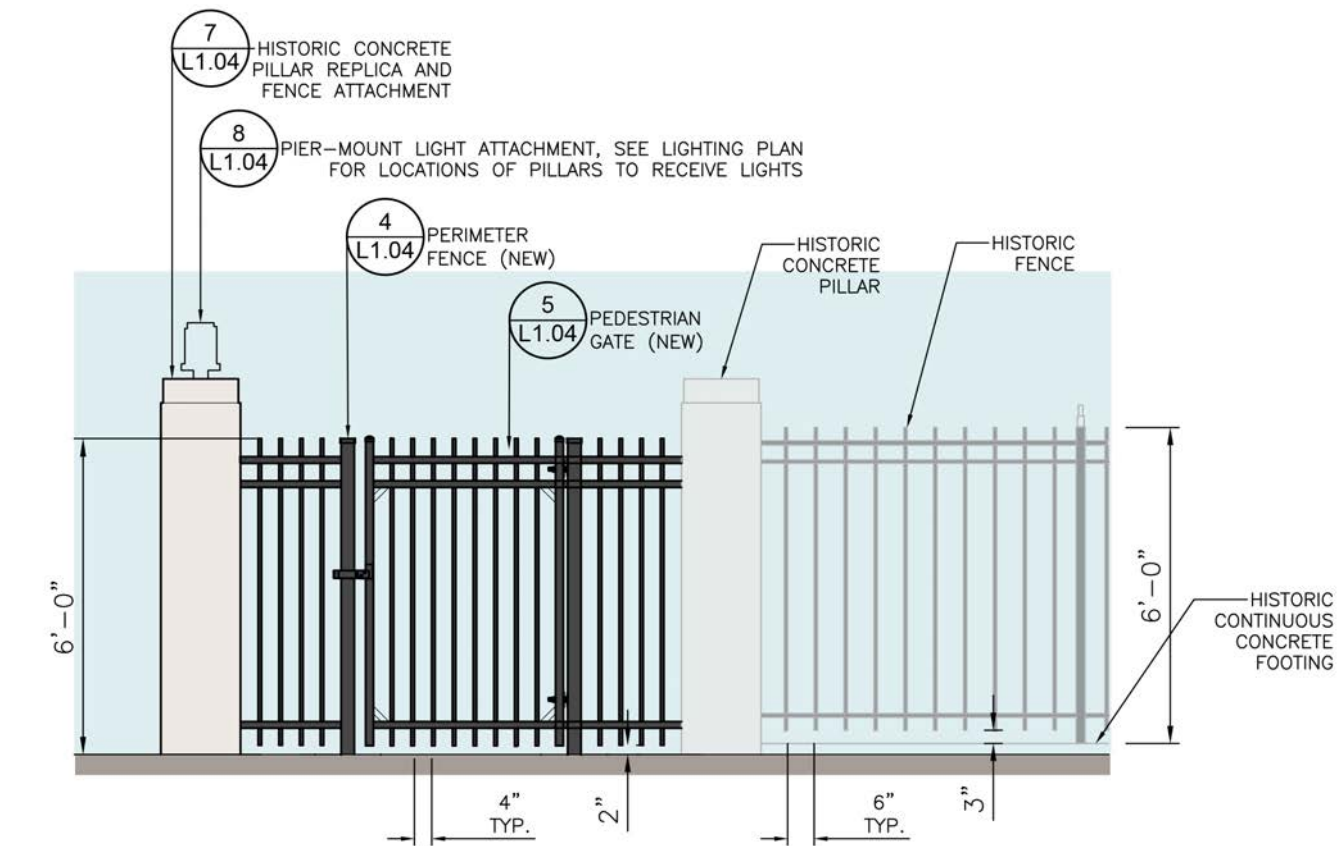
HISTORIC FENCE ADJUSTMENT DETAILS



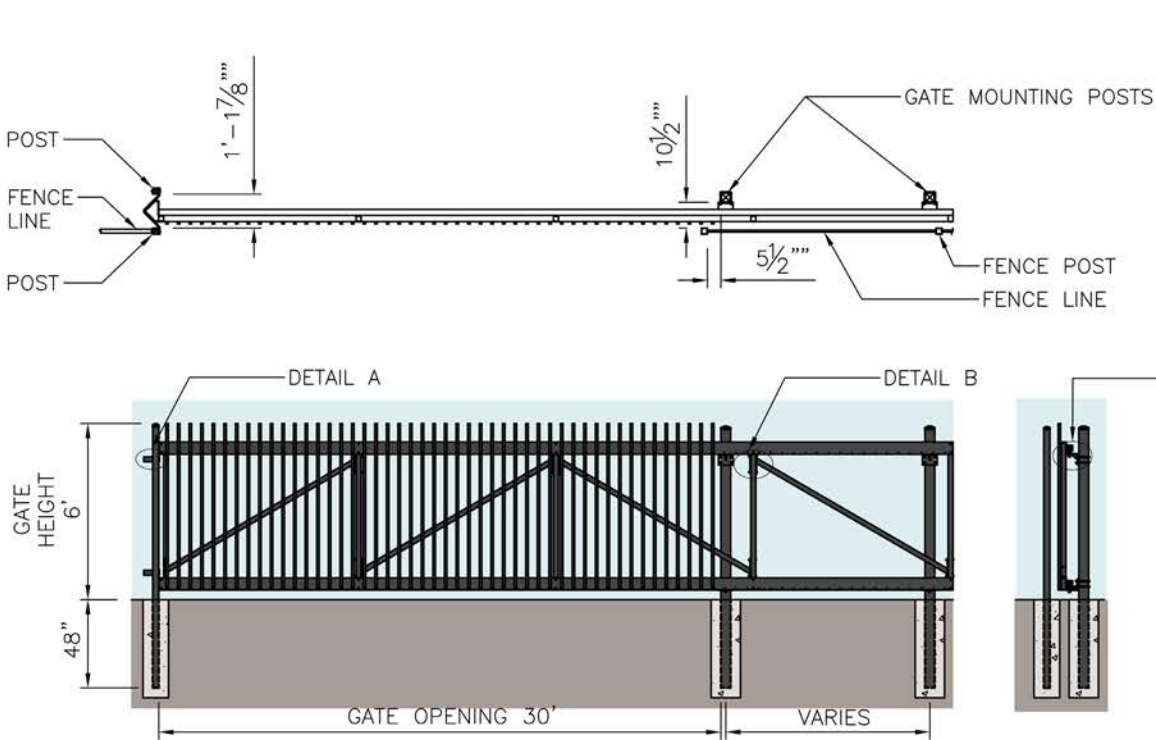
DETAIL 4. PERIMETER FENCE



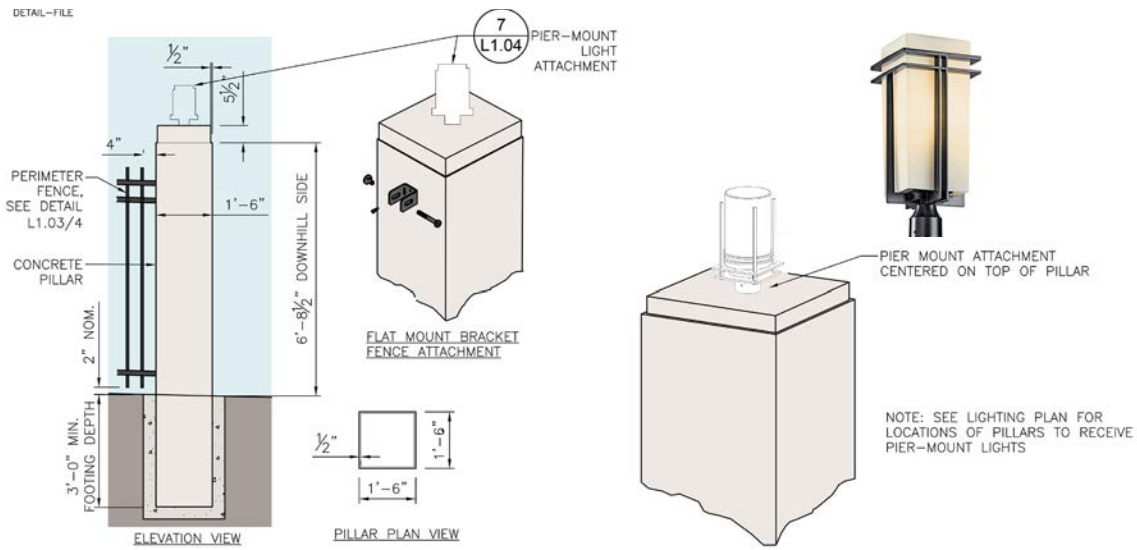
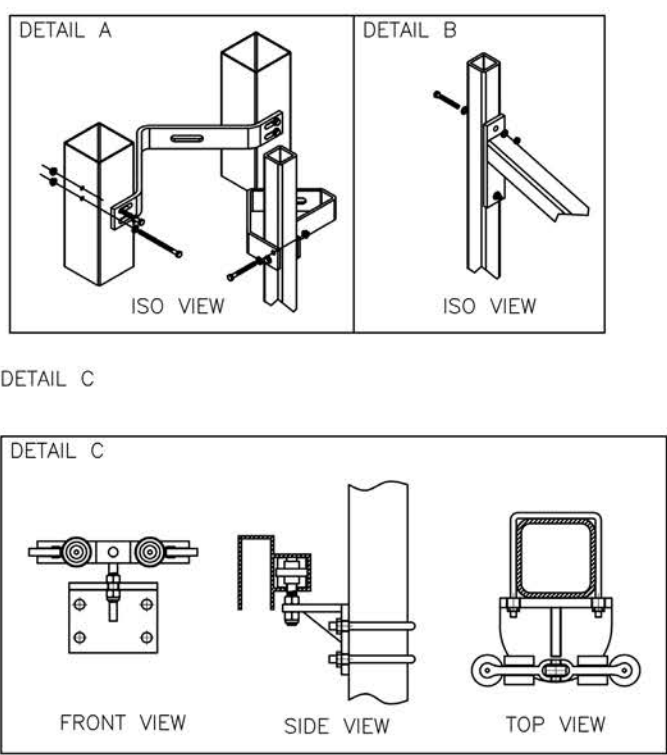
DETAIL 5. PEDESTRIAN GATE



FLATTENED ELEVATION OF NW PEDESTRIAN GATE



DETAIL 6. VEHICULAR GATE



DETAIL 7. HISTORIC PILLAR REPLICA

PLANT PALETTE



Karpick Red Maple



Red Rage Tupelo



Evergreen Clematis



Variegated Japanese Sedge



Western Sword Fern



Asian Saber Fern



Himalayan Maidenhair Fern



Japanese Tassel Fern

LARGE DECIDUOUS TREES

VINE



Fox Valley Birch



Pacific Fire Vine Maple



Japanese Flowering Cherry



Yuletide Camellia



Evergreen Solomon's Seal



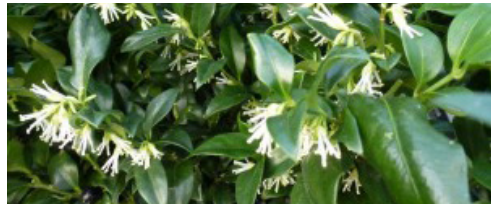
Monroe's White Lilyturf



Highbush Blueberry



Crococsmia



Dwarf Sweetbox

SMALL DECIDUOUS TREES AND LARGE SHRUBS

GROUNDCOVERS AND PERENNIALS



Salal



Pee Wee Oakleaf Hydrangea



Soft Caress Mahonia



Low Oregon Grape



Douglas Iris



Dwarf Arctic Willow



Hardstem bulrush



Birch-leaved Spirea



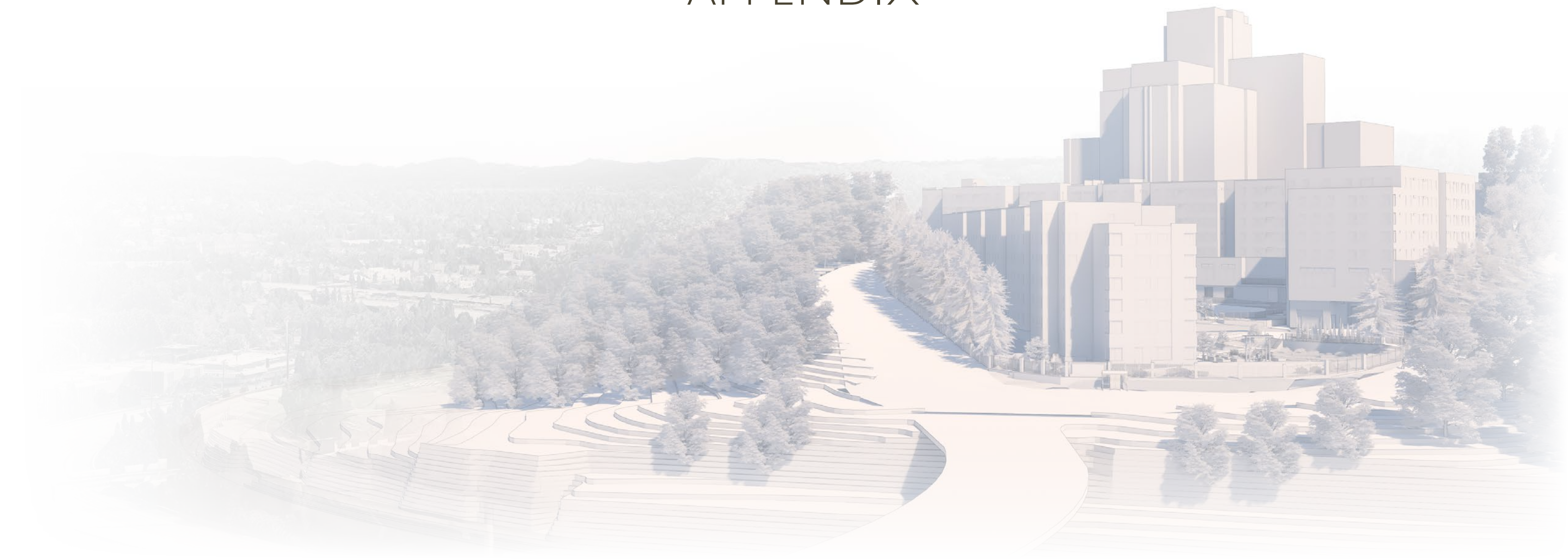
Kelsey Dogwood

SMALL SHRUBS

BIORETENTION







APPENDIX


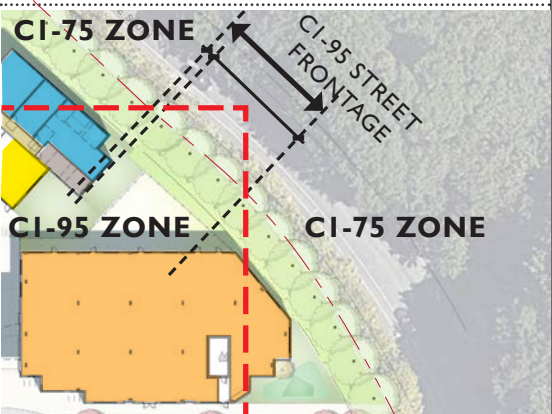
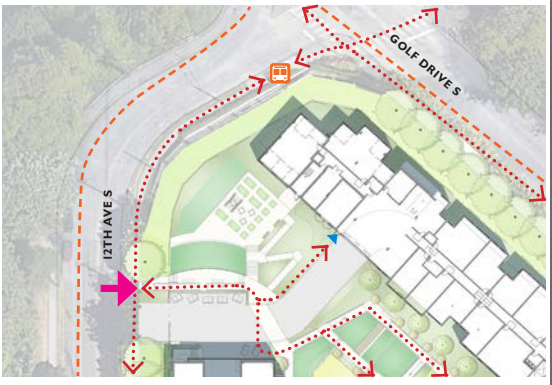



ZONING AND SITE RESTRICTIONS SUMMARY





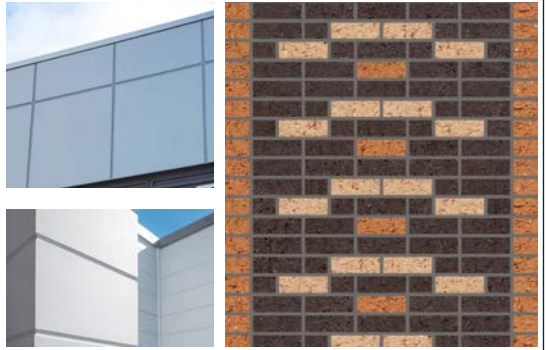
Allowable FAR 23.47A.013.B	Total FAR permitted for any single use within a mixed use structure: CI-75 = 5.5, CI-95 = 6.25
Structure Height 23.47A.012	CI-75 = 75' above average grade CI-95 = 95' above average grade
Setbacks PUDA.E	The existing landscape buffering (which is landmarked) shall be maintained along all perimeter streets. Significant reduction of existing landscaping on the site shall not be allowed. Further extension of the buffer, as appropriate, shall be provided in new development. A landscaped area at least twenty feet in width shall be maintained along all property lines. Exceptions shall be allowed for driveways and walkways to the property.
PUDA.B	The silhouette of the north façade shall be preserved as viewed from the north within a range of 65 degrees centered on the north-south axis at the existing north façade of the tower. The preserved silhouette of the north façade shall be that portion of the tower above the seventh floor, elevation 351.0 feet.
Landmark Designation 110655.A.4	Characteristics of the Pacific Medical Center / US Marine Hospital which were designated by the Board for preservation [...]: 4. Major landscape features including but not limited to, walls, fences, driveways, sidewalks, light fixtures, and trees.
Permitted Uses 23.47A.004. G.1 Table A	In CI zones, Medical services: Permitted Offices: Permitted at 35,000 sf. Or 1 FAR, whichever is greater. Institutions: Permitted Residential: Permitted
Amenity Spaces 23.47A.024.A	Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use. Gross floor area, for the purposes of this subsection 23.47A.024.A, excludes areas used for mechanical equipment and accessory parking. For the purposes of this subsection 23.47A.024.A, bioretention facilities qualify as amenity areas.
Parking 23.54.015 Tables A, B, & C	Office: 1 space for each 1,000 sf use Multifamily residential: 1 space per dwelling unit Low-income elderly/low-income disabled multifamily residential uses: 1 space for each 5 dwelling units Adult care centers: 1 space for each 10 adults (clients) or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 adults (clients) Child care centers: 1 space for each 10 children or 1 space for each staff member, whichever is greater; plus 1 loading and unloading space for each 20 children
Street-level Uses 23.47A.005	In NC and C zones where the zone has a height limit of 85 feet or higher, residential uses may occupy, in aggregate, no more than 20% of the street-level street facing façade.
Street-level Development Standards 23.47A.008.D.1	Where residential uses are located along a street-level street-facing façade, at least one of the street-facing facades containing residential use shall have a visually prominent pedestrian entry.



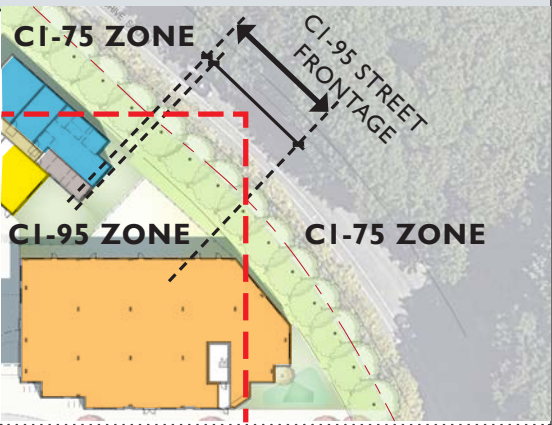



PAGE	EDG COMMENTS	PROJECT TEAM RESPONSE	REFERENCE IMAGE
	I. MASSING OPTIONS		
PAGE 30-31 Board Guidance Massing Options	Although the Board generally supported Massing Option 3, the Board also agreed with public comment that the option needed additional breaks to strengthen permeability through the site and create different scales of massing modulation. The Board directed the applicant to proceed with Massing Option 3 and recommended incorporating some of the successful massing organizational cues found in Massing Option 2 to further break up the massing.	The project moved forward with massing option 3 per board direction. Massing option 3 uses a “block-defining” massing organization that is consistent with the historic portion of the campus. However, in keeping with board direction, the updated massing has been adjusted to incorporate more separation between Buildings A and B like seen between the buildings in massing option 2 to create modulation and bring the buildings down in scale. (DC2.A.1)	
PAGE 30-31 Board Guidance Massing Options	a. Echoing public comment, the Board stressed the importance of permeability through the site to allow for views and connections to the streetscape. The Board agreed the building and frontage conditions should be substantially more open and porous. (CS2-B-2, PL3-C3, DCI-A, DC3-A1)	The project has adjusted massing to better visually open around the perimeter of the site. At the northern end, Building B is shortened to increase the view in and out towards the city and the Dr Jose Rizal Bridge (CS2.B.2). Also, previously Buildings A and B were connected at the SE corner of the site preventing visual access towards the middle. The revised massing separates the two buildings, creating more visual permeability through the site. (DC2.A.1)	
PAGE 34 Adding Modulation to Massing	b. The Board supported the general intent to visually set the new construction apart from the land-marked context with a strong horizontal expression, however the Board agreed that additional massing shifts, breaks or articulation was needed along the driveway frontage to diminish the appearance of one long bar building. (CS2, CS3-A-I, DC2)	The revised massing includes several bays along the façade in keeping with the stepped-box massing of the historic tower (CS3.A.1). Notches along the commercial base break down the pedestrian level as well. These notched are highlighted with accent brick patterns that relate to the detail on the historic tower. (DC2.A.2)	
PAGE 35 Adding Modulation to Massing	c. The Board also recommended additional massing articulation near the portal along the driveway and/or substantially increasing the portal height to open up the frontage and increase permeability through to the open space. (CS2, PL1, DC2)	The revised massing includes additional stepping in the façade around the portal. The stepping reflects the inverse of the stepping at the center of the tower and the inward jogs make the portal slimmer and lighter feeling than before. (DC2.A.2)	

PAGE	EDG COMMENTS	PROJECT TEAM RESPONSE	REFERENCE IMAGE
	2. STREETScape CHARACTER		
PAGE 33 Ground Level Uses	a. The Board recommended modifying the arrangement of ground level uses to engage with the larger community and requested additional studies to improve visual access into the site. The Board acknowledged the public comment related to the active uses and encouraged building on uses presently located on site to reinforce how the public is currently accessing the campus. (CS2-B-2, CS3-AI, PL-I, PL3-C3, DCI-A, DC3-AI)	Per EDG comment I.a, the massing is adjusted to allow for more visual permeability through the site. With the addition of open space between Buildings A and B, a portion of the childcare play space is located between the buildings. The new location is visible from the public right of way and the site's entry which better engages the uses on site with the larger community (DCI.A.I). Currently, uses located along the internal drive for the historic tower include loading, the only accessible entry to the tower, and vehicular access to one of the two parking garages on the historic tower. The proposed commercial functions in this project locate their primary entries along the internal drive. Both childcare and AiPACE adult care will require spaces for temporary parking while dropping off and picking up program attendees. With that in mind, the project is proposing one-way traffic through the internal drive except for loading requirements. This allows for two lanes as well as additional width for pulling over / temporary parking for drop off and pick up. Controlling the flow of traffic and providing adequate width for vehicles supports the existing uses in the existing campus as well as the proposed commercial uses as part of this development. A cross walk is provided between the center of the historic tower and primary axis of the new development allowing for direct, easy access between new and old. (PLI.B.I)	
PAGE 33 Ground Level Uses	b. Related to the departure for Street-level Uses, the Board agreed the arrangement of uses should meet the Code and indicated lack of support for the proposed departure. The Board also encouraged additional retail to enhance the life of the street and connect to the larger community. (CS2-B-2, PL3, DCI-A)	The revised building footprint is dramatically different in the area in question along Golf Drive. Building B's street-level street-facing façade on Golf Drive overlaps the CI-95 zone by 3'-3". Although the entire 3'-3" is proposed as residential use, it makes up only a sliver of the CI-95 zone. If building area were provided through the entire CI-95 frontage, residential use would only account for 4% of the street facing facade and be well below the allowable 20%. Furthermore, Building A occupies the remaining CI-95 zone and although set back further from the street, it provides commercial use at grade across the entire frontage. The toddler playspace is located in between the Building A and street frontage. Although this is exterior space, not enclosed building, it will add a level of activity and interest to the street frontage desired by the board. Retail is not appropriate in this location because it would not have adequate access due to the landmarked fence and landmarked tree buffer. Along with lack of access, the retail would suffer from lack of pedestrian traffic in general. The far north end of Golf Drive is not a retail destination, is surrounded by wooded areas, and the only patronage would be from the campus itself.	
	3. ENTRIES AND CIRCULATION RELATIONSHIPS		
PAGE 54 Site Access	a. The Board strongly encouraged alternate pedestrian and bicyclist access points and recommended pursuing the potential for strategic openings through the landmarked fence and buffer with the Land-marks Board. (CS2-B-2, CS2-A2, CS3-AI, CS3-B, PLI, PL2A-I, PL4)	The updated massing has increased visual access around the site (see response to comment I.a). Furthermore, the pedestrian entrance at the north end of the site is enhanced (see the response to 3.b) and better relates to the bus stop and open space at the north end. It provides a convenient access point for people approaching from the International District across the Dr. Jose Rizal Bridge. Cyclists and pedestrians are able to enter at the lower end without traversing uphill to the internal drive. (CS2.B.2)	
PAGE 65 Northern Access	b. The Board recognized a section of the Landmarked fence was going to be retrofitted and widened along 12th to allow for the vehicular access and viewed the widening of the fence entrance as an opportunity to improve pedestrian access and wayfinding. The Board recommended either incorporating a visible entry or a prominent stair entrance to provide a hospitable means to pull the pedestrian in, and indicated they did not support the related departure as shown. (CS2-B-2, CS3-AI, CS3-B, PLI, PL2A-I)	The pedestrian entrance at the north end of the site is enhanced with signage for wayfinding and identification, benches, temporary bike parking, and access routes to long term bike parking for both buildings. A stair is no longer needed at this location because the massing has changed, however, a colorful mural element helps to identify the entry from the northern approach. Final mural design will happen in conjunction with a local artist and community input. Additionally, lights are proposed atop the concrete pillars that are part of the widened opening. The illumination will enhance the visibility of the northern entry and add warmth to the entry during dim hours of the day.	



PAGE	EDG COMMENTS	PROJECT TEAM RESPONSE	REFERENCE IMAGE
PAGE 54 Site Access	c. To improve the pedestrian connectivity along the other frontages, the Board also encouraged studying pedestrian entries which could be open for public access. (CS2-B-2, CS3-A1, CS3-B, PL1, PL2A-I)	While additional openings in the fence were considered, adhering to the intent of the landmarks designation and respecting the privacy of residential units near or at grade led to maintaining the fence around the majority of the site. The project has been reviewed for CPTED (Crime Prevention Through Environmental Design) by the Seattle Police Department. The initial review has raised questions around safety and security given the propensity for unlawful activities in the adjacent wooded areas and lack of pedestrians present around the site. As a neighborhood-based community developer, SCIDpda is committed to serving the communities that call the area home and prioritizing their needs and desires. Understanding the community's desire for public access through the site, the development plans to keep access open during daylight hours unless unsafe activity starts to occur on site. In order to provide a safe environment for residents and staff, the project will not allow public access during the evening, night and early morning, much like public parks. The required gate strives to keep a minimalist appearance, especially when open and has been detailed to feel more like art than a barrier.	
PAGE 32 Site Organization Concepts	d. The Board noted that SDOT did not support the two-way access from 12th and understood the impact of the traffic will be analyzed during the MUP process. The Board declined to comment on the proposed access location. (DC1-B, DC1-C)	The majority of vehicular traffic will enter on the east end of the internal drive and exit on the west. The only vehicles permitted to enter on the west end are trucks headed to the existing tower loading dock. Due to the angles of the existing roads, larger trucks cannot make the acute turn into the internal drive from the east and must continue to access the loading dock from the west. Signage will indicate the western end is for truck access only and striping will keep the access lane clear at the western end of the internal drive (DC1.B).	
4. ARCHITECTURAL COMPOSITION AND MATERIALITY			
PAGE 41 Grain Orientation on Massing	a. The Board supported the architectural concept diagrams shown on page 81 which illustrate the intent to distinguish between the existing Landmark and new development with horizontal and vertical elements. (DC2, DC4)	The materials and fenestration patterns emphasize horizontally along the facades which helps distinguish the new development from the tower while also complementing the tower's flanking architecture. The horizontal expression is only broken at the northern face of Building B and at the portal of Building A. The strategically placed vertically oriented areas help to emphasize the center of the historic tower and maintain the sense of height it currently exudes looking over the city. (CS3.A.1)	
PAGES 44-45 Elevations	b. The Board supported a timeless, clean, orderly, simple massing expression and recommended material changes that reinforce massing shifts. The Board discussed the concepts shown on pages 79-80 and recommended simplifying the massing expression by removing the added frames/protruding frames. (DC2, DC4)	The frame elements have been removed from the architecture per board guidance and color and material changes help to define different masses. The additional detail on the façade is inspired by the historic tower (see pages 46 - 47) reproducing its timeless appeal.	
PAGE 43 Materials	c. The Board recommended using institutional quality materials which have human scale and are durable. While the Board referenced brick as an obvious choice, the Board also acknowledged that other durable materials, such as wood or concrete, could provide texture, human scale and quality if they are well detailed. (DC4)	In keeping with the historic tower and campus, the primary material at grade is brick (DC2.D, DC4.A). Inset notches along the internal drive streetscape provide opportunities for brick detail bringing some of the historic craftsmanship of the campus to the new development. Concrete is intermixed with brick where portions of the parking level are exposed. The garage is open to the air, like the existing garage adjacent to the tower and new development. Ornamental metal screens shield the interior of the garage where openings are provided (DC1.C.2). At the portal, the brick is continued up the sides flanking the opening. Directly above the portal the residential levels are clad in metal panel which relates to the metal accent running down the center of the existing historic tower addition (CS3.B.1, DC2.C.3). Upper residential levels are primarily clad in a mix of cementitious panel, and cementitious plank. The two materials are separated from one another by a protruding fin that adds a shadow line and depth to the massing. (CS3.A.1)	

PAGE	EDG COMMENTS	PROJECT TEAM RESPONSE	REFERENCE IMAGE
	5. OPEN SPACE AND LANDSCAPE		
PAGE 70 Landscape Plan	a. The Board supported the general landscape intent and the intent to retain all on site and adjacent Exceptional Trees (CSI-D, DC3)	The project continues to maintain all existing exceptional trees.	
PAGE 70 Landscape Plan	b. To strengthen the open space relationship with the streetscape as well as interior uses, the Board recommended programing each open space with a purpose and a function. (DC3- AI, PLI-C-2, PL3-CI)	The open space has been revised to meet the needs of the housing residents, the El Centro Child Care Center and the AiPACE Senior Center. The upper plaza includes seating and takes advantage of the views of downtown. A stairway leads down to a multi-level accessible plaza area that includes seating and access to community rooms. Adjacent to the plaza is an outdoor play area for Pre-K aged children that will be operated by El Centro, and will also be made available to residents during non-operating hours, including weekends. From the play area, an accessible path curves around the landscaped bioretention areas in the courtyard to connect with the lower portion of the site. The lower (north) part of the site will include a resident garden.	
	DEVELOPMENT STANDARD DEPARTURES		
PAGE 74 Departure 1	<p>1. Street-level Uses (SMC 23.47A.005): The Code limits residential uses to no more than 20% of the street-level street-facing facade in NC and C zones where the zone has a height limit of 85 feet or higher. The applicant proposes residential uses occupying more than 20% of the street-level street-facing facade along Golf Dr. S.</p> <p>The Board indicated lack of support for the proposed departure and recommended studying the arrangement of uses to meet the code. The Board also encouraged additional retail and permeability through site and agreed additional commercial use would present the opportunity to connect to the larger community.</p>	The property has two zones CI-75 and CI-95. Building B's street-level street-facing façade on Golf Drive overlaps the CI-95 zone by 3'-3". Although the entire 3'-3" is proposed as residential use, it makes up only a sliver of the CI-95 zone. If building area were provided through the entire CI-95 frontage, residential use would only account for 4% of the street facing facade and be well below the allowable 20%. Furthermore, Building A occupies the remaining CI-95 zone, although set back further from the street, it provides commercial use at grade across the entire frontage. The toddler playspace is located in between Building A and the street frontage. Although this is exterior space, not enclosed building, it will add a level of activity and interest to the street frontage desired by the board. Retail is not appropriate in this location because it would not have adequate access due to the landmarked fence and landmarked tree buffer. Along with lack of access, the retail would suffer from lack of pedestrian traffic in general. The far north end of Golf Drive is not a retail destination, as is surrounded by wooded areas, and the only patronage would be from the campus itself.	
PAGE 75 Departure 2	<p>2. Street-level Development Standards (SMC 23.47A.008.D.1): The Code requires at least one of the street-facing facades containing a residential use to have a visually prominent pedestrian entry. The applicant proposes prominent pedestrian entries along the internal drive rather than Golf Dr or 12th Ave S.</p> <p>The Board indicated they did not support the departure as shown and recognized a section of the Land-marked fence was going to be retrofitted and widened along 12th to allow for the vehicular entrance. The Board found the widening of the entrance as an opportunity to also improve pedestrian access and wayfinding at this location and recommended either incorporating a visible entry or a prominent stair entrance.</p>	<p>Per board direction, a visually prominent, street-facing pedestrian entry for the whole site is located on 12th Ave where the design widens the existing break in the landmarked fence (northwest edge of site). The additional pedestrian entry creates a visual marker for pedestrian wayfinding in a convenient location for people approaching from the north across the Dr. Jose Rizal Bridge, from northern bus stop, or on bike from the north (PL4). It enhances the streetscape for passersby. Although an entry is only required for Building B by code, the pedestrian entry at the fence provides access to both buildings through the courtyard, making it more useful and convenient for the community as a whole. (CS2.B.2)</p> <p>A street-facing entry on Building B, even if visually prominent, would be blocked by the landmarked fence and existing landmarked trees which must be retained. Pedestrians would not actually be able to access the building at the street facing façade because of the landmarked boarder to the site. Creating a visually prominent pedestrian entry where pedestrians can actually enter the site (at the existing break in the landmarked fence) is a practical solution that still meets the intent of the code.</p>	

EXISTING STREETSCAPES – GOLF DR



LANDMARK FENCE & TREE PERIMETER



← GOLF DRIVE S. LOOKING AT SITE (WEST) DRIVE → GOLF DR



← S CHARLES ST | GOLF DR →

GOLF DRIVE S. LOOKING ACROSS STREET (EAST)



EXISTING STREETSCAPES – 12TH AVE S



LANDMARK FENCE & TREE PERIMETER



← GOLF DR. DRIVE DRIVE →

12TH AVE. S. LOOKING AT SITE (EAST)




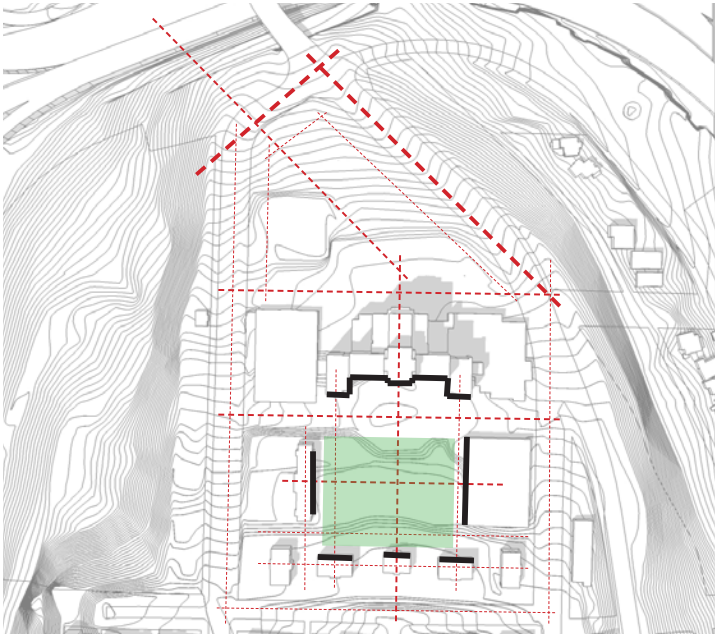
← 12TH AVE S RIZAL BRIDGE →

12TH AVE. S. LOOKING ACROSS STREET (WEST)

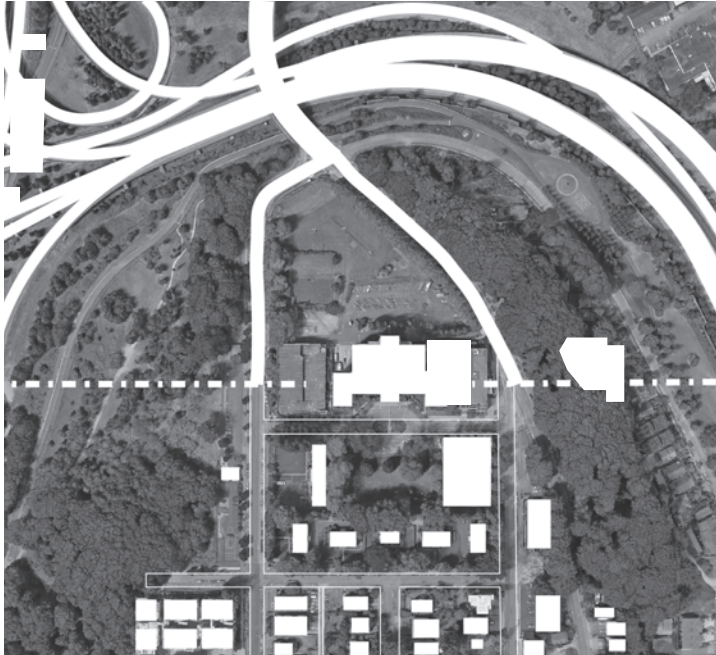
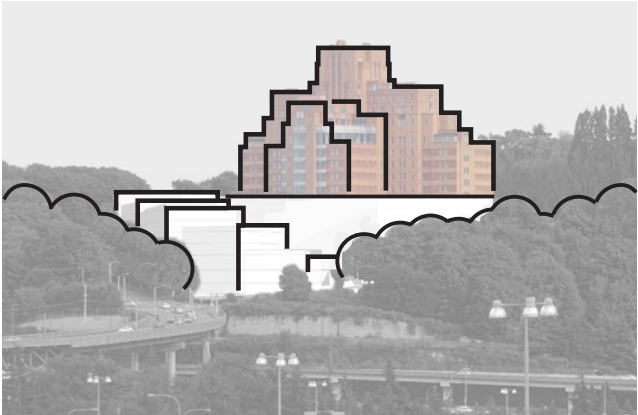


FROM EDG: NOTABLE DESIGN GUIDELINES


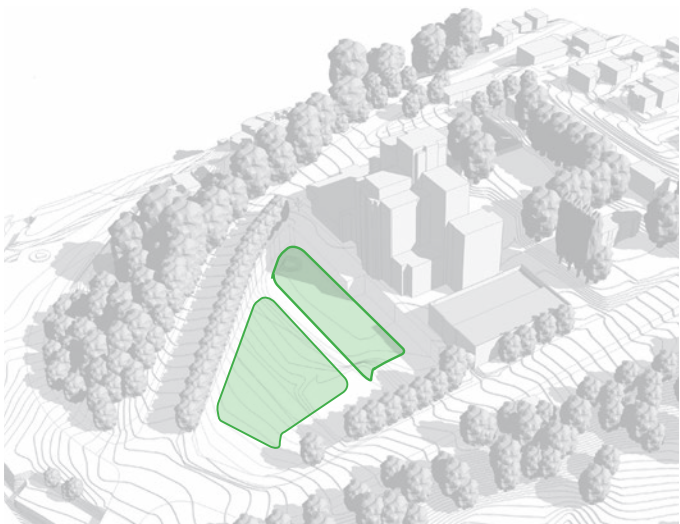
SEE ALSO: PL2, PL3

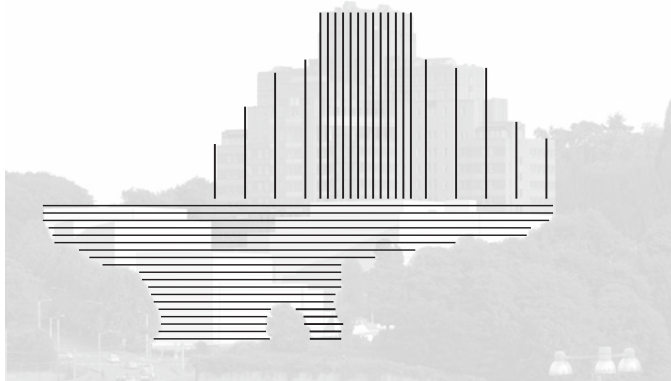

CSI	NATURAL SYSTEMS AND SITE FEATURES	"Use natural systems and features of the site and its surroundings as a starting point for project design."
<p>C. TOPOGRAPHY</p> <p>1. Land Form: Use the natural topography and/or other desirable land forms or features to inform the project design.</p> <p>2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.</p>		
<div></div> <div></div>		
<p>Response:</p> <p>An "outdoor room" forms the heart of the existing campus. This landscape is composed of a series of 'benches', or terraces, that at once solve the problems of a sloping site while creating verdant passive recreation spaces.</p> <p>North of the enclave, the project site is subject to different geometric principles that are rooted in the site's geometry and topography.</p>		

SEE ALSO: DC2, DC3

CS2	URBAN PATTERN AND FORM	"Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area."
<p>A. LOCATION IN THE CITY AND NEIGHBORHOOD</p> <p>1. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a "high-profile" design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials</p>		
<div></div> <div></div>		
<p>Response:</p> <p>North of the Tower, the site participates in a landscape of large-scale projects and interventions; I-90, I-5, large footprint warehouses and a series of high profile landmarks within the valley.</p> <p>Massing and open space responses provide a sweeping gesture commensurate with the scale of this context.</p> <p>Layering the degrees of articulation, modulation, and expression, among the new buildings on the North Lot, will also help to retain the clarity of the tower when viewed from PUDA controlled locations.</p>		

FROM EDG: NOTABLE DESIGN GUIDELINES

CS2	URBAN PATTERN AND FORM	"Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area."
<div><div>A. LOCATION IN THE CITY AND NEIGHBORHOOD</div><div><div>I. Sense of Place: Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.</div><div></div></div><div><div>B. ADJACENT SITES, STREETS, AND OPEN SPACES</div><div><div>I. Character of Open Space: Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or "rooms" for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).</div><div></div></div></div><div><div>Response:</div><div>The inward facing composition of the "hospital building proper" and surrounding two-story residential buildings form the "enclave" known as the PHPDA campus.</div></div><div><div>The North Lot deploys a benched landscape, offering an opportunity to closely link the landscapes of the historic campus with contemporary outdoor spaces.</div></div></div>		

CS3	ARCHITECTURAL CONTEXT AND CHARACTER	"Contribute to the architectural character of the neighborhood."
<div><div>A. EMPHASIZING POSITIVE N'HOOD ATTRIBUTES</div><div><div>I. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.</div><div>2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.</div></div><div></div><div><div>Response:</div><div>Creating horizontal buildings in the foreground helps to retain focus on the verticality of the historic tower's massing.</div><div>In contrast to the center portion of the tower, the side wings have no vertical expression; these wings have a strong horizontal expression. The resulting emphasis is on the on the verticality of the tower's center.</div></div></div> <div><div>B. LOCAL HISTORY AND CULTURE</div><div><div>I. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.</div><div>2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.</div></div><div></div></div>		