



# 8TH & COLUMBIA

EARLY DESIGN GUIDANCE | DPD #3013479 | MARCH 6TH, 2013



# PROJECT VISION

The project site is surrounded by major employment centers and located on the northeast corner of the intersection at 8th Avenue and Columbia Street, which is near the western edge of the First Hill neighborhood. The site is on a city block located two blocks north of the Harborview Medical Center Campus, two blocks southwest of the Swedish Medical Center Campus, two blocks south of the Virginia Mason Medical Center Campus and six blocks west of the Seattle University Campus. The site is also one block south of Madison Street and following Madison Street two blocks to the West (over I-5) is the eastern edge of Seattle's downtown office core which is the largest employment center in the Pacific Northwest.

Surrounded by these major employment centers, the project vision is to provide high density housing targeting those looking generally for a convenient downtown residential location as well as the employees from these

nearby campuses and the office core in an attractive 30 story high-rise residential building. This project will offer that population the opportunity to commute by walking to and from the campuses and downtown core. The access to the building lobby and garage will be located on the middle and northern part of the site fronting on 8th Avenue.

High density housing at this site will be readily accessible to other parts of the city by a variety of public transportation services including: numerous Metro bus routes with frequent stops within one block of the site,

A main feature of the project will be the creation of a significant park-like public open-space on the south corner of 8th Avenue and Columbia Street.

# CONTENTS

## SITE

First Hill Community Park .....	2
Neighborhood Open Space.....	3
Neighborhood Context.....	4
Site Analysis .....	5
Vehicle and Pedestrian Circulation .....	6
Zoning Analysis .....	7
Land Use Code Highlights .....	8
Site Information .....	10
Site Details.....	11
Streetscape and Open Space.....	12
Neighborhood Context.....	14
Character of Neighborhood Buildings.....	16
Site Photos.....	17
Site Elevations .....	18
Neighborhood Building Heights .....	20

## DESIGN

Massing Options .....	22
Design Inspiration .....	34
Massing Option Comparisons .....	38
Departures .....	39
Parking Ramp Options.....	44
Open Space Design .....	48
Design Guidelines .....	59

## APPENDIX

St. James Views.....	67
Historical Structures .....	68
Departure Five Perspective Studies .....	69
Full Zoning Synopsis.....	70
Shadow Studies.....	73

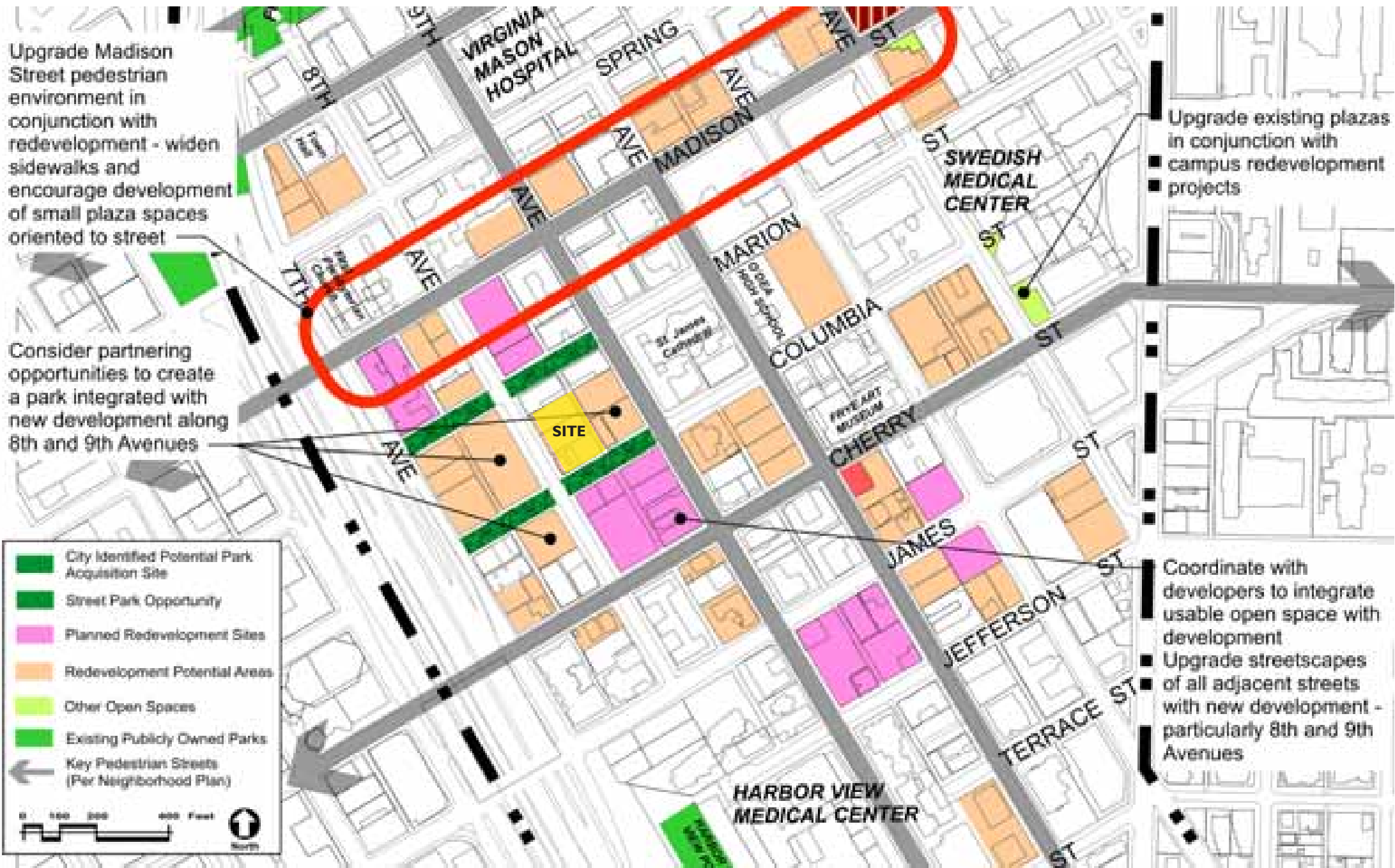


# FIRST HILL COMMUNITY PARK

The community (via First Hill Improvement Association) desires a park in this location. From the First Hill Improvement minutes (11.2011) "Parks is now focusing on the parking lot at 8th and Marion because it offers the possibility of combined larger square footage. Negotiations have been difficult and the city may begin the eminent domain process and could proceed to a trial, which is rare."

Both the 2000 Pro Parks Levy and the 2008 Parks & Green Spaces Levy identify the First Hill Urban Center Village as a priority area for acquisition of a site for development of a neighborhood park.

Seattle Parks and Recreation hosted a public meeting in May 2012 to provide an update on its efforts to work with a real estate developer to acquire a site for development of a neighborhood park in the First Hill Urban Center Village. The City has the opportunity to acquire a site through an easement at the corner of 8th Avenue and Columbia Street, to be provided by the developer of an adjacent multi-family project, subject to Parks and Recreation and community involvement in the design.







**1**  
**FREEWAY PARK**  
Constructed as a lid over Interstate 5 in 1976 occupies a total of 5.18 acres. The park spans the boundary between the First Hill and Downtown Urban Centers



**2**  
**HARBORVIEW PARK**  
Harborview Park offers 180° views over the "back side" of Seattle and port. There is quite a good view over the Safeco Field baseball stadium. The buildings along I-5 to the north block views of Elliot Bay and the Olympic Mountains.



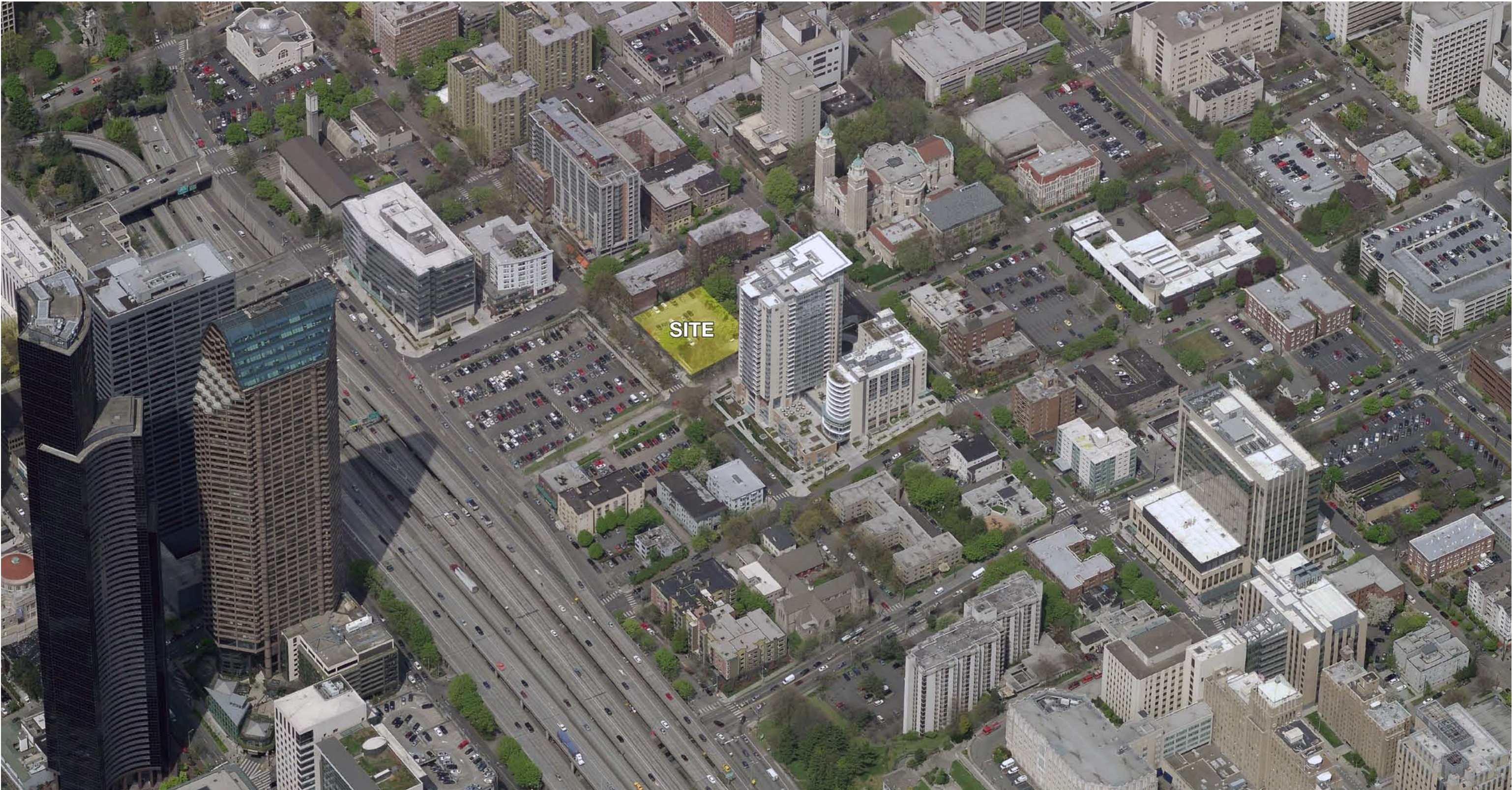
**3**  
**SWEDISH CANCER INSTITUTE**  
The Swedish Cancer Institute is one of the leading cancer treatment centers in the Pacific Northwest. The facility is headquartered at the Swedish Medical Center's First Hill campus, a 635-bed nonprofit hospital.



**4**  
**SWEDISH MEDICAL**  
Small open space on the corner of Boren and Cherry. The space is primary hardscape with a few plantings on the edges.



# NEIGHBORHOOD CONTEXT





# OPPORTUNITIES & CONSTRAINTS

## CONSTRAINTS

- I-5
- St. Jame's Cathedral
- 28' topography change
- Large surface parking lot
- Skyline
- Maximizing open space



## OPPORTUNITIES

- With exception of Skyline, views are good
- Good neighborhood and diverse housing stock
- Proximity to First Hill Street Car on Broadway (under construction)
- Great access to hospitals and employment
- Great pedestrian access to higher education: Seattle University and Seattle Central Community College
- Good pedestrian access to Seattle's government and office core for services and employment
- Larger lot size allows for more open space

## KEY

- Site
- Arterial/Freeway
- Hospital
- Bus Stop





# VEHICLE AND PEDESTRIAN CIRCULATION





## PROPOSED HR ZONE CODE-COMPLIANT LIMITS

The High Rise zone is unique in that it provides some flexibility for the applicant pertaining to area and dimensional limits. Three prime examples of that are tower height, tower floor plate areas and tower façade widths. Base height limit is 160'. Maximum height limits are 240' to 300' if extra residential floor area is gained through the incentive zoning program. Maximum floor plate sizes can range from 9,500 SF to 12,000 SF also, through varying participation in the incentive zoning program. Maximum façade widths can range from 110' to 150', also through varying participation in the incentive zoning program.

The applicant has elected to pursue the following general code-compliant limits:

**Building height: 300'**  
(plus an additional 45' above that for amenity, mechanical and other "rooftop elements")

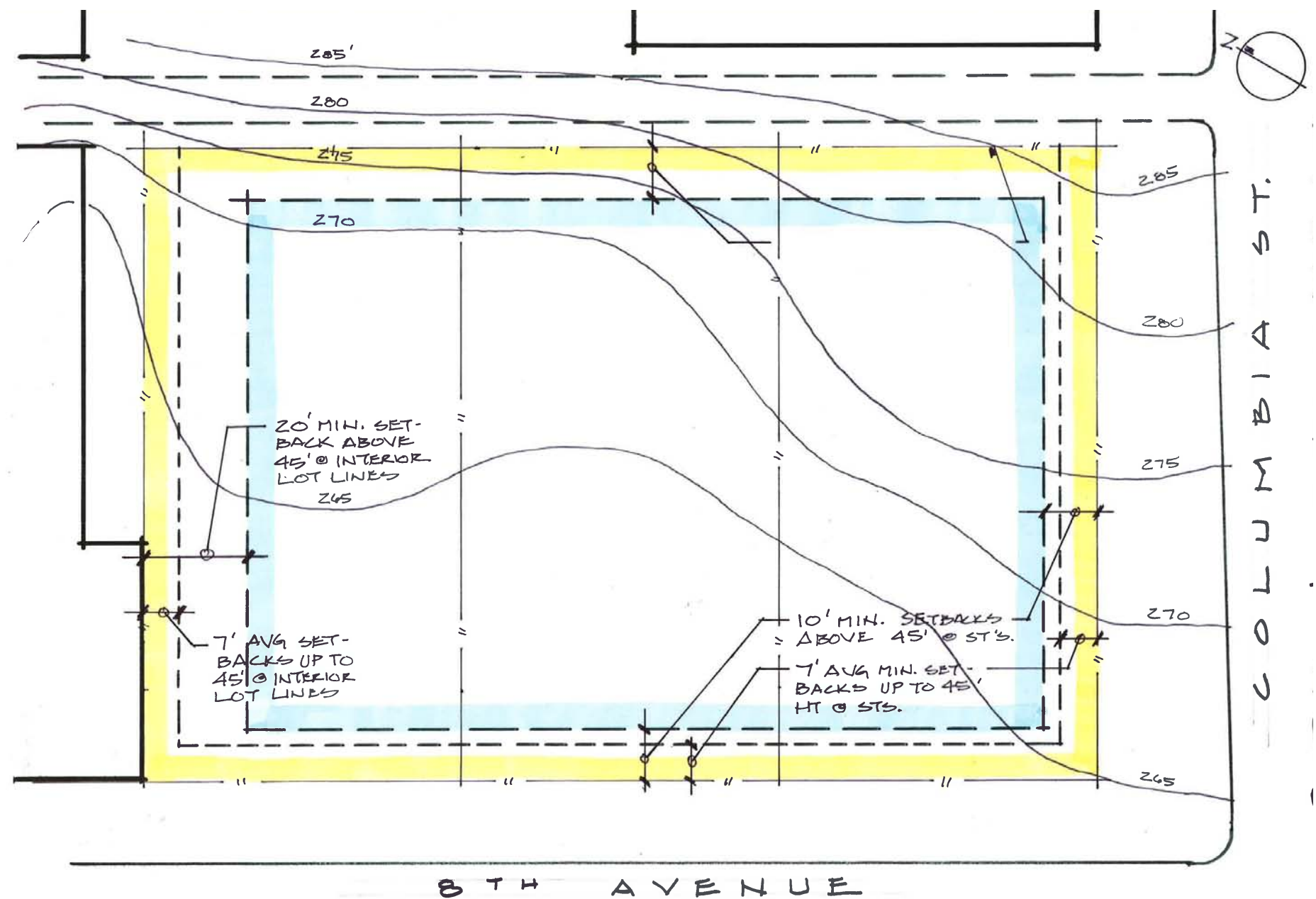
**Floor plate maximum: 9,500 SF**  
(above 45')

**Façade width maximum: 114'**  
(above 45')





# ZONING ANALYSIS



SETBACK DIAGRAM

## HR FLOOR AREA RATIO (FAR): SMC 23.45.510

- HR (high rise) zone

## HR ZONING GENERAL COMMENTS

Height, FAR (Floor Area Ratio) and façade width are the three predominant governors in the HR zone. Floor plate size, setbacks, and tower width also influence or limit things, however they can be departable through the design review process.

- Base FAR is 8.0 on lots of 15,000 sf (square feet) or less in size.
- Maximum FAR for structures 240' or less in height is 13.0 maximum.
- Maximum FAR for structures over 240' is 14.0 maximum.

## HR STRUCTURE HEIGHT: SMC 23.45.514

- Base Height Limit is 160'.
- Maximum Height Limit is 240' – 300' if extra residential floor area is gained through incentive zoning Chapter 23.58A and Section 23.45.516.
- Rooftop elements – there are numerous additional height allowances for rooftop elements, appurtenances, or features in Section 23.45.514.
- "Penthouse pavilions" for common use of residents are allowed at the roof level.

## HR SETBACKS AND SEPARATIONS: SMC 23.45.518

At lot lines abutting the street:

- Portions of a structure 45' or below: 7' average setback, 5' min.
- Portions above 45': 10' minimum setback.

At lot lines abutting an alley:

- Portions of a structure 45' or below: no setback required
- Portions above 45': 10' minimum setback.



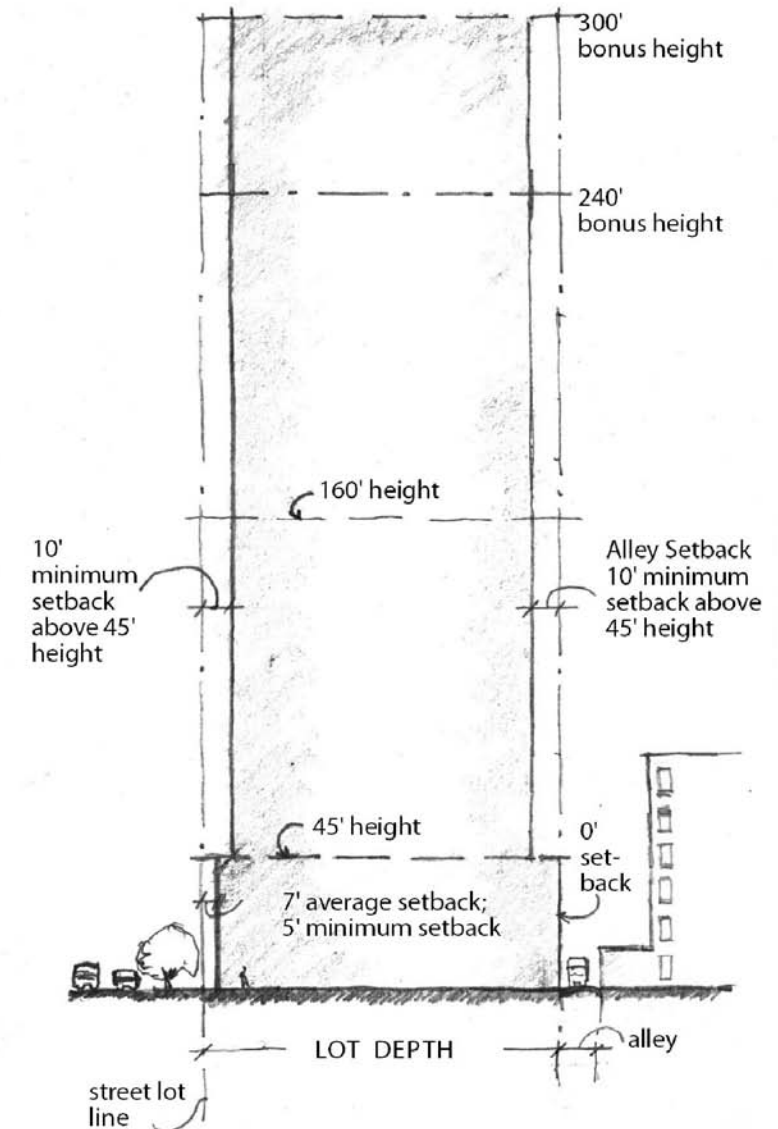
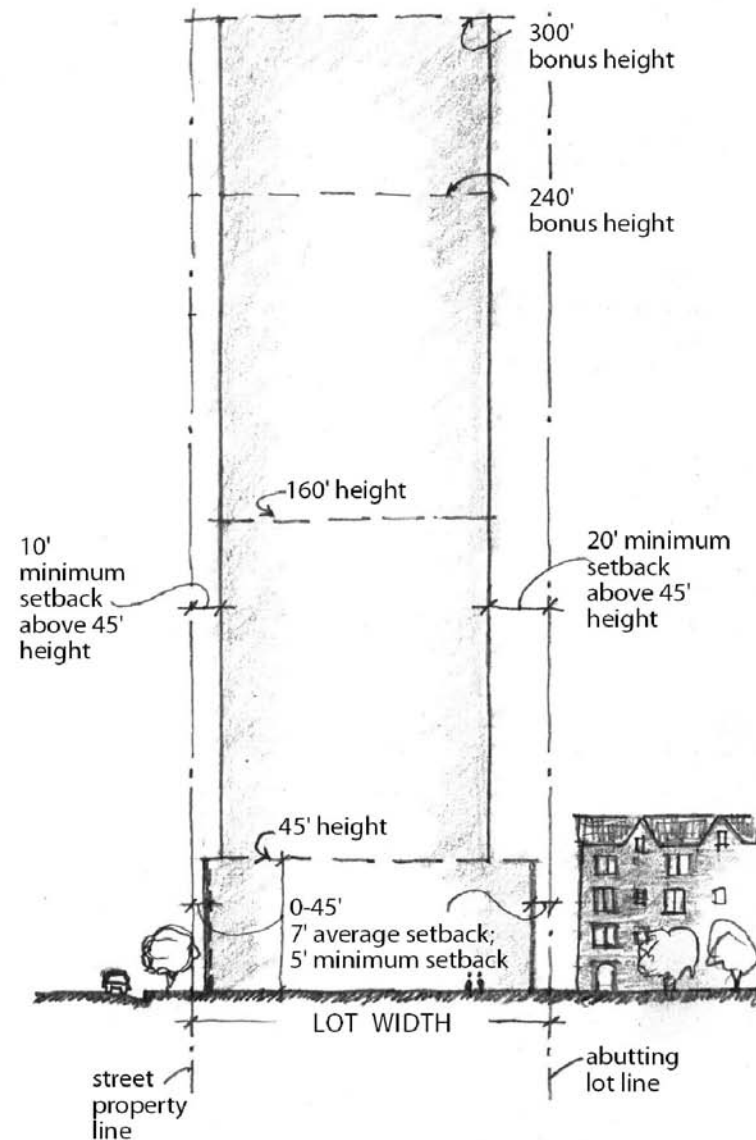
## HR TOWER WIDTH AND FLOOR SIZE LIMITS: SMC 23.45.520

In HR zones, portions of structures above a height of 45 feet are limited to a maximum width of 110'. The width of the structure measured along the longest street lot line may be increased as follows, provided that if both street lot lines are of the same length, the increase in the width of the façade is only permitted along one street:

- A maximum façade width of 130 feet is permitted, provided that the average gross floor area of all stories above 45 feet in height does not exceed 10,000 SF; or
- If the applicant uses bonus residential floor area by providing all of the affordable housing within the project (per 23.58A.014), the maximum façade width of the structure above 45 feet in height is 150', provided that the average gross floor area of all stories above 45 feet in height does not exceed 12,000 SF.

## HR RESIDENTIAL AMENITY AREAS: SMC 23.45.522

Residential amenity areas, including but not limited to decks, balconies, terraces, roof gardens, plazas, courtyards, play areas or sport courts, are required in an amount equal to 5% of the total gross floor area of a structure in residential use. No more than 50% of the residential amenity area may be enclosed common space. There are additional requirements in the code.



ZONING ENVELOPE DIAGRAM

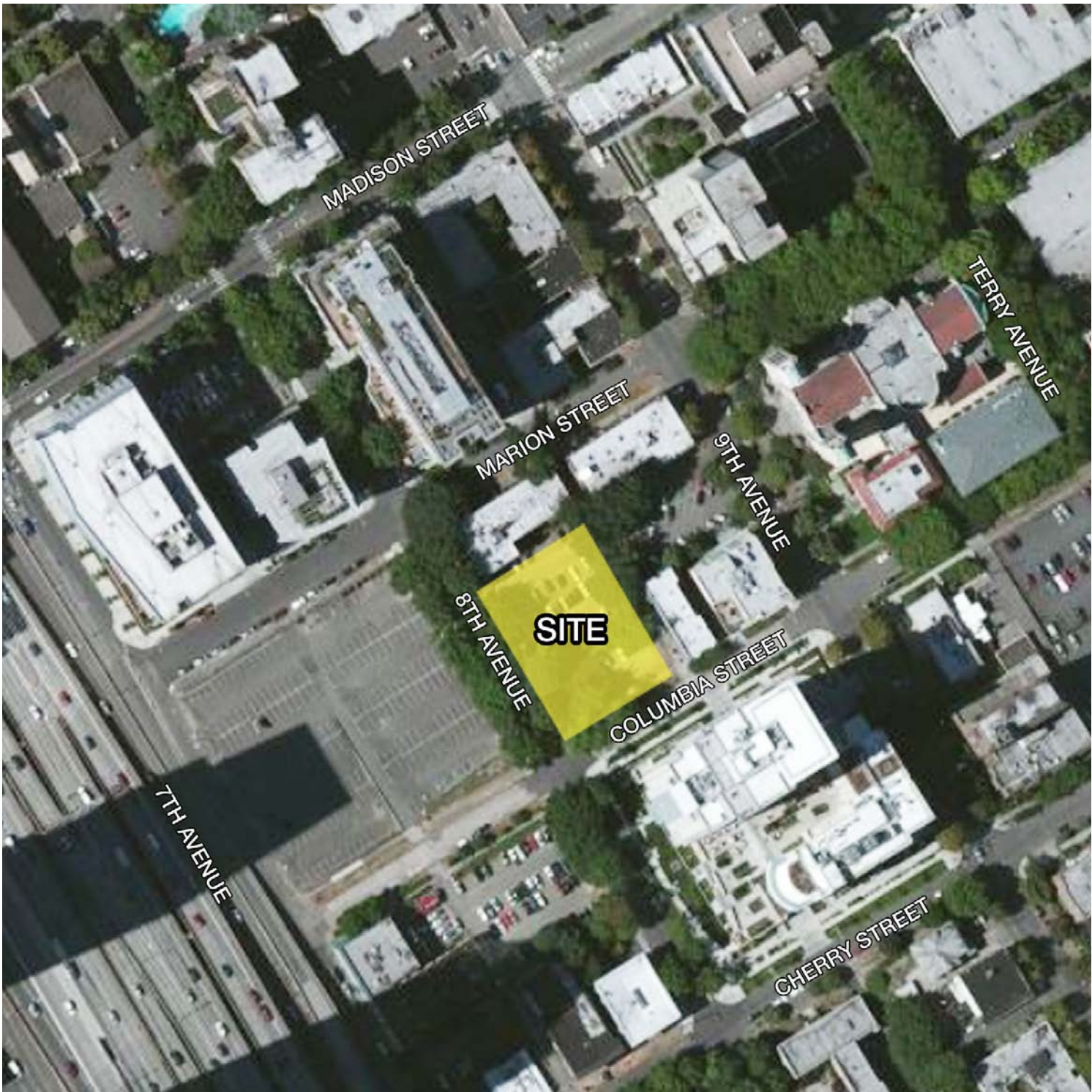


# PROJECT OBJECTIVES

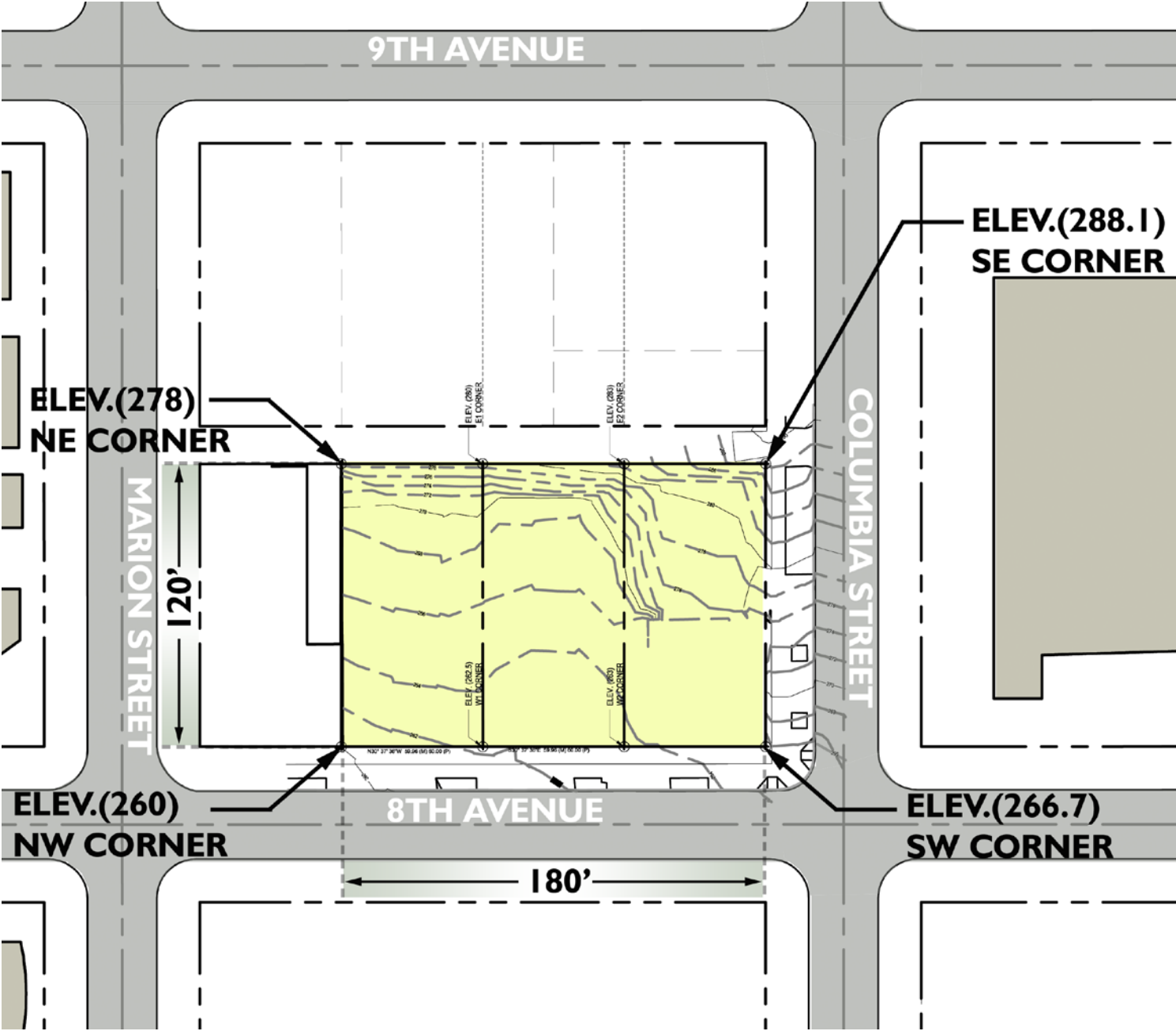
ADDRESS	8th & Columbia
RESIDENTIAL USES	<b>Approx. 285 residential units;</b> a mix of studio, 1 and 2 bedroom units <b>BASEMENT: Parking 3 – 4 floors (0.8 stalls per unit)</b> <b>LEVEL 1:</b> Residential Lobby <b>LEVEL 2:</b> Loading / Services <b>LEVEL 3-30:</b> Residential <b>(ROOF):</b> Roof Deck & Garden
USE DISTRIBUTION BY FLOOR	
HEIGHT	300' (+45' Mechanical and Amenity Space)
TOTAL AREA (FAR)	278,759 gsf

		GSF (CONTRACTOR HEATED)	GSF (CONTRACTOR UNHEATED)	GSF (FAR)	NRSF (RENT)	CORRIDOR
	PARKING		60,480			
	GF	8,998	7,054	0		
	L2	10,510		5,531	2,821	1,829
	L3	6,355	5,436	11,307	3,506	1,700
	L4-6	35,373		33,921	29,622	5,751
	L7-30	240,000		228,000	196,104	43,896
	TOTAL	309,236	72,970	278,759	232,053	53,176

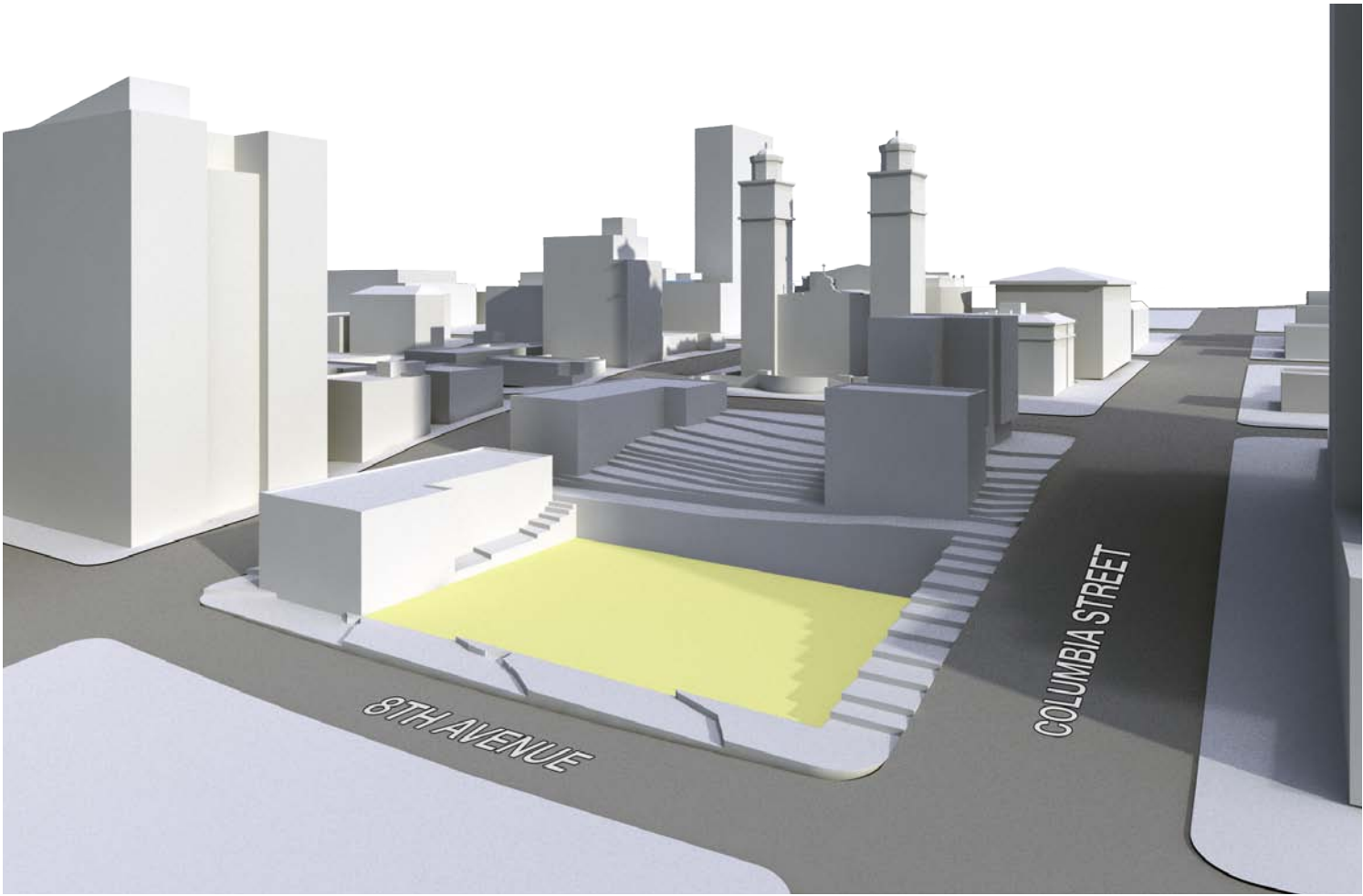
		AMENITY NSF (INTERIOR)	AMENITY NSF (EXTERIOR)
	GREEN SPACE	2,440	5,000
	L2-3	1,040	3,000
	Roof	6,000	3,500
	TOTAL	9,480	11,500







**SITE DESCRIPTION:** The site is located at the southwest corner of Eighth Avenue and Columbia Street. The site occupies the southwest portion of the block, just north of Skyline at First Hill and south of M Street Apartments. An existing parking lot currently occupies the site. The site slopes downward approximately 25 feet from the southeast corner of the site to the southwest corner along Columbia Street. The site occupies 180' of street frontage along Eighth Avenue and 120' along Columbia Street.



EIGHTH AVENUE:

- Two-way traffic
- Two-lane street with parallel parking on the east and west curbs
- Class one pedestrian street
- Fairly level elevation change

COLUMBIA STREET:

- Two-way traffic
- Class one pedestrian street
- Original cobblestone street
- Steep elevation change



NEIGHBORHOOD STREETSCAPE



8TH AVE AT SKYLINE



8TH AVE AT CLARWOOD



MARION STREET AT POLYCLINIC



7TH AVE AT POLYCLINIC



MADISON STREET AT POLYCLINIC



8TH AVE AT M STREET



MARION STREET AT LANDES



8TH AVE AT LANDES





NEIGHBORHOOD CONTEXT



THE CLARWOOD APARTMENTS



ENVOY APARTMENTS



LEIGHTON APARTMENTS



FREDERIC OZANAM HOUSE



ST. JAMES CATHEDRAL



ITALIANATE PARSONAGE



ST. JAMES ACCESS CENTER



SKYLINE BUILDING



APARTMENTS



APARTMENT BUILDING



POLYCLINIC PARKING GARAGE



POLYCLINIC



NEIGHBORHOOD CONTEXT



LANDES APARTMENTS



M STREET APARTMENTS



WESTMINSTER





# NEIGHBORHOOD ARCHITECTURAL CHARACTER



## M STREET APARTMENTS

16 STORY APARTMENT BUILDING  
220 UNITS  
BUILT IN 2007  
STREET FRONT RETAIL  
CONCRETE AND MASONRY

M STREET APARTMENTS IS A BUILDING FORM COMPOSED OF A SERIES OF STEPPED FORMS THAT BREAK UP THE OVERALL STRUCTURE. THERE ARE VERTICAL CONCRETE BUTTRESSES THAT FURTHER BREAK DOWN THE PRIMARY FORM.



## LANDES APARTMENTS

7 STORY APARTMENT BUILDING  
81 UNITS  
BUILT IN 2009  
HUMAN SCALE  
STREET FRONT RETAIL  
MASONRY AND METAL PANEL

LANDES APARTMENTS IS EXPRESSED AS A CURVED SEVEN STORY MASS THAT IS WRAPPED BY A TWO STORY BRICK PODIUM ELEMENT. WE HAVE TAKEN A SIMILAR APPROACH IN OUR PREFERRED OPTION.



## POLYCLINIC

9 STORY OFFICE BUILDING  
700 EMPLOYEES  
BUILT IN 2011  
SIMPLE CLEAN GEOMETRY  
GLASS AND METAL CURTAIN WALL

POLYCLINIC IS A BUILDING CONSISTING OF A SIMPLE FORM THAT IS BROKEN INTO TWO MASSING ELEMENTS BY A VERTICAL REVEAL. THE EASTERN MASSING ELEMENTS IS PULLED DOWN TO THE STREET EDGE WHILE THE WESTERN ELEMENT IS HELD UP TWO STORIES BY COLUMNS. THIS FLOATING ELEMENT (WESTERN) IS ANGLED TO FORM A WEDGE THAT FRONTS I-5. WE HAVE TAKEN A SIMILAR APPROACH TO THE MASSING ON OUR PREFERRED OPTION.



## POLYCLINIC PARKING GARAGE

3 STORY BELOW GRADE PARKING LOT  
BUILT IN 2011  
HEAVY LANDSCAPING ELEMENTS  
POLYCARBONATE PANELS

THE POLYCLINIC PARKING GARAGE HAS A SERIES OF LOW PLANTED TERRACES THAT STEP DOWN THE TOPOGRAPHY OF THE SITE. THESE TERRACES ENHANCE THE PEDESTRIAN EXPERIENCE AND PROMOTE HUMAN ACTIVITY. THERE ARE A SERIES OF POLYCARBONATE PANNELS THAT CREATE A PLAYFUL, HUMAN-SCALED APPROACH FOR THE SCREEN OF THE ABOVE GRADE CARS.



## CLARWOOD APARTMENTS

3 STORY APARTMENT BUILDING  
BUILT IN 1920  
HUMAN SCALE  
MASONRY

THIS THREE STORY BUILDING PROVIDES HUMAN SCALE AT THE STREET LEVEL BY HOLDING THE STREET EDGE AND PROVING MODULAR PUNCHED WINDOWS. THE PODIUM OF THE PREFERRED OPTION WILL BE DESIGNED TO CREATE A SIMILAR EXPERIENCE FOR THE PEDESTRIAN.



## ST. JAMES CATHEDRAL

BUILT IN 1905  
RENAISSANCE STYLE ARCHITECTURE  
2 SPIRES  
167 FEET TALL  
STONE

ST. JAMES CATHEDRAL WAS BUILT IN A RENAISSANCE STYLE. IT SITS MID BLOCK BETWEEN MARION AND COLUMBIA ON 9TH AVENUE. IT HAS TWO 167 FOOT VERTICAL SPIRES THAT FRONT 9TH AVENUE.



## LEIGHTON APARTMENTS

4 STORY APARTMENT BUILDING  
WOOD FRAME CONSTRUCTION  
FIBER SIDING



## SKYLINE AT FIRST HILL

TOWER: 25 STORY SENIOR LIVING  
199 UNITS  
PODIUM: HEALTH SERVICES  
16 MEMORY SUPPORT  
34 SKILLED NURSING BEDS  
SCULPTURAL TOP  
STEPPED FORM  
TERRACOTTA, MASONRY AND CURTAIN WALL

SKYLINE AT FIRST HILL IS EXPRESSED AS A TALL SINGULAR TOWER WITH A SEPARATE, BUT ATTACHED, LOW RISE BASE STRUCTURE. THIS BASE STRUCTURE HAS A SEPARATE SMALLER NINE STORY TOWER THAT IS ADJACENT TO 9TH AVE. WE HAVE TAKEN A SIMILAR APPROACH TO BOTH THE SCULPTURAL TOP AS WELL AS THE USE STRONG VERTICAL REVEALS THAT BREAK UP THE SCALE OF THE FACADES.







1. CORNER OF 8TH AVENUE AND COLUMBIA STREET



2. MID BLOCK ON MARION STREET

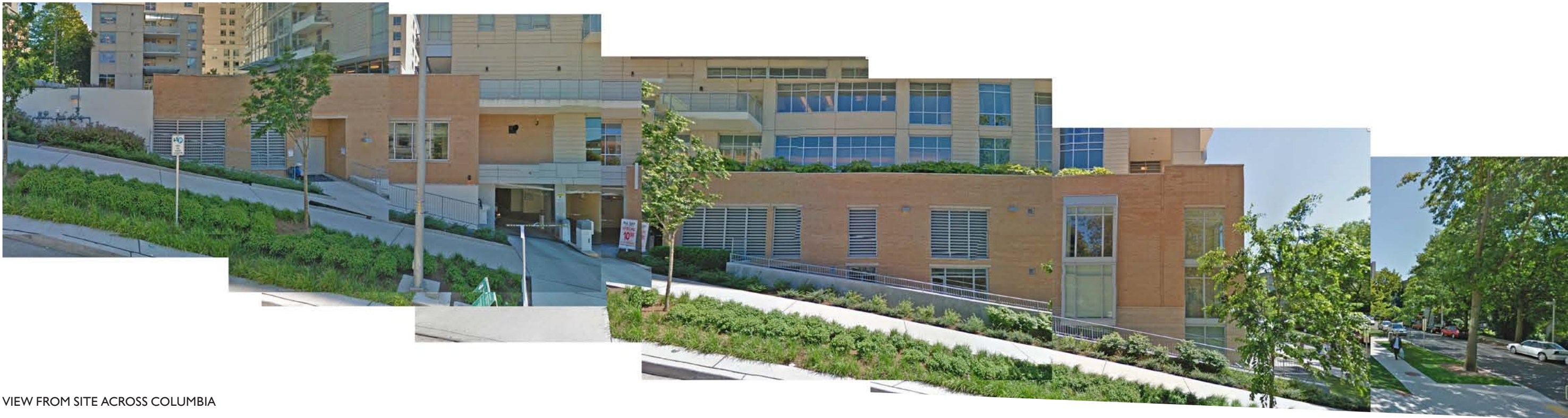




ELEVATIONS FROM THE SITE



VIEW FROM SITE ACROSS 8TH AVENUE



VIEW FROM SITE ACROSS COLUMBIA

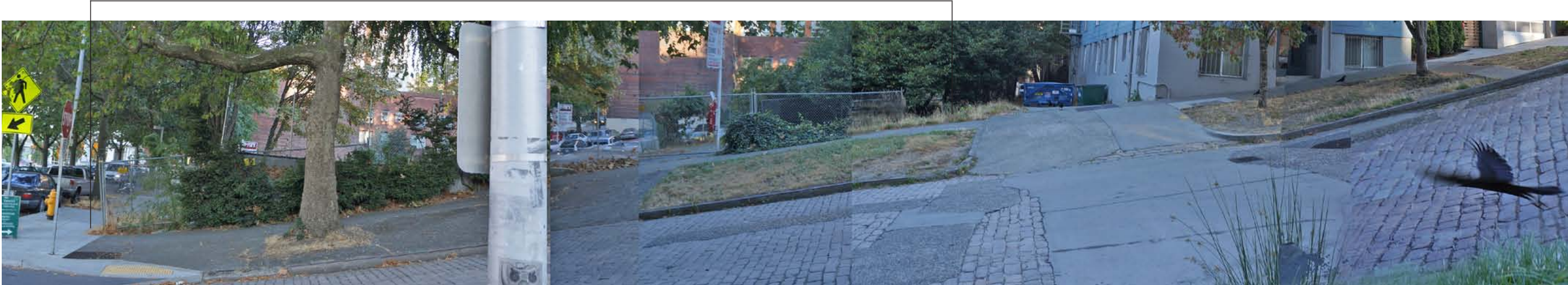


PROJECT SITE



VIEW TO SITE ACROSS 8TH AVENUE

PROJECT SITE

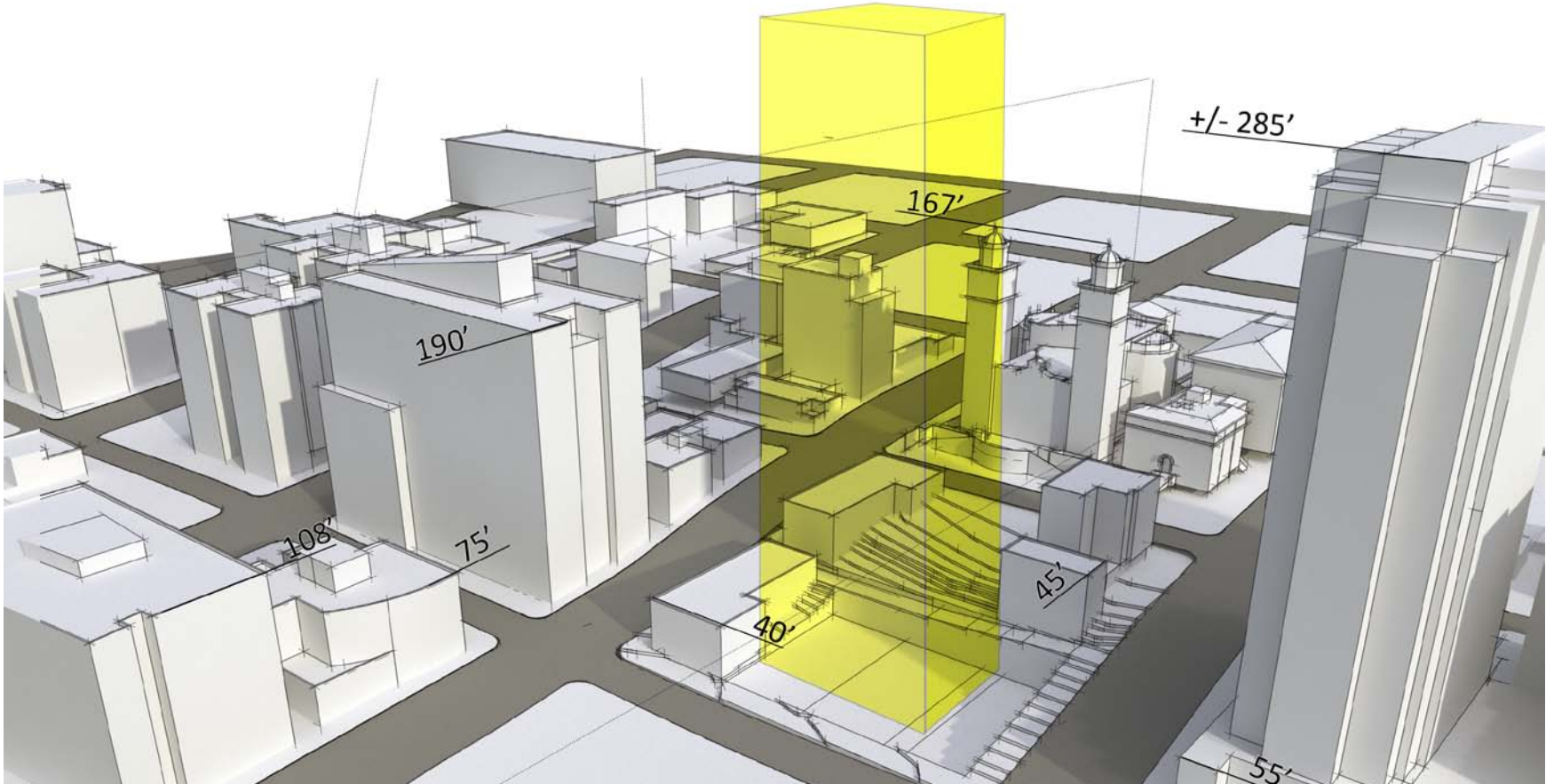
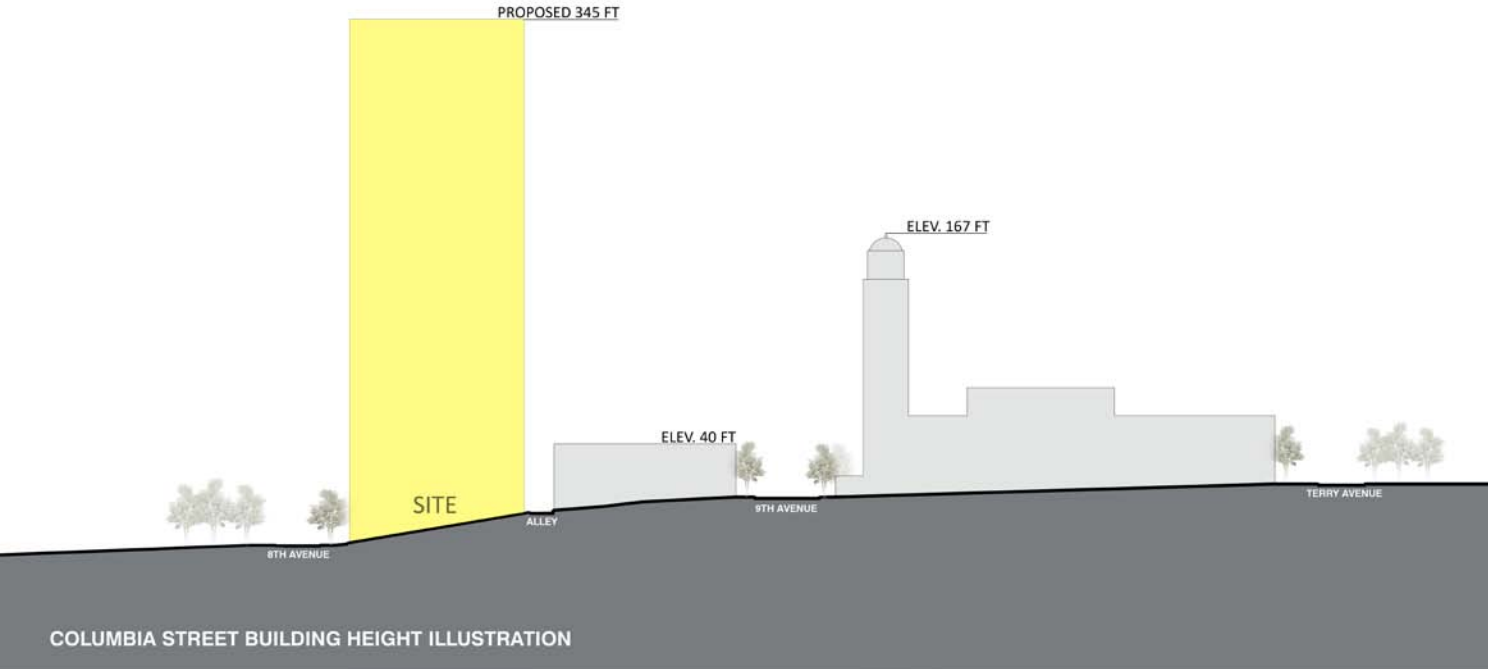
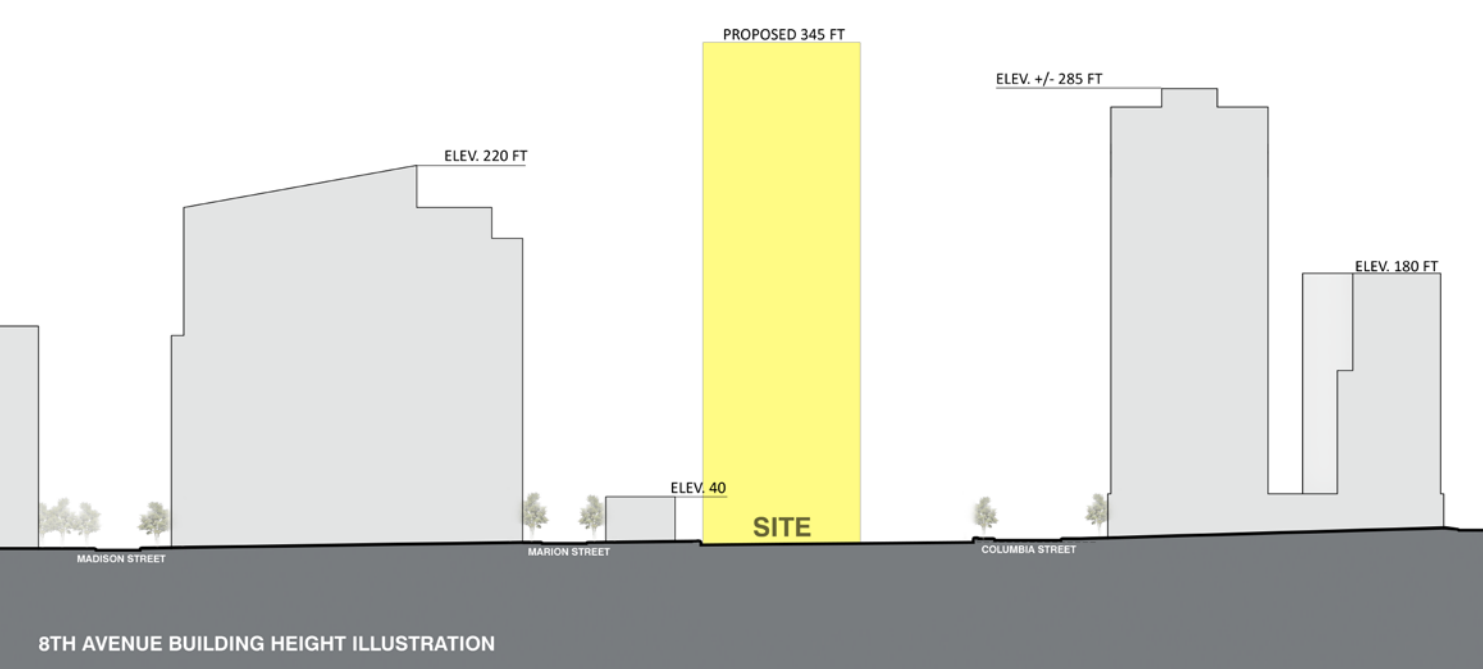


VIEW TO SITE ACROSS COLUMBIA STREET





# NEIGHBORHOOD BUILDING HEIGHTS



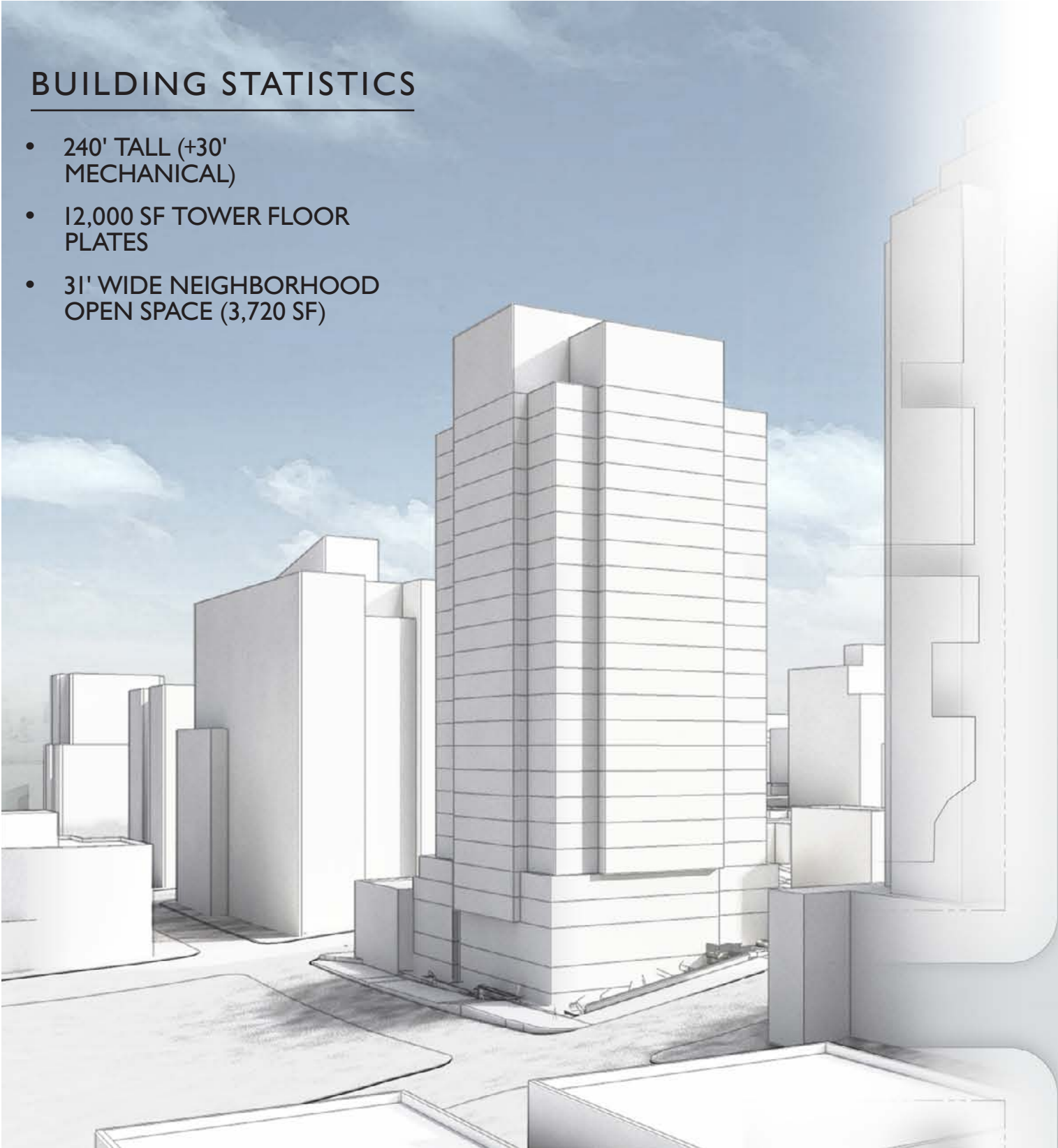


MASSING OPTIONS \_\_\_\_\_



BUILDING STATISTICS

- 240' TALL (+30' MECHANICAL)
- 12,000 SF TOWER FLOOR PLATES
- 31' WIDE NEIGHBORHOOD OPEN SPACE (3,720 SF)



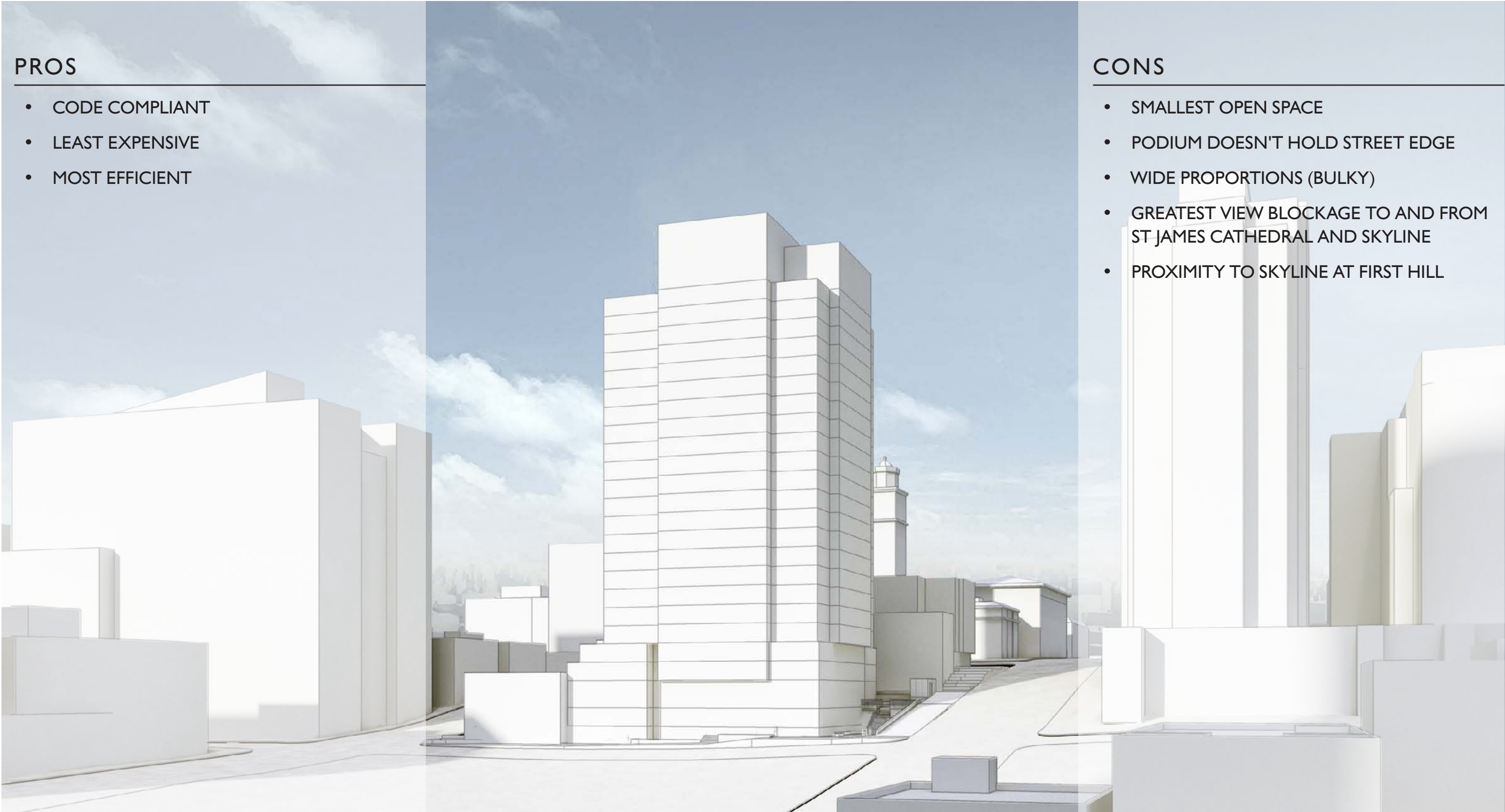


PROS

- CODE COMPLIANT
- LEAST EXPENSIVE
- MOST EFFICIENT

CONS

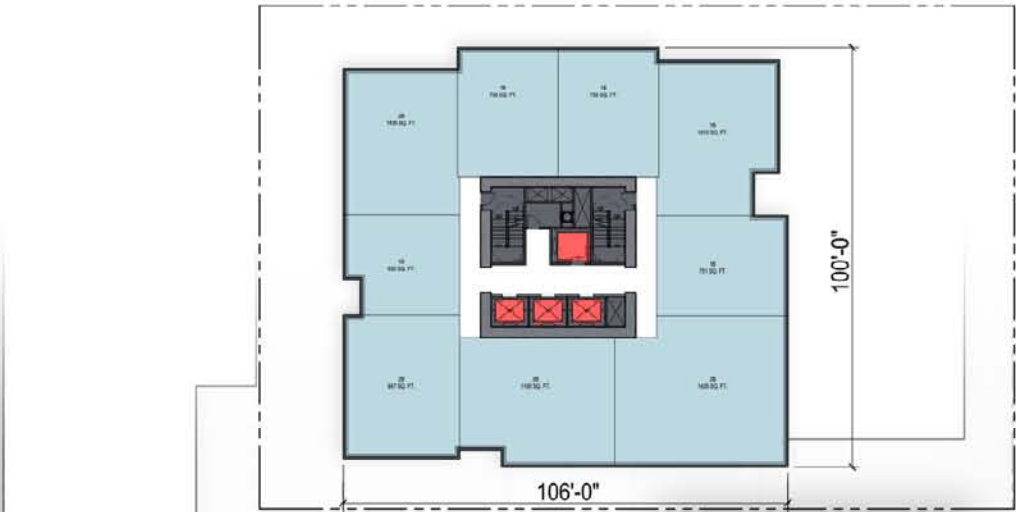
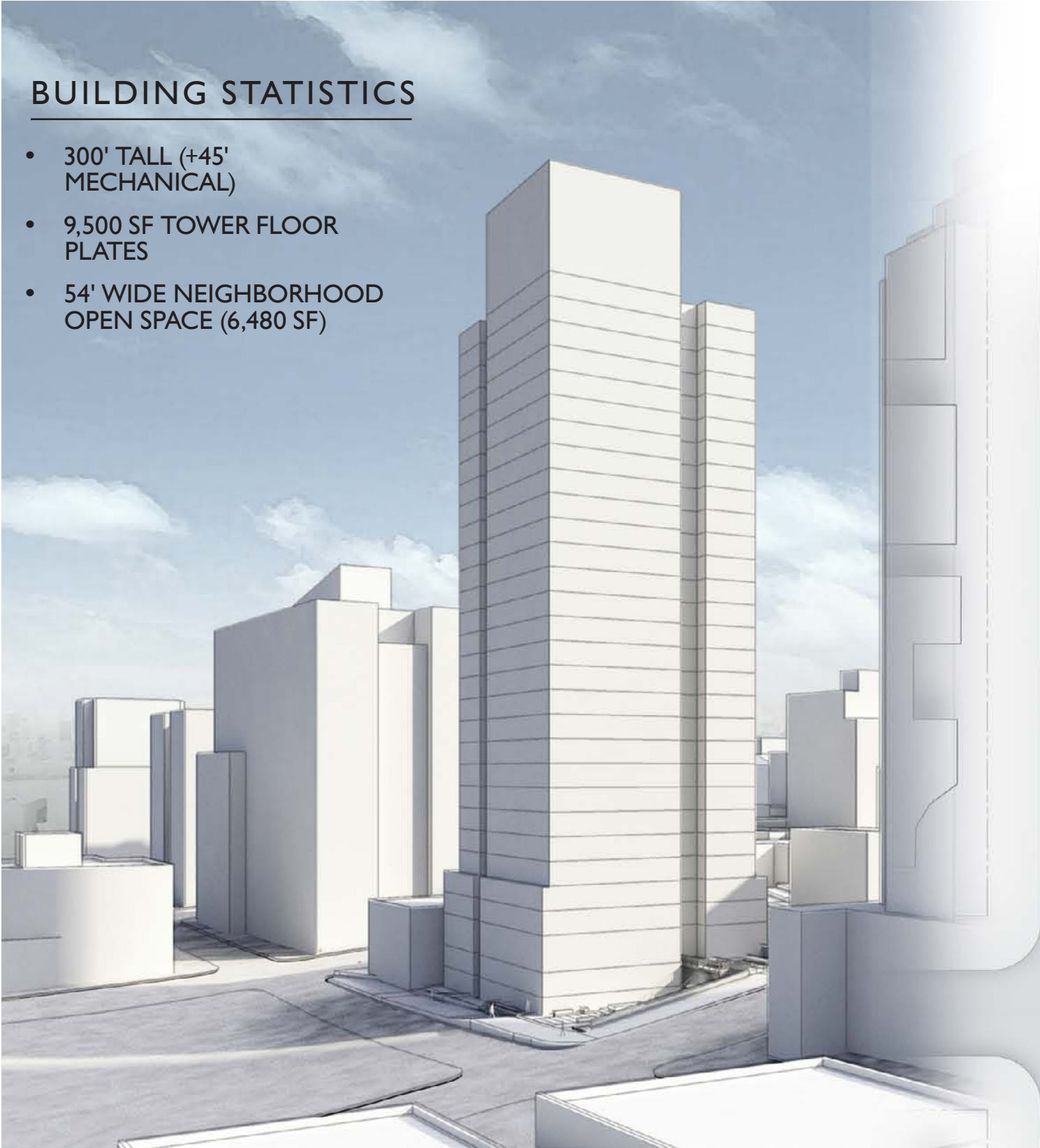
- SMALLEST OPEN SPACE
- PODIUM DOESN'T HOLD STREET EDGE
- WIDE PROPORTIONS (BULKY)
- GREATEST VIEW BLOCKAGE TO AND FROM ST JAMES CATHEDRAL AND SKYLINE
- PROXIMITY TO SKYLINE AT FIRST HILL





BUILDING STATISTICS

- 300' TALL (+45' MECHANICAL)
- 9,500 SF TOWER FLOOR PLATES
- 54' WIDE NEIGHBORHOOD OPEN SPACE (6,480 SF)



TYPICAL FLOOR PLATE L6-30



GROUND FLOOR PLAN +265'

- A LOBBY
- B LEASING
- C PACKAGE / MAIL ROOM
- D FITNESS



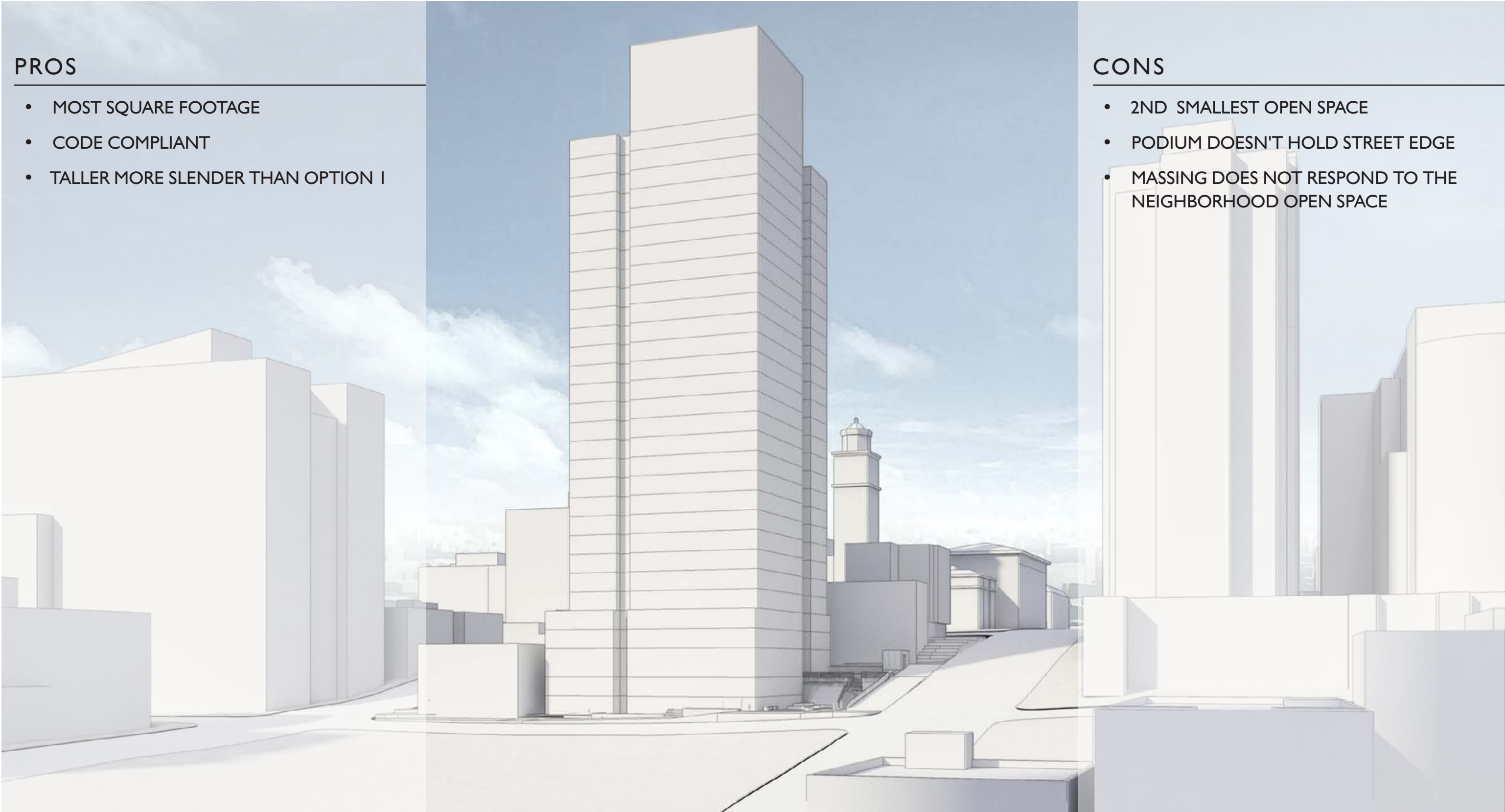


PROS

- MOST SQUARE FOOTAGE
- CODE COMPLIANT
- TALLER MORE SLENDER THAN OPTION I

CONS

- 2ND SMALLEST OPEN SPACE
- PODIUM DOESN'T HOLD STREET EDGE
- MASSING DOES NOT RESPOND TO THE NEIGHBORHOOD OPEN SPACE





BUILDING STATISTICS

- 300' TALL (+45' MECHANICAL)
- 9,500 SF TOWER FLOOR PLATES
- 69' WIDE NEIGHBORHOOD OPEN SPACE (8,280 SF)



GROUND FLOOR PLAN +265'

- A LOBBY
- B LEASING
- C PACKAGE / MAIL ROOM
- D FITNESS





PROS

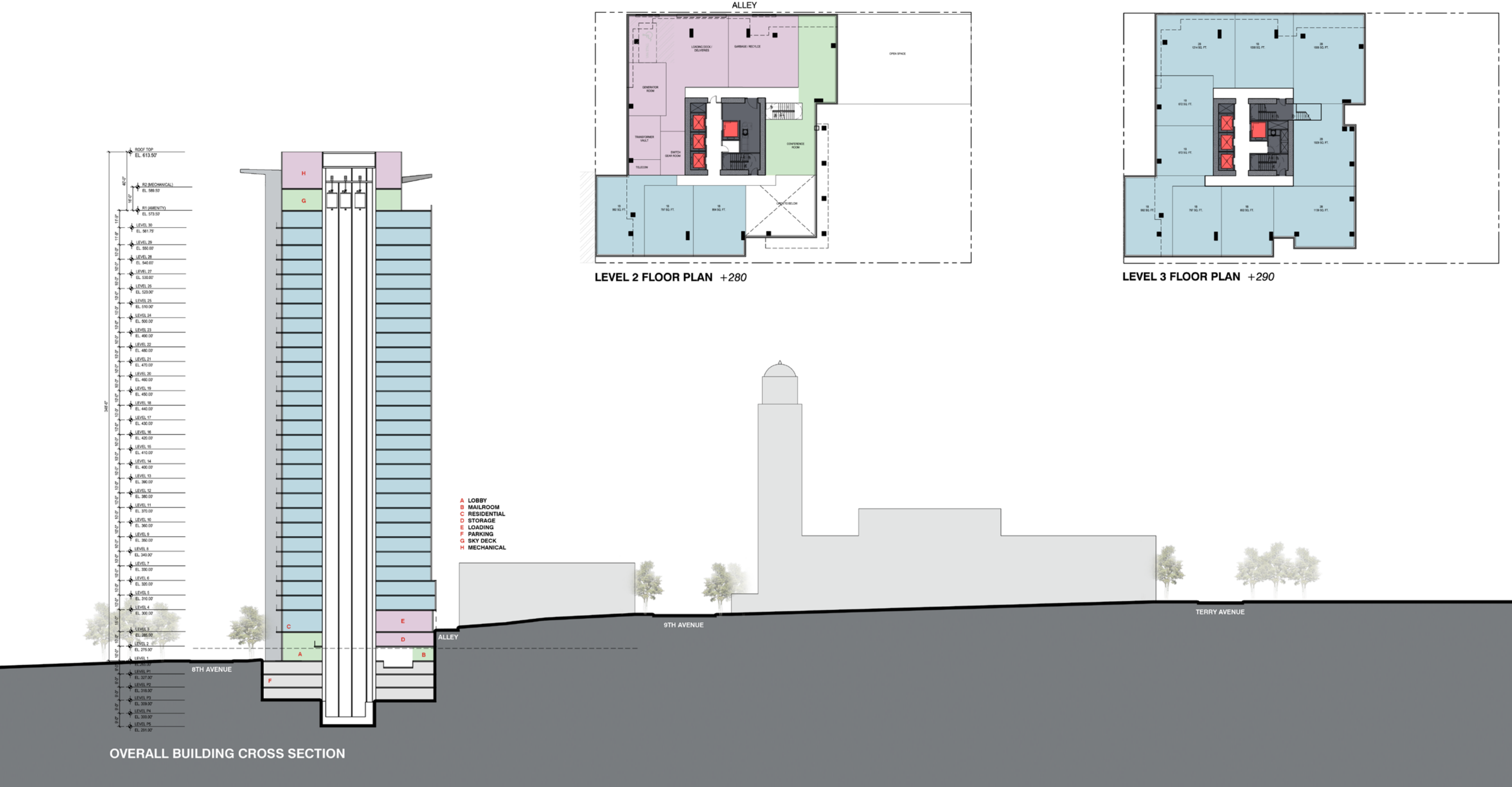
- MOST RELIEF GIVEN BETWEEN SKYLINE AND SOUTH FAÇADE.
- LARGEST OPEN SPACE
- VISUALLY MORE SLENDER THAN OTHER OPTIONS
- HOLDS COMMON NEIGHBORHOOD SIDEWALK EDGE
- ICONIC ROOFTOP
- RESPONDS TO THE NEIGHBORHOOD OPEN SPACE
- OPENS UP THE VIEW TO ST. JAMES CATHEDRAL

CONS

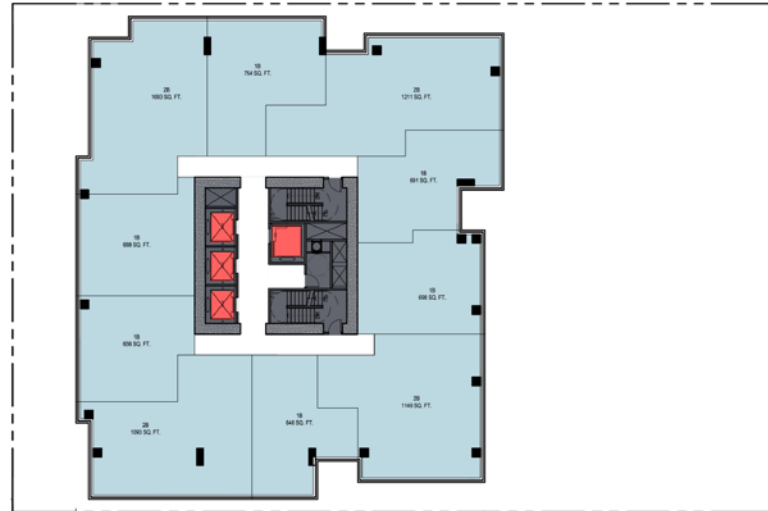
- DEPARTURES REQUIRED ALONG EAST, NORTH AND WEST TOWER FACADES IN ORDER TO MAXIMIZE THE NEIGHBORHOOD OPEN SPACE POTENTIAL



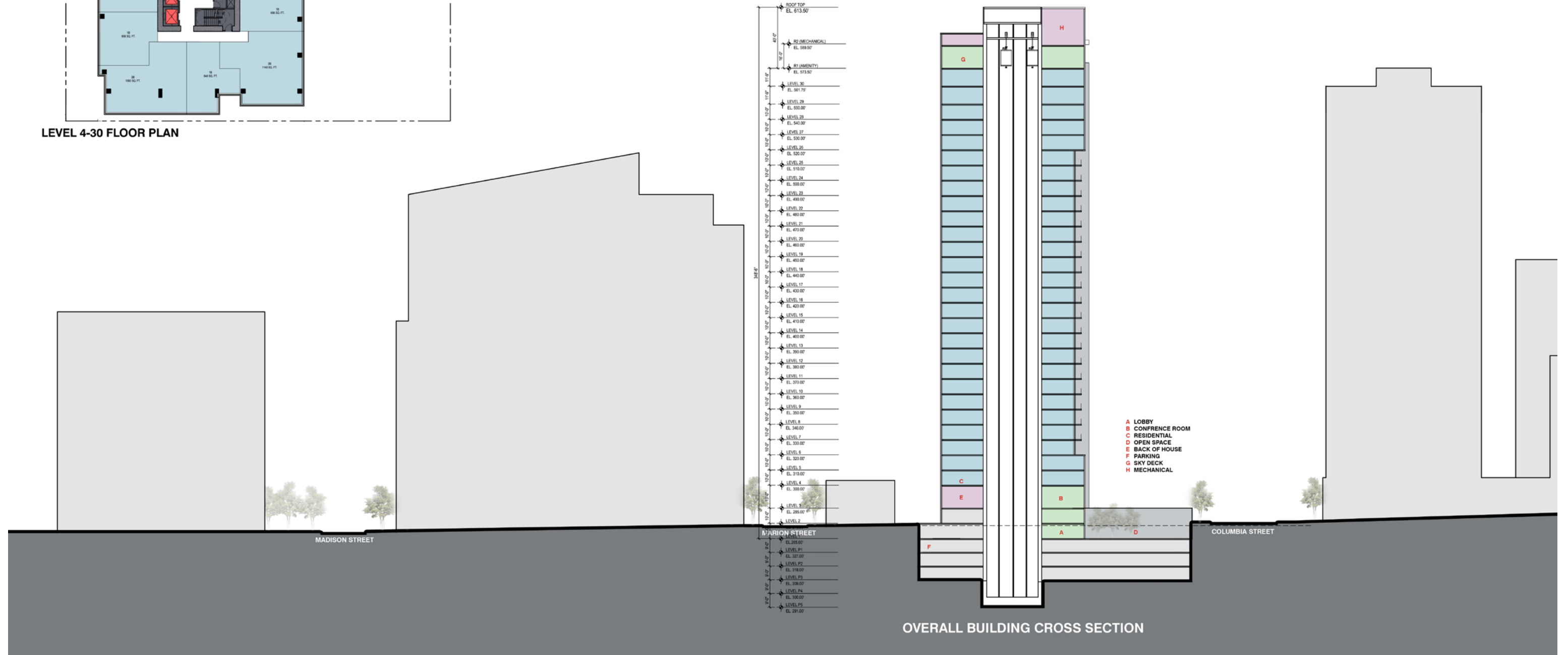




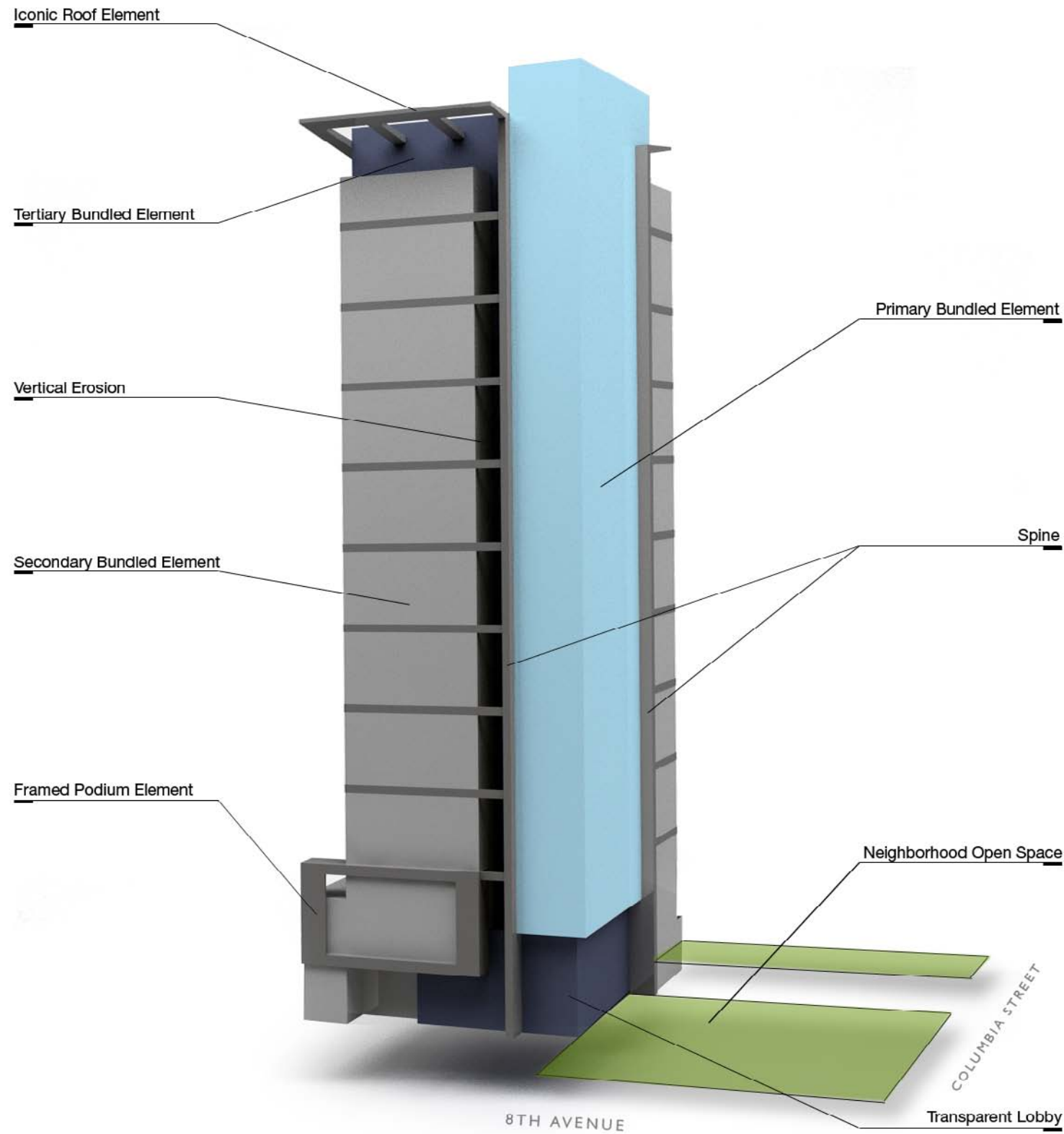




**LEVEL 4-30 FLOOR PLAN**









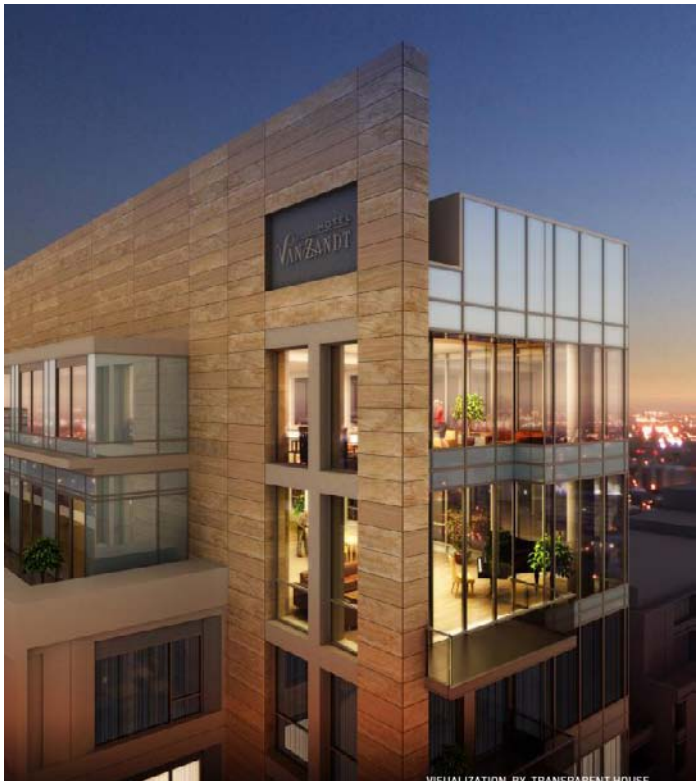




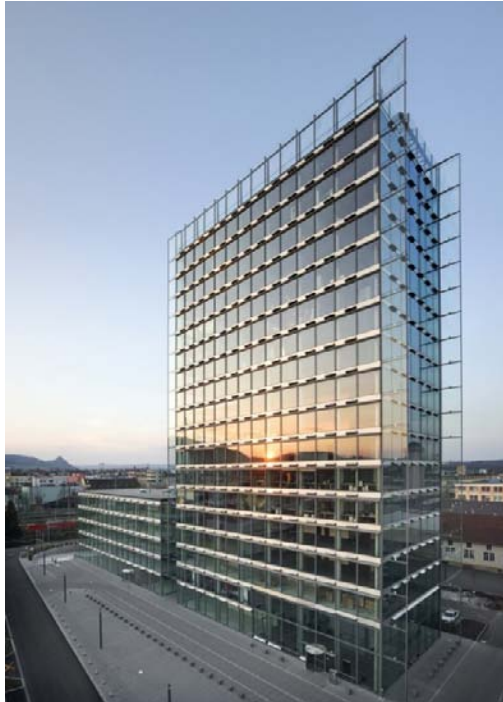




DESIGN INSPIRATION







8TH AND COLUMBIA | DESIGN INSPIRATION

03.06.13

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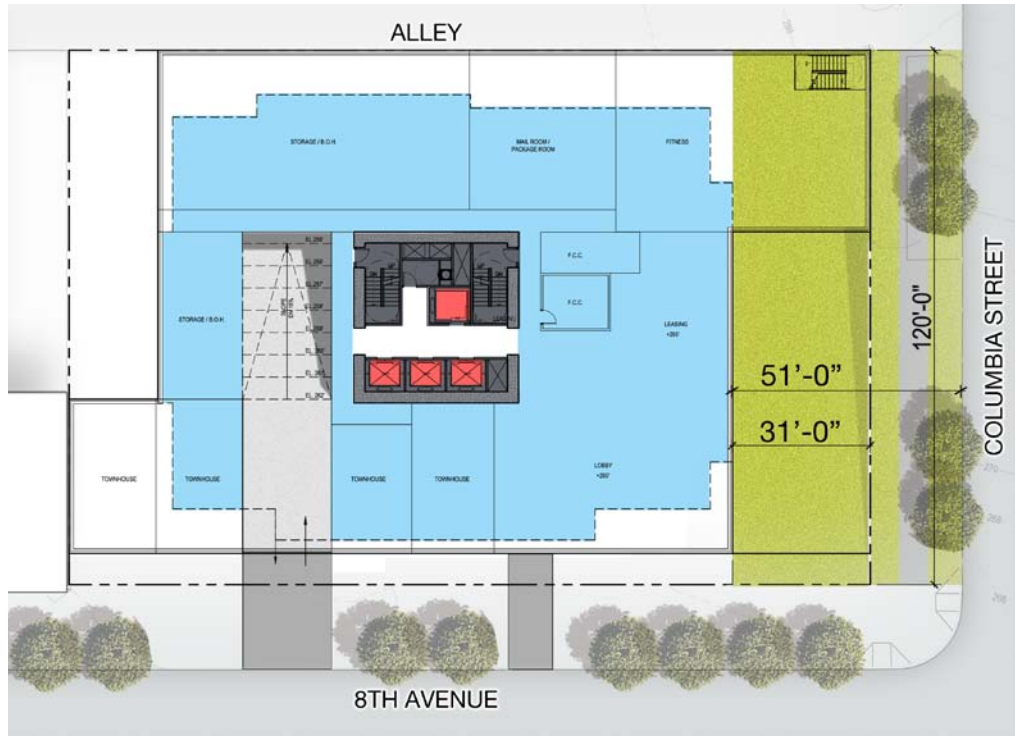




DEPARTURES\_\_\_\_\_

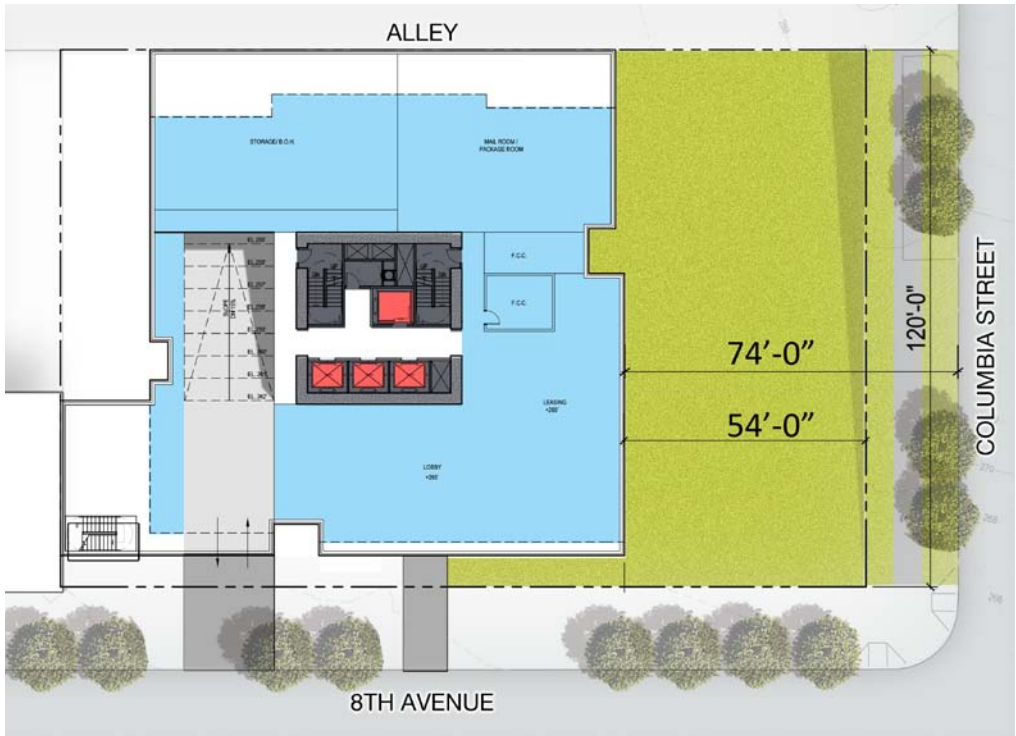


# MASSING OPTION 1



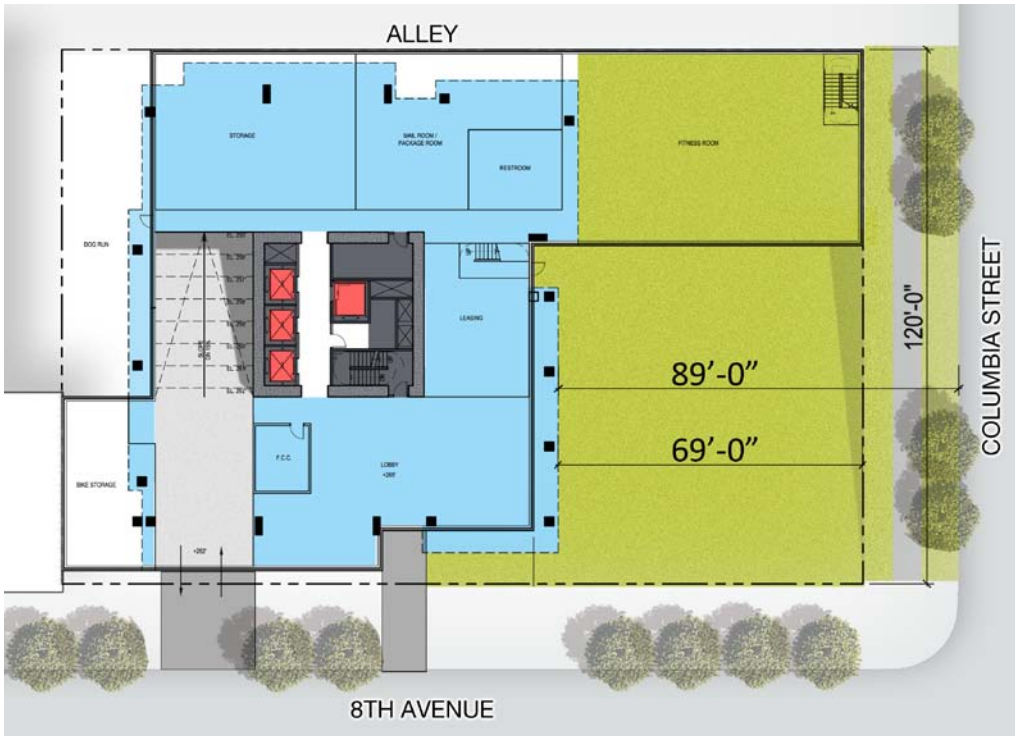
- 12,000 SF typical tower floor plates
- 31' x 120' neighborhood open space (3,720 SF)

# MASSING OPTION 2



- 9,500 SF typical tower floor plates
- 54' x 120' neighborhood open space (6,480 SF)

# MASSING OPTION 3

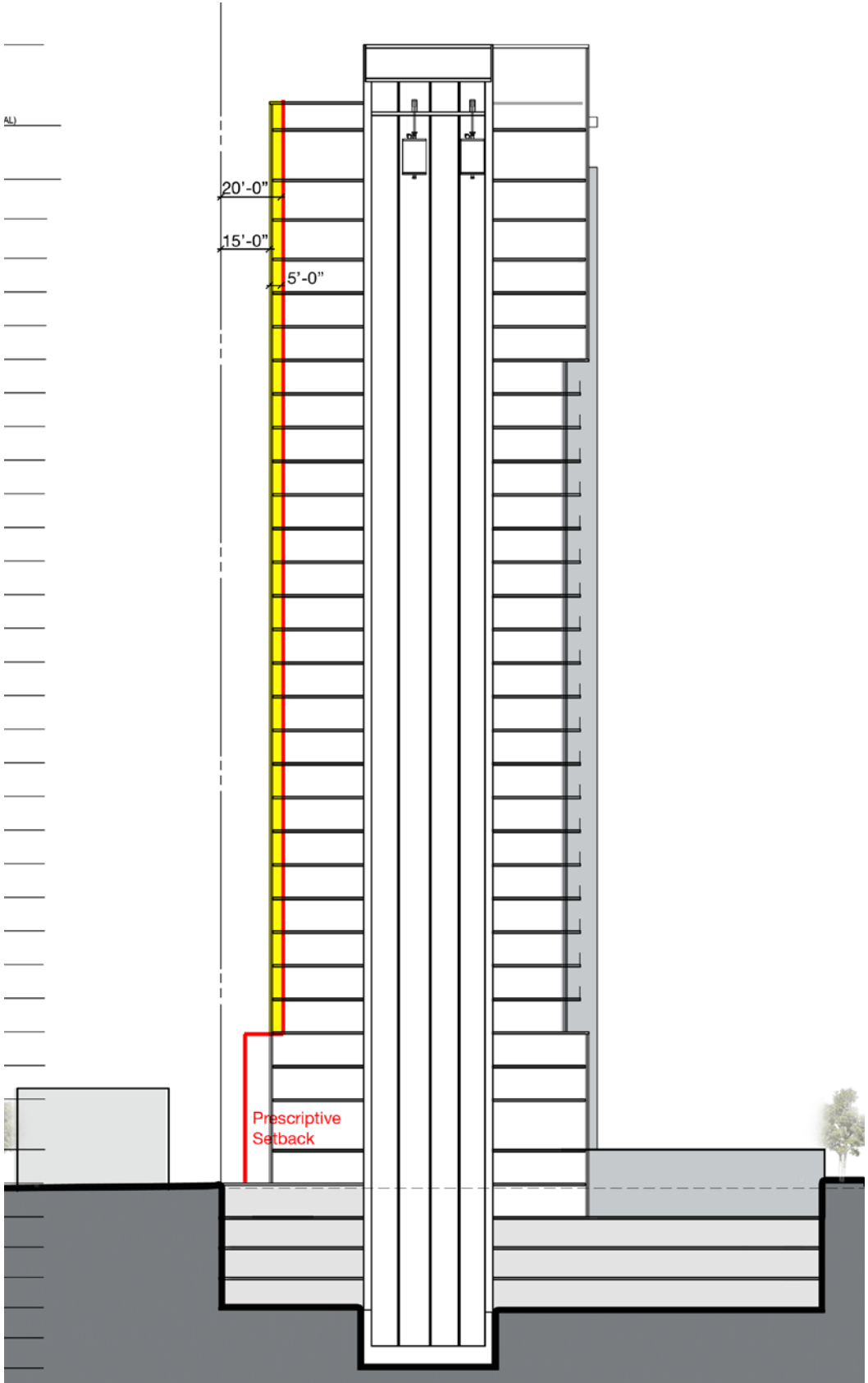
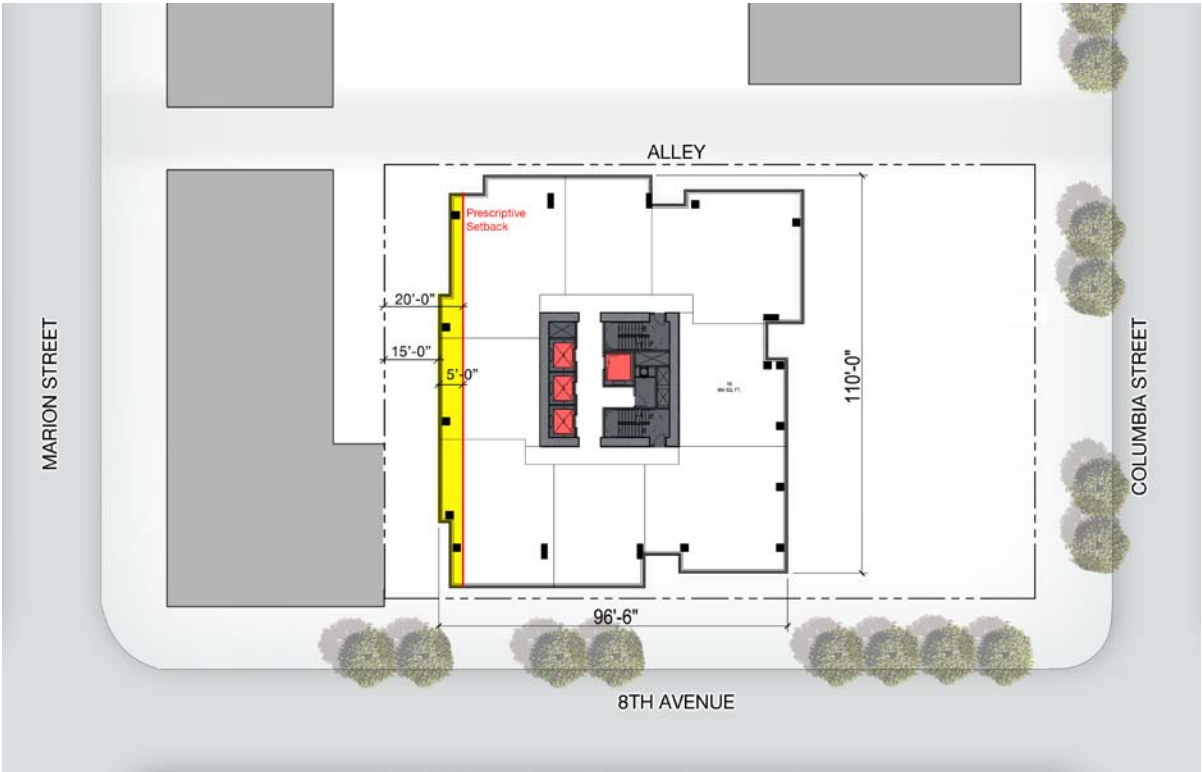


- 9,500 SF typical tower floor plates
- 69' x 120' neighborhood open space (8,280 SF)





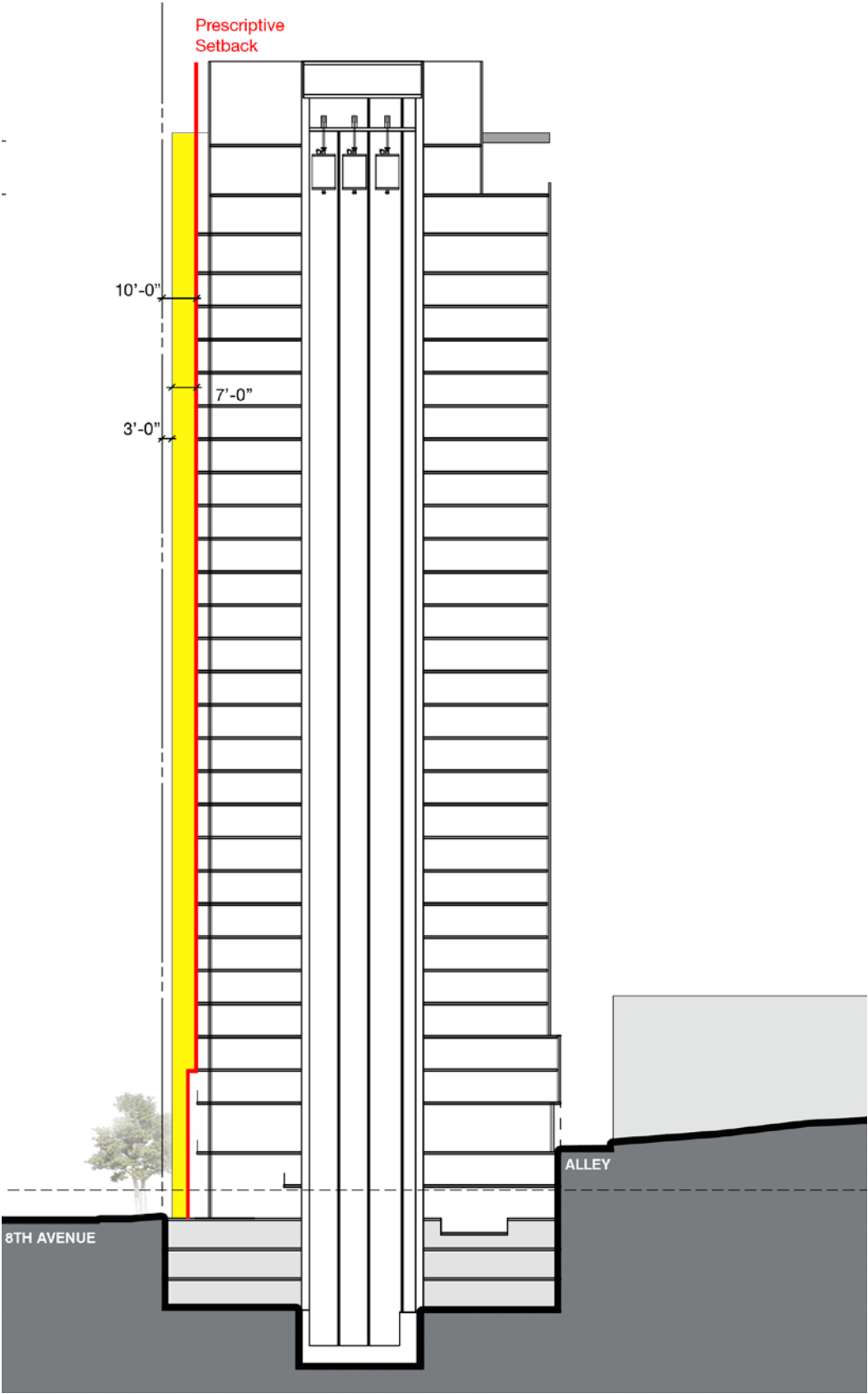
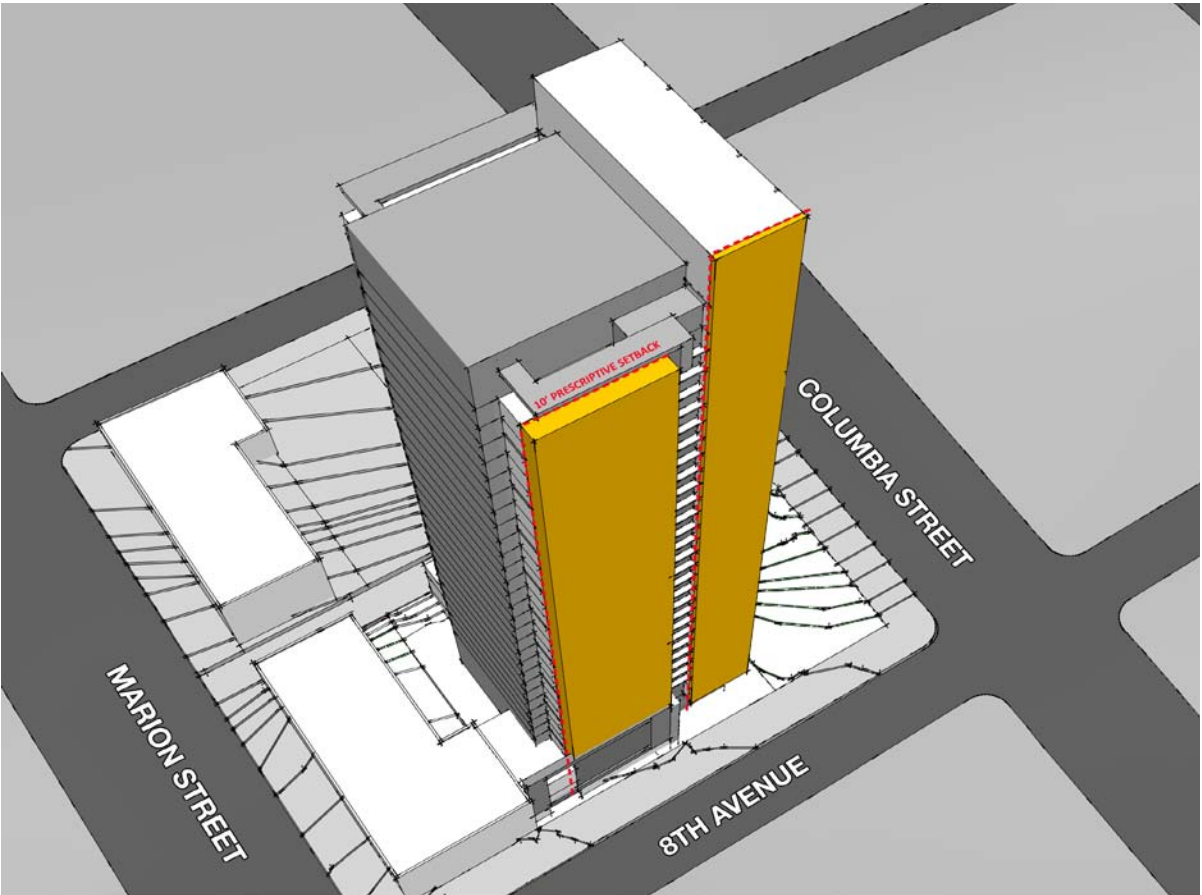
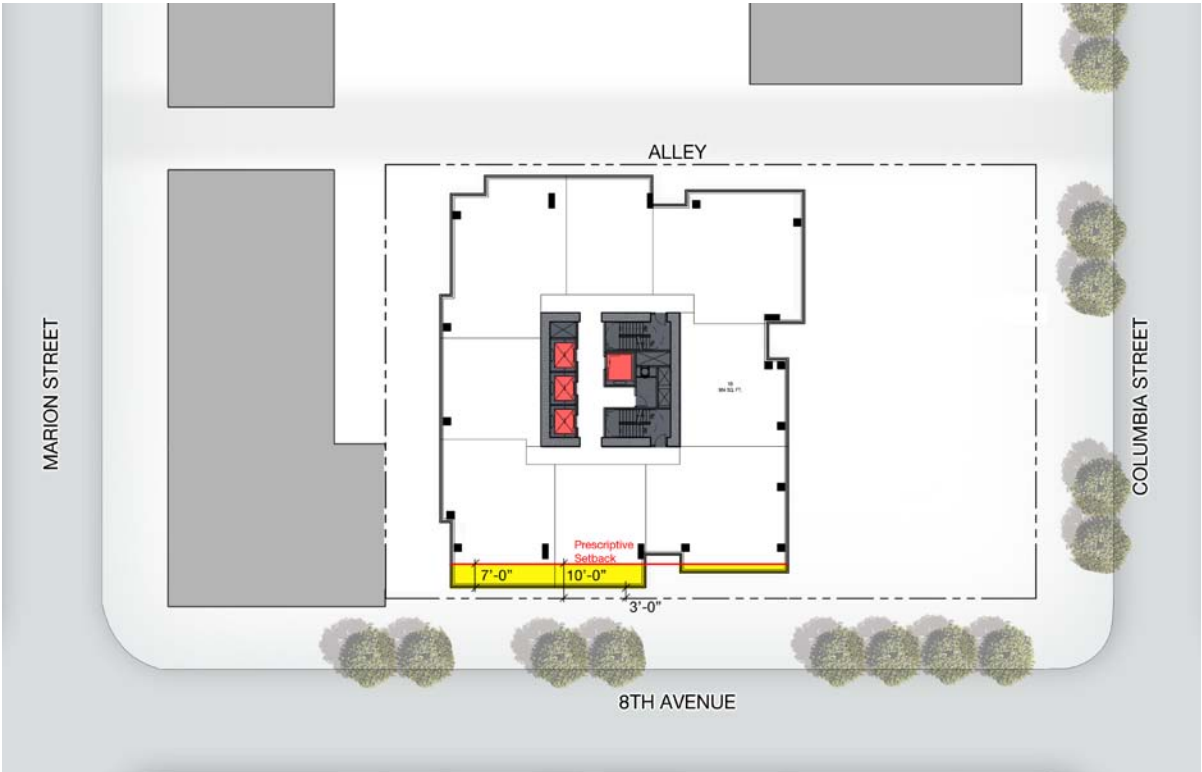
ITEM #	One
DEVELOPMENT STANDARDS	SMC 23.45.518 HR SETBACKS
PRESCRIPTIVE	At lot lines abutting neither a street nor alley: Portions above 45': 20' minimum setback
PROPOSED	At lot lines abutting neither a street nor alley: Portions above 45': 15' minimum setback
CONSIDERATIONS	This allows for a 5' larger open space.





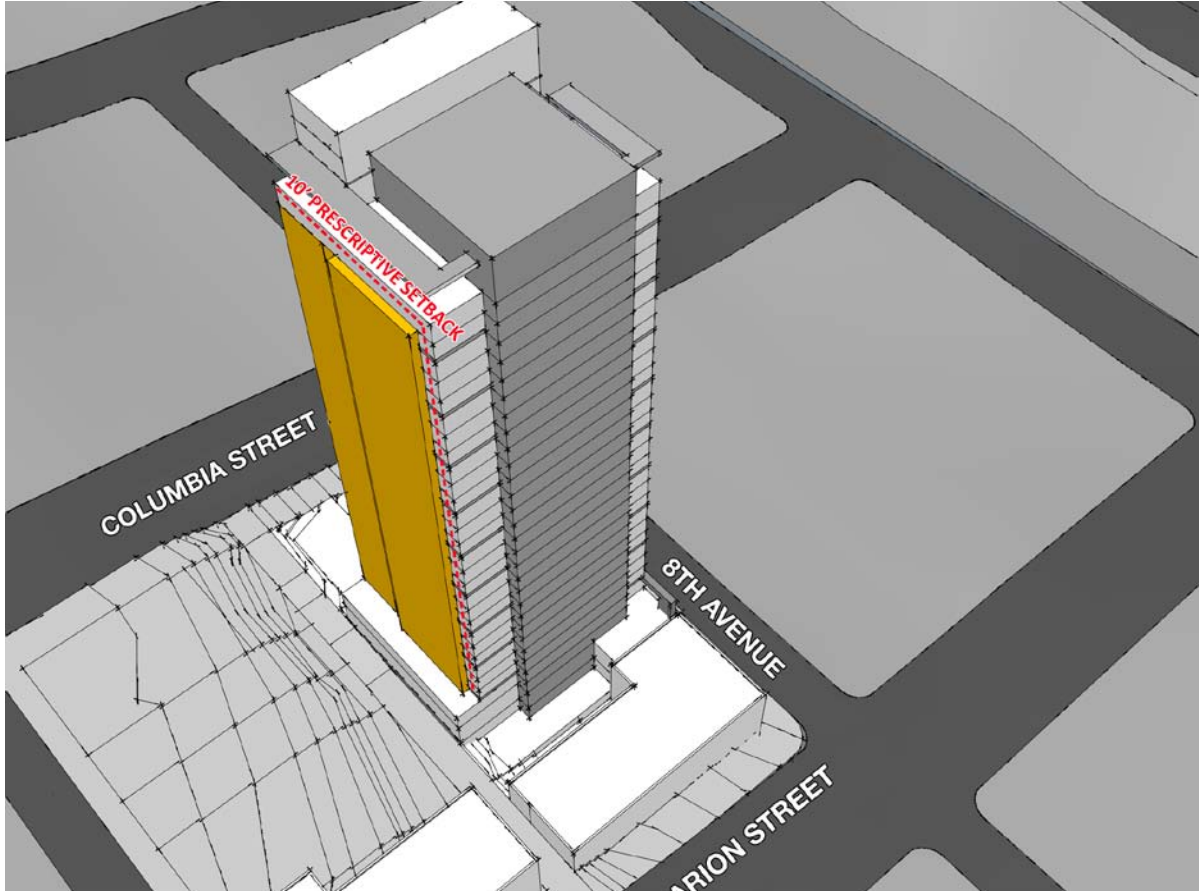
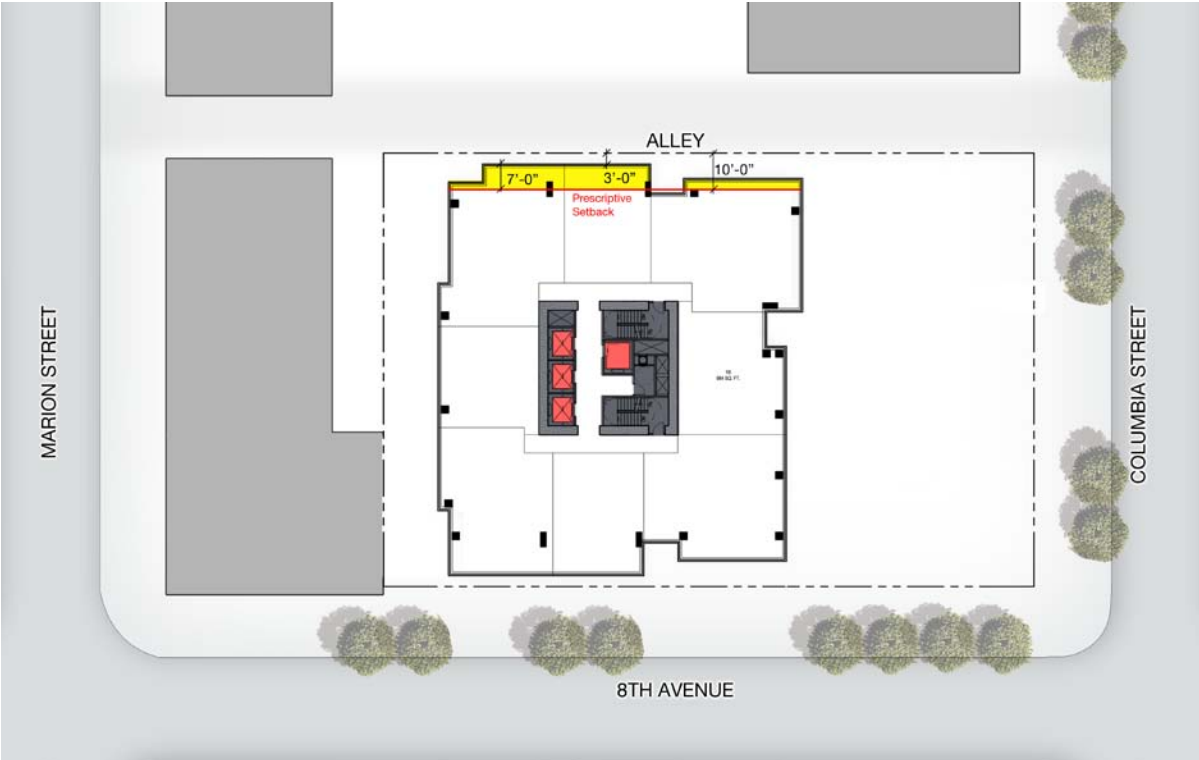
DEPARTURE 2

DEPARTURE:	Two
DEVELOPMENT STANDARDS	SMC 23.45.518 HR SETBACKS
PRESCRIPTIVE	At lot lines abutting the street: Portions above 45': 10' minimum setback
PROPOSED	At lot lines abutting the street: Portions above 45': 3' setback
CONSIDERATIONS	Slenderizes the building in the North-South direction. This allows a larger open space on the Southeast corner of the site.

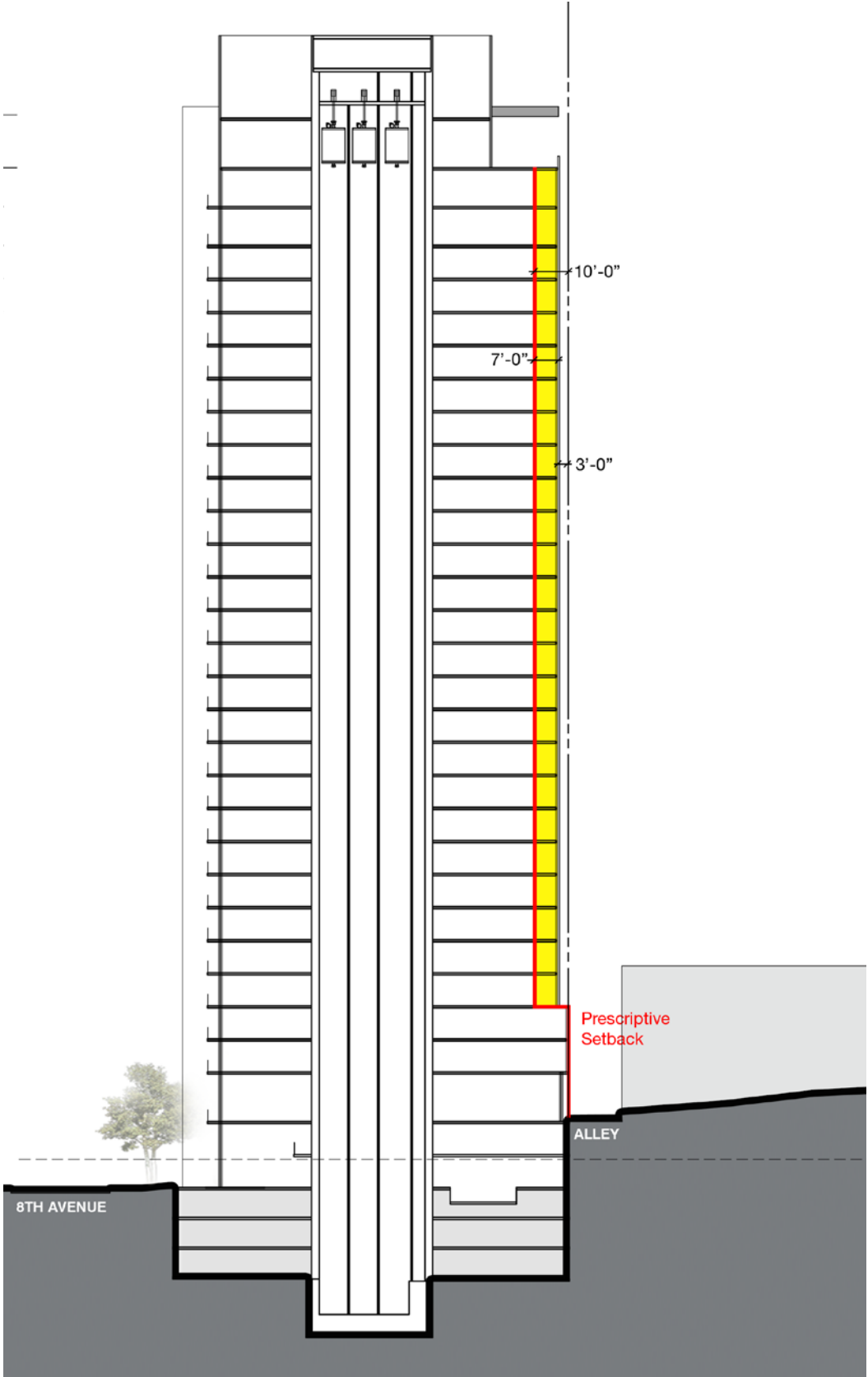




DEPARTURE:	Three
DEVELOPMENT STANDARDS	SMC 23.45.518 HR SETBACKS
PRESCRIPTIVE	At lot lines abutting the street: Portions above 45': 10' minimum setback
PROPOSED	At lot lines abutting the street: Portions above 45': 3' setback
CONSIDERATIONS	Slenderizes the building in the North-South direction. This allows a larger open space on the Southeast corner of the site.



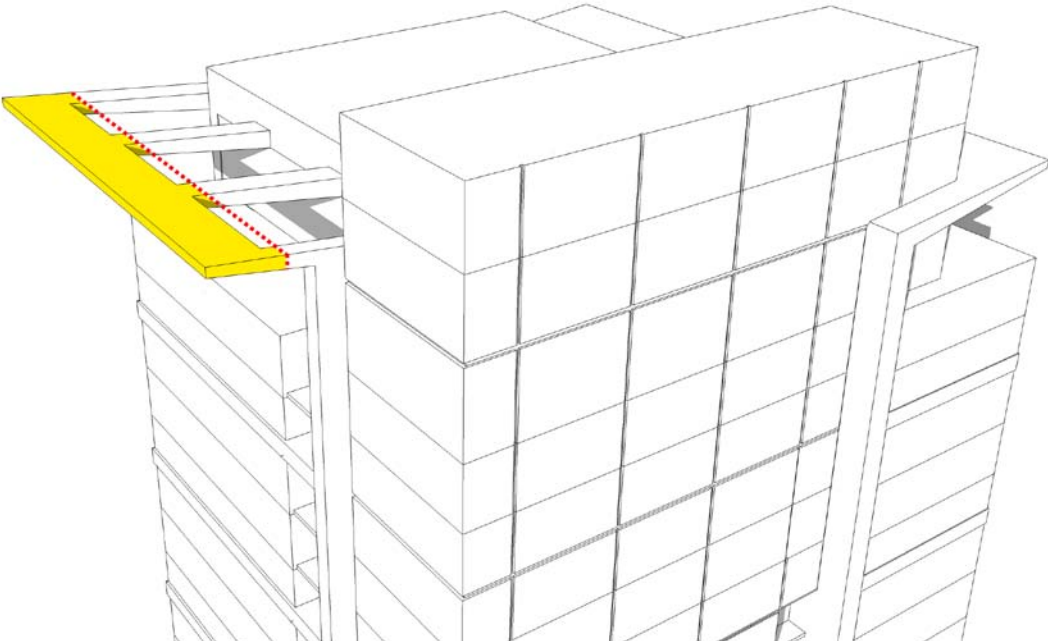
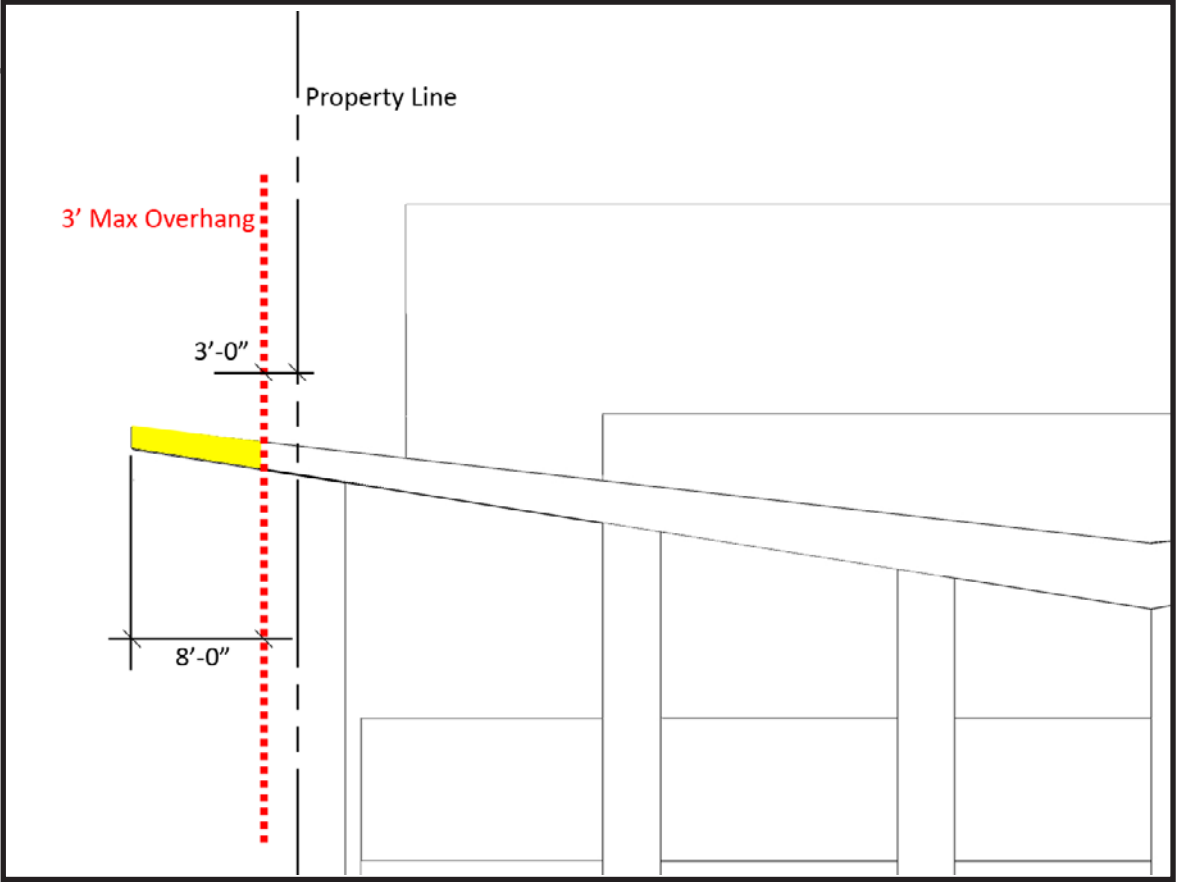
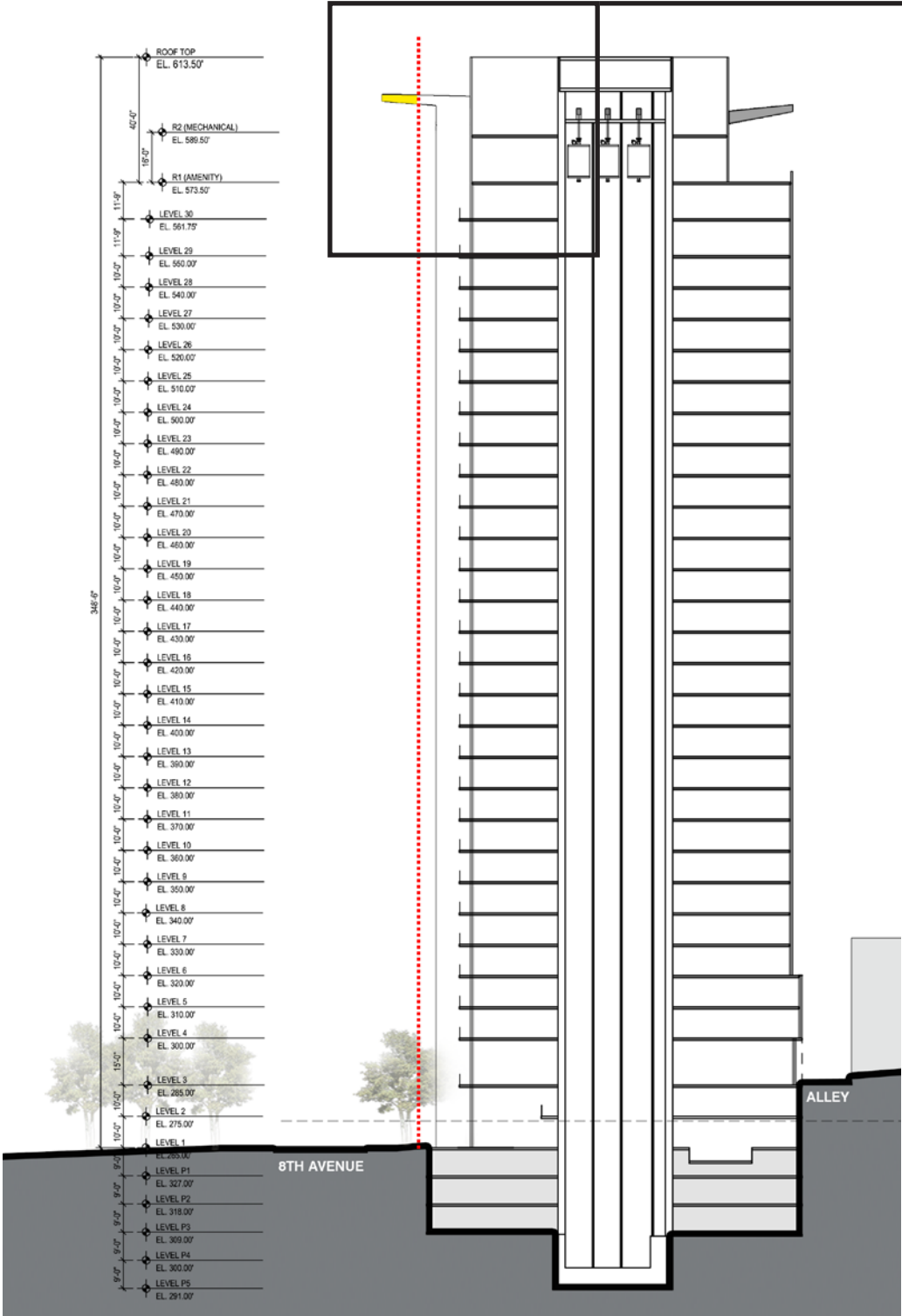
DEPARTURE 3





DEPARTURE 4

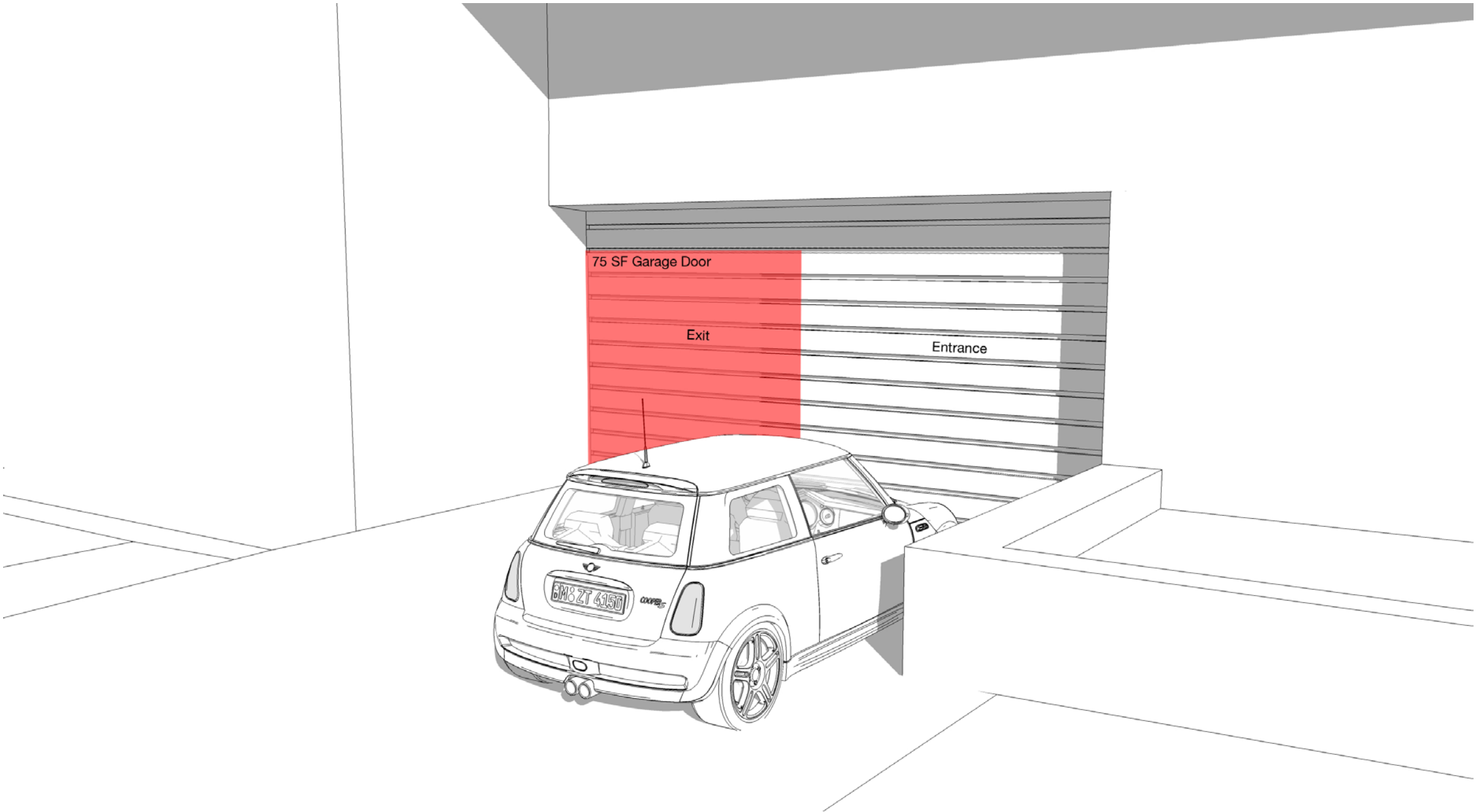
DEPARTURE:	Four
DEVELOPMENT STANDARDS	SMC 23.53.035 Structural Building Overhangs
PRESCRIPTIVE	Overhead horizontal projections of a purely architectural character at the roof level, the projections may extend not more than three (3) feet horizontally.
PROPOSED	Overhead horizontal projections of a purely architectural character at the roof level is proposed to projection eight (8) feet horizontally.
CONSIDERATIONS	This departure will emphasize the roof line, setting it apart from the vertical façade. It will also give the structure an iconic skyline presence.



ROOFTOP PERSPECTIVE



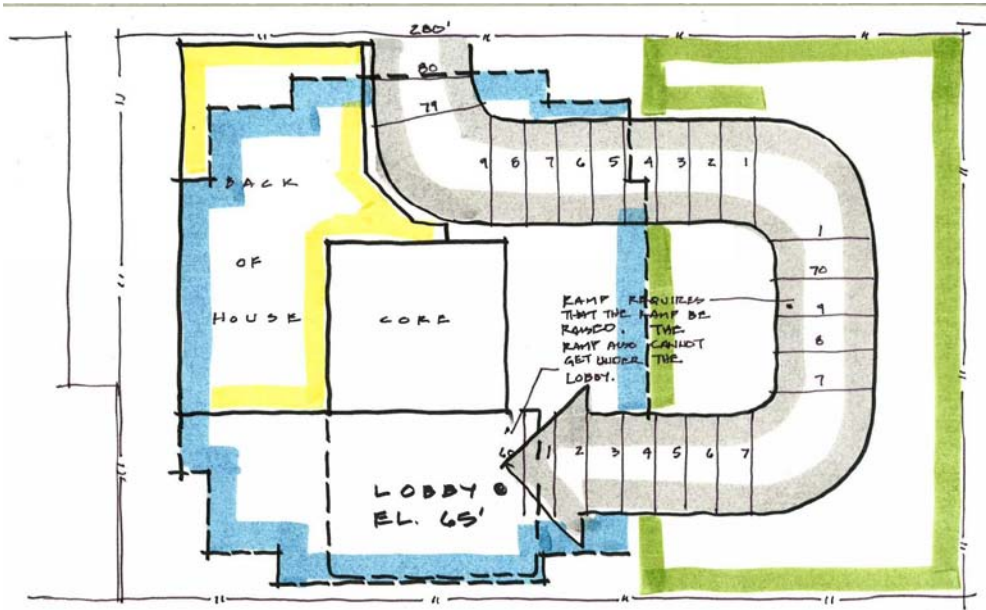
DEPARTURE:	Five
DEVELOPMENT STANDARDS	25.45.536.D.3.a
PRESCRIPTIVE	Garage doors may be no more than 75 square feet in area.
PROPOSED	Garage door is proposed to be 189 square feet in area.
CONSIDERATIONS	To allow for the required two-way traffic into the garage; the door is required to be 21 feet in width.



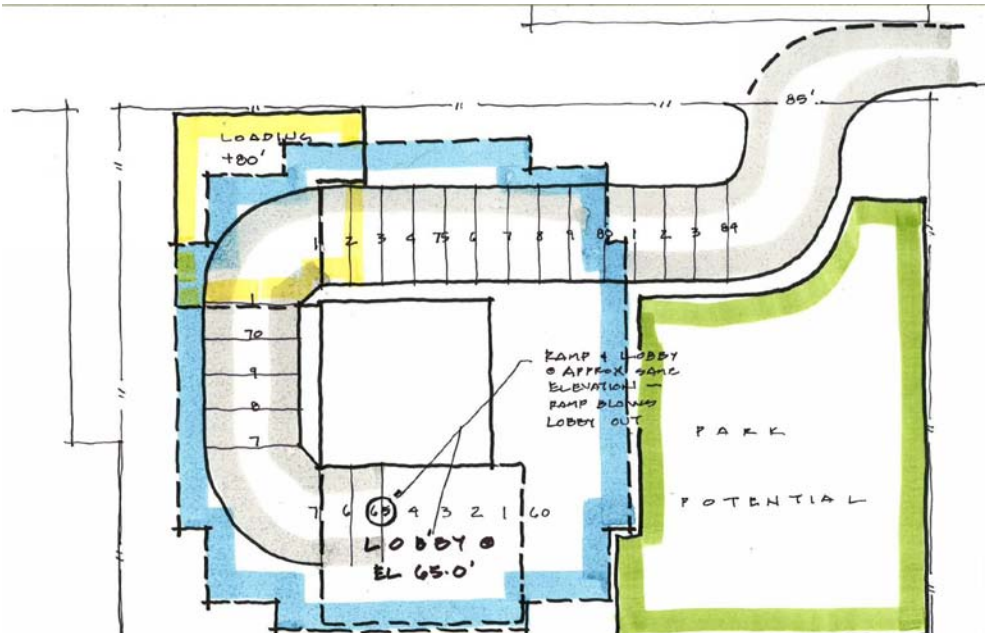


REQUEST FOR BOARD SUPPORT – RAMP OPTIONS

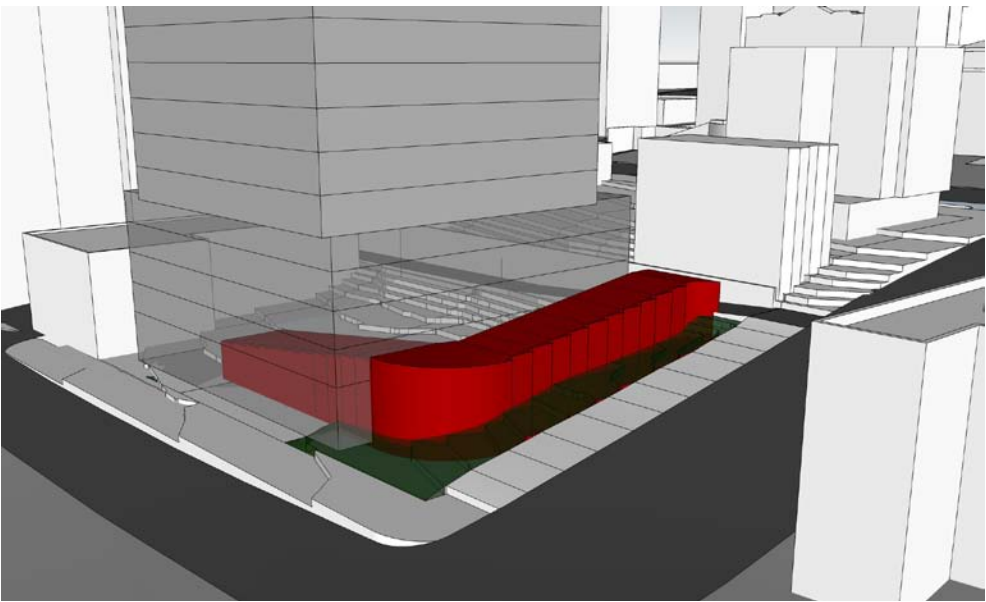
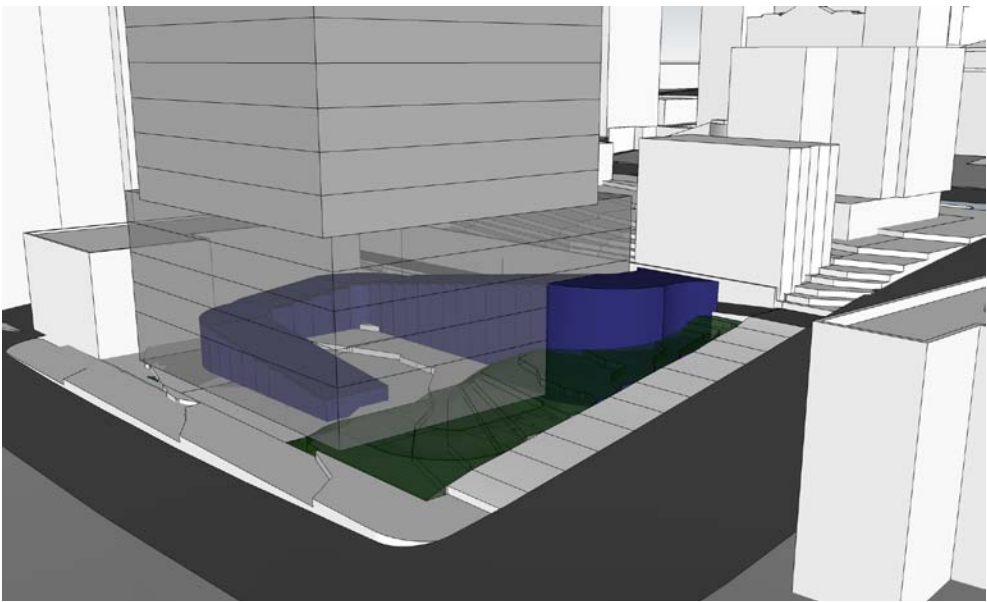
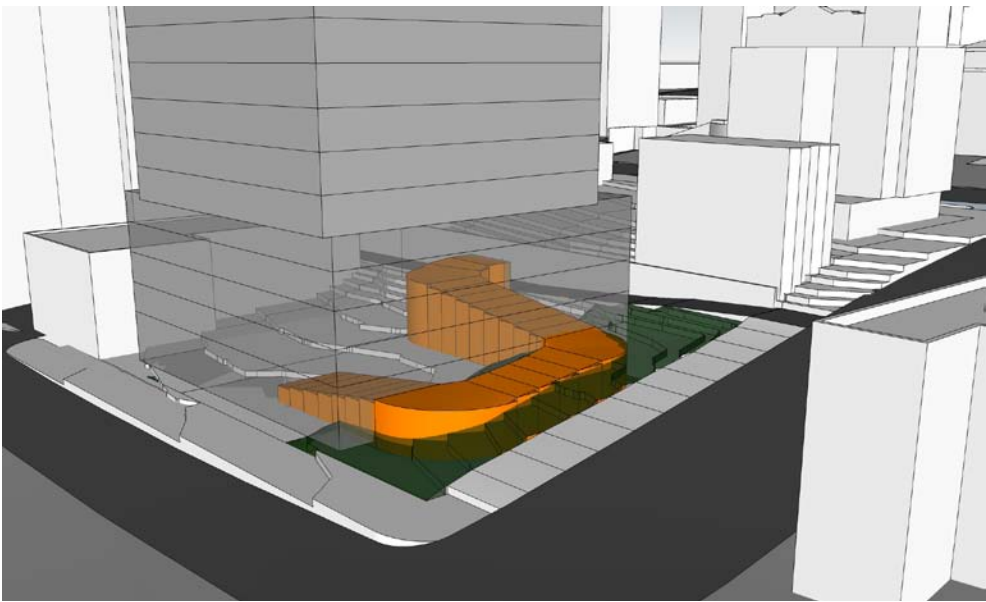
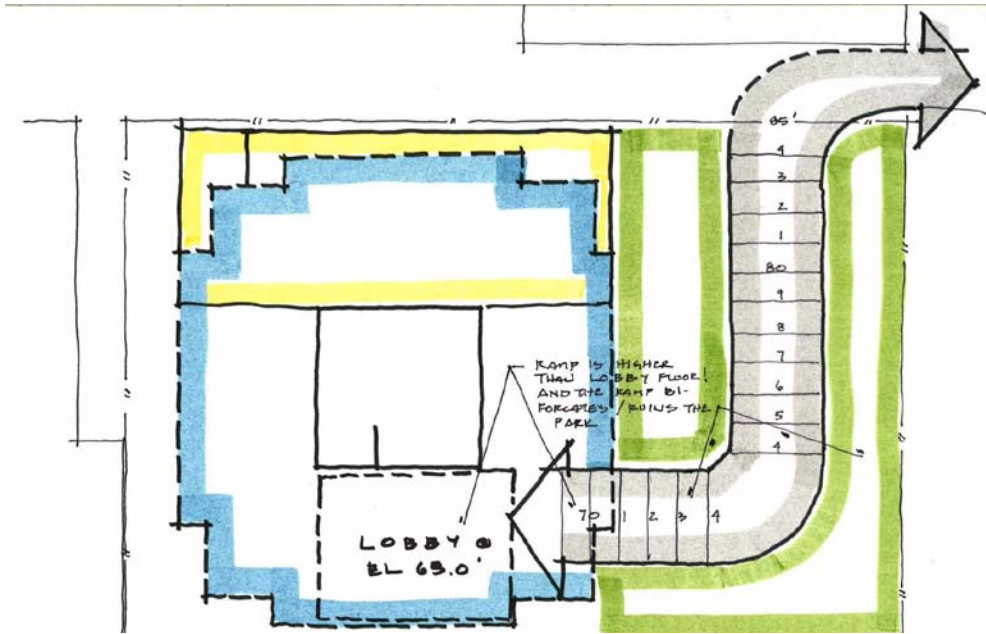
RAMP OPTION 1



RAMP OPTION 2



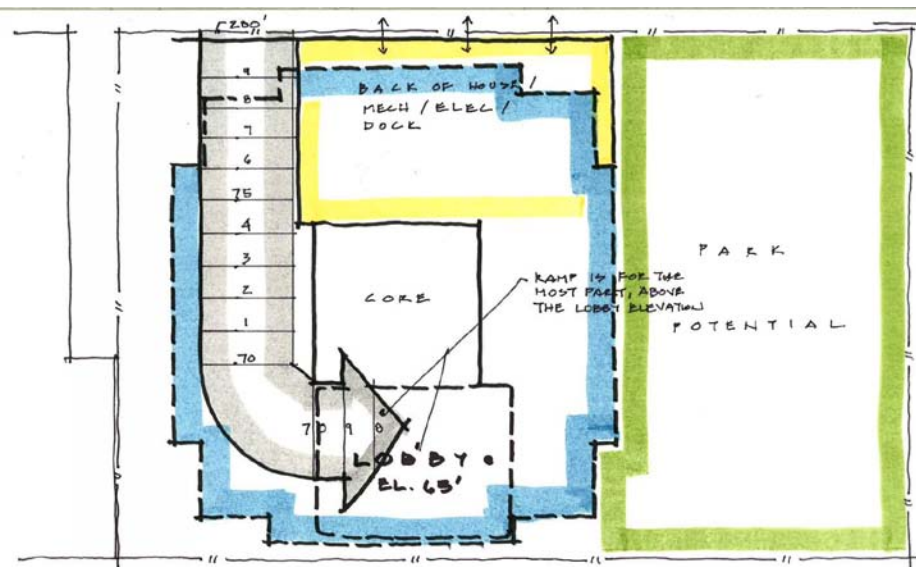
RAMP OPTION 3



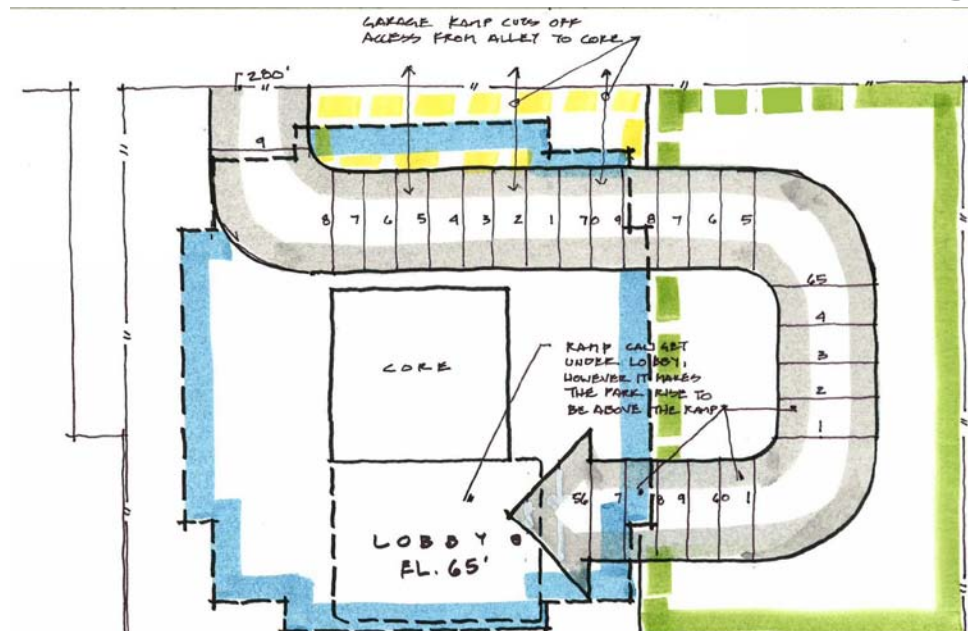


# RAMP OPTIONS

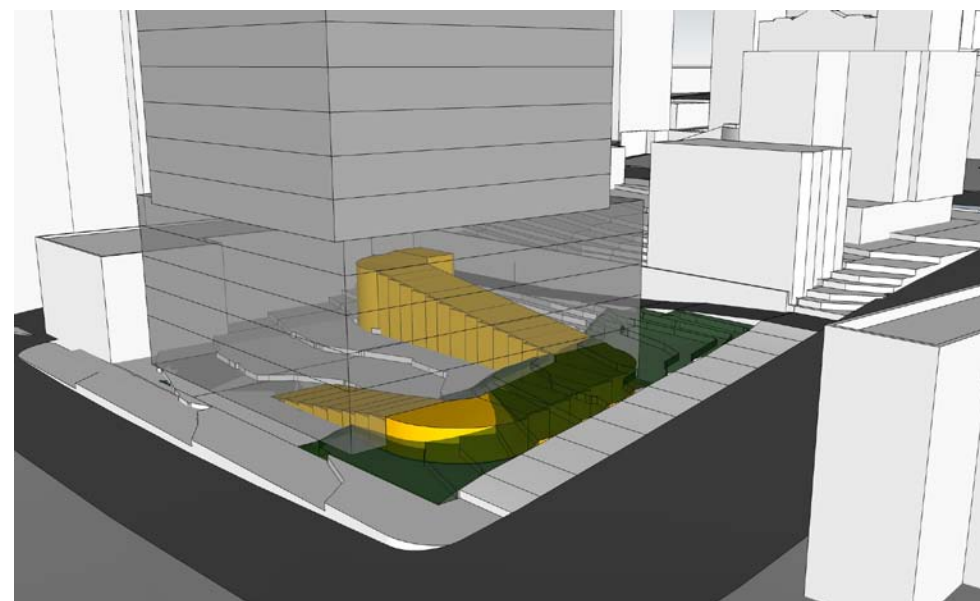
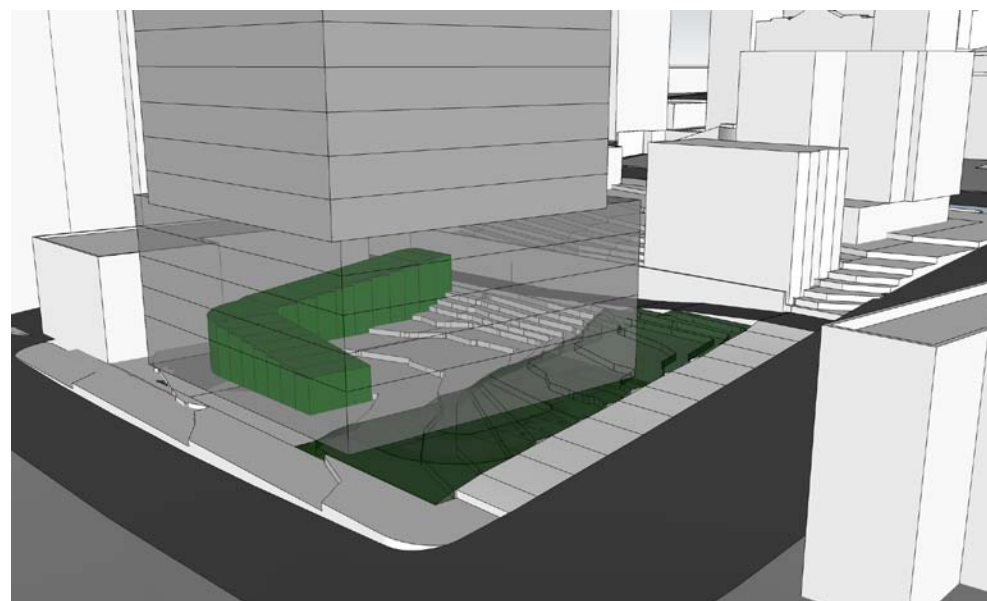
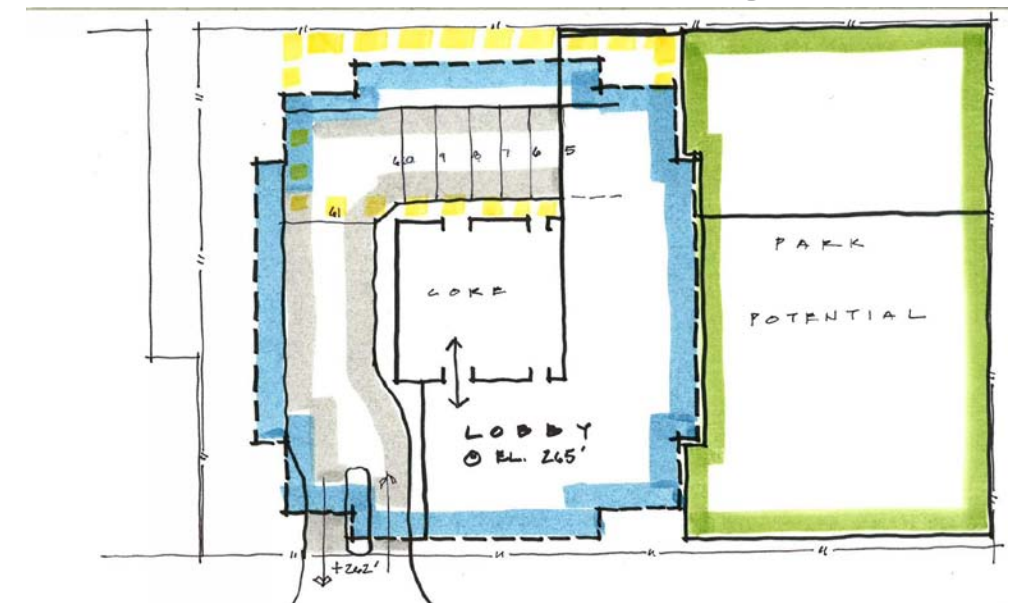
RAMP OPTION 4



RAMP OPTION 5

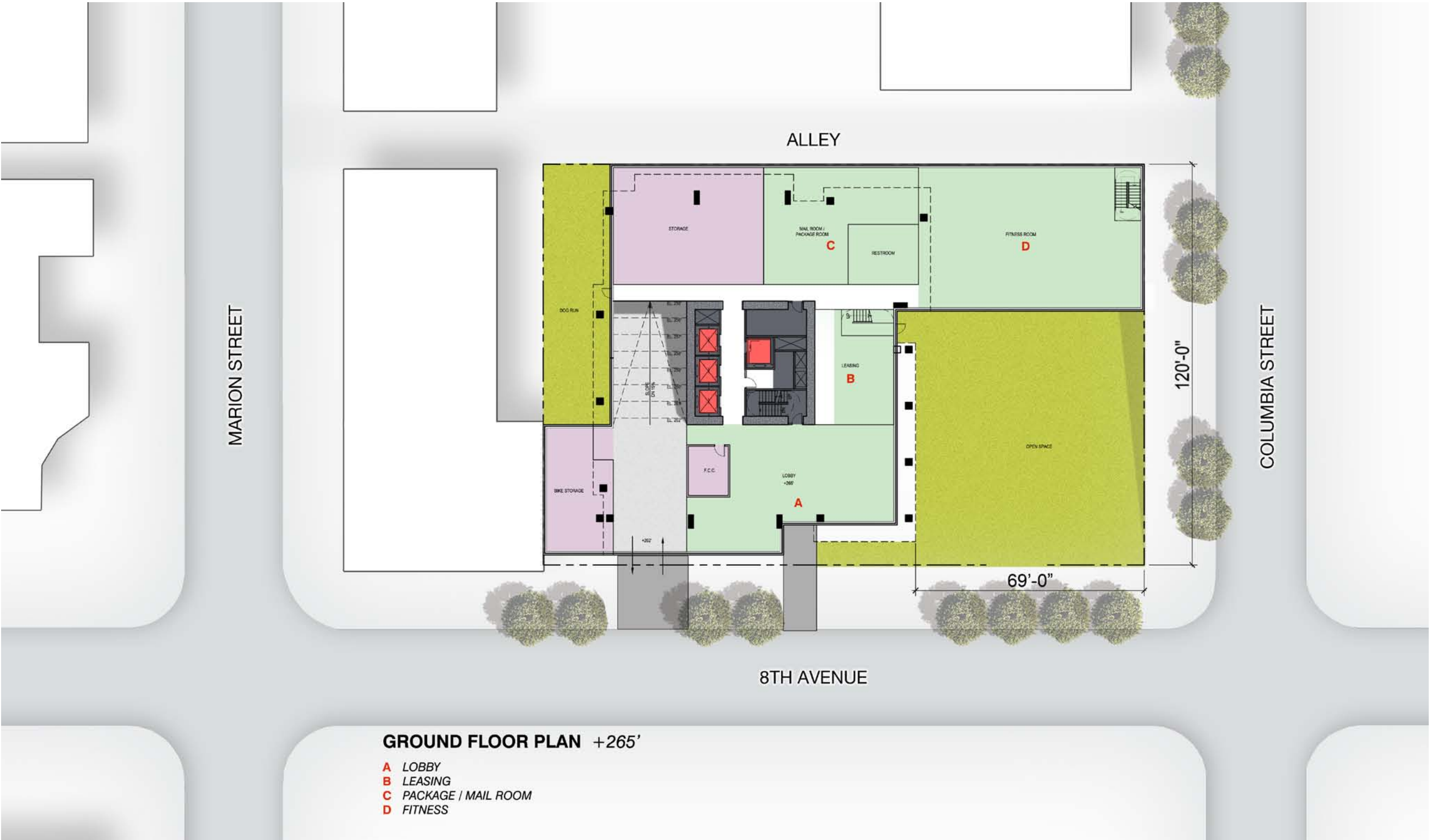


RAMP OPTION 6 PREFERRED





GROUND FLOOR PLAN

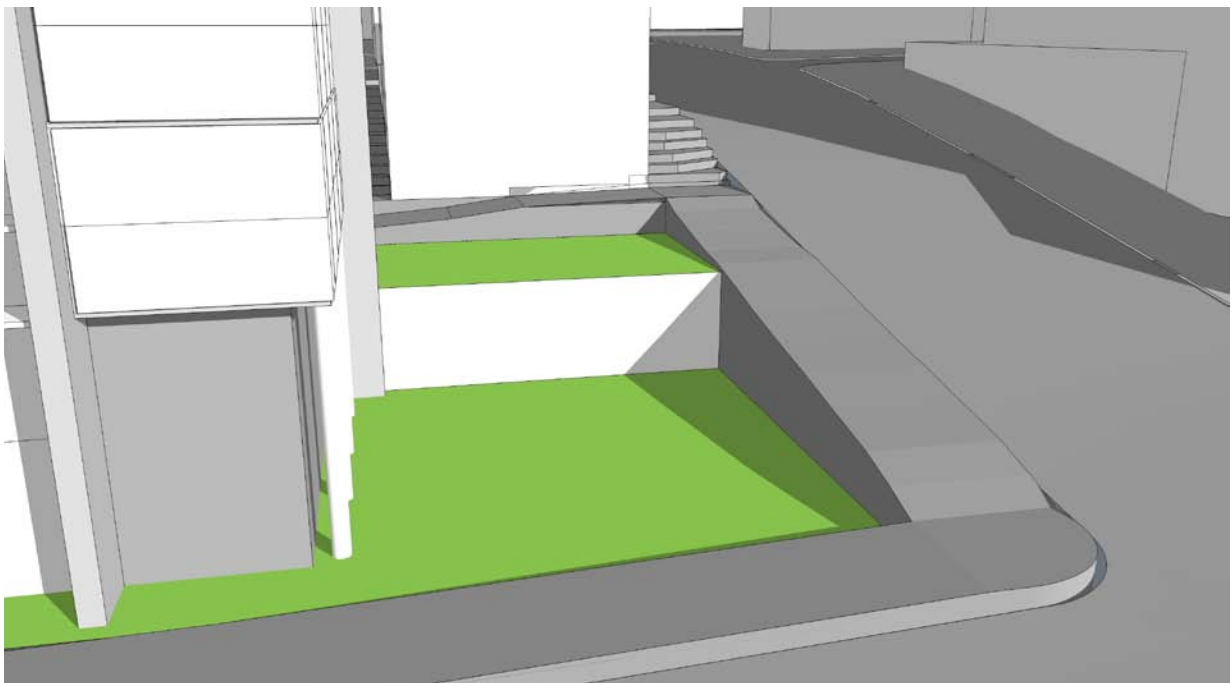
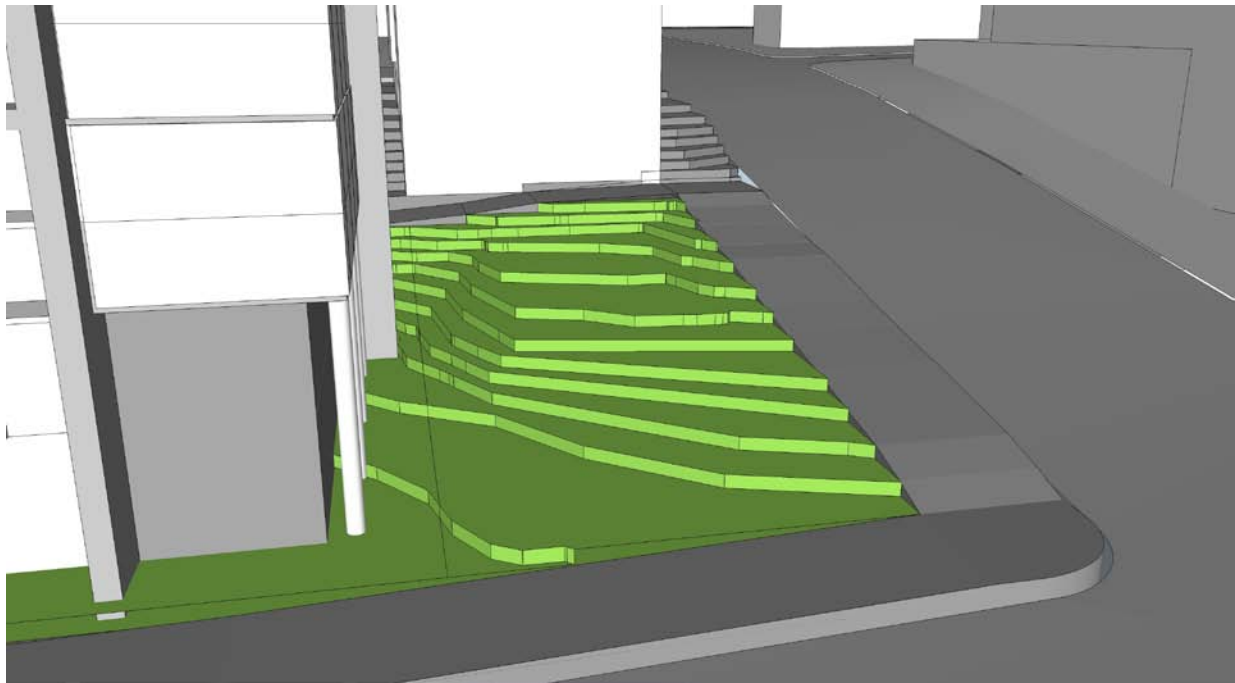




NEIGHBORHOOD OPEN SPACE \_\_\_\_\_



SITE CONSTRAINTS

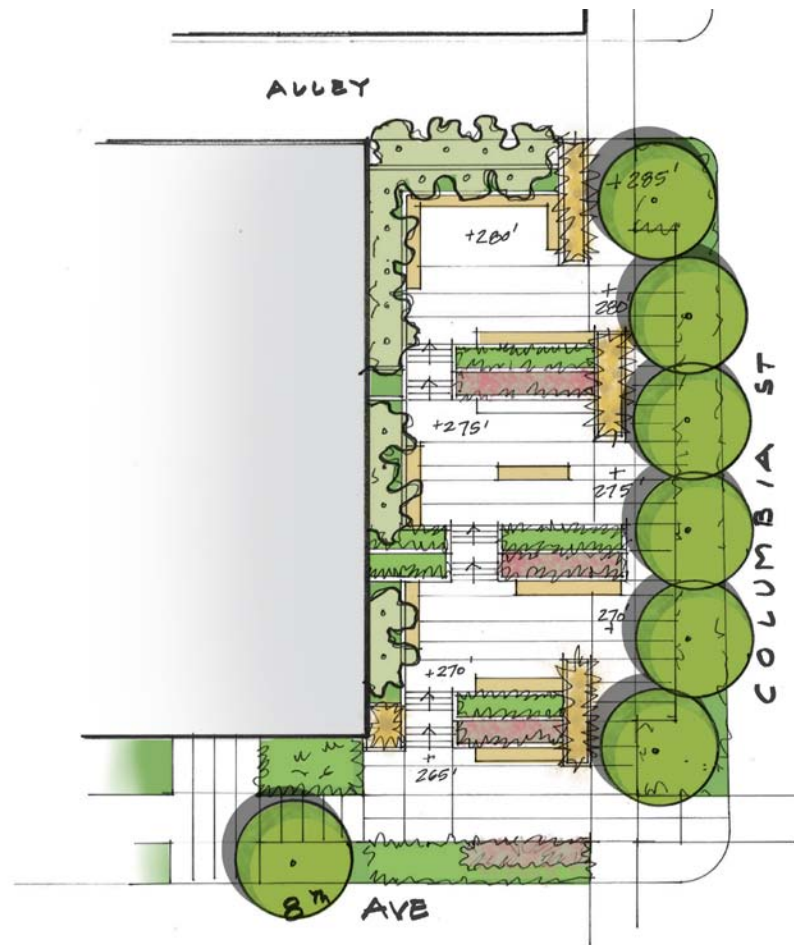
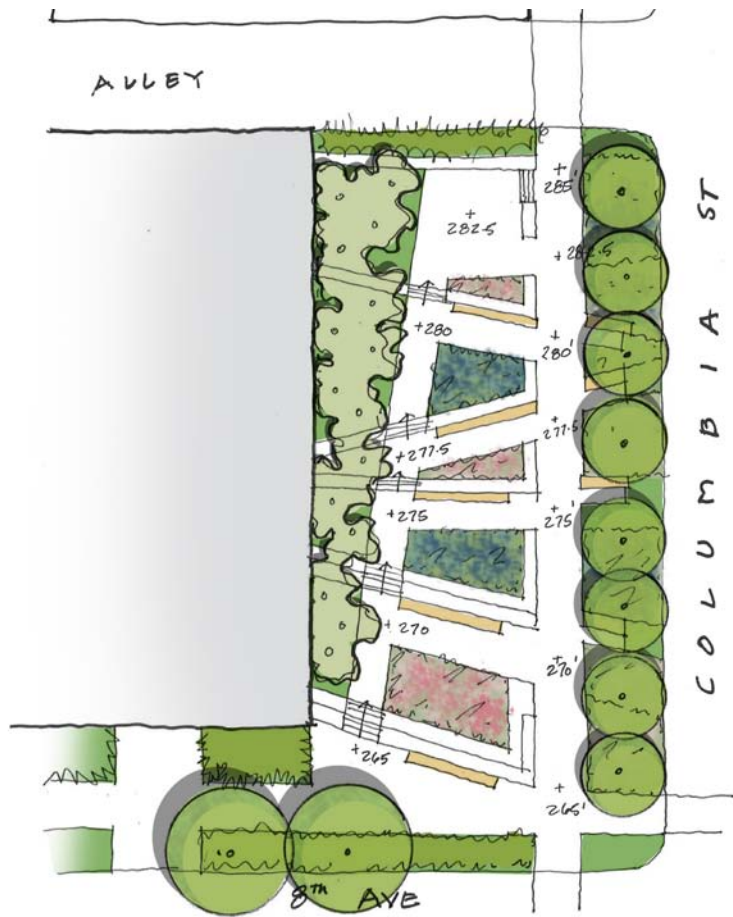
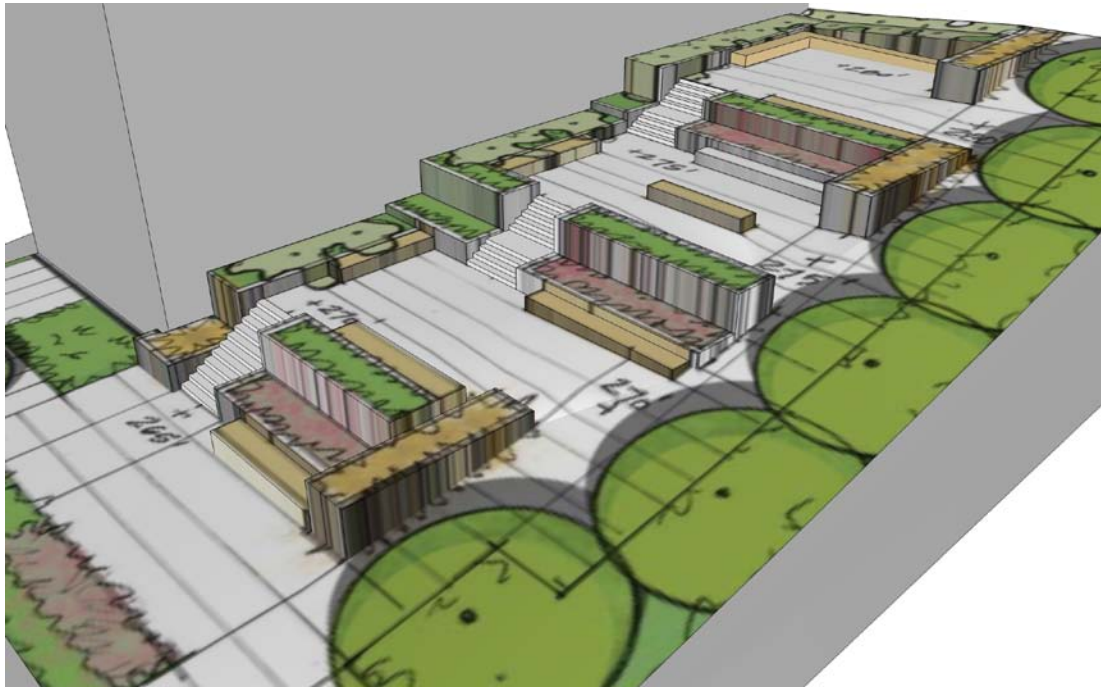


\*MORE THAN 20' GRADE CHANGE ACROSS SITE



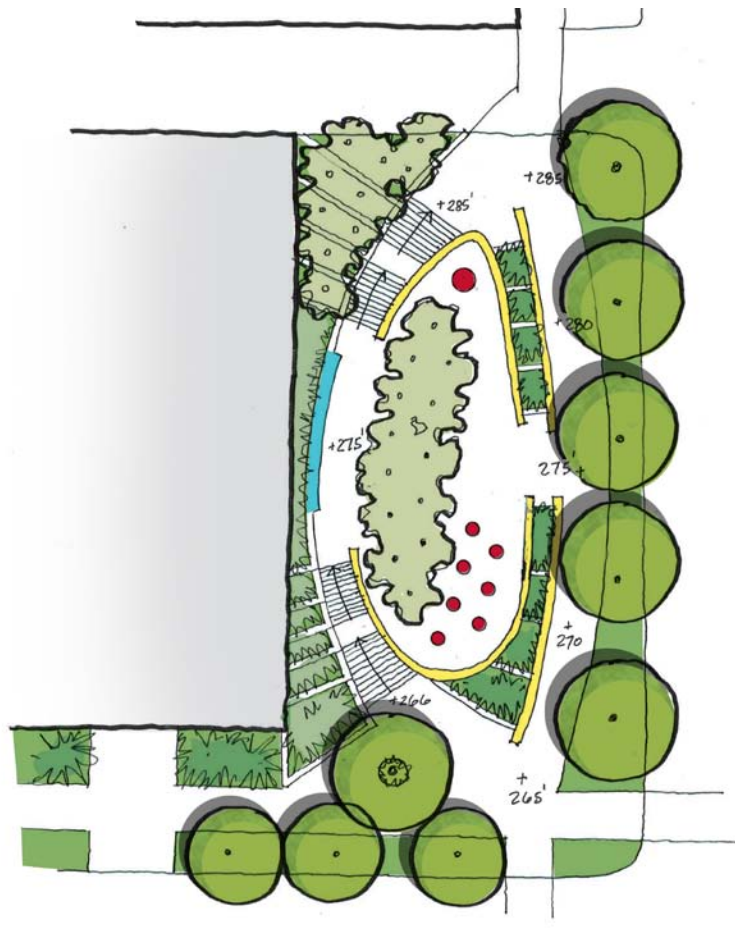
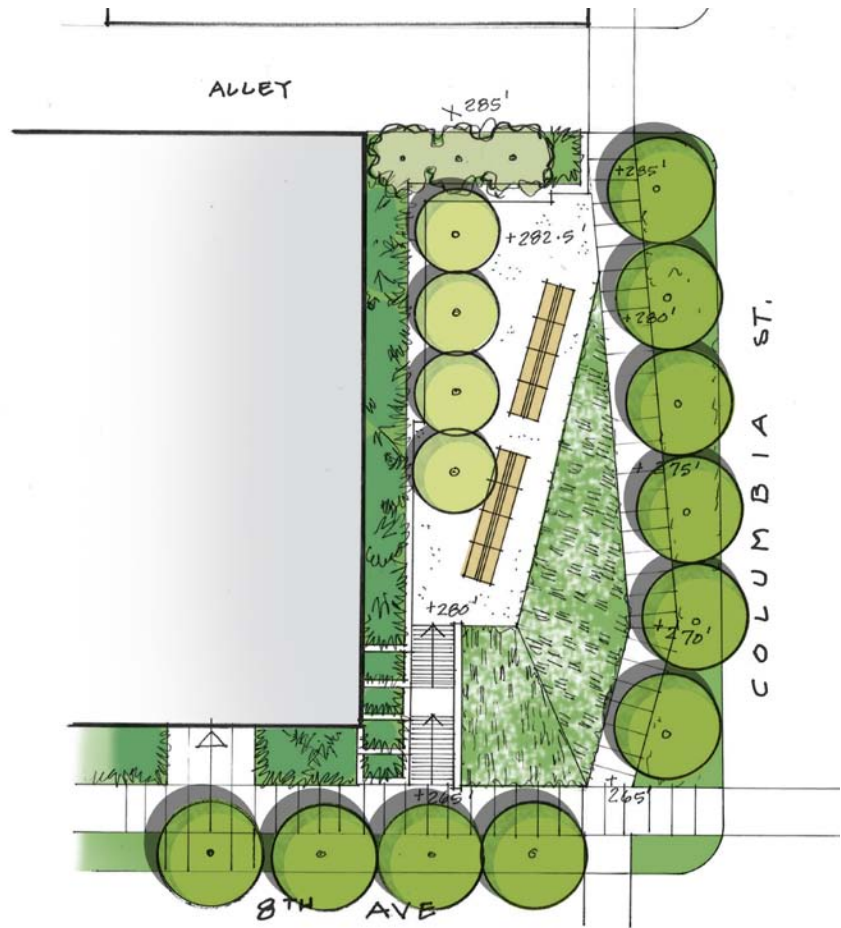


MULTI-LEVEL CONCEPTS



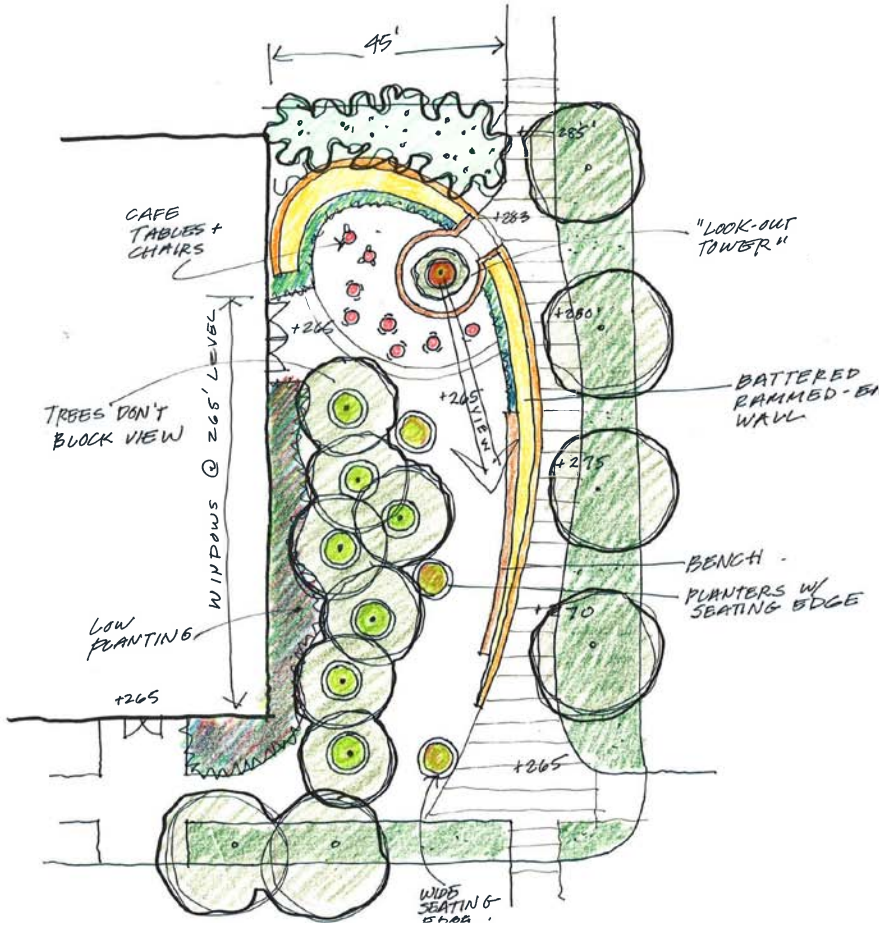
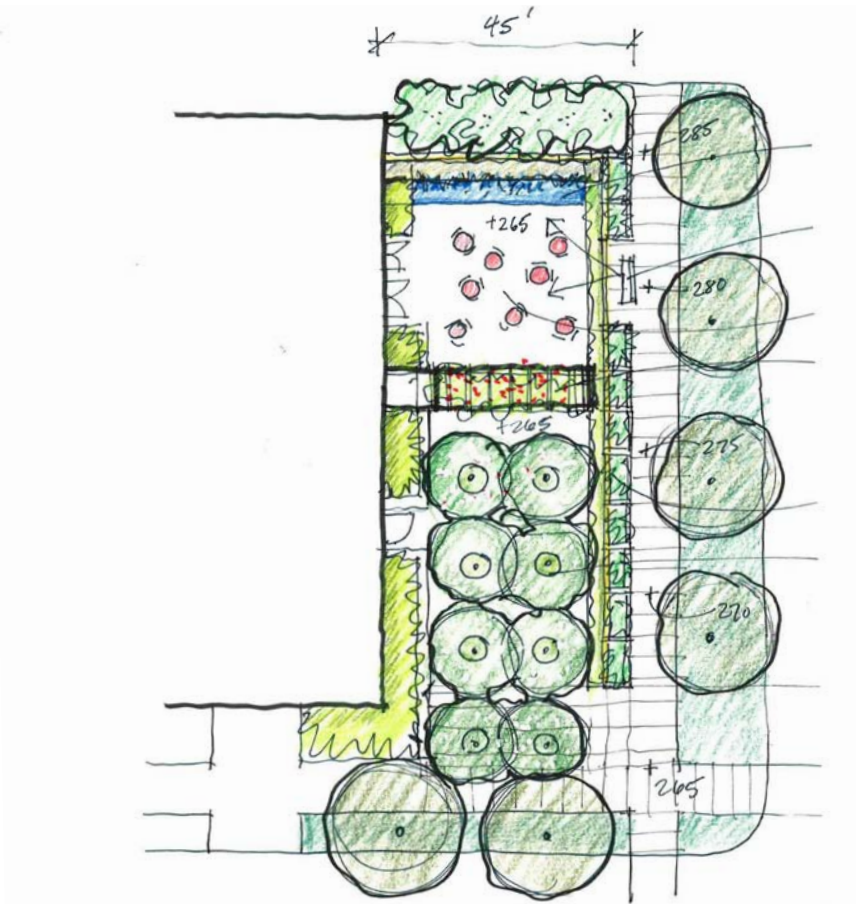
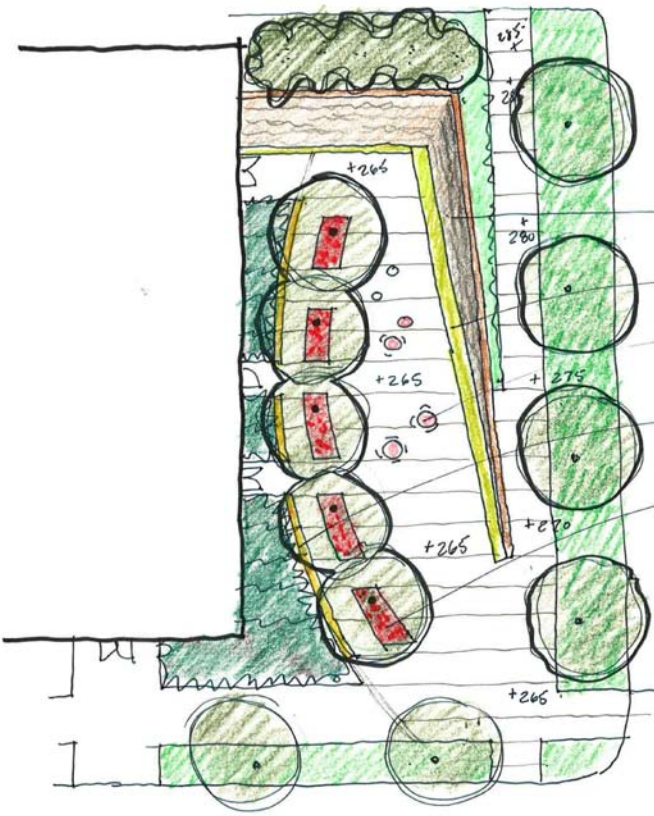


SINGLE LEVEL CONCEPTS – HIGH END



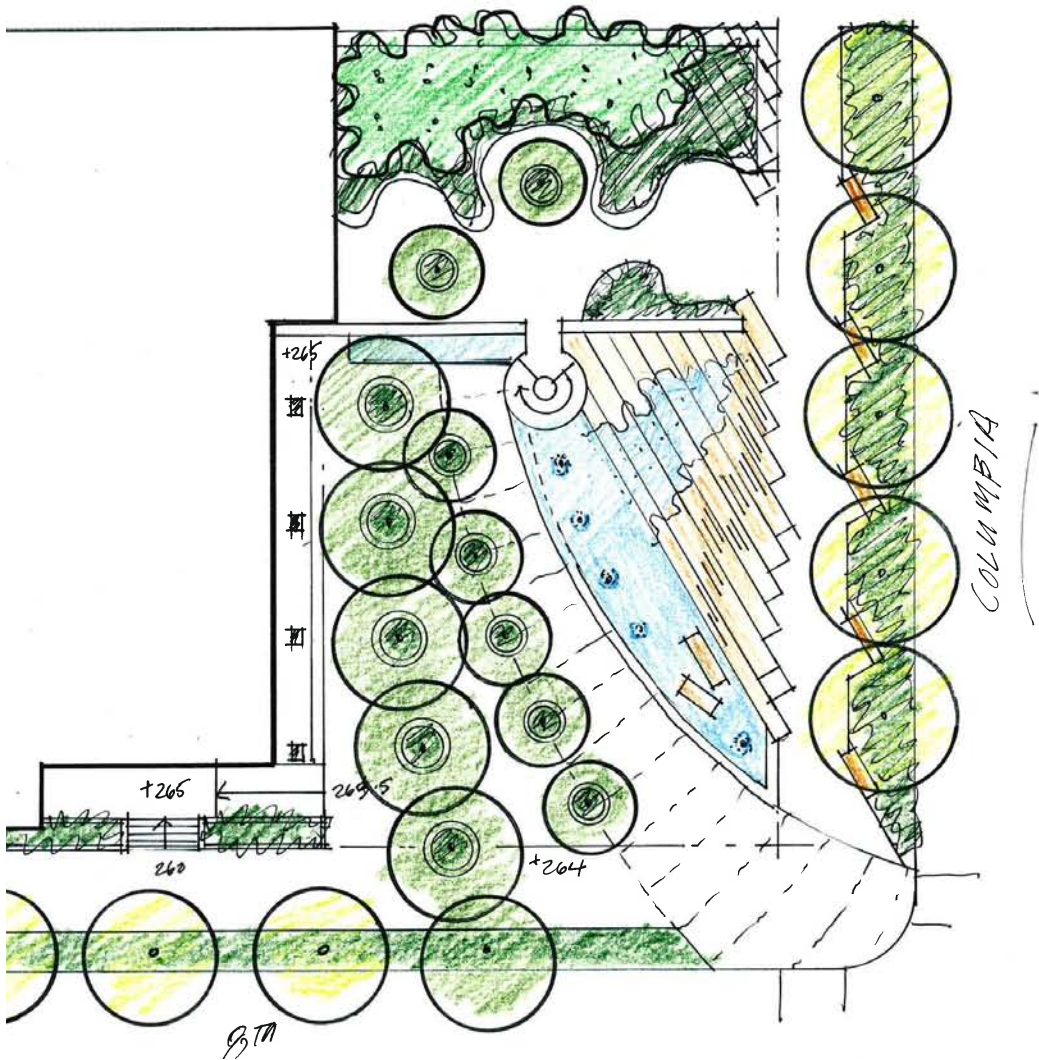


SINGLE LEVEL CONCEPTS – LOW END

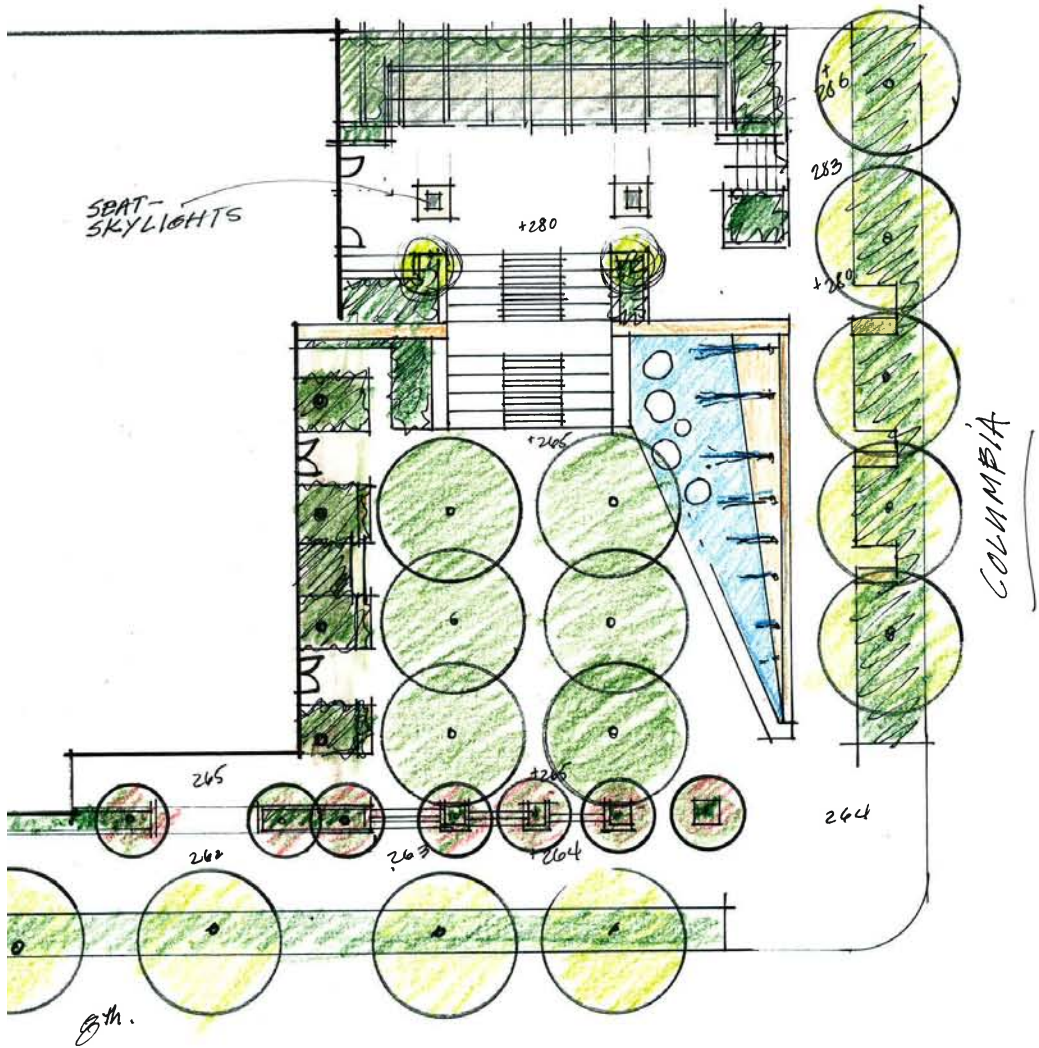




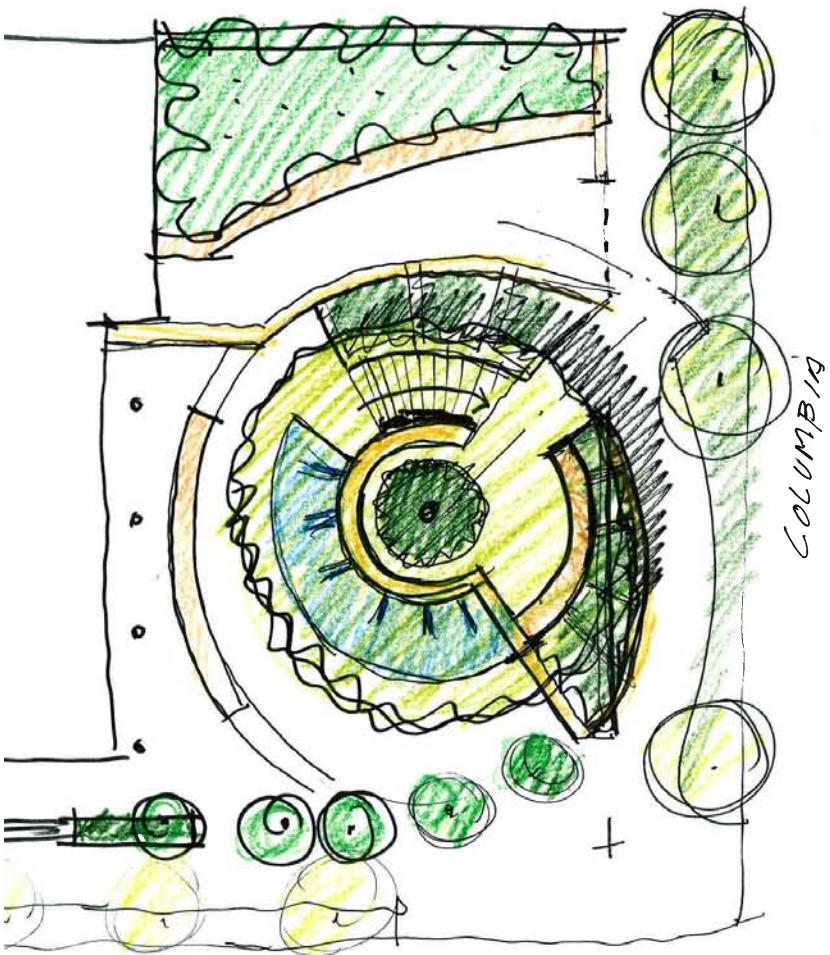
TWO LEVEL CONCEPTS



CONCEPT A



CONCEPT B: PREFERRED SCHEME



CONCEPT C





# COMMUNITY FEEDBACK

We met with the Parks Department four times over the last year and four times with Neighborhood Groups. This is what we heard:



ONE BIG FLAT AREA FOR GATHERING  
GREAT PLACES TO SIT  
GOOD MAINTENANCE  
FEW OR NO LEVELS



GOOD LIGHTING  
GRASS AREAS  
LOTS OF GREENERY  
NOT TOO MUCH PAVING



SAFE AND SECURE  
APPEALS TO ALL AGES  
SUNNY AND SHADY AREAS  
BIG TREES





ELEMENTS OF OPEN SPACE



ENTRY CANOPY, WEATHER PROTECTION

WATER, ENCLOSURE & OVERLOOK

SEATING/GATHERING

BIG TREES



OPEN SPACE PREFERRED OPTION





OPEN SPACE PREFERRED OPTION





DESIGN GUIDELINES\_\_\_\_\_



# DESIGN GUIDELINES

## A-I Responding to Site Characteristics

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

The quest for a park for this area of First Hill has taken the Seattle Parks Department and the citizens of First Hill over ten years – not for lack of trying. The Seattle Parks Department and the applicant of this project have entered into a public/private agreement to make a park “happen” on this site and within this project. The result will provide a public open space [park] of nearly 9,000 SF. In order for this to happen, several site considerations are central to the design of the project and the park.

Significant efforts have been made to reduce the building footprint, in deference to maximizing the park space. In addition to smaller floor plates, the orientation of the building has been rotated 90 degrees from its original, ideal bias, which had the longitudinal axis of the building paralleling the north-south orientation of the site. While incurring the need to request three discreet setback departures, the [rotated] east-west plan bias enables significant amounts of area to be added to the park.

Significant topographic changes provide additional unique issues for the project to address. The grade changes 28 feet from its high on the alley, near Columbia to its low, along 8th Avenue near the Clarwood Apartments. Parking needs to be accessed from 8th Avenue, for which the applicant is asking board support with SDOT. Conversely, vehicular service traffic needs to be accessed off of the alley, 25 feet above the lobby level in order to avoid those activities occurring on 8th Avenue. Major improvements and up-grades to the alley will subsequently be required of the applicant. The alley is presently "unimproved" (dirt) and even has trees growing within its right-of-way.

## A-2 Streetscape Compatibility

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

The sidewalks benefit from generous rights-of-way. Back-of-curb to property lines along both streets is approximately 20’. Through the use of successful landscape, benches, etc., these important street frontages will add to the sense of the size of the overall park. Several mature street trees in the street right-of-ways will be saved.

## A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

The primary building lobby entry will be accessed directly from 8th Avenue, at roughly mid-site, and will be prominent and have exposure to the park. Vehicular parking ingress and egress will also be from 8th Avenue, towards the north end of the site.

## A-4 Human Activity

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

The primary frontage of the building and the park will be direct from 8th Avenue, the most level, “user-friendly” realm of the project. Direct access from Columbia to the upper park deck will provide pedestrian options and porosity.

## A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

At the north property line, the project plans to respect and maintain the relationship and distance from the property line already established by the Clarwood. As well, the project is being designed to focus views away from neighboring properties. By siting the tower at the mid-block and limiting floor plate sizes to just 9,500 SF, views to and from St James (upland to the east) are maximized. Additionally, by placing the building as far away as possible from Skyline Tower (across Columbia), light, air and space between the two structures will be maximized.

## A-6 Transition Between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

Security and privacy will be part of an overall CPTED (Crime Prevention Through Environmental Design) strategy, necessary in this part of First Hill. Beyond simply the street front-ages, every side of the property will call for CPTED responses. During hours of operations the park will likely be the catalyst for most social

## A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

This is an understatement for this project. The applicant will be presenting open space strategies, co-designed by the Parks Department for the project at EDG. Per responses to A-I, the park will provide a significant, attractive green space.





# DESIGN GUIDELINES

## A-8 Parking and Vehicle Access

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

In this book and soon to be presented at EDG, the applicant has studied the radical site topography, with a desire to accommodate SDOT’s prescriptive priority to access parking to and from alleys, when possible, as opposed to streets. The 28’ grade change from the high point along the alley down to the low point on 8th is steeper than speed ramps are allowed, resulting in the need for 8th Avenue parking access. Also, according to many Skyline Tower residents across Columbia Street, the extreme slope of Columbia creates cross-slope dangers and gradient warping to get in to the alley. This project can avoid such issues by having cars access the project off of 8th Avenue. At a recent public outreach meeting, there was support by local residents for parking access on 8th, opposed to the alley.

The applicant will address pedestrian safety measures and specific design ideas to alleviate issues stated in this guideline, at the recommendation meeting.

## A-9 Location of Parking on Commercial Streetfronts

Parking on a commercial street front should be minimized and where possible should be located behind a building.

Public parking exists on the streets and presumably will continue to. The applicant will likely request SDOT to allow two "lay-by" short term parking spaces for drop off and pick-up at the front door along 8th Avenue.

## A-10 Corner Lots

Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The corner of this three-parcel site is dedicated to being the primary frontage for the park due to solar orientation, prominence of the park and other reasons. The tower will still maintain a prominent frontage along 8th Avenue. Parking access is as far away from the corner as possible, along 8th Avenue. Service traffic will occur from the alley.

## B-1 Height, Bulk, and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

The site for 800 Columbia is across Columbia Street from Skyline, a large and tall two-tower residential development of similar size. M Street is a large mixed-use project across Marion to the north, shorter but much wider than the proposed design. To the east, St James is a beautiful religious institution of considerable size. There are other large, and particularly mid-rise sized projects nearby, and very large/tall structures downtown – directly across I-5. The design can benefit from the neighboring Clarwood Apartments for subtle scale registry at the podium.

## C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

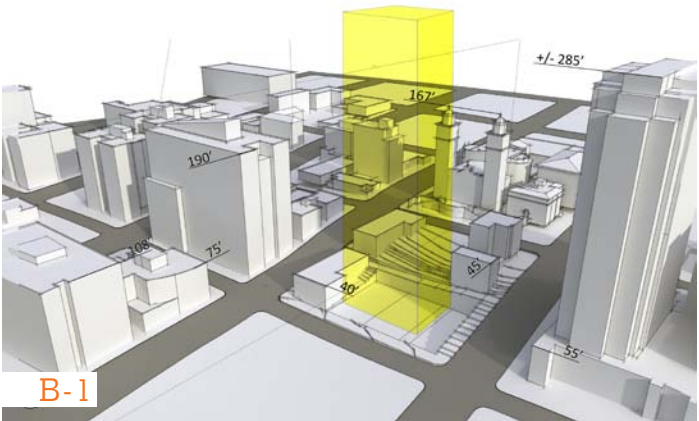
Touched on in B-1 immediately above, the applicant understands and agrees with the relevance of the C-1 standard – with two exceptions.

1. Aesthetically, this area of First Hill has seen a fair amount of development in recent years. There are also many older buildings of varying sizes. As a result, there is no "well-defined and desirable character" that is prevalent architectural style. In descending order; Skyline Tower, M Street, Poly Clinic and Landes Apartments are, in the applicant's mind, the most relevant buildings to draw from, all of which are contemporary designs.
2. The siting pattern of buildings around this site range from small buildings at corners or mid-blocks to full city blocks (St. James, Skyline, etc.). This project is being proposed at the mid-block along 8th Avenue due to the proposed park orientation and siting.

## C-2 Architectural Concept and Consistency

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

Some items such as building design elements and details will come later at recommendation, while massing and other fundamentals are relevant now at EDG. The applicant is proposing a simple, clean, contemporary parti of bundled vertical components, an iconic top, limited podium size, integrally placed alongside an exceptional neighborhood park.





# DESIGN GUIDELINES

### C-3 Human Scale

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

The applicant will be showing features and fundamental elements as appropriate at EDG (big picture) and at recommendation (at a more granular, detailed scale). The park will provide significant human scale and social interaction opportunities as well as the integration of building and park.

### C-4 Exterior Finish Materials

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

The contemporary nature of the design is planned to be constructed of permanent and attractive materials, employing glass, aluminum, steel and pre-cast concrete or possible stone.

### C-5 Structured Parking Entrances

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

The applicant plans to strike the balance of design between identifiable, intuitive access of the garage while minimizing and visually mitigating potential negative aspects of garage entries. Cars are parked nearly 100 feet from 8th, greatly reducing the sense that it is a garage. Additionally, well-designed garage door(s) can help this issue.

### D-1: Pedestrian Open Spaces and Entrance

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

The main entry and the building lobby will be attractive and signatory on 8th Avenue. The transparent lobby will enjoy a visual relationship with the park. Again, several of the D-1 comments above will be addressed in the park space as well as the street frontages along 8th and Columbia.

### D-2 Blank Walls

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

We do not at this time anticipate having any large blank walls facing streets.

### D-3 Retaining Walls

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

There will likely be some retaining walls associated with the park, which will be presented initially at the EDG.

### D-4 Design of Parking Lots Near Sidewalks

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

N/A

### D-5 Visual Impacts of Parking Structures

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

See C-5

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

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

As stated, loading, move-ins, move-outs, trash, recycling and other back of house/dock functions are being designed discreetly at the alley, approximately 25' above the ground floor.

### D-7 Personal Safety and Security

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

Generally speaking, most CPTED strategies will be presented at recommendation.





# DESIGN GUIDELINES

## D-8 Treatment of Alleys

The design of alley entrances should enhance the pedestrian street front.

Per A-I, vehicular service traffic needs to be accessed off of the alley, 25 feet above the lobby level in order to avoid those activities occurring on 8th Avenue. Major improvements and up-grades to the alley will subsequently be required of the applicant. The alley is presently dirt and even has trees growing within that ROW.

## D-9 Commercial Signage

Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

Generally speaking, most building signage information will be presented at recommendation. Note: there is no commercial space in the project.

## D-10 Commercial Lighting

Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

The project is commercial-free, however lighting for the project will be presented at recommendation.

## D-11 Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

N/A

## D-12 Residential Entries and Transitions

For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

The right-of-way, along 8th Avenue and Columbia Street, along with the 9,000 SF park, will be excellent opportunities to provide interest, transition, etc.

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

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

Per D-12, the right-of-way along 8th Avenue and Columbia Street, along with the 9,000 SF park, will be excellent opportunities to actually exceed existing neighborhood properties.

## E-2 Landcaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavements, trellisses, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The park design will incorporate several amenities and enhancements.

## E-3 Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

Several existing trees in the right-of-way will be saved.

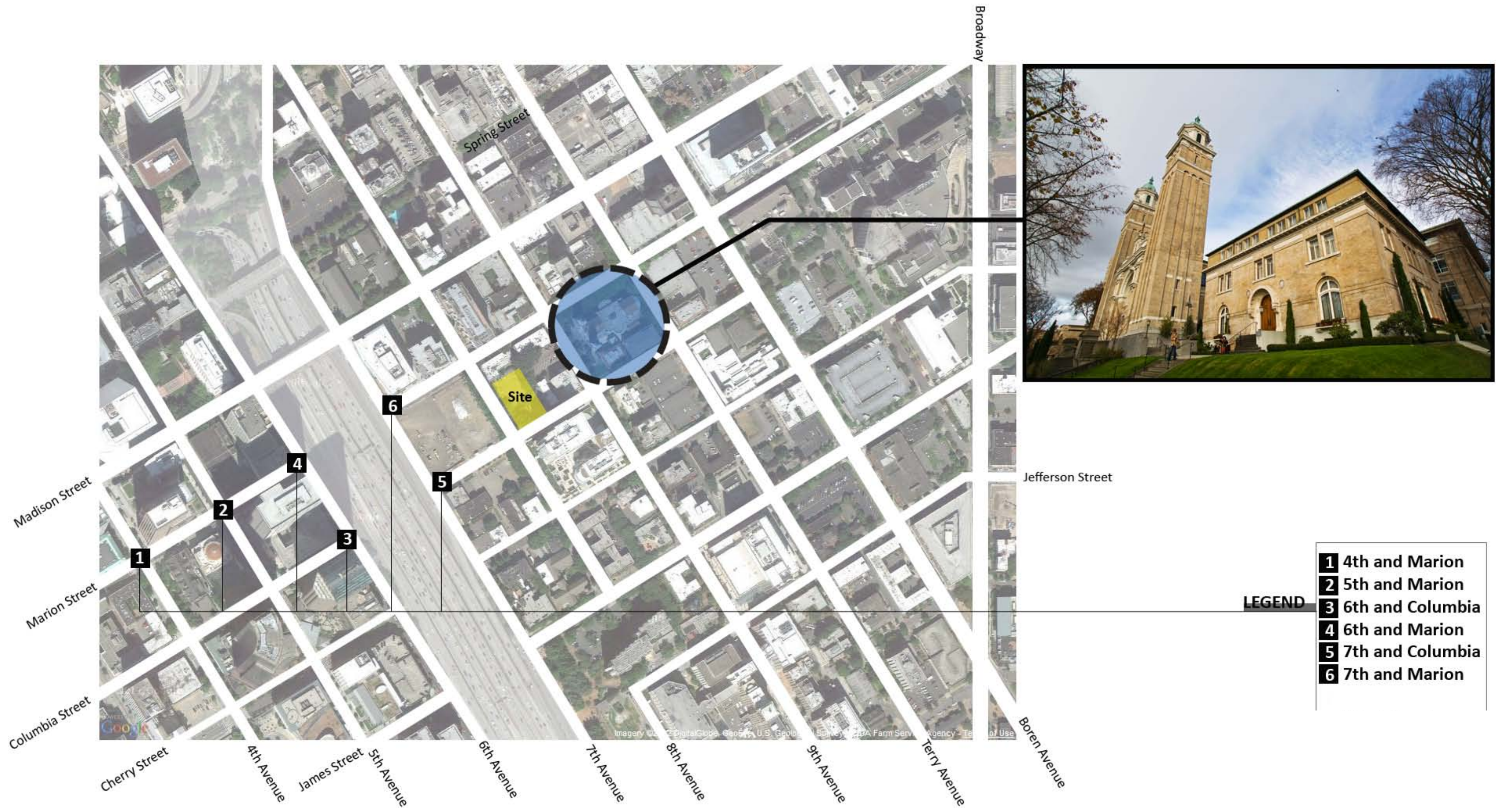




APPENDIX









ST. JAMES VIEWS



4TH AND MARION



5TH AND MARION



6TH AND COLUMBIA



6TH AND MARION



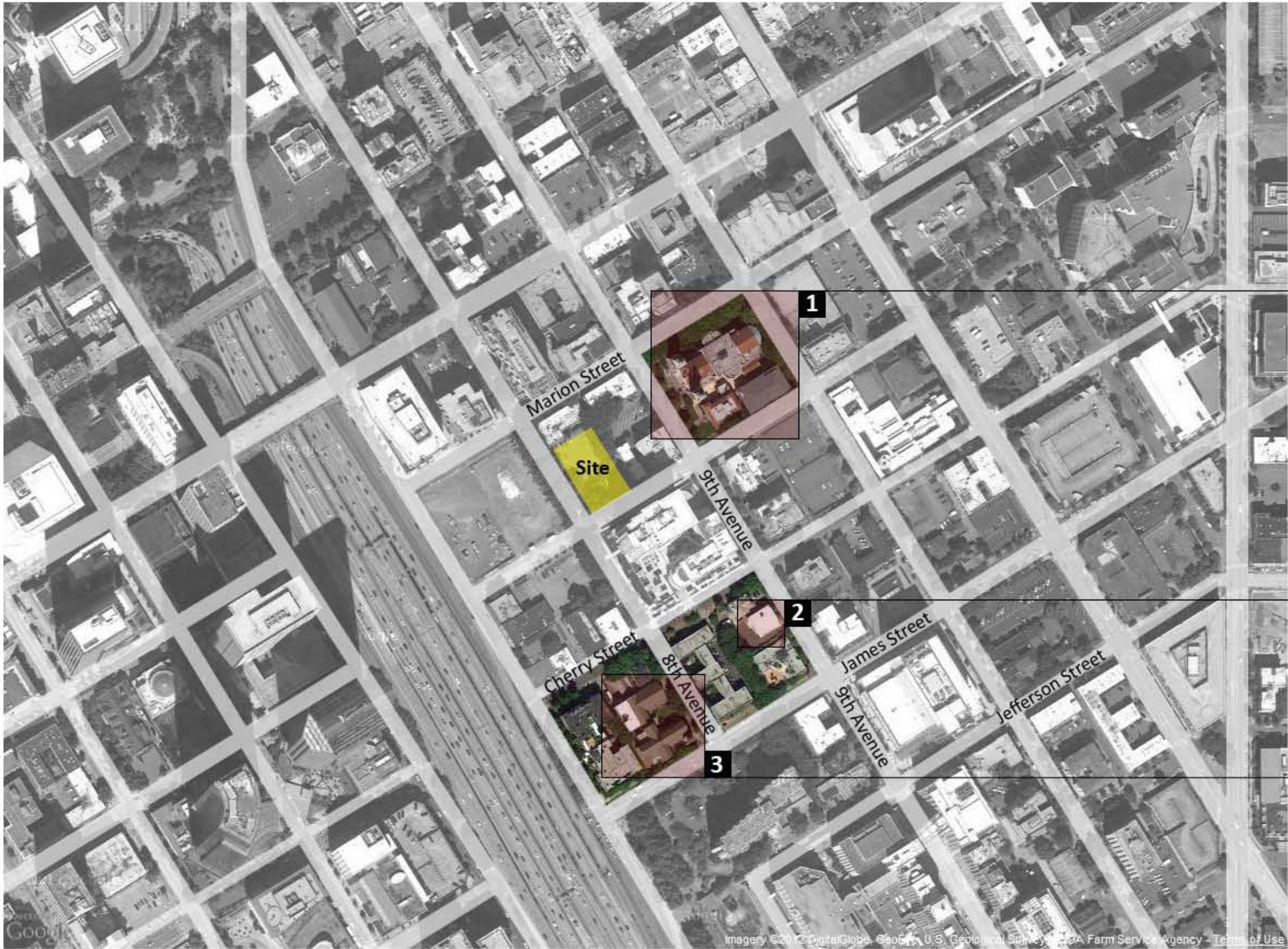
7TH AND COLUMBIA



7TH AND MARION



# HISTORICAL STRUCTURES



**1** St. James Cathedral, Rectory & Site



**2** German House



**3** Trinity Parish Episcopal Church





ST. JAMES VIEWS

12' OVERHANG



PREFERRED

3' OVERHANG



CODE COMPLIANT



# ZONING SYNOPSIS

## HR ZONING GENERAL COMMENTS

Height, FAR (Floor Area Ratio) and façade width are the three predominant governors in the HR zone. Floor plate size, setbacks, and tower width also influence or limit things, however they can be departable through the design review process.

## HR FLOOR AREA RATIO (FAR) SMC 23.45.510

Base FAR is 8.0 on lots of 15,000 sf (square feet) or less in size.

- Maximum FAR for structures 240' or less in height is 13.0 maximum.
- Maximum FAR for structures over 240' is 14.0 maximum.

## HR FAR EXEMPTIONS SMC 23.45.510

- Ground floor commercial uses with 13' floor to floor height min. and 15' deep min.
- Enclosed common residential amenity space.
- A mechanical equipment allowance of 3.5% of the gross floor area, excluding exempted space listed immediately above.
- All stories or portions of a story that extend no more than 4' above grade.

## HR STRUCTURE HEIGHT SMC 23.45.514

- Base height Limit is 160'.
- Maximum Height Limit is 240' – 300' if extra residential floor area is gained through incentive zoning Chapter 23.58A and Section 23.45.516.
- Rooftop elements – there are numerous additional height allowances for rooftop elements, appurtenances, or features in Section 23.45.514.
- "Penthouse pavilions" for common use of residents are allowed at the roof level.

## ADDITIONAL HEIGHT AND EXTRA RESIDENTIAL FLOOR AREA: SMC 23.45.514

I. Extra residential floor area. In HR zones extra residential floor area may be gained in accordance with Chapter 23.58A subject to the conditions and limits in this section 23.45.516. Up to all extra residential floor area may be gained through the affordable housing incentive program provisions in Section 23.58A.014. Up to 40% of extra residential floor area may be gained by one or any combination of:

- a. Transfer of development potential;
- b. Providing neighborhood open space or a payment in lieu thereof; and/or
- c. Providing a neighborhood green street setback

2. Structure Height.

- a. Structure 240' or less in height. The applicable height limit in an HR zone under subsection 23.45.514.A is 240' if the applicant satisfies the conditions for extra floor area but not all of the conditions in subsection C.2.B (immediately below) of this section are met.
- b. Structures over 240'. The applicable height limit in an HR zone under sub-section 23.45.514.A is 300' if the applicant satisfies the conditions for extra floor area and the following additional conditions are met:
  - i. For any structure above a height of 85', the average residential gross floor area per story above a height of 45' does not exceed 9,500 SF and;
  - ii. No parking is located at or above grade, unless it is separated from the street lot lines by another use; and
  - iii. At least 25% of the lot area at grade is one or more landscaped areas, each with a minimum horizontal dimension of 10 feet, or at least 20% of the lot area at grade is landscaped, common residential amenity area meeting the standards of 23.45.522.

## HR SETBACKS SMC 23.45.518 (TABLE B) *Varied setbacks in the hr code*

At lot lines abutting the street:

- Portions of a structure 45' or below: 7' average setback, 5' min.
- Portions above 45':10' minimum setback.

At lot lines abutting an alley:

- Portions of a structure 45' or below: no setback required
- Portions above 45':10' minimum setback.

At lot lines that abut neither a street nor an alley:

- Portions of a structure 45' or below: 7' average setback, 5' min., except that no setback is required for portions abutting an existing structure built to the abutting lot line.
- Portions above 45': 20' minimum setback
- Setbacks are departable as well.

## HR SEPARATIONS BETWEEN MULTIPLE STRUCTURES SMC 23.45.518 (TABLE C) *HR facade seperation for structures on the same lot.*

- Height range 0-45': No separation required between facades
- Height range above 45'-160': 30' separation required between facade
- Height range above 160': 40' separation required between facades

## HR WIDTH AND FLOOR SIZE LIMITS SMC 23.45.520

In HR zones portions of structures above a height of 45 feet are limited to a maximum width of 110'. The width of the structure measured along the longest street lot line may be increased as follows, provided that if both street lot line are of the same length, the increase in the width of the façade is only permitted along one street:

- a. A maximum façade width of 130 feet is permitted, provided that the average gross floor area of all stories above 45 feet in height does not exceed 10,000 SF; or

- b. If the applicant uses bonus residential floor area by providing all of the affordable housing within the project (per 23.58A.014), the maximum façade width of the structure above 45 feet in height is 150', provided that the average gross floor area of all stories above 45 feet in height does not exceed 12,000 SF.

**Important Note:** The HR code intent is that above 45 feet an applicant can either increase height above 240' (to a maximum of 300') if the floor plates do not exceed 9,500 SF or they can increase the floor plate sizes to 12,000 and increase the façade width to 150 feet. They cannot do both. This does not appear to be expressly stated in the HR code.

There are additional items in the code pertaining to floor plate size. To maximize the yield, developments likely need to increase the floor plate sizes above the basic maximum. Item “b” above is assumed for these studies. Beyond that, the design review process allows applicants to possibly depart from certain code items, including floor plate size and façade width.

## HR RESIDENTIAL AMENITY AREA SMC 23.45.522

Residential amenity areas, including but not limited to decks, balconies, terraces, roof gardens, plazas, courtyards, play areas or sport courts, are required in an amount equal to 5% of the total gross floor area of a structure in residential use. No more than 50% of the residential amenity area may be enclosed common space. There are additional requirements in the code.

## HR PARKING SMC 23.54.015

- a. There are no minimum parking requirements for residential uses in commercial or multi-family HR zones within urban centers or within the Station Area Overlay District.
- b. Live work: 0 spaces for units with 1,500 sf or less; one space for each unit greater than 1,500 sf.
- c. Sales and service space: one space for each 500 sf.



ADDITIONAL HR LAND USE CODE EXCERPTS

HR PERMITTED AND PROHIBITED USES:  
SMC 23.45.504

There are a very limited number of permitted and conditionally allowed uses. Residential is the dominant building type, with medical and possibly institutional uses.

HR GROUND FLOOR COMMERCIAL USES:  
SMC 23.45.504

- The following uses are permitted as ground floor commercial uses in HR zones, pursuant to Section 23.45.532
  - Business support services
  - Food processing and craft work
  - General sales and services
  - Medical services
  - Offices
  - Restaurants
  - Live/work with one of the uses permitted in this subchapter
- The commercial use is permitted only on the ground floor of a structure. On sloping lots, the commercial use may be located at more than one level within the structure as long as the floor area in commercial use does not exceed the area of the structure's footprint.
- The gross floor area of any one business establishment can be no greater than 4,000 square feet, except that the gross floor area of a multi-purpose retail sales establishment may be up to 10,000 square feet.
- No loading berths are required for ground-floor commercial uses. If provided, loading berths shall be located so that access to residential parking is not blocked.
- Residential uses may occupy 100 percent of the street-level street facing façade in a structure if the structure does not face a designated principal pedestrian street.

HR ROOFTOP FEATURES:  
SMC 23.45.514

A number of rooftop features, or appurtenances are allowed differing amounts of additional height. Consult the code for a detailed list of features, associated heights, placement and coverage allowed. Features include, but are not limited to:

- Flagpoles
- Railings
- Planters
- Skylights and clerestories
- Greenhouses
- Parapets and firewalls
- Mechanical equipment
- Chimneys
- Penthouse pavilions for the common use of residents
- Solar collectors and wind-driven power generators

Stair and elevator penthouses may extend above the applicable height limit up to 16 feet. When additional height is needed to accommodate energy-efficient elevators in zones with height limits of 160 feet or greater, elevator penthouses may extend the minimum amount necessary to accommodate energy-efficient elevators, up to 25 feet above the applicable height limit. When additional height is allowed for an energy-efficient elevator, stair penthouses may be granted the same additional height if they are co-located with the elevator penthouse.

HR ADDITIONAL HEIGHT:  
SMC 23.45.514

A structure may exceed the applicable height limit in the HR zone as follows:

- If the applicable height is 240 feet, the height of the structure may be increased by 30 feet if the area bounded by the facades of the portion of the structure above 240 feet is no greater than 6,500 SF, or if the area bounded by the facades at an elevation that is halfway between 240 feet and the height of the structure is no greater than 50% of the area bounded by the facades at a height of 240 feet.
- If the applicable height limit is 300 feet, the height

of a structure may be increased (1), by 30 feet if the area bounded by the facades of the portion of the structure above 300 feet is no greater than 6,500 SF, or (2), by 45 feet if the area bounded by the facades at an elevation that is halfway between 300 feet and the height of the structure is no greater than 50% of the area bounded by the facades at a height of 300 feet.

- In all cases the area bounded by the facades extending above the height limit may be occupied only by those uses or features otherwise permitted in this section 23.45.514 as an exception above the height limit, although any limits on the height or coverage of those uses or features totally screened by the facades extending above the applicable height limit shall not apply. Height exceptions permitted for screening and rooftop features under 23.45.514.F shall not be permitted above the height gained by a structure under this provision.

HR NEIGHBORHOOD GREEN  
SETBACK: SMC 23.45.516.F

F: Floor area may be gained for a neighborhood green street setback according to the provisions of Chapter 23.58.A by development on lots abutting one of the streets or street segments within the First Hill Urban Village shown on Map A for 23.45.516.

G: Neighborhood Open Space. In HR zones, subject to the limits in this section 23.45.516 and Chapter 23.58A, extra residential floor area may be gained through a voluntary agreement to provide neighborhood open space or a payment in lieu of neighborhood open space.

HR BONUS FLOOR AREA FOR  
AMENITIES: SMC 23.58A.016

B. Voluntary agreements for amenities. Where expressly permitted by the provisions of the zone, an applicant may achieve bonus residential floor area in part through a voluntary agreement for provision of amenities to mitigate impacts of the project. Amenities that may be provided for bonus residential floor area include:

- Neighborhood open space
- Green street setbacks on lots abutting designated green streets

C. Bonus ratio. Neighborhood amenities may be used to gain bonus residential floor area according to the following ratios and subject to the limits of this section 23.58A.016.

- Neighborhood open space: 7 SF of bonus residential floor area per 1 SF of qualifying neighborhood open space area (7:1).
- Green street setbacks: 5 SF of bonus residential floor area per 1 SF of qualifying green street setback area (5:1).

There are several pages of text in the HR code dedicated to numerous conditions regarding these topics.

HR PROJECTIONS INTO REQUIRED  
SETBACKS AND SEPARATIONS:  
SMC 23.45.518

- Cornices, eaves, gutters, roofs and other forms of weather protection may project into required setbacks and separations a maximum of two feet if they are no closer than three feet to any lot line.
- Garden windows and other features that do not provide floor area may project 18 inches into required setbacks and separations. Other conditions apply in the code.
- Bay windows have a series of conditions in the code.
- Unenclosed decks and balconies may project a maximum of 4 feet into required setbacks and separations if they are:
  - No closer than 5 feet to any lot line or;
  - No more than 20 feet wide and are separated from other balconies by a distance equal to at least half the width of the projection.
  - Other conditions apply in the code.

Underground structures are permitted in any required setback or separation. Enclosed structures entirely below grade, at existing or finished grade, whichever is lower, are permitted in any required setback or separation.



# ADDITIONAL HR LAND USE CODE EXCERPTS CONT'D

## HR LANDSCAPING REQUIREMENTS: SMC 23.45.524

Green Factor requirement. Landscaping that achieves a Green Factor score of 0.5 or greater is required for any new development.  
There are additional, other requirements for landscaping in the code.

Applicants for all new development gaining extra residential floor area shall make a commitment that the structure will meet green building standards by earning a LEED Silver rating or a Built-Green 4-star rating of the Master Builders Association of King and Snohomish Counties, Evergreen Sustainable Development Standard version 1.2

## HR LEED, BUILT GREEN, AND EVERGREEN SUSTAINABLE DEVELOPMENT STANDARDS: SMC 23.45.526

Applicants for all new development gaining extra residential floor area shall make a commitment that the structure will meet green building standards by earning a LEED Silver rating or a Built-Green 4-star rating of the Master Builders Association of King and Snohomish Counties, Evergreen Sustainable Development Standard version 1.2 A structure may exceed the applicable height limit in the HR zone as follows:

- Caveats – Which Apply to Both Options:
- Calculations are approximate estimates of what can be expected. The specific building program, design and other factors can influence yield, efficiency, etc.
  - Similarly, actual parking area will be the result of factors to be determined such as actual car count desired, design efficiency, etc.
  - 300’ tower height maximum with 9,500 SF maximum floor plates and an FAR maximum of 14 is of course different than 240’ tower height maximum with 12,000 SF maximum floor plates and an FAR maximum of 13. Both should be applied, studied and compared in depth when the final site and other relevant project parameters are determined.

- Floor plates in this study are simple boxes, absent shaping, modulation, etc.
- Topography information for this study was sourced from King County GIS, which is generally close to being accurate; however it is recommended that a topographic survey for the site(s) be commissioned.

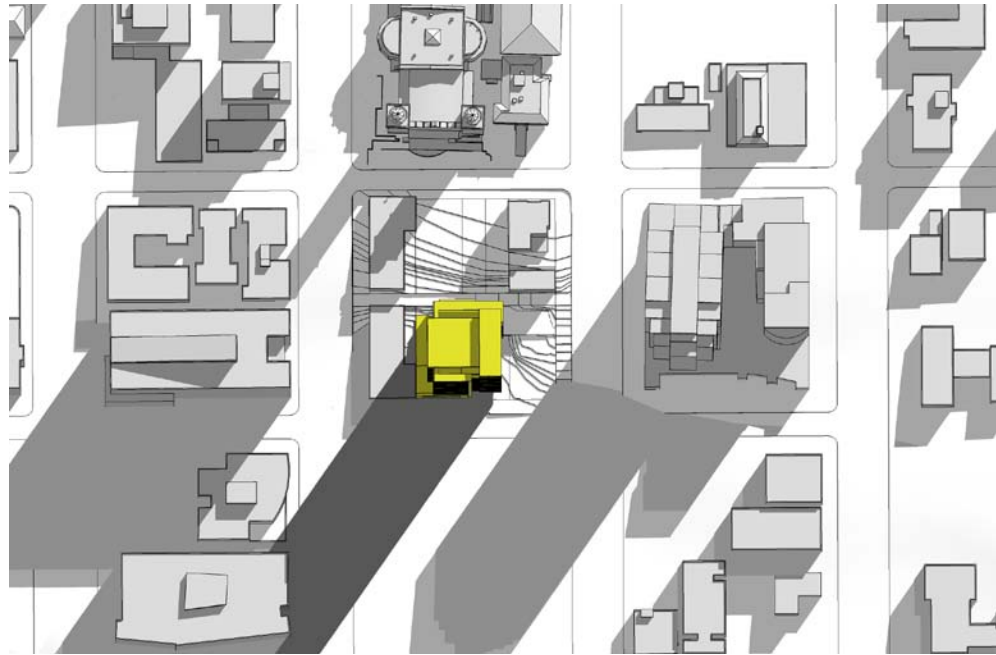
## DPD ZONING DOCUMENTS ONLINE: Relevant City of Seattle zoning documents are on line at these addresses:

<http://clerk.ci.seattle.wa.us/~public/toc/23-45.htm>

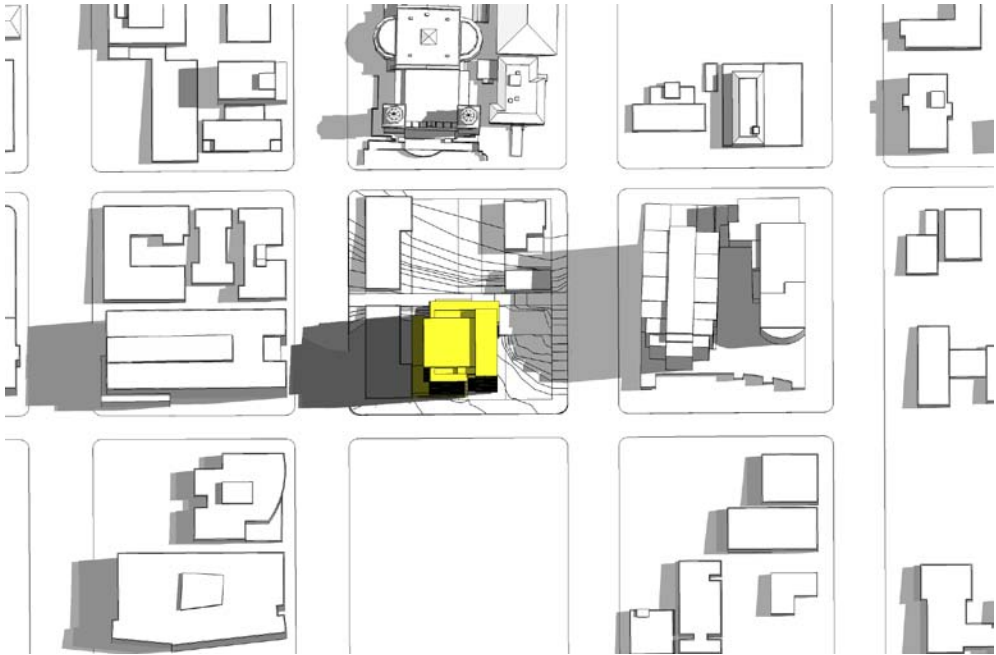
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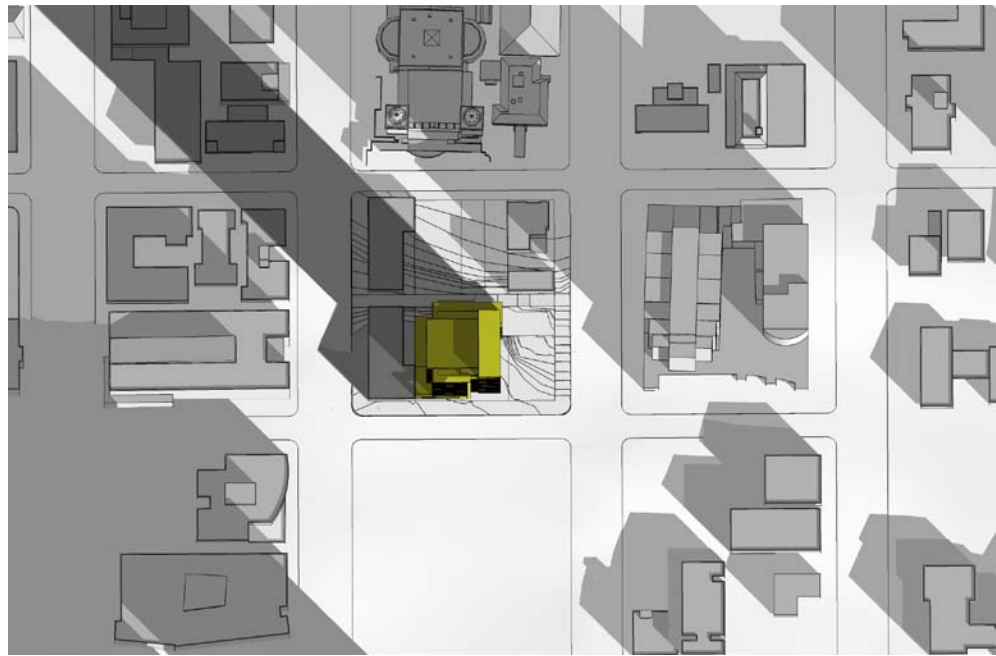
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