Horizon House West Tower

Design Review Board Recommendation | August 12, 2024

Project Address
900 University Street

Applicant Team
Owner: Horizon House
Architect: Mithun
Landscape Architect: Mithun

SDCI PROJECT NUMBER 3039628-LU

Horizon House | MITHŪN

Project Site
900 University Street

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SECTION 01
CONTEXT ANALYSIS

PROJECT INFORMATION

Address:

900 University St, Seattle, WA 98101

Developer:

Horizon House

Architect / Landscape Architect:

Mithun

Number of Residential Units:

202 (Replaces 50 Existing Units)

Gross Floor Area:

449,355 SQFT

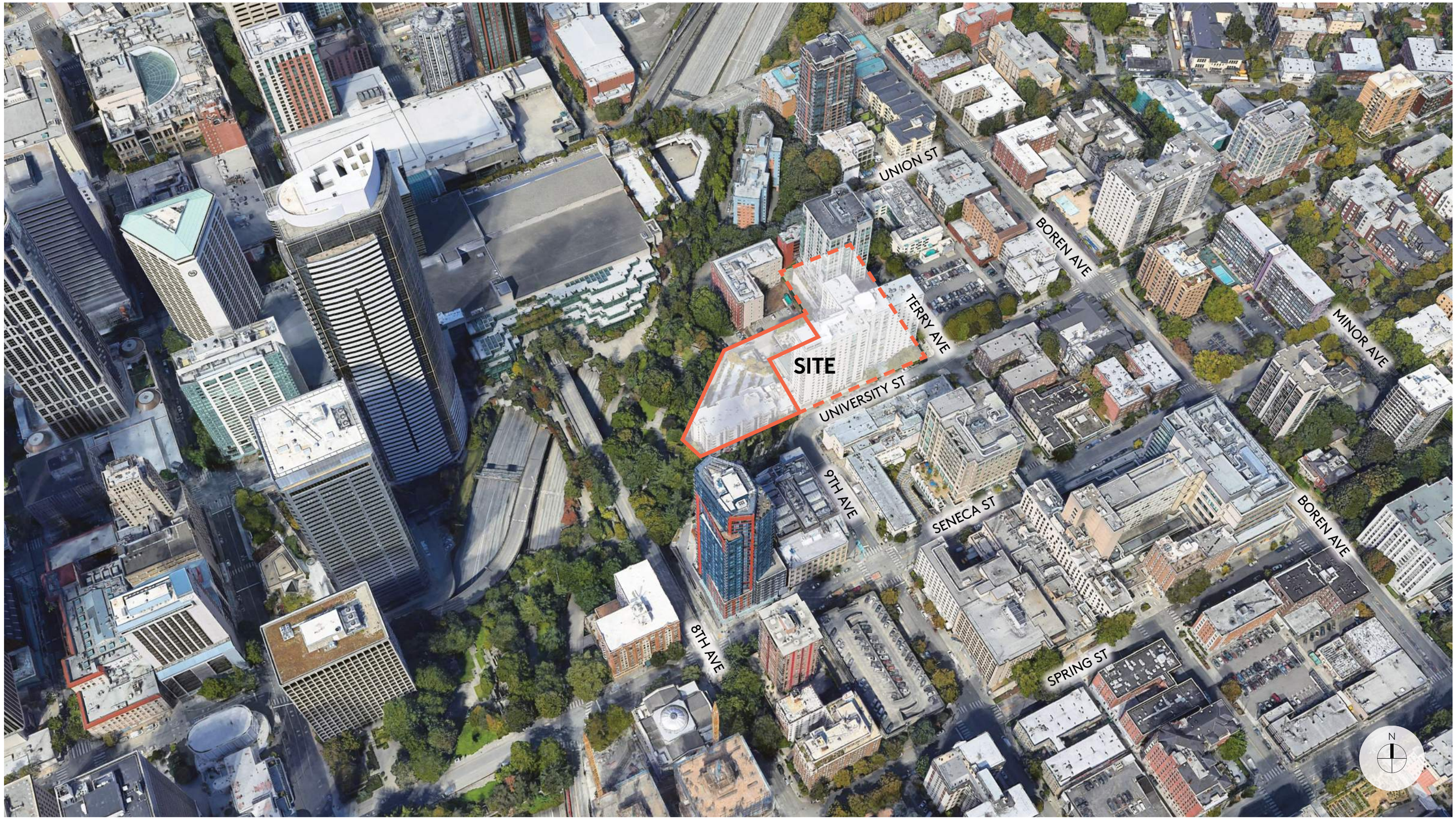
Number of Parking Stalls:

183

Project Description:

The Horizon House West Tower project is located in Seattle, Washington North of University Street and West of 9th Avenue. This housing project will replace the existing Horizon House West Tower which sits directly West of the Central Tower which was built in 1954. The proposed residential building includes 5 levels of parking, 3 levels of residential amenity space, 32 levels of residential housing units and an additional level of residential amenity space at the top floor. It is 385.5' tall and the primary use is Residential Group R. When completed, the project will provide a net increase of 150 new housing units to the City of Seattle.

URBAN DESIGN ANALYSIS | **EXPANDED AERIAL VIEW OF SITE**



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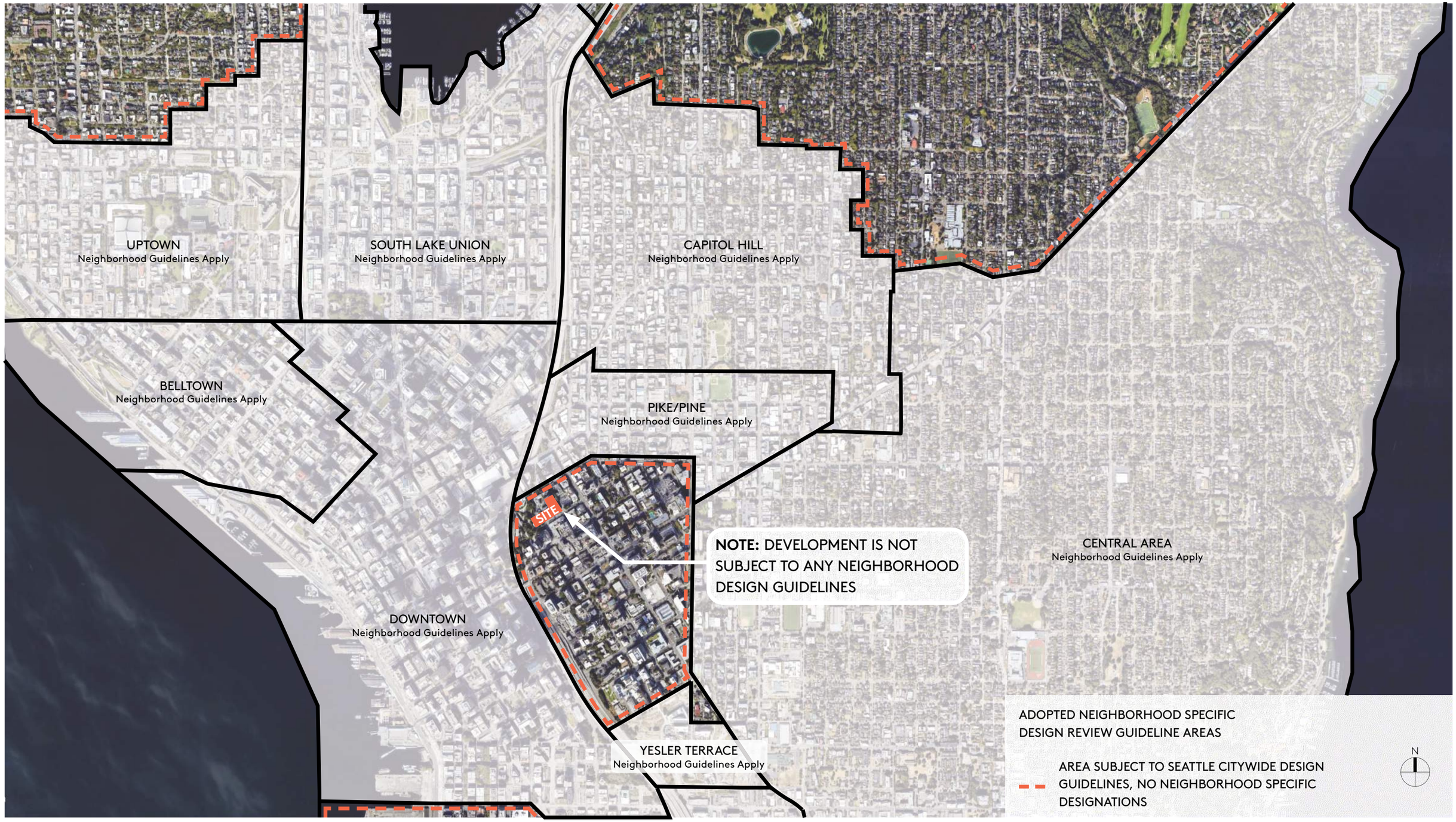
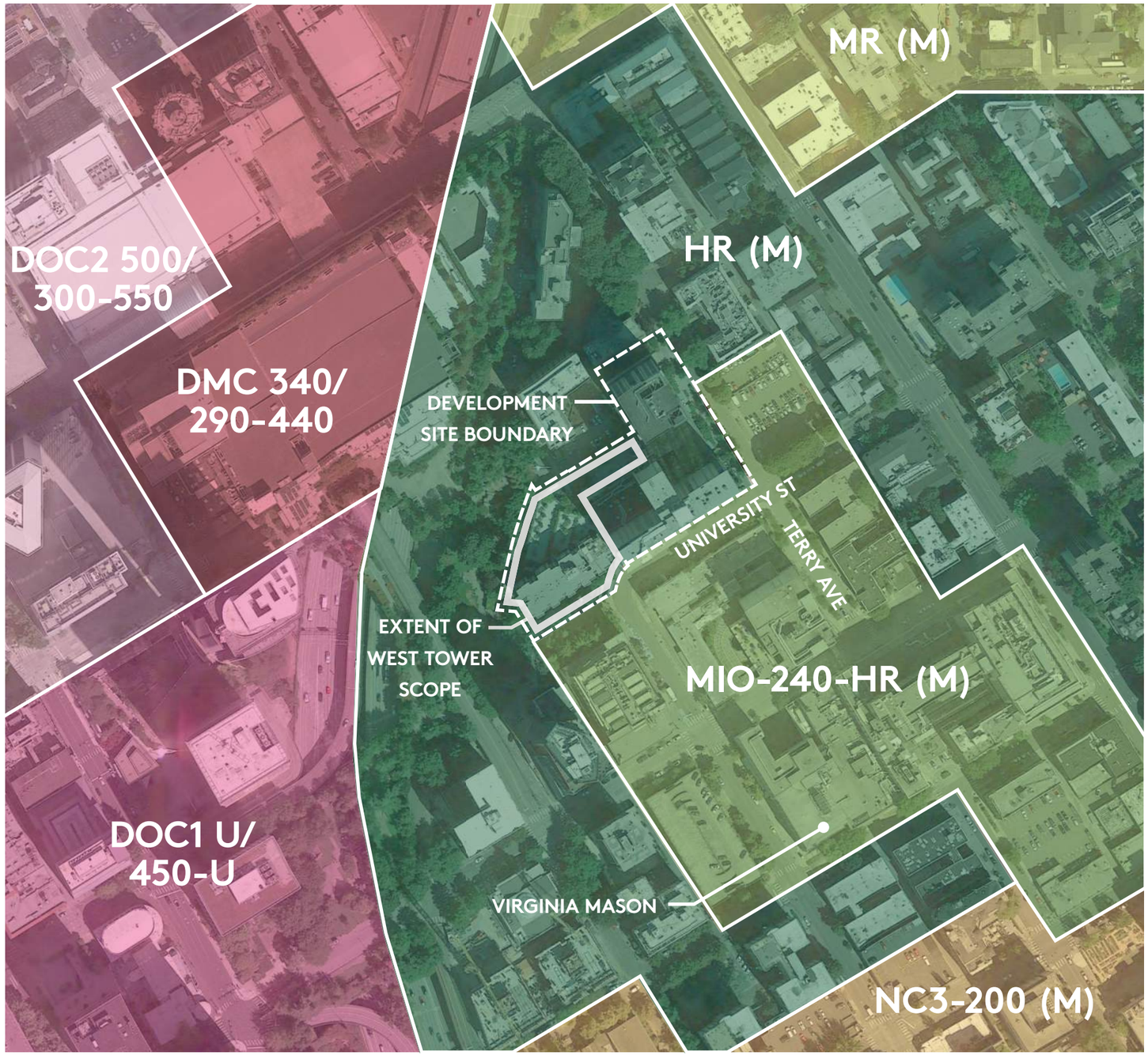
URBAN DESIGN ANALYSIS | **NEIGHBORHOOD DESIGN GUIDELINES**



URBAN DESIGN ANALYSIS | **ZONING**



LEGEND

DOC1 U/450-U
(DOWNTOWN OFFICE CORE 1)
UNLIMITED HEIGHT FOR NON RESIDENTIAL USES
UNLIMITED HEIGHT FOR RESIDENTIAL USES (W/ BONUS)

DOC2 500/300-550
(DOWNTOWN OFFICE CORE 2)
500′ MAX HEIGHT FOR NONRESIDENTIAL USES
550′ MAX HEIGHT FOR RESIDENTIAL USES (W/ BONUS)

DMC 340/290-440
(DOWNTOWN MIXED COMMERCIAL)
340′ MAX HEIGHT FOR NONRESIDENTIAL USES
440′ MAX HEIGHT FOR RESIDENTIAL USES (W/ BONUS)

HR (M)
(HIGHRISE, MHA REQUIREMENTS)
440′ MAX BUILDING HEIGHT
DEVELOPMENT SITE ZONING DESIGNATION

MIO-240-*(UNDERLYING ZONE)*
(MAJOR INSTITUTION OVERLAY)
240′ MAX BUILDING HEIGHT

NC3-200 (M)
(NEIGHBORHOOD COMMERCIAL 3, MHA REQUIREMENTS)
200′ MAXBUILDING HEIGHT

MR (M)
(MIDRISE, MHA REQUIREMENTS)
80′ MAX BUILDING HEIGHT

N

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URBAN DESIGN ANALYSIS | **VICINITY MAP**

LEGEND

DEVELOPMENT SITE BOUNDARY
EXTENT OF WEST TOWER SCOPE

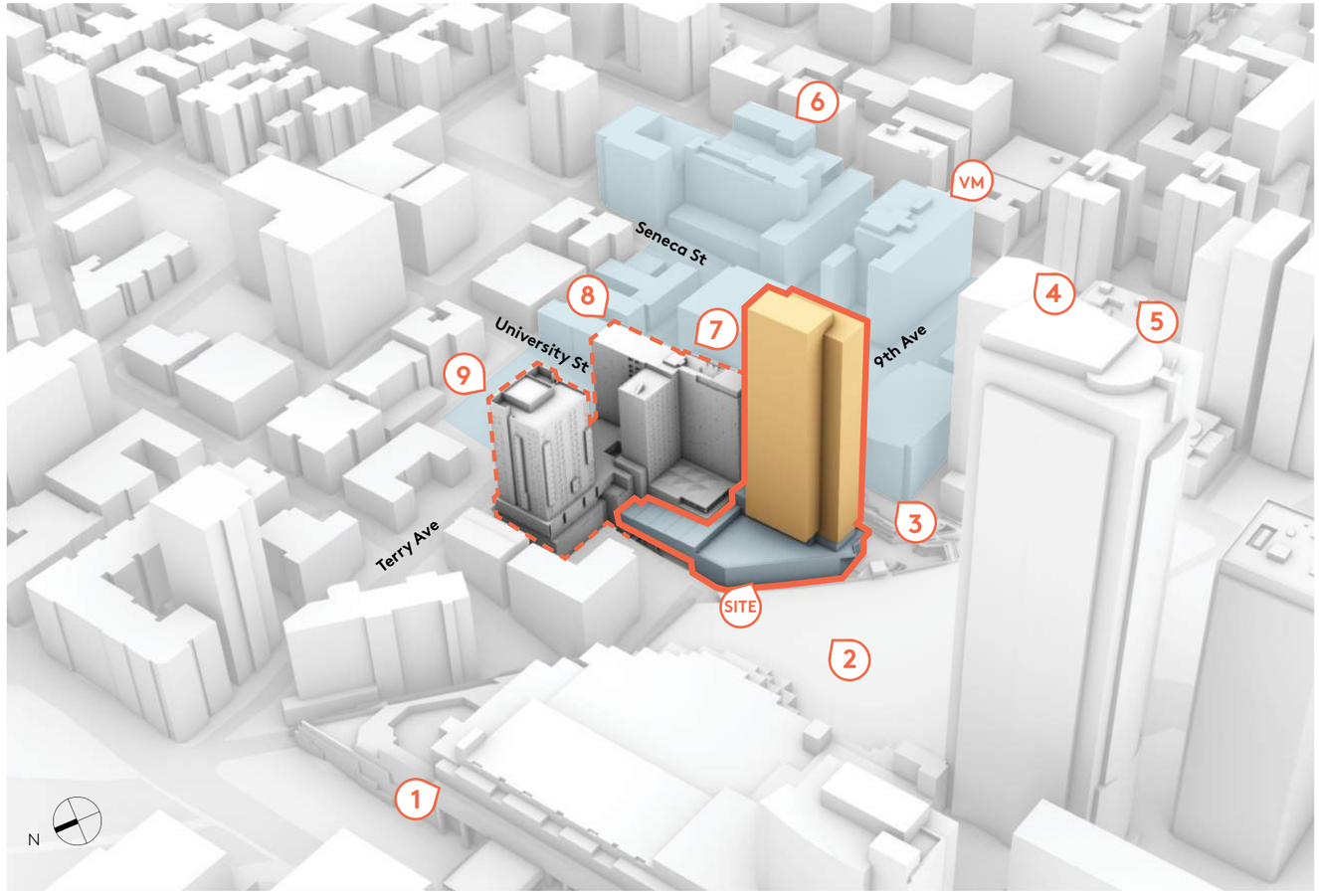
STREET LEVEL USES

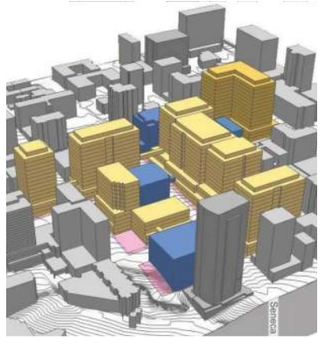
HEALTHCARE
OFFICE
CULTURAL
RESIDENTIAL
HOTEL
RETAIL AND SERVICE
PUBLIC PARKING GARAGE

0 100 200 400

N

URBAN DESIGN ANALYSIS | **ZONING**





VM **VIRGINIA MASON CAMPUS**
MIMP - MASTER PLAN FOR FUTURE DEVELOPMENT

1 **SEATTLE CONVENTION CENTER**

3 **BENAROYA RESEARCH INSTITUTE**
~4 STORIES
FUTURE DEVELOPMENT TO 120'
PER VIRGINIA MASON MIMP

5 **ROYAL MANOR CONDOMINIUM**
RESIDENTIAL
~21 STORIES

2 **FREEWAY PARK**

4 **CIELO APARTMENTS**
RESIDENTIAL
~29 STORIES

6 **VIRGINIA MASON HOSPITAL**
MEDICAL
~13 STORIES
FUTURE DEVELOPMENT TO 240'
PER VIRGINIA MASON MIMP

7 **CENTRAL TOWER**
HORIZON HOUSE CAMPUS 1953
20 STORIES

8 **EAST TOWER**
HORIZON HOUSE CAMPUS 1983
19 STORIES

9 **NORTH TOWER**
HORIZON HOUSE CAMPUS 2007
19 STORIES

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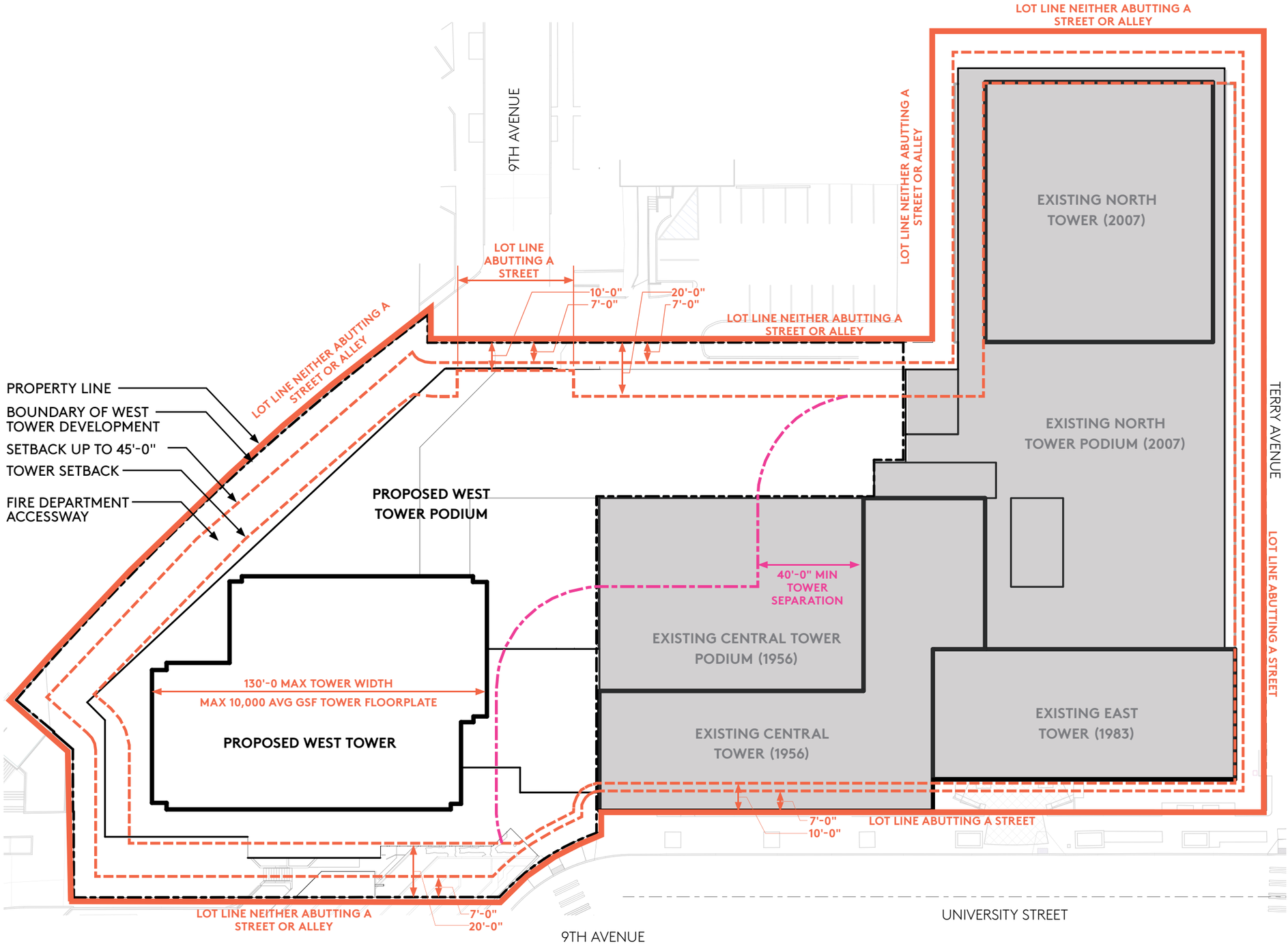
SECTION 02
DEVELOPMENT STANDARDS

URBAN DESIGN ANALYSIS | **ZONING SUMMARY**



ZONING SUMMARY

ZONE
- HR (M) - MULTIFAMILY HIGH-RISE (MHA REQUIREMENTS)

OVERLAY
- FIRST HILL /CAPITOL HILL URBAN CENTER
- PARKING FLEXIBILITY AREA
- AIRPORT HEIGHT OVERLAY: OUTER TRANSITIONAL SURFACE

STREETS
- NO ARTERIALS OR ALLEYS ADJACENT TO SITE
- UNIVERSITY IS URBAN VILLAGE NEIGHBORHOOD ACCESS STREET

ECA
- 40% SLOPE (DEVELOPMENT IS PERMITTED IN STEEP SLOPE AREAS ZONED "HR" PER SMC 25.09.090.B.1)

LANDMARK
- NO

USES
- RESIDENTIAL AND ASSISTED LIVING ALLOWED
- MEDICAL USES PROHIBITED OR CONDITIONAL
- ACCESSORY COMMERCIAL USES OKAY AT GROUND LEVEL

HEIGHT
- 440'-0" MAXIMUM HEIGHT

FAR
- BASE FAR = 7; MAX FAR = 15

VIA AFFORDABLE HOUSING AND/OR
VIA NEIGHBORHOOD OPEN SPACE PAYMENT

SETBACK
- FROM STREET: BASE AT 7' AVG/5' MIN, TOWERS AT 10'

FROM OTHER LOT LINES: BASE AT 7' AVG/5' MIN, TOWERS AT 20'

AMENITY
- >5% RESIDENTIAL AMENITY, 50% ENCLOSED OK
- >25% OF THE LOT AREA AT GRADE AS OPEN SPACE OR
- >20% OF LOT AREA AT GRADE AS COMMON AMENITY

PARKING
- NONE REQUIRED

TOWERS

MAX 130' WIDE
- <60% COVERAGE FOR ALL TOWERS ON LOT 10,000 SF AVERAGE AREA PER STORY (MAX 10,500 SF)

PRIORITY DESIGN GUIDELINES | **SEATTLE DESIGN GUIDELINES**

Applicable Guidelines & Priorities

This development site is subject to Seattle Design Guidelines. There are no specific Neighborhood Design Guidelines that apply to this area.

Priority Guidelines have been identified as part of the EDG Report summarized on page 22. Descriptions of how the proposed development meets the intent of the applicable guidelines are provided here.

CS1. Natural Systems and Site Features

Use natural systems and features of the site and its surrounding as a starting point for a project design. Consider the following:

1. Take advantage of solar exposure and natural ventilation on site where available.

2. Maximize daylight for interior and exterior spaces while managing solar gain.

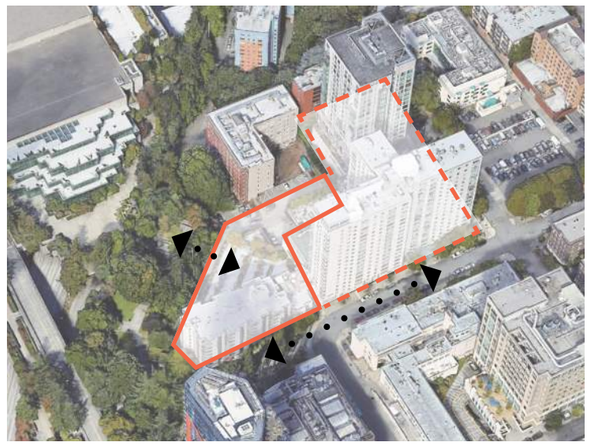
3. Use the natural topography to inform the project design.

4. Identify opportunities for the project to make a strong connection to the street. Consider stepping up or down hillsides to accommodate significant changes in elevation

5. Incorporate on-site natural habitats and landscape elements and provide opportunities through design to connect to off-site habitats.

Response

The proposed project is heavily influences by the site features and natural systems. The massing responds to significant changes of elevation by embracing terracing and landscape design that emulates and benefits the adjacent Freeway Park. Orientation and siting of the Tower responds to sun movement and takes advantage of potential for natural ventilation.



CS2. Urban Pattern & Form

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area. Consider the following:

1. Emphasize attributes that give the neighborhood its distinctive sense of place.

2. Contribute to a strong street edge, especially at the first three floor.

3. Allow characteristics of sites to inform the design.

4. Identify opportunities for the project to make a strong connection to the street.

5. Contribute to the character and proportion of surrounding open spaces.

Response

The project team has carefully analyzed the neighborhood and surrounding open space. The massing schemes explore strategies to effectively connect with University Street and strengthen to activity and safety of Pigott Memorial Corridor. Grade change across the site and proximity of Freeway Park has greatly influenced the massing of schemes at lower levels to respect the character of that open space and strengthen the edge between park and urban fabric.

CS3. Architectural Context & Character

Contribute to the architectural character of the neighborhood. Consider the following:

1. Explore how contemporary designs can contribute to the development of attractive new forms.

2. Explore ways for new development to establish a positive and desirable context for other to build upon in the future.

3. Explore the history of the site and neighborhood as a potential placement opportunity.

Response

The First Hill neighborhood is experiencing a transitional period of higher density growth that has begun to establish a new vernacular within the neighborhood. The massing schemes intend to relate to the simplified massing of larger scale additions to the neighborhood while creating a ground level experience that compliments adjacent pedestrian scales and forms. In particular, schemes intend to promote access to light and air, promote open space for residents, and strengthen the urban fabric along University Street.

PL1. Open Space Connectivity

Complement and contribute to the network of open spaces around the site and the connections among them. Consider the following:

1. Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

2. Concentrate activity areas in places with sun exposure, views across spaces, and in direct line with pedestrian routes.

Response

The development site is uniquely situation at a threshold between urban grid and verdant park. The massing schemes are intended to respect their boundary against this park space and enhance the perception of its boundaries by locating open amenity space in a way to expand it's canopy and ecosystem further into the project site. Activity areas are shown to be situated with views into Freeway Park and Pigott Memorial Corridor.

PL2. Walkability

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features. Consider the following:

1. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

2. Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies, and street-level uses.

3. Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

Response

The massing schemes explore methods to connect with the limited portion of University Street that the development connects to. The project team is prioritizing the establishment of a clear entry and providing open space adjacent to Pigott Memorial Corridor that will enhance natural surveillance of this public open space. Sufficient lighting will also be a priority as a method of enhanced security along the perimeter of this development.

PL3. Street-Level Interaction

Encourage human interaction and activity at the street-level with clear connections to building entries and edges:

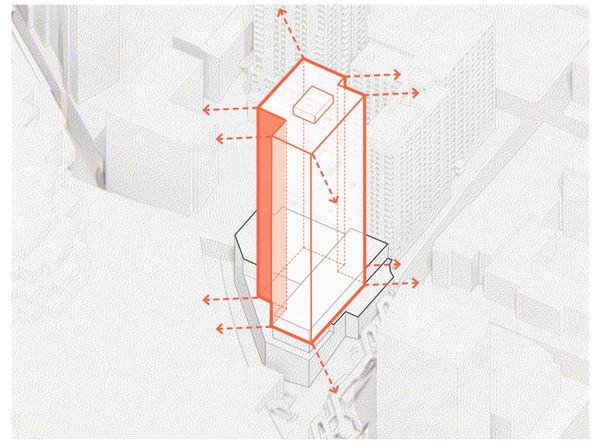
1. Design common entries to multi-story residential buildings to provide privacy and security for residents but also be welcoming and identifiable to visitors.

2. Design the entry as a collection of coordinated elements including the doors, overhead features, landscaping, lighting, etc.

3. Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

Response

The West Tower entry shall communicate privacy and security while also being welcoming using transparent glazing, overhead features, human scale materials, lighting, and landscape features. Exterior private gathering spaces shall be employed to create an active buffer between the residential building and the adjacent public spaces.



DC2. Architectural Concept

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings. Consider the following:

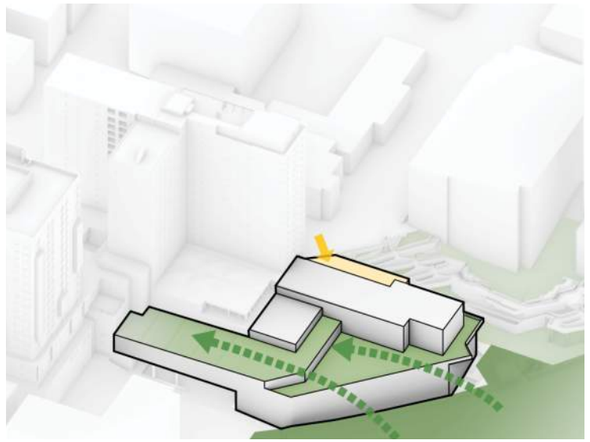
1. Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and it's open space.

2. Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope.

3. Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture" particularly at the street level.

Response

The scale of proposed massing schemes intends to explore methods for reducing scale and perception and a large "wall" against Freeway Park. The use of indentations and planar geometry within the building envelope intend to aid in that intent. Materials and form are to be addressed with greater articulation at the street level to create a stronger pedestrian scale.



DC3. Open Space Concept

Integrate open space design with the design of the building so that each complements the other. Consider the following:

1. Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

2. Site and design project-related open spaces should connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

3. Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

Response

The relationship of proposed open space in connection with adjacent Freeway Park and Pigott Memorial Corridor is pivotal to the project team. The massing schemes shall support an open space concept that will enhance the connections between the development and adjacent open space through the use of terracing at podium massing and increased open space area to create the perception of Freeway Park continuing into the project site expanding the reach of its ecosystem.

DC4. Exterior Elements and Finishes

Use appropriate and high quality elements and finishes for the building and its open spaces. Consider the following:

1. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close.

2. Select durable and attractive materials that will age well in Seattle's climate, taking special care to details corners, edges, and transitions.

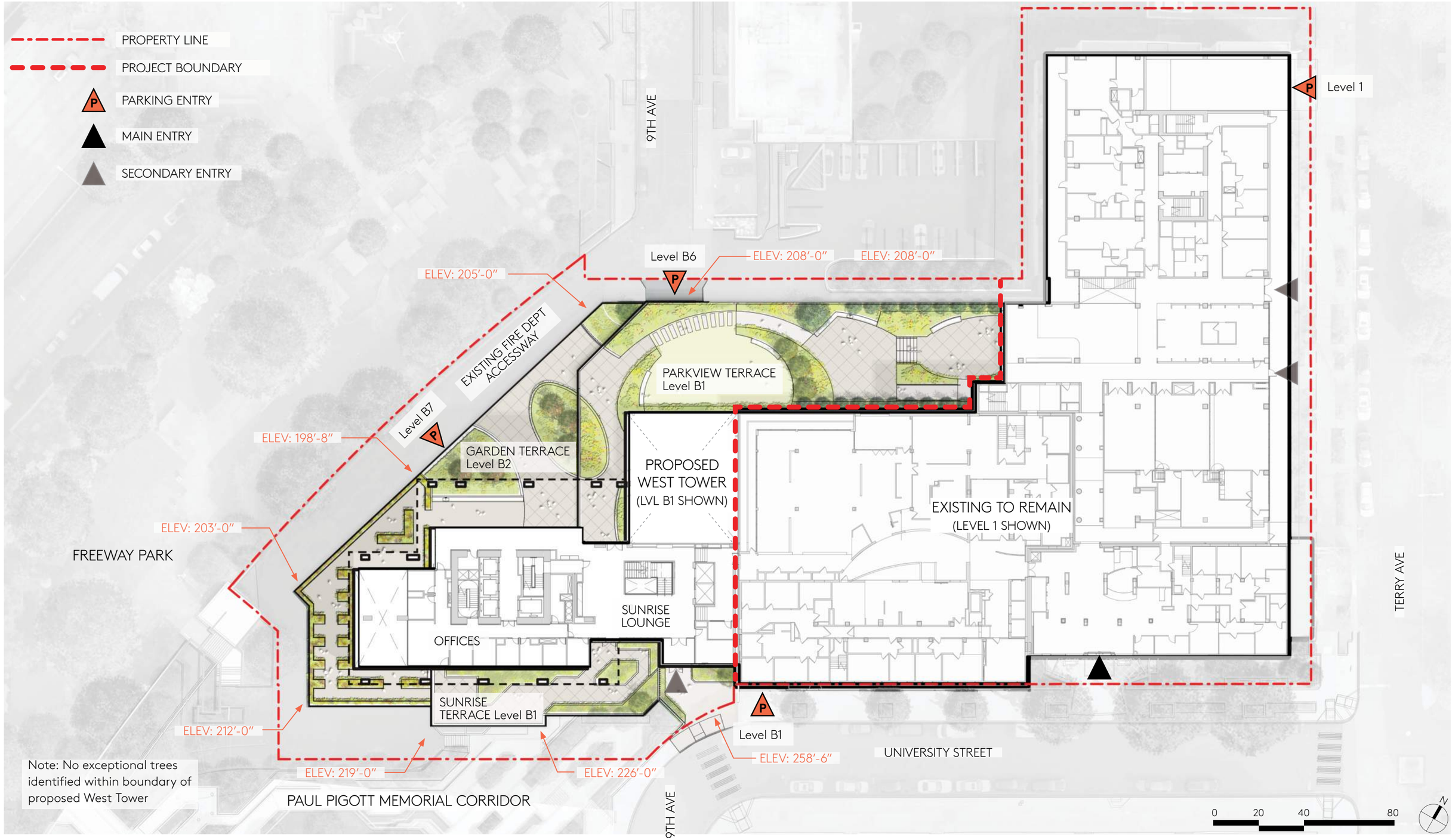
3. Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

4. Create a landscape design that helps define spaces with significant elements such as trees.

Response

The project will employ materials with a restrained and timeless palette reflecting contemporary technology and relating to existing neighborhood context through color, pattern, and materiality. The landscape design intends to employ significant planting in the large open space as part of each massing scheme to enhance resident experience and extend the canopy of Freeway Park into the project site.

OVERALL SITE PLAN



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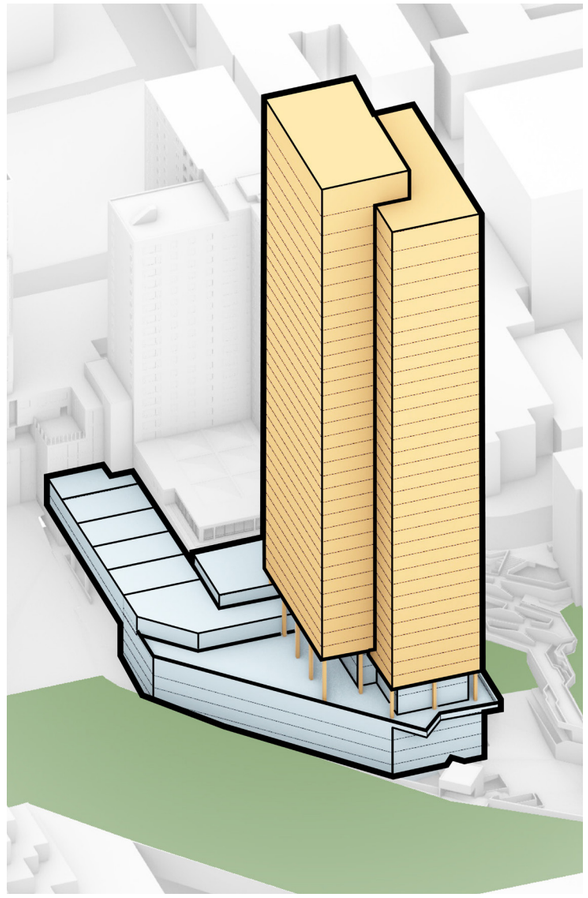
SECTION 03
EARLY DESIGN GUIDANCE RESPONSE

RESPONSE TO EARLY DESIGN GUIDANCE



NOTE: Comments detailed in **1A-2A & 4C** are noted and appreciated. These comments continue to inform the proposed design throughout its development.

EDG COMMENTS

1 | THE THREE SCHEMES

1A The Board recognized public comment regarding the importance of Freeway Park to residents of the neighborhood and commended the applicant for the careful consideration given to this important area in the development of their schematic options. (CS2-B)

1B The Board considered the merits of the three primary schematic design options, as well as the additional schematic tower placement studies provided on page 31 of the Early Design Guidance (EDG) packet. (DC2-A)

1C The Board expressed appreciation for those additional schematic explorations, agreeing that they helped bring into focus the strength of the massing choices shown in the applicant's preferred option, Scheme 03. In that scheme, the tower is split into two distinct massing elements and oriented to the orthogonal street grid rather than facing Freeway Park. The Board agreed that Scheme 03 was the best option to break down the scale of the tower and provided an appropriate transition of space between the tower and the Landmarked Jim Ellis Freeway Park. (CS2-B, CS3, DC2-A)

1D The Board recognized the additional height available on this HR (High Rise) zoned site and discussed the merits of a taller, more slender tower versus the more modest tower height of the three proposed schemes. Ultimately the Board unanimously agreed to support the preferred scheme as the best response to the context of the site and nearby development, including both shorter and taller nearby structures. (CS2-D, CS3, DC2-A)

1E The Board agreed that the proposed terraces would be highly visible due to topography and the adjacent Freeway Park, particularly as nearby sites were redeveloped. The Board supported the conceptual design and gave guidance to use great care to ensure its expression was aesthetically pleasing. (DC3-B, DC3-C, DC4-D)

2 | TOWER MASSING AND MODULATION

2A The Board supported the two distinct tower massing forms proposed in Scheme 03 and agreed that creating a degree of differentiation between the two massing elements through their architectural expression could strengthen the design concept, helping the tower better fit into existing context and reducing the perceived scale. (CS2-B, CS2-D, DC2-A)

2B The Board also expressed concern regarding the limited height difference between these two elements at the top of the tower. The Board agreed that the distinction of the two masses should be strengthened through some combination of height difference and architectural expression of the two elements at the top of the tower. The Board stated that if additional overall height were proposed as part of the solution that they would almost certainly support it. (DC2-A, CS2-D, CS2-B) (See Design Response on Page 23)

2C The Board considered the proximity of this project to the existing tower across Freeway Park (2 Union Square) and how this new proposed tower would respond to that context. The Board asked that perspective views including both towers be provided in the Recommendation packet, from both the Park and nearby streets.(CS2, CS3) (See Design Response on Pages 24-25)

3 | PODIUM MASSING AND ARTICULATION

3A Echoing public comment, the Board agreed that the podium will be highly visible from nearby streets and Freeway Park and gave guidance to use both erosion to break down its scale and to create depth and texture and visual interest. The Board suggested thinking of the podium as an extension of Freeway Park and, again echoing public comment, consider using green walls as a surface treatment. (CS2, CS3-A, DC2-A, DC4-A) (See Design Response on Pages 26-27)

3B The Board particularly emphasized the need to treat potential blank walls at the podium structure and the associated Design Guideline criteria for design treatments that provide human scale and visual interest. (DC2-B, DC2-C) (See Design Response on Pages 26-27)

3C The Board supported the applicant's stated intent to connect the project to Freeway Park through formal articulation and exterior materials. The Board requested complete details and specifications demonstrating these strategies in the Recommendation packet, with a particular emphasis on the podium and terraces. (CS2-B, CS3-A, DC2, DC3-C) (See Design Response on Pages 26-27)

3D The Board discussed the architectural character of the two-story element containing the entry on University Street and agreed that this should be designed to feel open and welcoming. The Board provided guidance that this articulation should be distinct enough from the adjacent towers ("transparent and blazing" was offered by one Board member) to stand out as a separate element, which will help reduce the project's overall perceived scale. (PL3-A, DC2-A) (See Design Response on Page 28)

3E The Board discussed the project's appearance from the pedestrian realm (as shown in view 3 on sheet 50 of the EDG packet) and encouraged increasing the height of the columns to visually 'lift' the base of the tower by an additional story. The Board agreed that increasing the scale of this colonnaded area would make it more compatible with the surrounding context and create a more welcoming and engaging experience for pedestrians. (CS2-B, PL3, DC2-B, DC3) (See Design Response on Page 29)

3F The Board agreed that it would be critically important to have a complete understanding of how the podium and tower would appear from various points in Freeway Park and the adjacent streets, in both winter and summer, and requested these be provided at the Recommendation phase. (CS2, CS3, DC2, DC4) (Pages 24-25, 29)

4 | STREETSCAPE AND CIRCULATION

4A The Board discussed the location of the new building entrance and how it would connect to the Piggot Corridor and Freeway Park. The Board noted the entrance's lack of architectural distinction in the EDG packet. Echoing public comment, the Board agreed that connections to Freeway Park and to the public realm were critical to the success of the project and provided guidance that this entry be appropriately scaled, distinctly expressed and clearly legible. (CS2-B, PL1-B, PL3-A) (See Design Response on Page 28)

4B The Board asked that complete details be provided in the Recommendation packet to demonstrate the following aspects of the design, which they identified as high priorities (CS1-B, CS1-C, CS1-D, CS2-B, PL1-B, PL2-B, PL3-A, DC3-A, DC3-B, DC3-C):

i. site circulation, both public and private. (See Pages 55-56)

ii site planning, including landscape and hardscape design at building edges and terraces, (See Page 53, 70)

iii. lighting for security and as part of the design concept, and (See Page 91)

iv. the potential for wind to impact pedestrian areas. (See Design Response on Page 30)

4C The Board expressed concern regarding the limited new connectivity and circulation provided between the project and adjacent streets, but recognized the substantial constraints placed on the site by topography and existing street grid. The Board noted they would be open to design changes and/or potential departures the applicant may propose to increase connectivity and strengthen the pedestrian realm. (PL1, DC3).

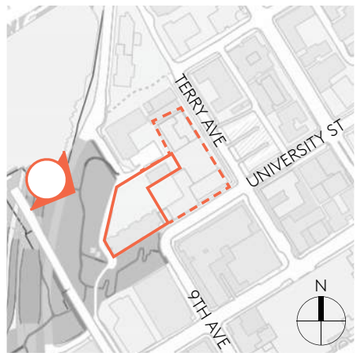
EDG RESPONSE | TOP OF TOWER MASSING

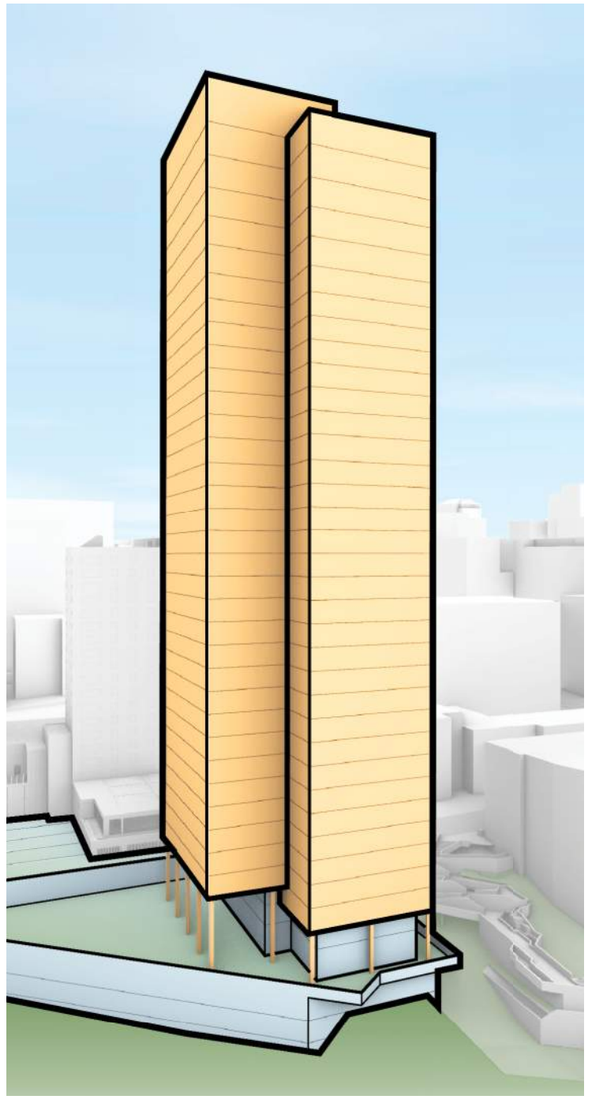
EDG COMMENT (Summary on Page 22)

2B The Board also expressed concern regarding the limited height difference between these two elements at the top of the tower. The Board agreed that the distinction of the two masses should be strengthened through some combination of height difference and architectural expression of the two elements at the top of the tower. The Board stated that if additional overall height were proposed as part of the solution that they would almost certainly support it. (DC2-A, CS2-D, CS2-B)

DESIGN RESPONSE TO COMMENT 2B

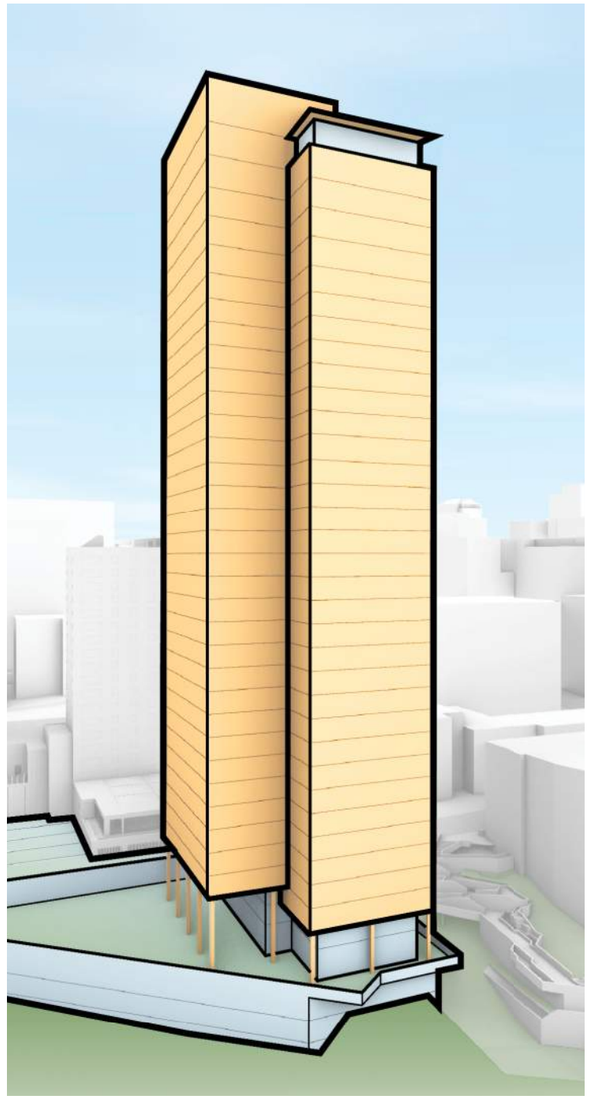
Informed by the EDG process, the revised tower massing is intended to increase the perceived height difference between the two distinct volumes. This is done by indenting the building envelope at Level 33 of the south tower volume. A roof canopy caps that indentation to help define this void and improve the legibility of the height difference and provide cover for occupiable exterior space at Level 33.





Massing Diagram as of EDG

TOWER MASSING AS OF EDG



Massing Diagram as Informed by EDG Comments

REVISED TOWER MASSING

Rendering as Informed by EDG Comments

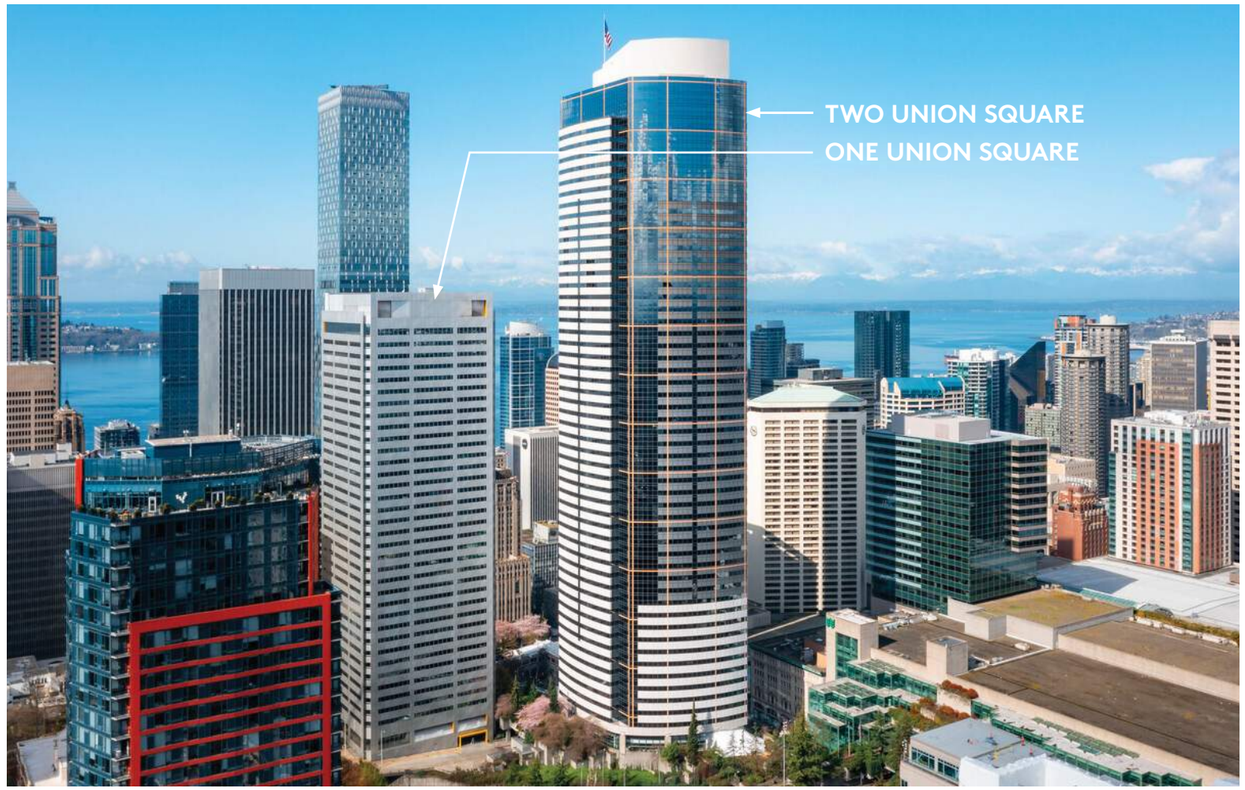
EDG RESPONSE | **TOWER CONTEXT**

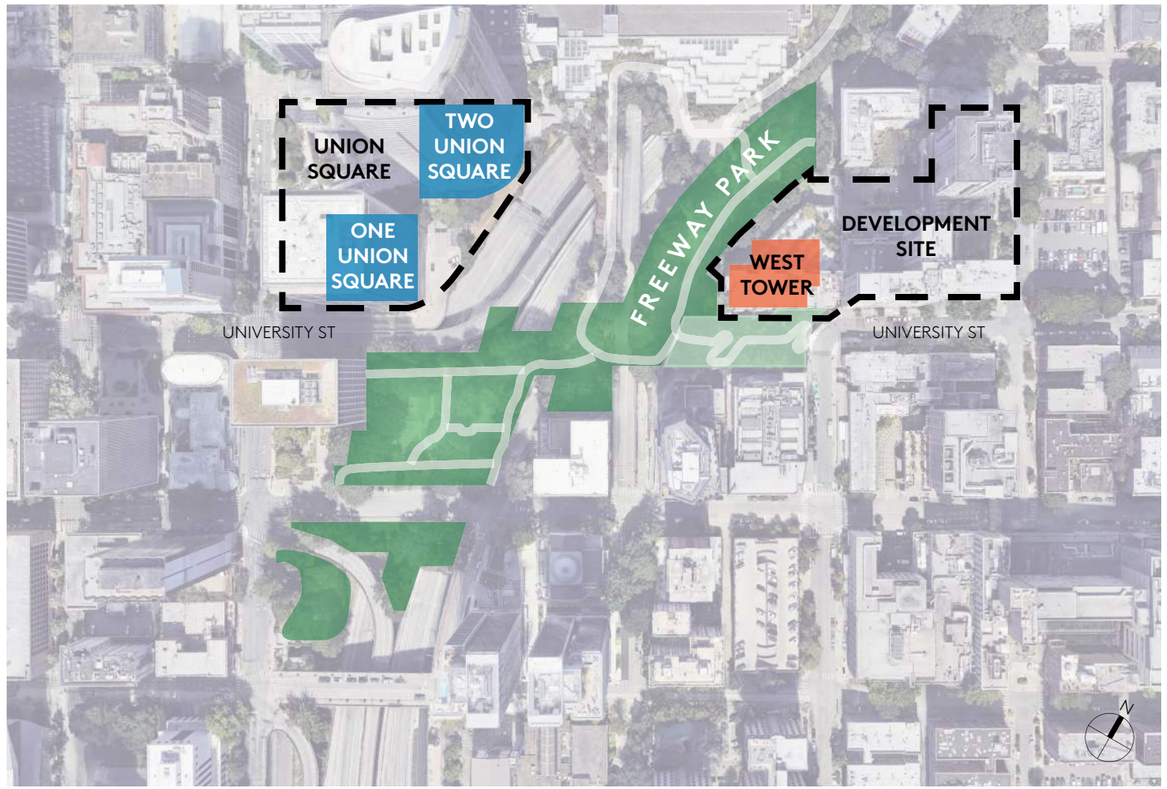
EDG COMMENT (Summary on Page 22)

2C The Board considered the proximity of this project to the existing tower across Freeway Park (2 Union Square) and how this new proposed tower would respond to that context. The Board asked that perspective views including both towers be provided in the Recommendation packet, from both the Park and nearby streets.(CS2, CS3).

DESIGN RESPONSE TO COMMENT 2C

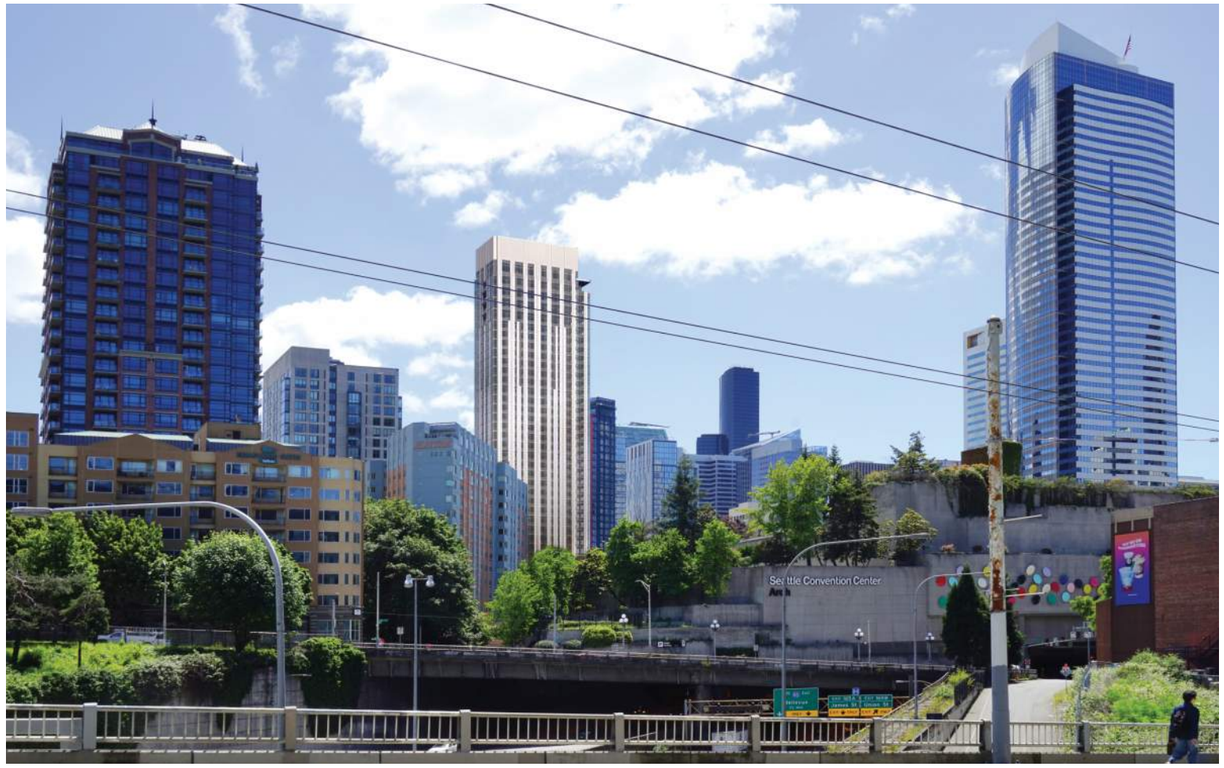
Union Square, directly across Freeway Park from the proposed West Tower, communicates a scale and materiality consistent with the grand commercial office structures of Downtwon. The design intends to relate to these towers by color choice but also provide a counterpoint in scale & detail emphasizing the transition between downtown office towers and the residential First Hill Neighborhood. The choice of a lighter color further supports a precedent for light color buildings directly adjacent to the park providing a bright neutral backdrop to the verdant colors of Freeway park. See next page for diagrams demonstrating the proposed design adjacent within view of the Union Square Towers.





EDG RESPONSE | **TOWER CONTEXT CONTINUED**

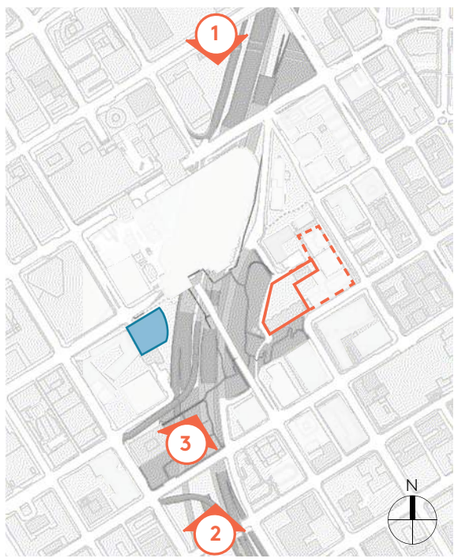
1 | VIEW SOUTH FROM PINE STREET



2 | VIEW NORTH FROM SENECA ST

VISUAL RELATIONSHIP

With the density of towers in this area, there are a limited number of locations nearby where the proposed West Tower is visible at the same time as the Union Square towers. With that said, the West Tower will provide an enhanced level of brightness as a backdrop for the vegetation of Freeway Park and counteract a climate that is so often overcast and gray. The West Tower with benefit the skyline of Seattle while also providing much needed housing within our area.



3 | VIEW NORTH FROM FREEWAY PARK (SENECA PLAZA)

NOTE: OVERLAY OF PROPOSED WEST TOWER IS APPROXIMATE ONLY.

EDG RESPONSE | **PODIUM ARTICULATION**

EDG COMMENT (Summary on Page 22)

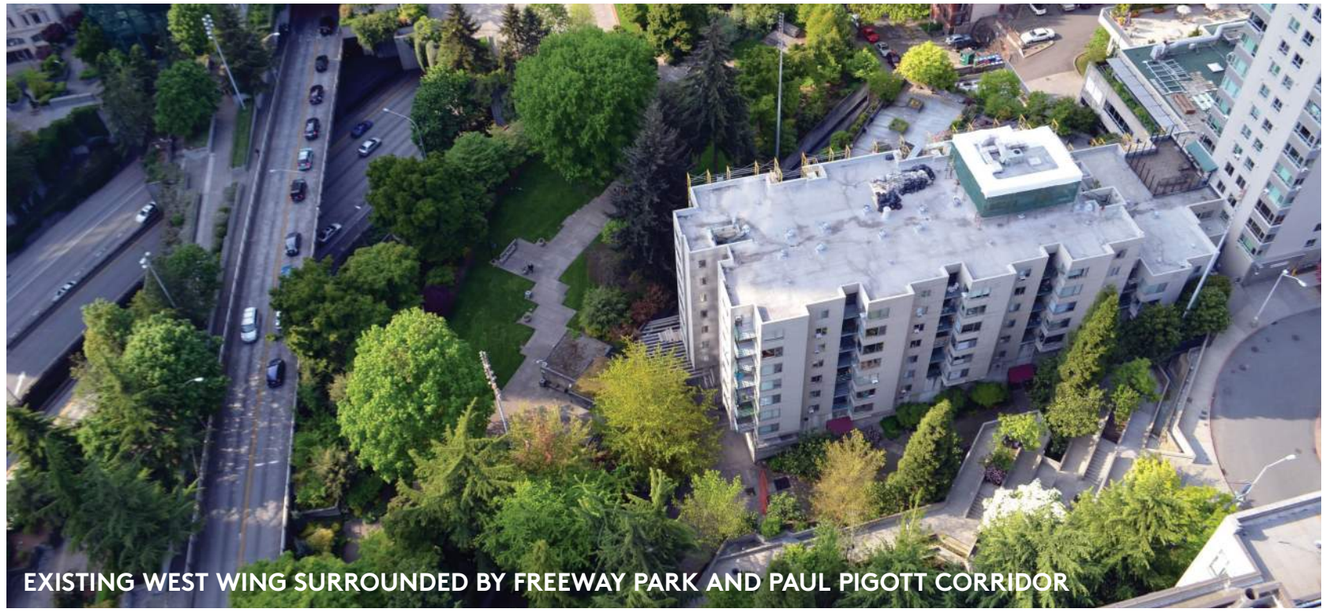
3A Echoing public comment, the Board agreed that the podium will be highly visible from nearby streets and Freeway Park and gave guidance to use both erosion to break down its scale and to create depth and texture and visual interest. The Board suggested thinking of the podium as an extension of Freeway Park and, again echoing public comment, consider using green walls as a surface treatment. (CS2, CS3-A, DC2-A, DC4-A)

3B The Board particularly emphasized the need to treat potential blank walls at the podium structure and the associated Design Guideline criteria for design treatments that provide human scale and visual interest. (DC2-B, DC2-C)

3C The Board supported the applicant's stated intent to connect the project to Freeway Park through formal articulation and exterior materials. The Board requested complete details and specifications demonstrating these strategies in the Recommendation packet, with a particular emphasis on the podium and terraces. (CS2-B, CS3-A, DC2, DC3-C)

DESIGN RESPONSE TO COMMENTS 3A, 3B, & 3C

Informed by the EDG comments, the proposed materials and podium massing are intended to amplify the vegetation, forms, and colors of Freeway Park while supporting the human scale of the prominent adjacent public spaces. The choice of durable natural materials like brick tile, wood, metal panel, and concrete ground the podium in the context of the surrounding urban forest. Variety in massing utilizes indentation, rhythm in column spacing, and terracing to respect the slope of the site and add visual interest along the site edges.



EXISTING WEST WING SURROUNDED BY FREEWAY PARK AND PAUL PIGOTT CORRIDOR

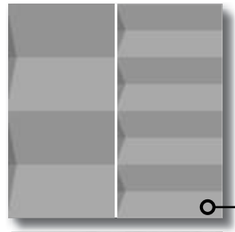
FORMS, COLORS & MATERIALS OF FREEWAY PARK

EDG RESPONSE | **PODIUM ARTICULATION CONTINUED**

Glazed Brick Tile

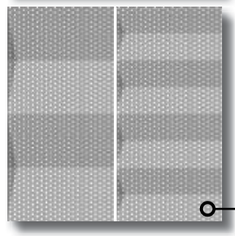
Wood

Metal Wire Wall Trellis



Metal Wall Panel

CIP Concrete, Textured

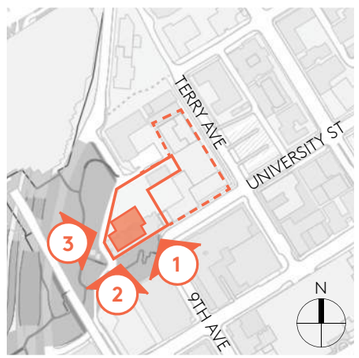


Metal Wall Panel, Perf

1 | VIEW NW AT SECONDARY ENTRY

2 | VIEW NORTH AT PIGOTT CORRIDOR

3 | VIEW NORTH AT PIGOTT CORRIDOR (TREES HIDDEN TO SHOW FACADE BEYOND)



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EDG RESPONSE | **SECONDARY ENTRY ARCHITECTURAL CHARACTER**

EDG COMMENT (Summary on Page 22)

3D The Board discussed the architectural character of the two-story element containing the entry on University Street and agreed that this should be designed to feel open and welcoming. The Board provided guidance that this articulation should be distinct enough from the adjacent towers ("transparent and blazing" was offered by one Board member) to stand out as a separate element, which will help reduce the project's overall perceived scale. (PL3-A, DC2-A)

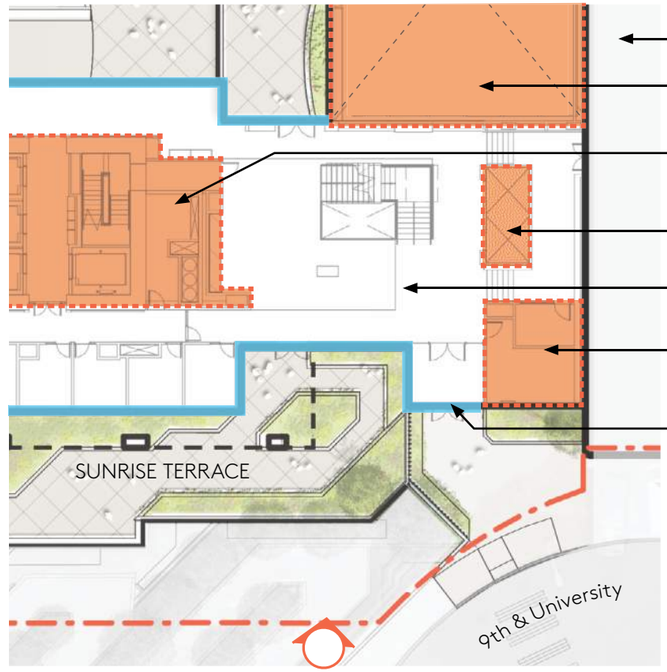
4A The Board discussed the location of the new building entrance and how it would connect to the Piggot Corridor and Freeway Park. The Board noted the entrance's lack of architectural distinction in the EDG packet. Echoing public comment, the Board agreed that connections to Freeway Park and to the public realm were critical to the success of the project and provided guidance that this entry be appropriately scaled, distinctly expressed and clearly legible. (CS2-B, PL1-B, PL3-A)

DESIGN RESPONSE TO COMMENTS 3D & 4A

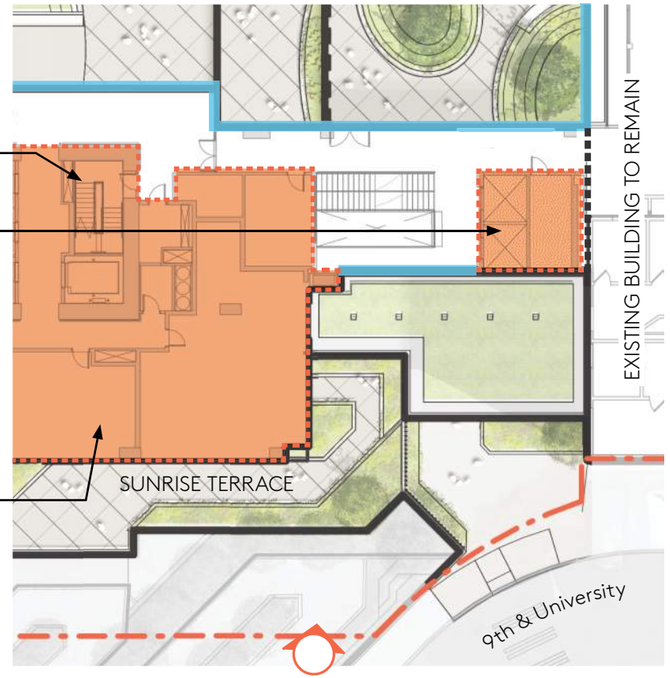
Informed by the EDG comments, the proposed design intends to balance the need for the secondary entry to be both welcoming and understated as not to compete with the existing main building entry to the East on University Street. The use of glazing at either side of the building envelope on Level B1 and Level 1 provide a welcoming transparent facade allowing a pedestrian to see through the building while walking North on 9th Ave. The scale of exterior materials and horizontal massing assist in communicating a private residential entry by reducing its perceived massing and distinguishing it as a separate elements from the adjacent towers.

Informed by the First Hill Public Realm Action Plan, the secondary entry and sunrise terrace are intended to provide additional activity & eyes on that street at the corner of University St and 9th Ave. This shall benefit the long range plan for this intersection which includes additional public amenity space to the south of the project site.


VIEW NE OF SECONDARY ENTRY FROM 9TH & UNIVERSITY ST



PLAN | SECONDARY ENTRY AT LVL B1



PLAN | LEVEL 1 ABOVE SECONDARY ENTRY

LEGEND

- Visual obstruction through building
- Transparent Glazing at Building Facade
- Location of Perspective View

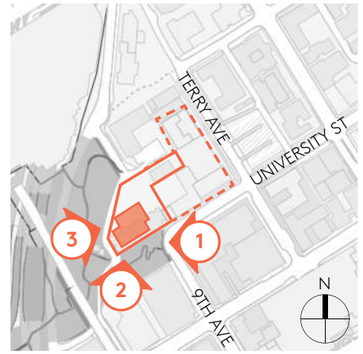
EDG RESPONSE | **COLONNADE**

EDG COMMENT (Summary on Page 22)

3E The Board discussed the project's appearance from the pedestrian realm (as shown in view 3 on sheet 50 of the EDG packet) and encouraged increasing the height of the columns to visually 'lift' the base of the tower by an additional story. The Board agreed that increasing the scale of this colonnaded area would make it more compatible with the surrounding context and create a more welcoming and engaging experience for pedestrians. (CS2-B, PL3, DC2-B, DC3)

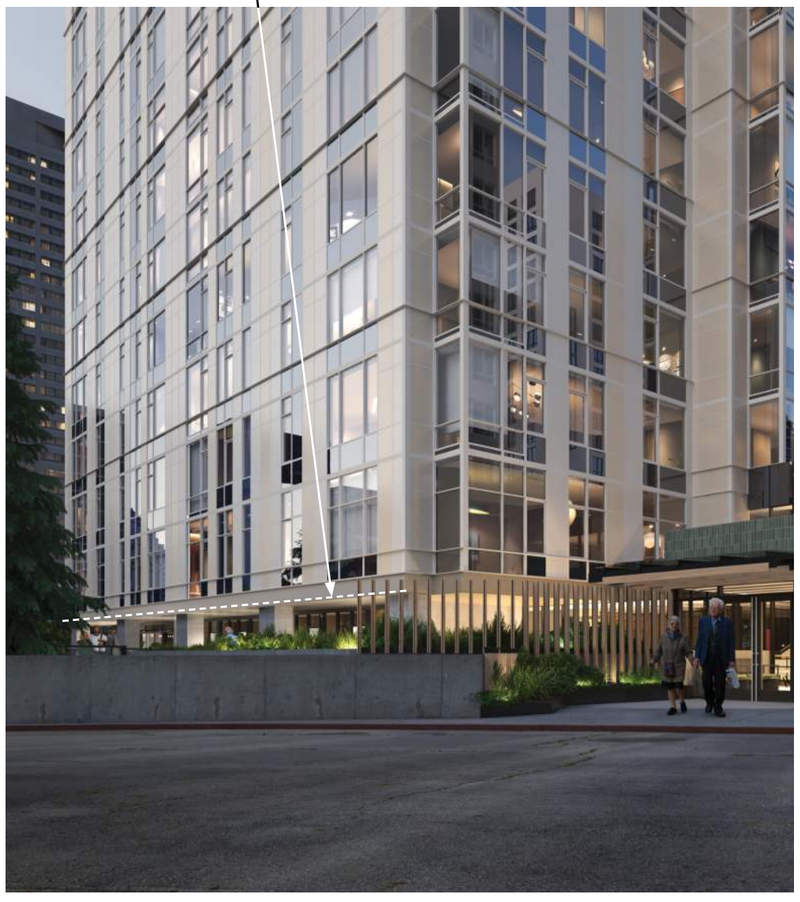
DESIGN RESPONSE TO COMMENT 3E

The soffit height (*column height*) of the two distinct tower volumes, each set at their own consistent elevation, are influenced by the topography and relationship of massing to adjacent public spaces. The downward terracing of the podium from east to west towards Freeway Park helps to create a variety of scale that responds to each adjacent space. At the secondary residential entry (1), the single story colonnade is intended to communicate a residential scale supporting privacy and security at this entry. At Pigott Corridor (2), the mix of single and two story colonnades balances with the narrow public pathway and embodies the transition between downtown and residential First Hill neighborhood. At Freeway Park's East Plaza (3), the combination of two and three story colonnades responds to the scale of public open space while also communicating residential use rather than a grand scale that may be more akin to hotels, offices, or convention centers nearby.



1 | VIEW WEST AT SECONDARY ENTRY

8'-4" ABOVE LEVEL B1



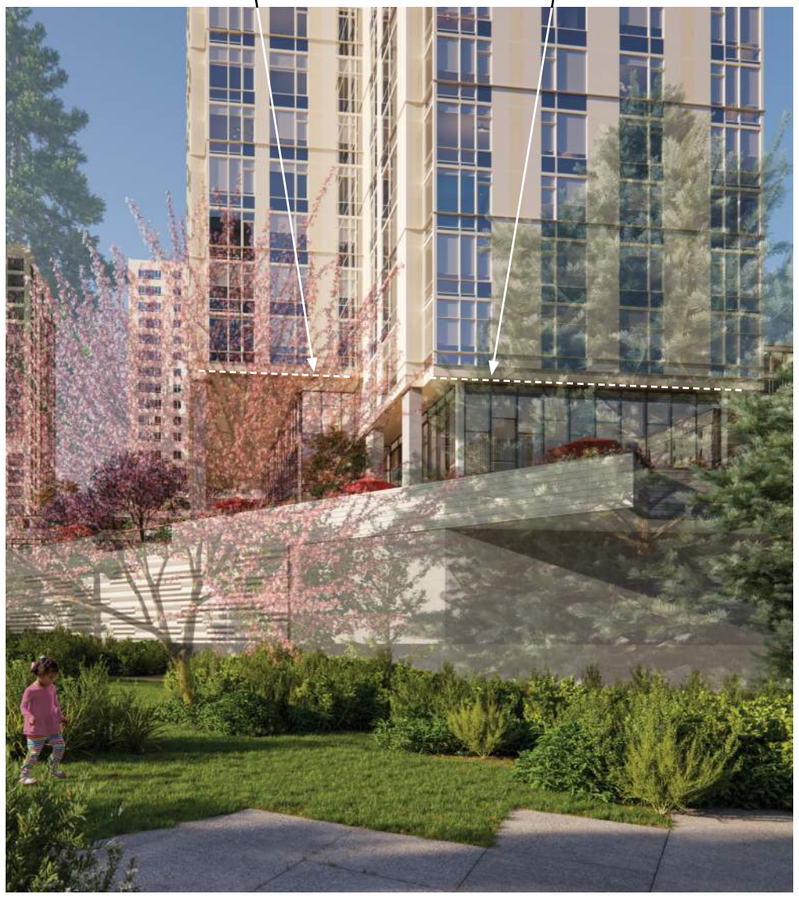
2 | VIEW NORTH AT PIGOTT CORRIDOR

8'-4" ABOVE LEVEL B1

3 | VIEW NE AT FREEWAY (TREES TRANSPARENT)

18'-4" ABOVE LEVEL B1

8'-4" ABOVE LEVEL B1



EDG RESPONSE | **WIND IMPACT**

EDG COMMENT (Summary on Page 22)

4B The Board asked that complete details be provided in the Recommendation packet to demonstrate the following aspects of the design, which they identified as high priorities (CS1-B, CS1-C, CS1-D, CS2-B, PL1-B, PL2-B, PL3-A, DC3-A, DC3-B, DC3-C):

iv. the potential for wind to impact pedestrian areas.

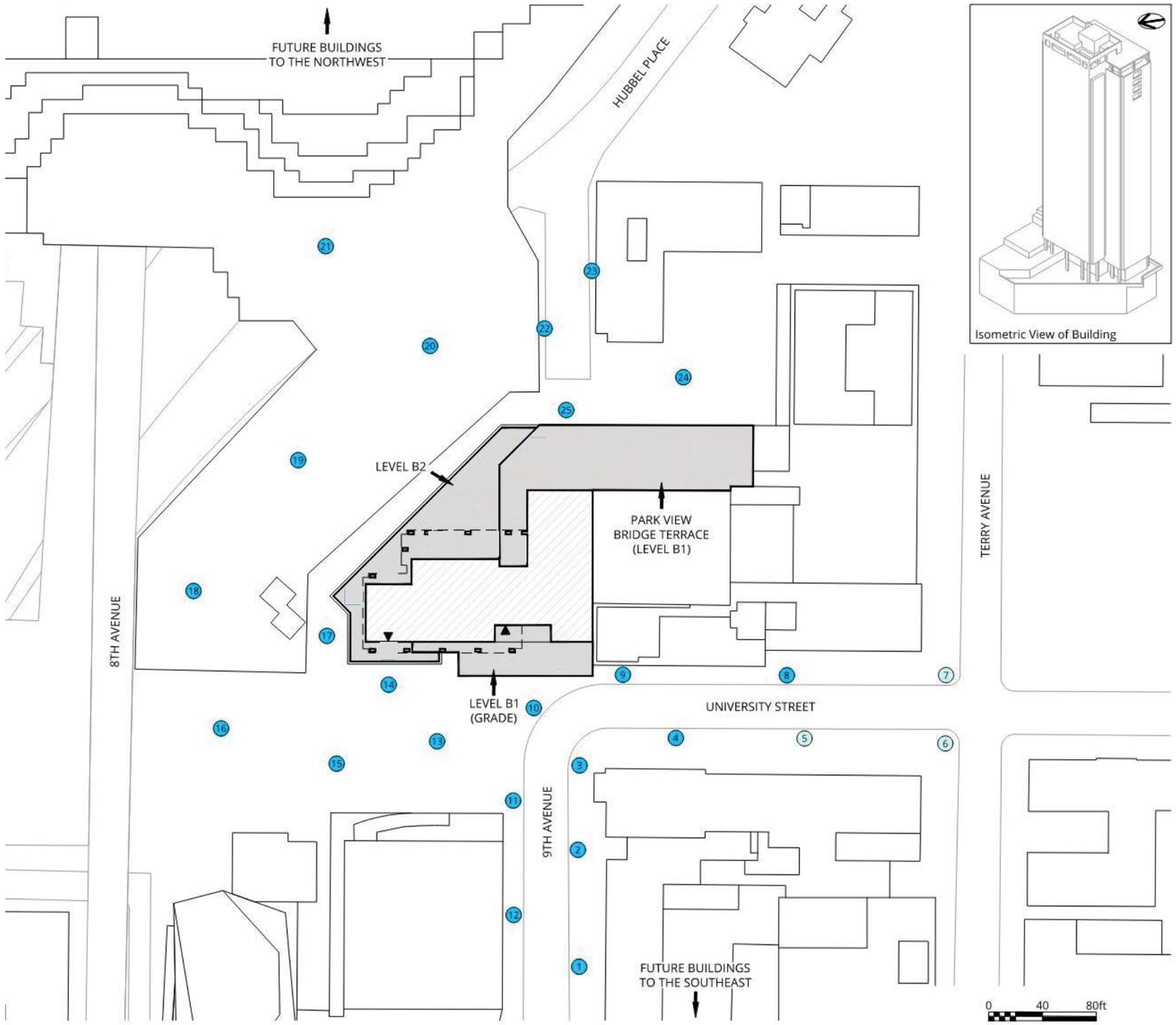
DESIGN RESPONSE TO COMMENT 4B

A pedestrian wind comfort study was professionally performed to understand the project impacts on the adjacent pedestrian environment. The study found that the project does not present any wind conditions that predict discomfort for adjacent pedestrian spaces and may not be noticeably different from existing conditions today. The graphics shown to the right represent the worst-case wind scenario during a 12-month period.

COMFORT CATEGORY LEGEND

- SITTING
- STANDING
- STROLLING
- WALKING
- UNCOMFORTABLE

WIND TUNNEL TESTING PER DRB REQUEST



PEDESTRIAN WIND COMFORT CONDITIONS, DEC-FEB (WORST CASE WIND SCENARIO)

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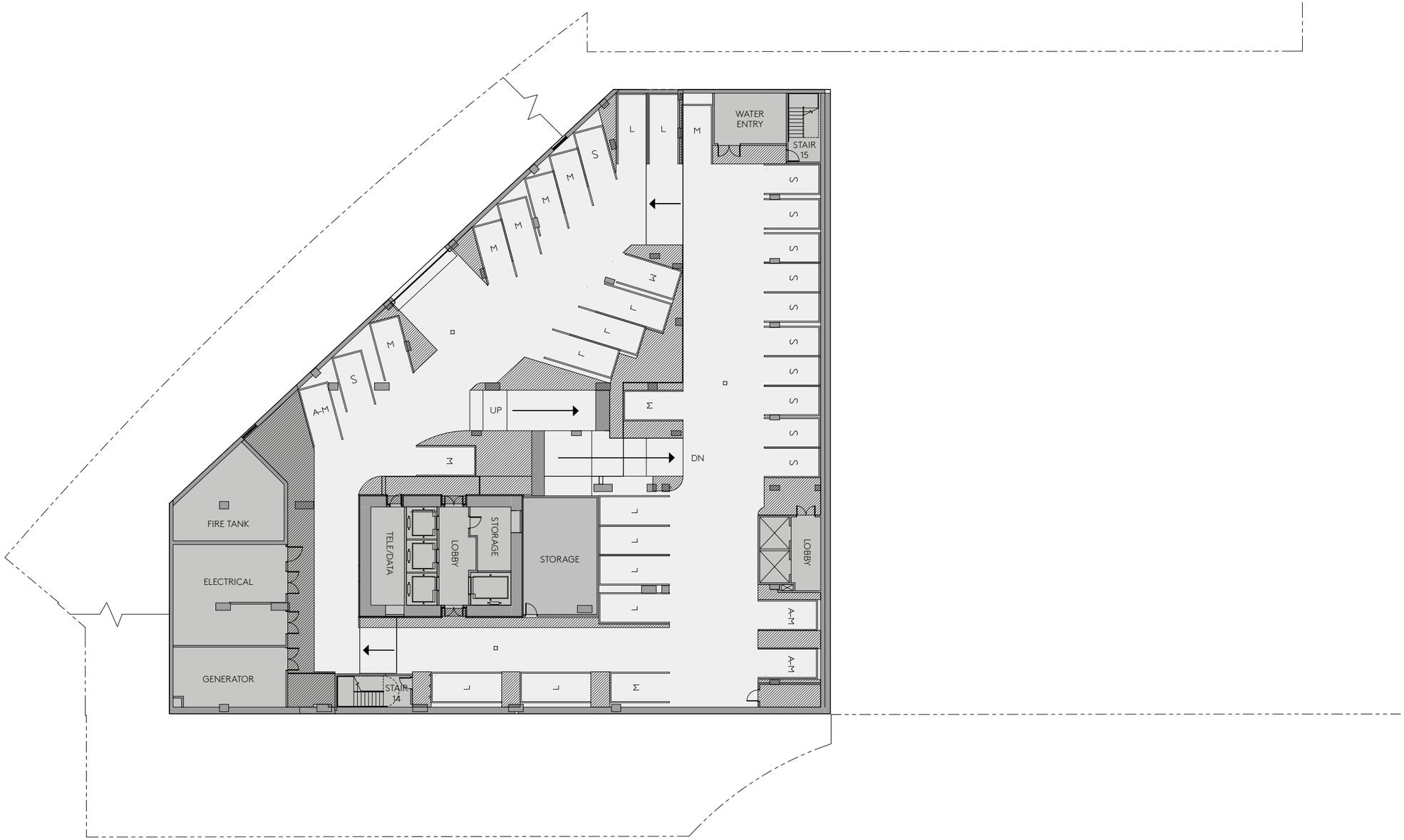
SECTION 04
FLOOR PLANS

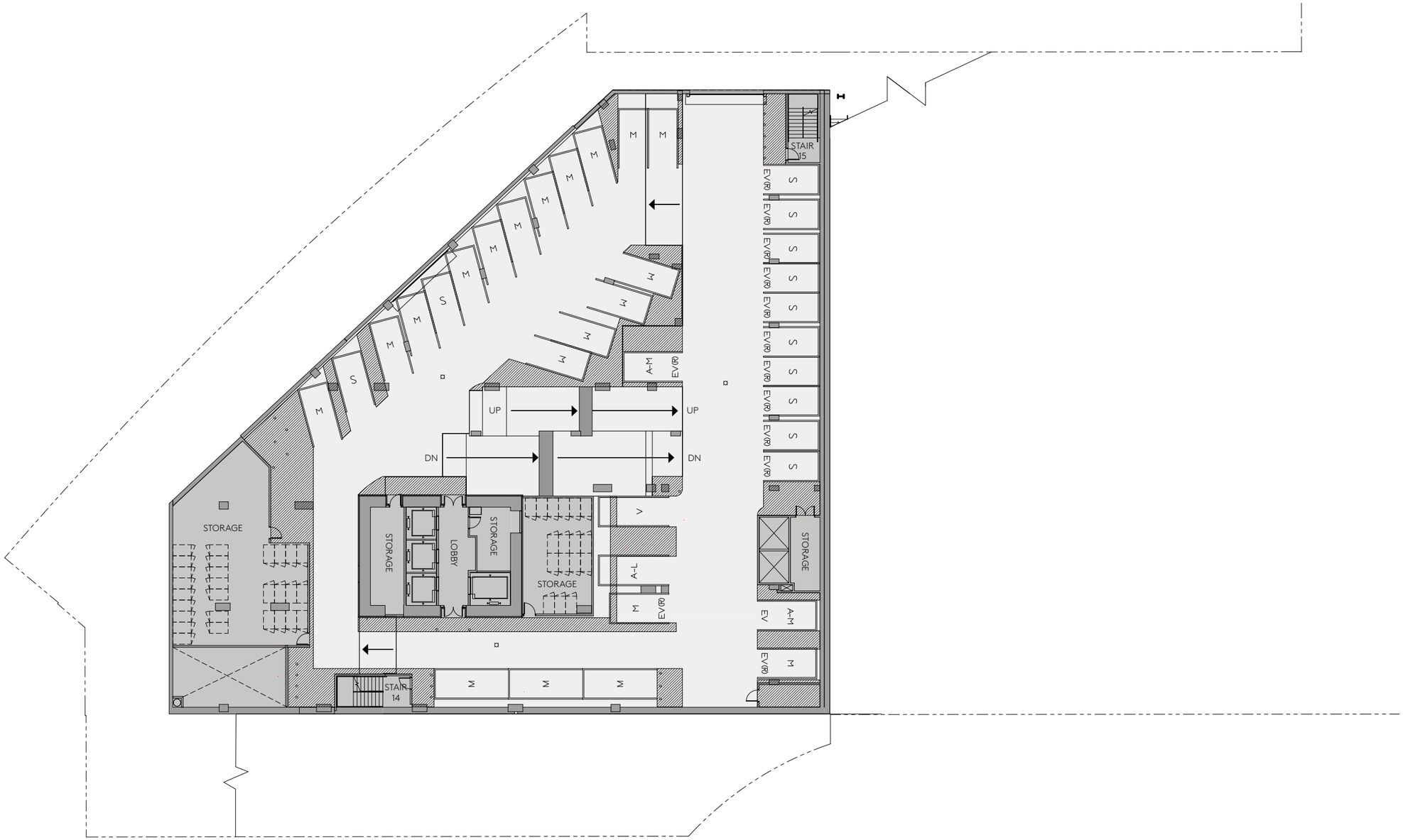
PLANS | **LEVEL B7**



LEGEND

- SERVICE / MECH / STORAGE
- PARKING

PLANS | **LEVEL B6**



LEGEND

- SERVICE / MECH / STORAGE
- PARKING

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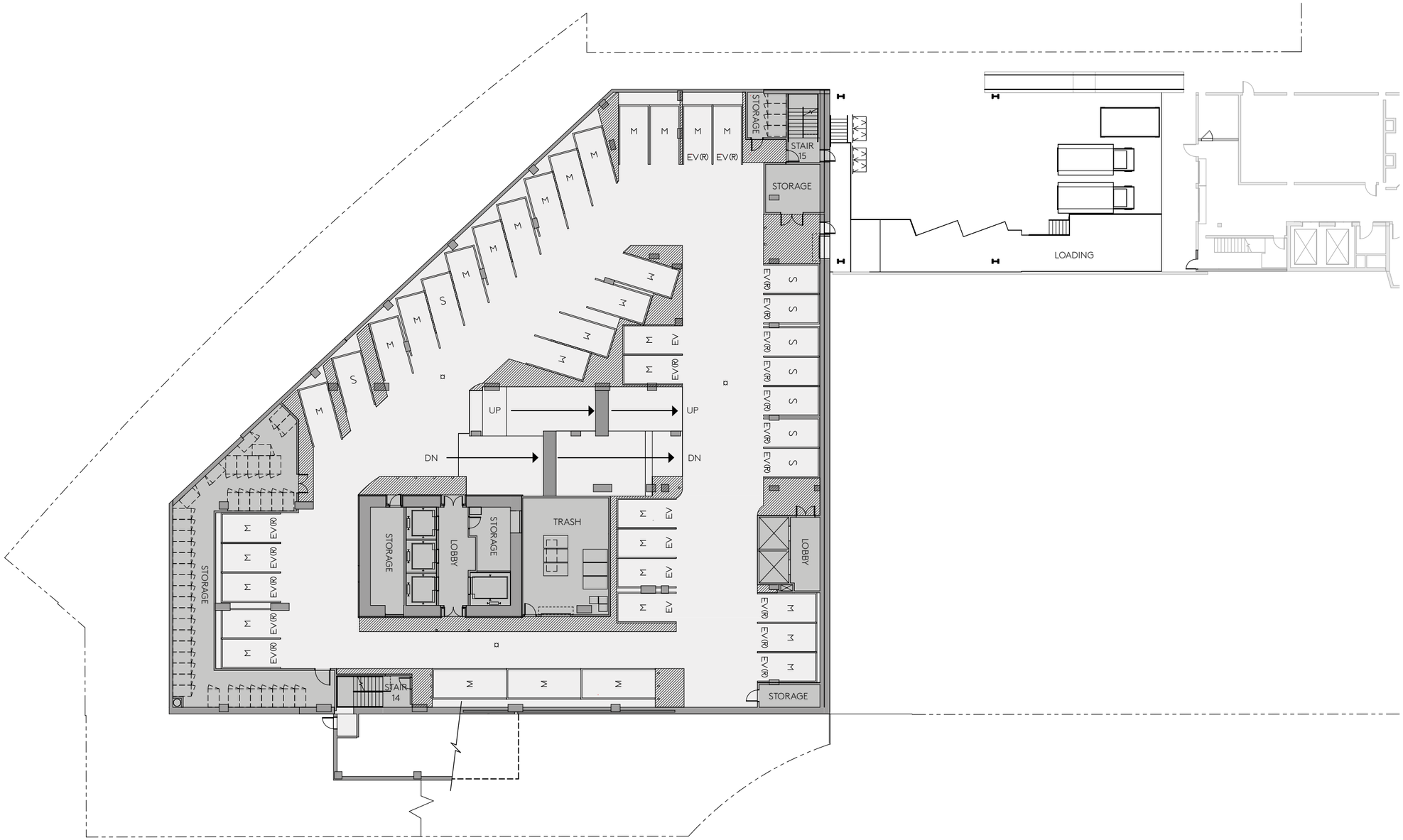
Horizon House | MITHŪN

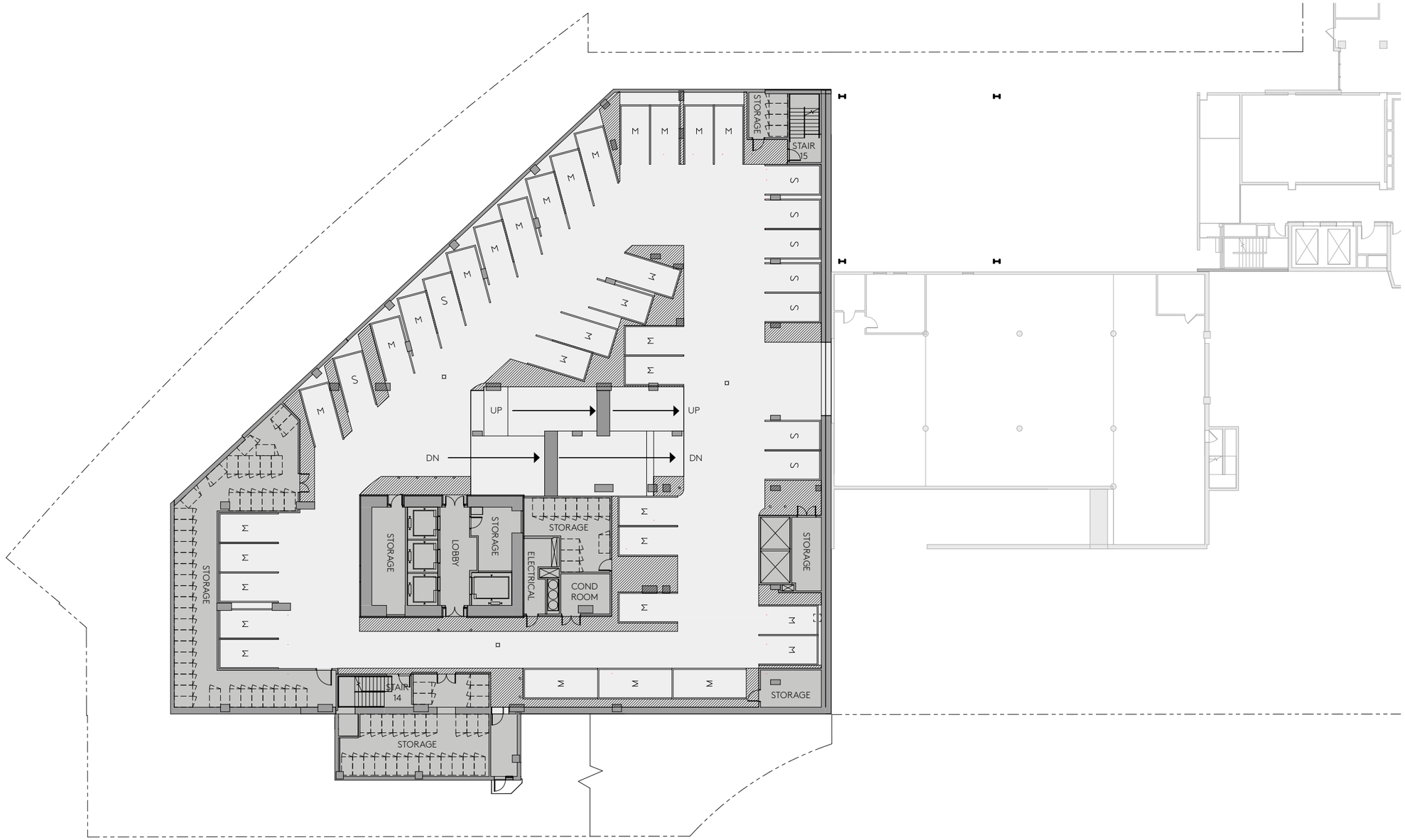
PLANS | **LEVEL B5**



LEGEND

- SERVICE / MECH / STORAGE
- PARKING

PLANS | **LEVEL B4**



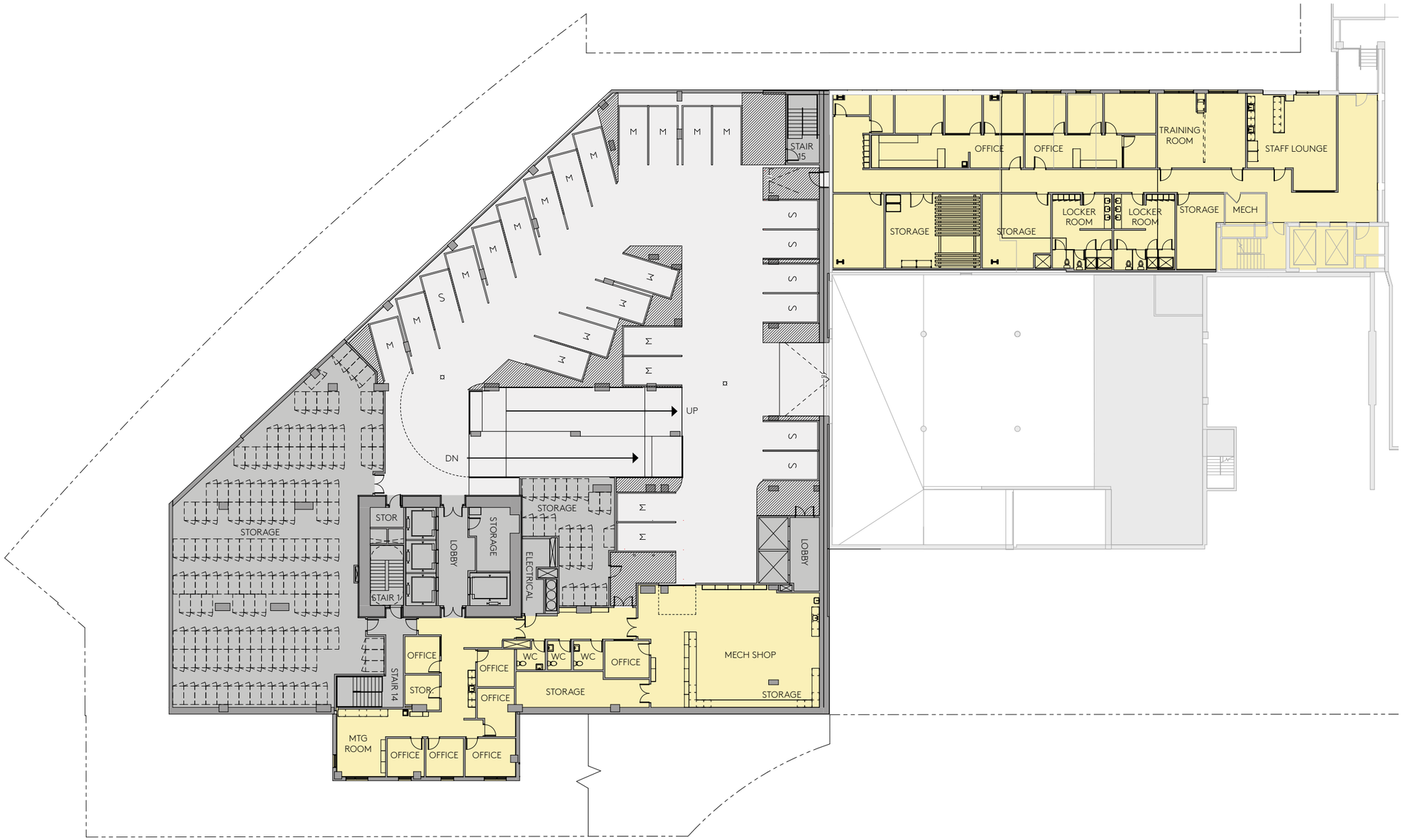
LEGEND

- SERVICE / MECH / STORAGE
- PARKING

SDCI PROJECT NUMBER 3039628-LU

Horizon House | MITHŪN

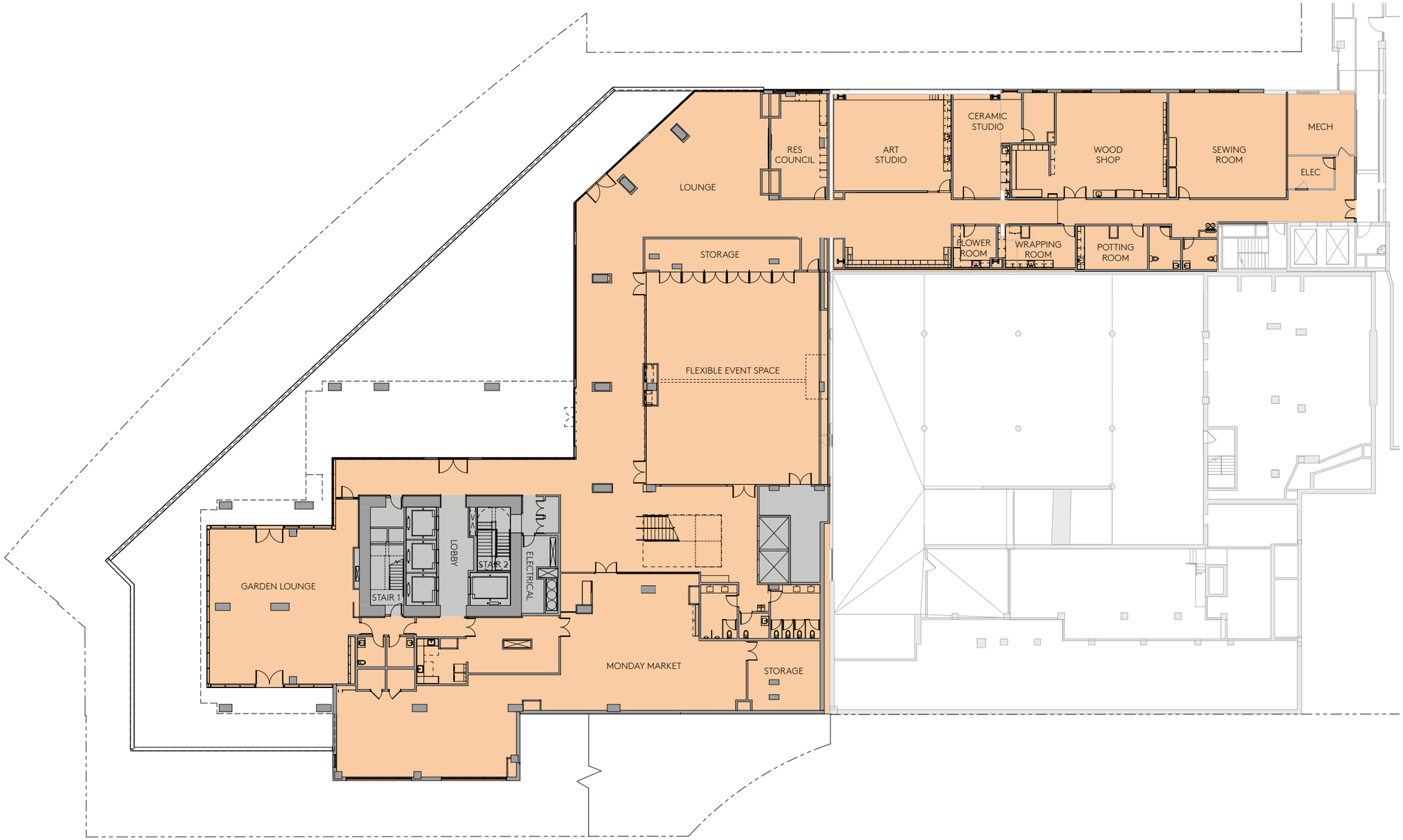
PLANS | **LEVEL B3**



LEGEND

- SERVICE / MECH / STORAGE
- PARKING
- ACCESSORY OFFICE

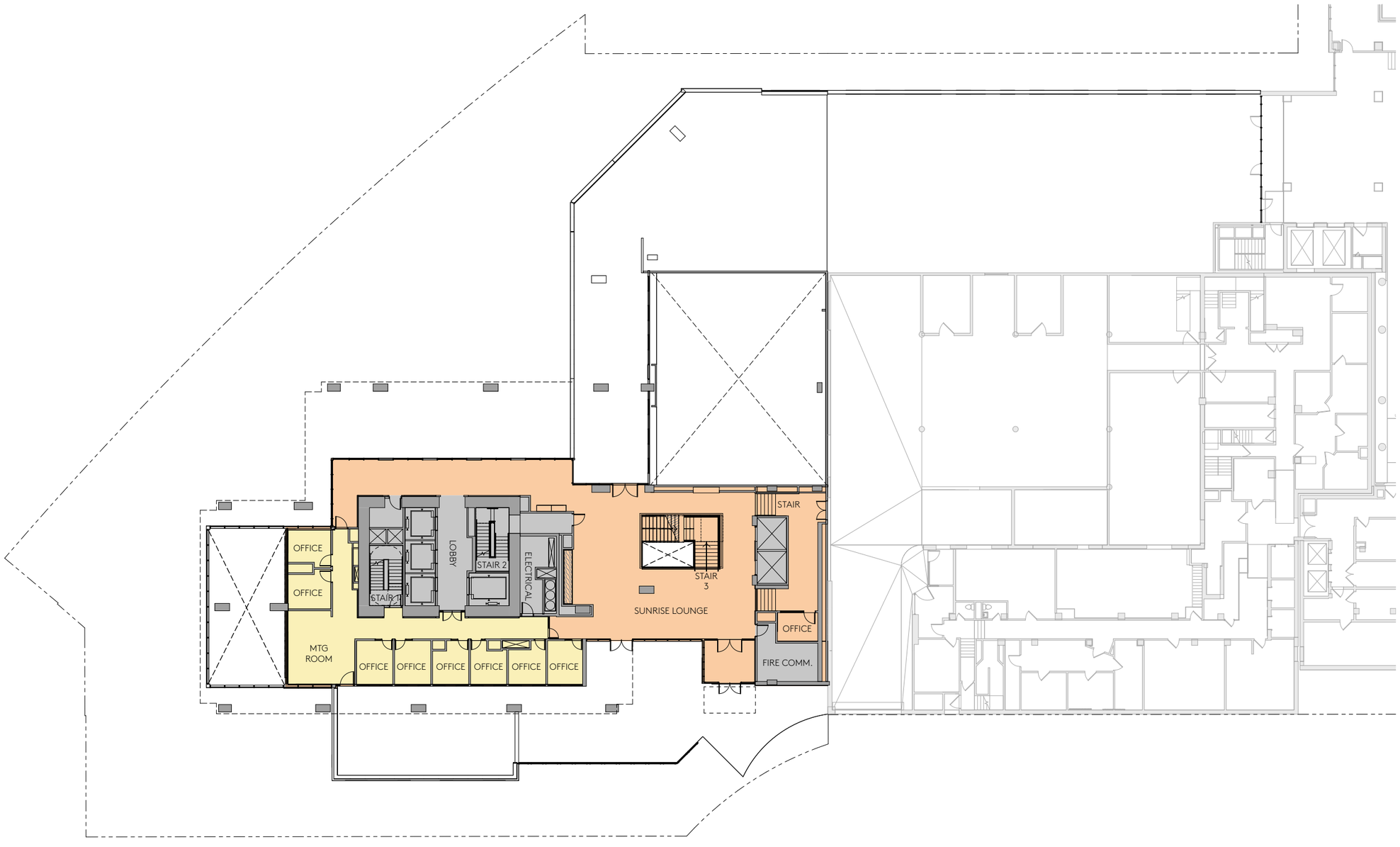
PLANS | **LEVEL B2**



LEGEND

- RESIDENTIAL AMENITY
- SERVICE / MECH / STORAGE

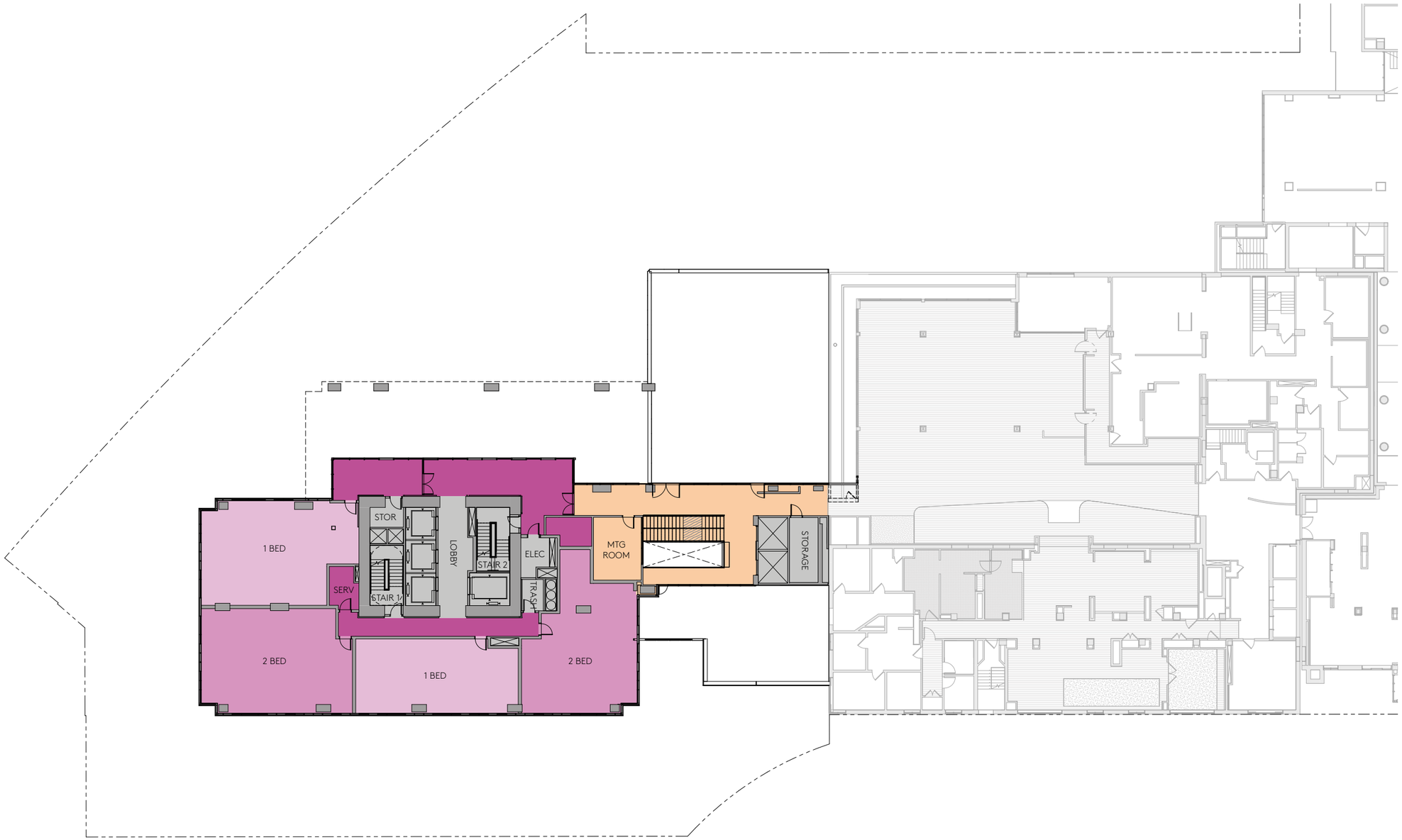
PLANS | **LEVEL B1**



LEGEND

- RESIDENTIAL AMENITY
- ACCESSORY OFFICE
- SERVICE / MECH / STORAGE

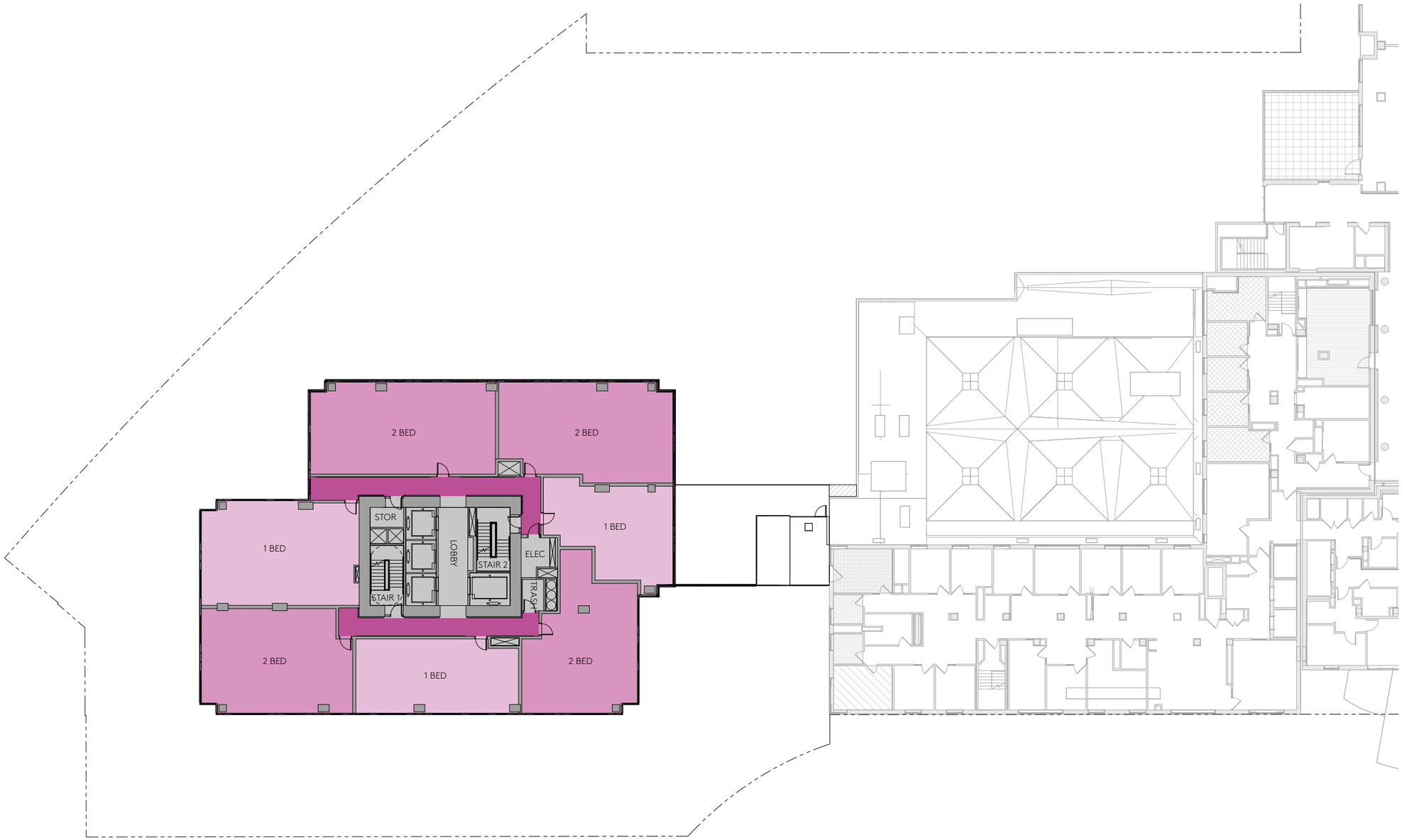
PLANS | **LEVEL 1**



LEGEND

- RESIDENTIAL
- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- SERVICE / MECH / STORAGE
- RESIDENTIAL AMENITY

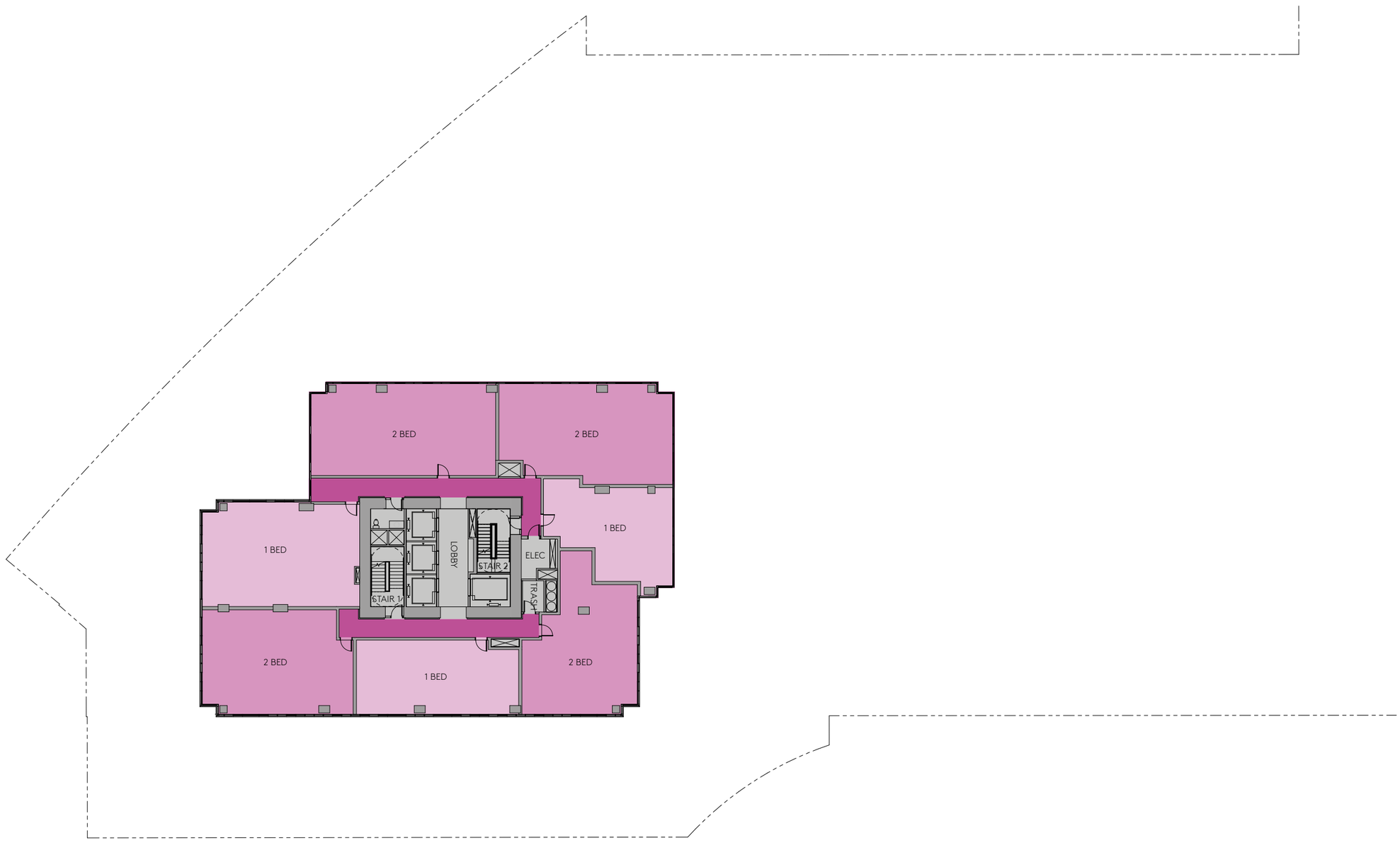
PLANS | **LEVEL 2**



LEGEND

- RESIDENTIAL
- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- SERVICE / MECH / STORAGE

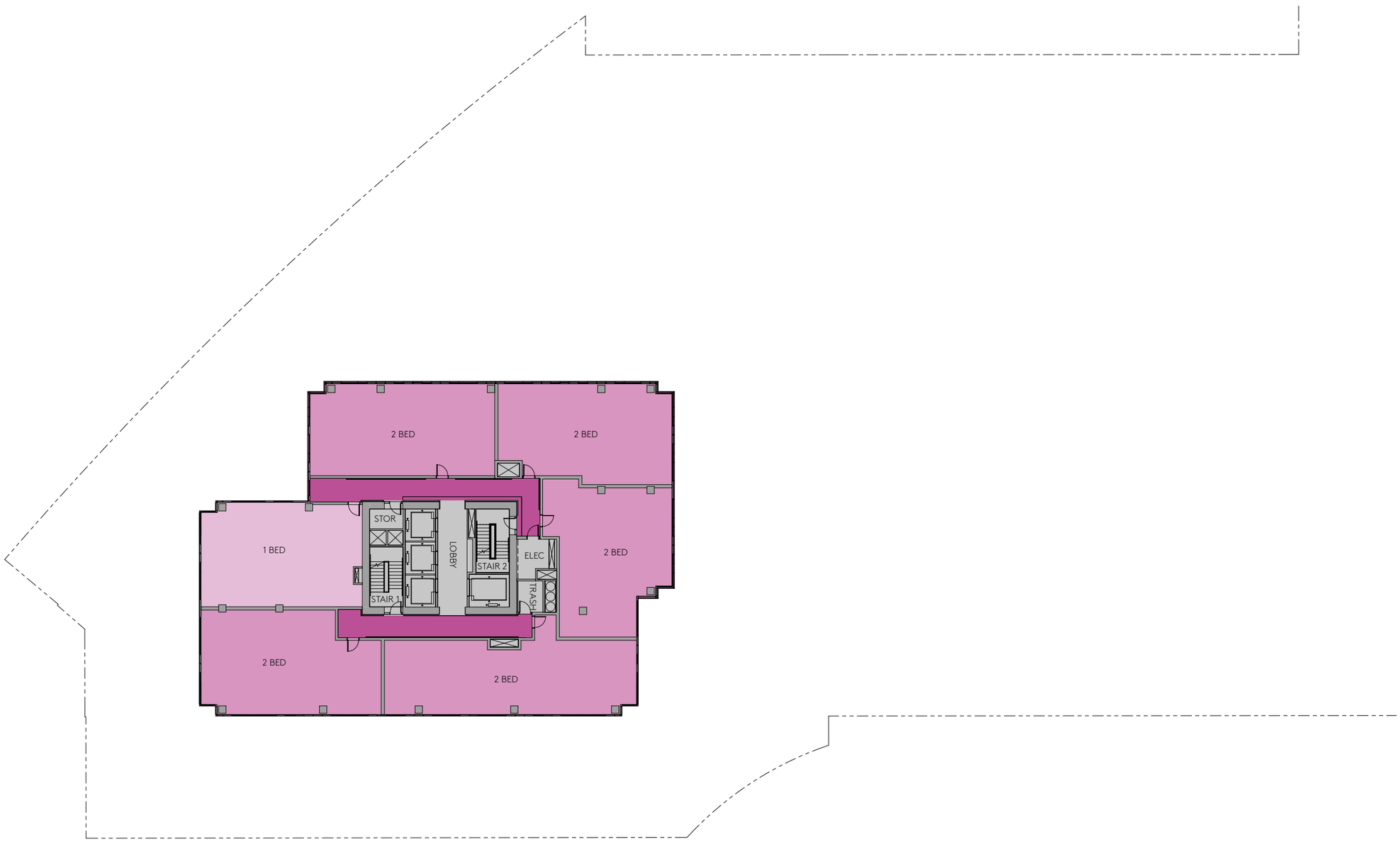
PLANS | **LEVEL 3-21**



LEGEND

- RESIDENTIAL
- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- SERVICE / MECH / STORAGE

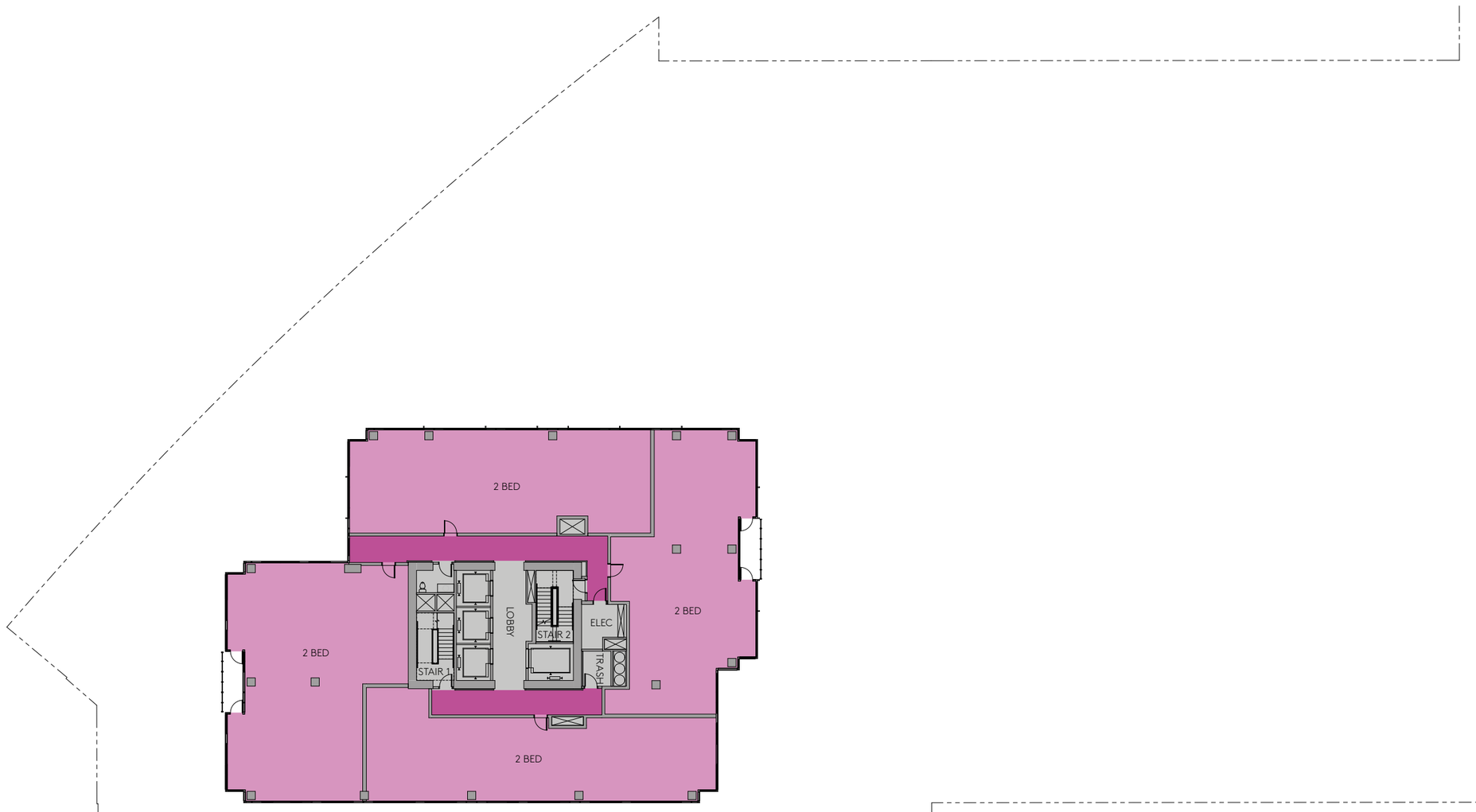
PLANS | **LEVEL 22-28**



LEGEND

- RESIDENTIAL
- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- SERVICE / MECH / STORAGE

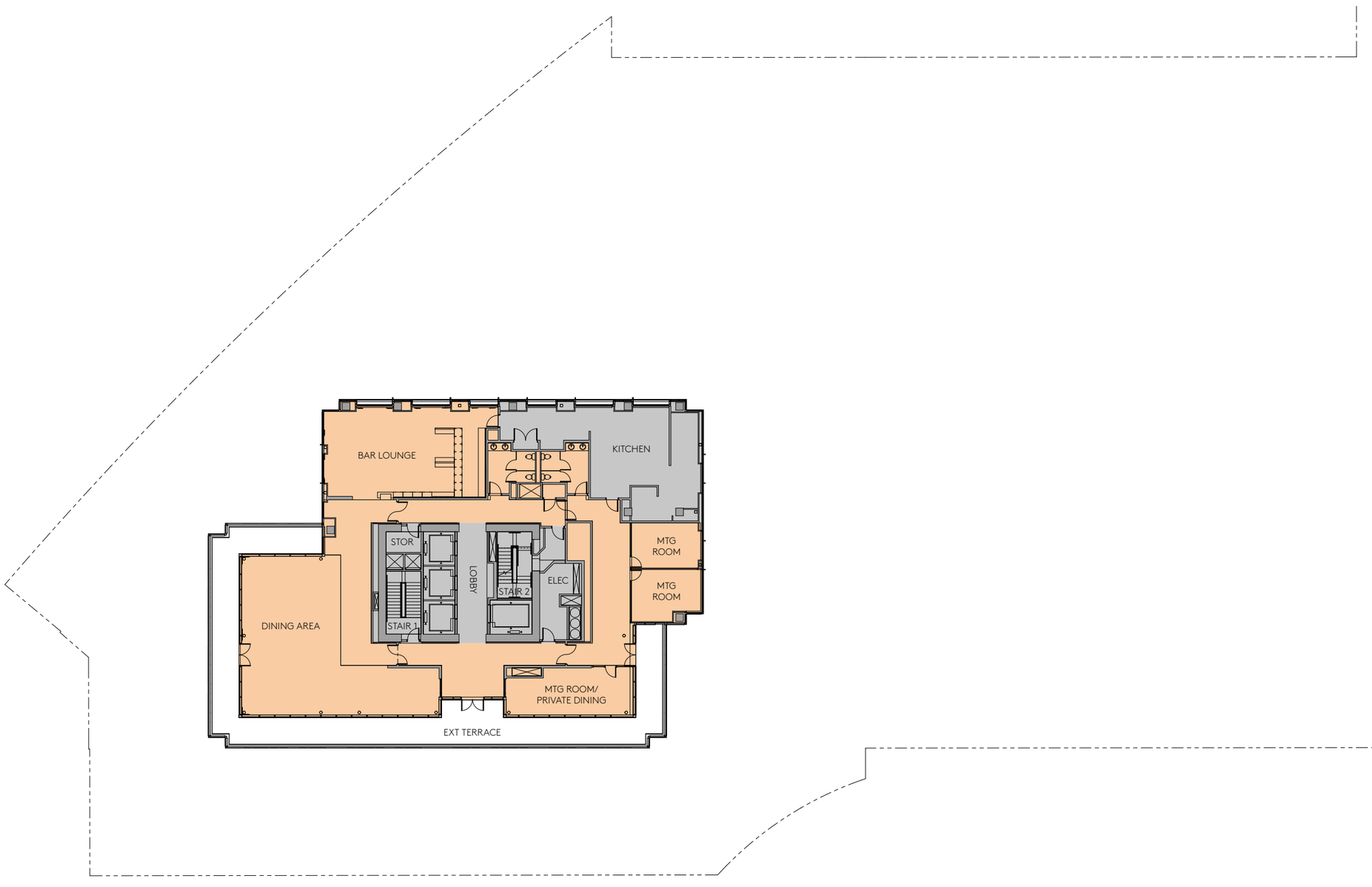
PLANS | **LEVEL 29-32**



LEGEND

- RESIDENTIAL
- 2 BEDROOM UNIT
- SERVICE / MECH / STORAGE

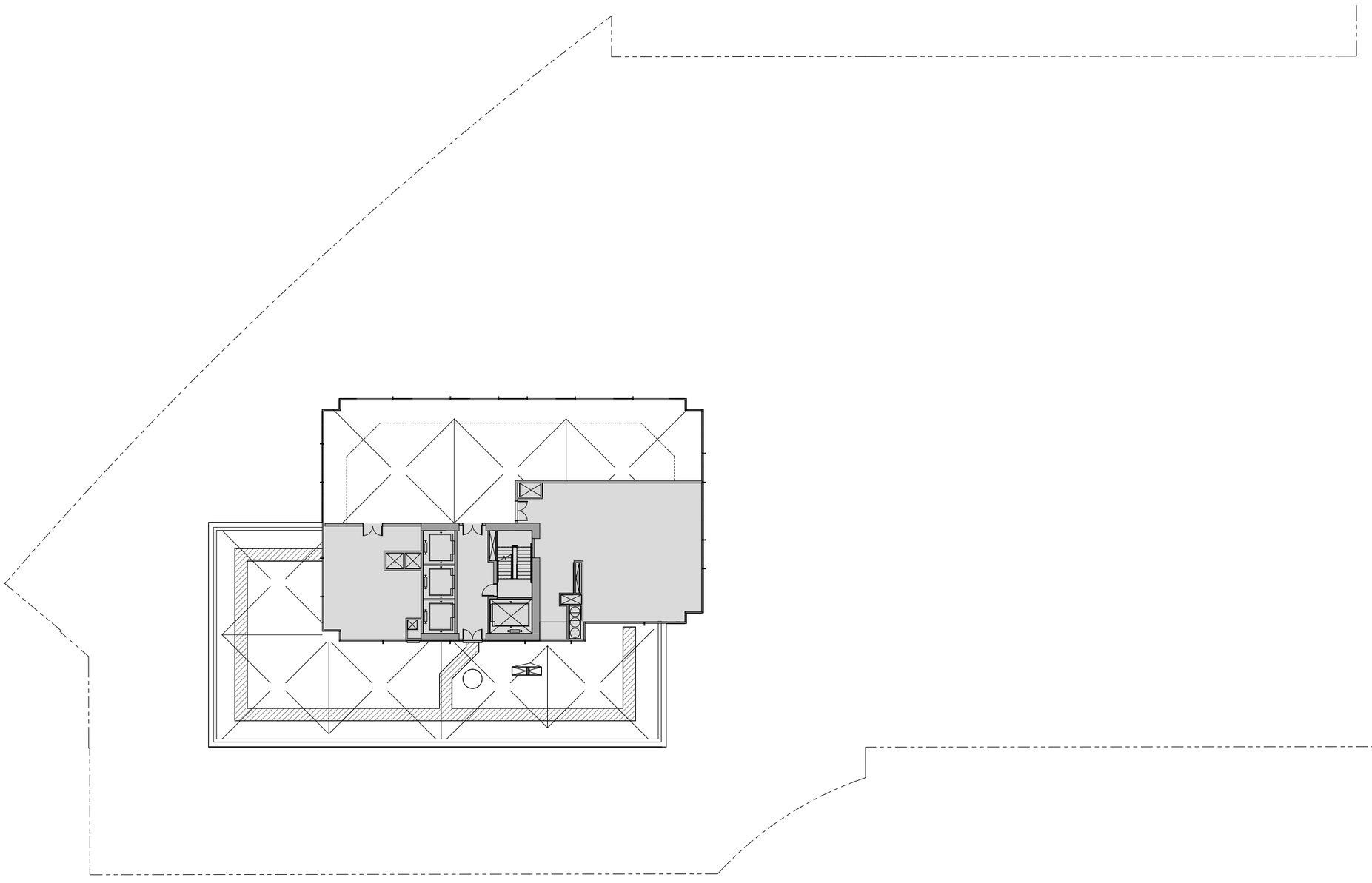
PLANS | **LEVEL 33**



LEGEND

RESIDENTIAL AMENITY
SERVICE / MECH / STORAGE

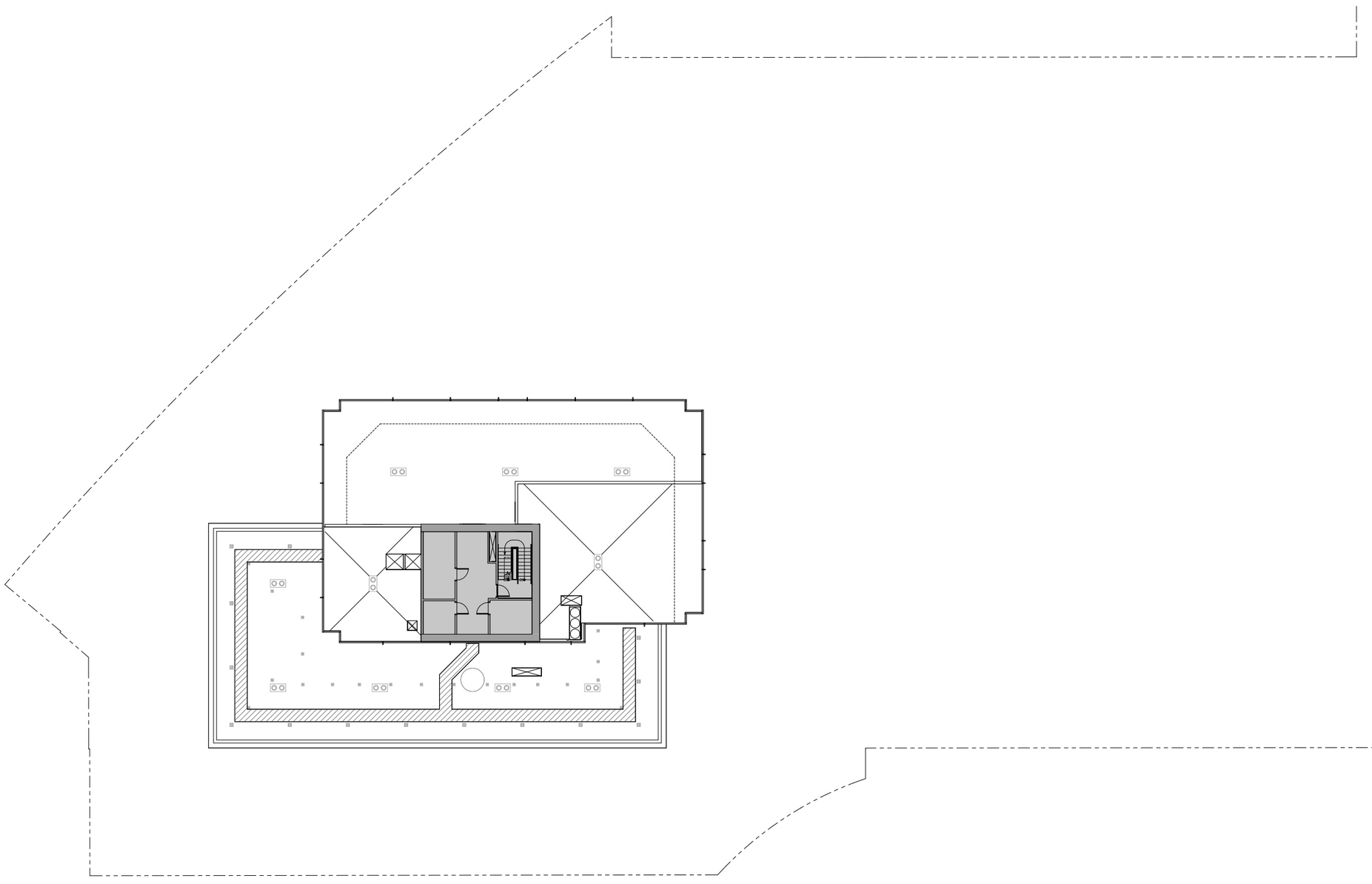
PLANS | **LOWER ROOF LEVEL**



LEGEND

SERVICE / MECH / STORAGE

PLANS | **ELEVATOR MACHINE ROOM LEVEL**



UPPER ROOF PLAN

LEGEND

SERVICE / MECH / STORAGE

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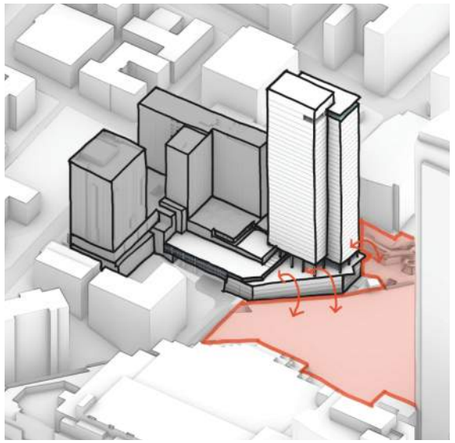
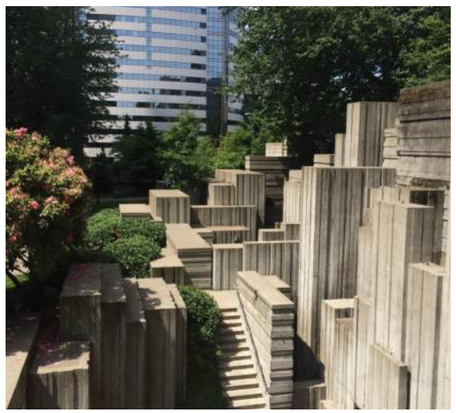
SECTION 05
LANDSCAPE PLANS

LANDSCAPE CONCEPT

Cultural Landscapes Context

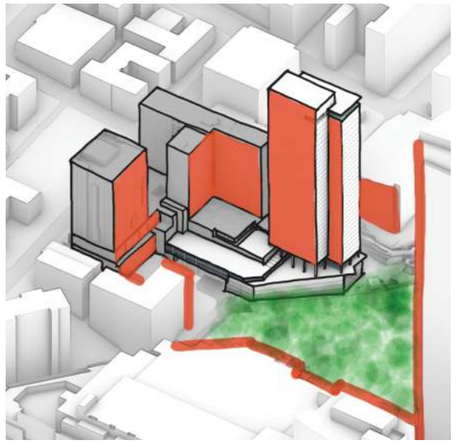
The site sits adjacent Virginia Mason campus, the Paul Pigott Memorial Corridor, and Freeway Park. These adjacencies inform the landscape terraces as a response to form and programming.

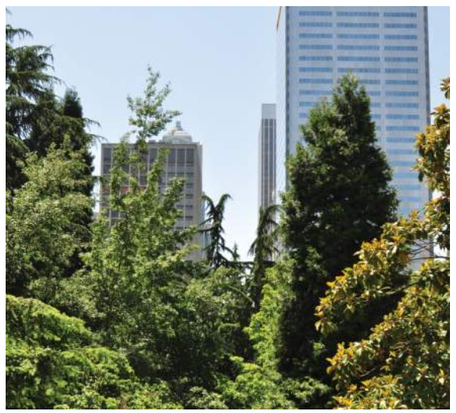




Urban Forest / Urban Clearing

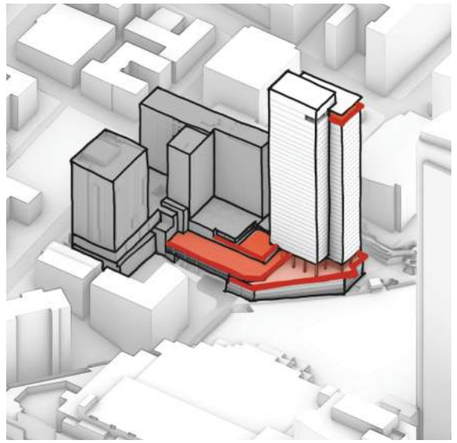
The height of the neighboring office and medical towers creates a vertical rhythm particularly punctuated by the heavily treed Freeway Park.





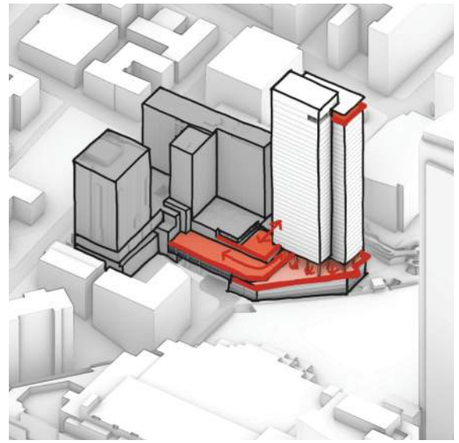
Layered Textures

The layered terraces reflect the topographic change across the site and capture varying sun exposures allowing for a variety of plant communities and textures.

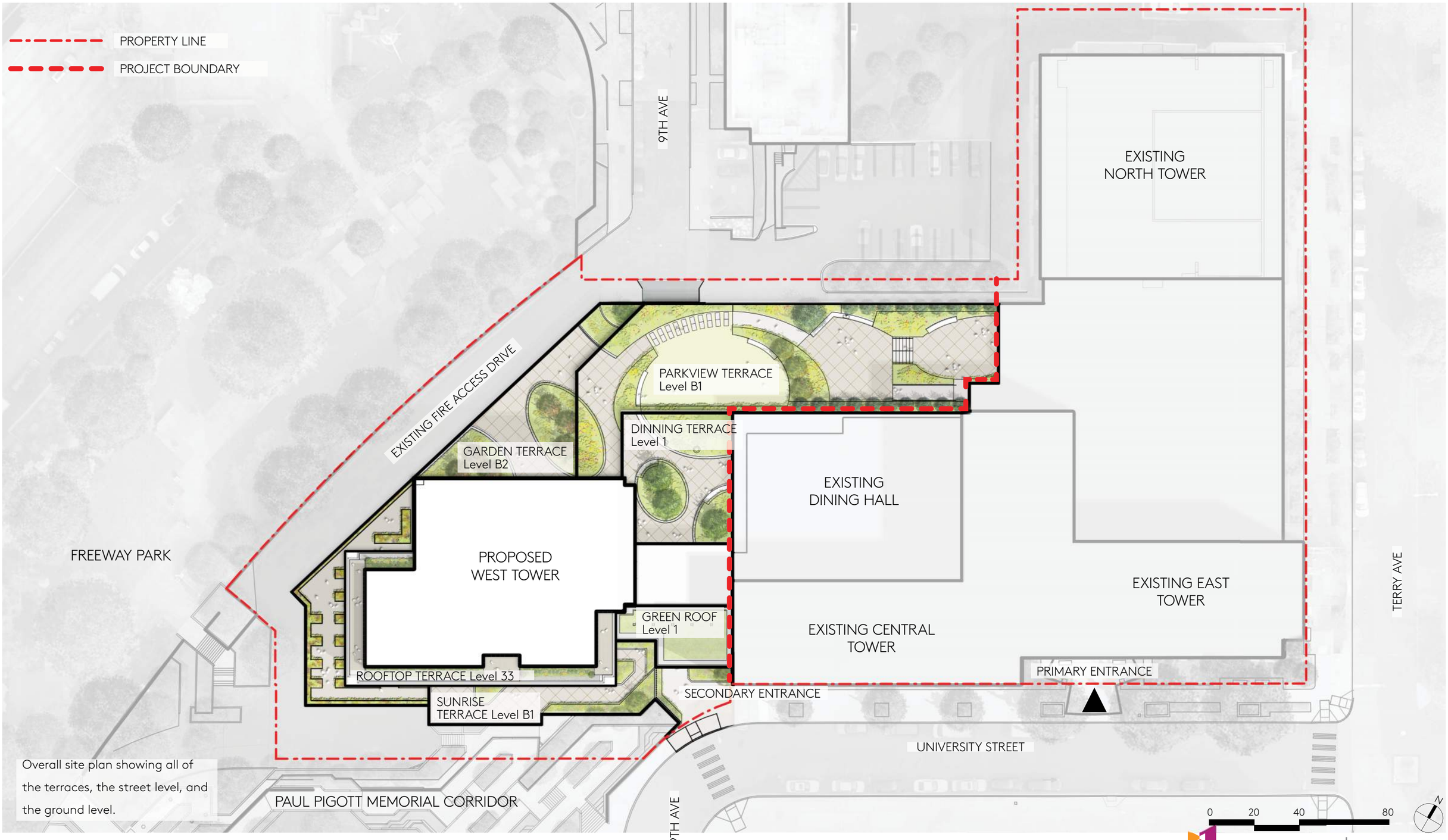


Programmatic Overlay

Each terrace responds to the internal program as well as the contextual adjacencies allowing for a mix of uses that responds to the cultural context.



OVERALL SITE PLAN



Overall site plan showing all of the terraces, the street level, and the ground level.

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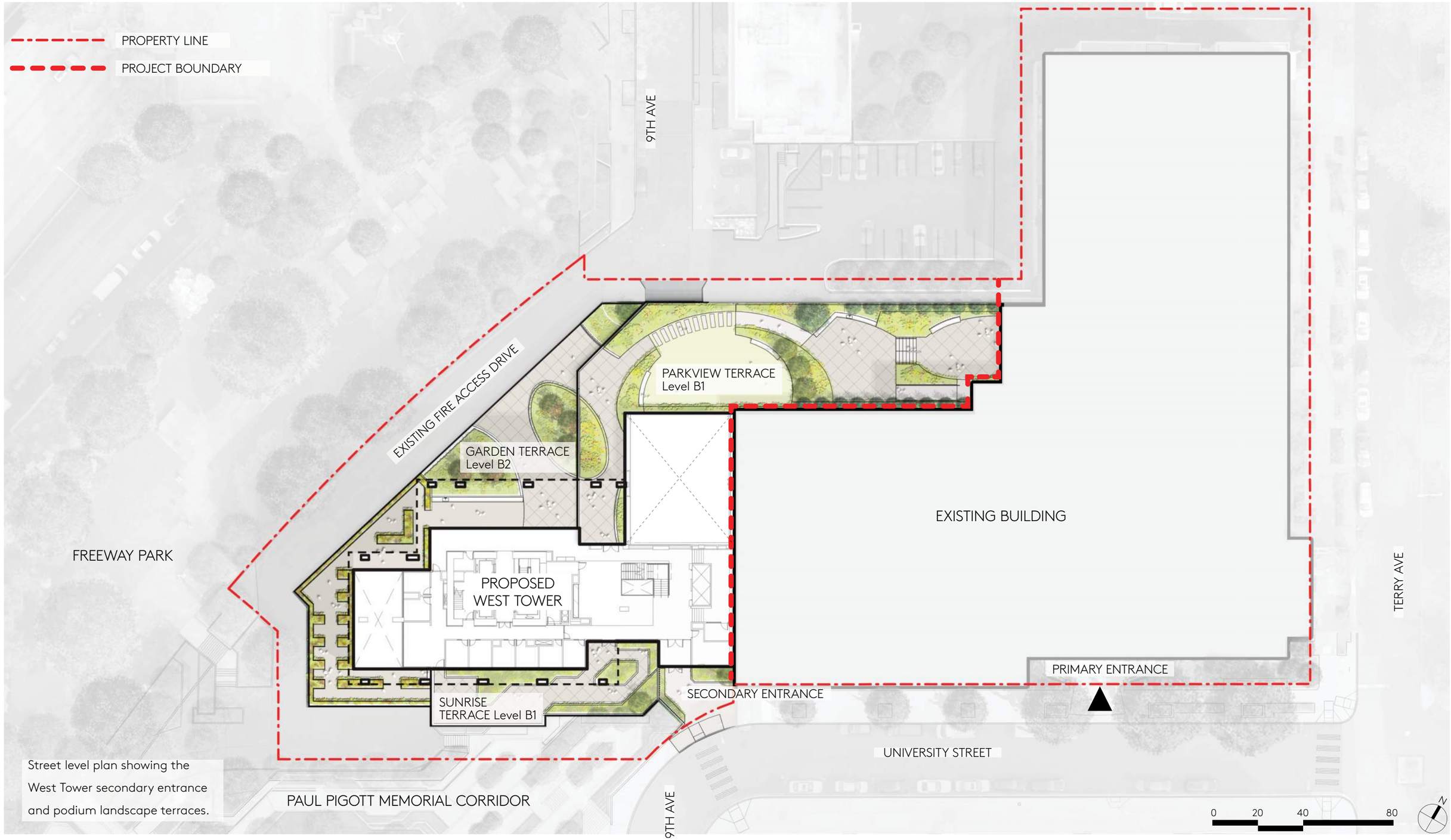
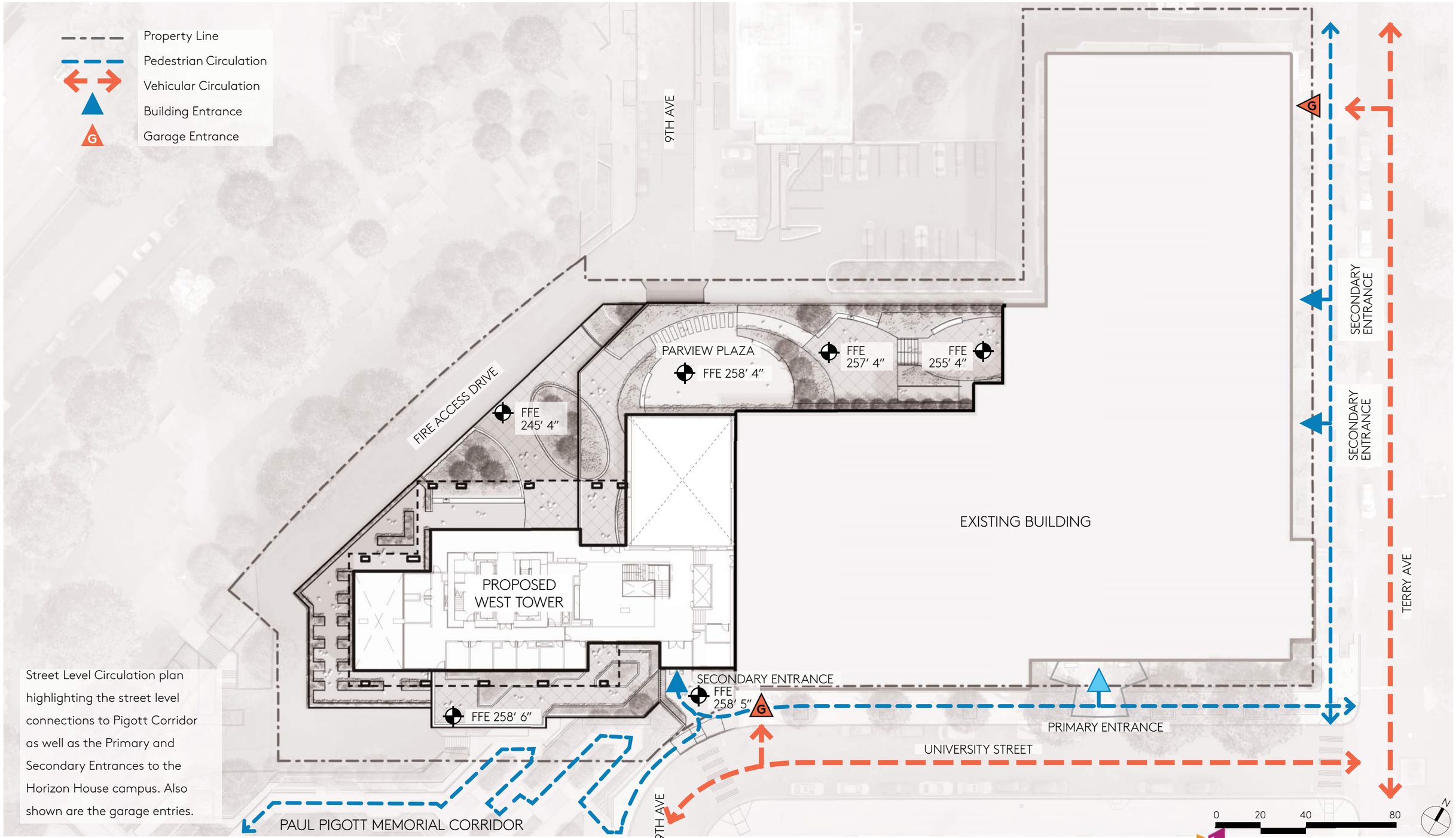
STEET LEVEL SITE PLAN



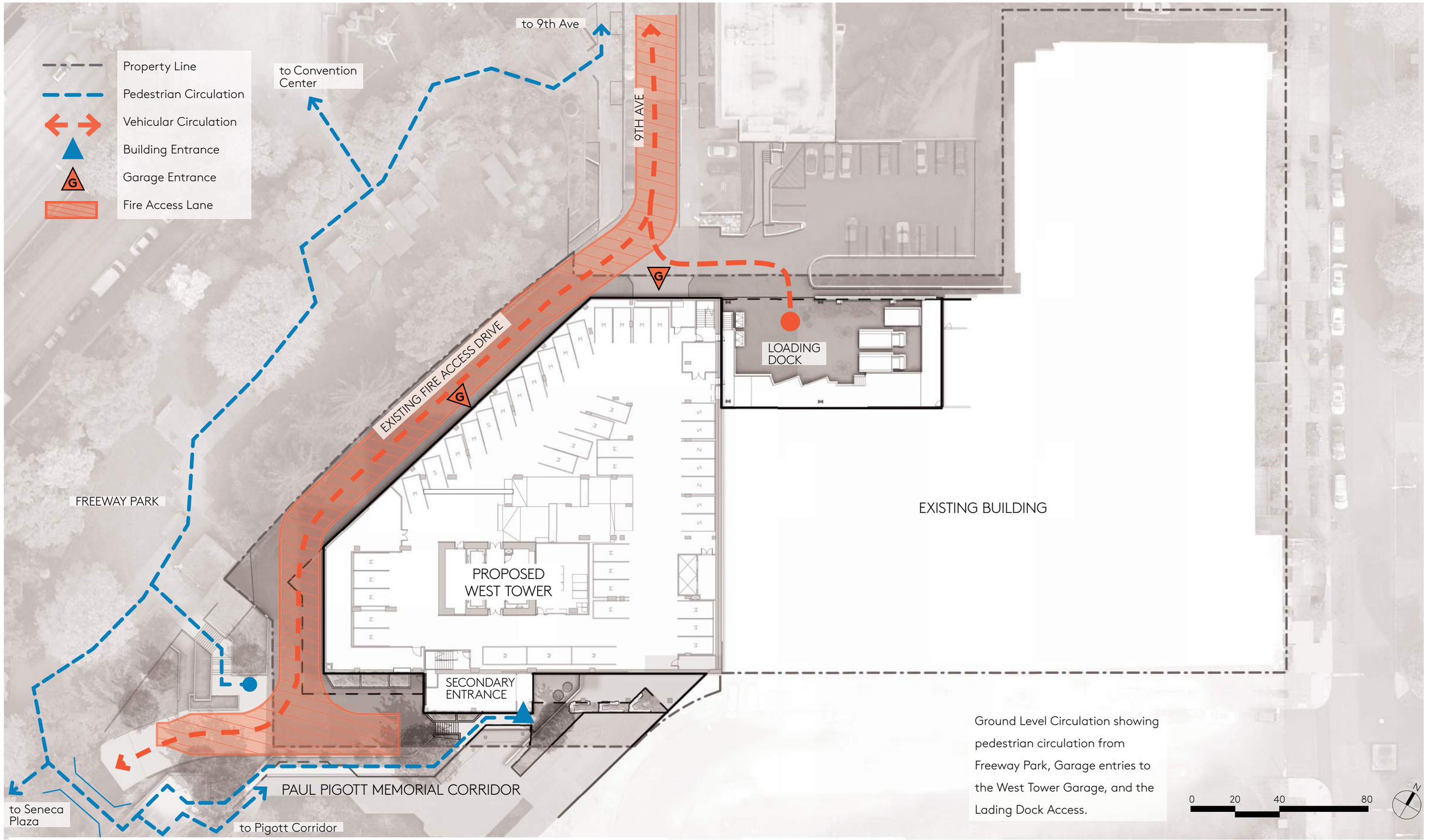
Street level plan showing the West Tower secondary entrance and podium landscape terraces.

STREET LEVEL CIRCULATION



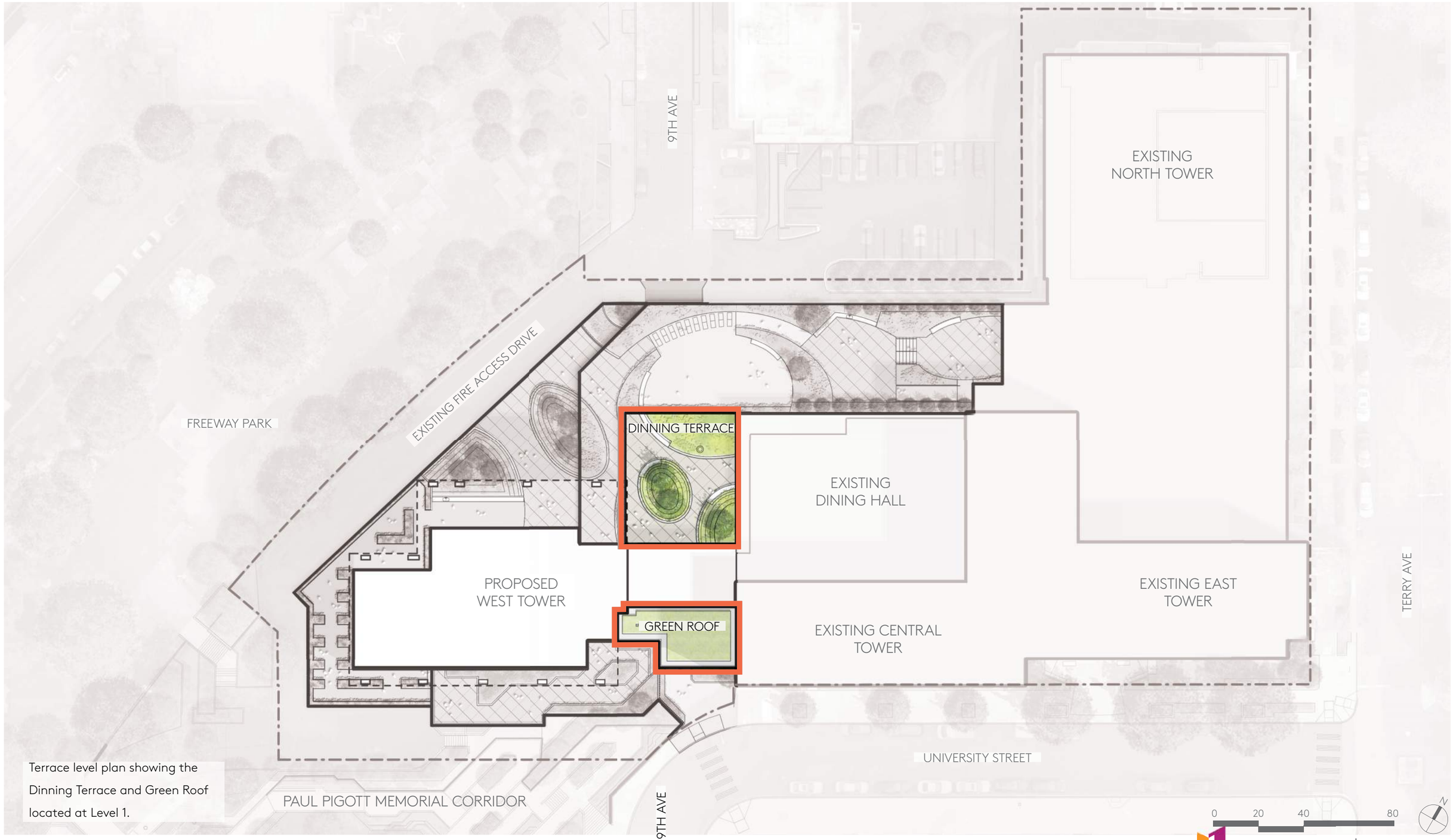
Street Level Circulation plan highlighting the street level connections to Pigott Corridor as well as the Primary and Secondary Entrances to the Horizon House campus. Also shown are the garage entries.

GROUND LEVEL CIRCULATION



Ground Level Circulation showing pedestrian circulation from Freeway Park, Garage entries to the West Tower Garage, and the Lading Dock Access.

TERRACE PLAN - LEVEL 1

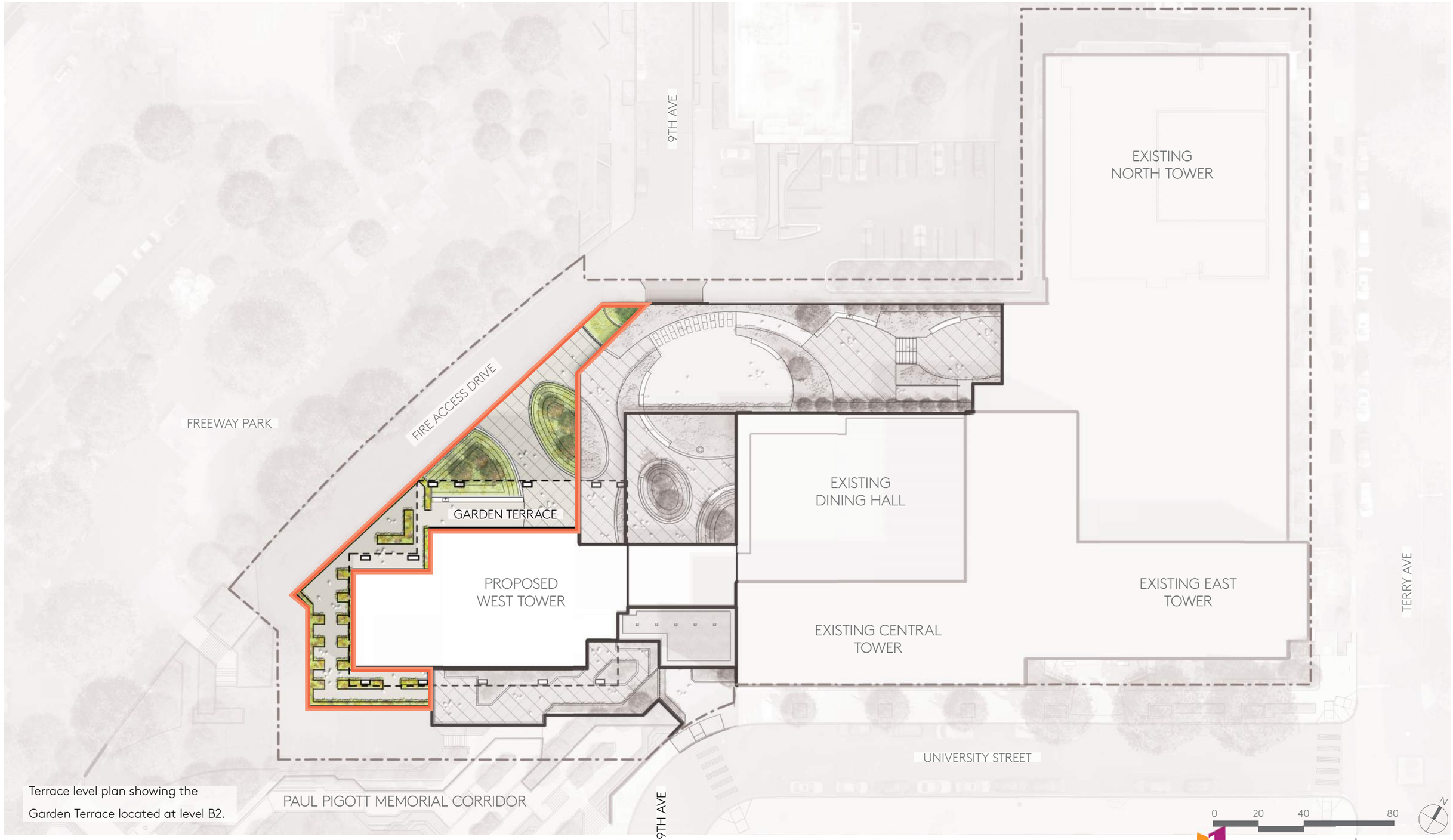


Terrace level plan showing the Dinning Terrace and Green Roof located at Level 1.

TERRACE PLAN - LEVEL B1

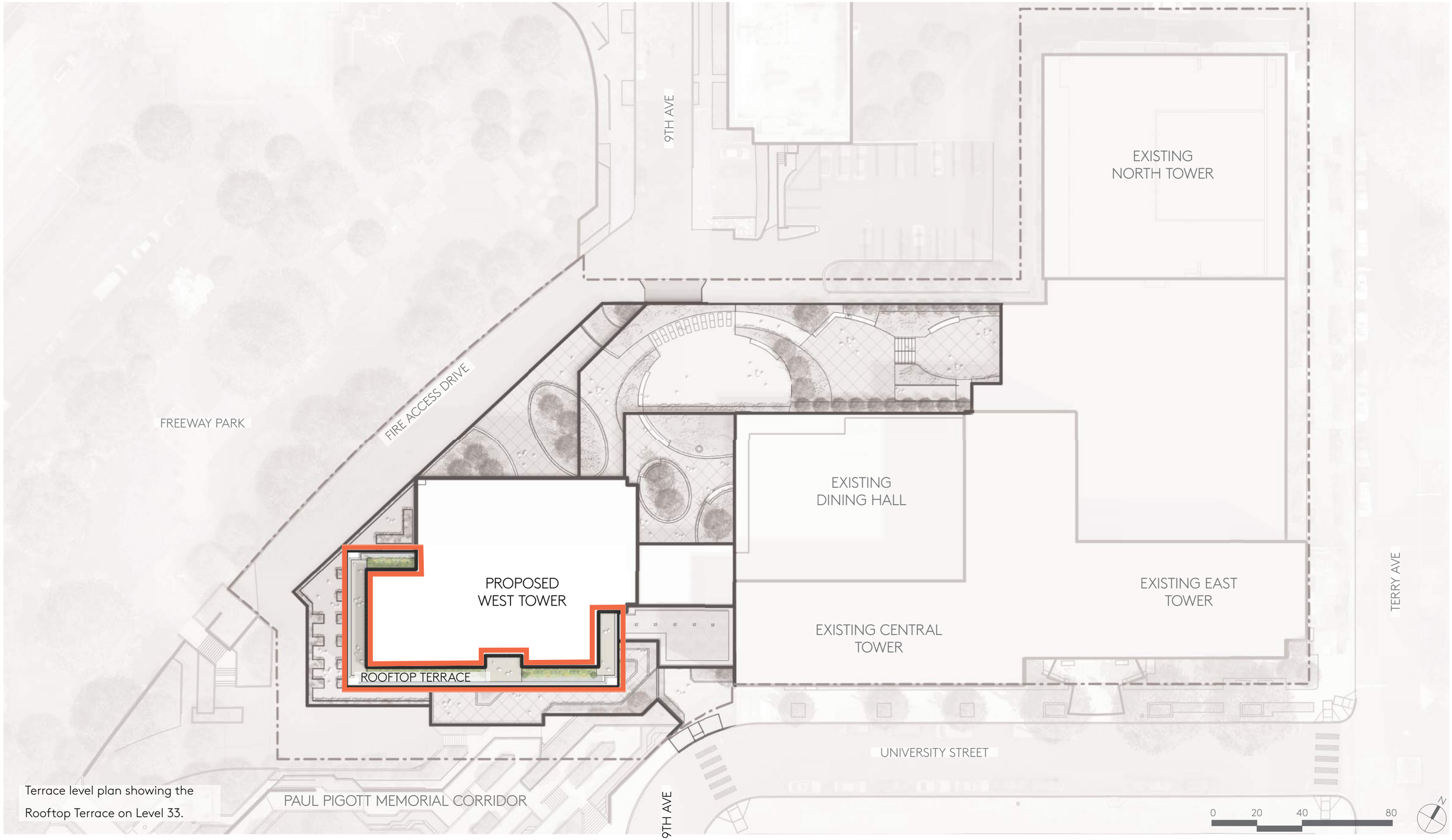
Terrace level plan showing the Parkview Terrace and Sunrise Terrace, located at level B1.

TERRACE PLAN - LEVEL B2



Terrace level plan showing the Garden Terrace located at level B2.

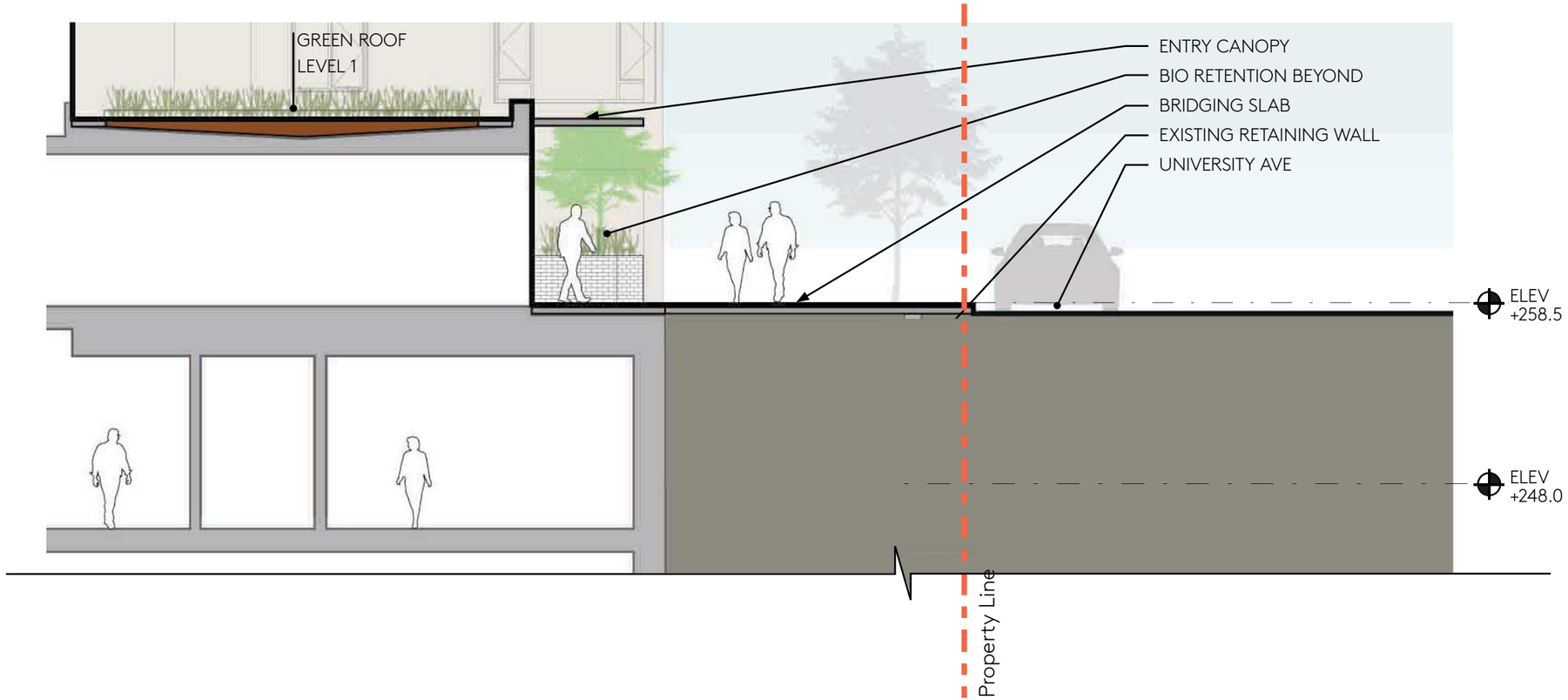
TERRACE PLAN - LEVEL 33

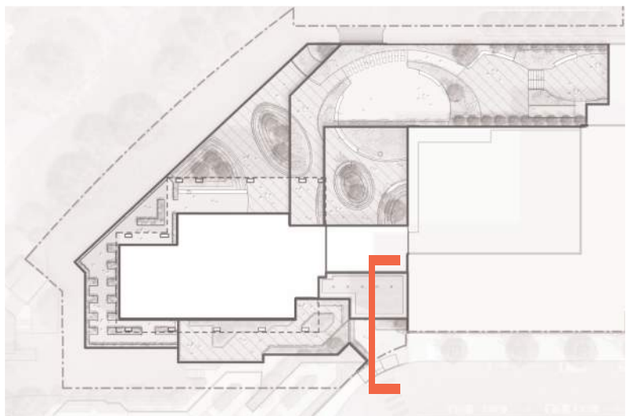


Terrace level plan showing the Rooftop Terrace on Level 33.

SITE SECTION - STREET LEVEL B1

Site Section at Street Level showing the relationship between University St, the West Tower Entry, and the Green Roof on Level 1.

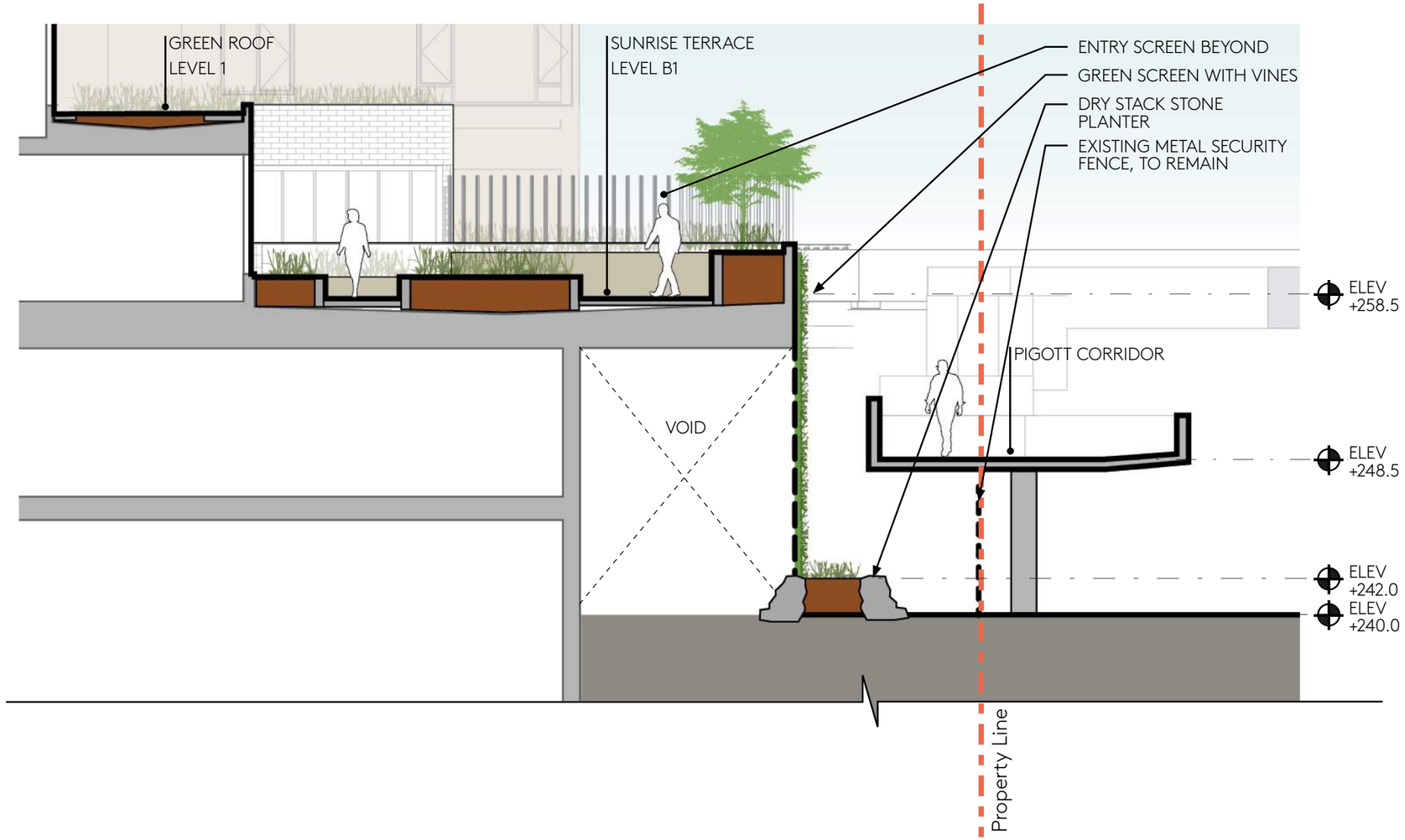


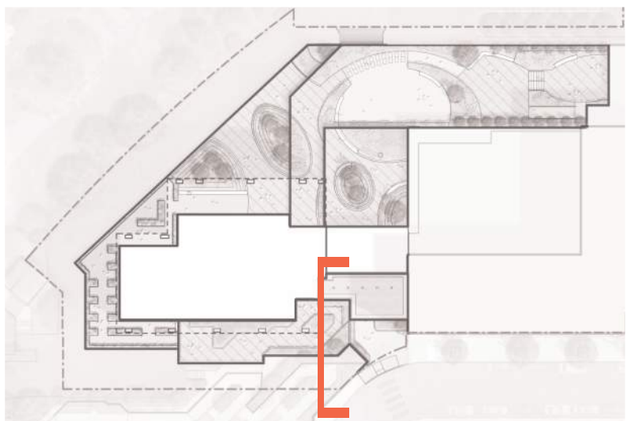


Key Plan
NTS

SITE SECTION - LEVEL B1

Site Section showing the relationship between Pigott Corridor, Sunrise Terrace, and Green Screen Wall

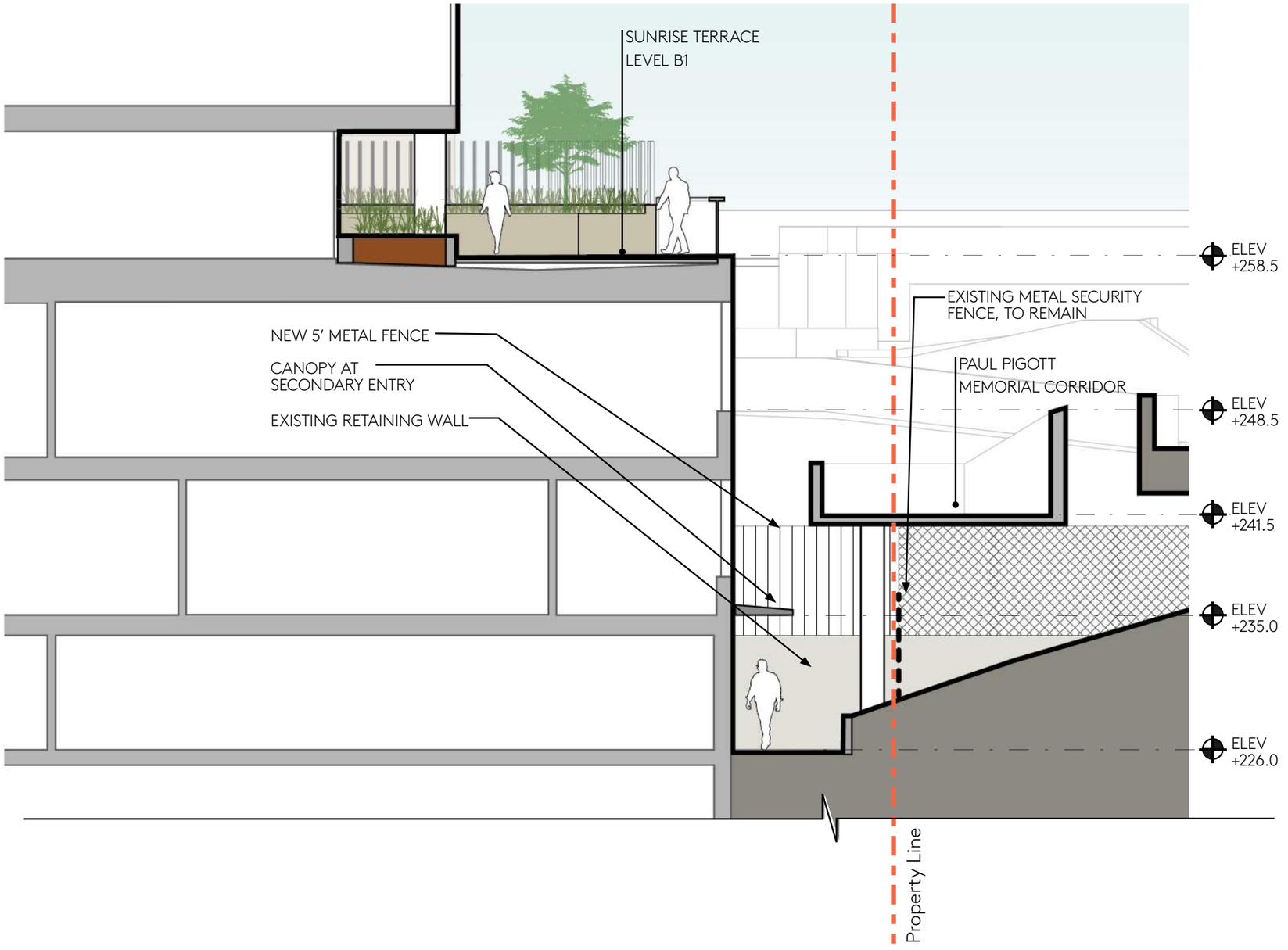


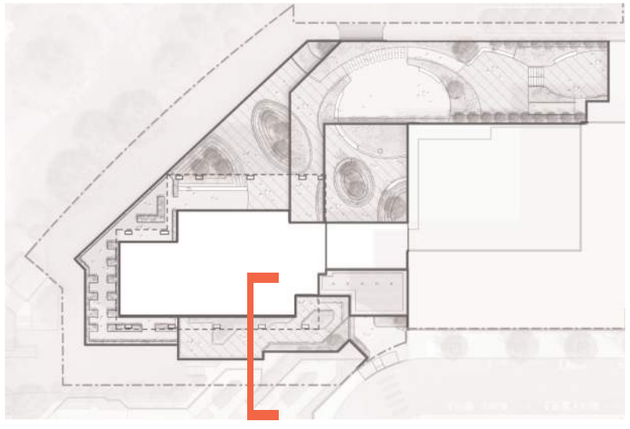


Key Plan
NTS

SITE SECTION - LEVEL B2

Site Section showing the relationship between Pigott Corridor, Sunrise Terrace, and Entry at Level B4.

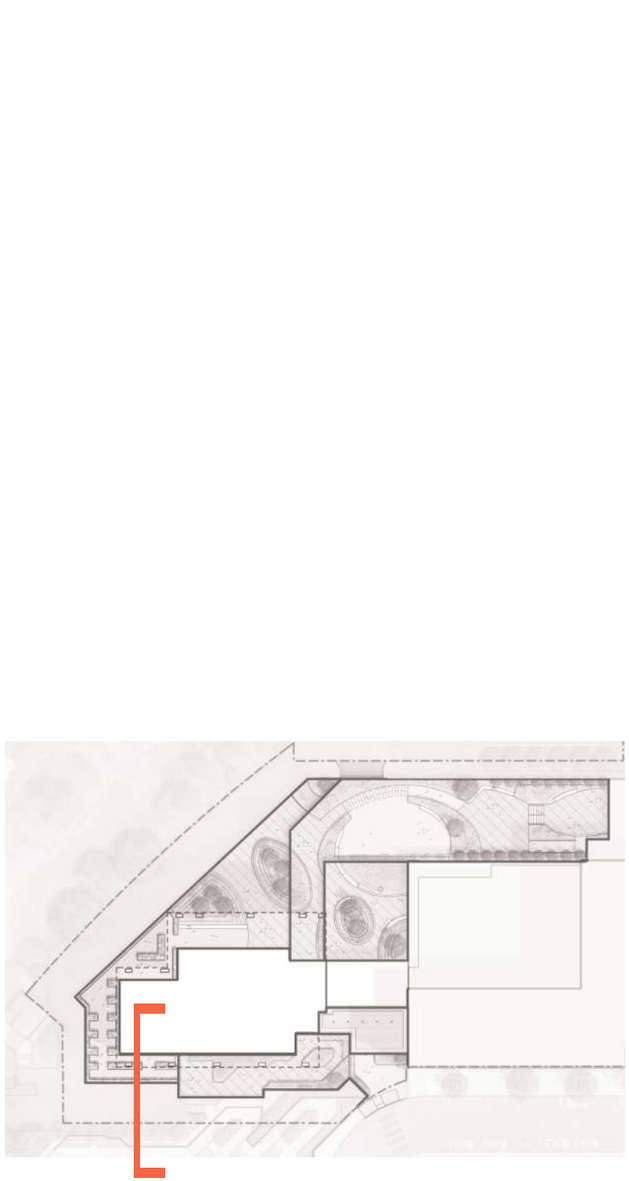




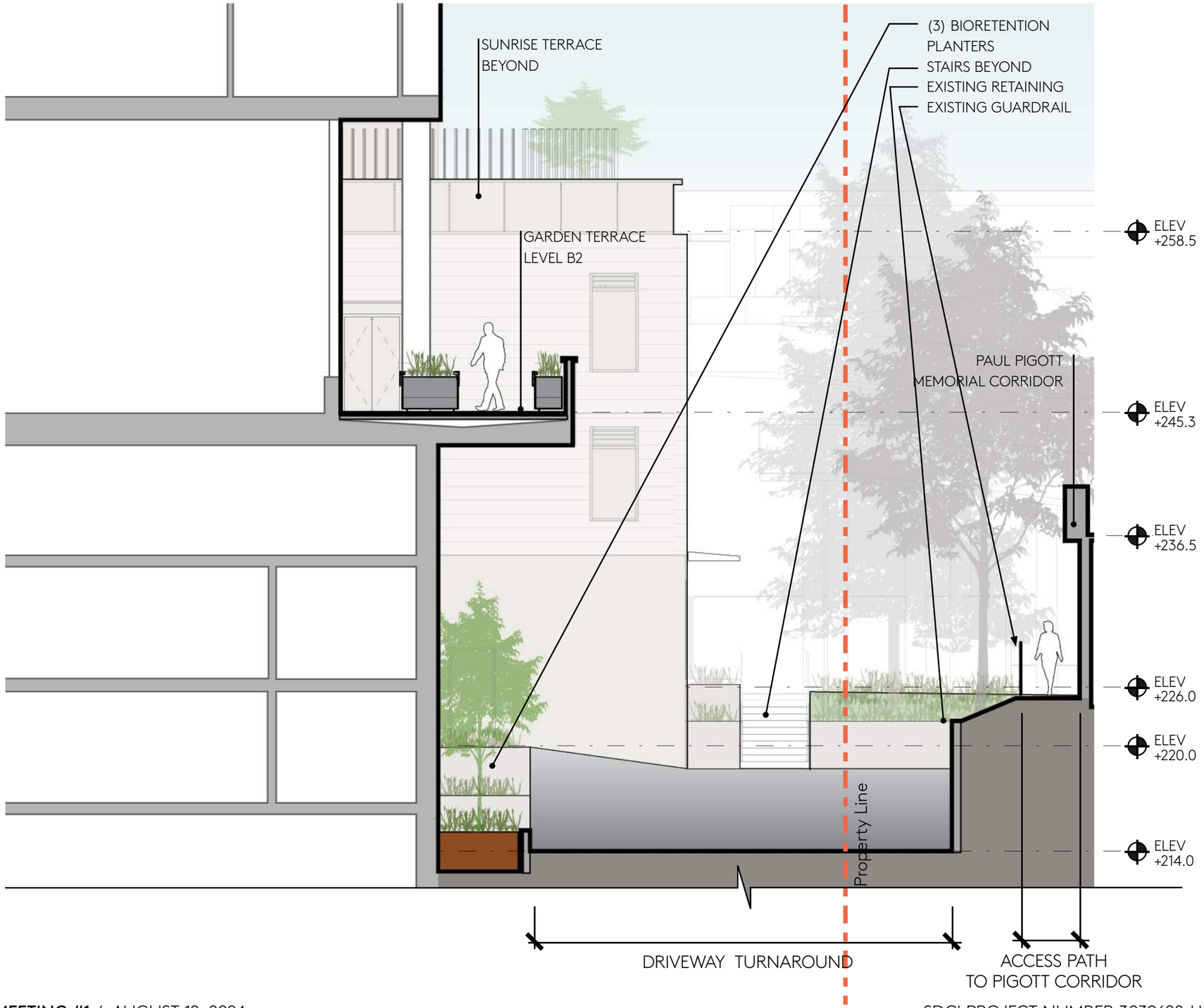
Key Plan
NTS

SITE SECTION - GROUND LEVEL B5

Site Section showing the relationship between Pigott Corridor, Garden Terrace, Sunrise Terrace beyond, and Existing Access from Pigott Corridor.

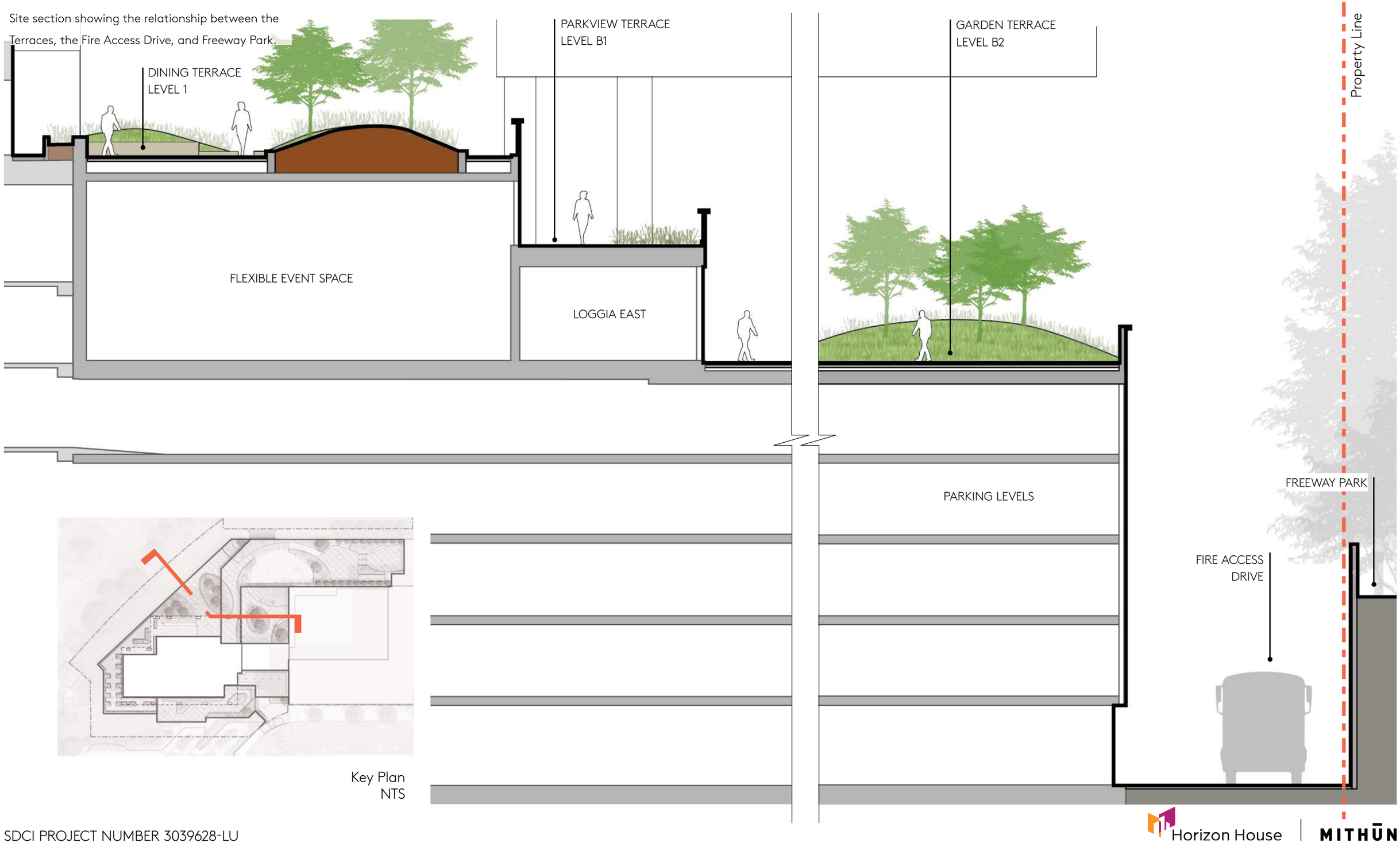


Key Plan
NTS



SITE SECTION - TERRACES

Site section showing the relationship between the Terraces, the Fire Access Drive, and Freeway Park.

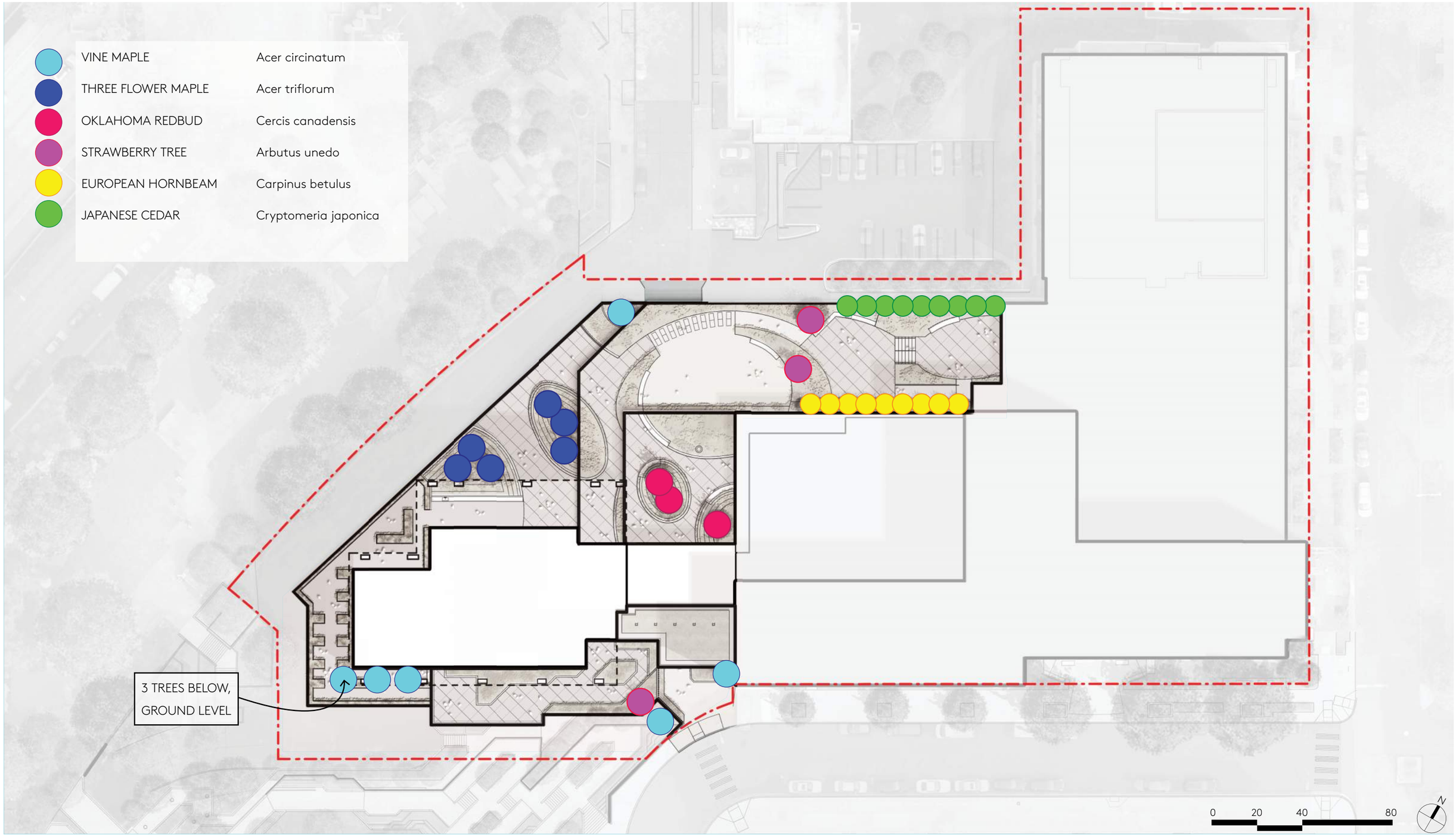


Key Plan
NTS

SDCI PROJECT NUMBER 3039628-LU

TREE PLAN

	VINE MAPLE	Acer circinatum
	THREE FLOWER MAPLE	Acer triflorum
	OKLAHOMA REDBUD	Cercis canadensis
	STRAWBERRY TREE	Arbutus unedo
	EUROPEAN HORNBEAM	Carpinus betulus
	JAPANESE CEDAR	Cryptomeria japonica



PLANTING PALETTE | TREES

STRAWBERRY TREE
Arbutus unedo

VINE MAPLE
Acer circinatum

THREE-FLOWERED MAPLE
Acer triflorum

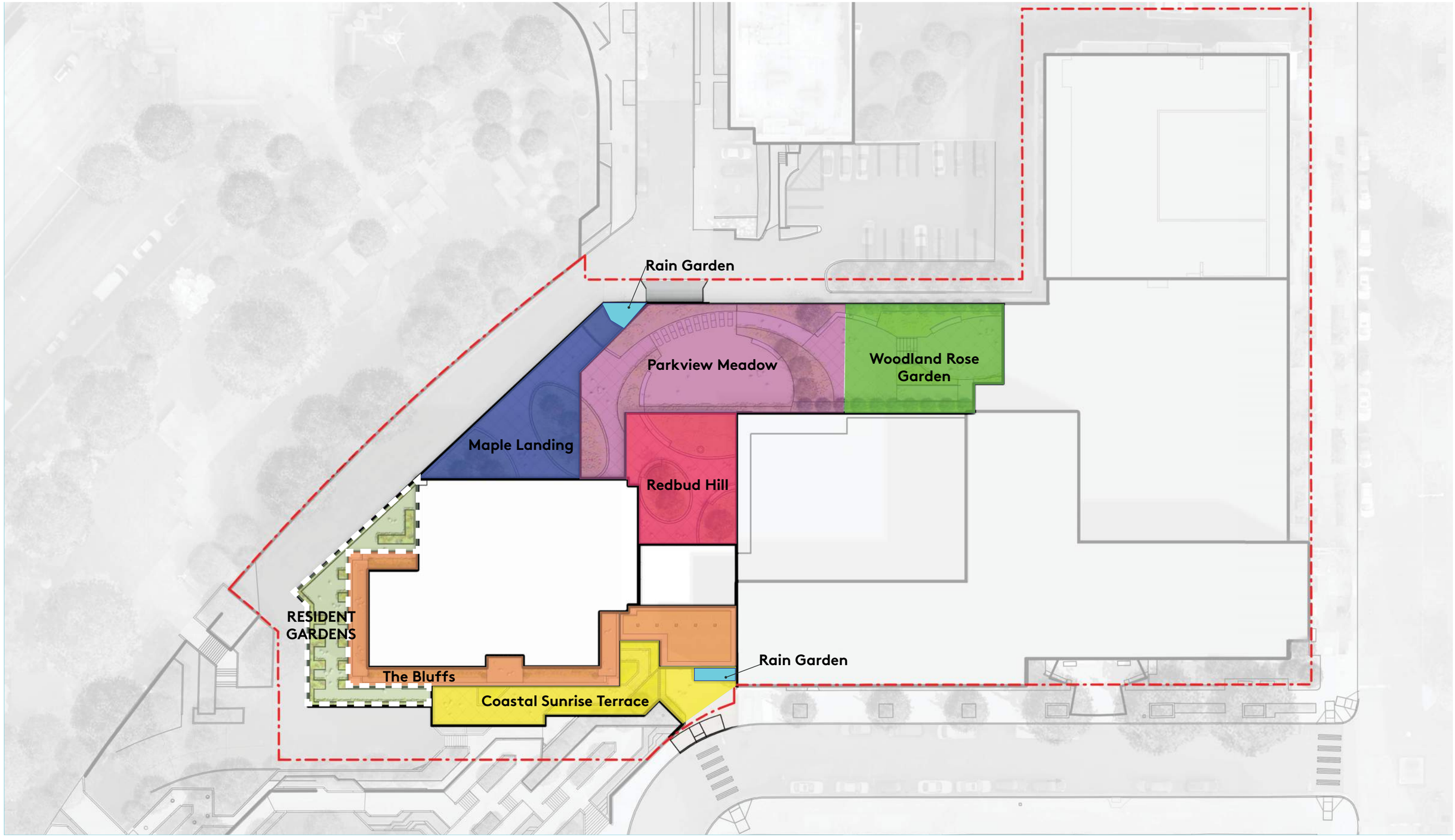
JAPANESE CEDAR
Cryptomeriua japonica

EUROPEAN HORNBEAM
Carpinus betulus

EASTERN REDBUD
Cersis canadensis ‘Forest Pansy’

SDCI PROJECT NUMBER 3039628-LU

PLANTING PLAN



PLANTING PALETTE | PLANTING ZONES

STINKING HELLEBORE
Helleborus foetidus

CALIFORNIA BUCKWHEAT
Eriogonum fasciculatum

SHENANDOAH SWITCH GRASS
Panicum virgatum 'Shenandoah'

STAR JASMINE
Trachelospermum jasminoides

CALIFORNIA BUCKWHEAT
Eriogonum fasciculatum

WOOD SPURGE
Euphorbia robbiae

SWEETBOX
Sarcococca confusa

WOOLLY SUNFLOWER
Eriophyllum Lanatum

YARROW
Achillea 'Terracotta'

SWORD FERN
Polystichum munitum

YARROW
Achillea 'Terracotta'

COMMON PERIWINKLE
Vinca minor

FALSE SOLOMON'S SEAL
Smilacina racemosa

BLUE GRAMA GRASS
Bouteloua gracilis

Pale Purple Coneflower
Echinacea pallida 'Hula Dancer'

PAVEMENT ROSE
Rosa rugosa 'Purple Pavement'

BLUE GRAMA GRASS
Bouteloua gracilis

BEAR'S BREECHES
Acanthus mollis

JAPANESE FOREST GRASS
Hakonechloa macra

MOUNTAIN LILAC
Ceanothus 'Julia Phelps

MEDITERRANEAN SPURGE
Euphorbia charcias spp wulfenii

HARDY GERANIUM
Geranium macorrhizum

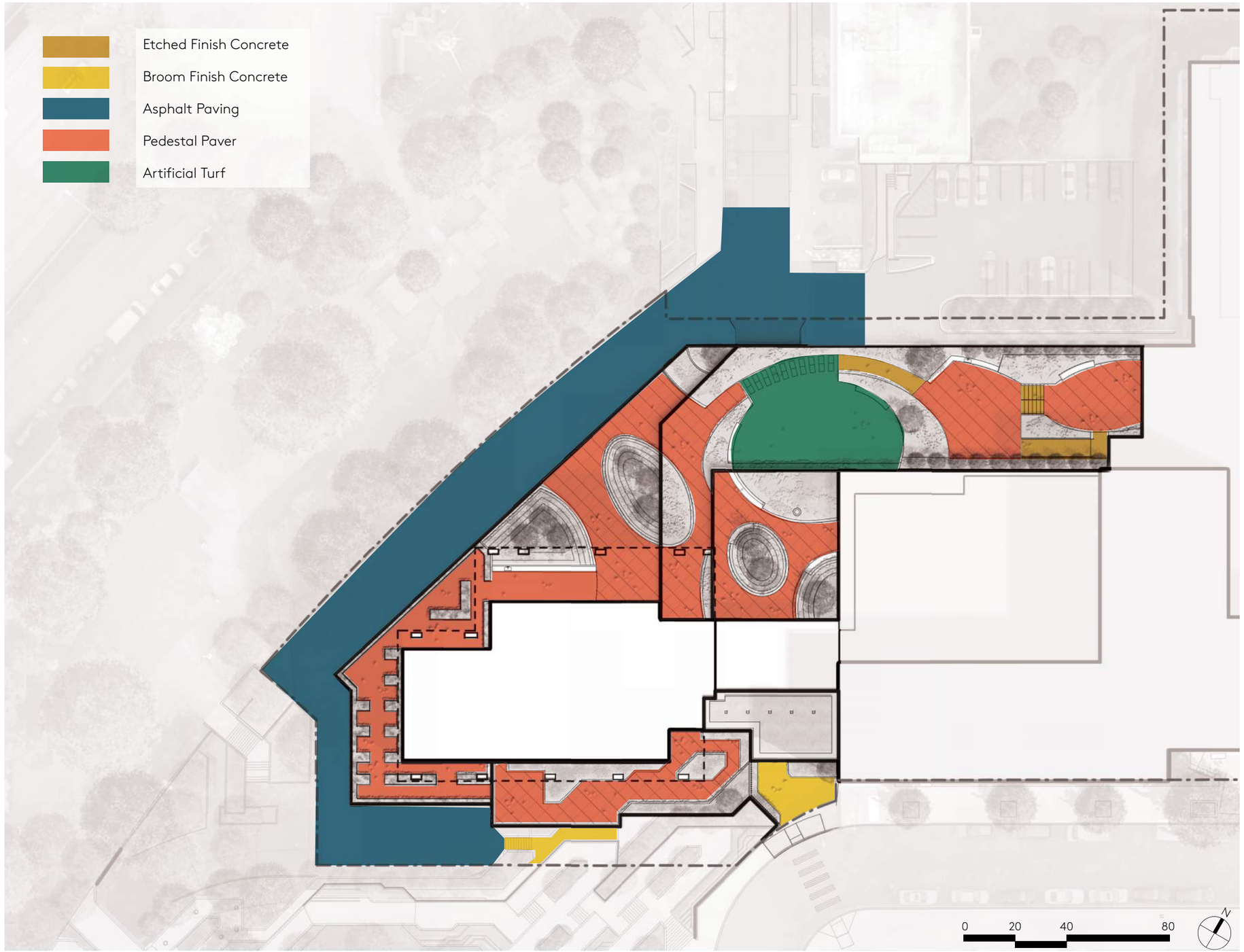
MONCH'S ASTER
Aster x frikartii 'V'

PACIFICA WAX MYRTLE
Myrica californica

SDCI PROJECT NUMBER 3039628-LU

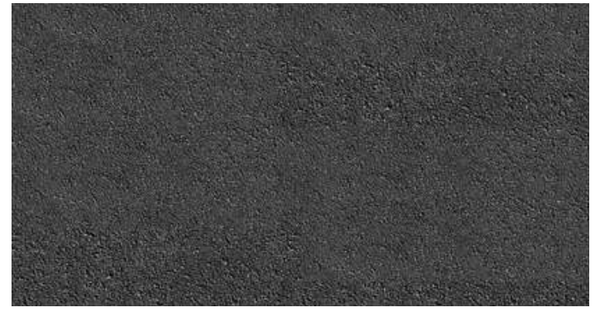
Horizon House | MITHŪN

PAVING PLAN



Etched Finish Concrete

Broom Finish Concrete

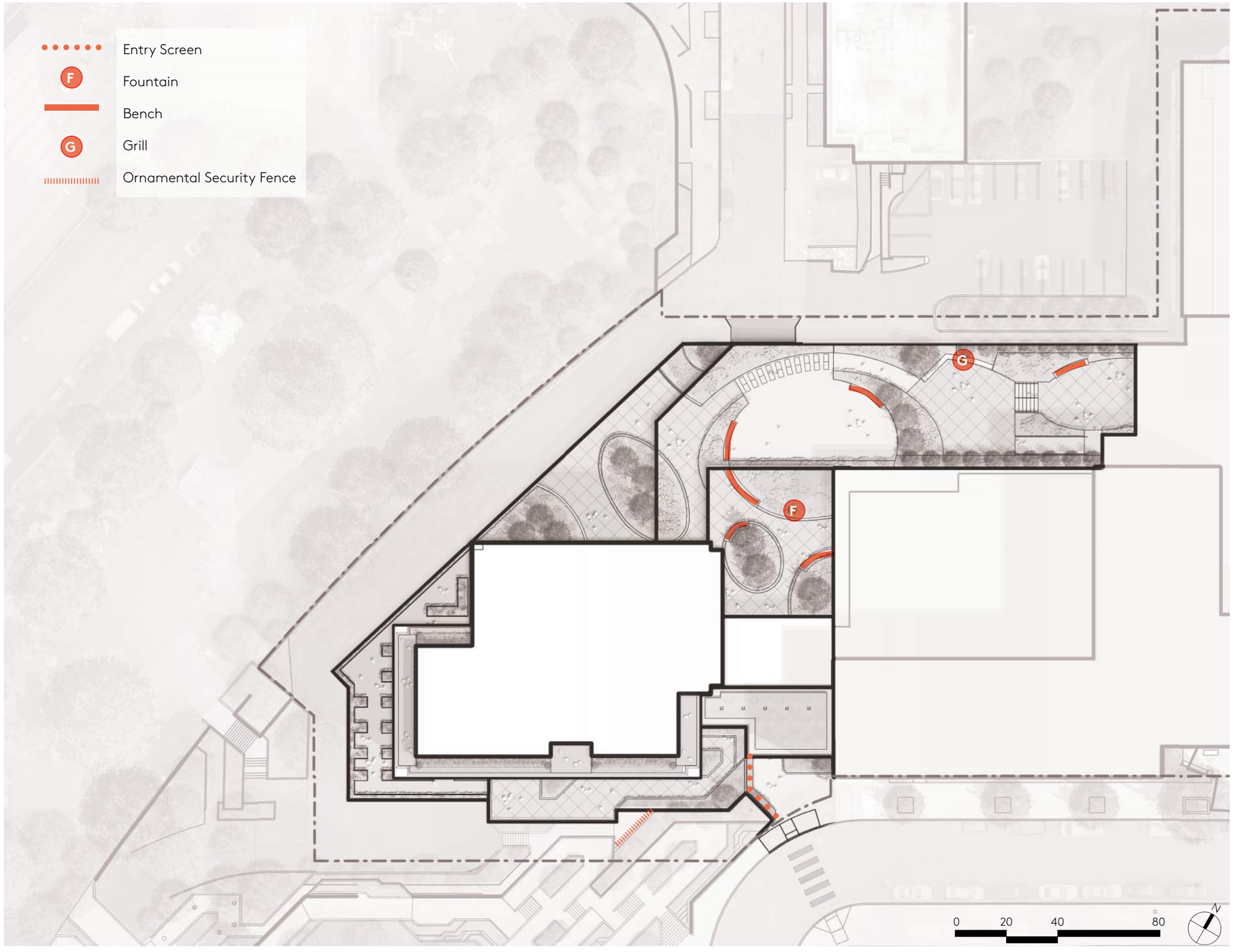


Asphalt Paving

Pedestal Paver

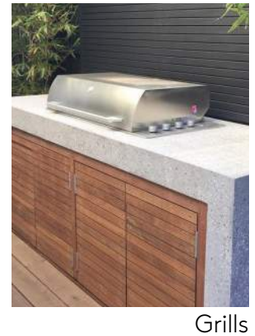
Artificial Turf

SITE ELEMENTS AND AMENITIES

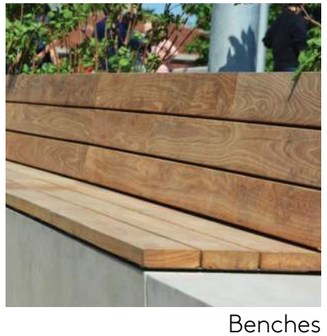


Entry Screen

Fountain



Grills



Benches

Ornamental Security Fence

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Horizon House | MITHŪN

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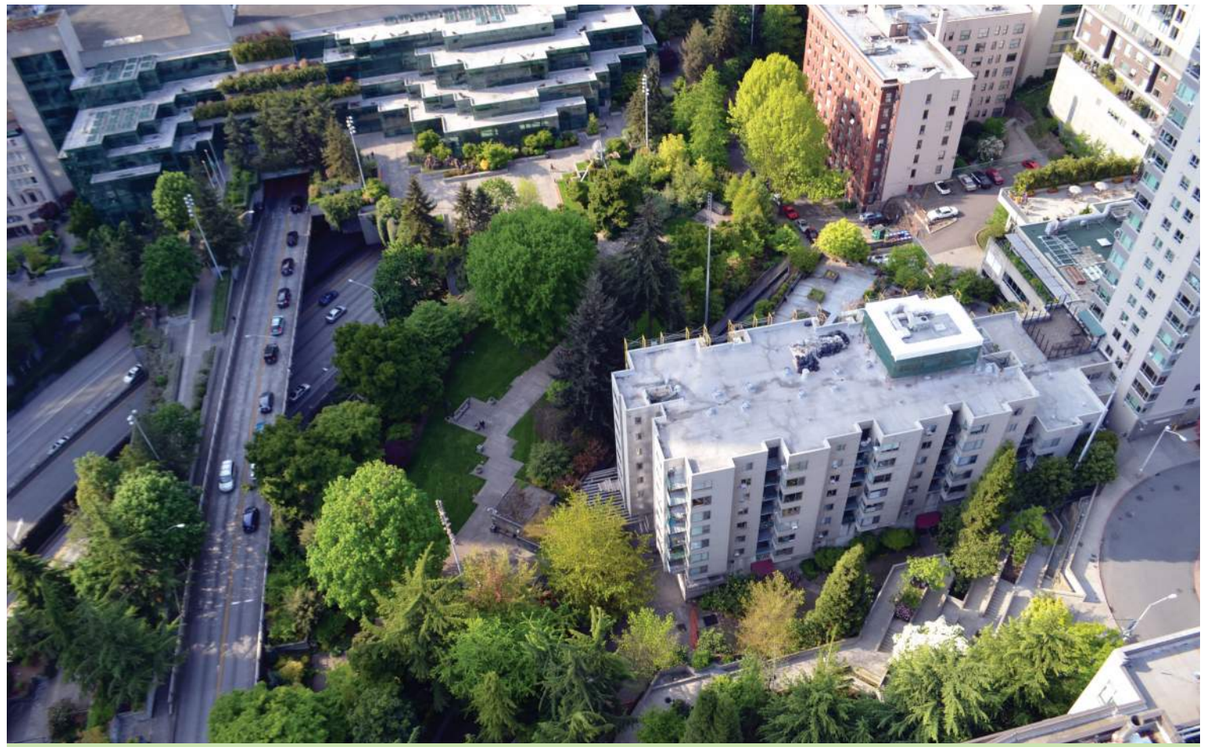
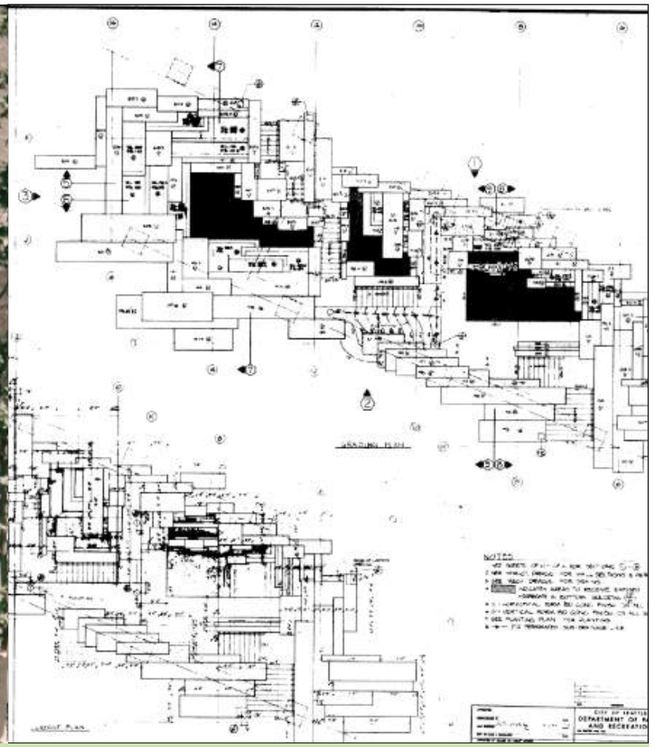
SECTION 06
EXTERIOR DESIGN

EXTERIOR DESIGN | **ESTABLISHING A SENSE OF PLACE**



CELEBRATE THE UNIQUE IMMERSION IN AN URBAN FOREST



AMPLIFY GEOMETRIES OF EXISTING INTERVENTIONS

EMBRACE TERRACING OF OUTDOOR SPACES

EXTEND THE PERCEPTION OF A NATURAL LANDSCAPE

PEDESTRIAN EXPERIENCE | **FACADE DESIGN CONCEPT**

MASSING APPROACH

The West Tower intends to be harmonious with its context. Inspired by the concrete follies of Freeway Park, the offset vertical “bars” float just above the park space below like an urban treehouse. The terraced podium steps down from University St to Freeway Park providing a visual connection and blending of greenscapes into an urban threshold.

LINEAR OVERLAY

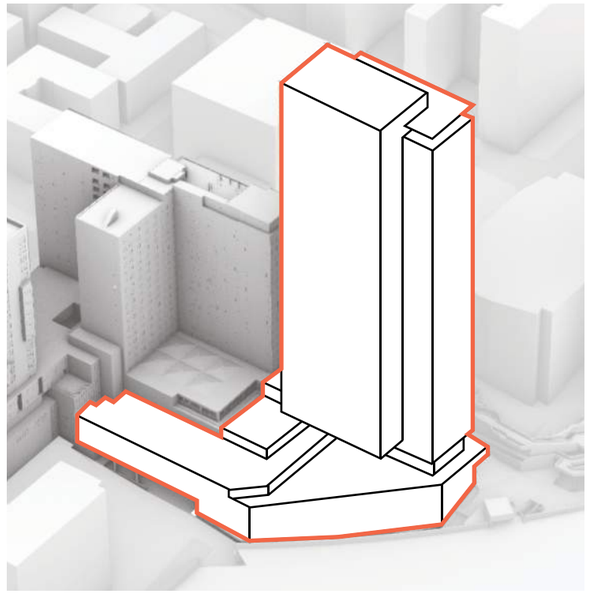
To accentuate the distinction between the tower and the podium, the podium adopts a predominantly ground horizontal pattern, while the tower adopts a predominantly vertical pattern as it stretches towards the sky.

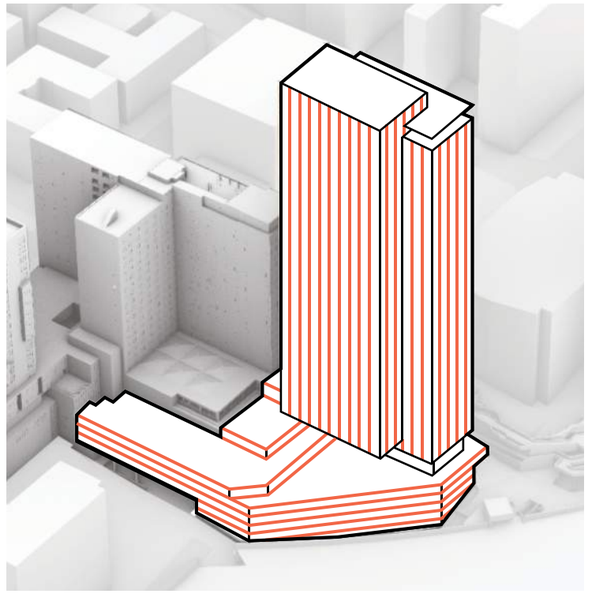
MEETING THE SKY

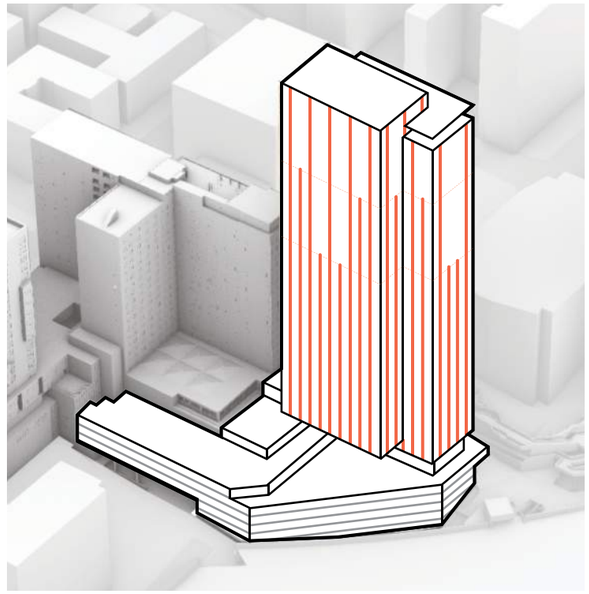
A unique feature of Freeway Park is the access to sky afforded by the clearings and plazas of the park in a dense urban area. The facade design of the West Tower intends to meet the sky in a thoughtful way by reducing the density of vertical pattern as the tower continues vertically. By balancing a greater amount of glazing towards the top of the tower, the reflective nature of this material is meant to amplify the colors and texture of the sky above.

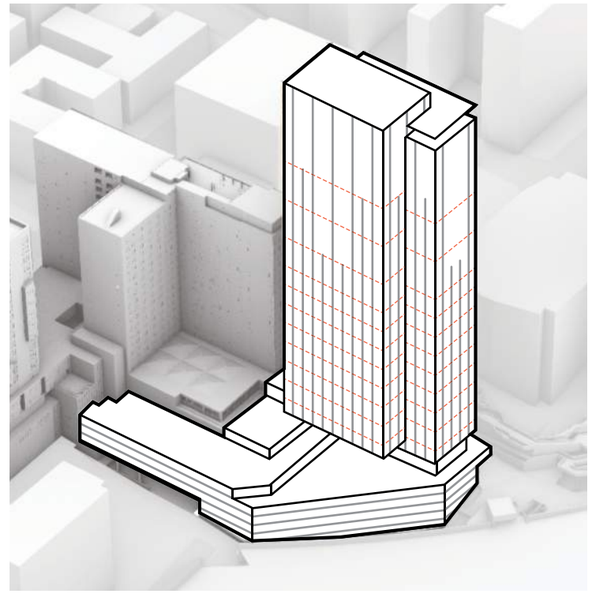
CONTEXTUAL INFLUENCE

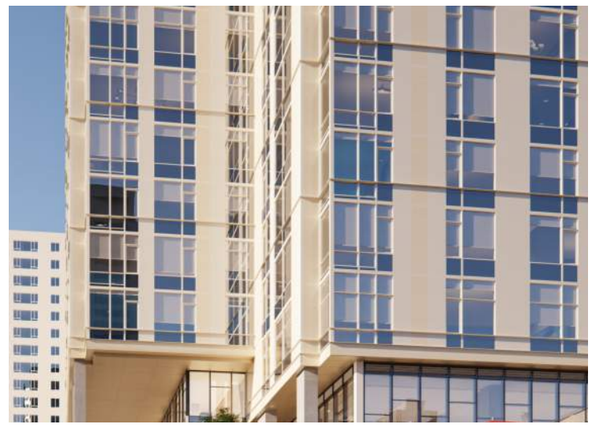
Additional visual layering of texture helps define the distinction between the vertical “bars” with mullion extensions that are oriented horizontally and distriubted up the tower lessening in density as it reaches towards the sky. Between the two “bars”, the horizontal extensions are offset to visually distinguish the two portions of the tower massing. This creates texture with subtle shadow lines without disturbing the prevailing verticality of the tower.









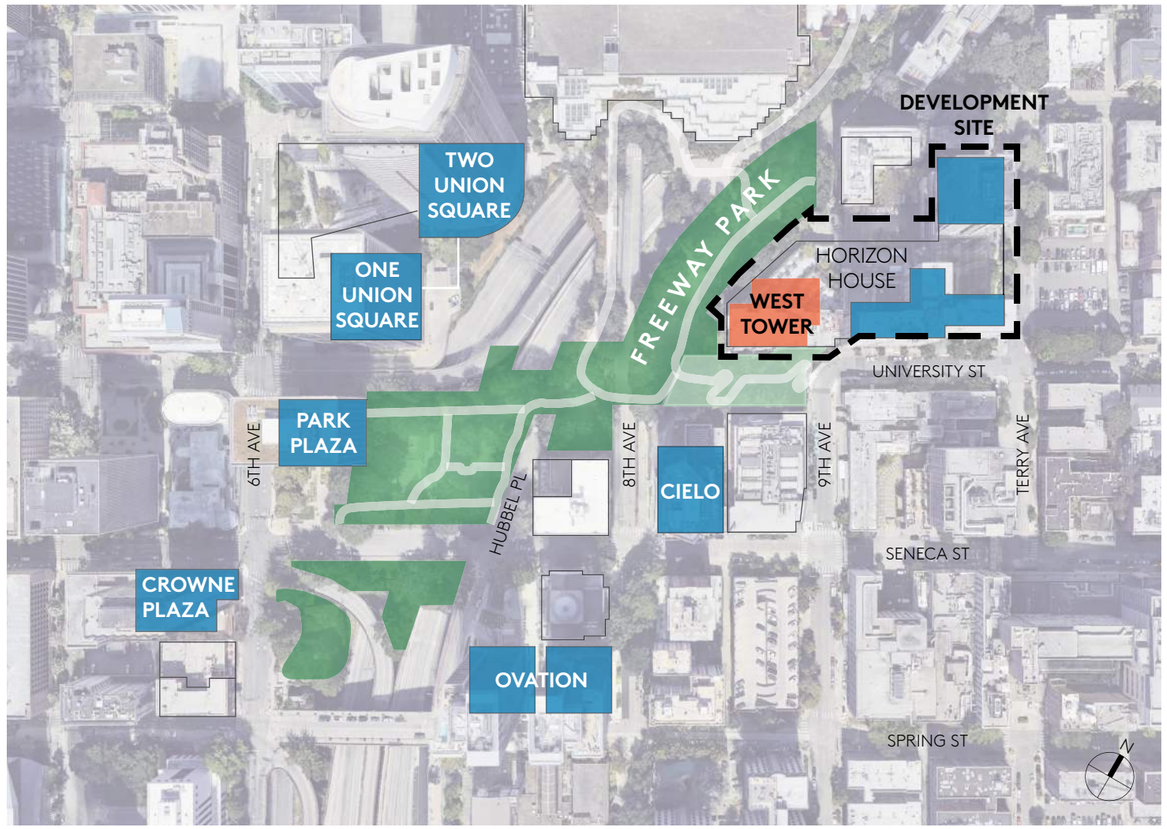


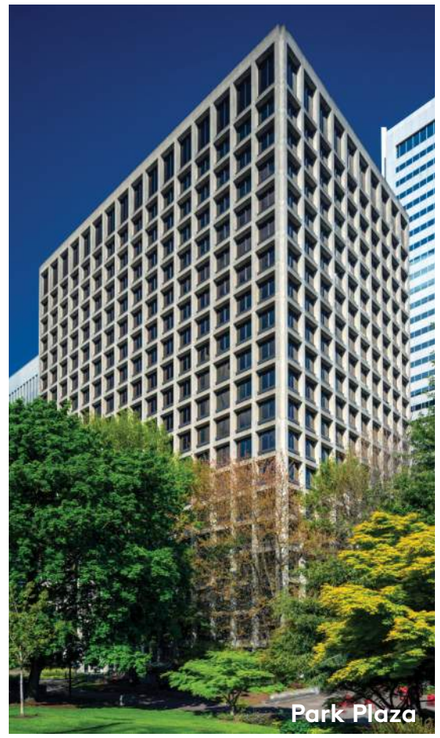
EXTERIOR DESIGN | **COLOR IN CONTEXT**

CONTEXTUAL INFLUENCE

The image below maps the location of high-rise tower structures adjacent to Freeway Park (shown in blue) in relation to the proposed West Tower development. The majority of towers, where clad in opaque materials, exhibit a lighter color tone that ranges from reflective anodized metal to a warm gray precast concrete. Cielo appears to be the only exception to this.

The proposed West Tower reflects this precedent by adopting a light color tone at opaque areas of the residential tower. This provides a neutral backdrop to the verdant colors of Freeway Park and contributes an appropriately colored massing to the skyline for our region's overcast climate.



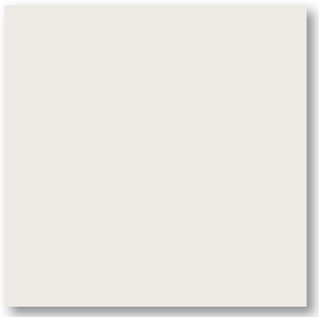


EXTERIOR DESIGN | **FACADE MATERIALS PALETTE**

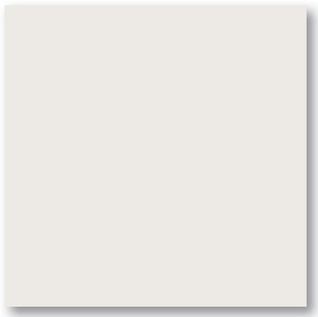
TOWER MATERIAL PALETTE

1 | Vision Glass

2 | Spandrel Glass



3 | Window Mullions



4 | Metal Spandrel

5 | Metal Spandrel, Glossy

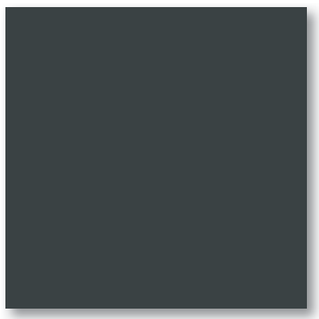
6 | Composite Metal Panel

7 | Louver

PODIUM MATERIAL PALETTE

1 | Vision Glass

2 | Spandrel Glass

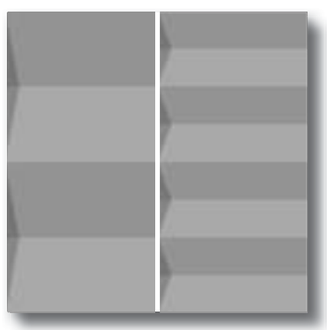


8 | Window Mullions

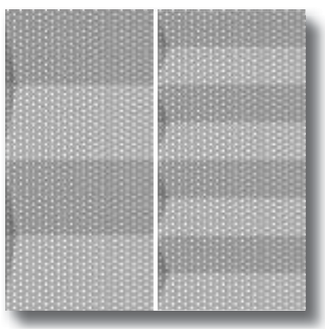
9 | Louver

10 | CIP Concrete, Textured

11 | Glazed Brick Tile



12 | Metal Wall Panel



13 | Metal Wall Panel, Perf

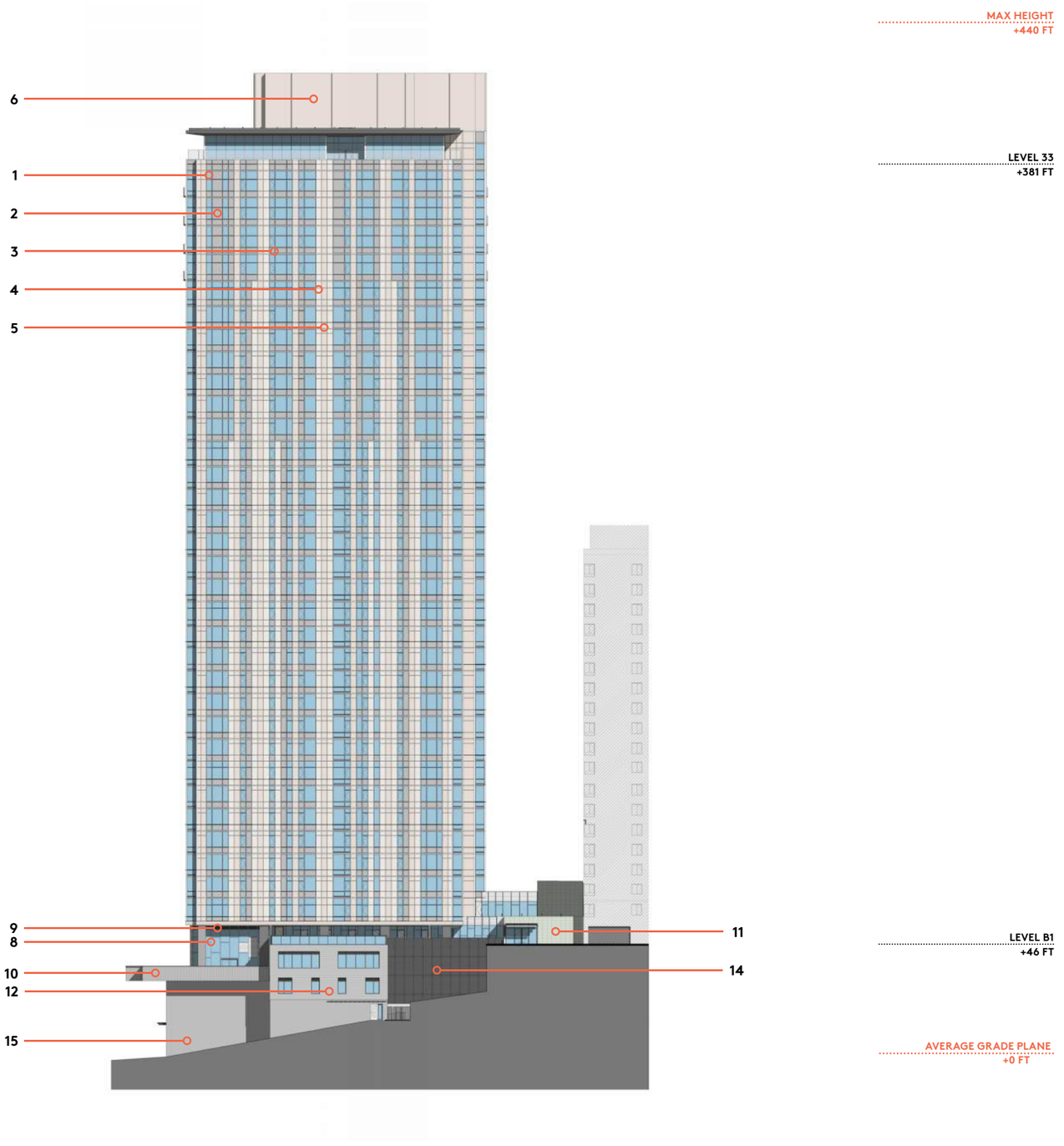
14 | Metal Wire Wall Trellis

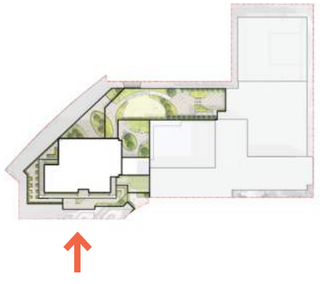
15 | CIP Concrete

ELEVATIONS | **SOUTHEAST**

MATERIAL KEYNOTES

1 VISION GLASS
2 SPANDREL GLASS
3 TOWER WINDOW MULLIONS
4 METAL SPANDREL
5 METAL SPANDREL GLOSSY
6 COMPOSITE METAL PANEL
7 TOWER LOUVER
8 PODIUM WINDOW MULLIONS
9 PODIUM LOUVER
10 CIP CONCRETE, TEXTURED
11 GLAZED BRICK TILE
12 METAL WALL PANEL
13 METAL WALL PANEL, PERF
14 METAL WIRE WALL TRELLIS
15 CIP CONCRETE





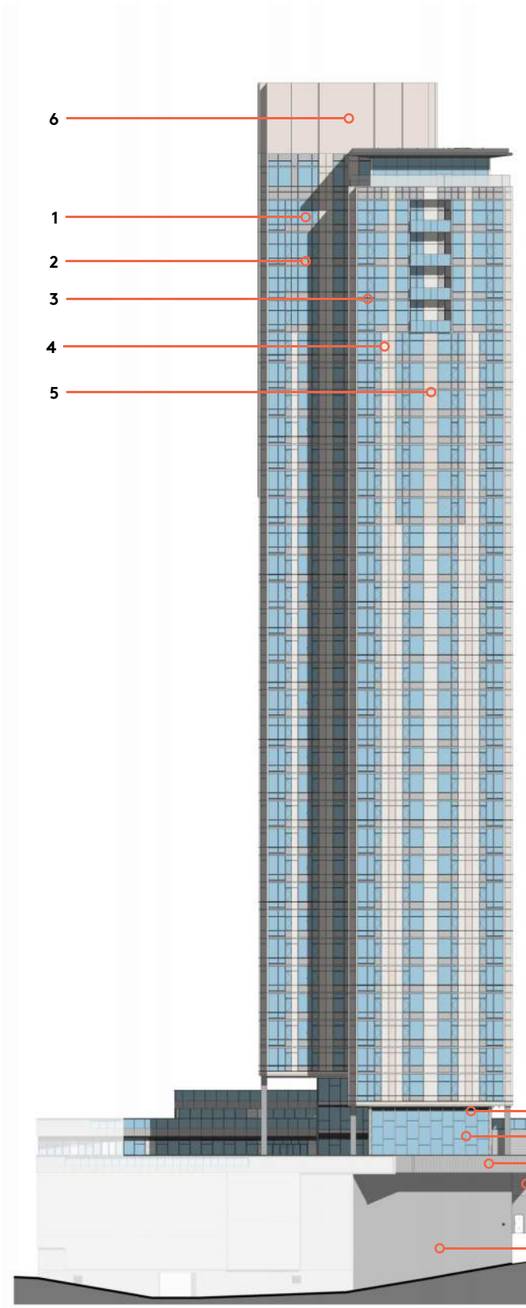
SDCI PROJECT NUMBER 3039628-LU

Horizon House | MITHŪN

ELEVATIONS | **SOUTHWEST**

MATERIAL KEYNOTES

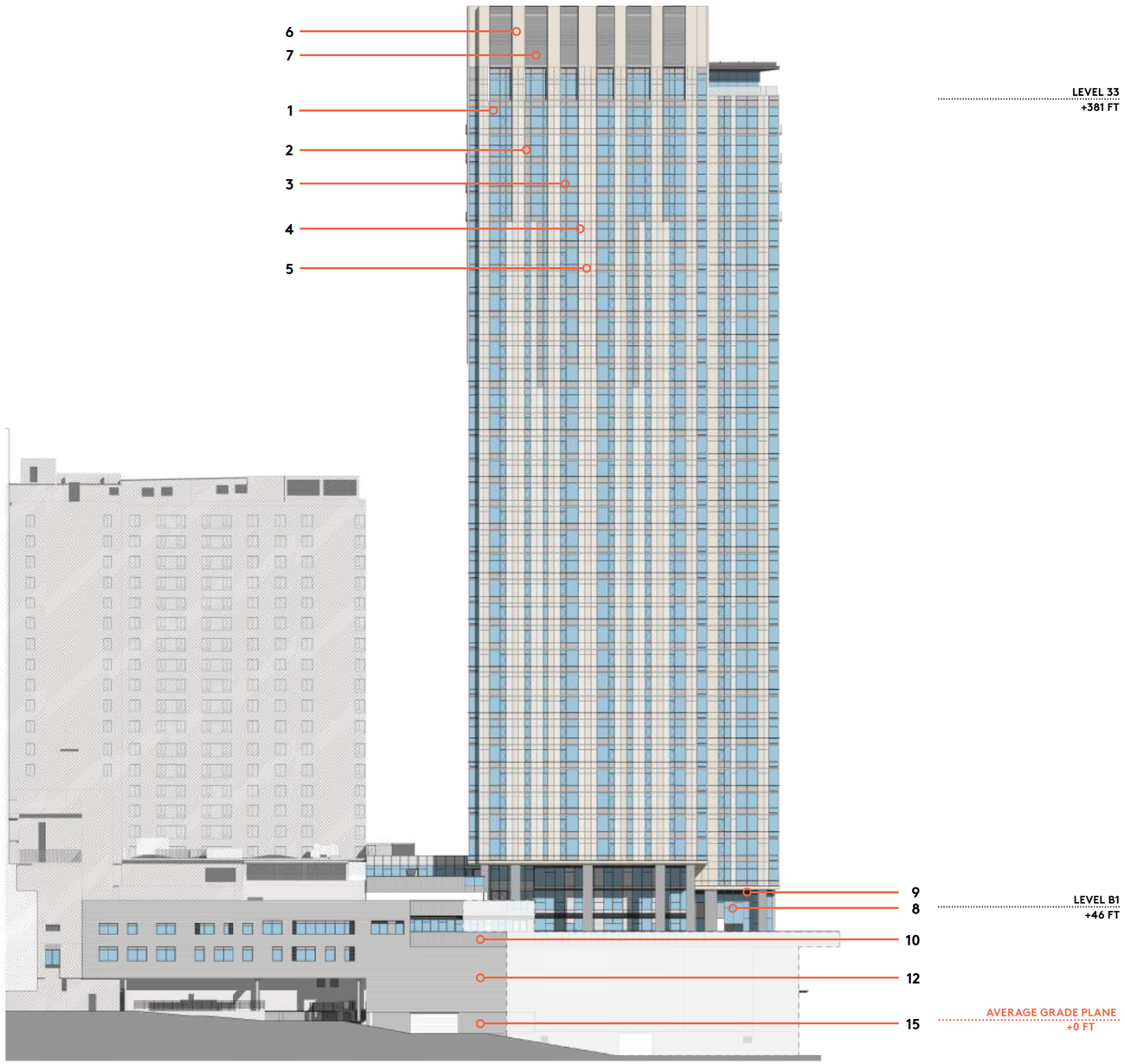
1 VISION GLASS
2 SPANDREL GLASS
3 TOWER WINDOW MULLIONS
4 METAL SPANDREL
5 METAL SPANDREL GLOSSY
6 COMPOSITE METAL PANEL
7 TOWER LOUVER
8 PODIUM WINDOW MULLIONS
9 PODIUM LOUVER
10 CIP CONCRETE, TEXTURED
11 GLAZED BRICK TILE
12 METAL WALL PANEL
13 METAL WALL PANEL, PERF
14 METAL WIRE WALL TRELLIS
15 CIP CONCRETE

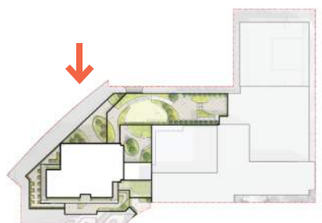


ELEVATIONS | **NORTHWEST**

MATERIAL KEYNOTES

1 VISION GLASS
2 SPANDREL GLASS
3 TOWER WINDOW MULLIONS
4 METAL SPANDREL
5 METAL SPANDREL GLOSSY
6 COMPOSITE METAL PANEL
7 TOWER LOUVER
8 PODIUM WINDOW MULLIONS
9 PODIUM LOUVER
10 CIP CONCRETE, TEXTURED
11 GLAZED BRICK TILE
12 METAL WALL PANEL
13 METAL WALL PANEL, PERF
14 METAL WIRE WALL TRELLIS
15 CIP CONCRETE



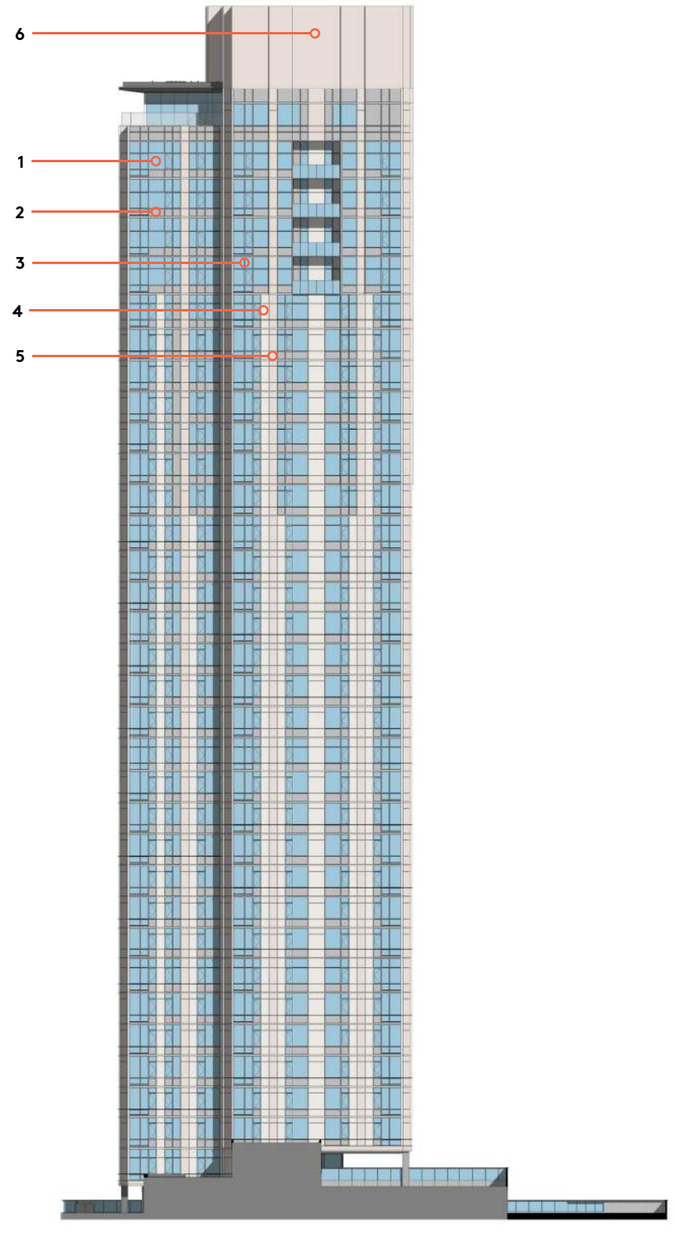


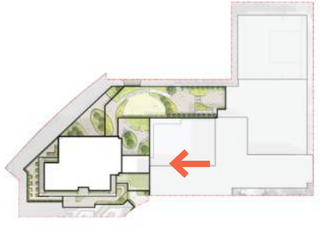
SDCI PROJECT NUMBER 3039628-LU

ELEVATIONS | **NORTHEAST**

MATERIAL KEYNOTES

1 VISION GLASS
2 SPANDREL GLASS
3 TOWER WINDOW MULLIONS
4 METAL SPANDREL
5 METAL SPANDREL GLOSSY
6 COMPOSITE METAL PANEL
7 TOWER LOUVER
8 PODIUM WINDOW MULLIONS
9 PODIUM LOUVER
10 CIP CONCRETE, TEXTURED
11 GLAZED BRICK TILE
12 METAL WALL PANEL
13 METAL WALL PANEL, PERF
14 METAL WIRE WALL TRELLIS
15 CIP CONCRETE

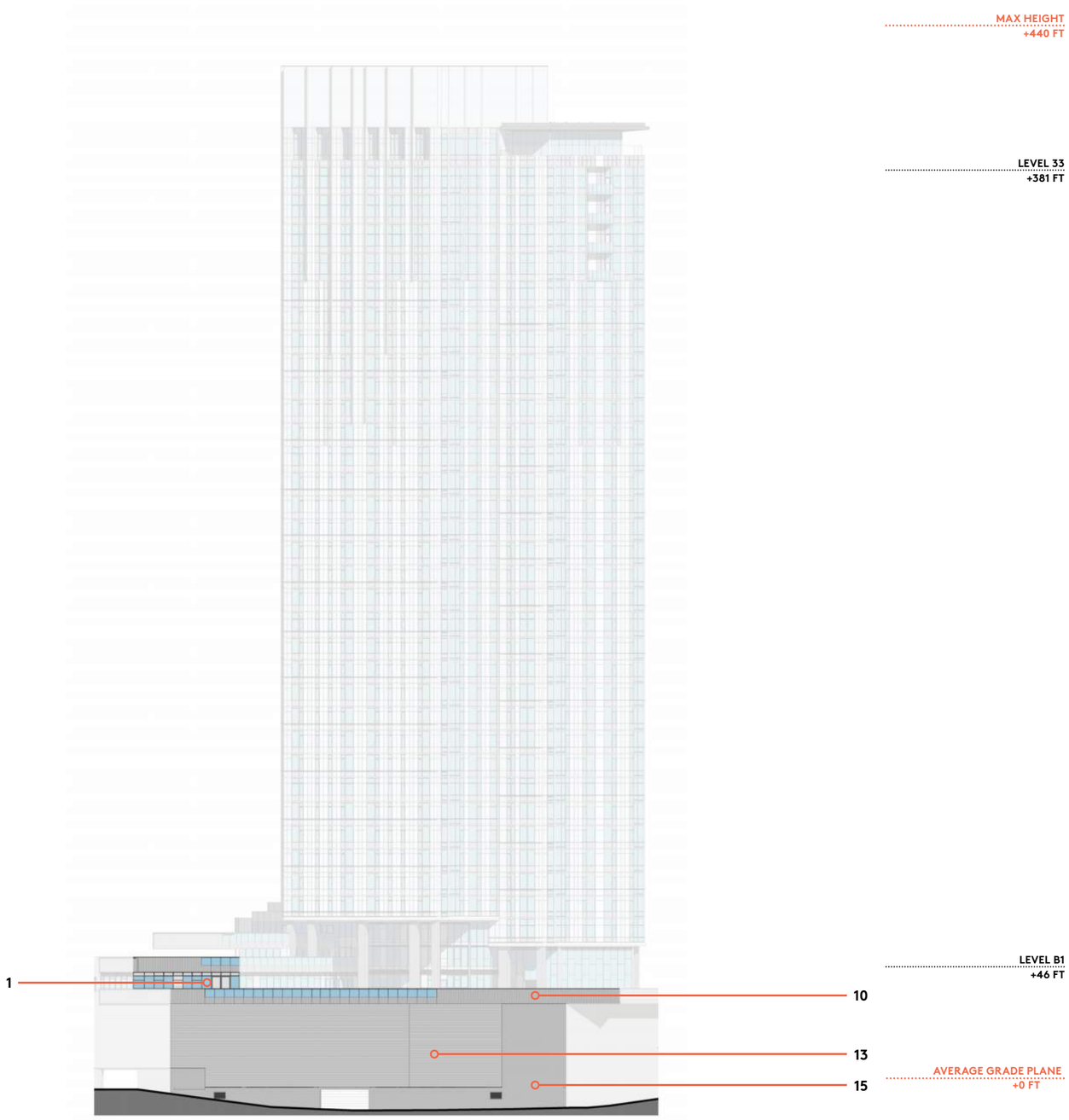




ELEVATIONS | **WEST**

MATERIAL KEYNOTES

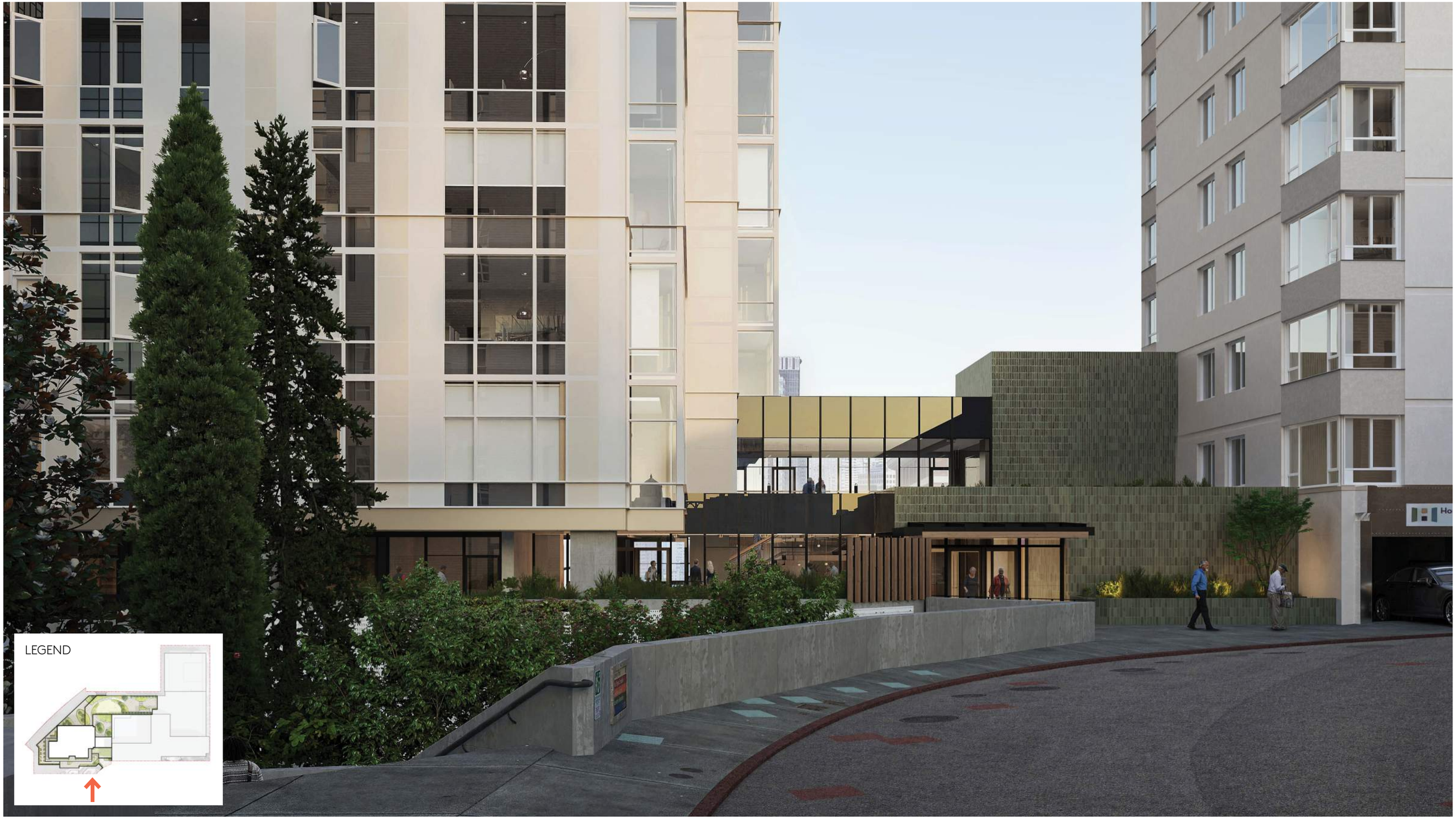
1 VISION GLASS
2 SPANDREL GLASS
3 TOWER WINDOW MULLIONS
4 METAL SPANDREL
5 METAL SPANDREL GLOSSY
6 COMPOSITE METAL PANEL
7 TOWER LOUVER
8 PODIUM WINDOW MULLIONS
9 PODIUM LOUVER
10 CIP CONCRETE, TEXTURED
11 GLAZED BRICK TILE
12 METAL WALL PANEL
13 METAL WALL PANEL, PERF
14 METAL WIRE WALL TRELLIS
15 CIP CONCRETE



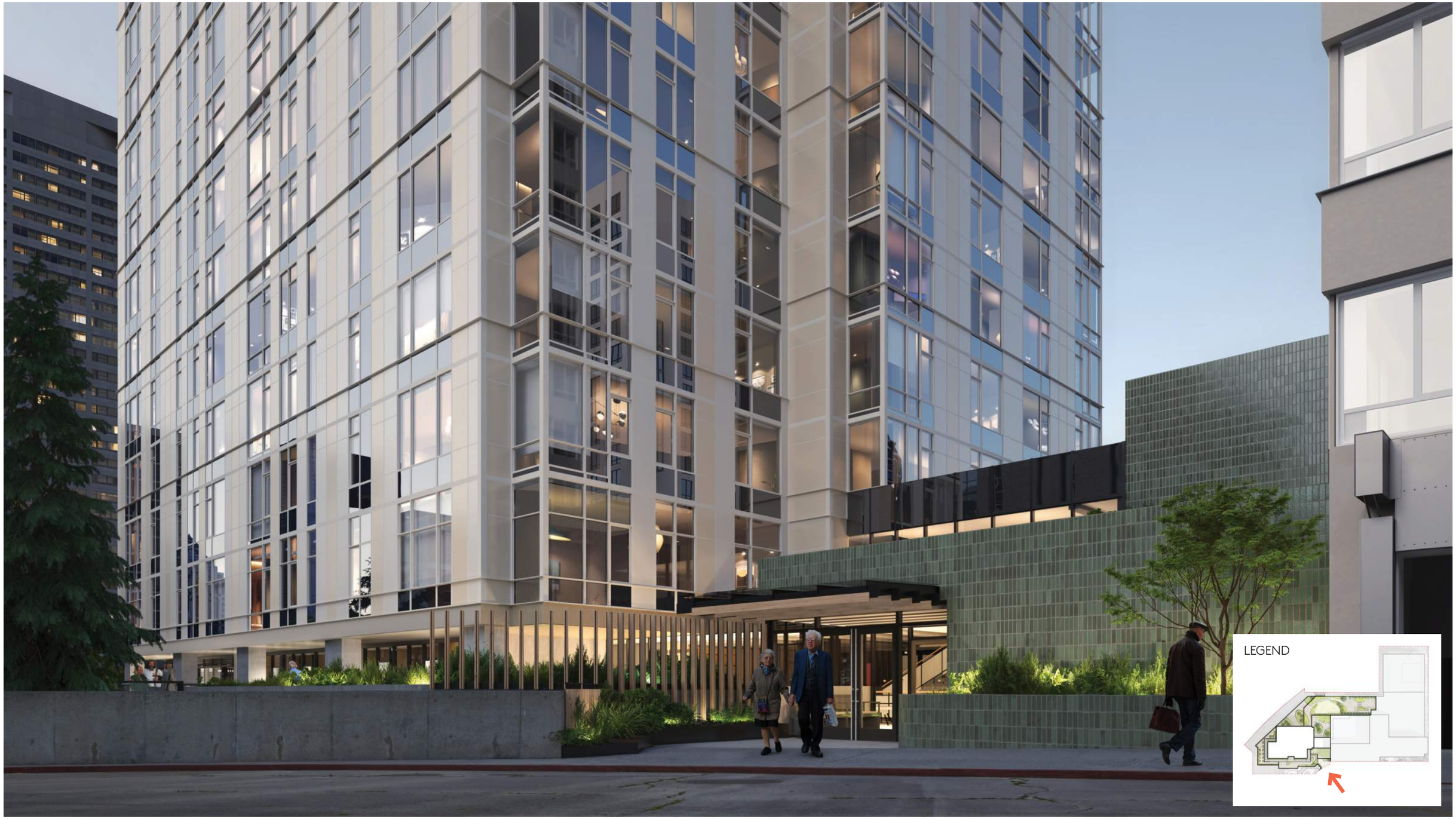
SDCI PROJECT NUMBER 3039628-LU

Horizon House | MITHŪN

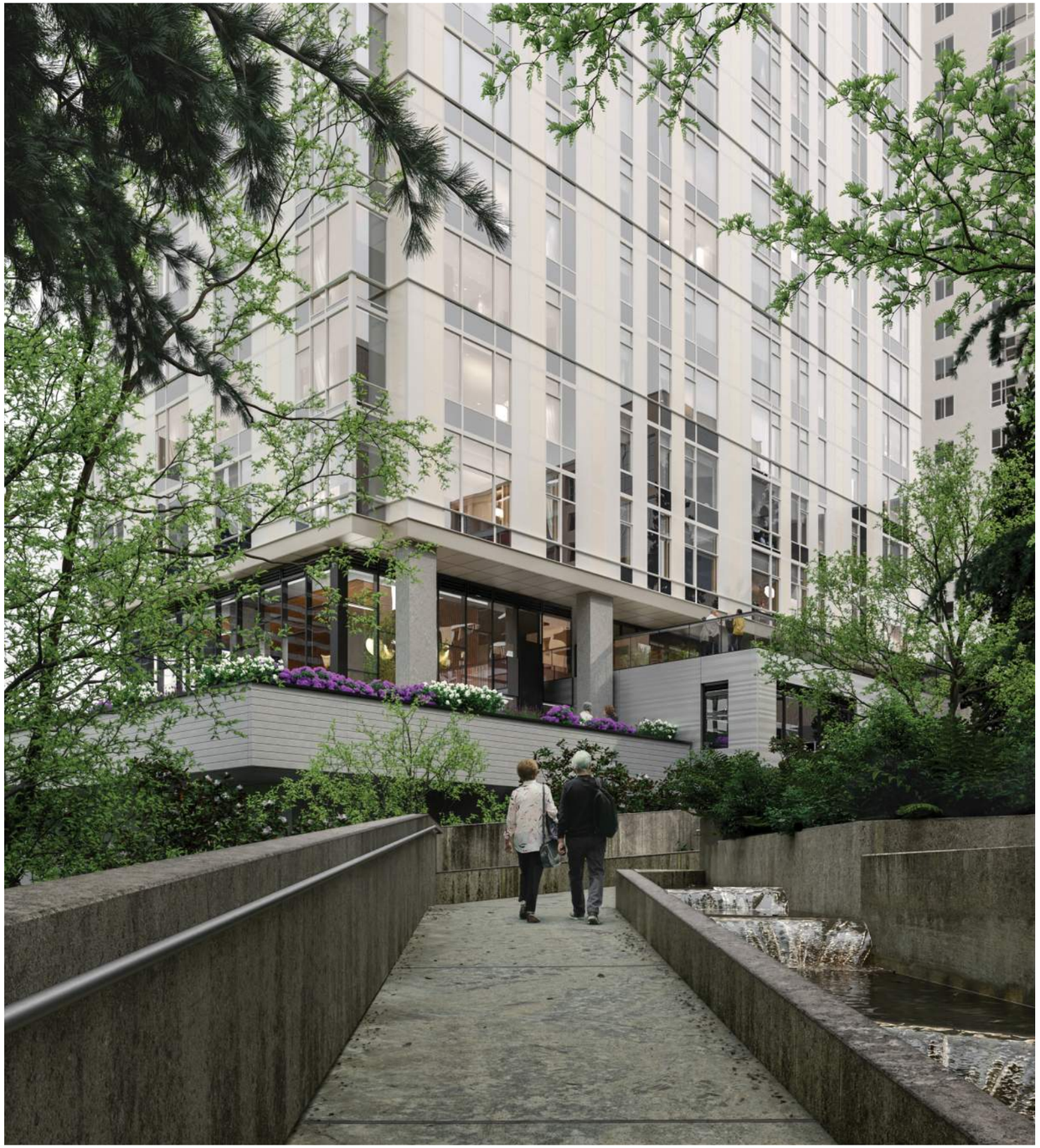
PEDESTRIAN EXPERIENCE | **VIEW LOOKING NORTHWEST FROM 9TH AVE**



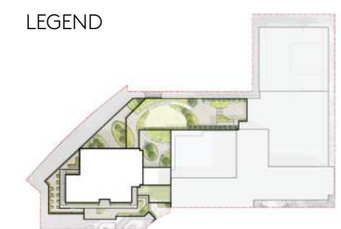
PEDESTRIAN EXPERIENCE | **VIEW LOOKING WEST FROM 9TH & UNIVERSITY**



PEDESTRIAN EXPERIENCE | **VIEW LOOKING NORTH FROM PAUL PIGGOT MEMORIAL CORRIDOR**



LEGEND



PEDESTRIAN EXPERIENCE | **VIEW LOOKING EAST FROM FREEWAY PARK**

PEDESTRIAN EXPERIENCE | **VIEW LOOKING EAST FROM FREEWAY PARK (TREES HIDDEN)**

AERIAL PERSPECTIVES

VIEW LOOKING EAST

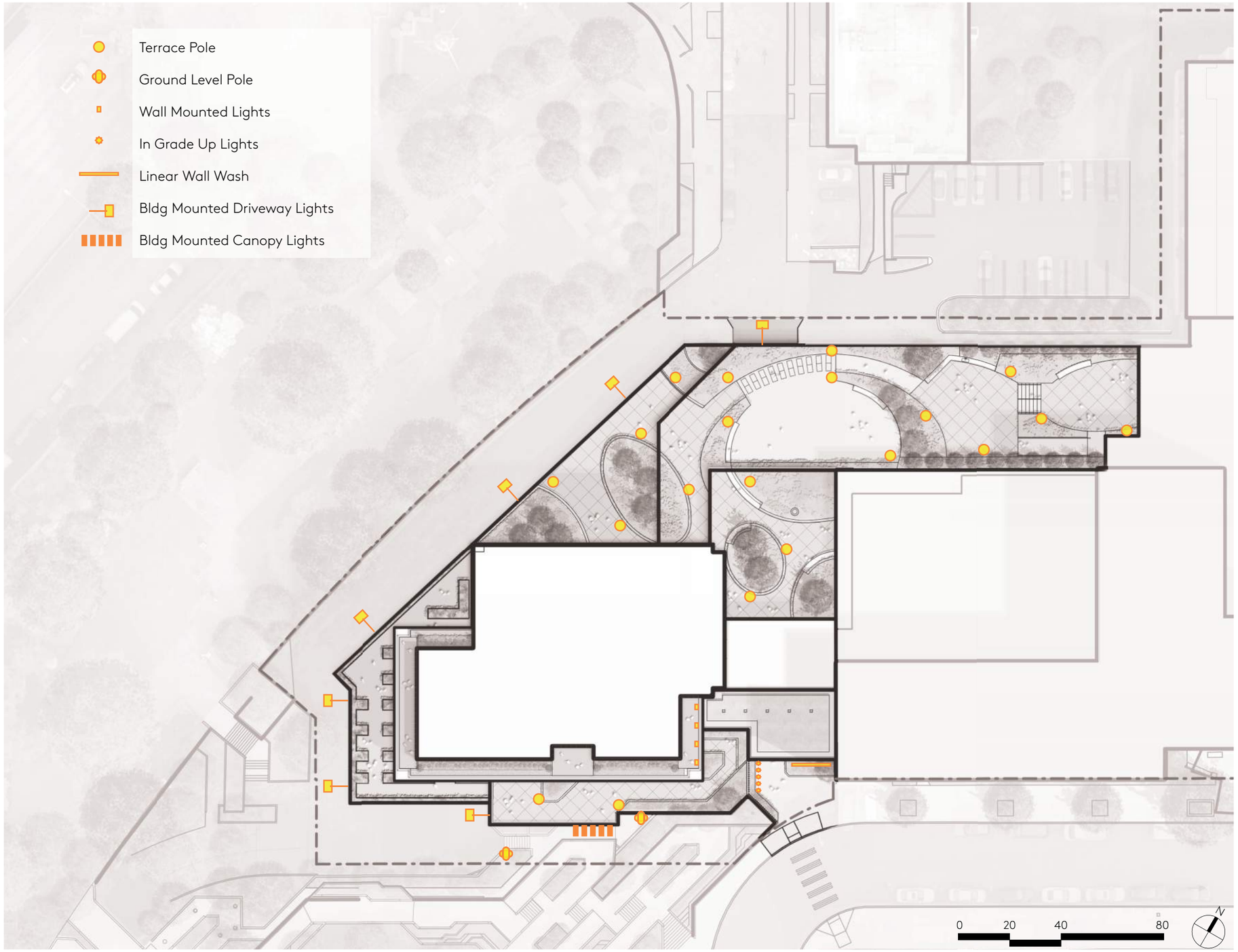
VIEW LOOKING NORTHEAST

AERIAL PERSPECTIVES

VIEW LOOKING SOUTH

VIEW LOOKING WEST

LIGHTING PLAN



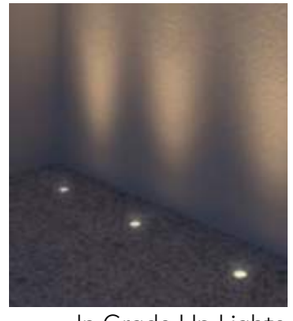
Driveway Lights

Canopy Lighting

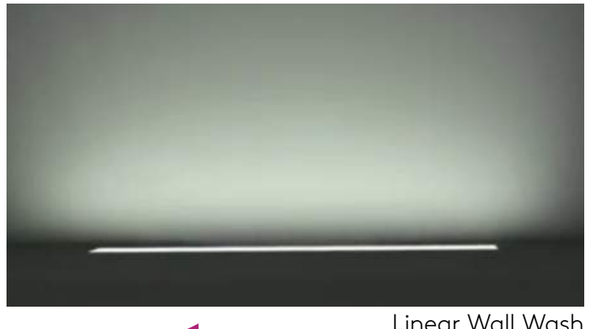
Terrace Pole

Ground Level Pole

Wall Mounted Light



In Grade Up Lights



Linear Wall Wash

SDCI PROJECT NUMBER 3039628-LU

Horizon House | MITHŪN

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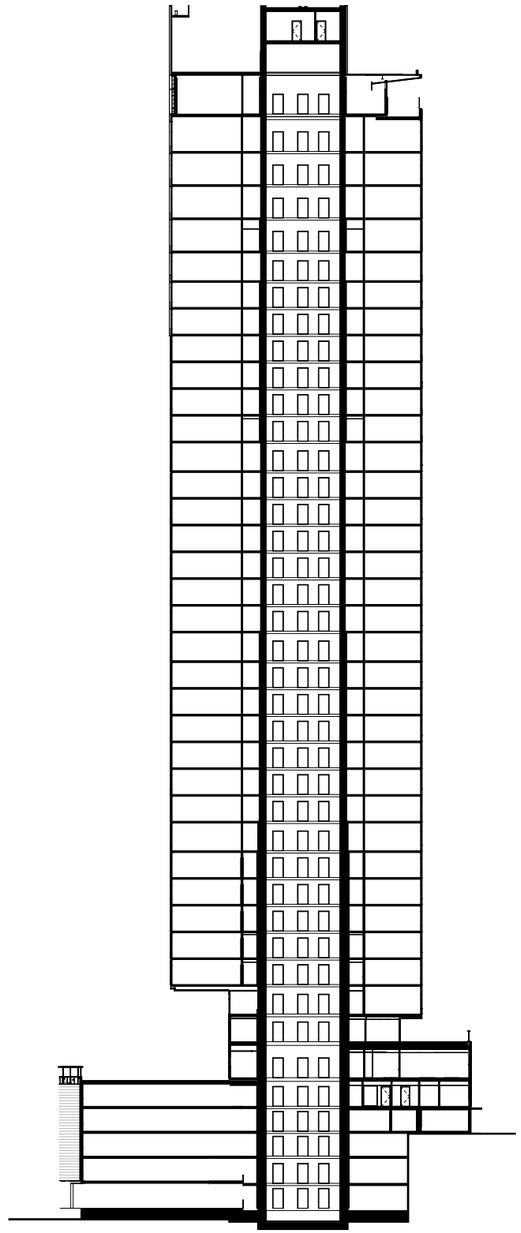
SECTION 07
BUILDING SECTIONS

BUILDING SECTION | **TRANSVERSE SECTION LOOKING NE**



MAX HEIGHT
+440 FT

LEVEL 33
+381 FT

12'0" FLOOR TO FLOOR PENTHOUSE

9'8" FLOOR TO FLOOR RESIDENTIAL

10'0" FLR TO FLR

LEVEL B1
+46 FT

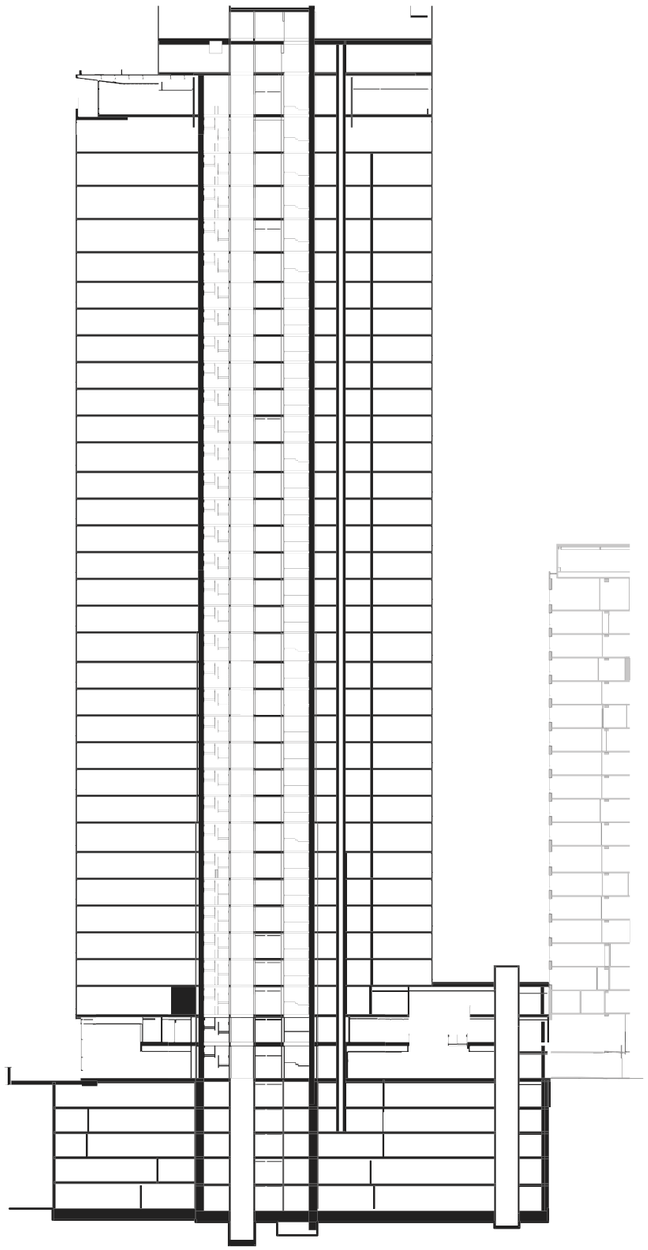
13'0" FLR TO FLR

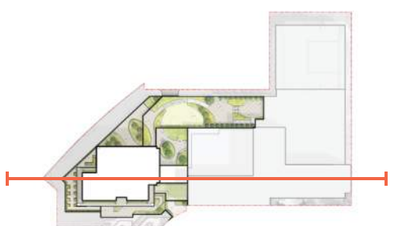
10'4" FLR TO FLR

9'0" FLOOR TO FLOOR

AVERAGE GRADE PLANE
+0 FT

BUILDING SECTION | **LONGITUDINAL SECTION LOOKING NW**





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SECTION 08
DEPARTURE REQUESTS

DEPARTURE REQUEST SUMMARY

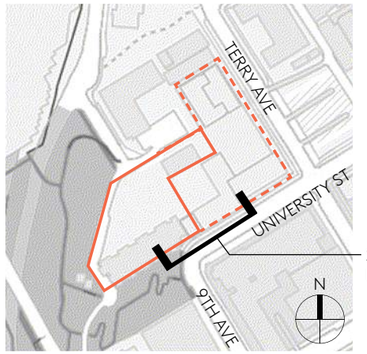
	Land Use Code Summary	Requested Departure	Applicable Design Guidelines	Reason for Departure
Departure Request #1 See G-2.31m for departure request diagrams.	Section 23.45.520.B - HR zone upper-level development standards If any proposed or existing structures in HR zones exceed a height of 85 feet, excluding rooftop features permitted above the height limit, all structures or portions of structures greater than 45 feet in height are subject to the following standards: 2. The maximum width of an individual tower is 130 feet. 3. The average gross floor area per story of an individual tower shall not exceed 10,000 square feet and the maximum gross floor area for any individual story of an individual tower shall not exceed 10,500 square feet. 5. Where two or more towers are located on the lot, the min horizontal separation between proposed towers or between proposed and existing towers shall be 40 feet.	Allow exemption of portions of structure greater than 45 feet above average grade from meeting the requirements of Section 23.45.520.B. Specifically,we are requesting exemption for portions of the structure 75 feet above average grade plane or, in other words, 30 feet above grade at the proposed University Street secondary entry.	CS2 - ADJACENT SITES, STREETS, AND OPEN SPACES The proposed massing of the new building will provide a strong connection to University Street and to the Pigott Memorial Corridor, and offers safety and security to the pedestrians along that path. PL3 - ENTRIES The proposed massing of the new building allows for the Entry to be distinctive, and visibly connected to University Street.	The proposed Level B1 & Level 1 massing at Scheme reflects the intent of this land use standard relative to our street frontage by connecting to University Street with a distinct entry, common amenity space, and activity. It would also closely match the existing podium heights of the adjacent structures on our development site. The code-compliant approach would not permit any enclosed gross floor area to exist connecting the tower to the existing facilities at Level B1 or Level 1 due to requirements for tower separation, maximum tower width, and maximum gross floor per Section 23.45.520.B. It's entry would also have to occur set back at a much greater distance from Univeristy Street. This departure would allow for a better design that responds to the pedestrian and built environment in a more appropriate way with a podium frontage that aligns with the intent of the design guidelines referenced.
Departure Request #2 See G-2.32m for departure request diagrams.	Section 23.45.509.C.2 - Structures over 240' in HR Zones For development containing one or more structures with height greater than 240' feet, the following additional conditions shall be met...2. At least 20% of the lot area at grade must be common amenity area meeting the standards of Section 23.45.522.	Allow common amenity area at various elevations along University Street building entries (Level 1 & B1) to be considered at grade due to significant slope of the lot that varies from the average grade plane in order to comply with the requirements of Section 23.45.522.C.2.	DC1 - ARRANGEMENT OF INTERIOR USES The proposed amenity spaces in the new building that face University Street and the west end provide views and connections to the Pigott Memorial Corridor, and offers safety and security to the pedestrians along that path. PL1 - ENHANCING OPEN SPACE The proposed amenity spaces on Level B1 of the proposed new building is at the elevation of the secondary entry on University Street.	The requested departure improves the design from the code compliant version by allowing common amenity area to be concentrated at the same level as University Street entries rather than below street level adjacent to the fire department accessway and other conditions that are not meant to support a pedestrian environment.

DEPARTURE REQUEST #1 | **REQUEST SUMMARY**

REQUIREMENT

Section 23.45.520.B - HR zone upper-level development standards (MULTIFAMILY)

If any proposed or existing structures in HR zones exceed a height of 85 feet, excluding rooftop features permitted above the height limit, all structures or portions of structures greater than 45 feet in height are subject to the following standards:
2. The maximum width of an individual tower is 130 feet.
3. The average gross floor area per story of an individual tower shall not exceed 10,000 square feet and the maximum gross floor area for any individual story of an individual tower shall not exceed 10,500 square feet.
5. Where two or more towers are located on the lot, the min horizontal separation between proposed towers or between proposed and existing towers shall be 40 feet.



SECTION AT UNIVERSITY STREET

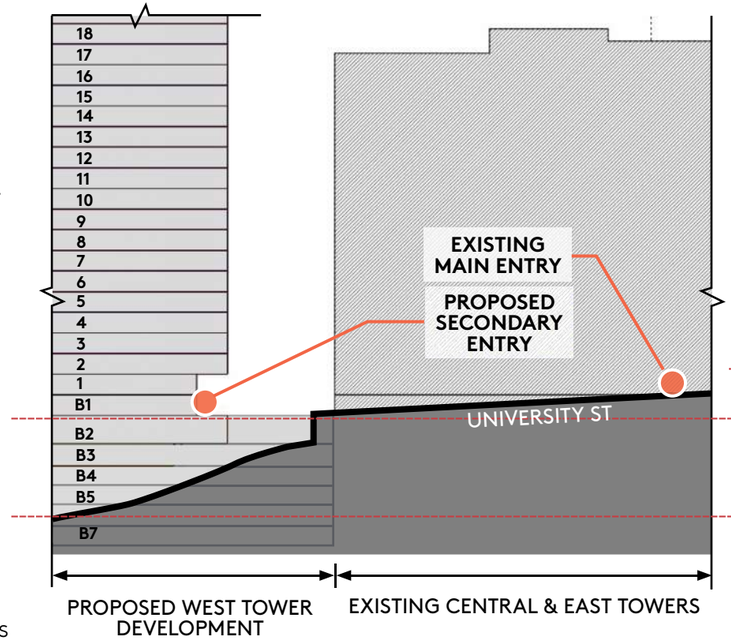
PROPOSITION

The grade at the perimeter of the property varies greatly and slopes down from East to West with a change of approximately 68 feet. As a result, the Average Grade Plane is well below University Street where building entries are located. The resulting datum 45 feet above average grade is slightly below grade at University Street. University Street is the only significant street frontage at the perimeter of the West Tower development.

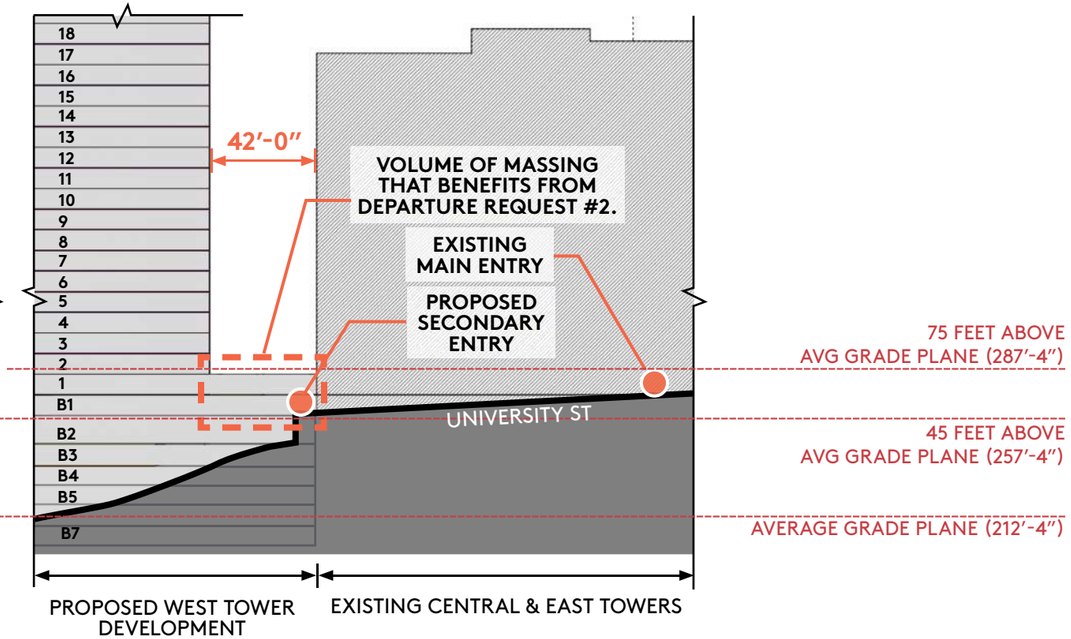
The intent of the proposal is to connect Level 1 & B1 of the West Tower development with the existing building to allow for needed circulation and enhance connection to the pedestrian environment at University Street. This design solution, made possible through the departure request would better meet the intent of the design guidelines.

Departure Request #1:

Allow exemption of portions of structure greater than 45 feet above average grade from meeting the requirements of Section 23.45.520.B. Specifically, we are requesting exemption for portions of the structure 75 feet above average grade plane or, in other words, 30 feet above grade at the proposed University Street secondary entry.



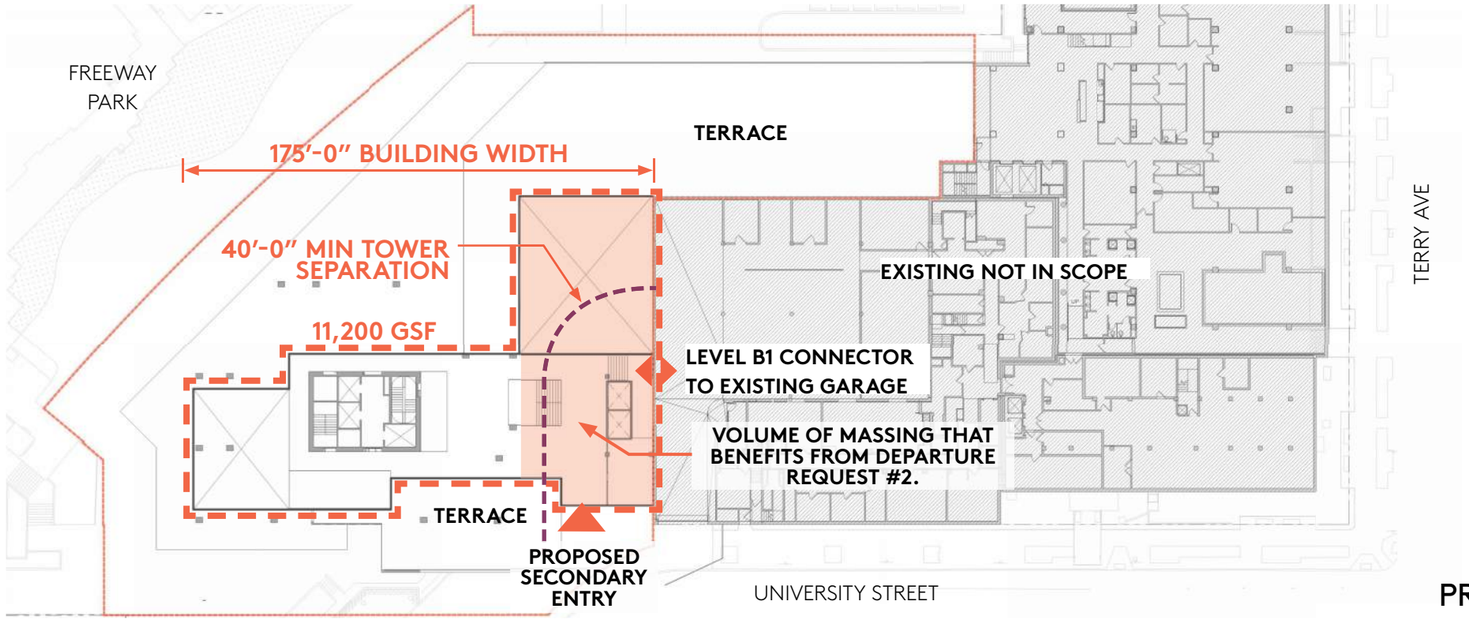
CODE-COMPLIANT SCHEME
SECTION AT UNIVERISTY STREET



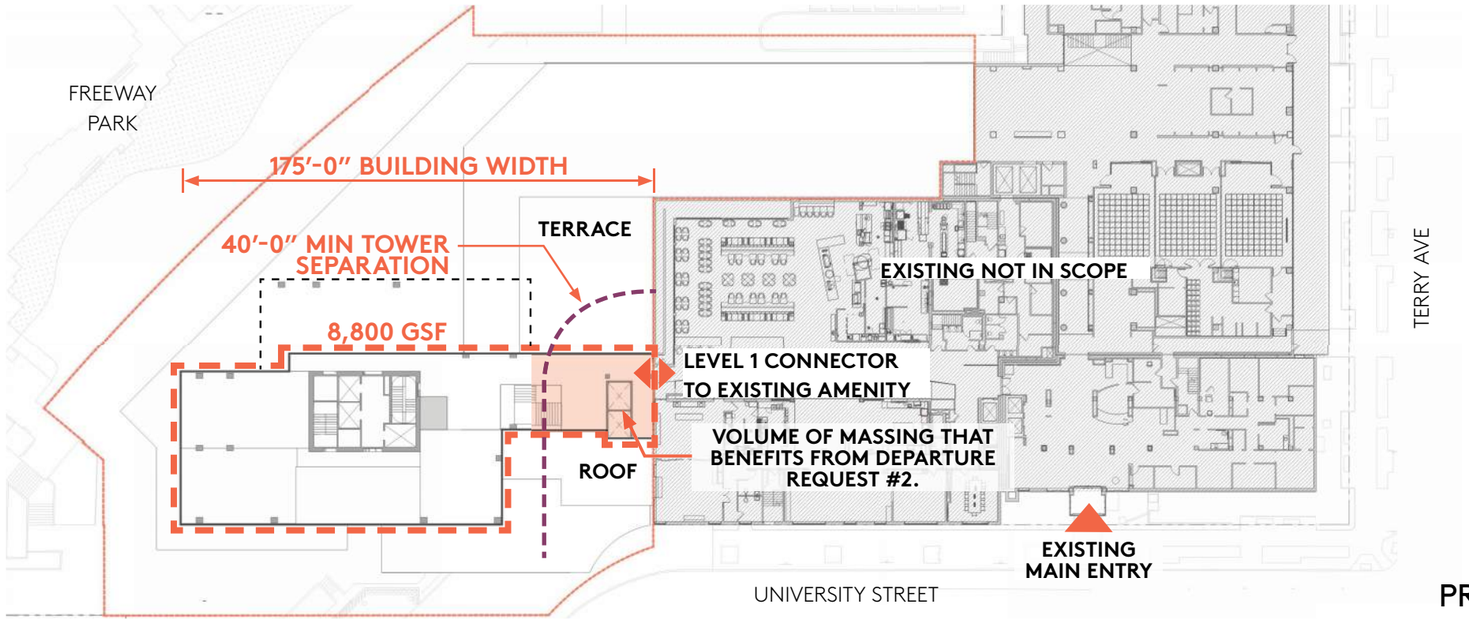
PROPOSED DESIGN
SECTION AT UNIVERISTY STREET

SDCI PROJECT NUMBER 3039628-LU

DEPARTURE REQUEST #1 | **REQUEST SUMMARY CONTINUED**



PROPOSED DESIGN
LEVEL B1 PLAN



PROPOSED DESIGN
LEVLE 1 PLAN

DEPARTURE REQUEST #1 | **REQUEST SUMMARY CONTINUED**

EXISTING WEST WING AND CENTRAL TOWER AT 9TH AND UNIVERSITY STREET
WITH AVERAGE GRADE PLANE OVERLAY

RATIONALE

CS2 - ADJACENT SITES, STREETS, AND OPEN SPACES

The proposed massing of the new building will provide a strong connection to University Street and to the Pigott Memorial Corridor, and offers safety and security to the pedestrians along that path.

PL3 - ENTRIES

The proposed massing of the new building allows for the Entry to be distinctive, and visibly connected to University Street.

BENEFIT IN LIEU OF CODE-COMPLIANT APPROACH

The proposed Level B1 & Level 1 massing would reflect the intent of this zoning standard relative to our street frontage by connecting to University Street with a distinct entry, common amenity space, and activity. It would also closely match the existing podium heights of the adjacent structures on our development site. This alternate design solution, made possible through the requested departure, would better meet the intent of the design guidelines.

The code-compliant approach would not permit any enclosed gross floor area to exist connecting the tower to the existing facilities at Level B1 or Level 1 due to requirements for tower separation, maximum tower width, and maximum gross floor per Section 23.45.520.B. It's entry would also have to occur set back at a much greater distance from Univeristy Street.

This departure would allow for a better design that responds to the pedestrian and built environment in a more appropriate way with a podium frontage that aligns with the intent of the design guidelines referenced.

DEPARTURE REQUEST #2 | **REQUEST SUMMARY**

REQUIREMENT

Section 23.45.509.C.2 - Structures over 240' in HR Zones (MULTIFAMILY)

For development containing one or more structures with height greater than 240' feet, the following additional conditions shall be met...2. At least 20% of the lot area at grade must be common amenity area meeting the standards of Section 23.45.522.

PROPOSITION

Elevation of grade at building entries varies throughout the property and differ from code-established average grade plane (approx. 68' grade change from East to West).

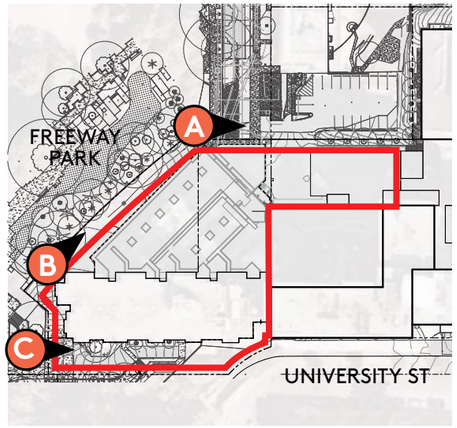
The north, west, and south edges of the site at grade are also defined by fire department accessways, utility access easements, and parking access for adjacent properties. These edges do not foster a pedestrian environment and are not seen as appropriate locations for common at-grade amenity.

The existing common amenity area of the existing building on Level 1 is at the elevation of the existing main entry on University Street.

The proposed new common amenity area on level B1 of the proposed new building is at the elevation of the secondary entry on University Street which is a level below that of the existing main entry. As proposed, the follow quantities would apply to the requirements of Section 23.45.509.C.2.

- Total Lot Area: 97,903 SF
- Existing Common Amenity Area at Grade: 17,792 SF
- New Common Amenity Area at Grade: 11,984 SF
- Total Common Amenity Area at Grade: 29,776 SF

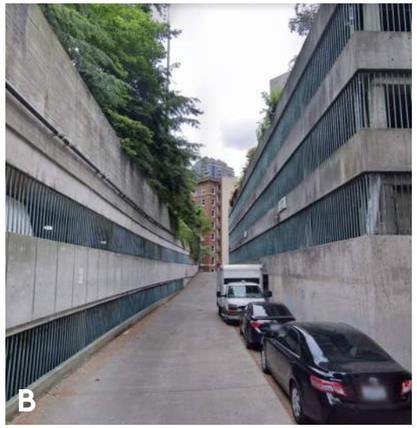
At Grade Common Amenity Area is 30% of Total Lot Area.



EXISTING SITE PLAN

NORTH EDGE OF SITE

CAMBRIDGE APARTMENTS PARKING ACCESS



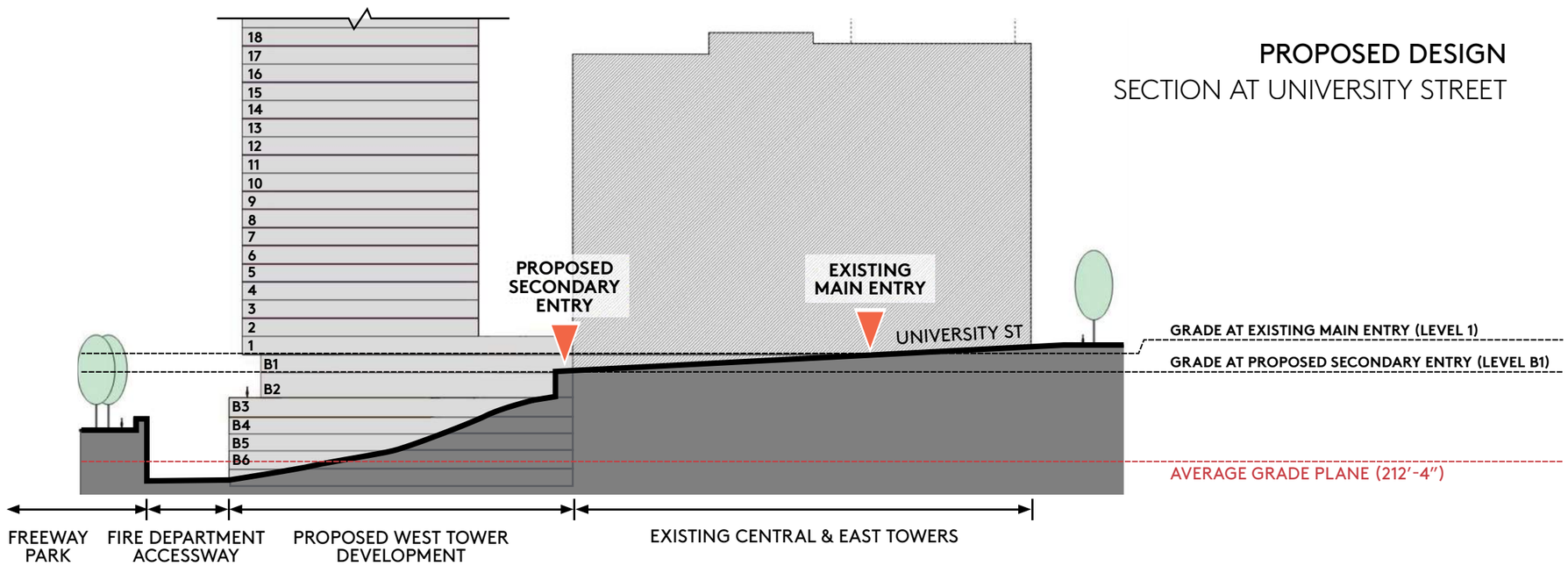
WEST EDGE OF SITE

FIRE DEPARTMENT ACCESSWAY

SOUTH EDGE OF SITE

ACCESS EASEMENTS BELOW ELEVATION OF UNIVERSITY ST & PIGOTT MEMORIAL CORRIDOR

PROPOSED DESIGN
SECTION AT UNIVERSITY STREET



DEPARTURE REQUEST #2 | **REQUEST SUMMARY CONTINUED**

CODE-COMPLAINT SCHEME
LEVEL B1 PLAN

PROPOSED DESIGN
LEVEL 1 PLAN

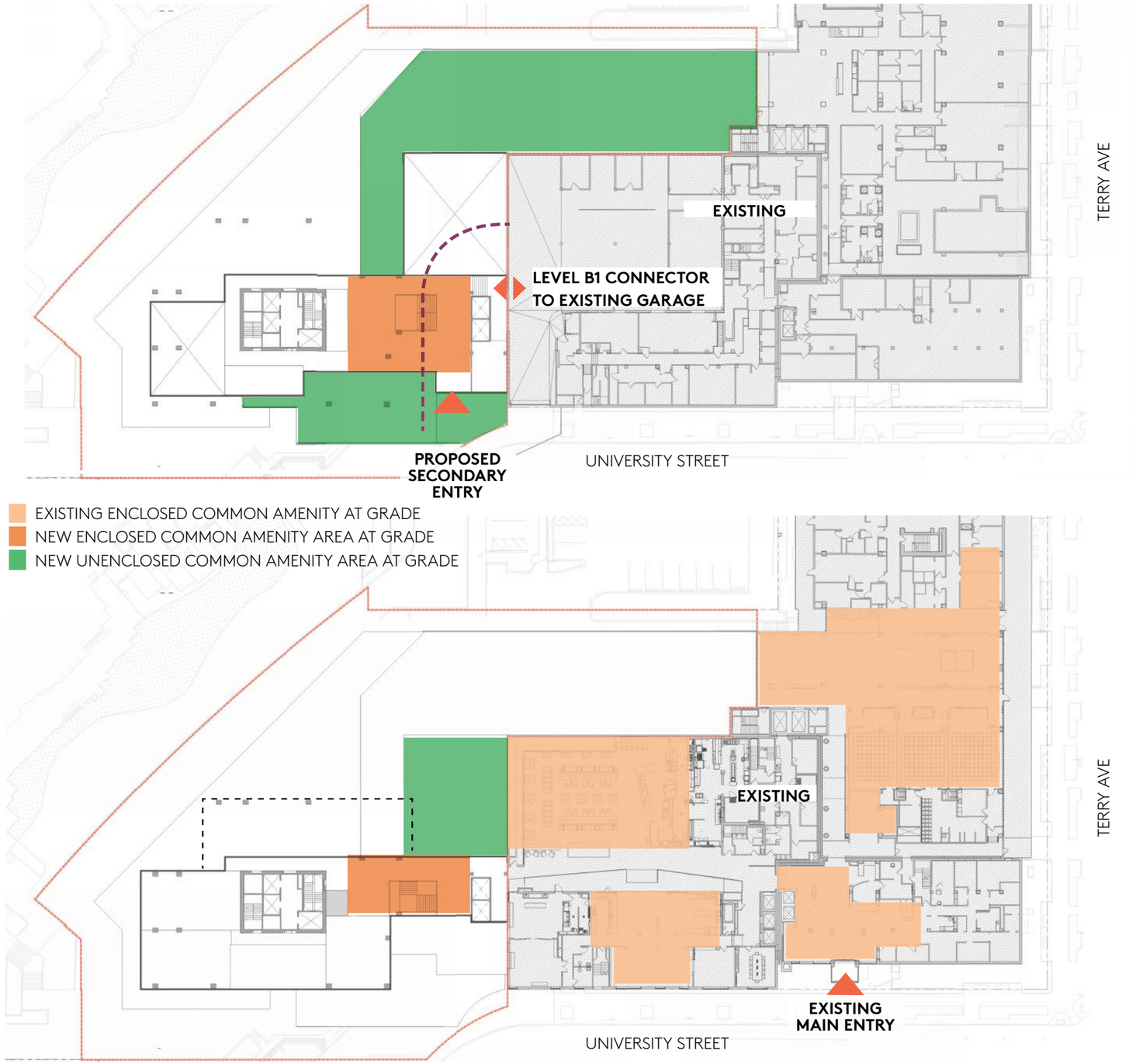
SCHEME 01 CALCULATION (CODE COMPLIANT)

- Total Lot Area: 97,903 SF
- Existing Common Amenity Area at Grade: 17,792 SF
- New Common Amenity Area at Grade: 7,015 SF
- Total Common Amenity Area at Grade: 24,807 SF

At Grade Common Amenity Area is 25% of Total Lot Area.

SDCI PROJECT NUMBER 3039628-LU

DEPARTURE REQUEST #2 | **REQUEST SUMMARY CONTINUED**



PROPOSED DESIGN
LEVEL B1 PLAN

PROPOSED DESIGN
LEVEL 1 PLAN

Departure Request #2:

Allow common amenity area at various elevations along University Street building entries (Level 1 & B1) to be considered at grade due to significant slope of the lot that varies from the average grade plane in order to comply with the requirements of Section 23.45.522.C.2.

RATIONALE

DC1 - ARRANGEMENT OF INTERIOR USES

The proposed amenity spaces in the new building that face University Street and the west end provide views and connections to the Pigott Memorial Corridor, and offers safety and security to the pedestrians along that path.

PL1 - ENHANCING OPEN SPACE

The proposed amenity spaces on Level B1 of the proposed new building is at the elevation of the secondary entry on University Street.

BENEFIT IN LIEU OF CODE-COMPLIANT APPROACH

The requested departure provides an alternate design solution that better meets the intent of the design guidelines as compared to the code compliant version. The departure would allow the Project's common amenity area to be concentrated at the same level as University Street entries rather than below street level adjacent to the fire department accessway and other conditions that do not support a pedestrian environment.

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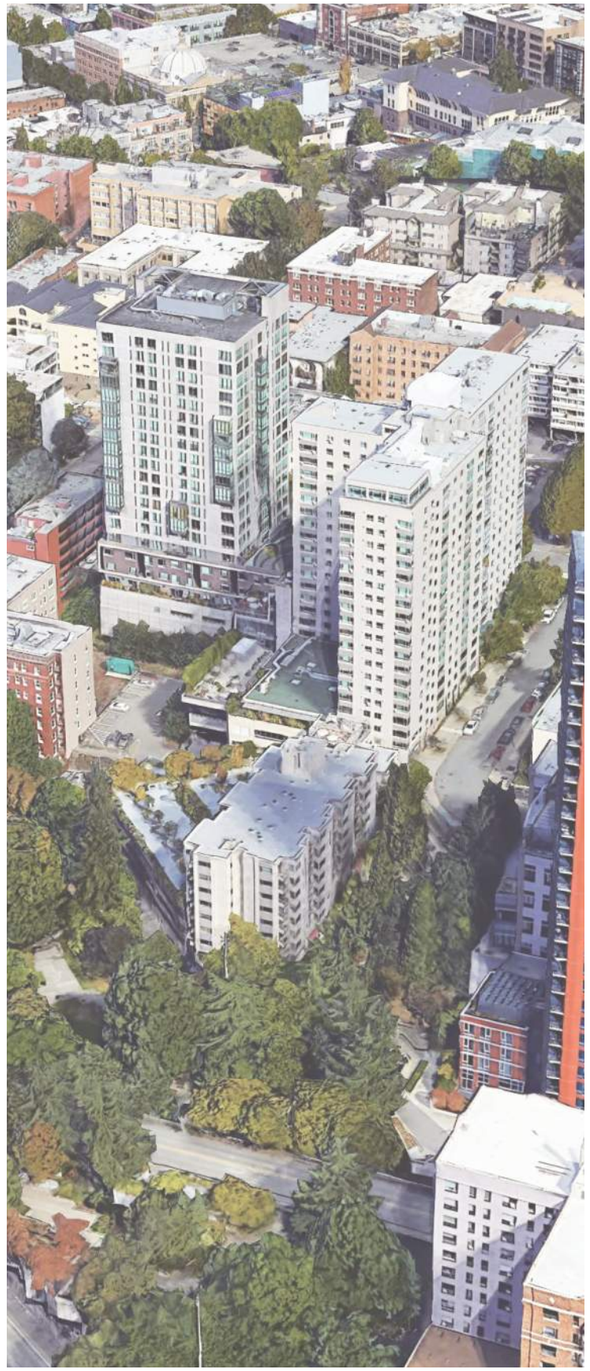
SECTION 09
APPENDIX

THIS SECTION CONTAINS EDG PACKAGE CONTENT FOR REFERENCE ONLY

DEVELOPMENT OBJECTIVES



Development Objectives:

1. The objective of this development is to secure Horizon House's financial future and strengthen the vitality of their resident-driven culture through expansion of their senior living campus by 152 apartments. The project is intended to add amenities within this active community such as outdoor garden terraces that are more centrally accessible to the entire campus, as well as improving the safety of residents traveling into Freeway Park and the public experience around the project site. A main objective of the new tower is to strengthen connections to Freeway Park. Horizon House's ambition is to also include a mechanical space that can readily tie into the District Clean energy loop that is currently being developed by other institutions in the vicinity.

2. Contribute to the pedestrian experience at University Street and Pigott Memorial Corridor, and enhance the "gateway" from the urban edge of First Hill to the park.

3. Reinforce the urban fabric by acknowledging the existing street corridor at University Street.

4. Compliment Freeway Park by creating spatial connections to the park and taking architectural cues from other projects that abut the park.

Community Outreach Summary:

1. When asked what is most important about the design of a new building on this property, 65 percent of survey respondents said relationship to neighborhood character and 57 percent said environmentally-friendly features.

2. When asked what the most important consideration is for the exterior space on the property, 56 percent of respondents said seating options/places to congregate; 56 percent said lighting/safety features; 48 percent said landscaping.

3. Numerous respondents expressed concern about height, not obstructing existing buildings/facilities and making the building proportional to the neighborhood.

4. Numerous respondents encouraged keeping the safety of residents and neighbors a top priority, having safety features and good lighting, and not having areas that will allow for criminal activity/ encampments.

5. Several respondents encouraged making it an eco-friendly/environmentally-sound building and building it to Living Building Challenge specifications.

6. Additional respondents encouraged making the building accessible.

Design Response to Outreach Summary:

1. The schemes shown will incorporate architectural expression that reflects the neighborhood character of First Hill through materials, scale, and architectural composition.

2. Architectural expression shall reference Freeway Park and create spatial connections through landscape design of open space incorporating seating, planting, and a variety of options for seating and congregation.

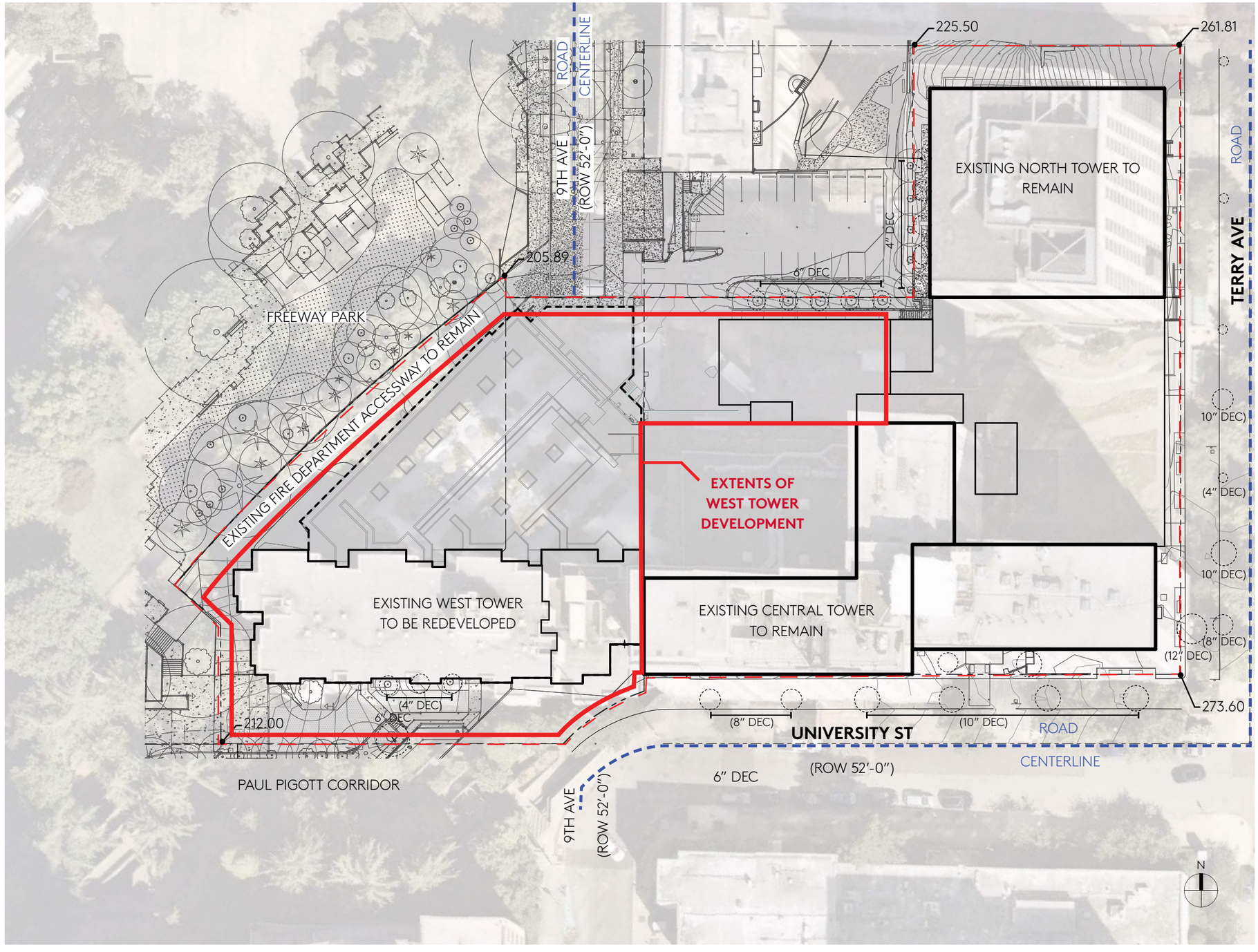
3. The schemes explore methods to reduce the scale of the building massing as it relates to Freeway Park and the surrounding neighborhood. The massing intends to provide daylight to the residents and respect the urban fabric preserving views down the University Street corridor.

4. All schemes shall prioritize safety, privacy, and lighting to enhance connections with University Street, Paul Pigott Memorial Corridor, and surrounding urban edges. This will benefit residents of Horizon House and the surrounding community.

5. The design will include sustainable features such as a high performance envelope, storm water planters, and LED lighting. Additionally, vegetation shall be incorporated into open space at terraces and some roof areas.

6. The design team is dedicated to providing accessibitlity through the exterior and interior experience of this development.

EXISTING SITE PLAN



Location

This site is bounded on the east by Terry Ave, on the south by University St, and to the west by 9th Ave.

Parcel Size

97,903 SF (2.25 Acres)(Parcel Number: 1978200250)

Legal Description

RETIREMENT HOME TGW POR LOT 1 BLK 105 SD ADD LY NWLY OF FOLG LN-BEG SELY COR SD LOT 1 TH N 30-35-30 W .65 FT TO TPOB TH S 59-17-45 W 112.23 FT TH N 30-42-15 W .35 FT TH S 59-17-45 W 1.92 FT TH S 30-42-15 E .35 FT TH S 59-17-45 W TO WLY LN SD LOT 1 & TERM SD LN DESC ALSO LESS POR SD LOT 1 LY W OF FOLG DESC LN- BEG MOST SWLY COR SD LOT 1 TH N 30-34-50 W .47 FT TH N 59-17-45 E 10.60 FT TAP ON CRV CTR WCH BRS N 89-11-16 E 973 FT SD PT ON CRV BEING TPOB TH NLY ALG SD CRV RGT HAV RAD 973 FT DIST OF 70.08 FT TAP ON NWLY LN SD LOT 1 & TERM THIS LN DESC TGW POR VAC ST ADJ LESS ANY POR WITHIN SEATTLE BLA

Existing Uses and Structures

The existing West Tower was constructed in 1954 and functions as a senior living facility in conjuction with the Central, East and North towers. The last addition to the campus was the North tower completed in 2014. The existing West Tower will be replaced by a new 33 stories residential tower, 3 levels of amenity space and 5 levels of parking. The existing Central, East and North towers are to remain.

Topography

The site slopes steeply from its southeast corner down to its northwest corner. 9th Ave abuts the southern property line at 258.22 and the northern property line at 207.87, creating a large discrepancy in building entry levels.

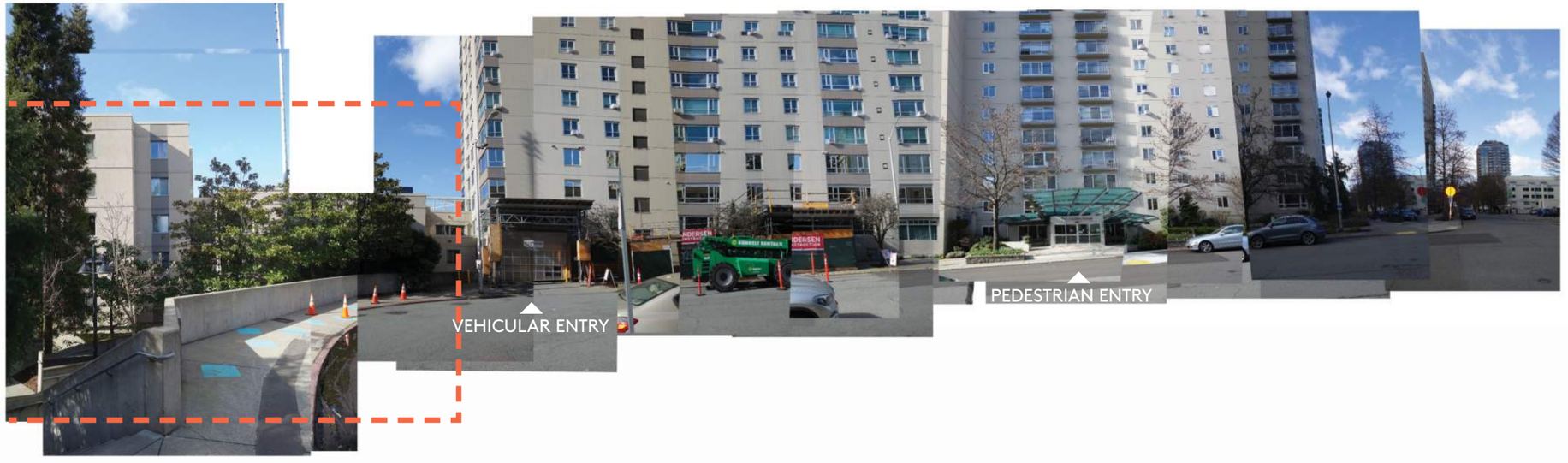
Zoning

The site is zoned HR (M), Highrise with MHA requirements, with a maximum building height of 440'-0". There are no proposed zoning changes.

URBAN DESIGN ANALYSIS | **STREETSCAPE**

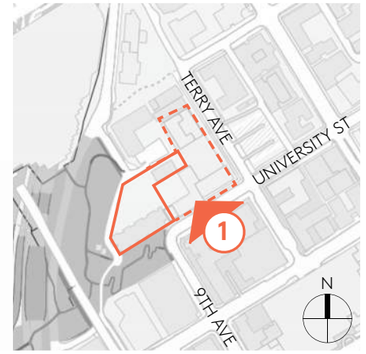
NORTH STREETSCAPE

1



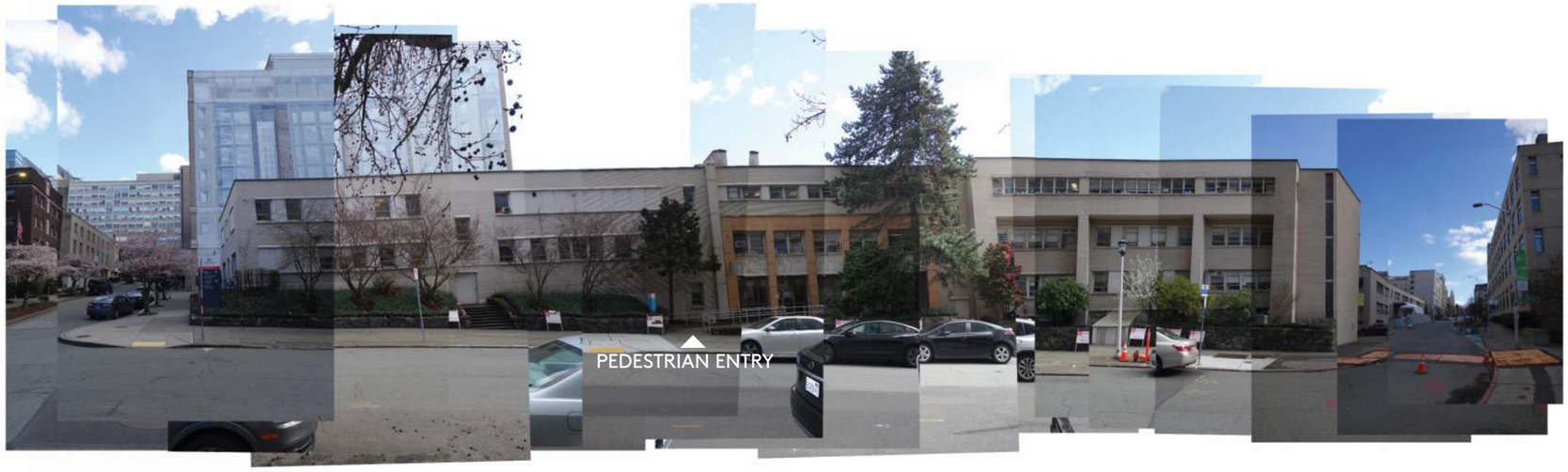
Proposed Site

900 University St - Horizon House

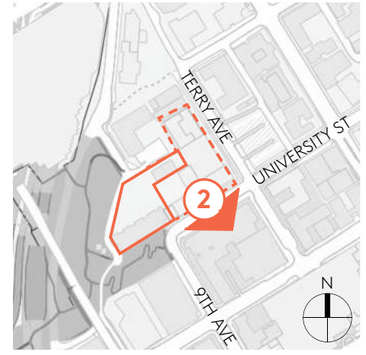


SOUTH STREETSCAPE

2



909 University St - Virginia Mason Health Services Building

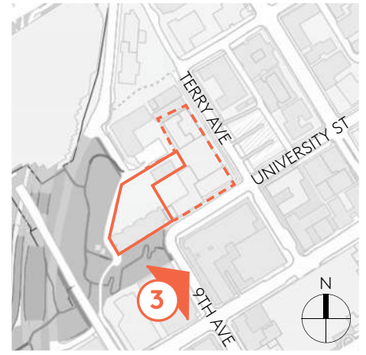


URBAN DESIGN ANALYSIS | **STREETSCAPE**

EAST STREETSCAPE

3

909 University St - Virginia Mason Health Services Building



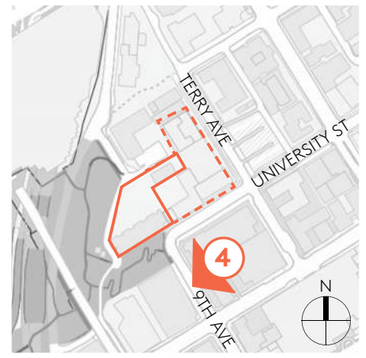
WEST STREETSCAPE

4

1201 9th Ave - Benaroya Research Institute

Entrance to Freeway Park

Proposed Site



URBAN DESIGN ANALYSIS | **NEIGHBORHOOD CHARACTER**

CIVIC / PUBLIC

1. FREEWAY PARK

2. SEATTLE CONVENTION CENTER

3. PIGOTT MEMORIAL CORRIDOR

RESIDENTIAL

4. MARLBOROUGH APARTMENTS

5. PARKVIEW PLAZA CONDOMINIUMS

6. OVATION APARTMENTS

CULTURAL

7. TOWN HALL

INSTITUTIONAL

8. BENAROYA RESEARCH INSTITUTE

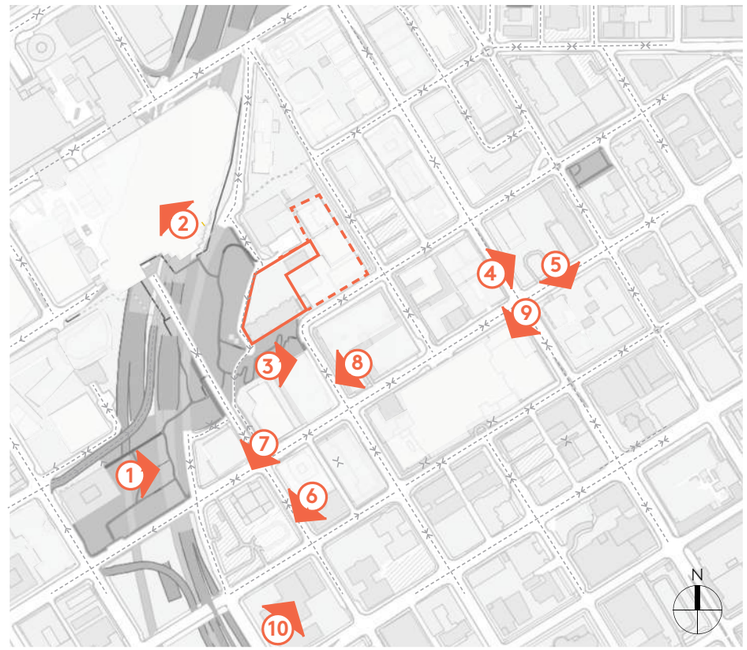
9. VIRGINIA MASON

10. POLYCLINIC

First Hill's neighborhood character is influenced by a range of building uses and a breadth of construction styles from different time periods.

The historic residential character is still legible with brick buildings such as the Marlborough Apartments (1928). However, the neighborhood also reflects a diverse mix of time periods with the Parkview Plaza Condominiums (1981) and the newly constructed Ovation Apartments (2022). The latter of which signifies a transition in the residential typology to high rise construction, embracing First Hill's adjacency to downtown Seattle.

The neighborhood's character is also strongly influenced by an institutional presence largely focused around healthcare, with Virginia Mason, Swedish, Polyclinic, and Harborview Medical Centers all in close proximity.



URBAN DESIGN ANALYSIS | **STREETSCAPE**

1. HORIZON HOUSE - NORTH TOWER BASE

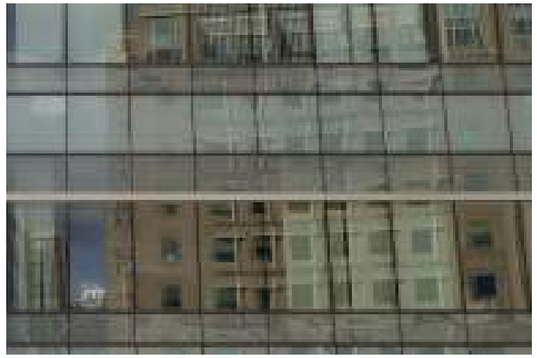
2. HORIZON HOUSE - ENTRY

3. THE POINT APARTMENTS

4. LUMA CONDOMINIUMS

5. OVATION APARTMENTS

6. CIELO APARTMENTS

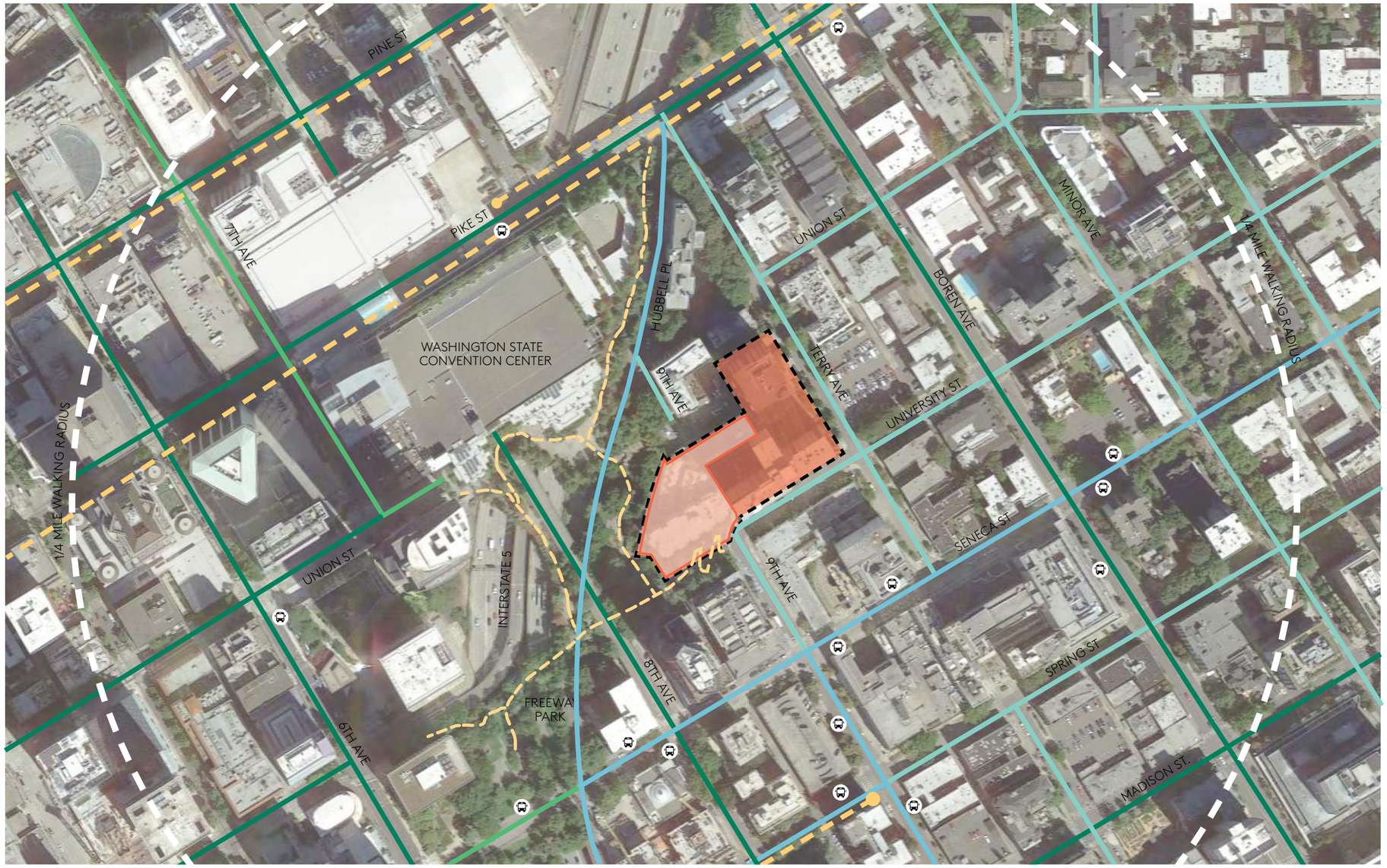


7. BENAROYA RESEARCH INSTITUTE

All schemes shown consider nearby materials and textures to establish a link between the proposed design and the existing neighborhood character of First Hill.

The project will employ materials that acknowledge the neighborhood transition that is seeing an increasing amount of new development and high rise construction. Traditional brick and masonry elements are evident throughout First Hill while newer construction is adopting a curtain wall language that reflects the neighborhood's direct adjacency to downtown Seattle. The proposed design seeks to enhance the new character of the neighborhood.

URBAN DESIGN ANALYSIS | **TRANSPORT ANALYSIS**



LEGEND

DEVELOPMENT SITE BOUNDARY
EXTENTS OF WEST TOWER DEVELOPMENT

TRANSIT

BUS STOP
PEDESTRIAN PATH
DEDICATED BIKE LANE

STREET TYPE DESIGNATIONS

URBAN VILLAGE MAIN/DOWNTOWN (PRINCIPAL ARTERIAL)
URBAN VILLAGE NEIGHBORHOOD (MINOR ARTERIAL)
URBAN VILLAGE NEIGHBORHOOD ACCESS (NO DESIGNATION)
DOWNTOWN NEIGHBORHOOD (MINOR ARTERIAL)

0 100 200 400

N

URBAN DESIGN ANALYSIS | **NEIGHBORHOOD DEVELOPMENT**

1 **715 8TH AVE - SKYLINE II**
COMPLETED
SENIOR LIVING
~21 STORIES

4 **OVATION**
COMPLETED
RESIDENTIAL
TWO TOWERS AT ~ 32 STORIES

7 **707 TERRY**
IN CONSTRUCTION
RESIDENTIAL
TWO TOWERS AT ~32 STORIES

2 **& CHERRY**
IN LAND USE REVIEW
RESIDENTIAL
~ 25 STORIES

5 **815 9TH AVE**
IN LAND USE REVIEW
RESIDENTIAL
~29 STORIES

8 **901 MADISON**
IN LAND USE REVIEW
AFFORDABLE HOUSING
~21 STORIES

3 **800 COLUM** bellwether housing
IN CONSTRUCTION
CONDOS
~28 STORIES

6 **MADISON & BOYLSTON**
IN CONSTRUCTION
AFFORDABLE HOUSING
~17 STORIES

9 **907 TERRY**
IN LAND USE REVIEW
RESIDENTIAL
~38 STORIES

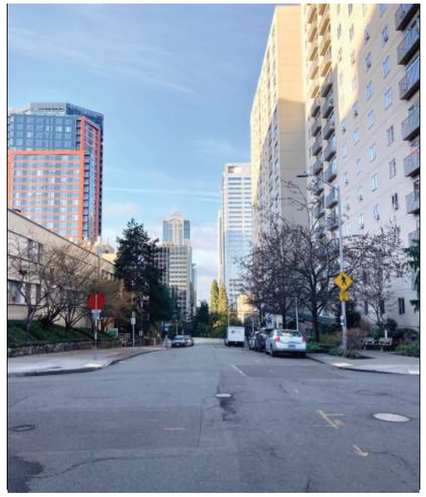
OBSERVATIONS

Recently completed and planned residential development is continuing to be taller in height, especially adjacent to the downtown core. The inclusion of more residential uses in this area helps to vitalize the First Hill neighborhood.

SITE RESPONSE

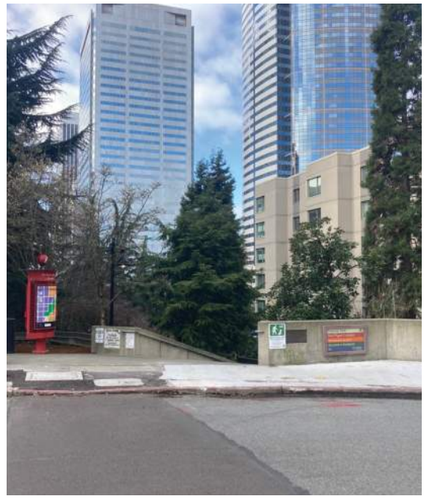
The height of the tower is commensurate with other developments in the neighborhood and the addition of a senior living residential tower supports the neighborhood's vitality and vibrancy.

URBAN DESIGN ANALYSIS | **SITE PHOTOS**



1. LOOKING WEST DOWN UNIVERSITY ST

2. LOOKING SOUTH DOWN 9TH AVE



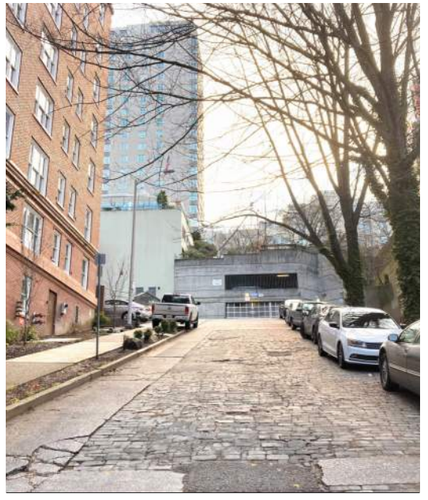
3. FREEWAY PARK ENTRY OFF 9TH AVE

4. FREEWAY PARK ENTRY OFF ALLEY

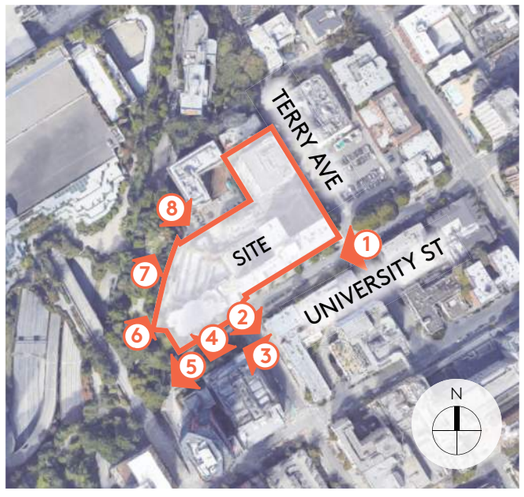
5. PAUL PIGGOT CORRIDOR BORDER

6. FIRE DEPT ACCESS DRIVE

7. FREEWAY PARK BORDER / STAIR TO PARK



8. LOOKING SOUTH DOWN 9TH AVE



URBAN DESIGN ANALYSIS | **ZONING SUMMARY**

23.45.504 - Uses
- Residential, congregate residences allowed outright
- Assisted Living allowed, see special requirements below
(assume n/a)- Medical uses are prohibited or conditional uses per 23.45.506.F
- Accessory commercial use in ground floor allowed, see 23.45.532

23.45.509 - Standards Applicable to Specific Areas
For structures over 240' in HR zones:
1. No parking allowed at or above grade, unless separated from street lot lines by another use
2. >20% of the lot area at grade must be common amenity area meeting 23.45.522.

23.45.510- Floor Area Ratio FAR
Base FAR = 7; Max FAR = 15 (subject to 23.58A and 23.45.516)
- Includes common exterior balconies breezeways and stairways
- Excluded/exempt:
- private balconies, patios, decks
- floor area in a landmarked structure (n/a)
- portions of a story that extend no more than 4' above existing or finished grade, whichever is lower, excluding access
- enclosed common amenities
- mechanical equipment, up to 3.5% of the gross floor area that is not otherwise exempt under this subsection
- ground floor commercial uses if 13' high and 15' deep
- bike parking for congregate residences
- childcare centers
- calculate FAR based on percentage basis in 23186.007.

Method to Achieve Extra Residential FAR (23.45.516)
Gain via Incentive Provisions in Ch 23.58A per below:

1. All extra FAR can be gained via Bonus residential floor area for affordable housing (23.45.516.B.1)
Performance option - on or off site (23.58A.014)
o > 14% of the gross bonus residential floor area as afordable housing
o Or > 8% of the gross bonus residential floor area at 50% AMI (as defined by Section 23.84A.025)
- Pa yment option (23.58A.014C)

2. Up to 40% extra FAR can be gained via one or any combination of the below (23.45.516.B.2)
- Neighborhood Open Space, payment-in-lieu (23.58A.040.D.2)
o 7sq of bonus floor area per 1 sf of qualifying neighborhood open space.
o Maximum amount of open space amenity for which bonus floor area may be allowed is the lesser of:
- the amount required to mitigate the impact of the total bonus residential floor area (0.14 sf of amenity per sf of bonus residential floor area), or
- 15,000 sf
o Payment amount + number of square feet of land that would be provided as neighborhood open space x estimated land value per square foot based on recent transactions in the area and an average square foot cost for open space improvements
o Note there is also an on-site performance option (23.58A.040.C) that is not feasible due to existing conditions

3. For buildings > 240', must also meet these conditions to gain the 40%:
o no parking above grade unless separated by another use (existing non conforming)
o either of the below (existing nonconforming)
- >25% of the lot area at grade includes one or more landscaped open spaces with a min dim of 10'
- >20% of lot area at grade is common area amenity

23.45.514 Structure Height
Height Limit = 440 feet
Parapets
- May exceed for roof slope, if the highest elevation of the roof surface = < 75% of parapet height
Green roofs
- Additional 2' allowed if >50% coverage
Rooftop features, may exceed limit by:
- 4' for open railings, planters, greenhouses not dedicated to food production, parapets and firewalls
- 4' on flat roofs for architectural projections with additional interior space (i.e. dormers, skylights, clerestories) if:
o Total area of the projections is >30% coverage
o Projections set back <4' from any street facing facade
- 15' if combined feature coverage is <20% (or <25% if incl screened mech)
- Must also set back 15' from north roof edge for neighbor solar access (23.45.514.I.8)
o Stair penthouses, except per 23.45.514.I.6
o Mechanical equipment
o Play equipment and open-mesh fencing enclosing it if 5' from roof edge
o Chimneys

URBAN DESIGN ANALYSIS | **ZONING SUMMARY**

o Sun and wind screens
o Penthouse pavilions for the common use of residents
o Greenhouses and solariums that meet minimum energy standards
o Wind-driven power generators
o Minor communication utilities and accessory communication devices
- 15' for greenhouses related to food production if combined feature coverage is <50% (i.e. food greenhouses get additional 25-30% coverage)
- 16' for elevator penthouse (and stair penthouse if adjacent)

23.45.518 Setbacks and Separations
Lot line abutting a street (along small portion of University until hits 9th)
- For portions <45 feet in height: 7 average; 5 min
o Except non required for frontages occupied by street-level uses or dwelling units with a direct entry from the street;
- For portions > 45 feet in height: 10' min from the street

Projections permitted in required setbacks and separations:
- Cornices, eaves, gutters, roofs, weather projection: 4', but < 3' to any lot line
- Garden window and other features without floor area: 18" if...
o > 30" above the finished floor, < 6' in height and 8 wide, and combined with bay windows and other features with floor area = < 30% of facade
- Bay windows and other features that provide floor area: 2' if...
o < 5' to any lot line, < 10' width, and combined with garden windows and other features above = < 30% of facade
- Unenclosed decks up to 18" above existing or finished grade: to the lot line
- Unenclosed decks and balconies: 4' if...
o < 5% to any lot line, <20' wide , and separated from other decks and balconies on the same facade of the structure by a distance equal to at least 1/2 the width of the projection

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23.45.520 Upper Level Standards - HR Zones
If height exceeds 85', all structures or portions of structures > 45' are subject to the following:

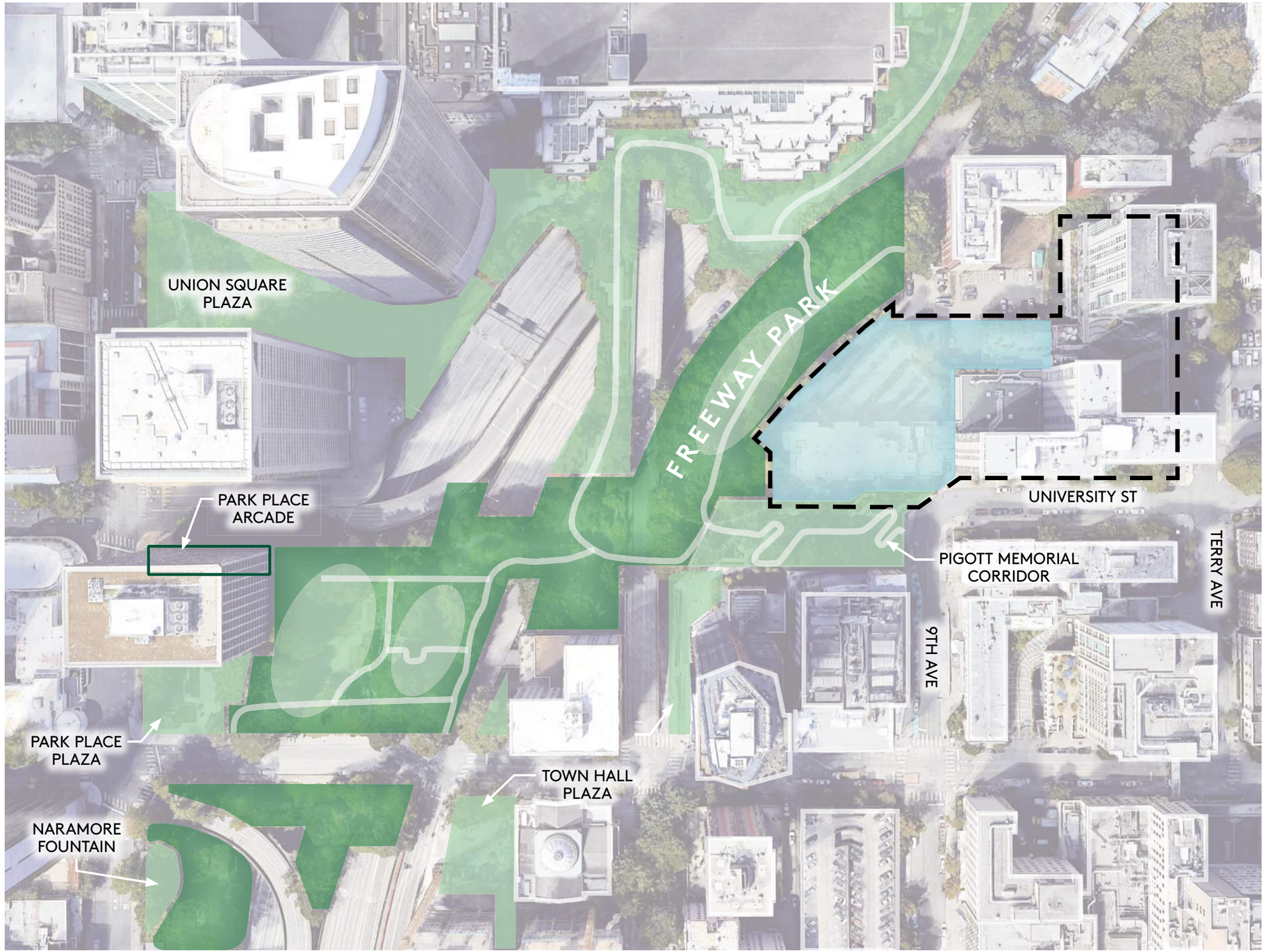
- A structure may have one or more towers (defined as portion of a structure > 45' above height limit)
- Max width of individual tower: 130'
- Average area per story of all towers on the lot: < 60% of lot area
- Mln horizontal separation between towers: 40'
- Average area per story*: < 10,000 gsf
- Max area for any individual story*: < 10,000gsf
- *excludes rooftop features above height limit

23.45.522 Amenity Area
5% of residential area. Up to 50% enclosed.

23.45.524 Landscape Requirement
Green factor of > 0.5

23.45.530 Green Building Standards
Must comply with 23.58D if over FAR of 7

URBAN DESIGN ANALYSIS | **FREEWAY PARK**



OBSERVATIONS

It appears that all developments following the completion of Freeway Park have:

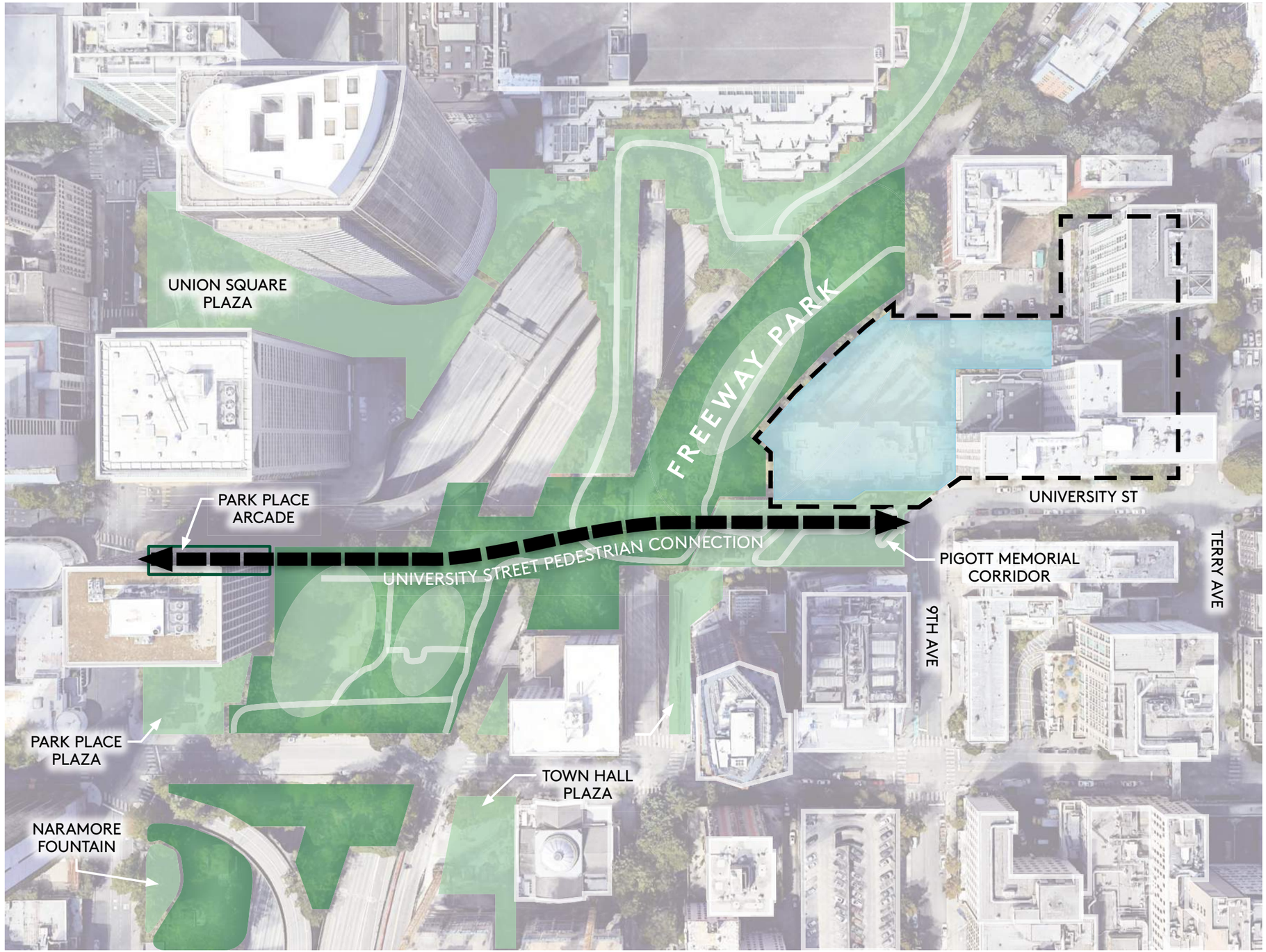
1. Buffered from Freeway Park by public open space
2. Adhered to the orientation of the street grid
3. Enhanced connection and perceived extent of Freeway Park

N

LEGEND

- Development Site
- Extent of West Tower Development
- Freeway Park
- Public Open Space

URBAN DESIGN ANALYSIS | **FREEWAY PARK**



ENHANCED CONNECTIONS

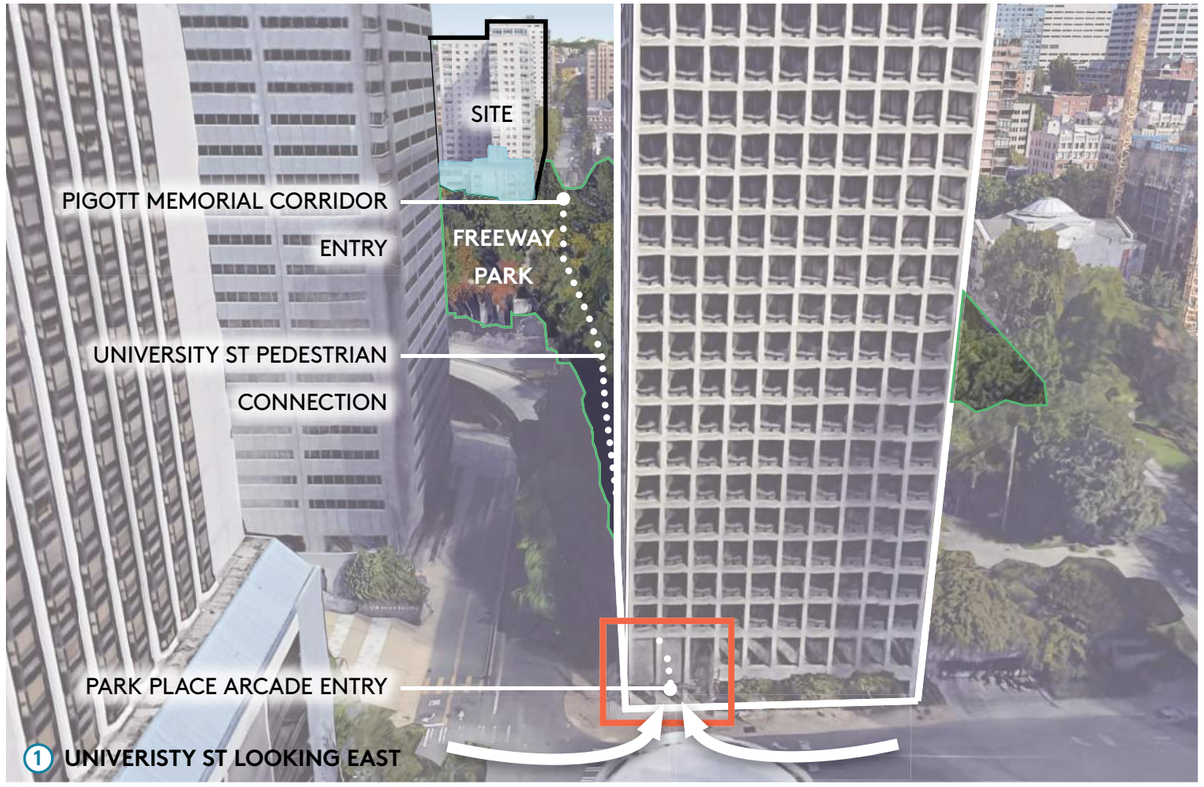
The West Tower Project is sited directly adjacent to a major pedestrian pathway connecting University Street on both sides of the park. This project has the opportunity to:

1. Maintain a consistent architectural language at both ends of this connection
2. Increase pedestrian safety by focusing activity at the east gateway of this connection
3. Serve as a point of reference and guide the pedestrian towards First Hill neighborhood

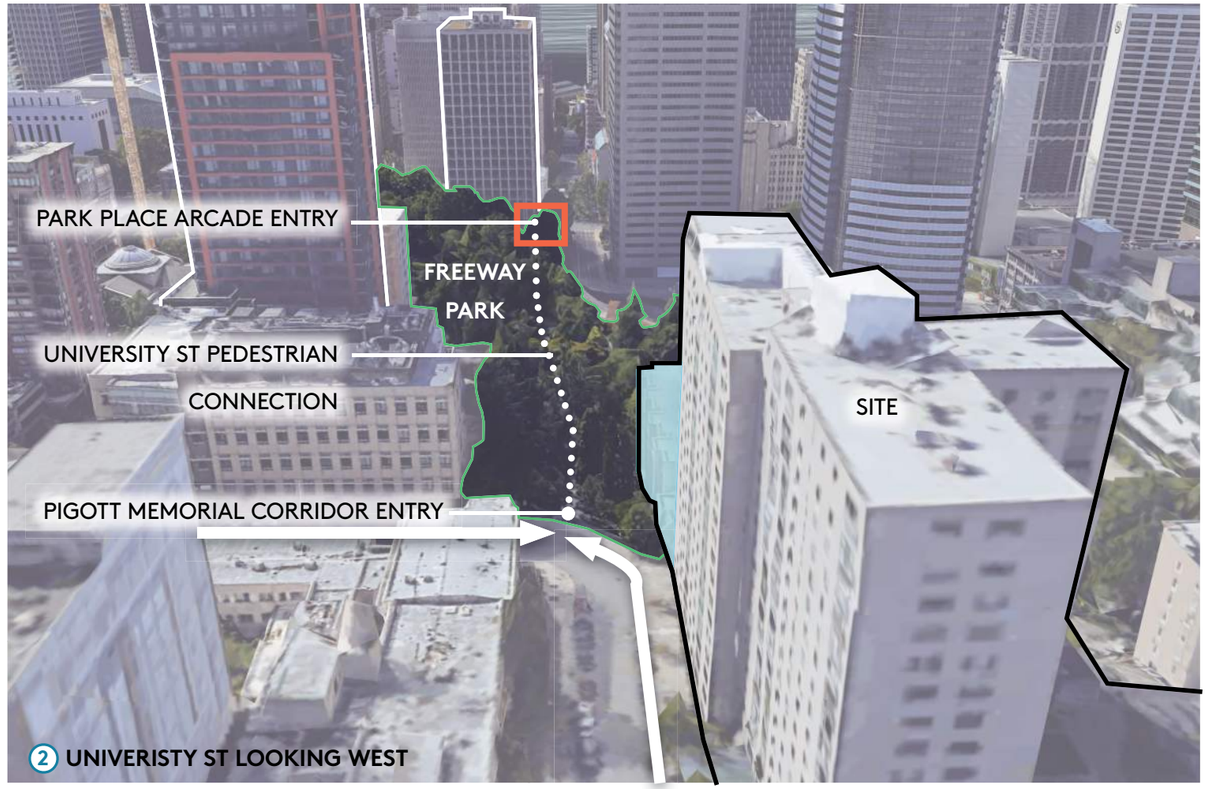
LEGEND

- Development Site
- Extent of West Tower Development
- Freeway Park
- Public Open Space

URBAN DESIGN ANALYSIS | **FREEWAY PARK**

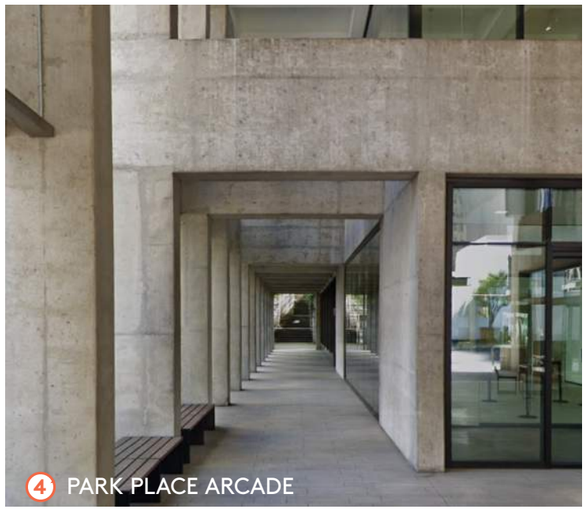


1 UNIVERISTY ST LOOKING EAST

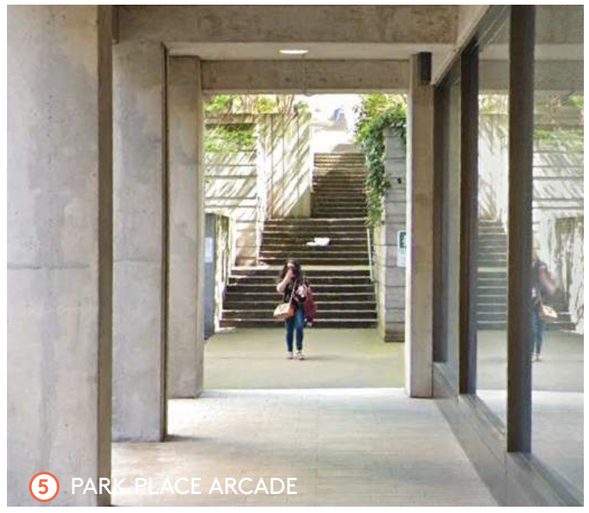


2 UNIVERISTY ST LOOKING WEST

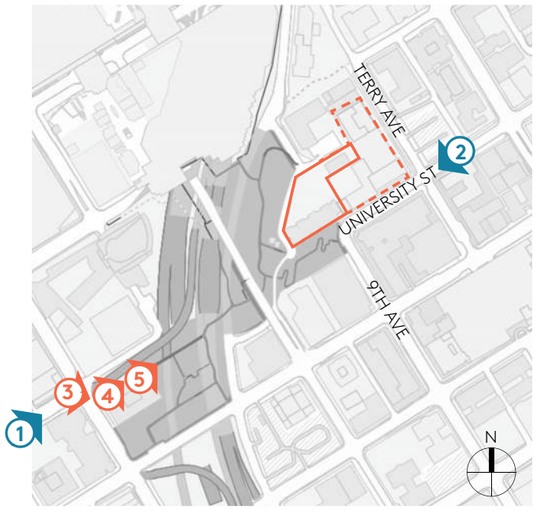
3 PARK PLACE ARCADE



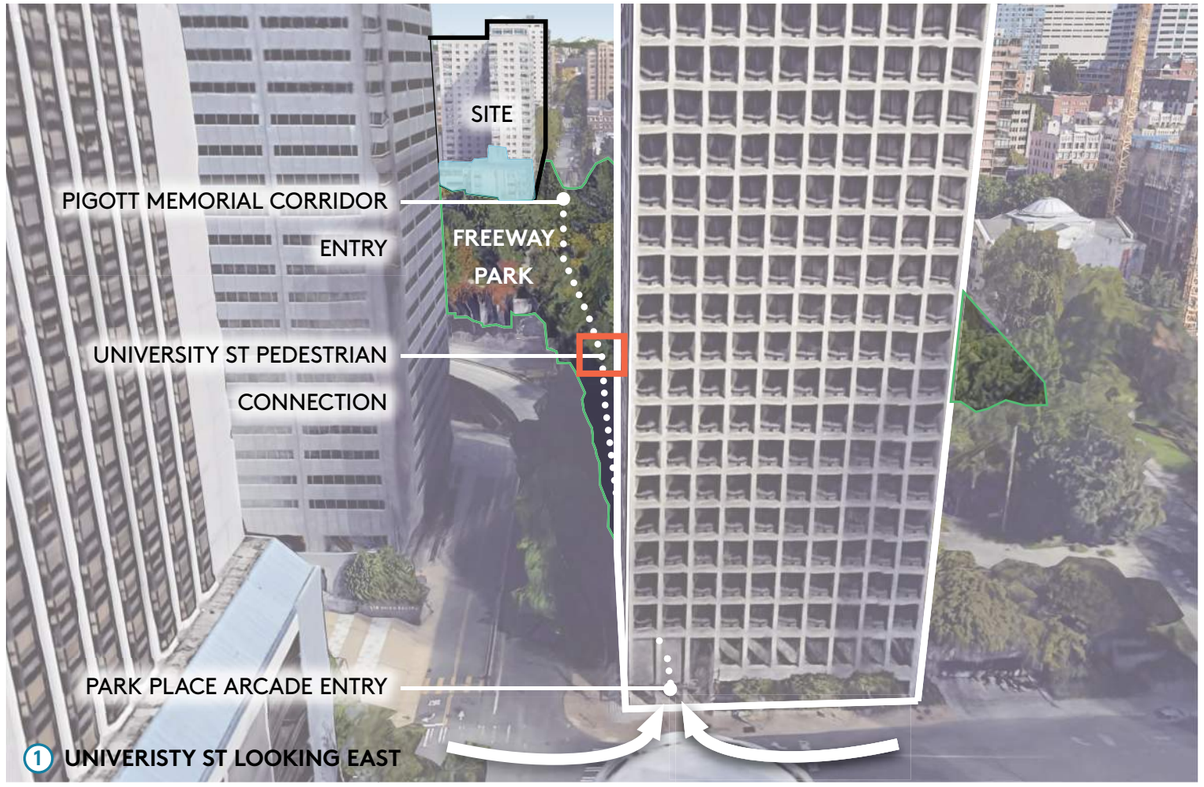
4 PARK PLACE ARCADE



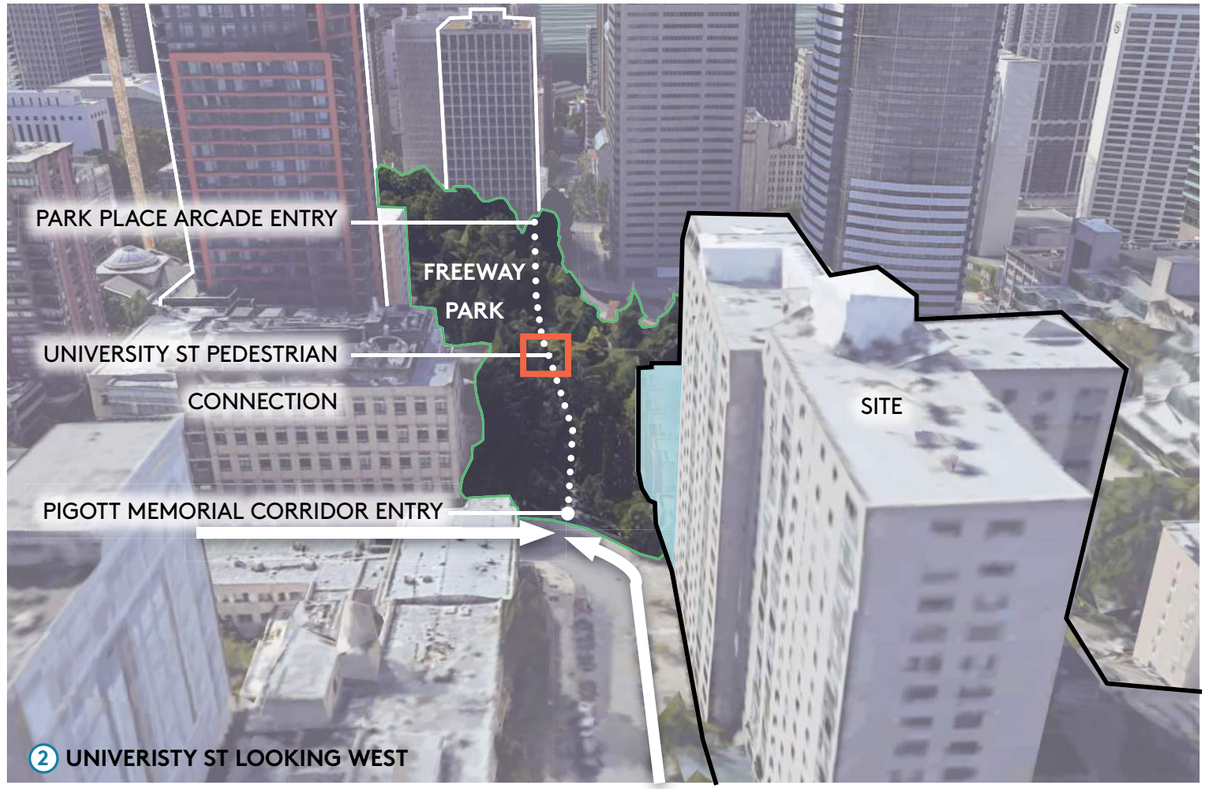
5 PARK PLACE ARCADE



URBAN DESIGN ANALYSIS | **FREEWAY PARK**



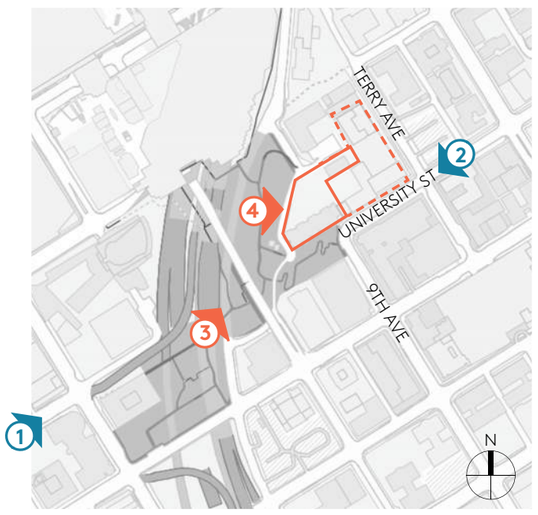
1 UNIVERISTY ST LOOKING EAST



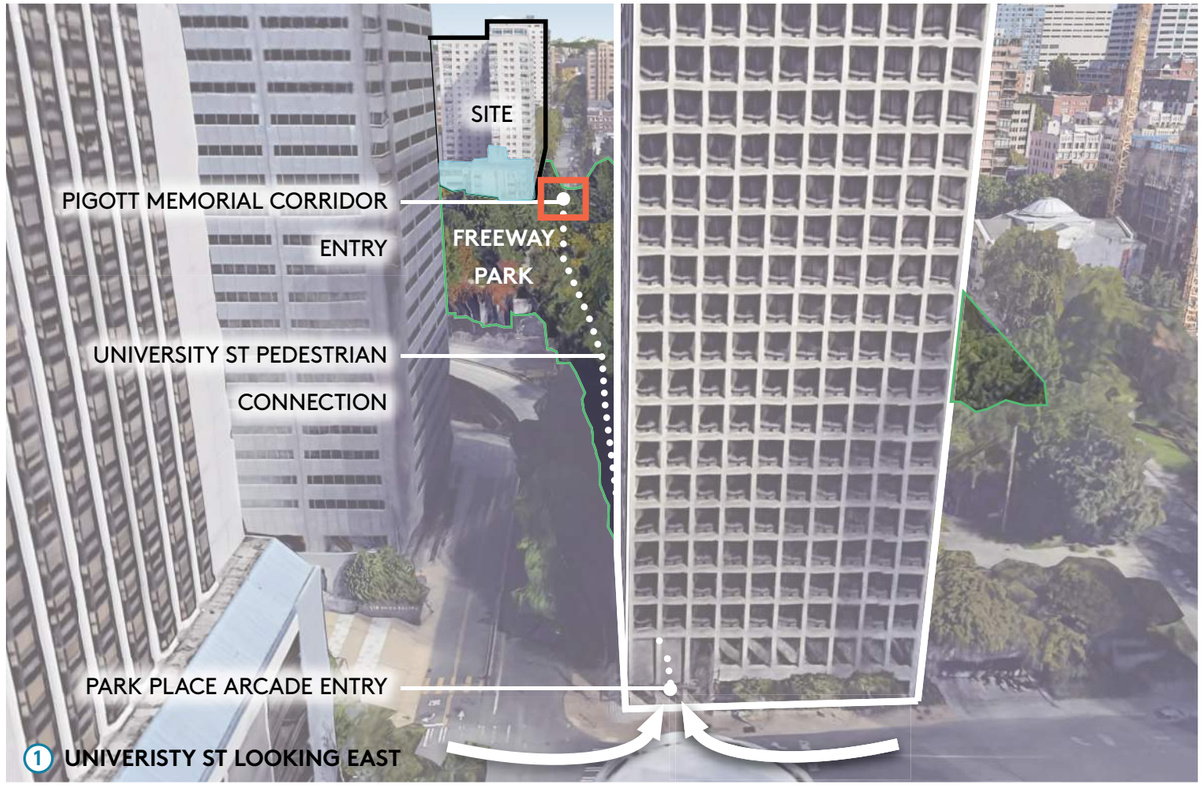
2 UNIVERISTY ST LOOKING WEST

3 FREEWAY PARK LOOKING EAST

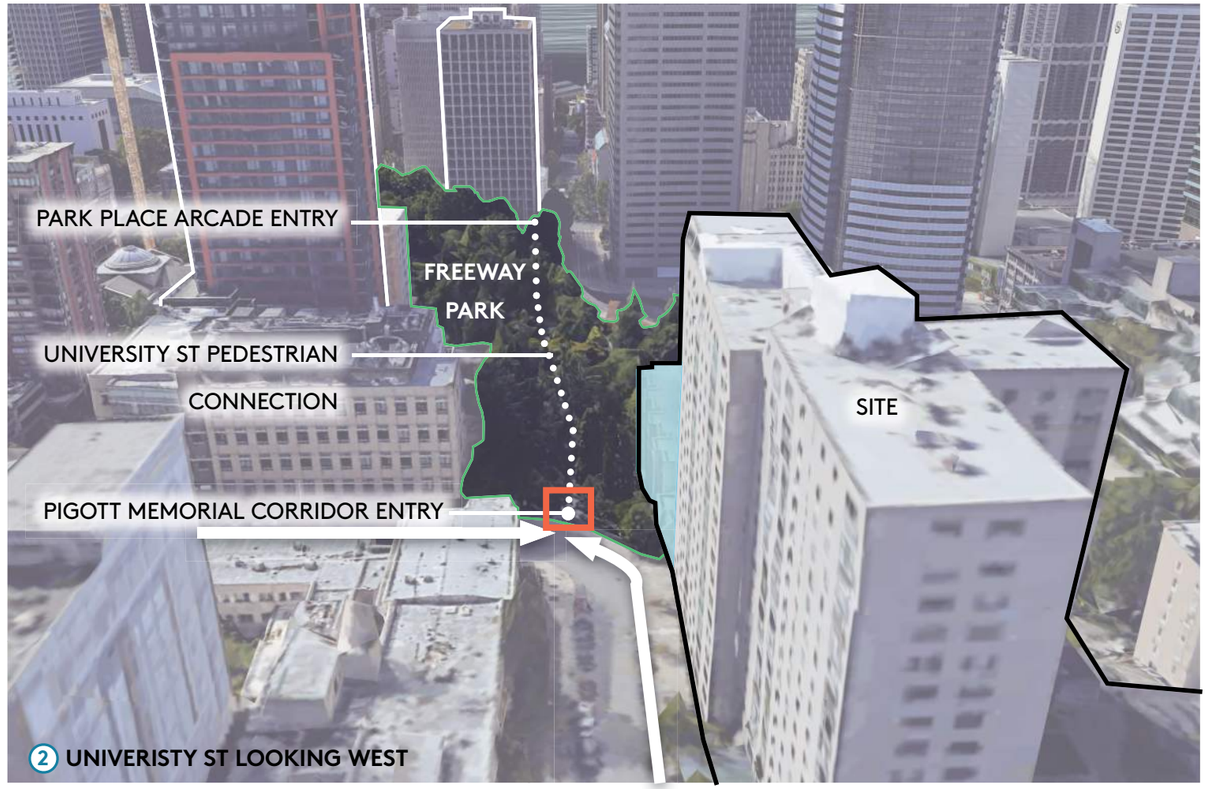
4 LOOKING EAST FROM "EAST PLAZA"



URBAN DESIGN ANALYSIS | **FREEWAY PARK**



1 UNIVERISTY ST LOOKING EAST

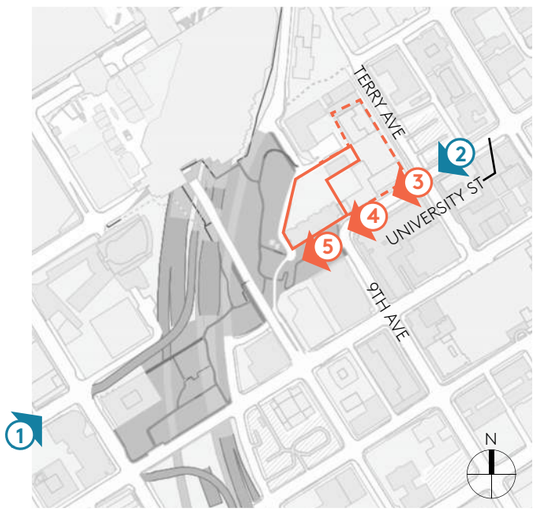


2 UNIVERISTY ST LOOKING WEST


3 PIGOTT MEMORIAL CORRIDOR


4 PIGOTT MEMORIAL CORRIDOR


5 PIGOTT MEMORIAL CORRIDOR



EXISTING CONDITIONS | **TOPOGRAPHY AND SITE EDGES**

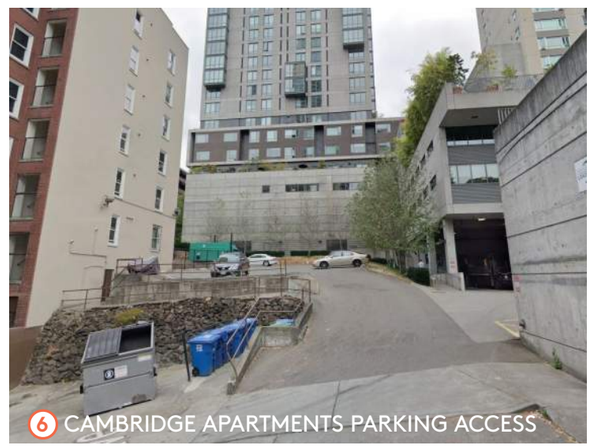
1 PIGOTT CORRIDOR ENTRY


2 BELOW PIGOTT CORRIDOR

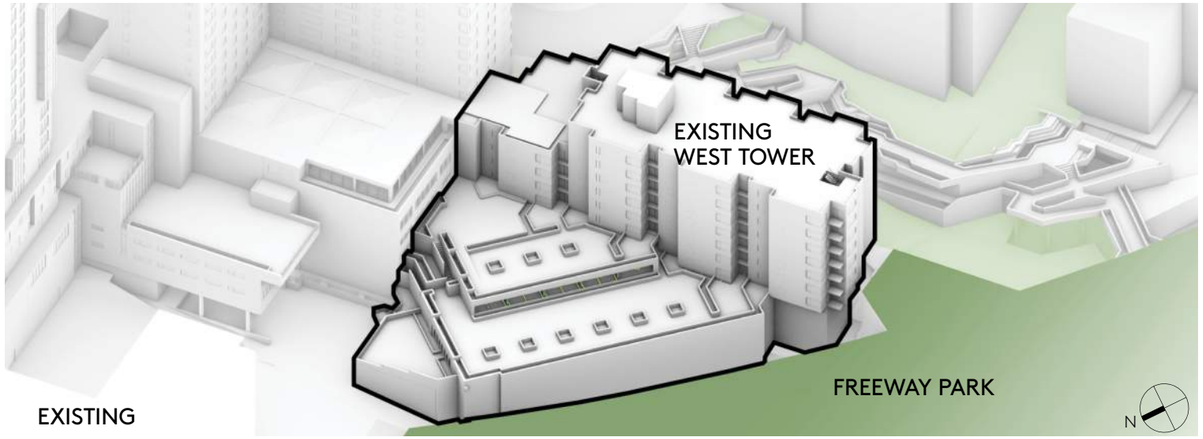

3 ACCESS EASEMENTS BELOW PIGOTT CORRIDOR


4 SOUTH ACCESS CONNECTION

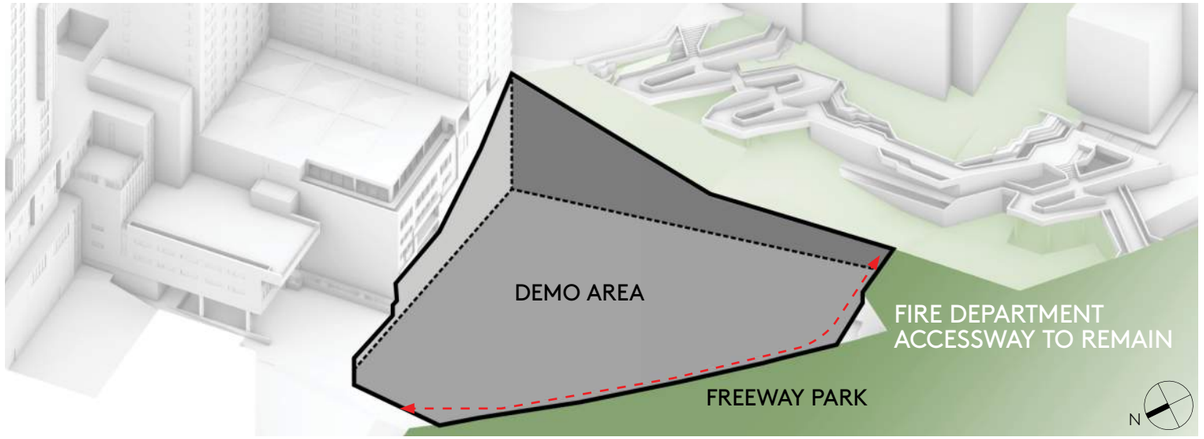

5 FREEWAY PARK GARAGE (LEFT)

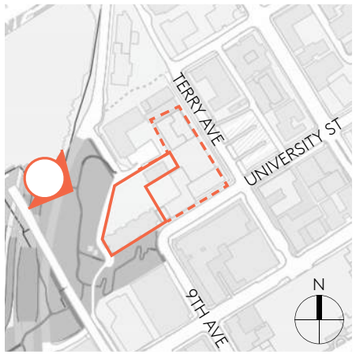

6 CAMBRIDGE APARTMENTS PARKING ACCESS

GARAGE AND PODIUM MASSING

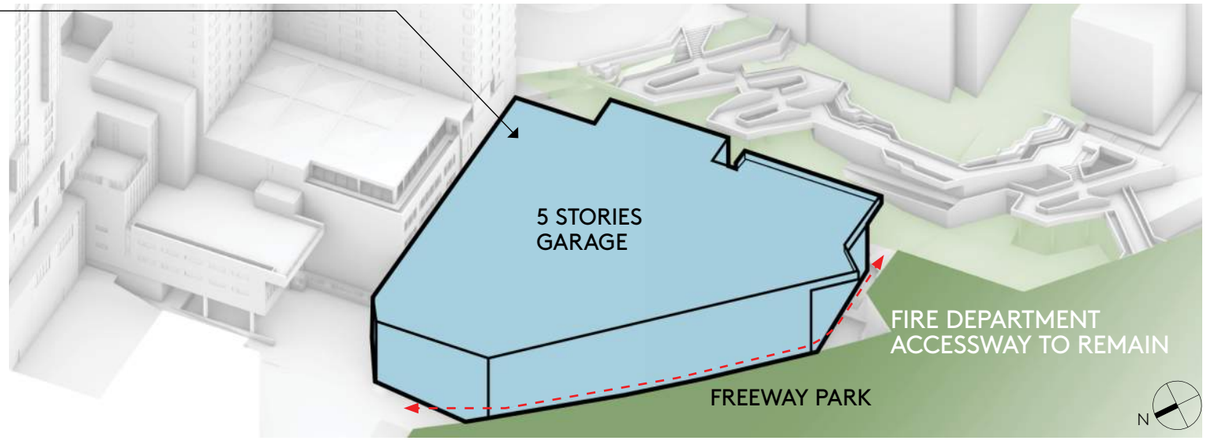


EXISTING



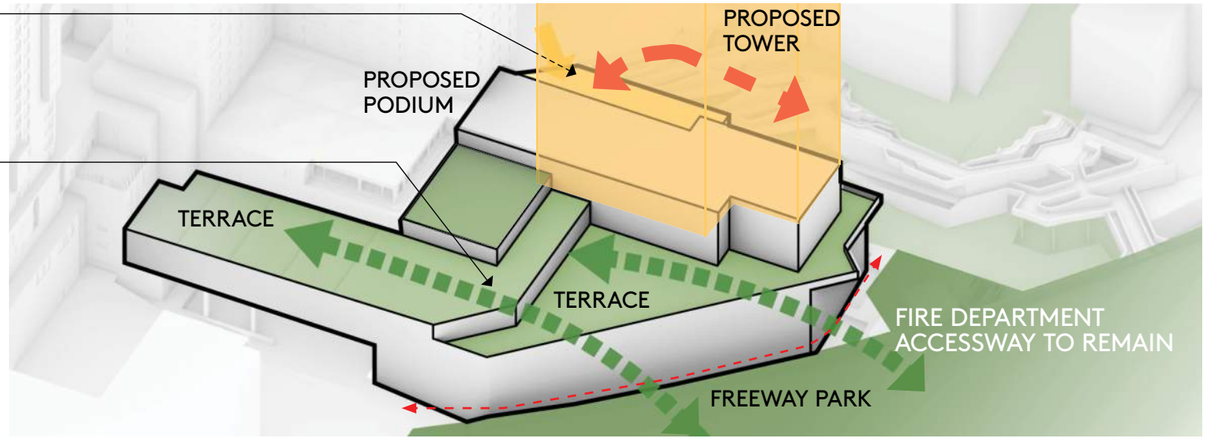


NOTE: GARAGE FOOTPRINT SHOWN GENERALLY MATCHES FOOTPRINT OF EXISTING GARAGE



PROPOSED ENTRY TERRACE FACING THE PIGOTT CORRIDOR SERVES AS A PHYSICAL THRESHOLD TO FREEWAY PARK

VISUAL CONNECTION FROM AND TO THE PROPOSED TERRACING SERVES AS A TRANSITION IN BETWEEN FREEWAY PARK AND THE BUILT ENVIRONMENT

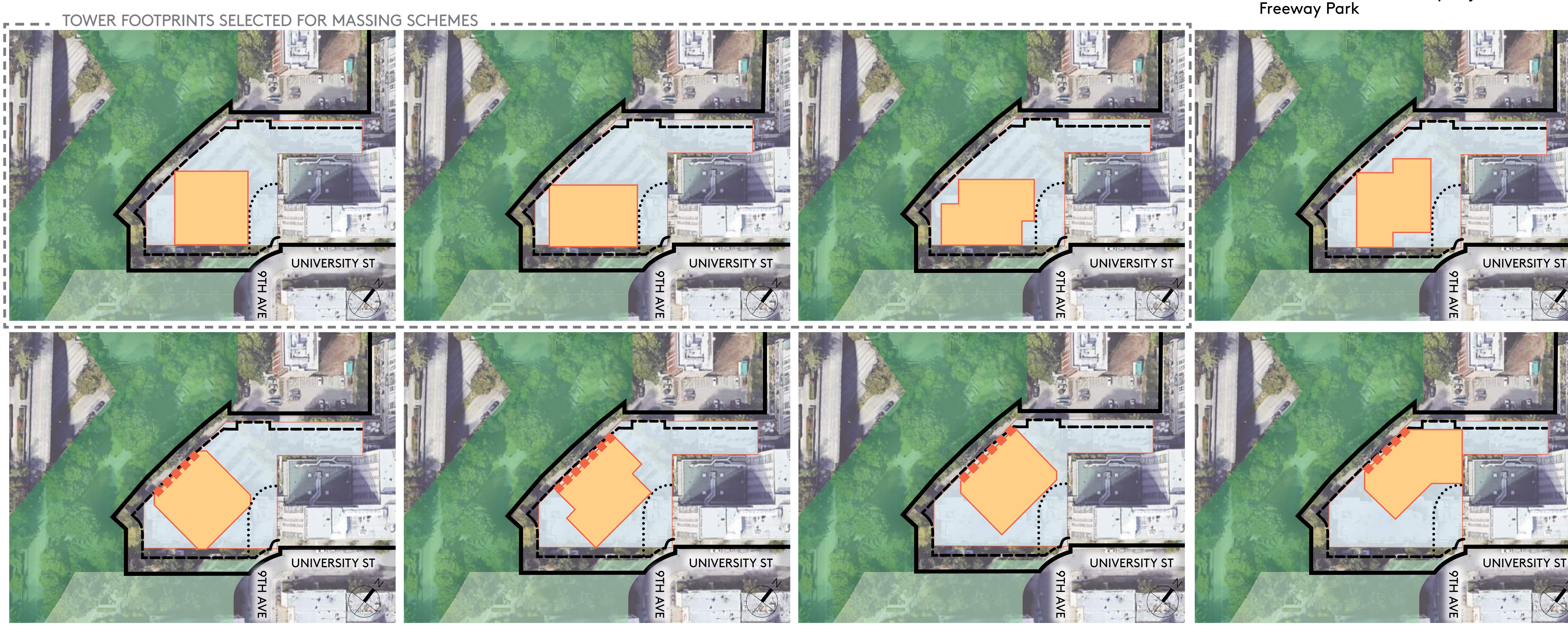


TOWER PLACEMENT STUDY

In exploring the potential the Tower footprint within the zoning envelope, numerous configurations were considered on the site as shown below. The relationship to Freeway Park was prioritized as criteria to evaluate various schemes for this site. The schemes chosen attempt to reduce the scale and perception of a "wall" that the tower mass may create against the park as shown in orange. Those schemes chosen also provide a releif from the Park by situating open space between facades of the tower and the park itself. Finally, the schemes chosen are the most appropriate to respect the urban fabric of the street grid and provide a consistent building wall defining the edges of the Univeristy Street corridor.

LEGEND

- Property Boundary
- Extent of West Tower Podium
- Tower Footprint (Max 10,000 GSF AVG)
- Tower Setback (above 45'-0")
- Tower Separation (minimum 40'-0")
- Freeway Park
- Public Open Space
- Tower Perimeter Directly Adjacent to Freeway Park



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