



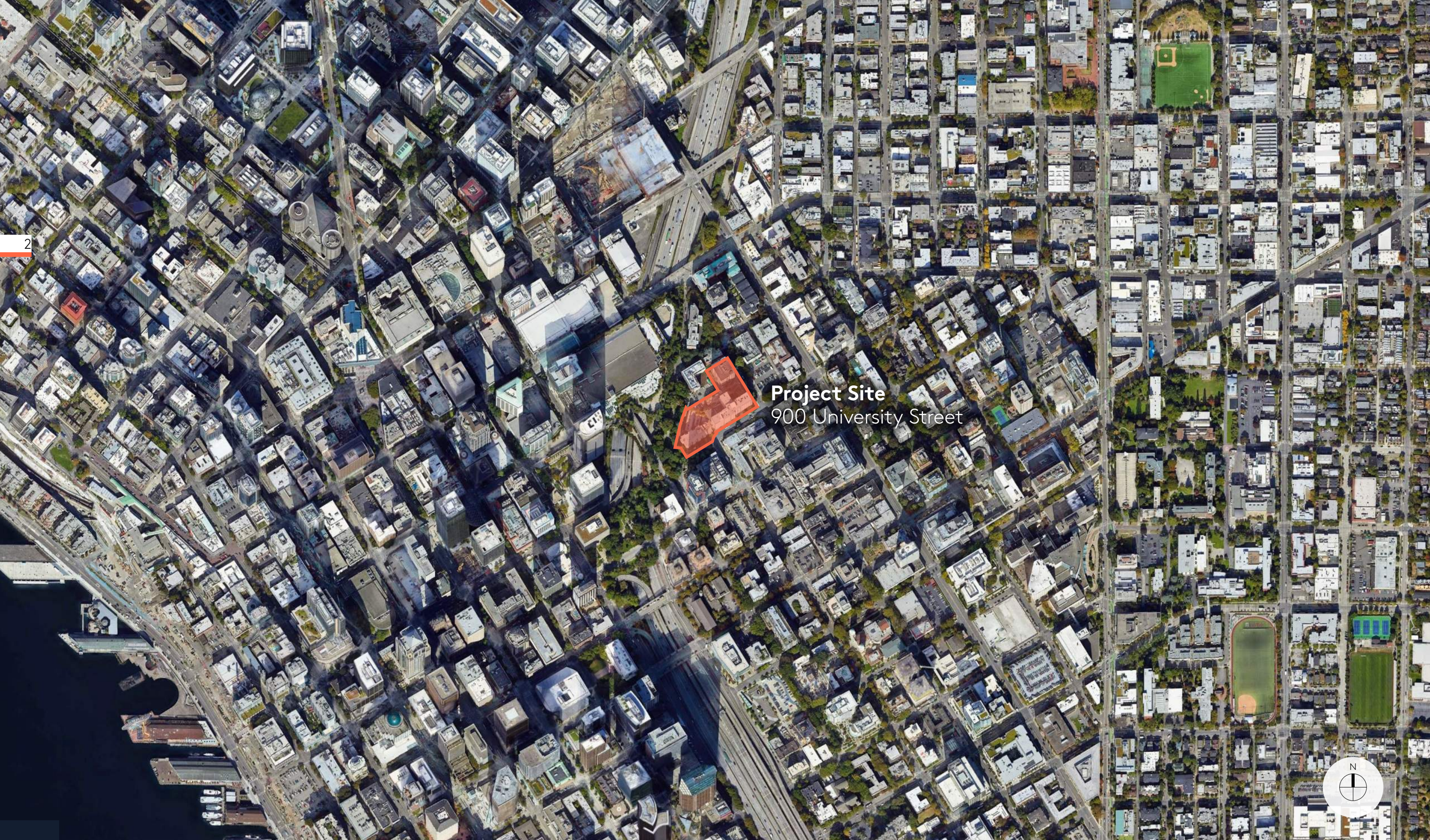
SITE

Horizon House West Tower

Early Design Guidance | September 27, 2023

Project Address
900 University Street

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



Project Site
900 University Street

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PROJECT INFORMATION

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Address:
900 University St, Seattle, WA 98101

Developer:
Horizon House

Architect / Landscape Architect:
Mithun

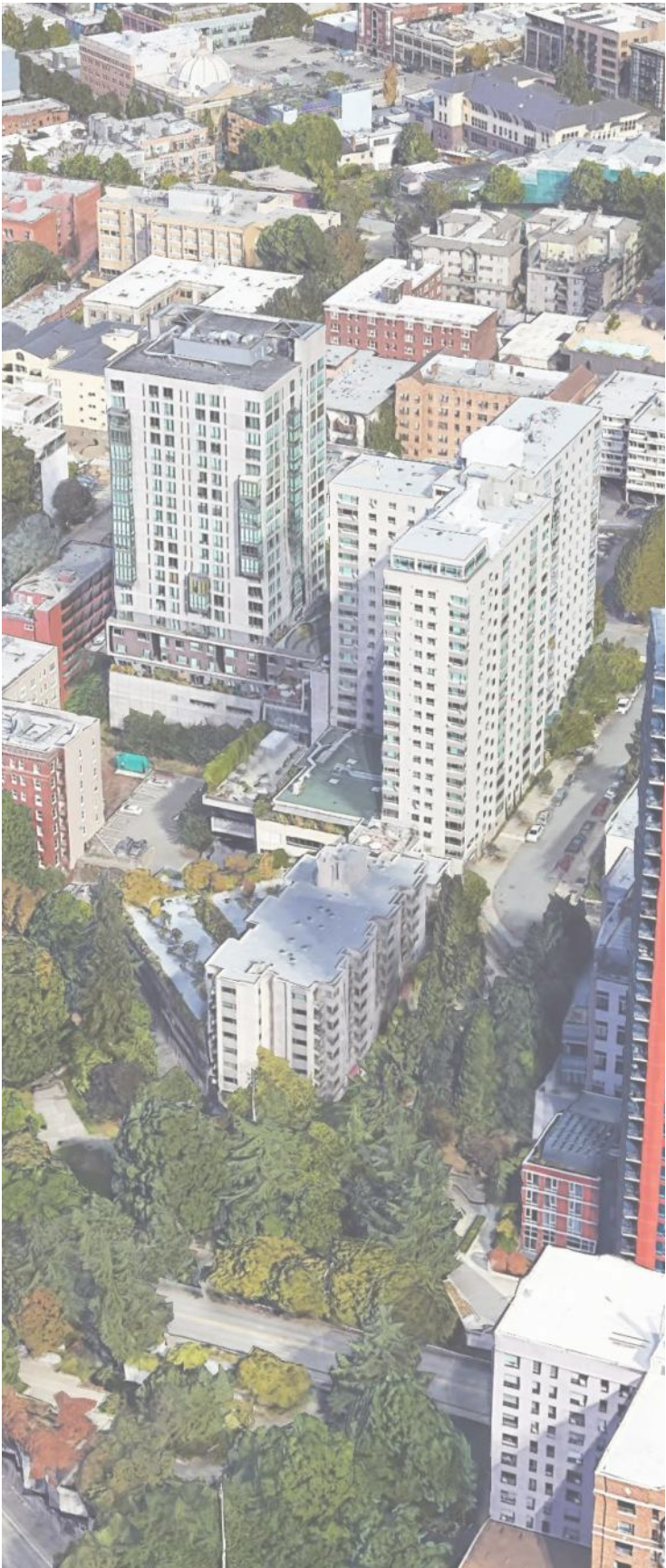
Number of Residential Units:
202 (Replaces 50 Existing Units)

Gross Floor Area:
499,624 SQFT

Number of Parking Stalls:
182

Project Description:
The Horizon House West Tower project is located in Seattle, Washington North of University Street and West of 9th Avenue. This 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 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.

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:

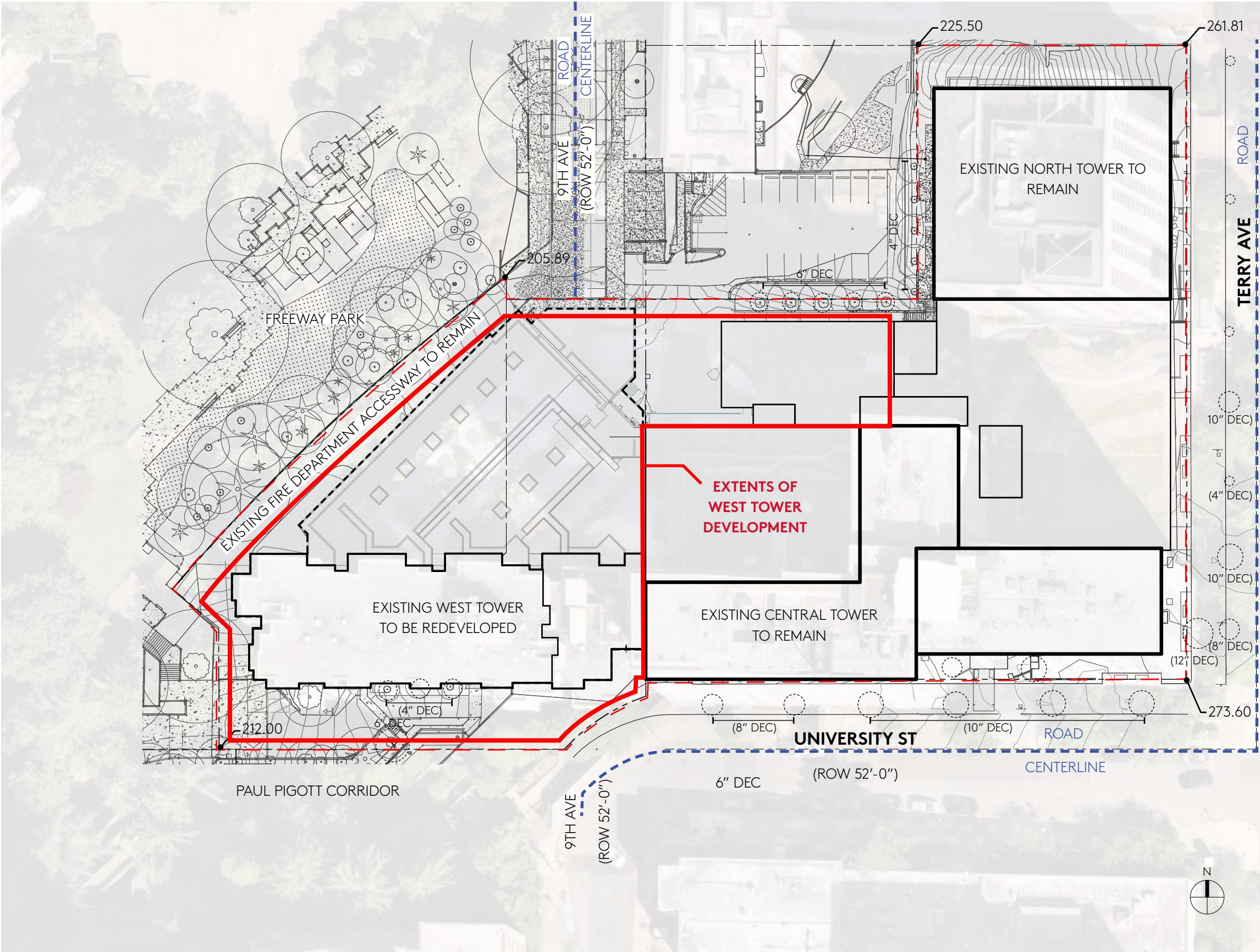
1. When asked what is most important about the design of a new building on this property, 65 percent of survey respondents said **relationship to neighborhood character** and 57 percent said **environmentally-friendly features**.
2. When asked what the most important consideration is for the exterior 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 accessibility** through the exterior and interior experience of this development.

EXISTING SITE PLAN

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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 conjunction 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.

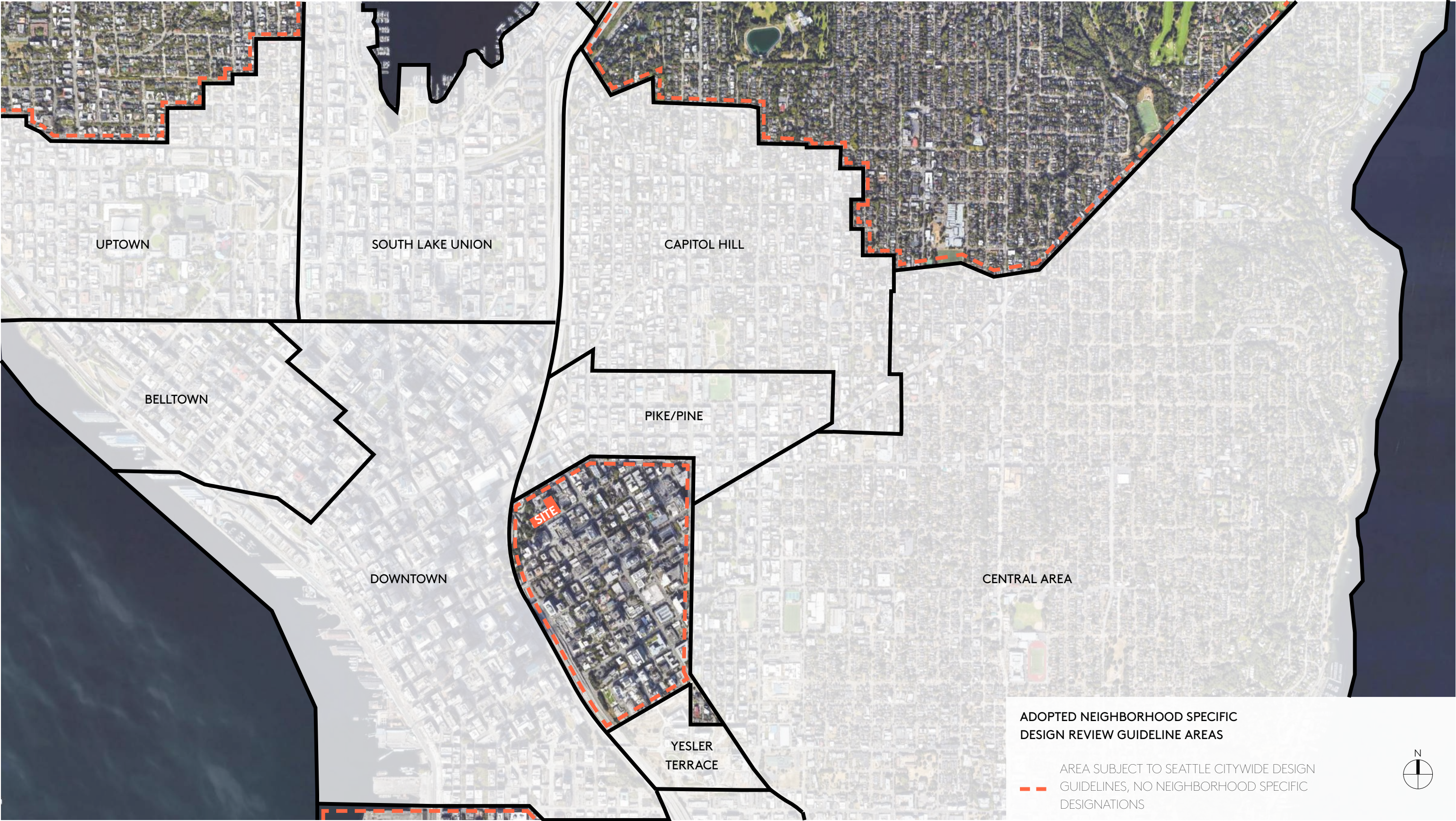
Zoning

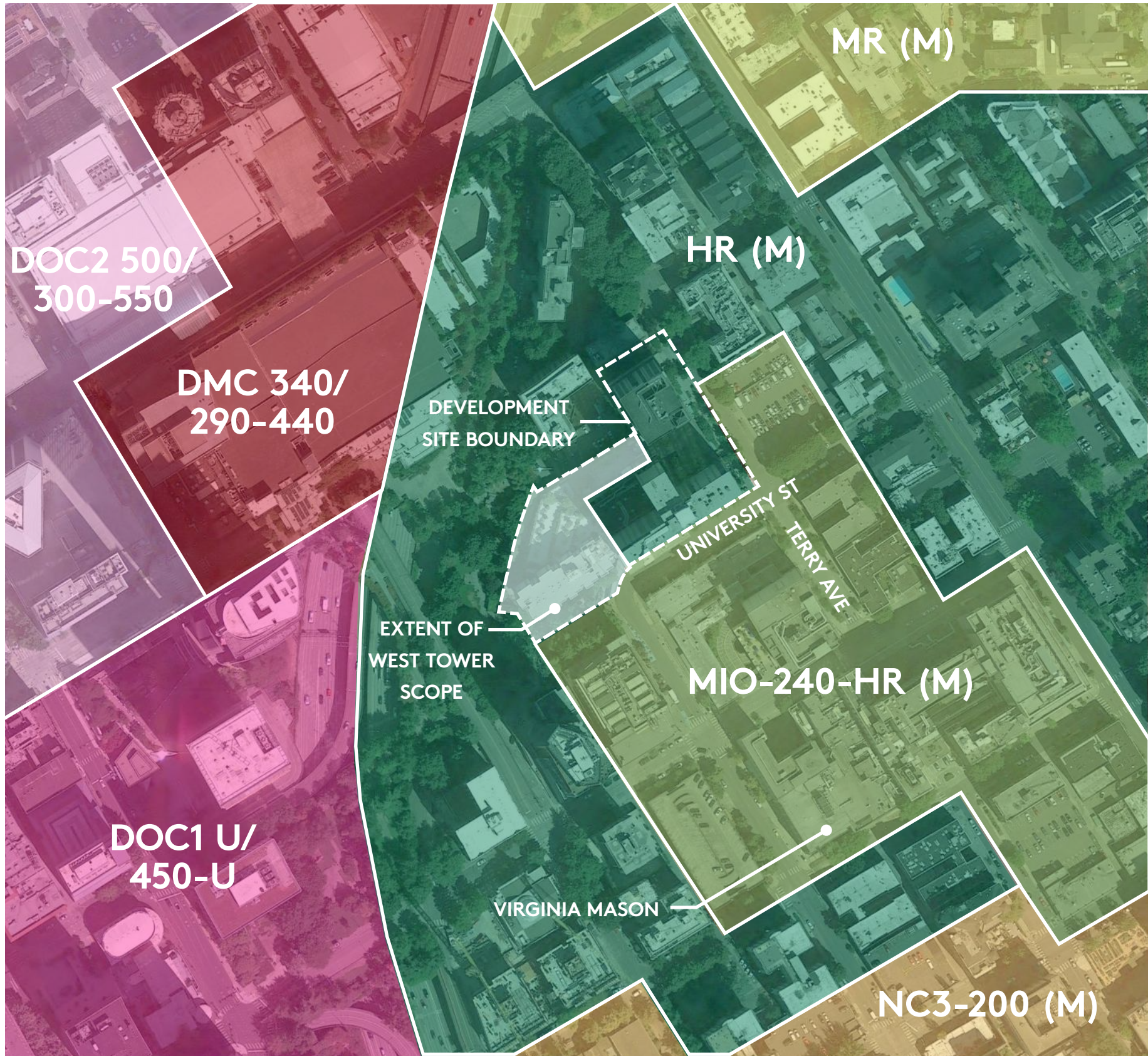
The site is zoned HR (M), Highrise with MHA requirements, with a maximum building height of 440'-0". There are no proposed zoning changes.

URBAN DESIGN ANALYSIS | AERIAL VIEW OF SITE



URBAN DESIGN ANALYSIS | NEIGHBORHOOD DESIGN GUIDELINES





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

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



URBAN DESIGN ANALYSIS | VICINITY MAP



LEGEND

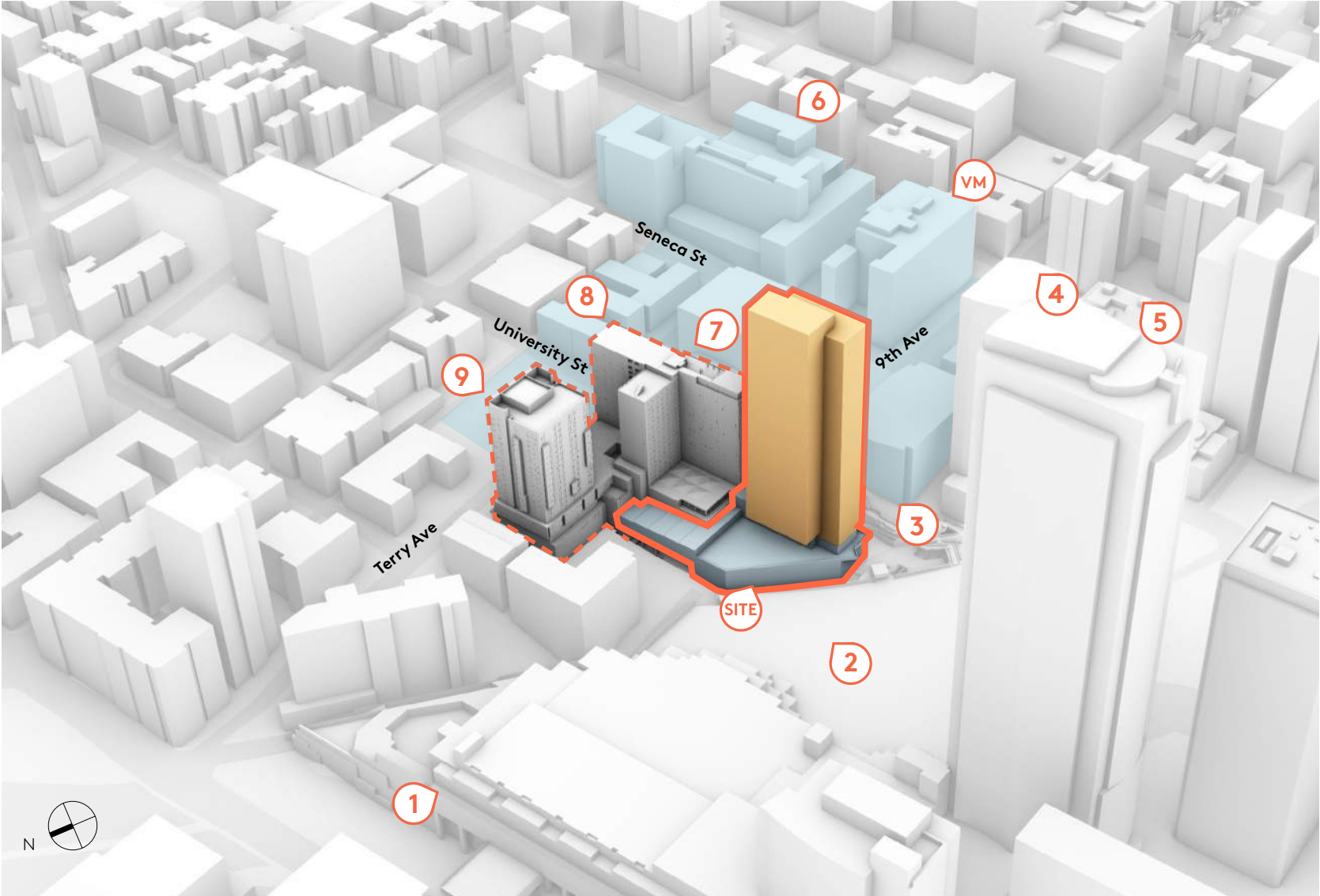
- DEVELOPMENT SITE BOUNDARY
- EXTENTS OF WEST TOWER DEVELOPMENT

STREET LEVEL USES

- HEALTHCARE
- OFFICE
- CULTURAL
- RESIDENTIAL
- HOTEL
- RETAIL AND SERVICE
- PUBLIC PARKING GARAGE



URBAN DESIGN ANALYSIS | ZONING



VM VIRGINIA MASON CAMPUS
MIMP - MASTER PLAN FOR FUTURE DEVELOPMENT



1 WASHINGTON STATE 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

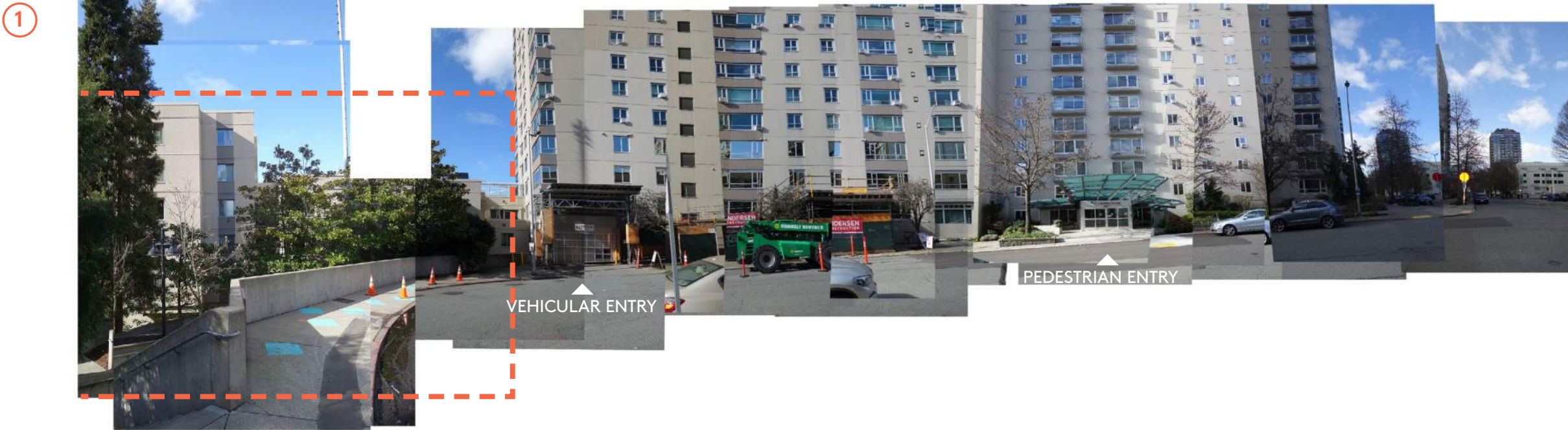


9 NORTH TOWER
HORIZON HOUSE CAMPUS 2007
19 STORIES

URBAN DESIGN ANALYSIS | STREETSCAPE

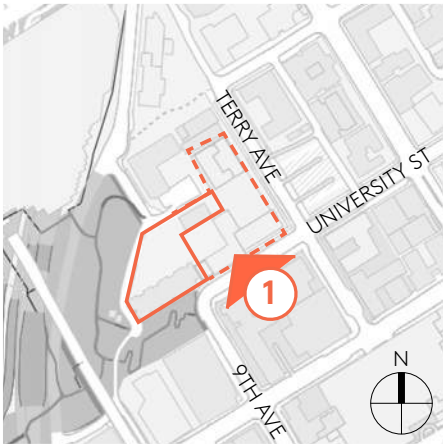
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NORTH STREETSCAPE

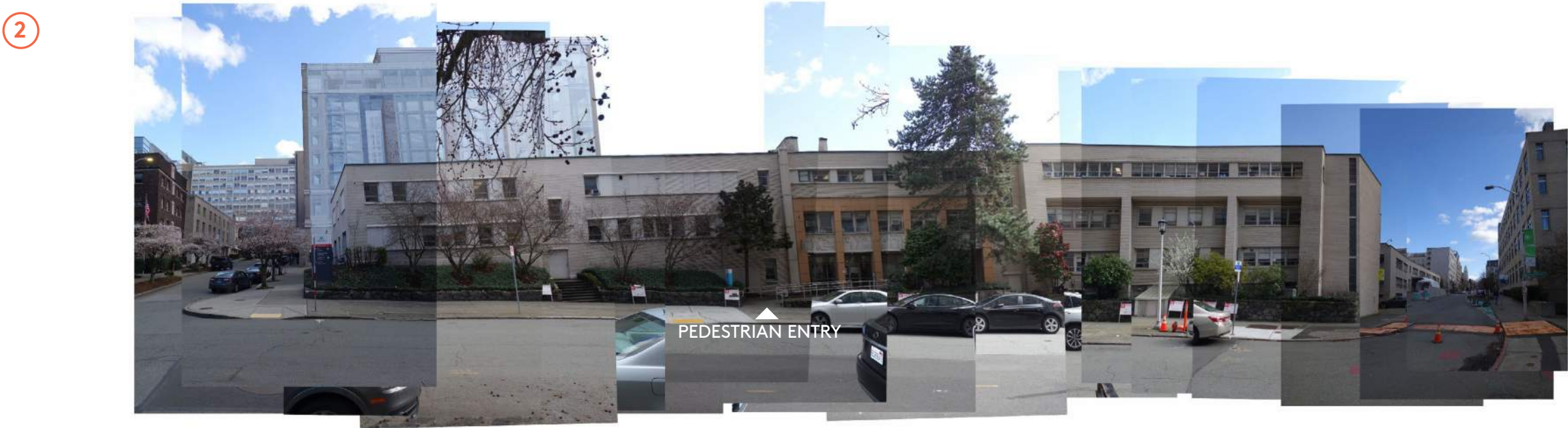


Proposed Site

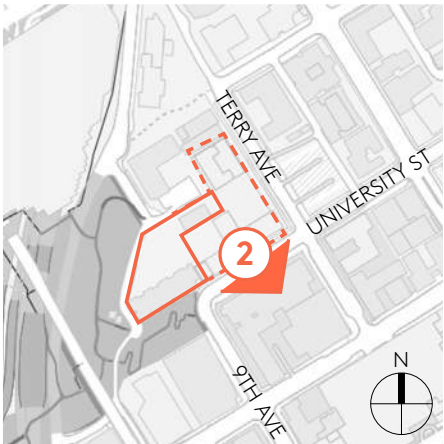
900 University St - Horizon House



SOUTH STREETSCAPE



909 University St - Virginia Mason Health Services Building



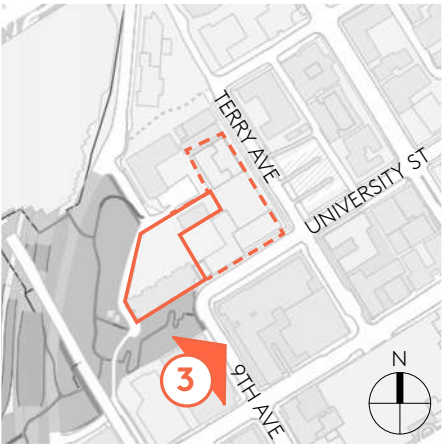
URBAN DESIGN ANALYSIS | STREETSCAPE

EAST STREETSCAPE

3



909 University St - Virginia Mason Health Services Building



WEST STREETSCAPE

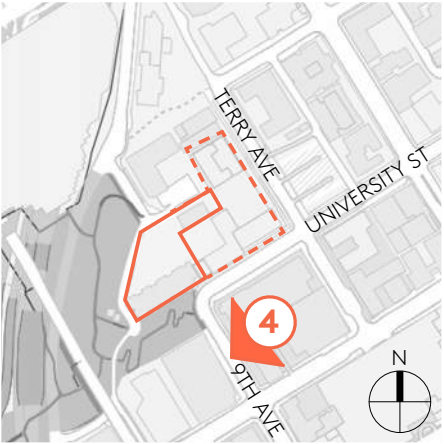
4



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

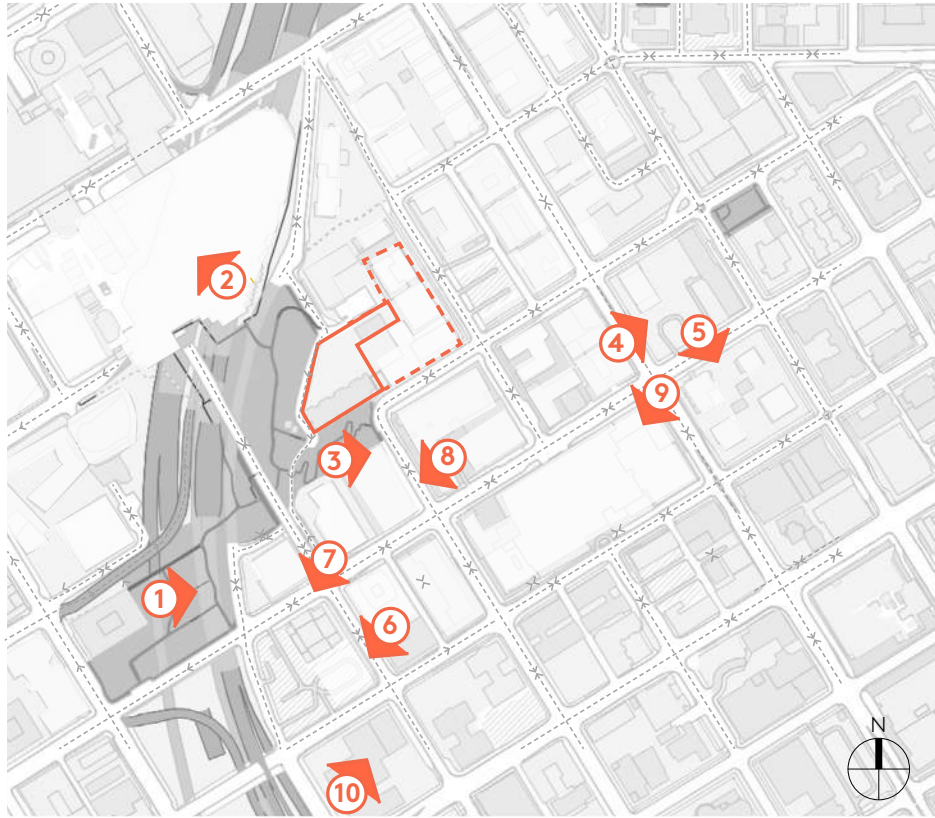


10. POLYCLINIC

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



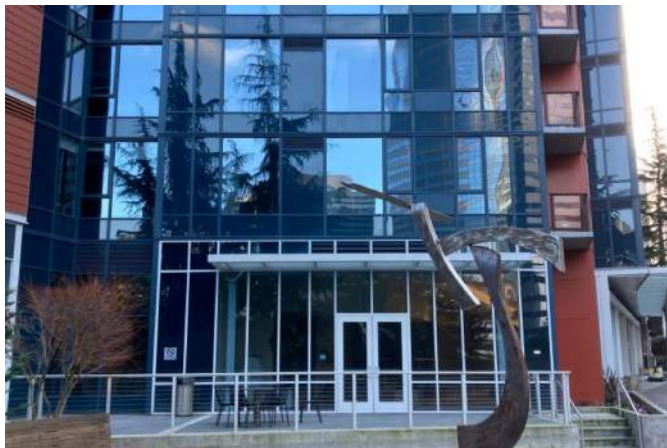
3. THE POINT APARTMENTS



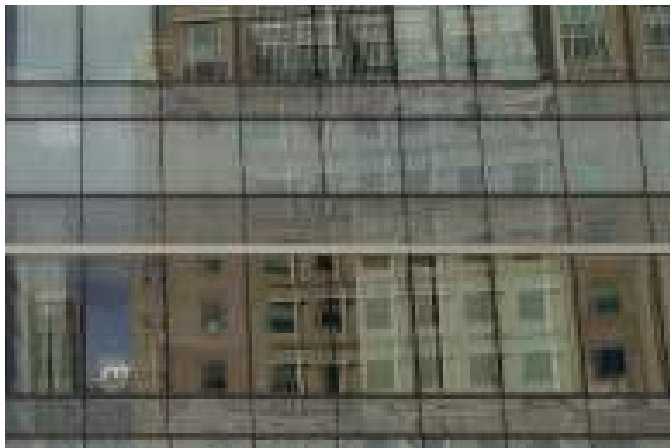
4. LUMA CONDOMINIUMS



5. OVATION APARTMENTS



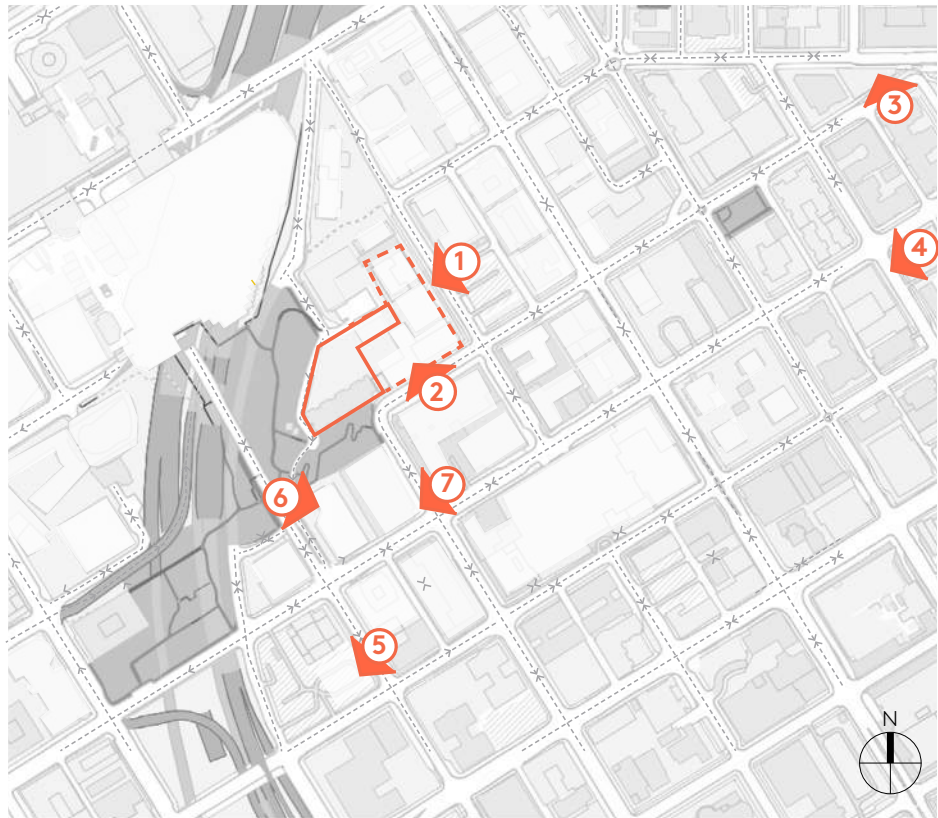
6. CIELO APARTMENTS



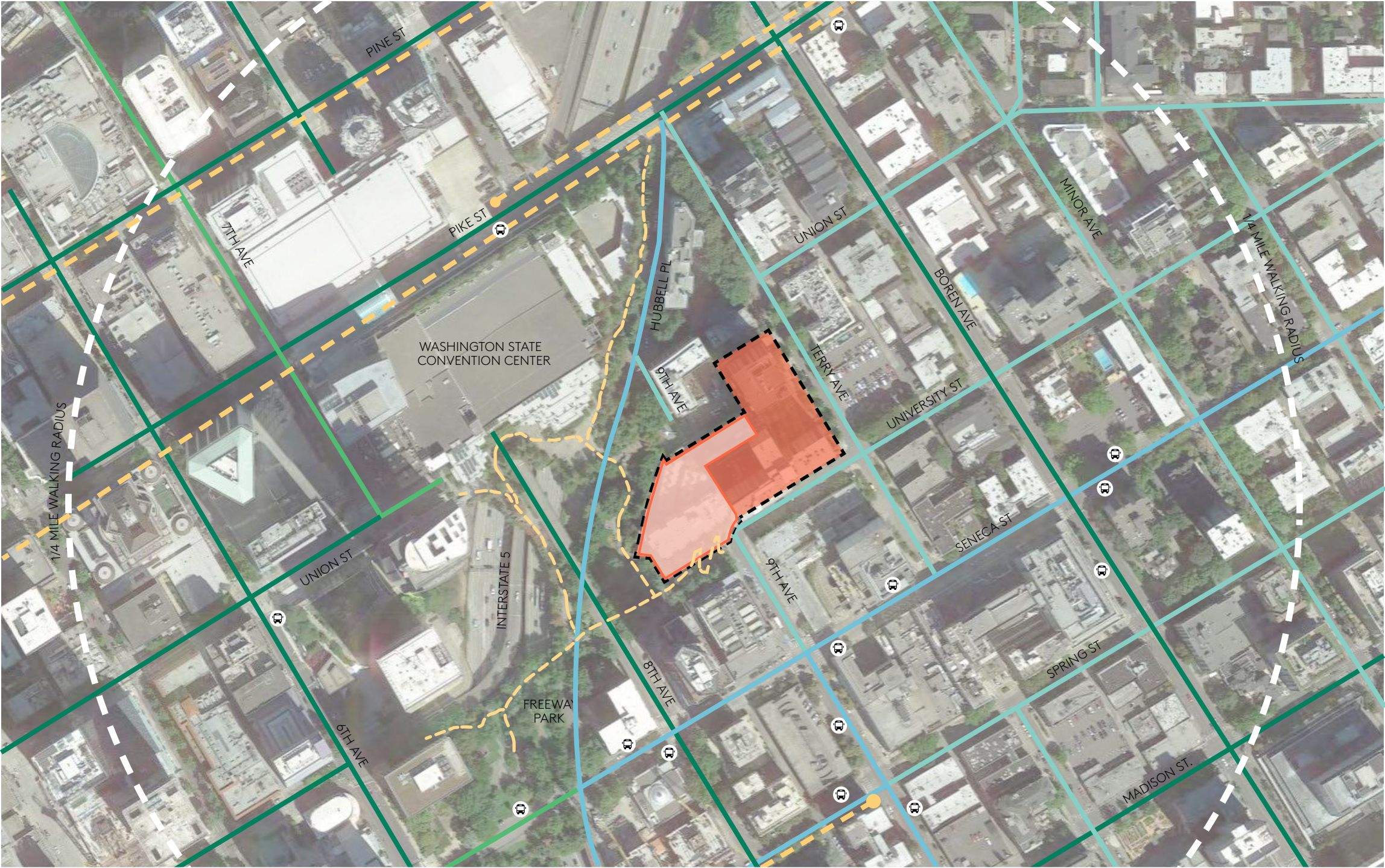
7. BENAROYA RESEARCH INSTITUTE

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 400N

URBAN DESIGN ANALYSIS | NEIGHBORHOOD DEVELOPMENT



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.



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 8TH & 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 COLUMBIA
IN CONSTRUCTION
CONDOS
~28 STORIES



6 MADISON & BOYLSTON
IN CONSTRUCTION
AFFORDABLE HOUSING
~17 STORIES



9 907 TERRY
IN LAND USE REVIEW
RESIDENTIAL
~38 STORIES

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



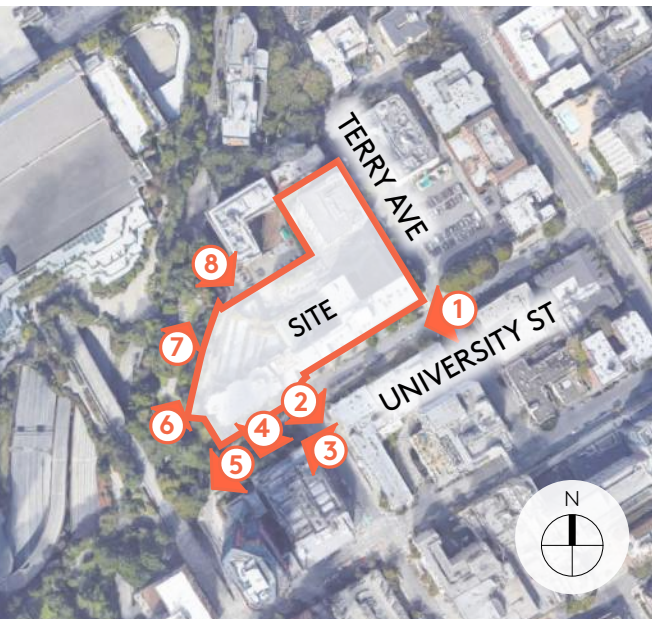
6. FIRE DEPT ACCESS DRIVE



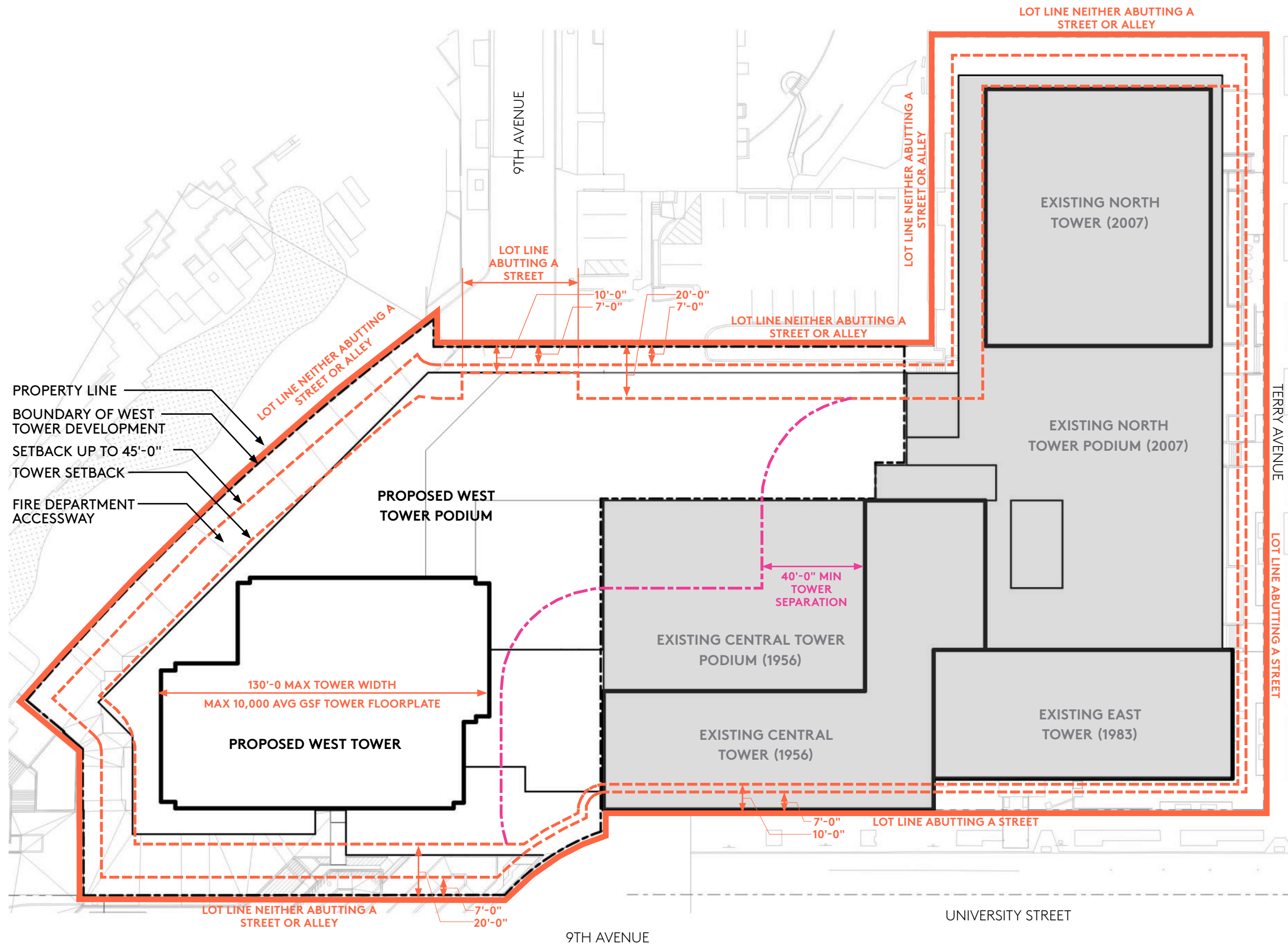
7. FREEWAY PARK BORDER / STAIR TO PARK



8. LOOKING SOUTH DOWN 9TH AVE



URBAN DESIGN ANALYSIS | ZONING SUMMARY



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
- 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)
40' SEPARATION BETWEEN TOWERS

NOTE:
WEST TOWER DEVELOPMENT SHOWN
REPRESENTS THE CURRENT PREFERRED
OPTION



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 affordable housing
- o Or > 8% of the gross bonus residential floor area at 50% AMI (as defined by Section 23.84A.025)
- Payment 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

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

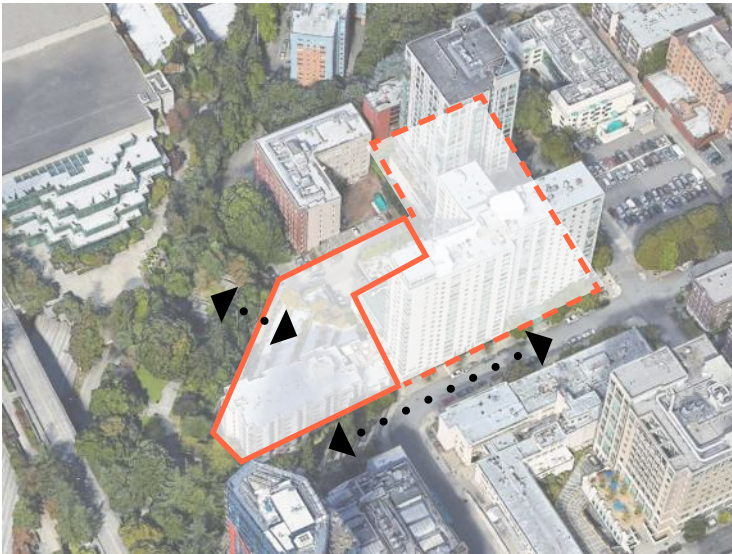
- Min horizontal separation between towers: 40’
- Average area per story*: < 10,000 gsf
- Max area for any individual story*: < 10,000gsf
- *excludes rooftop features above height limit

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 | PRIORITY DESIGN GUIDELINES



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

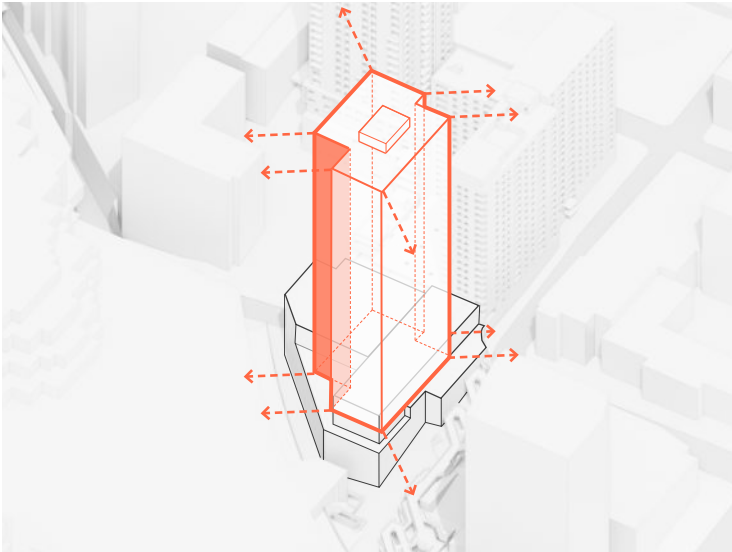
Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features. Consider the following:

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.

URBAN DESIGN ANALYSIS | PRIORITY DESIGN GUIDELINES



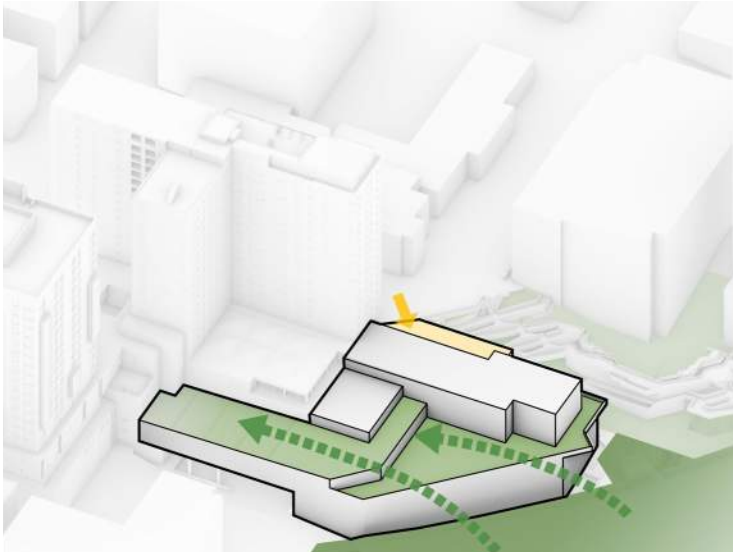
DC2. Architectural Concept

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 eh 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.



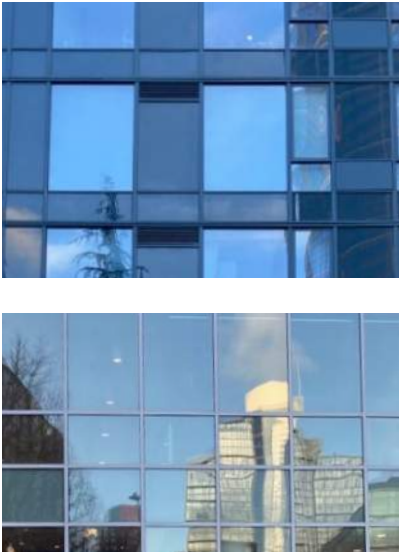
DC3. Open Space Concept

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

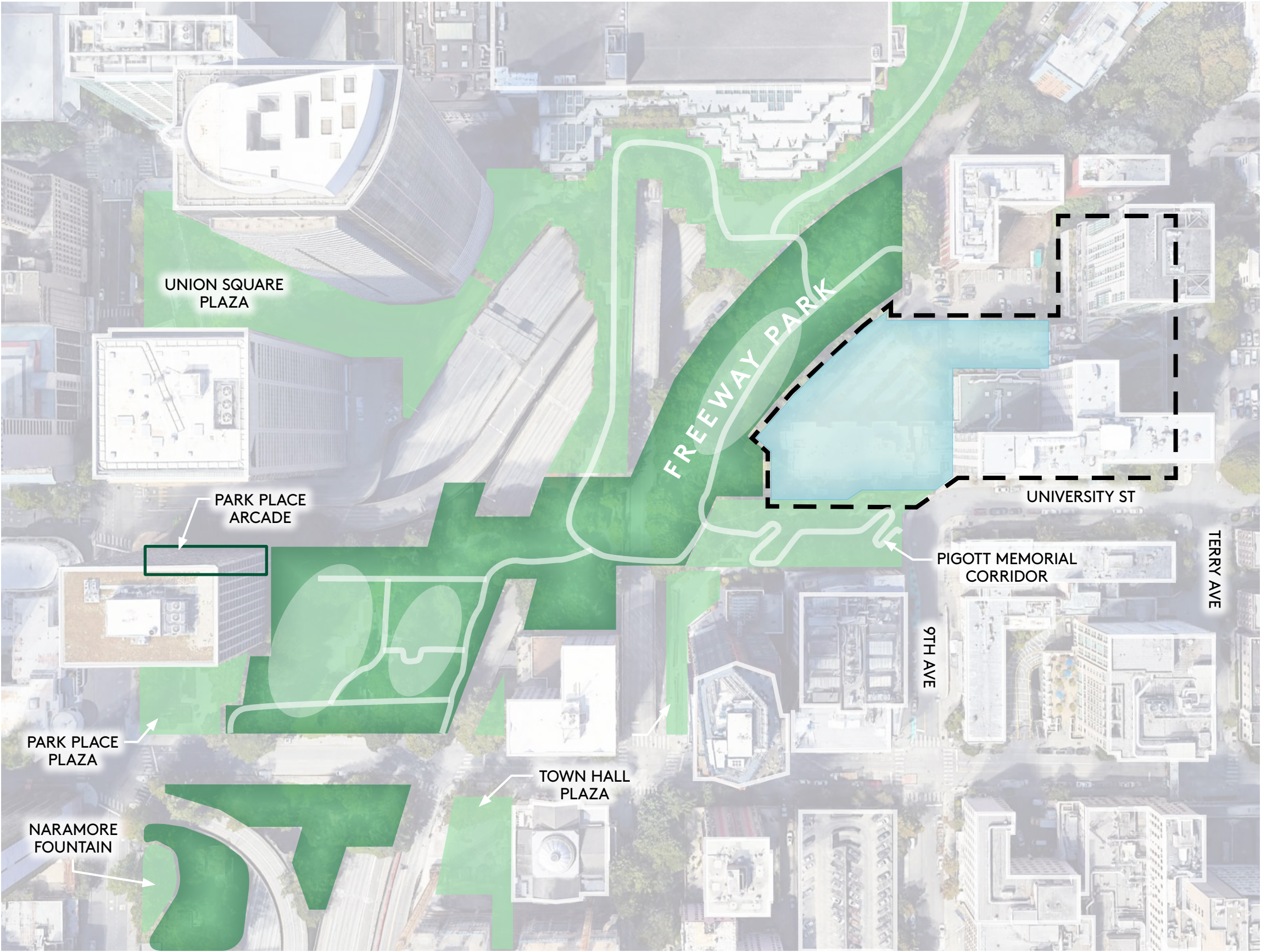
Use appropriate and high quality elements and finishes for the building and its open spaces. Consider the following:

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.

URBAN DESIGN ANALYSIS | FREEWAY PARK



OBSERVATIONS

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

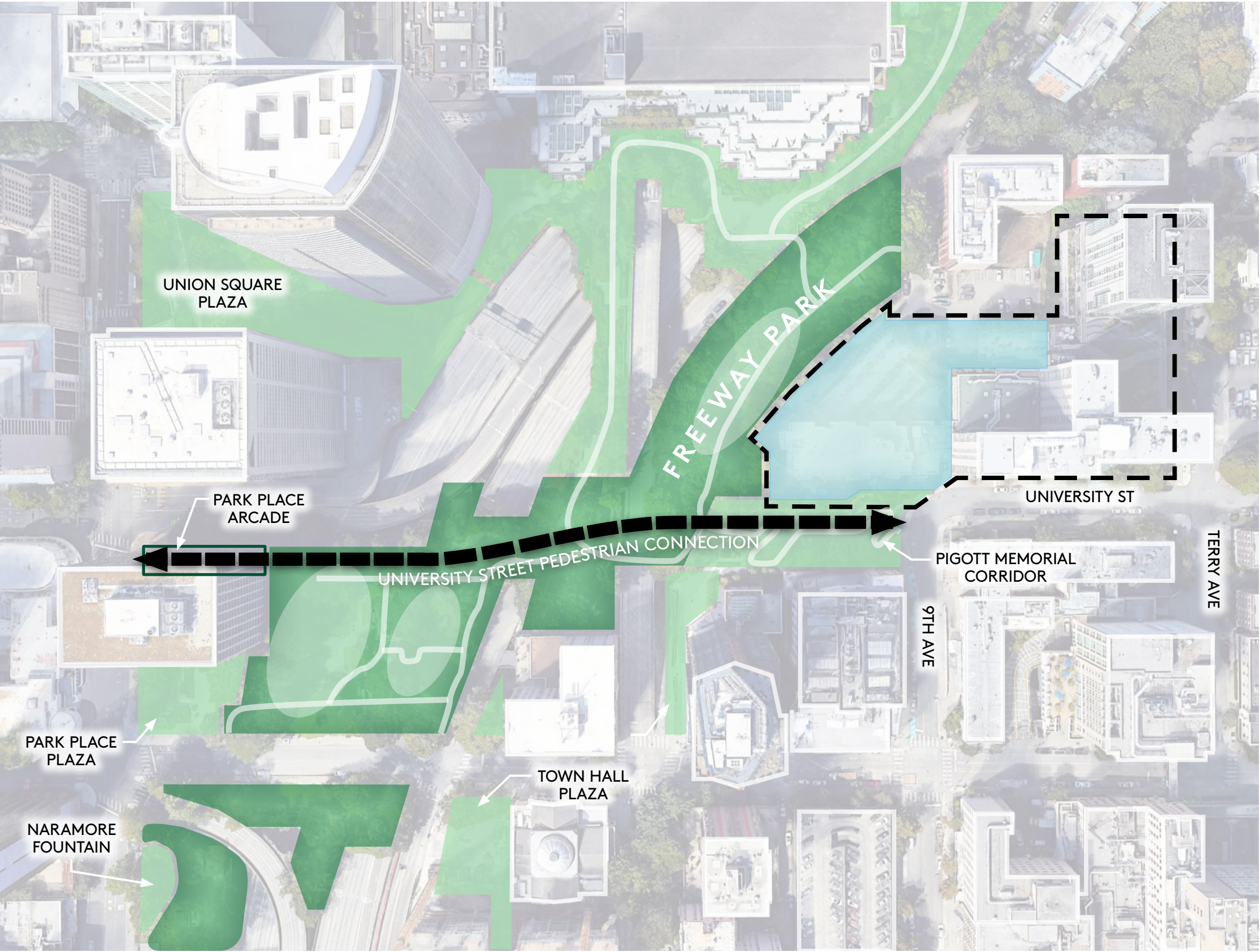
- 1. Buffered from Freeway Park by public open space
- 2. Adhered to the orientation of the street grid
- 3. Enhanced connection and perceived extent of Freeway Park



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

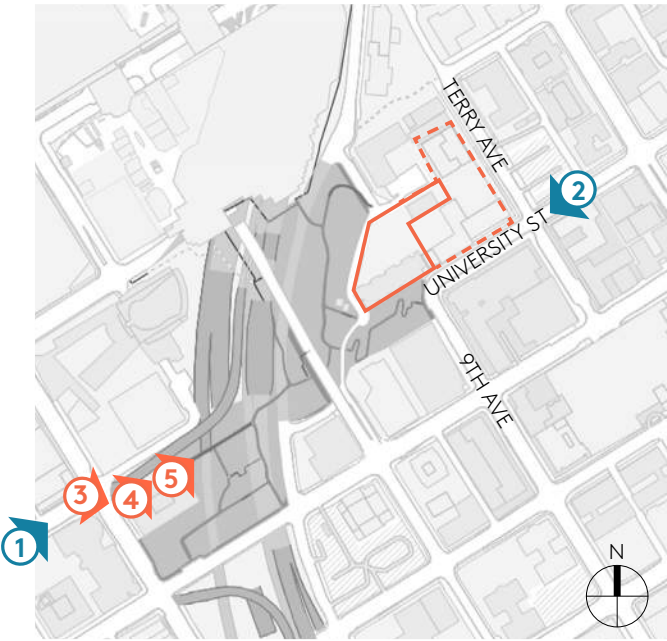
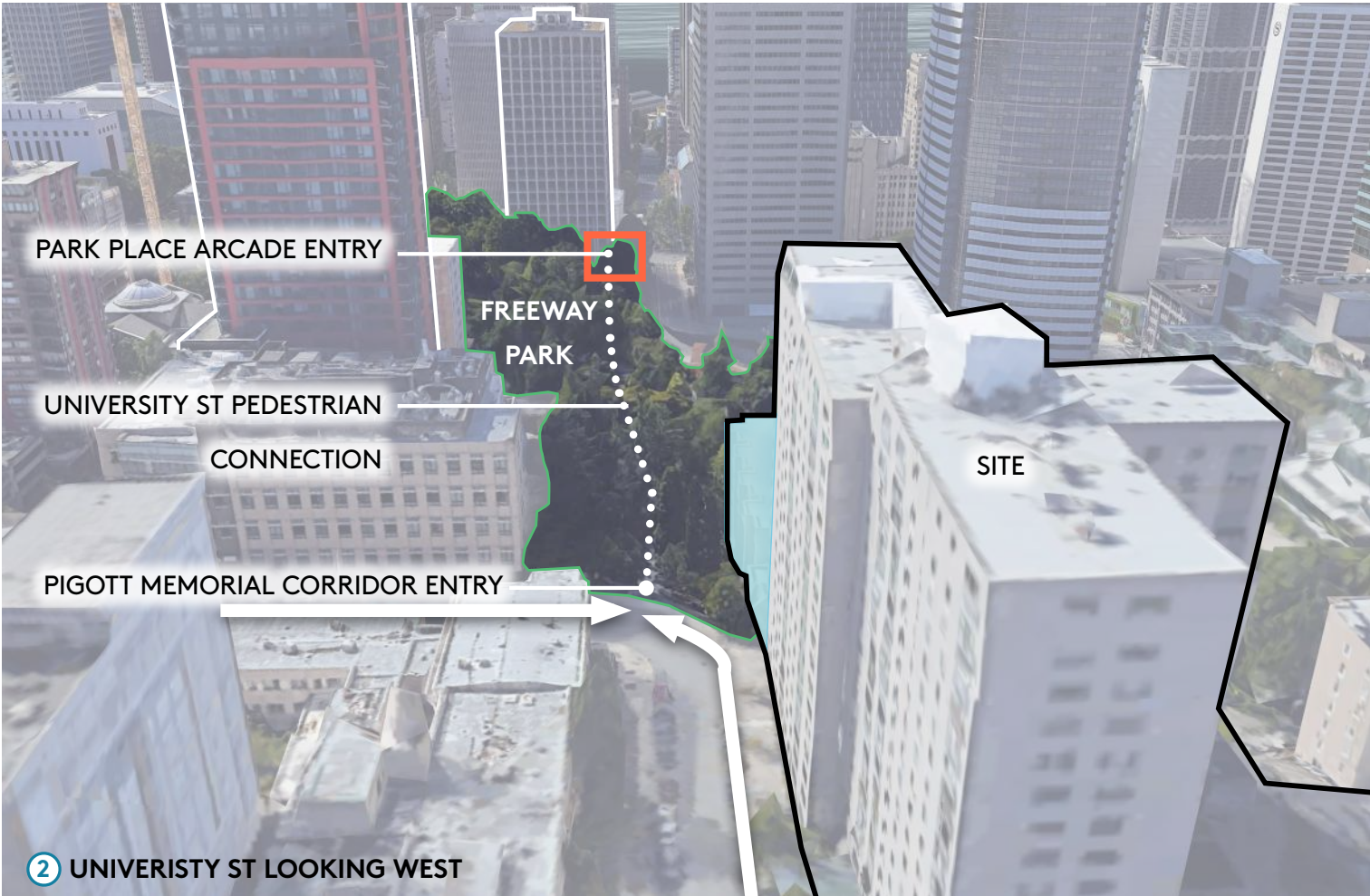
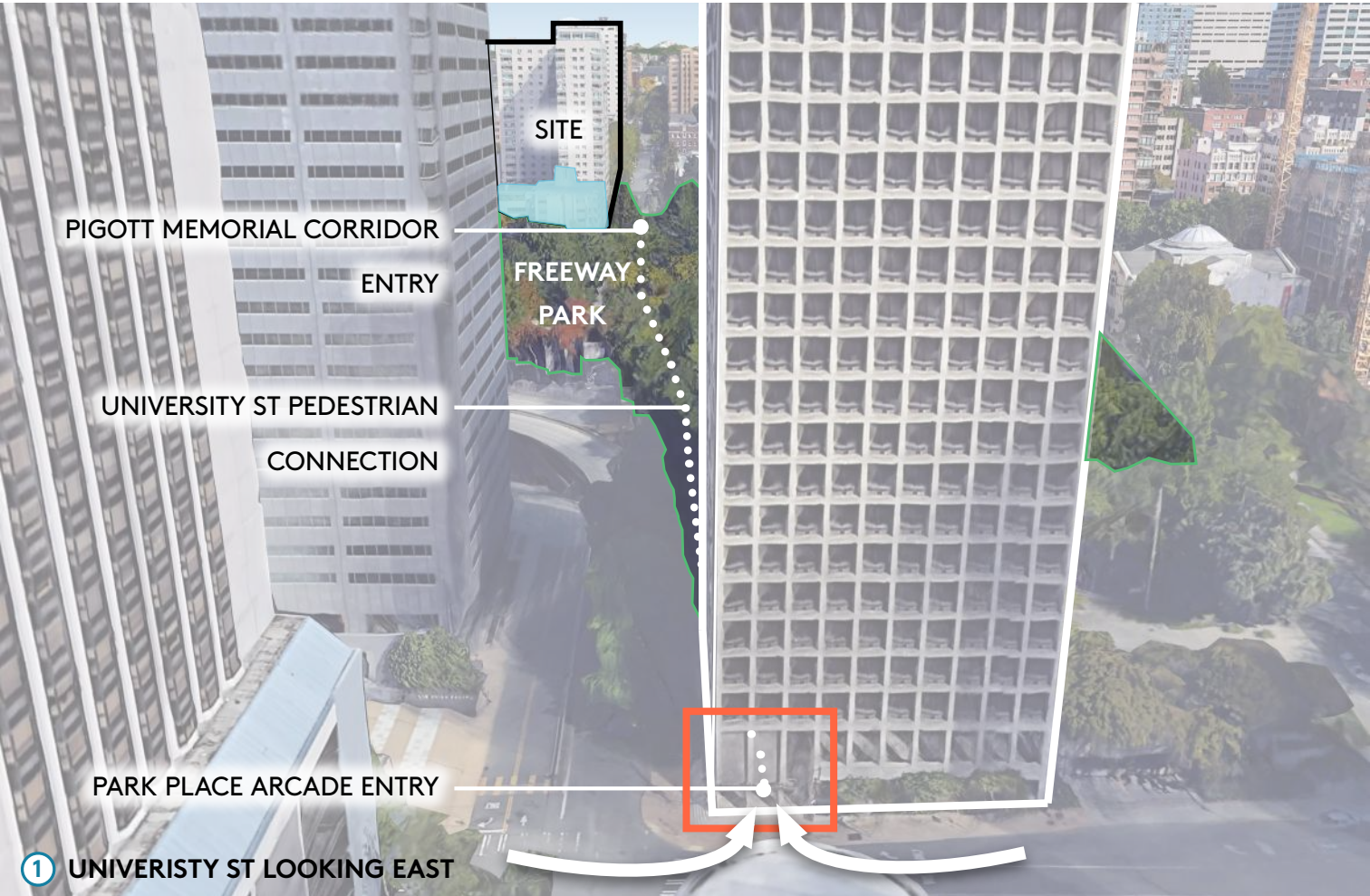


LEGEND

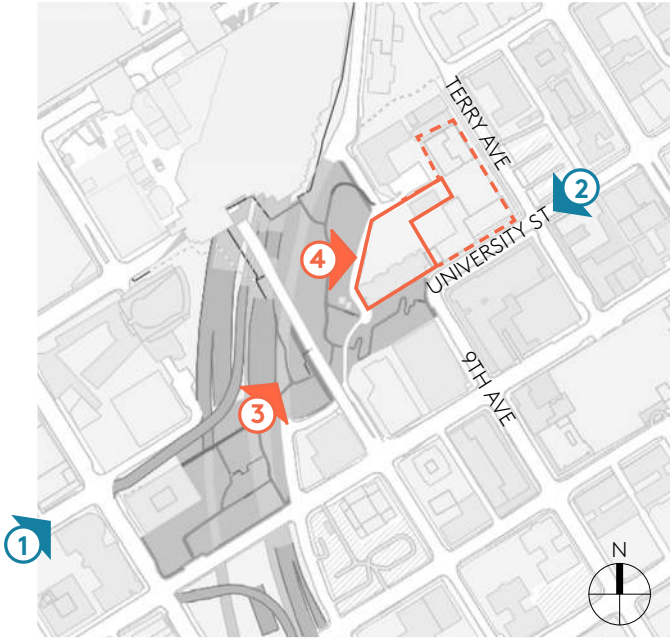
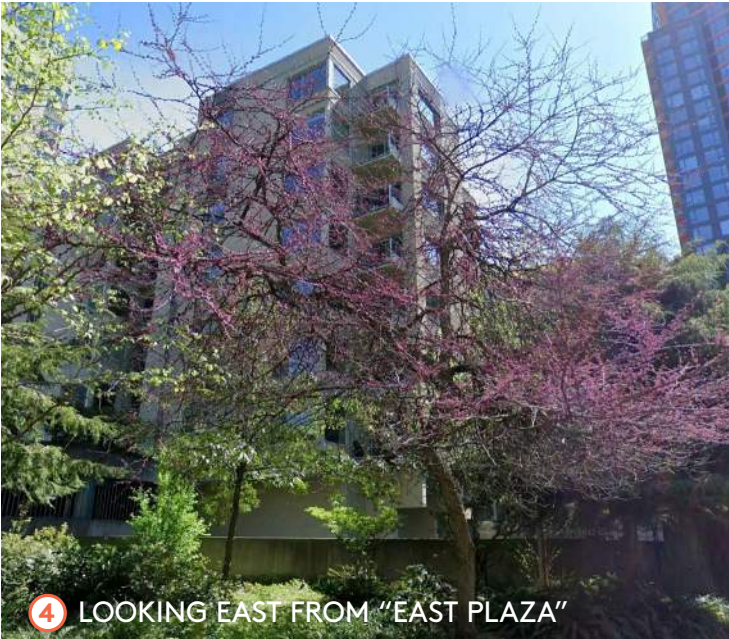
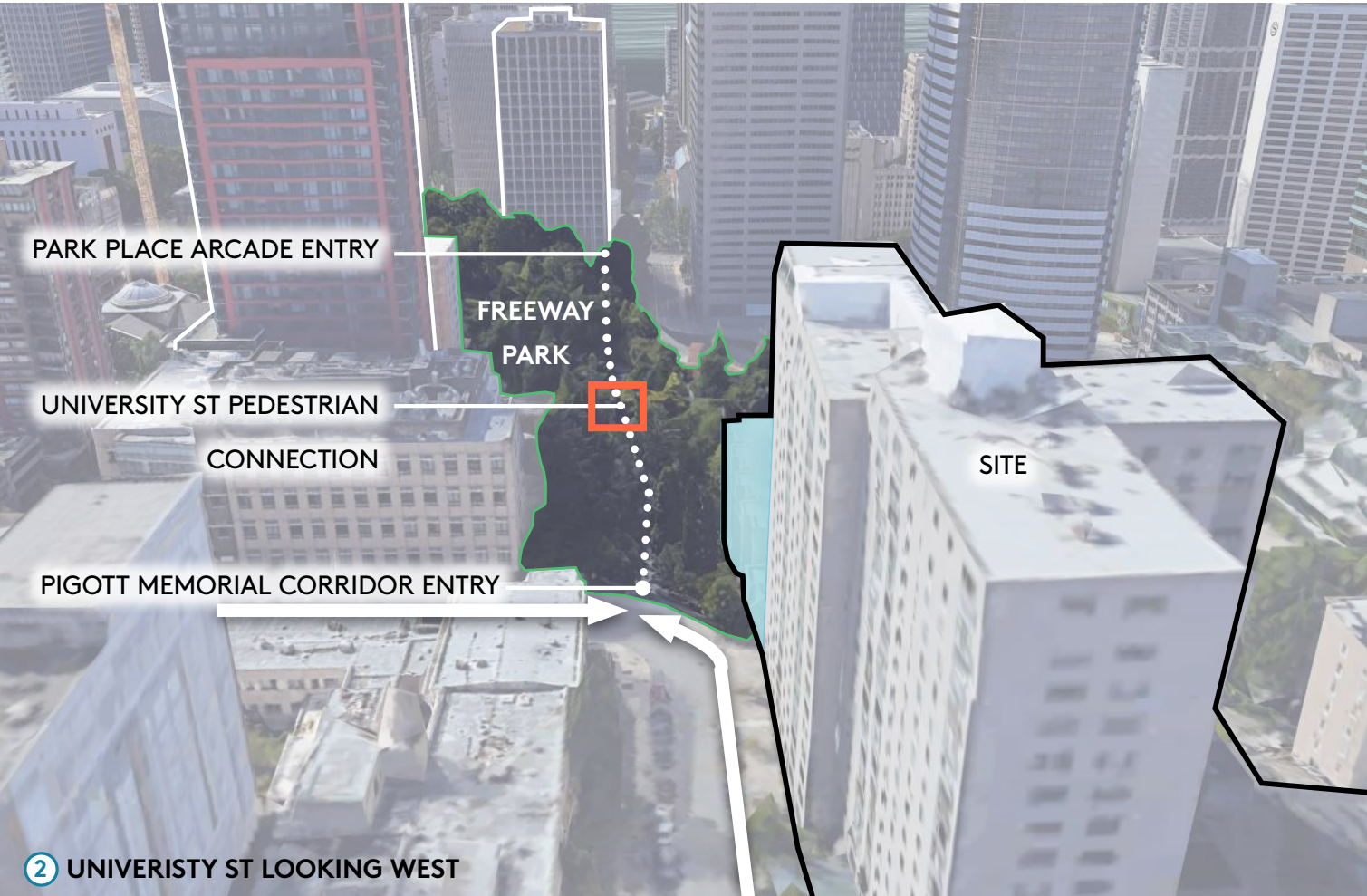
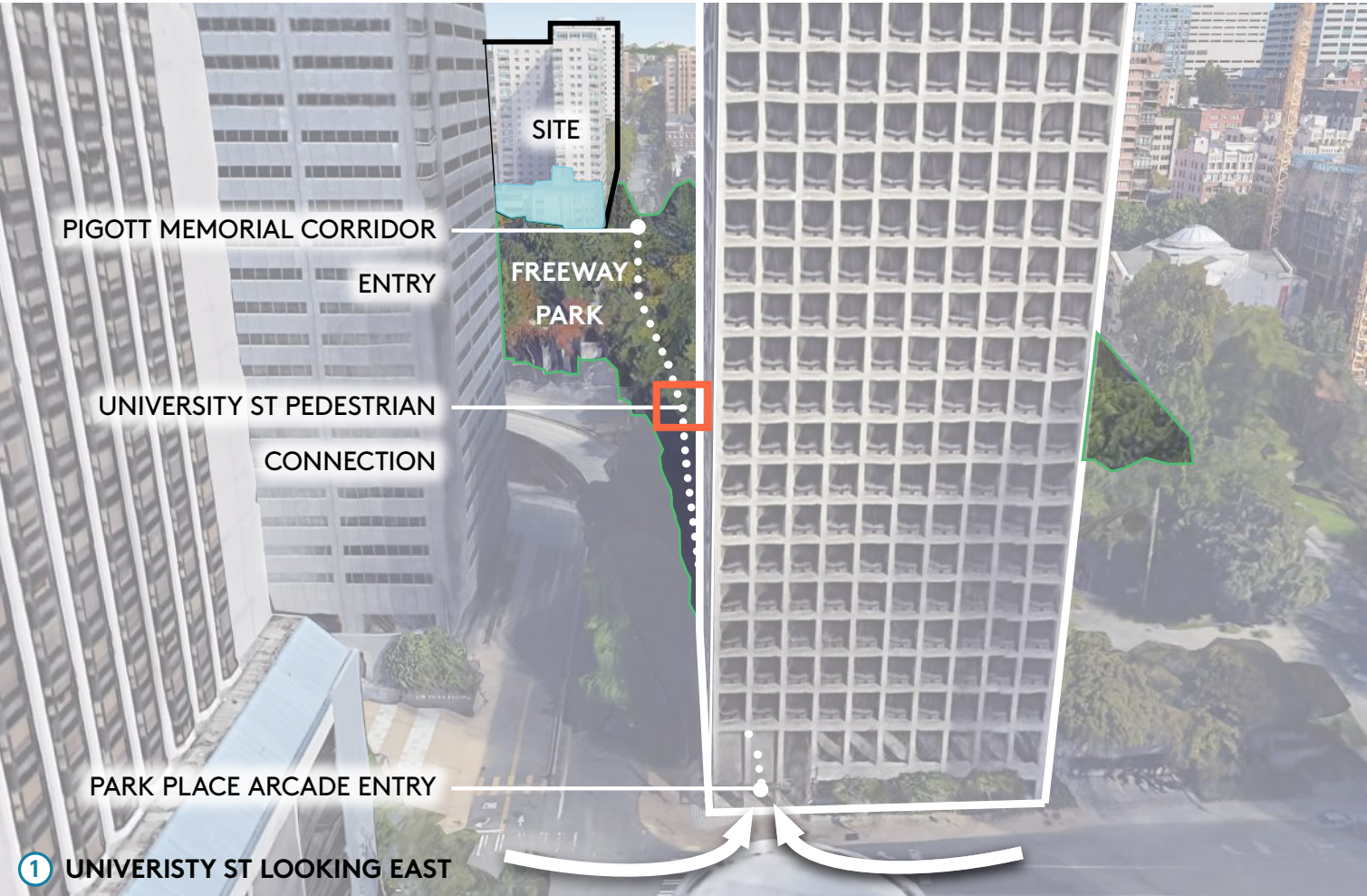
- Development Site
- Extent of West Tower Development
- Freeway Park
- Public Open Space

URBAN DESIGN ANALYSIS | FREEWAY PARK

26

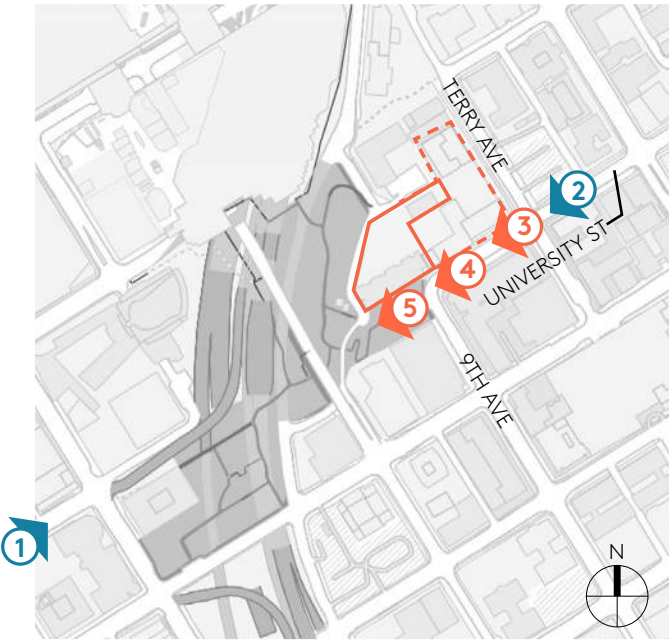
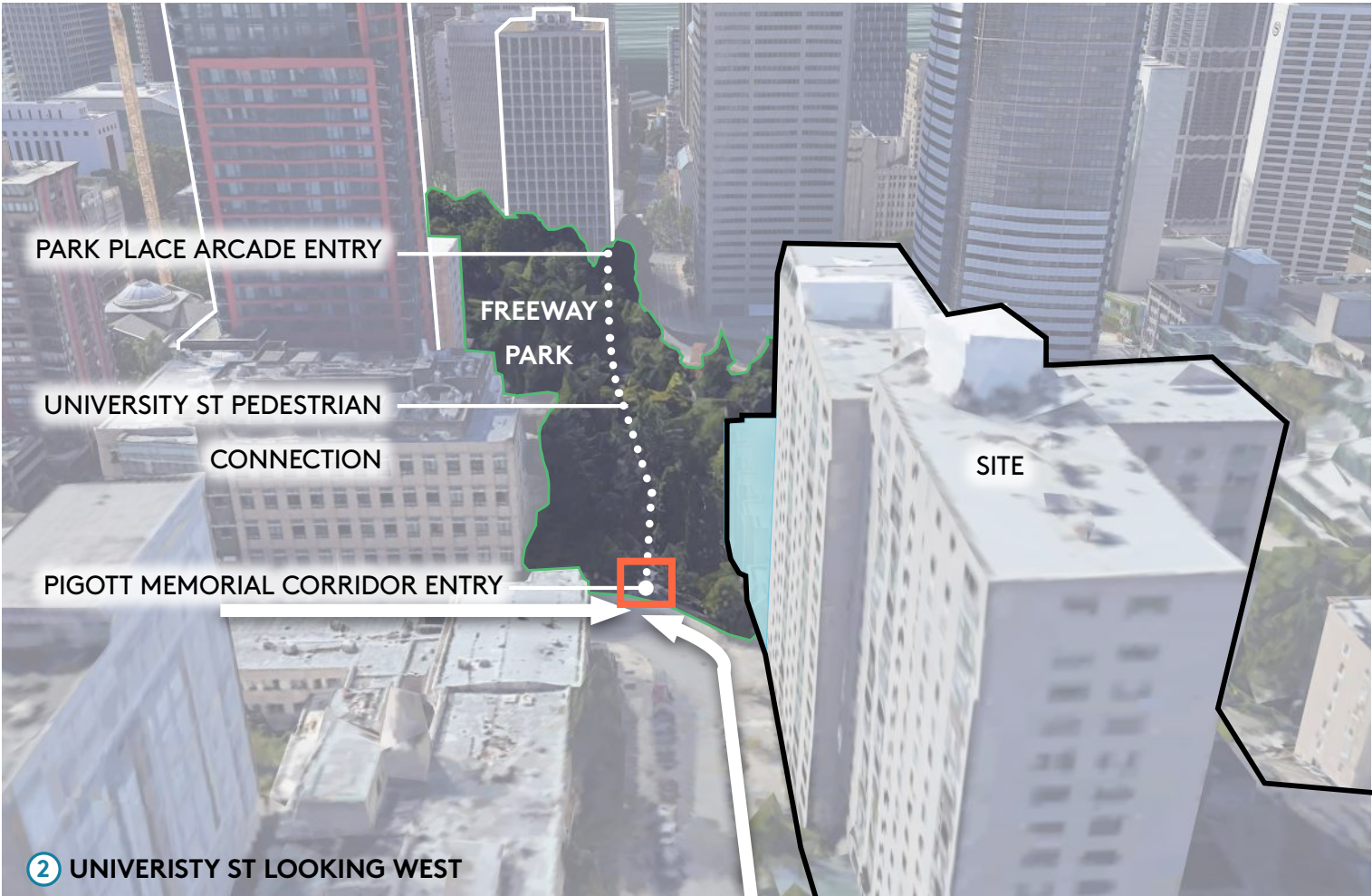
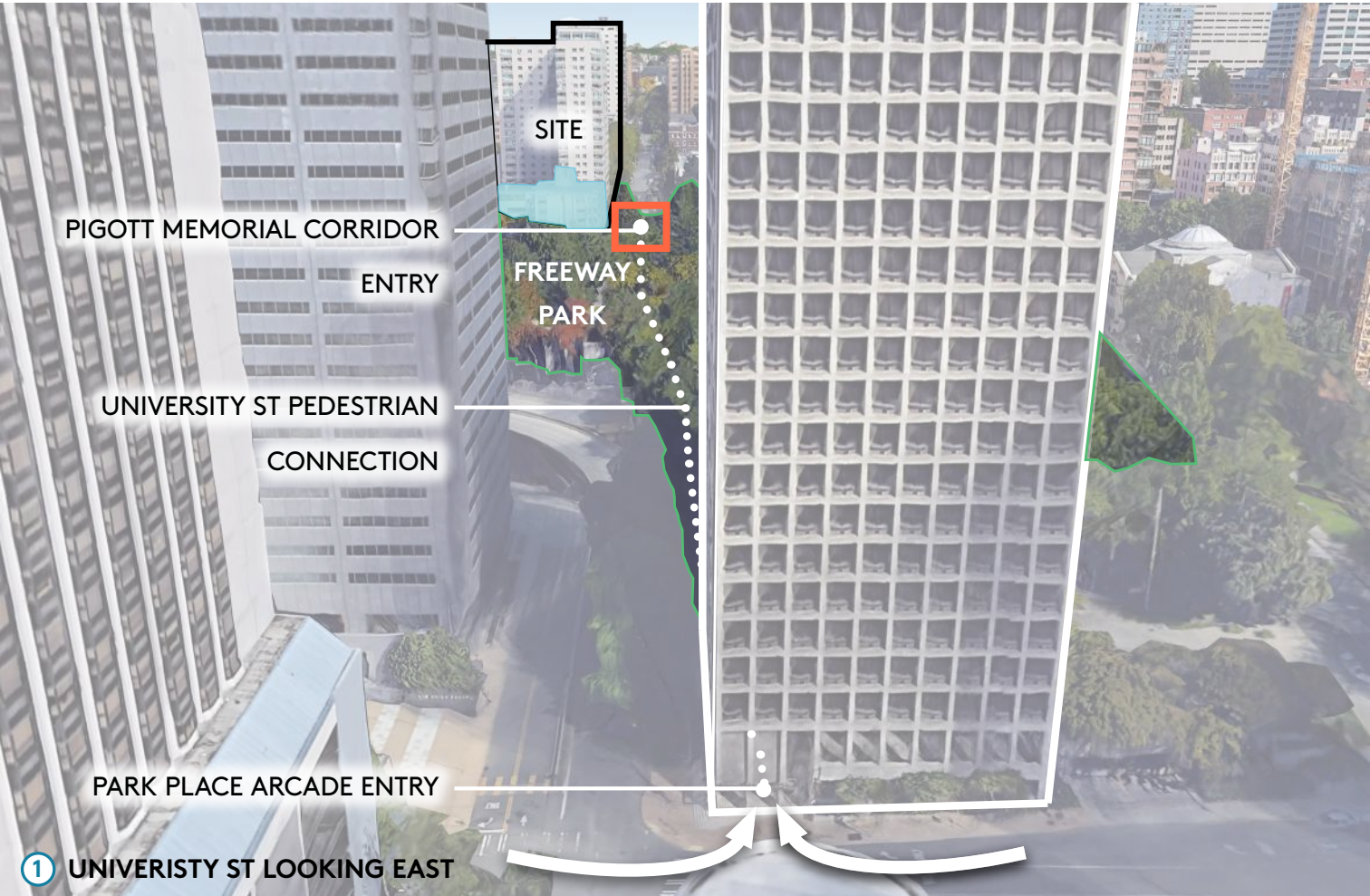


URBAN DESIGN ANALYSIS | FREEWAY PARK



URBAN DESIGN ANALYSIS | FREEWAY PARK

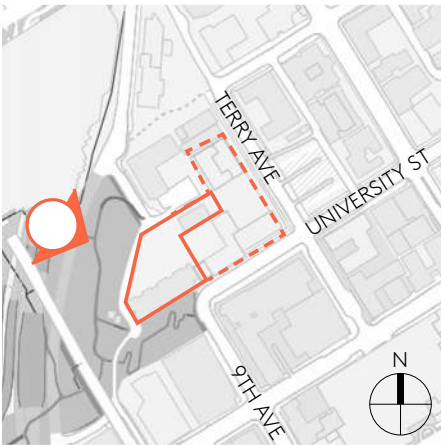
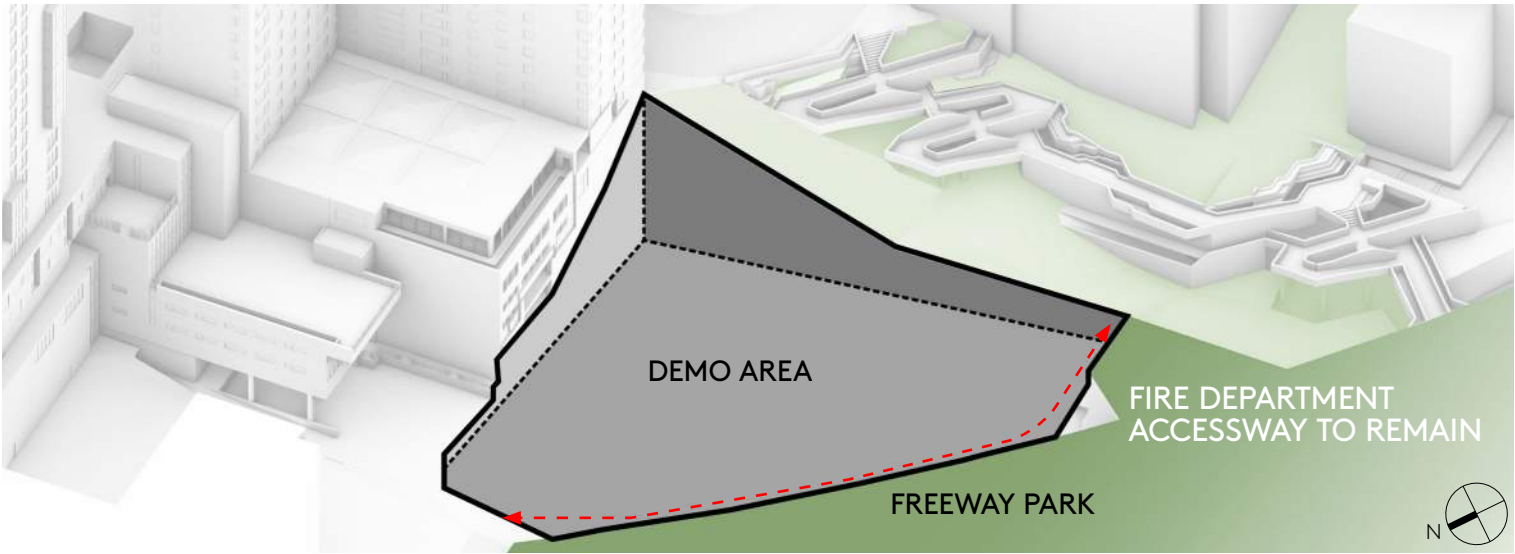
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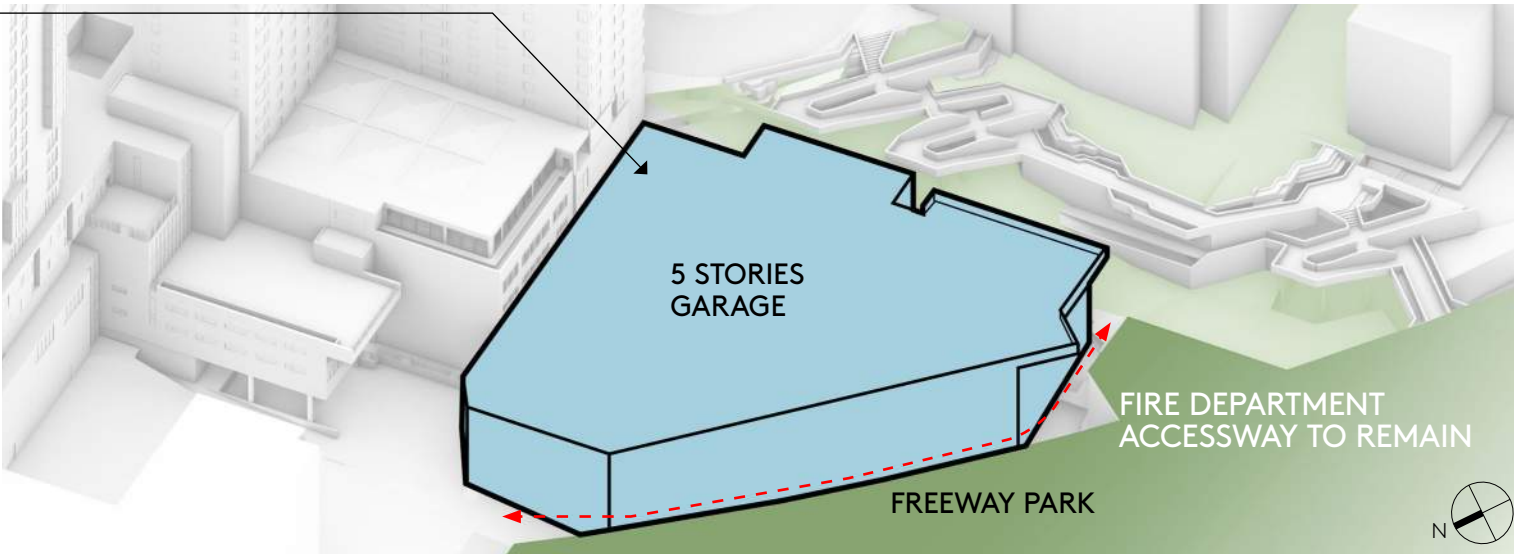
EXISTING CONDITIONS | TOPOGRAPHY AND SITE EDGES



GARAGE AND PODIUM MASSING

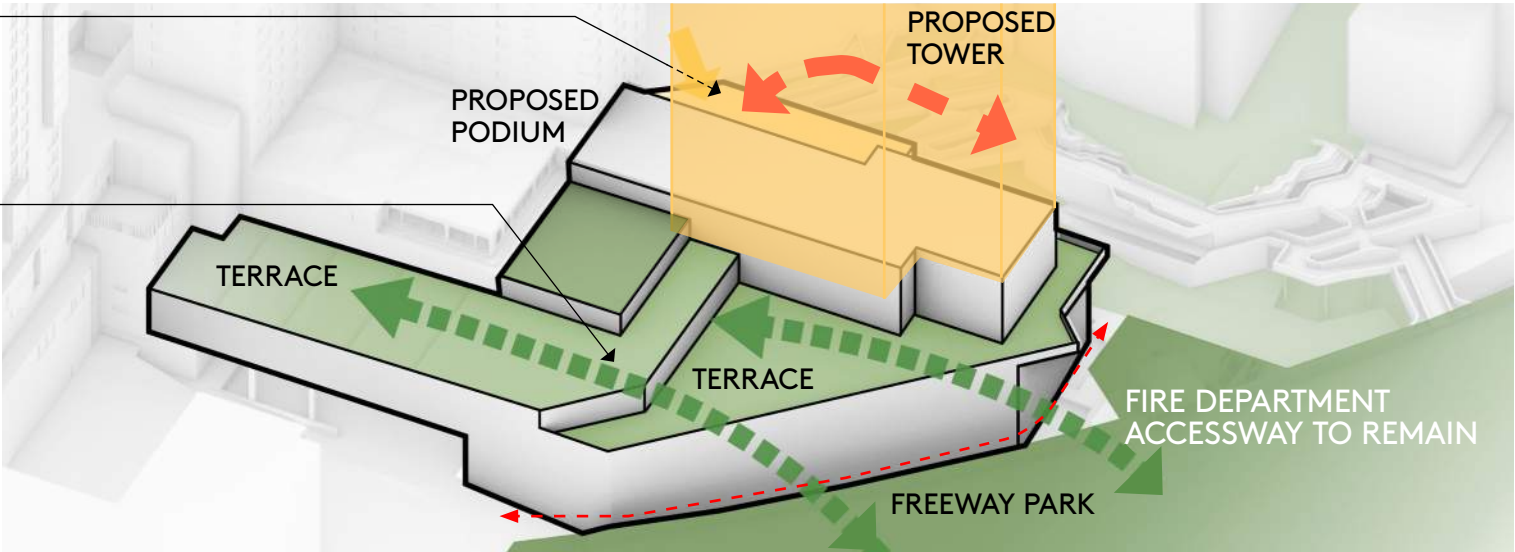


NOTE: GARAGE FOOTPRINT SHOWN GENERALLY MATCHES FOOTPRINT OF EXISTING GARAGE



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 relief 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.

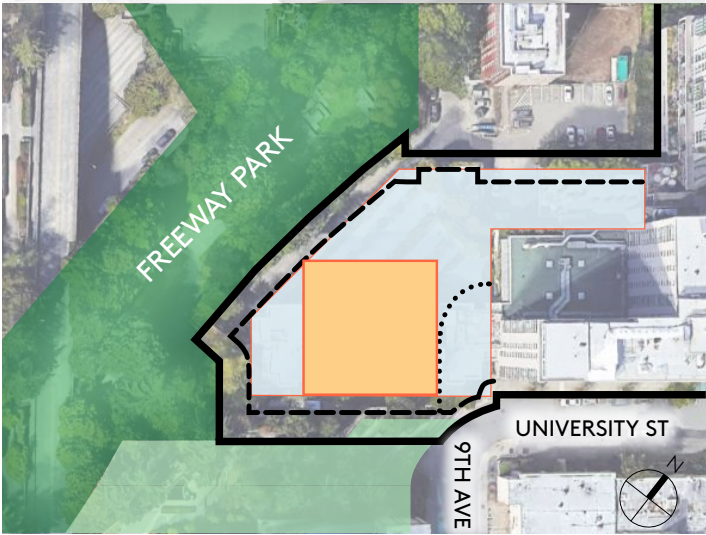
LEGEND

- 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



SUMMARY | MASSING SCHEMES

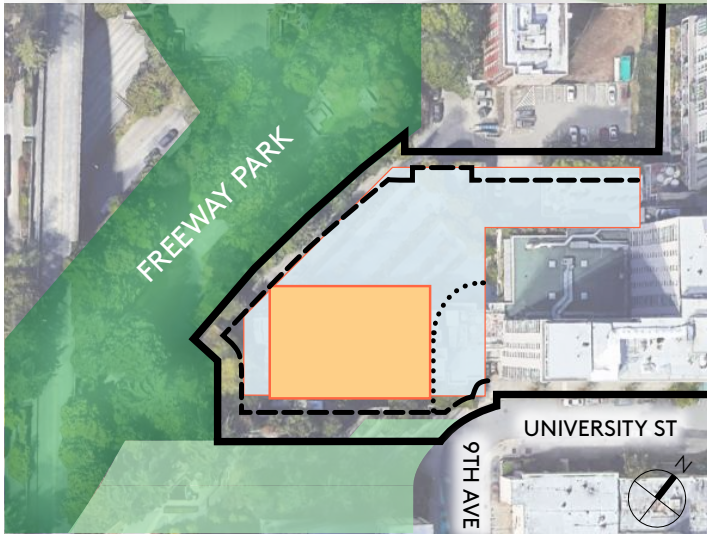
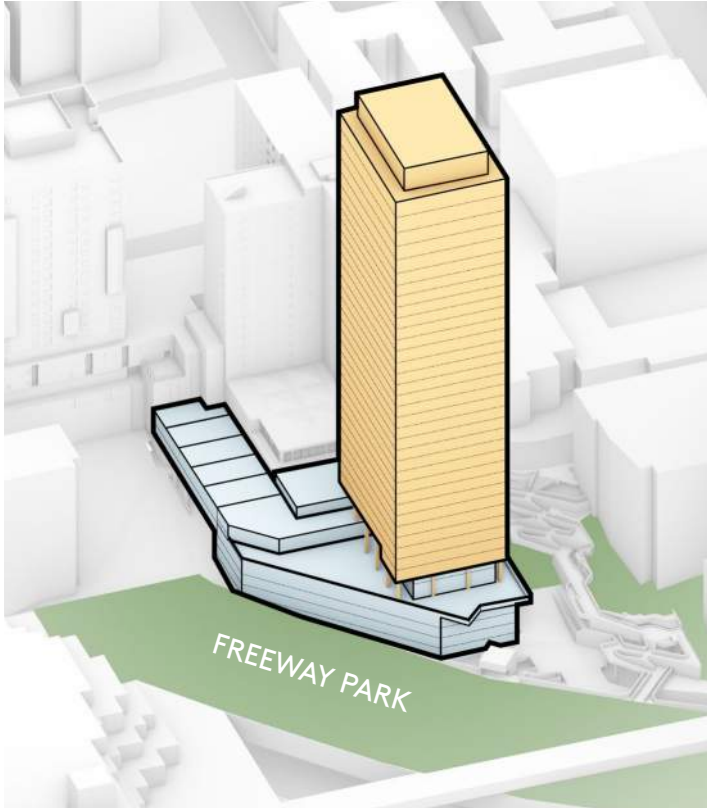
32



SCHEME 01 (CODE COMPLIANT)

Square Tower Massing

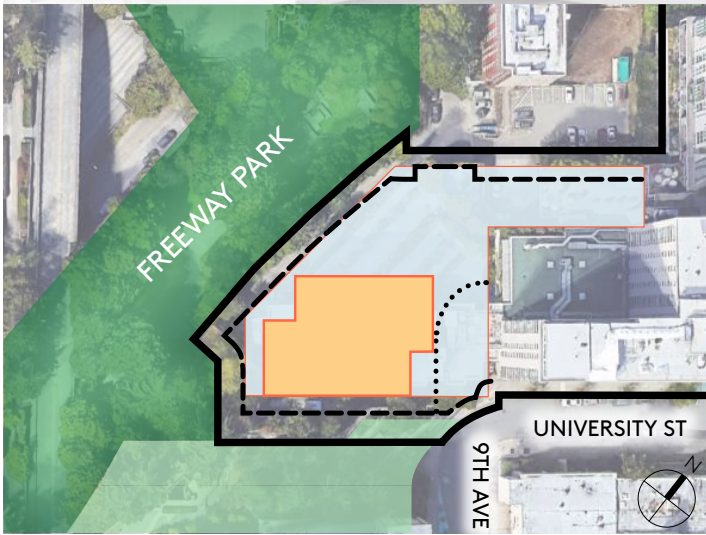
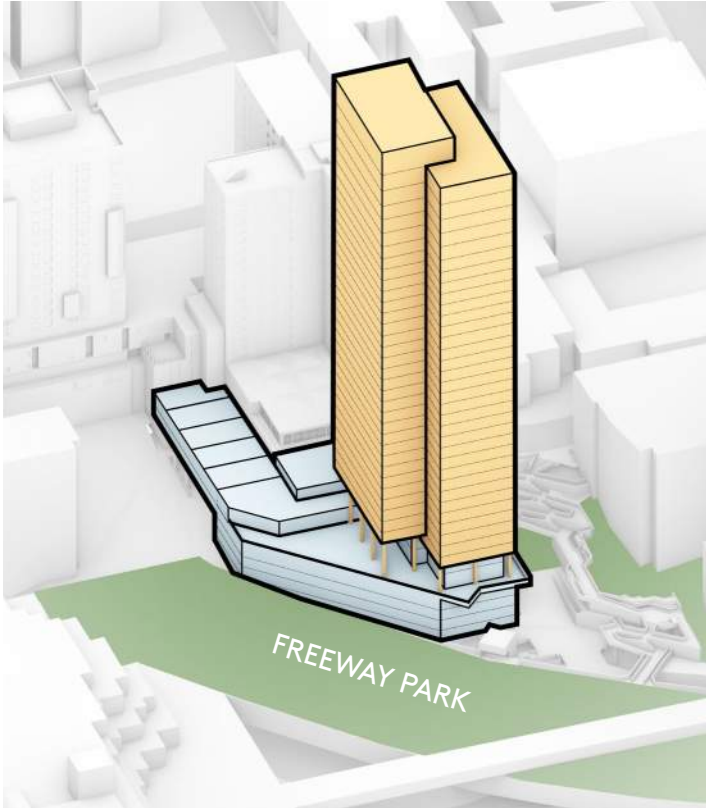
- Simple massing with wider facade facing Freeway Park
- Compliant Podium Height
- No departures requested



SCHEME 02

Rectangular Tower Massing

- Simple massing with reduced width facade facing Freeway Park
- 2 Additional Terraced Stories at Podium
- Departures #1 & #2 requested

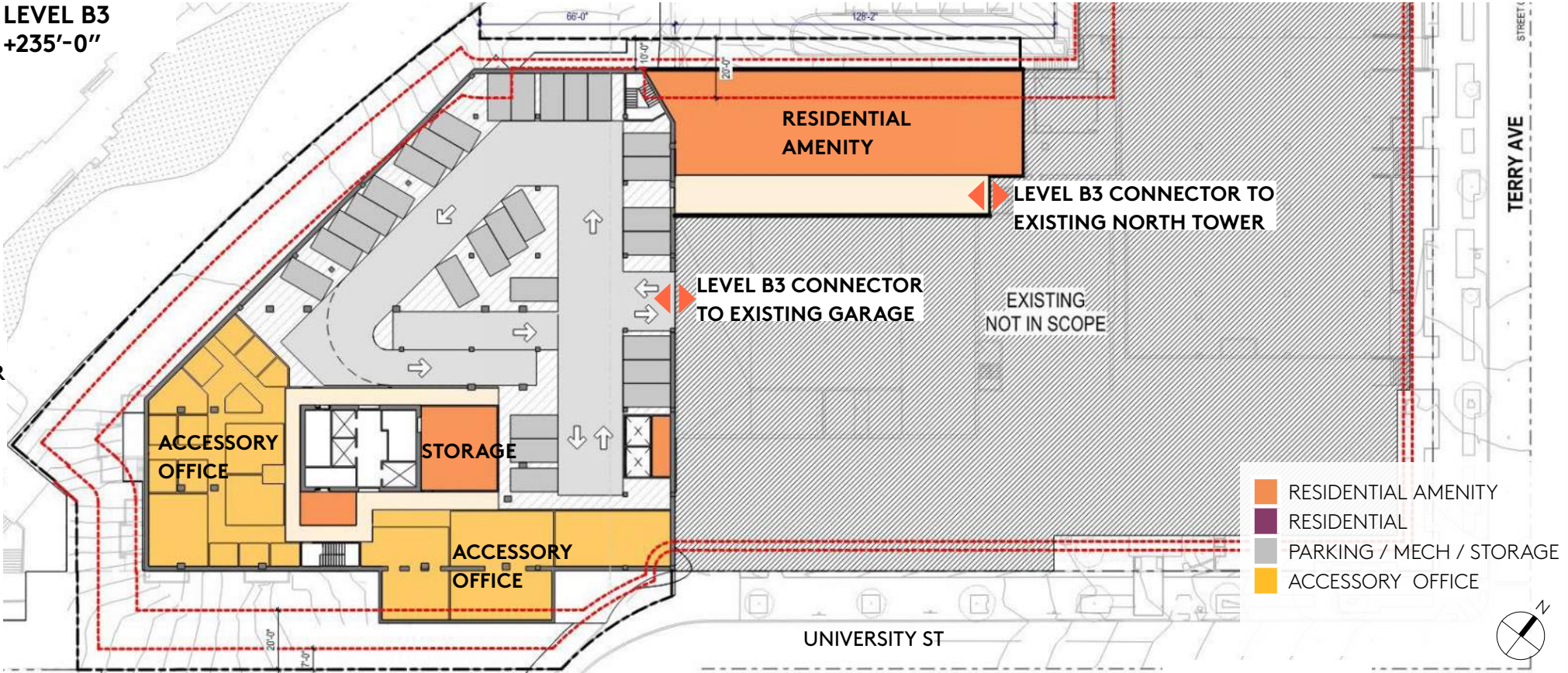
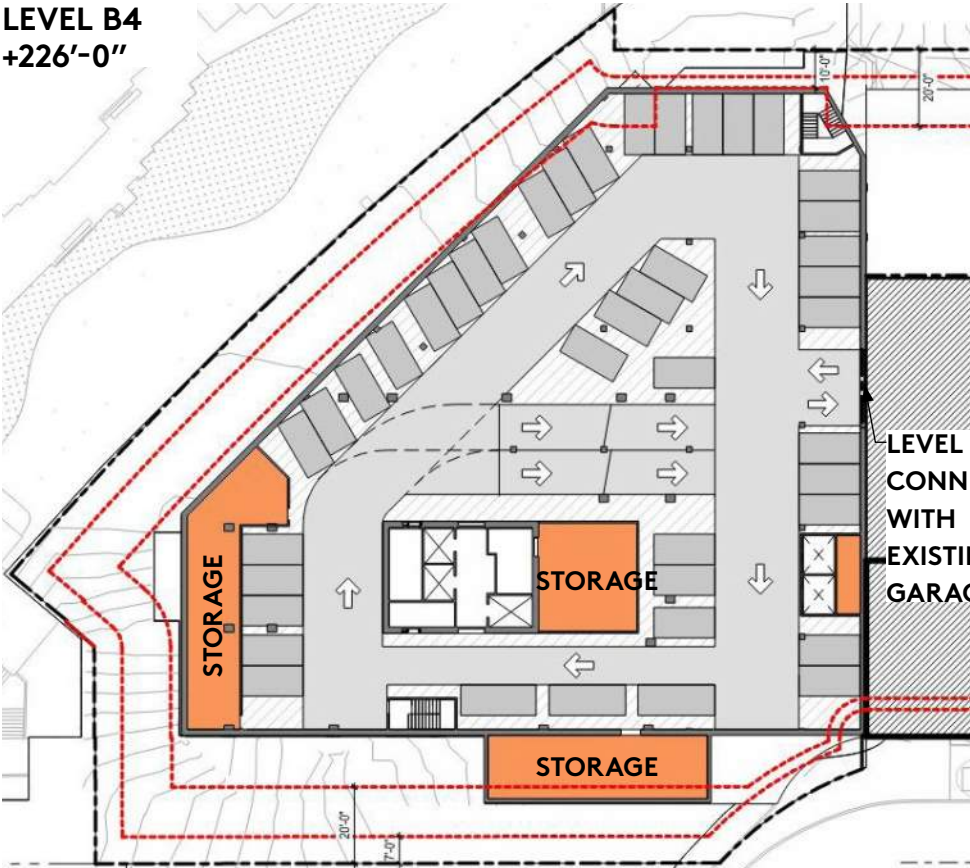
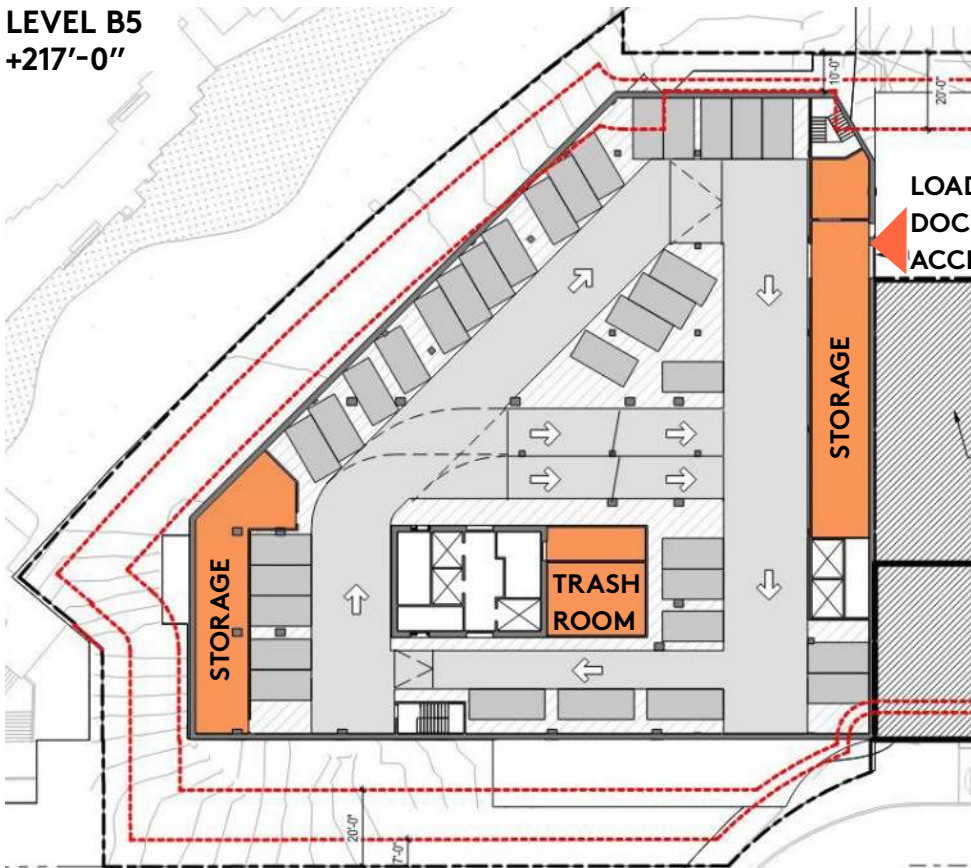
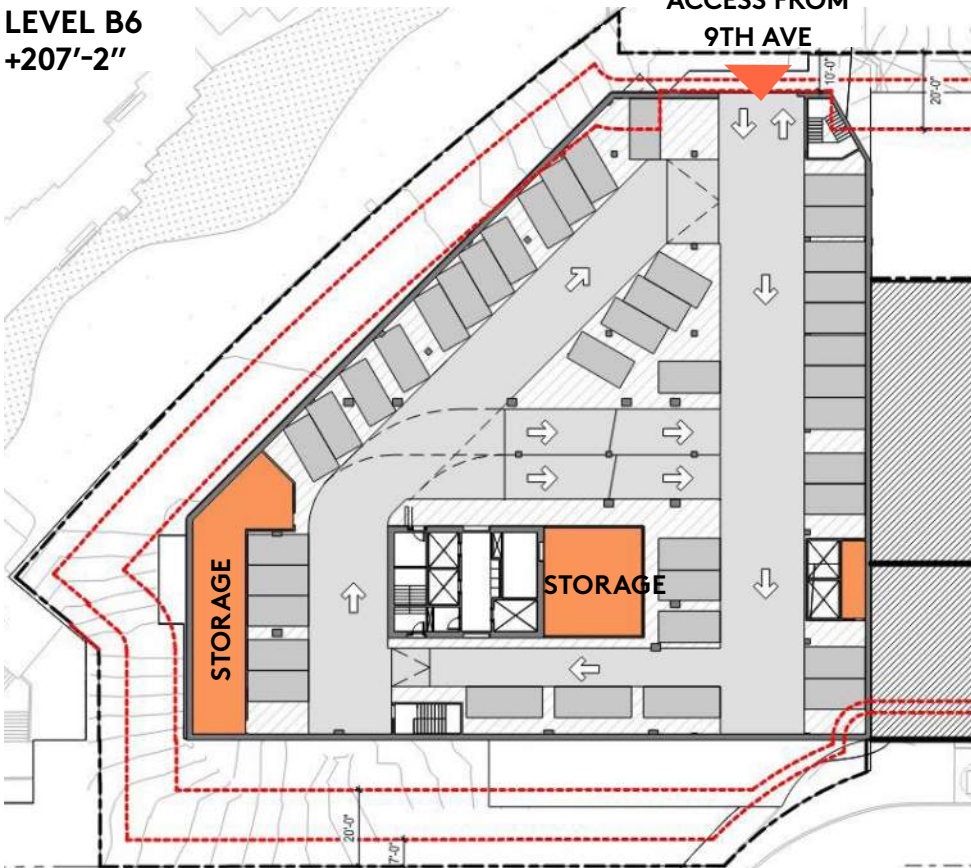
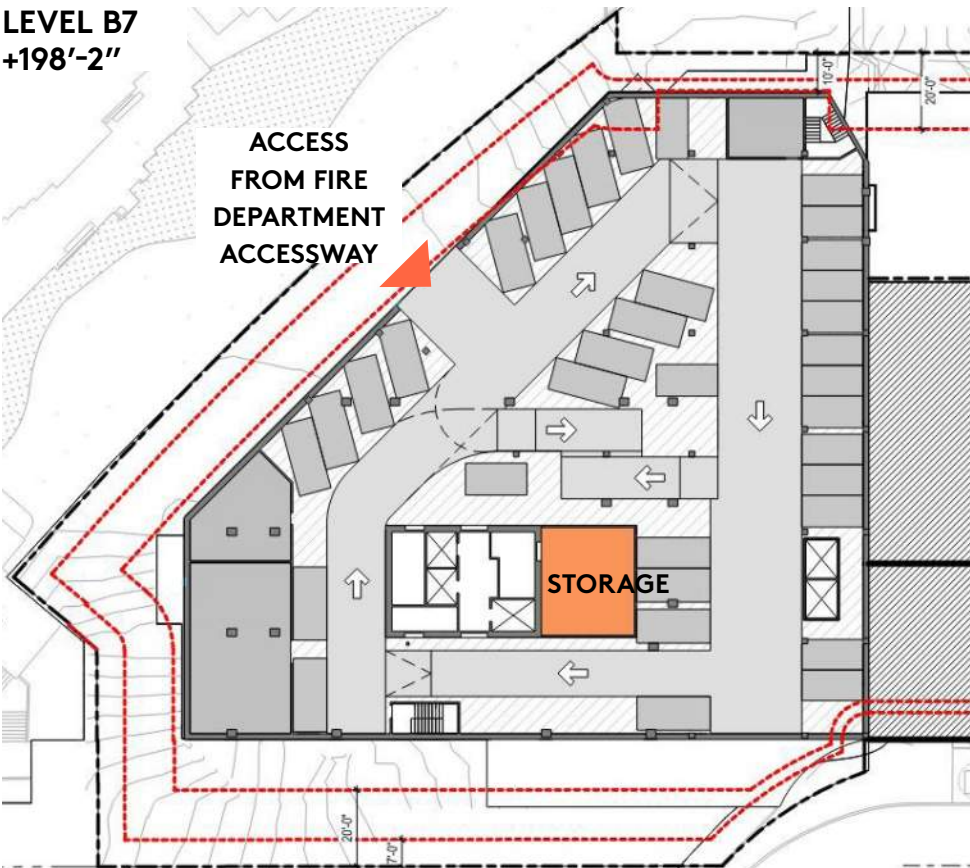


SCHEME 03 (PREFERRED)

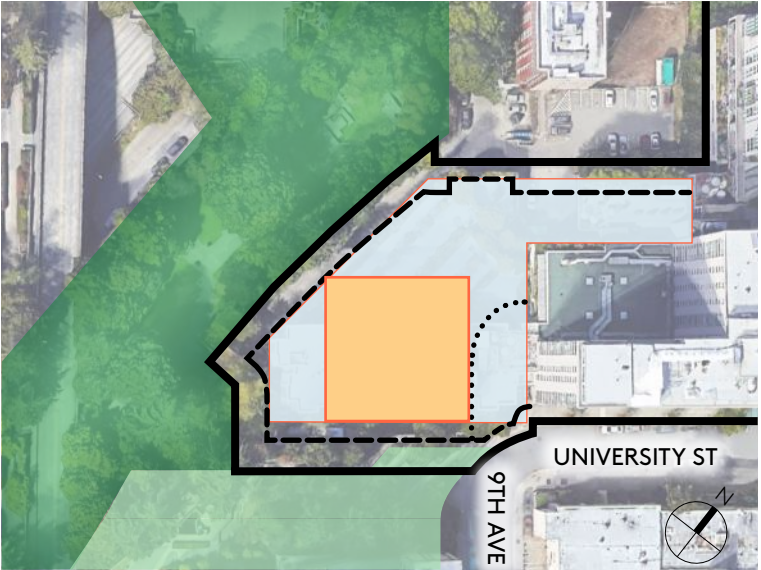
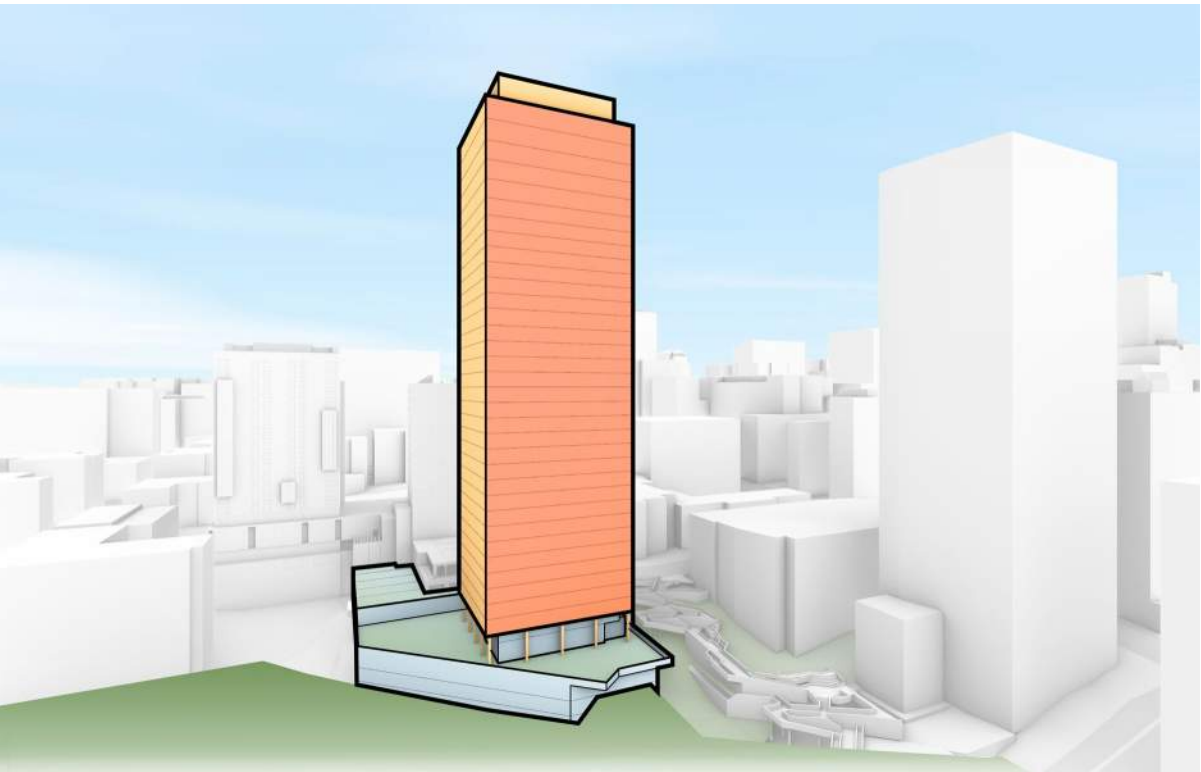
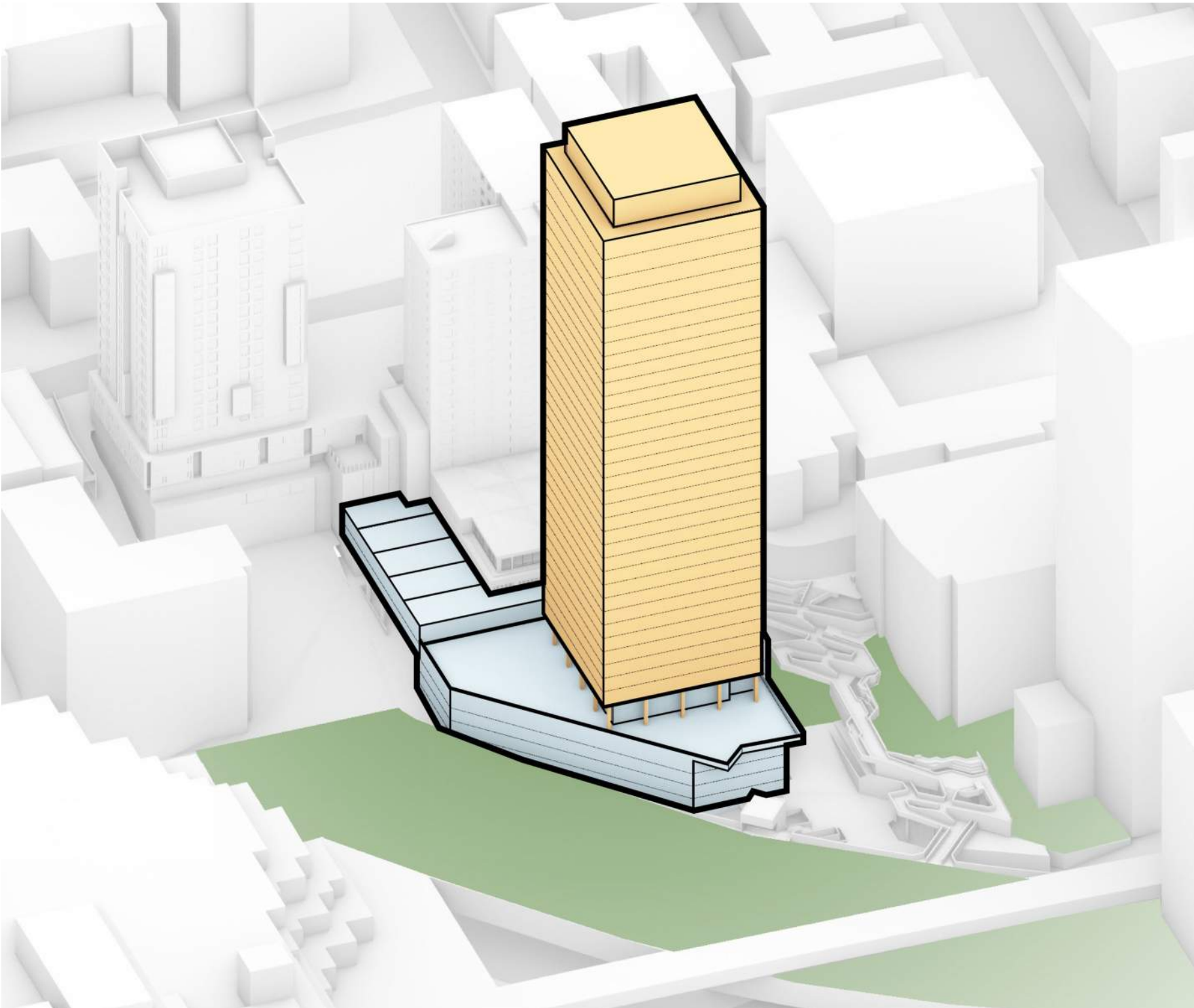
Articulated Tower Massing

- Reduced width facade facing Freeway Park
- Articulation reduces perceived scale of massing
- 2 Additional Terraces Stories at Podium
- Departures #1 & #2 requested

ALL SCHEMES | BELOW STREET-LEVEL FLOOR PLANS



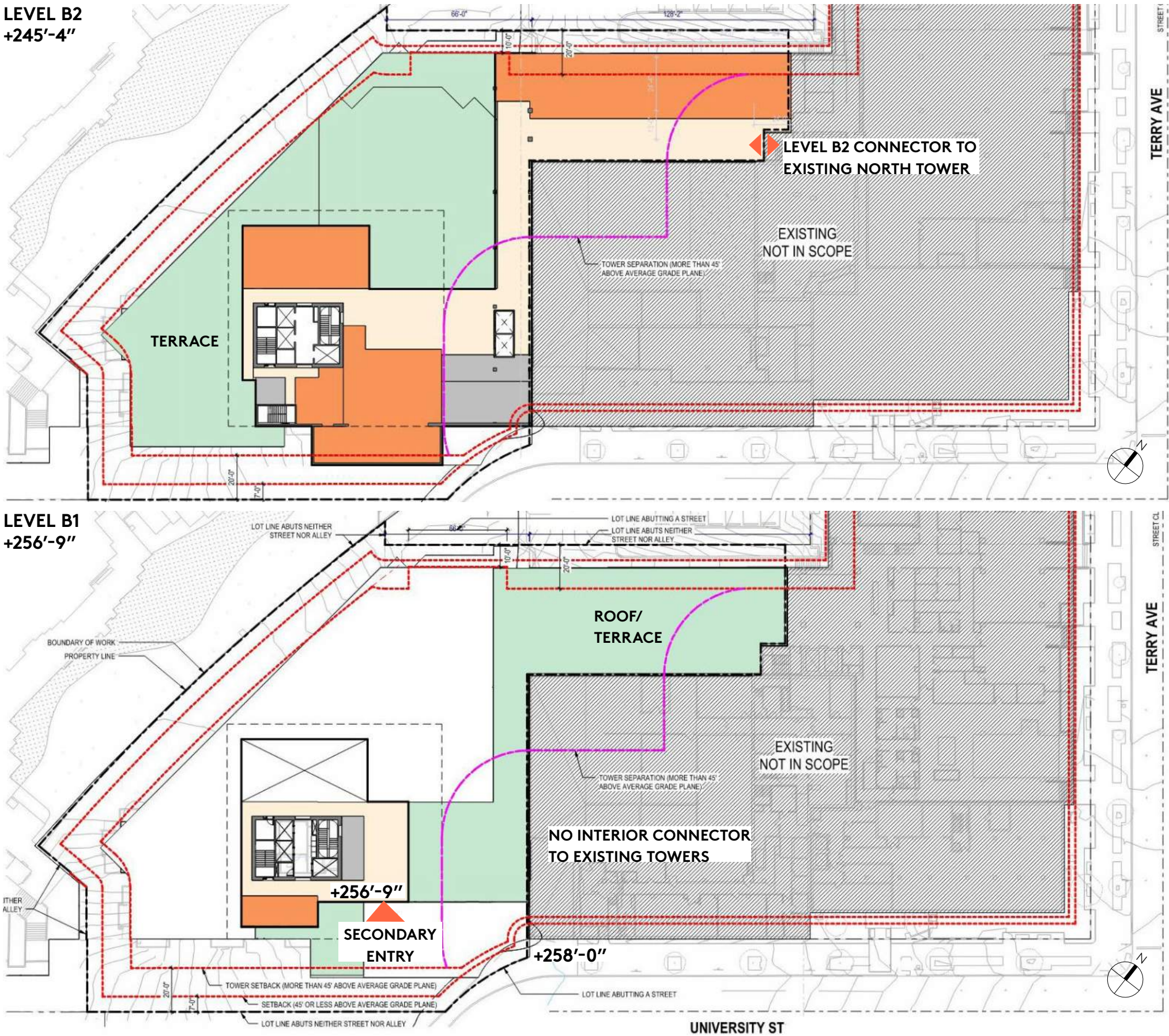
SCHEME 01



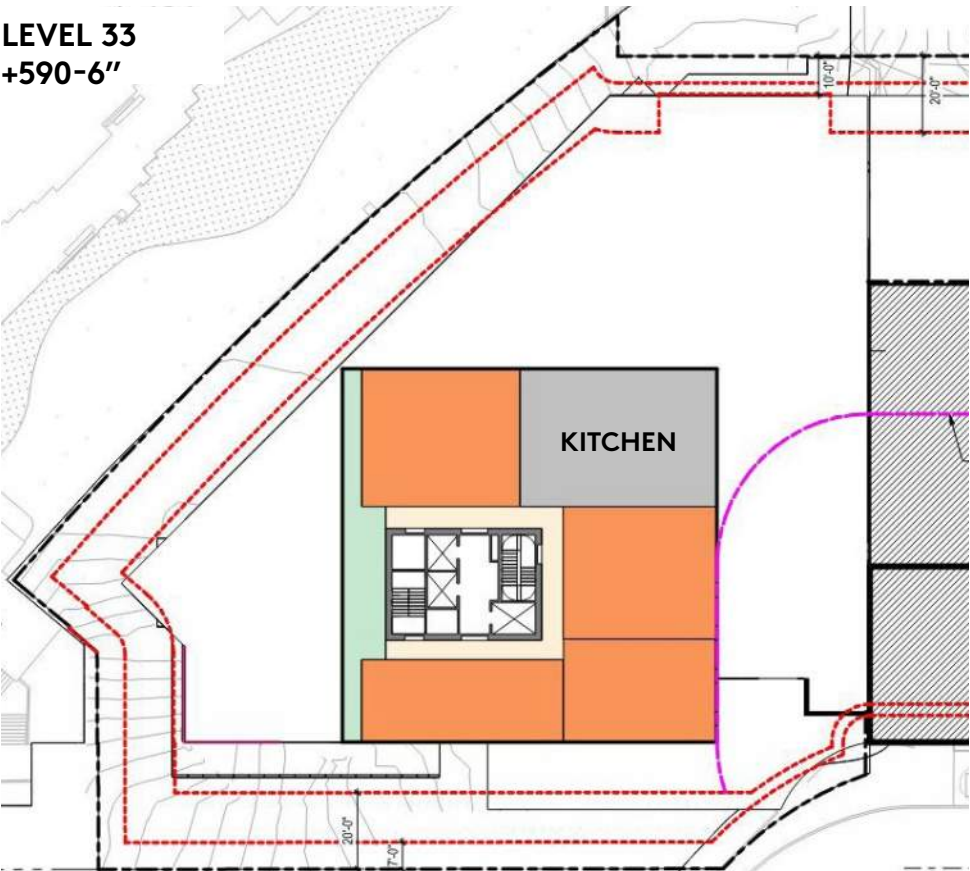
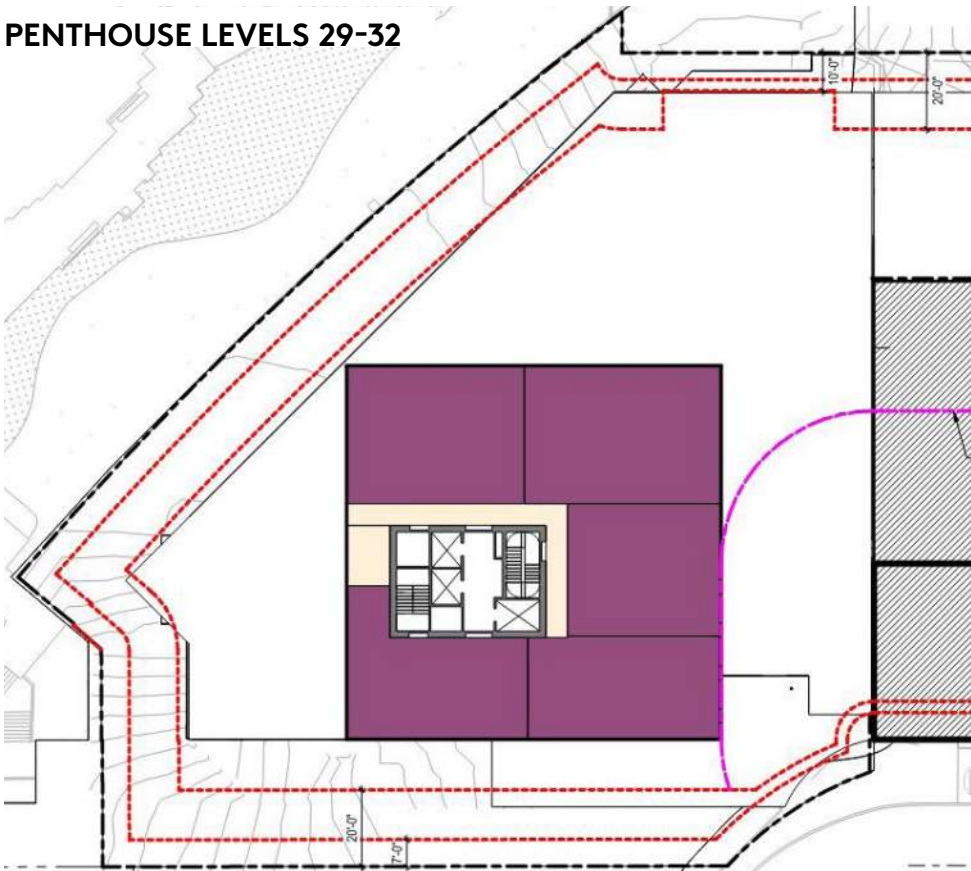
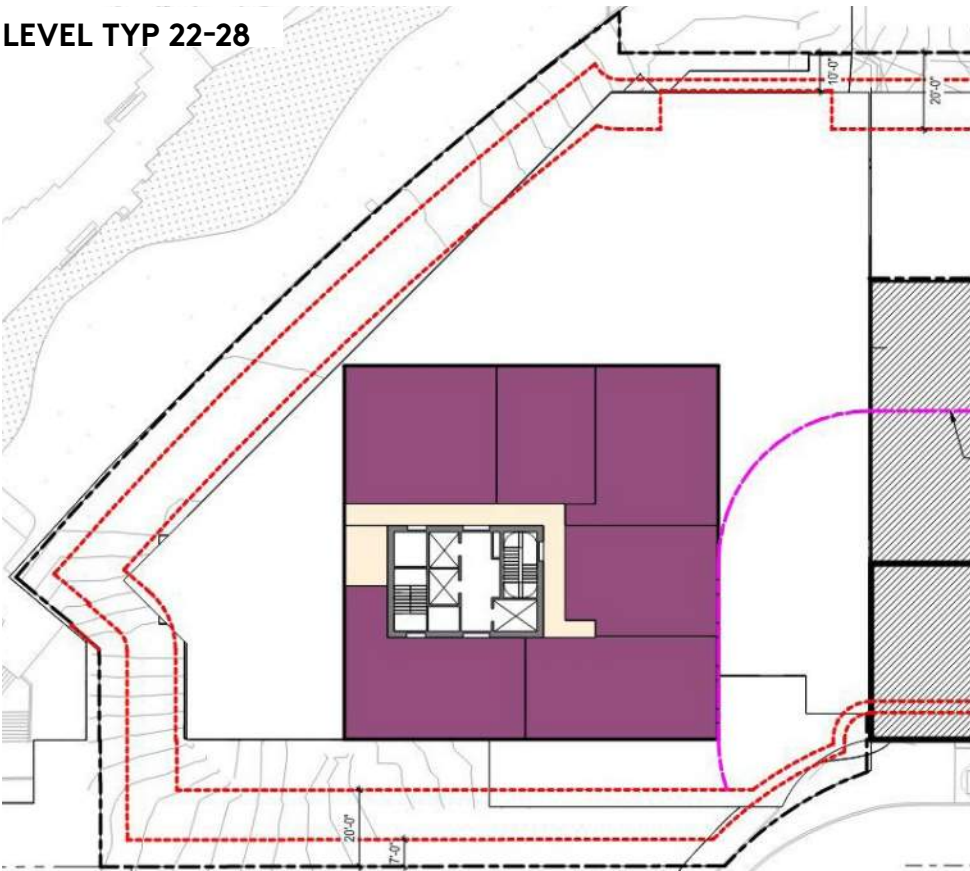
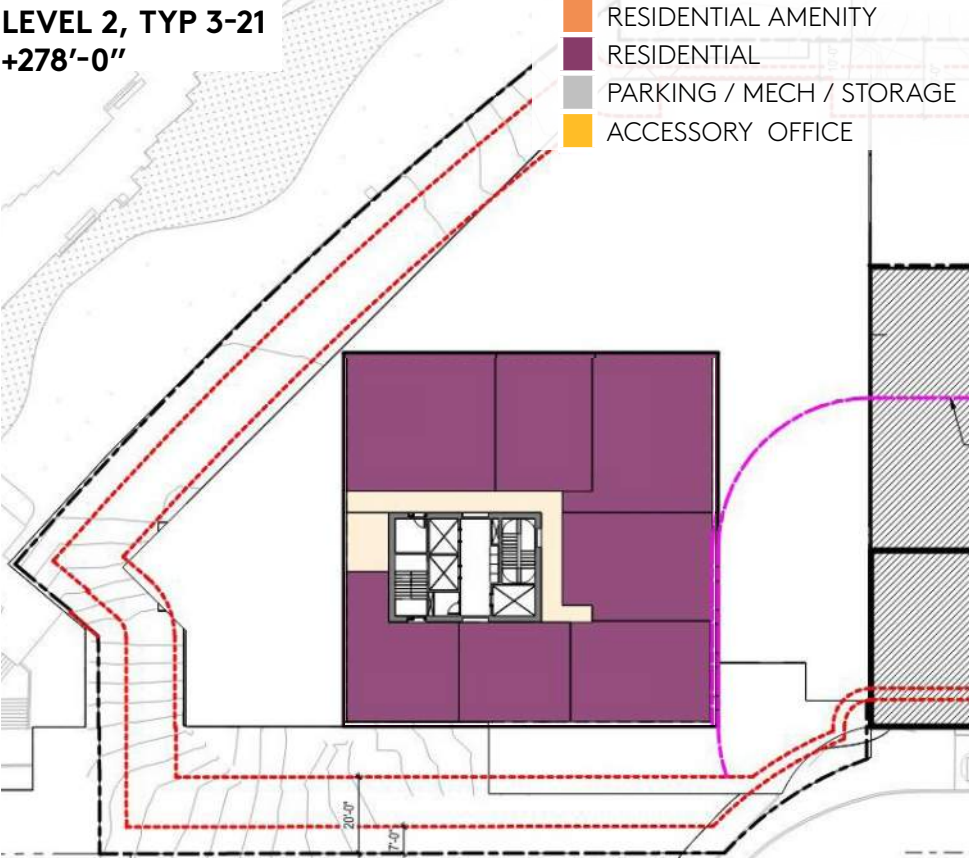
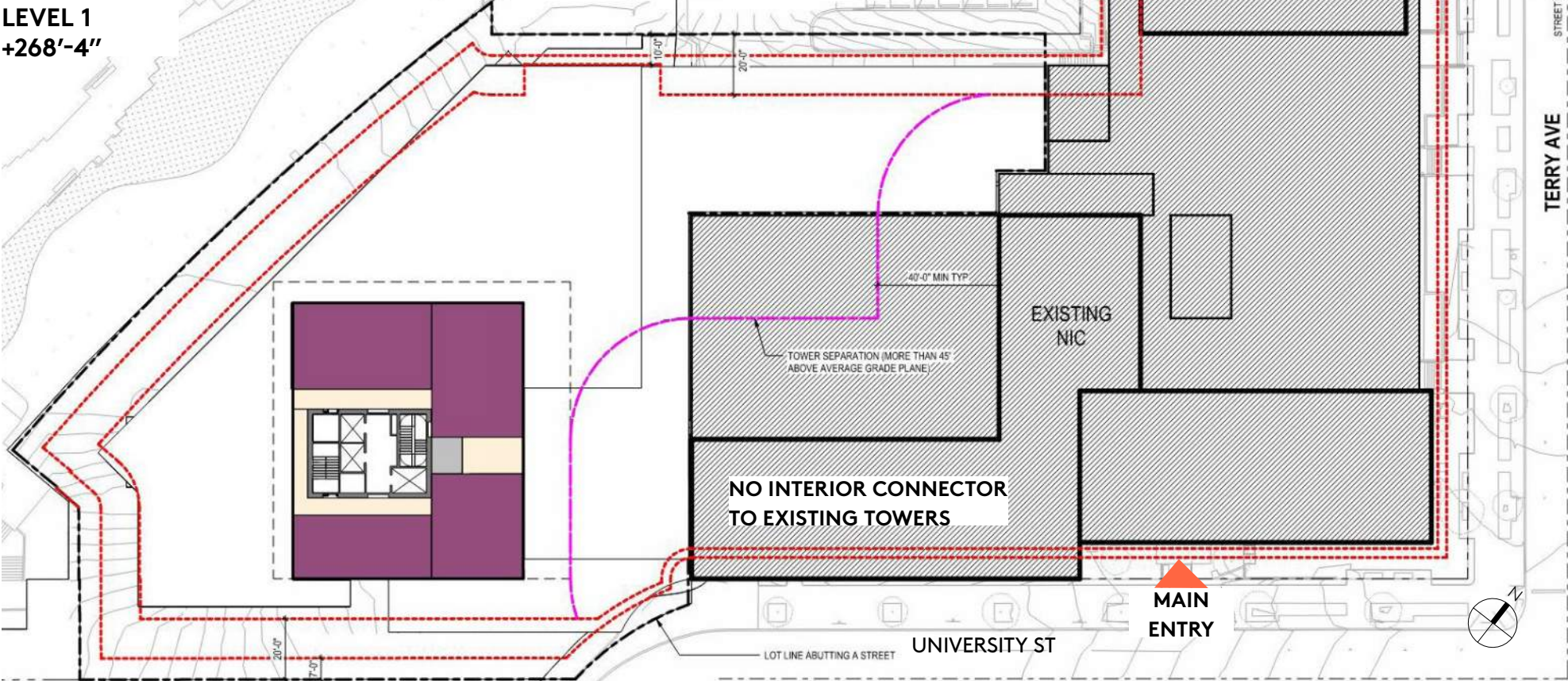
- SCHEME 01**
Square Massing
- Simple massing with wider facade facing Freeway Park
 - Compliant Podium Height

SCHEME 01 | LEVEL B2 & LEVEL B1 *FLOOR PLANS*

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



SCHEME 01 | TOWER *FLOOR PLANS*

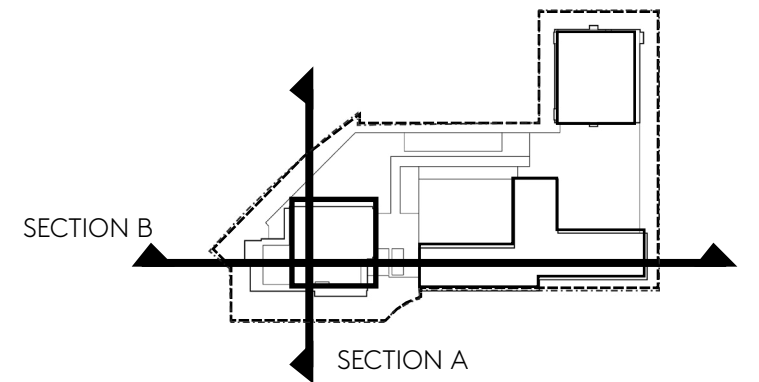


SCHEME 01 | *SECTIONS*



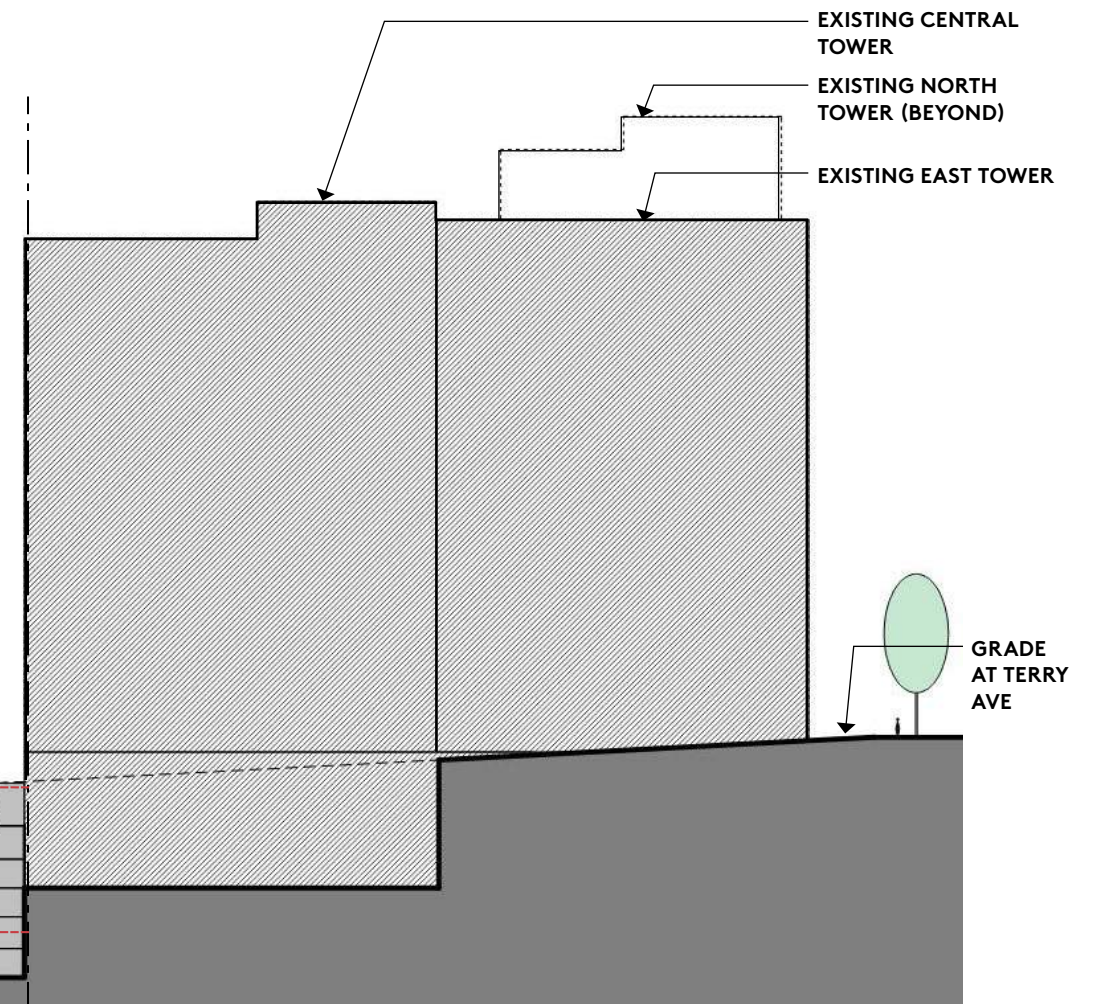
A | TRANSVERSE SECTION | FACING SOUTH-WEST

B | LONGITUDINAL SECTION | FACING NORTH-WEST



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

37



SCHEME 01 | STREET VIEWS

38



1 9TH AVE & SENECA



3 9TH AVE & UNIVERSITY ST.



5 UNIVERSITY ST. & TERRY AVE



2 FROM SW (CONVENTION CENTER)



4 UNIVERSITY ST. FROM FREEWAY PARK



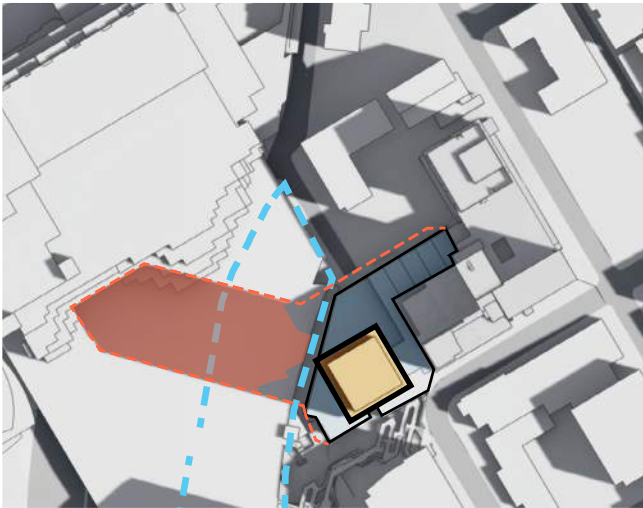
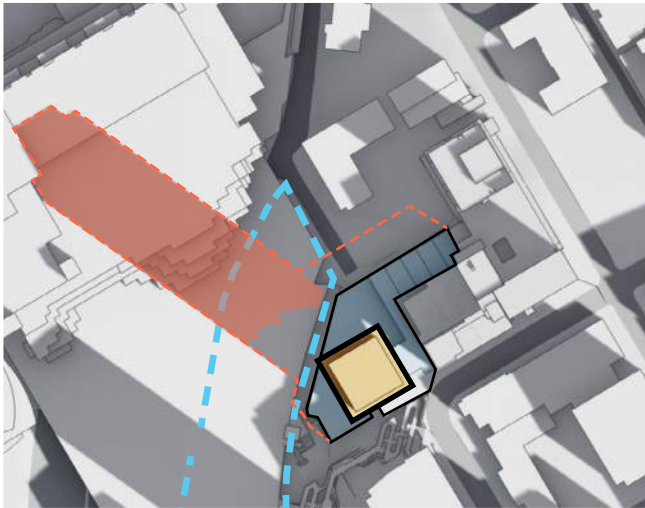
SCHEME 01 | SHADOW STUDIES

MARCH / SEPT. 21

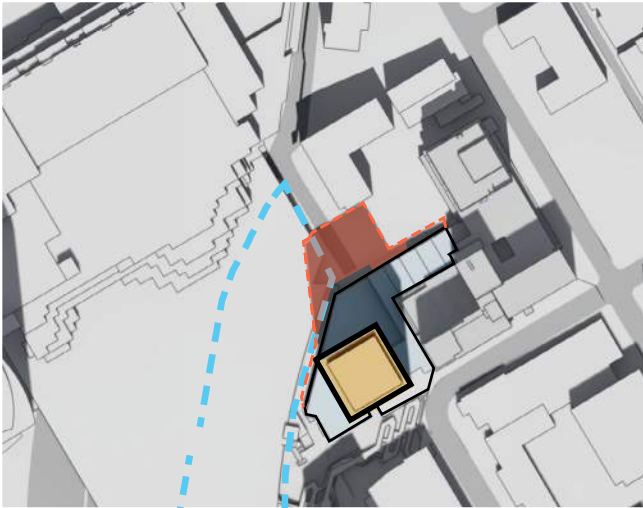
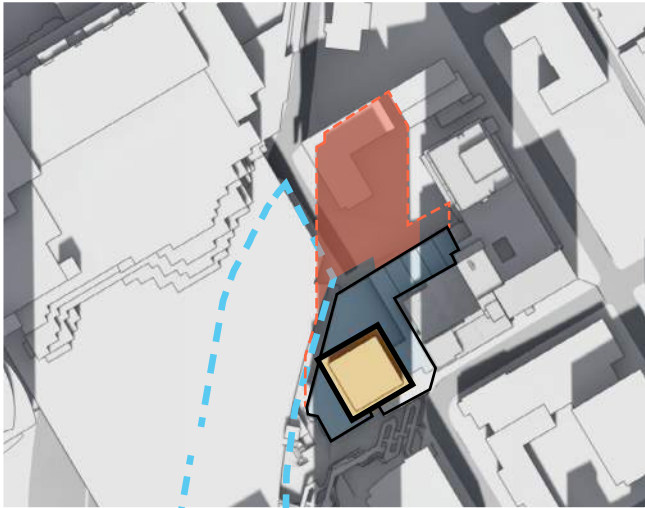
JUNE 21

DECEMBER 21

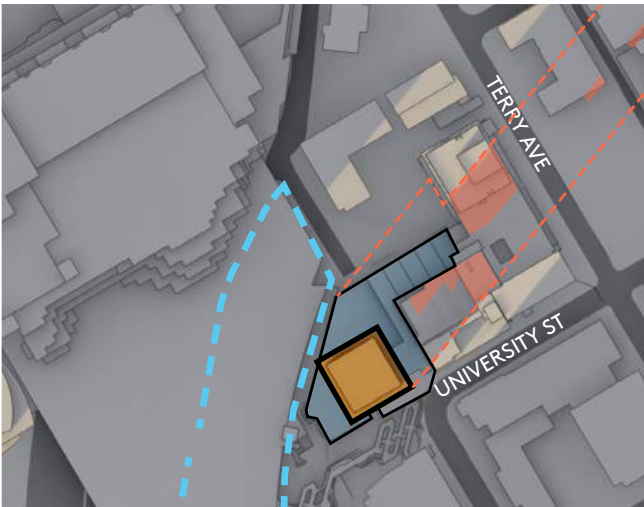
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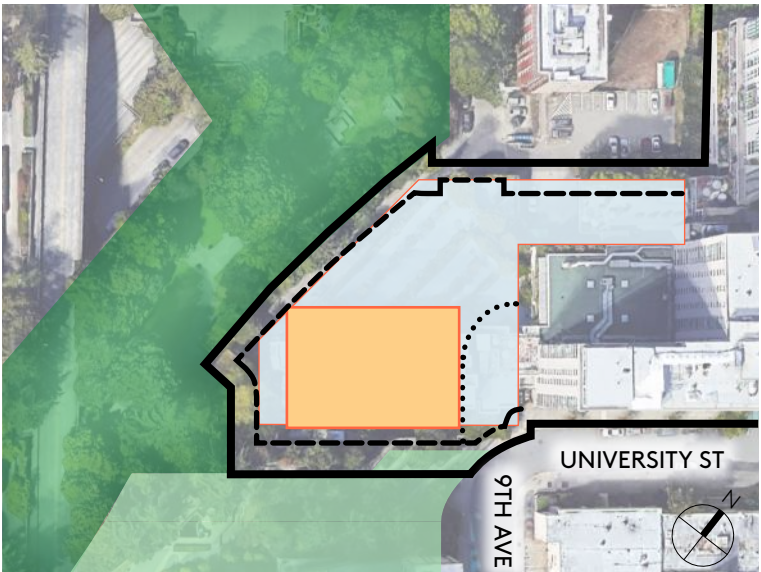
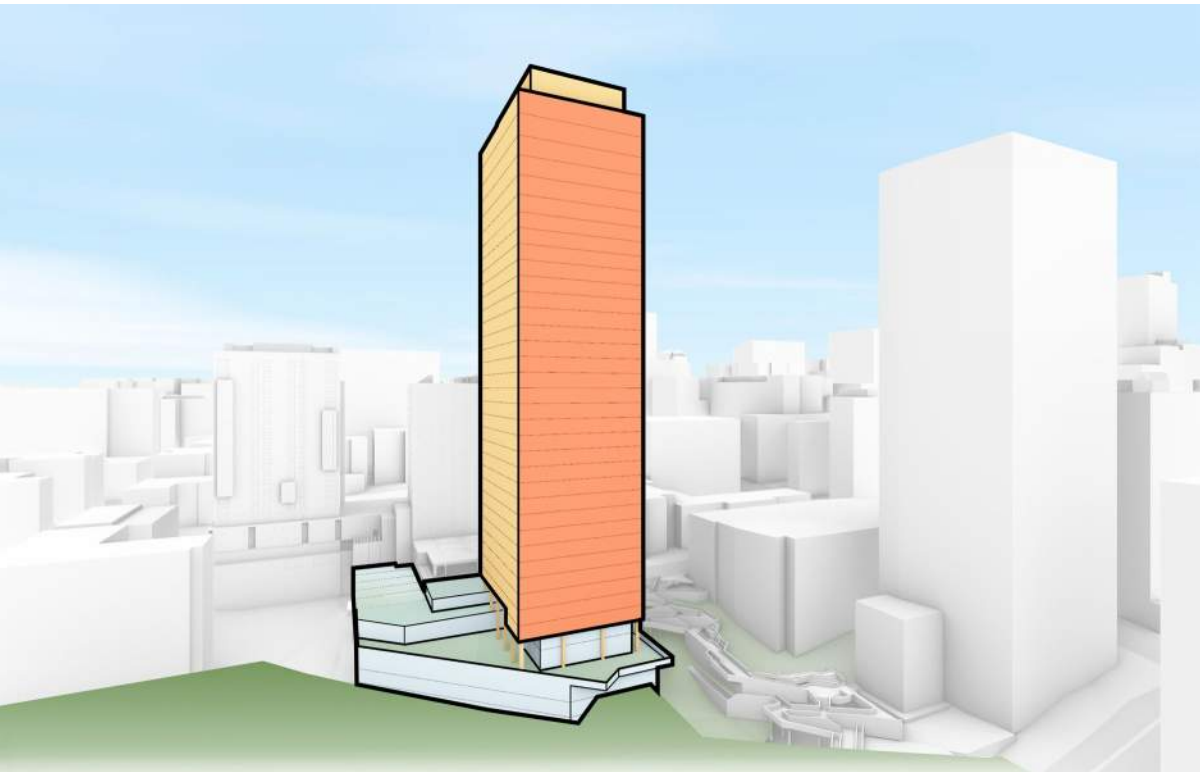
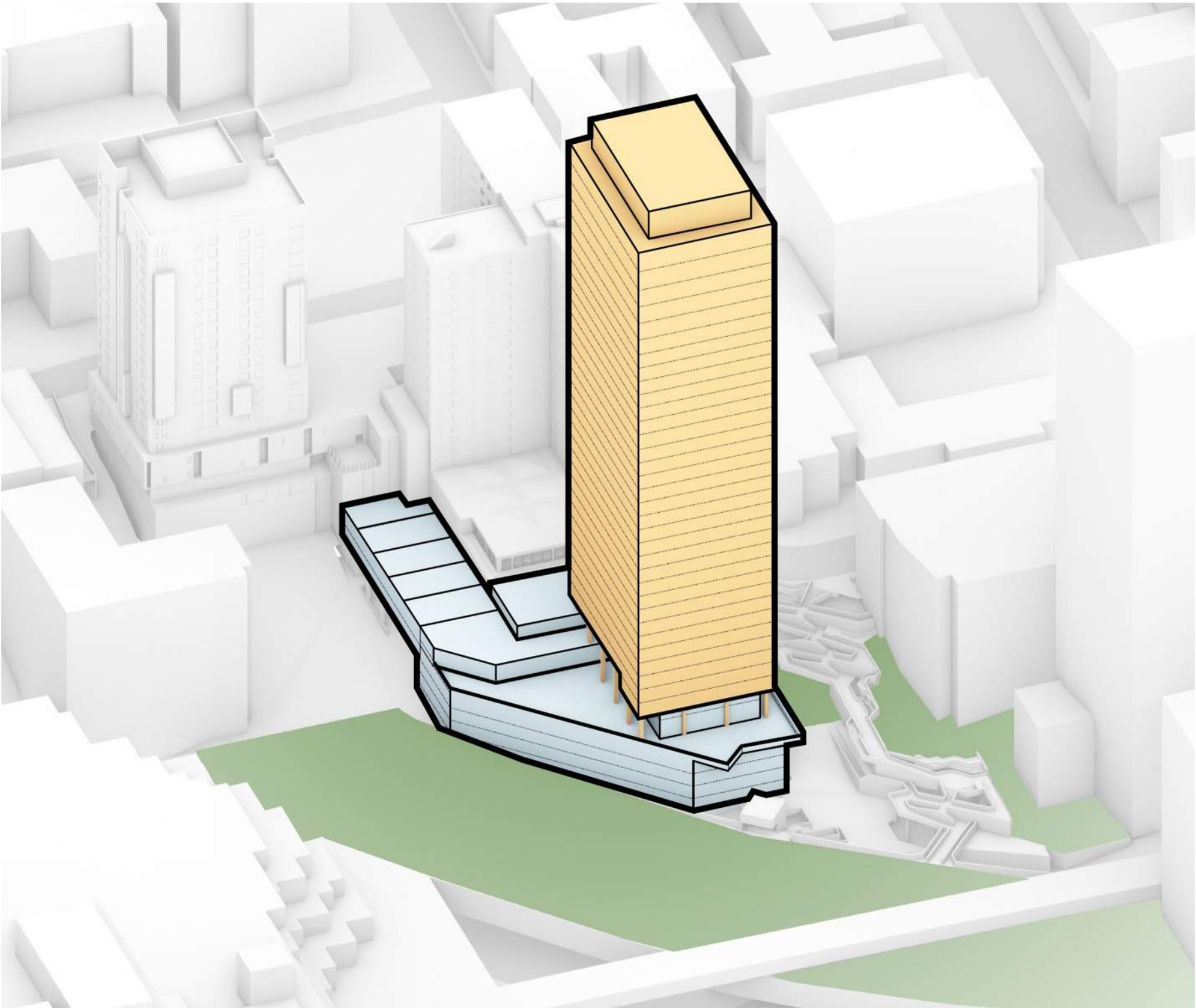


LEGEND

- PROPOSED BUILDING
- PROPOSED SHADOW IMPACT
- PROPOSED SHADOW OUTLINE
- FREEWAY PARK

SCHEME 02

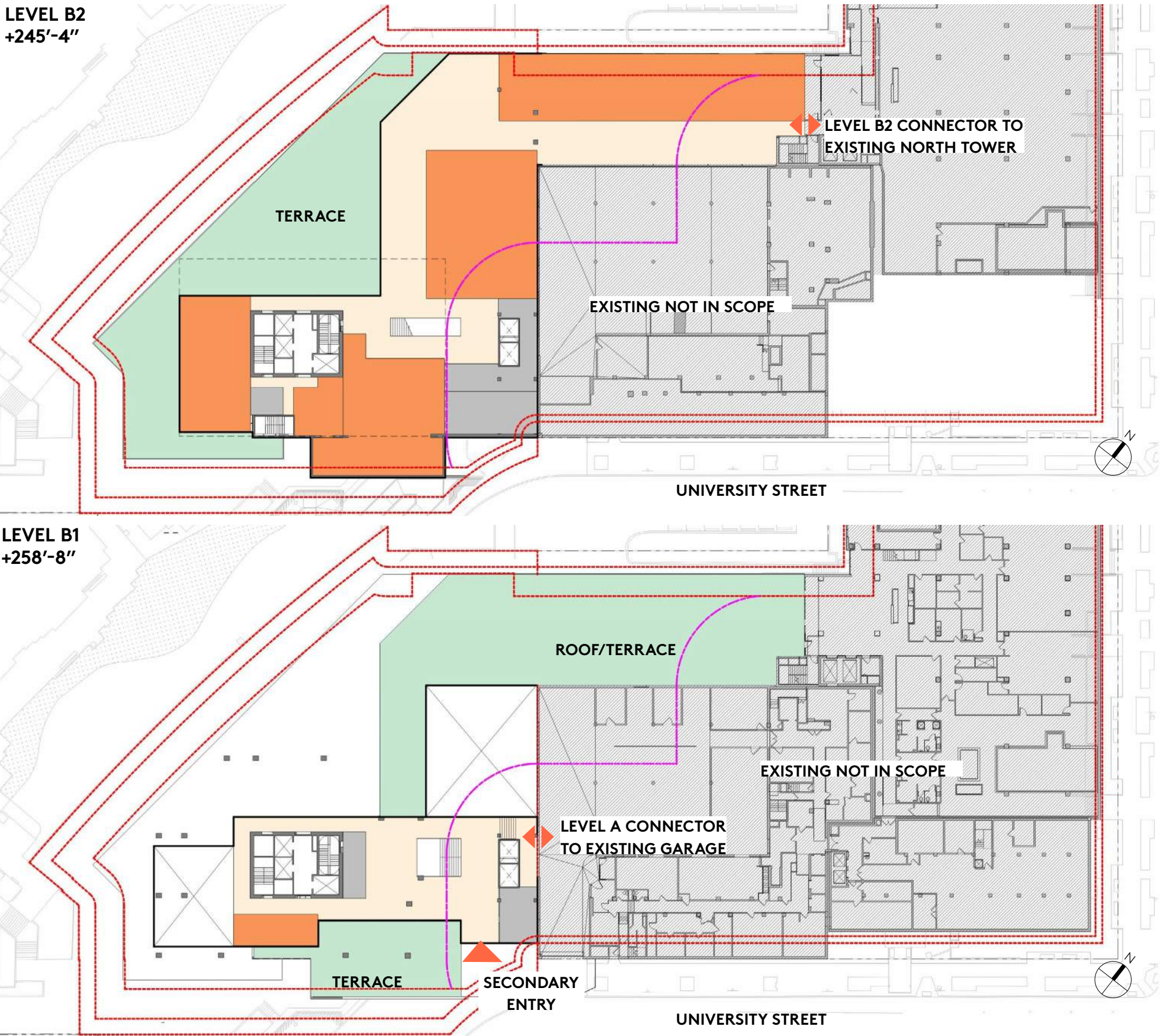
40



- SCHEME 02**
Rectangular Massing
- Simple massing with reduced width facade facing Freeway Park
 - 2 Additional Terraced Stories at Podium

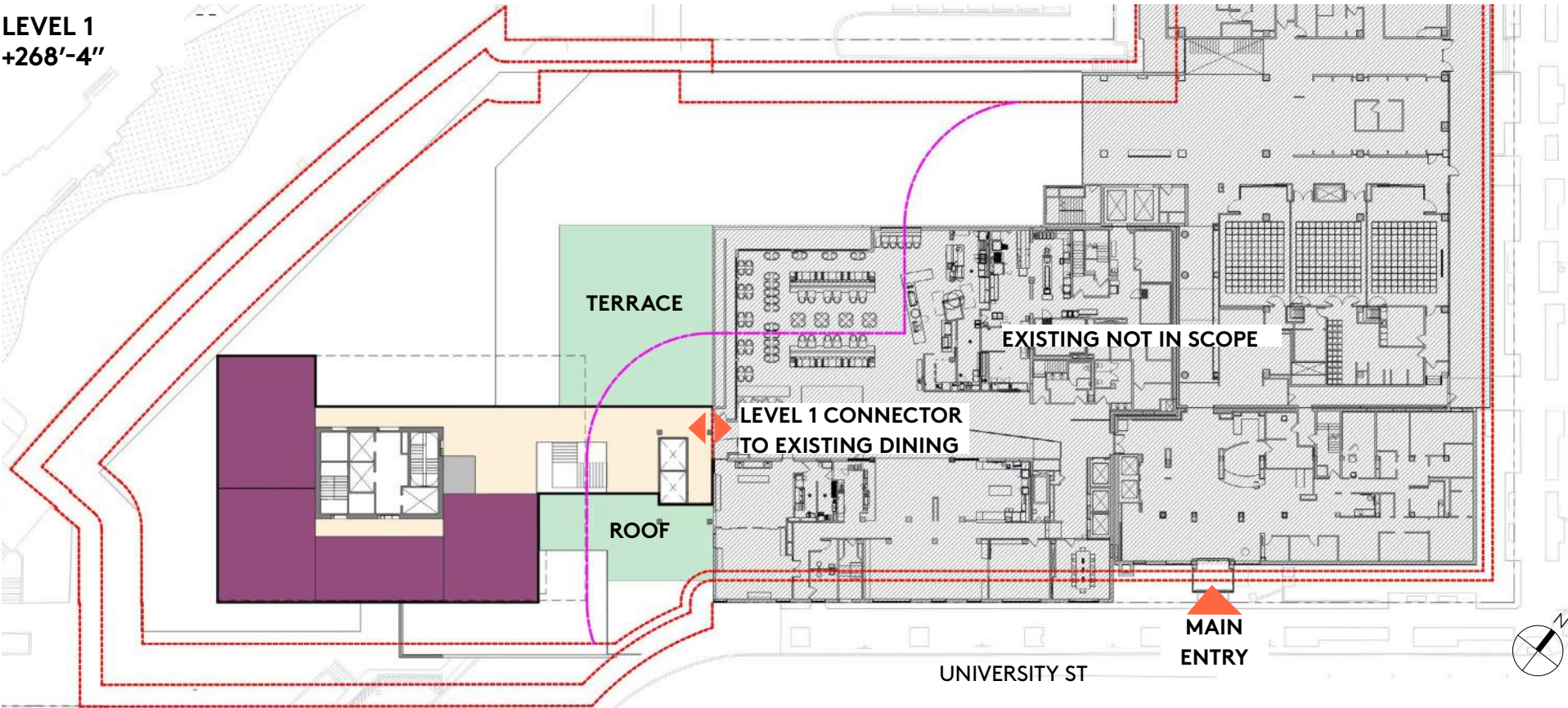
SCHEME 02 | LEVEL B2 & LEVEL B1 FLOOR PLANS

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

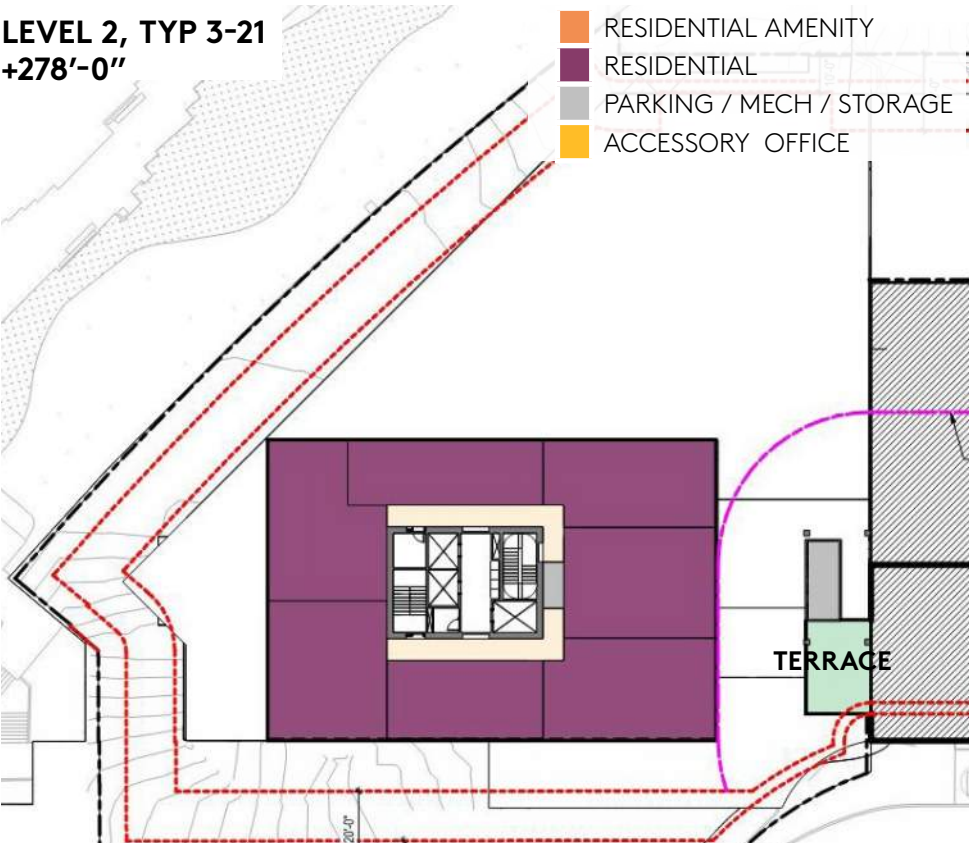


SCHEME 02 | TOWER *FLOOR PLANS*

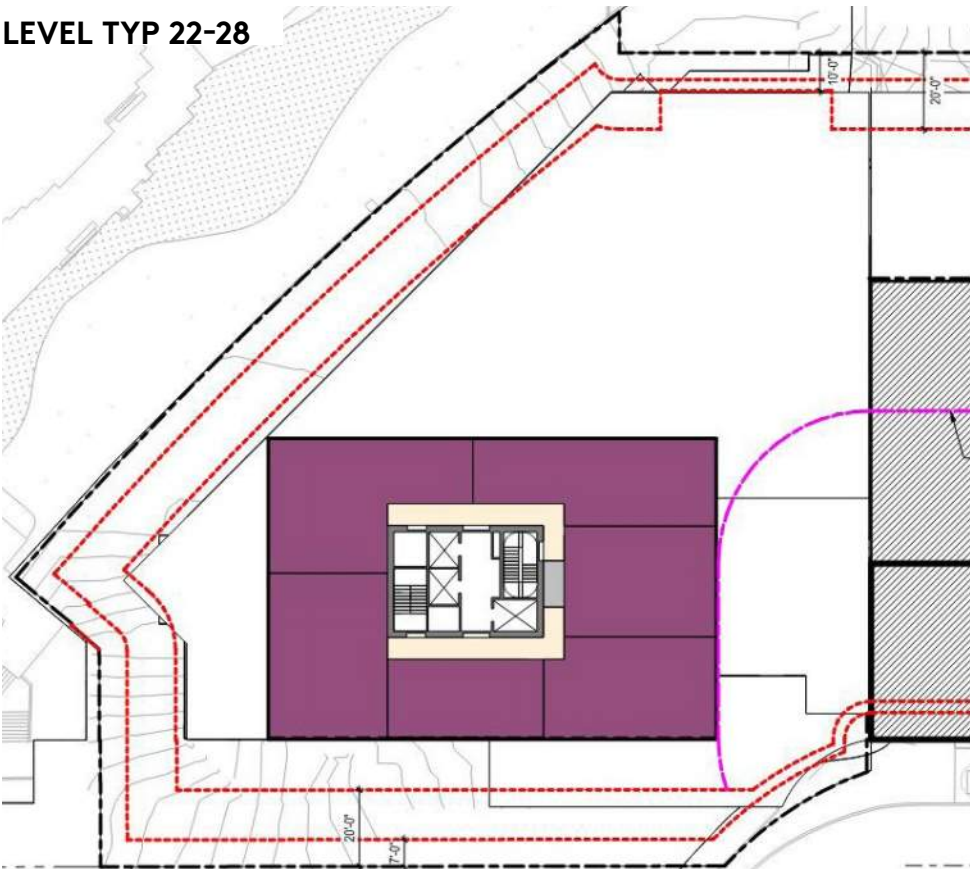
LEVEL 1
+268'-4"



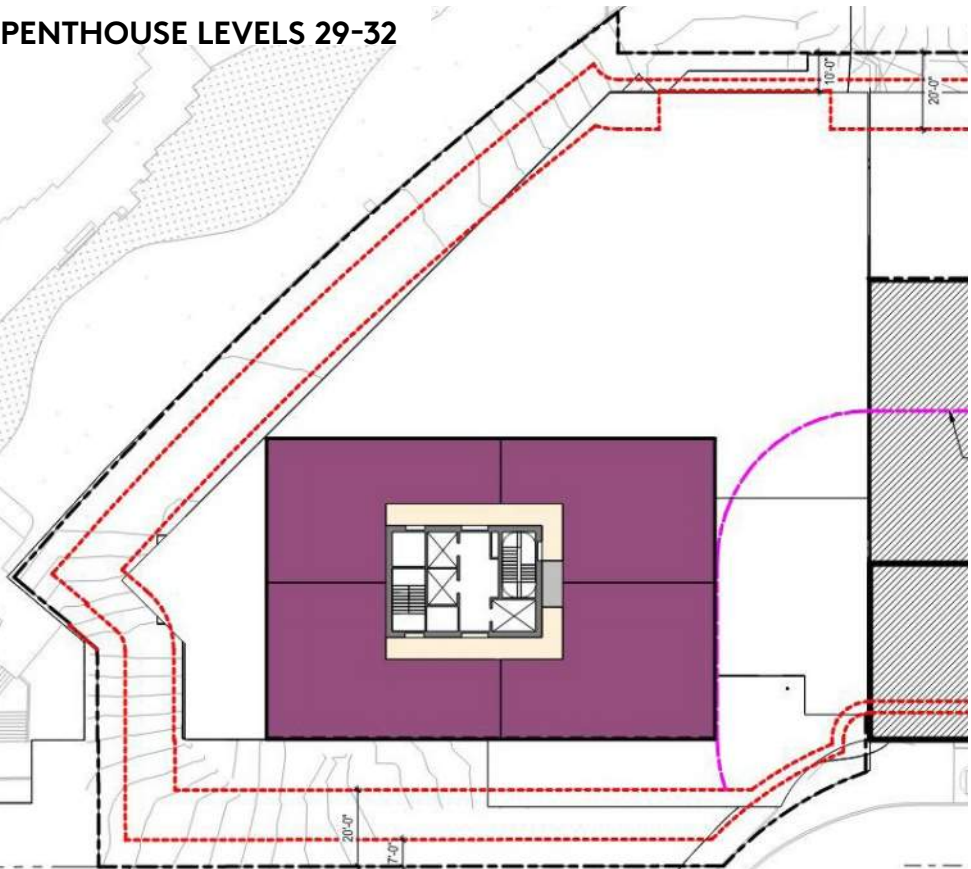
LEVEL 2, TYP 3-21
+278'-0"



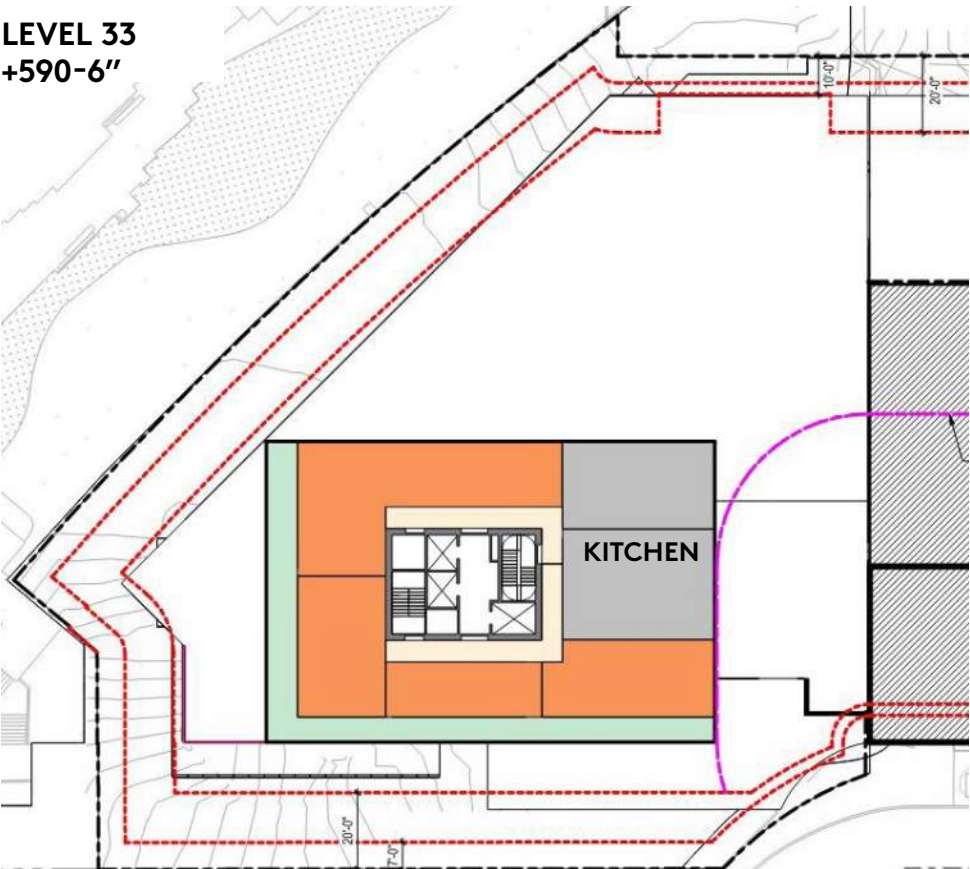
LEVEL TYP 22-28



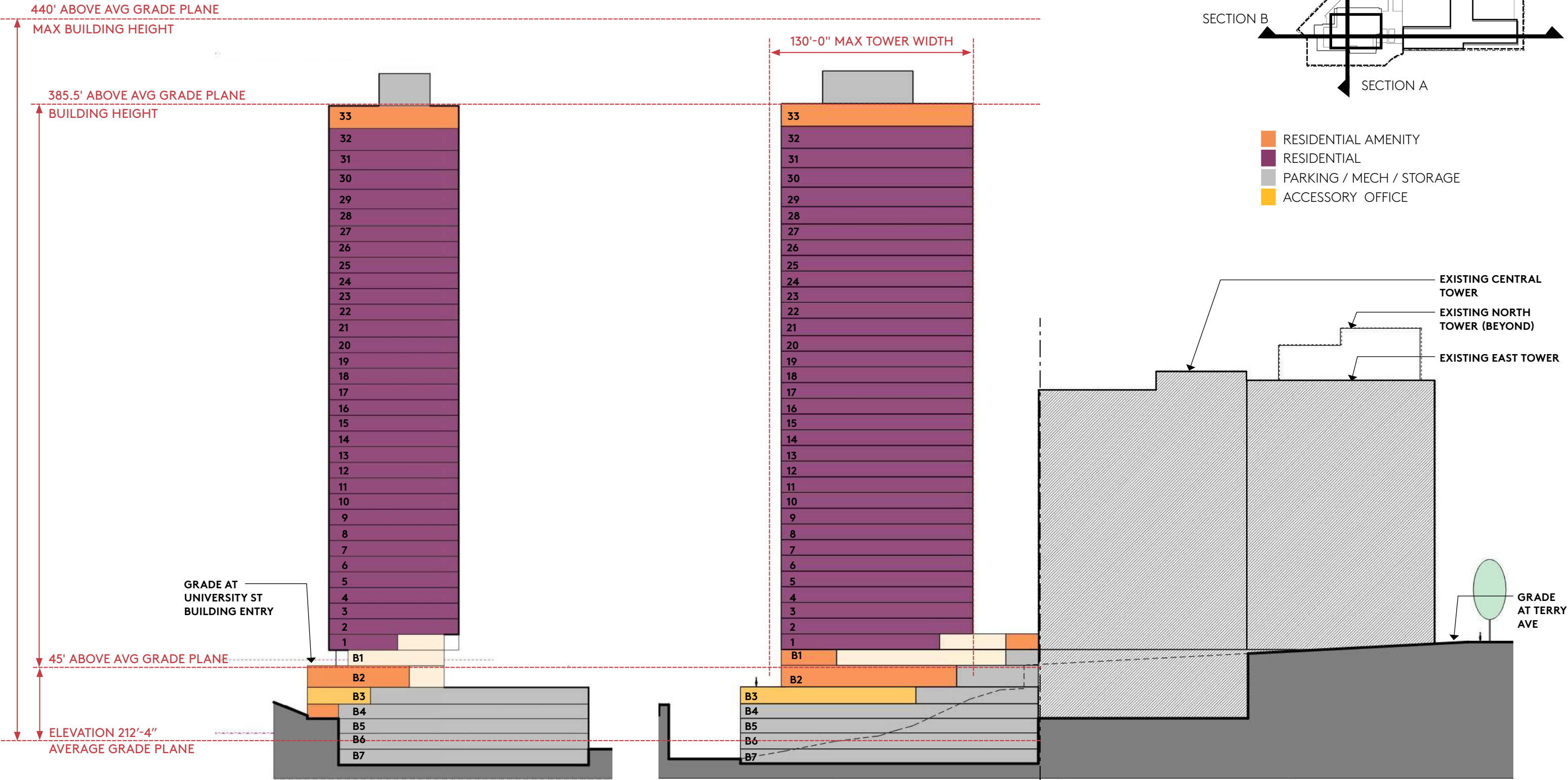
PENTHOUSE LEVELS 29-32



LEVEL 33
+590'-6"



SCHEME 02 | SECTIONS



A | TRANSVERSE SECTION | FACING SOUTH-WEST

B | LONGITUDINAL SECTION | FACING NORTH-WEST

SCHEME 02 | STREET VIEWS



1 9TH AVE & SENECA



3 9TH AVE & UNIVERSITY ST.



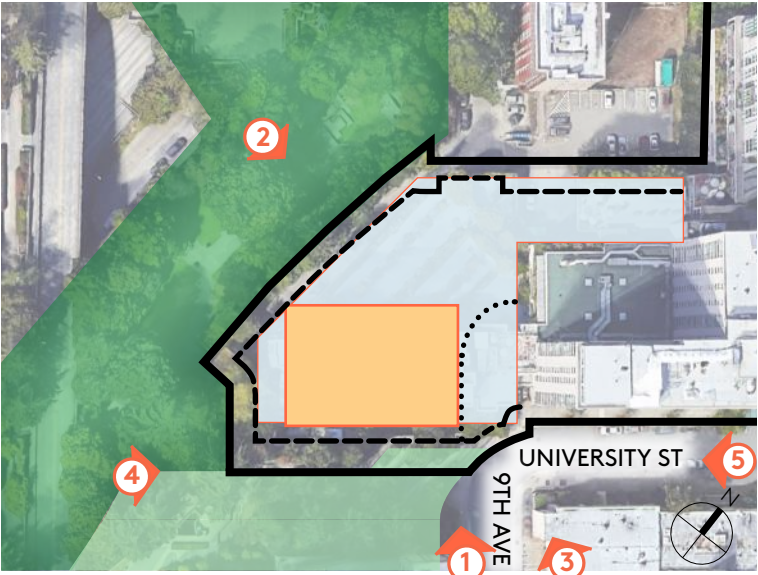
5 UNIVERSITY ST. & TERRY AVE



2 FROM SW (CONVENTION CENTER)



4 UNIVERSITY ST. FROM FREEWAY PARK



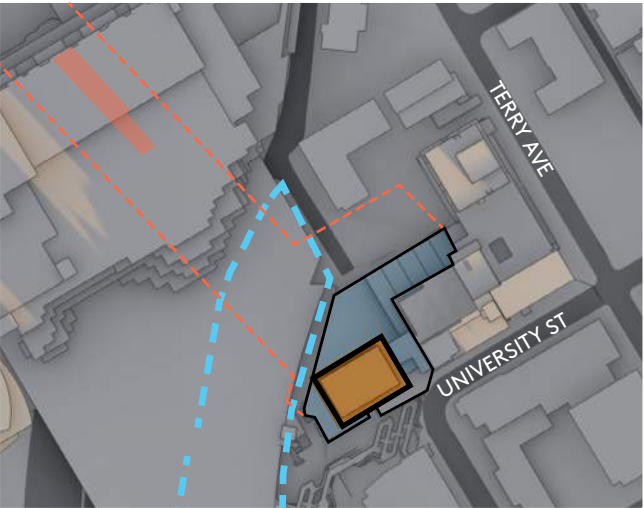
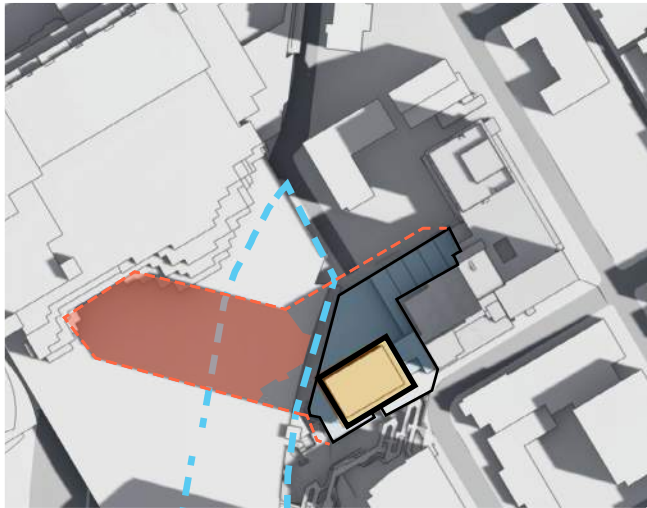
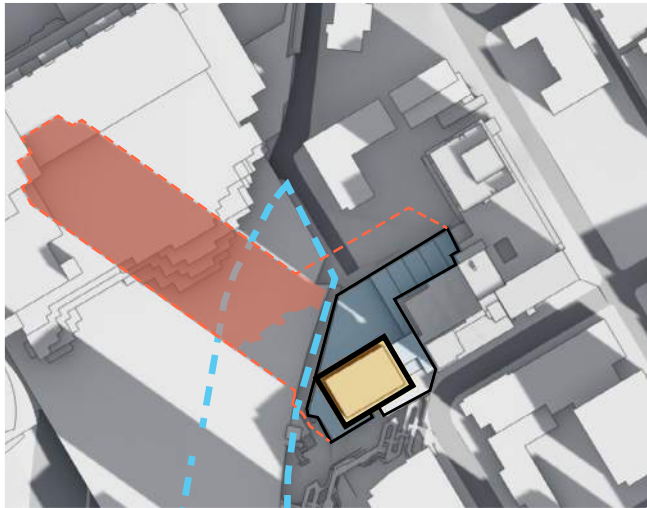
SCHEME 02 | SHADOW STUDIES

MARCH / SEPT. 21

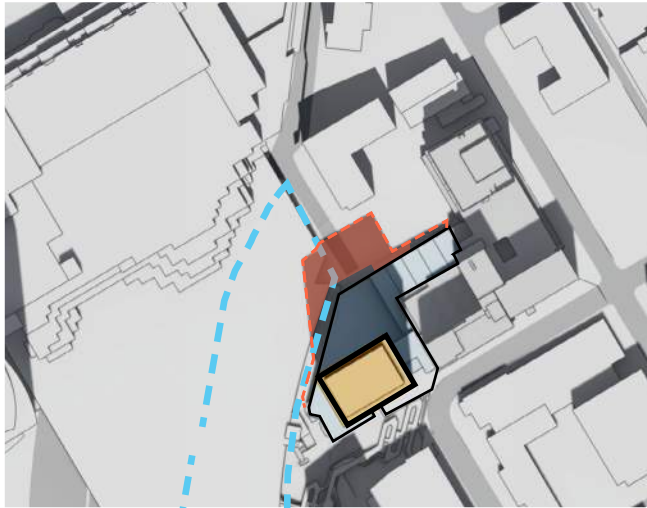
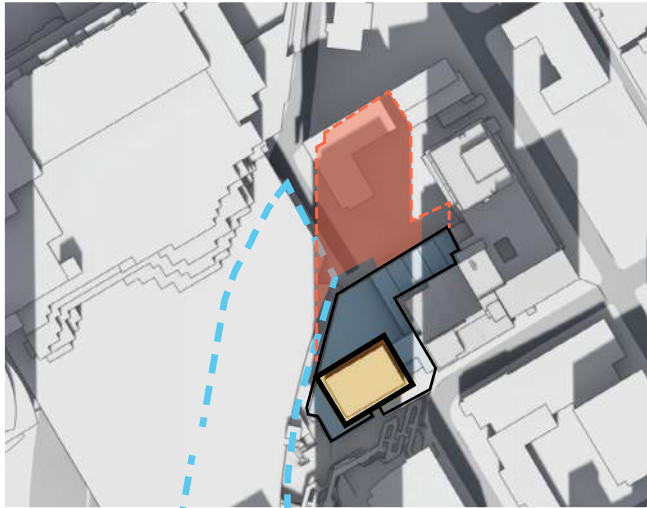
JUNE 21

DECEMBER 21

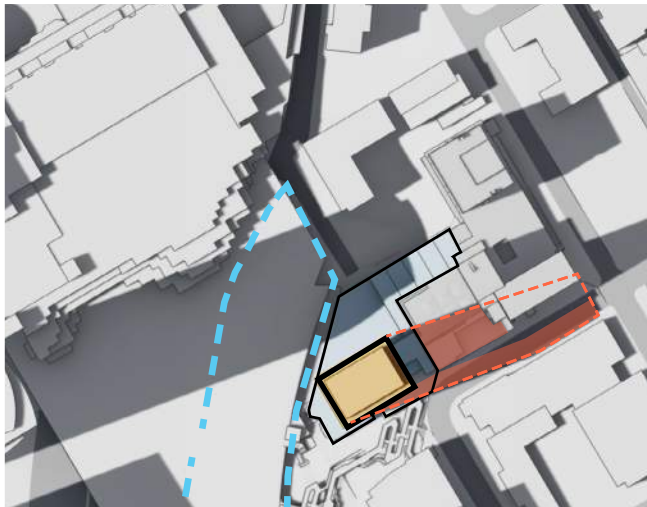
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SDCI PROJECT NUMBER 3039974-EG

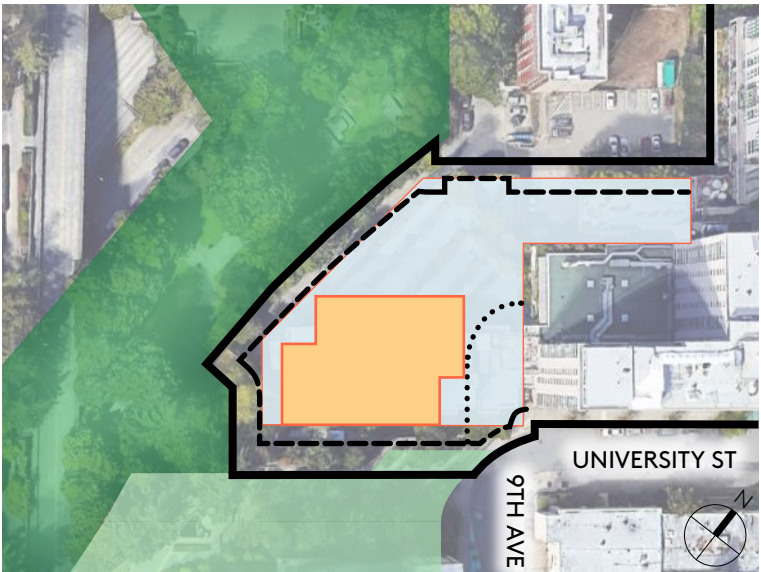
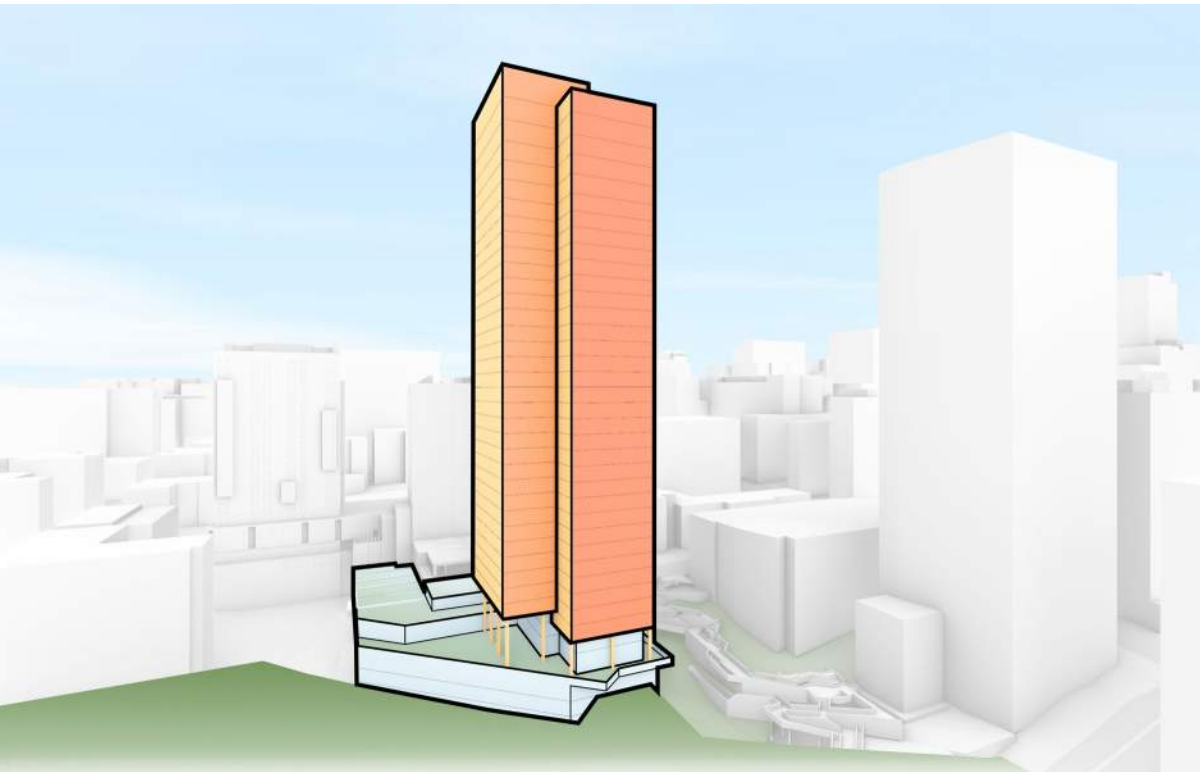
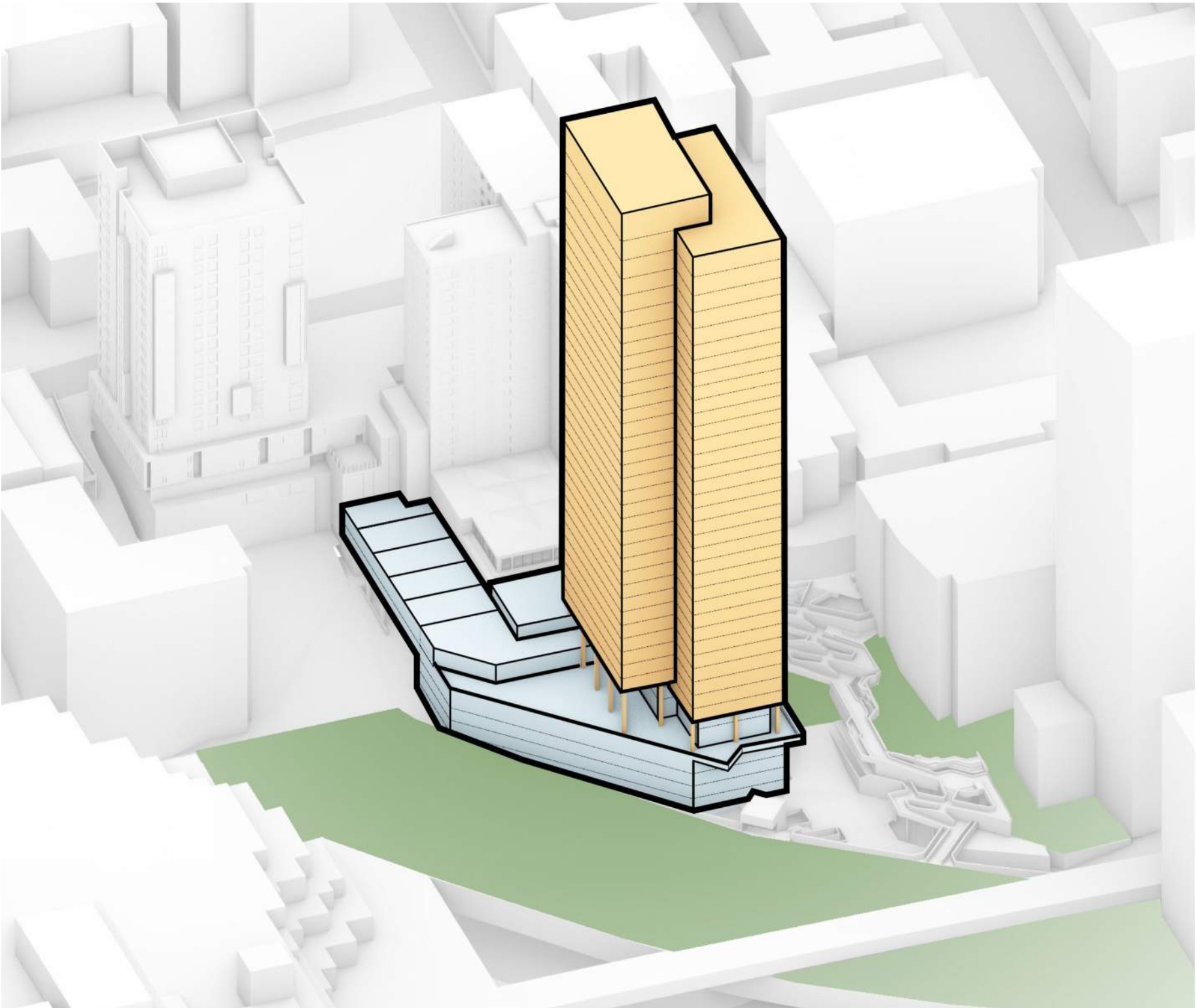


LEGEND

-  PROPOSED BUILDING
-  PROPOSED SHADOW IMPACT
-  PROPOSED SHADOW OUTLINE
-  FREEWAY PARK

SCHEME 03

46



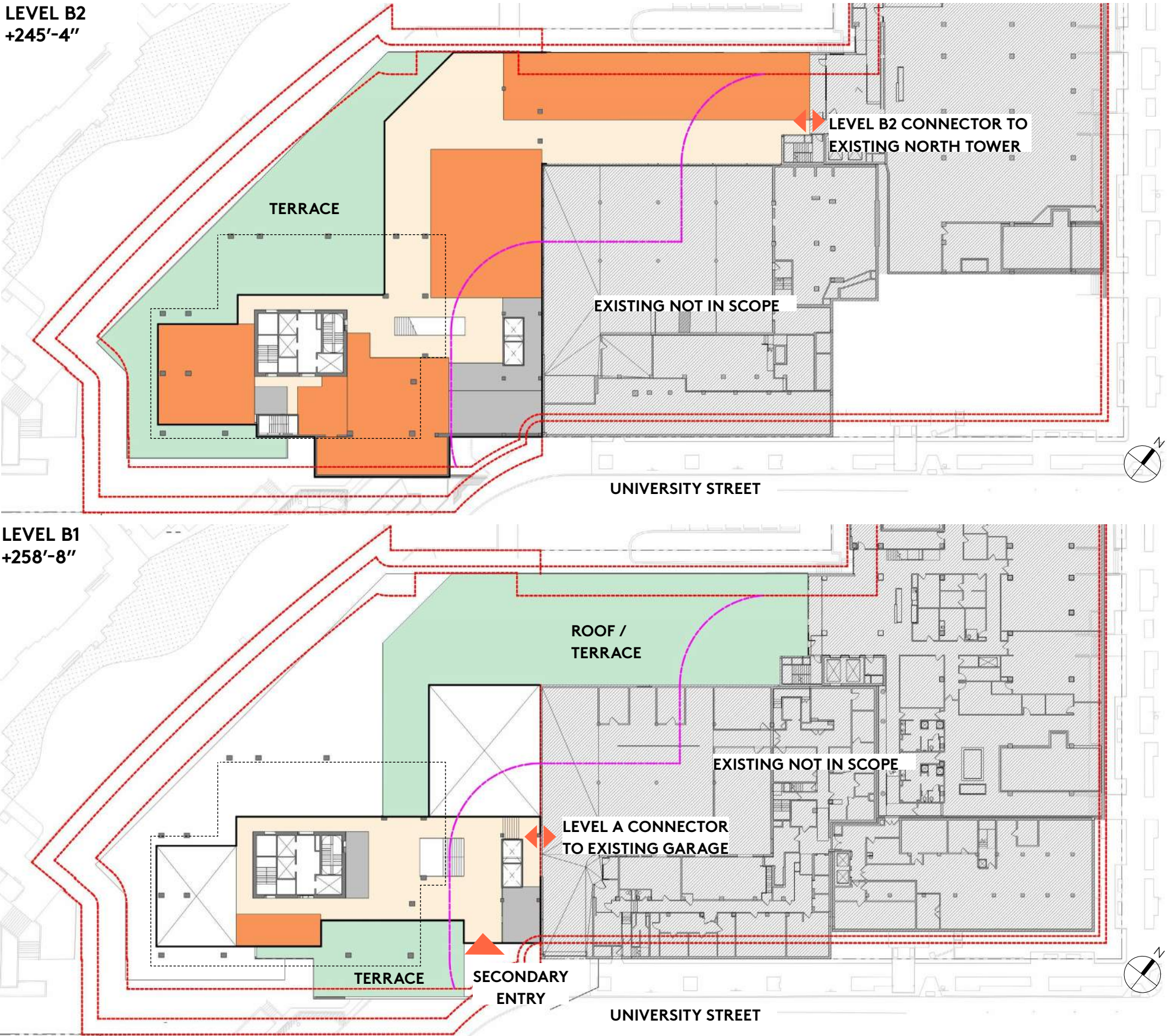
SCHEME 03

Articulated Tower Massing

- Reduced width facade facing Freeway Park
- Articulation reduces perceived scale of massing
- 2 Additional Terraces Stories at Podium

SCHEME 03 | LEVEL B2 & LEVEL B1 *FLOOR PLANS*

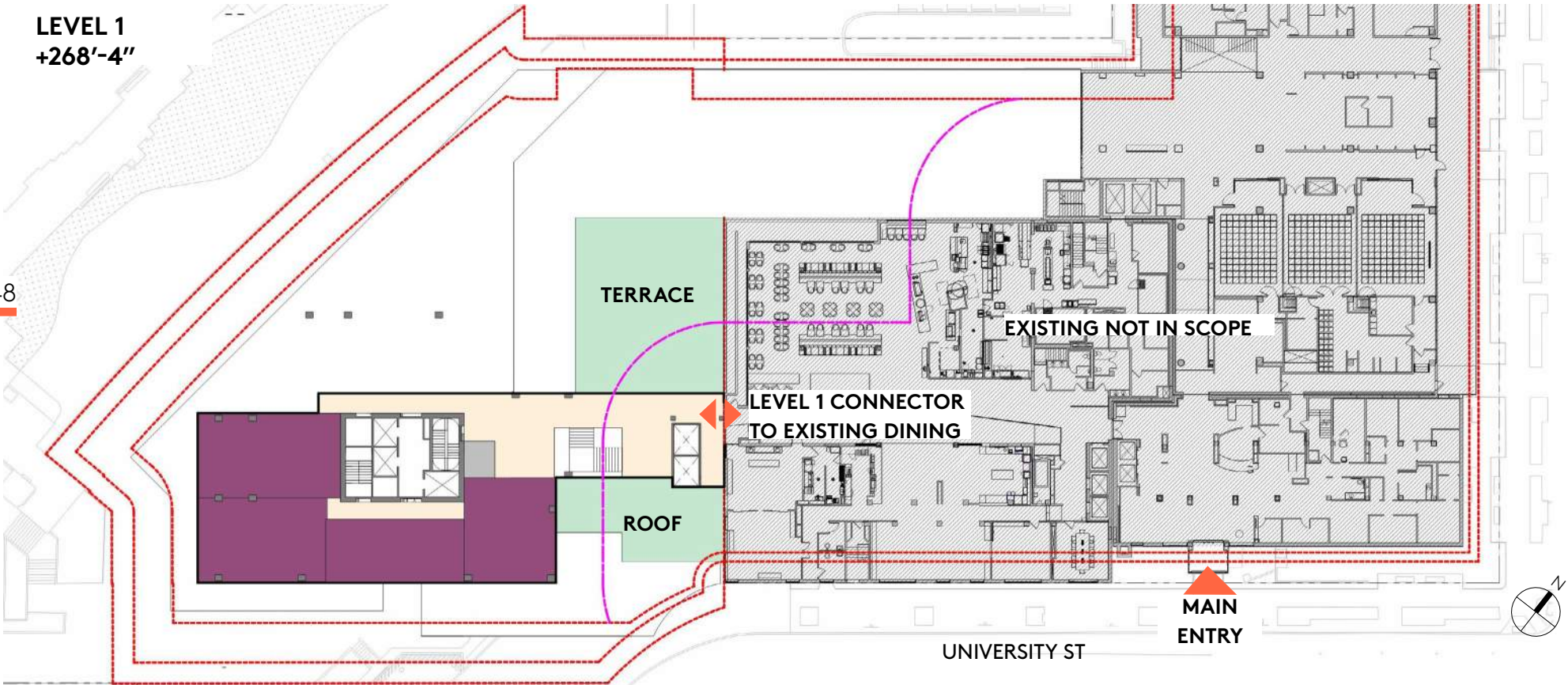
- RESIDENTIAL AMENITY
- RESIDENTIAL
- PARKING / MECH / STORAGE
- ACCESSORY OFFICE



SCHEME 03 | TOWER FLOOR PLANS

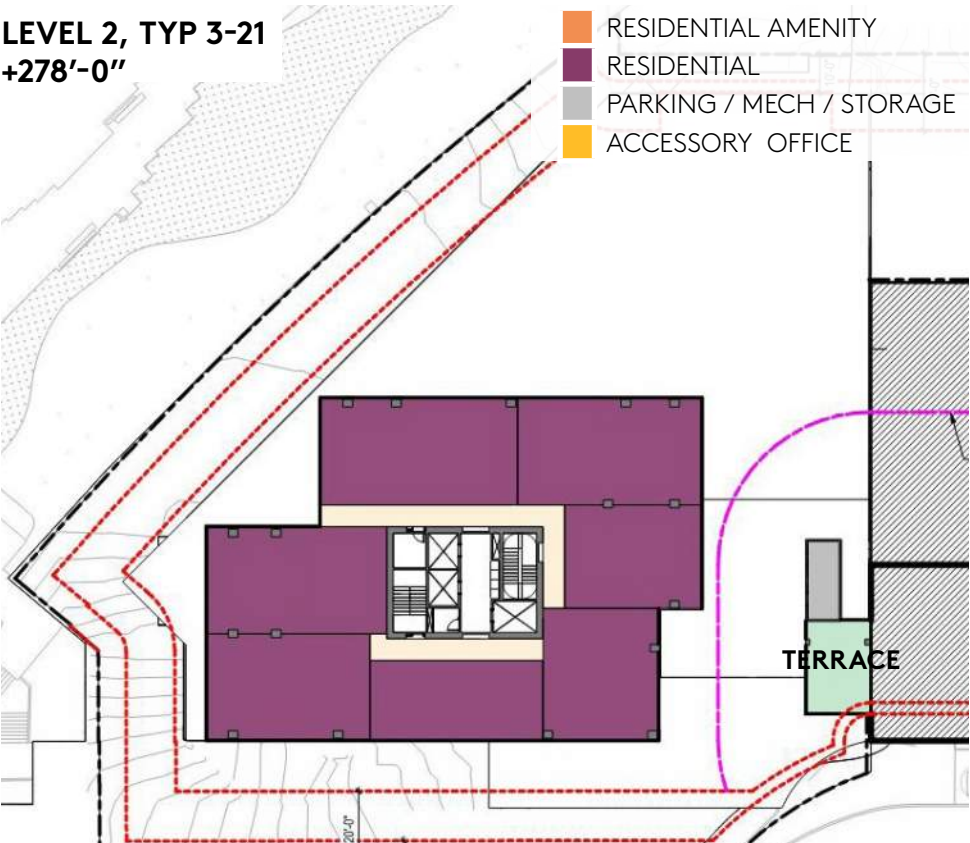
LEVEL 1
+268'-4"

48

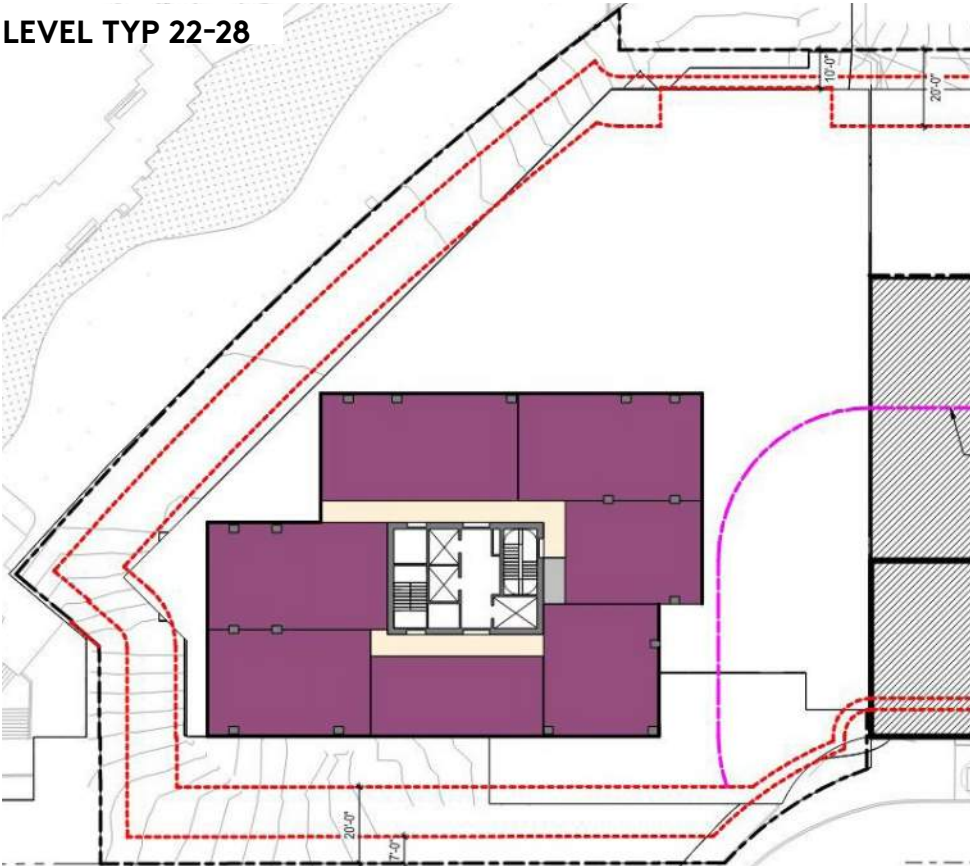


LEVEL 2, TYP 3-21
+278'-0"

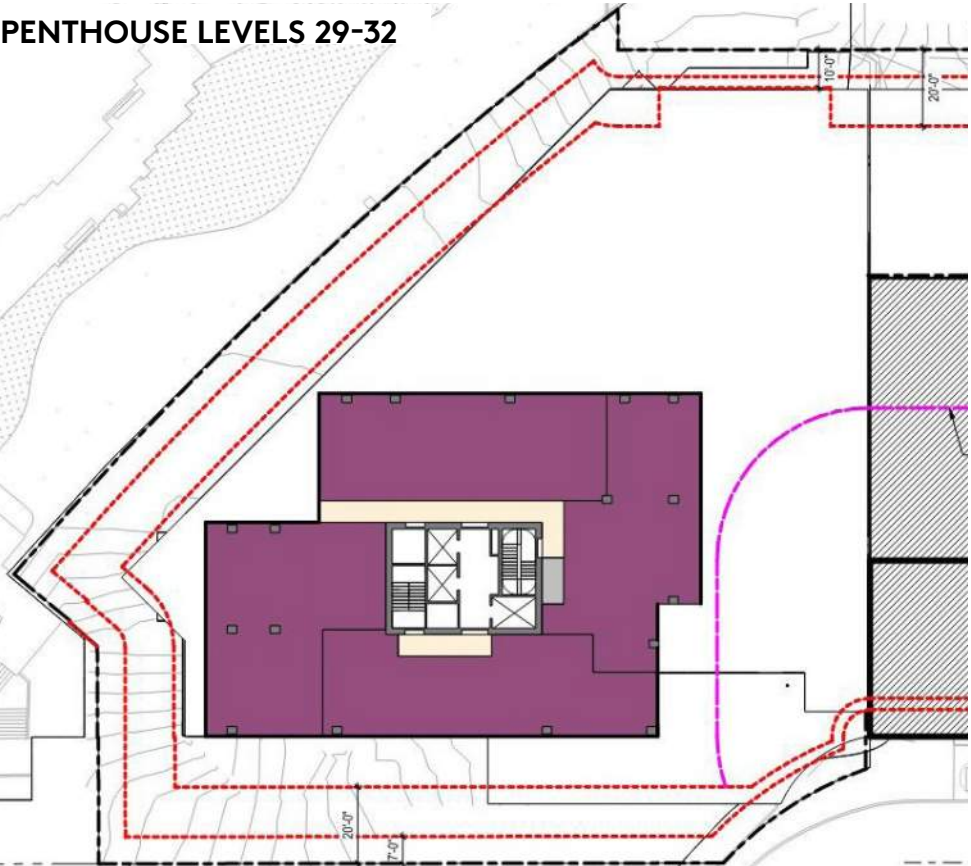
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- PARKING / MECH / STORAGE
- ACCESSORY OFFICE



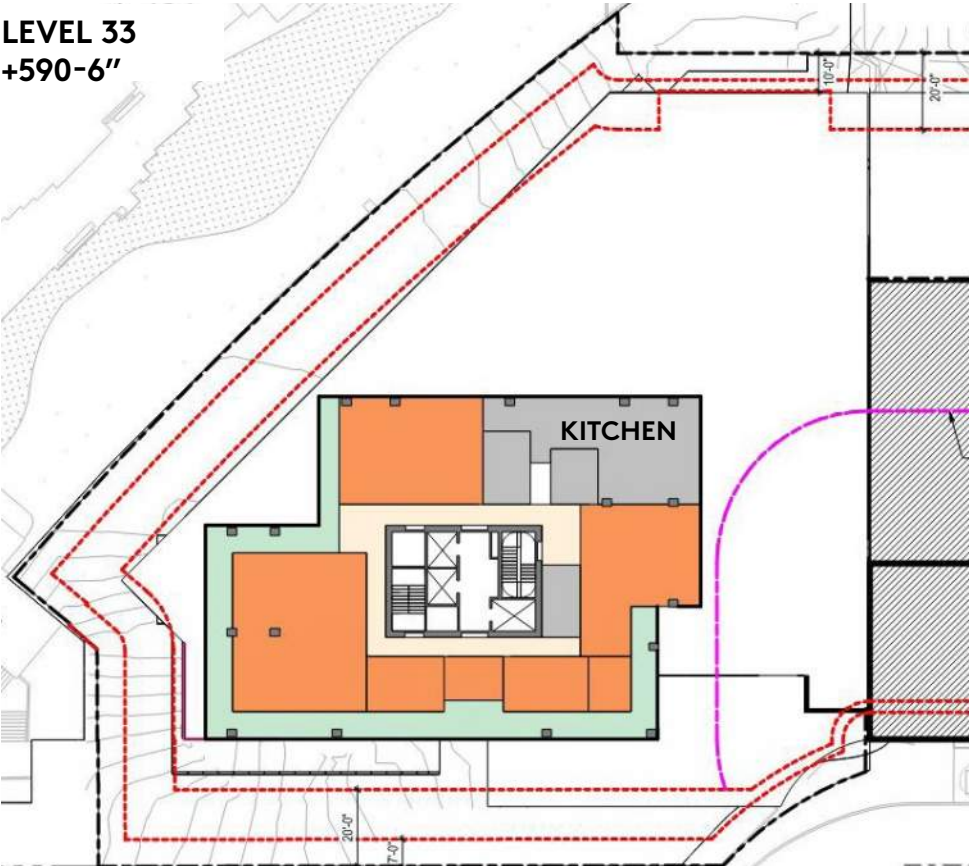
LEVEL TYP 22-28



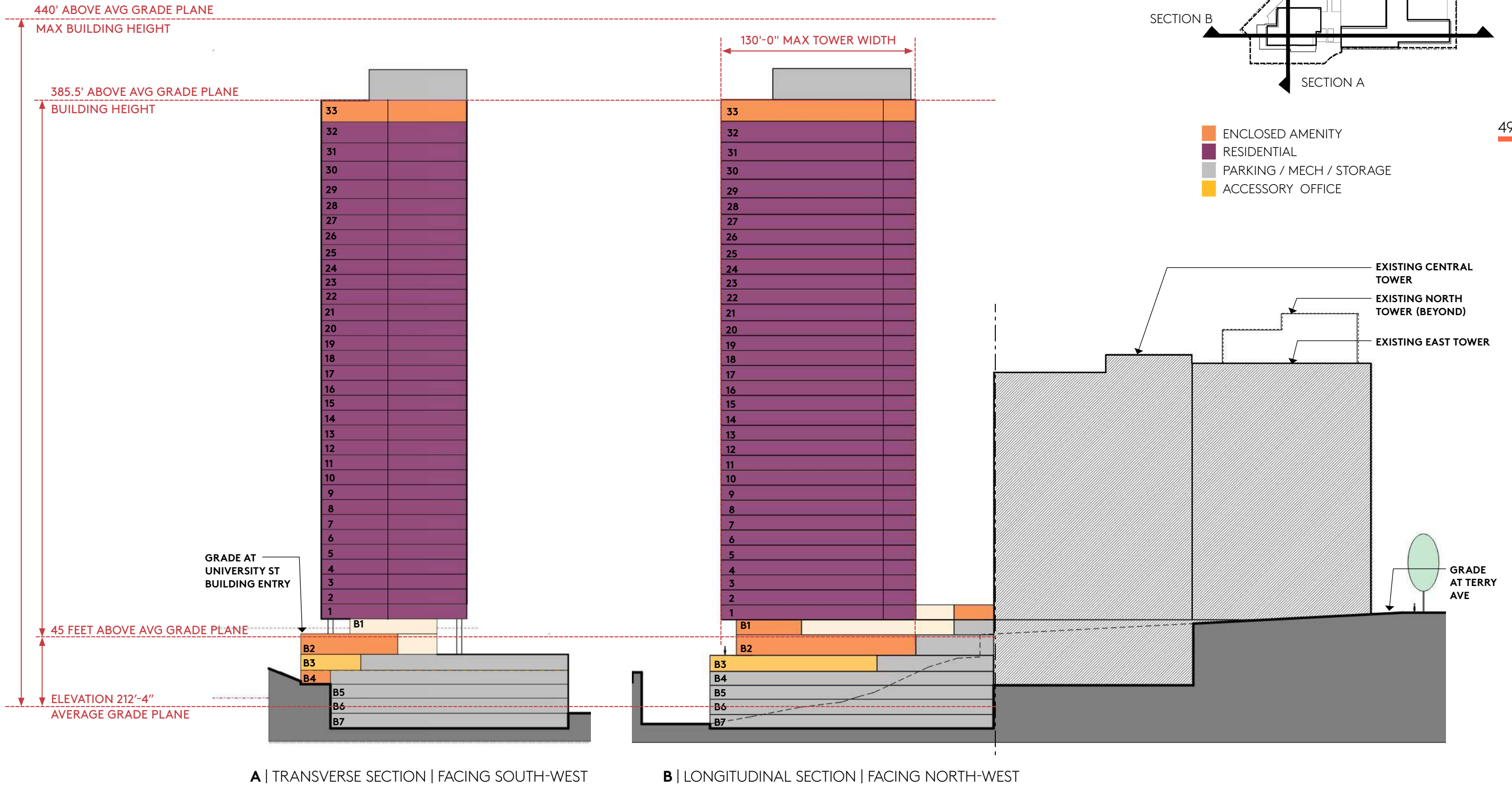
PENTHOUSE LEVELS 29-32



LEVEL 33
+590'-6"



SCHEME 03 | SECTIONS



SCHEME 03 | STREET VIEWS



1 9TH AVE & SENECA



3 9TH AVE & UNIVERSITY ST.



5 UNIVERSITY ST. & TERRY AVE



2 FROM SW (CONVENTION CENTER)



4 UNIVERSITY ST. FROM FREEWAY PARK



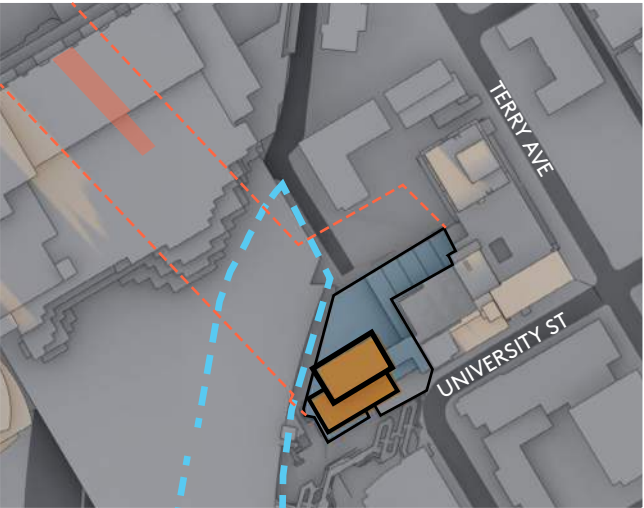
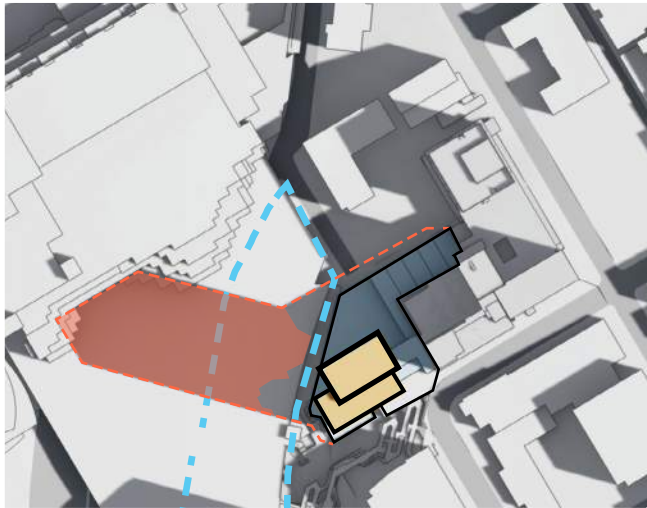
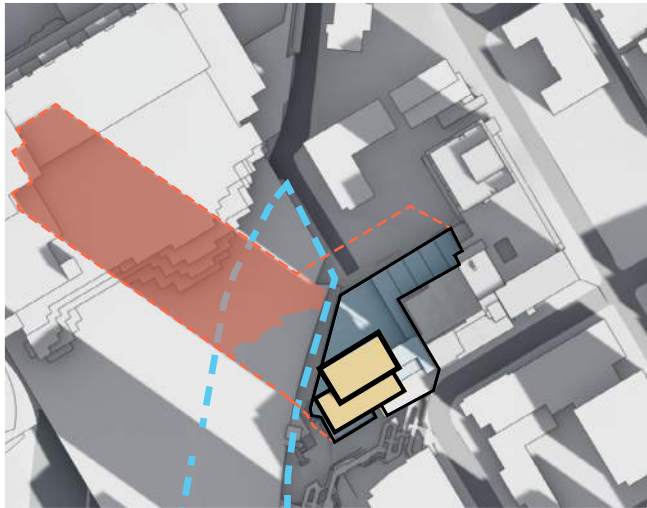
SCHEME 03 | SHADOW STUDIES

MARCH / SEPT. 21

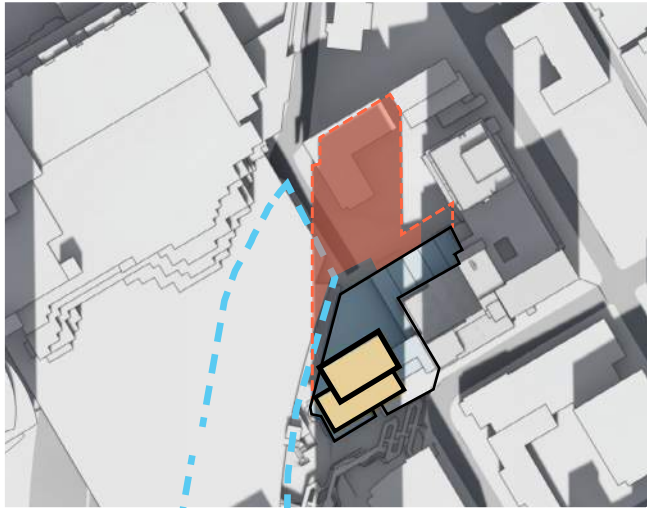
JUNE 21

DECEMBER 21

9:00 AM



12:00 PM



3:00 PM



SDCI PROJECT NUMBER 3039974-EG

LEGEND

- PROPOSED BUILDING
- PROPOSED SHADOW IMPACT
- PROPOSED SHADOW OUTLINE
- FREEWAY PARK

WEST TOWER | MASSING CONCEPT

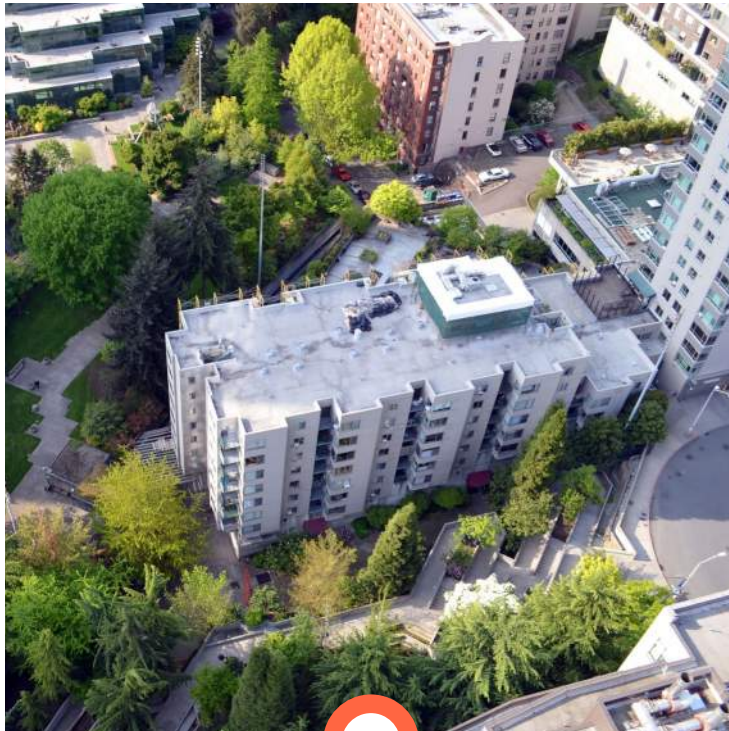
URBAN FOREST

As a neighbor of historic Freeway Park, the project intends to find inspiration in the context of a natural resource nested into a dense urban fabric.



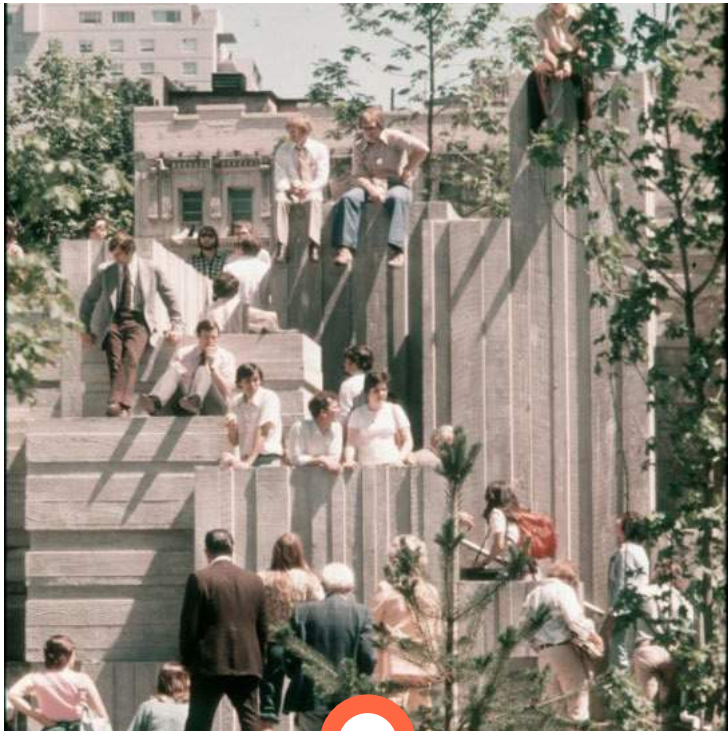
THRESHOLD

The West Tower is uniquely surrounded by public open space. Tower massing intends to strengthen the gateway between this urban edge and park land.



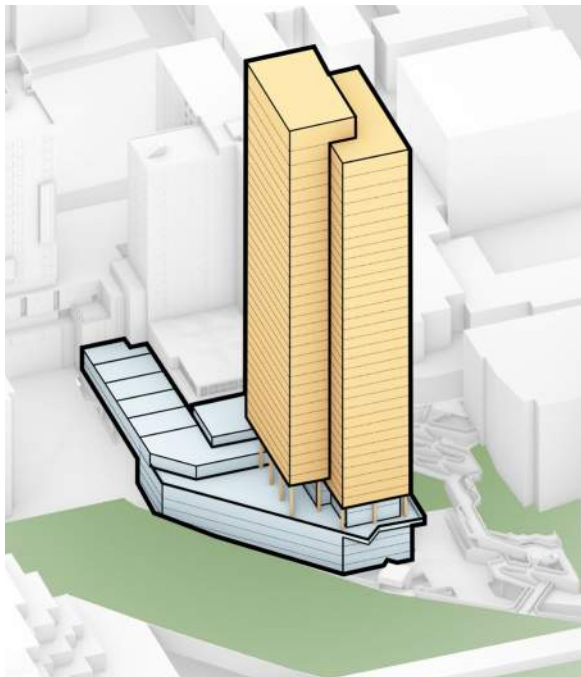
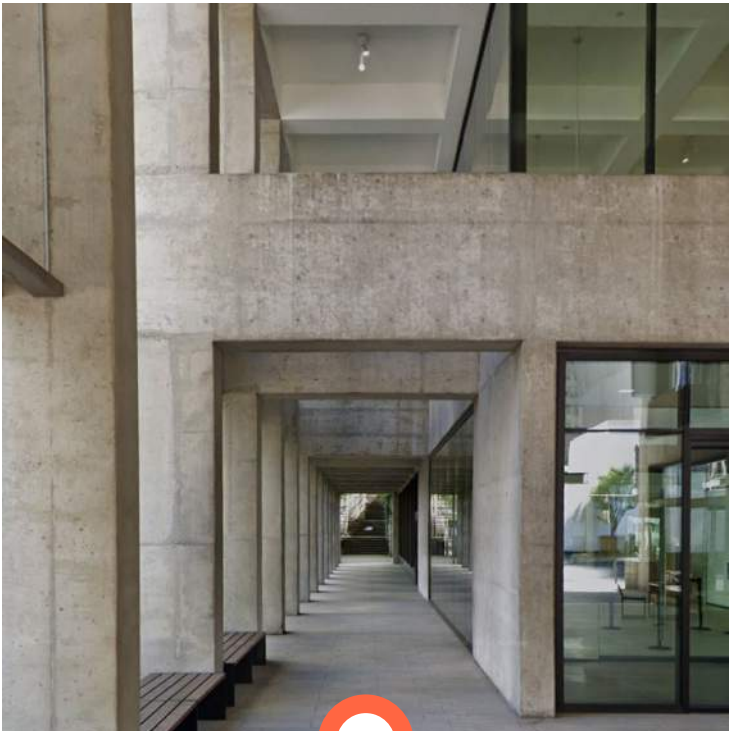
LANDSCAPE INSPIRATIONS

The concrete forms of Freeway Park suggest a vernacular of strong interlocked volumes with which the tower massing may benefit.



ARCHITECTURAL INSPIRATIONS

The tower massing intends to emulate elements of the Park Place arcade at the west to help define an eastern gateway at University Street.



AN URBAN TREEHOUSE

THE WEST TOWER INTENDS TO BE HARMONIOUS WITH ITS CONTEXT. NOT UNLIKE AN URBAN TREEHOUSE, ITS VERTICAL FORM FLOATS JUST ABOVE THE PARK SPACE BELOW. WITH THE ARCADE AT ITS BASE, THE TOWER TOUCHES DOWN LIGHTLY AT ITS PODIUM PROVIDING VISUAL POROSITY AND BLENDING OF GREENSCAPE INTO THIS URBAN THRESHOLD.

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.

PROPOSITION

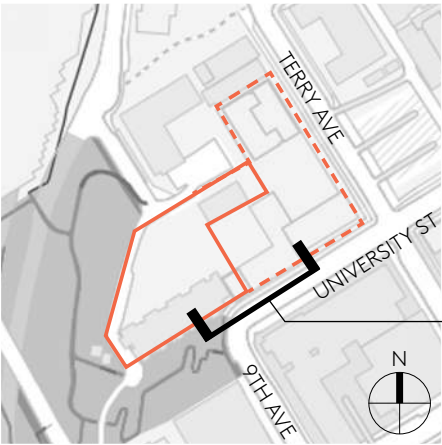
The grade at the perimeter of the property varies greatly and slopes down from East to West with a change of approximately 68 feet. As a result, the Average Grade Plane is well below University Street where building entries are located. The resulting datum 45 feet above average grade is slightly below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

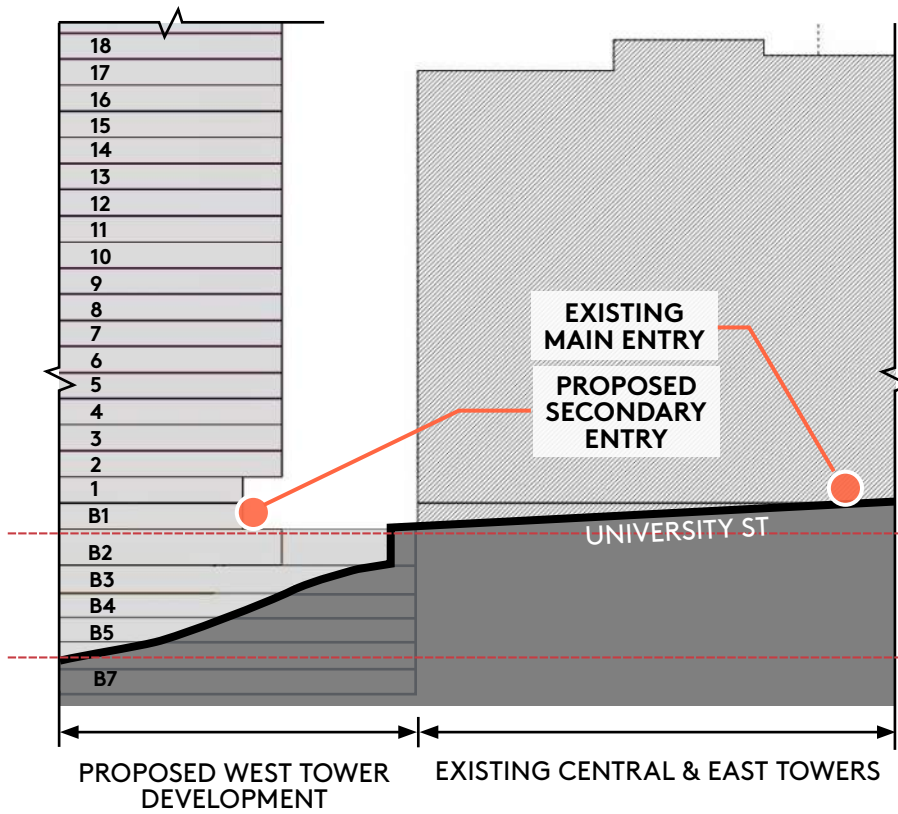
Departure Request #1:

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.

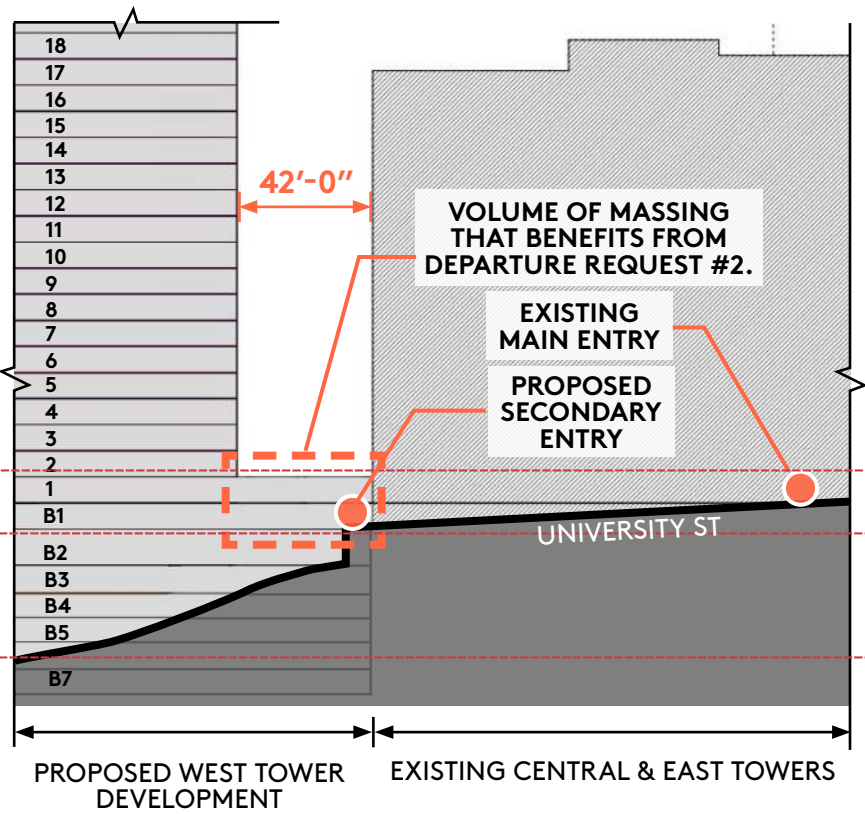
SDCI PROJECT NUMBER 3039974-EG



SECTION AT UNIVERSITY STREET



SCHEME 01 (CODE-COMPLIANT)
SECTION AT UNIVERISTY STREET



SCHEME 02 & 03 (PREFERRED)
SECTION AT UNIVERISTY STREET

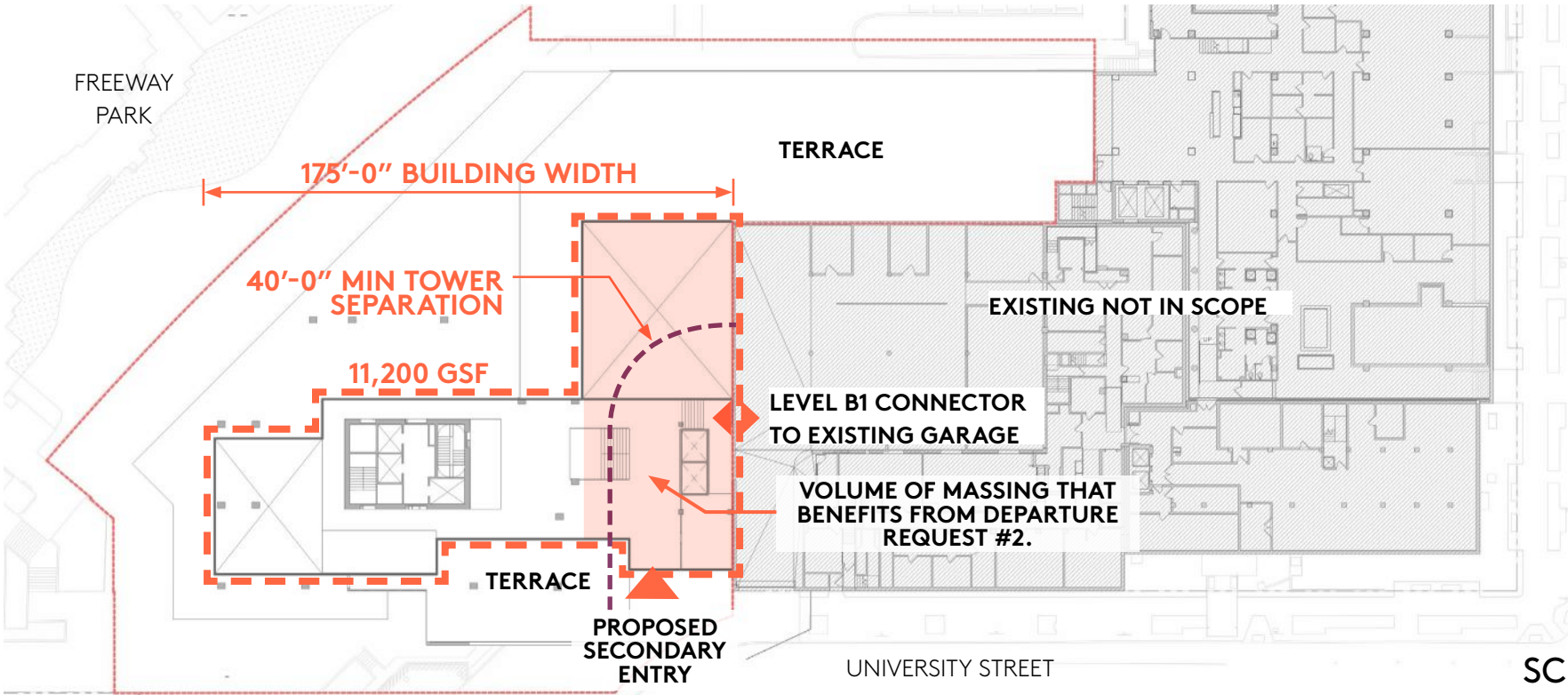
75 FEET ABOVE
AVG GRADE PLANE (287'-4")

45 FEET ABOVE
AVG GRADE PLANE (257'-4")

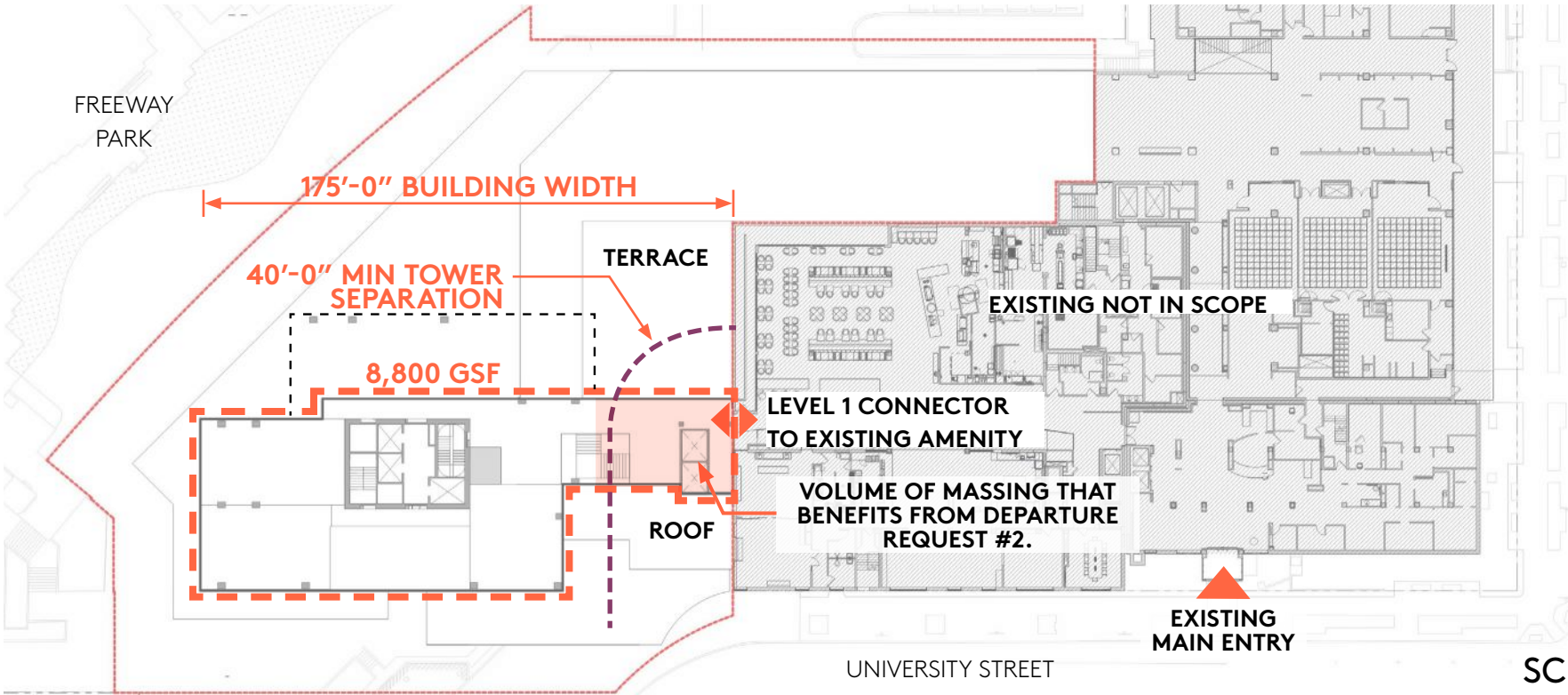
AVERAGE GRADE PLANE (212'-4")

DEPARTURE REQUEST #1 | REQUEST SUMMARY CONTINUED

54



SCHEME 03 (PREFERRED)
LEVEL B1 PLAN



SCHEME 03 (PREFERRED)
LEVEL 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 at Scheme 02 and 03 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.

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 University 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

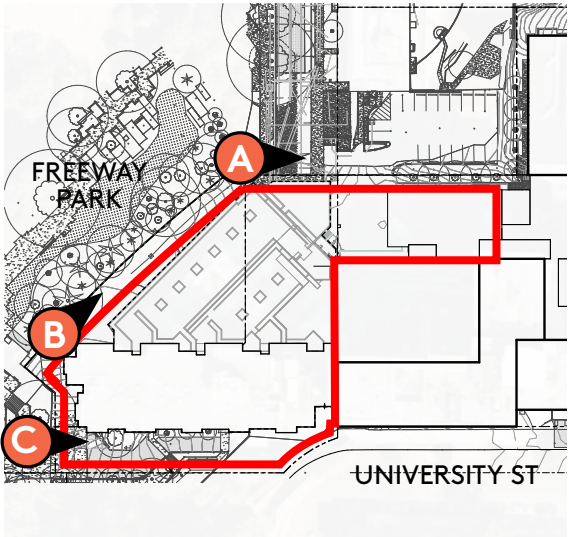
Elevation of grade at building entries varies throughout the property and differ from code-established average grade plane (approx. 68' grade change from East to West).

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



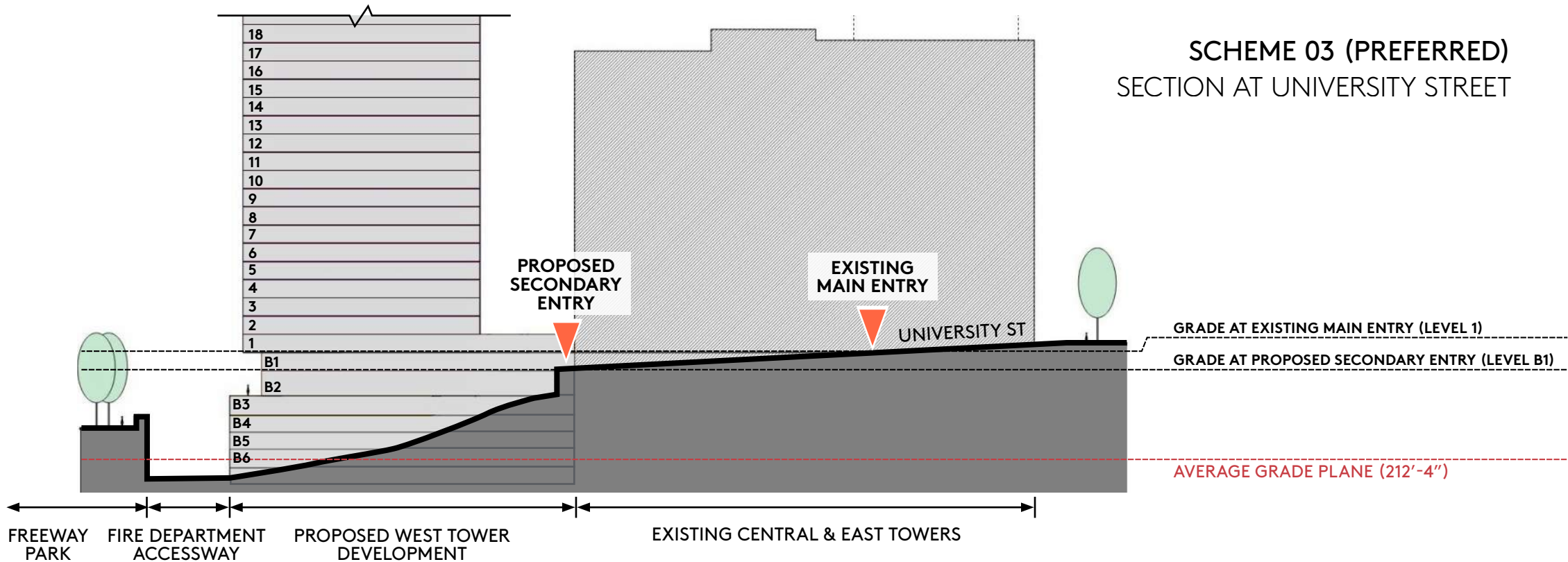
NORTH EDGE OF SITE
CAMBRIDGE APARTMENTS
PARKING ACCESS



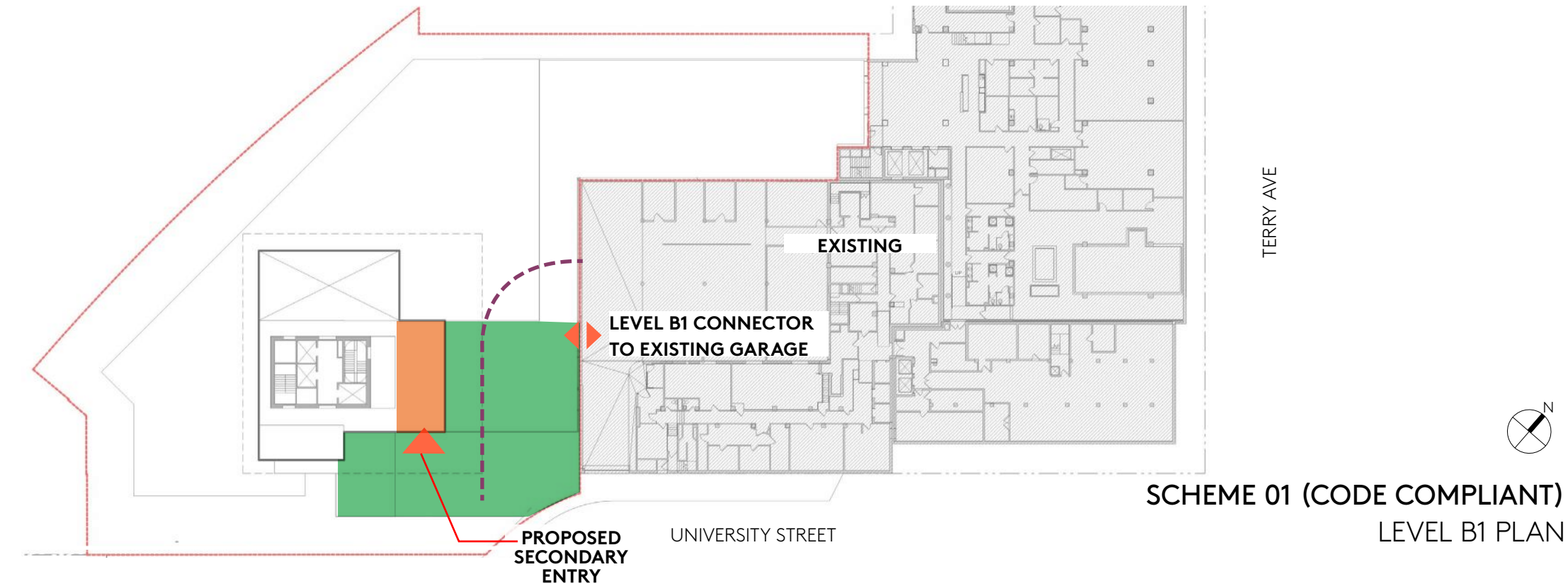
WEST EDGE OF SITE
FIRE DEPARTMENT ACCESSWAY



SOUTH EDGE OF SITE
ACCESS EASEMENTS BELOW
ELEVATION OF UNIVERSITY ST &
PIGOTT MEMORIAL CORRIDOR



DEPARTURE REQUEST #2 | REQUEST SUMMARY CONTINUED



- EXISTING ENCLOSED COMMON AMENITY AT GRADE
- NEW ENCLOSED COMMON AMENITY AREA AT GRADE
- NEW UNENCLOSED COMMON AMENITY AREA AT GRADE

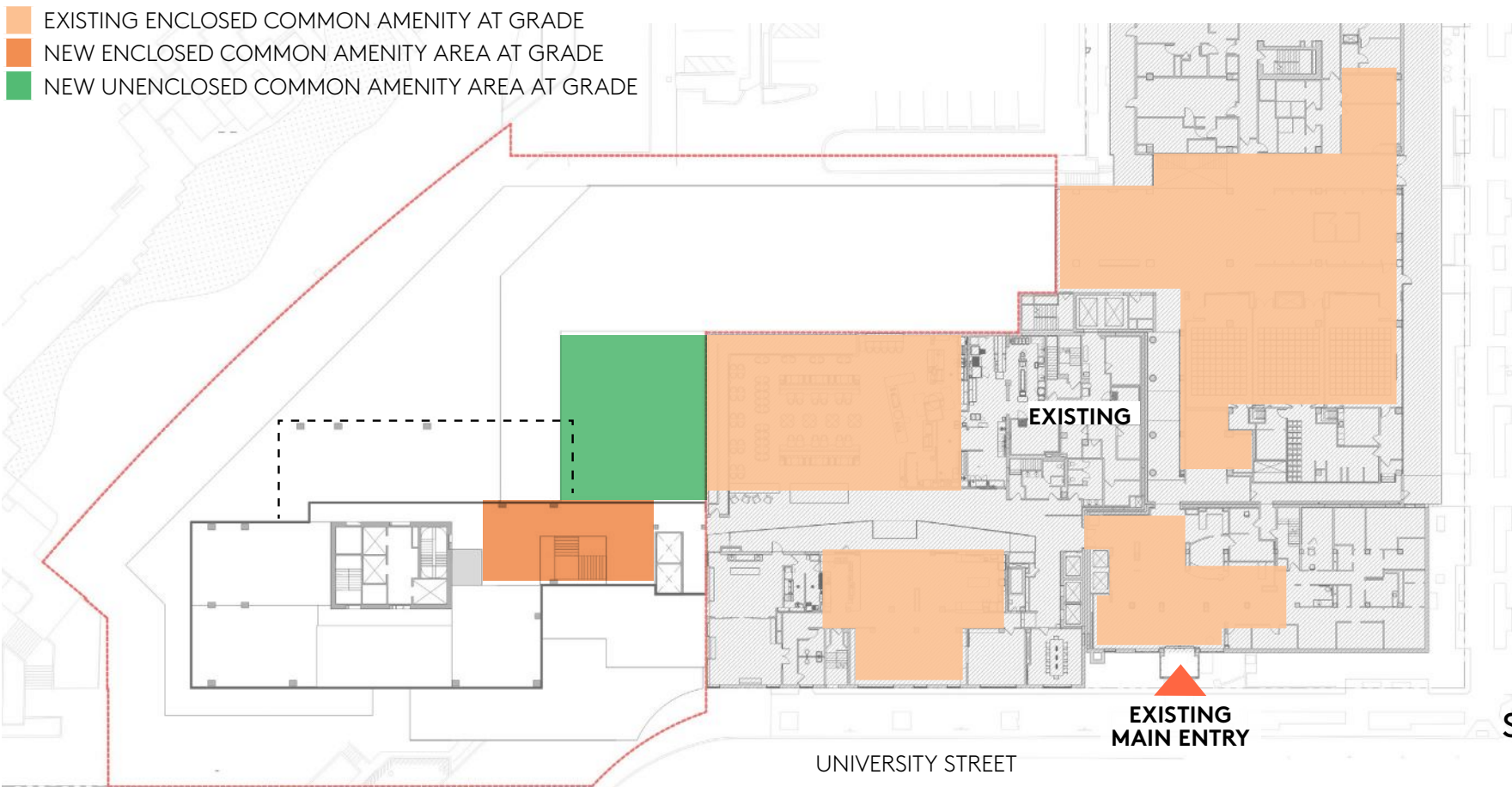
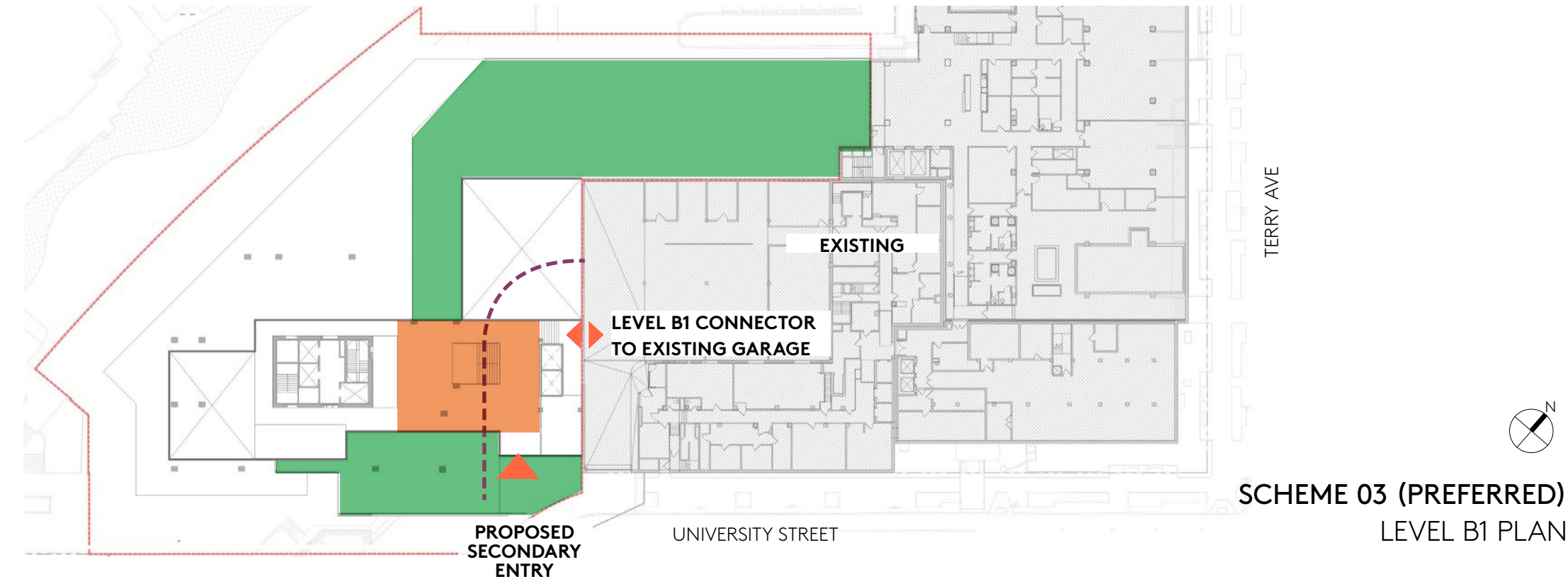


SCHEME 01 CALCULATION (CODE COMPLIANT)

- 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.

DEPARTURE REQUEST #2 | REQUEST SUMMARY CONTINUED

58



- EXISTING ENCLOSED COMMON AMENITY AT GRADE
- NEW ENCLOSED COMMON AMENITY AREA AT GRADE
- NEW UNENCLOSED COMMON AMENITY AREA AT GRADE

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 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.

