



PACIFIC HOSPITAL NORTH LOT

1200 12TH AVE S | LANDMARK ARC REVIEW

02.12.2021 | 20-004 | #3027067-LU



WEBER THOMPSON



PROJECT OVERVIEW

VISION STATEMENT

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

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

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

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

PROGRAM:

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

Approximately 275 residential units.

COMMERCIAL FUNCTIONS:

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

Approximately 74 parking stalls on site



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CONTEXT – SITE LOCATION RELATIVE TO LARGER CONTEXT

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

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

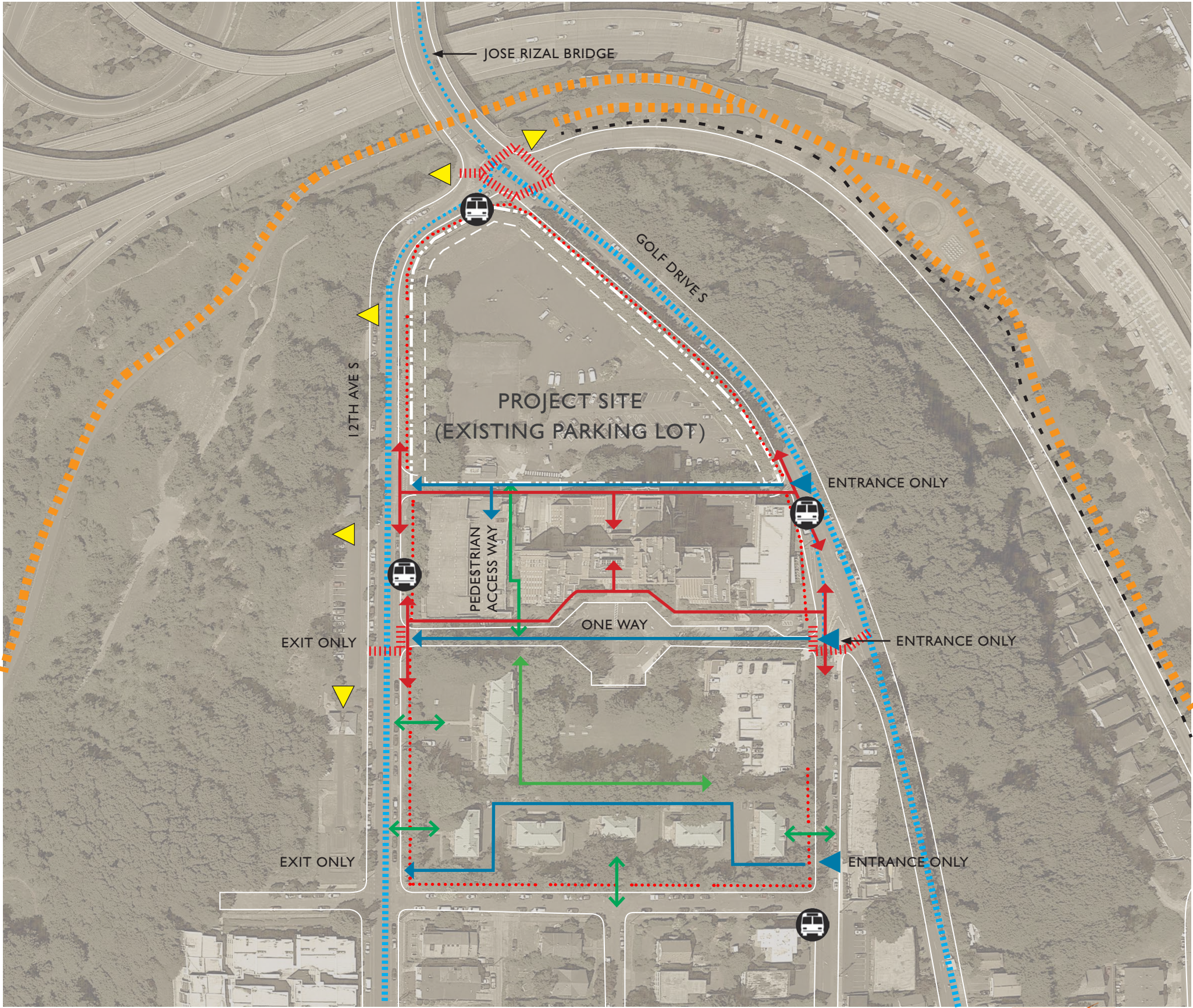


CONTEXT – VIEW FROM SITE TO DOWNTOWN



CONTEXT – CONNECTIVITY AND MOBILITY

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

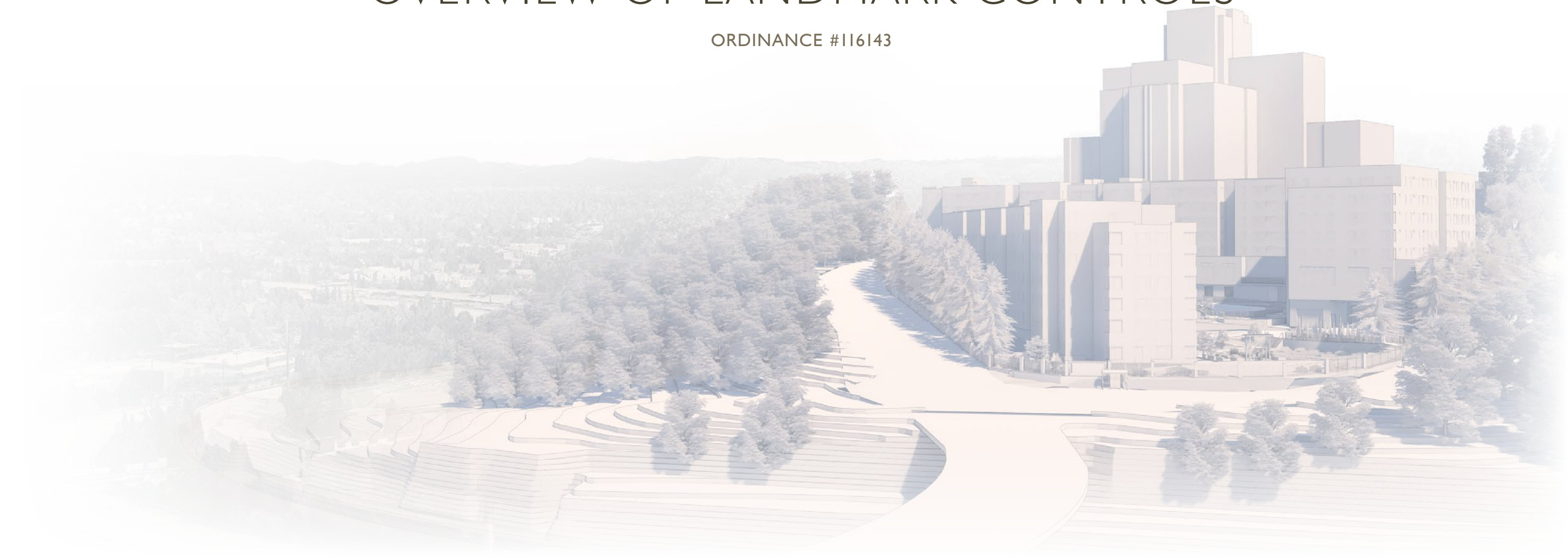


CONTEXT – SITE SURROUNDINGS



OVERVIEW OF LANDMARK CONTROLS

ORDINANCE #116143



SUMMARY OF ENGAGEMENT WITH LANDMARKS

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

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

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

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

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

ARC COMMITTEE FEEDBACK

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PRESERVATION & NEW WORK

“THE SILHOUETTE”

PUDA SECTION I.B:

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

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

SITE ARCHITECTURE

PUDA SECTION I.C:

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

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

SITE LANDSCAPES

PUDA SECTION I.E:

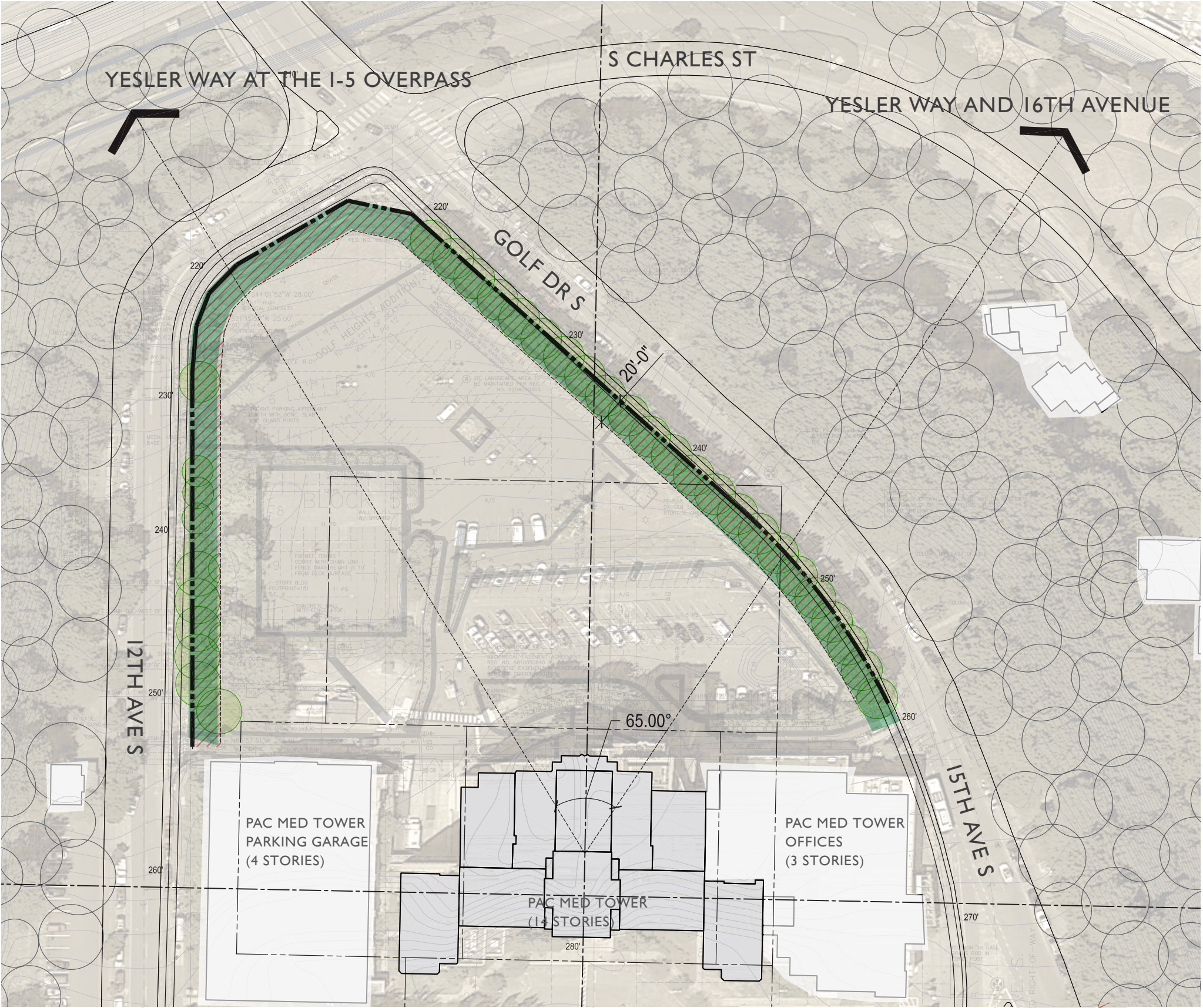
The existing landscaped buffering shall be maintained along all perimeter streets. Significant reduction of existing landscaping on the site shall not be allowed.

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

LANDMARK DESIGNATION I I0655.A.4

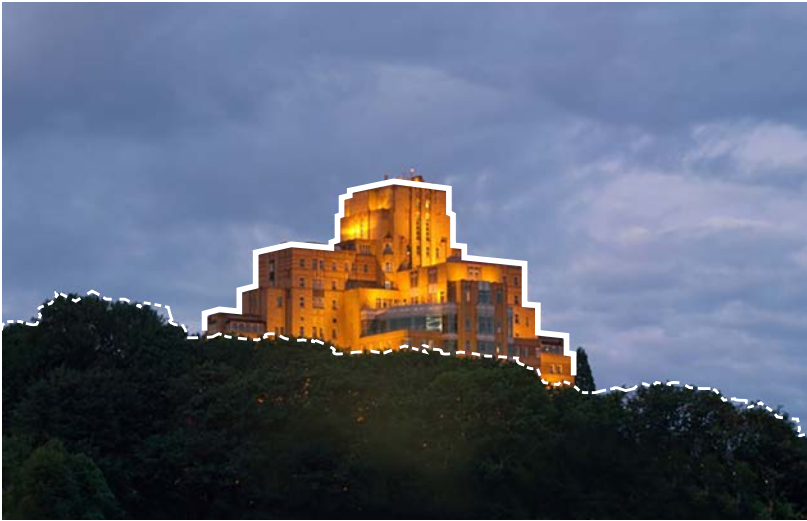
Characteristics of the Pacific Medical Center / US Marine Hospital which were designated by the Board for preservation [...] :

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



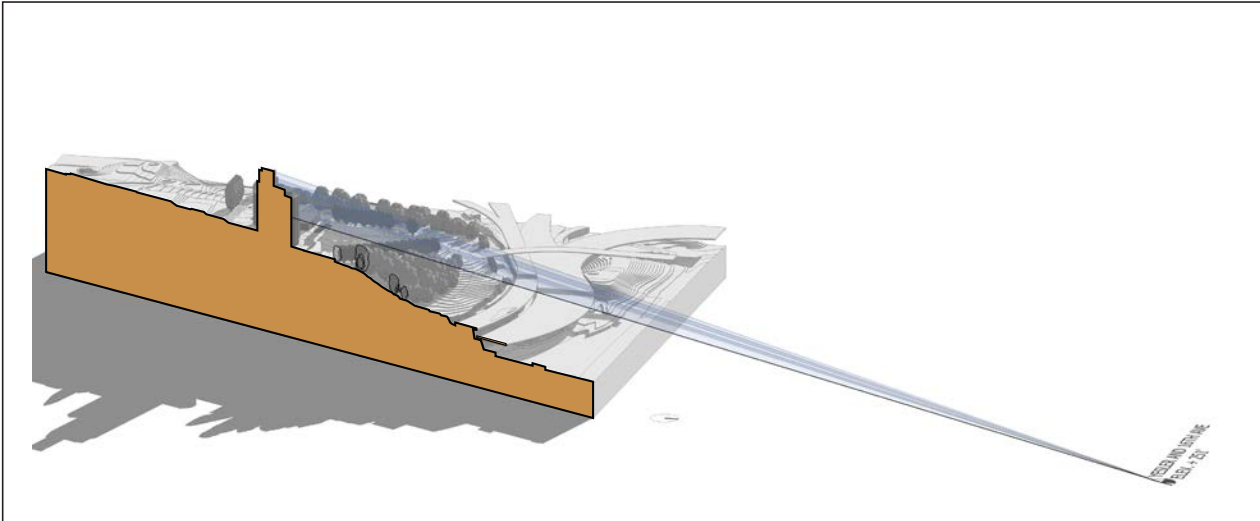
SETTING AND PRINCIPLES

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



ICONIC NORTHEASTERN VIEW

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



ESTABLISHING VIEW CONTROLS

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



CONTROLS AND NATURAL CONDITIONS

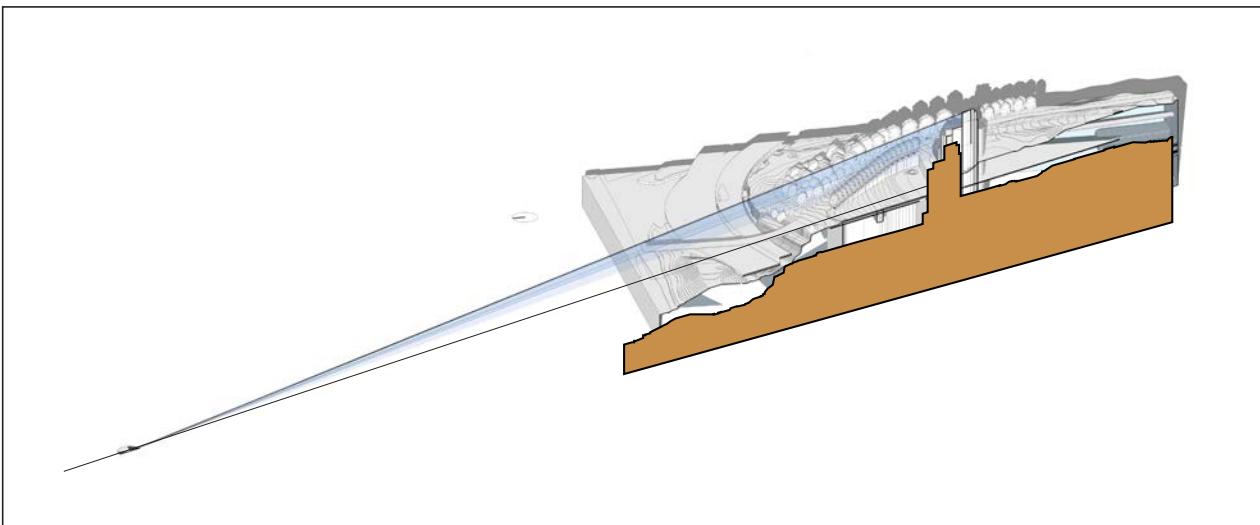
The control elevation of 351.00 feet and the existing natural site features have been compiled into a “control view” that is used to test each scenario for compliance.

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



ICONIC NORTHEASTERN VIEW

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



ESTABLISHING VIEW CONTROLS

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

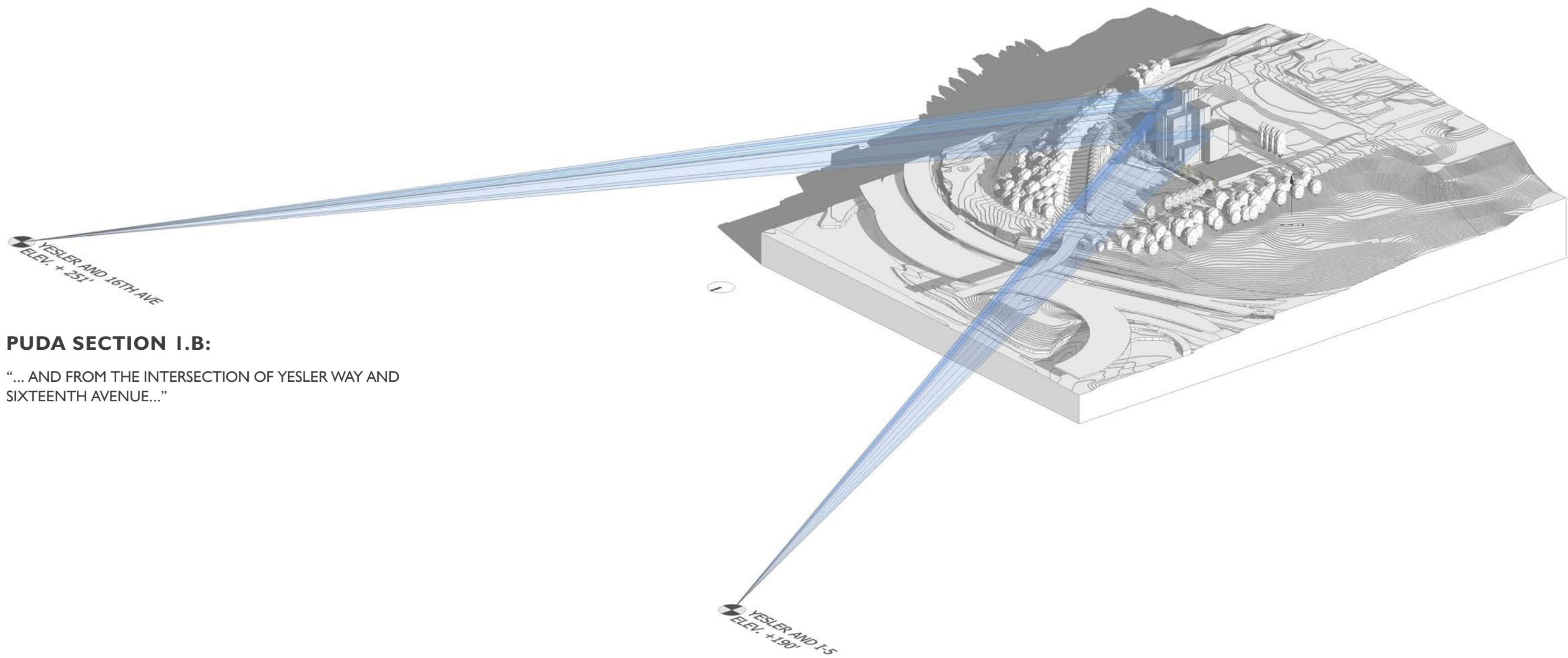


CONTROLS AND NATURAL CONDITIONS

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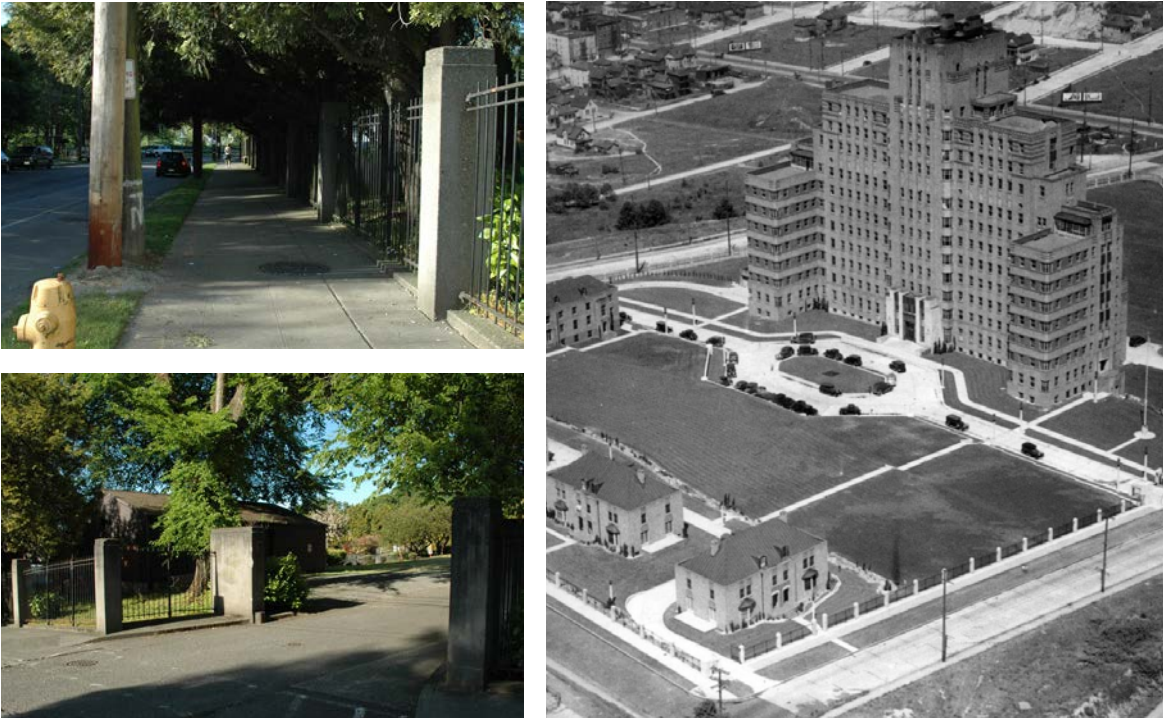
PRESERVE “THE SILHOUETTE”



PUDA SECTION I.B:
“... AND FROM THE INTERSECTION OF YESLER WAY AND SIXTEENTH AVENUE...”

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

LANDMARKED DEFINED EDGE



LANDMARKED FENCE

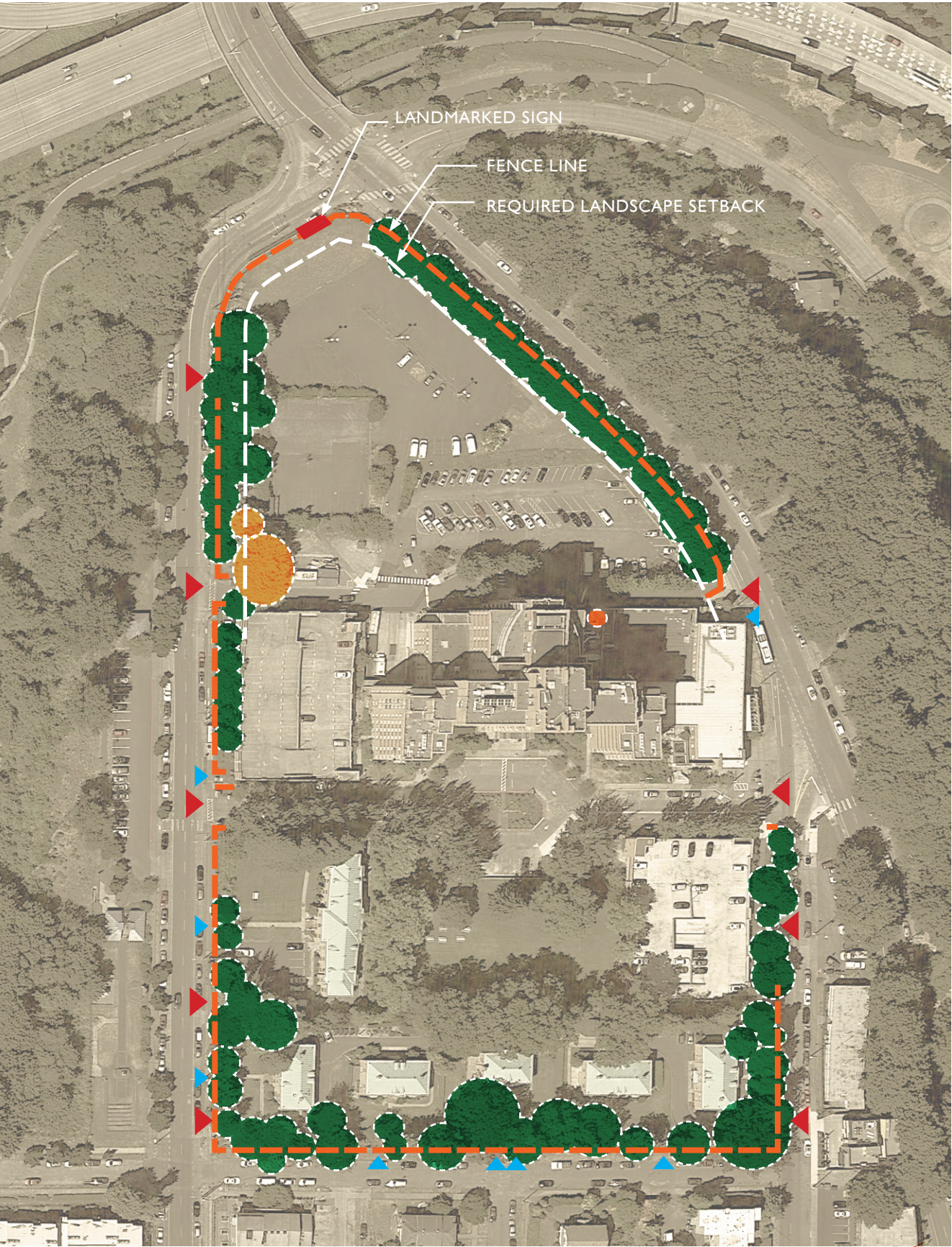


LANDMARKED TREE LINE

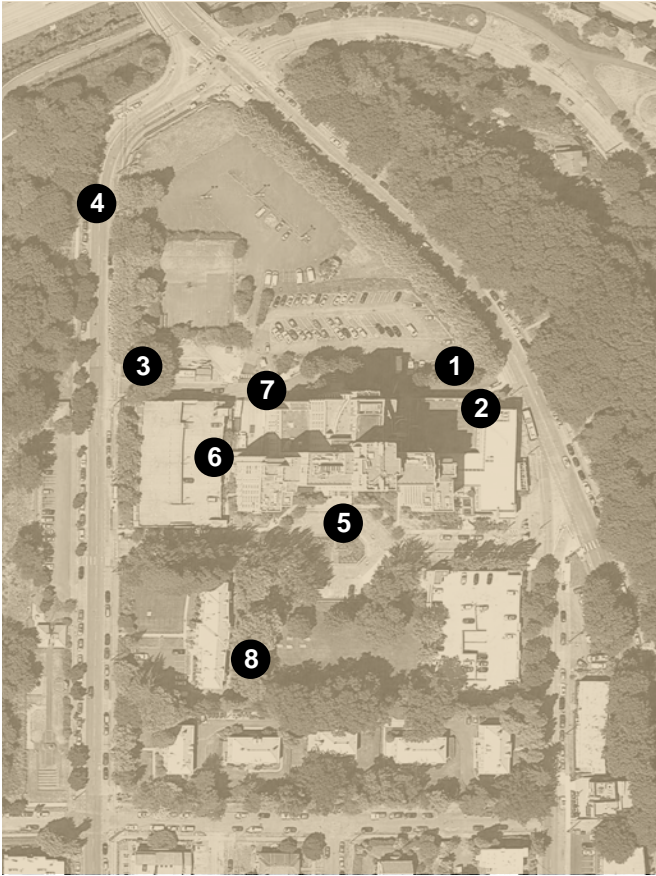


LANDMARKED SIGN

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



CAMPUS PHOTOS



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NORTH LOT

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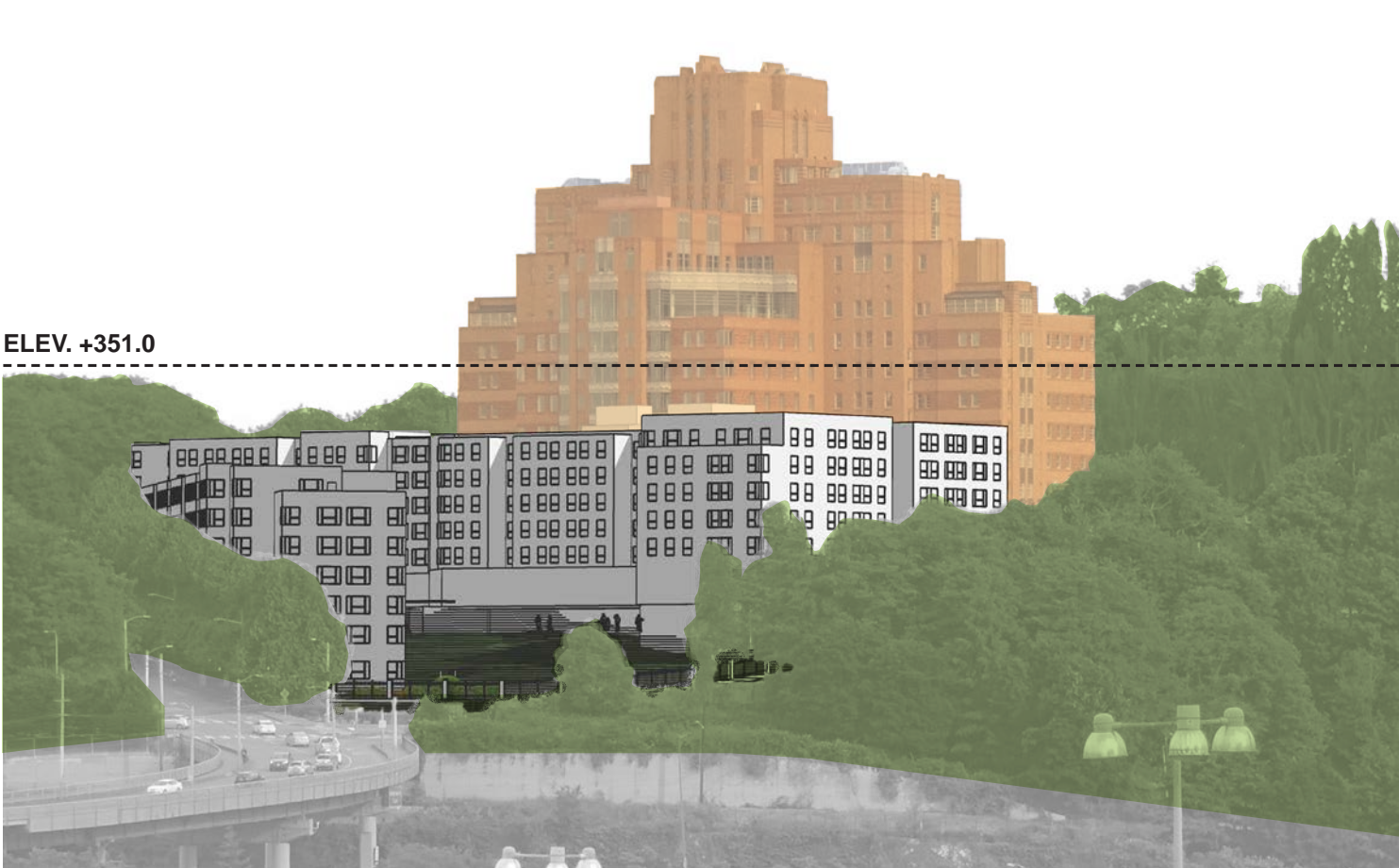
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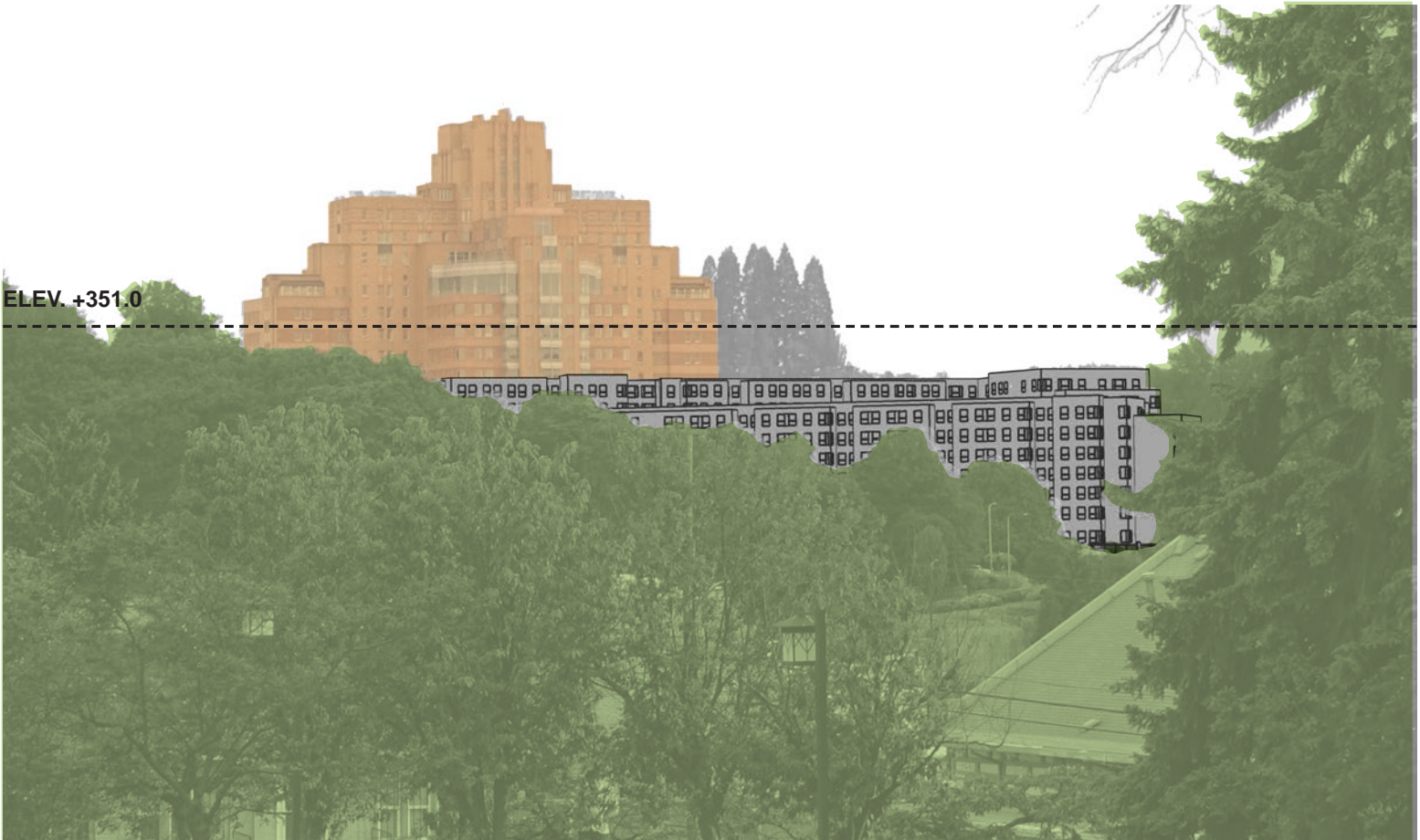
MASSING



LANDMARKED VIEWS WITH MASSING



LANDMARKED VIEW FROM I5



LANDMARKED VIEW FROM YESLER

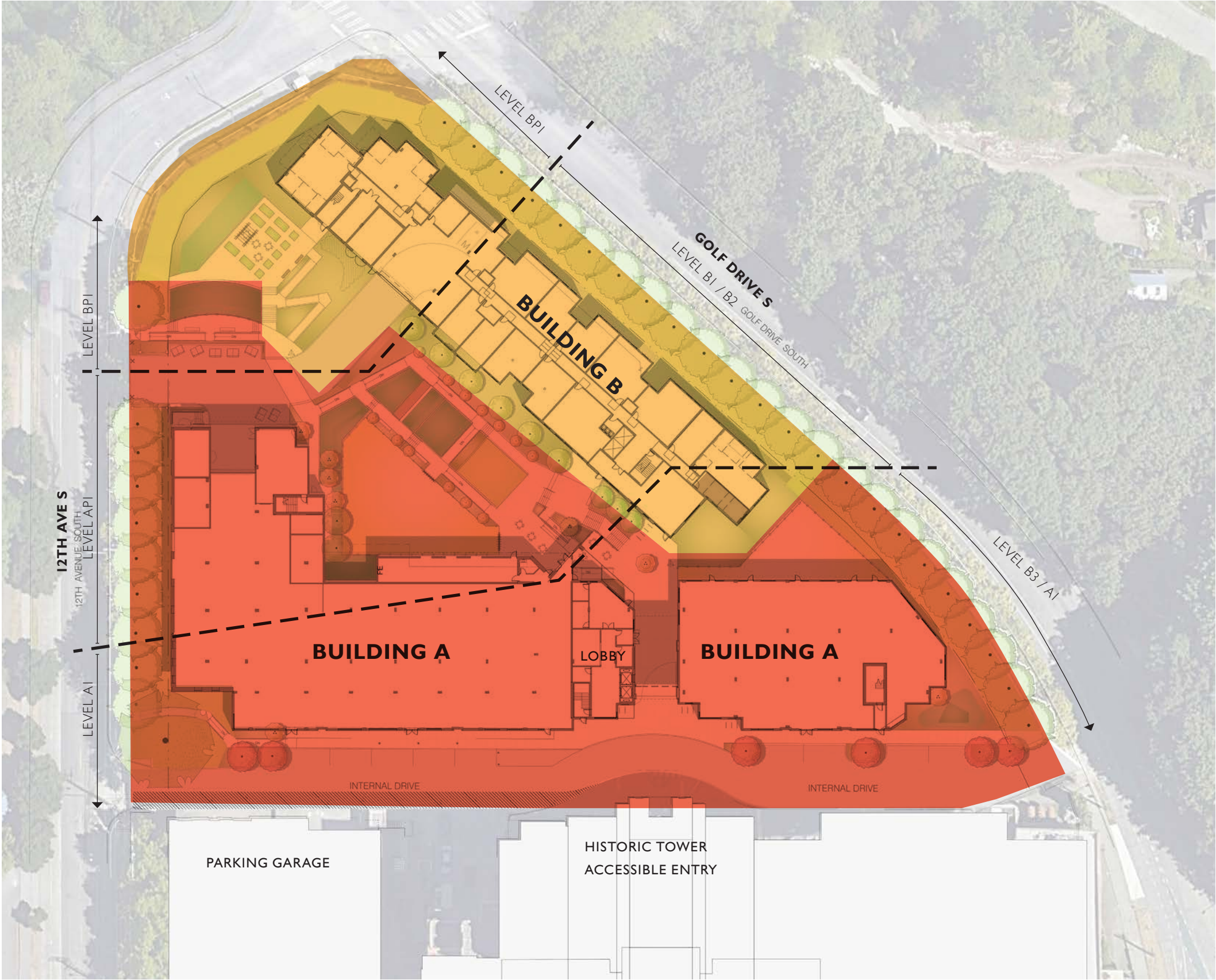
DEVELOPMENT PHASING

- PHASE 1
- PHASE 2

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

Phase I Description of Work

Phase I, as outlined in depth in the following pages, consists of removal of existing structures within the phase I site as well as several existing trees to prepare the site for new construction. A new 6 story structure containing affordable housing apartment units, with commercial uses at the ground level and limited parking partially below grade, will be built on the phase I site. The new structure will be a mix of Type 1A and Type 5A construction. Additionally, a large outdoor common space including hardscape as well and landscaping will be completed in conjunction with the new building. In keeping with the landmarks designation on the site, a 20 foot wide landscaped buffer will be maintained around the perimeter of the site which in turn will protect large groves of trees bordering the site. Minor adjustments to the perimeter fence are proposed to allow for adequate access to the site.



PHASE I MASSING



LANDMARKED VIEW FROM I5 WITH ONLY BUILDING A CONSTRUCTED

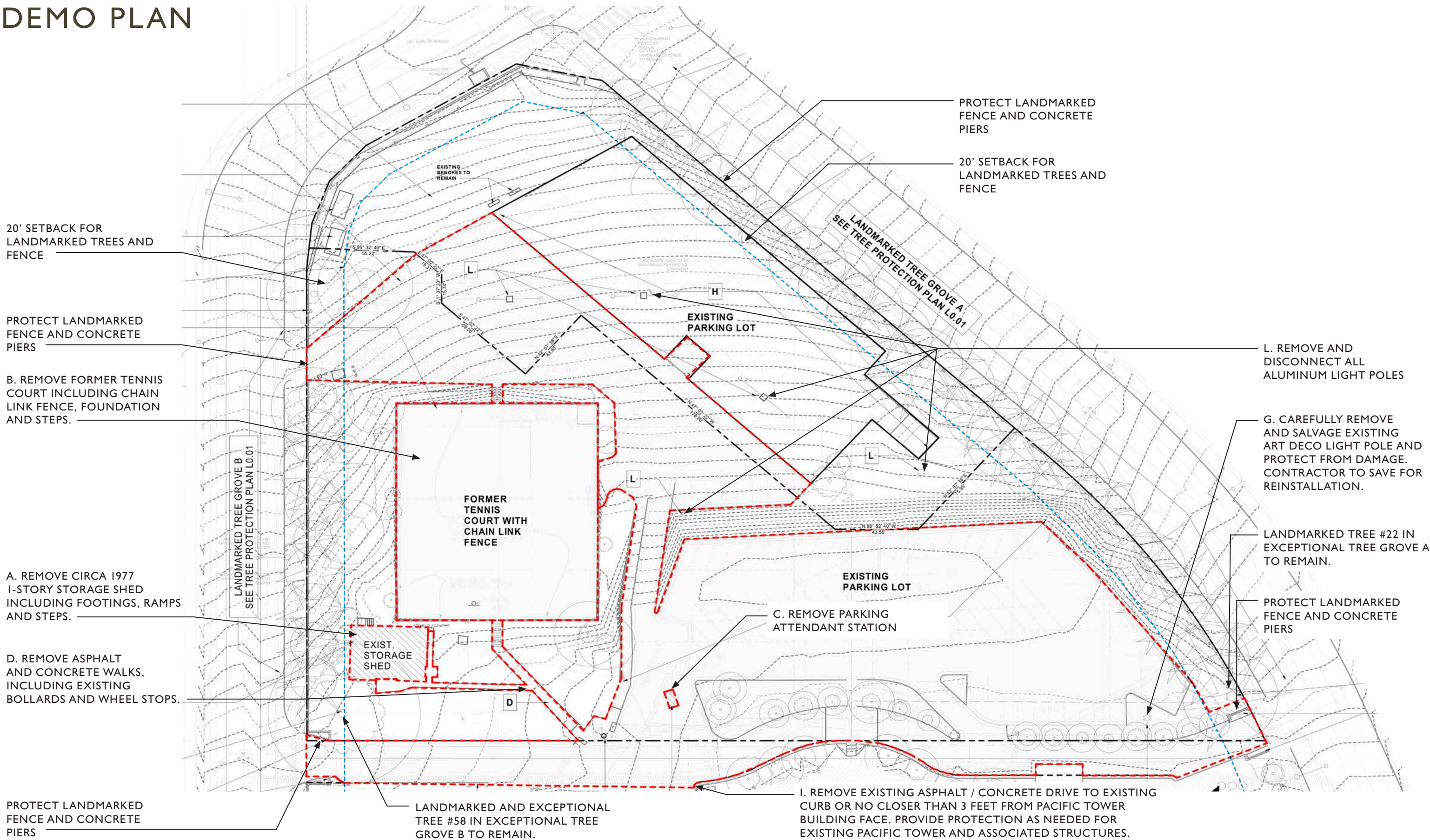


VIEW FROM DR JOSE RIZAL BRIDGE WITH ONLY BUILDING A CONSTRUCTED

DESIGN PROGRESS SINCE LAST PRESENTATION



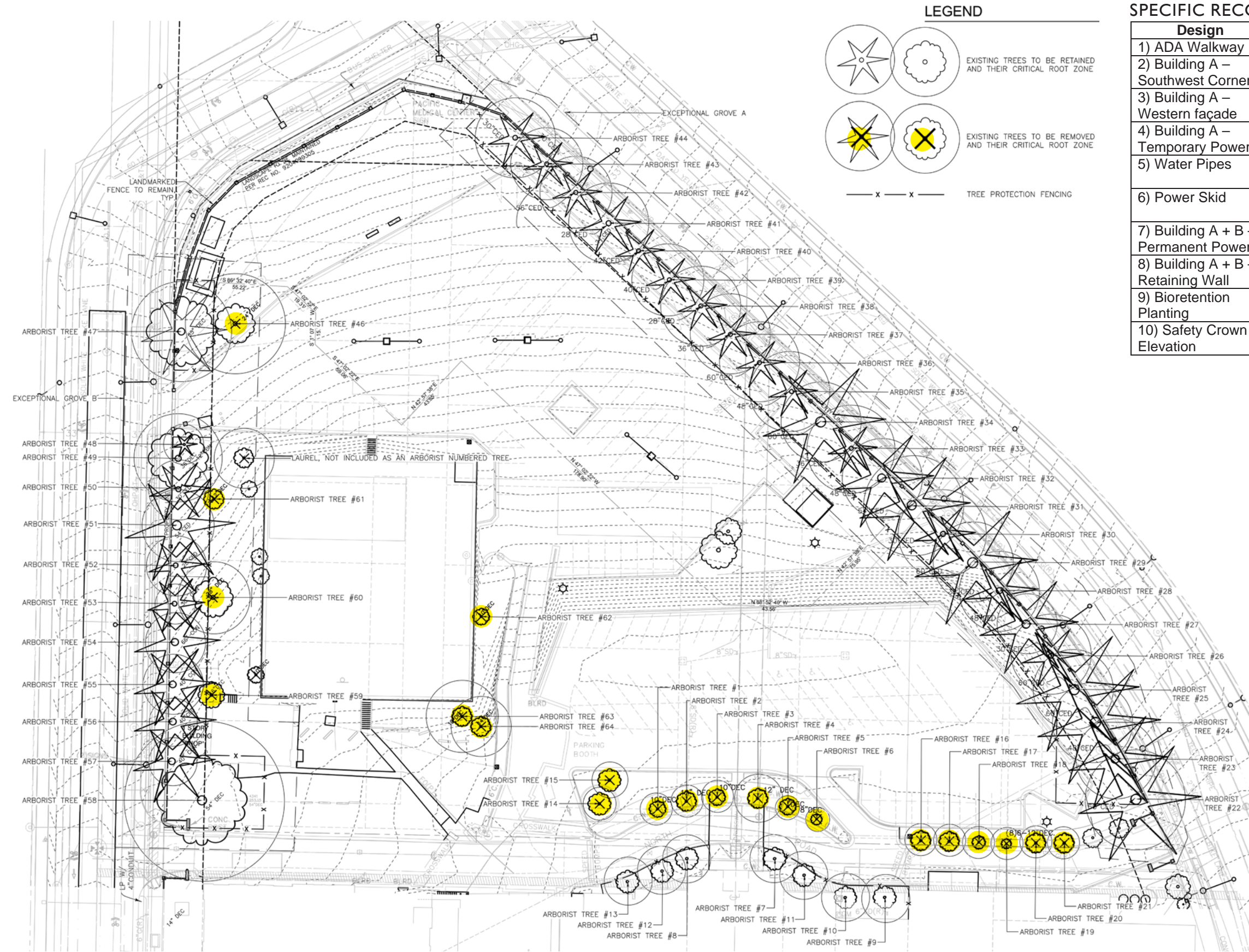
DEMO PLAN



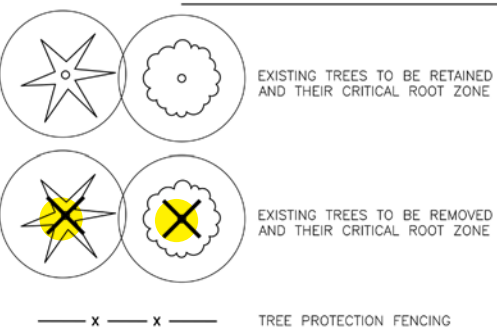
PHOTOS OF EXISTING STRUCTURES



TREE PROTECTION AND REMOVAL PLAN



LEGEND

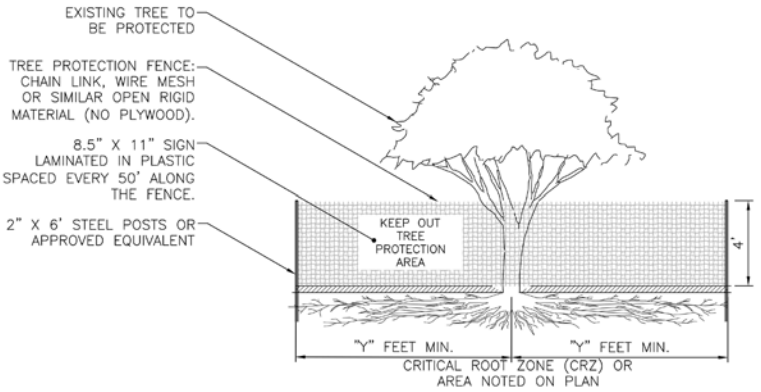


SPECIFIC RECOMMENDATIONS FROM ARBORIST

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

TREES TO BE REMOVED

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



TREES SCHEDULED FOR REMOVAL



1. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



2. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



3. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



4. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



5. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



6. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



14. ACER PALMATUM
(JAPANESE MAPLE)



15. ACER PALMATUM
(JAPANESE MAPLE)



16. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



17. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



18. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



19. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



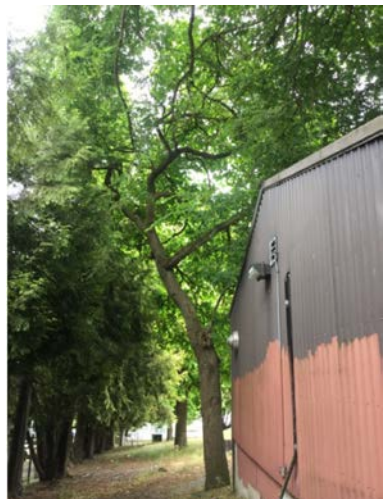
20. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



21. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



46. ACER RUBRUM BOWHALL
(BOWHALL MAPLE)



59. CATALPA SPECIOSA
(CATALPA)



60. CATALPA SPECIOSA
(CATALPA)



61. CATALPA SPECIOSA
(CATALPA)



62. CRATAEGUS LAEVIGATA
(ENGLISH HAWTHORN)



63. PRUNUS SERRULATA
(KWANZAN CHERRY)



64. PRUNUS SERRULATA
(KWANZAN CHERRY)



GROUND LEVEL USES

- AFFORDABLE HOUSING

RESIDENTIAL AMENITY

LOBBY / LEASING

CIRCULATION

EL CENTRO CHILDCARE

AIPACE ADULT CARE

GARAGE / BOH

CORE

PEDESTRIAN COMMERCIAL ENTRY

PEDESTRIAN RESIDENTIAL ENTRY

PEDESTRIAN SERVICE ENTRY

CROSS WALK

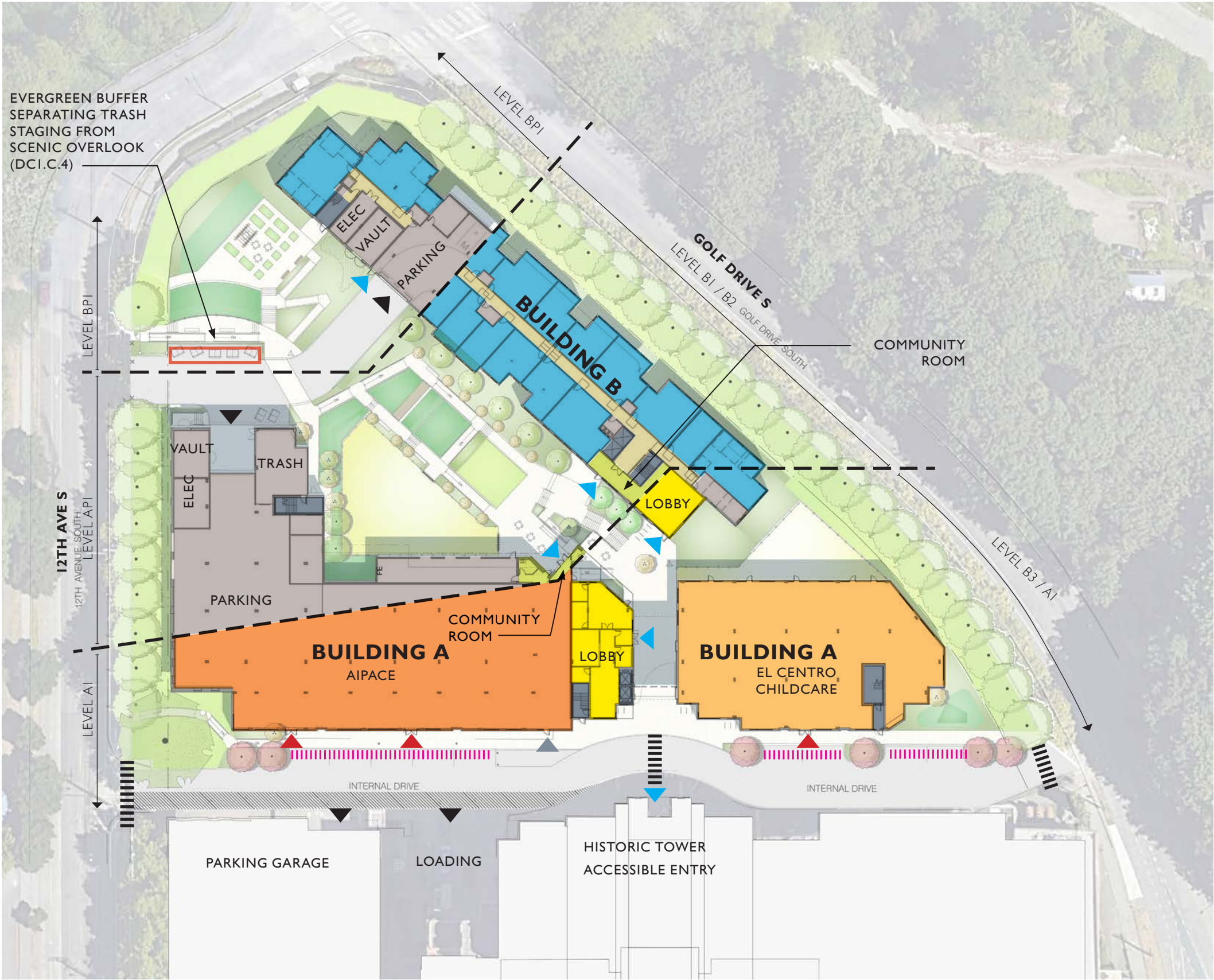
VEHICLE DROP OFF

VEHICLE ENTRY

PEDESTRIAN CIRCULATION

VEHICULAR CIRCULATION

TRASH STAGING WITH EVERGREEN BUFFER



DESIGN LANGUAGE OF THE EXISTING TOWER

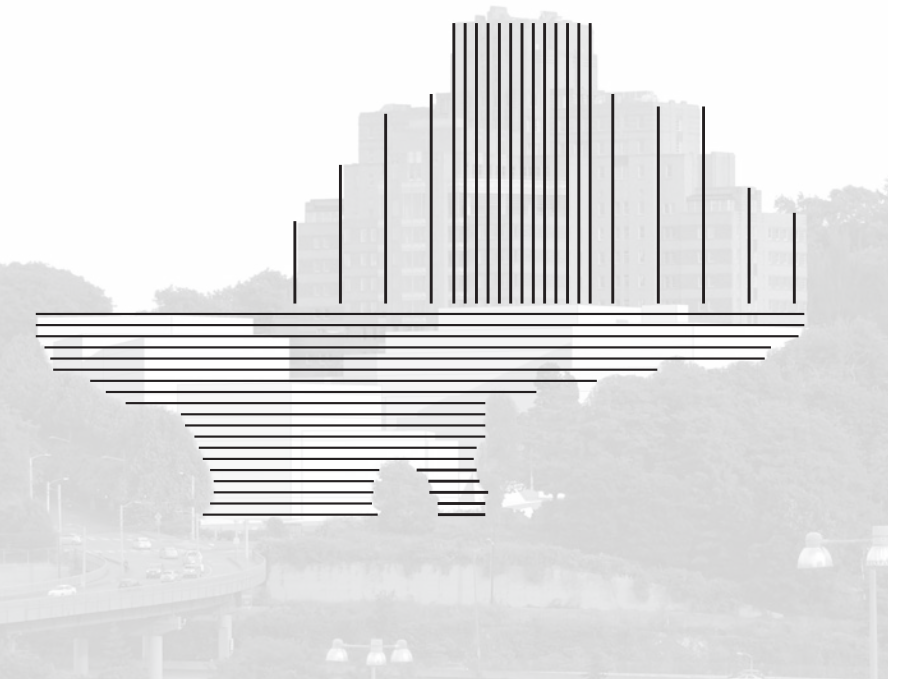


FEATURES TO NOTE:

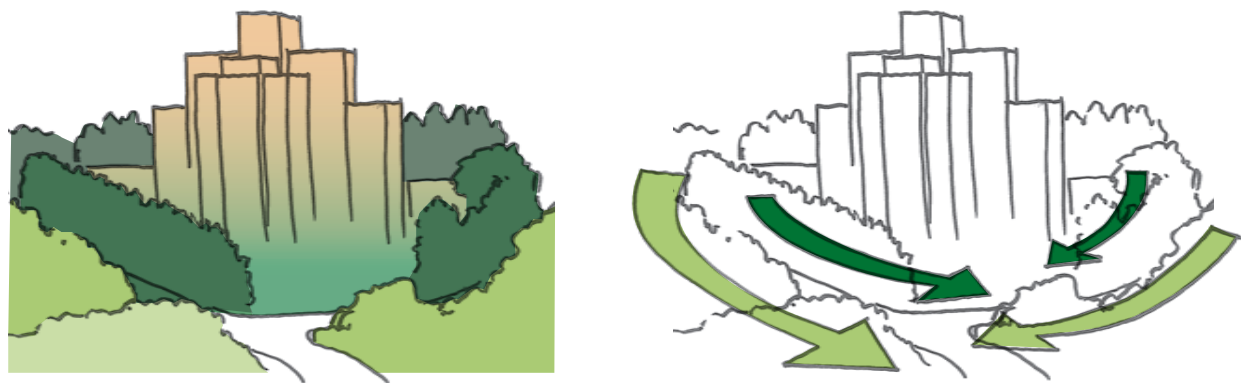
- Window proportions and spacing.
- Vertical elements at center accented with metal
- Flanking horizontal bands distinguished by color
- Corner window elements in some places
- Warm tones – terracotta, sand, rust – with blackish blue accent
- Comfortable areas of “plain wall”
- Accent areas with chevron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

VERTICAL VS HORIZONTAL

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

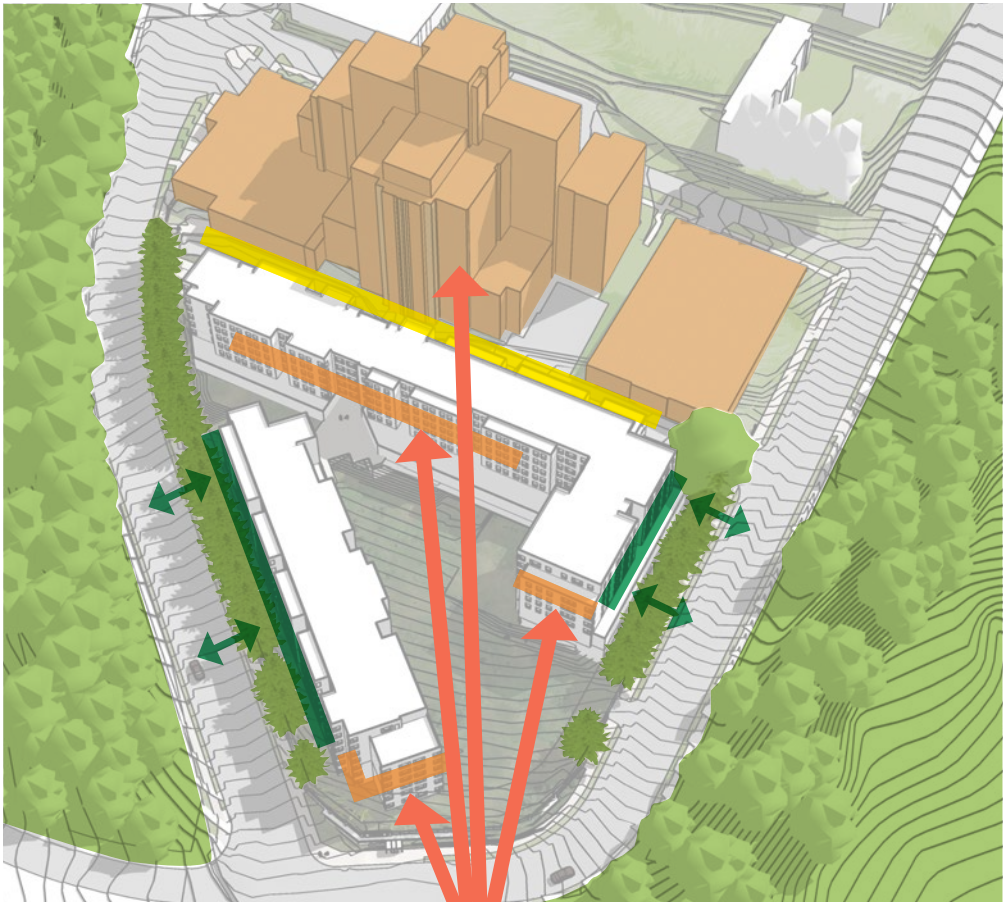


FACADE COLOR PALLET APPLICATION



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

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



ELEV. +351.0



LANDMARKED VIEW FROM I5

ELEV. +351.0



LANDMARKED VIEW FROM YESLER



ELEVATION OVERVIEW: BUILDING A



SOUTH ELEVATION



NORTH ELEVATION (BUILDING B NOT SHOWN)

ELEVATION OVERVIEW: BUILDING B



EAST ELEVATION (PERIMETER TREES NOT SHOWN IN VIEW)



WEST ELEVATION



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NORTH LOT

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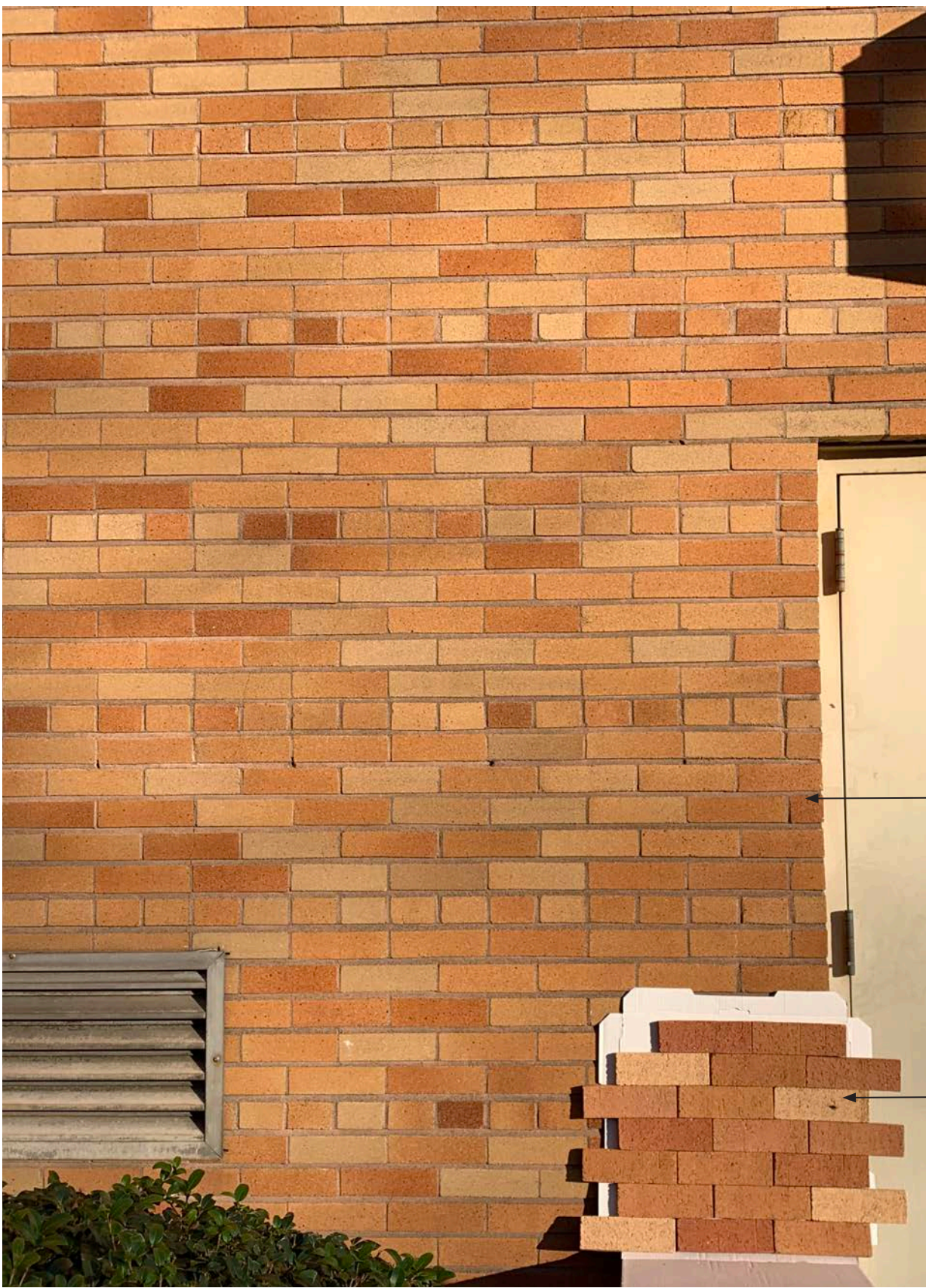
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MATERIAL PALLET



BRICK SELECTION AND TOWER REFERENCES



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

EXISTING HISTORIC TOWER BRICK

PROPOSED BRICK BLEND PROPPED UP AGAINST THE EXISTING TOWER FOR COMPARISON

APPROACH FROM JOSE RIZAL BRIDGE

DURING DESIGN REVIEW, CITY PLANNERS WANTED A VERTICAL ORIENTED EXPRESSION ON THE NORTH WEST FACADE TO COMPLIMENT THE VERTICAL EXPRESSION AT THE NORTHERN END OF BUILDING B.

WINDOWS ON THE NORTH WEST END FACADE ARE GROUPED WITH LIGHT METAL PANELS SIMILARLY TO THE OTHER LOCATIONS OF VERTICAL EXPRESSION. CORNER WINDOWS WERE ADDED TO MIMIC THE NORTHERN FACADE OF BUILDING B



PREVIOUS BLDG A NORTH WEST FACADE



REVISED BLDG A NORTH WEST FACADE

PORTAL PEDESTRIAN VIEW



THE CITY PLANNERS FELT THE PORTAL NEEDED A TALLER EXPRESSION THAT BROKE THE ONE STORY DATUM OF THE COMMERCIAL BASE OF THE BUILDING.



BRICK LINTEL, DARKER COLORED METAL PANEL, AND REVISED WINDOW PROPORTIONS ADD VISUAL HEIGHT TO THE PORTAL ENTRY.

LARGER SCALE LIGHT FIXTURES ON EITHER SIDE OF THE PORTAL FOR ADDED EMPHASIS



PREVIOUS PORTAL THROUGH BLDG A



REVISED PORTAL THROUGH BLDG A

REVISED RESIDENTIAL ENTRY PROTRUDES FROM PORTAL WALL MAKING IT MORE VISIBLE FROM THE INTERNAL DRIVE

ADDITION OF BOARD FORM AT AREAS OF EXPOSED CONCRETE

EXAMPLE OF BOARD FOAM CONCRETE BEING PROPOSED IN ELEVATIONS BELOW (IN BLUE)



VIEW OF BUILDING B GARAGE ENTRY

Board form concrete texture around the garage entry (outlined in blue) which will tie the garage facade into the other areas of architectural concrete around the base of Building B.

Taller mix of plants for distribution along the utility facade adjacent to the garage entry. These will minimize the presence of the concrete.



VIEW OF BUILDING A AND PLAY SPACE

Board formed concrete texture in the areas outlined in blue

The trees and lush planting along the western side of the playspace help to obscure the concrete walls and service walkways providing access to utilities.



VIEW ALONG 12TH AVE S

Board formed concrete texture in the areas outlined in blue



VIEW ALONG GOLF DR.

Board formed concrete texture in the areas outlined in blue. The vertical wood texture will compliment the vertical, textured trunks of the landmarked trees.



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NORTH LOT

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WEBER THOMPSON



LIGHTING STRATEGY

1 TREE UPLIGHTS

Ground-mounted lighting accent tree canopies.



2 MURAL LIGHTS

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



3 STEPLIGHTS

Steplights provide low-level illumination at stairways.



4 DIRECT-ONLY WALL SCONCES

Wall sconces with direct distribution illuminate entry and exit doors.



5 ILLUMINATED COLUMN LIGHTS

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



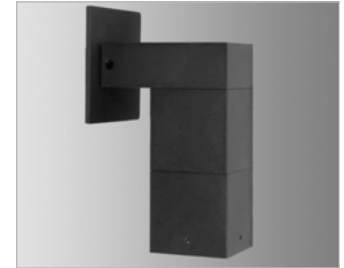
6 DECORATIVE WALL SCONCES

Decorative LED wall sconces with omnidirectional distribution create rhythm along facade.



7 SIDE-MOUNTED DOWNLIGHTS

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



8 UNDER-BENCH LIGHTS

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



9 POLE-MOUNTED AREA LIGHTS

Pole-mounted area lights illuminate driving and walking areas.



10 WALL-MOUNTED AREA LIGHTS

Minimalistic wall-mounted luminaires illuminate garage entrances.



11 PIER-MOUNT LIGHTS

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



12 HANDRAIL LIGHTS

LED luminaires integrated into handrail provide illumination at ramps and walkways.



13 ILLUMINATED BOLLARDS

Bollards with integral LED illuminate walking paths throughout the courtyard.



14 RECESS MOUNTED DOWNLIGHTS

Downlights at overhead soffit light illuminate the building entry below.



15 CIRCULAR SEATWALL LIGHT

LED flexible luminaire provides low-level illumination at circular seatwall within the courtyard.



17 SURFACE MOUNTED DOWNLIGHTS

Downlights surface-mounted to the soffit overhead illuminate the breezeway.



LIGHTING STRATEGY



PREVIOUS LIGHTING



REVISED LIGHTING

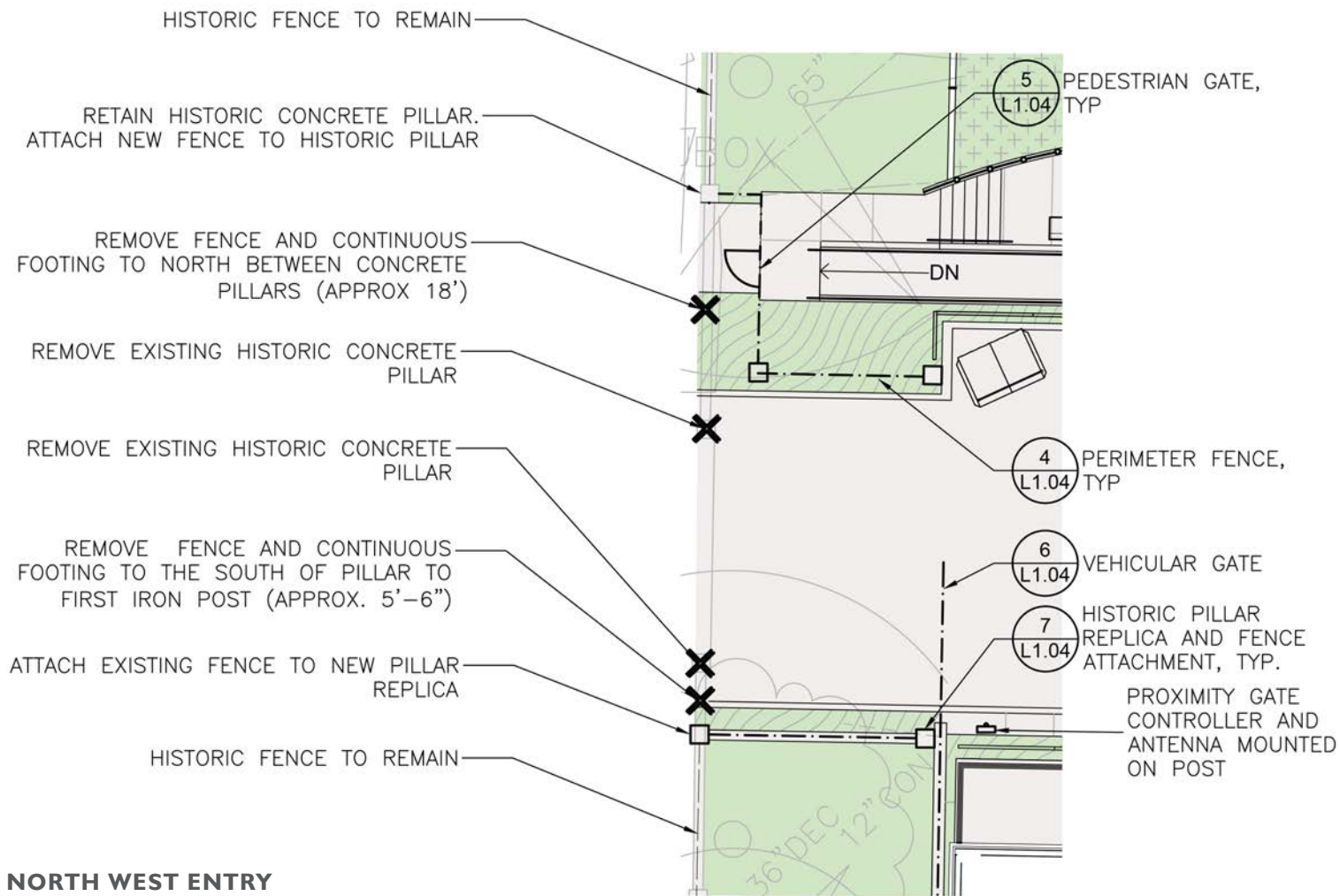
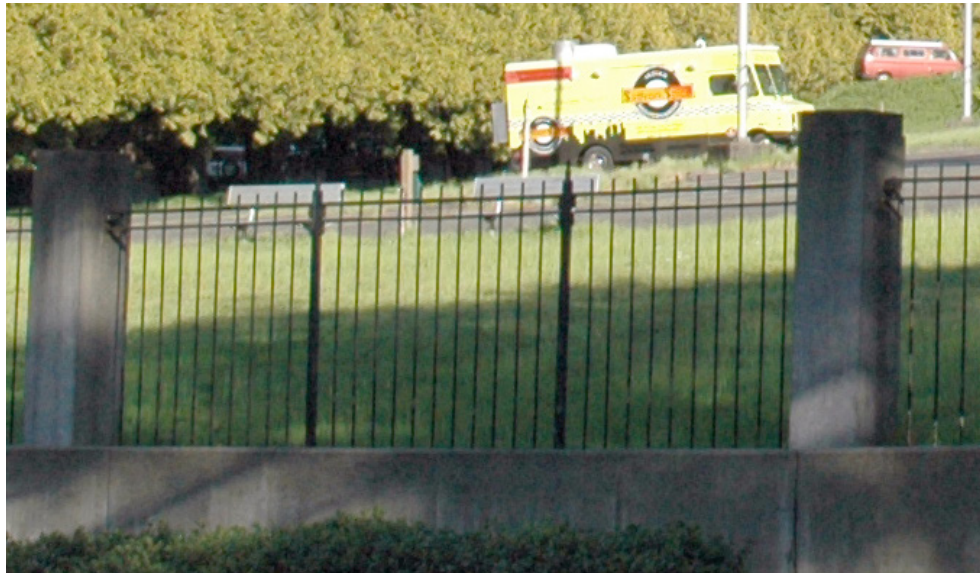


EXISTING LIGHTING ON HISTORIC TOWER

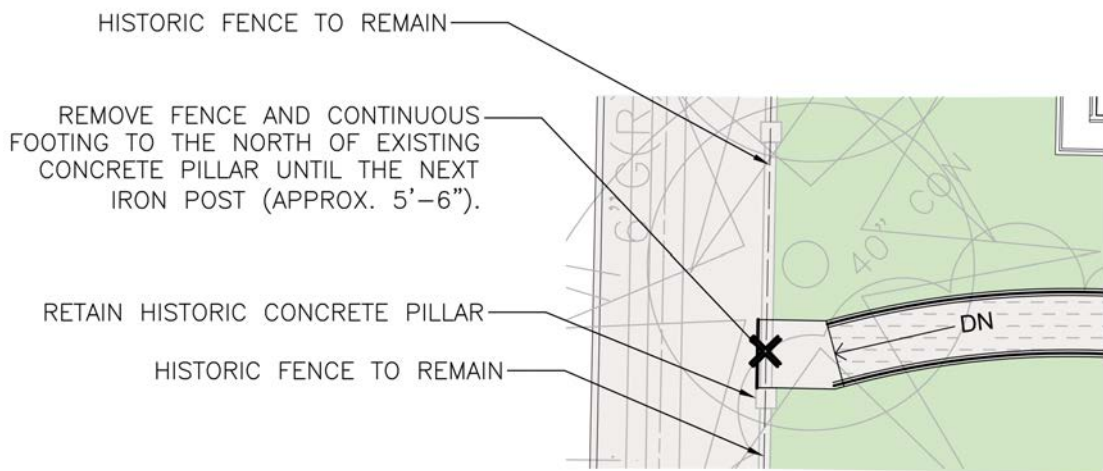
ADJUSTMENTS TO HISTORIC FENCE FOR ACCESS



EXISTING FENCE



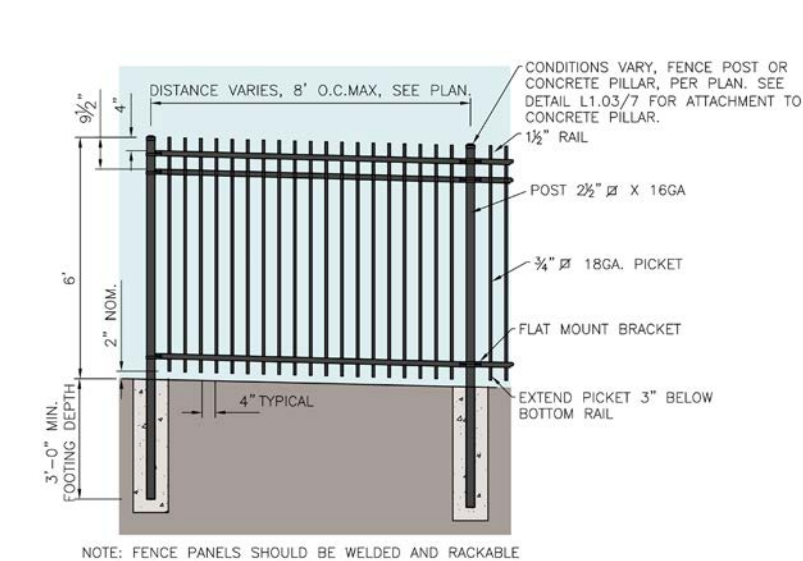
NORTH WEST ENTRY



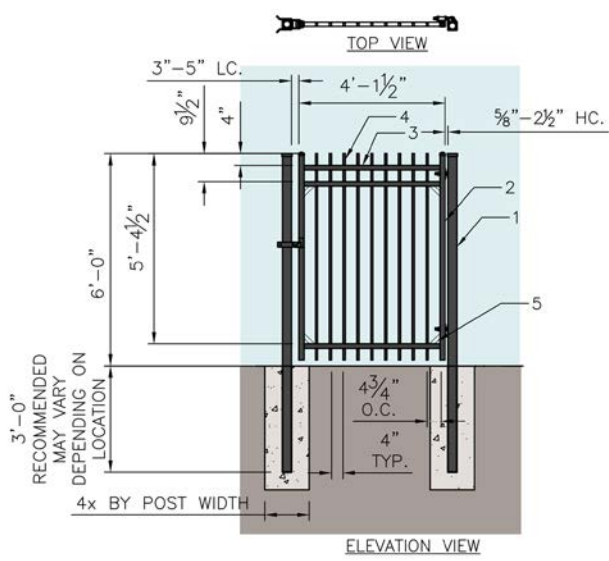
NORTH WEST ENTRY



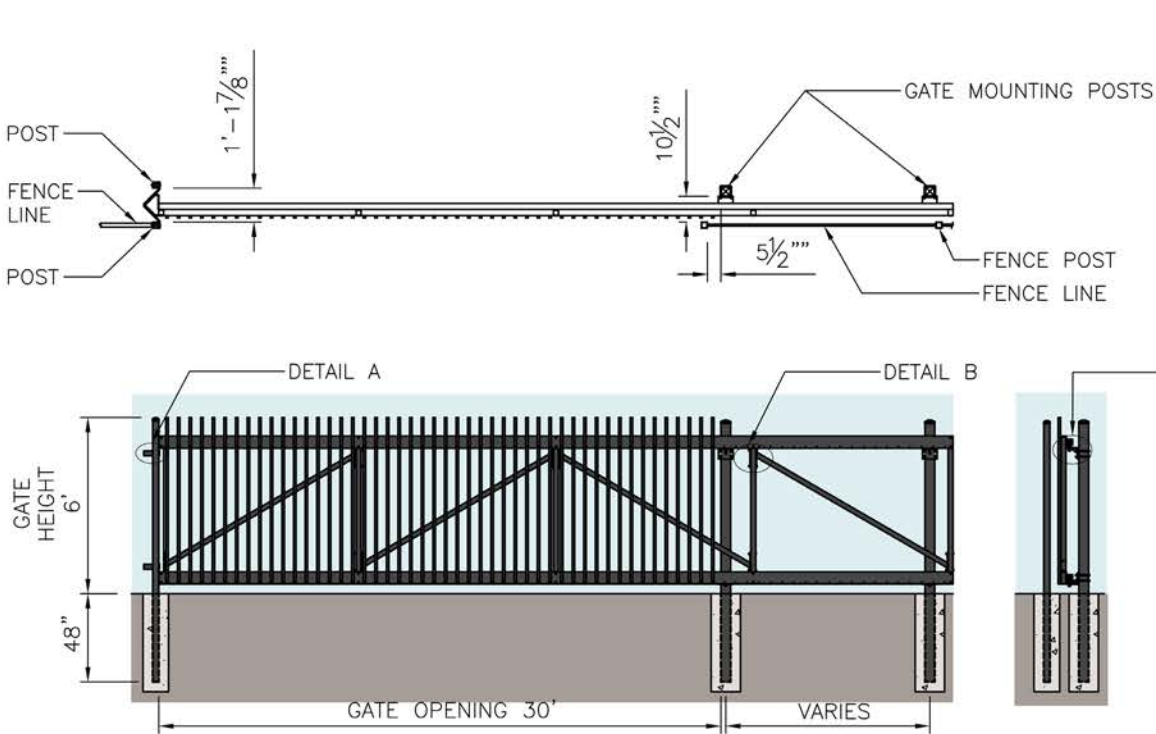
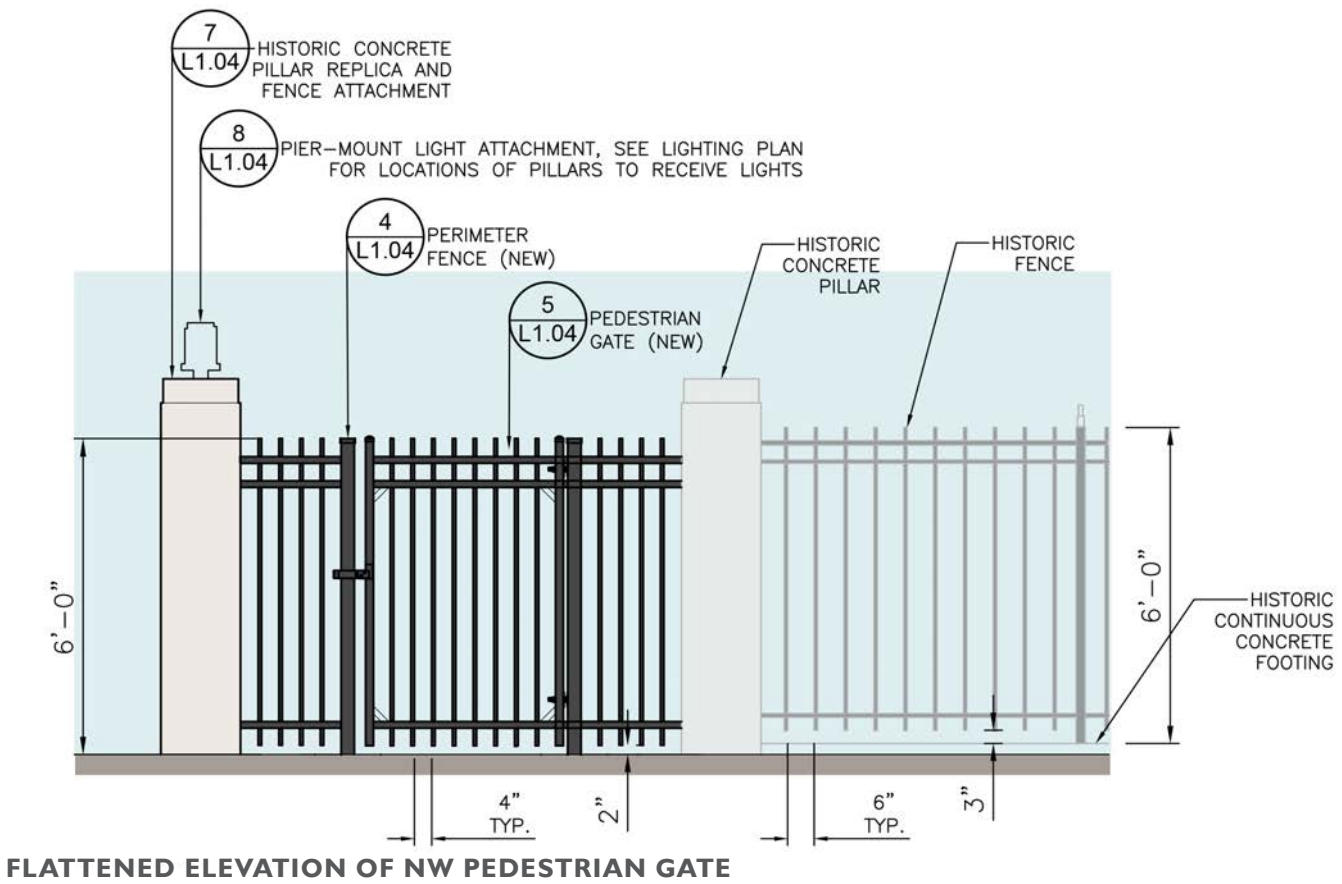
HISTORIC FENCE ADJUSTMENT DETAILS



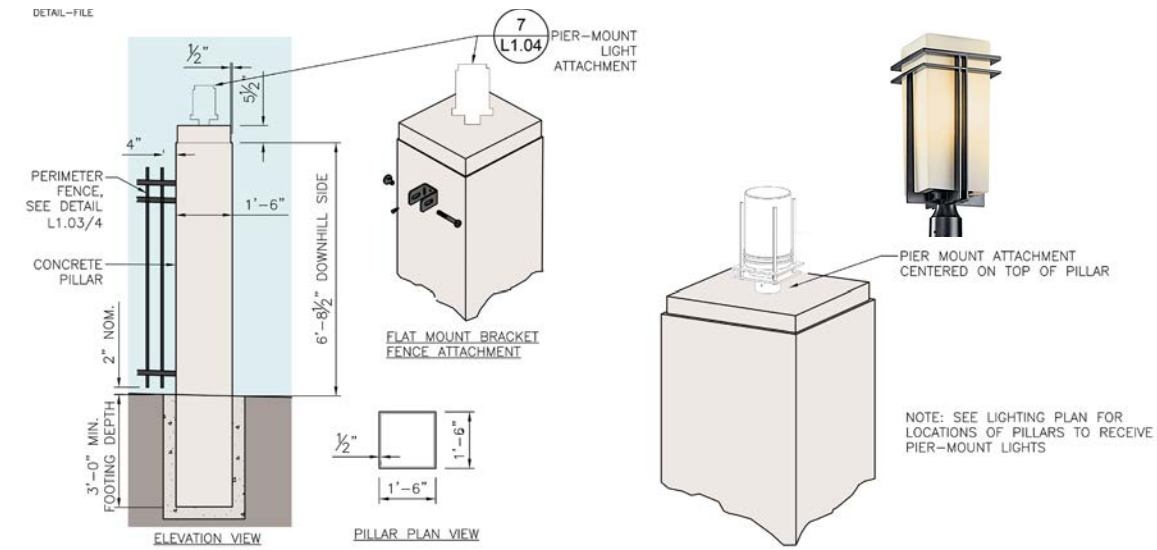
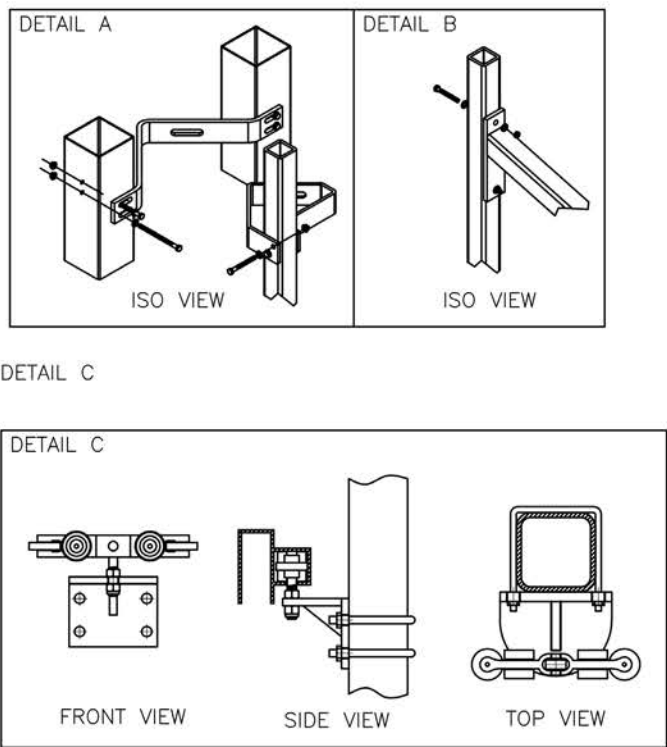
DETAIL 4. PERIMETER FENCE



DETAIL 5. PEDESTRIAN GATE



DETAIL 6. VEHICULAR GATE



DETAIL 7. HISTORIC PILLAR REPLICA

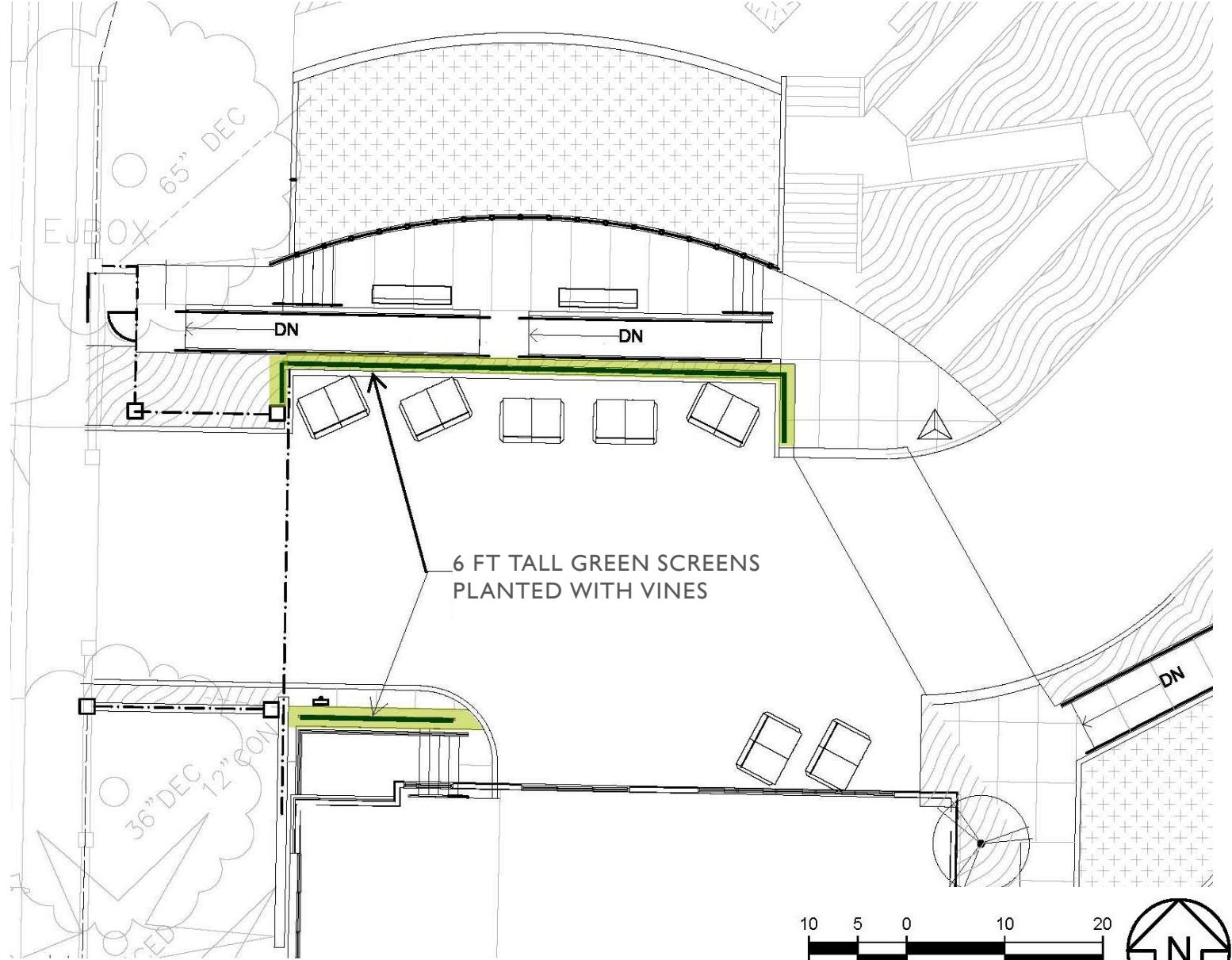
GREEN SCREEN AT TRASH STAGING



PERSPECTIVE FROM NORTH END OF SITE



GREEN SCREENS EXAMPLES



PLAN VIEW



SCIDpda

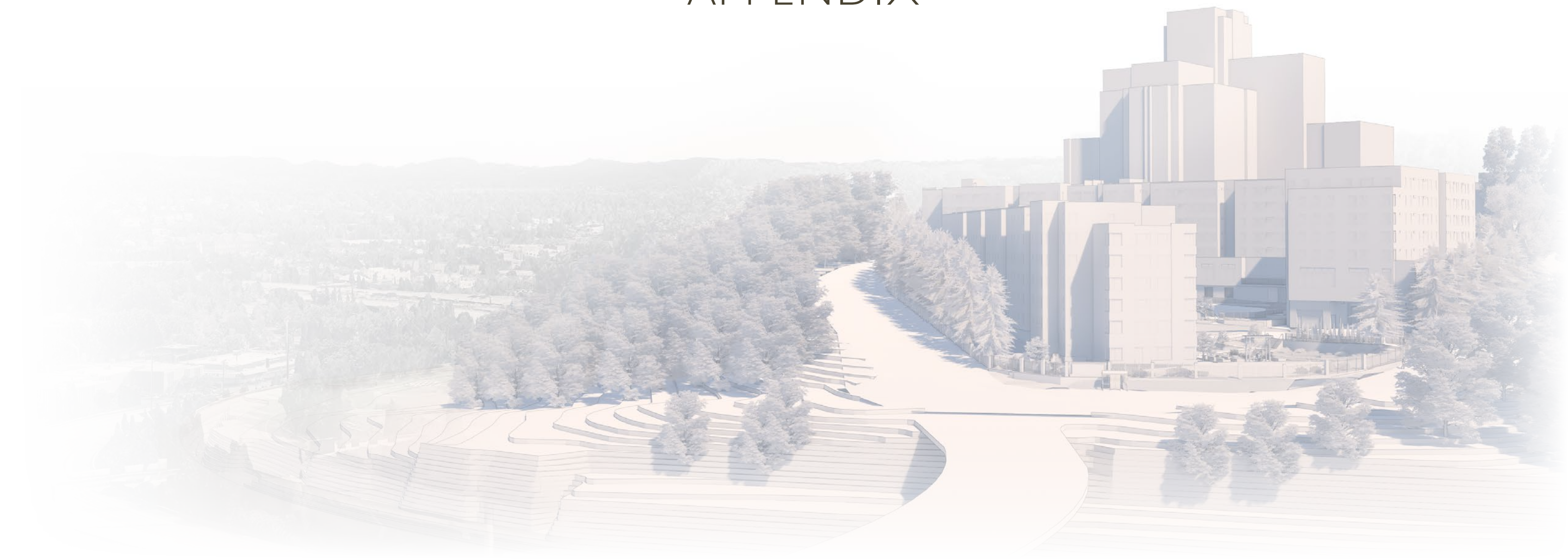
NORTH LOT

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APPENDIX



LANDSCAPE PLAN



LEGEND

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

TREE SCHEDULE

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

LANDSCAPE SITE FEATURES



Anova Elevate chair



Anova Elevate table



Anova Elevate bench



Anova Exposition trash receptacle

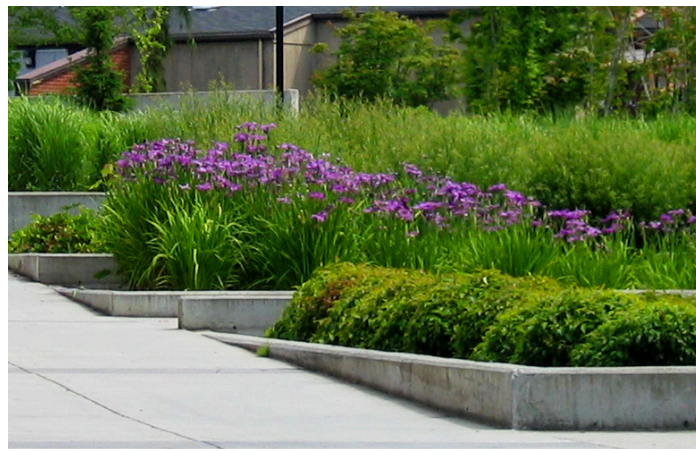


Sportsworks Tofino bike rack

SITE FURNISHINGS



Concrete paving with sawcut joints



Bioretention stepping down with grade



Synthetic turf lawn area



Decking



Pergola



Corrugated metal raised beds in community garden

COMMUNITY GARDEN

PLANT PALETTE



Karpick Red Maple



Red Rage Tupelo



Evergreen Clematis



Variegated Japanese Sedge



Western Sword Fern



Asian Saber Fern



Himalayan Maidenhair Fern



Japanese Tassel Fern

LARGE DECIDUOUS TREES

VINE



Fox Valley Birch



Pacific Fire Vine Maple



Japanese Flowering Cherry



Yuletide Camellia



Evergreen Solomon's Seal



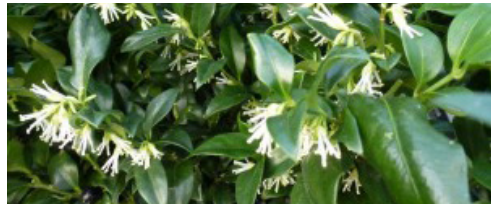
Monroe's White Lilyturf



Highbush Blueberry



Crococsmia



Dwarf Sweetbox

SMALL DECIDUOUS TREES AND LARGE SHRUBS

GROUNDCOVERS AND PERENNIALS



Salal



Pee Wee Oakleaf Hydrangea



Soft Caress Mahonia



Low Oregon Grape



Douglas Iris



Dwarf Arctic Willow



Hardstem bulrush



Birch-leaved Spirea



Kelsey Dogwood

SMALL SHRUBS

BIORETENTION



EXISTING SITE PLAN

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

NEW PARCEL “A” DESCRIPTION

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

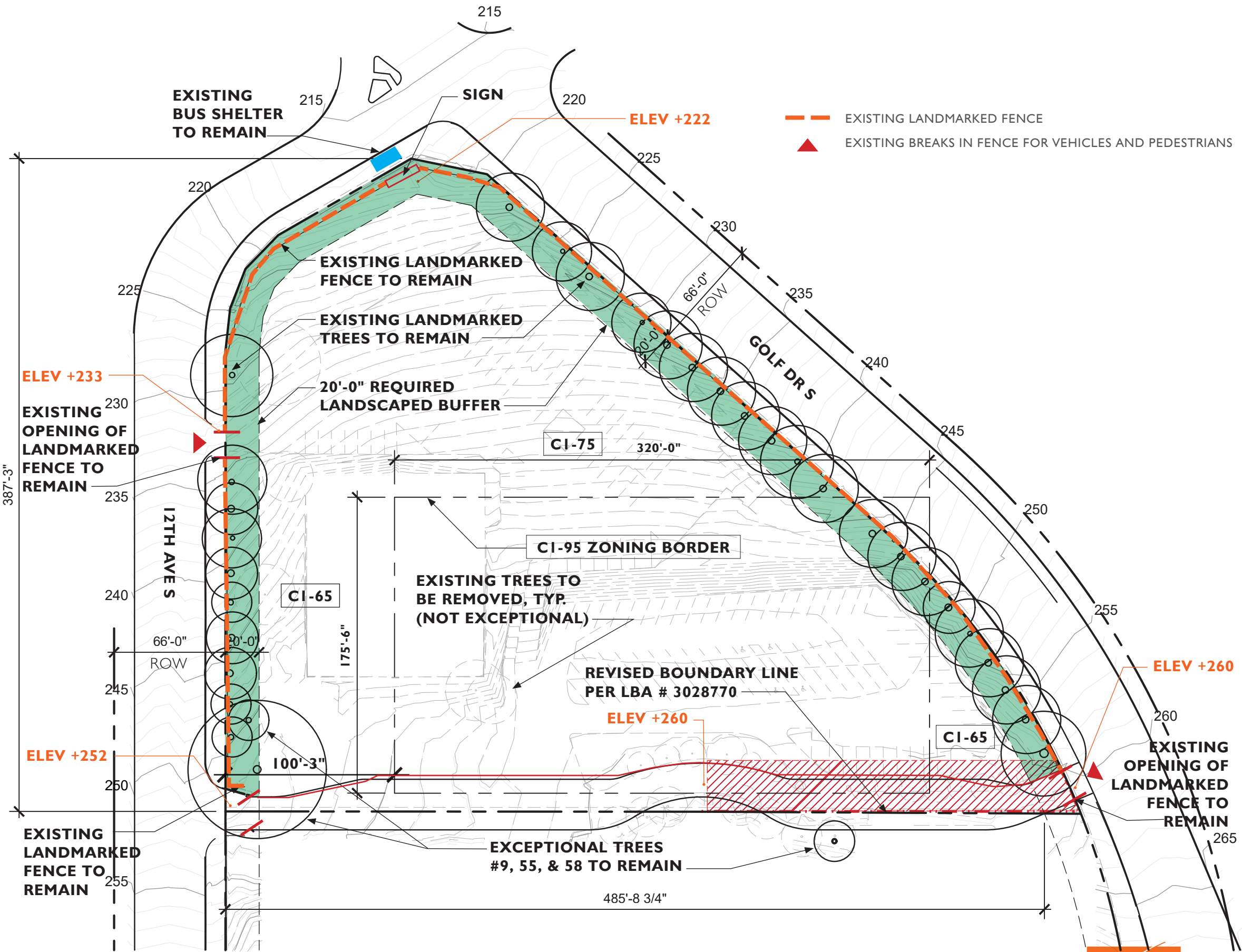
EXCEPT THAT PORTION OF LOTS 2, 3, 4, 5 AND 19 OF SAID BLOCK 5, AND THAT PORTION OF ADJOINING ALLEY VACATED UNDER ORDINANCE NO. 59530, DEEDED FOR ROAD PURPOSE PURSUANT TO KING COUNTY

RECORDED FEBRUARY 7, 1984 UNDER RECORDING NO. 8402070333.

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

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

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



EXISTING STREETSCAPES – GOLF DR S



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

EXISTING STREETSCAPES – 12TH AVE S



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



STREETSCAPES – INTERNAL ROAD ADJACENT TOWER



1
EXISTING
LANDMARKED
TOWER

INTERNAL
DRIVE

SITE



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

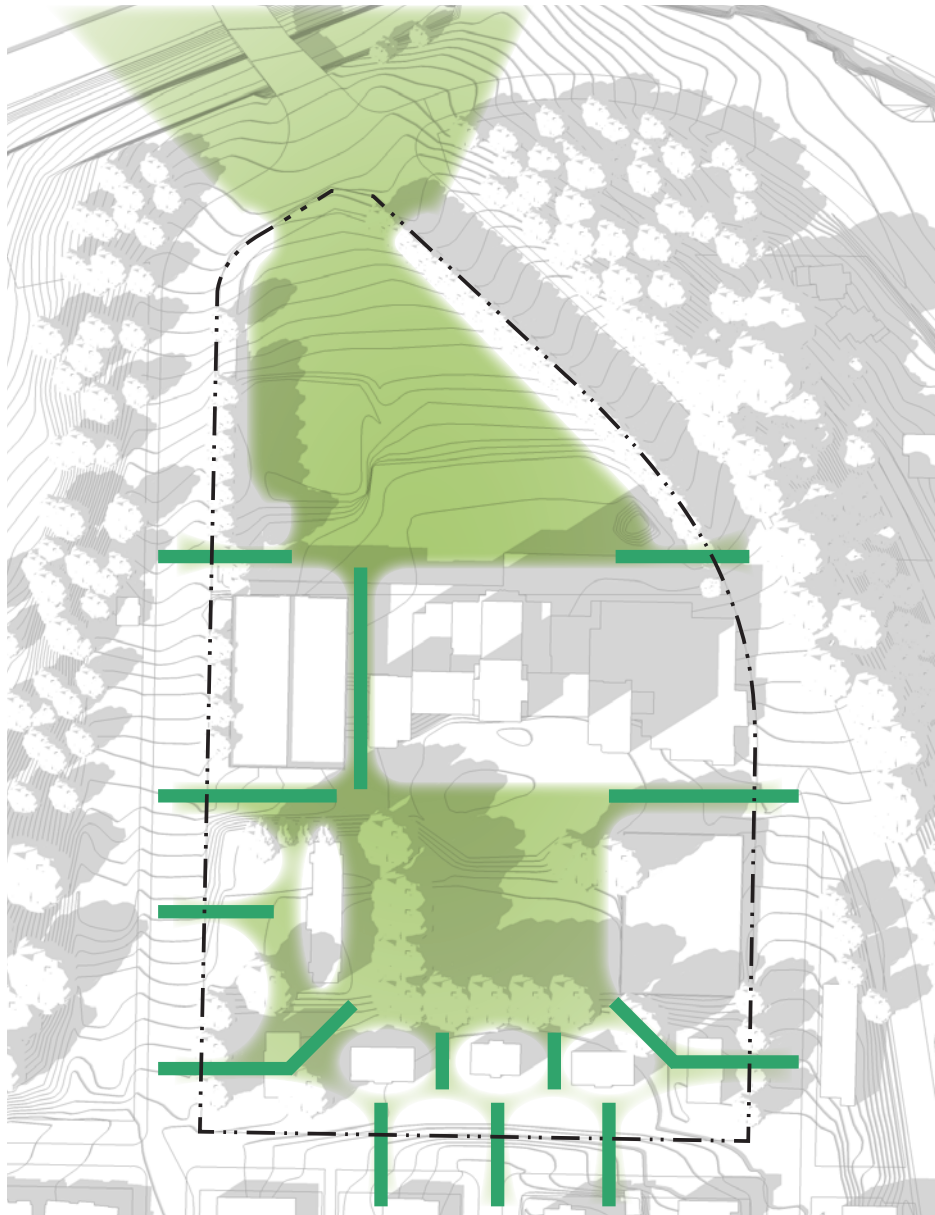


2

INTERNAL
DRIVE

SITE

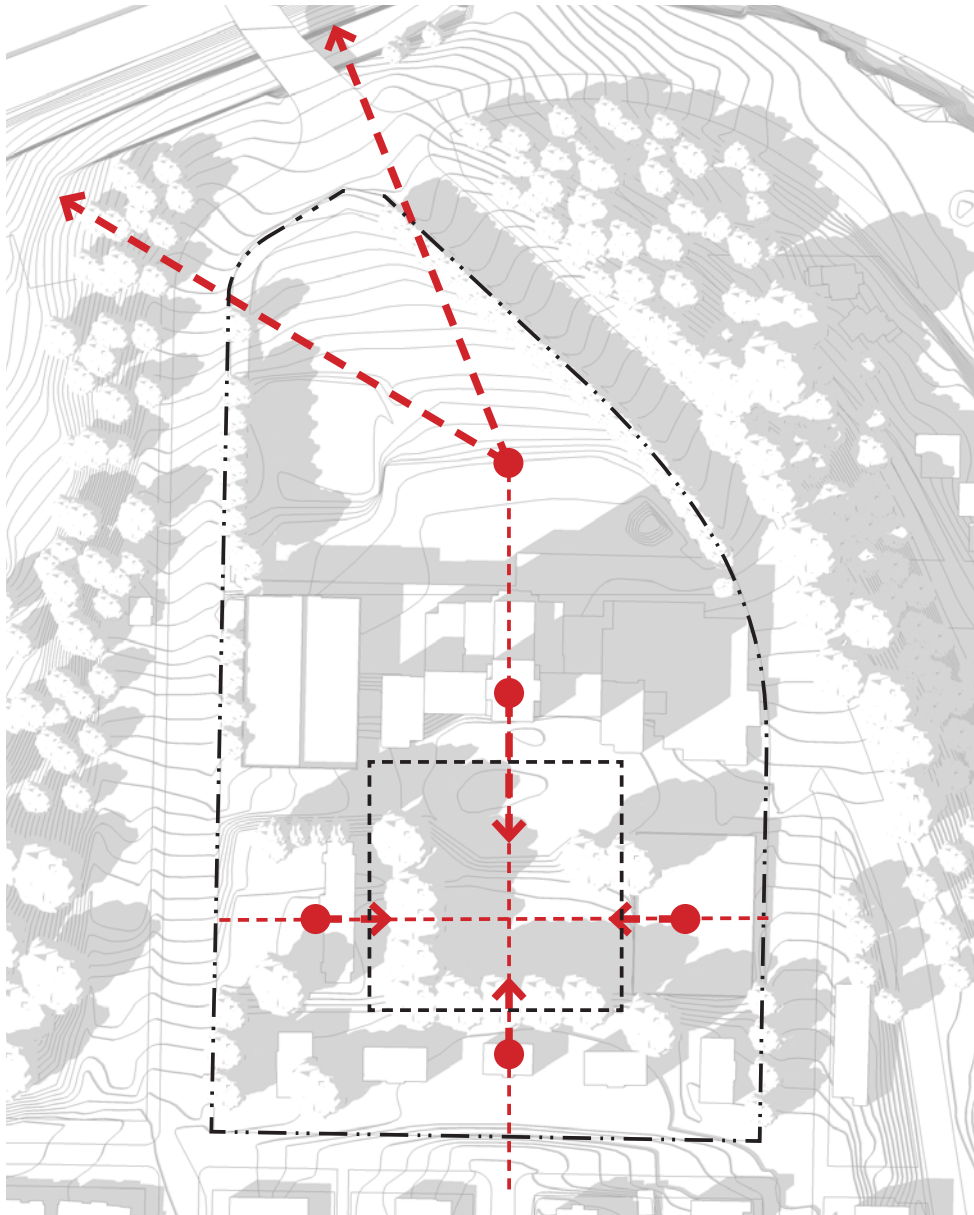
EXISTING CAMPUS SPATIAL CONCEPTS



OPEN SPACE: COMPRESSION AND EXPANSION

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

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



AXIS AND FOCUS

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

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

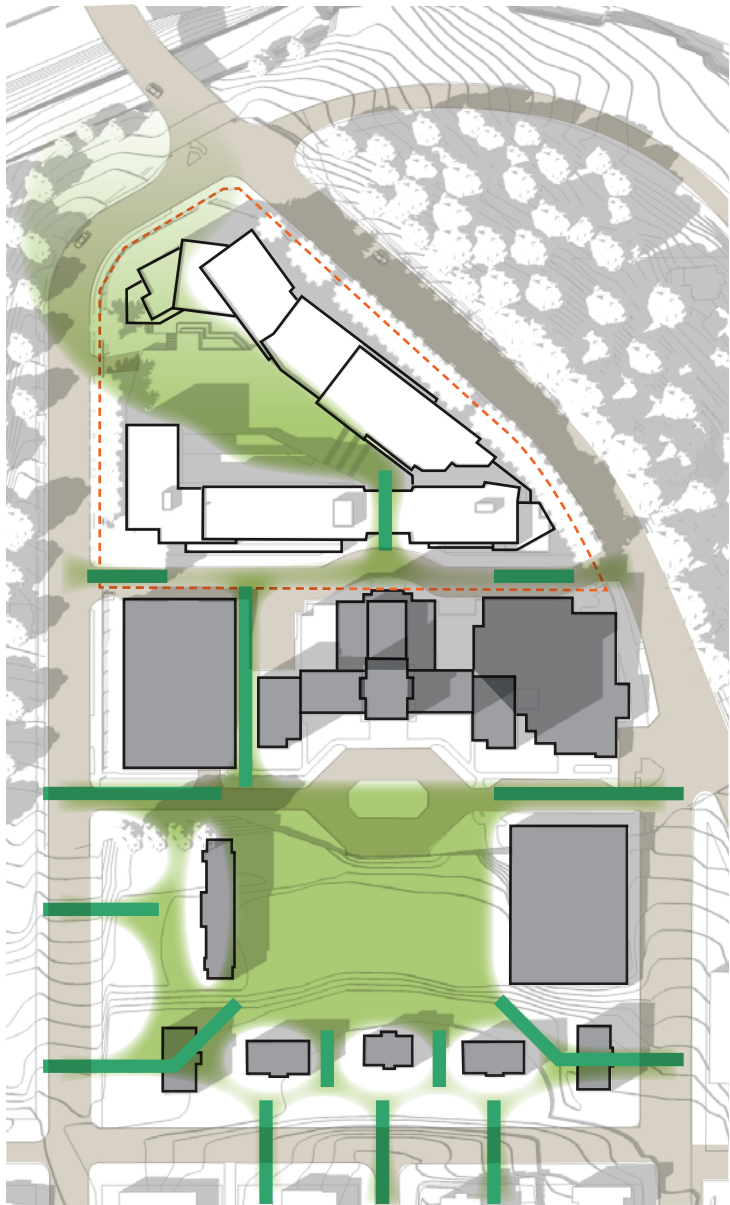
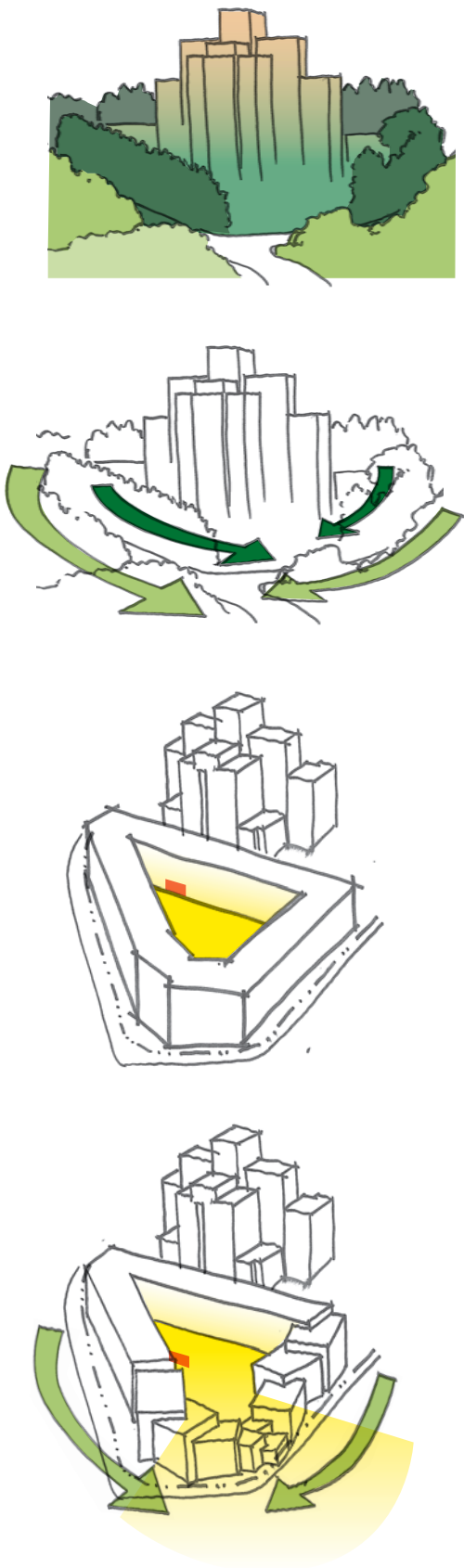


MASS ORGANIZATION

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



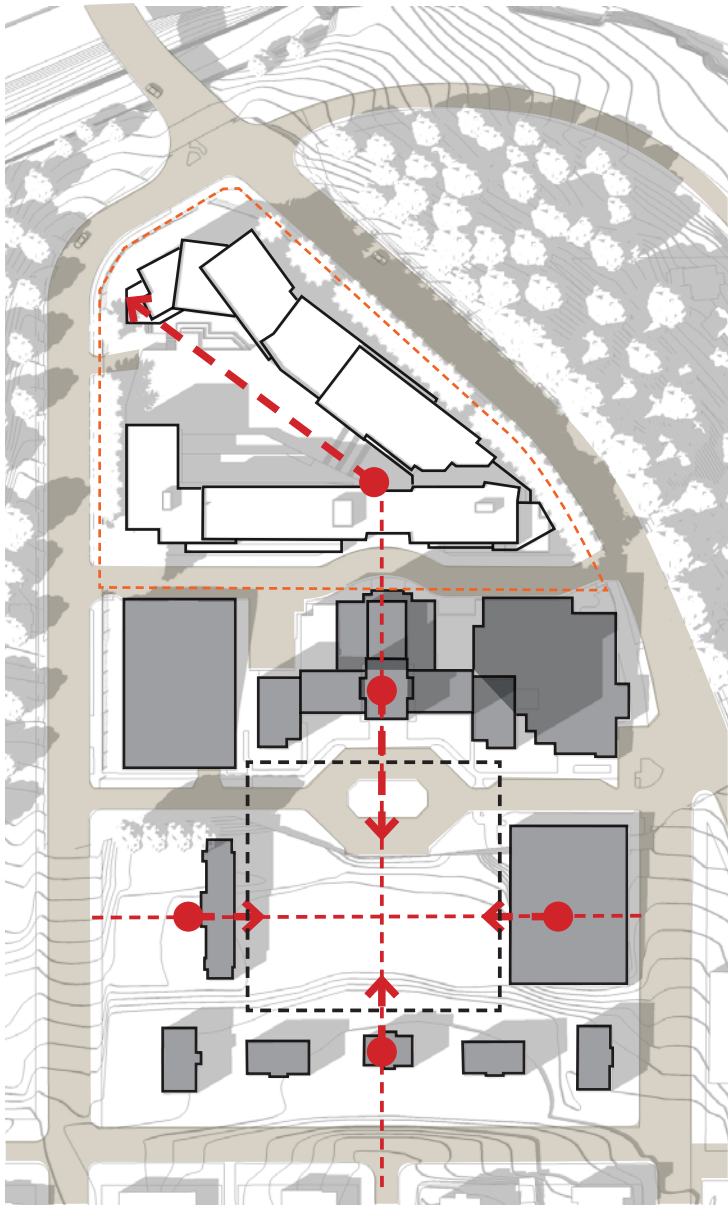
IMPORTANT CONCEPTS OF SUPPORTED MASSING OPTION



OPEN SPACE: COMPRESSION AND EXPANSION

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

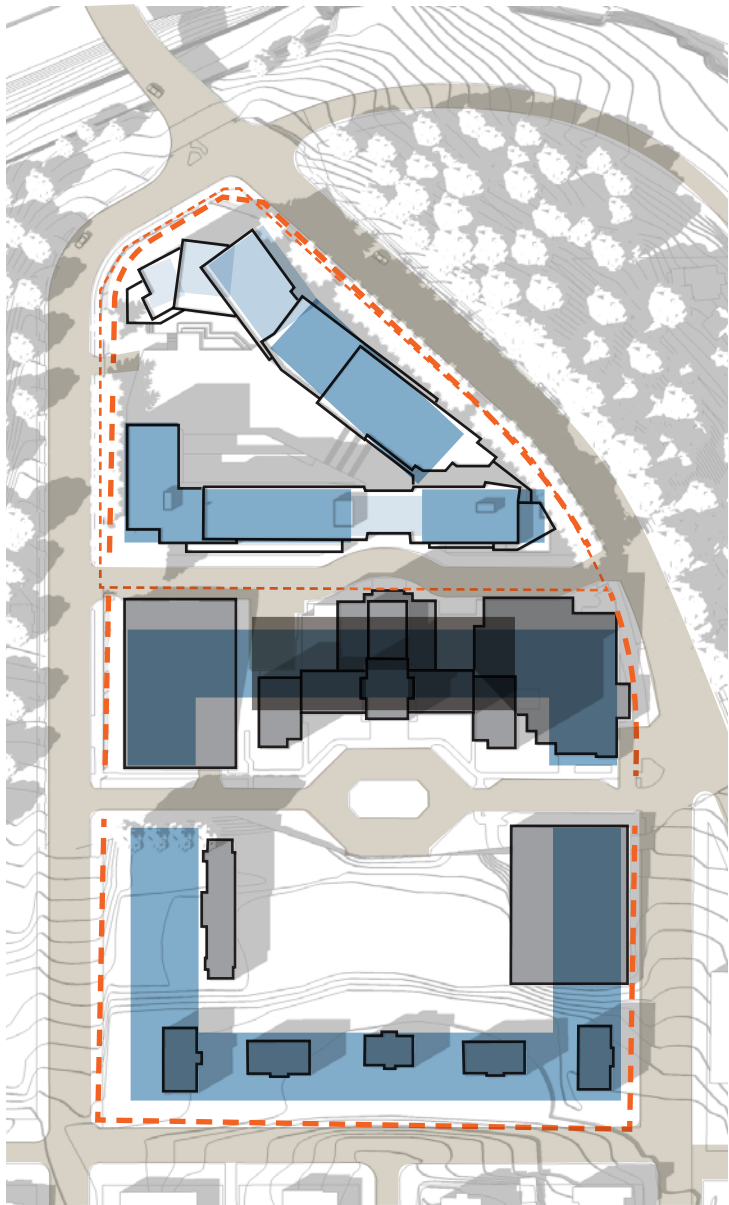
The new development continues a pattern of expansion and compression. A portal at grade is centered on the historic tower. Once through the portal, the space opens dramatically to a large singular central courtyard and to the sweeping views to and from the site.



AXIS AND FOCUS

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

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



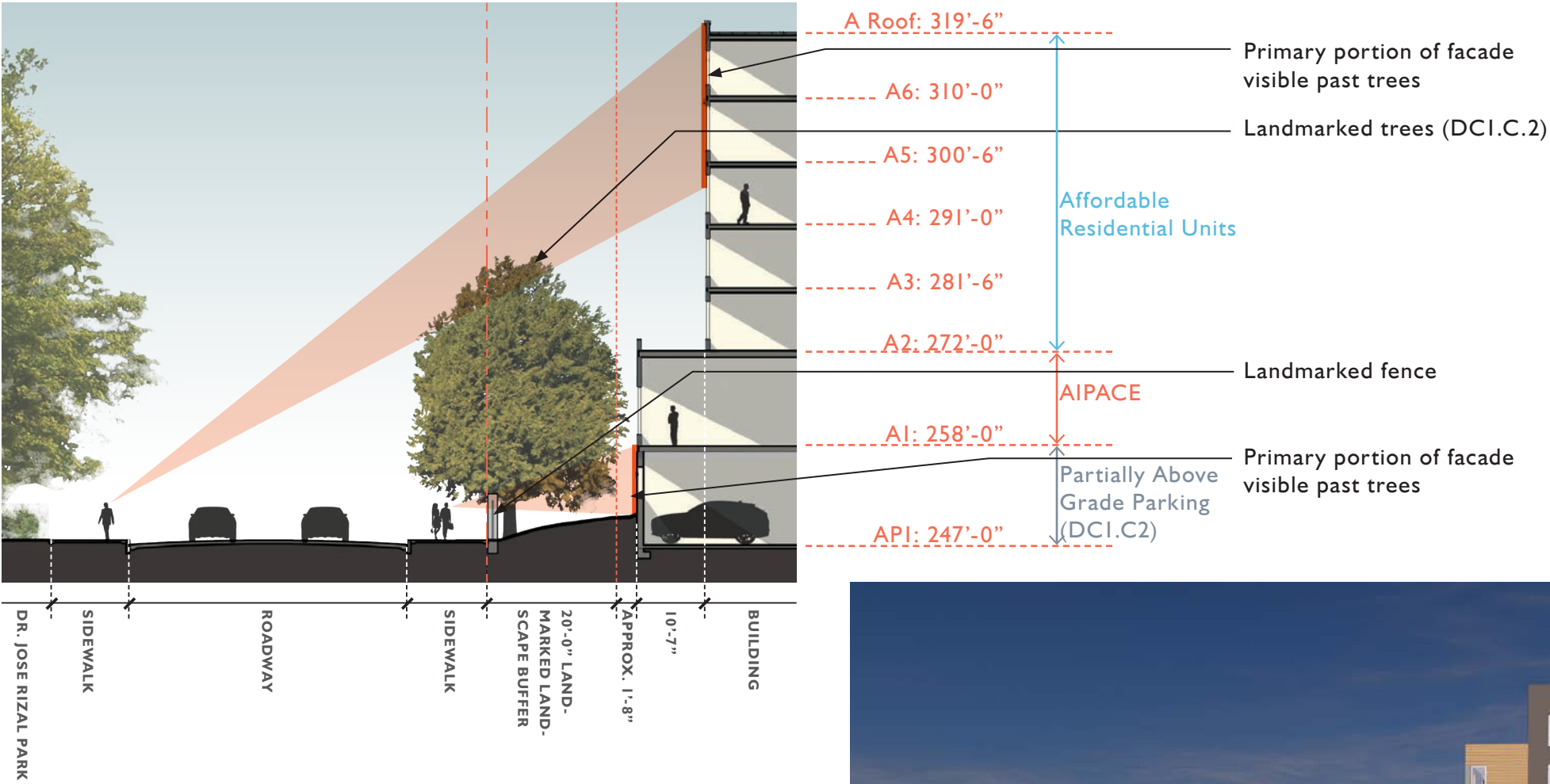
MASS ORGANIZATION

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

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



12TH AVE SOUTH



PERSPECTIVE VIEW DOWN 12TH AVE S



SCIDpda

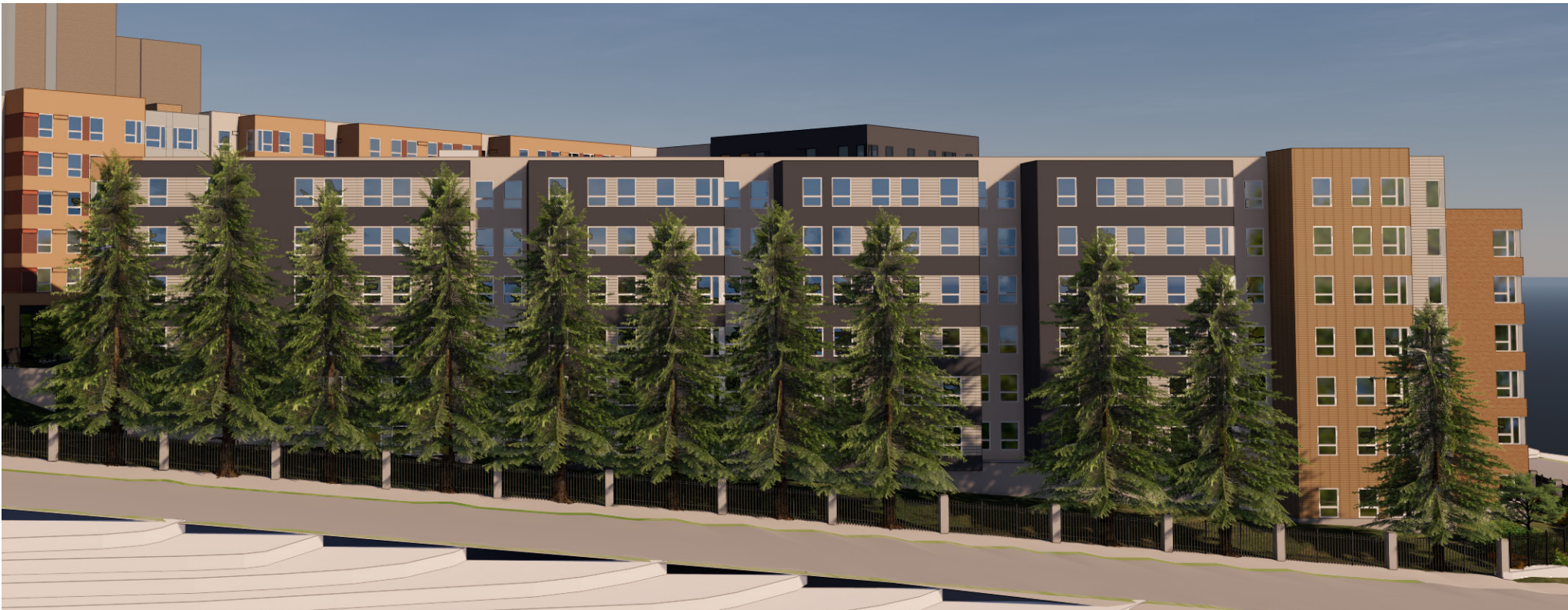
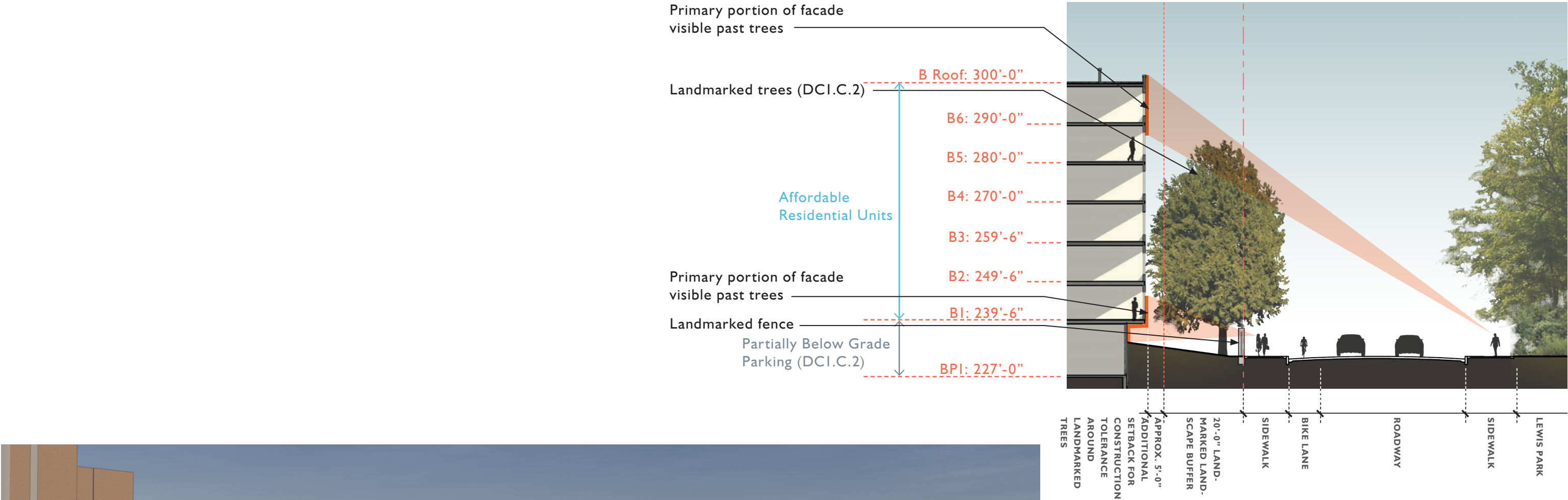
NORTH LOT

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GOLF DRIVE SOUTH

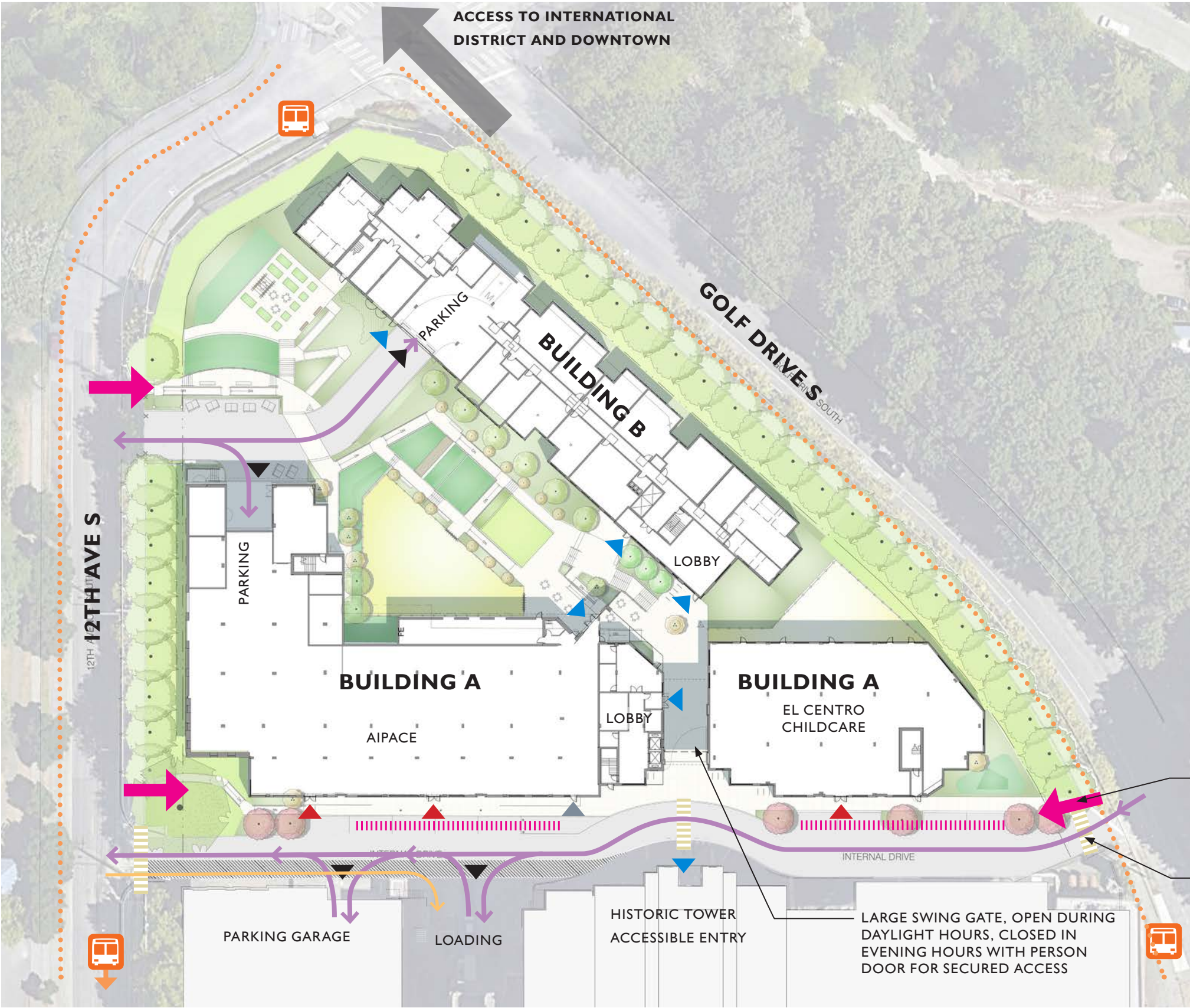


GOLF DR ELEVATION



PERSPECTIVE VIEW DOWN GOLF DR

SITE ACCESS



EDG COMMENT

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

RESPONSE

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

EDG COMMENT

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

RESPONSE

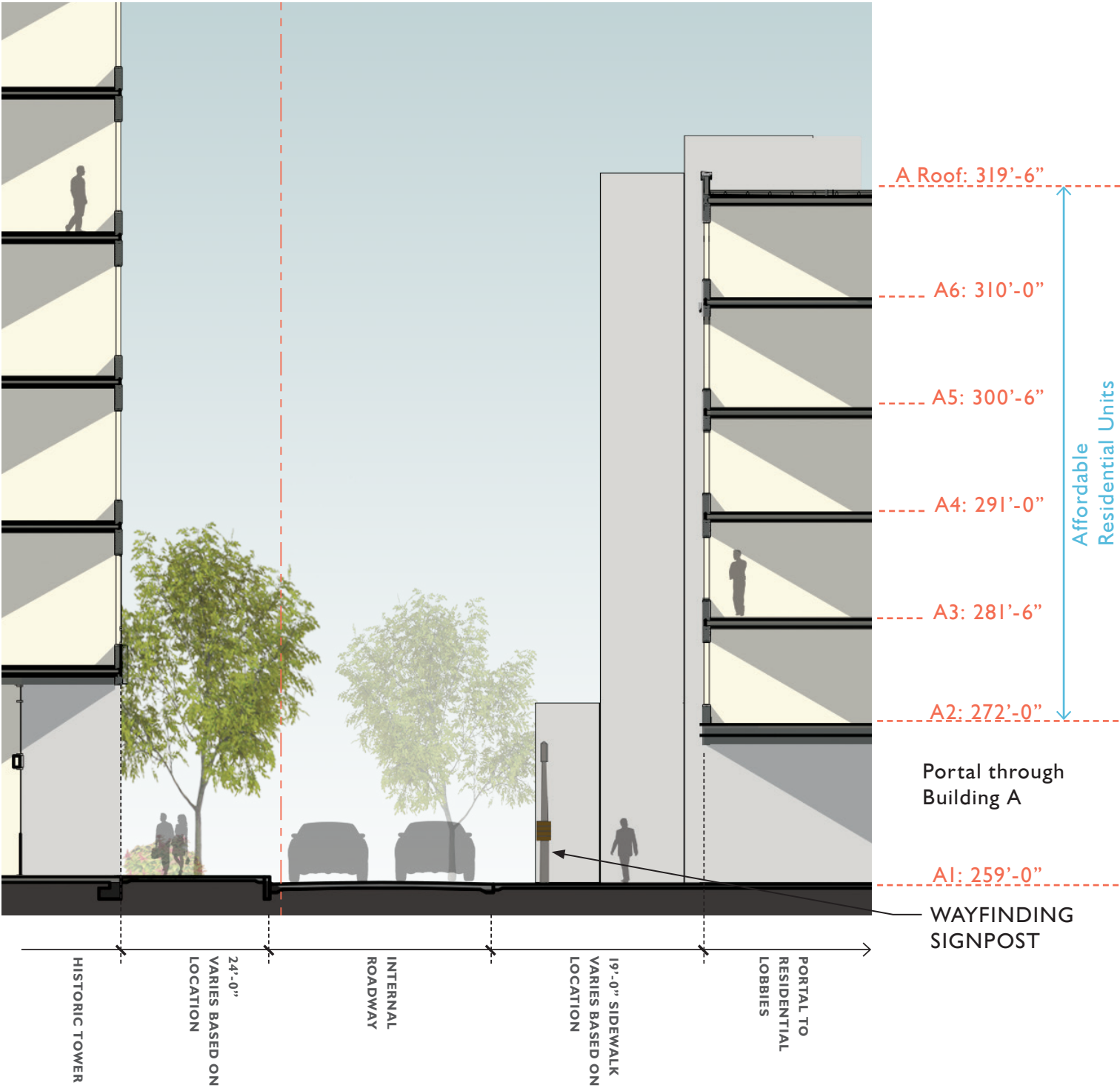
While additional openings in the fence were considered, adhering to the intent of the landmarks designation and respecting the privacy of residential units near or at grade led to maintaining the fence around the majority of the site. The project has been reviewed for CPTED (Crime Prevention Through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



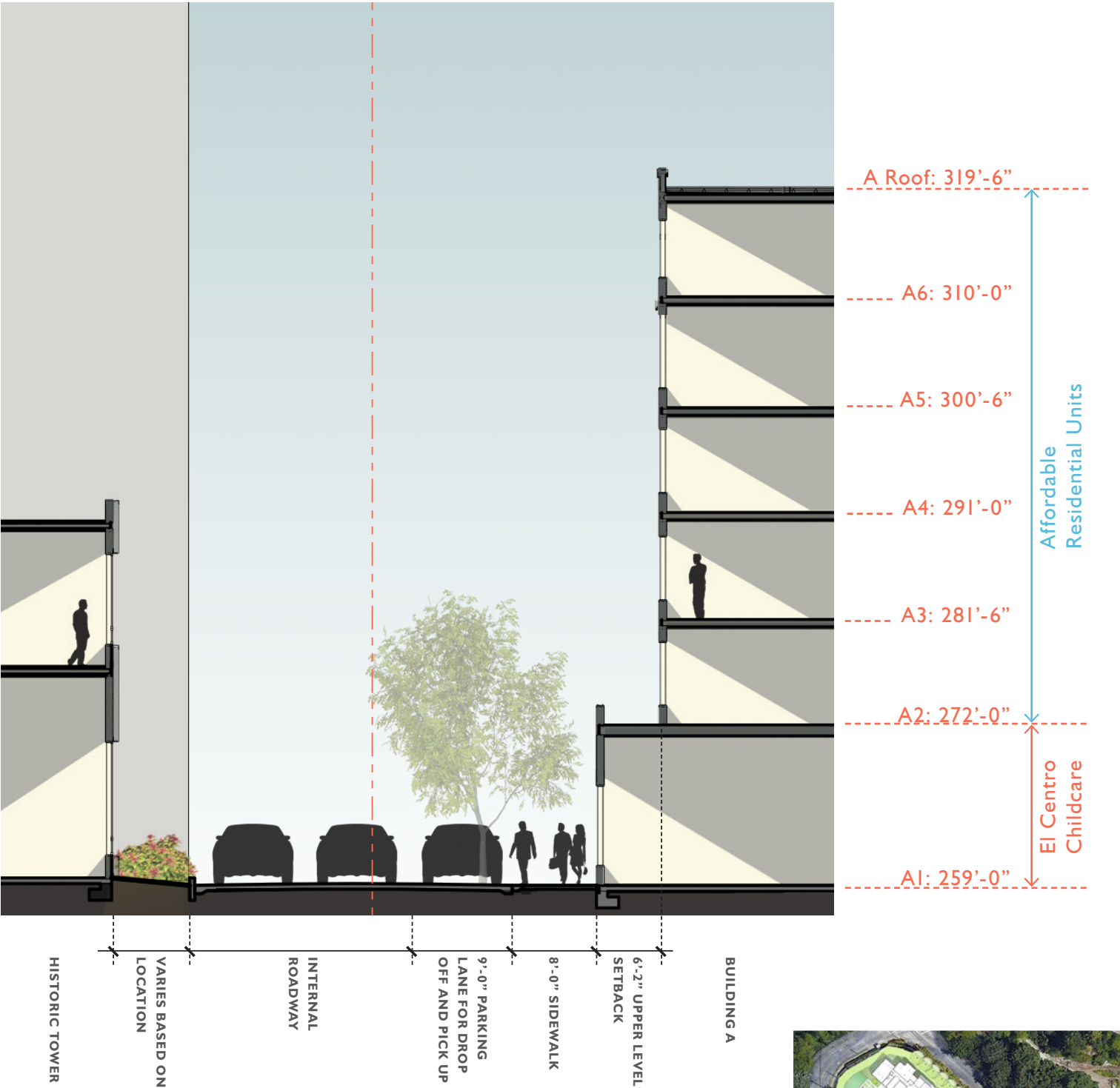
INTERNAL DRIVE ENTRANCE (EAST END)



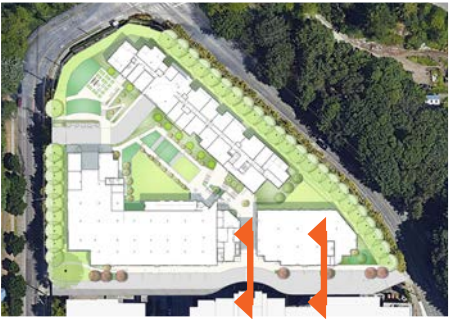
INTERNAL DRIVE SECTIONS



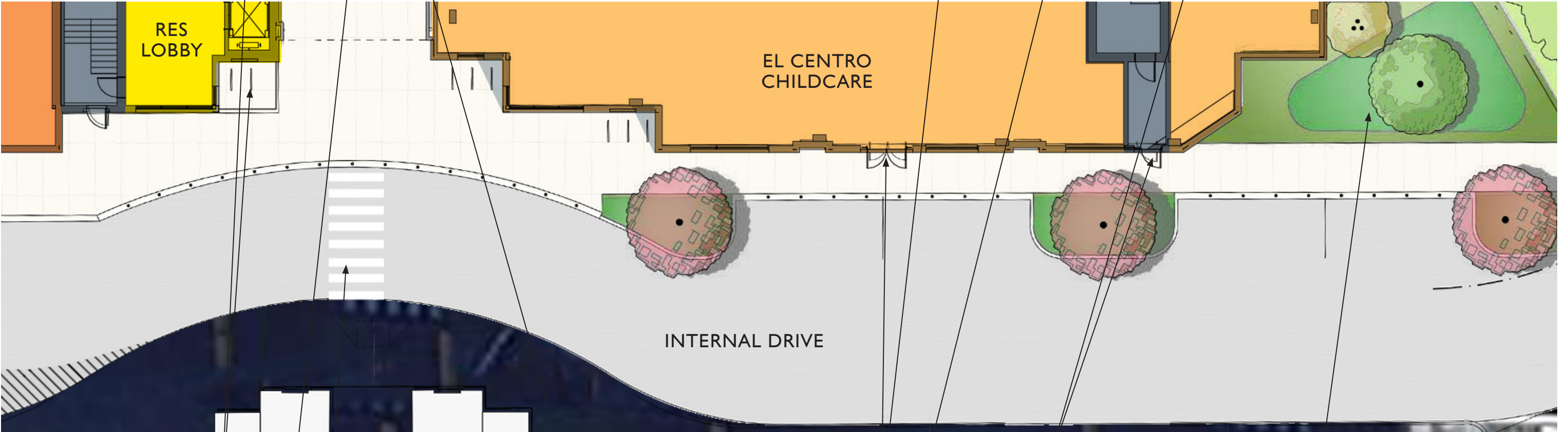
SECTION AT PORTAL



SECTION AT EL CENTRO



INTERNAL DRIVE: PORTAL AND EL CENTRO FRONTAGE



SHORT TERM BIKERACKS
CONVENIENTLY LOCATED
BY RESIDENTIAL AND
COMMERCIAL ENTRIES

WAYFINDING SIGNPOST

PORTAL ACROSS FROM
HISTORIC TOWER ENTRY
LEADS TO RESIDENTIAL
ENTRY

CROSS WALK TO HISTORIC
TOWER

MAIN ENTRY TO EL CENTRO
CHILDCARE FACILITY

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

RESIDENTIAL EGRESS

BIORETENTION PLANTER



EL CENTRO PEDESTRIAN VIEW



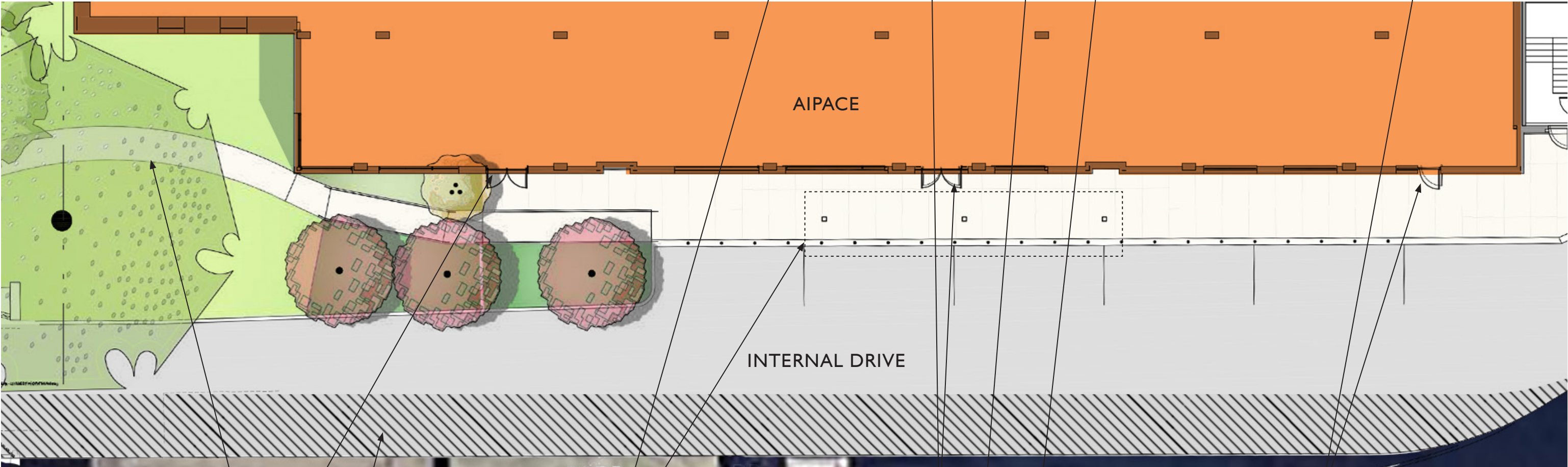
DARK STOREFRONTS
COMPLEMENT WROUGHT
IRON HISTORIC FENCE

BLADE SIGN IS
VISIBLE FOR BOTH
PEDESTRIANS AND
VEHICLES

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

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

INTERNAL DRIVE: AIPACE FRONTAGE



PATHWAY CURVES TO ACCOMMODATE SIGNIFICANT TREE AND CONNECTS TO PUBLIC SIDEWALK

ENTRY TO AIPACE CLINIC

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

STRIPED PAVING INDICATING EASTBOUND VEHICLES FOR LOADING ONLY

MAIN ENTRY TO AIPACE PROGRAM

DARK STOREFRONTS COMPLEMENT WROUGHT IRON HISTORIC FENCE

AIPACE SERVICE ENTRY

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



AIPACE PEDESTRIAN VIEW



AIPACE CLINIC BLADE SIGN
AIPACE CLINIC ENTRY

BLADE SIGN IS VISIBLE FOR BOTH
PEDESTRIANS AND VEHICLES
AIPACE MAIN ENTRY

PARKING FOR DROP OFF
AND PICK UP

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

COURTYARD SECTION



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



APPROACH TOWARD NORTHWEST ENTRY FROM JOSE RIZAL BRIDGE



DECORATIVE LIGHT POLES
PUNCTUATE NW ENTRY
AND SCENIC OVERLOOK

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

PEDESTRIAN ENTRY
BIORETENTION PLANTER
BENCH SEATING



ARCHITECTURAL DETAILS



CRAFTSMAN DETAIL AT HUMAN SCALE



CAMPUS PRECEDENT



REFERENCE



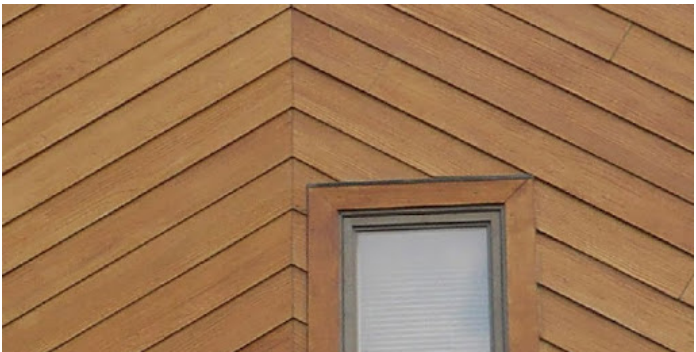
PATTERN AND TEXTURE IN GESTURES



CAMPUS PRECEDENT



REFERENCE



ARCHITECTURAL DETAILS



DEFINING HORIZONTAL BANDS & ADDING SUBTLE DEPTH



ADDING EXPRESSION TO GARAGE FACADE (DCI.C.2)



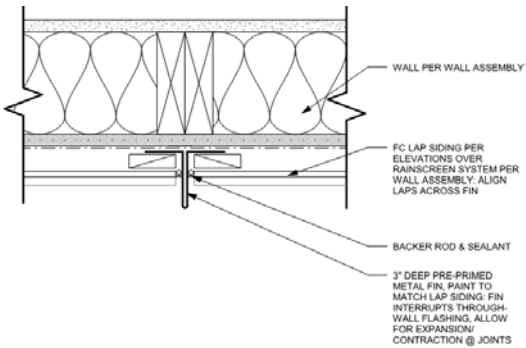
CAMPUS PRECEDENT



CAMPUS PRECEDENT








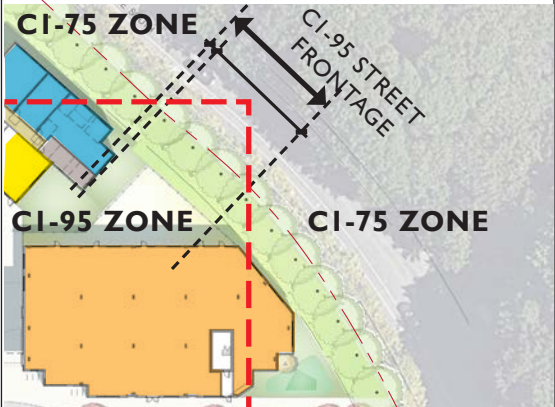
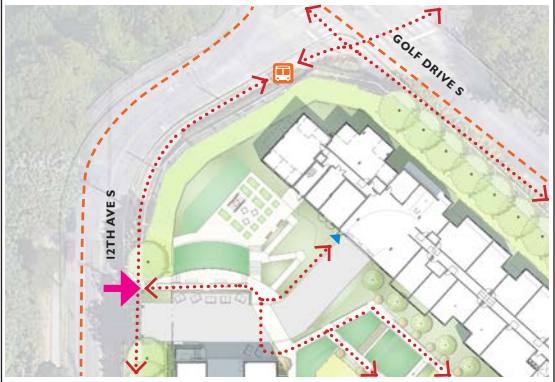

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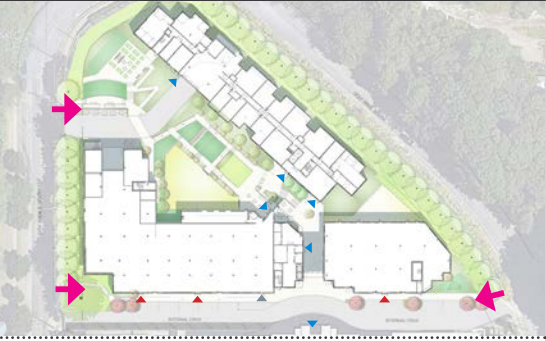

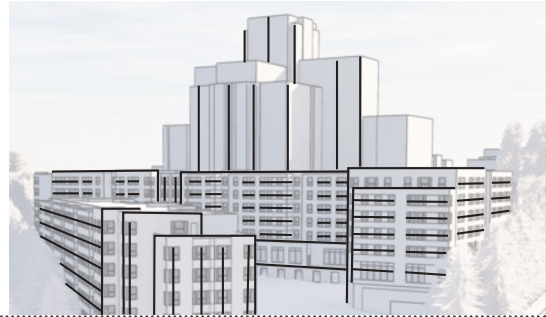

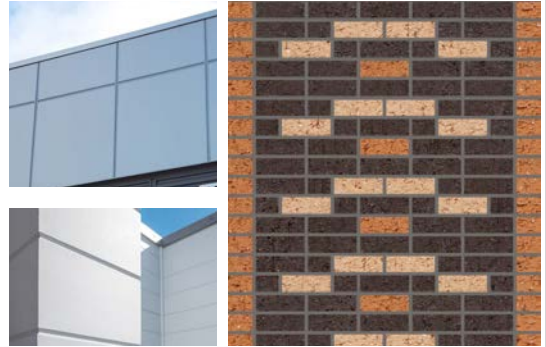
REFERENCE





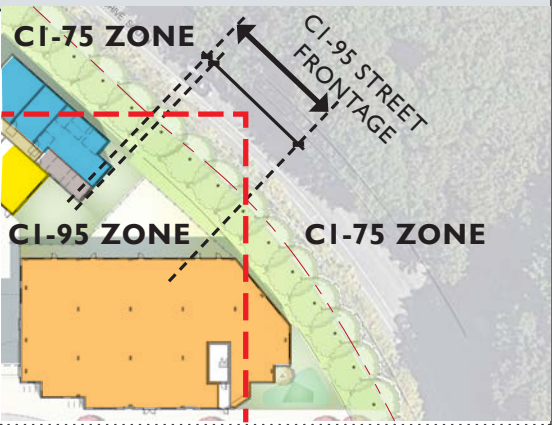

PAGE	EDG COMMENTS	PROJECT TEAM RESPONSE	REFERENCE IMAGE
	I. MASSING OPTIONS		
PAGE 30-31 Board Guidance Massing Options	Although the Board generally supported Massing Option 3, the Board also agreed with public comment that the option needed additional breaks to strengthen permeability through the site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

PAGE	EDG COMMENTS	PROJECT TEAM RESPONSE	REFERENCE IMAGE
	2. STREETScape CHARACTER		
PAGE 33 Ground Level Uses	a. The Board recommended modifying the arrangement of ground level uses to engage with the larger community and requested additional studies to improve visual access into the site. The Board acknowledged the public comment related to the active uses and encouraged building on uses presently located on site to reinforce how the public is currently accessing the campus. (CS2-B-2, CS3-A1, PL1, PL3-C3, DC1-A, DC3-A1)	Per EDG comment 1.a, the massing is adjusted to allow for more visual permeability through the site. With the addition of open space between Buildings A and B, a portion of the childcare play space is located between the buildings. The new location is visible from the public right of way and the site's entry which better engages the uses on site with the larger community (DC1.A.1). Currently, uses located along the internal drive for the historic tower include loading, the only accessible entry to the tower, and vehicular access to one of the two parking garages on the historic tower. The proposed commercial functions in this project locate their primary entries along the internal drive. Both childcare and AiPACE adult care will require spaces for temporary parking while dropping off and picking up program attendees. With that in mind, the project is proposing one-way traffic through the internal drive except for loading requirements. This allows for two lanes as well as additional width for pulling over / temporary parking for drop off and pick up. Controlling the flow of traffic and providing adequate width for vehicles supports the existing uses in the existing campus as well as the proposed commercial uses as part of this development. A cross walk is provided between the center of the historic tower and primary axis of the new development allowing for direct, easy access between new and old. (PL1.B.1)	
PAGE 33 Ground Level Uses	b. Related to the departure for Street-level Uses, the Board agreed the arrangement of uses should meet the Code and indicated lack of support for the proposed departure. The Board also encouraged additional retail to enhance the life of the street and connect to the larger community. (CS2-B-2, PL3, DC1-A)	The revised building footprint is dramatically different in the area in question along Golf Drive. Building B's street-level street-facing façade on Golf Drive overlaps the C1-95 zone by 3'-3". Although the entire 3'-3" is proposed as residential use, it makes up only a sliver of the C1-95 zone. If building area were provided through the entire C1-95 frontage, residential use would only account for 4% of the street facing facade and be well below the allowable 20%. Furthermore, Building A occupies the remaining C1-95 zone and although set back further from the street, it provides commercial use at grade across the entire frontage. The toddler playspace is located in between the Building A and street frontage. Although this is exterior space, not enclosed building, it will add a level of activity and interest to the street frontage desired by the board. Retail is not appropriate in this location because it would not have adequate access due to the landmarked fence and landmarked tree buffer. Along with lack of access, the retail would suffer from lack of pedestrian traffic in general. The far north end of Golf Drive is not a retail destination, is surrounded by wooded areas, and the only patronage would be from the campus itself.	
	3. ENTRIES AND CIRCULATION RELATIONSHIPS		
PAGE 54 Site Access	a. The Board strongly encouraged alternate pedestrian and bicyclist access points and recommended pursuing the potential for strategic openings through the landmarked fence and buffer with the Land-marks Board. (CS2-B-2, CS2-A2, CS3-A1, CS3-B, PL1, PL2A-1, PL4)	The updated massing has increased visual access around the site (see response to comment 1.a). Furthermore, the pedestrian entrance at the north end of the site is enhanced (see the response to 3.b) and better relates to the bus stop and open space at the north end. It provides a convenient access point for people approaching from the International District across the Dr. Jose Rizal Bridge. Cyclists and pedestrians are able to enter at the lower end without traversing uphill to the internal drive. (CS2.B.2)	
PAGE 65 Northern Access	b. The Board recognized a section of the Landmarked fence was going to be retrofitted and widened along 12th to allow for the vehicular access and viewed the widening of the fence entrance as an opportunity to improve pedestrian access and wayfinding. The Board recommended either incorporating a visible entry or a prominent stair entrance to provide a hospitable means to pull the pedestrian in, and indicated they did not support the related departure as shown. (CS2-B-2, CS3-A1, CS3-B, PL1, PL2A-1)	The pedestrian entrance at the north end of the site is enhanced with signage for wayfinding and identification, benches, temporary bike parking, and access routes to long term bike parking for both buildings. A stair is no longer needed at this location because the massing has changed, however, a colorful mural element helps to identify the entry from the northern approach. Final mural design will happen in conjunction with a local artist and community input. Additionally, lights are proposed atop the concrete pillars that are part of the widened opening. The illumination will enhance the visibility of the northern entry and add warmth to the entry during dim hours of the day.	



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



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

PHASE I SITE PLAN

- AFFORDABLE HOUSING
- RESIDENTIAL AMENITY
- LOBBY / LEASING
- CIRCULATION
- EL CENTRO CHILDCARE
- AIPACE ADULT CARE
- GARAGE / BOH
- CORE
- BUS STOP
- PEDESTRIAN ENTRY TO SITE
- PEDESTRIAN COMMERCIAL ENTRY
- PEDESTRIAN RESIDENTIAL ENTRY
- PEDESTRIAN SERVICE ENTRY
- CROSS WALK
- VEHICLE DROP OFF
- VEHICLE ENTRY
- VEHICLE CIRCULATION
- LARGE TRUCK ACCESS ONLY



BUS STOP AT NORTH POINT

