

1105 E Fir St | #3012897

Design Review Board

Recommendation Packet

06/13/2012

Development Objectives

Statement; Project Data (number of units, building and open space square footage, and amount of parking); Aerial Photo

Urban Design Opps & Constraints

City Context; Neighborhood Context; Plans and Regulations; Zoning Summary; Future Context: Yesler Terrace

Site Analysis

Existing Conditions (Site Plan and Summary of existing use, topography, trees, frontage lengths, access and transit); Tree Analysis

Inspiration & Concepts

Inspiration and Character (Photos of architecture and landscape architecture inspiration); Approved EDG Massing

Developed Design

Plans, Elevations, Site Sections, Street Sections, Street Perspectives, Pedestrian Perspectives, Materials, and Shadow Studies.

Departures

Statement of potential departures

City Design Guidelines

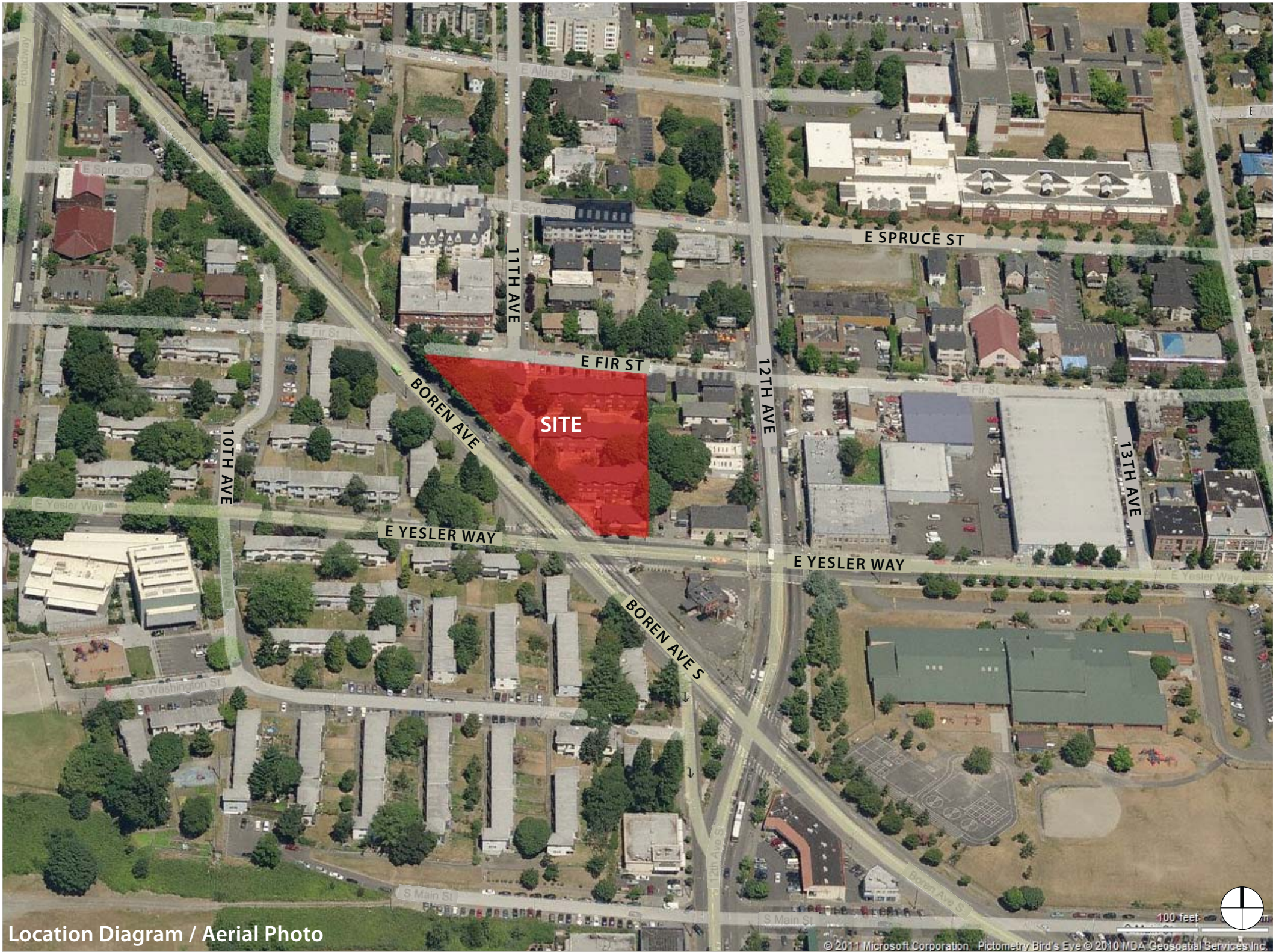
Summary of most important guidelines project addresses

Photos: Existing Site & Context (+ Future Streetcar)



**This package is intended to accompany the
Early Design Guidance Packet dated
February 06, 2012 and is in response to the
Board’s review on February 15, 2012.**

Development Objectives



Location Diagram / Aerial Photo

Project Statement

To develop a mixed-use affordable housing project for the Seattle Housing Authority and be the first step in implementing the redevelopment Master Plan of the neighboring Yesler Terrace Master Planned Community to the west.

The project’s sustainability goals are to become an Enterprise Green Community and meeting Evergreen Sustainable Development Standards.

Project Data

Total Lot Size = 53,714 sf (1.2 acres)

Vertical Development (approximate values)

Total Building Area	128,711 sf
Total Number of Residential Units	100
Number of Parking Spaces	57
Floor Area Ratio (FAR)	2.0
Density (Units per Acre)	83
Coverage (Percent of Land Area Covered by Buildings)	46%

Horizontal Development (approximate values)

Area for Yards and Stoops	7,850 sf
Private Roof Decks	986 sf
Private Landscape Area	15,582 sf
Total Area of Open Space	24,189 sf

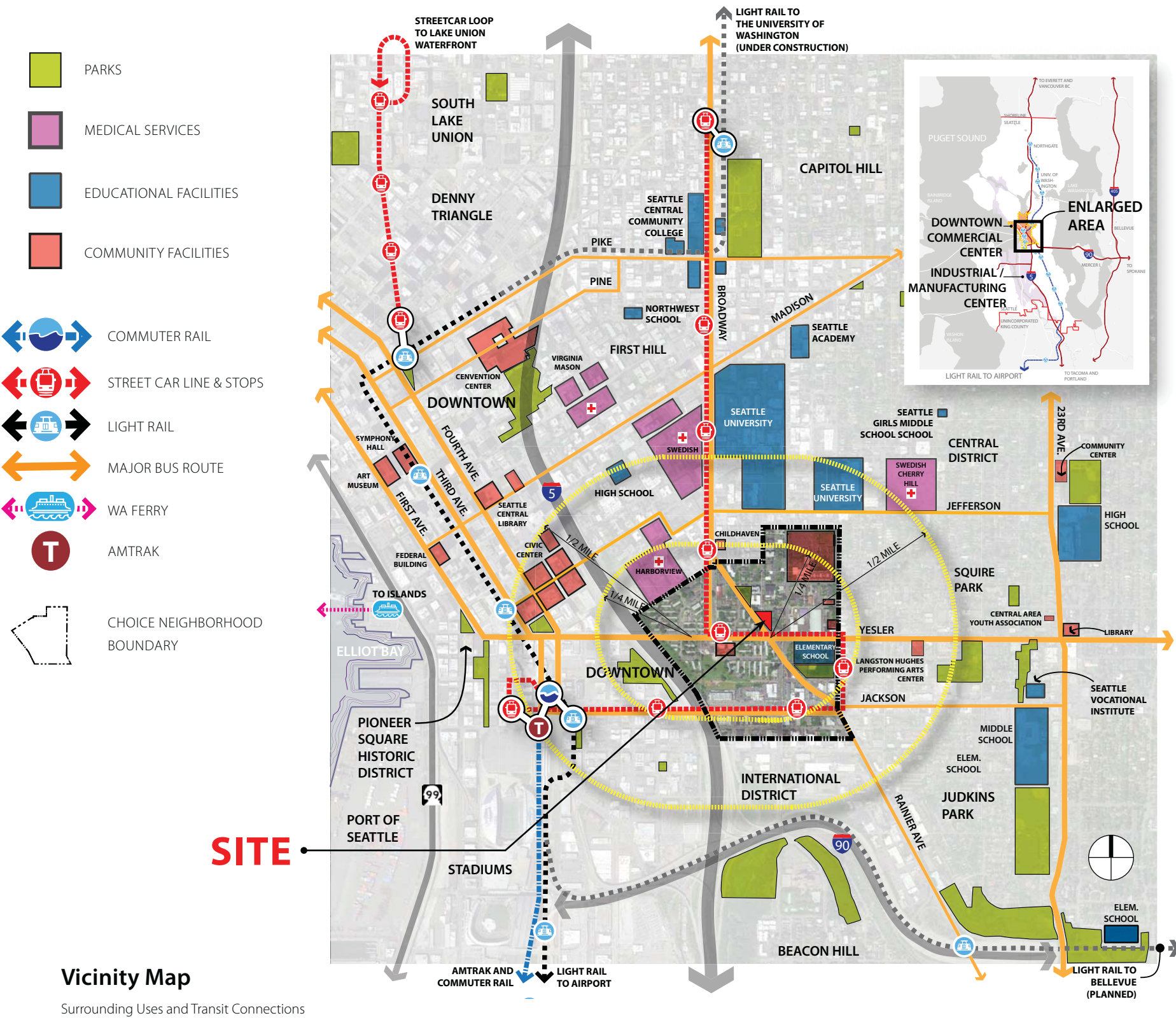
Urban Design Opportunities & Constraints

City Context and Transit

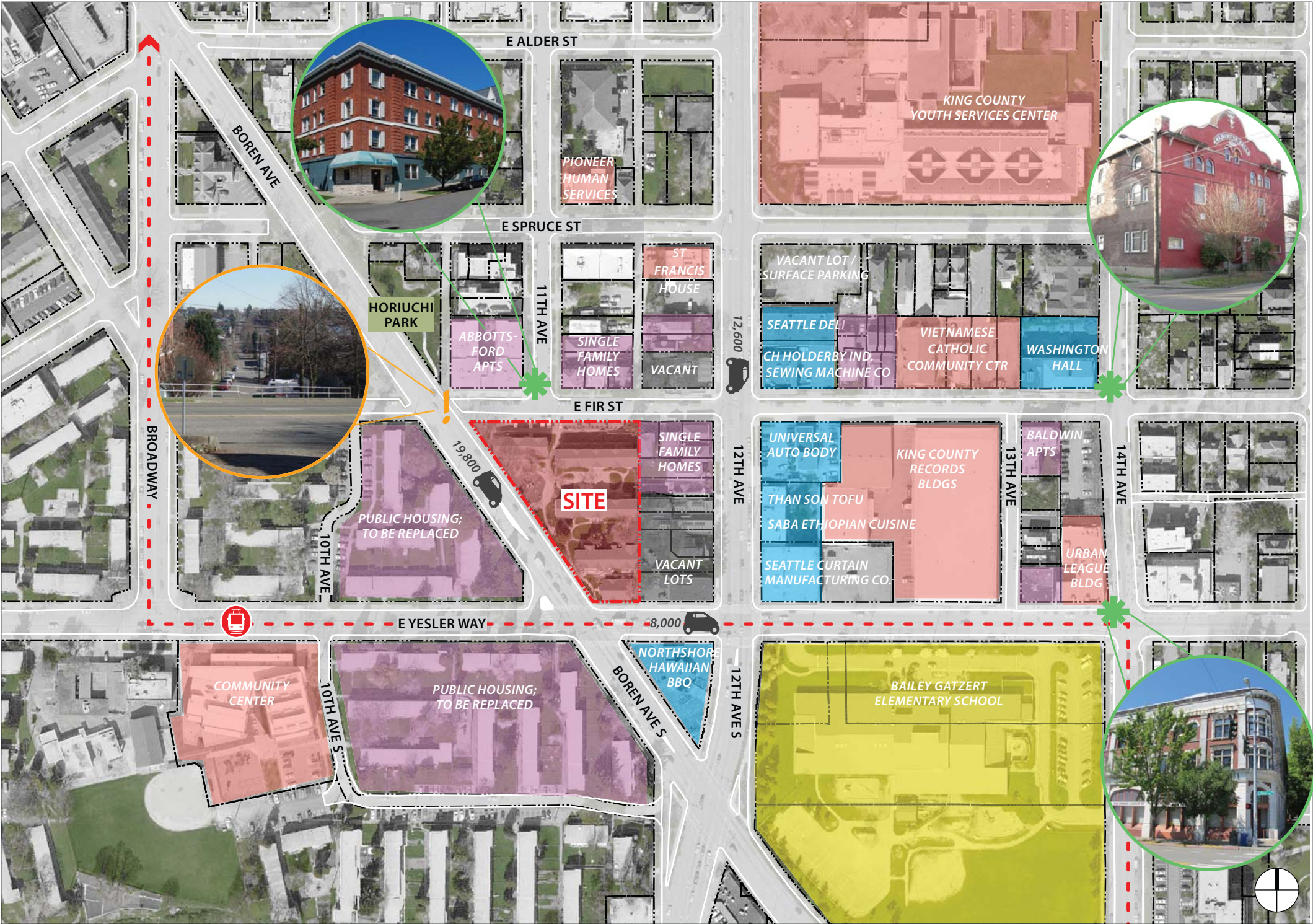
The 11th & Fir site is

- At the center of a number of neighborhoods (First Hill, Capitol Hill, Squire Park, Central District, Judkins Park, International District, Yesler Terrace, and Downtown);
- Within walking distance of three existing parks, and four planned parks in Yesler Terrace;
- Near many community and educational facilities and medical institutions (Yesler Terrace Community Center a block away to the west, Seattle University is to the north, both Harborview and Swedish Hospital are to the northwest, and Bailey Gatzert Elementary School is a block away to the southeast).

The site is well positioned to maximize transit connections across the city. Currently, major bus lines run along both E Yesler Way and Boren Ave. A future streetcar line will pass directly in front of the site along E Yesler Way; It will run between King Street Station and Capitol Hill, thereby better connecting Yesler Terrace and First Hill with the new LINK Light Rail line that runs from the airport and soon to the University District. The downtown core and its many transit services are all within walking or biking distance. Car drivers are also well connected, two main interstate highways (I-5 and I-90) are less than five minutes to the south and west.



Urban Design Opportunities & Constraints



Context Site Plan

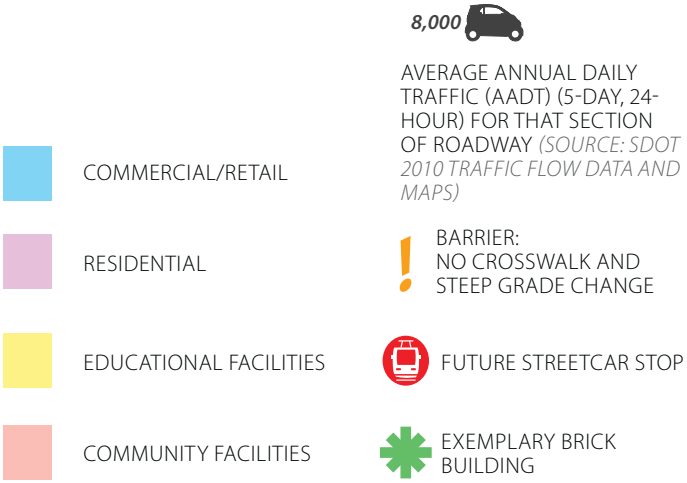
Shows existing buildings, immediate surrounding uses, lot lines, vehicular traffic flows, and major barriers that affect the site. Also shows the planned streetcar line and nearby stops.

Neighborhood Context

1105 E Fir is well sited to support affordable multi-family housing. As the previous page showed, its location in the city and access to transit makes it a well connected site that can support car-less households and provide easy access to jobs and neighborhood services (like parks, hospitals, community centers, and schools).

Architecturally the area does not offer much guidance, as much of the existing building stock is unremarkable and made up of wood-frame single-family homes, and low-rise warehouse and commercial buildings. There are a few exceptions to this rule, such as the more stately brick buildings found across the street (Abbottsford Apartments) and further east on E Fir St at Washington Hall. (See the following pages for photomontages of each streetscape, as well as the View Diagrams in the Site Analysis section for more imagery of the existing built environment.) New development that is architecturally vibrant and interesting could add more character to the neighborhood and contribute to the neighborhood's goals of creating a sense of identity and "pride of place" through planning and design (the neighborhood's many murals, sculptures, and banners reflect this spirit and are pictured on the cover page of this document).

Surrounding street traffic, both vehicular and pedestrian, should influence site layout and design. Consideration should be paid to the large volume of traffic that occurs on Boren Ave and E Yesler Way, versus the lower volume that occurs on E Fir St. Pedestrian entries to the site are most well suited to E Fir St and E Yesler Way where there are large sidewalks and safe crosswalks.



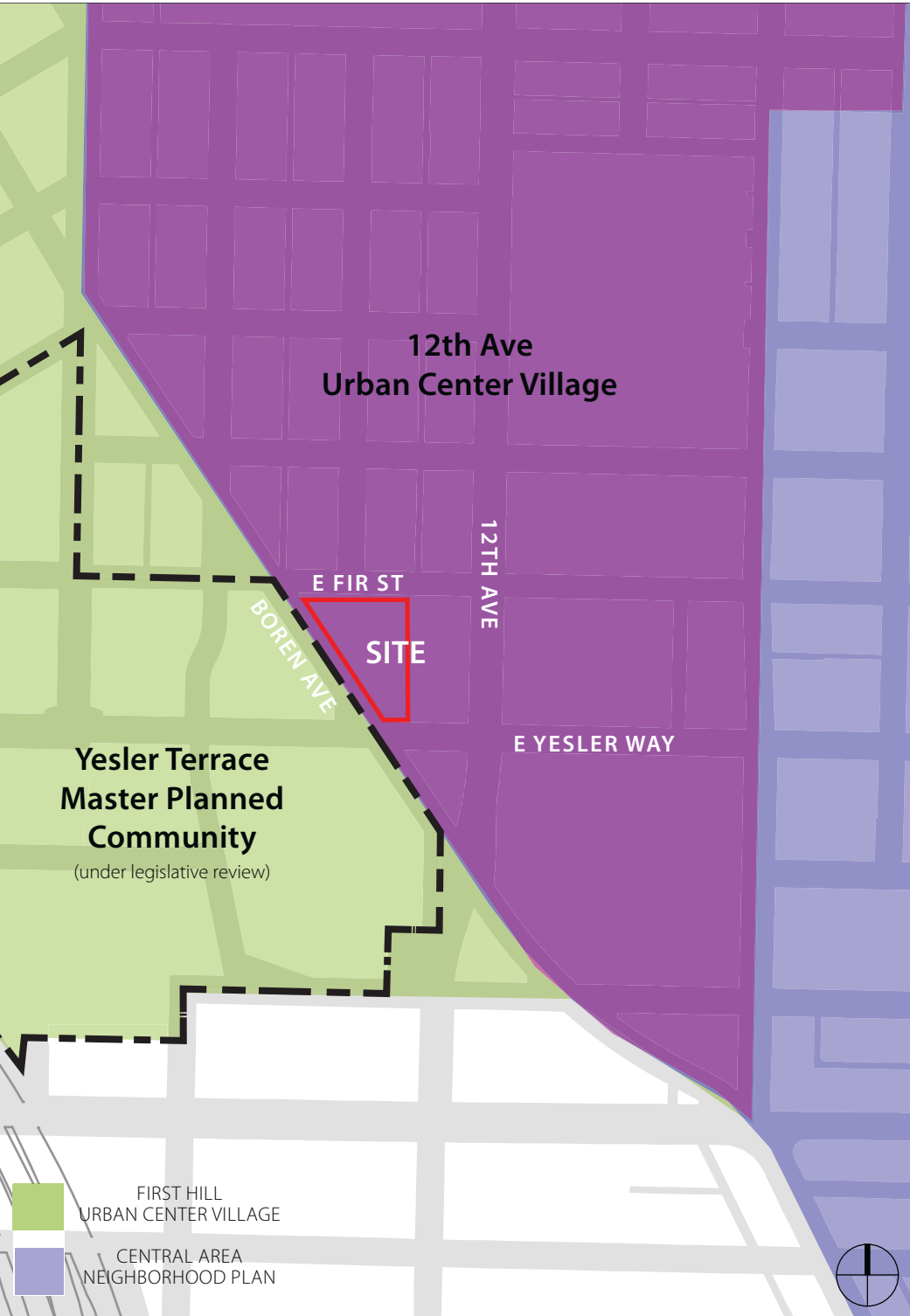
Urban Design Opportunities & Constraints

Plans and Regulations

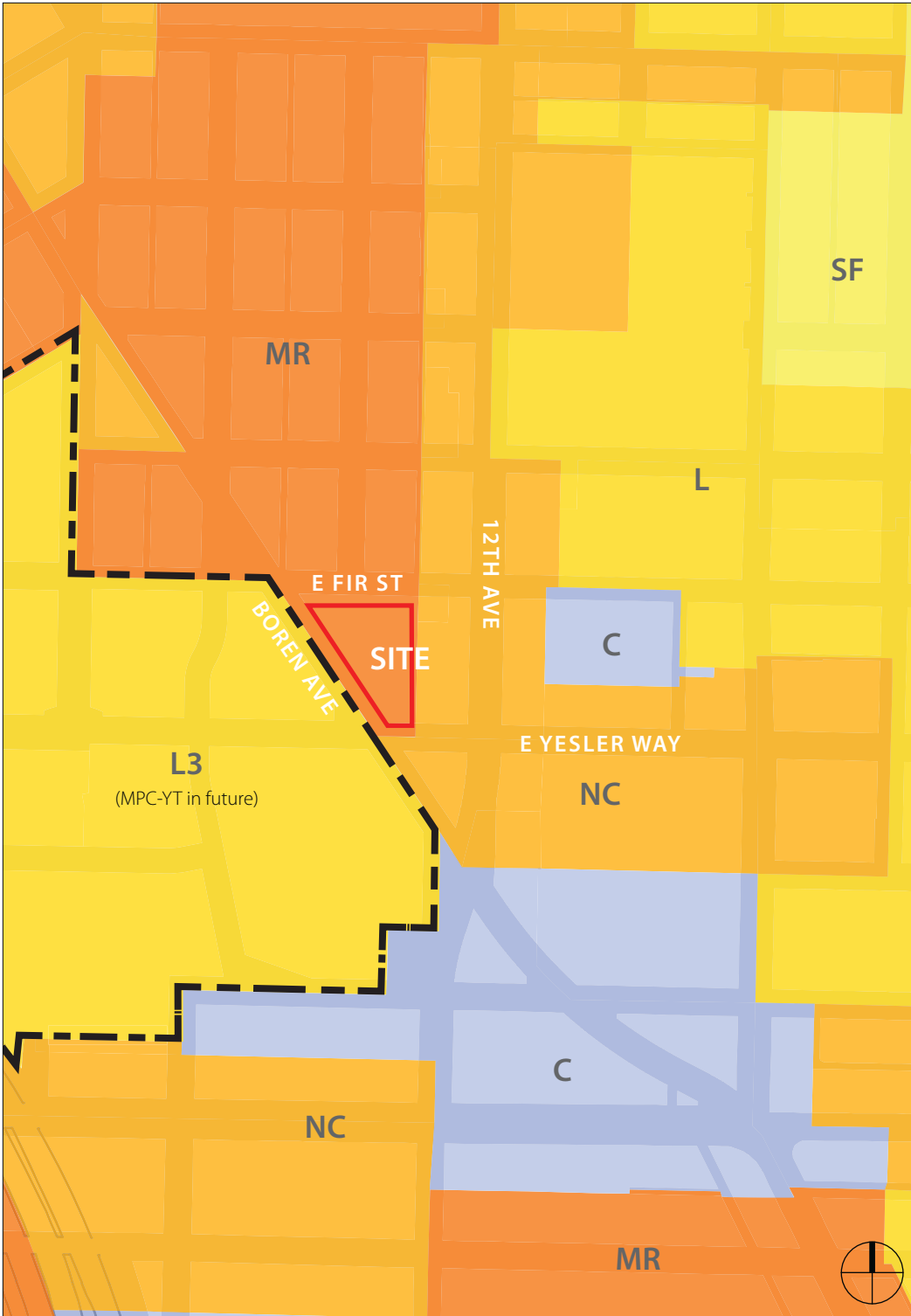
1105 E Fir is located within the 12th Avenue Urban Center Village, which is a subset of the First Hill / Capitol Hill Urban Centers and the Central Area Neighborhood planning area. These plans encourage development that increase housing density and affordability, and create a sense of identity and “pride of place.”

To the southwest of the site, the Seattle Housing Authority (SHA) and the City of Seattle are pursuing a Planned Action Ordinance and Master Plan for the redevelopment of Yesler Terrace, which will add up to 5,000 units of housing, one million square feet of commercial office space and neighborhood services, and over six acres of open space on 34 acres west of Boren Avenue. The 1105 E Fir St project will be the first step in implementing the redevelopment Master Plan.

ZONING REGULATIONS SUMMARY	
Parcel 9821700005	
Base Zone	MR
Urban Village	12th Ave Urban Center Village
Planning Overlays	Central Area Neighborhood Plan
Allowable Height	60' (affordable housing bonus: up to 75')
Allowable Floor Area	150' x (75% x Lot Depth) = 33,750 sf
Floor Area Ratio (FAR)	3.20 (affordable housing bonus: up to 4.25)
Residential Amenity Area	Min. 5% of total gross floor area in residential use
Street-Level Requirements	by building typology
Parking Requirement	None (Urban Center)
Parking Location/Access	Street access required
Green Factor Requirement	0.5
Setbacks	5' min (front & side from street)
	15' min (rear, not abutting alley)
	5' min (side from interior lot line, if less than 42' in height) 7' min (side from interior lot line, if above than 42' in height)

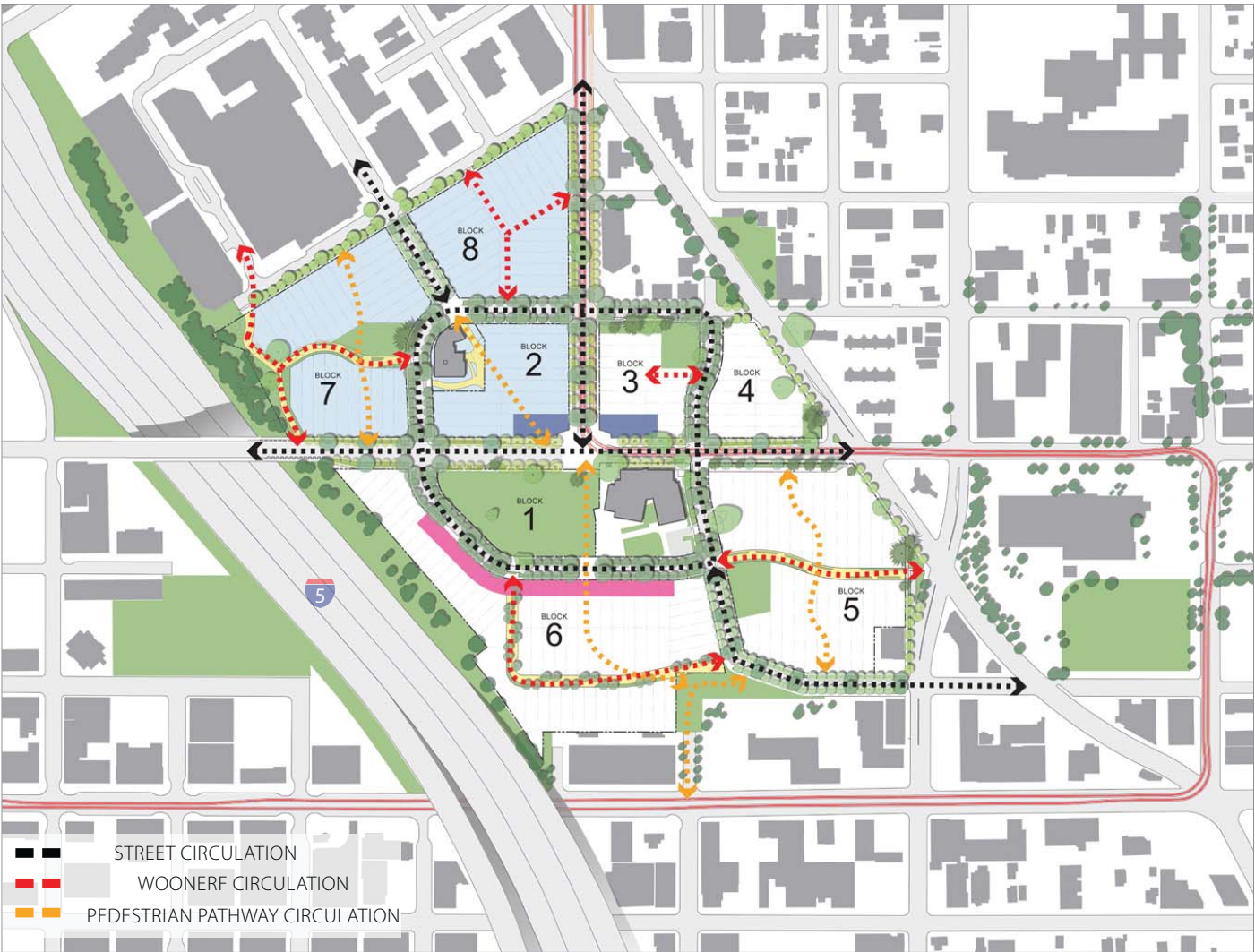


Planning Map
Also, shows boundary of future adjacent “Yesler Terrace Master Planned Community”.



Zoning Map
Also, shows boundary of future adjacent MPC-YT zone currently under legislative review.

Urban Design Opportunities & Constraints



Yesler Terrace Development Plan (under review)

This plan diagram summarizes the major components of the Yesler Terrace Development Plan currently under legislative review. It shows where parks, streets, woonerfs and pedestrian pathways are planned. The diagram also shows where the plan protects existing trees and adds new street trees throughout the neighborhood. The future streetcar line is shown with red track lines on Broadway, E Yesler Way and S Jackson Street.



Yesler Terrace Renderings

Two illustrative renderings of what Yesler Terrace may look like fully built out -- Plan (above) and Bird's Eye (below).

Future Conditions: Yesler Terrace

Seattle Housing Authority is engaged in a comprehensive planning effort to replace Yesler Terrace's aging public housing buildings with a new mixed-income community where people from across society can come together to enjoy cultural diversity and high quality housing with amenities close by.

The goal is to replace what exists there now so that both current and future residents can live in a community that is healthier, more supportive of education and economic empowerment, and more sustainable.

The existing public housing community at Yesler Terrace sits on approximately 30-acres just east of downtown Seattle, on the southern slope of First Hill. Built from 1941 to 1943, it is among Seattle's most diverse and economically challenged neighborhoods.

Many of Yesler Terrace's 1,200 residents are families with children, seniors, people with disabilities and immigrants who speak a variety of different languages. On average, Yesler Terrace residents earn less than 30 percent of the city's median income.

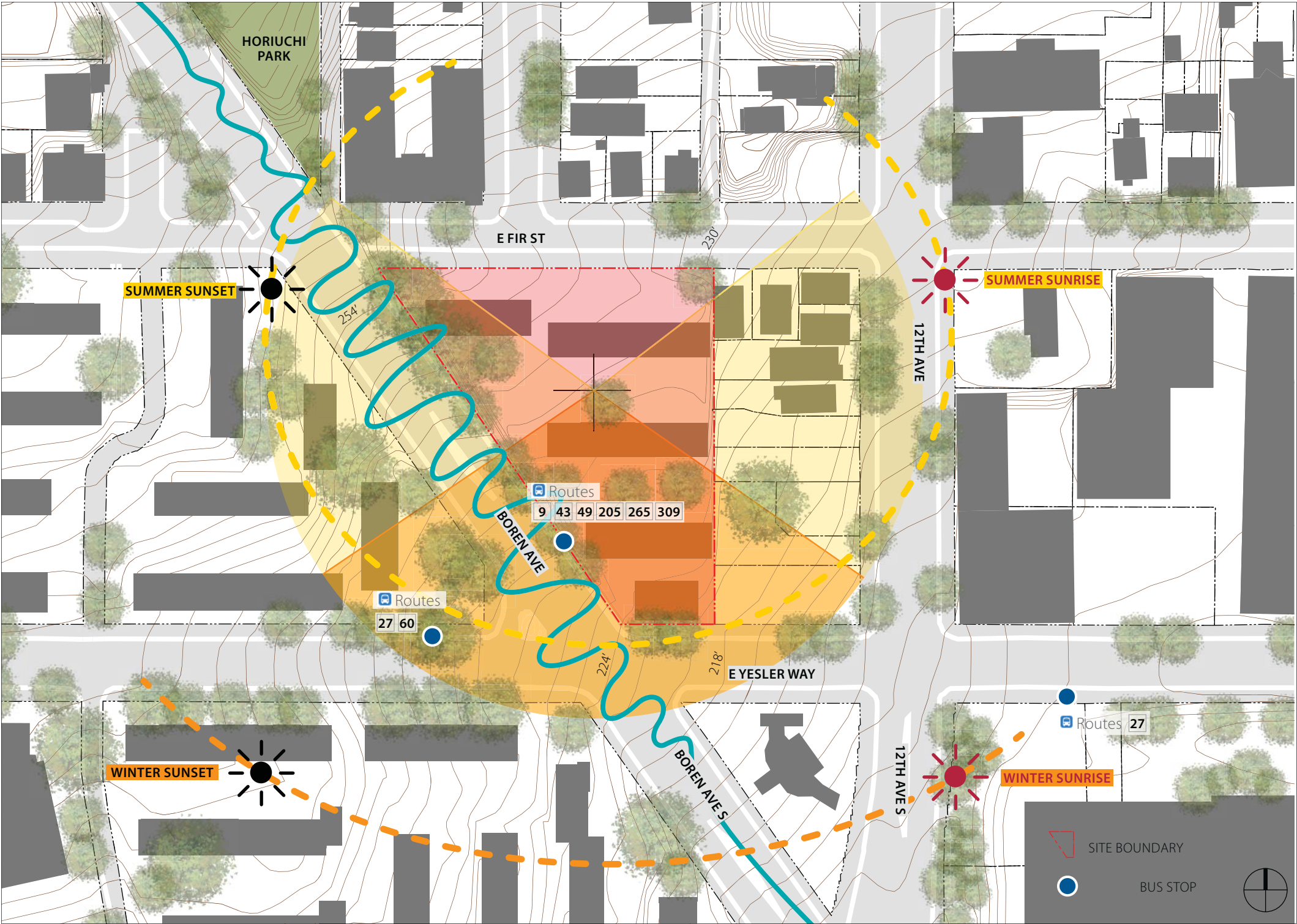
Seventy-years old, many of Yesler Terrace's buildings are reaching the end of their useful life cycle, and its water, sewer and other key systems are failing. While 561 of Yesler Terrace's apartments are still functional, they do not meet the modern-day needs of tenant families.

The Final EIS was issued in April, and on May 17, the Seattle Housing Authority Board of Commissioners approved a plan to guide development on the site over the next 10 – 15 years. This plan provides for:

- 4.3 million square feet (5,000 units) of housing
- 900,000 square feet of office space
- 65,000 square feet of neighborhood services, including the existing Yesler
- Community Center
- 88,000 square feet of neighborhood retail
- 15.9 acres of parks and semi-private open space
- A maximum of 5,100 parking spaces to serve the residential, office and neighborhood retail uses

Site Analysis

Existing Conditions



Existing Site Plan
Shows existing buildings, topography (2' contours) and trees; suggested parking access points and nearby bus stops; sun path diagram and sound waves diagram.

Site Area
Total Area is 53,714 sf.

Frontage Lengths

- 283' along E Fir Street
- 367' along Boren Ave
- 73' along E Yesler Way

Topography
The site descends from the northwest, with the highest point at 254' along Boren Ave and the lowest point at 218' at E Yesler Way. There is a sharp elevation change from Boren Ave to the site's interior that is currently managed by a retaining wall and guardrail (see "Topography Challenges" page for more details)

Uses
Currently, the site has 40 units of transitional housing, which will be replaced with the new development.

Trees
There is one exceptional tree, a Red Oak (*Quercus rubra*) near the northwest corner of the project site. Three other trees in along Boren Ave will be preserved, as well as three additional street trees (1 on E Fir St, and 2 on E Yesler Way). New street trees are planned along Boren and Fir. See "Tree Analysis" pages for more details.

Access
Parking access is located along E Fir St, as it is the only street side with vehicular site access; curb cuts are not allowed along Boren Ave or E Yesler Way.

Views
(See the EDG package)

Sunlight
The site has good solar exposure to the south and west due to the width of the adjacent arterial streets. There is currently good solar exposure to the east due to the vacant lots, but that may become obscured with planned new development.

Noise
The street to the west, Boren Avenue, is classified as an arterial and generates noise.

Site Analysis

Existing Trees

There is one exceptional tree the project site, a Red Oak (*Quercus rubra*). Along with this tree, six other existing trees around the perimeter will be preserved (see Tree Diagram at left). Where trees are removed, new street trees are planned along Boren and Fir in all design alternatives. Additionally new trees are planned for the interior of the site in all landscape concepts.

The existing trees inside the site's property lines have little value, according to the arborist's report. History of limb failure is present, as well as evidence of suppression and topping of crown. Some of the tree species present have no preservation value and bring liability – they must be removed. None of the trees being removed have the exceptional tree designation. The new design incorporates new trees of appropriate scale, canopy, and height for each alternate.

Seattle Department of Transportation Forester Bill Ames has reviewed and approved this plan. The following are his statements supporting this plan.

E Yesler Way

There are two existing street trees that will remain.

E Fir St

There is one existing tree in the northeast corner of the site that will remain:

"There is a 17.4-inch diameter Scot's pine (Pinus sylvestris) growing near the east property line of your project. It was determined that this tree can be easily preserved with only minor pruning required to accommodate construction."

Boren Ave

There are eight trees along the project's west property line that provide an attractive tree canopy and visual buffer along Boren Ave. Four Honey Locusts have poor health, vigor and structure and will need to be removed. They will be replaced by four Red Oaks as part of the new site grading, sidewalk improvements, and landscaping. Two trees in the upper northwest corner and the two trees that surround the existing bus shelter will be preserved (#1, #2, #7, & #8 on the Tree Diagram key plan):

"All of the Honey Locust (Gleditsia triacanthos) except the two that border the bus shelter (#7 and #8 in plan opposite) are approved for removal. The sidewalk configuration concept you have showed me improves the planting area for replacement street trees, allowing for larger-scale specimens that can provide separation between pedestrians and vehicular traffic."



Trees Along Boren Ave
Norway Maple (*Acer platanoides*) and Red Oak (*Quercus rubra*) to remain.



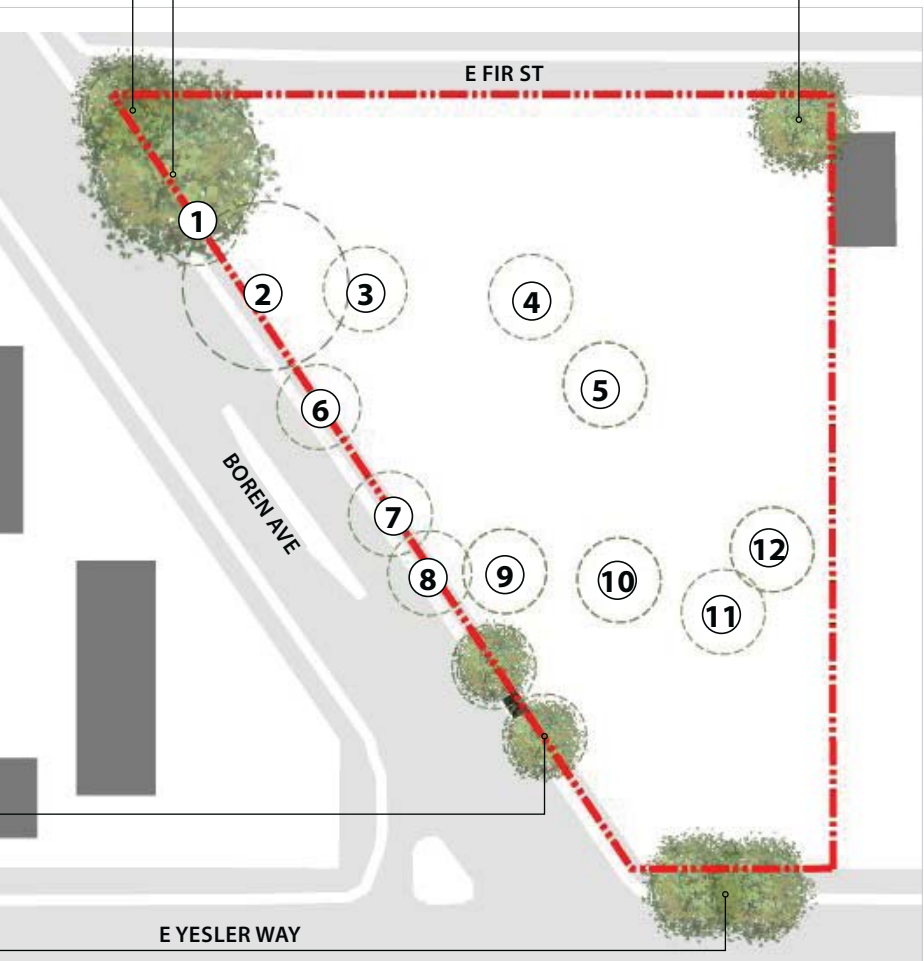
Trees Along Boren Ave (Bus Stop)
Honey Locusts (*Gleditsia triacanthos*) to remain.



Trees Along E Yesler Way
Red Oaks (*Quercus rubra*) to remain.



Tree Along E Fir St
Scot's Pine (*Pinus Sylvestris*) to remain.



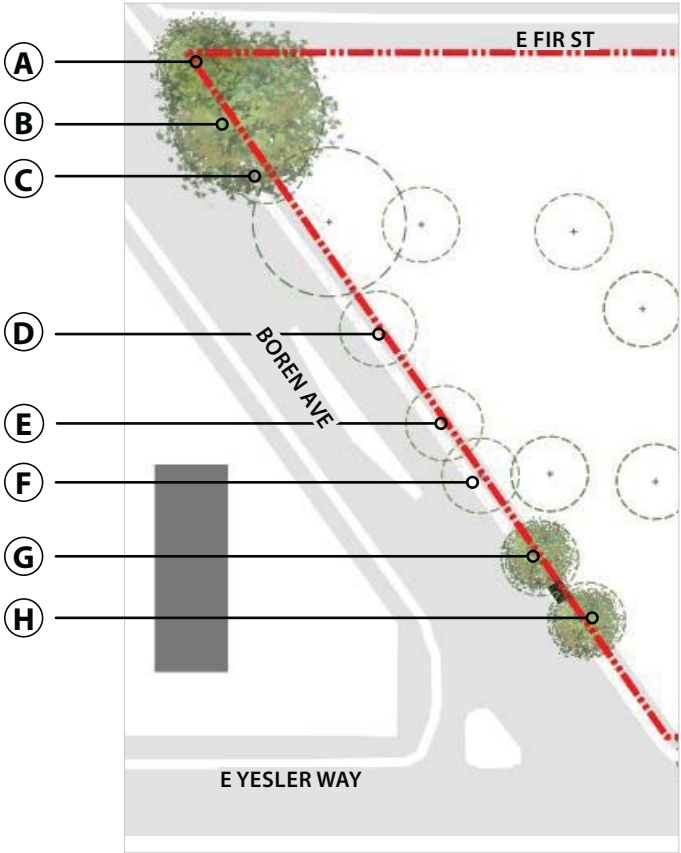
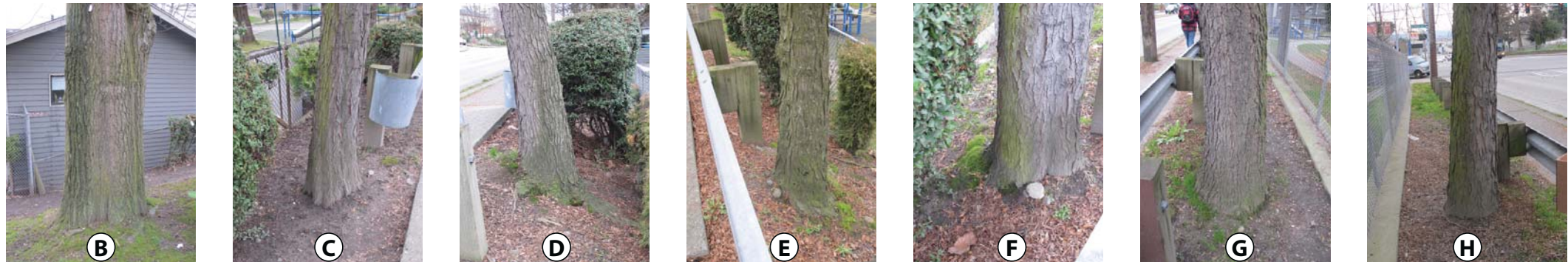
Tree Diagram: Remaining vs Removed/Replaced

This site plan diagram shows all the currently existing trees on and around the project site. The trees illustrated with foliage will be kept. The trees illustrated by hollow circles have been identified for removal and/or replacement; these trees listed below:

Diagram #	Tree Species	Tree Tag #	Diameter Breast Height (inches)	Preservation Value
1	Honey Locust (<i>Gleditsia triacanthos</i>)	377	10.2	None
2	Norway Maple (<i>Acer platanoides</i>)	378	27.6	Low
3	Norway Maple (<i>Acer platanoides</i>)	379	33	Low
4	Norway Maple (<i>Acer platanoides</i>)	380	25.5	None
5	Norway Maple (<i>Acer platanoides</i>)	381	13, 13.5	None
6	Honey Locust (<i>Gleditsia triacanthos</i>)	386	11.2	Low
7	Honey Locust (<i>Gleditsia triacanthos</i>)	387	9	Low
8	Honey Locust (<i>Gleditsia triacanthos</i>)	388	13.8	Low
9	Western Red Cedar (<i>Thuja plicata</i>)	382	20	Moderate
10	Chinese Juniper (<i>Juniperus chinensis</i>)	383	11.8	None
11	Scot's Pine (<i>Pinus sylvestris</i>)	384	13.1	Low
12	Norway Maple (<i>Acer platanoides</i>)	385	24	None

Site Analysis

Existing Street Trees



Tree Diagram: Boren Ave

The site plan above shows the key for the trees pictured at left. The trees illustrated in green will be kept. The trees illustrated by hollow circles have been identified for removal and/or replacement.



Trees Along Boren Ave

See Tree Diagram key plan to match trees to the site plan.

Architectural Concepts

Inspiration & Character

Images of inspiration for the project.

There are two distinct building types that are programmed for this irregular shaped site. These two building types define their placement on the site.

TOWNHOUSES

The triplex townhouse buildings on the narrow southern portion of the site reinforce a single family home model. Massing and modulation of these buildings relates directly to individual entries though private yard spaces. Sloping roof forms continue to define their identity, creating a varied roof scape as foreground to the midrise building (and future taller development to the east).

TOWNHOUSES



Roof forms define individual homes



Building modulation expresses unit entries



Clear expression of entries

MIDRISE BUILDING

The larger midrise building houses primarily smaller units except at the ground level. This building takes a simple “L” form with different modulation and massing on each wing. Grouping of smaller units on the middle floors in the west wing generates multi-story recessed façade sections. This modulation helps define the base, middle and top of the west wing. The south wing follows the slope of the land and uses larger scale building modulation to break down the form at the northeast corner and south end transitioning to the townhouses.

MIDRISE



Multi story façade elements



Building stepping down and back



Layering of building façade through bays and cornice step down

Landscape Concepts

Inspiration & Character

Images of inspiration for the project.

The landscape's inspiration is an overlay of naturalistic, meandering paths punctuated with flowering trees and seat walls. The pedestrian footpaths create a network in which the townhouses entries, the midrise building entry, ground related flats, and the various open spaces are all connected. These distinct open space areas range from tranquil sitting gardens, to outdoor gathering space outside the community room, to two different age group specific play areas.

This concept carries over outside of the site and in to the right of way. The adjacent arterials, Boren Avenue and East Yesler Way, are addressed in the same manner, helping to create a better pedestrian environment. Along Yesler this is achieved with a planted separation between the sidewalk and the private yards. On Boren, this is achieved by moving the sidewalk away from the curb line with a path that meanders across the property line. The curvilinear sidewalk buffers the pedestrian from vehicular traffic on Boren, defines the entries into the site, and allows wider sidewalks at the improved bus stop location.



Meandering paths



Private entries



Shaded gathering space at community plaza



Low walls, planting, and low gates on Yesler defines individual yards



Plantings provide buffers for pedestrian safety and create a meandering path.



Defined entries into the site



Play area is colorful and safe

Approved EDG Massing

Massing in Context

Pros

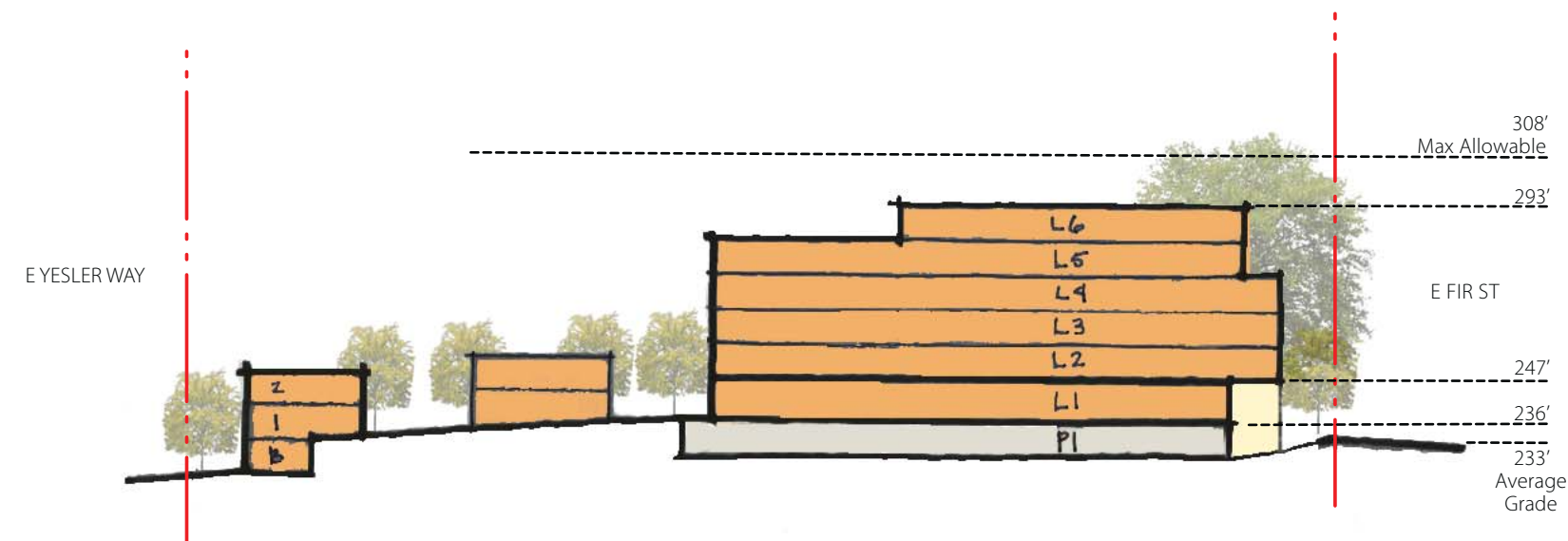
- UFAS access to townhouses and midrise lobby within the site
- Better “defined” outdoor spaces, with separate areas for play and rest
- Good solar exposure to both outdoor and indoor spaces
- Increased safety and security from “eyes on” the internal site pedestrian circulation
- Visually shared open space with development parcel to the east

Cons

- Some midrise impact on neighboring properties to the north and east
- Longer midrise frontage on E Fir St



Site Plan



Building Massing Site Section (North to South)



Looking Northwest



Looking Southeast

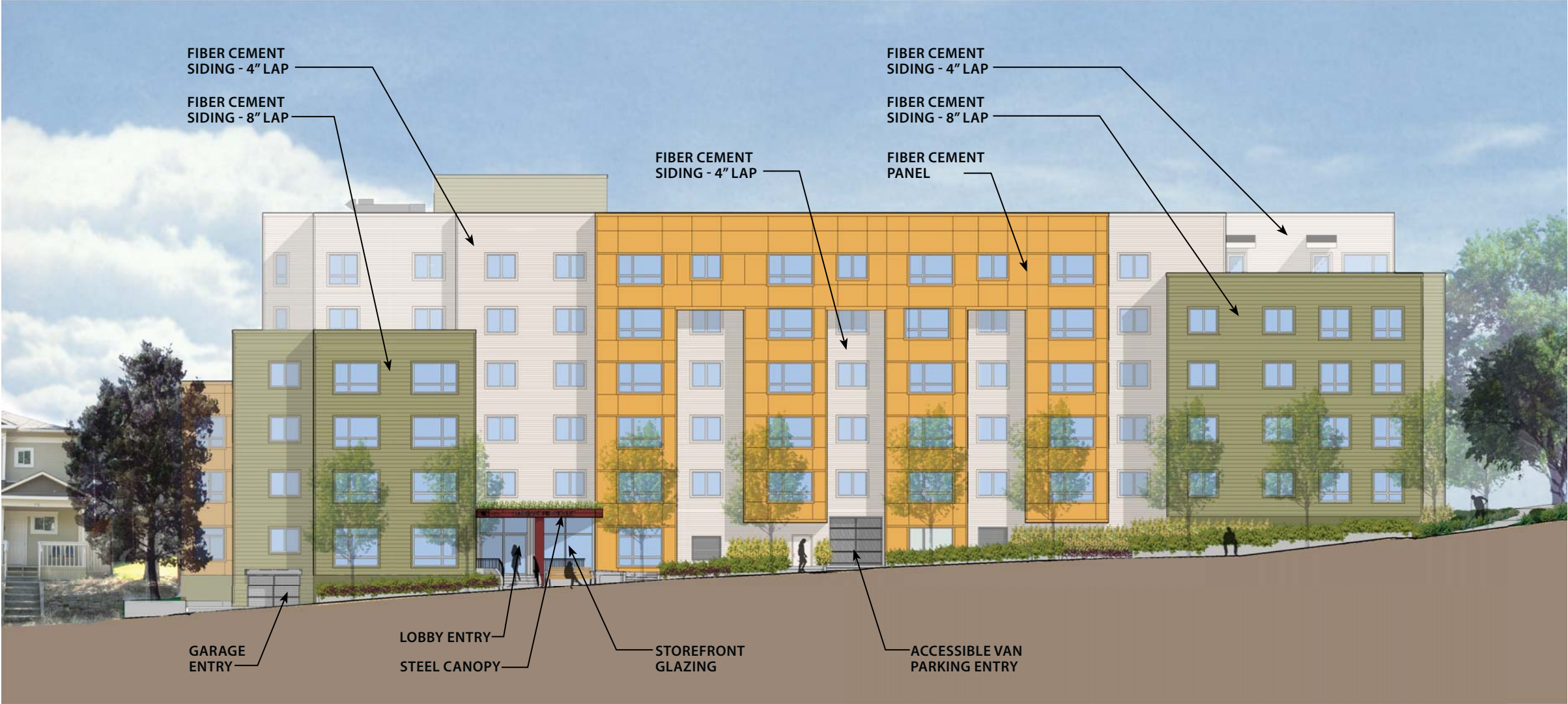
Site Plan / Entry Level Plan

Developed Design



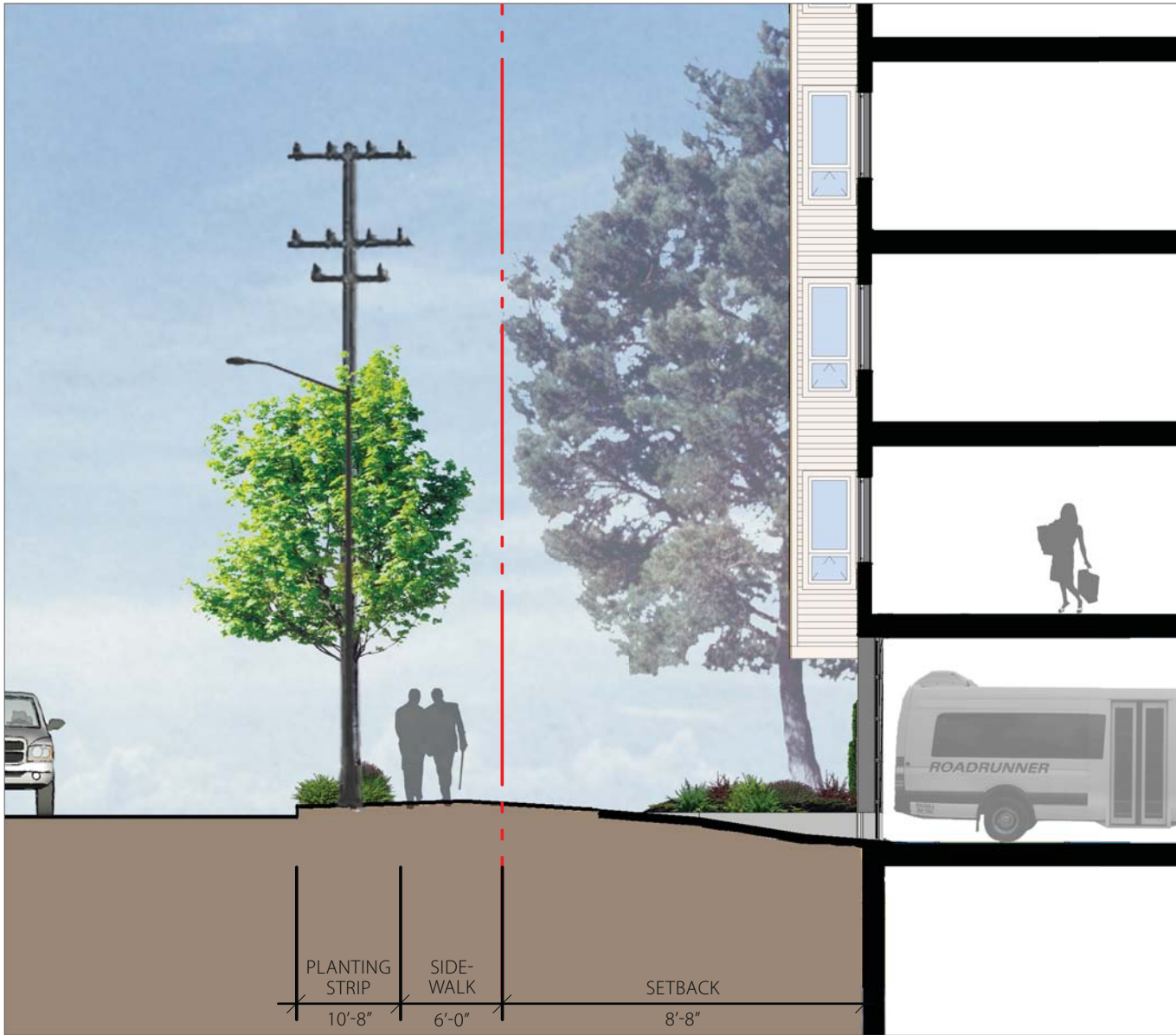
North Elevation

(along E Fir St)

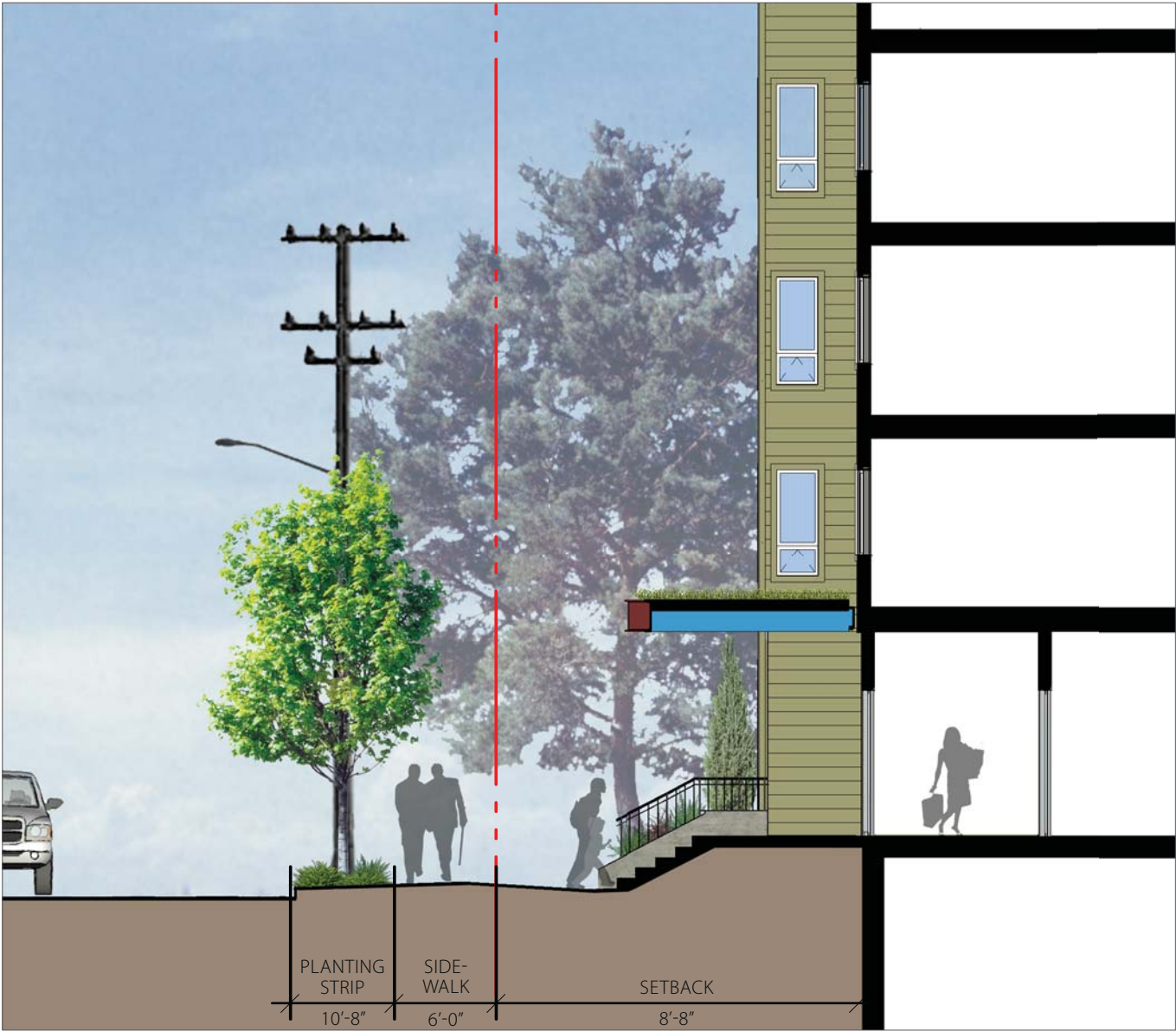


Street Sections: E Fir St

Looking east at Accessible Van Parking



Looking east at Entry



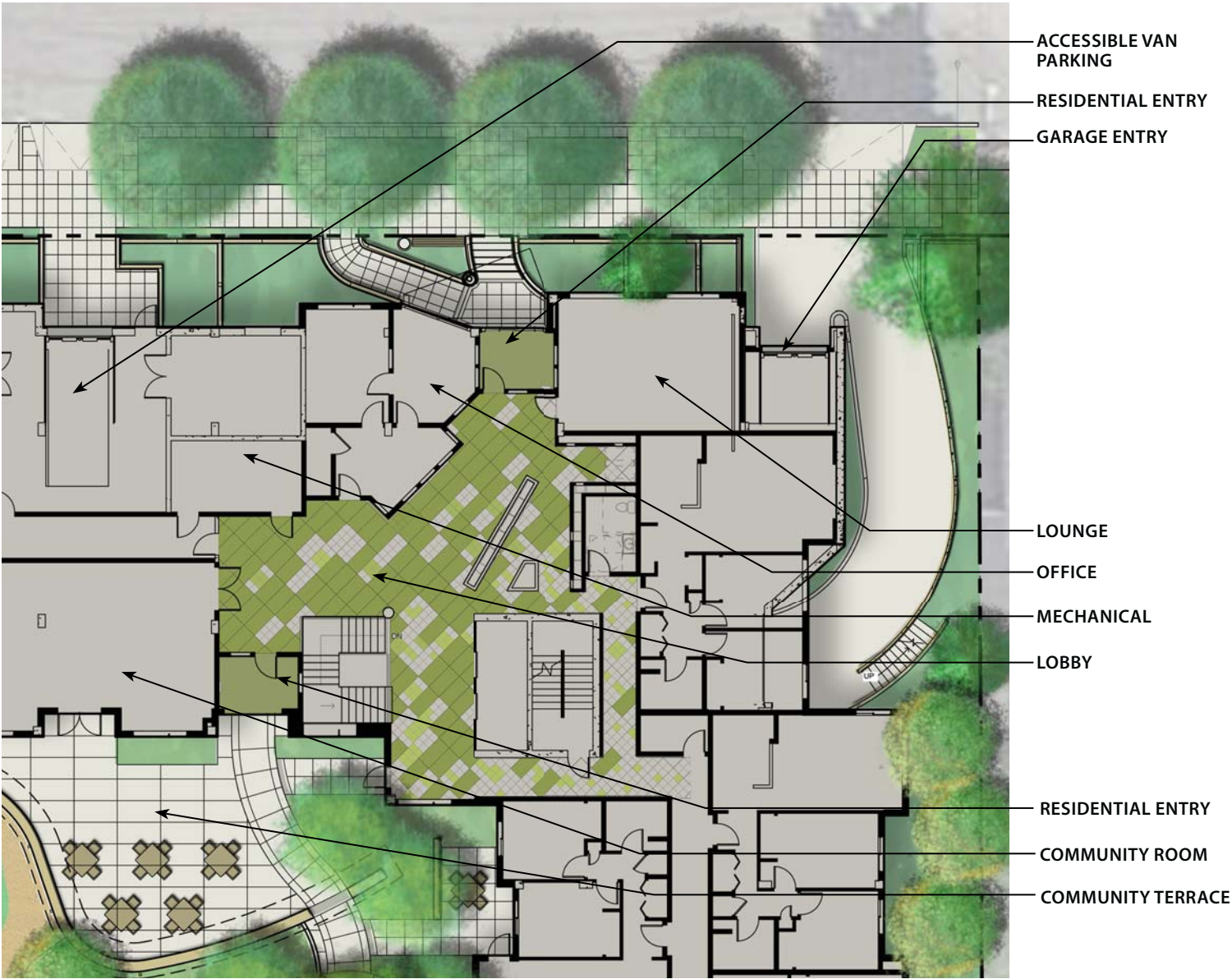
Existing Street Character & Inspiration Street Character

Street Level Perspective: E Fir St

Looking towards the SW



Enlarged Plan: Lobby & Entry

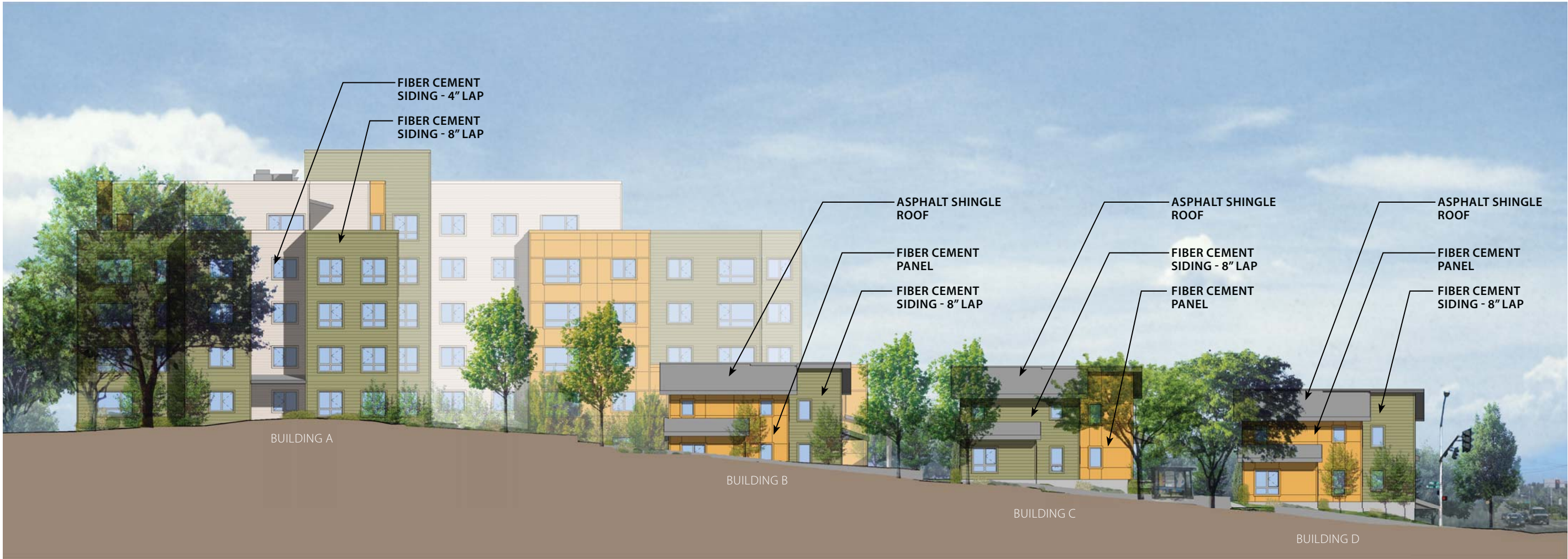


Pedestrian Perspective: E Fir St Entry



West Elevation

(along Boren Ave)



Street Sections: Boren Ave

Boren Ave at Bus Stop



Boren Ave at northern-end of site



Existing Street Character & Inspiration Street Character

Pedestrian Perspective: NW Path

Looking east down E Fir St from top of stairs at Boren Ave



Pedestrian Perspective: NW Path

Looking south down Boren Ave from NW edge of property



Street Level Perspective: Boren Ave

Looking towards the NE



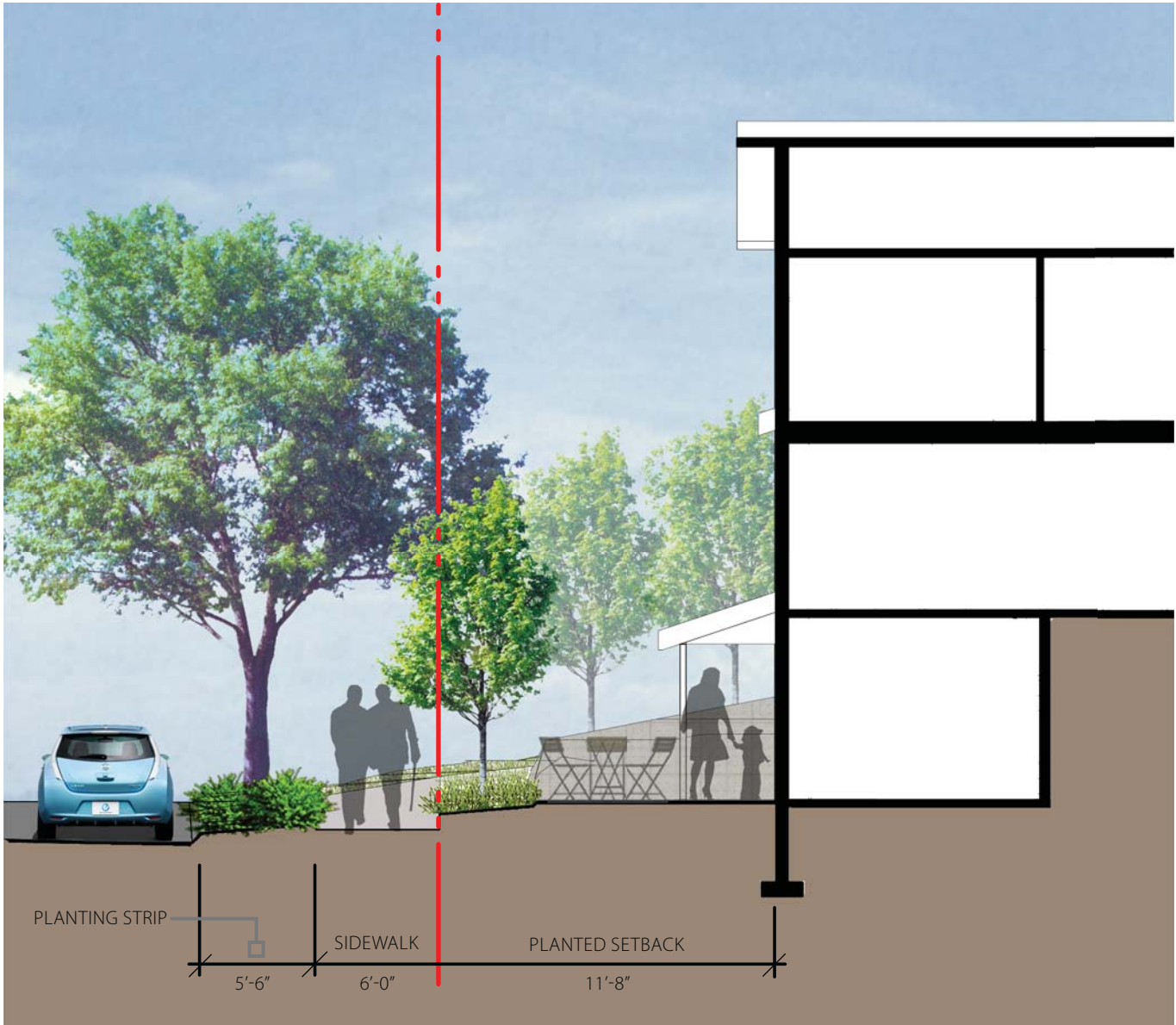
South Elevation

(along E Yesler Way)



Street Sections: E Yesler Way

Looking west



Existing Street Character & Inspiration Street Character



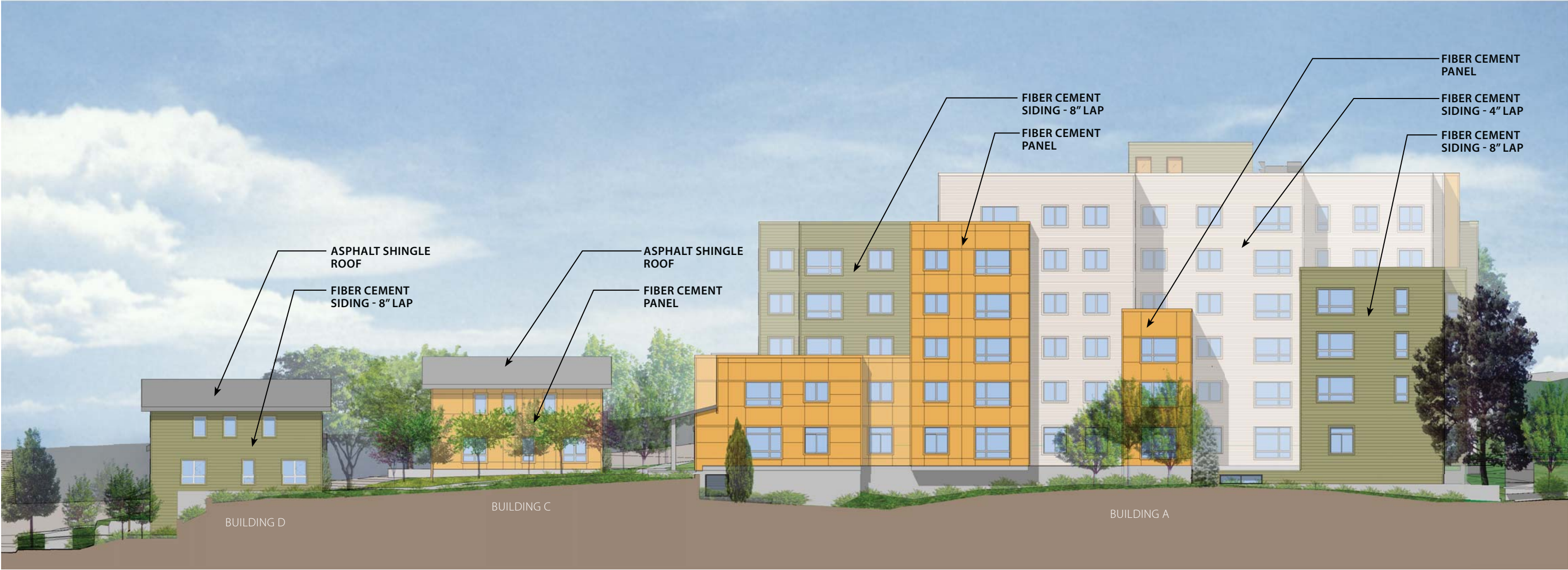
Street Level Perspective: E Yesler Way

Looking towards the NW



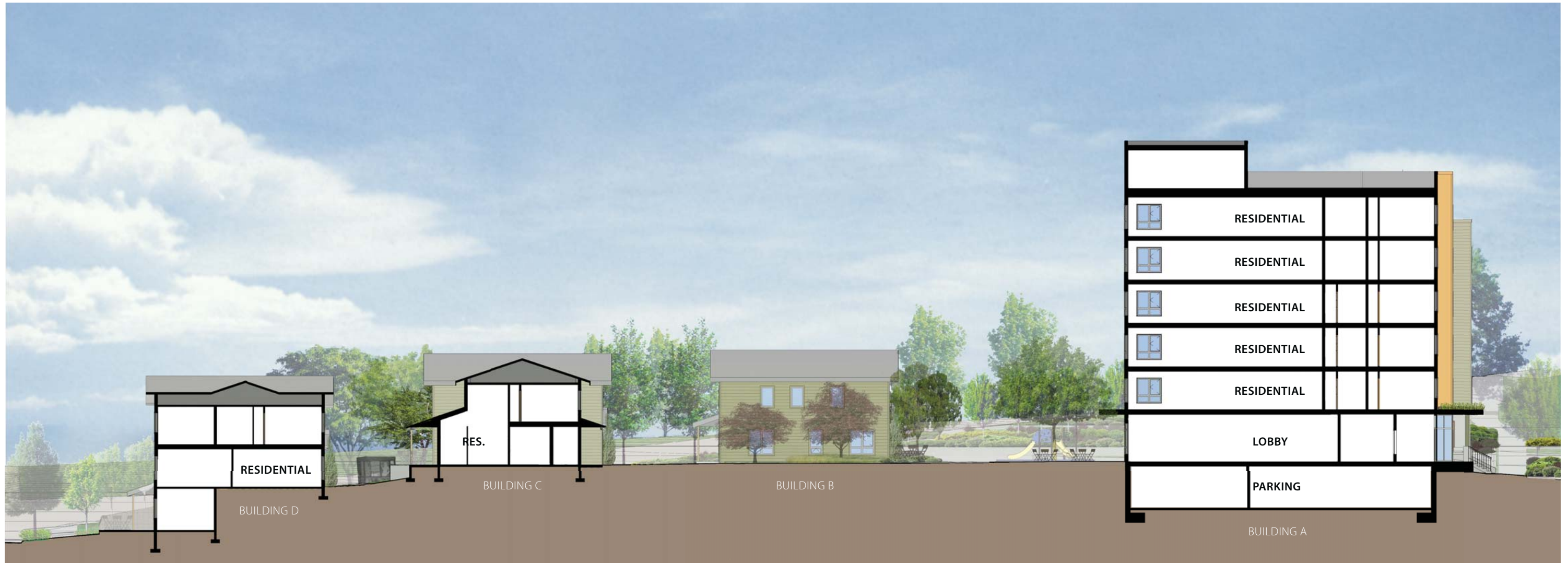
East Elevation

(along property line)



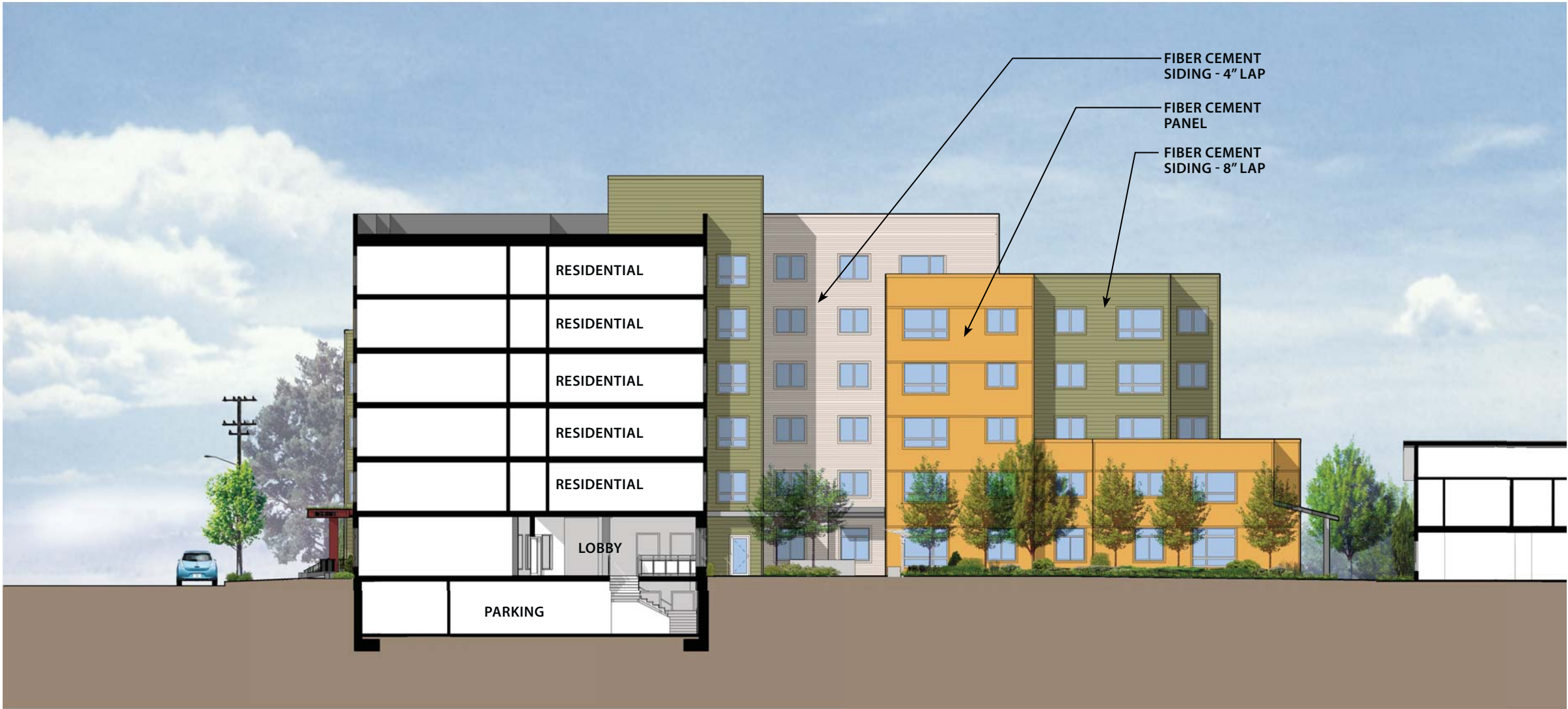
Site Section: Level Path Network

North to south, looking west: Shows level grade throughout interior pathway network



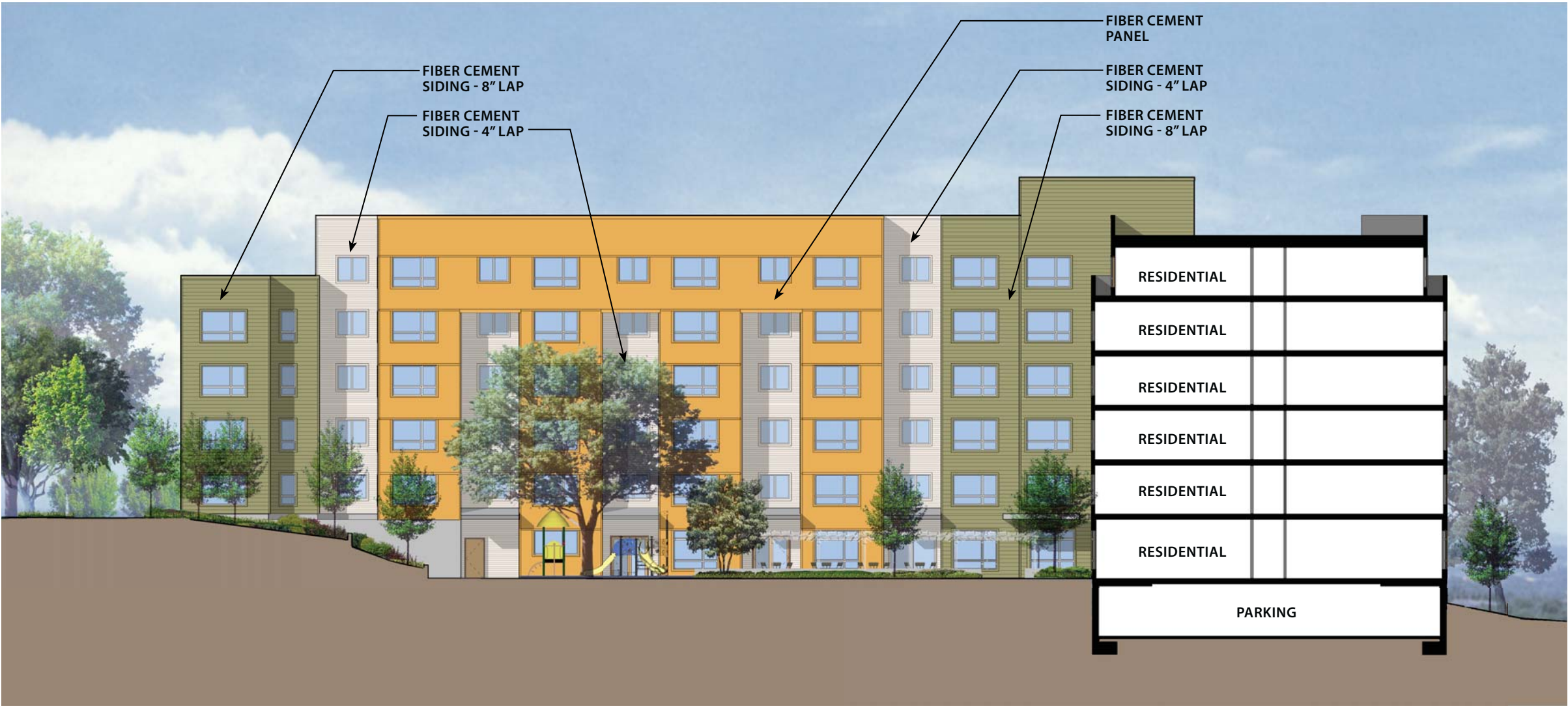
Courtyard Elevation - West

North to south site section, looking east; from E Fir St to Townhouse B



Courtyard Elevation - South

West to east site section, looking north; from Boren Ave to the east property line



Interior Courtyard Perspective

Larger courtyard with Building A to the north and east



Interior Courtyard Perspective

Passive space courtyard with townhouses to the south and west



Roof Landscape Plan



Landscape Materials



VINE MAPLE
(Acer circinatum)



OAK LEAF HYDRANGEA
(Hydrangea quercifolia)



PRIVET HONEYSUCKLE
(Lonicera nitida)



AZALEA
(Rhododendron azalea)



CREeping OREGON GRAPE
(Mahonia repens)



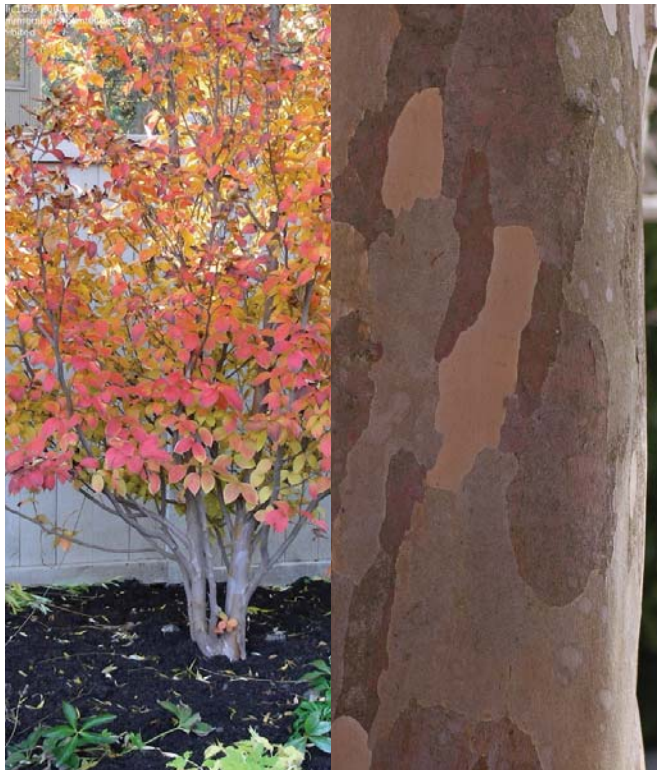
RED TWIG DOGWOOD
(Cornus sericea 'kelsey')



WESTERN SWORD FERN
(Polystichum munitum)



TRIDENT MAPLE
(Acer buegerianum)



JAPANESE STEWARTIA
(Stewartia pseudocamillia)



JAPANESE CLIMBING HYDRANGEA
(Schizophragma hydrangeoides)



SALAL
(Gaultheria shallon)



EVERGREEN HUCKLEBERRY
(Vaccinium ovatum)



EPIMEDIUM
(Epimedium)



KINNIKINNICK
(Arctostaphylos uva-ursi)



PAPERBARK MAPLE
(Acer griseum)

Exterior Materials



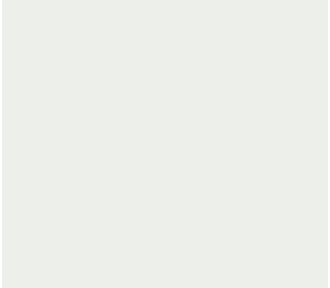
ENTRY CANOPY & STOREFRONT EXAMPLE
STEEL ENTRY CANOPY WITH SIGN LETTERS AND SILVER
STOREFRONT MULLIONS



PANEL SIDING EXAMPLE
FIBER CEMENT PANEL SIDING WITH REGLETS



ASPHALT SHINGLE ROOF
OWENS CORNING "DRIFTWOOD"



4" LAP SIDING COLOR
BM OC-63 "WINTER SNOW"



TRANSLUCENT GLAZING



EXPOSED CONCRETE



ACCENT SOFFIT
BM 790 "BAYBERRY BLUE"



ACCENT DOOR
BM 791 "PADDINGTON BLUE"



PANEL SIDING COLOR
BM 181 "PAN FOR GOLD"



ALUMINUM REGLET PANEL JOINT



FIBER CEMENT PANEL TEXTURE:
SMOOTH



ACCENT SOFFIT
BM 1306 "HABANERO PEPPER"



ACCENT DOOR, ENTRY CANOPY
BM 1309 "MOROCCAN RED"



8" LAP SIDING COLOR
BM 495 "HILLSIDE GREEN"



CONCRETE COLOR
BM 497 "SHADY LANE"



FIBER CEMENT LAP TEXTURE:
"CEDARMILL"



VINYL WINDOWS
WHITE



STOREFRONT MULLION
SILVER



DECORATIVE SCREEN
CUT-OUT METAL



4" & 8" LAP SIDING EXAMPLES
FIBER CEMENT LAP SIDING WITH TRIM



ART SCREEN EXAMPLES
METAL ART SCREEN

Shadow Studies

Summer
Solstice

9AM



12 NOON



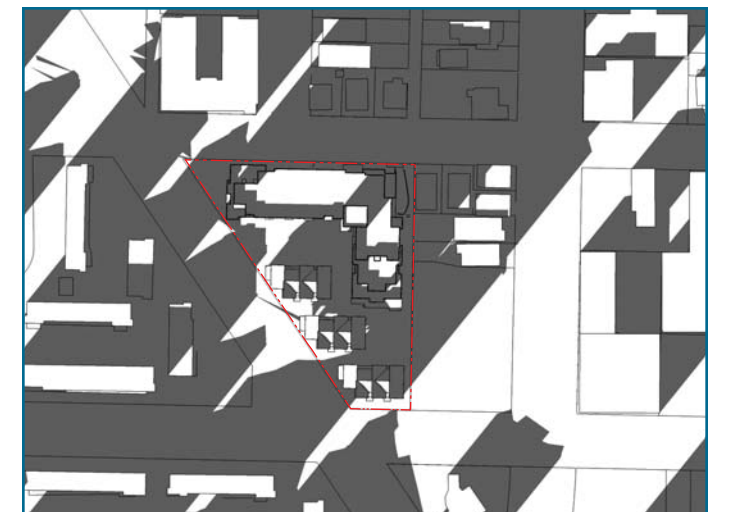
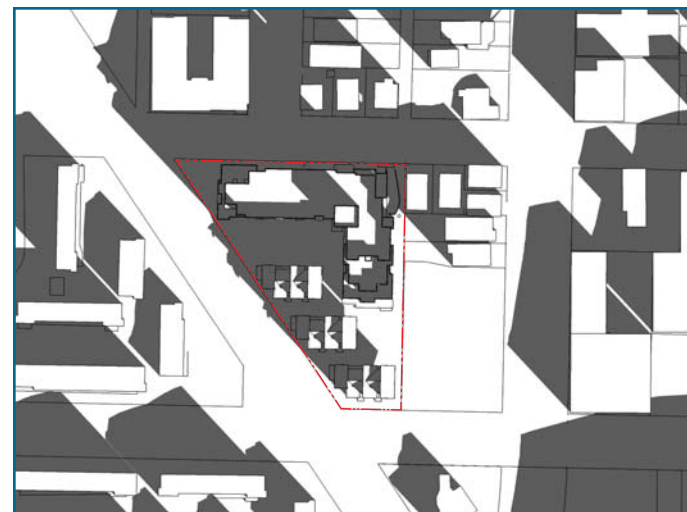
3PM



Spring/Fall
Equinox



Winter
Solstice



Departures

Garage Doors (SMC 23.45.536.D.3.a) (SMC 23.45.536.D.3.b)

- a. Garage doors may be no more than 75 square feet in area.
- b. Garage doors facing the street shall be set back at least 15 feet from the street lot line, and shall be no closer to the street lot line than the street-facing facade of the structure.

Departure

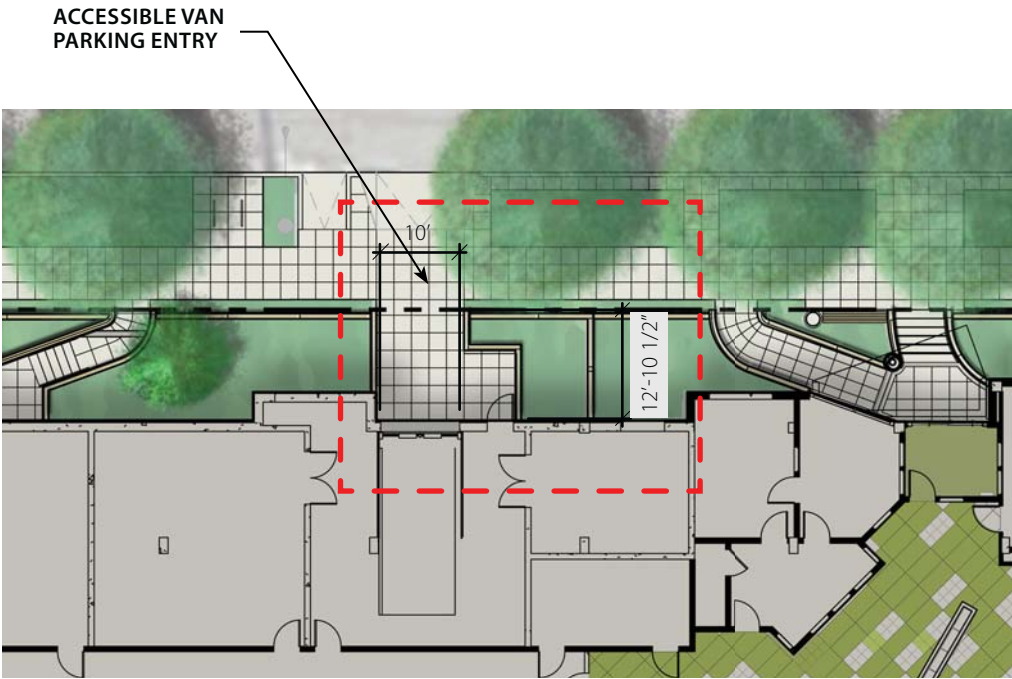
The applicant proposes a 90 square foot garage door at the van accessible parking space.

The applicant proposes the garage door at the van accessible parking space be located 12'-10 1/2" from the street lot line, in alignment with the street-facing facade of the structure.

Rationale

Uniform Federal Accessibility Standards (UFAS) Section 4.6.6 Vertical Clearance: Provide minimum vertical clearance of 114 inches at accessible passenger loading zones and along vehicle access routes to such areas from site entrances. If accessible van parking spaces are provided, then the minimum vertical clearance should be 114 inches.

SMC Section 23.45.518 requires a 7 foot average setback and a 5 foot minimum setback from street lot lines. The proposal has a 10'-6 1/2" average setback and a 5'-6" minimum setback. The garage door for the van accessible parking space is setback 12'-10 1/2" from the street lot line, which is the furthest setback along E Fit St.



Driveway Slopes (SMC 23.54.030.D.3)

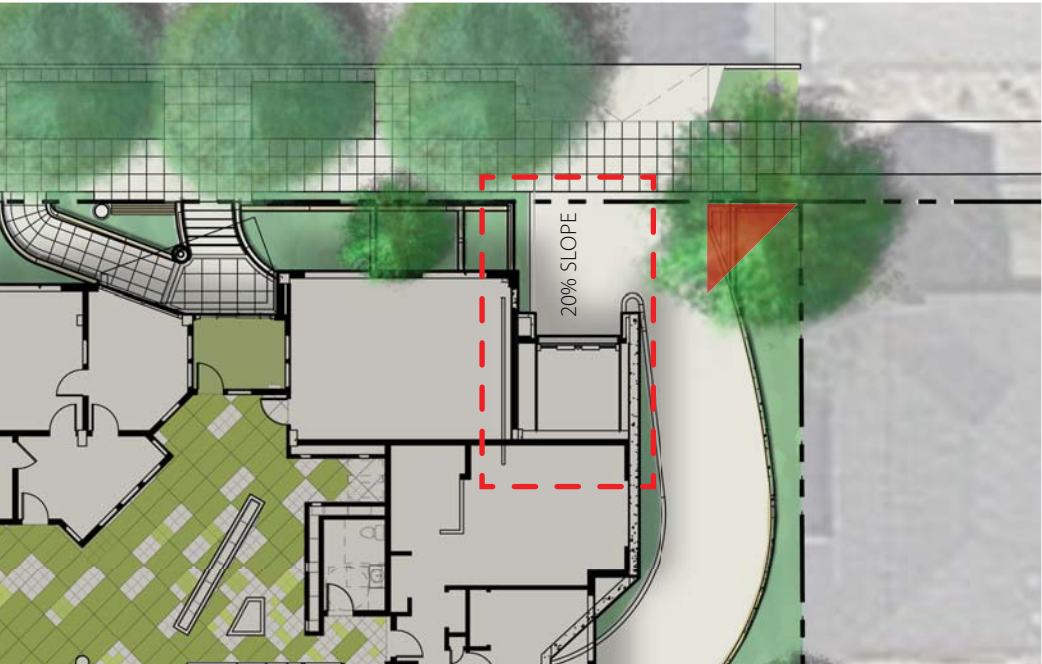
- 3. No portion of a driveway shall exceed a slope of 15%

Departure

The applicant proposes a driveway slope of 20%.

Rationale

SDOT Manual Chapter 4: Design Criteria, 4.9 Driveways, Figure 4.11 allows 20% driveway slope



Sight Triangles (SMC 23.54.030.G.1)

G.1. For two way driveways a sight triangle on both sides of the driveway shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway with a sidewalk or curb intersection.

Departure

One of the proposed sight triangles is partially obscured do to an existing tree and retaining wall.

Rationale

In order to accommodate the sight triangle, the existing retaining wall on the easterly side of the driveway would need to be removed. If this wall is removed, the health of the existing Scot's Pine would be compromised. The proposed design reconstructs this wall in its current location to ensure the trees health.

Departures

Structure Width & Depth Limits (SMC 23.45.528.A) & (SMC 23.45.528.B.1)

A. The width of the principal structures shall not exceed 150 feet.

B.1. The depth of the principal structures shall not exceed 75 percent of the lot (225 feet)

Departure

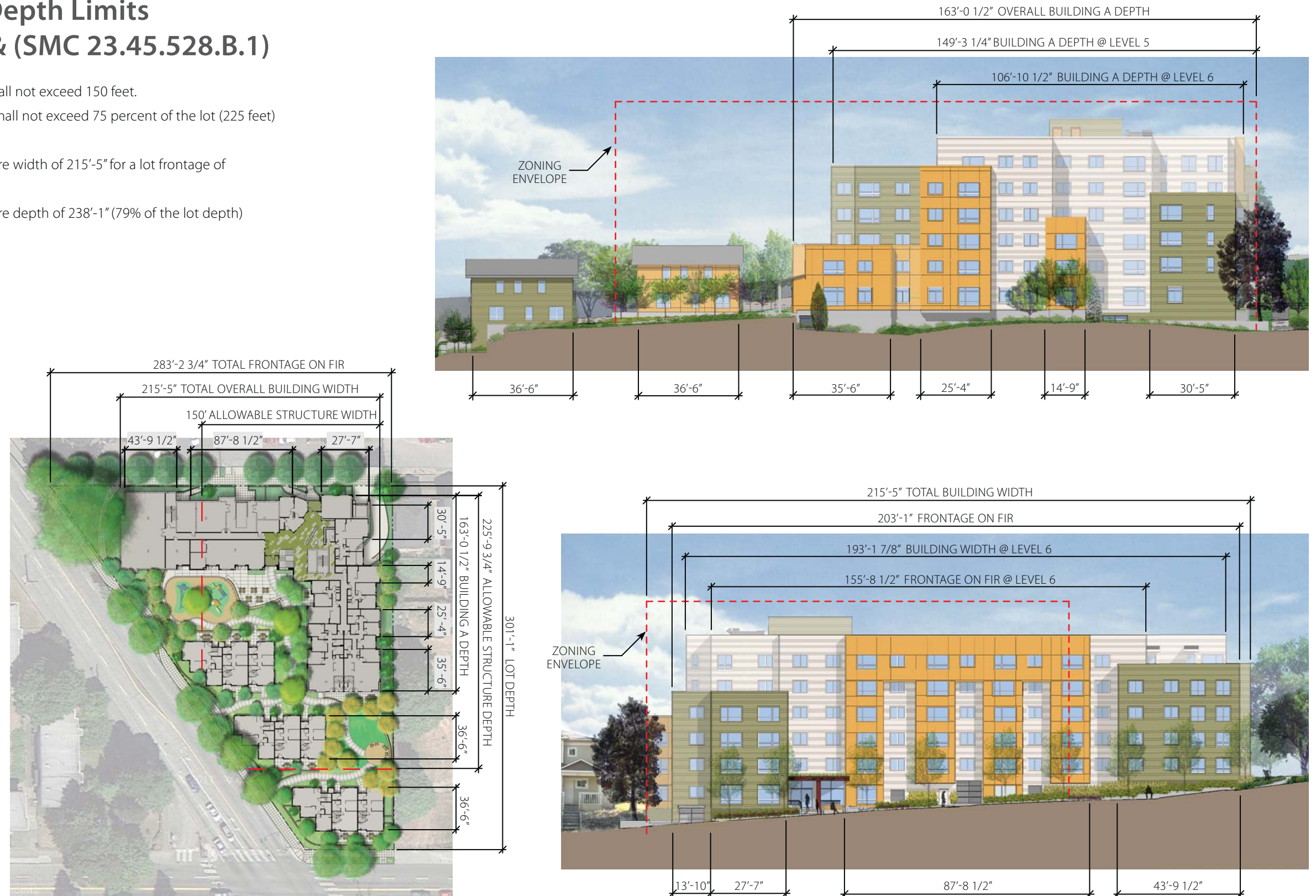
The applicant proposes a principal structure width of 215'-5" for a lot frontage of 283'-2 3/4" (75% of the lot width)

The applicant proposes a principal structure depth of 238'-1" (79% of the lot depth) consisting of 3 buildings

Rationale

The lot frontage on E Fir St. is 283'-2 3/4". The overall width of the structure along E. Fir is 215'-5" (75% of the lot width). From the west the building massing is modulated into a four story section 43'-8" wide, a six story section 87'-7" wide and a 4 story section 41'-5" wide with a 5' recess where the building lobby is located. Each facade section is further modulated with recessed bays. At the upper floor along E. Fir the structure width is 155'-8 1/2"

The depth of Building A is 165'-7" at Level 1, with the building stepping back on the upper floor, and the depth at Level 6 is 104 feet. The depth of Building C is 36'-3" and the depth of Building D is 36'-3". The combined depth of the three structures is 238'-1" (79% of the lot depth)



City Design Guidelines

SITE PLANNING

A-1: Responding to Site Characteristics

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

The 100 unit program calls for two housing types – elevator serviced units (Building A) and ground related family units (Buildings B, C, and D). The trapezoidal site only allows primary access points along East Fir Street to the north. The grade separated intersection of East Fir and Boren Avenue is also the site of a significant Red Oak tree being preserved. Boren Avenue provides pedestrian access to transit. Building A is sited to maximize exposure to views to the south and east. The site has a grade change of approximately 38’ from SE corner to NW corner, but the building siting takes advantage of these dramatic grades and creates planted terraces for visual relief.

A-2: Streetscape Compatibility

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

The odd trapezoidal shape of the site lends itself well to site a larger building in the northern part of the lot and smaller buildings in the southern part of the lot. The street character that ensues is desirable to all facades and streets. Yesler Avenue townhomes will have presence without overpowering the Yesler / Boren intersection. The townhomes will be three stories on the southern edge, with lushly planted private terraces and renewed planting strip. Boren Avenue is a very busy arterial, and buildings have been sited to create internal passageways, create gateways and a sense of semi-privacy, and reduce noise pollution. A curvilinear sidewalk allows for a gentler overall slope and for pedestrian protection from vehicular activity with wide planting beds. A connection to E Fir from Boren is created on-site, and a retained exceptional tree, an oak, contributes to the change of character that occurs when starting to walk east on Fir from Boren. The siting of the building contributes to the character of the street by allowing for bio-retention planters along the face of the building inside the property. The sidewalk is re-aligned and existing 90 degree parking is eliminated to allow for a wide planting strip. Parallel parking will be allowed, and design of the sidewalk and planting strip is planned accordingly. Combined, these design moves create a great effect: a cascade of stormwater following the façade of the building, a lush and residential in feel planting scheme that incorporates native and adaptive plants, green screens, as well as a green roof above the entry canopy that makes a statement about the sustainability of the project.

A-3: Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

The Building A entrance from East Fir Street provides a traditional residential relationship to the sidewalk. Pedestrian access from East Boren also connects to the same entry lobby and serves at grade “front doors” to the nine townhouses and three flats in the south eastern wing of Building A.

A-4: Human Activity

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

The frontages along East Fir Street, Boren Avenue and Yesler Way are designed to improve the pedestrian experience from the existing hostile conditions. Site furnishings, lighting and improved bus stop are part of the vision, as well as creation of planting strips that protect the pedestrian from arterial traffic.

A-7: Residential Open Space

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

The location of the different scale buildings on the site has maintained solar access to two open spaces on the site. One includes play areas for two different age groups, adjacent to a community room terrace, while the second provides a more passive sitting area. Both relate directly to the main pedestrian circulation through the site.

A-8: Parking and Vehicle Access

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

The parking is located within Building A, below grade. One accessible van parking stall is provided on level 1. The slope of East Fir Street allows two separate entries to the parking levels, while preserving the intersection’s crosswalk alignments, creating new curb ramps and a street-side passenger load zone at the main residential entry.

HEIGHT, BULK, SCALE

B-1: Height, Bulk, and Scale Compatibility

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

The midrise building on East Fir Street is being developed at one story less than allowed by the Land Use Code for this and adjacent properties. In addition, the building façade is broken into three sections, with a four-story mass to the west, a six-story mass in the middle and smaller mass to the east with the scale reduced two stories. The midrise building also steps north to south, with a six-story mass along E Fir stepping to a five-story mass on the south wing. From the SE corner to the NW corner of the site, the grade climbs 38’ along Yesler and Boren. The buildings also step up the site, from three stories townhouses at the SE corner on Yesler, to five stories at the NW corner of the site at Boren and East Fir Street.

ARCHITECTURAL ELEMENTS AND MATERIALS

C-2: Architectural Concept and Consistency

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

The L-shaped midrise building establishes two characters within the same theme of base, middle, and top. The west wing, most visible from the south uses a 3 story tall recessed bay expression with a different color or material. That layering of color or material repeats on the east wing, but uses upper floor setbacks to modulate the building form. The three triplex townhouses use massing and roof forms to create individual house and yard identity.

C-3: Human Scale

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

The main pedestrian approach to and between the new buildings has layers establishing increased privacy, including: gates, walls, hedges, patios, stoops, and entry porches.

C-4: Exterior Finish Materials

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

This description of exterior materials is the required program for long term owners of subsidized rental housing and will be the basis of material selection as the design progresses.



Good Example of Visible and Weather Protected Entrance, Site Furnishings, and Transition from the Street



Stepped and Carved Building Mass breaks up Height, Bulk and Scale

City Design Guidelines



Curving pedestrian pathways with vegetation, lighting and “eyes on the street” from adjacent residential units will be incorporated into the project.



Ground Level Residential Entry with Landscaping that Enhances the Building and Site

PEDESTRIAN ENVIRONMENT

D-1: Pedestrian Open Spaces and Entrance

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

The location of the different scale buildings on the site allows solar access to two main open spaces on the site. One includes play areas for two different age groups, adjacent to a terrace opening of the buildings community room. The second provides a more passive sitting area. The main pedestrian circulation through the site connects these spaces and all of the ground floor unit entries to both townhouses and the midrise building.

D-5: Visual Impacts of Parking Structures

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

All the parking is located within the building, below grade. Street frontage uses include building lobby spaces with sitting/waiting areas, residential units, mechanical space and accessible van parking. The natural slope along E Fir St allows landscaped areas to berm against the building concealing the mechanical space and portions of the accessible van parking.

In response to the DRB comments, the building parking was all consolidated into the basement level with only a one lane entry door visible from the street. Because one over height van space is needed to satisfy accessibility requirements, that remains at the street level but shares a single door providing access to the Transformer Room and Trash Room. This change also allowed more windows facing the street from the management offices.

D-12: Residential Entries and Transitions

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

Spaces between residence and street are distinct because of a slight vertical separation, the creation of a threshold at the sidewalk edge, and the use of porches and terraces. Well defined pedestrian circulation within the site connects individual building entries, yards, play areas and the community rooms and terrace. These features of relationships to street and sidewalks, on site open space, building and unit access, are all considered to enhance the public safety and security of the residents.

On (sloping) East Fir Street, access to the “front door” is by both steps and ramp, with a bench and planting areas providing an attractive waiting space adjacent the sidewalk. The planted, canopy extends out providing cover and clear address identification from both directions. The main lobby doors are flanked by community space on the east and management offices to the west. Once inside the building, the lobby is visually open to the south through to the doors out of the south entry, terrace and play area.

LANDSCAPING

E-2: Landscaping to Enhance the Building and/or Site

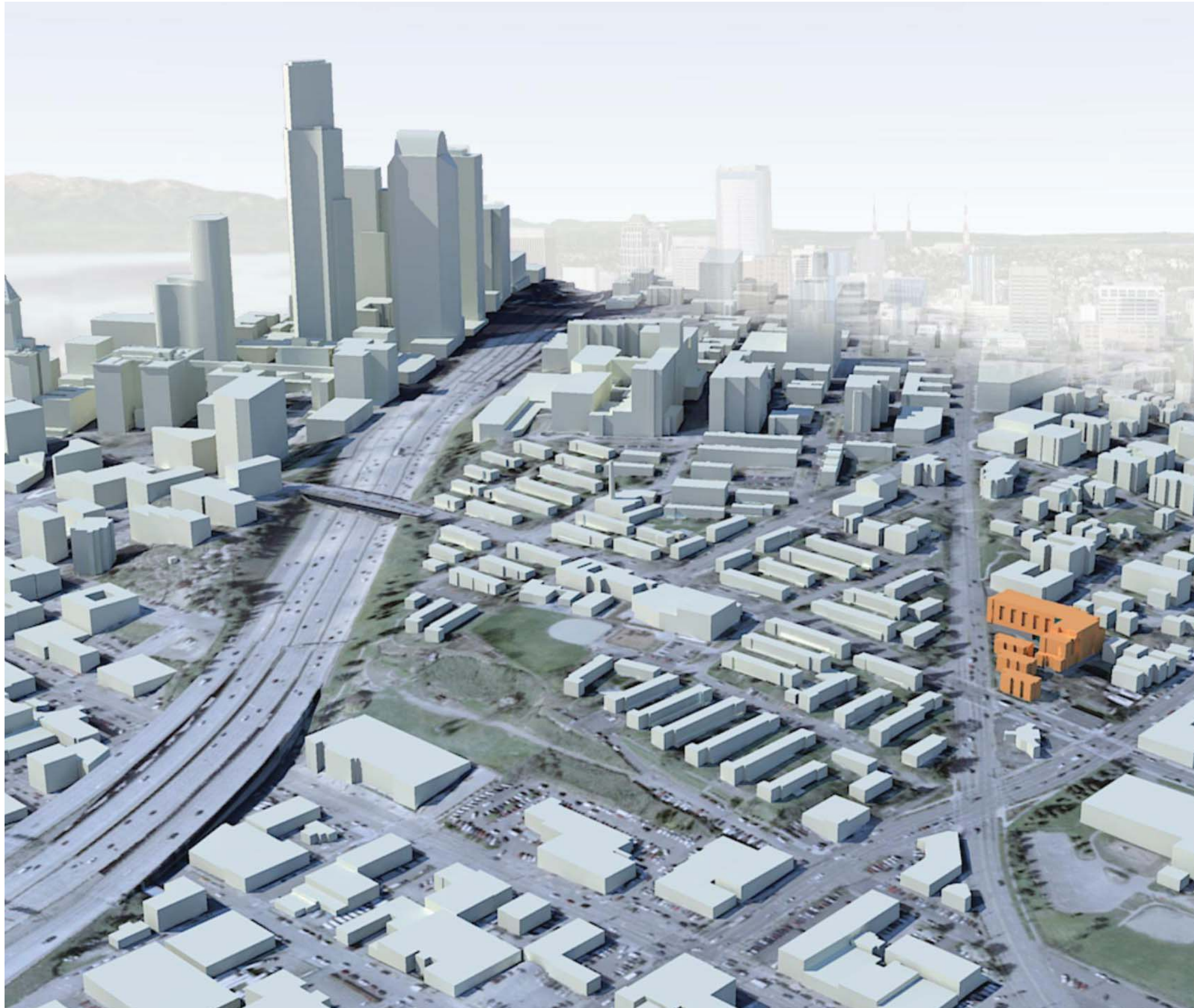
Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The site has a brutal environment to the west along Boren Avenue. Planting areas of varying width allow the pedestrian to move away from the traffic, with more generous framing of the site entries to the network of paths leading to building entries and connecting different open spaces. For the townhouses, the layering of landscaping defines both individual entries and private spaces. For the midrise building larger open space encourages community use in addition to south and west facing roof gardens accessible from the top residential level.

E-3: Landscape Design to Address Special Site Conditions

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

A significant Red Oak tree anchors the high point at the northwest corner of the site. The land typically falls away to the south, with two story townhouses maintaining good solar access between the buildings. The view also to the south is both territorial to the Marine Hospital on Beacon Hill, and distant to Mount Rainier. The landscape design reinforces accessible circulation into and around the site despite the natural slope.



1105 E Fir St | #3012897
Design Review Board
Recommendation Packet
06/13/2012



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