

## EARLY DESIGN GUIDANCE

Meeting Date - June 10, 2015  
DPD #3019215

Project Address:

**1001 James Street  
Seattle, WA 98104**





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Featured Projects shown designed or  
Developed by members of the project team



# 1 - PROJECT VISION

The vision for this development is to create a residential community with active retail that seamlessly blends into the established First Hill Neighborhood and is a timeless and elegant design that provides a comfortable place for residents and visitors.



## Enhance the Neighborhood

- Complete the Urban Fabric by infilling vacant sites
- Improve walkability
- Provide substantial pedestrian amenity
- Provide active neighborhood serving commercial space
- Eyes on the Street

## Enduring Building

- Architectural design that references historical context
- Incorporate high quality, durable materials



## Responsive to Unique needs of First Hill Residents

- Create appropriate buffers from busy streets
- Design comfortable, quiet courtyard spaces as refuge from busy streets
- Provide security and safety at exterior, access and interior spaces





Project Information

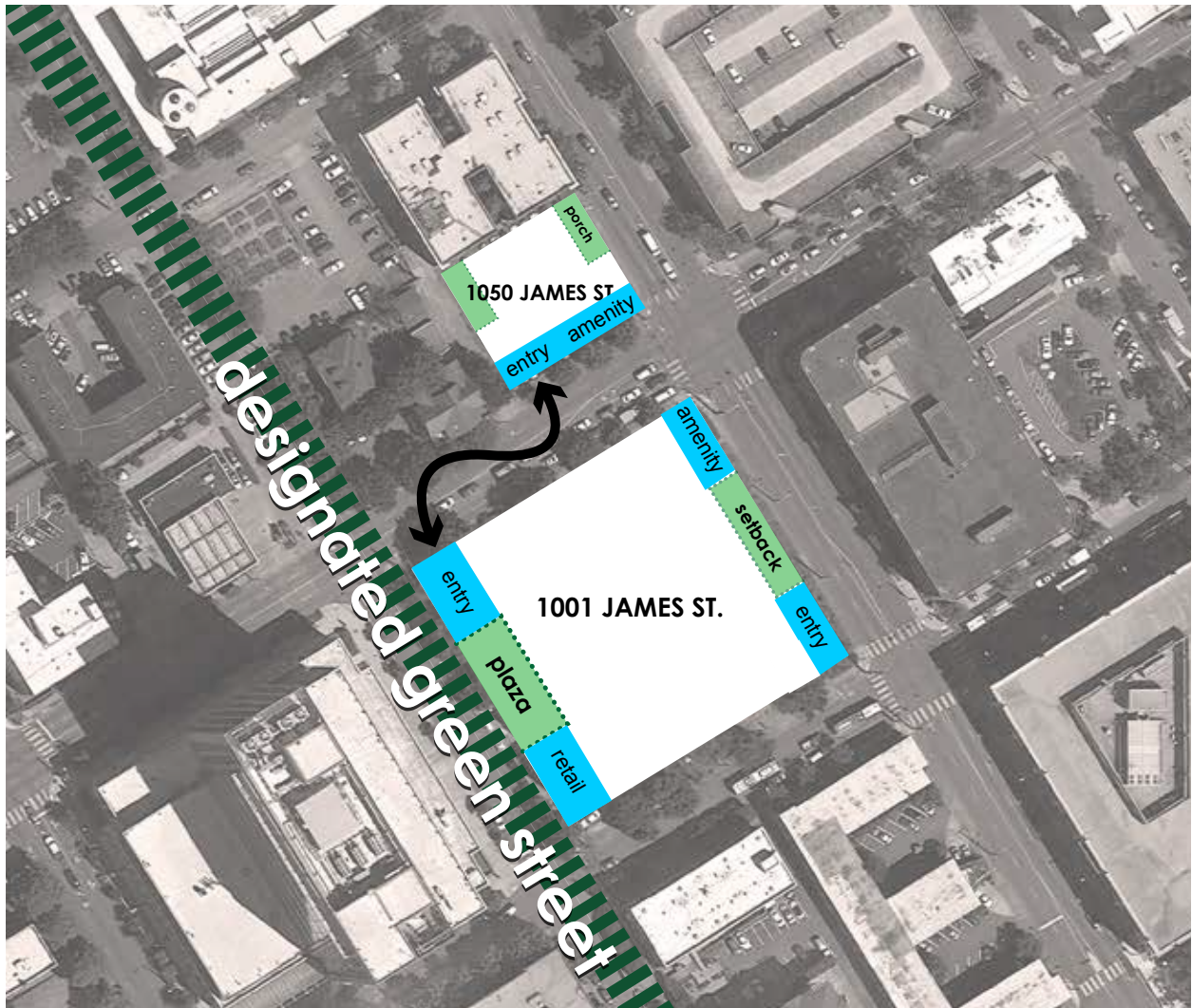
- Site Area	59,050 SF
- Residential Units	350
- Parking Stalls	300
- Commercial Space	5,500 SF

Project Objectives

The Broadstone project at Terry and Boren is a proposed eight story mixed-use building with residential units and neighborhood serving commercial space that will infill a vacant site in the First Hill neighborhood. This project is designed to serve the expanding First Hill population by creating a residential community of high quality enduring design. The project will be responsive to the unique needs of First Hill residents and will enhance the neighborhood with excellent walkability and active neighborhood commercial spaces that is currently lacking in the area.

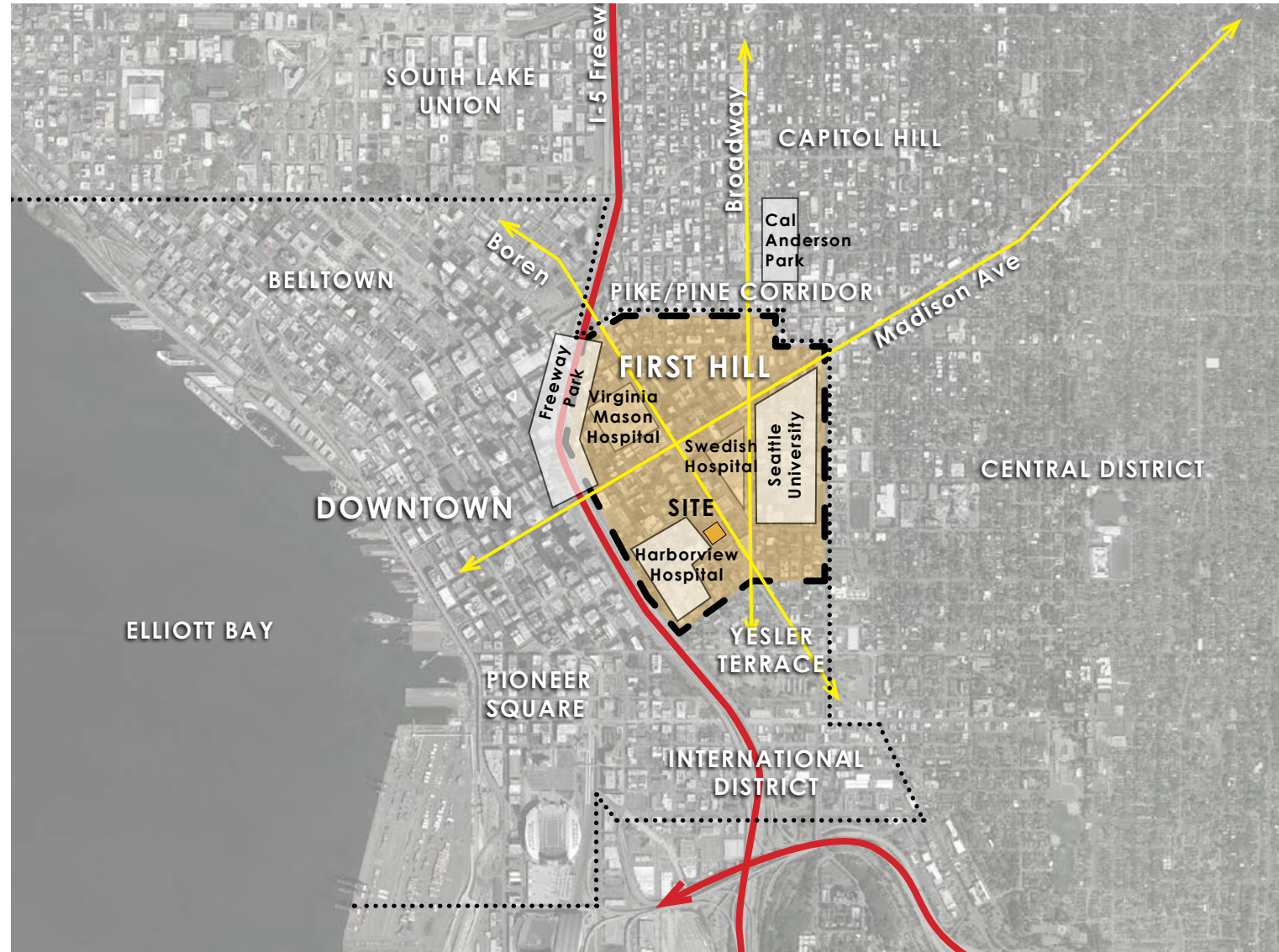
The project site area is one city block. The building is comprised of five wood frame levels over a three story, semi below grade, concrete podium. The main entrance, a multi-level glass space, located at the intersection of Terry and James will tie into the City of Seattle's development plans for a green-street expansion and enliven the prominent corner with all day activity. The project will have approximately 350 apartment units with approximately 300 parking stalls accessed from grade on Terry Street.

Through its scale, modulation and material selection, the proposed building will reflect the characteristics of the area's historic residential development and civic institutions, offering a vibrant, enduring asset to the community.





## 2 - CONTEXT ANALYSIS



### First Hill Neighborhood

First Hill is located on a steep hill which climbs directly up from downtown Seattle. On the north, First Hill is bound by the Pike/Pine Corridor, on the south by Yesler Terrace and on the east it stretches past Seattle University to 12th Avenue. First Hill is crisscrossed by three major arterials: E Madison Street, Broadway and Boren Avenue.

Also known as "Pill Hill" the neighborhood is home to three large hospitals- Swedish, Virginia Mason and Harborview- and a number of medical clinics and offices. Early in Seattle's history First Hill was an upscale residential neighborhood, and there are several grand historic houses which have been preserved.

First Hill has a convenient location adjacent to the Central Business District, the Pike/Pine Corridor and Capitol Hill. It is a popular residential neighborhood given the many work and cultural amenities nearby. Additionally, First Hill houses students attending Seattle University on the East side of the neighborhood.

### Context Map

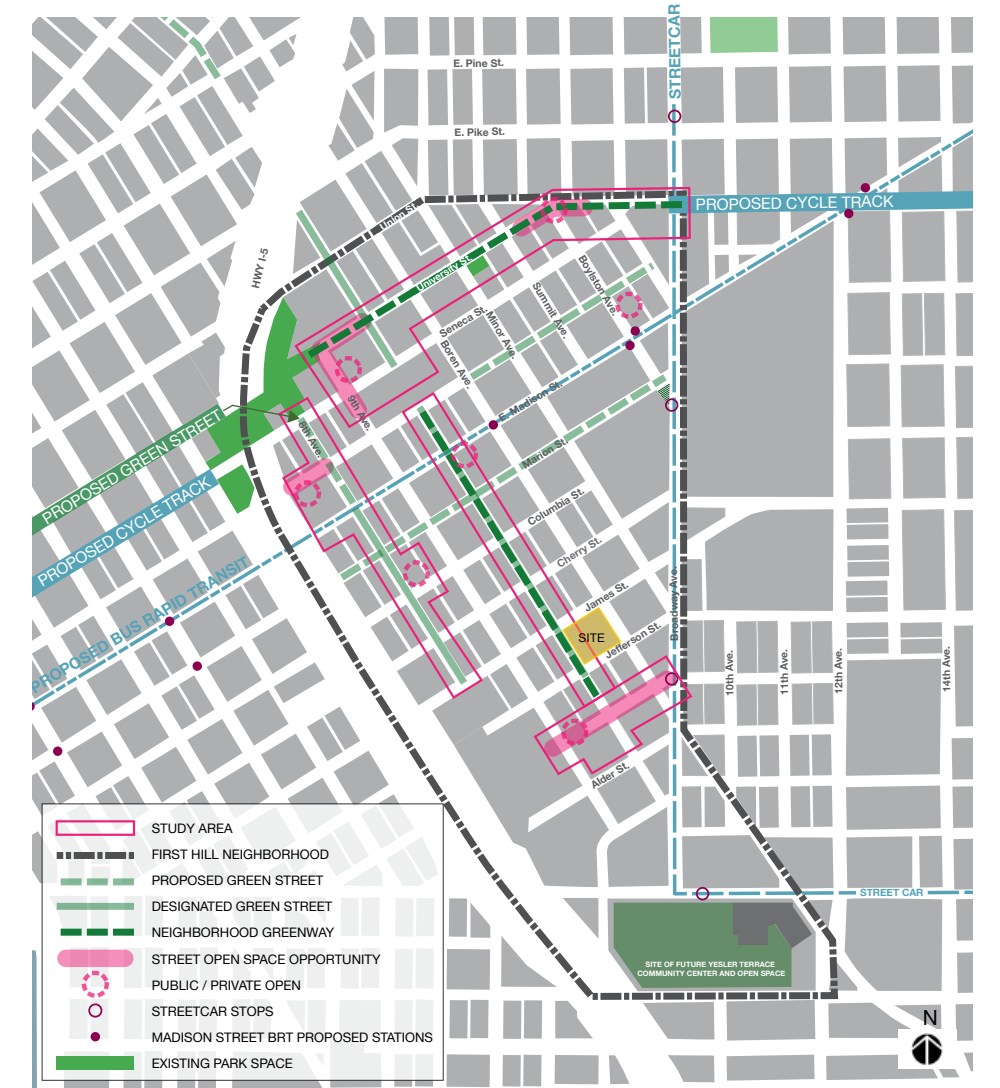
#### PLANNED STREET IMPROVEMENTS:

- 2015**
  - Broadway Streetcar
  - Madison Bus Rapid Transit Concept Design Phase
  - Construction start date TBD
- 2017**
  - Neighborhood Greenway - Terry Ave / Melrose Ave E / Franklin Ave E (From Broadway to Eastlake Ave E)
  - Neighborhood Greenway - Union St (From Broadway to 9th Ave)
- 2018**
  - Neighborhood Greenway - Marion St (From 7th Ave to Broadway)

*Neighborhood greenways are a combination of small improvements that make residential streets safer and calmer for people of all ages and abilities.*

*Madison Street Bus Rapid Transit service will be fast, reliable and frequent. It will serve densely developed neighborhoods in First Hill, the Central Area, and downtown Seattle, connecting dozens of bus routes, the First Hill Streetcar, and ferry service at the Colman Dock Ferry Terminal.*

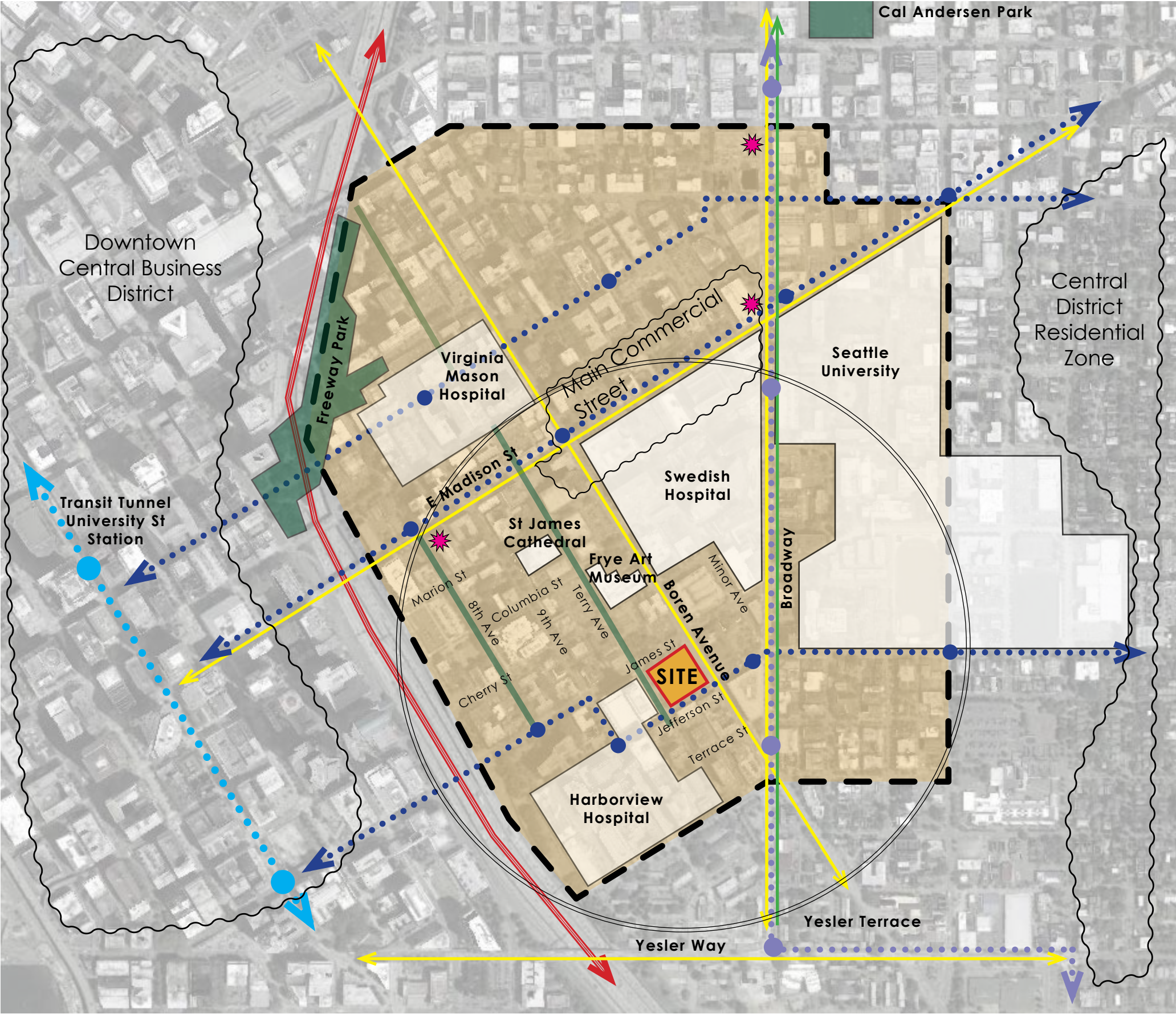
FIRST HILL PUBLIC REALM ACTION PLAN



Page 4

- **The main retail amenity and shopping area is along Madison Street**
- **New Whole Foods is planned at Broadway and Madison which will provide an anchor for the neighborhood.**
- **Nearby amenities include Freeway Park, the Frye Art Museum and Cal Anderson Park.**





Drawing Key

Site

First Hill Neighborhood

Institution or Notable Structure

Public Park or Designated Green Street

Area or Zone As Labeled

Freeway

Frequent Bus Route

Frequent Route Bus Stop

First Hill Streetcar Line

Streetcar Station

Transit Tunnel Route

Transit Tunnel Station

Protected Bike Lane

Main Arterial Route

Supermarket

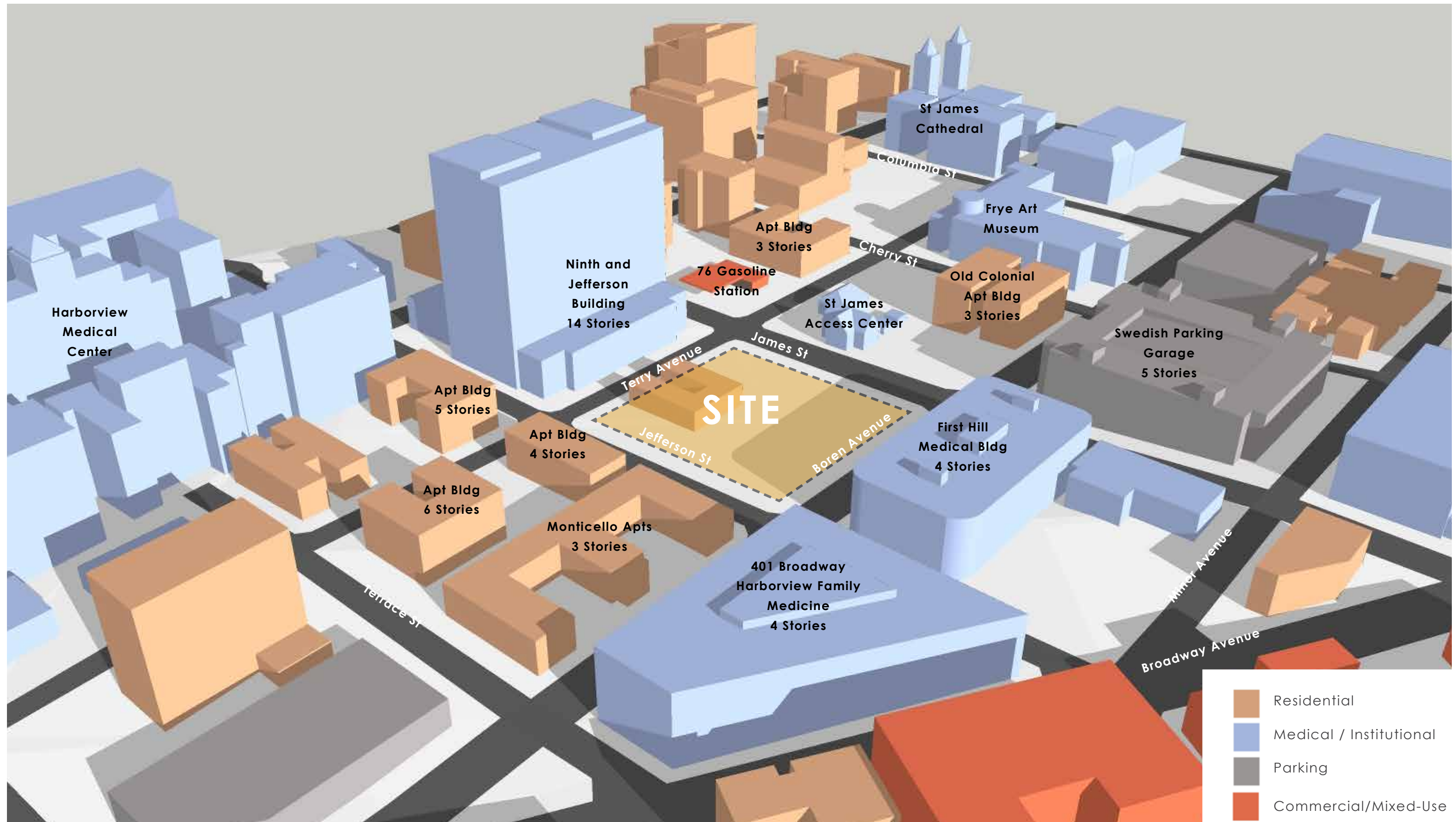
Five Minute Walkshed

Walk score: 96

Transit score: 100

Bike score: 73







Site Context:

The site is bound by James St, Boren Ave, Jefferson St and Terry Ave. Ground level surface parking currently occupies the majority of the lot with a small three story apartment building also existing in the South West corner of the property.

Neighboring projects include the Ninth and Jefferson Harborview Building, 401 Broadway office building and the First Hill Medical office building.

Numerous public transportation routes provide access to the site.

- A protected bike lane is one block east along Broadway Avenue.
- The First Hill Streetcar line will have a station at the intersection of Broadway & Terrace, one block south.
- Proposed Rapid Transit Corridor on Madison Street



Residential Building



St James Access Center



Old Colonial Apartment Building



Swedish Parking Garage



76 Gasoline Station



Ninth and Jefferson Building



Harborview Hospital



Apartment Building



First Hill Medical Building



401 Broadway Medical Offices



Apartment Building



Apartment Building



Monticello Apartments

- Residential
- Medical / Institutional
- Parking
- Commercial/Mixed-Use



View of site from James Street:



First Hill Medical Bldg

Boren Avenue

SITE

View opposite site from James Street:



76 Gasoline Station

Terry Street

ACROSS FROM SITE





SITE

Terry Street



ACROSS FROM SITE

Boren Avenue

Swedish Parking Garage



View of site from Boren Avenue:



Monticello Apartments

Jefferson Street

SITE

View opposite site from Boren Avenue:



Cherry Street

Swedish Parking Garage

James Street





SITE

James Street

Old Colonial Condominiums



ACROSS FROM SITE

First Hill Medical Building

Jefferson Street



View of site from Terry Avenue:



James Street

SITE

View opposite site from Terry Avenue:



Jefferson Street

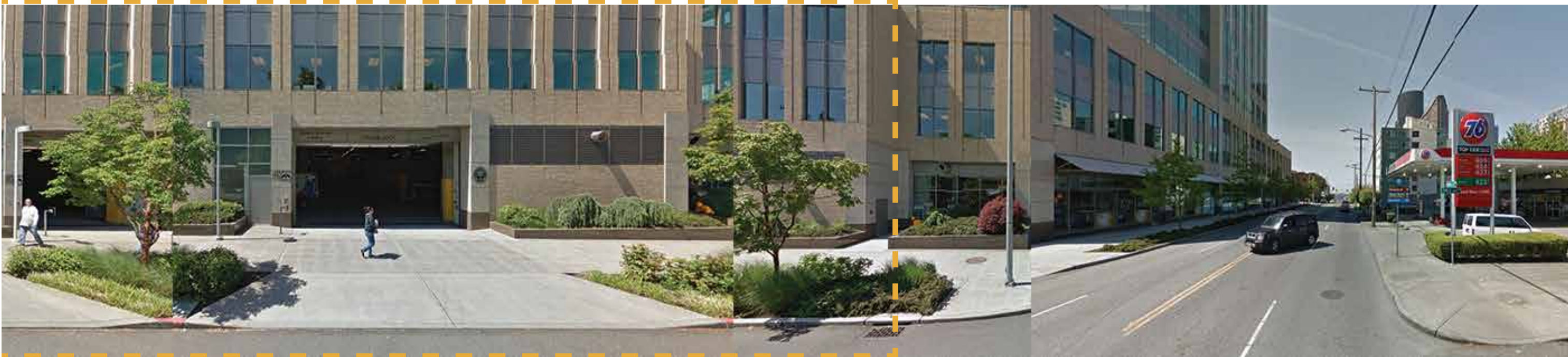
ACROSS FROM SITE





SITE

Jefferson Street



ACROSS FROM SITE

James Street

76 Gas Station



View of site from Jefferson Street:



Ninth and Jefferson Bldg

Terry Avenue

SITE

View opposite site from Jefferson Street:

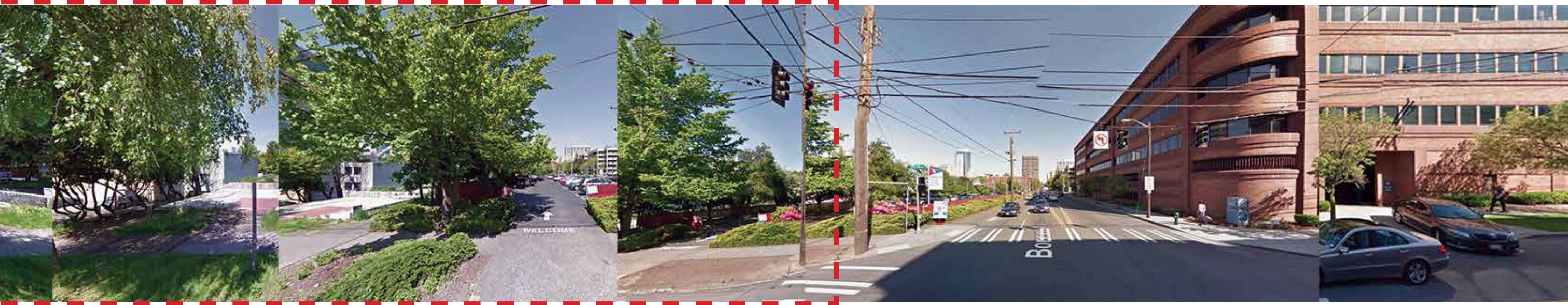


Boren Avenue

Monticello Apartments

ACROSS FROM SITE





SITE

Boren Avenue

First Hill Medical Bldg



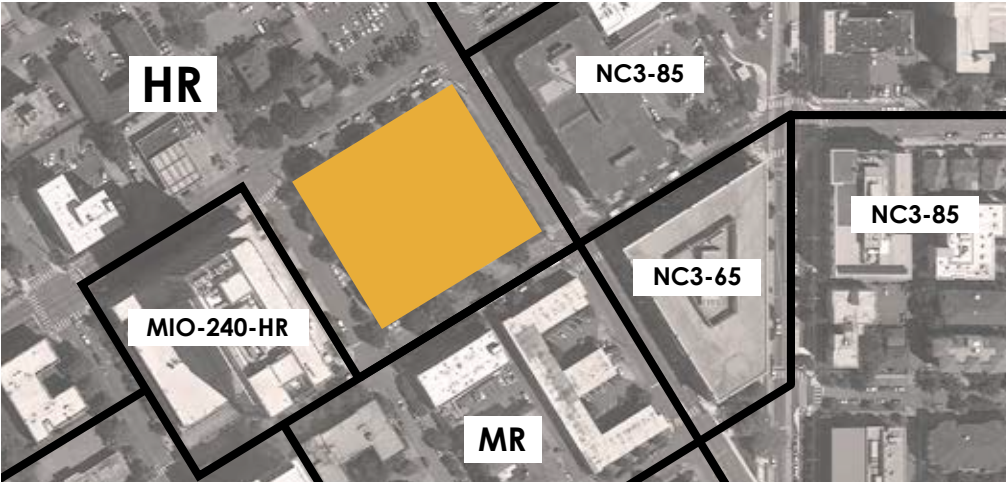
ACROSS FROM SITE

Englewood Apartments

Terry Avenue

Broadmore Apartments





Zoning Code: City of Seattle Zoning Code  
Zone: HR (High Rise) in First Hill Urban Center Village  
Lot Area: 59,037SF

23.45.504 PERMITTED AND PROHIBITED USES

- Residential use is permitted outright in High Rise zones.
- The following ground floor commercial uses are permitted:
  - a. business support services
  - b. food processing and craft work
  - c. general sales and services
  - d. medical services
  - e. offices
  - f. restaurants
  - g. live/work

23.45.510 FLOOR AREA RATIO

- Base FAR is 7 on lots larger than 15,000SF. Maximum FAR for structures 240' or less in height is 13.0 maximum. Maximum FAR for structures over 240' is 14.0 maximum.

23.45.510 FAR EXEMPTIONS

- Ground floor commercial uses with 13' floor to floor height minimum and 15' deep minimum.
- Enclosed common residential amenity space.
- All stories or portions of a story that extend no more than 4' above grade are exempt from FAR calculation

23.45.514 STRUCTURE HEIGHT

- Base height limit in the Seattle HR zone is 160'
- Maximum height limit is 240' - 300' if extra residential floor area is gained through incentive zoning Chapter 23.58A and Section 23.45.516.

- Rooftop elements: there are numerous additional height allowances for rooftop elements, appurtenances, or features in Section 23.45.514
- "Penthouse pavilions" for common use of residents are allowed at the roof level.

23.45.514 EXTRA FAR

1. Extra residential floor area. In HR zones extra residential floor area may be gained in accordance with Chapter 23.58A subject to the conditions and limits in this section 23.45.516. Up to all extra residential floor area may be gained through the affordable housing incentive program provisions in Section 23.58A.014. Up to 40% of the extra residential floor area may be gained by one or any combination of:
  - a. Transfer of development potential
  - b. Providing neighborhood open space or a payment in lieu thereof; and/or
  - c. Providing a neighborhood green street setback
2. Structure Height
  - a. Structure 240' or less in height. The applicable height limit in an HR zone under subsection 23.45.514A is 240' if the applicant satisfies the conditions for extra floor area but not all of the conditions in subsection C.2.B (immediately below) of this section are met.
  - b. Structures over 240'. The applicable height limit in an HR zone under subsection 23.45.514.A is 300' if the applicant satisfies the conditions for extra floor area and the following additional conditions are met:
    - i. For any structure above a height of 85', the average residential gross floor area per story above a height of 45' does not exceed 9,500sf and;
    - ii. No parking is located at or above grade, unless it's separated from the street lot line by another use and;
    - iii. At least 25% of the lot area at grade is one or more landscapes area, each with a minimum horizontal dimension of 10 feet, or at least 20% of the lot area at grade is landscaped, common residential amenity area meeting the standards of 23.45.522.

23.45.518 HR SETBACKS and STRUCTURE SEPARATIONS (TABLE B)

- Front and side setback from street lot lines: 7 foot average setback; 5 foot minimum setback
- Setbacks are departable

DEPARTURE REQUEST to engage corners and provide green space - (see p52)

- Projections permitted in required setbacks:
- Cornices, eaves, gutters, roofs and other forms of weather protection may project into required setbacks and separations a maximum of 2' if they are no closer than 3' to any lot line.
  - Unenclosed decks and balconies may project a maximum

- of 4' into required setbacks and separations if they are:
1. No closer than 5' to any lot line or;
  2. No more than 20' wide and are separated from other balconies by a distance equal to at least half the width of the projection.
  3. Separated from adjacent decks by a distance equal to at least ½ the width of the projection.
- Underground structures are permitted in any required setback or separation. Enclosed structures entirely below grade, at existing finished grade, whichever if lower, are permitted in any required setback or separation

23.45.522 AMENITY AREA

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

23.45.524 GREEN FACTOR

- Landscaping that achieves a Green Factor score of 0.5 or greater is required for any new development
- Additional requirements for landscaping in the code

23.45.532 GROUND FLOOR COMMERCIAL

- The commercial use is permitted only on the ground floor of a structure. On sloping lots, the commercial use may be located at more than one level within the structure as long as the floor area in commercial use does not exceed the area of the structure's footprint.
- The gross floor area of any one business establishment can be no greater than 4,000sf, except that the gross floor area of a multi-purpose retail sales establishment may be up to 10,000sf.

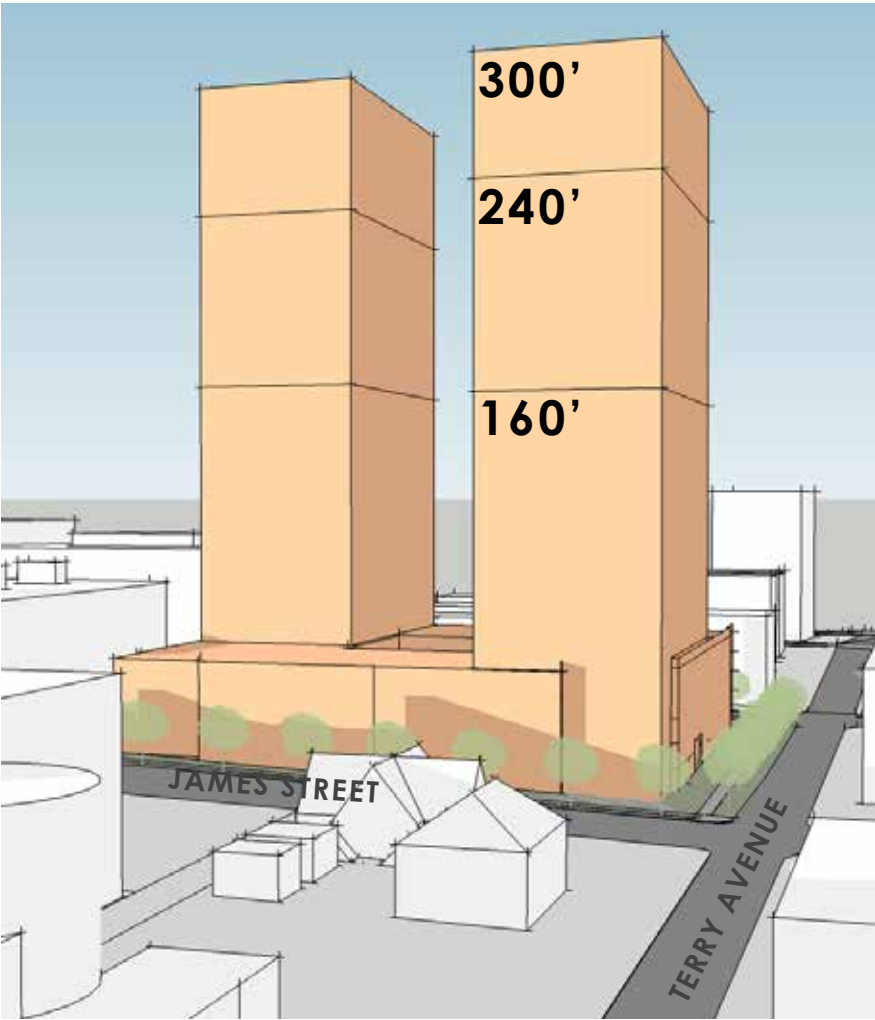
DEPARTURE REQUEST to provide larger commercial space - (see p52)

- No loading berths are required for ground-floor commercial uses. If provided, loading berths shall be located so that access to residential parking is not blocked.
- Identifying business signs are permitted pursuant to Ch 23.55

23.54.015 PARKING

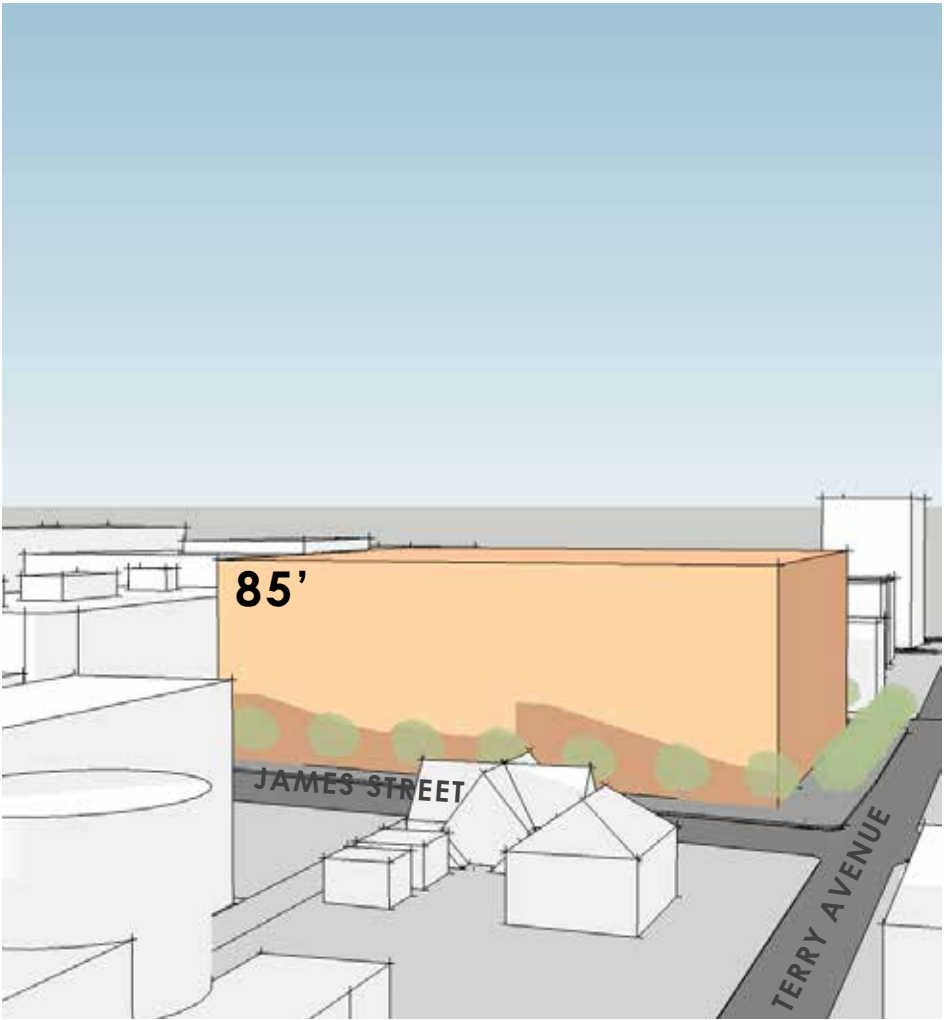
1. There are no minimum parking requirements for residential uses in commercial or multi-family HR zones within urban centers or within the Station Area Overlay District.
2. Live/Work : Zero spaces for units with 1,500sf or less; one space for each unit greater than 1,500sf
3. Sales and service space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





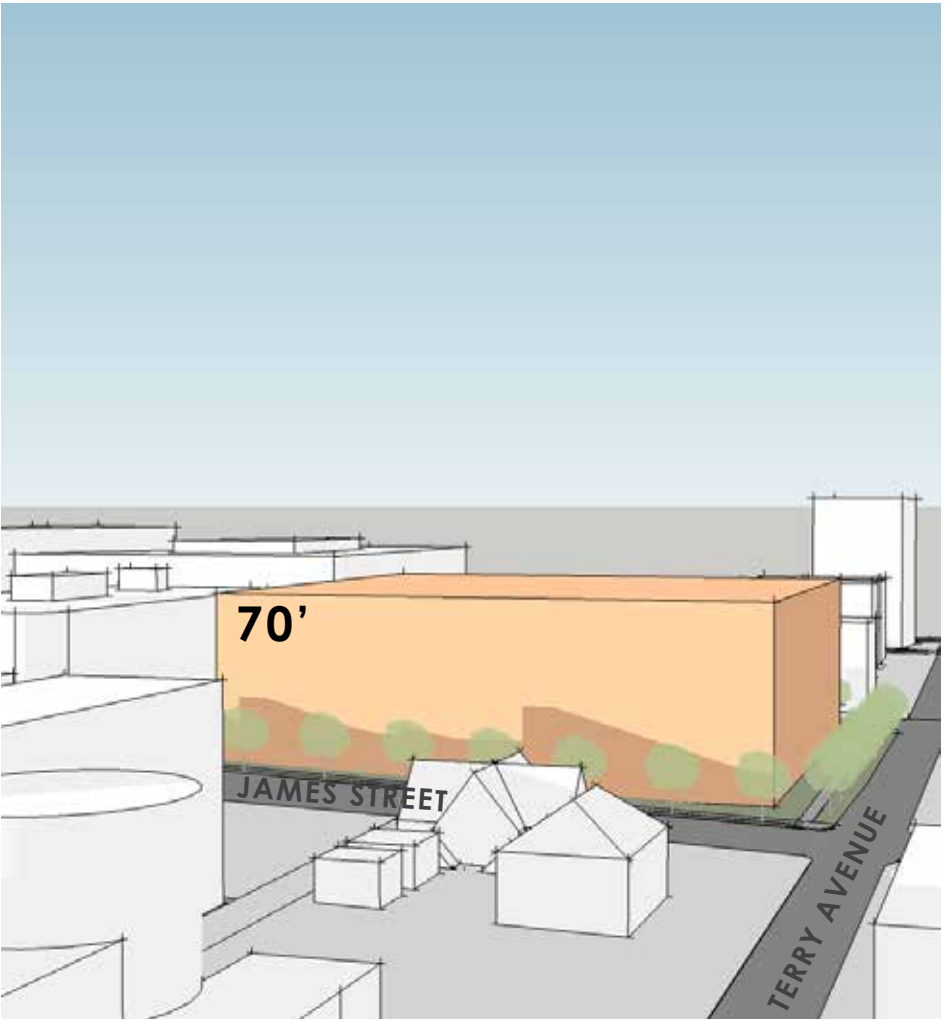
ALLOWABLE ZONING - HIGH RISE

BASE - 160'  
BONUSES - 240' AND 300'



ALLOWABLE ZONING - MID RISE

85' MIDRISE



PREFERRED MASSING

70' MIDRISE



# 3 - ARCHITECTURAL CONCEPT

## Neighborhood Pattern:

The site is a full city block and is zoned HR (Multi-Family High-rise). There is 251'-6" of frontage on James and Jefferson Streets and 235' of frontage on Terry and Boren Avenues. The northeast corner is chamfered at a 45 degree angle.

The site has a significant slope from 322' at the northwest corner up to 342' at the southeast corner, a 20' total difference. The steepest slopes are along James (~14' drop) and along Jefferson Street (~16' drop). Terry Avenue is relatively flat (~4' drop) and Boren somewhat less so (~8' drop).

There is an existing out-dated three story apartment building fronting Terry Avenue. The remainder of the site is occupied by surface parking with numerous curbcuts on Terry and Jefferson. Proposed development will require only a single curbcut.

Each of the four streets surrounding the site have distinctly different characters.

James is a heavily trafficked arterial, a major vehicular connection to downtown. The steep grade and traffic limits the desirability as a pedestrian street. The pedestrian zone is quite wide near Terry (over 19') and narrows as James approaches Boren (to 10').

Boren is also a heavily trafficked arterial. The pedestrian zone is 15' wide along the site, but narrows on neighboring blocks to 10'. Given Boren's heavy vehicle traffic, few pedestrians use the street; - Terry, Minor and nearby Broadway are more pedestrian friendly and are therefore preferred. A bus stop is located at the corner of Boren and James. Across the street is a large scale medical office building with no pedestrian connection to Boren.

Jefferson is also a steep street, and has much lighter vehicle traffic. The pedestrian zone is approximately 17' wide and is more residential in character with older 3 and 4 story apartment buildings across the street.

The quieter, less steep Terry Avenue provides the best opportunity for pedestrian access. A designated Green Street, Terry is planned to be a walking street. The pedestrian zone is over 22' wide, creating opportunities for planting and pedestrian amenities. The slower moving traffic, lower grade and existing curb cuts on Terry provide a natural location for vehicular access. The adjacent Harborview Ninth and Jefferson Building also has its vehicular access from Terry Ave.

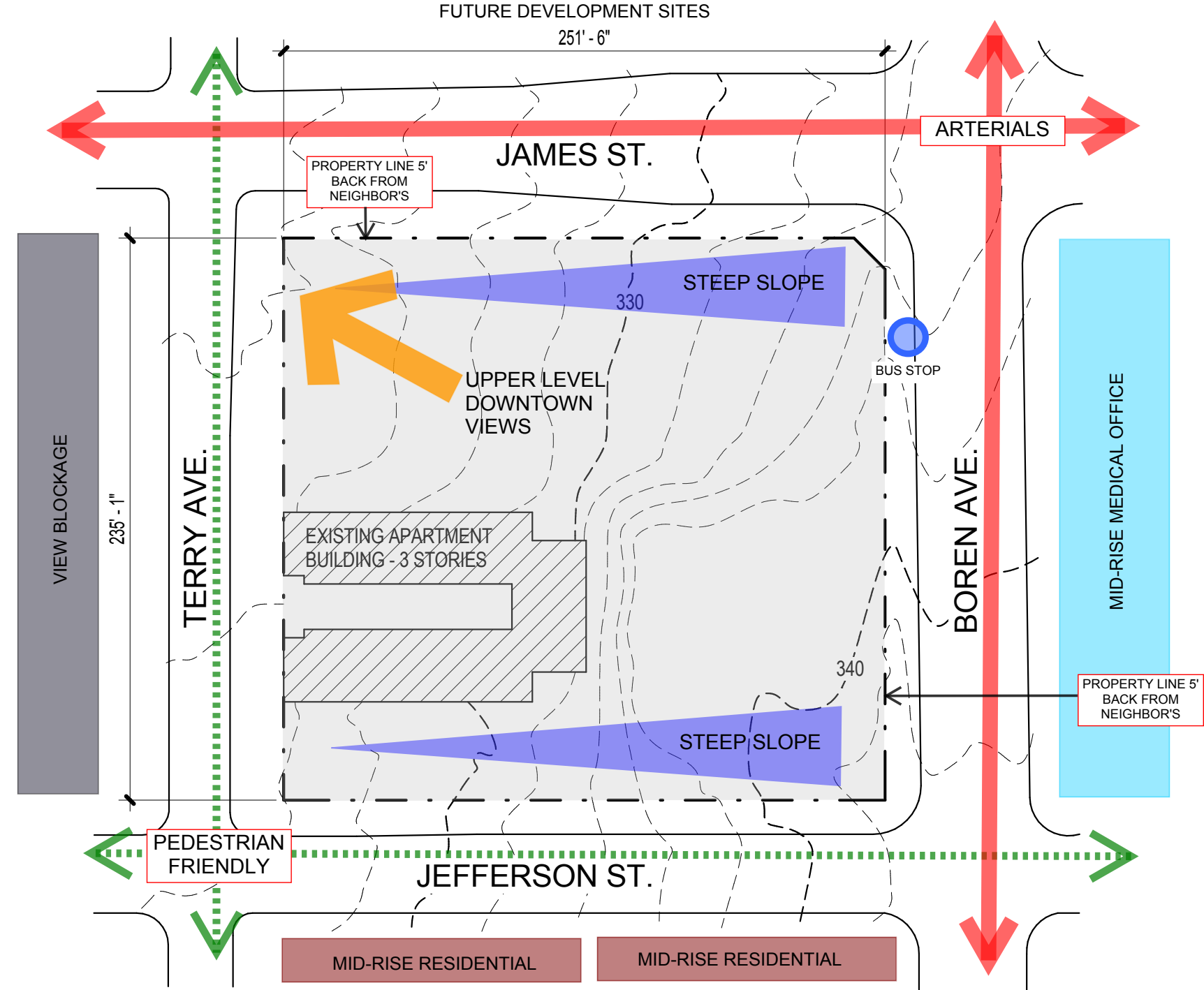
The site is close to several major institutions including Harborview Medical Center, Swedish Medical Center, Seattle University, the Frye Art Museum, St. James Cathedral and O'Dea High School. The project should create areas of pedestrian interest for visitors, while providing safe, secure amenity spaces for residents. An area of quiet and refuge should be provided for the residents as a contrast to the bustle of the surrounding area.

To fit into the neighborhood context, the project should respect the established neighborhood pattern of strong street walls and longer facades. The many visitors to the neighborhood requires a higher need for security and privacy for the residents. Vehicle access should be away from heavy arterial traffic. Pedestrian access should be located conveniently to all four streets. Bicycle access should also be provided on the uphill and downhill sides to provide easy access from all directions.



**FIGURE GROUND RELATIONSHIP**  
Neighborhood pattern of strong street walls





SITE PLAN

Conditions

Major Arterials (shown in Red)

- Boren Avenue
- James Street

Pedestrian Streets (shown in Green)

- Terry Avenue
- Jefferson Street

Steep Slopes

View Blockage to West

Property Lines set back from neighbor's on James and Boren





JAMES STREET (View East from Downtown)

- Major Arterial
- Connection to Downtown
- Street Wall



BOREN AVENUE (View South from Cherry Street)

- Major Arterial
- 48,000 cars per day
- Connection to Yesler Terrace
- Connection to South Lake Union





JEFFERSON STREET (View East towards Site)

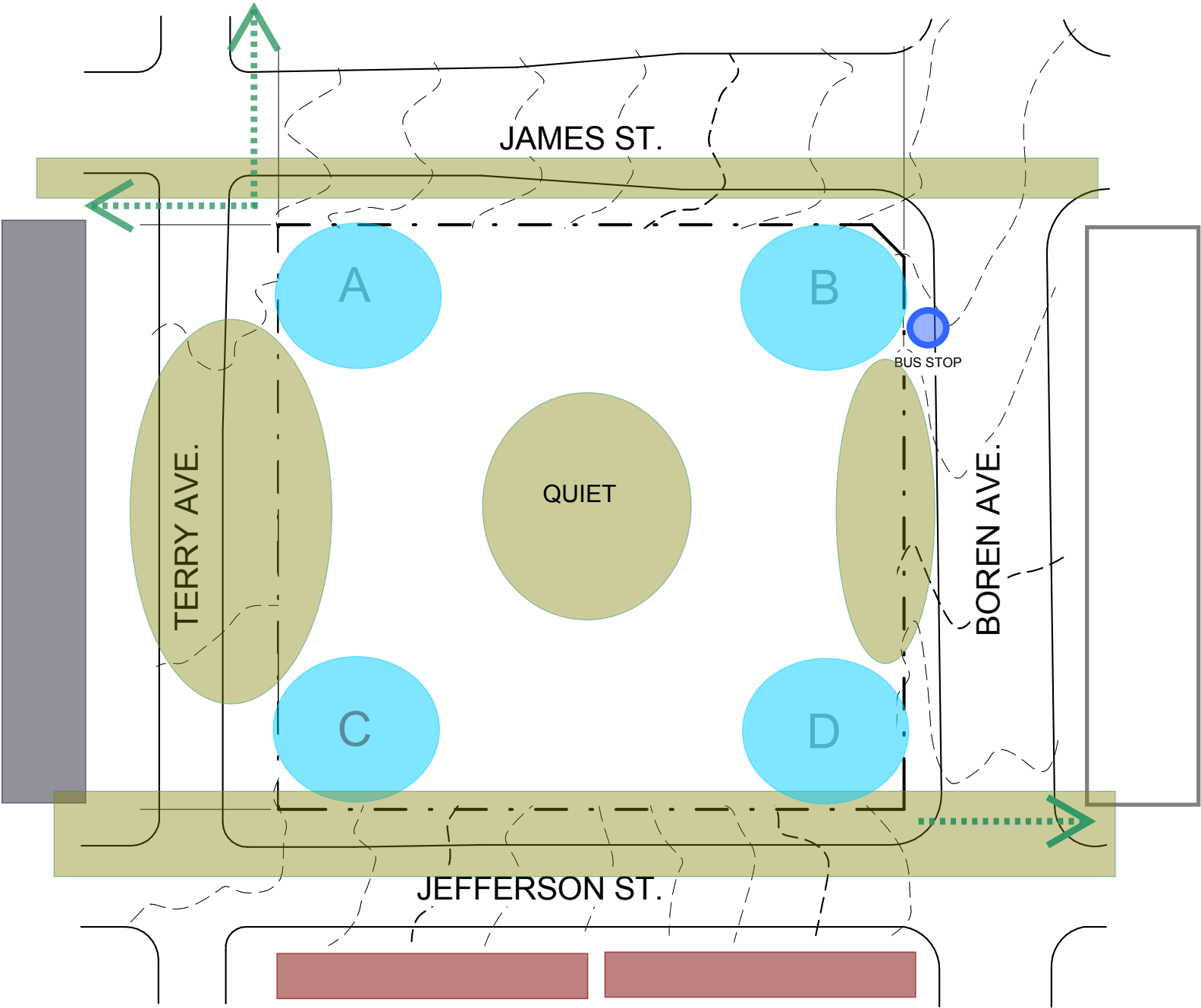
- Pedestrian Oriented
- Linear Landscape
- Residential feel and uses
- Connection to Seattle University
- Connection to Harborview Park



TERRY AVENUE  
(Image from First Hill Open Space Improvement Plan at Terry and Madison)

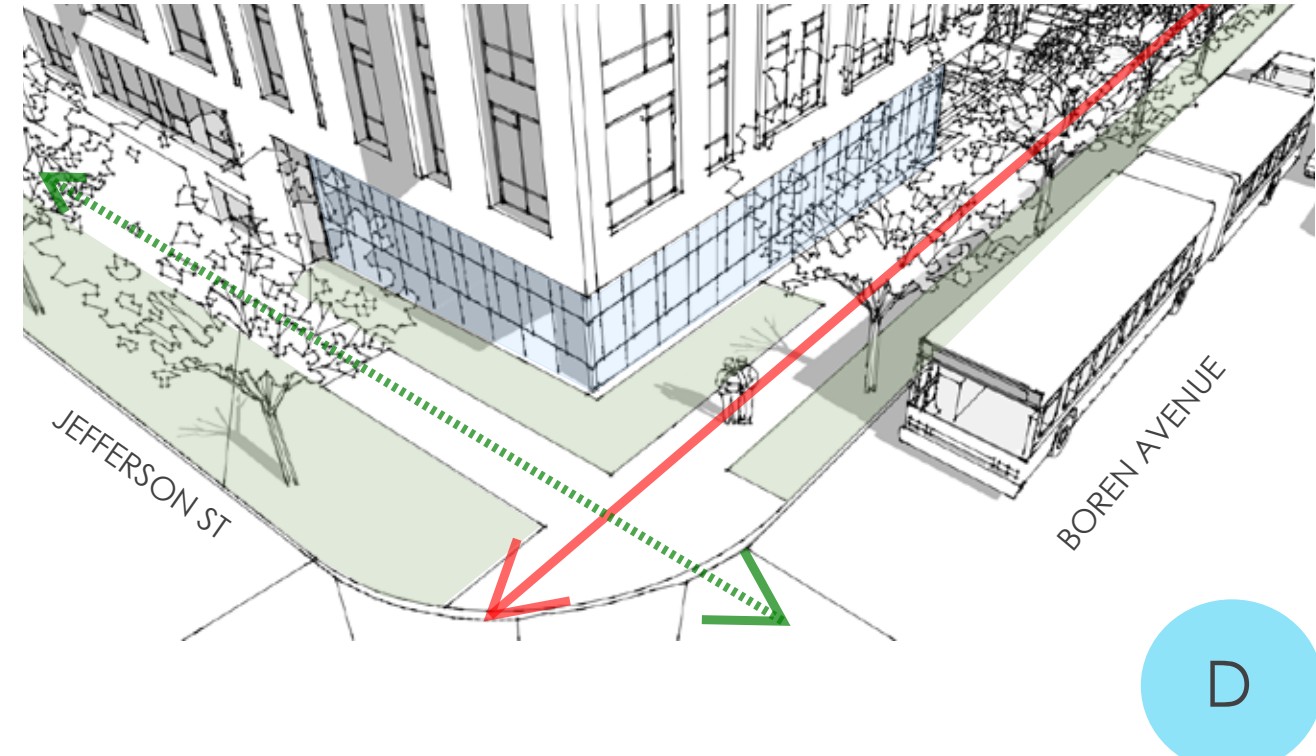
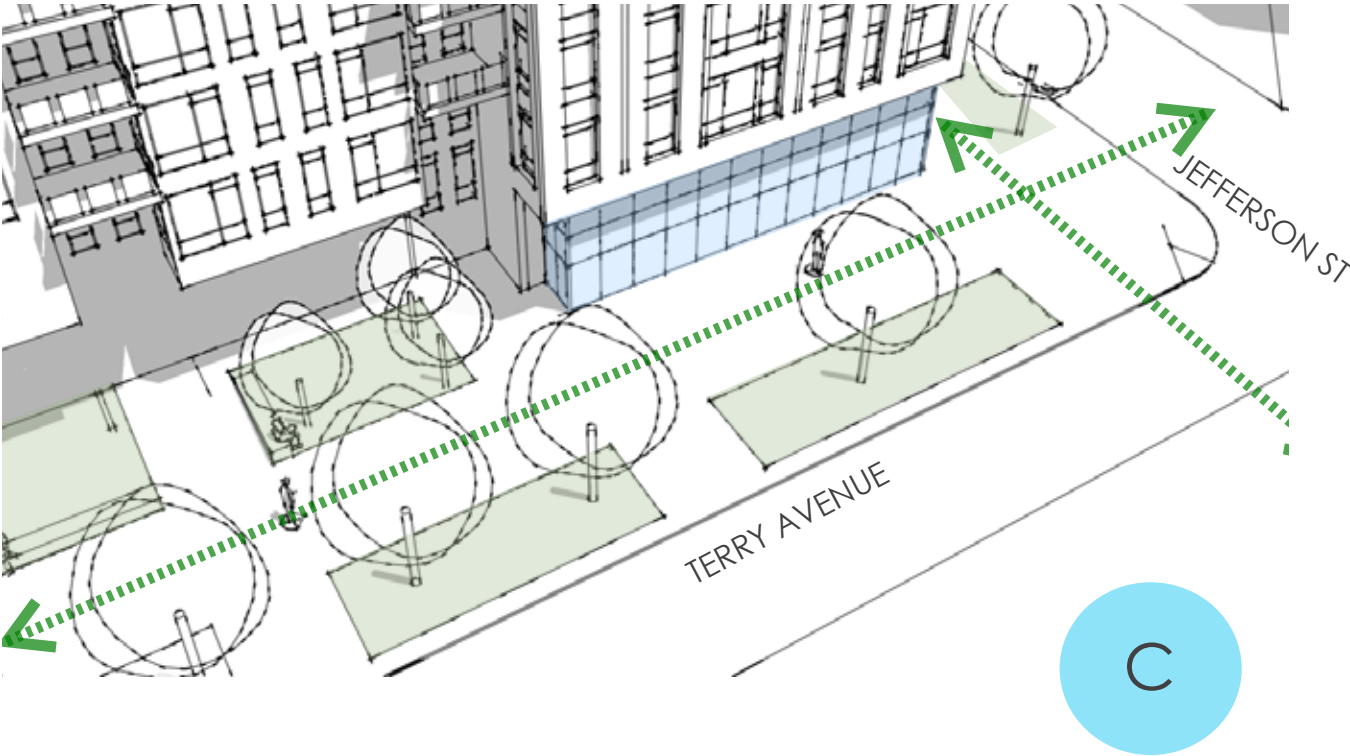
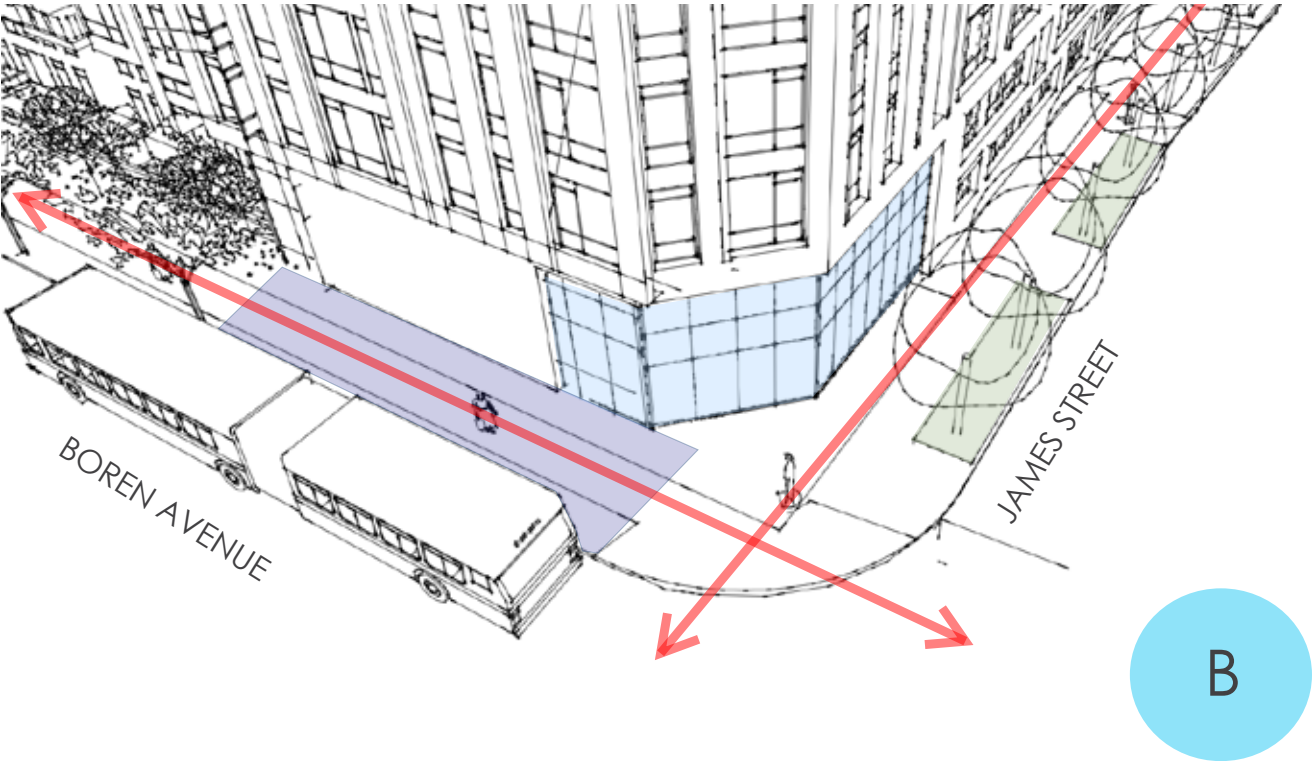
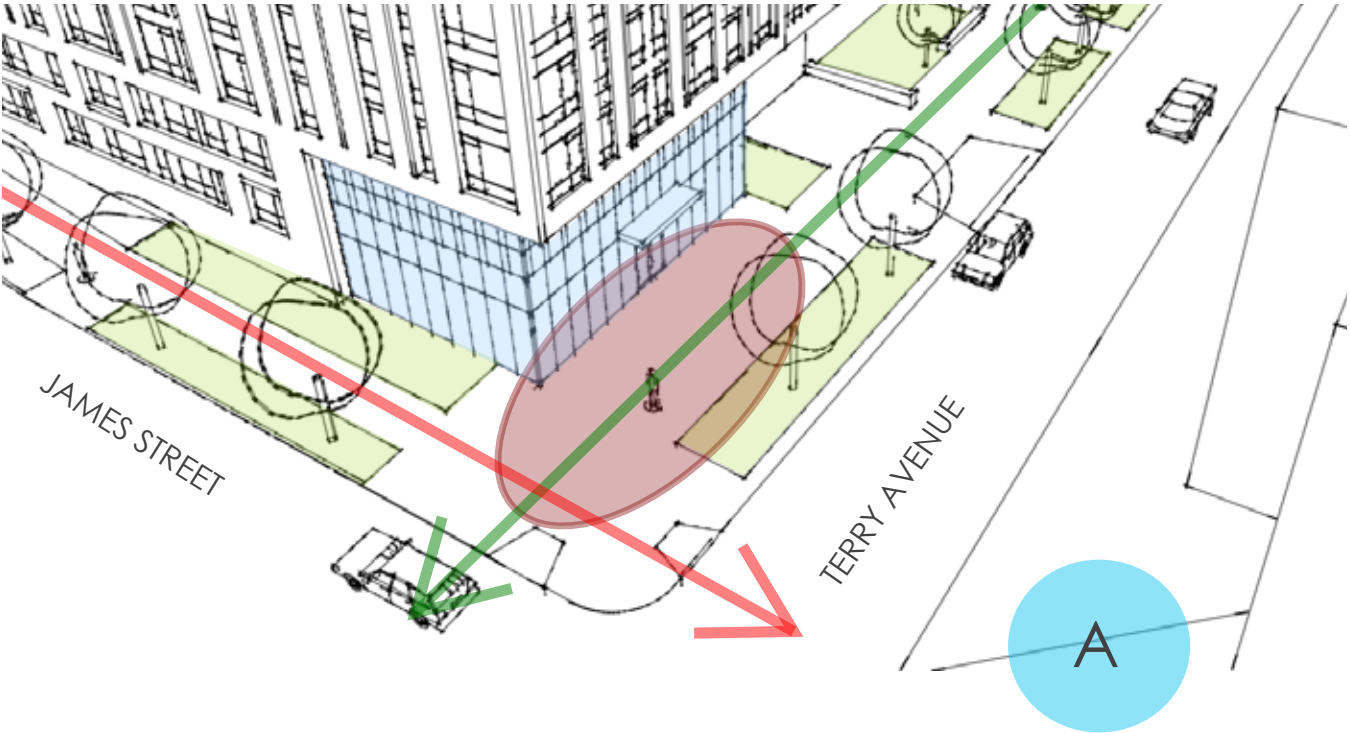
- Pedestrian Oriented
- Green Street - Proposed Improvements per First Hill Improvement Plan
- Varied Landscape
- Walking encouraged





- A - JAMES AND TERRY  
Main pedestrian connection to downtown and Green Street  
Vehicle access away from arterials and bus lines
- B - JAMES AND BOREN  
Transparency at amenity for visual interest at heavy traffic corner  
Security and privacy from bus stop
- C - TERRY AND JEFFERSON  
Neighborhood Commercial space on Green Street and Residential Street
- D - JEFFERSON AND BOREN  
Secondary pedestrian entrance  
Pedestrian connection to Seattle U, Broadway and Streetcar





MAJOR ARTERIALS (SHOWN IN RED)  
PEDESTRIAN STREETS (SHOWN IN GREEN)



# 4 - KEY DESIGN GUIDELINES

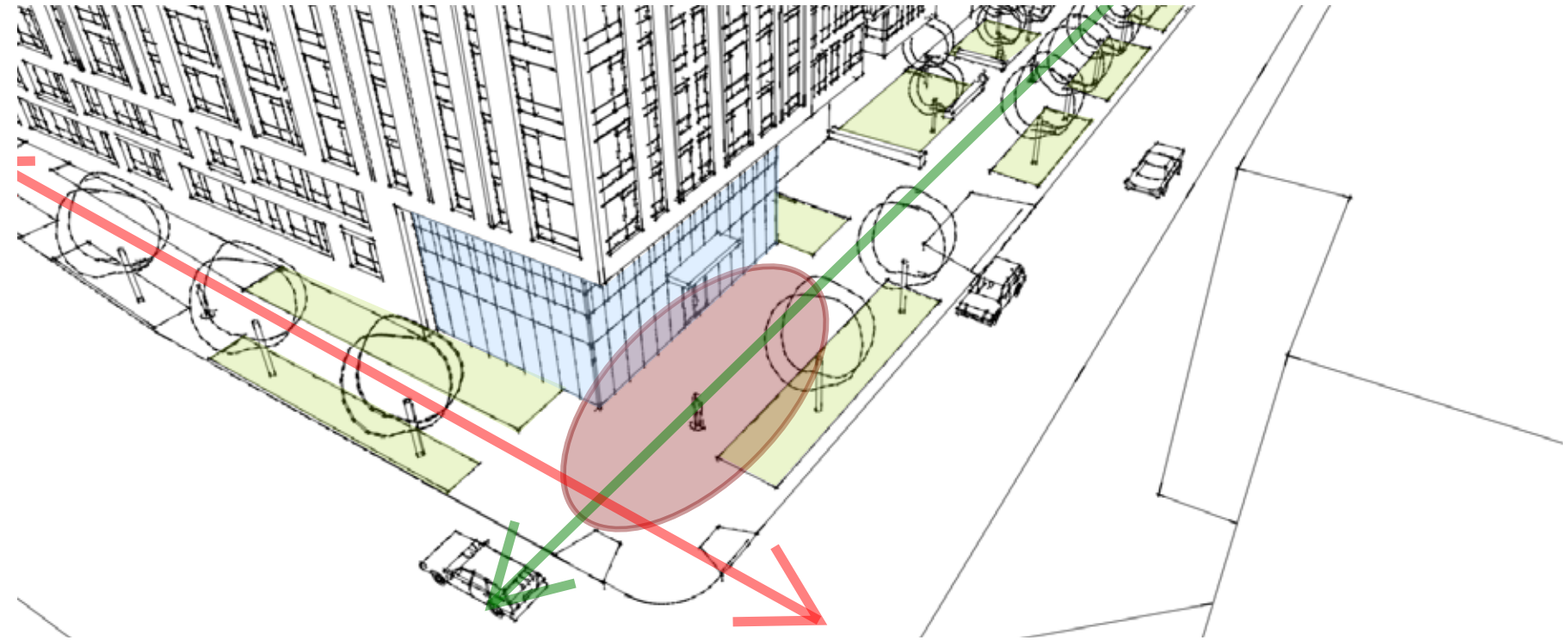
## CS2 - URBAN PATTERN AND FORM

### CS2.A1 - Location in the City and Neighborhood | Sense of Place

*"Emphasize attributes that give the neighborhood its distinctive sense of place. Design the building and open spaces to create a sense of place where the physical context is less established. Examples of features that contribute to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, natural areas, openspaces, iconic buildings, and land seen as a gateway to the community."*

#### CS2.A1 - RESPONSE:

The project will contribute to the First Hill sense of community by following established development patterns and massing. The building will continue the tradition of elegant facades incorporating durable materials. The characteristics of each street will be reflected and enhanced through appropriate responses to varied conditions. The prominent corner at James and Terry will be emphasized by a large scale pedestrian entry and open space that responds to the larger scale project across the street. Pedestrian amenities and open space along Terry will contribute to the fulfillment of the First Hill Public Realm Action Plan.



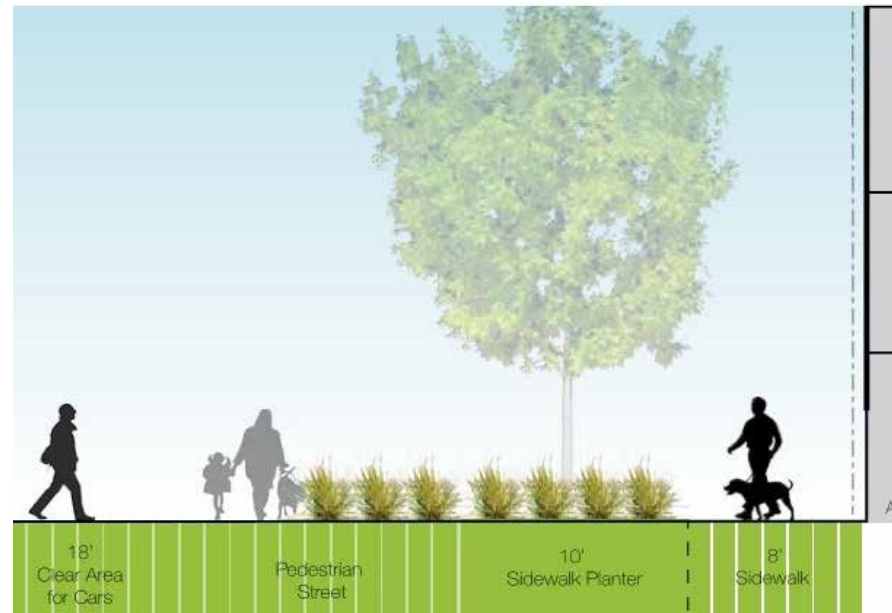
Creating a "Sense of Place" - Main Entrance at Terry and James Street

### CS2.B2 - Adjacent Sites | Connection to the Street

*"Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape—its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building."*

#### CS2.B2 - RESPONSE:

The project fronts on four streets, each with a distinct character. The design will take cues from the existing neighborhood pattern, responding to the characteristics of each street. James, a major vehicular connection to downtown, is not a major pedestrian street because of the extreme change in grade. Boren is a major North-South arterial with very heavy vehicular traffic and little pedestrian activity or amenities. Many of the buildings in the vicinity are built up to the property line creating an established street wall that defines the character of the street. Jefferson is a quieter pedestrian street with no through traffic to downtown. The linear park character, southern exposure and wider pedestrian zones provide an opportunity for a softer street edge on Jefferson. Terry is a designated green street with slower neighborhood vehicular traffic. Locating the main lobby and adjacent open space on Terry will enhance the pedestrian character and provide safety and security with 24 hour activity. Neighborhood retail abutting residential zone will encourage pedestrian activity.



Connection to street - diagram from First Hill Public Realm Action Plan

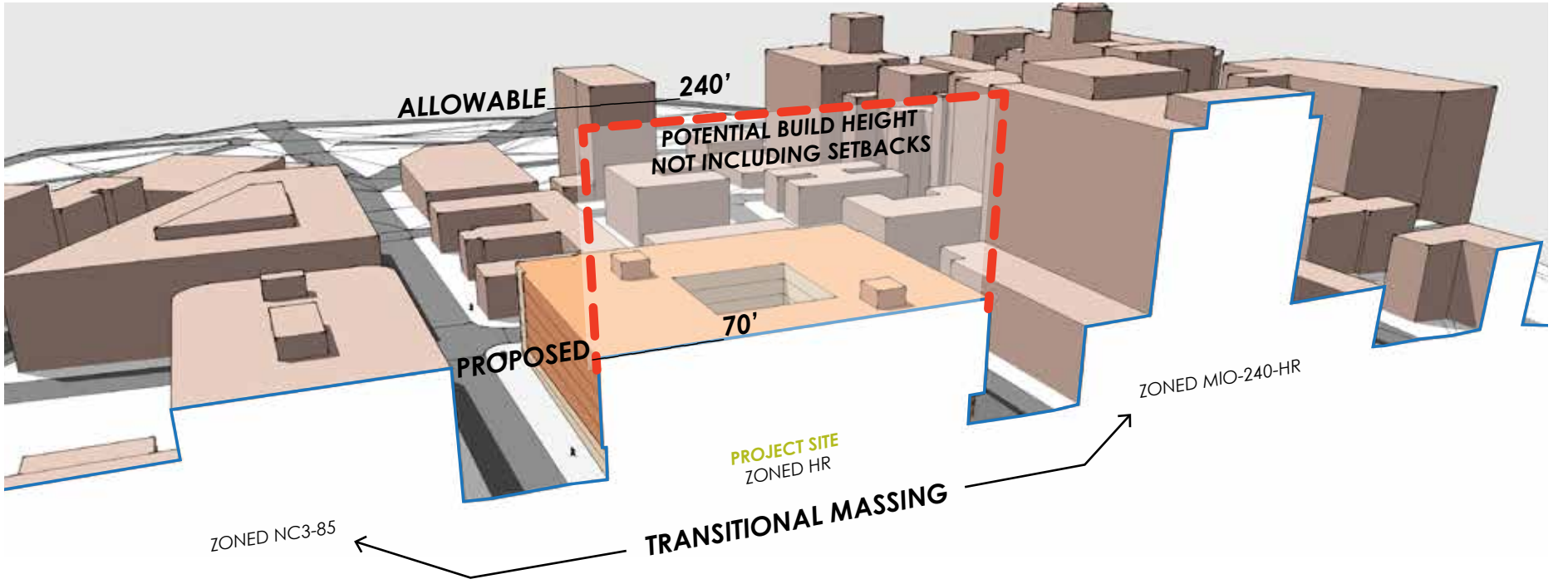


Conceptual section at main pedestrian entry

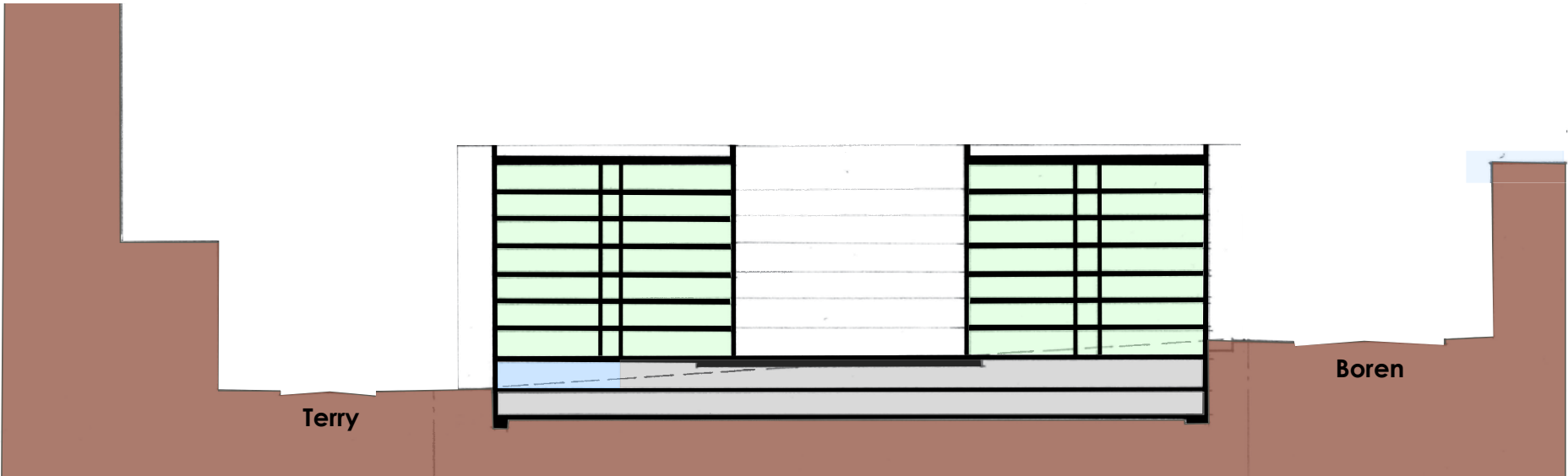


**CS2.D4 - Height, Bulk, and Scale | Massing Choices**  
“Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make for interesting urban form.”

**CS2.D4 - RESPONSE:**  
Despite the fact that the site is zoned for High Rise development and could potentially be developed with a 300' tall high rise, the proposed project seeks to be consistent with the established residential massing and scale. By presenting a taller facade to the west and a shorter facade to the east, the building will provide a transition between the 14 story, 200' tall Ninth and Jefferson building to the West and the 5 story First Hill Medical building to the East. By limiting the building to 70' above average grade, the residential structure will be of similar scale to the established residential uses in contrast to the neighborhood's major institutional uses.



Massing of similar scale to existing neighborhood



Two story grade change between Terry and Boren. Presents taller facade at more intensive use, smaller facade at less intense zone.



CS2 - URBAN PATTERN AND FORM

CS2.C1 - Relationship to the Block | Corners

*"Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block."*

CS2.C1 - RESPONSE:

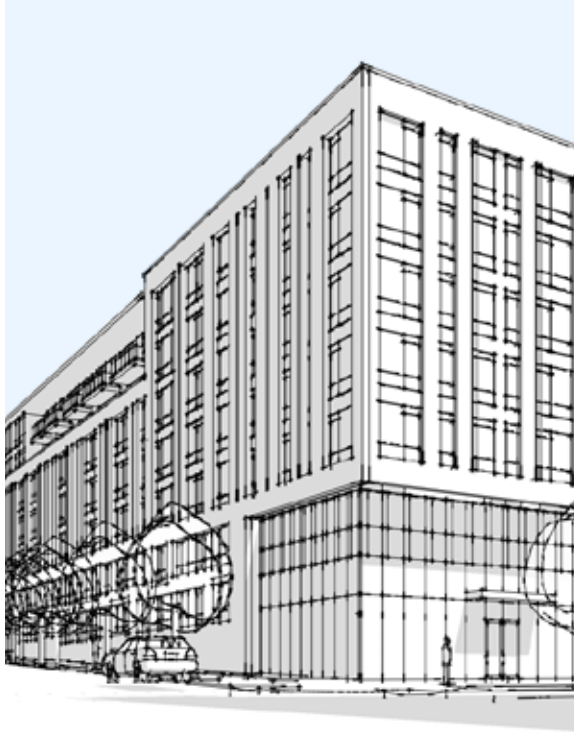
The project will have corners at 4 locations that will respond to the unique characteristics of the context. Entrances, amenity spaces, and retail spaces will occupy these most prominent areas, activating the public realm and putting eyes on the streets. The preferred massing engages each corner by extending to the street, placing transparency and activity at each corner. The resulting eddy spaces create a landscaped buffer on Boren and public open space on Terry. The main entrance on Terry is designed to create a dramatic and iconic presence that will enhance the pedestrian experience along the dedicated green street.



Representative Project - Corner Design  
Lander Hall at UW



Corner Emphasis



CS3 - ARCHITECTURAL CONTEXT AND CHARACTER

CS3.A3 - Emphasizing Positive Attributes | Established Neighborhoods

*"In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings."*

CS3.A3 - RESPONSE:

First Hill has a well established residential character of strong forms that engage the street. The proposed building expression will be based on a continued study of this context to inform a distilled modern architectural language that utilizes high quality materials to create a textural expression that adds visual interest and will inspire following development to match. The preferred massing concept is inspired by the existing urban fabric and is accentuated with green spaces that complement the massing.



Established residential character



PL1 - CONNECTIVITY

PL1.B3 - Walkways and Connections: Pedestrian Amenities

“Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building’s entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.”

PL2 Walkability

PL2.B3 - Street Level Transparency

“Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.”

PL1.B3 and PL2.B3 - RESPONSE:

While following neighborhood patterns, opportunities for pedestrian interest will be created. The eddies created in the preferred massing create opportunities for landscapes that respond to the street context. The main entry is proposed as a multi-story glass box that will enliven the corner and provide visual and direct connection to the street. The generous open space along Terry will be developed to fulfill the vision of the First Hill Public Realm Action Plan as a pedestrian oriented green street. Special care will be taken in the design to create pedestrian amenities that maintain the safety and security of visitors and residents.



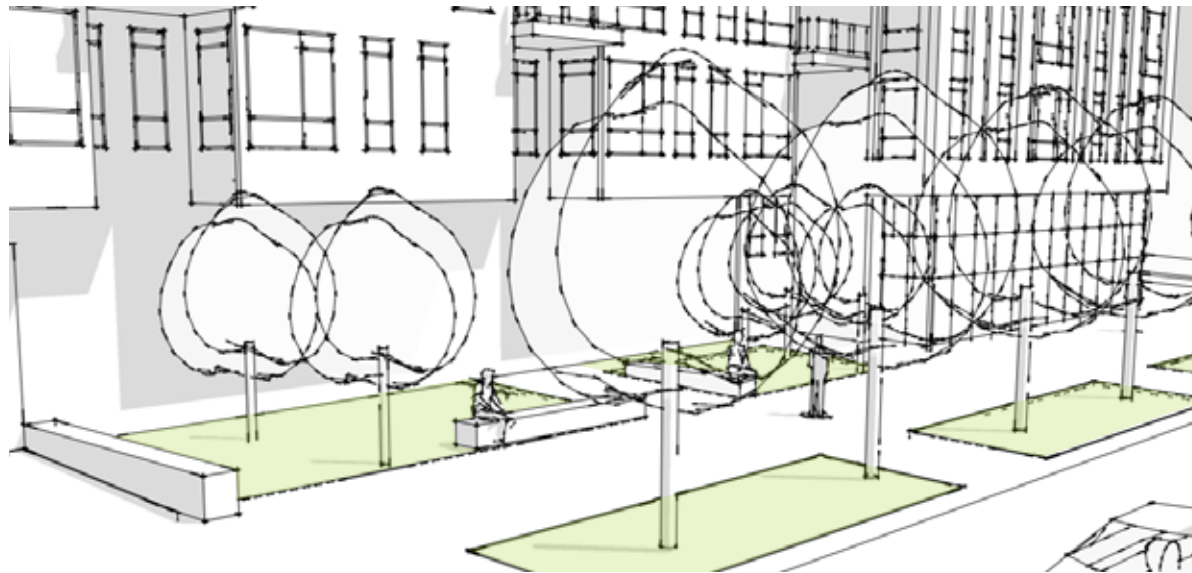
Transparency at main entry - Connection to Green Street



Green Street landscaping



Green Street seating areas



Green Street opportunities



PL3 - STREET LEVEL INTERACTION

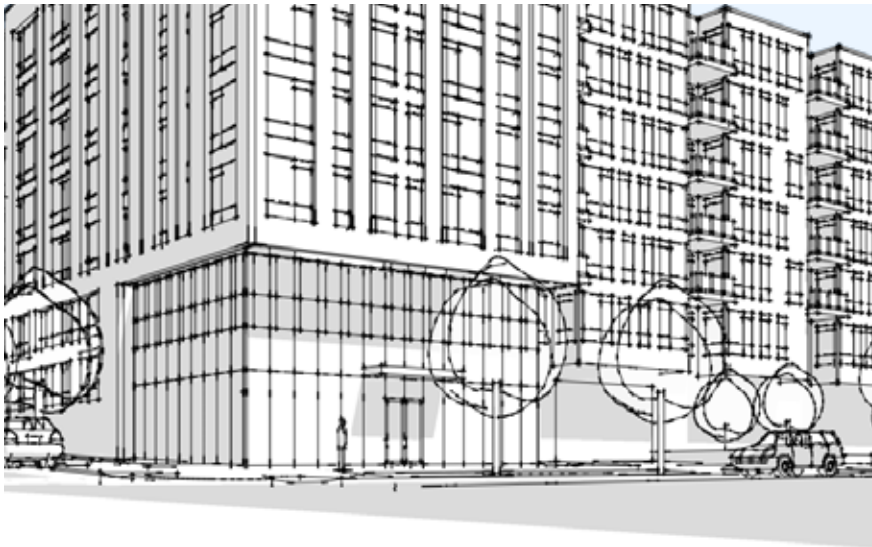
PL3.A1 - Entries | Design Objectives

*"Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each."*

**PL3.A1c** - *"Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk."*

PL3.A1c - RESPONSE:

The main entry will be located on the quieter intersection at James Street and Terry Street. The double height scale of the lobby, expansive glazing, and prominent canopies will allow it to stand as a beacon in the evening. This location on James and Terry provides the strongest connection to First Hill's amenities. A second entrance on Boren and Jefferson, that will also be mainly transparent, provides access to transit, Broadway and Seattle U.



Street Level View - Pedestrian Amenity Space on Terry Street



Representative Project

PL3.B2 - Residential Edges | Ground-Level Residential

*"Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence."*

PL3.B2 - RESPONSE:

In the preferred scheme, the massing of the building works to provide a comfortable setback off of Terry Street. Planters and patios at two-level units along Boren Avenue will provide a physical buffer as well as opportunities for landscaping to visually obscure direct views into the units. The slope of the site on James Street will allow units to be above eye level and have a finely articulated facade design that will help to differentiate the residential area from the more public corner entry. The development on Jefferson will enhance the established character of a residential linear park with broader setbacks and wider planting zone along the street.



Street Level View - Residential units with landscaped buffer along Boren Avenue





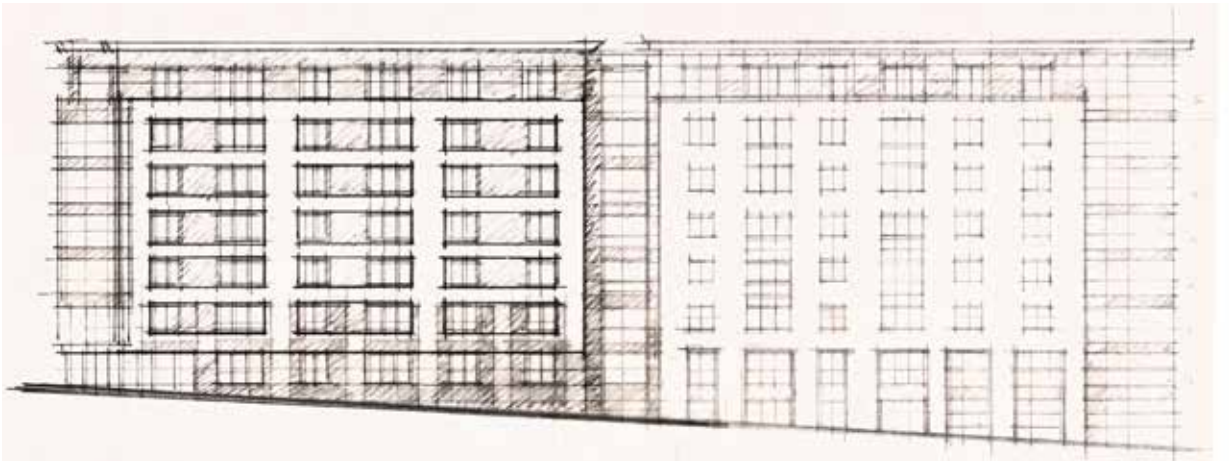
DC2 - ARCHITECTURAL CONCEPT

DC2.B1 - Architectural and Facade Composition

*"Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement."*

DC2.B1 - RESPONSE:

The facade composition will respond to the architectural history of the many nearby brick apartment buildings. The elegant facade composition will be updated to include modern accents related to window penetrations and main entrances. Materials will be utilized in a variety of orientations that will subtly create a compelling design when experienced at close proximity. The preferred massing creates opportunities to treat the facades in various ways providing interest and diversity within a larger cohesive composition.



Facade Design Inspiration - Pattern, Color, Texture

DC4 - EXTERIOR ELEMENTS AND FINISHES

DC4.A1 - 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."*

DC4.A1 - RESPONSE:

Our vision for the project is to incorporate material elements historically used in First Hill alongside modern materials and design elements. Many of these buildings remain because of their quality construction and pleasing aesthetic. The proposed project would take design cues from these buildings while incorporating modern materials to create visual interest.



Representative Project - Brix Condos



Representative Project - Gallery Condos



DC3 - OPEN SPACE CONCEPT

DC3.A2 Open Space Uses and Activities | Matching Uses to Conditions

*"Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities."*

DC3.A2 - RESPONSE:

The development of the landscape concept will vary given the diverse conditions around the site. Landscaping on James will need be robust to handle heavy vehicle traffic and northern exposure. On Boren, landscaping will provide a visual buffer for ground level residential units. Jefferson will continue the established linear park feeling of broad planting strips and take advantage of the southern exposure. Terry will be developed to fulfill the vision of the First Hill Public Realm Action Plan with pedestrian amenities, diverse planting and seating areas. The interior courtyard will provide a place of refuge and quiet for all of the residents.



Courtyard concepts



# 5 - MASSING OPTIONS



OPTION 1  
'HILL SIDE MEWS'  
Code Compliant



OPTION 2  
'OPEN CORNER'



OPTION 3  
'EDDIES AND EDGES'



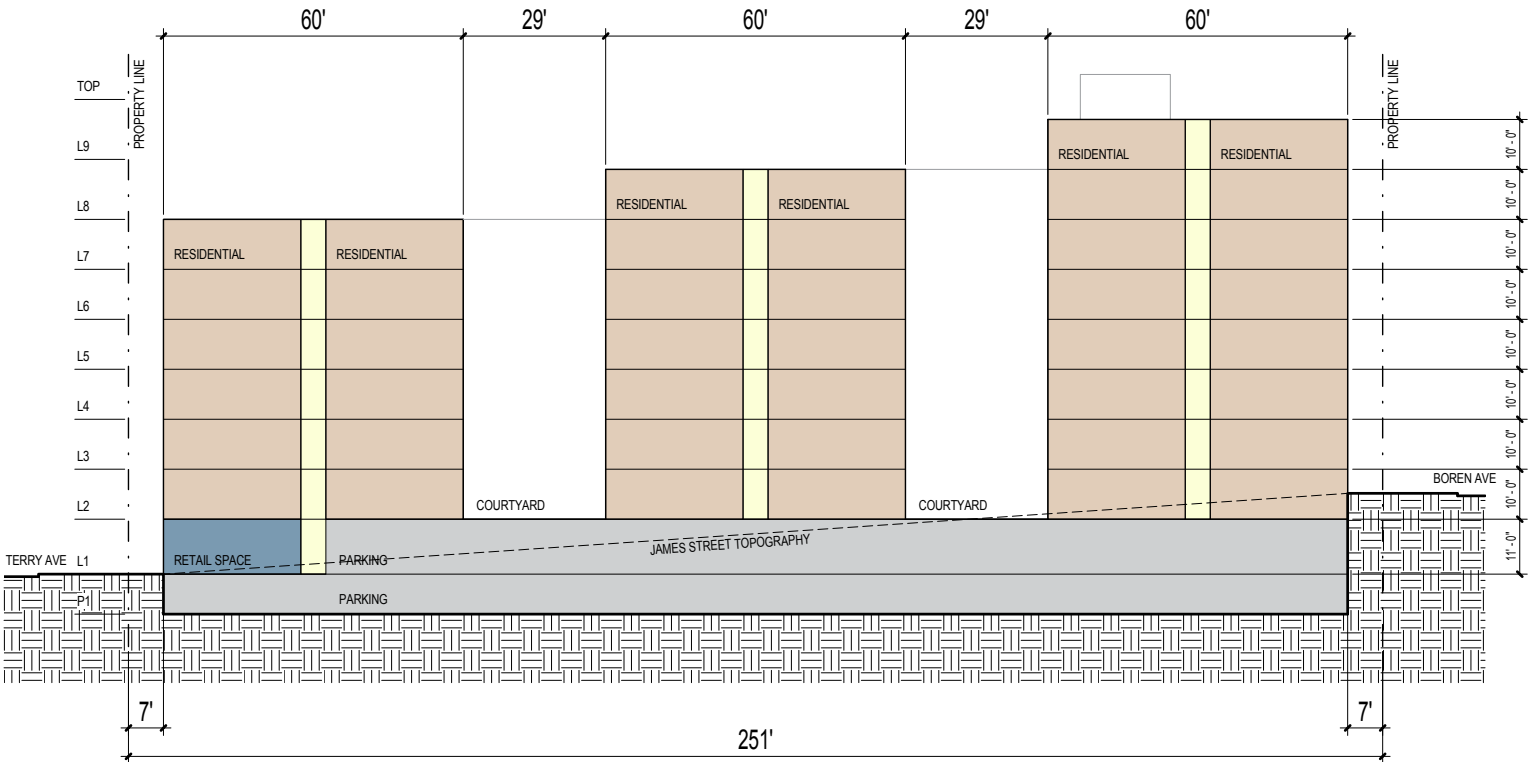
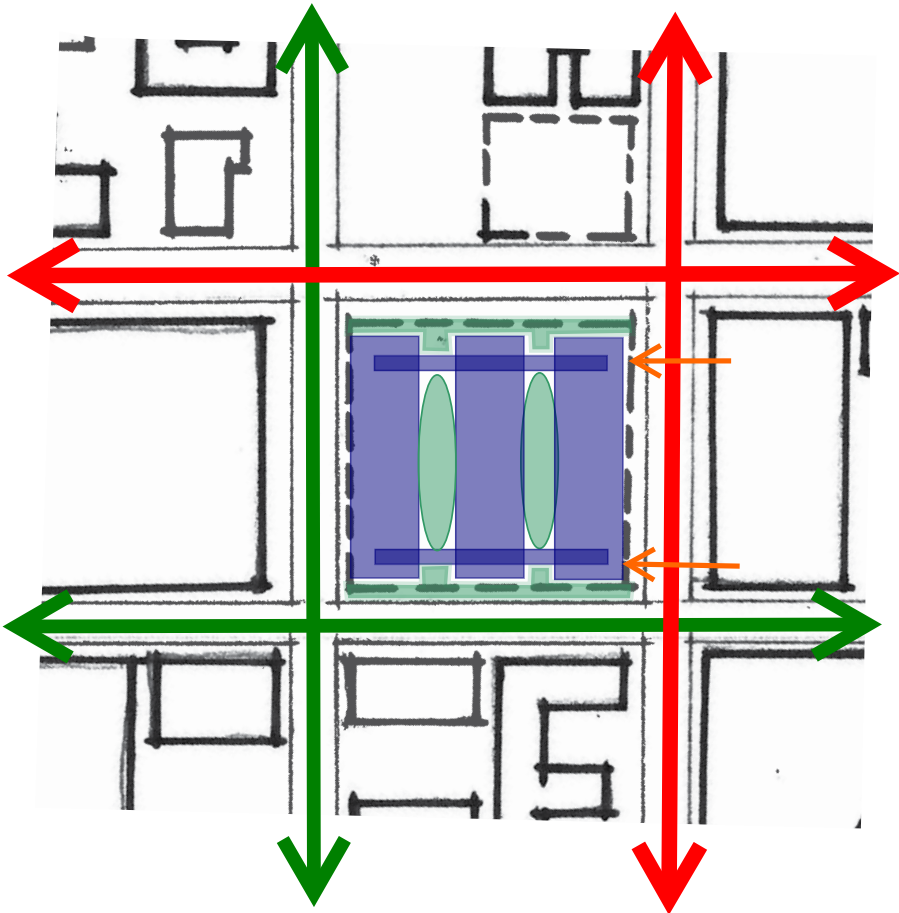
MASSING OPTIONS | MASS 1 - "HILLSIDE MEWS"

Pros:

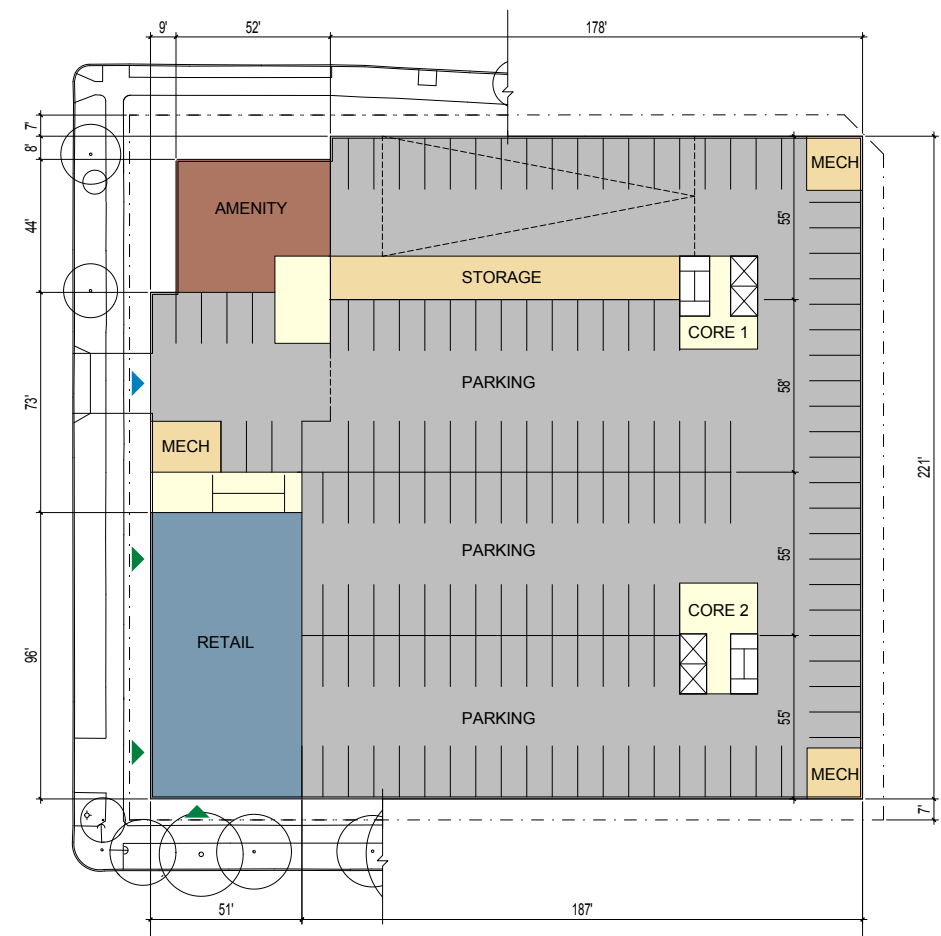
- Building massing follows slope
- Massing broken down on James and Jefferson

Cons:

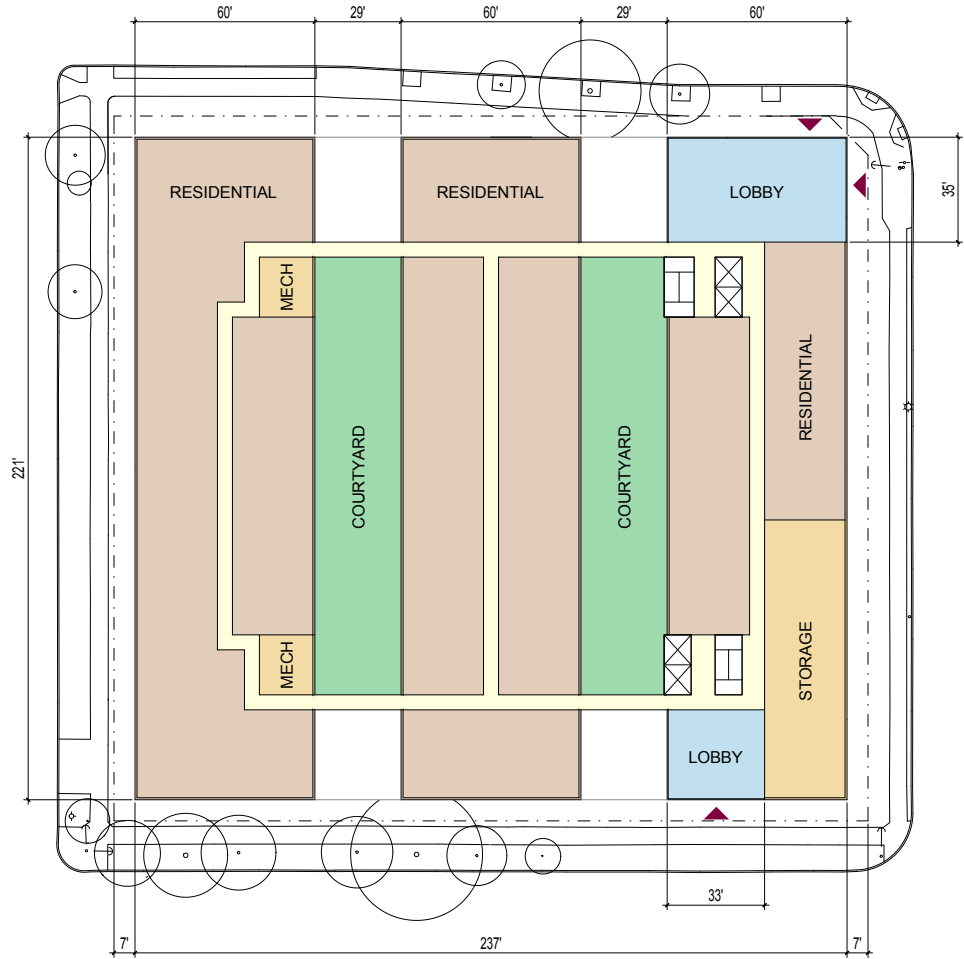
- Stepping requires cores to be located at highest massing, moving main entry off of Terry
- Narrow courtyards divide amenity space
- Limited interior light and privacy
- Stepping is counter to surrounding building massing - highest at Boren, lowest at Terry



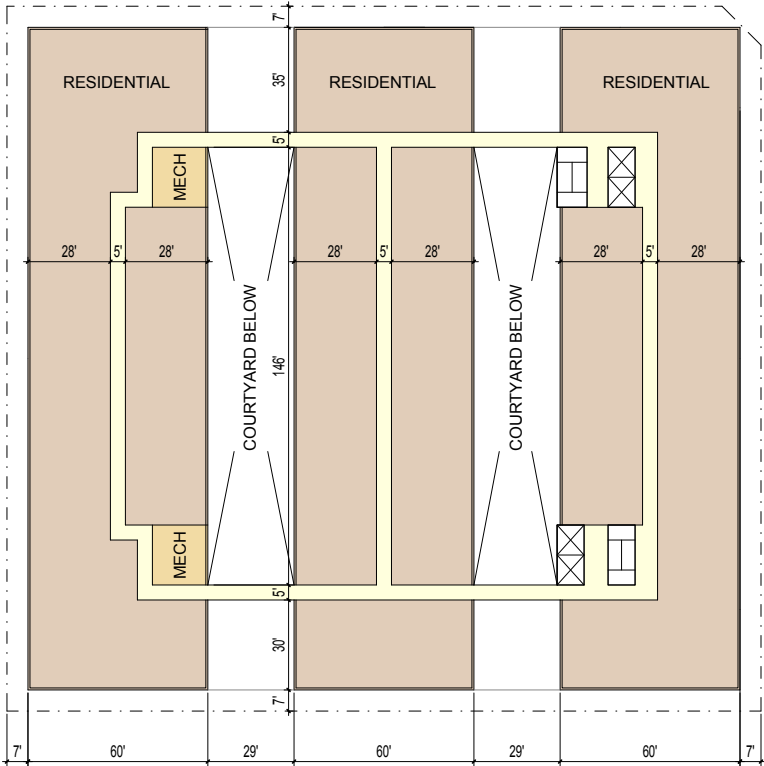




Level 1 Plan (Fitness Amenity at Grade)



Level 2 Plan (Pedestrian entries from James and Jefferson)



Level 3-8 Plan



JUNE 21

9 am



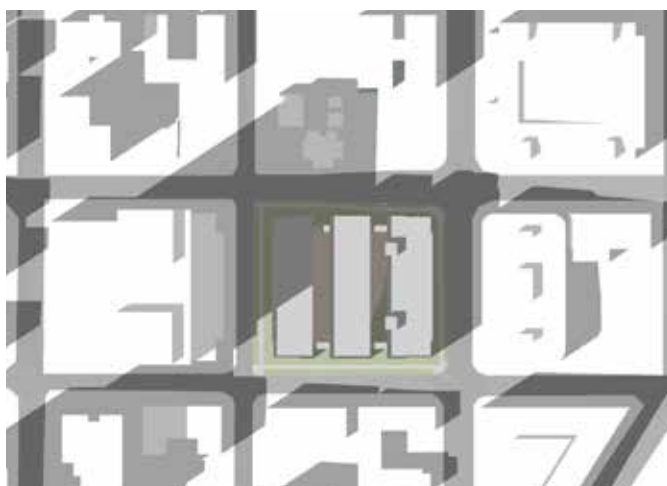
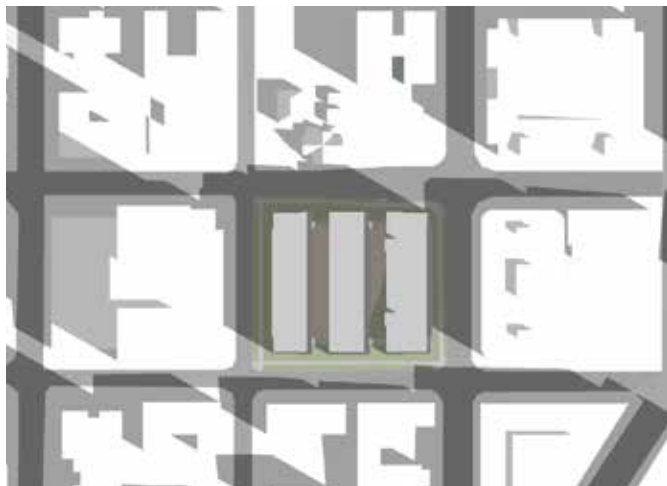
12 pm



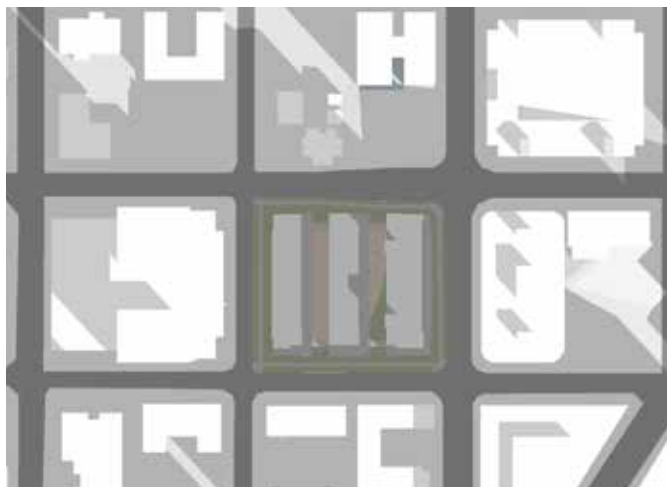
3 pm



MARCH 21



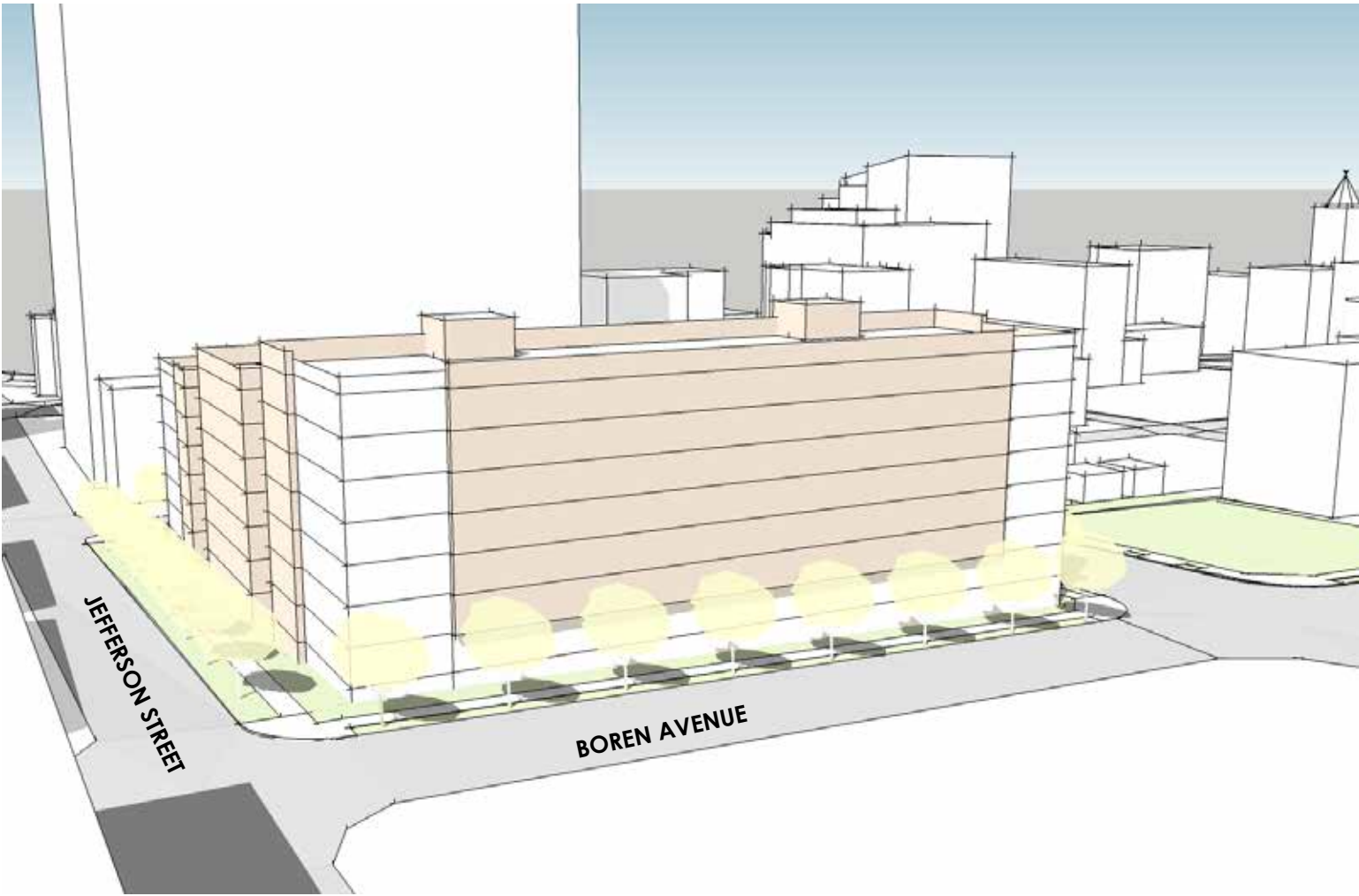
DEC 21



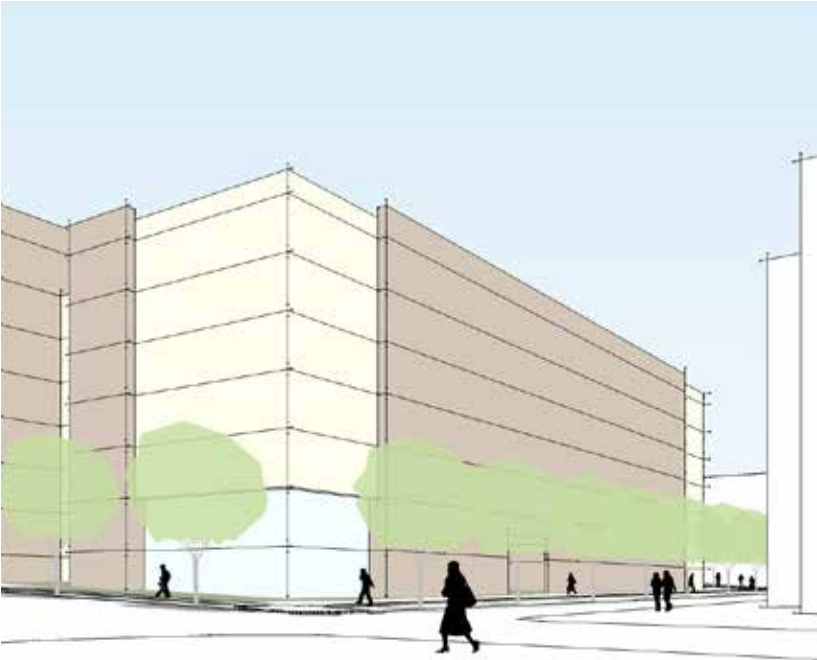




View from Northwest at Terry and James



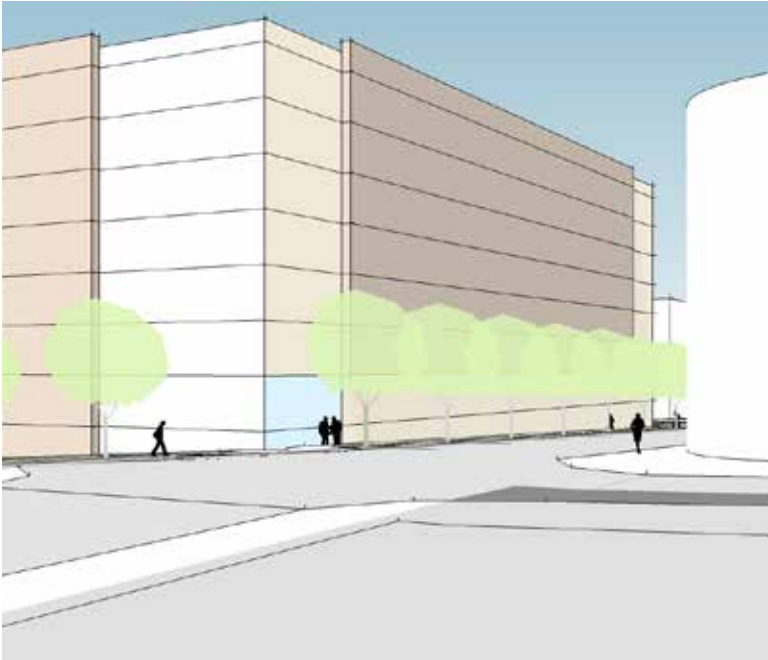
View from Southeast at Boren and Jefferson



Looking South on Terry Avenue



Looking West on James Street



Looking North on Boren Avenue



Looking East on Jefferson Street

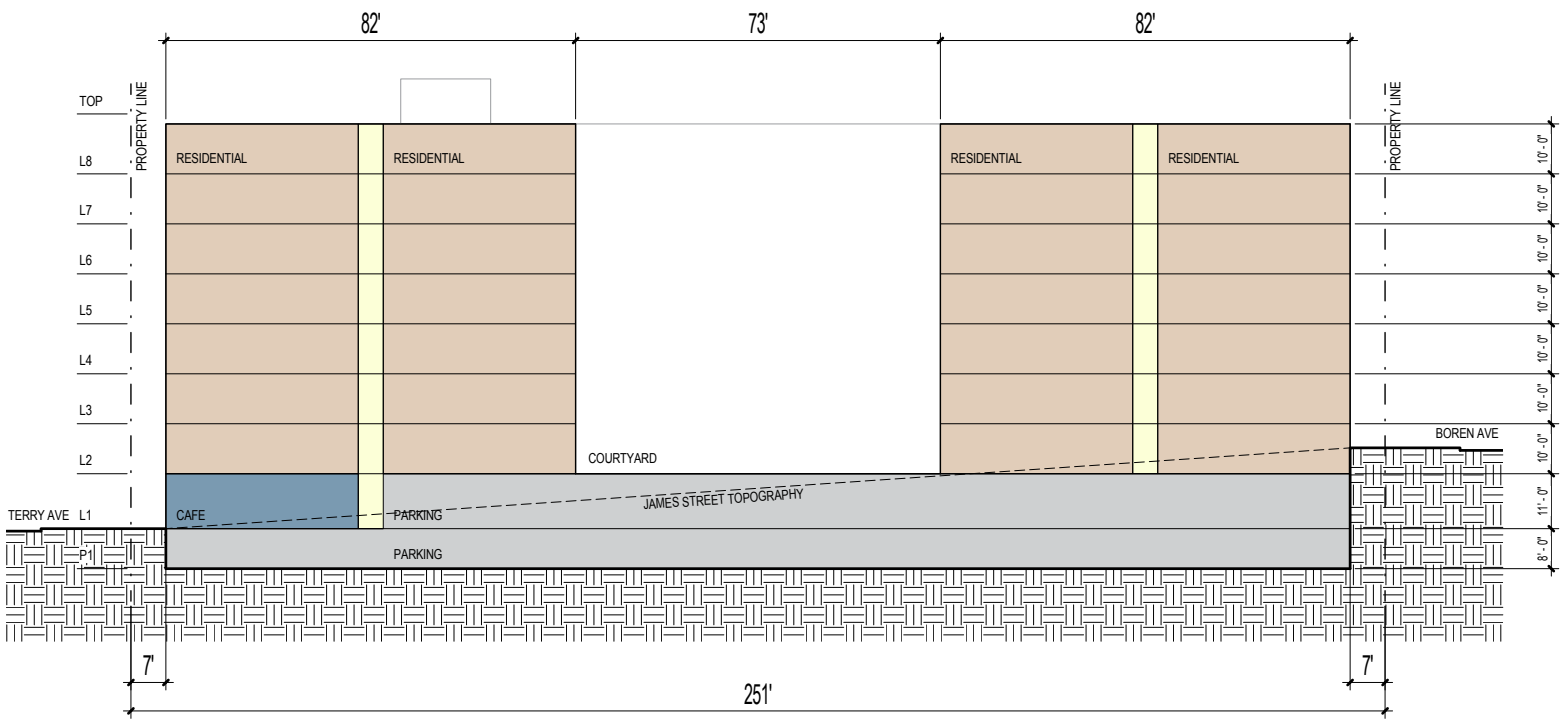
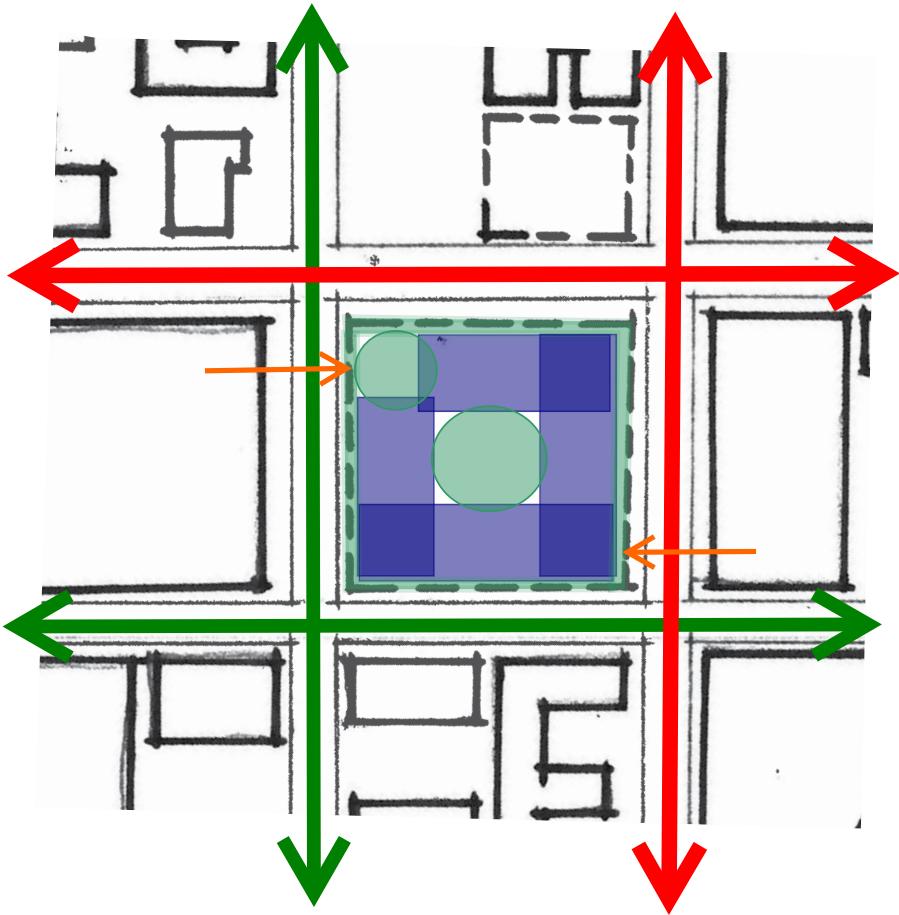
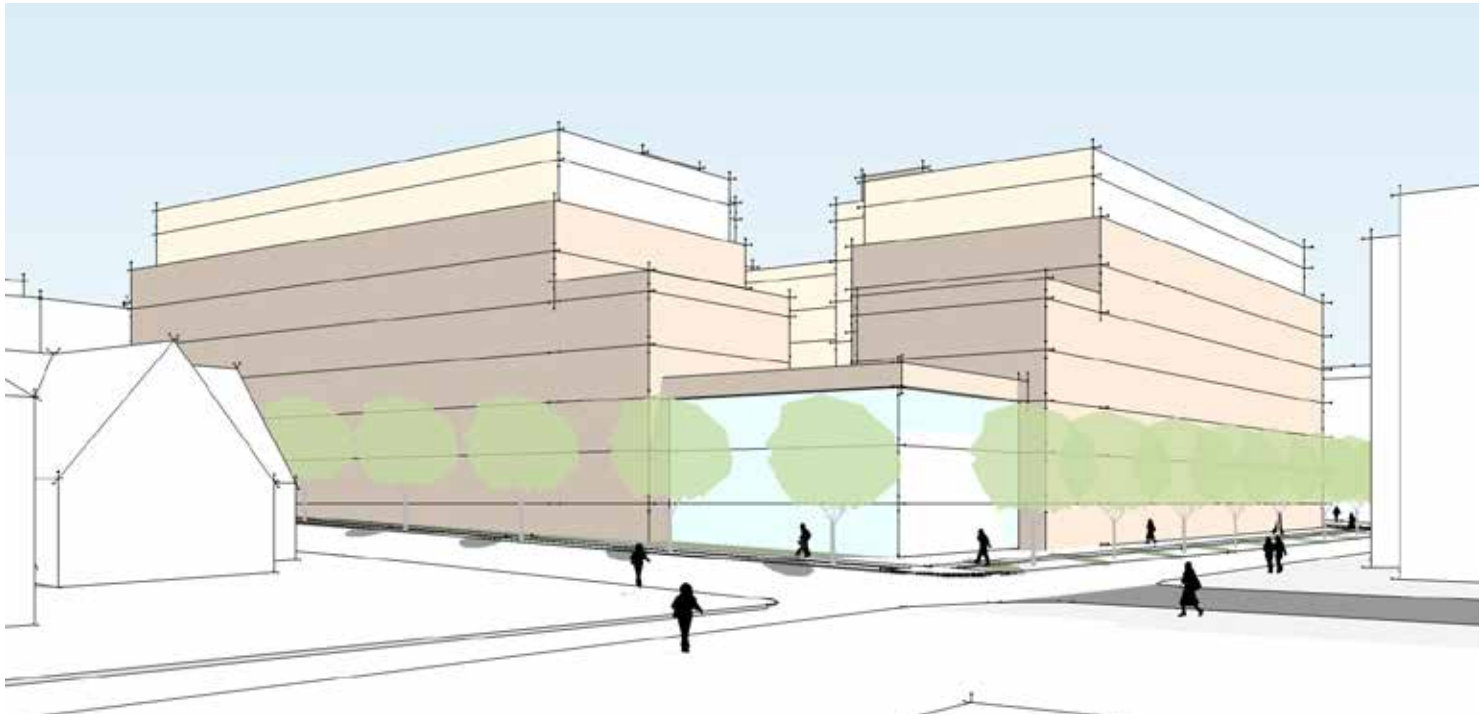


Pros:

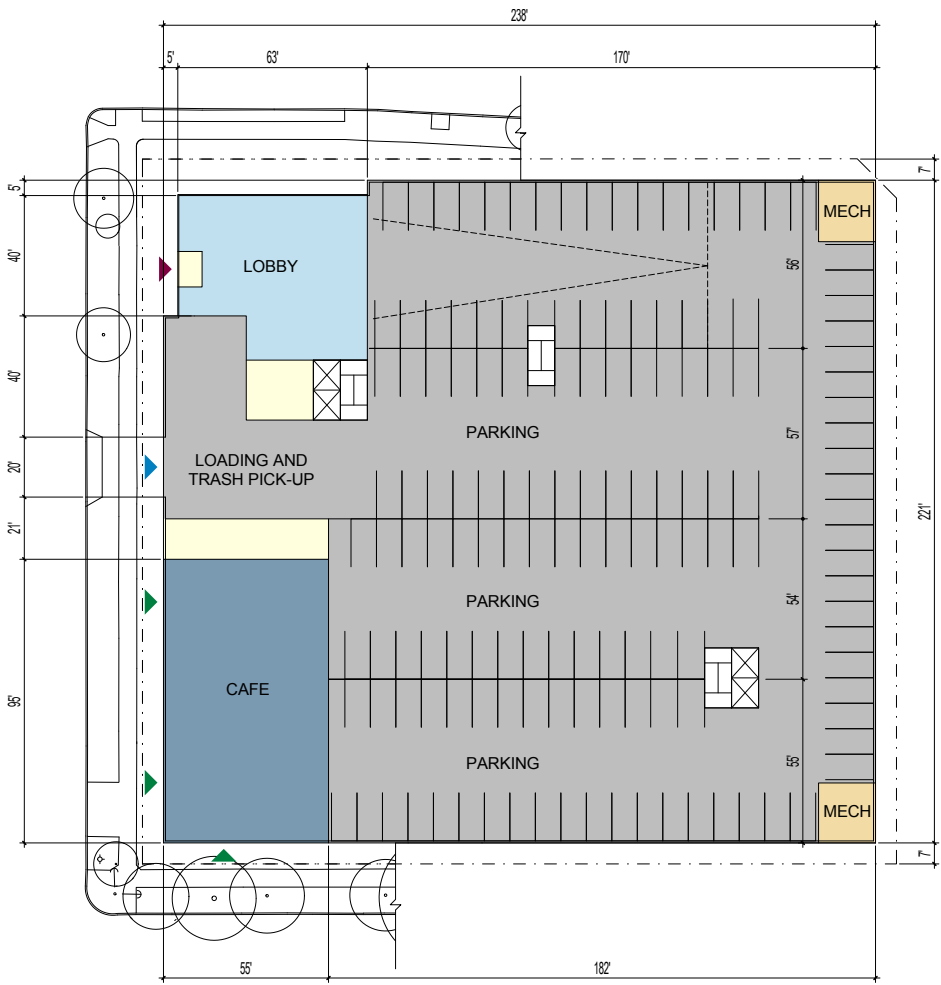
- Visually interesting corner at James and Terry
- Strong street presence on all sides
- Quiet Courtyard

Cons:

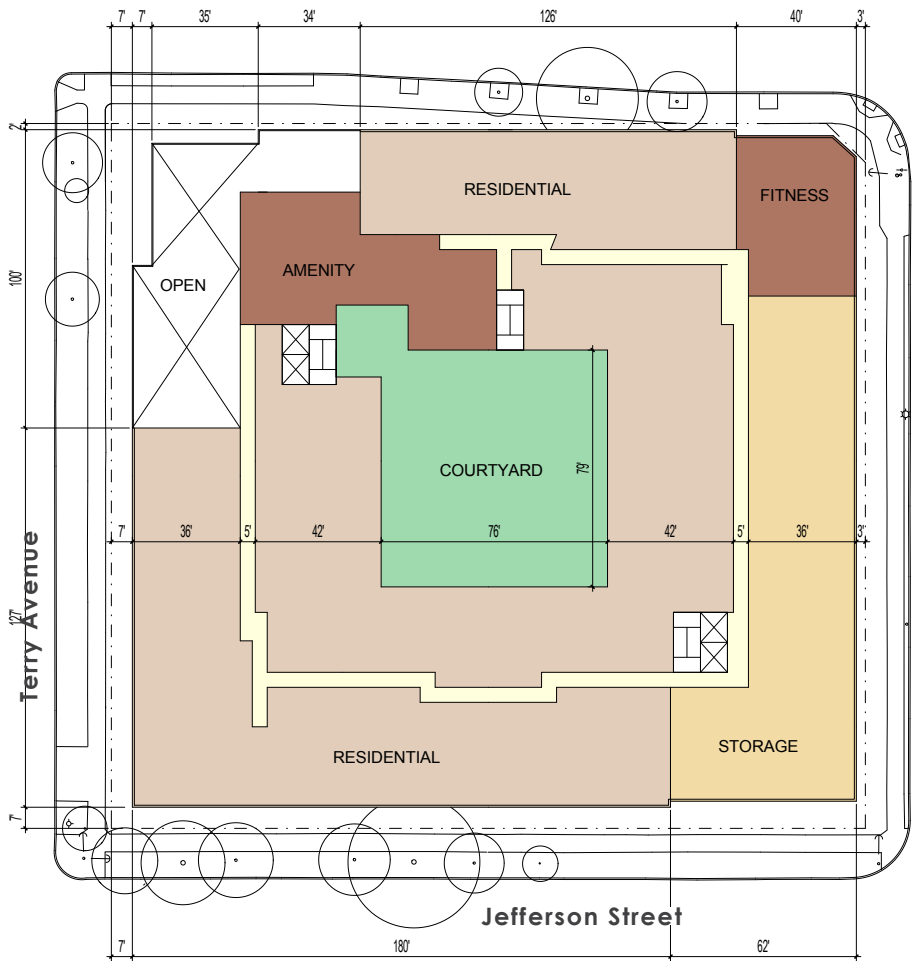
- Required setbacks create greater separation from the street than the surrounding neighborhood pattern.
- Consistent setbacks give little opportunity for differentiation.
- Loss of units and complicated interior circulation
- Traffic noise at interior court



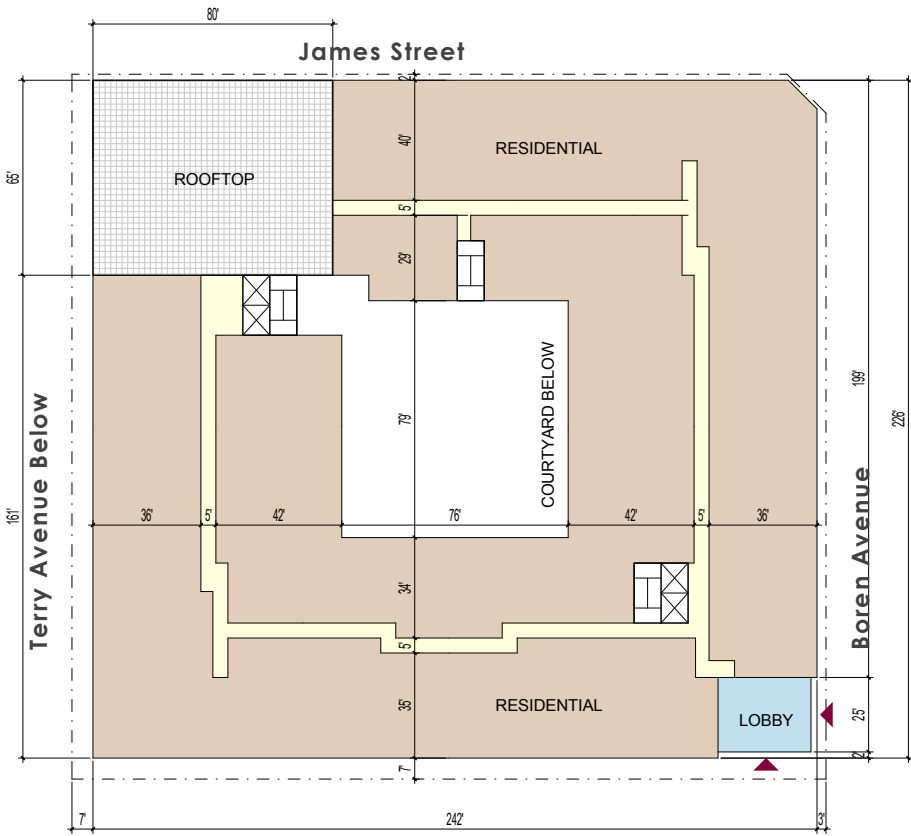




Level 1 Plan (Terry Street Entrance)



Level 2 Plan (Fitness Amenity at Grade)



Level 3-8 Plan



JUNE 21

9 am



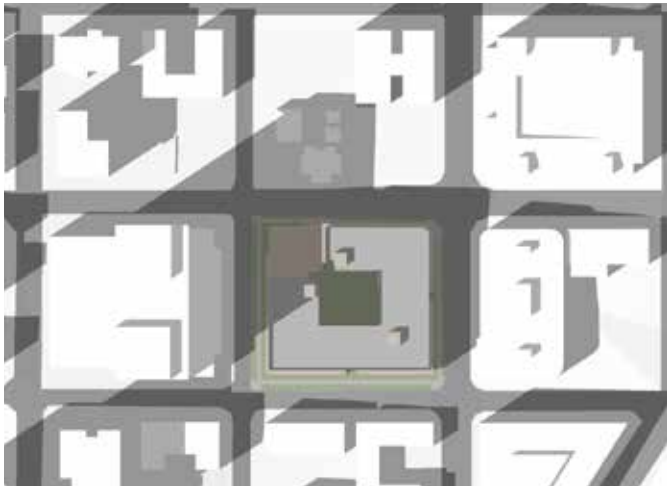
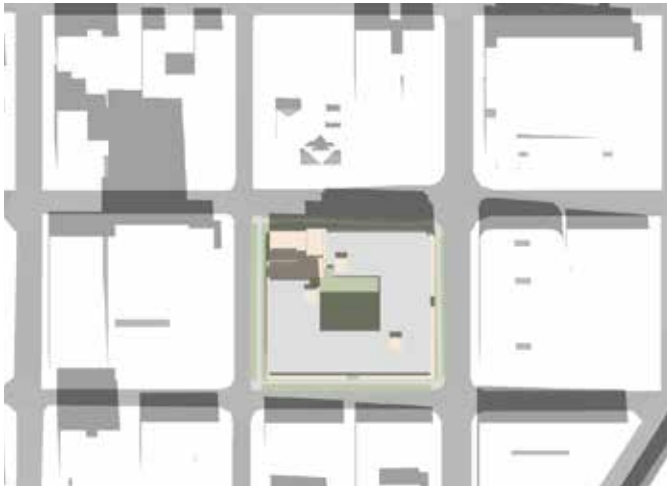
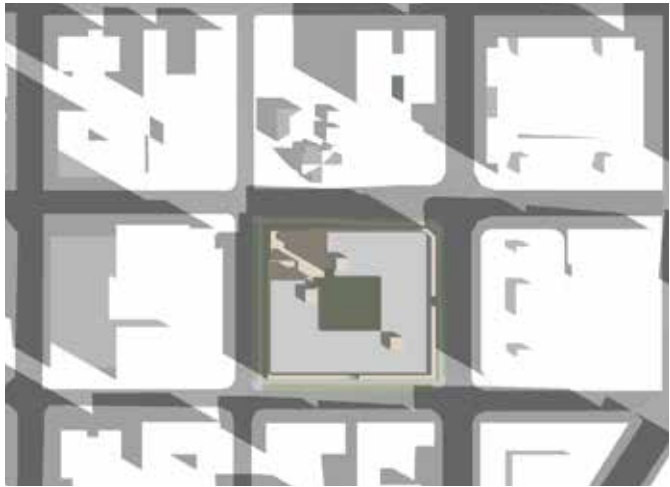
12 pm



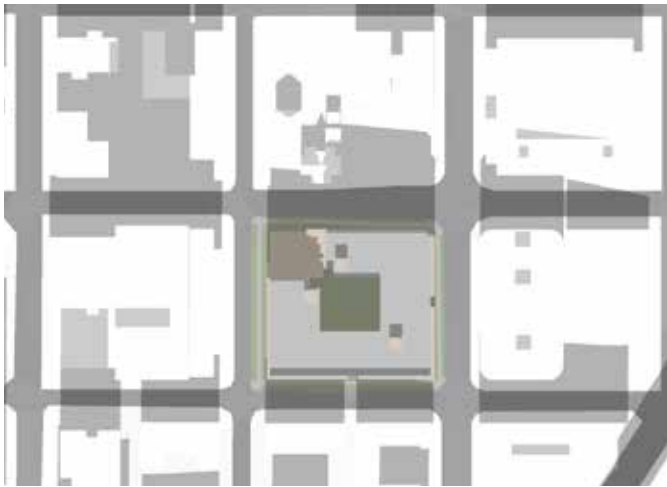
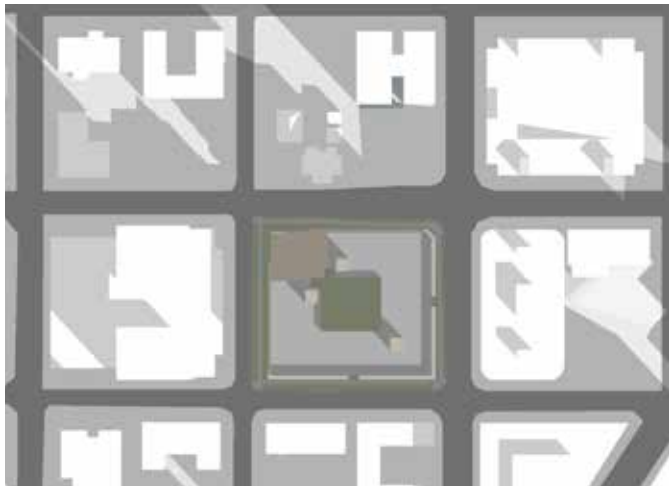
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MARCH 21



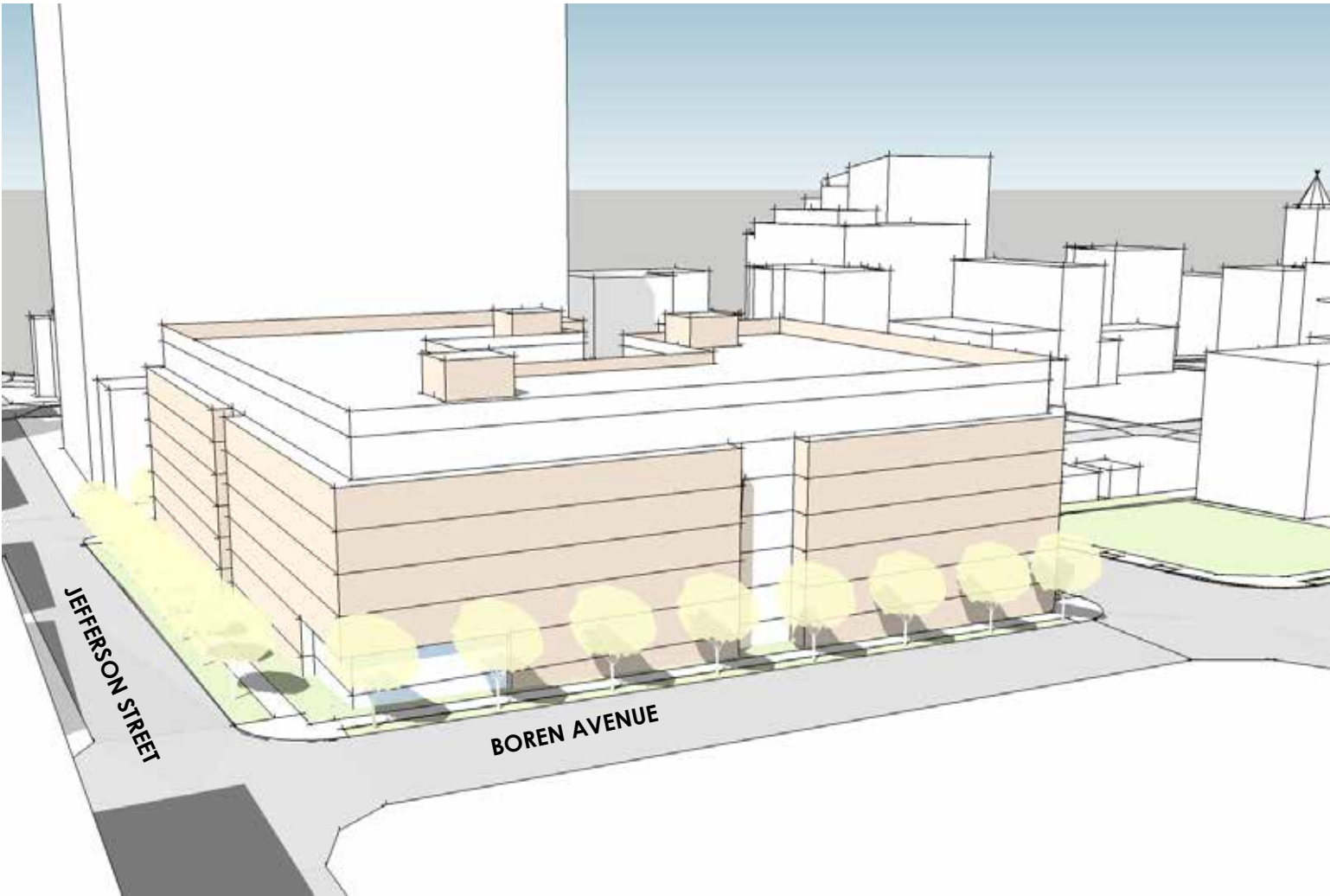
DEC 21



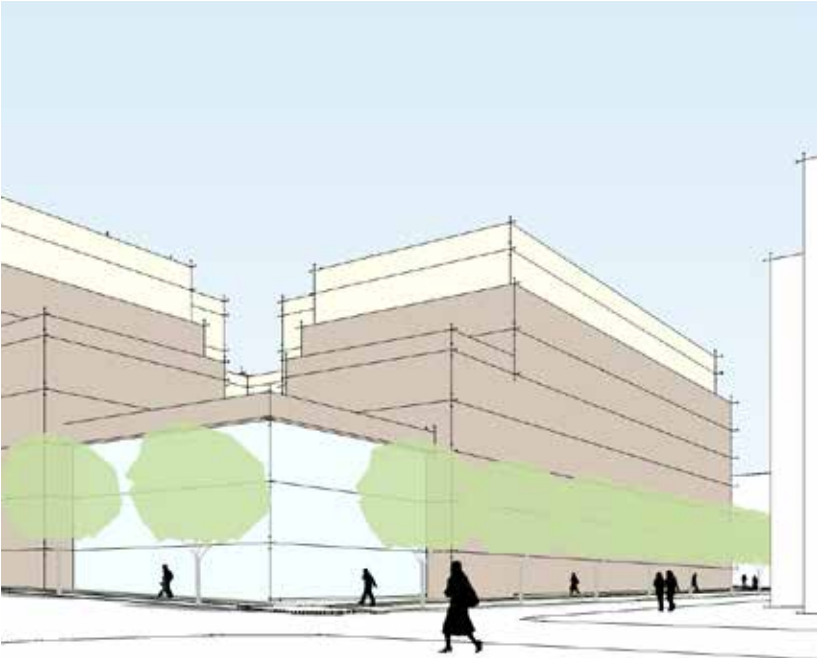




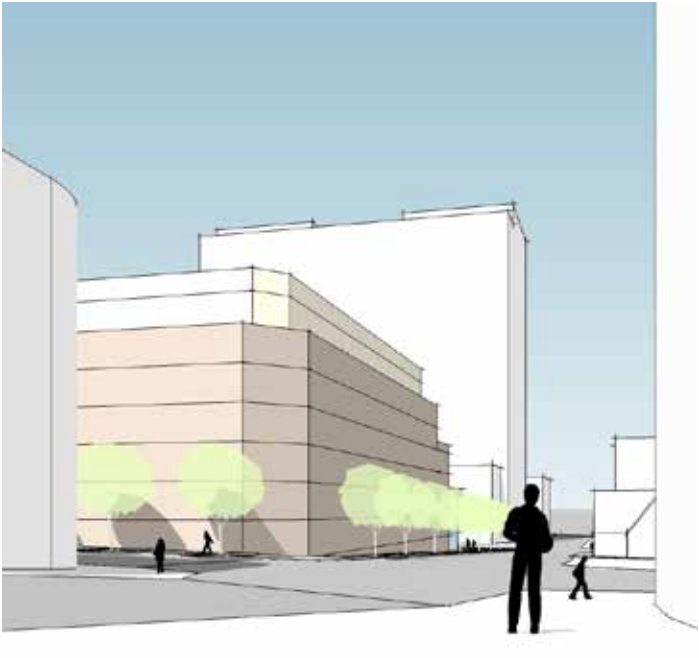
View from Northwest at Terry and James



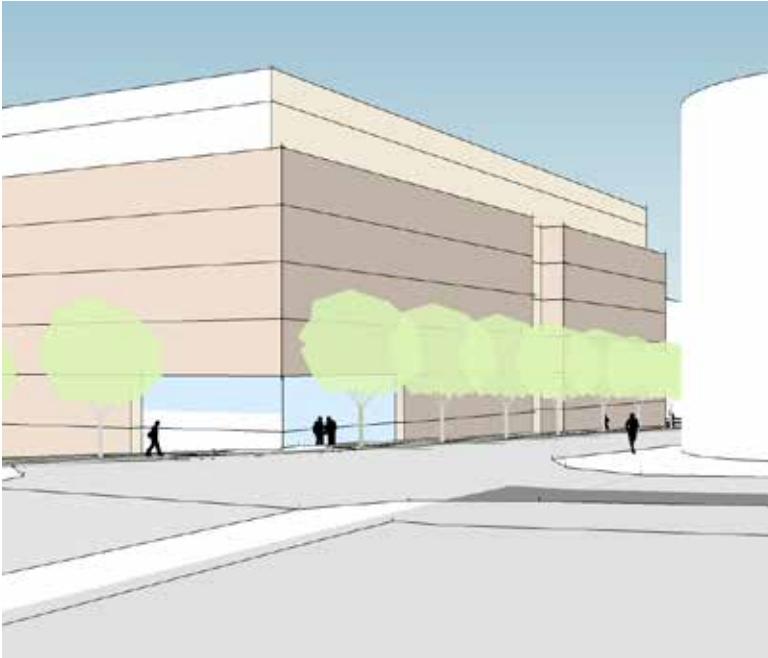
View from Southeast at Boren and Jefferson



Looking South on Terry Avenue



Looking West on James Street



Looking North on Boren Avenue

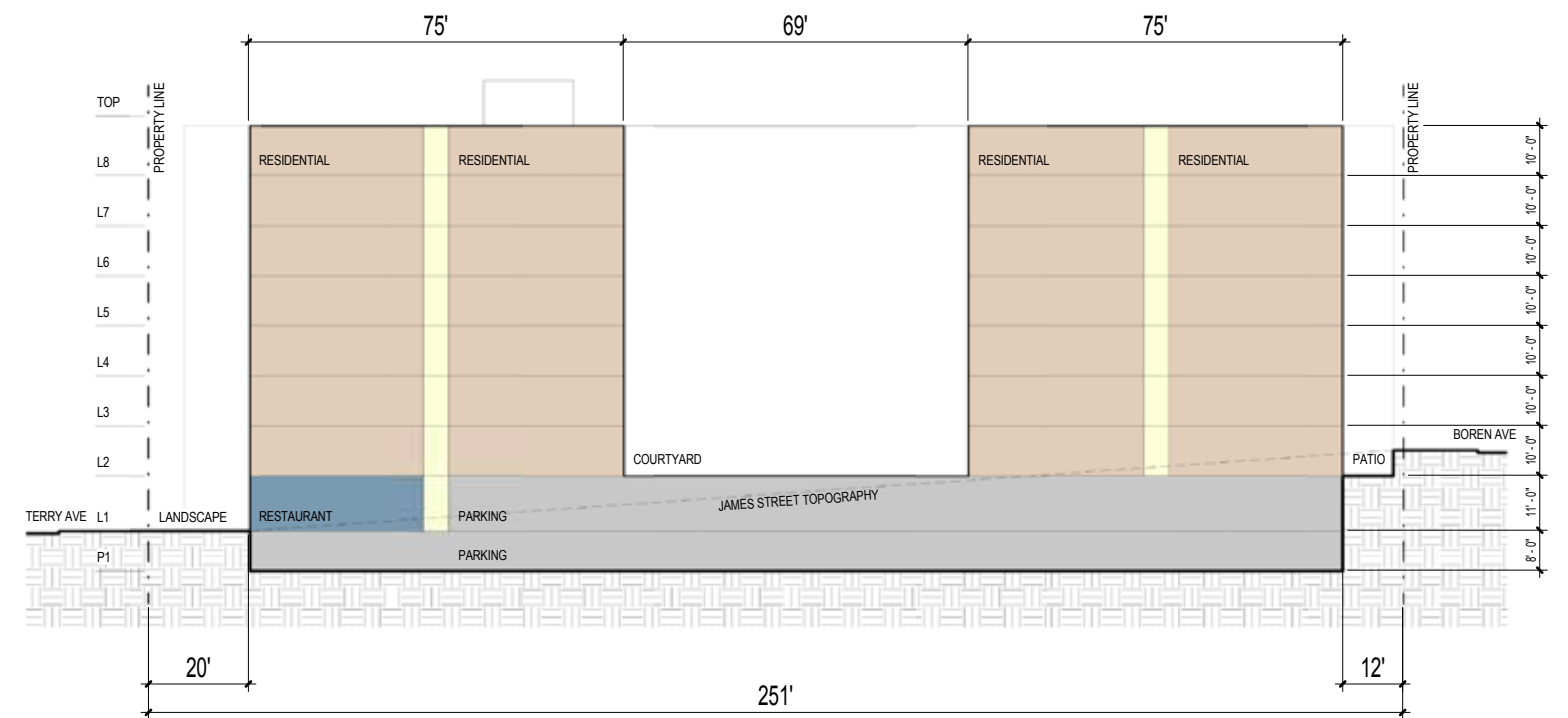
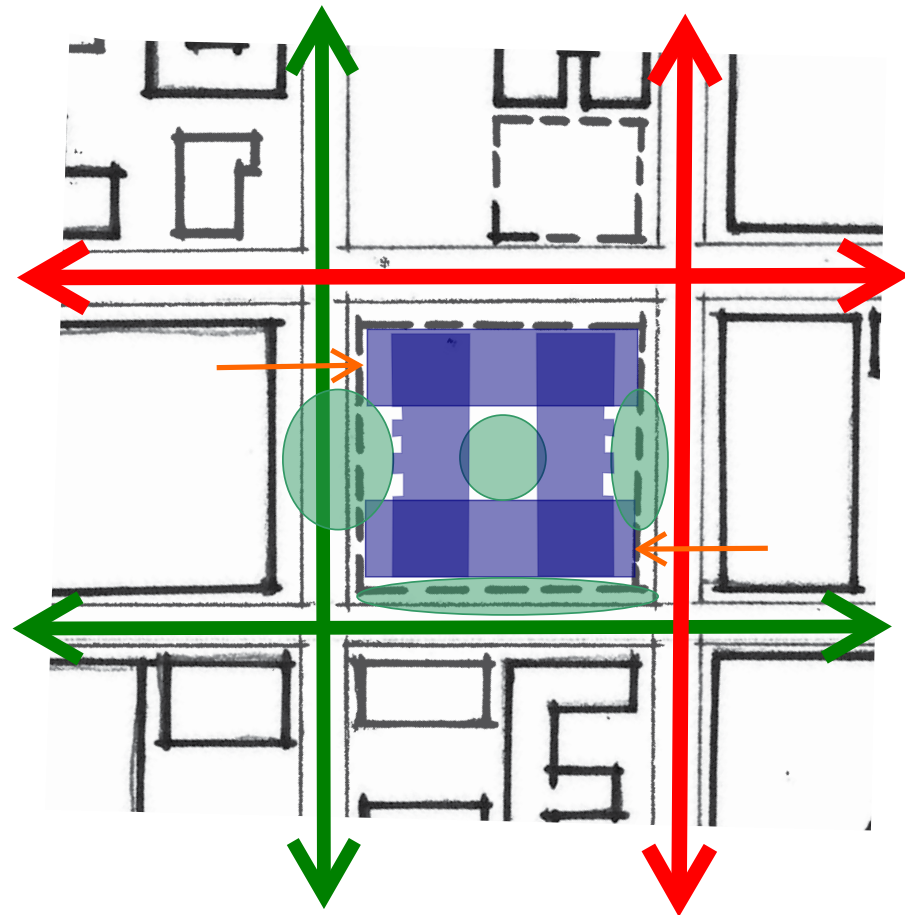


Looking East on Jefferson Street

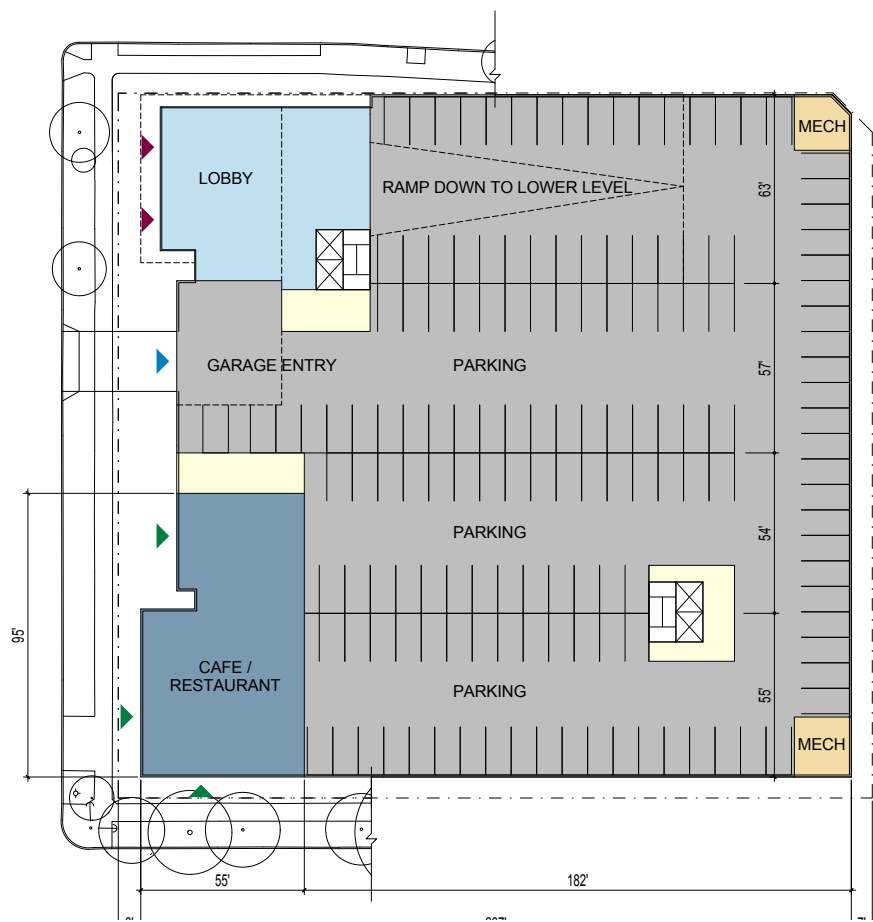


## Pros:

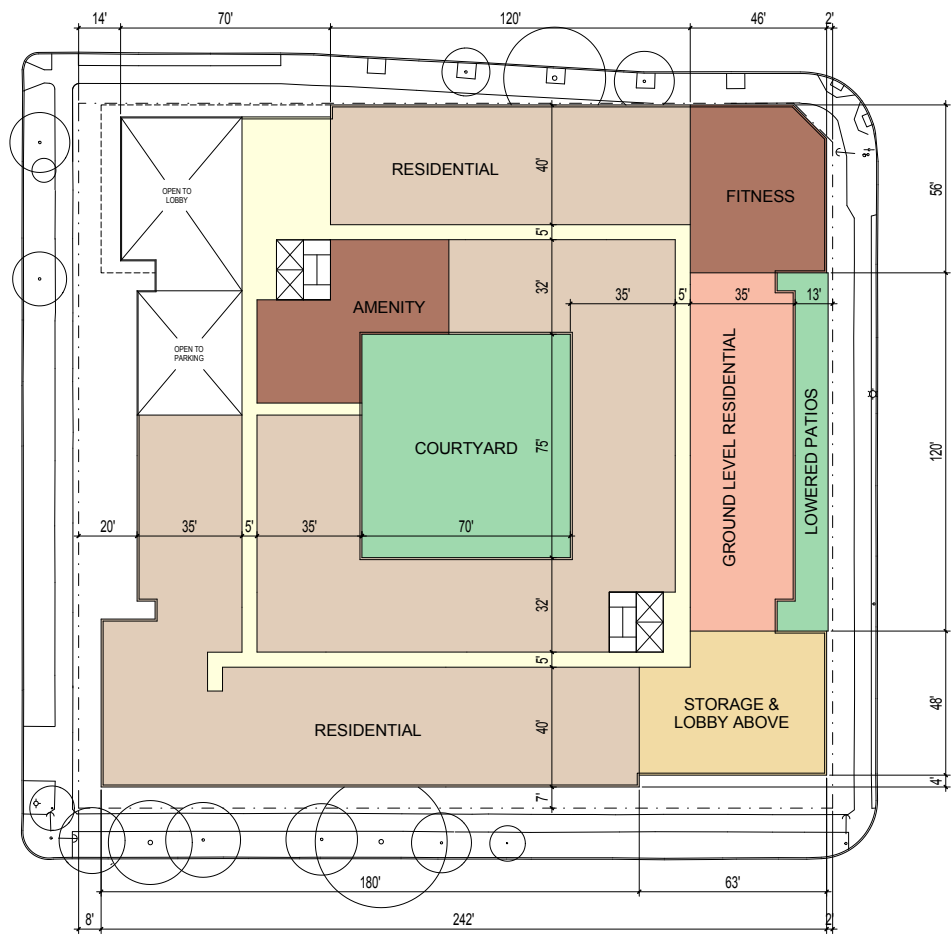
- Reducing setbacks on James St and Boren Ave follows neighborhood pattern on heavily trafficked streets.
- Corners are emphasized by extending beyond adjacent planes.
- Increased setbacks at Terry and Boren Avenues creates visual interest for pedestrians.
- Fulfills the vision of the First Hill Public Realm Action Plan on Terry
- Placing entries at opposite corners provides convenient access from all directions and creates activity and eyes on the street.
- Quiet interior court



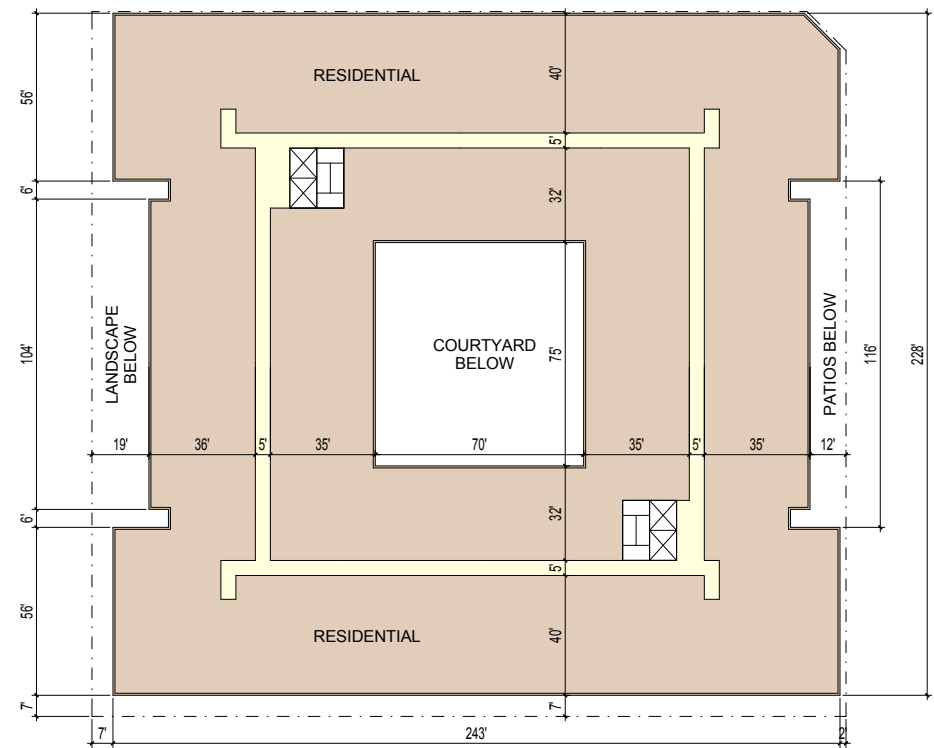




Level 1 Plan (Terry Street Entrance)



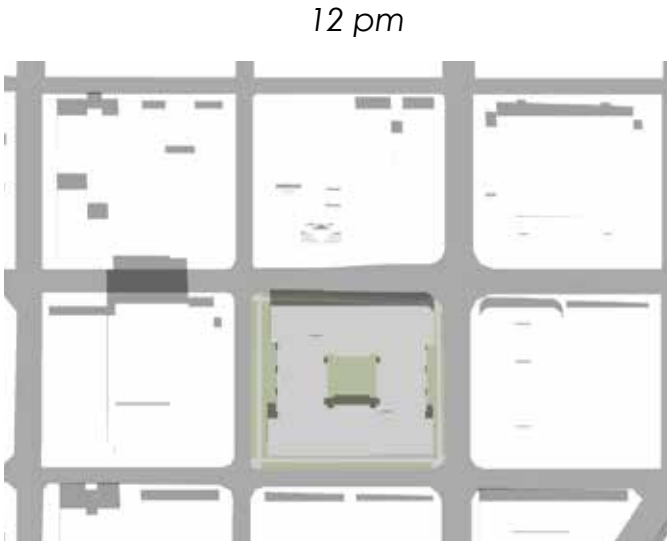
Level 2 Plan (Fitness Amenity at Grade)



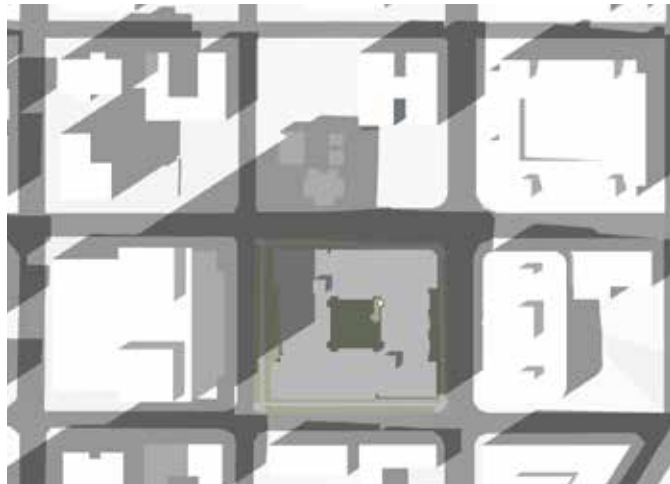
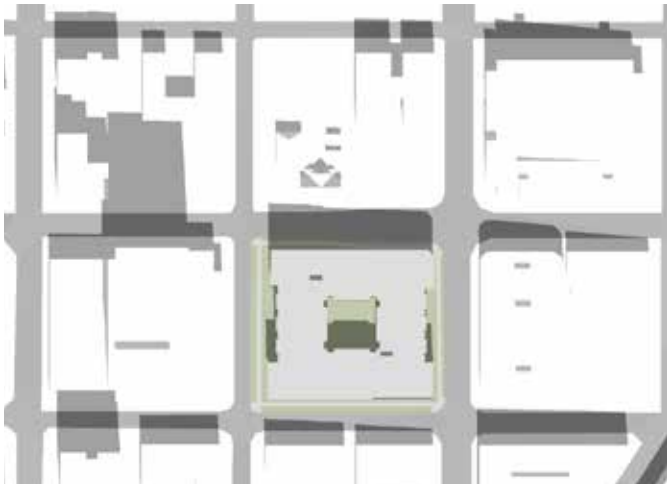
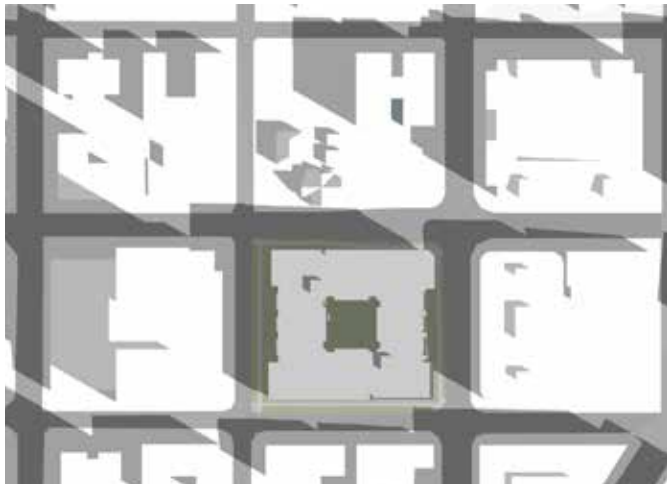
Level 3-8 Plan



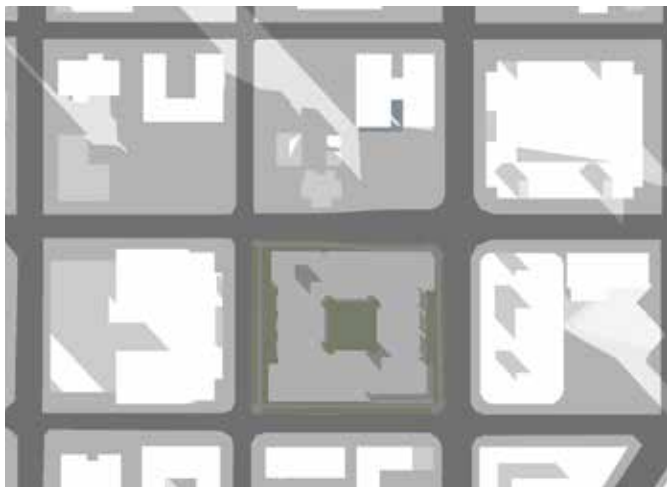
JUNE 21



MARCH 21



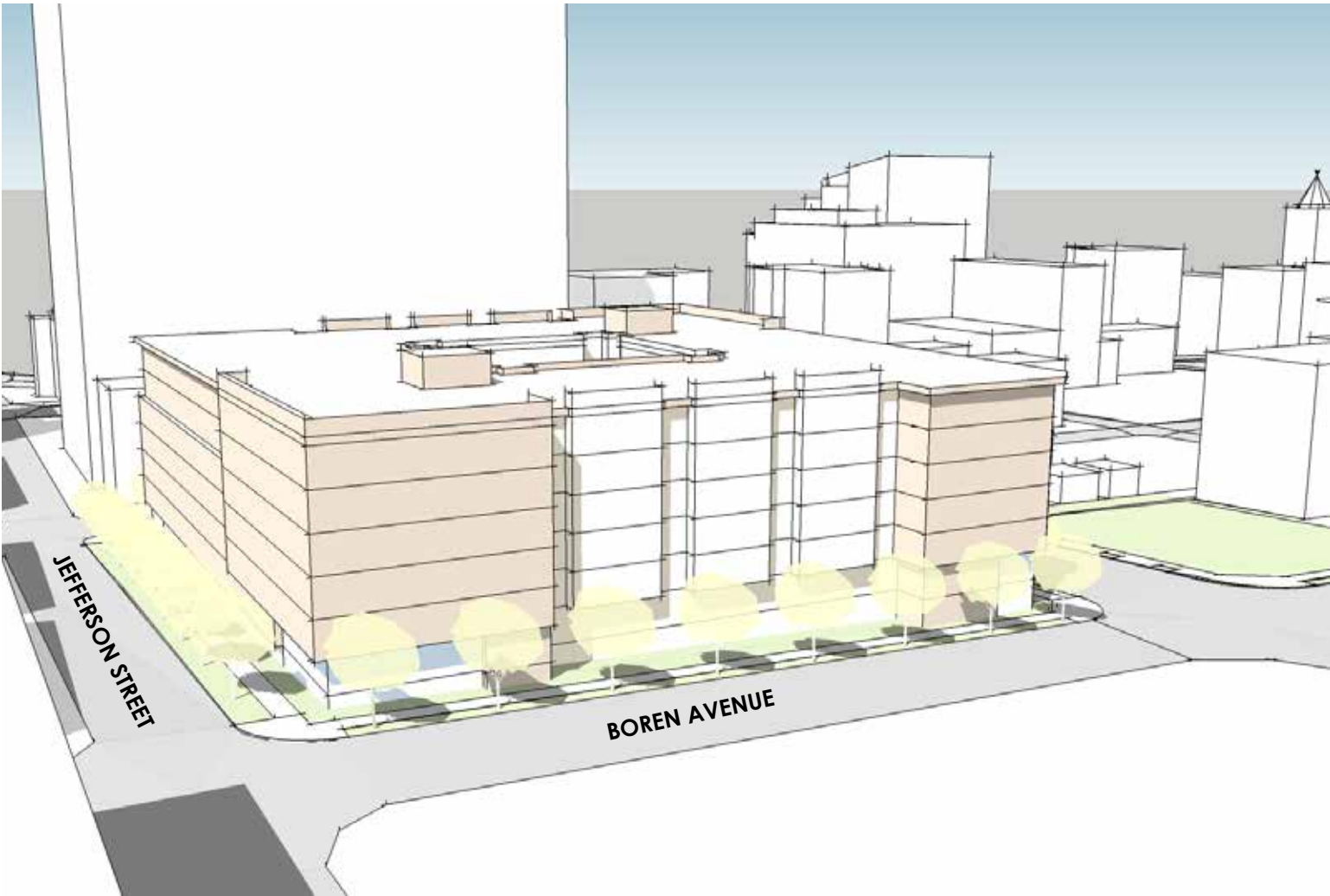
DEC 21







View from Northwest at Terry and James



View from Southeast at Boren and Jefferson



Looking South on Terry Avenue



Looking West on James Street

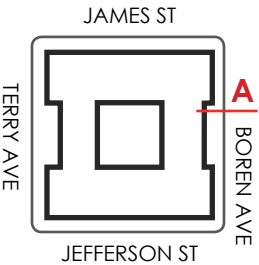
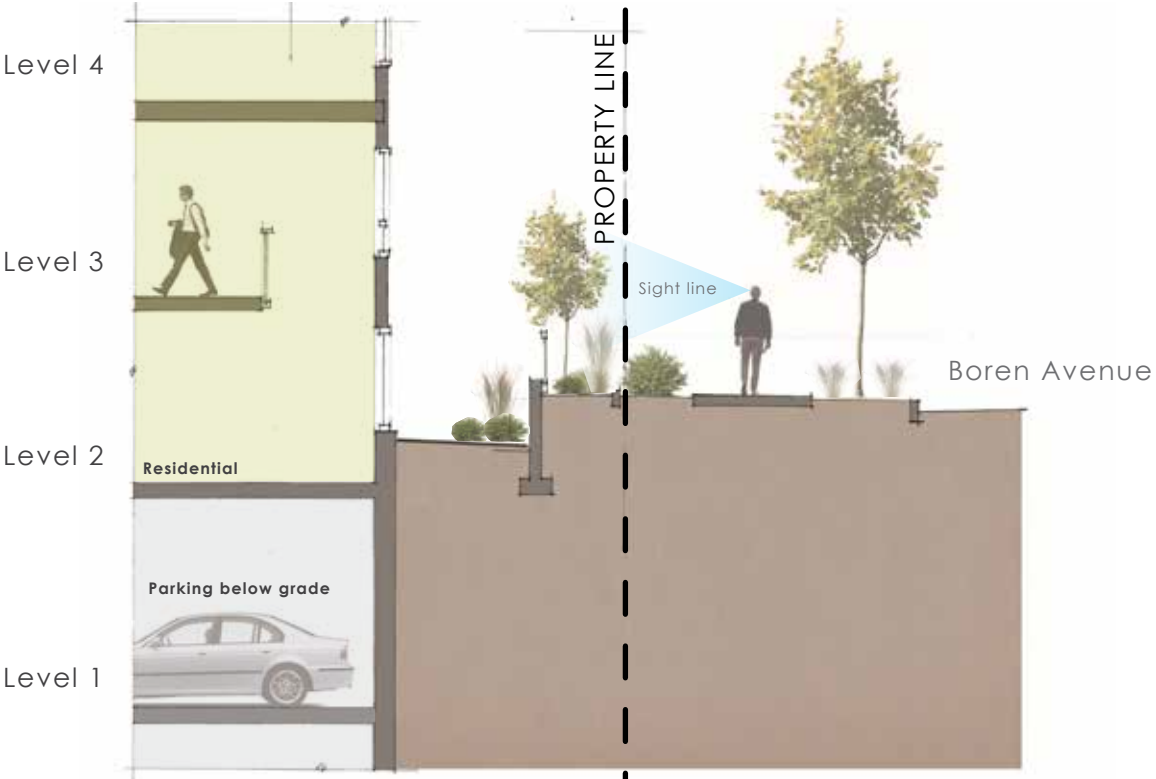


Looking North on Boren Avenue



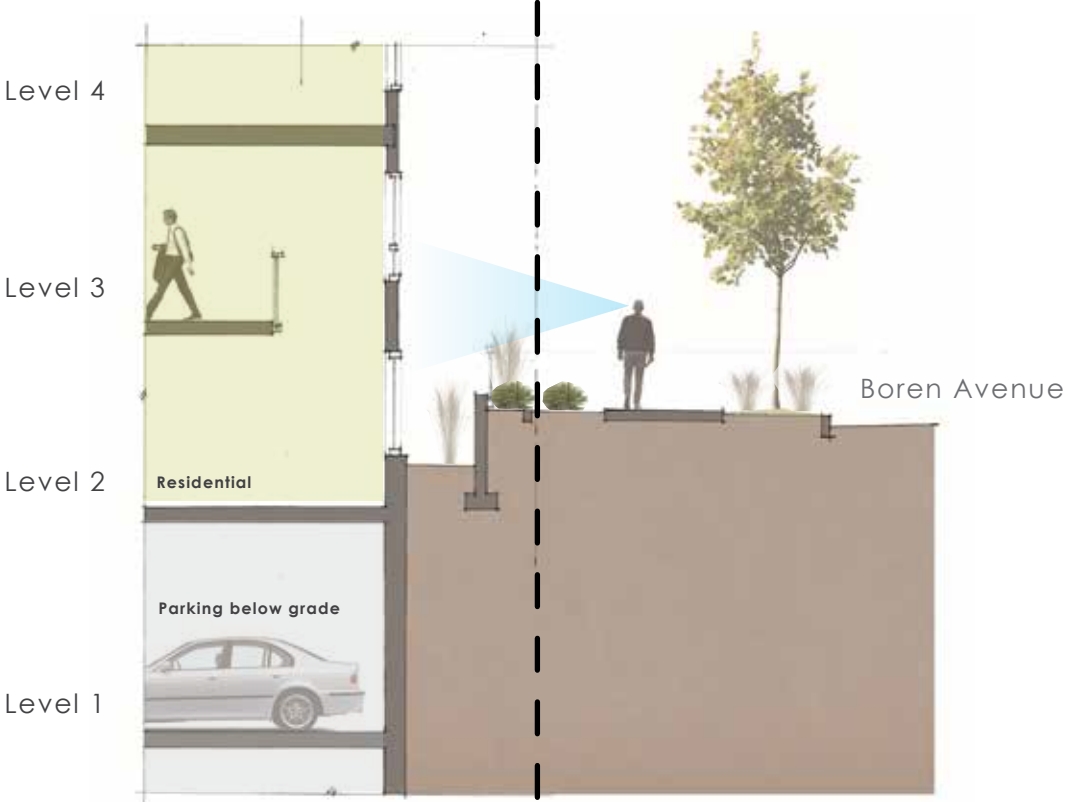
Looking East on Jefferson Street





Section A  
**PREFERRED DESIGN**

- Setting back from Boren allows for broader landscape buffer for multi-story units



Section A  
**CODE COMPLIANT**

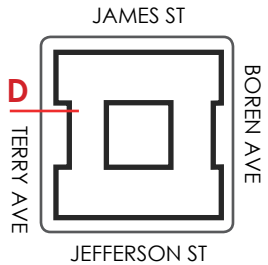
- Code compliant setback provides minimal landscape buffer





Section D  
**PREFERRED DESIGN**

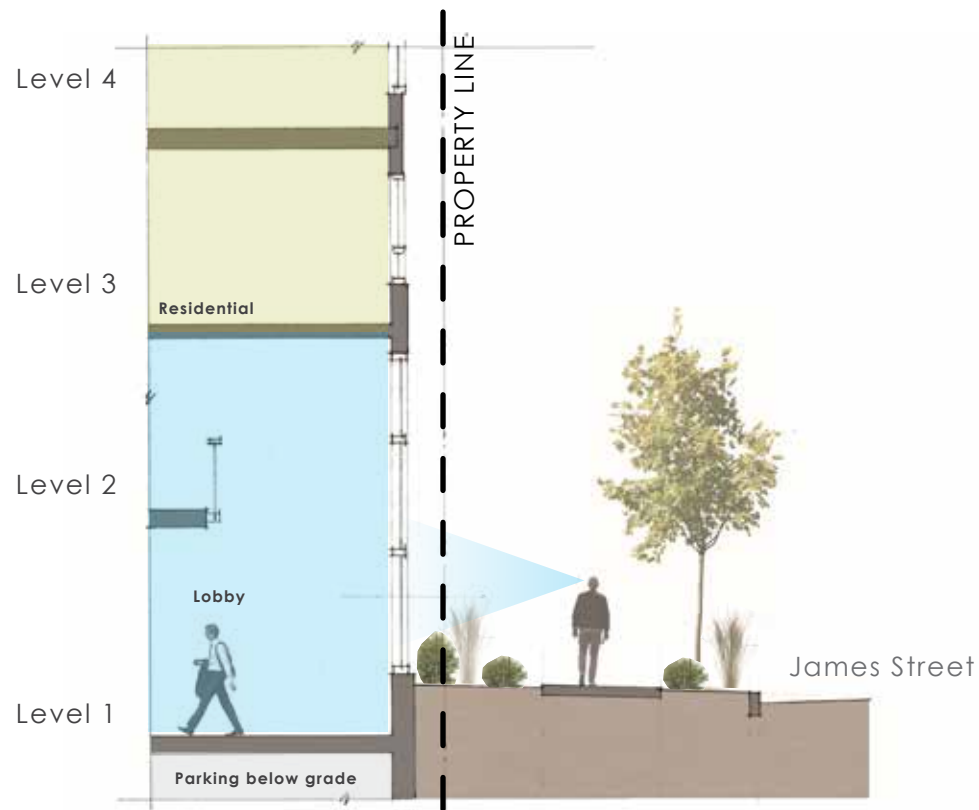
- Setting back from Terry allows for broader public landscape zone



Section D  
**CODE COMPLIANT**

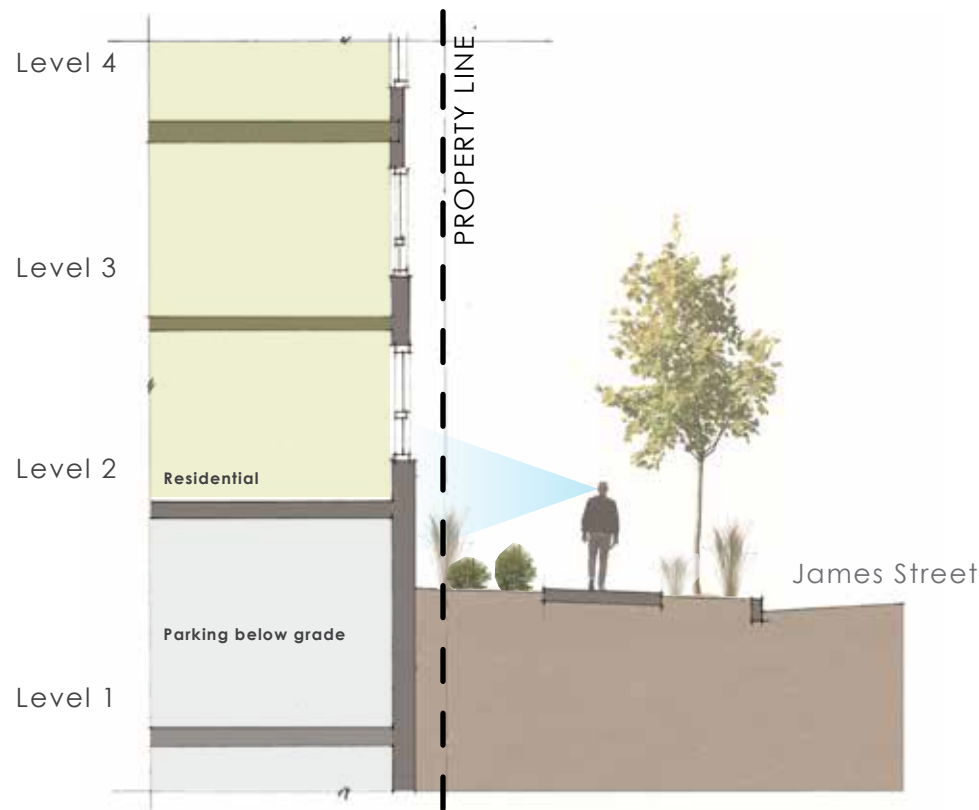
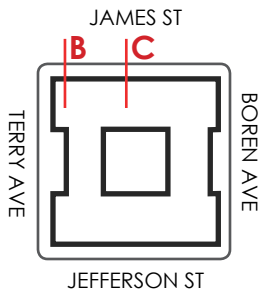
- Code Compliant Set back from Terry provides minimal landscape zone





Section B  
**PREFERRED DESIGN**

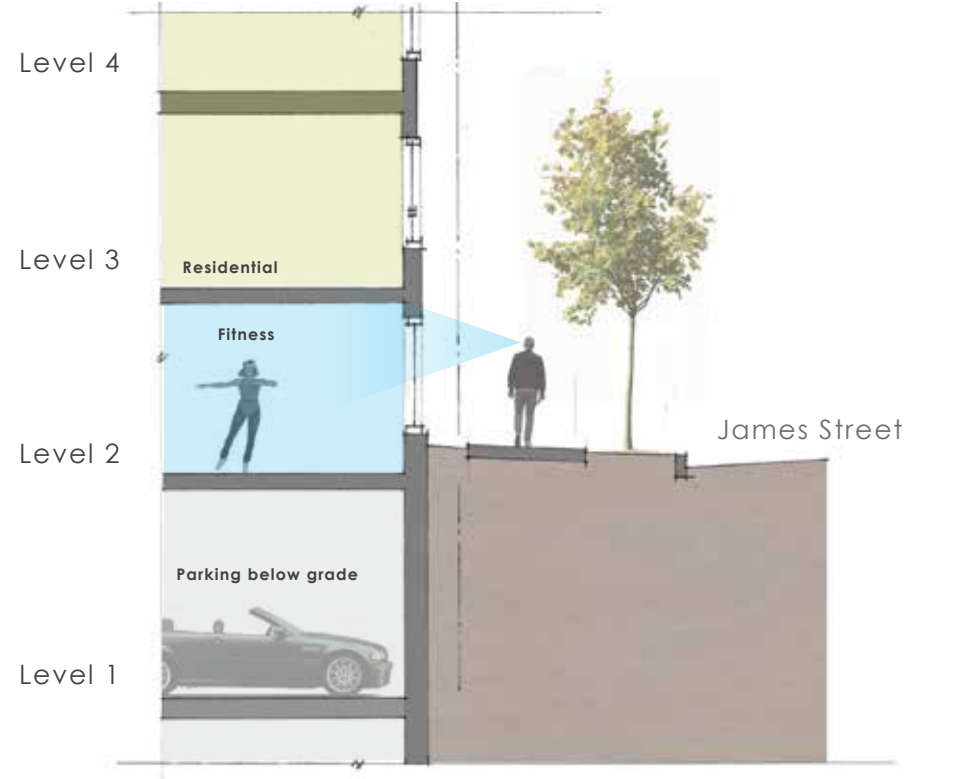
- Semi-Public Lobby space provides visual interest at grade along James



Section C  
**PREFERRED DESIGN**

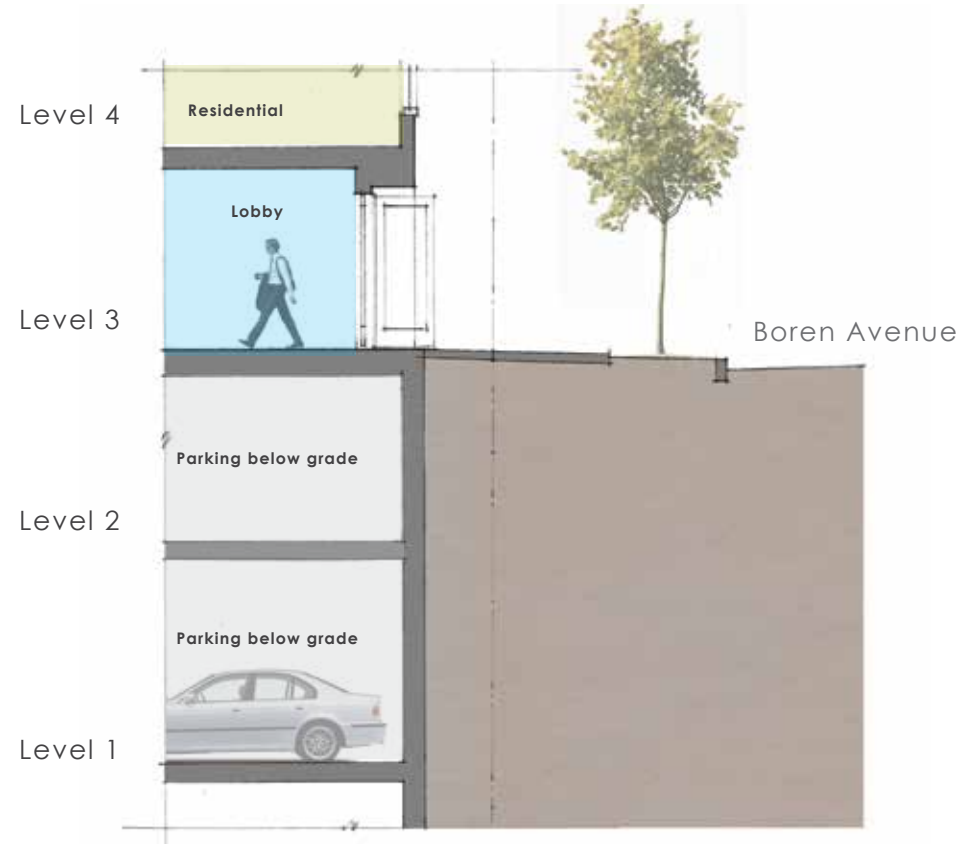
- Grade differential provides privacy for units along James





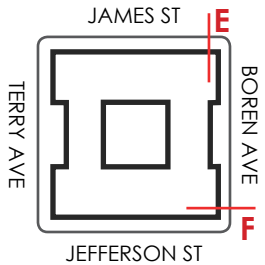
Section E  
**PREFERRED DESIGN**

- As grade moves up, amenity areas provide visual interest



Section F  
**PREFERRED DESIGN**

- Provide secondary entrance at grade level on Boren





# 6 - LANDSCAPE DESIGN

## Preferred Scheme:



**1 Street Trees:**  
Existing Trees are to remain with the exception of poorly pruned/ oversized trees under electrical lines on Jefferson, which are to be replaced with smaller scale species. New street trees are to be introduced on Boren and additional trees infilled as needed.



**2 Bus stop:**  
One existing on Boren, mid-block, to remain



**3 Sunken Residential Terraces:**  
Private unit terraces will be visually but not physically accessible to the public.



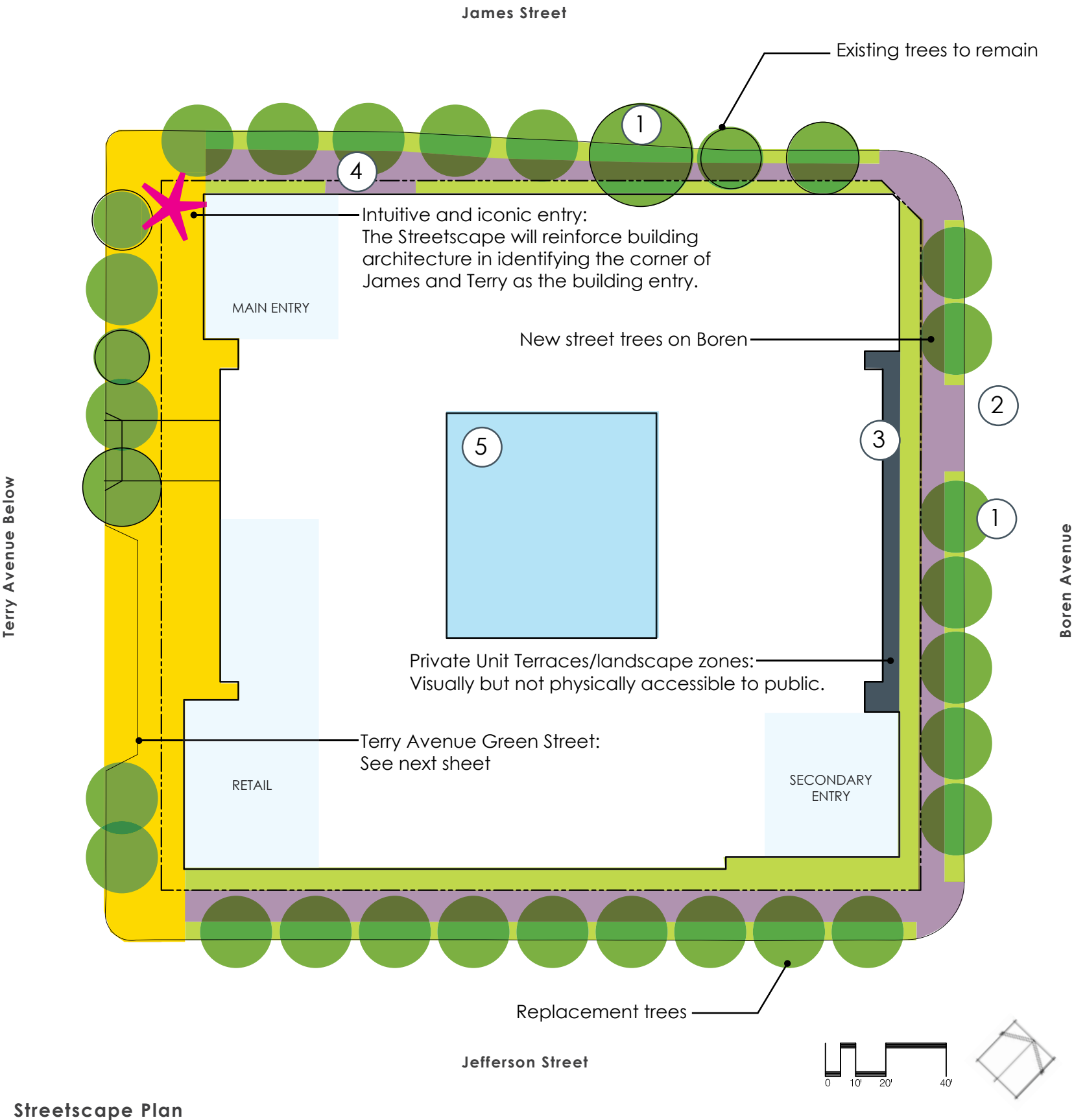
**4 Typical Streetscapes:**  
James, Boren and Jefferson: New sidewalks will meet all required widths and setbacks without the need for special provisions or exceptions. James, Boren and Jefferson Streets have no curbside uses (parking or loading) as the adjacent lanes are traffic lanes, therefore the streetscape is to be designed to maximize buffering between traffic lanes and sidewalks.



**5 Amenity Courtyard:**  
Private common space for all building residents, passive in character, ringed by private unit terraces/ landscape zones. Activities and amenities include:

- seating
- planting
- paving

**Green Factor:**  
The project requires a .5 green factor score that will be accomplished through preservation of existing trees and planting, introduction of new street trees and planting in the public ROW and the incorporation of new landscape amenities within the project.





Terry Avenue is a designated Green street and the Terry street frontage is to be developed to maximize pedestrian amenities and mitigate the expansive Terry avenue sidewalk scale to the west. The green street will include seating, lush planting and a highlighted sense of passage and sequencing of spaces.



Planting and seating oriented in different ways create various spaces and experiences.

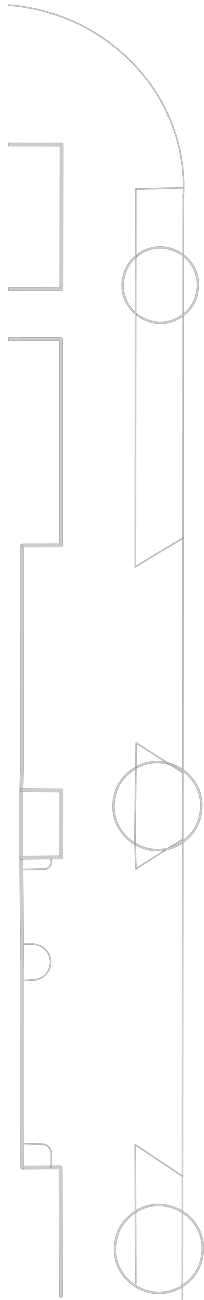


Seat walls and planting create nooks for sculptural elements and rest.

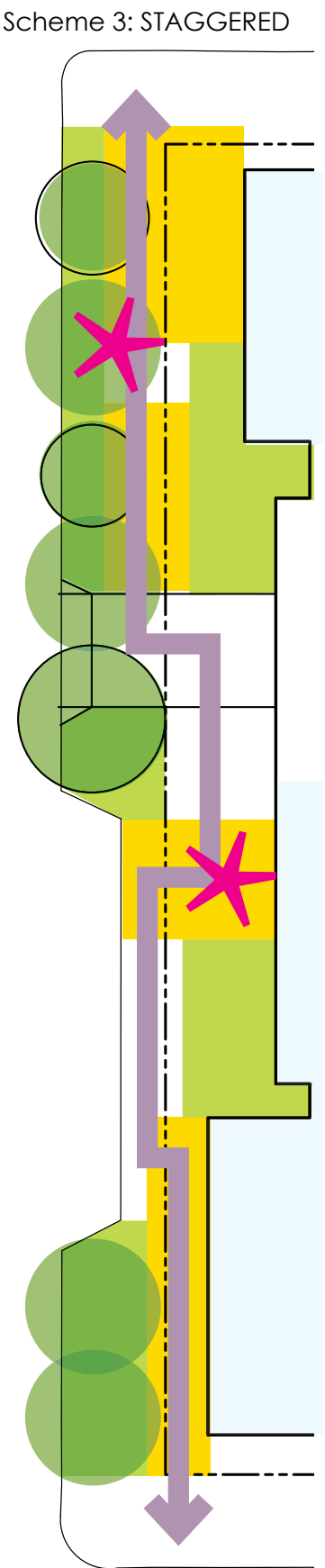
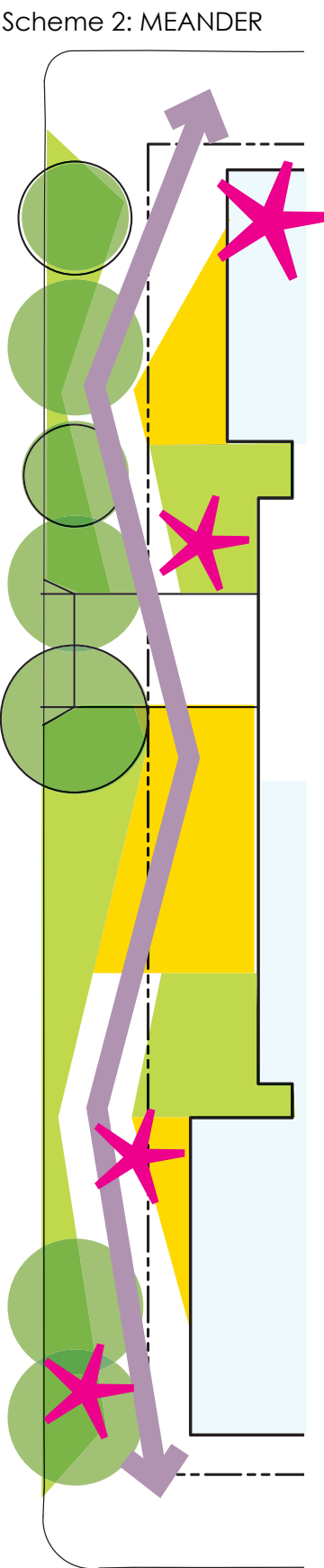
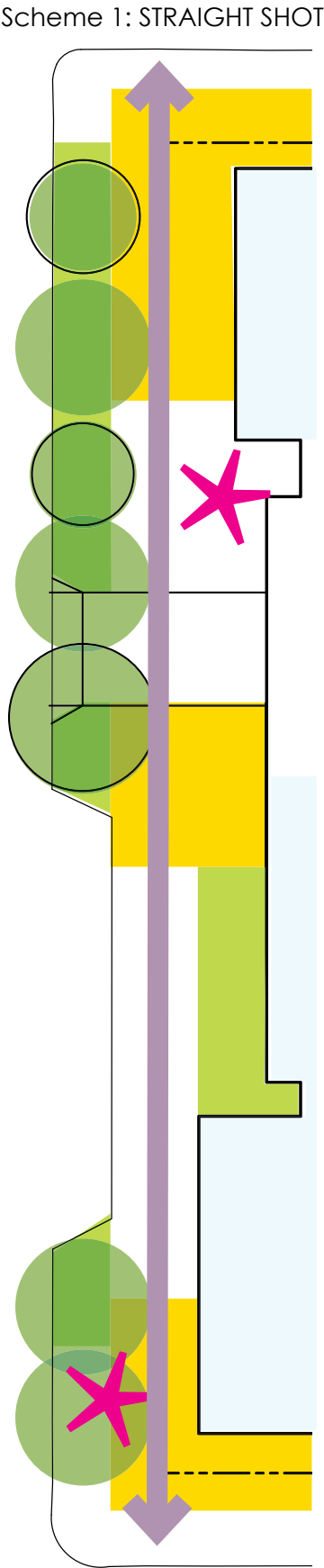


Meandering paths create opportunities for lush planting and a varied sidewalk experience.

- EVENT
- SPECIALTY PAVING
- PLANTING
- CIRCULATION



Streetscape Opposite

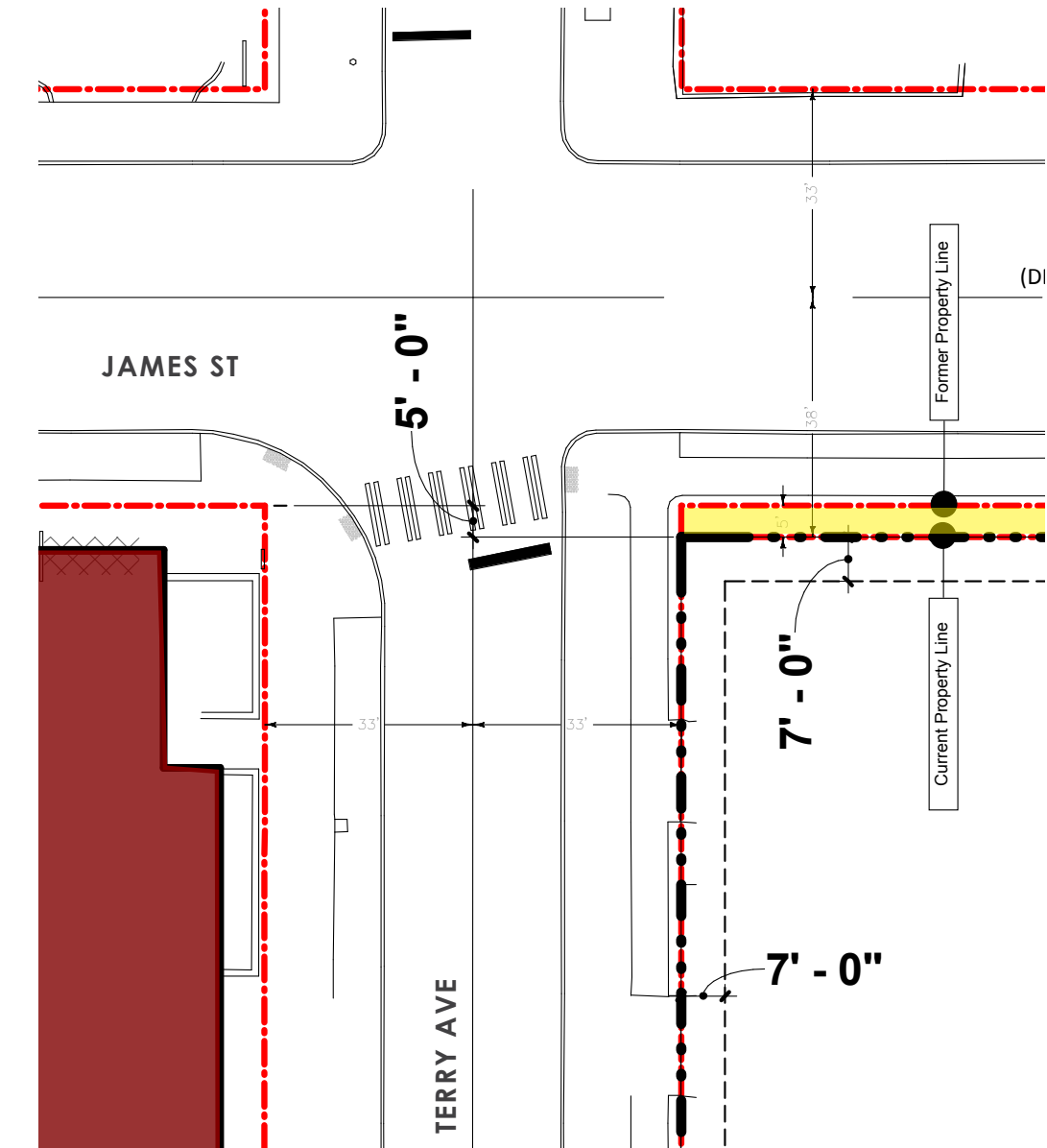




7 - DESIGN DEPARTURES

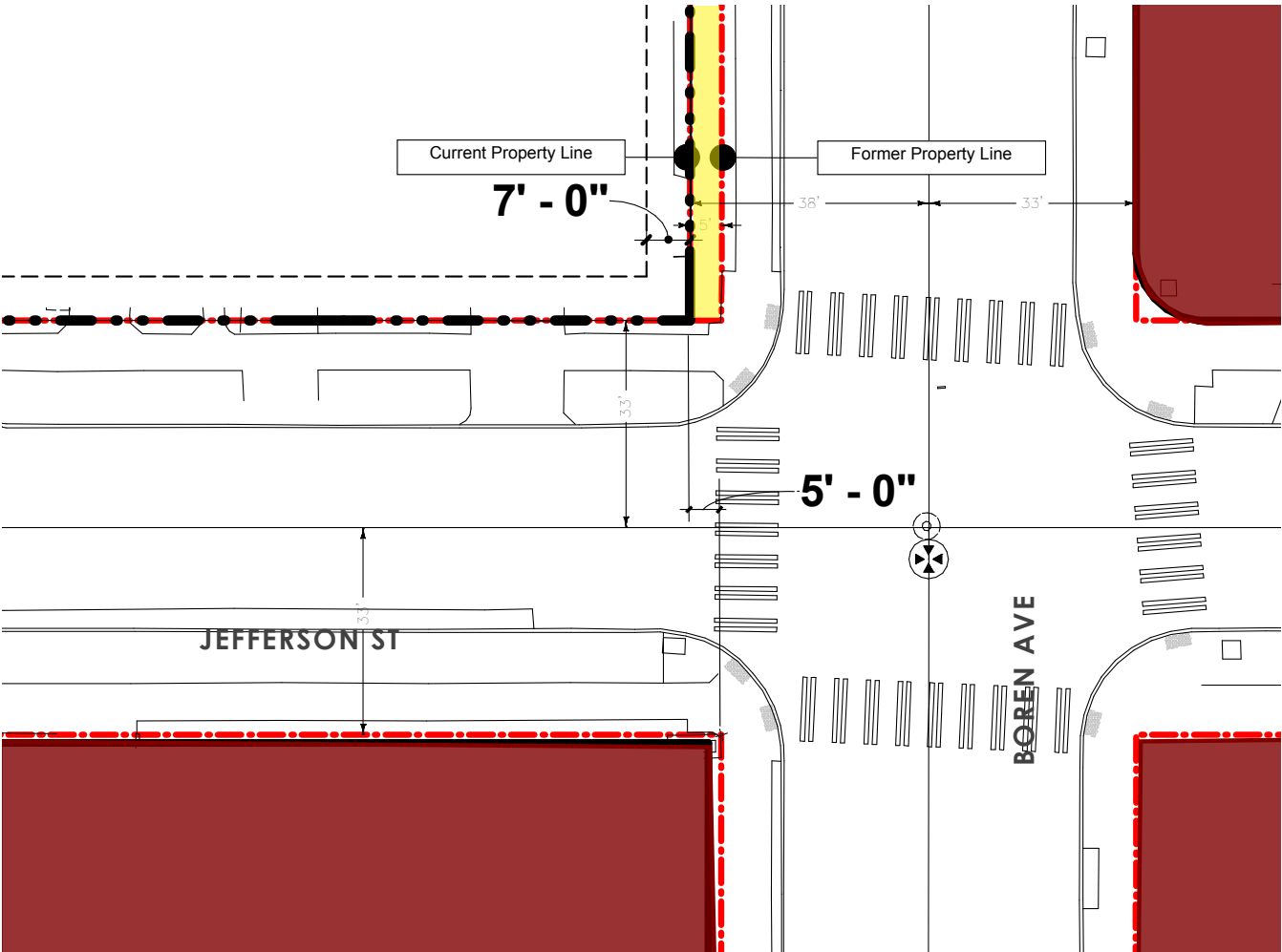
	STANDARD	REQUIREMENT	REQUEST	DESIGN GUIDELINES JUSTIFICATION
1	Table B - 23.45.518	Front and side setbacks:  7' average, 5' minimum	At James Street and Boren Avenue, reduce setback to:  2' average at base, 0' above 15'	<p>CS2.A1 - Sense of Place Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place</p> <p>CS2.B2 - Connection to the Street Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm.</p> <p>CS2.C3 - Full Block Sites Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level</p> <p>CS3.A3 - Established Neighborhoods In existing neighborhoods with a well defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.</p> <p>PL1.A2 - Adding to Public Life Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life.</p> <p>PL3.B1 - Security and Privacy Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street.</p>
2	23.45.532	Maximum size of any one business establishment is:  4,000 SF	Provide for a business establishment of approx. size:  5,000 SF	<p>PL3.C1 - Porous Edge Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.</p>
3	23.45.536.D.3.a	The area of garage doors may be no larger than:  75 SF	Provide area for garage doors to allow interior garbage pickup of approx. size:  300 SF	<p>DC1.C4 - Service Uses Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation. Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments.</p>





CORNER OF JAMES AND TERRY

SITE PROPERTY LINES ARE SETBACK 5' FROM ADJACENT PROPERTIES ON JAMES AND BOREN





SCHEMATIC LEVEL RENDERING

