



# BROADSTONE FIRST HILL

DESIGN REVIEW BOARD MEETING - 1/13/16

1001 JAMES STREET (DPD #3019215)



## PROJECT TEAM

### PROPONENT

Alliance Realty Partners, LLC  
1325 4th Avenue, Suite 1005  
Seattle, WA 98101

Contact: Dave Knight  
e) [dknight@allresco.com](mailto:dknight@allresco.com) p) 206.330.0615

### ARCHITECT

Encore Architects, PLLC  
1402 3rd Avenue, Suite 1000  
Seattle, WA 98101

Contact: Andrew Hoyer, AIA  
e) [andyh@encorearchitects.com](mailto:andyh@encorearchitects.com) p) 206.790.2076

### LANDSCAPE

Berger Partnership  
1721 8th Avenue N  
Seattle, WA 98109

Contact: Guy Michaelsen  
e) [guym@bergerpartnership.com](mailto:guym@bergerpartnership.com) p) 206.325.6877



## CONTENTS

4	INTRODUCTION
6	EDG REVIEW
8	DESIGN PARTI
10	PEDESTRIAN EXPERIENCE
34	TERRY AVENUE GREEN STREET
50	ARCHITECTURAL SECTIONS
52	ELEVATIONS & MATERIALS
56	MATERIAL PALETTE AND DETAILING
58	LIGHTING PLAN & SIGNAGE CONCEPT
60	DEPARTURES
62	APPENDIX I - GREEN STREETS
72	APPENDIX II - FLOOR PLANS
78	APPENDIX III - CONTEXT ANALYSIS
84	APPENDIX IV - EDG RESPONSES



SITE AREA	59,050 SF
RESIDENTIAL UNITS	337
PARKING STALLS	280
COMMERCIAL SPACE	5,074 SF

The Broadstone First Hill project will infill a vacant site in the burgeoning First Hill Neighborhood. We are excited to add housing density to the area as well as provide some significant public amenity spaces. Our building will be first to engage with the recently adopted First Hill Public Realm Action Plan (PRAP). Generous setbacks will provide two pocket parks adjacent to the main entrance and retail space for a new restaurant or pub.

In our preliminary analysis of the neighborhood we recognize that although there is recent transformation occurring that there is a strong architectural narrative focused on low rise, brick residential buildings. Our building relates to this lineage through materiality, scale, and nuanced pedestrian details. We seek to evoke the history of the community and enhance the typology's relationship to the broader urban context.



## COMMUNITY

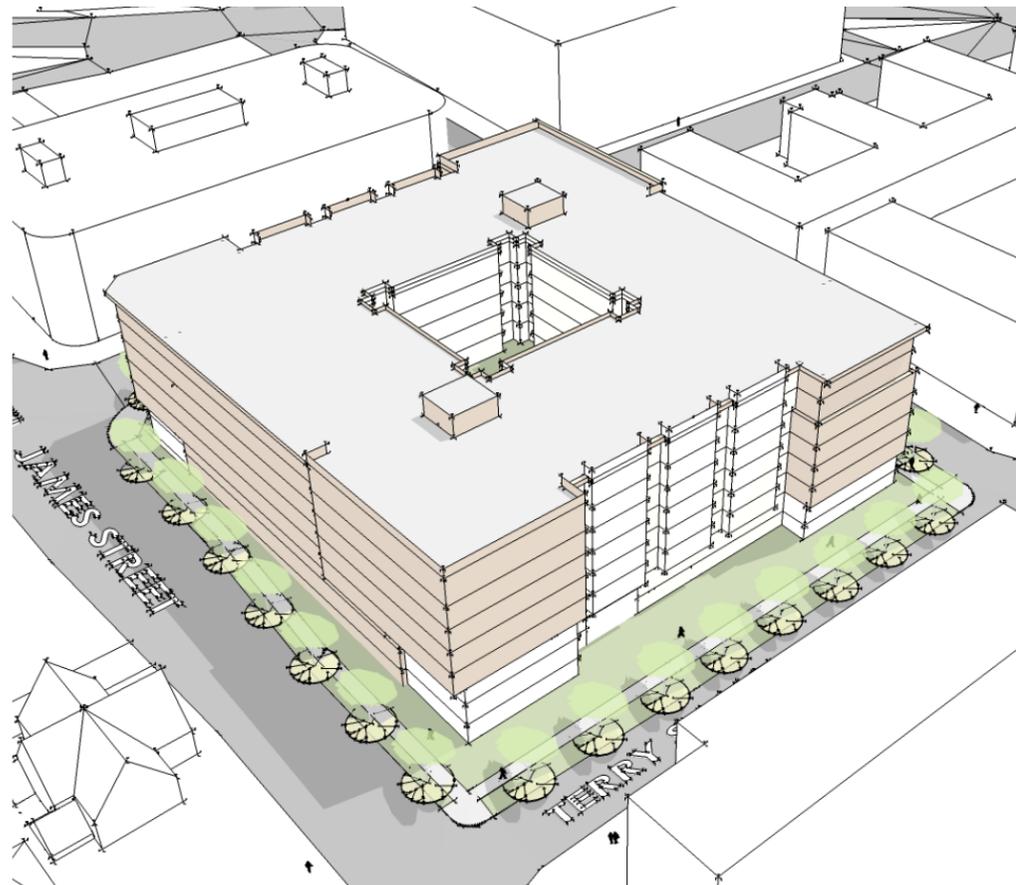


## ARCHITECTURE



## ENVIRONMENT

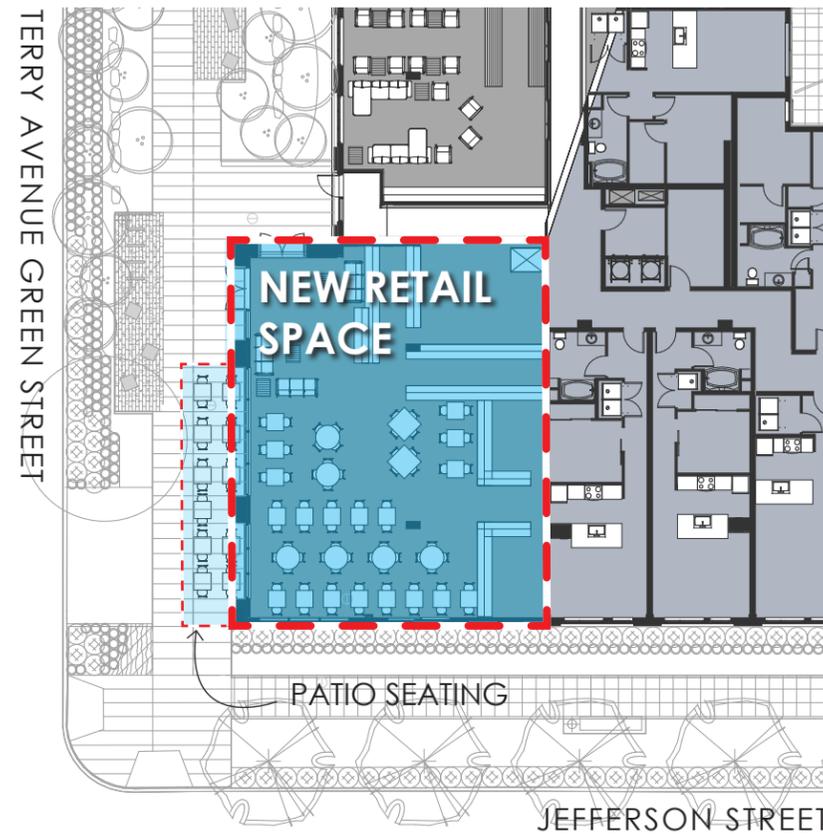
## APPROVED MASSING



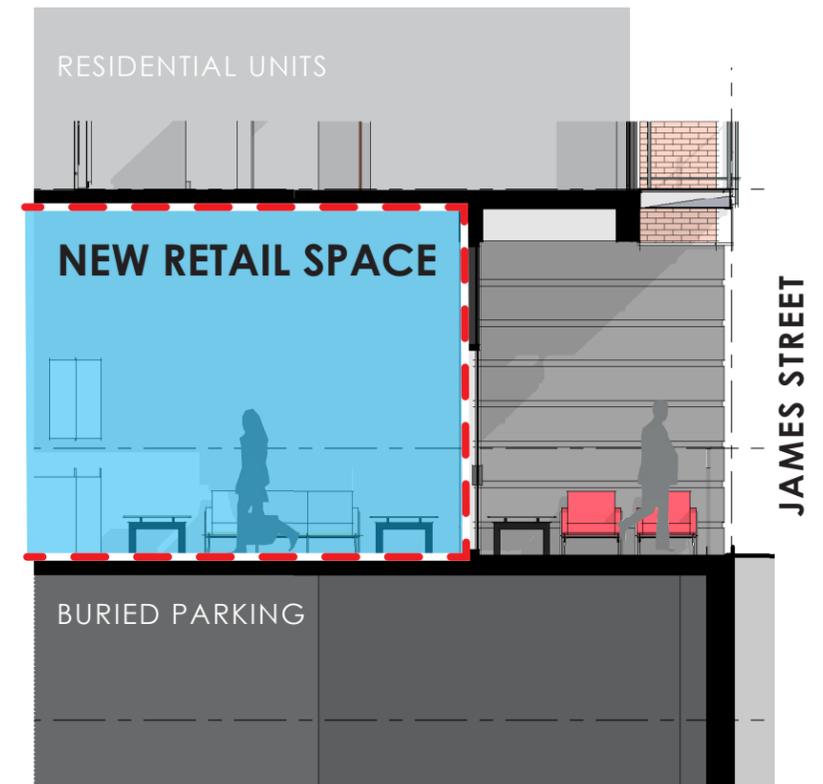
### BOARD COMMENTS

- APPROVED VEHICLE ACCESS ON TERRY AVENUE
- DESIRED COMMERCIAL SPACE EXPANSION
- MODULATE THE FACE
- OPEN COURTYARD AT STREET LEVEL

## COMMERCIAL SPACE EXPANSION



- RESTAURANT SIZED SPACE WITH EXTERIOR SEATING
- ACTIVATES TERRY AVENUE GREEN STREET



- ADDITIONAL RETAIL SPACE ON JAMES STREET
- CONTINUES NEIGHBORHOOD RETAIL CORRIDOR
- OVER 5,000 SF TOTAL RETAIL SPACE IN PROJECT

TERRY AVENUE GREEN STREET



- CARRYOUT AND EXPAND P.R.A.P. VISION
- PROVIDE SAFEST VEHICLE ACCESS TO GARAGE
- LOADING FOR RESIDENTS WITHIN STRUCTURE

MODULATE THE FACADE



- RESPOND TO HISTORICAL ALLEY LOCATION
- REFER TO BRICK APARTMENT BUILDING MASSING



- OPEN UP COURTYARD/PROVIDE AIR CIRCULATION
- ENGAGE STREET WITH VIEW TO COURTYARD

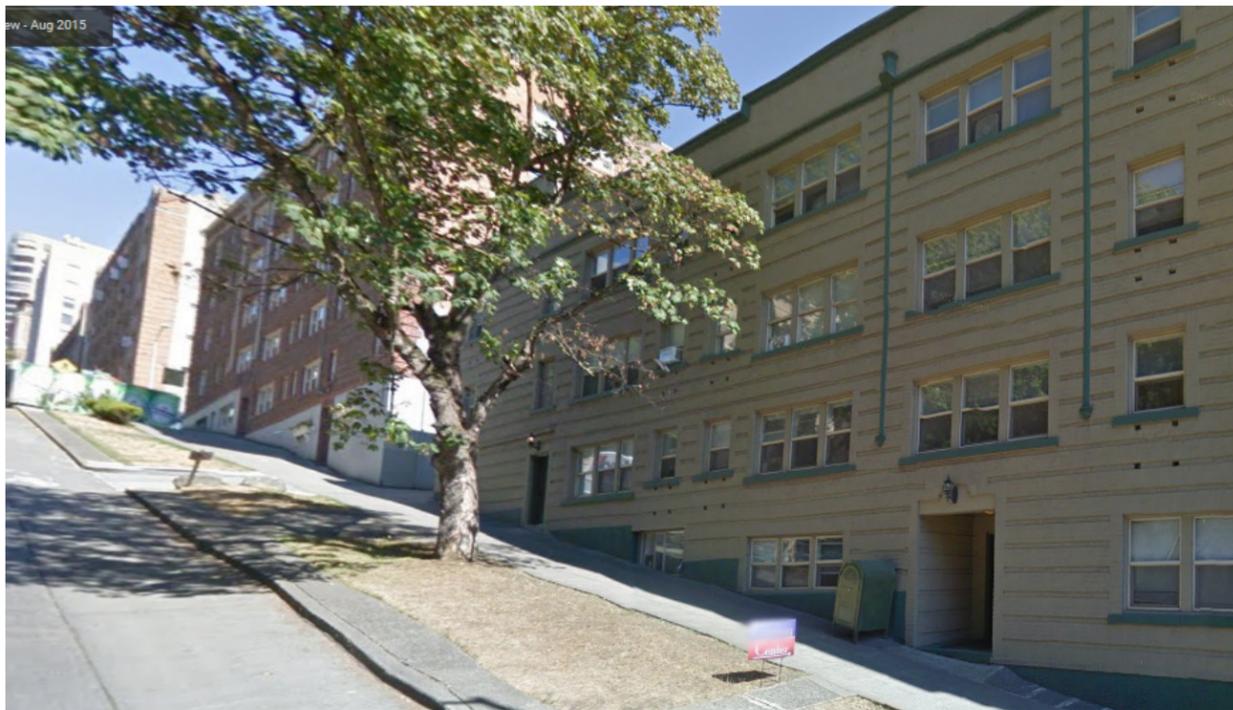


^ Spring and Terry - Baroness



^ Detail images in neighborhood

First Hill residential character is defined by brick masses that meet the corner with a hard street edge. Often the buildings are oriented on the east-west axis with an alley at the middle of the block. Due to the steep slopes, building masses appear to step up the hill with windows near street level. The bases are usually differentiated by material and alternate patterning.

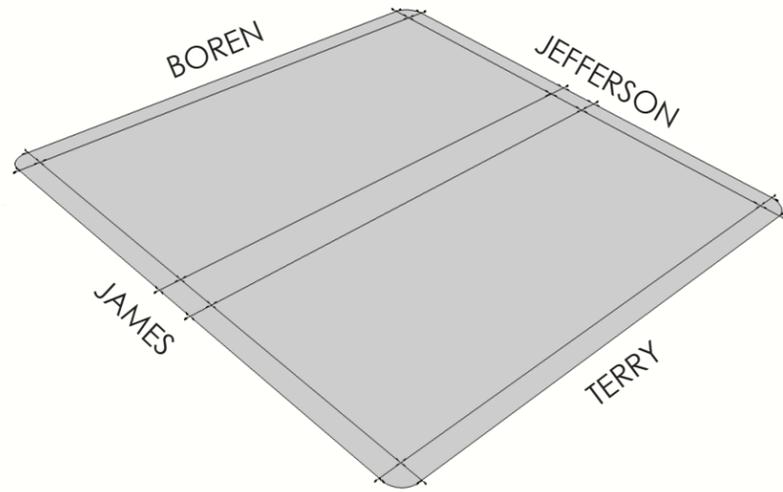


^ Spring and Ninth - Paul Revere and John Alden

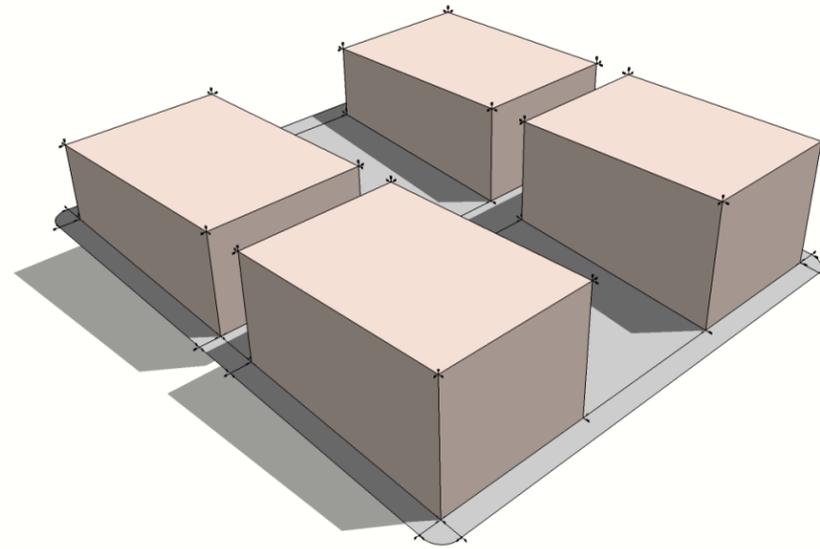


^ 615 Boren - Old Colony

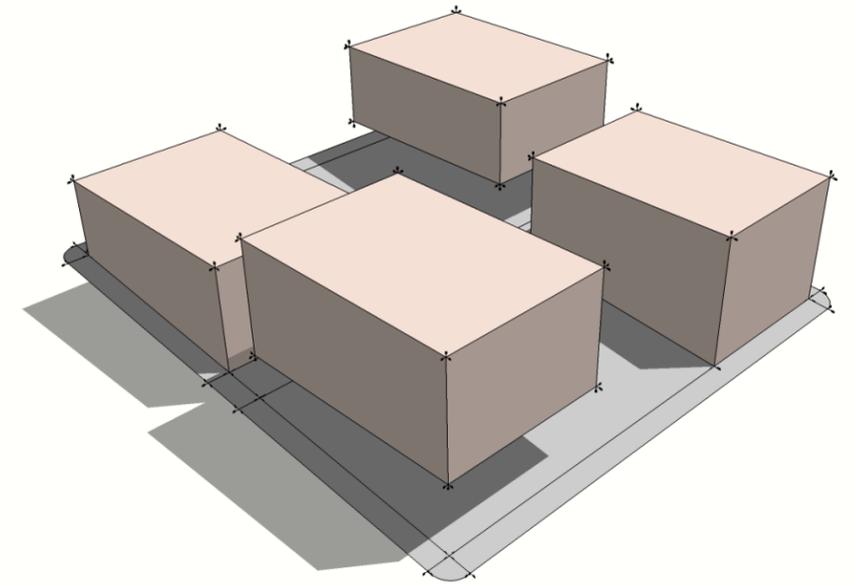
a Site has vacated alley and steep topography



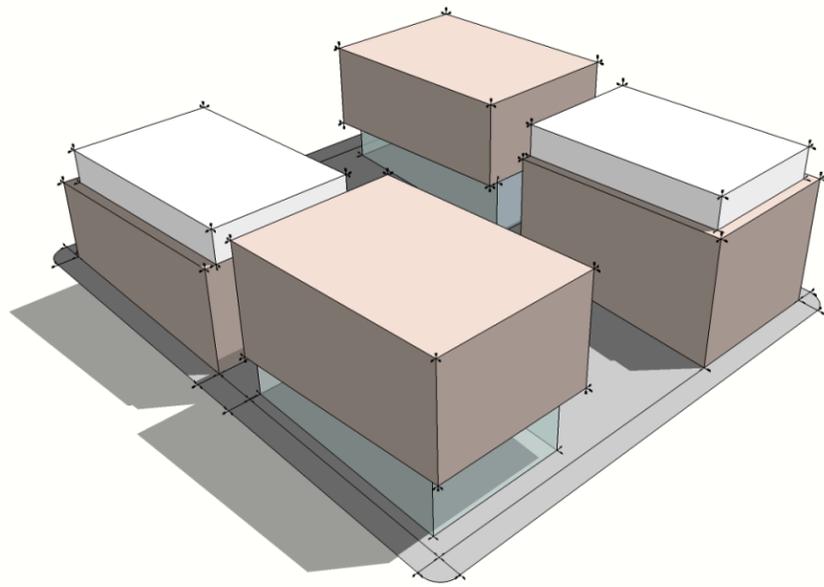
b Brick masses follow neighborhood pattern



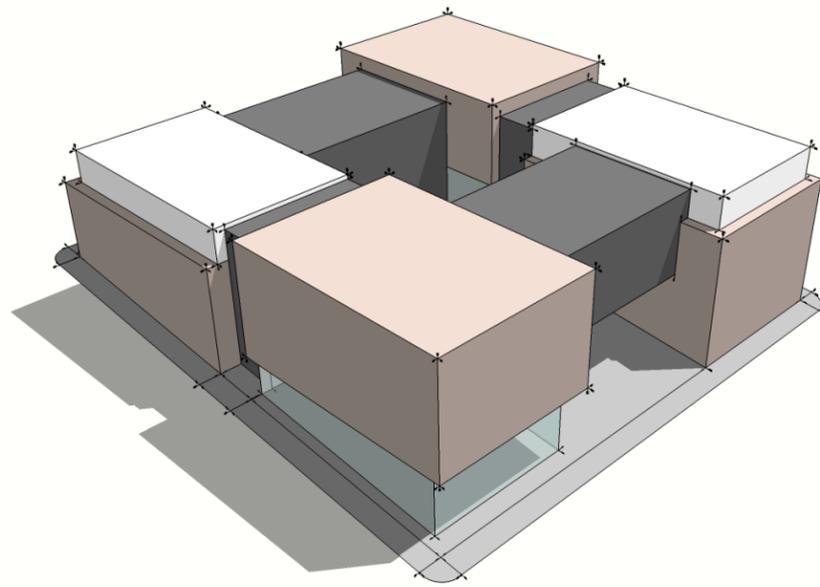
c Masses lifted to reveal entrances



d Infill with contrasting material



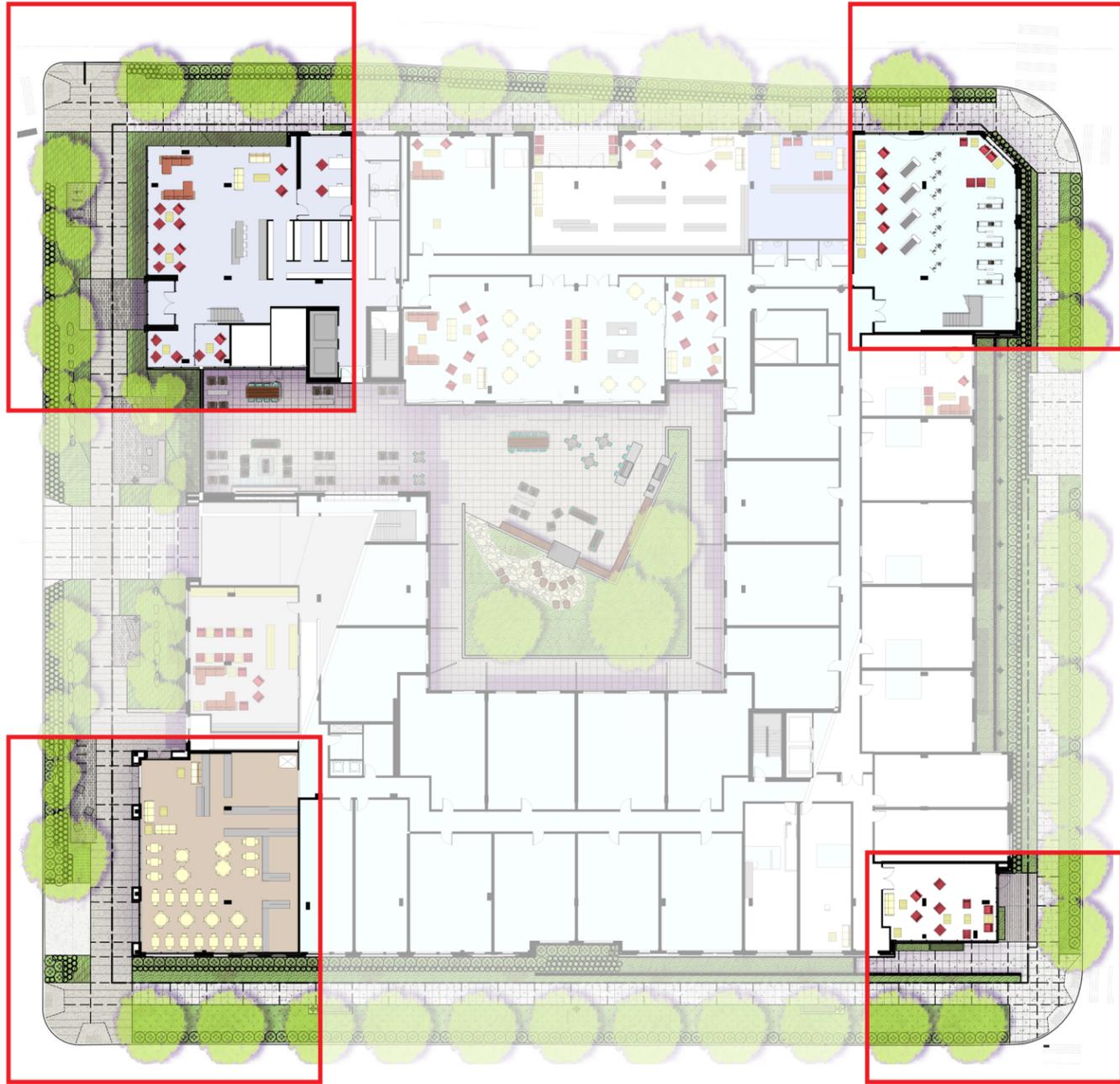
e North/South infill setback to emphasize corners and recess at former alley





NW CORNER

NE CORNER

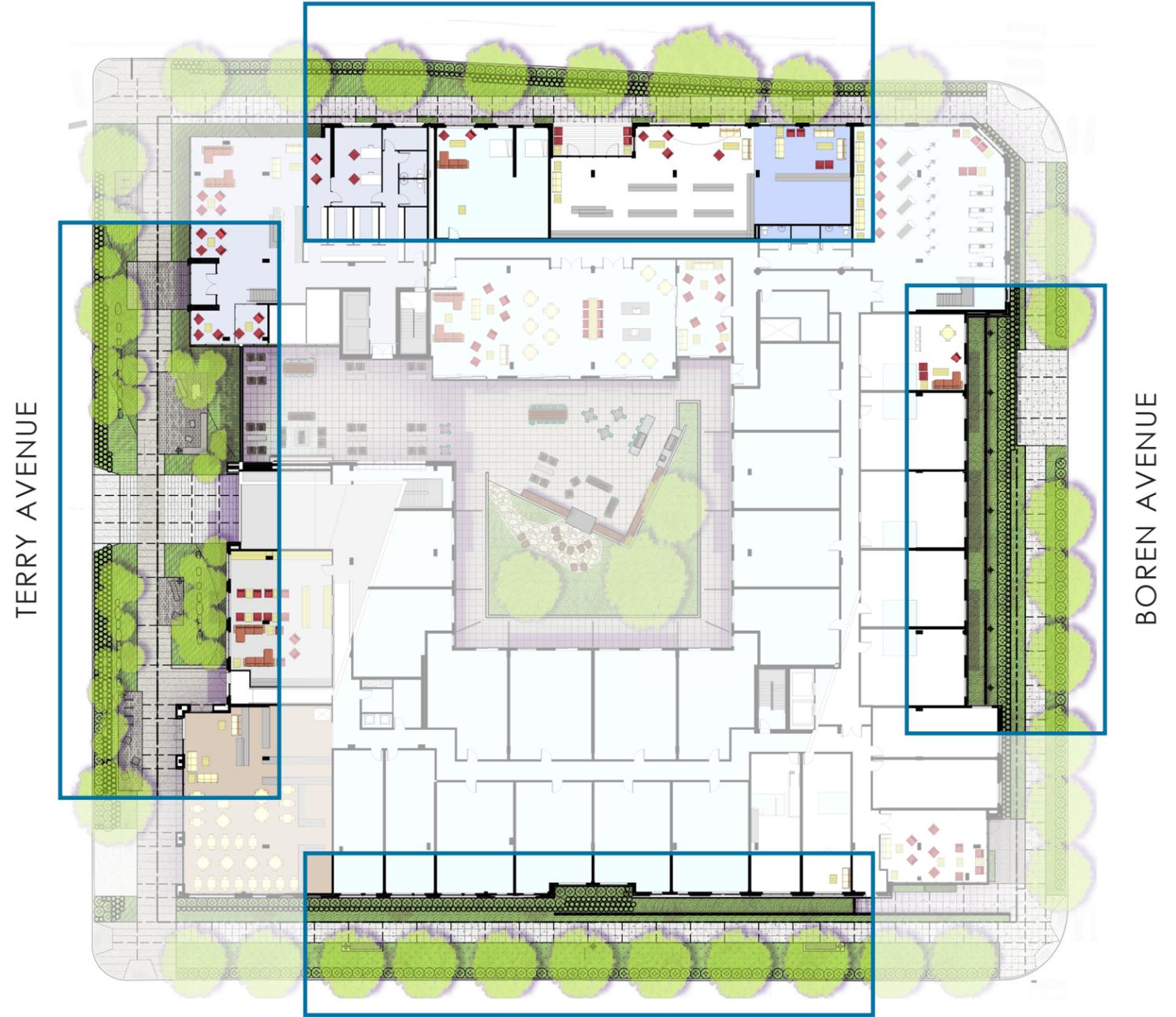


SW CORNER

SE CORNER

CORNERS

JAMES STREET



TERRY AVENUE

BOREN AVENUE

JEFFERSON STREET

STREET EDGES



^ Linear hedges will continue the neighborhood pattern of buffering pedestrians from adjacent traffic lanes.



^ Relic stone foundation walls will be salvaged and integrated into streetscape.

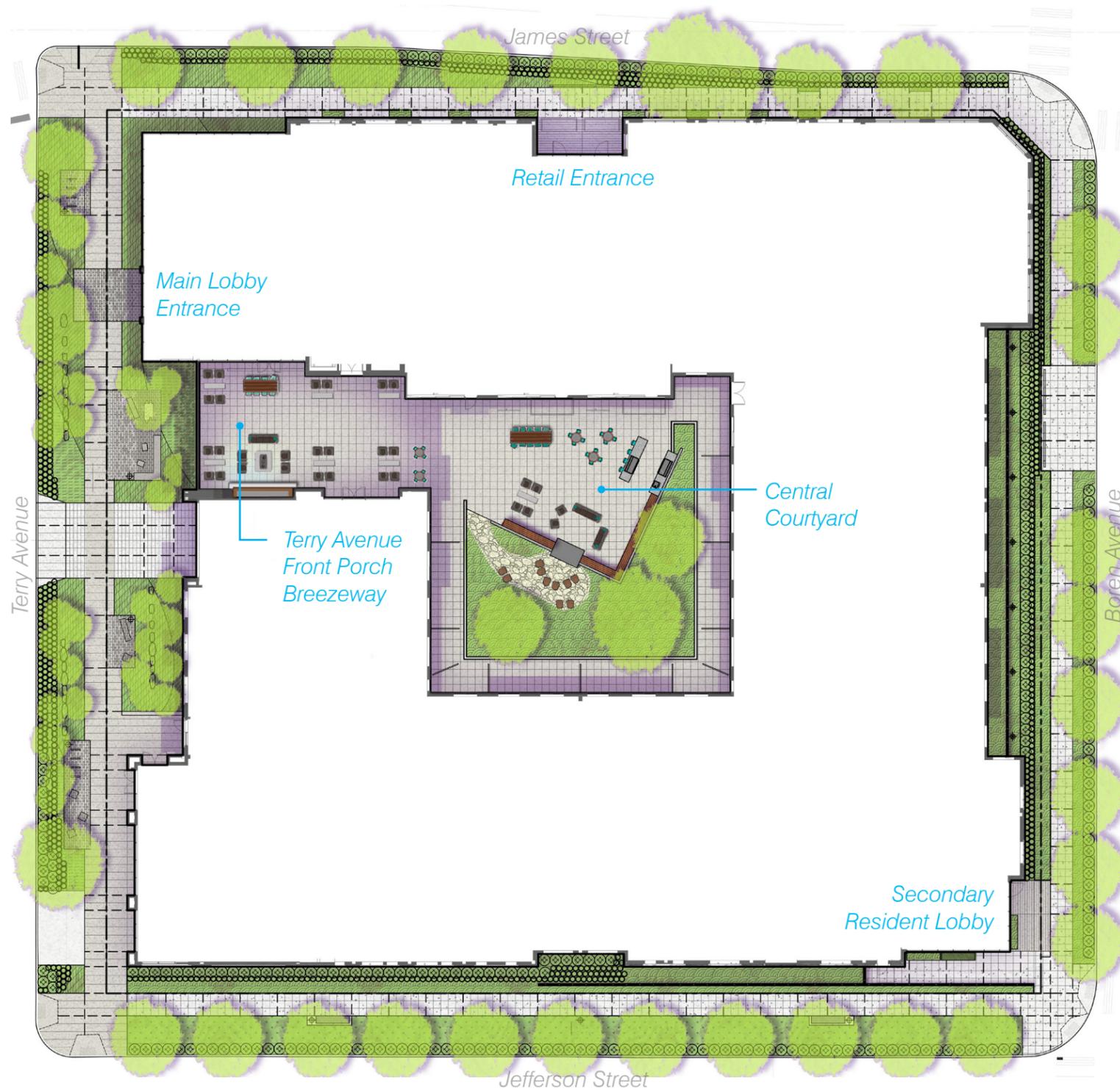


^ The relic brick stoop on the site, still used by neighbors as a gathering place, becomes the inspiration for a series of new public seating areas around the site.

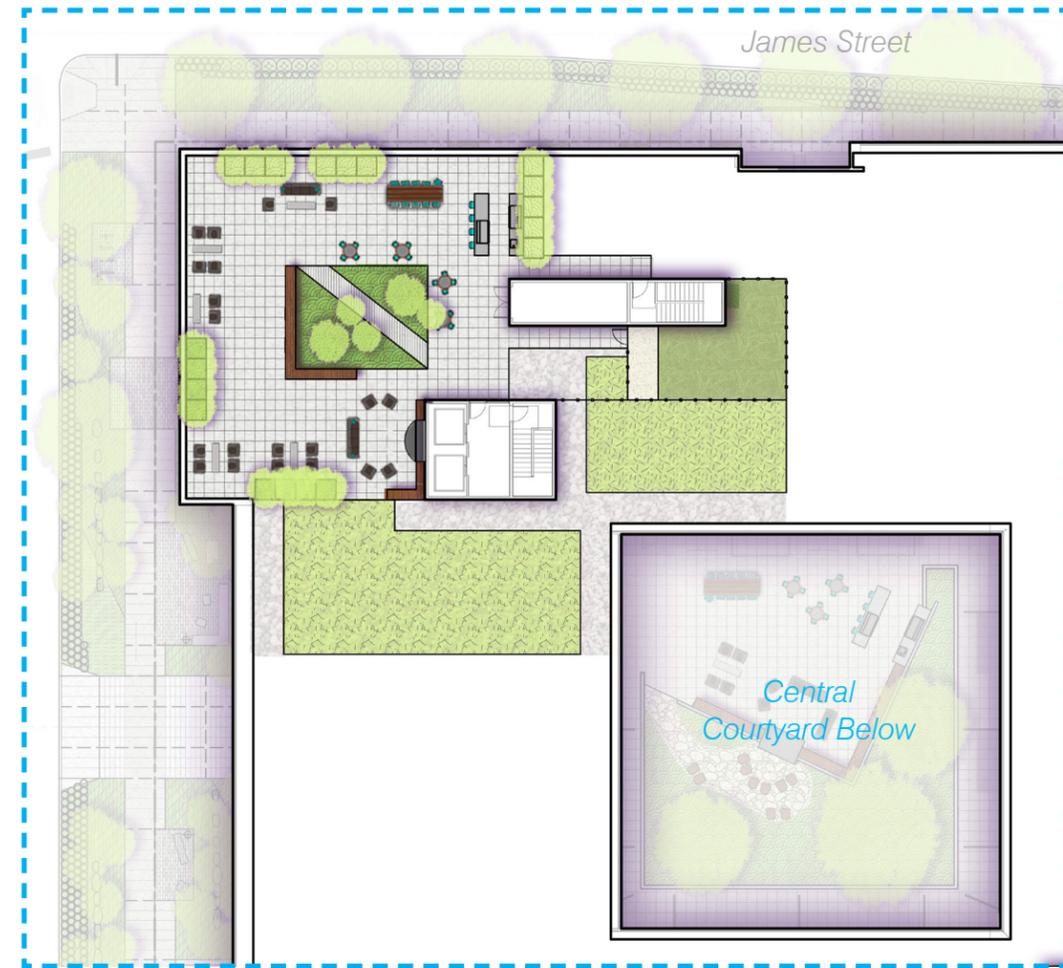


The 1001 James streetscape and landscape character draws on inspiration from the existing neighborhood and site. Located on the southern side of James Street, the site is in a distinctly residential neighborhood in scale and character (with the exception of the institutional building to the west). 1001 James is shaped to restore and strengthen the residential character of the neighborhood, with generous streetscapes, lush public landscape, and building character that will foster pedestrian vitality and community.

1001 JAMES ST • NEIGHBORHOOD CONTEXT

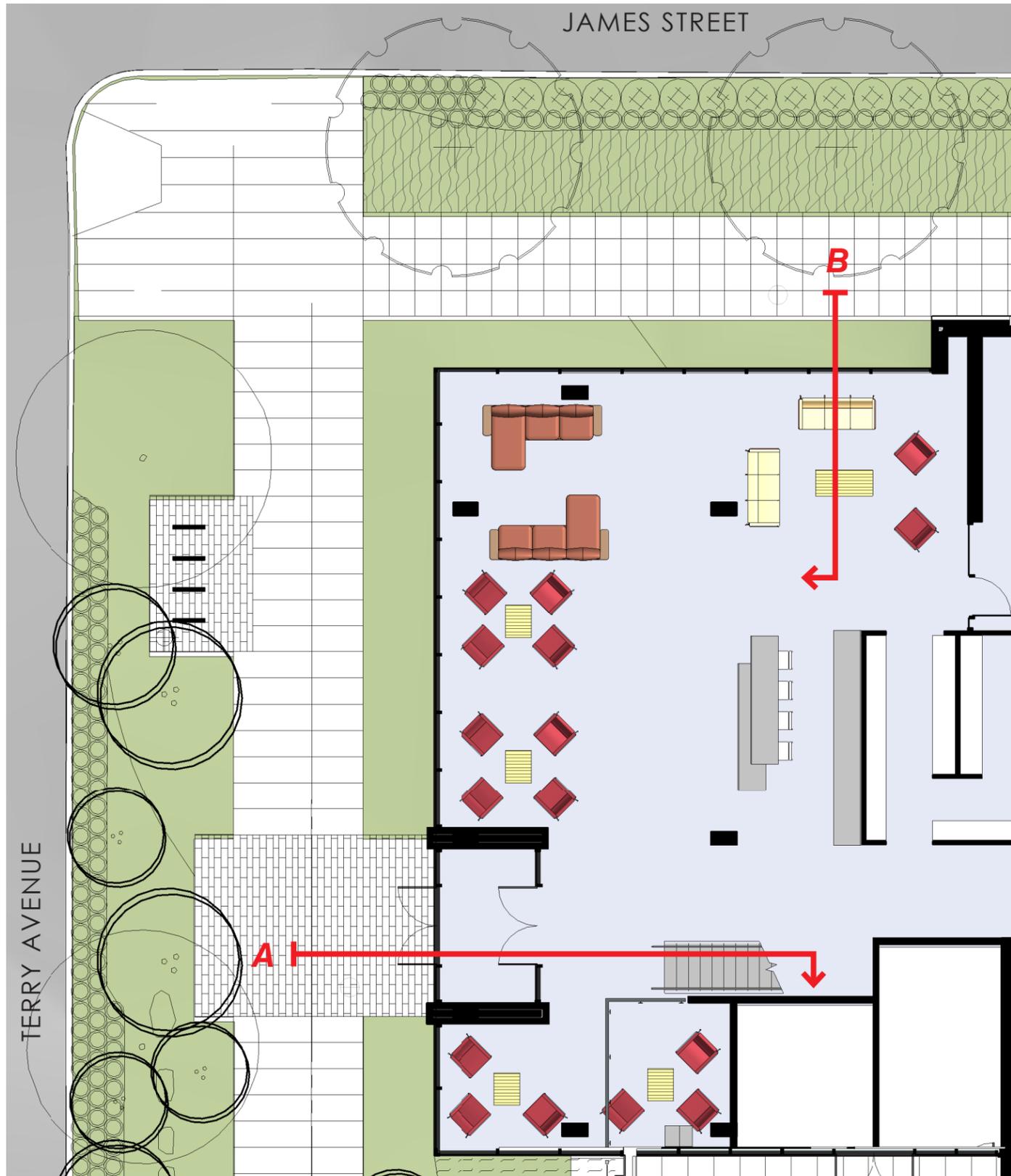
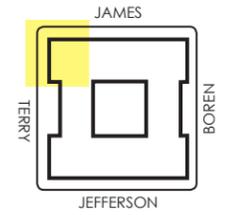


STREETSCAPE AND COURTYARD PLAN



ROOFTOP PLAN

1001 JAMES ST • ORIENTATION



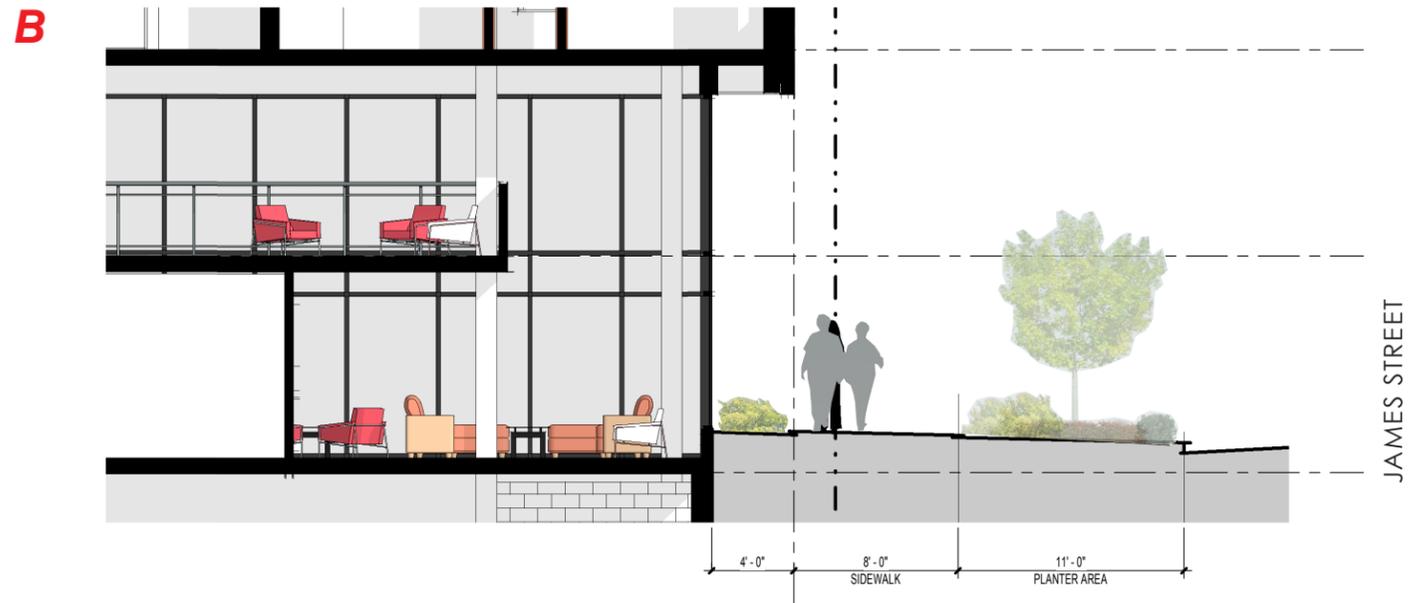
TERRY AND JAMES ENTRANCE AT LEVEL 1

- Two story glass storefront entrance
- Transparent, open, light and airy atmosphere
- An opportunity to immediately influence the neighborhood



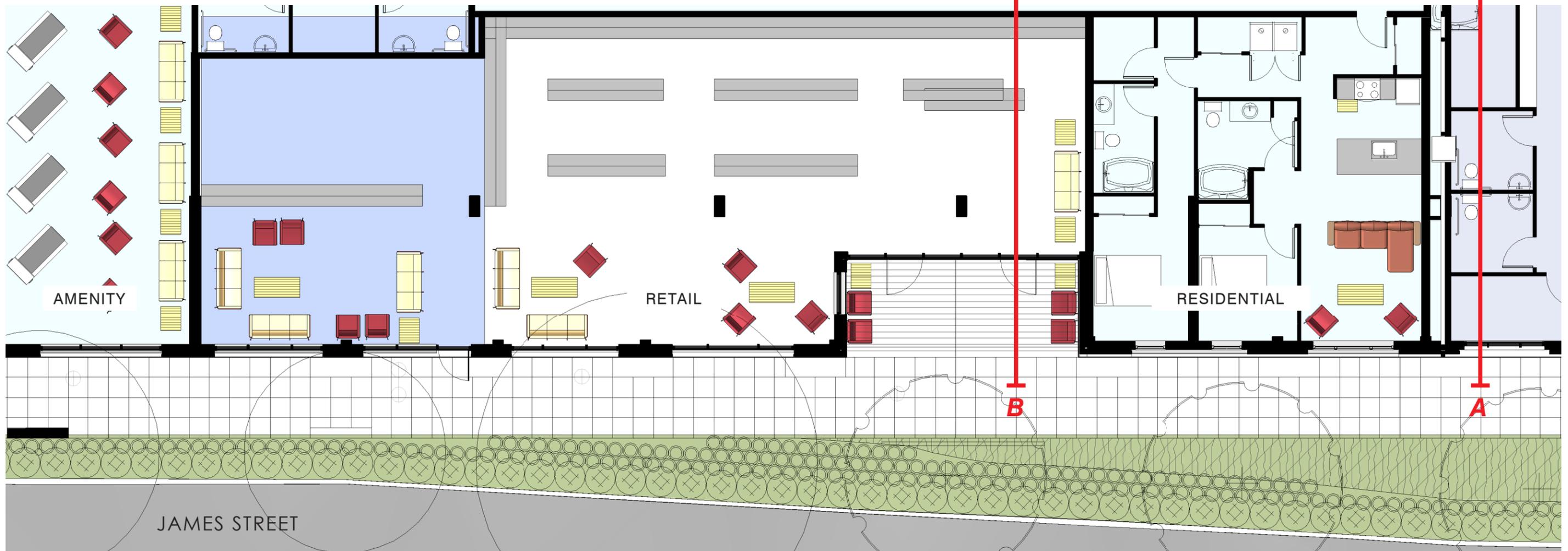
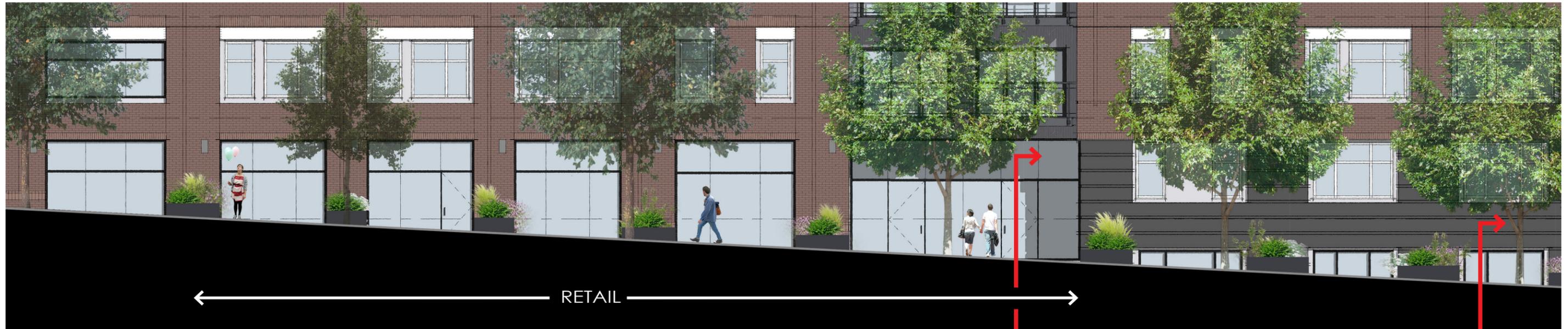


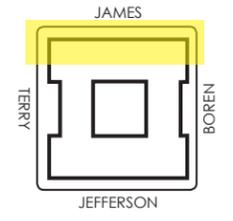
ENTRANCE ON TERRY AVENUE



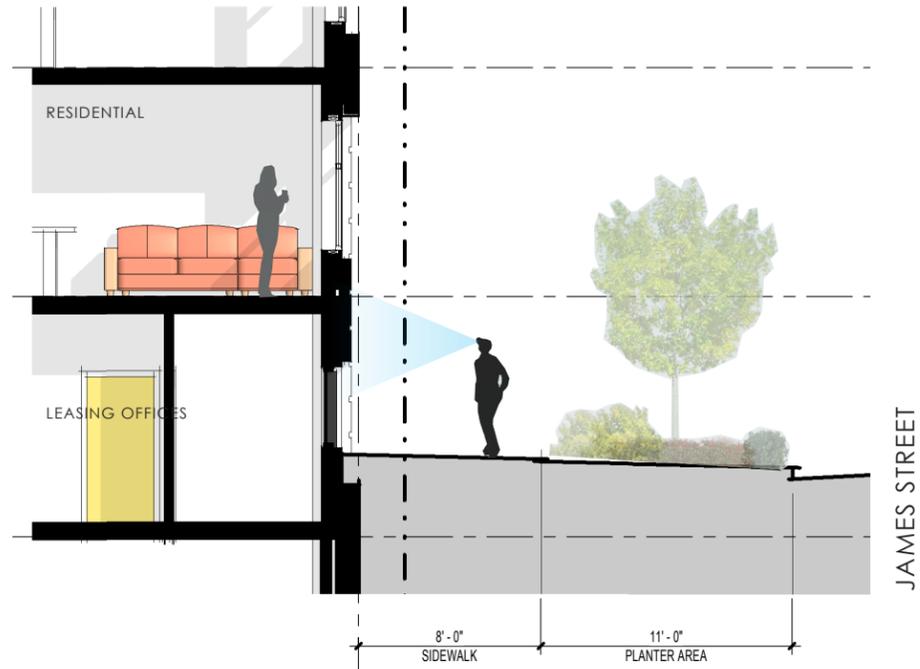
OPEN STOREFRONT ALONG JAMES STREET EDGE





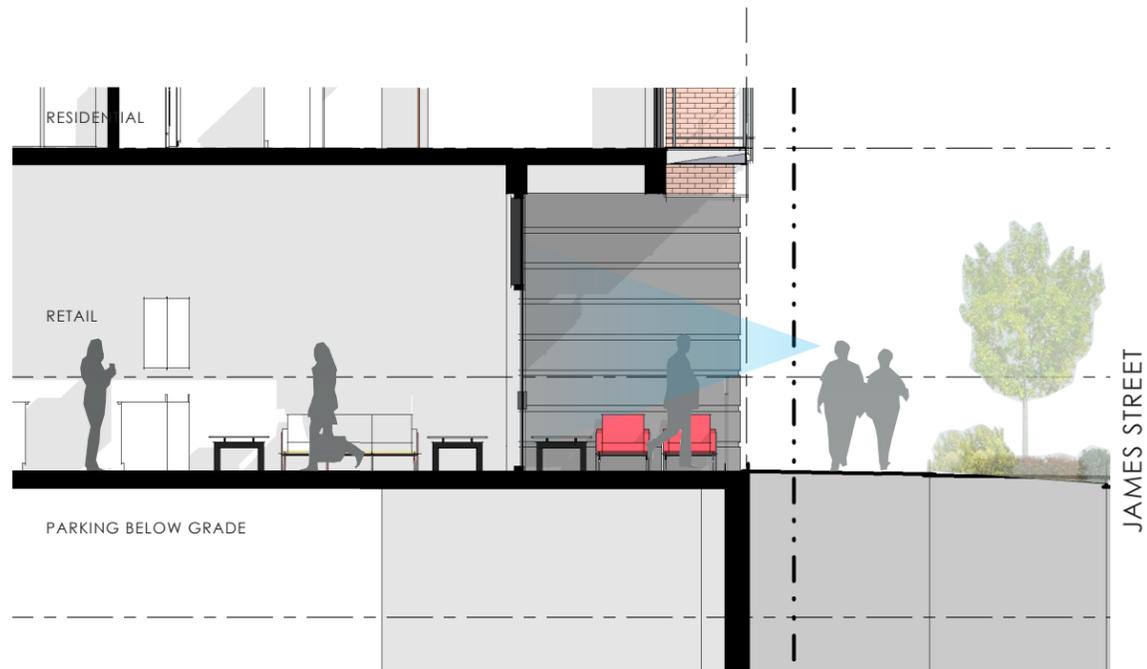


**A**



PRIVACY FOR RESIDENTIAL UNITS FACING JAMES STREET

**B**



RETAIL ENTRANCE MID-BLOCK ALIGNING WITH ALLEY GRID



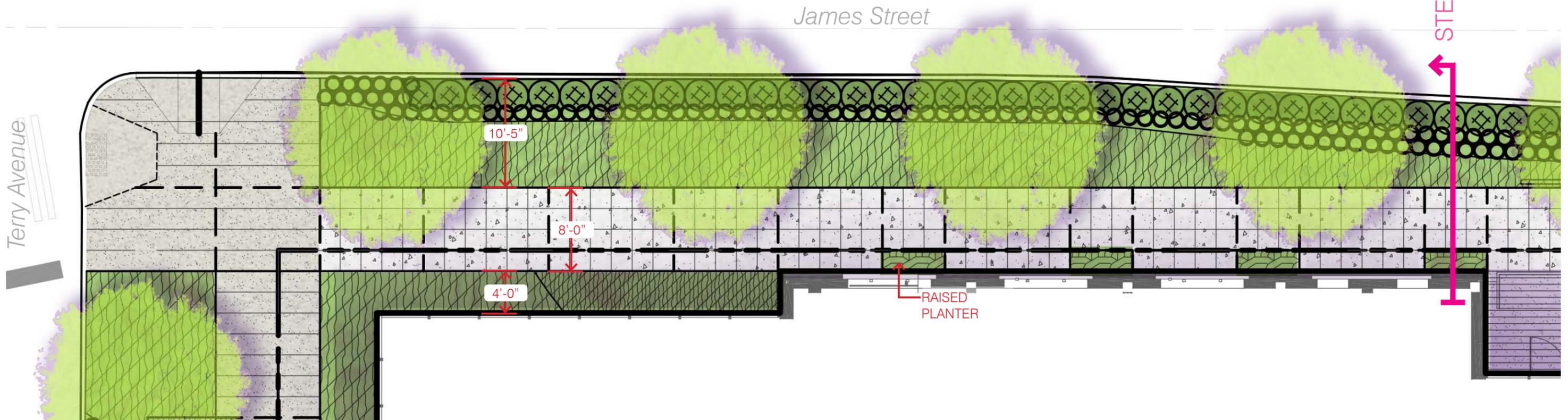


STREET SECTION 'A'



RAISED PLANTERS

James Streetscape: A Laurel hedge wraps from Boren Street, buffering the 6-foot-wide sidewalk. The sidewalk has been shifted inward, away from the adjacent traffic lanes, allowing additional planting space for low grasses and street trees, including existing trees designated to remain. Retail entries are demarcated by a custom-finished concrete sidewalk with smaller scale scoring patterns, with an adjacent lean bar. Raised freestanding metal planters are rhythmically located along the James Building frontage.

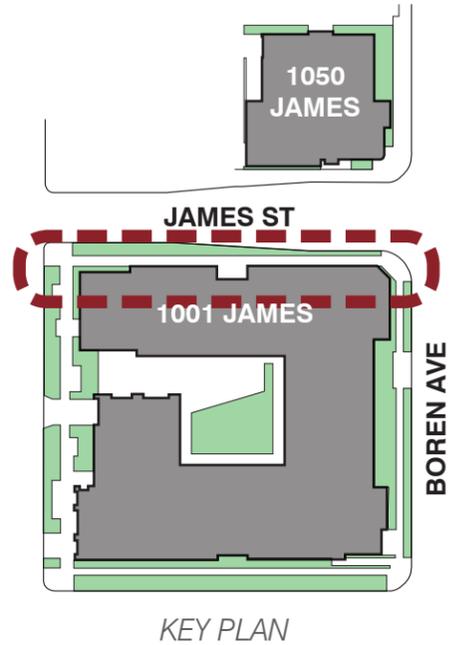


1001 JAMES ST • JAMES STREETScape



Streetscape Plant List

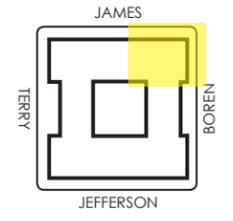
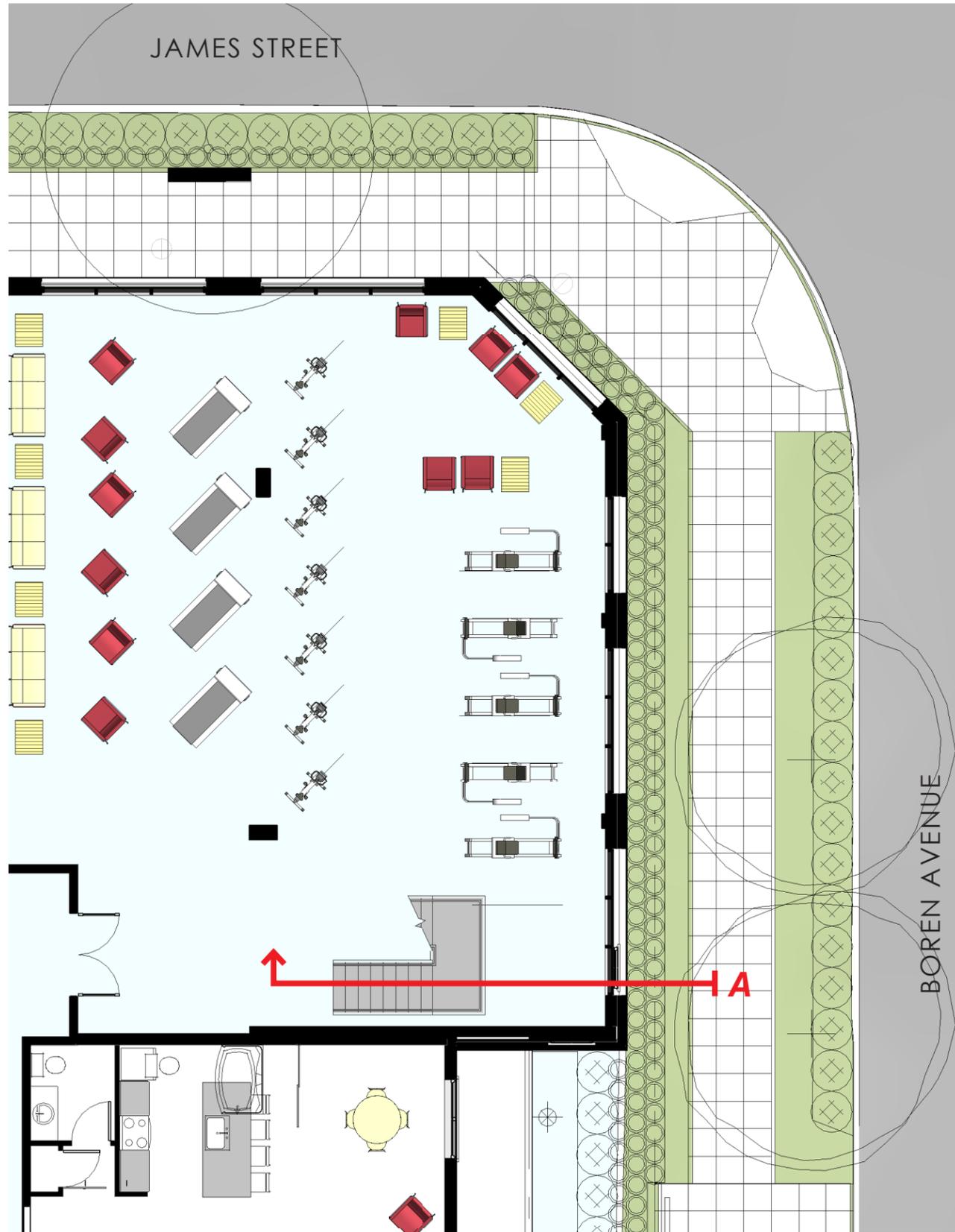
- *Prunus laurocerasus* 'Otto Luyken' (Otto Luyken Laurel)
- *Viburnum davidii* (David's Viburnum)
- *Viburnum tinus* 'Compactum' (Viburnum Tinus)
- *Abelia x grandiflora* (Glossy Abelia)
- *Cornus Sericea* 'Kelseyi' (Kelseyi Red Osier Dogwood)
- *Cornus Sericea* 'Isanti' (Isanti Red Osier Dogwood)
- *Spiraea X Bumalda* (Spirea)
- *Vaccinium Sp.* (Blueberry)
- *Liriope Muscari* (Liriope)
- *Sedum Angelina* (Stonecrop)
- *Stipa Tenuissima* (Mexican Feather Grass)
- *Achillea Millefolium* ('Moonshine' Yarrow)
- *Perovskia Atriplicifolia* (Russian Sage)



PLANTING CHARACTER

LEAN RAIL





FITNESS AMENITY SPACE AT JAMES AND BOREN

- Glass storefront with double height space
- Transparent, open, light interior
- Visual interaction with the neighborhood

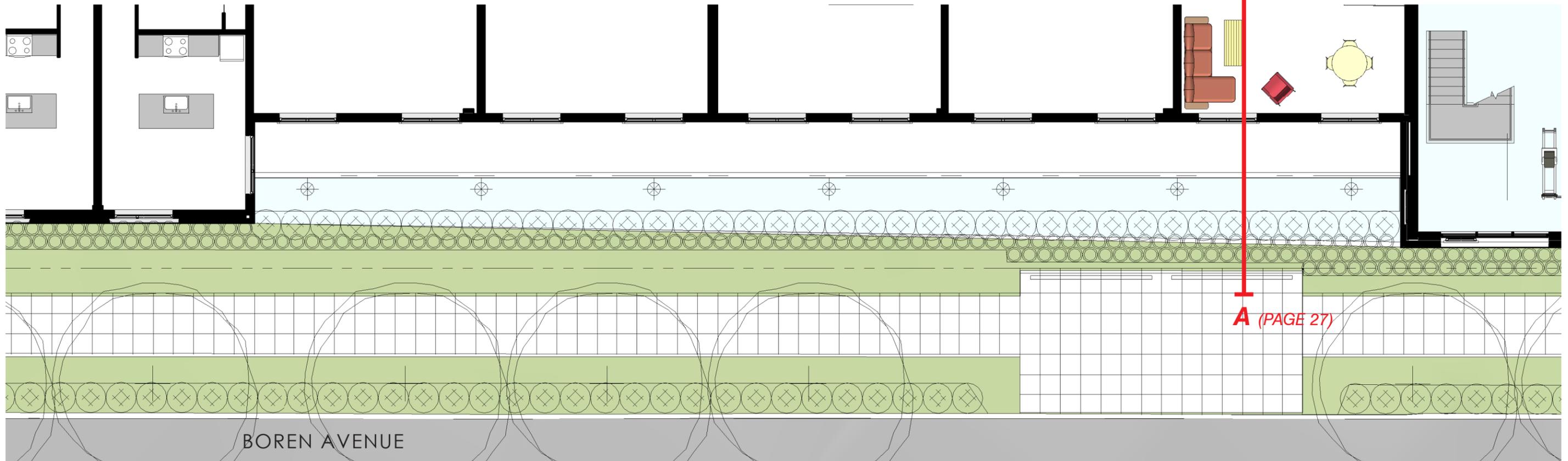


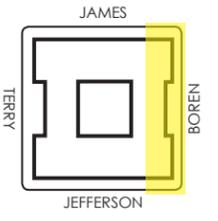


JAMES ST ELEVATION



BOREN AVE ELEVATION

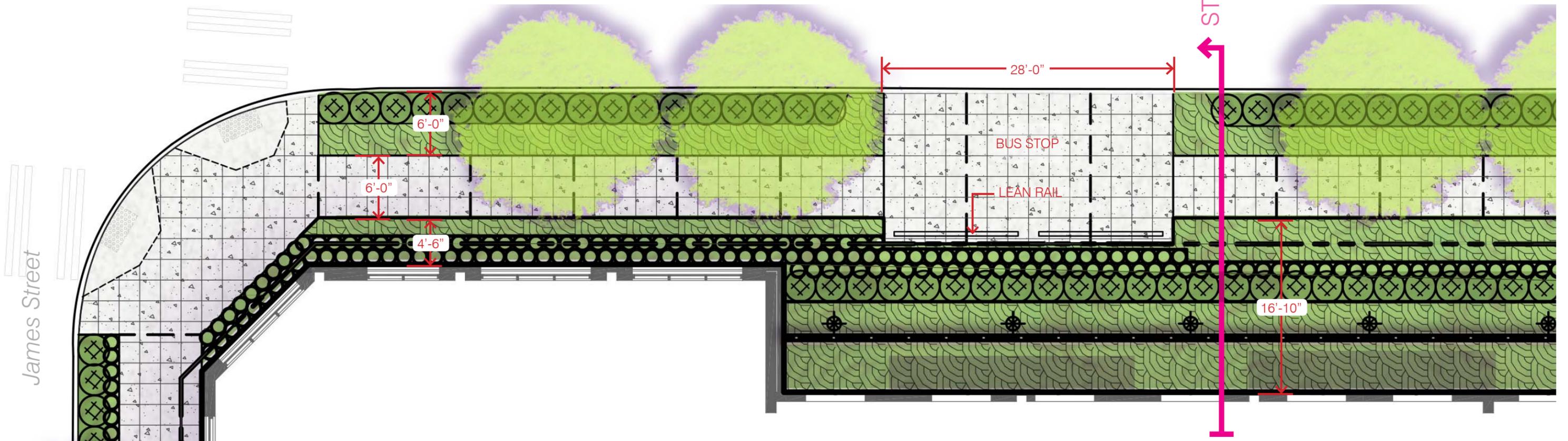






STREET SECTION 'B'

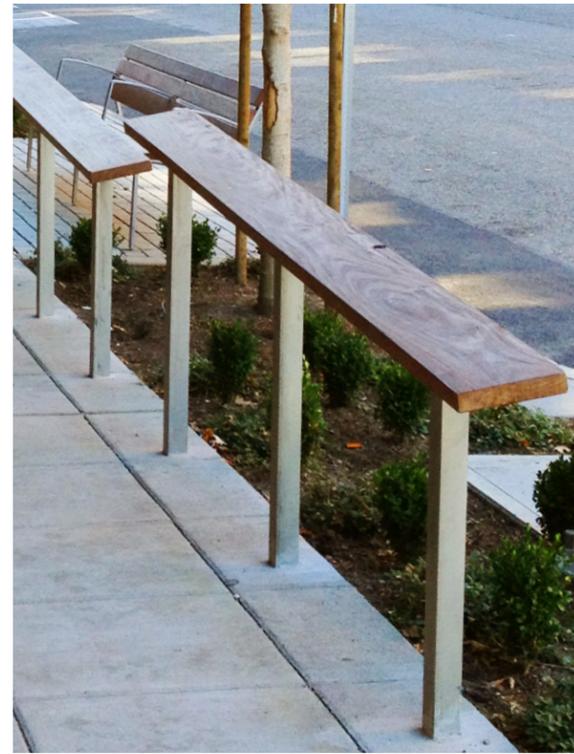
Boren Streetscape: A widened 8-foot sidewalk shifts inward, away from traffic lanes, providing a widened planting buffer, anchored with a buffer of Laurel hedge—an extension from the adjacent Old Colony and 1050 James streetscapes to the north. This is fortified with a second layer of planting and street trees. A bus stop is provided mid-block with a lean bar. The building setback is filled predominately with landscape and sunken gardens separated from the sidewalk by open mesh screens punctuated by a regimen of ornamental steel cut panels. Raised freestanding metal planters, benches, and custom-finished concrete with smaller scale scoring patterns reinforce the secondary building entry at the corner of Boren and Jefferson.



1001 JAMES ST • BOREN STREETScape



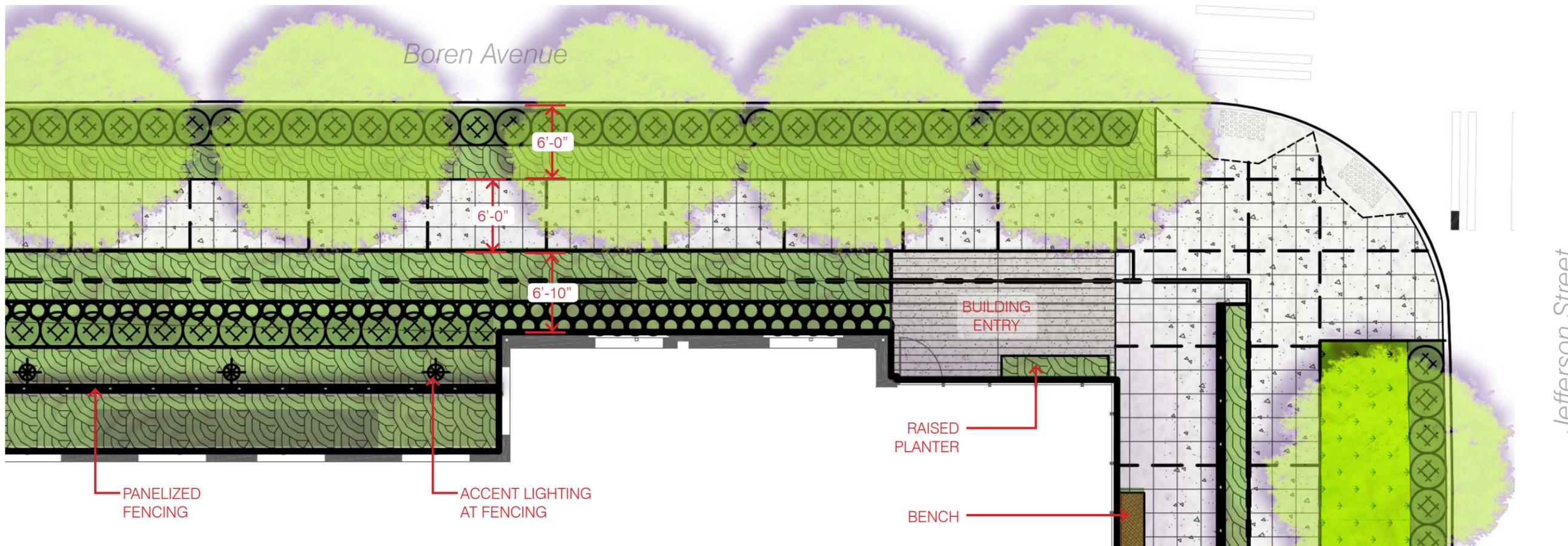
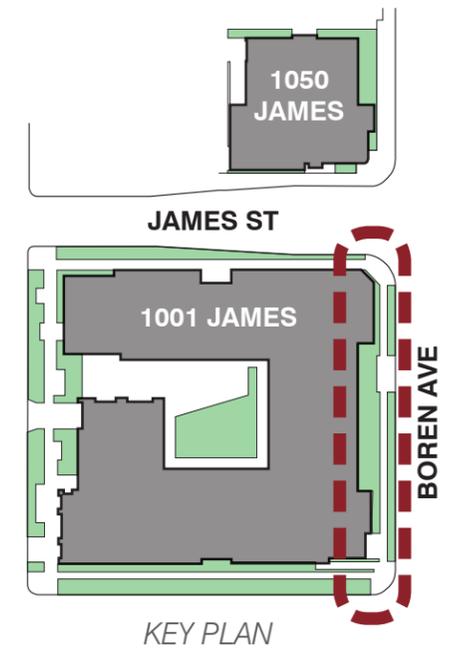
FENCE MATERIALS

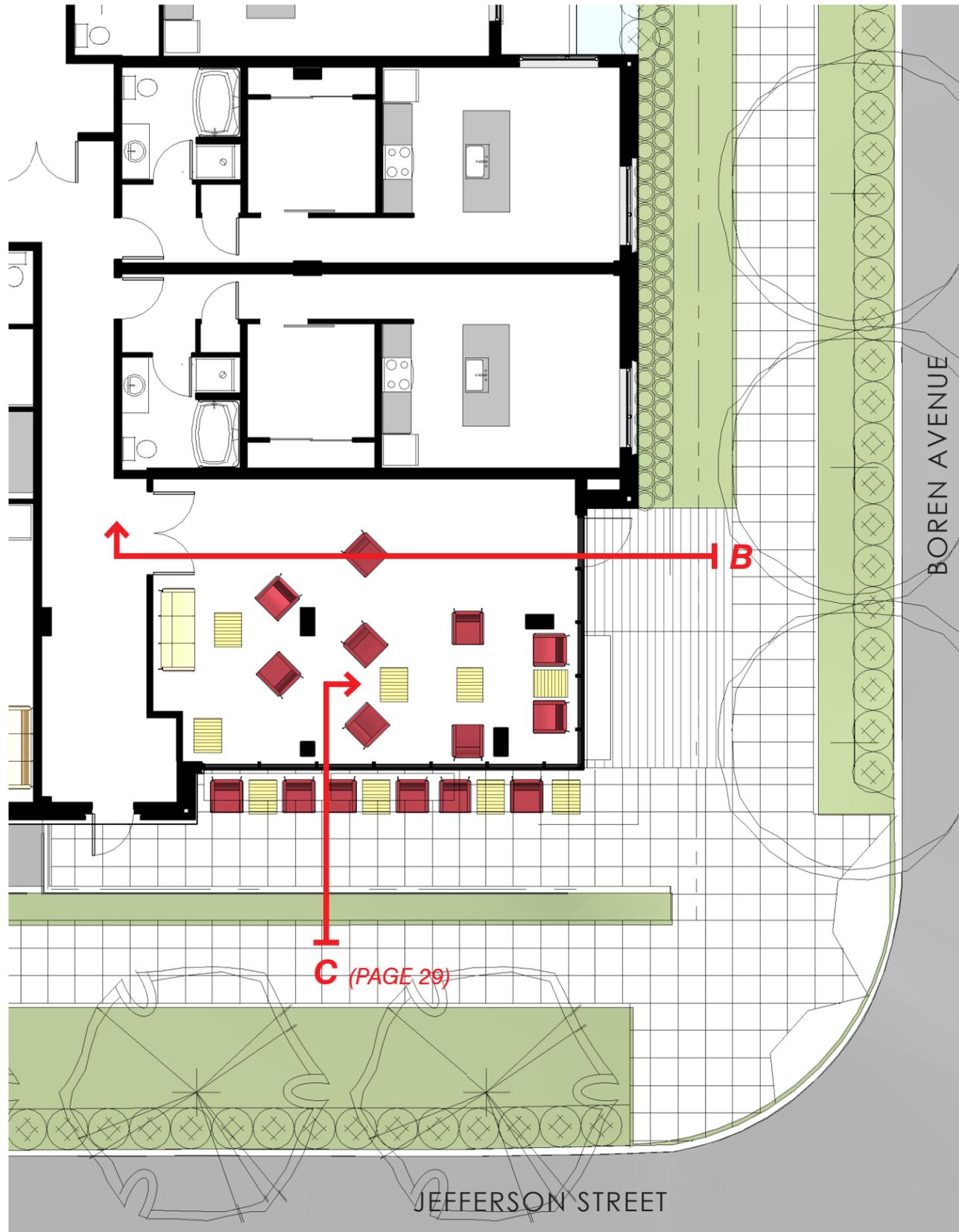
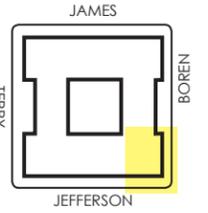


LEAN RAIL



BENCH

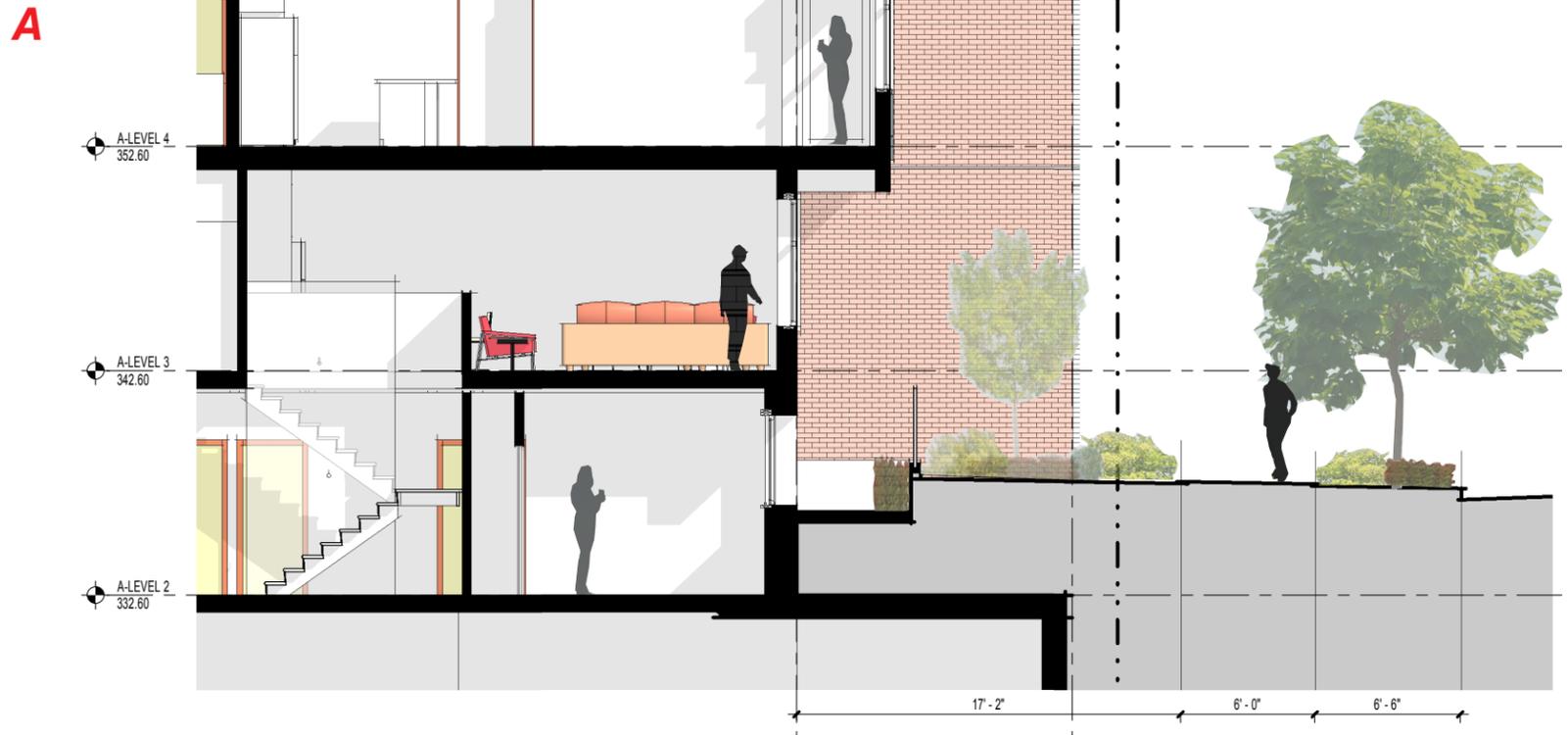




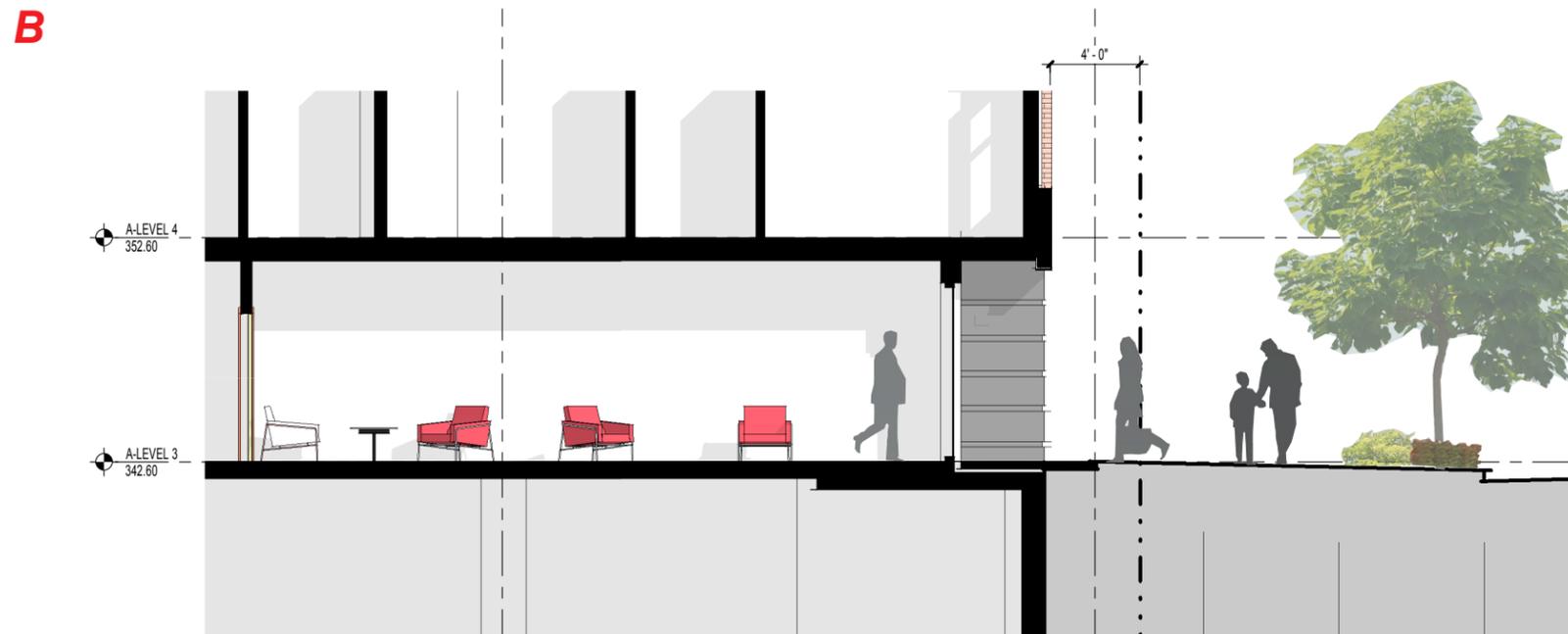
SECONDARY ENTRANCE AT JEFFERSON AND BOREN

- Glass storefront
- Convenient access to Seattle University, Broadway, First Hill Street Car



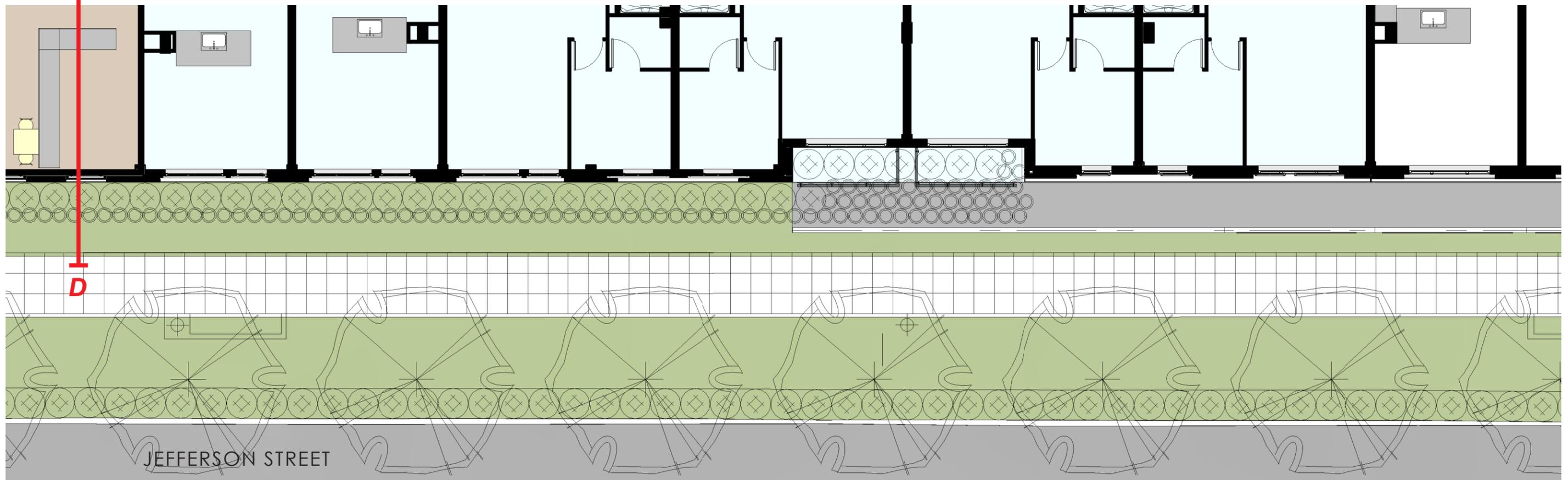
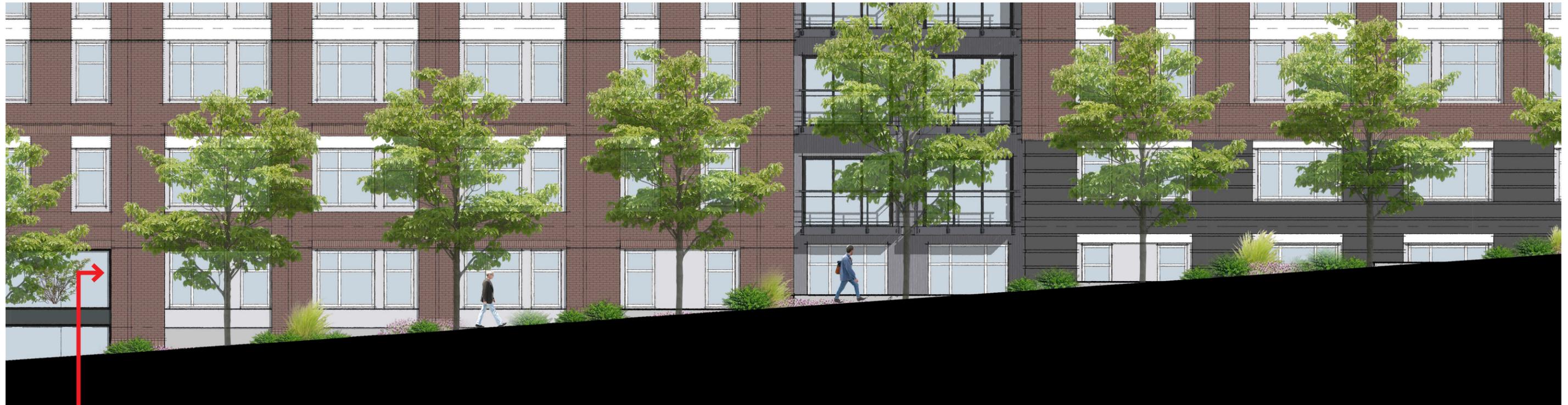


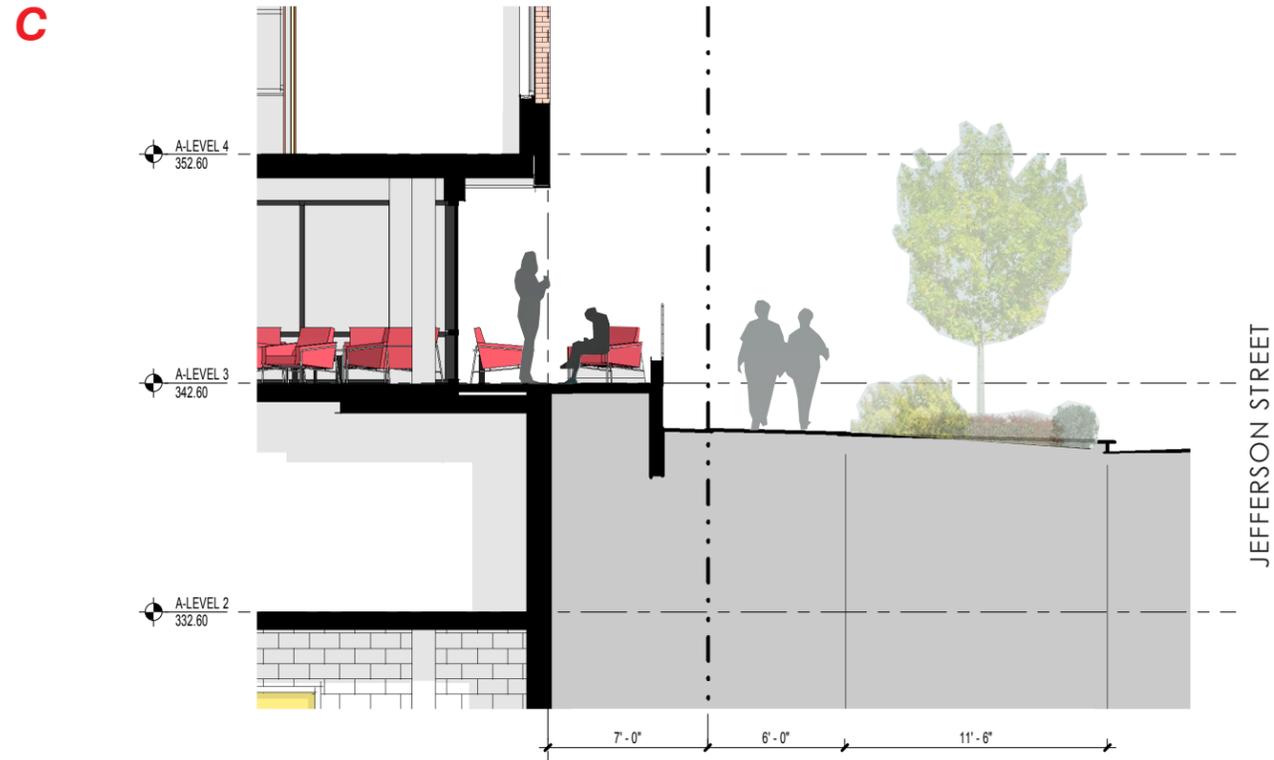
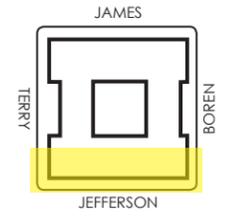
TWO-STORY UNITS FACING BOREN



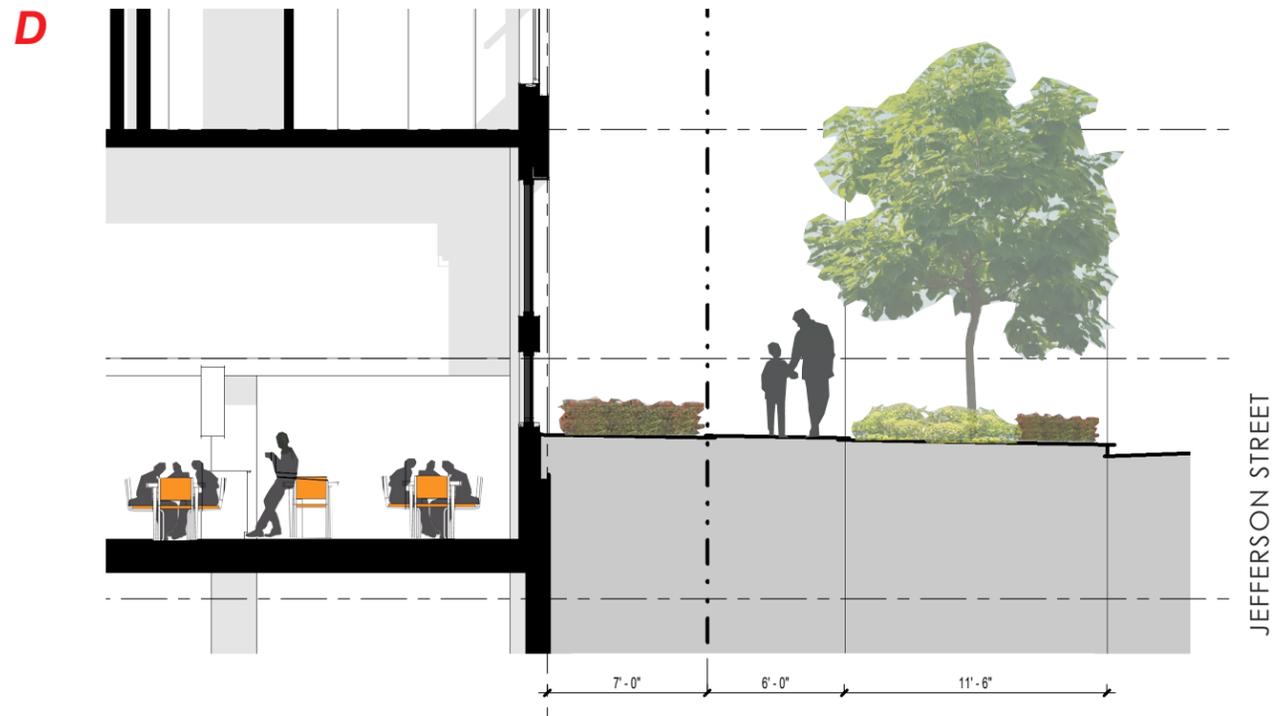
OPEN STOREFRONT, DIRECT ACCESS TO NEIGHBORHOOD







LOUNGE SPACE ALONG JEFFERSON



RESTAURANT BELOW JEFFERSON SIDEWALK





URBAN LAWN / BUILDING PLANTING



PANELIZED FENCE



PEDESTRIAN LIGHTING



BENCH

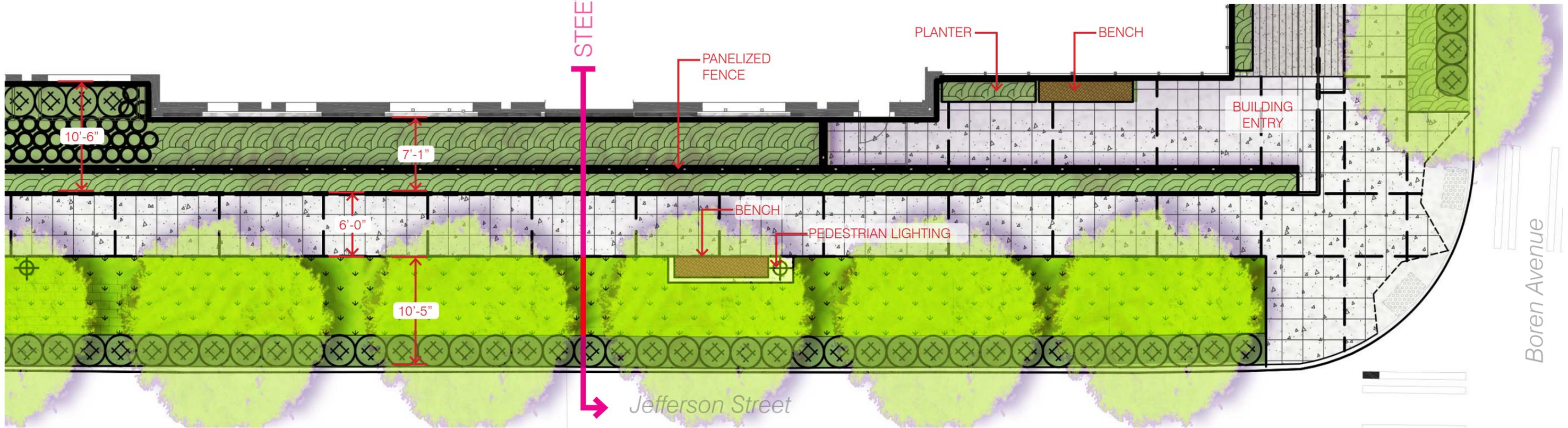
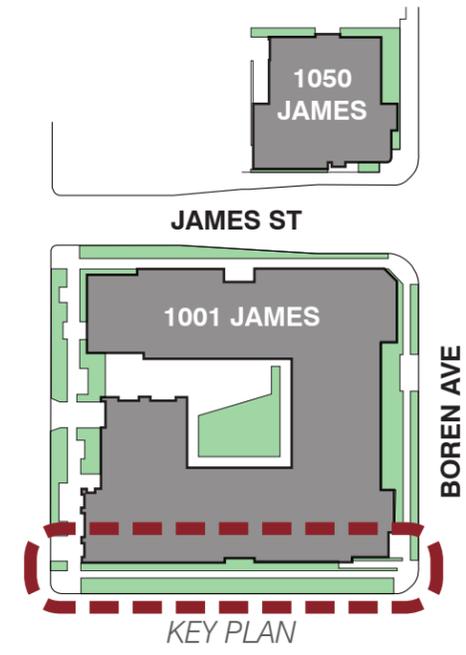


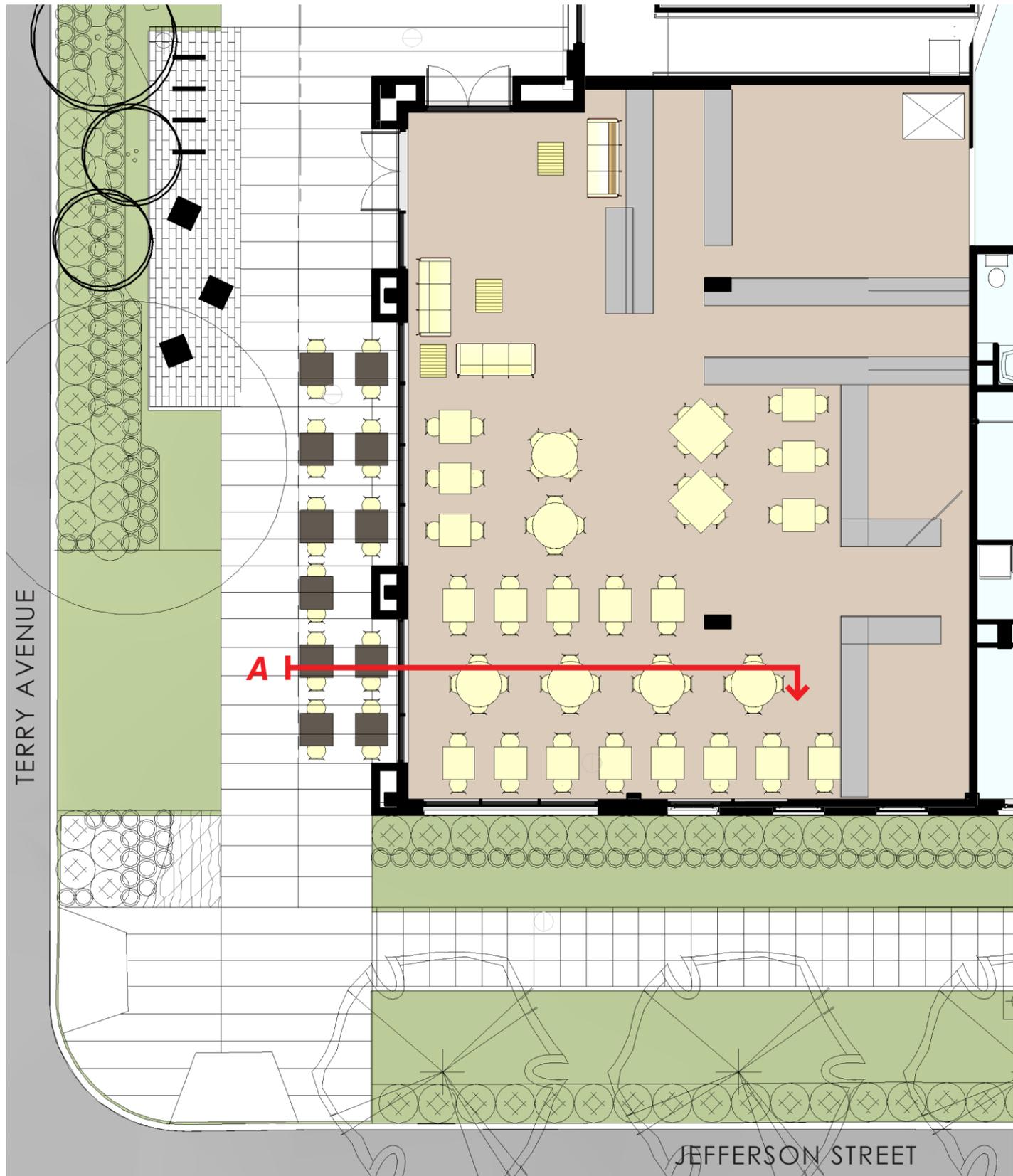
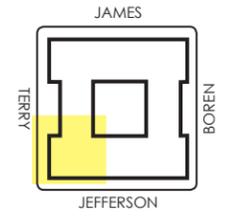
1001 JAMES ST • JEFFERSON STREETScape



STREET SECTION 'C'

Jefferson Streetscape: A buffer of Laurel hedge wraps from Boren Street, buffering the 6-foot-wide sidewalk in conjunction with a traditional neighborhood grass lawn strip, similar to that existing now and at many nearby streetscapes. Freestanding benches and pedestrian lighting complete Jefferson as a neighborhood street and gathering spot. Building frontages with low-level units have sunken window wells/gardens separated from the streetscapes by ornamental steel cut panels.



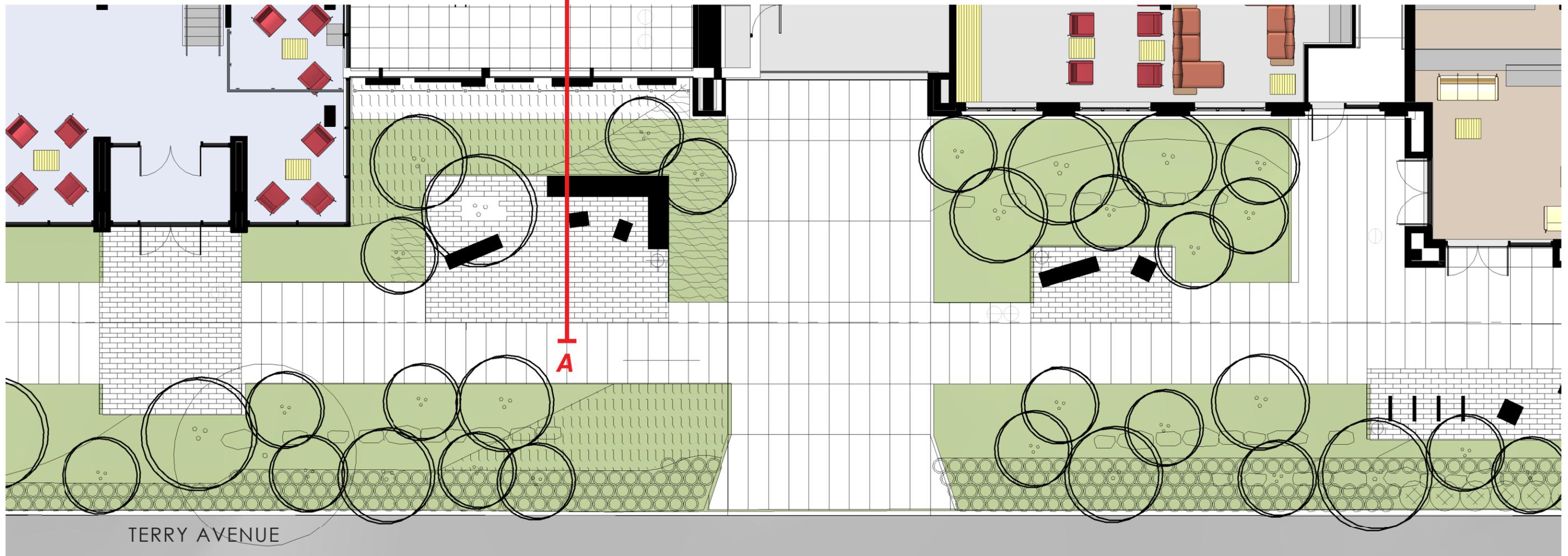


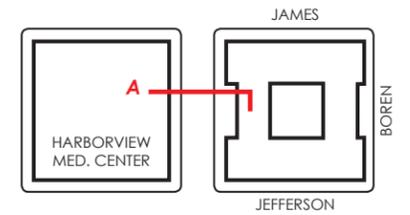
EATING & DRINKING ESTABLISHMENT AT SW CORNER

- Glass storefront with double height space
- Transparent, open, light interior
- Physically accessible from street, creates interaction with the neighborhood and the public park amenity on Terry Ave





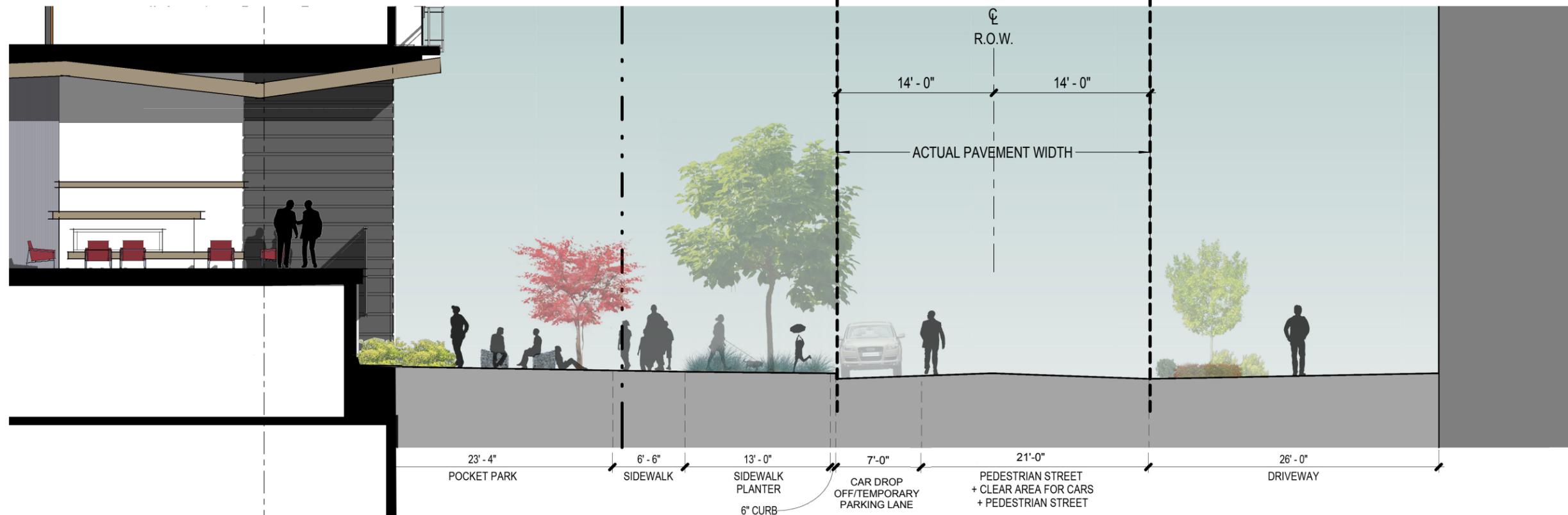




PRAP PROPOSED SECTION SHOWS 25' OF PAVEMENT.



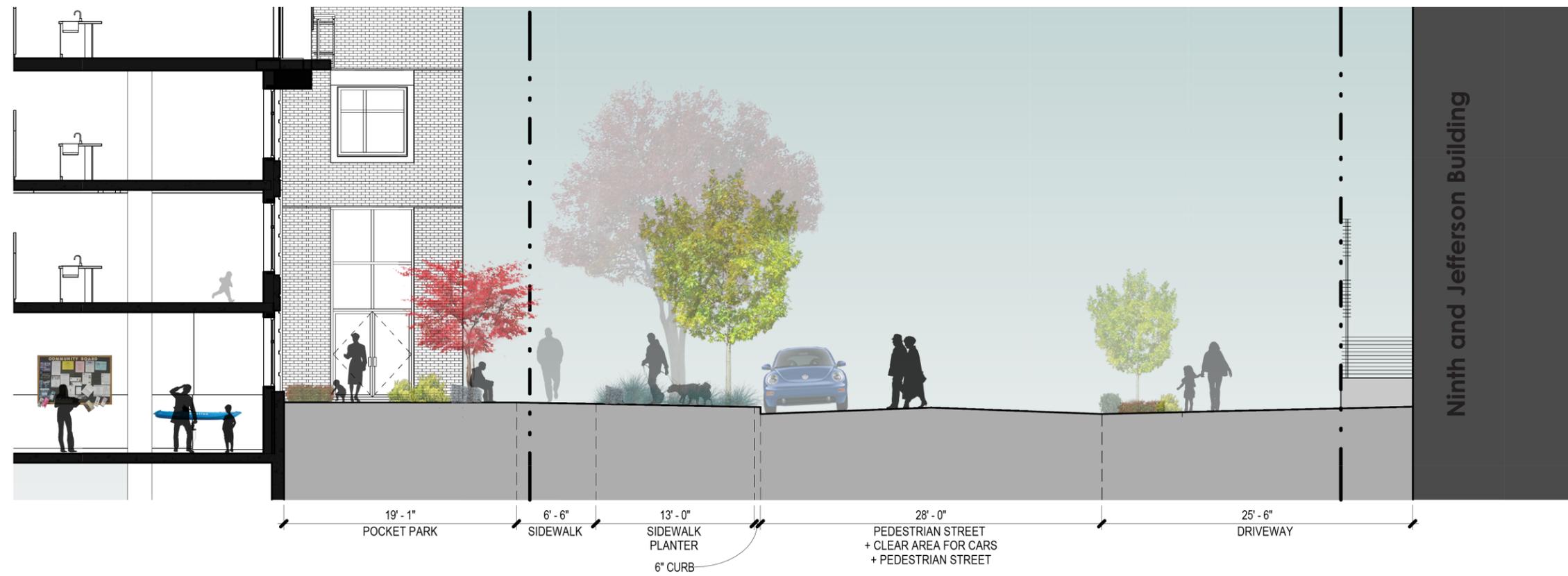
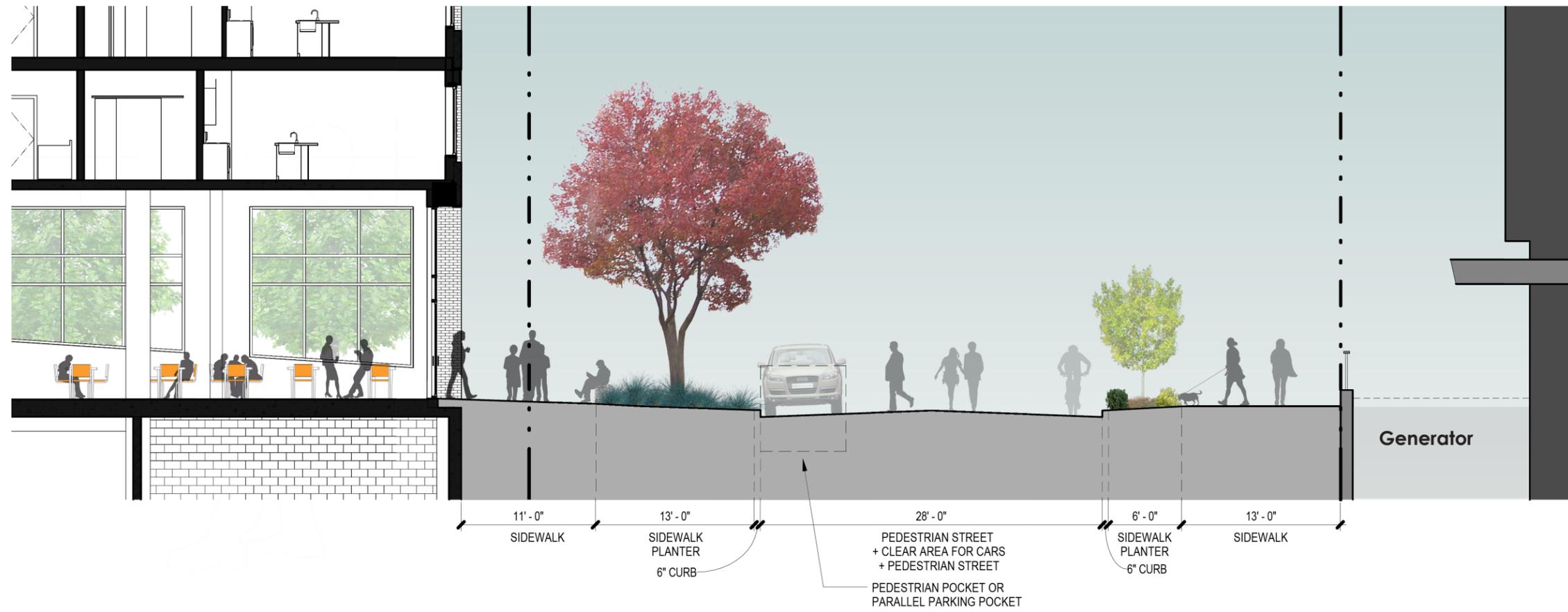
Page 48 from the PRAP



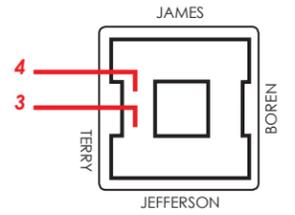
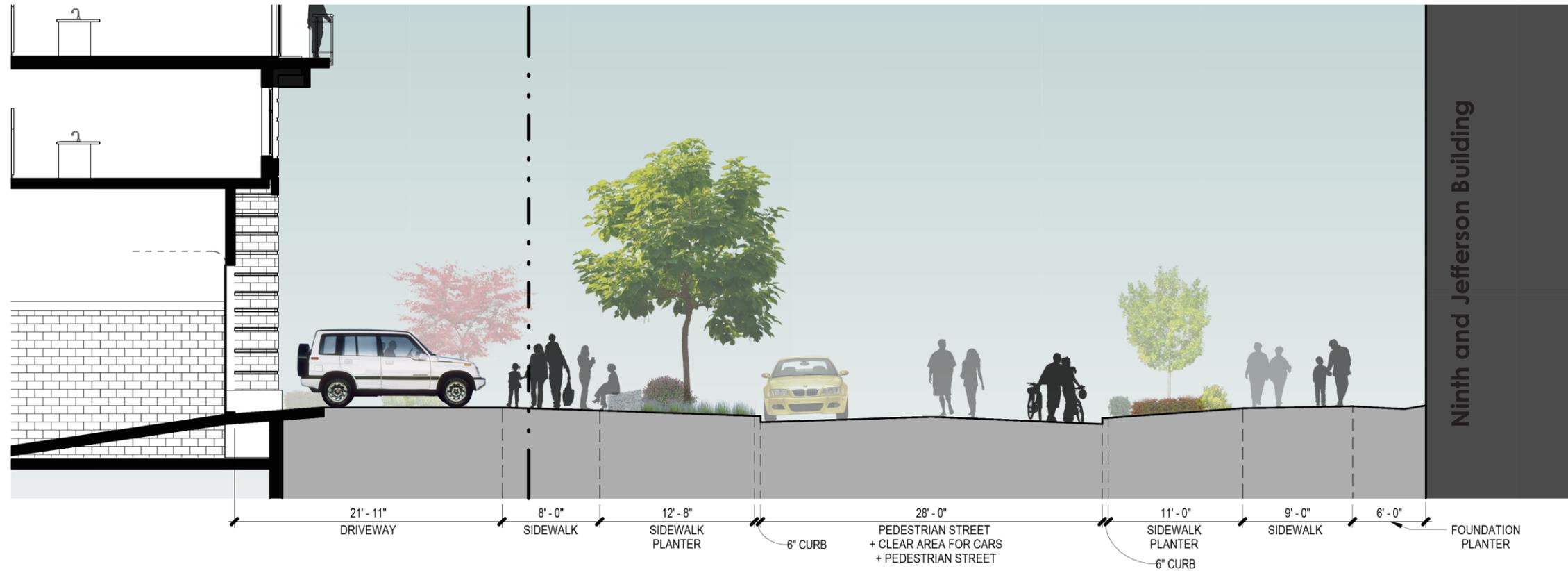
PROPOSED DESIGN HAS WIDER PLANTER AREAS, DEEP SETBACK AT CENTER OF BLOCK, WIDER SIDEWALKS AND MAINTAINS THE CURRENT 28' PAVEMENT WIDTH.

A

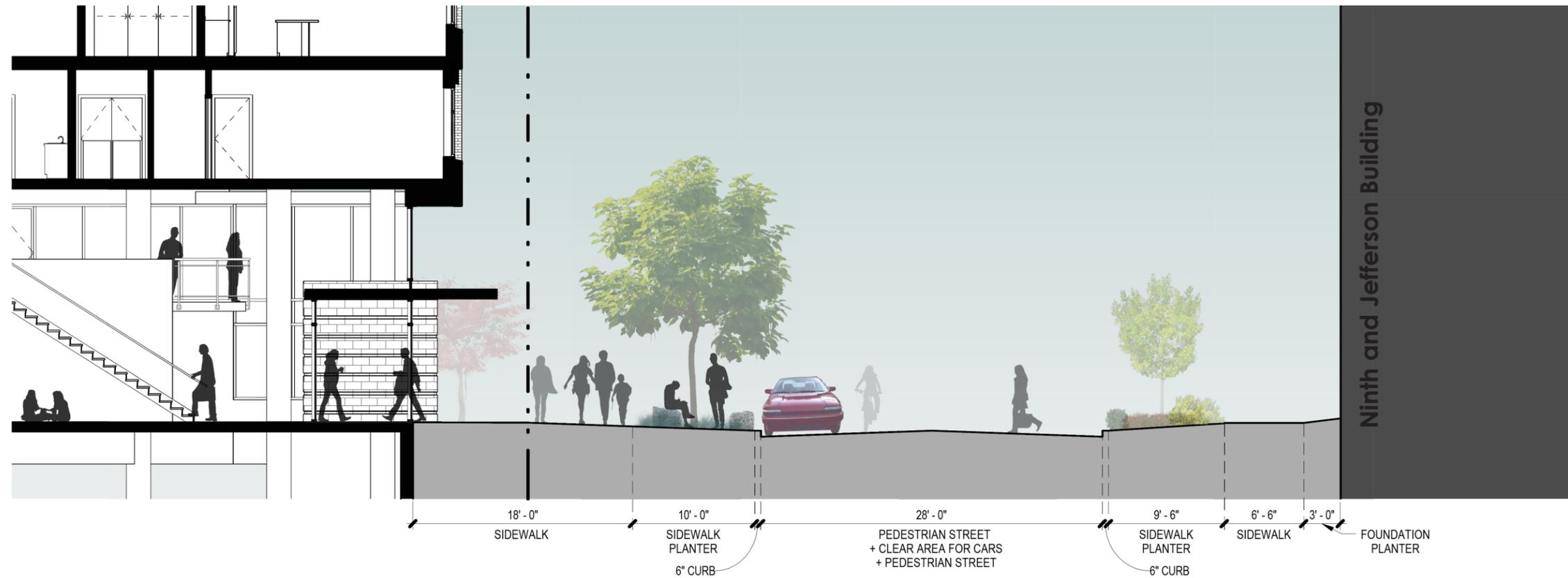
TERRY AVENUE GREEN STREET | SECTION AT SW CORNER RETAIL AND GEAR LOUNGE



TERRY AVENUE GREEN STREET | SECTION AT GARAGE ACCESS AND MAIN RESIDENT ENTRANCE



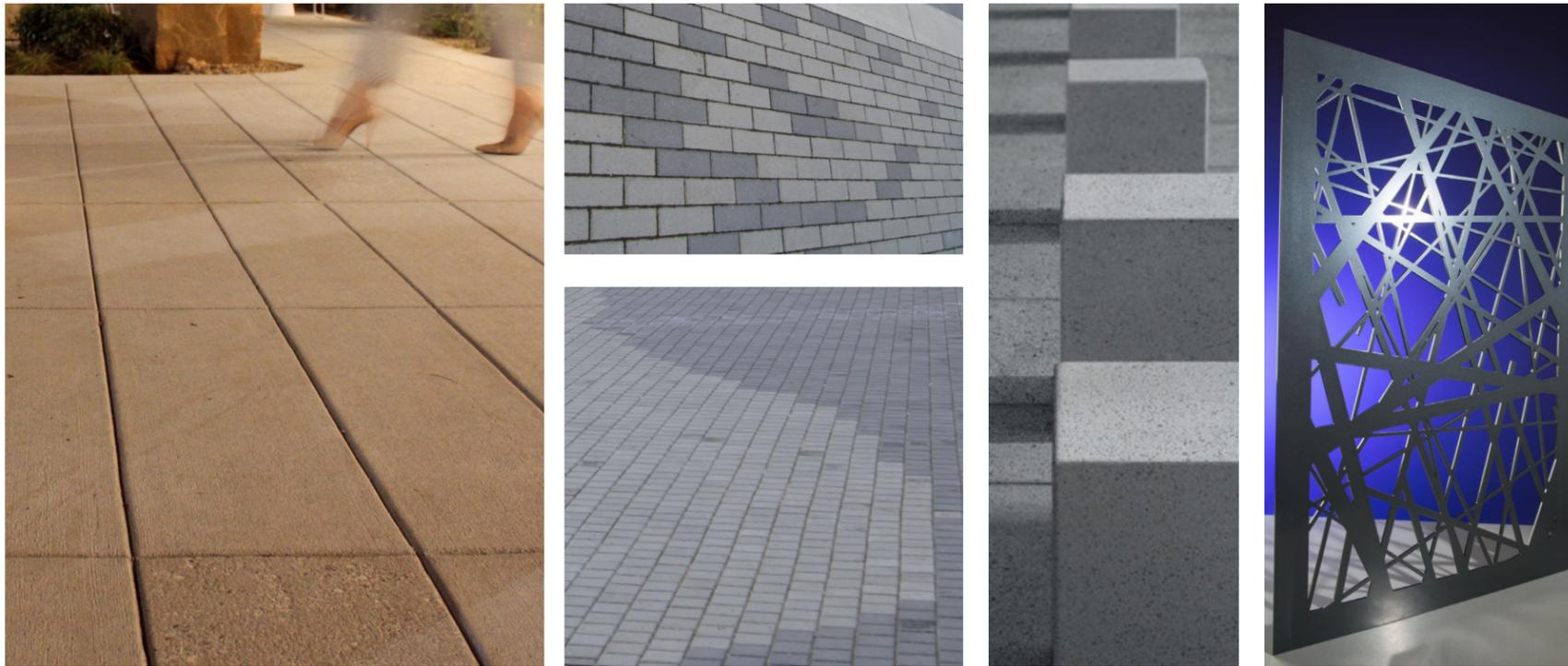
3



4



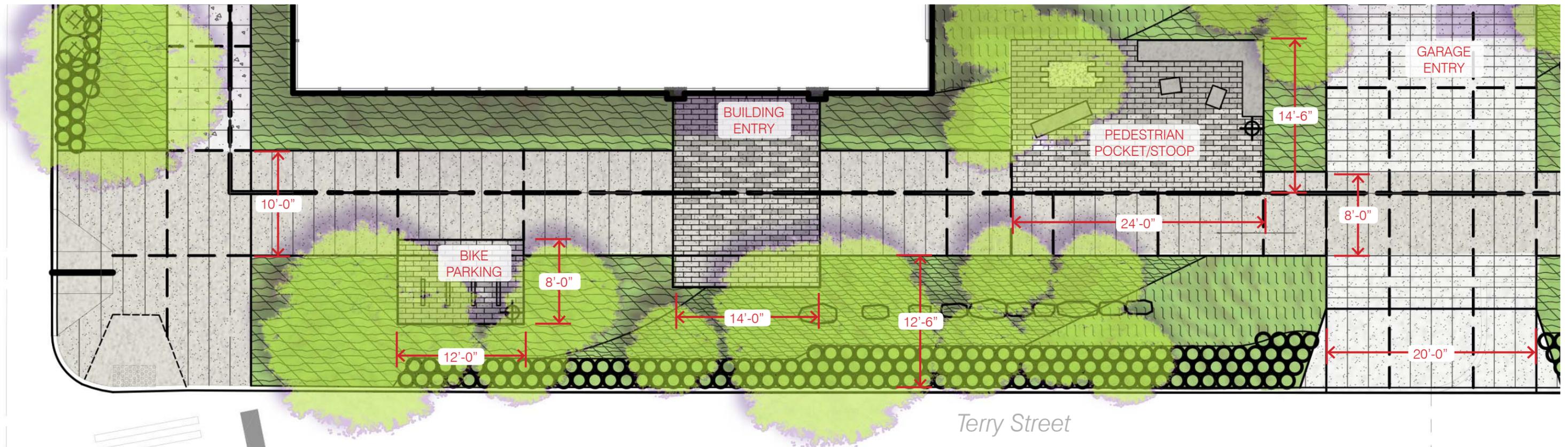




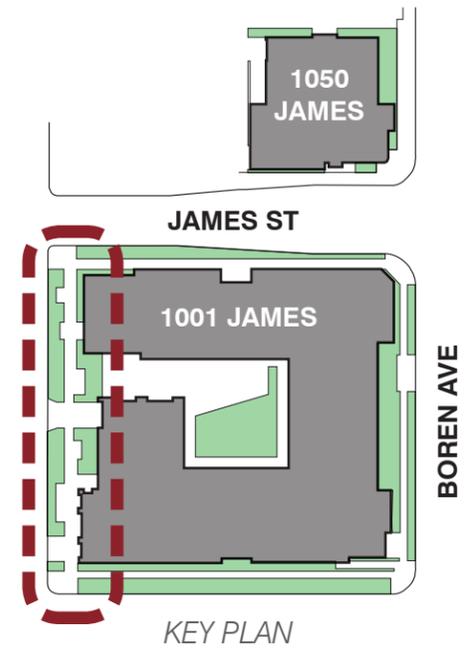
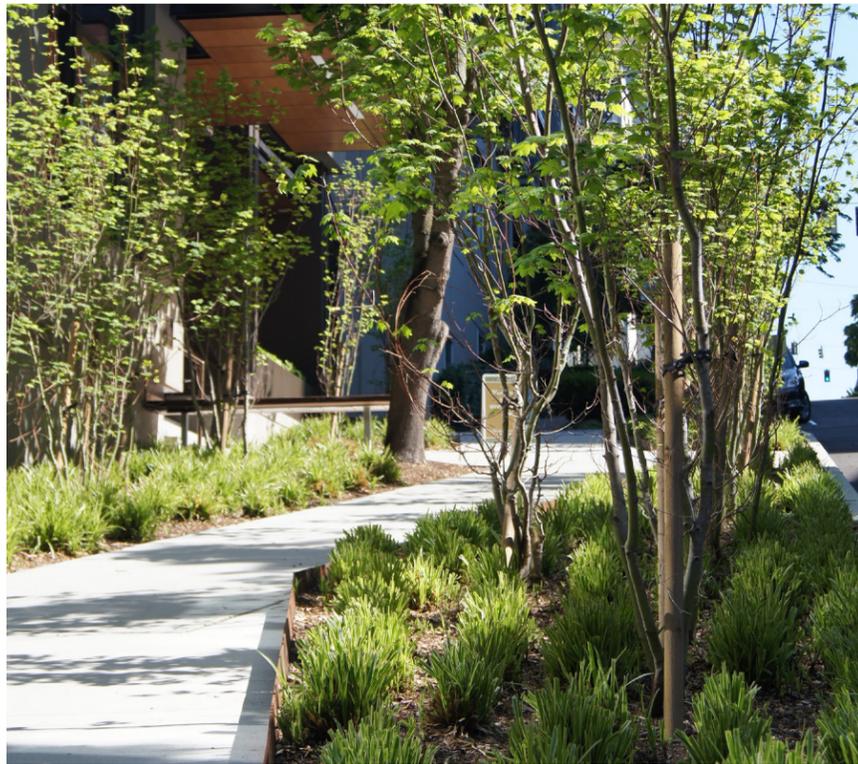
Terry Streetscape: Design

- a. Custom-finished concrete sidewalk with small-scale scoring patterns.
- b. Precast concrete paver stoops with front-porch character furnishings.
- c. Low-level fencing of ornamental steel cut panels adds interest while buffering pedestrians from the street.
- d. Wide areas of lush low-level planting and small scale trees.
- e. Low-level pedestrian lighting.
- f. Public bike racks.

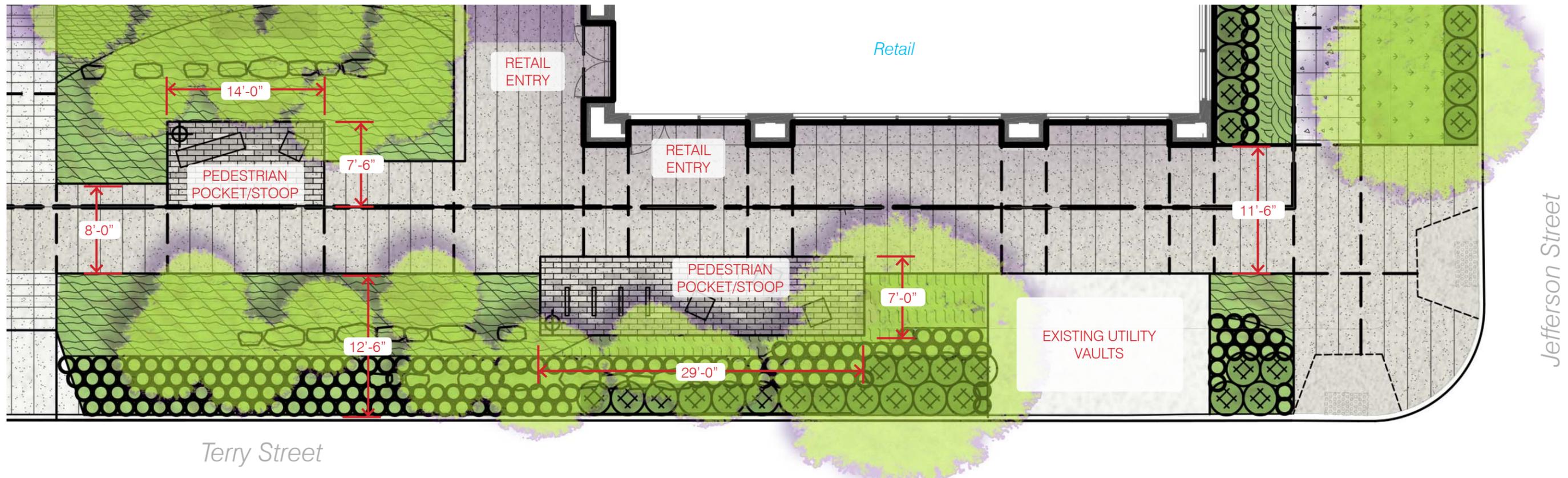
MATERIAL CHARACTER



1001 JAMES ST • TERRY GREEN STREET - DESIGN



PLANTING AND FURNISHING CHARACTER



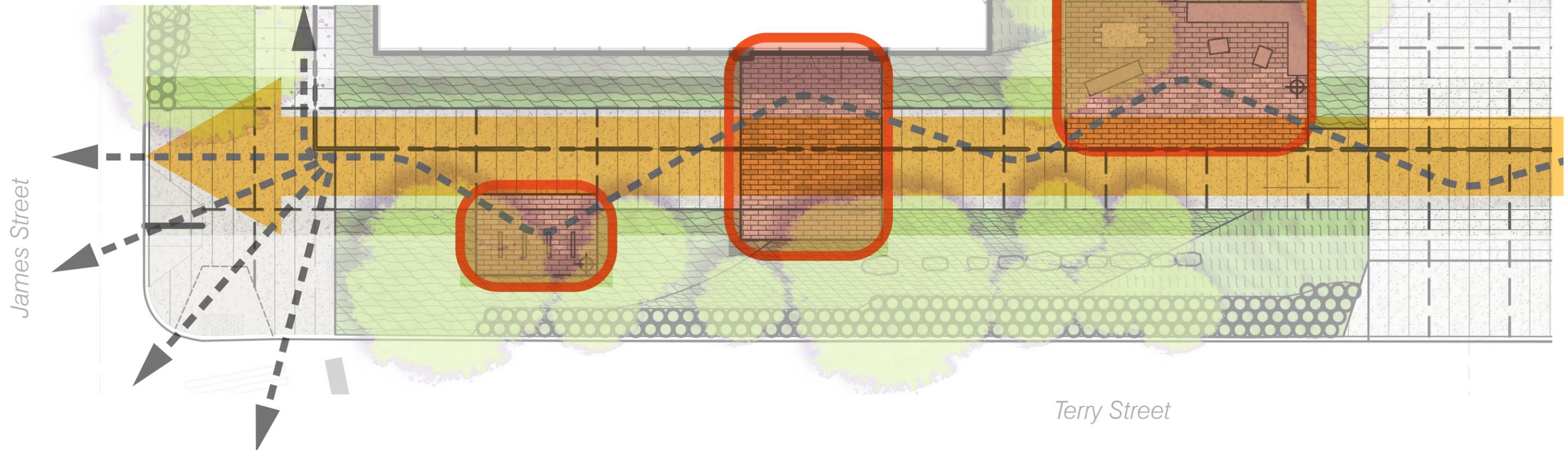
Dense, wide planting buffers the sidewalk from the street and mitigates large unplanted areas of streetscape to the west.



Terry Streetscape: Influence and inspiration

The Terry Green Street is designed to reclaim Terry between James and Jefferson as a residential street, more in keeping with the quality of Terry to the south of the site. The streetscape is divided into two distinct qualities: extroverted at the corners, with the architecture highly visible and welcoming; and introverted mid-block with extensive planting buffers, groves of small-scale street trees, and a series of amenity areas.

EXISTING CHARACTER

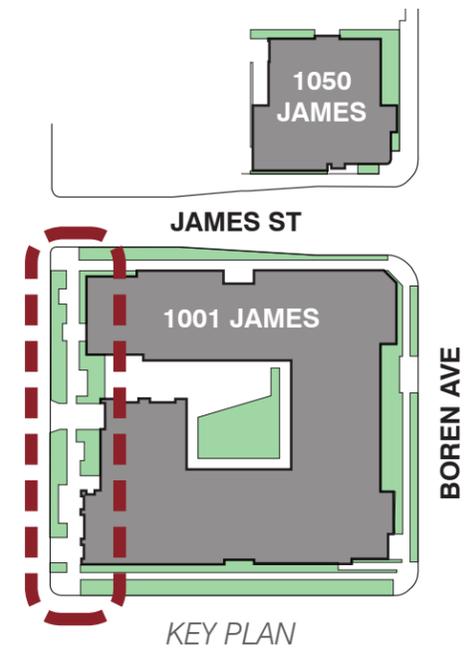


1001 JAMES ST • TERRY GREEN STREET - CHARACTER & CONCEPT

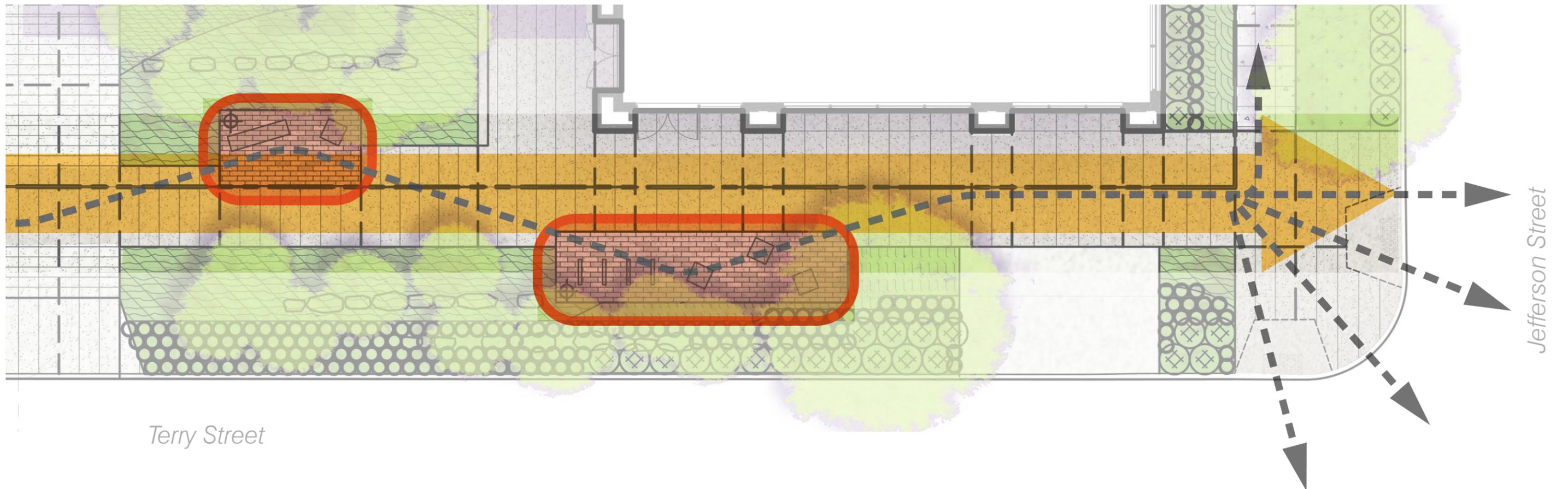
Relic stone foundation walls will be salvaged to provide interest along the street and serve as a buffer from traffic.



A relic brick stoop inspires a series of front-porch-scale gathering areas with furnishings.



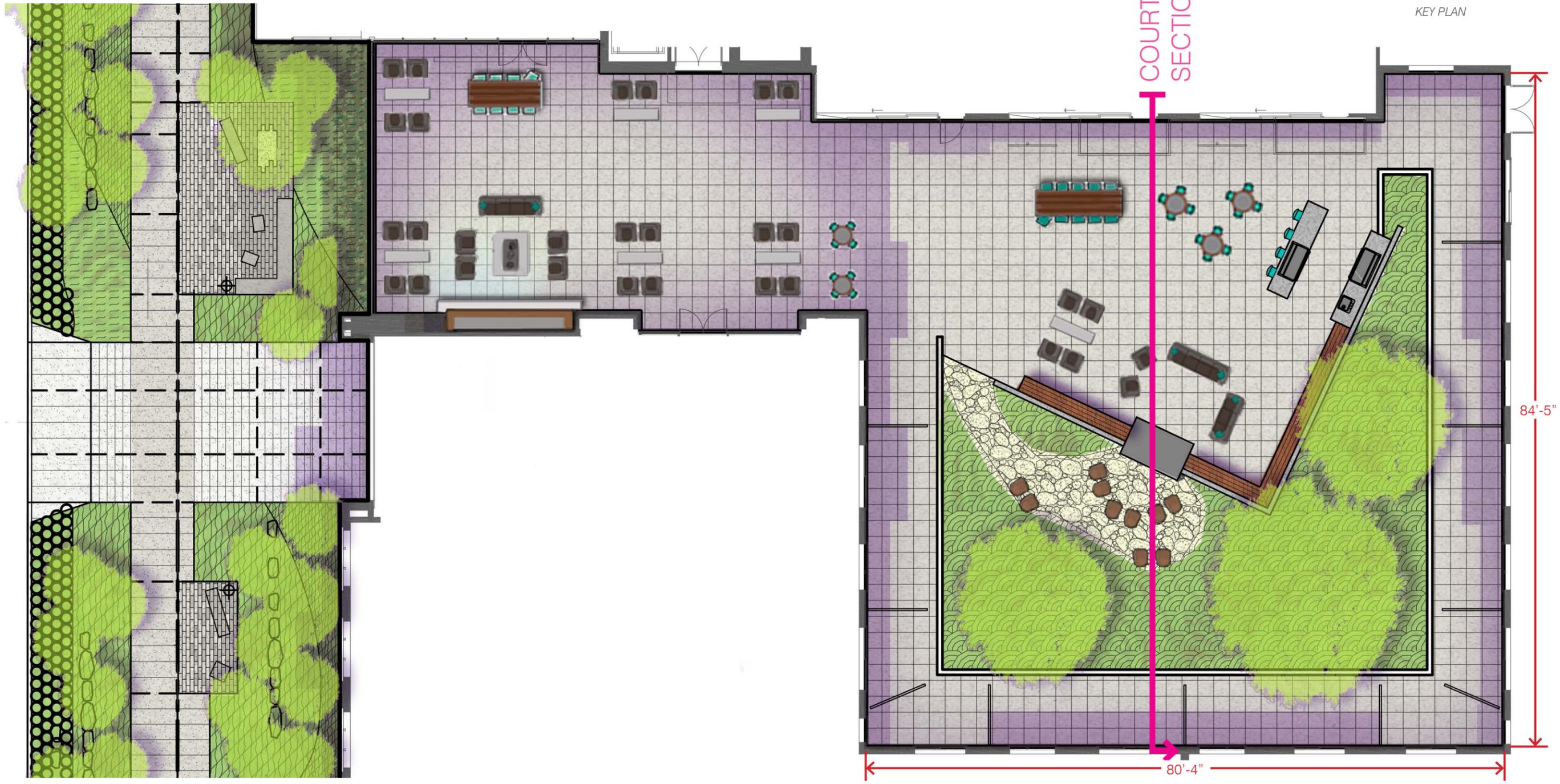
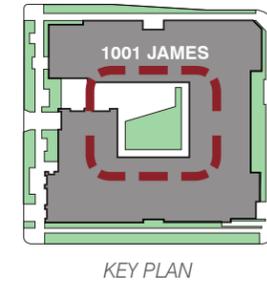
EXISTING CHARACTER - INSPIRATION AND SOUL



Terry Street

Jefferson Street

The interior courtyard consists of two major areas: paved terrace with movable furnishings, and a large planted “natural area” with three large-scale specimen trees to fill the courtyard space. Dividing these two spaces is a built-in amenity wall that includes an outdoor kitchen, fireplace, and seating.

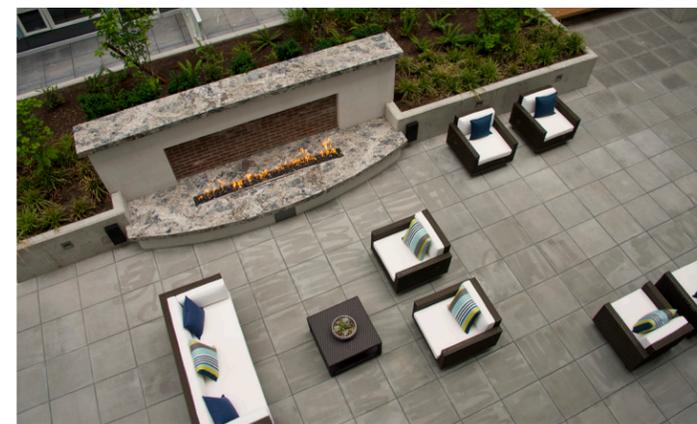


COURTYARD PLAN

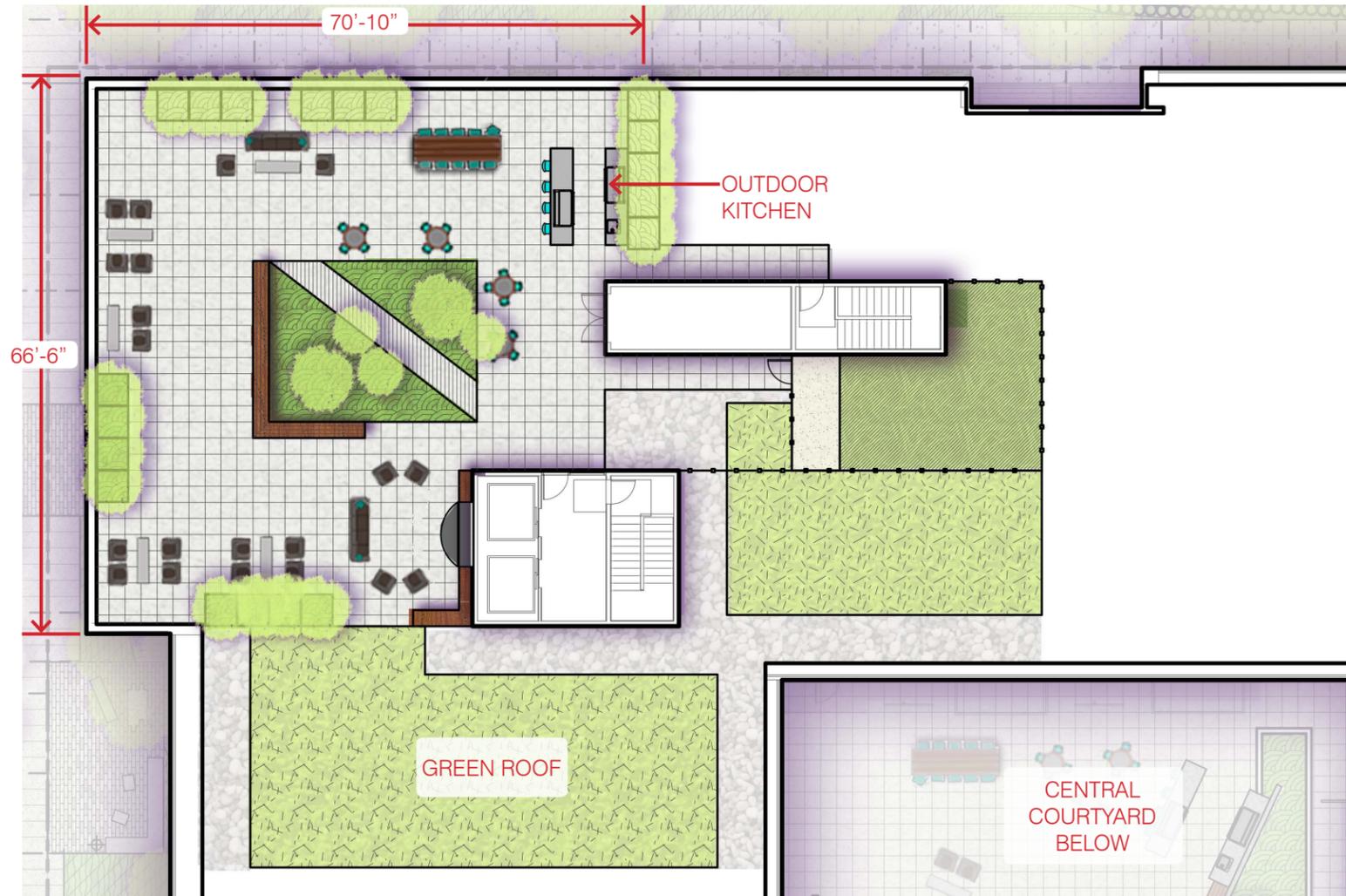
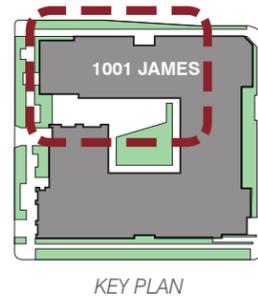
1001 JAMES ST • COURTYARD



COURTYARD SECTION 'D'



COURTYARD CHARACTER



ROOFTOP PLAN



ROOFTOP MATERIALS



ROOFTOP CHARACTER



PLANTERS

The 1001 rooftop terrace is located to the northwest corner of the site to leverage existing views down James Street. The rooftop provides a variety of distinct gathering spaces including an outdoor kitchen and dining space, individual seating areas, and a larger outdoor “living room” accented by a fireplace. Landscape consists primarily of freestanding raised metal planters with rooftop-appropriate plant species and a signature, two-sided planter. The rooftop is completed with a dog area to the east of the elevator vestibule and green roof occupying areas south and east of the accessible terraces, providing a foreground to views eastward and southward, as well as visual interest to existing and future neighborhood towers.

A built-in signature planter provides a significant mass of “permanent landscape” on the terrace, complementing the orthogonal paving and freestanding metal planters. Filled with a grove of trees, the landscape is transected by a path that immerses users in a moment of nature while framing distinct views of downtown.

1001 JAMES ST • ROOFTOP

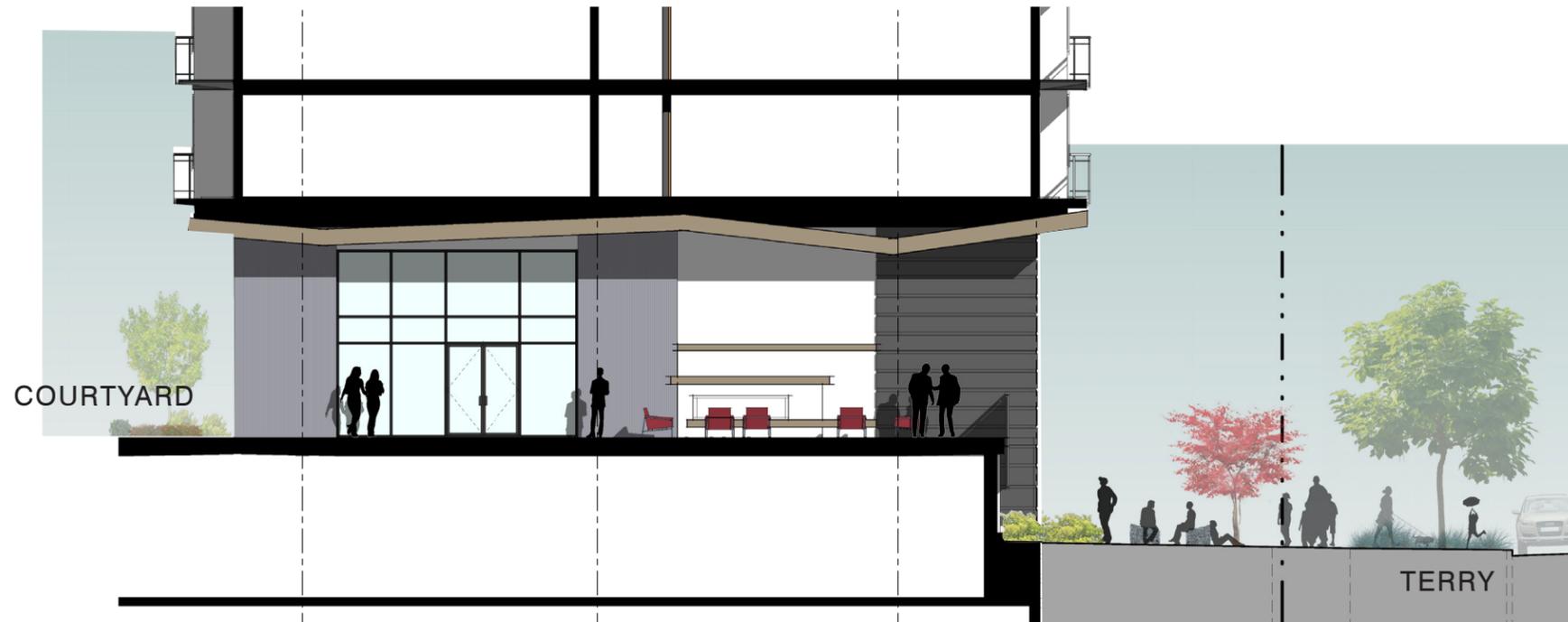
[ PAGE INTENTIONALLY LEFT BLANK ]



Courtyard Elevation - Facing West



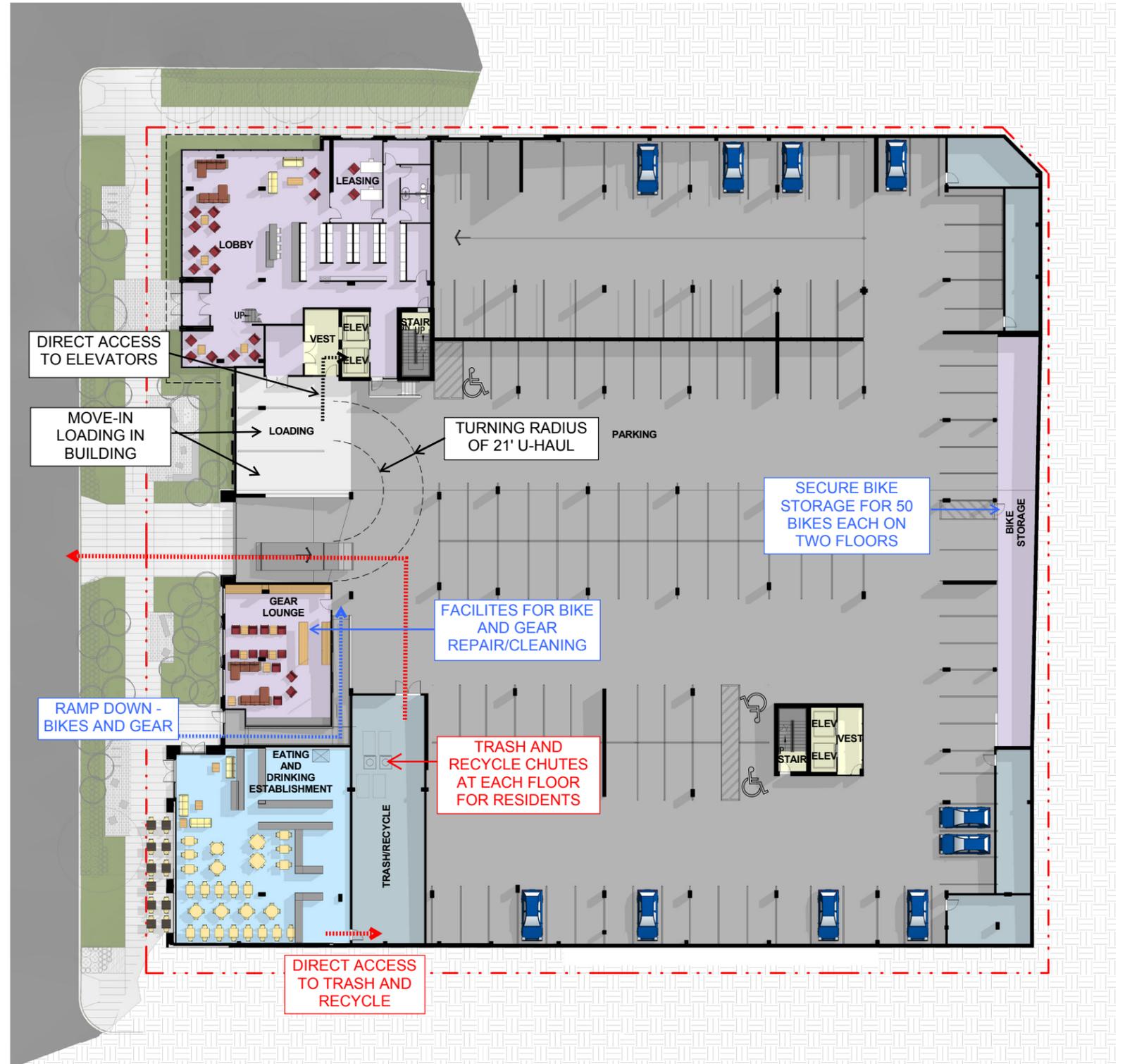
Courtyard Elevation - Facing North



Section through Breezeway



Garage Door Options



BUILDING SERVICES - Level 1



GARAGE ELEVATION CLOSEST TO TERRY ELEVATION



GARAGE ELEVATION 10' BELOW JEFFERSON



GUIDELINE DC3-A1, DC3-B3, DC3-B1, DC3-C2

The breezeway is a generous amenity space allowing people to recreate outside even with rainy weather. The connection between the sidewalk and the courtyard is visual.

GUIDELINE DC1-A1, DC1-A2, DC1-A4, PL3-B4

TERRY AVENUE

The main entrance will be an active and engaging gathering place visible from the sidewalk.

GUIDELINE DC1-C1, DC1-C2, DC1-B1

Parking is below grade, hidden from public view. Visual impacts have been minimized with garage access at this location. This is the safest location for vehicular entry.

GUIDELINE PL3-C1, PL3-C2, PL3-C3

Adding retail space on Terry Avenue to activate the green street and provide a neighborhood amenity. Covered seating area on the property to encourage interaction between neighbors and residents.

GUIDELINE DC2-A1, DC2-A2

Massing clearly delineates four brick boxes which reduce the perceived mass overall. Their locations at the corners respond to the sites topography and highlight either entrances or special uses like amenities or retail space.



GUIDELINE PL2-B1, PL2-B2, PL3-B1

Secure units are slightly above grade and provide eyes on the street. Landscape lighting also helps create defensible spaces along Jefferson Street.

JEFFERSON STREET

GUIDELINE DC2-C2, DC2-D2, CS1-B1

Brick masonry selected because this material fits with the historical architectural context of the neighborhood and because it is a high quality and durable material



GUIDELINE CS2-C3

Residential bays on this facade break up the long facade and provide a residential character

BOREN AVENUE



GUIDELINE CS2-C, CS3-A1, CS3-A3, CS3-A4

The alley grid is referenced with this architectural recess at mid-block by aligning brick forms with future development North of the project.

GUIDELINE DC2-C3, DC2-D1, DC2-D2

Brick or monumental CMU at the sidewalk level makes a nice texture at the human scale.

GUIDELINE CS2-A1, CS2-A2, CS2-B2

The main entrance will provide a residential sense of place at the corner of Terry and James.

JAMES STREET



MASONRY BRICK - LIGHT IRON SPOT - PACIFIC CLAY  
OR BRONZESTONE - INTERSTATE



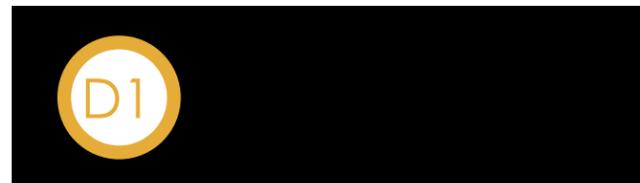
MONUMENTAL CMU -16" x 24"  
OPAL - TRENWYTH



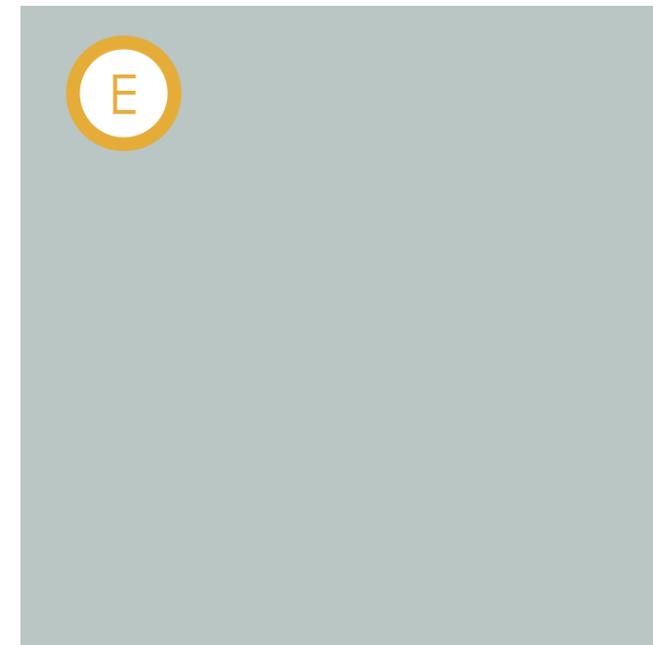
CERACLAD - REVEAL 8 - SLATE



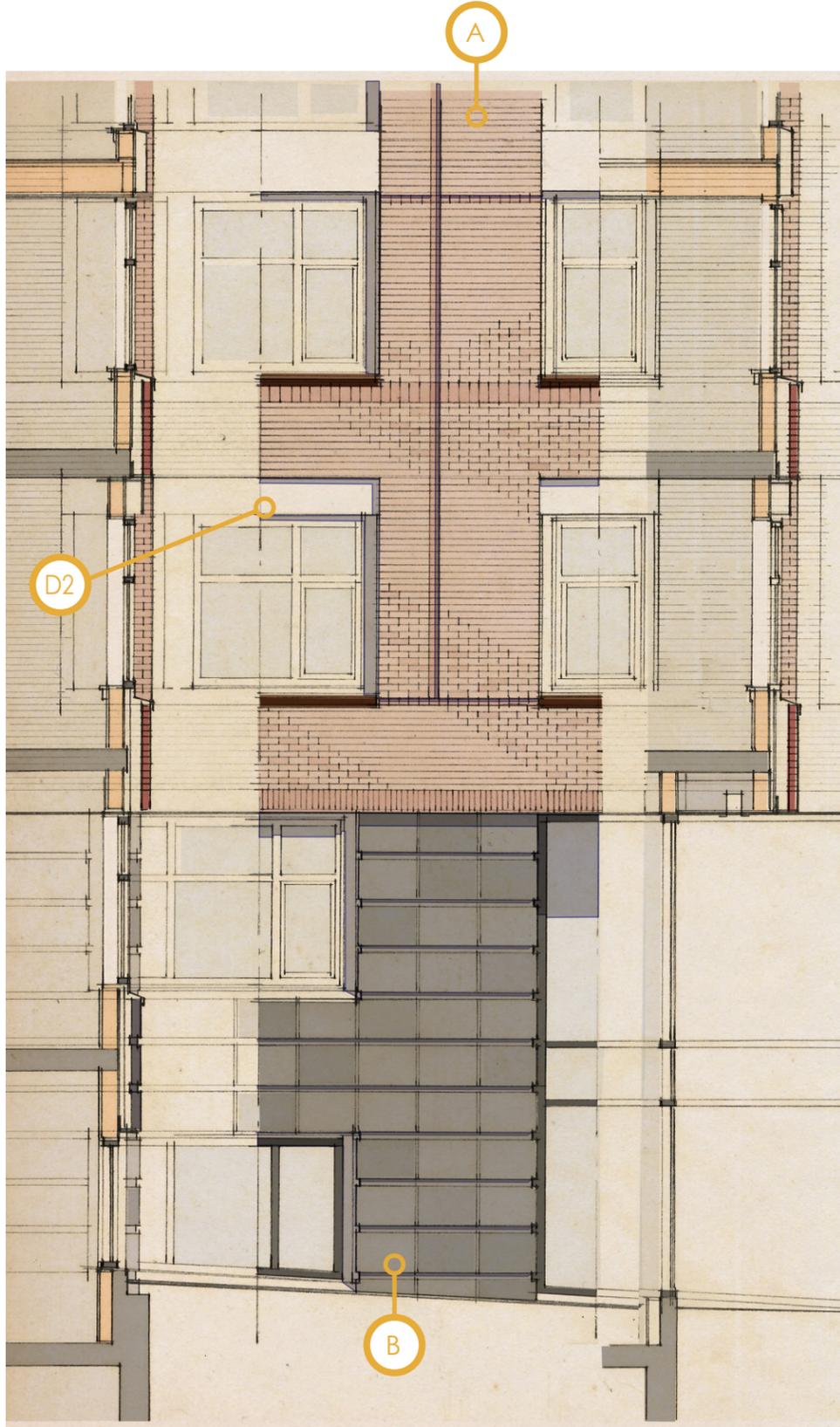
WHITE VINYL WINDOWS



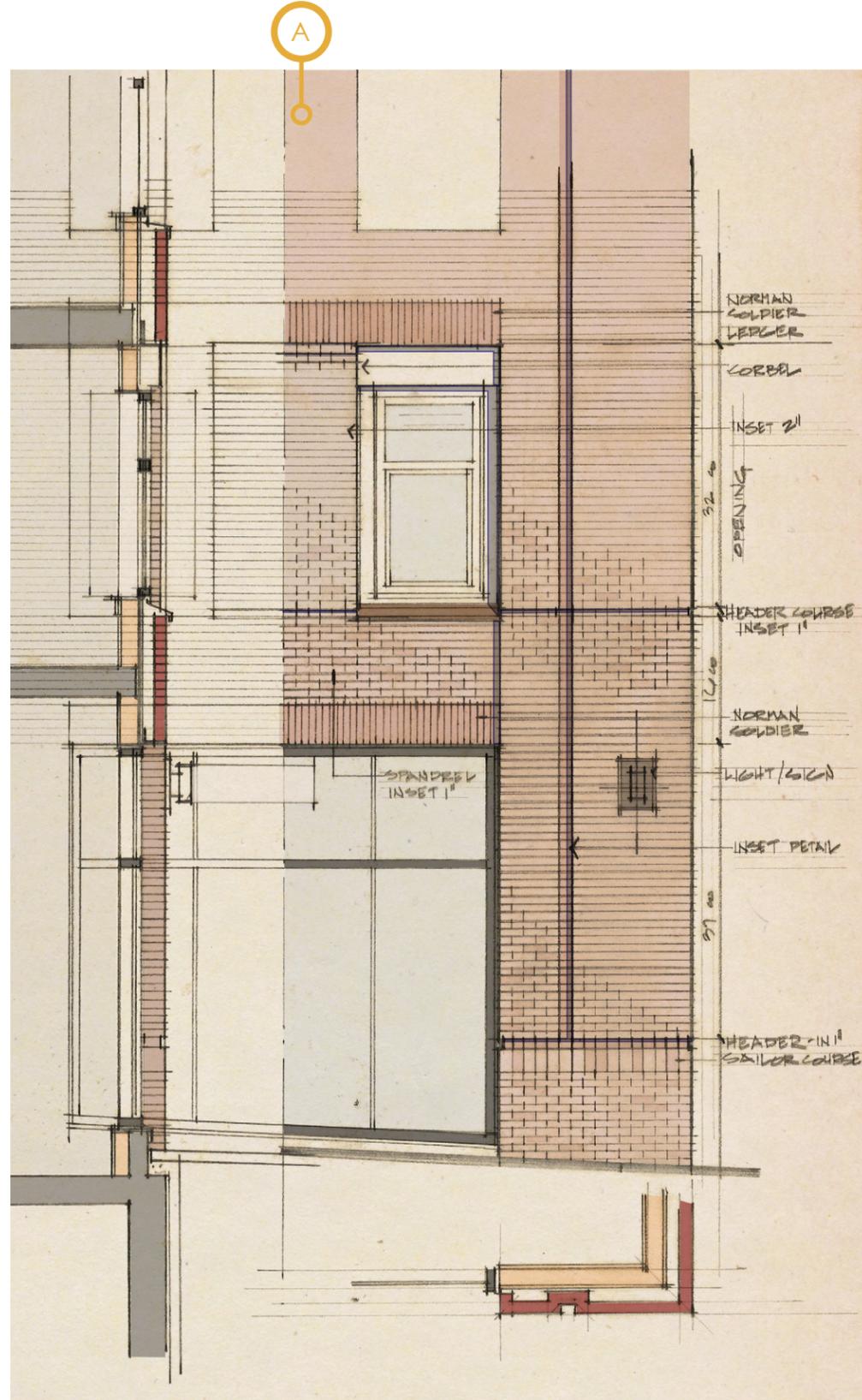
METAL FLASHING/DECKS/TRIM  
MATTE BALCK, REGAL WHITE, ZACTIQUE



FIBER CEMENT - WALES GRAY - BENJAMIN MOORE



^ Proposed Details - Brick, Storefront and Monumental CMU at Main Entrance



^ Proposed Details - Brick at Retail/Restaurant/Pub



^ Proposed Details - Upper Level Details of Fiber Cement and Brick



^ WALL MOUNTED LIGHTS AT RETAIL



^ SOFFIT LIGHTS



^ HANGING ACCENT LIGHTS



^ LANDSCAPE LIGHTING



The images below represent the signage design for several other projects completed by Alliance Residential in Seattle, WA and Portland, OR. These are recently completed projects and are indicative of the level of quality in signage to be used for the project at 1001 James Street.



^ BROADSTONE VIVA - CAPITOL HILL



^ BROADSTONE KOI - BALLARD



^ BROADSTONE ENSO - PEARL DISTRICT



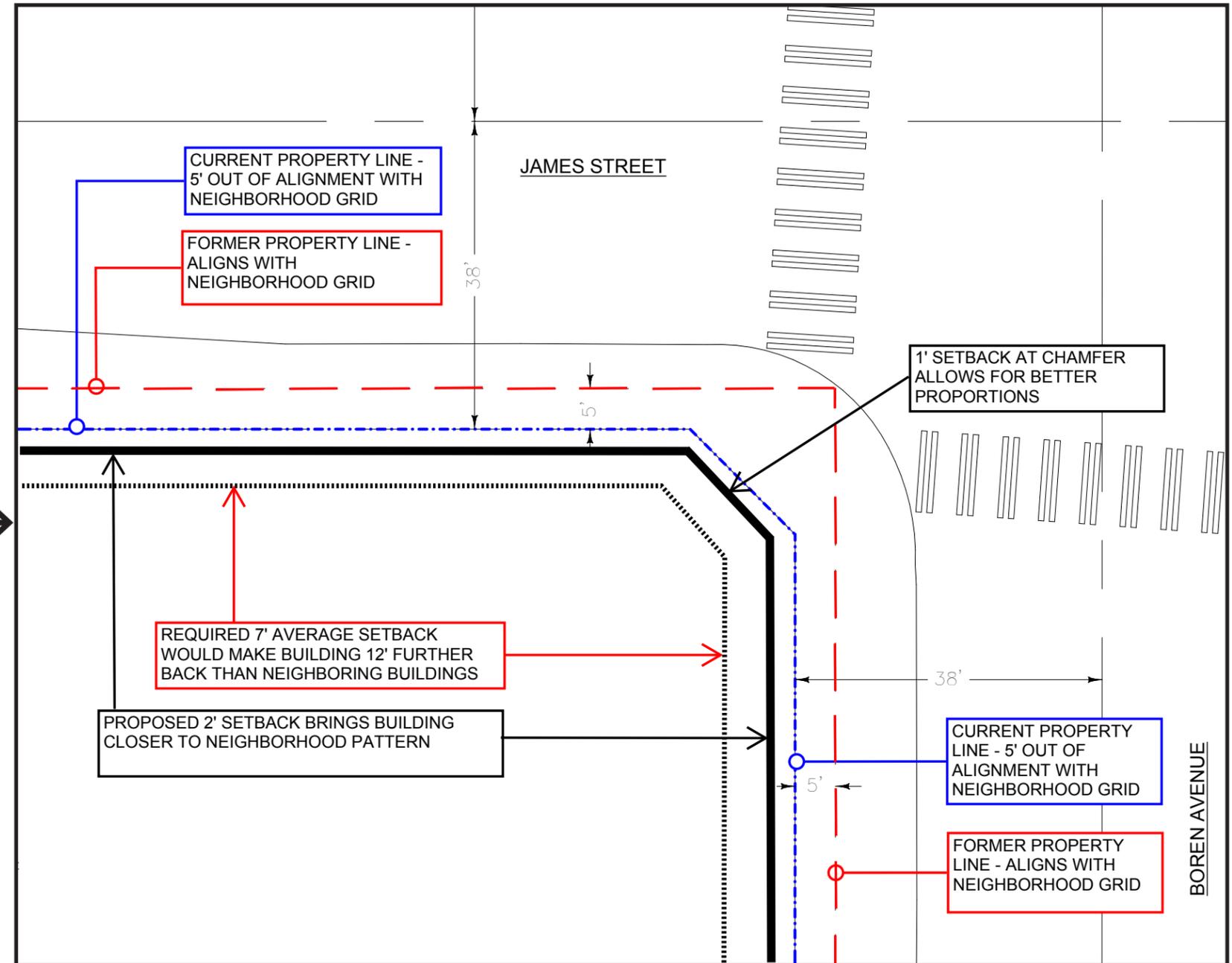
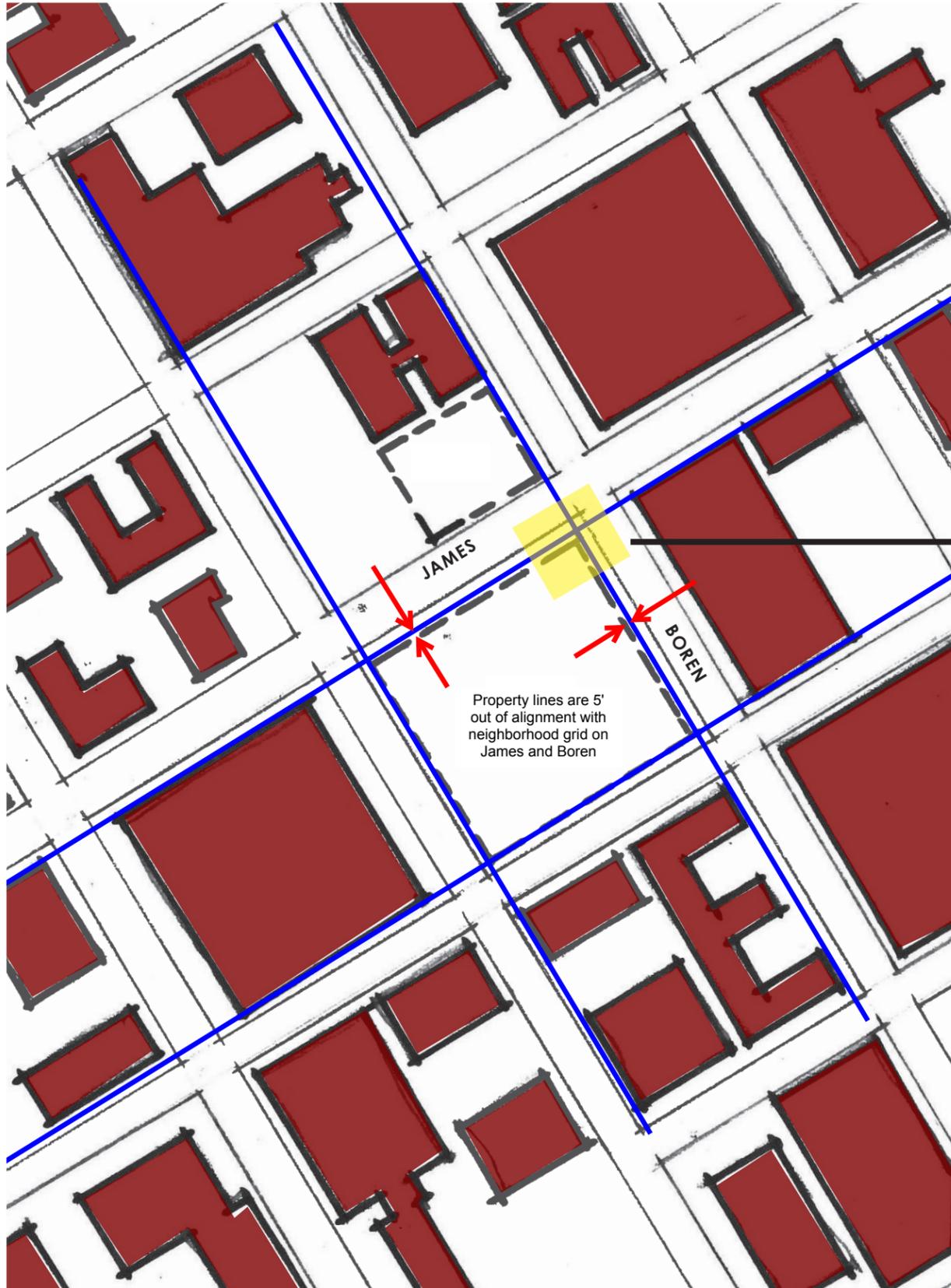
^ BROADSTONE INFINITY - CAPITOL HILL



^ PARTIAL JAMES STREET FACADE

^ PARTIAL TERRY AVENUE FACADE

	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' minimum/2' average	CS2.A1 - Sense of Place Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. <b>Reduced setback aligns building with First Hill neighborhood pattern.</b>
			At chamfered corner:  1' minimum/ 1' average	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. <b>Reduced setback brings retail on James close to sidewalk.</b>
2	23.45.536.D.3.a	The area of garage doors may be no larger than:	Provide area for garage doors to allow interior garbage pickup of approx. size:	CS2.C3 - Full Block Sites Break up long facades of full-block buildings to avoid a monolithic presence. <b>Reduced setback emphasizes corners and allows greater modulation between corner masses.</b>
		75 SF	240 SF	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. <b>Reduced setback aligns building with First Hill neighborhood pattern.</b>
				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. <b>Reduced setback at James and Boren allows for greater setback on Terry providing more landscape area on Green Street.</b>
				DC1.C4 - Service Uses Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments. <b>Trash/Recycle pick-up is only available on Terry Avenue. Garage access proposed at safest location on site. In order to provide move-in and move-out loading and unloading within the garage structure and to limit the number of curbcuts to a single location, a larger garage door sized to allow small moving vans is required.</b>



Detail at corner of James and Boren with Chamfer.

Reduced setbacks allow building to fit better with neighborhood pattern.

In order to maintain neighborhood pattern, a reduced setback is requested at James and Boren where site property lines are out of alignment with neighbors.



Section Under Consideration

Director’s Rule 10-2015:

“The University Street, 8th Avenue, Terrace Street and Terry Avenue Street Design Concept Plan is incorporated into the SDOT Right-of Way Improvements Manual...**The provisions of the concept plan are voluntary.** However, property owners are encouraged to follow them in order to enhance the neighborhood.”

PRAP Main Goal  
Project provides ~13,500 sf  
planted area at grade

Proposed First Hill Open Space Network  
is a total of ~50,000 Square Feet

Existing Open Space 235,224 sf

- Freeway Park (226,512 sf)
- First Hill Park (8,712 sf)

Potential Additional Open Space ~50,000 sf



FIRST HILL PUBLIC REALM ACTION PLAN  
OPEN SPACE CRITERIA AND MATERIALS

Project Site

PRAP assumes Terry is 32' wide.  
Actual pavement width is 28' wide.

Terry Avenue - Spring to Terrace  
Overall Concept Plan - Future Vision Section



FIRST HILL PUBLIC REALM ACTION PLAN  
TERRY AVENUE

PRAP envisions 25' for travel lanes and parking. Proposed design provides 28'

## Terry Avenue - Spring to Terrace

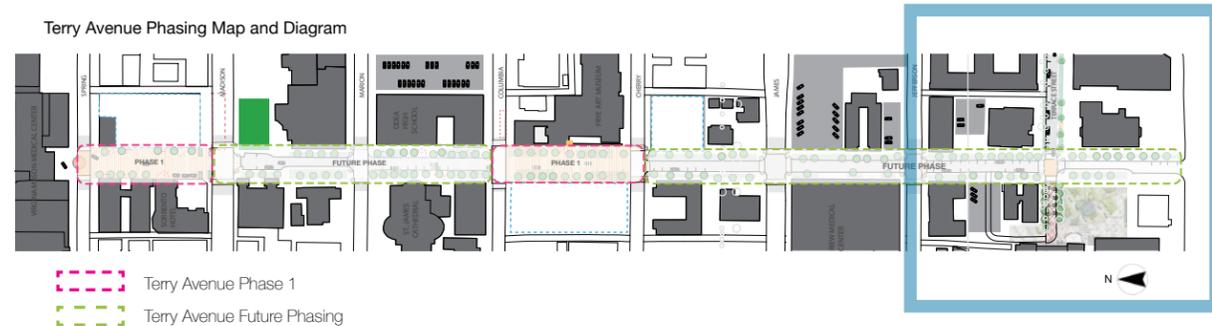
### Approach to Pedestrian Priority Street

The goals of Terry Avenue heard from the community stakeholder group include:

- A multi-use street with primarily pedestrian focus
- A green, lush environment in the streetscape
- Moments to sit and enjoy be an active participant in the public realm
- Safety throughout the street and intersections
- Leverage special blocks for redevelopment
- A complete full street focused on pedestrian as a grand gesture along Terry from Yesler Terrace to Pine St.

Block locations titled Phase 1 references areas that have the potential to be developed sooner in the future. These blocks are referenced as focal areas for Terry Avenue in this document

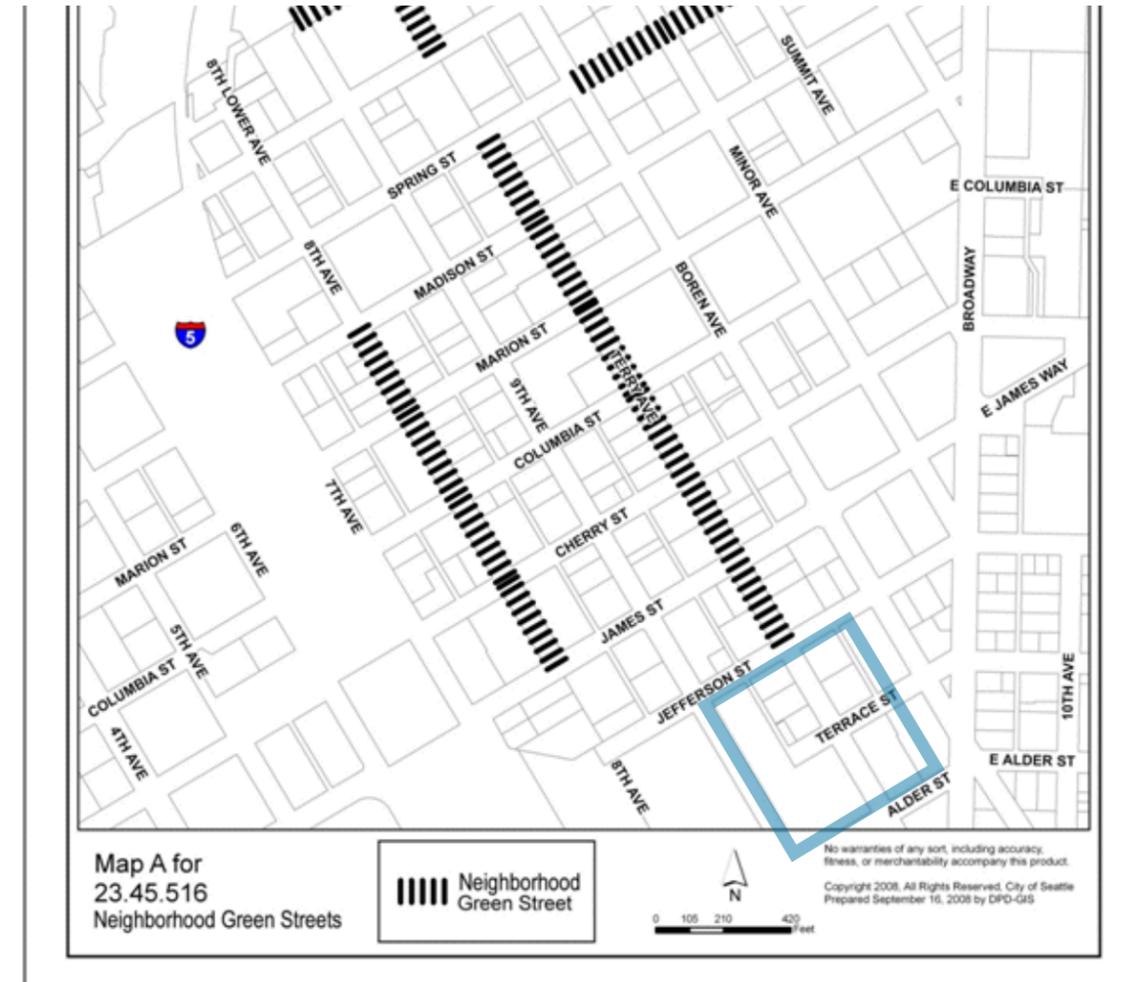
Terry Avenue Phasing Map and Diagram



- Terry Avenue Phase 1
- Terry Avenue Future Phasing

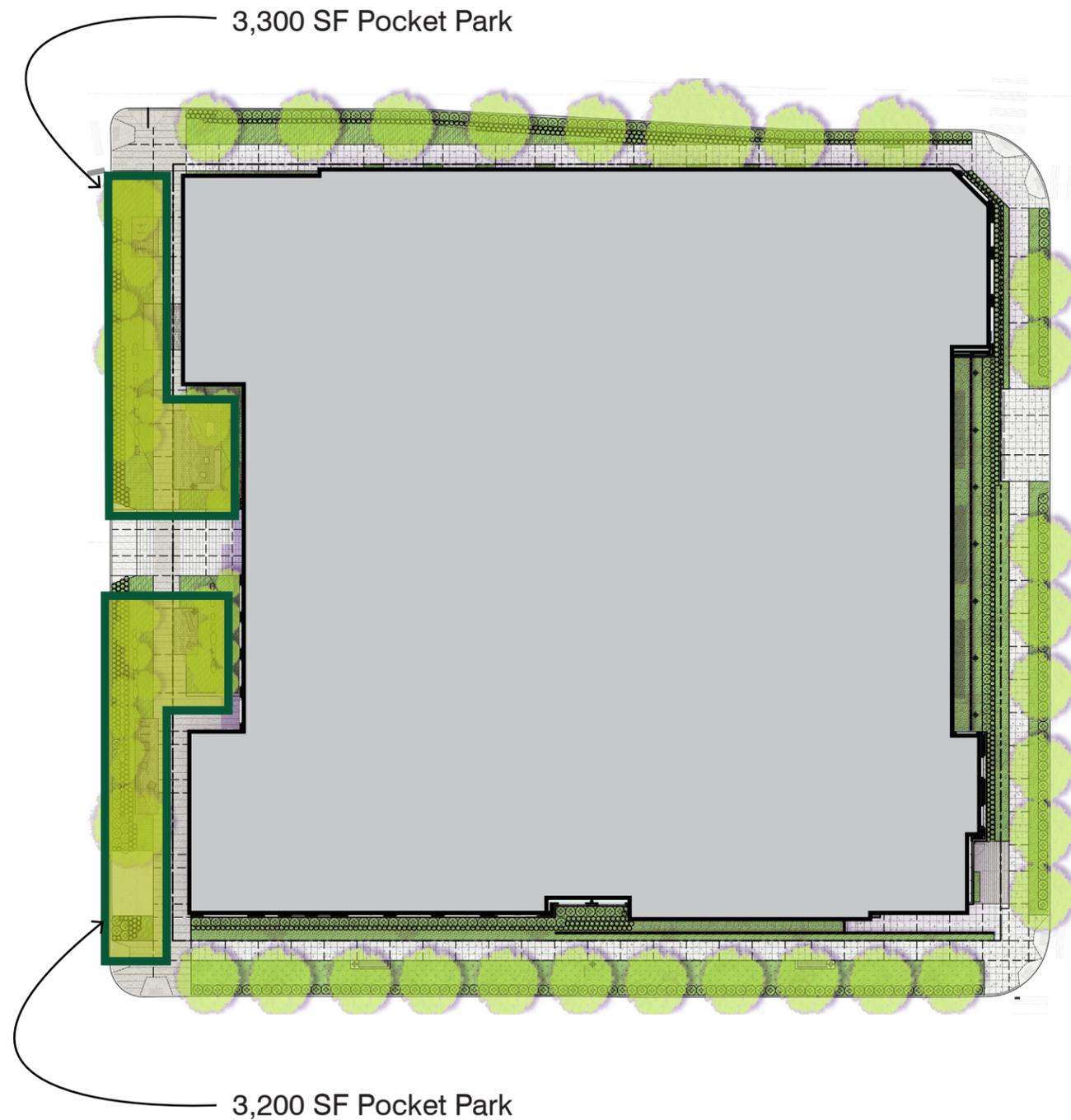
FIRST HILL PUBLIC REALM ACTION PLAN  
TERRY AVENUE

Page 44



### Area Designation

Although the PRAP envisions a “grand gesture along Terry from Yesler Terrace to Pine Street”, the Neighborhood Green Street designation stops at Jefferson, with no designation for Terrace St.



### Terry Avenue - Spring to Terrace Approach to Pedestrian Priority Street

Two design options are provided for incremental development along Terry Avenue including pedestrian pockets and parking pockets with up to 12 stalls per block. This pocket approach will allow development to occur in response to adjacent land use and desires, incrementally leading to the whole community vision of this street.

The community goals for the vision of Terry include:

- Shared-use street with focus on pedestrian experience
- Street zoned for continuity of emergency access with flex zone for contextual response
- Material selection to be consistent to create cohesive pedestrian experience
- A material palette of simple hardscape, an abundance of plantings, unique paving binding together both sides of the street, and the possibility to close off portions of the street for special occasions.

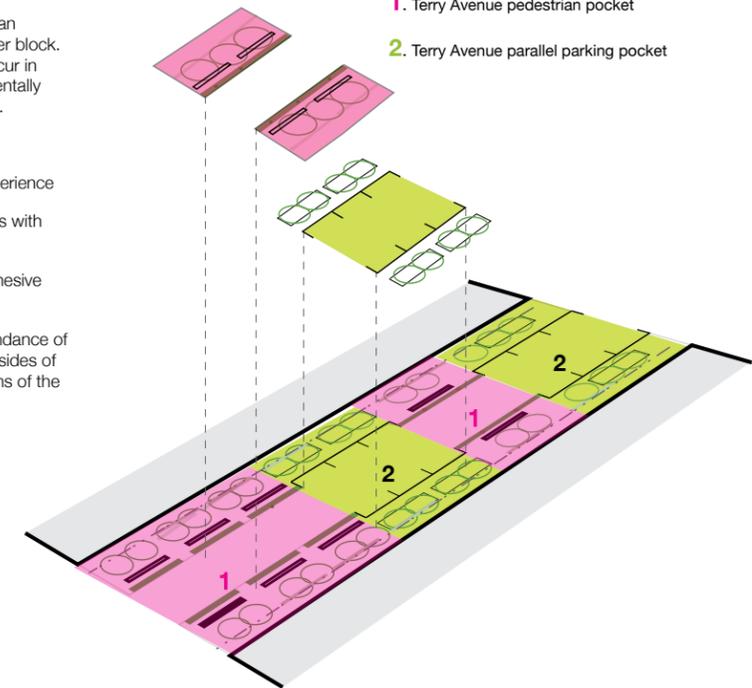
Typical Material Examples



Page 45

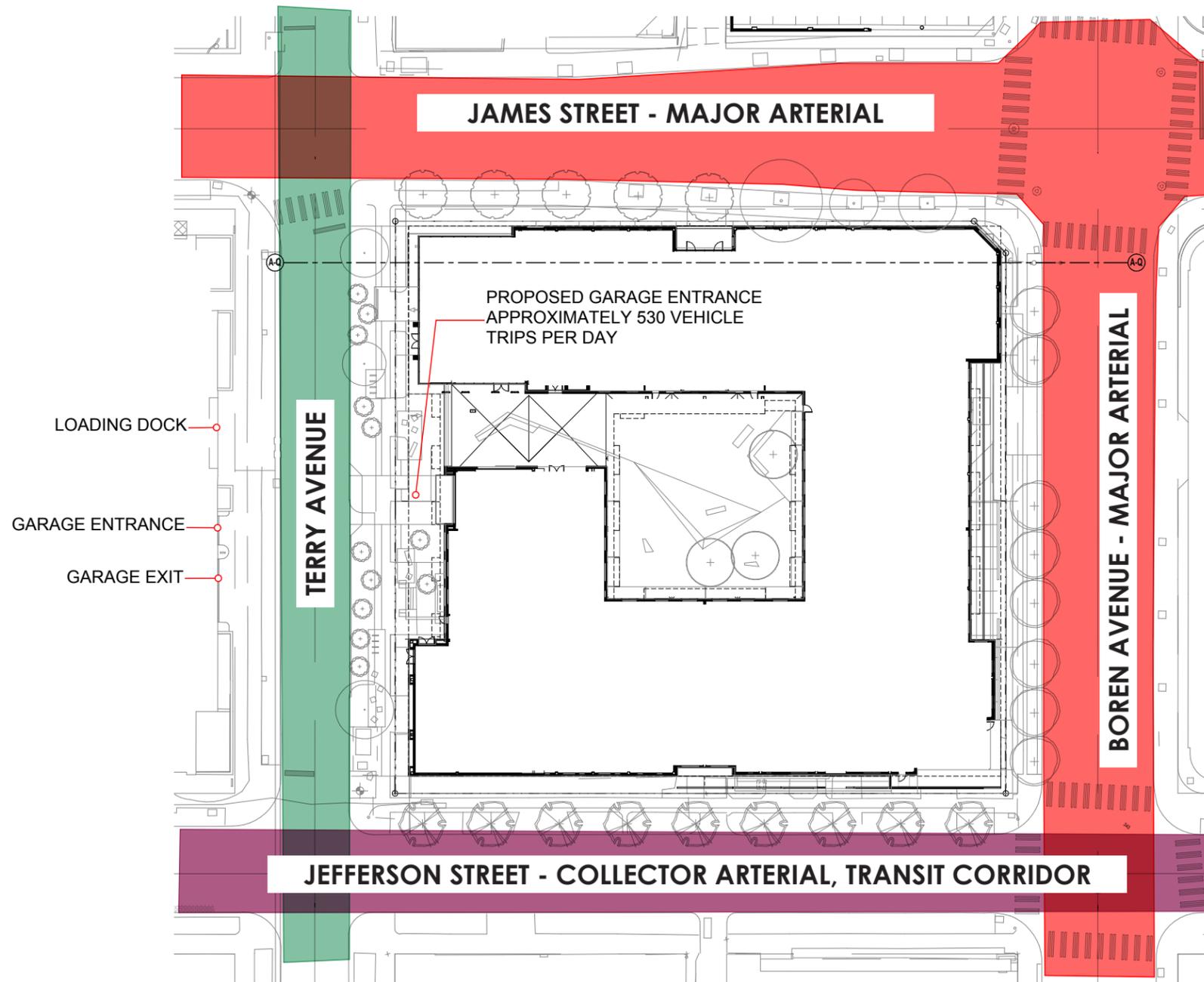
Example Diagram of Terry Avenue Phased Implementations:

1. Terry Avenue pedestrian pocket
2. Terry Avenue parallel parking pocket



FIRST HILL PUBLIC REALM ACTION PLAN  
TERRY AVENUE

<p>Minipark/ pocketpark</p>	<p>San Francisco pocket park</p>	<p>Miniparks/pocket parks consist of small cultural or natural areas with recreational, reflective or City beautification potential</p>	<ul style="list-style-type: none"> <li>- 2500 sq. ft to 1 acre</li> <li>- serve as a recreational or beautification space where acquisition of larger parks is not possible</li> <li>- linked to community pathways or sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>- 2500 sq. ft to 10,000 of usable park area</li> <li>- surrounded by residences, small commercial and non-arterial streets</li> <li>- serves immediate neighborhood, less than 1/4 mile in distance</li> </ul>
---------------------------------	----------------------------------	---	---	---



**Table 9. 2018 Traffic Volume Impacts at Study Intersections**

Intersection	Peak Hour Total Entering Vehicles			Percent Impact
	2018 Without-Project	Project Trips	2018 With-Project	
1. 6th Avenue / James Street	3,090	15	3,105	0.5%
2. 7th Avenue / James Street	2,510	25	2,535	1.0%
3. Terry Avenue / James Street	1,635	27	1,662	1.7%
4. Boren Avenue / James Street	2,860	8	2,868	0.3%
5. Terry Avenue / Jefferson Street	405	11	416	2.7%
6. Boren Avenue / Jefferson Street	1,630	11	1,641	0.7%

Source: Transpo Group (2015)

- JEFFERSON STREET TRANSIT CORRIDOR HAS A SINGLE LANE OF BUS TRAFFIC IN EACH DIRECTION WITH TROLLEY LINES 19' ABOVE STREET LEVEL

- TRASH PICK-UP NOT ALLOWED PER SMC 23.54.040.F.2

TERRY AVENUE

NINTH AND JEFFERSON GARAGE ESTIMATED TRIPS PER DAY - 600 STALLS - 4,200

1001 JAMES STREET ESTIMATED TRIPS PER DAY - 280 STALLS - 530

JEFFERSON STREET

BUS HEADWAYS AT PEAK HOUR - EVERY 4 MIN WESTBOUND - EVERY 5 MIN EASTBOUND

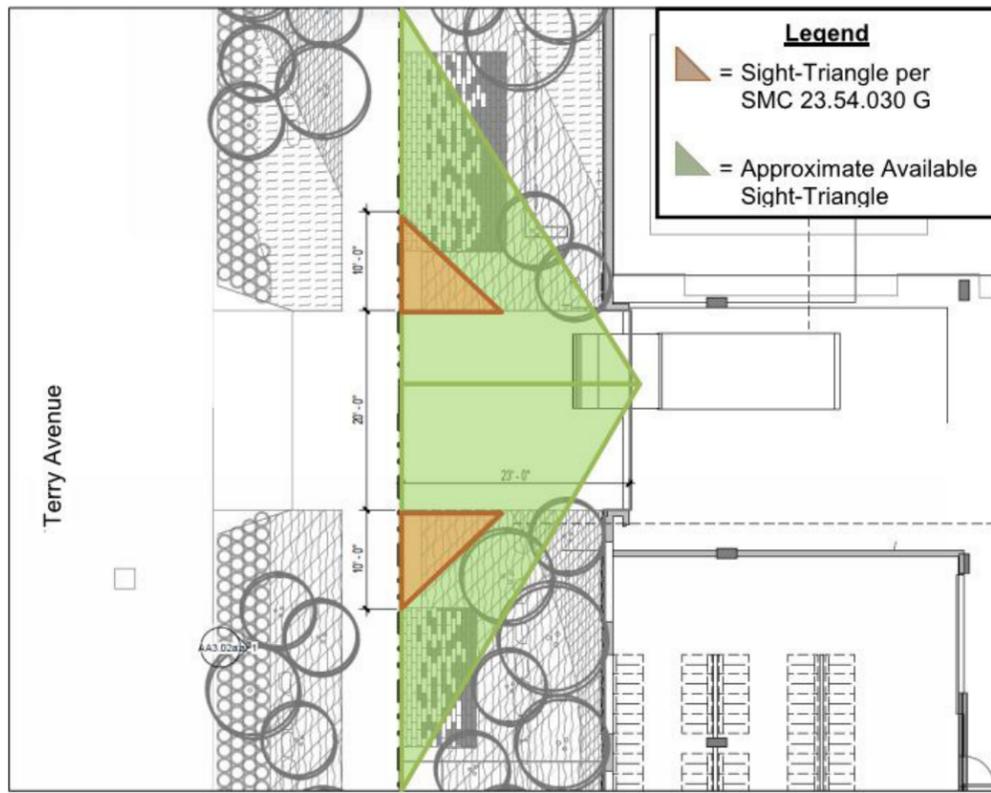


Figure 8. Terry Avenue Access Sight Triangles

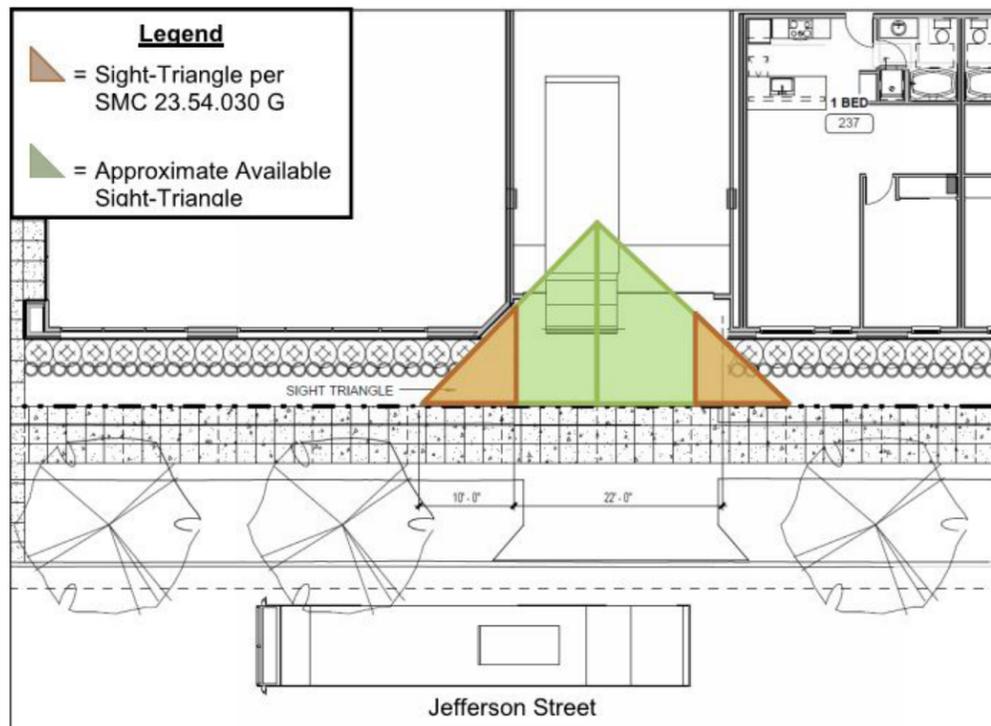


Figure 10. Jefferson Street Access Sight Triangles

**Table 7. Existing & Future Without-Project Pedestrian Volumes Along Project Frontage**

Frontage Sidewalk Roadway	AM Peak Hour (7:15-8:15 a.m.)		PM Peak Hour (4:30-5:30 p.m.)	
	2015 Existing <sup>1</sup>	2018 Without-Project <sup>2</sup>	2015 Existing	2018 Without-Project
Terry Ave	35	40	50	55
Jefferson St	85	90	110	120
Boren Ave	75	80	60	65
James St	45	50	55	60

- MORE THAN TWICE AS MANY PEDESTRIANS WALK ALONG JEFFERSON STREET THAN TERRY AVENUE
- SIGHT TRIANGLES ARE MUCH LARGER ON TERRY THAN ON JEFFERSON

TERRY AVENUE

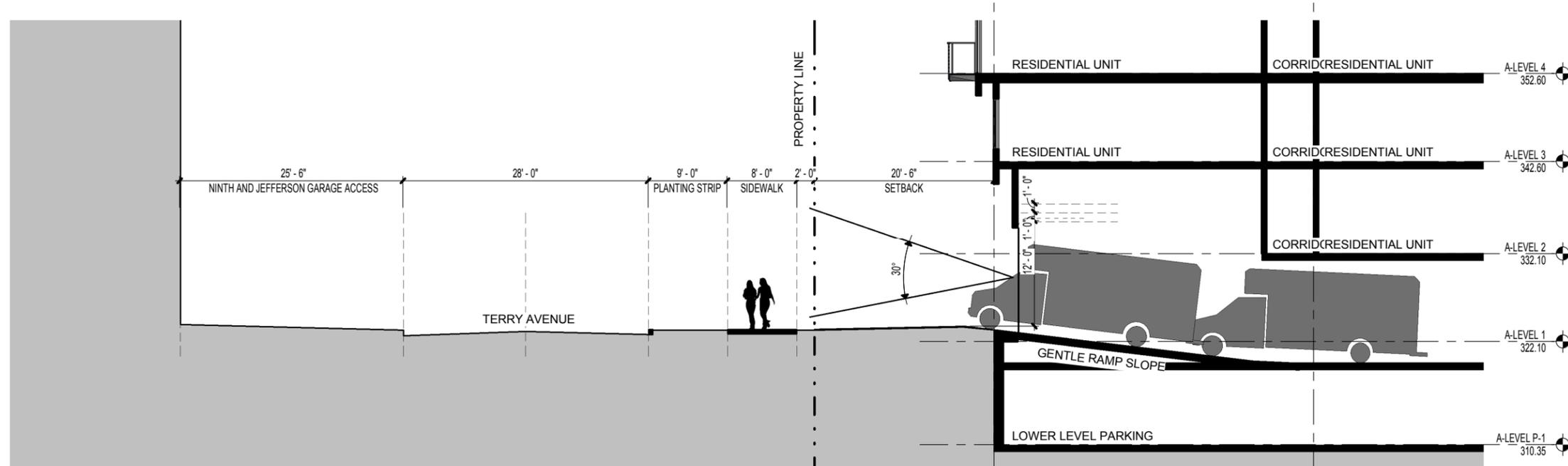
SHORT RAMP WITH CUEING SPACE BEHIND SIDEWALK

VERY LARGE VIEWING ANGLE ALLOWS DRIVERS AND PEDESTRIANS TO SEE EACH OTHER, MAKING THE INTERFACE SAFER THAN JEFFERSON

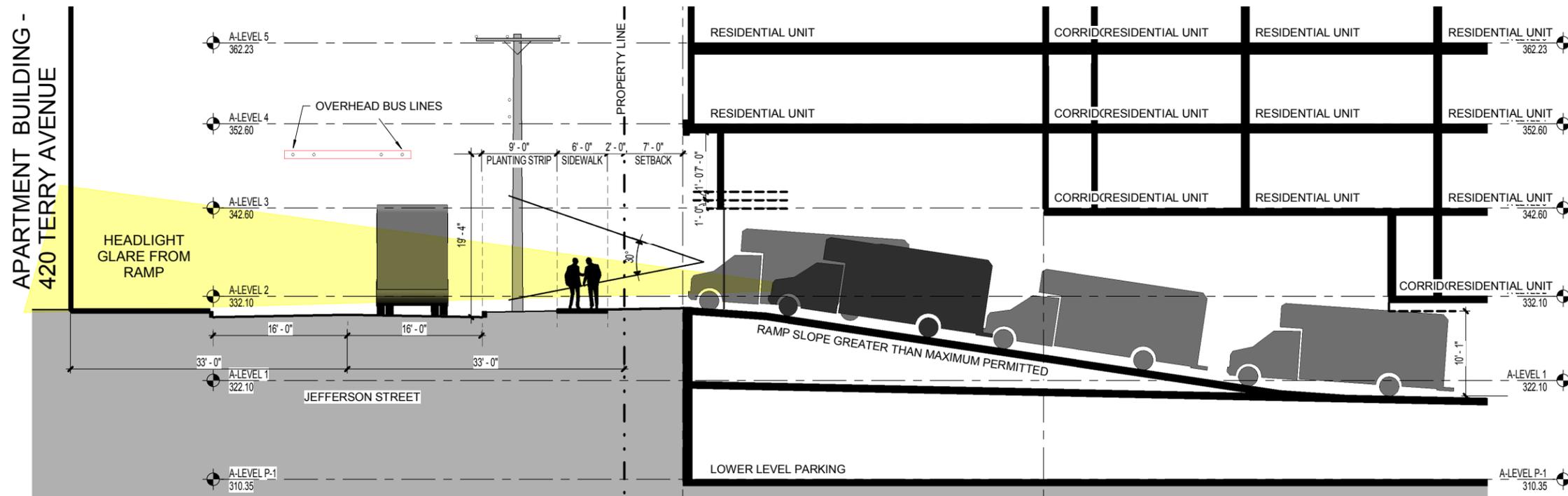
JEFFERSON STREET

LONGER, STEEPER RAMP WITH NO CUEING SPACE BEHIND SIDEWALK

MINIMAL SIGHT ANGLE AND STEEPNESS OF SIDEWALK MAKES IT DIFFICULT FOR DRIVERS AND PEDESTRIANS TO SEE EACH OTHER



^ Headlight glare will shine on garage entry across street as cars leave ramp  
 ^ No adjacent units affected by headlight glare as cars enter ramp



^ Headlight glare will shine into the apartments across street as cars leave ramp  
 ^ Adjacent units will also be affected by headlight glare as cars enter ramp



^ Short ramp with cueing space behind sidewalk



^ Garage entry incorporated into elevation composition



^ Longer, steeper ramp with no cueing space behind sidewalk



^ Garage entry significantly impacts elevation composition



^ Green lines indicate designated Green Streets in the Downtown area. Orange lines depict alleys that cross the Green Street with arrows showing required alley access to buildings on Avenue blocks. Alley access is required at all downtown projects.

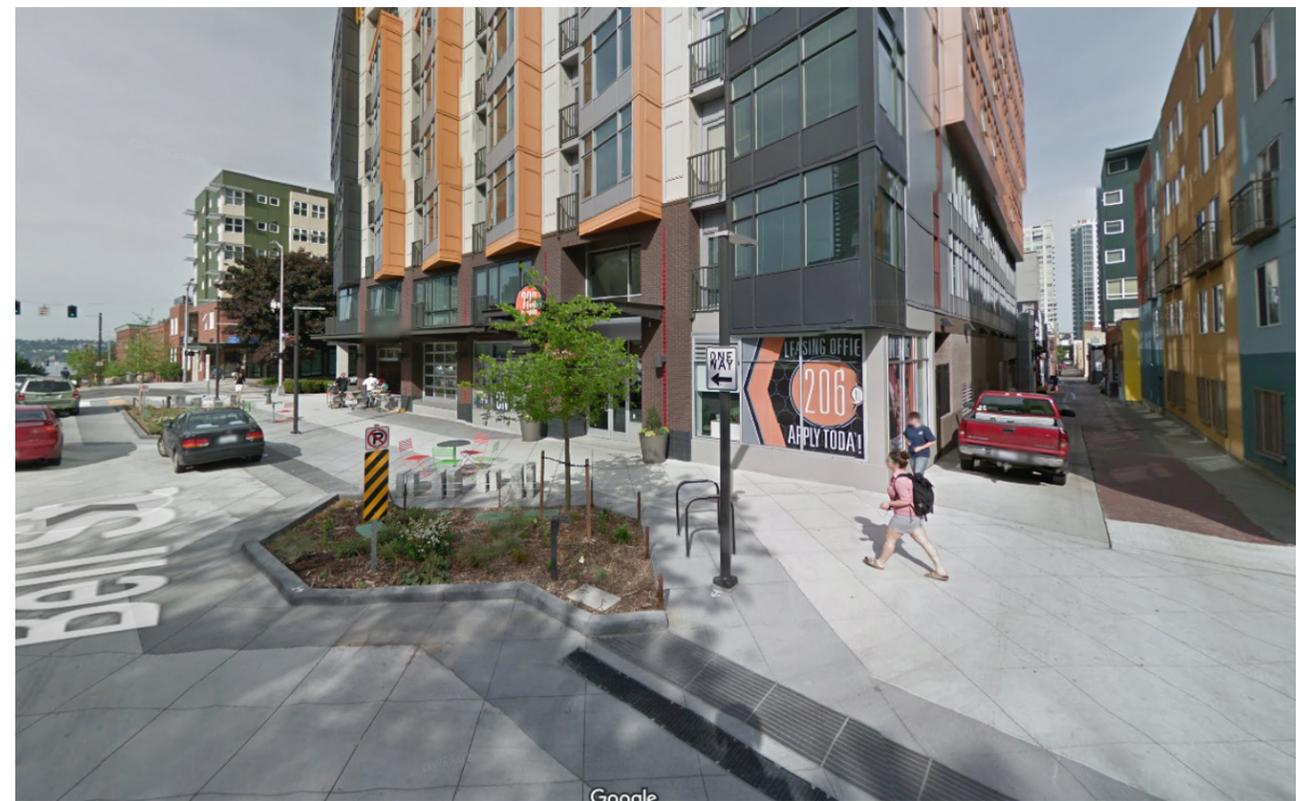
Bell Street - Downtown Zone



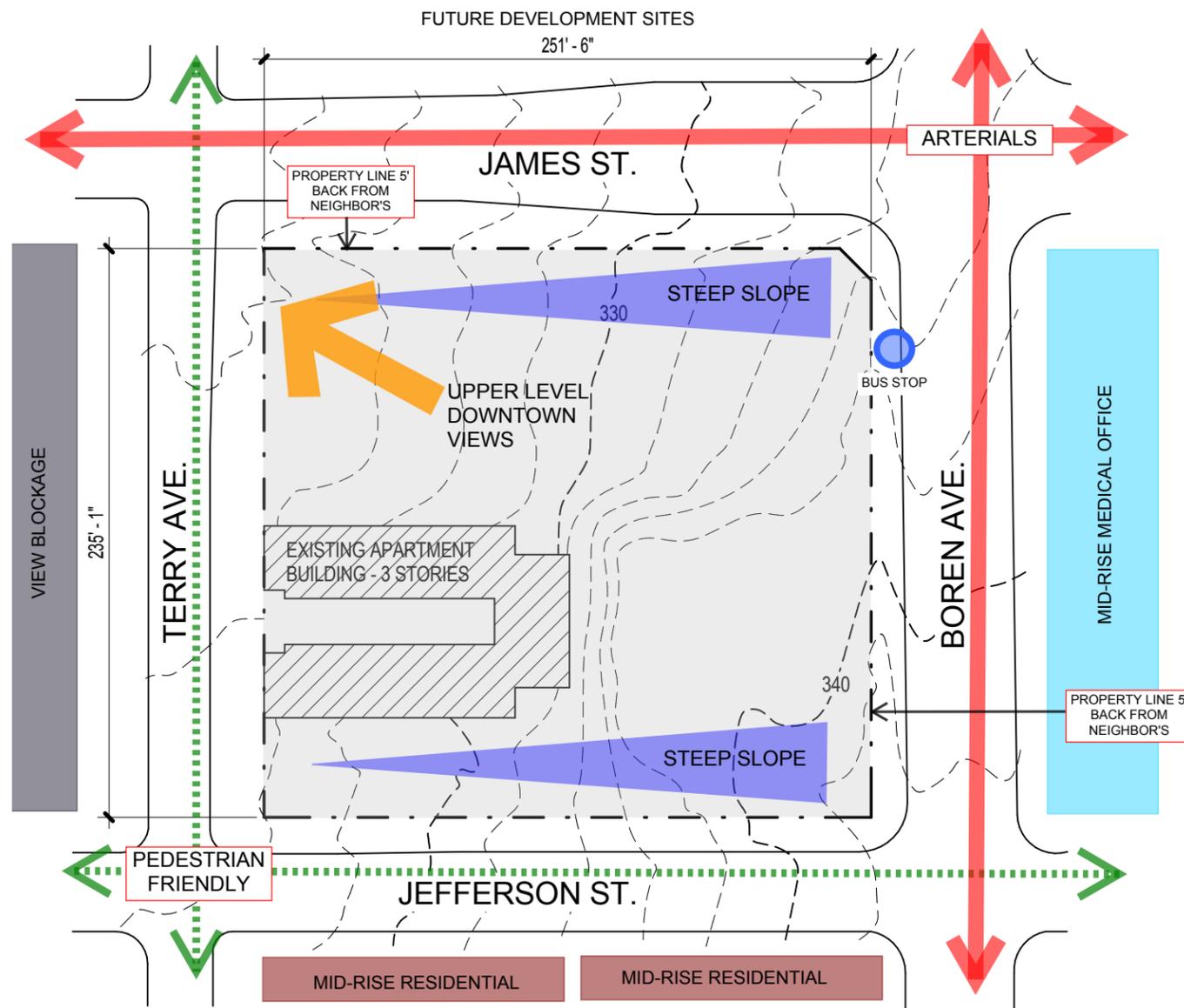
^ Google Maps view of Bell Green Street at an alley crossing location with service trucks loading and people enjoying the the parklet space



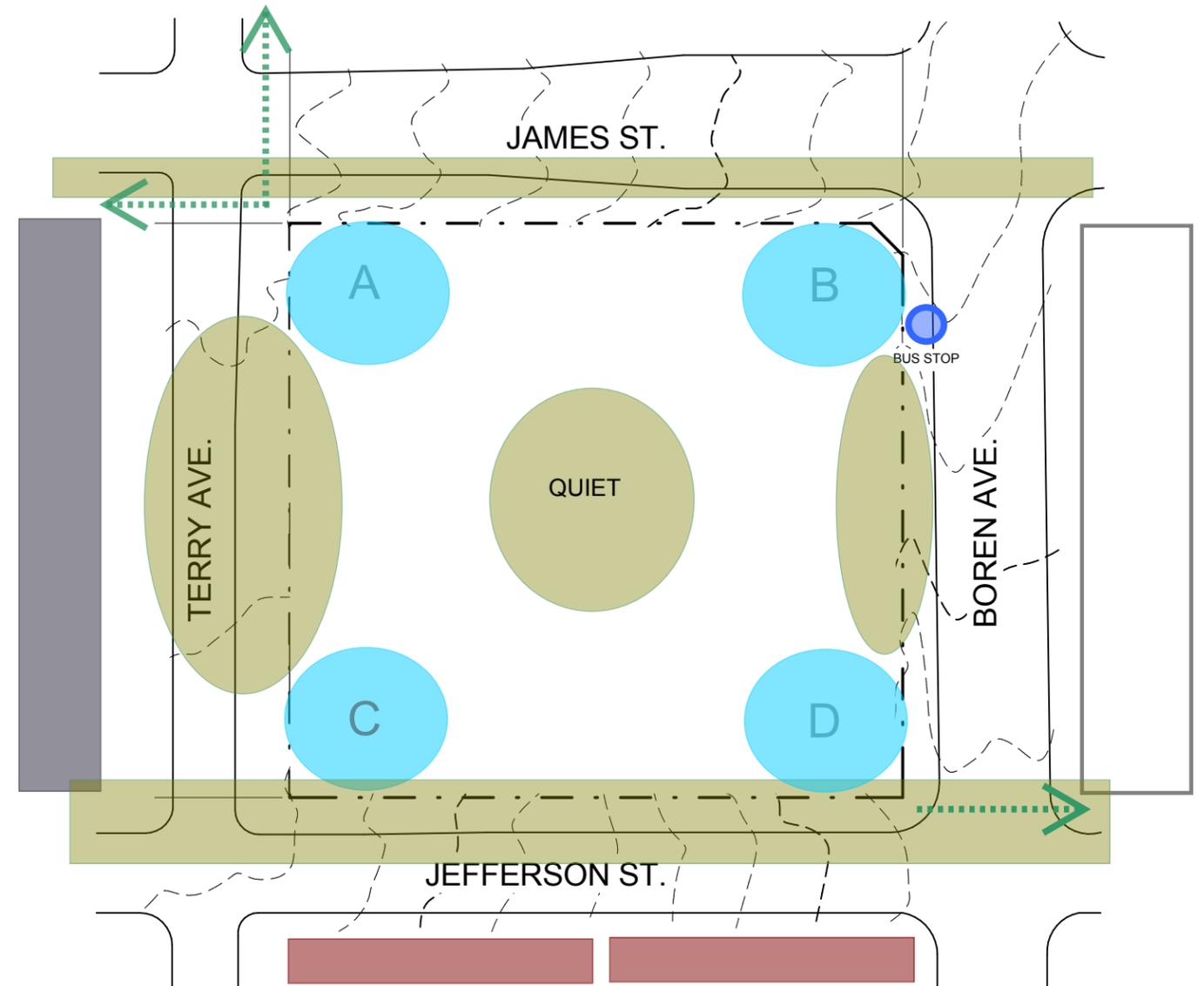
^ Google Maps view of the newly implemented Cedar Green Street at Elliot



^ Google Maps view of Bell Green Street across from Regrade Park

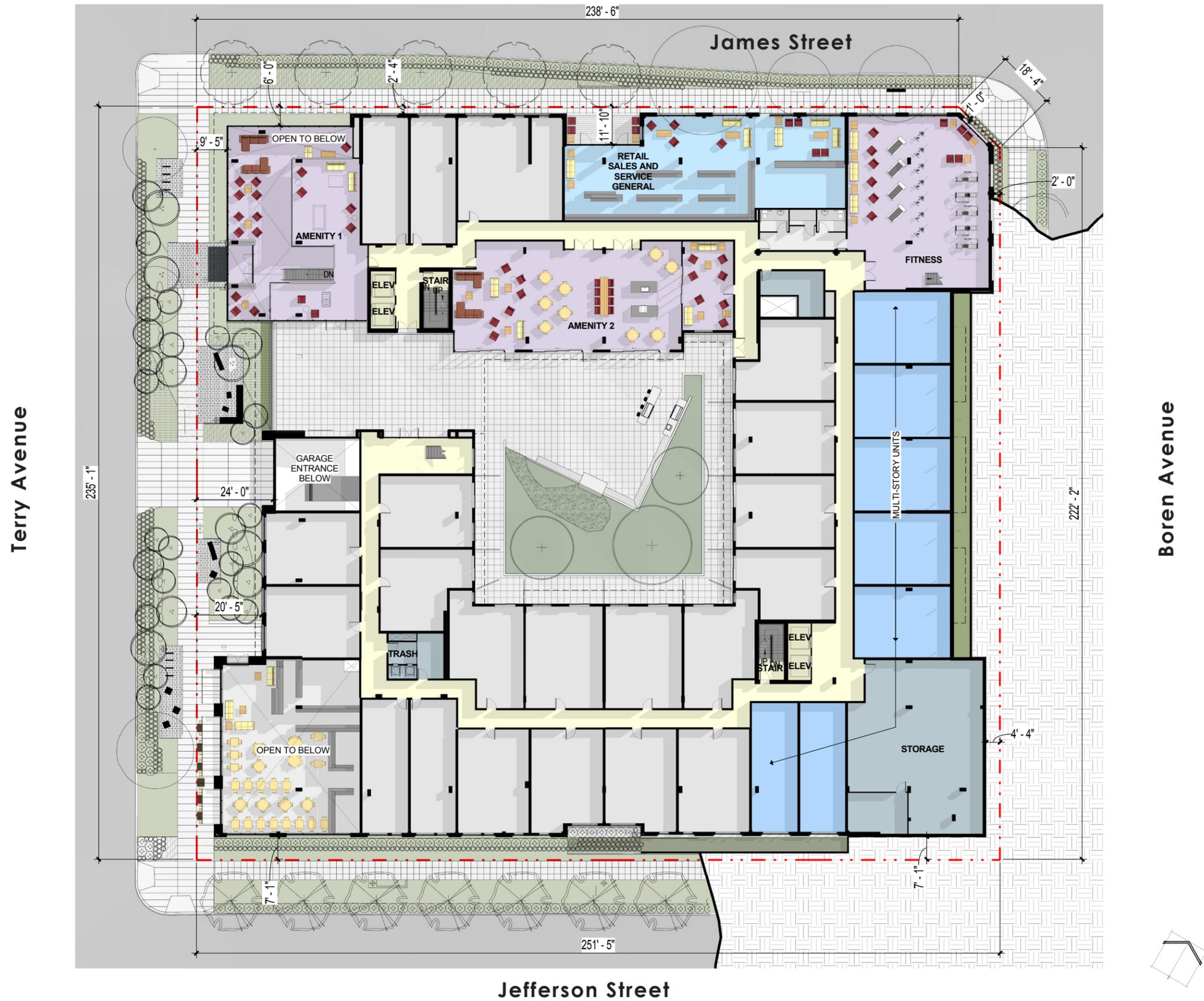


EXISTING CONDITIONS



CORNERS/INTERSTIAL ZONES







Terry Avenue

Boren Avenue

Jefferson Street





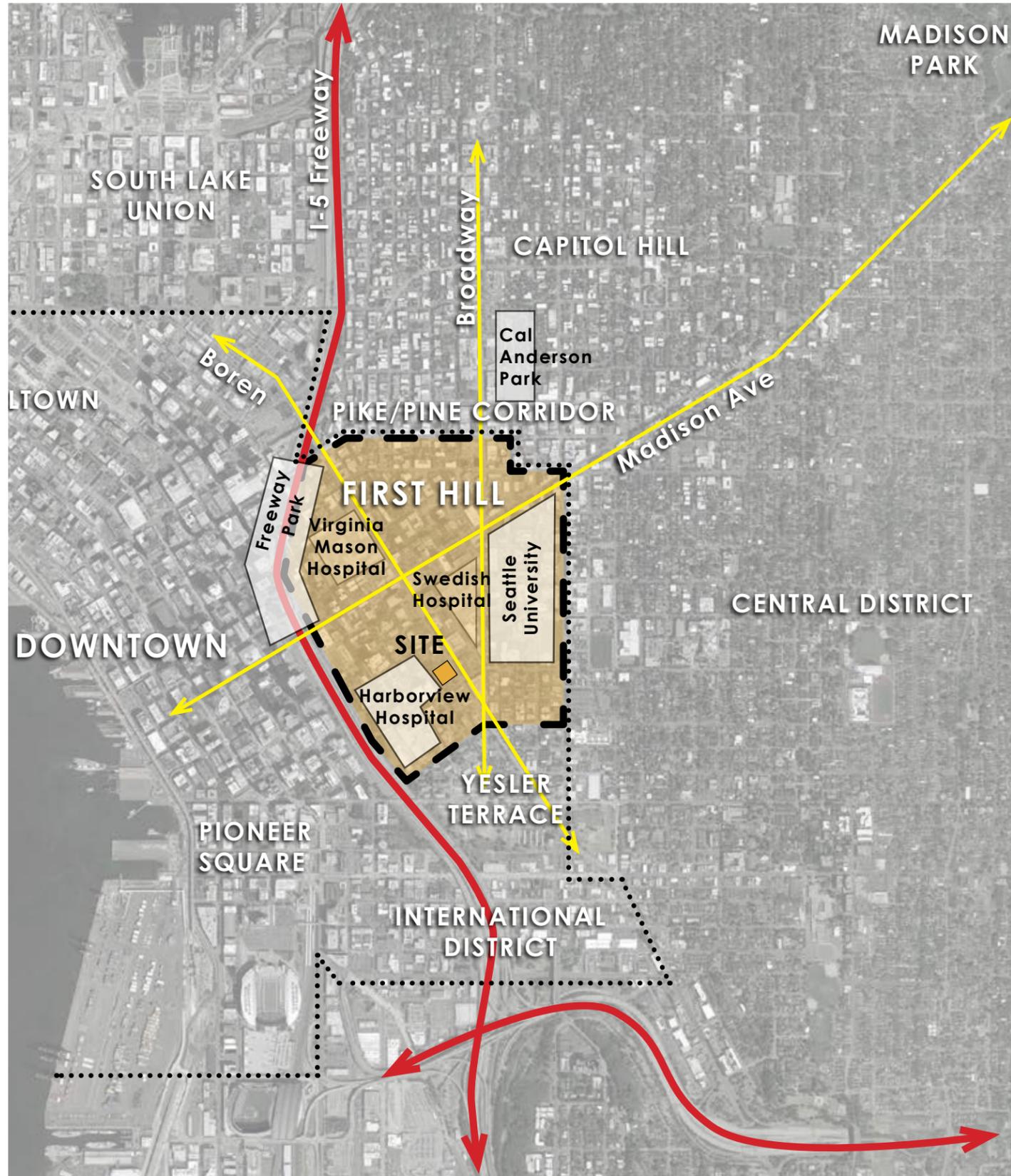


Terry Avenue

James Street

Boren Avenue

Jefferson Street

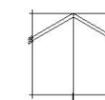




DRAWING KEY

-  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. This is one block South of the site. Proposed Rapid Transit Corridor on Madison Street.



Residential Building



St James Access Center



Old Colonial Apartment Building



Swedish Parking Garage



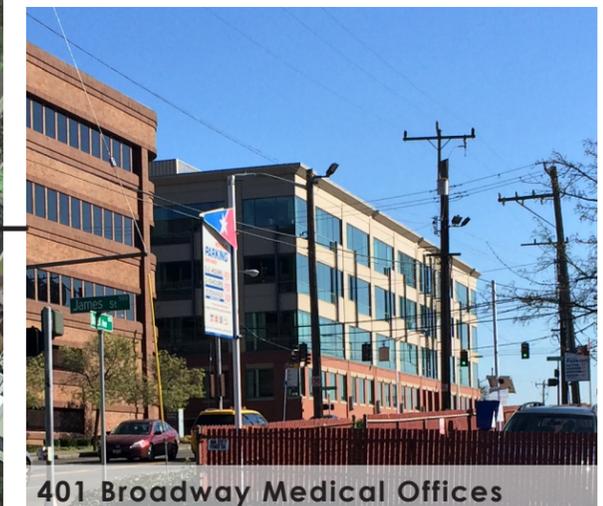
76 Gasoline Station



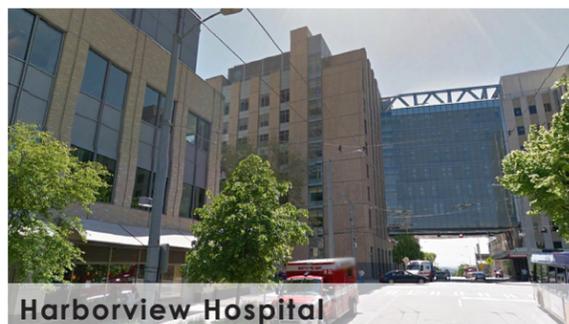
First Hill Medical Building



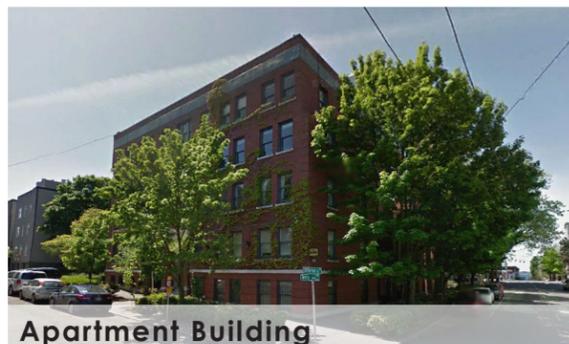
Ninth and Jefferson Building



401 Broadway Medical Offices



Harborview Hospital



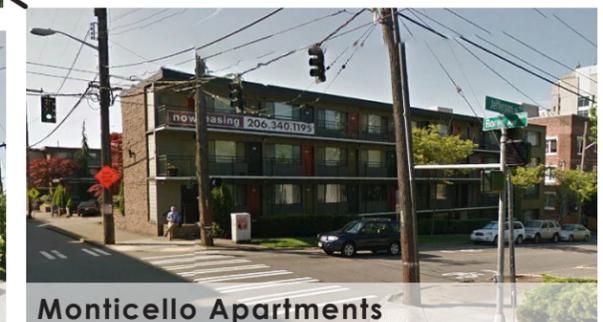
Apartment Building



Apartment Building

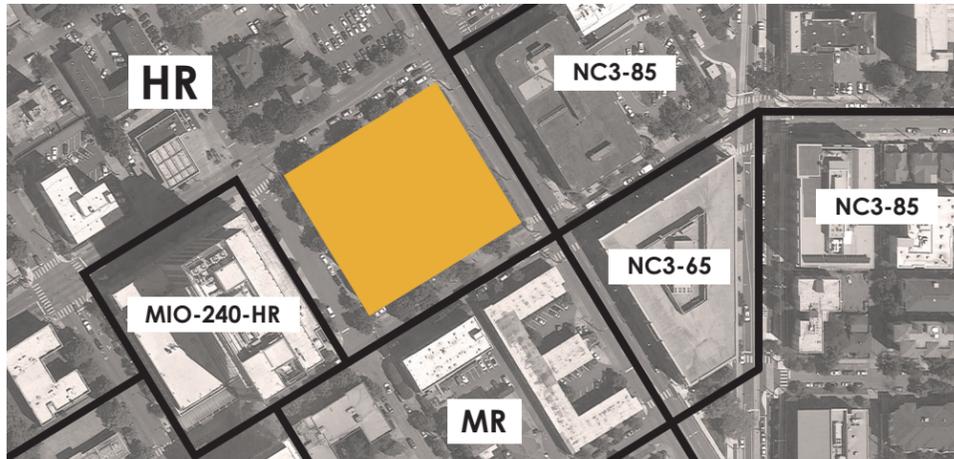


Apartment Building



Monticello Apartments

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



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 1/2 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 is 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

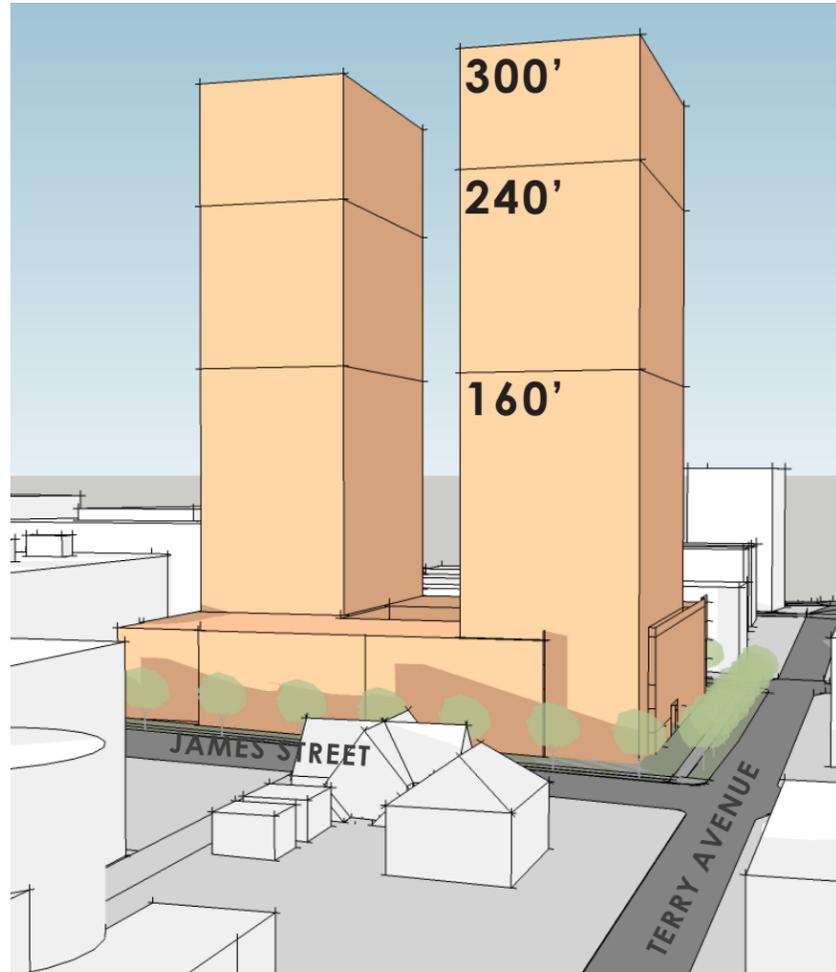
- Landscaping that achieves a Green Factor score of 0.5 or greater is required for any new development
- Additional requirements for landscaping in the code

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.
- 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

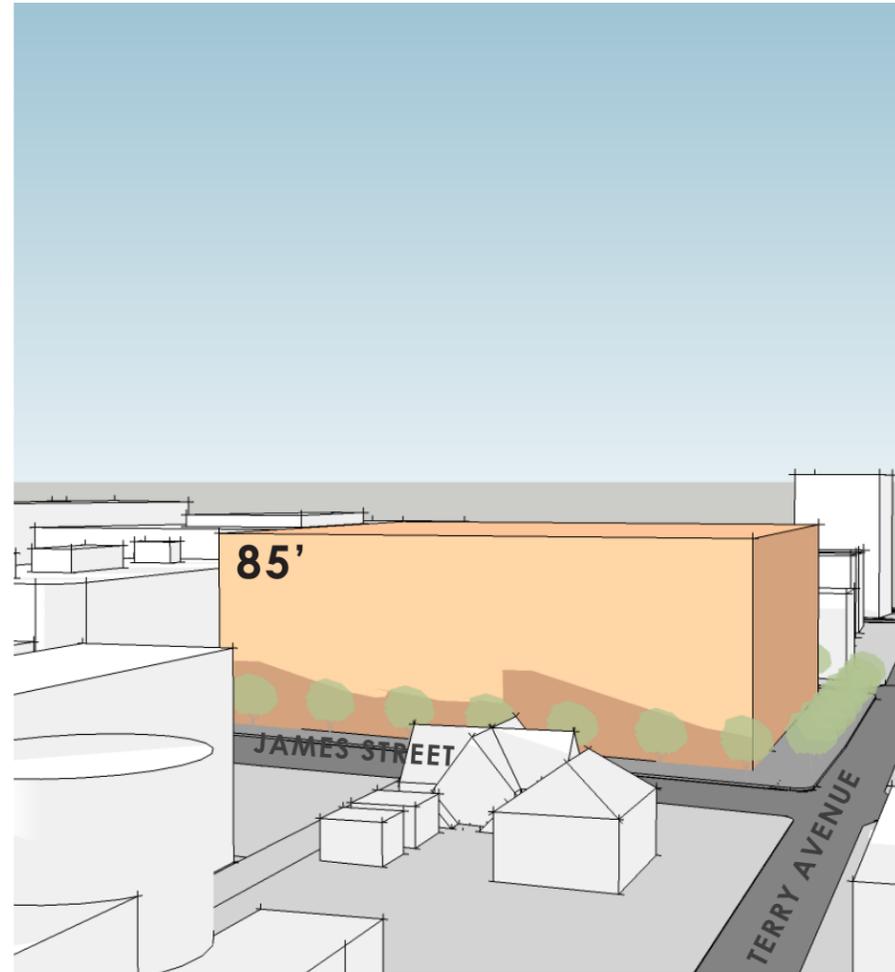
1. There are no minimum parking requirements for residential uses in commercial or multi-family HR zones within urban centers or within the Station Area Overlay District.
2. Live/Work : Zero spaces for units with 1,500sf or less; one space for each unit greater than 1,500sf
3. Sales and service space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



ALLOWABLE ZONING - HIGH RISE

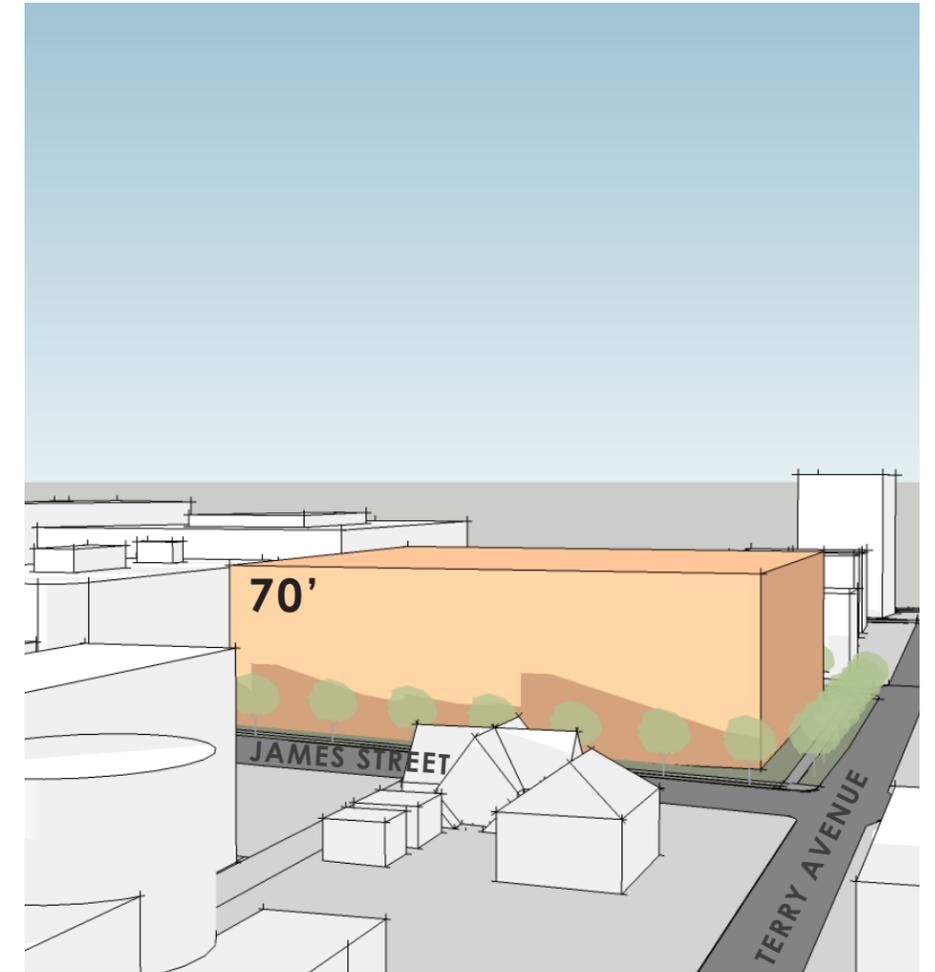
BASE - 160'

BONUSES - 240' AND 300'



ALLOWABLE ZONING - MID RISE

85' MIDRISE



PREFERRED MASSING

70' MIDRISE

DPD Tip #238—Design Review: General Information, Application Instructions...Requirements

**Attachment B**

Project No. 3019215

City of Seattle  
**Response to Guidelines: MUP Application  
 for Design Review**

(Attach additional sheets as needed)

1. Please describe the proposal in detail, including types of uses; size of structure(s), location of structure(s), amount, location and access to parking; special design treatment of any particular physical site features (e.g., vegetation, watercourses, slopes), etc.

The proposed development is for an 8 story, mixed-use project containing 338 residential units in approximately 312,000 sf, retail area of a total of 5,320 sf, and accessory parking for 285 stalls. The full block development site is bordered by James Street, Boren Avenue, Jefferson Street and Terry Avenue. Parking is located in two below grade floors accessed from Terry Avenue. The site has a significant amount of grade change rising approximately 21' from the low point at the corner of Terry and James, to the high point at Jefferson and Boren. The topography is taken advantage of by burying the parking into the hill, and providing access to retail and the residences at various levels.

2. Please indicate in text and on plans any specific requests for development standard departures, includingspecific rationale(s) and a quantitative comparison to a code-complying scheme. Include in the MUP plan set initial design response drawings with at least four (4) colored and shadowed elevation drawings and site/ landscape plan.

(2) Design Departures are requested at this time:

1. 23.45.518A – Front and side setbacks from street lot lines are required to 7' average and 5' minimum.

Departure Request is to provide a 2' minimum setback along James and Boren

Rationale:  
 CS2.A.1 – *emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place.*

First Hill development has a pattern of building that meet the property line, creating a strong street wall that is consistent in the area, especially along James and Boren. The property lines for this property are set back 5' from adjacent properties. In order to fit better within the surrounding historic and future development, reducing the setback to 2' allows the street wall to be maintained.

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.*

To better engage the street, especially where retail meets James and at the corners of James and Boren and Boren and Jefferson, bring transparent facades and retail entrances closer to the street provides visual interest and activity.

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.*

Bringing the transparent retail space, amenity space and residential entries closer to the street provided more opportunity to interact visually with the building interior.

2. 23.45.536.D.3.a – The area of garage doors may be no larger than 75 sf.

Departure request is to provide a 12'x22' wide garage door to provide access for small moving vans.

Rationale:

There are no available parking areas adjacent to the site on any of the surrounding streets. In order to provide loading areas that are not visible from pedestrians, a larger garage door is required to provide a loading area within the building.

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.*

The site has high visibility on all sides. To screen the loading from the street, the loading must be located on the interior of the building, and so the garage door would need to be larger.

3. Please describe how the proposed design responds to the early design guidance provided by the Design Review Board.

*From the Early Design Guidance of the East Review Board*

**1. Massing to bring light, air and sky to the project experience.**

*The Board directed the applicant to create building massing that allows visual access from the street to the courtyard. The Board considered the building massing "heavy" and that the applicant could design a creative opening and additional transparency into the center courtyard to capture light and air as part of the design's natural system features and which allows daylight and sky to be a part of the entry and courtyard experience. The Board directed the applicant to create units with cross air circulation and avoid depending on HVAC systems for units. (CS1-B-2)*

In order to provide visual access from the street to the courtyard, an opening is created to connect the courtyard to Terry Avenue on the west side. This creates a strong visual connection to the street, visually expanding the pedestrian experience along Terry, and bringing light and air into the bottom of the courtyard. The entry experience is from the pedestrian oriented street. Largely transparent, the entry experience flows from the pedestrian street into the high-volume entry. This high-volume space connects directly with the expanded courtyard area to provide daylight and sky as part of the entry experience. The upper floors of the courtyard facades are pulled back to allow more light and air into the court.

**2. Activate the building-to-public realm relationship.**

While working with the topography, the project creates strong ground level relationships by providing multiple entries to a variety of uses. Retail spaces are located both at Terry and James. The retail entry along James is aligned with the alley grid, providing a terminus to the pedestrian alley to the north. Multiple, highly transparent residential building entries are provided to provide the best access to the most pedestrian friendly streets.

Corners are provided with strong transparency to provide visual interest and activity through the location of retail and building lobbies.

The building façade responds to the alley grid to north and south by recessing, breaking the massing, and providing a highly transparent façade that provides visual interest at the terminus of the allies.

By recessing the structure along Terry, indoor/outdoor spaces can be accommodated along the pedestrian street at the retail area and at the main lobby entry. This also allows for a plethora of pedestrian amenities that could not be provided in the smaller setback area.

Retail is provided along Terry with a protected covered entry that responds to the alley grid.

**3. Reduce the building mass.**

**The Board was favorable to Option 3 and directed the applicant to erode the building massing to open up to the courtyard. The Board also would consider development of Option 2 with the building cut-away at a street edge rather than at the corner. The Board provided the following guidance around the issue of reduced massing:**

Option 3 has been developed. The massing at the courtyard has been eroded at the northwest corner to provide visual access from the street, and a direct connection to the building lobby. The massing is reduced by breaking the mass along James and Jefferson by recesses that align with the alley grid. Variations in material, roof treatments, and recesses along Boren and Terry, with bays and decks further breaks down the massing.

Visual impacts of the vehicle access are reduced by setting the door back from the property line by approximately 22' and maintaining all ramping within the building to provide an even grade plane along the pedestrian pathway.

**4. Develop the Terry Avenue "Street Concept" plan per The First Hill Action Plan.**

**The Board requested high quality building materials which reflect the First Hill materials of brick, stone, and concrete. Create a full and striving landscape replete with native plants, feature plantings, quality paving and site furniture.**

High quality materials are proposed, along with appropriate landscape features that reflect the vision of the PRAP. The PRAP provides very broad guidelines, with emphasis on the pedestrian experience. The PRAP shows this zone as an area that is limited by the width of the right of way. By providing a wider setback area, that pedestrian experience is enhanced with room for storm water features, outdoor seating and other pedestrian amenities. The proposed landscape design shows the required straight sidewalk, widening to either side to provide variety and interest. Seating areas, bicycle racks and specialty paving follows the guidelines of the PRAP. Spill-out zones are provided for the retail located on the southwest corner.

**Design Review Guidelines**

**CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**

**CS2-A Location in the City and Neighborhood**

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

**CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

**CS2-B Adjacent Sites, Streets, and Open Spaces**

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.

**CS2-C Relationship to the Block**

**CS2-C-3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

The First Hill neighborhood follows a historic pattern of simple masses that extend to the property line, while engaging the street by providing small landscaped areas at entries.

All four corners of the project continue this pattern by engaging the street, providing entrances, retail and transparency at each corner. By extending closer to the property line along James St., the massing enhances this pattern of a strong street wall while providing visual interest through the double height entry to the west, retail where the grade allows at the middle of the block, and transparency at the corner of James and Boren. The façade is pulled back between the corners along Terry and Boren to create landscaped areas that provide interest and relief for the pedestrian. The linear park character along Jefferson is enhanced by wide planter strips and a continuous landscaped setback area.

The massing of the building reflects the existing alley grid by recessing at the alley locations, and providing a highly gazed façade to provide a terminus to the alleys to the north and south. This break down in mass reflects the neighborhood pattern and scale of the traditional neighborhood brick apartment buildings.

Placing the main entry at the prominent corner of James and Terry emphasizes the importance of this corner, and ties the pedestrian flow to the proposed pedestrian priority street. Placing commercial space with outdoor space at the southern corner of the pedestrian street creates activity and additional security of proposed outdoor seating areas.

As a full block site, this project is highly visible and its relationship to the heavily travelled corner of James and Boren gives it a strong architectural presence. This is reflected in the emphasis of the corners, the simple massing that changes with the topography, and use of quality materials consistent with the surrounding neighborhood. The architectural presence is emphasized by repeating elements in the façade treatment that create a cohesive pattern throughout.

The greatest opportunity to connect to the public realm is along the pedestrian oriented Terry Avenue. Increasing the setback along this street provides areas to create pedestrian amenities that currently are non-existent. Placing the main pedestrian here entry adds activity, interest and security. Neighborhood retail provides a draw to bring pedestrians through the block. Eroding the building wall and providing a visual connection to the private courtyard beyond enables greater interaction with the public realm. Providing retail along James enhances the public character of James.

The massing of the project is broken down into four main masses, one at each corner. The masses are of similar scale, material and modulation as the neighborhood pattern. The masses are broken down by responding to the alley grid. The masses move up and down with the topography, rising up at the entrances to reveal the transparency and activity below. Use of brick, concrete masonry and glass provides visual interest and pattern that will be further developed in the design process. Increasing setbacks at Boren and Terry provides variety to the strong street walls, using bays and decks to create pattern, interest and activity. Increased landscaped zones provide pedestrian relief and the use of plantings in these zones will create a contrast and different sense of human scale.

**CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.**

**CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

**CS3-A-3. 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-A-4. Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

The massing of the project is broken down to reflect the scale and character of the historic neighborhood. Use of brick, concrete masonry and glass complements both the historic brick apartment buildings, but also the newer institutional buildings in the area. Flat roofs, strong cornice lines, simple fenestration patterns are typical of the area and are used in this design.

By using larger openings in the fenestration pattern, and more vertical patterns, the traditional brick building is given a more contemporary feel that highlights the rejuvenation of this area. The use of bays and decks in the recessed portions is a more contemporary residential language that sets a positive context for future development.

Large expanses of transparency at the corners create a strong interaction between the private and public, establishing a new pattern that brings more activity to the public realm.

**PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.**

**PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

**PL1-B Walkways and Connections**

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**PL1-B-2. Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

**PL1-B-3. 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.

**PL1-C Outdoor Uses and Activities**

**PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line

with pedestrian routes.

**PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

**PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

While following neighborhood patterns, opportunities for pedestrian interest will be created. Eddies created in the preferred massing create opportunities for landscapes that respond to the street context. Increasing the setback along Terry provides the greatest opportunity for enhancing the pedestrian experience. 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. Providing corner retail will create the possibility for sidewalk cafes. The pedestrian entrances are placed to best integrate with the existing public infrastructure. Locating the main entry on Terry connects it to the main pedestrian street. Locating a second entry at the corner of Jefferson and Boren connects the project to the First Hill Street car station, Seattle University, and Broadway beyond. Neighborhood retail and associated outdoor spaces create opportunities for activity beyond daylight hours, while enhancing the security of the pedestrian zone.

**PL2 Walkability:** Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

**PL2-A Accessibility**

**PL2-A-1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

**PL2-A-2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

**PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL2-B-3. 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.

**PL2-C Weather Protection**

**PL2-C-1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

**PL2-C-3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building.

**PL2-D Wayfinding**

**PL2-D-1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible.

Due to the topography of the site, accessibility is a challenge. Locating entrances at the low and high points of the site eases access, and avoiding entrances on the steep grades eliminates access issues. Security is enhanced by limiting the number of entrances, making them highly visible, well lit, and transparent. Bays and decks are located to provide better lines of site into wider landscaped zones to increase security. Recessing the facade at the entrances provide weather protection, while keeping them highly visible and transparent. Locating the vehicle entrance near the pedestrian entrance and retail frontage eases wayfinding for visitors, potential users and retail patrons. Combining the main pedestrian entry and the main pedestrian access from the garage into a single lobby creates more opportunity for resident interaction and a welcoming front door from both directions.

**PL3 Street-Level Interaction:** Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

**PL3-A Entries**

**PL3-A-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

**PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

**PL3-A-4. Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

**PL3-B Residential Edges**

**PL3-B-1. 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 or neighboring buildings.

**PL3-B-2. 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.

**PL3-B-4. Interaction:** Provide opportunities for interaction among residents and neighbors.

**PL3-C Retail Edges**

**PL3-C-1. 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.

**PL3-C-2. Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

**PL3-C-3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

The main entry is located on the most active pedestrian corner. The double height scale of the lobby, expansive glazing, canopy and recessed facade make it distinctive with clear lines of sight to the street. 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.

Security and privacy for ground level units is created by taking advantage of the topography to have the majority of units above or below sidewalk grade. Planters within the increased setback along Boren 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. Individual entries are not proposed, as they are difficult to keep secure, and due to the topography, are difficult to create. In order to enhance the semi-public zone of the retail spill-out area and the landscaped amenity areas along Terry, units are kept above grade to ensure privacy for the residents, while decks above provide additional eyes on the street.

Retail edges are kept transparent. Where the retail engages the pedestrian oriented street, opportunities for interaction are created to allow activities to spill out onto the sidewalk, or to flow into the interior.

**DC1 Project Uses and Activities:** Optimize the arrangement of uses and activities on site.

**DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

**DC1-B Vehicular Access and Circulation**

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

**DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative,

*locate the parking in rear or side yards, or on lower or less visible portions of the site.*

**DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.**

**DC1-C-4. 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.**

Pedestrian entrances are located at highly visible, prominent corners that are emphasized by the building massing. Gathering spaces, both interior and exterior, are located around entrances or pedestrian paths. Views are provided into and out of gathering spaces. Opening the courtyard visually to Terry creates a strong connection between private and public spaces. Amenity spaces spill out into the courtyard, which is connected to the lobby, to create an interactive semi-public zone that flows from the street to the landscaped court. All parking is located below grade. Options for access to parking and services are severely limited. Access is not permitted from the major arterials of James and Boren. Access to trash and recycle pick-up is not permitted at Jefferson, due to the bus travel that is limited to a single lane (SMC 23.54.040.F.2.c - "Collection location shall not be within a bus stop or within the right-of-way area abutting a vehicular lane designated as a sole travel lane for a bus"), leaving Terry as the only option for trash and recycle pick-up. There are no parking lanes available on any adjoining street to provide loading and unloading for the project, so loading zones have been created within the structure. Due to the change in topography, access to the loading zones would be extremely difficult from Jefferson, resulting in steep ramps. Sight lines from a steep driveway to a steep street are severely limited creating unsafe conditions. According to the traffic study, many more pedestrians were observed along Jefferson than were observed along Terry. To increase safety for pedestrians along Terry, access is limited to a single location, the garage door is setback from the façade with a level area extending 22' before meeting the sidewalk, and all ramping is provided within the structure. Careful detailing of the landscape will create an environment that allows for pedestrian and vehicle traffic to share the street, while maintaining the priority of the pedestrian.

**DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**

**DC2-A Massing**

**DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.**

**DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.**

**DC2-B Architectural and Façade Composition**

**DC2-B-1. Façade Composition: Design all building façades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all façades are attractive and well-proportioned.**

**DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage façades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.**

**DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest: Add depth to façades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).**

**DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.**

**DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.**

**DC2-D Scale and Texture**

**DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building façades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept**

**DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.**

**DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.**

The massing of the building evolves from the historic neighborhood pattern. The scale and mass of the historic apartment buildings is emulated in the main massing. The arrangement of the masses responds to the topography and interior uses – rising above the street to reveal entrances, and meeting the street to provide texture and scale at retail uses. Secondary elements of recesses and decks highlight the neighborhood alley grid,

and they rhythm of bays at recessed portions of the façade provide depth, interest and repeating patterns that are cohesive around the entire façade. The massing responds to the street, while providing private outdoor space for the residents in the courtyard. Opening the private courtyard space to the public space allows air and light into the courtyard, while maintaining the privacy and security of the residents.

The façade composition responds to the architectural history of the many nearby brick apartment buildings, while the composition is updated to provide a modern façade, emphasizing vertical elements rather than the more traditional punched opening. The vertical elements create a repeating pattern that is contrasted with the portions of the structure that are setback from the street. There, patterns of bay windows and balconies create a more modern aesthetic that reveals the residential use of the building.

By burying the parking into the hill, blank façades are avoided. Where the façade of the loading area abuts the street, raised planters with storm water features provide interest, human scale and texture.

The use of brick and concrete masonry provides opportunities for human scale elements and patterning that is observable at street level, providing a visual and tactile pattern. Uses of different materials – brick, decorative cmu and glass – provide a variety of experience around the perimeter at the ground plane. Transparency provides visual interest and activity.

**DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.**

**DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.**

**DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.**

**DC3-C Design**

**DC3-B-1. Meeting User Needs: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.**

**DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.**

**DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.**

The development of the landscape concept will vary given the diverse conditions around the site. Landscaping on James will 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 provides a place of refuge and quiet for all of the residents and connects visually to the pedestrian experience along Terry. The open space concept responds to the needs of the residents by providing buffers from the surrounding streets while creating zones of pedestrian relief along the block.

**DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.**

**DC4-A Exterior Elements and Finishes**

**DC4-A-1. 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-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.**

**DC4-B Signage**

**DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.**

**DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.**

**DC4-C Lighting**

**DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.**

**DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.**

**DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.**



**ENCORE** architects

