



# BROADSTONE FIRST HILL

DESIGN REVIEW BOARD MEETING #2 - 3/23/16

1001 JAMES STREET (DPD #3019215)



## PROJECT TEAM

### PROPONENT

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SITE AREA	59,050 SF
RESIDENTIAL UNITS	<b>337</b>
PARKING STALLS	<b>280</b>
COMMERCIAL SPACE	<b>5,685 SF</b>

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 significant public amenity spaces. Our building will be one of the first new projects to engage with the recently adopted First Hill Public Realm Action Plan (PRAP). Generous setbacks will provide space for an active pocket park and retail space for a new restaurant, pub or coffee shop.

Our preliminary analysis of the neighborhood reveals that although there is current development influencing the community, there is a strong architectural narrative focused on low rise, brick, residential buildings. The proposed project 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.

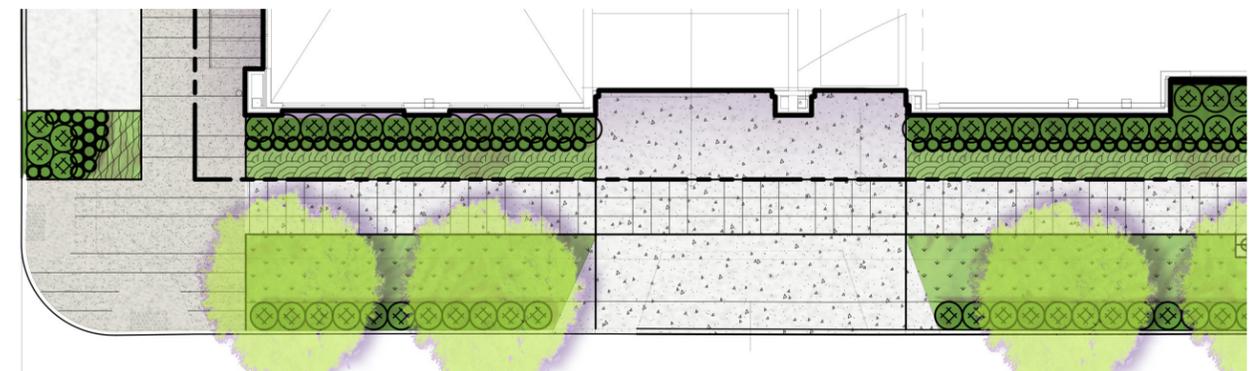
BOARD DIRECTION FROM DESIGN REVIEW MEETING ON 1/13/16



**MASSING & MODULATION**

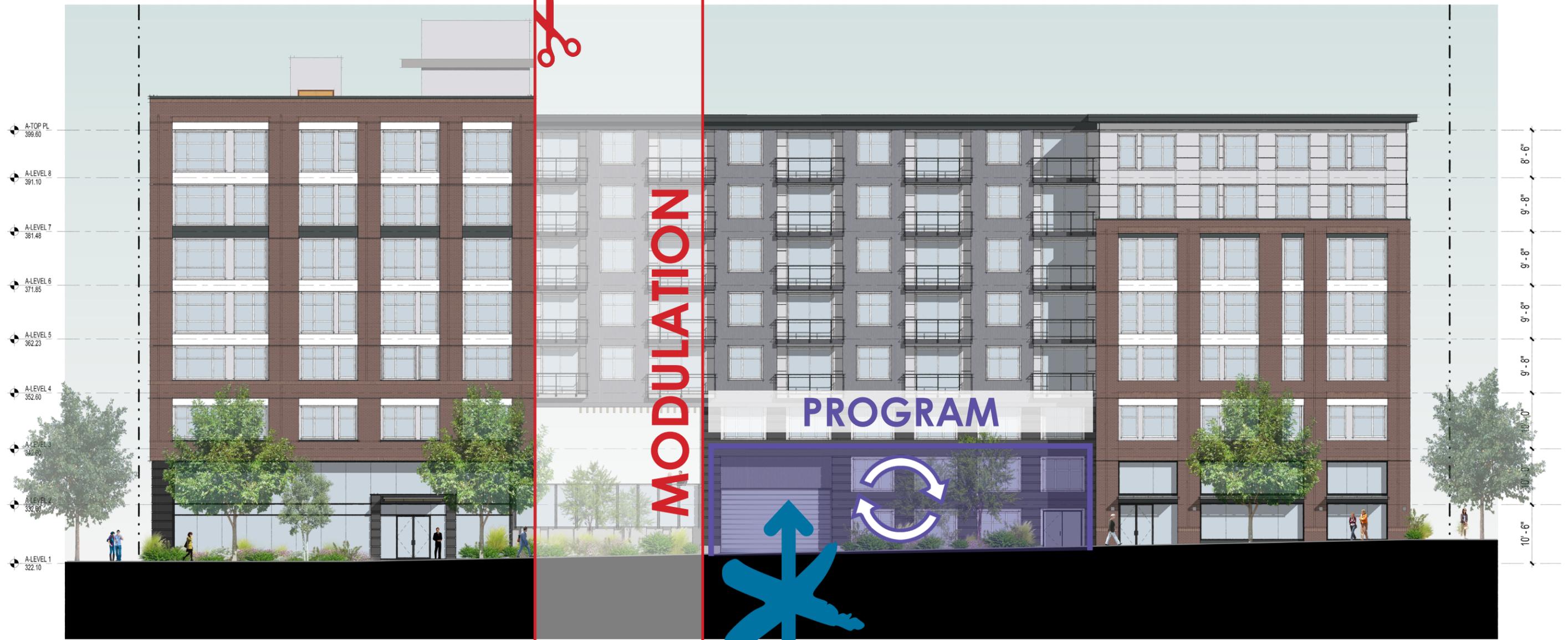


**PROJECT PROGRAM**



**ACCESS & SERVICES**

OLD TERRY AVENUE ELEVATION (WEST FACADE)



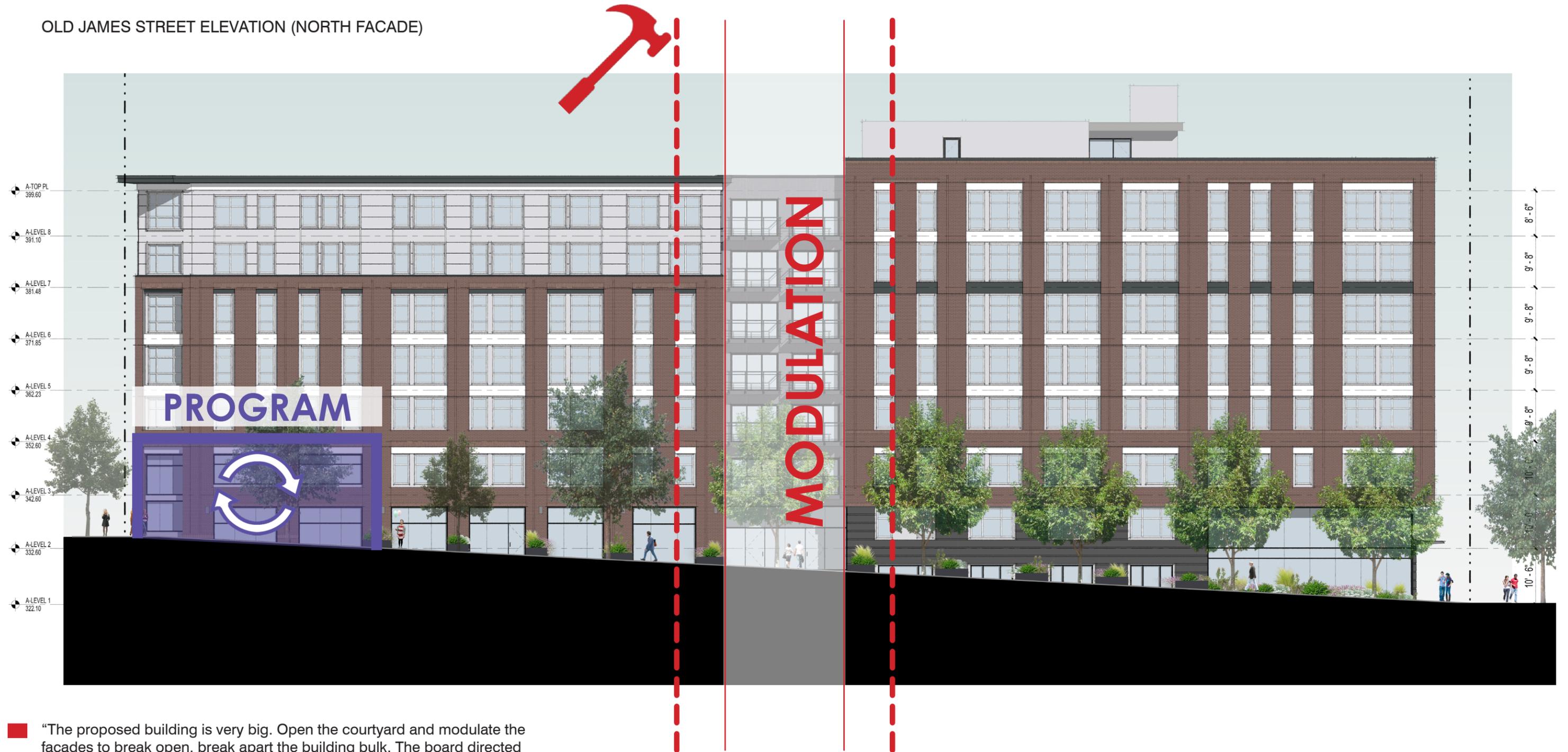
- “Opt for all vehicle access on Jefferson Street to avoid disrupting the hard-won Terry pedestrian priority street with a large vehicle / trash / recycling/resident drop off and pick up.”
- “Reduce the perceived massing. Create a real and significant architectural language to describe the space between the street and interior courtyard both physically and visually. ”
- “Relate the retail on the southwest corner to the greenway with outdoor seating, and porous walls with windows and doors to provide a connection to the outdoor area.”

DRB #1 RECAP | HOW WE IMPLEMENTED BOARD DIRECTION

PERSPECTIVE AT MID-BLOCK TERRY AVENUE LOOKING EAST INTO COURTYARD



OLD JAMES STREET ELEVATION (NORTH FACADE)



- “The proposed building is very big. Open the courtyard and modulate the facades to break open, break apart the building bulk. The board directed the applicant to design strong infill between the corner forms.”
  
- “The Board asked the applicant to relocate the fitness facility and remove it from the Boren and James corner. They directed the applicant to make the Boren and James corner a retail use.”

PERSPECTIVE AT BOREN / JAMES INTERSECTION LOOKING SW

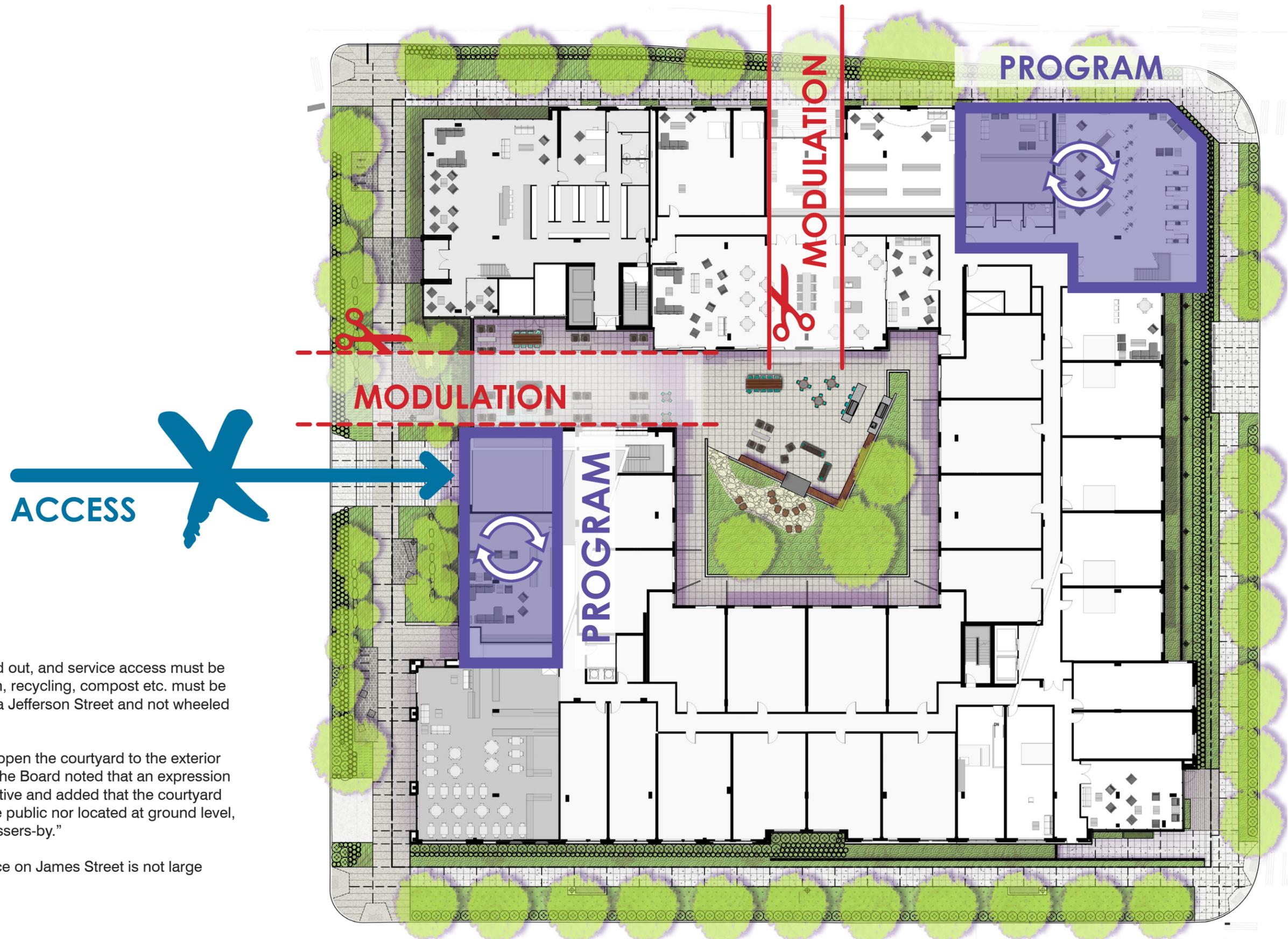


^ Retail on corner of James Street and Boren Avenue. Deconstructed alley reference at mid-block to accentuate corner masses.

PERSPECTIVE AT TERRY / JAMES INTERSECTION LOOKING SE

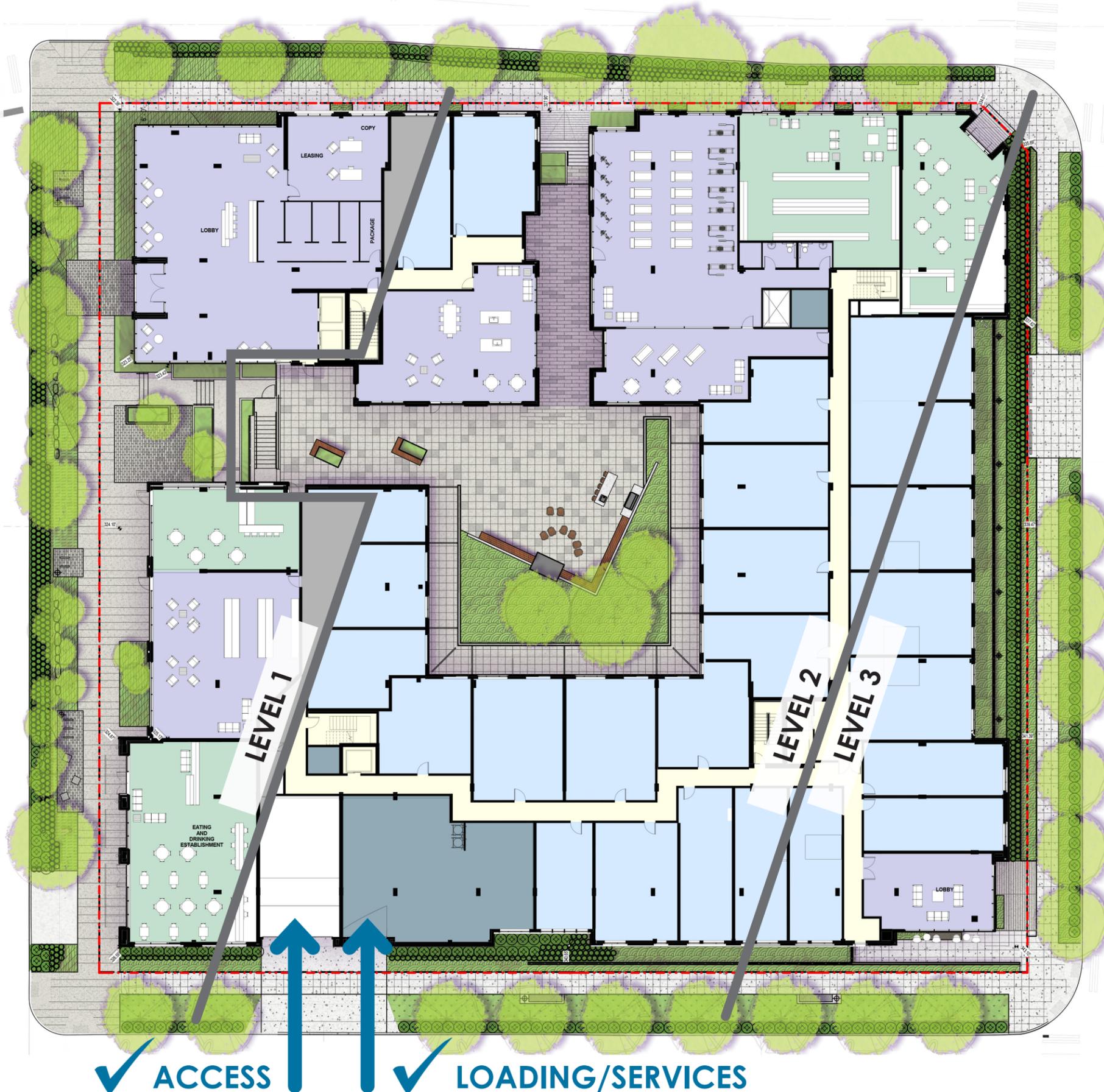


^ Covered breezeway connection to the courtyard for building residents. The mid-block modulation has been increased overall.



**OLD COMPOSITE SITE PLAN**

- “Vehicle access, resident move in and out, and service access must be accessed from Jefferson Street. Trash, recycling, compost etc. must be picked up in the interior of the site, via Jefferson Street and not wheeled out to the street for pick up.”
- “The Board directed the applicant to open the courtyard to the exterior and modulate the ensuing façades. The Board noted that an expression of connection to the interior is imperative and added that the courtyard does not need to be accessible to the public nor located at ground level, but it must be visually available to passers-by.”
- “The Board said the commercial space on James Street is not large enough and needs to be expanded.”



**NEW COMPOSITE SITE PLAN**

- < All vehicular access to the site is located on Jefferson Street. This includes loading for move-in/move-out and trash pickup.
- < “In discussion the Board thought that, if it was necessary, a departure request for a large vehicle and trash access door on Jefferson Street would be favorably considered.” **(SEE DEPARTURES ON PAGE 52)**
- < Corner retail at Boren / James has replaced the fitness amenity. The location is larger than previously shown and will provide an active, community oriented interaction on the street.









TERRY AVENUE

JAMES STREET

BOREN AVENUE

JEFFERSON STREET



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MASONRY BRICK - LIGHT IRON SPOT



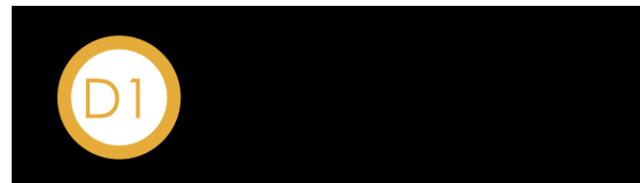
MONUMENTAL CMU - 16" x 24"



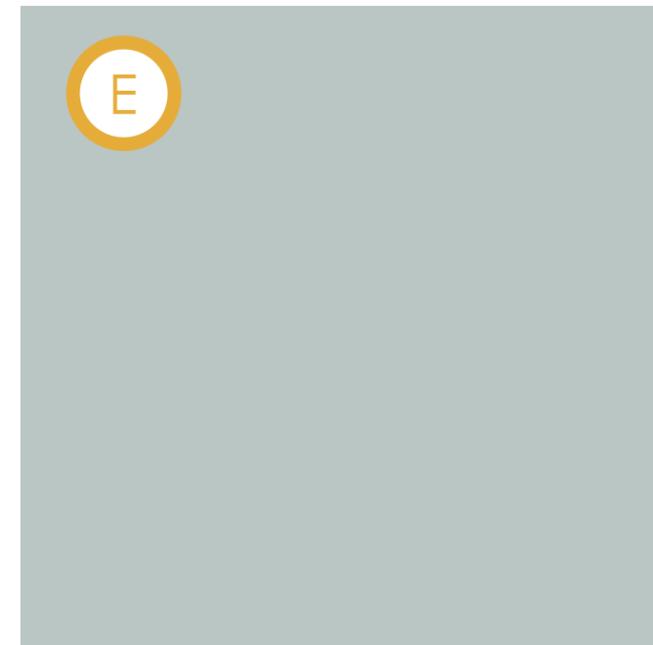
FIBER CEMENT - REVEAL - SLATE



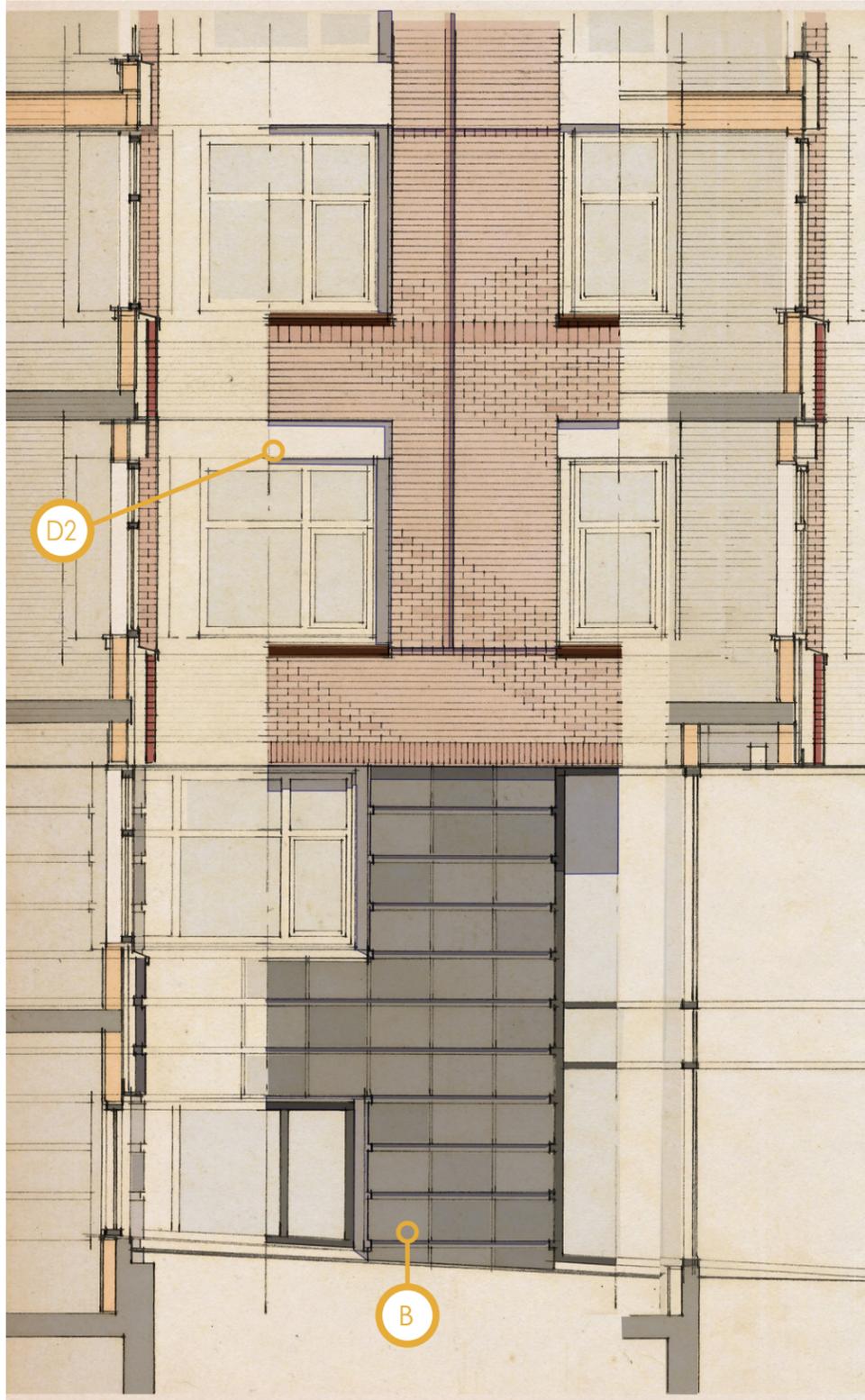
WHITE VINYL WINDOWS



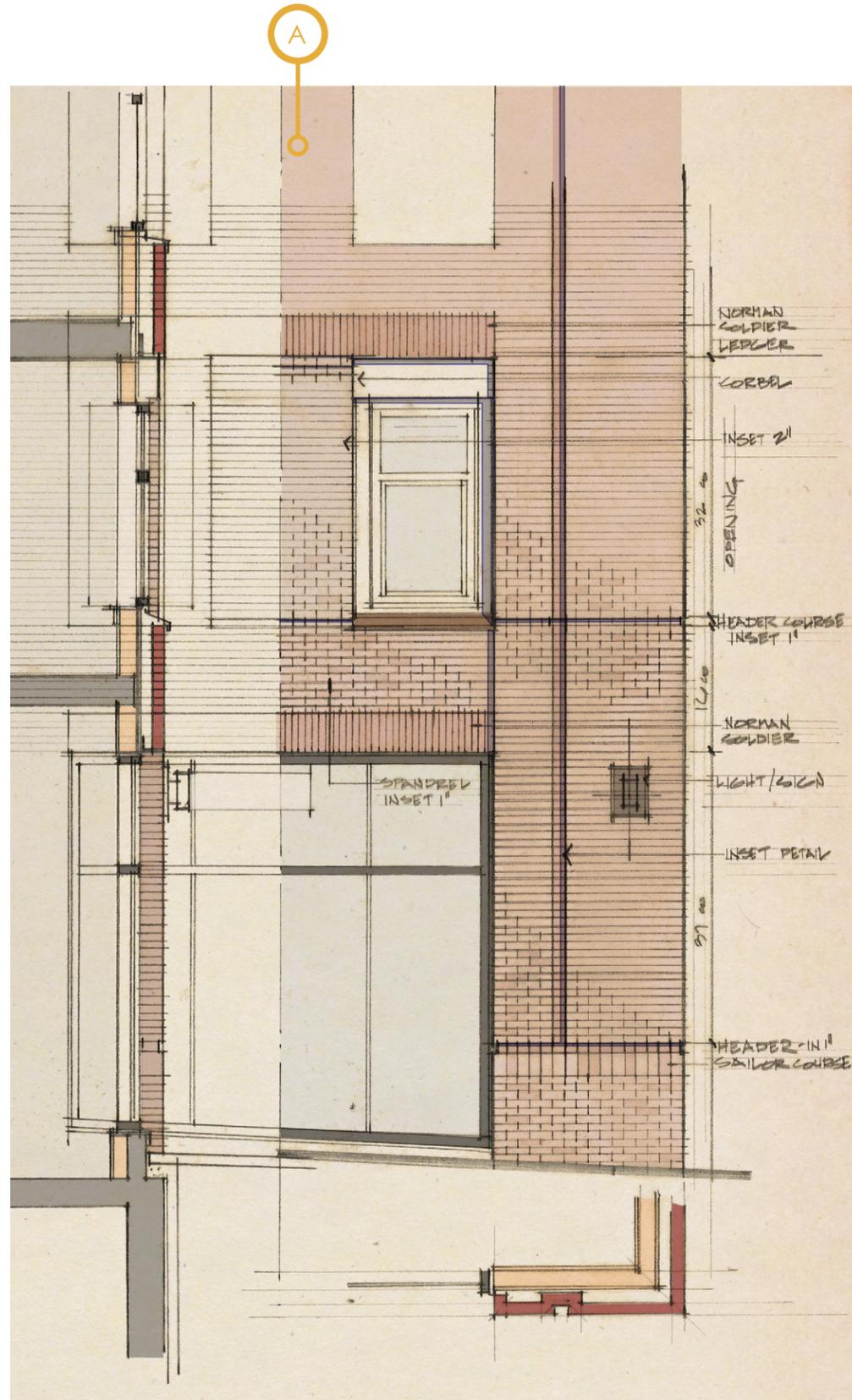
METAL FLASHING/DECKS/TRIM  
MATTE BALCK, REGAL WHITE, ZACTIQUE



FIBER CEMENT - WALES GRAY



^ 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



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

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 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 DC1-C1, DC1-C2, DC1-B1

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

JEFFERSON STREET

Parking is below grade, hidden from public view. Loading and trash pickup is inside the building. We are seeking several design departures to make this point of vehicular access work. See pages 52-55.

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



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

The breezeway is a generous amenity space allowing people to recreate outside. The connection between the sidewalk and the courtyard is accessible by residents.

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

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

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.

TERRY AVENUE

Breezeway has been opened up to the sky to expand the connection from the courtyard into the Terry Avenue Green Street.



\* SEE LANDSCAPE SHEETS FOR ADDITIONAL INFORMATION

Main entrance is open and bright, floor to ceiling glass with low landscaping in front.

Patio with exterior seating for the corner retail space.

Bay elements similar to Boren Avenue facade. Scale and modulation responds to the scale of the facade at this location. Adjustments have been made accordingly.

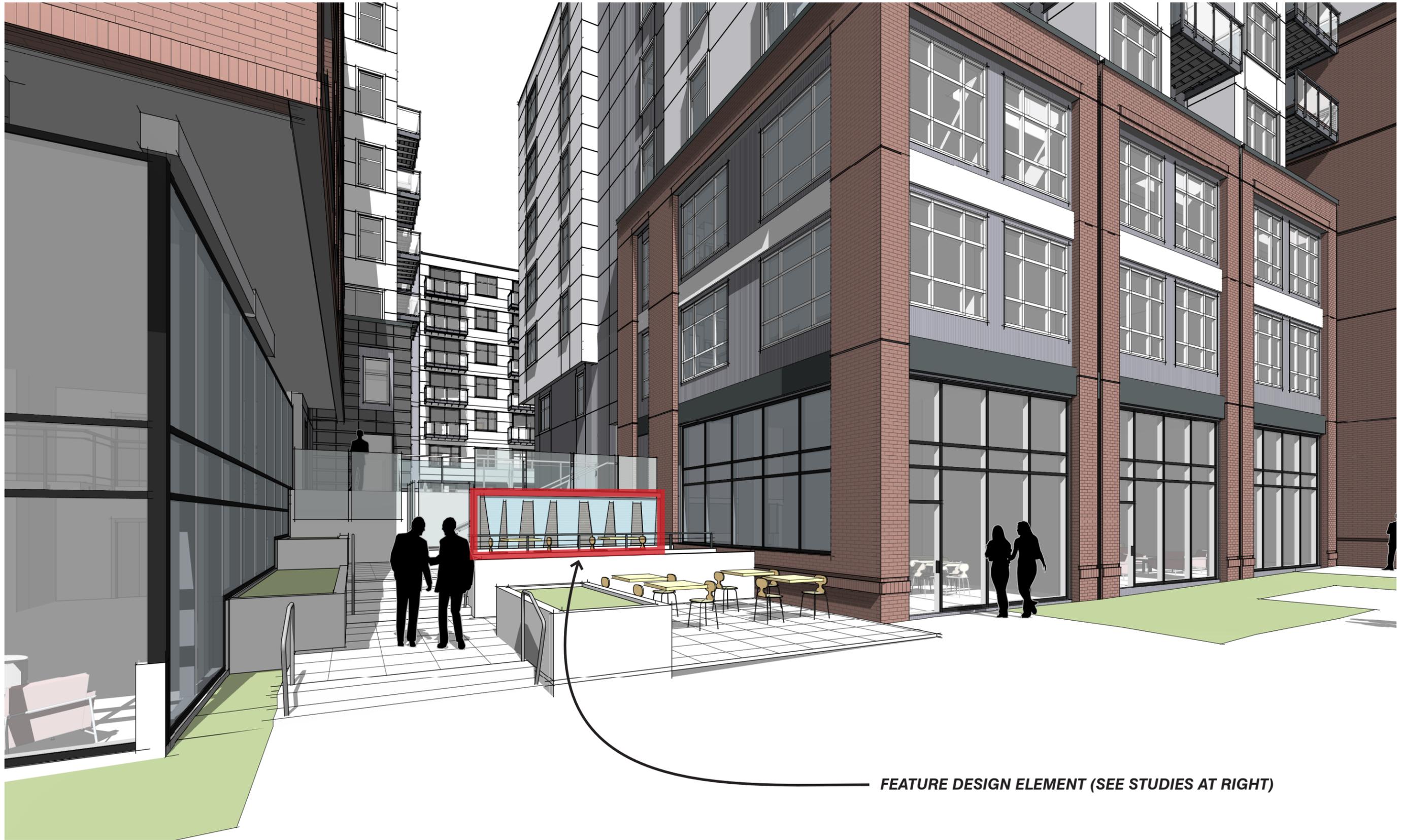


Amenity space at this location. Double height, floor to ceiling glass that provides activity on the green street. Outdoor-oriented, "gear lounge" for residents.

Corner retail space is an ideal location for a local restaurant or pub. Hopefully the proponent can find a unique tenant for this space.







**FEATURE DESIGN ELEMENT (SEE STUDIES AT RIGHT)**

^ Perspective of updated breezeway design. Take note of the brick wrapping at the top.



### “Water Feature”

Fountain element in the patio to serve as a feature design in the Terry Avenue Green Street environment. A feature fountain would be helpful to provide audio background for people sitting on the patio.



### “Metal Panel Design”

We studied the potential to incorporate a panelized system in the breezeway. The image above depicts a design concept that could differentiate itself from the building and the landscape.



### “Texture Backdrop”

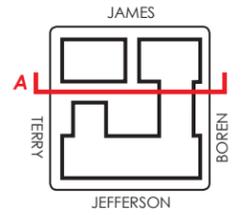
A variety of manufacturers provide textured material systems that offer an interesting aesthetic quality to both residents and passers by along Terry Avenue.



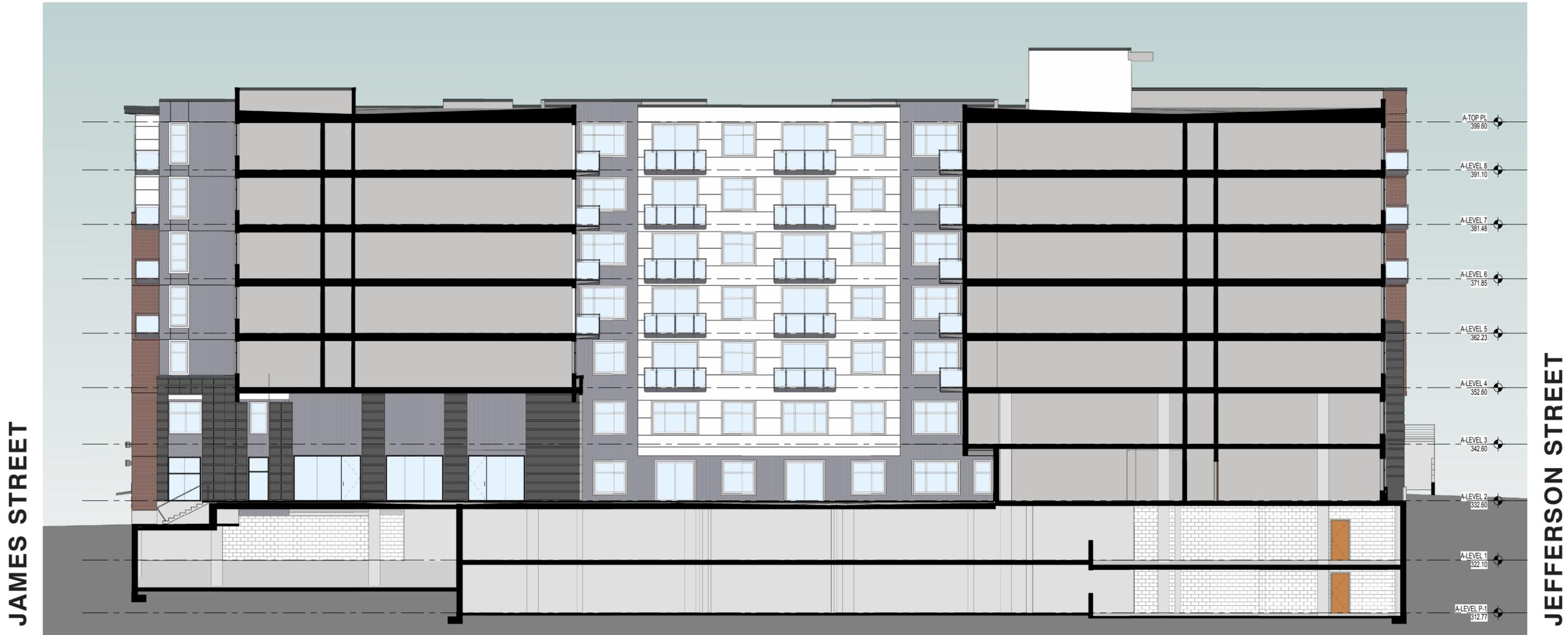
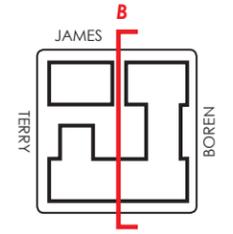
### “Stone Material Feature”

A simple approach to the breezeway design could incorporate an accent material. Perhaps a stone or tile pattern could provide visual interest without over-designing. A mosaic could be a variation of this design as well.

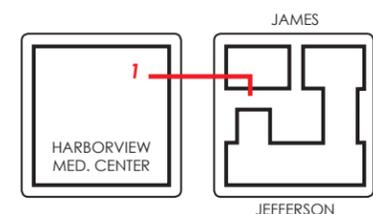
SECTIONS | EAST WEST AT BREEZEWAY CONNECTION TO TERRY AVENUE



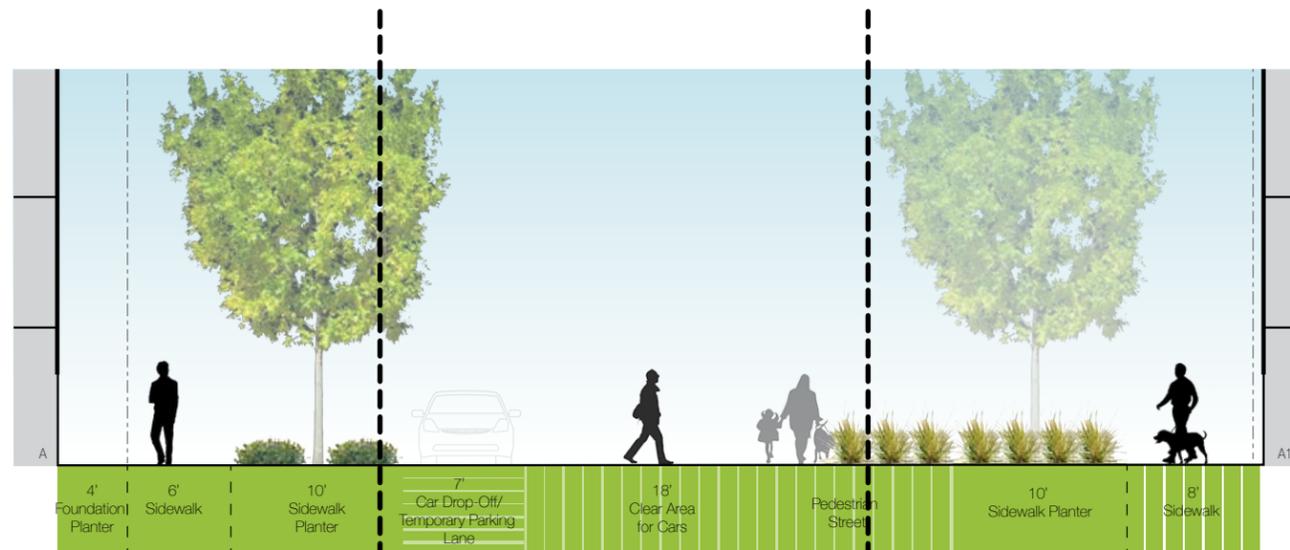
A



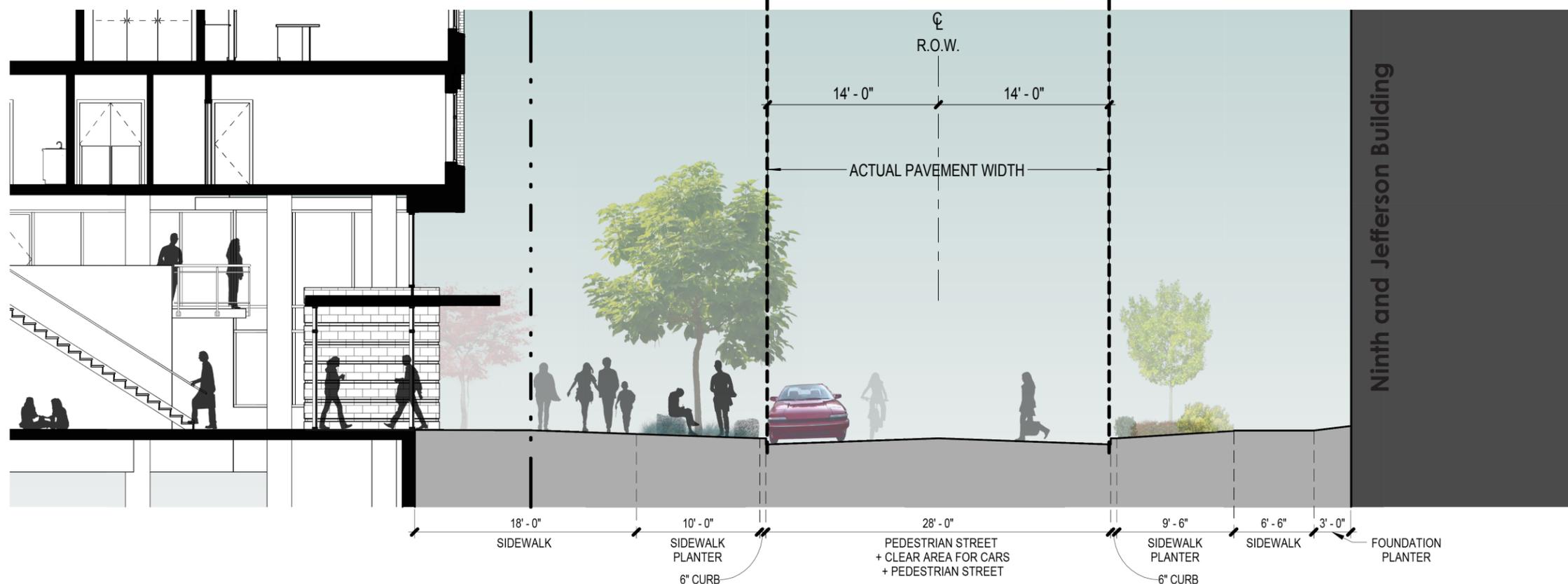
B



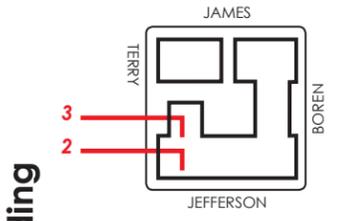
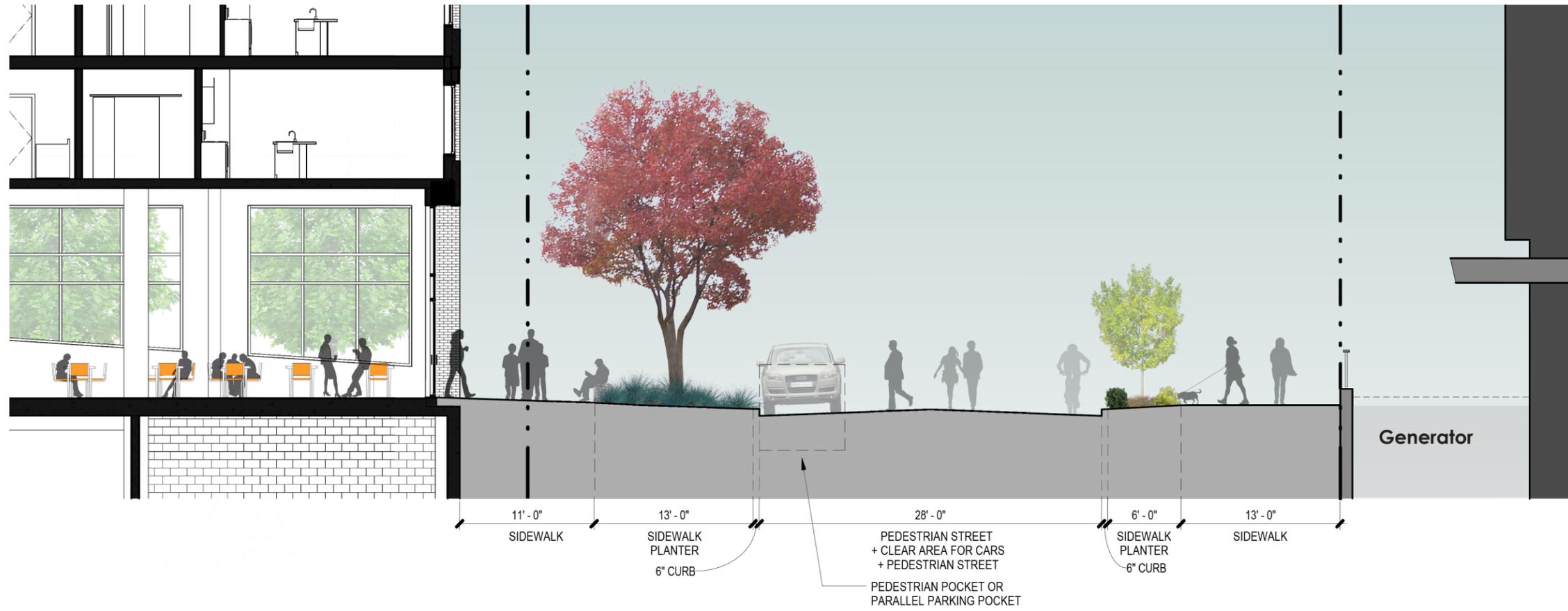
PRAP PROPOSED SECTION SHOWS 25' OF PAVEMENT.



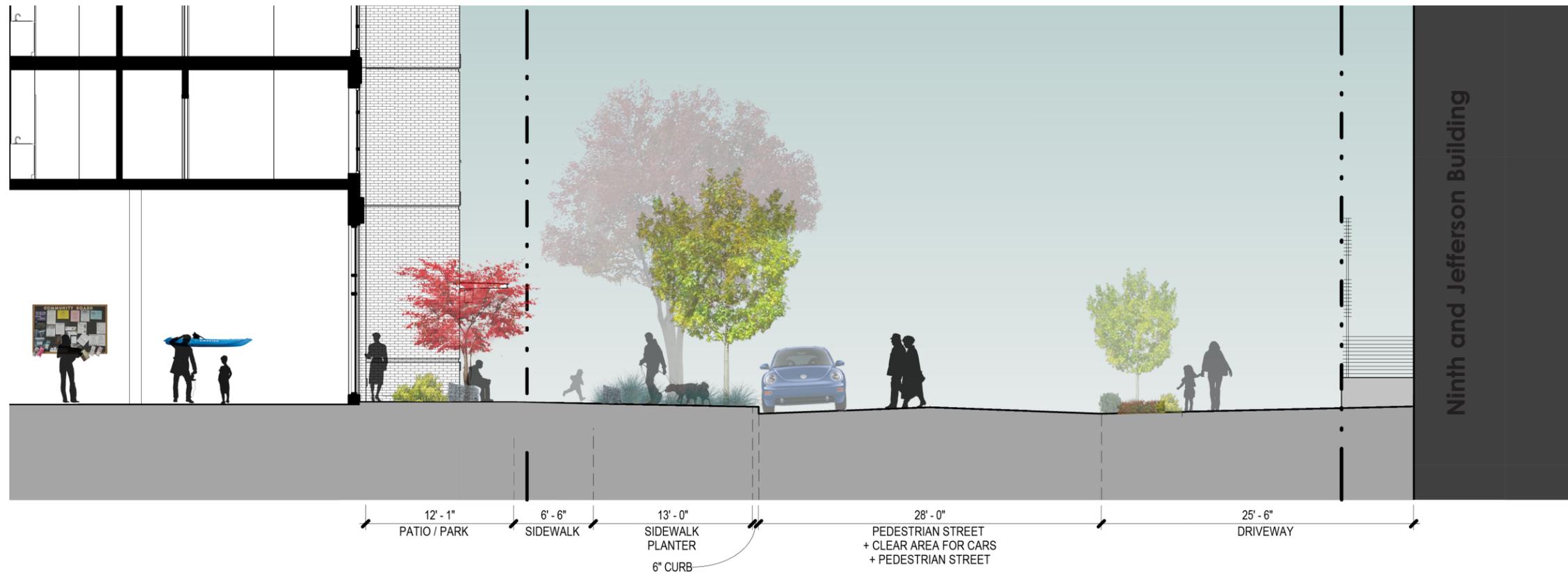
Page 48 from the PRAP



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



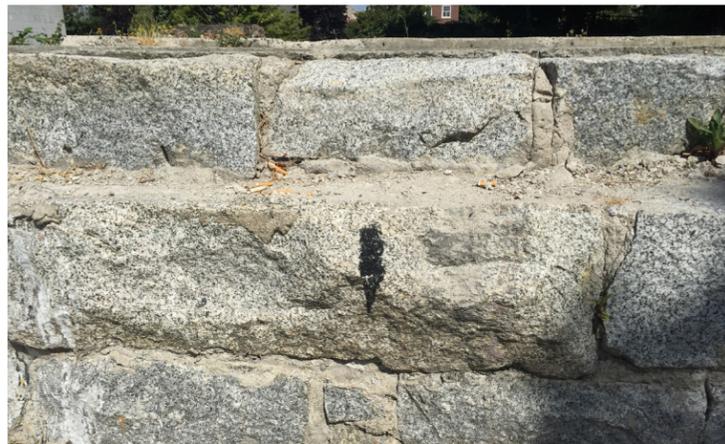
2



3



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.



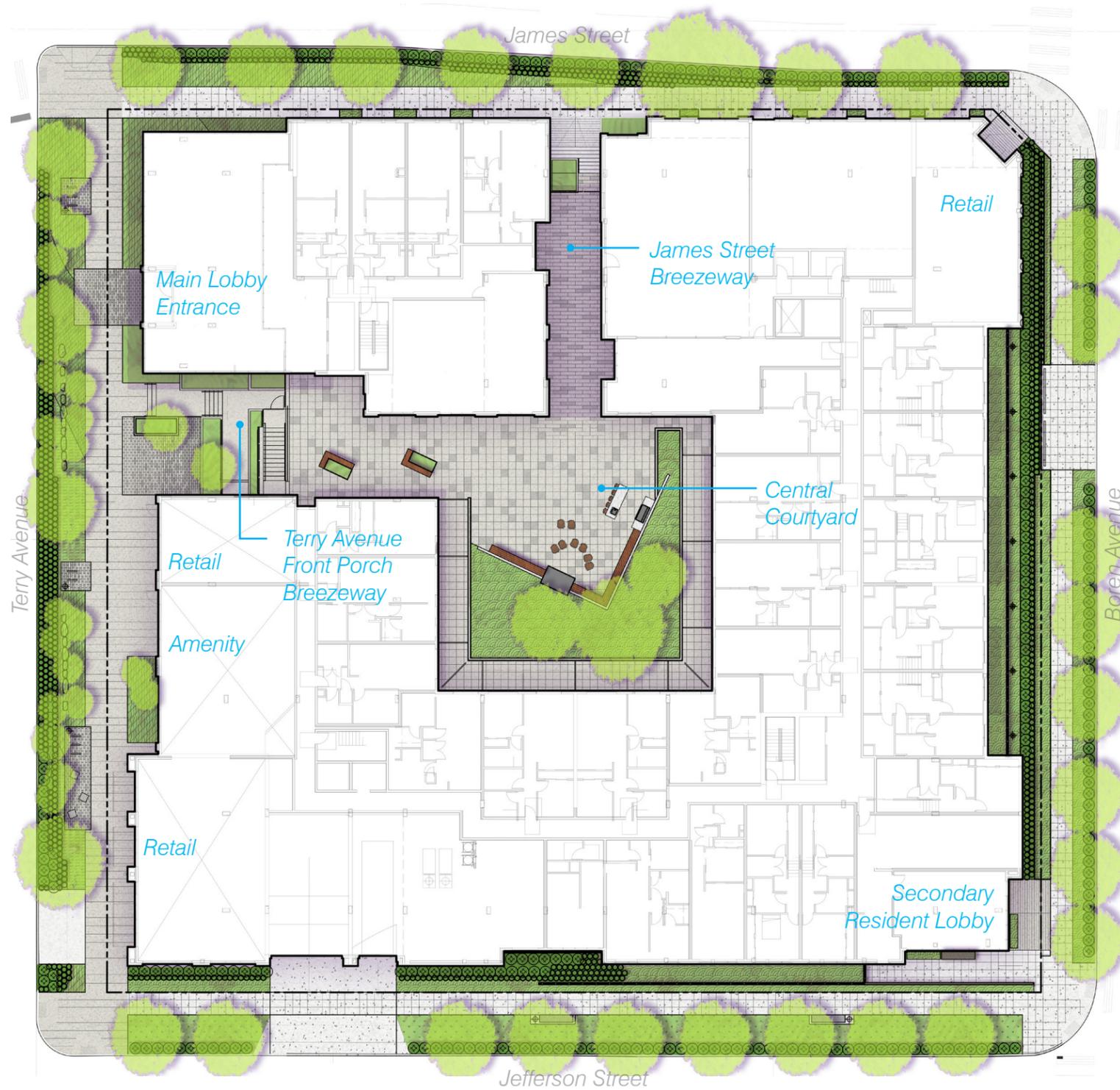
The relic brick stoop on the site, still used by neighbors as a gathering place, becomes the inspiration for a series of new public seating areas around the site.



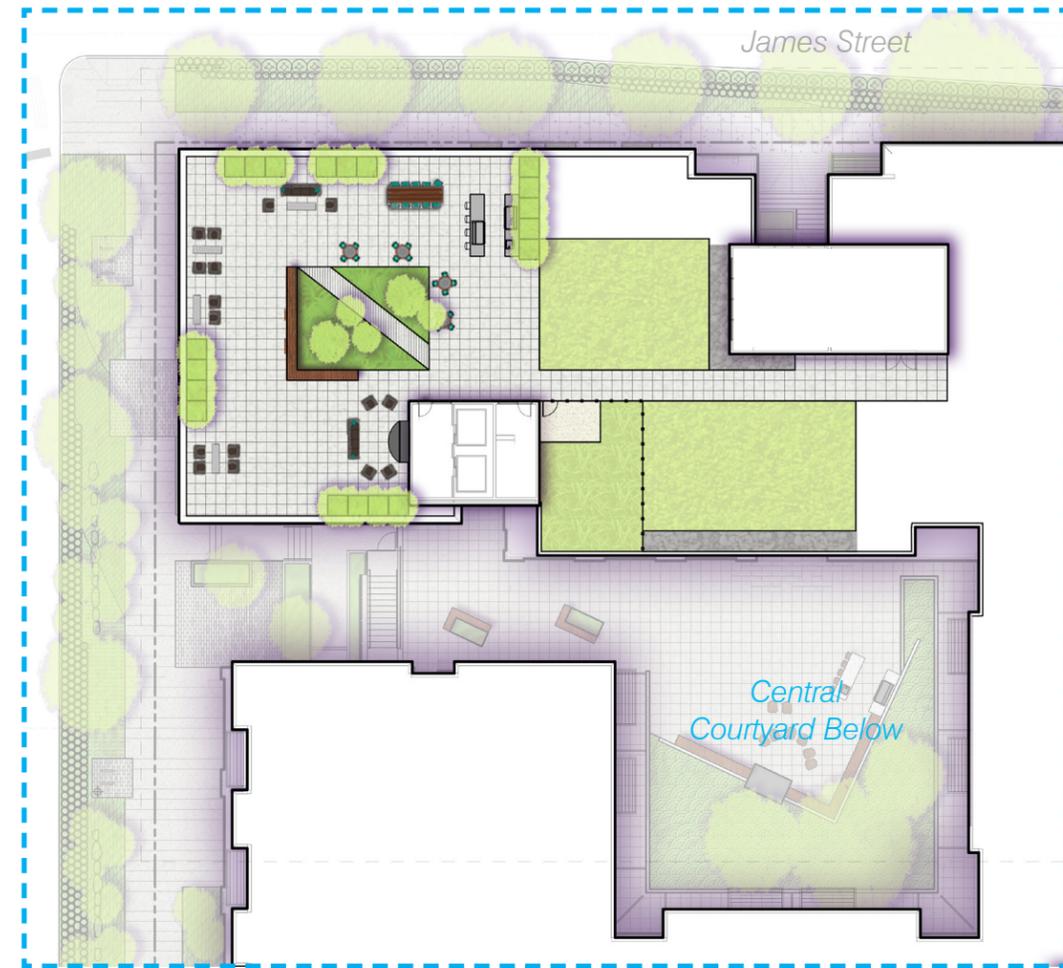
The 1001 James streetscape and landscape character draws on inspiration from the existing neighborhood and site.

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 east and west). 1001 James is shaped to **restore and strengthen** the residential character of the neighborhood, with generous streetscapes, lush public landscape, active retail, 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



STREET SECTION 'A'

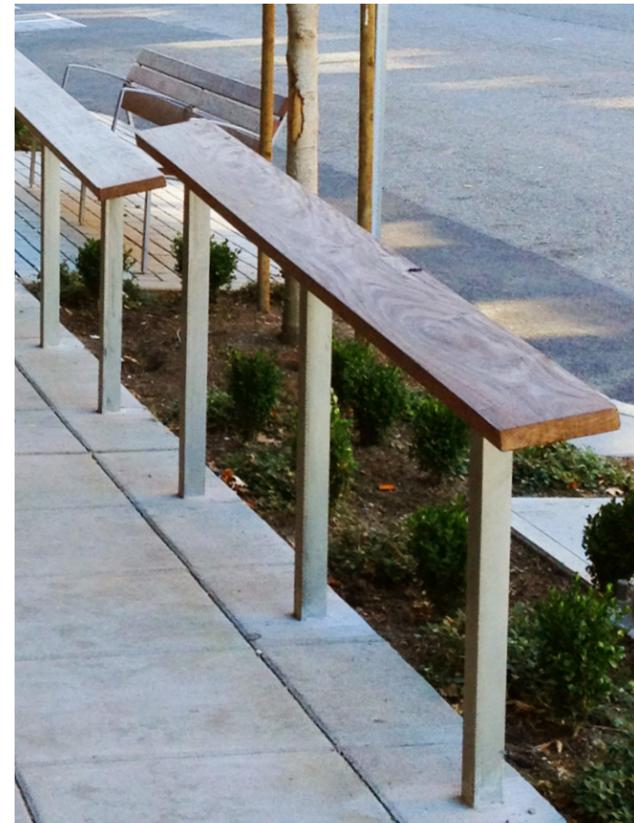


RAISED PLANTERS

*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. A retail entry on the corner of Boren and James is framed by vegetation, inviting people in. The breezeway connection to the Central Courtyard is demarcated by a custom-finished concrete sidewalk with a smaller scale scoring pattern and an adjacent lean bar. Raised freestanding metal planters are rhythmically located along the James Building frontage.

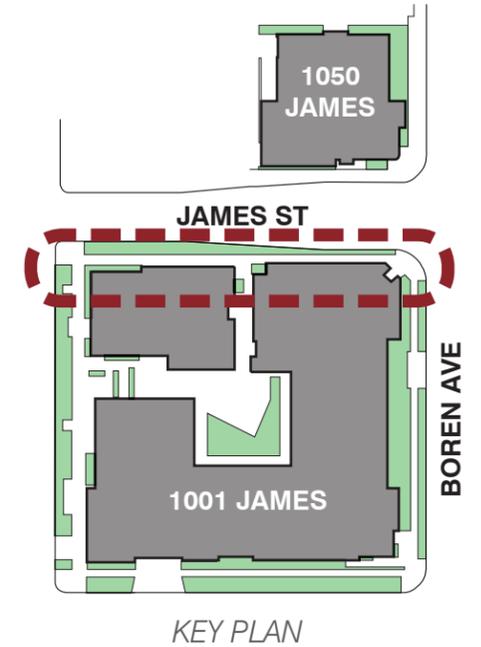


1001 JAMES ST • JAMES STREETSCAPE



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

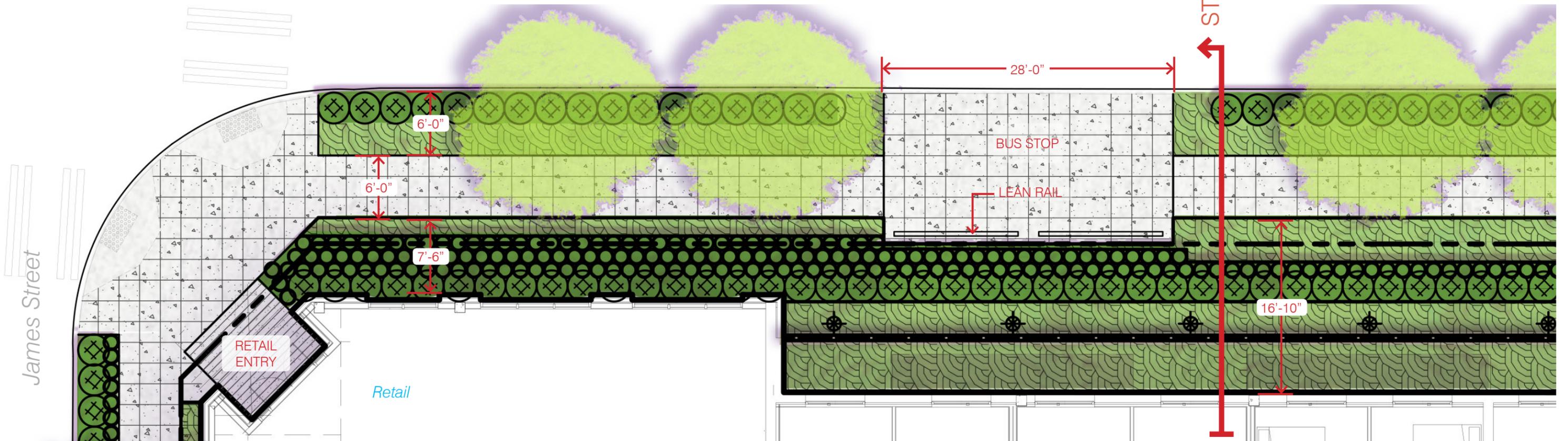
LEAN RAIL



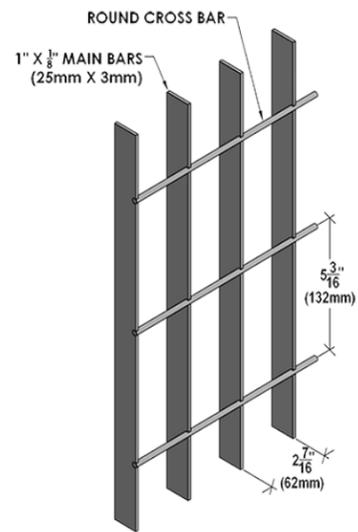


STREET SECTION 'B'

*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. A retail entry on the corner of Boren and James is framed by vegetation, inviting people in. 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



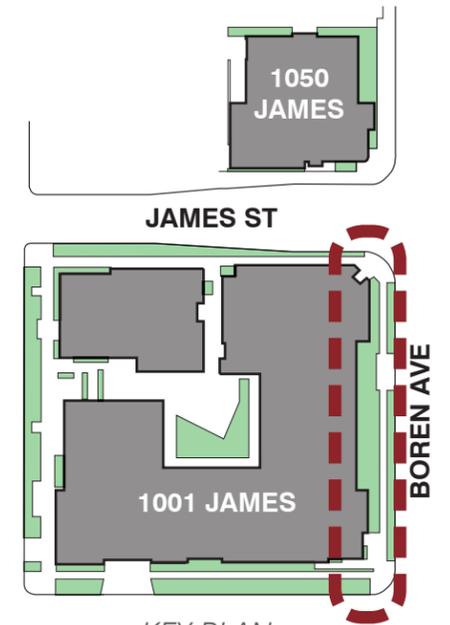
FENCE MATERIALS



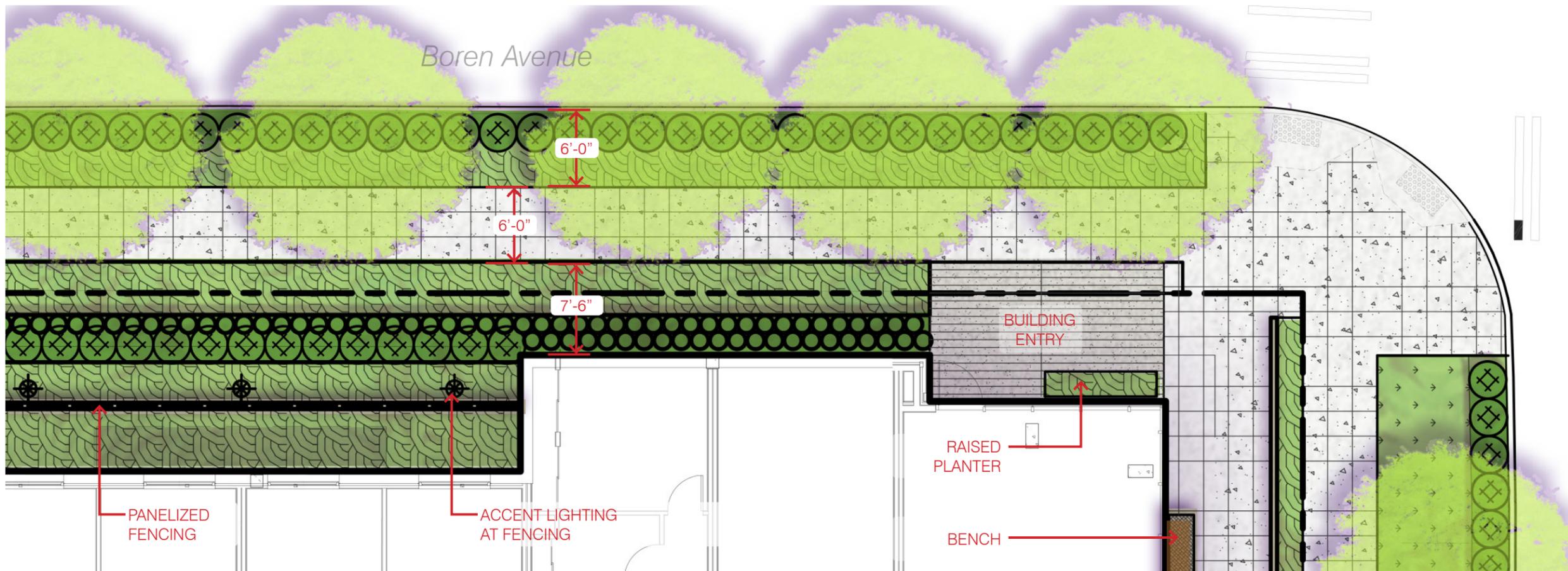
LEAN RAIL



BENCH



KEY PLAN

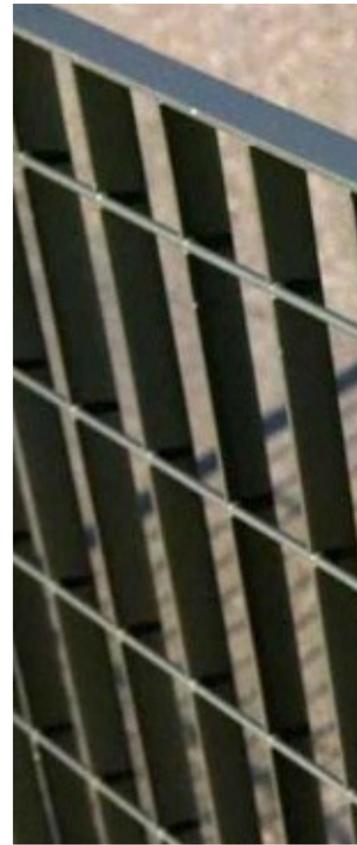




URBAN LAWN / BUILDING PLANTING



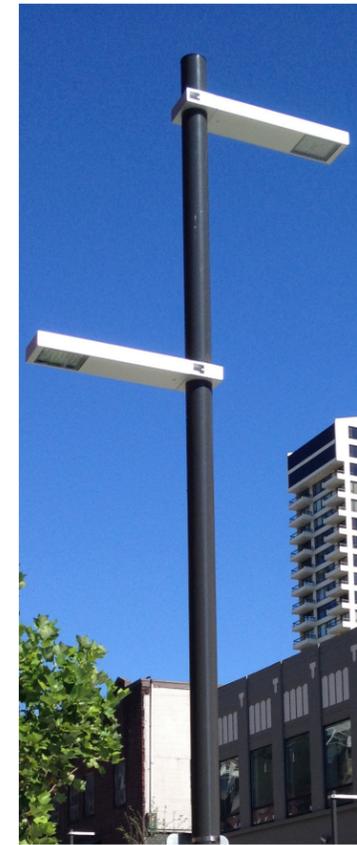
FENCE DESIGN #1



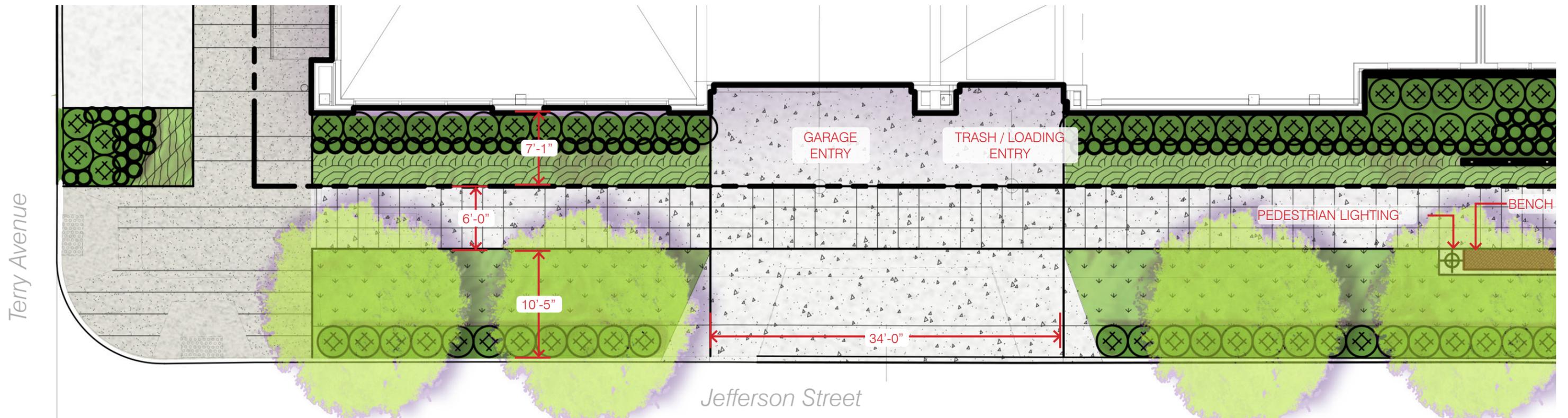
FENCE DESIGN #2



OPTIONAL ACCENT PANEL



PEDESTRIAN LIGHTING

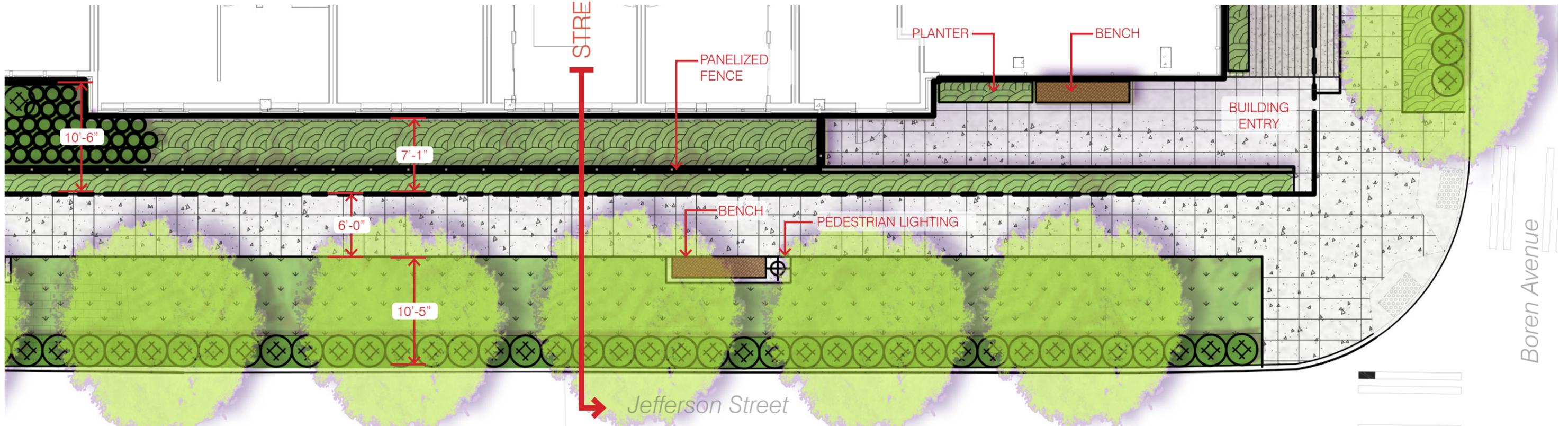
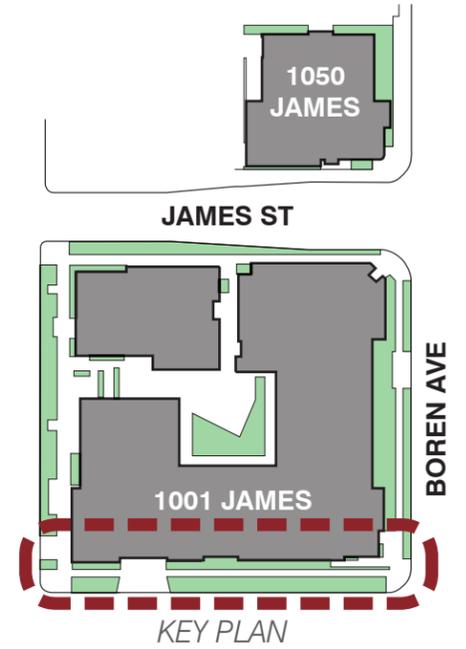


1001 JAMES ST • JEFFERSON STREETSCAPE



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 fencing. The sidewalk paving pattern runs across the driveway entry into the garage, giving pedestrians precedence over cars.



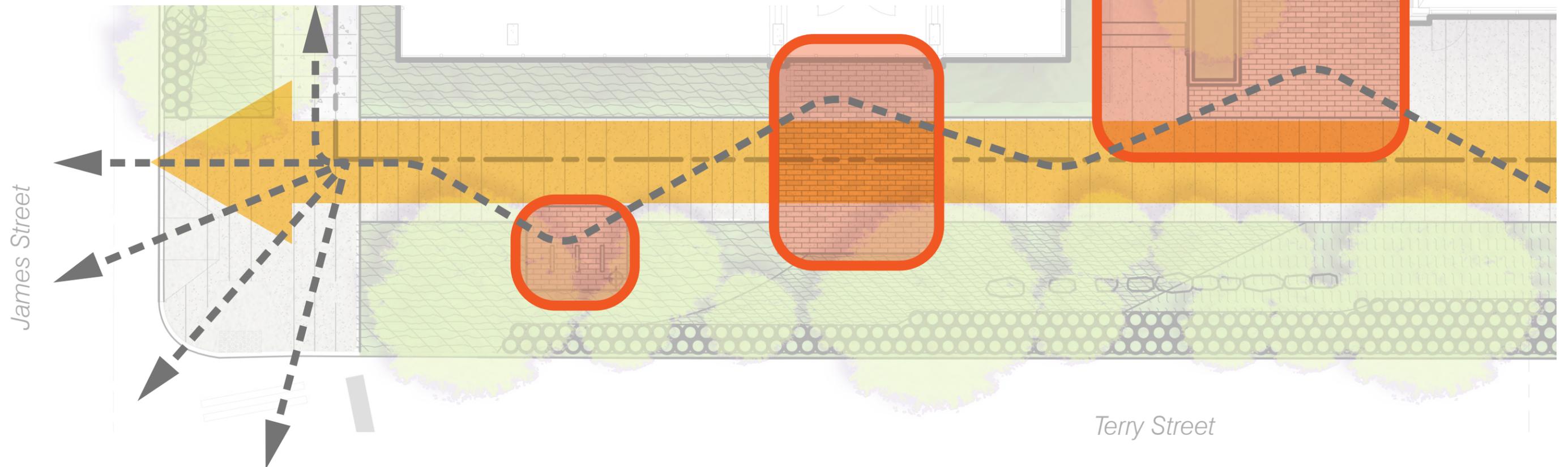
Dense, wide planting buffers the sidewalk from the street and mitigates large unplanted areas of streetscape to the west.



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, activated by retail; and introverted mid-block with extensive planting buffers, groves of small-scale street trees, and a series of amenity areas or 'pocket parks'.

EXISTING CHARACTER

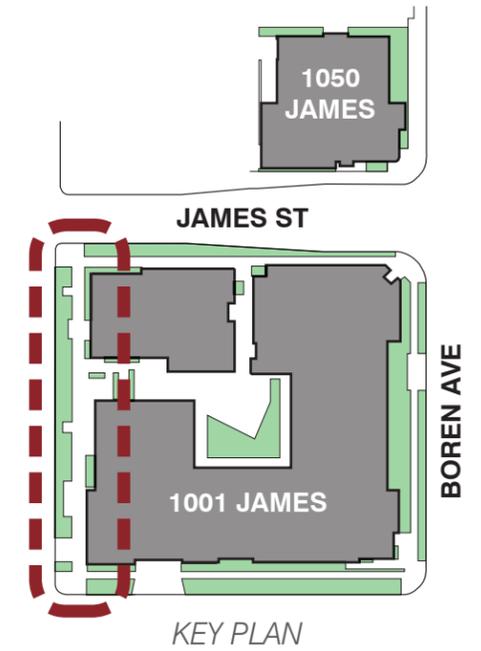


1001 JAMES ST • TERRY GREEN STREET - CHARACTER & CONCEPT

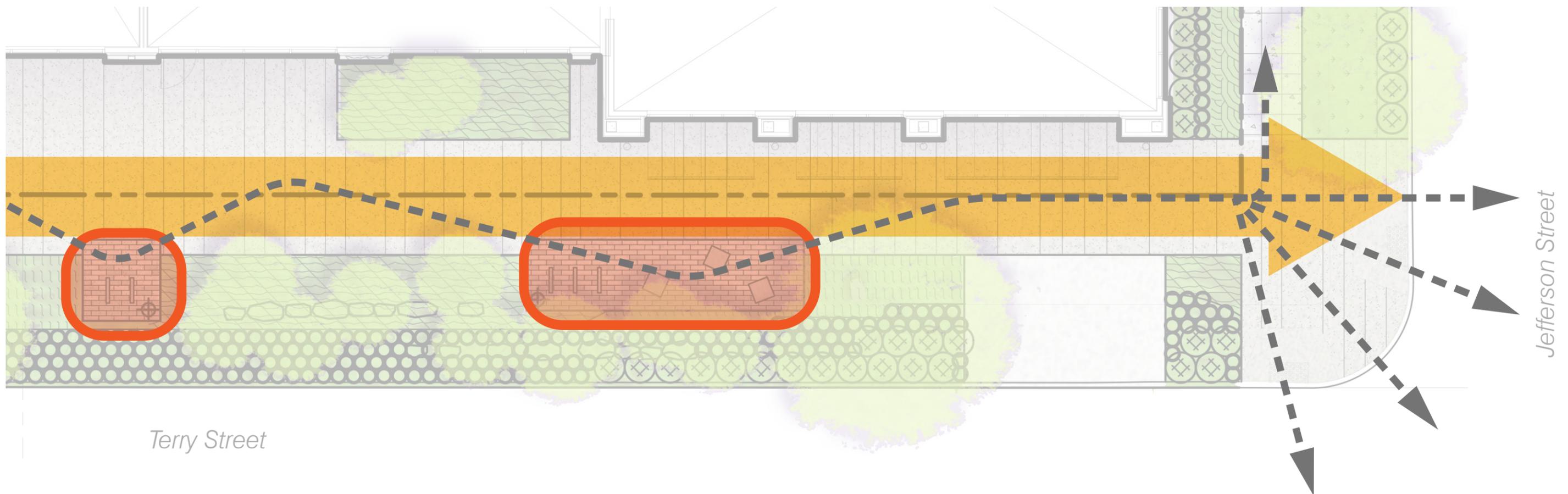
Relic stone foundation walls will be salvaged to provide interest along the street and serve as a buffer from traffic.

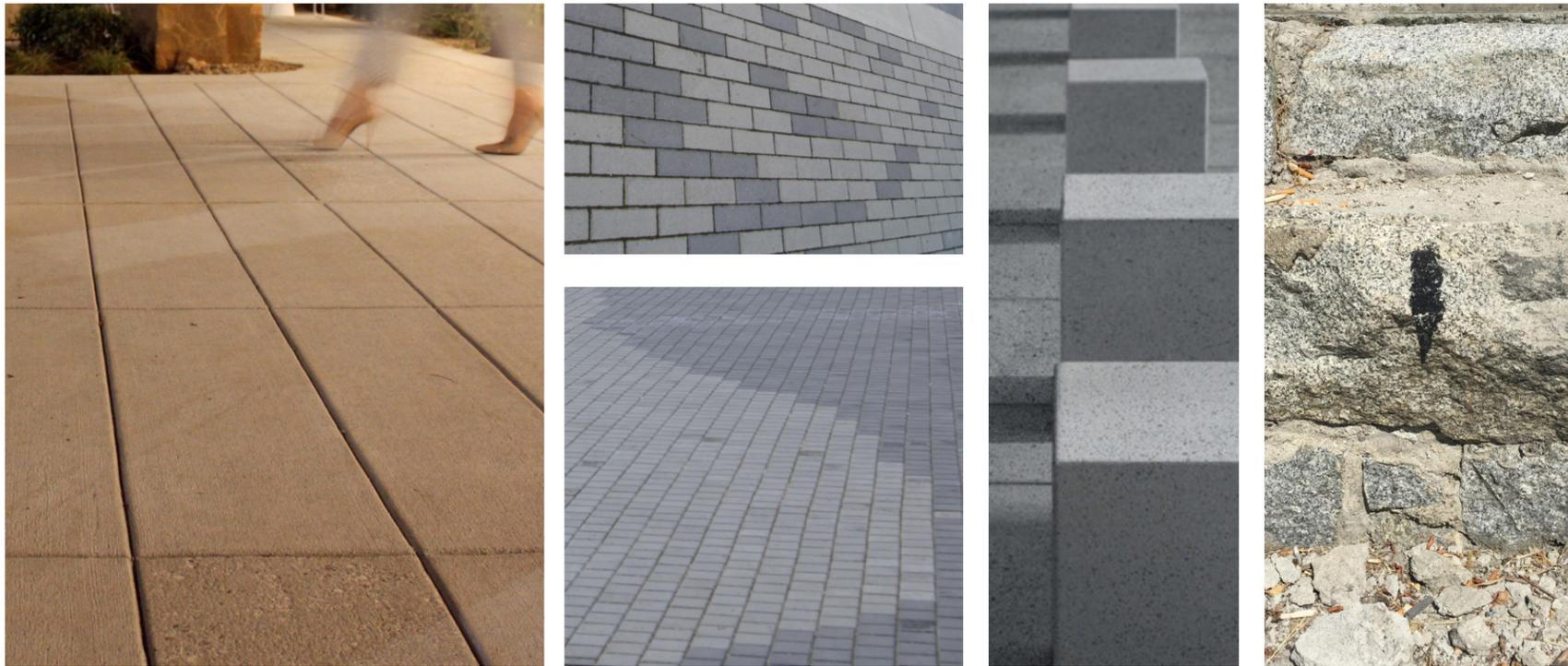


A relic brick stoop inspires a series of front-porch-scale gathering areas with furnishings.



EXISTING CHARACTER - INSPIRATION AND SOUL

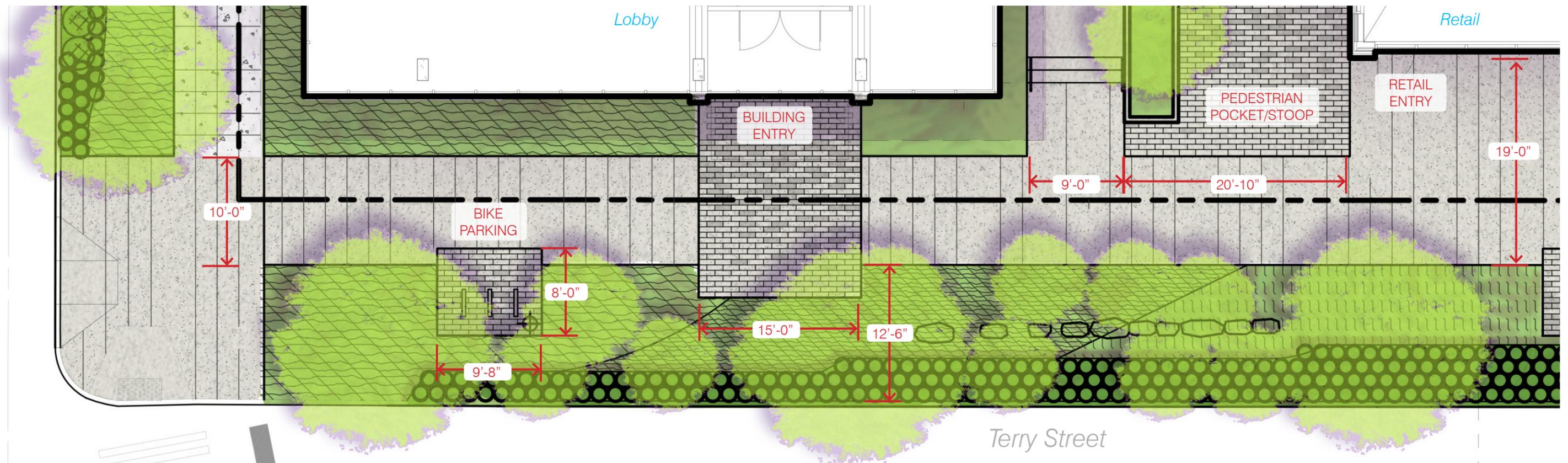




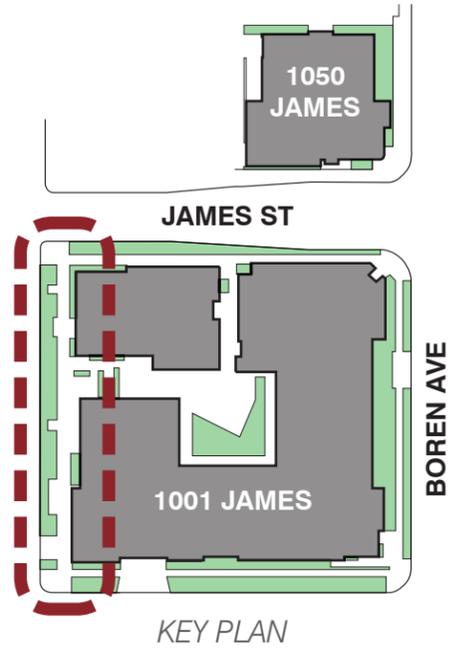
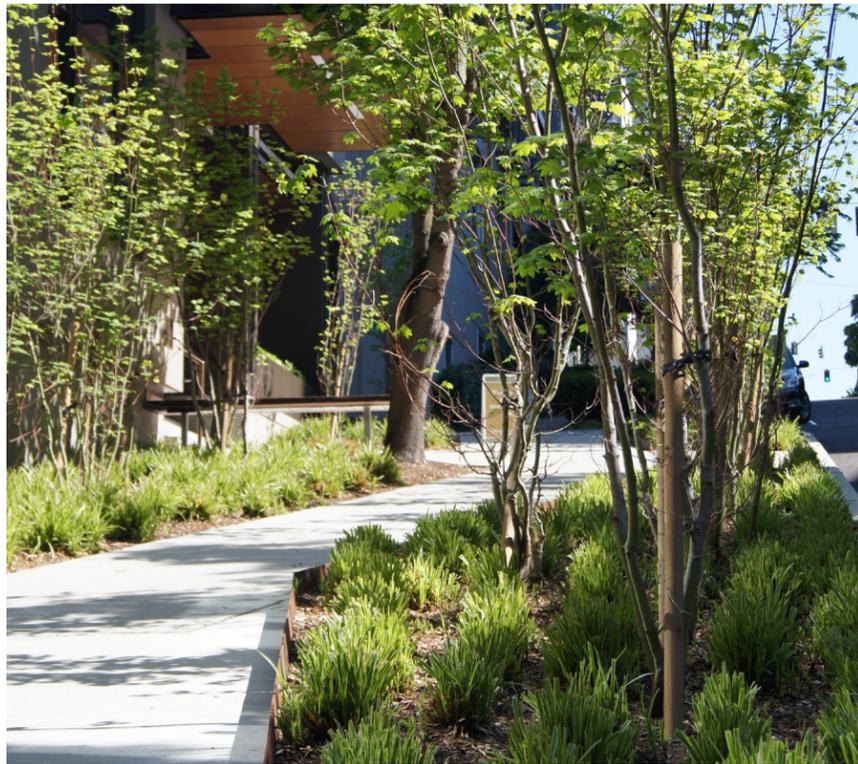
Terry Streetscape: Design

- 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.

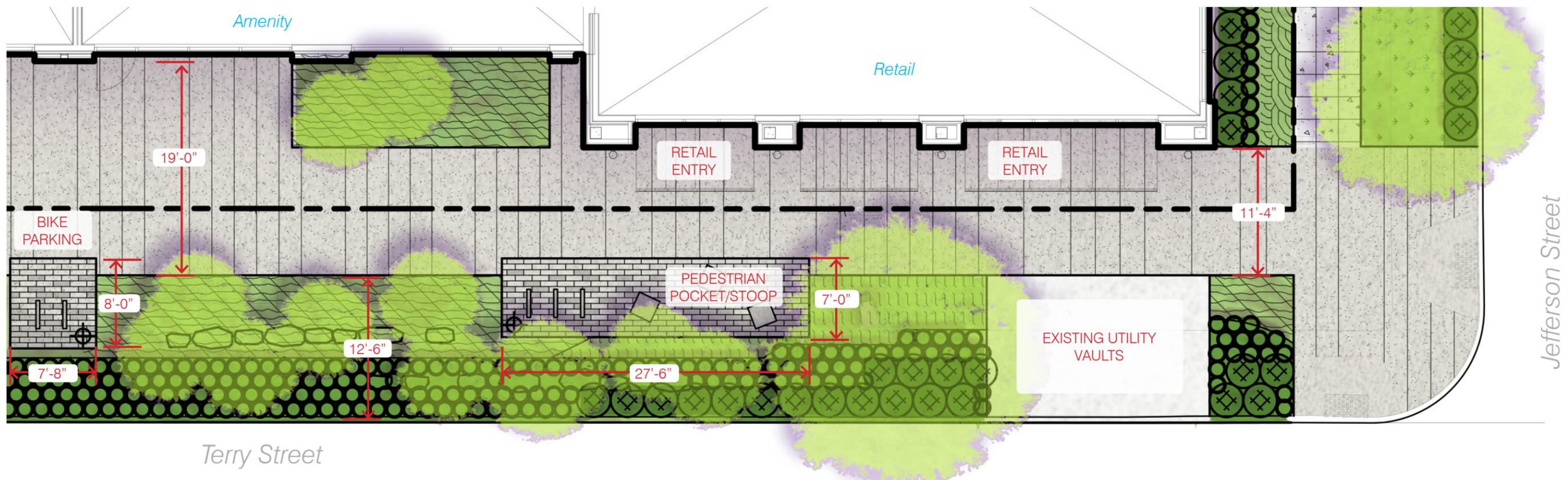
MATERIAL CHARACTER



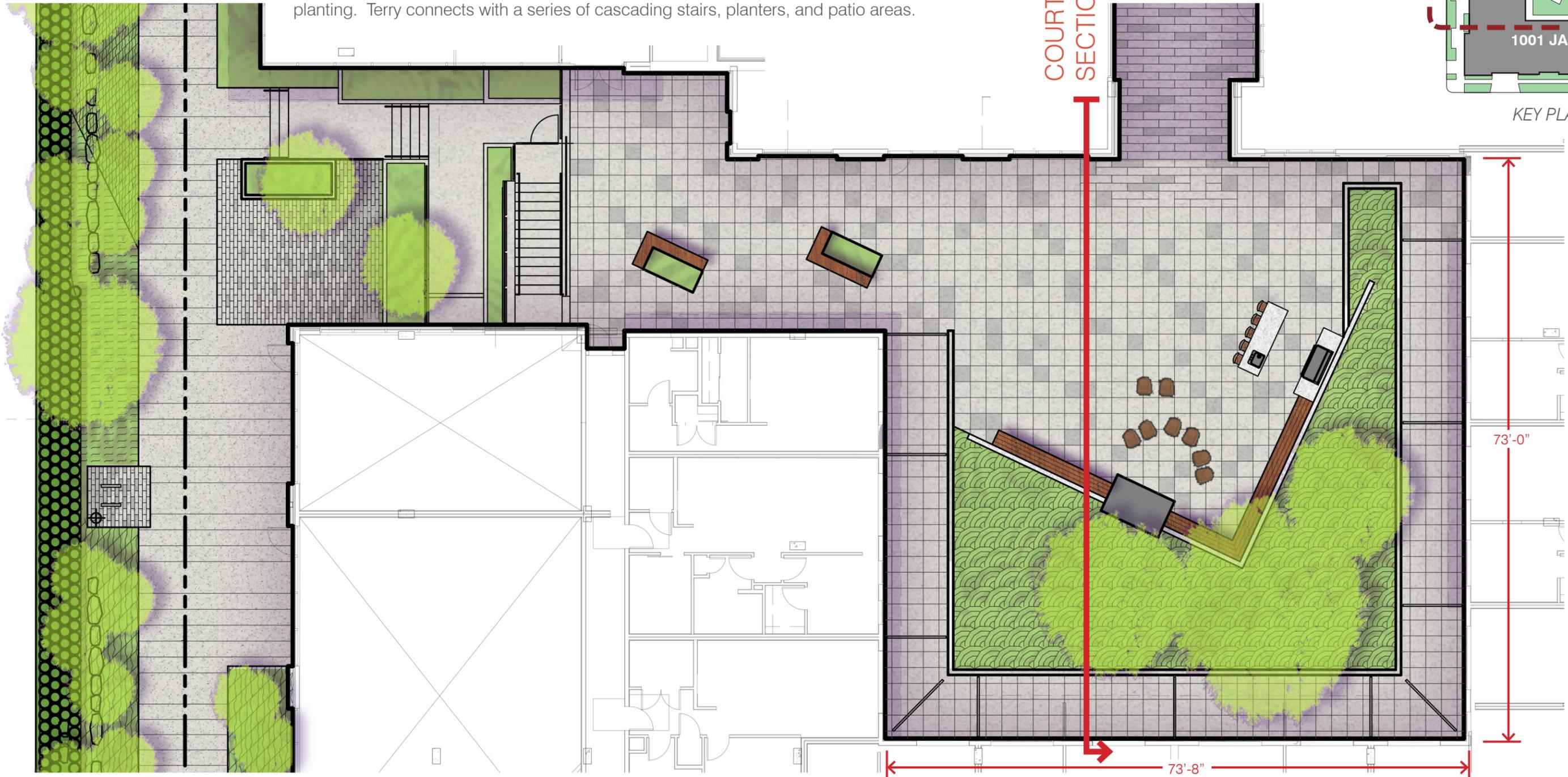
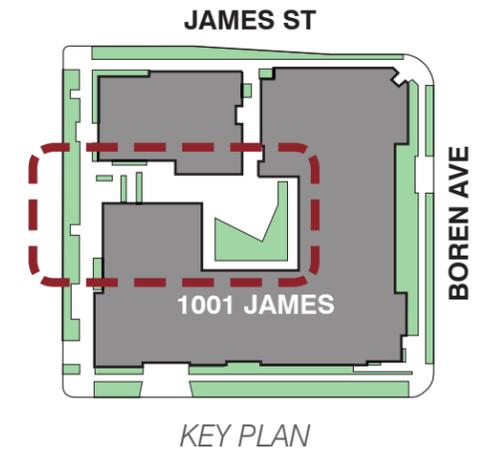
1001 JAMES ST • TERRY GREEN STREET - DESIGN



PLANTING AND FURNISHING CHARACTER



The interior courtyard consists of two major areas: paved terrace with movable furnishings, and a large planted "natural area" with three specimen trees filling the courtyard space. Dividing these two spaces is a built-in amenity wall that includes an outdoor kitchen, fireplace, and seating. Two breezeways create a visual and physical connection between the courtyard, Terry and James. James connects on grade, celebrated with a unique paver pattern and planting. Terry connects with a series of cascading stairs, planters, and patio areas.



COURTYARD PLAN

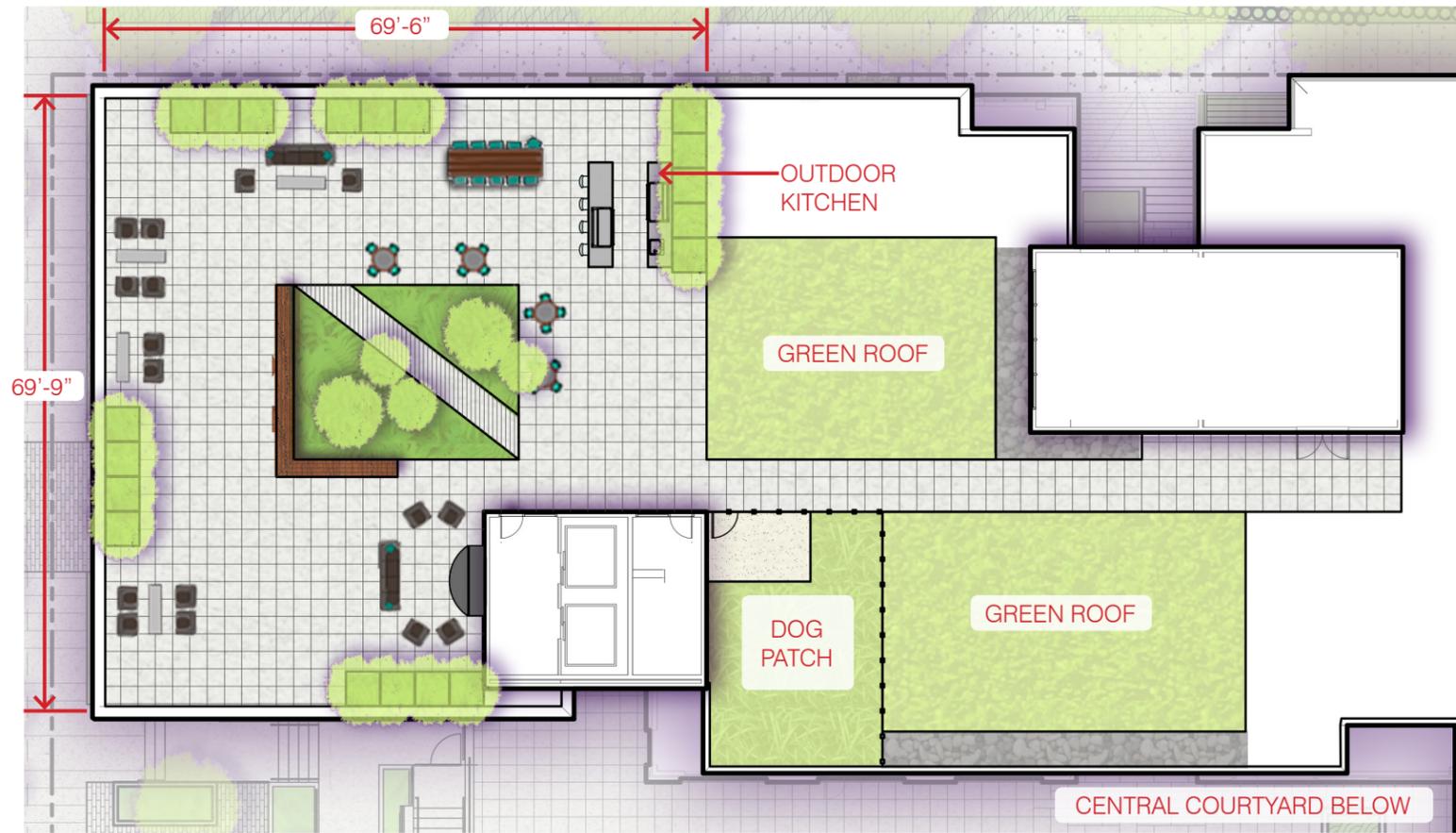
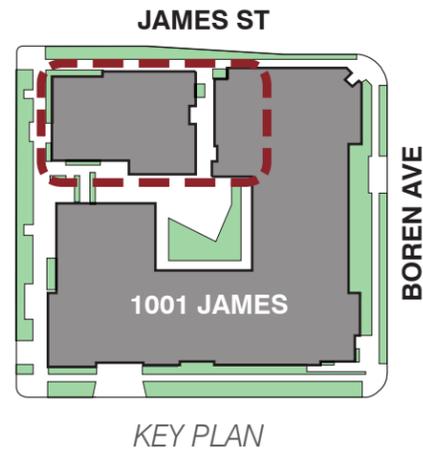
1001 JAMES ST • COURTYARD



COURTYARD SECTION 'D'



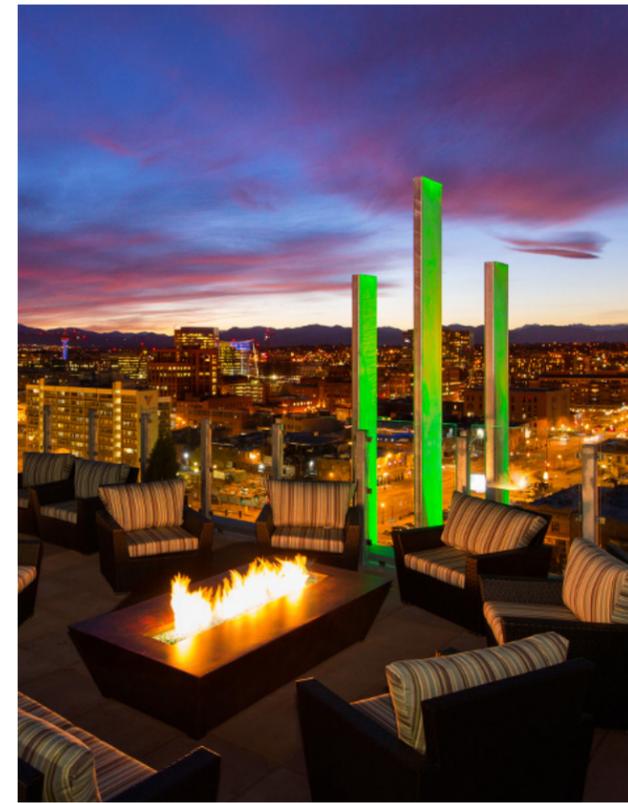
COURTYARD CHARACTER



ROOFTOP PLAN



ROOFTOP MATERIALS



ROOFTOP CHARACTER



PLANTERS

The 1001 rooftop terrace is located at 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 east of the accessible terraces, providing a foreground to views eastward, 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 ]



^ WALL MOUNTED LIGHTS AT RETAIL



^ SOFFIT LIGHTS



^ LANDSCAPE LIGHTING



^ EXTERIOR LIGHTING

**TYPE I - RESIDENTIAL**

The images below represent the signage design for other projects completed by Alliance Residential in Seattle, WA as well as generic examples of signage concepts. Most likely the signage would be located with visual proximity to the building entrances as well as from typical sight-lines around the project. Signs could be wall mounted or use another type of physical connection.



^ BROADSTONE VIVA - CAPITOL HILL



^ BROADSTONE KOI - BALLARD



^ STAND OFF LETTERING (CONCEPTUAL EXAMPLE)



^ STAND OFF LETTERING (CONCEPTUAL EXAMPLE)

**TYPE II - RETAIL**

Images below depict ideal signage design for retail locations in the proposed project. Signs could potentially be located on James, Boren, Terry or Jefferson in order to maximize the visual prominence for potential patrons.



^ CONCEPTUAL BLADE / HANGING SIGNS AND GLASS OVERLAY



1

**STANDARD**

Table B - 23.45.518

**REQUIREMENT**

Front and side setbacks:  
7' average, 5' minimum

**REQUEST**

At James St, reduce setback to:  
2' minimum / 3' average  
  
At chamfered corner:  
3' minimum / 3' average

**DESIGN GUIDELINES JUSTIFICATION**

CS2.A1 - Sense of Place  
Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place.

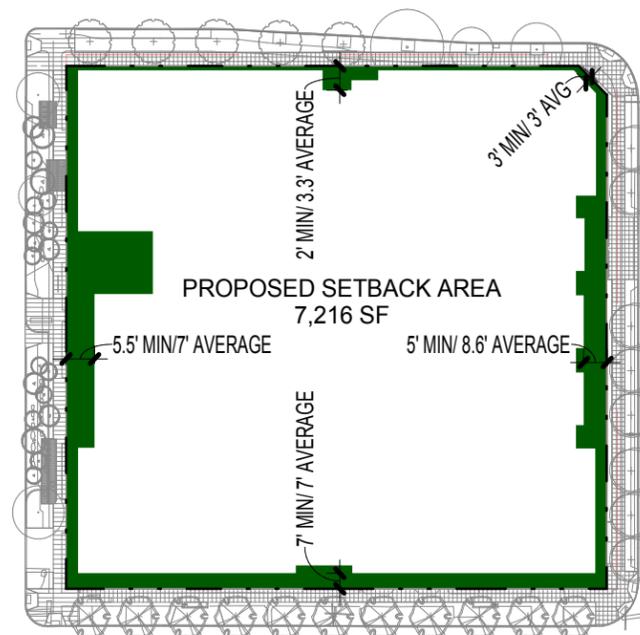
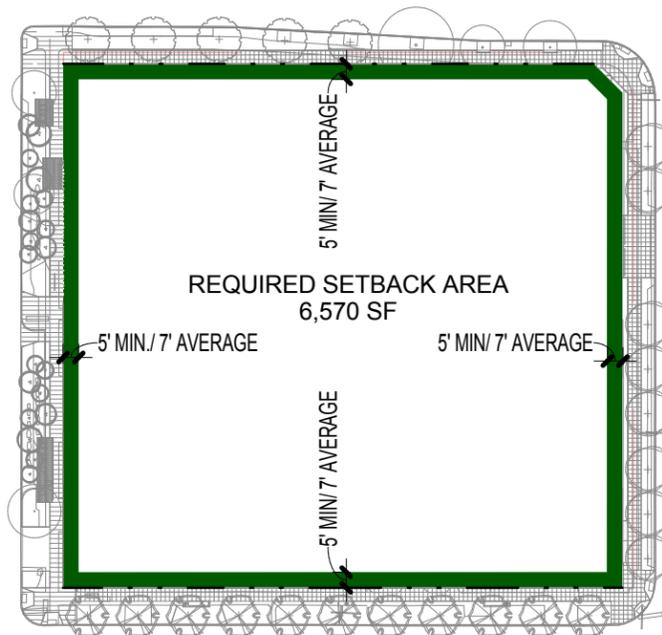
**Reduced setback aligns building with First Hill neighborhood pattern.**

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.

**Reduced setback brings retail on James and corner close to sidewalk.**

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.

**Reduced setback aligns building with First Hill neighborhood pattern.**



2

23.45.536.D.3.a

The area of garage doors may be no larger than:

75 SF

Provide single garage door:

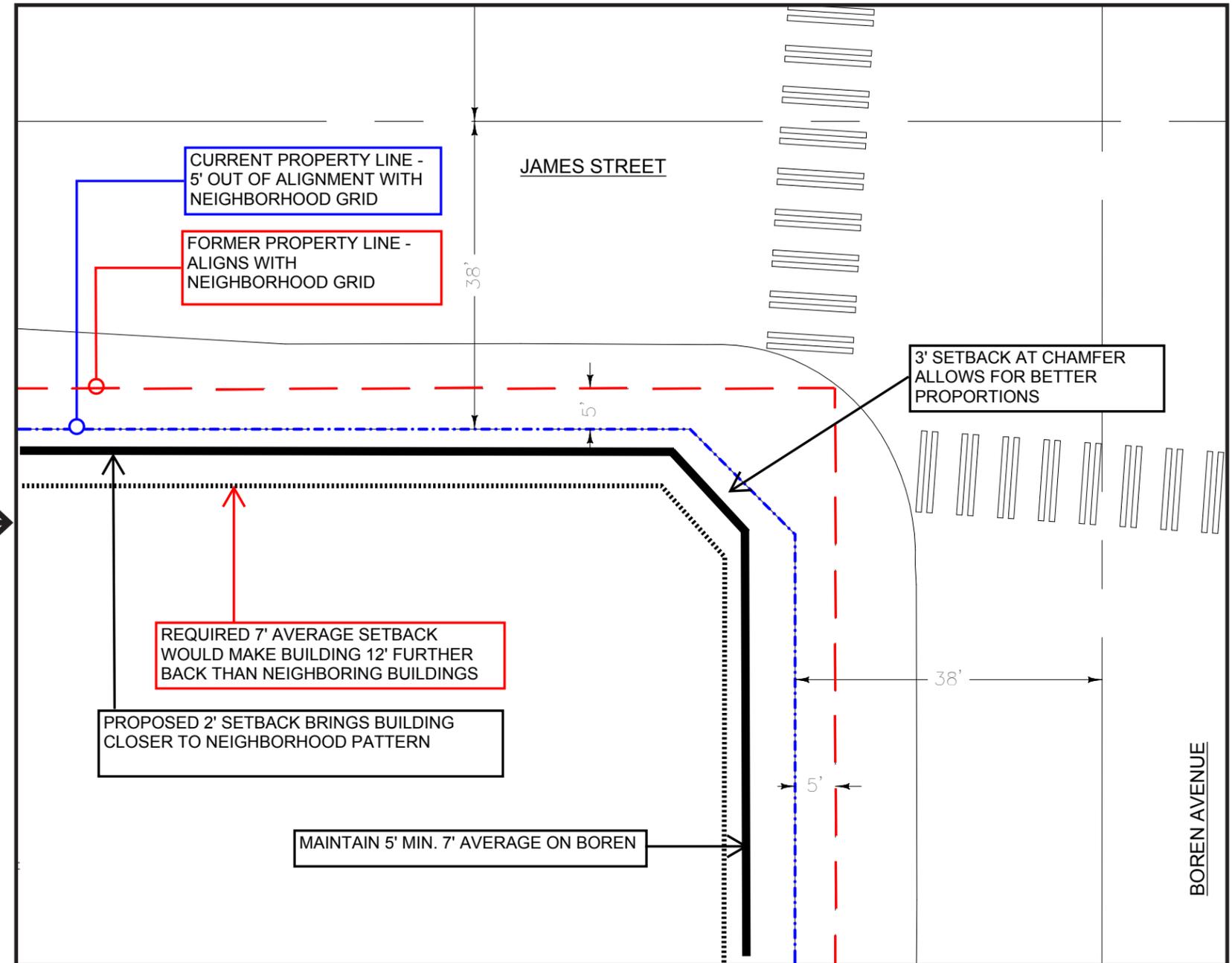
approx 185 SF at garage entry  
approx 170 SF at trash load/unload

DC1.A1 - Access Location and Design  
Choose locations for vehicular access, service uses and delivery areas that minimize conflict between vehicles and non-motorists where possible.

b. Where driveways and curbcuts are unavoidable, minimize the number and width as much as possible.

**Locating drive on Jefferson eliminates conflicts on Terry Green Street. Due to topography, a single entrance and exit are desirable. A single door creates an safer entry and exit.**

**Trash pick-up is desired within the building. Door must be large enough to allow truck clearances.**



Detail at corner of James and Boren with Chamfer.

Reduced setbacks allow building to fit better with neighborhood pattern.

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

3

**STANDARD**

23.54.030.F.2.b

**REQUIREMENT**

Curb cut width:  
  
One curb cut greater than 10 feet but in no case greater than 20 feet in width may be substituted for each two curb cuts permitted by subsection 23.54.030.F.1.a

**REQUEST**

Provide one 34' wide curbcut substituted for 4 curbcuts permitted by subsection 23.54.030.F.1. Curbcuts are required to be located 30' apart. Due to topogaphy, locating curbcuts 30' apart would make trash load and unload infeasible.

**DESIGN GUIDELINES JUSTIFICATION**

DC1.A1 - Access Location and Design  
Choose locations for vehicular access, service uses and delivery areas that minimize conflict between vehicles and non-motorists where possible.

b. Where driveways and curbcuts are unavoidable, minimize the number and width as much as possible.

**Locating trash pick up and load/unload on Jefferson eliminates conflicts on Terry Green Street. Metro trolley lines and transit street with single lane of traffic require trash to be picked up within the building.**

**Due to topography, curbcuts placed 30' apart would make trash pick up infeasible.**

**Combined curb cut creates single point of conflict between vehicles and pedestrians.**

4

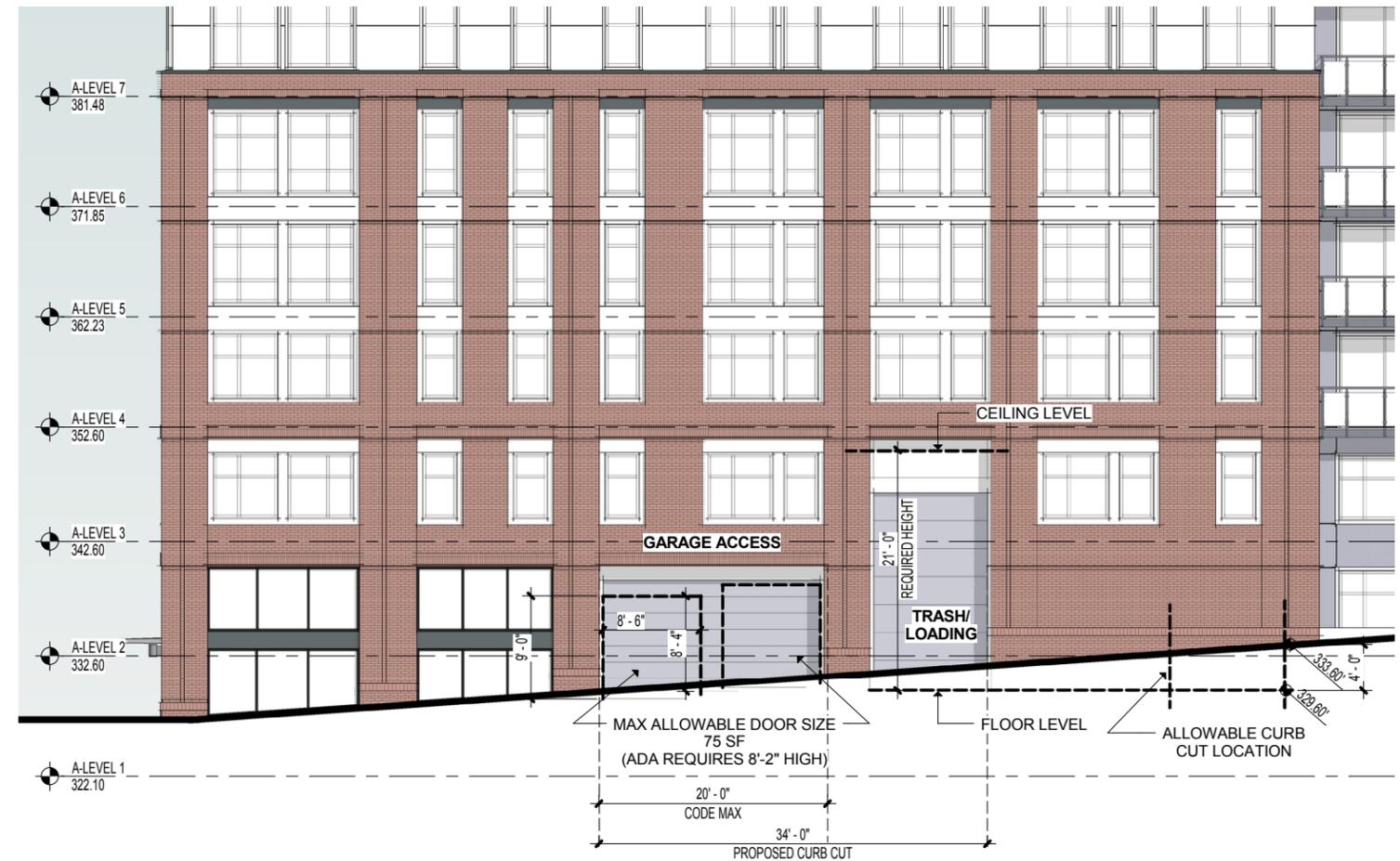
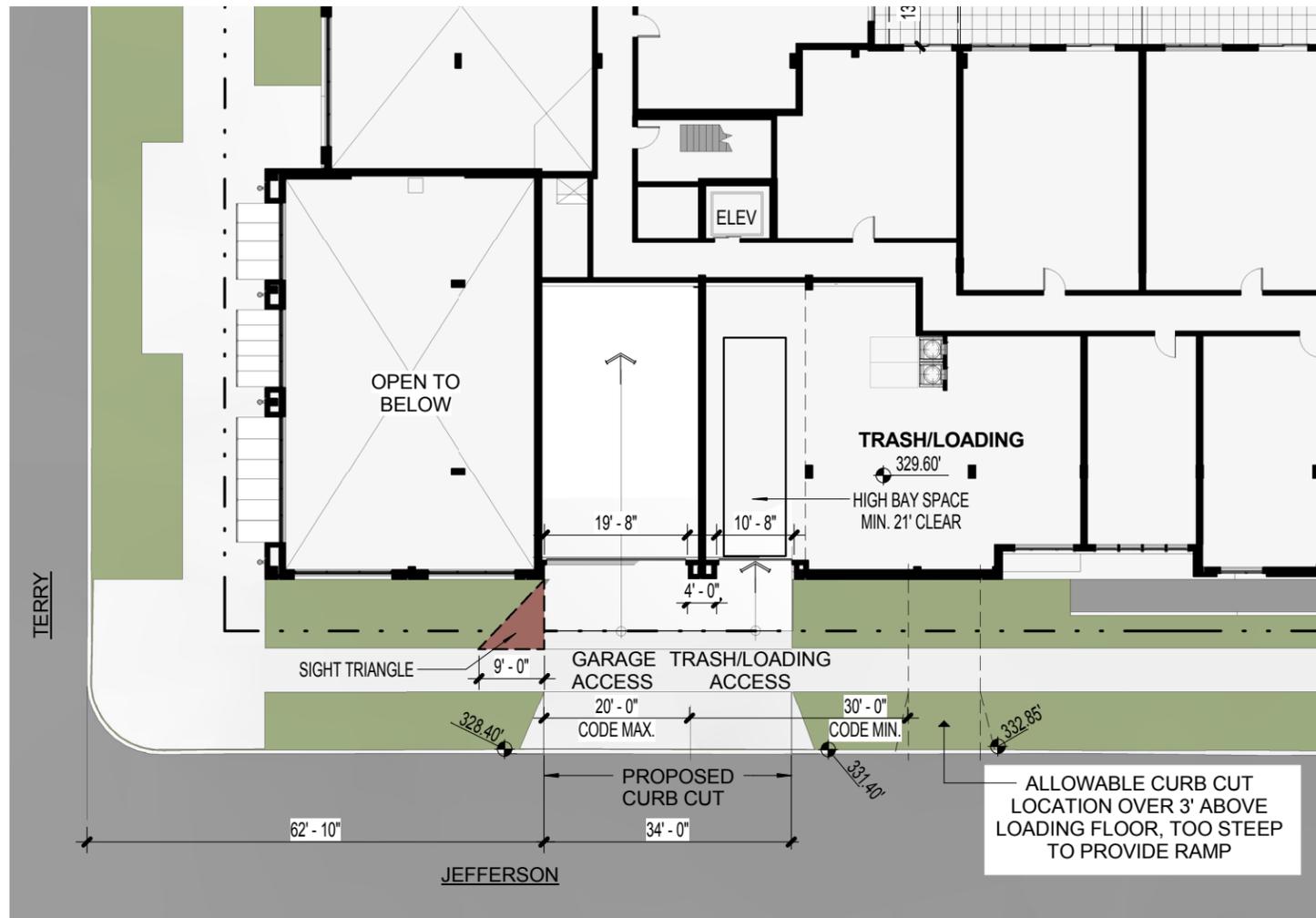
23.54.030.G.2

Sight triangle:  
  
10' setback from sidewalk

Provide 9' sight triangle.  
  
10' sight triangle would require chamfering brick pier.

DC2.B1 - Facade Composition  
Design all building facades considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements and any patterns created by their arrangement.

**Chamfering the brick pier would disrupt the detailing and pattern of the facade calling greater attention to the already disruptive garage entry.**



Location, width and dual use of curbcut was reviewed with SDOT and Traffic Operations as part of the SIP process. Traffic Operations “has no issue with the new driveway location...The overall concept to have the curb cut on Jefferson St. in lieu of Terry was desirable by SDOT traffic Ops.” (Matt Tablano, Sr. Project Manager, SDOT)

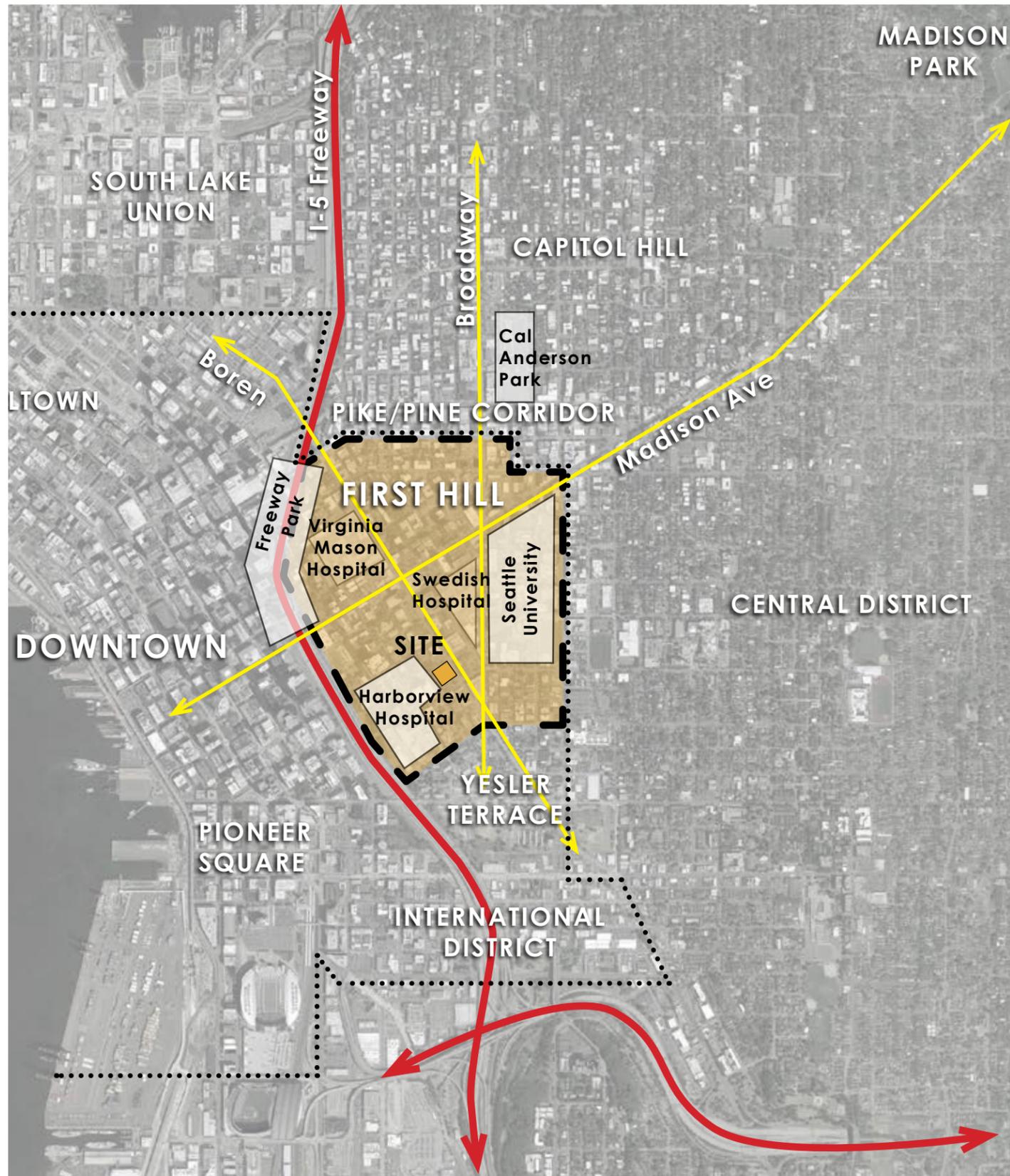
**From:** Nevins, Chip [mailto:Chip.Nevins@seattle.gov]  
**Sent:** Thursday, March 10, 2016 10:24 AM  
**To:** Dave Knight  
**Subject:** RE: DCI #3019215, 1001 James Street- Jefferson Street Access

Hi Dave,  
 The Department of Parks and Recreation supports the relocation of the garage/trash removal entry from Terry Avenue to Jefferson Street, which is a more appropriate location. Terry Avenue is a designated green street and is a main north-south pedestrian corridor. The relocation of the entry to Jefferson is the first step towards providing a pedestrian friendly environment with appropriate pedestrian amenities on Terry Avenue.

Chip

**Chip Nevins**  
 Acquisition Planner  
 Seattle Parks and Recreation  
 800 Maynard Ave. S., Seattle 98134  
 (206) 233-3879  
[chip.nevins@seattle.gov](mailto:chip.nevins@seattle.gov)  
[www.seattle.gov/parks](http://www.seattle.gov/parks)



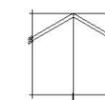




DRAWING KEY

-  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



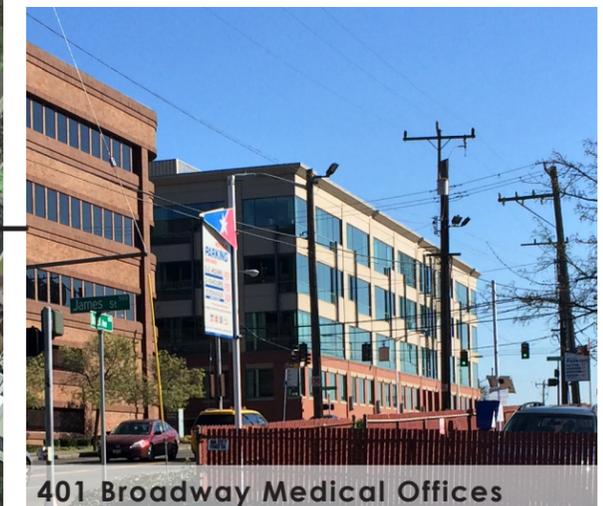
76 Gasoline Station



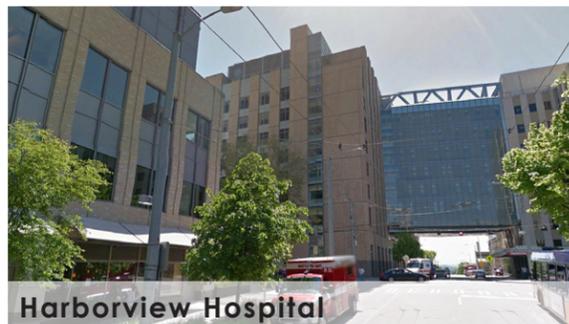
First Hill Medical Building



Ninth and Jefferson Building



401 Broadway Medical Offices



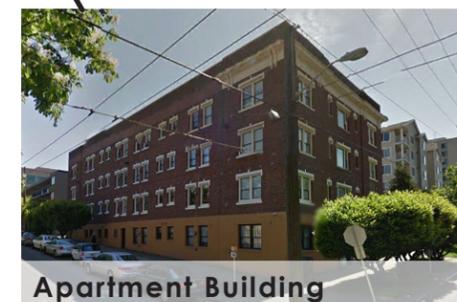
Harborview Hospital



Apartment Building



Apartment Building

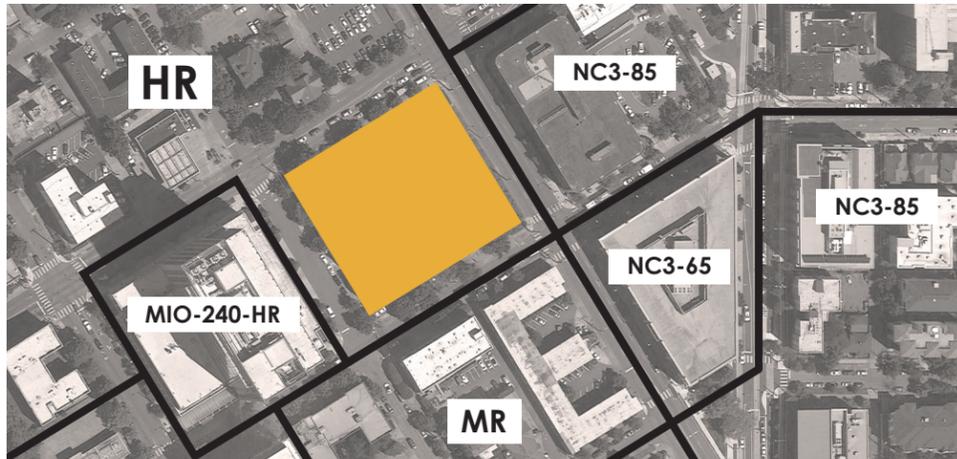


Apartment Building



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

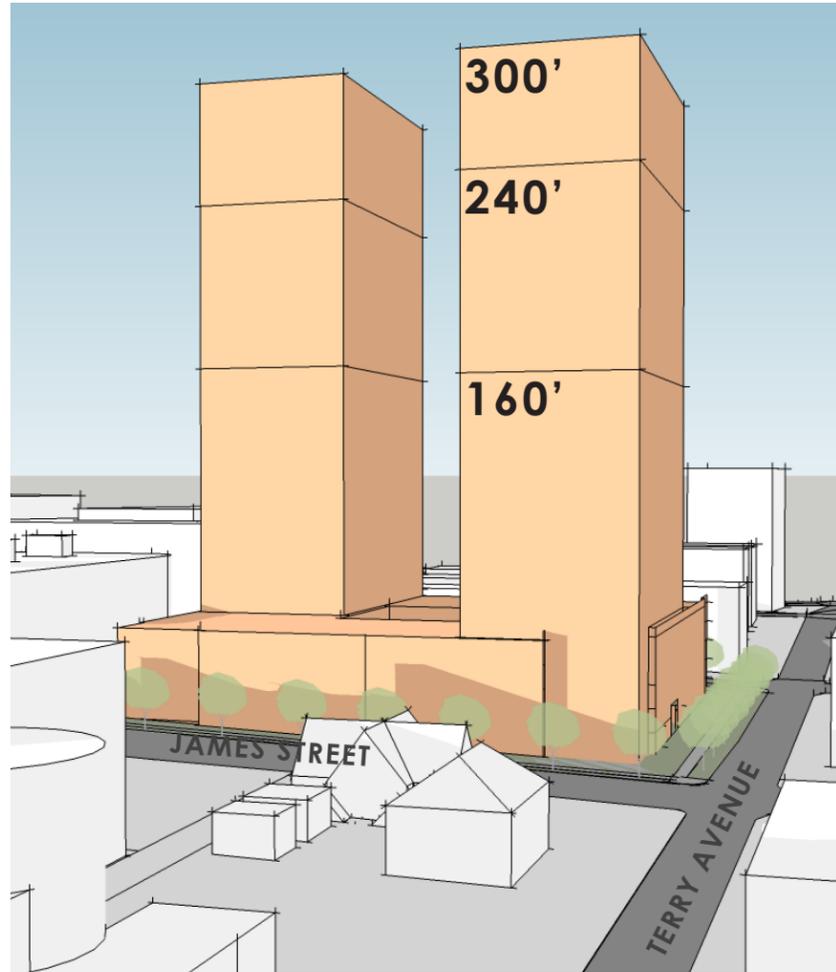
- Landscaping that achieves a Green Factor score of 0.5 or greater is required for any new development
- Additional requirements for landscaping in the code

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

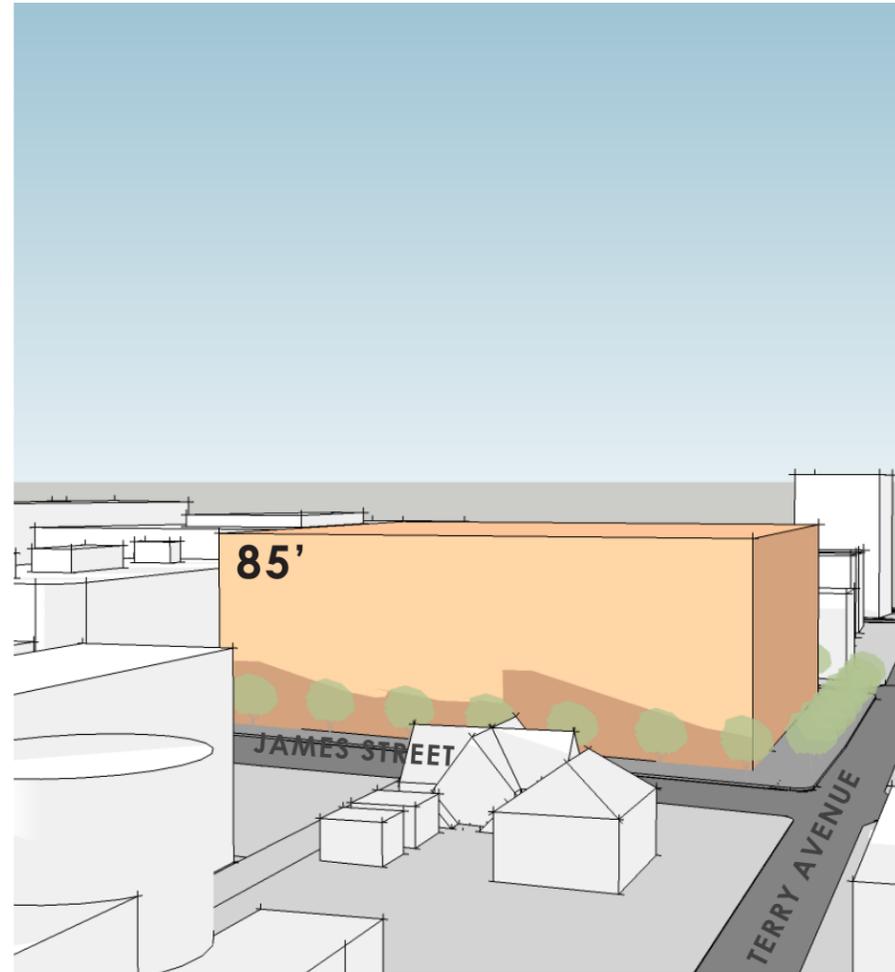
1. There are no minimum parking requirements for residential uses in commercial or multi-family HR zones within urban centers or within the Station Area Overlay District.
2. Live/Work : Zero spaces for units with 1,500sf or less; one space for each unit greater than 1,500sf
3. Sales and service space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



ALLOWABLE ZONING - HIGH RISE

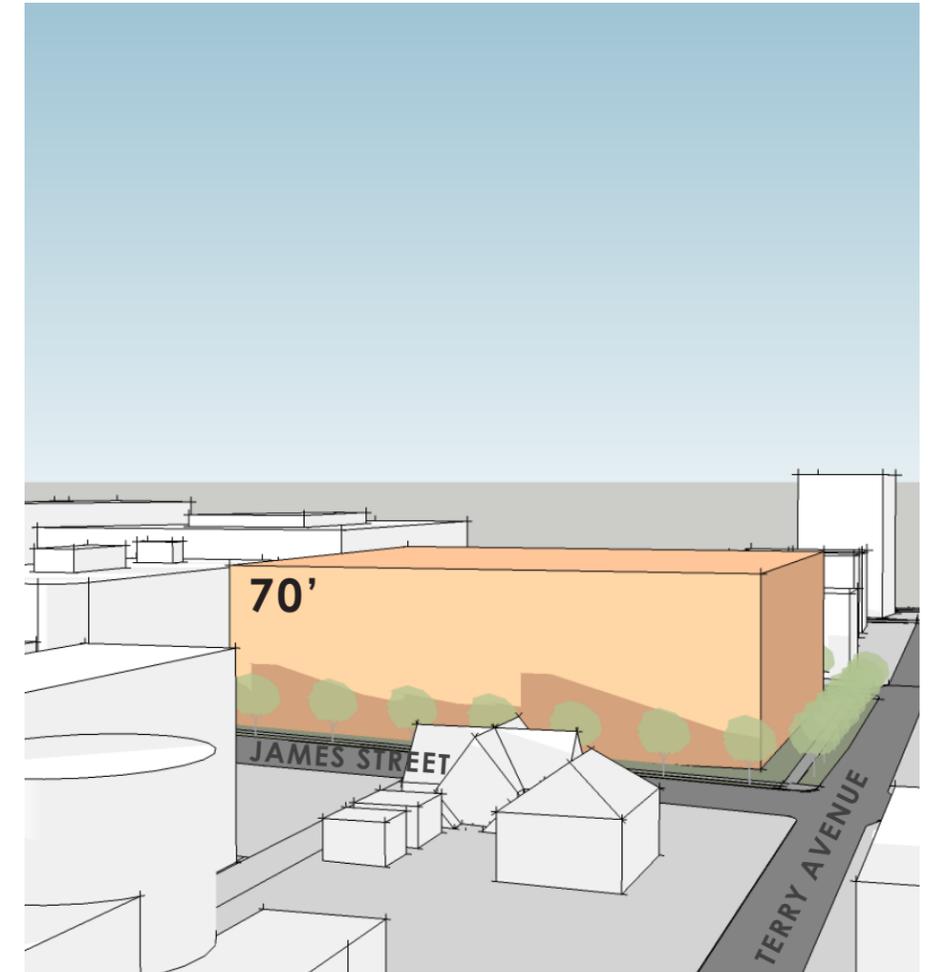
BASE - 160'

BONUSES - 240' AND 300'



ALLOWABLE ZONING - MID RISE

85' MIDRISE



PREFERRED MASSING

70' MIDRISE



**ENCORE** architects

