



EARLY DESIGN GUIDANCE

Meeting Date - June 10, 2015
DPD #3019219

Project Address:

**1050 James Street
Seattle, WA 98104**



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PROPONENT

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

Contact: Dave Knight
 dknight@allresco.com
 206.330.0615

ARCHITECT

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

Contact: Andrew Hoyer, AIA
 andyh@encorearchitects.com
 206.790.2076

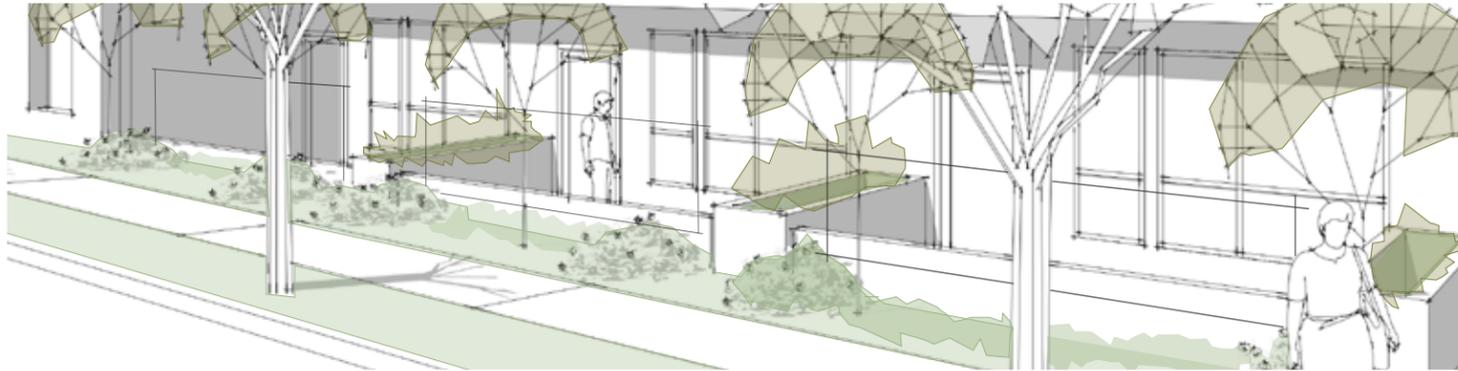
LANDSCAPE

Berger Partnership
 1721 8th Avenue N
 Seattle, WA 98109

Contact: Guy Michaelsen
 guym@bergerpartnership.com
 206.325.6877

1 - PROJECT VISION

Our vision for this development project is to create a building that responds to the established residential community, is a timeless and elegant design that provides a comfortable place for residents and visitors.



Enhance the Neighborhood

- Complete the Urban Fabric
- Improve walkability
- Eyes on the Street



Enduring Building

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



Responsive to Residents

- Create appropriate buffers from busy streets
- Provide private and common outdoor spaces
- Secure building access

Project Information

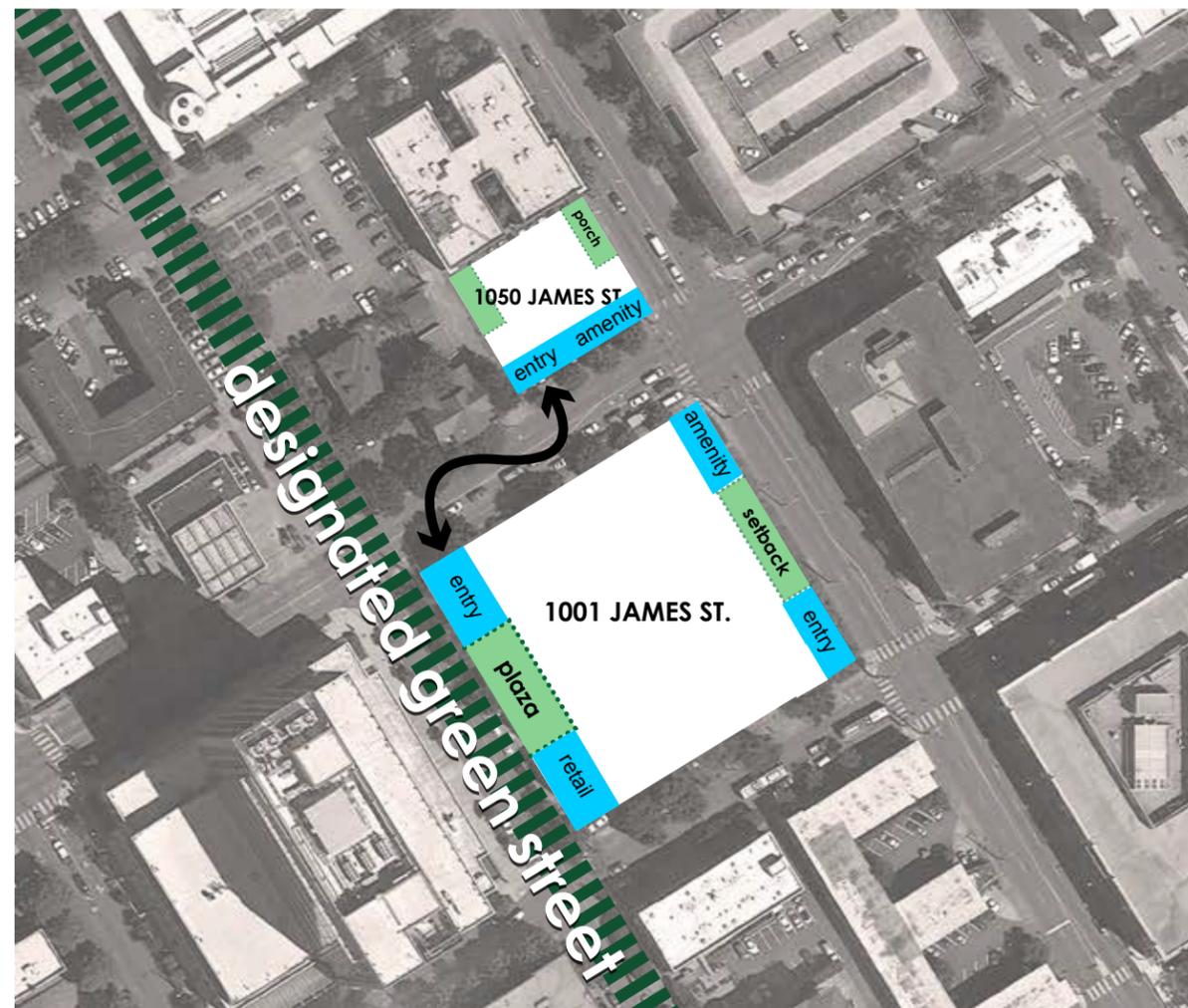
- Site Area 13,140 SF
- Residential Units 70
- Parking Stalls 30

Project Objectives

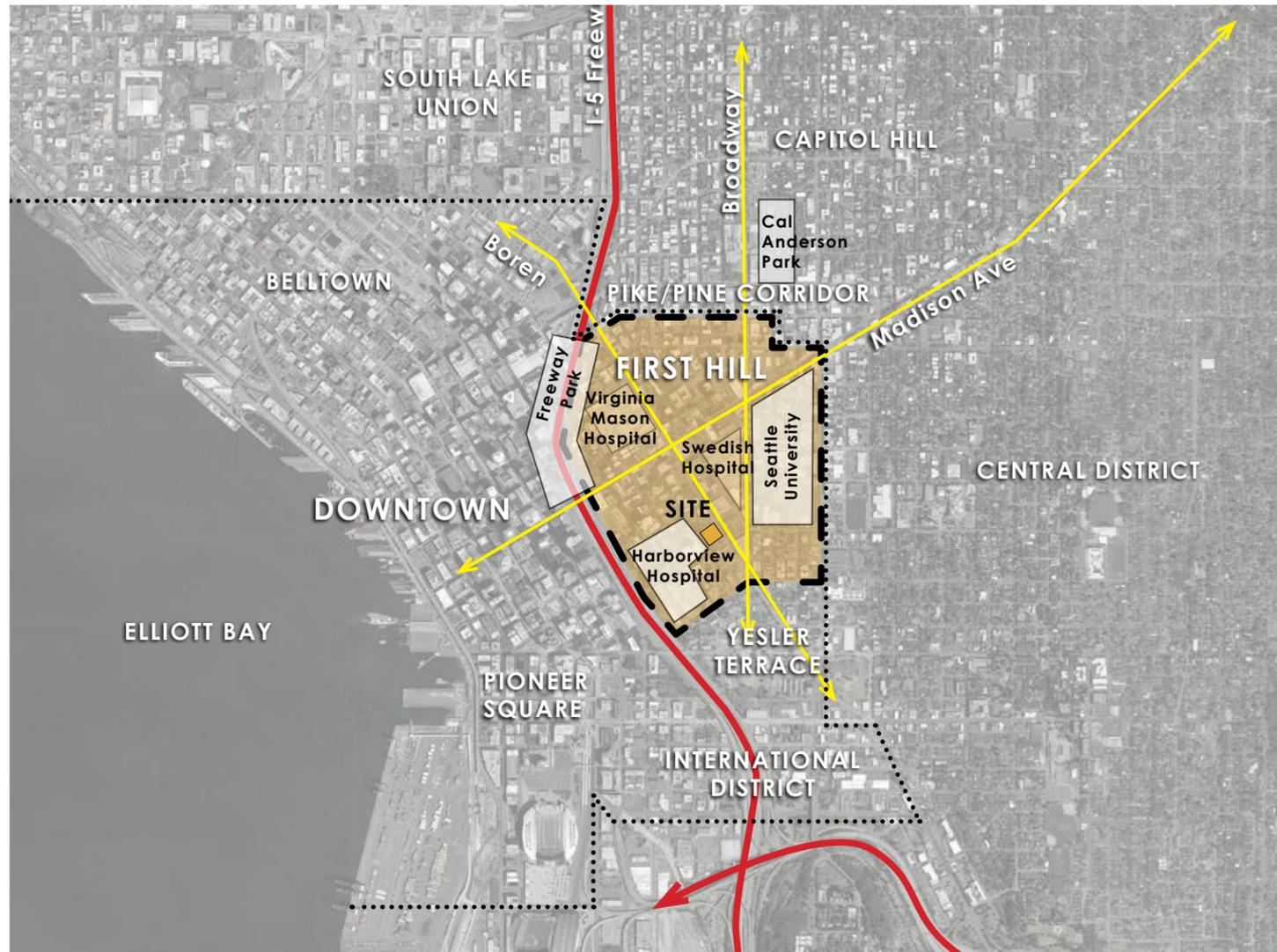
The Broadstone project at Boren and James is a proposed 7 story residential building with ground floor lobby and amenity space on James Street that will infill a vacant site in the First Hill neighborhood. This project is designed to serve the expanding First Hill population by creating a residential community of high quality enduring design. The project will be responsive to the unique needs of First Hill residents and will enhance the neighborhood with excellent walkability and activate the corner of James and Boren with lobby and amenity spaces that will provide visual interest and eyes on the street.

Construction is comprised of 5 wood frame levels over a 2 story, semi below grade, concrete podium. The main entrance, a high-volume glass space, located at James street will relate to the building across the street and provide a welcoming presence. The project will have approximately 70 apartment units with approximately 30 parking stalls accessed from the alley at the West of the site.

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



2 - CONTEXT ANALYSIS



Context Map

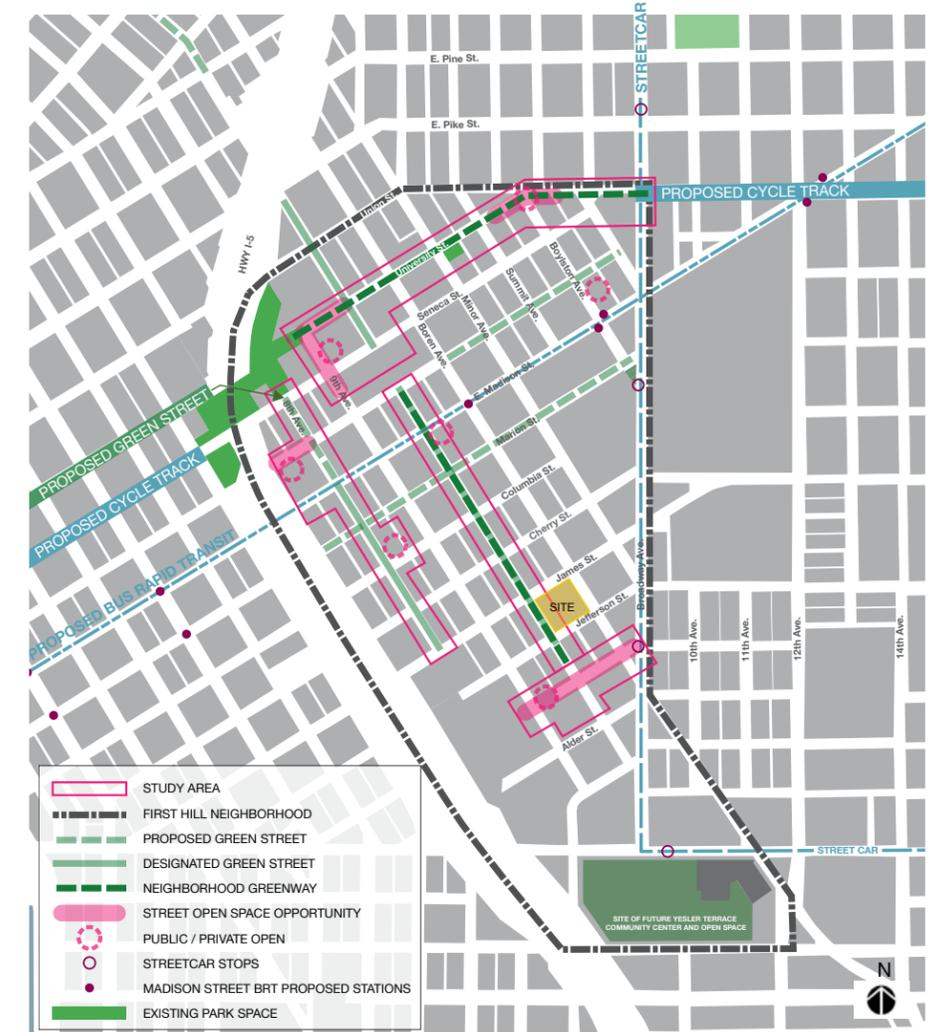
PLANNED STREET IMPROVEMENTS:

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

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

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

FIRST HILL PUBLIC REALM ACTION PLAN



Page 4

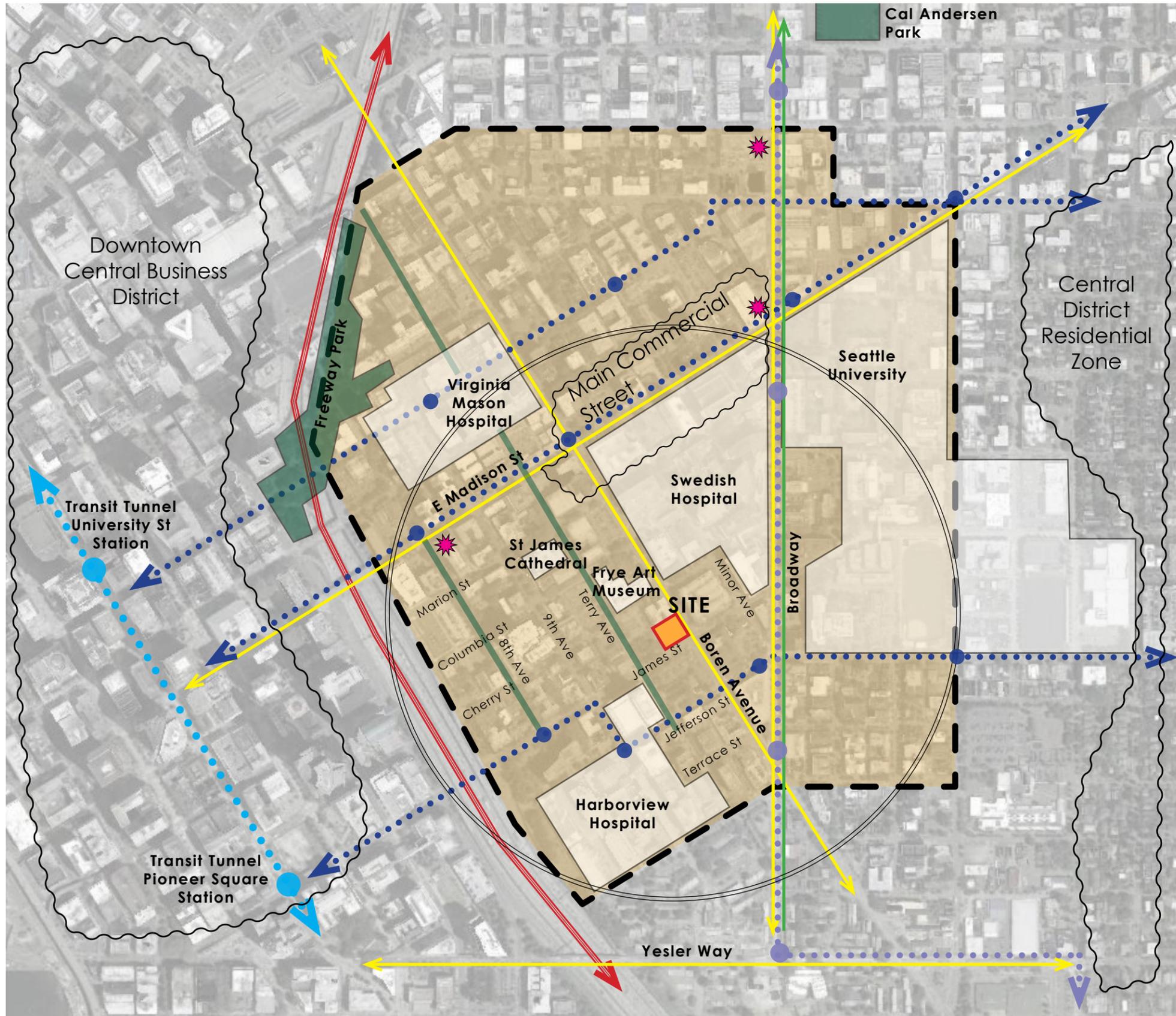
First Hill Neighborhood

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

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

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

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

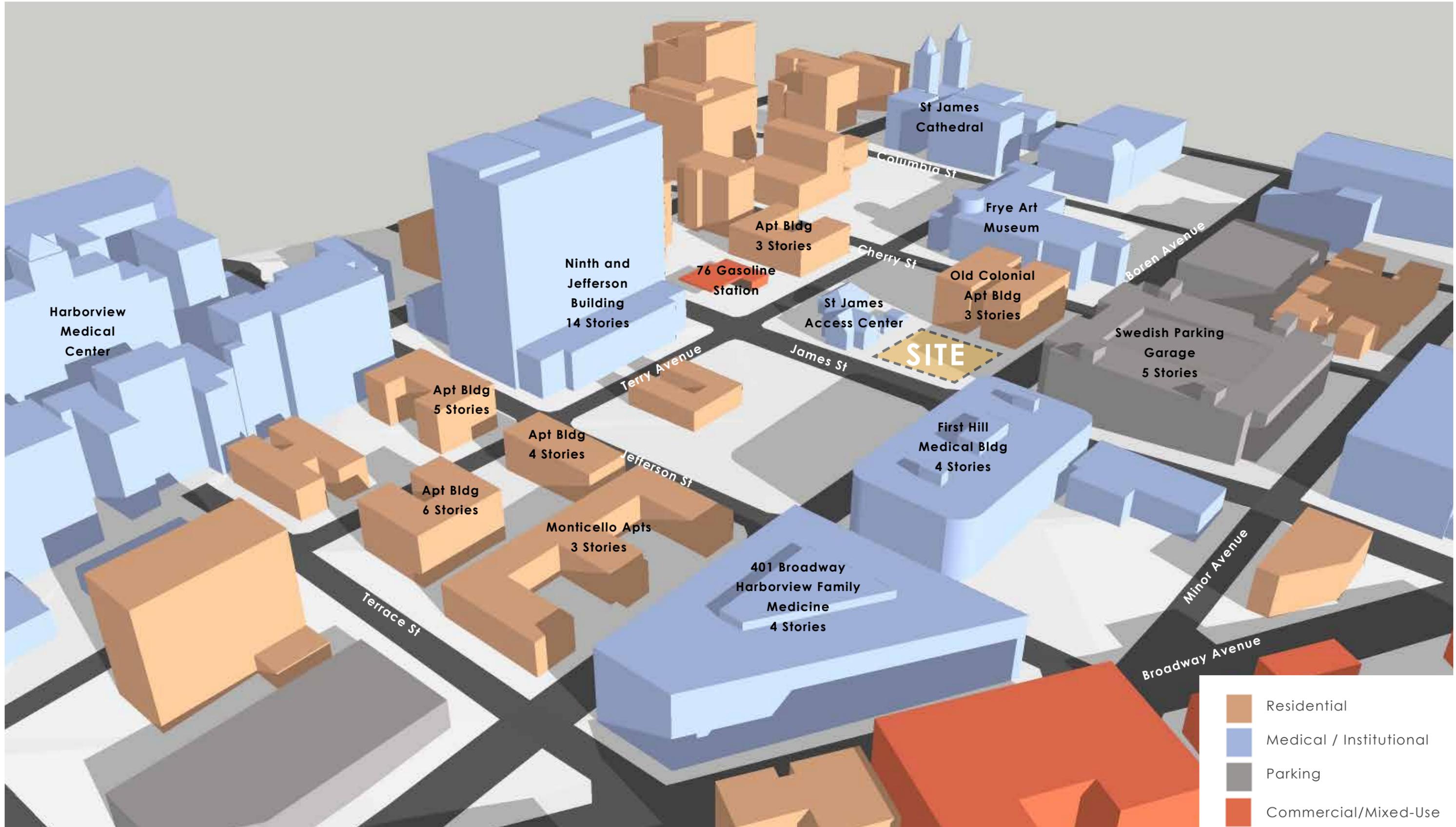


Drawing Key

-  Site
-  First Hill Neighborhood
-  Institution or Notable Structure
-  Public Park or Designated Green Street
-  Area or Zone As Labeled
-  Freeway
-  Frequent Bus Route
-  Frequent Route Bus Stop
-  First Hill Streetcar Line
-  Streetcar Station
-  Transit Tunnel Route
-  Transit Tunnel Station
-  Protected Bike Lane
-  Main Arterial Route
-  Supermarket
-  Five Minute Walkshed

Walk score: 96 Transit score: 100 Bike score: 73





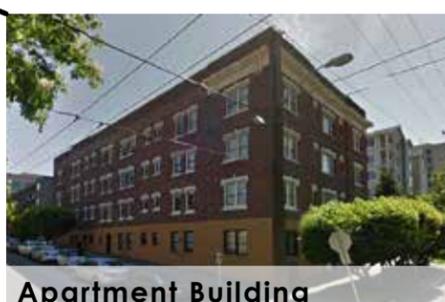
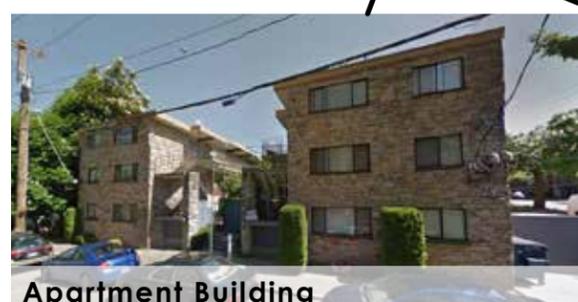
Site Context:

The site is located at the intersection of James Street and Boren Avenue. Ground level parking currently occupies the majority of the lot.

Neighboring projects include the Swedish Parking Garage, First Hill Medical office building and the Old Colonial Apartment Building to the North of the site.

Numerous public transportation routes provide access to the site.

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



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

View opposite site from James Street:



First Hill Medical Bldg

Boren Avenue

ACROSS FROM SITE

View of site from James Street:

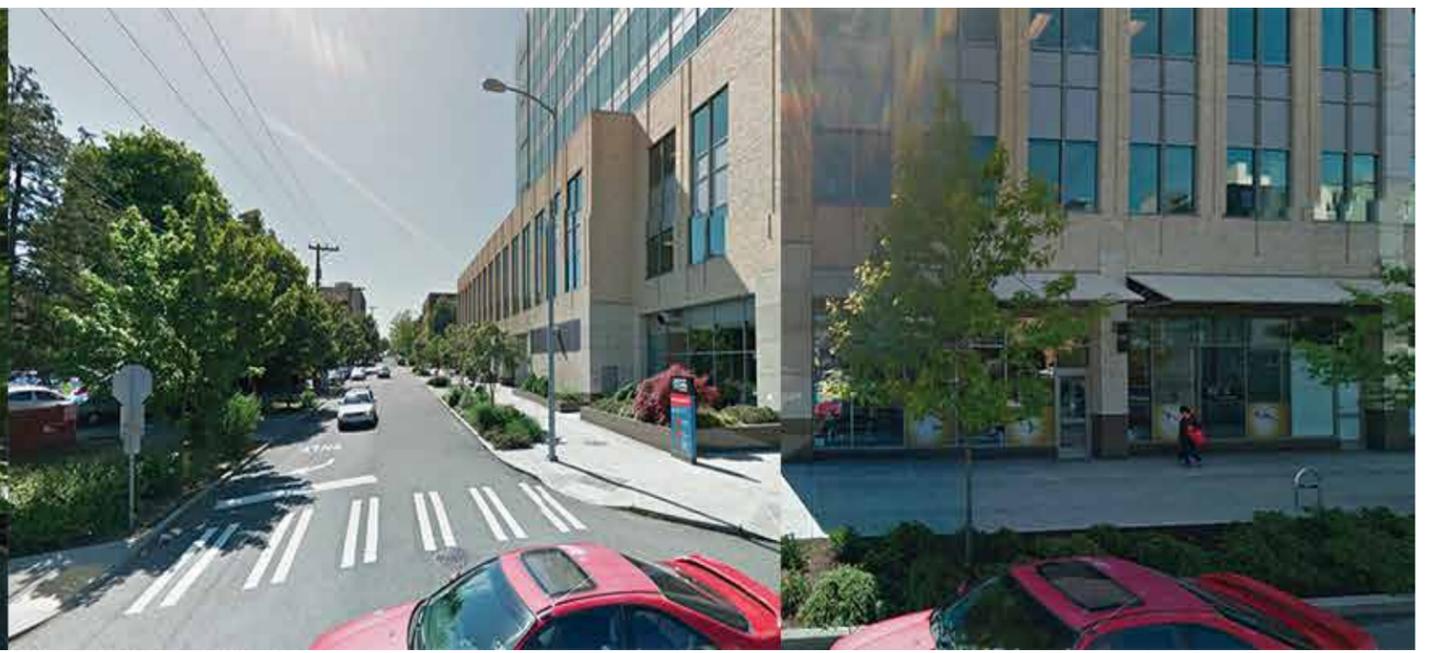


76 Gasoline Station

Terry Avenue



Parking Lot



Terry Avenue



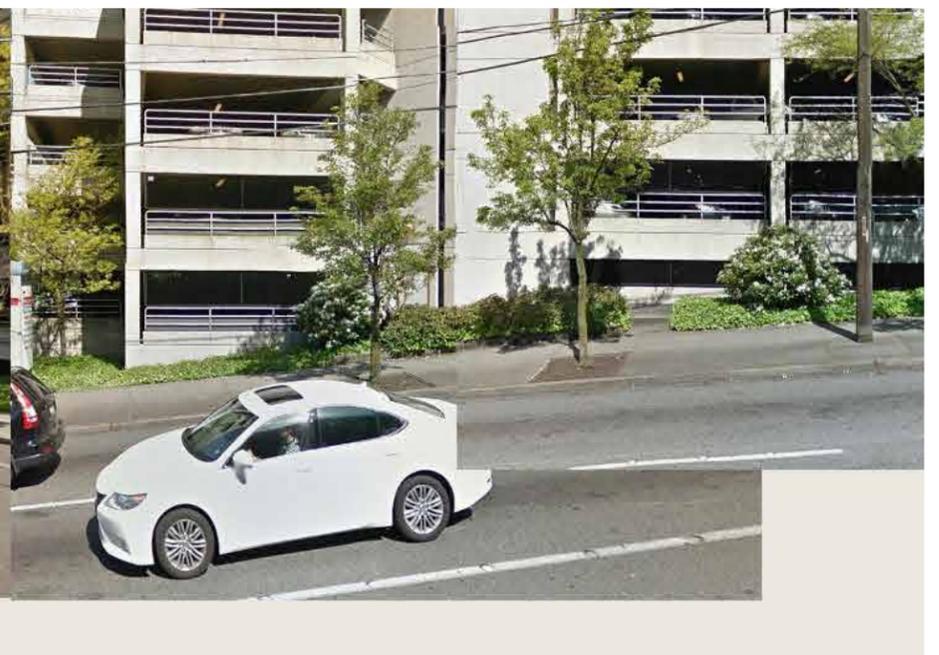
St. James Access Center



SITE



Boren Avenue



Swedish Parking Garage

View of site from Boren Avenue:



Monticello Apartments

Jefferson Street

Parking Lot

View opposite site from Boren Avenue:



Cherry Street

Swedish Parking Garage

ACROSS FROM SITE

James Street



James Street

SITE



First Hill Medical Building

Jefferson Street



Zoning Code: City of Seattle Zoning Code
 Zone: HR (High Rise) in First Hill Urban Center Village
 Lot Area: 13,141SF

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 8.0 on lots of 15,000SF or less in size; 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 landscaped 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
 - Rear setback: 10 feet from a rear lot line abutting an alley
 - Side setback: 42 feet or less in height: 7 foot average setback; 5 foot minimum setback. Above 42 feet in height: 10 foot average setback; 7 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 if lower, are permitted in any required setback or separation

23.45.522 AMENITY AREA

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

23.45.524 GREEN FACTOR

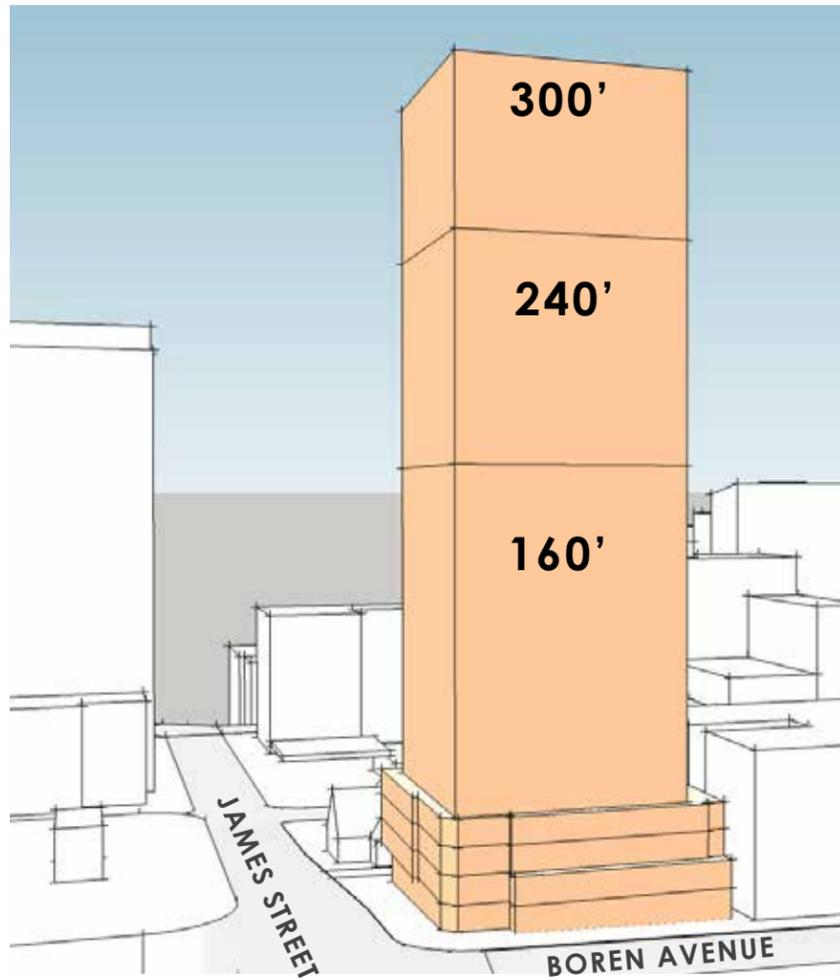
- Landscaping that achieves a Green Factor score of 0.5 or greater is required for any new development
- Additional requirements for landscaping in the code

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

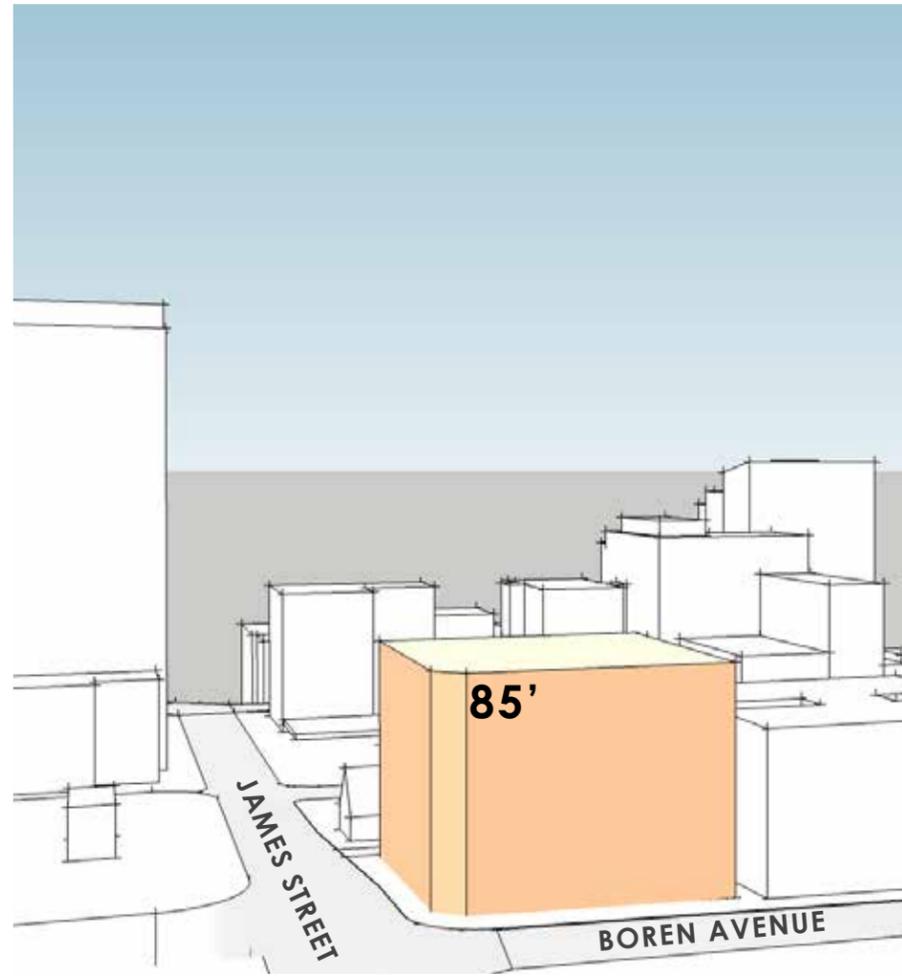
23.54.015 PARKING

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



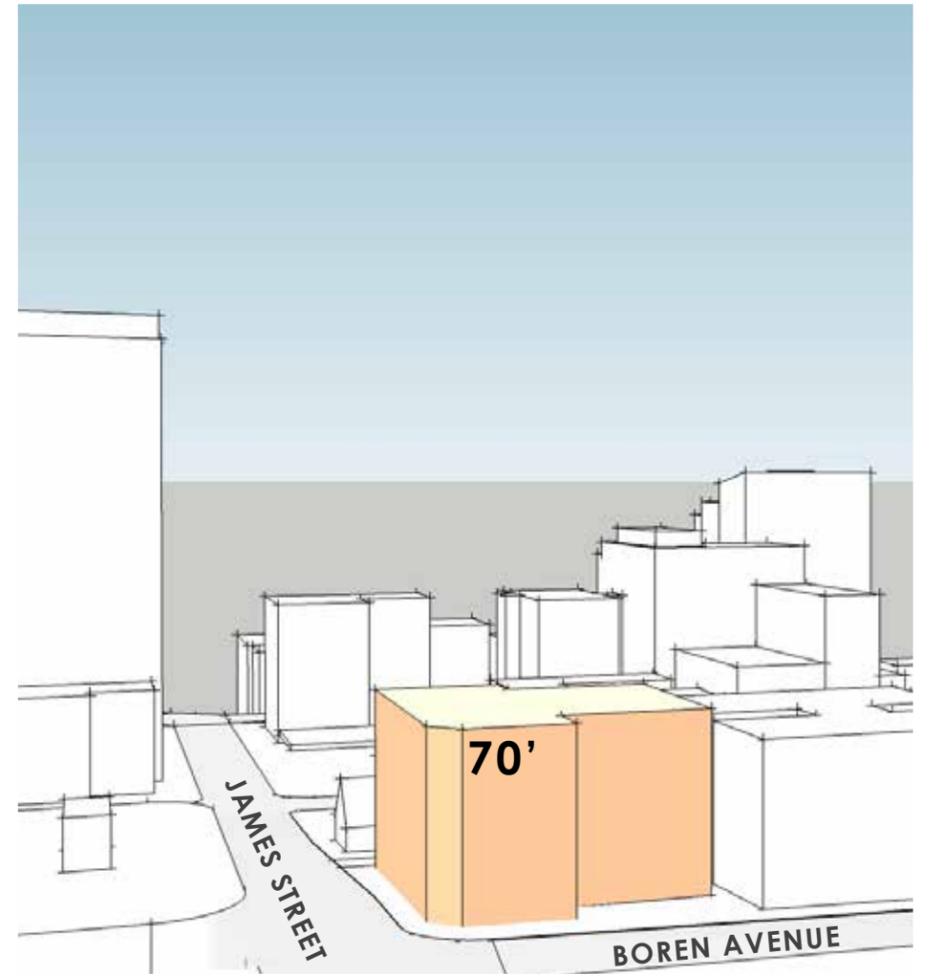
ALLOWABLE ZONING - HIGH RISE

BASE - 160'
BONUSES - 240' AND 300'



ALLOWABLE ZONING - MID RISE

85' MIDRISE



PREFERRED MASSING

70' MIDRISE

3 - ARCHITECTURAL CONCEPT

Neighborhood Pattern:

The site is a corner site zoned HR (Multi-Family High-rise). There is 115' of frontage on Boren Avenue and 115' of frontage on James Street. The southeast corner is chamfered at a 45 degree angle.

The site slopes down from Boren Avenue along James approximately 7', providing opportunities for higher volume spaces along the street.

There is an existing three story apartment building to the north. This building has windows facing this site, and new development should respect the needs of these residents.

James is a heavily trafficked arterial, a major vehicular connection to downtown. The steep grade and traffic limits the desirability as a pedestrian street. The pedestrian zone narrows near the intersection of Boren Ave, Amenity spaces adjacent to this area will activate the street.

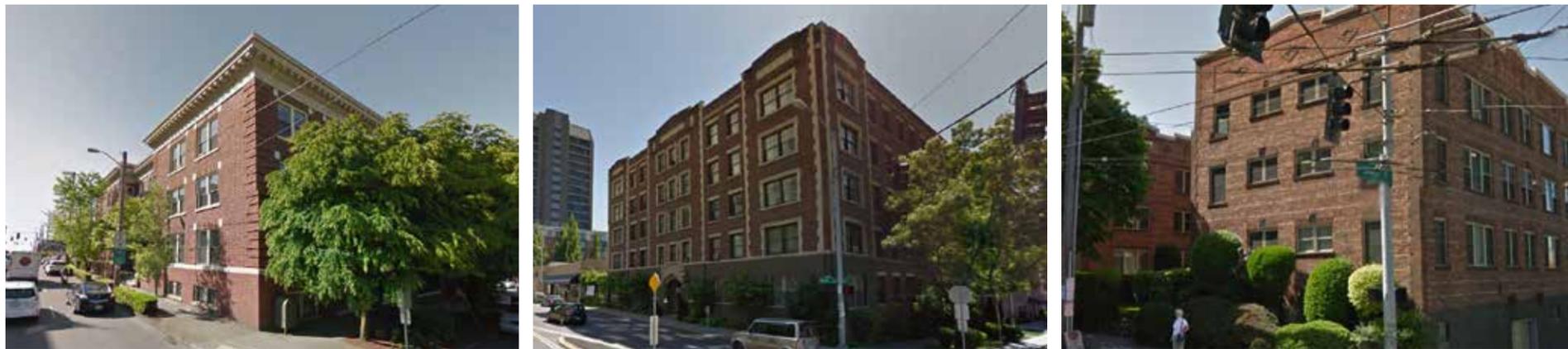
Boren is also a heavily trafficked major arterial. The pedestrian zone is 15' wide along the site, but narrows to 10' to the north. Given Boren's heavy vehicle traffic, few pedestrians use the street; - Terry, Minor and nearby Broadway are more pedestrian friendly and are therefore preferred. A bus stop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

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

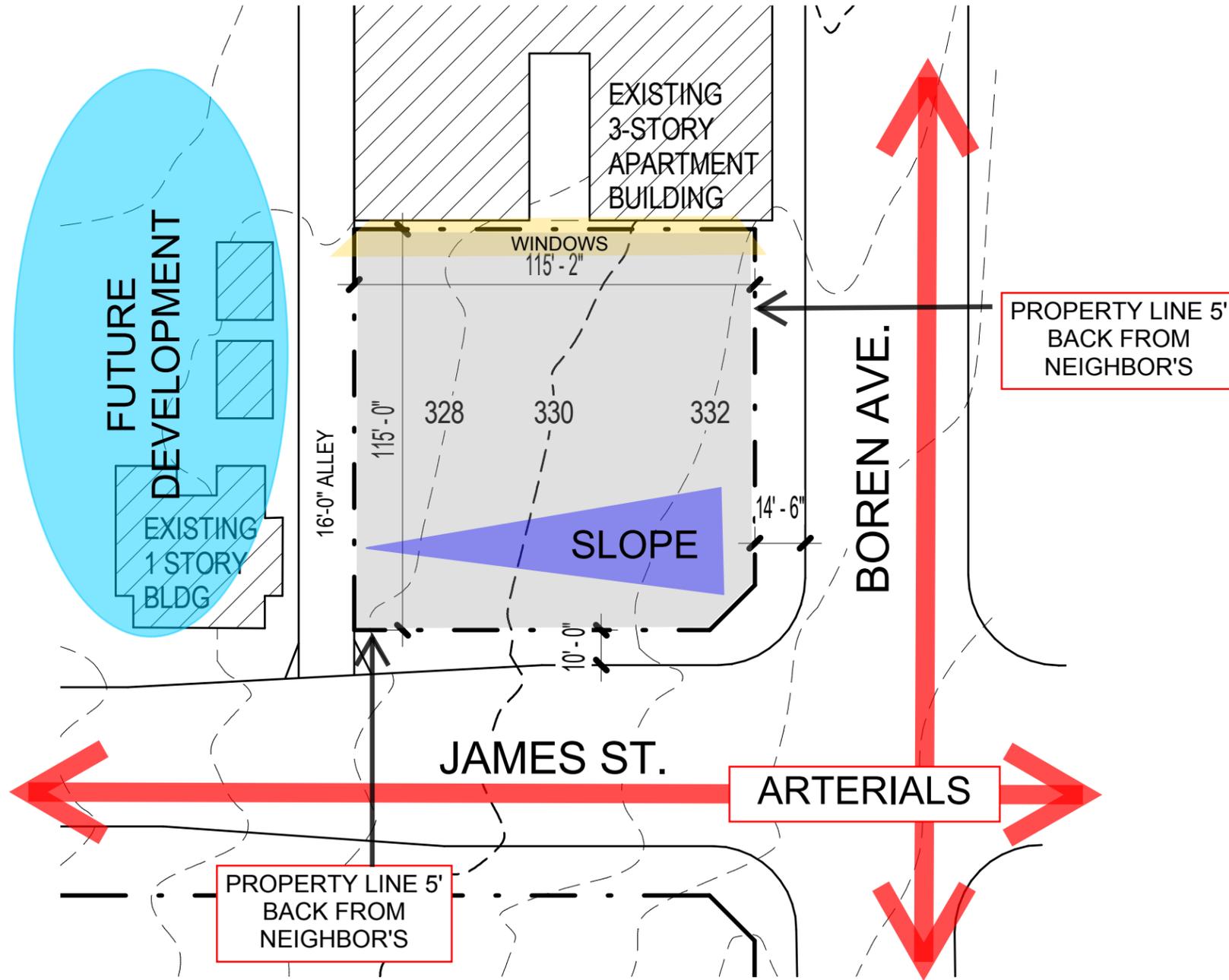
To fit into the neighborhood context, the project should respect the neighborhood pattern of strong street walls and longer facades. The many visitors to the neighborhood requires a higher need for security and privacy for the residents. Vehicle access should be away from heavy arterial traffic. Pedestrian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



FIGURE GROUND RELATIONSHIP
Neighborhood pattern of strong street walls



Site Plan



Conditions

Major Arterials (shown in red)

Boren Avenue

James Street

Steep slope along James

Neighboring building with windows facing south

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

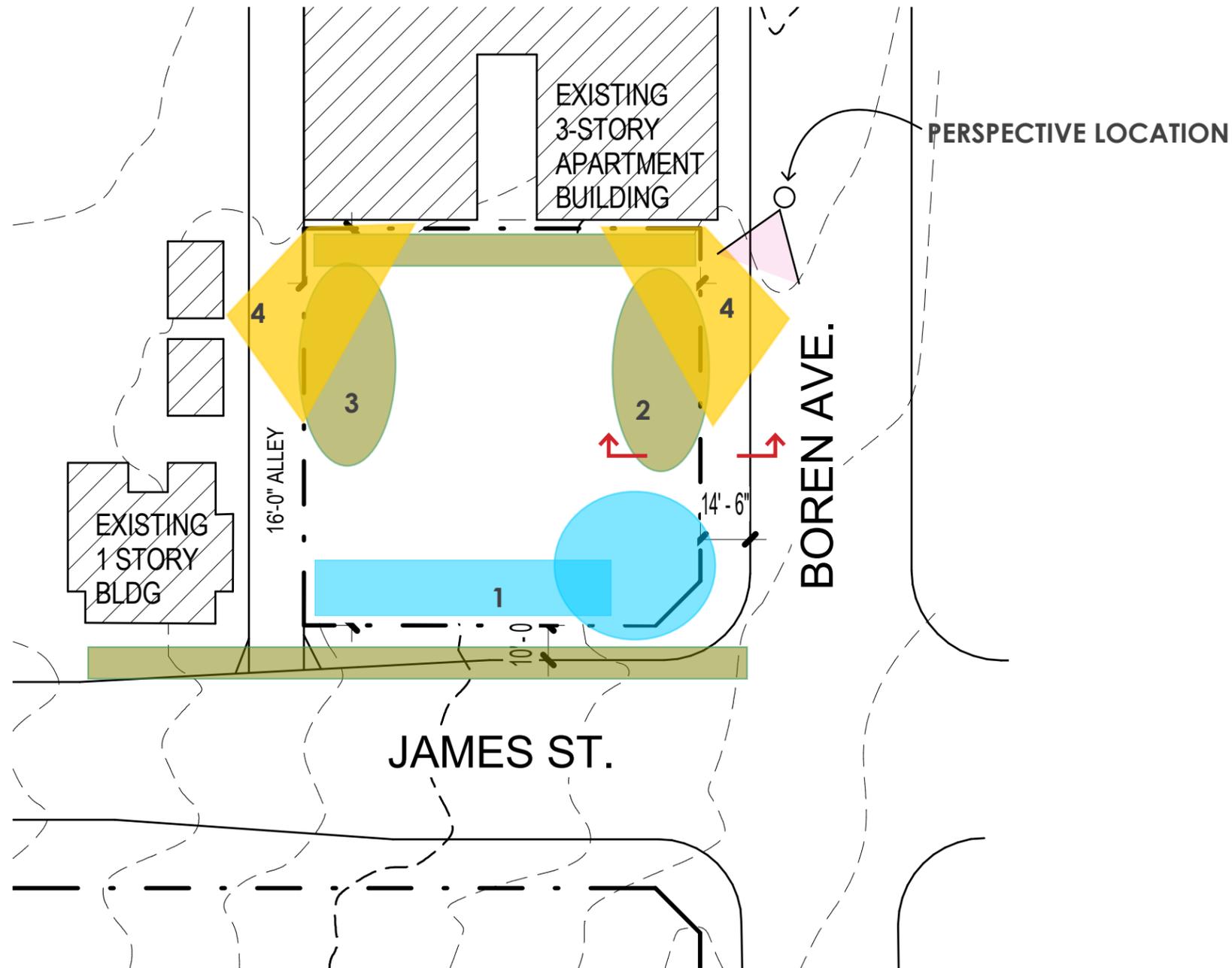


JAMES STREET (view East from Downtown)

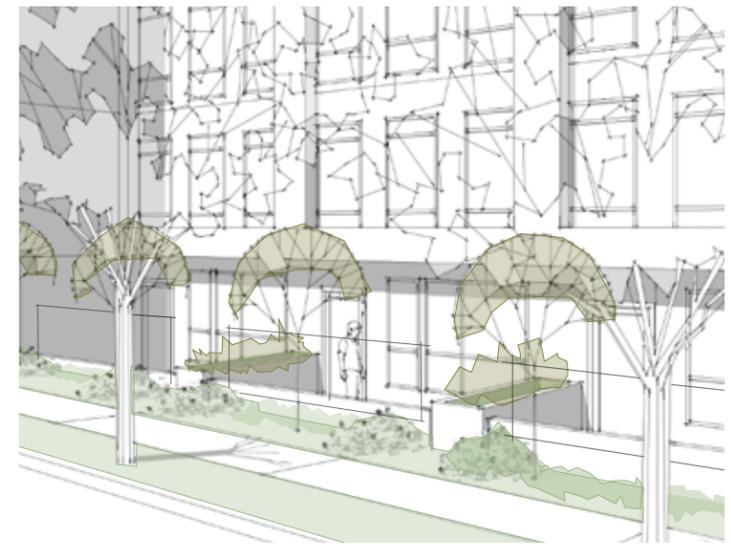
- Major Arterial
- Connection to Downtown
- Street Wall

BOREN AVENUE (View South from Cherry Street)

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



1. Activate Street front, emphasizing corner
2. Provide landscape buffer for residents at Boren
3. Provide landscape buffer on alley
4. Respect for neighbors



4 - KEY DESIGN GUIDELINES

CS2 - URBAN PATTERN AND FORM

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

"Emphasize attributes that give the neighborhood its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. Examples of features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, openspaces, iconic buildings or transportation junctions, and land seen as a gateway to the community."

CS2.A1 - RESPONSE:

The project will contribute to the First Hill sense of community by following established development patterns and massing. The building will continue the tradition of elegant facades incorporating durable materials. The characteristics of both street will be reflected and enhanced through appropriate responses to varied conditions. The prominent corner at James and Boren will be emphasized by a large scale pedestrian entry that provides interest at street level and eyes on the street.



CS2.B2 - Adjacent Sites | Connection to the Street

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

CS2.B2 - RESPONSE:

The project provides appropriate responses along both street fronts. By extending to the corner and locating amenity spaces with transparency there, the project provides visual interest, activity and eyes on the street. At the residential portion facing Boren, broad landscape buffers are provided to provide both visual interest for pedestrians and privacy for residents.



Engaging the street



Residential Buffers

CS2.C1 - Relationship to the Block | Corners

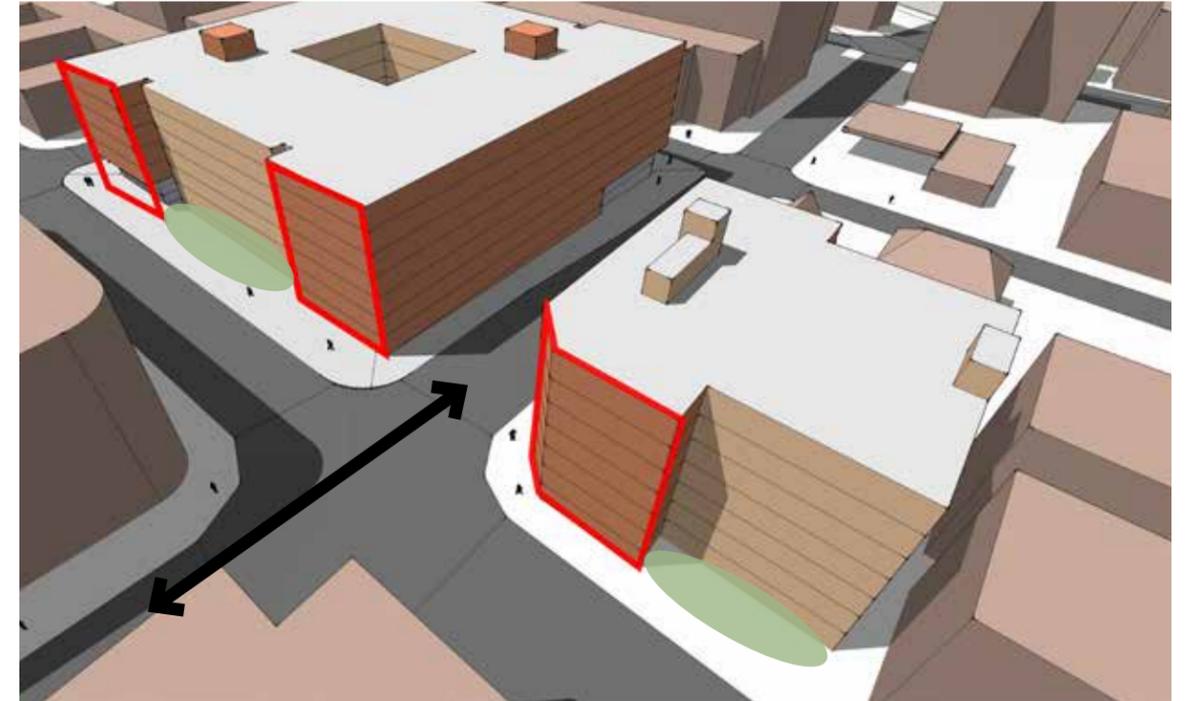
"Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide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

CS2.C1 - RESPONSE:

The project is located on a prominent corner that will respond to the unique elements of the context. Entrances and amenity spaces will occupy these most prominent areas providing visual interest, activity and eyes on the street.



Representative Project - Corner Design
Lander Hall at UW



Emphasis on Corners.

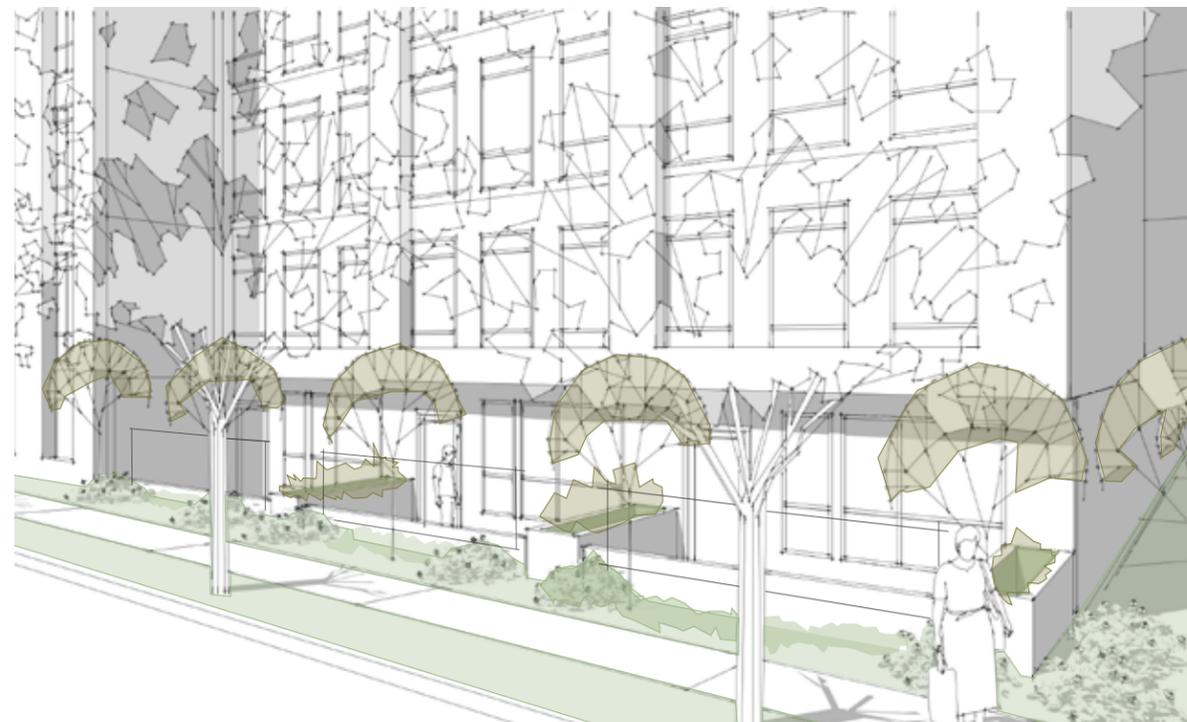
PL1 - CONNECTIVITY

PL1.B3 - Walkways and Connections: Pedestrian Amenities

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

PL1.B3 - RESPONSE:

While following neighborhood patterns, opportunities for pedestrian interest will be created by providing a broader landscaped buffer on Boren. The setback in the preferred scheme will frame the existing brick building to the North of the site.



Street Level View - Landscaped Buffer at Boren Avenue



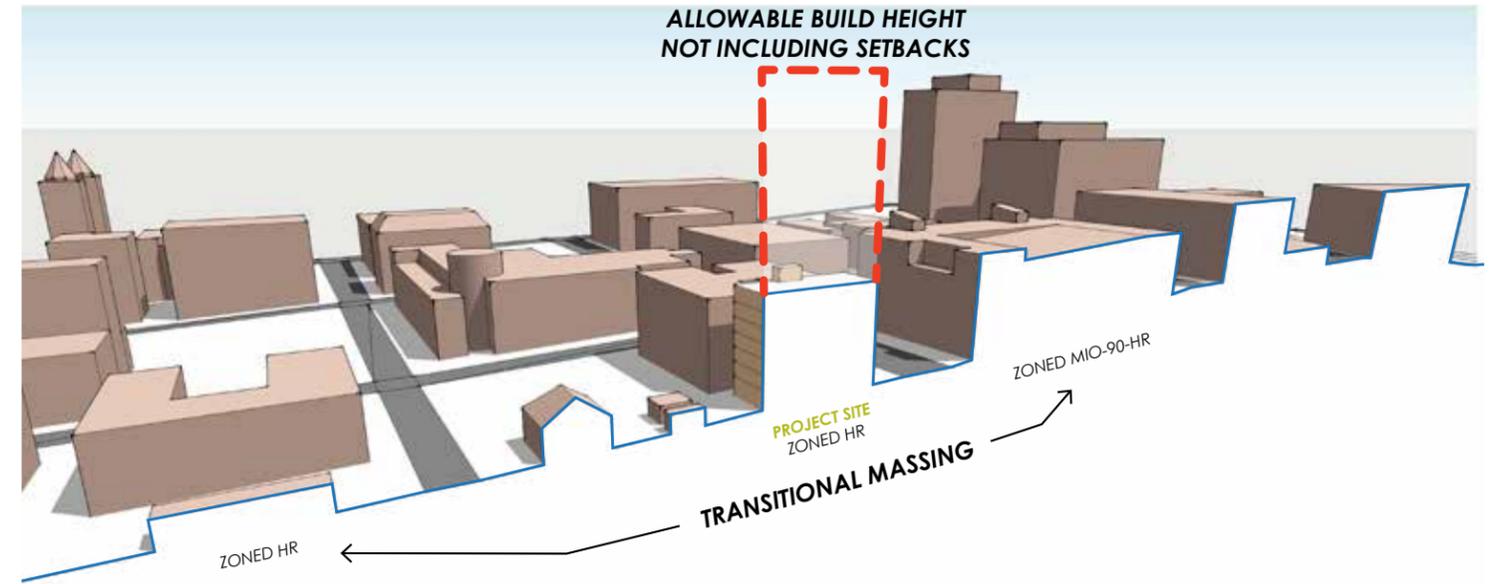
CS2 - URBAN PATTERN AND FORM (CONT'D)

CS2.D4 - Height, Bulk, and Scale | Massing Choices

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

CS2.D4 - RESPONSE:

Despite the fact that the site is zoned for High Rise development and could potentially be developed with a 300' tall high rise, the proposed project seeks to be consistent with the established residential massing and scale. By limiting the height, the project will provide a transitional scale between the high-rise zone to the west and the less intensive zones to the east.



1001 JAMES

1050 JAMES
PROJECT SITE

Massing of similar scale to existing neighborhood

CS3 - ARCHITECTURAL CONTEXT AND CHARACTER

CS3.A3 - Emphasizing Positive Attributes | Established Neighborhoods

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

CS3.A4 - RESPONSE:

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



Established residential character

PL3 - STREET LEVEL INTERACTION

PL3.A1 - Entries | Design Objectives

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

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

PL3.A1c - RESPONSE:

The main entry will be located on James Street. The high volume scale of the lobby, expansive glazing, and prominent canopies will allow it to stand as a beacon in the evening. At this location, the entrance is protected from the heavy traffic on Boren.



Engaging the street



Representative project - Lander Hall

PL3.B2 - Residential Edges | Ground-Level Residential

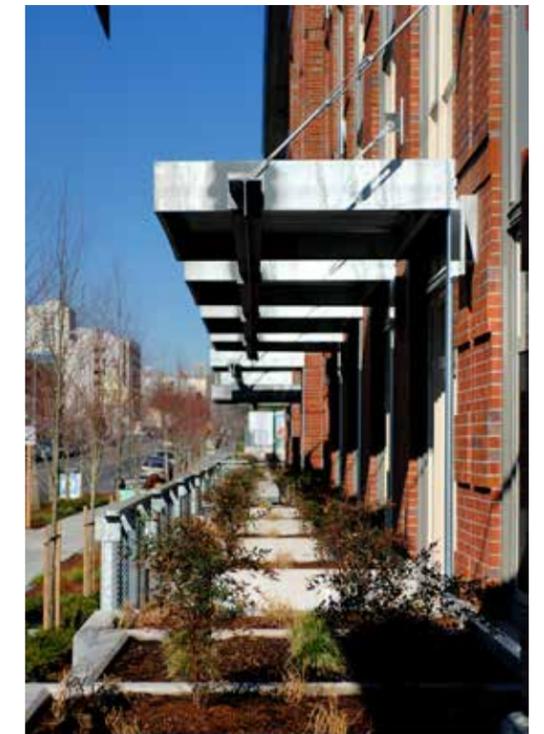
“Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify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

PL3.B2 - RESPONSE:

In the preferred scheme, the massing of the building works to provide a comfortable setback off of Boren Avenue with planters and porches. This will provide a physical buffer as well as opportunities for landscaping to visually obscure direct views into the units.



Residential Edges



Representative Project - Residential Edge at Court 17 in Tacoma, landscape buffer

KEY DESIGN GUIDELINES | RESPONSES

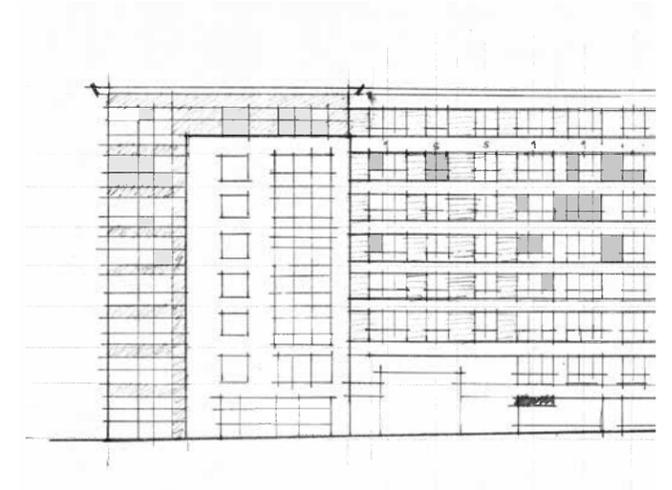
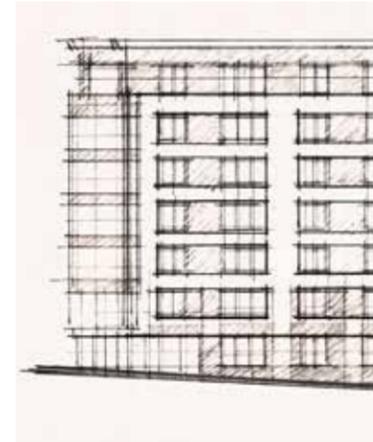
DC2 - ARCHITECTURAL CONCEPT

DC2.B1 - Architectural and Facade Composition

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

DC2.B1 - RESPONSE:

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



Facade Design Inspiration - Pattern, Color, Texture

DC4 - EXTERIOR ELEMENTS AND FINISHES

DC4.A1 - Exterior Finish Materials

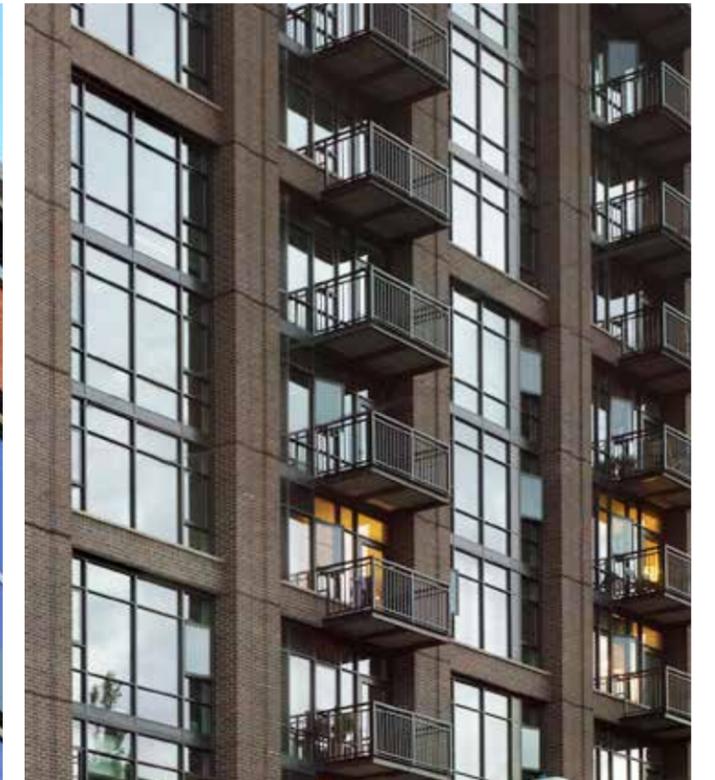
"Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged."

DC4.A1 - RESPONSE:

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



Representative Project - Brix Condos



Representative Project - Gallery Condos

5 - MASSING OPTIONS



"PROMINENT CORNER"
Code Compliant



"TRADITIONAL BLOCK"



"T-BAR"
(preferred)

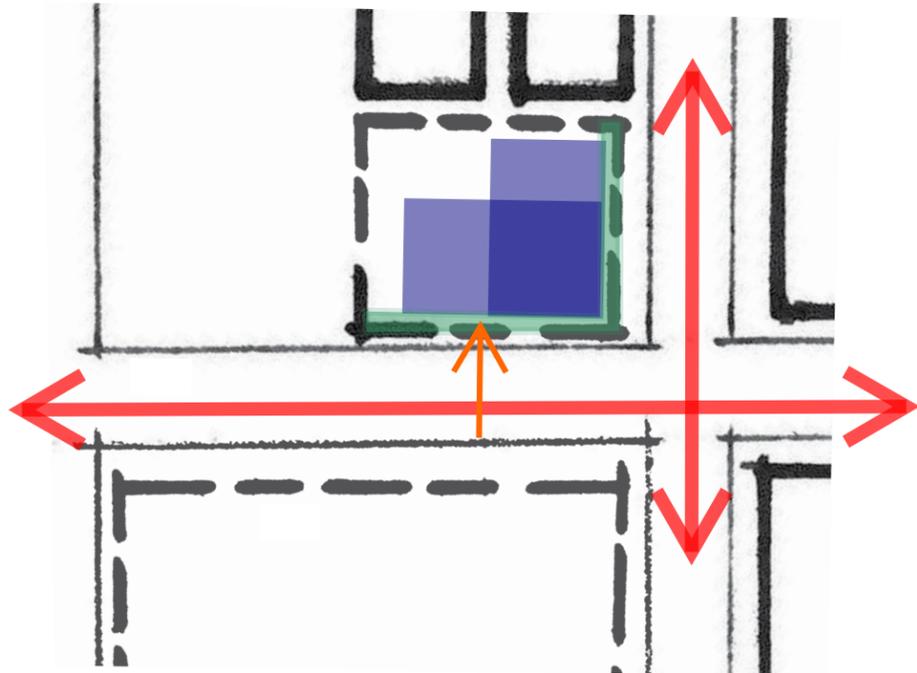
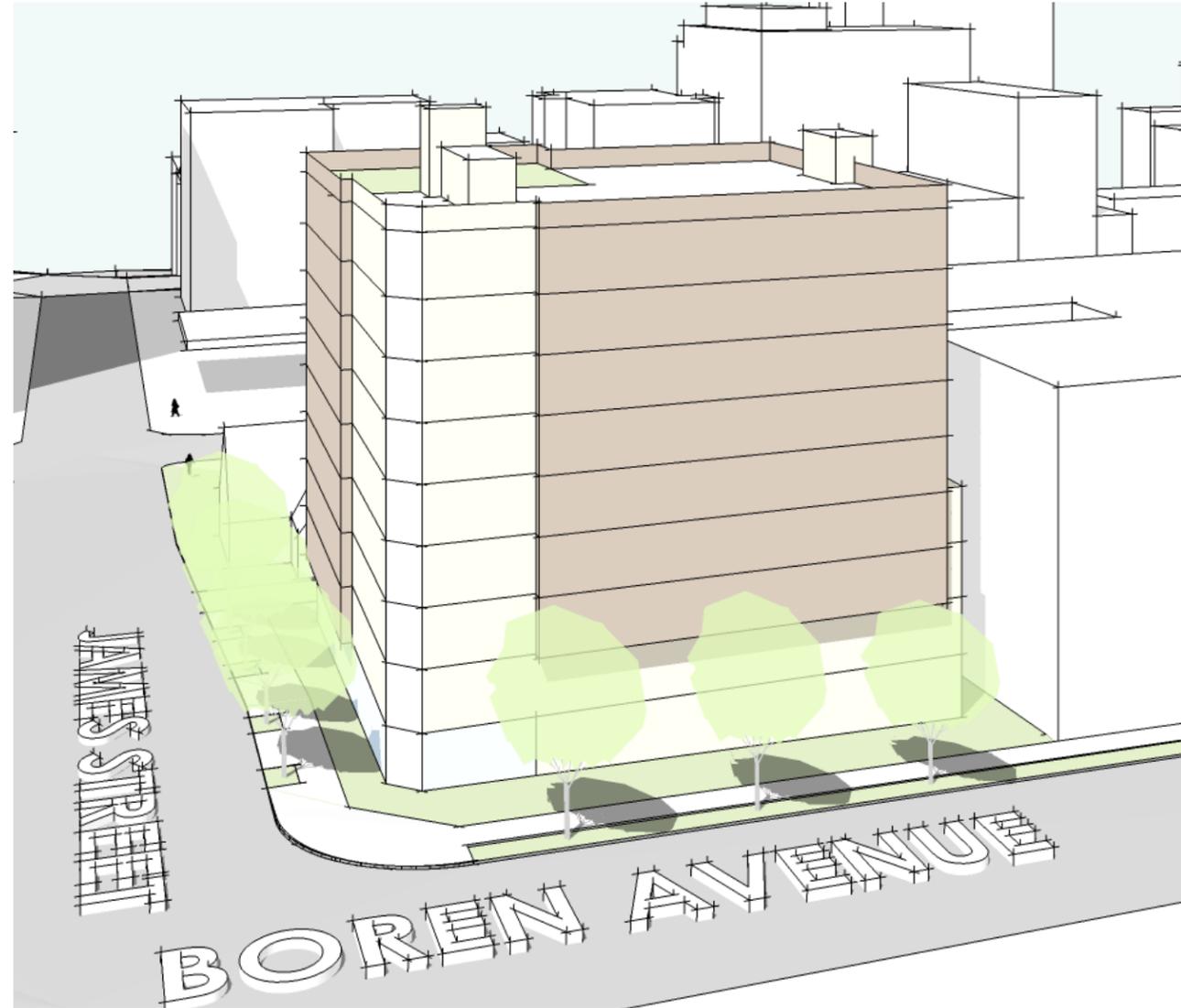
MASSING OPTIONS | MASS 1 - "PROMINENT CORNER"

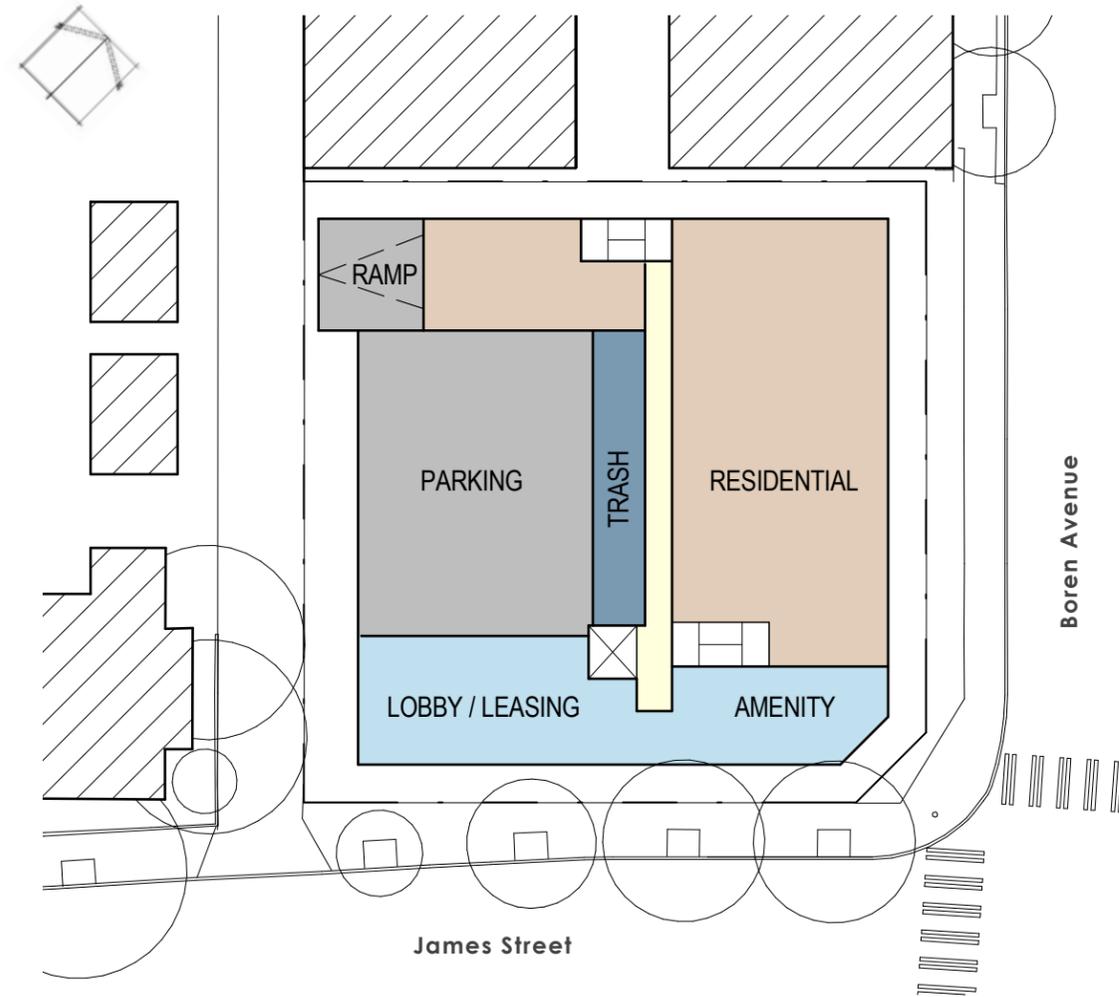
Pros:

- Recessed corner highlights prominent intersection
- Code compliant

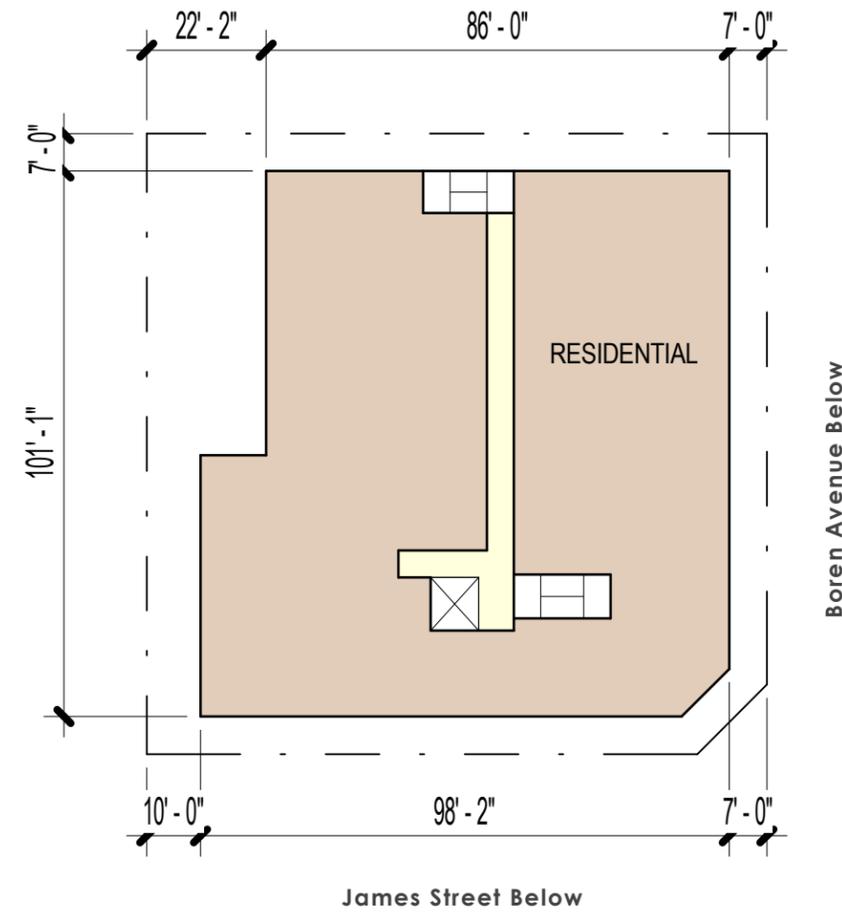
Cons:

- Close adjacency to existing apartment building to the north
- Required setback at corner does not fit neighborhood pattern, reduces corner presence
- 10' setback from alley requires some parking uncovered
- Alley setback creates gap in James Street Edge

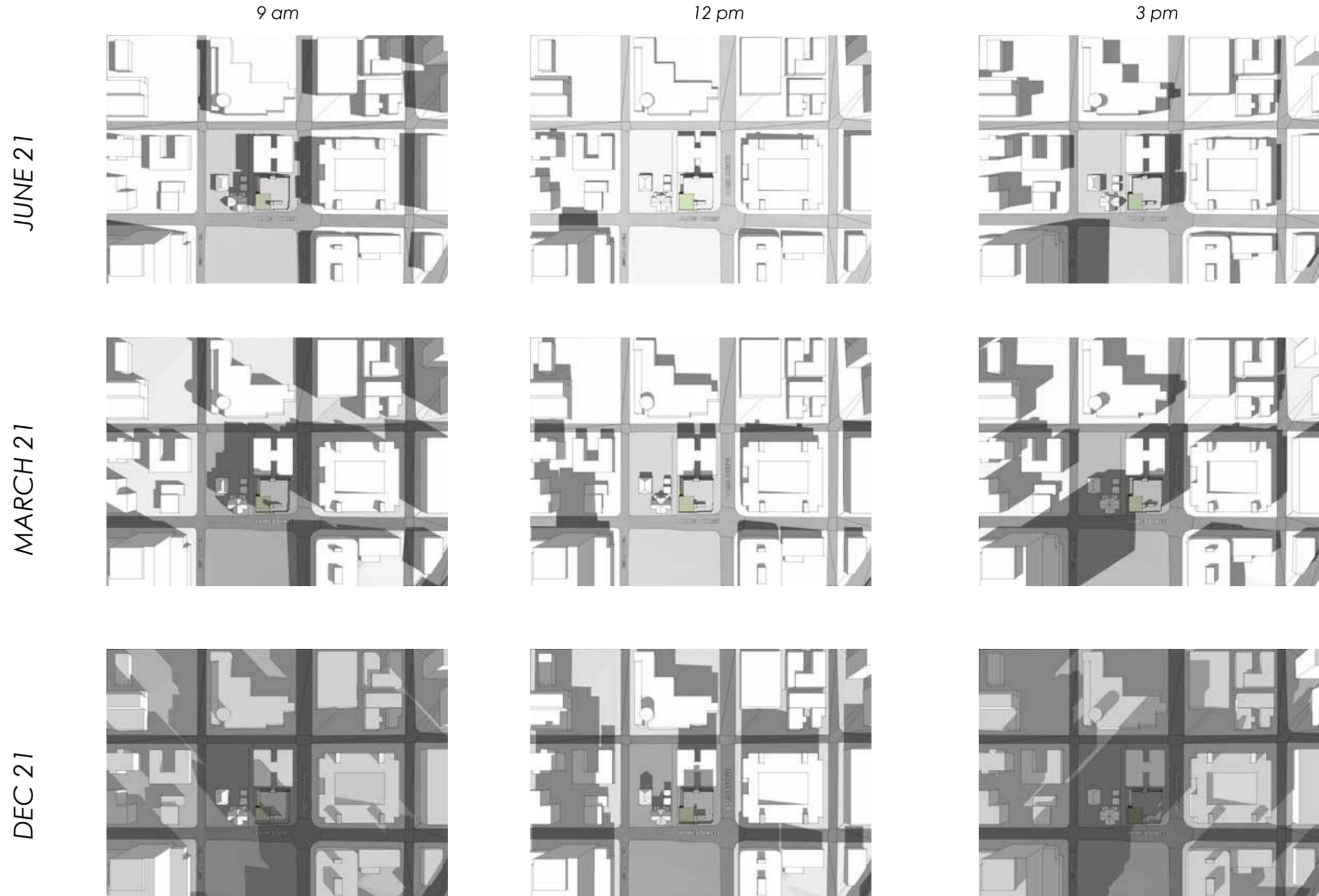


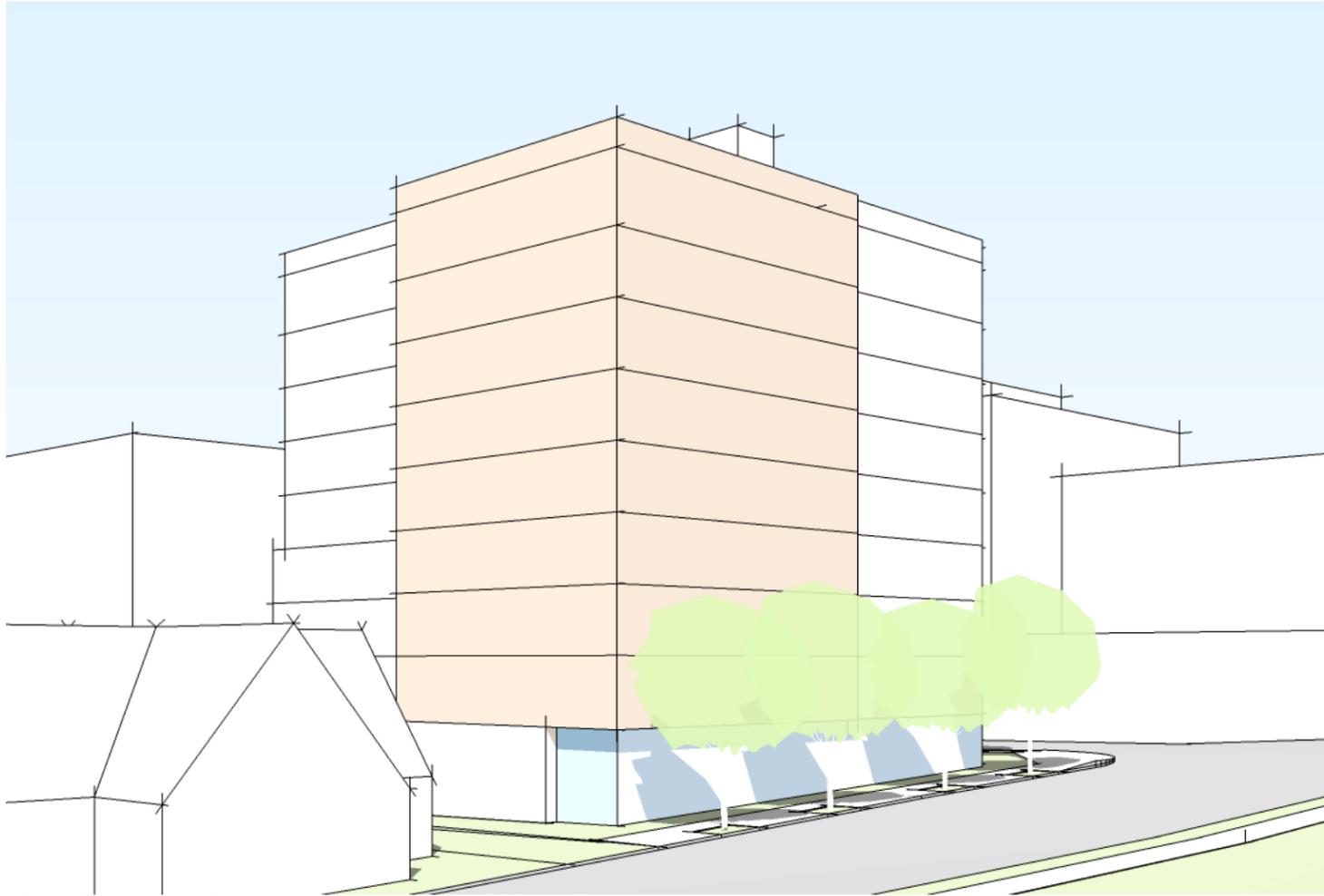


Level 1 Plan

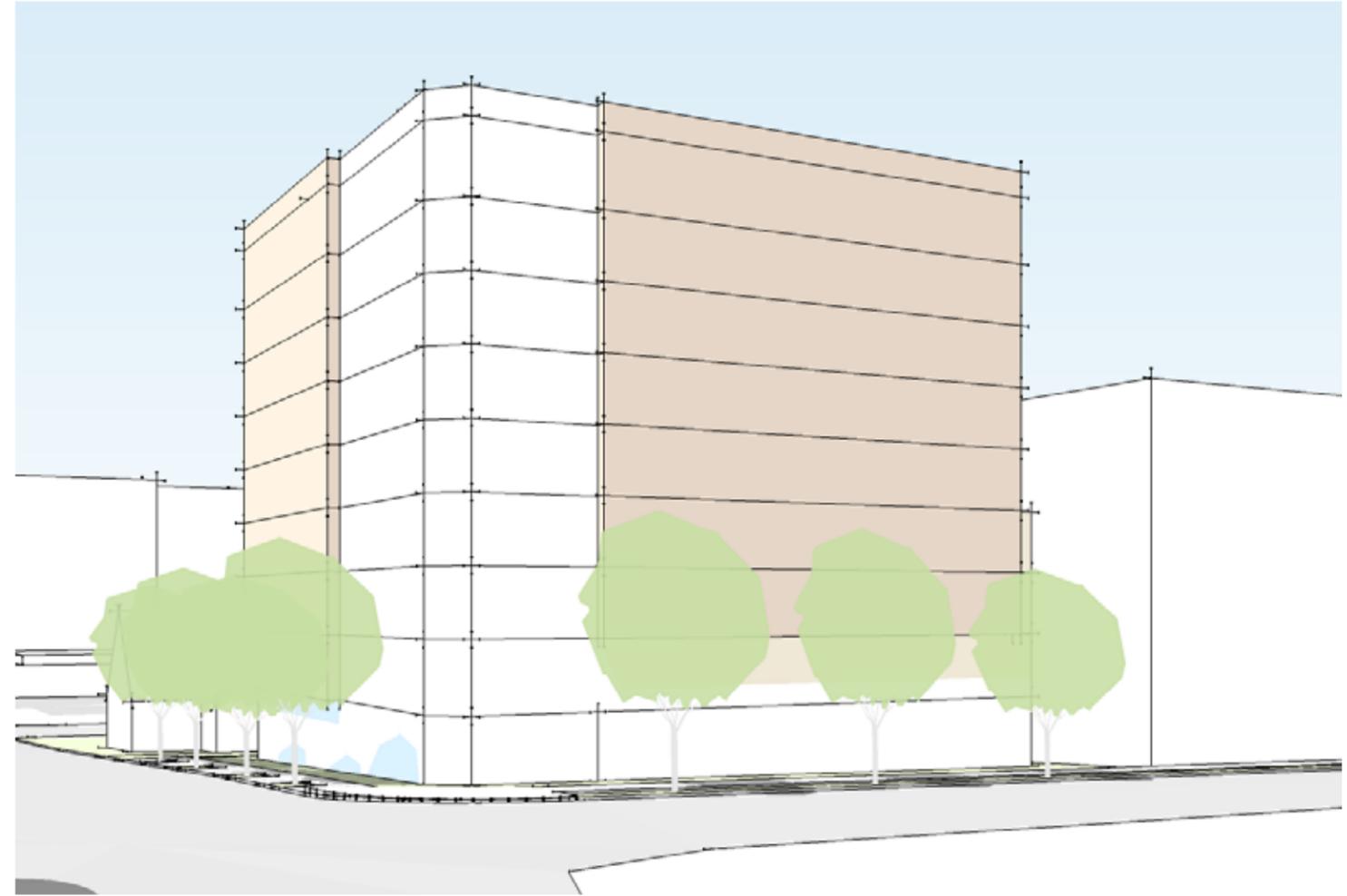


Typical Residential Floor Plan





View from Southwest at James and the alley



View from Southeast at Boren and James



Looking East on James Street



Looking West on James Street



Looking North on Boren Avenue



Looking South on Boren Avenue

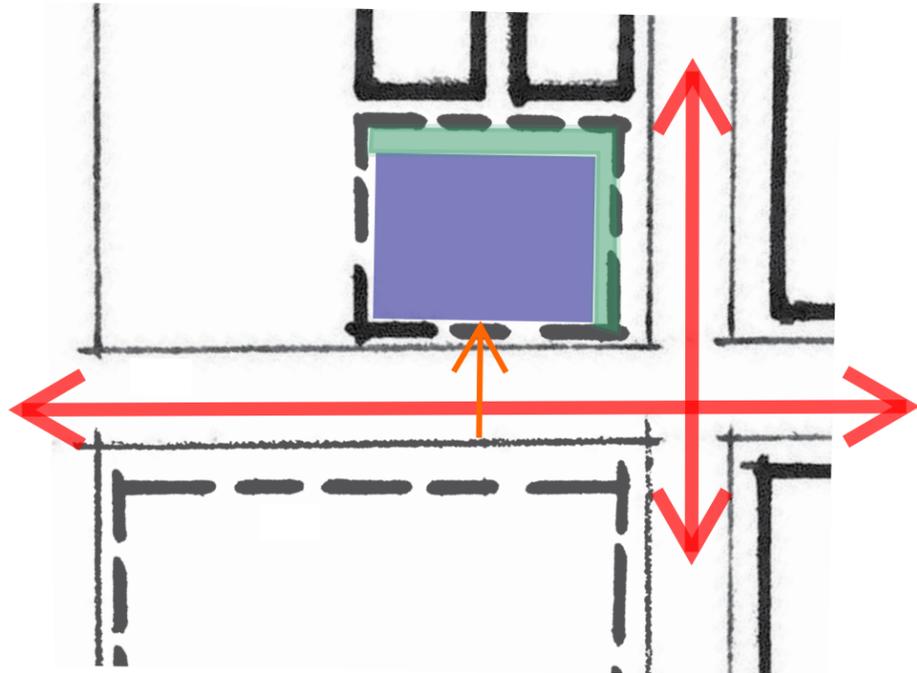
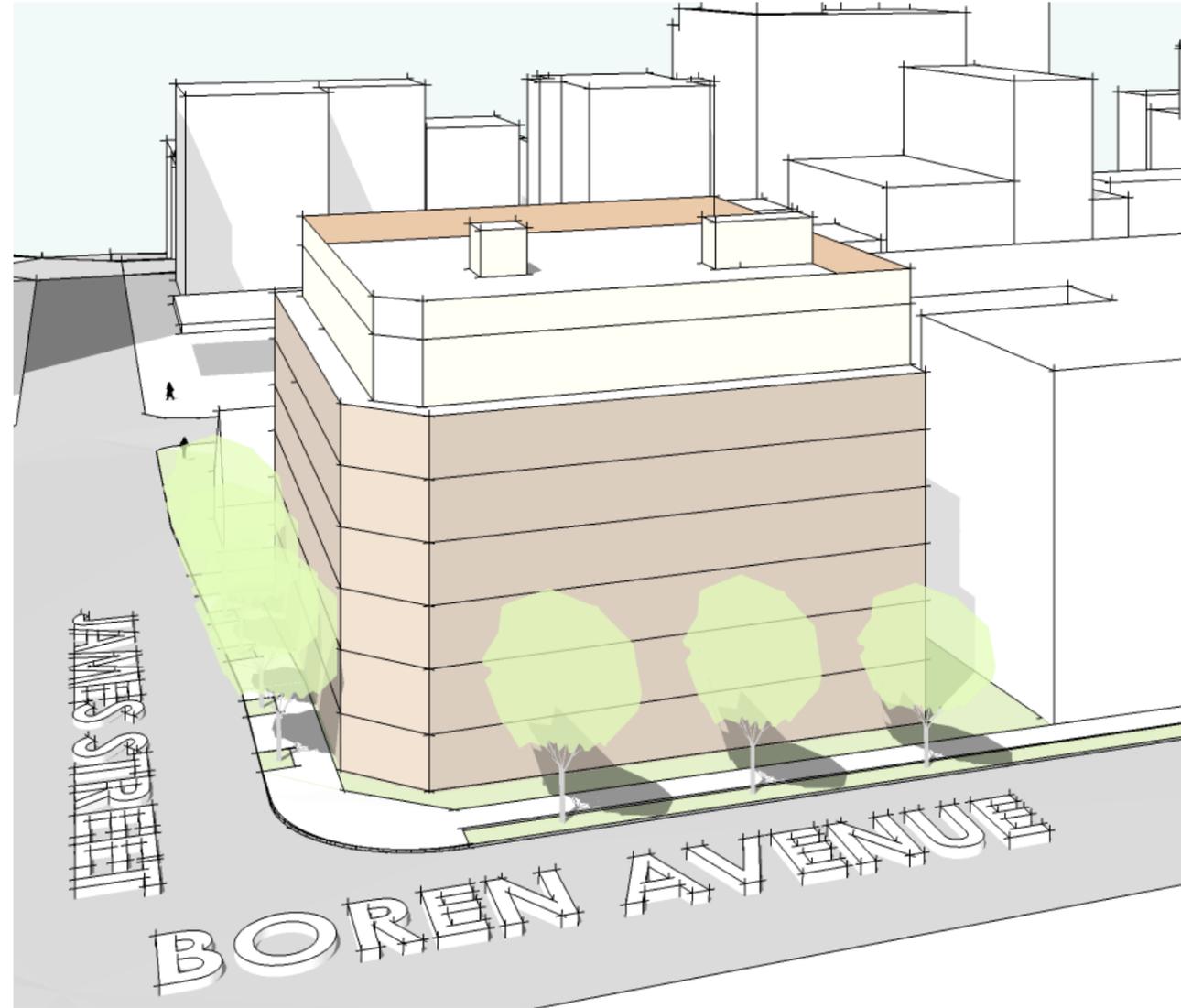
MASSING OPTIONS | MASS 2 - "TRADITIONAL BLOCK"

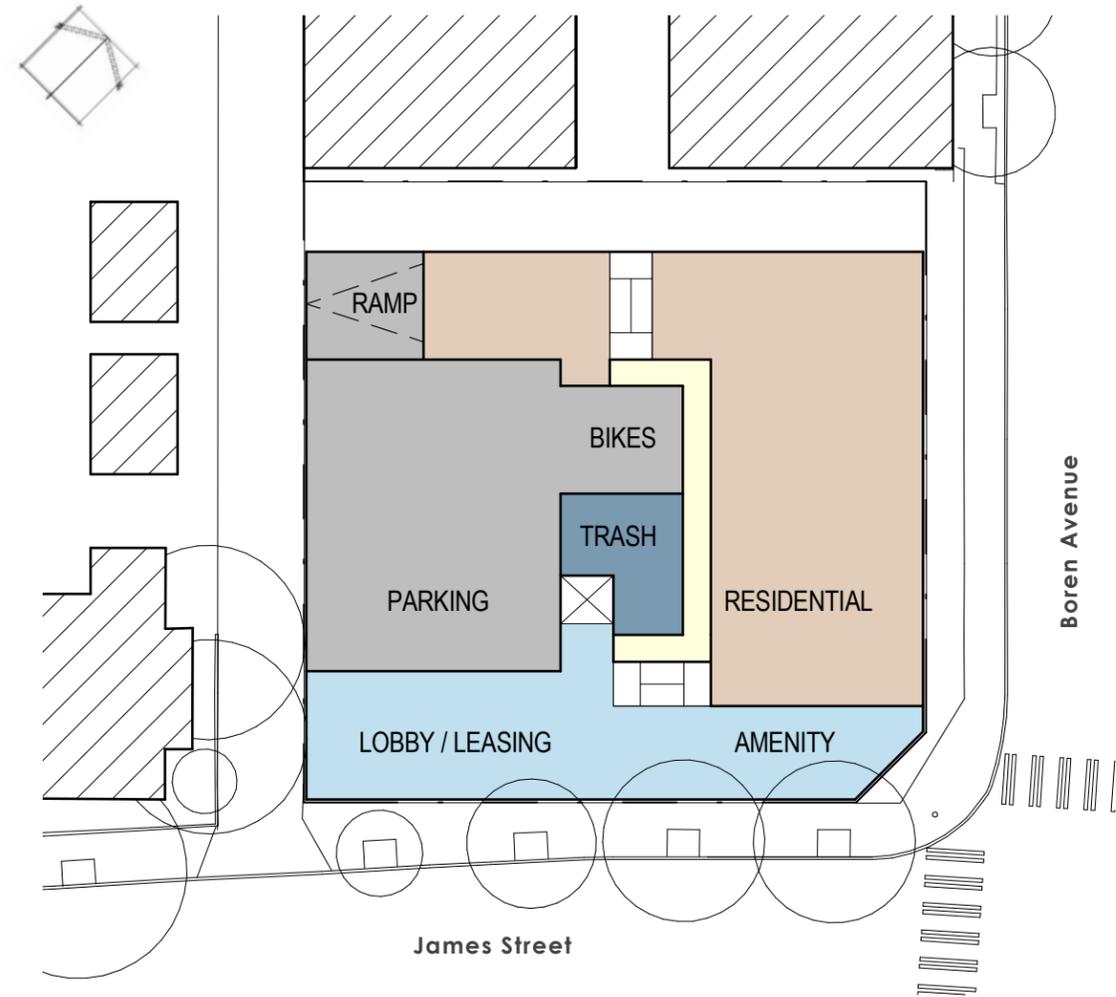
Pros:

- Reduced setbacks fit neighborhood pattern
- Using setback space allows larger setback from adjacent existing apartment building
- Building to alley allows all parking to be screened and under cover

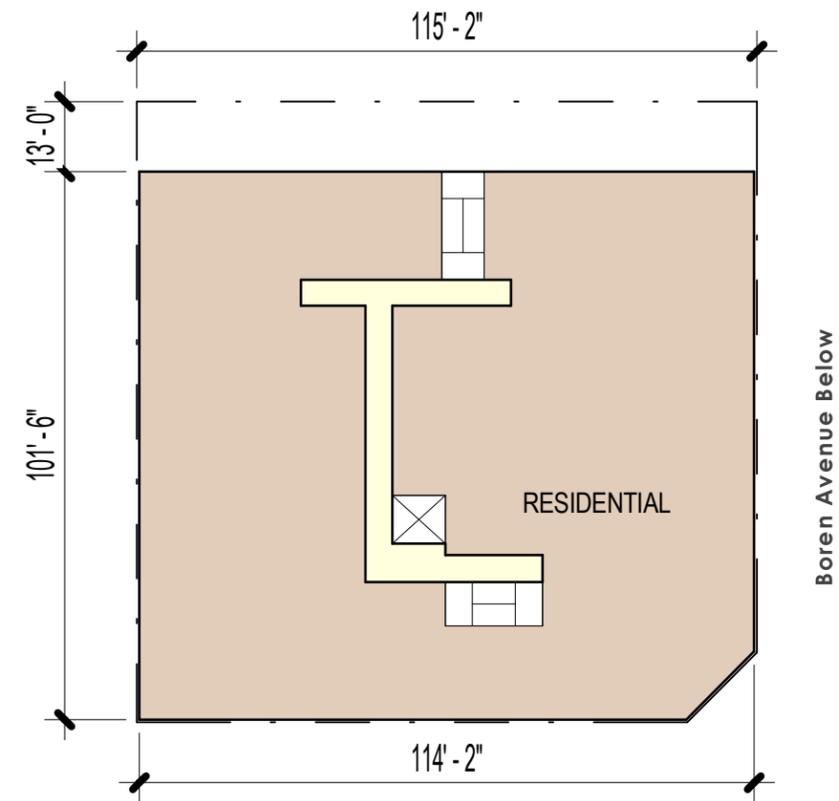
Cons:

- Although setback is greater, a longer wall faces adjacent apartment building
- Reduced buffer for units facing Boren

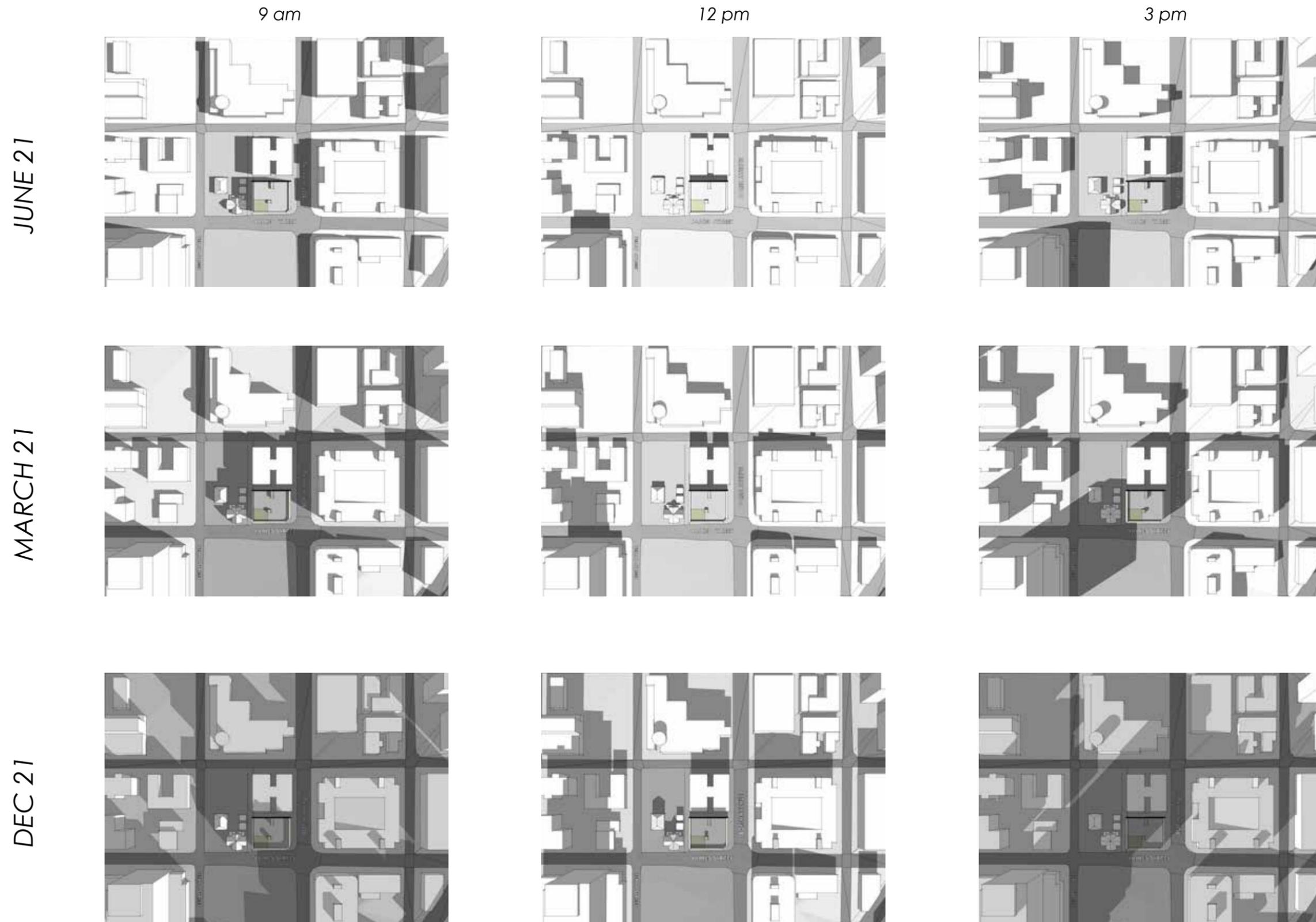


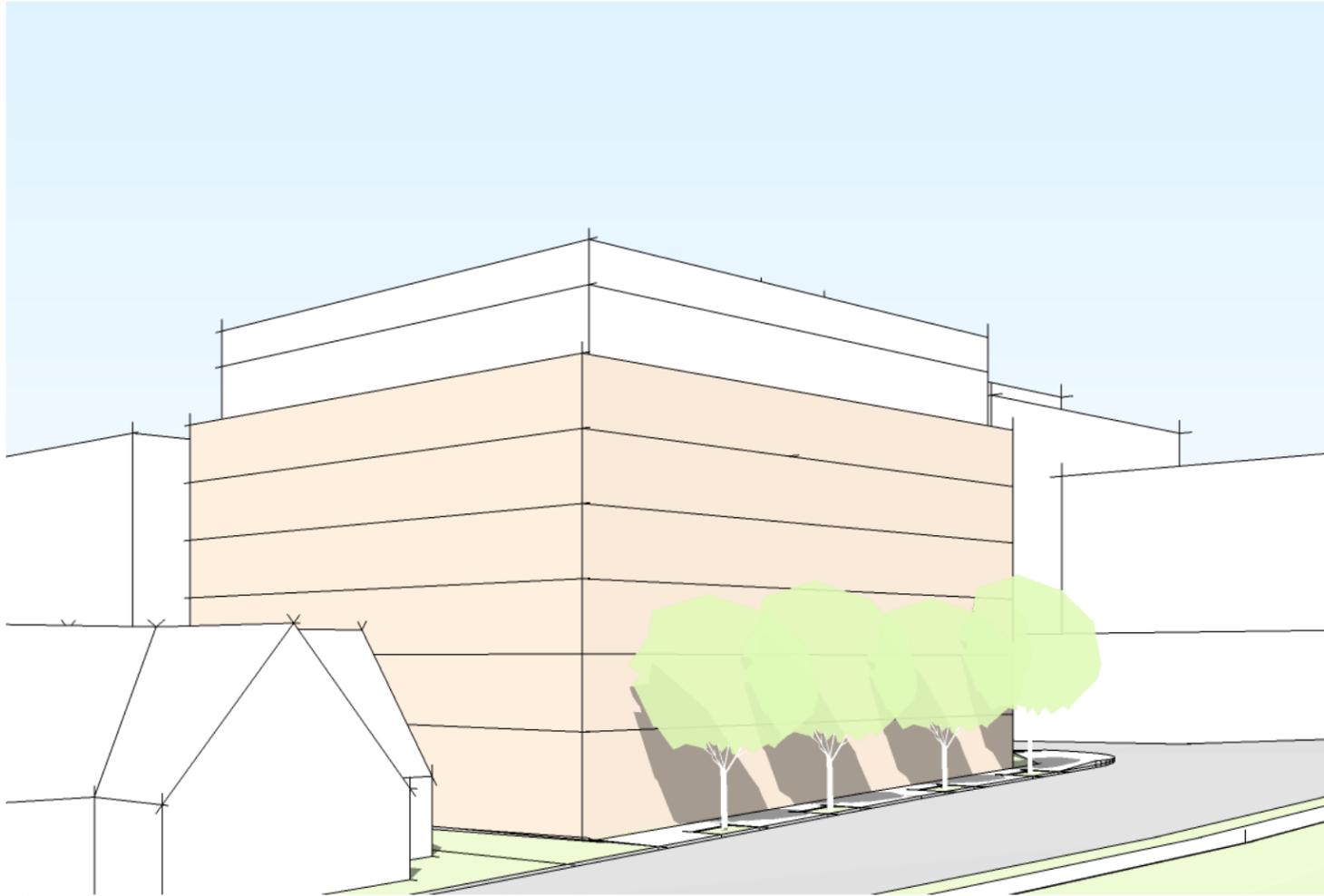


Level 1 Plan

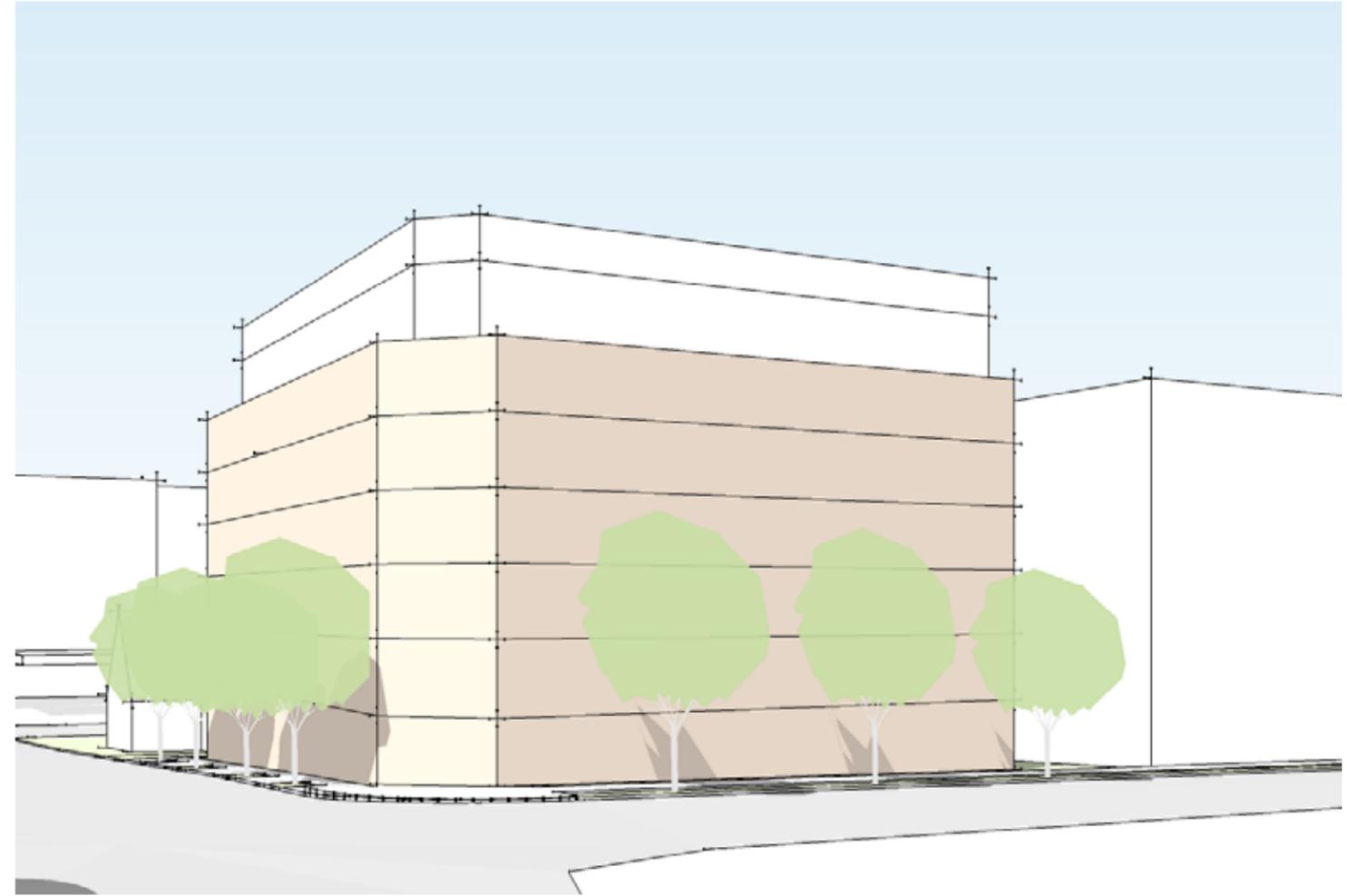


Typical Residential Floor Plan





View from Southwest at James and the alley



View from Southeast at Boren and James



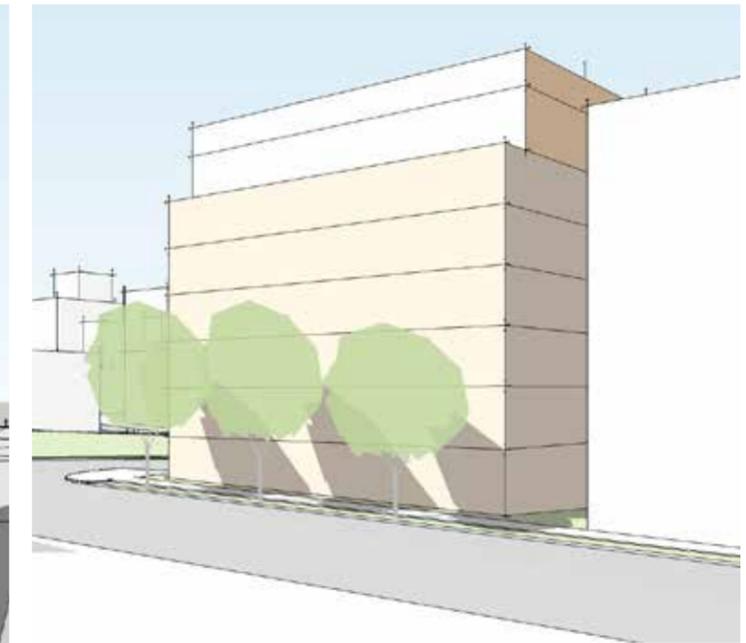
Looking East on James Street



Looking West on James Street



Looking North on Boren Avenue



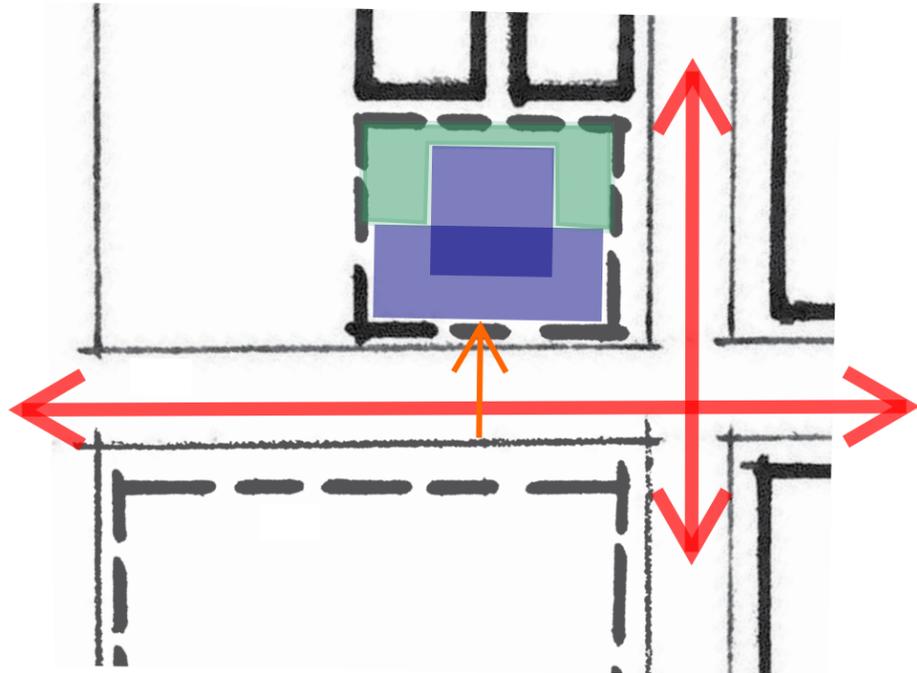
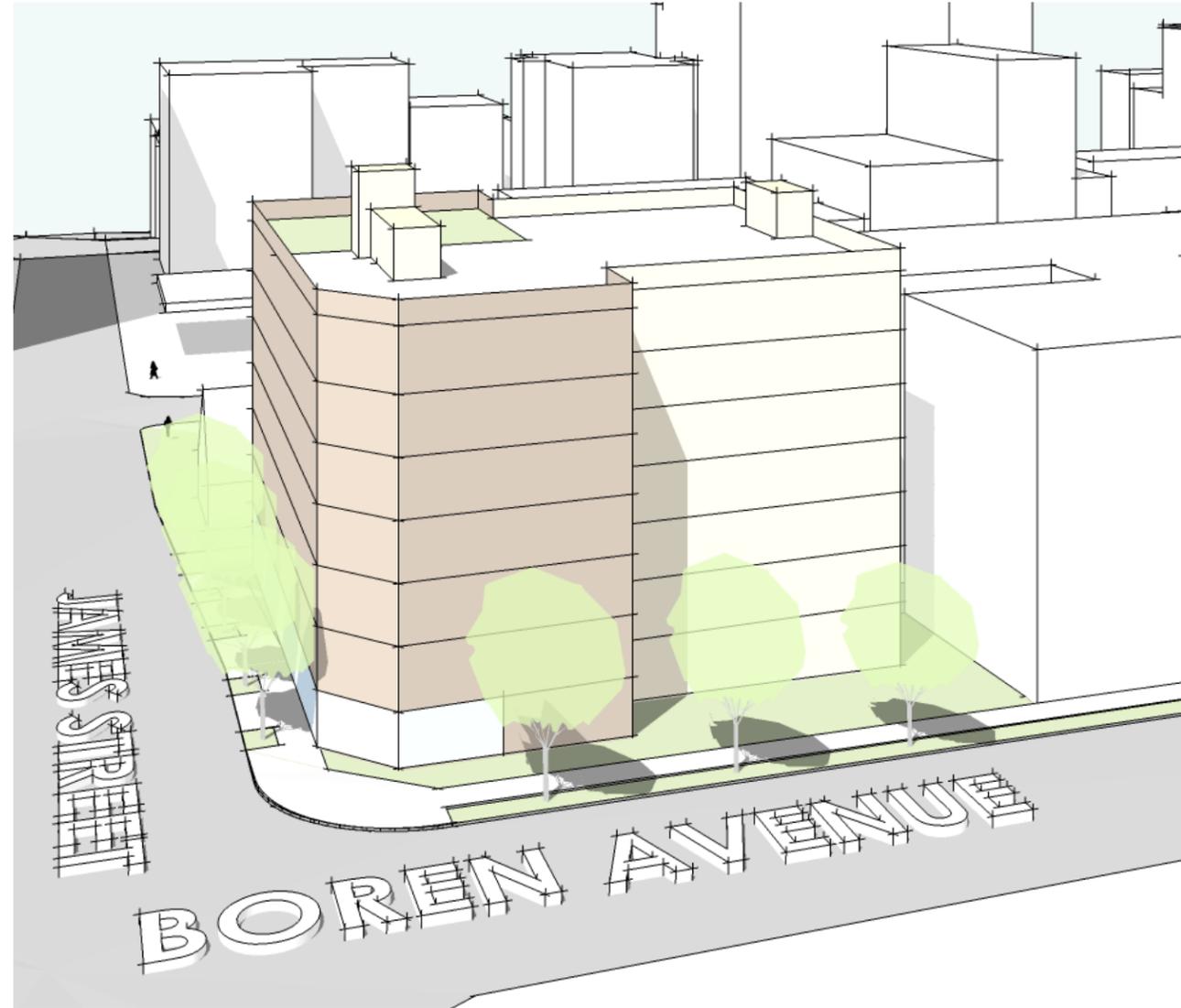
Looking South on Boren Avenue

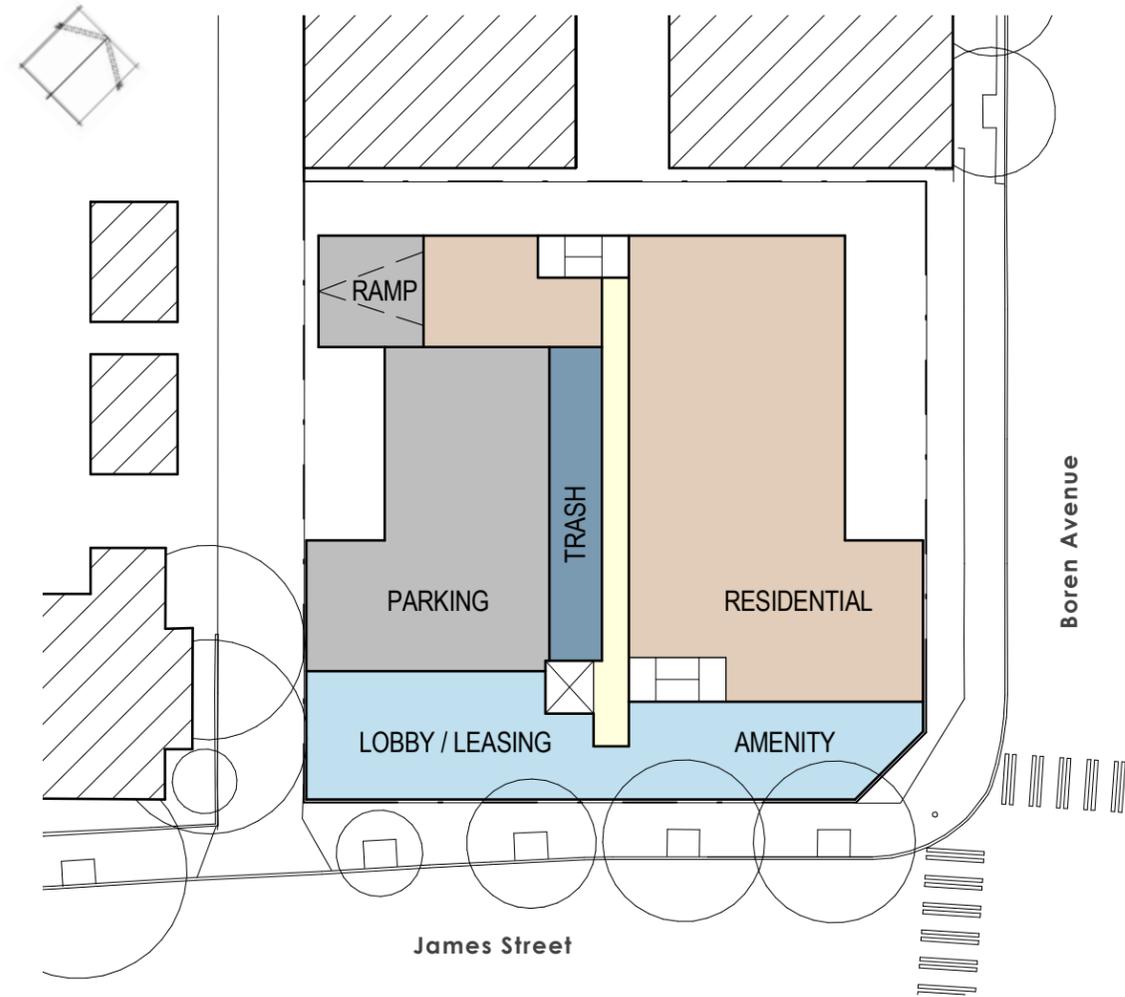
MASSING OPTIONS | MASS 3 - "T-BAR" (PREFERRED)

Pros:

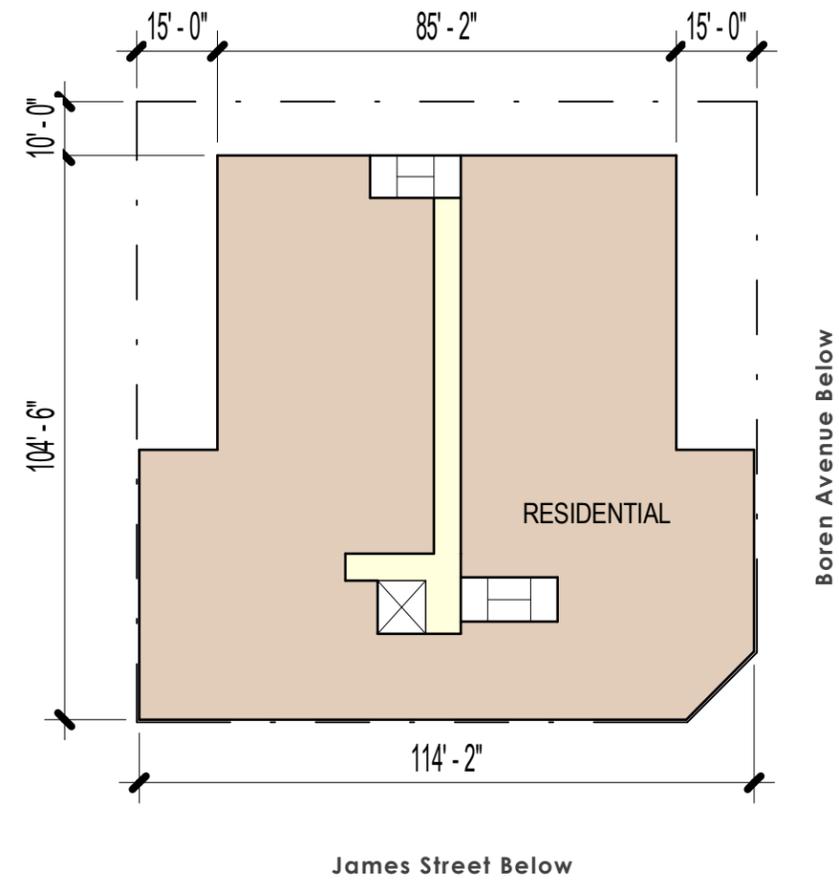
- Reduced setback on James St and Alley follows neighborhood pattern
- Larger setback from adjacent apartment building with smaller scale wing
- Larger setback from Boren allows for private outdoor space and landscape buffer. Provides pedestrian interest along Boren
- Reduced setback at alley provides strong street wall along James
- Reduced setback at alley allows all parking to be screened and under cover

Cons:

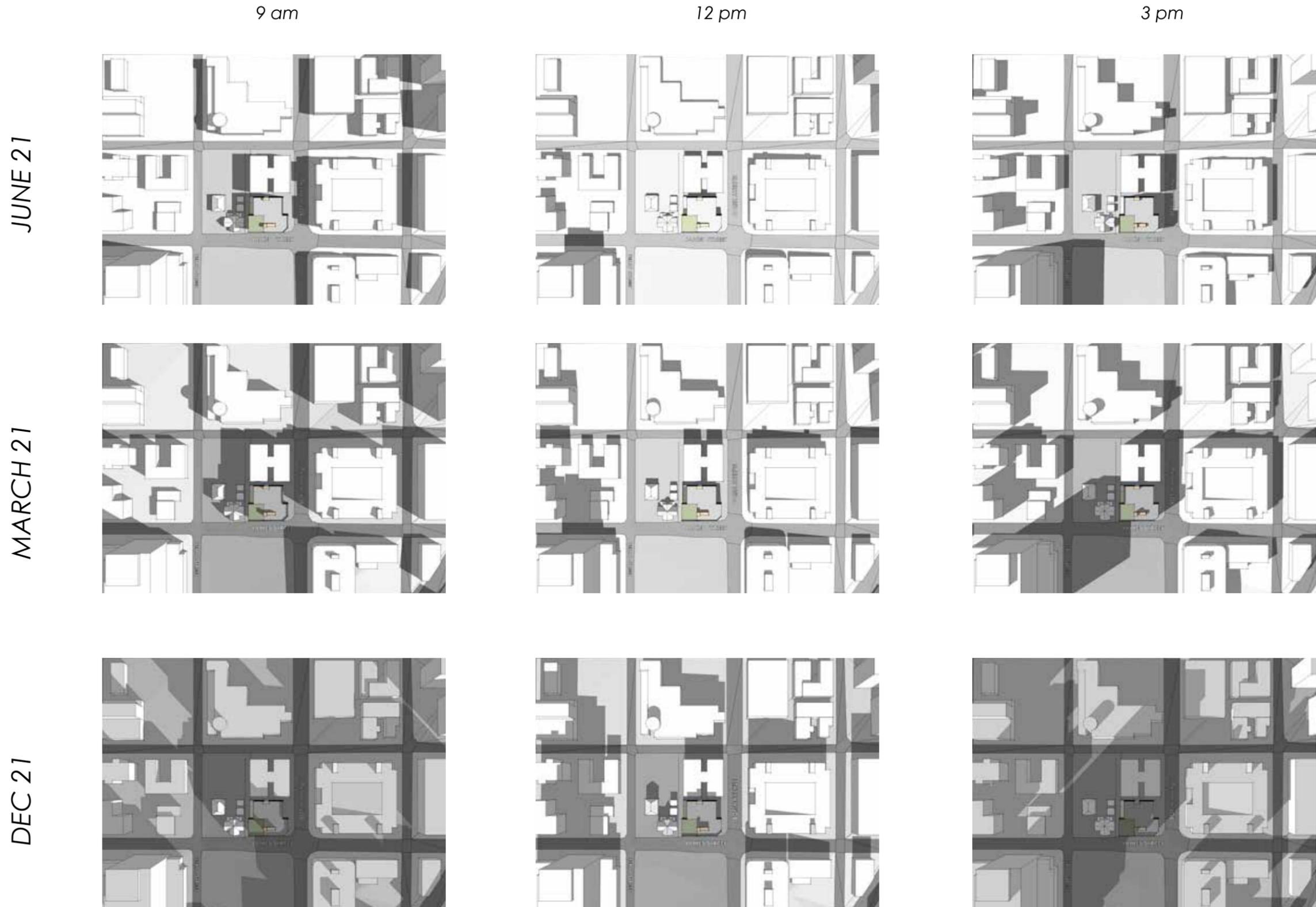




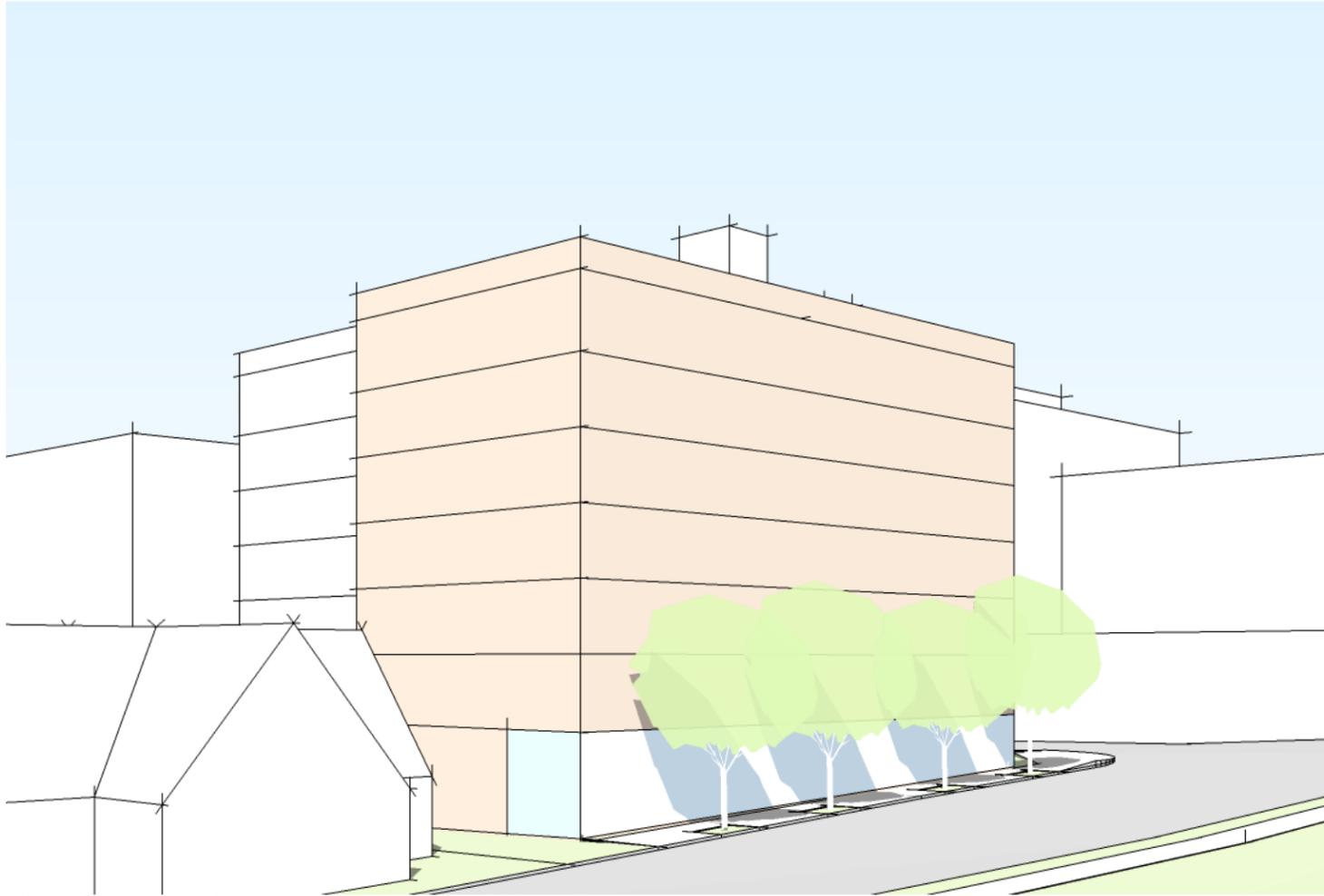
Level 1 Plan



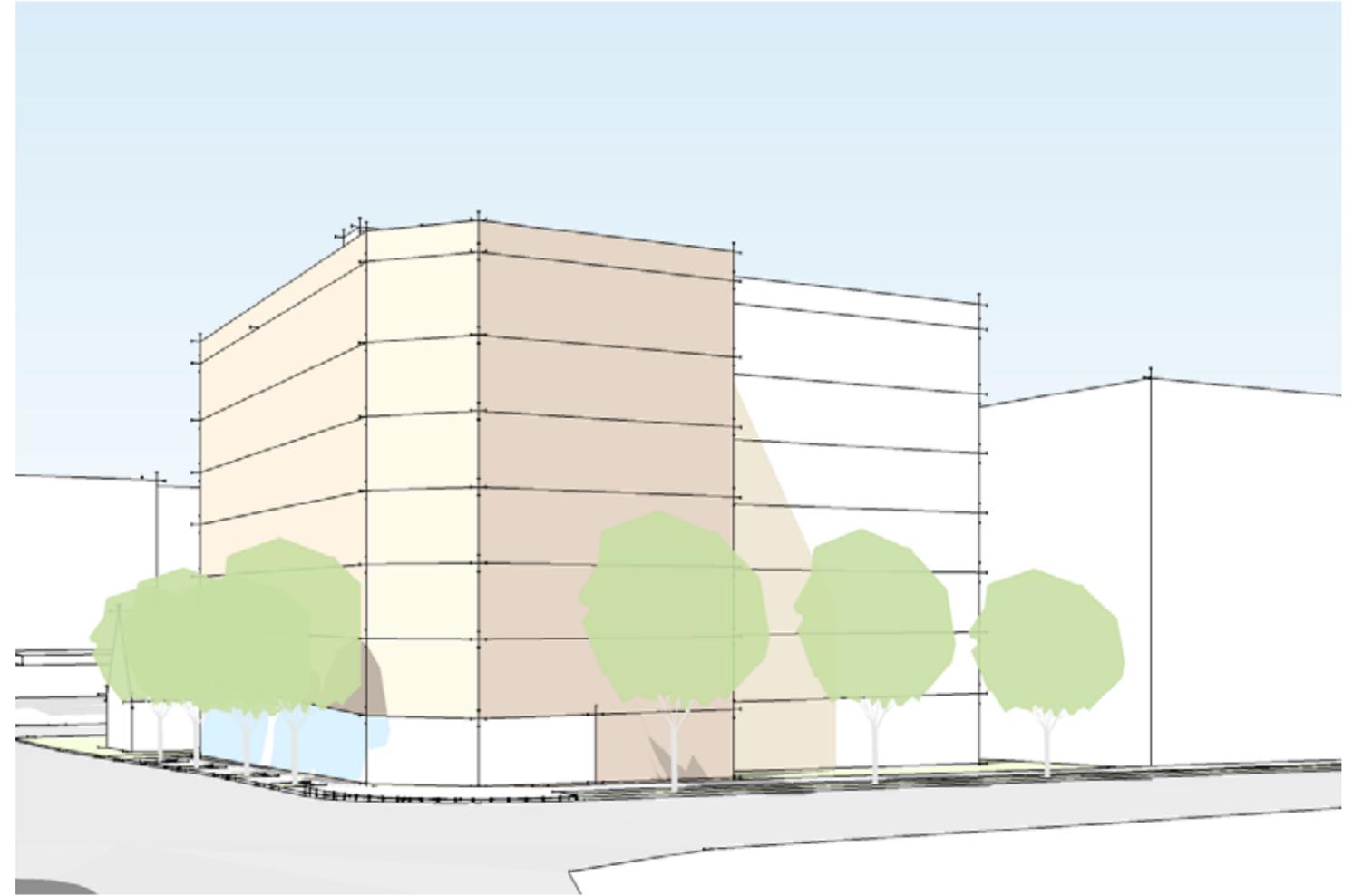
Typical Residential Floor Plan



MASSING OPTIONS | MASS 3 - "T-BAR" (PREFERRED)



View from Southwest at James and the alley



View from Southeast at Boren and James



Looking East on James Street



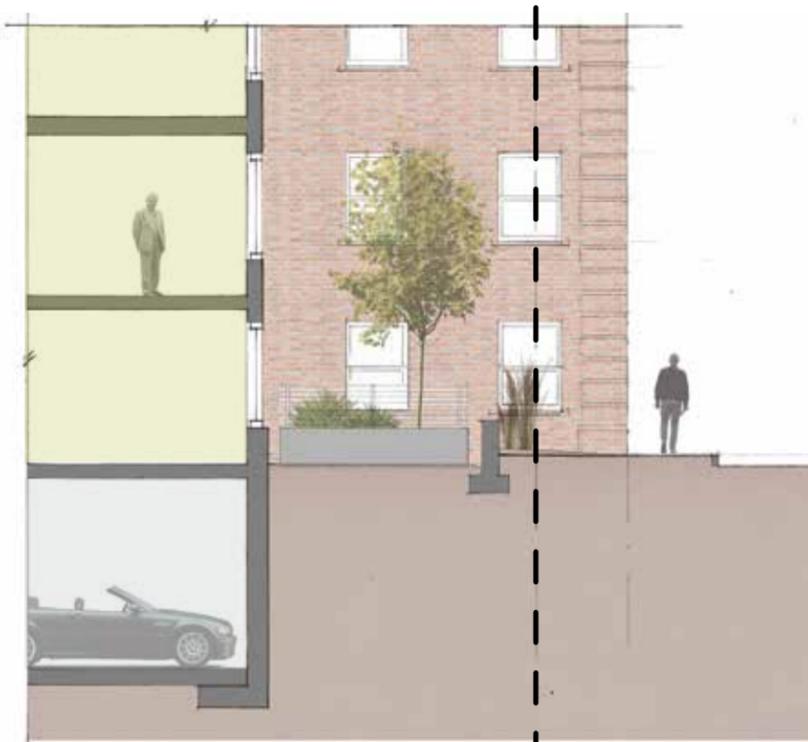
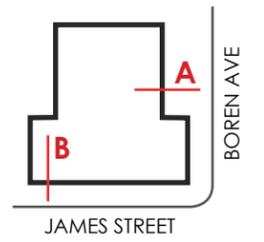
Looking West on James Street



Looking North on Boren Avenue



Looking South on Boren Avenue



Property line 5' back from neighbor
 Increased setback provides buffer from Boren and provides more light to neighbor

Section A - Boren
PREFERRED DESIGN



Property line 5' back from neighbor
 Decreased setback follows historic pattern and transparent amenity space activates street

Section B - James
PREFERRED DESIGN

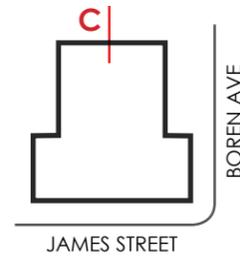


Section A - Boren
 CODE COMPLIANT



Compliant setback creates separation from street

Section B -
 CODE COMPLIANT



Consistent 10' setback provides buffer to neighbor

Section C - At Neighboring Building
PREFERRED DESIGN



7' setback at lower floors provides minimal buffer

Section C - At Neighboring Building
CODE COMPLIANT

6 - LANDSCAPE DESIGN

Preferred Scheme:



- ① **Street Trees:**
Existing Trees are to remain. New street trees are to be introduced on Boren and additional trees infilled as needed.
- Existing street trees
 - New street trees on Boren



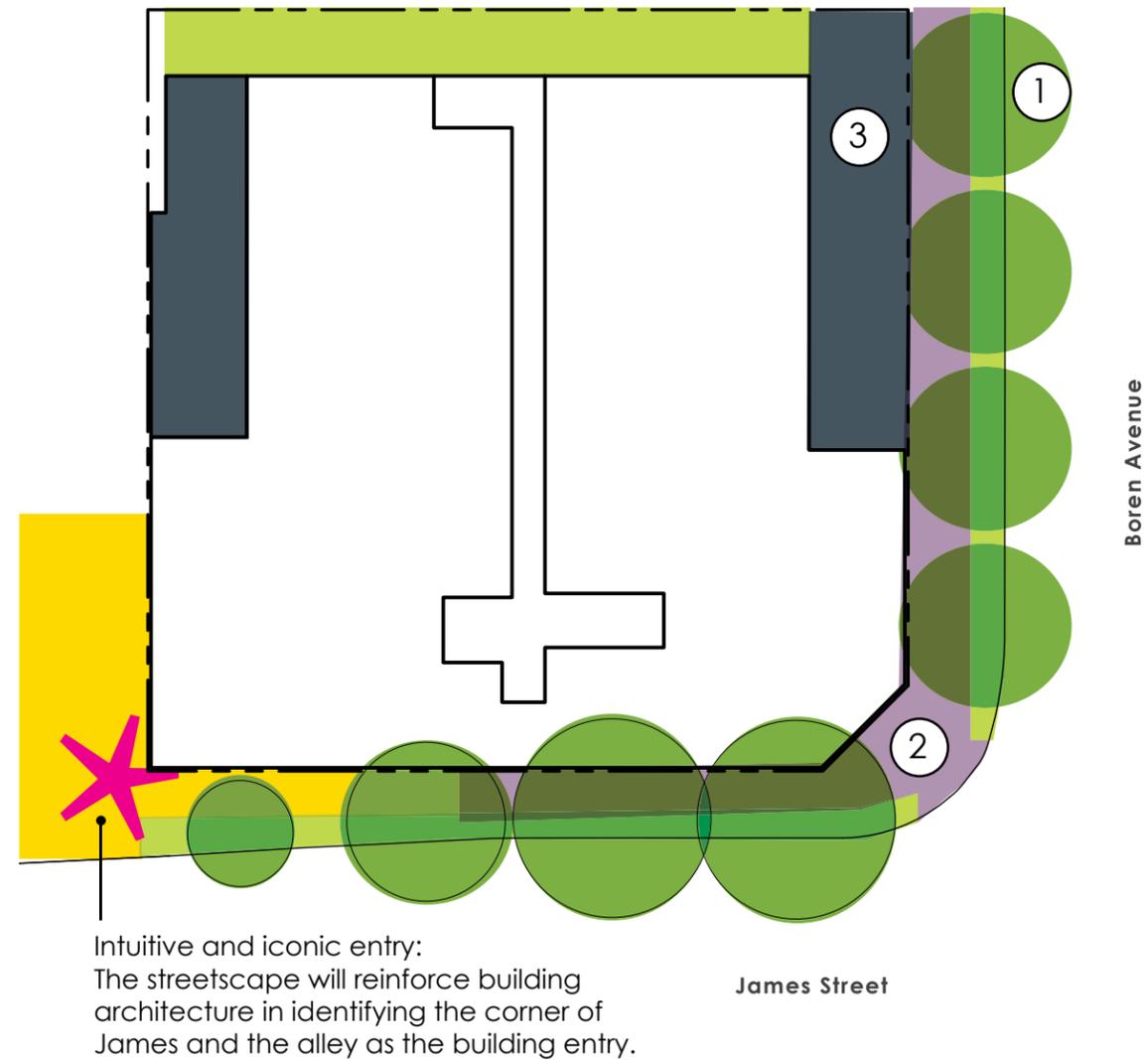
- ② **Typical Streetscapes:**
James and Boren: New sidewalks will meet all required widths and setbacks without the need for special provisions or exceptions. James and Boren have no curbside uses (parking or loading) as the adjacent lanes are traffic lanes, therefore the streetscape is to be designed to maximize buffering between traffic lanes and sidewalks.



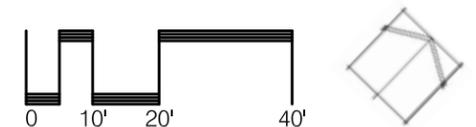
- ③ **Residential Terraces:**
Private unit terraces will be visually but not physically accessible to the public.



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



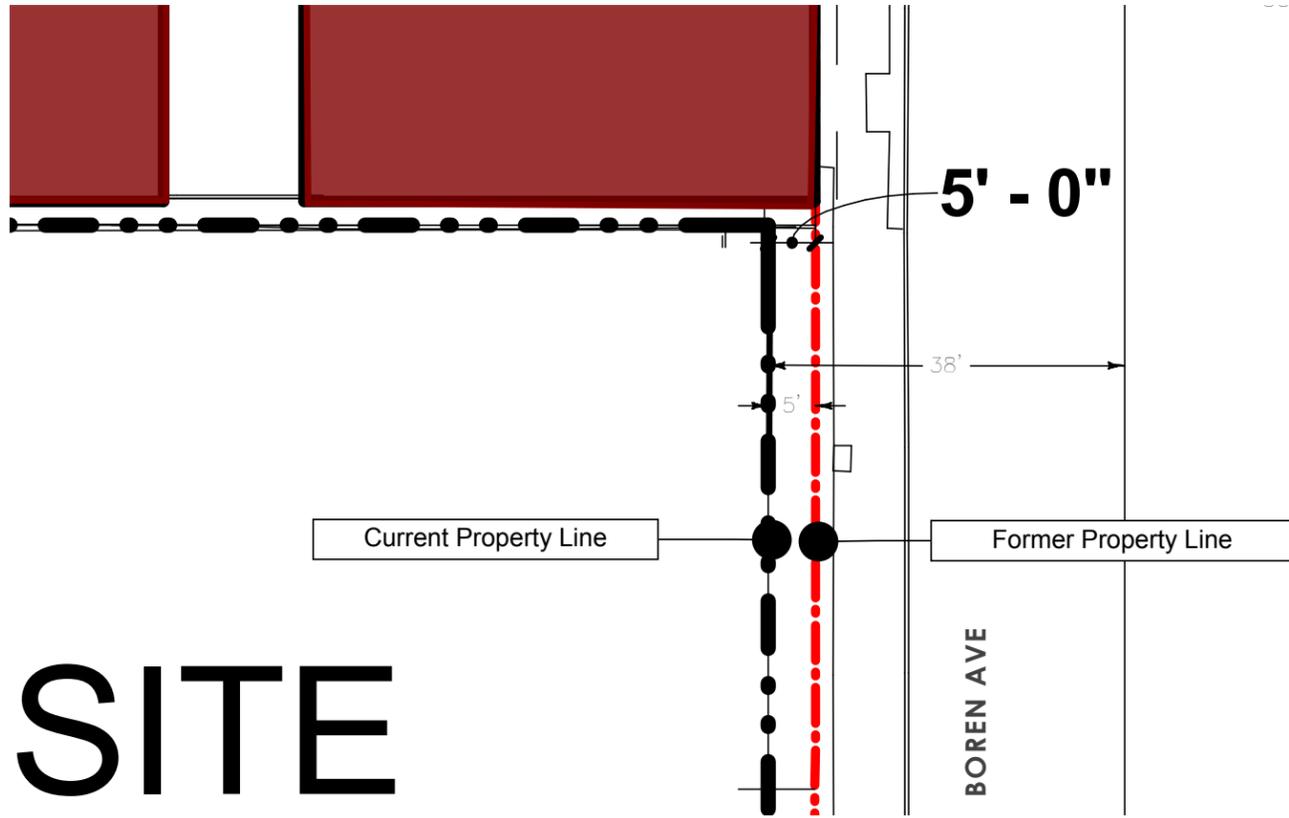
Streetscape/Roofscape Plan



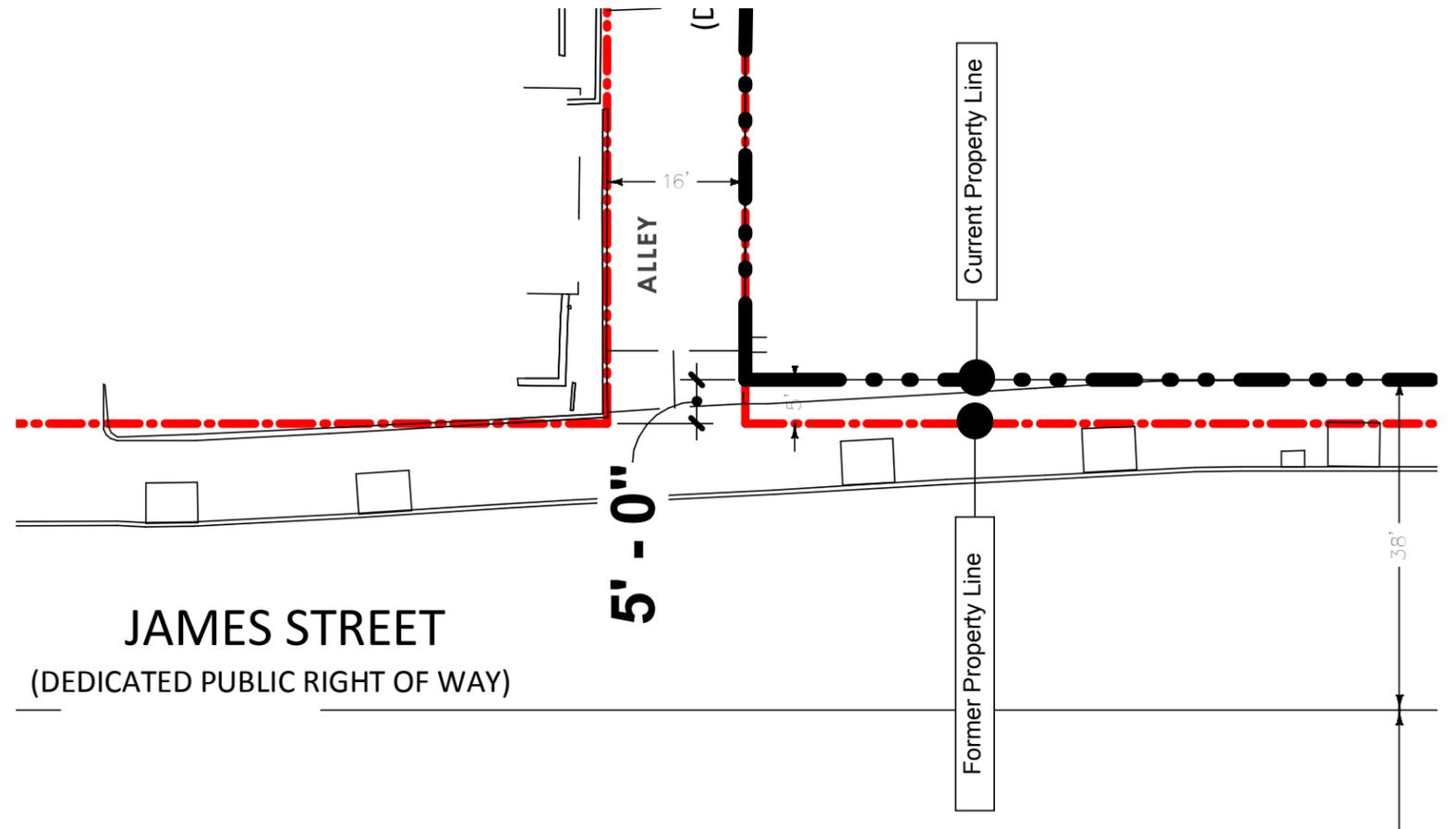
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7 - DESIGN DEPARTURES

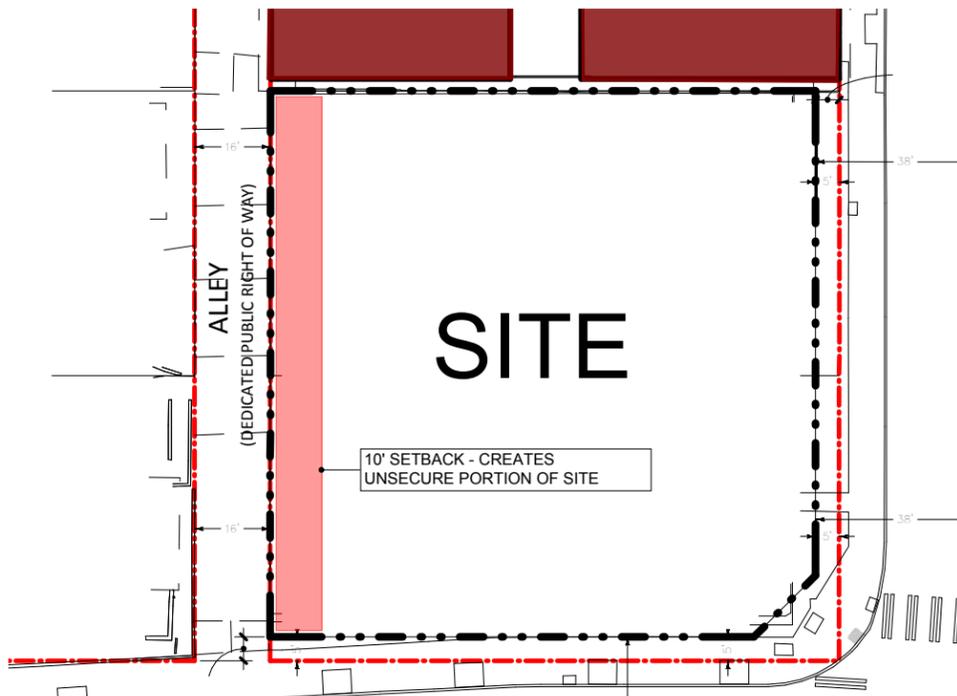
	STANDARD	REQUIREMENT	REQUEST	DESIGN GUIDELINES JUSTIFICATION
1	Street Setback	Setback 7' average from street lot line, 5' minimum	Reduce setback at James and Boren	<p>CS3.A3 - Established Neighborhoods <i>"Established Neighborhoods: In existing neighborhoods with a well defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings. "</i></p> <p>PL3.B1 - Residential Edges, Security and Privacy <i>"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. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another."</i></p> <p>DC2.C3 - Fit with Neighboring Sites <i>"Use design elements to achieve a successful fit between a building and its neighbors, such as using trees and landscaping to enhance the building design and fit with the surrounding context, and creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have addressed base, middle, and top, and whether those solutions—or similar ones—might be a good fit for the project and its context."</i></p>
2	Alley Setback	Setback 10' from rear lot line abutting an alley	Reduce setback	<p>CS3.A3 - Established Neighborhoods <i>"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. "</i></p> <p>DC1.B1 - Vehicular Access and Design <i>"Choose locations for vehicular access 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 by employing a multi-sensory approach to areas of potential vehicle-pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices."</i></p>



SITE



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



10' ALLEY SETBACK

- Alley setback not required in NC Zones
- Setback creates indefensible space
- Will reduce amount of parking

