<table>
<thead>
<tr>
<th>Project Site</th>
<th>DPD #</th>
<th>Site Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site A</td>
<td>3021140</td>
<td>118 Broadway E, Seattle, WA 98102</td>
</tr>
<tr>
<td>Site B-North</td>
<td>3021177</td>
<td>923 E John St, Seattle, WA 98102</td>
</tr>
<tr>
<td>Site B-South</td>
<td>3021179</td>
<td>123 10th Ave E, Seattle, WA 98102</td>
</tr>
<tr>
<td>Site C</td>
<td>3021149</td>
<td>1830 Broadway, Seattle, WA 98102</td>
</tr>
</tbody>
</table>
## PROJECT INFORMATION

<table>
<thead>
<tr>
<th>SITE A</th>
<th>SITE B-NORTH</th>
<th>SITE B-SOUTH</th>
<th>SITE C</th>
</tr>
</thead>
<tbody>
<tr>
<td>118 Broadway E, Seattle WA 98102</td>
<td>923 E John St, Seattle WA 98102</td>
<td>123 10th Ave E, Seattle WA 98102</td>
<td>1830 Broadway, Seattle WA 98102</td>
</tr>
<tr>
<td>SDCI PROJECT NO.</td>
<td>3021140</td>
<td>3021177</td>
<td>3021149</td>
</tr>
<tr>
<td>LEGAL DESCRIPTION</td>
<td>NAGLES ADD PCL A SEATTLE BLA #3015588 REC #20131113900003 SD BLA DAF LOTS 1 THRU 6 BLOCK 46 OF SD ADD TGW LOTS 7 THRU 12 BLOCK 12 BLOCK 46 NAGLES 2ND ADD</td>
<td>NAGLES 2ND ADD PCL C SEATTLE BLA #3015588 REC #20131113900003 SD BLA DAF LOTS 7 THRU 12 BLOCK 46 OF SD ADD TGW LOTS 1 THRU 6 BLOCK 46 NAGLES ADD</td>
<td>NAGLES 2ND ADD PCL D SEATTLE BLA #3015588 REC #20131113900003 SD BLA DAF LOTS 7 THRU 12 BLOCK 46 OF SD ADD TGW LOTS 1 THRU 6 BLOCK 46 NAGLES ADD</td>
</tr>
<tr>
<td>PARCEL NO.</td>
<td>6003002025</td>
<td>6003501105</td>
<td>6003501135</td>
</tr>
</tbody>
</table>

## APPLICANT TEAM

### DEVELOPERS
- **gerding edlen development**  
  1477 nw everett street  
  portland, or 97209  
  (503) 299-6000  
  contact: jill sherman
- **capitol hill housing**  
  1620 12th Ave # 205, Seattle, WA 98122  
  (206) 329.7303  
  contact: jeremy wilkening

### ARCHITECTS
- **schemata workshop**  
  1720 12th avenue  
  seattle, wa 98122  
  (206) 285.1589  
  contact: grace kim
- **hewitt architects**  
  101 stewart st #200  
  seattle, wa 98101  
  (206) 624.8154  
  contact: paul shema

### LANDSCAPE ARCHITECT
- **berger partnership**  
  1720 12th avenue  
  seattle, wa 98122  
  (206) 285.1589  
  contact: jonathan morley

## TABLE OF CONTENTS

### INTRODUCTION 03
- BACKGROUND 04
  - SUMMARY CONTEXT ANALYSIS & EXISTING CONDITIONS 05
  - ZONING DATA 08
  - CAPITOL HILL LIGHT RAIL STATION SITE SPECIFIC GUIDELINES 12

### DESIGN PROPOSAL 17
- PUBLIC REALM 20
- BUILDING A 38
- BUILDING C 65
- BUILDING B-NORTH 82
- BUILDING B-SOUTH 98

### ITEMIZED RESPONSE TO EDG 115
  1. GENERAL 116
  2. MASSING AND FORMS 118
  3. GROUND FLOOR USES 132
  4. PLAZA AND LANDSCAPE 143
  5. NAGLE PLACE EXTENSION (NPE) 148
  6. BUILDING CHARACTER & MATERIALITY 151
  7. STREETSCAPES, “GAPS” LIGHTING AND PUBLIC ART 157

### DEPARTURES 166

### APPENDIX 169
The project is sited on Capitol Hill within the Capitol Hill Station Area Overlay District (“Overlay District”), east of Broadway E. and south of E. John Street. The project site surrounds the Capitol Hill Station (“Station”), recently opened as part of the University Link light rail project between downtown Seattle and the University of Washington.

Beginning in 2006, the City of Seattle and Sound Transit engaged with the Capitol Hill community to plan for transit-oriented project (“TOD Project”) on the parcels within the Overlay District that were surplus to the Station needs. This planning process included development of the Capitol Hill Light Rail Station Sites Urban Design Framework (“UDF”), which expressed the community’s vision for development of the properties. Sound Transit subsequently developed a Coordinated Development Plan (“CDP”) in May 2013, which was intended to provide flexibility for developers to comply with the vision of the UDF while responding to market conditions and Sound Transit’s requirements. The CDP identifies five sites: A, B-North, B-South, C and D. All five sites are zoned Neighborhood Commercial, and the Broadway-facing areas of Sites A, C, and D are within a Pedestrian-Designated overlay zone.

In 2013, the City of Seattle and Sound Transit entered into a Development Agreement (“DA”) that controls development of Sites A, B-North, B-South, C, and D. Site D is not included in this proposed development. Seattle Municipal Code (“SMC”) Zoning provisions apply only to the extent the SMC is consistent with the DA.

Related to design review, Section 10.3.1 of the DA contemplates a coordinated development proposal for all sites, and it requires only one design alternative (in addition to the developer’s initial proposal) to be presented at the Early Design Guidance meeting. The DA also allows SDCI during the MUP review process, to approve Minor Variations to the Development Agreement that are consistent with its intent (several Minor Variations are contemplated, but not finalized at this time). DA Minor Variations are not design departures, so they are not subject to review and approval by the Design Review Board. Rather, they are reviewed and approved by SDCI as part of the Master Use Permit process based on the specific approval criteria outlined in the DA.

Sound Transit has selected Gerding Edlen Development (“GED”), one of the nation’s leading real estate investment and development firms, to develop this TOD Project. Capitol Hill Housing, an affordable housing developer focused on the Capitol Hill community, has assumed the rights to develop the housing project on Site B-North. Sound Transit, GED, and CHH have collaborated extensively to create a cohesive site design intended to build community, encourage transportation alternatives, create vital gathering spaces and pedestrian opportunities, and realize the TOD vision established by the Capitol Hill community a decade ago.

At the heart of the Capitol Hill TOD project, a vibrant Plaza is proposed, where community activities, such as a Farmers Market, live performances, musical concerts and artshows will be programmed throughout the year for residents and visitors. Additional programming as well as retail uses will enliven the Plaza year-round, making it a destination for the Capitol Hill neighborhood.
BACKGROUND
SUMMARY CONTEXT ANALYSIS & EXISTING CONDITIONS
ZONING DATA
### ZONING DATA | DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>CODE</th>
<th>SITE A</th>
<th>SITE B-NORTH</th>
<th>SITE B-SOUTH</th>
<th>SITE C</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZONING</td>
<td>SDCI GIS</td>
<td>SDCI GIS</td>
<td>SDCI GIS</td>
<td>SDCI GIS</td>
</tr>
<tr>
<td>OVERLAYS</td>
<td>SDCI GIS</td>
<td>Pedestrian Zone Overlay</td>
<td>Pedestrian Zone Overlay</td>
<td></td>
</tr>
<tr>
<td>SITE AREA</td>
<td>45,798 SF</td>
<td>15,877 SF</td>
<td>15,459 SF</td>
<td>17,231 SF</td>
</tr>
<tr>
<td>PERMITTED USES</td>
<td>Mixed-use</td>
<td>Affordable housing</td>
<td>Residential, with lofts at grade, commercial (on west ground floor)</td>
<td>Mixed-use</td>
</tr>
<tr>
<td>FLOOR AREA RATIO LIMITS</td>
<td>DA 6.6, 7.8</td>
<td>Ground Floor Height = 15' - 20'; Pass-through Height &gt; 15' Ground Floor Height;</td>
<td>Ground Floor Height = 15' - 20'; Pass-through Height &gt; 15' Ground Floor Height;</td>
<td>Ground Floor Height = 15' - 20'; Pass-through Height &gt; 15' Ground Floor Height;</td>
</tr>
<tr>
<td>STRUCTURE HEIGHT</td>
<td>DA 3.3, 3.4, 5.4</td>
<td>Proposed = 85' - 11''</td>
<td>Proposed = 85' - 11''</td>
<td>Proposed = 85' - 11''</td>
</tr>
<tr>
<td>SETBACKS</td>
<td>SMC</td>
<td>Proposed = 85'-0&quot;</td>
<td>Proposed = 69'-11&quot;</td>
<td>Proposed = 85'-0&quot;</td>
</tr>
<tr>
<td>AMENITY AREA</td>
<td>SMC</td>
<td>Proposed = 5% of residential floor area, open to the outdoors (SMC 23.47A.024)</td>
<td>Proposed = 5% of residential floor area, open to the outdoors (SMC 23.47A.024)</td>
<td>Proposed = 5% of residential floor area, open to the outdoors (SMC 23.47A.024)</td>
</tr>
</tbody>
</table>

**ZONING DATA | DEVELOPMENT STANDARDS**

- **CODE**
- **SITE A** 3021140
- **SITE B-NORTH** 3021177
- **SITE B-SOUTH** 3021179
- **SITE C** 3021149

**OVERLAYS**
- SDCI GIS
- Pedestrian Zone Overlay
- Pedestrian Zone Overlay

**SITE AREA**
- 45,798 SF
- 15,877 SF
- 15,459 SF
- 17,231 SF

**PERMITTED USES**
- Mixed-use
- Affordable housing
- Residential, with lofts at grade, commercial (on west ground floor)
- Mixed-use

**FLOOR AREA RATIO LIMITS**
- Provided = 3.33
- Provided = 5.71
- Community Center exempt from FAR calculations per (DA 2.6)
- Provided = 5.79
- Provided = 5.75

**GROUND FLOOR/PASSAGE HEIGHT**
- DA 6.6, 7.8
- Ground Floor Height = 15' - 20'; Pass-through Height > 15' Ground Floor Height;
- Proposed Ground Floor Height = 20'-6" Pass-through Height = 15'-0"
- Proposed Ground Floor Height = 13'-7" - 18'-7"
- Proposed Ground Floor Height = 15'-5"

**STRUCTURE HEIGHT**
- DA 3.3, 3.4, 5.4
- Proposed = 85'-0"
- Proposed = 85'-0"

**SETBACKS**
- SMC 23.47A.014 A & 6A 6.5, 7.4, 8.4
- Proposed = 85'-0"

**AMENITY AREA**
- SMC 23.47A.024 A & 4A 4.1 4CDP PGS. 2.7
- Proposed = 5% of residential floor area, open to the outdoors (SMC 23.47A.024) - Amenity Area required is achieved by "pooled" approach between Sites and includes Public Plaza on Site A per DA 4.1 and CDP p2 & 7.

- see Site Plan
ZONING DATA | DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th>CODE</th>
<th>SITE A</th>
<th>SITE B-NORTH</th>
<th>SITE B-SOUTH</th>
<th>SITE C</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3021140</td>
<td>3021177</td>
<td>3021179</td>
<td>3021149</td>
</tr>
</tbody>
</table>

**LANDSCAPING**

DA 3.1, 7.3

Pooled Green Factor per DA = 0.302 required; Pooled Green Factor as per Owner Agreement with Sound Transit = 0.480 provided; Planting strips / screening required along street. Street trees generally required. (SMC 2.47A.024)

Provided: green roof, rooftop urban agriculture, planting strips along Broadway, added street trees, roof terrace planters.

There will be a 3’ greenscape zone between east property line and back of sidewalk. There shall be a 6’ sidewalk, 7’ planting strip, and alternating 7’ greenscape curb bulbs and 7’ parking bays. Provided: Green roof planting strips along Broadway, added street trees, roof terrace planters.

Proposed: 3’ greenscape zone, 6’ sidewalk, 8’ planting strip, Minor variation requested, under administrative review.

**STRUCTURE WIDTH/DEPTH**

DA 6.3, 7.1

East-west depth for floors not partially below grade shall be max = 80’

Max depth = 72’

Max length = approximately 177.5’

Proposed depth = 80’

Proposed length = 325’

Proposed = 125’-8”, 75’-4”

Proposed = 175’-11”

**OPEN SPACE**

DA 6.7, 6.8

Developer shall construct and maintain Plaza west of NPE and south of Sound Transit’s Station Ventilation shaft and Nagle Place Extension as a minimum 28’ wide private street.

**PARKING/ACCESS**

DA 3.2, 6.7.3, 6.11

0.7 x residential units max, spaces unbundled from affordable housing

Parking stalls = 210 max underground spaces

vehicular access = single curb cut from NPE

Proposed stalls: residential = 83; commercial = 57

Proposed = 0

Proposed residential stalls = 55

Proposed residential stalls = 21

**BIKE PARKING / ACCESS**

SMC 23.54.015, DA 6.10

Proposed long and short term spaces = 46

Proposed residential spaces = 115

Proposed = 1,070 SF

Proposed = 628 SF

Proposed = 591 SF

Proposed = 524 SF

**SOLID WASTE STORAGE & ACCESS**

SMC 23.54.040 - Table A

Residential: 375 sf + 4 SF per unit above 50, 575 sf + 4 SF per unit above 100

Non-Residential: 0-5,000 SF = 82 SF, 5,001-15,000 SF = 125 SF, 15,001-50,000 SF = 175 SF

Proposed = 1,070 SF

Proposed = 628 SF

Proposed = 591 SF

Proposed = 524 SF

**STREET CLASSIFICATION**

SMC SEATTLE ARTERIAL CLASSIFICATION MAP

Broadway: Minor Arterial
Nagle Place: Access Street
Nagle Place Extension: No classification (private street)
10th Ave: Access Street
E Denny: Minor Arterial
E John: Minor Arterial

SMC = SEATTLE MUNICIPAL CODE | DA = DEVELOPMENT AGREEMENT, ADOPTED 9/27/13 | CDP = COORDINATED DEVELOPMENT PLAN

capitol hill TOD | design recommendation meeting | 16 august 2017
CAPITOL HILL LIGHT RAIL STATION SITE SPECIFIC GUIDELINES

ADOPTED WITH THE DEVELOPMENT AGREEMENT (DA), SUPPLEMENTAL TO ALL CAPITOL HILL NEIGHBORHOOD DESIGN GUIDELINES AND CITYWIDE DESIGN GUIDELINES, WHICH REMAIN APPLICABLE.
These site specific design guidelines are supplemental to the Capitol Hill Neighborhood Design Guidelines and the City of Seattle Design Guidelines. They do not repeat guidance already offered in these documents but rather offer site-specific additional design guidance. These guidelines are drawn from the “Capitol Hill Light Rail Station Sites Urban Design Framework” completed in October 2011. They provide design guidance to the development of the properties acquired by Sound Transit (noted on the map below as Sites A, B, C and D) to build the Light Rail facility in the vicinity of Broadway and John Street in the Capitol Hill Neighborhood.

The design review of these properties will benefit from the years of intensive planning with the Capitol Hill community that resulted in the Urban Design Framework, and the Development Agreement that regulates these properties and establishes special requirements for design quality, building form and public space amenities not required of typical development. As a result, the design review of these properties is informed by the aforementioned documents and must be consistent with the Development Agreement. In the case where there is a conflict between the design guidance offered by the design review-board and the Development Agreement, the Development Agreement shall prevail.

**Introduction**

**Natural Systems and Site Features**

**Citywide Guideline:** Use natural systems and features of the site and its surroundings as a starting point for project design.

**Capitol Hill Site-Specific Supplemental Guidance**

**Energy Use**

- Consider sustainable design opportunities on site such as:
  - Integrating new buildings and site with external direct heating/cooling system(s)
  - Incorporating building-integrated renewable energy generation, provide for potential expansion with adjacent properties
  - Providing individual, advanced meters for every residential unit
  - Providing publicly visible displays of energy use

**Plants and Habitat**

- Enhancing urban wildlife corridors by creating new habitat for insects and birds through design and plantings for green roofs, walls, and gardens.
- Maximizing use of native species

**Water**

- Consider sustainable design opportunities on site such as:
  - Providing publicly visible displays of water use
  - Providing shared site-wide systems for rainwater harvesting, greywater reuse, blackwater processing/reuse, centralized shared water catchments
  - Providing for potential expansion with adjacent properties
  - Reducing flow to the municipally managed stormwater management of building green roofs and walls

**Capitol Hill Site-Specific Supplemental Guidance**

**Adjoining Sites, Streets, and Open Spaces**

- Enhance the character of Broadway as one of Capitol Hill’s most prominent and vibrant shopping and public main streets.
- Facade facing Broadway should reinforce the street edge.

**Relationship to the Block**

- Design the Broadway E. facade of Site A such that there is a discernible visual break in the building mass that marks the pedestrian pass-through to the plaza and 10th Ave E. See examples to the left.
- Design the Broadway E. facade of Site A such that a pedestrian pass-through between the building and the plaza to the east is provided. This crossing should be of a highly transparent nature, and be a prominent feature of building design. Consider the following:
  - An inviting entry feature such as cascading stair or terrace (especially Site A)
  - Commercial and retail uses that activate Broadway E. and that ‘turn-the-corner’ into the mid-block crossing on Site A.
  - Using the mid-block crossing as a transition point of building character, scale or mass.

**Capitol Hill Light Rail Station Sites Supplemental Guidelines**

**Version #5**

**Light Rail Station Sites Supplemental Guidelines**

**Urban Design Framework**

**DPD Capital Hill Light Rail Station Sites Development Agreement and Site-specific Design Guidelines**

**Exhibit A**

**Exhibit B to DPD Capital Hill Light Rail Station Sites Development Agreement and Site-specific Design Guidelines**

**Exhibit C**

**Exhibit D**

**Exhibit E**

**Exhibit F**
PL1. Site-Specific Open Space Connectivity

Citywide Guideline:
Open space should complement and contribute to the network of open spaces around the site and the connections among them.

1. Consider design approaches that provide clear, unobstructed pedestrian links between the station entries, public spaces on E. Denny Way, and the plaza space across E. Denny Way.
2. Consider additional pedestrian lighting such as catenary suspended lighting to enhance the E. Denny Way Festival Street.

Network of Public Spaces
1. Consider design approaches that make new public spaces easily accessible from existing sidewalks and public areas, and proposed new light rail station entries.
2. Consider design approaches to the pedestrian pass throughs of Site A and Site B in a way that draws the public into the plaza.

Outdoor Uses and Activities
1. Within the plaza, consider appropriate subterranean, built elements and utility connections to ensure the proposed plaza can be used for Farmer’s Markets, performance and other temporary uses that provide interest and activity.
2. Consider taking advantage of grade changes between the plaza level and adjacent sites to create transitions that can be used for seating or other amenities.
3. Van Ness: Existing street facing view with small trees, evergreen, a slightly raised first floor and landscaping.
DC1. Site-Specific Project Uses and Activities

Citywide Guideline: Optimize the arrangement of uses and activities on site.

Capitol Hill Site-Specific Supplemental Guidance

Vehicular Access and Circulation

- Consider design approaches that encourage vehicles to move slowly on the private street between E. Denny Way and E. John St.
- Consider including urban design elements and softening features such as pavement treatments, landscaping, lighting fixtures, and other elements that indicate the space is shared among pedestrians, cyclists, and motor vehicles.

PL3. Site-Specific Street-Level Interaction

Citywide Guideline: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

Capitol Hill Site-Specific Supplemental Guidance

Street-Level Interaction

- Consider designing flexible retail spaces facing Broadway to potentially accommodate either a combination of smaller businesses or a larger ‘anchor’ or destination retail tenant.
- Consider encouraging activating uses in the ground level façades of Sites A fronting the plaza to provide eyes on the plaza and during the day and evening.

Capitol Hill Site-Specific Supplemental Guidance

Vehicular Access and Circulation

- Consider design approaches that encourage vehicles to move slowly on the private street between E. Denny Way and E. John St.
- Consider including urban design elements and softening features such as pavement treatments, landscaping, lighting fixtures, and other elements that indicate the space is shared among pedestrians, cyclists, and motor vehicles.

PL3. Site-Specific Street-Level Interaction

Citywide Guideline: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

Capitol Hill Site-Specific Supplemental Guidance

Street-Level Interaction

- Consider designing flexible retail spaces facing Broadway to potentially accommodate either a combination of smaller businesses or a larger ‘anchor’ or destination retail tenant.
- Consider encouraging activating uses in the ground level façades of Sites A fronting the plaza to provide eyes on the plaza and during the day and evening.

Capitol Hill Site-Specific Supplemental Guidance

Vehicular Access and Circulation

- Consider design approaches that encourage vehicles to move slowly on the private street between E. Denny Way and E. John St.
- Consider including urban design elements and softening features such as pavement treatments, landscaping, lighting fixtures, and other elements that indicate the space is shared among pedestrians, cyclists, and motor vehicles.

DC2. Site-Specific Architectural Concept

Citywide Guideline: Develop an architectural concept that will result in a unified, functional and harmonious design that fits well on the site and within its surroundings.

Capitol Hill Site-Specific Supplemental Guidance

Architectural Concept

- Consider an architectural concept that will contribute to distinct building design identities that function as a whole.
- Consider design approaches that could give a strong form or focus on site A, at the intersection of Broadway E. and E. John St. near the main (north) station entry without obscuring or competing with the visual orientation to the transit station entrance. This could be a prominent retail entry, an architectural expression or other feature.
- Consider addressing the grade change between Broadway E. and Nagle Place in such a way that engages the E. Denny Way Festival Street.

Massing

- Consider scaling the mass of buildings on sites A and C facing the plaza and the E. Denny Way Festival Street so as to provide favorable sun and air exposure to the proposed plaza and Festival Street.
- If proposing setbacks, consider the solar exposure achieved for the plaza and E. Denny Way Festival Street.
dc3. site-specific open space concept

secondary architectural features

- Consider design approaches that visually integrate the base of the building on Site A with the north station entry. Consider extending design elements from the station into the design of the base of the building on Site A, especially at the corner of Broadway E. and 6th John Street as the building turns the corner onto Broadway E.
- Consider dynamic public art, information (potentially transit or train-related) or dynamic displays including movies, green wall treatment, or public art installations to integrate the central vent shaft facility as a focal point of the place.
- Consider exploring architectural features within ground level façades at the place such as recesses, bays, octonoders to ensure interest and variety.

DC3

open space concept

citywide guideline: Integrate open space design with the design of the building so that each complements the other.

Capitol Hill Site-Specific Supplemental Guidance

- Consider the relationship of the place to the surrounding buildings as well as to the E. Denny Festival Street and Cal Anderson Park as a primary design consideration—one that will orient and elevate the design quality of adjacent streets and building facades.
- Consider design approaches that are informed but not dictated by that of the E. Denny Festival Street.
- Consider accommodating and not precluding temporary overhead protection across the plaza.
- Anticipate and accommodate infrastructure for future programming of the plaza such as access to electricity and water.
- Consider the following:
  - A progression of landscape and paving from green and soft at the park edge to a more urban texture at Broadway.
  - Textures and interest in the ground plane.
  - Places to sit gather and rest.
  - Restrict vehicular access across the plaza to those needed for servicing site A and Sound Transit access.
  - Explore integration of an artistic, removable weather protection cover/canopy over the plaza.

temporary overhead protection over plaza

Vanessa Murdock
DPD Capitol Hill Light Rail Station Sites Development Agreement and Site-specific Design Guidelines EXH B May 30, 2013 Version #5

Exhibit B to DPD Capitol Hill Light Rail Station Sites Development Agreement and Site-specific Design Guidelines ORD

dc4. site-specific exterior elements and finishes

capitol hill site-specific supplemental guidance

- Consider using high quality materials that support pedestrian use and enjoyment of sidewalks and public spaces, including retail frontages and building facades.

Curved planters help define the sidewalk. (Photo source: asla.org)

The contrast of materials distinguishes the public space. (Photo source: Anthony Flint, boston.com)

Capitol Hill Site-Specific Supplemental Guidance

- Consider using high quality materials that support pedestrian use and enjoyment of sidewalks and public spaces, including retail frontages and building facades.

Current planters help define the sidewalk. (Photo source: Anthony Flint, boston.com)

The contrast of materials distinguishes the public space. (Photo source: Anthony Flint, boston.com)
DESIGN PROPOSAL

PUBLIC REALM
BUILDING A
BUILDING C
BUILDING B-NORTH
BUILDING B-SOUTH
These principles helped establish a site-wide strategy for developing the 4 buildings such as they would relate to one another, yet have distinct identities.

Plaza is the heart of the project
PL1 Connectivity
DC2 Architectural Concept
DC3 Open Space Concept

Facades facing plaza reinforce placemaking and provide eyes on the plaza
PL2 Walkability
PL3 Street-Level Interaction
DC2 Architectural Concept

Craft the first 30 feet
CS2 Urban Pattern and Form
PL2 Walkability
PL3 Street-Level Interaction
DC4 Exterior Elements and Finishes

Facades facing park strengthen connection to the park
CS1 Natural Systems and Site Context
DC3 Open Space Concept

Enhance movement across site
PL1 Connectivity
PUBLIC REALM
COMPOSITE LANDSCAPE/HARDSCAPE PLAN - GROUND PLANE | PUBLIC REALM
3) SITE FURNISHINGS TO INCLUDE PREFABRICATED AND CUSTOM FURNISHINGS INCLUDING RAMPS AS WELL AS MISCELLANEOUS METAL EDGING, PLANTER WALLS, ARMATURES FOR RECEPTACLES.

7) SEE CIVIL FOR ALL GRADING IN R.O.W.

4) CONCRETE FLATWORK TO HAVE WATER-BASED SURFACE RETARDER FINISH SIMILAR TO CEMENT, AND AGGREGATE MIX. FORMWORK SHALL BE ARCHITECTURAL QUALITY WITH CONTROLLED SPECIFICATION OF CONCRETE COLOR, MATERIAL.

AFFECTED SITES TO BE PROTECTED PER SDOT STANDARD DETAILS THROUGHOUT UNLESS OTHERWISE NOTED.

3) STREET TREE SPECIES AND LAYOUT TO BE COORDINATED WITH SDOT URBAN FORESTRY.

4) ASSUME FULL HEIGHT CABLE TRELLIS SYSTEM AT PERIMETER OF VENT SHAFT. INOX LINE COUPLERS.

4) NON-INFILTRATING STORMWATER PLANTERS AS SHOWN IN PLANS. PLANTING PALETTE ARE 1 GALLON PLANTED AT 12" O.C.

2) SYSTEM TO CONSIST OF HIGH EFFICIENCY CONTROLLERS, WEATHER MONITORING LIGHTING, POWER, AND WATER IN PLAZA. CONTRACTOR TO PROVIDE SHOP DRAWINGS & PERMIT.

9) ALL PLANTING AREAS TO CONSIST OF SHRUBS, GRASSES, AND GROUNDCOVERS THAT COUPLER.

5) ASSUME DECORATIVE TRENCH GRATES AS REQUIRED.

6) PROVIDE EXPANSION JOINT AT ALL VERTICAL SURFACES AND AT ALL CHANGES IN RIGHT-OF-WAY IMPROVEMENT NOTES
1. EXISTING CONCRETE SIDEWALK
2. S DOT SIDEWALK W/ MODIFIED SCORING PATTERN
3. VEHICULAR CONCRETE PAVING
4. SAND-SET PAVERS AT CURB EDGE
5. SPECIALTY PAVING - PRECAST CONCRETE PAVERS
6. PRE-CAST CONCRETE PAVERS
7. PAVEMENT MARKERS
8. SEAT STEPS
9. CIP CONCRETE WALL
10. BROADWAY ART (EXISTING)
NOTE: SEE NEXT TWO PAGES FOR PLANT TYPES & IMAGES

LEGEND
1. DENNY FESTIVAL STREET
2. BROADWAY EAST
3. EAST JOHN STREET
4. 10TH AVENUE EAST
5. ON-SITE PLANTING AREAS - SUN
6. PLAZA TREE
7. ON-SITE PLANTING AREAS - SHADE
8. BIORETENTION AREAS - SUN
9. BIORETENTION AREAS - SHADE

NAGLE PLACE EX.

BUILDING B SOUTH
BUILDING B NORTH

EXISTING SOUTH STATION ENTRY
EXISTING NORTH STATION ENTRY

PLAZA
EXISTING VENT TOWER

NAGLE PLACE

CAL ANDERSON PARK

NOTE: SEE NEXT TWO PAGES FOR PLANT TYPES & IMAGES

1) ALL LANDSCAPE AREAS ARE TO BE IRRIGATED.
2) FOR NATURAL STONE PAVERS, ASSUME SLIP-RESISTANT FINISH W/ CUSTOM FABRICATED
   MODULAR PAVERS, NOMINALLY 3" x 18" x 4" AS MANUFACTURED BY STONESTONE, INC.
   SAMPLES FOR REVIEW PRIOR TO FABRICATION.
3) ALL PLANTING AREAS WILL RECEIVE A MINIMUM OF 12" NEW PLANTING SOIL AND 2"
   BRICK TO REMAIN, TYP.
4) NON-INFILTRATING STORMWATER PLANTERS AS SHOWN IN PLANS. PLANTING PALETTE
   TO CONSIST OF MAIN LINE AND LATERAL PIPING, DRIP IRRIGATION AND
   SYSTEM TO CONSIST OF MAIN LINE AND LATERAL PIPING, DRIP IRRIGATION AND
   COMPOST MULCH.
5) TREES TO BE REMOVED TO BE POSTED AT LEAST 14 DAYS PRIOR TO REMOVAL.
6) PROVIDE EXPANSION JOINT AT ALL VERTICAL SURFACES AND AT ALL CHANGES IN
   SIZE AND SHAPE.
7) SEE CIVIL FOR ALL GRADING IN R.O.W.
8) SEE SDOT / CITY OF SEATTLE STANDARD DETAILS FOR ALL R.O.W. IMPROVEMENTS
   PERMIT.
9) ALL NEW TREES WITHIN THE PROPERTY LINES TO BE MIN. 3" CALIPER OR MULT-STEM
   TREES TO TO CONSIST OF MAIN LINE AND LATERAL PIPING, DRIP IRRIGATION AND
   STATION, AND SOIL SENSORS TO REDUCE POTABLE WATER USE. SPECIFIC EQUIPMENT,
   LIGHTING, POWER, AND WATER IN PLAZA. CONTRACTOR TO PROVIDE SHOP DRAWINGS &
   REVIEW PRIOR TO CONSTRUCTION.
10) ALL NEW TREES TO BE STAKED OR GUYED BELOW GRADE.

NAGLE PLACE

BUILDING C

NAGLE PLACE EX.

EXISTING SOUTH STATION ENTRY

EXISTING NORTH STATION ENTRY

PLAZA

EXISTING VENT TOWER

NAGLE PLACE EX.

BUILDING B SOUTH
BUILDING B NORTH

1) SITE HANDRAILS & GUARDRAILS WHERE REQUIRED ALONG CIRCULATION PATHWAYS AND
2) ANY PAINTED METALS TO BE TREATED WITH ZINC-PRIMER AND TNEMEC PAINT.
3) SITE FURNISHINGS TO INCLUDE PREFABRICATED AND CUSTOM FURNISHINGS INCLUDING
   LIGHTING, POWER, AND WATER IN PLAZA. CONTRACTOR TO PROVIDE SHOP DRAWINGS &
   REVIEW PRIOR TO CONSTRUCTION.
4) ASSUME FULL HEIGHT CABLE TRELLIS SYSTEM AT PERIMETER OF VENT SHAFT. INOX LINE
   SHALL BE PER CITY OF SEATTLE STANDARD DETAILS.
5) ASSUME DECORATIVE TRENCH GRATES AS REQUIRED.
6) PROVIDE EXPANSION JOINT AT ALL VERTICAL SURFACES AND AT ALL CHANGES IN
   PROPERTY LINE
7) SEE SDOT / CITY OF SEATTLE STANDARD DETAILS FOR ALL R.O.W. IMPROVEMENTS
8) SEE SDOT / CITY OF SEATTLE STANDARD DETAILS FOR ALL R.O.W. IMPROVEMENTS
9) THE PLANTING WILL CONSIST OF NATIVE AND ADAPTIVE DROUGHT TOLERANT EVERGREEN
   TREES WITH SPECIFIED FINISH(ES) FOR REVIEW AND CONSTRUCT 48" X 48" MOCK-UP FOR
   DURATION OF CONSTRUCTION.
10) ALL NEW TREES TO BE STAKED OR GUYED BELOW GRADE.
1. DENNY FESTIVAL STREET

- Tulip Tree
- Mt. Vernon Laurel
- Yarrow
- Lavender

2. BROADWAY EAST

- Flame Narrowleaf Ash
- Creeping Lilyturf
- Autumn Moor Grass

3. EAST JOHN STREET

- American Hornbeam
- Bowles Golden Sedge
- Dwarf Fountain Grass

4. 10TH AVENUE EAST

- Tupelo
- Daphne Himalayan
- Autumn Fern
- Astilbe
- Lily of the Nile
5. ON-SITE PLANTING AREAS - SUN

- Vine Maple
- Dwarf Alnus
- Mt. Vernon Laurel
- Horsetail
- North American Sweet Box
- Japanese Tassel Fern
- Japanese Fountain Grass
- Sword Fern
- Redwood Sorrel
- Soft Shield Fern
- Evergreen Hydrangea
- Himalayan Sweet Box
- Japanese Tassel Fern
- Sword Fern
- Japanese Fountain Grass
- Soft Shield Fern
- Evergreen Hydrangea

6. PLAZA TREE

- Honeylocust
- Elkhorn Willow
- Elk Blue California Gray Rush
- Japanese Tassel Fern
- Soft Shield Fern
- Sword Fern
- Bowles Golden Sedge
- Epimedium
- Mertensia’s Sedge
- Quartz Creek Soft Rush

7. ON-SITE PLANTING AREAS - SHADE

- Oregon Boudoir
- Russian Sage
- Ornamental Onion
- Japanese Fountain Grass
- Sword Fern
- Soft Shield Fern
- Evergreen Hydrangea
- Japanese Tassel Fern
- Soft Shield Fern
- Sword Fern

8. BIORETENTION AREAS - SUN

- Hummingbird Summersweet
- Elk Blue California Gray Rush
- Kelseyi Dogwood
- Midwinter Fire Dogwood
- Japanese Tassel Fern
- Soft Shield Fern
- Sword Fern

9. BIORETENTION AREAS - SHADE

- Japanese Tassel Fern
- Soft Shield Fern
- Sword Fern

gerding edlen | capitol hill housing | hewitt | schemata workshop | berger partnership
1. BAR
2. CUSTOM WOOD & METAL BENCH
3. PREFABRICATED BENCH: MMCITE - BLOCQ
4. RAILING
5. LIGHTING - LED TAPE LIGHT, POLE, CATENARY LIGHTS
6. BIKE RACKS: SPORTWORKS - WESTPORT
7. LITTER BINS: MMCITE - PRAX
8. TREE IN GRAVEL
Building C not shown for clarity
OVERALL STRATEGY

The TOD development will enrich the Capitol Hill community with multi-family residential units, residential and commercial amenities, an active plaza as well as architectural and pedestrian connections to the broader neighborhood. The site will provide a safe and comfortable walking environment, by means of: active usesfronting the plaza, transparency and massing providing lines of sight, effective design of the ‘gaps’ between buildings, traffic calming measures slowing on site vehicles, apt and attractive landscaping/hardscaping and appropriate lighting through-out the site.

At grade, commercial uses will surround the plaza to help activate it. Transparency of storefronts and the carving out of the pass-throughs from the buildings will encourage pedestrians to traverse through the spaces created mid-block connections. At the residential levels, balconies and terraces facing the plaza will reinforce plaza activation, provide oversight (‘eyes on the street’), and will contribute to the architectural interest of the plaza and the structures.

LIGHTING

A comprehensive site lighting strategy ensures a safe and comfortable level of lighting throughout the site. Where possible, lighting is integrated into site elements (walls, stairs, building mounted). At other locations, pedestrian-scaled light poles or unique catenary light fixtures provide additional lighting. Refer to exterior lighting plan for more information on light locations.

PASS-THROUGHS

Building A’s pass-through provides a level transition from Broadway Ave to a plinth overlooking the plaza. Adjacent storefront windows allow the pass-through to feel more open as well as provide more “eyes on the street” from the active uses facing the pass-through. This pass-through is completely open to the sky, with the exception of a corridor connecting the residential levels above. The residential lobby will be in operation 24 hours a day and will help provide lighting and a watchful eye into the pass-through in the evenings.

In contrast, B-South has a pass-through that is very different in character. It has a grade change from plaza to 10th Ave E of 5’-0” resulting in stairs and ramps to access the very different sides of the building. While there is transparency and visibility to the pass-through from the retail space and building lobby, there are also sections of blank brick wall. And finally, the entire length of the pass-through is covered.

We are addressing safety concerns via the following methods:

• Expanding the width of the pass-through at both ends to increase site lines into and through it to highlight it as a means of circulation.
• Maximizing glazed storefront along the pass-through to provide transparency, spill-over lighting and a watchful eye.
• Providing appropriate light levels at all hours of the day.

NAGLE PLACE EXTENSION

Several design features and material strategies clearly define NPE as a shared pedestrian and vehicular zone:

• Elevated paving materials and treatment provide a visual cue to drivers and define the shared zone of NPE.
• Bands of textured paving are used at vehicular entry points to signal a transition from roadway to shared pedestrian space.
• Overhead catenary lighting further defines this zone and reinforces the contrast from a typical roadway.

Sitelines are maintained at all building drive way entries. Properly distanced trees, low growing plant material, and an absence of obstructing, vertical site features ensure maximum visibility for both pedestrians and drivers. The pedestrian paving clearly overlays the driveway paving to signal pedestrian priority.

GAPS

Due to the easements/structure setbacks prescribed by Sound Transit and the Development Agreement a ‘gap’ has been formed between the existing Sound Transit Station Entry structures and our proposed buildings. At Building A, this gap will be utilized to house a biodigester as part of a holistic local food and Urban Agriculture Program. BioImpact Energy has been engaged to assist in the design and operation of the biodigester in conjunction with RoofCrop who has been contacted to manage the roof top Urban Agriculture Program. The equipment, which is located adjacent to the buildings parking garage drive aisle and loading dock will be separated from the public by a gate providing a secure and safe environment. See p.159 (response to item 7.B. Streetscapes, ‘Gaps’, Lighting and Public Art) for additional information.

At Building C, the gap is proposed to be an amenity for residents by providing a secure entry point through a ‘garden gate’. This ‘sideyard’ will be used as a secondary access to the residential lobby as well as direct access to the residential bike storage room, located in the Level P01 garage. The entrance to the sideyard will be off E Denny Way, adjacent to the existing Sound Transit South Station Entry with views towards the plaza. Landscaping and lighting will provide appropriate levels of security and safety. See p.159 (response to item 7.B. Streetscapes, ‘Gaps’, Lighting and Public Art) for additional information.

DRIVE-WAYS

Clear site lines are maintained at all building drive way entries. Properly distanced trees, low growing plant material, and an absence of obstructing, vertical site features ensure maximum visibility for both pedestrians and drivers. The pedestrian paving clearly overlays the driveway paving to signal pedestrian priority.
BUILDING A

150 UNITS
21% OF UNITS AFFORDABLE
22,865 SF RETAIL
**CS1 NATURAL SYSTEMS AND SITE FEATURES:** The location of common recreation spaces are positioned to take advantage of solar exposure and pleasant near-by and distant views. Level L07 amenity spaces contribute to the urban context by signaling important relationships to the existing station entries from a distance. Other amenities (Level L01 Mezzanine central fitness) engage the plaza and Site A pass-through. Blue arrows indicate “notches” in the facade designed to allow natural daylight and ventilation into the common corridor spaces and units providing exterior wall area needed for 2 and 3 bedroom apartment home windows.

**DC2 - ARCHITECTURAL CONCEPT** Sites A and C have a strong relationship to the existing station entries and Broadway Ave. The station entries are smaller in size when compared to the proposed structures, however, their stature and importance in the neighborhood as landmarks need to be respected. The adjacent relationship of the proposed structures in massing and architectural form relate to the idiosyncratic compositions of the station entries. The architectural context of Broadway Ave is diverse. The structures vary in size, use and expression. There are small, destinations such as Dick’s Drive-in, larger institutions like Seattle Central College, mixed use development and Cal Anderson’s Park (a recreation space). These conditions contribute to a diverse urban pattern and texture. The proposal is shaped by these relationships. By creating 4 separate masses varying in size, Sites A and C continue the diverse nature of Broadway are by providing a variety of experiences and spaces.

**CS2 | PL3 - URBAN PATTERN AND FORM | STREET LEVEL INTERACTION:** A 4’ street-level setback along Broadway wraps at the building’s corners. The height of the facade that is setback extends up to the underside of Level L03 at the corners, the pass-through at Site A and the adjacent North Station entry. Setbacks on the upper levels also address the important corner relationships. These inflections signal an increased significance at important points for the pedestrian experience, announce entries and provide an identity for different uses at the street level.
FLOOR PLANS | BUILDING A

RECOMMENDATION | LEVEL L01

PARKING • AMENITY • UNIT • RETAIL • CIRCULATION • BACK OF HOUSE

EXISTING NORTH STATION ENTRY
EXISTING VENT TOWER
SECURE BIKE STORAGE

BROADWAY
E JOHN ST
E DENNY WAY (FESTIVAL STREET)
15' MIN

PROPOSED RESIDENTIAL AND RETAIL LOBBY ENTRY
PROPOSED PARKING GARAGE ENTRY BELOW
PROPOSED RETAIL ENTRY
PROPOSED RETAIL ENTRY
PROPOSED SERVICE ENTRY BELOW

MAIL

EXISTING SOUTH STATION ENTRY

CONCIERGE

CANOPY ABOVE

10.00'
312.49'

12.03' 99.17' 17.46' 174.83'
74.96'

101 BWY
CAPITOL BUILDING PLAZA

RETAIL
RETAIL

10.00' 33.00

NAGLE PL EXTENSION

PEDESTRIAN ENTRY

FLAHA

EXISTING AMENITY CIRCULATION UNIT PARKING BACK OF HOUSE
RECOMMENDATION | LEVEL L07

SEE PG. 22 FOR ADDITIONAL LANDSCAPING INFORMATION

URBAN AGRICULTURE

EXISTING NORTH STATION ENTRY BELOW

SOUND TRANSIT COVENANT STATION BOX BELOW

URBAN AGRICULTURE

RETAIL AMENITY CIRCULATION UNIT PARKING BACK OF HOUSE

PARKING AMENITY UNIT RETAIL CIRCULATION BACK OF HOUSE

*SEE LEVEL L02 FOR ADDITIONAL DIMENSIONS
1. **RECOMMENDATION | SOUTH ELEVATION**

2. **RECOMMENDATION | NORTH ELEVATION**
1. RECOMMENDATION | SOUTH ELEVATION PASS-THROUGH

2. RECOMMENDATION | NORTH ELEVATION PASS-THROUGH
MATERIALS AND COLOR PALETTE BUILDING A

"Subtracted Mass" as woven texture made up of windows, matte flat concrete panels mixed with vertical grooved panels

“Carved Out” surfaces as places for accent materials

Reflective material to match BLDG C lantern

colors at carved out recesses

transparent base
MATERIALS AND COLOR PALETTE BUILDING A

**RECOMMENDATION | PEDESTRIAN VIEW LOOKING EAST FROM BROADWAY**

1. **Rain screen cladding system** - 8mm thick, through-colored cement composite panels, matte finish; panel color 'white', exposed fasteners to match.

2. **Canopy Frame** - metal channel; color 'dark bronze'; canopy soffit - 10mm thick; phenolic panel; color 'burnt umber - see material 3B'.

3. **Storefront glazing system**; mullion colors as follows: south retail, building A – 'dark bronze'; north retail, building A – 'clear'; ground level retail, building C, upper level glazing system – 'light satin'.

4. **Guardrail System** - metal frame; glazed; color: 'clear'.

5. **Exposed Cast-In-Place Concrete**

6. **Metal Framed Trellis** - color 'clear' to match composite metal panels on building C; please see p.77.

7. **Vinyl Window System** - white frame.

8. **Canopy Frame - metal channel**; color 'dark bronze'; Canopy soffit - 10mm thick; phenolic panel, color 'burnt umber - see material 3B'.

9. **Rain screen cladding system** - 10mm thick, through-colored cement composite panels, high gloss finish; exposed fasteners; colors as follows: 'maroon red' or similar; 'pewter' or similar; 'blue' or similar; 'white' or similar; 'carbon gray' or similar.

10. **Rain screen cladding system** - 10mm thick; through-colored cement composite panels; matte finish; exposed fasteners to match; multiple panel decors as follows: natural wood décor pattern 'raw umber' or similar; natural wood décor pattern 'burnt sienna or similar; natural wood décor pattern burnt sienna or similar.

11. **Rain screen cladding system** - 10mm thick; through-colored cement composite panels; 5/16" through colored cement composite panels; high gloss finish; exposed fasteners; colors as follows: natural wood décor pattern 'raw umber' or similar; natural wood décor pattern 'burnt umber' or similar; natural wood décor pattern 'burnt sienna or similar; natural wood décor pattern burnt sienna or similar.

12. **Rain screen cladding system** - 10mm thick; through-colored cement composite panels; matte finish; panel color 'gray'.

13. **Rain screen cladding system - 8mm thick**; through-colored cement composite panels; matte finish; panel color 'white'; exposed fasteners to match.
RECOMMENDATION | PEDESTRIAN VIEW LOOKING EAST FROM BROADWAY AVE

RECOMMENDATION | PEDESTRIAN VIEW AT NORTH STATION ENTRY
RENDERINGS | BUILDING A

RECOMMENDATION | VIEW LOOKING SE FROM E JOHN & BROADWAY
RECOMMENDATION | PEDESTRIAN VIEW LOOKING NE FROM BROADWAY AVE
RECOMMENDATION | VIEW LOOKING NE FROM BROADWAY AVE & E DENNY WAY

RENDERINGS | BUILDING A
RECOMMENDATION | PEDESTRIAN VIEW LOOKING NE FROM E DENNY WAY
RECOMMENDATION | PEDESTRIAN VIEW LOOKING NW FROM CAL ANDERSON PARK TO PLAZA

1. **Rain screen cladding system** - 8mm thick, through-colored cement composite panels; matte finish; panel color "white," exposed fasteners to match.

2. **Rain screen cladding system** - 10mm thick, through-colored cement composite panels with vertical grooved embossed surface; matte finish; panel color "gray".

3. **Exposed Cast-In-Place Concrete** - metal frame; glazed; color "clear".

4. **Metal-Framed Trellis** - color "clear" to match composite metal panels on building C; please see p. 77.

5. **Guardrail System** - metal frame, glazed; color "clear".


7. **Storefront glazing system** - mullion colors as follows:
   - South retail, building A – "dark bronze"
   - North retail, building A – "clear"
   - Ground level retail, building C, upper level glazing system – "light satin".

8. **Rain screen cladding system** - 10mm thick, through-colored cement composite panels; high-gloss finish; exposed fasteners; colors as follows:
   - "Burnt umber" or similar
   - "Mars red" or similar
   - "Toucan" or similar
   - "Yellow" or similar
   - "Carbon gray" or similar

9. **Rain screen cladding system** - 8mm thick; through-colored cement composite panels; matte finish; exposed fasteners; colors as follows:
   - "White" or similar
   - "Yellow" or similar
   - "Gray" or similar
   - "Carbon gray" or similar
   - "Black" or similar

10. **Rain screen cladding system** - 5/16" thick cement panels; matte finish; paint "Fricom black" or similar.
RECOMMENDATION | PEDESTRIAN VIEW LOOKING WEST FROM PLAZA
BUILDING C

94 UNITS
22% OF UNITS AFFORDABLE
11,960 SF RETAIL
AXONOMETRIC | BUILDING C
RECOMMENDATION | LEVEL L06

EXISTING SOUTH STATION ENTRY BELOW

SOUND TRANSIT COVENANT STATION BOX BELOW

RECOMMENDATION | LEVEL L07

EXISTING SOUTH STATION ENTRY BELOW

*SEE LEVEL L02 FOR ADDITIONAL DIMENSIONS
RECOMMENDATION | ROOF LEVEL

EXISTING SOUTH STATION ENTRY BELOW

SEE PG. 22 FOR ADDITIONAL LANDSCAPING INFORMATION
**RECOMMENDATION | SOUTH ELEVATION**

- **C - MAX BLDG HT:** 413' - 10 1/2"
- **C - GRADE PLANE:** 328' - 10 1/2"
- **C - R01:** 410' - 11 1/8"
- **C - L01A:** 335' - 0"
- **C - L02:** 351' - 1"
- **C - L03:** 360' - 8"
- **C - L04:** 370' - 6 3/8"
- **C - L05:** 380' - 4 3/4"
- **C - L06:** 390' - 3 1/8"
- **C - L07:** 400' - 1 1/2"
- **C - P01A:** 325' - 0"
- **Top of Ped Tunnel Slab:** 322' - 0" (322.00')
- **BROADWAY:** 18' - 5 1/8"
- **1' - 8 3/8"**
- **PROPERTY LINE:** 335.00'

**RECOMMENDATION | NORTH ELEVATION**

- **C - MAX BLDG HT:** 413' - 10 1/2"
- **C - GRADE PLANE:** 328' - 10 1/2"
- **C - R01:** 410' - 11 1/8"
- **C - L01A:** 335' - 0"
- **C - L02:** 351' - 1"
- **C - L03:** 360' - 8"
- **C - L04:** 370' - 6 3/8"
- **C - L05:** 380' - 4 3/4"
- **C - L06:** 390' - 3 1/8"
- **C - L07:** 400' - 1 1/2"
- **C - P01A:** 325' - 0"
- **Top of Ped Tunnel Slab:** 322' - 0" (322.00')
- **BROADWAY E:** 12' - 5 1/8"
- **2' - 11 1/2"**
- **PROPERTY LINE:** 328.00'
- **335.00'**
- **326.00'**

---

**ELEVATIONS | BUILDING C**

---

**N**

---

**gerding edlen | capitol hill housing | hewitt | schemata workshop | berger partnership**

---

**capitol hill TOD | design recommendation meeting | 16 august 2017**

---

74
COLORS AT CARVED OUT RECESSES WITH GLOSSY HUES

MAIN ARCHITECTURAL FORM MATTE CONCRETE PANELS WITH POLISHED ACCENTS

WHITE "BACKDROP" FOR LANTERN IN FOREGROUND - MATTE COMPOSITE PANELS

REFLECTIVE "LANTERN" ELEMENT

MATERIALS AND COLOR PALETTE BUILDING C
MATERIALS AND COLOR PALETTE BUILDING C

Recommendation | Pedestrian View Looking West from Cal Anderson Park

1. Perforated Metal Wall Panes - anodized aluminum; rain 50% open

2. Architectural Metal Wall Panels - anodized aluminum

3. Rain screen cladding system - 10mm thick; through colored cement composite panels; high gloss finish; exposed fasteners; colors as follows:
   - 'white' or similar
   - 'yellow' or similar
   - 'blue' or similar
   - 'carbon gray' or similar
   - 'white' or similar
   - 'yellow' or similar
   - 'blue' or similar
   - 'carbon gray' or similar

4. Rain screen cladding system - 10mm thick; through colored cement composite panels; high gloss finish; exposed fasteners; colors as follows:
   - 'white' or similar
   - 'yellow' or similar
   - 'blue' or similar
   - 'carbon gray' or similar
   - 'white' or similar
   - 'yellow' or similar
   - 'blue' or similar
   - 'carbon gray' or similar

5. Storefront glazing system: mullion colors as follows:
   - South retail, building A - 'dark bronze'
   - North retail, building A - 'clear'
   - Ground level retail, Building C, upper level glazing system - 'light satin'

6. Vinyl window system - white frame

7. Metal-framed trellis - color 'clear' to match composite metal panels on building C; please see p. 77

8. Guardrail system - metal frame; glazed; color 'clear'

9. Canopy frame - metal frame; glazed; color 'clear'

10. Canopy soffit - 10mm thick; phenolic panel; color 'burnt umber' - see material 3b

11. Canopy frame - metal frame; glazed; color 'clear'

12. Canopy soffit - 10mm thick; through colored cement composite panels; high gloss finish; exposed fasteners; colors as follows:
   - 'mars red' or similar
   - 'pool' or similar
   - 'blue' or similar
   - 'yellow' or similar
   - 'white' or similar
   - 'yellow' or similar
   - 'blue' or similar
   - 'carbon gray' or similar

13. Exposed cast-in-place concrete

14. Metal-framed trellis - color 'clear' to match composite metal panels on building C; please see p. 77

15. Pre-engineered metal balcony with glazed guardrail; frame color 'white'

16. Exterior concrete wall with glazed guardrail; frame color 'white'

17. Rain screen cladding system - 8mm thick; through colored cement composite panels; matte finish; panel color "white;" exposed fasteners to match

18. Rain screen cladding system - 8mm thick; through colored cement composite panels; matte finish; panel color "white;" exposed fasteners to match

19. Pre-engineered metal balcony with glazed guardrail; frame color 'clear'

20. Pre-engineered metal balcony with glazed guardrail; frame color 'clear'

21. Rain screen cladding system - 10mm thick; through colored cement composite panels; high gloss finish; exposed fasteners; colors as follows:
   - 'mars red' or similar
   - 'pool' or similar
   - 'blue' or similar
   - 'yellow' or similar
   - 'white' or similar
   - 'yellow' or similar
   - 'blue' or similar
   - 'carbon gray' or similar

22. Canopy frame - painted metal color 'terras'

23. Canopy soffit - perforated painted metal to match frame

24. Canopy frame - painted metal color 'terras'

25. Canopy soffit - perforated painted metal to match frame

26. Vinyl window system - white frame

27. Rain screen cladding system - 10mm thick; through colored cement composite panels; high gloss finish; exposed fasteners; colors as follows:
   - 'mars red' or similar
   - 'pool' or similar
   - 'blue' or similar
   - 'yellow' or similar
   - 'white' or similar
   - 'yellow' or similar
   - 'blue' or similar
   - 'carbon gray' or similar

28. Canopy frame - painted metal color 'terras'

29. Canopy soffit - perforated painted metal to match frame

30. Canopy frame - painted metal color 'terras'

31. Canopy soffit - perforated painted metal to match frame

32. Storefront glazing system: mullion colors as follows:
   - South retail, building A - 'dark bronze'
   - North retail, building A - 'clear'
   - Ground level retail, Building C, upper level glazing system - 'light satin'
**Materials and Color Palette | Building C**

1. **Rain Screen Cladding System** - 8mm thick, through-colored cement composite panels; matte finish; panel color "white" to match.

2. **Guardrail System** - metal frame; glazed; color "clear".

3. **Exposed Cast-In-Place Concrete**

4. **Metal-Framed Trellis** - color "clear" to match composite metal panels on building C; please see p. 77.

5. **Storefront Glazing System**:
   - south retail, building A - "dark bronze"
   - north retail, building A - "clear"
   - ground level retail, Building C; upper level glazing system - "light satin".

6. **Canopy Frame** - metal channel; color "dark bronze".
   - Canopy soffit - 10mm thick; phenolic panel; color "burnt umber" - see material 3B.

7. **Vinyl Window System** - white frame.

8. **Architectural Metal Wall Panels** - anodized aluminum.

9. **Pre-engineered Metal Balcony** with glazed guardrails; frame color "clear".

10. **Rain Screen Cladding System** - 10mm thick; through-colored cement composite panels; high gloss finish; exposed fasteners; colors as follows:
    - natural wood decor pattern "raw umber" or similar
    - natural wood decor pattern "burnt sienna" or similar
    - natural wood decor pattern "raw sienna or similar
    - natural wood decor pattern "burnt sienna or similar

11. **Canopy Frame** - metal frame; glazed; color "white" or similar.

12. **Perforated Metal Wall Panels** - anodized aluminum; non-50% open.

13. **Exposed Cast-In-Place Concrete**

14. **Pre-engineered Metal Balcony** with glazed guardrails; frame color "clear".

15. **Metal-Framed Trellis** - color "clear" to match composite metal panels on building C; please see p. 77.

16. **Storefront Glazing System** - 5/16" thick; cement panels; matte finish; paint "Recon black" or similar.

17. **Rain Screen Cladding System** - 10mm thick; through-colored cement composite panels; high gloss finish; exposed fasteners; colors as follows:
    - maple red or similar
    - "pool" or similar
    - "blue" or similar
    - "white" or similar
    - "yellow" or similar
    - "carbon gray" or similar

18. **Rain Screen Cladding System** - 10mm thick; phenolic panels; matte finish; exposed fasteners; colors as follows:
    - natural wood decor pattern "raw umber" or similar
    - natural wood decor pattern "burnt sienna" or similar
    - natural wood decor pattern "raw sienna or similar
    - natural wood decor pattern "burnt sienna or similar

19. **Canopy Frame** - painted metal color "terra".

20. **Canopy soffit** - perforated painted metal to match frame.
RECOMMENDATION | PEDESTRIAN VIEW LOOKING SOUTH FROM E DENNY WAY
MATERIALS AND COLOR PALETTE | BUILDING C

1. Rain screen cladding system - 8mm thick, through-colored cement composite panels; matte finish; panel color "white" exposed fasteners to match.
2. Rain screen cladding system - 10mm thick, through-colored cement composite panels with vertical grooved embossed surface; matte finish; panel color "gray".
3. Architectural Metal Wall Panels - anodized aluminum; min 50% open.
4. Pre-engineered metal balcony with glazed guardrail; frame color "clear".
5. Exposed Cast-In-Place Concrete.
6. Metal-Framed Trellis - color "clear" to match composite metal panels on building C, please see p. 77.
7. Guardrail System - metal frame; glazed; color, "clear".
8. Canopy Frame - metal frame; painted; color "white".
9. Storefront glazing system: mullion colors as follows:
   - south retail, building A - "dark bronze"
   - north retail, building A - "clear"
   - ground level retail, Building C; upper level glazing system - "light satin"
10. Canopy soffit - perforated painted metal to match frame.
11. Storefront glazing system: mullion colors as follows:
    - south retail, building A - "dark bronze"
    - north retail, building A - "clear"
    - ground level retail, Building C; upper level glazing system - "light satin"
12. Perforated Metal Wall Panels - anodized aluminum; min 50% open.
13. Canopy Frame - painted metal color "teak".
14. Canopy soffit - perforated painted metal to match frame.
RECOMMENDATION | VIEW LOOKING SW FROM E DENNY WAY
1. RECOMMENDATION | NORTH-SOUTH BUILDING SECTION LOOKING WEST

2. RECOMMENDATION | EAST-WEST BUILDING SECTION LOOKING SOUTH
BUILDING B-NORTH

110 UNITS
100% OF UNITS AFFORDABLE
1,400 SF COMMUNITY ROOM
CS1 URBAN PATTERN AND FORM: Height, bulk & scale are reduced by differentiating buildings by construction type.

PL2 WALKABILITY / PL3 STREET-LEVEL INTERACTION: Residential stoops & entrances break down scale along 10th Ave and create pedestrian friendly environment at both 10th Ave and Nagle Place Extension. E John St, E Denny Way and NPE South have non-residential uses to reflect the more public nature of those streets.

CS1 SITE FEATURES / CS2 URBAN PATTERN AND FORM / DC1 PROJECT USES AND ACTIVITIES: Service functions are consolidated along NPE facing site A vehicular & loading access. Vertical elements demarcates the pass-through and establishes connection with Site A.

CS2 URBAN PATTERN AND FORM / DC2 DESIGN CONCEPT: Bulk of B-North and B-South are reduced by differentiated massing. B-North floor plate is maximized to accommodate the higher affordable unit count requested by the Office of Housing. B-South has subtractive balconies to provide modulation.

CS1 SITE FEATURES / CS2 URBAN PATTERN AND FORM / DC1 PROJECT USES AND ACTIVITIES: B-South exterior skin to be responsive to solar orientation, program and adjacent streets. Street trees add layering to 10th Ave. B-North and B-South will be differentiated not only in height but also building mass, fenestration, and materials.
MATERIALS & COLOR PALETTE | BUILDING B - NORTH

1. Rainscreen Cladding System
   - 5/16” thick cement panels
   - painted SW-7001 “Marshmallow” or similar

2. Rainscreen Brick Veneer
   - light color
   - stacked bond

3. Storefront Spandrel Panel
   - light color

4. Vinyl Window System
   - White

5. Canopy Frame
   - metal channel
   - dark color
   - Canopy Soffit
   - wood

6. Cast-In-Place Concrete Site Walls

7. Storefront Glazing System
   - dark bronze mullions

8. Rainscreen Brick Veneer
   - light color
   - stacked bond

9. Rainscreen Cladding System
   - 5/16” thick cement panels
   - painted SW-6990 “Caviar” or similar

10. Rainscreen Cladding System
    - 5/16” thick cement panels
    - painted SW-6485 “Raindrop” or similar

11. Rainscreen Cladding System
    - 5/16” thick cement panels
    - painted SW-6487 “Cloudburst” or similar

12. Rainscreen Cladding System
    - 5/16” thick cement panels
    - painted SW-6489 “Really Teal” or similar

13. Storefront Spandrel Panel
    - light color

gerding edlen | capitol hill housing | hewitt | schemata workshop | berger partnership

capitol hill TOD | design recommendation meeting | 16 august 2017
RENDERINGS | BUILDING B - NORTH

RECOMMENDATION | PEDESTRIAN VIEW LOOKING SW FROM 10TH AVE & JOHN ST
RECOMMENDATION | 10TH AVENUE EAST CHARACTER LOOKING TOWARDS CAL ANDERSON PARK

Residential stoops & entrances break down scale along 10th Ave and create pedestrian friendly environment. This design feature aligns with site specific design guidelines (CS2).

10th Ave. has a residential character and will likely remain that way between E. John and Denny due to its important role as the gateway into Cal Anderson Park, originally designed by the Olmsted brothers, and subsequently updated to its current form by the Berger Partnership.

10th Ave. is on axis with the historic pump-house (designed by Olmsted), the “volcano” and associated pools between. The east side of the street is tree-lined and the intentions is to create a tree-lined entry into the park. Similar to the new development on E John and further north at the Lyric, our street scape includes low walls/shrubs or elevated stoops for privacy while maintaining visual access for safety and plantings that contribute to the pedestrian realm. It is our intent to establish this bench mark for further development along west side of 10th.

Wide sidewalks and planting strips contribute to 10th Ave E character.

Precedent for low walls, shrubs and elevated stoops northeast across E John St.
RECOMMENDATION | PEDESTRIAN VIEW | LOOKING NORTH ALONG E JOHN
RENDERINGS | BUILDING B - NORTH

RECOMMENDATION | COMMUNITY ROOM VIEW FROM JOHN ST
RECOMMENDATION | PEDESTRIAN VIEW LOOKING SOUTH DOWN NAGLE PLACE EXTENSION
RECOMMENDATION | PEDESTRIAN VIEW LOOKING NE FROM NAGLE PLACE EXTENSION
RECOMMENDATION | PEDESTRIAN VIEW LOOKING SW FROM BROADWAY & JOHN ST
BN LEVEL 1 327'-0" 
BN LEVEL 2 338'-6" 
BN LEVEL 3 348'-8" 
BN LEVEL 4 358'-3" 
BN LEVEL 5 367'-10" 
BN LEVEL 6 377'-5" 
BN LEVEL 7 387'-0" 
BN ROOF 397'-10" 
LEVEL P1 314'-0" 
BN GP (SMC) 327'-0" 

70'-10" PROPOSED BLDG HT 10'-10" 
9'-7" 9'-7" 9'-7" 9'-7" 9'-7" 10'-2" 11'-6" 

RECOMMENDATION | NORTH-SOUTH BUILDING SECTION LOOKING WEST

RECOMMENDATION | EAST-WEST BUILDING SECTION LOOKING NORTH

RECOMMENDATION | NORTH-SOUTH BUILDING SECTION LOOKING WEST

COMMUNITY ROOM AMENITY UNIT COMMUNITY ROOM CIRCULATION BACK OF HOUSE

PARKING AMENITY UNIT COMMUNITY ROOM CIRCULATION BACK OF HOUSE

PARKING AMENITY UNIT COMMUNITY ROOM CIRCULATION BACK OF HOUSE
BUILDING B-SOUTH

74 UNITS
21% OF UNITS AFFORDABLE
3,000 SF RETAIL
FLOOR PLANS | BUILDING B - SOUTH

RECOMMENDATION | LEVEL 01

- PARKING
- AMENITY
- UNIT
- RETAIL
- CIRCULATION
- BACK OF HOUSE

gerding edlen | capitol hill housing | hewitt | schemata workshop | berger partnership

capitol hill TOD | design recommendation meeting | 16 august 2017 100
MATERIALS & COLOR PALETTE | BUILDING B - SOUTH

1. Rainscreen Cladding System - 6mm thick through colored cement composite panels; matte finish; panel color “white” exposed fasteners to match
2. Rainscreen Cladding System - 6mm thick through colored cement composite panels; matte finish; panel color “gray” exposed fasteners to match
3. Rainscreen Cladding System - 8mm thick through colored cement composite panels; matte finish; panel color “gray” exposed fasteners to match

4. Architectural Metal Wall Panels - dark anodized finish
5. Architectural Metal Wall Panels - teal color or similar
6. Architectural Metal Wall Panels - dark anodized finish

7. Cast-in-Place Concrete
8. Vinyl Sliding Doors - Architectural Bronze

9. Metal Garage Door - metal grille
10. Glazed Guardrail System - clear glazing in RFI - metal railing
11. Storefront Glazing System - structural silicone glazed

12. Architectural Metal Wall Panels - light color or similar
13. Storefront Glazing System - dark anodized finish mullions
14. Wood Soffit - dark metal canopy structure where applicable - wood soffit

15. Rainscreen Brick Veneer - light color - mission texture
16. Rainscreen Brick Veneer - light color - mission texture

gerding edlen | capitol hill housing | hewitt | schemata workshop | berger partnership
capitol hill TOD | design recommendation meeting | 16 august 2017
RECOMMENDATION | PEDESTRIAN VIEW GROUND LEVEL PLAZA RETAIL
RECOMMENDATION | VIEW FROM DENNY & 10TH AVE (SHOWN WITHOUT TREES FOR CLARITY)
At B-South, the residential character of 10th Ave E is maintained by breaking up the facade and providing a greater level of detail at street-level. Repeating elements such as the loft unit facades, airy and open stoops, and brick masses add variety and rhythm to the facade and overall building design that is related in scale to the residential character of 10th Ave E.

The loft units are only accessible from 10th Ave so the entrances are at grade. Due to prescriptive ground level setbacks per the DA, the upper levels do not set back, but rather cantilever out, providing visual transition & opportunity for lighting.
RECOMMENDATION | PEDESTRIAN VIEW FROM 10TH AVE TOWARDS B-SOUTH RESIDENTIAL LOBBY & PASS-THROUGH
RECOMMENDATION | PEDESTRIAN VIEW FROM PASS-THROUGH LOOKING WEST

RECOMMENDATION | PEDESTRIAN VIEW FROM BROADWAY PASS-THROUGH LOOKING EAST
RECOMMENDATION | PEDESTRIAN VIEW FROM PLAZA LOOKING TOWARDS PASS-THROUGH

RENDERINGS | BUILDING B - SOUTH
RECOMMENDATION | PEDESTRIAN VIEW FROM PLAZA LOOKING TOWARDS PASS-THROUGH
1. RECOMMENDATION | EAST-WEST BUILDING SECTION LOOKING NORTH

2. RECOMMENDATION | EAST-WEST BUILDING SECTION LOOKING NORTH
ITEMIZED RESPONSE TO EDG
(EDG “PRIORITIES & BOARD RECOMMENDATIONS”)

1. GENERAL PAGE 5 OF 18
2. MASSING & FORMS PAGE 5 OF 18
3. GROUND FLOOR USES PAGE 5-6 OF 18
4. PLAZA & LANDSCAPE PAGE 6-7 OF 18
5. NAGLE PLACE EXTENSION (NPE), BETWEEN E DENNY AND E JOHN STREET PAGE 7 OF 18
6. BUILDING CHARACTER & MATERIALITY PAGE 7 OF 18
7. STREETSCAPES, ‘GAPS’, LIGHTING AND PUBLIC ART PAGE 8 OF 18

*PAGES REFERENCE EDG REPORT RECEIVED FROM SDCI
The Board applauded the applicants for creating a very clear and complete presentation and booklet on four sites and a complex project.

The board unanimously supported the reduction of parking quantity from 340 to approximately 260 spaces, as the applicant stated at the EDG meeting, since this will reduce vehicle movements and improve pedestrian safety in the station vicinity. (DC1-C2)

RESPONSE:
Across all (4) TOD sites, parking has been reduced overall from 334 (per the EDG packet) to 216 stalls - a reduction of 118 stalls. Refer to p. 41-42 (Building A), p. 67 (Building C), p. 86 (Building B-North) and p. 101 (Building B-South) for parking plans.

DC1-C2
Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.
2. MASSING AND FORMS PAGE 5 OF 18
2. A. MASSING AND FORMS

Site C: Supported the Option 1 stepping form on the east side, as shown on pg 42, but supported the north lantern-amenity room of Option 2 [81]. (DC2-S-IV-i)

RESPONSE:

Building C repositions the residential amenity room and creates a larger “lantern expression” to the southeast corner. This provides outdoor terraces as proposed by the EDG “stepped alternative 1” combined with the lantern-amenity room proposed with Alternative 2. This combination provides outdoor terraces by stepping back the building north and south edges at level L07. By doing so, all residents are able to enjoy views to the park rather than private terraces as proposed by EDG alternative 1. Additionally, the creation of a larger “lantern” expression at the SE corner is intended to strengthen a relationship to the south station structure, a connection to Site A and provide a distant “wayfinding landmark” feature seen from a distance from Cal Anderson Park and Bobby Morris Playfield.

Please see p. 70 for plan of level L07 amenity room and terraces.
Consider design approaches that could give a strong form or focus on site A at the intersection of Broadway E. and E. John St. near the main (north) station entry without obscuring or competing with the visual orientation to the transit station entrance. This could be a prominent retail entry, an architectural expression or other feature.

Site A: Refine Option 2 massing to further amplify and modulate the northwest corner as a district landmark and station marker, more than what is shown on pg 74. (DC2-S-II; DC2-S-V-i)

RESPONSE:
The north portion of Building A is influenced by the scale and unique forms of the north station entry. The proposal’s building facade at level L02 has a deep setback “subtracted” from the mass to create a “gasket” with the station entry. The gasket helps to integrate the small scale of the station entry and the larger proposed structure at the pedestrian level. The stepped canopy and setback facade also help to tie together the small station entry at the base. (DC2-S-V-i; please see view 2 below & following page). The residential levels above level L02, with a vertical recess on the west facade was moved closer to the corner than proposed with the EDG Alternative. Together with a recess on the north facade, vertical corner elements provide a balance with long horizontal forms of the north station entry. (DC2-S-II; please see view 1)

DC2-S-II
Consider design approaches that could give a strong form or focus on site A at the intersection of Broadway E. and E. John St. near the main (north) station entry without obscuring or competing with the visual orientation to the transit station entrance. This could be a prominent retail entry, an architectural expression or other feature.

DC2-S-V-i
Consider design approaches that visually integrate the base of the building on Site A with the north station entry. Consider extending design elements from the station into the design of the base of the building on Site A, especially at the corner of Broadway E. and E John Street as the building turns the corner onto Broadway E.
Site A: Refine Option 2 massing to further amplify and modulate the northwest corner as a district landmark and station marker, more than what is shown on pg 74. (DC2-S-II; DC2-S-V-i)
Strongly supported the vertical element marking the pass-throughs on Broadway, and plaza side of Sites A [72/right] and B [96]. (CS2-S-II-i)

RESPONSE:
The project’s Development Agreement (DA) requires the pass-through to have a ceiling height as high as level L01 and be open to the public 16 hours a day. Instead of an internal pass-through, the proposal’s pass-through on Site A is open to the sky and the public will have 24 hour access, much like a street in the neighborhood. At the street level, it is approximately 17’ wide. (The minimum width per the project’s development agreement is 15’-0” wide). The pass-through aligns with Sound Transit’s vent shaft at the north edge of the plaza per the Development Agreement. It is perpendicular to Broadway Ave like the street grid pattern of the neighborhood.

please see following page for additional EDG response to “2.c. Massing and Forms” relative to Site B and 10th Ave. E
ITEMIZED RESPONSE TO EDG

2. C. MASSING AND FORMS (CONTINUED)

Strongly supported the vertical element marking the pass-throughs on Broadway, and plaza side of Site A [72/right] and B [96]. (CS2-S-II-i)

RESPONSE (CONTINUED):
The vertical element marking the pass-through at B-South has evolved into a glazed inset, accentuated with color and a varied window pattern. The inset is approx. 16’ wide and 10’ deep. The pass-through itself has a ceiling height which aligns with level L01 ceiling height. Like the pass-through on building A, the path aligns with the south edge of the existing Sound Transit vent shaft, keeping clear sight lines between Broadway Ave and 10th Avenue E.

See p.126-127 (response to 2.E. Massing and Forms) for more information about the spatial character of the pass-throughs.

See also p.138-139 (response to 3.G Ground Floor Uses) for plans, cross-section and dimensional information about the site pass-throughs.

CS2-S-II-i
Visual Break: Design the Broadway E. façade of site A such that there is a discernible visual break in the building mass that marks the pedestrian pass-through to the plaza and 10th Ave E.
ITEMIZED RESPONSE TO EDG

2. D. MASSING AND FORMS

PAGES OF 18

Site B: Other vertical notches and reveals are critical to modulate the long walls, as evidenced on pg 87, 89, 98 (DC2-B & C).

RESPONSE:
Massing for buildings B-North and B-South follows our original design concept for these sites. B-North maximizes the bulk of its container, to accommodate the maximum number of affordable housing units. B-South plays off of this with a subtractive character, providing insets at the pass-through, elevator lobby, balconies and east elevation notches.

DC2-B
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.

DC2-C
Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the facade 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).
Site B: Other vertical notches and reveals are critical to modulate the long walls, as evidenced on pg 87, 89, 98 (DC2-B & C)

RESPONSE (CONTINUED):
The building form of B-North reflects a programmatic rigor of efficiency and, where feasible, standardization in an effort to provide as many affordable homes as possible per the requirements of the City of Seattle Office of Housing.

The upper mass is a solid volume clad in large panels, the lower portion is a more solid brick volume firmly anchored to the landscape. The window are punched into the masonry along 10th Avenue and NPE, but give way to a storefront glazing system at the more public community room.

At upper levels, color variation is employed to imply visual movement. While the funding pressures preclude depth in the upper facade, the use and detail of the brick base positively contribute to the pedestrian realm.

The main lobby entry is recessed and entry stoops modulate the ground level facades, adding variety to the pedestrian experience.

---

DC2-B
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.

DC2-C
Visual Depth and Interest: Add depth to facades 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).
ITEMIZED RESPONSE TO EDG

2. E. MASSING AND FORMS

PAGE 5 OF 18

Supported the two different scales of pass-throughs, and the corridor-only, narrow, transparent one on Site A [57]. (CS2-S-II-ii)

RESPONSE:
See following page for additional information.

See p. 122 (response to Item 2.C. Massing and Forms) for description of Site A’s large scale “corridor only” pass-through.

See p. 123 (response to Item 2.C. Massing and Forms) for information describing Site B’s smaller scale pass-through.

CS2-S-II-ii
Pedestrian Pass-through: Design the Broadway E. façade of site A such that a pedestrian pass-through between the building and the plaza to the east is provided. The crossing should be of a highly transparent nature, and be a prominent feature of building design. Consider the following:

a. An inviting entry feature such as cascading stair or terrace (especially Site A)
b. Commercial and retail uses that activate Broadway E. and that “turn-the corner” into the mid-block crossing on Site A.
c. Use mid-block crossing as transition point of building character, scale or mass.

CS2-S-II-ii: Fitness classroom adding variety and additional uses fronting the pass-through

1. RECOMMENDATION | PEDESTRIAN VIEW LOOKING SE FROM BROADWAY

2. RECOMMENDATION | PEDESTRIAN VIEW LOOKING WEST FROM PLAZA
Supported the two different scales of pass-throughs, and the corridor-only, narrow, transparent one on Site A [57]. (CS2-S-II-ii)
2. E. MASSING AND FORMS (CONTINUED)

Supported the two different scales of pass-throughs, and the corridor-only, narrow transparent one on Site A [57]. (CS2-S-II-ii)

RESPONSE (CONTINUED):

The pass-through at Site B-South transitions from the urban scale of the plaza to a quieter residential scale of 10th. By dividing the pass-through into a ramp and stair circulation path divided by planters, the scale is reduced giving it a more residential character. The pass-through height is the same height as the ground floor (per the DA) but is covered throughout the depth of the building, also reducing the perceived scale.

See also pg 138-139 (response to 3.G Ground Floor Uses) for plans, cross-section and dimensional information about the site pass-throughs.

CS2-S-II-ii

Pedestrian Pass-through: Design the Broadway E. façade of site A such that a pedestrian pass-through between the building and the plaza to the east is provided. The crossing should be of a highly transparent nature, and be a prominent feature of building design. Consider the following:

a. An inviting entry feature such as cascading stair or terrace (especially Site A)

b. Commercial and retail uses that activate Broadway E. and that "turn-the corner" into the mid-block crossing on Site A.

c. Use mid-block crossing as transition point of building character, scale or mass."

The pass-throughs create sight-lines connecting Broadway to Plaza to 10th Avenue E

10th Ave E beyond (residential character)

Broadway beyond (commercial character)

Wood soffit throughout reduces scale

Pass-through depth is broken down into varied circulation paths to reduce the scale
Supported the cut-in, south-oriented terraces on sites A and B (69,85), and the stated goal of a vegetated roof on Site A. (CS1-S-II-ii; DC2-S-IV)

RESPONSE:
On Site A, the south end of level L07 its setback from E Denny Way 57’ as proposed at the EDG meeting. This setback provides an 2,800 SF outdoor terrace for residents. The SW corner of the amenity terrace is a metal clad trellis echoing a “lantern like” form to help tie together both sites A and C in a way that is complimentary of the the forms of the existing station entry structures. On the roof level above is proposed additional areas for pets, green roof, and urban agriculture areas.

Please see p. 47 for additional Site A roof and terrace information.
Please see p. 181 (see Appendix) for solar exposure diagrams (DC2-S-IV-i)
Please see the following page for response pertaining to Site B-South.

CS2-S-II-ii
Plants and Habitat:
Consider sustainable design opportunities on site such as:
Creating habitat through right-of-way improvements and/or integrated green roofs and walls

DC2-S-IV
Massing:
DC2-S-IV-ii. Solar Setbacks: If proposing setbacks, consider the solar exposure achieved for the plaza and E. Denny Way Festival Street.
Supported the cut-in, south-oriented terraces on sites A and B \((69, 85)\), and the stated goal of a vegetated roof on Site A. (CS1-S-II-ii; DC2-S-IV)

**RESPONSE (CONTINUED):**

Sites A and C are adjacent to the north and south head houses, so picking up on the ‘lantern’ motif makes sense. We feel it’s more appropriate for B-South to relate to the adjacent uses, the plaza, the park and the residential neighborhood. To this end, the 7th floor amenity terrace at Site B-South has been eliminated, and replaced with a larger 2nd floor terrace that provides for closer connection to Cal Anderson Park and the plaza, while increasing “eyes on the street” and opportunities for plaza activation.

The uninterrupted south façade does a better job, than the previous asymmetrical scheme, at creating a strong visual anchor to the park. The scale of the new design better relates to the mass and form of Building C, and together the buildings make an inviting edge to the park.

---

**CS1-S-II-ii**

Habitat on Building: Enhance urban wildlife corridors by creating new habitat for insects and birds through design and plantings for green roofs, walls, and gardens. Maximize use of native species.

**DC2-S-IV**

Sun/Air Exposure: Consider scaling the mass of buildings on sites A and C facing the plaza and the E. Denny Way Festival Street so as to provide favorable sun and air exposure to the proposed plaza and Festival Street.

Solar Setbacks: If proposing setbacks, consider the solar exposure achieved for the plaza and E. Denny Way Festival Street.
ITEMIZED RESPONSE TO EDG

2. G. MASSING AND FORMS

PAGE 5 OF 18

Supported the contemporary, shifting and subtractive language [66, 69-75] at Broadway building corners, midblock (69-70), tall ground floors, and expressing the upper setbacks and lanterns [72,75]. (DC2-C & D; DC2-S-V-iii)

RESPONSE:
A “subtracted language” of Buildings A and C is an expression of a hierarchy of urban design elements. Setback at the street corners identify the importance of intersections and building entries. The pass-through is a pedestrian street “cut” through the structure. Upper level setbacks form “lanterns” also reinforcing corners and echoing the architectural form of the station entry structures. The main body of both Sites A and C are a two toned unified “texture like fabric” created by two different types of wall cladding along with windows. On buildings A and C this exterior texture relates to the stronger “solid / void” grid facade elements of building B-South.

Please see p. 53 for exterior materials for Building A
Please see p. 103 for B-South elevations and p. 101 for materials.

DC2-C
Secondary Architectural Features
DC2-C-1. Visual Depth and Interest: Add depth to facades 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-D
Scale and Texture:
DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, 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,”

DC2-S-V-iii
Consider an architectural concept that will contribute to distinct building design identities that function as a whole.
3. GROUND FLOOR USES
Flexible Retail: Consider designing flexible retail spaces facing Broadway to potentially accommodate either a combination of smaller businesses or a larger ‘anchor’ or destination retail tenant.

Active Uses: Consider encouraging activating uses in the ground level façades of Sites A fronting the plaza to provide eyes on the plaza and during the day and evening.

PL3-S-I-i

Example of child care street frontage (9th and Stewart) graphics used to indicate glazing to children, retractable blinds for solar control - no permanent privacy screening proposed.

PL3-S-I-ii

Active Uses: Consider encouraging activating uses in the ground level façades of Sites A fronting the plaza to provide eyes on the plaza and during the day and evening.

3. A.-B. GROUND FLOOR USES

Page 6 of 18

a. The Board strongly supported tall, deep retail spaces along the entire Broadway frontage, so strongly recommended retail continue along all of Site C, instead of the portion shown as daycare [79]. (CS2-S-I)

b. Site C: The Board agreed the daycare should stay inboard on Site C and extend to the east, engaging the morning sun and the park. Retail uses should occupy the entire north façade, activating the E Denny Way Festival Street. (CS2-S-I; DC2-S-IV)”

RESPONSE:

Note: Street Level Uses are required on Sites A and C per SMC 23.47A.005.D. “Institutions” are an allowable street level use. The definition of “institution” includes “child care” per SMC 23.44.A.018.4

The proposal has reduced residential uses at site A and the potential “Child Care Center” street level use at site C to occupy less than 20% (17%) of street frontages for sites A and C combined.

Child Care Center “screening” requirements per WAC 170-295 are designed to limit open windows and make glazing visible to children rather than screen to eliminate views into the space (please see photo to the left):

(e) Provide screens for windows or limit the opening capability of any windows within reach of children to less than three and one-half inches. Windows with limited opening capabilities cannot be the designated fire escape window. Windows protected with guards must not block outdoor light or air in areas used by children;

(f) Provide a barrier for glass areas such as windows or sliding glass doors that extend down to the child’s eye level by placing a barrier between the child and glass or something placed on the glass at the child’s eye level such as stickers or art work so that the child does not try to go through the solid glass;

potential Child Care Uses at site C are 6,000 SF. This requires an associated secure on-site outdoor play area of 2,250 SF.
3. C.-D. GROUND FLOOR USES

C.-D. GROUND FLOOR USES

RESPONSE:

A more visible exterior, covered, enclosed stair connecting a potential child care use from Nagle Place to the Broadway Ave elevation +/- 9' above is proposed.

A residential driveway into the parking garage has been reduced from 24' to 12' in width. Since the garage is a low capacity (less than 30 spaces) private residential only garage, a departure is not required per SMC 23.54.030.D. Please see following sheet for additional images and views relative to the response.

DC1-A
Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.
Gathering Places: Maximize the use of any interior or exterior gathering spaces.
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.
Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-I
Vehicular Access and Circulation: Consider design approaches that encourage vehicles to move slowly on the private street between E Denny Way and E John Street. Consider including urban design elements and softening features such as pavement treatments, landscaping, lighting fixtures, and other elements that indicate the space is shared among pedestrians, cyclists and motor vehicles.

3. C.-D. GROUND FLOOR USES

C.-D. GROUND FLOOR USES

RESPONSE:

A more visible exterior, covered, enclosed stair connecting a potential child care use from Nagle Place to the Broadway Ave elevation +/- 9' above is proposed.

A residential driveway into the parking garage has been reduced from 24' to 12' in width. Since the garage is a low capacity (less than 30 spaces) private residential only garage, a departure is not required per SMC 23.54.030.D. Please see following sheet for additional images and views relative to the response.

DC1-A
Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.
Gathering Places: Maximize the use of any interior or exterior gathering spaces.
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.
Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-I
Vehicular Access and Circulation: Consider design approaches that encourage vehicles to move slowly on the private street between E Denny Way and E John Street. Consider including urban design elements and softening features such as pavement treatments, landscaping, lighting fixtures, and other elements that indicate the space is shared among pedestrians, cyclists and motor vehicles.
c. Site C: The Board recommended the day care entry and stair be generous to Nagle Place, and include a waiting space for the daycare drop & pick-up queues. (DC1-A)

d. Site C: The Board concurred with some of the public comment to decrease the presence of the vehicle portal and drive on the east portion [almost 50% shown on 78], and to maximize the lobby and pedestrian scaled elements at the street. The Board stated it would be receptive to departures if needed to adequately accomplish this objective, but did not explicitly recommend retail at this location. (DC1-I)

RESPONSE:
Please see previous sheet for itemized response.
Site A: The Board concurred with public comment that the residential lobby/lease space shown on the pass-through [67], was both too large and in the wrong position, as it provides minimal activation to the critical pass-through and plaza facades. The Board recommended the residential lobby be greatly reduced in area (but more than a doorway), located further north, preferably not on the pass-through, and leasing functions be shifted to another floor. The Board agreed all ground levels at this TOD location should be maximized for long-term commercial uses, and leasing can function elsewhere, retail cannot. (CS2-S-II-ii; PL3-S-I-ii)

RESPONSE:
Since the EDG proposal, the residential uses within the south retail area have been minimized to only essential functions required to be on the ground floor. Leasing and other residential functions have been relocated to a mezzanine level above (see p. 44). The egress stair from parking and residential uses above have been aligned to reduce the impact to the south retail area. The entry vestibule at the NW corner is shared between the retail and residential uses. It is oversized to provide a waiting / seating area to be used by both. Retail uses are present on all sides of the south retail and both sides of the pass-through at Site A. With the south retail, north retail and residential uses fronting the pass-through, a variety of uses activate the facades beyond business and daytime hours.

CS2-S-II-ii
Pedestrian Pass-through: Design the Broadway E. façade of site A such that a pedestrian pass-through between the building and the plaza to the east is provided. The crossing should be of a highly transparent nature, and be a prominent feature of building design.
Consider the following:
a. An inviting entry feature such as cascading stair or terrace (especially Site A)
b. Commercial and retail uses that activate Broadway E. and that ‘turn-the corner’ into the mid-block crossing on Site A.
c. Use mid-block crossing as transition point of building character, scale or mass.

PL3-S-I-ii
Active Uses: Consider encouraging activating uses in the ground level façades of Sites A fronting the plaza to provide eyes on the plaza and during the day and evening.
3. F. GROUND FLOOR USES

Site A: The Board concurred with public comment that the entire ground floor, especially the portion south of the pass-through, should provide maximum flexibility for a market hall character, and a variety of tenants over time. This includes frequent doors on all sides of the south retail and along Broadway, no bulkheads along the sidewalks (for future door placements), and floors level with the sidewalk (or portions slightly below, allowing for future tenant leveling). (PL3-S-I, PL3-I-i & iii)

RESPONSE:
The floor level of the south retail is aligned with the sidewalk along Broadway Ave. The facade is proposed to have a minimal (6”H) concrete curb with the ability for future retail functions to provide openings and doors to the street and plaza. The exposed concrete columns, tall transparent glazing and use of wood veneer cladding is intended to be a “neutral framework” for a variety of retail uses with an industrial or a potential for a “market hall style” character. On a mezzanine level above is a residential fitness amenity and leasing functions for sites A, B-South, and C engaging the pass-through and plaza.

PL3-S-I-i
Flexible Retail: Consider designing flexible retail spaces facing Broadway to potentially accommodate either a combination of smaller businesses or a larger ‘anchor’ or destination retail tenant.

PL3-S-I-ii
Active Uses: Consider encouraging activating uses in the ground level façades of Sites A fronting the plaza to provide eyes on the plaza and during the day and evening.
3. G. GROUND FLOOR USES

Site A & B: The Board supported the locations, alignment and basic splayed shapes of the two pass-throughs, but recommended they be no less than 15'1" wide at narrowest part, and preferably wider at the perimeters to respond to pedestrian flows. The Board agreed the adjacent walls should be very transparent and very porous with doors, with active uses inside, to promote a mixing zone. The Board did not support any vertical bike racks on any of these critical walls. (CS2-S-II-ii; PL1-S-III)

RESPONSE:
At Building A, the width of pass-through is 17'-10" clear at L01. It reduces to only 15' clear at level L02 and above. The minimum width per the Development Agreement is 15'-0". The pass-through is open to the sky with exception of a narrow corridor connection at the residential levels. At Building B-South, the perimeter width at both the east and west side are greater than 25'-0" wide. This provides greater visibility and prominence to the pass-through. The narrowest portion has been increased from 13'-8" to 15'-0" per the Board’s recommendation. The splayed walls proved to be less flexible for interior layout of the adjoining spaces.

Active uses such as retail, access to public parking, residential lobbies, concierge, and petwash on the ground level, as well as a mezzanine level fitness room in Building A adds variety of uses to the pass-through, activating the space outside business hours.

CS2-S-II-ii
Pedestrian Pass-through: Design the Broadway E. façade of site A such that a pedestrian pass-through between the building and the plaza to the east is provided. The crossing should be of a highly transparent nature, and be a prominent feature of building design. Consider the following:

a. An inviting entry feature such as cascading stair or terrace (especially Site A) into the mid-block crossing on Site A.

b. Commercial and retail uses that activate Broadway E. and that "turn-the corner" into the mid-block crossing on Site A.

c. Use mid-block crossing as transition point of building character, scale or mass.

PL1-S-III-ii
Plaza: Consider design approaches to the pedestrian pass-throughs of Site A and Site B in a way that draws the public into the plaza.
“Site A: The Board supported the locations, alignment and basic splayed shapes of the two pass-throughs, but recommended they be no less than 15ft wide at narrowest part, and preferably wider at the perimeters to respond to pedestrian flows. The Board agreed the adjacent walls should be very transparent and very porous with doors, with active uses inside, to promote a mixing zone. The Board did not support any vertical bike racks on any of these critical walls. (CS2-S-II-ii; PL1-S-III)”

RESPONSE:
At level L01, the width of pass-through is 17’-10” clear. It reduces to only 15’ clear at level L02 and above. The minimum width per the Development Agreement is 15’-0”. The pass-through is open to the sky with exception of a narrow corridor connection at the residential levels. Retail uses are proposed for the majority of both frontages. Access to public parking, residential concierge on Level L01 and a mezzanine level fitness room adds variety of uses to the pass-through activating the space outside business hours.

CS2-S-II-i
Visual Break: Design the Broadway E. façade of site A such that there is a discernible visual break in the building mass that marks the pedestrian pass-through to the plaza and 10th Ave E.

CS2-S-II-ii
Design the Broadway E. façade of site A such that a pedestrian pass-through between the building and the plaza to the east is provided. The crossing should be of a highly transparent nature, and be a prominent feature of building design.
Site B: The Board concurred with public comment and recommended that retail uses occupy the entire south end of B-south, to activate E Denny Way and the park. The façade should integrate doors and a patio transition, for south facing displays and/or café seating. (PL3-I)

RESPONSE:
Retail is currently not an allowed use on Site B-South per the Development Agreement. Retail along the west side of B-South is crucial to the success of the plaza. However the east portion of the south end transitions to the quieter, smaller scaled, tree-lined, residential 10th Ave. The east side of 10th Ave is a mix of single family and low-rise apartments. Even with the upcoming zoning changes, this street will remain primarily residential. The more appropriate use at the east portion of the south end is residential.

We are proposing two residential loft units (as allowed per the Development agreement) facing Cal Anderson park. The design of these units are flexible to allow alteration to allow for future commercial use per the following:

- The floor for both units are on the same level.
- Non-structural partition wall can be removed as required.
- Storefront interchangeable for commercial needs.
- Removable demising planter with continuous concrete paver patio.

The board recommended patio transition is included to provide an additional privacy buffer for units while retaining flexibility for future potential retail conversion.

PL3-I
Open Storefronts: Provide for sidewalk retail opportunities and connections by allowing for the opening of the storefront to the street and displaying goods.

Outdoor Seating: Provide for outdoor eating and drinking opportunities on the sidewalk by allowing restaurant or café windows to open to the sidewalk and installing outdoor seating while maintaining pedestrian flow.

Visual Access: Install clear glass windows along the sidewalk to provide visual access into the retail or dining activities that occur inside. Do not block views into the interior spaces with the backs of shelving units or with posters.
Site B: The Board agreed the required service and utility functions were best located opposite the vent box and vehicle ramp, but concurred with public comment to consolidate and minimize the frontage of those uses along the west elevation. (DC1-C-4)

RESPONSE: There is no “back” or “alley” side on the B buildings. The required service and utility functions have been consolidated to the extent possible per code requirements. The Trash/Recycling and Transformer Room doors are located opposite the vehicle entry to Building A because units in that location would be less desirable with vehicle headlights shining in as cars exit the garage.

3.1. GROUND FLOOR USES

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.
3. J. GROUND FLOOR USES

Site B: The Board supported the community room use along the north frontage of B-north [86], and agreed the two story, inset, transparent expression as shown on pg 87-90 is the proper scale and proportion on the busy E John Street. The Board recommended the integration of rotating art cases or other techniques to add pedestrian interest for when the room is not in use. (PL3-S)

RESPONSE:
The location and expression of the community room has been maintained, and the client is currently exploring opportunities for art on the south wall of the community room.

The community room is approximately 1,400sf including a kitchen, restroom, and storage amenities. Flexibility in seating arrangements will accommodate different uses and needs of the community, creating a greater likelihood that the room will be used.

It should be noted that the community room is anticipated to be used regularly. Capitol Hill Housing manages a similarly sized room (1,200sf) at their 12th Avenue Arts Building. That room had an average of 15 bookings per week (or on average, twice daily) last year and the demand for that room exceeds its capacity. It is therefore anticipated that this community room will see a similar level of usage. The scheduled uses, plus associated set up/ clean up will ensure an active street level use.

ITEMIZED RESPONSE TO EDG

Active Uses: Consider encouraging activating uses in the ground level façades of Sites A fronting the plaza to provide eyes on the plaza and during the day and evening.

PL3-S
Active Uses: Consider encouraging activating uses in the ground level façades of Sites A fronting the plaza to provide eyes on the plaza and during the day and evening.
4. PLAZA & LANDSCAPE
4. A. PLAZA & LANDSCAPE

The Board supported the Option 2 concept landscape plan [58], and in particular; the variety of spatial and experiential scales shown; the staggered patio edge east of site A, and the zig-zag seating/wall to negotiate grade along the east plaza edge [section, 58]. The Board recommended shifting that linear feature further east to better restrain and ‘calm’ the vehicle zone. (DC3-S-I; PL1-A & C; PL1-S-IV-ii)

RESPONSE:
Since the EDG, ST’s requirements for the plaza were challenged which resulted in less restrictive requirements than originally understood. In response, the plaza design has evolved to provide a more direct relationship to Cal Anderson Park. The staggered edge of the Site A plinth has been developed into an elliptical curve. Plaza edge seating has been increased and an accessible ramp has been incorporated into the plaza edge shape allowing additional space for enclosed bicycle parking (which is to be provided by Sound Transit between Site A and the existing transit vent shaft). The eastern shift of the plaza edge and addition of 3 trees block vehicular traffic through the plaza to create a safer and more pedestrian friendly space.

DC3-S-I
Consider the relationship of the plaza to the surrounding buildings as well as to the E. Denny Festival Street and Cal Anderson Park a primary design consideration — one that will orient and elevate the design quality of adjacent streets and building façades.

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

PL1-S-IV-ii
Grade Transitions: Consider taking advantage of grade changes between the plaza level and adjacent sites to create transitions used for seating or other amenities.
PLAZA DESIGN

**DC3-S-V**

Plaza Surface: Consider the following

i. A progression of landscape and paving from green and soft at the park edge to a more urban texture at Broadway

ii. Textures and interest in the ground plane

iii. Places to sit, gather and rest

iv. Restrict vehicular access across the plaza to those needed for servicing site A and Sound Transit access

v. Explore integration of an artistic, removable weather protection cover/canopy over the plaza

**RESPONSE:**

A grove of 3 canopy trees and small scale seating elements have been added to the north edge of the plaza. Within the plaza, pedestrian scaled light poles integrate into the two curving seat walls and overhead catenary lights connect NPE to the plaza space. Specialty paving delineates the plaza zone and provides texture and warmth to the ground plane.

**DC3-S-V-ii:** Specialty paving delineates the plaza zone and provides texture and warmth to the ground plane

**DC3-S-V-iv:** Trees & seating restrict vehicular access

**DC3-S-V-iv:** Plaza paving consists of hexagon pavers with various colors distributed to create a gradient that focuses on the central plaza

**DC3-S-V-i:** Seating varies from seat steps to small, individual seats

**PL1-S-II:** Pedestrian-scaled pole lights provided to populate the plaza zone

**RESPONSE:**

A grove of 3 canopy trees and small scale seating elements have been added to the north edge of the plaza. Within the plaza, pedestrian scaled light poles integrate into the two curving seat walls and overhead catenary lights connect NPE to the plaza space. Specialty paving delineates the plaza zone and provides texture and warmth to the ground plane.
ITEMIZED RESPONSE TO EDG

4. C. PLAZA & LANDSCAPE

PAGE 7 OF 18

To further define sub areas and provide pedestrian amenity, the Board recommended adding more benches, seating, bike racks and lighting (but not too many bollards, which hinder event flexibility). (DC3-B; DC4-D)

RESPONSE:

Plaza edge seating has been increased and an accessible ramp has been incorporated into the plaza edge between the seat steps and the stage allowing additional space for bicycle cage parking (which is to be provided by Sound Transit between Site A and the existing transit vent shaft). The centrally located bike cage is supplemented by additional bike racks that are distributed across all 4 sites.

DC3-B

Open Space Uses and Activities
1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.
2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.
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.

DC4-D

Trees, Landscape, and Hardscape Materials
1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.
2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.
3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.
4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

DC3-B-1: Seating & bar for informal gathering
Markers indicate tent layout for farmers market
Informal stage for events

DC3-B-2: Covered pass through & overhang at buildings
Trees provide some shade, but are small-leaved to allow filtered light

DC4-D-2: Specialty paving connects the plaza to adjacent streetscapes and plaza entry points while creating texture and warmth at the ground plane

DC3-B-2: Covered catenary lighting

DC3-B-3: Connection with Cal Anderson Park

RESPONSE:

Plaza edge seating has been increased and an accessible ramp has been incorporated into the plaza edge between the seat steps and the stage allowing additional space for bicycle cage parking (which is to be provided by Sound Transit between Site A and the existing transit vent shaft). The centrally located bike cage is supplemented by additional bike racks that are distributed across all 4 sites.
ITEMIZED RESPONSE TO EDG

The Board strongly agreed the plaza and NPE should be safe and secure at all times, using frequent pedestrian scale lights (for example #9, & 10 on pg 63), step & bench lighting, and sconces rather than floodlights or tall poles. (PL1-S-II; PL2-III)

RESPONSE:
Lighting has been integrated into site elements (seating, walls, stairs, etc.). Pedestrian scaled light poles and building mounted fixtures provide additional illumination. Overhead catenary lighting along NPE provide lighting for pedestrian safety and further delineate this zone as a pedestrian space.

RECOMMENDATION | PLAZA LIGHTING DESIGN

PL1-S-II: Overhead catenary lighting
PL2-S-III: Paving materials delineate pedestrian zone from shared zone
PL1-S-II: Lighting integrated into seat steps
Pedestrian-scaled pole lights
Building mounted exterior lights

PL1-S-II
Lighting: Consider additional pedestrian lighting such as catenary suspended lighting to enhance the E. Denny Way Festival Street.

PL2-S-III
Travel Area Distinction: Provide a clear distinction between pedestrian traffic areas and commercial traffic areas through the use of different paving materials or colors, landscaping, etc.
5. NAGLE PLACE EXTENSION (NPE) BETWEEN E DENNY AND E JOHN STREET
ITEMIZED RESPONSE TO EDG

5. A. NAGLE PLACE EXTENSION (NPE), BETWEEN E DENNY WAY & E JOHN STREET

The Board discussed the public realm element at length; it is a private street providing vehicle access to Site A and Sound Transit facilities. It is also accommodating sizable pedestrian and bike flows to the station, plaza and Cal Anderson Park. The south portion will be an occasional expansion of the plaza. The Board strongly agreed the portion of NPE south of the Site A vehicle ramp should not be used by regular vehicles, and the Board encouraged Sound Transit and all parties to explore means to guide all typical traffic north onto John Street, at least during peak hours for pedestrian/bike flows to the station. (DC1-S-I; DC3-S-V-iv)

RESPONSE:
After review with Sound Transit and the Fire Marshal, it was determined that NPE does not need to continue south of the existing vent shaft for either Sound Transit maintenance vehicles or fire apparatus access. The grade break that was previously being shown at the west edge of Nagle Place Extension (NPE) has been moved east to create a central plaza and eliminate vehicular traffic through the plaza to create a safer and more pedestrian friendly space.

DC1-S-I
Vehicular Access and Circulation: Consider design approaches that encourage vehicles to move slowly on the private street between E Denny Way and E John Street. Consider including urban design elements and softening features such as pavement treatments, landscaping, lighting fixtures, and other elements that indicate the space is shared among pedestrians, cyclists and motor vehicles.

PL2-S-III-iv
Restrict vehicular access across the plaza to those needed for servicing site A and Sound Transit access.

RESPONSE:

After review with Sound Transit and the Fire Marshal, it was determined that NPE does not need to continue south of the existing vent shaft for either Sound Transit maintenance vehicles or fire apparatus access. The grade break that was previously being shown at the west edge of Nagle Place Extension (NPE) has been moved east to create a central plaza and eliminate vehicular traffic through the plaza to create a safer and more pedestrian friendly space.
ITEMIZED RESPONSE TO EDG

5. B. NAGLE PLACE EXTENSION (NPE), BEWTEEN E DENNY WAY & E JOHN STREET

Regardless of the traffic movements on NPE, the Board recommended the following strategies to maximize plaza use flexibility and prioritize pedestrians and bikes on the entire length of NPE: curbless edges; pavers not resembling asphalt streets; use textures and color to delineate vehicle and ped zones; use rumble strips and staggered to slow vehicles; use lighting, bike racks and benches to define the pedestrian safe edges; tight turn radii at streets and Site A ramp. (PL2-III-ii; DC3-S-V)

RESPONSE:
NPE is designed as a curbless, shared-use street with elevated paving materials that are a strong contrast to roadway paving and an extension of the plaza. Textured paving is used at vehicular entry points to indicate entry into a shared pedestrian realm. Instead of bollards, trees and seating elements define vehicular and pedestrian zones where NPE meets the north plaza edge.

PL2-III-ii:
Vehicular Access and Circulation: Consider design approaches that encourage vehicles to move slowly on the private street between E Denny Way and E John Street. Consider including urban design elements and softening features such as pavement treatments, landscaping, lighting fixtures, and other elements that indicate the space is shared among pedestrians, cyclists and motor vehicles.

DC3-S-V:
Plaza Surface: Consider the following
i. A progression of landscape and paving from green and soft at the park edge to a more urban texture at Broadway
ii. Textures and interest in the ground plane
iii. Places to sit gather and rest
iv. Restrict vehicular access across the plaza to those needed for servicing site A and Sound Transit access
v. Explore integration of an artistic, removable weather protection cover/canopy over the plaza
6. BUILDING CHARACTER & MATERIALITY PAGE 7 OF 18
The Board agreed the 4 buildings should be compatible but exhibit distinct characters, largely carried out with materials, textures and tones. The Board noted that many of the architectural precedent images shown were black, white and shades of gray [87], and recommended the applicants explore selective and legible use of colors and texture contrasts, especially for pedestrian wayfinding. (DC2-S-I)

RESPONSE:
The four buildings considered the balance of three influences:
• Marketing and interior concepts to offer a variety of living experiences;
• Architecture and urban design principles to reflect the site’s specific characteristics;
• The Design Review Board reflecting community input.

These three influences are the same for all four sites, but are applied in different ways to allow for distinct building characters that relate to a whole, like “cousins.”

Our collective efforts relative to character, materiality & color for the four sites are the following:
1. Acknowledge the 3 different architectural characters of the buildings - one that addresses the busy, active retail corridor along Broadway, another to the quieter residential character along 10th Avenue E, and third, to the dynamic urban space of the plaza.

2. Common Public Realm Materials: There is a neutral palette at the plaza facing facades that unifies the plaza and first two levels of site A (South) & B-South. While expressed differently, the tones of paving & storefronts are black, white and grey, with warm wood accents for the benches and on building accents.

DC2-S-I
Building Identity: Consider an architectural concept that will contribute to distinct building design identities that function as a whole.
6. A. BUILDING CHARACTER & MATERIALITY (CONTINUED)

RESPONSE (CONTINUED):

3. Grid-like elements: are repeated throughout the 4 sites. Site B-South expresses this pattern through massing and its use of the grey horizontal banding and repeating white vertical elements (i.e. columns and frame). Site A’s manifestation of the grid is through the application of a textured fiber cement panel weaving its way up and down through its horizontal elements. Site C interprets the grid through as a textured pattern as well. Finally, Site B-North alludes to the grid through the lens of pixelation, creating a gradient of color on its facades.

4. Color: Overall, the 4 buildings adopt a neutral base providing a harmonized flow through the 4 sites, while providing flexibility by future tenants and retailers to add color. However, the strategy for introducing color is related to sun exposure & architectural character. Broadway faces west & is fronted by buildings that incorporate warmer tones (i.e. orange at Dick’s Drive-In and at the Lexicon apartments); East is a “cooler” exposure with context buildings that take on cooler tones (blue and green of the Holiday Apts, teal of Sound Transit station entry). While buildings B-North and B-South both incorporate cooler teal/blue tones, B-South is more limited in use of color, while B-North is more exuberant in the application of color.
ITEMIZED RESPONSE TO EDG

6. B. BUILDING CHARACTER & MATERIALITY

Page 6-7 of 18

Strongly supported development of the folding and integrated canopies along Broadway, as shown on pages 71 and 73/upper. (CS3-I-ii; DC2-C; PL2-C)

RESPONSE:
The varied heights of the canopies is maintained in concept since the EDG meeting. Along the south section of Building A a higher continuous canopy over the concrete frame and glass in-fill below helps to support an ability for a “market hall” style street edge to occur. A lower canopy at the pass-through corner steps down to indicate a “shared” entry for retail patrons and residents. It also is intended to draw a visual line around the corner, through to the pass-through.

To the north of Building A’s pass-through, street level setbacks on level L02 occur near the station entry and two sections between the entry and pass-through. The variety to the building edge integrates the upper “subtracted mass” of the residential uses with the transparent glazing containing the retail uses. The canopy steps up at the station entry mimicking the setback of the facade and framing the lower architectural form of the station.
ITEMIZED RESPONSE TO EDG

6. B. BUILDING CHARACTER & MATERIALITY

PAGE 6-7 OF 18

Strongly supported development of the folding and integrated canopies along Broadway, as shown on pages 71 and 73/upper. (CS3-I-ii; DC2-C; PL2-C)

RESPONSE:
The folding and integrated canopy concept is maintained since the EDG meeting. The setback along Broadway Ave at the street is carried up to level L02 at the corners. The canopy also folds along at the corners to add variety to the street and signify an importance of the intersection and building entry locations. The ends of the canopy are metal frames and soffits painted to match the exterior cladding. The center section of the canopy is integrated with the facade as it is clad with same concrete panels.

Please see p.46 and 53 for Building A building elevations and materials selections for additional information.

Please see p. 73 and 76-77 for Building C building elevations and materials selections for additional information.
6. C. BUILDING CHARACTER & MATERIALITY

The Board agreed with public comment that these prominent structures, seen in the round and from nearby parks and plazas, should be clad in durable, quality materials (likely not cement panels), and include superior detailing and architectural features. The Board stated these materials should be at a higher standard than typical Capitol Hill projects, and that every façade is highly visible. (DC4-A I & II; DC4-S)*

RESPONSE:

Buildings A and C main facades are clad with a neutral white through colored cement composite panel, installed as a rainscreen system with open joints. Boldly colored recesses within the facades are intended to break down the overall building mass while providing a vibrancy that relates to the surrounding neighborhood.

Building A is further defined by a large vertical break at the pass-through, where high gloss red panels have been used. The smaller recesses are of varying wood tones, highlighting a slightly more industrial theme for this building’s retail spaces. The facades are also accentuated by vertically grooved grey panels in an irregular pattern. At the ground floor, the northern retail is defined by anodized aluminum storefront and white metal canopy, while the southern retail space has a dark anodized storefront and dark metal and wood canopies.

Building C’s recesses are boldly colored, glossy panels reflecting a more polished look. The facades are also accented by highly polished white panels in an irregular pattern. These panels are intended to reflect the sky and surrounding activity on Broadway. The ground floor retail is defined by an anodized aluminum storefront with a satin finish and white metal canopies. On Nagle Place, the building form is defined by an anodized aluminum “lantern” broken from the portion on Broadway by a high gloss blue vertical form mimicking the pass-through on Building A and B-South. The reflective quality of the anodized aluminum is meant to create a wayfinding element to help define the location of the Capitol Hill Transit Station below.

B-South is defined by a strong white frame (of similar color/material to the field color of Building A and Building C) around the upper building masses that are tied together by a horizontal grey band that echoes the grey through colored cement composite accent panels on Building A. Wood infill panels distinguish B-South as a distinctly different building. At the lower 2 floors the dark warm wood and dark anodized storefront coordinate with the neutral palette of the plaza realm. The street level on 10th Ave is articulated with a light-bodied brick with dark wood doors, a continuous wood soffit runs along the perimeter of the 2nd floor and into the pass-through.

B-North has a dark-bodied masonry base to anchor the lighter colored upper mass clad in cement composite panels. The first two floors will be constructed of brick, with storefront windows at the Community Room and residential entry. The upper floors will be well detailed, high quality fiber cement panels, with an interesting pixilating pattern. The pattern pulls colors from B-S, starting as white adjacent to B-S and building in color intensity, transitioning to teal, as it moves to John. The pattern eludes to striation of the other 3 buildings and the pixilation of the plaza paving.

Please see p. 53 (Building A), p. 76-77 (Building C), p. 88 (Building B-North), and p. 102 (Building B-South) for additional exterior material information.

DC4-A-I&II
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 of lend themselves to a high quality of detailing are encouraged. 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-S
High Quality Materials: Consider using high quality materials that support pedestrian use and enjoyment of sidewalks and public spaces, including retail frontages and building facades.
7. STREETSCAPES, ‘GAPS’, LIGHTING, AND PUBLIC ART
The Board concurred with public and SDOT comments that three vehicle access points presents pedestrian impacts in a TOD location, but understood that linking the parking underground is not possible because of the existing station box [site section, 57]. The Board agreed that each of the three drives should be reduced in visual presence, and maximize pedestrian safety features, such as sightlines, mirrors, flashing lights and possibly other devices. (CS2-I-iii)

RESPONSE:
NPE is a private access with a variety of shared uses such as pedestrians, residential vehicles, non-residential vehicles to serve retail areas and residential functions such as trash and recycling. No vehicles are intended to travel south of the vent shaft. This shared path proposes to highlight the variety of needs with the use of two types of paving materials signaling the presence of both pedestrians and vehicles.

The vehicular driveway for Site B-South is prescriptively located by the Development Agreement and the Capitol Hill TOD Coordinated Development Plan. Minimizing visual prominence of garage access & pedestrian safety are key principles for landscape design and orientation of lobby entry relative to garage access.

ITEMIZED RESPONSE TO EDG

7. A. STREETSCAPES, ‘GAPS’, LIGHTING AND PUBLIC ART
PAGE 8 OF 18

The Board concurred with public and SDOT comments that three vehicle access points presents pedestrian impacts in a TOD location, but understood that linking the parking underground is not possible because of the existing station box [site section, 57]. The Board agreed that each of the three drives should be reduced in visual presence, and maximize pedestrian safety features, such as sightlines, mirrors, flashing lights and possibly other devices. (CS2-I-iii)

RESPONSE:
NPE is a private access with a variety of shared uses such as pedestrians, residential vehicles, non-residential vehicles to serve retail areas and residential functions such as trash and recycling. No vehicles are intended to travel south of the vent shaft. This shared path proposes to highlight the variety of needs with the use of two types of paving materials signaling the presence of both pedestrians and vehicles.

The vehicular driveway for Site B-South is prescriptively located by the Development Agreement and the Capitol Hill TOD Coordinated Development Plan. Minimizing visual prominence of garage access & pedestrian safety are key principles for landscape design and orientation of lobby entry relative to garage access.
The Board concurred with public comment and unanimously agreed the easement gaps between the proposed and existing buildings create awkward design conditions and maintenance liabilities. The Board strongly encouraged Sound Transit and all parties work to remove these easements if possible, so the buildings can properly fill the gaps. At minimum, any remaining gaps should be filled with attractive, artful walls and doors which are pedestrian scaled and consistent with the adjacent architectural designs (especially the street edge on Site C). (DC2-C-3)

RESPONSE:
Note:
The covenants creating the “station gaps” are prescribed by Sound Transit. They prohibit portions of proposed building in those areas. The design team has been coordinating with Sound Transit to propose site improvements pending ST approval.

Site C improvements proposes to develop the gap between the station and the proposed structure as a functional connection between the residential lobby, E Denny Way and the existing south station entry. This approach also allows for access and a line of sight to the plaza. The area will be secured by a “garden gate” on East Denny Way accessible to residents only. Visually it is marked on the south end by a tall vertical notch between the “lantern” on the east and the remaining structure to the west. This notch is intended to echo the pass-through on Site A. The side yard “gap” is activated with access to residential bike storage on level P01, windows from the retail spaces on level L01 and an entry to the residential lobby below the vertical notch at the south.

Please see the following page for information regarding the “gap” between the north station entry and Building A. (Please see view 1 and following page)
7. B. STREETSCAPES, ‘GAPS’, LIGHTING AND PUBLIC ART (CONTINUED)

The Board concurred with public comment and unanimously agreed the easement gaps between the proposed and existing buildings create awkward design conditions and maintenance liabilities. The Board strongly encouraged Sound Transit and all parties work to remove these easements if possible, so the buildings can properly fill the gaps. At minimum, any remaining gaps should be filled with attractive, artful walls and doors which are pedestrian scaled and consistent with the adjacent architectural designs (especially the street edge on Site C). (DC2-D-3)
ITEMIZED RESPONSE TO EDG

7. B. STREETSCAPES, ‘GAPS’, LIGHTING
AND PUBLIC ART (CONTINUED)
PAGE 8 OF 18

The Board concurred with public comment and unanimously agreed the easement gaps between the proposed and existing buildings create awkward design conditions and maintenance liabilities. The Board strongly encouraged Sound Transit and all parties to work to remove these easements if possible, so the buildings can properly fill the gaps. At minimum, any remaining gaps should be filled with attractive, artful walls and doors which are pedestrian scaled and consistent with the adjacent architectural designs (especially the street edge on Site C). (DC2-C-3)

RESPONSE:
Note: Covenant/easement prescribed by Sound Transit prohibits portions of proposed building in those areas. The design team has been coordinating with Sound Transit to propose allowable site improvements per ST approval.

Site A improvements propose to develop the gap between the station and the proposed structure as a location for a biodigester as part of a holistic local food and Urban Agriculture Program. Food waste from residential and commercial uses for an energy offset to hot water heating and creating “plant food” fertilizer liquid output would be used for the urban agriculture uses on the site’s roof areas, operated by local RoofCrop staff. Area adjacent to the service/loading area will be secure and inacessible to the public and residents. View of the equipment in the gap from certain vantage points is preffered suggesting a biophillic benefit. (Please see plan at left and following page)

DC2-C-3
Use design elements to achieve a successful fit between a building and its neighbors such as considering aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials, using trees and landscaping to enhance the building design and fit with the surrounding context, and/or 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.
The Board concurred with public comment and unanimously agreed the easement gaps between the proposed and existing buildings create awkward design conditions and maintenance liabilities. The Board strongly encouraged Sound Transit and all parties work to remove these easements if possible, so the buildings can properly fill the gaps. At minimum, any remaining gaps should be filled with attractive, artful walls and doors which are pedestrian scaled and consistent with the adjacent architectural designs (especially the street edge on Site C). (DC2-C-3)
The Board concurred with public comment, and recommended art and/or interpretation occur at multiple opportunities for site specific, integrated art features in and around the plaza and site. The existing vent tower is a highly visible, generic CMU box, and could be a feature wall and/or media screen [58]. Innovative lighting around and/or over the plaza is a promising concept [88], and could be extended along the E Denny Way Festival Street. (DC2-S-V-ii)

RESPONSE:
The Client is exploring art at multiple locations around the site and is partnering with the Seattle AIDS Legacy Memorial (SALM) team to identify opportunities where the art could also provide an experiential story of SALM as it relates to the history of the Capitol Hill neighborhood. (CS3-B-1). Further studies are being explored to assess feasibility of installations within Cal Anderson Park, which is related but outside the area of work of the Capitol Hill TOD project.

The design team engaged SALM in two design workshops to determine possible locations around the site and the outcome aligns with the Board’s recommendation for art features at the existing vent tower, around the Plaza, overhead on Nagle Place Extension, and the Community Room in B-North. (DC2-S-V-ii)

Recognizing that the Plaza and TOD project will be a vibrant urban transit hub, the client and SALM are exploring Augmented Reality (AR) as way to deliver content related to the memorial without creating a somber environment.

Possible ideas for each location follow and the images included are for inspiration only. All artists will be selected through a call for artists, with the actual pieces designed to be site specific.

DC2-S-V-ii
Public Art: Consider dynamic public art, information (potentially transit or train related) or dynamic displays including movies, green wall treatment, or public art installations to integrate the central vent shaft facility as a focal point of the plaza.

CS3-B-1
Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.
**ITEMIZED RESPONSE TO EDG**

1 **OPPORTUNITY SITE #1 - VENT TOWER**

The client is exploring a range of options at the Vent Tower such as painted murals, interactive projections, and art screens. The intention is to create visual interest on this blank facade. Since the vent tower is the property of Sound Transit, the SALM will work in coordination with the agency to respect the constraints and limitations, should the public art piece need to be mechanically attached to the existing vent tower.

- Mural
- Interactive digital media wall
- Sculptural plant trellis
- Sculptural screen and frame

**PLAZA VIEW LOOKING NORTH AT VENT TOWER**

Augmented Reality (AR) overlay of “constellations” of lights on the public art. Clicking on a pulsating light could reveal a personal story of someone impacted by the AIDS crisis.

2 **OPPORTUNITY SITE #2 - PLAZA BENCHES**

Concepts at the plaza benches include integrated lighting and letter engraving of words and poetry by local writers.

- Poem/word engravings on concrete seat walls
- Integrated light installation

**RECOMMENDATION | PLAZA VIEW LOOKING NORTH AT VENT TOWER**

AR could reveal figures seated around you on the benches, or on the plaza. Clicking on a silhouette could allow a viewer to hear a story about events that happened during the AIDS crisis.
### Opportunity Site #3 - Nagle Place Extension

Concepts at Nagle Place Extension include kinetic art installation overhead similar to the "Liquid Shards" installation at Pershing Square (Los Angeles) which used mylar strips to create a kinetic wave, or the colored plexiglass installation at the SAM Olympic Sculpture Park Pavilion. Art at this location would incorporate lighting to replace catenary lights.

- **Kinetic Wave of Mylar Strips Sculpture**

### Opportunity Site #4 - Community Room South Wall

Concepts at the Community Room include murals along the south wall which would likely be designed by a local artist.

- **Mosaic Mural**
- **Painted Mural**

AR could map onto the individual elements to highlight stories, educational resources, or related events.
DEPARTURES

NO DEPARTURES REQUESTED FOR BUILDING A AND BUILDING C
The master developer, GED, working concurrently with the owner, Capitol Hill Housing, has committed to providing a 1,400 sf Community Room. The Office of Housing is requesting that as much housing as possible to be provided in the building. The Community Room at Building B-North is currently 19'-7" deep along E John St, which is a busy and noisy arterial. In addition, the sidewalk is in the vicinity of a transit station. Putting units next to this right of way feels inappropriate. We want to buffer the ground floor units from E John St and maintain a more appropriate pedestrian-friendly use in this location. With the programmed square footage of the Community Room of 1,400sf, the deepest the space can be is 19'-9" (from exterior wall to the interior wall).

The only other uses we can put here are back-of-house or the residential entry. Capitol Hill Housing (CHH) would prefer the residential entry to be away from the busy arterial of E John St and located along the more residential 10th Ave E. This depth also works with the proposed layouts likely for the space. See diagrams on p.142 (response to item 3. J. Ground Floor Uses).

We are taking advantage of the grade in order to reach the maximum height at this location, while providing as much affordable housing as possible. Providing a 13’ floor-to-floor space would eliminate several units. From the exterior of the building, the community room will appear taller as the first and second floors are aligned and the building projects out at the 3rd floor. The siding at the 2nd floor above the community room will be similar in fenestration to the Community Room and will help make it read as a larger, more public volume with a height of 17’-6” next to E John St. See additional images on p.142 (response to item 3. J. Ground Floor Uses).
### DEPARTURE

#### #BS-1


**Street-Level Development Standards:**

2. The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk. An exception to the standards of this subsection 23.44.008.D.2 may be granted as a Type I decision if the following criteria are met:

   a. An accessible route to the unit is not achievable if the standard is applied or existing site conditions such as topography make access impractical if the standard is applied;
   b. The floor is at least 18 inches above average sidewalk grade or 4 feet below sidewalk grade, or is set back at least 10 feet from the sidewalk; and
   c. The visually prominent pedestrian entry is maintained.

### PROPOSED DEPARTURE

**PROPOSED DWELLING UNIT SETBACK FROM SIDEWALK AT DENNY STREET:**

7’-0”, with dwelling unit floors at the same level as the sidewalk grade.

### RATIONALE

At the two residential loft units along East Denny Way the sidewalk is 7’-6” from the face of our building and the unit entries provide the sole access to these units, and thus are the accessible entrances that are flush with the interior finished floor. This results in a situation where we are not compliant with SMC 23.47A.008.D.2 - the floor of the dwelling unit along the street level/street-facing façade is not 4’ above or below sidewalk, nor is it set back 10' from the sidewalk.

We had tried to create a greater distance from sidewalk to building face by providing a more generous planter space adjacent to the private patio, but SDOT was very prescriptive about the location of the sidewalk and associated street trees and planters due to the depth and location of underground utilities along East Denny Way.

In addition, the Development Agreement requires prescriptive setbacks at the ground level in excess of what is called for in the underlying zoning. If we set back the units to provide the 10’ distance to the sidewalk, the units would become extremely small and unusable as loft units.

While we hoped to seek an administrative Type 1 exception to this code provision, we only comply with two of the three criteria and have therefore been directed to seek a departure. The following describes compliance with the exception criteria:

   a. These entrances are the main entry to those residential units and as such need to be accessible (flush to adjacent grade, no steps)
   b. The floor is not 18” above/below the street nor set back 10’ from the sidewalk (this is the criteria we do not meet). Holding the loft façade in plane with that of the commercial space on the plaza makes a better building mass scaled to the various pedestrian experiences that occur on each of the three elevations.
   c. The entry is visually prominent and is intended to relate to the residential entrances along 10th while making a comfortable transition to the commercial space fronting the plaza.
APPENDIX
URBAN DESIGN ANALYSIS | STREETSCAPE

SITE A  PLAZA  SITE B-SOUTH

10TH AVE E

E DENNY WAY - NORTH SIDE

E DENNY WAY - SOUTH SIDE

SITE B-SOUTH
ACROSS

NAGLE

SITE C

CAL ANDERSON

PANTAGES APARTMENTS

URBAN DESIGN ANALYSIS | STREETSCAPE
URBAN DESIGN ANALYSIS | TRANSIT MAP

- **10 MINUTE WALK RADIUS**
- **BIKE LANE**
- **STREETCAR**
- **LINK**
- **BUS ROUTES / STOPS 9, 49 & 60**
- **BUS ROUTES / STOPS 8, 10, 43**
- **BUS ROUTE / STOPS 11**
SUMMARY CONTEXT ANALYSIS | VICINITY MAP

LANDMARKS

1. Cal Anderson Park
2. Jimi Hendrix Statue
3. Mystery Soda Machine
4. Thomas Street Gardens

COMMERCIAL

5. Blick's Drive-In
6. Blick Art
7. Bonney-Watson Funeral Home
8. Dick's Drive-In
9. Blick's Drive-In
10. Blick Art
11. Blick's Drive-In
12. Blick Art
13. Blick's Drive-In

INSTITUTIONAL, COMMUNITY/CULTURAL

14. Seattle Central College
15. US Bank
16. All Pilgrims Christian Church
17. Central Lutheran Church

Housing:

Mixed-Use
1. Capitol Hill Station
2. Capitol Hill Station (Site C)
3. 11th Avenue Inn B&B

Landmarks:

Cal Anderson Park
Jimi Hendrix Statue
Mystery Soda Machine
The Lyric
Broadway Building
Lexicon
Ramayana
Capitol Hill Station
The Heights
Hollywood Lofts
La Salle
Pantages
Mykonos
Silvian
Thomas Street Gardens
Farmers Market
Dick's Drive In
Blick Art
Wallgreens
Molly Moon's
Bonney-Watson Funeral Home
11 Terravita
Public Storage
Central Lutheran Church

Commercial:

Blick's Drive-In
Blick Art
Bonney-Watson Funeral Home
Farmers Market
Dick's Drive In
Blick Art
US Bank
All Pilgrims Christian Church
Central Lutheran Church
SUMMARY CONTEXT ANALYSIS | VICINITY MAP

FUTURE DEVELOPMENT

- NC3P-65
- NC3P-40
- NC3P-40 + additional 25 ft of height (22.47.012 A2)
- NC3-40
- In Progress - 85'
- In Progress - 40'

Hollywood Lofts (Hewitt)
Lexicon (Hewitt)
Mykonos
Holiday Apartments (CHH)
Roosevelt

The Lyric
1711
The Heights
12 Ave Arts (Schemata Workshop)
La Salle
Pantages (CHH)
SUN STUDIES

JUNE

SEPTEMBER / MARCH

DECEMBER