

LGBTQ Senior Housing

LGBTQ Senior Housing at 1513 & 1523 Broadway

Draft Early Design Guidance (EDG) Submitted – 04 March, 2020
East Design Review Board – SDCI Project #: 3032647-EG
Owner & Developer: Capitol Hill Housing
Architect & Landscape Architect: Environmental Works Community Design Center



Existing Site

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Proposed Units & Parking (See next page for detailed breakdown)

- Scheme 1 (Preferred: 122 units, (21 One Bedroom, 101 Studio) 0 Parking Spaces
- Scheme 2: 118 Units (21 One Bedroom, 97 Studio), 0 Parking Spaces
- Scheme 3: 118 Units (35 One Bedroom, 83 Studio), 0 Parking Spaces

The primary development objective is to provide housing for the LGBTQ community in the Capitol Hill Neighborhood of Seattle, which is and has historically been an LGBTQ affirming neighborhood. The new building will be housing GEN Pride, a non-profits that will provide services including a day center, kitchen, medical consultation rooms, case management offices, and a variety of activities. The project will also provide a community meeting space for the extended LGBTQ senior community and the residents of the building. The project will provide on the 2nd-8th floors, (122) affordable residential units for seniors.

The existing Eldridge Tire building on the north lot of the site has been Landmarked. We hope to utilize the existing historic porte co-chère as an entry to the building. Additionally we intend to save the facade of the Atlas Building, which meets the SDCI definition of character structure. Our goals with these moves is to maintain the historic scale of the neighborhood at the street level, while enhancing and restoring the historic character.

Our preferred scheme provides a courtyard on the building side of the porte co-chère by setting the 8 story building mass against the alley and the south property line. We feel this advances the goals above and provides a unique and interesting inviting entrance to the building, while providing daylight to ground floor spaces that would otherwise need artificial light.

Solar panels, biofiltration, green roofs, and beyond code envelope insulation strategies are being pursued with the goal of making the project sustainable, meeting the 2018 energy code/ESDS requirements and managing stormwater discharge limitations.

Additional goals include:

- Enhance and constructively contribute to the neighborhood with a high-quality facility that provides housing for LGBTQ seniors
- Respond sensitively to nearby development patterns and architectural context
- Provide high quality, space-efficient affordable housing units
- Provide outdoor space for the housing residents
- Provide high quality ground floor retail for existing neighborhood businesses
- Meet Evergreen Sustainable Development Standards (ESDS) of Washington State Dept. of Commerce

Public Outreach Comments

A community outreach meeting was held on 08/07/19 in capitol hill with 50+ community members and potential residents. The community partook in a process that narrowed in on key values and goals for the project which include:

Values

- Intergenerational, inviting to the outside neighborhood
- Be the first LGTBQ Affirming Housing of its kind in the Pacific Northwest
- Non gentrifying

Top Ten Goals/Ideas

- Intergenerational Connectivity – Cooking and story sharing
- Age in Place / Accessibility
- Meeting Space (8-10) / Place for services + LGTBQ Advocates
- WIFI
- Exercise / common areas
- Rooftop Garden / Outdoor space
- Service Delivery – For Seniors
- Safety Features
- In-House Manager/Resident Support
- Social Worker, Healthcare Navigator, Transportation Assistance

DEVELOPMENT OBJECTIVES

Scheme 01 (Preferred)

	Non-profit Partner	Commercial	Bulding Mgmt	One Bedrooms		Studios		Outdoor Amenity	Gross SF
1st Floor (street level)	3,487 SF	4,185 SF	118 SF					877 SF	12,795 SF
2nd Floor	703 SF		SF	1,710 SF	3 Units	4,839 SF	14 Units	984 SF	10,202 SF
3rd Floor			SF	1,710 SF	3 Units	5,179 SF	15 Units		9,436 SF
4th Floor			SF	1,710 SF	3 Units	4,839 SF	14 Units		9,436 SF
5th Floor			SF	1,710 SF	3 Units	5,179 SF	15 Units		9,436 SF
6th Floor			SF	1,710 SF	3 Units	4,839 SF	14 Units		9,436 SF
7th Floor			SF	1,710 SF	3 Units	5,179 SF	15 Units		9,436 SF
8th Floor			SF	1,710 SF	3 Units	4,839 SF	14 Units		9,436 SF
Totals:	4,190 SF	4,185 SF	118 SF	11,970 SF	21 Units	34,893 SF	101 Units	1,861 SF	79,613 SF
Total Units: 122									

Scheme 02 (Code Compliant)

	Non-profit Partner	Commercial	Bulding Mgmt	One Bedrooms		Studios		Outdoor Amenity	Gross SF
1st Floor (street level)	3,623 SF	3,939 SF	155 SF						13,940 SF
2nd Floor	346 SF		SF	2,014 SF	3 Units	4,614 SF	13 Units	782 SF	9,980 SF
3rd Floor			SF	2,014 SF	3 Units	4,857 SF	14 Units		9,974 SF
4th Floor			SF	2,014 SF	3 Units	4,857 SF	14 Units		9,974 SF
5th Floor			SF	2,014 SF	3 Units	4,954 SF	14 Units		9,980 SF
6th Floor			SF	1,844 SF	3 Units	4,954 SF	14 Units		9,949 SF
7th Floor			SF	1,844 SF	3 Units	4,954 SF	14 Units		9,949 SF
8th Floor			SF	1,844 SF	3 Units	4,954 SF	14 Units		9,949 SF
Totals:	3,969 SF	3,939 SF	155 SF	13,588 SF	21 Units	34,144 SF	97 Units	782 SF	83,695 SF
Total Units: 118									

Scheme 03

	Non-profit Partner	Commercial	Bulding Mgmt	One Bedrooms		Studios		Outdoor Amenity	Gross SF
1st Floor (street level)	4,132 SF	4,270 SF	155 SF						13,931 SF
2nd Floor	346 SF			3,009 SF	5 Units	3,946 SF	11 Units	1,306 SF	10,571 SF
3rd Floor				3,009 SF	5 Units	4,286 SF	12 Units		10,571 SF
4th Floor				3,009 SF	5 Units	4,286 SF	12 Units		10,571 SF
5th Floor				3,009 SF	5 Units	4,286 SF	12 Units		10,571 SF
6th Floor				3,009 SF	5 Units	4,286 SF	12 Units		10,571 SF
7th Floor				3,009 SF	5 Units	4,286 SF	12 Units		10,571 SF
8th Floor				3,009 SF	5 Units	4,286 SF	12 Units		10,571 SF
Totals:	4,478 SF	4,270 SF	155 SF	21,063 SF	35 Units	29,662 SF	83 Units	1,306 SF	87,928 SF
Total Units: 118									

EXISTING SITE PLAN: EXISTING CONDITIONS

EXISTING SITE AND DEVELOPMENT INFORMATION

The proposed project is a single development that will be comprised of two separate buildings on two properties:
1515 & 1519 Broadway

1513-1515 Broadway - Existing Structures & Uses

- One-Story Masonry Commercial Building; Approx. 7,200 SF; Built 1912
- Current Use - Commercial business + Seattle Central Community College
- Parking Lot - No parking lot on site
- Landscaping - Two existing trees - none have been identified as “Exceptional Trees”

1519-1523 Broadway - Existing Structures & Uses

- One-Story Masonry Commercial Building; Approx. 7,200 SF; Built 1925
- Current Use - Fast Food Shop, Outdoor Parking, Barber Shop
- Parking - Outdoor Private Parking - 20 Parking Spaces
- Landscaping - No existing trees

Legal Descriptions:

PARCEL A:
LOT 9, BLOCK 15, ADDITION TO THE CITY OF SEATTLE, AS LAID OFF BY D. T. DENNY, GUARDIAN OF THE ESTATE OF J. H. NAGLE (COMMONLY KNOWN AS NAGLE’S ADDITION TO THE CITY OF SEATTLE), ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 153, IN KING COUNTY, WASHINGTON; EXCEPT THE WEST 8 FEET THEREOF CONDEMNED FOR ALLEY BY KING COUNTY SUPERIOR COURT CAUSE NO. 72648, PURSUANT TO CITY OF SEATTLE ORDINANCE NO. 22905.

PARCEL B:
LOT 10, BLOCK 15, ADDITION TO THE CITY OF SEATTLE, AS LAID OFF BY D. T. DENNY, GUARDIAN OF THE ESTATE OF J. H. NAGLE (COMMONLY KNOWN AS NAGLE’S ADDITION TO THE CITY OF SEATTLE), ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 153, IN KING COUNTY, WASHINGTON; EXCEPT THE WEST 8 FEET THEREOF CONDEMNED FOR ALLEY BY KING COUNTY SUPERIOR COURT CAUSE NO. 72648, PURSUANT TO CITY OF SEATTLE ORDINANCE NO. 22905; ALL SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

Overall Topography

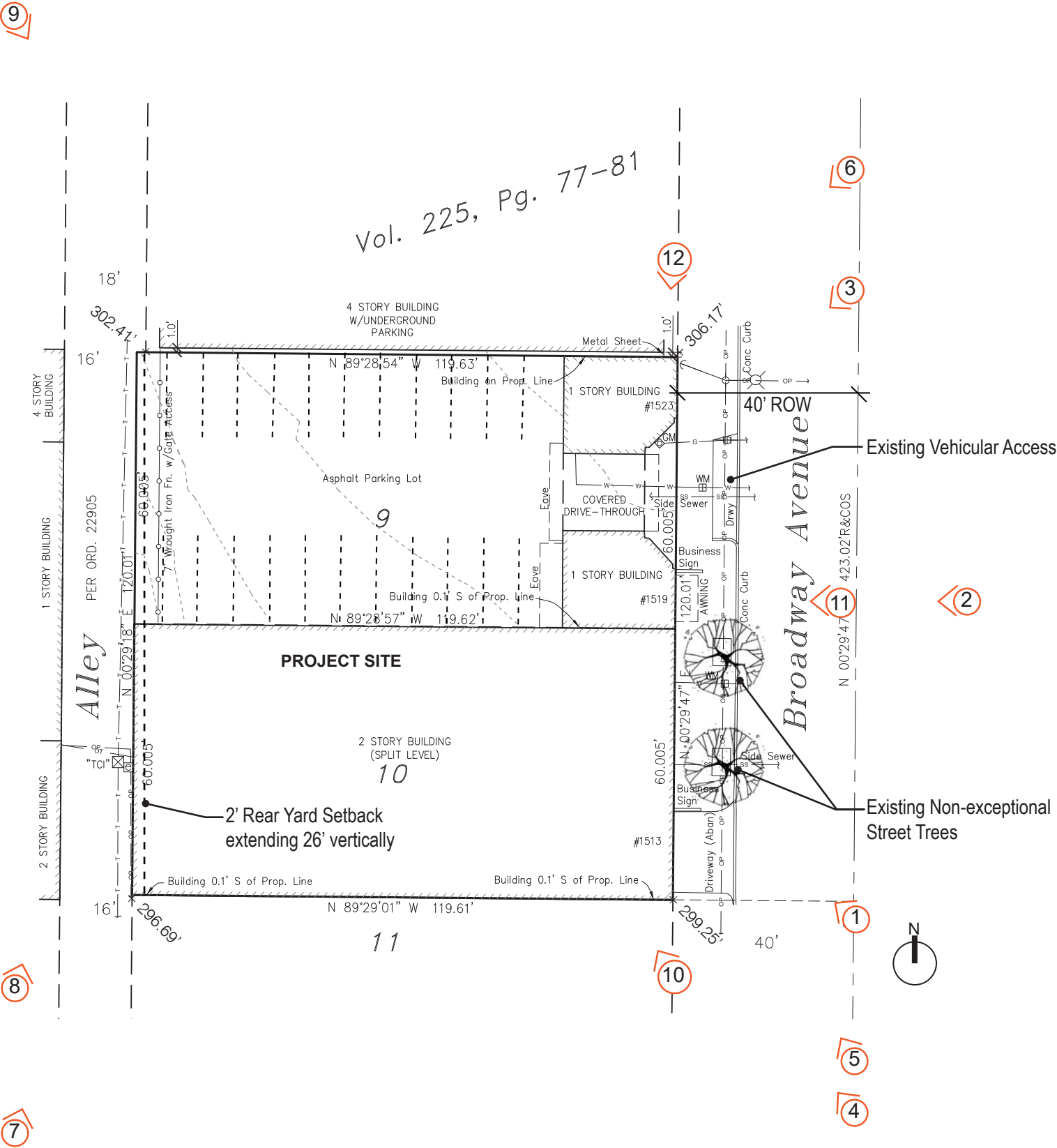
- Along Broadway, from north to south: Grade drops approx. 7’
- Along Alley., from north to south: Grade drops 5.8’
- Along north side of proposed development, from east to west: Grade rises approx. 4’
- Along south side of proposed development, from east to west: Grade rises approx. 2.6’

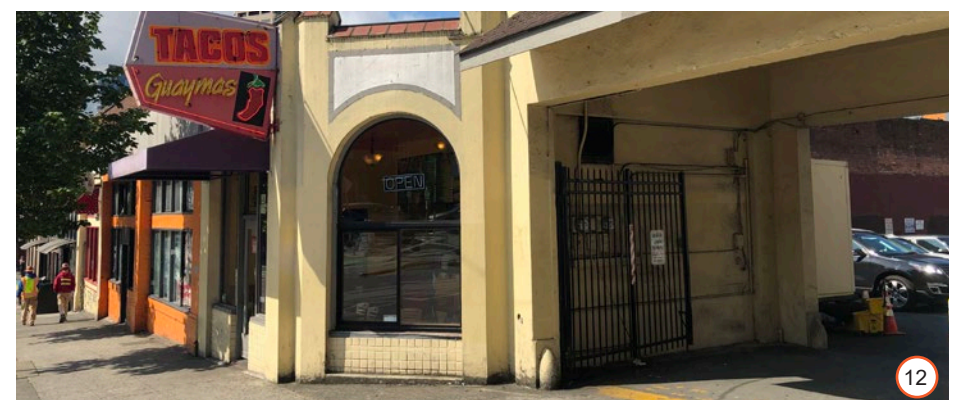
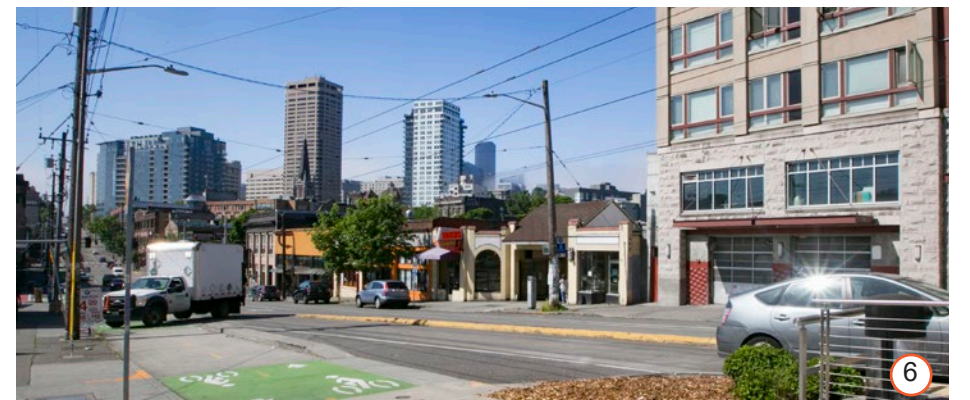
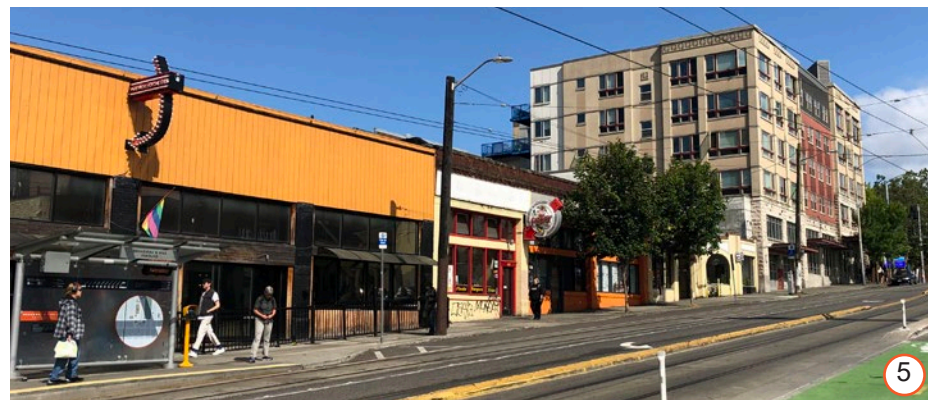
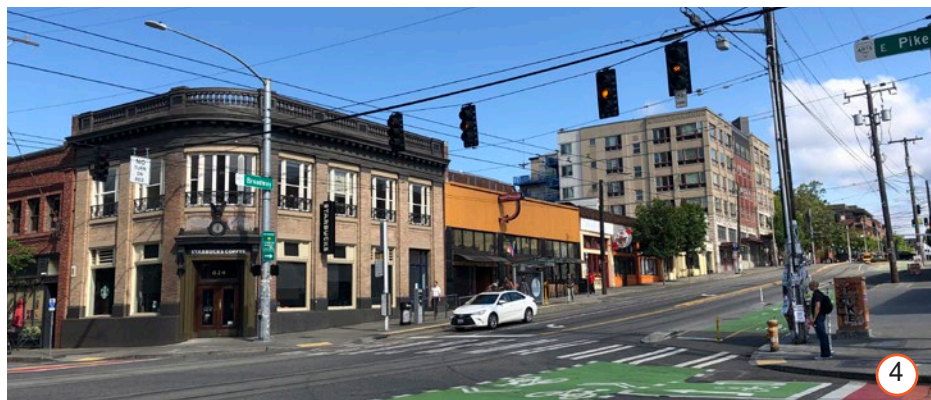
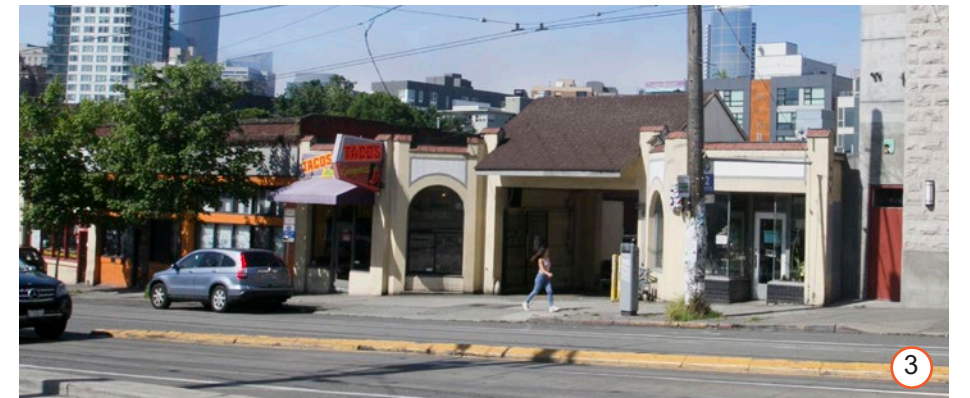
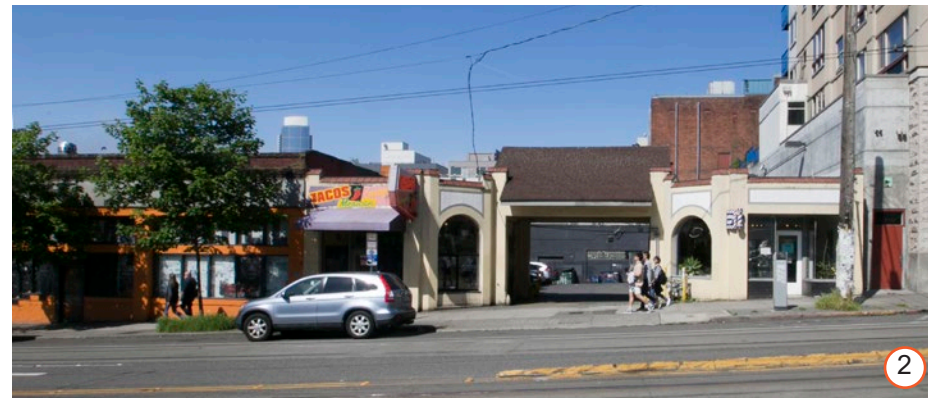
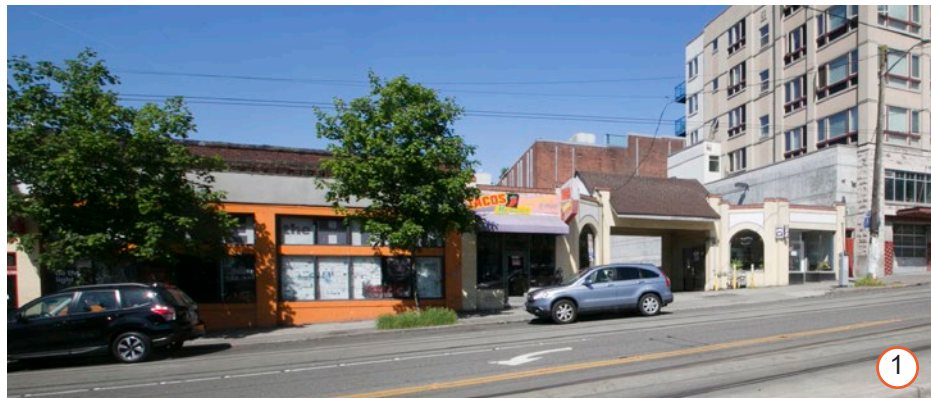
Adjacent Sidewalks in Right-Of-Way

- From Property Line to Face-of-Curb at gutter along Broadway: 13.9’ existing sidewalk
- From Property Line to rear building along alley: 16’ wide existing sidewalk

Adjacent Existing Structures

- Across Broadway. (to the east): 3 story building with first floor retail, outdoor parking lot, one story retail building strip (including restaurant, pet store and clinic) and a gas station.
- Across the alley (to the west): 3 story theater building and 2 story college building.





URBAN DESIGN ANALYSIS: PROJECT LOCATION



Seattle

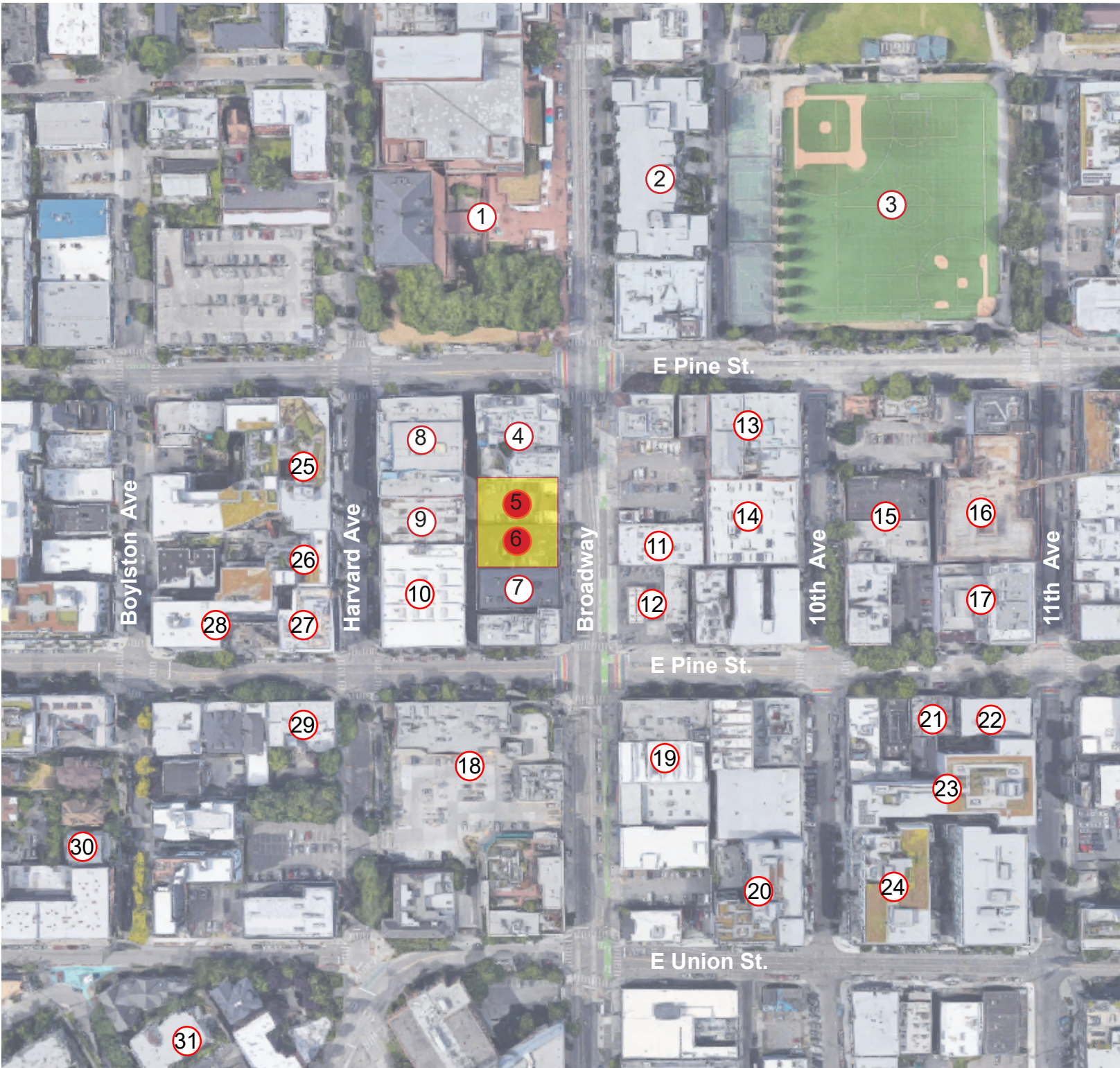


EXISTING SITE ANALYSIS: VICINITY MAP & SURROUNDING USES

The Broadway/Pike-Pine node is in the core of the Capitol Hill neighborhood, historically known as the LGBTQ district. This node is under rapid and significant gentrification and has been expelling LGBTQ communities. Small buildings and local businesses have been and are replaced by much larger-scaled building and more dense mixed-use structures. Rents for local business and residents have gone significantly up displacing many people and in particular seniors. The community has expressed great concern about the safety, small business enterprises and affordable housing, as well as the vibrant, welcoming culture that has long contributed to the neighborhood's unique identity.

Despite these recent changes to the area, several cultural institutions, historic businesses, prominent nightlife establishments and outdoor gathering opportunities remain and contribute to the vitality of the neighborhood. These include Cal Anderson Park, Seattle Central College, Neighbor's Nightclub, the Egyptian Theatre, Elliot Bay Book Company, Century Ballroom, etc.

Additionally, there are several new and historic multi-family housing buildings in the vicinity. This provides population density, which equates to safer streets and supports various services, grocery stores, pharmacies, and healthcare providers. All of which located within walking distance to the proposed development.



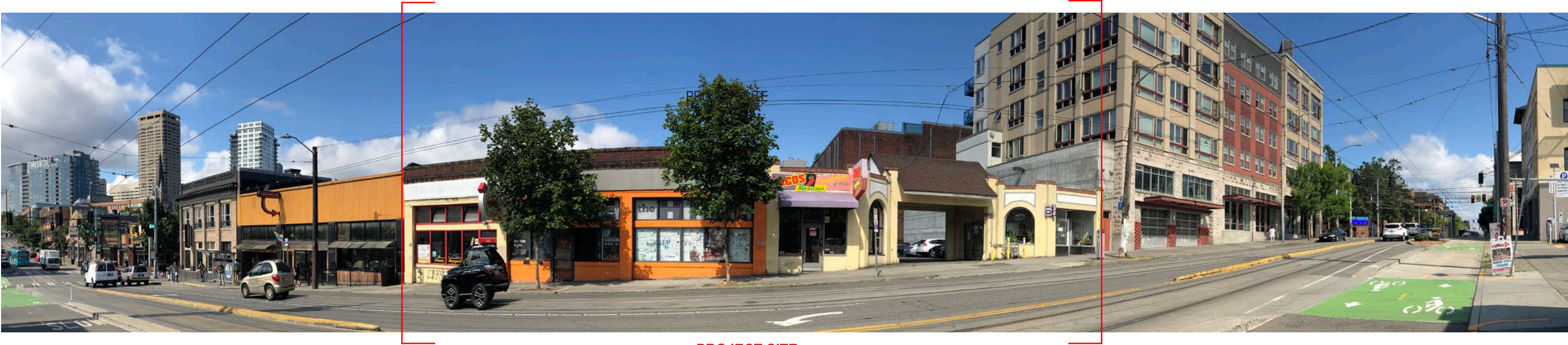
- LEGEND**
- 1 Seattle Central College - Institutional
 - 2 Mixed Use/ Multifamily Houseing
 - 3 Cal Anderson Park - Baseball Field
 - 4 Mixed Use/ Multifamily Housing
 - 5 Eldridge Tire Company - Retail (Project Site)
 - 6 Atlas Building - Vacant - Retail (Project Site)
 - 7 Neighbor's Nightclub
 - 8 Siff Cinema Egyptian
 - 9 Erickson Theatre
 - 10 Seattle Colleges, Siegal Center - Institutional
 - 11 Urgent Care
 - 12 Gas Station
 - 13 Century Ballroom
 - 14 Elliot Bay Book Company
 - 15 Single Story - Retail
 - 16 Kelly-Springfield Motor Truck Building / Multifamily Housing - Landmark
 - 17 Mixed Used Monique Lofts - Multifamily Housing
 - 18 Two Stories - Retail
 - 19 Single Story - Retail
 - 20 to 29 Mixed Use - Multifamily Housing
 - 30 31 Affordable Housing

URBAN DESIGN ANALYSIS: 3D AERIAL PHOTOGRAPH





URBAN DESIGN ANALYSIS: STREETSCAPE PHOTOS



BROADWAY LOOKING WEST



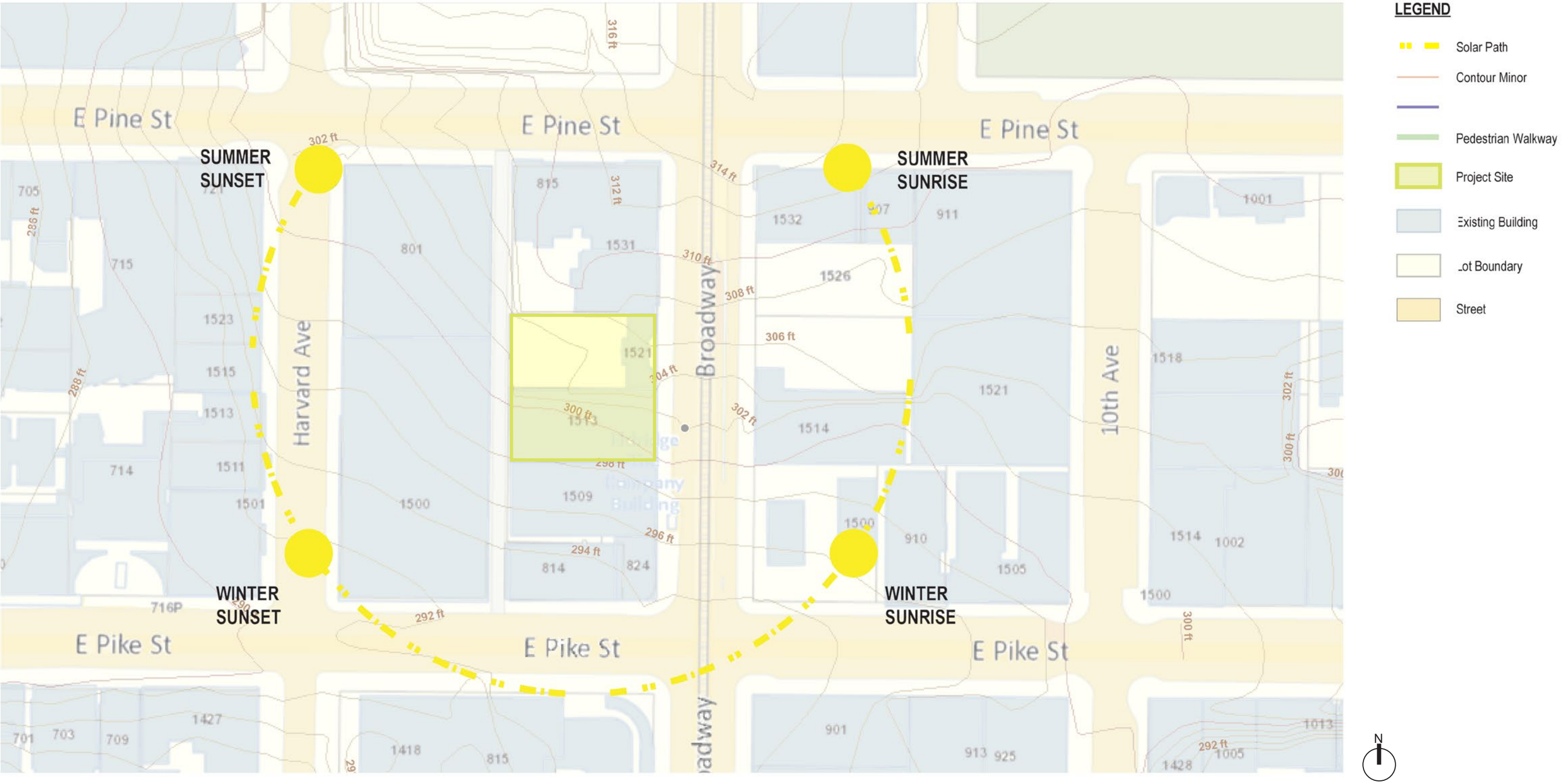
BROADWAY LOOKING EAST

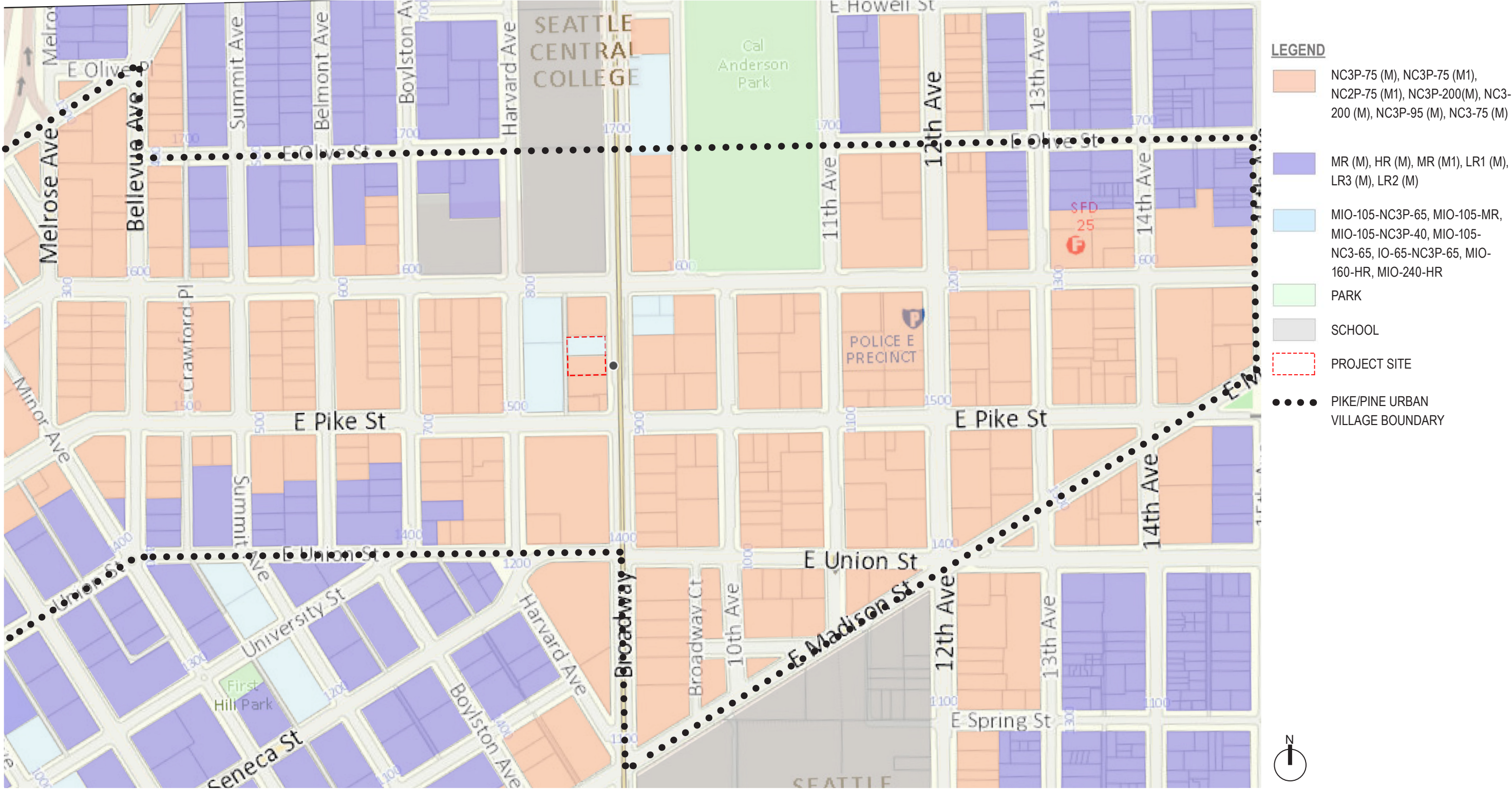


CORNER OF BROADWAY AND PIKE



CORNER OF BROADWAY AND PINE





URBAN DESIGN ANALYSIS: LGBTQ NON-PROFITS AND SENIOR RESOURCES



LEGEND

- | | | |
|---|---------------------------|--------------------------|
| ① Seattle Counseling Service | ⑤ Ingersoll Gender Center | ⑨ Camp Ten Trees |
| ② Greater Seattle Business Association | ⑥ Gay City: HIV Testing | ⑩ GLSEN Washington State |
| ③ Peer Seattle | ⑦ PFLAG Seattle | ⑪ Walgreens Pharmacy |
| ④ Gay City: Seattle's LGBTQ Center SFfora | ⑧ Out For Sustainability | |

URBAN DESIGN ANALYSIS: POSITIVE NEIGHBORHOOD DESIGN CUES



Sunset Electric Building



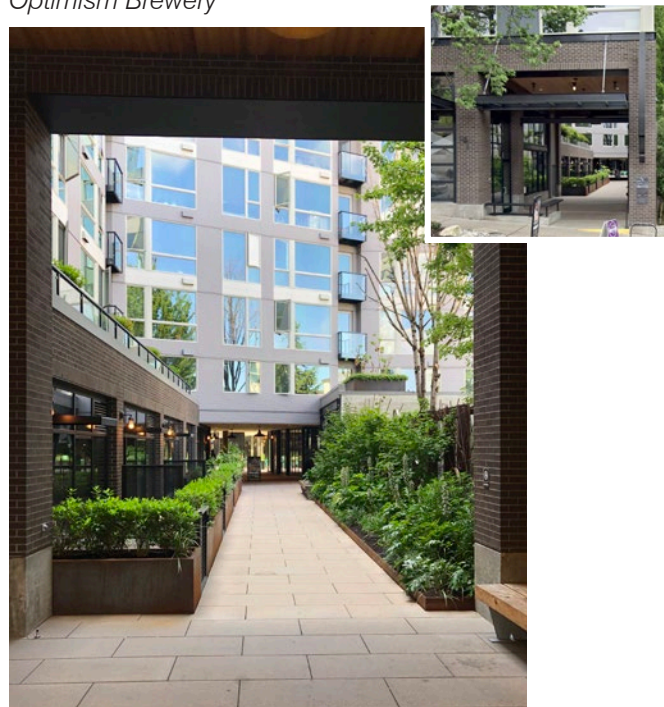
Melrose Building



Optimism Brewery



Davis Hoffman Building



Motorworks Building Entrance on Pine



Northwest School

Neighborhood Context

The site is part of the Pike/Pine overlay district zone, the priority of this district is to preserve the character of the “working” buildings from the auto row era. The surrounding neighborhood offers a variety of warehouse-style buildings and that’s the style they want to preserve in the area. This is our goal with maintaining and restoring the facade of the Atlas Building (1513, and 1515 Broadway). The Optimism Brewery, Sunset Electric Building, Davis Hoffman and the Melrose Building provide several design cues including:

1. Warehouse windows with narrow sight lines.
2. Tall, vertically oriented, clerestory windows above a horizontal top of door datum.
3. Glazing filling the entire brick opening.

Our goal with the landmarked Eldridge Tire Building (1519, and 1523 Broadway) is to have minimal impact to the existing building and use the existing porte cochere as the entrance to an urban courtyard and ultimately the building entrance for the residents and the future service provider, Generations Aging with Pride. To this end we have found inspiration in the North entrance of the Motorworks Building.

The proposed building will house the LGBTQ community. The initial generation of residents will have lived through Stonewall; they will have lived a life that until recently was illegal; it is likely that all the residents will have been affected by the aids crisis; it is guaranteed that they have experienced, harrassment, persecution, or worse for how they were born, for being different. It is this difference that we aim to honor and celebrate in composing the main massing of the building wich rises up beyond the restored existing facades. We look for inspriation in forms and compositions that signify ‘queer’ i.e. that which exists outside of societal norms. One example of this is the facade of the Northwest School, which eschews traditional composition, expressions and proportion to create a facade unique to its surroundings.

ZONING CODE ANALYSIS

Address: 1513, 1515, 1519 & 1523 Broadway
Seattle, WA 98122

Parcel 1: Eldridge Building
1519 & 1523 Broadway

Parcel Number: 6003000505

Legal Description: Lot 9, block 15, addition to the City of Seattle, as laid off by D. T. Denney, guardian of the estate of J. H. Nagle (commonly known as nagle's addition to the City of Seattle), according to the plat thereof recorded in volume 1 of plats, page 153, in King County, Washington; except the west 8 feet thereof condemned for alley by King County Superior Court Cause No. 72648, Pursuant to City of Seattle ordinance no. 22905.

Parcel 2: Atlas Building
1513 & 1515 Broadway

Parcel Number: 6003000510

Legal Description: Lot 10, block 15, addition to the City of Seattle, as laid off by D. T. Denney, guardian of the estate of J. H. Nagle (commonly known as nagle's addition to the City of Seattle), according to the plat thereof recorded in volume 1 of plats, page 153, in King County, Washington; except the west 8 feet thereof condemned for alley by King County Superior Court Cause No. 72648, Pursuant to City of Seattle ordinance no. 22905.

Zone: NC3-75 (Neighborhood Commercial 3 - 75)

Overlay Zoning: Pike Pine Conservation Overlay District

Urban Village: Pike Pine Urban Center Village

Total Site Area: 14,356 SF

Proposed Uses:

Use	Designation	Location	Occupant	
C.8	Offices	Permitted Outright	1st Floor	GEN Pride
C.8	Offices	Permitted Outright	1st Floor	Building Manager
J.1	Residential	Permitted Outright	2nd - 7th Floors	Residents
C	Commercial	Permitted Outright	1st Floor	Cold Shell

Setbacks: Front : 23.73.015.A.2 - All portions of the new structure above the height of the street-facing facades of the character structure shall be set back a minimum of 15 feet from the street-facing facades of the character structure
Sides: No Requirement
Rear: 2' setback extending to height of 26' per Pre-Submittal Conference notes

Pedestrian
Designated Zone: Yes

Principle Pedestrian
Street: Broadway

Floor Area
Ratio (FAR): 5.5 - SMC 23.47A.013 Table A

Max Building Area: 78,958 SF
Exemption - 23.73.009.D.3: All floor area in residential use in a development that retains all character structures on the lot.

Height Limit: 75' + 10' Height Bonus per 23.73.014.B = Max Allowed Building Height: 85' Above Average Grade

Street Level
Requirements: SMC 23.47A.008.A.2.c Blank Façades
Blank Segments of Façade May Not Exceed 40% of Façade Width;
Broadway Street Frontage = 120'
Max. Blank Segments = 120' x 0.40 = 48'
SMC 23.47A.008.B.2.a Transparency
60% of Street Façade Between 2' & 8' Above Sidewalk Shall be Transparent, Driveway at Street Level Can be Subtracted From Transparency Calculation
Broadway: 120' x 0.60 = 72' Required Transparency
SMC 23.47A.008.B.3 & B.4 Non-Residential Uses
Shall Extend an Average Depth of at Least 30' and a Min. Depth of 15' from the Street Level Façade
Non-Residential Uses at Street Level Shall Have a Floor-to-Floor Height of at Least 13'

Street Level Uses In Pedestrian Designated Zones: SMC 23.47A.008.C.1: A minimum of 80 percent of the width of a structure’s street-level street-facing facade that faces a principal pedestrian street shall be occupied by uses listed in subsection 23.47A.005.D.1. (Eating & Drinking Establishments, Institutions (Day Center), Retail Sales & Services.) The remaining 20 percent of the street frontage may contain other permitted uses and/or pedestrian entrances.
Broadway: 120’ x 0.80 = 96’ in uses from 23.47A.005.D.1.
SMC 23.47A.008.C.4. Continuous overhead weather protection (i.e., canopies, awnings, marquees, and arcades) is required along at least 60 percent of the street frontage of a structure on a principal pedestrian street,
Broadway: 120’ x 0.60 = 72’ Overhead Weather Protection

Amenity Area: SMC 23.47A.024
5% of Total Gross Residential Floor Area Required to be Amenity Areas
Common Amenity Area - 250 S.F. Min., 10’ Minimum Width
Amenity Area Shall Not be Enclosed
Exemption: 23.73.016.B - Amenity area not required for new construction of affordable housing

Landscaping: SMC 23.47A.016A.2 - Required Green Factor Score of 0.30 or Greater
SMC 23.47A.016.B.A - Street Trees are Required

Frequent Transit Service: Project is within 1320 ft of street with frequent transit service

Vehicle Parking: SMC 23.54.015.M Table B
Residential - No Minimum Parking Quantity Requirement Within Urban Village
SMC 23.54.015.K Table A
Commercial - No Minimum Parking Quantity Requirement Within Urban Village

Bicycle Parking: SMC 23.54.015 Table D

	<u>Long Term</u>	<u>Short Term</u>
Office	1 per 4,000 S.F.	1 per 40,000 S.F.
Institution	1 per 4,000 S.F.	1 per 40,000 S.F.
Eating and Drinking Establishments	1 per 12,000 S.F.	1 per 4,000 S.F.
Sales and Services, General	1 per 12,000 S.F.	1 per 4,000 S.F.
Multi Family	1 per dwelling unit	1 per 20 dwelling units

Solid Waste: SMC 23.54.040 Table A
Mixed-Use Development to Follow Table A for Residential + 50% of Non-Residential Requirement
- More Than 50 Residential Units - 375 S.F. + 4 S.F. for each additional unit above 100
- 122 Units = 375 S.F. + (4 x 22) = 463 S.F.
- Non-Residential Area: 5,000-15,000 S.F. = 125 S.F. x 0.50 = 62.5 S.F.
- Total Area Required by SMC 23.54.040 = 463 S.F. + 62.5 S.F. = 400.5 S.F.

8/8/19 Pre-Submittal Conference SPU Solid Waste Requests:
- Garbage: (2) 4yd compacted dumpsters
- Recycling: (2) 4rd compacted dumpsters
- Food waste: (4) 96 gallon carts for food waste
- Load/unload Alcove: 10’ deep, 10’ tall and 20-25’ wide

CS2 Urban Pattern and Form

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

I. Location in the City and Neighborhood

- i. Architectural presence: Retain as much of the existing physical context as possible with new development.

II. Adjacent Sites, Streets, and Open Spaces

- i. Site Characteristics: Massing and articulation should respond to the established Pike Pine development pattern of street facing façade widths and mid-block depth.
- ii. Connection to the Street: Integrate new development with existing street patterns to maintain a cohesive streetscape:
 - a. Orient active street-level uses on Pike and Pine Streets, Broadway, and on streets requiring street-level uses east of Broadway.
 - b. Maintain the strong 2 to 4 story street wall along street lot lines established by existing development, while allowing for upper story step backs.
 - c. Design street frontages with a quieter, more residential character on north-south Avenues west of Broadway.
 - d. Design all street fronts for activation, visual interest, and variety.

Design Response

- The project will retain and maintain the Landmarked Eldridge Tire Buildings and will make use of the porte co-chère as an entrance to the building. Additionally the facade of the Atlas Building will be retained and restored.
- The composition of façade in all three schemes responds to the width of the existing and maintained facades at the street level.
- Our preferred option, Scheme 01 integrates to the street by means of an open-air courtyard with entrance on Broadway. The intention of this design move is to activate the space, activate the street and provide an inviting open air public entry. Furthermore the configuration of the space is reflective of recent pike/pine development strategies to provide surprising and exciting internal courtyard spaces, eg. Chophouse row and Pike Motorworks.
- All schemes respect and setback from the existing/maintained street façade

PL2 Walkability

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

I. Personal Safety and Security

- i. Design new development to emphasize an active street environment and locate activities to promote “eyes on the street” as the best approach for achieving a secure environment.
- ii Design for public safety, but minimize the visual impact of security features such as gates and barriers. Design these features to complement the design concept of the project and enhance the pedestrian environment.
 - a. Design security features such as gates and lights to be of a fine grain scale. The appearance of any security cameras should be minimized. Bars on lower window are not be permitted.
 - b. Shield light fixtures and direct lighting to emphasize pedestrian areas and entrances.

II. Personal Safety and Security

- i. Design new development with pedestrian amenities such as street trees, pedestrian lighting, overhead weather protection, benches, newspaper racks, public art, and bike racks. Creative and whimsically designed streetscape details should emphasize the area’s unique identity and history.
- ii. Design landscaping and streetscape treatments to accommodate the active use of sidewalk space along Pike/Pine commercial streets, responding to high pedestrian volumes during daytime and evening hours.

Design Response

- Safety is a primary concern of the community that will be housed in this building given the recent and past history of crime and violence in the neighborhood, which had directly targeted LGBTQ communities
- The facades along Broadway and within the internal courtyard of our preferred scheme will have a high level of transparency and will be occupied day and night, thereby providing "eyes on the street"
- The existing metal gate at the port cochere of the Eldridge building is a standard 'builder' spec gate and will be replaced by a gate that provides security to the residents and the courtyard. The new gate will also reflect the historical context of the neighborhood and the Eldridge Tire Building.
- The internal courtyard will be lit for safety as will the port cochere roof. All lighting fixtures will be shielded and where their purpose is only functional will be selected to blend in with the architectural context. Security camera's if installed will be in concealed locations. The only windows that may have bars would be those off the alley.
- There are currently only two street trees. We are proposing a total of 5 street trees in the right-of-way to enhance the street experience and to address other permitting requirements. Additionally, our goal is to provide bicycle parking and seating within the right-of-way
- The project incorportates overhead weather protection in the form of street canopies at the retained façade of the existing Atlas building.

PL3 Street-Level Interaction

Encourage human interaction and activity at the street-level with clear connections

I. Residential Entries

Design primary entries to provide visually prominent pedestrian access, weather protection, and to enhance the overall design concept.

- i. Design entries for residential buildings and residents’ entries to mixed-use buildings to be visually prominent and feature weather protection, special lighting and architectural enhance-ments.
- ii. Residential entryways that feature heavy or contrasting trim, distinctive materials and a link to the surrounding streetscape are encouraged.

IV Retail Edges

- i. Design the ground floor retail edge of new developments to enhance street-level activity and maintain a small-scale, pedestrian-oriented character.
 - a. Provide the high foot-to-ceiling heights and transparent street facades characteristic of older commercial buildings;
 - b. Incorporate elements commonly found in street-level facades, such as clearly defined primary entrances and large display windows, and consider features such as shallow recesses at entries or arcades to add variety;
 - c. Provide weather protection and architectural emphasis for entrances to street-level commercial uses;
 - d. Promote social mixing through street-level design that encourages interaction between activities in interior spaces and the outdoor, public street environment; and
 - e. Provide flexible ground-level space that is adaptable to a wide variety of uses, ranging in size to accommodate a variety of businesses, especially spaces suitable for small, local businesses.

Design Response

- The entry for the residents and our ground floor partner Generations Aging with Pride will be through the port cochere of the existing landmarked Eldridge Tire Company building. This entry is and will remain visually prominent, provides weather protection and is a unique opportunity the site provides, which will enhance the overall concept.
- The actual building entry of our preferred scheme is through a small courtyard and has a canopy extending out from the door. The vestibule beyond is not only the entry for the residents but for our ground floor partner and will be distinct, well lit and inviting.
- The proposed entry through the port cochere is and will remain distinct. Much of the original trim and woodwork at the port cochere roof has been removed. Our goal is to restore the structure to its former glory as much as possible given our budget and competing priorities.
- The ground floor retail/commercial spaces will all be accessed through historic facades. These will be maintained and windows will likely be replaced, all with the goal of being sensitive to the historic context and extending the life of the existing street experience.
- Our intention for the Atlas building façade is to salvage and restore the brick work. The existing large openings between the brick will receive new fenestration and door openings that take up the majority of the brick opening space. Additionally, we intend to promote opening strategies that provide indoor/outdoor interaction with the street environment if applicable to the function of the future TBD tenant, e.g. restaurant, coffee shop, etc.
- There are currently 5 retail commercial spaces, making up approx. 4000 s.f. total. These small spaces have and will continue to accommodate a wide variety of business types.
- The North side of the ground-floor courtyard space is programmed to have a Community Room. Our desire is for this wall to be operable and provide indoor/outdoor interaction with the sunken courtyard space, which will activate the space and create interest for the street environment.

DC3 Open Space Concept

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

I. Residential Open Space

Design project open space to be compatible with established development patterns and to enhance street-level activity.

- i. Locate balconies to respond to neighborhood context and enhance livability for residents.
 - a. Upper level balconies should be designed to provide usable open space and articulation and are most appropriate on streets where a residential emphasis is desired.
 - b. On active commercial streets, balconies should be provided at the rear or sides of the building, or interior courtyard, instead of the street frontage.

II. Street Landscaping

Locate and design street level landscaping to complement open space areas on the development site and to soften street edges.

Design Response

- The buildings amenity space is a deck/balcony located on the second floor, which wraps around two sides of the internal courtyard. This semi-private space will be protected from the street but greenery on the deck will further enhance the open air ground-floor courtyard below.
- The existing curb cut will be removed and replaced with a new curb. Additionally, we will be maximizing the use of the planting strip to meet green factor requirements. Additional trees, benches and bicycle parking are planned for this area as is seen in several of the new-ish developments in the area.

COMPARISON OF OPTIONS

OPTION 1 (PREFERRED)



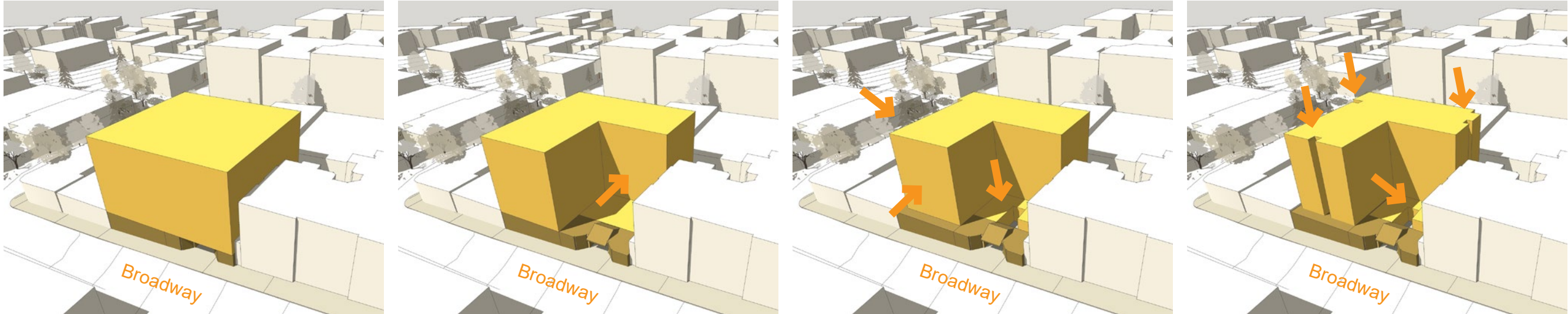
OPTION 2 (CODE COMPLIANT)



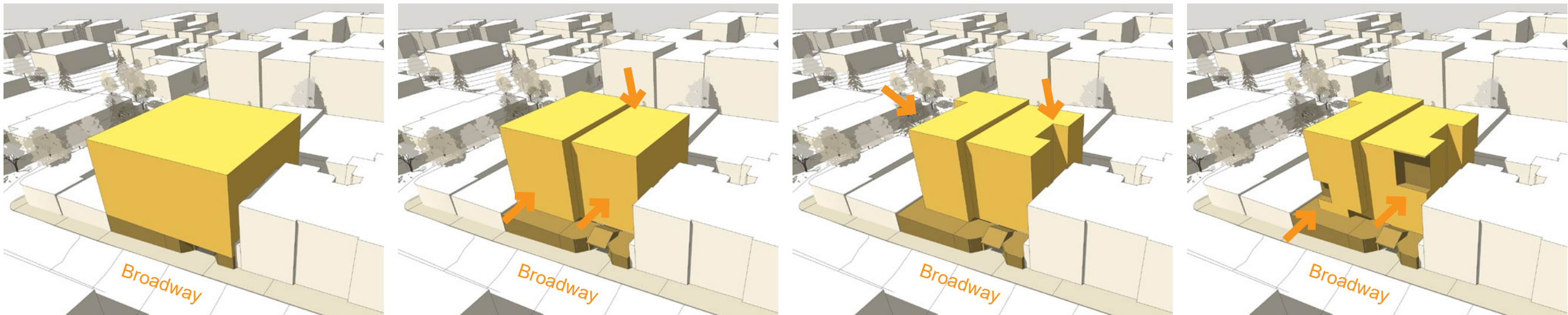
OPTION 3



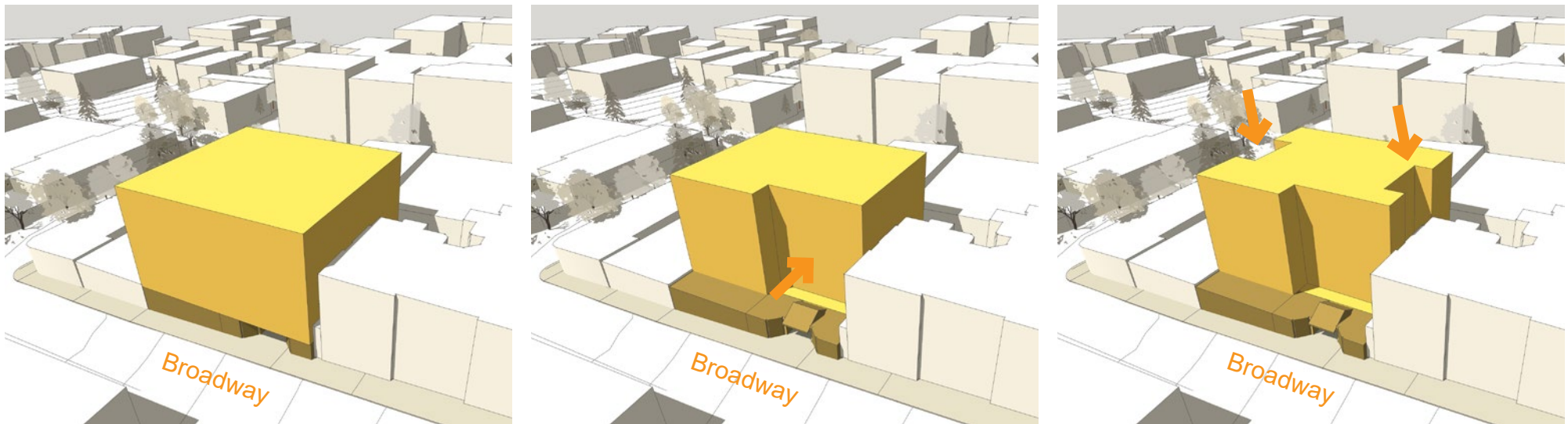
OPTION 1



OPTION 2



OPTION 3



OPTION 1 (PREFERRED)

Option 1 (preferred) proposes an L shape building responding to the existing architectural context. The L shape serves to locate the bulk of the massing toward the alley, has the least impact to the Landmarked building and create an urban courtyard. The configuration of the volume preserves and protects the southern exposure enjoyed by the residents of the building to the north.

In addition to the landmarked building being preserved, this and all schemes proposes preserving the facade of the Atlas building with the goal of maintaining the architectural scale of the neighborhood.

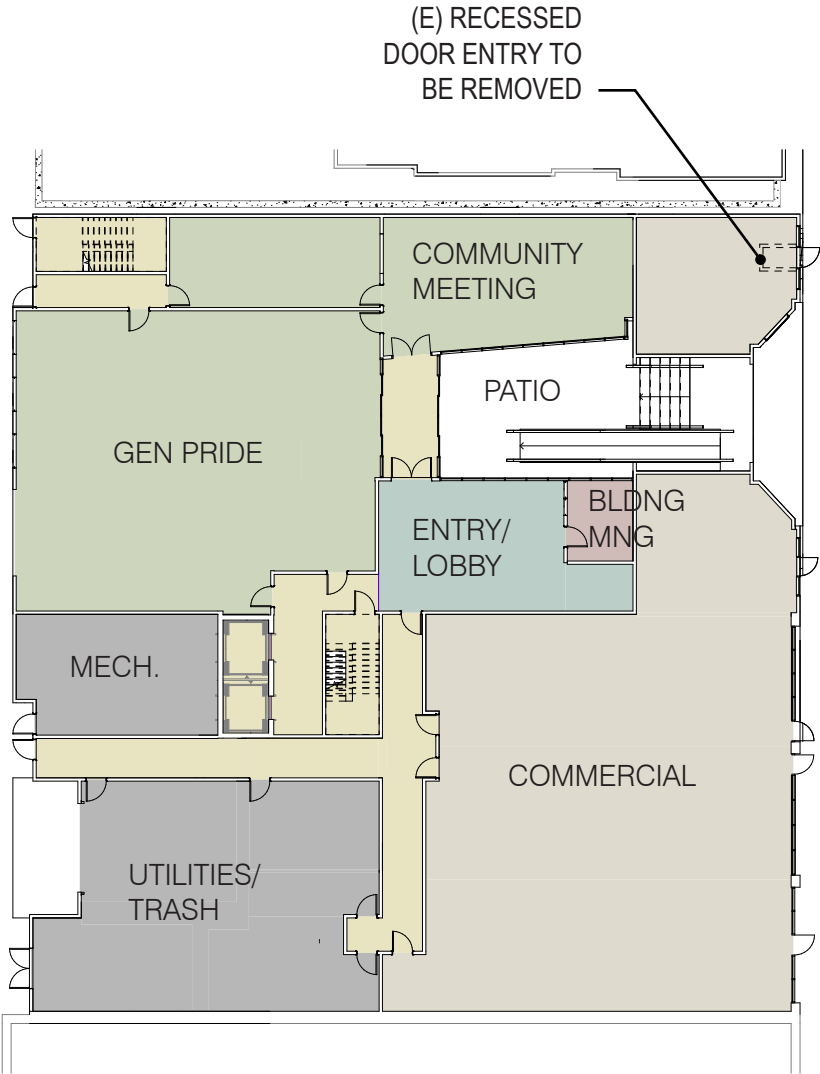
The upper facade of Option 1 requires a code deviation to reduce the setback from the facade. This provides for an additional 14 low income housing units. The large part of the volume is sent to the back alley which serves to create a void on the street facade and an entry patio. Retail uses are maximized to the extent possible along Broadway and provided with pedestrian level rain protection from the overhead perimeter canopies which provide a pedestrian scale.

Opportunities:

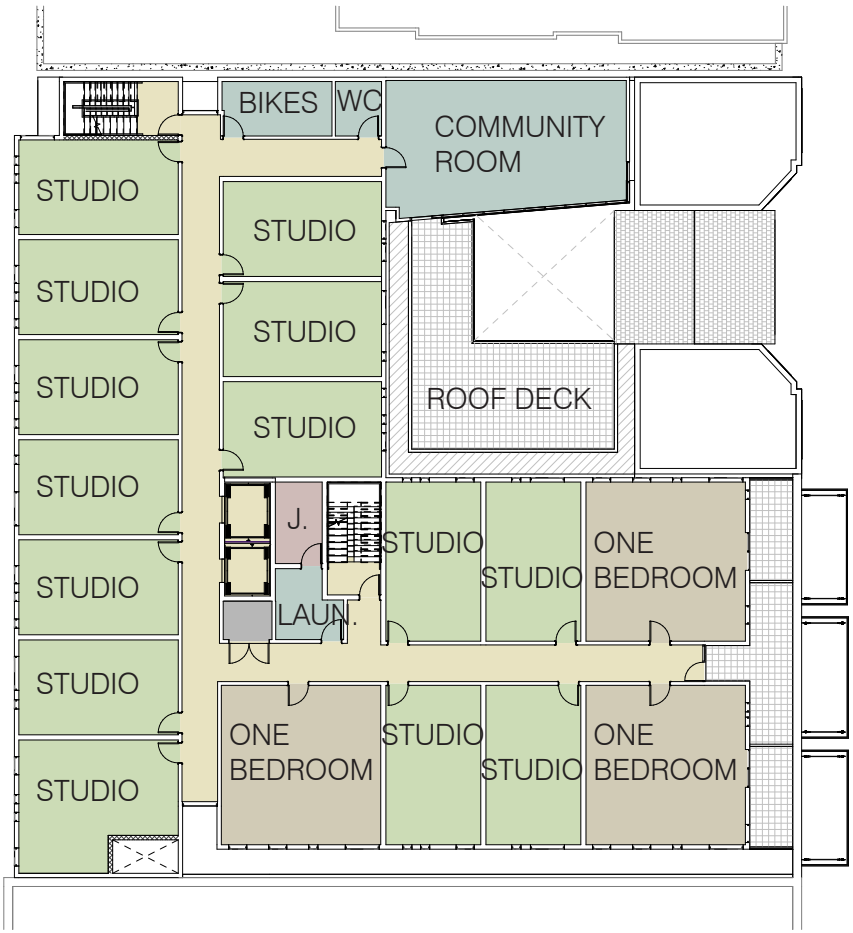
- Creates a community courtyard and entry separation from busy street
- Locates bulk of the massing away from Broadway
- Separates new building from existing Eldridge landmarked building
- Sensitive to the views and sun exposure of the adjacent residents
- Courtyard results in reduced construction cost as it provides laydown and crane space. This also reduces impact on street/sidewalk.

Constraints:

- South windows of building might be significantly impacted by future possible development on adjacent site



1 First Floor Plan
1/8" = 1'-0"



1 Second Floor Plan
1/8" = 1'-0"

CIRCULATION
BACK OF THE HOUSE



OPTION 2 (CODE COMPLIANT)

Option 2 proposes one building consisting of two volumes with voids employed voids in to create architectural distinction. This code compliant option optimizes the proposed building mass centering it in the site to maximize affordable housing development potential. Centering the building helps to separate the volumes from the neighboring existing buildings and potential future developments creating space between.

The voids are created to break the mass and achieve a more contemporary building to add a new fabric and intentionally contrast the traditional and historic streetscape. The goal of this contemporary intervention is to distinctly separate itself from the existing buildings thereby respecting their central importance.

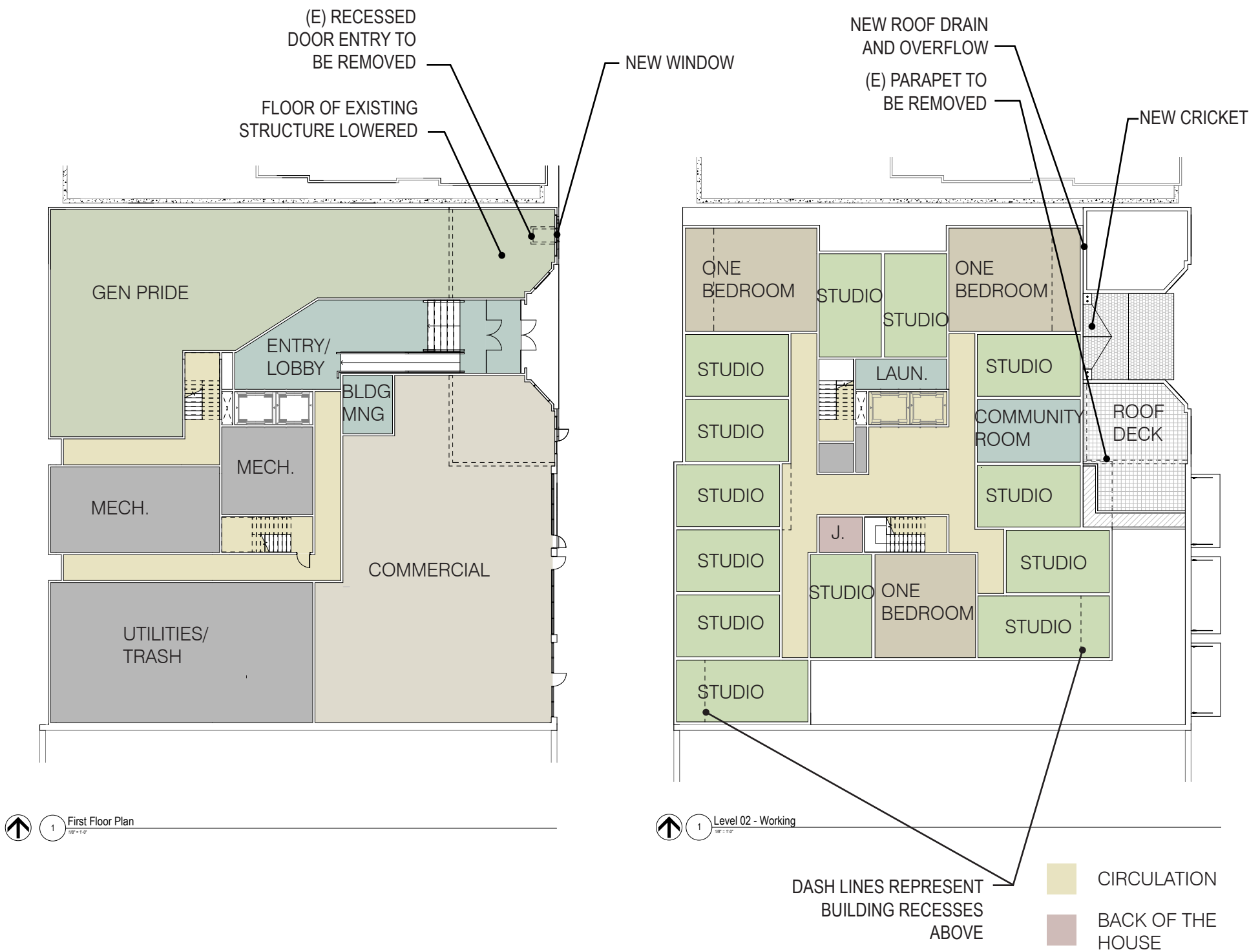
Retail uses are maximized to the extent possible along Broadway and provided with pedestrian level rain protection from the overhead perimeter frames.

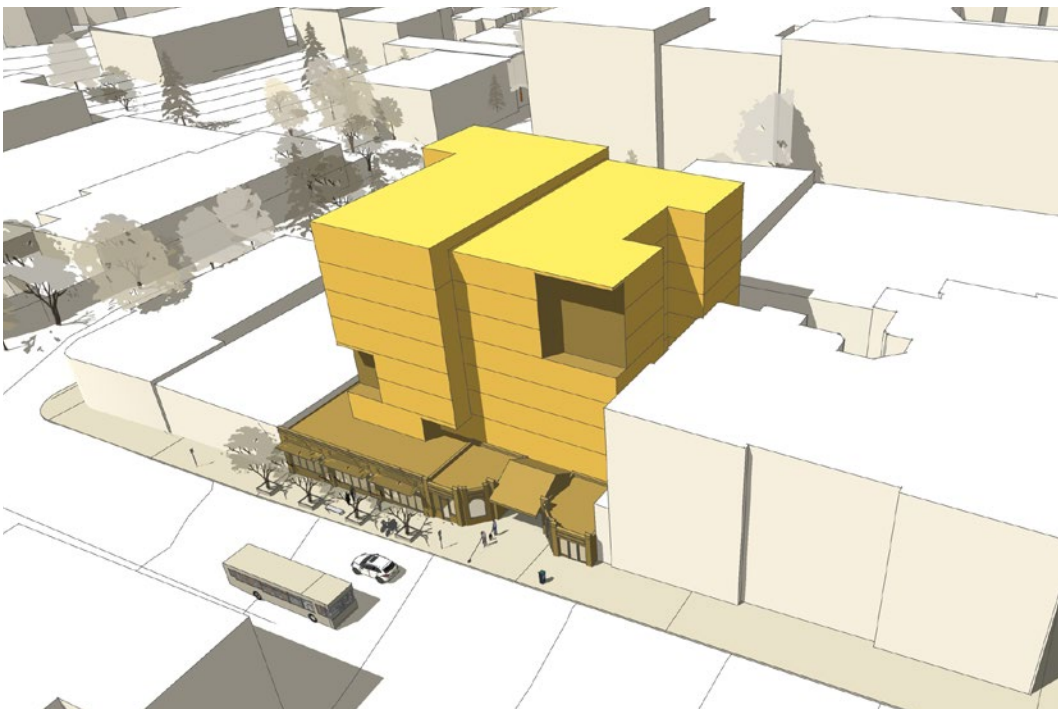
Opportunities:

- No design departures requested; Proposed option is fully code compliant
- Maximizes square footage of street level retail
- Bold architectural expressions that detaches itself from landmark building
- Massing setbacks and voids provide relief from the bulk of a long façade and increased daylight for the street level experience
- Considers potential development on neighboring building

Constraints:

- Larger build volume - potentially more cost
- Building tight to landmarked structure increases impact to existing building.
- Small Rooftop Amenity Space on Landmarked Structure





OPTION 3

The massing of Option 3 attempts to fully respect the massing and configuration of the existing buildings, each of which are divided into 3 bays. The option proposes a very regular facade on Broadway following the breaks on the existing buildings underneath. This option aims to prioritize and enhance the pedestrian experience at the street level by continuing the vertical grid of the existing historical buildings preserving their identity. Rather than detaching the new building from the existing, this volume proposes to blend into the existing contextual fabric.

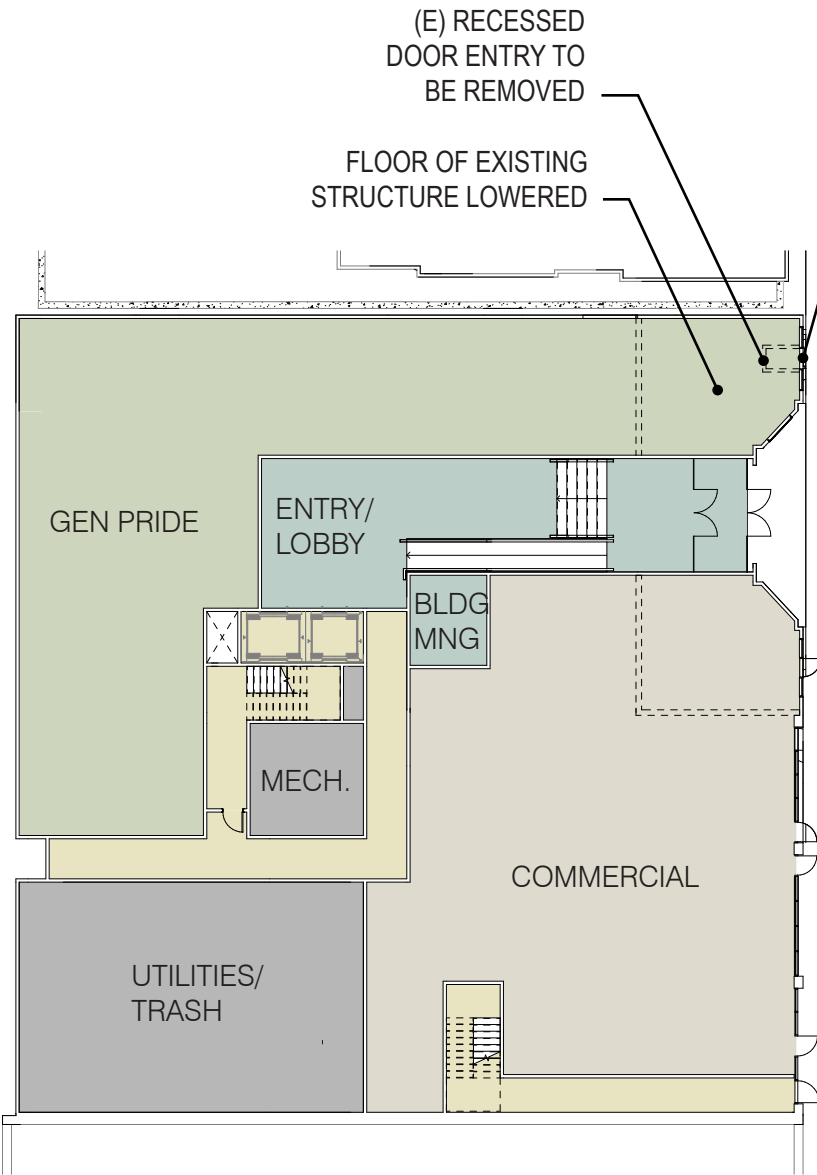
This option propose to maximize the building mass and therefore maximize the affordable housing development potential. Retail uses are maximized to the extent possible along Broadway and provided with pedestrian level rain protection from the overhead perimeter frames.

Opportunities:

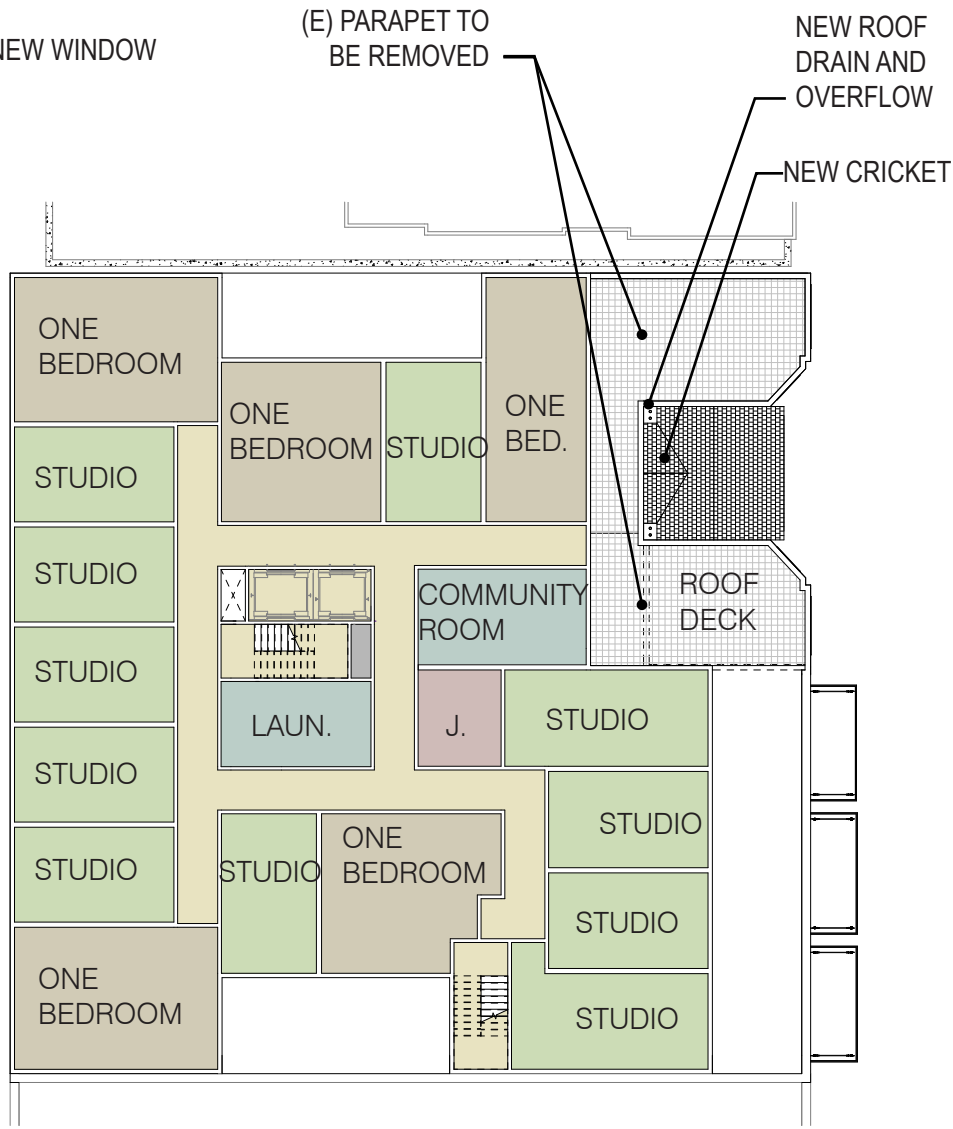
- Maximizes usable area (S.F.) of housing
- Takes cues from the existing context
-

Constraints:

- Blocks existing windows on neighboring building.
- Larger build volume - potentially more cost
- Roof Deck Amenity space is only feasible on roof of Landmarked Structures



1 First Floor Plan
1/8" = 1'-0"



1 Second Floor Plan
1/8" = 1'-0"

- CIRCULATION
- BACK OF THE HOUSE



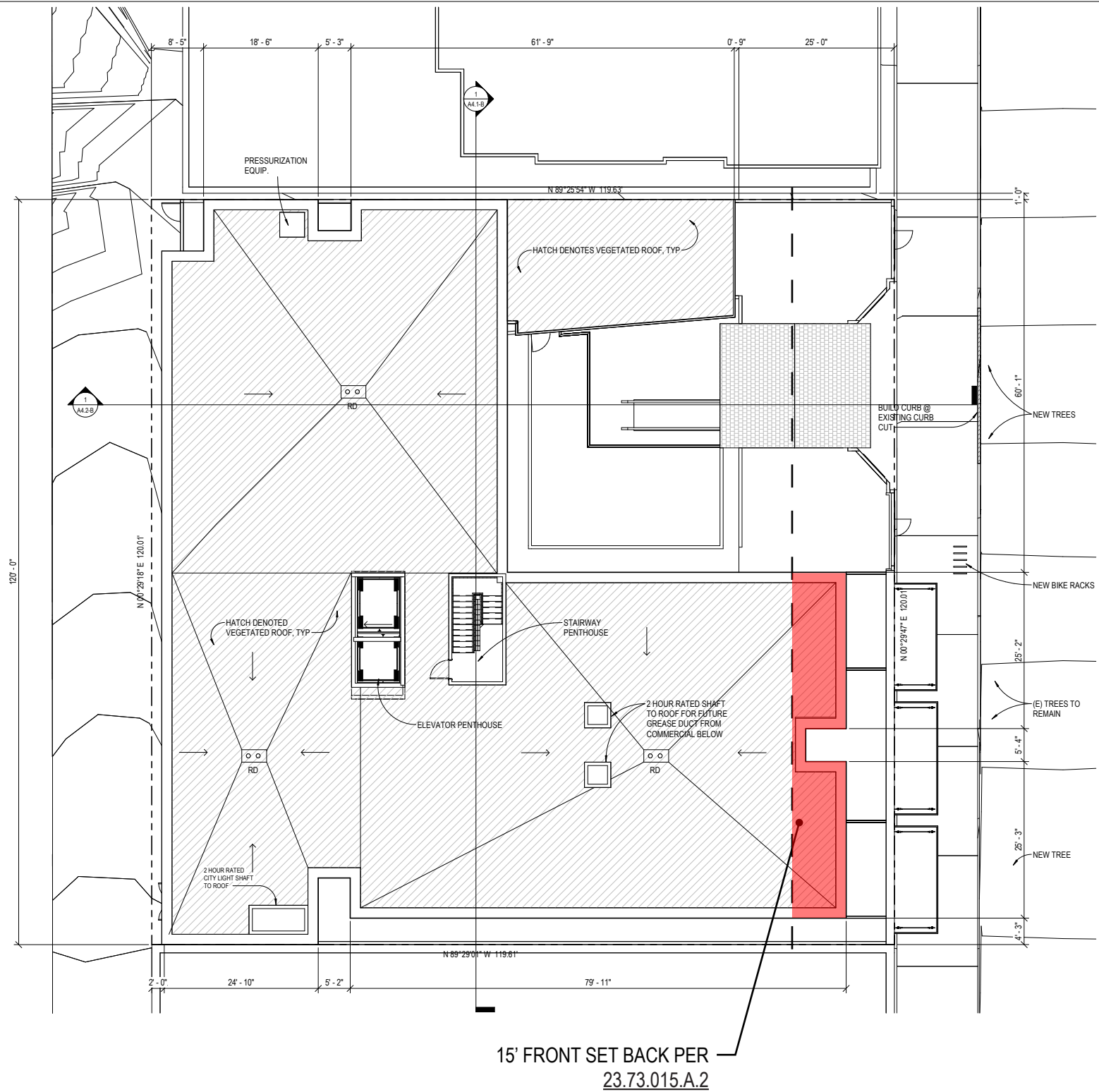
DEPARTURE SUMMARY

Development Standard: 23.73.015.A.2 - All portions of the new structure above the height of the street-facing facades of the character structure shall be set back a minimum of 15 feet from the street-facing facades of the character structure

Request: A 7'6" reduction in the setback from the Atlas Building Facade.

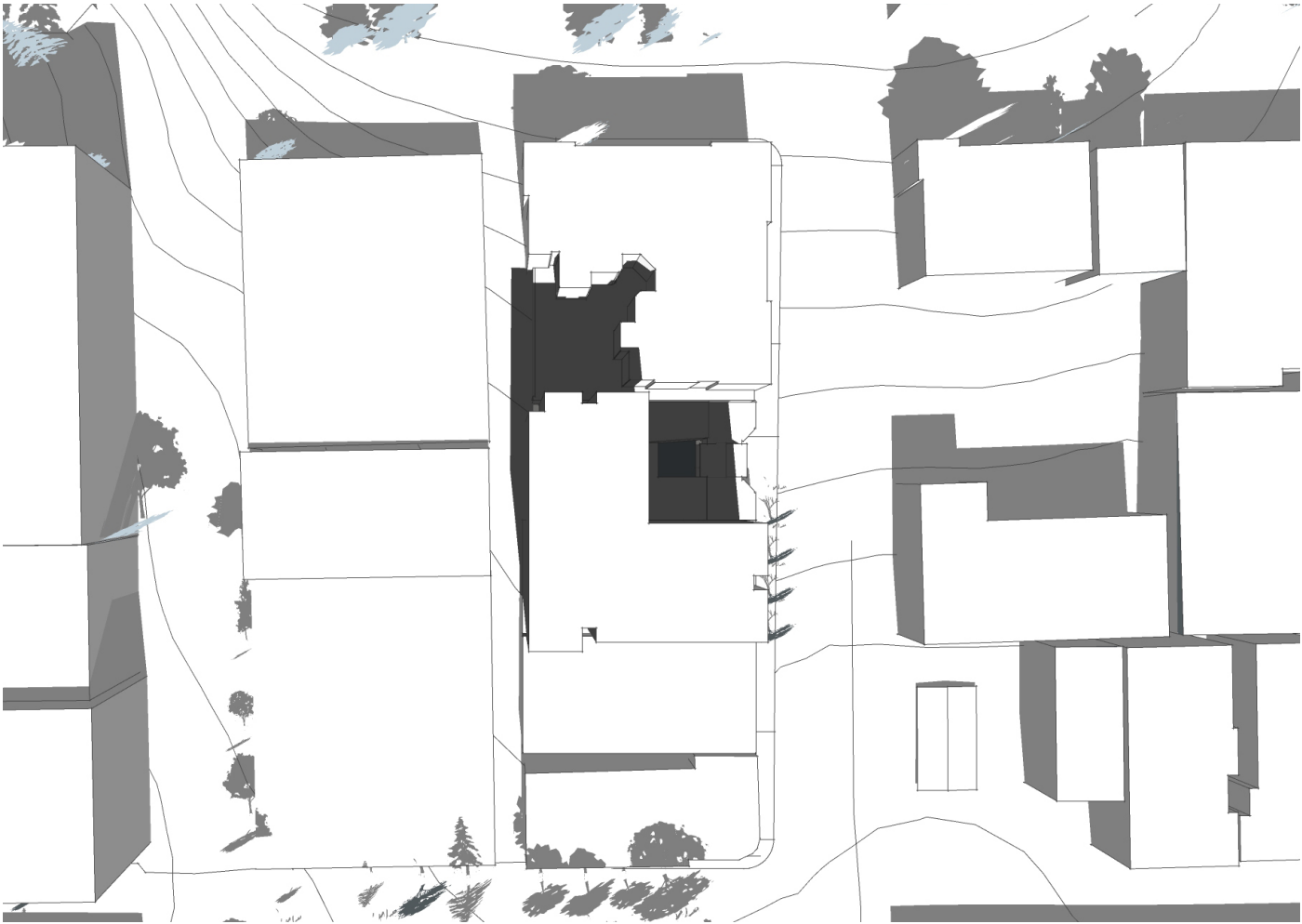
Justifications:

- A reduction in the setback from the existing facade will increase the building size and allow for 14 one-bedroom units, which would otherwise be studio units. Ideally, the building would comprise of all one or two bedroom units as seniors are not best served by units, where often the only seating option is the bed. However, funding constraints based on cost-per-unit promote quantity of units over size of units. It would be unfortunate to lose these highly prized larger units.
- The building meets the SMC definition of character structure, however it has fallen into disrepair and has been vacant for several years; two issues we aim to address. Additionally, to our knowledge the facade is not historically significant or important to the neighborhood. Therefore, we don't feel a reduction of the setback will be of detriment to the history and context of the neighborhood.
- The massing will remain set back from the facade 7'-6' and will be architecturally distinct from the historic facade, thereby maintaining the scale of the neighborhood.

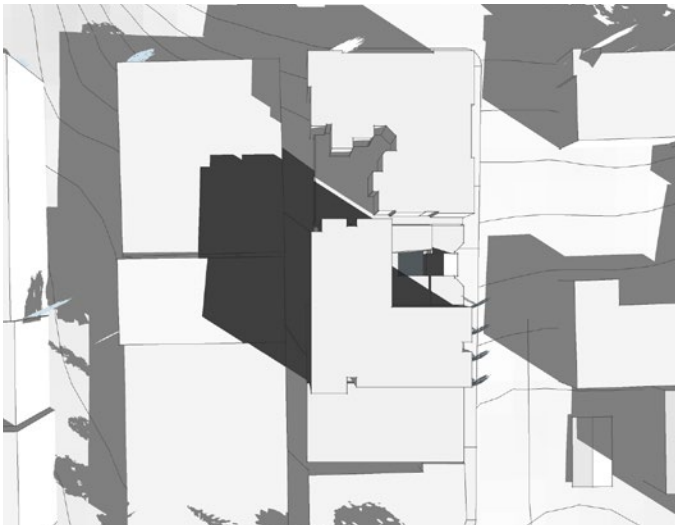


SUN/SHADOW GRAPHICAL ANALYSIS

MARCH/SEPTEMBER 21ST - EQUINOX



NOON



9AM



3PM

JUNE 21ST



9AM



NOON



3PM

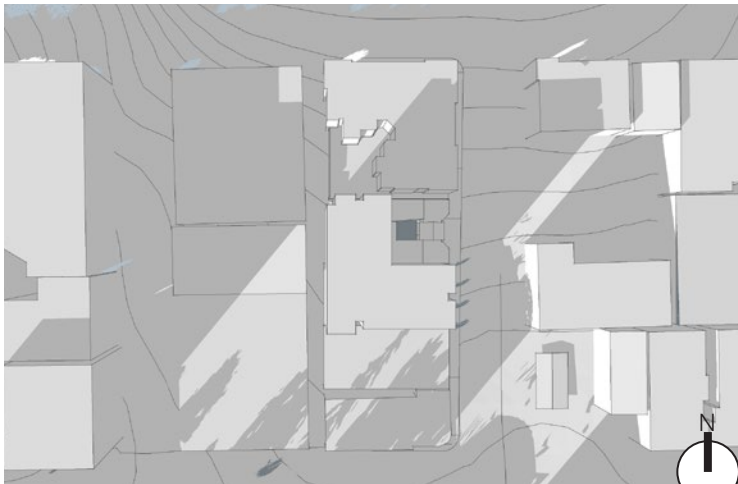
DECEMBER 21ST



9AM



NOON



3PM

EXAMPLES OF WORK

