



City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director

DESIGN
REVIEW

FIRST RECOMMENDATION OF THE EAST DESIGN REVIEW BOARD

Project Number: 3021140; 3021149; 3021177; 3021179

Address: 118 Broadway E; 1830 Broadway; 923 John Street; 123 10th Ave N
(Capitol Hill TOD sites A, C, B-North, B-South)

Applicant: Schemata Workshop, & Hewitt Architects, for Gerding Edlen

Date of Meeting: Wednesday, August 16, 2017

Board Members Present: Melissa Alexander
Curtis Bigelow (Chair)
Barbara Busetti
Andrew Haas
Kenny Pleasant
Sarah Saviskas

SDCI Staff Present: Lisa Rutzick
Carly Guillory

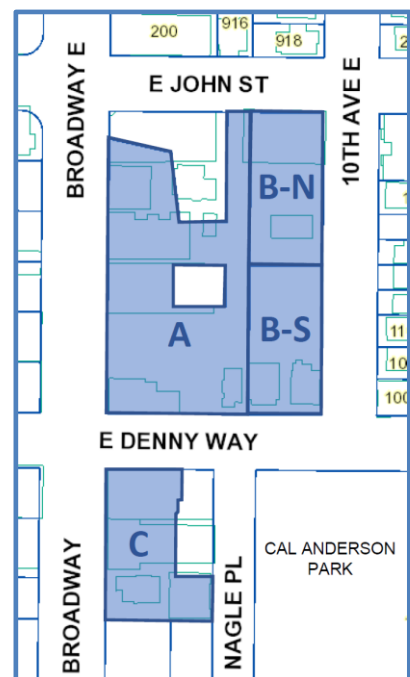
SITE & VICINITY

Site Zone: Site A/3021140 & Site C/3021149:
Neighborhood Commercial NC3P-40
Site B/3021177 & 3021179: NC3-40

Nearby Zones: (North) NC3P-40
(South) NC3P-40
(East) LR3
(West) NC3P-40

NOTE: All four sites are subject to a Development Agreement (DA) signed by the City of Seattle and Sound Transit, which stipulates specific development envelopes, including maximum heights of 85 ft.

Lot Area: Site A: 45,798 sq ft
Site B-North: 17,158 sq ft
Site B-South: 16,699 sq ft
Site C: 17,231 sq ft



Current Development:

Sites A and B constitute a 256 x 360 ft, full block between Broadway E, 10th Avenue E, E John Street and E Denny Way. Site C is a 128 x 180 ft rectangle bounded by Broadway E, E Denny Way and Nagle Place. The majority of all 4 sites is vacant, with three existing Sound Transit structures for the Capitol Hill Light Rail Station: The south entry headhouse is abutting Nagle Place and Cal Anderson Park on Site C; the north entry headhouse is abutting E John Street on Site A, along with a separate vent structure located in the middle of the block.

Surrounding Development and Neighborhood Character:

The block and adjacent Site C are located at the heart of a vibrant mixed use neighborhood, along the Broadway corridor which is a defining feature of the Capitol Hill district. To the west and north are 2-6 story commercial and residential structures of various styles. To the east along 10th Avenue are 1-4 story residential structures, many of a smaller grain. To the south is the northwest corner of Cal Anderson Park, and a surface parking lot immediately south of Site C. The Development Agreement (DA) intentionally shapes the infill around the Capitol Hill Station headhouses with mixed uses, a plaza and a public realm that supports a Transit Oriented Development (TOD) node at the community crossroads of Broadway and John Street.

Access:

Pedestrian access for all sites would be from the sidewalks on the surrounding 5 streets, plus from the DA stipulated plaza at the south central portion of Site A, and from the Nagle Place Extension (NPE) that bisects the A/B block north-south. Possible vehicle access is stipulated by the DA: Site A is from the NPE between the headhouse and vent structure; both portions of site B share one access from 10th Ave E at the north end of B-south; Site C is from Nagle Place.

Environmentally Critical Areas:

Steep Slope is mapped on site C.

PROJECT DESCRIPTION

Site A has a 7 story, 85 ft tall structure with 152 residential units above a 16,800 sf commercial ground floor, and parking for 183 cars fully below grade. Site B-north has a 7 story, 70 ft tall structure with 110 units and a 1,400 sq ft community room on the ground floor. Site B-south has a 7 story, 85 ft tall structure with 73 units and 3,500 sq ft of ground floor commercial uses, plus 119 car spaces below grade. Site C has a 7 story, 85 ft tall structure (to Broadway) with 92 units and 12,800 sf of day care and commercial uses at the ground floor; 32 parking spaces are located on a level accessed from Nagle Place, and is bermed into the site and concealed on the north and east by the existing south station entry headhouse at the corner.

Summary of Special Conditions Governing the Capitol Hill TOD:

The four sites are all governed by a **Development Agreement (DA)** signed by the City of Seattle and Sound Transit (Council Bill # 117818). This DA stipulates specific maximum massing envelopes and other development standards such as allowed uses, the plaza dimensions, and vehicle access points. Wherever the explicit DA standards are silent, the relevant Seattle

Municipal Code (SMC) standards apply. The DA has a provision for “minor variations” from the DA which are administered by City staff. Variations may be identified by the applicants and/or as a result of Board recommendations, and will be included in the Master Use Permit application.

The DA is binding and the Design Review Board (the Board) has no authority to supersede these provisions. Any requested deviations from the applicable SMC Code must be addressed as typical departures (SMC 23.41.012), and evaluated by the Board.

The Seattle City Council adopted site-specific, supplemental **Light Rail Station Site Design Guidelines** as part of the Capitol Hill neighborhood design guidelines for this Capitol Hill TOD (see below; these guidelines contain an “S” suffix). To be more efficient and review the four projects in a holistic, urban design fashion, they were reviewed together by the Board at one 3 hour Early Design Guidance (EDG) meeting on 12/14/16. The Board considered these guidelines carefully when evaluating the proposal, while all citywide and 2013 Capitol Hill Design Guidelines remain applicable. The Board reconvened for a Recommendation meeting on 8/16/17.

Design Proposal:

The design packet includes information presented at the meeting, and is available online by entering the project number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at SDCl:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE December 14, 2016

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Generally supported Option 2, and keeping ‘variations’ as few as possible; speaking as a TOD Champion, the DA was carefully considered with much community input.
- Stated the proposal was responsive to all community aspirations and supported option 2.
- Concerned the development envelopes and FAR exceed standards. [Applicant stated the comparable 85ft zone has a max 6.0 FAR, and the proposal has one structure at 5.6 FAR, and the others 3.4 to 5.3 FAR].
- Concerned that Option 2, Site A has too much lobby/leasing area on a ground floor that should be nearly 100% commercial; suggested moving a much-reduced lobby north.
- Supported the tall Site A pass-through but it should be activated on both sides with open stalls, part of the market hall character desirable for the entire ground floor of Site A.

- Stated the entire south façade of B-south should be café or commercial, activating and fronting the park (several concurred).
- Strongly concerned the gaps between the existing station structures and proposed structures on Sites A and C will become nuisances and ugly leftovers (several concurred) (STAFF NOTE: these are currently DA required easements).
- Suggested integrating locations for public art and plaques describing local history/civic leaders, such as Cal Anderson.
- Concerned the 3 vehicle drives/ramps shown conflict with pedestrians in a transit and pedestrian first vicinity; advised all drives be moved off Nagle Place Extension (NPE).
- Strongly opposed to cars using all of NPE, where pedestrian and bike access to the station should be prioritized; concerned about safety and compromised public space.
- Agreed the existing bland vent box is a great opportunity for public art/ media screens, and it should be integrated into the design.
- Advocated the pedestrian and open space network should be designed first, and the building footprints and massing should then respond to that, rather than the reverse.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Supported 100% of the south portion of Site A to be a flexible, market hall commercial space, and opposed to any portion of that space being used for residential lobby/uses.
- Suggested the north portion of Site C be flexible, market hall commercial to complement the same on the north side of Denny Way.
- Recommended adding a café, retail space on the east ground floor of site C, re-incarnating the Café Vivace, and activating the street and adjacent park.
- Supported the design of the façade along all of 10th Ave E to be modulated and reflect a broken down residential scale like the existing buildings across the street.
- Supported eliminating the gap easements between the existing station structures and proposed buildings, and minimally, designing attractive fences or facades at those spots.
- Recommended retail/artist uses along the entire west side of NPE, rather than the proposed live-work units at B-north, which do not activate the street as well.
- Advocated reducing the amount of trash/service frontage shown on NPE.
- Stated the parking quantity and associated curb cuts are too large (many concurred).
- Recommended the parking be minimal and dedicated to only short term commercial use.
- Supported building designs and integrated public art and interpretative elements, that reflect the unique character and history of Capitol Hill.
- Supported rooftop gardens and creative, indigenous plant species.
- Recommended buildings reinforce and orient to all street corners and pass-throughs, with subtractive cut-outs that are inviting to pedestrians.
- Supported durable, quality, monumental materials and details (several concurred).
- Stated the buildings will be the most-visible Cap Hill cluster in a generation, and to mitigate the boxy and rectangular forms shown, with more arches, angles and arcs.
- SDOT recommended the following: consistent street trees, planter strips and generous sidewalk widths to support pedestrian volumes near the station; generous and diverse bike parking options near the station and generous user desire lines; reducing and/or consolidating the vehicular access points; and all open spaces designed with Crime Prevention through Environmental Design (CPTED) principles.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members (the Board) provided the following siting and design guidance:

All [page references] below are to the EDG booklet dated 12/14/2016; (guideline citations):

1. General:

- a. The Board applauded the applicants for creating a very clear and complete presentation and booklet on four sites and a complex project.
- b. 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)

2. Massing & Forms: The Board generally supported the Option 2 massing for all four sites, but with the following qualifications:

- a. **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)
- b. **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)
- c. 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)
- d. **Site B:** Other vertical notches and reveals are critical to modulate the long walls, as evidenced on pg 87, 89,98. (DC2-B & C)
- e. Supported the two different scales of pass-throughs, and the corridor-only, narrow, transparent one on Site A [57]. (CS2-S-II-ii)
- f. 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)
- g. 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)

3. Ground Floor Uses:

- 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)
- 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)
- e. **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)
- f. **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)
- g. **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 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)
- h. **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)
- i. **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-II)
- j. **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)

4. Plaza & Landscape:

- a. The Board supported the Option 2 concept landscape plan [56], 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)
- b. The Board supported the addition of more trees, and/or vertical lighting elements to populate and soften the large paved area shown, especially along the west edge of

Site B. The Board generally supported the quality and design implied by the precedent images shown on pg 61-63.(DC3-S-V)

- c. 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)
- d. 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 lights, and sconces rather than floodlights or tall poles. (PL1-S-II; PL2-III)

5. Nagle Place Extension (NPE), between E Denny Way and E John Street:

- a. The Board discussed this 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)
- b. 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 staggers 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)

6. Building Character & Materiality:

- a. 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)
- b. 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)
- c. 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-I & II; DC4-S)

7. Streetscapes, ‘Gaps’, Lighting and Public Art:

- a. 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)

- b. 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)
- c. 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)
- d. The Board supported selective use of vertical wall bike racks along the Broadway and Denny Way frontages [70,71], but not to overly obstruct the transparency and porosity of the retail uses. The Board agreed this type of rack is not transparent or easy for many to use, so recommended a mix of bike racks be equally implemented around the site: typical curbside racks, a bike coral, and some carefully placed vertical racks, ideally not near corners or other pedestrian pinch points. (PL4-B; PL3-I-iii)

FIRST RECOMMENDATION August 16, 2017

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned that Building B North feels out of place with the use of color on the building exterior.
- The Capitol Hill Chamber was pleased with the proposed retail scheme throughout the project.
- The Capitol Hill Champions supported the daycare use at this location as the community need for daycare use outweigh concerns about street activation, especially as the majority of the project frontage on Broadway is retail use. Pleased to see the retail use extended to the opposite side of the plaza in B South and do not think it should be extended further than proposed. Excited with the prospects of pedestrian and bike use of the Nagle Place Extension and want to encourage safety between the various users.
- Sound Transit is excited and supportive of the proposed development.
- Concerned whether the farmers market can be accommodated in the proposed plaza space.
- Concerned that B North does not seem well integrated into the neighborhood or the rest of the proposed development. The mere use of color to address the building bulk is insufficient; additional building articulation is needed.
- Disappointed with the design of B North as blocky and unrelated to the rest of the project. Concerned that the resulting appearance looks like low-income housing.
- Questioned the accessibility issues and development standards of the ground level units on the south and east sides of B South.
- Seattle AIDS Legacy Memorial is pleased with the possibility of integrating their memorial into the arts program of the site.

- PPUNC was supportive of the plaza design as a strong civic space. (*See also summary of letter below*).
- The Office of Housing is pleased with the design of B North and noted the resource limitations.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- SDOT was pleased that the Nagle Place extension will not go through the Denny Way.
- PPUNC expressed support for the project and plaza design as a successful civic space, particularly the following elements: the bold use of color, the pedestrian realm on B North and the community room expression, the change in building height between B North and B South, the residential entry on Building C facing the park. They would like to see the lantern elements better incorporated into the building architecture. Supported the daycare use along Broadway, however, window coverings should not be added – especially without community input.
- The Capitol Hill Chamber was very pleased with the mixed-use development proposed and the level of community engagement that has occurred by the development team. The design balances many community needed, and development constraints. Supported the daycare use on Broadway as a strongly needed amenity. Supported the amount of retail proposed along Denny as viable and supported the lobby placement and co-location of a retail use.
- The Capitol Hill Champions were supportive of the project and the process of community engagement. Specifically, they expressed support for the daycare location on Building C, but remained interested in how this use might help promote evening activity along this Broadway frontage. Supported the retail use as shown on Denny. Supported the revised lobby design and integration with retail use. Supported the departure requests for community room depth and height. Supported the maximized number of affordable housing units on B North and use of higher quality materials at the pedestrian level and would be interested to hear other design ideas for this building within these constraints. Pleased with the design of Building C facing the park.
- Would like to ensure that adequate space is allotted to the farmers market in the proposed development, along with a more dramatic gateway design to the park.
- Design clashes with and will deteriorate the surrounding historic character of the neighborhood.
- Disliked the cheap looking panels and splashes of color.
- Would like to see masonry finishing materials top to bottom, more symmetry in overall shape.
- The ground floor design of building A along Broadway looks very monotonous and not developed with the pedestrian in mind.
- Supported the proposed plaza design and pavers.
- Would like to see more color, and less white, including the ground floor public spaces.
- Concerned that the streetscape along John, a high traffic street, looks underdeveloped and should appear like the backside of the building not the front.
- Please that the proposal looks like high quality, well thought out design overall.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members (the Board) provided the following siting and design guidance.

All [page references] below are to the REC booklet dated 8/16/2017; (guideline citations):

1. General:

- a. The Board applauded the applicants for creating a very clear and complete presentation and booklet on four sites and a complex project. The Board was also pleased with the thoughtful presentation of the material and positive evolution of the project since the EDG.

2. Massing & Forms: The Board provided specific feedback on each building massing and form as follows:

a. Building A:

- 1) The Board appreciated the use and expression of the concrete piers to help break down the length of the building, as well as the change of storefront color window system to accentuate these breaks in the length of this building. (DC2-A-2)
- 2) The Board was concerned that the effect of the “lantern” elements were not fully realized and should be expressed further to create strong focal points and create a strong architectural concept for the buildings along Broadway. These lantern elements should read as glassy boxes that have a higher proportion of glazing to allow them to better read as lit beacon elements [119, 131]. Resolution of this design element will better reinforce the contemporary, shifting and subtractive language shown at EDG of the Broadway building corners, midblock, tall ground floors, and expressing the upper setbacks and lanterns. *See also Building C.* (DC2-C & D; DC2-S-V-iii)
- 3) At the EDG, the Board noted the selective and legible use of color. While the Board was supportive of the use of color as an accent, they agreed that the number of different accent colors and materials appears overly busy and should be reduced. (DC2-S-I)
- 4) The Board was pleased with how the ground level of the east elevation interacted with the plaza design and program, especially the grade change to the raised plinth with a leaning table bar overlooking the plaza. (DC3-S-I)
- 5) The Board was pleased with the resolution of the northwest corner as a district landmark and station marker [120-121]. (DC2-S-II; DC2-S-V-i)

b. Building B South:

- 1) The Board agreed that the design of this building offered the most successful design concept and material integration. (DC2)

- 2) The majority of the Board accepted the residential use at the southeast corner of the south elevation given the transitional scale to the more residential 10th Ave, along with the convincing explanation of the ability for the two corner residential units to have flexible conversion to a commercial use in the future should such demand arise [140]. For this reason, the Board was supportive of the departure request from ground level residential setback at grade. *See Departure section below.* (PL3-S-I)
- 3) The Board expressed some concern with the relationship between B North and B South and suggested the use of the darker brick color (clinker brick from B North) at the base to further tie into B North and more dramatically differentiate between the floating mass above the base of B South. (DC2-B)
- 4) The Board was very pleased with the integration of the accent color from B north at the vertical notch on the West elevation of B South. (DC2-B)
- 5) The Board supported strong ground level residential character expression along 10th Avenue. (CS2-A-1, CS2-S-III-i)
- 6) The Board was pleased with how the ground level of the west elevation interacted with the plaza design and program. (PL3-S-I-ii)

c. Building B North:

- 1) The Board appreciated the building height step between Buildings B North and B South, but was concerned with the overall flatness of the elevation and lack of articulation and/or special residential character. The Board suggested the use of Juliet balconies, setbacks, modulation, lanterns, etc. to emphasize the residential character and provide more texture. This direction was also reiterated at the EDG noting that other vertical notches and reveals are critical to modulate the long walls. (CS2-S-III-I; DC2-B & C & D2, DC2-S-V-iii)
- 2) The Board also noted that this building feels very different from the rest of the development and elements that could tie it into the whole should be explored. The Board agreed that Building B North and B South should return for another meeting to ensure the entire site worked as a whole with an integrated concept. (CS3-I, DC2-S-I)
- 3) The Board applauded the technique of the color fade and wrapping of the color, however, they echoed public comment and were concerned that the color scheme is less timeless than the rest of the building forms and pattern found elsewhere on the development. This should be explored further. (CS2-S-III-I; DC2-B & C & D2, DC2-S-V-iii)
- 4) The Board was very supportive of the use of brick at the base and well-designed residential entryway on 10th Ave. (DC4-A, DC4-S-I)
- 5) The Board was satisfied with the door location to the community room being located on 10th Ave as shown. (CS2-I)
- 6) The Board was supportive of the two departure requests from commercial height and depth. *See Departure section below.* (PL3-S, DC2-B)

d. Building C:

- 1) The Board continued to have concerns with the future potential lack of street activation of the proposed daycare use on Broadway. They recommended further minimizing this frontage and would support a departure from the commercial depth standards to help achieve this frontage activation issue. (CS2-S-I; PL3-C-1, PL3-C-2, PL3-I-iii)
- 2) The Board was concerned that the effect of the “lantern” elements were not fully realized and should be expressed further to create strong focal points and create a strong architectural concept for the buildings along Broadway. These lantern elements should read as glassy boxes that have a higher proportion of glazing to allow them to better read as lit beacon elements. Specifically, the cap/parapet proportion is too heavy and should appear lighter and glassier. Resolution of this design element will better reinforce the contemporary, shifting and subtractive language shown at EDG at the Broadway building corners, midblock, tall ground floors, and expressing the upper setbacks and lanterns [119, 131]. *See also Building A above.* (DC2-C & D; DC2-S-V-iii)
- 3) The Board noted that the east elevation that serves as a visible backdrop to the headhouse should be treated similarly to the west elevation in terms of visual interest and modulation. (DC2-S-I)
- 4) At the EDG, the Board noted the selective and legible use of color. While the Board was supportive of the use of color as an accent, they agreed that the number of different accent colors and materials appears overly busy and should be reduced. (DC2-S-I) *See also Building A.*
- 5) The Board supported the lantern-amenity room at the roof provided the lantern qualities are emphasized per the guidance above. (DC2-S-IV-i)

3. Ground Floor Uses:

- a. **Site C:** The Board was pleased with the revised sizing and location of the day care entry and stair on Nagle Place to include a waiting space for the daycare drop & pick-up queues [134]. (DC1-A)
- b. **Site C:** The Board was pleased with the decreased width of the vehicle portal and drive on the east portion and maximized lobby and pedestrian scaled elements at the street [134]. (DC1-I)
- c. **Site A:** The Board was very supportive of the revised and minimized residential lobby/lease space shown on the pass through and wrapped by active retail uses to create a market hall retail space with numerous openings to the sidewalks, plaza area and pass through corridors [136]. (CS2-S-II-ii; PL3-S-I; PL3-S-I-1, ii, & iii)
- d. **Site A & B:** The Board continued to support the locations, alignment, and basic shapes of the two pass-throughs, and minimum 15ft width at narrowest part, opening wider at the perimeters to respond to pedestrian flows. They also supported the different scales of pass throughs shown. The Board was also pleased that the treatment of the pass-through walls offer transparency, with active uses inside, to promote a mixing zone [126-128, 138]. (CS2-S-II-ii; PL1-S-III)
- e. **Site B:** The Board was pleased with the consolidated required service and utility functions located opposite the vent box and vehicle ramp. (DC1-II)

- f. **Site B:** The Board continued to support the community room use along the north frontage of B-north, and agreed the two story, inset, transparent expression as shown on page 142 is the proper scale and proportion on the busy E John Street. The Board was satisfied that the room as managed by Capitol Hill Housing is likely to be steadily used, thus providing active use at the street edge [142]. (PL3-S)

4. Plaza, Landscape & Open Spaces:

- a. The Board unanimously agreed that the plaza and landscape design throughout the site were masterfully done and very responsive and thoughtful in their evolution since EDG. The Board agreed that the modified shaped from a zig-zag concept to a softer elliptical curve better accommodates the site's grade changes, relationship to Cal Anderson Park, and variety of uses planned for this space [144]. The Board specifically supported the use of specialty paving to provide visual interest and demarcate the zones (hexagon pavers with various colors distributed to create a gradient that reinforces the plaza as the focal point), integrated seating and site furniture, integrated, vertical and catenary lighting for safety, and trees [23-25, 29, 145]. The Board was also supportive of the varied and interesting combination of native and drought tolerant vegetation proposed through the site [26-27]. (DC3-S-I; DC3-S-V; DC4-D-4; PL1-A & C; PL1-S-IV-1 & ii; PL1-S-II; PL2-III; DC3-B; DC3-S-V; DC4-D)
- b. The Board echoed public comment and was excited by the art plan concepts and mix of physical and digital installations and ability for flexibility of displays over time. *See also Streetscapes, 'Gaps', Lighting and Public Art below.* (CS2-A; CS3-B-2; DC2-S-V-ii)
- c. The Board was very supportive with artful screening of the vent shaft and stressed the importance of the element. (CS2-A; CS3-B-2)
- d. The Board continued to support the vertical elements marking the pass-throughs on Broadway, and plaza side of Sites A [122] and B [123]. (CS2-S-II-i)
- e. The Board enthusiastically supported the manner in which both Buildings A and B South framed and integrated the plaza area with active edges [137]. (PL3-S-I-ii)

5. Nagle Place Extension (NPE), between E Denny Way and E John Street:

- a. The Board again discussed this public realm element at length; it is a private driveway 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 ultimately recommended that the NPE drive aisle be treated similarly to the plaza treatment to emphasize pedestrian realm over the vehicle. (DC1-S-I; DC3-S-V-iv; DC4-D-4)
- b. Along the NPE, the Board was pleased with the use of trees and planting beds to border and soften the driveway, overhead catenary lighting, and the use of specialty paving at the mouth of the driveway to delineate the crossing over the sidewalk [28]. (PL2-III-ii; DC3-S-V)

6. Building Character & Materiality:

- a. At EDG, the proposal included glass details (lanterns and glass columns) that were present in all buildings (A, B North, B South, and C). The Board agreed that this was an elegant design feature that unified the project design and added an iconic detail.

- The Board also agreed that this effect was significantly diminished in the proposal presented and as a consequence, the project unity and character was also diminished. This was the primary reason the Board requested the applicant return for another meeting. *See also Massing and Forms above.* (DC2-C & D; DC2-S-V-iii)
- b. At the EDG, the Board agreed the four buildings should be compatible but exhibit distinct characters, largely carried out with materials, textures and tones. The Board was generally pleased with the different building characters and compatibility, however, they noted some key concerns with color and texture articulated under *Massing and Forms above.* (DC2-S-I)
 - c. The Board continued to support the folding and integrated canopies along Broadway, and encouraged emphasis of these elements. (CS3-I-ii; DC2-C; PL2-C)
 - d. At EDG, the Board noted that these prominent structures should be clad in durable, quality materials (likely not cement panels), and include superior detailing and architectural features. At the Recommendation meeting, the Board reviewed a material palette for Buildings A and C that included colored cement composite panels with varied finishes and textures, natural wood colored phenolic panels, metal balconies, vinyl residential windows, concrete, metal trellis and storefront glazing system and metal canopies [53, 60, 76-77, 79]. For Building B North, the material palette included color cement panels, storefront glazing and spandrel panel, dark and light brick, residential vinyl windows and wood soffit for the metal canopies [87]. For Building B South, the material palette included colored composite panels of different finishes, metal panels, brick, concrete, vinyl windows, storefront glazing, metal accents and wood soffits [102]. *See Massing and Forms recommendations above.* (DC4-I & II; DC4-S)

7. Streetscapes, ‘Gaps’, Lighting and Public Art:

- a. At EDG, the Board discussed the treatment of the easement gaps between the proposed and existing buildings that create awkward design conditions and maintenance liabilities. At the First Recommendation meeting, the Board was satisfied with the “gap” space on Building A which has been screened with a perforated metal gate with key viewing openings towards the bio-digesters [161-162].
- b. On Site C, the Board was very pleased with the thoughtful treatment of the space between the headhouse and the east elevation of the building that included a garden style gate and raised planting beds [159]. (DC2-C-3)
- c. The Board heard public comment and was excited to see the art concept integrated throughout the plaza area with site specific, integrated art features using different mediums (augmented reality, vertical screens, seating, integrated and overhead lighting, murals), and technologies [163-165]. The Board was also supportive of the efforts to maintain the existing street artwork (Broadway mosaic tile strip and Dance Steps) [24]. (DC2-S-V-ii)
- d. The Board was enthusiastic about the proposed feature wall screening the blank wall of the vent shaft (that is not part of the subject site) as a unique focal point [164].
- e. The Board was also supportive of the innovative lighting plan as shown throughout the site [34, 147]. (PL2-B-2)

- f. The Board was supportive of the conceptual signage plan as shown throughout the site [35]. (PL2-D-1)
- g. The Board was pleased to see that the vertical bike racks proposed at EDG have since been removed. (PL4-B; PL3-I-iii)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures will be based on the departure's potential to help the project better meet Design Guidelines priorities and achieve a better overall project design than could be achieved without the departures. The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance, no Seattle Municipal Code (SMC) departures were identified, but some may emerge prior to the MUP application or subsequent Recommendation Meeting. At that time, the Board will fully evaluate any identified departures.

At the time of the First Recommendation meeting, three departures were requested.

- 1. Street Level Depth Standards (SMC 23.47A.008.B.3).** The Code requires that non-residential uses shall extend an average depth of 30 feet and a minimum depth of 15 feet from the street-level, street-facing facade. On Building B North, the proposed community room use at the northeast corner is proposed to have a depth of 19 feet, 9 inches.

The Board indicated support for the departure request due to the proposed art wall that will be highly visible from the strong commercial glazing of this corner space. In addition, the proposed community room function was an important aspect of the Development Agreement and the operator of the community room, Capitol Hill Housing, is committed to active programming of the space at this corner and has contemplated multiple room layouts that work within this spatial depth shown on page 142 of the REC packet. The design of this space and the expected programming all support an activated corner that is supported by Design Guideline PL3-S Active Uses.

- 2. Street Level Height Standards (SMC 23.47A.008.B.4).** The Code requires that the height of non-residential uses at street level shall have a floor to floor height of at least 13 feet. On Building B North, the proposed community room use is proposed to have a height of 11 feet, 2 inches.

The majority of the Board (4-2) indicated support for the departure request due to the glass siding of the second level above the community room. This alignment of the first and second floors will create a strong base that gives the impression of a taller, larger volume with a combined height of 17 feet, 8 inches. The design of this glassy corner base is important to the success of the overall design concept and is supported by Design Guideline DC2-B Architectural and Facade Composition.

- 3. Street Level Setback Standards for Residential Uses (SMC 23.47A.008.D.2).** The Code requires that dwelling units located at street level shall be at least four feet above or below grade or set back 10 feet from the sidewalk. On Building B South, the two ground level units at the south elevation are proposed to be set back 7 feet.

A majority of the Board (5-1) was inclined to support the reduced set back of these two, ground level residential units at the southeast corner of the south elevation given the transitional scale to the more residential character of 10th Ave, along with the convincing explanation of the ability for the two residential units to have flexible conversion to a commercial use in the future should such demand arise [shown on page 140]. For this reason, the Board was supportive of the departure request from ground level residential setback at grade. (PL3-S-I Flexible Retail)

DESIGN REVIEW GUIDELINES

The priority Citywide and Capitol Hill Neighborhood Design Guidelines identified as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

NOTE: The Seattle City Council adopted additional, Supplemental Guidelines for this Light Rail Station Site. The Board designated all of them as Priority Guidelines for these four sites, and they are listed below as: **XX#- S Light Rail Station Sites**

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1 Capitol Hill Supplemental Guidance:

CS1- S Light Rail Station Sites

CS1-S-I: Energy Use

CS1-S-I-i. Heating/Cooling: Integrate new buildings and site with external direct heating/cooling system(s)

CS1-S-I-ii. Renewable Energy: Incorporate building-integrated renewable energy generation, provide for potential expansion with adjacent properties

CS1-S-I-iii. Meters: Provide individual, advanced meters for every residential unit

CS1-S-I-iv. Usage Feedback: Provide publicly visible displays of energy use

CS1-S-II: Plants and Habitat

CS1-S-II-i. 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.

CS1-S-II-ii. Habitat in Right-Of-Way: Create habitat through right-of-way improvements and/or integrated green roofs and walls

CS1-S-III: Water

CS1-S-III-i. Visible Water: Provide publicly visible displays of water use

CS1-S-III-ii. Shared Systems: Provide shared site-wide systems for rain water harvesting, greywater reuse, blackwater processing/reuse, centralized shared water cisterns. Provide for potential expansion with adjacent properties.

CS1-S-III-iii. Flow Reduction: Reduce flows into the municipal water system through stormwater management of building green roofs and walls.

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

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

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

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

Capitol Hill Supplemental Guidance:

CS2-I Streetscape Compatibility

CS2-I-iii: Entrances: Vehicle entrances to buildings should not dominate the streetscape

CS2-I-v. Multiple Frontages: For buildings that span a block and “front” on two streets, each street frontage should receive individual and detailed site planning and architectural design treatments.

CS2-I-vi. Zoning Sensitivity: Where possible, new development in commercial zones should be sensitive to neighboring residential zones.

CS2-III Height, Bulk, and Scale Compatibility

CS2-III-iv. Broadway Scale: Help maintain and enhance the character of Broadway by designing new buildings to reflect the scale of existing buildings.

CS2-III-v. Broadway Storefronts: The pedestrian orientation of Broadway should be strengthened by designing to accommodate the presence or appearance of small storefronts that meet the sidewalk and where possible provide for an ample sidewalk.

CS2- S Light Rail Station Sites

CS2-S-I-i. Broadway Character: Enhance the character of Broadway as one of Capitol Hill's most prominent and vibrant shopping and public main streets.

CS2-S-I-ii. Street Edge: Facades facing Broadway should reinforce the street edge.

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. 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-III-i. Visual Integration: Consider design approaches that visually integrate the 10th Avenue E. frontage with the low-rise multifamily residential context to the east. Setbacks at the upper levels are a valuable tool to help accomplish a scale compatible with that across the street.

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

CS3-B Local History and Culture

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.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

Capitol Hill Supplemental Guidance:

CS3-I Architectural Concept and Consistency

CS3-I-i. Signage: Incorporate signage that is consistent with the existing or intended character of the building and neighborhood

CS3-I-ii. Canopies: Solid canopies or fabric awnings over the sidewalk are preferred.

CS3-I-iii. Illuminated Signs: Avoid using vinyl awnings that also serve as big, illuminated signs.

CS3-I-iv. Materials: Use materials and design that are compatible with the structures in the vicinity if those represent the neighborhood character.

PUBLIC LIFE

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

PL1-A Network of Open Spaces

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

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

PL1-B Walkways and Connections

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

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

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

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

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

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

Capitol Hill Supplemental Guidance:

PL1- S Light Rail Station Sites

PL1-S-I. Pedestrian Links: 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.

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

PL1-S-III. Network of Public Spaces

PL1-S-III-i. Public Space Accessibility: Consider design approaches that make new public spaces easily accessible from existing sidewalks and public areas, and proposed new light rail station entries.

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.

PL1-S-IV. Outdoor Uses and Activities

PL1-S-IV-i. Plaza Activation: Within the plaza, consider appropriate substructures, 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.

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.

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

PL2-B Safety and Security

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

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

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-D Wayfinding

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

Capitol Hill Supplemental Guidance:

PL2-III Personal Safety and Security

PL2-III-ii. 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.

PL2- S Light Rail Station Sites

PL2-S-I: Safety and Security

PL2-S-I-i. Upper-Level Amenity: Consider including amenity areas on upper levels of structures around the plaza as well as active uses fronting the plaza that contribute to eyes-on-the-plaza.

PL2-S-I-ii. Balconies/Terraces: Consider including usable balconies and terraces associated with individual housing units facing onto the plaza to provide oversight and contribute to architectural interest facing the plaza.

PL2-S-I-iii. Pedestrian Lighting: Consider installing pedestrian lighting such as catenary lighting along the E Denny Way Festival Street between sites A and C.

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

PL3-A Entries

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

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

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

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

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

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

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

Capitol Hill Supplemental Guidance:

PL3-I Human Activity

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

PL3-I-ii. 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.

PL3-I-iii. 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.

PL3- S Light Rail Station Sites

PL3-S-I: Street-Level Interaction

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.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-C Planning Ahead For Transit

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

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

DC1-C Parking and Service Uses

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

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

Capitol Hill Supplemental Guidance:

DC1- S Light Rail Station Sites

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.

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

DC2-A Massing

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

DC2-B Architectural and Facade Composition

DC2-B-1. Façade 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 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,” particularly at the street level and other areas where pedestrians predominate.

Capitol Hill Supplemental Guidance:

DC2- S Light Rail Station Sites

DC2-S-I. Building Identity: Consider an architectural concept that will contribute to distinct building design identities that function as a whole.

DC2-S-II. Intersection Focus: 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-III. Grade Change: Consider addressing the grade change between Broadway E. and Nagle Place in such a way that engages the E. Denny Way Festival Street.

DC2-S-IV. Massing:

DC2-S-IV-i. 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.

DC2-S-IV-ii. Solar Setbacks: If proposing setbacks, consider the solar exposure achieved for the plaza and E. Denny Way Festival Street.

DC2-S-V. Secondary Architectural Features:

DC2-S-V-i. Station Entry: 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.

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.

DC2-S-V-iii. Varied Facades: Consider exploring architectural features within ground level façades at the plaza such as recesses, bays, colonnades to ensure interest and variety.

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

DC3-B Open Space Uses and Activities

DC3-B-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.

DC3-B-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.

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

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

Capitol Hill Supplemental Guidance:

DC3- S Light Rail Station Sites

DC3-S-I. Plaza Relationship: 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.

DC3-S-II. Festival Street Relationship: Consider design approaches that are informed but not dictated by that of the E. Denny Festival Street.

DC3-S-III. Overhead Protection: Consider accommodating and not precluding temporary overhead protection across the plaza.

DC3-S-IV. Future Infrastructure: Anticipate and accommodate infrastructure for future programming of the plaza such as access to electricity and water.

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

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

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

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

DC4-B Signage

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

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

DC4-C Lighting

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

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

DC4-D Trees, Landscape, and Hardscape Materials

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

DC4-D-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.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

Capitol Hill Supplemental Guidance:

DC4- S Light Rail Station Sites

DC4-S-I: High Quality Materials: Consider using high quality materials that support pedestrian use and enjoyment of sidewalks and public spaces, including retail frontages and building façades.

BOARD DIRECTION

At the conclusion of the First Recommendation meeting, the Board recommended returning to the Board for another Recommendation meeting.