AFFORDABLE HOUSING
CAPITOL HILL TRANSIT-ORIENTED DEVELOPMENT

Site D
PEET’S COFFEE

Site C

Site A

Site B (south)

Site B (north)

Dedicated Affordable Housing Site

Option for developer to provide additional affordable housing (20/80).
The Urban Design Framework (UDF) embodies a considerable community effort to create a vision for Sound Transit’s future development sites. In response to that effort, this Coordinated Development Plan has endeavored to incorporate numerous design elements and suggestions to be implemented through the Development Agreement. Major subjects addressed in the UDF include: streetscape design, site plan hierarchy, the inclusion of affordable housing, lower than standard parking ratios, inclusion of community and commercial space, increased density, sustainable development practices and improvements for both bicycle and pedestrian access.

Specific recommendations also address the creation of a festival street on Denny, limited auto access to the main station site, widened sidewalks on Broadway, and the creation of a woonerf-type street (Nagle Place Extension). The UDF calls for a site plan hierarchy that includes: a mid-block pass through from Broadway to 10th Avenue East, a large central plaza intended to house the Broadway Farmers Market, commercial space at the ground floor on Broadway, and possible inclusion of stoops and gardens at the ground level on 10th Avenue East. Sound Transit’s CDP includes provisions for all of the elements. While the Festival Street is not a responsibility, its design, purpose and materials will be coordinated within the Development Agreement, integrating these elements with Sites A and C, NPE and the plaza.

The UDF recognizes the importance of traffic circulation in the neighborhood and to the sites, calling for limits to auto access, reduced parking ratios, and no cut-through traffic on Nagle Place Extension, among other suggestions. The CDP, balances all interests, achieving many of those features. Non-motorized access is strongly advocated; the importance of plaza access and bicycle parking and the pass-throughs are reflected in this Plan. The coordinated approach for sustainable development practices is evidenced in the green roof and plantings, and LEED building requirements.

The UDF calls for increased density on the site, recognizing the construction industry’s “five over one” building type. This CDP, based on conventional market assumptions, anticipates a density equivalent of approximately 180 units per acre, within the limits of the allowed height and floor area ratios.
the building to accommodate the slope of the site.

The same dimensional treatment occurs on the Denny facades of Sites A and C, however Site A requires a plinth for and residential floor overhang, devices such as canopies and awnings should not be required.

is open and spacious, enhancing the retail façade. Because of the weather protection offered by this retail setback floors. From this approach, the first floor height should be approximately 20', providing a 17' vertical clear zone that the height of the residential bay windows, balconies and other elements in the structural overhang of the upper

this 18 foot zone is a five foot planting strip for landscaping and tree canopy, as well as intermittent bicycle park-

nant existing sidewalk width for Sites A, C and D along Broadway is 14 feet. To create a uniform and functional

At specific locations along Broadway, the Station Master Use Permit requires 22 foot wide sidewalks. The predomi-

BROADWAY & DENNY WAY

10th AVENUE

streetscape concept augments 10th Avenue is a residential street with an intentionally different character than Broadway. Site B, bookended by East

John and East Denny, has planting strips within the 66 foot public right of way. This plan’s streetscape concept augments

The planting strip by locating private gardens and courts in the eight foot setback from the property line. Setting the

This design approach to 10th Avenue contributes a greenscape for the eastern edge of Site B in a manner that enhances

variety providing for variations in species, color, size and lowerings. The sidewalk is six feet in width.

of 10th Avenue accommodating street parking, the planting bed is seven feet wide, which allows for a smaller tree

Curb bulbs to reduce the impact of street parking will provide a generous planting bed for the larger trees. In the portion

current curb to curb dimension on 10th Avenue is 23 feet, sufficient for two lanes of traffic, but not for parking. This
A privately-owned, publically-accessible plaza will occupy the southeastern corner of Site A, adjacent to the Denny Way Festival Street and the Nagle Place Extension (NPE). The primary purpose of the plaza is intended to be the occasional scheduled use by the Broadway Farmers Market, public bicycle parking, and as a gathering area to provide an active sense of place and as a unifying element between the buildings on Sites A and B.

The Site A property transaction may encumber the property to provide the Farmers Market use of the plaza and NPE. Appropriate utilities and facilities may be installed in the plaza to support the Market and other activities. Public accessibility and use of the plaza will be governed by the owner of Site A.

The plaza, at approximately 10,000 square feet, could provide the majority of the space necessary for approximately 50 Farmers Market stall tents. Additional Farmers Market stalls will occupy NPE, immediately to the east. The plaza design and materials will be compatible with the designs of Nagle Place Extension and the Denny Way Festival Street so as to create a uniform style and functionality of private and public spaces. The plaza will be a unifying link between the Broadway-NPE and the 10th Avenue-NPE pedestrian pass-throughs. Short term service and maintenance parking will occur on NPE, as allowed by the approved Station Master Use Permit.

At the east end of Site A, the Broadway and Denny retail floor plate will be approximately three feet above the plaza surface. This plinth will provide a pedestrian and retail "back of house" service corridor, joining the Site A pass-through directly with Denny Way.

Access to Sound Transit facilities, including for planned and emergency maintenance, will be a retained right by Sound Transit.
VEHICULAR ACCESS
CAPITOL HILL TRANSIT-ORIENTED DEVELOPMENT

A coordinated approach to vehicular traffic circulation ensures adequate site access and egress for vehicles, while minimizing conflicts with other modes of travel. This is important in the dense urban neighborhood setting of the Capitol Hill Station where there will be a combined substantial increase in transit service (regional light rail and local street car). Compared with the former built environment, the new development will create greater demands on the existing street system and its functionality due to density. Also affecting this neighborhood circulation will be the City’s planned change for East Denny Way as a festival street, altering use as an east-west neighborhood connection. The additional residential tenants and vehicles associated with redevelopment, along with the City’s streetscape changes to Broad Street, will occur in an environment changed by years of light rail and street car construction. Sound Transit’s 2011 traffic analysis for the TOD sites and immediate neighborhood indicate no significant impact based on the planned development. New travel circumstances and patterns will occur with the completion of the station, subsequent development, and new transit service.

The coordinated vehicular circulation plan provides for these changes, while protecting the integrity of the neighborhood and enhancing the amenity-creating elements of the new development, the main station block plaza, Nagle Place Extension (NPE), and the Denny Festival Street. The circulation plan indicates the traffic patterns intended in the vicinity of the sites. Ensuring accessibility to NPE is fundamental to the success of the new main station block development and to reduce impacts on the neighborhood. NPE is necessary for Site A and B resident access and service requirements, as well as for the Farmers Market and other potential plaza uses, but will not function as a “cut-through” street.

Implementing the coordinated circulation plan ensures neighborhood vehicular accessibility that contributes to an overall sense of place, functionality and development continuity.
<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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<tbody>
<tr>
<td>6:00 p.m.</td>
<td>Open House</td>
</tr>
<tr>
<td>6:30 - 7:10 p.m.</td>
<td>Presentation</td>
</tr>
<tr>
<td>7:10 - 8:00 p.m.</td>
<td>Q&amp;A / Open House</td>
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Capitol Hill TOD
Desired Uses

**Housing**
- Housing is expected to occupy floors 2 and above of most new development on sites (A,B & C).
- Affordable housing target is 50% of all new housing.
- Affordable housing should be varied, and reflect the Capitol Hill community.
- Include Affordable Housing for populations including families, seniors and artists.

**Broadway Retail**
- All sites facing Broadway must have vibrant retail on the first floor.
- If larger or destination retail is included it should be oriented to Broadway.
- Broadway-facing retail may be more ‘around-the-clock’ than interior retail.

**Farmer’s Market / Station Plaza**
- Nagle Place extension above the Sound Transit station box will be retained in a separate ownership tract as a public Farmer’s Market / Station Plaza.
- The plaza will accommodate other public uses and programs at non-market times.
- Vehicle movements will be limited to loading for the Market and other service and delivery functions.

**Interior / Secondary Retail**
- The first floor of buildings facing the interior, Nagle Place, or the E. Denny Way festival St., especially where facing the Plaza should have active retail frontages.
- Interior retail should be small flexible spaces that can accommodate local businesses.
- Interior / secondary retail should be less ‘around-the-clock’ than Broadway retail.

**Potential Location For Community / Cultural Center**
- A community / cultural center could be located on either Site A2 or B2, and should have an oversight and management relationship to the Plaza.
- Include community meeting and gathering space, office spaces for non-profits and possibly performance and/or art spaces.
- Implementation and further detail on the center depends on the community’s ability to organize and raise capital funds.
- The community / cultural center is not expected to co-locate with housing.

**E. Denny Way ‘Festival Street’**
- Convert the portion of E. Denny Way between Broadway and Nagle Place to a festival street with limited access for vehicles.
- The festival street should be convertible to an extension of the plaza at certain times.

**Mixed / Flexible Uses**
- Some frontages may include a mix of semi-active and retail uses depending on market conditions and economic viability of retail in interior locations. This may include live work units, offices, or artist work spaces.

**Ground-Related Housing**
- The frontages of Sites B1 and B2 facing 10th Ave. are expected to be primarily residential with ground-related housing, including stoops and porches. Some semi-active uses may be included.

**Flexible Building Forms / Sites**
- Allow flexibility in divisions between buildings and sites to allow better design and appropriate site sizes for uses.

**College Uses**
- Site D should be a university affiliated with the Seattle Central Community College according to the College’s program needs.
- Affordable student housing is an encouraged college related use for this location.

**Push / Pull - Lower**
- Development potential should not be substantially increased on portions of sites A-2, B-2 and C immediately facing the Plaza and E. Denny Way.
- Massing to ensure that ample sunlight and air reach the plaza and Park are essential in these locations.

**Push / Pull - Higher**
- Allow developable area and building mass to be reallocated across the 4 sites to facilitate public amenities and good design. Sites A1 and B1 are good locations for a limited increase in building envelope from the current NC1-65 and NC2-40 zoning respectively. Site A1 is the most appropriate location for an increase in mass. The southern portion of site C, away from the plaza is another location for a potential moderate increase from existing NC3-65 zoning.
Capitol Hill TOD Scale & Design

Consider sun exposure and shadow effects of massing—especially with respect to the plaza and E. Denny Way festival Street.

Overall massing scheme should step down to the plaza to reinforce the focus on the plaza, and maximize light and air into the space.

Upper level connections between buildings (A1-A2 and B1-B2) preserve perceptible massing breaks at sites A and B.

Site D is recommended for SCCC-related uses. Best use of the site requires explicit coordination with the adjacent property as indicated.

Visually create a strong pedestrian connection between the John & Broadway intersection through to the Plaza.

Focal point at the prominent Broadway & John intersection adjacent to the main station entry.

Note: These bird’s eye diagrams are concepts for general illustrative purposes only. Diagrams depict one of many possible configurations that could result from design principles of the Urban Design Framework. Volumes are intended to show general mass and scale, and are not to suggest particular architectural design concepts.

Capitol Hill TOD Scale & Design

Include a feature of interest on the south facade of the central vent shaft making it a focal point of the plaza. Ideas include using the facade for artistic display, transit-related information, or green/wall treatments.

Midblock crossings of site B-A is a strong link to Broadway, inviting pedestrian into the plaza.

Variety of treatments are used to activate the Plaza, including active retail storefronts/building entries and architectural treatments at the base of all buildings facing the plaza and E. Denny Way festival street.

Site A is recommended for SCCC-related development. Consultation with the lot to the south is indicated here.

A series of linked open spaces between Plaza, E. Denny Way, Vertical St. and the Park. The festival street has limited vehicle access, and is a vibrant environment raised to the level of the plaza.

OPTION: Remove 4 story (40’) limit on building B-2 for lowered scale and transition to the park and plaza. In this option B-2 is a highly transparent civic structure with offices and services.

Flexible midblock crossing. A midblock crossing must be included through site A and B but its location is flexible depending on the design concept. The midblock crossing should be near the central vent shaft. Building above public midblock crossings is a possibility.

Balanced, shared pedestrian-vehicle space between the B-1 site and the north station entry.

Upper level connections between buildings (A1-A2 and B1-B2) preserve perceptible massing breaks at sites A and B.

Site D is recommended for SCCC-related uses. Best use of the site requires explicit coordination with the adjacent property as indicated.

Focal point at the prominent Broadway & John intersection adjacent to the main station entry.

Balanced, shared pedestrian-vehicle space between the B-1 site and the north station entry.

Overall massing scheme should step down to the plaza to reinforce the focus on the plaza, and maximize light and air into the space.

Upper level connections between buildings (A1-A2 and B1-B2) preserve perceptible massing breaks at sites A and B.

Site D is recommended for SCCC-related uses. Best use of the site requires explicit coordination with the adjacent property as indicated.

Visually create a strong pedestrian connection between the John & Broadway intersection through to the Plaza.

Focal point at the prominent Broadway & John intersection adjacent to the main station entry.

Note: These bird’s eye diagrams are concepts for general illustrative purposes only. Diagrams depict one of many possible configurations that could result from design principles of the Urban Design Framework. Volumes are intended to show general mass and scale, and are not to suggest particular architectural design concepts.

Capitol Hill TOD Scale & Design

Include a feature of interest on the south facade of the central vent shaft making it a focal point of the plaza. Ideas include using the facade for artistic display, transit-related information, or green/wall treatments.

Midblock crossings of site B-A is a strong link to Broadway, inviting pedestrian into the plaza.

Variety of treatments are used to activate the Plaza, including active retail storefronts/building entries and architectural treatments at the base of all buildings facing the plaza and E. Denny Way festival street.

Site A is recommended for SCCC-related development. Consultation with the lot to the south is indicated here.
PROCESS BACKGROUND

2009  Capitol Hill Chamber of Commerce TOD subcommittee

Quarterly community meetings on desired uses

9/2009  Community Charrette hosted by Chamber

Top three priorities Of Community Amenities By The Citizens Of Capitol Hill
1. Farmer’s Market
2. Affordable Housing
3. Cultural Center

2/2010  Recommendations report
Highlights:
Prepare an Urban Design Framework for the station sites

Champion the vision
PROCESS BACKGROUND

2010 Capitol Hill Champion—joint body of Capitol Hill Chamber of Commerce and Capitol Hill Community Council

2010/11 Urban Design Framework workshops
1. Desired Uses
2. Design and Scale
3. Programming of community spaces


10/2011 Final Urban Design Framework
URBAN DESIGN FRAMEWORK

Key Recommendations in Urban Design Framework

Collaborative development projects of the highest quality

A plaza that becomes the civic heart of Capitol Hill

Affordable housing

A cultural center and community space

Low-Ratio Parking
ORGANIZATION

Design Guidance from the Urban Design Framework, organized differently

The Outline of the Draft City wide Seattle Design Guidelines outline appear in regular font

Applicable Capitol Hill Design Guidelines are noted in italics

Site-specific, supplemental design guidance is noted in boxed text
CONTEXT AND SITE

Relationship to the Block

Height, Bulk and Scale
PUBLIC LIFE

Open Space Connectivity

Network of Public Spaces

Walkways and Connections

Outdoor Uses and Activities

Street-Level Interaction
DESIGN CONCEPT

Vehicular Access and Circulation

Architectural Concept

Massing

Secondary Architectural Features

Open Space Concept

Exterior Elements and Finishes