

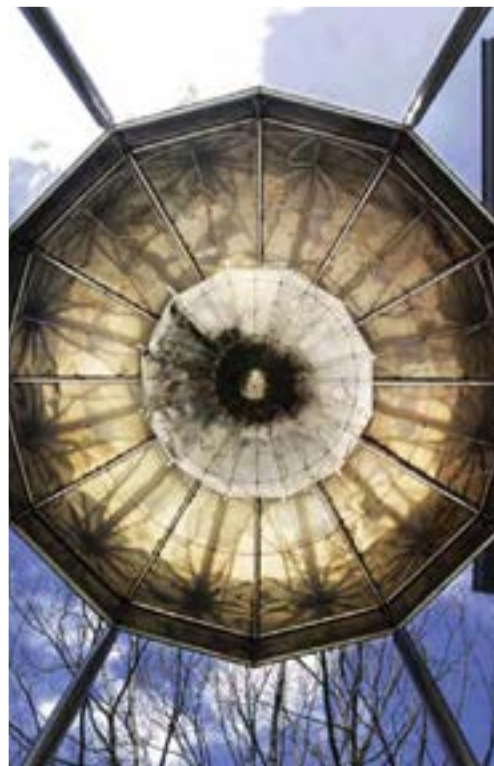


1105 E Fir St | #3012897

Early Design Guidance

02/06/2012

Photos: Existing Site & Context (+ Future Streetcar)



Development Objectives

Statement; Project Data (number of units, building and open space square footage, and amount of parking); Aerial Photo

Urban Design Opps & Constraints

Vicinity Map (Surrounding Uses & Transit Connections); Neighborhood Context: Existing Context Site Plan (9-block area) with existing buildings, immediate surrounding uses, lot lines, vehicular traffic flows, and major barriers that affect the site; Neighborhood Context: Photomontages of Streetscapes; Plans and Regulations; Zoning Summary; Future Context: Yesler Terrace

Site Analysis

Existing Conditions (Site Plan and Summary of existing use, topography, trees, frontage lengths, access and transit); View Diagrams (photos to and from the site from each major site intersection); Topography Challenges; Tree Analysis

Architectural Concepts

Inspiration and Character (Photos of architecture and landscape architecture inspiration); Three Architectural Alternatives (siting, massing, open space, facade treatments, access, concept, pros/cons); Street Character Studies (for Alternative 3)

Departures

Statement of potential departures

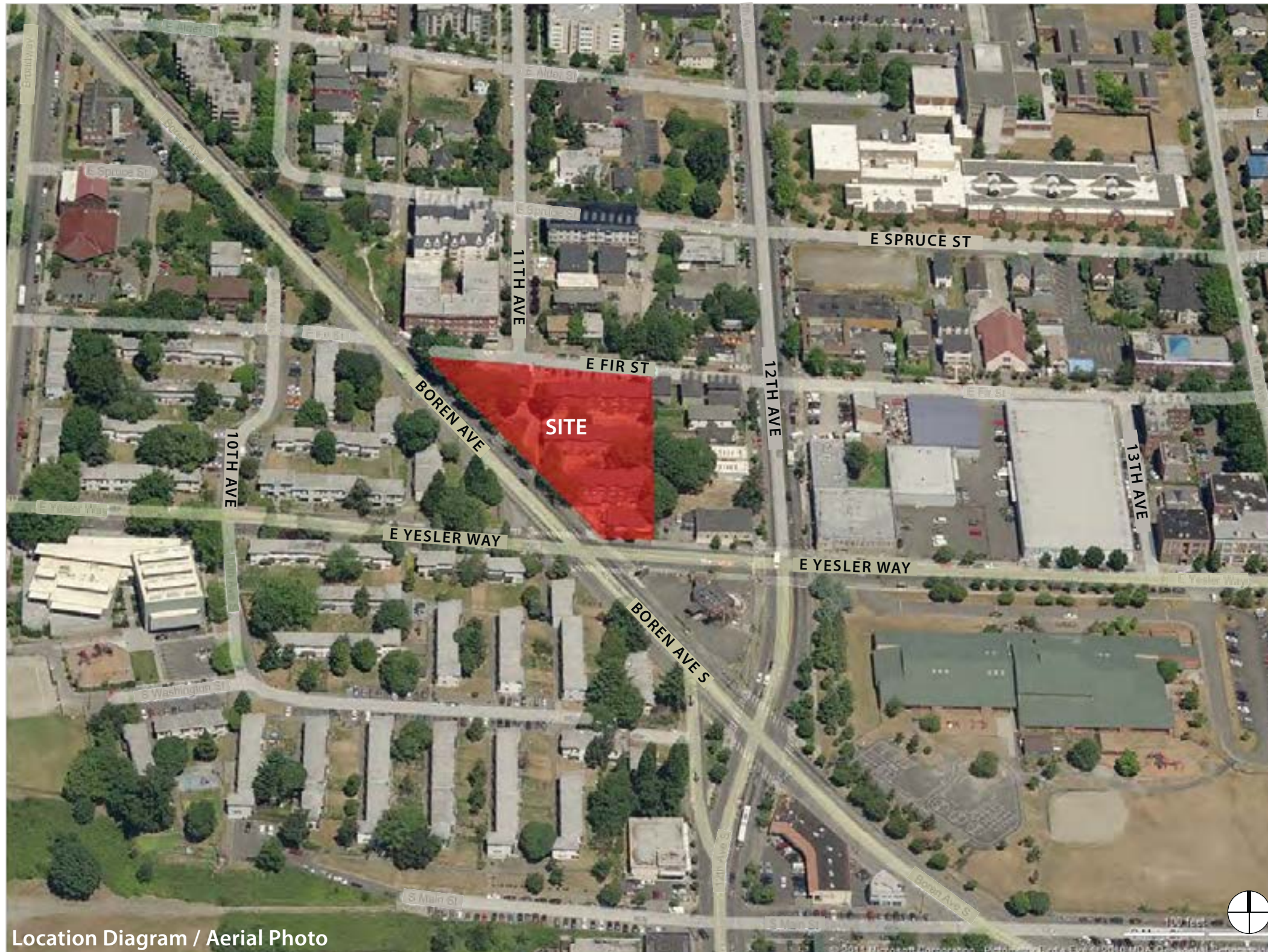
City Design Guidelines

Summary of most important guidelines for the project to address



1301 First Avenue, Suite 301
Seattle, Washington 98101
206.467.5828
www.gglo.com

Development Objectives



Location Diagram / Aerial Photo

Project Statement

To develop a mixed-use affordable housing project for the Seattle Housing Authority and be the first step in implementing the redevelopment Master Plan of the neighboring Yesler Terrace Master Planned Community to the west.

The project's sustainability goals are to become an Enterprise Green Community and meeting Evergreen Sustainable Development Standards.

Project Data

Total Lot Size = 53,714 sf (1.2 acres)

Vertical Development (approximate values)

Total Building Area	132,914 sf
Total Number of Residential Units	100
Number of Parking Spaces	58
Floor Area Ratio (FAR)	2.1
Density (Units per Acre)	83
Coverage (Percent of Land Area Covered by Buildings)	46%

Horizontal Development (approximate values)

Area for Yards and Stoops	7,850 sf
Private Roof Decks	750 sf
Private Landscape Area	15,582 sf
Total Area of Open Space	24,189 sf












Urban Design Opportunities & Constraints

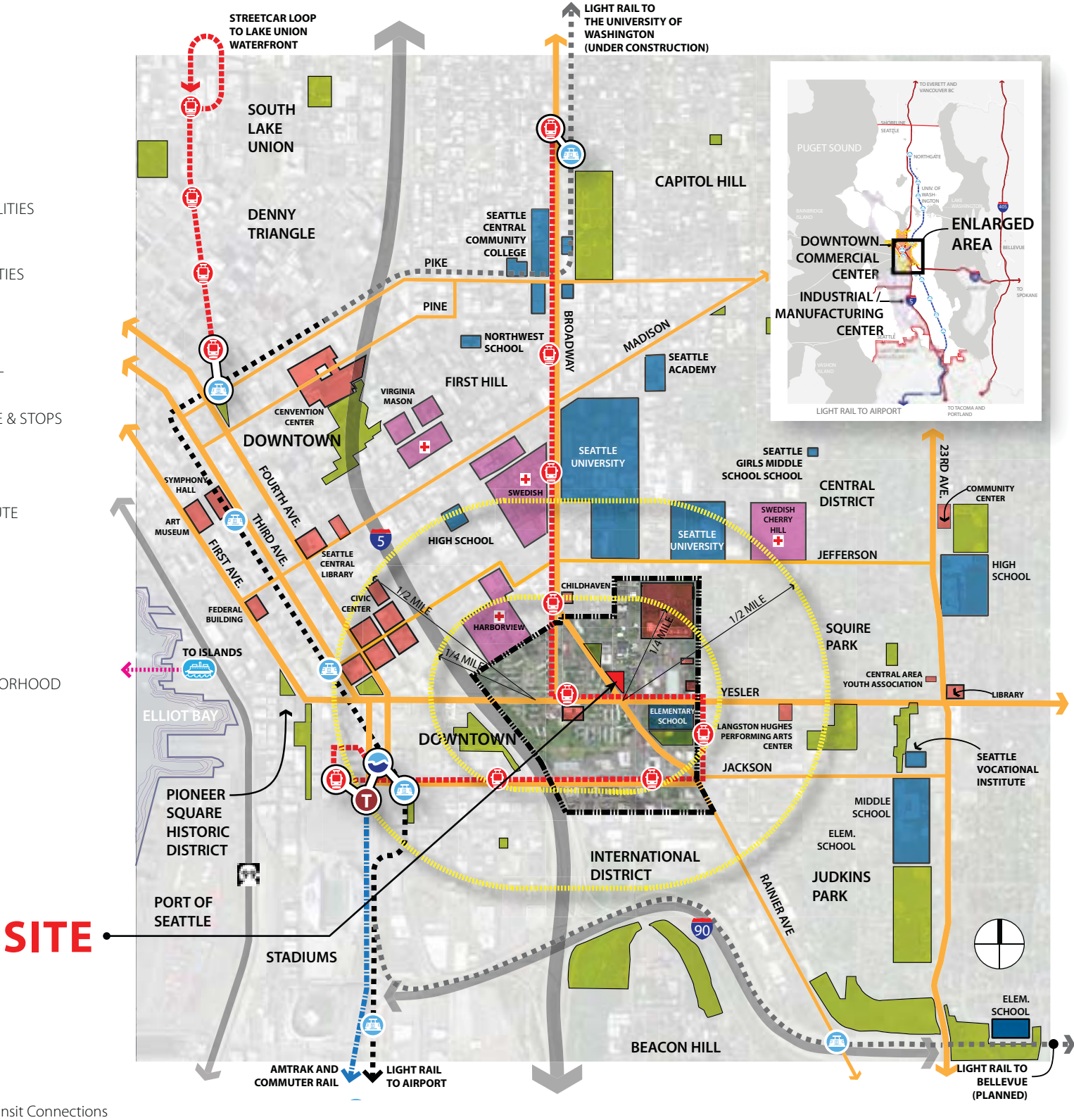
City Context and Transit

The 11th & Fir site is

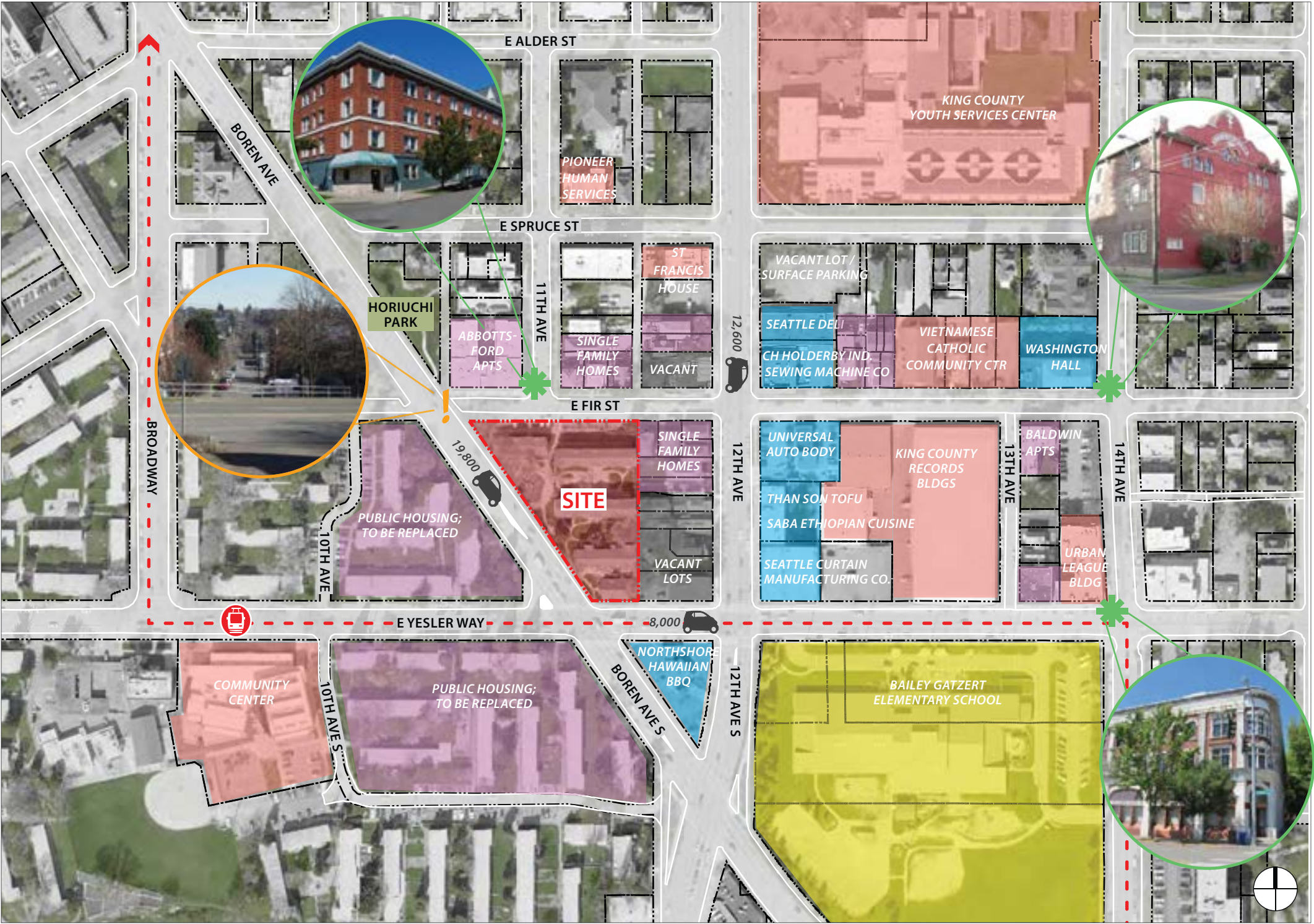
- At the center of a number of neighborhoods (First Hill, Capitol Hill, Squire Park, Central District, Judkins Park, International District, Yesler Terrace, and Downtown);
- Within walking distance of three existing parks, and four planned parks in Yesler Terrace;
- Near many community and educational facilities and medical institutions (Yesler Terrace Community Center is a block away to the west, Seattle University is to the north, both Harborview and Swedish Hospital are to the northwest, and Bailey Gatzert Elementary School is a block away to the southeast).

The site is well positioned to maximize transit connections across the city. Currently, major bus lines run along both E Yesler Way and Boren Ave. A future streetcar line will pass directly in front of the site along E Yesler Way; It will run between King Street Station and Capitol Hill, thereby better connecting Yesler Terrace and First Hill with the new LINK Light Rail line that runs from the airport and soon to the University District. The downtown core and its many transit services are all within walking or biking distance. Car drivers are also well connected, two main interstate highways (I-5 and I-90) are less than five minutes to the south and west.

-  PARKS
-  MEDICAL SERVICES
-  EDUCATIONAL FACILITIES
-  COMMUNITY FACILITIES
-  COMMUTER RAIL
-  STREET CAR LINE & STOPS
-  LIGHT RAIL
-  MAJOR BUS ROUTE
-  WA FERRY
-  AMTRAK
-  CHOICE NEIGHBORHOOD BOUNDARY



Urban Design Opportunities & Constraints



Neighborhood Context

1105 E Fir is well sited to support affordable multi-family housing. As the previous page showed, its location in the city and access to transit makes it a well connected site that can support car-less households and provide easy access to jobs and neighborhood services (like parks, hospitals, community centers, and schools).

Architecturally the area does not offer much guidance, as much of the existing building stock is unremarkable and made up of wood-frame single-family homes, and low-rise warehouse and commercial buildings. There are a few exceptions to this rule, such as the more stately brick buildings found across the street (Abbottsford Apartments) and further east on E Fir St at Washington Hall. (See the following pages for photomontages of each streetscape, as well as the View Diagrams in the Site Analysis section for more imagery of the existing built environment.) New development that is architecturally vibrant and interesting could add more character to the neighborhood and contribute to the neighborhood's goals of creating a sense of identity and "pride of place" through planning and design (the neighborhood's many murals, sculptures, and banners reflect this spirit and are pictured on the cover page of this document).

Surrounding street traffic, both vehicular and pedestrian, should influence site layout and design. Consideration should be paid to the large volume of traffic that occurs on Boren Ave and E Yesler Way, versus the lower volume that occurs on E Fir St. Pedestrian entries to the site are most well suited to E Fir St and E Yesler Way where there are large sidewalks and safe crosswalks.

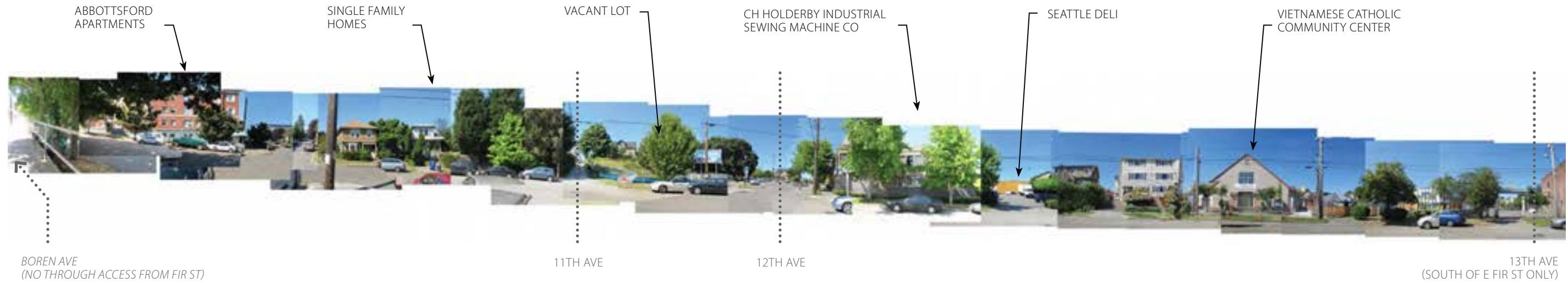
Context Site Plan

Shows existing buildings, immediate surrounding uses, lot lines, vehicular traffic flows, and major barriers that affect the site. Also shows the planned streetcar line and nearby stops.

- COMMERCIAL/RETAIL
- RESIDENTIAL
- EDUCATIONAL FACILITIES
- COMMUNITY FACILITIES
- AVERAGE ANNUAL DAILY TRAFFIC (AADT) (5-DAY, 24-HOUR) FOR THAT SECTION OF ROADWAY (SOURCE: SDOT 2010 TRAFFIC FLOW DATA AND MAPS)
- BARRIER: NO CROSSWALK AND STEEP GRADE CHANGE
- FUTURE STREETCAR STOP
- EXEMPLARY BRICK BUILDING

Urban Design Opportunities & Constraints

Neighborhood Context



Photomontage of Streetscape

Looking North along E Fir Street



Photomontage of Streetscape

Looking South along E Fir Street



Urban Design Opportunities & Constraints

Neighborhood Context



Photomontage of Streetscape

Looking West along Boren Ave



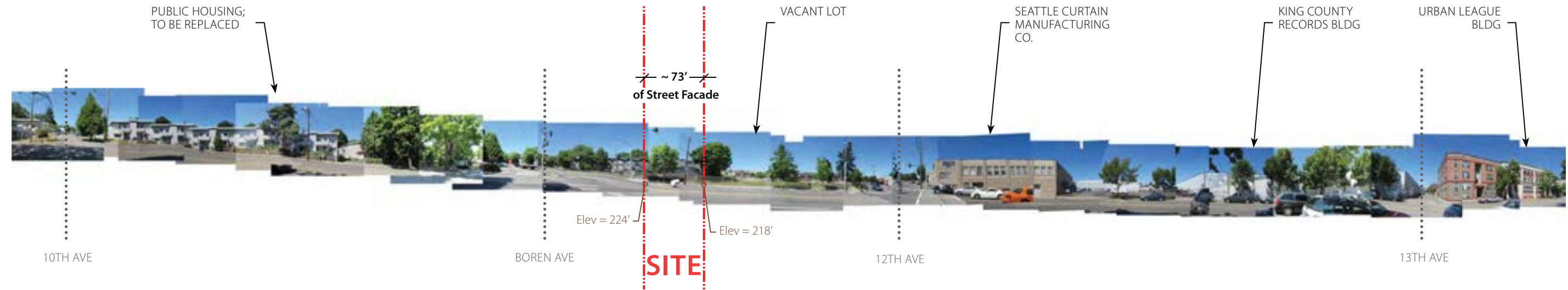
Photomontage of Streetscape

Looking East along Boren Ave



Urban Design Opportunities & Constraints

Neighborhood Context



Photomontage of Streetscape

Looking North along E Yesler Way



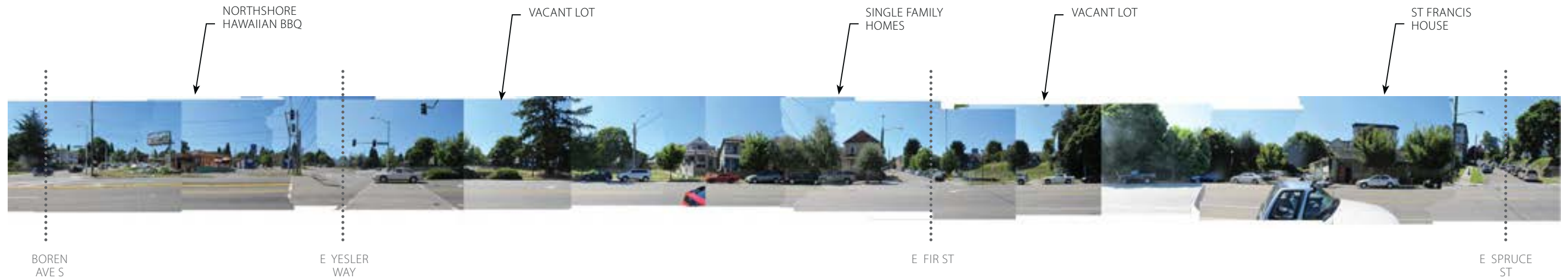
Photomontage of Streetscape

Looking South along E Yesler Way



Urban Design Opportunities & Constraints

Neighborhood Context



Photomontage of Streetscape

Looking West along 12th Ave



Photomontage of Streetscape

Looking East along 12th Ave



Urban Design Opportunities & Constraints

Plans and Regulations

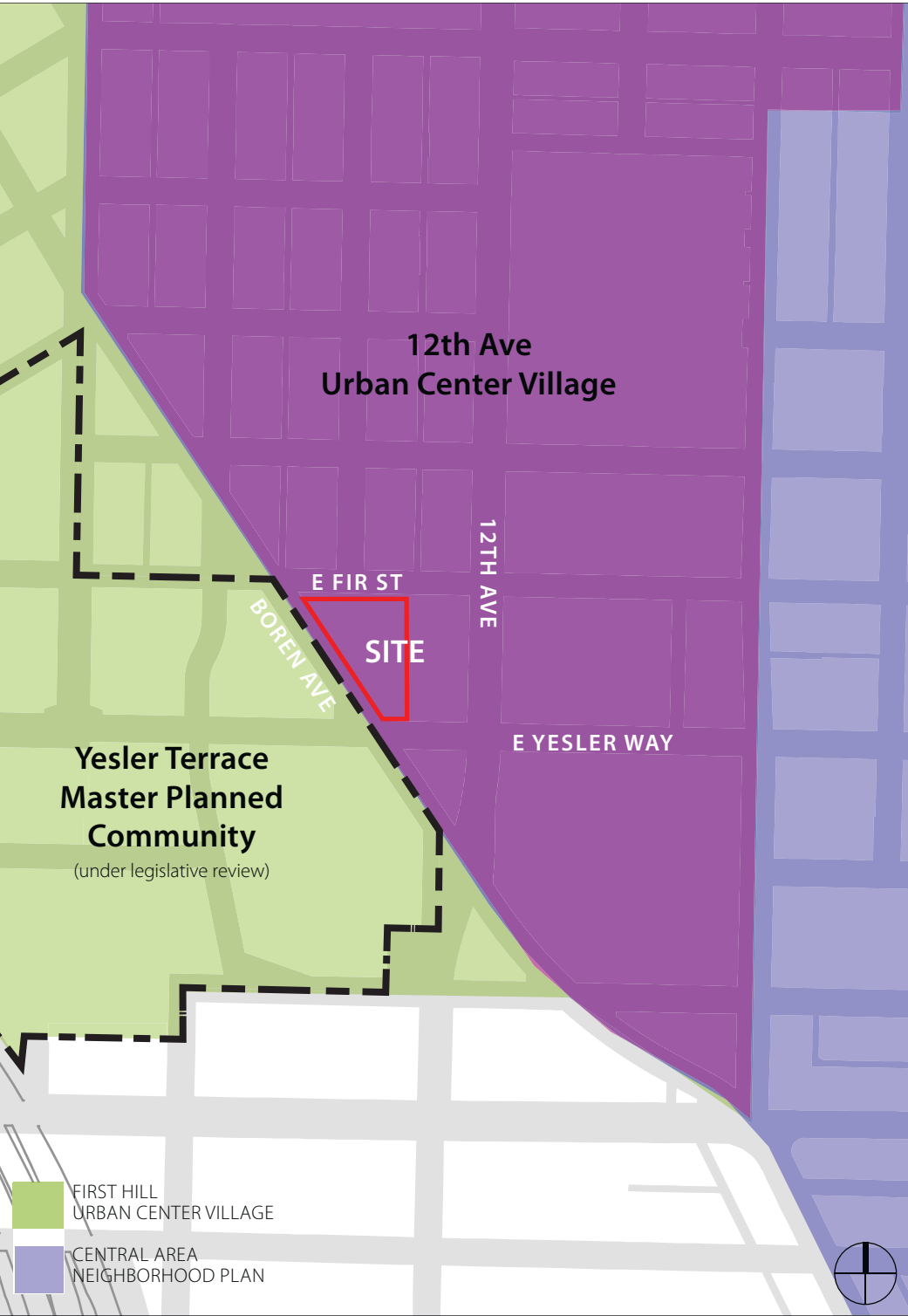
1105 E Fir is located within the 12th Avenue Urban Center Village, which is a subset of the First Hill / Capitol Hill Urban Centers and the Central Area Neighborhood planning area. These plans encourage development that increase housing density and affordability, and create a sense of identity and “pride of place.”

To the southwest of the site, the Seattle Housing Authority (SHA) and the City of Seattle are pursuing a Planned Action Ordinance and Master Plan for the redevelopment of Yesler Terrace, which will add up to 5,000 units of housing, one million square feet of commercial office space and neighborhood services, and over six acres of open space on 34 acres west of Boren Avenue. The 1105 E Fir St project will be the first step in implementing the redevelopment Master Plan.

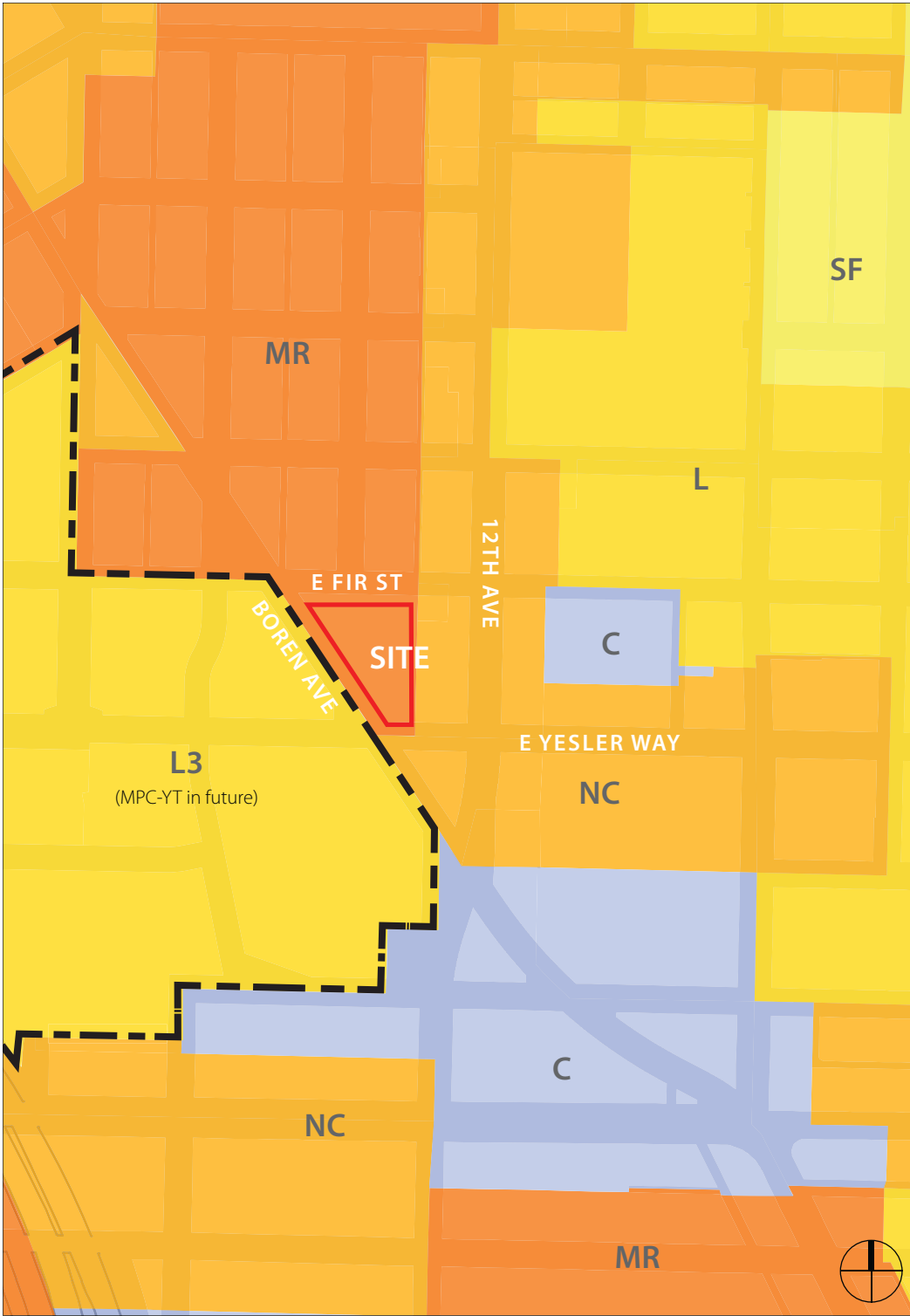
ZONING REGULATIONS SUMMARY

Parcel 9821700005

Base Zone	MR
Urban Village	12th Ave Urban Center Village
Planning Overlays	Central Area Neighborhood Plan
Allowable Height	60' (affordable housing bonus: up to 75')
Allowable Floor Area	150' x (75% x Lot Depth) = 33,750 sf
Floor Area Ratio (FAR)	3.20 (affordable housing bonus: up to 4.25)
Residential Amenity Area	Min. 5% of total gross floor area in residential use
Street-Level Requirements	by building typology
Parking Requirement	None (Urban Center)
Parking Location/Access	Street access required
Green Factor Requirement	0.5
Setbacks	5' min (front & side from street)
	15' min (rear, not abutting alley)
	5' min (side from interior lot line, if less than 42' in height)
	7' min (side from interior lot line, if above than 42' in height)



Planning Map
Also, shows boundary of future adjacent “Yesler Terrace Master Planned Community”.



Zoning Map
Also, shows boundary of future adjacent MPC-YT zone currently under legislative review.

Urban Design Opportunities & Constraints



Yesler Terrace Development Plan (under review)

This plan diagram summarizes the major components of the Yesler Terrace Development Plan currently under legislative review. It shows where parks, streets, woonerfs and pedestrian pathways are planned. The diagram also shows where the plan protects existing trees and adds new street trees throughout the neighborhood. The future streetcar line is shown with red track lines on Broadway, E Yesler Way and S Jackson Street.



Yesler Terrace Renderings

Two illustrative renderings of what Yesler Terrace may look like fully built out -- Plan (above) and Bird's Eye (below).

Future Conditions: Yesler Terrace

Seattle Housing Authority is engaged in a comprehensive planning effort to replace Yesler Terrace's aging public housing buildings with a new mixed-income community where people from across society can come together to enjoy cultural diversity and high quality housing with amenities close by.

The goal is to replace what exists there now so that both current and future residents can live in a community that is healthier, more supportive of education and economic empowerment, and more sustainable.

The existing public housing community at Yesler Terrace sits on approximately 30-acres just east of downtown Seattle, on the southern slope of First Hill. Built from 1941 to 1943, it is among Seattle's most diverse and economically challenged neighborhoods.

Many of Yesler Terrace's 1,200 residents are families with children, seniors, people with disabilities and immigrants who speak a variety of different languages. On average, Yesler Terrace residents earn less than 30 percent of the city's median income.

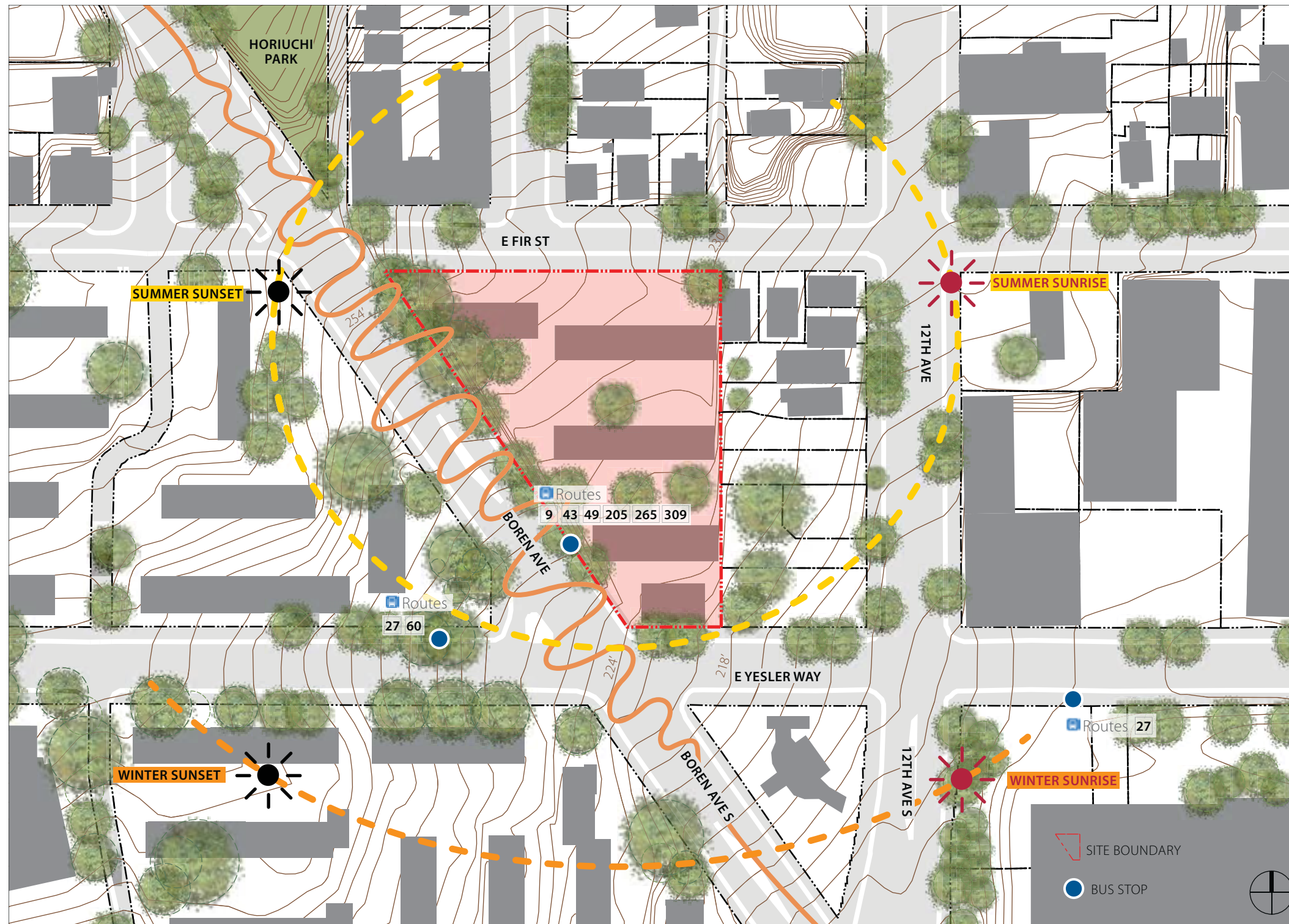
Seventy-years old, many of Yesler Terrace's buildings are reaching the end of their useful life cycle, and its water, sewer and other key systems are failing. While 561 of Yesler Terrace's apartments are still functional, they do not meet the modern-day needs of tenant families.

The Final EIS was issued in April, and on May 17, the Seattle Housing Authority Board of Commissioners approved a plan to guide development on the site over the next 10 – 15 years. This plan provides for:

- 4.3 million square feet (5,000 units) of housing
- 900,000 square feet of office space
- 65,000 square feet of neighborhood services, including the existing Yesler
- Community Center
- 88,000 square feet of neighborhood retail
- 15.9 acres of parks and semi-private open space
- A maximum of 5,100 parking spaces to serve the residential, office and neighborhood retail uses

Site Analysis

Existing Conditions



Existing Site Plan

Shows existing buildings, topography (2' contours) and trees; suggested parking access points and nearby bus stops; sunpath diagram and soundwaves diagram.

Site Area

Total Area is 53,714 sf.

Frontage Lengths

- 283' along E Fir Street
- 367' along Boren Ave
- 73' along E Yesler Way

Topography

The site descends from the northwest, with the highest point at 254' along Boren Ave and the lowest point at 218' at E Yesler Way. There is a sharp elevation change from Boren Ave to the site's interior that is currently managed by a retaining wall and guardrail (see "Topography Challenges" page for more details)

Uses

Currently, the site has 40 units of transitional housing, which will be replaced with the new development.

Trees

There is one exceptional tree, a Red Oak (*Quercus rubra*) near the northwest corner of the project site. Three other trees in along Boren Ave will be preserved, as well as three additional street trees (1 on E Fir St, and 2 on E Yesler Way). New street trees are planned along Boren and Fir. See "Tree Analysis" pages for more details.

Access

Parking access is located along E Fir St, as it is the only street side with vehicular site access; curb cuts are not allowed along Boren Ave or E Yesler Way.

Views

(see the following pages)

Sunlight

The site has good solar exposure to the south and west due to the width of the adjacent arterial streets. There is currently good solar exposure to the east due to the vacant lots, but that may become obscured with planned new development.

Noise

The street to the west, Boren Avenue, is classified as an arterial and generates noise.

Site Analysis

Views

Boren & Fir

The west side of the site adjacent to Boren Ave is very visible to vehicular traffic and to residents on the east border of Yesler Terrace. Currently, the northwest edge of the site is screened by trees, two of which will be preserved (marked by green arrows in the image at top left).

Boren Ave is a wide arterial street with an average of 19,800 vehicles traveling through per day (SDOT). The width of the street ensures good solar access to the west side of the site. Due to the speed and volume of vehicular traffic, future development might consider strategies for providing visual and auditory buffers to the street. Alternatively future development could be scaled to be visible and responsive to this faster moving street edge and concentrate more quiet program elements to the north along E Fir St.

Views from this end of the site are primarily territorial, although, since the northwest corner has the highest elevation, some views to the south to Mt Rainier could be maximized.



Google Streetview

View of Site

Looking towards the southeast down Boren Ave from E Fir Street. Photo shows how the northwest part of the site is surrounded by large trees (the two marked by green arrows will be preserved), and that there is a drop in elevation from the street to the interior of the site.



Google Streetview

Views from Site

Looking north on Boren Ave just south of E First St. Horiuchi Park is visible to the right beyond the Abbottsford Apartments, which are across the street from the site. The northeast edge of Yesler Terrace is visible to the left.

Site Analysis

Views

Boren & Yesler

The site is very visible from Boren Ave and E Yesler Way. Future development could capitalize on this visibility and reinforce the intersection as a gateway to the Yesler Terrace Master Planned Community to the west.

Views from the site to the south include Mt Rainier (on a clear day) and the historic Marine Hospital on Beacon Hill.



Google Streetview

View of Site

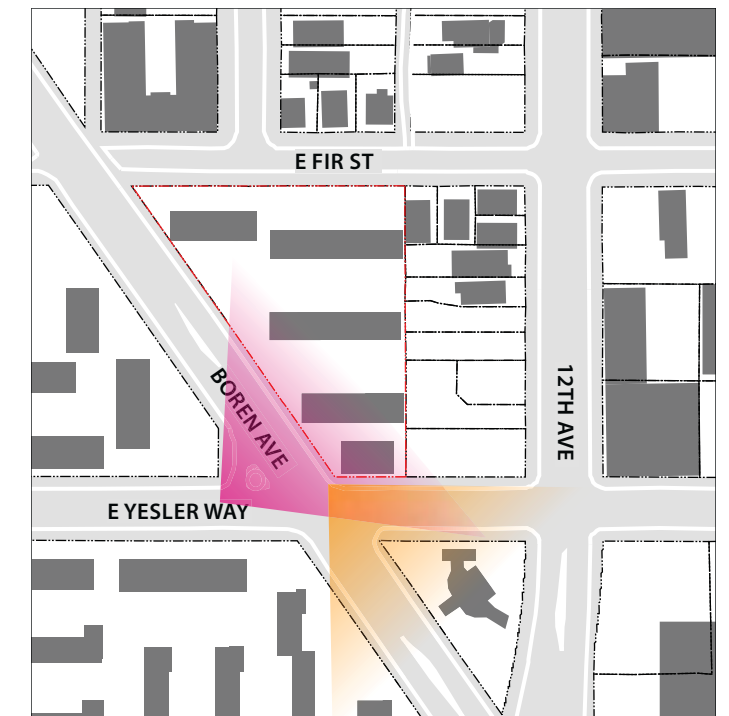
At the corner of Boren Ave and E Yesler Way looking eastward at the southwest corner of the site. Photo shows how the south end and west side of the site is surrounded by large, wide and busy arterial streets.



Google Streetview

Views from Site

From the corner of Boren Ave and E Yesler Way looking east and south. The immediate surrounding views are of the Northshore Hawaiian BBQ across the street to the south and Yesler Terrace to the south west. Further in the distance both Mt Rainier and the historic Pacific Medical Center (PacMed Building) on Beacon Hill can be seen to the south.



Site Analysis

Views

11th & Fir

The north side of the site has a large street edge along E Fir St and is most visible from 11th Ave. The street character is residential and smaller in scale than the adjacent arterials to the south and west. Sidewalks, street level residential entries and yards are typical of single-family and multi-family buildings.

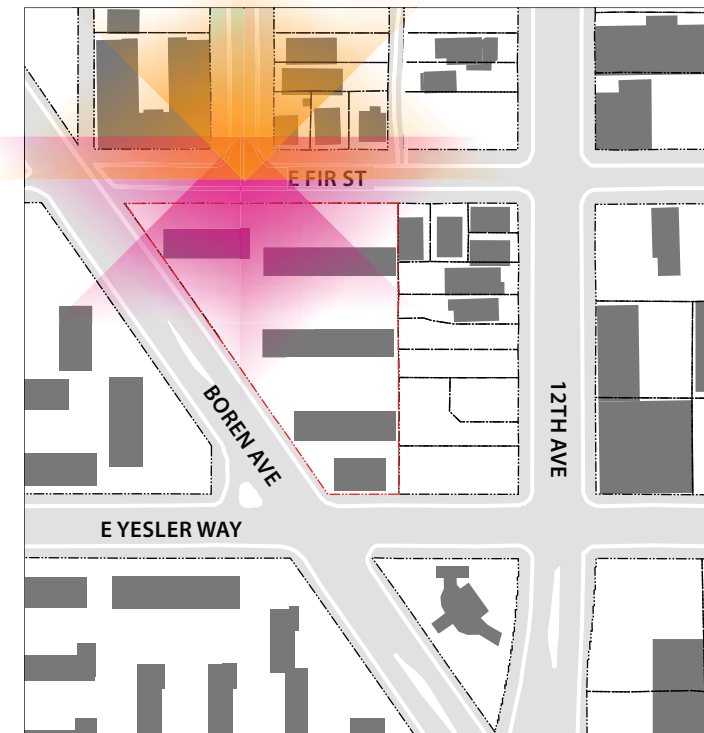
Territorial views are prominent from this end of the site. Some views of the Cascades to the east may be available on clear days.



Google Streetview

View of Site

A panoramic view of E Fir St from 11th Ave shows how the north side of the site abuts a quiet, dead-end residential street; a very different character than the south and west sides that are adjacent to large arterials.



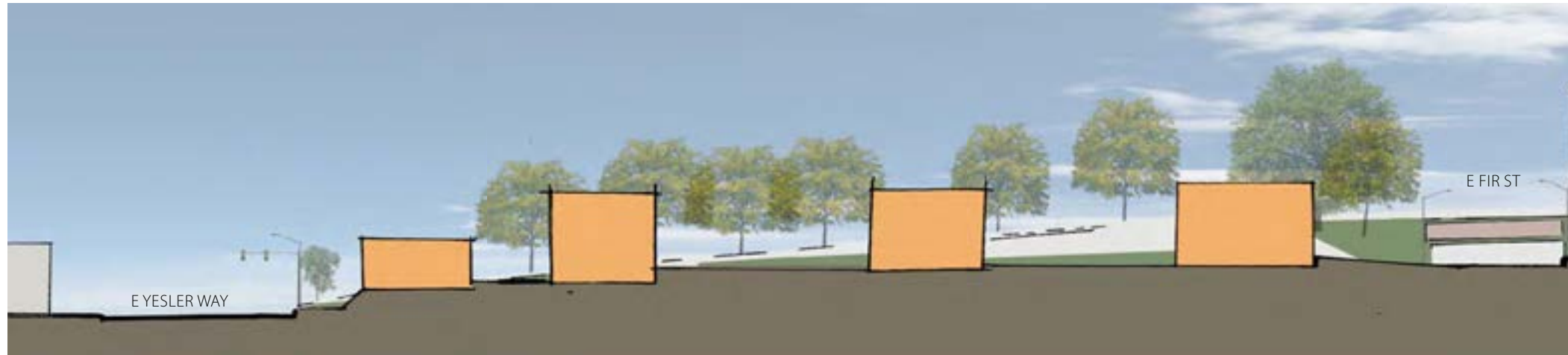
Google Streetview

Views from Site

Looking north up 11th Ave from E Fir St. The Abbottsford Apartments are visible to the left and single-family homes line the street to the right.

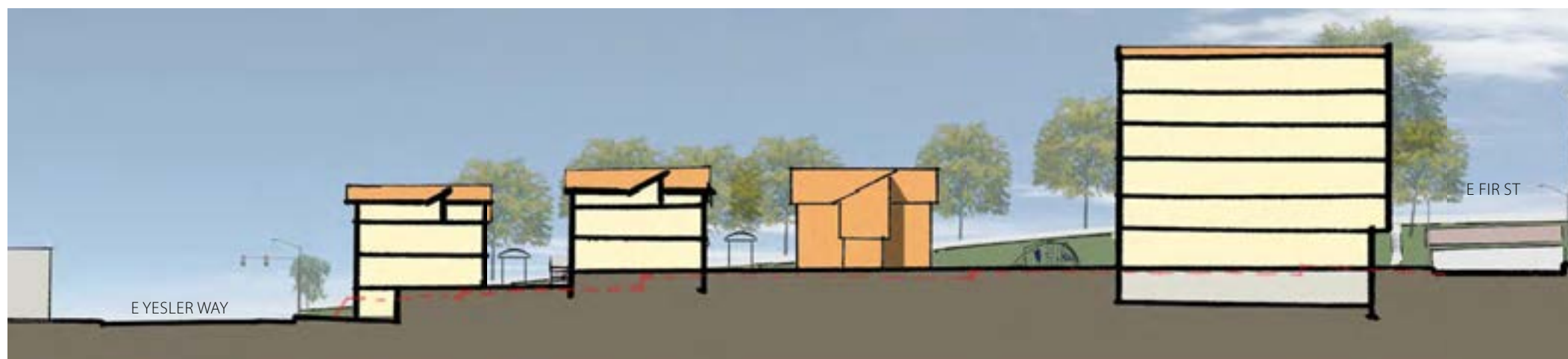
Site Analysis

Topography Challenges



Existing Site Section: (North to South) E Yesler Way to E Fir St

The existing site slopes from north to south across the whole site, but does not connect to the sidewalk along Boren Ave or E Yesler Way. There is a Jersey barrier along the whole length of Boren in the right of way. The retaining wall along Yesler does very little to enhance the pedestrian environment.



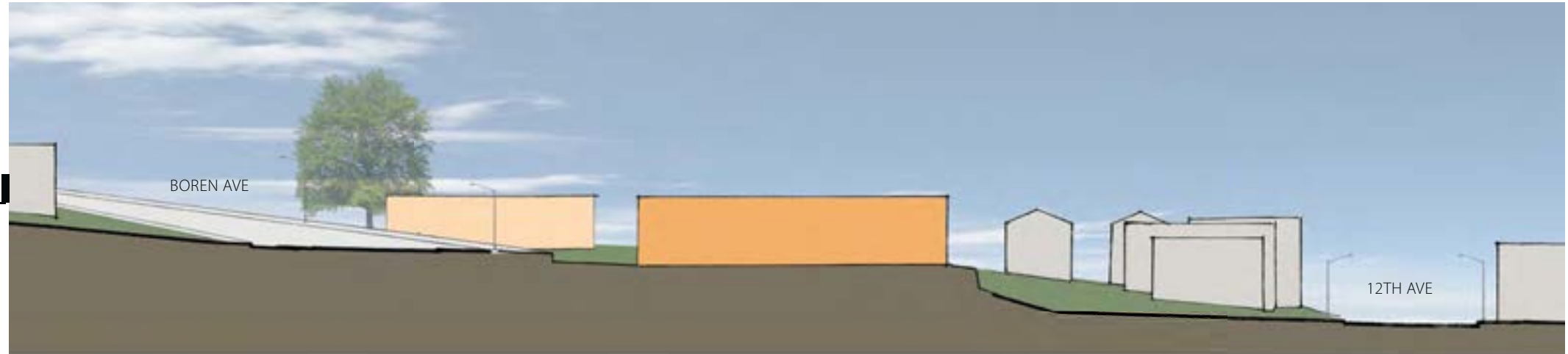
Proposed Site Section: (North to South) E Yesler Way to E Fir St

The proposed design (Alternative 3: Preferred) would connect the site to Boren Ave at two points, and the townhouse units at the south end of the site would have connections to E Yesler Way with ground-related terraces and low gates. The larger building's front entry would be elegantly linked to E Fir St at grade. The goal is to use at grade entry points throughout the site to break up the monotony of the streetscape and provide increased connectivity to the neighborhood.



Site Analysis

Topography Challenges



Existing Site Section: (East to West) Boren Ave to 12th Ave

This section shows how the current site is disconnected from the sidewalk on Boren. The retaining wall and chain-link fence do not allow interaction between the site and the public sidewalk.

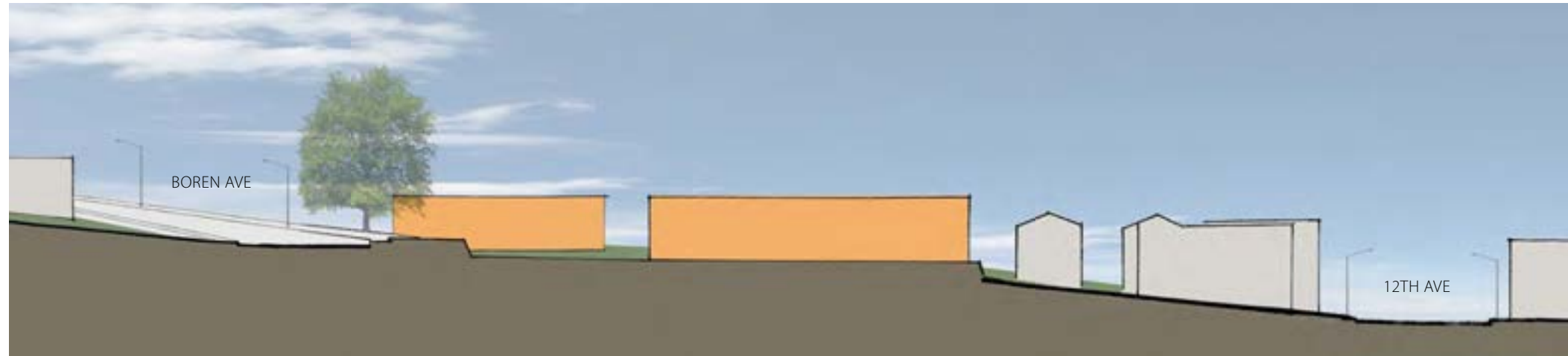


Proposed Site Section: (East to West) Boren Ave to 12th Ave

The proposed design (Alternative 3: Preferred) would connect the site to Boren Ave at two points and improve the connection to E Fir St from Boren, in order to provide accessible entry points to the site, making residents feel welcomed and safe.

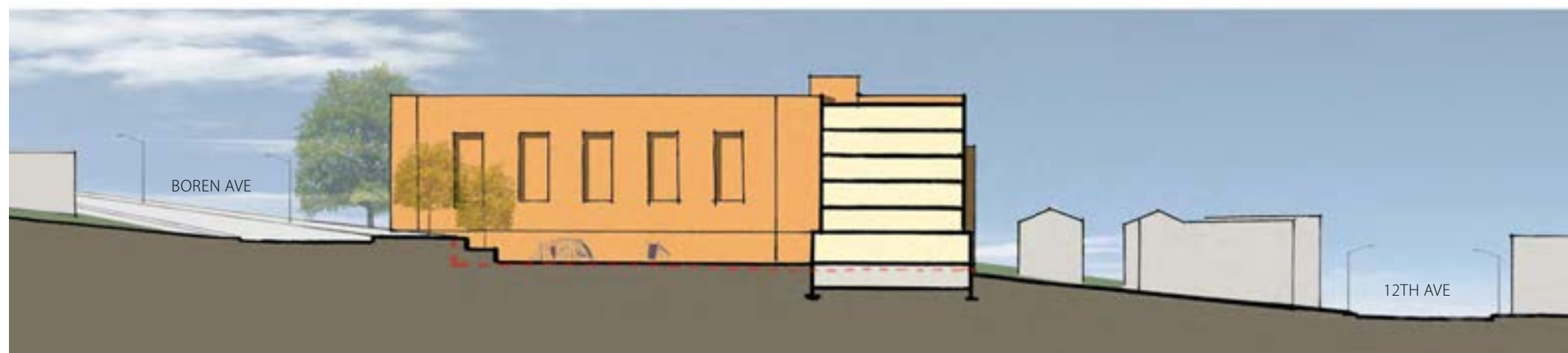
Site Analysis

Topography Challenges



Existing Site Section: (East to West) Boren Ave to 12th Ave

The existing retaining wall that follows the west edge of the site rises to a height of eight feet. This retaining wall separates a play area from the sidewalk, and completely disconnects the site from the sidewalk.



Proposed Site Section: (East to West) Boren Ave to 12th Ave

The proposed design (Alternative 3: Preferred) would reduce the height of the retaining wall between Boren and the site with a new stepped up retaining wall made up of multiple lower-height walls with planted areas for trees. The wall and new trees would provide protection and shade to the new play area in the interior of the site.

Site Analysis

Existing Trees

There is one exceptional tree the project site, a Red Oak (*Quercus rubra*). Along with this tree, six other existing trees around the perimeter will be preserved (see Tree Diagram at left). Where trees are removed, new street trees are planned along Boren and Fir in all design alternatives. Additionally new trees are planned for the interior of the site in all landscape concepts.

The existing trees inside the site's property lines have little value, according to the arborist's report. History of limb failure is present, as well as evidence of suppression and topping of crown. Some of the tree species present have no preservation value and bring liability – they must be removed. None of the trees being removed have the exceptional tree designation. The new design incorporates new trees of appropriate scale, canopy, and height for each alternate.

Seattle Department of Transportation Forester Bill Ames has reviewed and approved this plan. The following are his statements supporting this plan.

E Yesler Way

There are two existing street trees that will remain.

E Fir St

There is one existing tree in the northeast corner of the site that will remain:

"There is a 17.4-inch diameter Scot's pine (Pinus sylvestris) growing near the east property line of your project. It was determined that this tree can be easily preserved with only minor pruning required to accommodate construction."

Boren Ave

There are eight trees along the project's west property line that provide an attractive tree canopy and visual buffer along Boren Ave. Four Honey Locusts have poor health, vigor and structure and will need to be removed. They will be replaced by four Red Oaks as part of the new site grading, sidewalk improvements, and landscaping. Two trees in the upper northwest corner and the two trees that surround the existing bus shelter will be preserved (#1, #2, #7, & #8 on the Tree Diagram key plan):

"All of the Honey Locust (Gleditsia triacanthos) except the two that border the bus shelter (#7 and #8 in plan opposite) are approved for removal. The sidewalk configuration concept you have showed me improves the planting area for replacement street trees, allowing for larger-scale specimens that can provide separation between pedestrians and vehicular traffic."



Trees Along Boren Ave

Norway Maple (*Acer platanoides*) and Red Oak (*Quercus rubra*) to remain.



Tree Along E Fir St

Scot's Pine (*Pinus Sylvestris*) to remain.



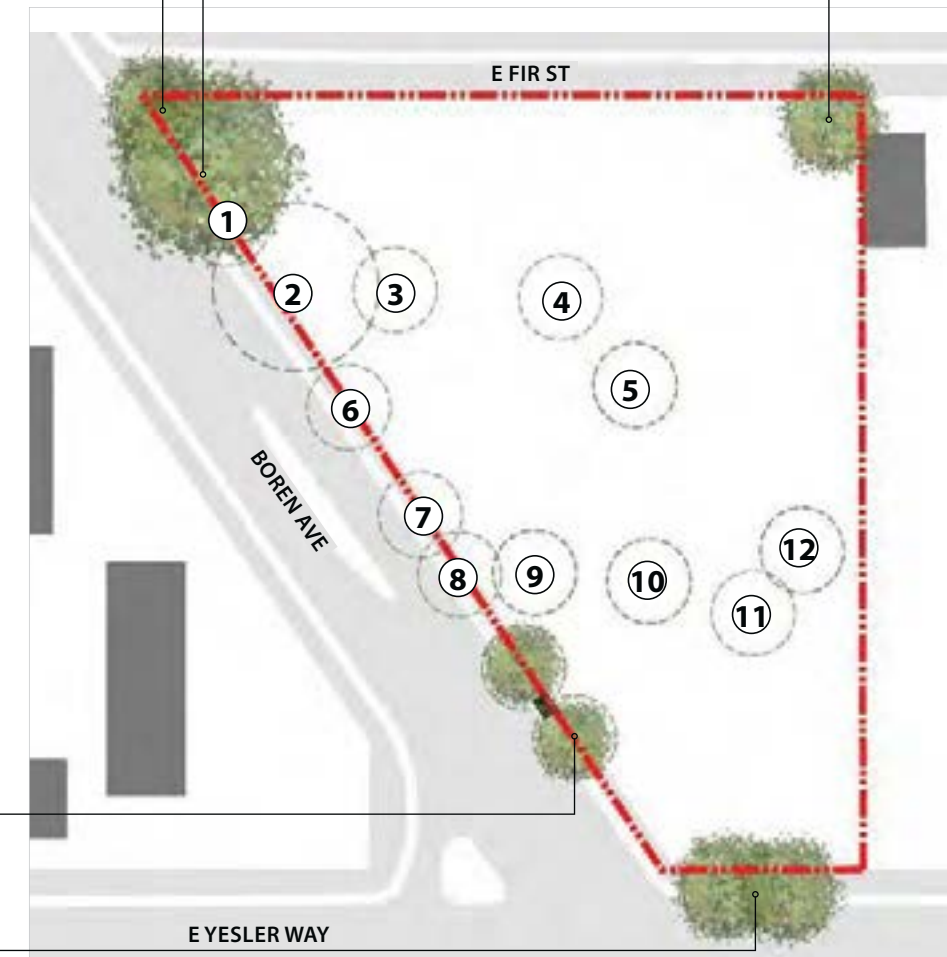
Trees Along Boren Ave (Bus Stop)

Honey Locusts (*Gleditsia triacanthos*) to remain.



Trees Along E Yesler Way

Red Oaks (*Quercus rubra*) to remain.



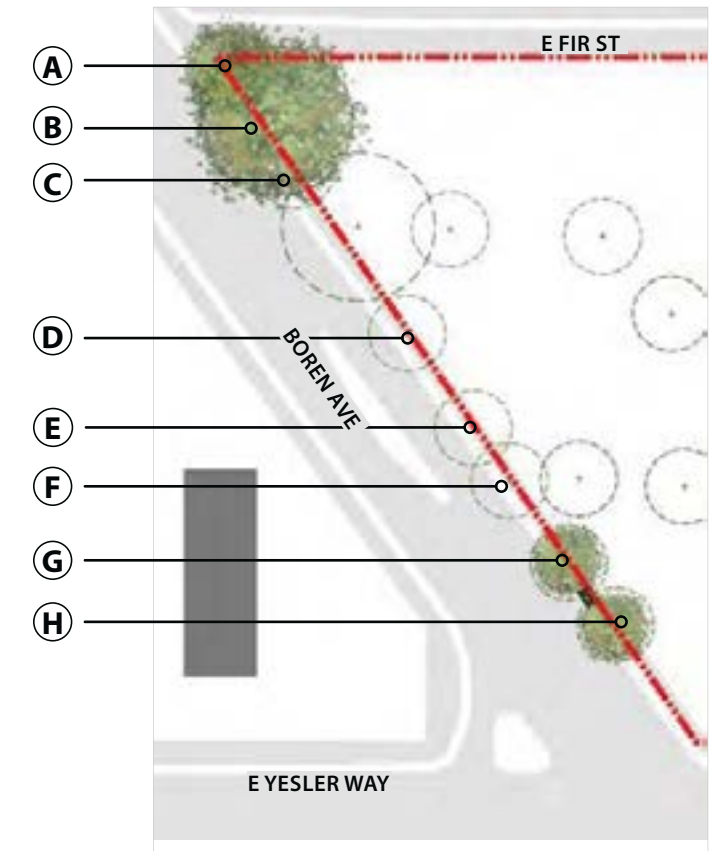
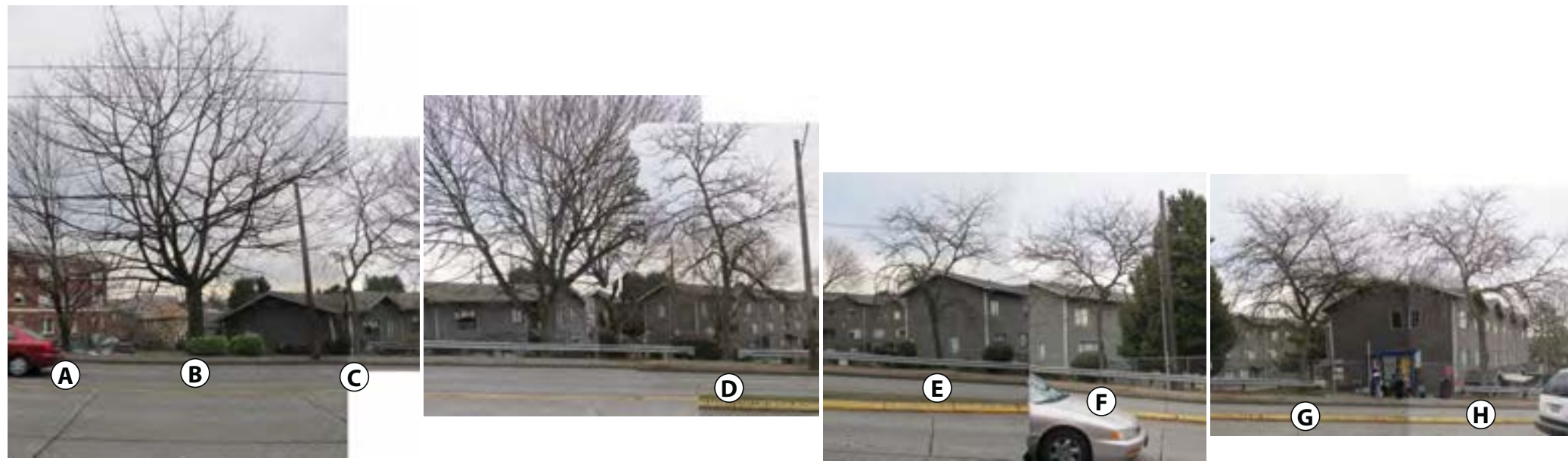
Tree Diagram: Remaining vs Removed/Replaced

This site plan diagram shows all the currently existing trees on and around the project site. The trees illustrated with foliage will be kept. The trees illustrated by hollow circles have been identified for removal and/or replacement; these trees listed below:

Diagram #	Tree Species	Tree Tag #	Diameter Breast Height (inches)	Preservation Value
1	Honey Locust (<i>Gleditsia triacanthos</i>)	377	10.2	None
2	Norway Maple (<i>Acer platanoides</i>)	378	27.6	Low
3	Norway Maple (<i>Acer platanoides</i>)	379	33	Low
4	Norway Maple (<i>Acer platanoides</i>)	380	25.5	None
5	Norway Maple (<i>Acer platanoides</i>)	381	13, 13.5	None
6	Honey Locust (<i>Gleditsia triacanthos</i>)	386	11.2	Low
7	Honey Locust (<i>Gleditsia triacanthos</i>)	387	9	Low
8	Honey Locust (<i>Gleditsia triacanthos</i>)	388	13.8	Low
9	Western Red Cedar (<i>Thuja plicata</i>)	382	20	Moderate
10	Chinese Juniper (<i>Juniperus chinensis</i>)	383	11.8	None
11	Scot's Pine (<i>Pinus sylvestris</i>)	384	13.1	Low
12	Norway Maple (<i>Acer platanoides</i>)	385	24	None

Site Analysis

Existing Street Trees



Tree Diagram: Boren Ave

The site plan above shows the key for the trees pictured at left. The trees illustrated in green will be kept. The trees illustrated by hollow circles have been identified for removal and/or replacement.



Trees Along Boren Ave

See Tree Diagram key plan to match trees to the site plan.

Architectural Concepts

Inspiration & Character

Images of inspiration for the project.

There are two distinct building types that are programmed for this irregular shaped site. These two building types define their placement on the site.

TOWNHOUSES

The triplex townhouse buildings on the narrow southern portion of the site reinforce a single family home model. Massing and modulation of these buildings relates directly to individual entries through private yard spaces. Sloping roof forms continue to define their identity, creating a varied roof scape as foreground to the midrise building (and future taller development to the east).

TOWNHOUSES



Roof forms define individual homes



Building modulation expresses unit entries



Clear expression of entries

MIDRISE BUILDING

The larger midrise building houses primarily smaller units except at the ground level. This building takes a simple "L" form with different modulation and massing on each wing. Grouping of smaller units on the middle floors in the west wing generates multi-story recessed façade sections. This modulation helps define the base, middle and top of the west wing. The south wing follows the slope of the land and uses larger scale building modulation to break down the form at the northeast corner and south end transitioning to the townhouses.

MIDRISE



Multi story façade elements



Building stepping down and back



Layering of building façade through bays and cornice step down

Landscape Concepts

Inspiration & Character

Images of inspiration for the project.

The landscape's inspiration is an overlay of naturalistic, meandering paths punctuated with flowering trees and seat walls. The pedestrian footpaths create a network in which the townhouses entries, the midrise building entry, ground related flats, and the various open spaces are all connected. These distinct open space areas range from tranquil sitting gardens, to outdoor gathering space outside the community room, to two different age group specific play areas.

This concept carries over outside of the site and in to the right of way. The adjacent arterials, Boren Avenue and East Yesler Way, are addressed in the same manner, helping to create a better pedestrian environment. Along Yesler this is achieved with a planted separation between the sidewalk and the private yards. On Boren, this is achieved by moving the sidewalk away from the curb line with a path that meanders across the property line. The curvilinear sidewalk buffers the pedestrian from vehicular traffic on Boren, defines the entries into the site, and allows wider sidewalks at the improved bus stop location.



Meandering paths



Private entries



Shaded gathering space at community plaza



Low walls, planting, and low gates on Yesler defines individual yards



Plantings provide buffers for pedestrian safety and create a meandering path.



Defined entries into the site



Play area is colorful and safe

Architectural Concepts

Alternative 1: Code Compliant

Pros

- Shorter midrise frontage on E Fir Street

Cons

- Higher midrise impact on neighboring properties to the east
- Higher traffic impact from Boren to family townhouses
- UFAS access required on east side of townhouses, which creates below grade living spaces along Boren Ave
- Outdoor space is less defined and relegated to left over land

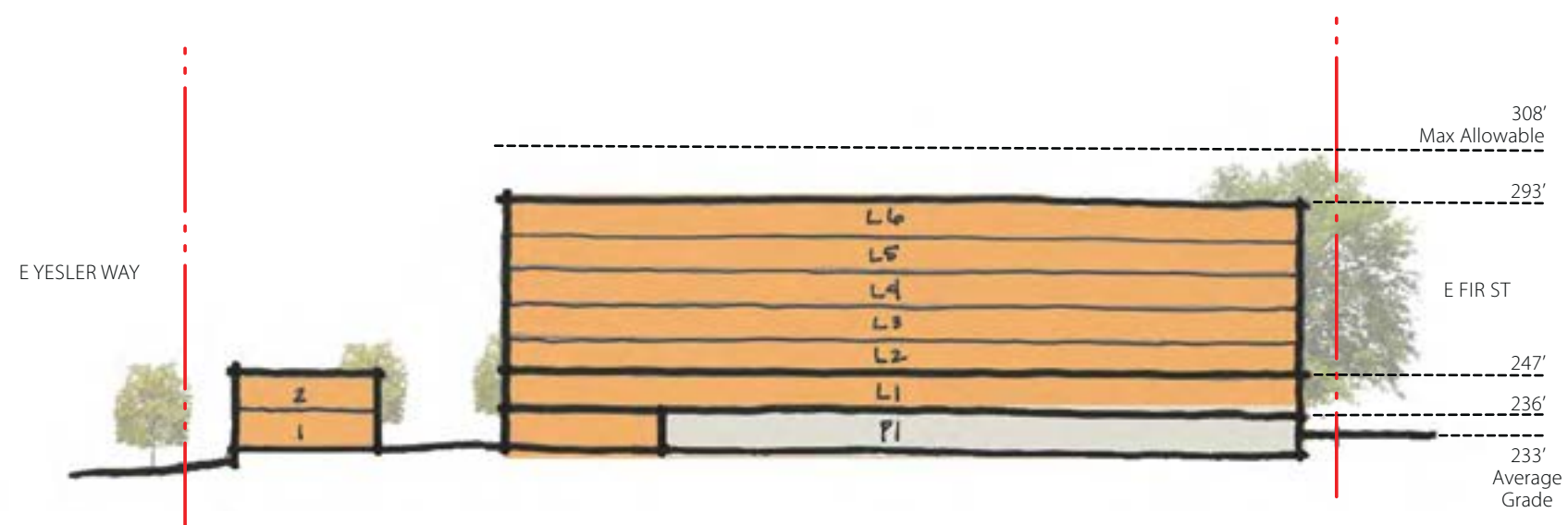


Site Plan



Massing Diagram

Looking Northeast



Building Massing Site Section (North to South)



Massing Diagram

Looking Southeast

Architectural Concepts

Alternative 1: Code Compliant



Proposed Site Section: (East to West) Boren Ave to 12th Ave



Proposed Site Section: (East to West) Boren Ave to 12th Ave



Architectural Concepts

Alternative 2

Pros

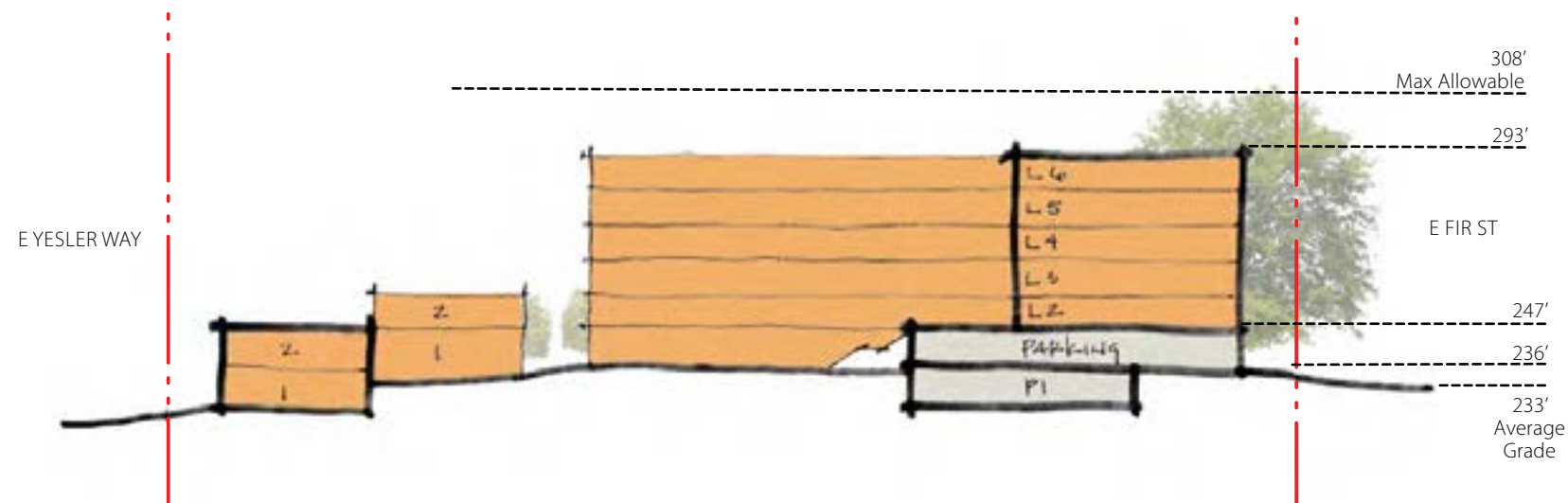
- Minimal midrise impact on neighboring properties to the east
- Better "defined" outdoor space more sheltered from noise
- More units with views
- Better defined children's play area
- More potential for cross-ventilation
- Visually shared open space with development parcel to the east

Cons

- Some midrise impact on neighboring properties to the north
- Higher traffic impact from Boren to family townhouses
- More difficult UFAS access to townhouses and midrise lobby
- More shade / less afternoon sun at outdoor spaces



Site Plan



Building Massing Site Section (North to South)



Massing Diagram

Looking Northwest

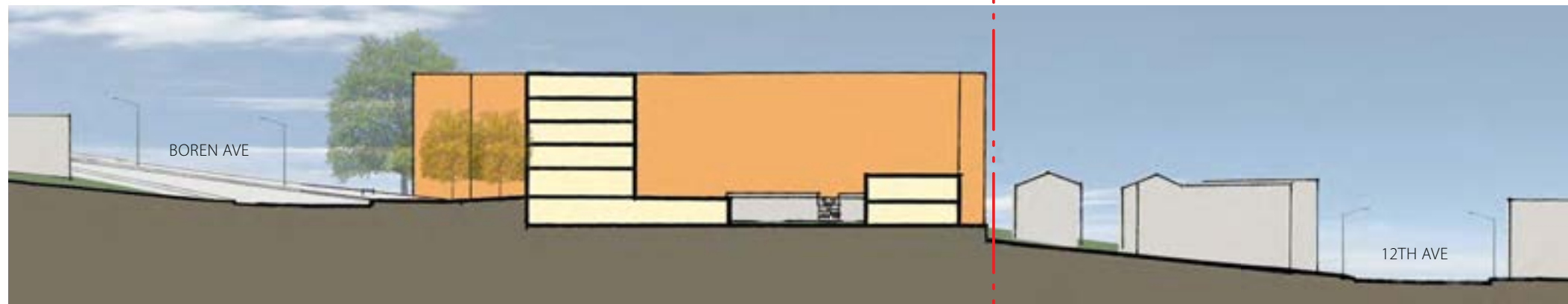


Massing Diagram

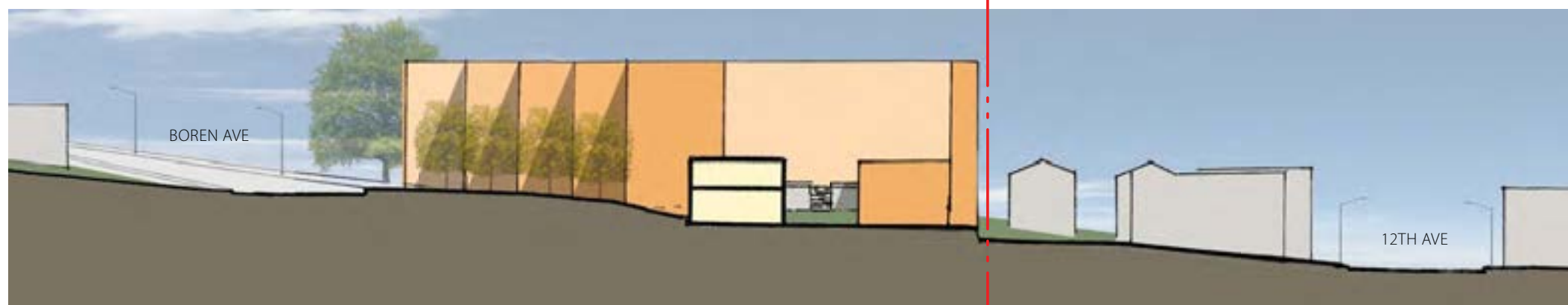
Looking Southeast

Architectural Concepts

Alternative 2



Proposed Site Section: (East to West) Boren Ave to 12th Ave



Proposed Site Section: (East to West) Boren Ave to 12th Ave



Architectural Concepts

Alternative 3: Preferred

Pros

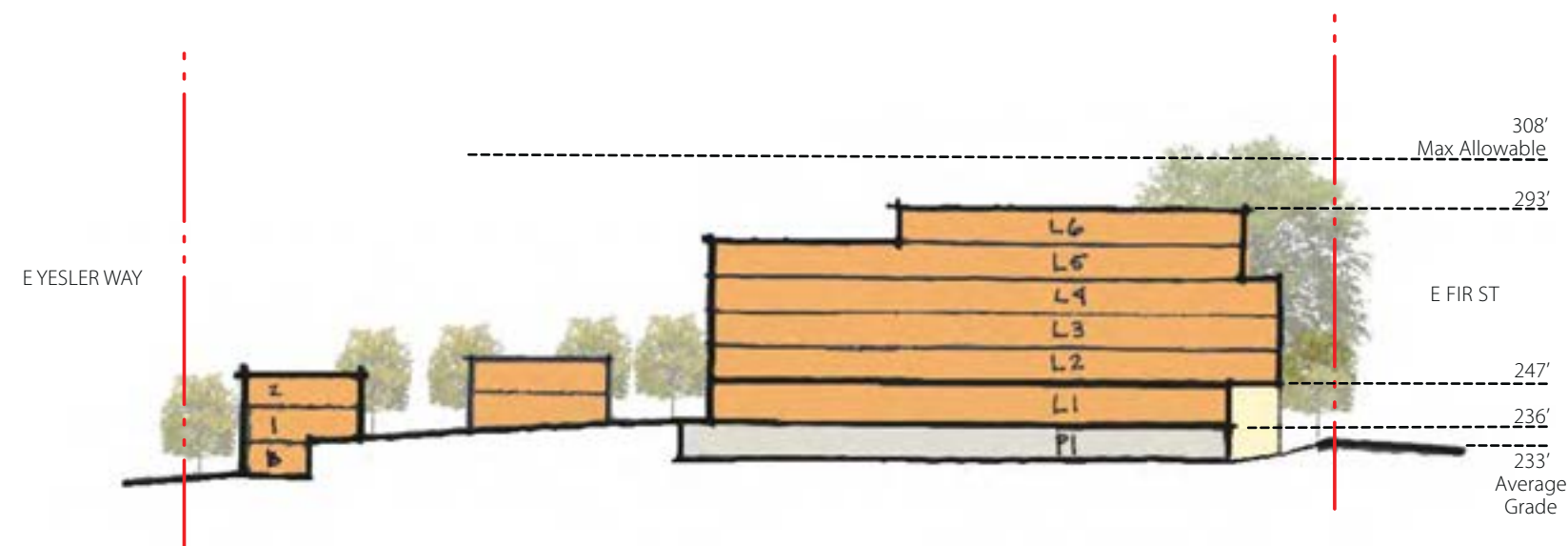
- UFAS access to townhouses and midrise lobby within the site
- Better "defined" outdoor spaces, with separate areas for play and rest
- Good solar exposure to both outdoor and indoor spaces
- Increased safety and security from "eyes on" the internal site pedestrian circulation
- Visually shared open space with development parcel to the east

Cons

- Some midrise impact on neighboring properties to the north and east
- Longer midrise frontage on E Fir St



Site Plan



Building Massing Site Section (North to South)



Massing Diagram

Looking Northwest

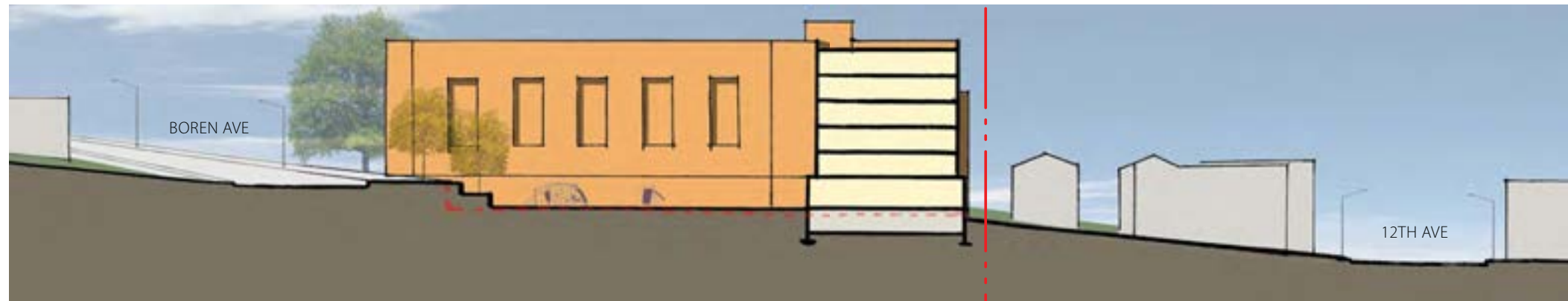


Massing Diagram

Looking Southeast

Architectural Concepts

Alternative 3: Preferred



Proposed Site Section: (East to West) Boren Ave to 12th Ave



Proposed Site Section: (East to West) Boren Ave to 12th Ave



Architectural Concepts

Alternative 3: Preferred



E Yesler Way Characteristics

The street frontage on Yesler will be enhanced to provide more connectivity to the neighborhood. The townhouse units will have private entries from a terraced space. The pedestrian environment will be enhanced through increased planted areas. Features include:

- Lushly planted areas, low walls, and slight grade change separate public realm from private realm
- Terrace entries physically connect the townhouses to the street level
- Increased planting strips to enhance the pedestrian environment and create a separation from vehicles



Section: Curb to Sidewalk to Setback

The pedestrian environment along E Yesler Way is improved with new planters on either side of the 6 ft sidewalk, and an extended building setback to create a sense of privacy and transition from the street to the residence.



Existing Street Character

Currently the street character along E Yesler Way is uninviting (a chain link fence separates the sidewalk from the lot), street trees are in 4'x6' planting pits filled with grass, and there is poor transition from the public realm to the private realm. The proposed design creates a long planting strip, protecting pedestrians from traffic and allowing the street trees to grow well.



Inspiration Street Character

The vegetated buffer and low fences indicate a separation between public and private realms without disconnecting the two entirely are the inspiration for the design approach on E Yesler Way.



Proposed Street Character Study

The proposed design provides a more welcoming streetscape along E Yesler Way and Boren Ave and greater connection to the surrounding neighborhood.



Architectural Concepts

Alternative 3: Preferred



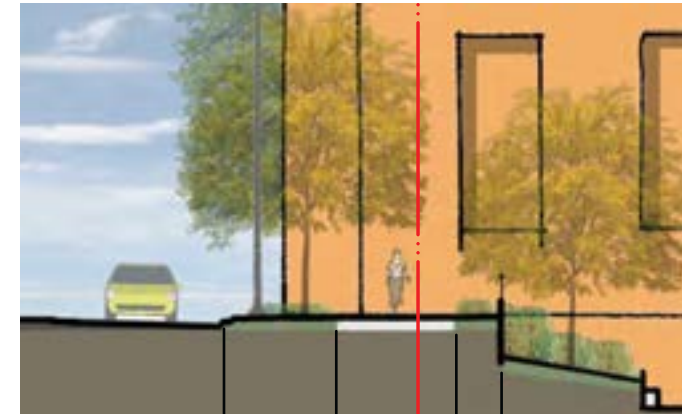
Proposed Street Character Study

The curvilinear sidewalk path would allow for expanded planting buffering pedestrians from Boren Ave.



Existing Street Character

Currently the street character along Boren Ave is uninviting (a Jersey barrier, sharp grade change, and chain link fence separates the sidewalk from the lot) and has very little buffer between the high traffic arterial street and pedestrians.



Section: Sidewalk (north)

The pedestrian environment along Boren Ave is improved with new planters on either side of the 6 ft sidewalk, and a stepped hillside set back from the property line.



Boren Ave Characteristics

Currently there is no connectivity between Boren Ave and the site. This proposed design increases the connection to the street frontage, and buffers pedestrians from traffic with increased planted areas. Features include:

- Curvilinear path buffers pedestrians from vehicles and gives them physical respite by reducing the slope of the sidewalk
- Multiple entry points to increase walkability to the neighborhood and ease of use
- Enhanced Bus waiting area to create a welcoming corner that becomes part of the public realm



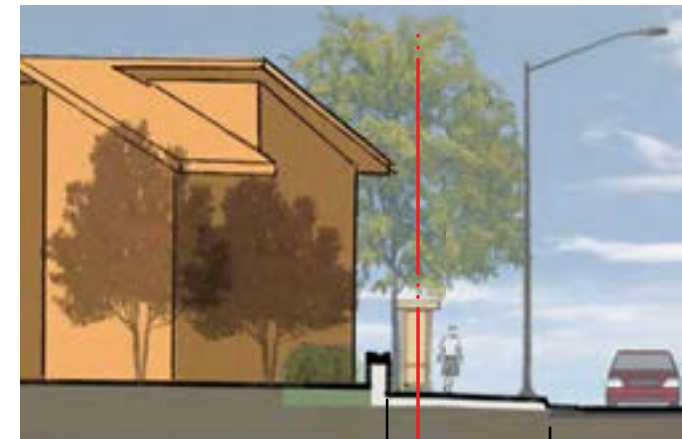
Proposed Street Character Study

Entry points along Boren Ave connect the site to the public realm and provide welcoming entry points for the residents and visitors to the site.



Inspiration Street Character

This curvilinear path with planted buffers is the inspiration for the design approach on Boren Ave.



Section: Sidewalk (south)

The proposed site is connected to Boren Ave at grade, increasing connectivity to the neighborhood and to the bus stop.



Architectural Concepts

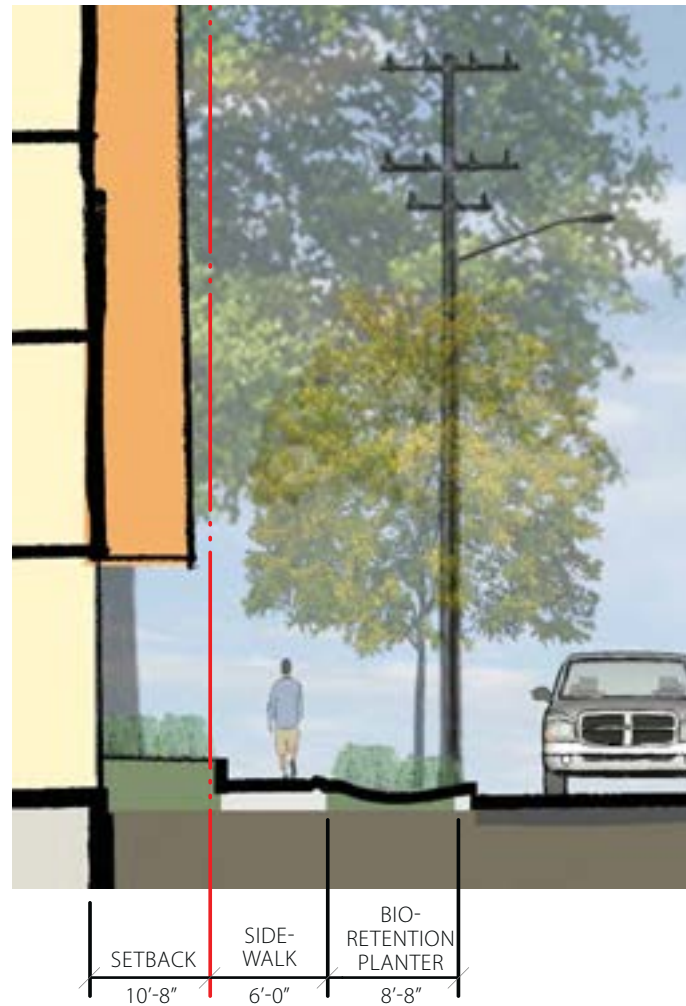
Alternative 3: Preferred



E Fir Street Characteristics

The proposed design provides a sense of arrival that is lacking from the current design. Features include:

- Creating an inviting and human-scaled entry to the larger building
- Enhancing the pedestrian environment by increasing the number of street trees and planted area
- Eliminating ninety-degree parking stalls in the right-of-way to reduce the vehicle focus of E. Fir St, and bringing back the residential character to the streetscape
- Connecting the new sidewalks with the surrounding streets in a safer way (to Boren Ave, 11th St)



Section: Curb to Sidewalk to Entry

The pedestrian environment along E Fir St is improved with a new bio-retention planting strip and planters of various height between the sidewalk and the building, in place of the existing 90° parking.



Existing Street Character

Currently the street character along E Fir Street is uninviting (chain link fence separates the sidewalk from the street, trash containers are present) and prioritizes cars over pedestrians (the entire frontage is lined with parking stalls).



Proposed Street Character Study

The new street character on E Fir Street prioritizes pedestrians over cars with re-aligned sidewalks, new bio-retention planted cells and small street trees (size limited by overhead power lines). These changes create a human-scaled buffer between the street and the sidewalk and connects to 11th Ave.



Inspiration Street Character

The natural materials, planting areas and street trees, and residential character of this scene are the inspiration for the design approach on E Fir Street.

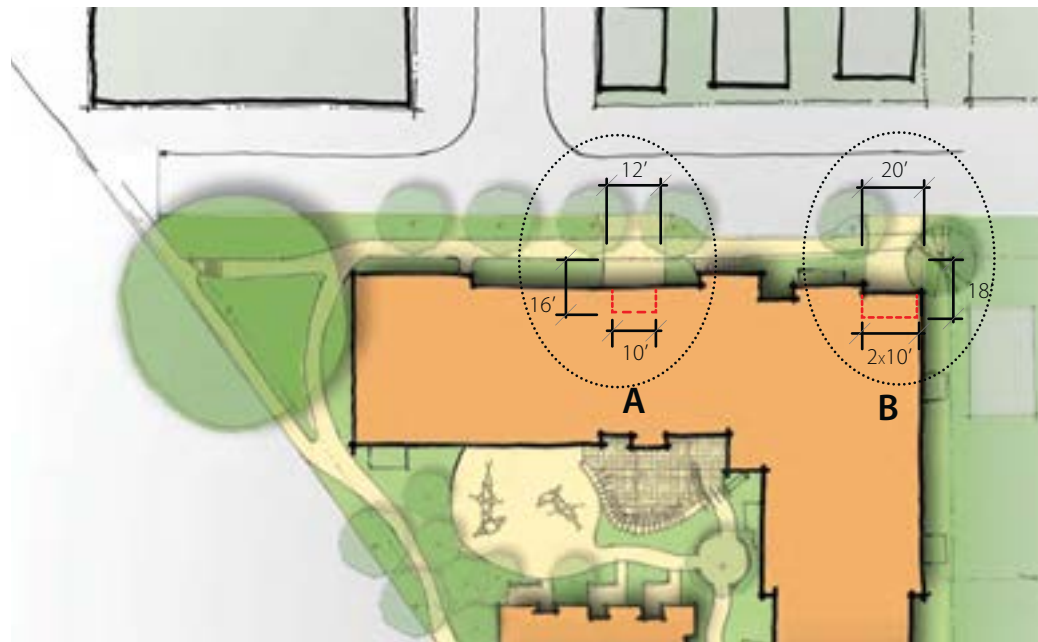
Departures

Project requests permission to allow:

- the area of the garage doors to exceed 75 square feet (**SMC 23.45.536.D.3a**)
- the width of the principal structure to exceed 150 ft (**SMC 23.45.528**)

Please see detailed explanations under the diagrams at left.

GARAGE DOOR AREA



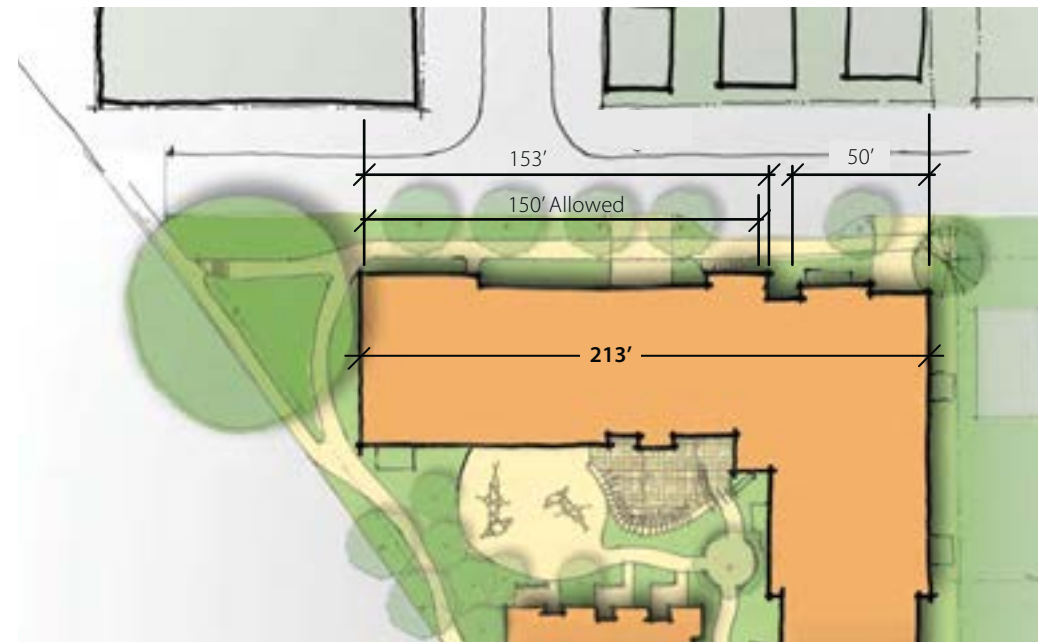
Parking Access Plan Diagram

A) This 12' wide driveway leads to a parking area serving 30 or fewer parking spaces and meets **SMC 23.54.030.1a** for driveway width ("minimum of 10 feet"). In order to make this garage van accessible, the garage door will be approximately 10' x 9' (or 90 sq ft), which conflicts with **SMC 23.45.536.D.3a**: "Garage doors may be no more than 75 square feet in area."

B) This 20' wide driveway leads to a parking area serving more than 30 parking spaces with two-way traffic and meets **SMC 23.54.030.1c** for driveway width ("at least 20 feet wide"). Because this is a wide driveway with two-way traffic the garage doors need to be of equivalent width. Two 10' x 9' doors (90 sq ft each for a total of 180 sq ft) is requested, which conflicts with **SMC 23.45.536.D.3a**: "Garage doors may be no more than 75 square feet in area."

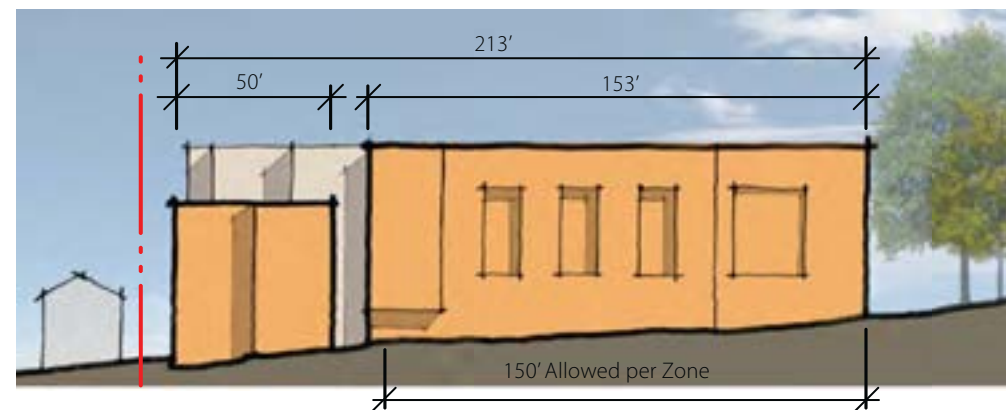
Both the garage doors for driveway A and driveway B meet the setback requirements of **SMC 23.45.536.D.3b** "Garage doors facing the street shall be set back at least 15 feet from the street lot line, and shall be no closer to the street lot line than the street-facing facade of the structure."

WIDTH OF PRINCIPAL STRUCTURE



Site Plan

The site has a trapezoidal shape with frontage of 283 ft along E Fir Street and 73 ft along E Yesler Way. The primary address for the project is 1105 E Fir Street and this street is the only allowable vehicle access to the building lobby and below grade parking. The length of the proposed principal structure along E Fir St is 213 ft. From the west the building massing is broken into a five to six story façade section 153 ft long, and a four story façade section 50 ft long with a 10 ft recess where the building lobby is located. Each façade section is further modulated with bays and recesses.



North Elevation

A 213 ft long facade along E Fir St would account for 75% of the total length of the property along E Fir St (283 ft).

City Design Guidelines

Important Guidelines to Address

Design Review Guidelines for Multifamily and Commercial Buildings (http://www.seattle.gov/dpd/Planning/Design_Review_Program/Design_Guidelines/default.asp)

SITE PLANNING

A-1: Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

The 100 unit program calls for two housing types – elevator serviced units (Building A) and ground related family units (Buildings B, C, and D). The trapezoidal site only allows primary access points along East Fir Street to the north. The grade separated intersection of East Fir and Boren Avenue is also the site of a significant Red Oak tree being preserved. Boren Avenue provides pedestrian access to transit. Building A is sited to maximize exposure to views to the south and east. The site has a grade change of approximately 38' from SE corner to NW corner, but the building siting takes advantage of these dramatic grades and creates planted terraces for visual relief.

A-3: Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

The Building A entrance from East Fir Street provides a traditional residential relationship to the sidewalk and street passenger load area. Pedestrian access from East Boren also connects to the same entry lobby and serves at grade “front doors” to the nine townhouses and four flats in the south eastern wing of Building A.

A-4: Human Activity

New development should be sited and designed to encourage human activity on the street.

The frontages along East Fir Street, Boren Avenue and Yesler Way are designed to improve the pedestrian experience from the existing hostile conditions. Site furnishings, lighting and improved bus stop are part of the vision, as well as creation of planting strips that protect the pedestrian from arterial traffic.

A-6: Transition Between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors..

Spaces between residence and street are distinct because

of a slight vertical separation, the creation of a threshold at the sidewalk edge, and the use of porches and terraces. Well defined pedestrian circulation within the site connects individual building entries, yards, play areas and the community rooms and terrace.

A-7: Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

The location of the different scale buildings on the site has maintained solar access to two open spaces on the site. One includes play areas for two different age groups, adjacent to a community room terrace, while the second provides a more passive sitting area. Both relate directly to the main pedestrian circulation through the site.

A-8: Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

The parking is located within Building A, below or partially below grade. The slope of East Fir Street allows two separate entries to the parking levels, while preserving the intersection's crosswalk alignments, creating new curb ramps and a street-side passenger load zone at the main residential entry.

HEIGHT, BULK, SCALE

B-1: Height, Bulk, and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

The midrise building on East Fir Street is being developed at one story less than allowed by the Land Use Code for this and adjacent properties. In addition, the building façade is broken into two sections, larger to the west and smaller to the east with the scale reduced two stories at the south east corner. From the SE corner to the NW corner of the site, the grade climbs 38' along Yesler and Boren. The buildings also step up the site, from three stories townhouses at the SE corner on Yesler, to five stories at the NW corner of the site at Boren and East Fir Street.

ARCHITECTURAL ELEMENTS AND MATERIALS

C-2: Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

The L-shaped midrise building establishes two characters within the same theme of base, middle, and top. The west wing, most visible from the south uses a 3 story tall recessed bay expression with a different color or material. That layering of color or material repeats on the east wing, but uses upper floor setbacks to modulate the building form. The three triplex townhouses use massing and roof forms to create individual house and yard identity.

C-3: Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

The main pedestrian approach to and between the new buildings has layers establishing increased privacy, including: gates, walls, hedges, patios, stoops, and entry porches.

C-4: 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.

This description of exterior materials is the required program for long term owners of subsidized rental housing and will be the basis of material selection as the design progresses.

C-5: Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

As described above, all the parking is located within the building, below or partially below grade. Street frontage uses include building lobby spaces with sitting/waiting areas, and residential units. The natural slope along East Fir Street allows landscaped areas to berm against the building further concealing the “daylight basement” upper garage level.



Good Example of Visible and Weather Protected Entrance, Site Furnishings, and Transition from the Street



Stepped and Carved Building Mass breaks up Height, Bulk and Scale

City Design Guidelines



Curving pedestrian pathways with vegetation, lighting and “eyes on the street” from adjacent residential units will be incorporated into the project.



Ground Level Residential Entry with Landscaping that Enhances the Building and Site

Important Guidelines to Address (contd)

PEDESTRIAN ENVIRONMENT

D-1: Pedestrian Open Spaces and Entrance

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

The location of the different scale buildings on the site allows solar access to two main open spaces on the site. One includes play areas for two different age groups, adjacent to a terrace opening of the buildings community room. The second provides a more passive sitting area. The main pedestrian circulation through the site connects these spaces and all of the ground floor unit entries to both townhouses and the midrise building.

D-2: Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

The foundation wall of the residential midrise building is below grade at the west end adjacent to Boren Avenue. This establishes the grade for a sidewalk link between Boren and East Fir while protecting the natural grade at the base of the large Red Oak. As that grade slopes down to the east, the garage wall is screened by a combination of berms, planter walls, raised planting beds and planted trellises on the building façade.

D-6: Screening of Dumpsters, Utilities, and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

The location of trash, recycling, and compost receptacles is inside an enclosed trash room off of the upper level garage. Transformer Vault is located in the basement with access through an at grade hatch in the front yard setback. Meters are all located inside the building.

D-7: Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The descriptions above of relationships to street and sidewalks, on site open space, building and unit access, are all considered to enhance the public safety and security of the residents.

LANDSCAPING

E-2: Landscaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The site has a brutal environment to the west along Boren Avenue. Planting areas of varying width allow the pedestrian to move away from the traffic, with more generous framing of the site entries to the network of paths leading to building entries and connecting different open spaces. For the townhouses, the layering of landscaping defines both individual entries and private spaces. For the midrise building larger open space encourages community use in addition to a south facing roof garden accessible from the top residential level.

E-3: Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

A significant Red Oak tree anchors the high point at the northwest corner of the site. The land typically falls away to the south, with two story townhouses maintaining good solar access between the buildings. The view also to the south is both territorial to the Marine Hospital on Beacon Hill, and distant to Mount Rainier. The landscape design reinforces accessible circulation into and around the site despite the natural slope.



1105 E Fir St | #3012897
Early Design Guidance
02/06/2012



GGLO
architecture | interior design
landscape architecture
urban design & planning
1301 First Avenue, Suite 301
Seattle, Washington 98101
206.467.5828
www.gglo.com