

# LENNAR MULTIFAMILY COMMUNITIES SPRING STREET NORTH BLOCK URBAN DESIGN MERIT





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# **SECTION 01**

## **PROJECT UPDATE**



# DEVELOPMENT OBJECTIVES



- Integrate with neighborhood
- Human-scaled materials and detail
- Active uses at the street
- Community identity
- Reference to historic neighbor
- Connection to downtown
- Natural setting, near Freeway Park
- Views of downtown
- Acknowledge place on the hill
- Near public transit and bike routes



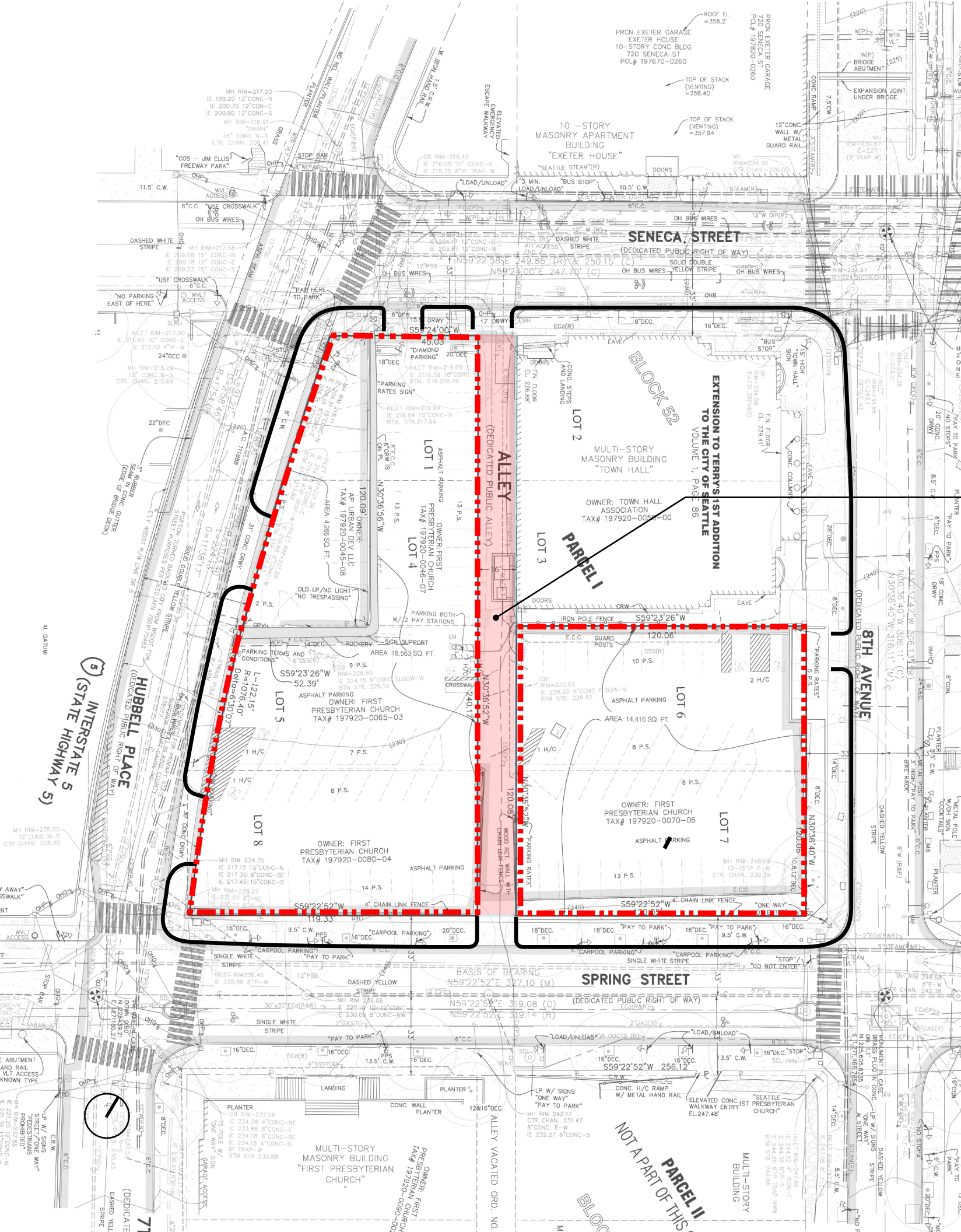
# DEVELOPMENT PROPOSAL



- Two residential towers
- High quality development
- 500+ residential units
- Variety of unit types
- Eight levels of below-grade parking
- Ground level retail
- Open space
- Alley vacation



EXISTING SITE - SURVEY



EXISTING ALLEY  
3,842 SF



# NEIGHBORHOOD OUTREACH / CITY PROCESS

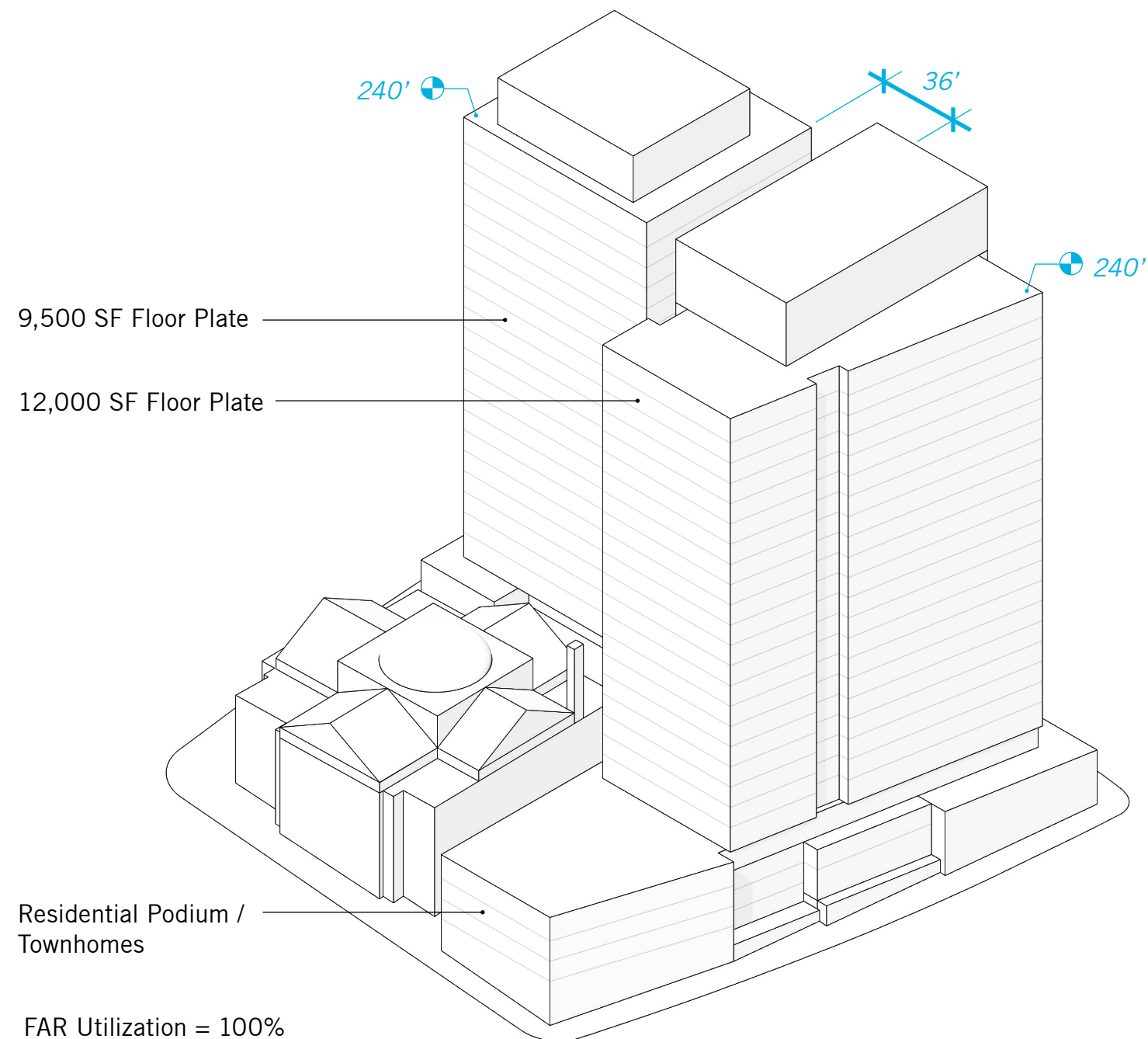


- Town Hall Seattle
- First Hill Improvement Association
- Freeway Park Association
- Early Design Guidance
- MUP under review
- Seattle City Light (UMP / Power)
- SDOT 30% SIP under review
- SDOT EDG Review Meeting

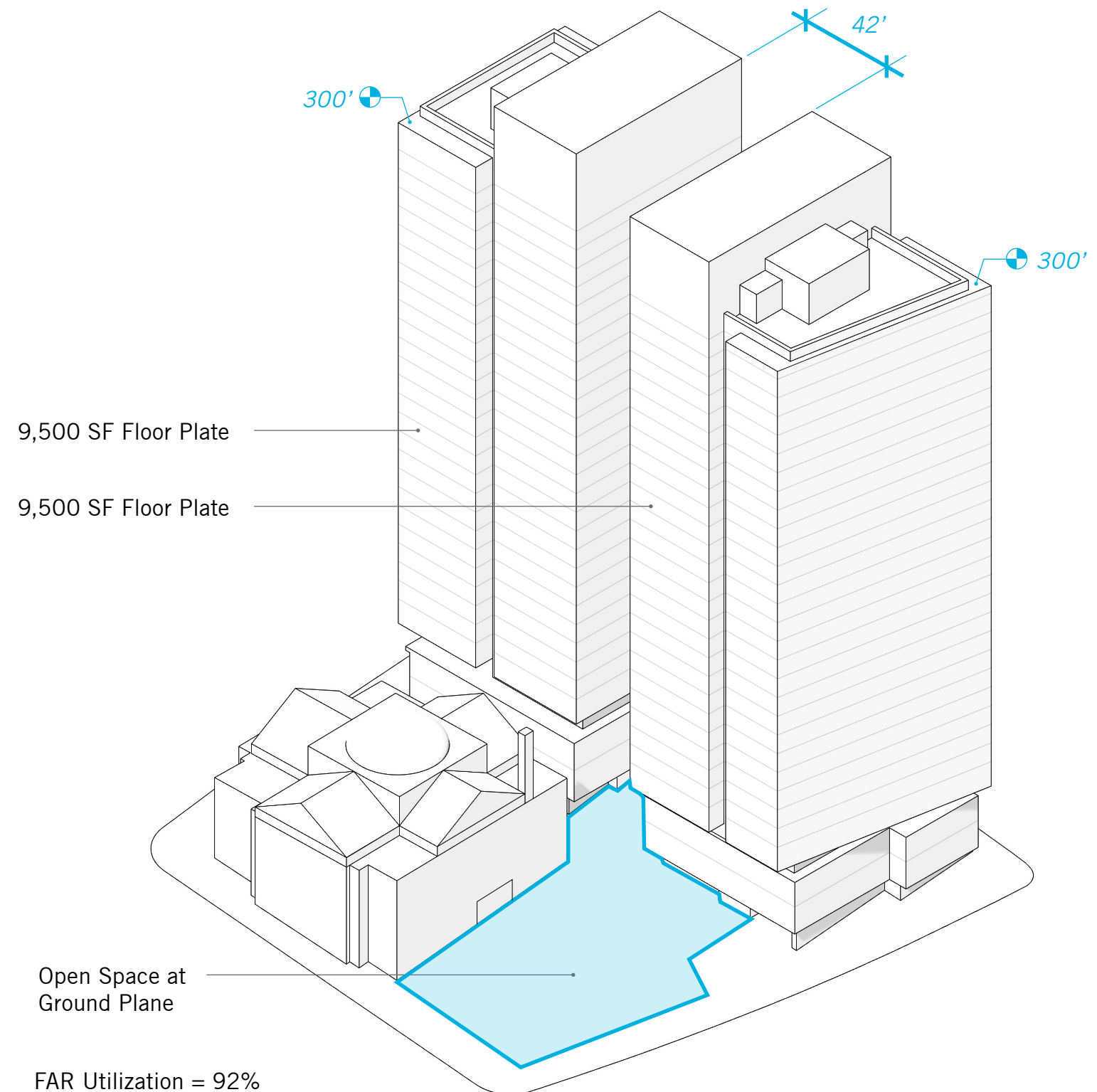


# PROPOSAL COMPARISON

NO ALLEY VACATION



ALLEY VACATION





# PROPOSAL COMPARISON

NO ALLEY VACATION



*View across zSeneca Street from Freeway Park*

ALLEY VACATION

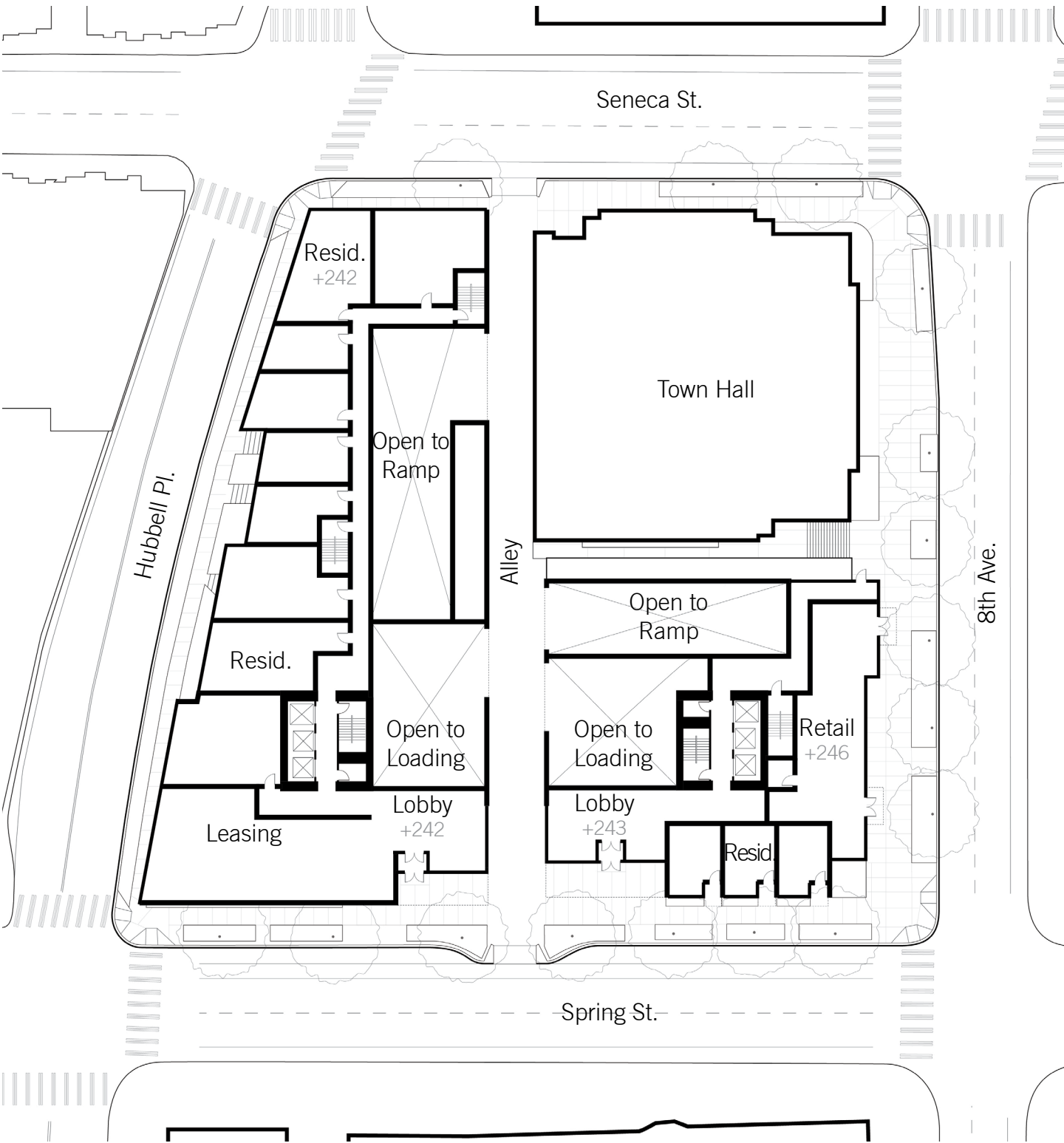


*View across Seneca Street from Freeway Park*

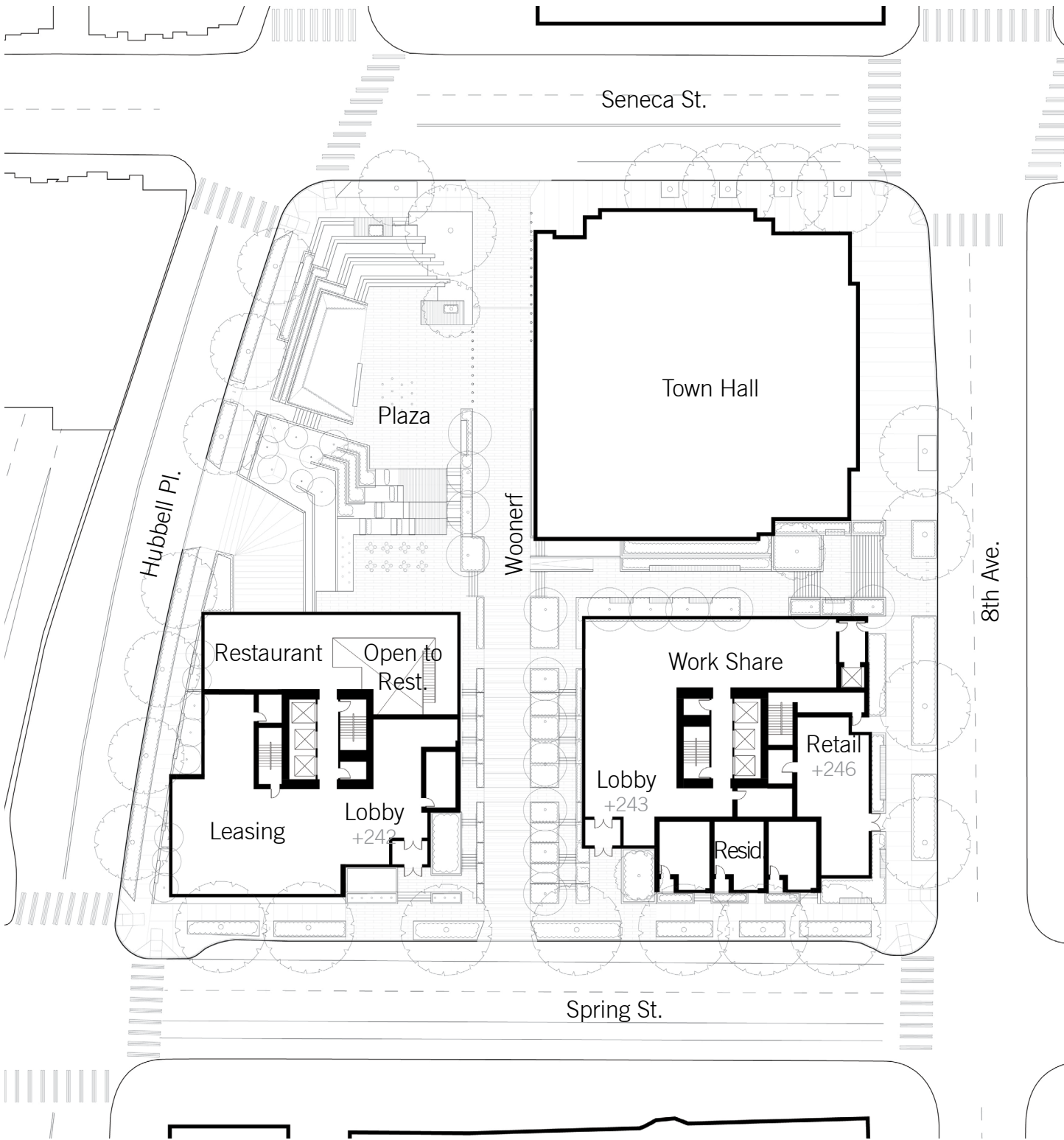


PROPOSAL COMPARISON  
LEVEL 02 PLAN

NO ALLEY VACATION



ALLEY VACATION







# ALLEY VACATION LANDSCAPE PLAN



- 1 Town Hall Plaza
- 2 Connection to Freeway Park
- 3 Freeway Park Entrance
- 4 Woonerf (Fire Accessible)
- 5 Pedestrian Mews with Seating
- 6 Wood Seating Platform
- 7 Stair Connection to Plaza
- 8 Terraced Grove
- 9 Bioretention Planters
- 10 Cascading Water Feature
- 11 Restaurant Seating
- 12 Planters
- 13 Accessible Ramp
- 14 Entry Terrace
- 15 Building Lobby Entrances
- 16 Residential Units
- 17 Town Hall Entrances
- 18 Retail Entry
- 19 Splash Pads
- 20 Parking Entry

-  Pedestrian Entry
-  Vehicle Entry



# SECTION 02

## SDC COMMENTS



1. Confirm that the relocation of utilities will not create long term maintenance issues for Town Hall.
2. Provide a wayfinding plan that includes publicly accessible and ADA routes through the project site.
3. Provide greater distinction between pedestrian and loading areas near the Town Hall property.
4. Provide a massing study for existing and proposed projects occurring on the surrounding blocks.
5. Minimize landscaping edges between on-site programmed spaces.



# COMMENT 01





Confirm that the relocation of utilities will not create long term maintenance issues for Town Hall.

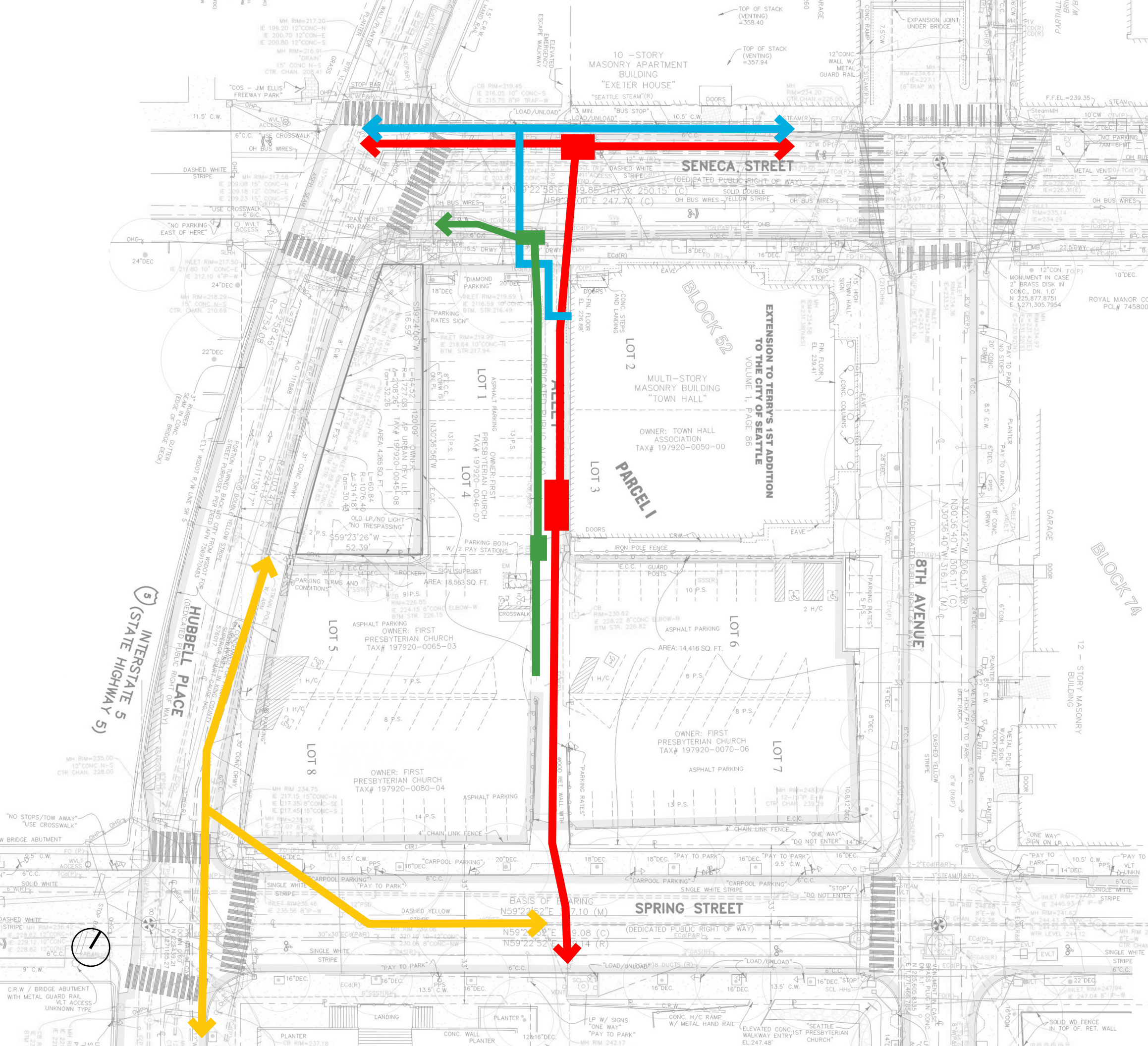


# SDC COMMENT 01 EXISTING UTILITIES

## UTILITY COORDINATION

- SDOT
- Seattle City Light
- Seattle Steam
- Seattle Public Utilities
- Puget Sound Energy
- Century Link
- Madison BRT

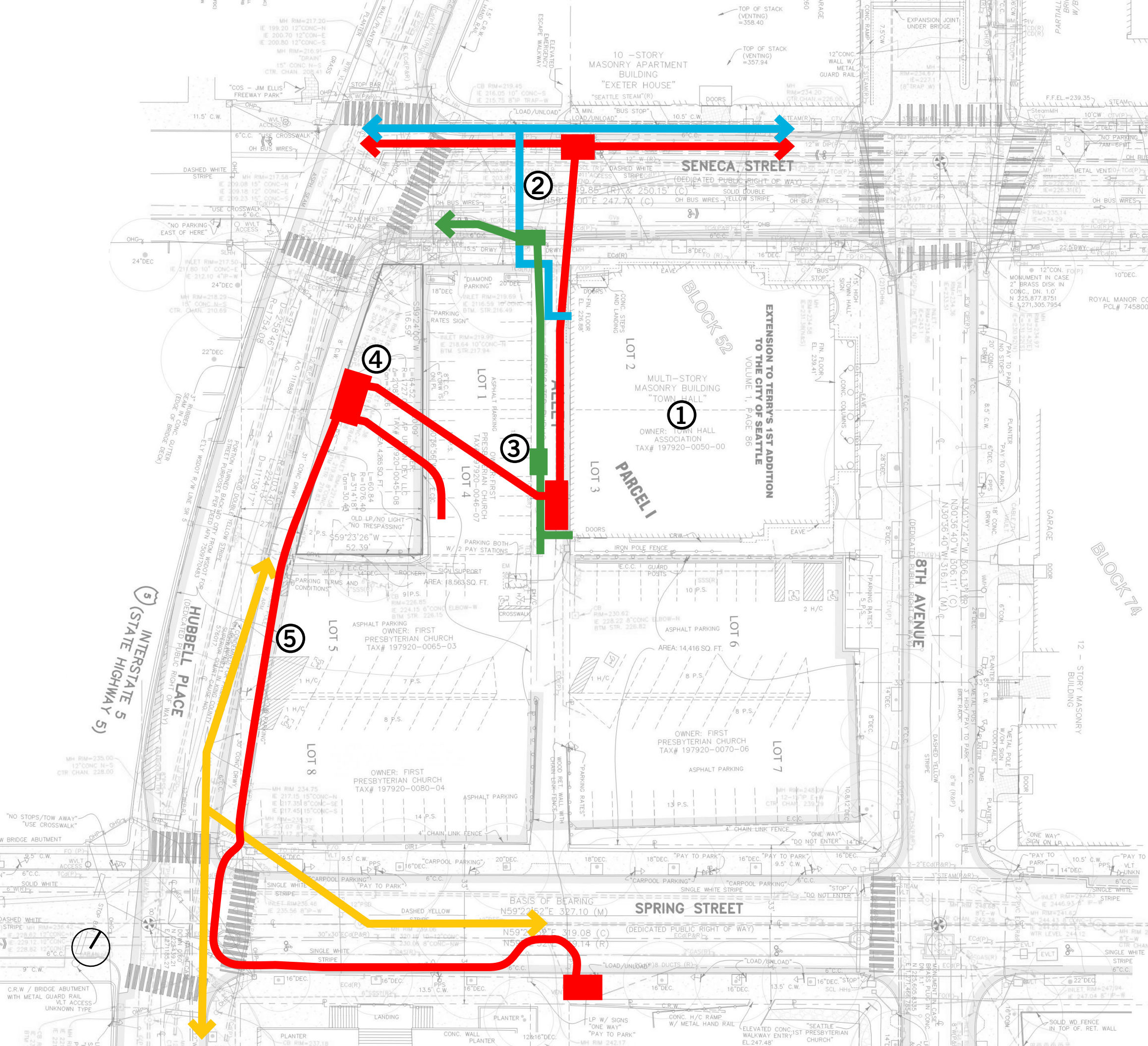
-  Sewer
-  Electrical
-  Steam
-  Telecommunications





# SDC COMMENT 01 PROPOSED UTILITIES

- 1 No impact on Town Hall
- 2 No impact to Steam Line
- 3 CLT vault moves north
- 4 SCL vault moves to Hubbell
- 5 SCL duct bank along Hubbell



- █ Sewer
- █ Electrical
- █ Steam
- █ Telecommunications



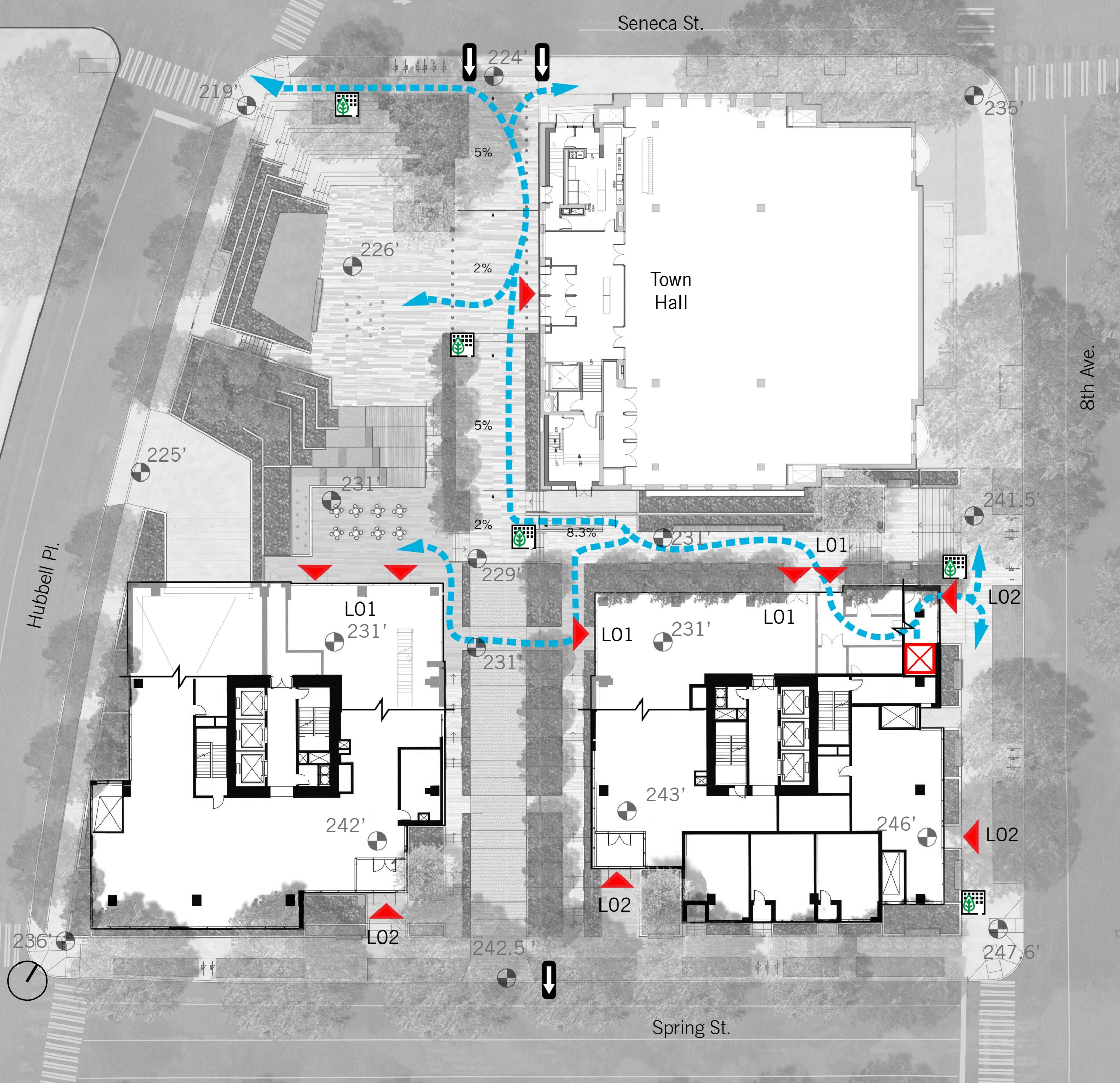
# COMMENT 02

Provide a wayfinding plan that includes publicly accessible and ADA routes through the project site.



## SDC COMMENT 02 ACCESSIBILITY AND WAYFINDING

- 1 Plan reviewed by accessibility consultant, Karen Braitmayer
- 2 All entries are accessible
- 3 Plaza accessible from Seneca and 8th Avenue
- 4 Accessible route to 8th Avenue is provided through site
- 5 Public elevator provided at 8th Avenue mews
- 6 Signs noting route and public amenity placed at key locations





# PLAZA AT SENECA

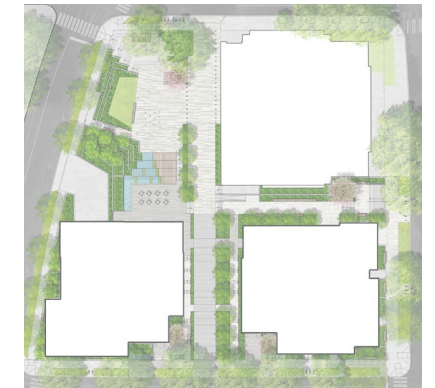








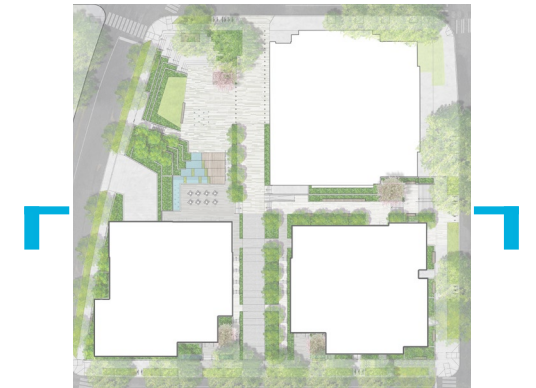
# 8TH AVENUE



East Elevation *8th Avenue*



# PLAZA AT SENECA



North Elevation *Plaza and Mews*



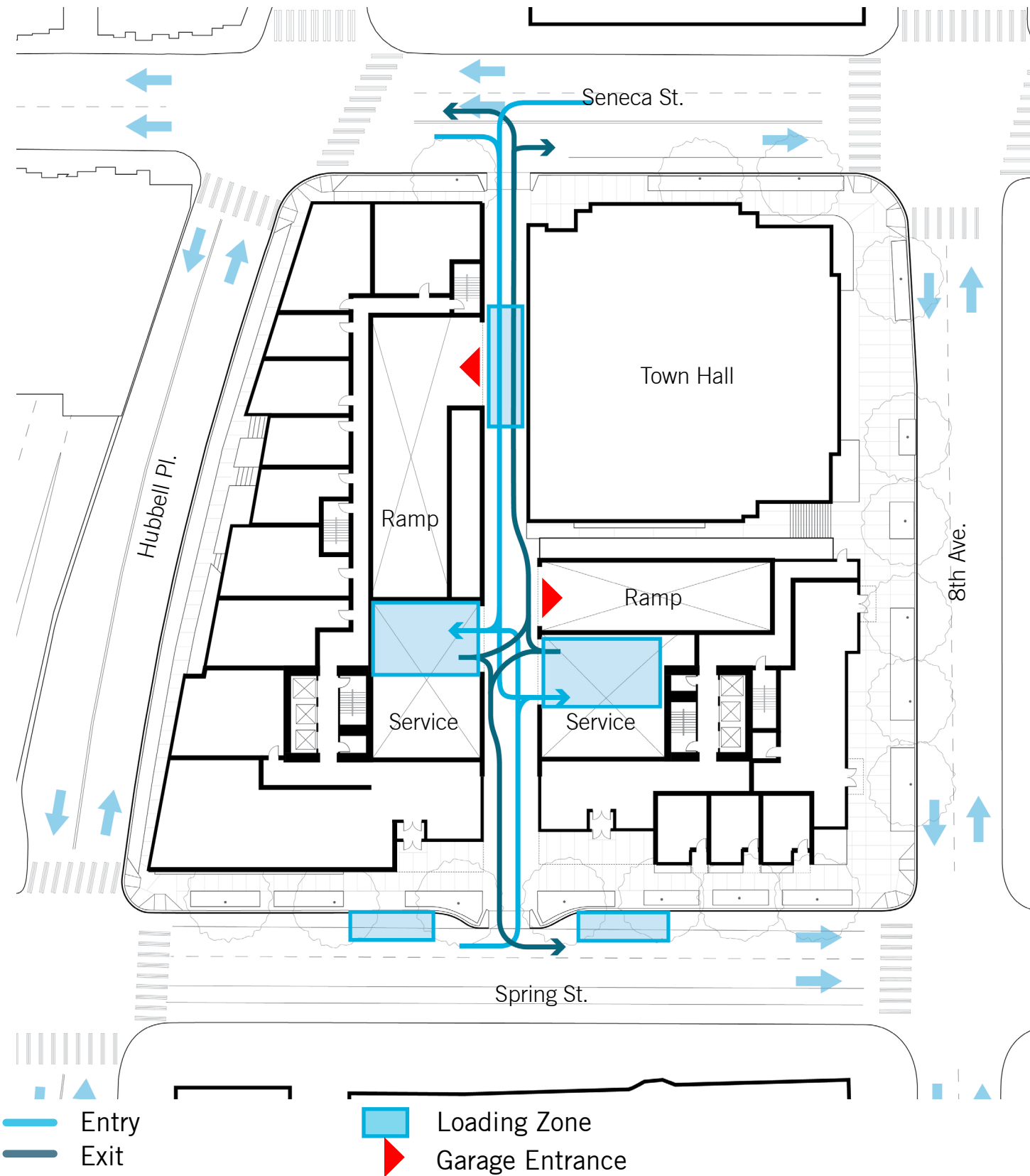
# COMMENT 03

Provide greater distinction between pedestrian and loading areas near the Town Hall property.

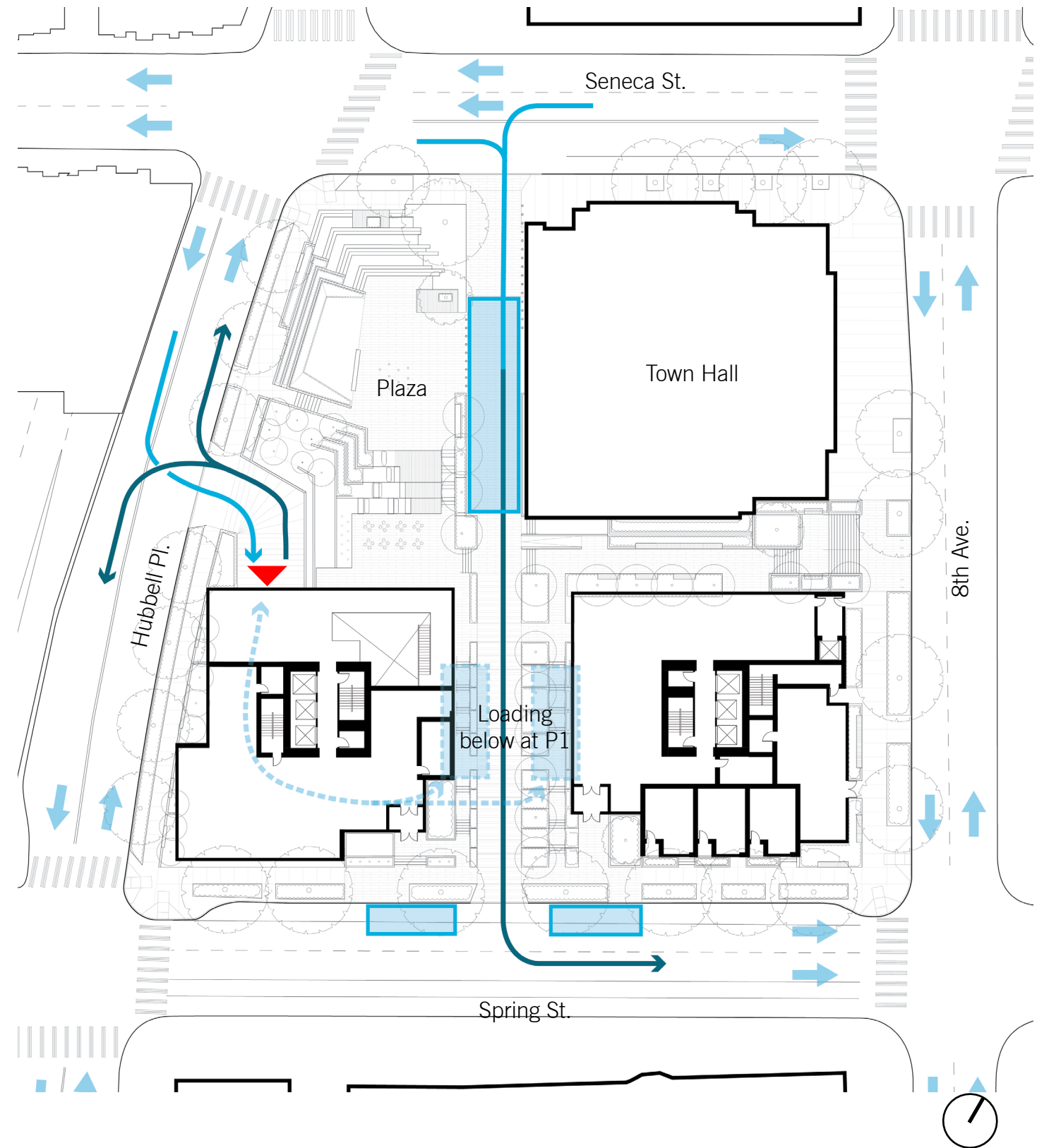


# SDC COMMENT 03 LOADING AREAS

NO ALLEY VACATION  
LEVEL 02



ALLEY VACATION  
LEVEL 02





## SDC COMMENT 03

### LOADING AREAS AT TOWN HALL

#### EVENTS

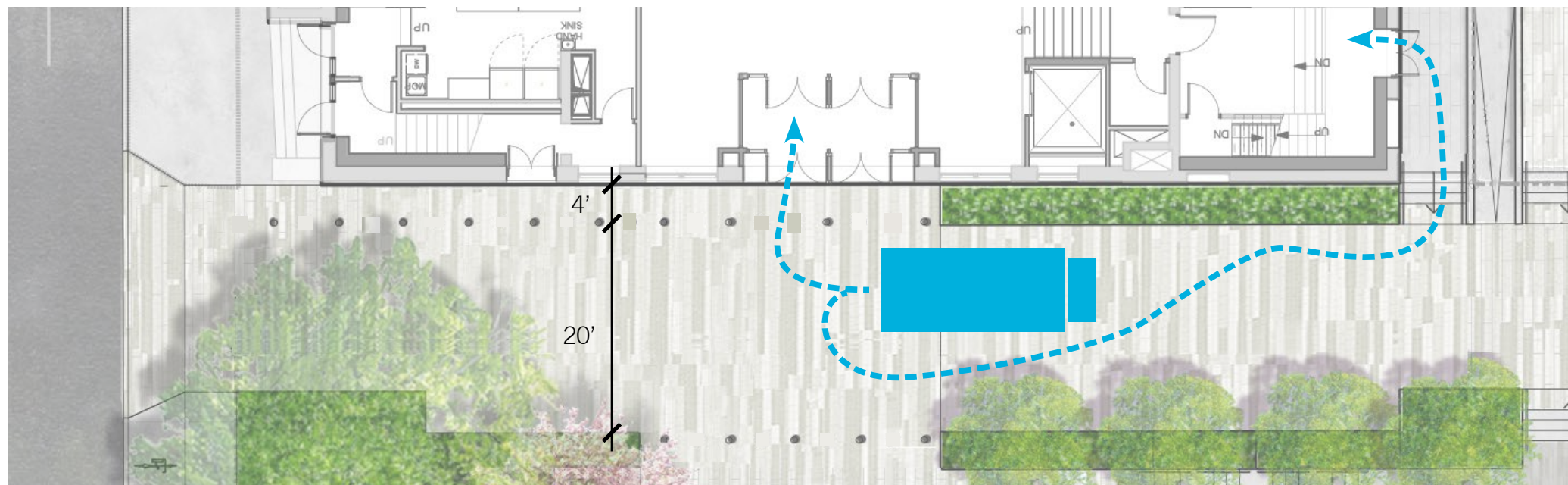
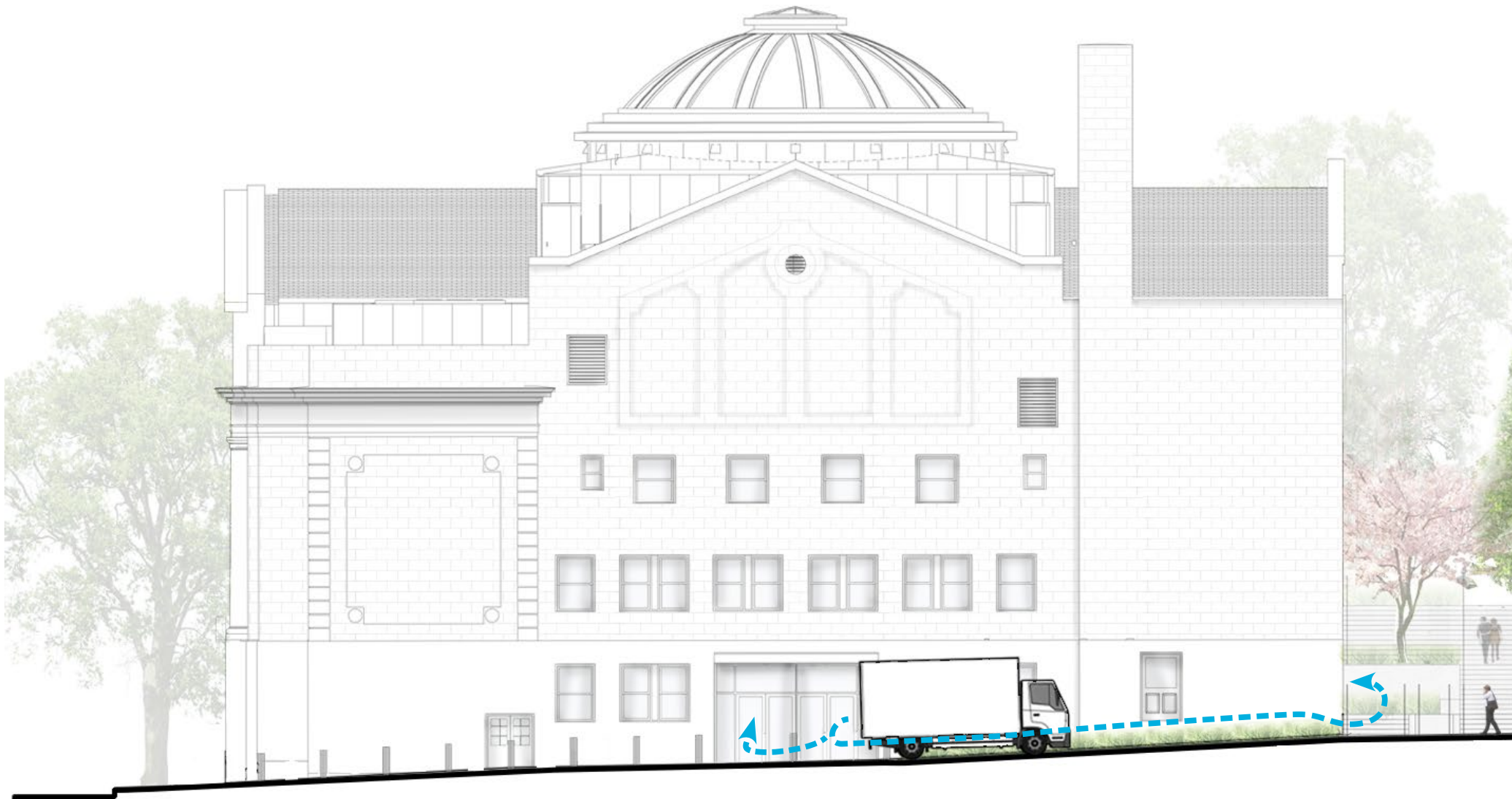
- Events are typically in the evening
- Some daytime events on weekends
- Accessible drop-off, 5-10 cars on a busy night, typically less

#### WEEKDAY LOADING

- 1-2 box trucks per day for UPS, office supplies, and cafe food and beverages

#### EVENT EQUIPMENT LOADING

- Equipment is delivered at various times, from morning to early evening
- Typical loading time is late afternoon to early evening
- 1-2 cars are typical for loading
- Some months an event requires a box truck for equipment
- A handful of events each week require a late afternoon catering van
- End of the night loading occurs before 11pm or the next morning





# SDC COMMENT 03 LOADING AREAS AT TOWN HALL



- Tower loading and services located below grade
- Tower delivery drop-off located along Spring Street
- Bollards at Town Hall queuing
- Bollards at Plaza Entrance
- Planting along Town Hall



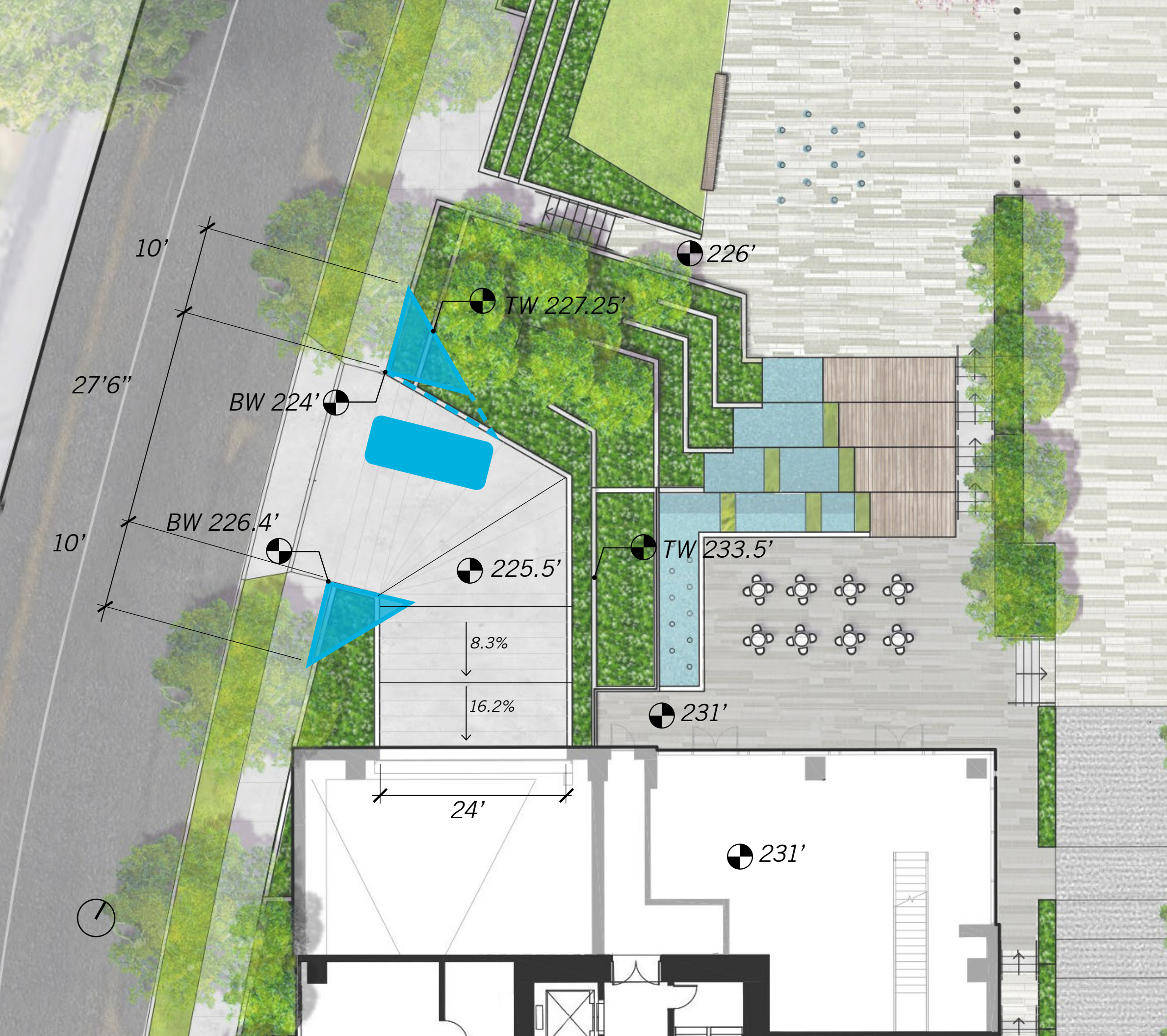
# HUBBELL PLACE



West Elevation *Hubbell Place*

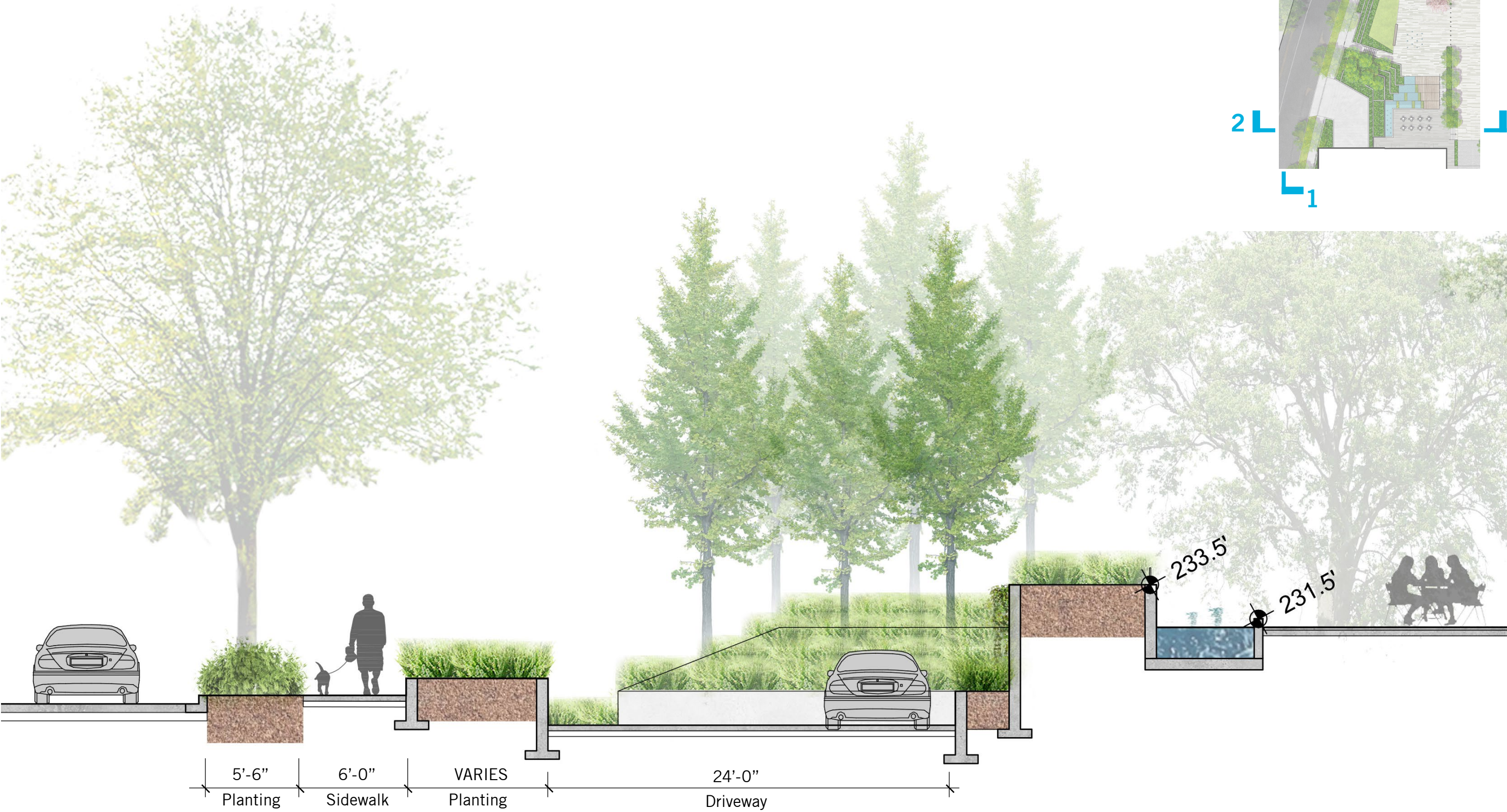


## HUBBELL PLACE GARAGE ENTRY



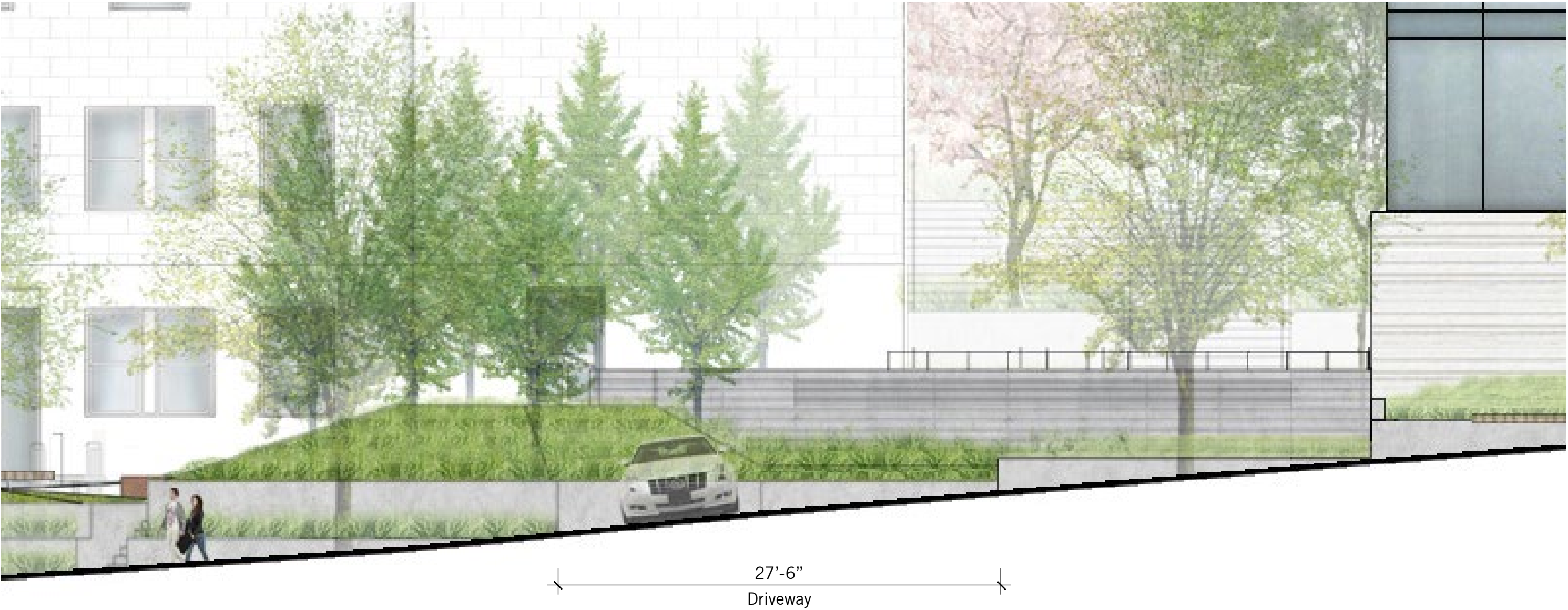


HUBBELL PLACE  
GARAGE ENTRY





HUBBELL PLACE  
GARAGE ENTRY





# COMMENT 04

Provide a massing study for existing and proposed projects occurring on the surrounding blocks.



SDC COMMENT 04  
EXISTING NEIGHBORHOOD CONTEXT



Convention Center



Town Hall



Dearborn House



St. James Cathedral



Stimson / Green House



Park Place, Office



Freeway Park



YWCA Condominiums



Baroness Apartment Hotel



Nakamura Federal Courthouse



First United Methodist Church



YMCA Club



Virginia Mason Medical Campus



Swedish Medical Campus



Sorrento Hotel



Eagles Temple Building



Rainier Club



IBM, Office



SDC COMMENT 04  
PROPOSED NEIGHBORHOOD PROJECTS



1  
1302 University, Apartments



2  
1001 Broadway, Apartments



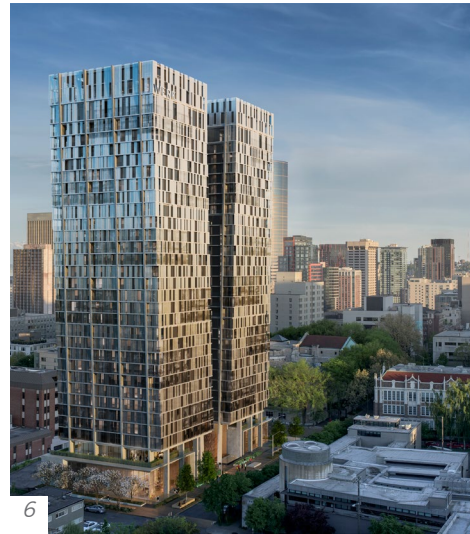
3  
1001 Minor, Apartments



4  
Swedish Medical Center NW Tower, Medical



5  
Swedish Medical Center Block 95, Medical



6  
707 Terry, Apartments



7  
515 Minor, Medical



8  
620 Terry, Senior Living



9  
1001 James, Apartments



10  
915 E Spruce, Apartments



11  
120 Broadway, Apartments



12  
125 Boren, Apartments



13  
601 4th, Commercial



14  
701 4th, Mixed Use



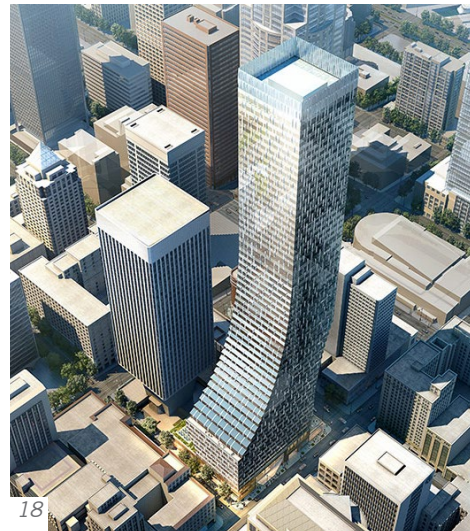
15  
801 5th, Commercial



16  
505 Madison, Commercial



17  
800 Coloumbia, Apartments



18  
1301 5th, Mixed Use



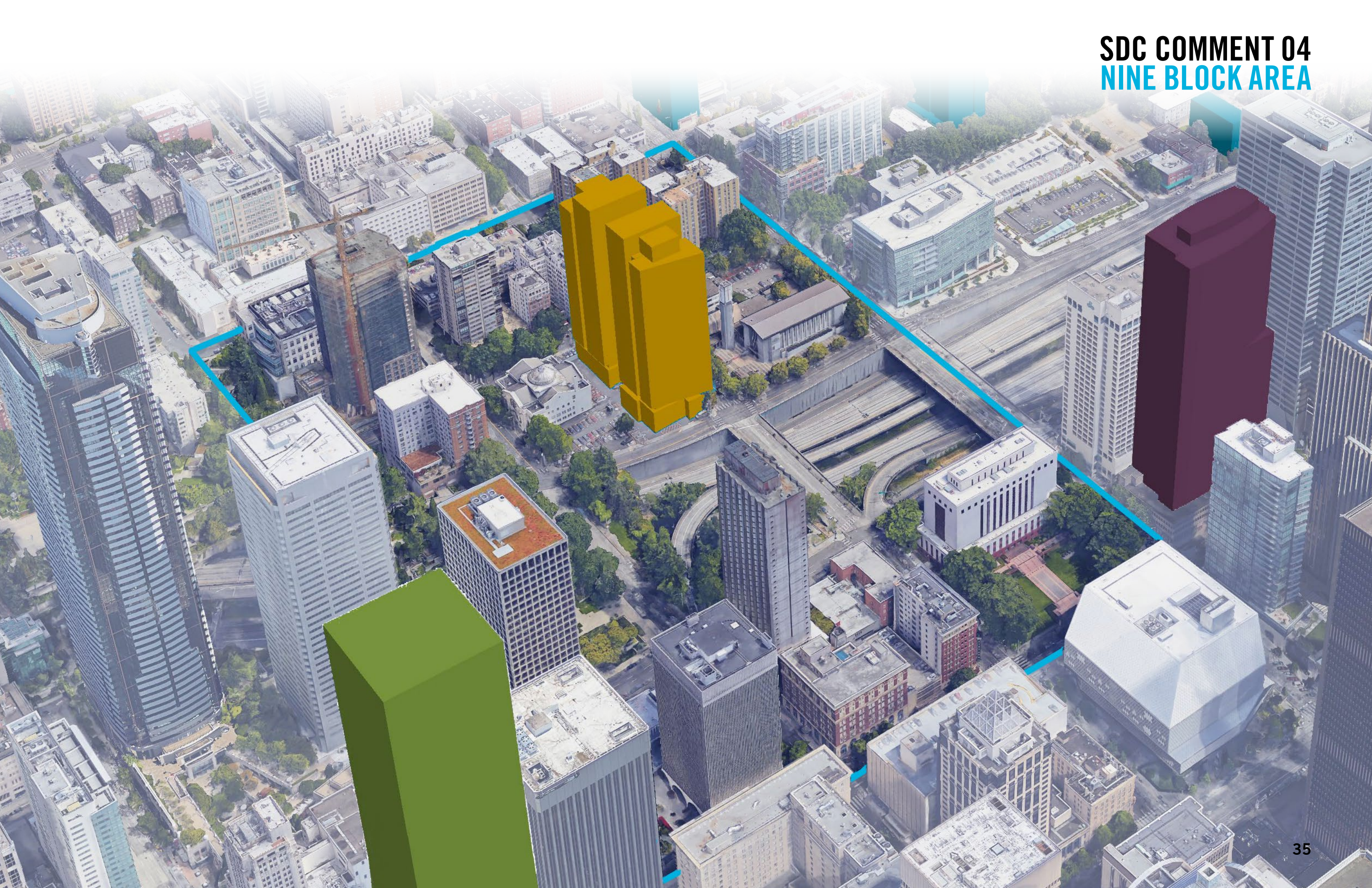
# SDC COMMENT 04

## PROPOSED NEIGHBORHOOD PROJECTS





# SDC COMMENT 04 NINE BLOCK AREA





# COMMENT 05

Minimize landscaping edges between on-site programmed spaces.



SDC COMMENT 05  
LANDSCAPE EDGES + PROGRAM



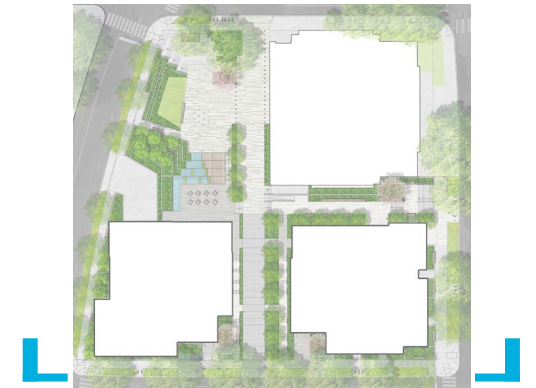


# LANDSCAPE EDGES SPRING STREET





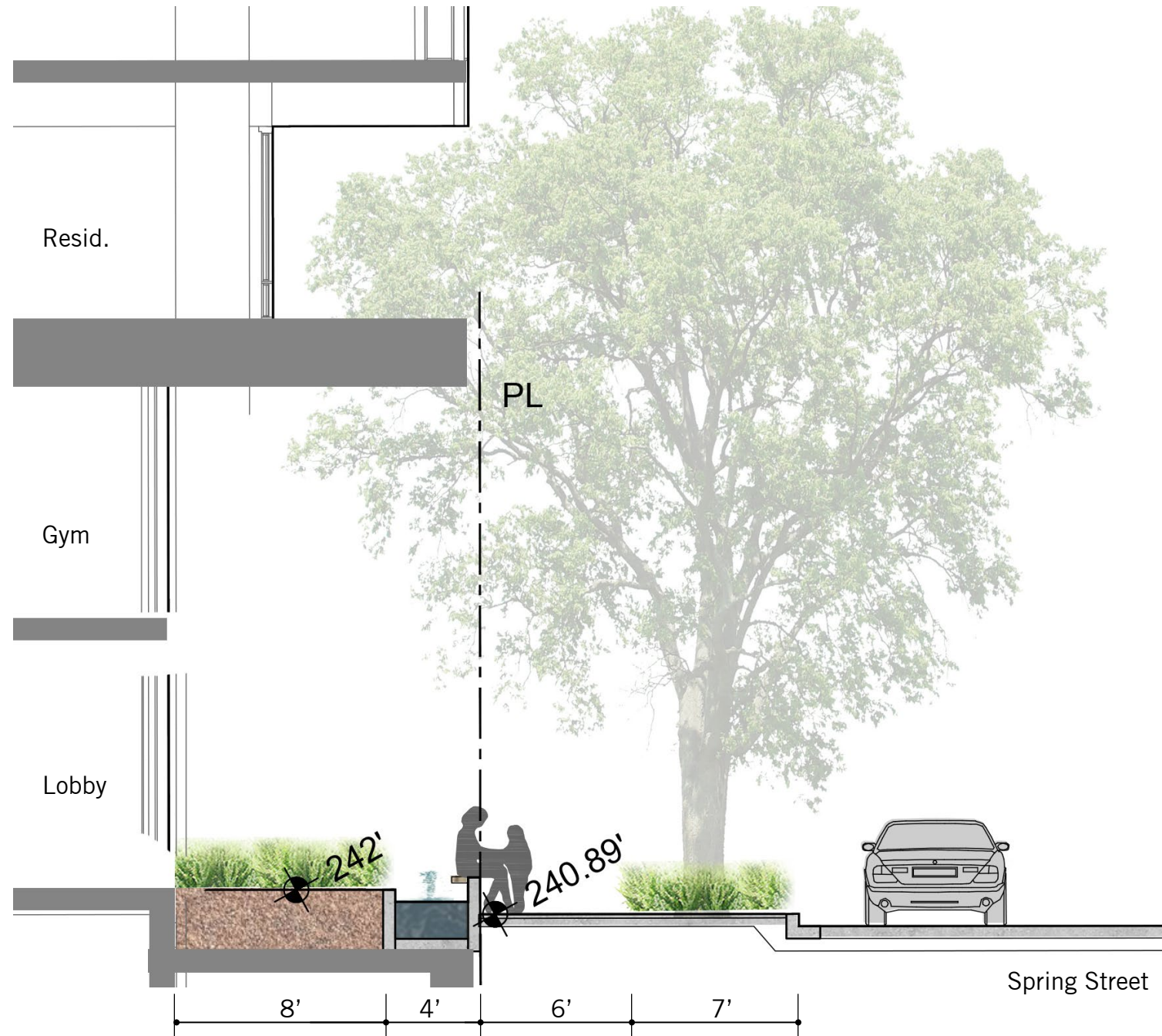
# LANDSCAPE EDGES SPRING STREET



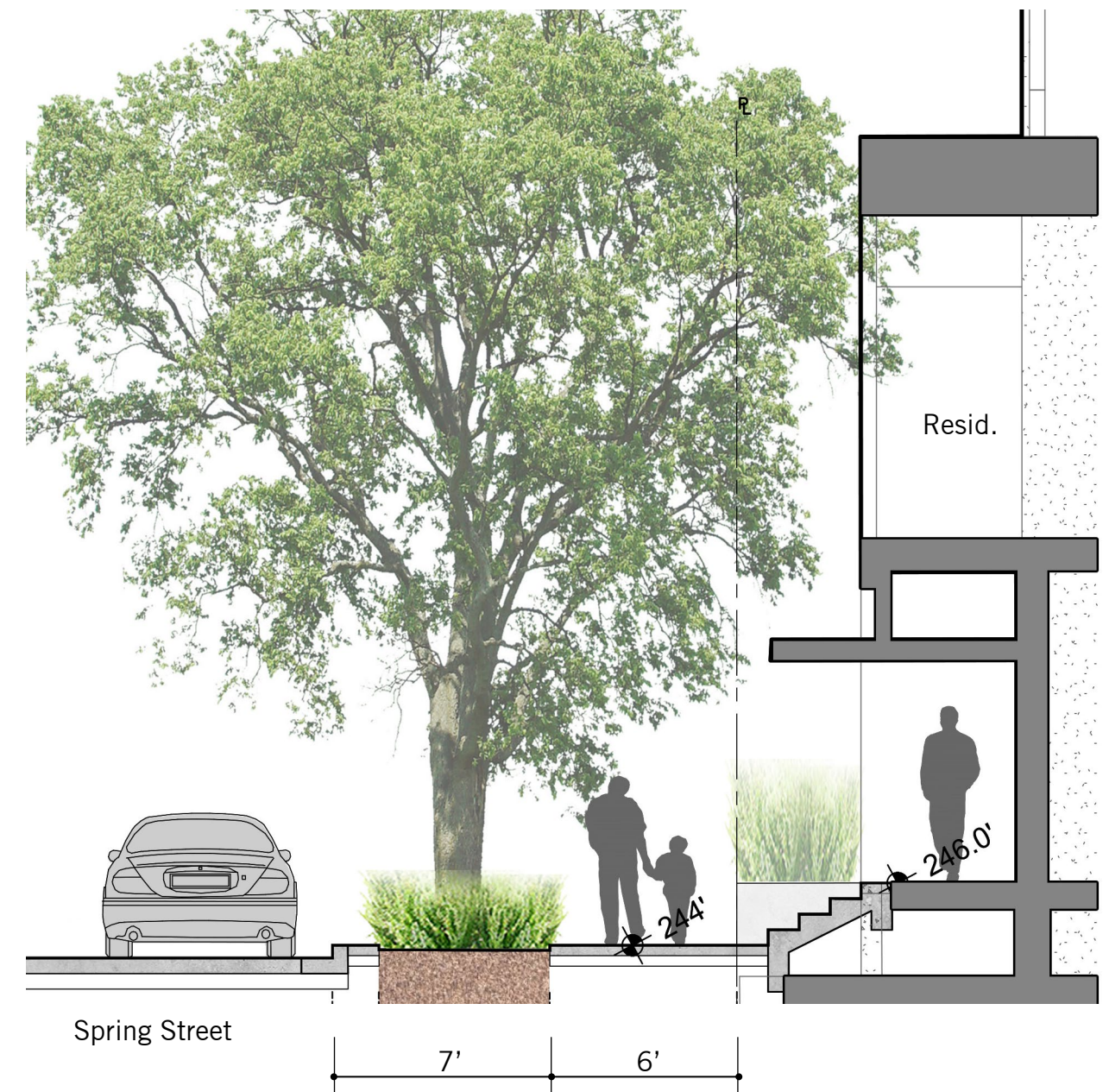
South Elevation *Spring Street*



# LANDSCAPE EDGES SPRING STREET



Section 1 Sidewalk near Entry



Section 2 Sidewalk at residential units



# LANDSCAPE EDGES

## 8TH AVENUE





# LANDSCAPE EDGES

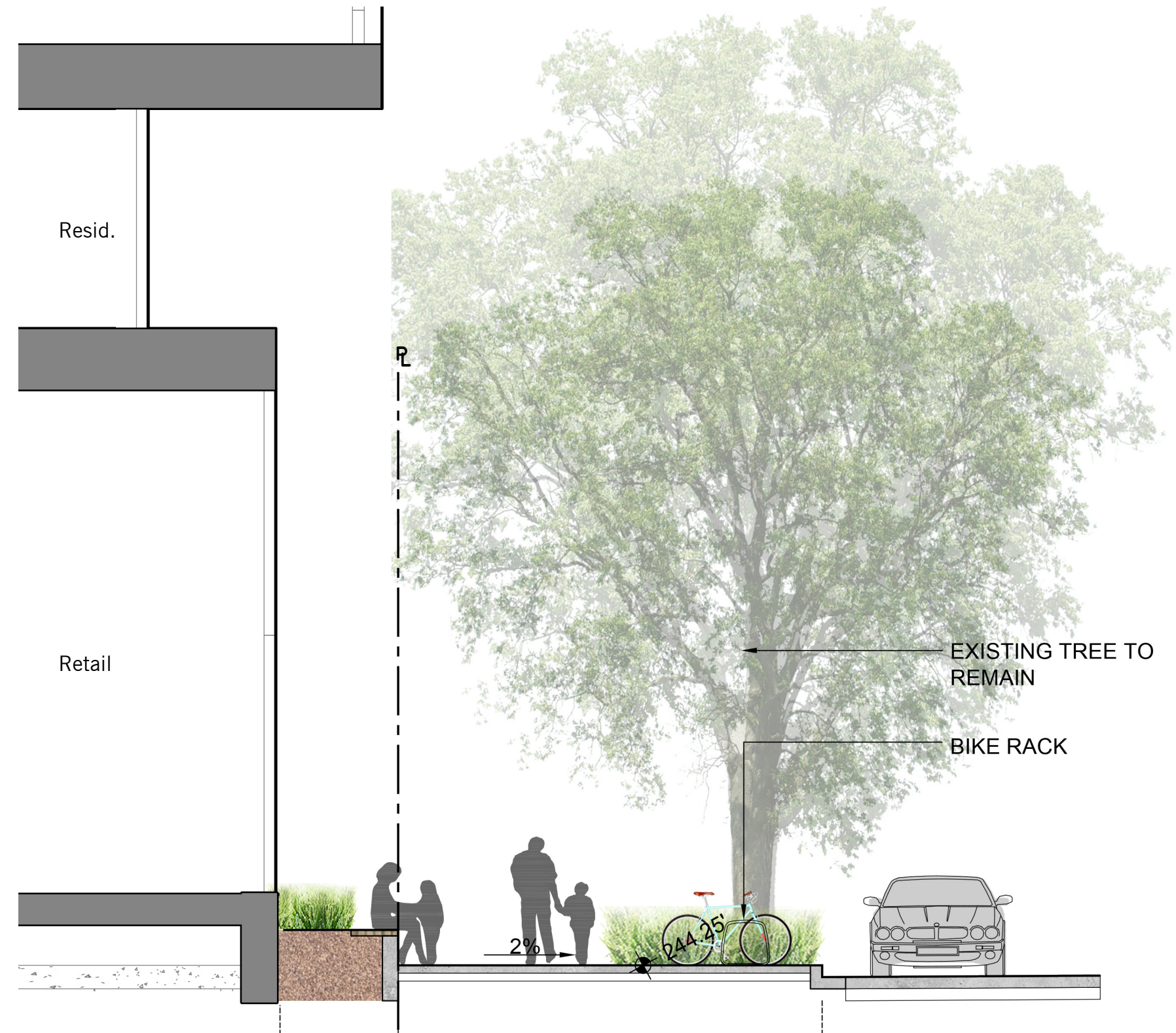
## 8TH AVENUE



East Elevation *8th Avenue*



# LANDSCAPE EDGES 8TH AVENUE



Section 8th Avenue Sidewalk



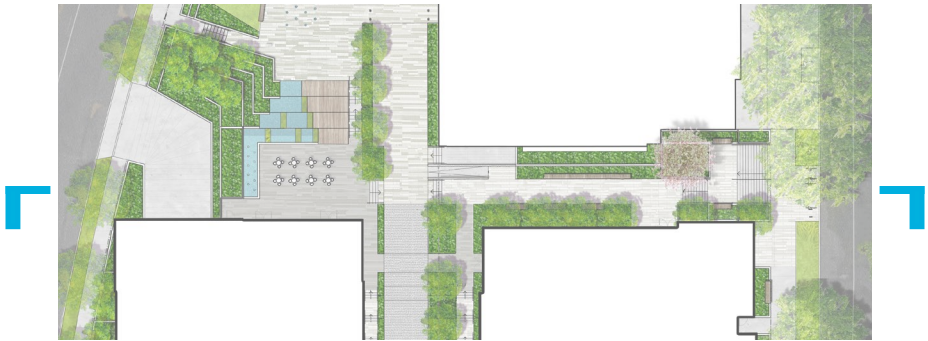
LANDSCAPE EDGES  
8TH AVENUE AT MEWS



Section 8th Avenue Sidewalk and Mews Connection



LANDSCAPE EDGES  
8TH AVENUE AT MEWS



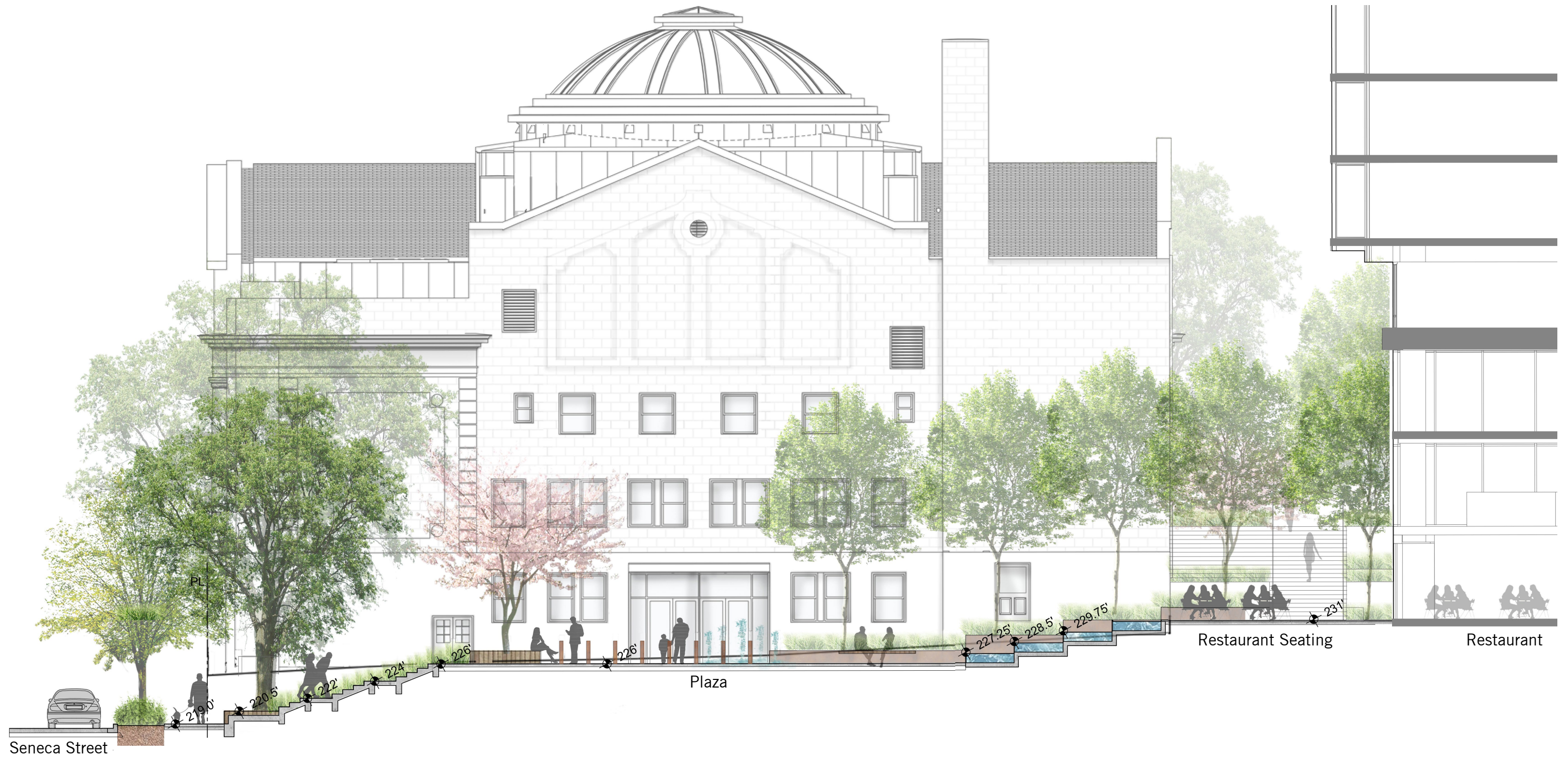


# LANDSCAPE EDGES PLAZA, MEWS AND WOONERF





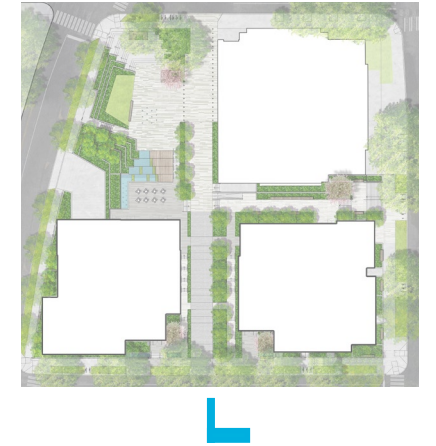
# LANDSCAPE EDGES PLAZA



Section through Plaza looking east



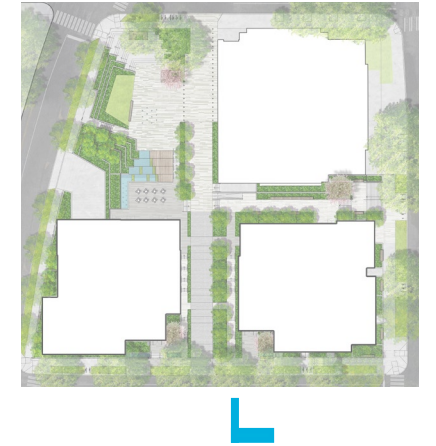
# LANDSCAPE EDGES WOONERF



West Elevation *Woonerf*



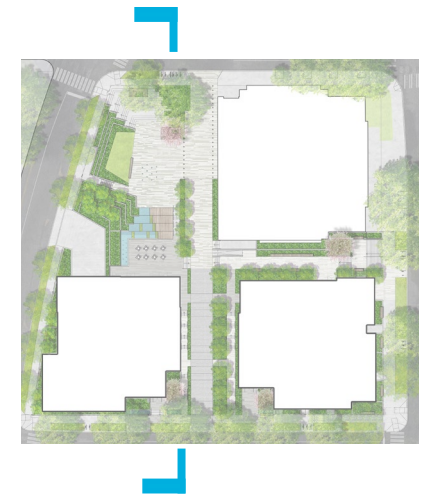
# LANDSCAPE EDGES WOONERF



West Elevation *Woonerf*



# LANDSCAPE EDGES WOONERF



East Elevation *Woonerf*



# **SECTION 03**

## **URBAN DESIGN MERIT**





# PROPOSAL COMPARISON

## URBAN DESIGN MERIT SUMMARY

### ACCESS AND CIRCULATION

1. Maximizes circulation through site
2. Provides connection to downtown
3. Coordinates with Town Hall's new entry
4. Maximizes Town Hall's visibility
5. Enhances pedestrian experience
6. Consolidates vehicle entries
7. Separates vehicles from public entries
8. Reduces slope of site near Town Hall entry
9. Allows wider area for Town Hall loading

### UTILITIES

1. No impact

### OPEN SPACE

1. More open space
2. Compliments Town Hall Entry
3. Strong connection to Freeway Park
4. Consistent with the PRAP
5. Better visibility of new Town Hall entry
6. Enhanced pedestrian experience
7. Enhanced landscaping

### AIR / LIGHT / VIEWS

1. More air is provided between the towers
2. More air is provided at the base
3. More air is provided next to Town Hall
4. Town Hall is visible from Spring Street
5. Town Hall Public Entry is visible from Hubbell
6. Enhanced pedestrian experience
7. Enhanced landscaping



