

Design quality and Scale Workshop

January 22 2011, 12:30 – 4:00 pm

Agenda

12:30 Welcome and Introductions

Review of workshop intent and agenda

12:40 Review of background information

Capitol Hill Champion

City of Seattle

Sound Transit

1:00 Summary of October 16, 2010 Desired Uses workshop

1:10 Evaluation and design of options: Scale and Design Quality

Building on the work done to date including the October 16 workshop, small working groups to evaluate and modify graphically, annotating important design considerations, three development scenarios:

1. Current zoning
2. Raise heights on sites A, B and C. Sites A1 and A2 to NC3-85, A2, sites B1 and B2 to NC3-65, site C to NC3-85
3. Move heights and mass around the sites. A1 to 125, A2 to NC3-85, B1 to NC3-65, B2 with 3 story cap, site C to NC3-85.

2:10 Small Group rapid report out

2:25 Evaluation and design of options: Streetscape, Public Realm and Design Quality

Again building on the work done to date including the October 16 workshop, small working groups evaluate and modify graphically plans, elevations and perspectives, annotating important design considerations

3:25 Small Group rapid report out

3:40 Next Steps

4:00 Adjourn

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Design, Scale, Public Realm and Streetscape Items to be addressed in the Urban Design Framework

Italicized items are directly from the February 2010 "Capitol Hill – Broadway TOD Development Guidelines and Urban Design Recommendations Report"

Appropriate Scale: *Consider allowing additional height or FAR as desired by the community in recognition of the context and prominent neighborhood and prime urban infill location*

Design Quality and Public Realm:

*Provide for mid-block, retail connections from Broadway to Nagle Extension and Nagle Place
Integrate station entries into adjacent development*

*Connect the Sound Transit parcels and station entries across Nagle Place and E. Denny to Cal
Anderson Park*

Ensure the highest quality design and development on the TOD parcels

Design buildings that *positively respond to valued existing and future community assets*

Design buildings that *provide variety in mass and scale and avoid large, uniform building masses*

Create unique, site-specific design criteria and development standards; consider applying some development standards on an aggregate instead of parcel-by-parcel basis to achieve quality public open space such as a woonerf/festival street on the Nagle Place Extension and E. Denny Way

Energy: *Explore the potential synergy of a district approach to utilities, to optimize energy use, optimize solar exposure for PV arrays, and other alternatives*

Low Impact Development: achieve ecologically-sensitive stormwater management and infrastructure

Streetscape:

Future development should provide meaningful interface with forthcoming streetcar 10th Avenue East streetscape and function

Improved pedestrian crossings at all intersections adjacent to ST parcels

Increase size of transit waiting areas to reflect the new, multi-modal transit options

Design Nagle Place and Denny Way as Festival streets (per SDOT criteria)

Revisions to traffic operations

Determine extent and location of street level uses

Right-of-way uses including but not limited to sidewalk cafes and mobile vending opportunities

Explore including ground-floor, active commercial uses across the entire site facing on Broadway Ave E, E John Street, E Denny, 10th Ave E as well as the Nagle Place Extension public plaza

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Programming and Maintenance

Long-term use, security and maintenance of public spaces

Identify or create mechanism to memorialize development and design conditions to ensure long-term application to TOD parcels, with the intent that the UDF direct the development of design guidelines specific to the ST owned sites that will be amended to the existing Capitol Hill Neighborhood Design Guidelines

Identify or create mechanism to identify party or parties responsible for long-term maintenance and security of open spaces

Ensure ST has long-term access to Station Area and Station box for maintenance and repair and integrate the access such that it does not take visible priority away from quality pedestrian space

Create mechanism for on-going dialogue amongst City, community, Sound Transit and TOD developers/owners related to potential future modifications of applicable requirements and regulations