

Capitol Hill - Broadway Transit Oriented Development Development Guidelines and Urban Design Recommendations Report

February 3, 2010



prepared for



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Bibliography

Broadway Economic Vitality Action Agenda, 2006-08
Broadway Retail Strategy Report, July 2007
Sound Transit Capitol Hill Station TOD Sites Baseline Report, Dec 2008
ST TOD Community Quarterly Forums 2009
Schemata Workshop + Makers, TOD Precedent Study
Schemata Workshop + Makers, Community Charrette Outreach Report

Acknowledgements

While this document represents only a small portion of the ongoing community outreach by Sound Transit, the City and others, numerous individuals and organizations came together to provide input and review during the outreach process.

Essential to moving forward with the recommendations is advocacy of the community's goals and the continued commitment of the Capitol Hill Chamber TOD Stakeholder Group through the "Champion of the Vision". Many thanks to all who contributed their ideas and efforts toward increasing the vitality of Broadway and the Capitol Hill station area.

All photographs by Schemata Workshop, unless noted otherwise.

Abbreviations

BEVAA	Broadway Economic Vitality Action Agenda
BIA	Capitol Hill Business Improvement Area
CAPA	Cal Anderson Park Alliance
Chamber	Capitol Hill Chamber of Commerce
CHCC	Capitol Hill Community Council
CHH	Capitol Hill Housing
CHSC	Capitol Hill Stewardship Council
CODAC	Cultural Overlay District Advisory Committee
DON	Seattle Department of Neighborhoods
DPD	Seattle Department of Planning and Development
DRB	Seattle Design Review Board
FTA	Federal Transit Administration
ILBI	International Living Building Institute
KC	King County
LEED	Leadership in Energy and Environmental Design
LGBT	Lesbian, Gay, Bisexual, Transgender Community
OED	Seattle Office of Economic Development
OH	Seattle Office of Housing
SAO	Station Area Overlay
SCCC	Seattle Central Community College
SDOT	Seattle Department of Transportation
SU	Seattle University
SPU	Seattle Public Utilities
ST	Sound Transit
TDR	Transfer of Development Rights
TOC	Transit Oriented Community
TOD	Transit Oriented Development

The Time Is Right

By the year 2016, a substantial amount of public investment will have occurred around the Sound Transit Capitol Hill Station sites, most notably through Sound Transit's completion of the University Link, the earlier expansion of Cal Anderson Park, and the First Hill Streetcar project. The value of these investments was demonstrated in 2009, when Sound Transit's just completed Central Link Light Rail line was commended for design excellence as one of Seattle's Top 5 public projects and Cal Anderson Park was recognized as one of the Top 12 urban public parks in the nation.

The near future promises continued public investment with the First Hill Streetcar's anticipated ground breaking in 2011 and its full operation by 2013. Due in part to these public investments and the enhanced quality of life they promise, Capitol Hill continues to attract many new (mostly local) businesses and boasts some of the lowest residential vacancies in the city - all despite the challenging economic climate of 2009.





Purpose

The recommendations described herein reflect the aspirations and expectations of the Capitol Hill community for the responsive development of the Sound Transit parcels adjacent to the Capitol Hill Station. This development will play a crucial role in the revitalization of Broadway and the continued progress of the Capitol Hill community.

Goals of the Recommendations:

- Influence Sound Transit's transit oriented development planning and specifically their crafting of the developer request for qualifications/proposal (RFQ/RFP) planned for 2012 / 2013.
- Supplement and clarify existing development regulations, planning, and design guidelines that already affect the ST-parcels and the Station Area Overlay (SAO).
- Guide future neighborhood and/or station area planning efforts as well as urban design, infrastructure, or transportation improvements planned for the station area and beyond.

Call To Action

This document represents the community's vision; it synthesizes the two previously issued reports, TOD Precedent Study and Community Outreach Charrette Summary, both of which form the foundation for recommendations contained in this report. It builds upon other public and private planning efforts over the last several years, including those of the Sound Transit (ST) through the Capitol Hill Station TOD Work Program, including Quarterly Community Presentations and outreach.

This report places tremendous responsibility on the citizens of Capitol Hill as advocates for the future of the community. Interfacing with the public agencies associated with the North Link work, including Sound Transit and the City of Seattle, is critical to ensure that future development successfully reflects the community's vision.

Think Big

Sound Transit's centrally located parcel assemblage for Transit Oriented Development (TOD) adjacent to the Broadway Station presents a unique opportunity of progress for the Capitol Hill community. The development approach for the properties should be one that strengthens Capitol Hill's identity as the city's leading arts community and its diverse heritage that includes being home to the largest LGBT community in the Pacific Northwest. Development needs to respond to neighborhood priorities and set a precedent in high-quality architecture and urban design on Capitol Hill. The work here will define a critical piece of the Broadway experience and set the stage for the invigoration of Broadway from Pine to Roy.



Summary of Community Development Goal

Based upon the information gathered in the Community Charrette of 9/12/09 and associated outreach, the development of the Sound Transit parcels should include:

Development Projects of the Highest Quality

Due to their central location and adjacency to several Capitol Hill landmarks, there is unanimous support for the highest quality development on the TOD sites.

A Permanent Home for the Farmers Market

Provide a permanent home for the popular Capitol Hill Farmer's Market and other community activities and festivities on Nagle Place. Consider expansion to Denny Ave by making it a low-traffic street with enhanced sidewalks and pedestrian amenities. Nagle should be a street dedicated to pedestrians & cyclists, e.g., a Dutch "woonerf" in concept.

Affordable Housing and Business Space

In an effort to bring investment to the community while mitigating displacement, incorporate affordable housing and affordable local business space.

A Cultural Center and Community Spaces

A cultural center and space for community activity is currently lacking on Capitol Hill; include dedicated space for the LGBT community and performance & visual artists.

A Gateway and Neighborhood Wayfinding

Given their geographically central locations on Capitol Hill, the TOD sites are at the intersection of many popular pedestrian routes as well as the future street car line, current bus routes, and future Sound Transit station. The TOD sites should accommodate and enhance these connections as well as provide an experiential gateway and aid wayfinding on Capitol Hill.

Environmentally Responsible Building Practices

Low impact site development, ecologically-sensitive stormwater infrastructure, and sustainable design & construction measures should be incorporated in all development.

Selective Additional Height

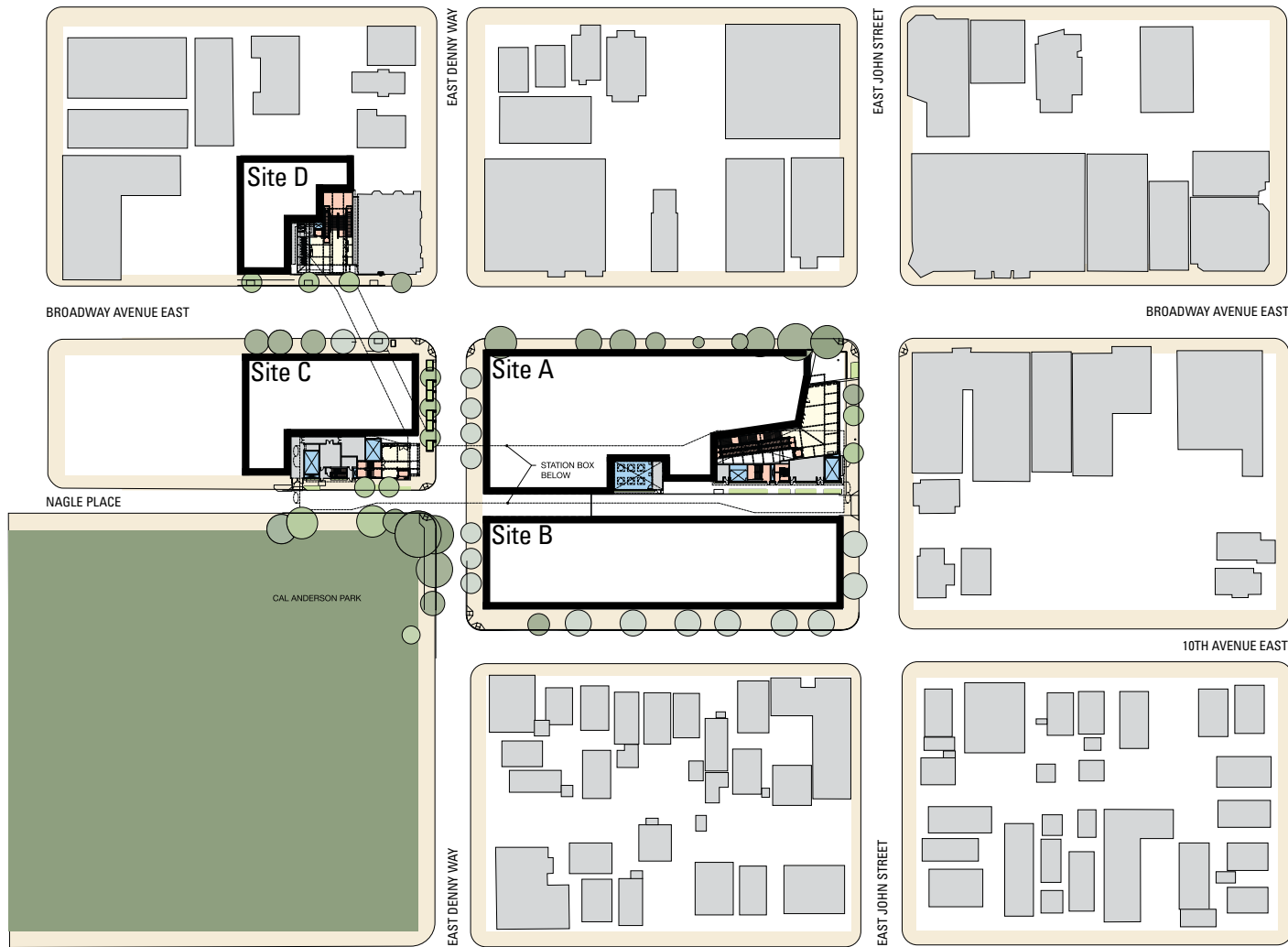
Given the immediate adjacency to the Sound Transit stations, there is some support for increasing currently allowable building height as an option to incorporating desired community goals.

Low Ratio Parking

In acknowledgment of TOD best practices, and reflecting its location in a high density neighborhood, lower than typical market-dictated parking ratios are desirable.

Capitol Hill Station Project Area

Sound Transit parcel assemblage represented by the designation of Site A, B, C & D shown in the map below.



Lightrail Station Street-level Floor Plans courtesy of Hewitt

Process

As with all of the recommendations that follow, the tasks are described as a starting point and each requires the designated organizations (Chamber, DPD, SDOT, etc.) to pursue that scope on a task-by-task basis. Some of the recommendations are similar to those described in the ST Baseline Report, Broadway Economic Vitality Action Agenda, Capitol Hill Neighborhood Plan, or other documents. They are repeated here to help provide a complete picture and synthesize the community's vision for Broadway's Transit Oriented Development.

The Steps

1. Champion the Vision
2. Reclaim the Street
3. Make Connections
4. Invigorate Community
5. Bring Investment
6. Build Great Architecture
7. Manage Parking
8. Plan for the Interim
9. Nurture the Environment



The Steps



1. Champion the Vision

Establishing stewardship of the goals outlined in this document is a critical component to the success of the efforts of the community. We should prepare to act immediately, recognizing that a comprehensive effort will take years to enact. Active stewardship and vigilance will be required for the fruition of the community's vision.



Recommendation	Action
<p>1.1 Champion the Vision</p> <p>Establish an organizational framework (team) committed to the best possible TOD outcome.</p>	<p>Champion, CHCC, CHSC</p> <p>Draw membership from the current TOD Stakeholder Group as well as other active community organizations. Aggressively pursue the actions called for in this report as well as other evolving efforts and hold decision makers accountable for their implementation; determine appropriate processes to do so.</p> <p>Identify and acquire the use of a space for a local “Community Design Center” to collect and disseminate ideas related to neighborhood planning & urban design issues, specifically those related to the TOD sites.</p>
<p>1.2 Continuity of Staff</p> <p>Continue the commitment of an inter-departmental team of staff for the implementation of this plan.</p>	<p>DPD, SDOT, SPU, DON, ST</p> <p>Allocate resources from appropriate City departments and ST to assist the community with implementation of these recommendations. Ensure continuity of City and ST staffing for participation and coordination that is not interrupted by changes in mayoral and council leadership as it stewards the vision.</p>
<p>1.3 RFQ/RFP Process</p> <p>Partner with Sound Transit to include the Capitol Hill Broadway TOD reports and recommendations in the RFP.</p>	<p>ST, Champion</p> <p>Sound Transit should establish a clear RFQ/RFP process that leads to awarding the contract for development to those developer(s) who are most responsive to the recommendations and findings of TOD Recommendations Report. The Champion of the Vision should have an integral role in this process by contributing to the RFQ/RFP and establishing selection evaluation criteria.</p>
<p>1.4 Two Stage RFQ/RFP Process</p> <p>Support selection of the most-qualified project Development/Design Team possible.</p>	<p>ST</p> <p>To support the goal of achieving the highest quality, most community-responsive projects, ST has already committed to a two-stage developer selection process. Consider providing a monetary stipend to the limited number of RFP finalists to partially reimburse for additional effort required to present a high quality design proposal. This is a common approach to high-profile design competitions and shows commitment from ST to deliver the best possible project to the community.</p>

2. Reclaim The Street

This study area is a prime location to help shift the mode of travel by redesigning the streets to be more inviting to pedestrians and cyclists. Ensure building design and ground floor uses support street vitality. Design should provide retail businesses with opportunities to actively use and inhabit both the sidewalks – and when closed for special events – the adjacent streets.

The Sound Transit parcels provide the opportunity to establish a coherent streetscape plan for all of Broadway that emanates from the extensive street frontage of these sites. Identify street character and define how the buildings and landscape contribute to that character. The recommendations outlined here are intended to supplement existing SDOT street classifications by providing a vision for implementation, additional design details, and specific suggestions for street treatment.



Street Use Diagram

Recommendation

2.1 Establish an Urban Design Framework

Develop an urban design framework for the station area that combines existing public policies, the community's vision, and the design of new development to define streets and sidewalks.



Action

Champion, SDOT, DPD

Advocate for the funding and development of an urban design framework that identifies street function, adjacent uses, public amenities, and sidewalk and street design. This plan should be designed to be implemented incrementally by private developers as sites are improved, by SDOT through future funding, by prioritizing implementation of the Pedestrian and Bicycle Master Plans in these areas, and by construction of the Streetcar. Other funding mechanisms for improvements include:

- Department of Parks Opportunity Funds
- Seattle Public Utility Natural Drainage Systems Project
- Seattle Public Utility Environmental Grants
- Seattle Department of Neighborhood's Neighborhood Project Funds (SDOT and Parks projects)
- Seattle Department of Neighborhood's Neighborhood Matching Funds
- Seattle Department of Transportation's Neighborhood Street Fund
- Sound Transit bicycle facilities partnership within a half mile of its facilities (motion number M2009-36 Attachment A)
- Seattle Foundation Grants
- Local Improvement District

2.2 Broadway and East Olive Way as Main Streets

These streets are high intensity commercial streets shared by all modes of transportation. As high capacity transit is implemented, elevate the accommodation for pedestrians, bicyclists, and transit users of the street. Ground floor uses and their adjacent sidewalks should be designed to accommodate destination retail appropriate for the neighborhood scale, positioned to serve customers well beyond that of the neighborhood limits.



SDOT, DPD, ST

Ensure minimum SDOT requirements for sidewalks adjacent to transit stations (section 4.11.2, Seattle ROW Improvements Manual) are implemented. Encourage developers to include distinguishable, diverse, and active retail uses adjacent to the transit station (see the Broadway Retail Strategy for discussion of desired retail). Encourage extending this sidewalk width to other blocks, and promote enhanced landscaping, outdoor seating, and continuity of character and use for all development along the entire commercial length of Broadway.

Improve pedestrian crossings through curb extensions and special paving. Evaluate the need for traffic control devices at uncontrolled intersections.

Incorporate bus bulbs to increase the size of transit waiting areas. Advocate for close coordination between Metro, Sound Transit, and SDOT on routes, stations, design, and interaction of transit service in the area.

Investigate the feasibility of incorporating bicycle facilities in Broadway redesign plans.

Ground floor uses define sidewalk edges and should be continuous, active, and transparent, with operable window/wall systems to encourage permeability. The retail spaces should be designed to accommodate a variety of retailers.

2.3. Nagle Place and Denny Way as Festival Streets

Design these as flexible streets that can accommodate community fairs and festivals and support local commerce.

SDOT, DPD, ST

Model the streets after a woonerf design, with street and sidewalk as a contiguous open space. Install special paving and pedestrian amenities, remove curbs, and install traffic calming devices to emphasize the pedestrian above all other users.

Ground floors should feature neighborhood retail spaces targeting smaller neighborhood services and be small and flexible to expand or to be used in alternative ways —such as by arts organizations, art studios, or childcare — to reflect changing demands.

Coordinate with SDOT regarding final streetcar alignment. If routed on Denny, provide appropriate features that integrate the streetcar with the community vision for the street; mitigate potential negative impact of rail along the street.

Note: SDOT is currently developing a definition of “Festival Street” as a type of Neighborhood Green Street.

2.4 Nagle Extension as a Festival Street

Provide a permanent home for the Farmers Market. Incorporate the ability to host a variety of activities such as street vendors, artists, festivals, and block parties.

ST, DPD

Design street as a woonerf, including special paving and pedestrian amenities, while meeting essential Sound Transit and site access requirements.

Provide power, water, and drainage access as well as accommodations for temporary structures.

Explore options to expand shopping opportunities beyond produce, consider artisan and prepared foods.



2.5 Implement 10th Avenue as a Bicycle Boulevard

Provide a quiet street for travel through the area by emphasizing pedestrian and bicycle use over motorized transportation.

SDOT, DPD, ST

Install traffic calming or diverting devices and consider opportunities to widen sidewalks and planting strips beyond standard requirements by decreasing roadway allocation to driving lanes and parking.

At intersections with major corridors, such as John Street, improve pedestrian crossings with curb extensions and special paving. Evaluate the need for traffic control devices at uncontrolled intersections.

Encourage buildings that emphasize residential uses and engage the street by including courtyards, stoops or patios along the sidewalk.

2.6 New Mid-Block Connections at Site A and Site C

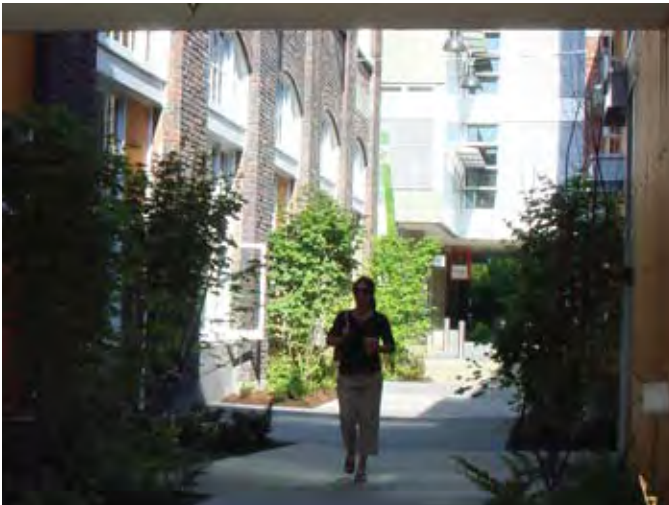
Design through-block connections to increase pedestrian permeability and incorporate visual connection to Cal Anderson Park and the Nagle from Broadway.

ST

Connect Nagle Extension and Nagle Place to Broadway and surround with active ground floor uses.

ST should consider breaking parcels A & B into smaller development sites to achieve mid-block connections or, if larger parcels are awarded to a single developer, require retail-oriented mid-block connections between Broadway and Nagle Place Extension.

Encourage developers to make visual connections between Broadway and Cal Anderson Park and the Nagle Festival Street.



2.7 John as Commercial Connector Street

John is a heavily traveled street connecting the station and Broadway business district with the 15th Avenue business district.

ST, SDOT

Consider opportunities to increase sidewalk and planting strip width beyond the standard requirement by decreasing roadway allocation to driving lanes and parking.

Improve pedestrian crossings with curb extensions and special paving. Evaluate the need for traffic control devices at uncontrolled intersections.

Incorporate bus bulbs to increase transit waiting area. Advocate for close coordination between Metro, Sound Transit, and SDOT on routes, stations, an interaction of transit service in the area.



Proposed Building Use Diagram

3. Make Connections

Aid in connecting existing landmarks and creating new ones; the station entries are experiential, sensory gateways to the neighborhood. The new development should work together with these entries to create a heightened sense of arrival or departure for users of all modes of transportation.

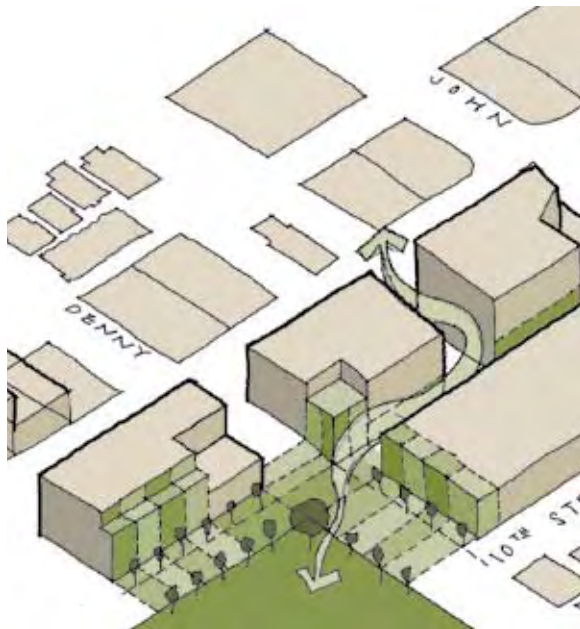


Figure 3.3 Park District - Park Connection Diagram

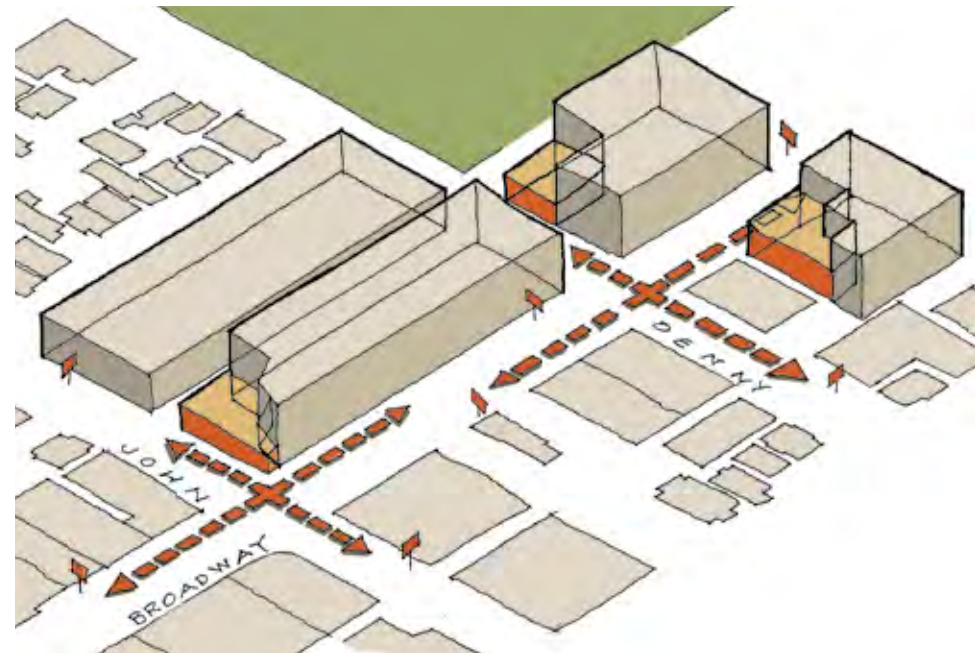


Figure 3.2b Capitol Hill Wayfinding - Wayfinding Diagram

Recommendation	Action
<p>3.1 Station as Gateway</p> <p>Development should respond to and coordinate with station entries and explore opportunities to integrate entries into adjacent development to provide a heightened sense of arrival.</p>	<p>ST, Champion</p> <p>Design future development to enhance the function of station entries as an experiential gateway to Capitol Hill. This could be accomplished by integrating local art and/or signage into building design, locating neighborhood focused uses adjacent to station entries, incorporating a distinct neighborhood palette of urban design improvements, or other design treatments.</p>
<p>3.2 Capitol Hill Wayfinding</p> <p>Design and implement a comprehensive Capitol Hill wayfinding system that orients people to landmarks, transit, retail destinations and parking.</p>	<p>Champion, SDOT, OED</p> <p>Connect transit (light rail, streetcar, and bus), bicycle routes, and neighborhood destinations, such as the Broadway business district, Pike/Pine, hospitals, Cal Anderson Park, Seattle Central Community College, Seattle University, the 15th and 12th Avenue shopping streets. New building construction should reinforce ST-wayfinding programs, e.g., pedestrian view corridors to Cal Anderson Park, pedestrian progression toward station entries.</p>
<p>3.3 Park District</p> <p>Sound Transit parcels adjacent to Cal Anderson Park should extend the park's reach, creating an urban "park district".</p>	<p>SDOT, ST, CAPA</p> <p>Soften the urban edge and connect the Sound Transit parcels and stations across Nagle & Denny to Cal Anderson Park by providing extensive, integrated landscape in the street right of way, on building facades, terraces and rooftops. Building uses and design should positively reinforce the spatial connections to the park.</p>

3.4 Multi-modal Transportation

Encourage alternative methods of transportation to the single-occupancy vehicle and facilitate ease of use for connecting to multiple modes of transportation. Accommodate bicycle transit by providing plentiful and safe bicycle parking close to the Sound Transit station.

ST, SDOT, Champion

Explore creative options to expand bicycle storage and increase bicycle access to the transit stations. These might include:

- High-density bicycle stacking technologies
- Coordinate with SDOT to replace some street parking with their new on-street bike parking.
- Utilize some adjacent ground floor area for a Seattle Bike Station with parking and shower facilities.
- Implement an hourly bike rental system for Capitol Hill.

Encourage the future streetcar station to be clearly visible from, if not directly adjacent to, the light rail station. Coordinate Metro bus stops to be easily visible from entrances.



4. Invigorate Community

The spatial needs of Capitol Hill's many non-profit, LGBT, cultural, and community organizations are underserved; provide multi-use space for pre-selected organizations in the new development.

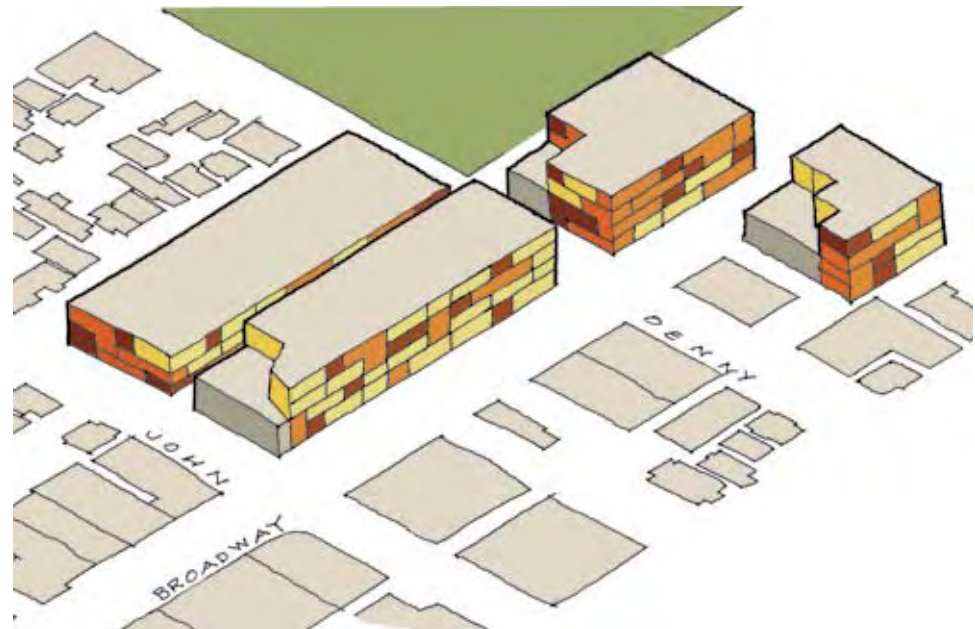


Figure 4 Diversity Diagram

The Steps

Prioritization Of Community Amenities By The Citizens Of Capitol Hill

There are many amenities that Capitol Hill residents would like to see provided in the TOD. This list is generated from topics heard repeatedly at community events and discussions over the past two years. On 12 September 2009 at the Community TOD Charrette and on 18 September 2009 at the People's Parking Lot on National Park(ing) Day, a survey was taken to identify the top priorities for desired community amenities. The ranking below of those priorities is a blend of these two surveys, in order of preference and are generally aligned with public discussion that has occurred outside of those events.

Amenity

1. Farmer's Market
2. Affordable Housing
3. Cultural Center
4. Affordable Local Business Space
5. Meeting and Event Space
6. Recreation Space
7. Artist Live / Work Space
8. Rehearsal / Performance Space
9. Art Gallery / Craft Space
10. Business / Retail Parking
11. No Amenities - Let the Market Determine



Photographs this page courtesy of CHH

Recommendation	Action
<p>4.1 Solicit Proposals</p> <p>Local community groups and organizations that are interested may submit their space needs for consideration in the leasing of dedicated space in the future buildings.</p>	<p>Champion, DON, 4Culture/others</p> <p>Issue a request for letters of interest from community groups and organizations that may desire a location in one of the TOD buildings. Letters shall include the organization's mission, business plan, spatial requirements and any other pertinent information. Letters will be provided to ST for developer consideration in the RFP. Developers should be encouraged to propose multi-use space(s) that may meet the needs of multiple organizations.</p>
<p>4.2 Community Amenities</p> <p>Allocate significant space for a mix of community uses identified through the Community Charrette, CODAC, neighborhood planning, and similar efforts.</p>	<p>ST</p> <p>Responsiveness to community space needs should be an important RFQ/RFP evaluation criterion.</p>



4.3 Maintenance

Upgrade and maintain Broadway's appearance.



Champion, BIA

Implement BEVAA stewardship principals (below) for the design and management of the Station Area. (Letter designation per BEVAA)

Upgrade and Maintain Broadway's Appearance:

- A. Implement and manage a district-wide graffiti management program.
- B. Remove and replace newspaper vending boxes with modular units.
- C. Remove many of the pay phones on the street.
- D. Develop and implement a comprehensive lighting plan.
- E. Develop an improved refuse management plan and program.
- F. Work with SCCC to improve the maintenance and the appearance of the southern end of Broadway.
- G. Implement a Code of Conduct for property owners and businesses on Broadway.
- H. Develop a sense of camaraderie and shared ownership of the street's appearance.

Plan and Design Improvements for a Vital, Livable, Neighborhood Business District:

- A. - C. (not applicable)
- D. Facilitate understanding of Capitol Hill Design Guidelines.
- E. Develop a streetscape plan for Broadway.
- F. Promote public art on Broadway and Capitol Hill.

5. Bring Investment

Support and enhance Capitol Hill's social, cultural, and economic vitality while mitigating displacement of existing businesses and residents. New development should include housing and commercial spaces that are both affordable and reflect neighborhood diversity.

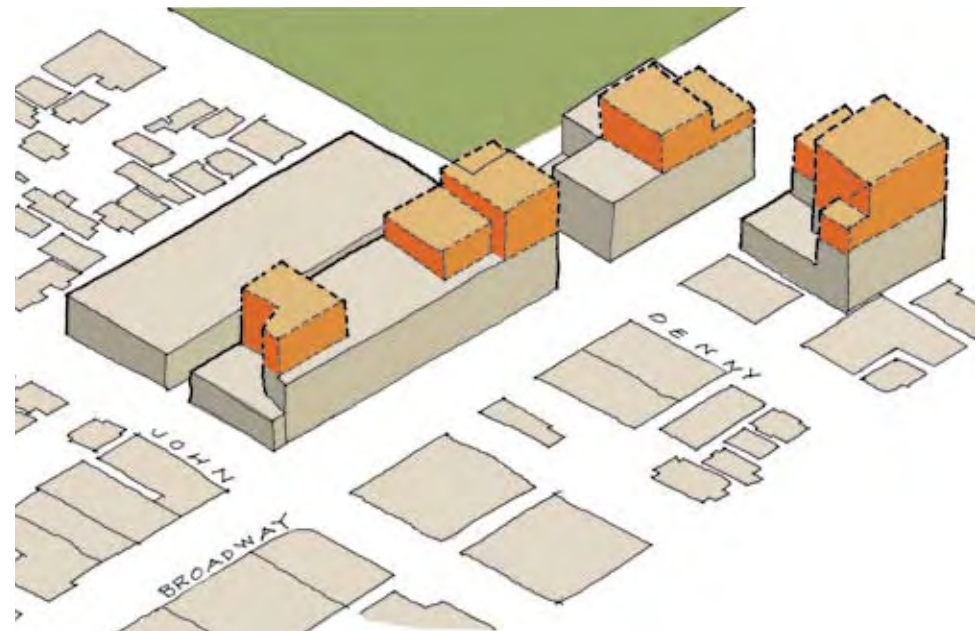


Figure 5.4 Zoning - Additional Height Bonus

Recommendation	Action
<p>5.1 Public Investment</p> <p>Educate developers on the value and extent of recent infrastructure improvements and zoning changes as examples of the public’s commitment to the neighborhood.</p>	<p>Champion, ST</p> <p>RFP respondents should exhibit an understanding of the public investment with detail that indicates how to best incorporate and further advance public investment.</p>
<p>5.2 Parking</p> <p>Limit the automobile parking provided on the development sites.</p>	<p>ST, DPD</p> <p>Encourage developers to take advantage of the currently zoned no minimum parking requirements to lower development costs and encourage affordability of residential and commercial units. Decouple residential and commercial retail units from assigned parking. Where feasible, aggregate parking for multiple buildings in a shared location.</p>
<p>5.3 Feasibility</p> <p>Establish affordable housing and community amenity goals for development sites.</p>	<p>Champion, CHH, OH</p> <p>Commission a market analysis to evaluate a variety of likely TOD scenarios and identify their ability to accommodate affordable housing and community amenities goals and other below market rate uses. Depending on the findings and available subsidies or zoning incentives, explore establishing a minimum affordable housing requirement for these developments, similar to incentives established during development of Portland’s Pearl District. (See TOD Precedent Study).</p>

5.4 Zoning

Consider incentive-based zoning as a tool to achieve community goals as well as increase residential density and community amenities in support Sound Transit ridership goals.

Champion, DPD

Depending on the feasibility findings above, consider allowing additional height or FAR through incentive based zoning by expanding the Incentive Zoning Program within the Station Area Overlay. This approach is similar to the recent legislation for South Lake Union, Ordinance Number 122611.

Working in conjunction with CODAC, institute a TDR program. This program would allow TOD developers to purchase development rights from nearby historic buildings, thereby protecting these resources and provide lower cost space for community amenities.

Note: Additional building height and/or an increased floor-area ratio (FAR) is not universally supported and should be explored further with the community.

5.5 Affordability

Ensure some below market rate units are provided on the TOD sites.

ST/FTA, KC, WA, Chamber, OH, CHH

Select affordable housing developers with a history of community-responsive design. Prioritize funding by local and state government for affordable housing on TOD sites; prioritize workforce housing as well as very low income housing on these sites.

Encourage creative partnerships between affordable housing developers and market rate developers to create a mixed-income project.

Explore potential subsidies for either the developers or future tenants (renters and owners) to advance community amenity and affordability goals that prioritize workforce and very-low income housing. These may include: tax breaks, expedited permitting, tax-exempt bonds, low income housing tax credits, and TOD grants from the FTA all as detailed in the *TOD Precedent Study*. Encourage Sound Transit to use Highest and Best Transit Use as the method of determining Fair Market Value of the sites.

5.6 Seattle Central Community College

Partner with SCCC and their interest in Site-D to reach common goals and inform their future Master Plan update.

SCCC, ST

Encourage SCCC to provide affordable student/worker housing as a marketable benefit for students and employees. Coordinate with other education programs such as those in the Rich Sorro Apartments (See TOD Precedent Study).

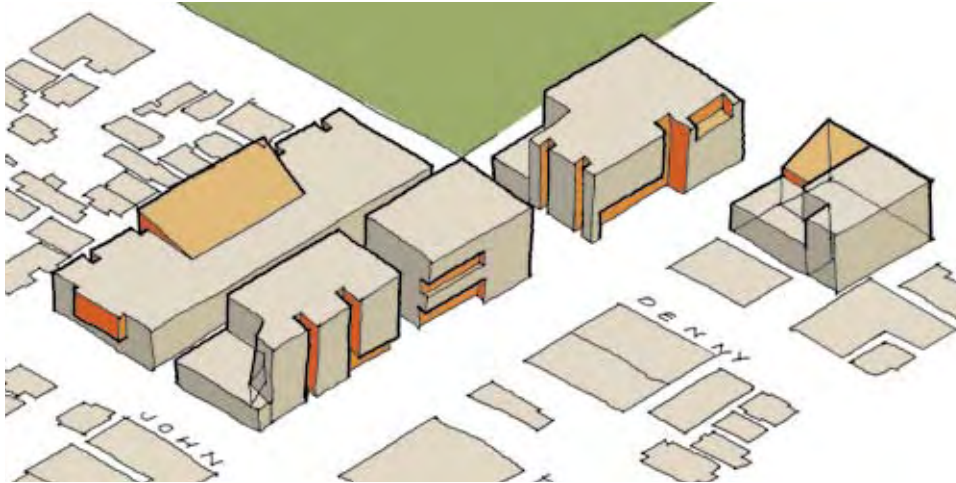


Figure 6.5 Modulation and Detail

6. Build Great Architecture

Expect the highest, civic-quality design and development from the most qualified development and design team(s) for the TOD sites. These are prominent urban in-fill sites in a thriving community that deserves innovative, quality architecture, planning and urban design.

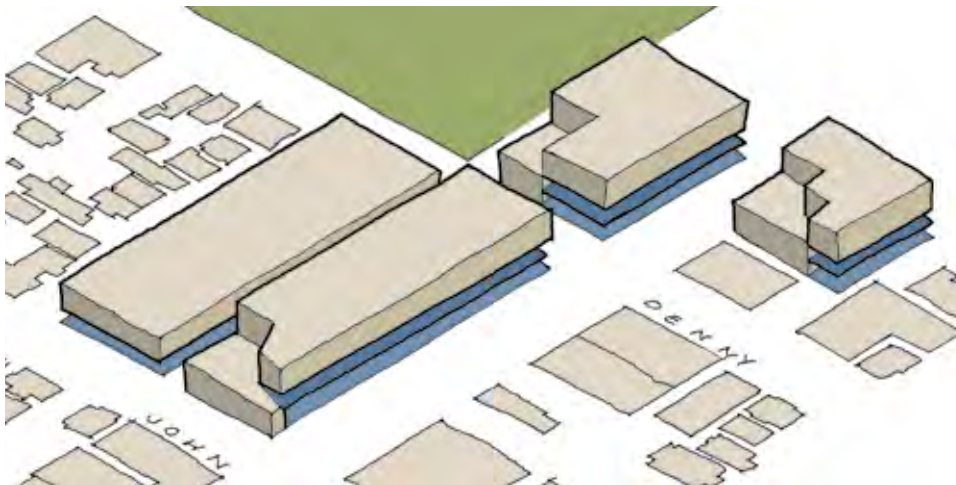


Figure 6.3a The First 30 Feet-of-Height

Recommendation	Action
<p>6.1 Update Capitol Hill Design Guidelines Review and update current Design Guidelines to reflect recommendations contained in this report.</p>	<p>DPD, Champion Current Capitol Hill Design Guidelines should be updated to respond to these recommendations and ensure that they are incorporated into projects, reviewed and enforced by the Design Review Board.</p>
<p>6.2 Quality Ensure the highest quality design and development on the TOD parcels.</p>	<p>ST, DPD Emphasize quality of design & construction in developer selection. Require proposals to be specific about clarity of design, construction type and materials to be employed. Establish enforceable procedures to hold developers accountable for content of design proposals as Early Design Guidance is initiated. In response to the RFQ, developers and their design teams are to provide extensive detail on what they have built, both individually and collectively. The submittal should provide a detailed design proposal and written narrative describing how each of the recommendations in this report are acknowledged and addressed.</p>
<p>6.3 The First 30 Feet of Height Require buildings to define the pedestrian realm with civic purpose and conviction.</p>	<p>ST, DPD Ensure developers incorporate a clarity and authenticity of façade materials and design and active and transparent ground floor uses. Minimum ground floor transparency and pedestrian coverage is required by the DPD and Capitol Hill Design Guidelines, but the prominence of these TOD sites warrants additional attention. Canopies should provide continuous shelter, facades permeable with ample outdoor café seating, operable windows/walls, etc. Require a minimum first floor clear height that provides space for an interior mezzanine for additional visible commercial activity and civic presence while maintaining a diverse range of uses and tenants.</p>

6.4 Contextual Response

Building design should positively respond to valued existing and future community assets.

ST, DPD

Require proposals to coordinate the design of buildings adjacent to Cal Anderson Park and streetcar and light rail station entrances with these assets. Provide extensive use of landscape on adjacent ROW, building facades, terraces, and rooftops that are visible from both street level and the park.

New construction should be thoughtfully and thoroughly considered as a completely three-dimensional design composition; all facades are within public view, all rooftops and mechanical penthouses are viewed from elsewhere in the city and should contribute to a positive impression of the TOD throughout the community.

6.5 Modulation and Details

Support building design that provides variety and avoids large, uniform building masses.

ST, DPD

Community members identified oversized contiguous structures as a major concern. Given the size of some of the ST parcels, designs need to go beyond the modulation required by current Design Guidelines. Building design should reduce the potential monotony of long building facades. Efforts should be made to reduce the scale of the building, and add visual interest at the scale of both the pedestrian and neighborhood.

Consider breaking current ST parcels into smaller development sites, each designed and developed by a different team, keeping with the historic development rhythm on most of the commercial length of Broadway.

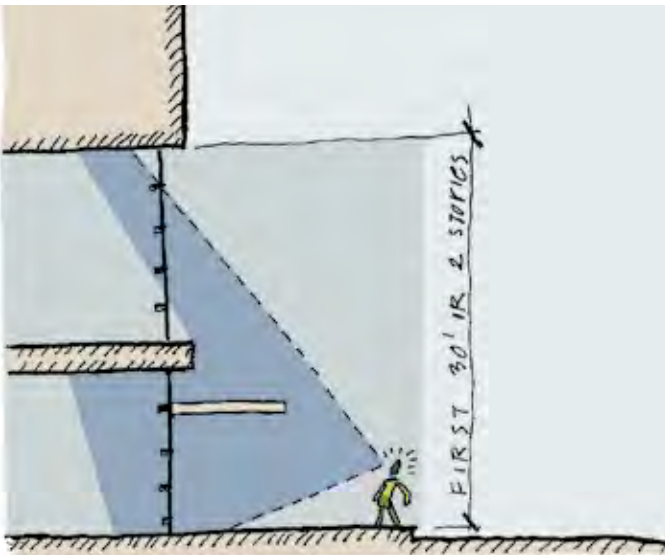


Figure 6.3b The First 30 Feet Diagram

6.6 SCCC

Student and faculty presence should be highly visible and encouraged around Site D.

ST, SCCC, DPD

If SCCC chooses to develop Site D, encourage a high quality design that provides extensive public seating/gathering opportunities as well as student amenities at street level (both interior & exterior) that relate to the pedestrian-only Howell Street plaza located between Broadway and Harvard.

Require a highly transparent, porous, and active ground floor that substantially improves on the current public presence and relationship of SCCC to Broadway.

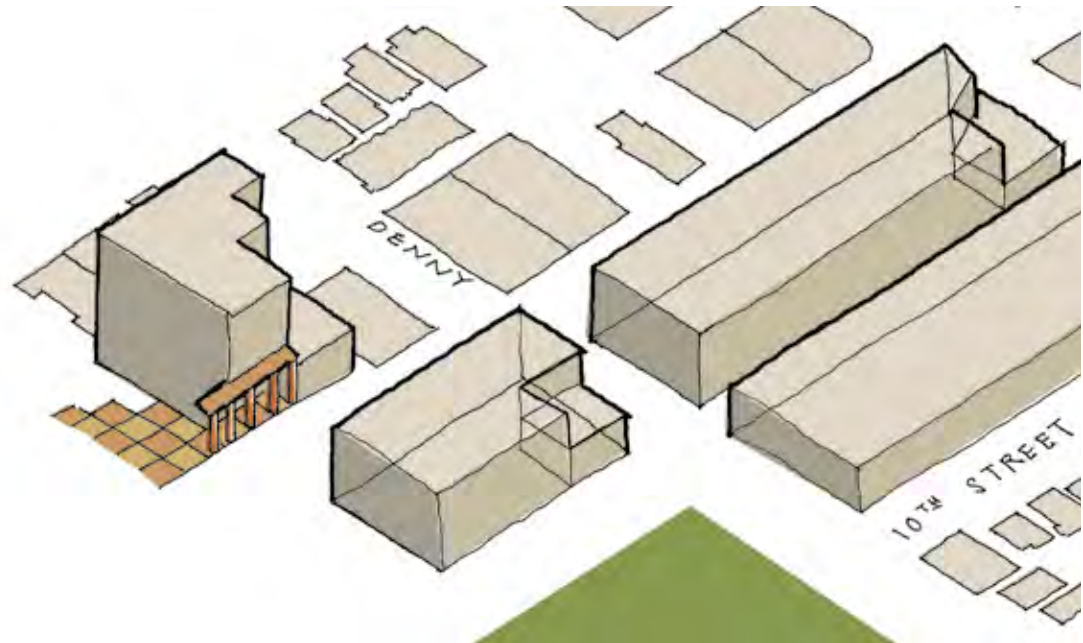


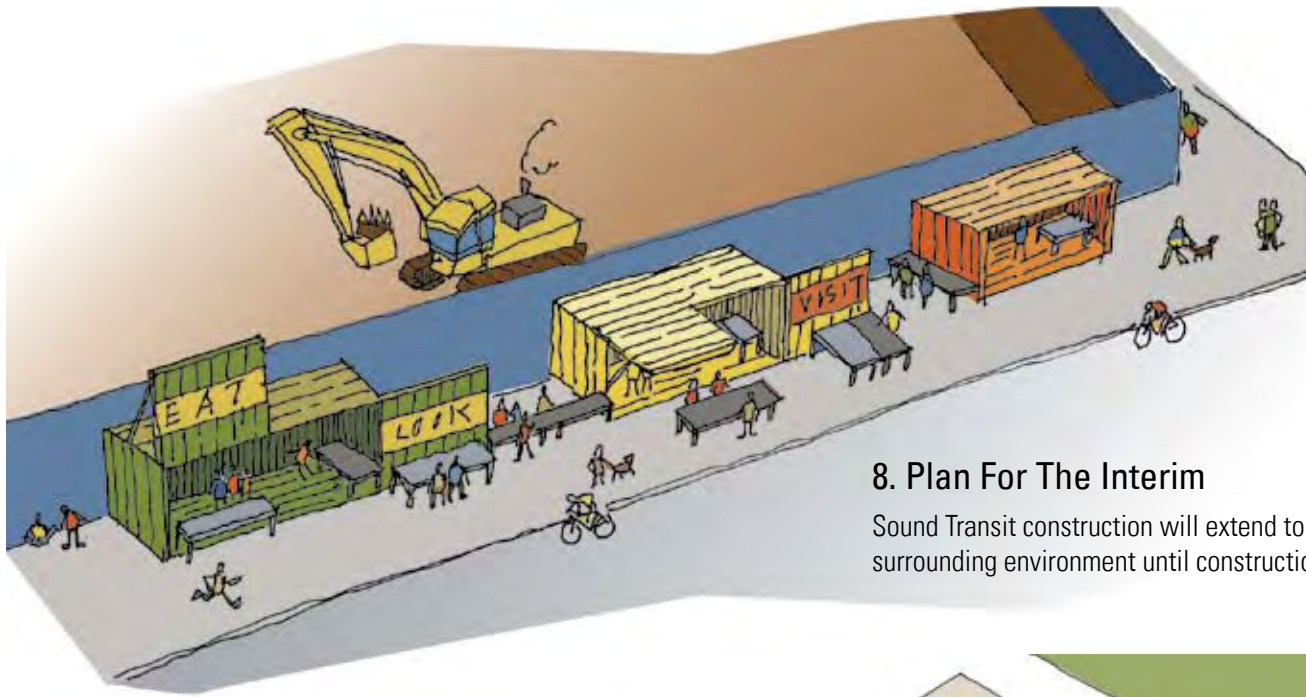
Figure 6.6 SCCC Presence Diagram



7. Manage Parking

Though convenient automobile parking is essential to retail viability, the efficient use of all parking – both current and future – is critical to support sustainability, livability, and density goals in the station area.

Recommendation	Action
<p>7.1 Parking Management</p> <p>Balance existing street, surface, and structured automobile parking with future supply and demand.</p>	<p>Champion, SDOT, BIA</p> <p>Advocate for and expand SDOT’s existing street parking study to analyze both on-and-off-street parking use and improve parking management in the Broadway retail district and SAO. Investigate opportunities to provide coordinated or shared parking between private owners and public street parking. Prepare and implement a comprehensive parking management plan for the Broadway area.</p>
<p>7.2 Centralization</p> <p>Encourage creative approaches to minimize demand for automobile parking on the sites. Sound Transit has identified many of these strategies, among others, in the Capitol Hill Station TOD Sites Baseline Report.</p>	<p>ST</p> <p>Given the TOD site adjacency to high capacity transit, encourage developers to propose a very-low parking ratio and explore opportunities to share parking between the ST-parcels and between uses. Where feasible, aggregate parking for multiple buildings in a shared location.</p> <p>Explore setting an appropriate maximum ratio or number of parking spaces for the sites to encourage more efficient use of parking.</p> <p>Ensure car sharing program opportunities will be available on-site.</p> <p>Encourage use of other transportation modes through incentives such as discounts on transit passes and car sharing, free covered and secure bicycle parking, etc.</p>



8. Plan For The Interim

Sound Transit construction will extend to 2016. Support interim measures to enhance the surrounding environment until construction is complete.



Figure 8.1 Construction Mitigation - Interim Diagram

Recommendation

Action

8.1 Construction Mitigation

Establish interim commercial & cultural uses in the street ROW that provide both a visual relief from the construction of the station and functional value to the community.

ST, OED

Sound Transit will continue to solicit proposals from the Capitol Hill arts community to provide art for the sites.

Explore innovative street vending opportunities, such as Portland's food carts, temporary installation of cargo containers as vendor stands for retail and street food uses; provide other start-up opportunities for small businesses.

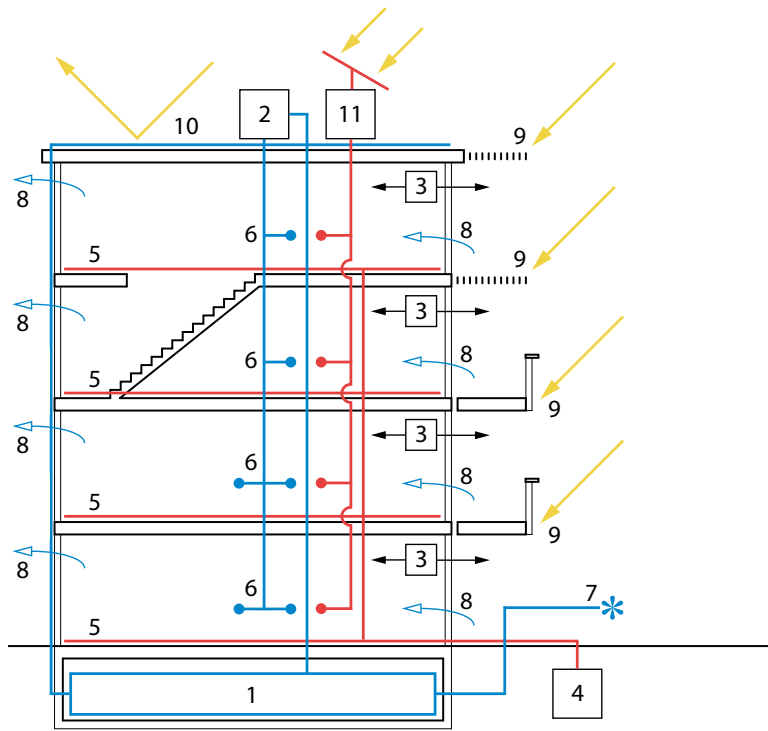
8.2 Current and Concurrent Development

Expand TOD goals to beyond the Sound Transit sites.

Champion, DPD, SDOT

Make available and distribute these recommendations to other developers to aid in realizing community goals for the entire commercial length of Broadway and the SAO zone.





9. Nurture the Environment

Seattle is a leader in sustainable design; the TOD sites are prominent, civic projects and should exemplify ecological and environmental stewardship.



Recommendation	Action
<p>9.1 LEED Gold or Beyond</p> <p>Broadway development should aspire to a LEED Gold minimum rating.</p>	<p>ST, DPD</p> <p>Require a LEED Gold minimum certification for TOD construction on ST-parcels. While ST currently requires LEED Silver on their sites, the Gold or Platinum level more closely reflects the community’s core values, and typically calls for innovation in energy conservation and on-site power generation. ST and developer to work with local utilities and lenders to identify technological and financial incentives to pursue this higher level of sustainability and environmental regeneration.</p> <p>RFP submittals that propose a viable “Living Building” as is now being pursued by developers elsewhere on Capitol Hill should receive additional credit for responsiveness to this recommendation.</p> <p>Refer to DPD Living Building Pilot Program to assist projects in meeting the standards of the International Living Building Institute (ILBI) through additional flexibility in the application of development standards.</p>
<p>9.2 District Energy</p> <p>Explore the potential synergy of a district approach to utilities.</p>	<p>ST, SPU, DPD</p> <p>Encourage developer coordination to achieve efficiencies through a district approach to energy production, storm and graywater, etc. A current example of this approach is being investigated by ST for a potential energy district project at the Mt. Baker station.</p>
<p>9.3 Landscape and Ecology</p> <p>Bring back the native flora and fauna to Capitol Hill.</p>	<p>ST, SDOT</p> <p>Encourage use of native, drought-tolerant materials in landscape that supports a healthy, regenerative habitat. Integrate the use of captured stormwater and building produced graywater for irrigation and water features.</p>

The Next Step



Two reports produced by the consultants preceded this document: The TOD Precedents Report and The Community Charrette Outreach Report. The first analyzes relevant transit oriented development cases, identifying financing and policy tools employed. The second summarizes the Capitol Hill community's desires for the station area from the perspective of land-use and the built environment, and begins to envision the desired social, cultural, and ecological character. Understanding these first two documents provides context to the actions called for in this report

Although an extensive collaborative effort has gone into the production of all three documents, this is not a conclusion to those efforts. Rather, this Recommendations Report is a starting point for advocacy to ensure the goals represented here are successfully integrated into future development in the station area. It is important to recognize that actions assigned to the City depend on resources that are not currently committed, and will require a strong and determined community to champion their vision. Likewise, it is important to understand that Sound Transit is first and foremost a builder of transit systems. Strong and determined advocacy by the community before Sound Transit will be needed to achieve success.

Finally, the recommendations presented here are not placed in a hierarchy or priority order; it is ultimately the responsibility of the community to prioritize which to pursue first. We recommend immediately prioritizing actions and establishing a calendar of critical dates, so that resources can be focused in a time-effective manner that ensures continuity over time, as many require prolonged lobbying efforts with multiple public agencies.

While the breadth of the task may appear daunting, the voice of many in the community is represented here and we have attempted to clearly present their vision. These documents should now be used to organize, promote, and attain this vision.