

Capitol Hill - Broadway TOD

Development Guidelines and Urban Design
Recommendations Report

23 December 2009

DRAFT FOR STAKEHOLDER REVIEW



prepared for



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BIBLIOGRAPHY

Broadway Economic Vitality Action Agenda
Sound Transit Station TOD Sites Baseline Report, December 2008
Schemata Workshop + Makers, Precedent Study
Schemata Workshop + Makers, Charrette Outreach Report
Futurewise TOC Report
Final Report of the Urban Task Force: “Towards an Urban Renaissance”
ST TOD Community Forums 2009

ACKNOWLEDGMENTS / acronyms

BEVAA	Broadway Economic Vitality Action Agenda
BIA	Capitol Hill Business Improvement Area
CHAMBER	Capitol Hill Chamber of Commerce
CHCC	Capitol Hill Community Council
CHH	Capitol Hill Housing
CODAC	Cultural Overlay District Advisory Committee
COMM	Community
DEV	Developers
DPD	Seattle Department of Planning and Development
DRB	Seattle Design Review Board
FTA	Federal Transportation Administration
KC	King County
LGBT	Lesbian, Gay, Bisexual, Transgender Community
OED	Seattle Office of Economic Development
SAO	Station Area Overlay
SCCC	Seattle Central Community College
SDOT	State Department of Transportation
SEA	City of Seattle
SU	Seattle University
SPU	Seattle Public Utilities
ST	Sound Transit
TDR	Transfer of Development Rights
TOC	Transit Oriented Community
TOD	Transit Oriented Development
WA	Washington State



THE TIME IS RIGHT

By 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 already completed building of Cal Anderson Park, and the future completion of the First Hill Street Car line. 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 public parks in the country. The near future promises continued public investment, with the First Hill Streetcar's anticipated ground breaking in 2011 and its full operations by 2013. Due in part to these public investments and the enhanced quality of life they herald, 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 for the responsive development of the Sound Transit properties. This development will play a crucial role in the revitalization of Broadway and the continued progress of Capitol Hill.

Goals:

- Supplement/Clarify existing development regulations, plans, and design guidelines that already affect the ST-parcels and the Station Area Overlay (SAO).
- 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.
- 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 is the community's vision; it synthesizes the two previously issued reports, Community Outreach Charrette and TOD Precedent Study, 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) Capitol Hill Station TOD Community Involvement Process.

This report places tremendous responsibility on the citizens of Capitol Hill, but especially on the public agencies associated with the North Link work, including Sound Transit and the City of Seattle, as they ensure the project area's future development successfully reflects the community's vision.

THINK BIG

Sound Transit's centrally located assemblage of Transit Oriented Development (TOD) properties adjacent to the Broadway Station presents a unique opportunity to further Capitol Hill's positive direction. 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 Northwest's largest LGBT community. Development needs to respond to the neighborhood's priorities, and be precedent setting in its high quality architectural and urban design. The work here will define a critical piece of the Broadway experience and set the stage for the invigoration of Broadway retail from Pine to Roy.

EXECUTIVE SUMMARY OF THE COMMUNITY DEVELOPMENT GOALS

Based upon the information gathered in the charrette and associated outreach, the development of the Sound Transit parcels should include:

Development Projects of the Highest Quality

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

A Permanent Home for the Farmer's Market

Provide a permanent home for the popular Capitol Hill Farmer's Market on either Nagle Place or Denny Street by making them either low-traffic streets with enhanced sidewalks and pedestrian amenities (for Denny) or a woonerf (for Nagle).

Affordable Housing and Business Space

Capitol Hill has some of the highest real estate prices in Seattle; therefore, 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. Providing such spaces – including a dedicated space for the LGBT community – is desired.

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 a gateway and aid in route finding around Capitol Hill.

Environmentally Responsible Building Practices

Low impact site development and sustainable design and construction measures should be incorporated in all development.

Selective Additional Height

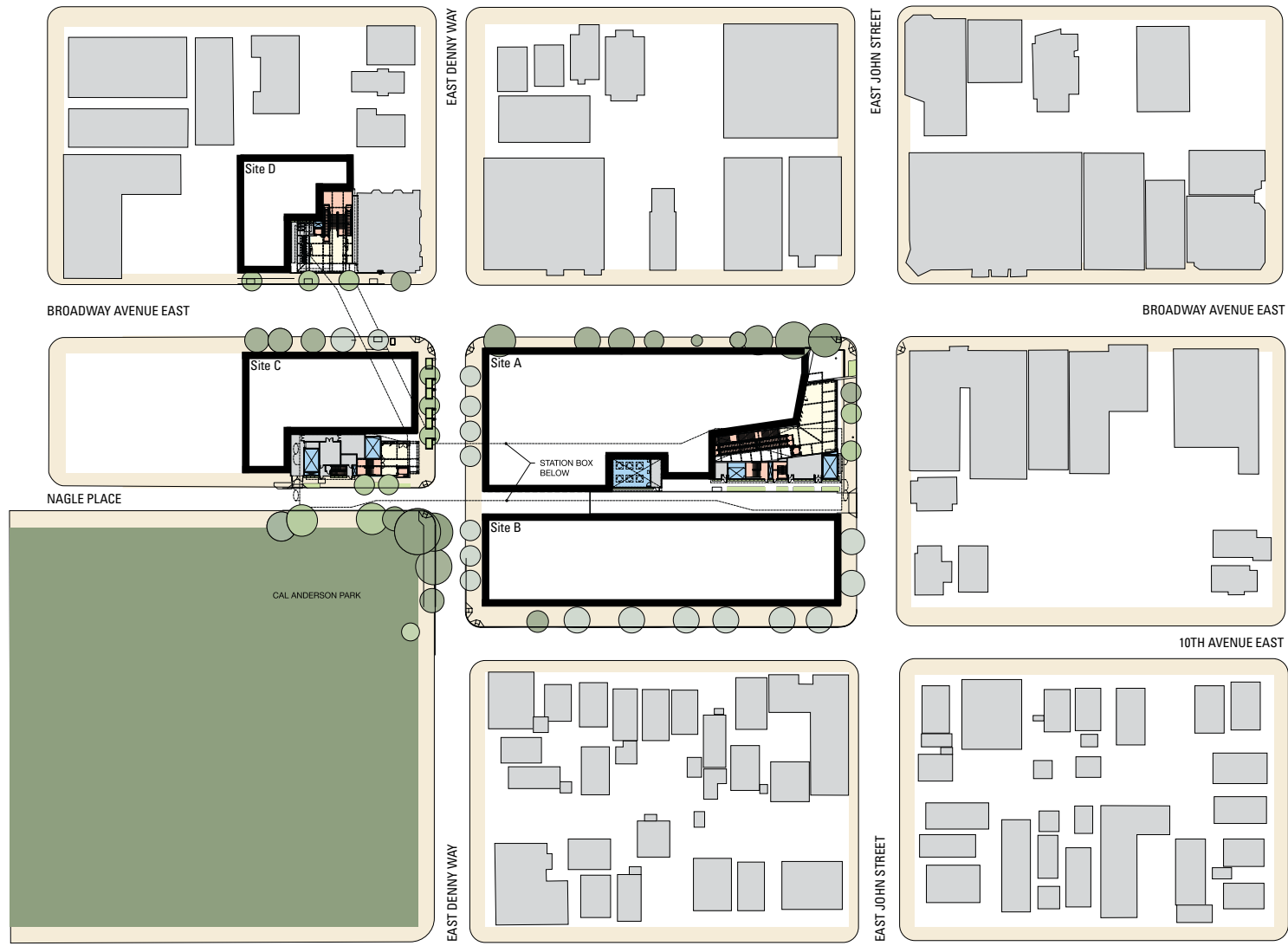
Given the immediate adjacency to the Sound Transit stations, there was limited support for increasing currently allowable building height as an option to incorporating desired community goals.

Low Ratio Parking

In acknowledgment of TOD best practices, as well as 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.



The Steps

PROCESS

As with all of the recommendations that follow, the tasks are described as a starting point and each requires the designated organizations 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.

1. Keep 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





1. KEEP THE VISION

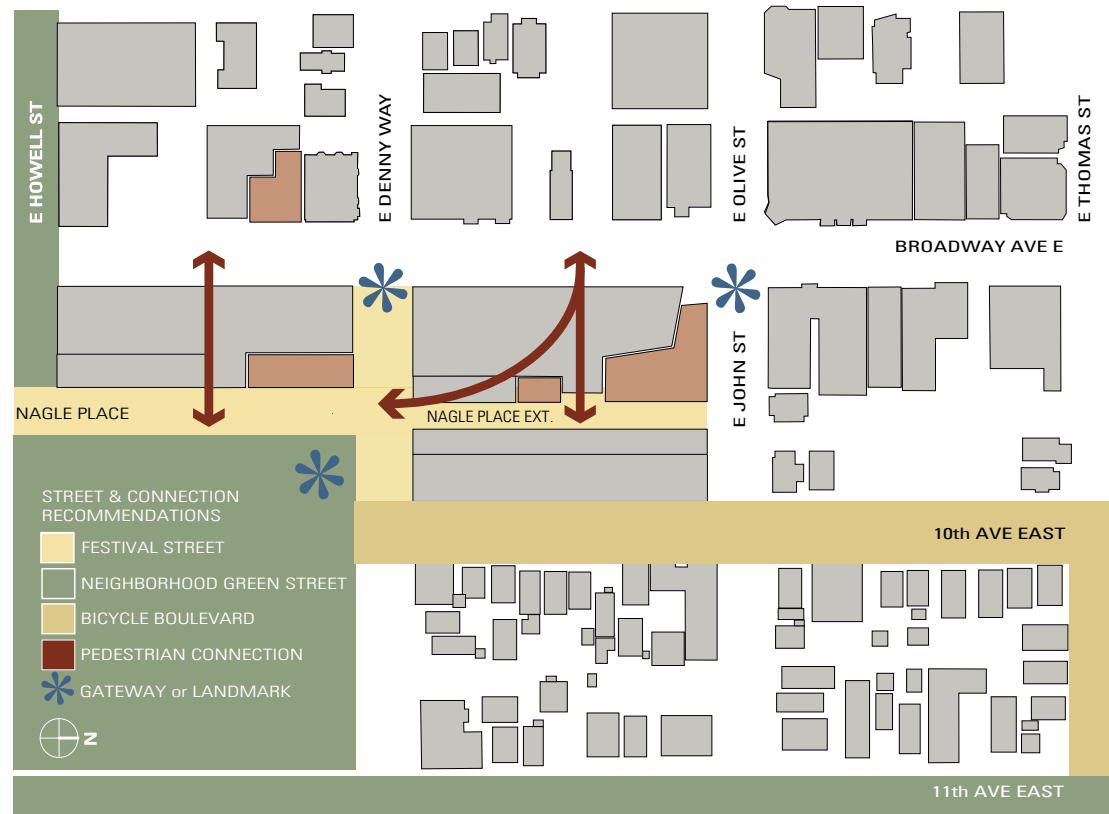
Establishing stewardship of the goals outlined in this document is a critical component to the success of the efforts of the community. We should prepare to act immediately, recognizing that a comprehensive effort will take years to enact. Active stewardship and vigilance will be required for the fruition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

The Steps


RECOMMENDATION	ACTION
<p>1.1 Keepers of the Vision</p> <p>Establish an organizational framework (team) committed to the best possible TOD outcome and have them select a Steward of the Vision – a point of contact for the TOD Vision.</p>	<p>CHAMBER, CHSC, ST, DPD</p> <p>Draw membership from the current CHAMBER 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>1.2 Dedicated Staff</p> <p>A dedicated inter-disciplinary team from the City is necessary for the implementation of this plan.</p>	<p>DPD, SDOT, SPU</p> <p>Identify dedicated staff from appropriate city departments to assist the neighborhood with implementation of these recommendations. Ensure continuity of City staffing and support 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>CHAMBER, ST (RFP)</p> <p>Request that Sound Transit 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. Keepers of the Vision (above) should have a meaningful role in this process by reviewing and contributing to the RFQ/RFP and selection evaluation criteria.</p>
<p>1.4 Two Stage RFQ/RFP Process</p> <p>Support selecting the best Development/Design Team possible through a monetary stipend.</p>	<p>ST (RFP)</p> <p>To support the goal of achieving the highest quality, most 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 develop 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 STREETS

Design the streets for pedestrians, cyclists, and commercial/retail tenants to actively use and inhabit both the sidewalks – and when closed for special events – the adjacent streets. Ensure building design and ground floor uses support street vitality. Identify street character and define how the buildings and landscape contribute to that character. The ST-parcels provide the opportunity to establish a coherent streetscape plan for all of Broadway that emanates from extensive street frontage of these sites.



Street Use Diagram

RECOMMENDATION	ACTION
<p>2.1 Provide an Urban Design Framework</p> <p>Develop a streetscape plan for the station area that combines the multiple, existing public policies as well as the role new development plays in defining streets and sidewalks.</p> 	<p>SDOT, DPD, CHAMBER</p> <p>These recommendations are intended to supplement existing SDOT street classifications by providing a vision for implementation, additional design details, and specific suggestions for street treatments. The streetscape plan should identify street function, adjacent uses, public amenities, and sidewalk and street design. This plan should be implemented incrementally by private developers as sites are improved, by SDOT through future funding, by the implementation of the Pedestrian and Bicycle Master Plans, and by the streetcar construction. Other funding mechanisms for improvements include:</p> <ul style="list-style-type: none">• Department of Parks Opportunity Funds• Seattle Public Utility's Natural Drainage Systems Project• Seattle Pubic Utility's Environmental Grants• Seattle Department of Neighborhood's Neighborhood Project Funds• Seattle Department of Transportation's Neighborhood Matching Funds• Sound Transit's bicycle facilities partnership within a half mile of its facilities (motion number M2009-36 Attachment A)• Seattle Foundation Grants• Local Improvement District

2.2 Design Broadway and, E.Olive Way as Main Streets

These streets are high intensity commercial streets shared by all modes of transportation. Ground floor uses and their adjacent sidewalks should accommodate major retail serving customers well beyond that of the neighborhood limits.

SDOT, DPD, ST (RFP)

Ensure minimum SDOT requirements for sidewalks adjacent to transit stations (section 4.11.2, Seattle ROW Improvements Manual) also allow for active retail uses. Encourage extending this sidewalk width to other blocks, and promote enhanced landscaping, outdoor seating, and continuity of character and use along the entire length of Broadway.

Improve pedestrian crossings through curb extensions and special paving.

Incorporate bus bulbs to increase the size of transit waiting areas.

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. Design Nagle Place and Denny Way as Festival Streets

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

SDOT, DPD, ST (RFP)

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 event of little demand.

Coordinate with SDOT for final streetcar alignment. If routed on Denny, provide appropriate features that integrate the streetcar with the community vision for design and construction the street, mitigate impact of rail in street.

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

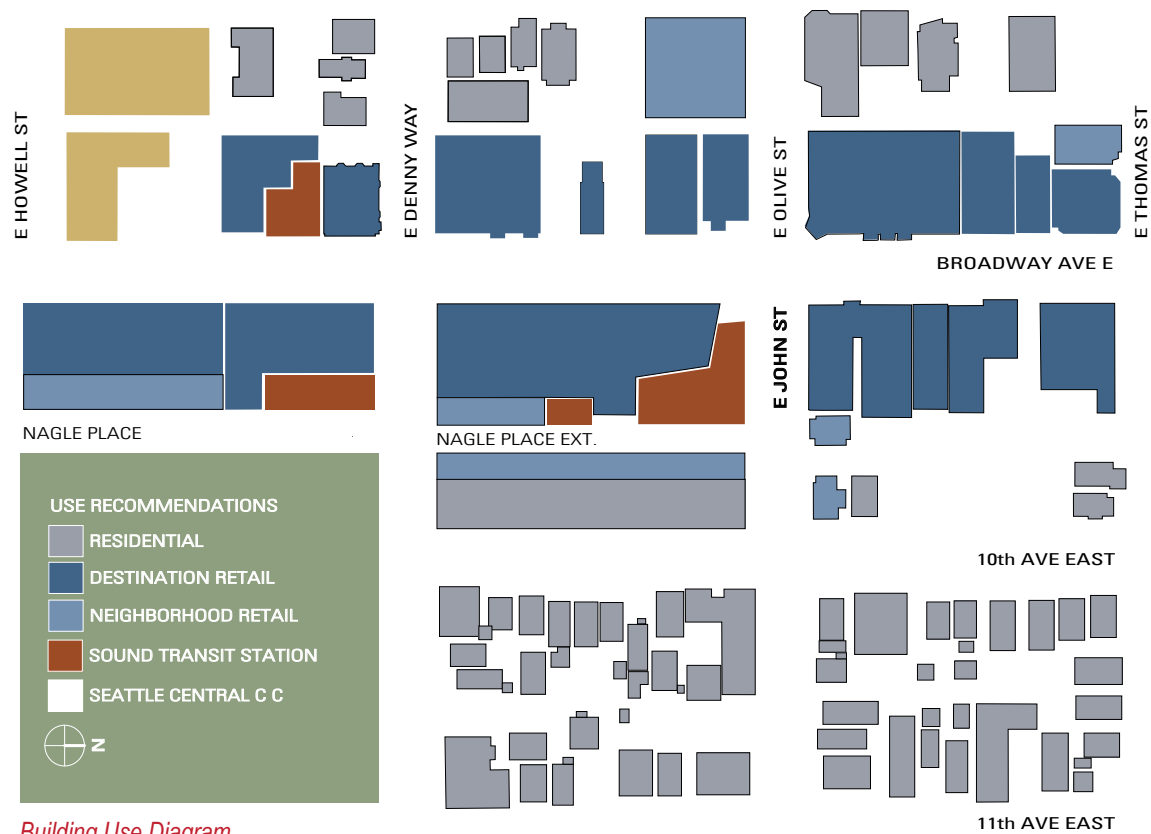


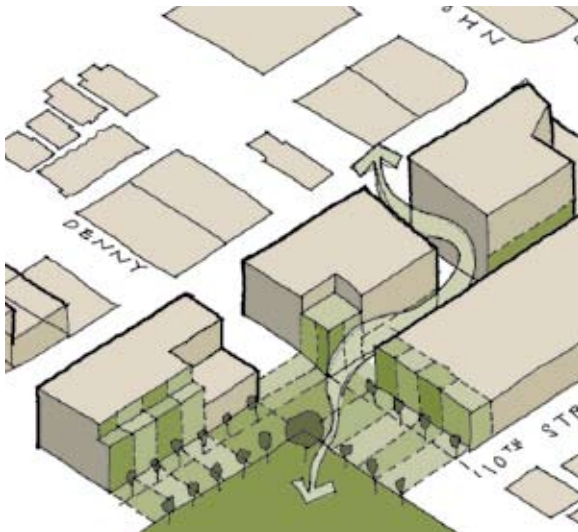
The Steps

<p>2.4 Design Nagle Extension as a Festival Street</p> <p>Provide a permanent home for the Farmers Market while meeting Sound Transit and development access requirements.</p>	<p>ST (RFP)</p> <p>Design street as a woonerf, including special paving and pedestrian amenities.</p> <p>Provide power, water, and drainage access as well as ability to accommodate temporary structures.</p> <p>Explore options to expand shopping opportunities beyond produce, consider artisan and prepared foods.</p> <p>Note: SDOT is currently developing standards for the “Festival Street” as a type of Neighborhood Green Street.</p> <p>[graphic: Portland Saturday market]</p>
<p>2.5 Design 10th Avenue as a Bicycle Boulevard</p> <p>10th Avenue streets should provide an alternate, quieter street by emphasizing pedestrians and bicyclists use over motorized transportation.</p>	<p>SDOT, DPD, ST (RFP)</p> <p>Install traffic calming devices and consider opportunities to widen sidewalks and planting strips beyond standard requirements by decreasing roadway allocation to driving lanes and parking.</p> <p>At intersections with major corridors, such as John Street, improve pedestrian crossings with curb extensions and special paving.</p> <p>Buildings should emphasize residential uses. Encourage stoops or patios along the sidewalk.</p>
<p>2.6 New Mid-Block Connections at Site A and Site C</p> <p>Design through-block connections to increase pedestrian permeability.</p>	<p>ST (RFP), SDOT</p> <p>Connect Nagle Extension and Nagle Place to Broadway and surround with active ground floor uses. [graphic: SLU alley 24] Implement mid-block crossings at connections using curb bulbs and visible crosswalks.</p> <p>ST should break parcels A & B into smaller development sites to achieve mid-block connections. If larger parcels are awarded to a single developer, require landscaped or retail-oriented mid-block connections between Broadway and Nagle Place Extension.</p>

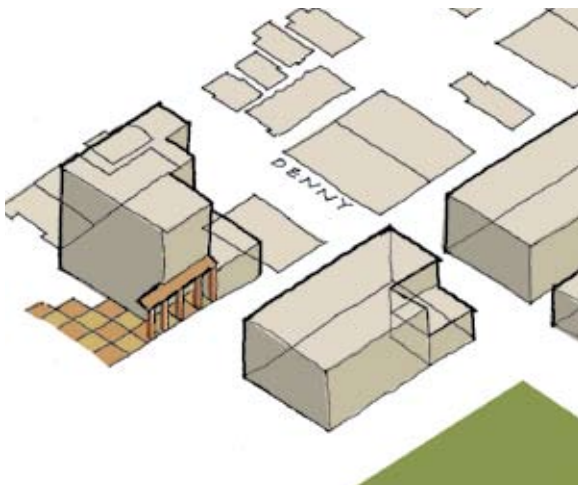


The Steps





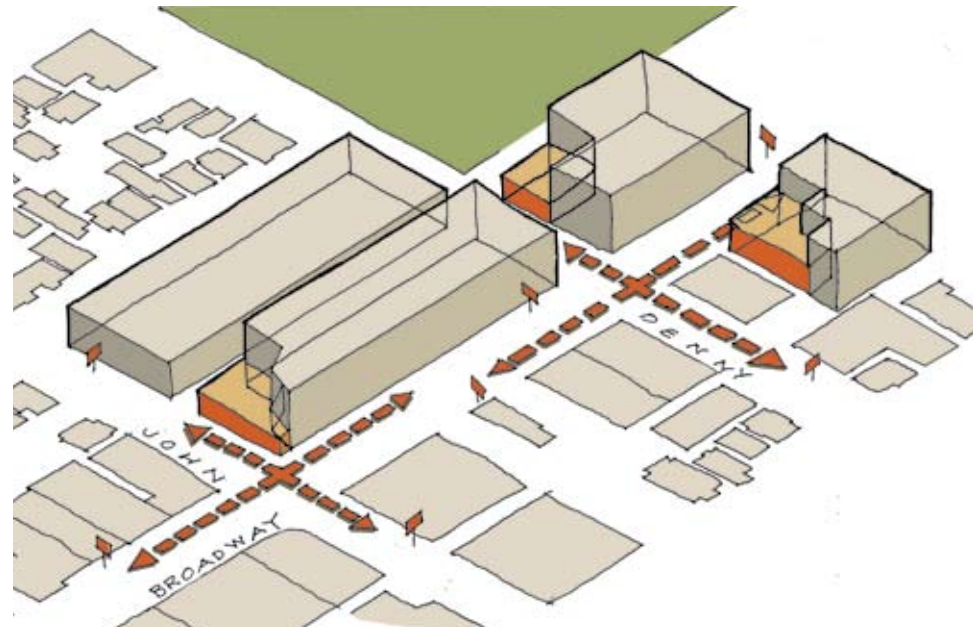
Park Connection Diagram



SCCC Connection Diagram

3. MAKE CONNECTIONS

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



Wayfinding Diagram

The Steps

RECOMMENDATION	ACTION
<p>3.1 Station as Gateway</p> <p>Developments should respond to and coordinate with station entries and explore opportunities to integrate entries into adjacent development.</p>	<p>ST,CHAMBER, DPD</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. The features should be coordinated with the way finding system described below, as well as Sound Transit way finding practices.</p>
<p>3.2 Capitol Hill Wayfinding</p> <p>Design and implement a comprehensive Capitol Hill way finding system that orients people to landmarks, transit, retail destinations and parking.</p>	<p>SDOT, CHAMBER, DPD</p> <p>Connect transit (light rail, streetcar, and bus), bicycle routes, and neighborhood destinations, such as the Broadway business district, Pike and Pine, hospitals, Cal Anderson Park, Seattle Central Community College, Seattle University, the 15th and 12th Avenue shopping streets, Pike/Pine. Coordinate with STREET recommendations (above). 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, DPD</p> <p>Soften the urban edge and connect the Sound Transit parcels and stations 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

Accommodate bicycle transit by providing large amounts of storage close to the Sound Transit station; make connections to other transit modes seamless.

ST, ST (RFP), SDOT, CHAMBER

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

- High-density bicycle stacking technologies
- In coordination with SDOT, replace some street parking with their new on-street bike parking.
- Utilize some adjacent ground floor area for a Seattle Bike Station.
- Attracting 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.



4. INVIGORATE COMMUNITY

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



Diversity Diagram



PRIORITIZATION OF COMMUNITY AMENITIES BY THE CITIZENS OF CAPITOL HILL

There are many amenities that Capitol Hill residents would like to see provided for in the TOD. On September 12th at the Community TOD Charrette and on September 18th at the People's Parking Lot on National Park(ing) Day, a survey was taken to identify the top three priorities for desired community amenities. The ranking of those priorities are below, in order of preference.

AMENITY	VOTES
1. Farmer's Market	156
2. Affordable Housing	121
3. Cultural Center	98
4. Affordable Local Business Space	93
5. Meeting and Event Space	63
6. Recreation Space	57
7. Artist Live / Work Space	50
8. Rehearsal / Performance Space	28
9. Art Gallery / Craft Space	17
10. Business / Retail Parking	5
11. No Amenities - Let the Market Determine	1



The Steps

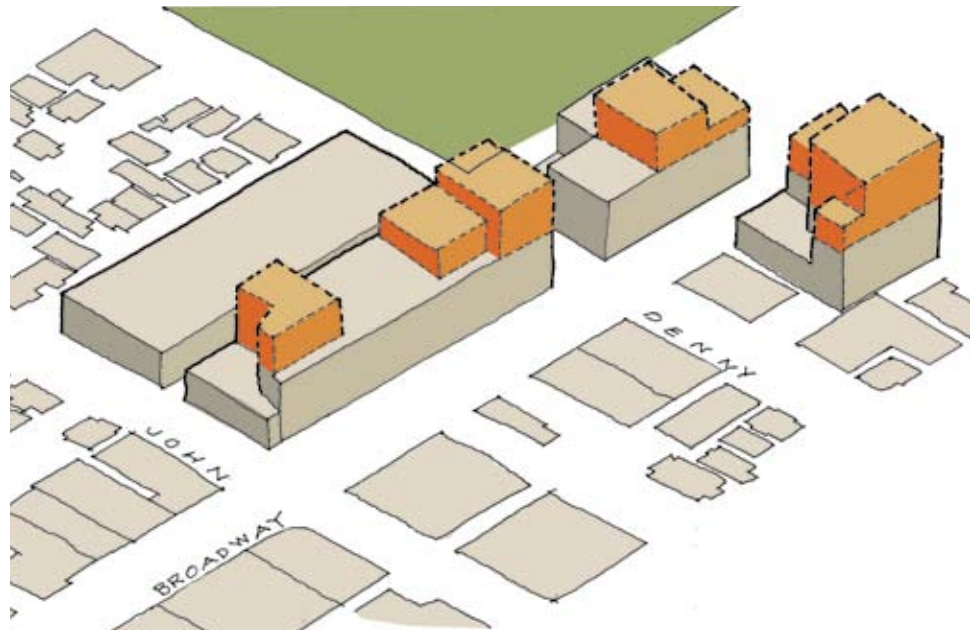
RECOMMENDATION	ACTION
<p>4.1 Solicit Proposals</p> <p>Local community groups and organizations should identify their space needs and submit them for consideration in tenanting of the future buildings.</p>	<p>Chamber, 4Culture/others</p> <p>Call for letters of interest from community groups and organizations that may desire a location in one of the TOD developments. Letters shall include the organization's mission, business plan, as well as spatial requirements and any other pertinent information. Letters will be provided to ST for developer consideration in the RFP.</p>
<p>4.2 Community Amenities</p> <p>Allocate significant space for a mix of community uses identified through the charrette, CODAC, neighborhood planning, and similar efforts.</p>	<p>ST (RFP)</p> <p>Responsiveness to community space needs should be an important RFQ/RFP evaluation criterion.</p>



<p>4.3 Maintenance</p> <p>Upgrade and maintain Broadway's appearance.</p>	<p>Chamber, DPD</p> <p>Implement BEVAA stewardship principals (below) for the design and management of the Station Area.</p> <p>Upgrade and Maintain Broadway's Appearance:</p> <ul style="list-style-type: none"> A. Implement and manage a district-wide graffiti management program. B. Remove and replace news boxes with modular newspaper 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. <p>Plan and Design Improvements for a Vital, Livable, Neighborhood Business District:</p> <ul style="list-style-type: none"> D. Facilitate understanding of Capitol Hill Design Guidelines. E. Develop a streetscape plan for Broadway. F. Promote public art on Broadway and Capitol Hill.
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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.

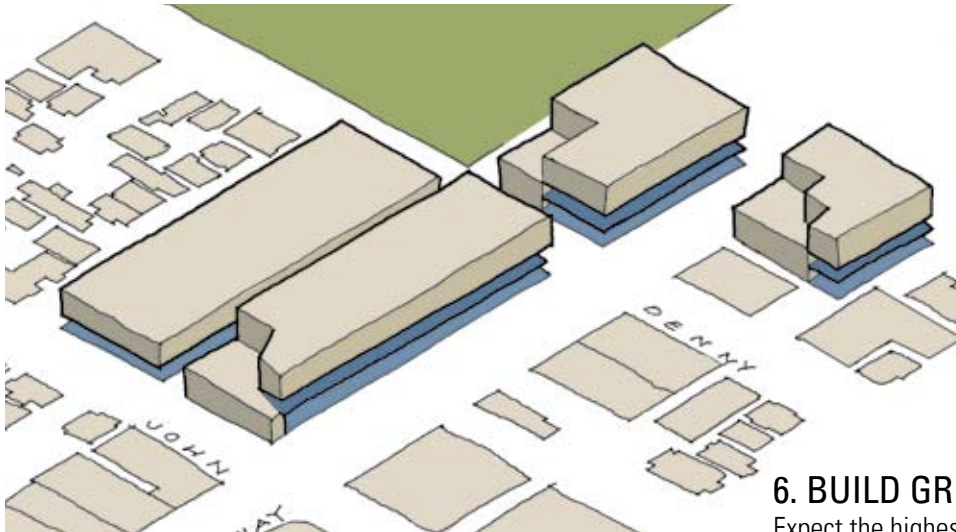


Additional Height Bonus Diagram

RECOMMENDATION	ACTION
<p>5.1 Public Investment</p> <p>Educate developers on the value and extent of recent infrastructure and zoning changes as examples of the public's commitment to the neighborhood.</p>	<p>DPD, SDOT</p> <p>RFP respondents should exhibit an understanding of the public's investments with detailed proposals how their proposals best incorporate and advance public investment.</p>
<p>5.2 Parking</p> <p>Limit the parking provided on the development sites.</p>	<p>ST (RFP), DPD</p> <p>Encourage developers to take advantage of the currently zoned no parking requirements to lower development costs and encourage affordability of residential and commercial units; and, to decouple residential and commercial retail units from assigned parking so those units can be sold or leased at a discount if parking is not desired. Where feasible, aggregate parking for multiple buildings in a shared location.</p> <p>Include responsiveness to these goals as a preferred design characteristic in the RFQ/ RFP.</p>
<p>5.3 Feasibility</p> <p>Establish affordable housing and community amenity goals for TOD.</p>	<p>Chamber, DPD</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>

The Steps

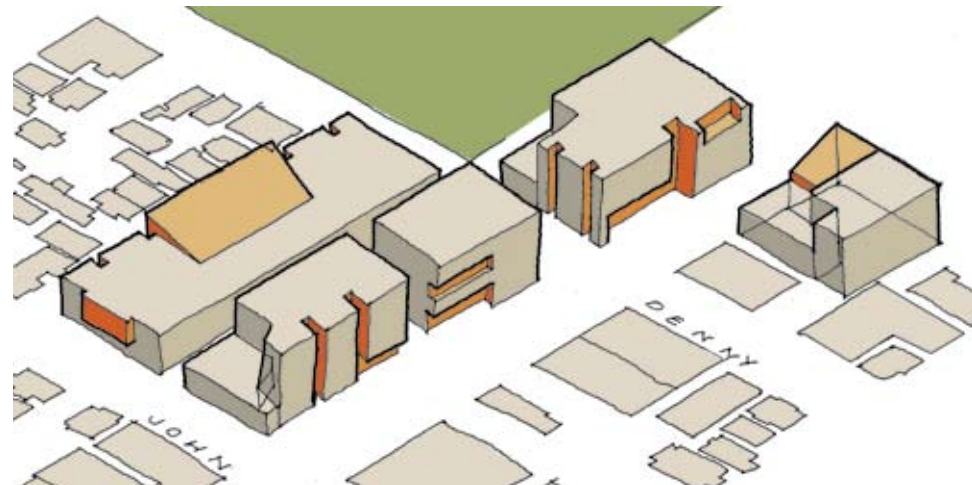
<p>5.4 Zoning</p> <p>Consider incentive-based zoning as a tool to achieve community goals as well as increase residential density and community amenities in support Sound Transit’s ridership goals.</p>	<p>DPD</p> <p>Depending on the feasibility findings above, allow for additional height or FAR through 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.</p> <p>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.</p> <p>Note: Additional building height is not universally supported by the community.</p>
<p>5.5 Affordability</p> <p>Ensure some below market rate units are provided on the TOD sites.</p>	<p>SEA, DPD, KC, WA, ST/FTA, Chamber, OH, CHH</p> <p>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.</p> <p>Encourage creative partnerships between affordable housing developers and market rate developers to create a mixed-income project. [callout: case study example]</p> <p>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 <i>Chamber TOD Precedent Study</i>. Encourage Sound Transit to use Highest and Best Transit Use as the method of determining Fair Market Value of the sites.</p>
<p>5.6 Seattle Central Community College</p> <p>Partner with SCCC and their interest in Site-D to reach common goals and inform their next Master Plan update.</p>	<p>SCCC, ST (RFP), Chamber</p> <p>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).</p>



The First 30 Feet Diagram

6. BUILD GREAT ARCHITECTURE

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



Large Blocks Diagram

The Steps

RECOMMENDATION	ACTION
<p>6.1 Quality</p> <p>Ensure the highest quality design and development on the TOD parcels.</p>	<p>DPD, ST (RFP)</p> <p>Emphasize the quality of architecture in developer team selection (see KEEPERS OF THE VISION). Require proposals to be specific about construction type and materials to be employed. Establish procedures to hold developers accountable for content of design proposals.</p> <p>In response to the RFQ, developers and their design teams are to provide extensive detail on what they have built (individually and collectively).</p> <p>The RFP response should provide a very detailed design proposal with verbiage describing how all recommendations described in this report are addressed.</p>
<p>6.2 The First 30 Feet</p> <p>Require buildings to define the pedestrian realm with civic purpose and conviction.</p>	<p>DPD, ST (RFP)</p> <p>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, open windows, etceteras. Consider requiring a minimum 16 foot first floor ceiling height on Broadway to provide for a grand scale at the street level, as well as an interior mezzanine for additional retail presence and activity. Include responsiveness to these goals as a preferred design feature in RFQ/RFP evaluation.</p>

<p>6.3 Responsiveness</p> <p>Building design should positively respond to valued existing and future community assets.</p>	<p>DPD, ST (RFP)</p> <p>Require proposals to coordinate 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.</p> <p>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.</p>
<p>6.4 Modulation and Details</p> <p>Support building design that provides variety and avoids large, uniform building masses.</p>	<p>DPD, ST (RFP)</p> <p>Community members identified oversized continuous structures as a major concern. Given the size of some of the parcels, designs need to go beyond the modulation required by neighborhood Design Guidelines. Buildings should be creatively designed to reduce the potential monotony of long, continuous building lengths. Efforts should be made to reduce the scale of the building, and add visual interest at the scale of both the pedestrian and neighborhood. [graphic: insert picture of the two distinct Brix buildings vs. the two not-so distinct Joule buildings]</p> <p>Consider breaking development sites into smaller units, keeping with the historic development rhythm on most of Broadway.</p>

The Steps

<p>6.5 SCCC</p> <p>Student and faculty presence should be highly visible and encouraged around Site D.</p>	<p>SDOT, SCCC, DPD</p> <p>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 Howell Street plaza between located Broadway and Harvard.</p> <p>Require a highly transparent, porous, and active ground floor that substantially improves on the current presence and relationship of SCCC to Broadway. Strongly discourage inward focused, academic only uses such as those on the main campus buildings.</p>
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7. MANAGE PARKING

Though convenient 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 around the station areas.

RECOMMENDATION	ACTION
7.1 Parking Management Balance existing street, surface, and structured parking with future supply and demand to provide the sufficient quantities.	SDOT, DPD, Chamber Expand SDOT's existing street parking study to analyze off-street parking usage and improve parking management in the Broadway retail district and SAO. Look for 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.
7.2 Centralization Encourage creative approaches to minimize demand for parking on the sites. Sound Transit has identified many of these strategies, amongst others, in the Capitol Hill Station TOD Sites Baseline Report.	ST (RFP) 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. Explore setting an appropriate parking maximum for the sites to encourage more efficient usage of parking. Ensure car sharing program opportunities will be on-site or nearby. Encourage use of other transportation modes through incentives such as discounts on transit passes and car sharing, free covered and secure bicycle parking, etc.

8. PLAN FOR THE INTERIM

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

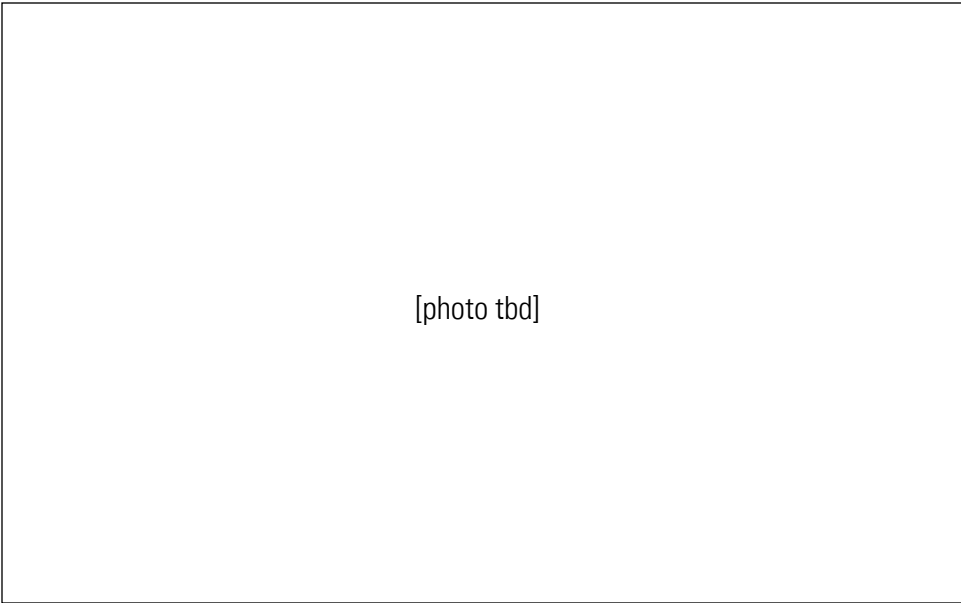


RECOMMENDATION	ACTION
<p>8.1 Construction Mitigation</p> <p>Establish interim commercial & cultural uses in the street ROW that provide both a visual relief from the construction of the station and functional value to the community.</p>	<p>Chamber, ST, OED</p> <p>Sound Transit will continue to solicit proposals from Capitol Hill's large arts community to design art pieces for the sites.</p> <p>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, etceteras; provide other start-up opportunities for small businesses.</p>
<p>8.2 Current and Concurrent Development</p> <p>Expand TOD goals to beyond the Sound Transit sites.</p>	<p>DPD, SDOT</p> <p>Make available and distribute these recommendations to other developers to aid in realizing community goals for the length of Broadway and the SAO zone.</p> <p>Utilize this plan as a starting point for upcoming neighborhood planning endeavors.</p>



9. ENSURE ENVIRONMENTAL SUSTAINABILITY

Seattle is a leader in sustainable design; prominent, civic projects should exemplify ecological and environmental leadership as well.



RECOMMENDATION	ACTION
<p>9.1 LEED Gold or Beyond</p> <p>Broadway development should aspire to a LEED Gold minimum rating.</p>	<p>DPD, ST (RFP)</p> <p>Require a LEED Gold minimum for TOD buildings on ST-parcels. LEED Gold or Platinum reflects the community's core values, as it usually calls for innovations in energy conservation or on-site power generation instead of merely specifying recycled materials or simply being close to transit. Work with utilities and lenders to identify technological and financial incentives to pursue LEED Gold. Encourage achieving a "Living Building" as is now being pursued elsewhere on Capitol Hill.</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>9.2 Landscape and Ecology</p> <p>Bring back the native flora and fauna to Capitol Hill.</p>	<p>ST (RFP)</p> <p>Encourage use of native, drought-tolerant materials in landscape that supports a healthy, regenerative habitat for birds & insects. Integrate the use of captured stormwater and building produced graywater for irrigation and water features.</p>

Conclusion

This document calls for actions which fall within public policy, private finance, and physical form, requiring continued coordination between all listed parties or order for the communities goals to be reached. It is recognized that while Sound Transit holds ultimate responsibility for many of the actions listed, it is only through continued support from the city and the community that the best possible TOD can be realized. The process will involve give and take by all participants, as the recommendations are not achievable by any one stakeholder. It is therefore imperative that those who have actions not only meet internally, but at regularly scheduled quarterly meetings where progress can be reported, and negotiations continued. It is in this spirit of cooperation that this and the preceding documents have been written, and that must be continued for success.

