



523 Broadway

DESIGN REVIEW | 7 NOVEMBER 2007
DRISCOLL ARCHITECTS, PS | ESSEX BROADWAY, LLC

DPD #3004668

INTRODUCTION

Contacts

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developer

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planner

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civil

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retail

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general contractor

EXXEL PACIFIC, INC.
323 Telegraph Road
Bellingham, WA 98226
Contact: Geoff Stodola

Project

Mixed-use building with approximately:

- 295 residential units
- 26,000 sf of retail
- Below grade Parking for 365 cars

Requested Departures:

- Blank façade requirements on E. Republican and E. Mercer
- Transparency Requirement on E Republican and E Mercer
- Access to Parking
- Residential Requirement

Relevant Design Guidelines:

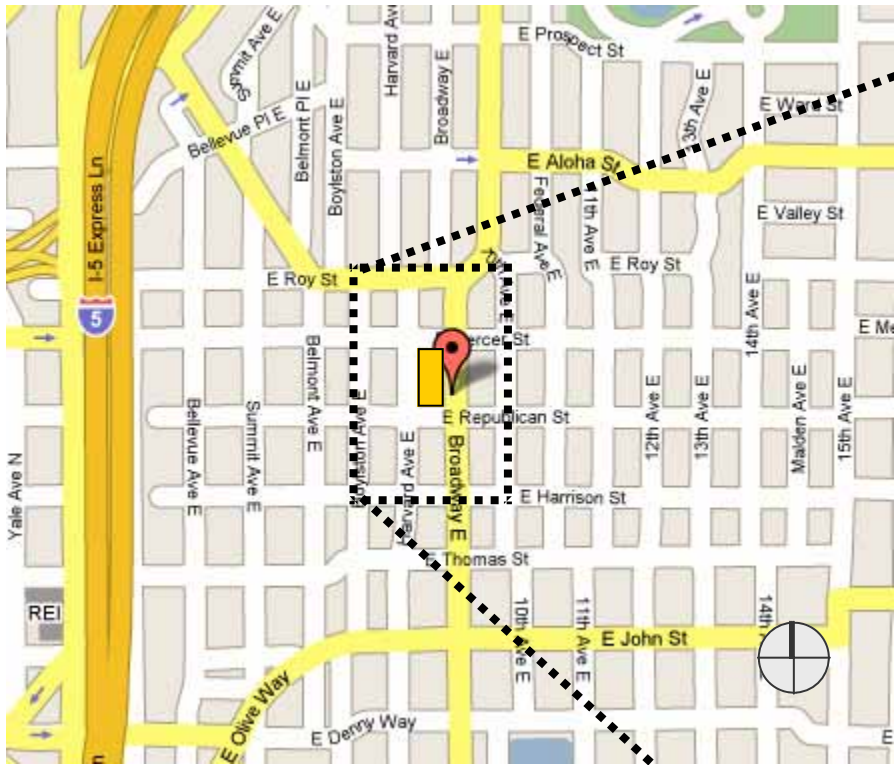
A-4, A-6, B-1, C-1, D-1, D-6

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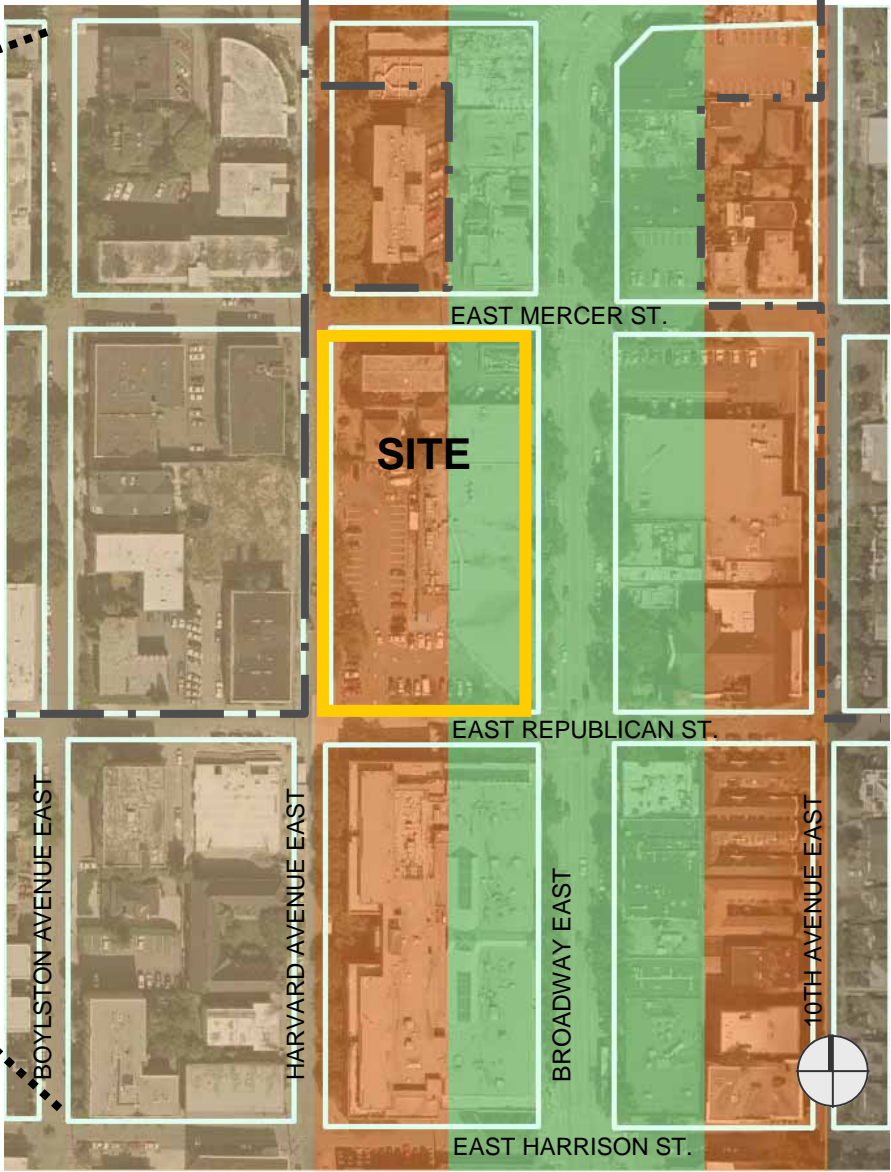
PROJECT INFORMATION

SITE ANALYSIS

Vicinity Map



Zoning



- NC 3P-40 (25' Height Bonus)
- NC 3-40
- MR/L3

--- Capital Hill Station Area Overlay District Boundaries

Adjacent Uses/Transit



BUS STOPS WITHIN 1/2 MILE

- Bus Stop
 - Stop Light
- 8 to Seattle Center/15th Ave.
 - 9 Broadway Express
 - 10 to Downtown/Capitol Hill
 - 11 to Downtown/ Madison Park
 - 14 to Downtown/Summit Ave.
 - 43 to Downtown/U. District
 - 49 to Downtown/U. District
 - 60 to Georgetown/White Center
 - 84 to Downtown/Madison Park

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SITE PHOTOGRAPHS

1



2



3



4



Property Line



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DESIGN GUIDELINE PRIORITIES

A2 Streetscape Compatibility

- Sidewalks along Broadway have been widened, and with the courtyard, allow businesses to extend activity, or open into the public way
- Some of the existing street trees along Broadway are being retained; street trees and planting areas are being provided within the right of way
- The primary activities and design along Broadway and Harvard reinforce the existing established streetscape character; Broadway is 'commercial' and Harvard is 'residential'; retail and residential uses substantially 'wrap on to the side streets
- vehicle entrances are on the side streets and have been minimized

A4 Human Activity

- Multiple, flexible, retail and restaurant spaces are located on Broadway and at the central street level courtyard
- Individual storefront designs allow potential individual retail expression and may allow physical opening of the storefront to Broadway and to the central street level courtyard
- extensive clear glass opens the retail to the street and makes the interior activity visible
- Residential units open directly on to Harvard
- The main residential building entry and the commercial parking pedestrian entry are located at the Broadway street level courtyard and will contribute to the vibrancy of the street

A6 Transition Between Residence & Street

- Residential units along Harvard are separated from the street by stoops, setbacks, and landscape buffers

- The Broadway street level courtyard building entry focuses pedestrian activity and encourages the resident's interaction with the street
- The change in elevation, the stairs, and the mid-landing gate allow pedestrian connections while signifying semi-private space and provide privacy and security for the residents

A10 Corner Lots

- Parking access is located away from the corners
- The building design responds to the different conditions between the Broadway and Harvard corners; materials and uses vary
- Three of the corner retail/restaurant spaces are double height with extensive glazing and 'open' up the corners

B1 Height, Bulk and Scale Compatibility

- The project is compatible with the scale of development anticipated by the applicable Land Use policies
- The retail design along Broadway is broken up in a manner recognizing the desired 'small storefront pattern of development
- The façade treatment along Harvard reduces the effect of the project's mass and 'relates' the residential townhouse units to the street
- The North and South 'buildings' are differentiated through the use of distinct color and design elements to further reduce the apparent mass of the project

C1 Architectural Context

- Vertical and horizontal breaks, modulation and changes in material are used to reduce the apparent mass of the building along all facades

- The two story brick townhouse facades along Harvard interlock with and transition to the upper floor levels
- overhead weather protection is provided along Broadway, wraps the corners, and extends into the street level entry courtyard; on Harvard, each residential townhouse unit has an entry canopy

C2 Architectural Concept & Consistency

- The North and South 'buildings' are differentiated through the use of distinct color and design; while, maintaining common design elements such as the window typology, decklets, and material palettes
- The design reflects the project's distinct front, rear, and sides, responding to context and program
- The amount of stucco used for the façade has been reduced
- limited window types and materials 'quiet' the upper façade

C3 Human Scale

- The two story brick townhouse facades along Harvard interlock with and transition to the upper floor levels; colors and material finishes are carried below the two story 'brick' line
- Pedestrian scaled guardrails, railings, fencing, lighting and signage will be used
- The tilting entry gate at the mid-landing of the entry courtyard stair and the covered townhouse entries welcome residences and visitors

tenant), clear glazing, metal flashings and coping elements, metal and glass weather protection, and glass railings are used in the commercial portion of the Broadway façade

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DESIGN GUIDELINE PRIORITIES

C4 Exterior Finish Materials

- Operable windows and doors are used throughout the project, including at storefront areas
- materials have been chosen for their appearance and long term durability
- variations in color and material texture delineate building massing and articulation
- Precast concrete panels, metal panels, and storefront systems (which may be metal or wood depending upon the tenant), clear glazing, metal flashings and coping elements, metal and glass weather protection, and glass railings are used in the commercial portion of the Broadway façade
- Brick, cast-in-place and precast concrete, metal canopies, and metal flashings are used on the townhouse facades on Harvard
- Materials within the interior courtyards also include cement fiberboard horizontal lap siding
- The materials used for the base wrap around and continue along the N. & S. facades
- The upper façades have painted cement fiberboard panel, 'rainscreen' stucco, metal decklets, and metal flashings
- 'Almond/Beige' vinyl windows are used throughout; except, dark gray vinyl windows are used at the window bays in the corners of the S. Bldg. and at brick in both building;

C5 Structured Parking Entrances

- All parking is located within the building
- The retail and residential uses wrap around the corners

D1 Pedestrian Open Spaces and Entrances

- The street level entry courtyard on Broadway is the main bldg. entry and links the bldg. to the street; the courtyard fronts on two of the designated potential restaurant spaces and will create a lively, pedestrian-oriented space without detracting from the viability of the retail uses; residential units overlook and enhance the safety of this space
- Metal and glass canopies provide overhead weather protection in front of the main street level lobby
- The residential entry lobby also serves as the entry to the commercial garage; it's designed to be transparent, well-lit at night, and secure for residents and visitors; when the gate is closed after normal leasing office hours, it is the primary entry to the main upper residential lobbies

D6 Screening of Dumpsters, Utilities and Service Areas

- Dumpsters and service areas are within the building; they're accessed adjacent to the garage entries at the N. and S. facades

E2 Landscaping to Enhance the Building and/or Site

- Landscaping is used to enhance the livability and appearance of the project.

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PLAN: L1/P1- RETAIL/PARKING LEVEL

A2 Streetscape Compatibility

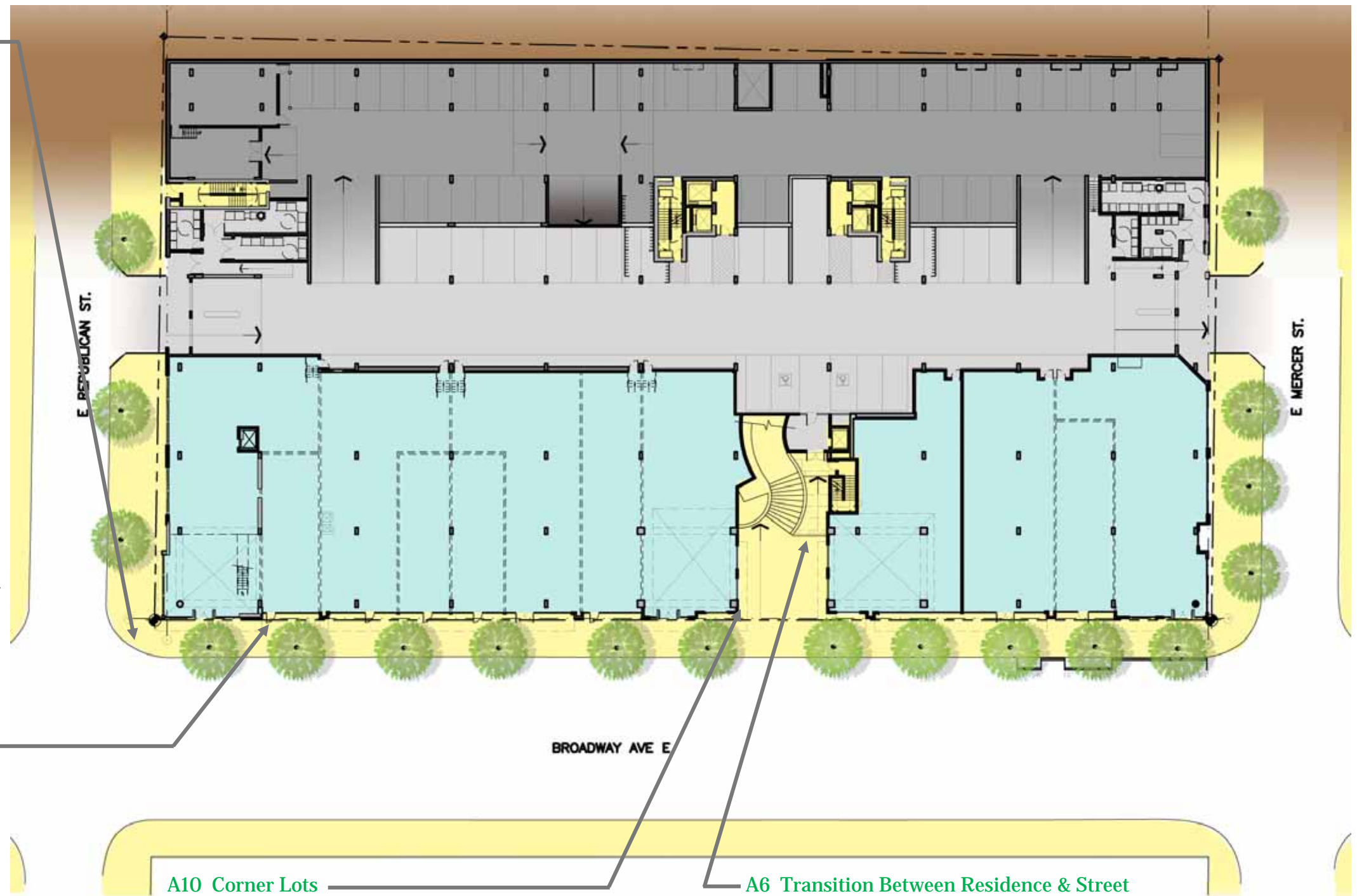
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A6 Transition Between Residence & Street

- The Broadway street level courtyard building entry focuses pedestrian activity and encourages the resident's interaction with the street

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PLAN: L1A (WEST)

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A4 Human Activity

Residential units open directly onto Harvard

A10 Corner Lots

The building design responds to the different conditions between the Broadway and the Harvard corners; materials and uses vary

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The façade treatment along Harvard reduces the effect of the project's mass and 'relates' the residential townhouse units to the street

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All parking is located within the building
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Residential units along Harvard are separated from the street by stoops, setbacks, and landscape



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PLAN: L2

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ELEVATION: EAST (BROADWAY AVE. E.)

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- materials have been chosen for their appearance and long term durability
- variations in color and material texture delineate building massing and articulation

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- The upper façades have painted cement fiberboard panel, 'rainscreen' stucco, metal decklets, and metal flashings
- 'Almond/Beige' vinyl windows are used throughout; except, dark gray vinyl windows are used at the window bays in the corners of the S. Bldg.

C3 Human Scale

- The tilting entry gate at the mid-landing of the entry courtyard stair and the covered townhouse entries welcome residences and visitors, tenant, clear glazing, metal flashings and coping elements, metal and glass weather protection, and glass railings are used in the commercial portion of the Broadway façade



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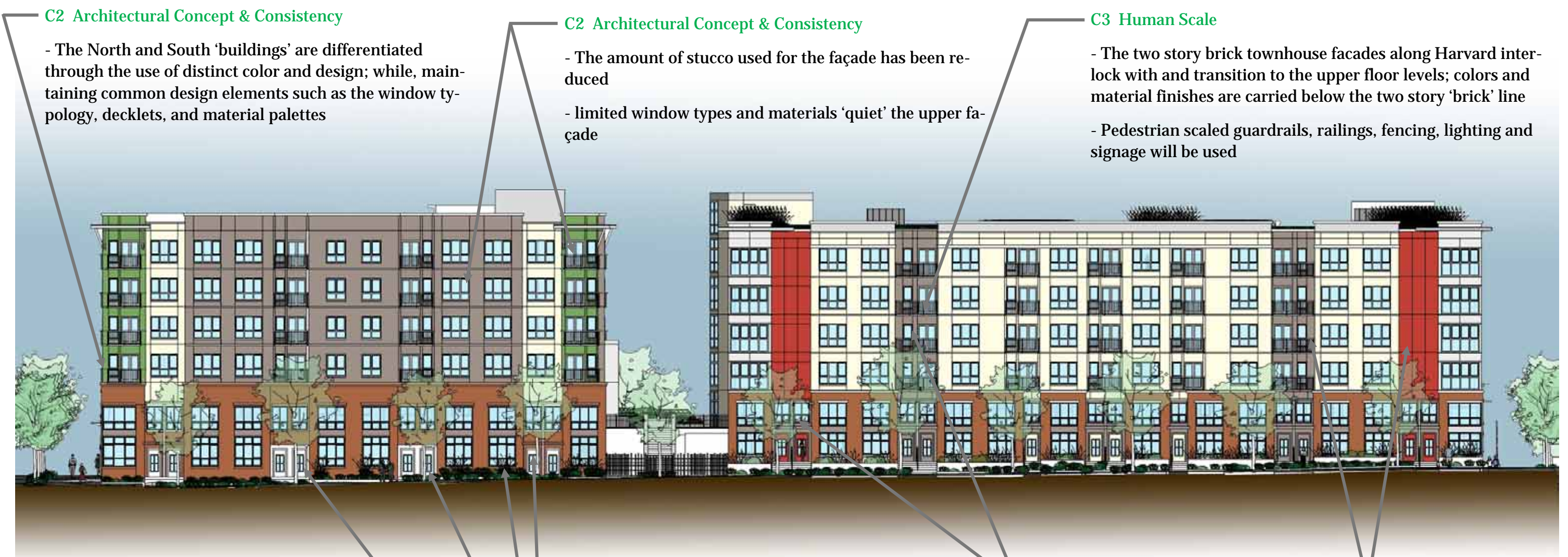
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ELEVATION: WEST (HARVARD AVE. E.)



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ELEVATIONS: SOUTH (E. REPUBLICAN ST.) & NORTH (E. MERCER ST.)

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- vehicle entrances are on the side streets and have been minimized

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EXTERIOR FINISH MATERIALS

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DEPARTURE 1: ACCESS TO PARKING

Requirement (SMC 23.47A.032.A)

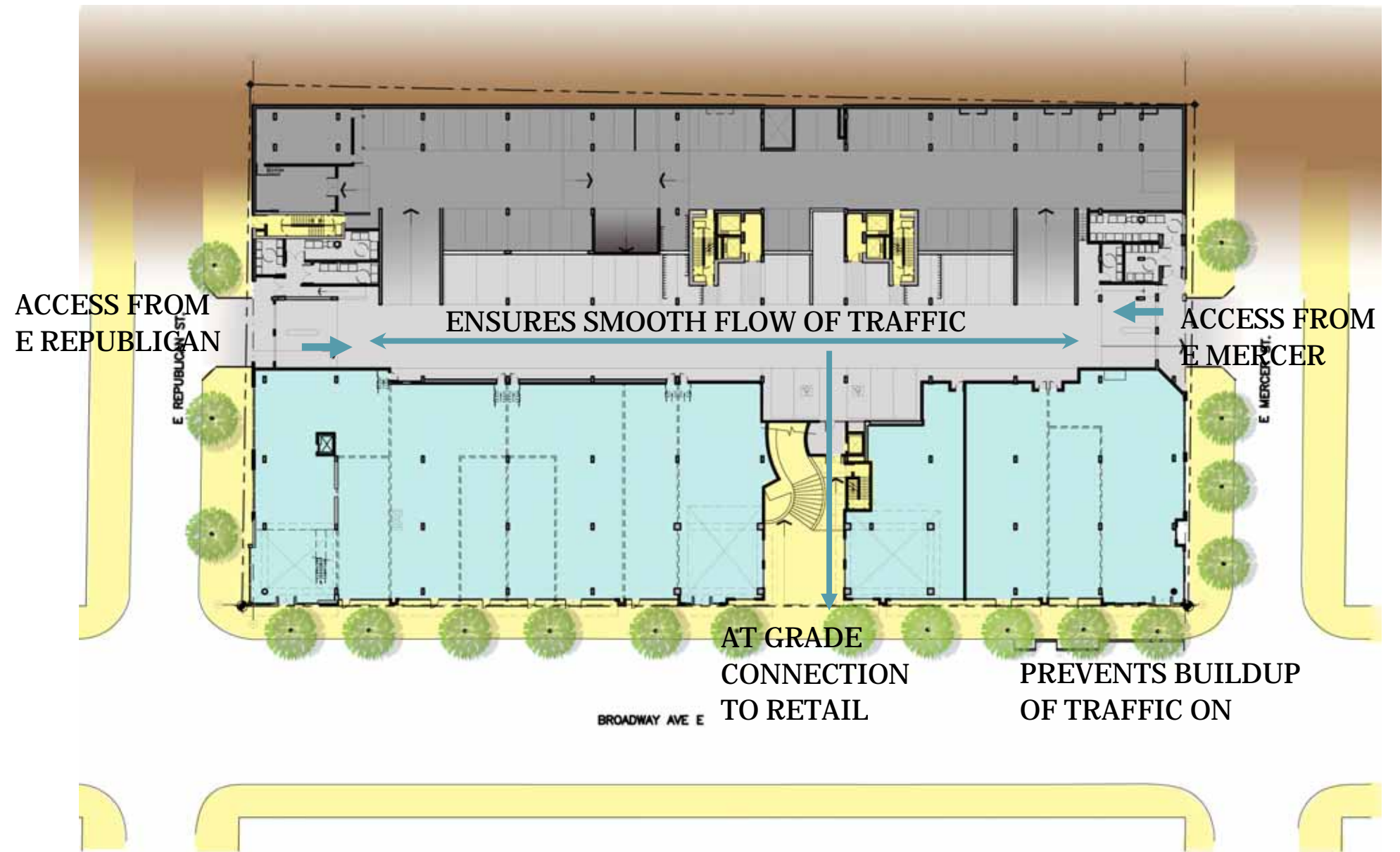
ONE DRIVEWAY FROM THE STREET IS ALLOWED AND TO BE LOCATED ON STREET WITH FEWEST LINEAL FEET OF COMMERCIAL ZONED FRONTAGE

Proposed:

TWO DRIVEWAYS PROPOSED: ONE AT N. AT CENTER OF BLOCK AND ONE AT S. AT CENTER OF BLOCK

Justification:

To maintain a smooth flow of traffic through the parking spaces that support and enliven the retail space two access points are provided from E Republican and E Mercer St. Providing the two entrances to parking prevents buildup of traffic and hence the downstream impacts to traffic on Broadway. The parking also supports the delivery and other support parking related to the retail activities. To ensure that those activities do not lead to a backup two access points are provided to the parking



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DEPARTURE 2: RESIDENTIAL STREET LEVEL REQUIREMENTS

Requirement (SMC 23.47A008.D)

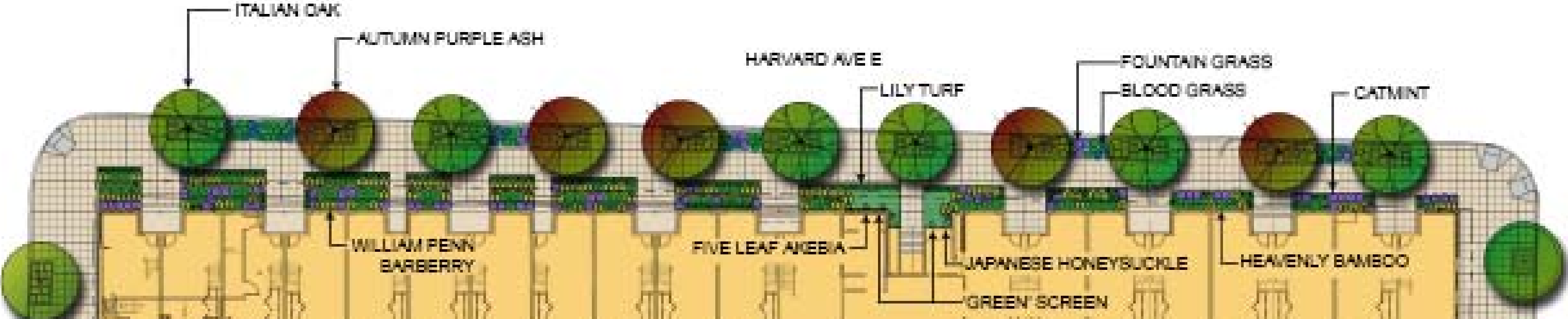
EITHER THE FIRST FLOOR OF STRUCTURE AT OR ABOVE GRADE SHALL BE AT LEAST 4' ABOVE SIDEWALK GRADE OR STREET LEVEL FAÇADE SHALL BE SET BACK 10' FROM SIDEWALK.

Proposed:

THE HEIGHT FORM SIDEWALK VARIES FROM 1' TO 3'-6". THE SETBACK VARIES FROM 8" TO 7'-10"

Justification:

The floor elevation of the town house units on Harvard is driven by the sloping site and the need for at grade parking for the Retail function of Broadway E. The Harvard street is developed as a residential street and the privacy of the units is achieved through the use of planter walls, landscaping, recessed entrances and some steps. Furthermore the private areas of the units are located in the loft areas, mezzanine level.



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