

EARLY DESIGN GUIDANCE Analytic Design Proposal Packet

1145 10th Ave E

A Proposed Apartment Development
for Continental Properties, LLC.

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EARLY DESIGN GUIDANCE
1145 10th Ave E

11/02/11

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MENG
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PROJECT INFORMATION

PROPERTY ADDRESS: 1145 10th Ave E
PARCEL NUMBER: 6762700280 & 6762700380
ZONE: LR 3 (Residential Multifamily Lowrise 3)
OVERLAYS: Urban Center
MAPPED ECA: No
LOT AREA: 40,000 SF
FAR: 1.6 (Frequent Transit Corridors)

LEGAL DESCRIPTION

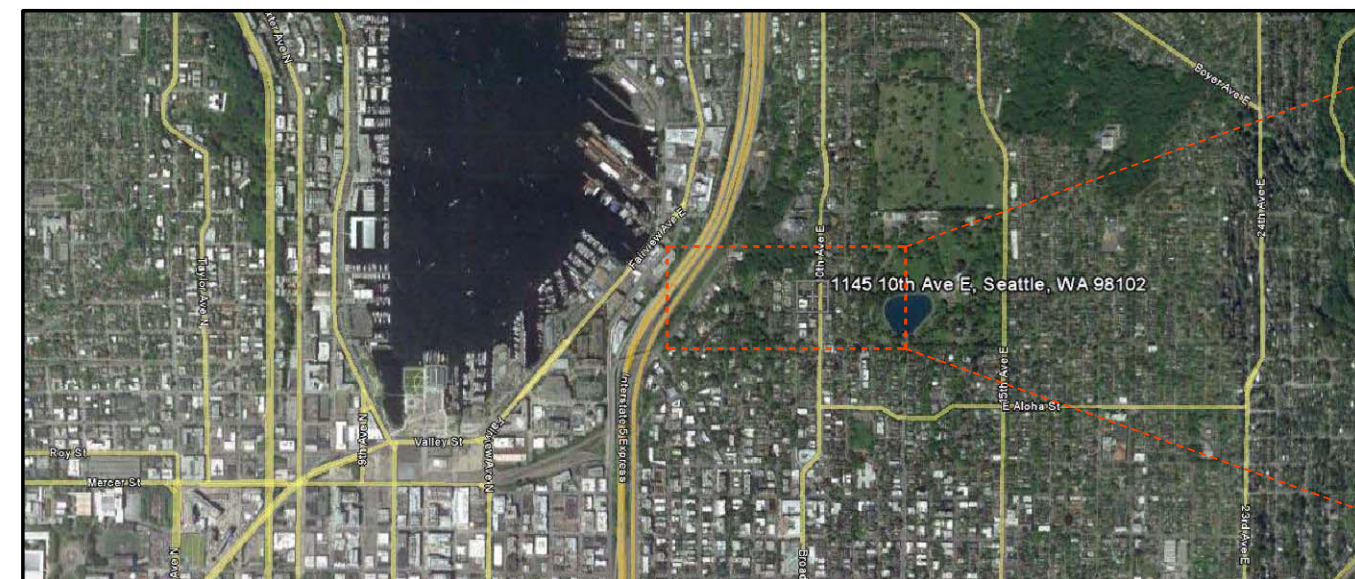
6762700280:
(901 E Highland Drive)

Lots 1 through 4 and 22 through 24 in Block C of Phinney's Addition to the City of Seattle as per Plat recorded in Volume 1 of Plats, Page 175, Records of King County, situate in the City of Seattle, County of King, State of Washington.

6762700380:
(1145 10th Ave E)

Lot 21 in Block C of Phinney's Addition to the City of Seattle as per Plat recorded in Volume 1 of Plats, Page 175, Records of King County, situate in the City of Seattle, County of King, State of Washington.

VICINITY MAP



SITE MAP



TITLE PAGE

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T1

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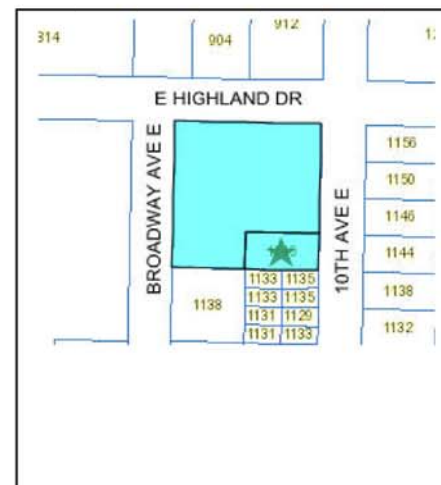
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EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

Project Number: 3012337
 Address: 1145 Tenth Avenue East
 Applicant: Tony Fan
 Date of Meeting: Wednesday, September 21, 2011
 Board Members Present: Evan Bourquard
 Dawn Bushnaq
 Lisa Picard
 Wolf Saar
 Board Members Absent: Chip Wall
 DPD Staff Present: Bruce Rips

SITE & VICINITY

Site Zone: Lowrise Three (LR3)
 Nearby Zones: North: LR3
 South: LR3
 East: LR3. Single Family 5000 begins along Federal Ave E.
 West: LR3 SF 5000 west of Harvard Ave East.
 Lot Area: 40,000 square feet



Current Development: At the southeast corner sits a duplex. A parking lot occupies the majority of the property.

Access: Tenth Ave. E. on the east; East Highland Drive on the north; and Broadway East on the west.

Surrounding Development & Neighborhood Character: Apartment and condominium buildings represent the bulk of the structures to the east, west and south of the project site. Trinity Lutheran Church occupies the northeast corner of 10th Ave E. and E. Highland Dr. The City of Seattle Parks and Recreation Department controls an area of mostly steep slopes to the south and west of St. Marks Episcopal Cathedral, north of E. Highland Dr. City of Seattle's Volunteer Park lies just over one block to the east. Predominate land use includes multifamily housing, institutions and park land. Although the site is relatively level, the terrain descends toward the west.

ECAs: No known Environmentally Critical Areas are on the site. Steep slopes and potential slide area lie to the north and west.

PROJECT DESCRIPTION

The applicant proposes a three-story structure containing 76 dwelling units, parking for 86 vehicles in a below grade garage. Vehicular access would occur on Broadway East. The existing duplex on the site would be demolished.

DESIGN DEVELOPMENT

The applicant presented three alternative design scenarios. Common to the schemes is vehicular approach from Broadway E. and a below-grade garage. An "L" shape design has its two wings front onto Broadway E. and E. Highland Dr. The wings form a square shaped court or open space at the site's southeast corner facing 10th Ave E. and the adjacent townhouses to the south. The residential lobby lies along E. Highland Dr. Alternative Two, a "U" shape scheme, forms an auto court facing Broadway E. A sizeable passenger drop-off area and garage entry consumes most of the frontage on Broadway E. The complex's perimeter walls line E. Highland Dr., 10th Ave. E. and the south property line. In plan, this scheme does not have the amounts of open space the other options offer. The bulk of the "T" shape scheme, the third option, forms a three-story wall along Broadway. A perpendicular wing extends along an east west axis toward 10th Ave. East forming two open spaces on either side of it. The primary pedestrian entrance occurs in this scheme on E. Highland similar to the first option.

PUBLIC COMMENT

Approximately forty members of the public attended this Early Design Guidance meeting. The following issues were raised:

Massing:

Nearly everyone who spoke objected to the proposal's massiveness. No residential building in the immediate neighborhood has a footprint the size of the proposal.

- The five buildings that comprise the Harvard-Highland project are all considerably smaller than the three alternatives proposed.
- The building's size and massing should be compatible with the neighborhood. The proposed size is inappropriate.
- The three alternatives are three times the size of residential buildings in the vicinity.
- The proposal should have four buildings with a great internal courtyard.
- The buildings should set back at the third floor.
- Screen the mechanical equipment as residents of taller buildings in the area will see it.
- A solid unbroken wall on 10th Ave E. is undesirable.
- The structure will block light to surrounding homes.
- Massive, long walls don't fit the neighborhood. A large wall on 10th would not be pleasant.

Open Space/ Landscaping

- Site the open space on a quiet street. Focus it towards Broadway.
- Multiple open spaces are preferable.
- Break up the open space into more discrete spaces.
- Residents should want to use the open space. Having it face noisy 10th Ave E. will diminish the usability of the court.
- The fountain will not be seen by the public.
- Flip the "L-shaped" scheme to place open space on Broadway E.
- As the project evolves, the proposed 12' planted area inward of the sidewalk should be retained.

Access to Parking:

There was nearly unanimous opposition to garage access on Broadway Ave. E. Speakers requested the use of either 10th Ave. E. or E. Highland Dr. as access to the parking garage.

- A thoughtful design would make access on 10th Ave. work.
- Broadway E. is the most residential and least likely for parking access.
- Create two levels of parking with access from different streets. Public parking ought to occur on 10th Ave. E. Parking for residents should occur on Highland Dr.
- Parking access on 10th Ave would be a disaster.

Parking

- Don't displace on-street parking.
- Don't preclude visitor parking on-site.
- There is limited amount of on-street parking. Spill over parking is an important concern.

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- Double the amount of available parking.

Preservation of Trees

- There are 48 trees with diameters 6 inches or greater. Many of these trees are very large and appear more significant than what is depicted in the design review proposal.
- The proposed removal of so many trees is alarming.
- Don't remove the large maples on the northeast and southwest corners.
- The mature trees provide privacy. Save all of the trees along Broadway.

Character of Design

- The proposal has too many materials. Most structures in the Harvard Belmont Historic District have just one or two materials.
- The facades should be more traditional in appearance.
- The proposed design doesn't at all equal the historic context as suggested by the architect. The materials and composition are too much of a hodge-podge.
- How does the design benefit the neighborhood?
- Due to the site's adjacency to the Harvard-Belmont Historic District, the design should be much more sympathetic.
- The building should not look like the Harvard – Highland complex. Eclectic is better. Shake up the design. Buildings designed by Gordon Walker and Ralph Anderson in the near vicinity add to the neighborhood character.
- Use Portland's Pearl District to inform the design. Add porches and townhomes to the project.
- Strive for compatible facades.

Departure requests:

All of the speakers addressing the departure requests opposed an allowance to increase the structure width from 120 feet to 180 feet. The speakers stated that the departure would only serve to augment the building's massiveness.

Several speakers opposed reducing the curb cut width.

Programming:

- The Harvard Highland's complex houses 38 families in five buildings. The proposal is much too big and dense.

To date DPD has received approximately 67 letters concerning the proposal. A large percentage of these letters stated a similar theme: direct future residential traffic away from Broadway East and towards E. Highland Dr. where there are fewer residences along the street. The entrance to the parking garage as well as the collection of garbage and recycling should take place on 10th Ave E. or on E. Highland Dr. Many letters urged the project proponents to decrease the density, reduce the building size, increase the amount of parking spaces, preserve the large, mature trees, maintain the value of the neighboring properties by increasing the size and quality of the apartments. For those who commented on architectural design, the project should either add to the eclecticism of the neighborhood or mirror the predominant aesthetic of the Harvard Belmont neighborhood.

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PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

A. Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

The Board acknowledged that the mature trees contribute greatly to the character of the neighborhood. The architect's distribution of open space on the site should allow for the integration of existing mature trees into the design.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

The generous setbacks from the street with lush plantings as shown at the EDG meeting appealed to the Board.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

The Board conveyed its desire for open space to fulfill the following objectives: preservation of mature trees, usability for residents, an orientation that receives the most use (most likely on the southwest), provides a gesture to the neighborhood and complements or reinforces a reduced mass of the building(s). The Board clearly preferred a distribution of open space that forms a meaningful series of discrete and intimate landscaped areas rather than a large concentrated space.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

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Responding to clear and emphatic public opposition to a Broadway garage entrance, the Board asked the applicant to explore the implications of access on both E. Highland Dr. and Broadway E. A 10th Ave. E. curb cut received less support from the Board members; however, if the applicant can present a viable 10th Ave. ingress and egress, the Board would consider it. For the next EDG meeting, the applicant will need to provide a scheme showing access from E. Highland Dr.

The Board conveyed its openness to a reduced curb cut width.

B. Height, Bulk and Scale

B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

The Board noted the lack of a code compliant alternative. The omission made it difficult for the reviewers to understand how much massing ought to be placed on the site. The footprints of each of the three alternatives were considerably larger than any residential building in the immediate neighborhood. The departure request for increased structure width exacerbates the sense that the proposal appears out of scale with the neighborhood.

For the next EDG meeting, the applicant will need to provide a viable code complying alternative and alternative(s) that have the appearance of smaller buildings or multiple building reflecting the footprint of residential structures in the vicinity. The integration of the Board's guidance on open space and streetscape compatibility is critical.

The proposed setbacks and buildings should be dimensioned for the next review.

C. Architectural Elements and Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

Structure size, massing, the preservation of trees and the distribution of open space had the most bearing for the Board. The design should produce the same sense of intimacy that the neighborhood evokes.

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the

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functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

- C-3 **Human Scale.** The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.
- C-4 **Exterior Finish Materials.** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.
- C-5 **Structured Parking Entrances.** The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

D. Pedestrian Environment

- D-1 **Pedestrian Open Spaces and Entrances.** Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

The Board prefers a more judicious distribution of open space over the site, one that supports the desire for a more discrete building mass and provides attractive, functional and well oriented open space that complements the overall pedestrian oriented neighborhood character.
- D-3 **Retaining Walls.** Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.
- D-5 **Visual Impacts of Parking Structures.** The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

The parking garage would likely have large screens to enable adequate ventilation. The presence of these vents on the public realm represents a concern. The design should minimize or eliminate their presence on the pedestrian. Location of the vents will need to be shown at the next meeting.
- D-6 **Screening of Dumpsters, Utilities, and Service Areas.** Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

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E. Landscaping

- E-1 **Landscaping to Reinforce Design Continuity with Adjacent Sites.** Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

New concept drawings will need to show how the design reinforces the characteristics of the surrounding neighborhood. Generous setbacks and preservation of mature trees are important attributes.
- E-2 **Landscaping to Enhance the Building and/or Site.** Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance meeting, the applicant preliminarily requested three departures: increasing structure width from 120 (maximum code compliant) to 180 feet; reducing the driveway width from 20 to 16 feet, and reducing separate facade planes required for street facing elevations. The Board opposed the departure request for increasing structure width. It will entertain the request for narrowing the driveway. The Board members did not address the third request. The information provided was confusing and not appropriate at this level of concept design.

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should return to the Board for an additional EDG meeting.

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Addressing EDG Comments from 9/21/2011 Meeting

Project Description:

The Applicant has reduced the proposed project to a structure containing only 70 dwelling units with an underground garage with parking for 87 vehicles (a ratio of 1 car per bedroom or 1.24/dwelling). All service areas are provided below grade away from the public view.

Design Development:

The Applicant is presenting 3 alternative design scenarios, two of which do not require any departures and one that requires a departure for increased structure width. All three alternates have shifted the vehicular access of the underground garage to the existing curb cut on E Highland Dr. All Alternates respect the minimum front, rear and side setbacks. The pedestrian access to all three options can be accommodated through E Highland Drive. Option 1 presents a compliant one monolithic building distributing the open areas in two, one to the north along E Highland Dr. and one to the South towards the neighbors. Option 1 preserves the perimeter trees along the north and south edges, but loses trees along the East and West boundaries. Compliant Options 2A and 2B present two long narrow buildings with an interior courtyard. Most of the open areas are concentrated in the center courtyard to provide separation in between each building with code compliant setbacks to the front, rear and sides. Options 2A and 2B have the most significant impact on existing trees, requiring the removal of approximately 70% of the trees bordering the property lines. Option 3 is a single L shape staggered building that requires an increased width departure. The two wings of the L face 10th Ave E and E Highland Dr. This L shaped staggered option distributes the open space to 3 sides of the structure, minimizing the perceived size of each facade and preserving 85% of the trees along the property lines. Option 3 is the Owners preferred option.

Owners address to Public Comments:

Massing:

The revised design addresses the massing as follows:

- Reduces effective ROW Façade to 105 ft. by recessing portions of the building along 10th Ave E and E Highland Dr., as well as cutting the corner of the building in a diagonal at the intersection of the same streets.
- The building is compatible with the neighborhood. The structure will not exceed the height of the buildings to the south or west. The structure is similar in massing to the "Merrill Court Townhomes" located on the corner of Harvard and Aloha. It is significantly more environmentally friendly than the surrounding properties as it preserves over 25% of the site as open space and it preserves 50% of the existing trees on the site.
- Rotated the building 90 degrees reducing the effective façade on Broadway and to the neighbors to the south to 85 ft.
- There will not be any mechanical equipment on the roof or along the sides of the building that will require screening.
- The façade along 10th Ave E has been staggered in order to minimize the effect of an unbroken wall.
- The design is of the same height as the buildings to the south and west, creating no more impact to light blockage than those structures.

Open Space/Landscaping

- We have rotated the building 90 degrees and moved the courtyard to have a southwest orientation that will take advantage of the afternoon sun. This move also preserved eight mayor trees on the south west property corner.
- The new staggered design distributes the open space to 3 locations. The east and north elevation will benefit from a larger setback (minimum 15' up to 25' deep) and allow for private patios for the residents as well as an enhanced separation with the neighbors across the street. The diagonal cut at this street intersection allowed the preservation of some important trees. The 3rd area is the courtyard now oriented in the south west direction. It will be a more tranquil space with better sunlight.
- The planting area inward of the sidewalk has been retained and enhanced.

Access to Parking:

- The access to the underground garage was been relocated to the existing curb cut on E Highland Dr. This move has addressed the concerns of the Broadway residents as well as minimizes the impact on any trees that might have been in a new curb cut location.
- The owner is still requesting a departure of the minimum drive way with, because (although not necessary) he believes is an enhancement to the neighborhood.

Parking:

- The project is not displacing street parking.
- The project exceeds the code required parking by a margin in excess of 50%.
- All the project parking will be underground parking.
- The project provides parking for 87 cars. The project only has +/- 82 Bedrooms.

Preservation of Trees:

- Of the existing 48 trees inside the property lines, 28 are located on the perimeter of the property. 21 of which, in addition to the 9 trees on the public ROW, will be retained preserving the "tree curtain" surrounding the structure.
- The trees that will be removed are mainly trees located in a narrow parking island on the south 1/3 of the property. These trees do not impact the appearance of the site.
- The design preserves all the trees on the NE and SW corner of the property. The design also preserves 5 out of six trees along Broadway. It preserves all ROW trees along Broadway and E. Highland Dr.

Character of Design:

- The design elements presented in the previous meeting were preliminary in nature with the intend to show that traditional elements of design such a brick, lintels, roof top copings were going to be included in the design.
- Further studies will be presented during the MUP process.

Departure Requests:

- The Owner believes that Option 3 is still the best option, which will require an increase in building width departure.
- The Owner also believes that narrowing the driveway into the parking garage will be beneficial to the neighborhood, although not necessary. The Board indicated support for this departure in the earlier meeting.
- Of the "**Programming Request**" the following has been accomplished with the revised design:

<u>Concern</u>	<u>Solution</u>
Direct future traffic from Broadway E to E Highland	Move curb cut to E Highland
Decreased Density	Reduced # of homes from 76 to 70
Reduce Building Size	Reduced visual effect of building
Increase Parking Spaces	Increased parking ratio plus 1 space
Preserve large mature trees	Preserve 30 trees along the boundaries
Maintain values by increasing size of apartments	Size increased, reduced unity quantity

PRIORITIES & BOARD RECOMMENDATIONS:

A. Site Planning

A-1. Responding to Site Characteristics: The new design accomplishes the preservation of 30 trees around the site, generous setbacks from street and distribution of open spaces with future enhanced plantings.

A-2 Streetscape Compatibility: Further increased setbacks from the street on two elevations and placed the residents open space amenity on the 3rd elevation.

A-4 Human Activity: Apartments create a higher level of human activity than condominiums as the yearlong leasing activity fosters more applicants to the location.

A-5 Respect for Adjacent Sites: The new orientation of the structure minimizes the impact on the south neighbors, provides larger setbacks from streets and preserves trees facing adjacent sites.

A-7 Residential Open Space: This project preserves 25% of the site plan for open space contributing to the following attributes:

- o Preserves over 80% of the mature trees around the site perimeter
- o Provides open spaces to the future residents by means of private patios along the east and north elevations and a gathering space on the SW courtyard and roof top BBQ area.
- o Orients the ground floor resident open space to the SW
- o Provides a gesture to the neighbors along the south property line by preserving all the trees, increasing the minimum setback to 10' from a code mandate average of 7', only faces 6 dwelling units towards the south and place the open courtyard in the SW corner.
- o Reduces the perceived mass of the building by staggering the facades and producing a series of discrete and intimate landscaped areas rather than a large concentrated area.

A-8 Parking and Vehicle Access: The garage entrance has been moved to E Highland Dr. and located at the existing cub cut location. This preserves the existing vegetation in the ROW. An option on 10th Ave E was not presented as the Board would provide less support to this option. A reduced curb cut is still being presented as the Board conveyed its openness to consider this proposal.

B. Height, Bulk and Scale

B-1 Height, Bulk and Scale Compatibility: Two code compliant viable alternatives are presented. Nevertheless, it is the applicant's opinion that Option 3 is the better solution for this site.

C. Architectural Elements and Materials

C-1 Architectural Context: The current design allows a single structure to fit within the context of the neighborhood. The project preserves a vast majority of the surrounding trees providing the proper screening of the structure. The architecture has created a series of setbacks that minimize the perceived length of the building to below the approved 120'. The height of the building is similar to adjacent structures and the significant setbacks from the street will help in reducing the perceived scale of the building. The addition of further "privacy" landscaping will make this project as intimate as some of the surrounding sites.

C-2 Architectural Concept and Consistency: The preliminary elevations shown, depicted consistency in the materials, facades and where designed to create a building that had a human scale. The roofline could clearly be distinguished from its façade walls. These elevations were preliminary in nature.

C-3 Human Scale: The site is being design to be verify much in touch with the pedestrian traffic on 10th Ave E and a pleasant access to the leasing center on E. Highland Dr. A 6 foot privacy fence and landscaping similar to the development to the west will provide an attractive street scape. By recessing the buildings up to 25' from the property line, the building will be less visible and achieve a good human scale.

C-4 Exterior Finish Materials: The building will mainly be constructed with brick, a durable and of high quality material.

C-5 Structured Parking Entrances: The garage entrance is placed at an existing curb cut at the low end of the site to minimize its size and slope. A departure has been requested to narrow the minimum width in order to make the entrance even less noticeable.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances: The revised design provides for a larger distribution of the open space around the building. In doing so the mass of the building is diminished as it sits further back in the property. Minimum setbacks of 15' and up to 25' provide attractive private functional outdoor spaces. A large resident courtyard also provides a well oriented open space for the benefit of the entire community. The main entrance to the building is located in such a way that it close to the street grade, but also back enough from the sidewalk to allow for a "walk" through a heavy landscaped front yard.

D-3 Retaining Walls: Stepped retaining walls are being used to shield the parking structure at the west end from the street and pedestrians. These retaining walls are a compilation of planters which will be heavily landscaped. The ultimate effect will be of walking next to a stepped landscaped area with a building in the background.

D-5 Visual Impacts of Parking Structures: The parking structure will be underground. Ventilation is being provided by exhaust fans located in the garage and exhausting either on the south end of the courtyard deck or within the planters created by the retaining walls along Broadway. The fresh air intact will be through the garage entrance.

D-6 Screening of Dumpsters, Utilities and Service Areas: All of these areas are going to be in the underground garage and won't be visible to the public.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites: The design has addressed the need for larger setbacks and the preservation of mature trees. The landscaping will complement these functions.

E-2 Landscaping to Enhance the Building and/or Site: The entire perimeter of the building will be provided with significant landscape enhancements. On the East side there will be a 6' landscaped fence to provide privacy to the new residents and to reduce the visibility of the building to pedestrians walking by. The north side will be landscaped with a series of planters created by shallow retaining walls from about half way down the E highland frontage. The eastern half of the block will provide the access to the leasing center and lush landscaped front yards. The western side of the property will also be enhanced with stepped planters to will hide the parking structure and provide a human scale to the sidewalk experience. A good example of the street landscaping are the "Merrill Court Townhomes" located on the corner of Harvard and Aloha. Of particular interest would be their west elevation along E Boylston Ave.

SEPTEMBER 24TH, 2011 EDG RESPONSE

EARLY DESIGN GUIDANCE- 1145 10th Ave E

A6

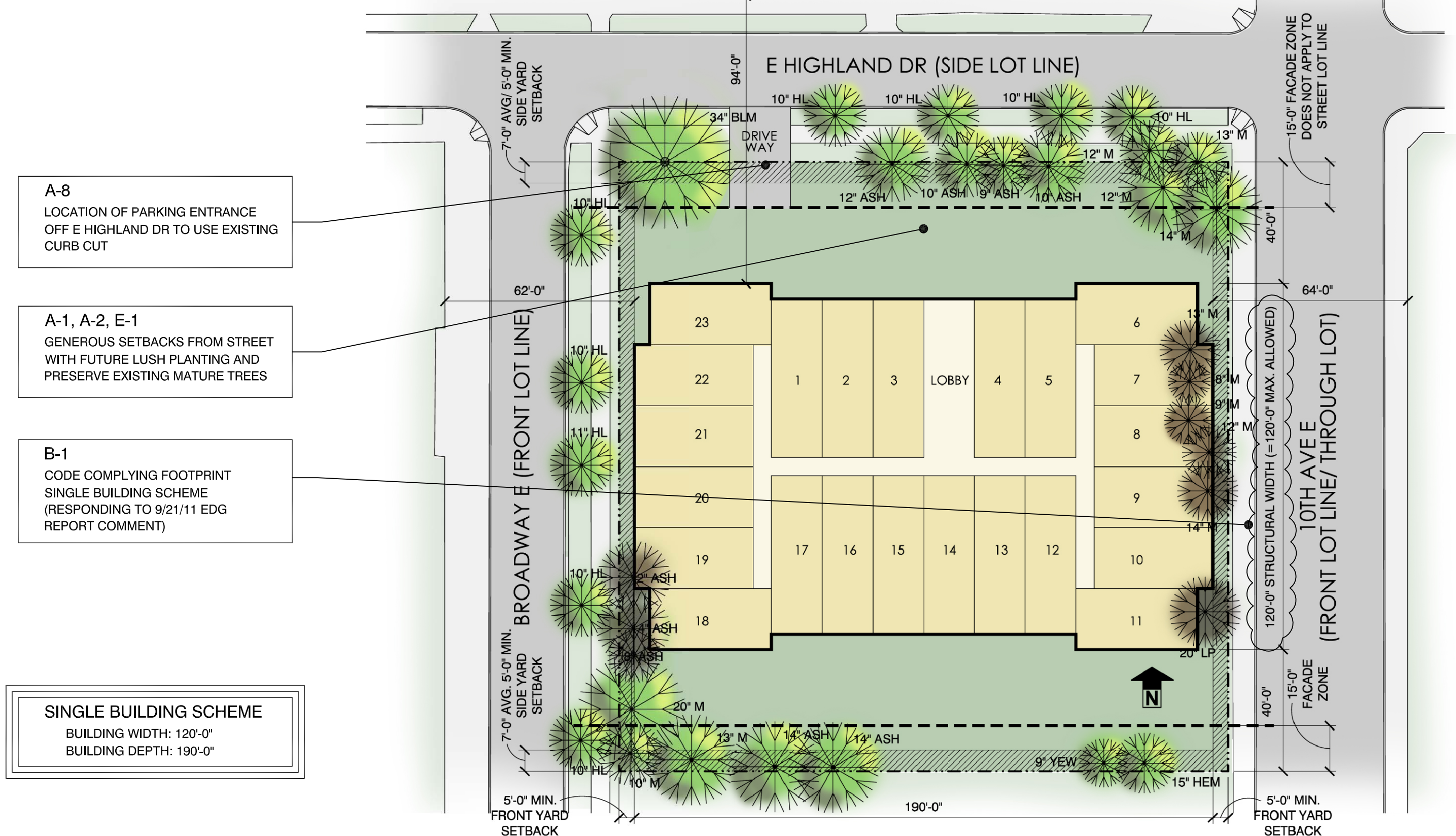
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DESIGN PROPOSAL- OPTION 1 (CODE COMPLYING ALTERNATIVE)



A-8
LOCATION OF PARKING ENTRANCE
OFF E HIGHLAND DR TO USE EXISTING
CURB CUT

A-1, A-2, E-1
GENEROUS SETBACKS FROM STREET
WITH FUTURE LUSH PLANTING AND
PRESERVE EXISTING MATURE TREES

B-1
CODE COMPLYING FOOTPRINT
SINGLE BUILDING SCHEME
(RESPONDING TO 9/21/11 EDG
REPORT COMMENT)

SINGLE BUILDING SCHEME
BUILDING WIDTH: 120'-0"
BUILDING DEPTH: 190'-0"

DESIGN PROPOSAL- OPTION 1
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DESIGN PROPOSAL- OPTION 1 VOLUMETRIC DIAGRAMS



VIEW: LOOKING SOUTHWEST



VIEW: LOOKING SOUTHEAST



VIEW: LOOKING NORTHEAST



VIEW: LOOKING NORTHWEST

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DESIGN PROPOSAL- OPTION 1
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DESIGN PROPOSAL- OPTION 2A VOLUMETRIC DIAGRAMS



VIEW: LOOKING SOUTHWEST



VIEW: LOOKING SOUTHEAST



VIEW: LOOKING NORTHEAST



VIEW: LOOKING NORTHWEST

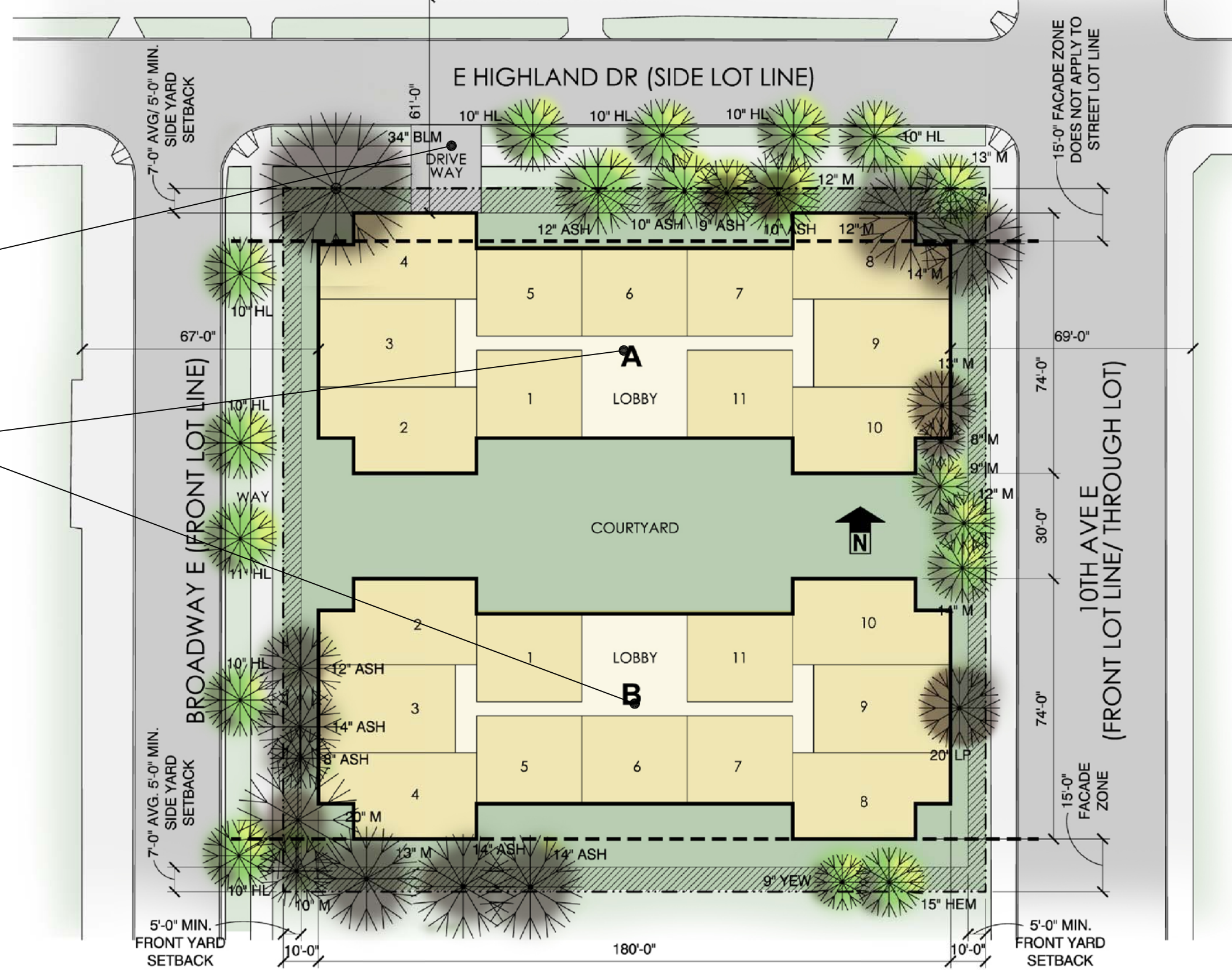
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DESIGN PROPOSAL- OPTION 2B (CODE COMPLYING ALTERNATIVE)

A-8
 LOCATION OF PARKING ENTRANCE
 OFF E HIGHLAND DR TO USE EXISTING
 CURB CUT

B-1
 CODE COMPLYING FOOTPRINT
 MULTIPLE BUILDING SCHEME
 (RESPONDING TO 9/21/11 EDG
 REPORT COMMENT)

MULTI BUILDING SCHEME
BUILDING A
 BUILDING WIDTH: 74'-0"
 BUILDING DEPTH: 180'-0"
BUILDING B
 BUILDING WIDTH: 74'-0"
 BUILDING DEPTH: 180'-0"



DESIGN PROPOSAL- OPTION 2B
 EARLY DESIGN GUIDANCE- 1145 10th Ave E

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DESIGN PROPOSAL- OPTION 2B VOLUMETRIC DIAGRAMS



VIEW: LOOKING SOUTHWEST



VIEW: LOOKING SOUTHEAST



VIEW: LOOKING NORTHEAST



VIEW: LOOKING NORTHWEST

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DESIGN PROPOSAL- OPTION 3 (PREFERRED SCHEME)

A-5, B-1
RESPECT FOR ADJACENT PROPERTIES. PROVIDE SENSITIVE TRANSITION TO CREATE A STEP IN PERCEIVED BULK AND SCALE

A-8, C-5, D-5, D-6
LOCATION OF PARKING ENTRANCE OFF E HIGHLAND DR TO USE EXISTING CURB CUT. GARAGE ENTRANCE IS MINIMIZED BY BEING ON THE LOW END OF THE SITE. PARKING IS PROVIDED BELOW GRADE AND HIDDEN BY LANDSCAPING. ALL SERVICE AREA ARE PROVIDED AWAY FROM PUBLIC VIEW, BELOW GRADE IN THE PARKING GARAGE.

A-4
ENCOURAGES ACTIVITY ON STREET

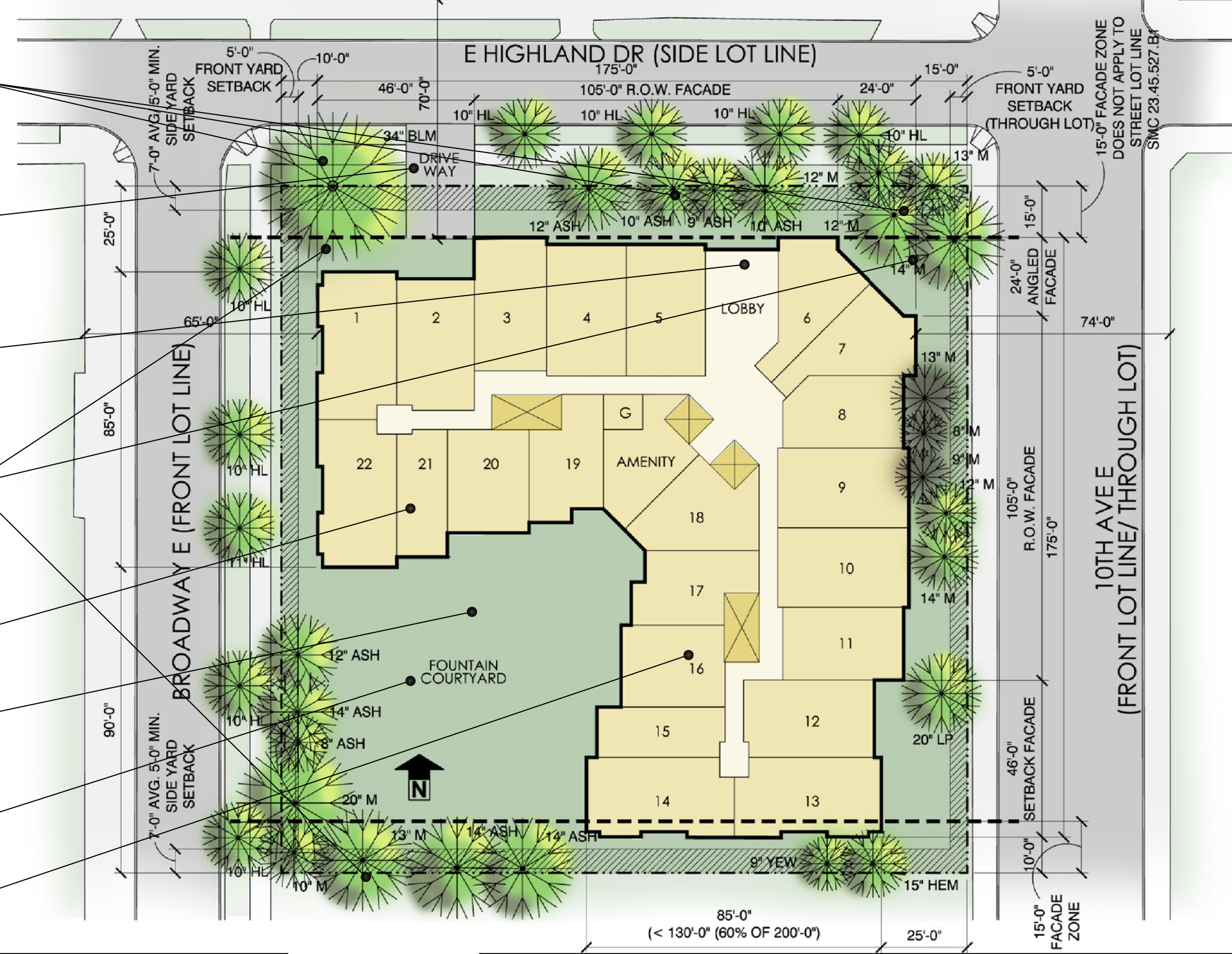
A-1, A-2, C-1, D-3, E-1, E-2
GENEROUS SETBACKS FROM STREET AND DISTRIBUTION OF OPEN SPACES WITH FUTURE LUSH PLANTING AND PRESERVE EXISTING MATURE TREES. GENEROUS SETBACKS ALSO ALLOW MINIMIZING RETAINING WALLS AND ARE DESIGNED TO INCREASE THE VISUAL INTEREST ALONG THE SIDE WALLS

B-1, C-1
MASSING ORIENTATION CREATE SAME SENSE OF INTIMACY OF BROADWAY E

A-5
RESPECT FOR ADJACENT PROPERTIES

A-7, D-1, E-2
MAXIMIZE OPPORTUNITIES FOR CREATING USABLE, ATTRACTIVE, WELL OPEN SPACE

C-2
OVERALL DESIGN CREATE A WELL-PROPORTIONED AND UNIFIED BUILDING



DESIGN PROPOSAL- OPTION 3
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DESIGN PROPOSAL- OPTION 3 VOLUMETRIC DIAGRAMS



VIEW: LOOKING SOUTHWEST



VIEW: LOOKING SOUTHEAST



VIEW: LOOKING NORTHEAST



VIEW: LOOKING NORTHWEST

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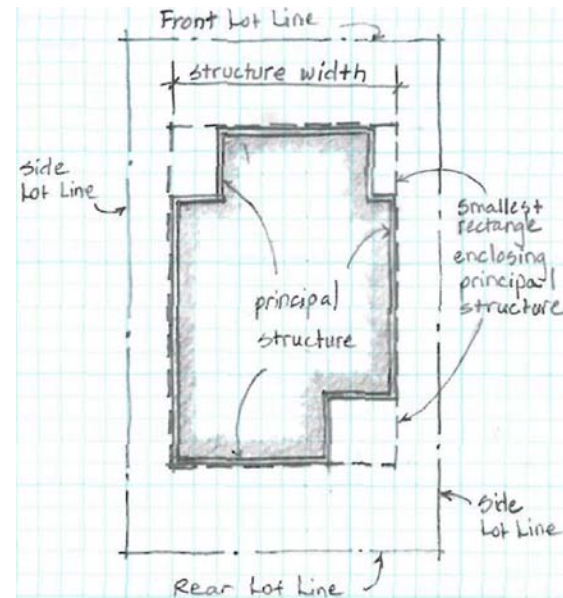
DEPARTURE REQUEST

#	Code Requirement	Departure Requested	Explanation for Departure
1	SMC 23.45.527 Table A Maximum Structure Width for apartments in LR3 Zone outside Urban Villages, Urban Centers or Station Area Overlay Districts= 120 ft	Increase allowed maximum structure width from 120 ft to 175 ft.	This departure enhances the urban quality of the project at the street front and allows for larger contiguous useable open space adjacent to the pedestrian street. Please see diagram below.

STRUCTURE WIDTH MEASUREMENT

SMC 23.86.014

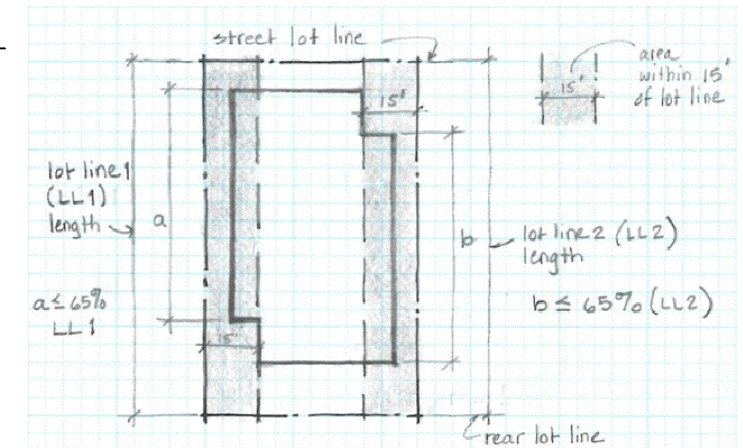
- A1. Draw the smallest rectangle that encloses the principal structure
- A2. Structure width is the length of the side of that rectangle most closely parallel to front lot line



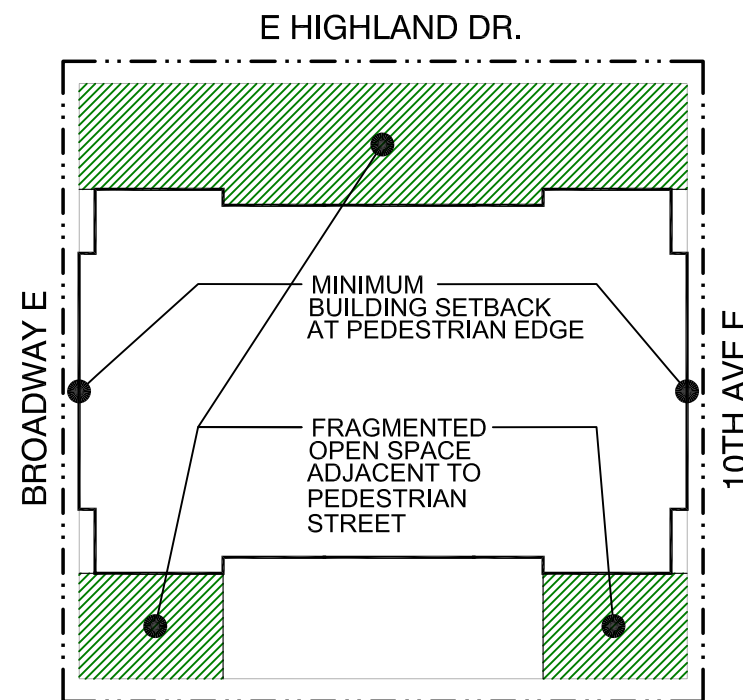
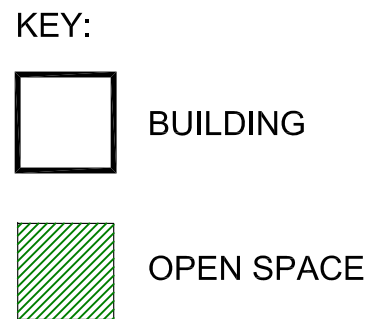
MAXIMUM FACADE LENGTH MEASUREMENT

SMC 23.86.015

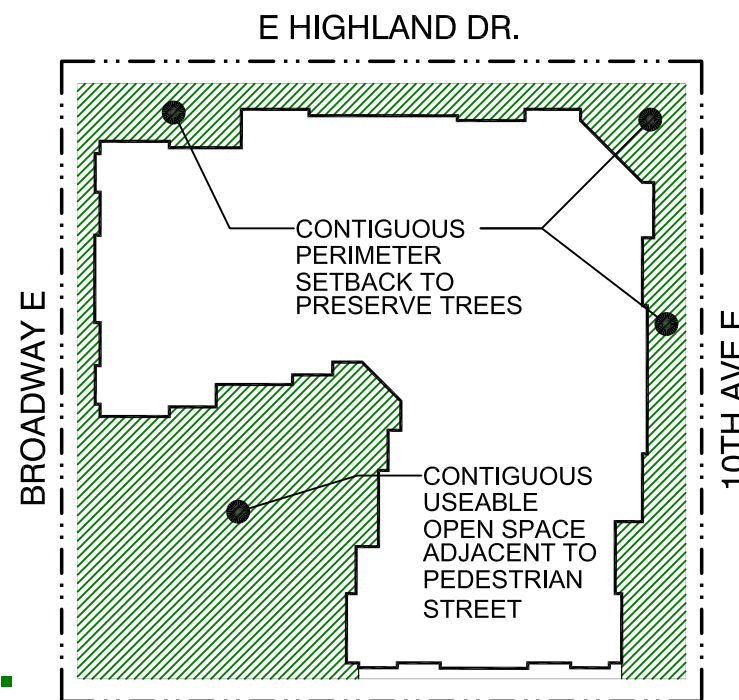
- A1. Draw a line parallel to, and 15 feet from, the lot line along which the length of a facade is limited.
- A3. The facade length limit applies to the sum of the lengths of the portions of structure(s)



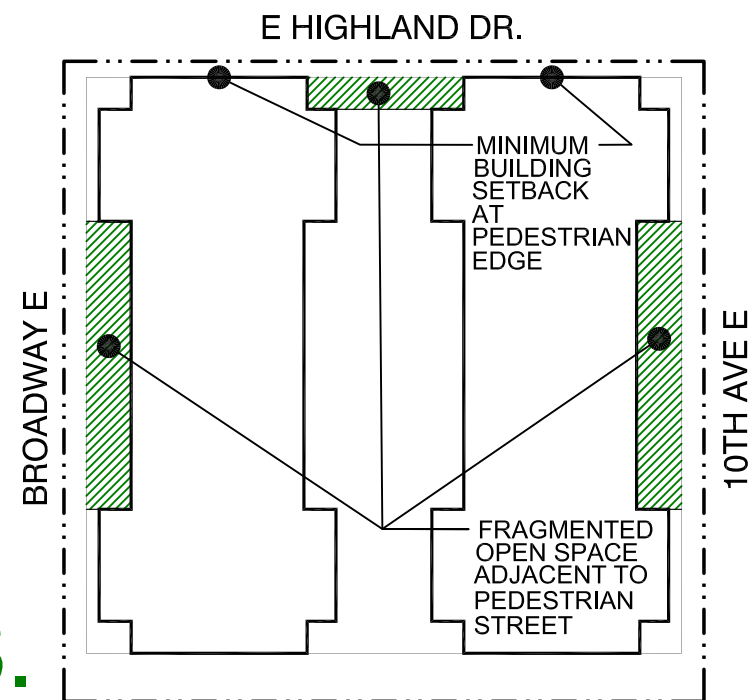
RATIONAL #1: CONTIGUOUS USEABLE OPEN SPACE ADJACENT TO PEDESTRIAN STREET



VS.



VS.



DEPARTURE REQUEST
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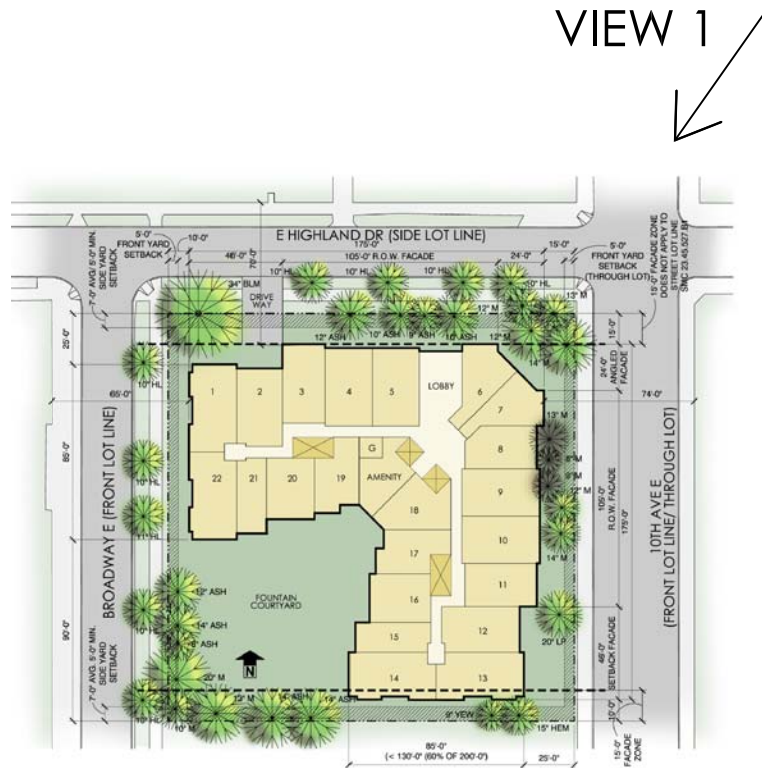
RATIONAL #2: TREE PRESERVATION



VIEW 1: LOOKING SOUTHWEST



VIEW 2: LOOKING NORTHEAST



PREFERRED SCHEME

VIEW 1

VIEW 2

#	Code Requirement	Departure Requested	Explanation for Departure
2	SMC 23.54.030.D.1c Minimum Driveway Width for two-way traffic accessing parking area with more than 30 spaces= 20 feet	Reduce 20-foot driveway requirement to 16 feet .	Since traffic volumes for the site are low and the impact of driveway curb cuts on the street should be minimized. We propose reducing the required curb cut and driveway width at the vehicular entrance by four (4) feet. We include this departure at the Boards direction.

DEVELOPMENT OBJECTIVES

1. Please describe the existing site, including location, existing uses and/ or structures, topographical or other physical features, etc.

The project site is located on busy 10th Ave E, southwest of the intersection of E Highland Drive and 10th Ave E, and between 10th Ave E and Broadway E.

The site is 40,000 square feet of contiguous land. Currently a parking lot with an abandoned four (4) car garage structure and a vacant, two (2) unit apartment building.

The site is used on Sundays by Saint Mark's Cathedral, though St. Marks does not have ownership. In addition, the project team has looked through the available electric records at the DPD and have found no permitting ties that connect the St. Mark's Cathedral property to surface parking at 1145 10th Ave East. The parking area is not connected to any businesses, and does not see much use during the week days.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.

The project site is zoned LR3: Low-rise, Multi-Family Residential. The project site is located in the City's Frequent Transit Corridor.

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

The project site is adjacent to the historic Harvard Belmont district. Large oak and maple trees lined the residential streets surrounding the project site. The neighborhood is a mix of single-family (SF5000) and low-rise residential zoning (LR1 and LR3), with buildings types ranging from three to four-story brownstones, large mansions, condominiums, and new, three-story townhomes. Directly north of the project site is St. Mark's Cathedral and St. Mark's Greenbelt. Two blocks south is Cornish College's Kerry Hall. Southwest of the site, one block west of Broadway E on Harvard Ave, is the Bullitt Life Estate. East of the project site a block and a half is Volunteer Park. West of the site is Harvard & Highland, a low-rise, multi-family project also designed by Studio Meng Strazzara, and also zoned LR3.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx.), number of residential units (approx.) amount of commercial square footage (approx.), and number of parking stalls (approx.). Please also include potential requests for departure from development standards.

The owner's aim is to create a market rate rental community that appeals to a wide range of Seattle city dwellers. The development will be designed in context with the distinguished character of the surrounding neighborhood by preserving the majority of the existing trees, matching architectural elements, building scale and massing to structures already in the neighborhood. We are committed to using quality, long-lasting materials, and a timeless aesthetic design that appeals to and blends with the neighborhood.

The building proposed is a 64,000 square foot, 70-unit, three-level wood frame over concrete. The design will include a subterranean level of parking. Accessed via E Highland Dr. to limit traffic impact to busy 10th Ave, the parking level will include 87 parking stalls and will create a formal fountain plaza deck above.

Additionally, the project concept includes a buffer of 12-15 feet around the site for landscaping, and a rooftop terrace.

Proposed Building Summary:

- * Building Area: 64,000 SF
- * Unit: 70 Units
- * Parking: 87 Parking Stalls

Site Aerial Map



DEVELOPMENT OBJECTIVES

EARLY DESIGN GUIDANCE- 1145 10th Ave E

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ZONING REQUIREMENTS FOR LR-3 ZONE

PARKING REQUIREMENTS:

SMC 23.54.015 Chart B- Parking For Residential Uses

1 space per unit

SMC 23.54.020F2a Transit Reductions

Reduce by 20% if the use is located within 1,320 feet of a street with frequent transit service

Parking Quantity Exceptions Transit Reductions

Supporting Document:

A3 Bus Stop Map & Time Table Calculation

A4 Metro Official Bus Time Table

A5 Metro official Bus Route

Proposed Unit:

70 Units

Required Parking:

56 Parking Stalls (70 stalls - (20% of 70 stalls)

Proposed Parking Stalls:

87 Stalls

ECA (FROM SEATTLE DPD DATABASE):

40% Steep Slope: No

Riparian Corridor: No

Floodprone: No

Known Slide Area: No

Archaeological Buffer: No

Wildlife Habitat/ Preservation Area: No

Potential Slide Area: No

Wetlands: No

Abandoned Landfill: No

Peat Settlement Prone: No

Heritage Tree: No

Liquefaction Zone: No

Land Use Code (with multifamily code update):

Floor Area Ratio (FAR) Table A for SMC 23.45.510:

1.6 (Frequent Transit Corridors)

Growth areas include urban centers, urban villages, and station area overlay districts.

The higher FAR apply if the project meets additional standards regarding parking location and access, alley paving, and green building performance listed in SMC 23.45.51.C.

For apartments in LR zones that qualify for the higher FAR limit, portions of a story that extend no more than 4 feet above existing or finished grade (whichever is lower) can be exempted from FAR.

Density Limit:

SMC 23.45.512

One unit/ 800 SF lot area or no limit

The higher density limits apply if the project meets additional standards regarding parking location and access, alley paving, and green building performance listed in SMC 23.45.51.C.

Building Height:

30' (outside growth areas).

+ 5 feet for roof with min. 6:12 pitch

+4 feet for partially below grade floor

Building Setbacks:

Table A for SMC 23.45.518

Front: 5 feet min.

Rear: 10 feet min. with alley. 15 feet min. without alley.

Side- for building 40 feet or less in length: 5 feet

Side- for building 40 feet or less in length: 7 feet

avg.; 5 feet min.

Building Width Limit:

Table A for SMC 23.45.527

120' (outside growth area)

Maximum Façade Length:

SMC 23.45.527.B1

65% of lot depth for portion within 15' of a side lot line that is not a street or alley lot line.

Residential Amenity Area:

SMC 23.45.522

25% of lot area

Min. 50% must be provided at ground level

May be provided at grade on the roof or as balconies.

Shared space must be accessible to all residents, with a minimum area of 250 SF and min. dimension of 10 feet.

Green Factor:

SMC 23.45.524.A.2

Green Area Factor: 0.6

Green roof, planters, green walls, landscaping and plantings in the adjacent ROW are eligible.

Street Tree Requirements:

SMC 23.45.524.B

Street trees are required.

Existing street trees shall be retained unless the Director of Transportation approves the proposal.

Tree protections:

CAM 242

Tree removal on developed land is limited in all lowrise zones.

No exceptional trees may be removed.

No more than 3 non exceptional trees 6" in diameter or greater may be removed on a lot in any year period.

No permits are required within these limits. However, removal of hazard trees or tree removal as part of a development may require submittal of documentation.

LR-3 ZONING REQUIREMENTS

EARLY DESIGN GUIDANCE- 1145 10th Ave E

A18

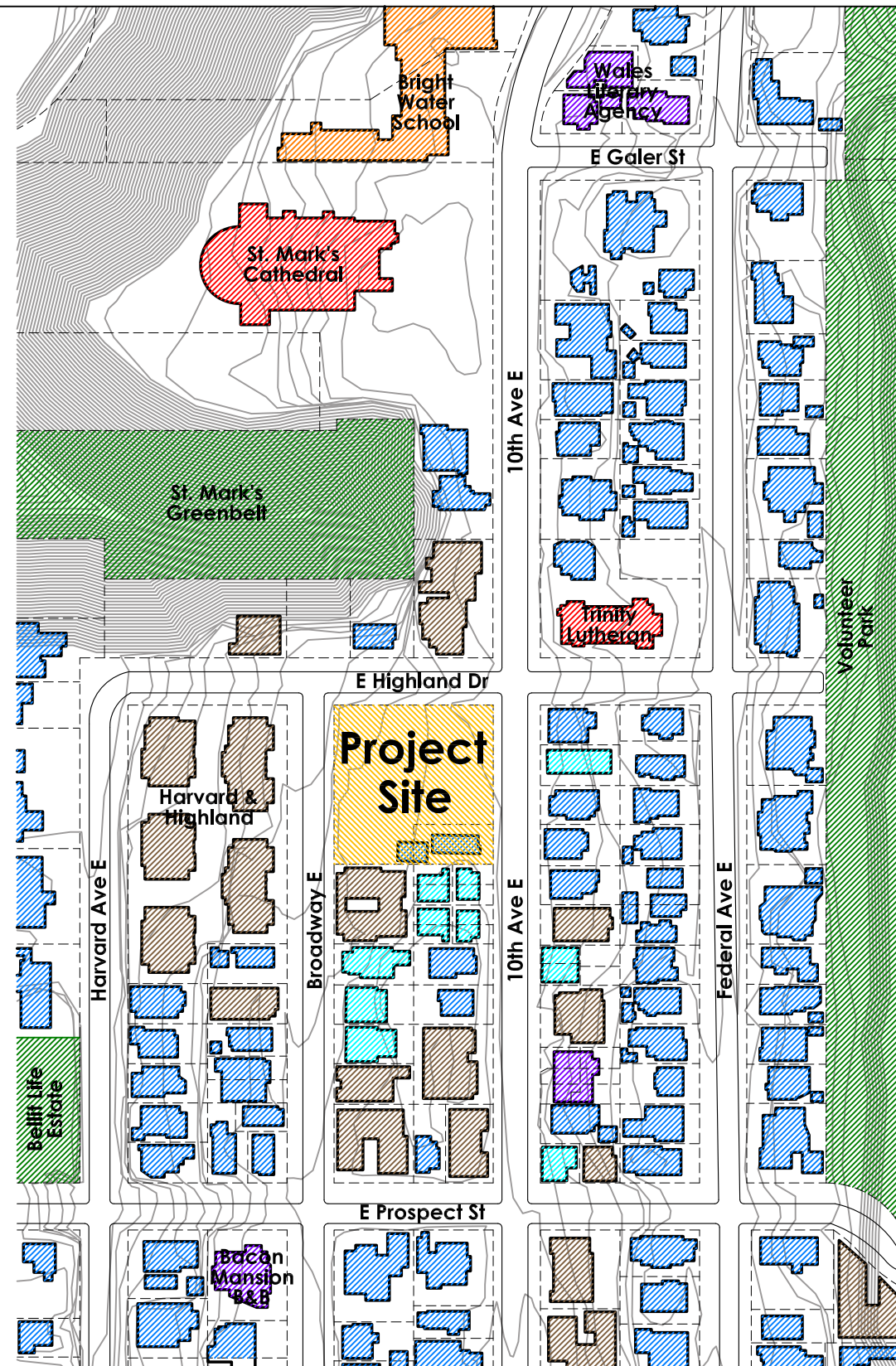
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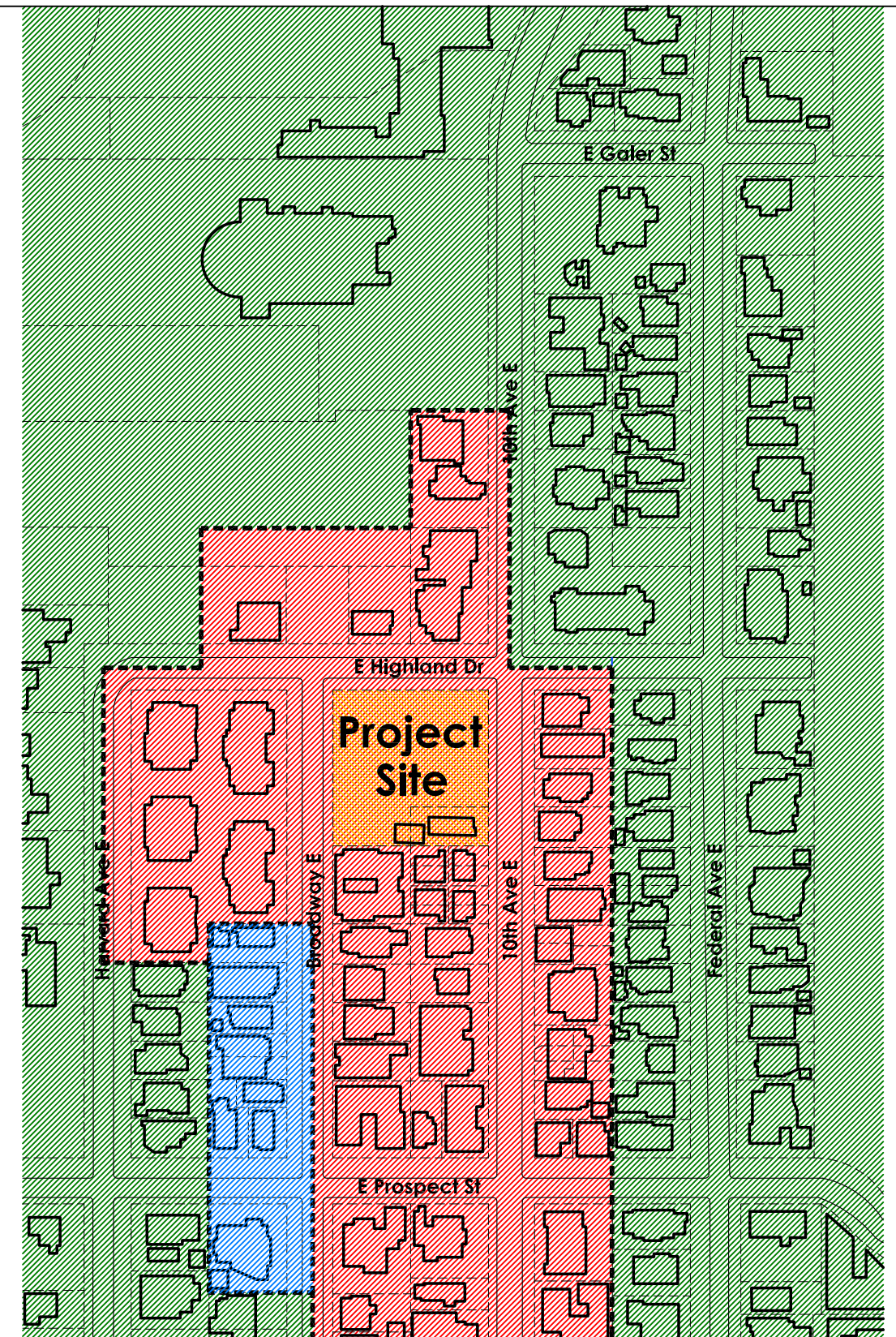
CONTEXT MAP



KEY

- CHURCH
- HOUSE
- SCHOOL
- DUPLEX
- APARTMENTS/
CONDO
- OFFICE
- PARK/
GREENBELT

ZONING MAP



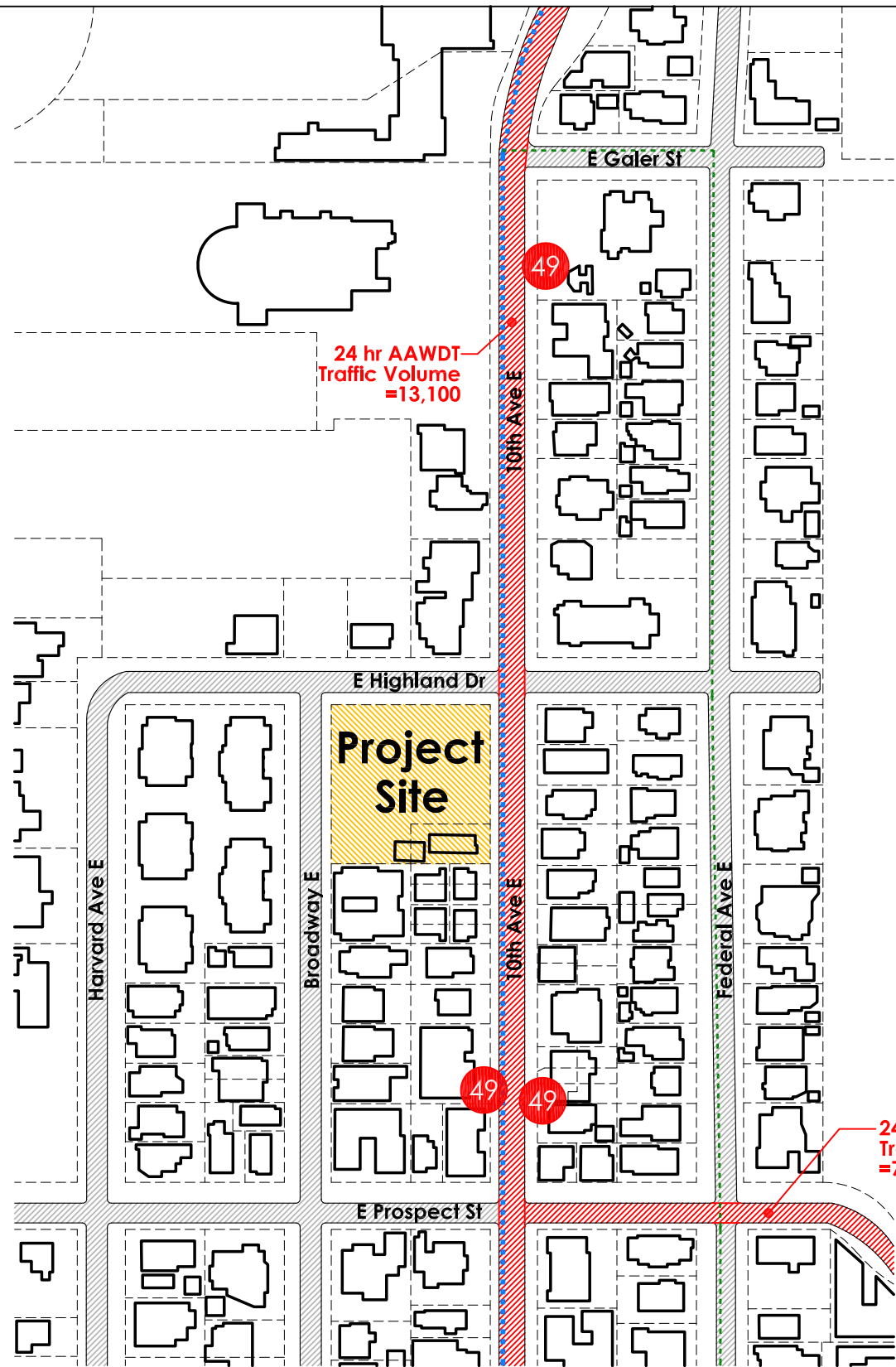
KEY

- SF5000
- LR1
- LR3








TRAFFIC MAP


STREET PARKING MAP

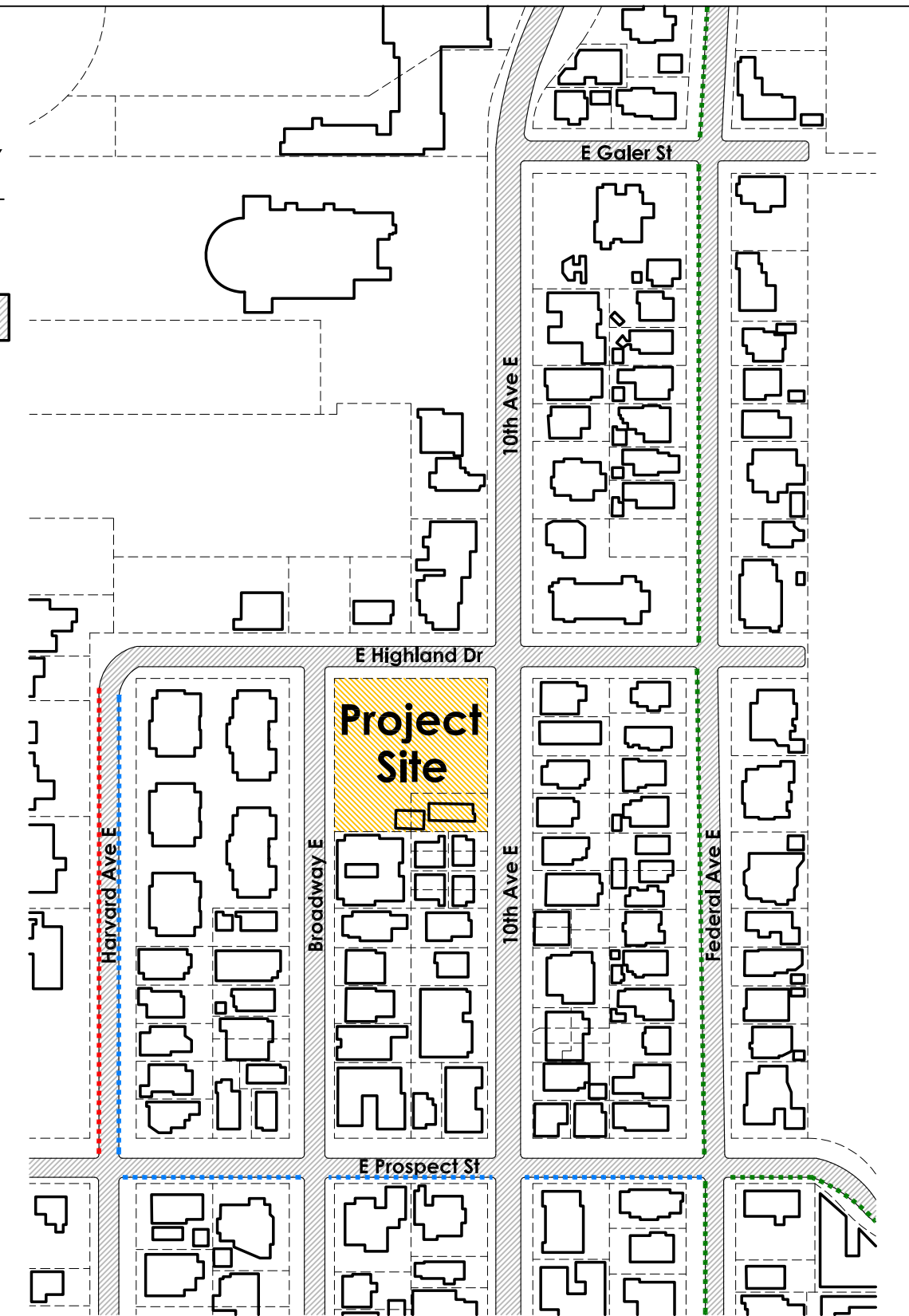


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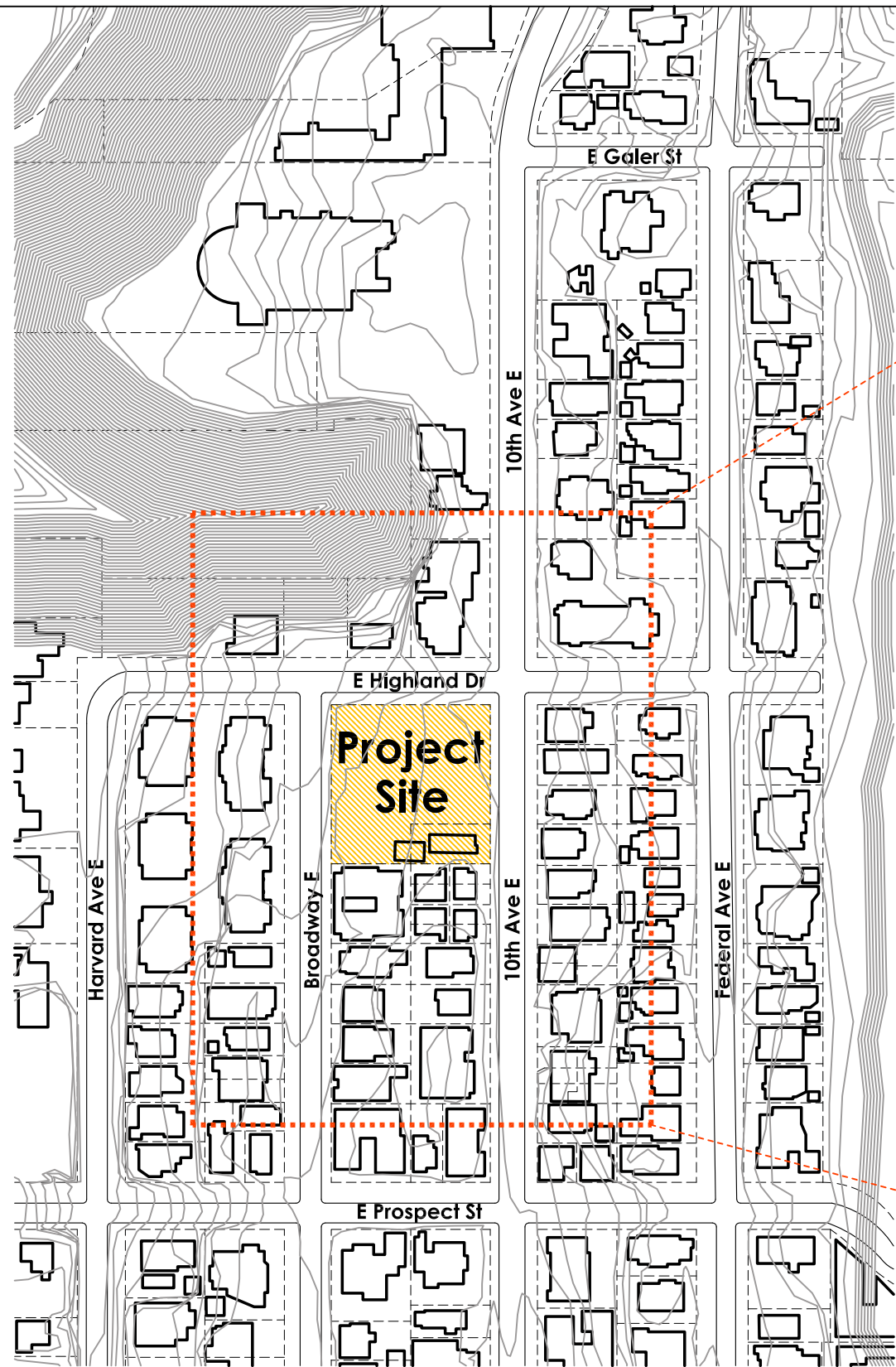
-  MINOR ARTERIAL
-  ACCESS STREET
-  ON STREET BIKE LANE (SHARROWS)
-  BIKE CONNECTOR LANE (UNSIGNED/UNMARKED)
-  BUS STOP #49 BUS LINE

KEY





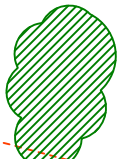
-  UNRESTRICTED PARKING (EXCEPT CONDITIONS NOTED)
-  NO PARKING ALLOWED
-  4 hr PARKING 12PM-6AM EXCEPT WITH ZONE 15 PERMIT
-  2 hr PARKING 7AM-6PM EXCEPT WITH ZONE 4 PERMIT

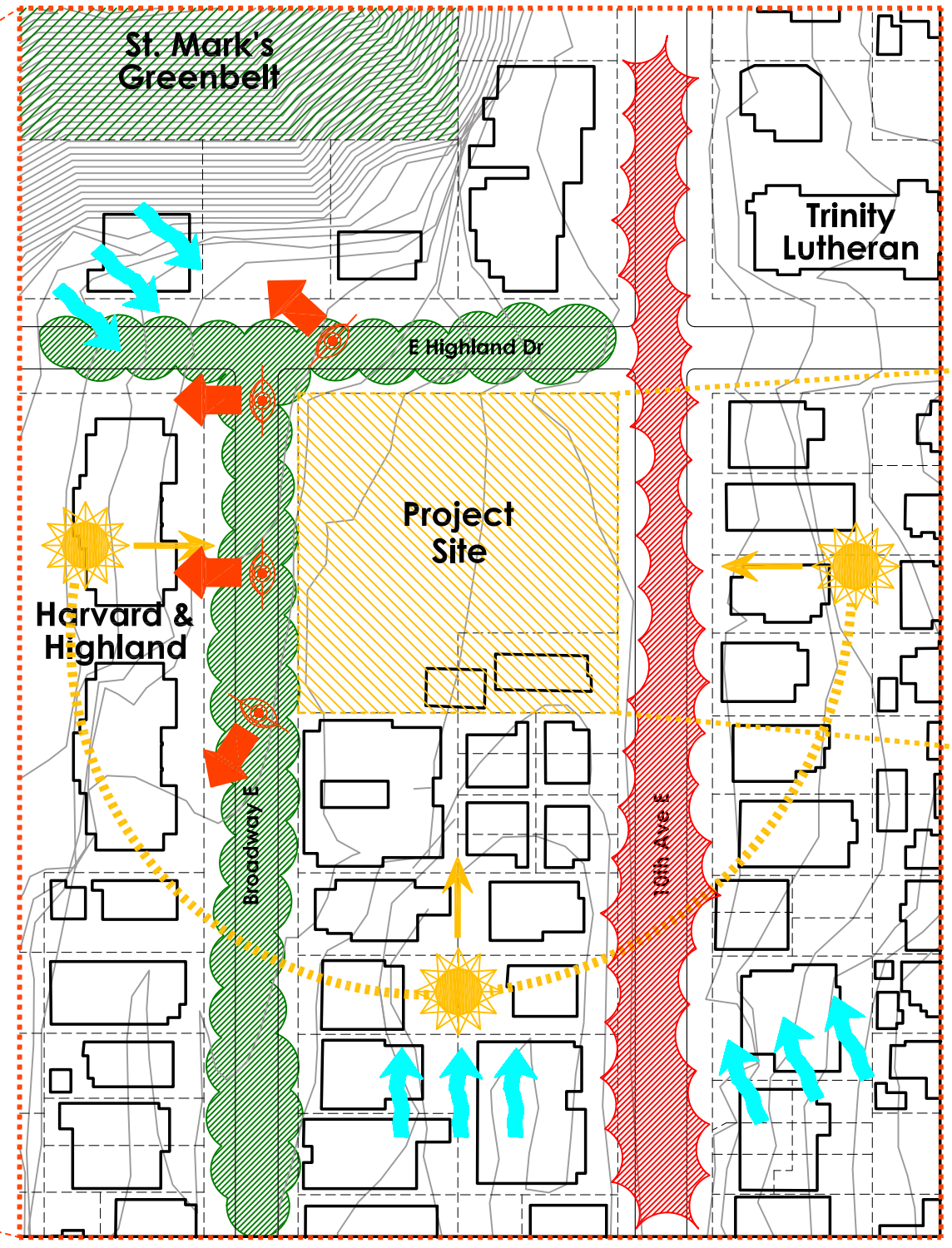


SITE ANALYSIS



KEY

-  SUN
-  VIEW
-  NOISE TRAFFIC
-  PREVAILING WIND
S (Jan-June)
NW (July-Sept)
SSE (Oct-Dec)
-  TREE LINED RESIDENTIAL STREETS



SITE ANALYSIS
EARLY DESIGN GUIDANCE- 1145 10th Ave E

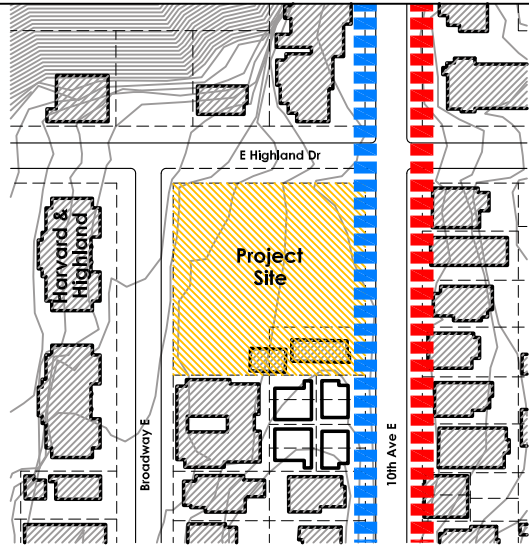
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CONTEXT PHOTOS



10TH AVENUE LOOKING EAST



ACROSS FROM PROJECT SITE



PROJECT SITE

10TH AVENUE LOOKING WEST

CONTEXT PHOTOS
EARLY DESIGN GUIDANCE- 1145 10th Ave E

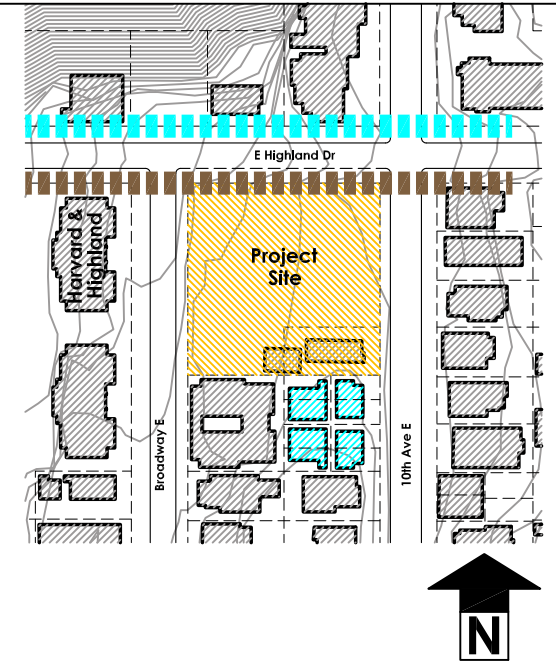
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CONTEXT PHOTOS



E HIGHLAND DR
LOOKING NORTH

ACROSS FROM PROJECT SITE



PROJECT SITE

E HIGHLAND DR LOOKING SOUTH

SITE PHOTOS

EARLY DESIGN GUIDANCE- 1145 10th Ave E

A24

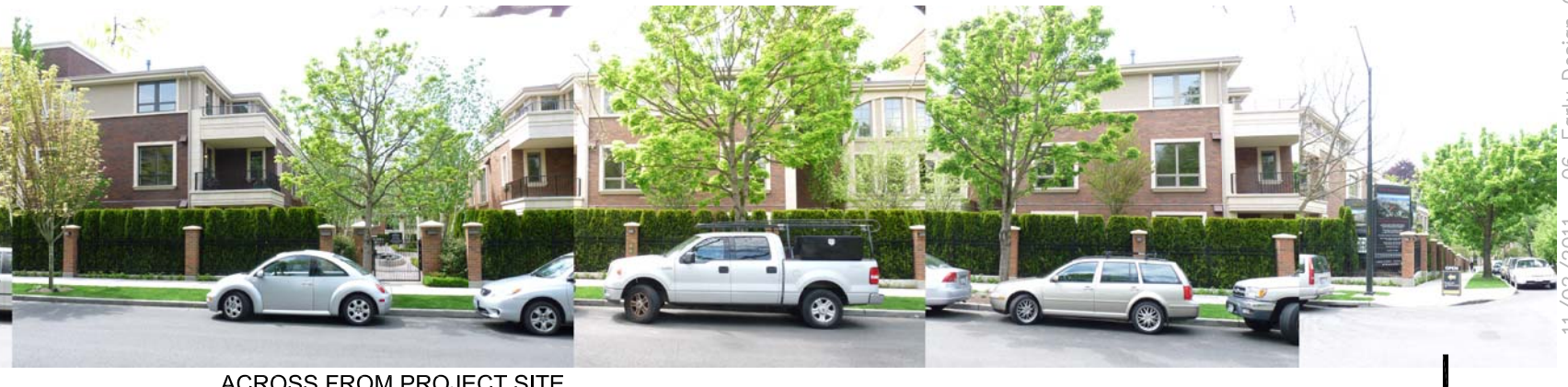
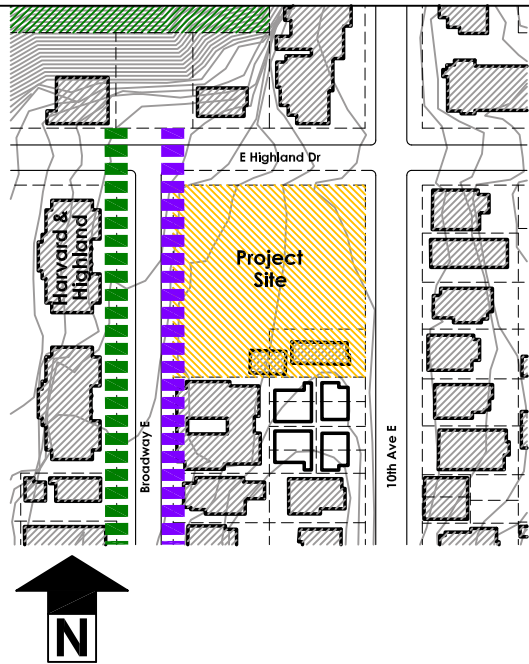
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CONTEXT PHOTOS



CONTEXT PHOTOS
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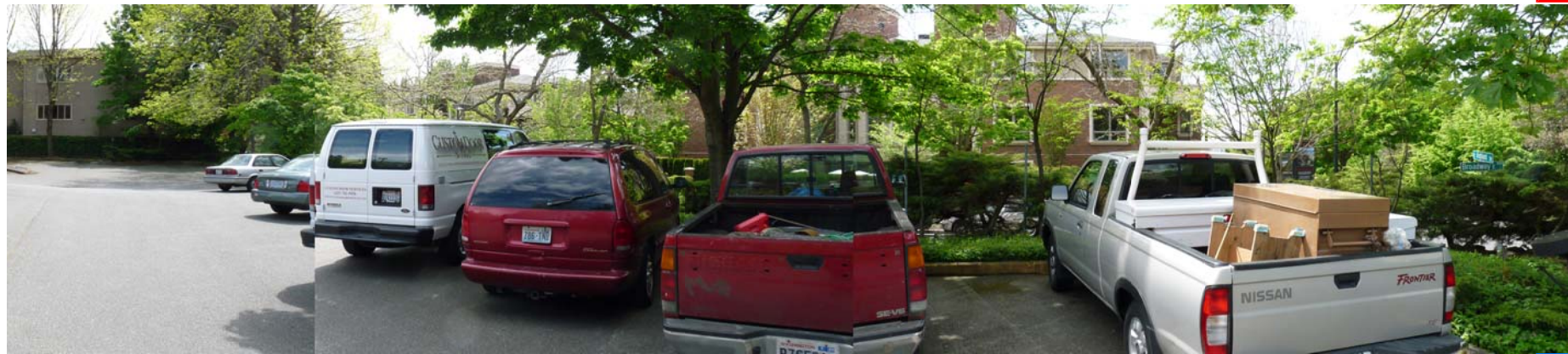
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SITE PHOTOS



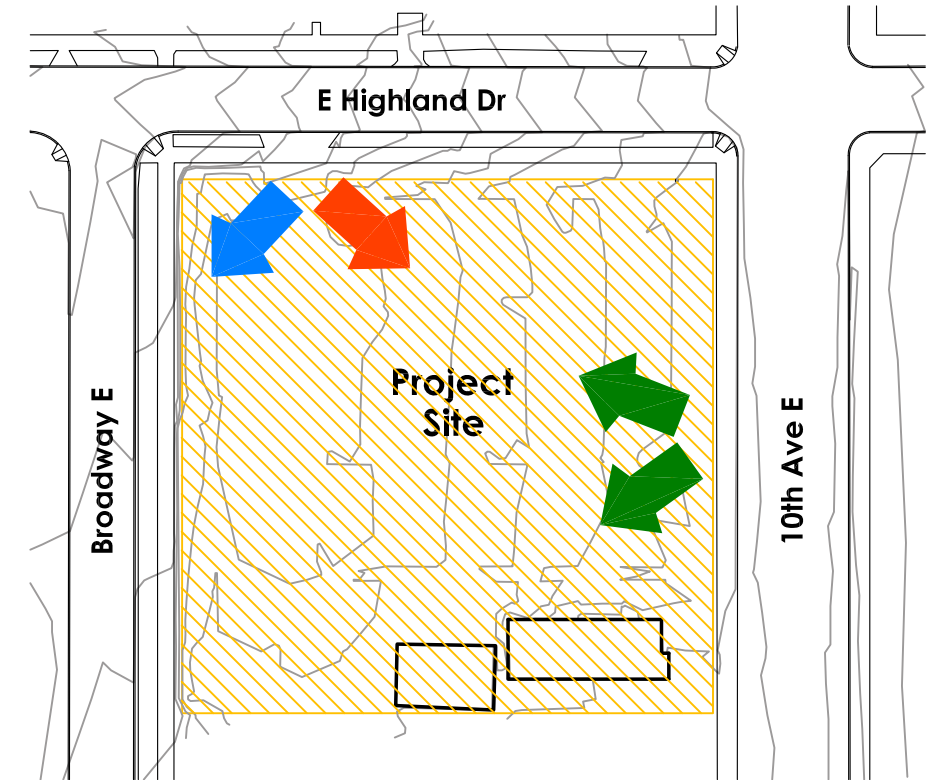
PROJECT SITE LOOKING SOUTH EAST



PROJECT SITE LOOKING SOUTH WEST



PROJECT SITE LOOKING WEST



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SITE PHOTOS
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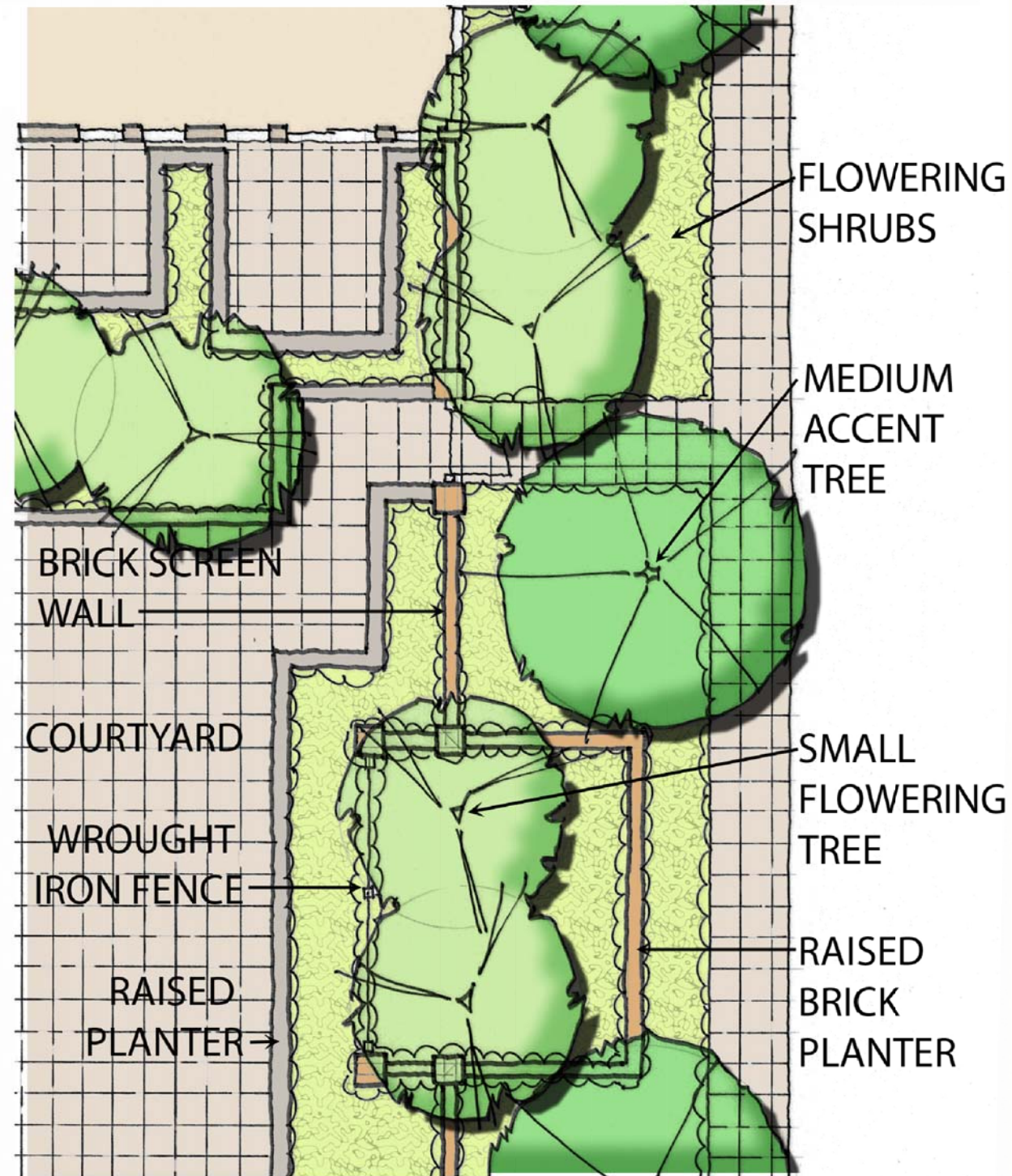
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LANDSCAPING CONCEPT- FENCE & GATE



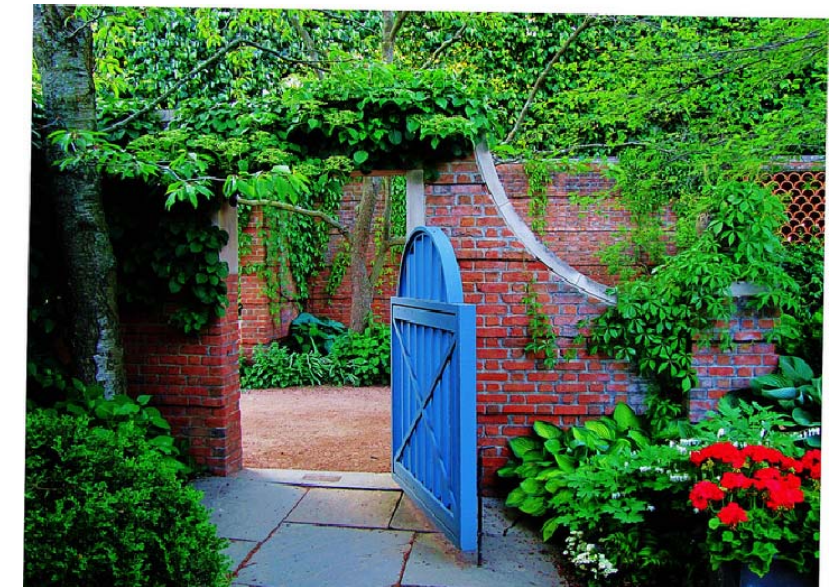
PARTIAL LANDSCAPING/ GARDEN FENCE PLAN



GARDEN FENCE IMAGE



GARDEN FENCE IMAGE



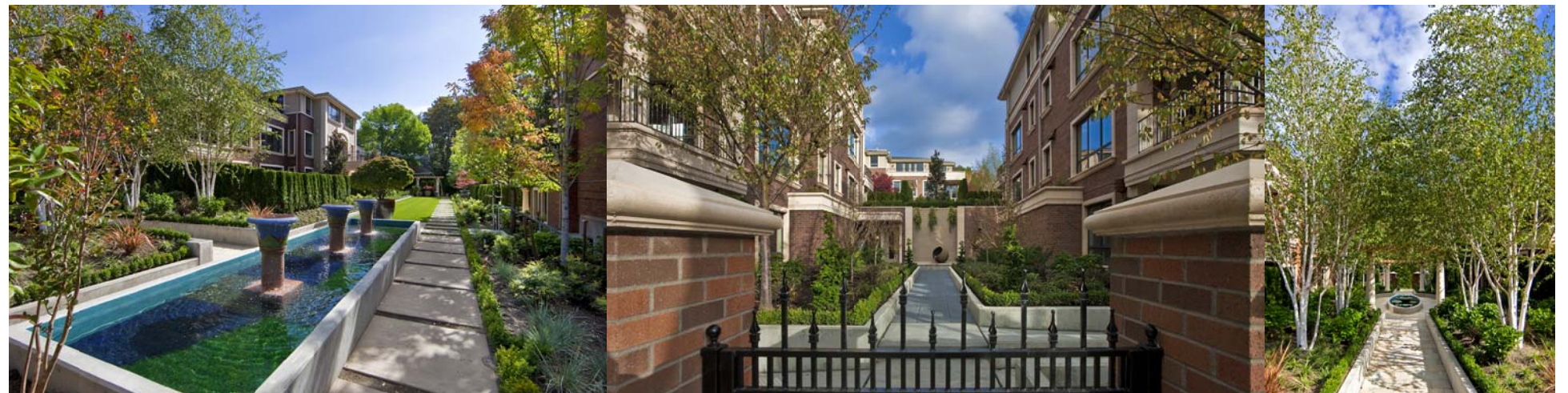
GARDEN FENCE IMAGE

Thomas Rengstorf Associates Project Portfolio Examples (Landscape Architect)



The Harvard Estate

Harvard & Highland



The Harvard Estate

Harvard & Highland

TRA Project Portfolio Examples
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Studio Meng Strazzara Project Portfolio Examples (Architect)



Harvard & Highland



Harvard & Highland



Broadway on Broadway



East John Court



The Harvard Estate

SMS Project Portfolio Examples
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Continental Properties, LLC . Portfolio Examples (Developer)



Canal Station



Metropolitan Tower



Ballard Place



Villas at Carillon

Continental Project Portfolio Examples
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