

#3018712

120 10th Ave East **EARLY DESIGN GUIDANCE**

CAPITOL HILL TOD LLC **S+HWorks**

ADDRESS

120 10TH AVE EAST
DPD# 3018712

PROJECT TEAM

OWNER	Capitol Hill TOD LLC
ARCHITECT	S+H Works, LLC
LANDSCAPE	Root of Design
SURVEYOR	GeoDimension, Inc.

PROJECT INFO

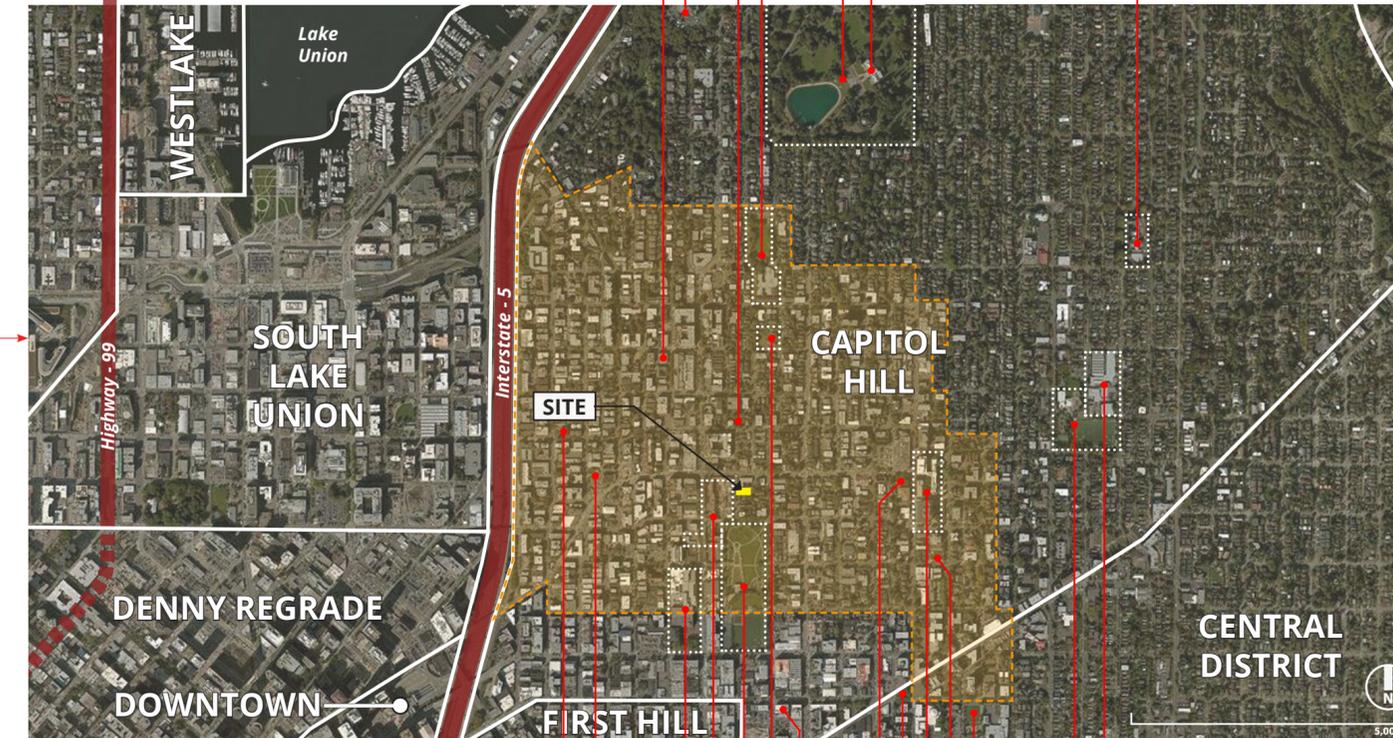
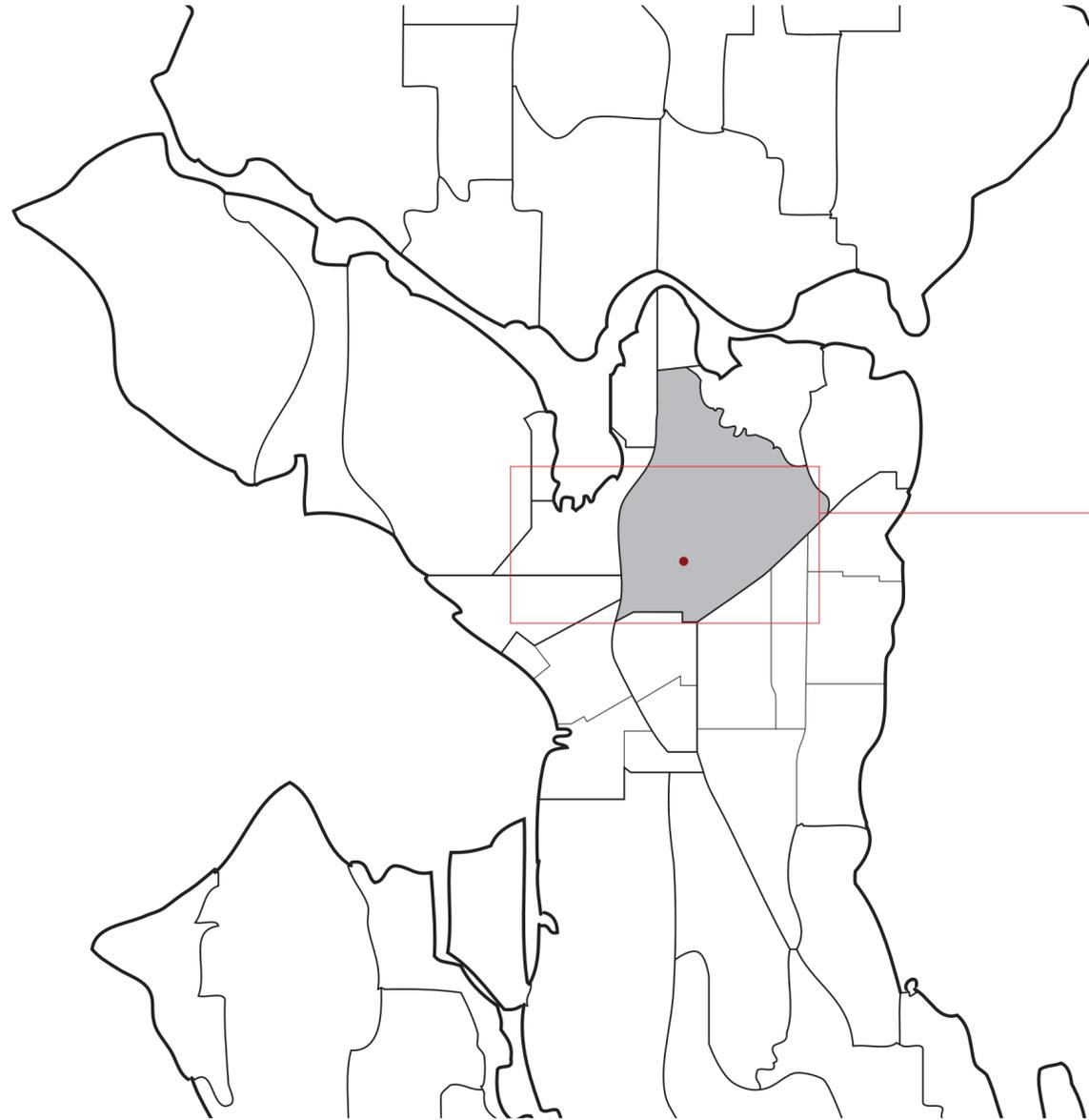
ZONING	LR3
OVERLAYS	Frequent Transit, Light Rail, Urban Center Village
LOT SIZE	8,960 sf
FAR	2.0
ALLOWABLE FAR	17,920 sf
PROPOSED FAR	17,920 sf
PROPOSED UNITS	48
PARKING STALLS	0
BICYCLE PARKING	36

PROJECT DESCRIPTION

This project involves the demolition of two existing buildings, and construction of a four story + partial basement, 48 unit apartment building with a roof deck.

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VICINITY ANALYSIS

Capitol Hill is one of the fastest growing neighborhoods of Seattle. It offers its community an outstanding variety of restaurants, shopping, living, and working hubs that make it an attractive destination for potential residents of all demographics.

The project site is located in the heart of the Capitol Hill Urban Center Village, directly across the street from the future Capitol Hill Light Rail Transit station and a block away from the Broadway Commercial District. Several parks are within walking distance, including Cal Anderson Park.

- SITE
- CAPITOL HILL URBAN CENTER VILLAGE (UCV)
- NEIGHBORHOOD BOUNDARY

ZONING

This area of Capitol Hill has a wide variety of zoning. The site is located at the edge of an LR3 zone with a 40 ft height limit for apartments. There is a transit station overlay height of 85 ft across the street to the west and a 25 ft height bonus for the NC-Zone along Broadway. The LR3 zone continues to the east as the neighborhood transitions from mixed-use to low-rise residential. Being on the boundary of a dramatic height limit change makes the project site a unique location in the context of Capitol Hill.

OVERLAYS

- CAPITOL HILL STATION OVERLAY 
- ADDITIONAL 25' HEIGHT PERMITTED SMC 23.47.012.A2 
- TRANSIT STATION 85' HEIGHT LIMIT 

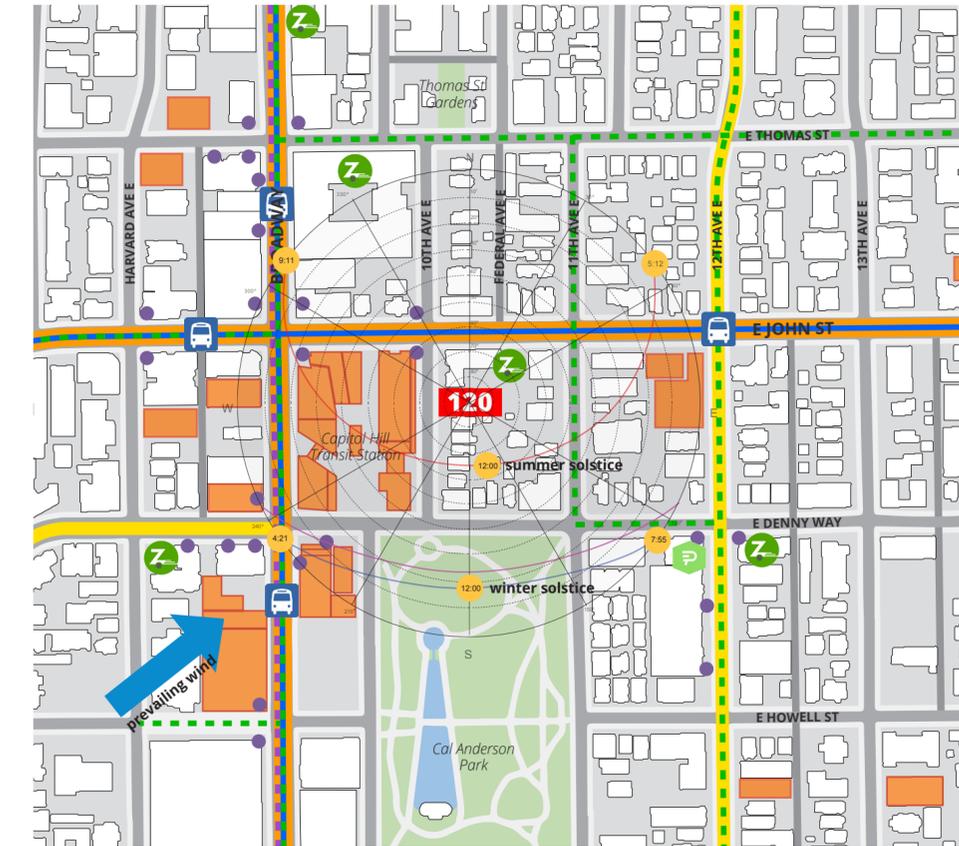
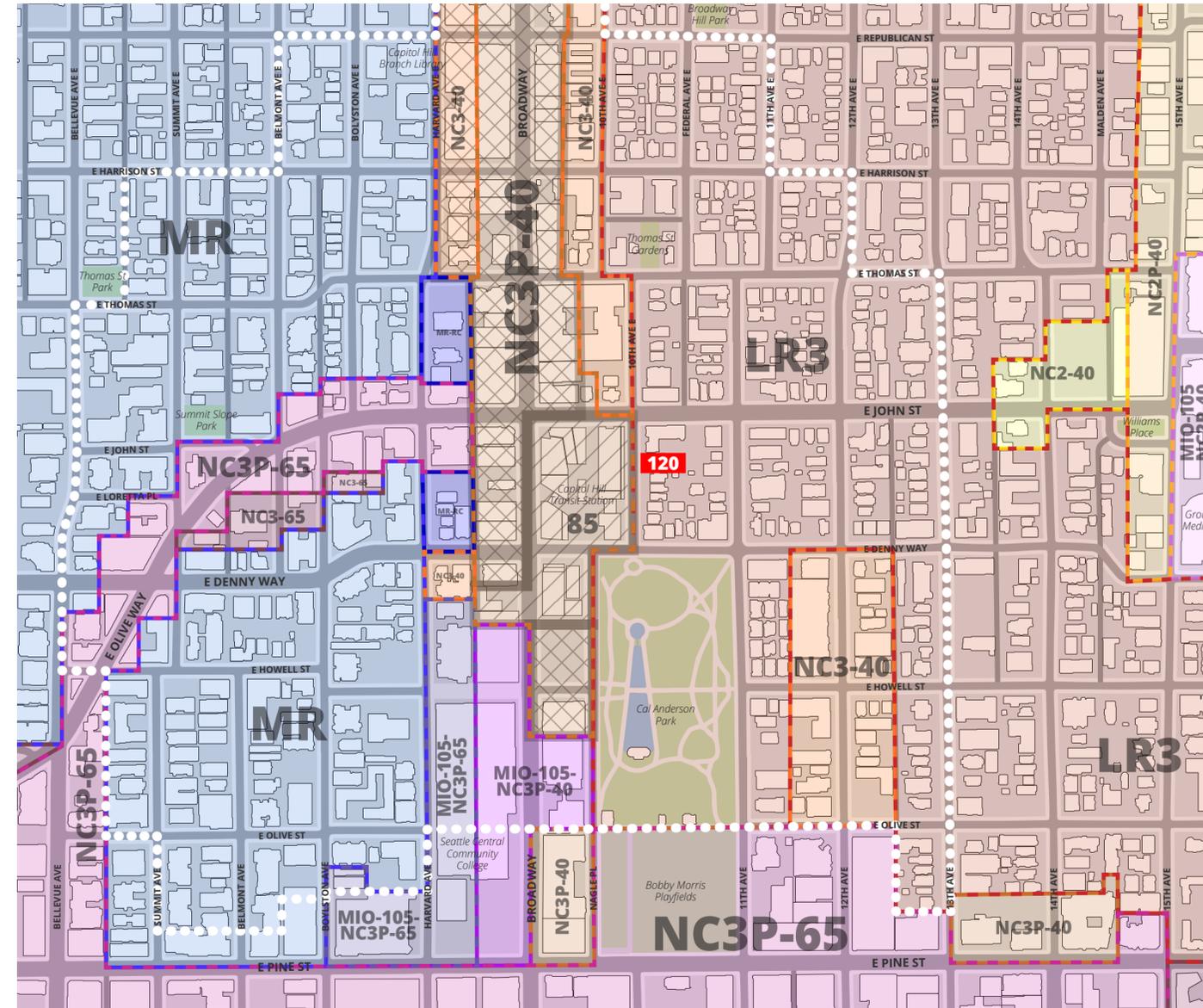
ZONING

- LR3 
- NC2-40 
- NC2P-40 
- NC3-40 
- NC3P-40 
- NC3-65 
- NC3P-65 
- MIO-105-NC2P-40 
- MIO-105-NC3P-40 
- MIO-105-NC3P-65 
- MR 
- MR-RC 

CAPITOL HILL ECO DISTRICT



The project is located within the Capitol Hill Eco-District.



CIRCULATION

The site has a Walk Score of 92 out of 100. The location allows easy access via walking or biking to restaurants, coffee shops, grocery stores, retail, and green spaces. The area along Broadway is relatively flat and features bicycle only lanes, making access even easier. There are several bus routes within a few blocks of the site connecting to most of the central area neighborhoods. The future Capitol Hill Light Rail station across the street will provide a direct link to University District, Downtown, Beacon Hill, and SeaTac Airport. It will also include commercial spaces, a public plaza, and the Capitol Hill Broadway Farmers Market. The First Hill Street Car will be opening in 2015 to provide even more public transit access from the site.



- PERMITTING / PERMITTED / UNDER CONSTRUCTION 
- MAJOR ARTERIAL 
- MINOR ARTERIAL 
- BICYCLE FRIENDLY ROUTE 
- STREETCAR (EXTENSION POSSIBLE) 
- TRANSIT ROUTE 
- DESIGNATED BUS STOP 
- ZIPCAR LOCATIONS 
- PRONTO CYCLE SHARE LOCATIONS
- CITY OWNED BIKE RACKS

TYOLOGY / ADJACENCIES

The site is located on 10th Ave E between E John St and E Denny Way, across from the future Capitol Hill Light Rail station and one block from Broadway. The vicinity contains a variety of single-family, multi-family, and mixed-use structures, with the site sitting in the transition area between the busy commercial corridor of Broadway and the quieter residential area to the east. There is a 3-story, 30 unit multi-family structure to the immediate north, and a single-family structure to the immediate south. Cal Anderson Park is a half block to the south and the Light Rail station is across the street to the west. There has been extensive development in recent years throughout the neighborhood.

- PERMITTING / PERMITTED / UNDER CONSTRUCTION 
- COMMERCIAL 
- MIXED-USE 
- MULTI-FAMILY 
- INSTITUTIONAL 
- MEDICAL 
- SINGLE FAMILY 

ARCHITECTURAL CONTEXT

The immediate vicinity of the site features a wide array of building typologies and aesthetic styles. Single-family structures often sit alongside apartment buildings of the same era with little mitigation. One story commercial staples intermingle with six story mixed-use buildings on Broadway. The most common siding materials include fiber cement, vinyl, wood, and brick, many of which can be seen all within the same block. The area reads as a literal history of Seattle architecture, with almost every decade represented in abundance. There is little stylistic consistency in the area. Rather, the mix of buildings reads as a continuous and ever changing fabric.

SINGLE-FAMILY



11th Ave E & E Denny Way



10th Ave E & E Thomas St

COMMERCIAL



Dick's Drive-In, 115 Broadway E



Broadway Place, 201 Broadway E

BRICK APARTMENTS



The Dublin, 1052 E Thomas St



Casa Verde Apartments, 129 11th Ave E

MID-CENTURY APARTMENTS



The Chevile Apartments, 1300 E Denny Way



The Harrison Modern, 1111 E Harrison St

CURRENT ERA APARTMENTS



109 12th Ave E



Cal Park, 1806 12th Ave

LOW-RISE INFILL



11th Ave E & E John St



11th Ave & E Howell St

1 10TH AVE E LOOKING EAST



MULTI-FAMILY E JOHN ST MULTI-FAMILY 120 SINGLE FAMILY MULTI-FAMILY E DENNY WAY CAL ANDERSON PARK

2 10TH AVE E LOOKING WEST

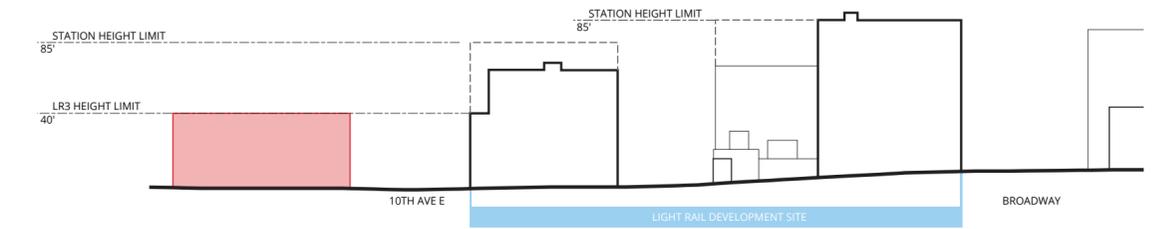


CAL ANDERSON PARK E DENNY WAY LIGHT RAIL STATION (UNDER CONSTRUCTION) 120 (across from) E JOHN ST COMMERCIAL



■ SITE
 RECOMMENDED DEVELOPMENT
 ALLOWED DEVELOPMENT

3 FUTURE CAPITOL HILL LIGHT RAIL STATION DEVELOPMENT STREET SECTION FROM 10TH AVE E TO BROADWAY LOOKING SOUTH

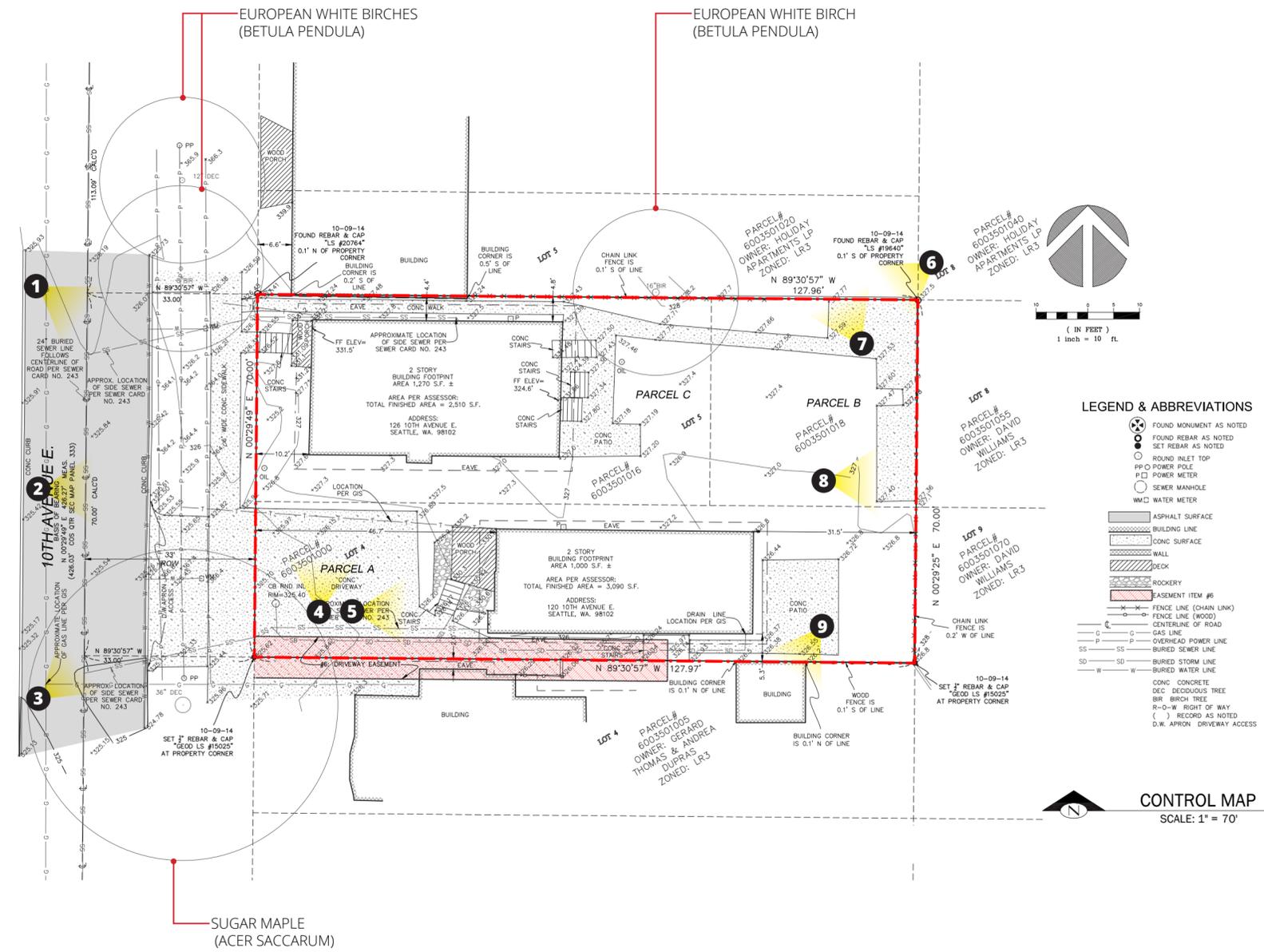
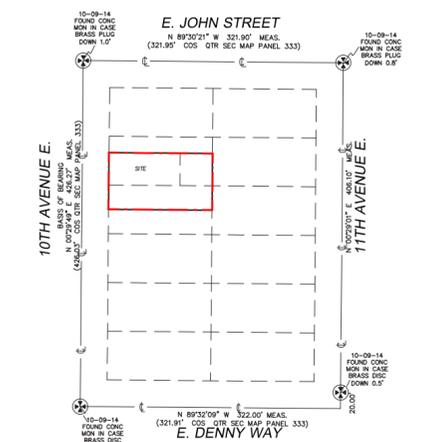


EXISTING CONDITIONS

Two existing duplexes will be removed, as well as associated surface parking, fencing, and other site work. The existing driveway easement, approximately 4 ft by 80 ft on the southwest corner of the property, will remain and the driveway will be repaired as needed during construction. A partial curb cut will remain for driveway access for the neighbor to the south. The site is relatively flat with the southwest corner approximately 2 ft lower than the northeast corner. There are overhead power lines along 10th Ave E which the building setbacks will accommodate.

LEGAL DESCRIPTION

The north 30 feet of lot 4 and the south 40 feet of lot 5, all in block 45, plat of John H. Nagle's Second Addition to the city of Seattle, according to plat thereof, recorded in volume 5 of plats, page 67, records of King County, Washington.

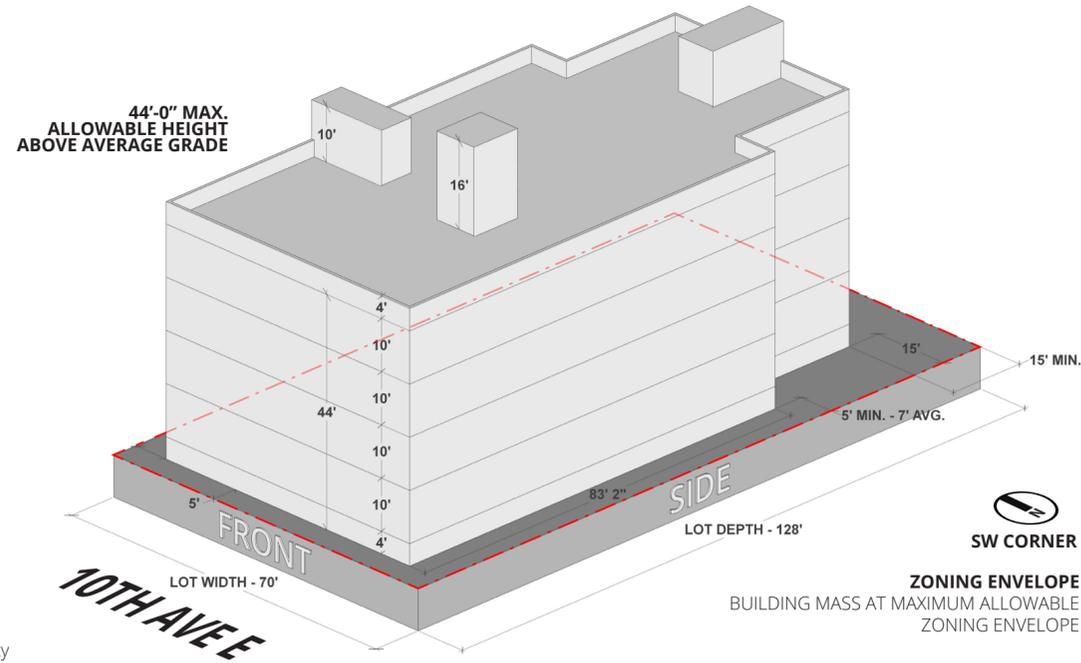


SURVEY
 Surveyor: GeoDimensions Date: 11/06/14

ZONING ANALYSIS

ZONING: LR3
 OVERLAYS: CAPITOL HILL URBAN CENTER VILLAGE / FREQUENT TRANSIT

SMC Code	Definition
SMC 23.45.504	PERMITTED USES Residential Use permitted outright.
SMC 23.45.510.B,E	FLOOR AREA RATIO - Base 1.5 FAR inside Growth Areas. * 2.0 FAR allowed with Built Green 4 Star certification.
SMC 23.45.512.A	DENSITY LIMITS - No limit per exception 3 (Built Green bonus).
SMC 23.45.514.A, F, & J	HEIGHT - Base height limit of 40' above average grade. - Additional 4' of height for partially below grade story (4' max above grade). - Parapets, railings etc. may extend 4' above the allowed height limit. - Stair penthouses may extend 10' above the allowed height limit. - Elevator penthouses may extend 16' above the allowed height limit.
SMC 23.45.518.A	SETBACKS Front: 5' minimum. Rear: 10' minimum with alley, 15' minimum no alley. Side: 5' if building is 40' or less in length, or 7' average 5' min.
SMC 23.45.522.A.4	AMENITY AREA - 25% of total lot area shall be provided as amenity area. - 50% of total amenity area shall be provided at the ground level as common amenity area. - Common Amenity: minimum 250 sf, 10' min. dimension.
SMC 23.45.524.A	LANDSCAPING - 0.60 Green Factor Required.
SMC 23.45.527.A,B	STRUCTURE WIDTH/FACADE LENGTH - Width of principal structures shall not exceed 150'. - Length of principal structures shall not exceed 65% of lot depth.
SMC 23.45.534	LIGHTING AND GLARE - Exterior lighting shall be shielded and directed away from adjacent properties.
SMC 23.54.015 (Table E)	REQUIRED PARKING - No vehicular parking required (Urban Center Village + Frequent Transit). - Bicycle Parking: 1 space per 4 units or 0.75 space per SEDU.
SMC 23.54.040	SOLID WASTE & RECYCLING - Residential (26-50 units): 375sf. - 12' minimum horizontal dimension.



PRIORITY GUIDELINES CITY WIDE & CAPITOL HILL GUIDELINES

CS2: URBAN PATTERN AND FORM
 A.2 ARCHITECTURAL PRESENCE: The site will have increased pedestrian traffic from light-rail development, leading to the use of a strong principal entry and thoughtful landscaping. Massing considers adjacent structures.
 C.2 MID-BLOCK SITES: The street setback created by the northern property is reflected in the design.
 D.1 EXISTING DEVELOPMENT: Use of massing creates a transition from existing multi-family to existing single-family. The single family lot has potential to be developed as multi-family.
 D.5 RESPECT FOR ADJACENT SITES: Building service areas are located in consideration of the existing single-family to the south. Massing considers adjacent structures.
 CAP HILL GUIDELINE I. STREETScape COMPATIBILITY: Right of way character will be maintained through landscaping.

CS3: ARCHITECTURAL CONTEXT + CHARACTER
 A.4 EVOLVING NEIGHBORHOODS: Extensive and undergoing development in the immediate vicinity provides the opportunity for a contemporary design.

PL1: CONNECTIVITY
 B.2 PEDESTRIAN VOLUME: Recessed entryway decreases pedestrian congestion along right of way.
PL2: WALKABILITY
 A.1 ACCESS FOR ALL: Principal entry is fully accessible through use of ramps.
 B.3 STREET-LEVEL TRANSPARENCY: Transparent and prominent entry provides "eyes on the street" security.
 CAP HILL GUIDELINE III. PEDESTRIAN SAFETY & SECURITY: A transparent entry and landscape lighting provide site security.
PL3: STREET LEVEL INTERACTION
 A.1.c ENTRIES: Semi-private entry is created through an elevated main floor, recessed massing, and landscaping.
 B.1 SECURITY & PRIVACY: Privacy is created through an elevated main floor, recessed massing, and landscaping.
 B.2 GROUND-LEVEL RESIDENTIAL: Units at ground floor will have thoughtful window palettes & landscape buffers.
PL4: ACTIVE TRANSPORTATION
 C.2 INFLUENCE ON PROJECT DESIGN: The light-rail station will provide an activated street life, security through increased pedestrian traffic, and eyes on the street. A street facing, recessed entry will compliment the development while providing a buffer for the site.

DC1: PROJECT USES AND ACTIVITIES
 A.1 VISIBILITY: Principal entry is located along the street front.
 CAP HILL GUIDELINE II. SCREENING OF SERVICE AREAS: Trash & mechanical spaces are located inside the structure.
DC2: ARCHITECTURAL CONTEXT
 A.2 REDUCED PERCEIVED MASS: Reduced scale is created by accentuating the entry and massing modulation.
 C.3 FIT WITH NEIGHBORING BUILDINGS: Massing, landscaping, and entry sequence compliment neighboring structures.
DC3: OPEN SPACE CONCEPT
 B.4 MULTIFAMILY OPEN SPACE: A variety of amenity spaces, such as at ground landscaping and rooftop decks, provides multi-functional spaces to occupants.
 CAP HILL GUIDELINE I. RESIDENTIAL OPEN SPACE: An appealing and complimentary street front will be provided by using native plants, preserving street trees, and having a landscape buffer at the ground-level facade.
DC4: EXTERIOR ELEMENTS AND FINISHES
 A. BUILDING MATERIALS: Materials will provide both large and small scale textures, will be durable and properly detailed.
 C. LIGHTING: Lighting will be provided along the right of way, in the entry/lobby, and amenity areas for security.
 D. TREES, LANDSCAPING, AND HARDCAPE MATERIALS: Native plants will be used throughout. Landscaping will act as a privacy buffer as well as providing a sense of human scale and texture.
 CAP HILL GUIDELINE II. EXTERIOR FINISH MATERIALS: Finish materials will be compatible with adjacent structures and neighborhood precedent.

CAPITOL HILL LIGHT RAIL MAP



<http://www.seattle.gov/dpd/blog/capitol-hill-light-rail-station-sites-urban-design-framework.pdf>
 Capitol Hill Light Rail Station Sites Urban Design Framework 05/07/2013

SCHEME A: OPEN CIRCULATION

27,400 GSF
48 STUDIOS
2,418 SF- TOTAL COMMON AMENITY
 1,120 SF - AT GRADE
 1,298 SF - ROOF DECK
1.6 FAR - 14,600 GFA

POSITIVE

- Open circulation breaks down mass from street approach and creates interest
- Building relates to north neighbor through a similar scale and massing form.
- Open circulation relates to historical context of neighborhood
- Open circulation provides more light and air to occupants

NEGATIVE

- Large, single-plane façade facing 10th Ave
- Difficult to maintain security of open plaza
- Noise generated by open circulation may affect single-family neighbors
- Little variety in unit layout
- Departure requested

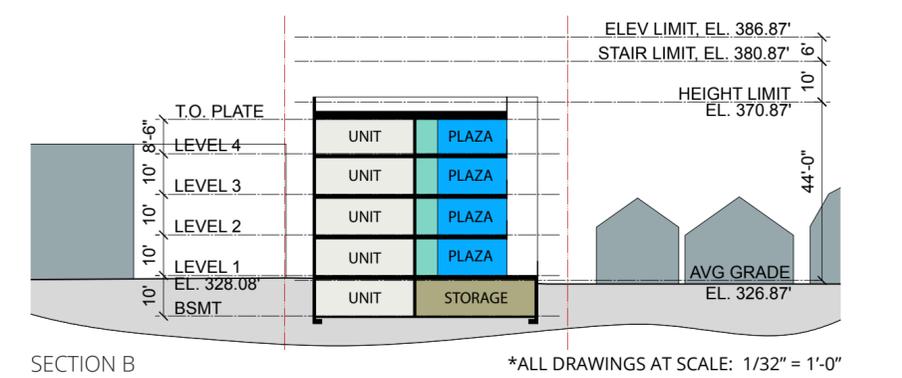
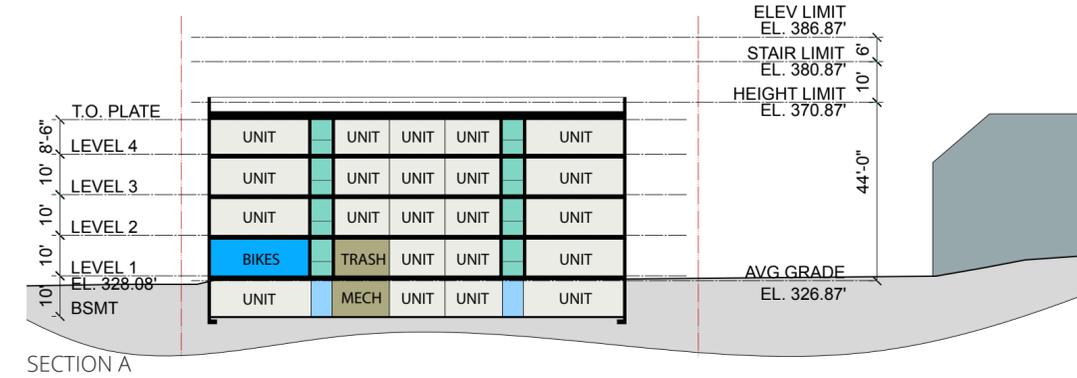
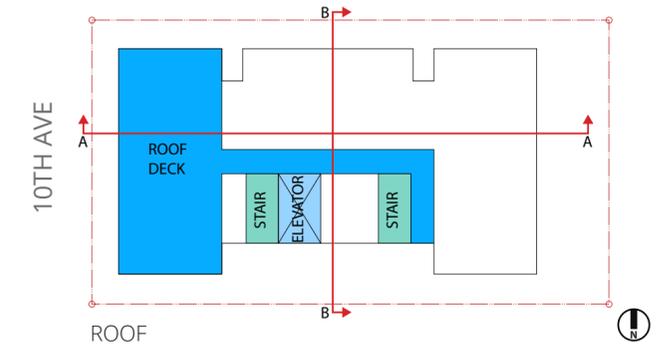
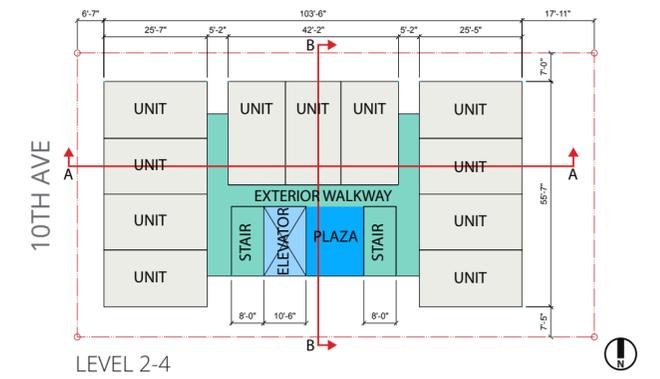
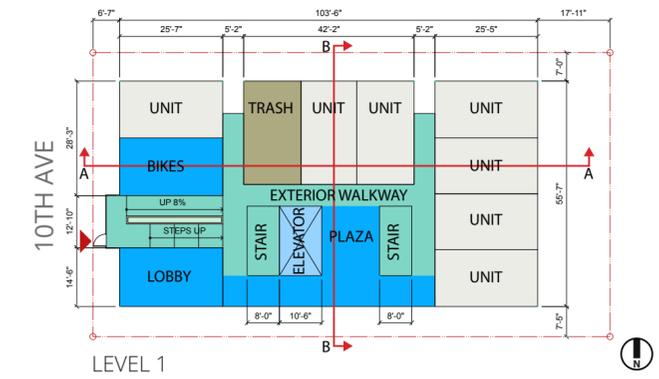
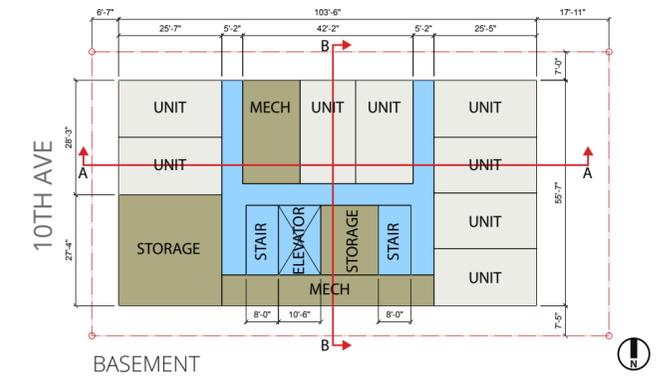
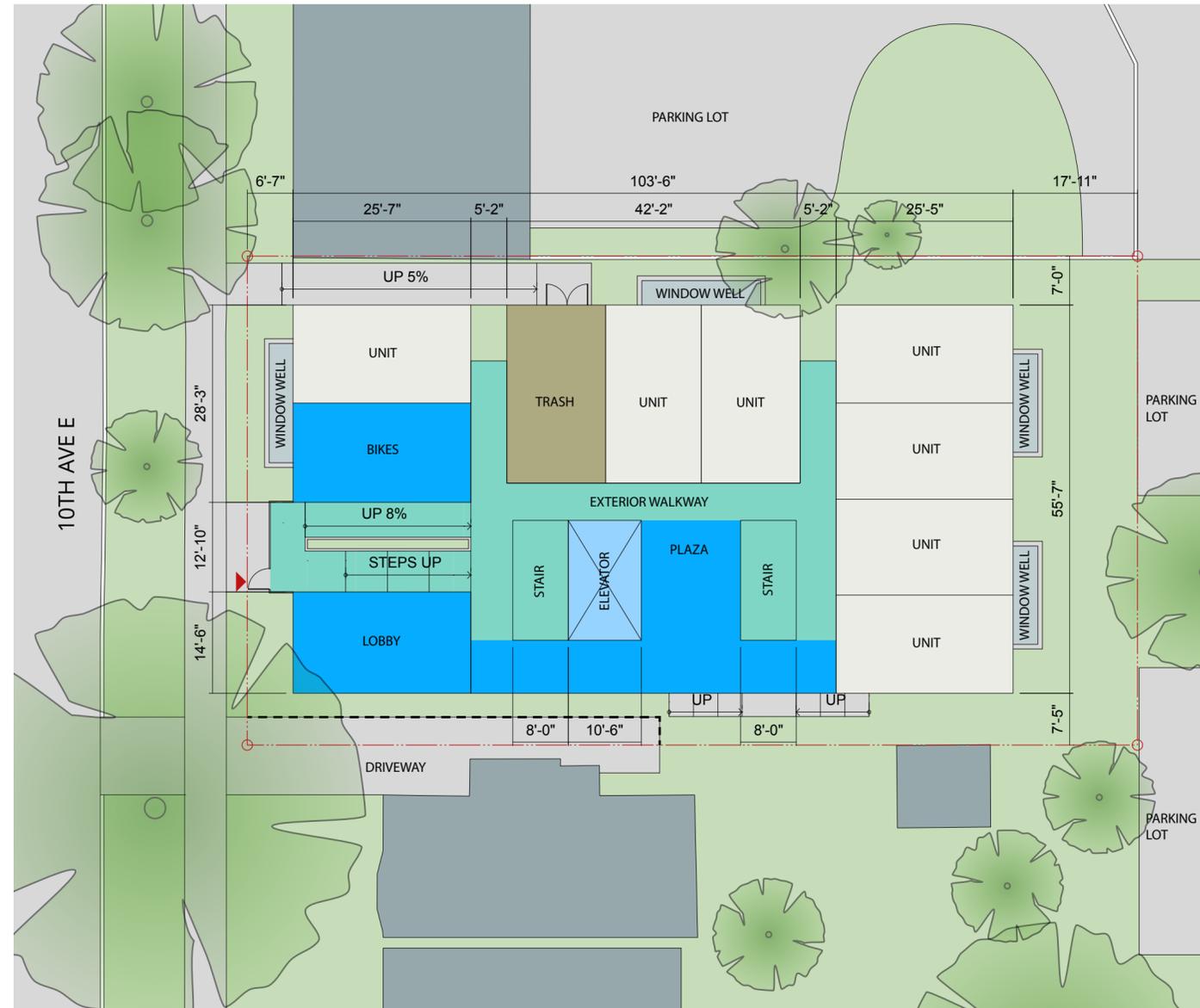
DESIGN CUES

- Open circulation
- Simplified massing
- Create interest through materials and openings

- ▶ PRIMARY BUILDING ENTRANCE
- BUILDING SERVICE
- RESIDENTIAL
- INTERIOR CIRCULATION
- EXTERIOR CIRCULATION
- COMMON
- - ACCESS EASEMENT FOR 118 10TH AVE E

SITE / STREET LEVEL PLAN

SCALE: 1/16" = 1'-0"

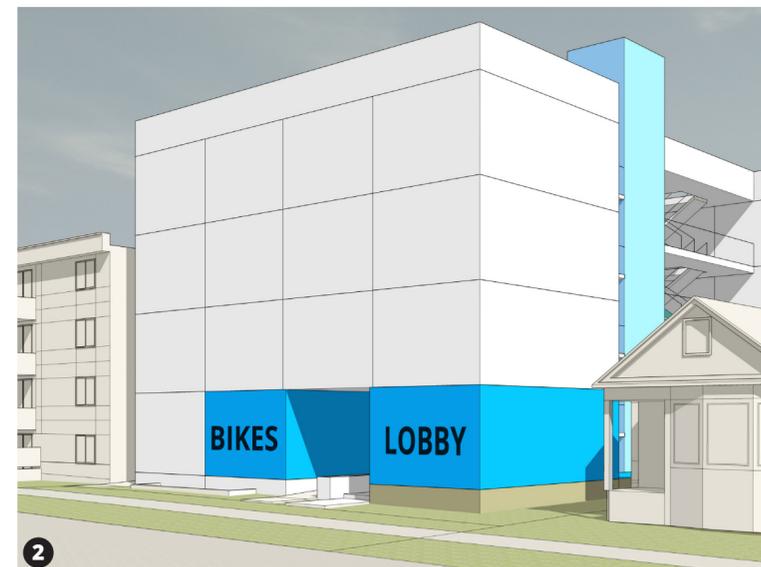


*ALL DRAWINGS AT SCALE: 1/32" = 1'-0"

SCHEME A: OPEN CIRCULATION



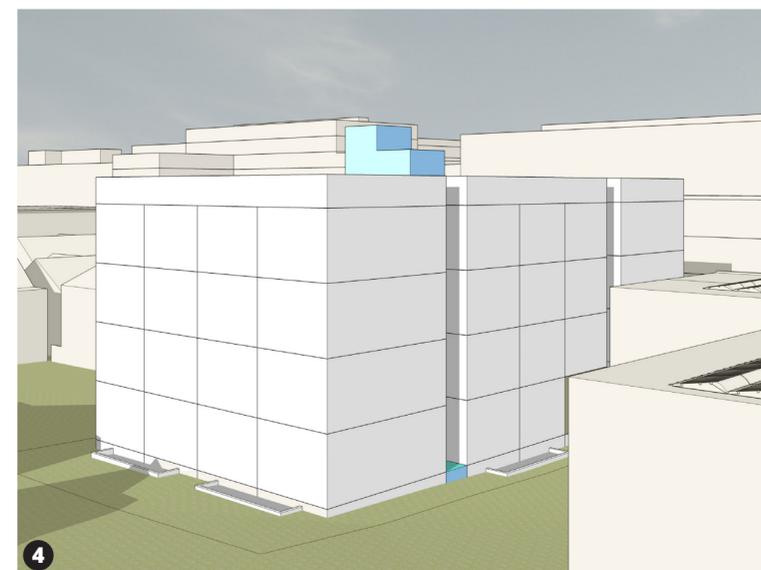
1 PERSPECTIVE LOOKING AT NORTHWEST CORNER FROM 10TH AVE E



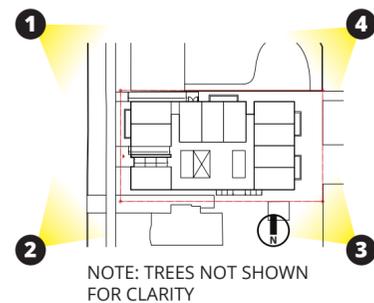
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3 PERSPECTIVE LOOKING AT SOUTHEAST CORNER



4 PERSPECTIVE LOOKING AT NORTHEAST CORNER

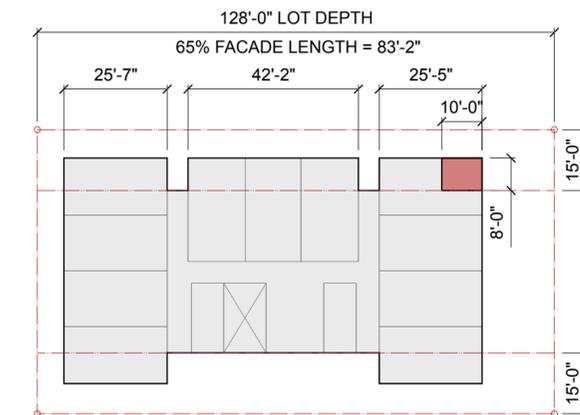


DEPARTURE

- SMC 23.45.527.B.1 - Façade Length
- Required: 65% Max Lot Depth within 15' of side lot line
- Proposed: 10'-0" of north façade extends beyond the 65% limit

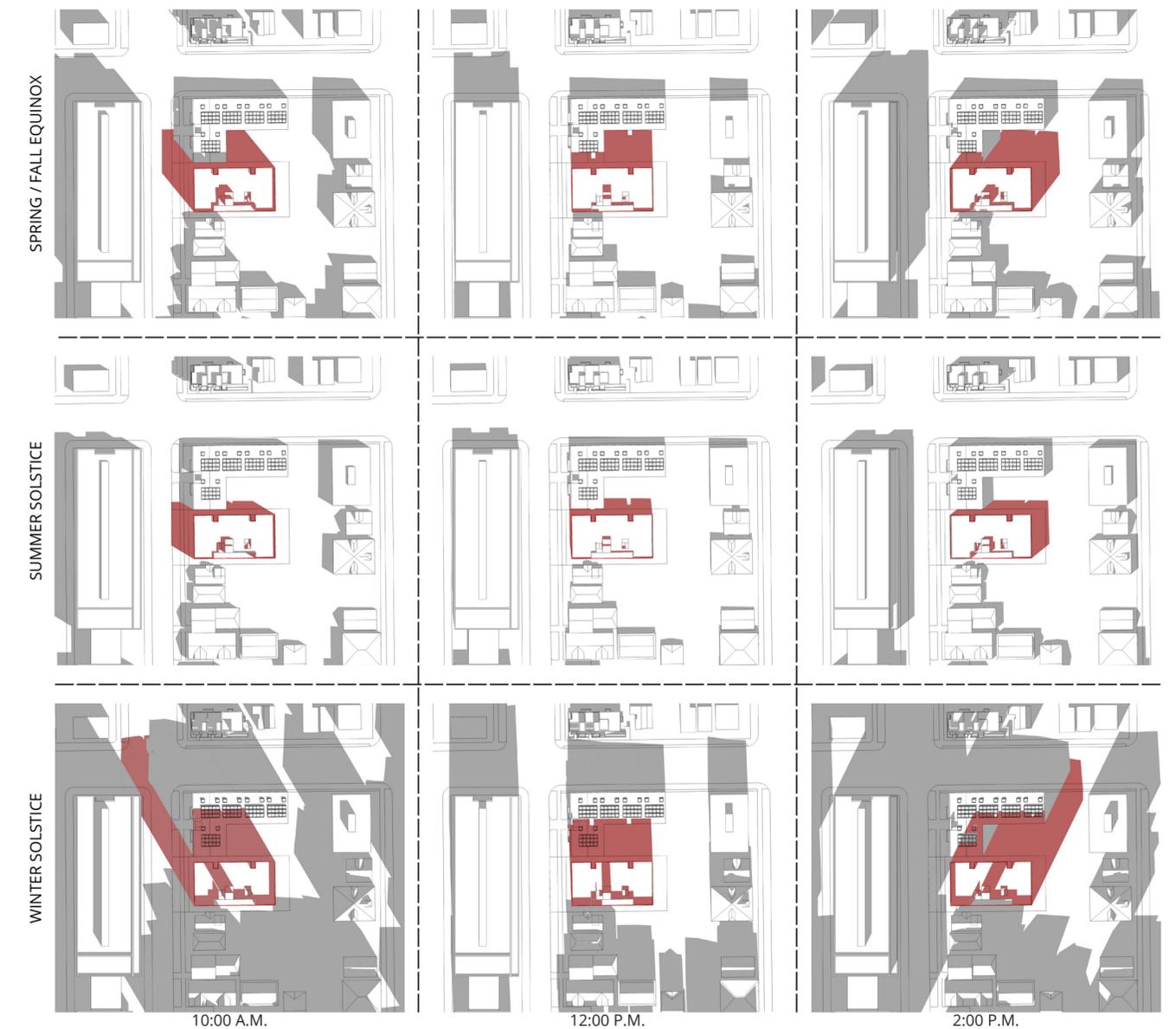
JUSTIFICATION

- CS1 B.2 Pushing the mass to the north gives the existing single-family structure to the south more access to daylight
- DC2 C.3 Massing reflects existing structures by placing the larger masses towards the northern multi-family structure while opening up the south to provide the single-family with air and light.



- BUILDING FOOTPRINT
- AREA OF DEPARTURE REQUEST

SUN PATH / SHADOW STUDY: SCHEME A



SCHEME B: ARTICULATED MASS

25,000 GSF
48 STUDIOS
2,300 SF- TOTAL COMMON AMENITY
 1,120 SF - AT GRADE
 1,180 SF - ROOF DECK
2.0 FAR - 17,920 GFA

POSITIVE

- Breaks down scale by stepping in height along street façade
- Multiple planes provide visual interest
- Multiple decks give occupants a variety of common spaces
- Increased front setback provides landscaping opportunities

NEGATIVE

- Large mass facing single-family to the south
- Massing breaks street edge created by north neighbor
- Departure requested

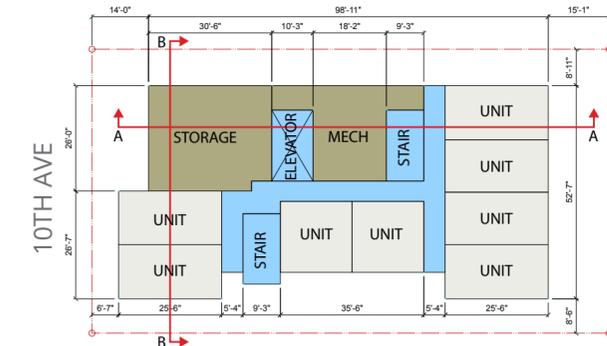
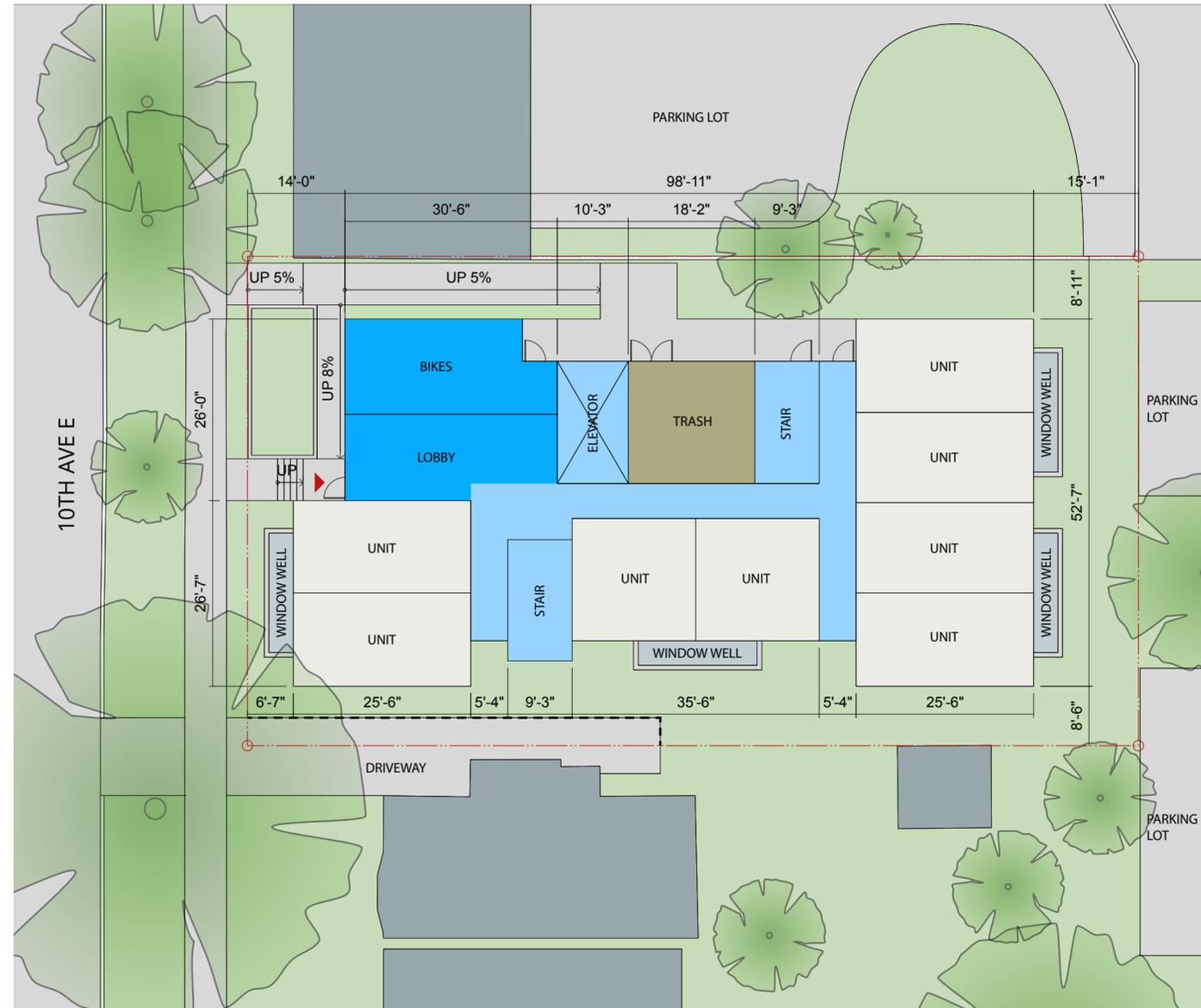
DESIGN CUES

- Modulating mass
- Increase landscape buffers
- Stepping street façade

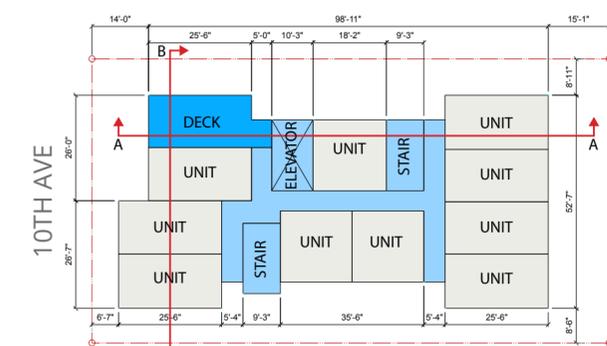
-  PRIMARY BUILDING ENTRANCE
-  BUILDING SERVICE
-  RESIDENTIAL
-  INTERIOR CIRCULATION
-  EXTERIOR CIRCULATION
-  COMMON
-  ACCESS EASEMENT FOR 118 10TH AVE E

SITE / STREET LEVEL PLAN

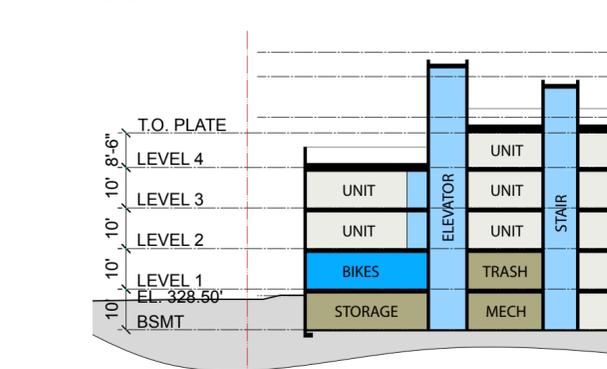
SCALE: 1/16" = 1'-0"



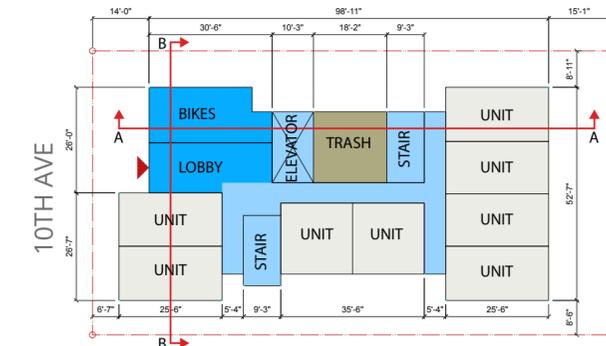
BASEMENT



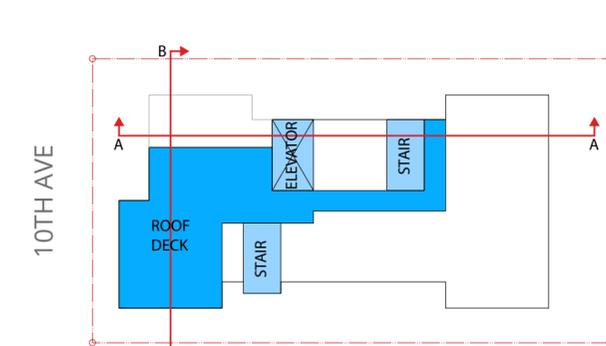
LEVEL 4



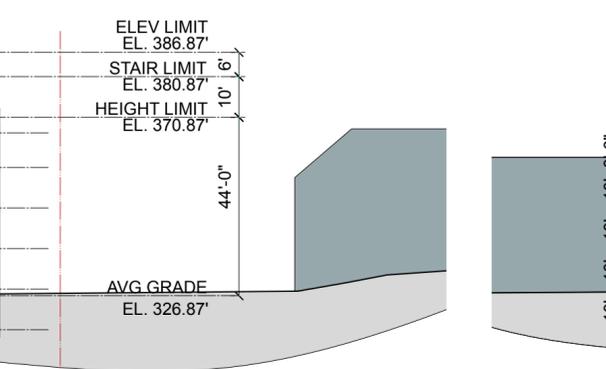
SECTION A



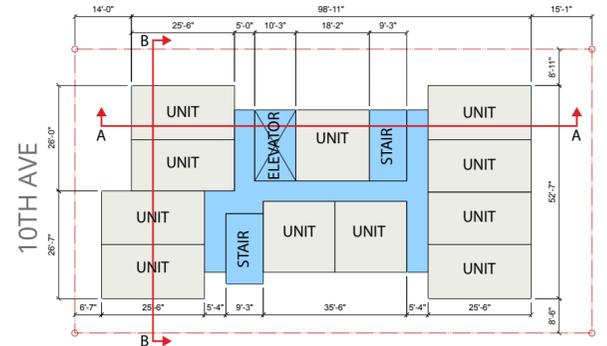
LEVEL 1



ROOF



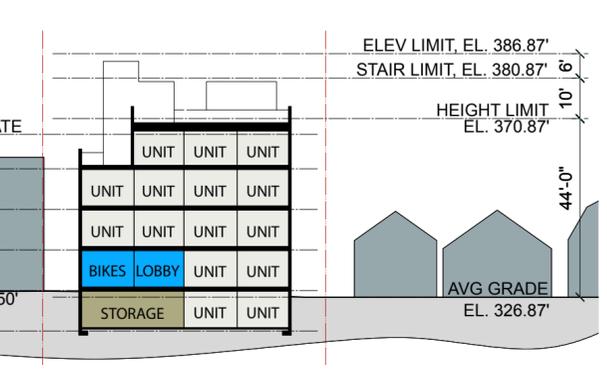
SECTION B



LEVEL 2-3



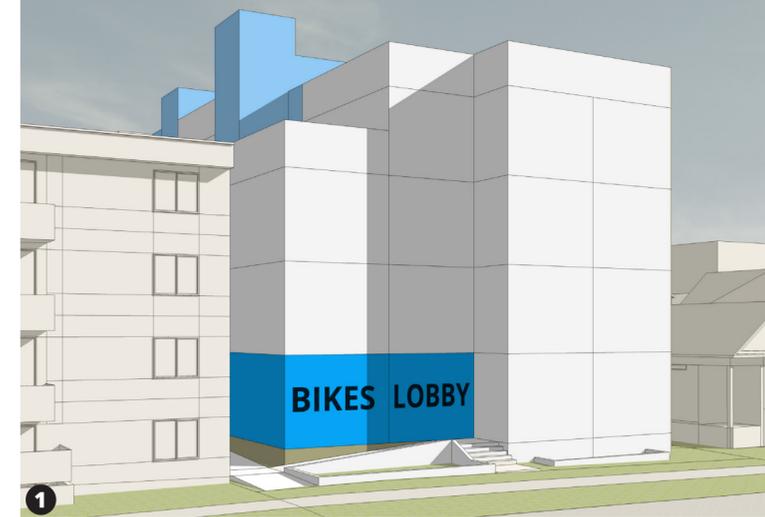
LEVEL 2-3



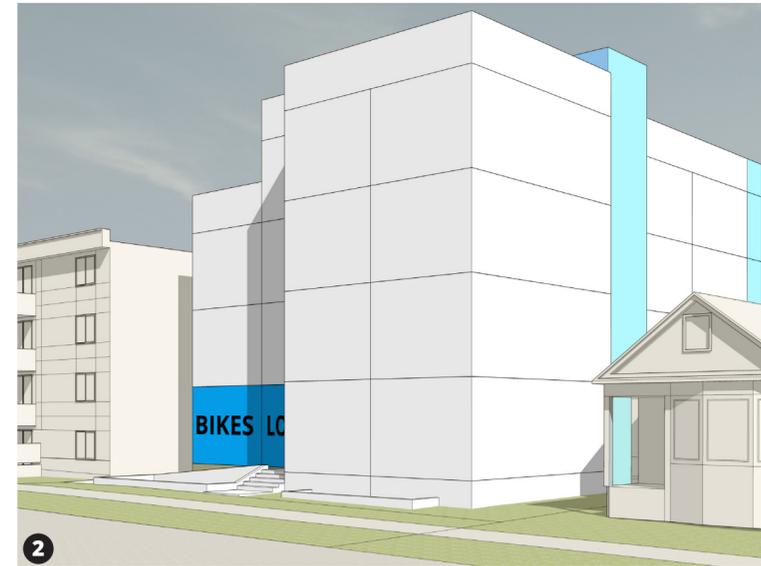
SECTION C

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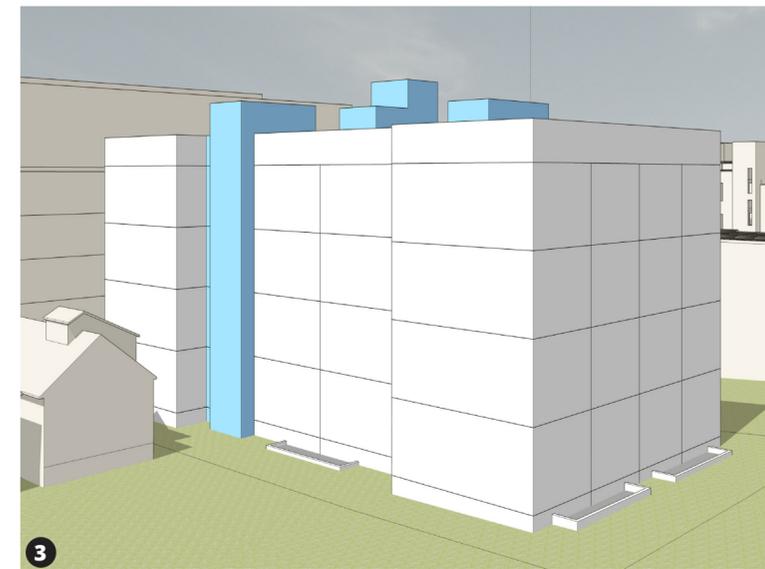
SCHEME B: ARTICULATED MASS



1 PERSPECTIVE LOOKING AT NORTHWEST CORNER FROM 10TH AVE E



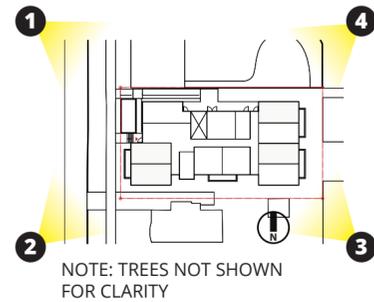
2 PERSPECTIVE LOOKING AT SOUTHWEST CORNER FROM 10TH AVE E



3 PERSPECTIVE LOOKING AT SOUTHEAST CORNER



4 PERSPECTIVE LOOKING AT NORTHEAST CORNER

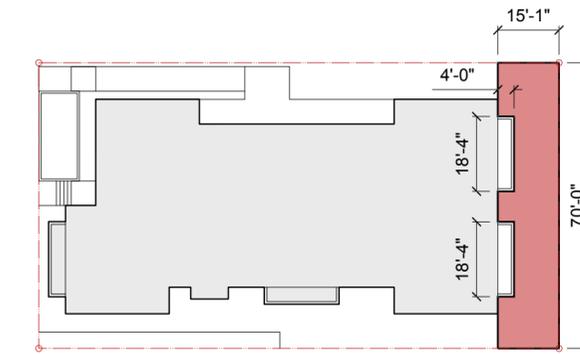


DEPARTURE

- SMC 23.45.522.A.2 - Amenity area
- Required: 50% of total required amenity to be at grade, 1,120 sf
- Proposed: Proposed amenity at grade is 901 sf

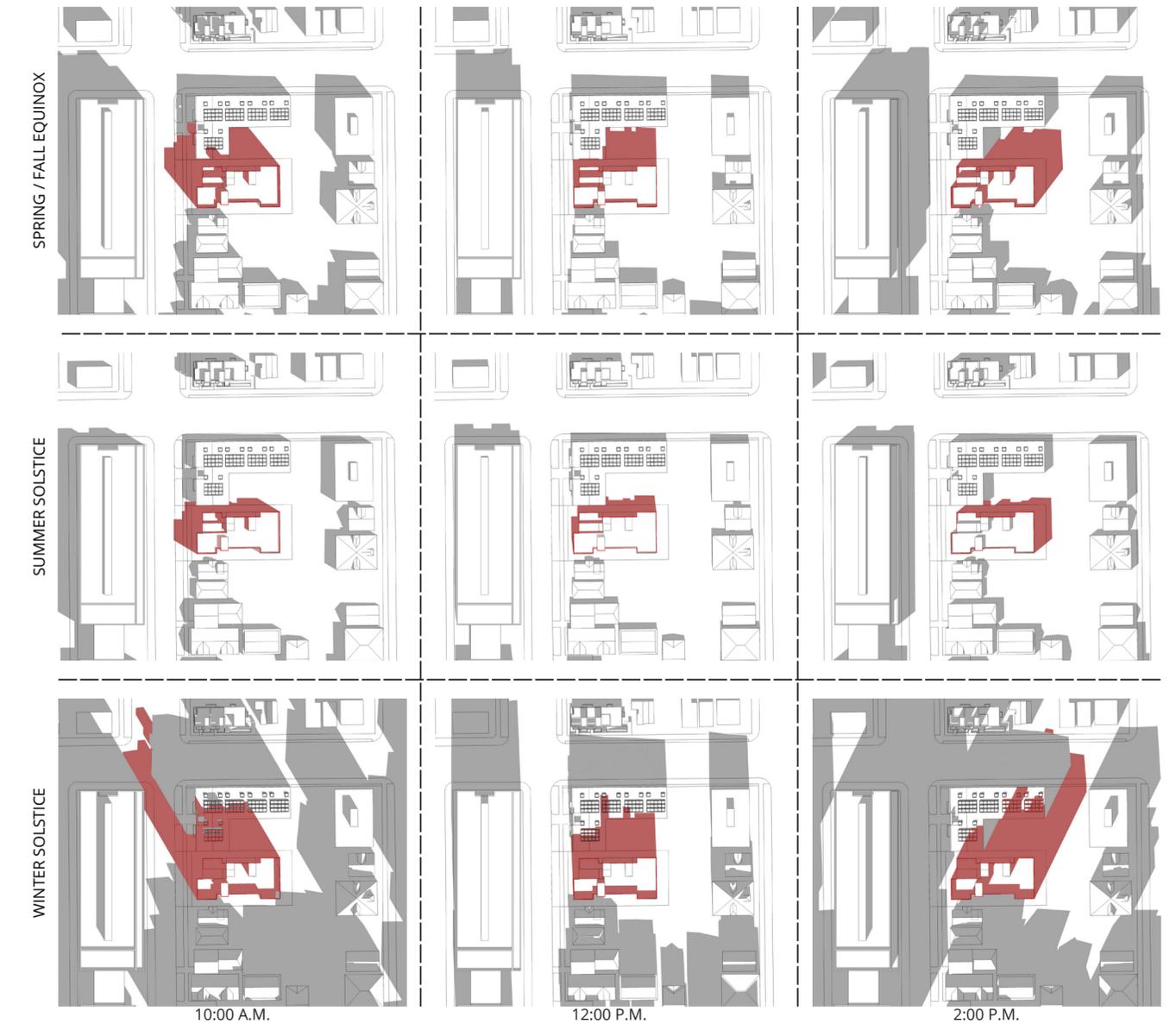
JUSTIFICATION

- PL3 A.1.c & PL3 B.1 A smaller rear yard allows for a larger front yard which contributes to entry security and privacy by providing a landscaping buffer.
- DC2 A.2 More opportunity is available for modulation on the street façade to provide interest and break down the scale.
- CS2 Capitol Hill Guideline I A larger front setback allows for more right of way landscape to complement the existing streetscape.



- BUILDING FOOTPRINT
- AREA OF DEPARTURE REQUEST

SUN PATH / SHADOW STUDY: SCHEME B



SCHEME C: PREFERRED/COMPLIANT

25,000 GSF
48 EFFICIENCY STUDIOS
2,301 SF- TOTAL COMMON AMENITY
 1,474 SF - AT GRADE
 827 SF - ROOF DECK
2.0 FAR - 17,920 GFA

POSITIVE

- Recessed double-height space accentuates principal entry
- Variety in unit layout
- Multiple decks give occupants a variety of common spaces
- Massing steps down towards single family to create a visual transition and break down massing
- Building service areas and common spaces located away from single-family uses
- Reduced stairways and elevator penthouses to roof deck
- Unoccupied roof allows for potential solar panels
- No departures requested

NEGATIVE

- None

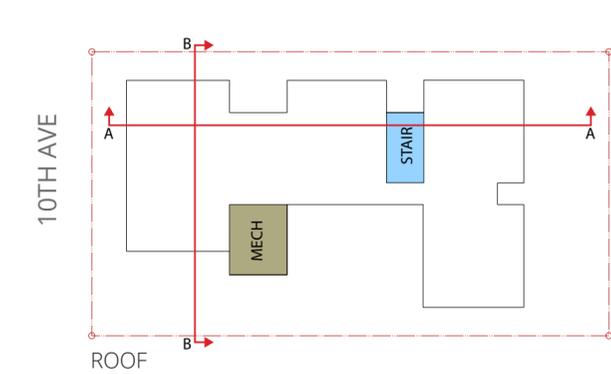
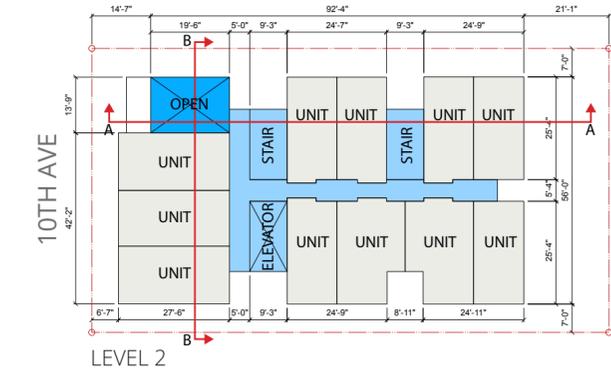
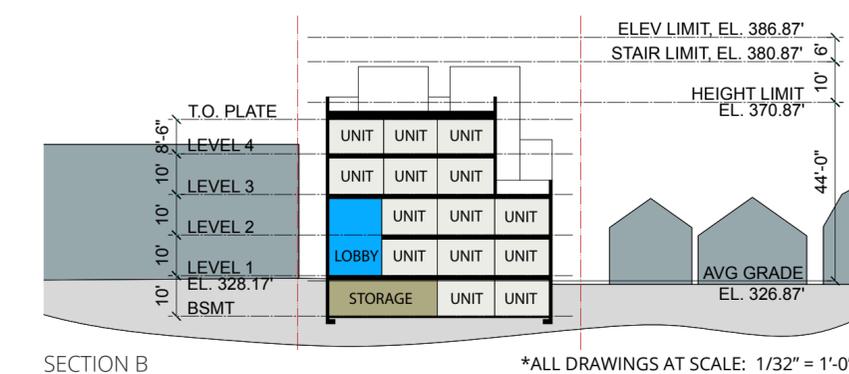
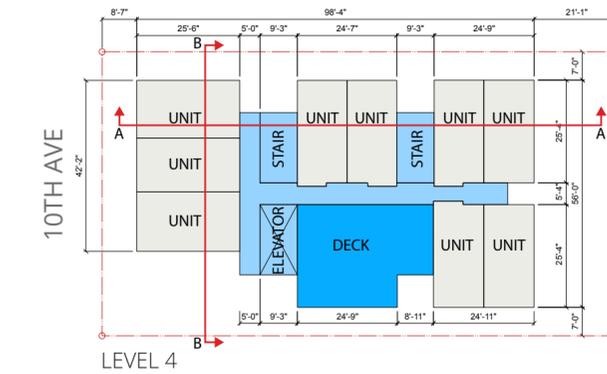
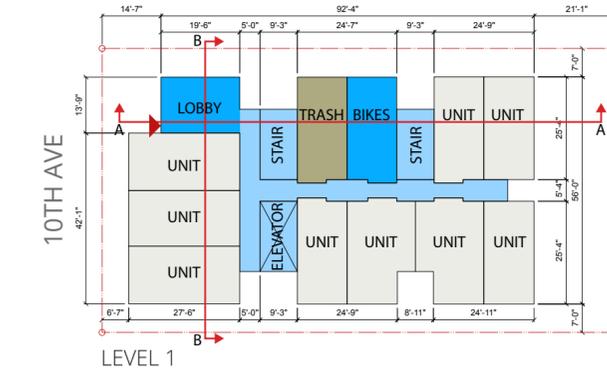
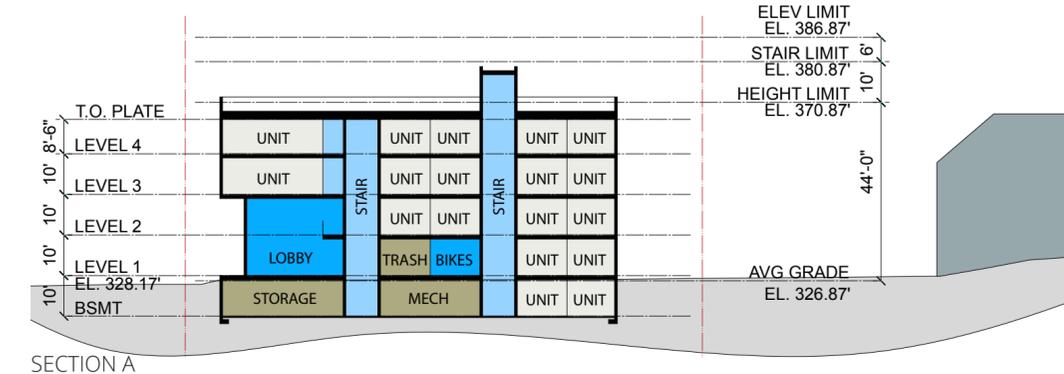
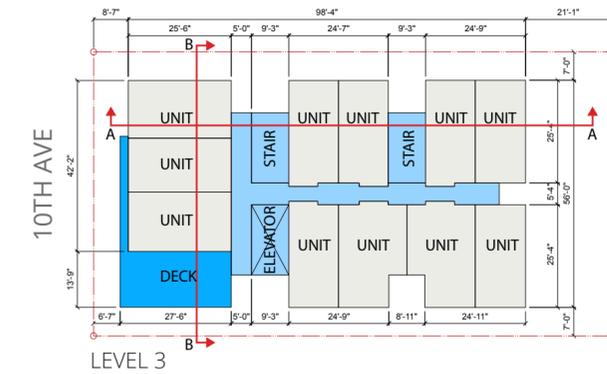
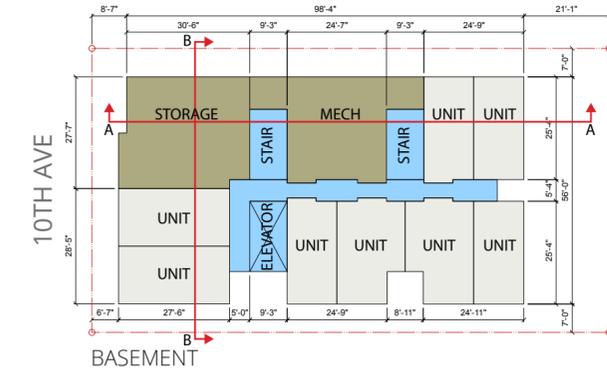
DESIGN CUES

- Visual transition through massing
- Prominent entry element
- Massing sympathetic to single-family lot to the south
- Maintain street edge created by north neighbor

- ▶ PRIMARY BUILDING ENTRANCE
- BUILDING SERVICE
- RESIDENTIAL
- INTERIOR CIRCULATION
- EXTERIOR CIRCULATION
- COMMON
- - ACCESS EASEMENT FOR 118 10TH AVE E

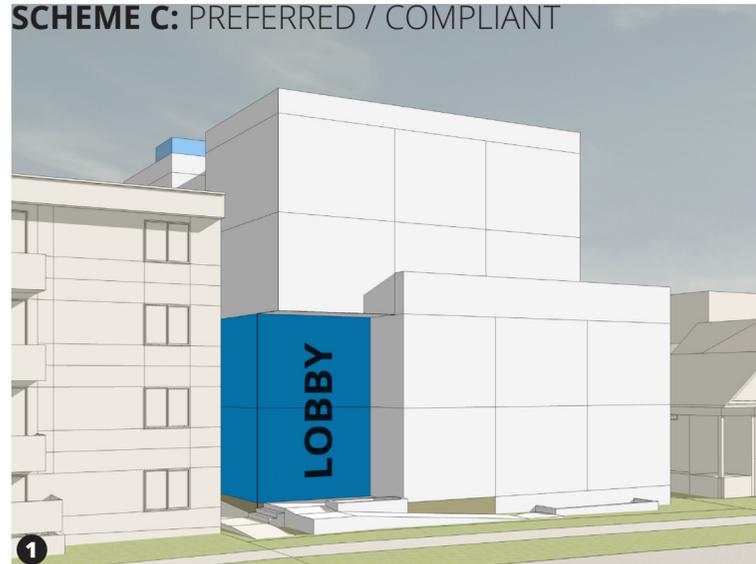
SITE / STREET LEVEL PLAN

SCALE: 1/16" = 1'-0"

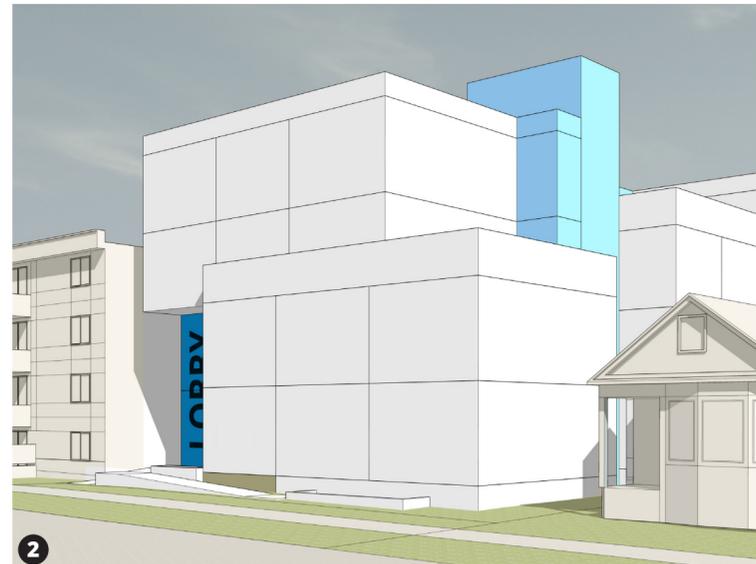


*ALL DRAWINGS AT SCALE: 1/32" = 1'-0"

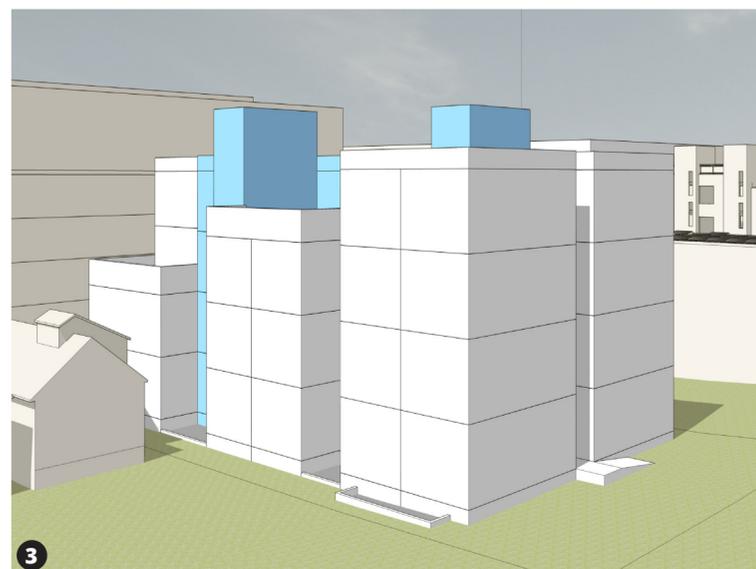
SCHEME C: PREFERRED / COMPLIANT



1 PERSPECTIVE LOOKING AT NORTHWEST CORNER FROM 10TH AVE E



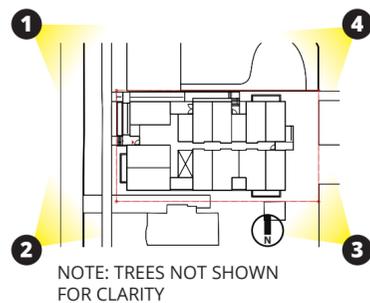
2 PERSPECTIVE LOOKING AT SOUTHWEST CORNER FROM 10TH AVE E



3 PERSPECTIVE LOOKING AT SOUTHEAST CORNER



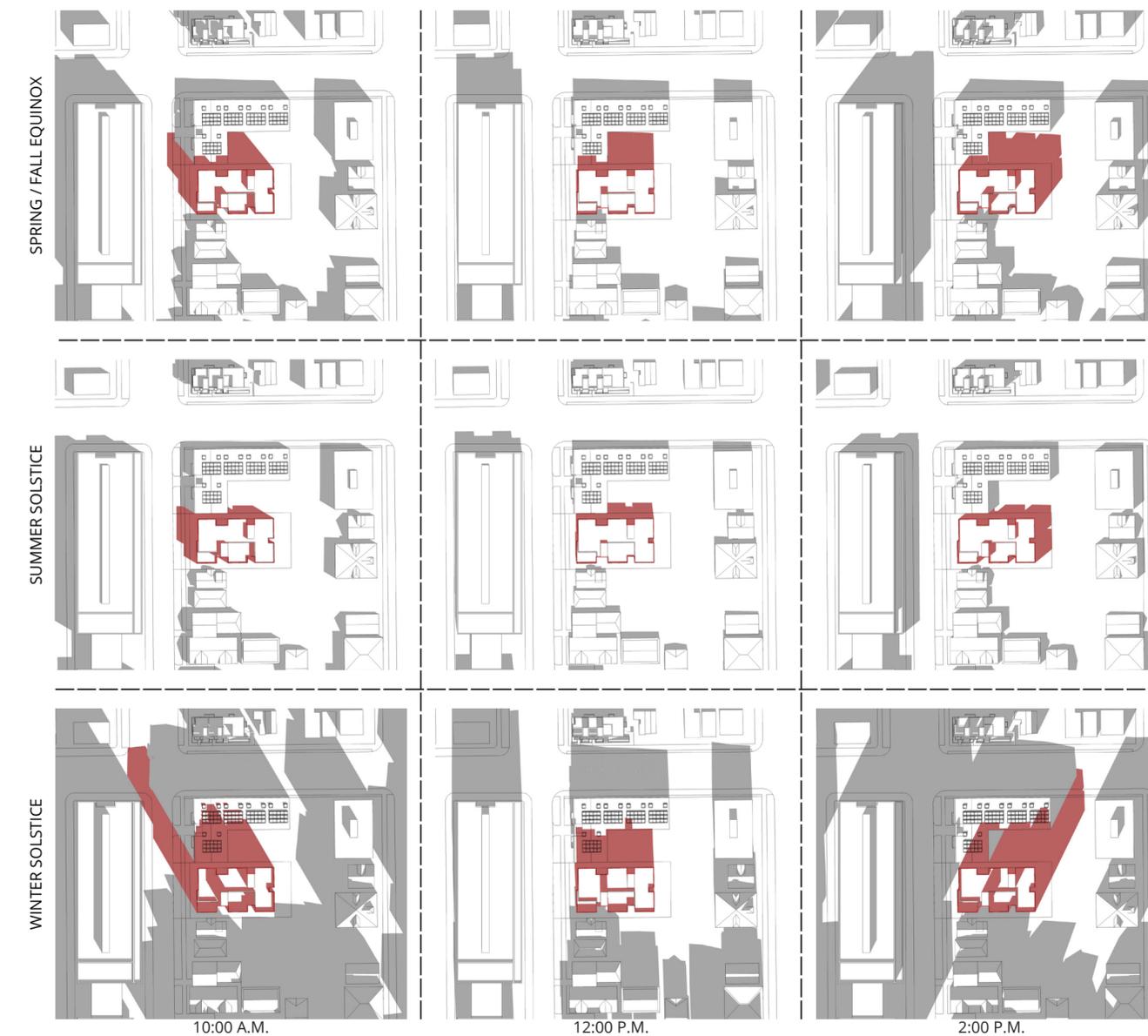
4 PERSPECTIVE LOOKING AT NORTHEAST CORNER



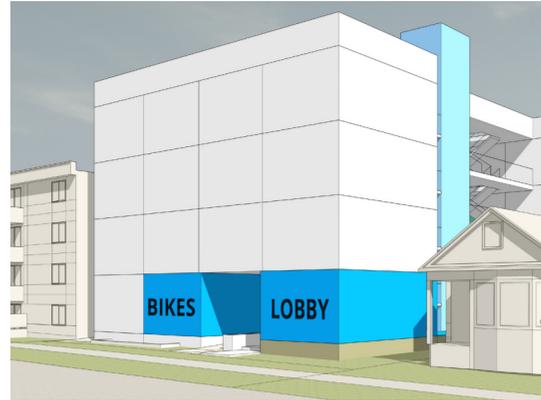
DEPARTURES

None Requested

SUN PATH / SHADOW STUDY: SCHEME C



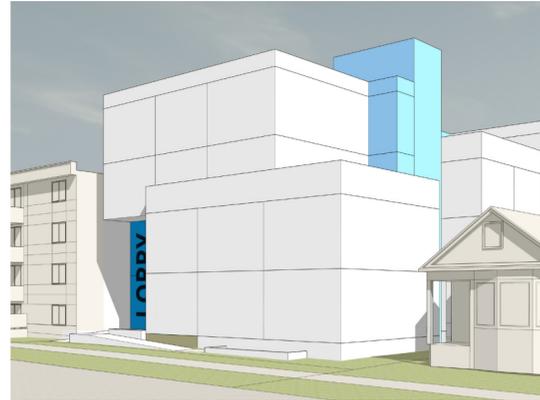
SCHEME A



SCHEME B



SCHEME C (PREFERRED)



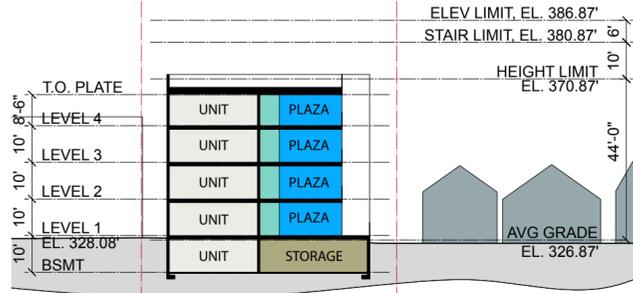
SITE PLAN
SCALE: N.T.S.



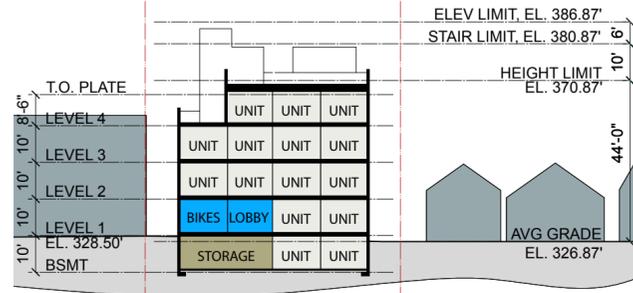
SITE PLAN
SCALE: N.T.S.



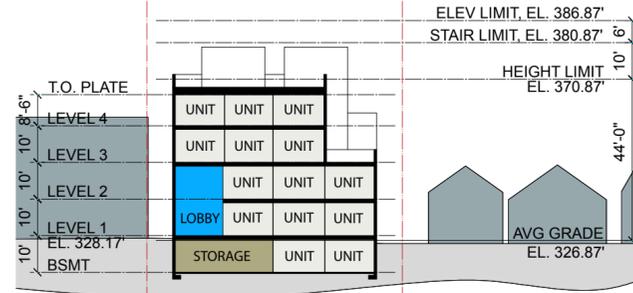
SITE PLAN
SCALE: N.T.S.



SECTION LOOKING EAST
SCALE: N.T.S.



SECTION LOOKING EAST
SCALE: N.T.S.



SECTION LOOKING EAST
SCALE: N.T.S.

DEPARTURE MATRIX

SCHEME A: FACADE LENGTH

DEPARTURE

- SMC 23.45.527.B.1 - Façade Length
- Required: 65% Max Lot Depth within 15' of side lot line
- Proposed: 10'-0" of north façade extends beyond the 65% limit

JUSTIFICATION

- CS1 B.2 Pushing the mass to the north gives the existing single-family structure to the south more access to daylight
- DC2.C.3 Massing reflects existing structures by placing the larger masses towards the northern multi-family structure while opening up the south to provide the single-family with air and light.

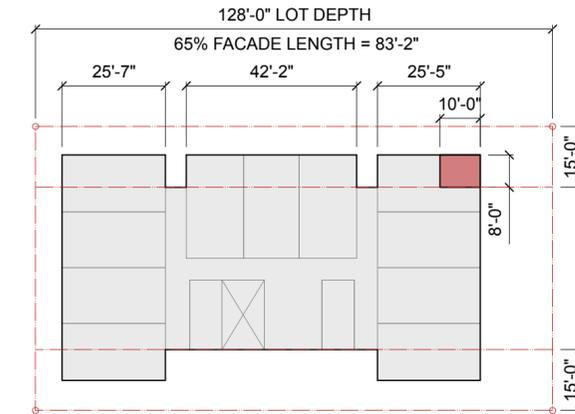
SCHEME B: AMENITY AREA

DEPARTURE

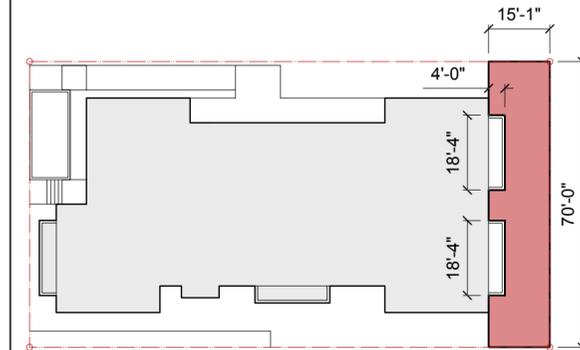
- SMC 23.45.522.A.2 - Amenity area
- Required: 50% of total required amenity to be at grade, 1,120 sf
- Proposed: Amenity at grade is 901 sf

JUSTIFICATION

- PL3 A.1.c & PL3 B.1 A smaller rear yard allows for a larger front yard which contributes to entry security and privacy by providing a landscaping buffer.
- DC2 A.2 More opportunity is available for modulation on the street façade to provide interest and break down the scale.
- CS2 Capitol Hill Guideline I A larger front setback allows for more right of way landscape to complement the existing streetscape.



- BUILDING FOOTPRINT
- AREA OF DEPARTURE REQUEST



- BUILDING FOOTPRINT
- AREA OF DEPARTURE REQUEST

CONCEPT DEVELOPMENT: DESIGN DEVELOPMENT



1. LOBBY LIGHTING



2. LOBBY ACCENT WALL



3. RECESSED WINDOWS



4. BLACK VINYL WINDOWS



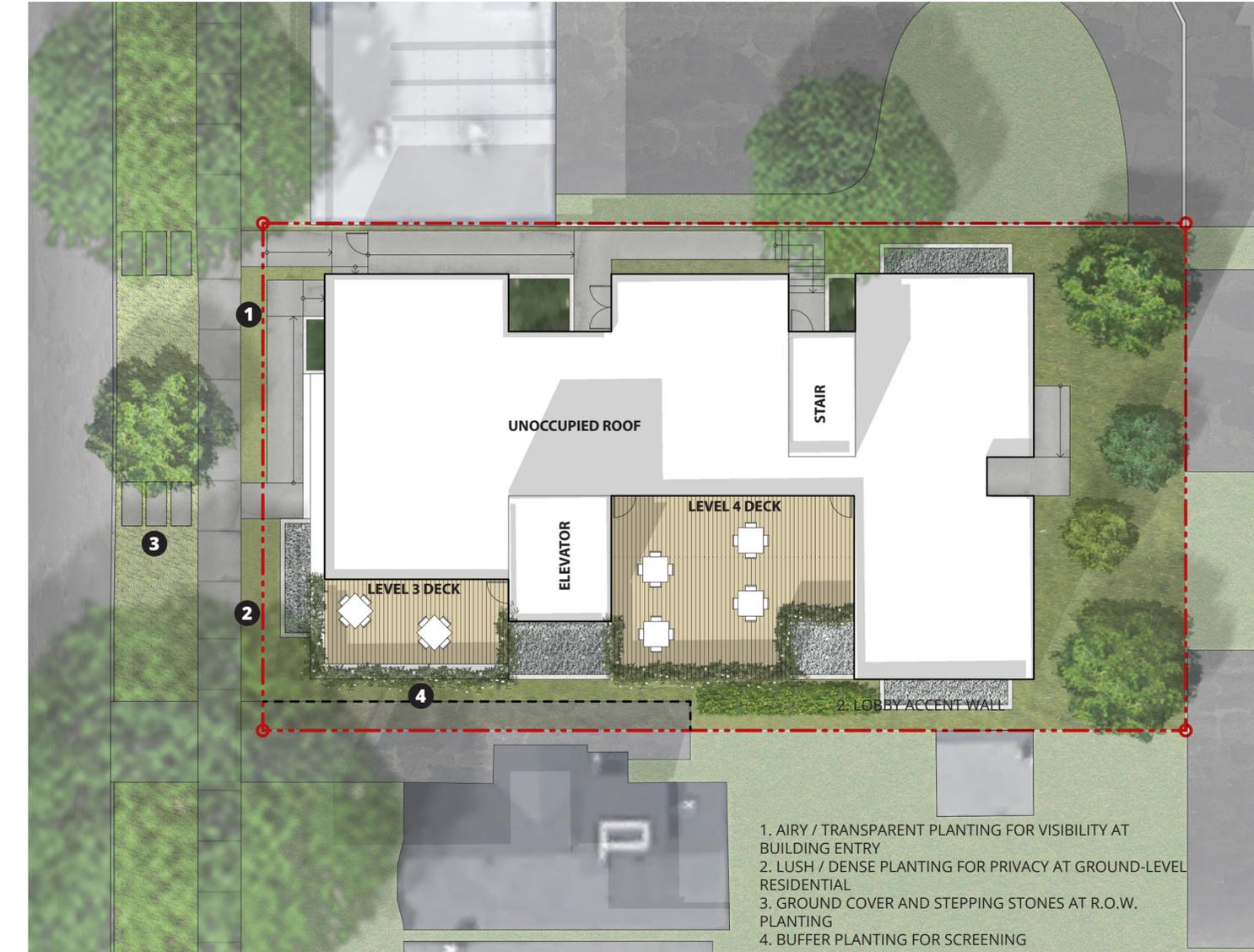
5. BIKE PARKING



6. ADDRESS GRAPHICS



CONCEPT DEVELOPMENT: LANDSCAPE



- 1. AIRY / TRANSPARENT PLANTING FOR VISIBILITY AT BUILDING ENTRY
- 2. LUSH / DENSE PLANTING FOR PRIVACY AT GROUND-LEVEL RESIDENTIAL
- 3. GROUND COVER AND STEPPING STONES AT R.O.W. PLANTING
- 4. BUFFER PLANTING FOR SCREENING



RECENT WORK



5902 22ND AVE NW (UNDER CONSTRUCTION)



116 13TH AVE E



2651 NW 56TH ST (UNDER CONSTRUCTION)



1728 12TH AVE



2418 NW 58TH ST (UNDER CONSTRUCTION)



203 W THOMAS ST - ADAPTIVE RE-USE



200 10TH AVE E