

1820 BOYLSTON AVENUE

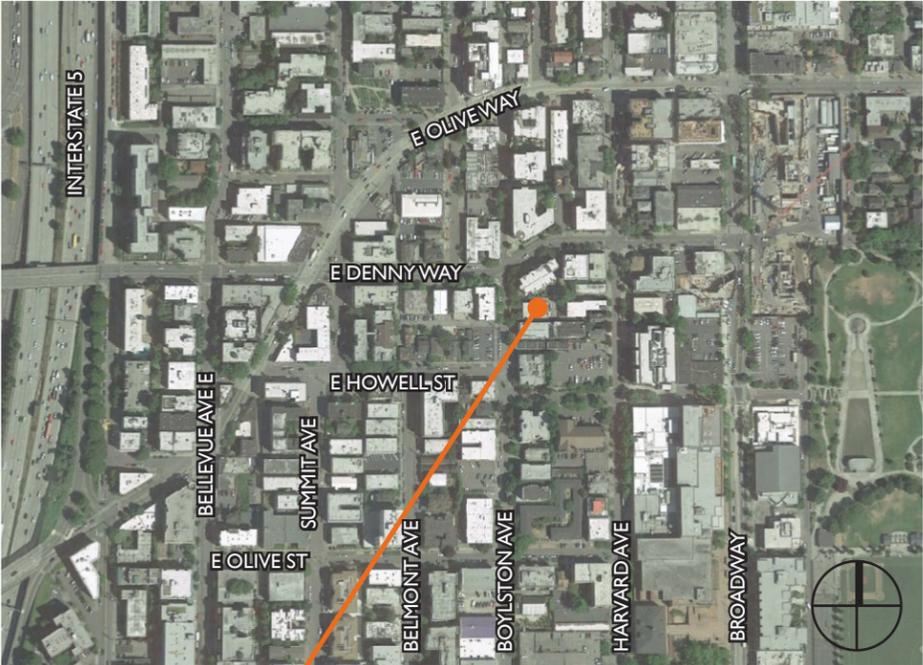


EARLY DESIGN GUIDANCE
AUGUST 12, 2015
DPD #3020247

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Seattle, WA 98104
206.933.1150
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PROJECT INTRODUCTION



SITE LOCATION

ADDRESS: 1820 Boylston Ave
 DPD PROJECT #: 3020247
 OWNER: Capitol Hill Lofts, LLC

APPLICANT: Nicholson Kovalchick Architects
 CONTACT: Jill Burdeen

DEVELOPMENT OBJECTIVES

The project is an eight-story apartment building containing approximately 56 residential units. Parking for approximately 15 vehicles will be located in a below grade parking garage, which is accessed via a ramp from Boylston Ave. The existing two-story residential structure on site will be demolished. The approximate sizes of the proposed building and its individual uses are as follows:

- Number of Residential Units: Approximately 56
- Number of Parking Stalls: Approximately 15, below grade
- Area of Residential Levels: Approximately 38,100 square feet
- Area of Parking Levels: Approximately 6,100 square feet
- Total Building Area: Approximately 44,200 square feet

EXISTING SITE

The site is located at the mid block on east side of Boylston Ave between E Howell St. and E Denny Way. The site consists of a single parcel measuring approximately 60' x 122'. A two-story brick apartment building currently exists on the site. A single curb cut off of Boylston Ave. serves a small surface parking lot behind the existing building. The site slopes up from west to east, with most of the grade change occurring at retaining walls at the front and back of the site. The north and south sides of the property are also bounded by retaining walls and fences on the neighboring properties. The front yard of the site is landscaped with shrubs, ground cover and medium-sized deciduous trees. There is a small planting strip along most of the street frontage that is landscaped with small shrubs and grass.

ZONING AND OVERLAY DESIGNATION

The site is zoned Midrise, and is located in the Capitol Hill Urban Center Village and Capitol Hill Station Area Overlay. The area of the site is 7,350 sf.

NEIGHBORING DEVELOPMENT

The site is located in the South Anchor District of Capitol Hill, between Olive Way to the north, Broadway to the east and Pike/Pine to the south. Most of the neighborhood is zoned Midrise, and consists primarily of mid-rise multifamily buildings. Buildings in the neighborhood are built in a variety of styles from many different time periods. Most are 3-6 stories tall, and occupy 1-3 parcels. Some single-family houses remain in the neighborhood, most of which are likely to be redeveloped in the future.

The neighborhood slopes down to the west, providing views of Downtown and South Lake Union, particularly along east-west streets. Most of the streets in the neighborhood are landscaped with mature street trees and planting strips.

The area is within walking distance of Downtown, and is well served by public transit, including the future Capitol Hill light rail station, located 2 blocks east of the project site. There are numerous amenities within walking distance, including retail areas on Olive Way, Broadway and Pike/Pine, and Cal Anderson Park.

ZONING SUMMARY

PARCEL #: 1817800025
ZONING: MR
OVERLAYS: Capitol Hill Urban Center Village Station Area Overlay (Capitol Hill)
LOT AREA: 7,350 SF

may project into required setbacks and separations a maximum of 4' if they are no closer than 3' to any lot line

- Unenclosed decks and balconies may project a maximum of 4' into required setbacks if each one is no closer than 5' to any lot line, no more than 20' wide, and separated from other decks and projections by a distance equal to one-half the width of the projection

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS

- 50-100 units:
- 375 sf + 4 sf per unit in excess of 50
 - Min. horizontal dimension of required storage space is 12'

23.45.504 PERMITTED USES

Permitted outright: Residential

23.45.510 FLOOR AREA RATIO

Base FAR: 3.2
 Maximum FAR: 4.25
 Maximum FAR per sustainable design and affordability incentives (SMC 23.45.516, SMC 23.45.526, SMC 23.58A.014)

23.45.514 STRUCTURE HEIGHT

Allowed Maximum Structure Height:

- Base Height: 60'-0"
- Maximum bonus height per incentives: 75'-0"
- 4' additional allowed for parapets: 79'-0"
- 15' additional allowed for stair penthouse: 90'-0"
- 16' additional allowed for elevator penthouse: 91'-0"

Increase from base height limit to maximum requires compliance with incentive provisions for affordable housing and sustainable design.

23.86.006 STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ('average grade level' means the average of the elevation of existing lot grades at the midpoints, measured horizontally, of each exterior wall of the structure or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure).

23.45.518 SETBACK REQUIREMENTS

Front and side setback from street lot lines:

- 7' average, 5' minimum
- No setback required if a courtyard abuts street, and the courtyard is minimum 30% width of abutting street frontage or 20' whichever is greater, and minimum 20' deep measured from street lot line

Rear setback: 15'

Side setback from interior lot line:

- For portions 42' high or less, 7' average setback and 5' minimum setback
- For portions higher than 42', 10' average setback and 7' minimum setback

Additional setbacks:

- Cornices, eaves, gutters, roofs and other forms of weather protection

23.45.522 AMENITY AREA

Required: 5% of gross floor area in residential use

General requirements:

- All units shall have access to private or common amenity area
- No more than 50% of the amenity area may be enclosed, and this enclosed area shall be provided as common amenity area
- No minimum horizontal dimension for private amenity areas, except 10' at non-street side lot lines

Requirements for apartments, rowhouses, and townhouses:

- No common amenity area shall be less than 250 sf in area, and common amenity areas shall have a minimum horizontal dimension of 10'
- Min. 50% of common amenity area at ground level shall be landscaped
- Seating, lighting, outdoor protection, art, etc. shall be provided
- Common amenity area req'd at ground level will be accessible to all units

23.45.524 LANDSCAPING REQUIREMENTS

Green Factor score minimum 0.5 required

23.45.526 LEED, BUILT GREEN, AND EVERGREEN SUSTAINABLE DEVELOPMENT STANDARDS

Projects seeking additional height and FAR must meet LEED Silver or Built Green 4-Star rating.

23.54.015 REQUIRED PARKING

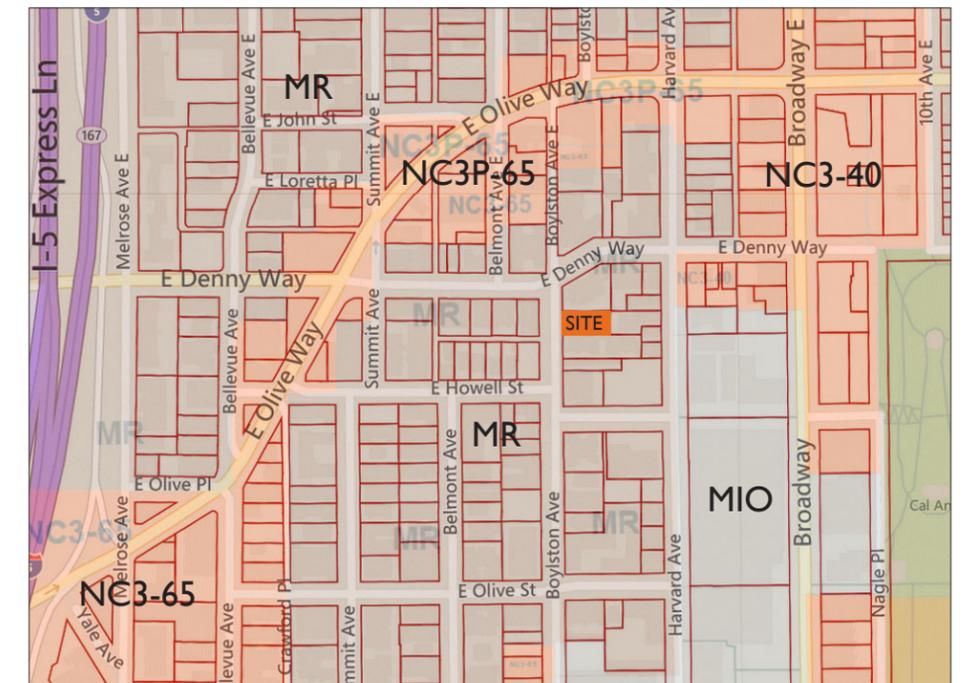
- Required parking in multi-family zones in urban centers: none
- Bicycle long-term parking: 1 per 4 units

23.45.536 PARKING LOCATION, ACCESS, AND SCREENING

- Parking may be located in a structure provided that no portion of a garage that is higher than 4' above grade shall be closer to a street lot line than any part of the first floor of the structure
- Alley access to parking required, except street access is allowed where no alley is adjacent to the site.

23.54.030 PARKING SPACE STANDARDS

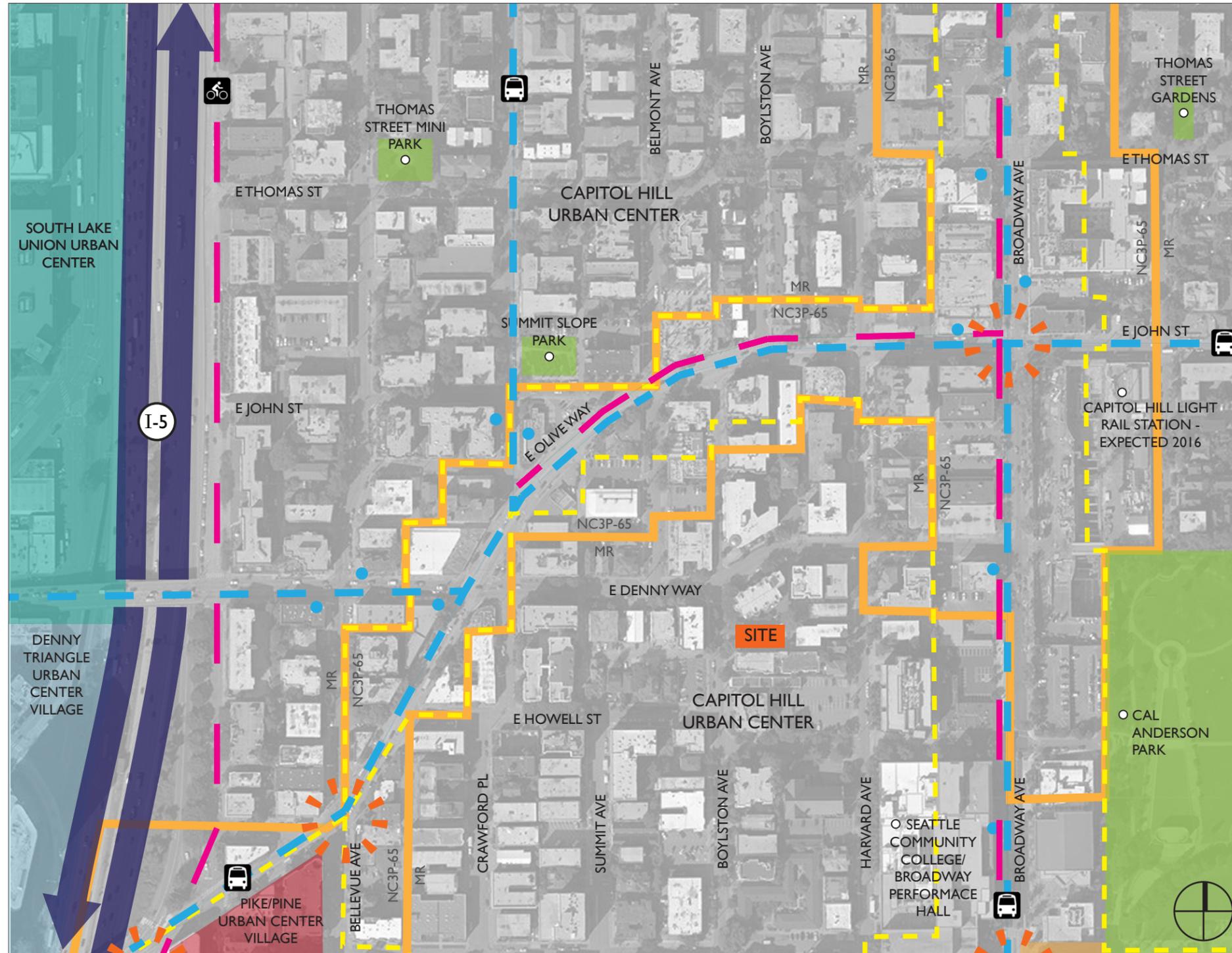
- Driveway width min. 10' for driveways serving 30 spaces or fewer for one or two-way traffic
- Driveway slope maximum 15%



DPD ZONING MAP

URBAN CONTEXT

CONSTRAINTS AND OPPORTUNITIES



OPPORTUNITIES

- Pedestrian-friendly, low-traffic street
- Walking distance to retail, neighborhood amenities and parks
- Close to several bus routes and future light-rail station
- Well-landscaped street with mature street trees
- Opportunity for views of downtown to the south and west

CONSTRAINTS

- Small, narrow lot with required setbacks on all sides limit flexibility of massing
- 4-5 story buildings on all sides of site will limit views and solar access at lower levels
- Lack of alley and narrow street frontage limits options for vehicular and pedestrian access, and limits opportunities for street-fronting units
- Slopes and neighboring retaining walls limit opportunities for use of ground-level outdoor space

KEY

	SITE		BUS ROUTE
	PARK		BUS STOP
	NODE		BIKE PATH
	LANDMARK		INTERSTATE
	ZONING BOUNDARY		PEDESTRIAN AREA BOUNDARY

SITE CONTEXT



① GRANADA APARTMENTS



② MISSION INN APARTMENTS



③ WINCHESTER APARTMENTS



④ MAXWELL CONDOMINIUMS



⑤ LASALLE APARTMENTS



⑥ 1800 BOYLSTON CONDOMINIUMS

The site context consists primarily of low and midrise residential buildings. They are a mix of old and new buildings in a variety of styles and sizes. The character of the neighborhood comes from this eclectic mix of buildings, rather than any particular architectural style or type. Most buildings are simple in form and are designed with a restrained material palette.



⑦ BOYLSTON PL. APARTMENTS



⑧ FUTURE CAPITOL HILL LIGHT RAIL STATION



⑨ TWICE SOLD TALES/ABONITA APTS.



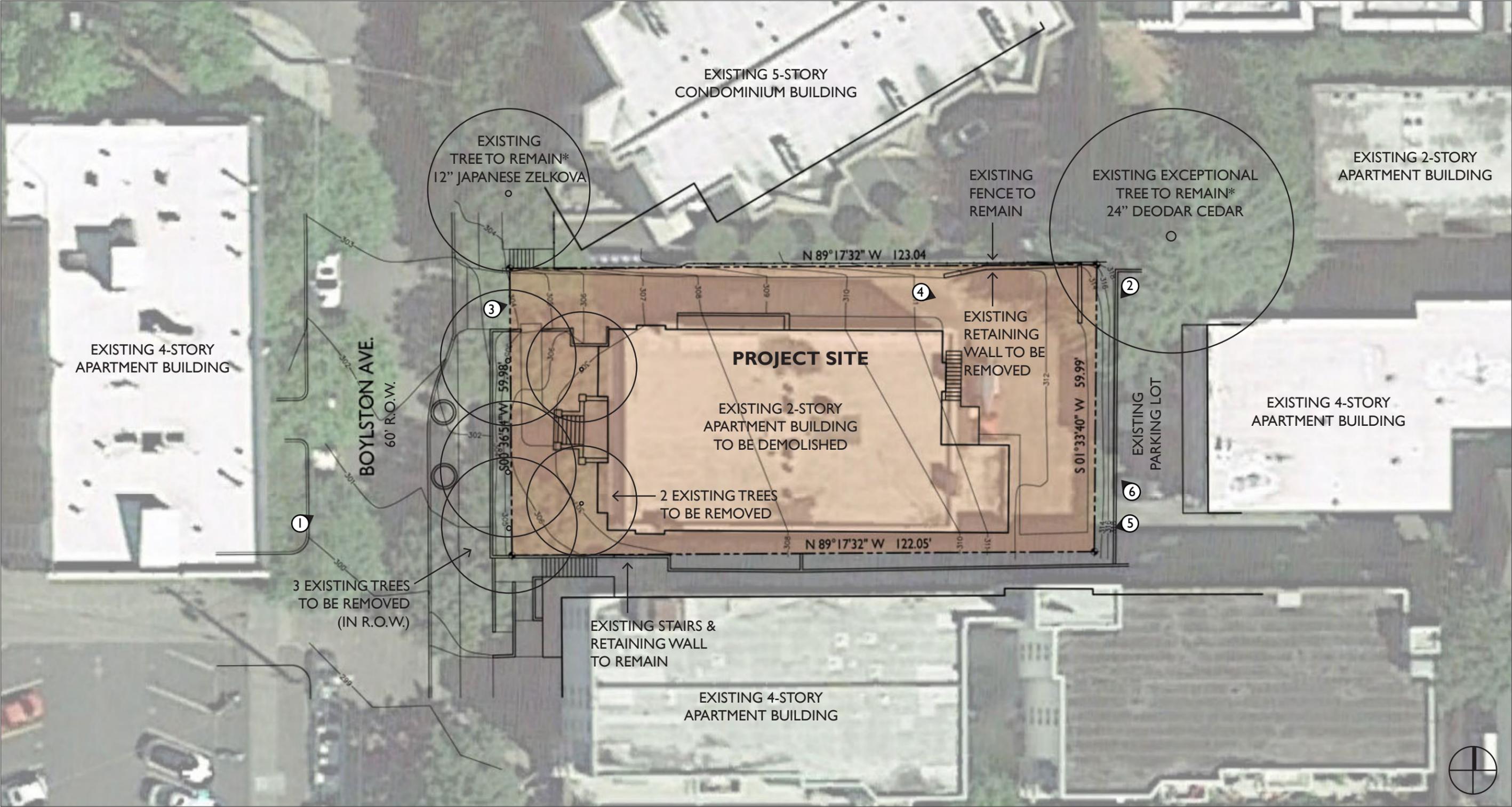
⑩ MEZZO CONDOMINIUMS



⑪ CAL ANDERSON PARK

EXISTING SITE

SITE PLAN



*Per arborist's report, the proposed development will not negatively impact the existing trees on adjacent properties.

EXISTING SITE

PHOTOS



① FRONT OF PROJECT SITE FROM BOYLSTON AVE.



② BACK OF PROJECT SITE, LOOKING SOUTH



③ NORTH PROP. LINE, LOOKING EAST



④ NEIGHBORING BUILDING WEST OF PROJECT SITE



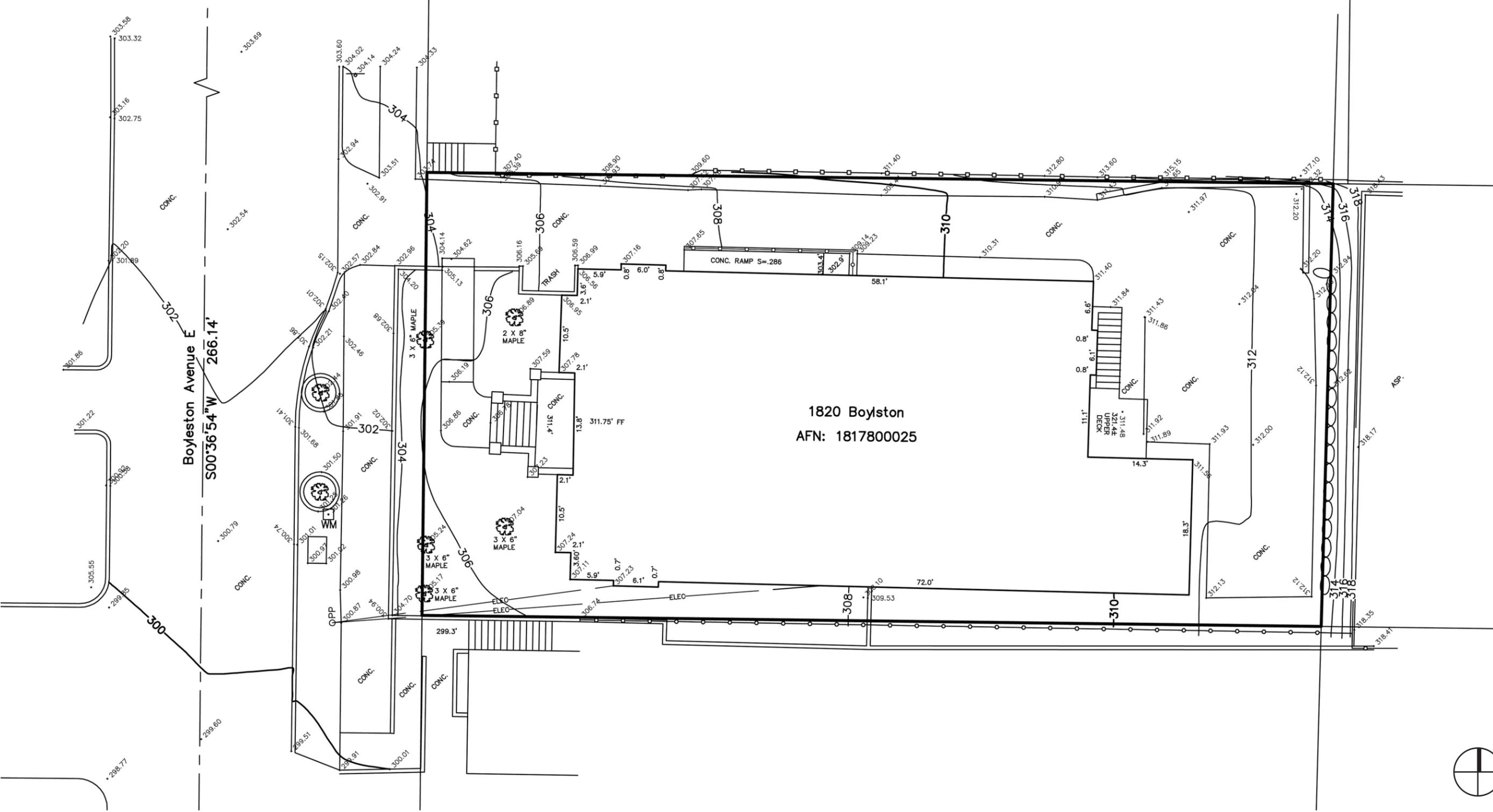
⑤ SOUTH PROP. LINE, LOOKING WEST



⑥ NEIGHBORING BUILDING NORTH OF PROJECT SITE

EXISTING SITE

SURVEY



STREETSCAPES

BOYLSTON AVE



PROJECT SITE



① BOYLSTON AVE LOOKING EAST

ACROSS FROM PROJECT SITE



② BOYLSTON AVE LOOKING WEST

DESIGN GUIDELINES

CAPITOL HILL NEIGHBORHOOD - SOUTH ANCHOR DISTRICT

CS2 URBAN PATTERN AND FORM

Citywide Guideline: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

Capitol Hill Supplemental Guidance:

I. Streetscape Compatibility

Neighborhood Priority: The siting of buildings should reinforce the existing desirable spatial characteristics of the right-of-way.

- Retain or increase the width of sidewalks.
- Orient townhouse structures to provide pedestrian entrances to the sidewalk.
- Vehicle entrances to buildings should not dominate the streetscape.

Response: The preferred option will maintain the existing sidewalk width and planting strip, and add landscaping in the right-of-way. Townhouse units with street-facing entries and patios will activate the streetscape and create a residential character on the street. The garage entry is located at the edge of the street frontage, minimizing its presence on the street front and minimizing conflicts between vehicular and residential access.



STREET LEVEL UNITS

III. Height, Bulk, and Scale Compatibility

Neighborhood Priority: Compatible design should respect the scale, massing and materials of adjacent buildings and landscape. 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 nearby, less-intensive zones.

- Break up building mass by incorporating different facade treatments to

give the impression of multiple, small-scale buildings, in keeping with the established development pattern.

- Consider existing views to downtown Seattle, the Space Needle, Elliott Bay and the Olympic Mountains, and incorporate site and building design features that may help preserve those views from public rights-of-way.
- Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.

Response: Given the small size of the project site, the preferred option is designed with a simple, singular massing facing the street, similar to other mid-rise residential buildings in the neighborhood. The top floor has been pulled back to reduce the apparent height of the building from the street. The mass of the back portion of the building has been shifted to the north to provide a larger setback from the neighboring building to the south, while taking advantage of the larger open space to the north.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

Citywide Guideline: Contribute to the architectural character of the neighborhood.

Capitol Hill Supplemental Guidance:

I. Architectural Concept and Consistency

Neighborhood Priority: Building design elements, details and massing should create a well-proportioned and unified building form and exhibit form and features identifying the functions within the building. In general, the roof line or top of the structure should be clearly distinguished from its facade walls.

- Incorporate signage that is consistent with the existing or intended character of the building and the neighborhood.
- Use materials and design that are compatible with the structures in the vicinity if those represent the desired neighborhood character.

Response: The preferred option follows the massing strategy of most of the historic residential buildings in the neighborhood. These use a simple, monolithic massing, consistent material palette, and regular patterns of windows and facade treatment. The massing of the preferred option uses minimal articulation at the base to highlight the main entry and ground-level townhouse units.



HISTORIC & MODERN BUILDINGS IN NEIGHBORHOOD

PL2 WALKABILITY

Citywide Guideline: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

Capitol Hill Supplemental Guidance:

I. Human Scale

Neighborhood Priority: The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

- Incorporate building entry treatments that are arched or framed in a manner that welcomes people and protects them from the elements and emphasizes the building's architecture.
- Improve and support pedestrian-orientation by using components such as: non-reflective storefront windows and transoms, pedestrian-scaled awnings; architectural detailing on the first floor; and detailing at the roof line.

Response: The preferred option uses massing and design treatments at ground level to create human-scaled streetscape. The lobby and ground floor units are recessed to distinguish the ground levels from the massing above, and to create usable patio space fronting the sidewalk. Canopies, lighting and doors will also help to create human-scaled entries.

II. Pedestrian Open Spaces and Entrances

Neighborhood Priority: 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.

- Provide entryways that link the building to the surrounding landscape.

DESIGN GUIDELINES

- Create open spaces at street level that link to the open space of the sidewalk.
- Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.

Response: Public and private patios will provide landscaping and seating to create inviting spaces along the sidewalk. Patios at the townhouse units will provide usable open space to activate the streetscape, while providing a transition zone between the sidewalk and the unit. The recessed main entry allows for a larger entry court, creating an inviting transition to the entry and helping to further activate the street. The parking entry is located at the edge of the street front to minimize its impact on streetscape.



TALL, RECESSED ENTRY LOBBY

III. Personal Safety and Security

Neighborhood Priority: Project design should consider opportunities for enhancing personal safety and security in the environment under review.

- Consider pedestrian-scale lighting, but prevent light spillover onto adjacent properties; architectural lighting to complement the architecture of the structure; and transparent windows allowing views into and out of the structure— thus incorporating the “eyes on the street” design approach.

Response: The preferred massing option orients the most possible units toward Boylston Ave. to provide the most eyes on the street. Ground level units with private patios will provide more views to the street and help to activate the streetscape.

DCI PROJECT USES AND ACTIVITIES

Citywide Guideline: Optimize the arrangement of uses and activities on site.

Capitol Hill Supplemental Guidance:

I. Parking and Vehicle Access

Neighborhood Priority: Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

- Preserve and enhance the pedestrian environment in residential and commercial areas by providing for continuous sidewalks that are unencumbered by parked vehicles and are minimally broken within a block by vehicular access.

Response: Vehicle access to parking is provided off of the street at the south end of the property. The parking access has been located to minimize impacts on the streetscape and minimize conflicts between vehicular and pedestrian traffic.

II. Screening of Dumpsters, Utilities, and Service Areas

Neighborhood Priority: New developments 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

- Consolidate and screen dumpsters to preserve and enhance the pedestrian environment.

Response: All trash and utility rooms will be fully contained within in the building. Vents and mechanical openings will be located away from the street and pedestrian walkways as much as possible.

DC3 – OPEN SPACE CONCEPT

Citywide Guideline: Integrate open space design with the design of the building so that each complements the other.

Capitol Hill Supplemental Guidance:

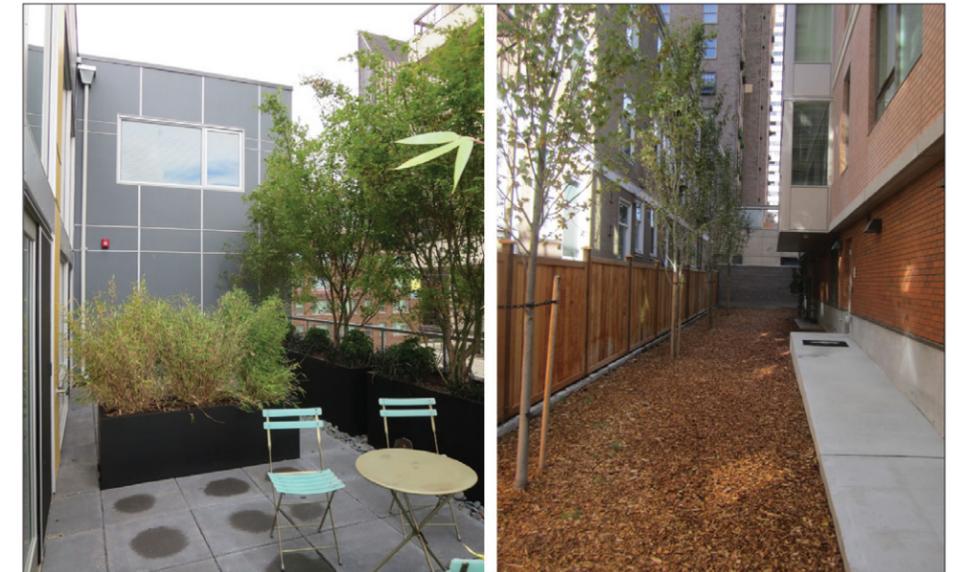
I. Residential Open Space

Neighborhood Priority: Redevelopment should retain and enhance open space and landscaping. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

- Incorporate quasi-public open space with new residential development or redevelopment, with special focus on corner landscape treatments and courtyard entries.
- Create substantial courtyard-style open space that is visually accessible to the public view.
- Set back upper floors to provide solar access to the sidewalk and/or neighboring properties.

- Mature street trees have a high value to the neighborhood and departures from development standards that an arborist determines would impair the health of a mature tree are discouraged.
- Use landscape materials that are sustainable, requiring minimal irrigation or fertilizer.
- Use porous paving materials to enhance design while also minimizing stormwater run-off.

Response: The preferred option maximizes ground-level open space on the street front and around the building. Private patios and a semi-public entry court help to activate the streetscape as discussed under guidelines CS2-I, PL2-I, PL2-II & PL2-III. Additional private patios are provided at the south-facing ground floor units, and the building massing has been shifted north to maximize solar access for these spaces. A green roof with drought-tolerant plants will cover most of the roof area.



PRIVATE & COMMON OUTDOOR SPACES

II. Landscape Design to Address Special Site Conditions

Neighborhood Priority: The landscape design should take advantage of special on-site conditions such as highbank front yards, steep slopes, view corridors or existing significant trees, and off-site conditions such as greenbelts, ravines, natural areas and boulevards.

- Maintain or enhance the character and aesthetic qualities of neighborhood development to provide for consistent streetscape character along a corridor.
- Supplement and complement existing mature street trees where feasible.

DESIGN GUIDELINES

- Incorporate street trees in both commercial and residential environments in addition to trees on site.

Response: The proposal will maintain the highly landscaped character of the streetscape by providing additional landscaping in the right of way and along the street frontage, including an additional street tree. Landscaping along interior property lines and setbacks will balance the need for usable outdoor space while creating harmonious transitions to neighboring properties. Landscaping will also be used to soften the appearance of new and existing retaining walls and fences. See landscape concept page for details.

DC4 – EXTERIOR ELEMENTS AND FINISHES

Citywide Guideline: Use appropriate and high quality elements and finishes for the building and its open spaces.

Capitol Hill Supplemental Guidance:

II. Exterior Finish Materials

Neighborhood Priority: 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.

- Use wood shingles or board and batten siding on residential structures.
- Provide operable windows.
- Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color.
- Consider each building as a high-quality, long-term addition to the neighborhood; exterior design and materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood.

Response: The project design intent assumes glass, metal and fiber cement will be the primary exterior materials. Additionally, materials to add warmth, texture, and scale to the project, including wood or brick accents, are being considered, particularly at street level. Each unit will include operable windows for ventilation as well as an access door to provided unit decks and patios.



MIX OF WOOD, METAL & GLASS

MASSING PRECEDENTS

EXISTING MIDRISE RESIDENTIAL BUILDINGS IN CAPITOL HILL



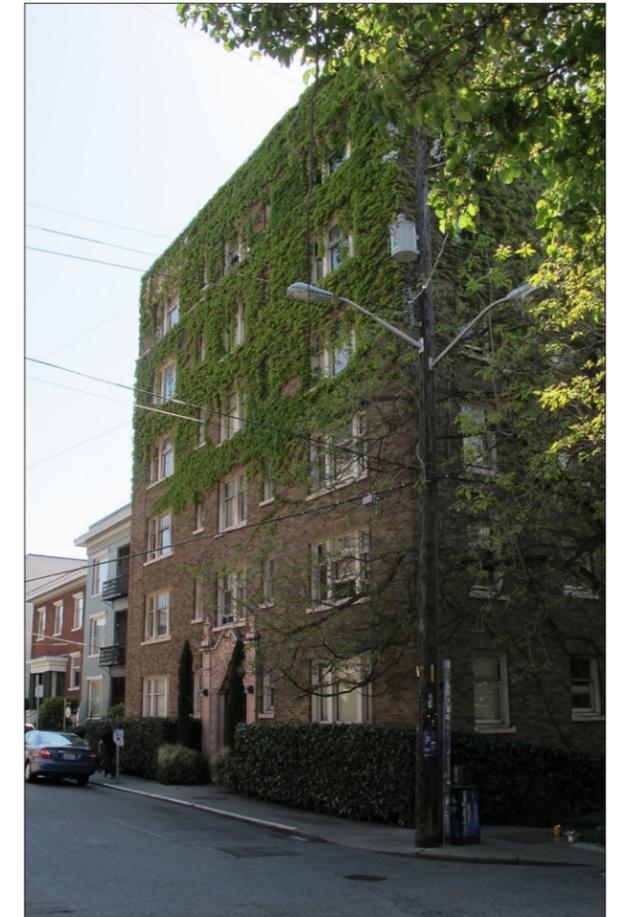
GRENADA APARTMENTS



LOCAL 422 APARTMENTS



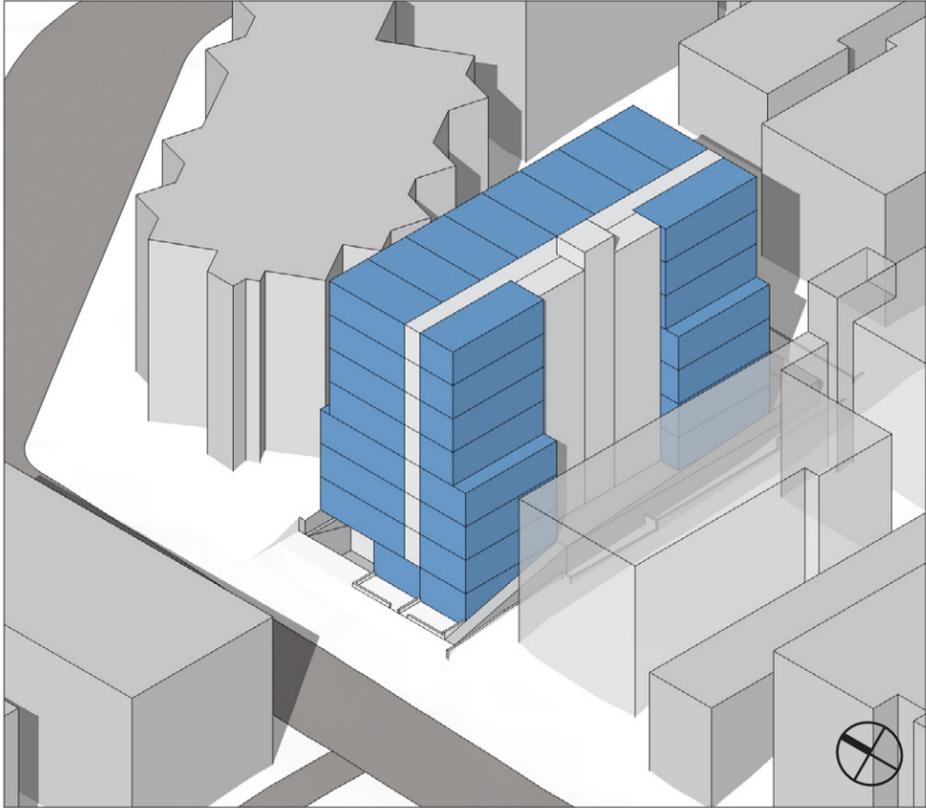
LOCAL 418 APARTMENTS



EMERALD ARMS APARTMENTS

These examples of modern and historic apartment buildings show the typical massing response used by this building type throughout Capitol Hill. The buildings tend to be monolithic and regular in form with minimal articulation. Particularly on small sites, taller buildings are designed to be singular in character, being treated as one piece among various building styles in the neighborhood, rather than attempting to create variety within a single building. When articulation and material changes are used, they tend to emphasize the base and top of the building, and to highlight the main entry.

MASSING OPTIONS



OPTION A - CODE COMPLIANT

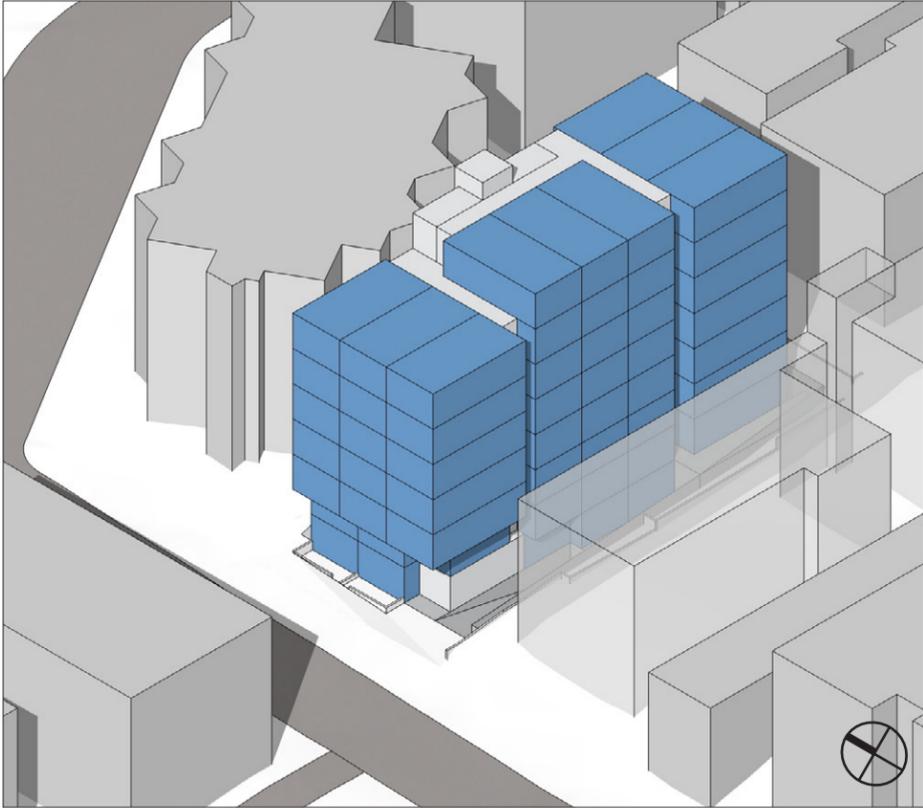
78 Units
14 Parking Spaces
Unit Size: 300-450sf

Pros:

- No departures required
- Building faces toward neighboring building with the largest side setback

Cons:

- Building is very tall facing Boylston Ave.
- Very small units
- Little opportunity for articulation of massing at street level
- Most units face toward adjacent property, impacting privacy
- North-facing building does not take advantage of views and solar access to the south
- Driveway at north side of building crosses primary path of pedestrian access to entry and would be steeper than required at south side of building
- No precedent in neighborhood for “wedding cake” massing prescribed by upper level side setbacks



OPTION B

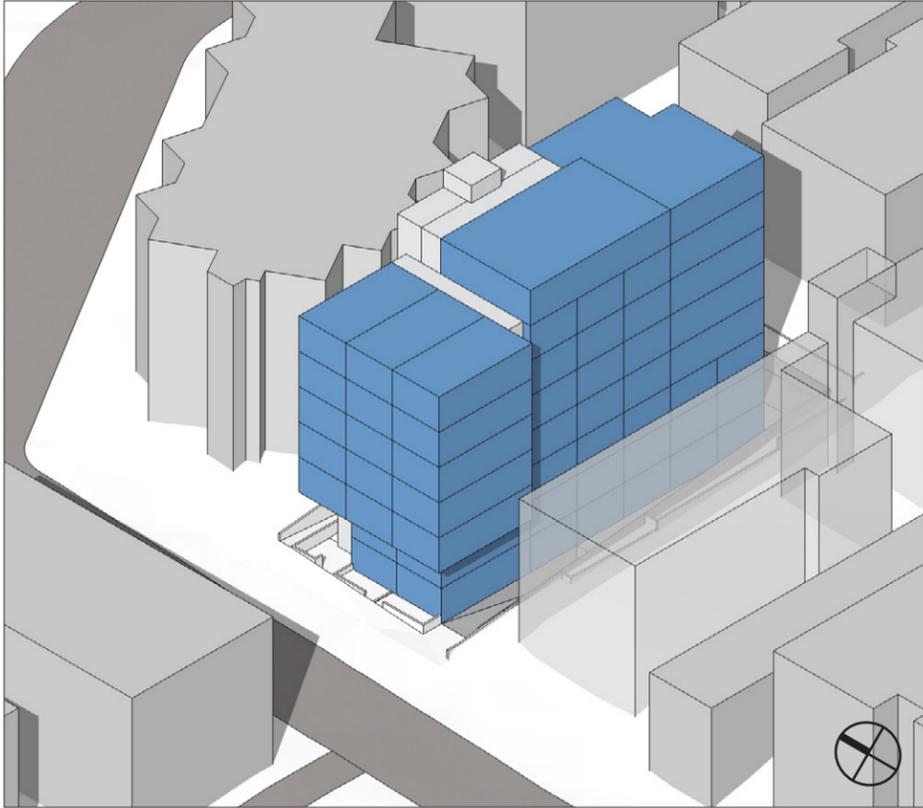
65 Units
14 Parking Spaces
Unit Size: 400-750sf

Pros:

- Units facing street create stronger street presence for building
- Top floor set back to reduce height on Boylston and create roof deck
- Two-story, recessed townhouse units at street level distinguish base from upper level massing
- Elimination of upper level side setbacks is more consistent with other tall buildings in the neighborhood

Cons:

- Rear-facing units very close to rear property line, limiting views and impacting neighboring building to the east
- Garage ramp adjacent to entry limits opportunities for outdoor space at lobby
- Small setbacks on north and south sides limit usefulness of ground-level outdoor space



OPTION C - PREFERRED

56 Units
15 Parking Spaces
Unit Size: 450-1250sf

Pros:

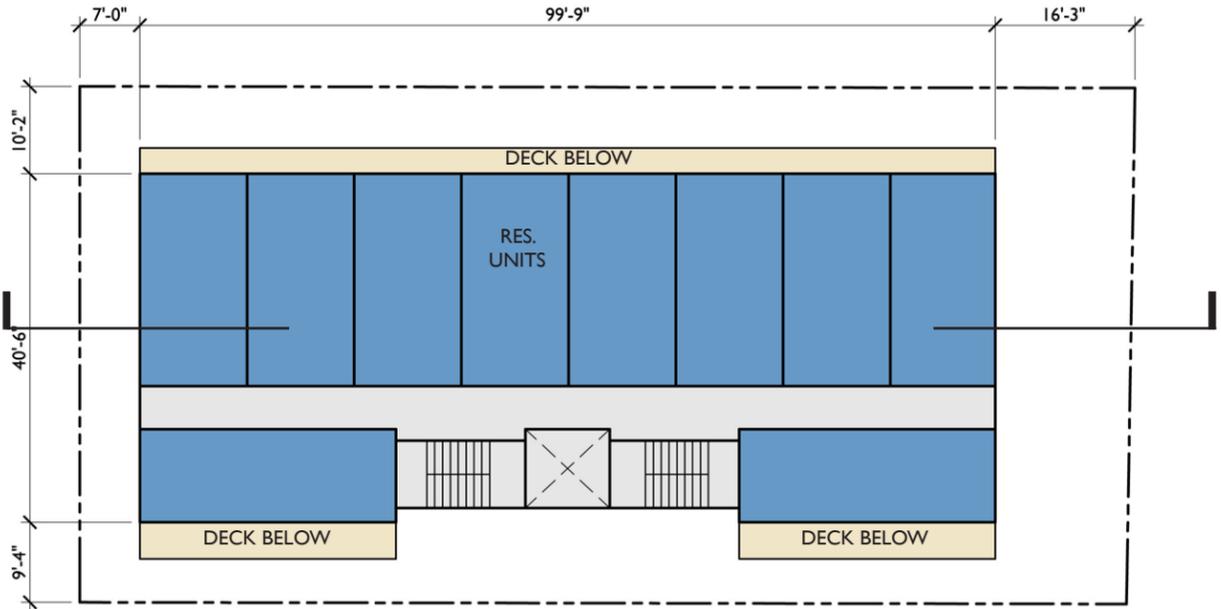
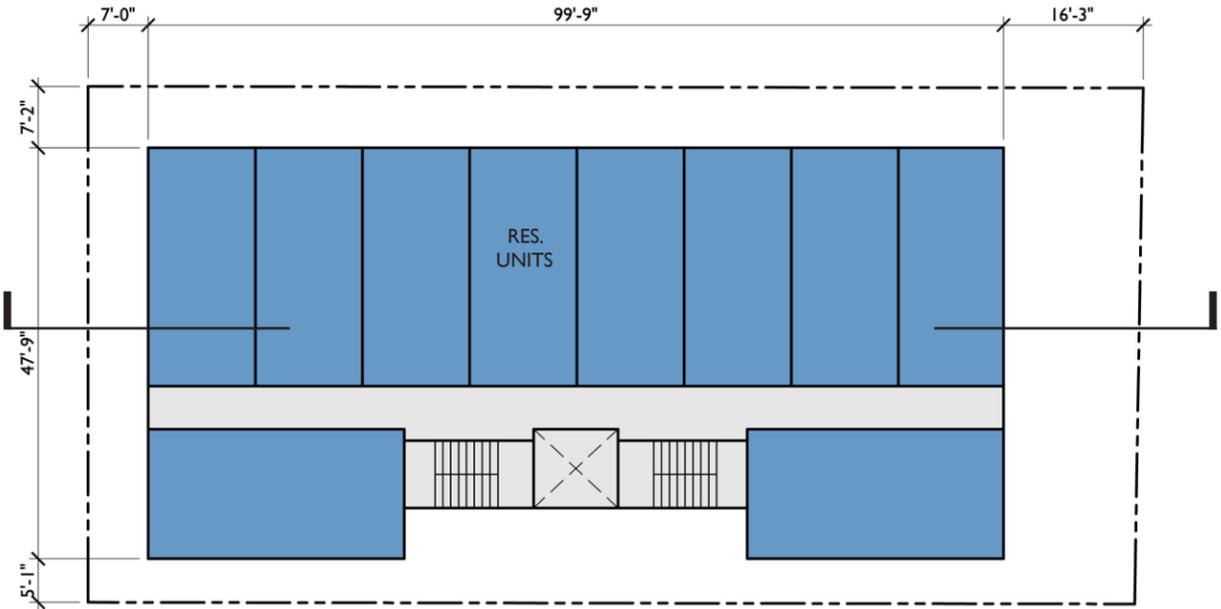
- Maintains all benefits of option B
- Provides larger rear setback than option B
- Greatest variety of unit sizes and types
- Units oriented to maximize views and solar access
- Larger south side setback allows for better daylight for south facing units and more useful outdoor space at ground level
- Lobby at north side of building limits impacts of driveway and allows for larger outdoor space at entry
- Massing of building is centered on the lot facing the street, shifts to the north further back on the site in response to adjacent buildings

Cons:

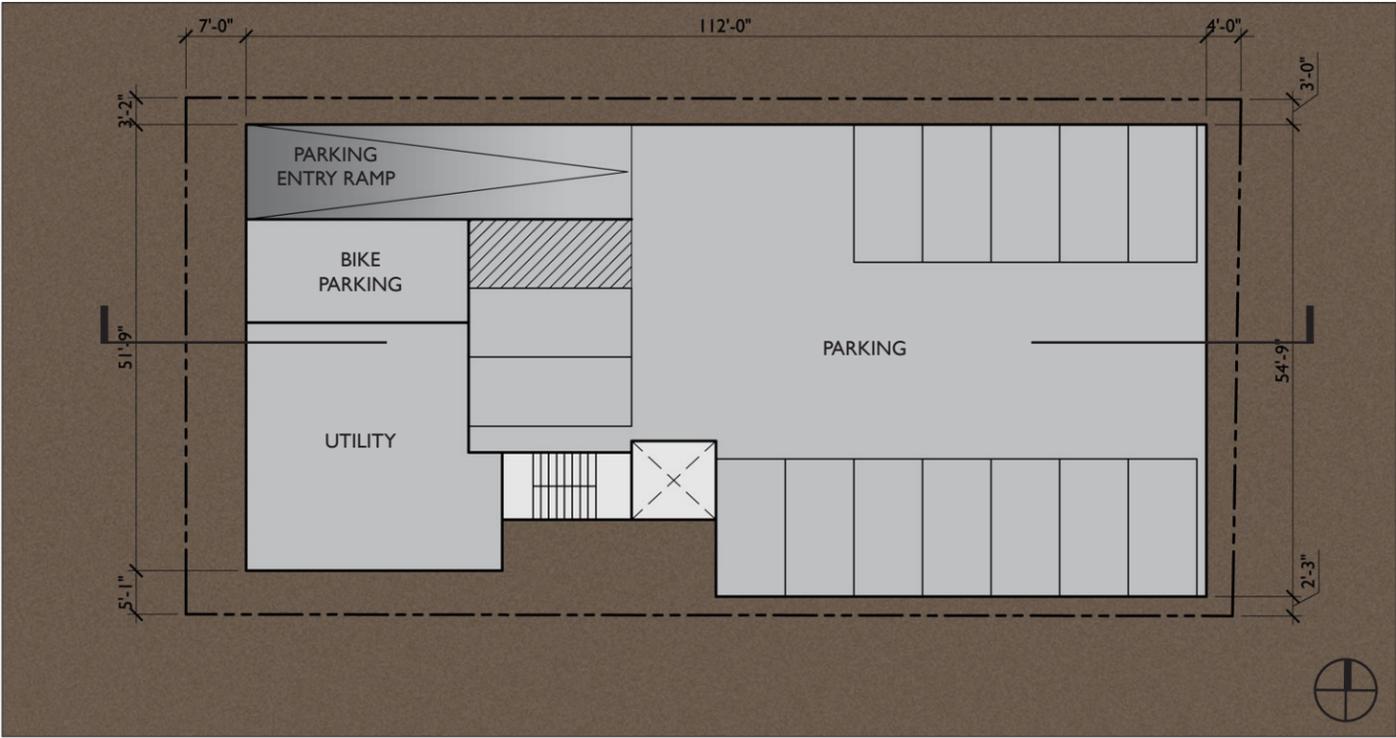
- Smallest north side setback

MASSING OPTION I

ZONING COMPLIANT OPTION

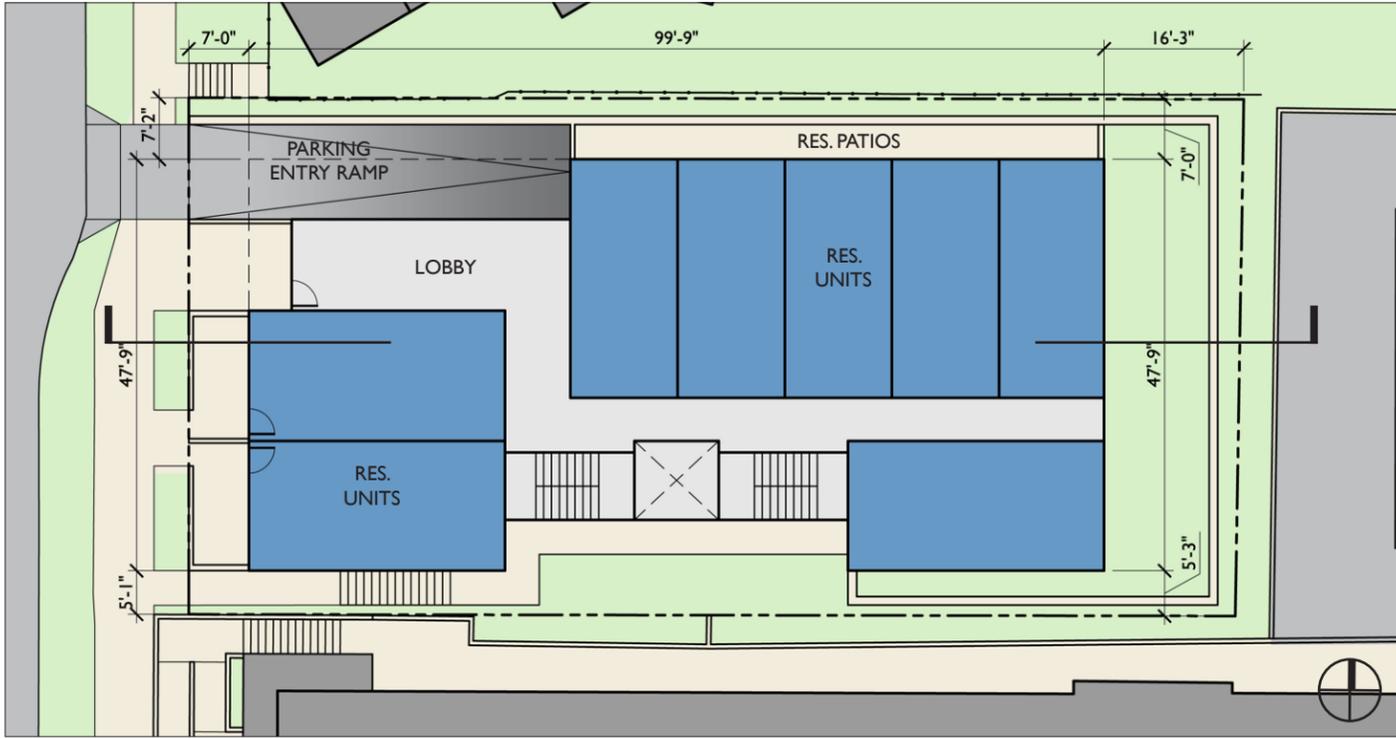


LEVELS 2-4



LEVEL P1

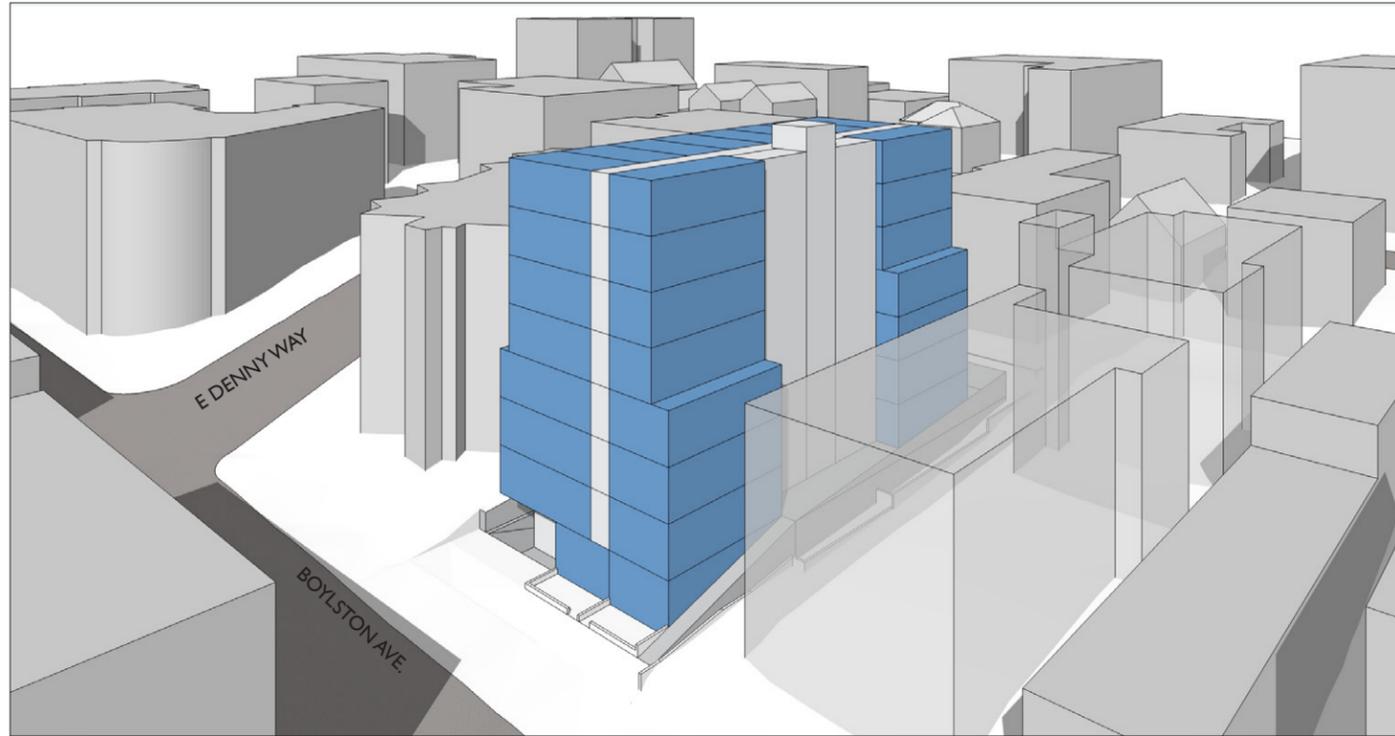
LEVELS 5-8



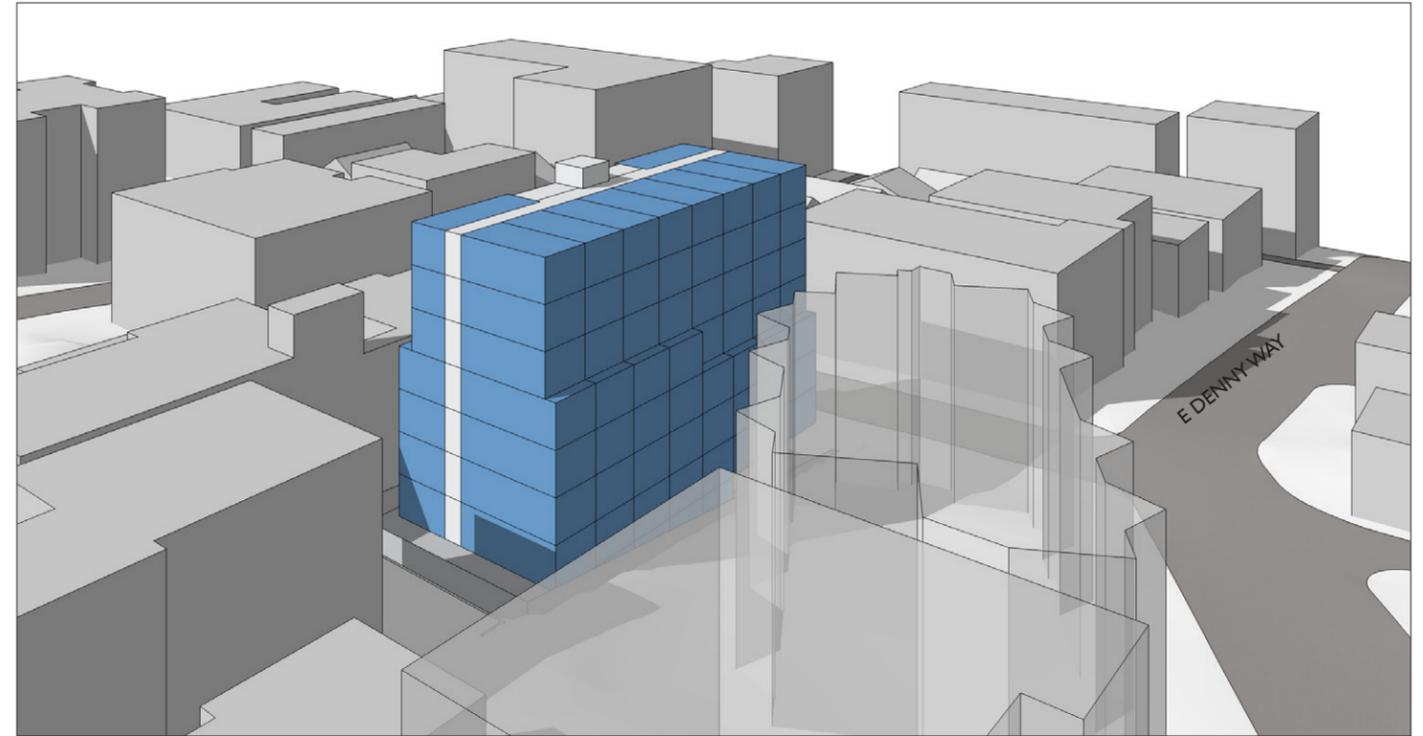
LEVEL I

MASSING OPTION 1

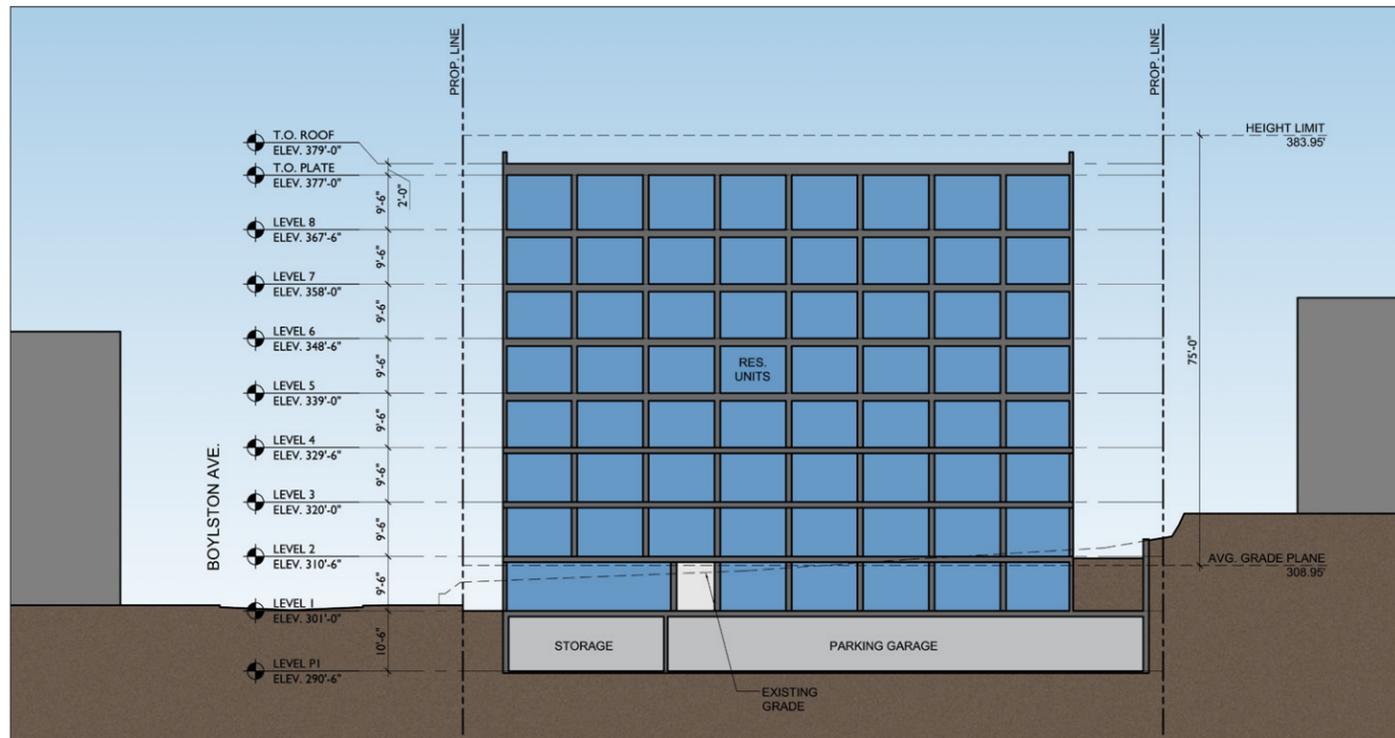
ZONING COMPLIANT OPTION



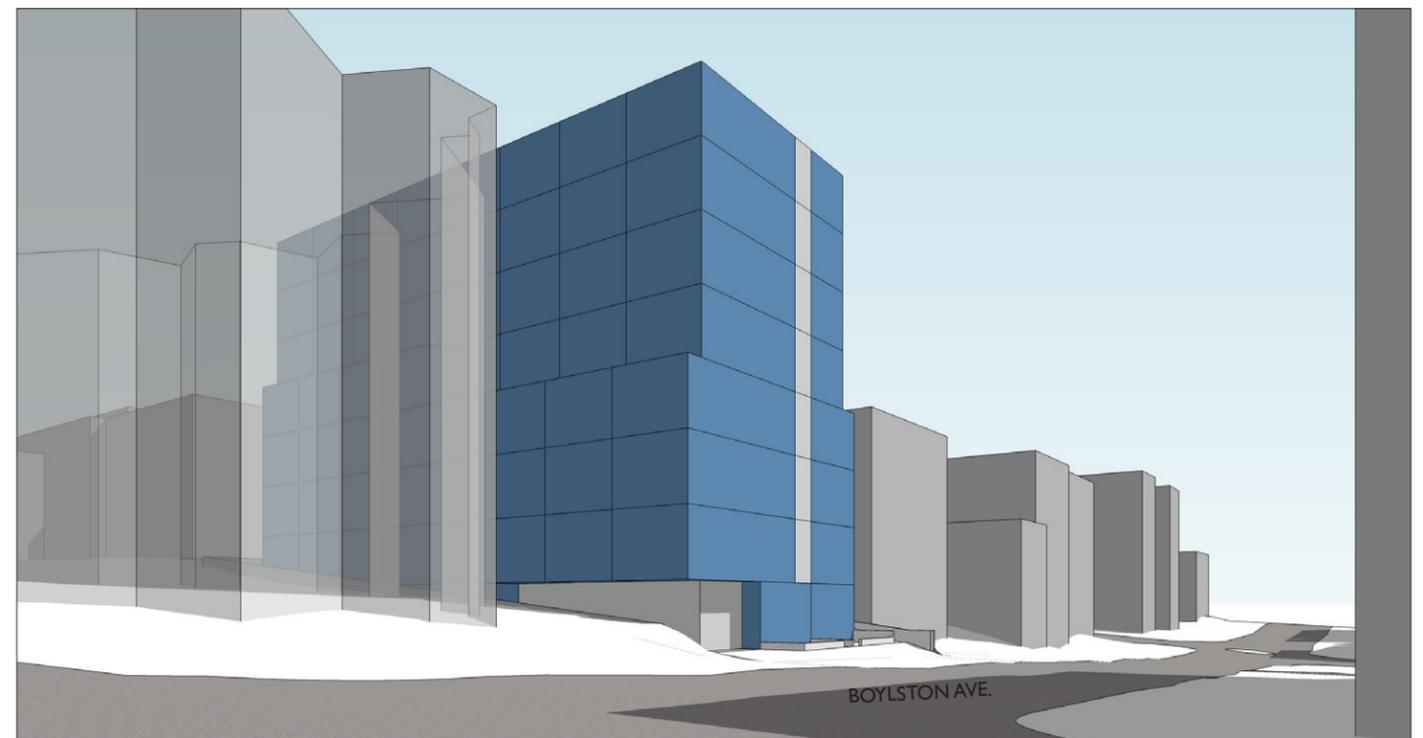
AERIAL VIEW FROM SOUTHWEST



AERIAL VIEW FROM NORTHEAST

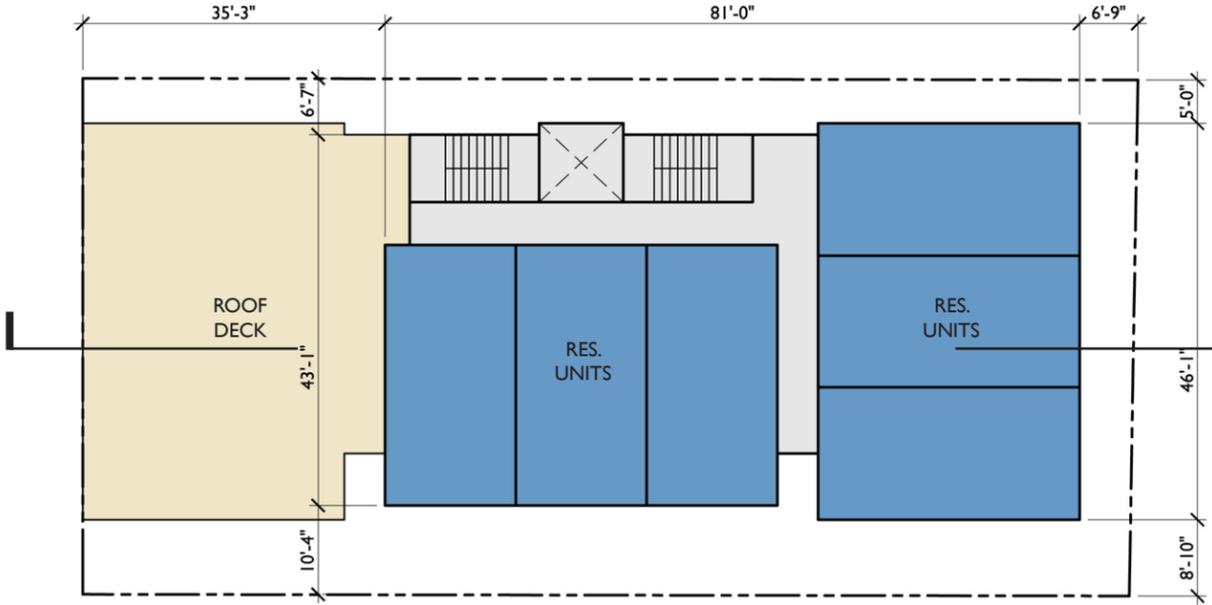
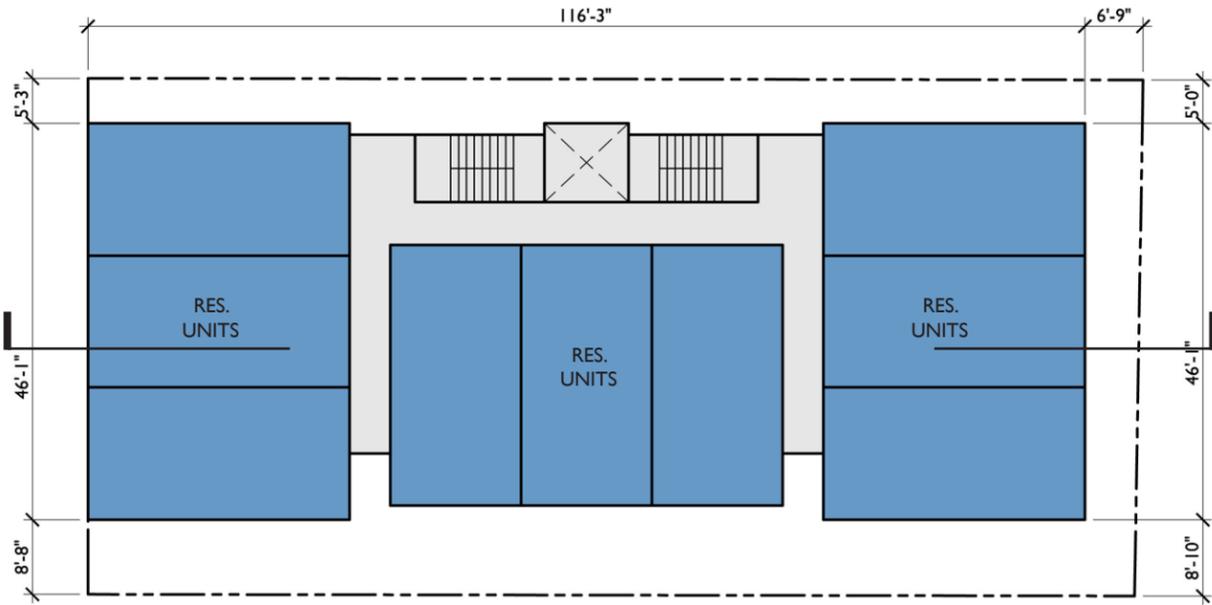


SECTION

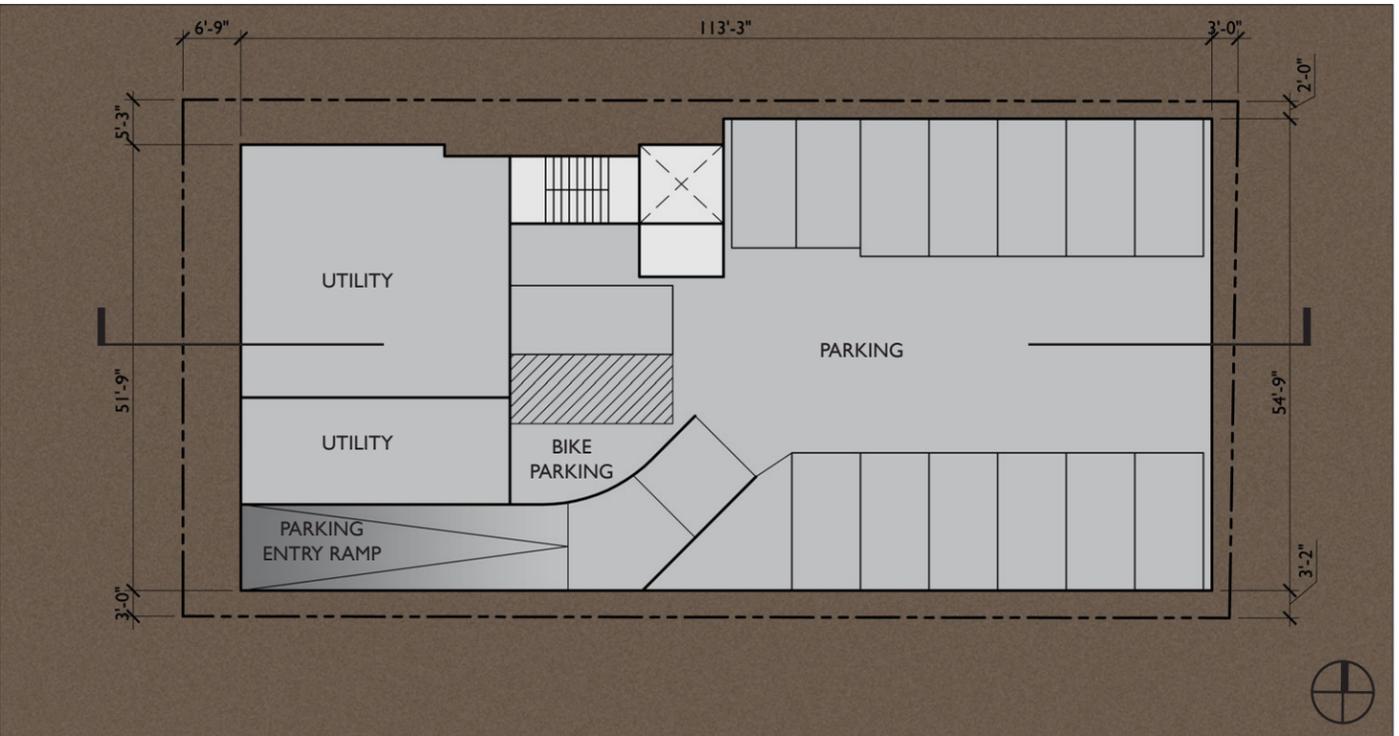


STREET-LEVEL VIEW FROM NORTHWEST

MASSING OPTION 2

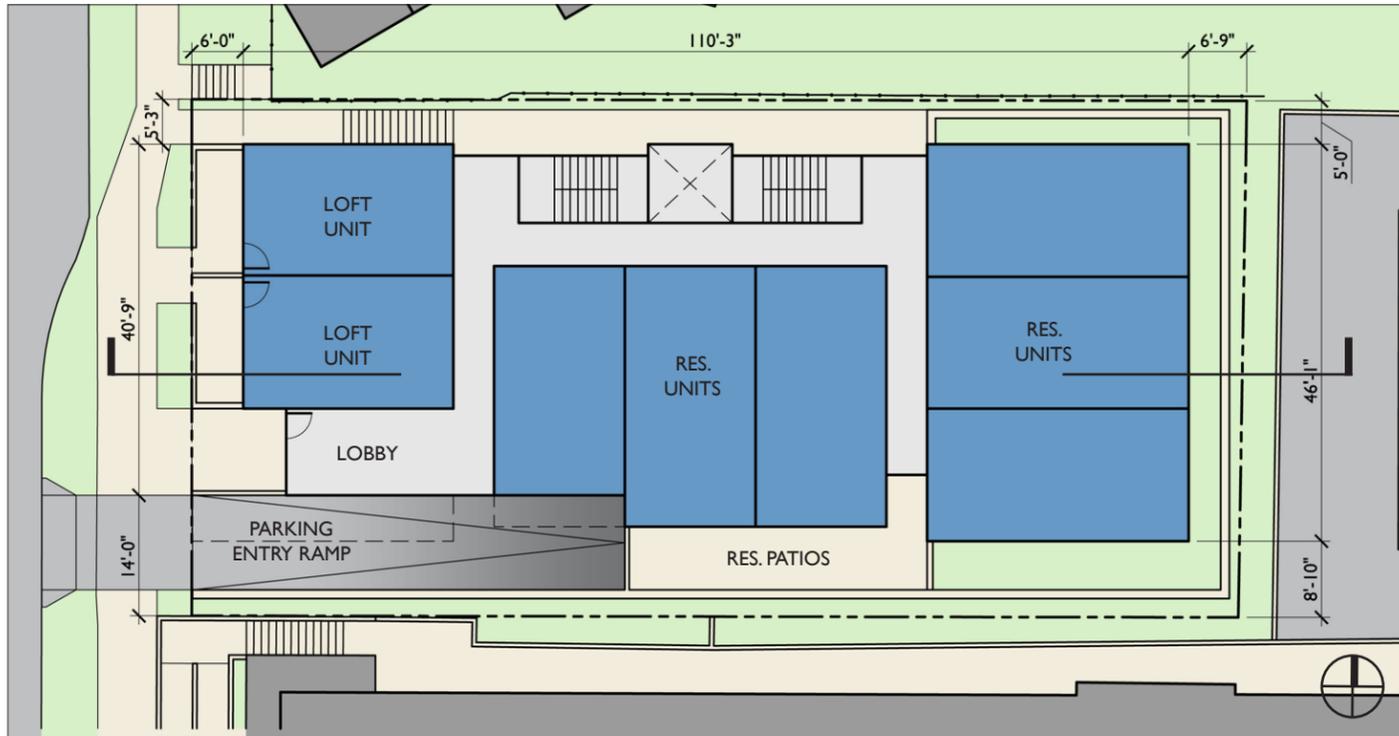


LEVELS 2-7



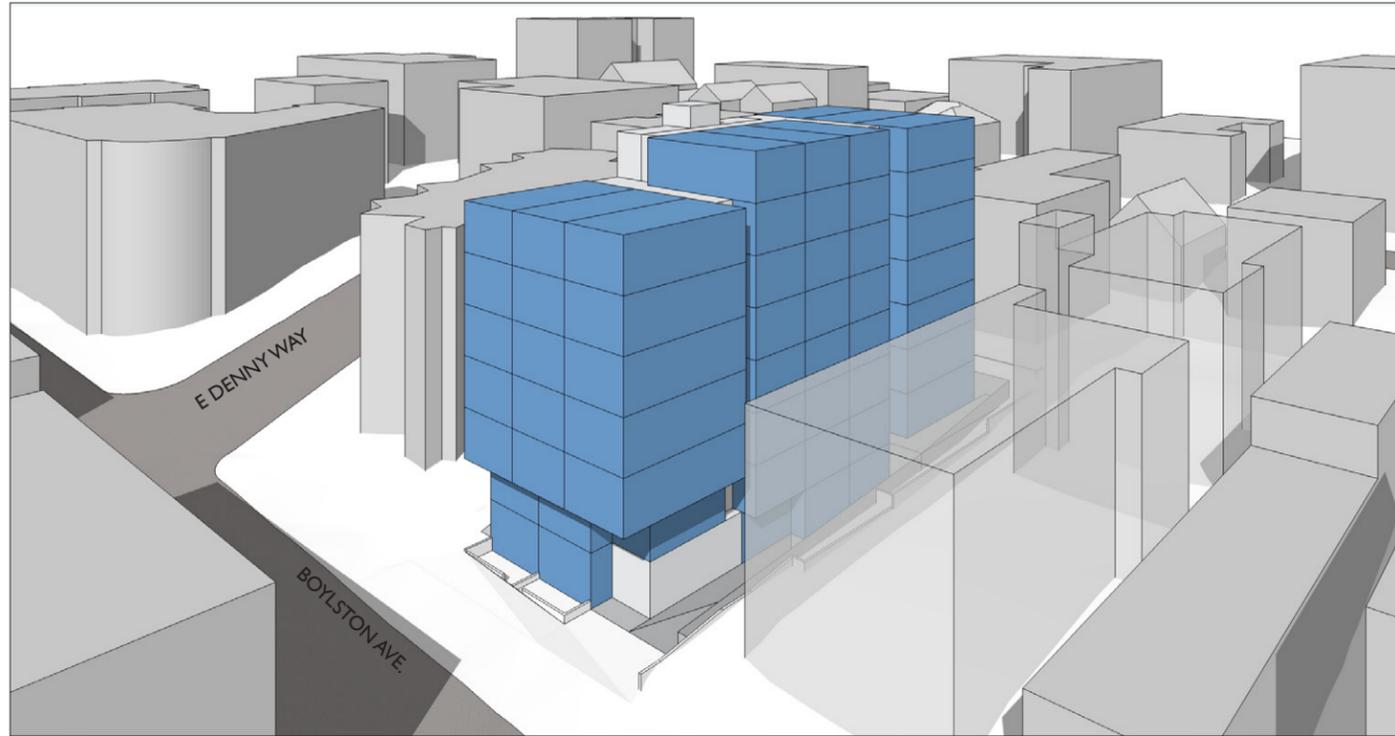
LEVEL P1

LEVEL 8

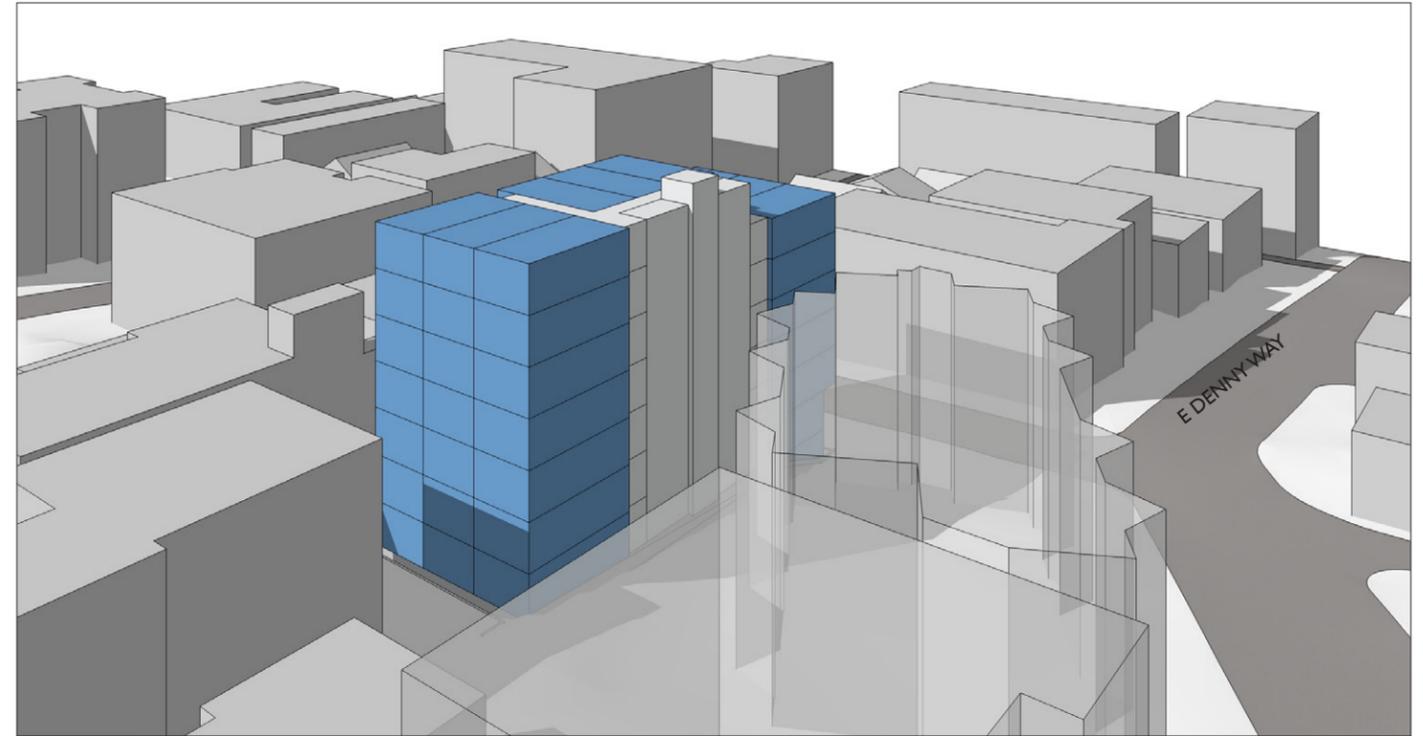


LEVEL 8

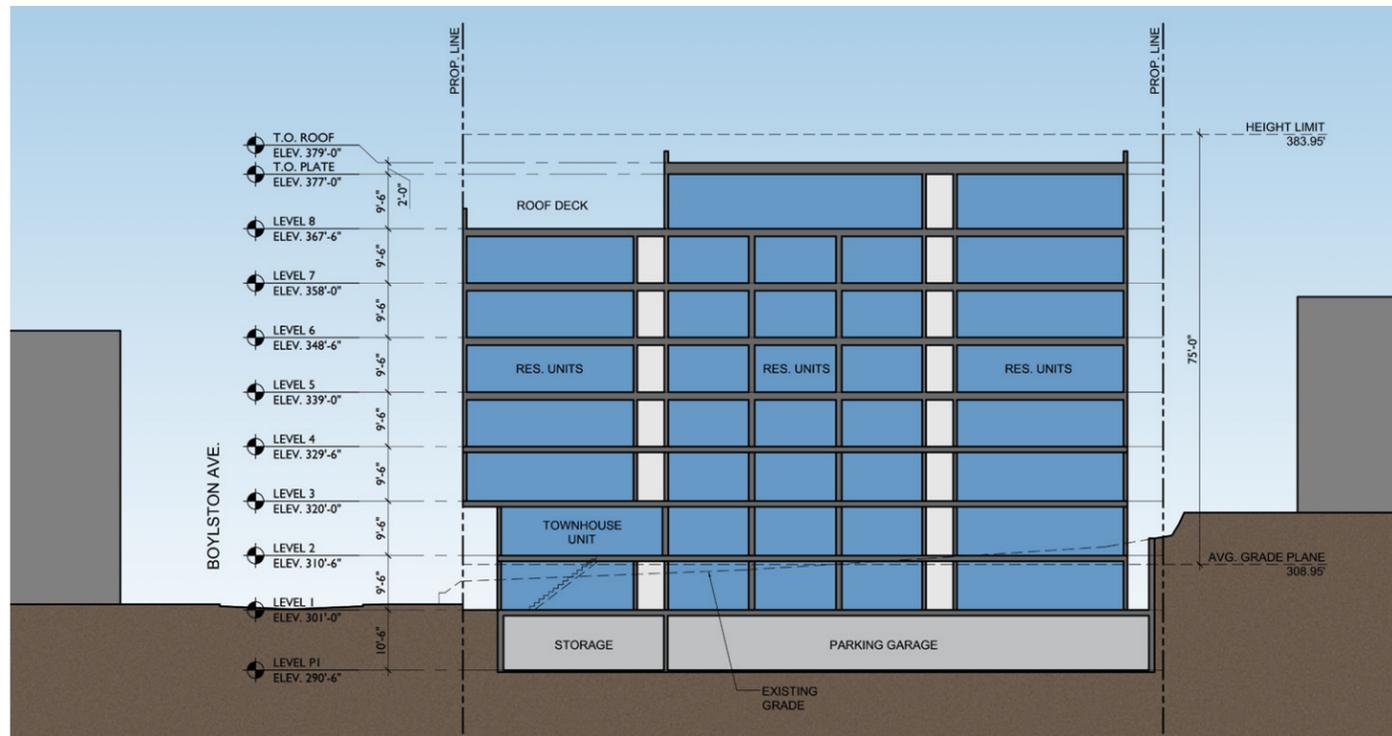
MASSING OPTION 2



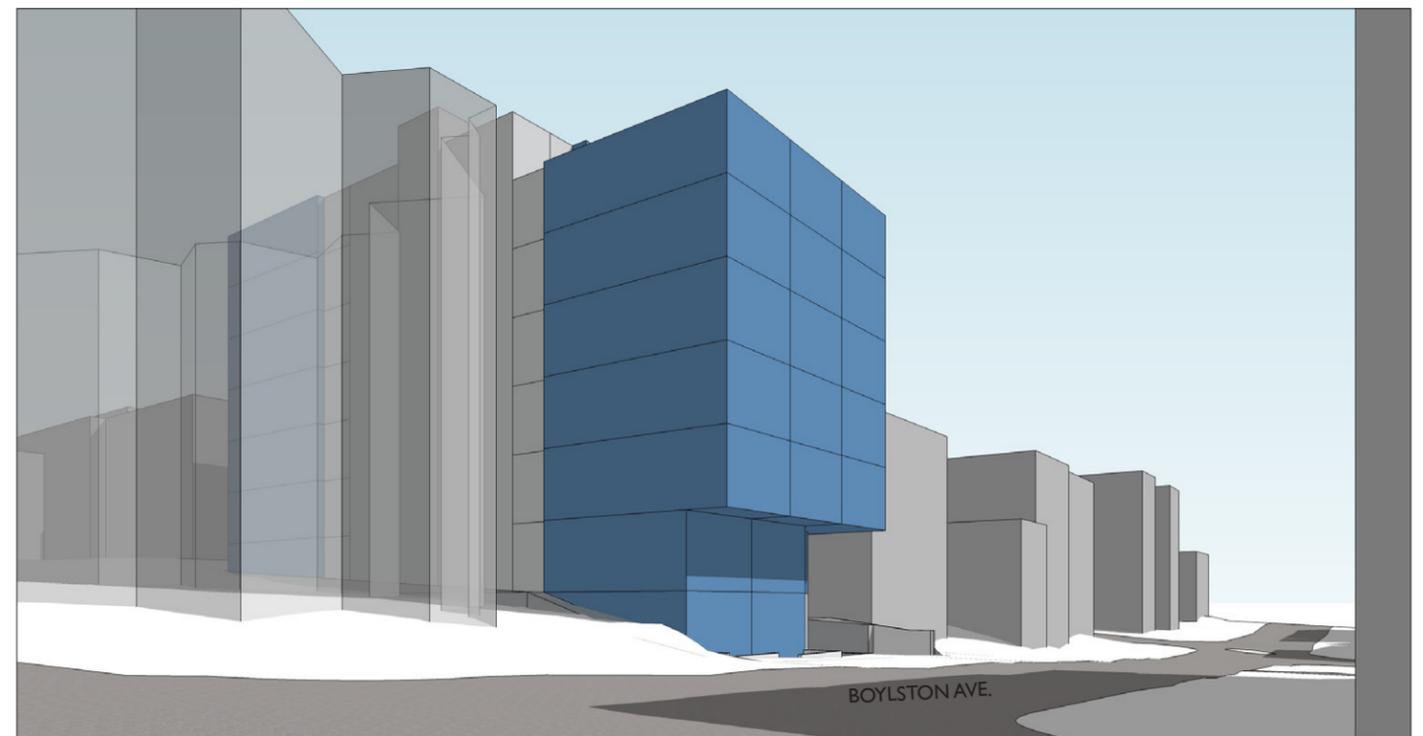
AERIAL VIEW FROM SOUTHWEST



AERIAL VIEW FROM NORTHEAST



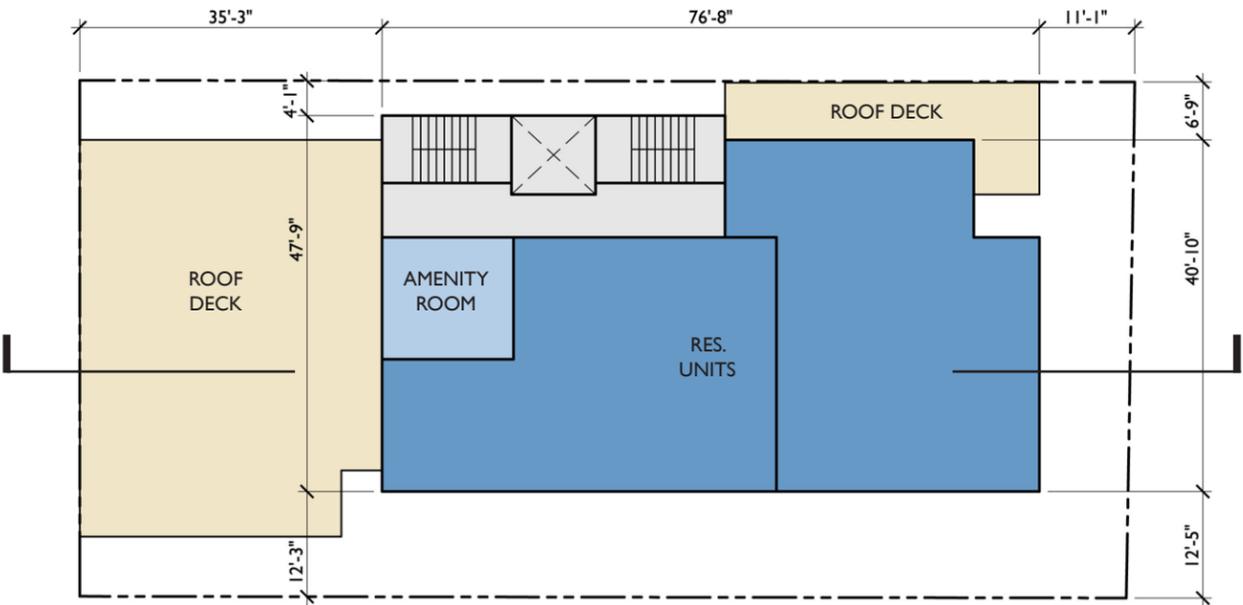
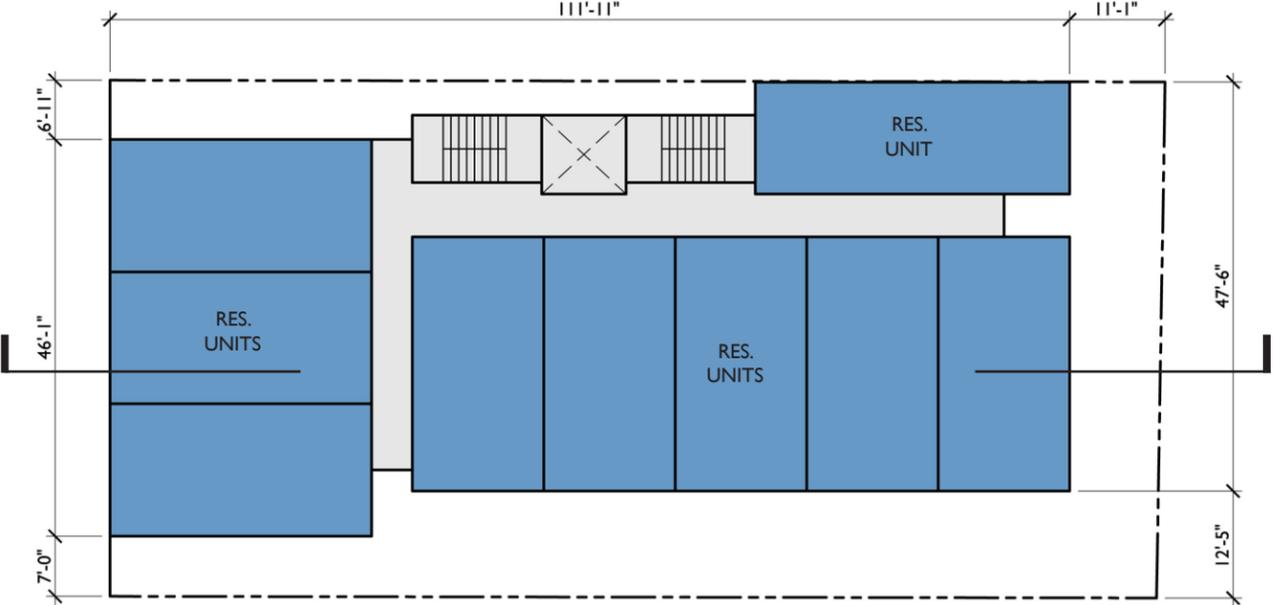
SECTION



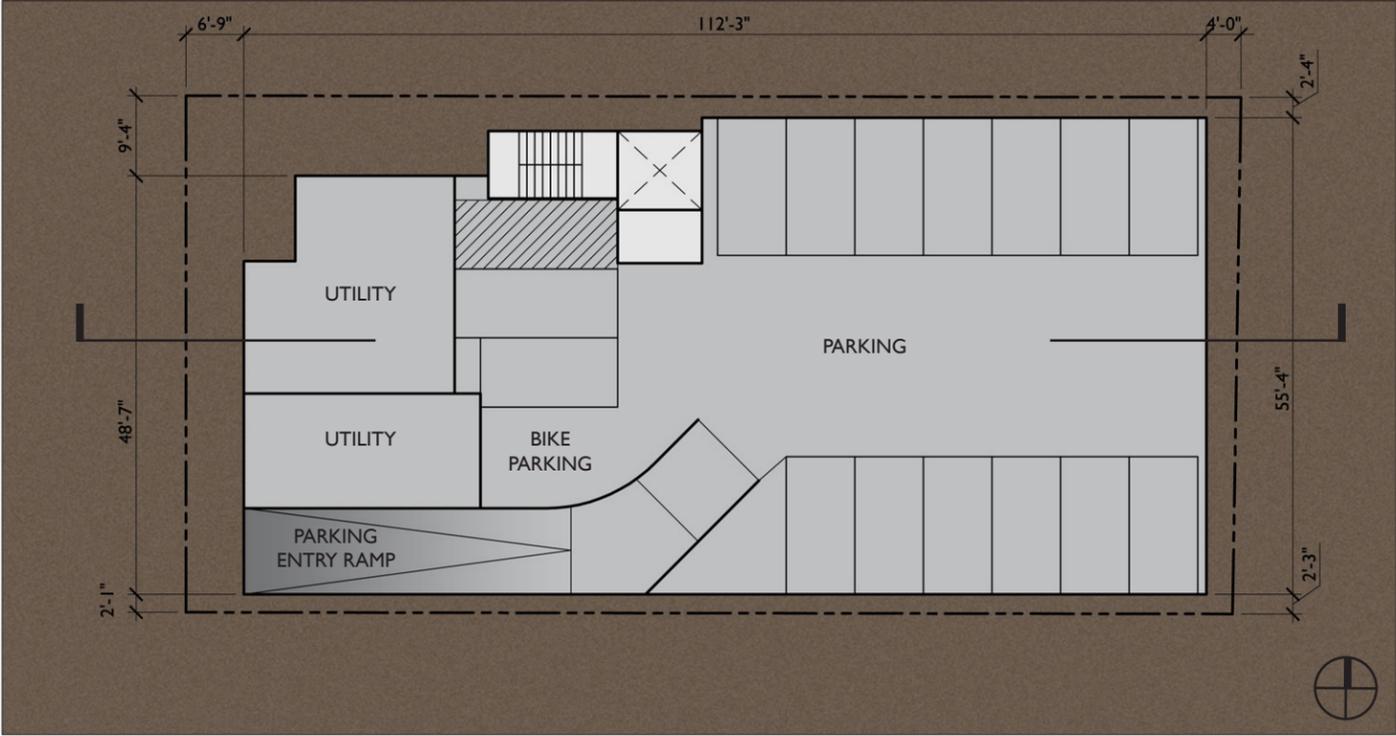
STREET-LEVEL VIEW FROM NORTHWEST

MASSING OPTION 3

PREFERRED OPTION

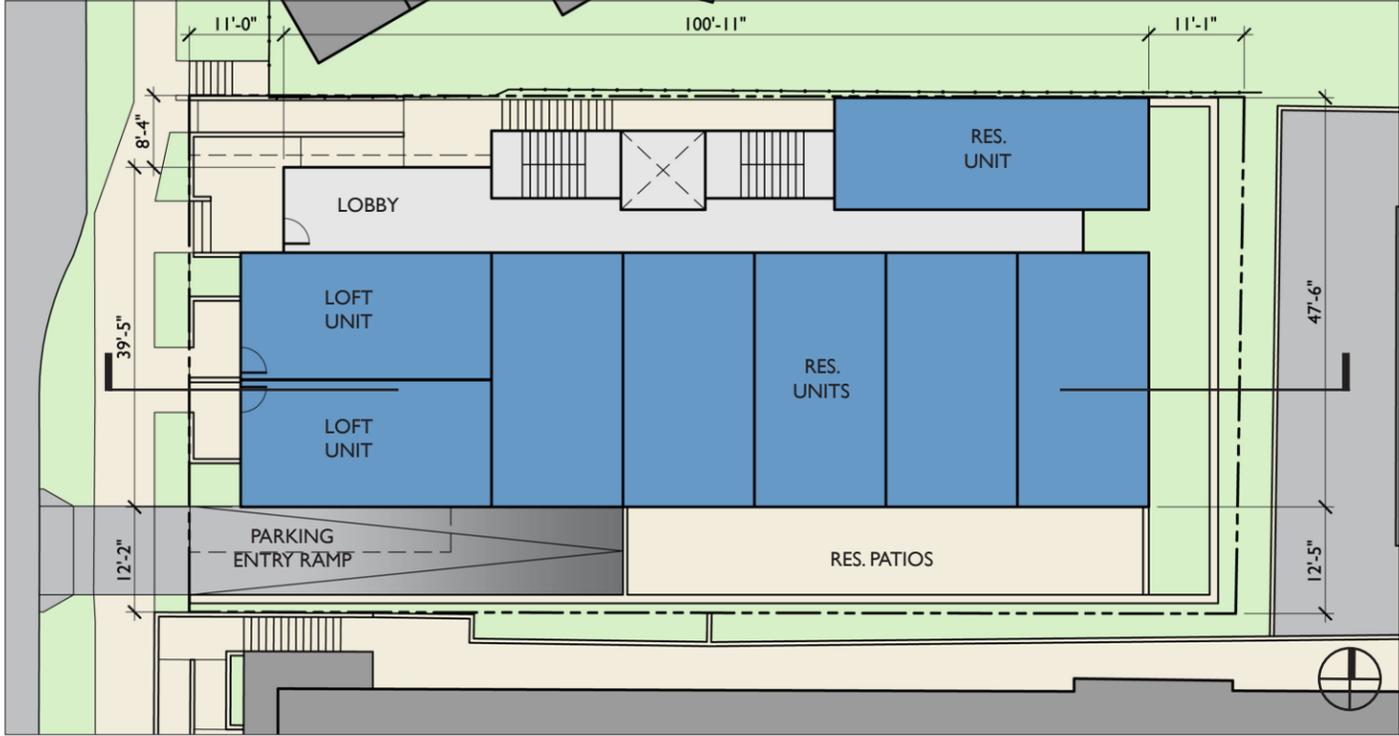


LEVELS 2-7



LEVEL P1

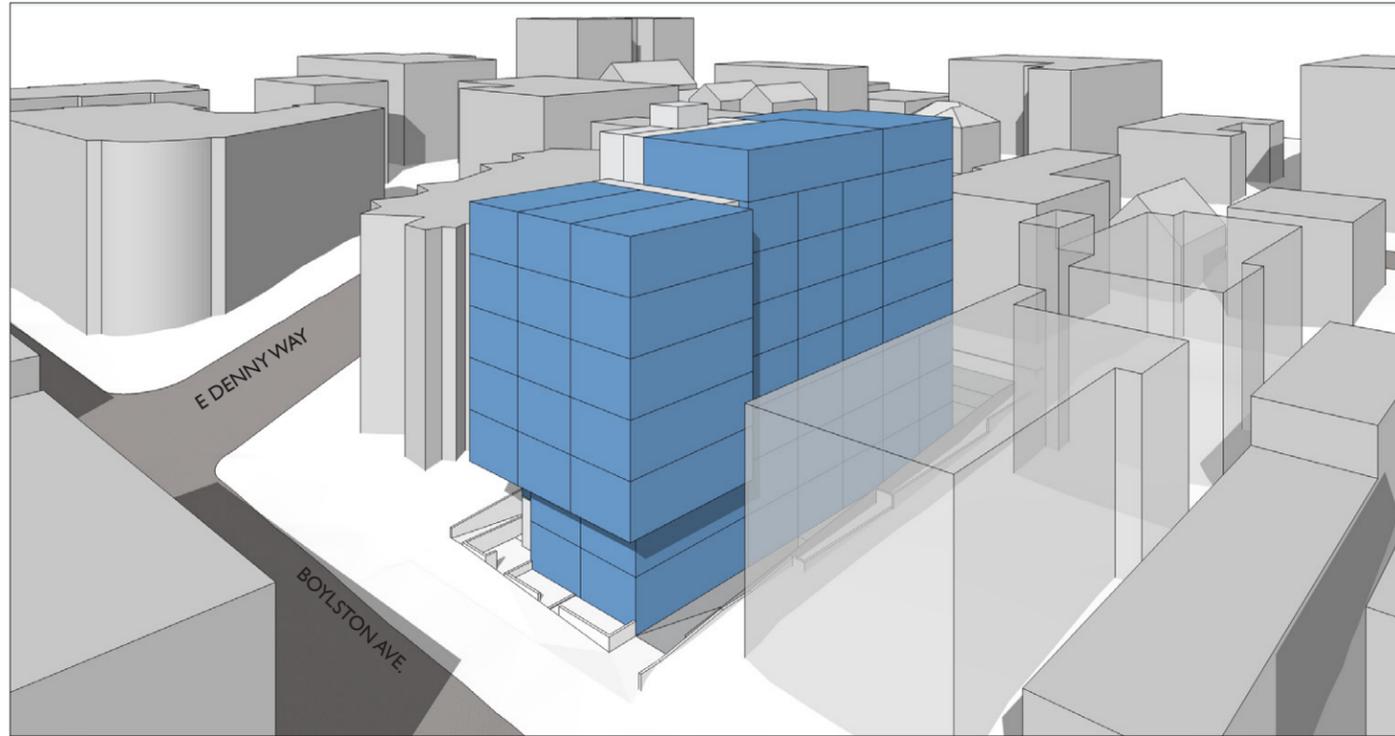
LEVEL 8



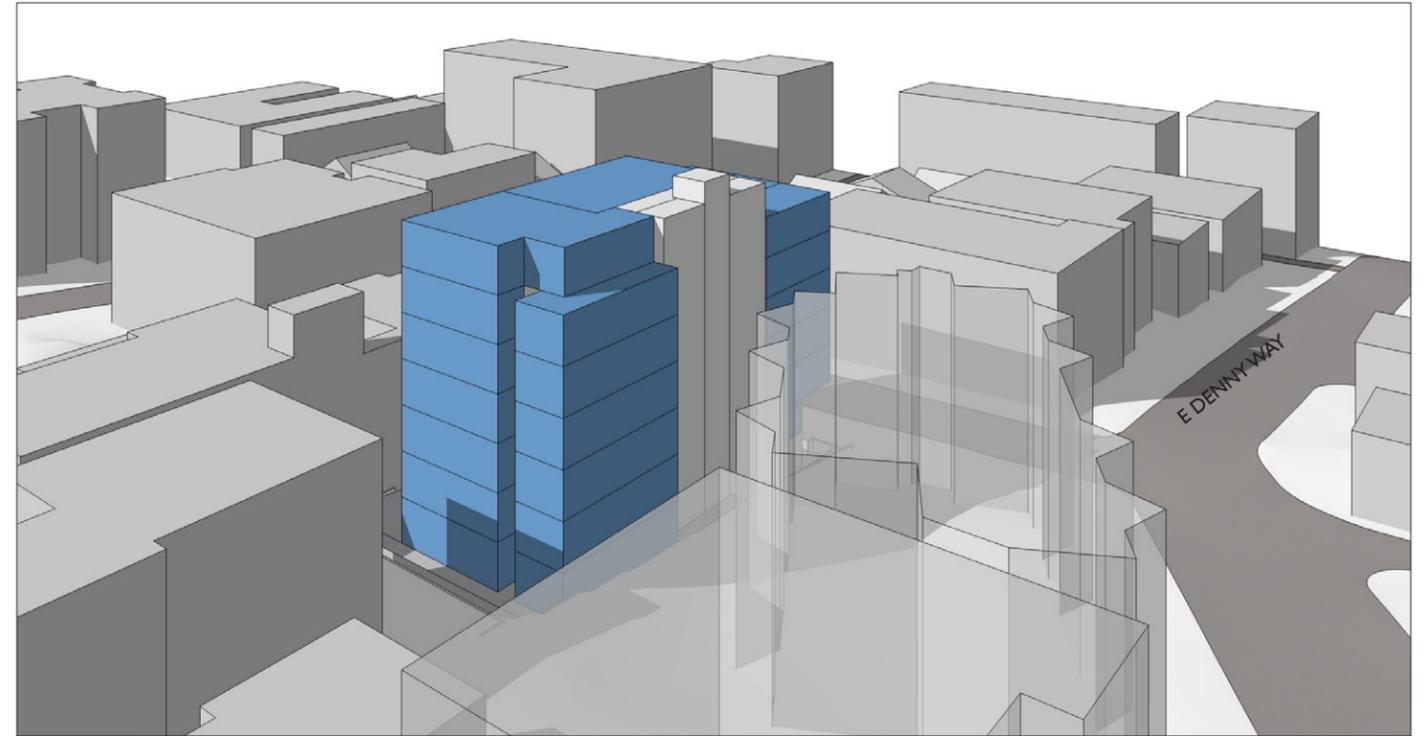
LEVEL 1

MASSING OPTION 3

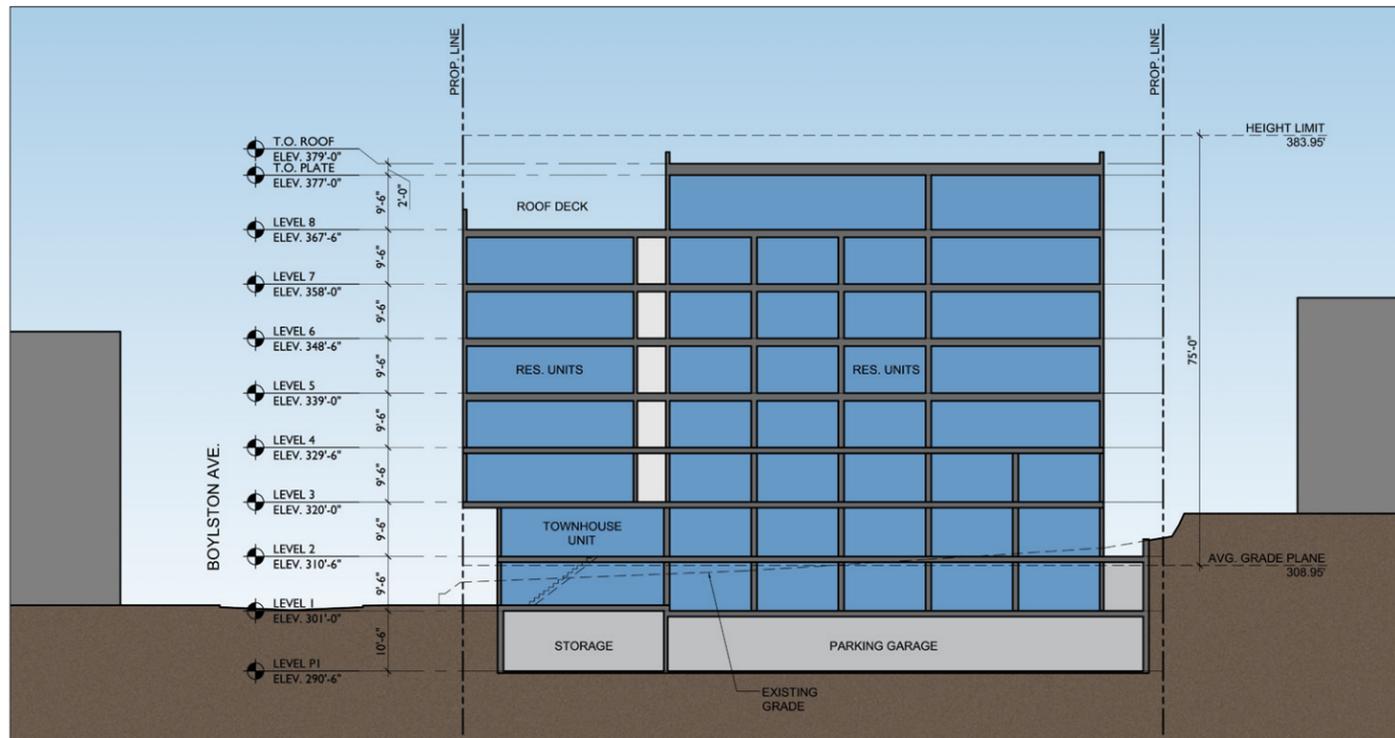
PREFERRED OPTION



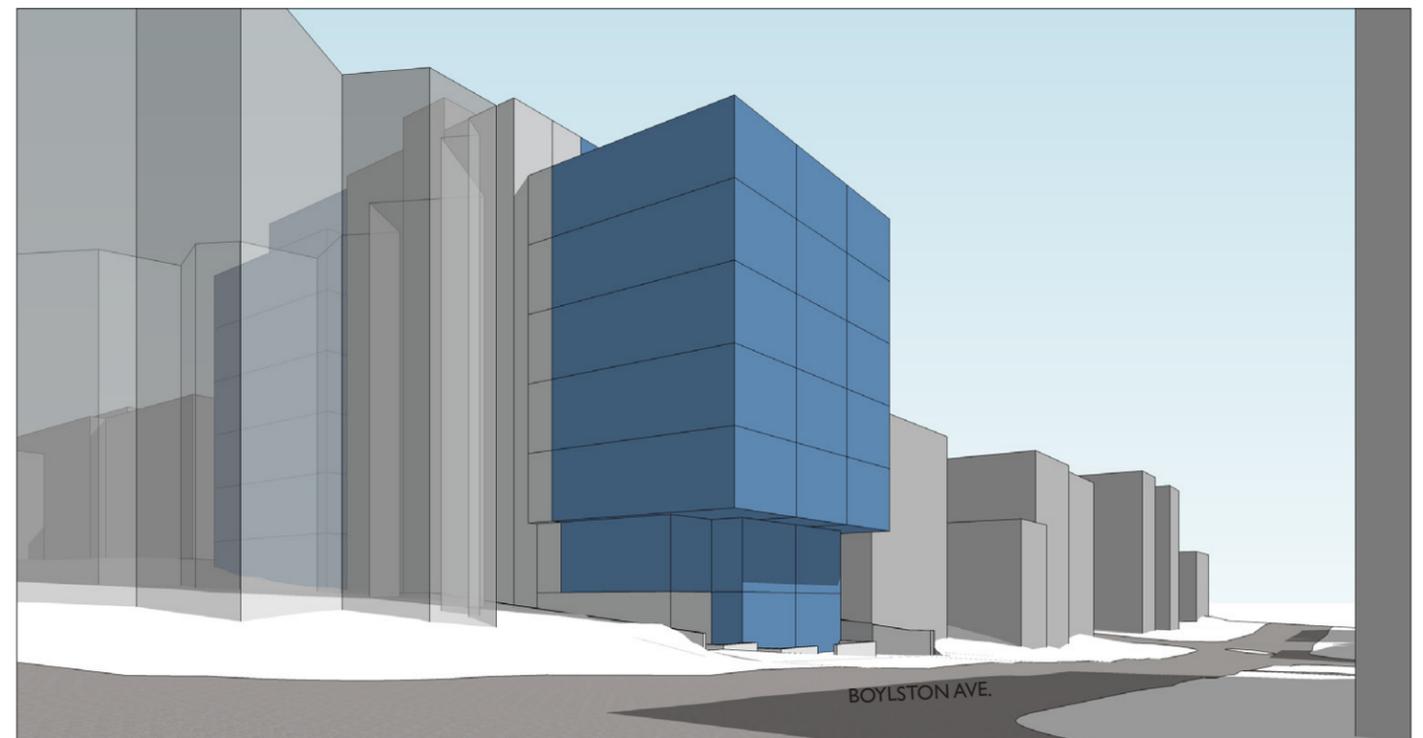
AERIAL VIEW FROM SOUTHWEST



AERIAL VIEW FROM NORTHEAST



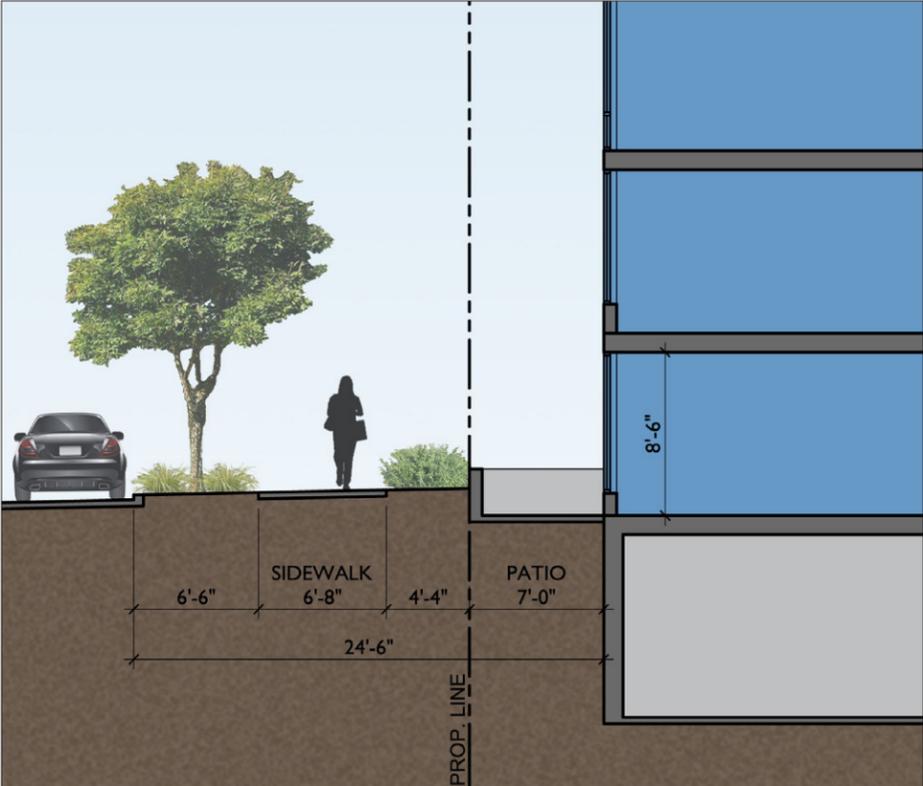
SECTION



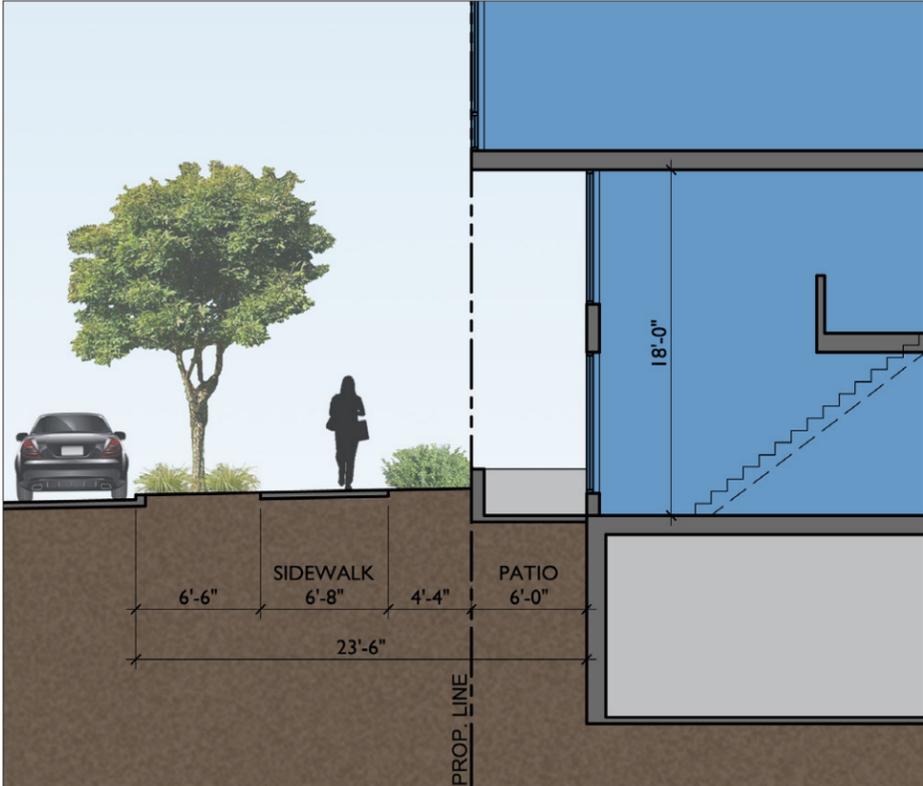
STREET-LEVEL VIEW FROM NORTHWEST

DETAIL SECTIONS

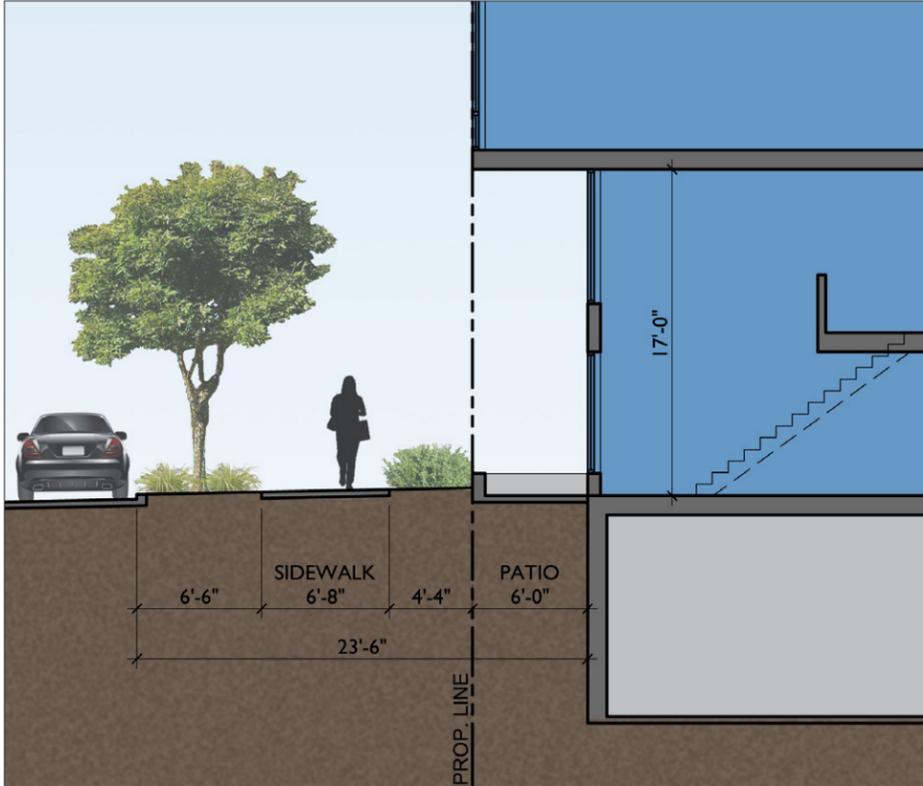
A: BOYLSTON AVE. STREETSCAPE



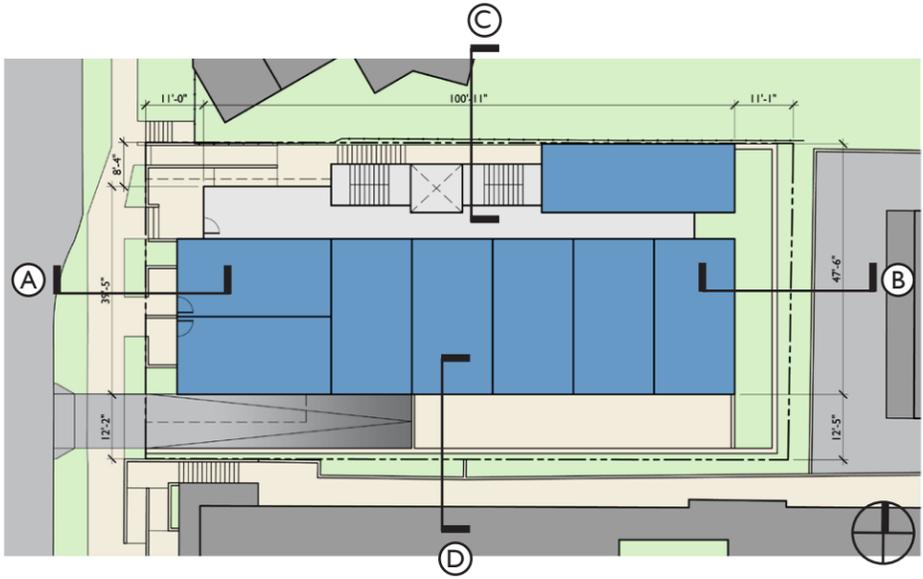
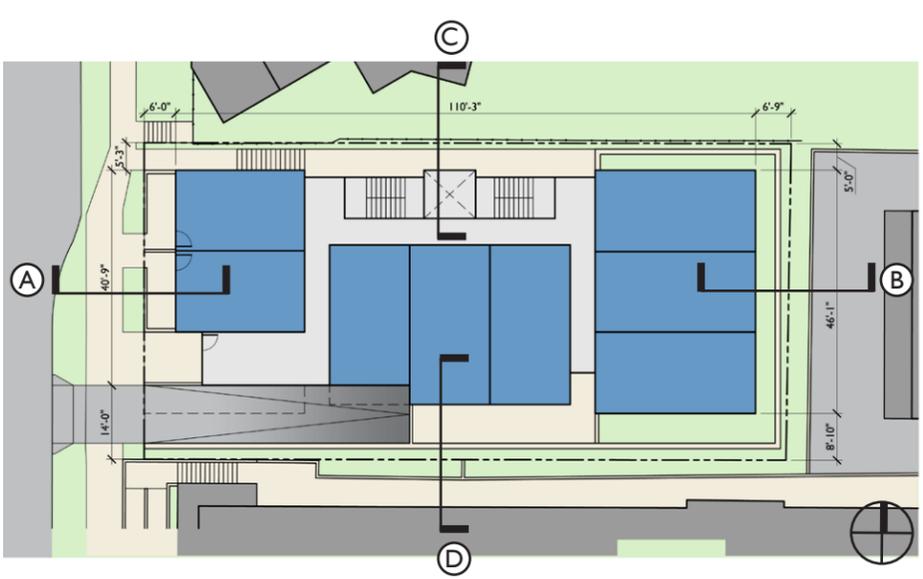
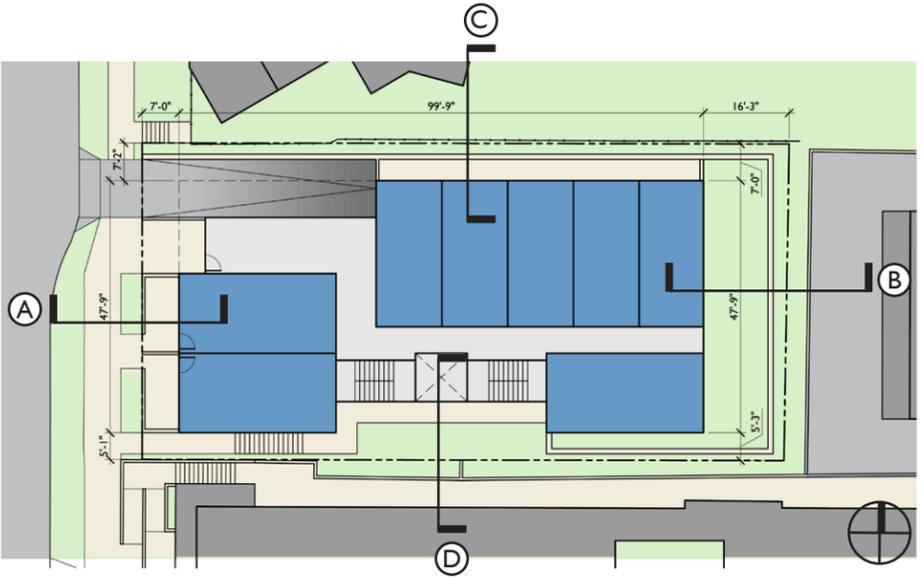
MASSING OPTION A



MASSING OPTION B

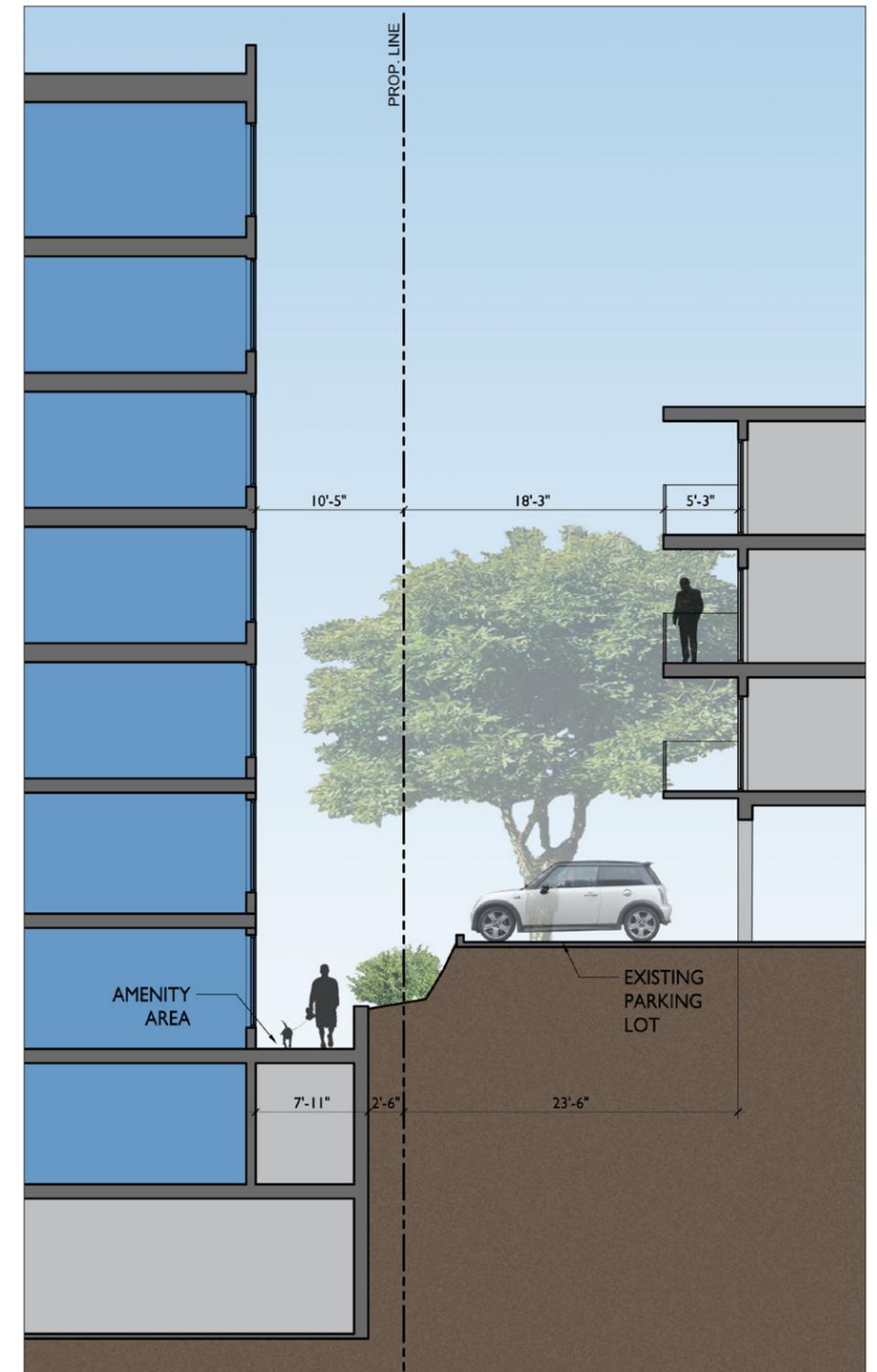
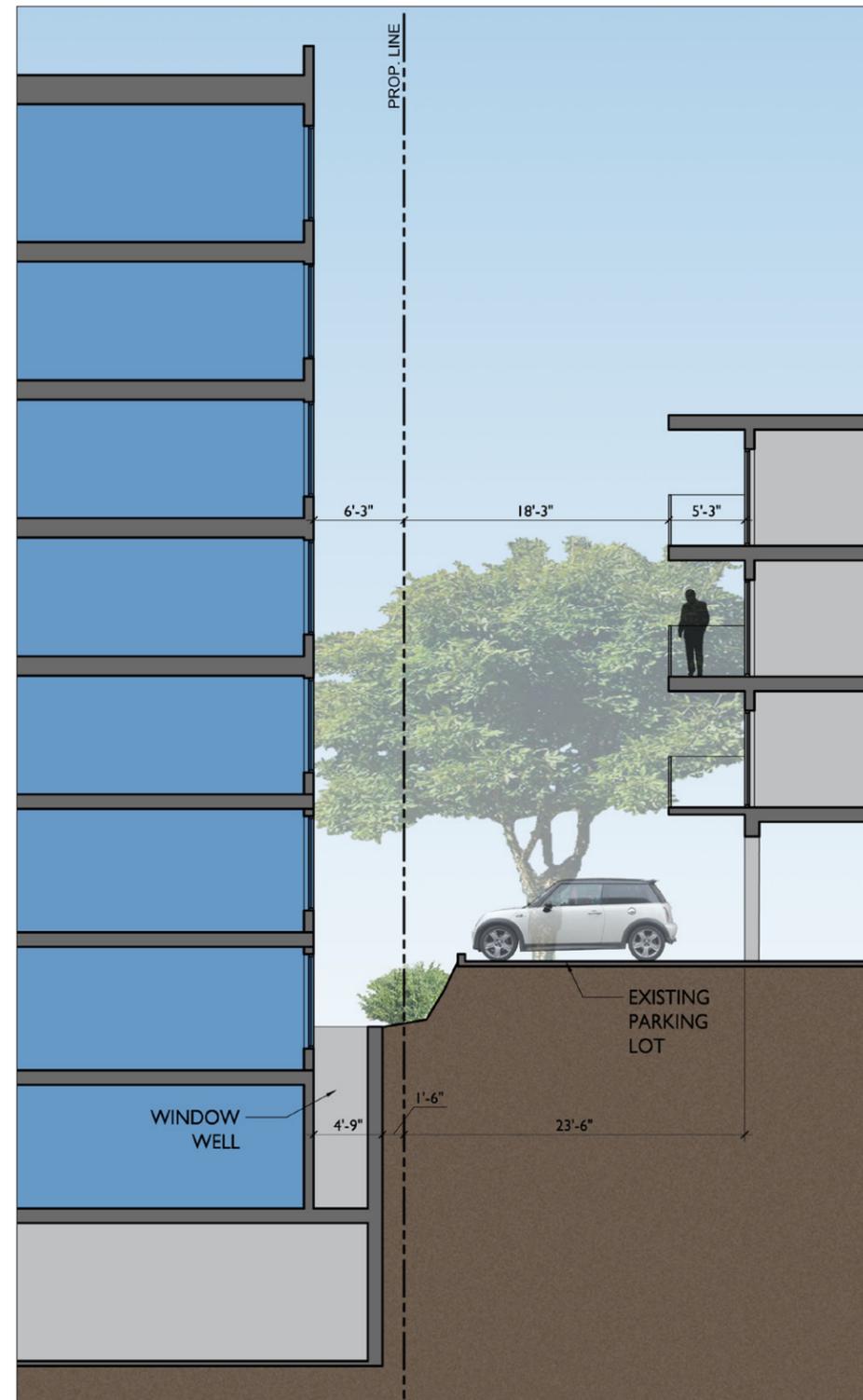
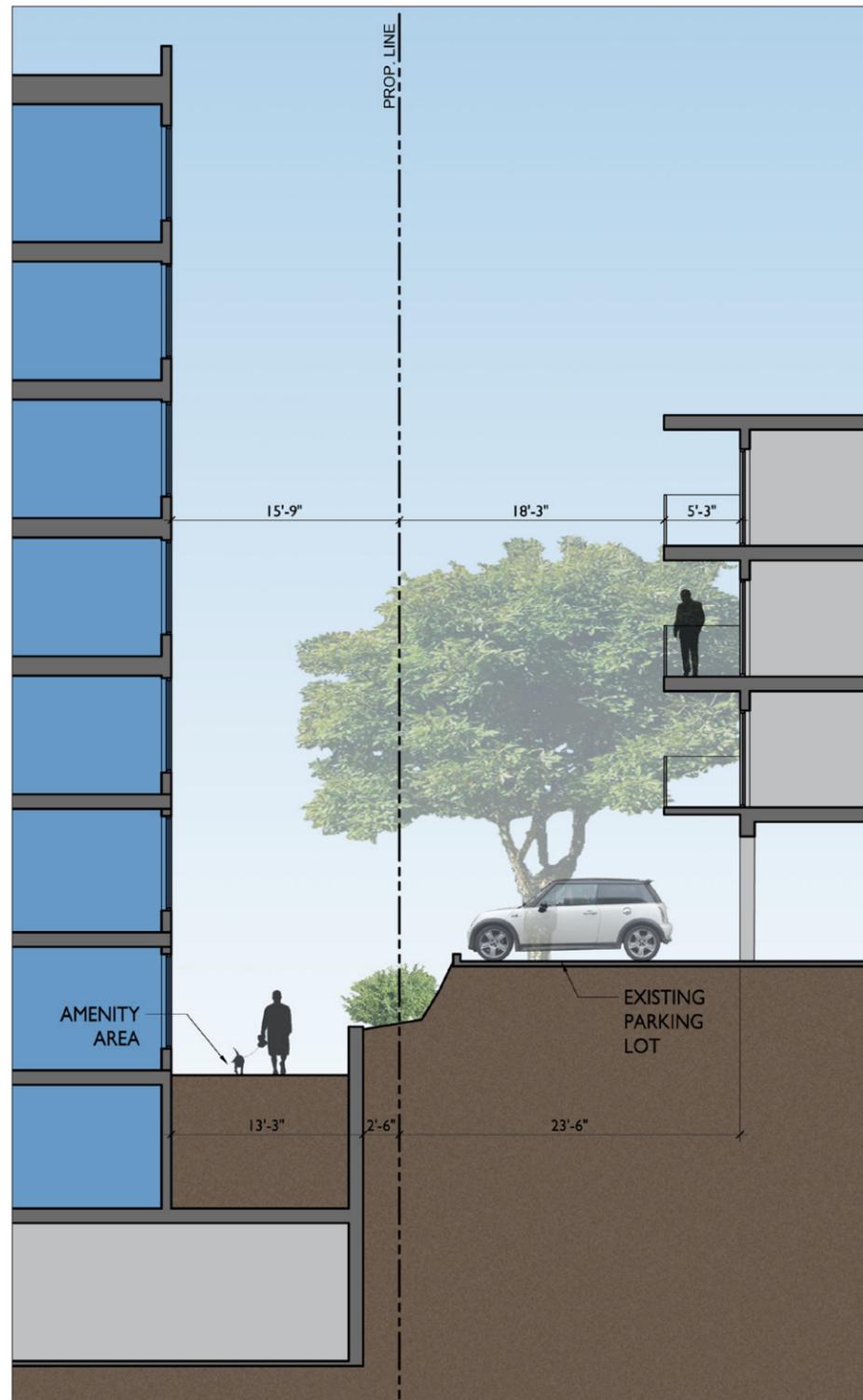


MASSING OPTION C



DETAIL SECTIONS

B: EAST PROPERTY LINE



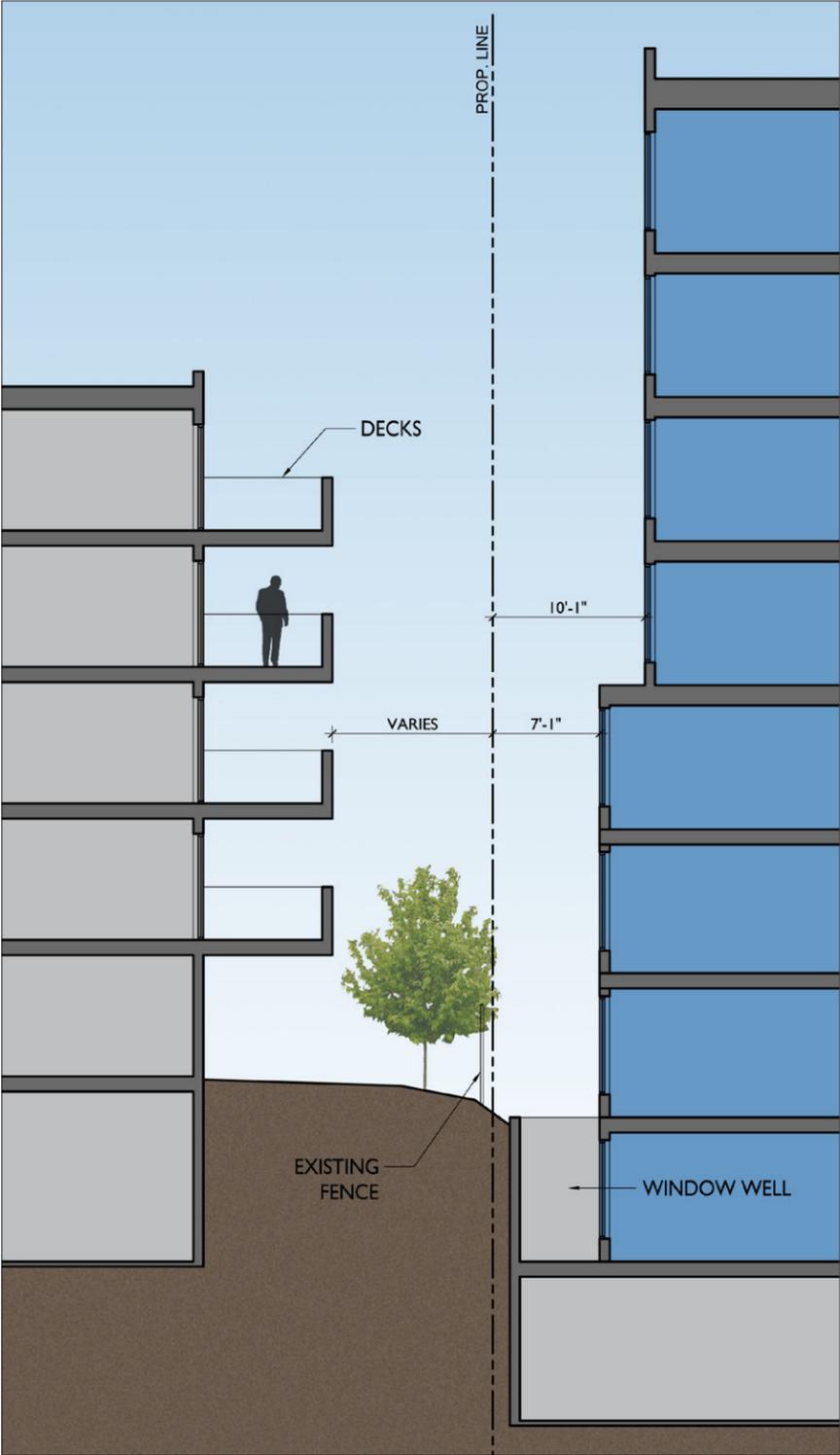
MASSING OPTION A

MASSING OPTION B

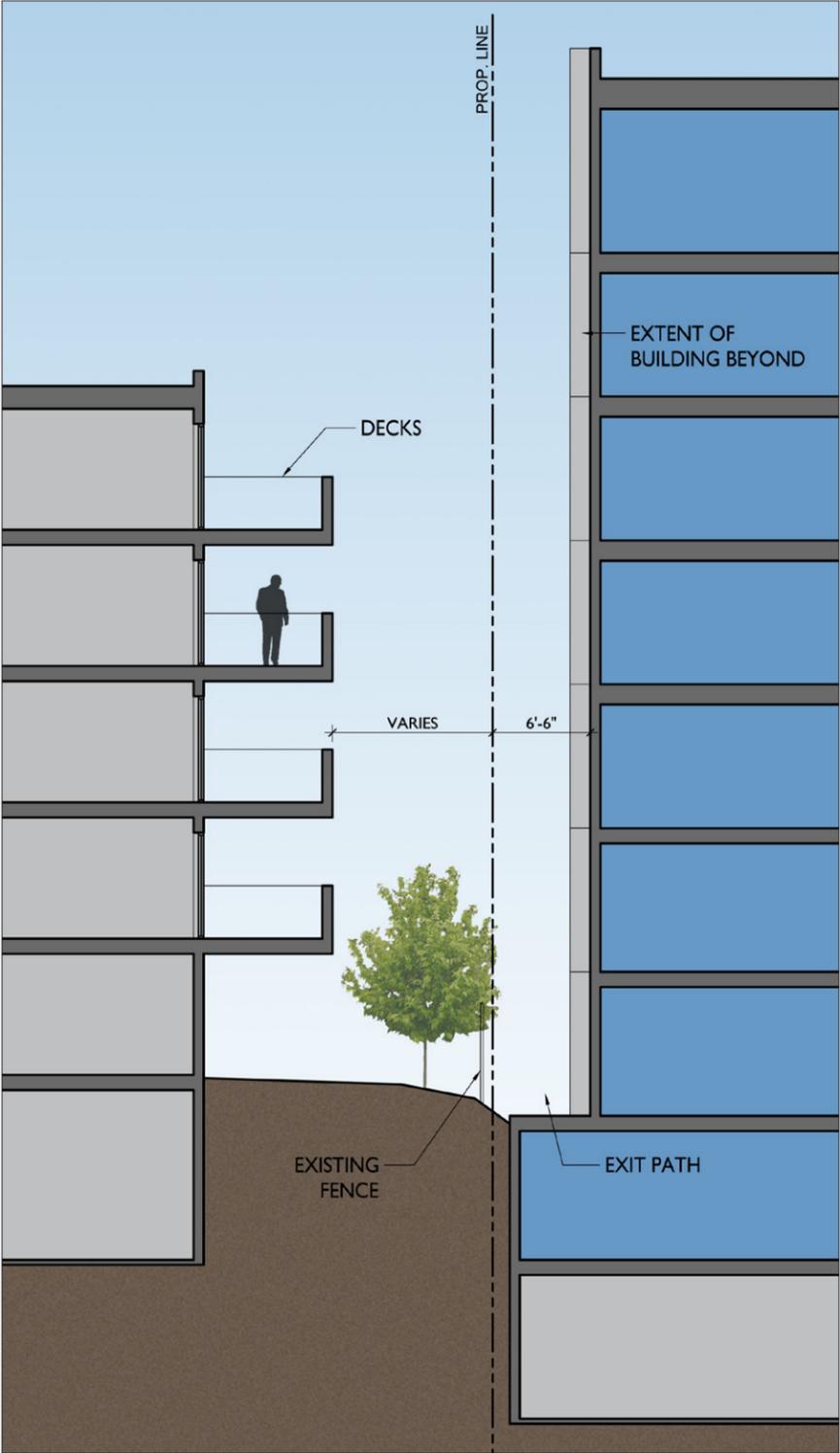
MASSING OPTION C

DETAIL SECTIONS

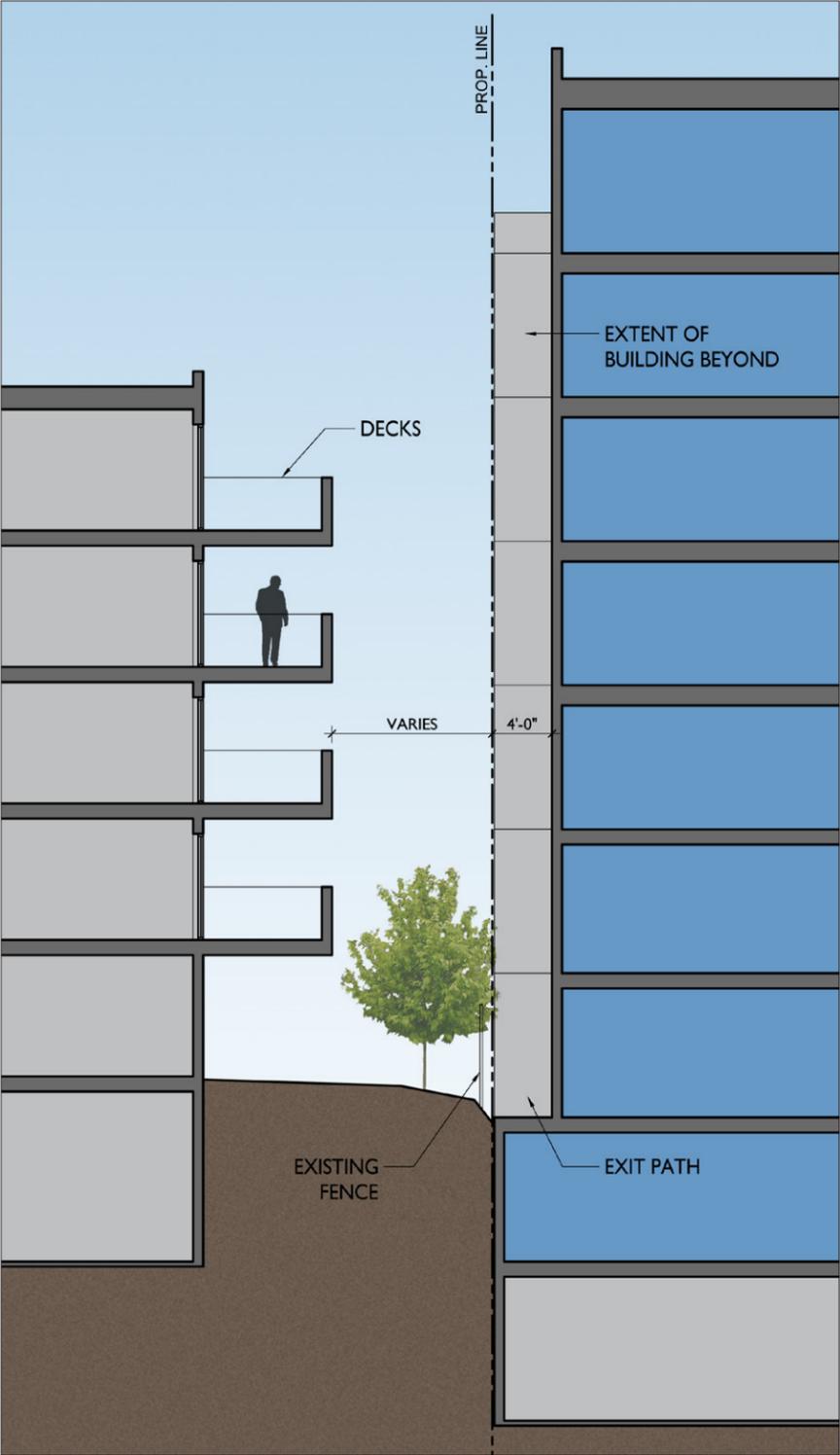
C: NORTH PROPERTY LINE



MASSING OPTION A



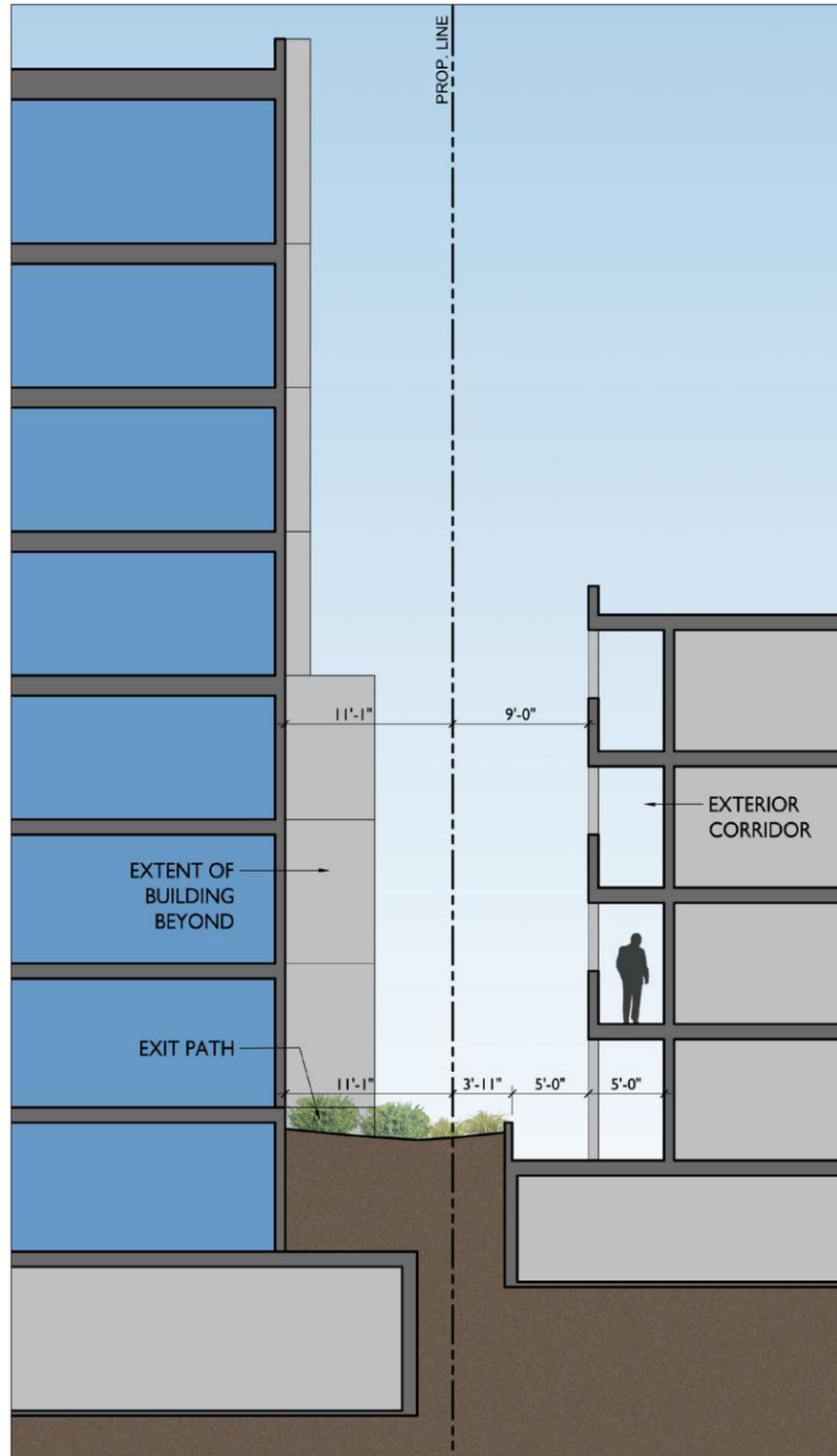
MASSING OPTION B



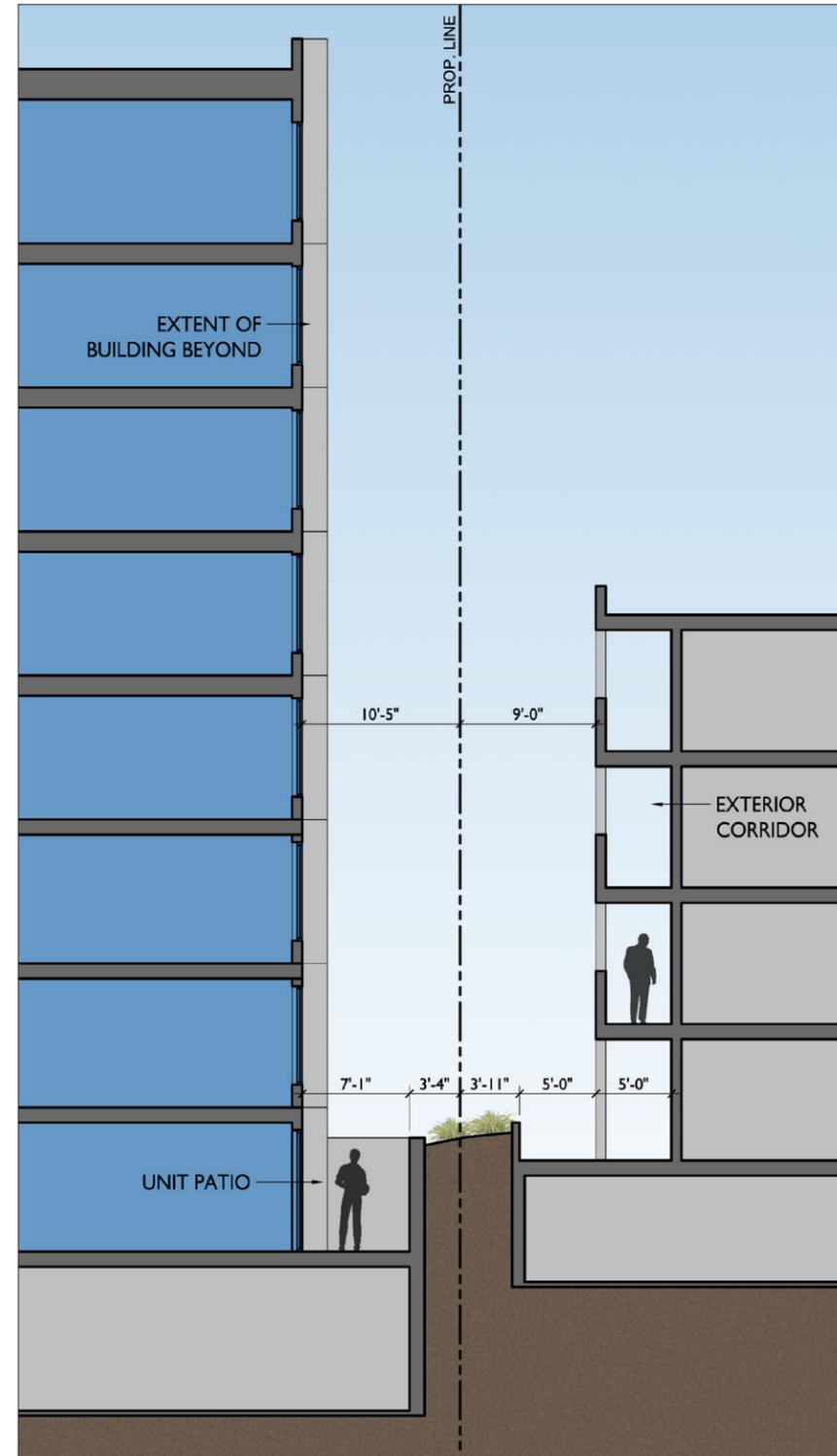
MASSING OPTION C

DETAIL SECTIONS

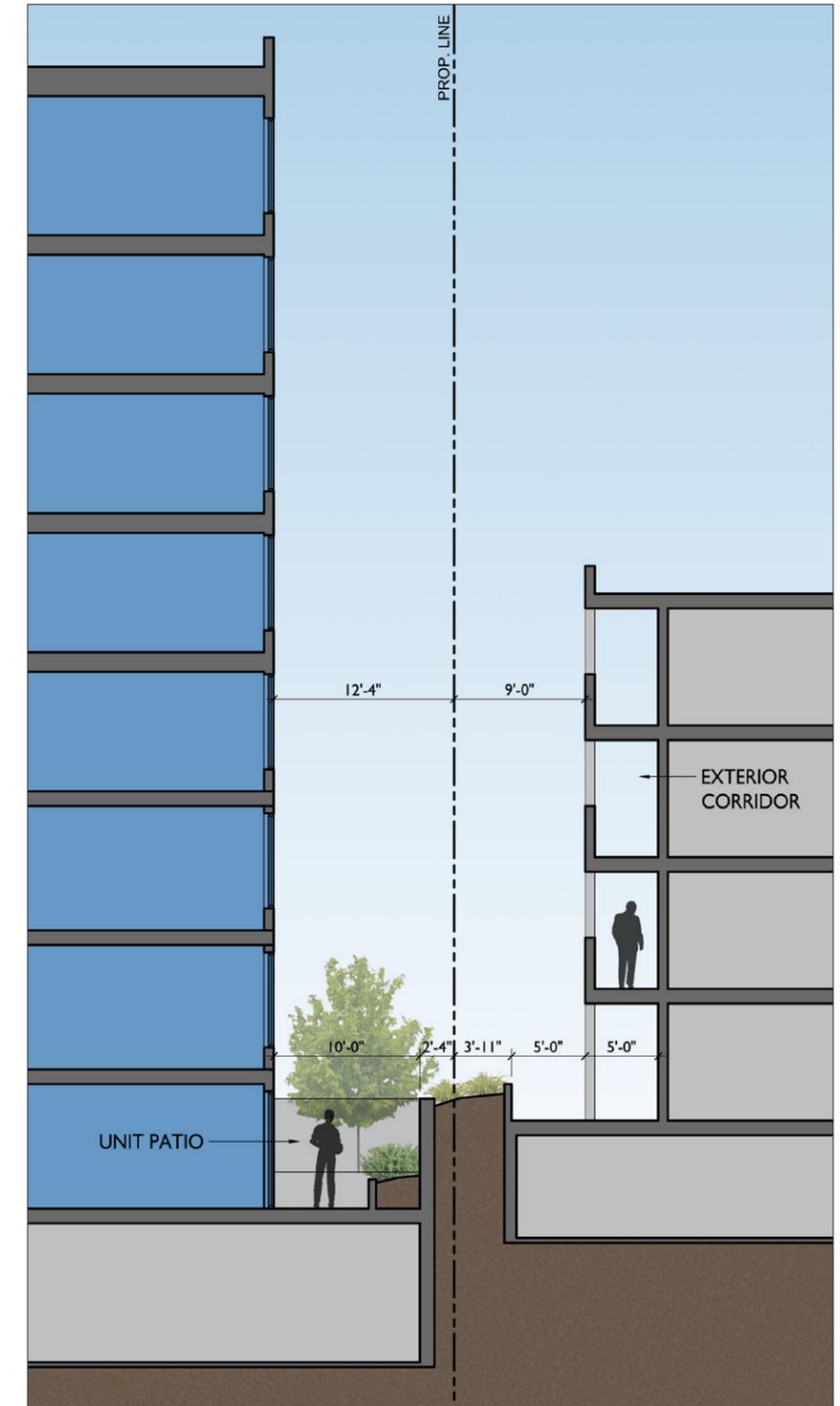
D: SOUTH PROPERTY LINE



MASSING OPTION A



MASSING OPTION B



MASSING OPTION C

GLAZING/VIEWS STUDY



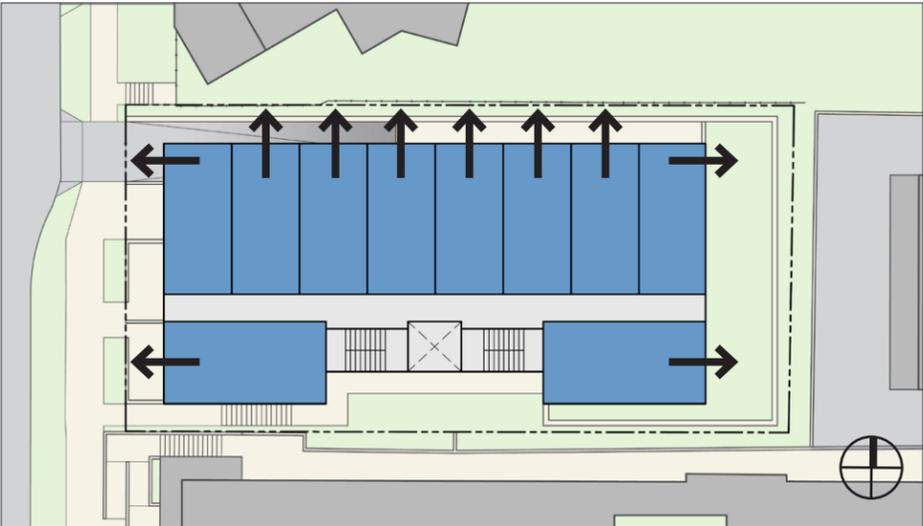
OPTION A APPROX. WINDOW LAYOUT: VIEW FROM NW



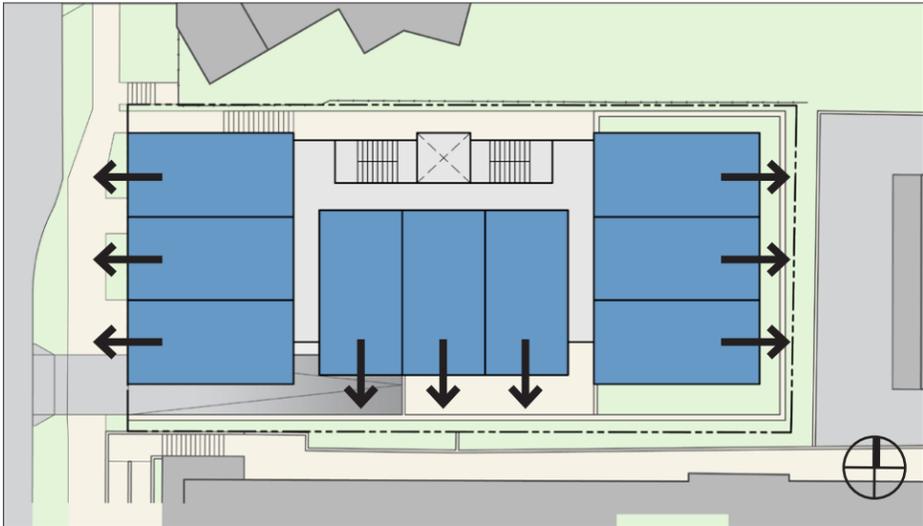
OPTION B APPROX. WINDOW LAYOUT: VIEW FROM SW



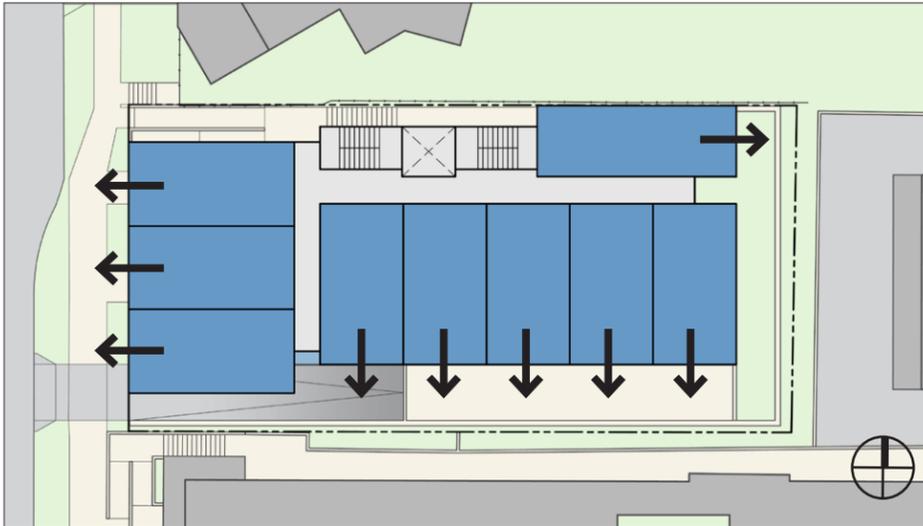
OPTION C APPROX. WINDOW LAYOUT: VIEW FROM SW



OPTION A PRIMARY VIEWS: PLAN



OPTION B PRIMARY VIEWS: PLAN



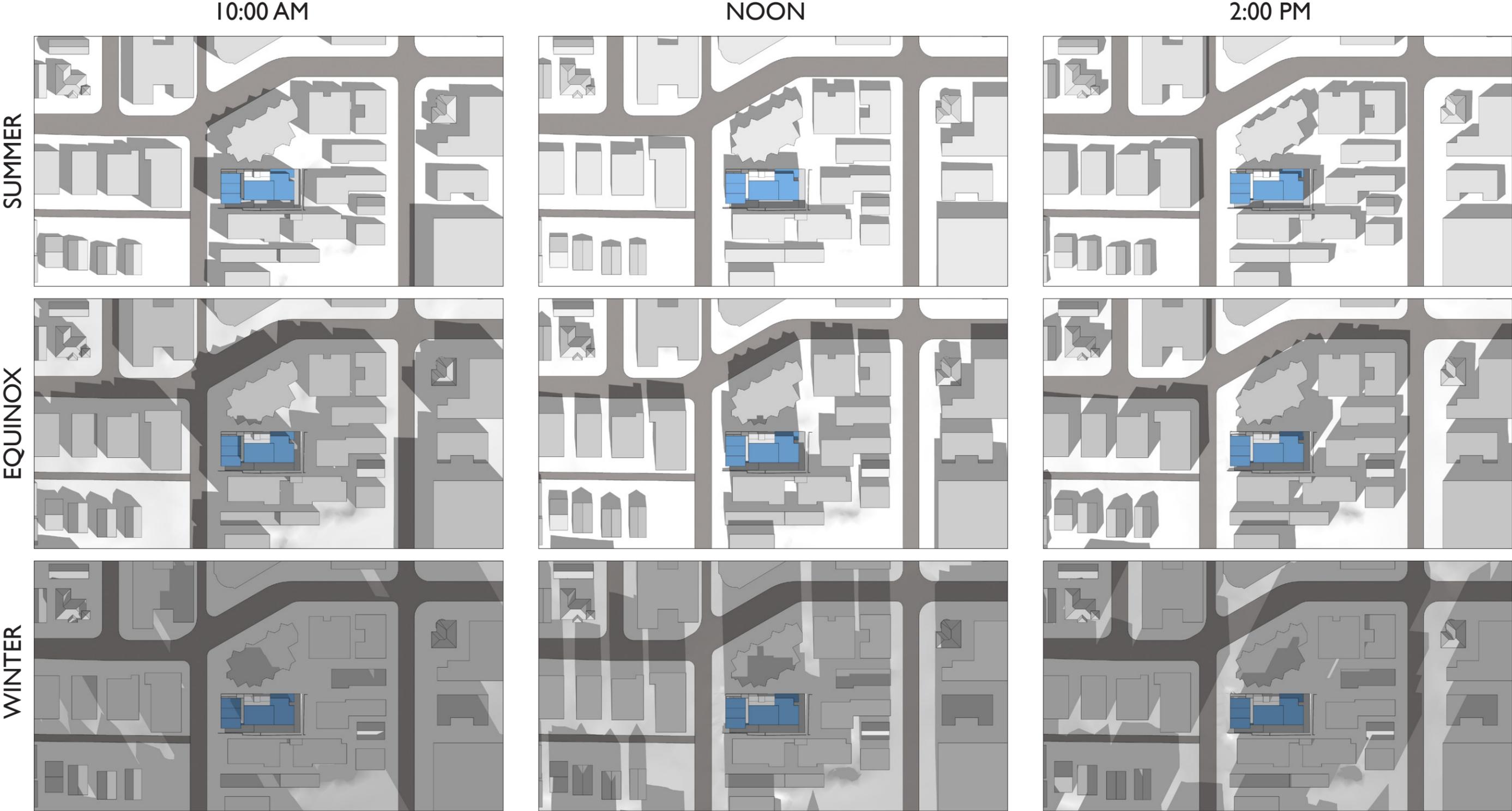
OPTION C PRIMARY VIEWS: PLAN

These diagrams show the approximate locations and sizes of windows for each massing option, and the direction of the primary views from each unit. In options B & C, most of the units face directly into neighboring properties with minimal setbacks. The preferred option orients the units toward the street and to the open space to the south, protecting the privacy of the buildings to the north and east.

← PRIMARY VIEW FROM UNIT

SHADING STUDY

PREFERRED OPTION 3



DESIGN PRECEDENTS



MASSING & EXPRESSION

A small infill building can be designed with a simple massing and form. Designing the building with a singular design expression using a limited material palette gives the building a clear identity and character, adding the varied character of the surrounding context.

GLAZING & OPENINGS

Highly glazed facades with large openings provide plentiful daylight and views which are especially important for small dwelling units. Large glazed doors integrated with the window system allow the unit open up to the exterior.

MATERIALITY

Use of contemporary materials such as metal and glass creates a clean, modern look while natural materials such as wood adds warmth and texture.

ELEVATION CONCEPT

PREFERRED OPTION 3

MATERIAL PALETTE

Proposed materials include wood, metal, fiber cement panel, concrete and glass in natural colors. The texture of the wood and concrete contrasts with the smooth finish of the glass and panel. Using subdued colors for the metal and fiber cement panel highlights the natural color of the wood.

See Design Guidelines CS3-I & DC4-II

LOBBY

A double-height, fully-glazed lobby creates a prominent and welcoming pedestrian entry. Cladding materials extend from exterior to interior to enhance the connection between the lobby and the street. The recessed entry creates an opportunity for an entry court with landscaping and street furniture.

See Design Guidelines PL2-I, PL2-II & DC3-I



VIEW FROM NORTHWEST ON BOYLSTON AVE.

MASSING

The massing facing the street is monolithic with a distinct base, consistent with other residential buildings in the neighborhood.

See Design Guidelines CS2-III & CS3-I

GLAZING & OPENINGS

Large windows facing the street maximize daylight and views for the units. Large operable openings to allow units to open up to the exterior. The windows are simple and consistent across the facade. Much smaller windows are provided at the side elevations to protect privacy of the neighboring buildings.

See Design Guidelines CS3-I, PL2-III & DC4-II

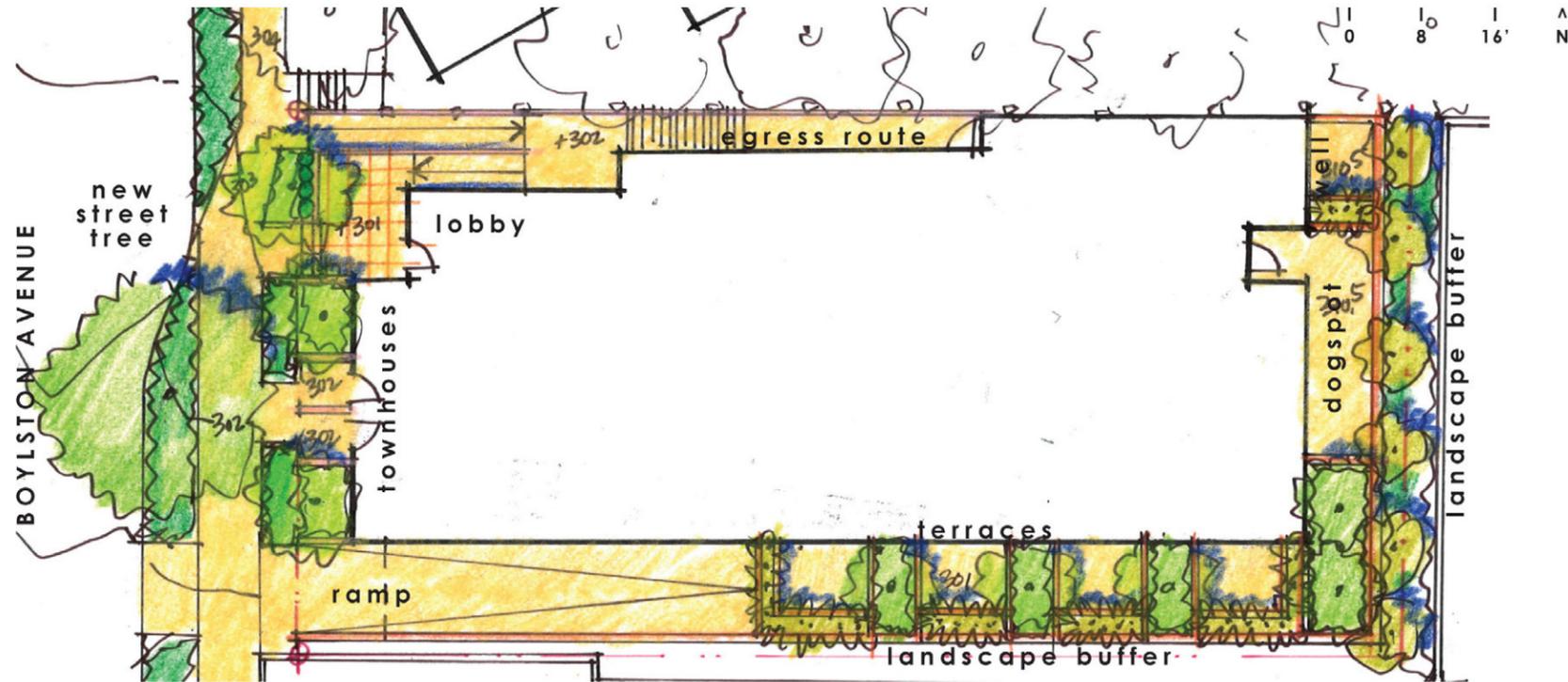
LOFT UNITS

Street-level loft units with entries and patios fronting on the sidewalk help to activate the streetscape and provide eyes on the street. The units are recessed and clad with different materials to create a base for the building that is distinct from the building above.

See Design Guidelines CS2-I, PL2-I, PL2-II, PL2-III & DC3-I

LANDSCAPE CONCEPT

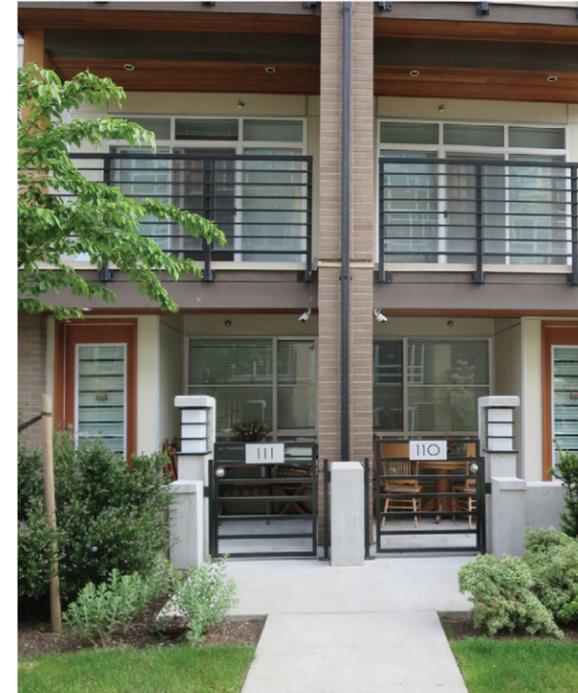
GROUND LEVEL



lush streetscape



terraces w bamboo screen dogspot and landscape buffer



townhome entries



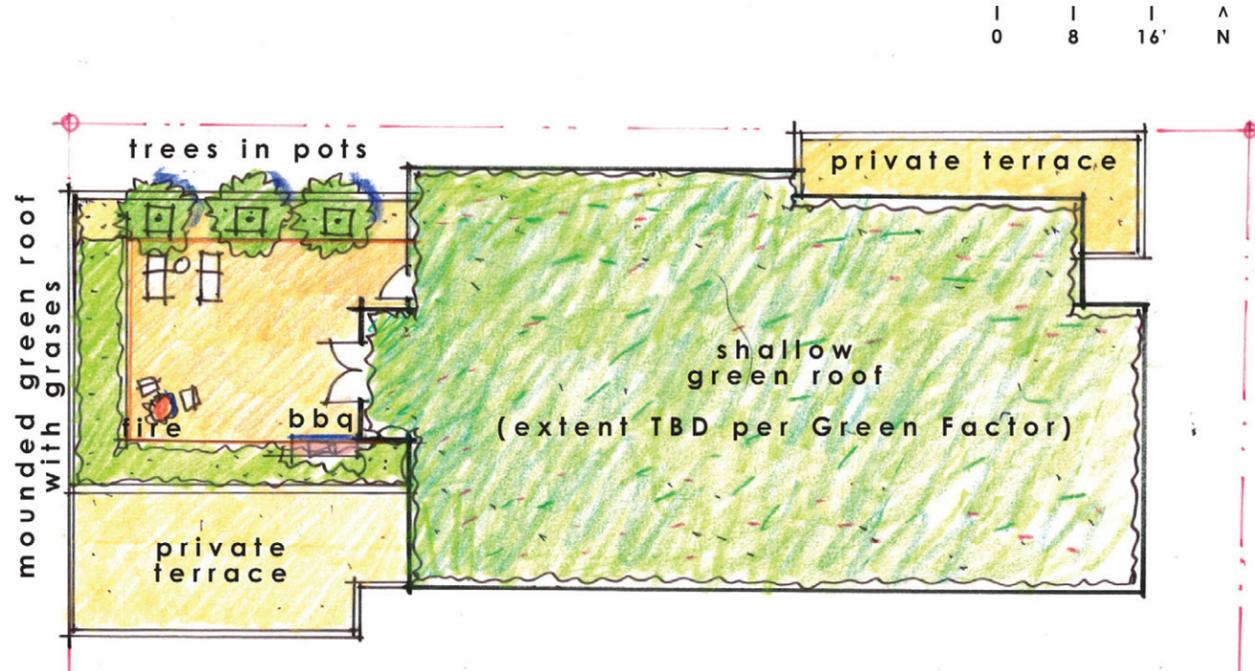
nice entry ramp and seatwall

1820 BOYLSTON • Karen Kiest | Landscape Architects

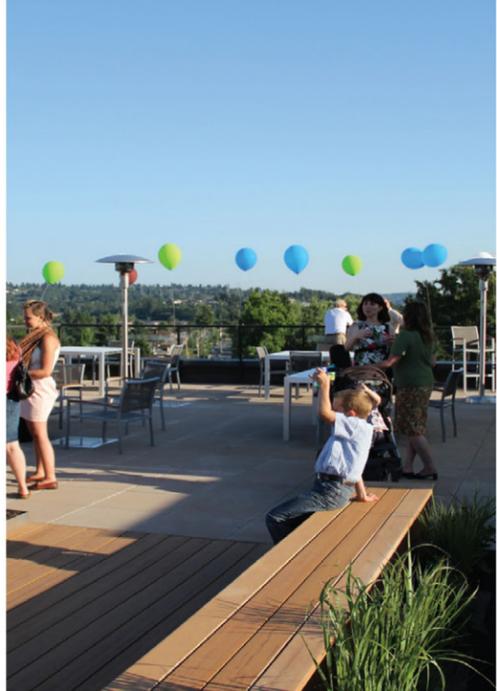
STREET LEVEL

LANDSCAPE CONCEPT

ROOF LEVEL



fun pots



bench edge



Mounded green roof with grasses



Shallow (Sedum) Green Roof



Informal Fire and 36" Cable Railing

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ROOF

DEPARTURE MATRIX

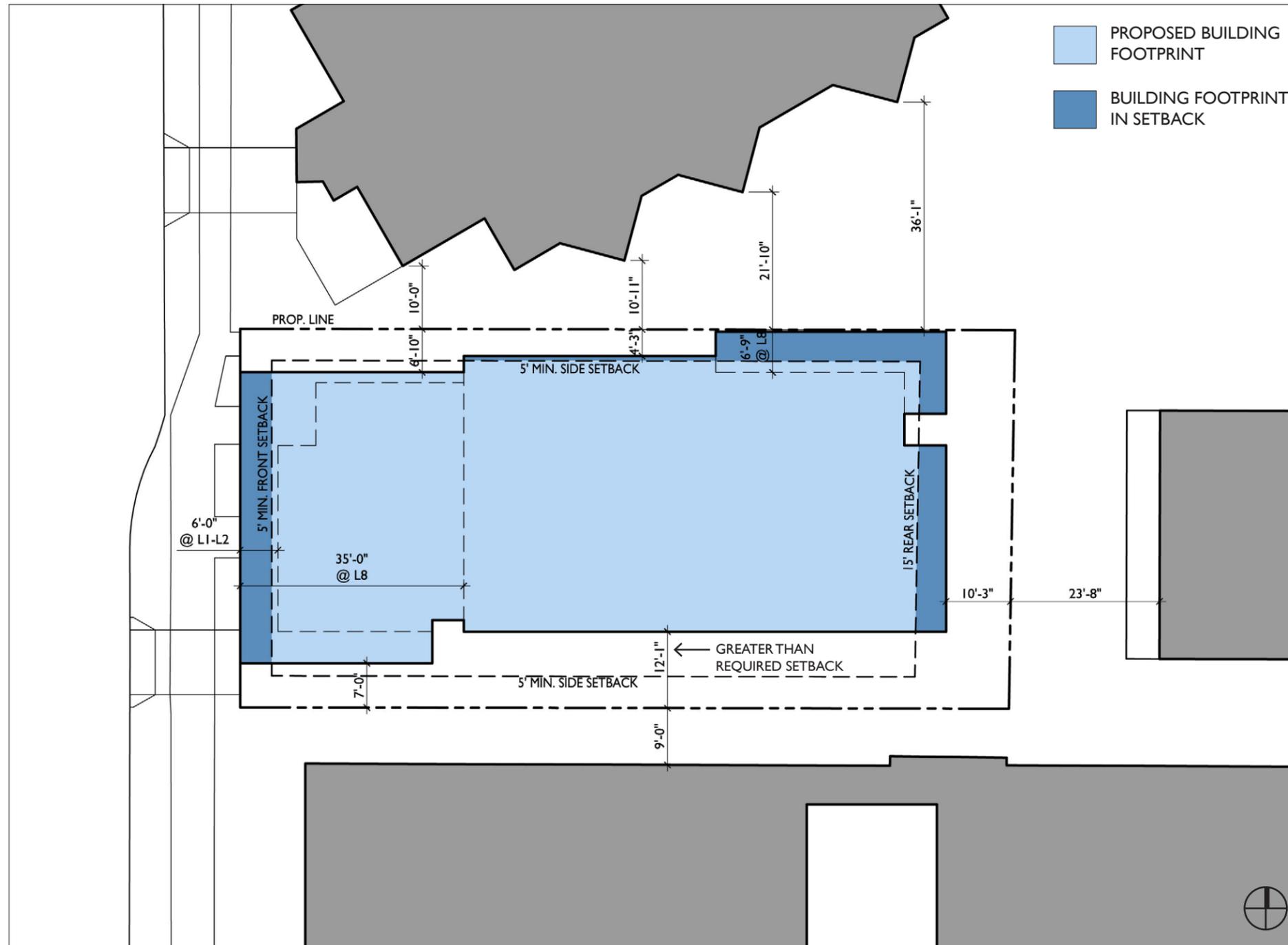
PREFERRED OPTION 3

MR ZONING CODE	REQUIREMENT	PROPOSED DESIGN	DEPARTURE RATIONALE	DESIGN REVIEW GUIDELINES
1) FRONT SETBACK: SMC 23.45.518.B.	5'-0" Minimum, 7'-0" Average	PROPOSED: 6'-0" Setback at level 1-2, 0'-0" Setback at levels 3-7, 35'-0" Setback at level 8 EXTENT OF DEPARTURE: 7'-0" See Diagram	The reduced front setback gives the project more flexibility to provide increased setbacks and step-backs at other locations where it will better respond to the existing site characteristics. This includes the top floor setback, which reduces the apparent height of the building by a full story. The departure also allows for more flexibility with the ground-level massing, providing greater opportunities for street-level outdoor space.	CS2 - Urban Pattern and Form PL2 - Walkability DC3- Open Space Concept
2) NORTH SIDE SETBACK: SMC 23.45.518.B.	Below 42' above grade: 5'-0" Minimum, 7'-0" Average Above 42' above grade: 7'-0" Minimum, 10'-0" Average	PROPOSED: 6'-10" Setback at west end of site, stepping down to 0'-0" at east end of site. 3'-9" Average Setback at all levels EXTENT OF DEPARTURE: 3'-3" below 42' 6'-3" above 42' See Diagram	Reducing the north side setback allows for the east half of the building to be shifted to the north, creating a 12'-0" setback on the south side. This allows for more solar access and usable outdoor space for the south facing units. The stepped north setback responds to the existing building to the north, which sits at an angle relative to the project site. The largest setback is provided where the neighboring building is closest to the property, and reduces where the neighboring building is farther away. This also provides a larger separation from the adjacent building to the south, which sits very close to the property line. Furthermore, the upper-level side setbacks have little precedent among existing buildings in the neighborhood, and the continuous side setbacks for the full height of the building are more consistent with the neighborhood context.	CS2 - Urban Pattern and Form CS3 - Architectural Context & Character PL2 - Walkability DC3- Open Space Concept
3) REAR SETBACK: SMC 23.45.518.B.	15'-0" Minimum	PROPOSED: 10'-0" Setback EXTENT OF DEPARTURE: 5'-0" See Diagram	In combination with the front and side setback departures, the reduced rear setback allows for greater massing flexibility in response to the site conditions (see responses above). The adjacent building to the east is set back over 20' from the property line, and the proposed setback will still provide for a 30' separation between the buildings, and will allow for usable outdoor space between the building and the rear lot line.	CS2 - Urban Pattern and Form CS3 - Architectural Context & Character DC3- Open Space Concept
4) DRIVEWAY SIGHT TRIANGLE: 23.54.030.G.4.	For a driveway adjacent to a side lot line, the driveway shall start 5'-0" from the lot line. A 10'-0" wide sight triangle shall be provided on the opposite side.	EXTENT OF DEPARTURE: Reduce separation from property line to 2'-0". Maintain 10' x 10' triangle at north side of driveway. See Diagram	The design intent is to create an active and pedestrian-friendly street frontage by maximizing landscaping and outdoor space and minimizing the presence of the driveway. The proposed departure will allow for minimum disruption of the streetscape for the driveway. The code-required sight triangles would result in a much wider driveway, reducing landscaping area and negatively impacting the patios and entries to the ground floor residential units. A mirror is proposed at the sidewalk to provide greater visibility of the sidewalk to the south.	PL2 - Walkability DC1 - Project Uses and Activities DC3- Open Space Concept

DEPARTURE DIAGRAMS

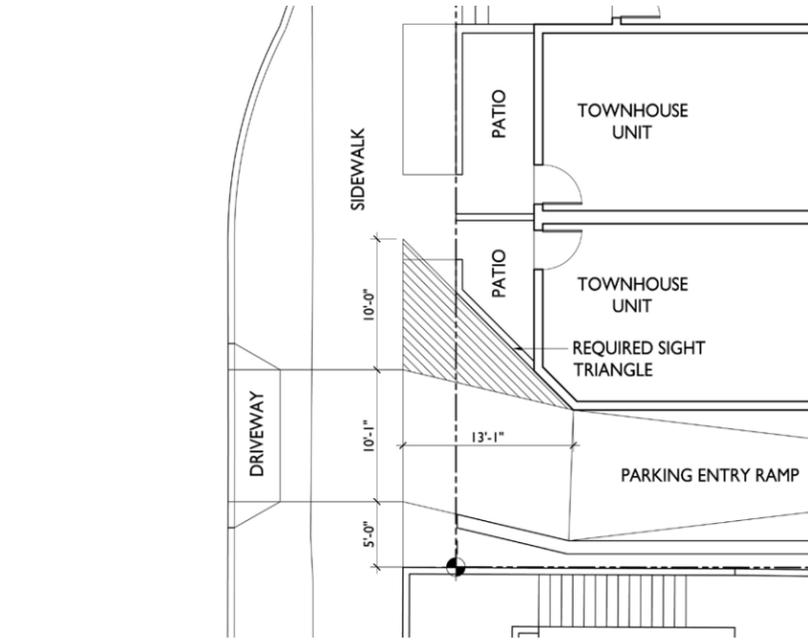
PREFERRED OPTION 3

DEPARTURES 1, 2 & 3 - SETBACKS

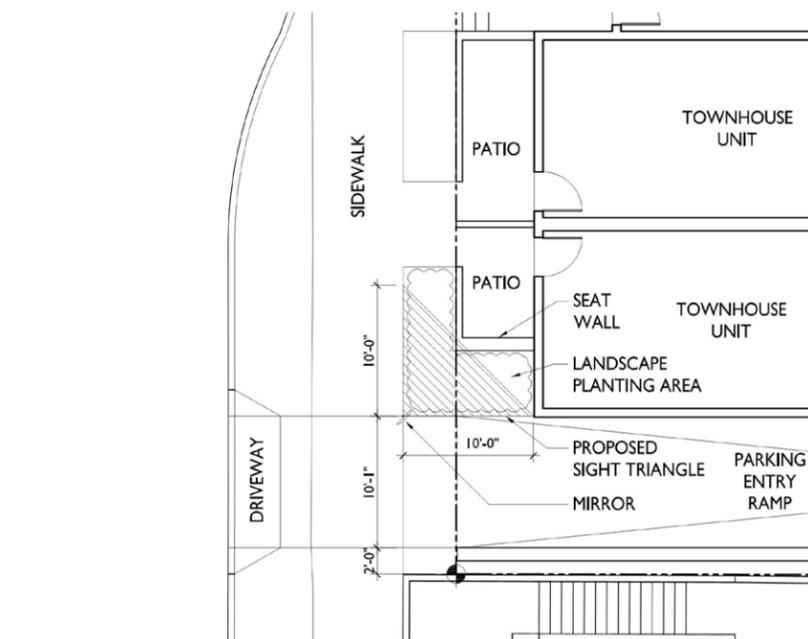


PLAN VIEW: PROPOSED SETBACKS

DEPARTURE 4 - DRIVEWAY SIGHT TRIANGLE



PLAN VIEW: REQUIRED DRIVEWAY SIGHT TRIANGLES



PLAN VIEW: PROPOSED DRIVEWAY SIGHT TRIANGLES