

SEATTLE DESIGN REVIEW

Date of EDG Meeting | Early Design Guidance Meeting 1



PROJECT SUMMARY

The proposed project consists of a 7 story building with 42 SEDU & efficiency dwelling units above, four floors of hotel with 69 rooms. Parking for 19 vehicles will be located on one level of below grade parking with access off of Harvard Ave. The existing three story apartment building will be demolished.

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Zone

NC3 - 40 (Neighborhood Commercial)
 Major Institution Overlay Light Rail Station Overlay
 Capitol Hill Urban Center Village

Design Guidelines

Seattle Design Guidelines & Capitol Hill Neighborhood Design Guidelines

Site Area

8,961 SF

Permitted Uses

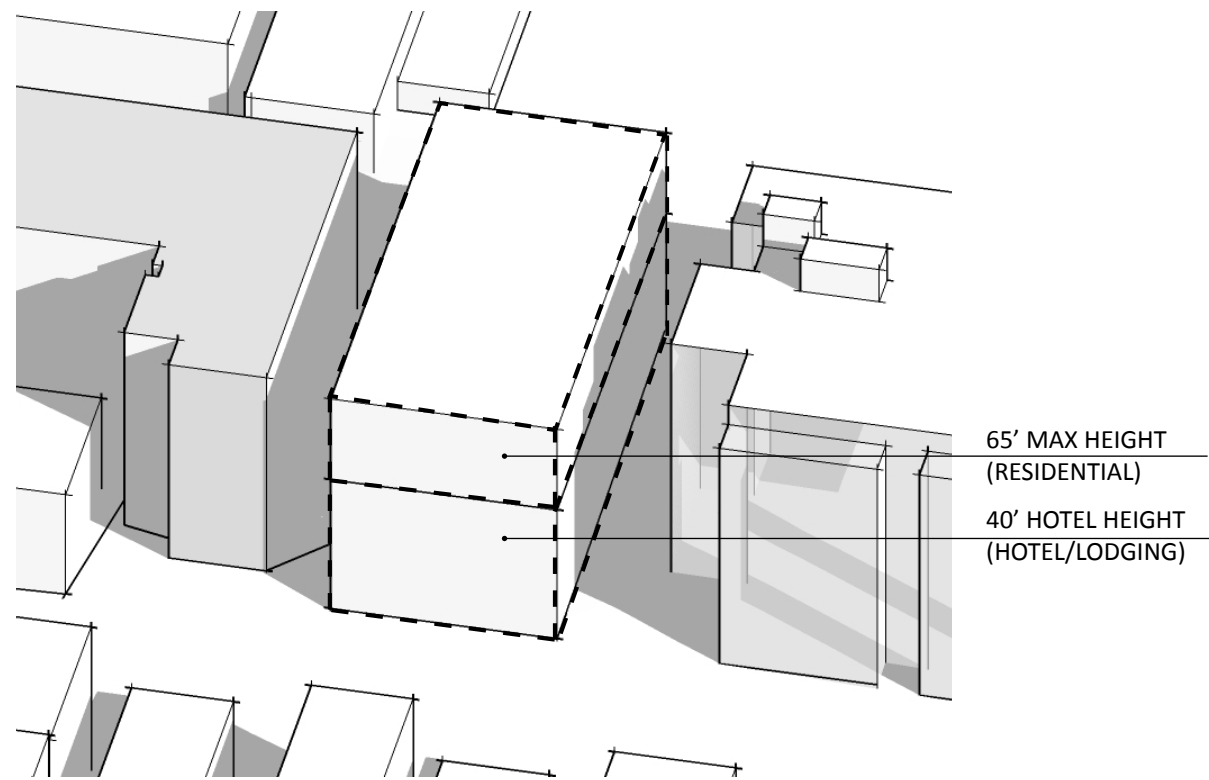
Residential & Lodging Permitted

Structure Height

NC3-40: 40' Max Height
 65' Max Height with Residential Uses above 40'

Setback Requirements

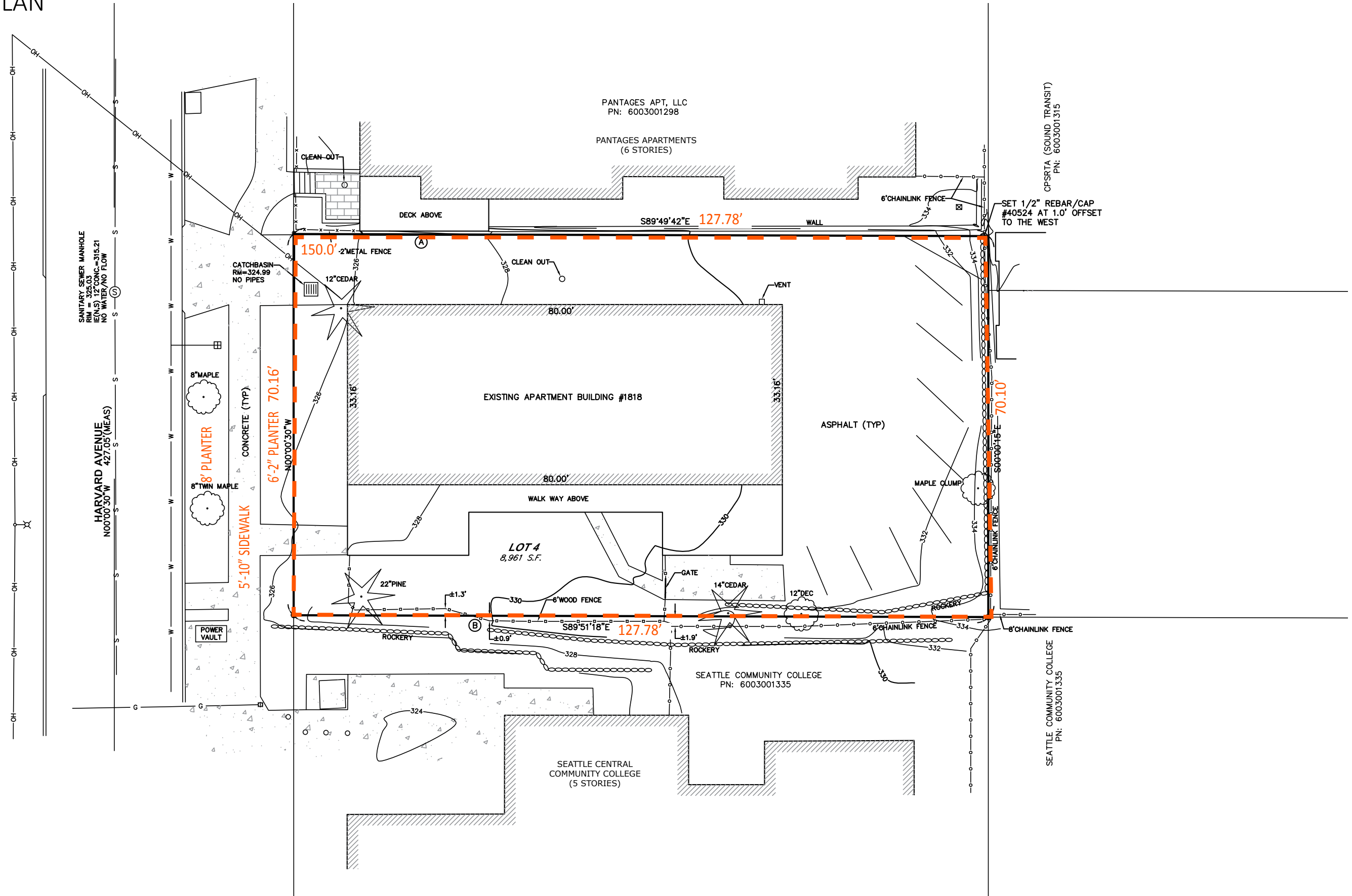
None

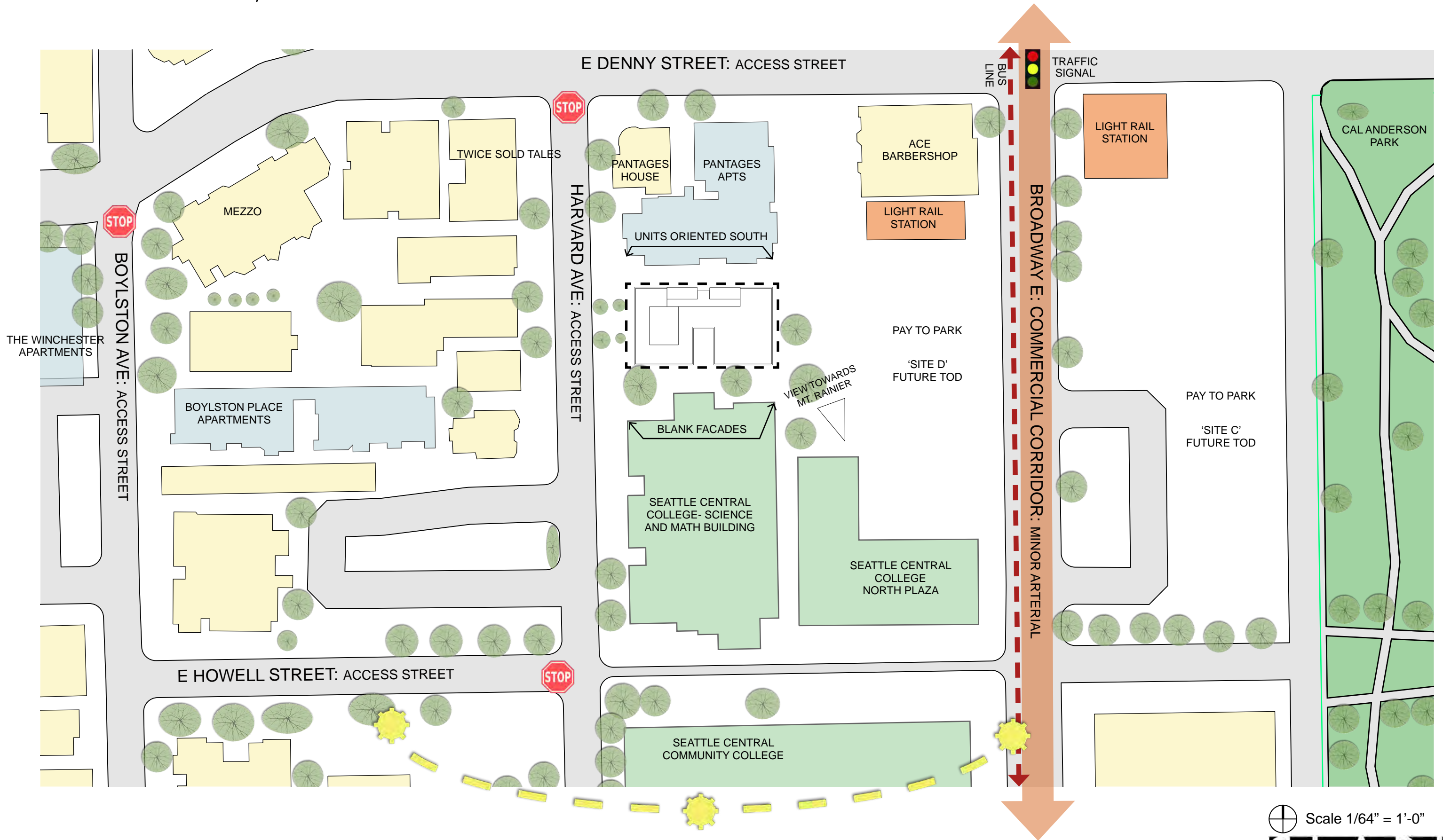


1818 Harvard Ave, Seattle WA
 Early Design Guidance Meeting- SDCI #3025137- EDG Application



9 November 2016





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NEIGHBORHOOD CONTEXT

The project site is located one block off of Broadway in the 'South Anchor District', which is comprised of Cal Anderson Park, Seattle Community College and the new Light Rail Station.

The site is mid-block and fronts Harvard Ave. Seattle Community College is located along the south property line, a 65' tall residential building is located to the north property line, and the Light Rail Station is located along the rear property line to the east.



1 CH Light Rail Station



2 Seattle Community College



3 Cal Anderson Park



4 The Broadway Building



5 611 E Howell St, SDCI #3016271



6 Lexicon Apartments



7 1705 East Olive Way



8 Pantages Apartments



9 1820 Boylston Ave, SDCI #3020247



1818 Harvard Ave, Seattle WA
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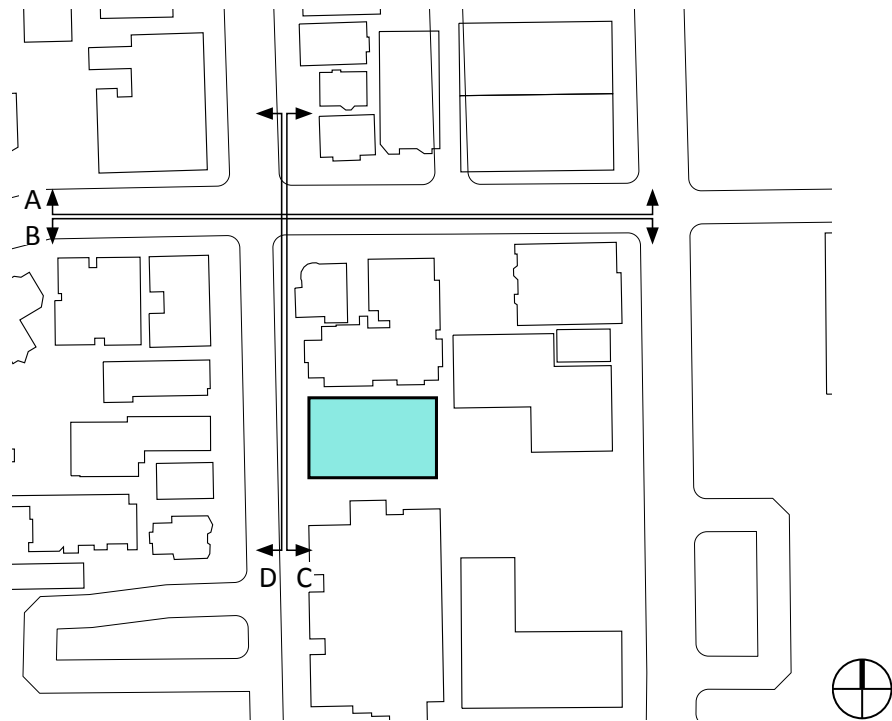
North Side E Denny Way

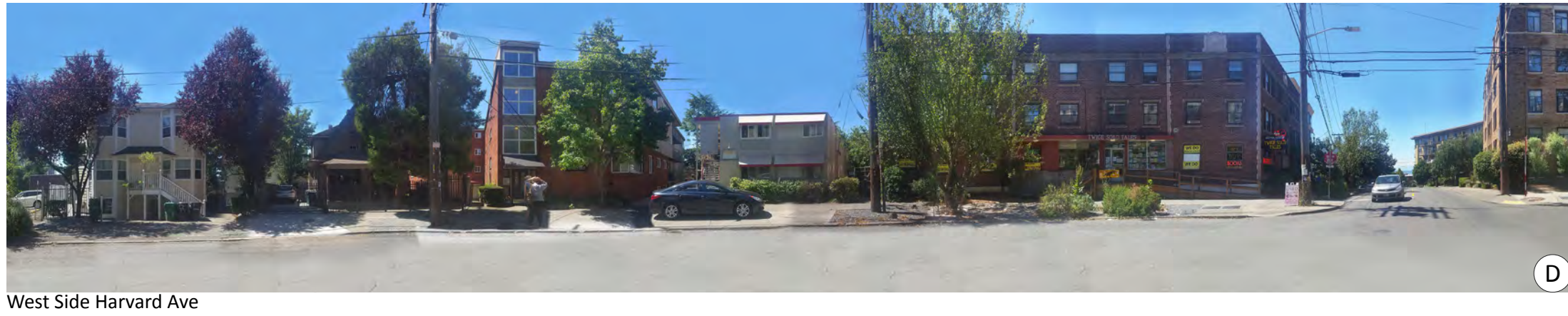
A

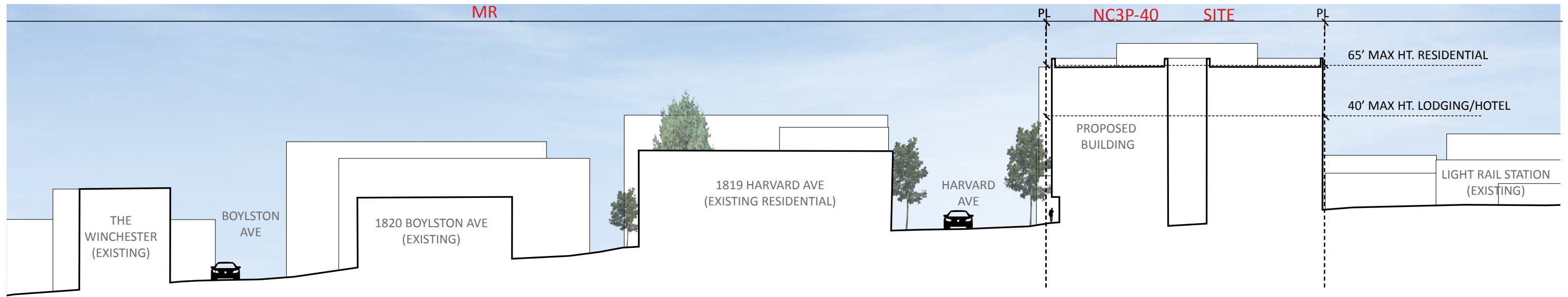


South Side E Denny Way

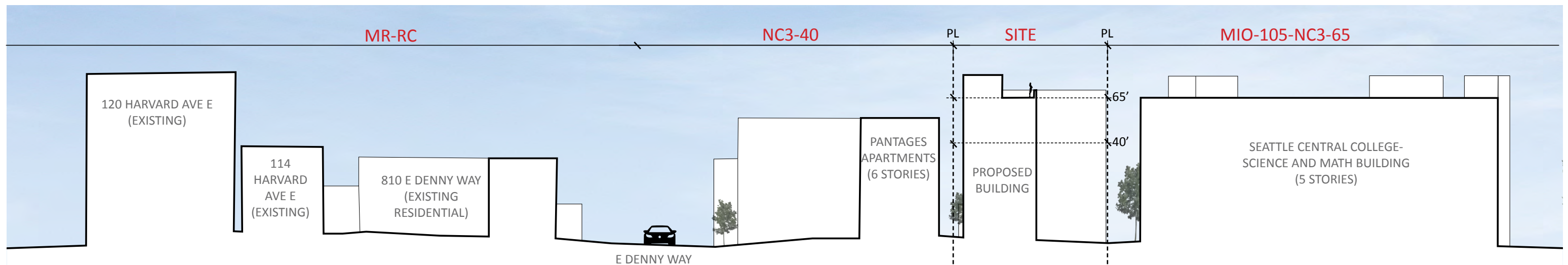
B



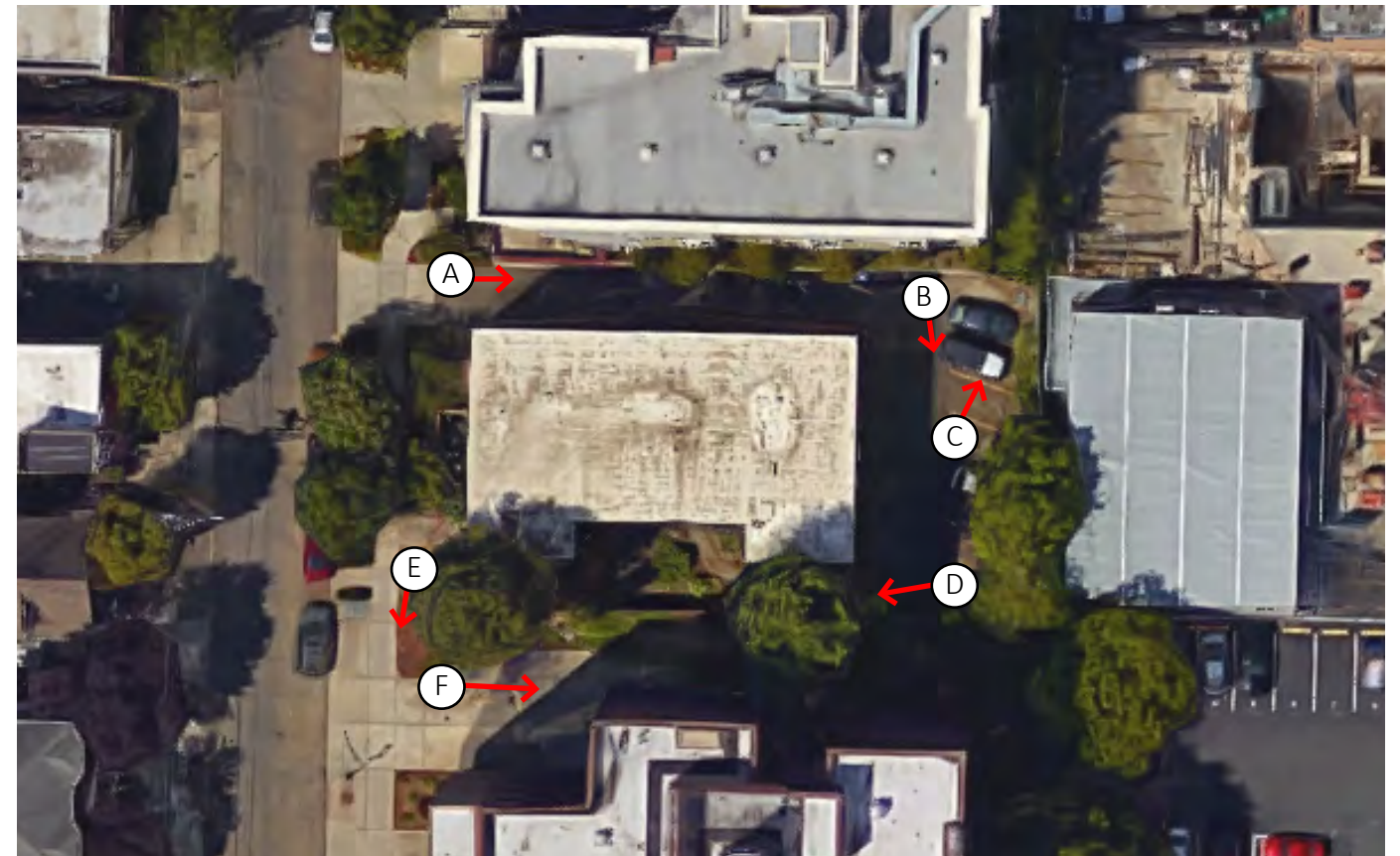
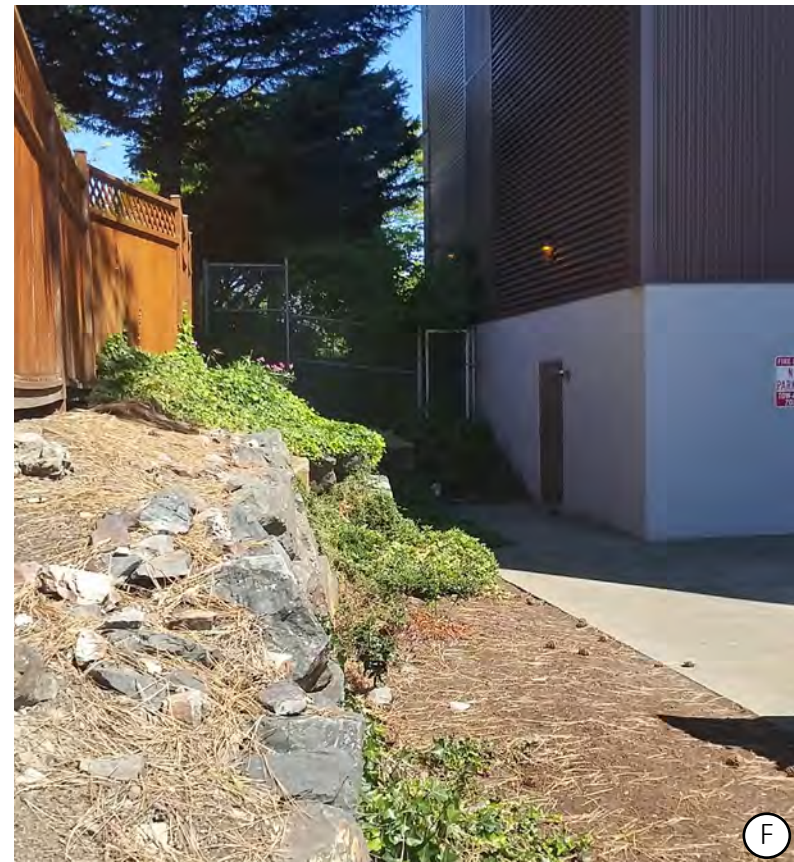
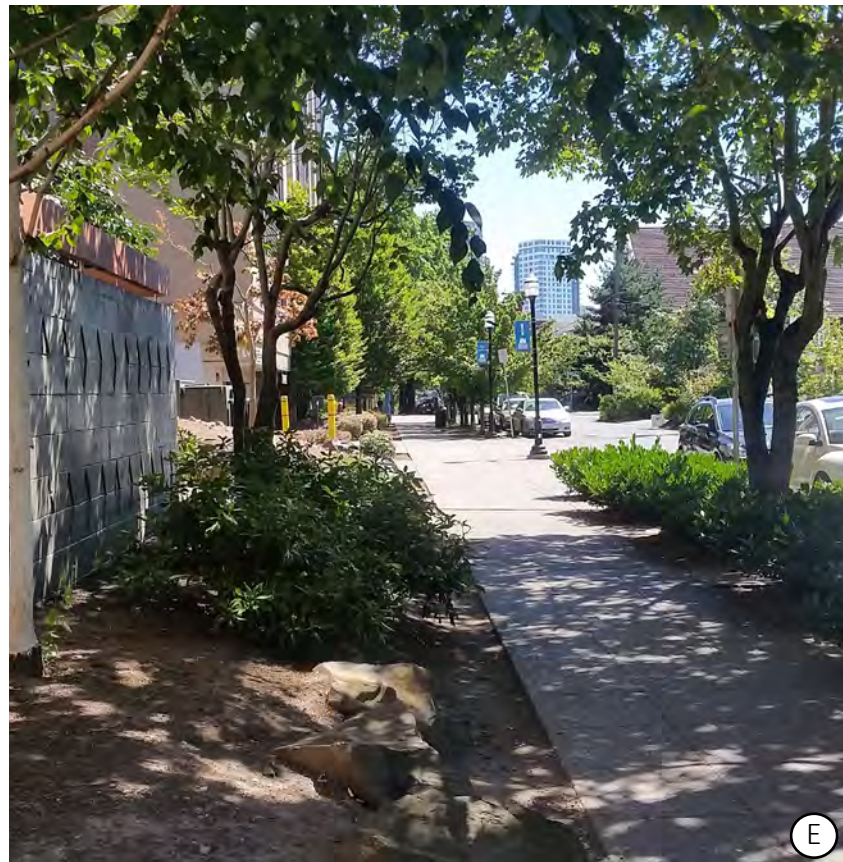
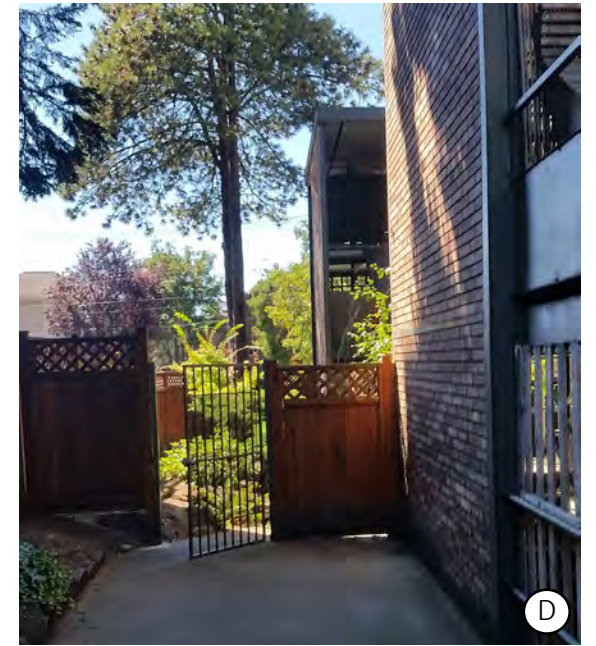




EAST-WEST SITE SECTION A-A



NORTH-SOUTH SITE SECTION B-B



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Floor Area Ratio (23.47A.013)

Allowable FAR (65' Height Limit) 5.75 (x 49,973 SF)

Proposed FAR:

| | | |
|------------------|-----------|--------------|
| Lobby | 2,958 SF | 48,857 Total |
| Hotel/ Lodging | 24,598 SF | |
| Residential Uses | 21,300 SF | |

Additional Square Footage:

| | |
|---------------|------------------|
| Parking/Mech. | 8,130 SF |
| Total | 56,987 SF |

Required Landscaping (23.47A.016)

Seattle Green factor score of .30 or greater

Amenity Space (23.47A.024)

5% residential gross floor area dedicated for Residential Amenity Area

21,300 SF * 5% = 1,065 SF Required

2,958 SF Provided at L1

749 SF Provided at Roof

Parking Requirements (23.47A.030)

0 parking stalls Required (Light Rail Station Overlay)

19 parking stalls Provided

Parking Location and Access (23.47A.032)

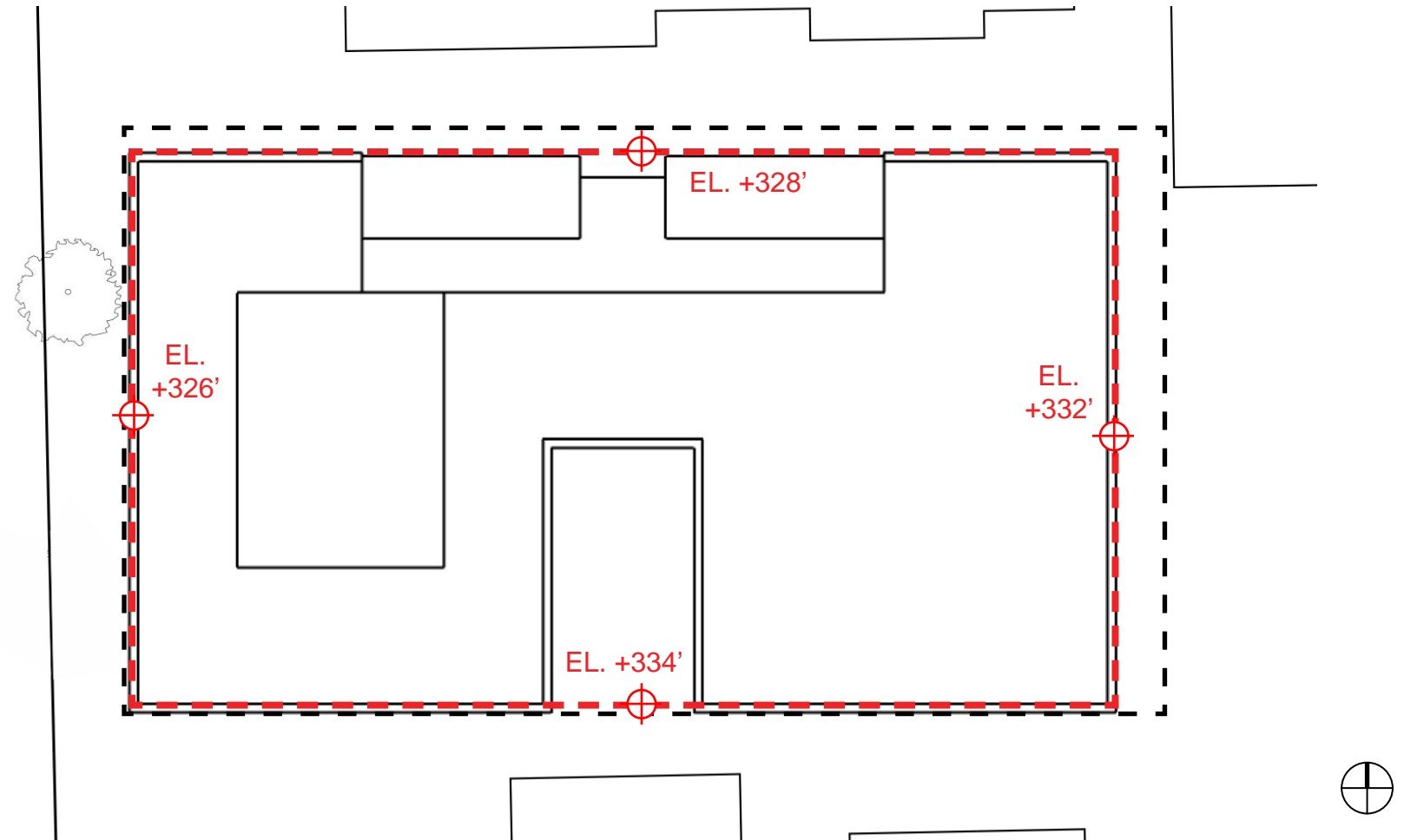
If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.

Solid Waste Calculation (23.54.040)

| | | |
|-----------------|-------------|--------------------------------|
| Residential | 42 Units = | 375 SF |
| Non-Residential | 24,598 SF = | 175 SF X 50% reduction = 41 SF |
| Total | | 548 SF Required |

Structure Height Measurement (23.86.006.A.1)

Average Grade Level is calculated at the midpoint, 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.



$$\frac{334' (116.25') + 326' (65.5') + 328' (116.25') + 332' (65.5')}{363.5'} = 330.5' = \text{Average Grade Level}$$

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Option A

Pros

- Perceived building mass along Harvard Ave minimized by setbacks along north and south property lines.
- The parking garage entry location along the south property line minimizes conflict with neighboring residential apartment vehicular and pedestrian entries.

Cons

- Hotel and Residential Units oriented toward to the North and South. Reduces privacy directs potential noise toward the neighboring apartment building.
- Blank facades located along east property line does not take advantage of current views towards Cal Anderson Park.
- Elevator cores separated will create confusion at the internal circulation.



Option B

Pros

- Hotel and Residential units oriented towards Harvard Ave, defining the street edge.
- Ground floor hotel and residential lobby recessed for weather protection.

Cons

- Hotel and Residential Units oriented toward to the North and South. Reduces privacy directs potential noise toward the neighboring apartment building.
- Blank facades located along east property line does not take advantage of current views towards Cal Anderson Park.
- The parking garage entry location along the north property line creates potential conflict with the neighboring apartment building vehicular and pedestrian entries.
- Elevator cores separated will create confusion at the internal circulation.



Option C - Preferred Scheme

Pros

- All residential units are oriented away from the Residential building to the North to enhance privacy.
- The courtyard is oriented towards the south for sun exposure and to maximize privacy for the project and neighboring apartment building. The Seattle Community College has black facades oriented North.
- Hotel and Residential units oriented towards West, facing Harvard Ave and the East, facing the light rail station and Cal Anderson Park. Building modulation and facade articulation will have presence along the 'front' and 'rear' lot lines.
- The parking garage entry location along the south property line minimizes conflict with neighboring residential apartment vehicular and pedestrian entries.
- Reduced curb cut width and parking garage entry minimizes conflict with pedestrians along the sidewalk.
- Length of blank facade along the north broken up by elevator lobby. Northwest corner to be used as a wayfinding feature.
- Ground floor hotel and residential lobby recessed for weather protection.

MASSING OPTION A - COMPLIANT

Pros

- Perceived building mass along Harvard Ave minimized by setbacks along north and south property lines.
- The parking garage entry location along the south property line minimizes conflict with neighboring residential apartment vehicular and pedestrian entries.

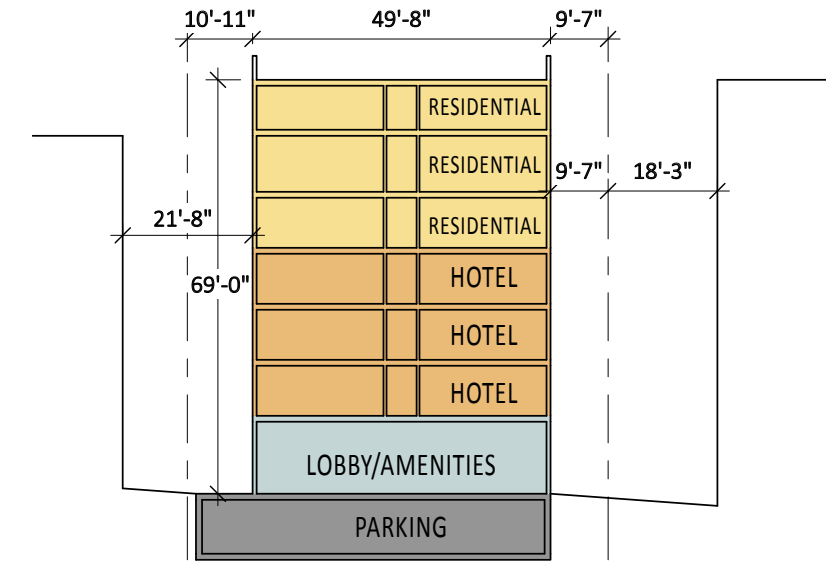
Cons

- Hotel and Residential Units oriented toward to the North and South. Reduces privacy directs potential noise toward the neighboring apartment building.
- Blank facades located along east property line does not take advantage of current views towards Cal Anderson Park.
- Elevator cores separated will create confusion at the internal circulation.

■ Lobby
■ Residential
■ Hotel Room



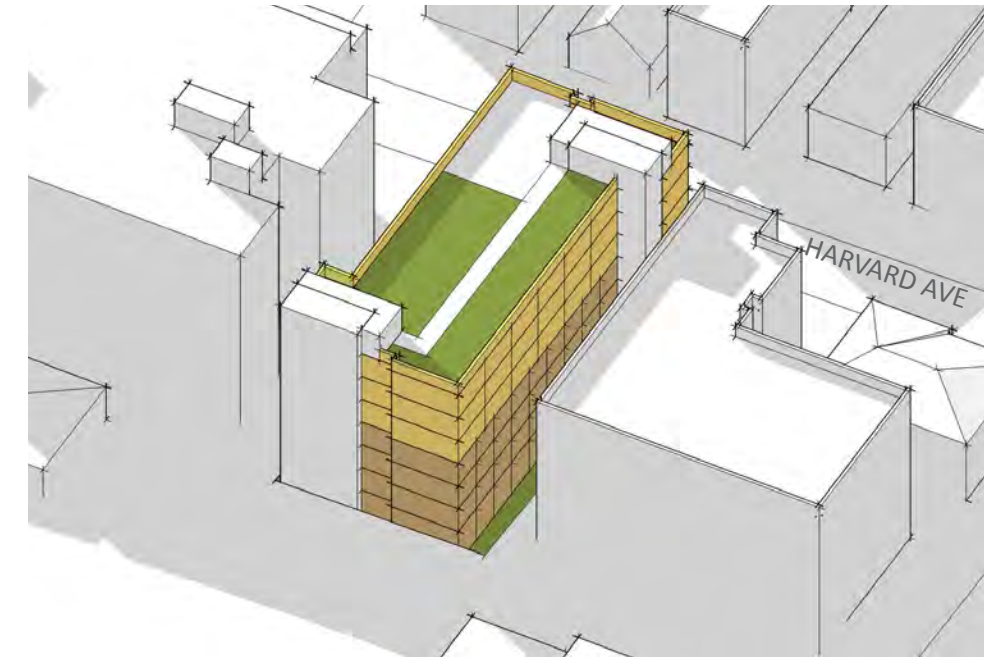
AERIAL VIEW LOOKING NORTHEAST



STREET VIEW LOOKING SOUTH



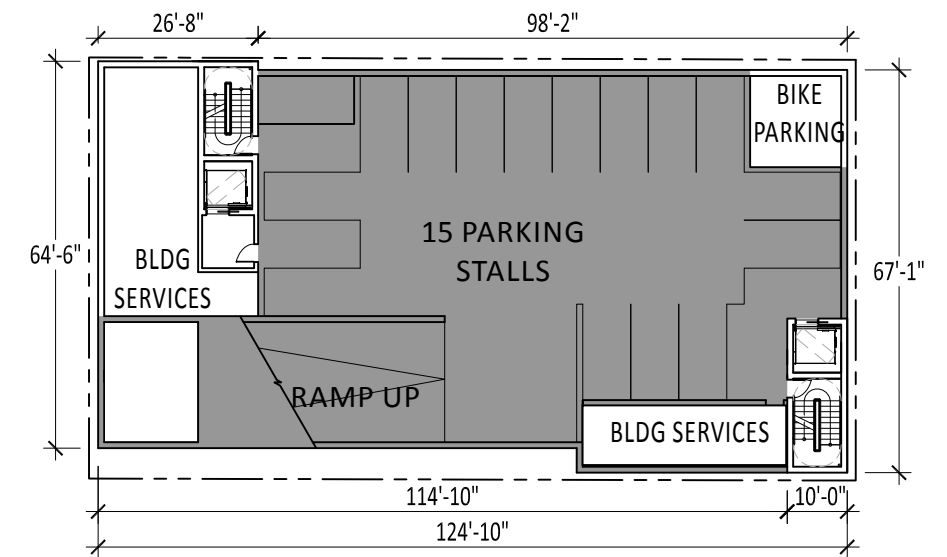
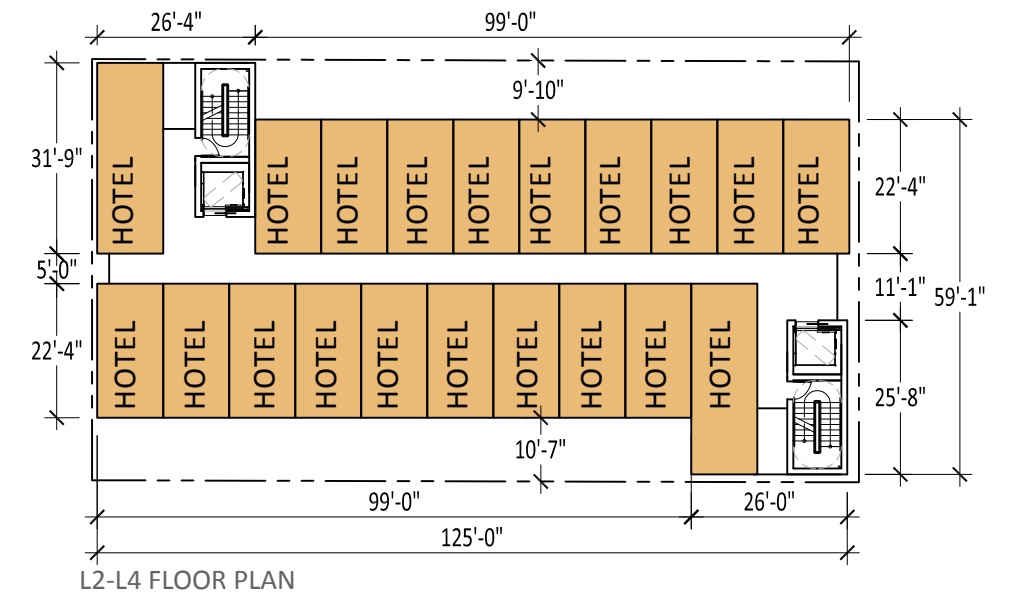
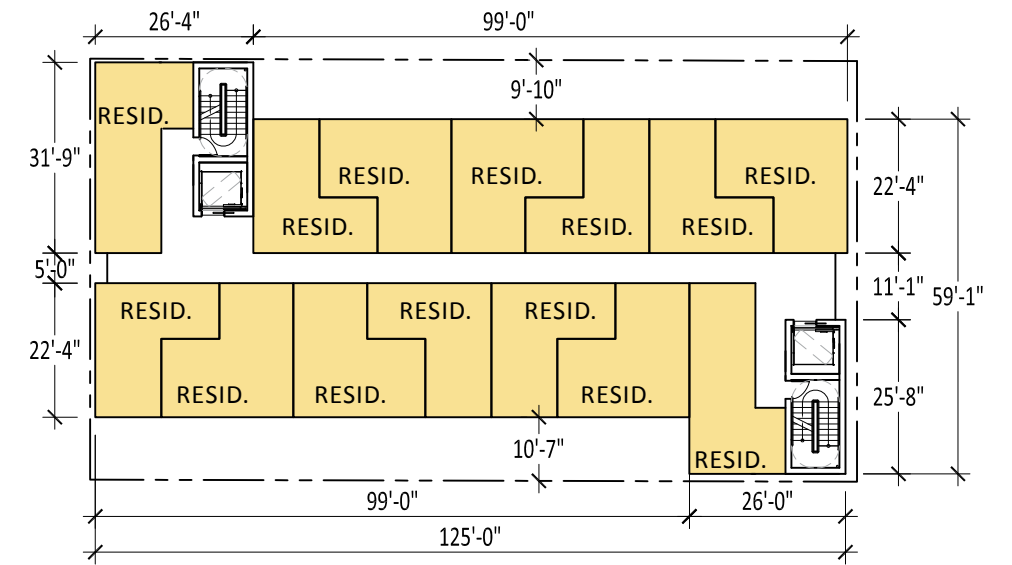
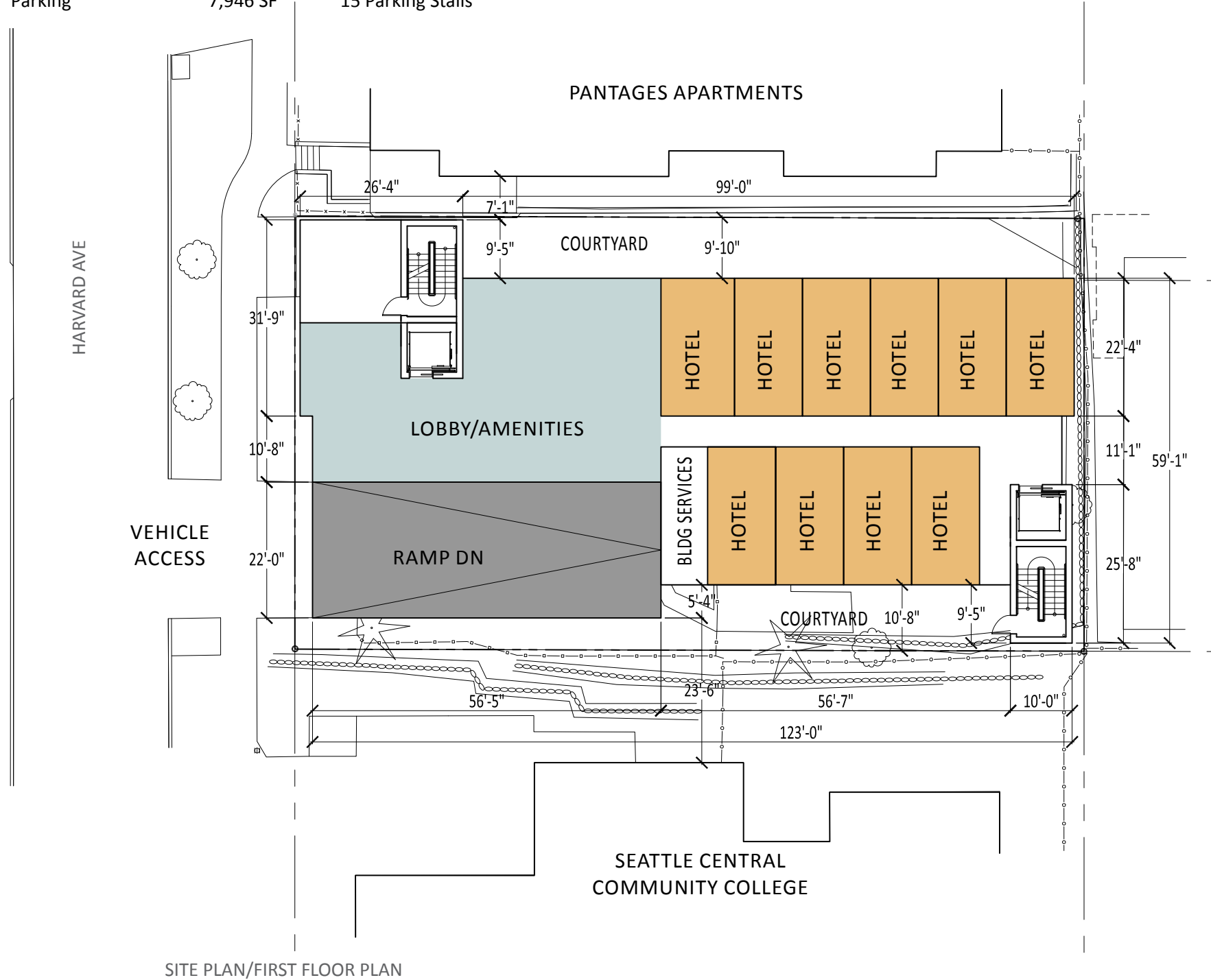
STREET VIEW LOOKING NORTH



AERIAL VIEW LOOKING SOUTHWEST

MASSING OPTION A

| | | |
|-----------------|-----------|----------------------|
| Lobby/Amenities | 2,157 SF | 70 Guestrooms |
| Hotel Use | 23,430 SF | 42 Residential Units |
| Residential Use | 20,040 SF | 15 Parking Stalls |
| Parking | 7,946 SF | |



■ Lobby
■ Residential
■ Hotel Room

CLARK
 DESIGN GROUP PLLC

MASSING OPTION B

- Lobby ■
- Residential ■
- Hotel Room ■

Pros

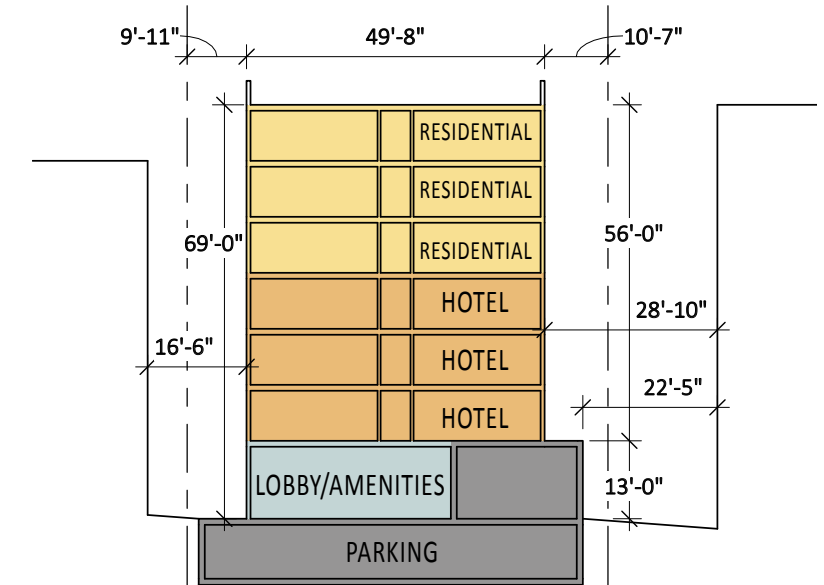
- Hotel and Residential units oriented towards Harvard Ave, defining the street edge.
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Cons

- Hotel and Residential Units oriented toward to the North and South. Reduces privacy directs potential noise toward the neighboring apartment building.
- Blank facades located along east property line does not take advantage of current views towards Cal Anderson Park.
- The parking garage entry location along the north property line creates potential conflict with the neighboring apartment building vehicular and pedestrian entries.
- Elevator cores separated will create confusion at the internal circulation.



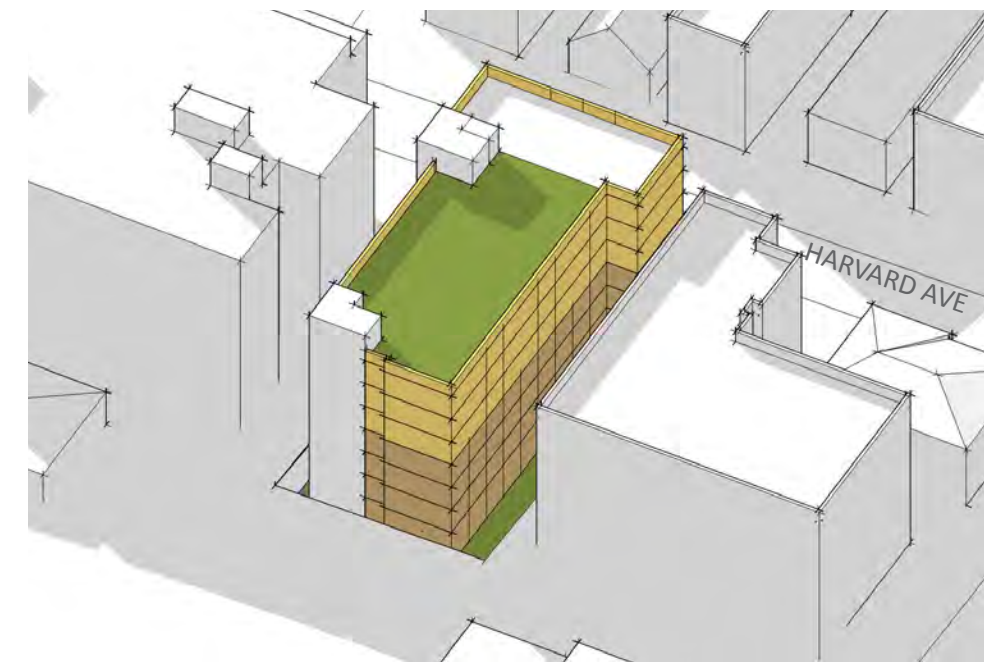
AERIAL VIEW LOOKING NORTHEAST



STREET VIEW LOOKING SOUTH



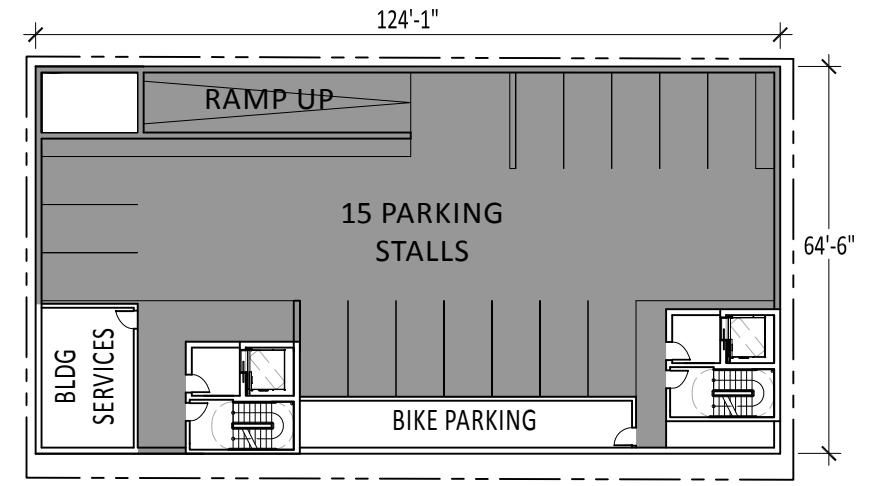
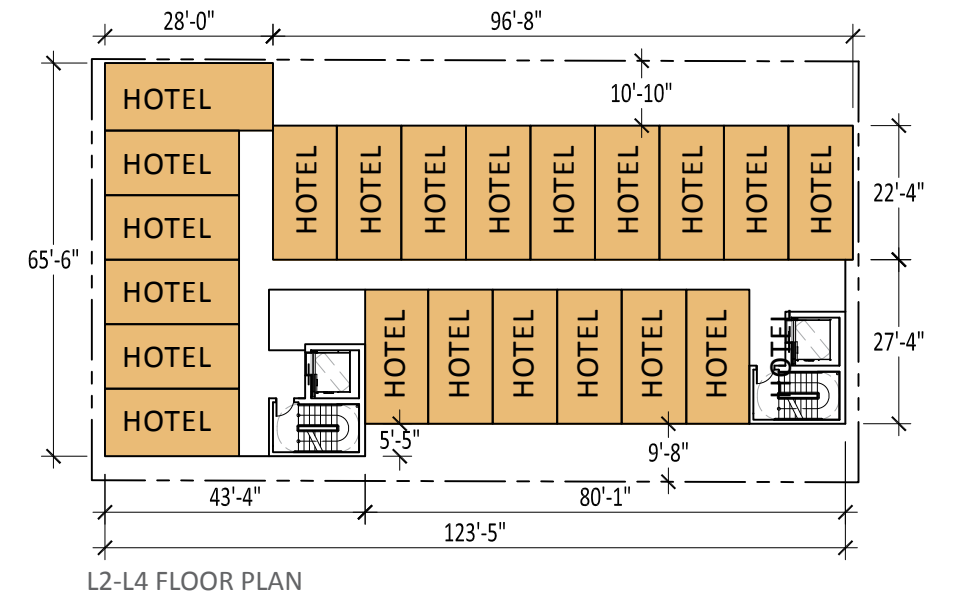
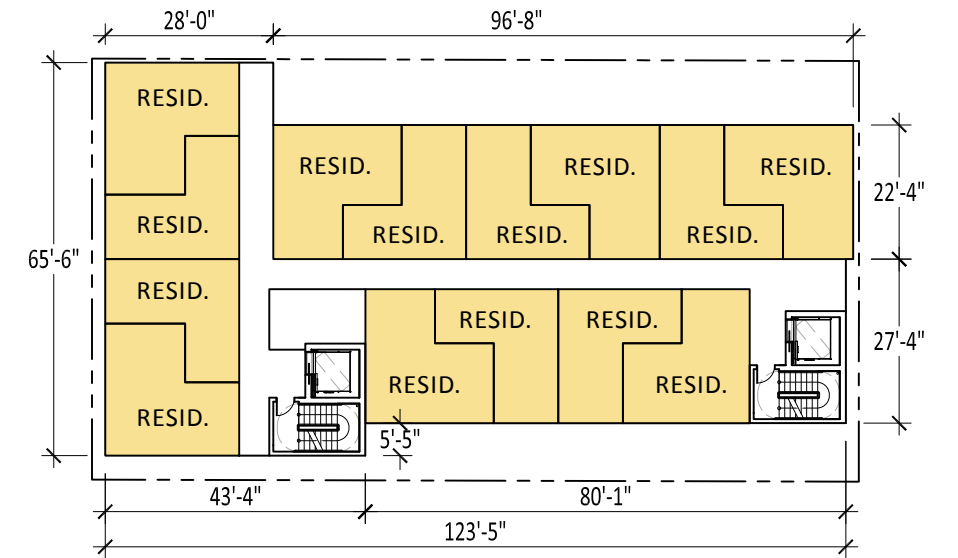
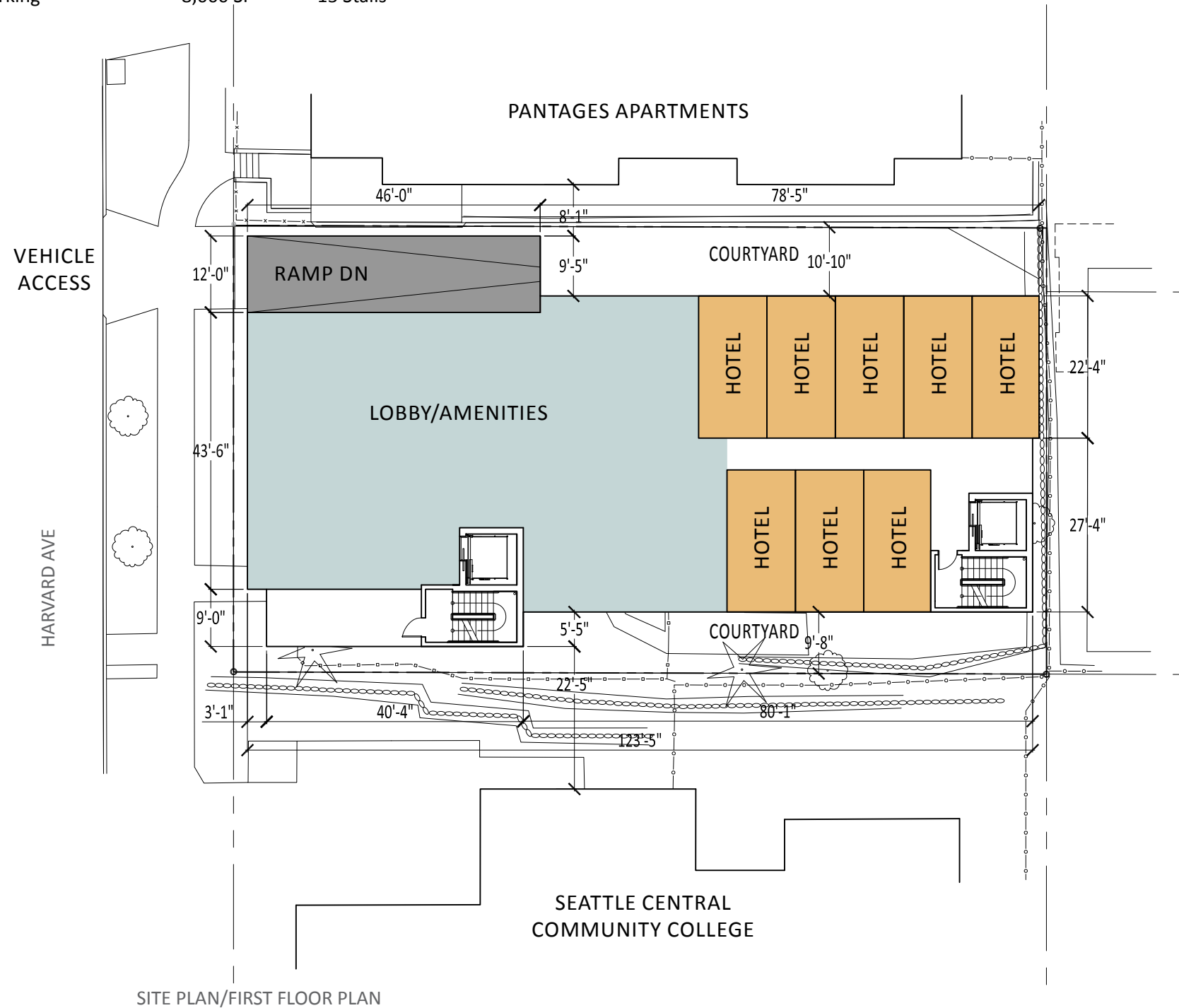
STREET VIEW LOOKING NORTH



AERIAL VIEW LOOKING SOUTHWEST

MASSING OPTION B

| | | |
|-----------------|-----------|---------------|
| Lobby/Amenities | 3,710 SF | |
| Hotel Use | 22,607 SF | 71 Guestrooms |
| Residential Use | 20,049 SF | 42 Units |
| Parking | 8,000 SF | 15 Stalls |



Lobby ■
 Residential ■
 Hotel Room ■

CLARK
DESIGN GROUP PLLC

MASSING OPTION C (PREFERRED SCHEME)

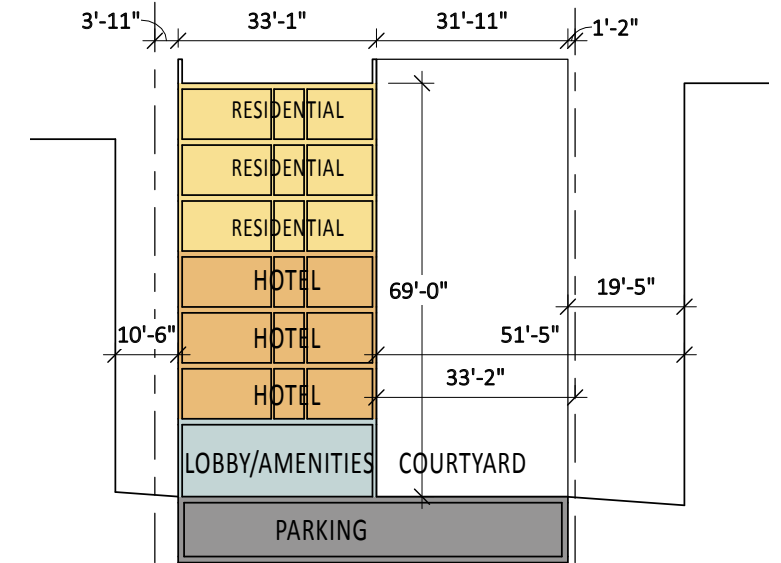
- Lobby ■
- Residential ■
- Hotel Room ■

Pros

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- The courtyard is oriented towards the south for sun exposure and to maximize privacy for the project and neighboring apartment building. The Seattle Community College has black facades oriented North.
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- Length of blank facade along the north broken up by elevator lobby. Northwest corner to be used as a wayfinding feature.
- Ground floor hotel and residential lobby recessed for weather protection.



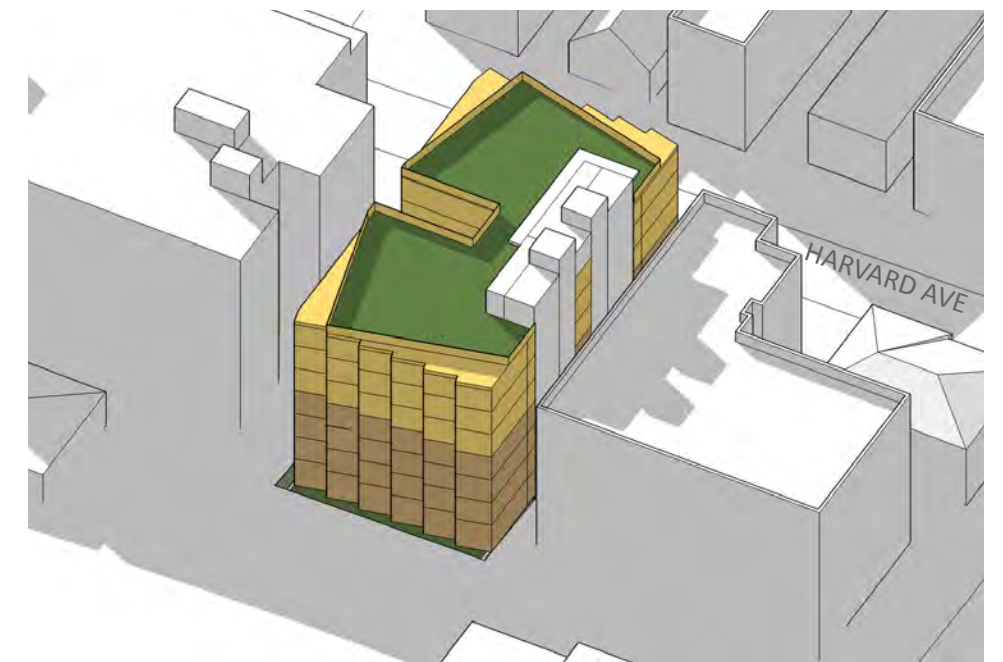
AERIAL VIEW LOOKING NORTHEAST



STREET VIEW LOOKING SOUTH



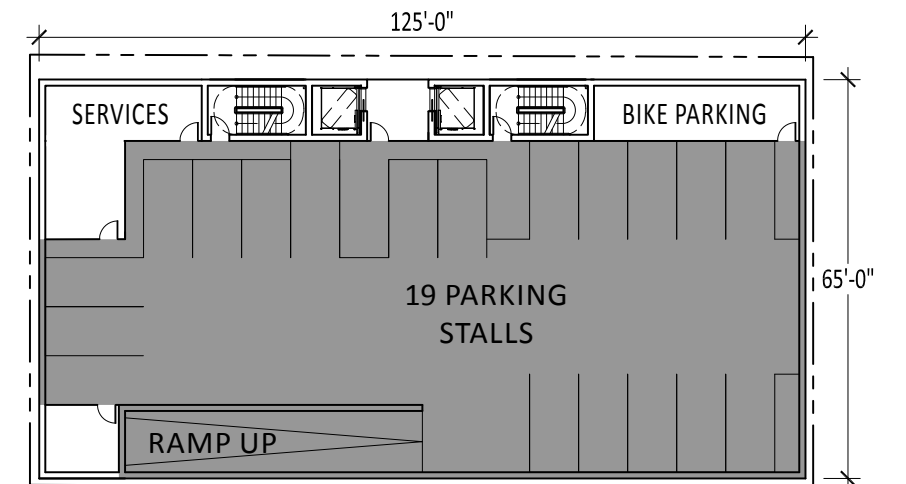
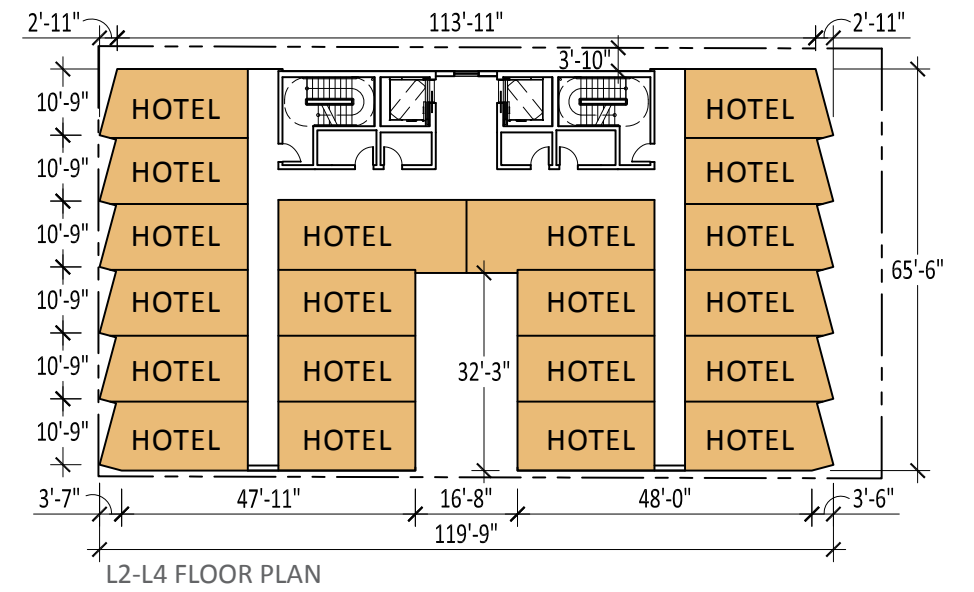
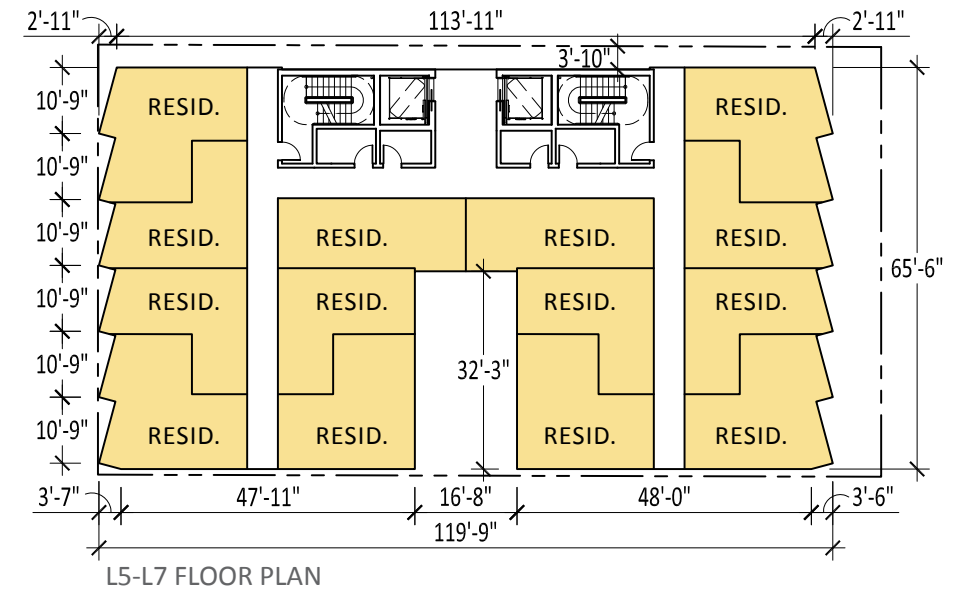
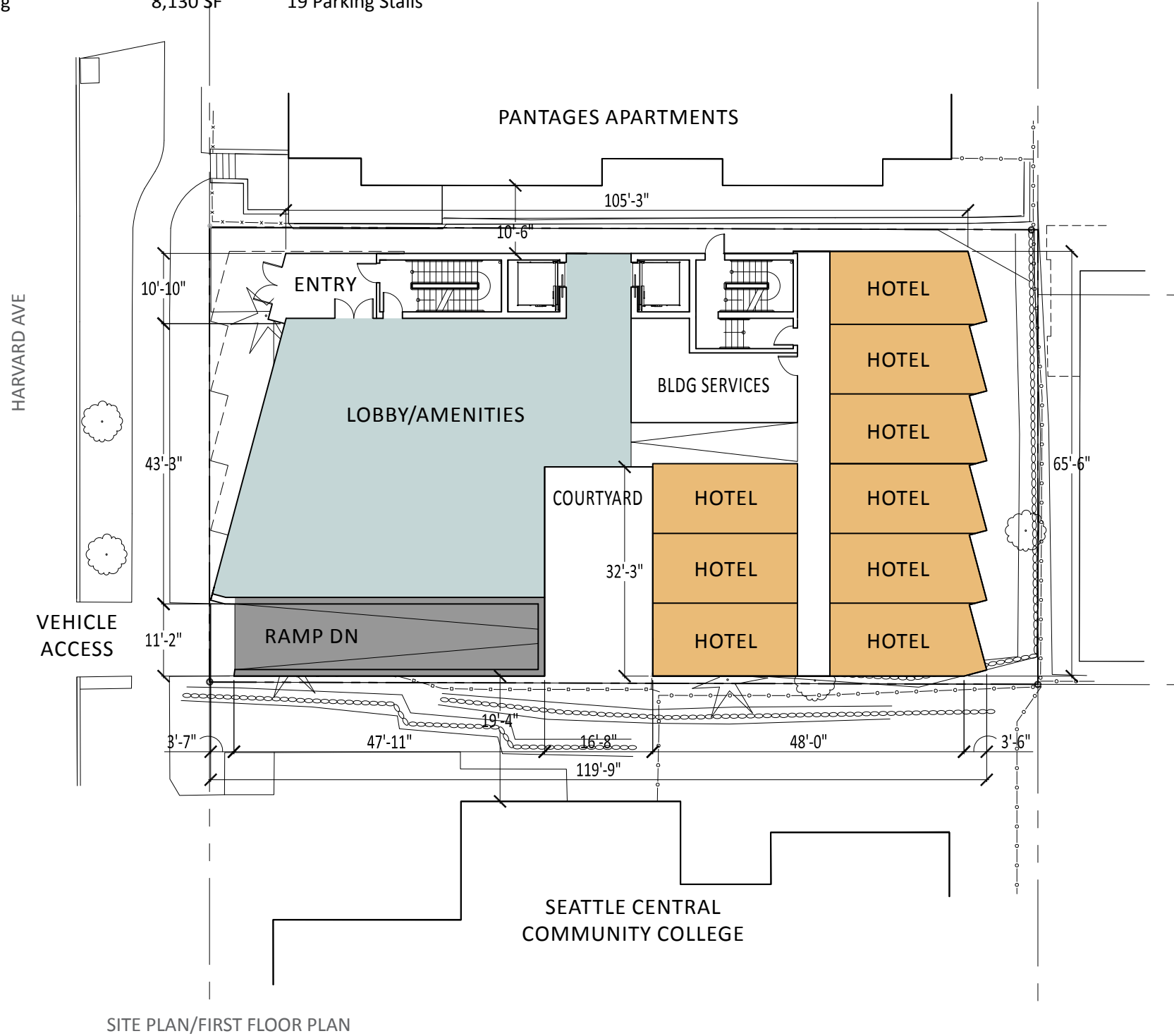
STREET VIEW LOOKING NORTH



AERIAL VIEW LOOKING SOUTHWEST

MASSING OPTION C

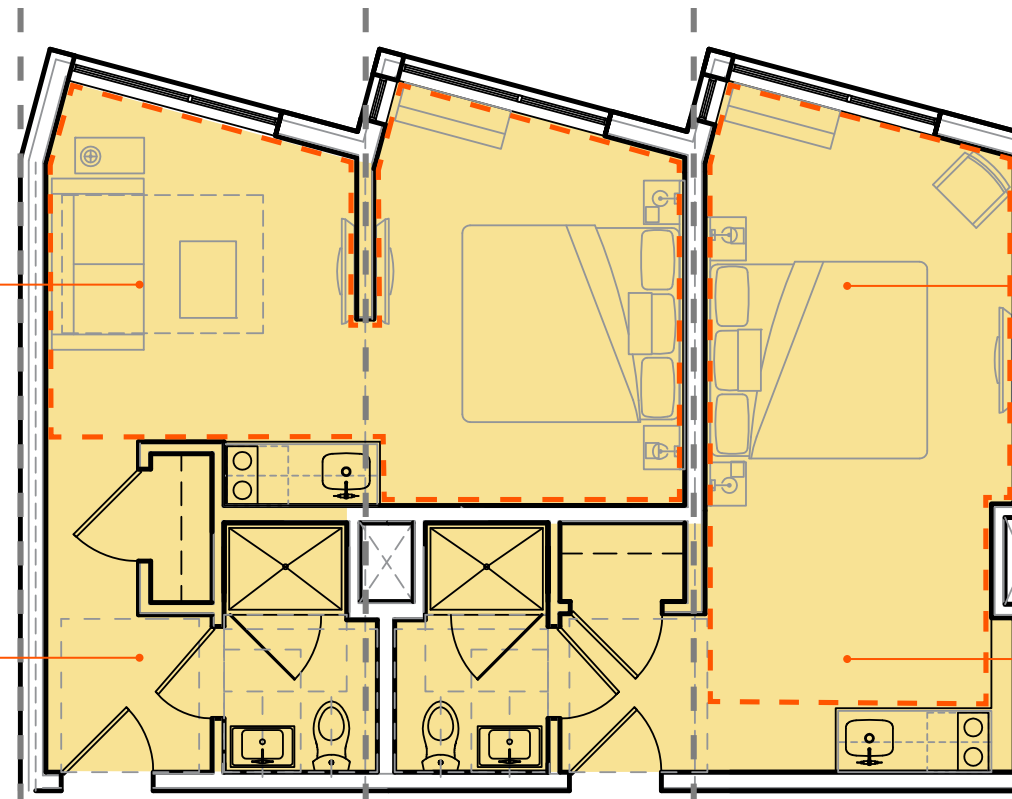
| | | |
|-----------------|-----------|-------------------|
| Lobby/Amenities | 2,958 SF | |
| Hotel Use | 24,598 SF | 69 Guestrooms |
| Residential Use | 21,300 SF | 42 Units |
| Parking | 8,130 SF | 19 Parking Stalls |



MAXIMUM GROSS UNIT AREA
347 SF > 320 SF = COMPLIES

MINIMUM ROOM SIZE
230 SF > 220 SF = COMPLIES

EFFICIENCY DWELLING UNIT
PER SBC 1208.4 REQUIREMENTS

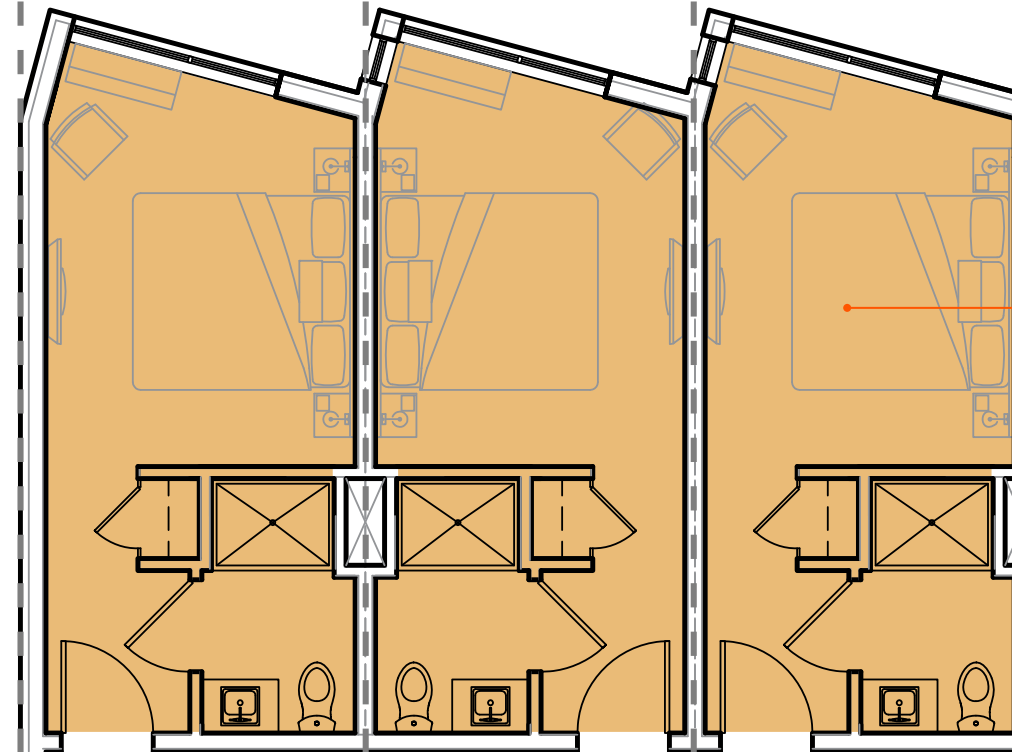


TYP. RESIDENTIAL UNITS
L5-L7 FLOOR PLAN

MAXIMUM GROSS UNIT AREA
290 SF < 320 SF = COMPLIES

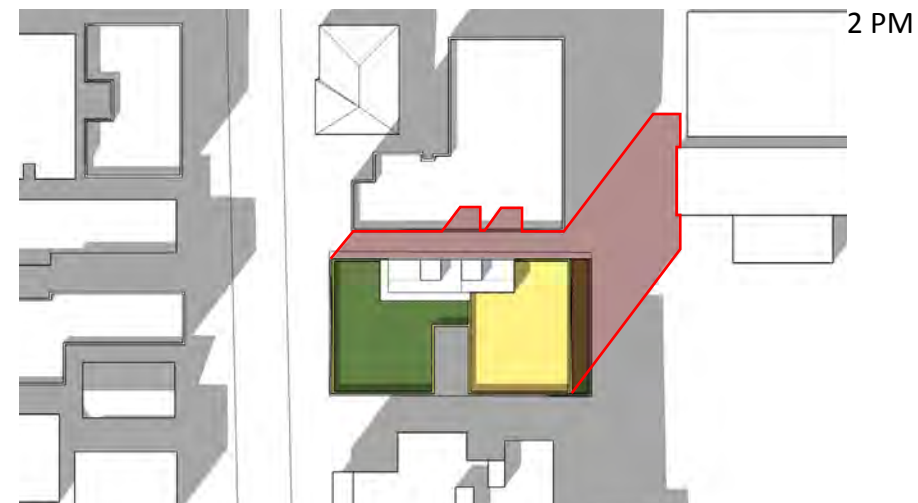
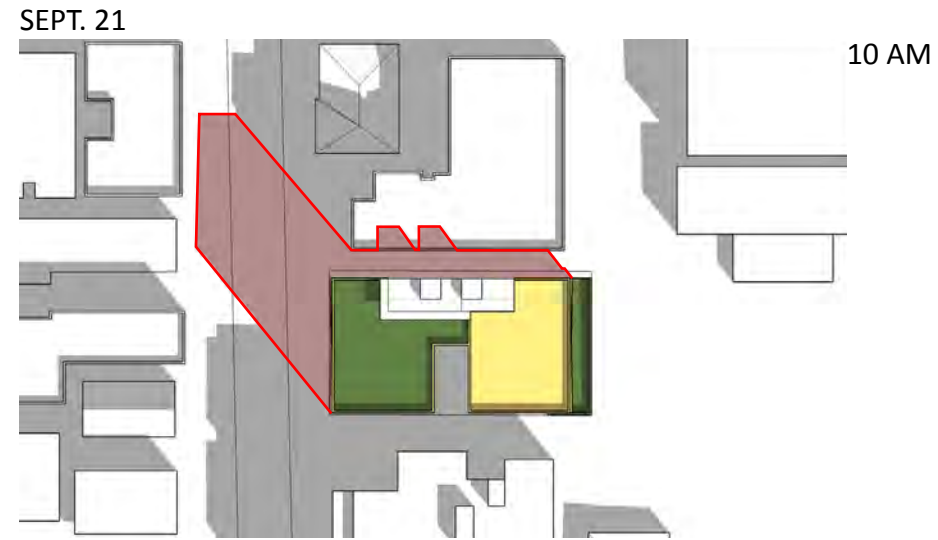
MINIMUM ROOM SIZE
190 SF > 150 SF = COMPLIES

SMALL EFFICIENCY DWELLING UNIT
PER DIRECTOR'S RULE 7-2016
REQUIREMENTS

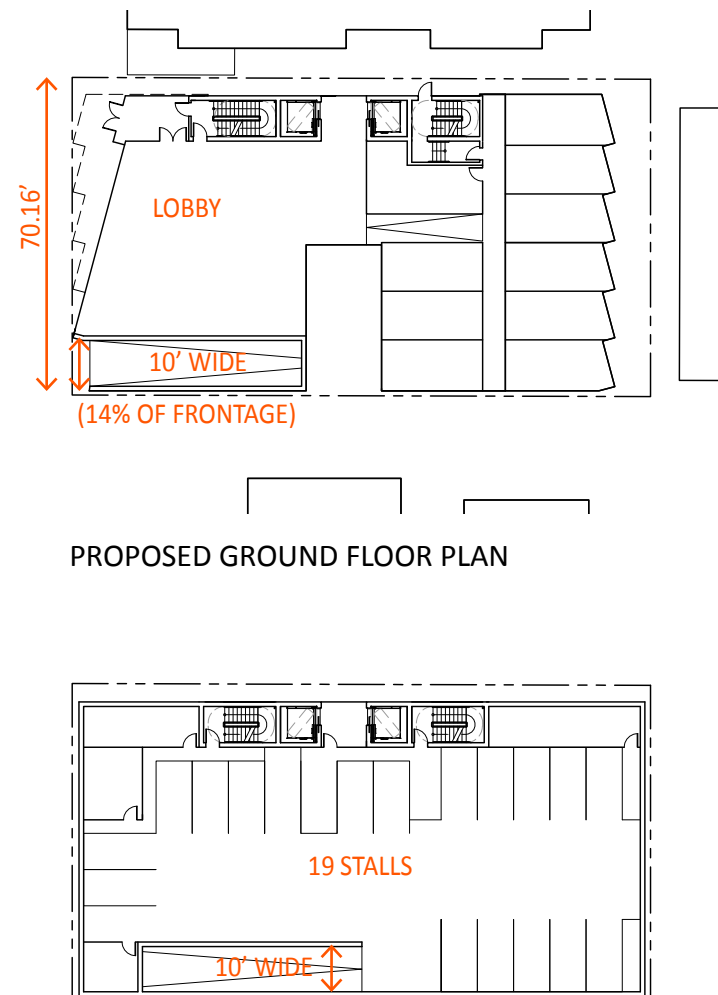
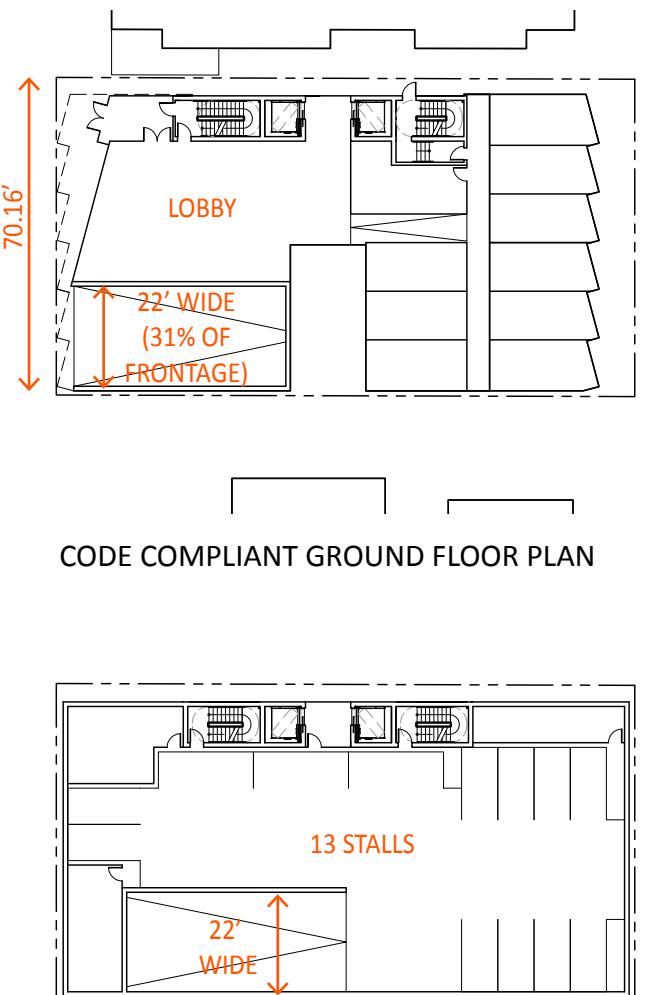


TYP. HOTEL UNITS
L2-L4 FLOOR PLAN

HOTEL ROOM, TYP



INTENTIONALLY BLANK

| DEPARTURE #1 PARKING SPACE STANDARDS - CURB CUT SMC 23.54.030.F.2 | | |
|---|---|---|
| REQUIRED CURB CUT WIDTH AND RAMP WIDTH Non-residential curb cut widths: 2. For two way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, except the maximum width may be increased to 30 feet if truck and auto access are combined. | | |
| PROVIDED CURB CUT WIDTH • 10'-0" wide | | |
| JUSTIFICATION 1. The site has approximately 70' of street frontage along Harvard Ave. If a 22' wide curb cut is provided it will take up over 30% of the street frontage. The vehicular entry will overwhelm to the building entrance. 2. A 10' wide curb cut that leaves adequate clearance from the existing street trees. 3. A 10' wide curb cut will reduce conflict with pedestrians along the sidewalk. There are already existing curb cuts to the north of the property line for Pantages Apartments, and to the south for the Community College. 4. Parking is not required in the light rail transit overlay, but the preferred scheme provides a level of below grade parking with approximately 19 stalls to reduce impact of new uses on context. | | |
| SUPPORTED DESIGN GUIDANCE • DC1.I.i Parking and Vehicle Access • DC1.B.1 Access Location and Design • DC3.II.ii Landscape Design to Address Special Site Conditions |  <p>PROPOSED GROUND FLOOR PLAN</p> <p>PROPOSED PARKING PLAN</p> |  <p>CODE COMPLIANT GROUND FLOOR PLAN</p> <p>CODE COMPLIANT PARKING PLAN</p> |

RELEVANT DESIGN GUIDELINES

(Capitol Hill Design Guidelines & Seattle Design Guidelines)

CONTEXT AND SITE

CS2.B.2 Connection to the Street

The preferred scheme defines the street edge at the upper floors, while incorporating bays into the east and west facade to take advantage of the views. The ground floor lobby is angled to face the primary direction of pedestrian traffic from the light rail station.

CS2.B.2 Mid-Block Site

The site is mid-block along Harvard Ave and located between Seattle Central Community College and Pantages Apartments. Seattle Central Community College is part of a large master plan. The portion that fronts Harvard Ave includes the parking access, 3 large cantilevered bays and a tree-lined sidewalk edge. Pantages Apartments is an L-shaped building that has the primary building entrance off of E Denny Way. The parking garage access is located off of Harvard Ave.

The preferred has located the vehicular access to minimize pedestrian conflict with adjacent sites. The upper floors cantilever over the ground floor, similar to the Community College.

CS3.1 Architectural Concept and Consistency

CS3.2 Contemporary Design

The preferred scheme incorporates bays into the east and west facade to take advantage of the views. The bays break down the scale of the street frontage. Seattle Central Community College also uses bays to break down the scale, but on a much larger and more civic scale.

PUBLIC LIFE

PL2.A Entries

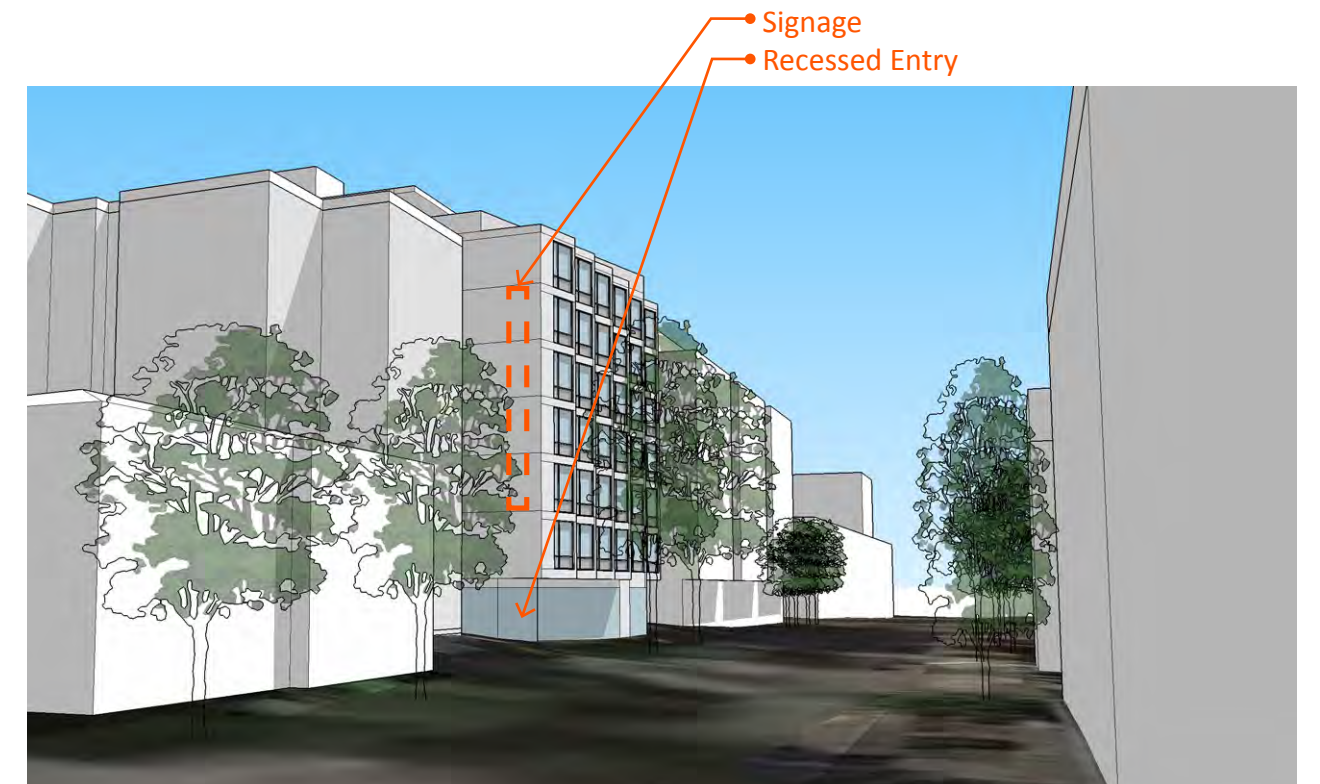
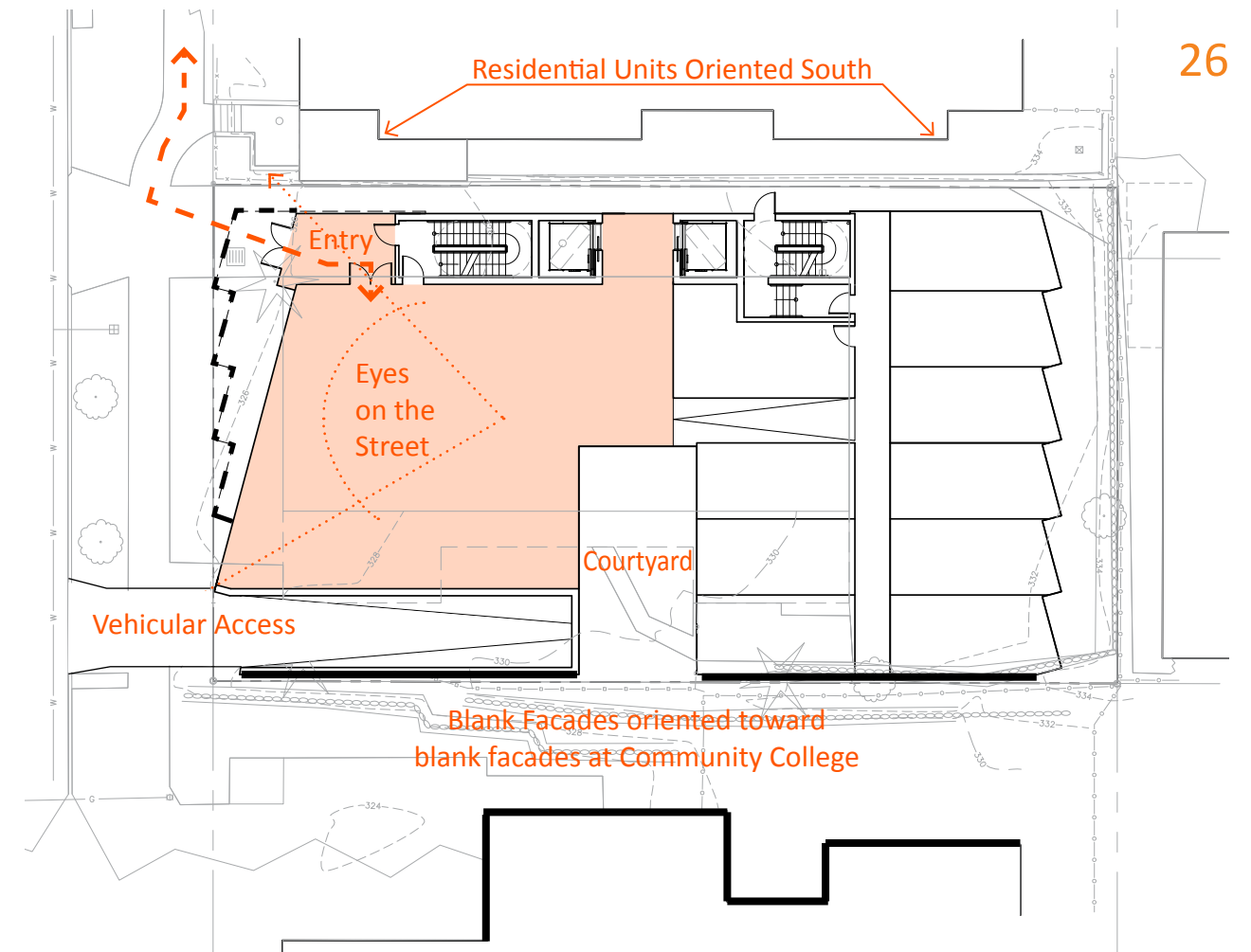
PL2.II Pedestrian Open Space and Entrances

PL2.III Personal Safety and Security

PL2.B Safety and Security

- 1 Eyes on the Street
- 2 Lighting for Safety
- 3 Street-Level Transparency

The preferred scheme angles the ground floor entry to face northwest, the primary direction of pedestrian traffic from the light rail station. The entry is recessed to provide weather protection, recessed down lighting and glazing. There will be ground floor storefront along Harvard Ave at the combined hotel and residential entry. The vehicular entrance is located at the south portion of the street frontage to minimized and reduce pedestrian conflict.



HARVARD STREET VIEW - LOOKING SOUTH

DESIGN CONCEPT

DC1.I.i Parking and Vehicle Access

DC1.B.1 Access Location and Design

DC1.C.1 Below-Grade Parking

Parking is not required in the light rail transit overlay, but the preferred scheme provides a level of below grade parking, with access off of Harvard Ave. The site is less than 9,000 SF with less than 70' of street frontage. The parking garage can accommodate 19 parking stalls and will need a departure for a 10' wide parking ramp width and curb cut.

DC2.B.1 Facade Composition

DC2.B.2 Blank Walls

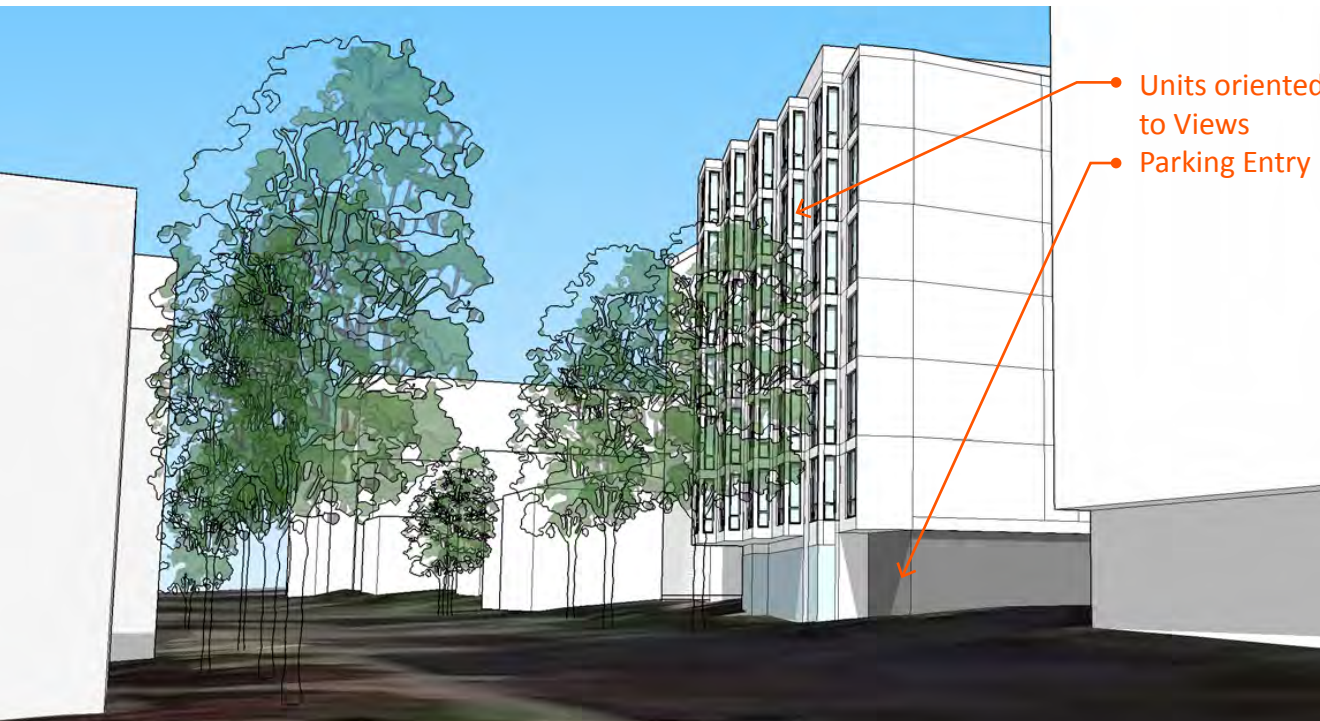
The preferred scheme orients the hotel and residential units to the east and west, the most prominent views. Blank walls along the south property line facing the Community College, which has a majority of blank walls oriented to the north. The north property line strategically locates windows at the corridors and elevator lobby to reduce the blank walls

DC3.II.ii Landscape Design to Address Special Site Conditions

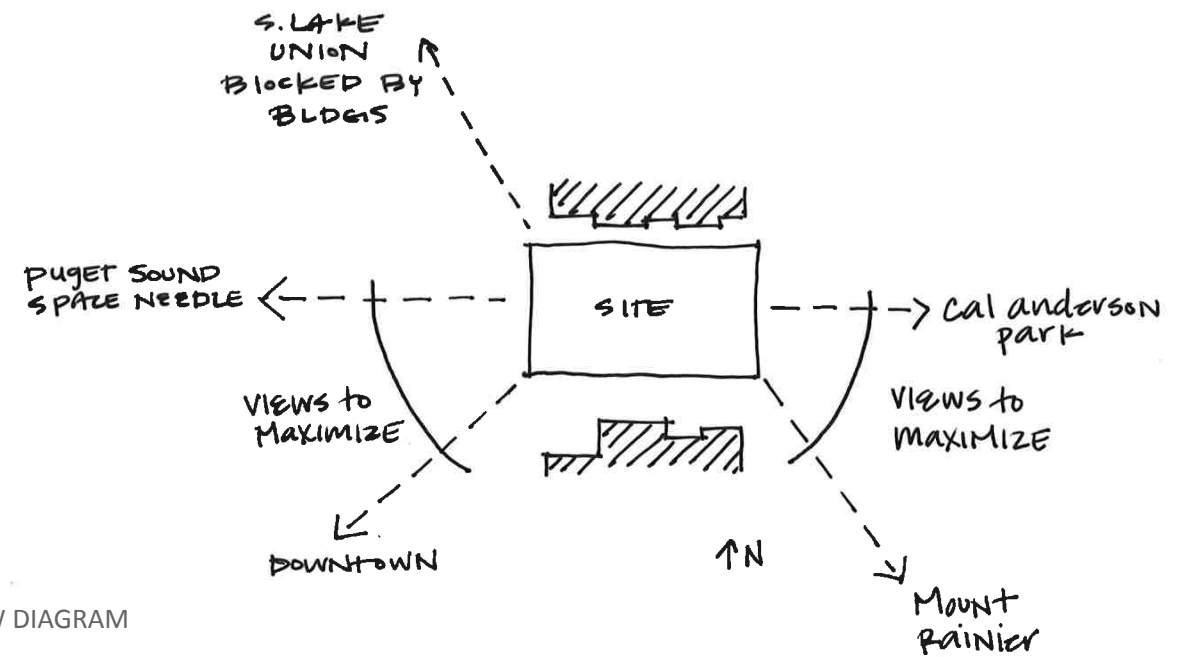
The preferred scheme provides a 10' wide curb cut that leaves adequate clearance from the existing street trees.

DC4 Signage

The preferred scheme orients signage above the lobby entrance, along the north facade to direct pedestrian traffic as they proceed from the light rail station.



HARVARD STREET VIEW - LOOKING NORTH



VIEW DIAGRAM



AERIAL VIEW - LOOKING NORTHEAST



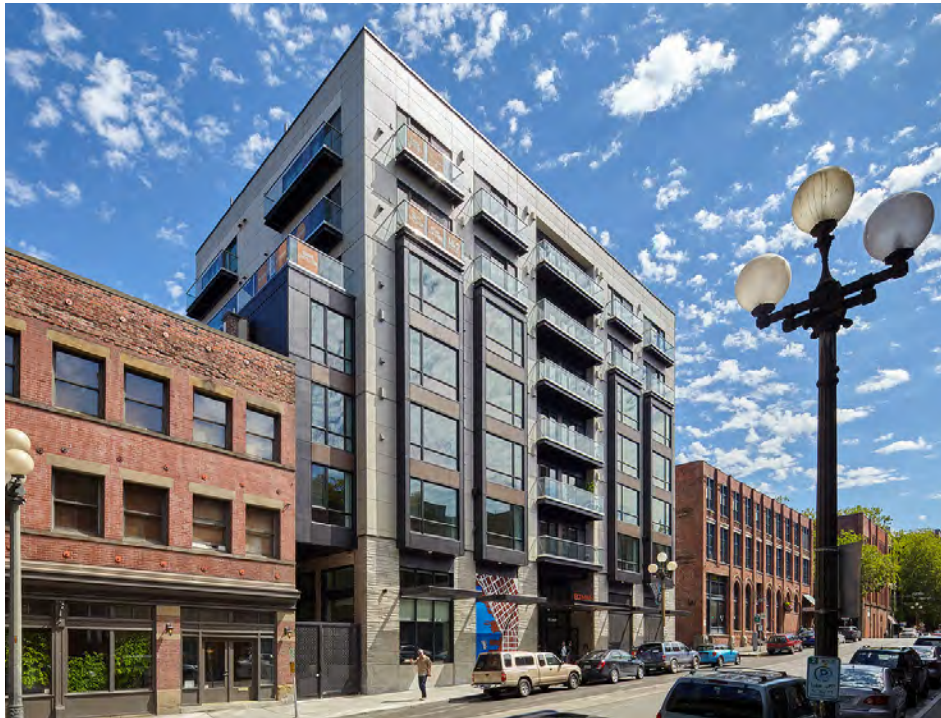
DRAVUS APARTMENTS



BELAY APARTMENTS



SOLA 24



ARGENS



2134 WESTERN