

# Harvard Avenue - Proposed New Residential Construction Project (SDCI #3025137)

SEATTLE DESIGN REVIEW

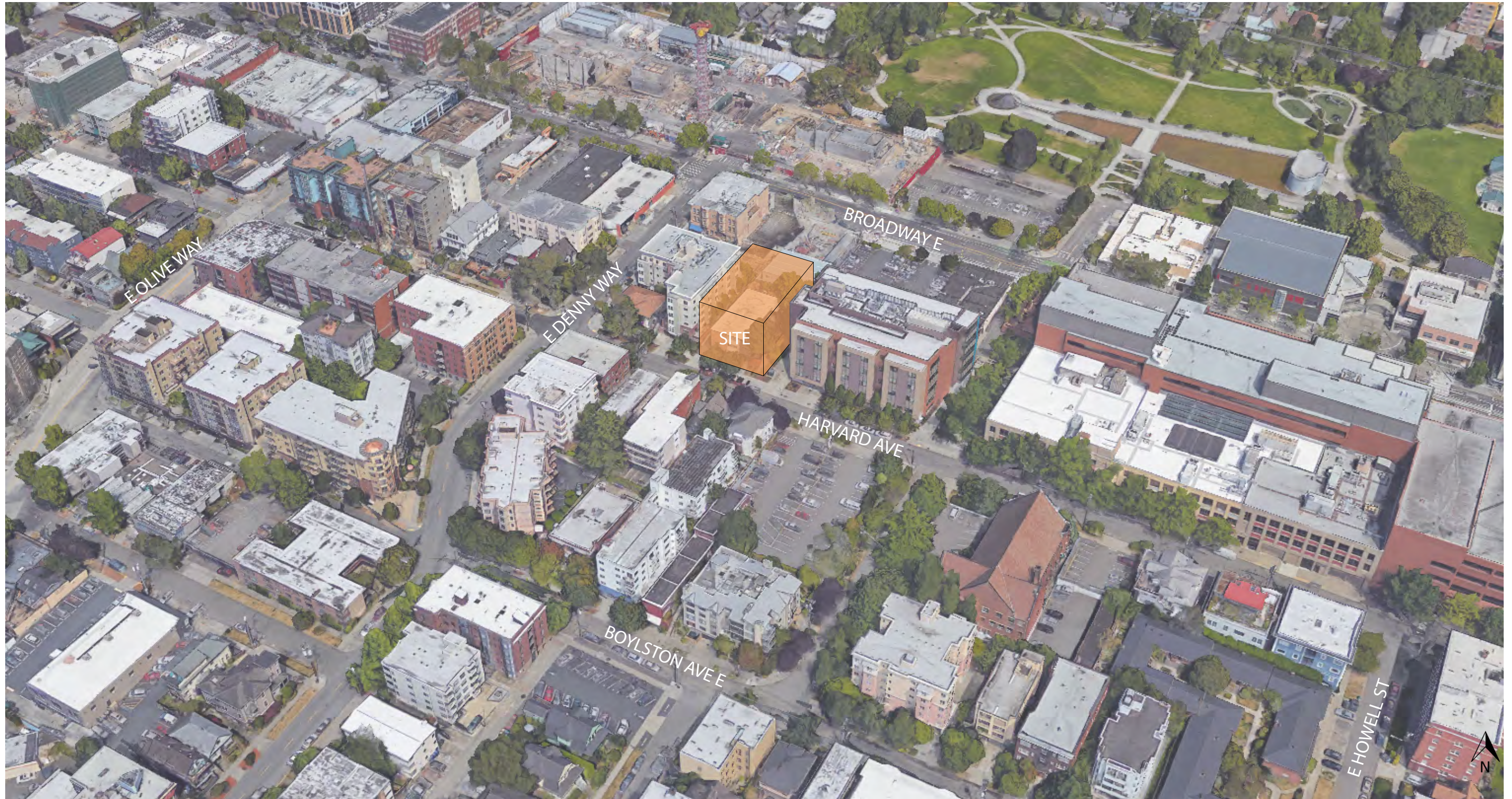
November 9, 2016 | Early Design Guidance Meeting 1

July 19, 2017 | Recommendation Meeting



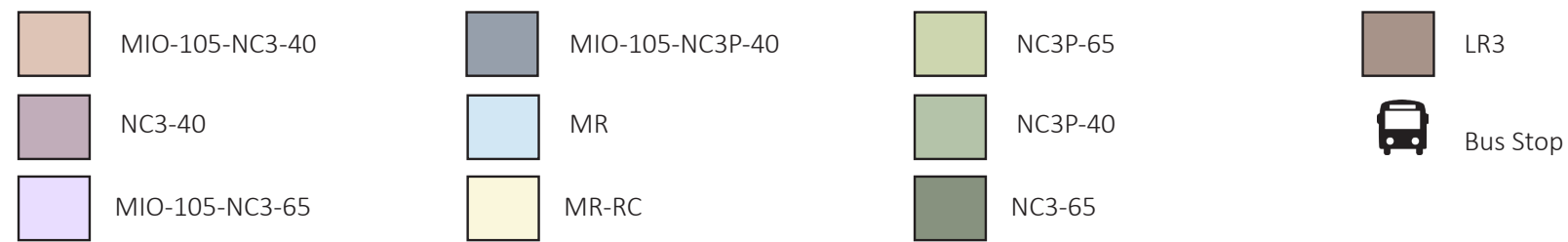
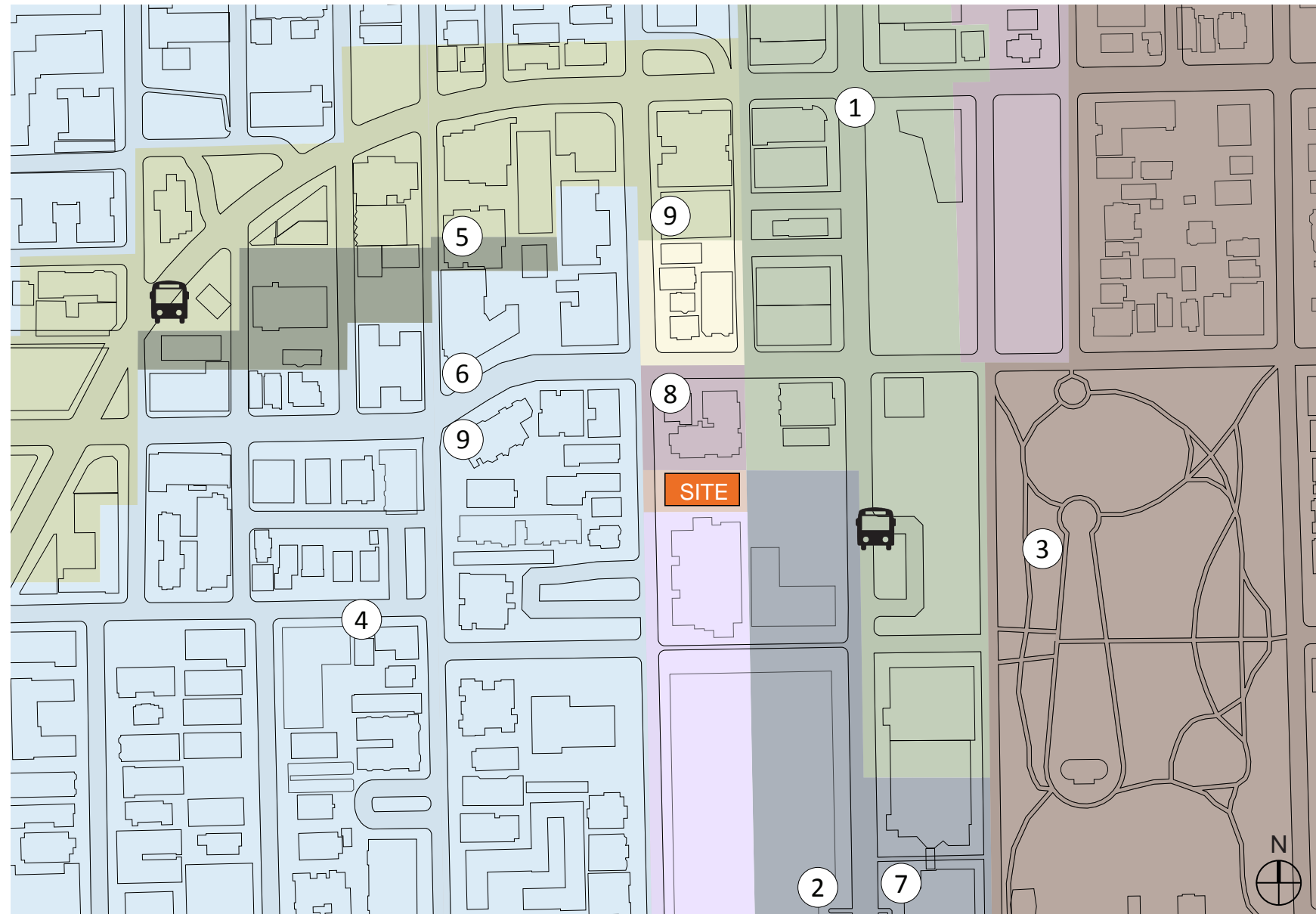
2. Vicinity Map
3. Zoning Map
4. Existing Site Plan
5. Project Overview
6. Massing Overview
7. Height, Bulk, Scale - Setbacks
8. North Setback
9. South / East Setback
10. Entry Approach
11. Ground Floor Services
12. Drive Aisle and Garage Entry
13. Urban Pattern and Form
14. Street Level Interaction
15. Architectural Composition & Massing - Details
16. Northwest Perspective
17. Materials
18. Lighting
19. Signage
20. Proposed Site Plan
21. Landscape - Ground Floor Plan
22. Landscape - Roof Plan
23. Landscape - Plant Palette
24. Landscape - Design Elements
25. Plans
26. Roof Plan
27. Departure - Curb Cut
28. Departure - Loading Berth
29. Proposed Elevations
30. Proposed Elevations
31. Sun Studies

# VICINITY MAP

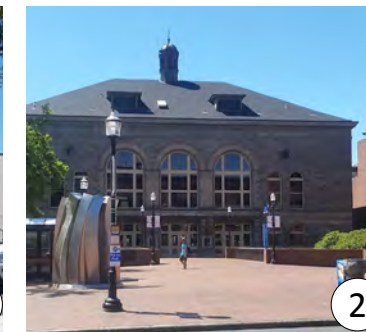


CAPITOL HILL AERIAL VIEW LOOKING NORTHEAST

# ZONING MAP



CH Light Rail Station



Seattle Community College



Cal Anderson Park



611 E Howell St, SDCI #3016271



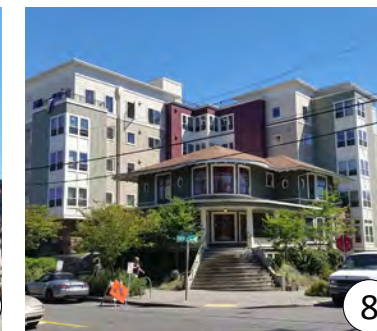
1820 Boylston Ave, SDCI #3020247



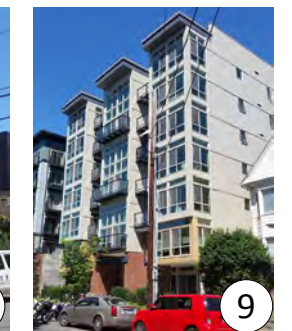
700 East Denny Way



The Broadway Building

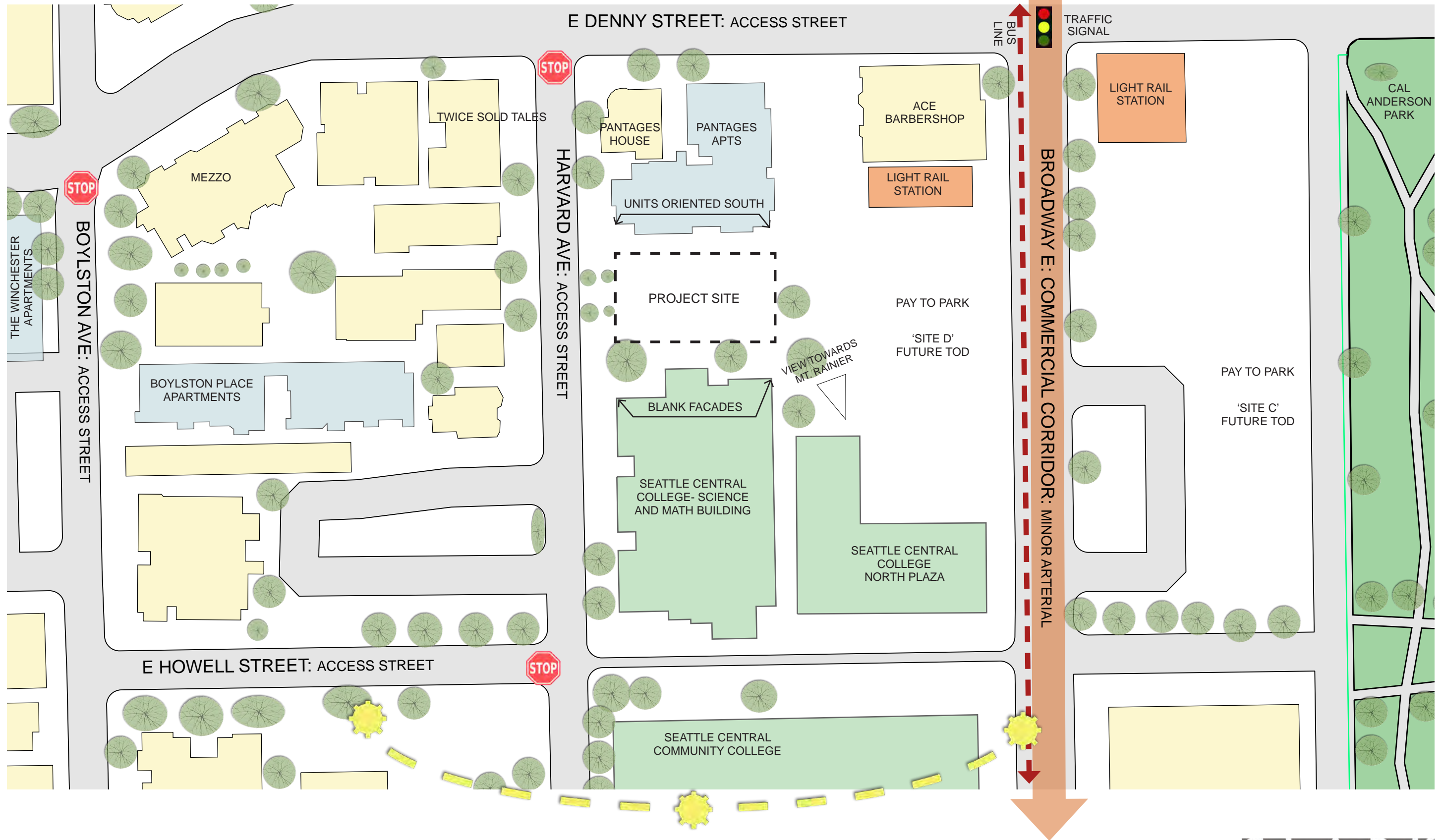


Pantages Apartments



Lexicon Apartments

# EXISTING SITE PLAN



# PROJECT OVERVIEW

**Project Description:** This proposal is for a 6 story building with two stories which include 28 SEDU and one bedroom dwelling units located above four floors of hotel with 61 rooms. Parking for 15 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.

**Project Number:** 3025137

**Parcel Numbers:** 6003001290

**Zones:** NC3-40 (Neighborhood Commercial 3- 40); MIO (Major Institution Overlay- 105)

**Overlays:** Capitol Hill Urban Center Village, Light Rail Station Overlay

**Total Lot Area:** 8,961 SF

**Adjacent Properties:** The property is adjacent to a five story residential building to the north, a parking lot to the east, and a 5 story educational building to the south.

**Height Limit:** 40'  
 23.47A.012 4' additional allowed for parapets  
 15' additional for mechanical equipment  
 16' additional allowed for stair/elevator

23.47A.012.A.2 Areas of additional height Map A 23.47A.012- For any lot within the designated areas shown on Map A for 23.47A.012, the height limit in NC zones or C zones designated with a 40-foot height limit on the Official Land Use Map may be increased to 65 feet and may contain floor area as permitted for a 65 foot zone according to Section 23.47A.013, provided that all portions of the structure above 40 feet contain only residential uses, and provided that no additional height is allowed under subsection 23.47A.012.A.1

**FAR:** NC3-65'  
 23.47A.013 Table B 5.75

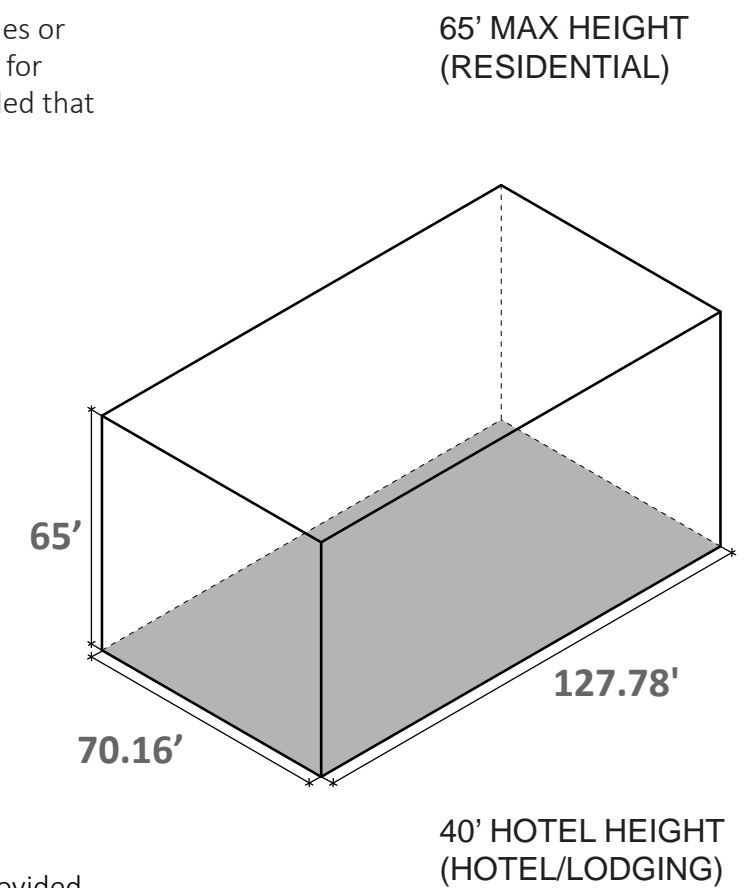
**Setback:** No Setback Requirements  
 23.47A.014

**Amenity Area:** 5% of total gross residential floor area 13,715 sf x .05 = 686 sf Provided: 7,235 sf  
 23.47A.024

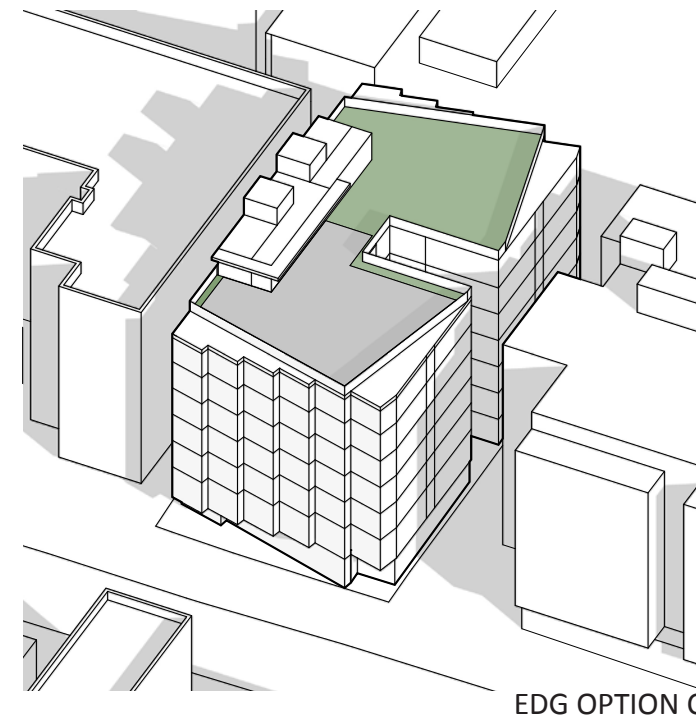
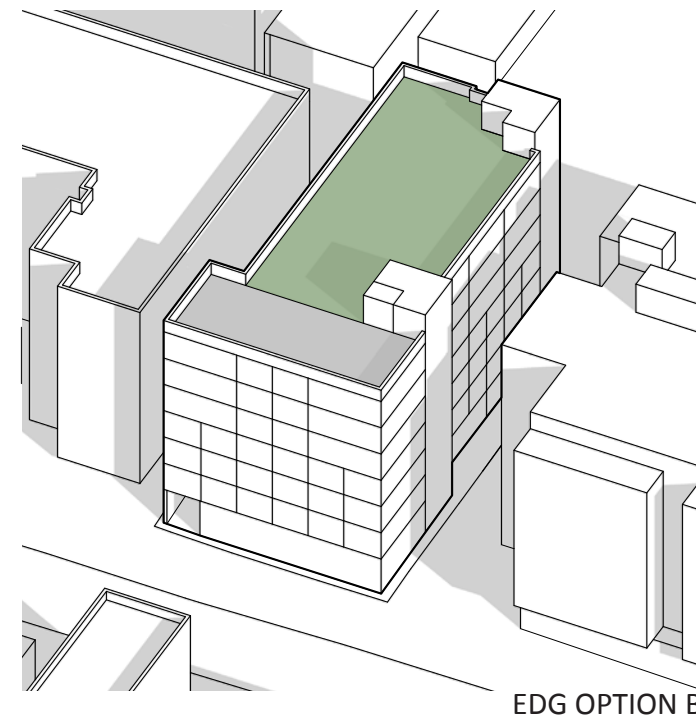
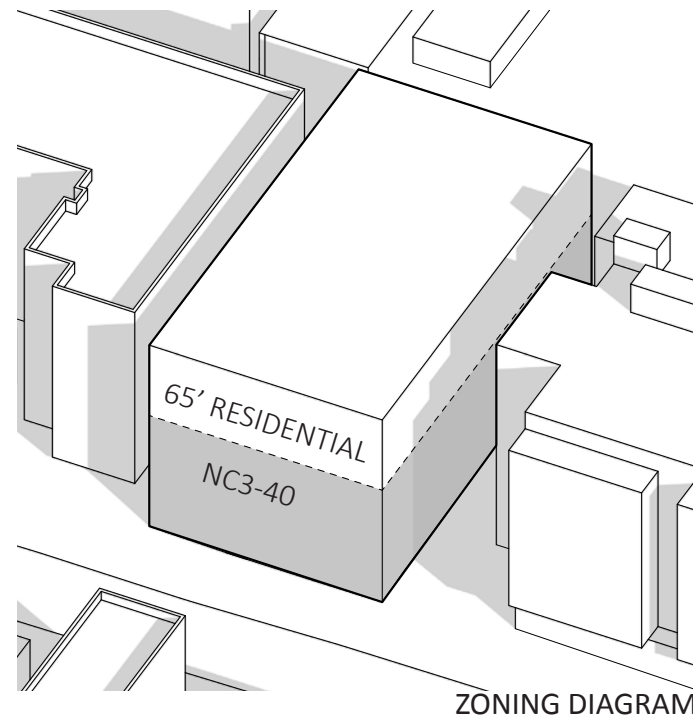
**Permitted Uses:** Residential, Retail, Office  
 23.47A.004 Table A

Residential	13,715 sf (28 units)
Lodging uses	25,759 sf (61 units)
<u>Parking</u>	<u>7,954 sf (15 stalls)</u>
<b>Total</b>	<b>47,428 sf</b>

**Street Level Development Standards:** 23.47A.008  
 Basic Street-Level Requirements:  
 - Blank segments of the street-facing facade between 2'-8' above sidewalk may not exceed 20' in width.  
 - Total of blank facade segments may not exceed 40% of the width of a street-facing facade.  
 - Street-level street-facing facades shall be located within 10' of the street lot line unless wider sidewalks, plazas, landscaped or open space is provided.  
 Non-Residential Street-Level Requirements:  
 - 60% of the street-facing facade between 2'-8' above the sidewalk shall be transparent.  
 - Non-residential uses shall extend 30' deep average, 15' minimum deep from the street-level, street-facing facade  
 - Non-residential uses at street level shall have a minimum floor-to-floor height of 13'

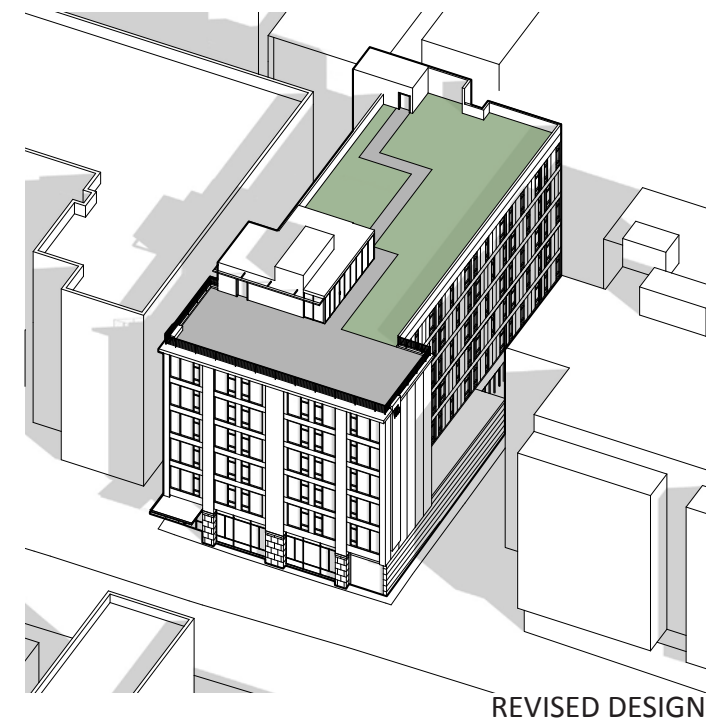
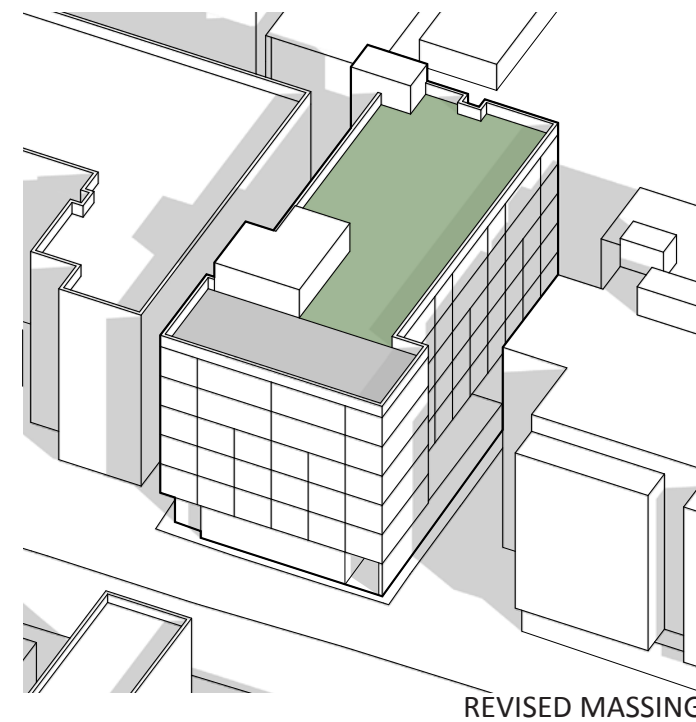


# MASSING OVERVIEW



BOARD FELT SAWTOOTH DESIGN DID NOT RELATE TO OVERALL DESIGN

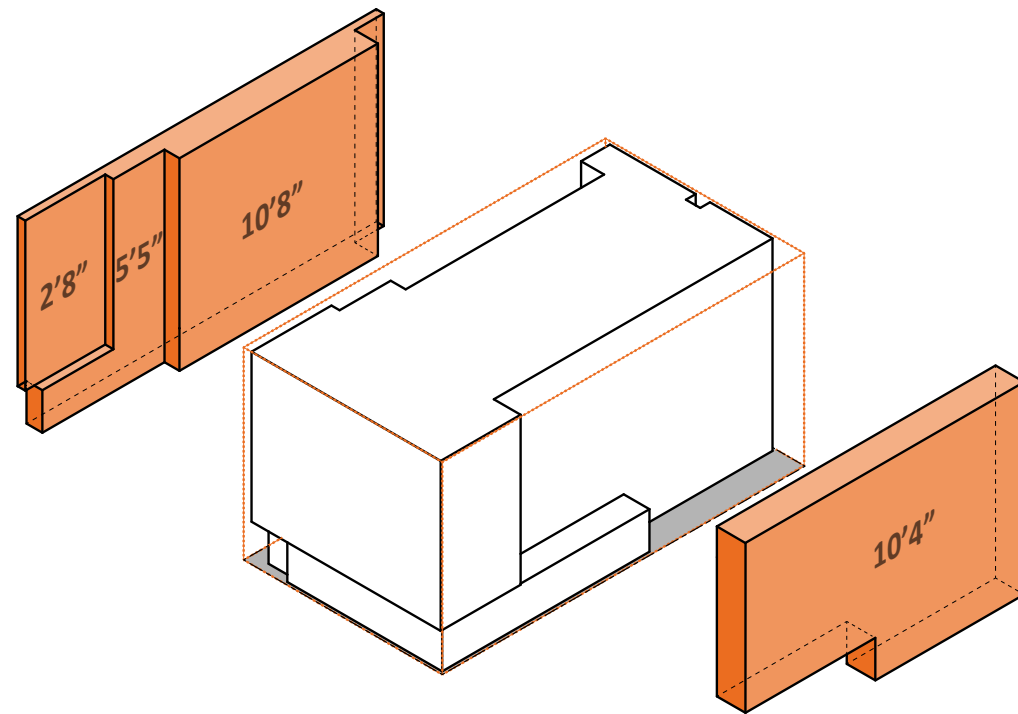
- PROS
- VOLUNTARY SETBACKS ALLOW FOR MORE DAYLIGHT AND NATURAL VENTILATION
  - SETBACKS ALLOW PLANTING AT NORTH AND SOUTH EDGE OF BUILDING
  - STRONG FACADE HELPS REINFORCE STREET EDGE
  - PARKING GARAGE ENTRANCE AT SOUTH MINIMIZES PEDESTRIAN CONFLICT
  - REDUCED CURB CUT WIDTH MAXIMIZES PEDESTRIAN ZONE



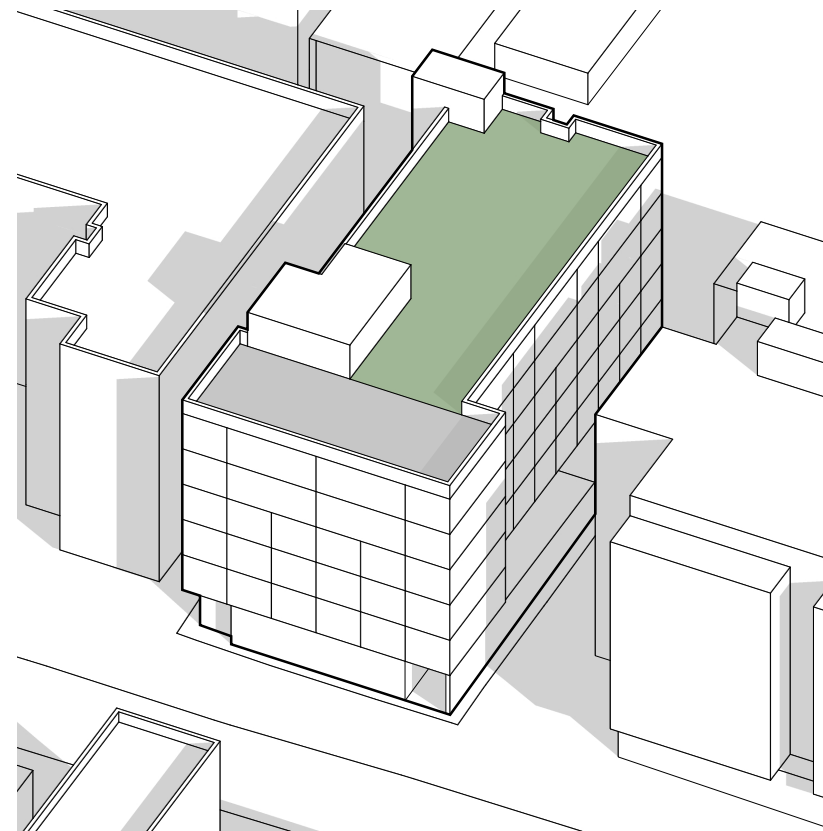
# HEIGHT, BULK, SCALE - SETBACKS

- The board recommended an increased north setback to provide relief for the Pantages Apartments.
- The board suggested an increased southern setback would help with access to light and fresh air for residents.
- The board favored design Option B

The building has been setback between 2'-8" to 10'-8" from the North property line. This setback provides the Pantages with sunlight and natural ventilation and will be planted with native plant species and other vegetation to create a natural buffer. Additional articulation has been incorporated to provide privacy to the neighboring apartment, break up the depth of the facade, and add interest. (CS1-B, CS1-D, CS2-B, CS2-D, PL3-B, DC2-B, DC2-C, DC3-A)



REVISED MASSING SETBACKS TO PROPERTY LINE



REVISED MASSING

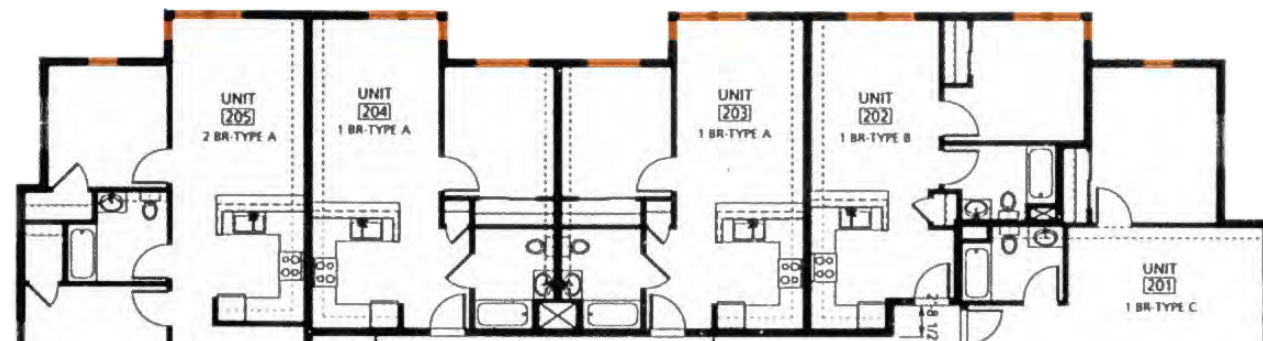


REVISED DESIGN

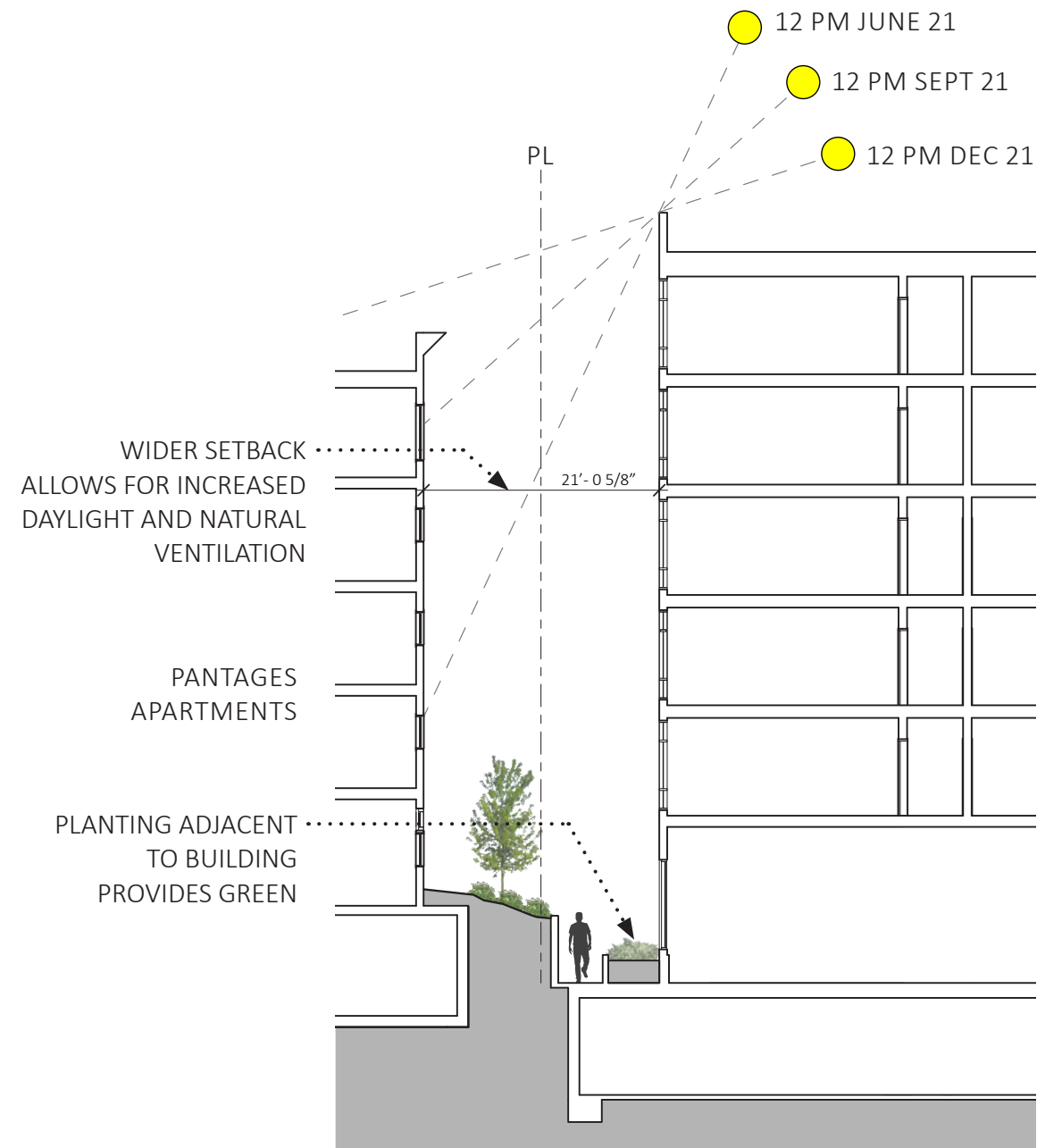
# NORTH SETBACK

- The board recommended an increased north setback to provide relief for the Pantages Apartments.

The building has been setback between 2'-8" to 10'-8" from the North property line. This setback provides the Pantages with sunlight and natural ventilation and will be planted with native plant species and other vegetation to create a natural buffer. Additional articulation has been incorporated to provide privacy to the neighboring apartment, break up the depth of the facade, and add interest. (CS1-B, CS1-D, CS2-B, CS2-D, PL3-B, DC2-B, DC2-C, DC3-A)



PANTAGES APARTMENTS WINDOW LOCATIONS



SECTION AT NORTH PROPERTY LINE



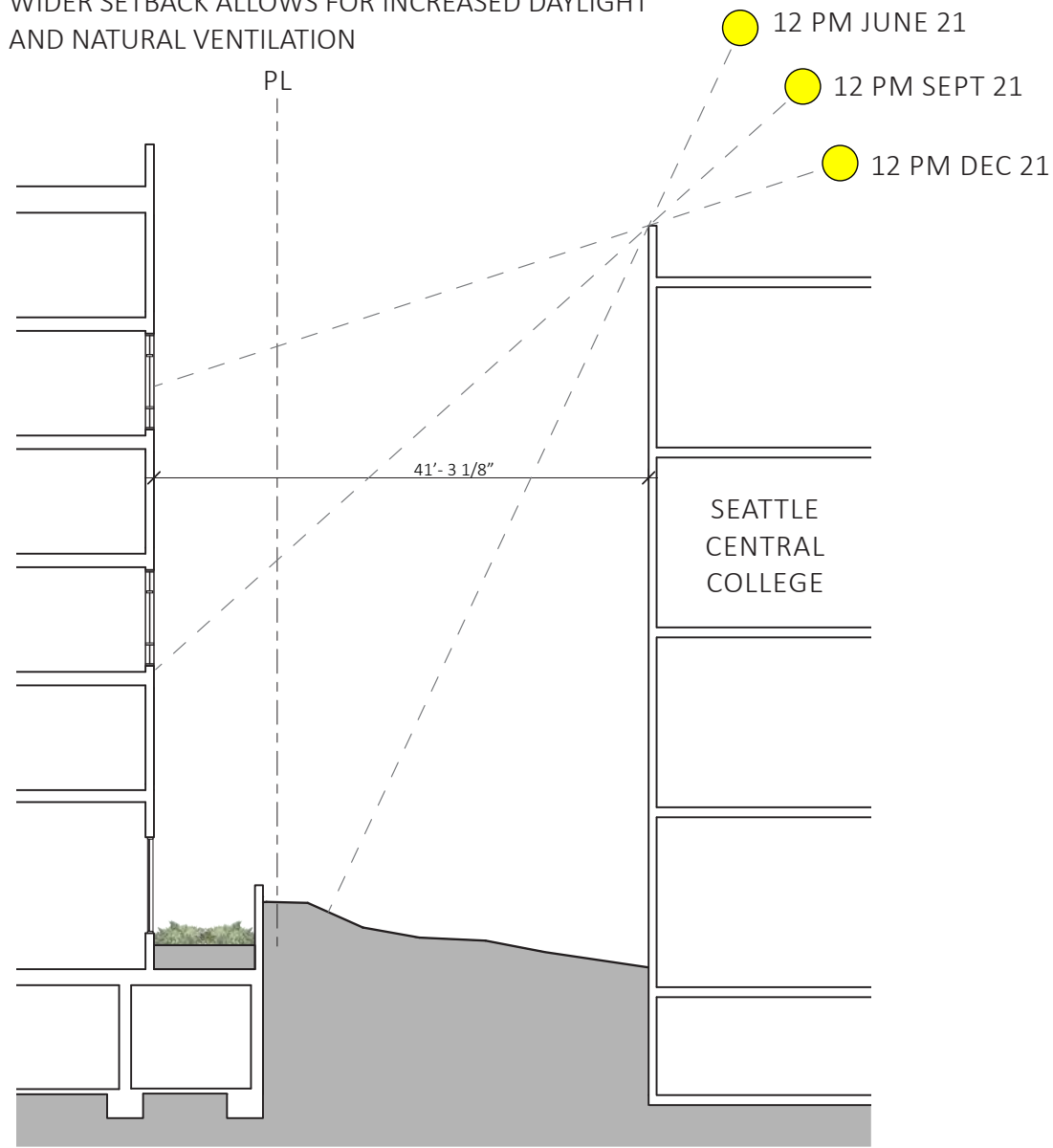
# SOUTH/EAST SETBACK

- The board requested a larger southern setback would help with access to light and air for residents of the proposed project in relation to the Seattle Central building.
- The board suggested responding to the future context of a taller transit oriented development adjacent to the east, which could impact residents of the applicant's project.

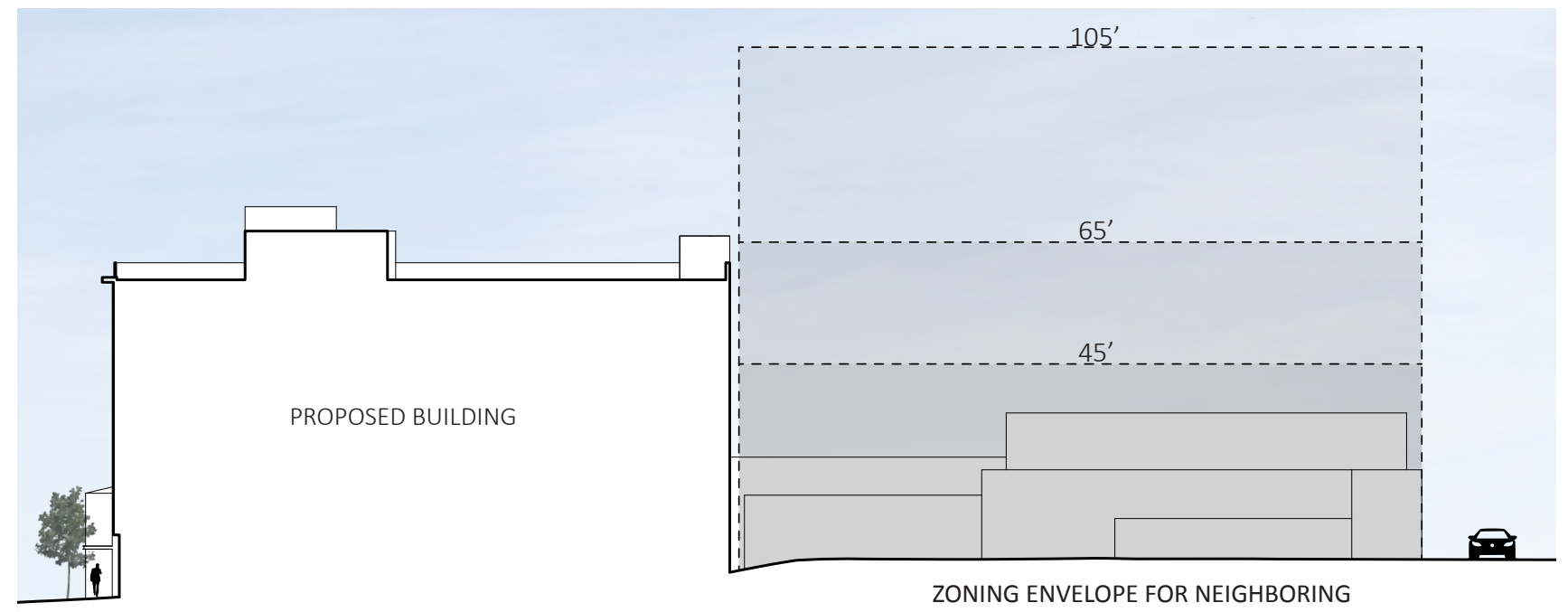
The massing has been revised to provide a larger southern setback to provide space for air and sunlight and views of landscaping at grade level. The massing has been revised to anticipate a larger building to the east and shifted the views of the units to face the more open spaces to the north and south. (CS1-B, CS1-D, CS2-B, CS2-D)

PLANTING ADJACENT TO BUILDING PROVIDES GREEN EDGE

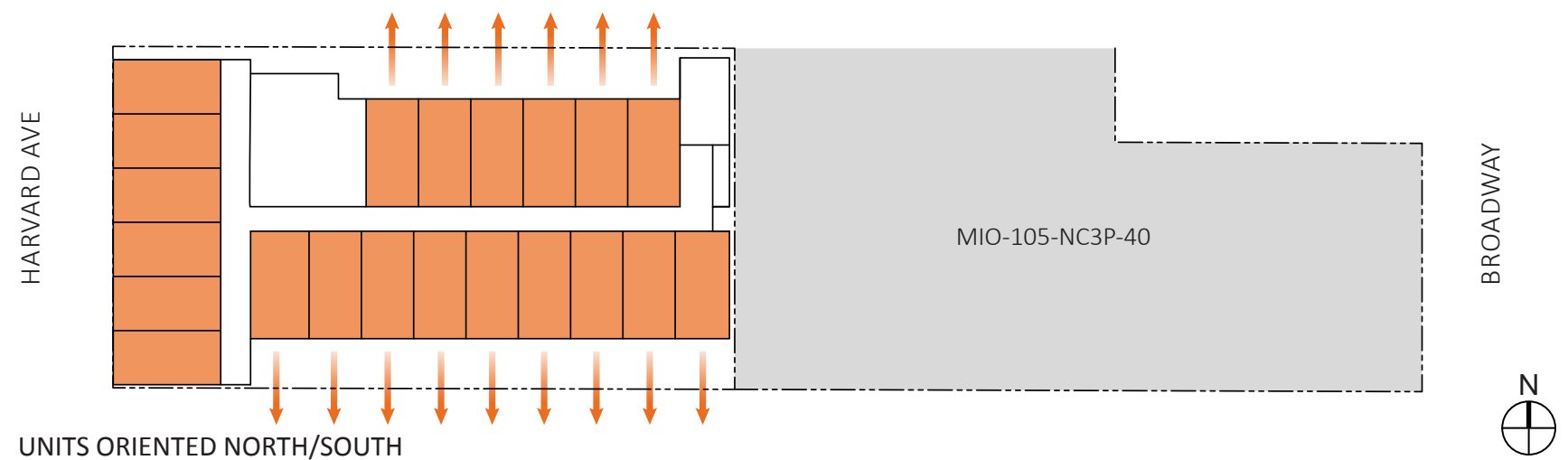
WIDER SETBACK ALLOWS FOR INCREASED DAYLIGHT AND NATURAL VENTILATION



SECTION AT SOUTH PROPERTY LINE



EAST-WEST SITE SECTION



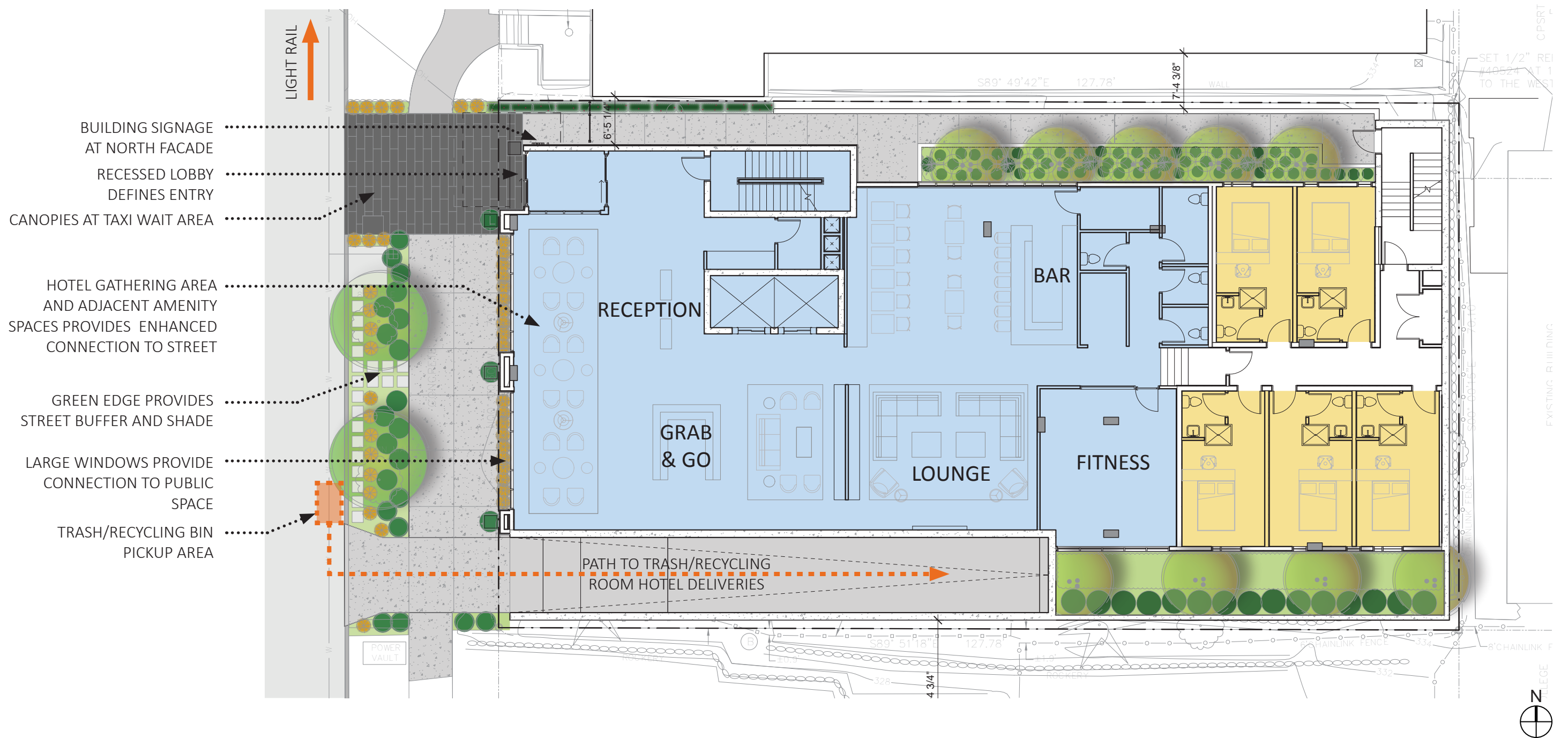
UNITS ORIENTED NORTH/SOUTH



# GROUND FLOOR SERVICES

- The board requested a thorough illustration and analysis of trash service and the lobby/amenity area in the Recommendation Packet.
- The board supported a requested departure for reduced curb cut and drive aisle width to minimize the impact of the parking access on the lobby.

Trash from lobby/amenity area is removed to trash/recycling room on P1 level. Trash and Recycling bins will be moved up ramp to area at street adjacent to curb cut for pickup away from front entrance and primary pedestrian circulation. (CH DC1-I, DC1-C, DC1-A, PL3-A)

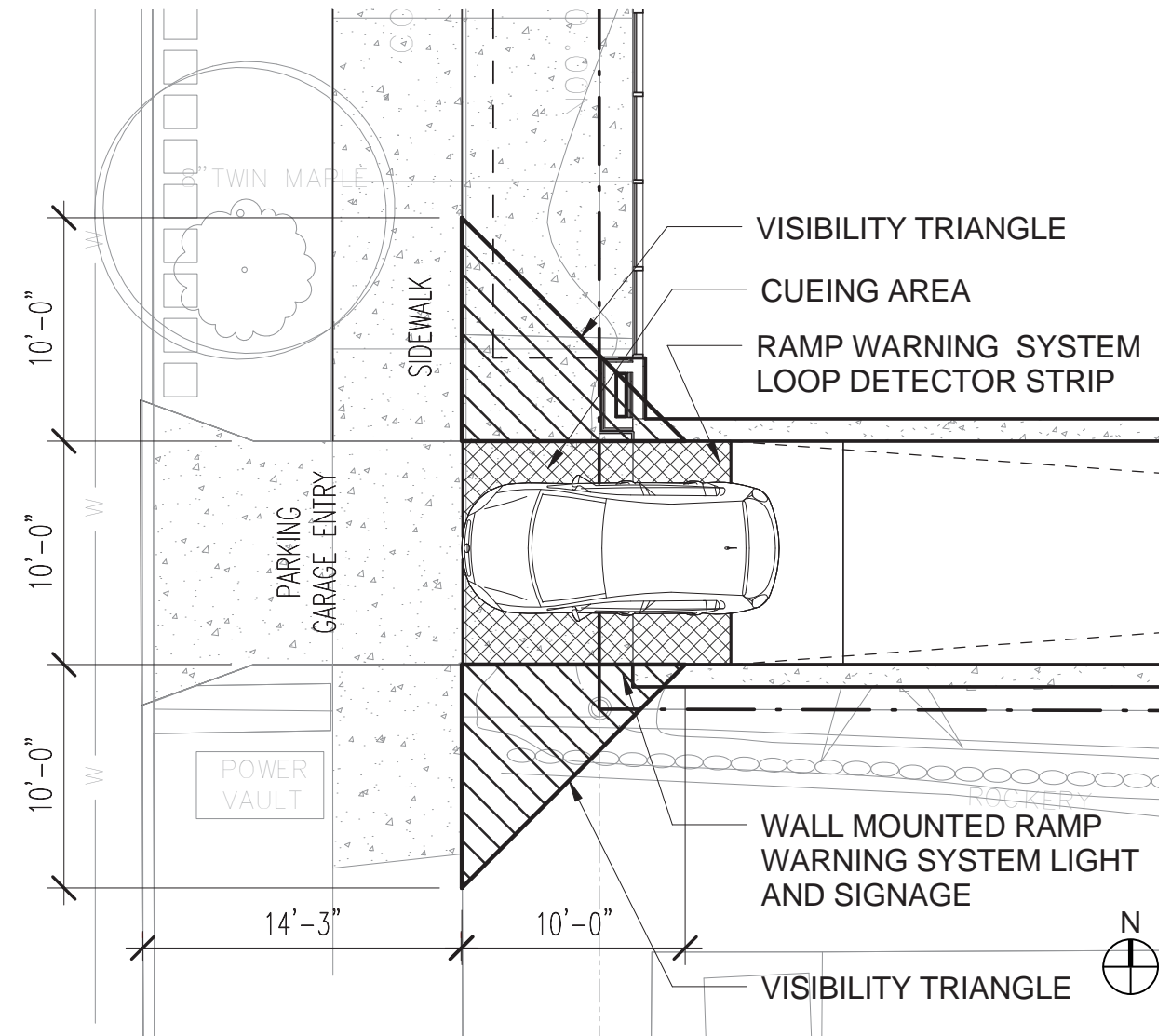


# DRIVE AISLE AND GARAGE ENTRY

- 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.

Parking access is located at the south end of the sight to minimize pedestrian conflict coming from the light rail station is to the north. (DC1-B, DC1-C, CH DC1-I)

- ① VEHICULAR ACCESS LOCATED OPPOSITE MAIN PATHWAY TO MASS TRANSIT TO MINIMIZE PEDESTRIAN CONFLICT
- ② REDUCED CURB CUT ENHANCES PEDESTRIAN ENVIRONMENT BY PROVIDING CONTINUOUS SIDEWALKS MINIMAL BROKEN BY VEHICULAR ACCESS
- ③ CUEING AREA AT TOP OF RAMP TO PROVIDE AREA FOR DRIVERS TO VIEW PEDESTRIANS BEFORE CROSSING SIDEWALK
- ④ WARNING LIGHT CONNECTED TO LOOP DETECTOR STRIP AT TOP AND BOTTOM OF RAMP





HARVARD AVE EAST ELEVATION

HEAVY BASE  
WINDOW GROUPING

HEAVY BASE  
WINDOW GROUPING  
REPEATING GEOMETRIES



HARVARD AVE WEST ELEVATION

# STREET LEVEL INTERACTION

- Details at street-level that enhance the sense of place and create an inviting, human-scaled pedestrian experience

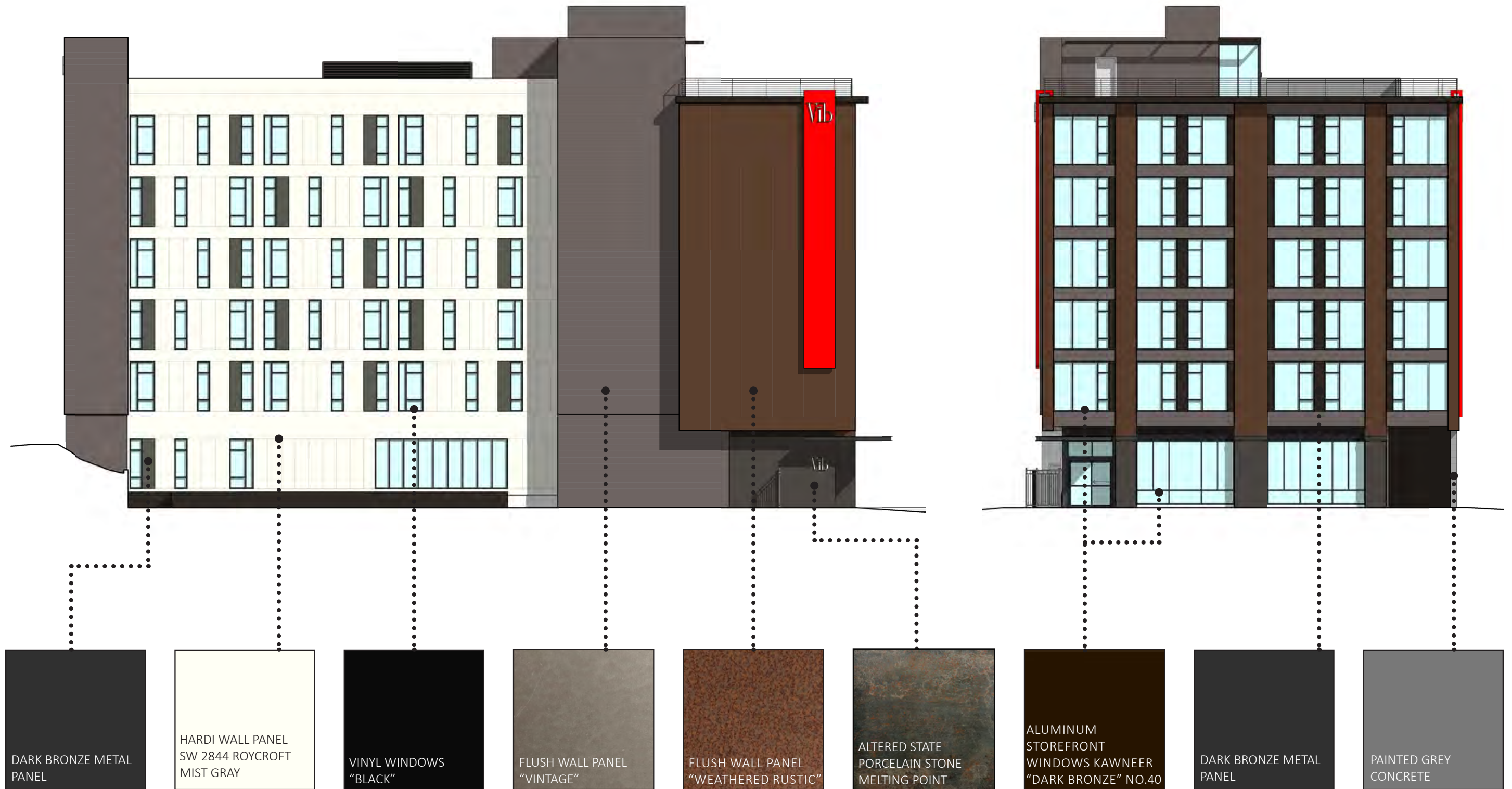
- ① APPROPRIATE SIGNAGE DIRECTS GUESTS TO ENTRANCE
- ② ENTRANCE PROVIDES PRIVACY AND SECURITY TO RESIDENCE AS WELL AS WELCOMING AND IDENTIFIABLE TO VISITORS
- ③ RECESSED STOREFRONT CREATES RHYTHM ALONG STREET FRONTAGE
- ④ WOOD ON UNDERSIDE OF CANOPY
- ⑤ PAVING AT TAXI WAIT AREA DENOTES ENTRY











## Lighting Legend

- ① RECESSED CANOPY DOWNLIGHT

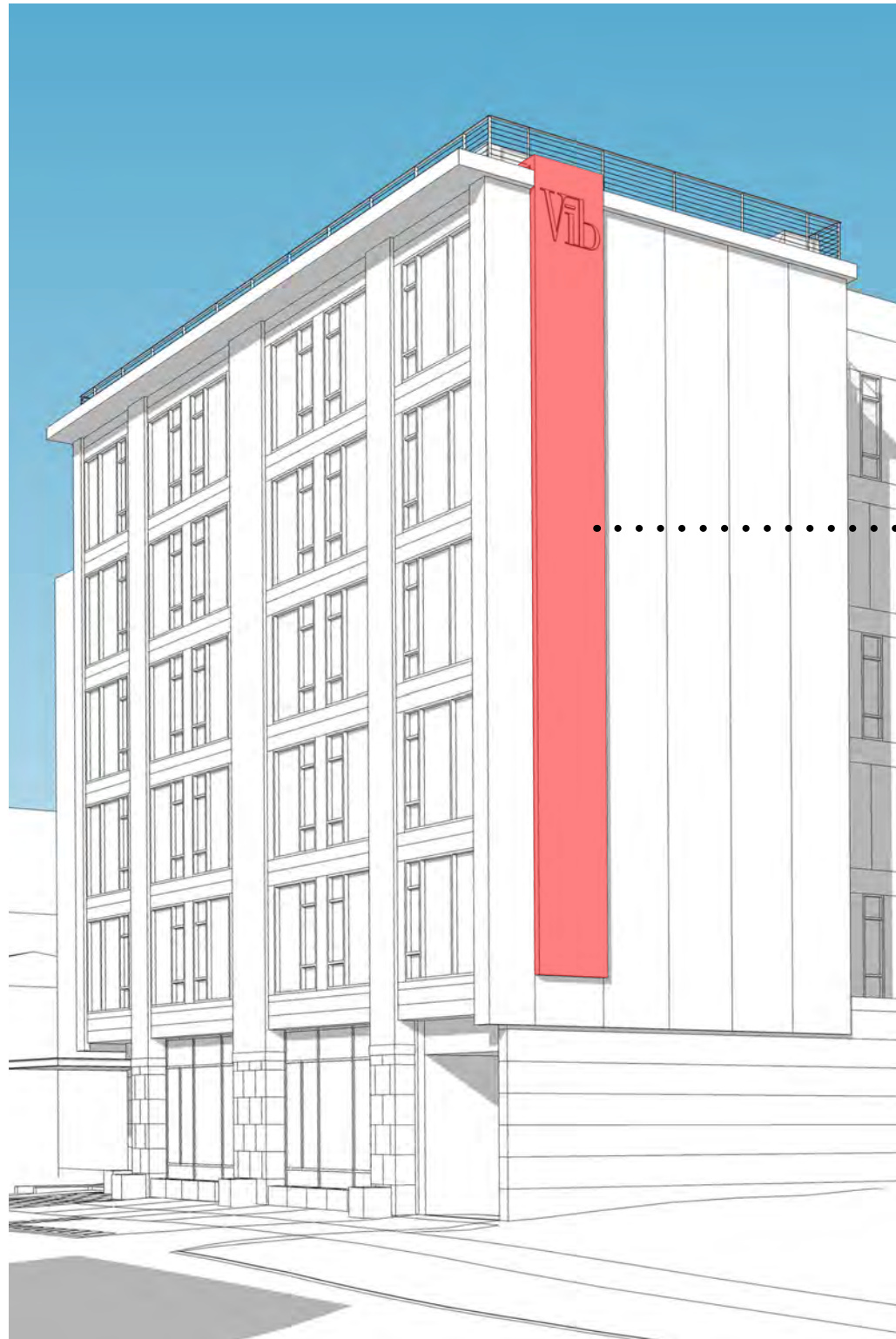


- ② WALL SCENCE LIGHTS



- ③ RECESSED WALL LIGHT





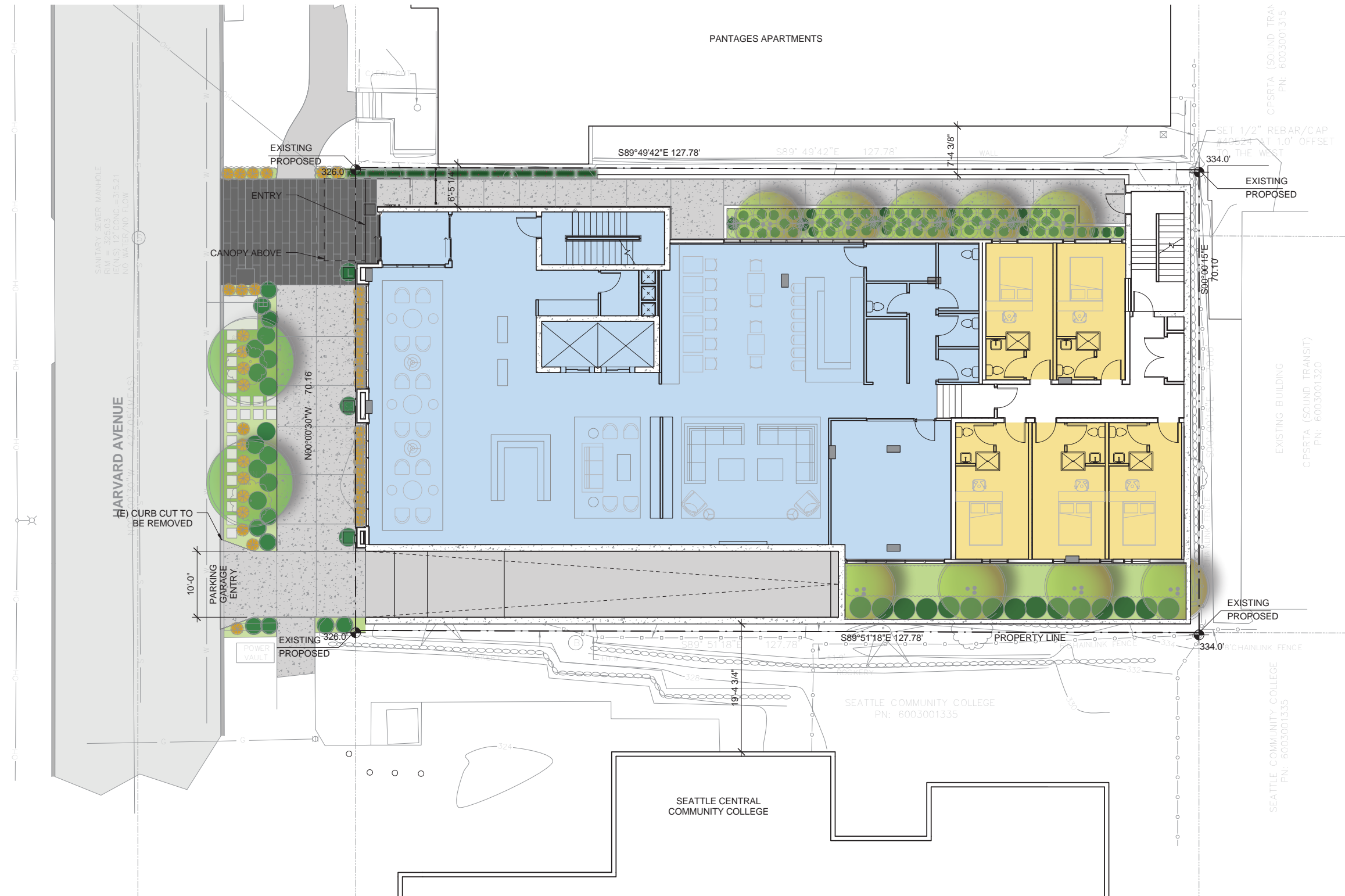
EXAMPLE SIGNAGE FROM VIB CONCEPT  
BACK-LIT PRE-FINISHED METAL SIGN



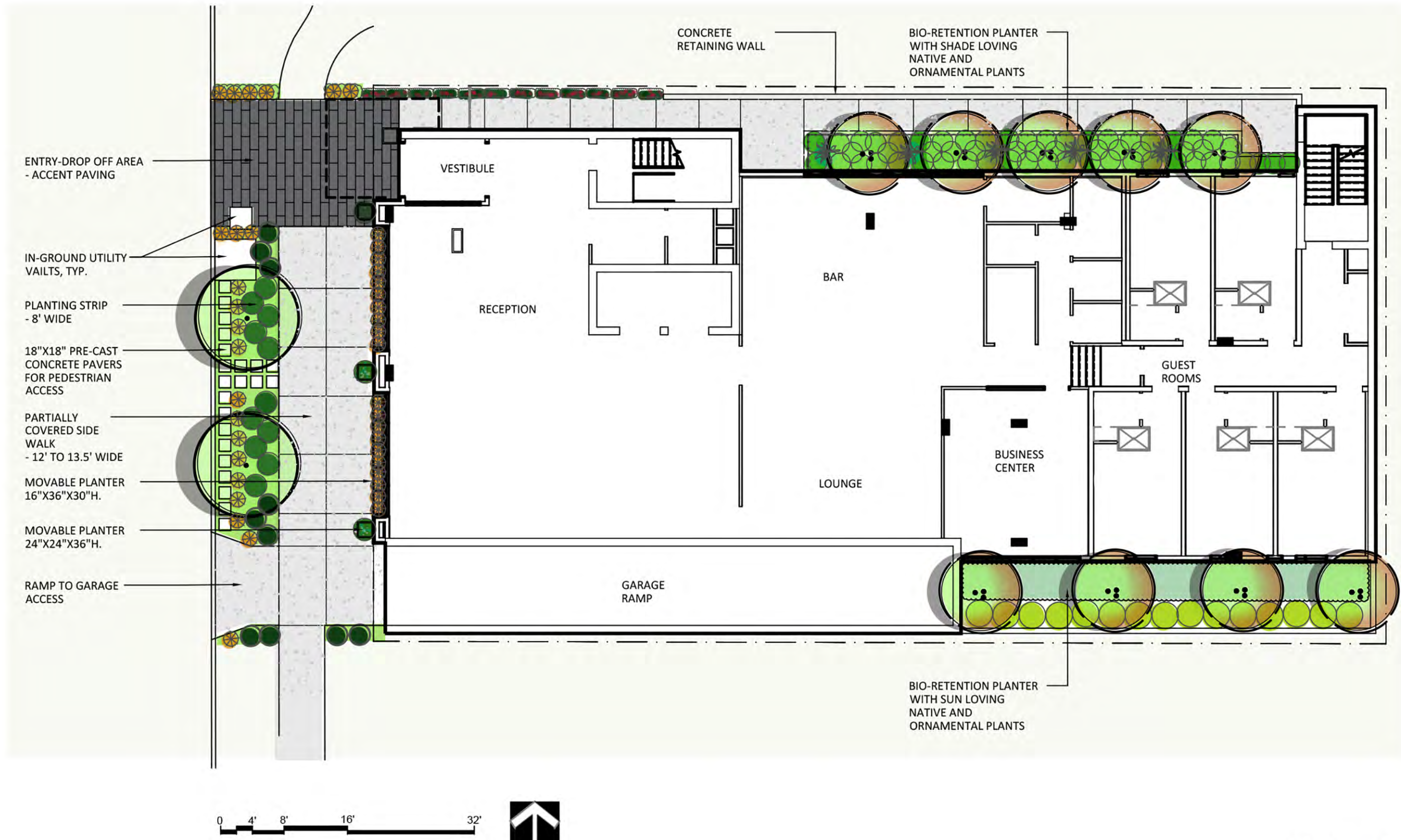
EXAMPLE SIGNAGE FROM VIB CONCEPT

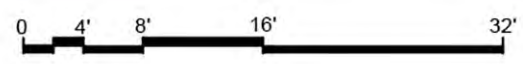
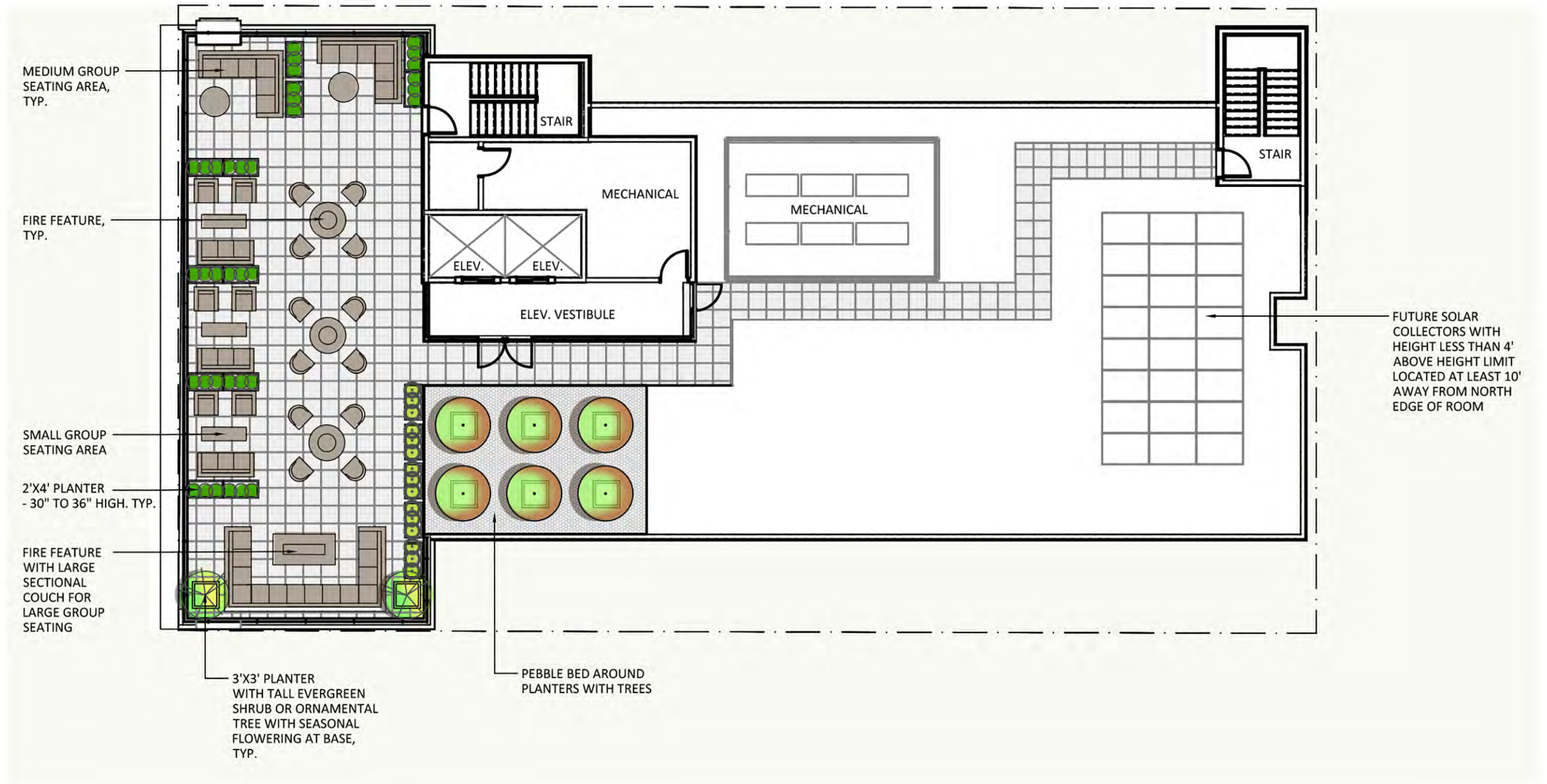


# PROPOSED SITE PLAN



# LANDSCAPE- GROUND FLOOR PLAN



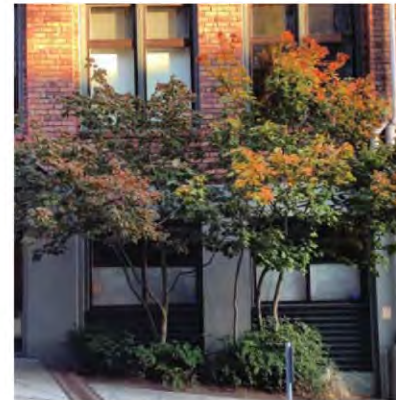


# LANDSCAPE - PLANT PALETTE

## PLANT LIST

SYMBOL BOTANICAL / COMMON NAME

- TREES**
- METASEQUOIA GLYPTOSTROBIDES/ DAWN REDWOOD
  - ACER CIRCINATUM / VINE MAPLE
  - STEWARTIA PSEUDOCAMELLIA / JAPANESE STEWARTIA
- SHRUBS**
- ARBUTUS UNEDO 'COMPACTA' / STRAWBERRY BUSH
  - BUXUS SEMPERVIRENS 'SUFFRUTICOSA' / DWARF ENGLISH BOXWOOD
  - CORNUS STRONIFERA 'WINTER FLAME' / WINTER FLAME OSIER DOGWOOD
  - CAMELLIA SASANQUA 'WHITE DOVES' / WHITE DOVES CAMELLIA
  - CAMELLIA JAPONICA 'DR. CLIFFORD PARKS' / DR. CLIFFORD PARKS CAMELLIA
  - ILEX X 'MONDO' / LITTLE RASCAL HOLLY
  - VIBURNUM DAVIDII / DAVID VIBURNUM
- GROUND COVER / GRASSES**
- ASARUM CAUDATUM / WILD GINGER
  - ARUNCUS 'MISTY LACE' / MISTY LACE GOATBEARD
  - CAREX TESTACEA / ORANGE SEDGE GRASS
  - CAREX MORROWII 'AUREA-VARIEGATA' / VARIEGATED JAPANESE SEDGE
  - LIRIOPE GIGANTEA / GIANT LILLY TURF
  - POLYSTICHUM SETIFERUM / SOFT SHIELD FERN
  - SEDUM CONFUSUM / STONECROP



*Acer circinatum*  
Vine Maple



*Metasequoia glyptostroboides*  
Dawn Redwood



*Arbutus unedo 'Compacta'*  
Strawberry Bush



*Cornus stolonifera 'Winter Flame'*  
Winter Flame Osier Dogwood



*Viburnum davidii*  
David Viburnum



*Buxus sempervirens 'Suffruticosa'*  
Dwarf English Boxwood



*Camellia sasanqua 'White Dove'*  
White Dove Camellia



*Camellia japonica 'Dr. Clifford Parks'*  
Dr. Clifford Parks Camellia



*Ilex x 'Mondo'*  
Little Rascal Holly



*Carex testacea*  
Orange Sedge Grass



*Carex morrowii 'Aurea Variegata'*  
Variegated Japanese Sedge



*Aruncus 'Misty Lace'*  
Misty Lace Goatbeard



*Asarum caudatum*  
Wild Ginger



*Polystichum setiferum*  
Soft Shield Fern



*Liriope gigantea*  
Giant Lilly Turf



*Sedum confusum*  
Stonecrop



Harvard Avenue  
Generous 12' wide sidewalk and 8' wide planting strip



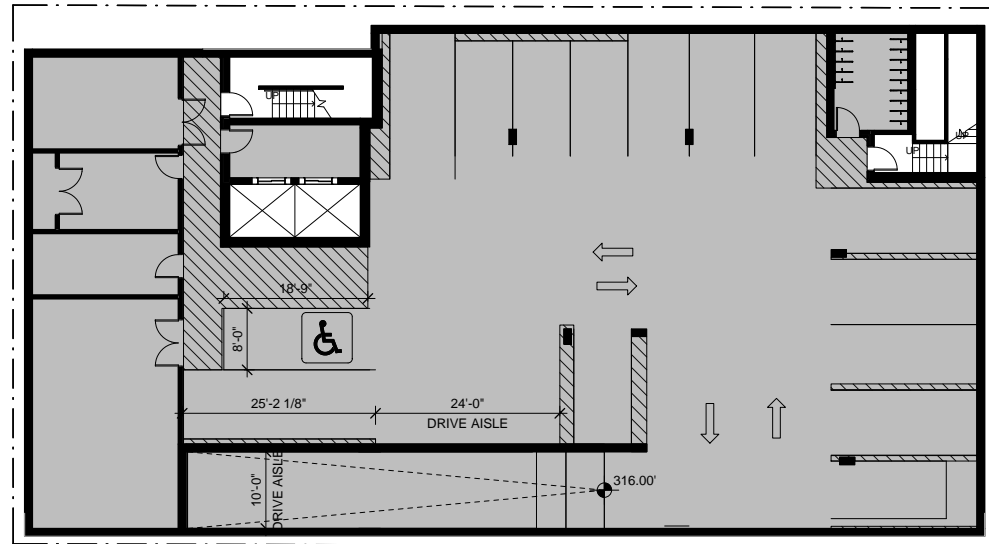
Harvard Avenue  
Accent planters placed in front of columns



Rooftop  
Tree



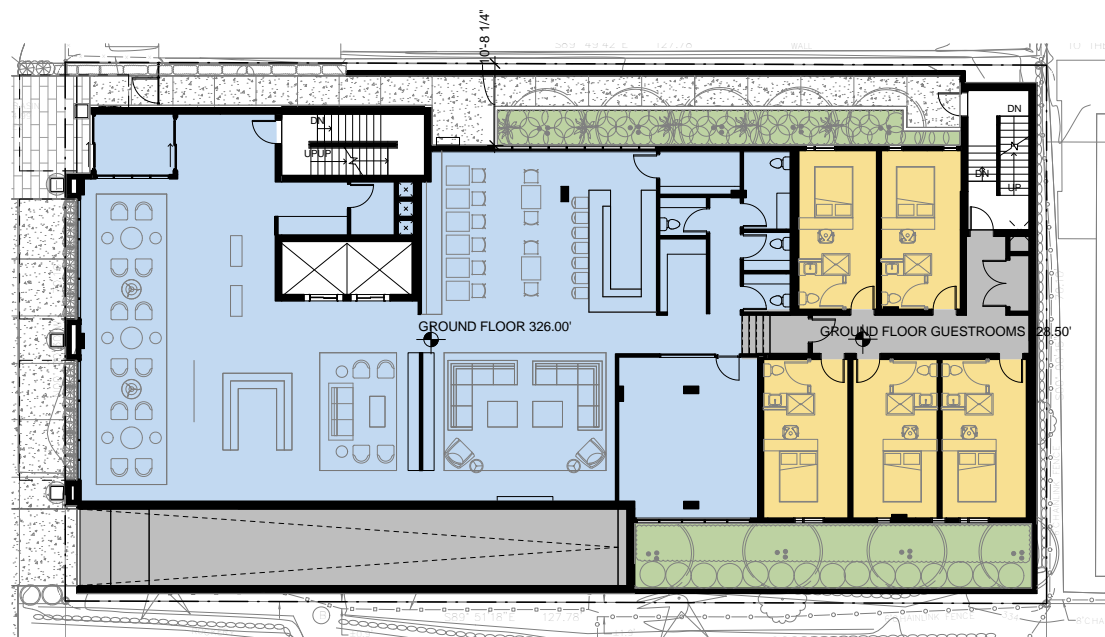




PARKING LEVEL 1



LEVEL 2 - LEVEL 3



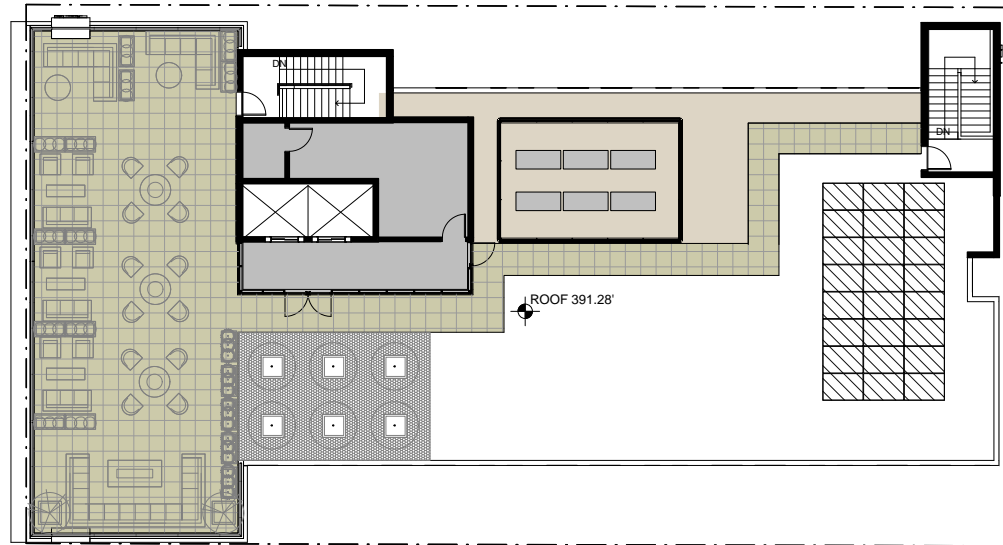
GROUND FLOOR LEVEL 1



LEVEL 4 - LEVEL 6



# ROOF PLAN



ROOF PLAN



# DEPARTURE - CURB CUT

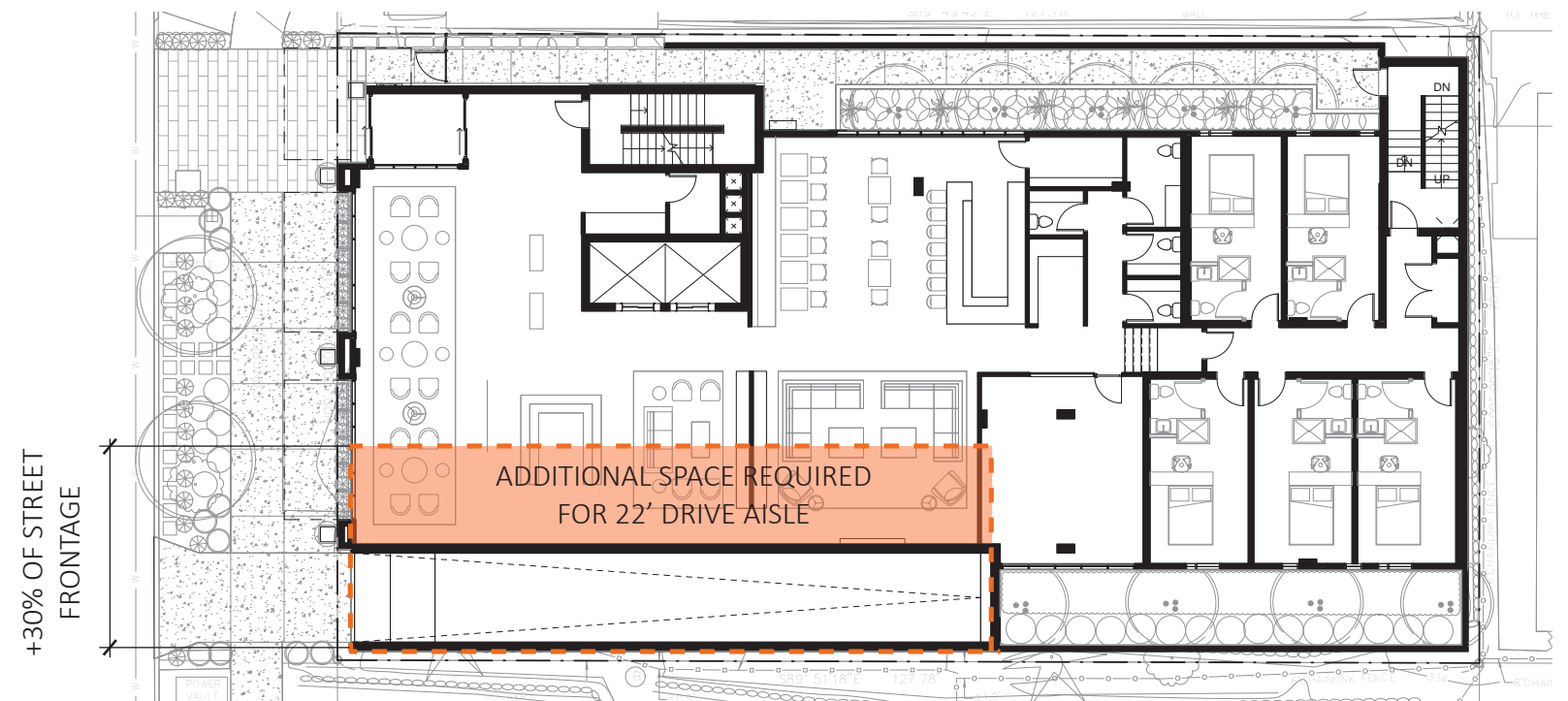
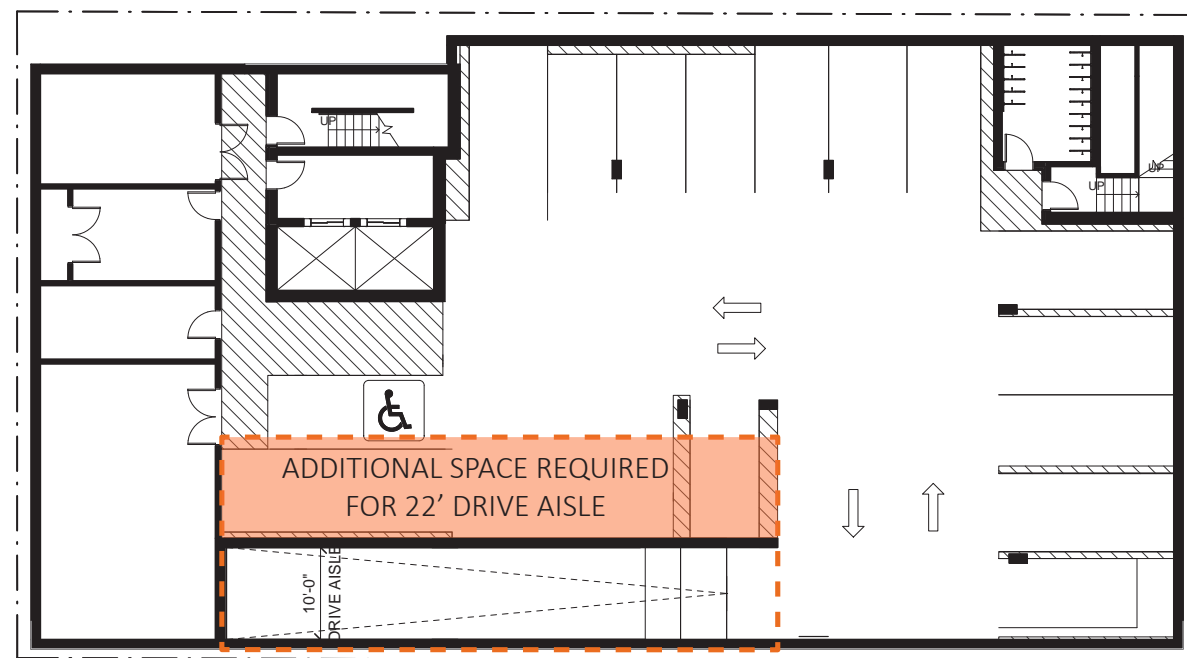
CODE REQUIREMENT:  
SMC 23.54.030.F.2

REQUIRED CURB CUT WIDTH AND RAM 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 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 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 15 STALLS TO REDUCE THE IMPACT OF NEW USES ON CONTEXT.



# DEPARTURE - LOADING BERTH

CODE REQUIREMENT:  
SMC 23.54.035

## LOADING BERTH REQUIREMENTS AND SPACE STANDARDS

### C. STANDARDS FOR LOADING BERTHS.

1. WIDTH AND CLEARANCE. EACH LOADING BERTH SHALL NOT BE LESS THAN TEN (10) FEET IN WIDTH AND SHALL PROVIDE NOT LESS THAN FOURTEEN (14) FEET OF VERTICAL CLEARANCE.
2. LENGTH.
  - b. LOW- AND MEDIUM- DEMAND USES. EACH LOADING BERTH FOR LOW- AND MEDIUM- DEMAND USES, EXCEPT THOSE USES IDENTIFIED IN SUBSECTION C2d, SHALL BE A MINIMUM OF THIRTY-FIVE (35) FEET IN LENGTH UNLESS REDUCED BY DETERMINATION OF THE DIRECTOR AS PROVIDED AT SUBSECTION C2c.
  - c. EXCEPTIONS TO LOADING BERTH LENGTH. WHERE THE DIRECTOR FINDS, AFTER CONSULTING WITH THE PROPERTY USER, THAT SITE AND DESIGN AND USE OF PROPERTY WILL NOT RESULT IN VEHICLES EXTENDING BEYOND THE PROPERTY LINE, LOADING BERTH LENGTHS MAY BE REDUCED TO NOT LESS THAN THE FOLLOWING:
    - (ii) LOW- AND MEDIUM-DEMAND USES. TWENTY FIVE (25) FEET.

### PROVIDED LOADING BERTH SIZE

9'-0" WIDE x 25'-0" LONG x 8'-4" MINIMUM VERTICAL CLEARANCE

### JUSTIFICATION

1. THE HOTEL IS ONLY A PORTION OF THE BUILDING- 25,759 SF.
2. PARKING IS NOT REQUIRED IN THE LIGHT RAIL TRANSIT OVERLAY, BUT THE PREFERRED SCHEME PROVIDES A LEVEL OF BELOW GRADE PARKING WITH ONE LOADING BERTH.
3. THE HOTEL'S SERVICING REQUIREMENTS WILL BE MINIMAL, CONSISTING PRIMARILY OF LAUNDRY SERVICE, DELIVERY OF BEER AND WINE FOR THE BAR, AND PRE-PREPARED BREAKFAST ITEMS.
4. HOTEL GRAB AND GO DELIVERIES WILL BE SERVICED ON A DAILY BASIS DIRECTLY FROM A DESIGNATED DELIVERY LOADING ZONE LOCATED AT THE STREET IN FRONT OF THE MAIN ENTRANCE.
5. HOTEL BAR BEER AND WINE DELIVERIES WILL BE EXPECTED TO BE APPROXIMATELY 2 TIMES A WEEK FROM A DESIGNATED DELIVERY LOADING ZONE AT THE STREET IN FRONT OF THE MAIN ENTRANCE.
6. HOTEL LINENS WILL BE SERVICED FROM THE LOADING STALL ONCE DAILY. THERE IS 93 SQ FEET OF LINEN STORAGE ON THE GARAGE LEVEL, AND 56 SF ON EACH HOTEL LEVEL (261 SF TOTAL).





WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION

# SUN STUDIES

