



112 10TH AVE E

EARLY DESIGN GUIDANCE

MEETING DATE: AUGUST 24TH, 2022

3039544-EG



NEIMAN TABER
ARCHITECTURE FOR THE NORTHWEST

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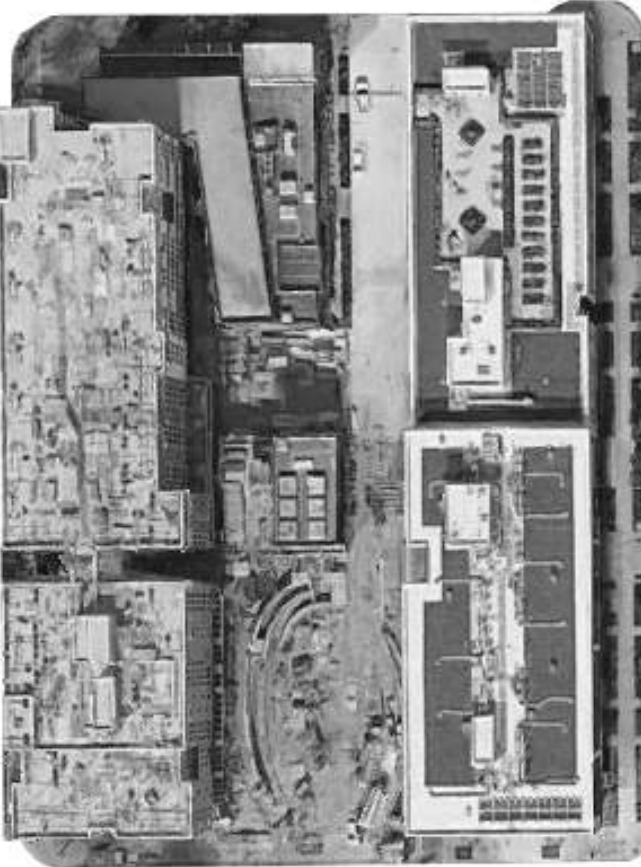
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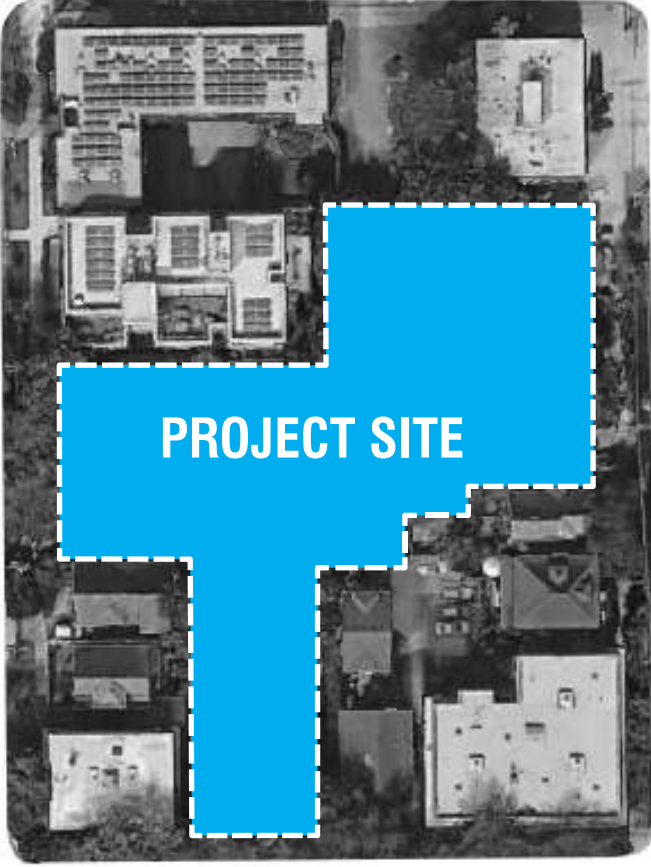
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E JOHN ST



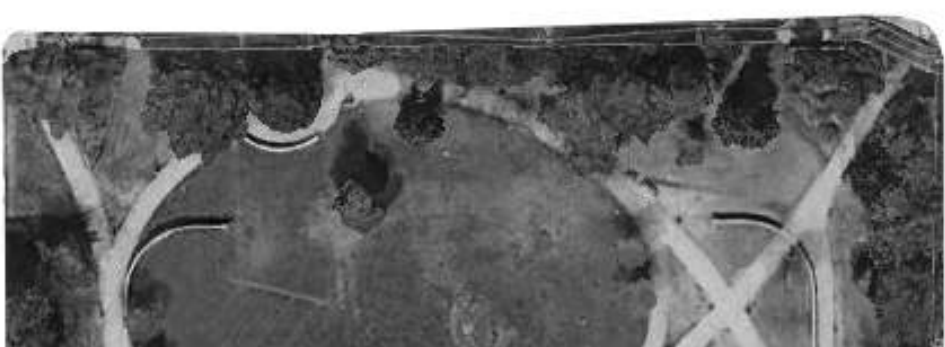
10TH AVE E

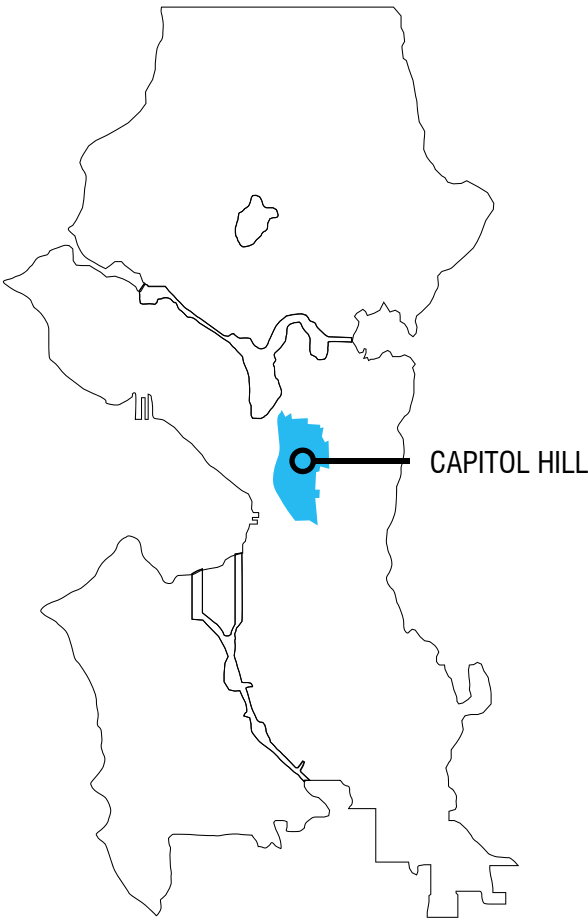


11TH AVE E



E DENNY WAY





PROPOSAL

Construct an 8-story multi-family building containing 293 residential units in approximately 204,702 SF of building area. 61 car parking spaces will be provided below grade.

PROJECT OBJECTIVES

- 1. Provide abundant, high quality housing in the core of Capitol Hill next to light rail and open space.
- 2. Provide open space on site that is thoughtfully configured, enhances livability for the residents and interfaces thoughtfully with the public realm.
- 3. Provide building edges and streetscapes that respond to the unique conditions along each street face and contribute to an attractive pedestrian oriented streetscape.

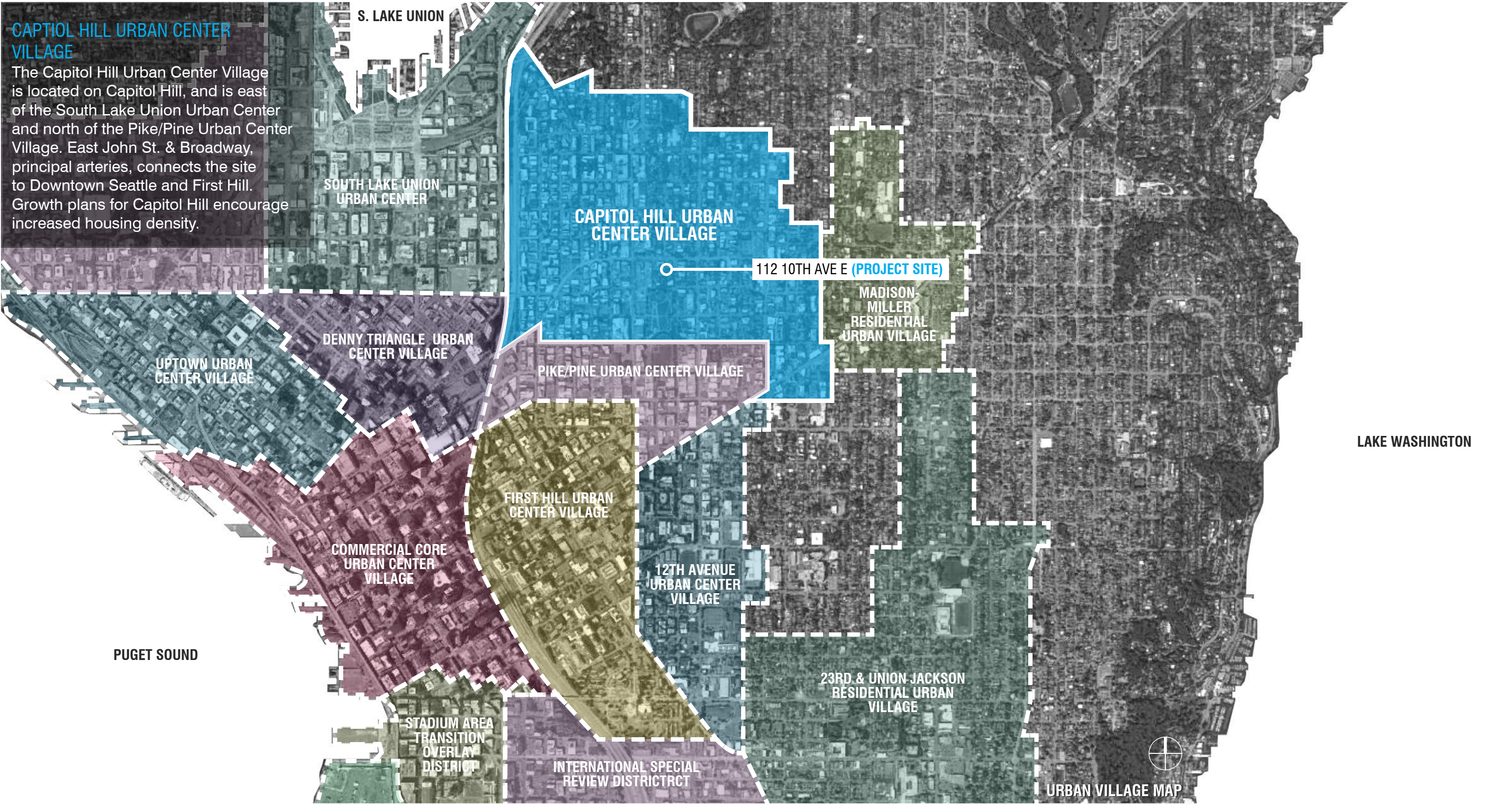
PROJECT TEAM

OWNER	Carmel Partners, LLC 1455 NW Leary Way, Suite 400 Seattle, Washington 98107 (206) 262-7457
ARCHITECT	Neiman Taber Architects 1435 34th Ave Seattle, WA 98122 (206) 760-5550
LANDSCAPE	Communita Atelier 1402 3rd Ave #1000 Seattle, WA 98102 (206) 327-9056
SURVEYOR	Bush, Roed & Hitchings, Inc. 2009 Minor Ave E Seattle, WA 98102 (206) 323-4144
CIVIL	Magnusson Klemencic Associates 1301 5th Ave #3200 Seattle, WA 98101 (206) 292-1200

PROJECT INFORMATION

SITE ADDRESS(ES)	112, 116 , 118 10th Avenue E Seattle, WA 98102 117, 121, 127 11th Avenue E Seattle, WA 98102 1006, 1008-1/2 E Denny Way Seattle, WA 98122
PARCEL #S	112: 6003500995-00 116: 6003500990-05 117: 6003501077-09 118: 6003501005-06 121: 6003501070-06 127: 6003501055-05 1006: 600350-0956-07 1008: 600350-0950-03 1008-1/2: 600350-0960-01
SDCI #S	3039544-EG/ 3039268-LU
APPLICANT	Neiman Taber Architects 1435 34th Avenue Seattle, WA 98122 (206) 760-5550
CONTACT	David Neiman info@neimantaber.com 206-760-5550
ZONING	MR (M1), MHA
OVERLAY	Capitol Hill Urban Center Village
LOT SIZE	37,654 SF / 0.8644 Acres
ALLOWABLE FAR	4.5 (169,443 SF)
PROPOSED UNITS	293 Units
FREQUENT TRANSIT	Yes
PROPOSED HEIGHT	79’-9”

URBAN DESIGN ANALYSIS
URBAN VILLAGES



URBAN DESIGN ANALYSIS

VICINITY + VIEWS

15 BLOCK AXONOMETRIC FACING SOUTHWEST



PIKE/PINE CORRIDOR

ODD FELLOW'S BUILDING

JIMI HENDRIX STATUE

SEATTLE CENTRAL
COMMUNITY COLLEGE

HUGO HOUSE

DICK'S BURGERS

SOUND TRANSIT CAPITOL HILL STATION
(SOUTH ENTRY)

CAL ANDERSON PARK

CAPITOL HILL SUNDAY MARKET

SOUND TRANSIT CAPITOL HILL STATION
(NORTH ENTRY)

QUEEN SHEBA
ETHIOPIAN

PROJECT SITE LOOKING SOUTH



IMMEDIATE CONTEXT

112 10th Ave E is located near a diversity of uses and services. Groceries, coffee shops, training gyms, restaurants, and lounges are all within nine block area around the site. It's location towards the top of Capitol Hill provides opportunities for views oriented towards Downtown and the Cascade Mountains.

SITE ANALYSIS
SITE SURVEY

LOCATION

The lot is bordered by 11th Ave E to the East; E Denny Way to the South; 10th Ave E to the West; and adjoining parcels on all other sides.

LEGAL DESCRIPTION(S)

Parcel 1: (600350-0995)

The South half of the Lot 3, Block 45, Plat of John H. Nagle's second addition to the City of Seattle, according to the plat thereof recorded in volume 5 of plats, page 67, records of King County, Washington.

Parcel 2: (600350-0990)

The North half of Lot 3 in Block 45, Plat of John H. Nagle's second addition of the City of Seattle, According to the plat thereof recorded in volume 5 of plats, page 67, records of King County, Washington.

Parcel 3: (600350-1077)

Lot 10 in Block 45, Plat of John H. Nagle's second addition to the City of Seattle, according to the plat thereof recorded in volume 5 of plats, page 67, records of King County, Washington; Except the South 30 feet of the East 60 feet thereof; and except the South 24 feet of the West 30 feet of the East 90 feet thereof.

Parcel 4: (600350-1070)

Lot 9, Block 45, Plat of John H. Nagle's second addition to the City of Seattle, according to the plat thereof recorded in volume 5 of plats, page 67, records of King County, Washington.

Parcel 5: (600350-1055)

The south 40 feet of Lot 8. Block 45, Plat of John H. Nagle's second addition of the City of Seattle, according to the plat thereof recorded in volume 5 of the plats, page 67, records of King County, Washington.

Parcel A: (600350-0956)

The West 32 feet of the East 68 feet of Lot 1 and West 32 feet of the East 68 feet, except the North 38 feet of Lot 2, all in Block 45, John H. Nagle's second addition of the City of Seattle, According to the plat thereof recorded in volume 5 of plats, page 67, records of King County, Washington.

Parcel B: (600350-0950)

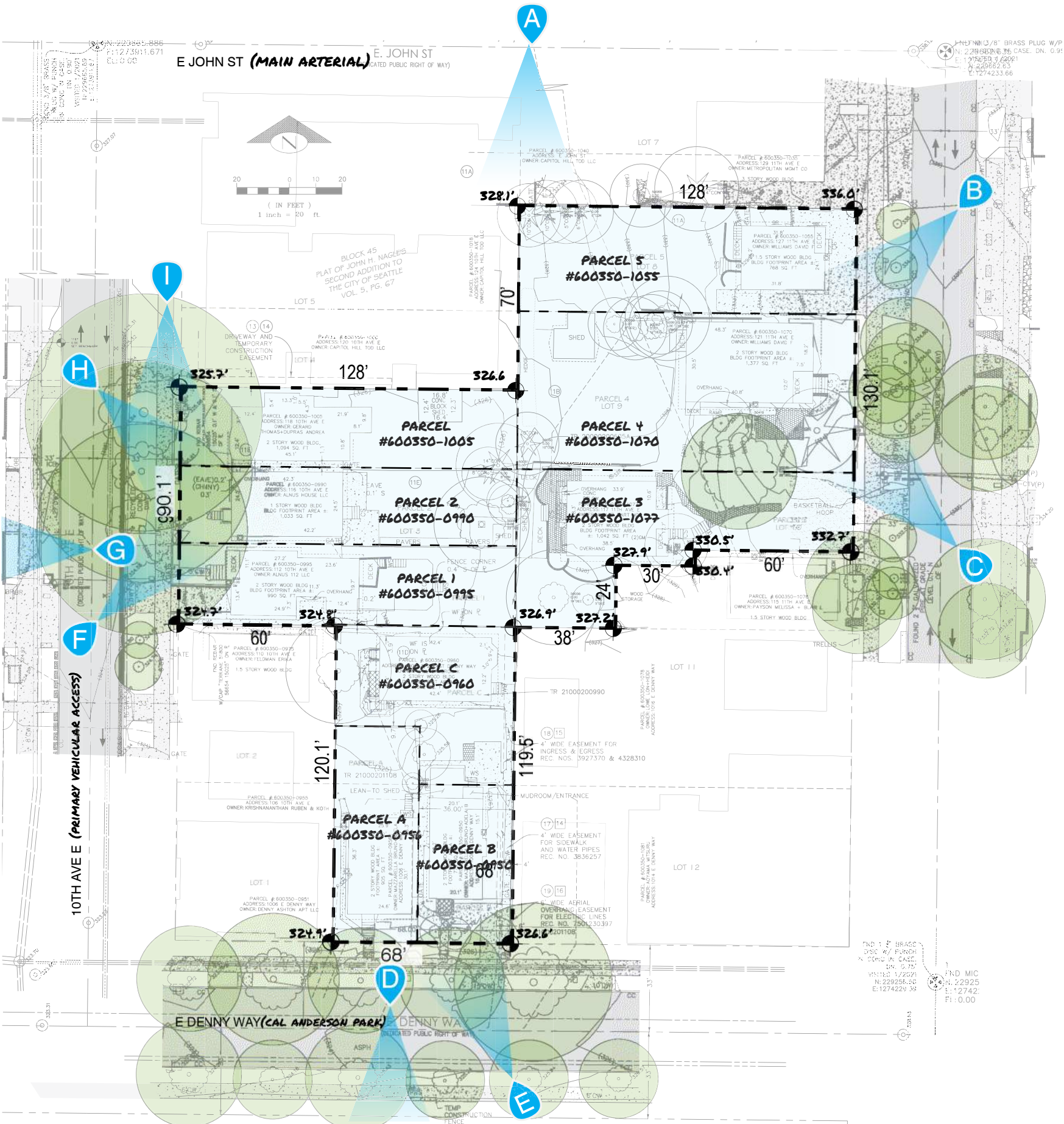
The East 36 feet of Lot 1, Block 45, John H. Nagle's second addition of the City of Seattle, according to the plat thereof recorded in volume 5 of plats, page 67, records of King County, Washington.

Parcel C: (600350-0960)

The East 68 feet of Lot 2, Block 45, John H. Nagle's second addition of the City of Seattle, according to the plat thereof, recorded in volume 5 of plats, page 67, records of King County, Washington; except the West 32 feet of the South 22 feet thereof; together with a non-exclusive easement for ingress and egress over the East 4 feet of Lot 1, created by instruments recorded under recording numbers 3927370 and 4328310, records of King County, Washington.

(600350-1005)

The South one-half of Lot 4, Block 45, John H. Nagle's second addition to the city of Seattle, according to the plat thereof, recorded in volume 5 of plats, page 67, in King County, Washington; together with an easement for community driveway over the south 4 feet of the West 80 feet of the North half of said Lot 4, Block 45, John H. Nagle's second addition to the City of Seattle.





Looking South on E John St



Looking South-West on 11th Ave E



Looking West on 11th Ave E



Looking South on E Denny Way



Looking North on E Denny Way



Looking East on 10th Ave E



Looking West on 10th Ave E



Looking Southeast on 10th Ave E



Looking South on 10th Ave E

EXISTING CONDITIONS SITE PHOTOS + OBSERVATIONS

OBSERVATIONS

- The site is an irregularly shaped lot, with an area of 37,654 sf
- There are 9 existing buildings on site
- There is approximately 11.36' change in elevation over the site. The high point located in the northeast corner and the low point located in the southwest corner.
- There is no public alley serving the site
- Seattle City Light electrical services is above ground
- Existing sanitary sewer services connect to the sanitary sewer main on E John St
- Multiple shared property lines with residential buildings
- Potential views of building will be heavily obstructed by trees

SITE ANALYSIS
TREE SURVEY

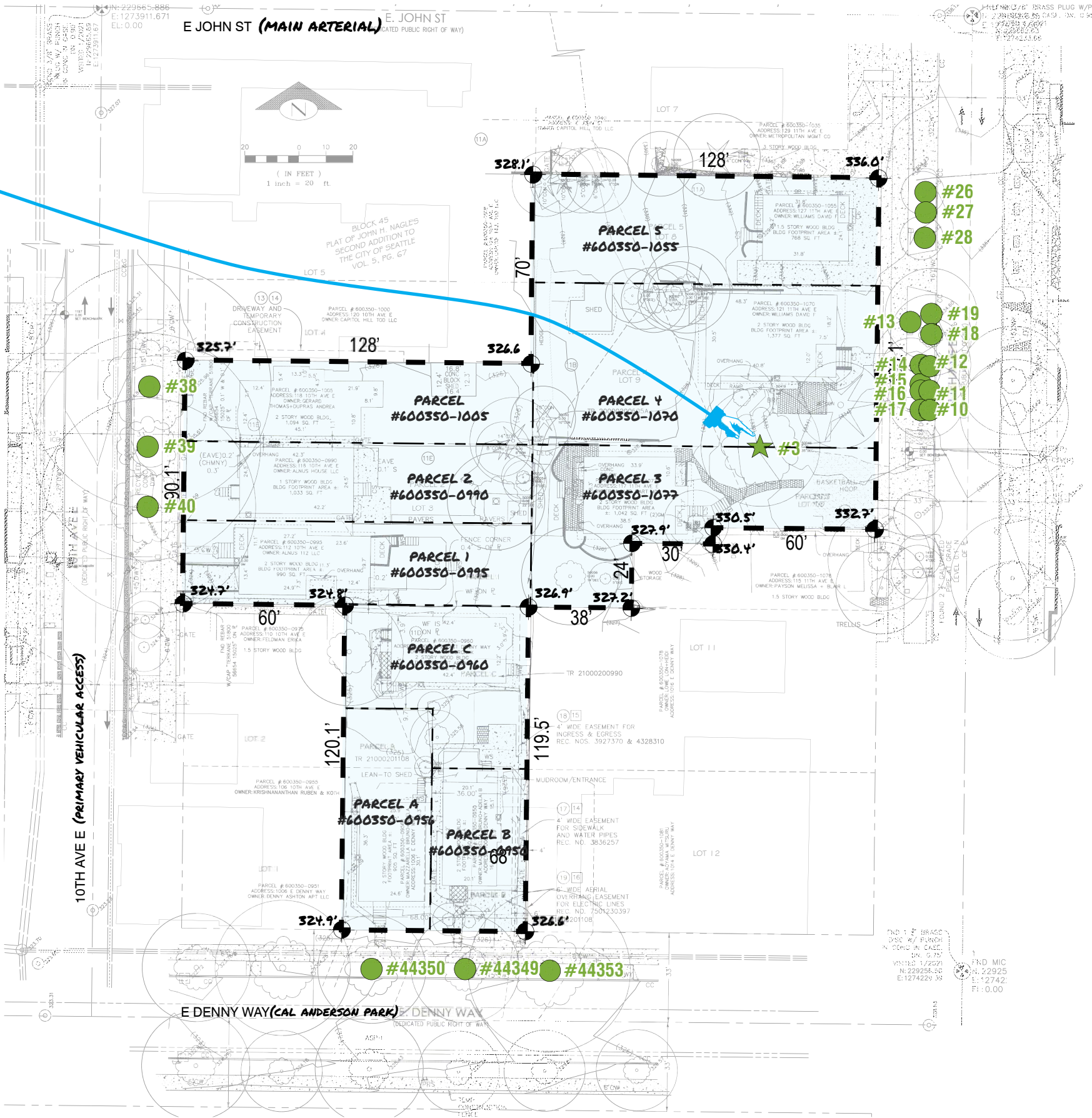
SDOT TREES

All trees found in the right-of-way parking strips on 10th Ave E, 11th Ave E, and E Denny Way are regulated by the Seattle Department of Transportation. Street trees along 10th Ave E and E Denny Way shall be protected and preserved. Street trees along 11th Ave E shall be removed and replaced.

EXCEPTIONAL TREE ON-SITE

Per the City of Seattle Directors Rule 16-2008, Tree #3 is considered 'Exceptional' due to its size. Arborist report includes the following comments:

- Off balance to south due to pruning history
- Gravel driveway at north root flare
- Soils are heavily compacted around tree
- Previously topped
- Strong wood occlusion around past pruning cuts overall
- Some older pruning wounds on SE side of trunk with slight visible decay
- Some wounding at the tree base, possibly from car impacts



Tree ID	Genus Species	Common Name	DBH in inches (Multistem Calculation)	Condition	Dripline Radius (feet)				Significant? Exceptional? Street Tree?
					N	S	E	W	
3	Umbellularia californica	California bay laurel	25.4	Good	13.6	13.1	21.1	19.1	Exceptional
10 (TRE-44367)	Aesculus hippocastanum	Horse chestnut	7.5	Fair	2	7	12	6	Street Tree
11 (TRE-44363)	Prunus serrulata	Flowering cherry	8	Fair	8	12	13	8	Street Tree
12 (TRE-44361)	Alnus rubra	Red alder	11.6	Fair	6	10	8	10	Street Tree
13 (TRE-44359)	Corylus avellana	Beaked hazelnut	(13)	Fair	12	13	14	15	Street Tree
14 (TRE-44365)	Corylus avellana	Beaked hazelnut	(5)	Fair	8	8	8	9	Street Tree
15 (TRE-44364)	Corylus avellana	Beaked hazelnut	(8)	Fair	9	8	8	7	Street Tree
16 (TRE-44366)	Corylus avellana	Beaked hazelnut	(5)	Fair	8	7	9	11	Street Tree
17 (TRE-44368)	Corylus avellana	Beaked hazelnut	(7)	Fair	9	8	9	8	Street Tree
18 (TRE-44362)	Acer circinatum	Vine maple	(4)	Fair	5	5	6	5	Street Tree
19 (TRE-44358)	Sorbus aucuparia	Mountain ash	9.5	Fair	7	8	9	8	Street Tree
26 (TRE-1125439)	Prunus cerasifera	Thundercloud' flowering plum	6	Fair	8	8	8	8	Street Tree
27 (TRE-1125438)	Betula papyrifera	Paper birch	3	Fair	8	6	6	5	Street Tree
28 (TRE-1125437)	Prunus sp.	Flowering cherry	5	Good	8	7	7	8	Street Tree
38 (TRE-44376)	Platanus x acerifolia	London plane	41.3	Good	25	9	32	20	Street Tree
39 (TRE-44375)	Platanus x acerifolia	London plane	27.5	Good	12	12	30	30	Street Tree
40 (TRE-44345)	Platanus x acerifolia	London plane	38	Good	9	23	30	30	Street Tree
(TRE-44350)	Acer rubrum	Red maple	25.3	Good	15	23	18	21	Street Tree
(TRE-44349)	Acer rubrum	Red maple	19.4	Good	19.4	19	19	13	Street Tree
(TRE-44353)	Acer rubrum	Red maple	28.5	Good	31			27	Street Tree



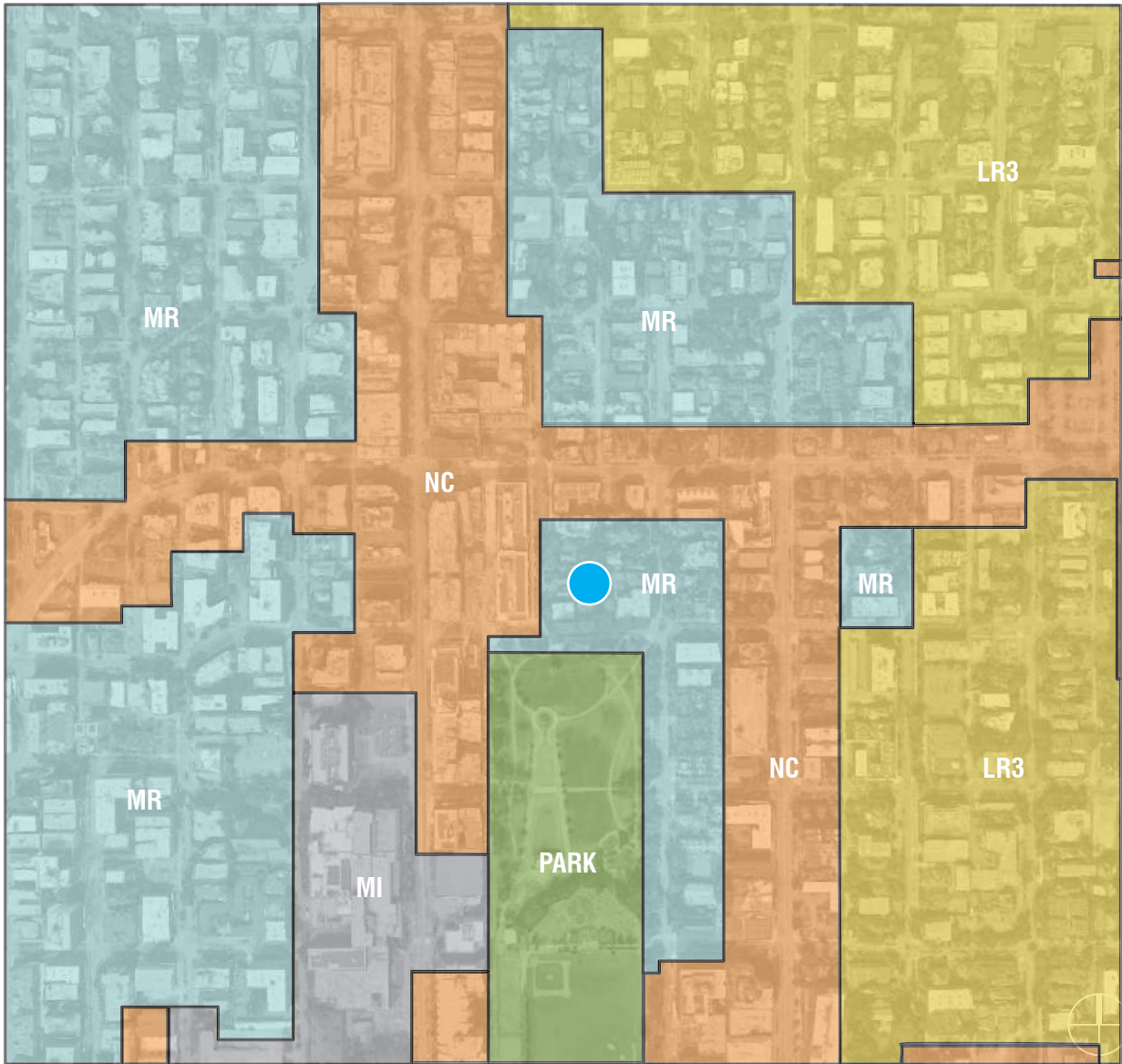
URBAN DESIGN ANALYSIS

ZONING + LAND USE

ZONING + LAND USE NOTES

The site is located in the Capitol Hill Urban Center Village between E John Street and E Denny Way. Urban Center Villages are intended to be the densest areas with the widest range of land uses. The Capitol Hill Urban Center Village’s functional designation is primarily residential.

The vicinity has a mix of new mixed-use buildings; older, multi-family residential buildings; older single-family residential buildings; and some Seattle Central College buildings.



ZONING

- NC NEIGHBORHOOD COMMERCIAL
- MI MAJOR INSTITUTIONS
- LR3 LOW-RISE
- MR MID-RISE
- PARK PARK
- PROJECT SITE



LAND USE

- SINGLE FAMILY RES.
- MULTIFAMILY RES.
- MIXED USE / RETAIL
- MAJOR INSTITUTIONS
- PROJECT SITE



URBAN DESIGN ANALYSIS

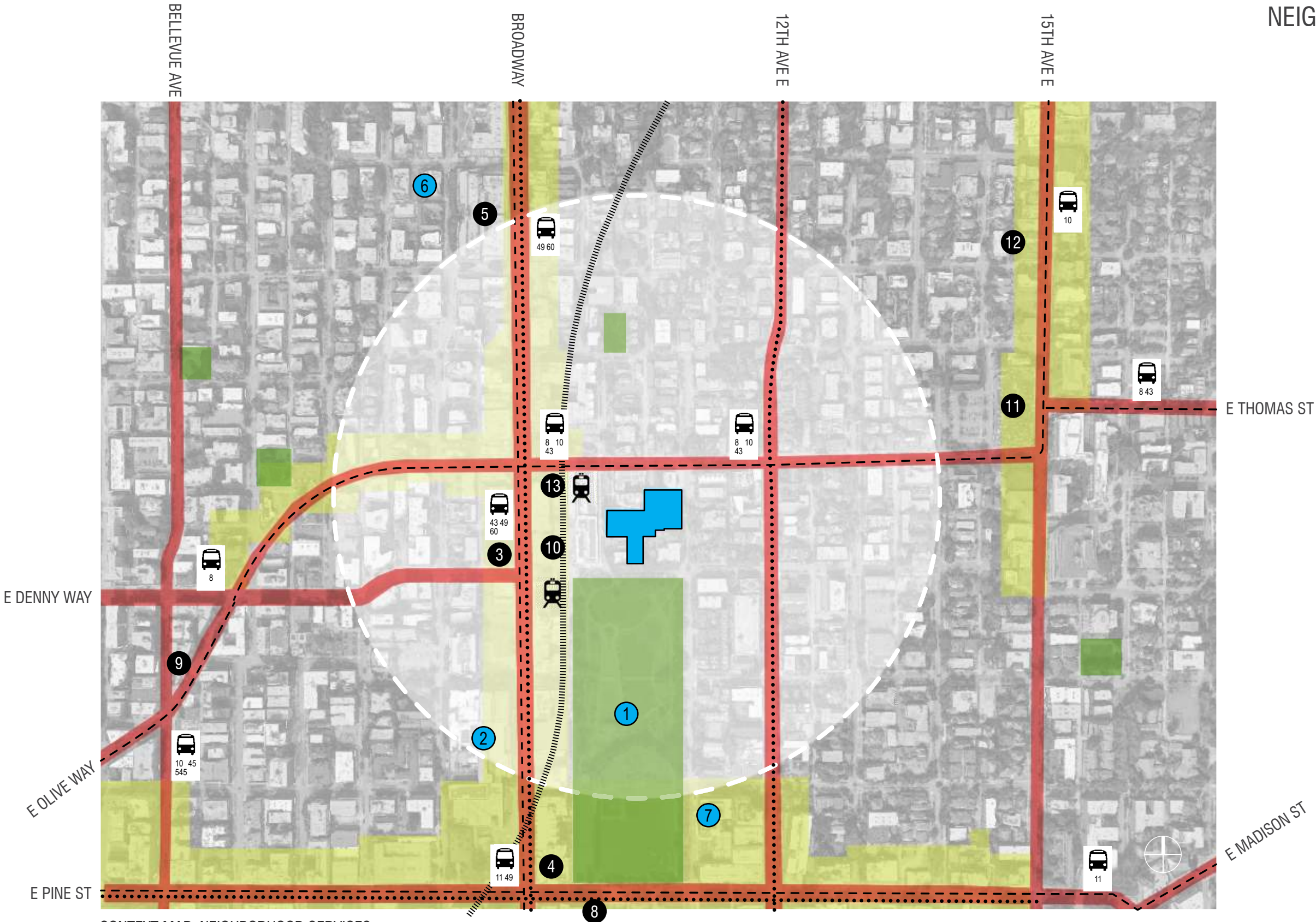
NEIGHBORHOOD ACCESS + SERVICES

The area has strong transit, pedestrian, and bike connections as well as access to a range of services. The site is located near the Capitol Hill Link Station, part of the region's transit spine connecting to SeaTac in the South, the University District in the North, and points between. Over the next few years, additional stations will be added to the system linking the neighborhood to Tacoma, Everett, Redmond, Issaquah, and many stations between.

Walk Score: 97
Transit Score: 82
Bike Score: 90
(source: walkscore.com)

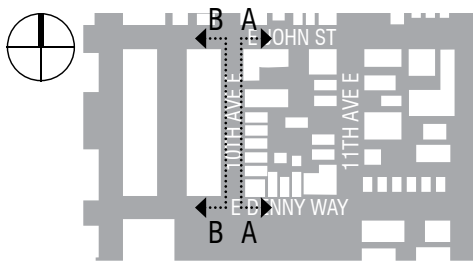
- LEGEND**
- 5 MINUTE WALKING RADIUS
 - ARTERIALS
 - FREQUENT TRANSIT CORRIDOR BOUNDARY
 - BUS ROUTE
 - LINK LIGHT RAIL ROUTE (UNDERGROUND)
 - BUS / LIGHT RAIL STOP
 - MARKED BIKE PATH
 - PEDESTRIAN AREA
 - PARK
 - PROJECT SITE
 - PROMINENT NEIGHBORHOOD INSTITUTIONS
 - PROMINENT BUSINESSES / SERVICES

- | | |
|--------------------------------------|--|
| 1. CAL ANDERSON PARK | HOMEMADE ICE CREAM |
| 2. SEATTLE CENTRAL COMMUNITY COLLEGE | 9. KEDAI MAKAN |
| 3. DICK'S BURGERS | 10. CAPITOL HILL FARMER'S MARKET |
| 4. BLICK ART MATERIALS | 11. SAFEWAY GROCERY STORE |
| 5. BROADWAY MARKET | 12. RIONE XIII |
| 6. CAPITOL HILL BRANCH LIBRARY | 13. SOUND TRANSIT CAPITOL HILL STATION |
| 7. HUGO HOUSE | |
| 8. MOLLY MOON'S | |

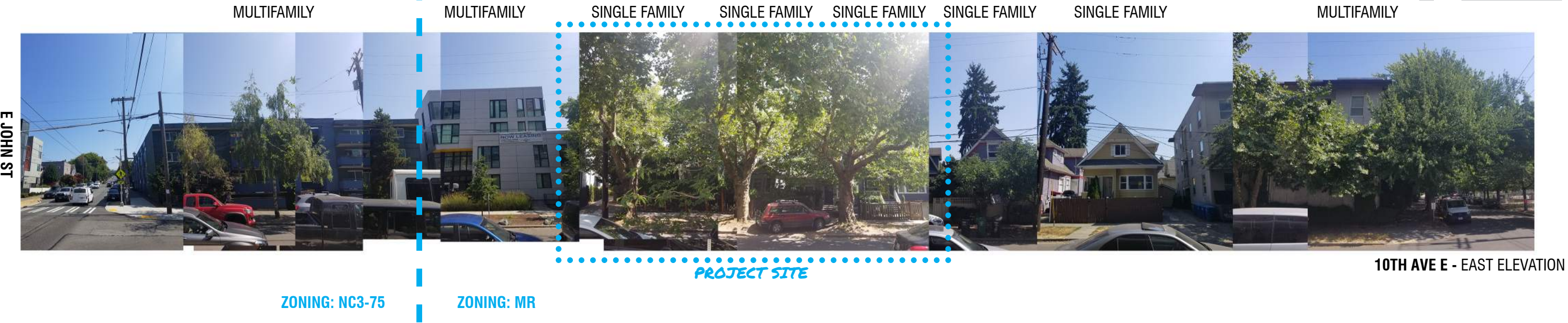


CONTEXT MAP: NEIGHBORHOOD SERVICES

URBAN DESIGN ANALYSIS
STREET ELEVATIONS - 10TH AVE E

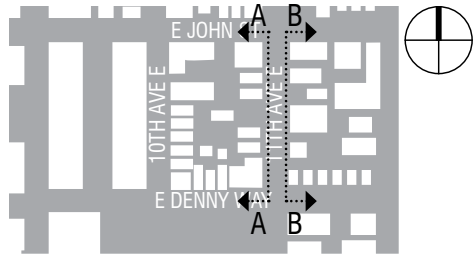


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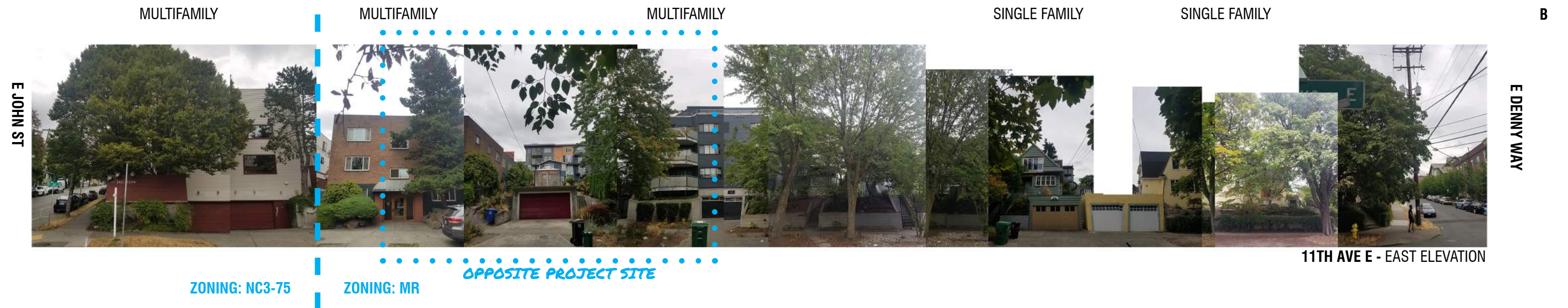
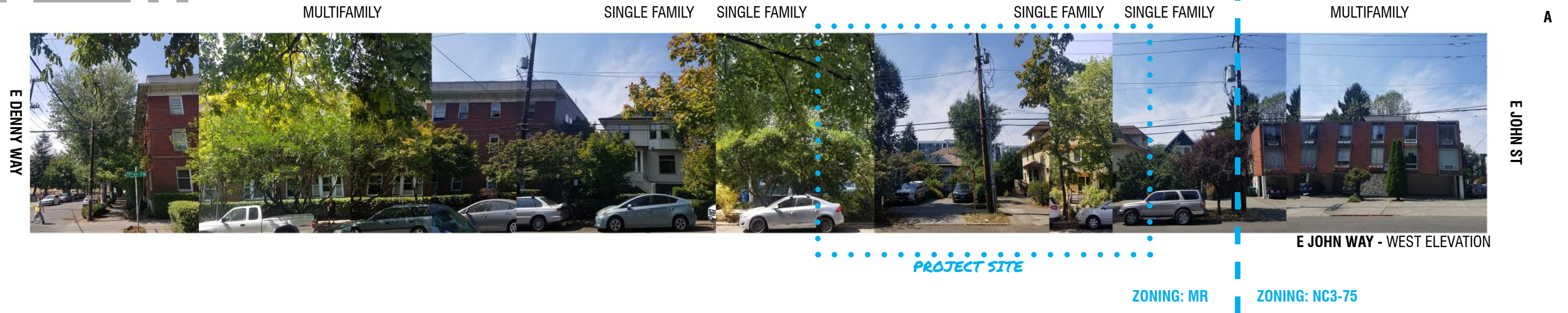
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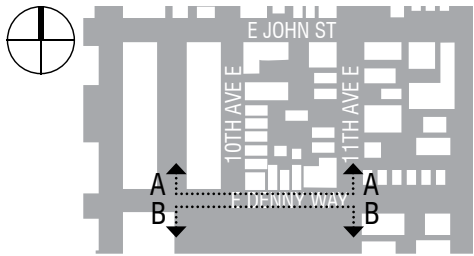


URBAN DESIGN ANALYSIS

STREET ELEVATIONS - 11TH AVE E



URBAN DESIGN ANALYSIS
STREET ELEVATIONS - E DENNY WAY



A

MULTIFAMILY

MULTIFAMILY

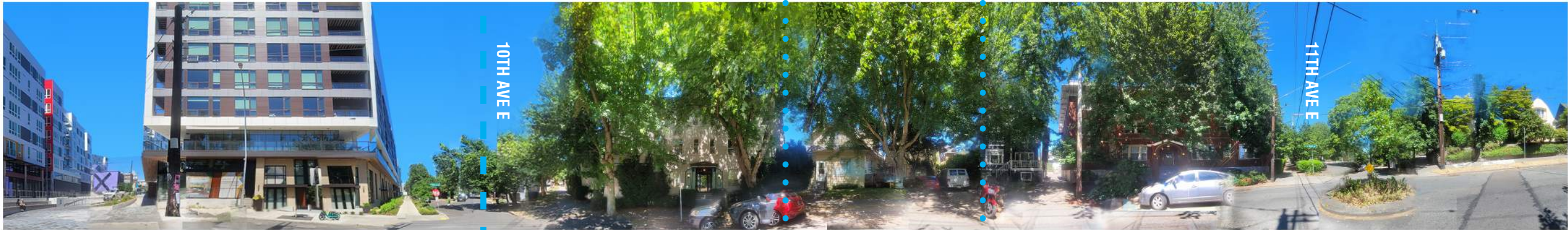
SINGLE FAMILY

SINGLE FAMILY

SINGLE FAMILY

MULTIFAMILY

BROADWAY



ZONING: NC3-75

ZONING: MR

PROJECT SITE

E DENNY WAY - NORTH ELEVATION

B

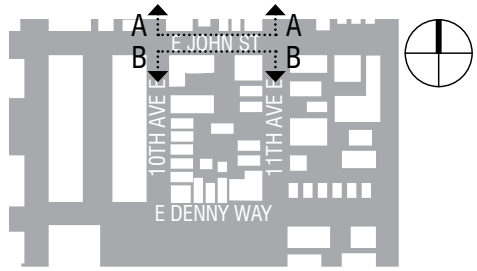
CAL ANDERSON PARK

MULTIFAMILY



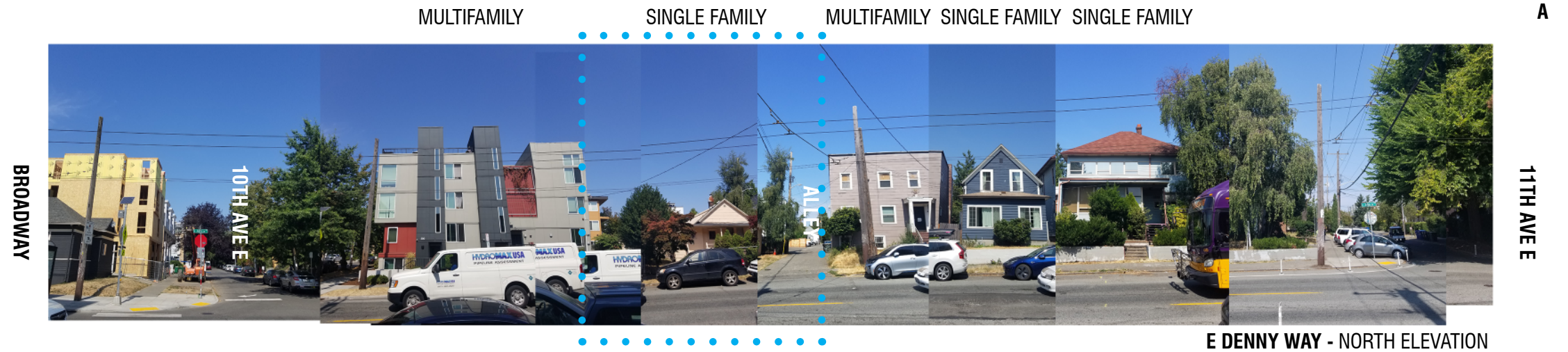
OPPOSITE PROJECT SITE

ZONING: NC3-75 | ZONING: MR
E DENNY WAY - SOUTH ELEVATION



URBAN DESIGN ANALYSIS

STREET ELEVATIONS - E JOHN ST



E DENNY WAY - NORTH ELEVATION

ZONING: NC3-75



E JOHN WAY - SOUTH ELEVATION

ZONING: NC3-75

URBAN DESIGN ANALYSIS

DEVELOPMENT CONTEXT: LANDSCAPED R.O.W.

RESIDENTIAL STREETS

- Street lined with layers of trees and planting strips
- Private patios provide a simple and quiet rhythm
- Canopies provide cover at entry locations
- Lots of ground planting and few raised planters

CONCLUSIONS

- Generous planting strip between the street, sidewalk, and building
- Low shrubs at ground cover with street trees, typical of seattle urban villages

LANDSCAPED R.O.W.



10th Ave E Looking North



The Lyric-215 10th Ave E



11th Ave E Looking South



E Denny Way Looking West

URBAN DESIGN ANALYSIS

DEVELOPMENT CONTEXT: ENTRIES

ENTRIES



Capitol Hill Station-123 10th Ave E



Station House-131 10th Ave E



The Lyric-215 10th Ave E

PRIMARY BUILDING ENTRIES

- Inset to provide a more generous public way
- Change of materials and level where possible to maintain accessibility
- Signage
- Lighting
- Canopies



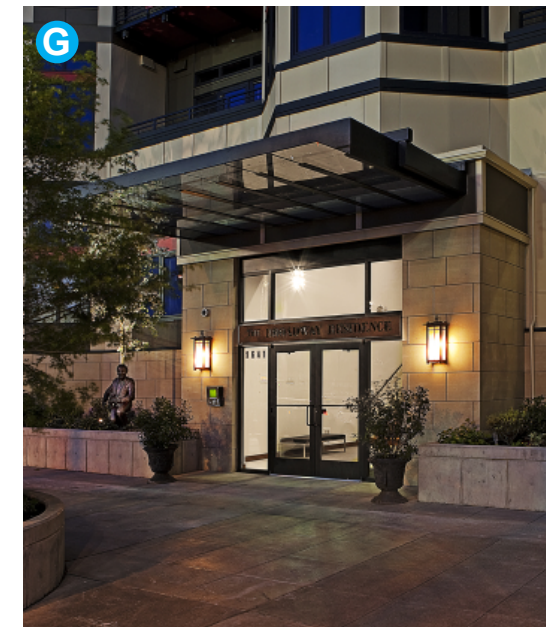
TOD Apartments-120 10th Ave E



Lincoln Court-1020 E Denny Way



Garden Court Condos-1631 16th Ave



Broadway Building-1641 Nagle Pl

URBAN DESIGN ANALYSIS

DEVELOPMENT CONTEXT: ENTRY COURTYARDS

ENTRY COURTYARDS

- Perimeter landscaping and fencing
- Change of materials and elevation
- Adjacent to primary entry and provides seating

ENTRY COURTYARDS



Anhalt Apartments-1600 E John St



Garden Court Condos - 1631 16th Ave



1605 E Olive St



Vitality Apartments-1420 Howell St



Anhalt Apartments-1014 E Roy St

URBAN DESIGN ANALYSIS
DEVELOPMENT CONTEXT: BUILDING TOP

MASSING FEATURES



Modera Broadway-1732 Broadway



The Capitol Building-200 Broadway



The Lyric-215 10th Ave E

CROWNS AND CORNICES

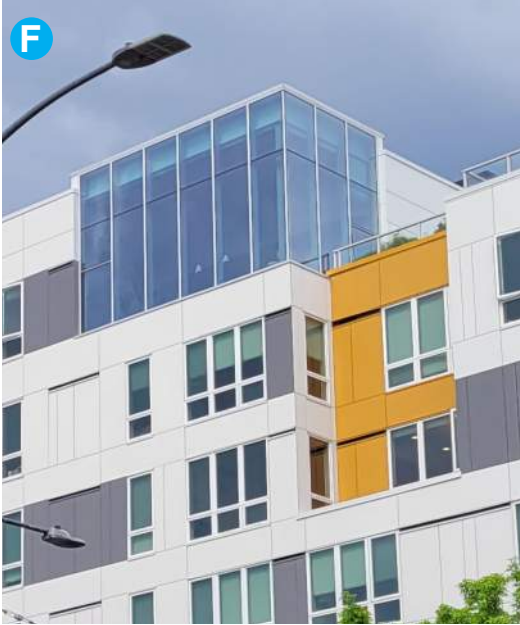
- Accent building corners
- Shelter exterior amenity
- Variety in dimension, geometry, and material
- Material transitions to accentuate amenity locations

CONCLUSIONS

Many buildings in Capitol Hill have amenity areas at the top level that are marked with a celebratory expression in the building design



Ander North at Capitol Hill Station-118 Broadway E



Ander South at Capitol Hill Station-1819 Nagle Pl



Roosevelt Apartments-1729 12th Ave

URBAN DESIGN ANALYSIS
DEVELOPMENT CONTEXT: MASSING STRATEGIES



FIGURAL VS FABRIC



The Broadway Building-1641 Nagle Place



The Holiday Apartments-128 10th Ave E

FIGURAL

- Heavy modulation, whether in color, in form, or in both color and form
- Break down the building visually from a whole into component parts



101 Broadway-840 E Denny Way



Agnes Lofts-1433 12th Ave



La Salle-105 Harvard Ave E

FABRIC

- Simple platonic forms, similar to the historic fabric
- Boxy, unmodulated with repetitive punched openings
- Relatively quiet with simple material palettes, good craft & detailing



STORIES VS SUPER-GROUPS



Ander South at Capitol Hill Station-1819 Nagle Pl

STORIES

- Clear stack where each story is distinct and equal

WHOLE VS FRAGMENTED



Viva Apartments-1111 E Union St

WHOLE

- Consistent themes, colors, and massing that help the project cohere into a perceivable whole
- Simple massing and clear concept



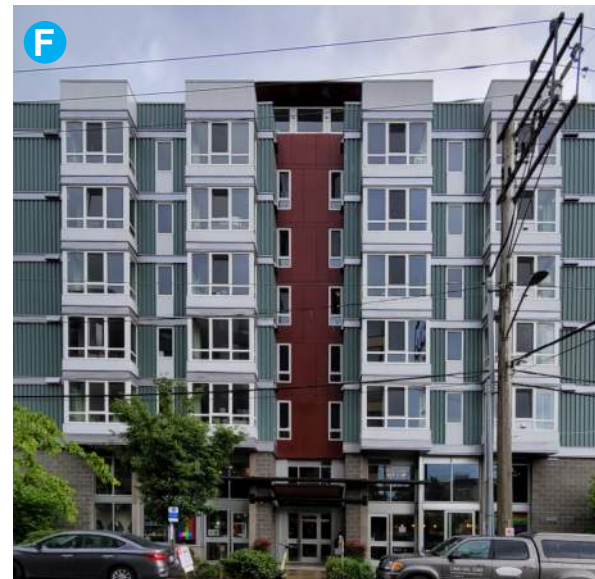
800 E Denny Way (under construction)



Modera Broadway-1812 Broadway

SUPER-GROUPS

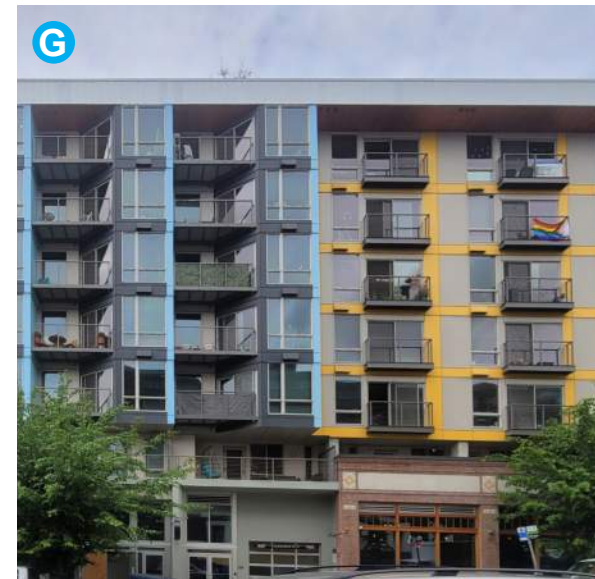
- Frames and story grouping create compositional groupings and play with the apparent scale of the building



The Westside-801 E Thomas St

FRAGMENTED

- Multiple colors, materials, and compositional ideas that break the facade
- Sophisticated in detail & execution
- Noisy



Cue Apartments-1525 Harvard Ave

Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Image Landsat / Copernicus
Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Image Landsat / Copernicus



URBAN DESIGN ANALYSIS
DEVELOPMENT CONTEXT: MASSING STRATEGIES



CONCLUSIONS

- Create a “whole” building: simple massing, coherent design concept, well executed, consisted with Capitol Hill historic building traditions
- A light base to the building will feel more open at the pedestrian level
- Use frames, super groups, and similar compositional devices in order to organize, compose, and break down the scale of the facades
- Create a overall effect that feels coherent, unified, and whole

HEAVY BASE/LIGHT TOP VS LIGHT BASE/HEAVY TOP



The Lyric-215 10th Ave E

HEAVY BASE/LIGHT TOP

- Zoning codes and planning documents drive building towards massing’s that are bigger at the base and step back as they get taller



Capitol Hill Station East-123 10th Ave E

LIGHT BASE/HEAVY TOP

- Carving away the building strategically to have the greatest impact on the public realm
- Inviting

WALL VS FRAME



Cove Apartments-601 E Pike St

WALL

- Wall plane reads as a clear expression



Station House-131 10th Ave E



Modera Broadway-1732 Broadway

FRAME

- Frames and boundary elements organize the building composition and create secondary hierarchies in the building composition



Pike Flats-722 E Pike St

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EARLY OUTREACH FOR DESIGN REVIEW

OUTREACH METHODS

SUMMARY OF OUTREACH METHODS

Printed Outreach: Direct Mail

- Requirement: Direct mailing to all residences and businesses within approximately 500-foot radius of the proposed site.
- What we did: Posters were mailed to 1,014 residences and businesses and shared with five neighborhood community groups. Poster, details on distribution and list of community groups who received the poster via email are in Appendix A.
- Date completed: June 1, 2022

Electronic / Digital Outreach #1: Project Website

- Requirement: Interactive project website with public commenting function.
- What we did: Project website established and publicized via poster. Monitored daily for comments from the Website. Developed an interactive project website with project information and a public commenting function. Website included in Appendix A.
- Date completed: June 1, 2022

Electronic / Digital Outreach #2: Project Survey

- Requirement: Create an online survey to allow for feedback on the proposed project.
- What we did: Online survey established and publicized via poster with link to survey featured on project website.

COMMUNITY GROUP NOTIFICATION EMAIL

1 112 10th Ave E Project
To: info@nchna.com

Thu 6/2/20



Hello-

We are writing to share the attached flyer with more information regarding a proposed development project in your neighborhood.

For more information, you can visit our project website or take our project survey at 11210thAveEProject.com

This effort is a part of the City of Seattle's Early Design Review required outreach process.

Please feel free to reach out to us at this email with any questions.

Thank you!

-The 112 10th Ave E Project Team

COMMUNITY OUTREACH FLYER

Opportunity to Provide Online Input on the 112 10th Ave E Project

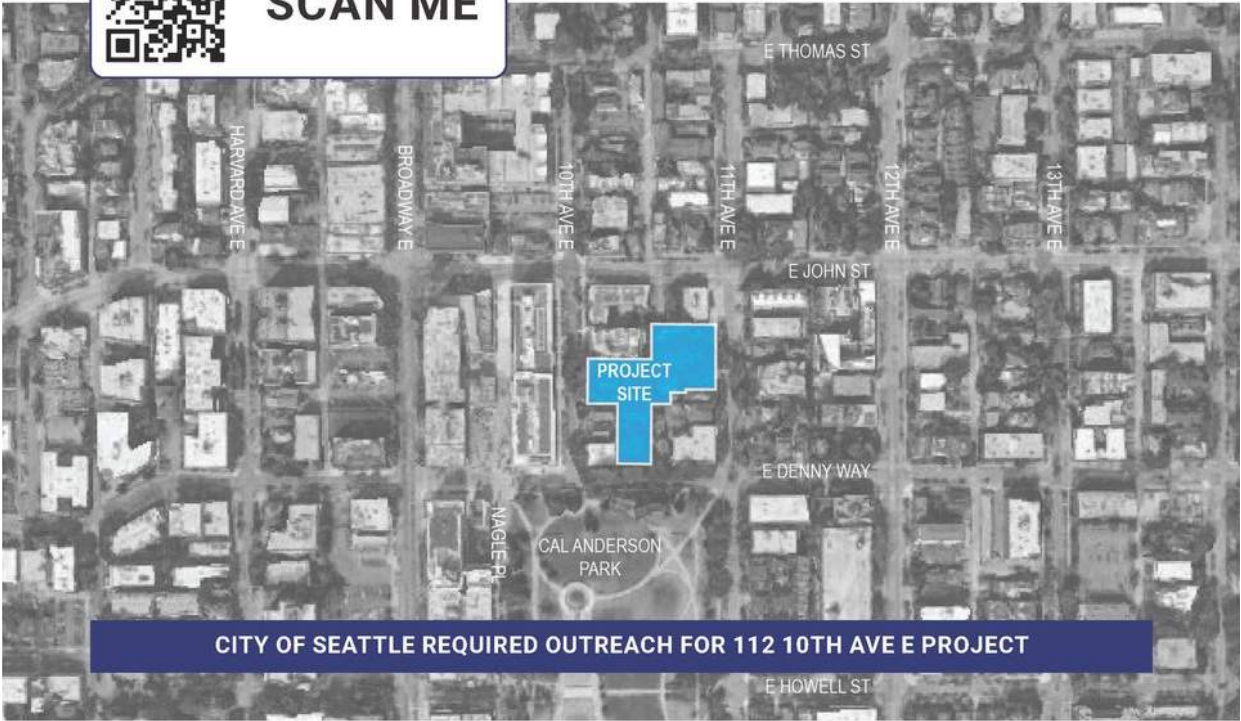
ABOUT THE PROJECT

This project proposes construction of a new eight-story apartment building with approximately 290 units and one floor of below-grade parking.

What: Let us know what you think! Visit our website at www.11210thAveEProject.com to learn more about this new project, including the team's proposed vision and approach.

Survey: Take our online survey to share your thoughts about the project site and components. (Survey located on the project website.)

Comments: Provide additional comments via our comment form or by email at 11210thAveEProject@earlyDRoutreach.com



ADDITIONAL PROJECT DETAILS		
Project Address: 112 10th Ave E, Seattle, WA 98102	Additional Project Information on Seattle Services Portal via the Project Number: 3039268-LU	Project Email: 11210thAveEProject@earlyDRoutreach.com
Contact: Natalie Quick		Note that emails are generally returned within 2-3 business days and are subject to City of Seattle public disclosure laws.
Applicant: Carmel Partners/David Neiman (Neiman Taber Architects)		

This effort is part of the City of Seattle's required outreach process, in advance of Design Review.

WHAT WE HEARD FROM THE COMMUNITY Summary of Comments/Questions Received Via Website Comment Form, Project Email and Project Survey:

- **Design & Character.** When asked what is most important about the design of a new building on this property, 67 percent of respondents said pedestrian-friendly streetscapes; 60 percent said environmentally-friendly features; 44 percent said parking; 37 percent said attractive materials; and 22 percent said interesting/unique design. Numerous respondents encouraged creative design that blends-in/integrates well with the neighborhood context and existing structures; embracing the park; using tasteful, quality materials that complement historic buildings; using minimal colors of cement siding to avoid looking cheap; making sure the project fits-in given its awkward shape; and contributing to the vibrant urban fabric in Capitol Hill in a positive way.
- **Exterior.** When asked what the most important consideration is for the exterior space, 67 percent said lighting/safety features; 67 percent said landscaping; 38 percent said seating options/ places to congregate; and 21 percent said bike parking. Numerous respondents encouraged having a pedestrian-oriented design and preserving the heritage tree/mature tree line along 10th Ave E so neighbors can still have a bit of privacy along with all the other benefits that city trees bring including climate impact/ beauty. Others encouraged using quality landscaping and not just wimpy drought-resistant plants that no one takes care of and having pedestrian-friendly ground floors. One respondent encouraged a publicly-accessible, mid-block walkway that connects from 11th Ave E to 10th Ave E. Another inquired where the garage entrance and exit will be.
- **Height & Scale.** Numerous respondents noted the project is out of scale/will tower over the neighborhood and will obstruct views of Mount Rainier, block sunlight, sunrise/moonrise views, tree views and impact privacy. Others encouraged reducing the height and making it comparable to other buildings in the area.
- **Sustainable.** Several respondents encouraged creating an environmentally-friendly, U.S. Green Building Council LEED-certified project with recycled materials, energy-efficient equipment, green stormwater infrastructure, rainwater catchment, low use of energy to heat/cool, use of natural light, orienting windows toward the sun and using trees to cool.

Non-Design-Related Comments

- **Parking, Street & Traffic.** Numerous residents expressed concern about the increased amount of vehicles in the already overcrowded neighborhood and encouraged building enough parking. Others encouraged as little parking as possible as there's a light rail station and three bus lines right next door. One respondent supported ensuring pedestrian, biker and driver safety and encouraged looking at more traffic calming measures across all of 10th Ave E, 11th Ave E, and E Denny Way.
- **Affordable.** Numerous respondents encouraged affordable, fair pricing and a range of rents.
- **Impacts.** Numerous respondents encouraged creating a safe construction site allowing residents to safely navigate the neighborhood including those with physical challenges. Others encouraged being mindful/showing respect/factoring-in how neighbors will be impacted by construction hours, parking closures and noise, and ensuring access to driveways / parking at all times. Others expressed hopes that management will remain open/friendly to the LGBTQ community living on Capitol Hill. One respondent noted that additional funds and planning need to be allocated to the surrounding infrastructure.
- **Density.** Several respondents noted they value increasing the supply of dense housing and expressed hope for the project adding to the fabric/richness of the existing neighborhood. One respondent encouraged reducing the number of units.
- **Safety & Security.** Several respondents encouraged thoughtful design with regards to security including secure outdoor seating, not having a mailroom close/visible from the front side gate and having fewer entry points for non-residents to get into the building. Others encouraged that homes to-be-demolished are not left unoccupied for any significant amount of time.
- **Bikes.** A few respondents encouraged having secure bike parking storage, not just metal posts.
- **Units/Interior.** A few respondents encouraged having lots of big apartments and a variety of units allowing families to remain on Capitol Hill, providing spacious units with good sunlight/windows and offering a rooftop garden.
- **Diversity.** One respondent noted they value diversity when new developments are built in the neighborhood.
- **Retail.** One respondent noted they would like the bottom floor of the project to include commercial spaces.

Miscellaneous Comments

- **Support.** Several respondents expressed support for the project as growing the neighborhood is a key way to improve the housing and climate crisis, and new homes are very worth it whether market rate or affordable. Others noted that they appreciate the project will provide housing for new neighbors/help local businesses remain viable.
- **Oppose.** Several respondents noted the project is displacing current occupants/destroying beautiful homes, the neighborhood is already incredibly dense, and that the project should be amended to reduce potential negative impacts on quality of life.
- **Neighbors.** A few respondents noted the previous developer went door-to-door and another noted they have a drain line running under the project they'd discussed relocating with the former owner and are hoping for a similar agreement.

Comment Total

- From Survey = 32
- From Email = 4
- From Webinar = 0

STANDARDS + GUIDELINES

ZONING: MR (M1) / CAPITOL HILL URBAN CENTER VILLAGE

CITATION	TOPIC	CODE STATEMENT	NOTES
SMC 23.45.504.A	Permitted and prohibited uses	Residential permitted in MR	
SMC 23.45.510	Floor area	4.5 FAR (must meet a green building standard)	
SMC 23.45.514.B SMC 23.45.514.I	Structure height Rooftop features	80’ Height Limit +4’ for open railings, planters, skylights, clerestories, parapets and fire walls on roof +7’ for solar collectors (unlimited rooftop coverage) +15’ for solar collectors and mechanical equipment (20% max coverages with stair and elevator penthouses) +16’ for stair and elevator penthouses	
SMC 23.45.517	Mandatory Housing Affordability	MHA is required	
SMC 23.45.518.B	Setbacks and separations	Front: 5’ min./7’ avg. Rear: 15’ min. (no alley) Side: 5’ min./7’ avg. at facades 42’ or less in height 7’ min./10’ avg. at facades 42’ or greater in height	Site is a through lot, has no rear yard, just fronts and sides
SMC 23.45.522.C	Amenity areas	5% of total gross floor area of structure No more than 50% of the amenity area may be enclosed and this enclosed area shall be provided as common amenity area	#,### sf common amenity
SMC 23.45.524	Landscaping standards	Green Factor of 0.5 or greater, street trees required	Will be provided
SMC 23.45.527	Structure width and depth	Width:150’ max. Depth: 80% of lot depth max. except to allow for setback averaging and courtyards per 23.45.518	See departures pages
SMC 23.45.530	Green building standards	Required for developments exceeding 3.45 FAR	Built Green 4-Star
SMC 23.45.534	Light and glare standards	Exterior light and glare must be shielded and directed away from adjacent properties	Will be provided
SMC 23.54.015 Table B	Required parking	No minimum requirement for all residential uses within urban centers	61 parking spaces provided
SMC 23.54.015 Table D SMC 23.54.040 Table A	Required bicycle parking	Long Term: 1 per dwelling unit up to 50, then 0.75 per dwelling unit Short Term: 1 per 20 dwelling units	
	Solid waste and recycling	575 SF plus 4 SF for each additional dwelling unit above 100 dwelling units	575 SF + (198 dwelling units * 4 SF) = 1,367 SF

CATEGORY	CITATION	RESPONSE
Urban Pattern & Form CS2.1 / Sense of Place; Distinctive Streets	New buildings should support and enhance distinct corridors, nodes, open spaces, and places as they continue to grow. Buildings along distinct corridors should reinforce and activate the street edge. Buildings should also incorporate pedestrian scale materials, modulation, and façade detailing at the street level. The following design guidelines apply to all buildings along the respective street	In order to integrate our design to the existing and future ROW development of the neighborhood, the preferred design option will implement a min 10’ setback providing space for pedestrian amenities all around the building frontages and sides
Urban Pattern & Form CS2.2 / Respond to Different Streets	For buildings that are either located on a corner site or span the full block and “front” on two or more streets, each street frontage should receive individual and detailed site planning and architectural design treatments that complement any positive, respective, established streetscape character	The proposed design organizes street-level programming to selectively activate different exposures, adjusting the amount of recess depending on location and program.
Architectural Context and Character CS3.1 / Fitting old and new together	<p>a. In areas with observable patterns of traditional materials and architectural styles, design new contemporary buildings to reference the scale, proportion, fenestration pattern, massing, and/or materials of character buildings. Encourage the use of pedestrian scaled materials that complement and take cues from historic buildings but do not try to mimic or copy existing structures.</p> <p>b. Foster the eclectic mix of architectural design and forms on the block and throughout the neighborhood. Encourage the use of new architectural concepts, as they emerge.</p>	In order to integrate our design into the existing and future scale of the neighborhood, the preferred design option organizes massing to respond to the neighboring Capitol Hill Station Apartments, Cal Anderson Park, and the single family residential buildings.
Connectivity PL1.1/ Enhancing Open Space	<p>a.Parks: Design buildings facing a park or P-patch to enliven and enhance the safety of the open space. Orient entries, windows, balconies, decks and other amenity spaces to face the park. Design buildings facing Cal Anderson Park with active street level uses to support and reinforce its role as the “front yard” and civic square for Capitol Hill.</p> <p>b. Right-of-way – Enhance open space connections. 1. Greening: Create small pocket gardens within the adjacent street right-of-way (ROW) to enhance and energize the pedestrian experience. Consider locations that may be appropriate for growing food, serve an ecological function, or enhance any adjacent habitat corridors.</p>	By providing an entry courtyard and a planting strip between the street and the sidewalk the design not only accommodates the pedestrian zone, it also incorporates urban agriculture. Building is eroded at the ground plane to incorporate open space to activete the ground level for public uses.
Architectural Concept		Attention will be paid to proportion and composition of the facades as the design progresses. The design will incorporate high-quality materials reflective of the context and use.

SITE ANALYSIS

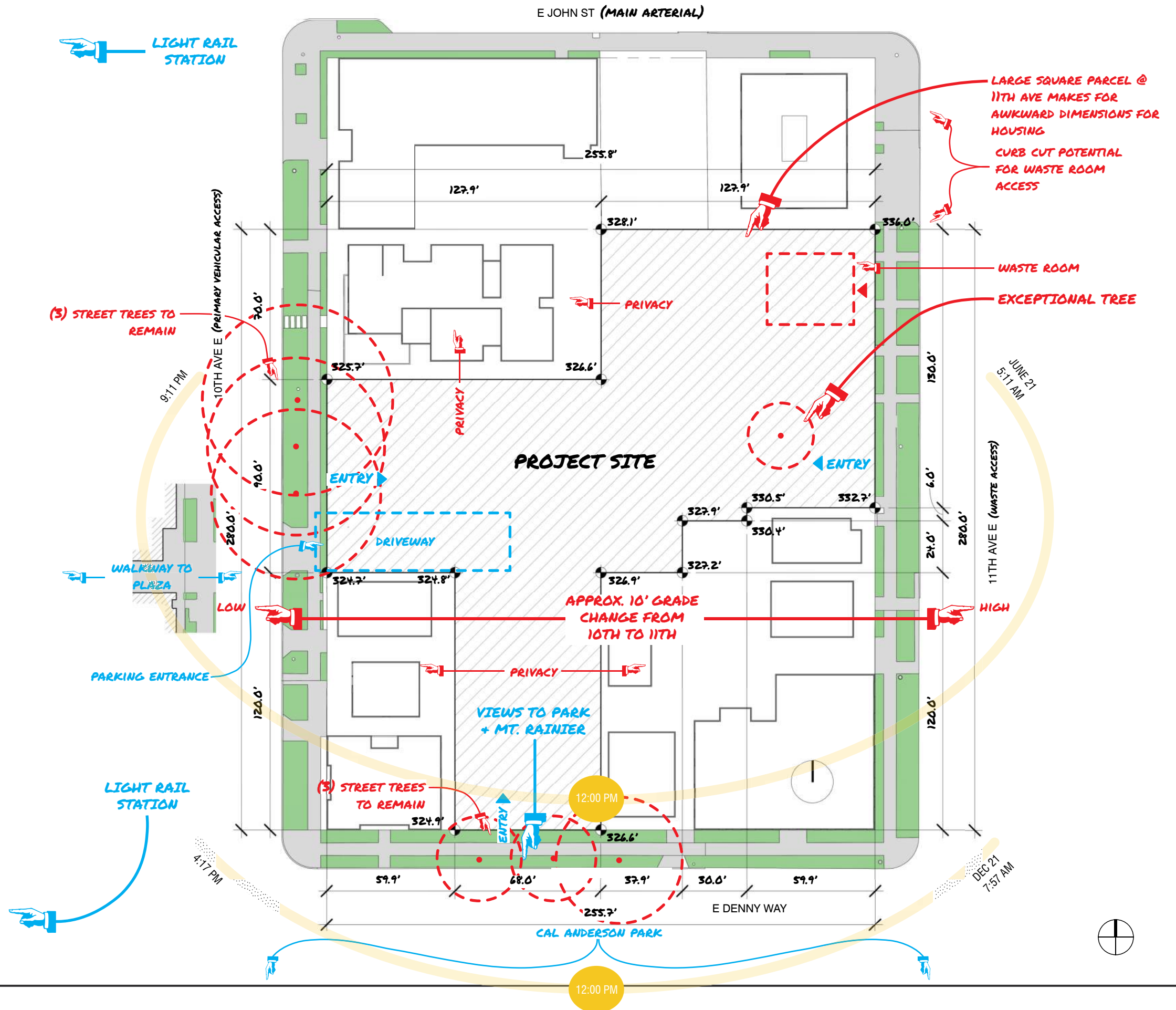
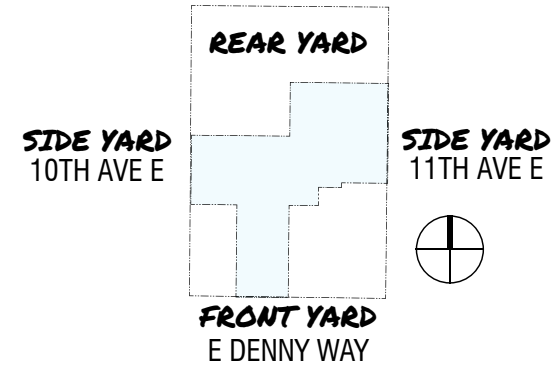
ACCESS: CONSTRAINTS + OPPORTUNITIES

CONSTRAINTS

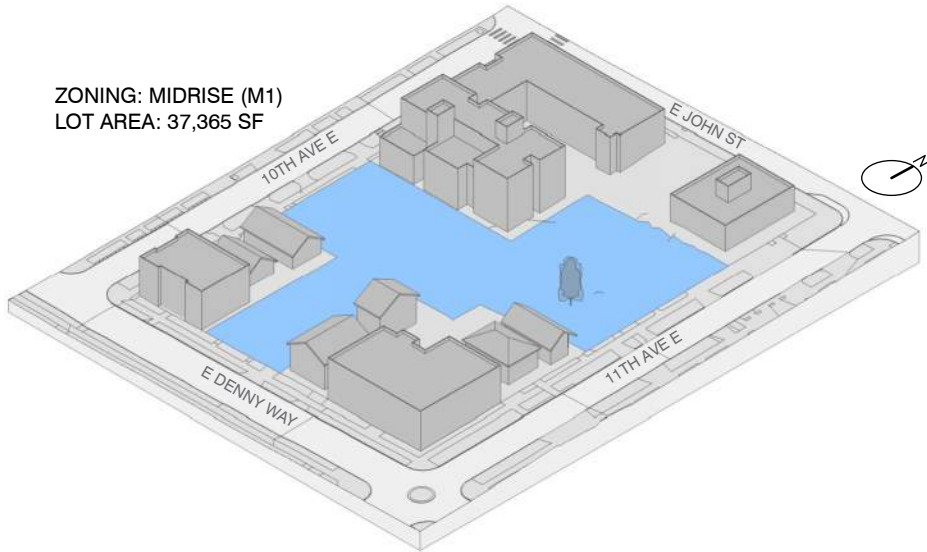
- Complicated site geometry
- Three entry points
- 10' grade difference from 10th to 11th
- 10th Ave & E Denny Way are narrow arterials
- Exceptional trees on site and street
- First big project on the block - high visibility
- Location for parking entrance and waste pickup
- Curb cut limitations
- Balance natural light and privacy along internal facades
- Mid-rise zoning

OPPORTUNITIES

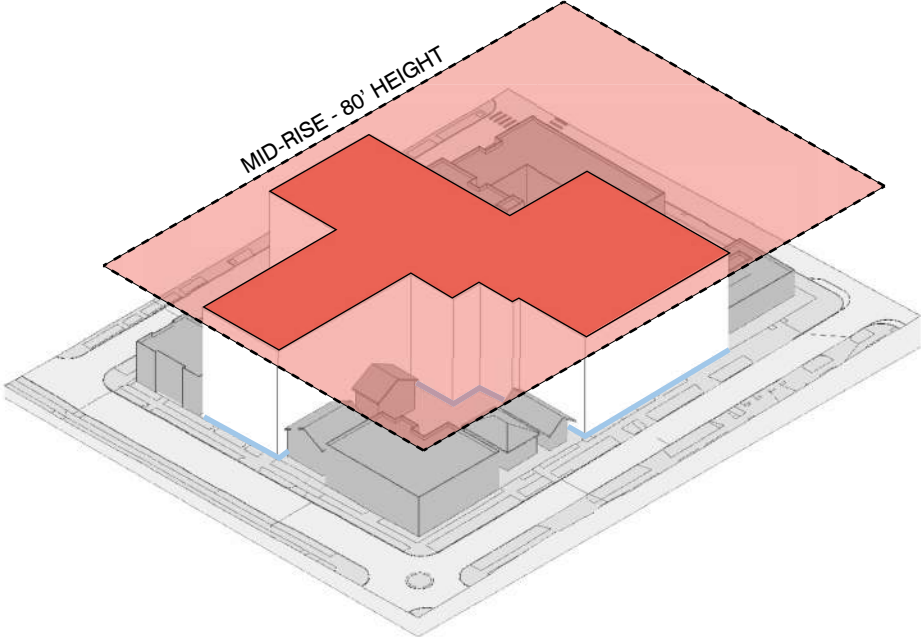
- Cal Anderson Park
- Sound Transit Link Light Rail
- Visibility
- Southern exposure with access to good light & views



SITE

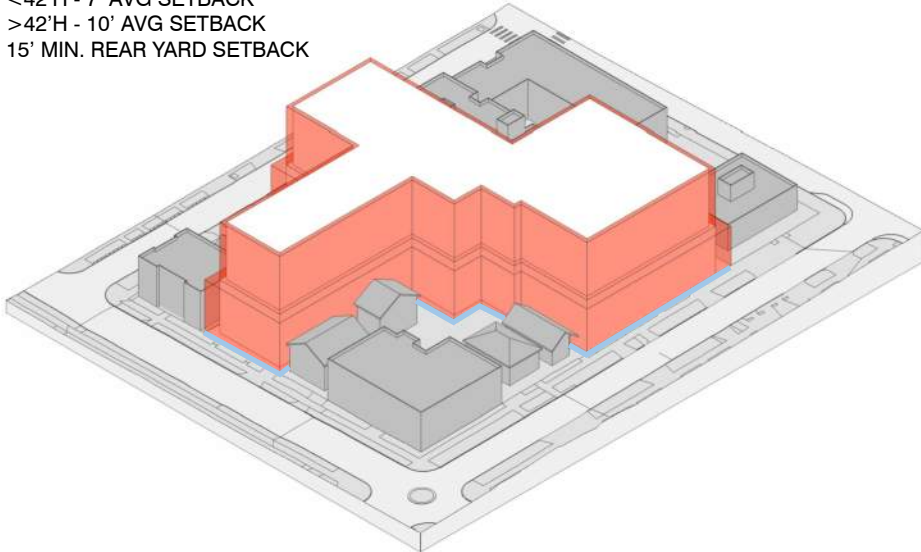


ZONING HEIGHT LIMIT



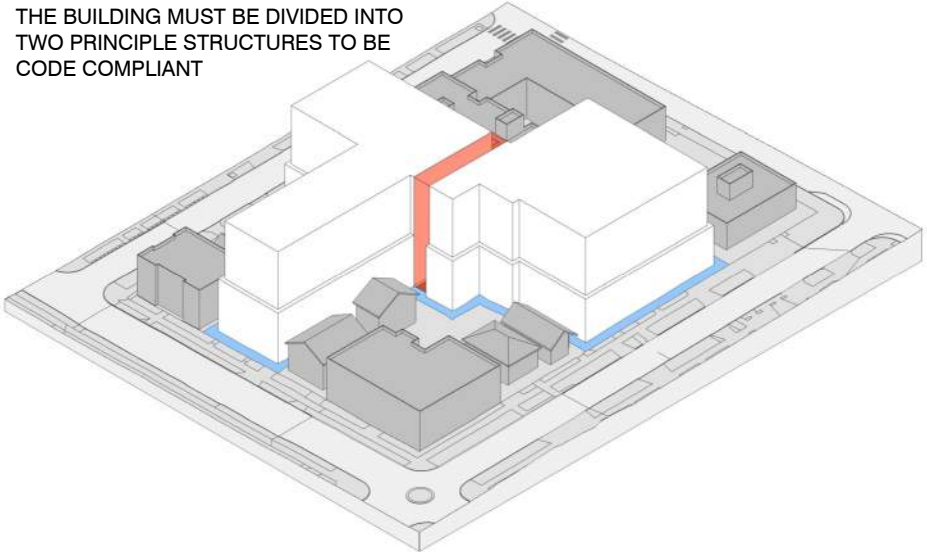
PROPERTY LINE SETBACK

<42'H - 7' AVG SETBACK
>42'H - 10' AVG SETBACK
15' MIN. REAR YARD SETBACK

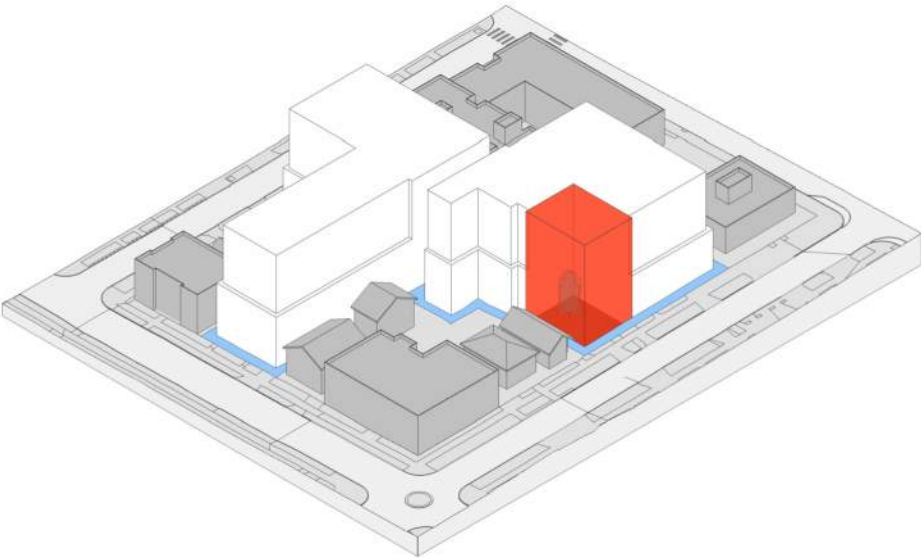


STRUCTURE DEPTH/WIDTH LIMIT

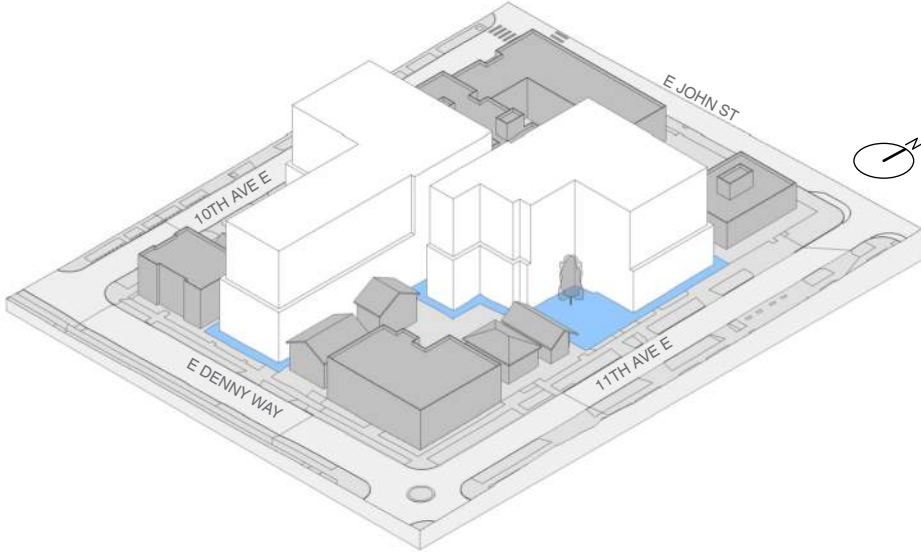
WIDTH < 150'
DEPTH < 80% OF THE LOT DEPTH
THE BUILDING MUST BE DIVIDED INTO TWO PRINCIPLE STRUCTURES TO BE CODE COMPLIANT



EXCEPTIONAL TREE CLEARANCE



ALLOWABLE BUILDING ENVELOPE



DESIGN OPTIONS

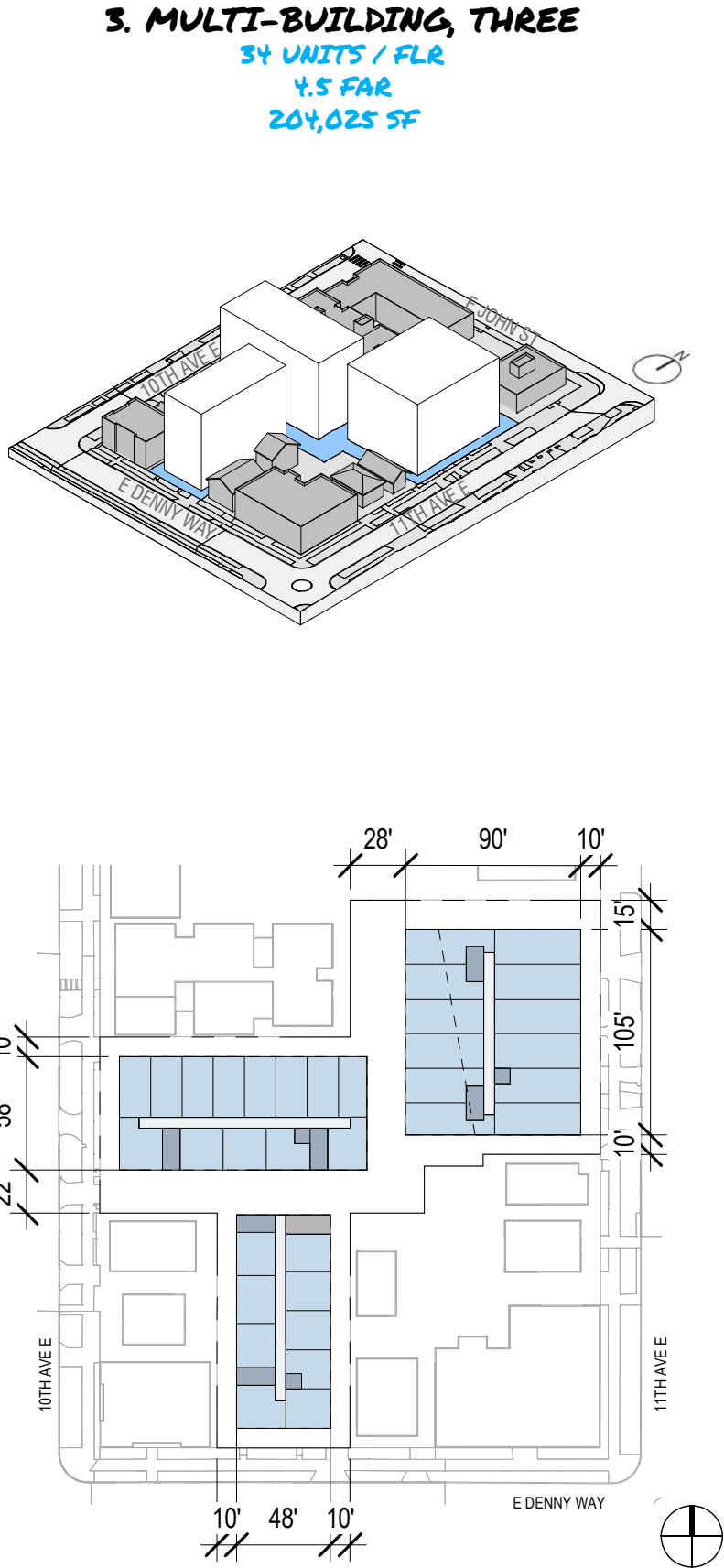
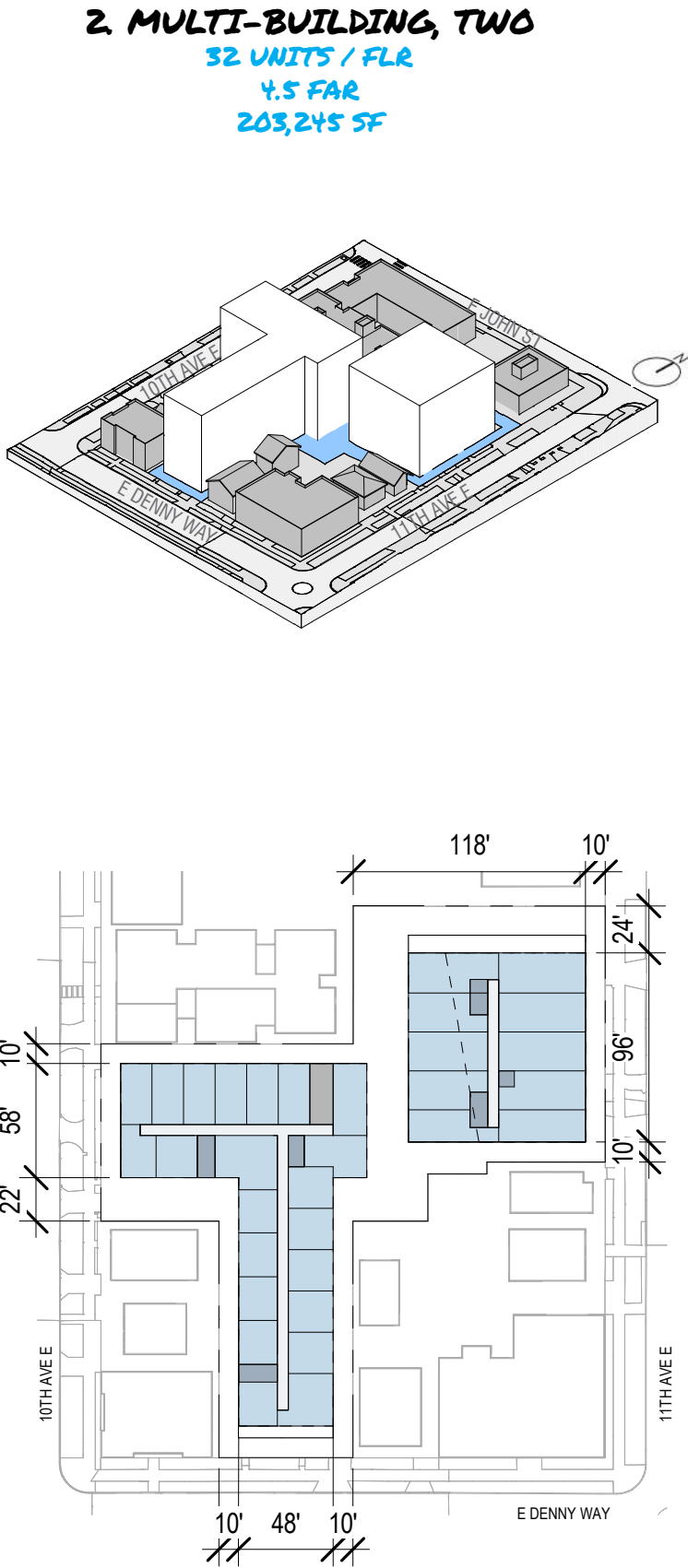
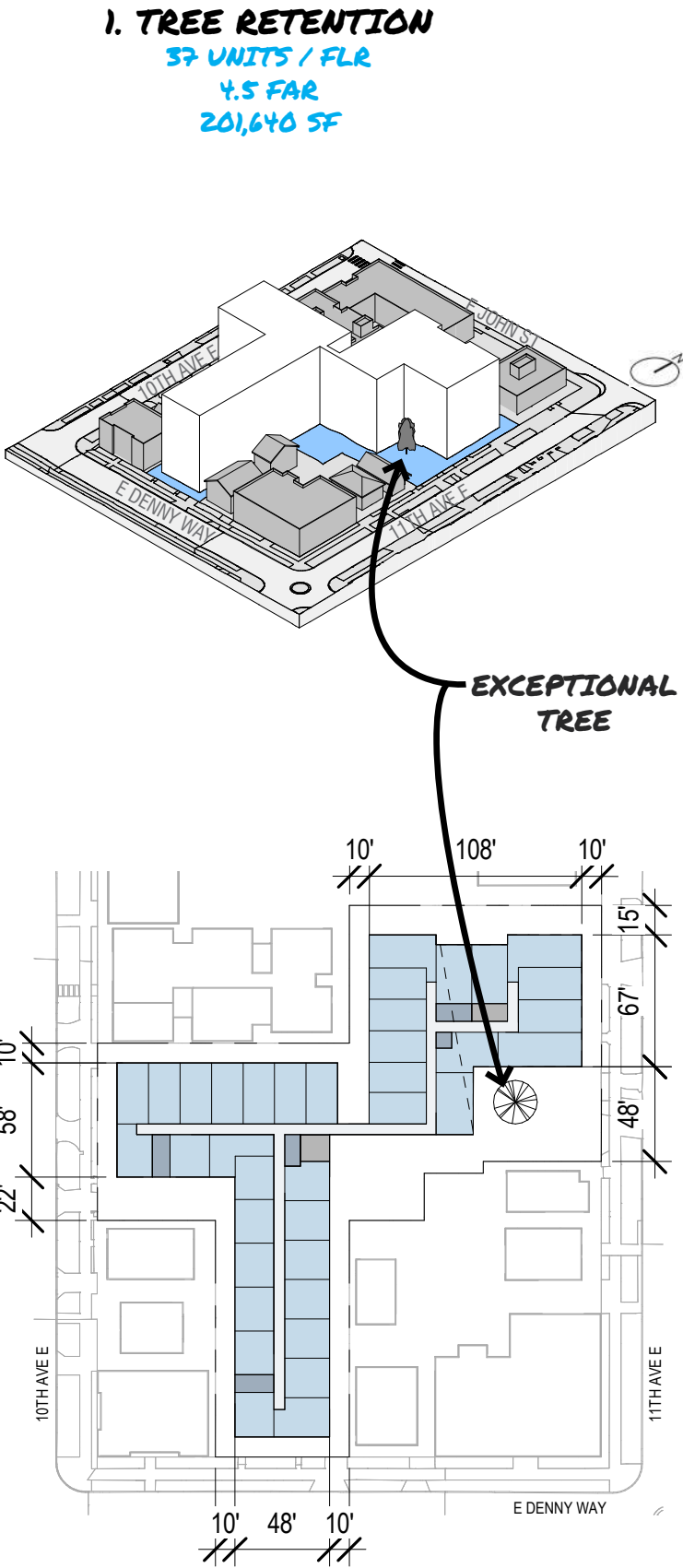
MASSING DEVELOPMENT — INITIAL STUDIES

SITE + MASSING

- Public right of way at West, North, and East exposures.
- 10' set backs from all property lines allows for greater privacy at side yards and better natural light for the units
- Retain exceptional tree plan (1)** retains the exceptional tree as required by code
- Multi-building plans (2, 3)** breaks the project into multiple buildings in an attempt to break down the scale

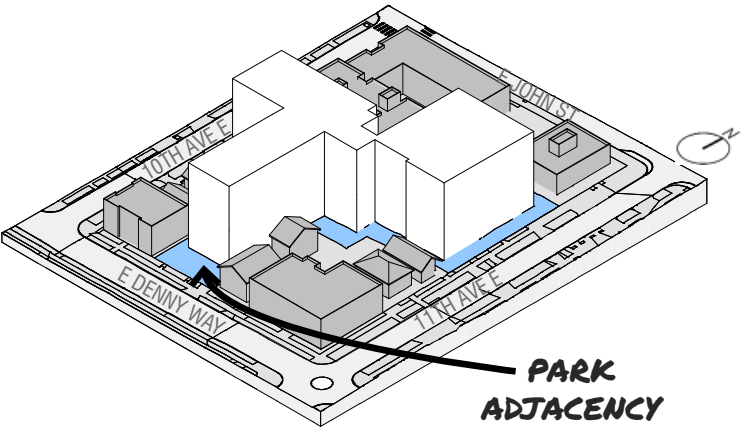
EVALUATION CRITERIA

- Can the scheme reach full FAR
- Scheme efficiency (net/gross)
- Unit count
- Access to natural light
- Useful open space
- Successful massing

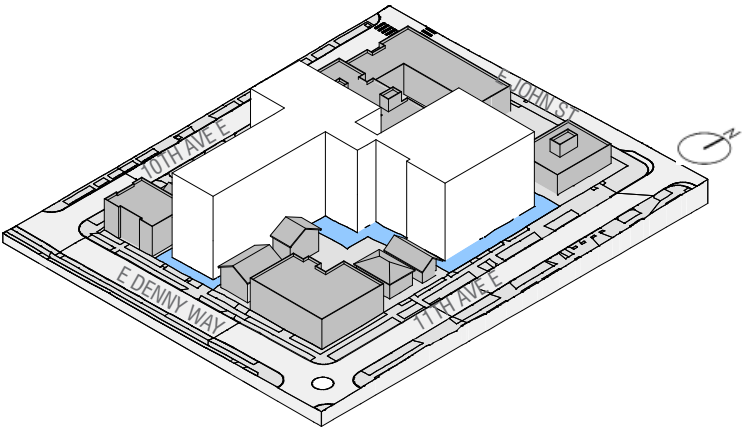


- SITE + MASSING
- Plaza plans (4, 5, 6, 7, 8) look for alternatives for placing meaningful open space along the building face.

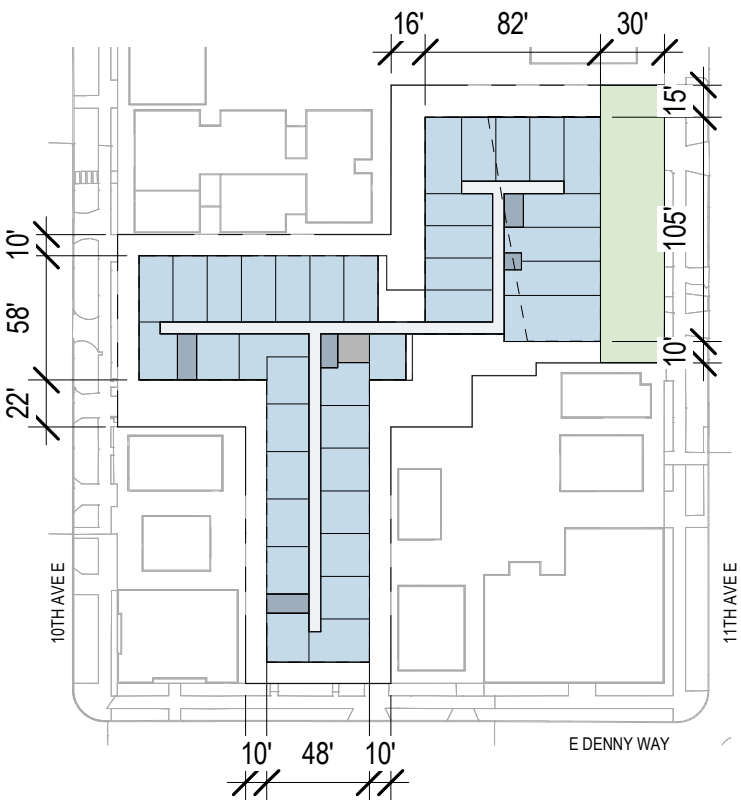
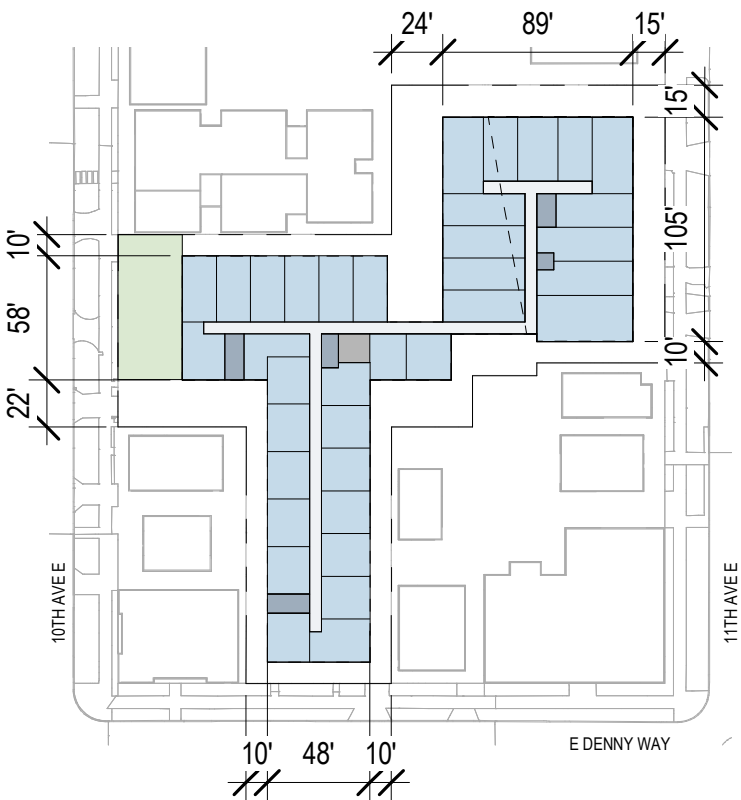
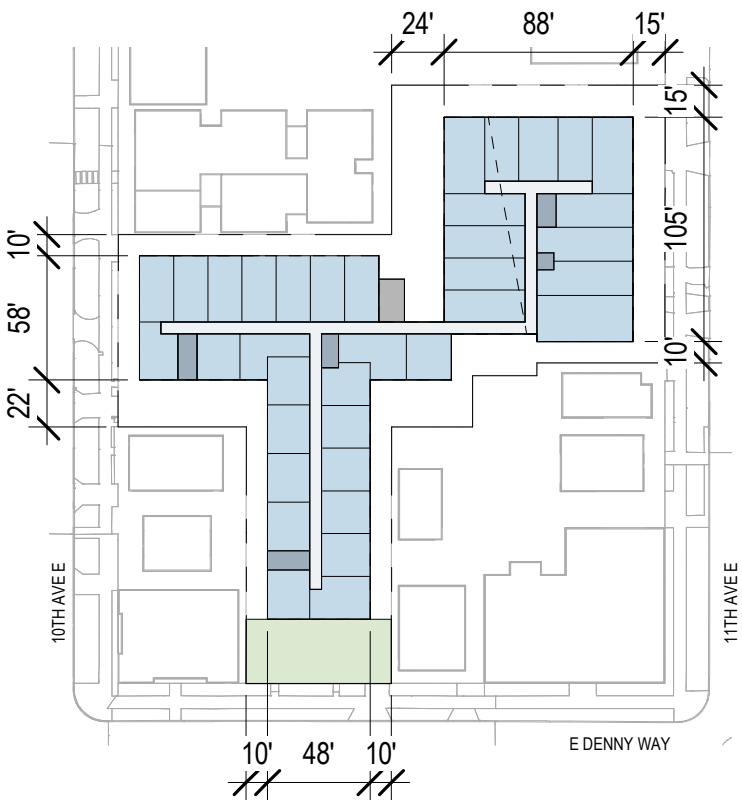
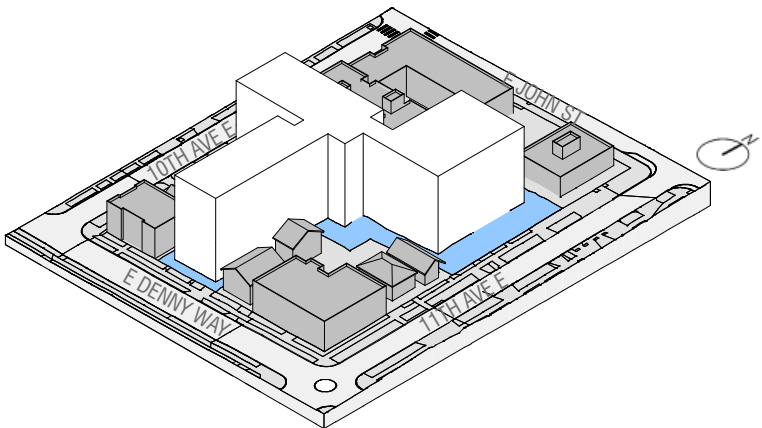
4. OPEN SPACE, 10TH AVE E
36 UNITS / FLR
4.5 FAR
203,480 SF



5. OPEN SPACE, E DENNY WAY
36 UNITS / FLR
4.5 FAR
203,170 SF



6. OPEN SPACE, 11TH AVE E
37 UNITS / FLR
4.5 FAR
201,806 SF



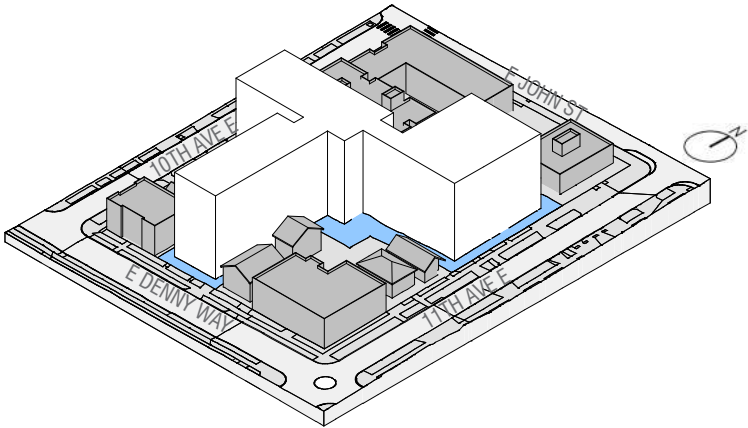
DESIGN OPTIONS

MASSING DEVELOPMENT — INITIAL STUDIES

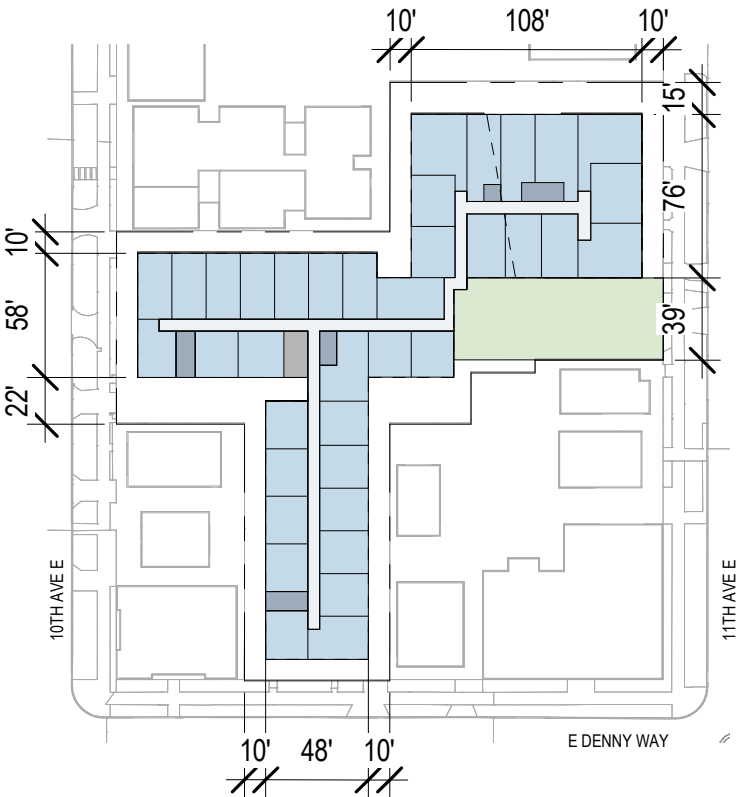
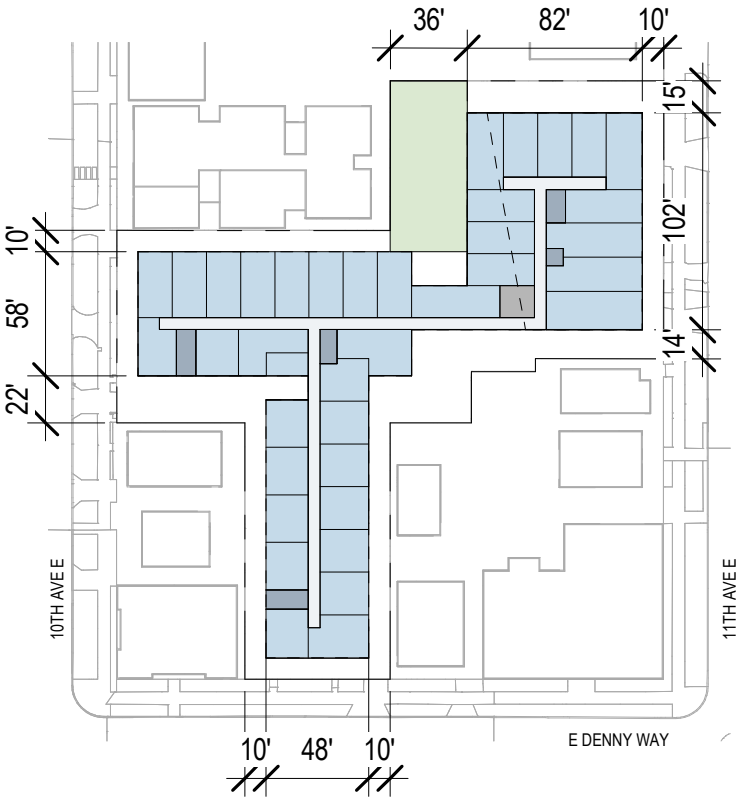
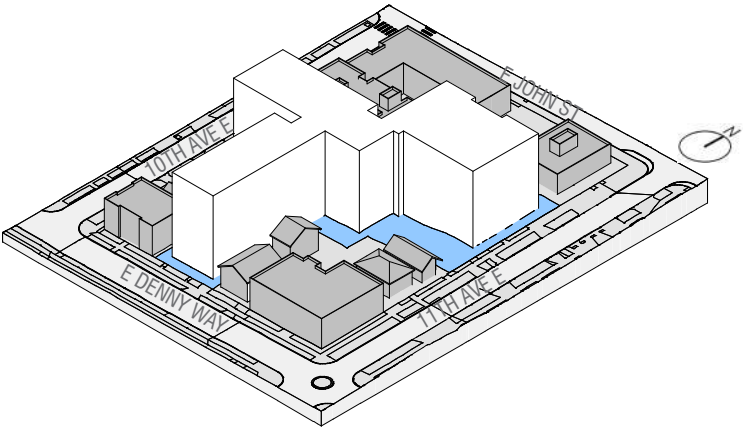
SITE + MASSING

- Plaza plans (4, 5, 6, 7, 8) look for alternatives for placing meaningful open space along the building face.
-

7. OPEN SPACE, INTERNAL
37 UNITS / FLR
4.5 FAR
203,170 SF

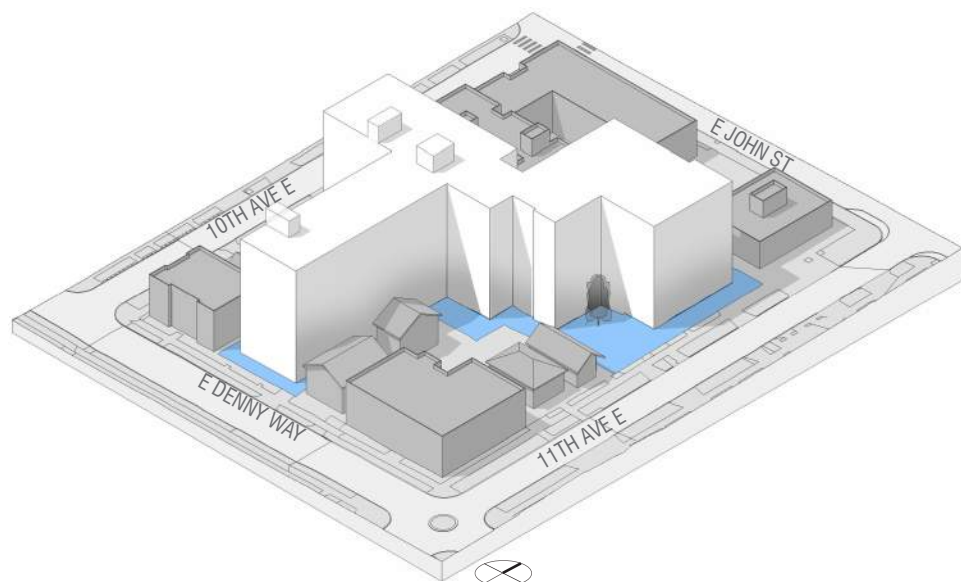


8. OPEN SPACE, 11TH AVE E
39 UNITS / FLR
4.5 FAR
204,700 SF



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DESIGN OPTIONS
MASSING SUMMARY



OPTION A — EXCEPTIONAL TREE RETENTION

(5 Departures Required)

STORIES	8
UNITS	298 Total Units
FAR	4.5
GROSS FLOOR AREA	201,955 SF
PARKING	61 Stalls

DESCRIPTION

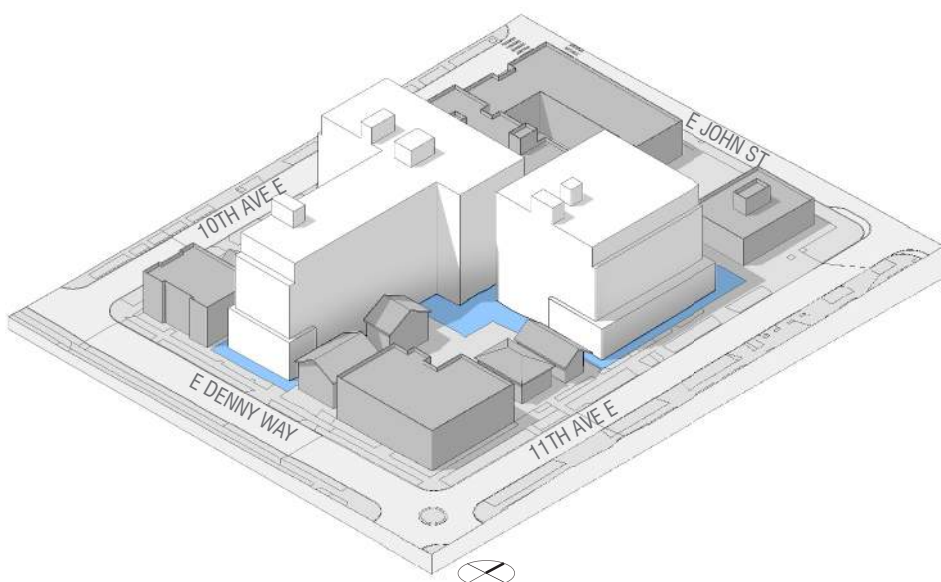
Option A retains the exceptional tree in the northeast parcel.

ADVANTAGES

- Preserve exceptional tree
- High unit count
- Units rotated to activate all facades

CHALLENGES

- Results in compromised architecture
- Tree is technically exceptional but highly unremarkable
- The open space around the tree is not usable
- Preserving the tree has significant opportunity costs and leaves few other options for how to develop the site



OPTION B — CODE COMPLIANT

(No Departures Required)

STORIES	8
UNITS	276 Total Units
FAR	4.5
GROSS FLOOR AREA	204,822 SF
PARKING	61 Stalls

DESCRIPTION

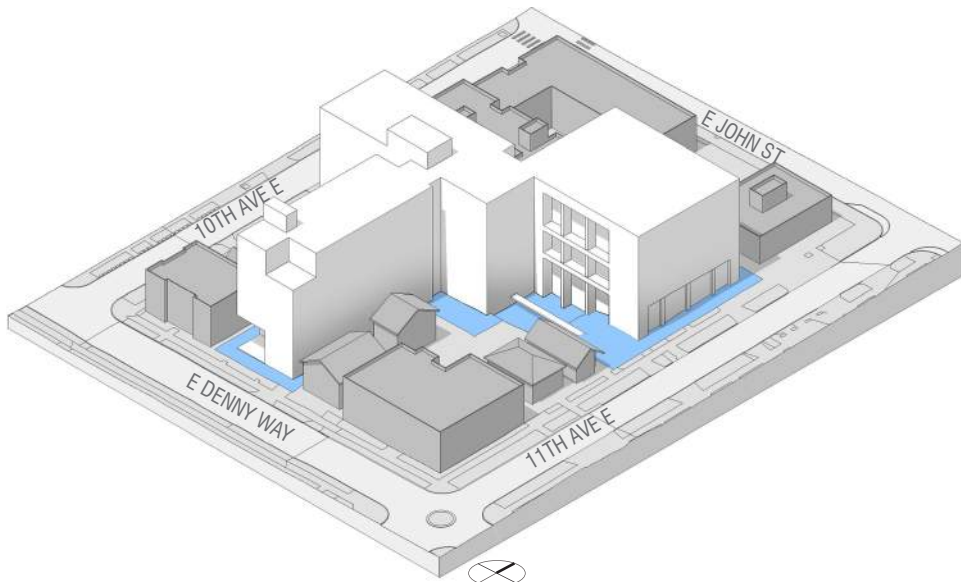
Two buildings with double loaded corridors and upper level setbacks along street facades. Northeast units are rotated to face east and west.

ADVANTAGES

- No departures required
- Less horizontal circulation

CHALLENGES

- More vertical circulation
- Decreased unit count
- Long secondary facades to the north and south
- Redundant features (elevators, waste, amenities) in different buildings is a functional challenge
- Long deep units with reduced access to natural light
- Tree removal required



OPTION C — PREFERRED

(4 Departures Required)

STORIES	8
UNITS	293 Total Units
FAR	4.5
GROSS FLOOR AREA	204,702 SF
PARKING	61 Stalls

DESCRIPTION

Option C is a refinement of Option A & B. It has a centrally located lobby & exterior amenity space. Units rotated to activate all facades. Large setbacks at property lines improved privacy.

ADVANTAGES

- Entry courtyard
- Central lobby location
- Strategic erosion of the massing at high impact locations
- Meaningful open space
- Units arranged to activate all facades
- Setback from south facing facades - more window facing the park
- Min 10' setback all around = more windows & ground level open space for terrace units

CHALLENGES

- Tree removal required
- Departures required

DESIGN OPTIONS
OPTION A: SITE PLAN

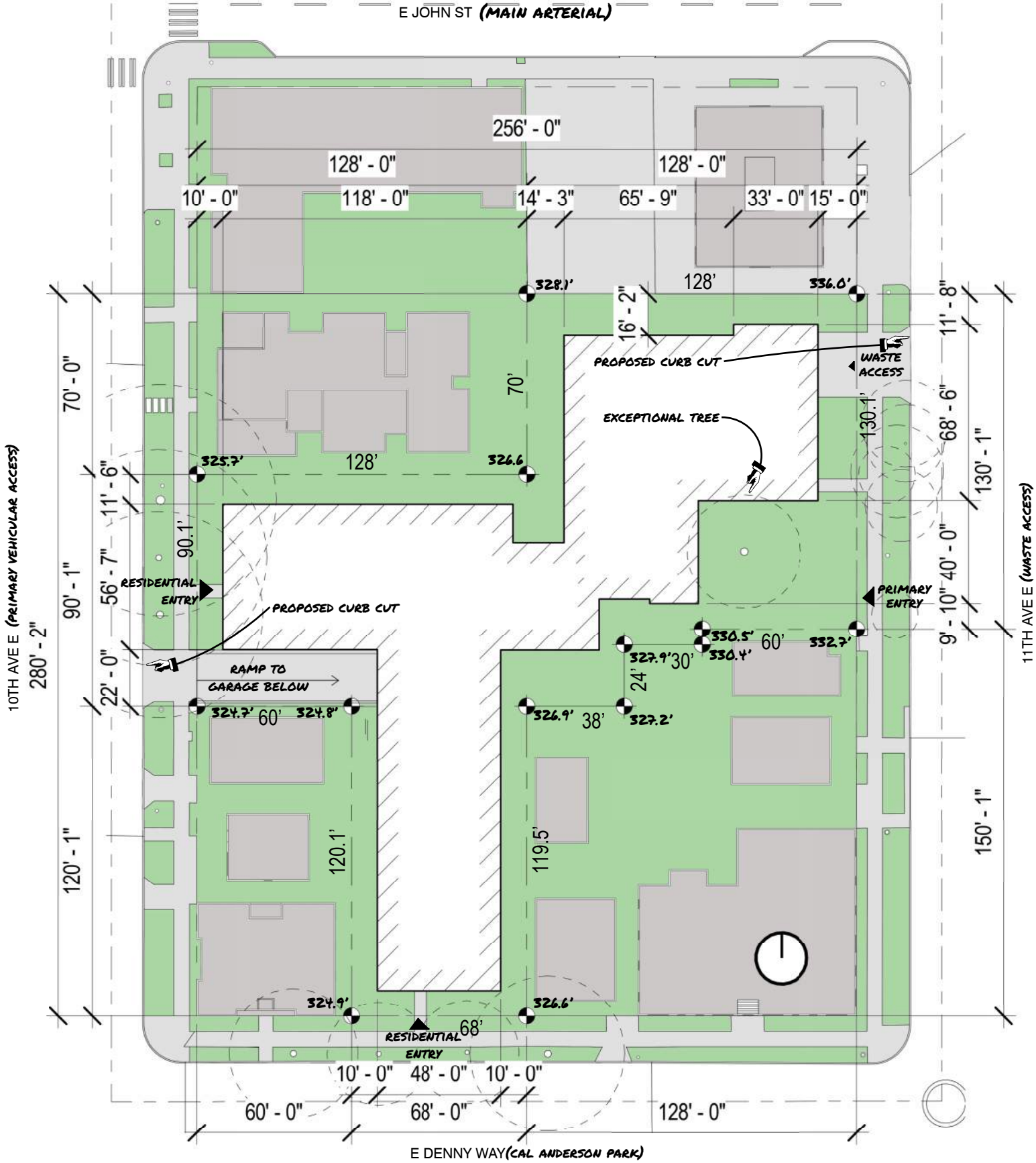
STORIES	8
UNITS	298 Total Units
FAR	4.50 (169,314 SF)
PARKING	61 Stalls (2 Accessible)

DESCRIPTION
Option A retains the exceptional tree in the northeast parcel.

- ADVANTAGES
- Preserve exceptional tree
 - High unit count
 - Units rotated to activate all facades

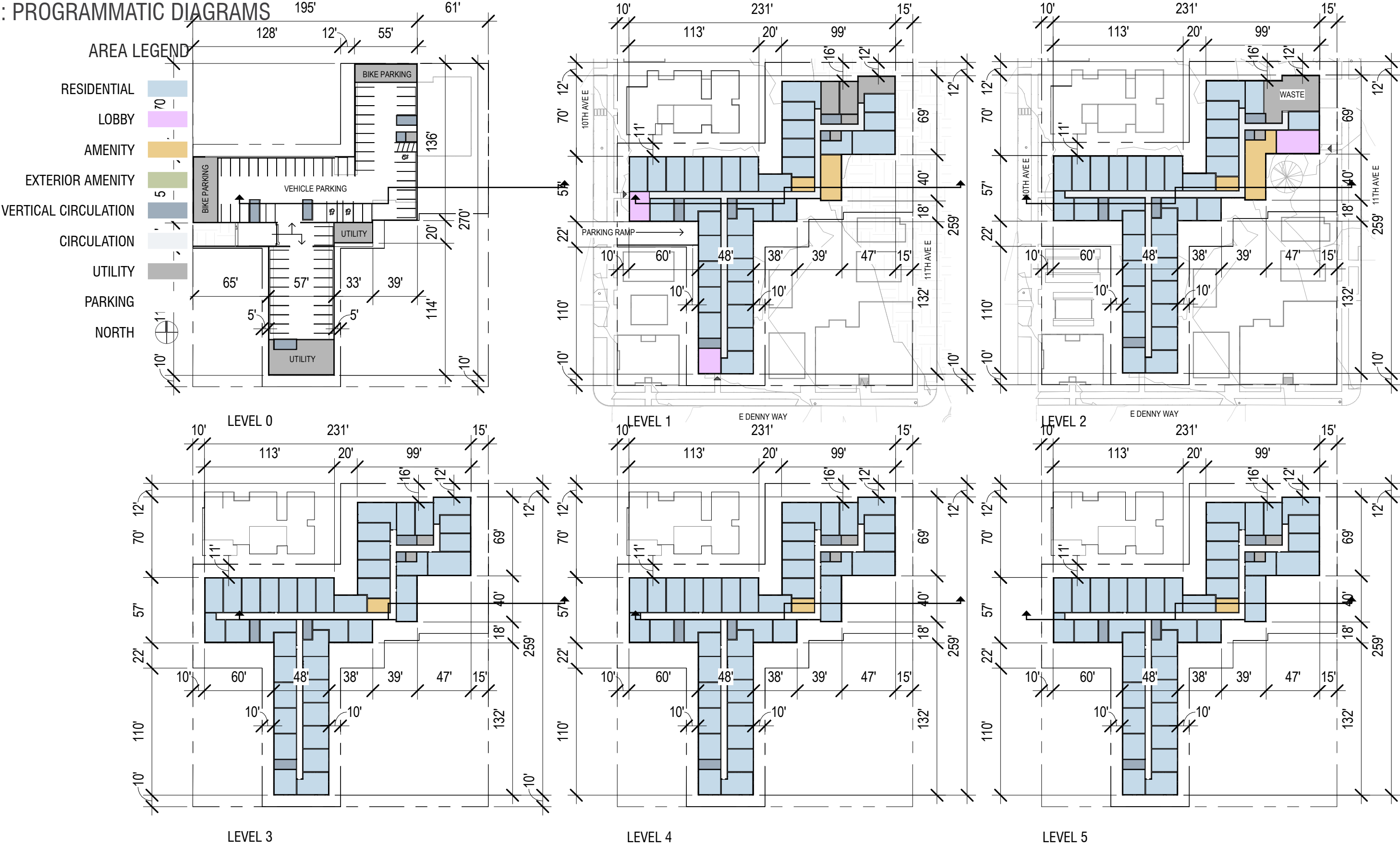
- CHALLENGES
- Tree is technically exceptional but highly unremarkable and results in compromised architecture
 - The open space around the tree is not usable
 - Preserving the tree has significant opportunity costs and leaves few other options for how to use the site

RETAINED EXCEPTIONAL TREE ON-SITE



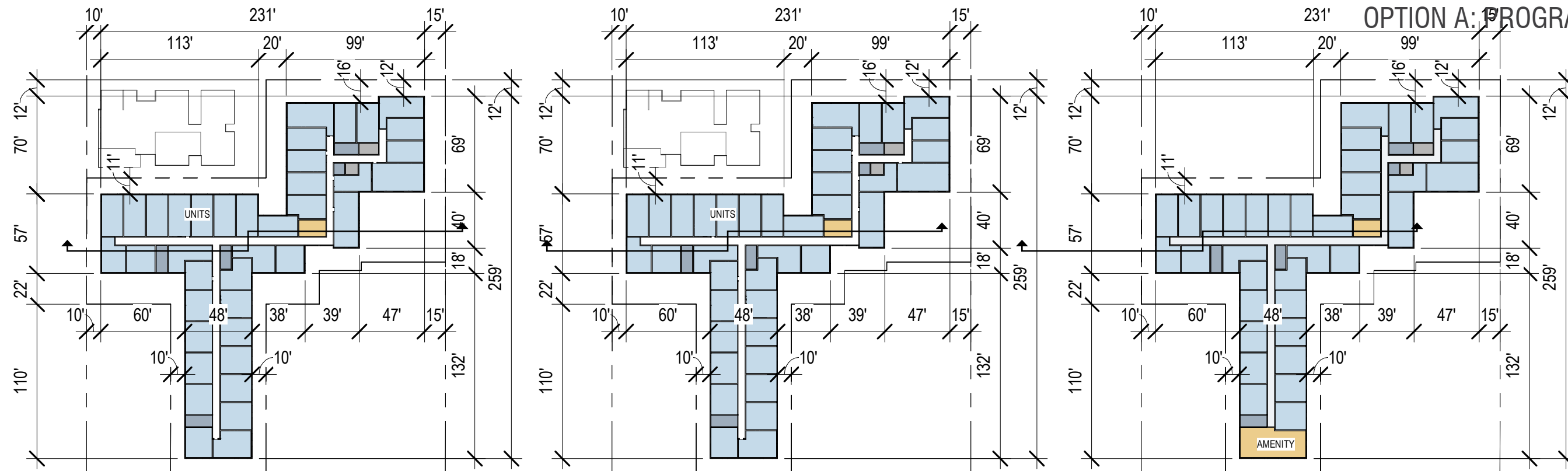
DESIGN OPTIONS

OPTION A: PROGRAMMATIC DIAGRAMS



DESIGN OPTIONS

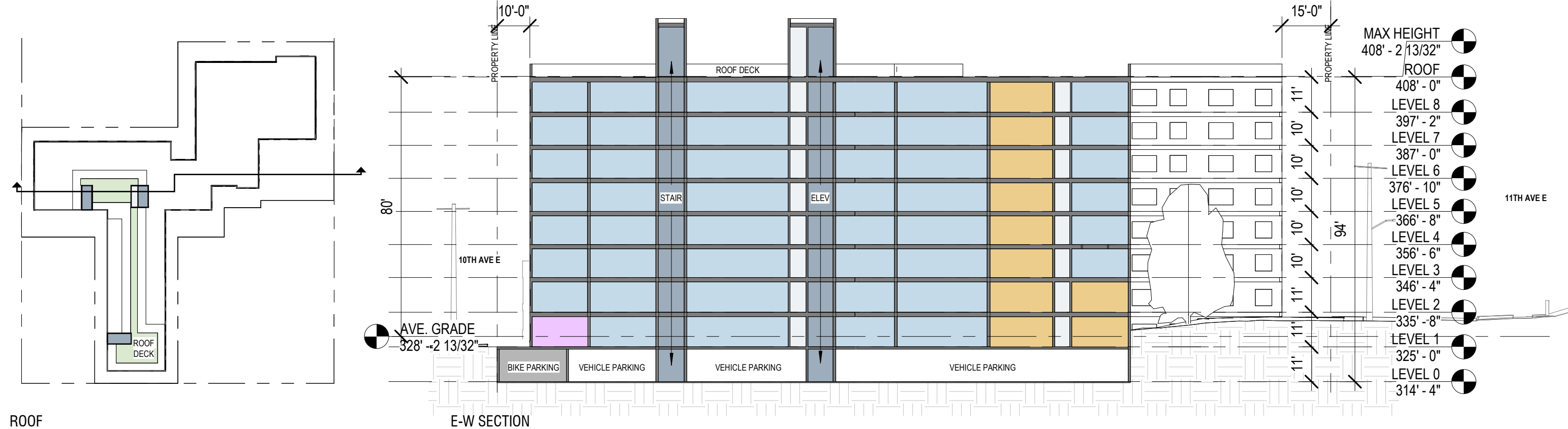
OPTION A: PROGRAMMATIC DIAGRAMS



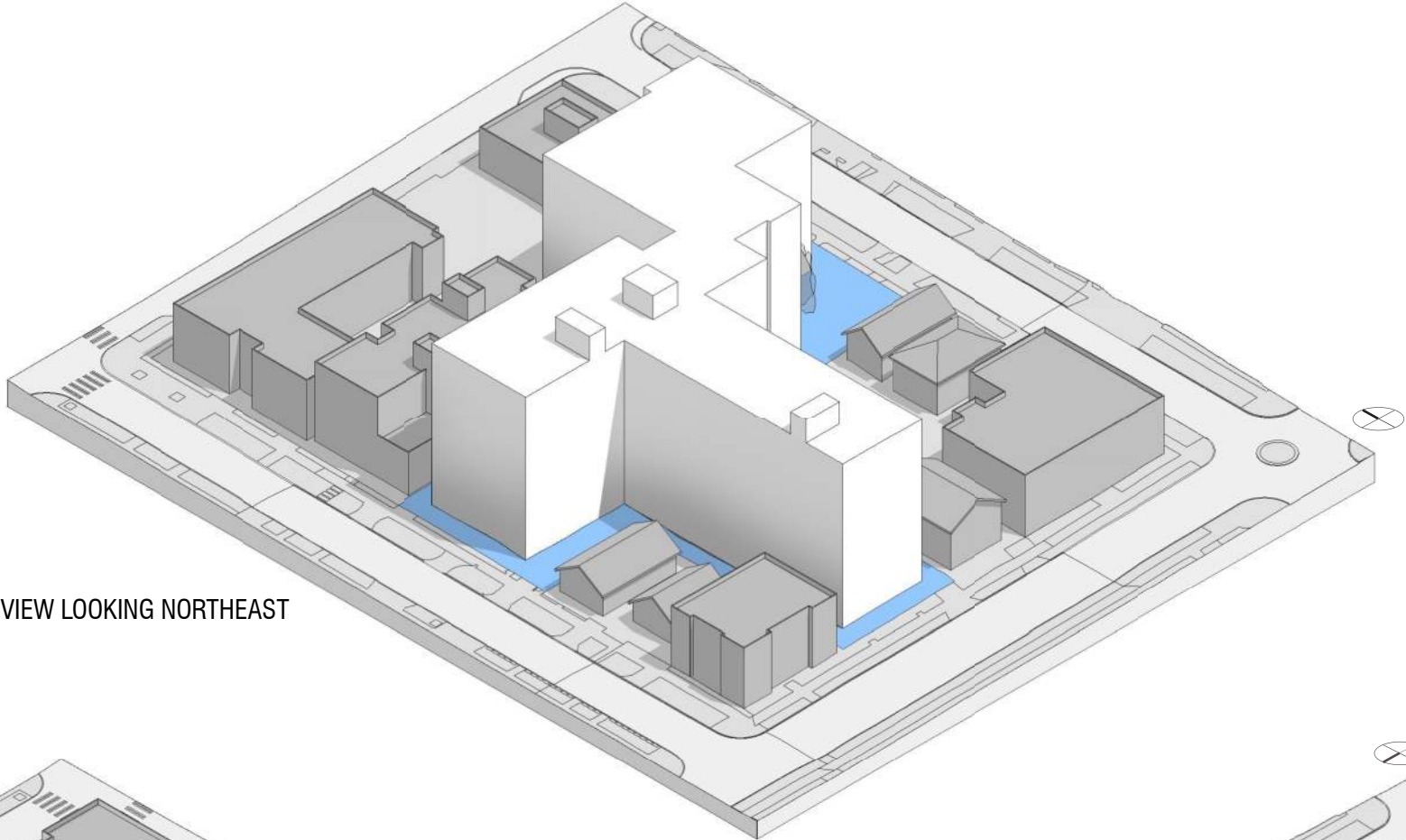
LEVEL 6

LEVEL 7

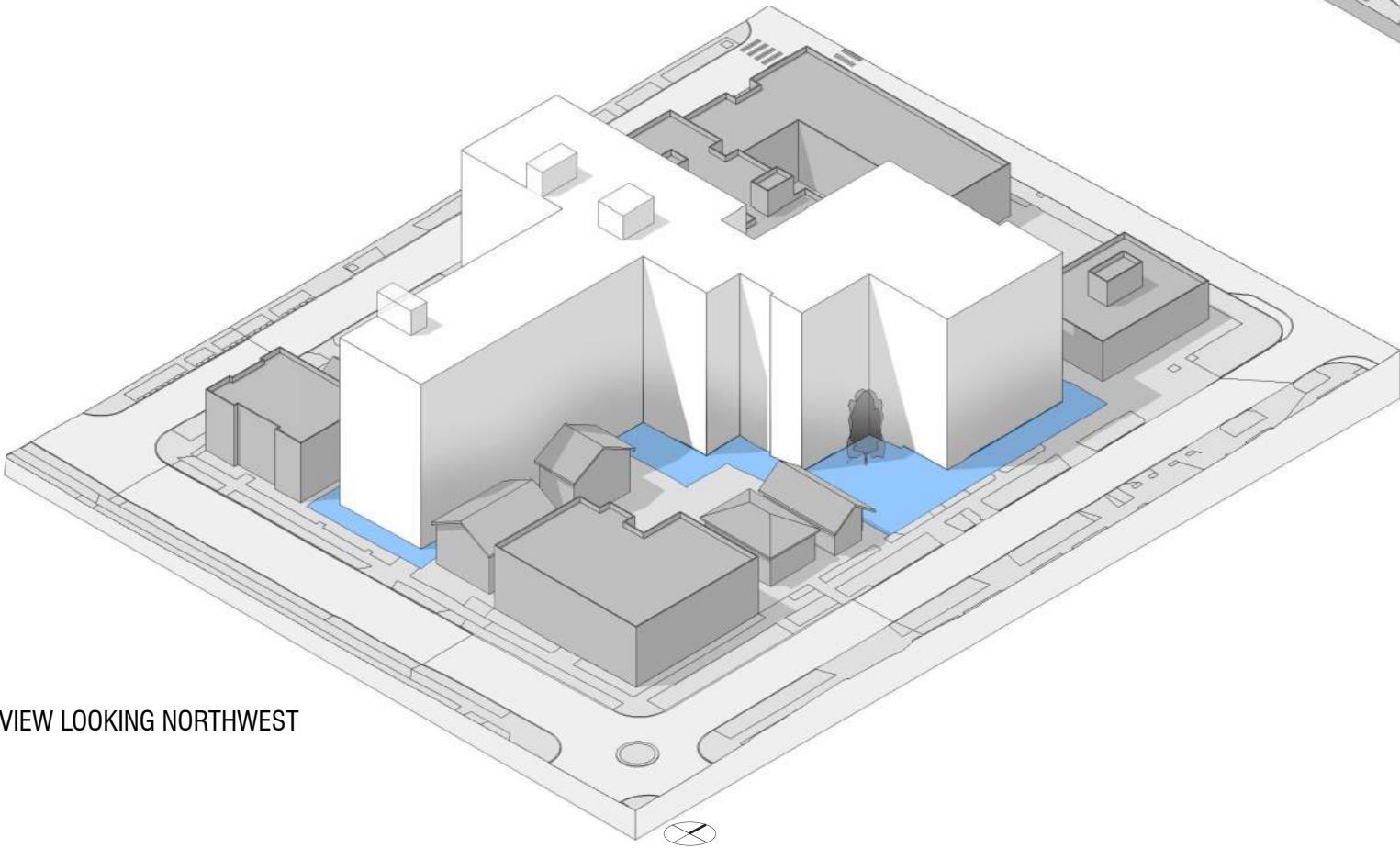
LEVEL 8



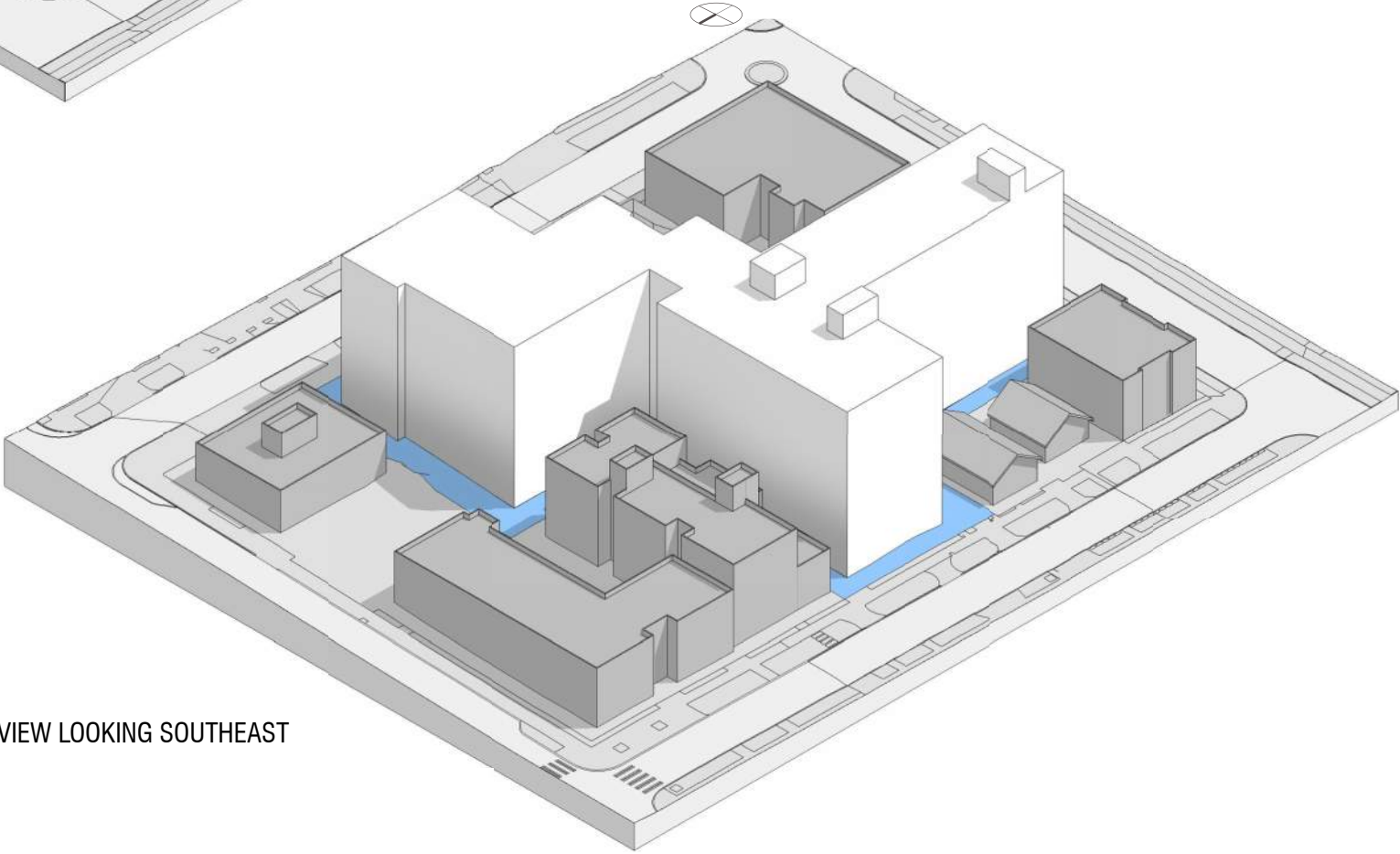
DESIGN OPTIONS
OPTION A: AXONOMETRICS



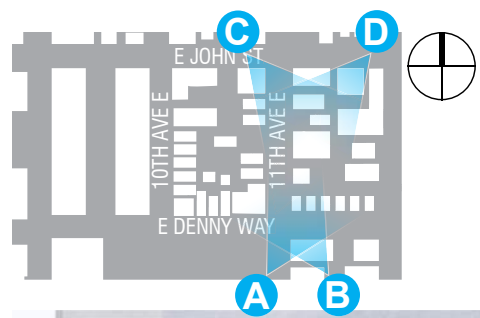
VIEW LOOKING NORTHEAST



VIEW LOOKING NORTHWEST



VIEW LOOKING SOUTHEAST



DESIGN OPTIONS

OPTION A: MASSING IN CONTEXT



A PERSPECTIVE FROM CAL ANDERSON PARK - WEST



B PERSPECTIVE FROM CAL ANDERSON PARK - EAST

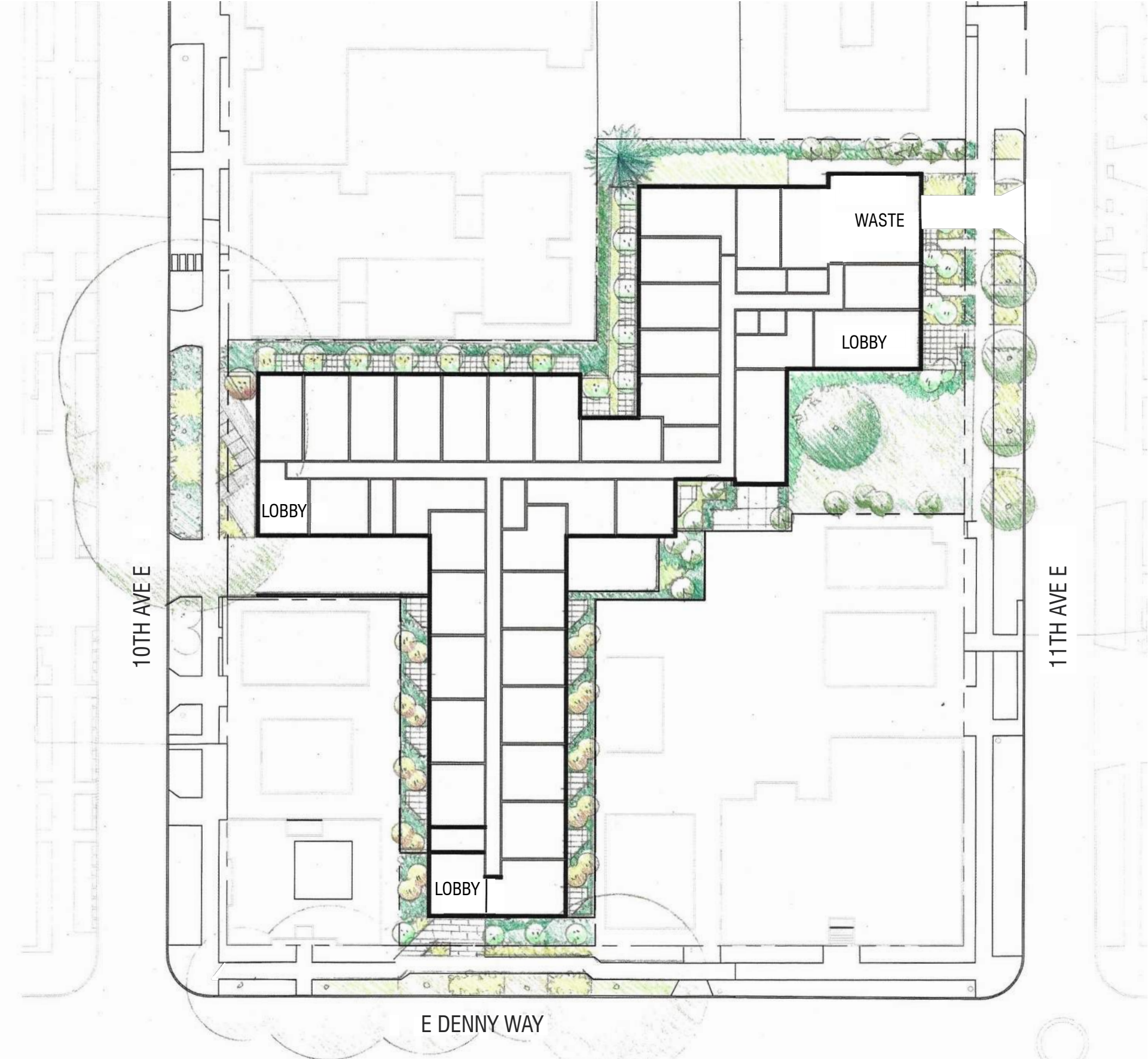


C PERSPECTIVE FROM E JOHN ST & 10TH AVE E INTERSECTION



D PERSPECTIVE FROM E JOHN ST & 11TH AVE E INTERSECTION

DESIGN OPTIONS
OPTION A: LANDSCAPE CONCEPT



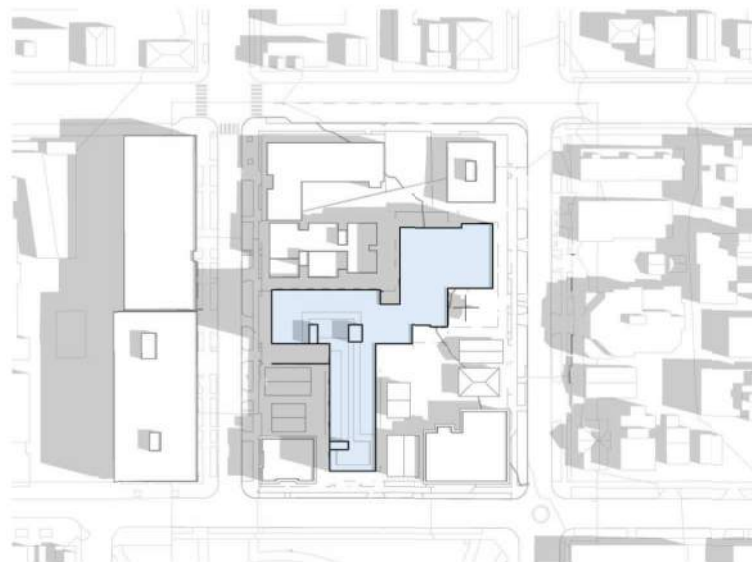
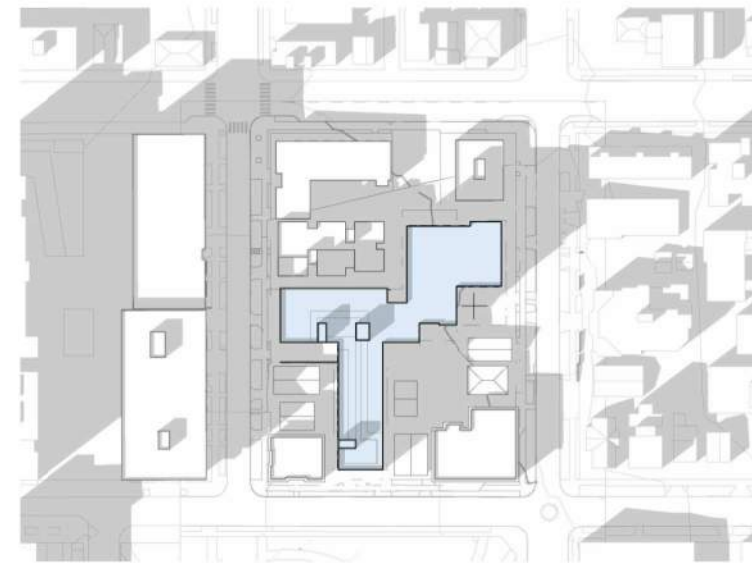
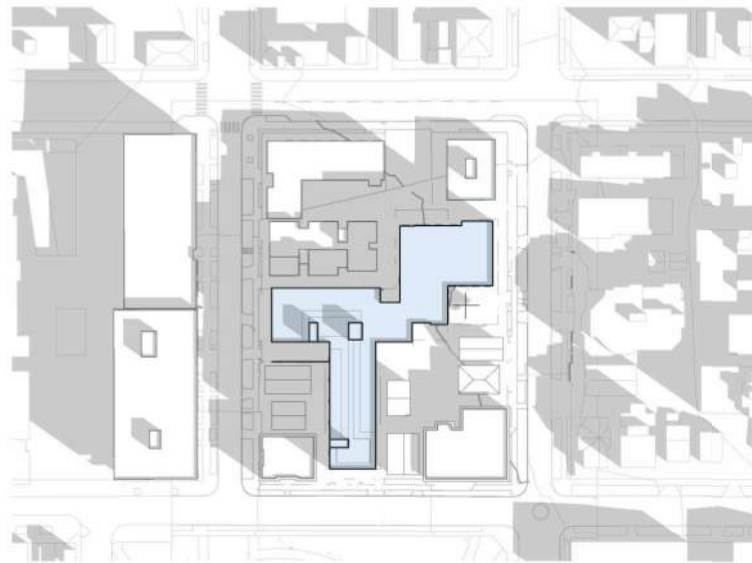
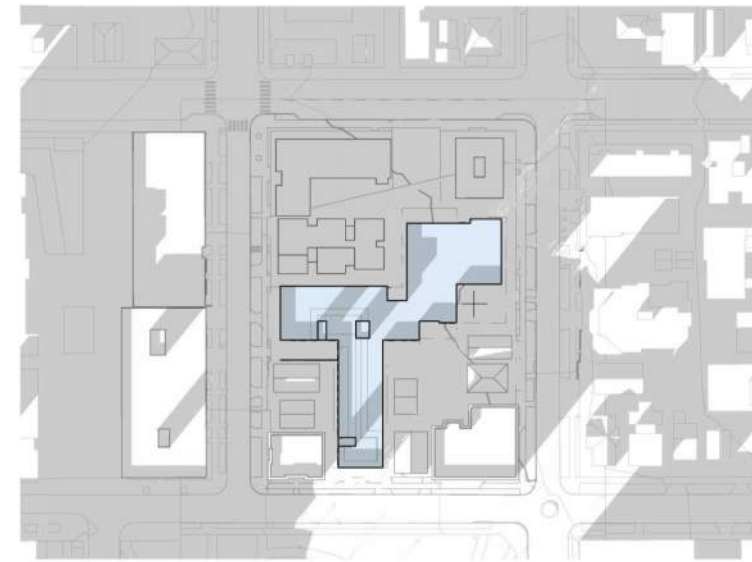
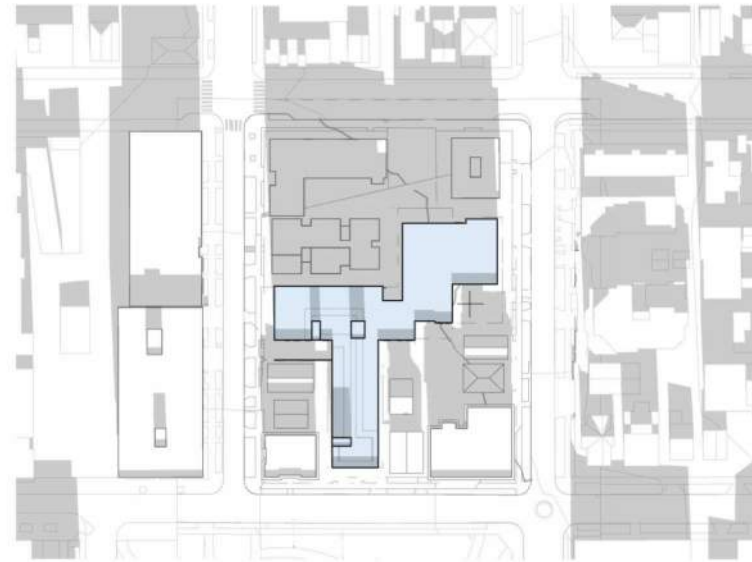
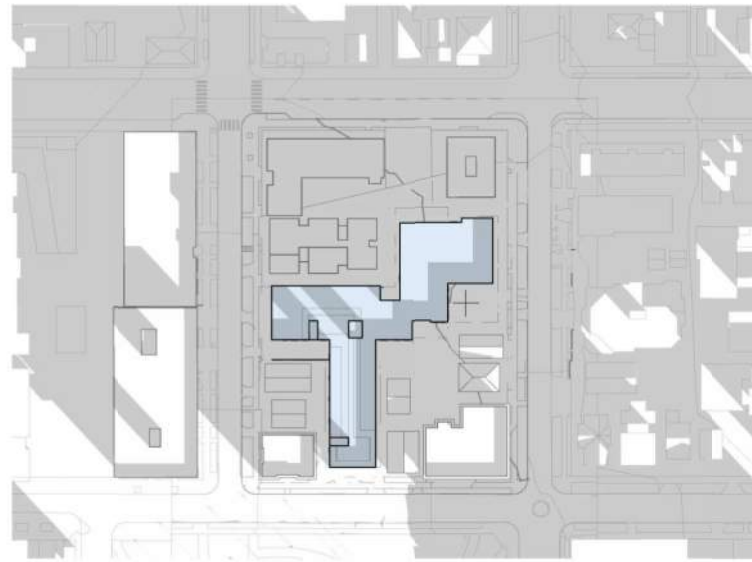
N
Scale: NTS

DESIGN OPTIONS
OPTION A: SHADOW STUDIES

WINTER SOLISTICE

AUTUMNAL EQUINOX

SUMMER SOLISTICE



@ 9 AM

@ 12 PM

@ 3 PM



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DESIGN OPTIONS

OPTION B: SITE PLAN

STORIES	8
UNITS	276 Total Units
FAR	4.50(169,432 SF)
PARKING	61 Stalls (2 Accessible)

DESCRIPTION

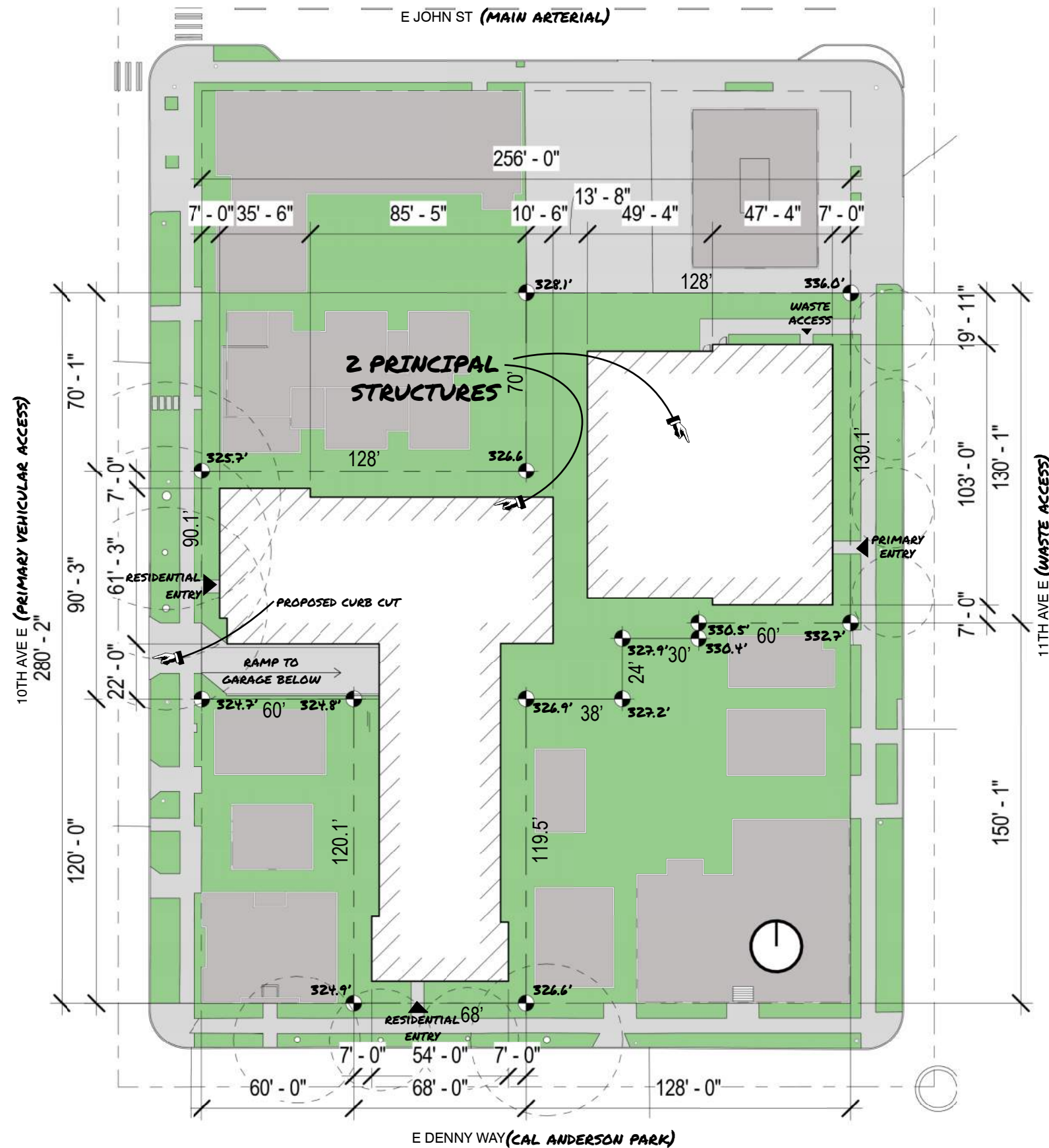
Two buildings with double loaded corridors and upper level setbacks along street facades. Northeast units are rotated to face east and west.

ADVANTAGES

- Code compliant - no required departures
- Less horizontal circulation

CHALLENGES

- More vertical circulation
- Long secondary facades to the north and south
- Redundant features (elevators, waste, amenities) in different buildings is a functional challenge
- Long deep units with reduced access to natural light
- Tree removal required
- More internal facades, less meaningful open space
- The massing break is not perceivable from the public realm and does not effectively break down the scale of the building



OPTION B: PROGRAMMATIC DIAGRAMS 194'



RESIDENTIAL

LOBB

AMENITIES

EXTERIOR AMENITY-

VERTICAL CIRCULATION

CIRCULATION

UTILITY

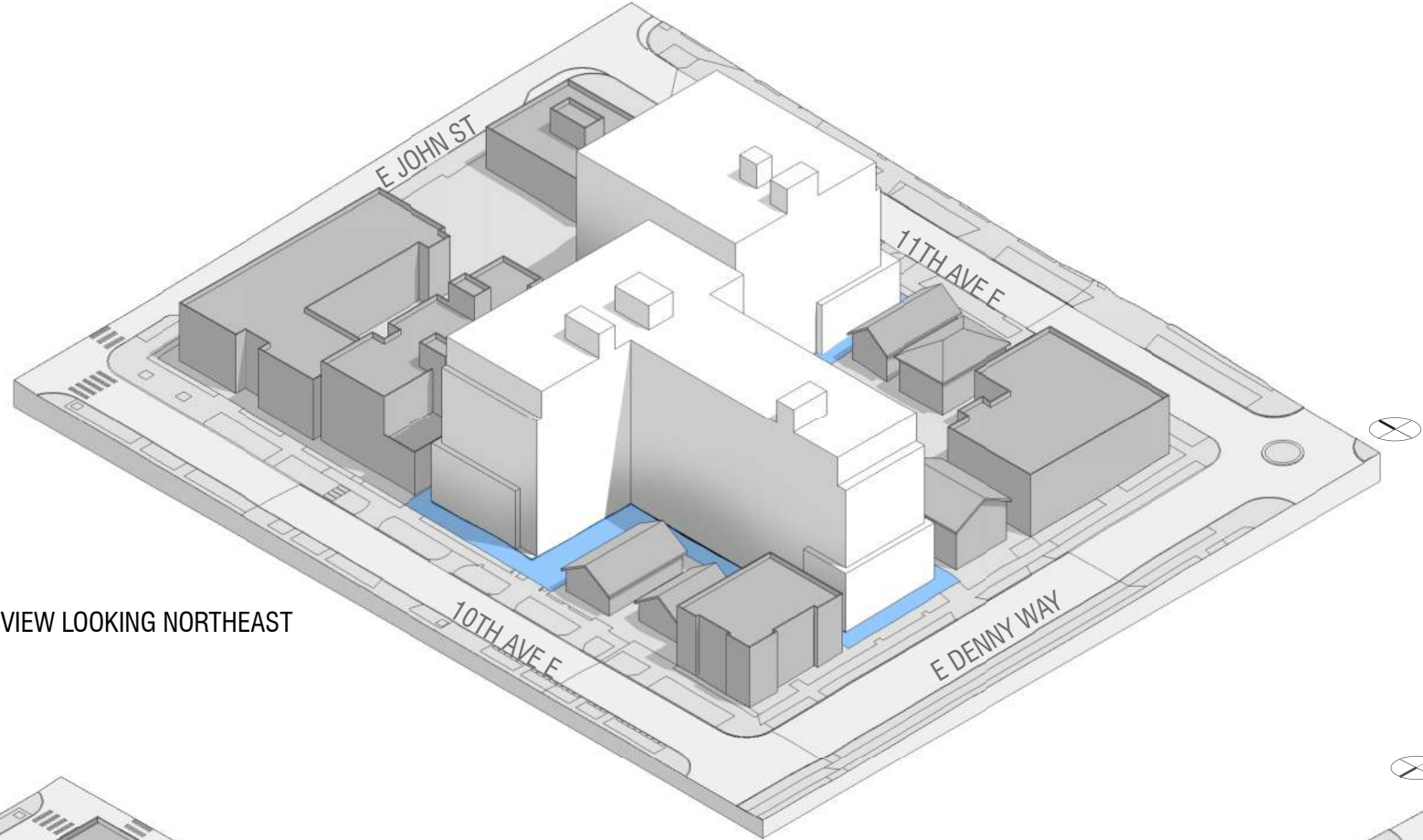
PARKING

NORTH

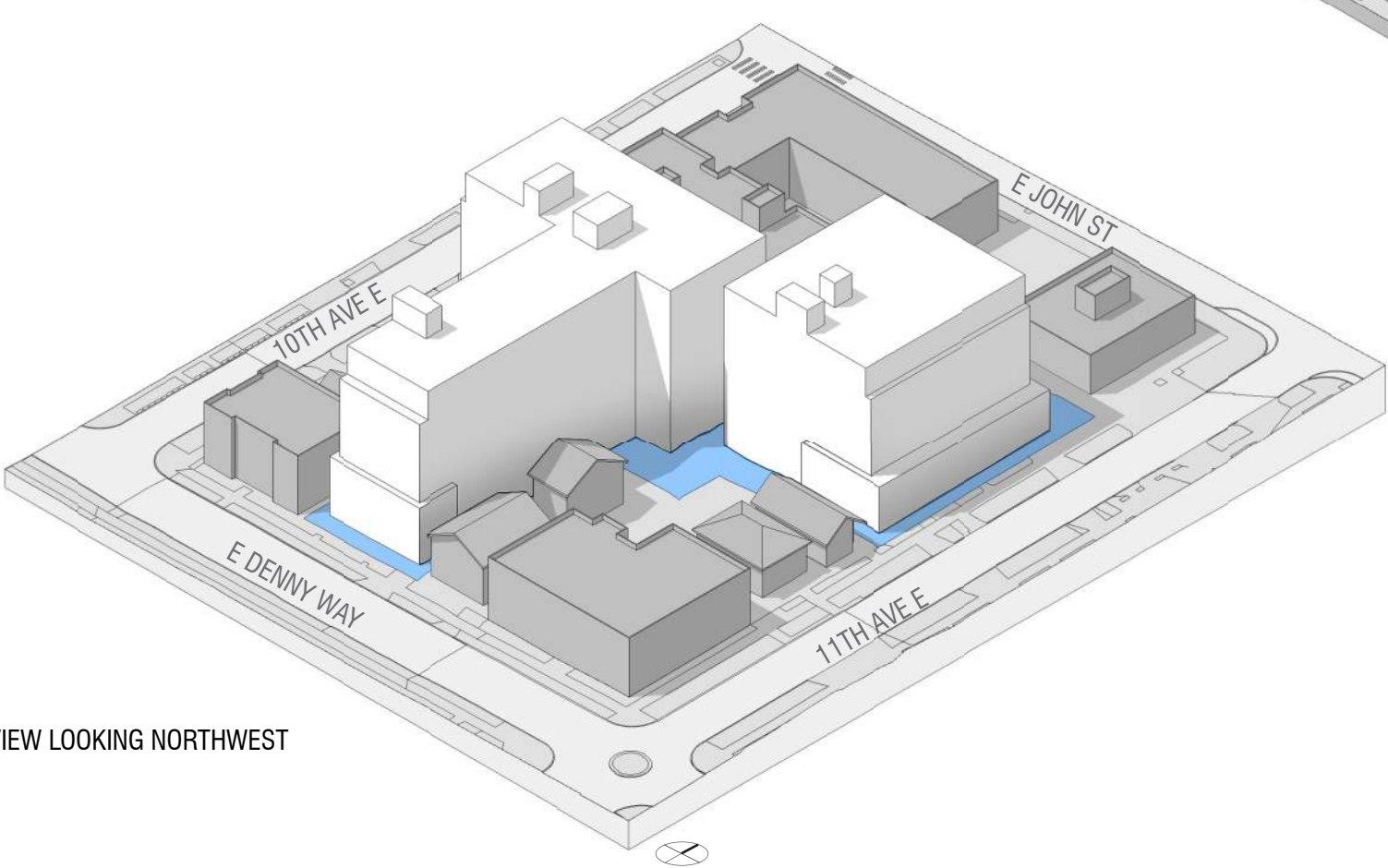
LEVEL 0



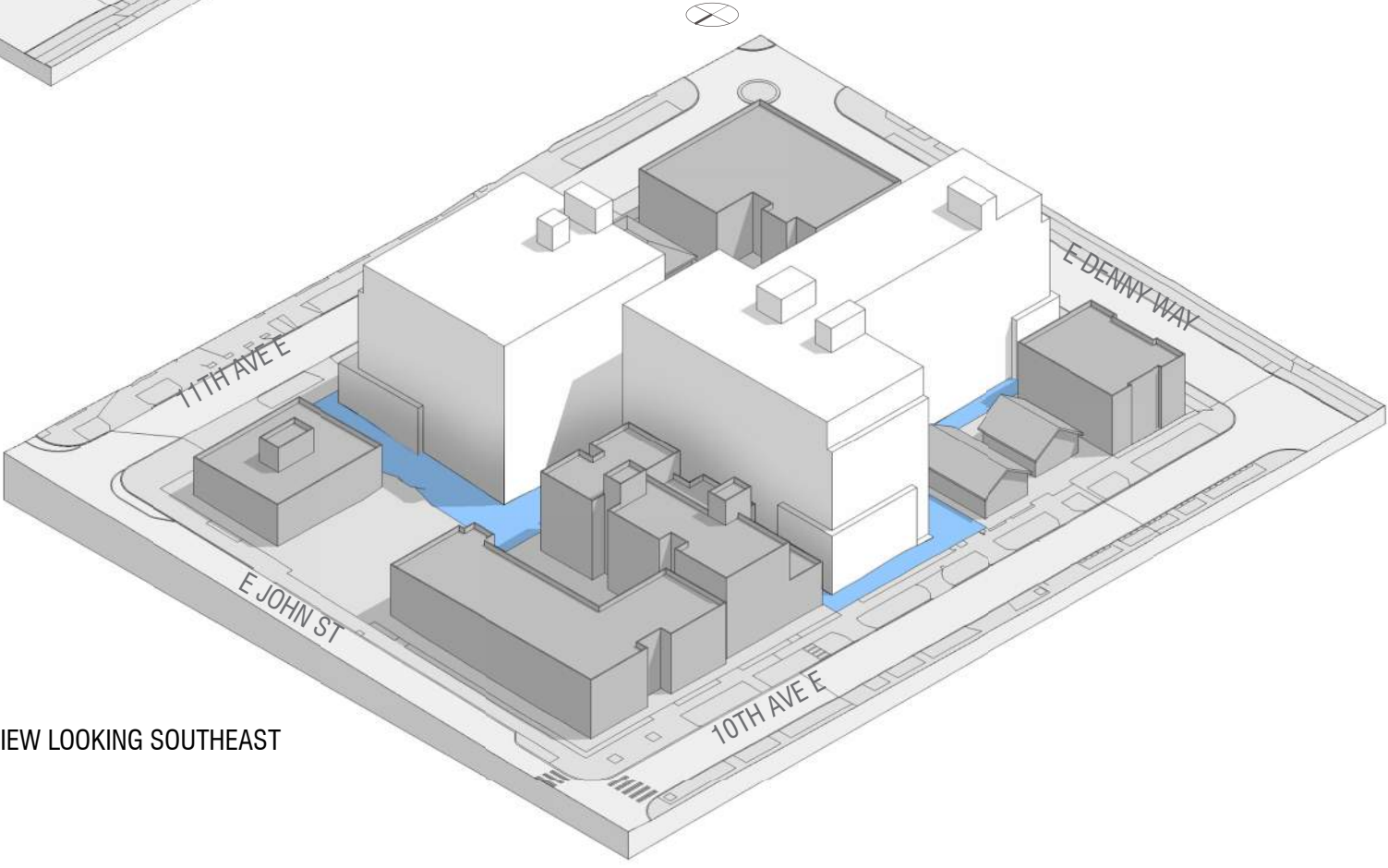
DESIGN OPTIONS
OPTION B: AXONOMETRICS



VIEW LOOKING NORTHEAST

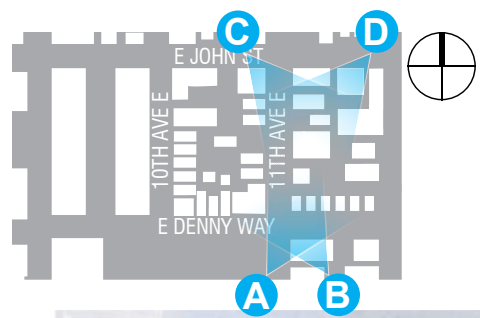


VIEW LOOKING NORTHWEST



VIEW LOOKING SOUTHEAST





DESIGN OPTIONS

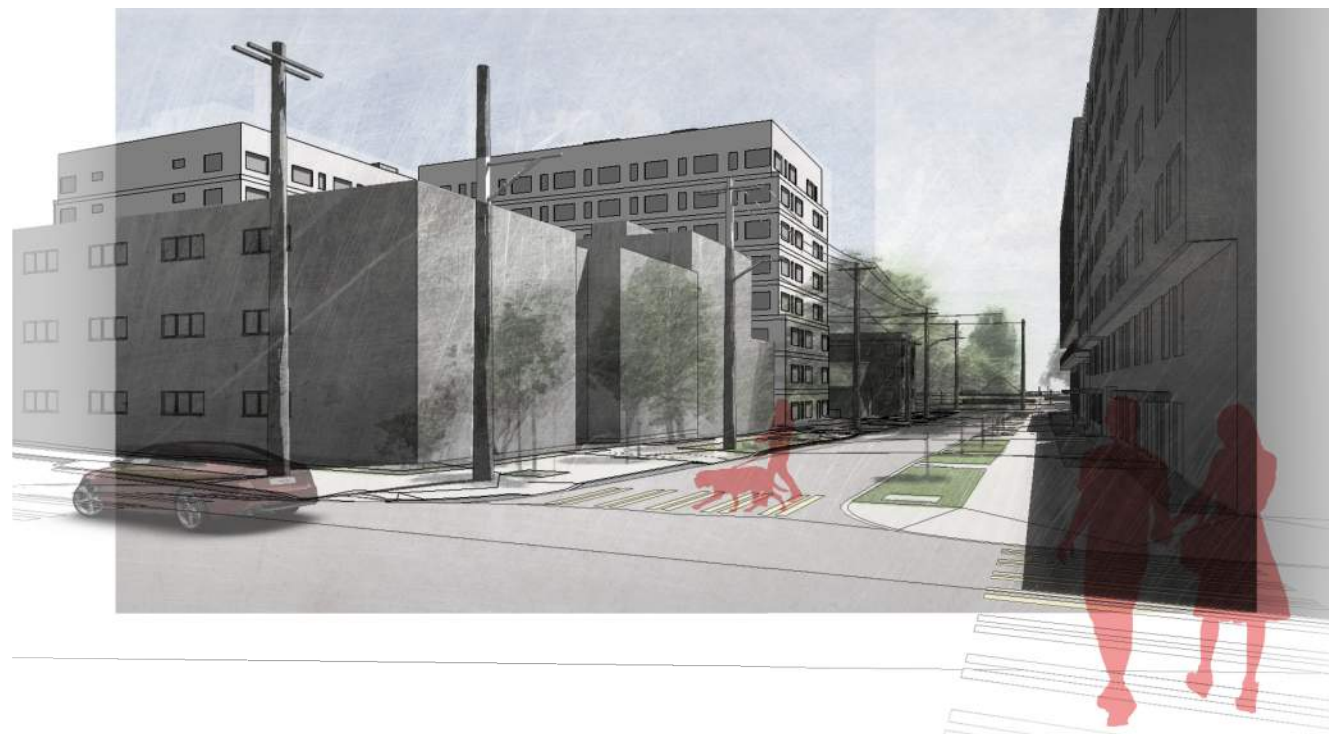
OPTION B: MASSING IN CONTEXT



A PERSPECTIVE FROM CAL ANDERSON PARK - WEST



B PERSPECTIVE FROM CAL ANDERSON PARK - EAST



C PERSPECTIVE FROM E JOHN ST & 10TH AVE E INTERSECTION



D PERSPECTIVE FROM E JOHN ST & 11TH AVE E INTERSECTION

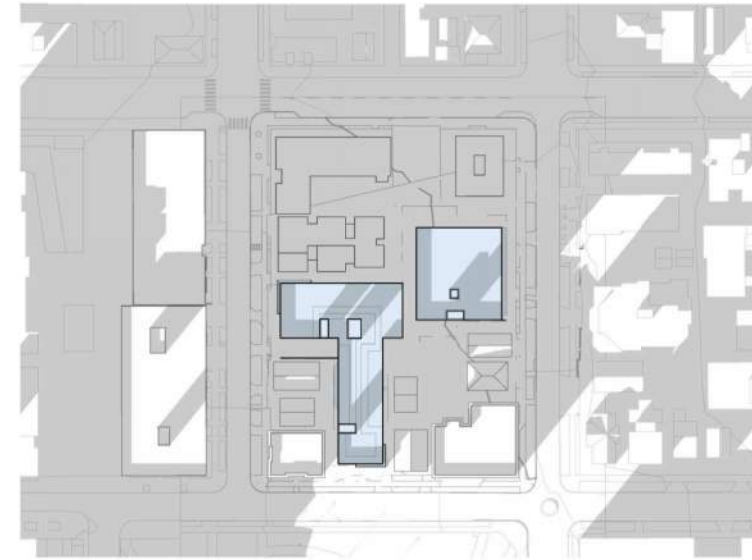
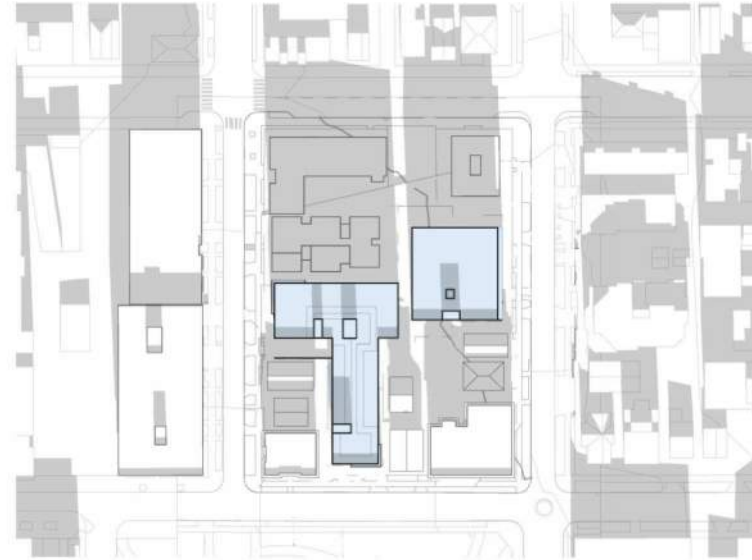
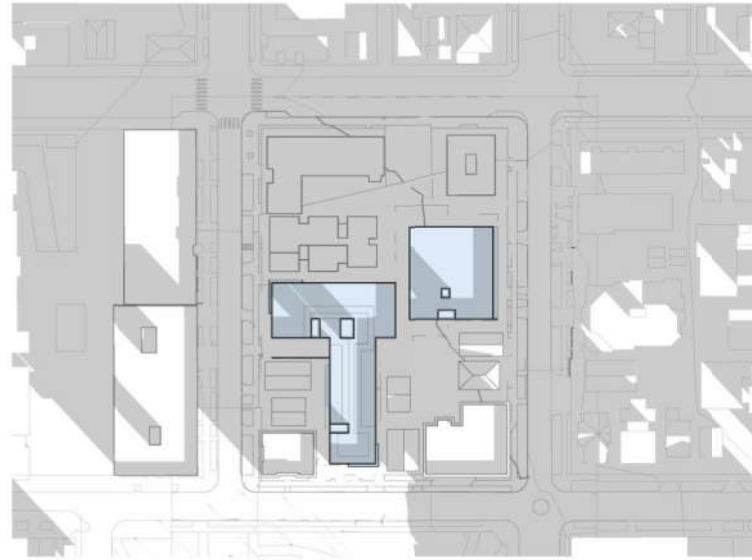
DESIGN OPTIONS
OPTION B: LANDSCAPE CONCEPT



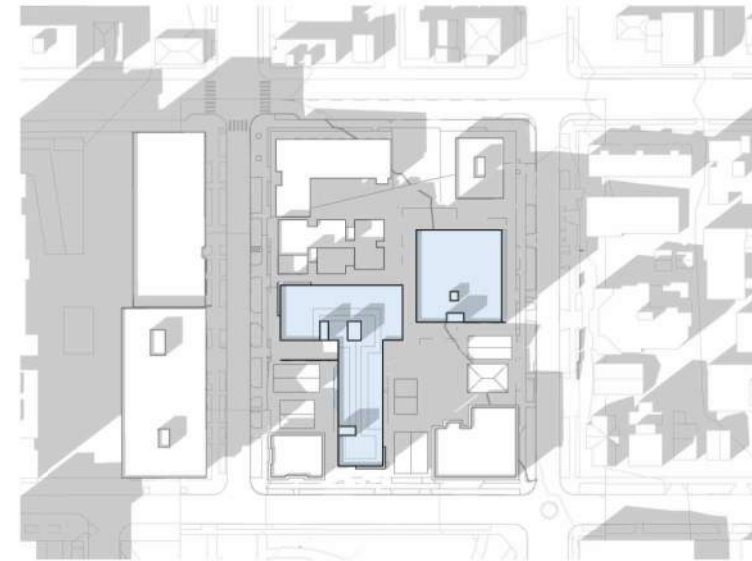
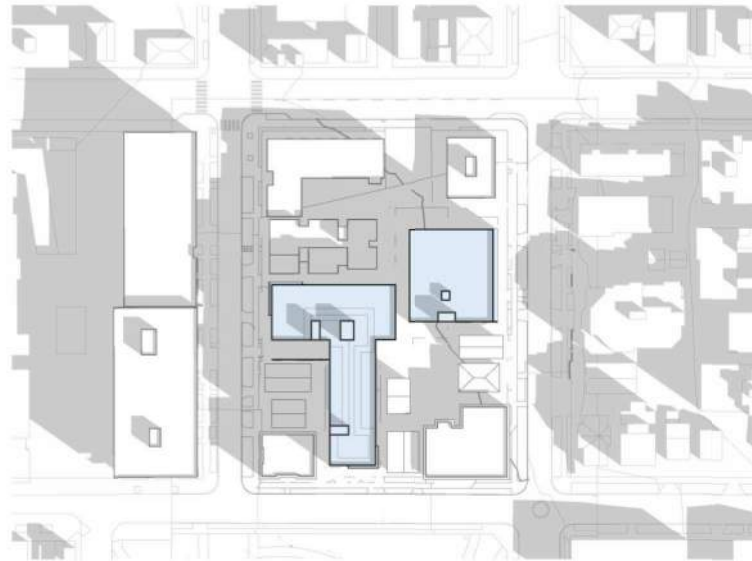
DESIGN OPTIONS

OPTION B: SHADOW STUDIES

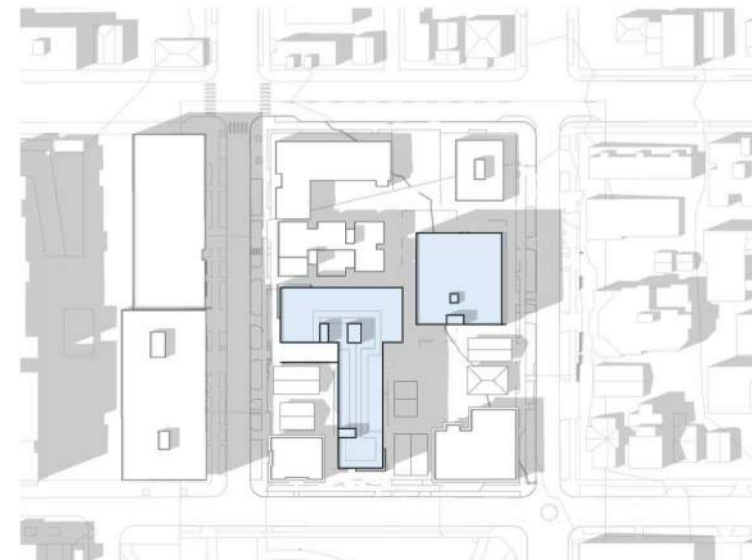
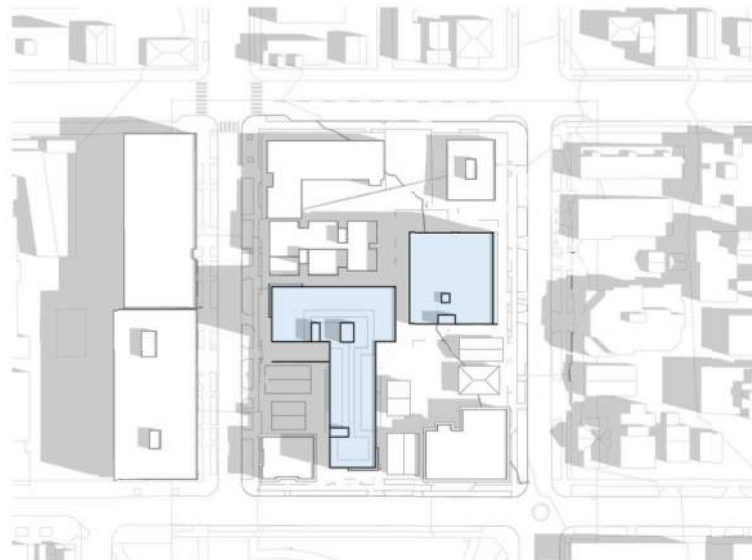
WINTER SOLISTICE



AUTUMNAL EQUINOX



SUMMER SOLISTICE



@ 9 AM

@ 12 PM

@ 3 PM



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DESIGN OPTIONS

OPTION C: SITE PLAN

STORIES	8
UNITS	293 Total Units
FAR	4.50 (169,479 SF)
PARKING	61 Stalls (2 Accessible)

DESCRIPTION

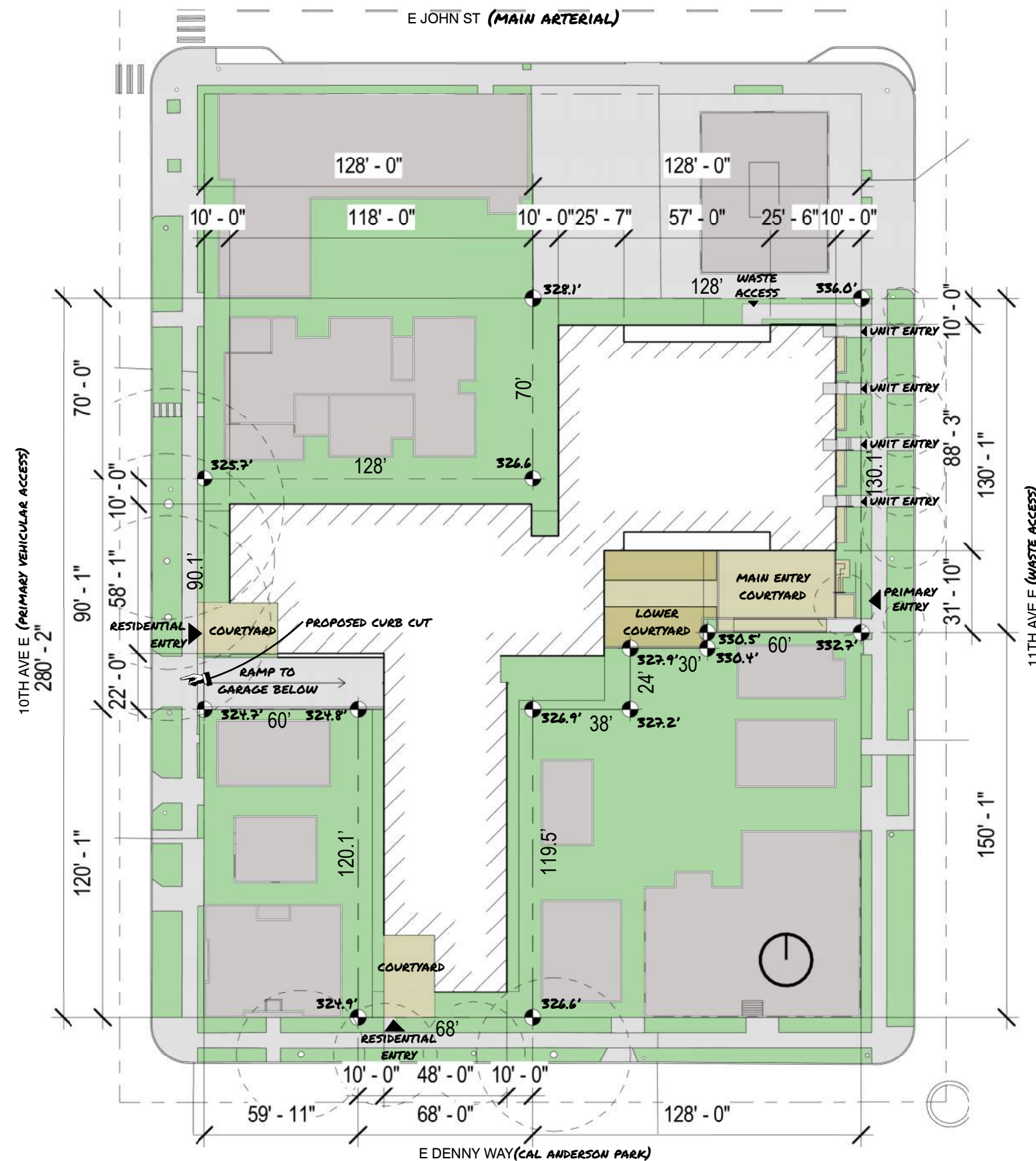
Option C is a refinement of Option A & B. It has a centrally located lobby & exterior amenity space. Units rotated to activate all facades. Large setbacks at property lines improved privacy.

ADVANTAGES

- Entry courtyard
- Central lobby location
- Strategic erosion of the massing at high impact locations
- Meaningful open space
- Units arranged to activate all facades
- Setback from south facing facades - more window facing the park
- Min 10' setback all around = more windows & ground level open space for terrace units

CHALLENGES

- Tree removal required
- Required departures



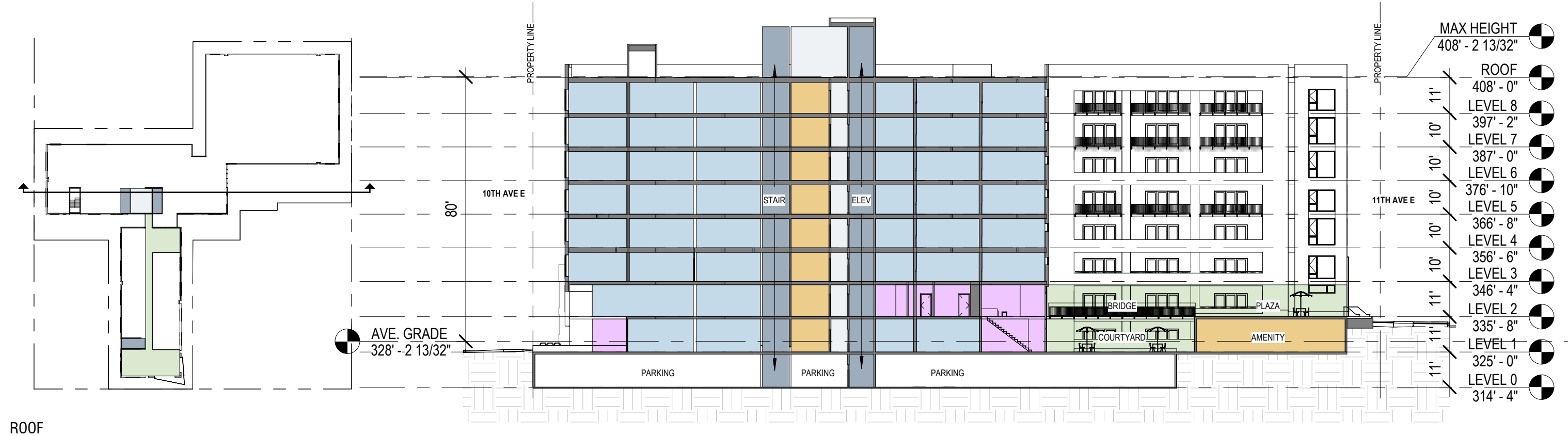
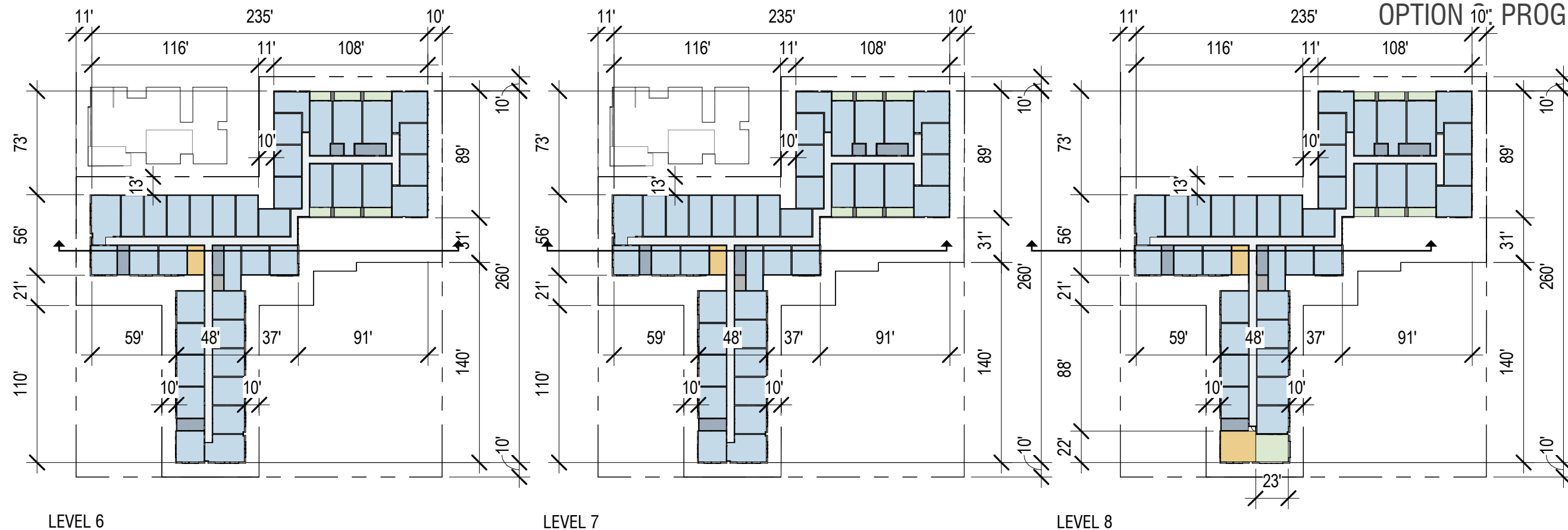
DESIGN OPTIONS

OPTION C: PROGRAMMATIC DIAGRAMS

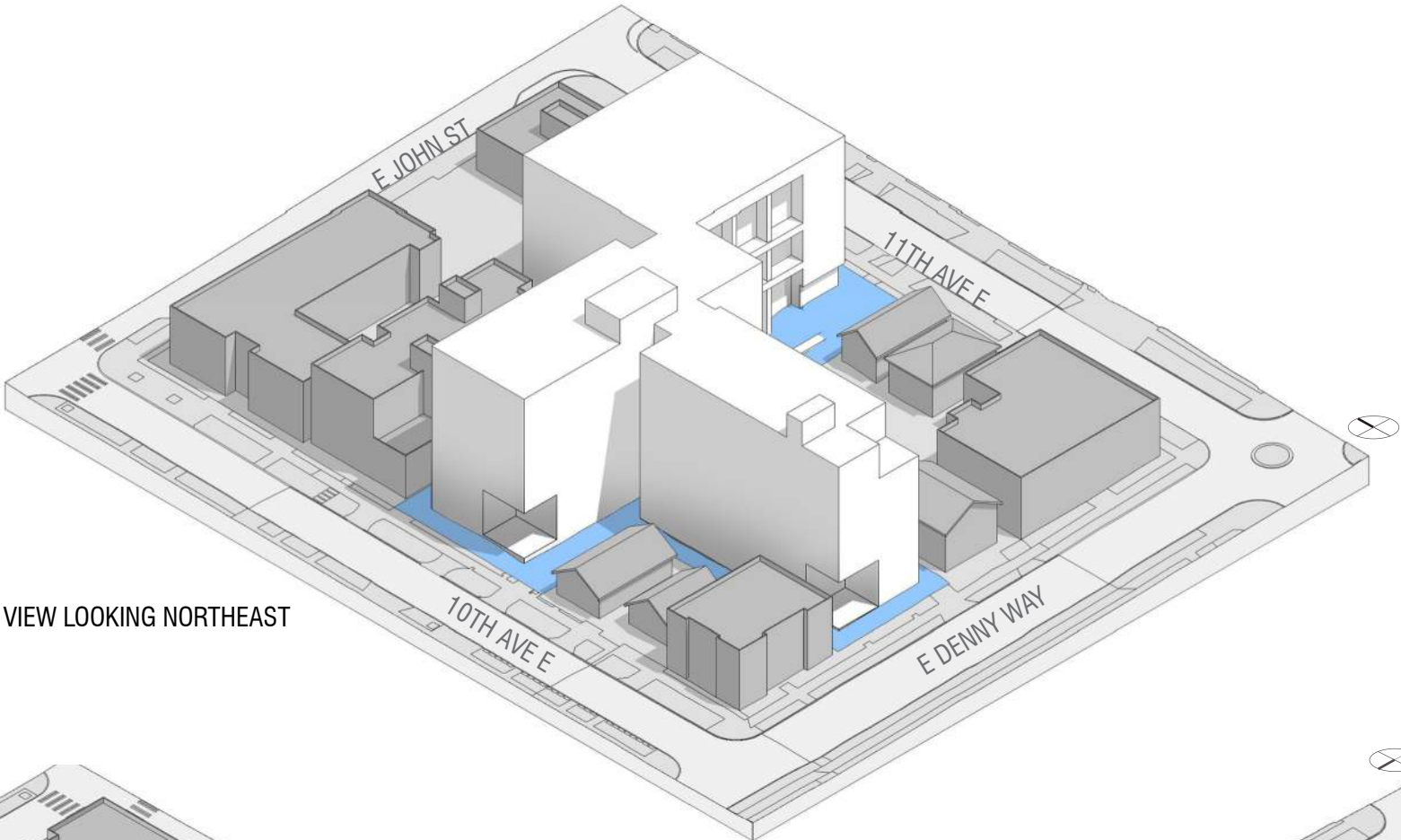


DESIGN OPTIONS

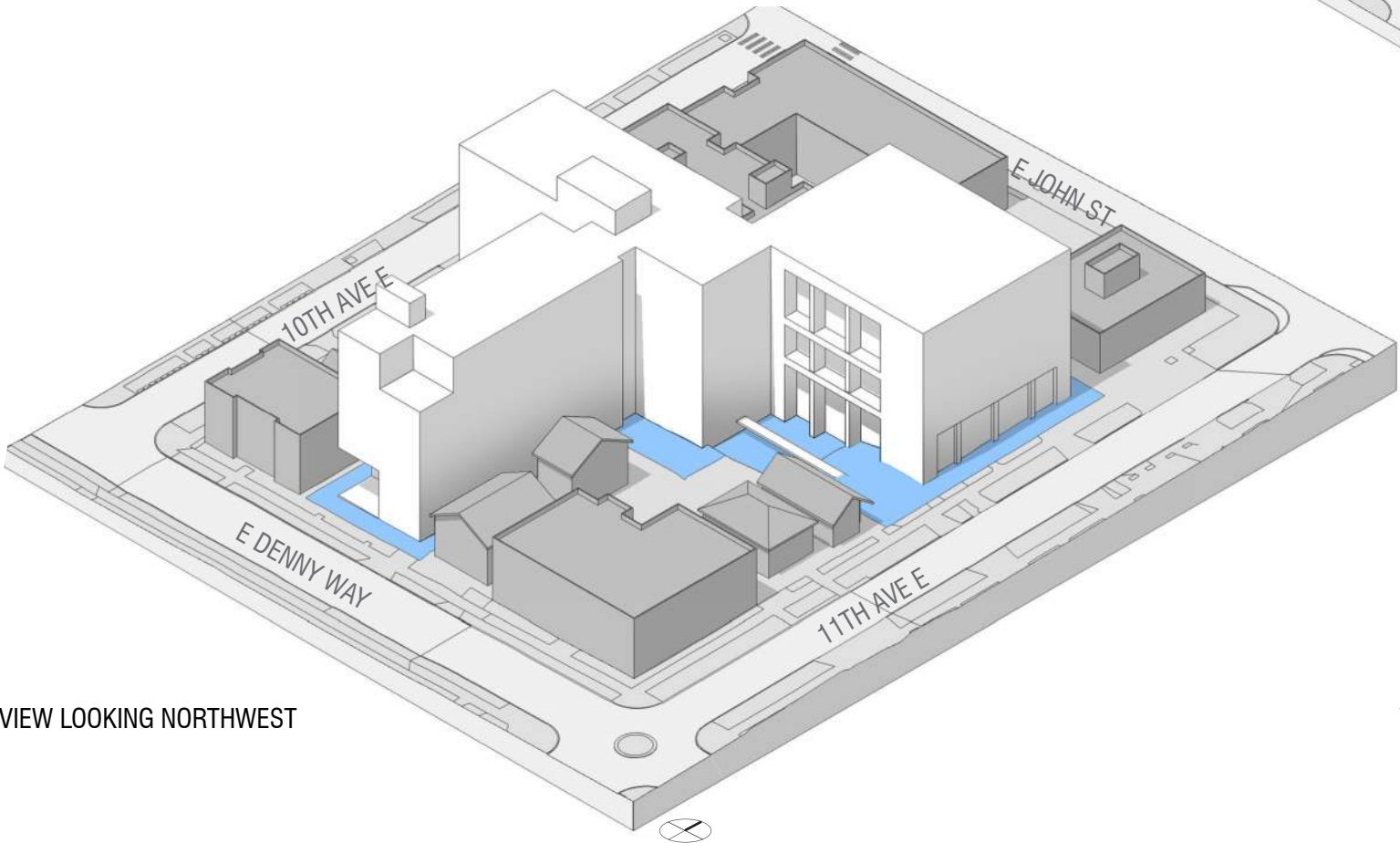
OPTION 1 PROGRAMMATIC DIAGRAMS



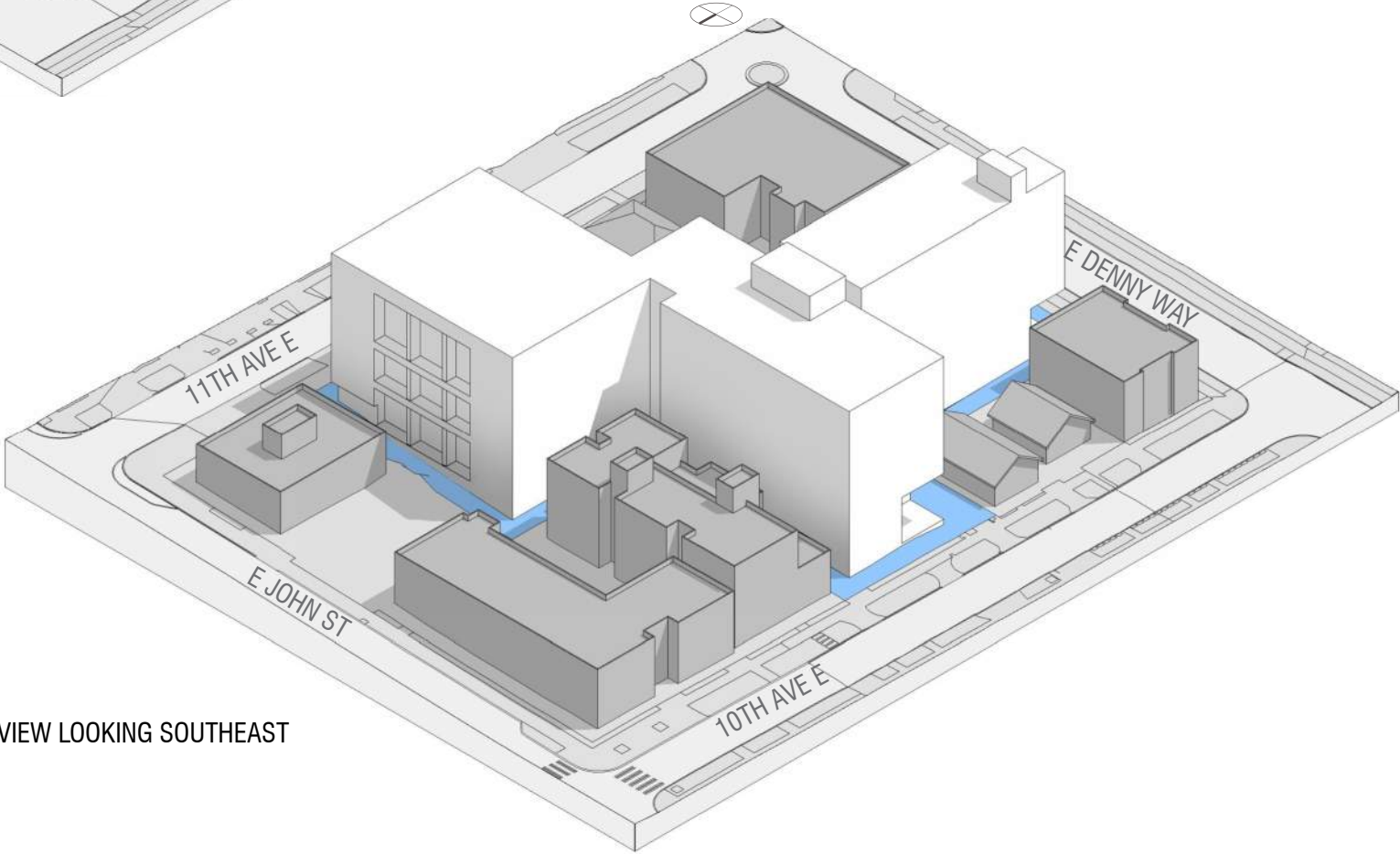
DESIGN OPTIONS
OPTION C: AXONOMETRICS



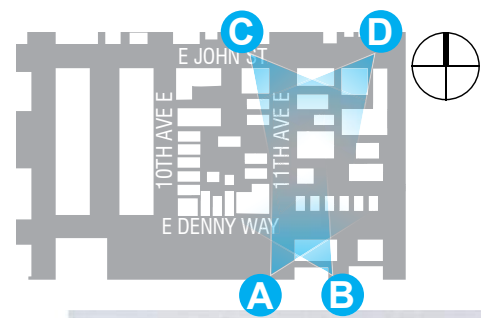
VIEW LOOKING NORTHEAST



VIEW LOOKING NORTHWEST



VIEW LOOKING SOUTHEAST



DESIGN OPTIONS

OPTION C: MASSING IN CONTEXT



A PERSPECTIVE FROM CAL ANDERSON PARK - WEST



B PERSPECTIVE FROM CAL ANDERSON PARK - EAST

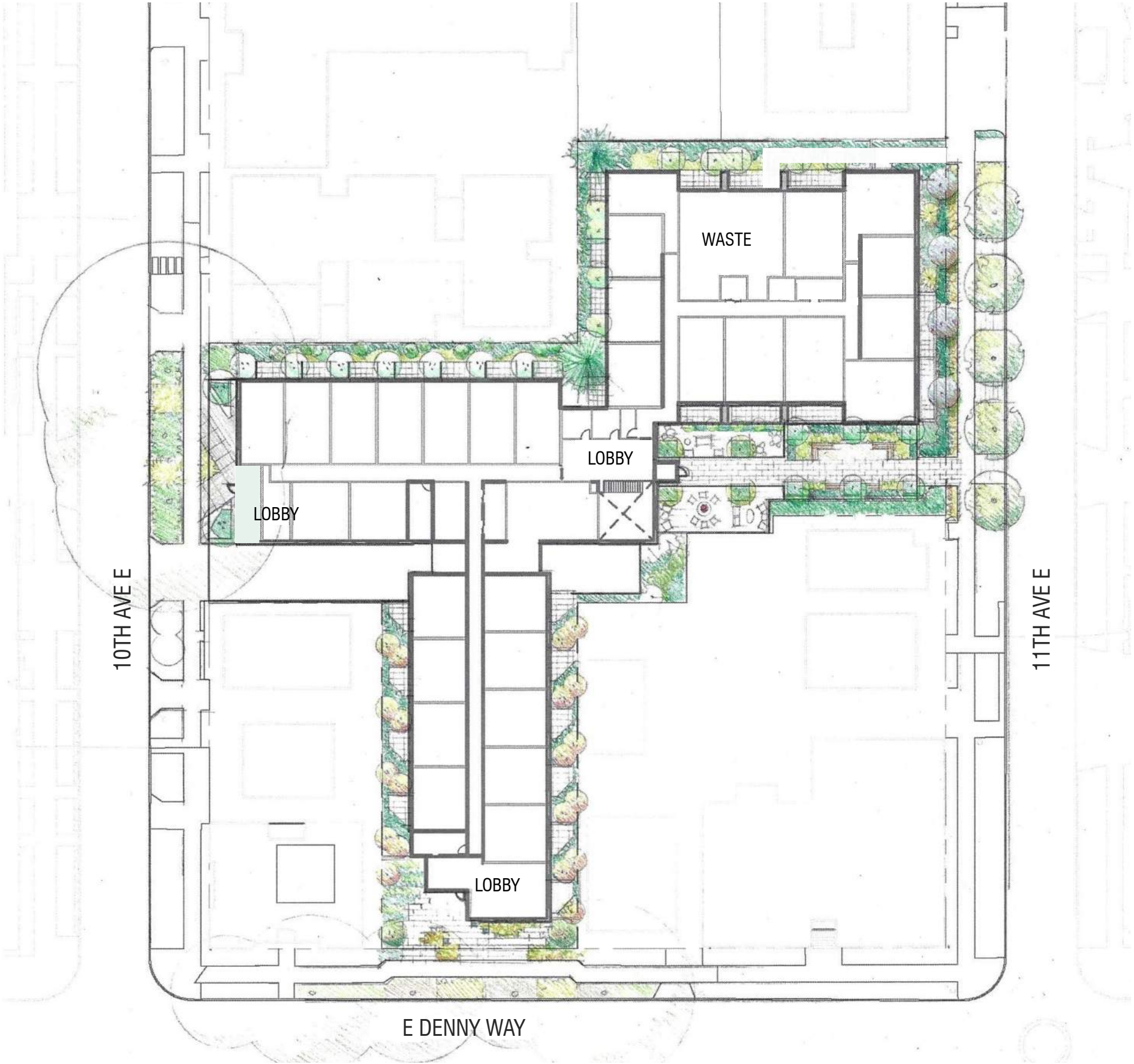


C PERSPECTIVE FROM E JOHN ST & 10TH AVE E INTERSECTION



D PERSPECTIVE FROM E JOHN ST & 11TH AVE E INTERSECTION

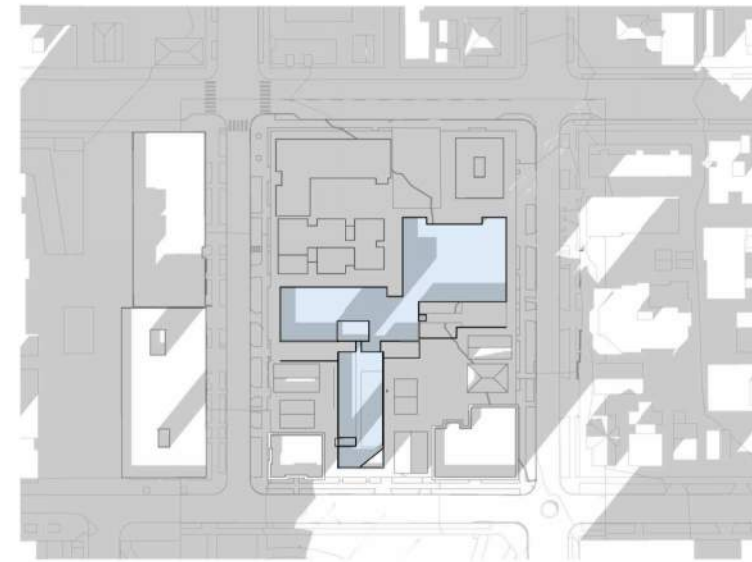
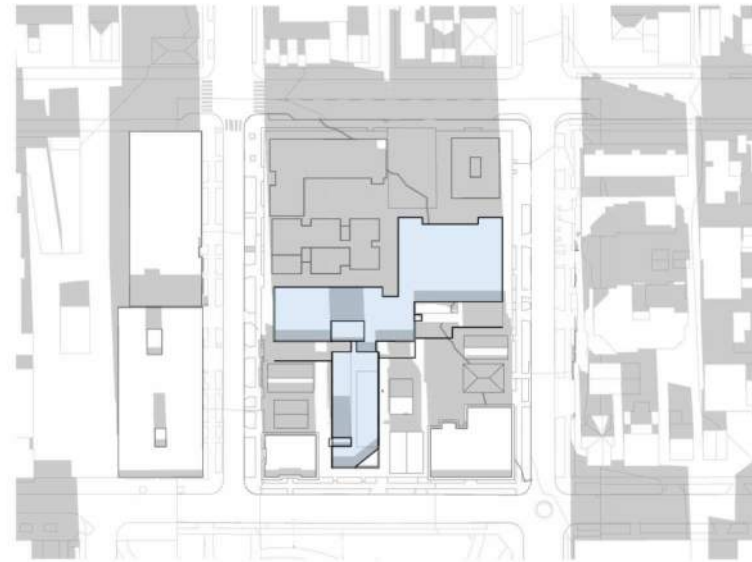
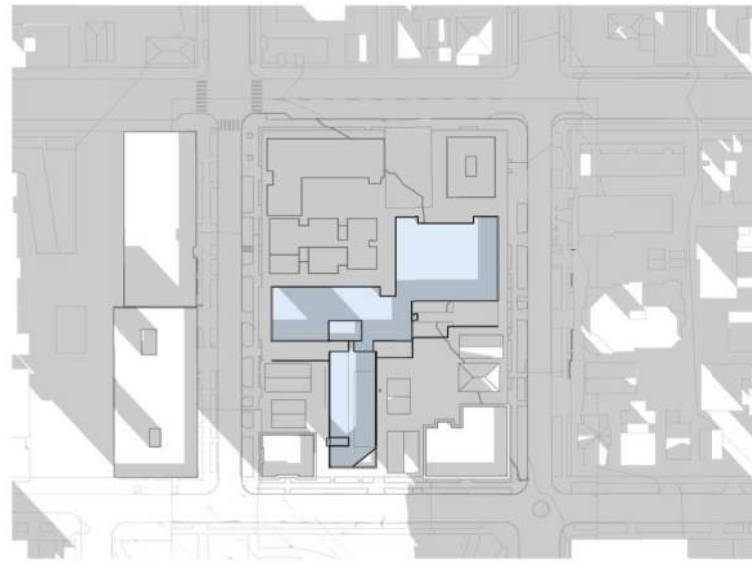
DESIGN OPTIONS
OPTION C: LANDSCAPE CONCEPT



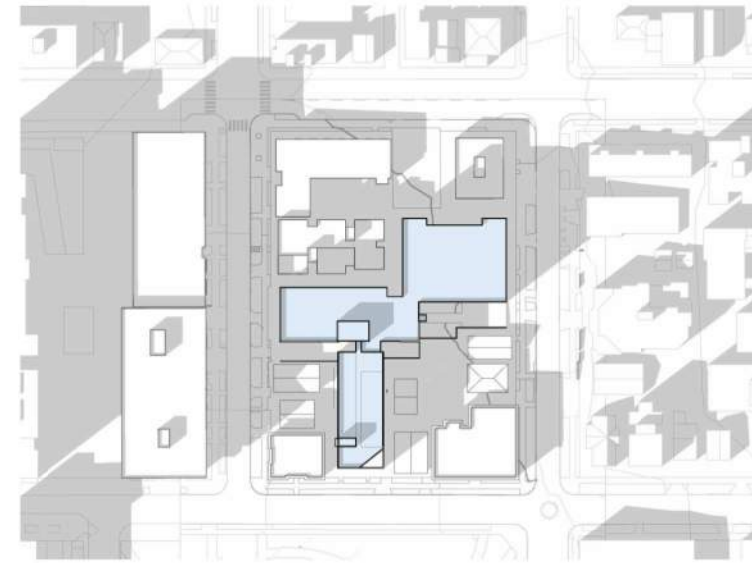
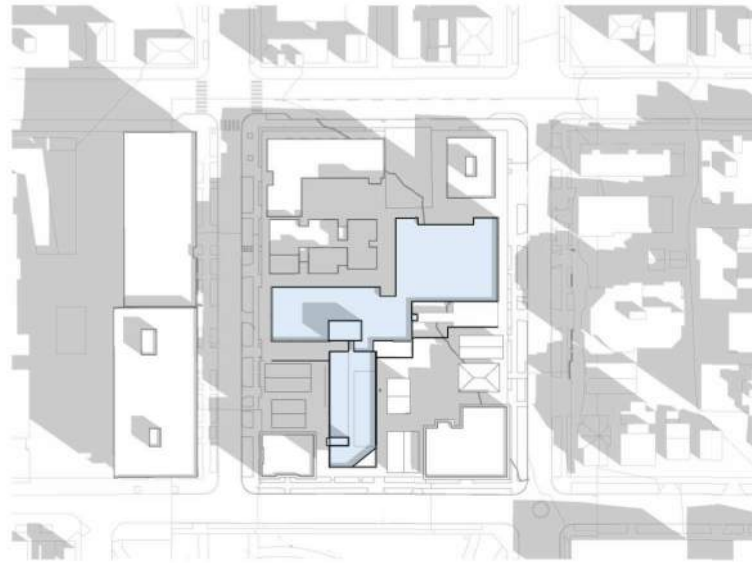
DESIGN OPTIONS

OPTION C: SHADOW STUDIES

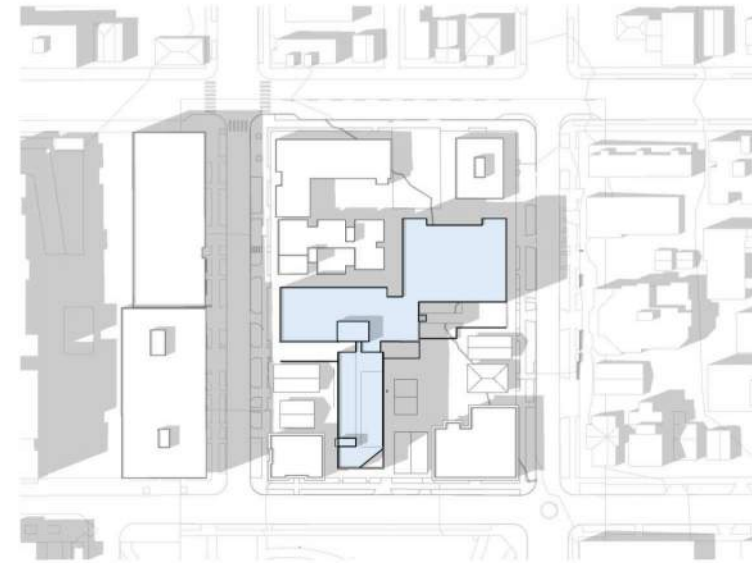
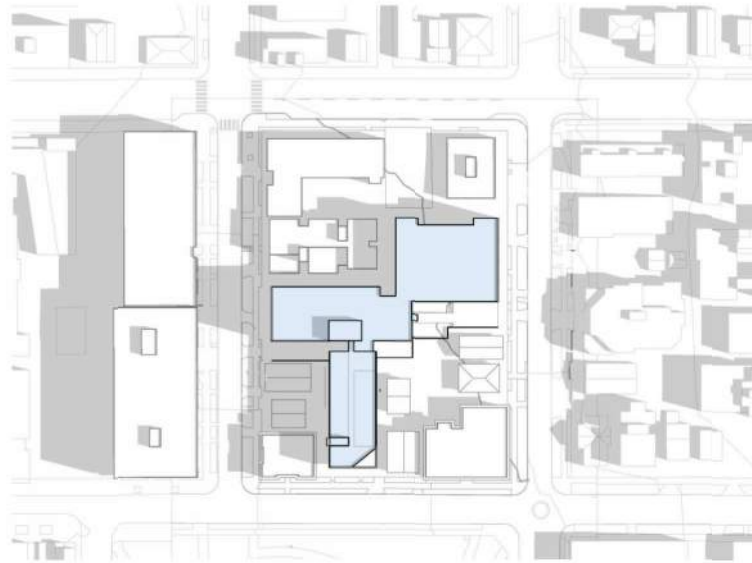
WINTER SOLISTICE



AUTUMNAL EQUINOX



SUMMER SOLISTICE



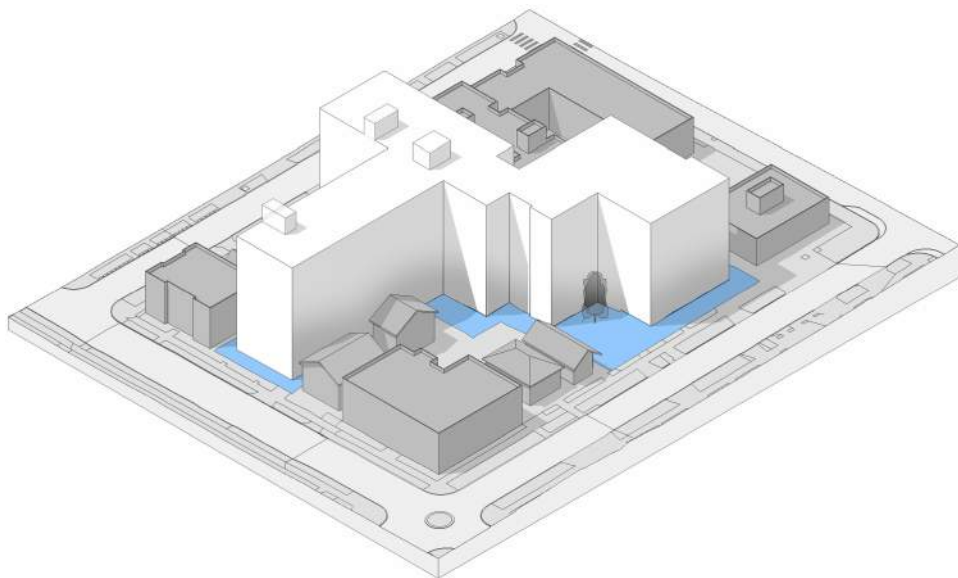
@ 9 AM

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DEPARTURE REQUESTS
DEPARTURE MATRIX



OPTION A — EXCEPTIONAL TREE RETENTION

DEPARTURE #1: REAR SETBACK

SMC 23.45.518.B - Setbacks and separations

- **Required:** Rear 15' min. (no alley)
- **Proposed:** 11.68'

DEPARTURE #2: STRUCTURE WIDTH

SMC 23.45.528 - Structure width and depth limits for lots greater than 9,000 square feet in Mid-rise zones

- **Required:** The width of principal structures shall not exceed 150'
- **Proposed:** 236' (86' increase)

DEPARTURE #3: STRUCTURE DEPTH

SMC 23.45.528 - Structure width and depth limits for lots greater than 9,000 square feet in Mid-rise zones

- **Required:** The depth of principal structures shall not exceed 80% of the depth of the lot
- **Proposed:** 259.66' (35.55' increase)

DEPARTURE #4: CURB CUT WIDTH

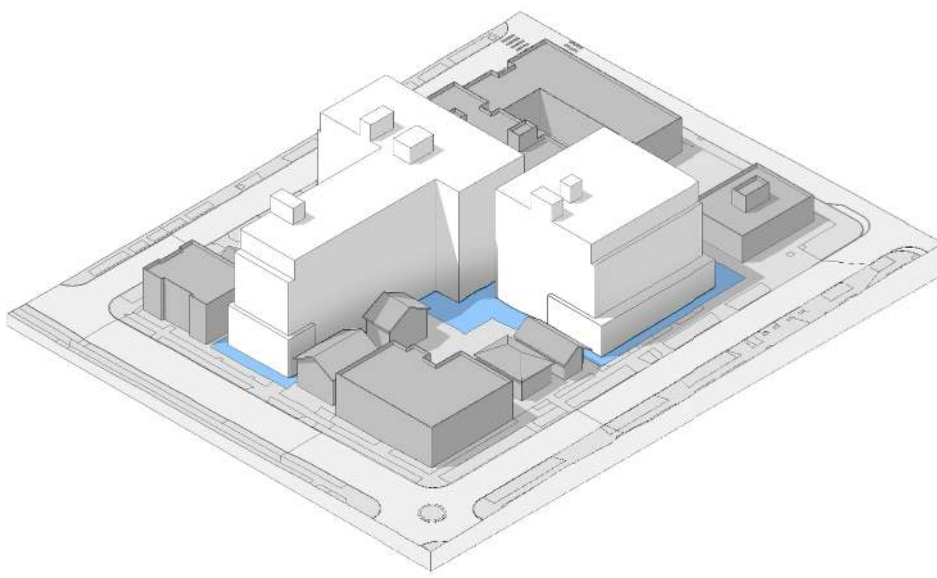
SMC 23.54.030.F.1.b.2 - Curb cut width

- **Required:** 30' max. 20' max per curb cut
- **Proposed:** 20' two-way driveway to the below grade parking garage and a 15' driveway for waste access

DEPARTURE #5: SIGHT TRIANGLE

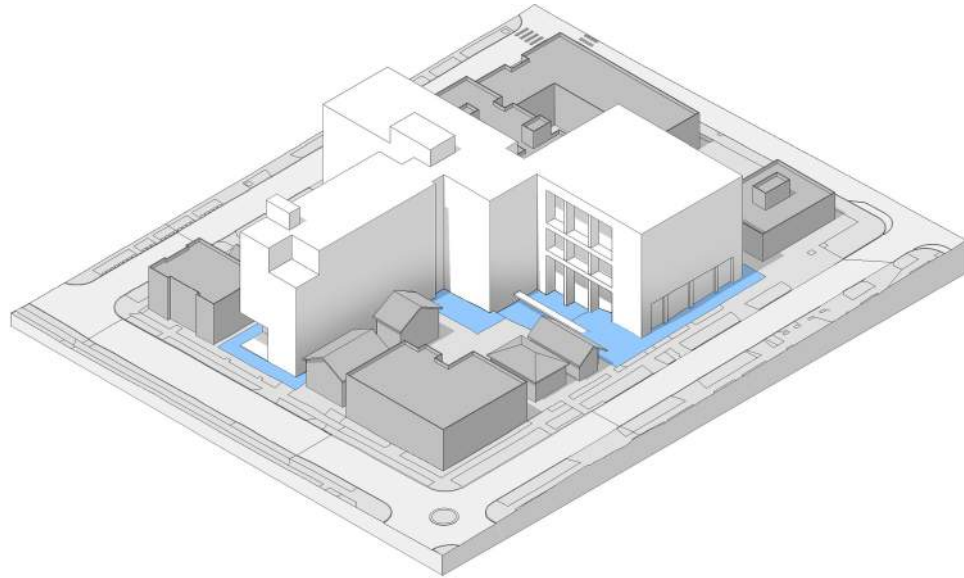
SMC 23.54.030.G - Sight triangle

- **Required:** For two way driveways less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided
- **Proposed:** provide a 20' two way driveway to the below grade parking garage with a sight triangle on the north side and no sight triangle on the south side.



OPTION B — CODE COMPLIANT

NO DEPARTURES REQUIRED



OPTION C — PREFERRED

DEPARTURE #1: REAR SETBACK

SMC 23.45.518.B - Setbacks and separations

- **Required:** Rear 15' min. (no alley)
- **Proposed:** 11.68'

DEPARTURE #2: STRUCTURE WIDTH

SMC 23.45.528 - Structure width and depth limits for lots greater than 9,000 square feet in Mid-rise zones

- **Required:** The width of principal structures shall not exceed 150'
- **Proposed:** 236' (86' increase)

DEPARTURE #3: STRUCTURE DEPTH

SMC 23.45.528 - Structure width and depth limits for lots greater than 9,000 square feet in Mid-rise zones

- **Required:** The depth of principal structures shall not exceed 80% of the depth of the lot
- **Proposed:** 259.66' (35.55' increase)

DEPARTURE #4: SIGHT TRIANGLE

SMC 23.54.030.G - Sight triangle

- **Required:** For two way driveways less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided
- **Proposed:** provide a 20' two way driveway to the below grade parking garage with a sight triangle on the north side and no sight triangle on the south side.

DEPARTURE REQUESTS
OPTION C - REQUEST #1: REAR SETBACK

STANDARD
SMC 23.45.518.B
Setbacks and separations

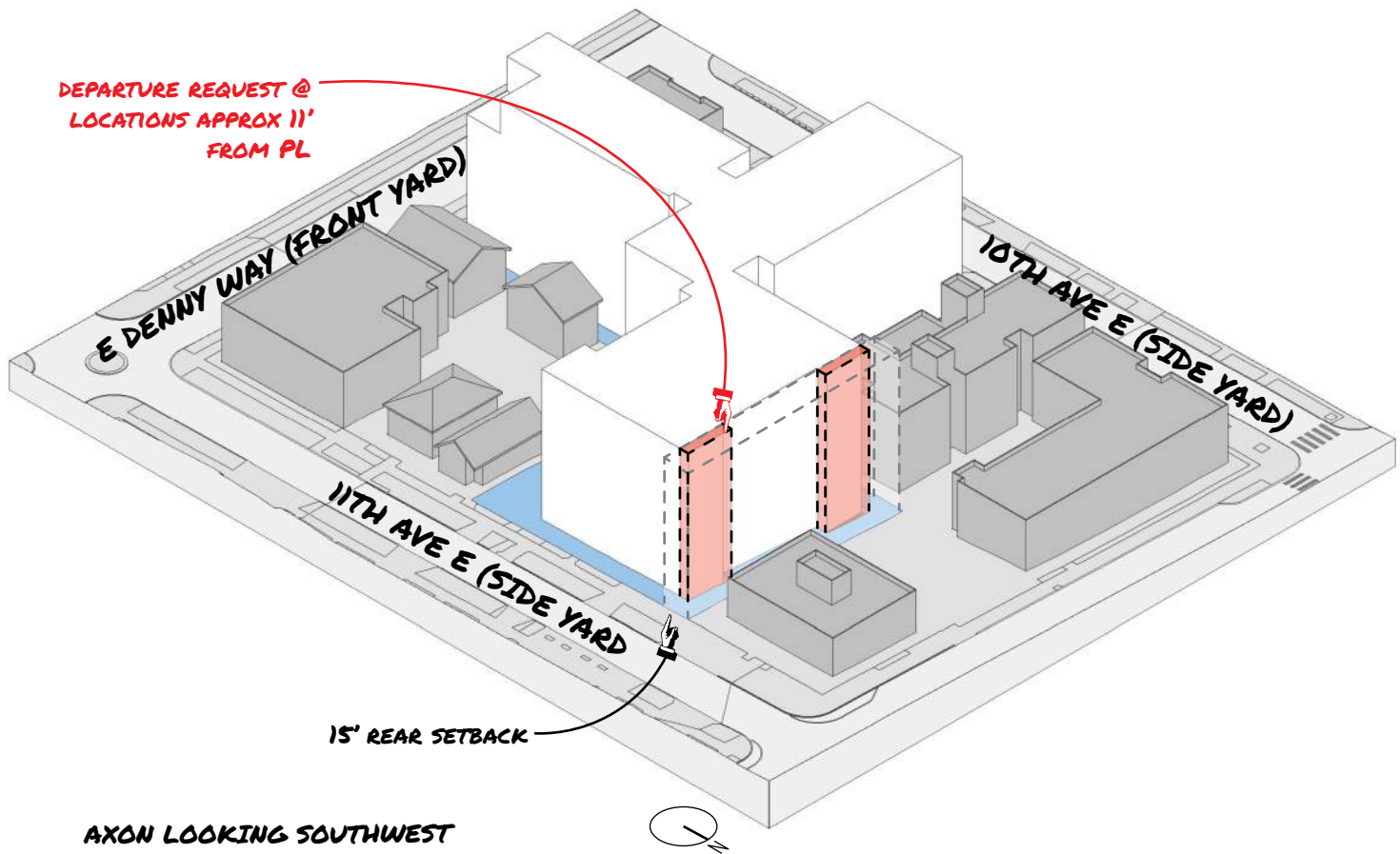
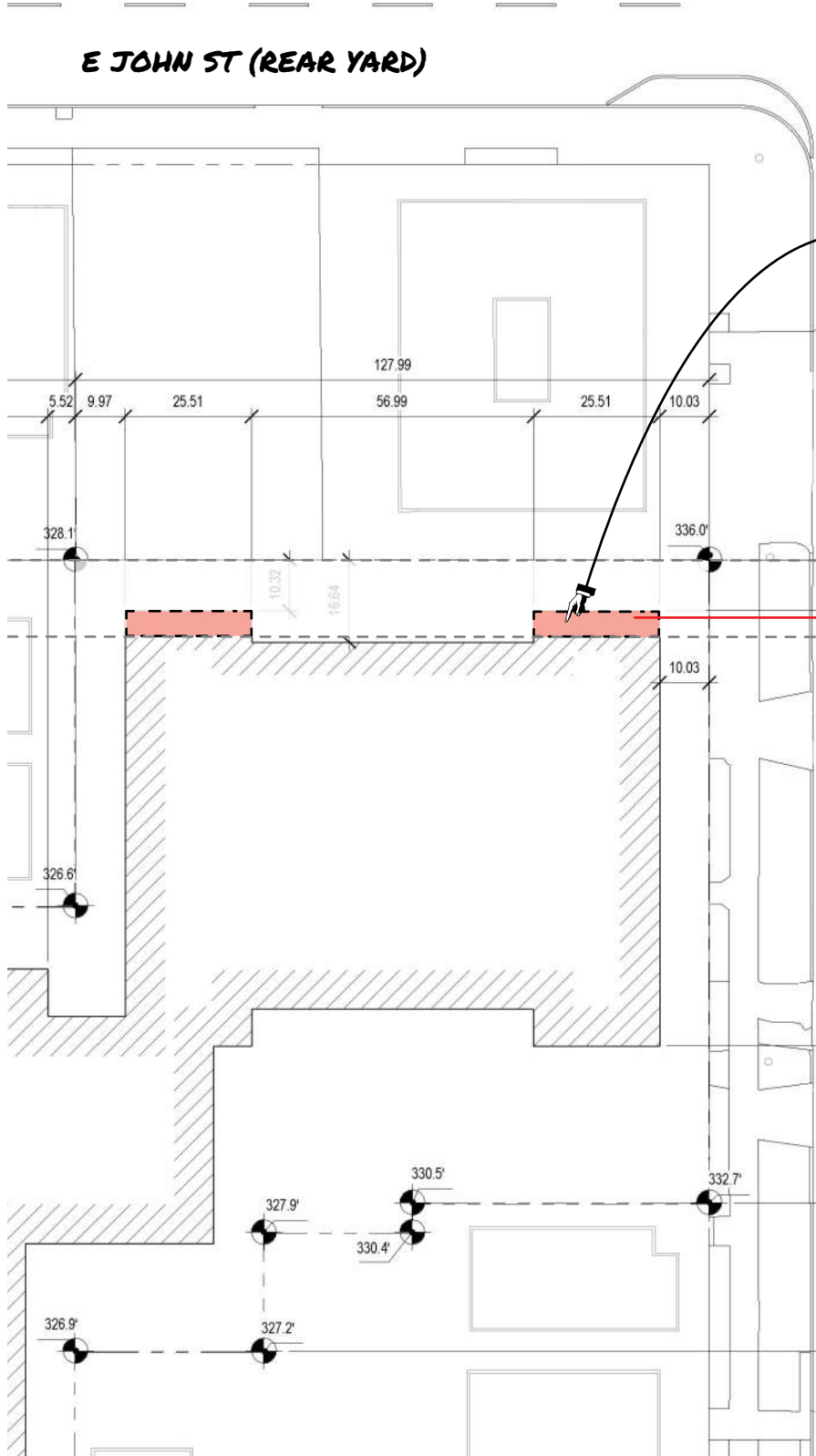
REQUIRED
Rear 15' min. (no alley)

PROPOSED
11.68'

PERCENT CHANGE FROM STANDARD
 $(15' - 11.68') / 15' = 22.1\%$ reduction

RATIONALE
The land use code presumes that a given site has a front yard facing the street, side yards facing the adjacent properties, and a rear yard where the largest open sapce buffer will be provided back-to-back with a neighbor's property. For this site, no such pattern exists. The site essentially has three frontaages with every other property lines being like a side yard. The land use code requires us to designate one of these setbacks as a "rear setback" but it is in no way distinct fro the other side yards on the project and can reasonably be treated as such. Reduction of the setback will allow us to give that open space tot he entry courtyard, where the open space is more meaningful and impactful

RELATED GUIDELINES
PL1.1 - Enhancing Open Space
PL1.4 - Outdoor Uses and Activities



DEPARTURE REQUESTS

OPTION C - REQUEST #2: STRUCTURE WIDTH

STANDARD

SMC 23.45.528
Structure width and depth limits for lots greater than 9,000 square feet in Mid-rise zones

REQUIRED

The width of principal structures shall not exceed 150'

PROPOSED

236' (86' increase)

PERCENT CHANGE FROM STANDARD

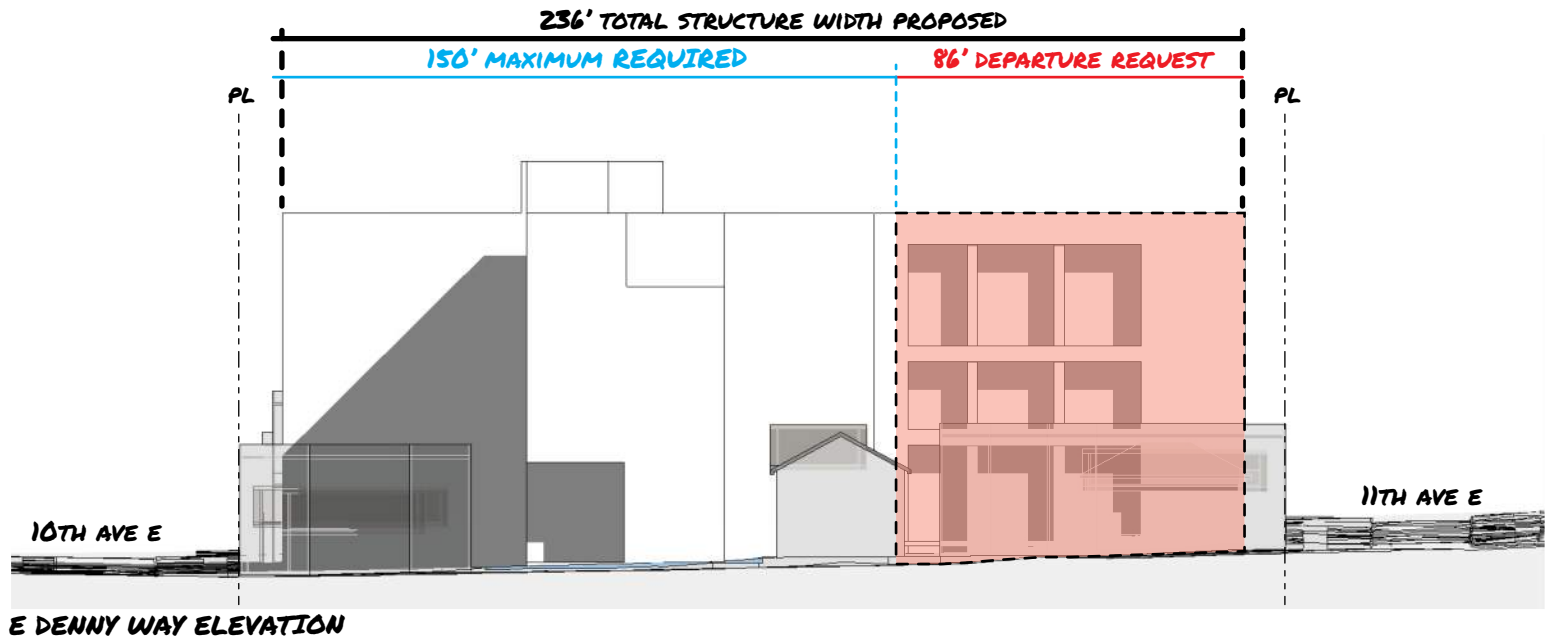
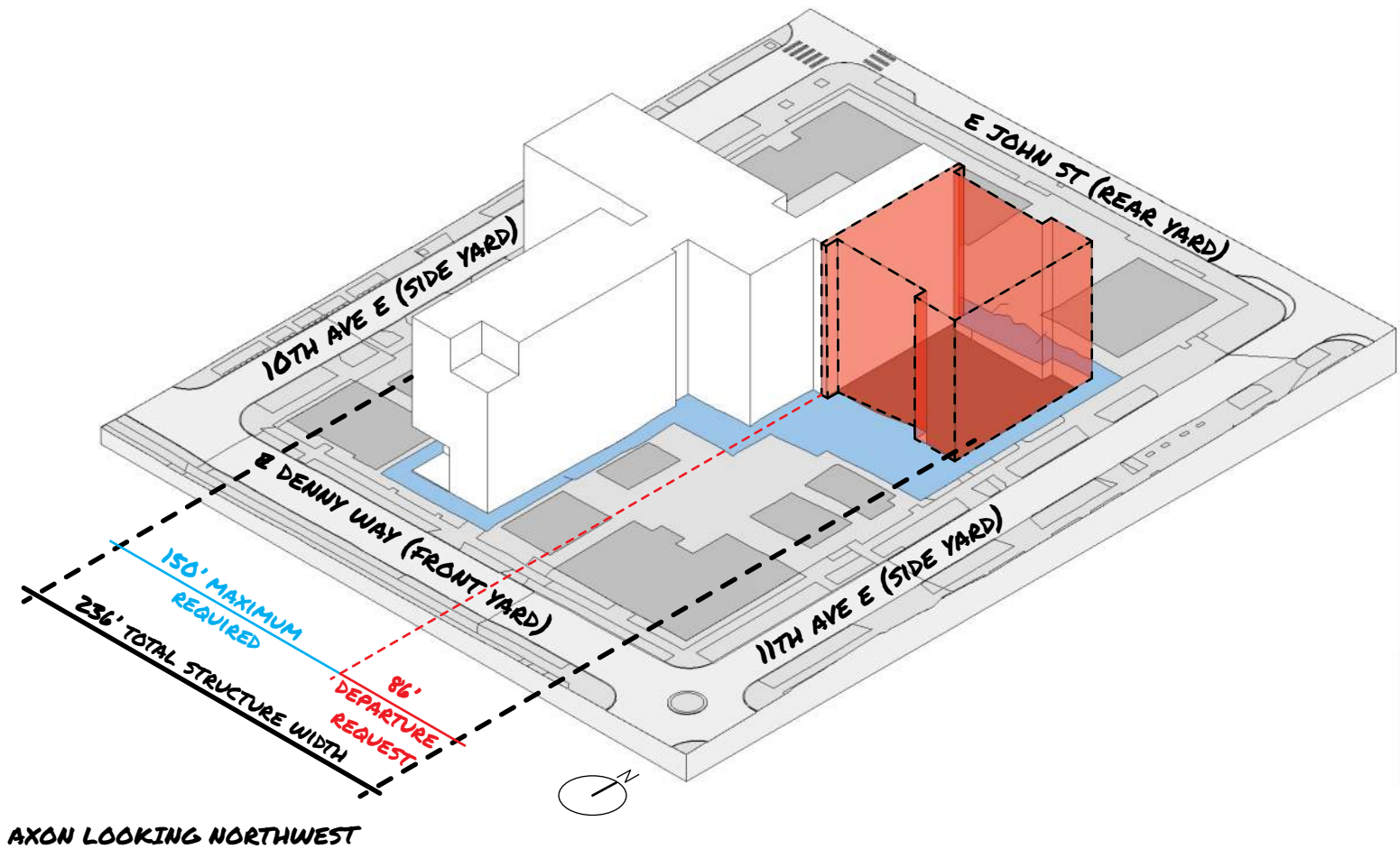
$(150' - 236') / 150' = 57\%$ increase

RATIONALE

A code compliant version of this project would require us to split the project into two volumes with a 15' wide space between them. This would move the primary open space from the entry courtyard to a narrow slot in the center of the project where it would be disassociated with the entry sequence & not particularly meaningful or useful. Splitting the building into two masses as the prescriptive code requires would not be visible from the public realm & would not effectively break down the scale of the project as the code intends. The departure request allows us to concentrate the project open space in a location where it is most impactful.

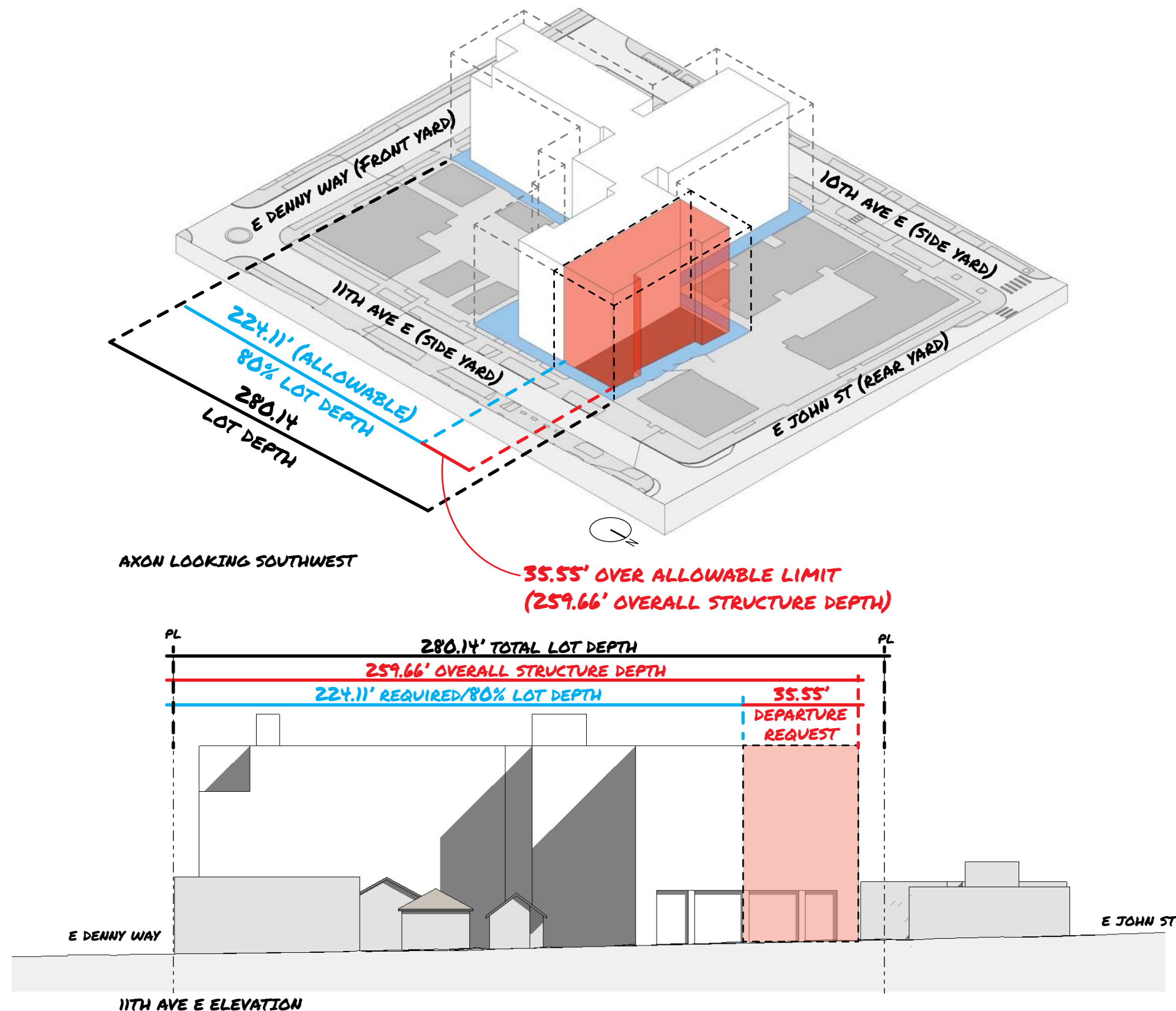
RELATED GUIDELINES

- PL1.1 - Enhancing Open Space
- PL1.4 - Outdoor Uses and Activities
- DC3.1 - Open Space Uses and Accessibility
- CS2.C.3 - Full Block Sites



DEPARTURE REQUESTS

OPTION C - REQUEST #3: STRUCTURE DEPTH



STANDARD

SMC 23.45.528

Structure width and depth limits for lots greater than 9,000 square feet in Mid-rise zones

REQUIRED

The depth of principal structures shall not exceed 80% of the depth of the lot

PROPOSED

259.66' (35.55' increase)

PERCENT CHANGE FROM STANDARD

$(224.11' - 259.66') / 224.11' = 16\%$ increase

RATIONALE

A code compliant version of this project would require us to split the project into two volumes with a 15' wide space between them. This would move the primary open space from the entry courtyard to the rear setback, where it would be pushed off to the perimeter of the project, disassociated with the entry sequence & not particularly meaningful or useful. The departure request allows us to concentrate the project open space in a location where it is most meaningful and impactful.

RELATED GUIDELINES

- PL1.1 - Enhancing Open Space
- PL1.4 - Outdoor Uses and Activities
- DC3.1 - Open Space Uses and Accessibility
- DC3-A Building Open Space Relationship: Interior/Exterior Fit
- DC3-1 Residential Open Space

DEPARTURE REQUESTS

OPTION C - REQUEST #4: SIGHT TRIANGLE

STANDARD
SMC 23.54.030.G
Sight triangle

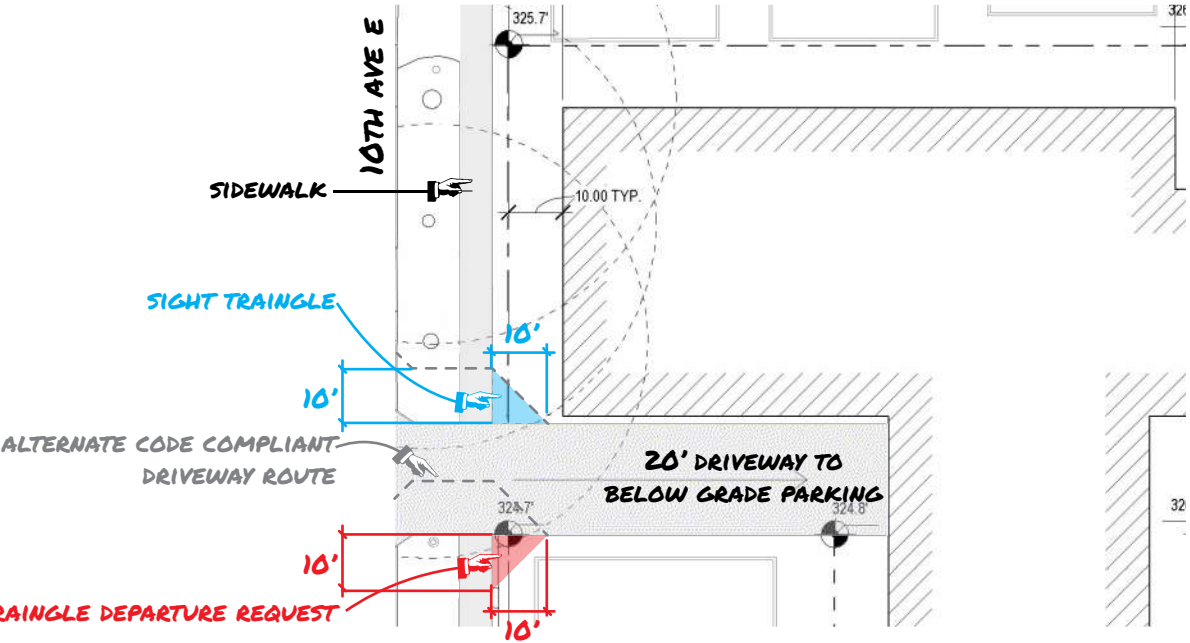
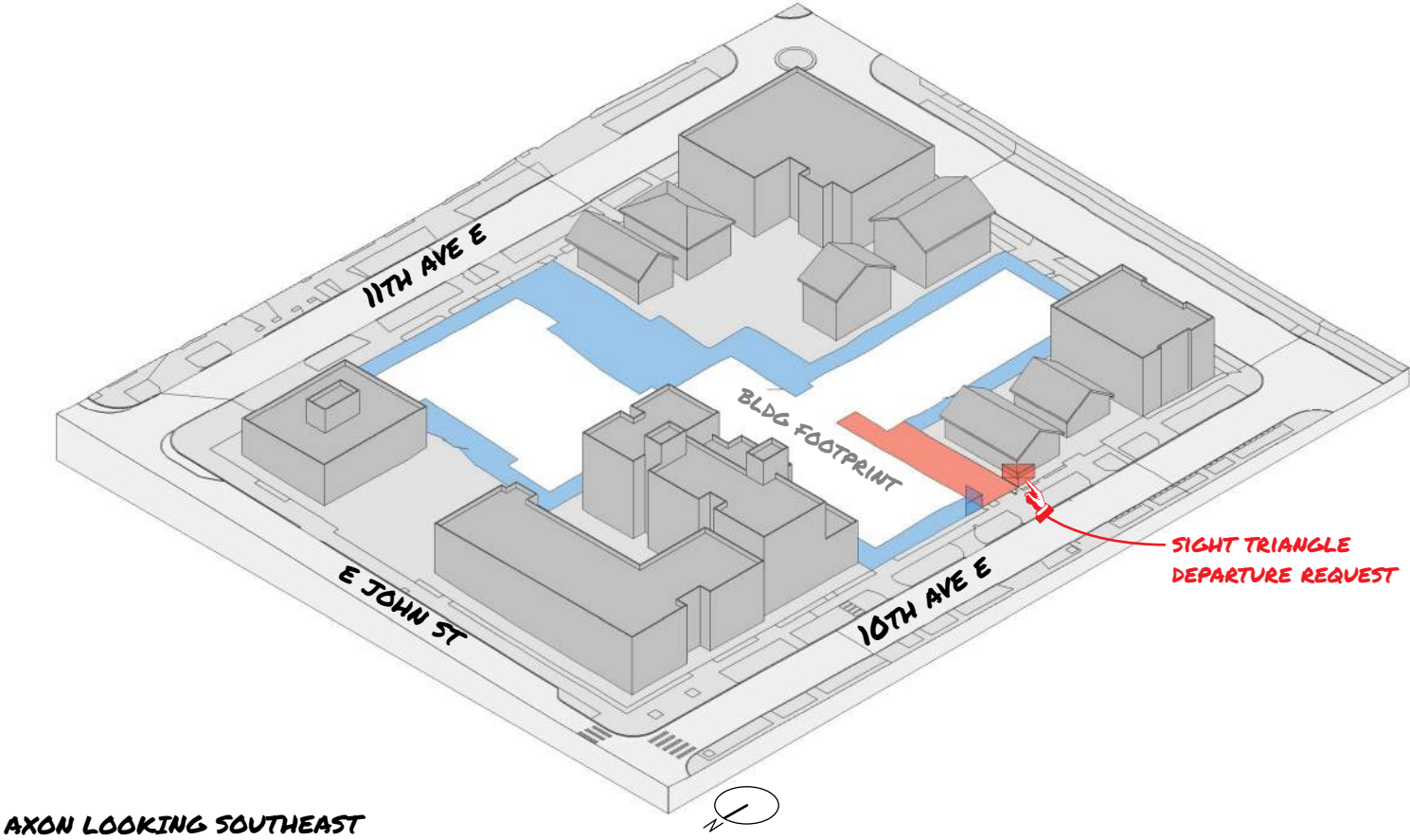
REQUIRED
For two way driveways less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided

PROPOSED
Provide a 20' two way driveway to the below grade parking garage with a sight triangle on the north side and no sight triangle on the south side.

PERCENT CHANGE FROM STANDARD
50% reduction

RATIONALE
A 20' wide driveway inherently provides a 10' clear sight triangle within the driveway itself

- RELATED GUIDELINES
- PL1.1.b - Right-of-way - Enhance open space connections
 - DC1.2.a - Parking and Service Uses - visual impacts
 - D-6 - Design for personal safety & security
 - E-1 - Minimize curb cut impacts



DEPARTURE REQUESTS
OPTION A - REQUEST #1: REAR SETBACK

STANDARD
SMC 23.45.518.B
Setbacks and separations

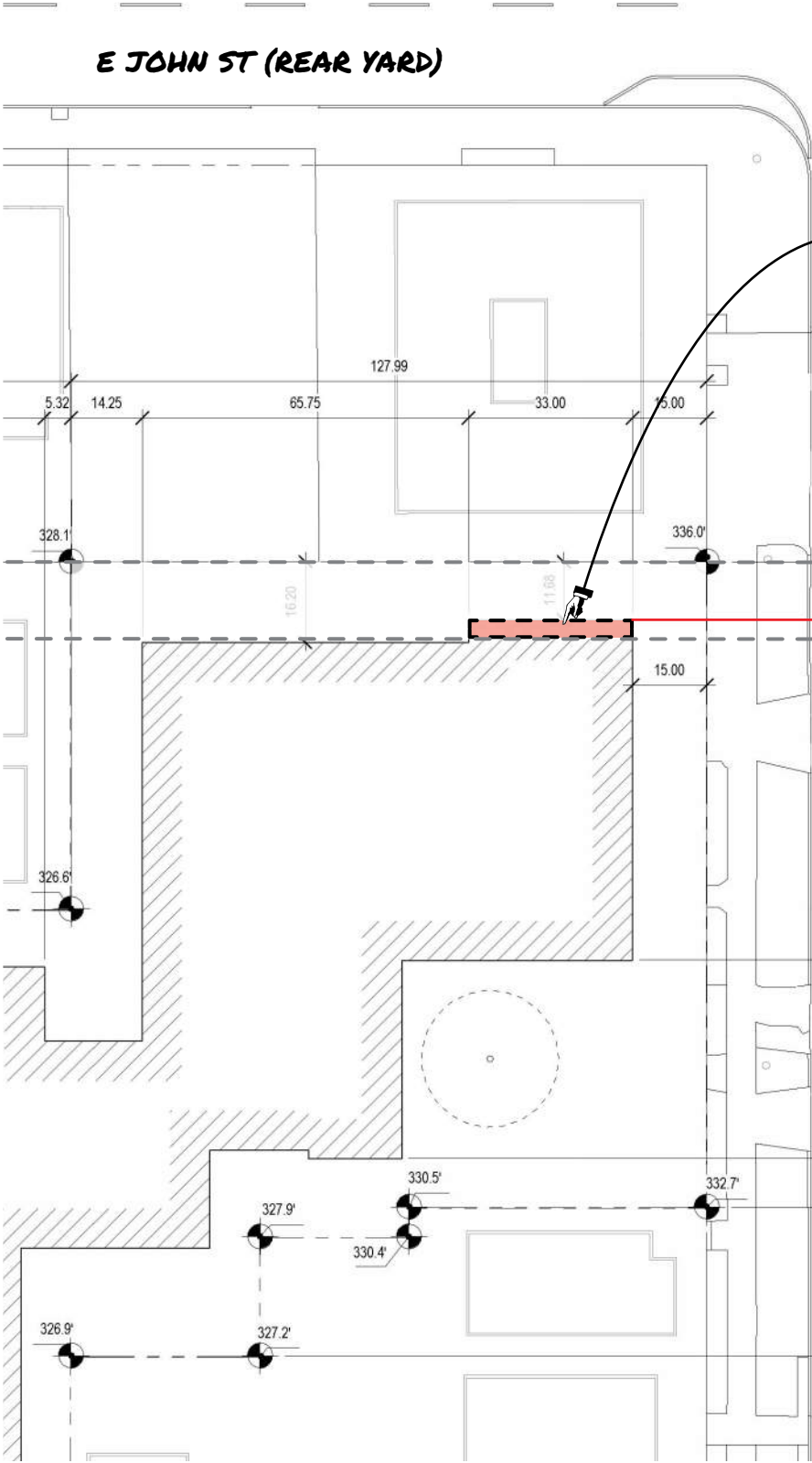
REQUIRED
Rear 15' min. (no alley)

PROPOSED
11.68'

PERCENT CHANGE FROM STANDARD
 $(15' - 11.68') / 15' = 22.1\%$ reduction

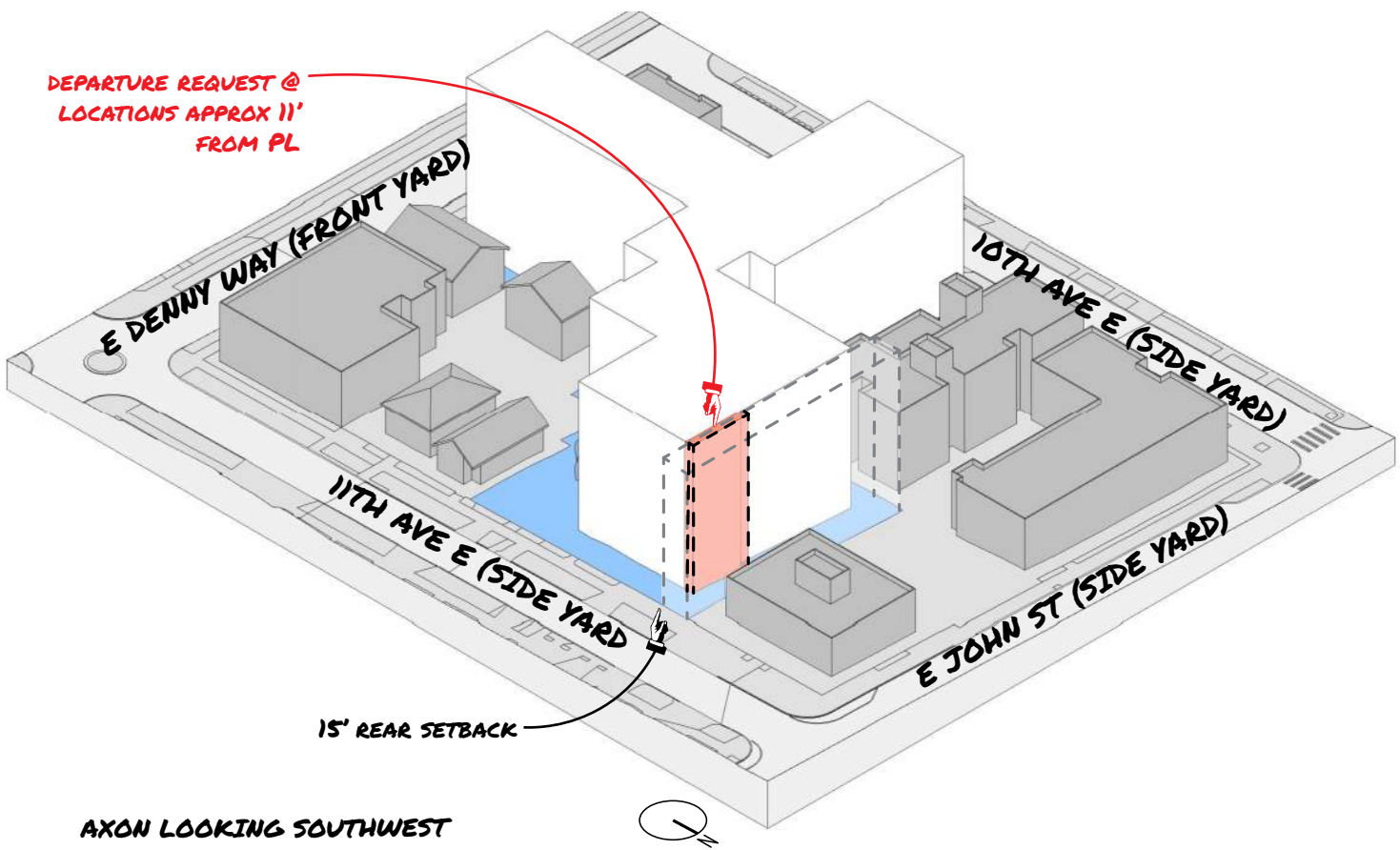
RATIONALE
The land use code presumes that a given site has a front yard facing the street, side yards facing the adjacent properties, and a rear yard where the largest open sapce buffer will be provided back-to-back with a neighbor's property. For this site, no such pattern exists. The site essentially has three frontaages with every other property lines being like a side yard. The land use code requires us to designate one of these setbacks as a "rear setback" but it is in no way distinct fro the other side yards on the project and can reasonably be treated as such. The setback is needed to achieve full development potential of the site.

RELATED GUIDELINES
PL1.1 - Enhancing Open Space
PL1.4 - Outdoor Uses and Activities



RED AREA INDICATES ZONE OF REQUESTED DEPARTURE. A 22% REDUCTION IN REAR SETBACK.

11.68' MINIMUM REAR SETBACK PROPOSED
15.00 MINIMUM REAR SETBACK REQUIRED



DEPARTURE REQUESTS

OPTION A - REQUEST #2: STRUCTURE WIDTH

STANDARD
SMC 23.45.528
Structure width and depth limits for lots greater than 9,000 square feet in Mid-rise zones

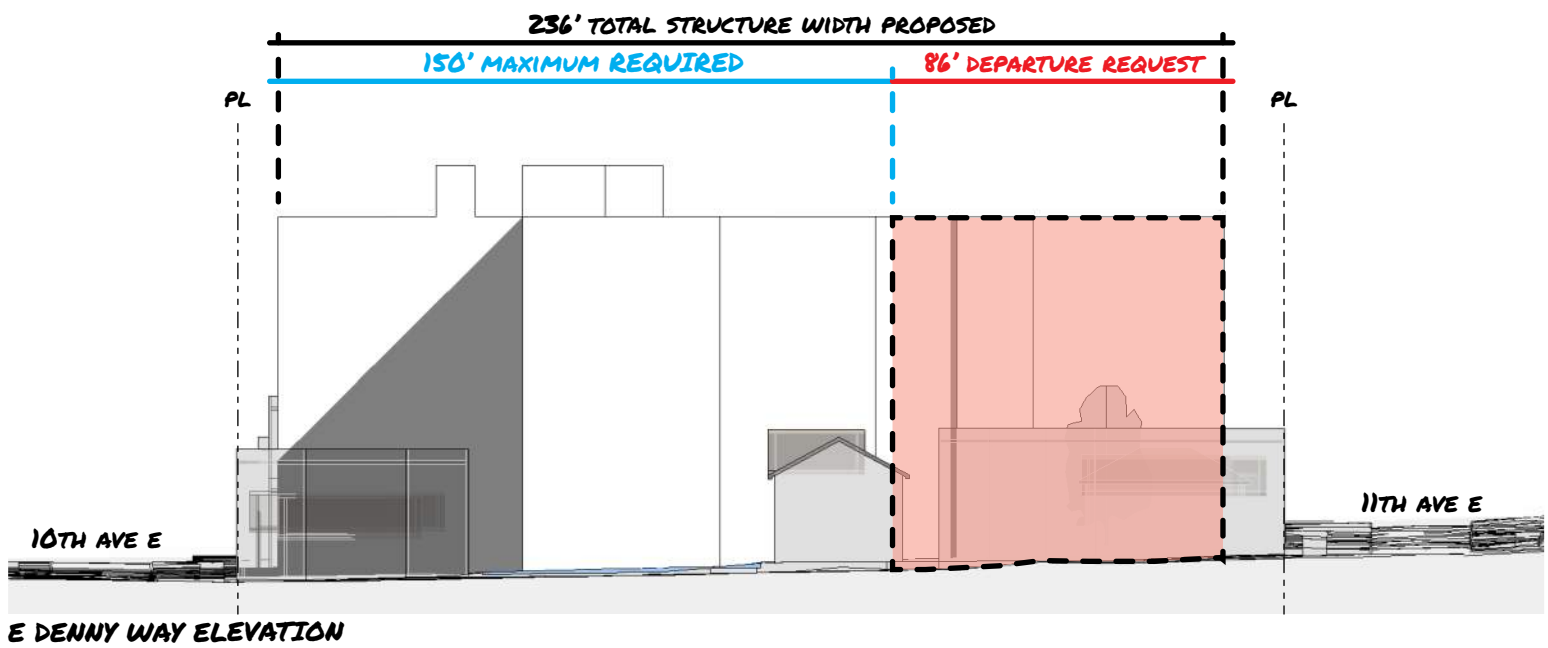
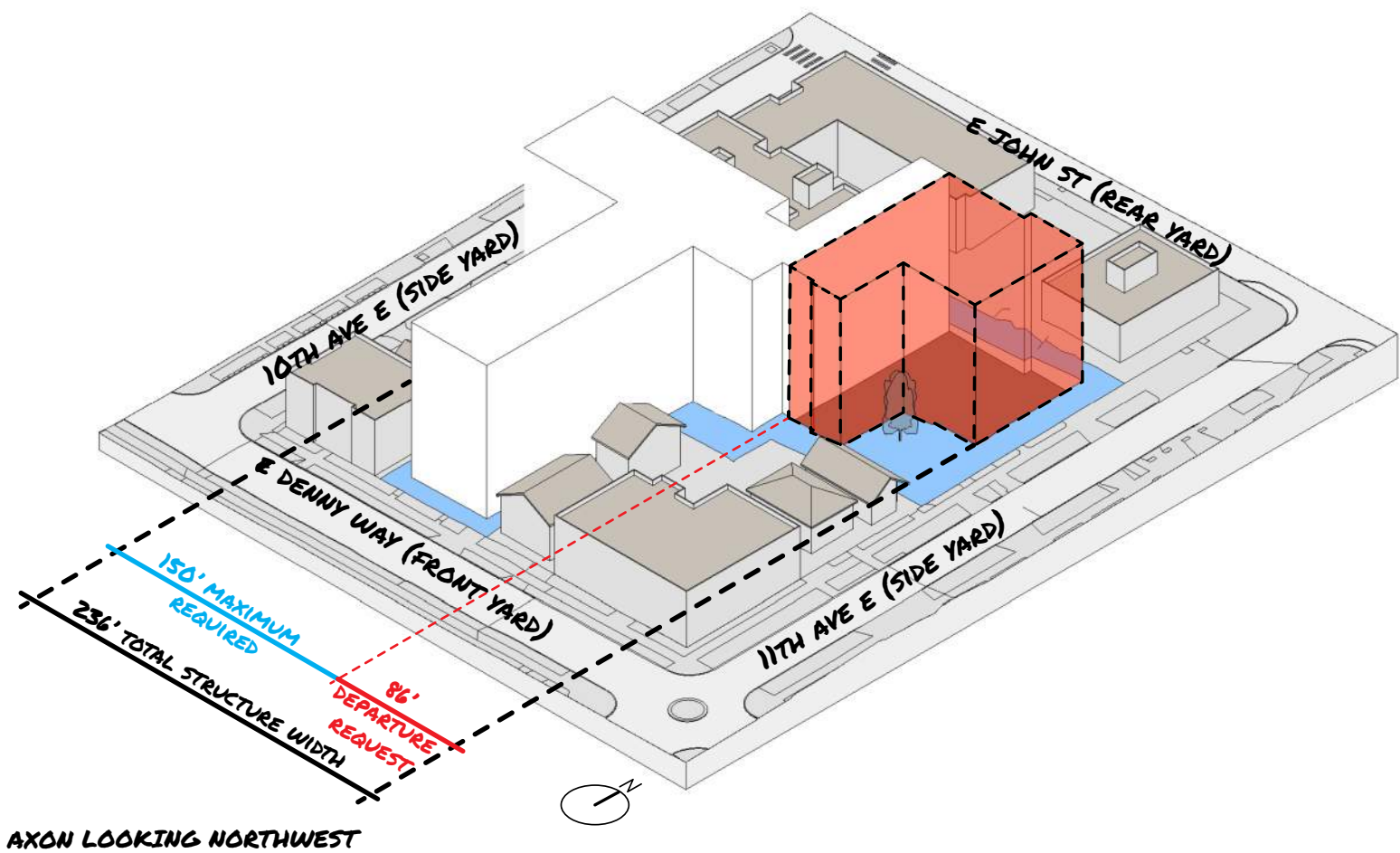
REQUIRED
The width of principal structures shall not exceed 150'

PROPOSED
236' (86' increase)

PERCENT CHANGE FROM STANDARD
 $(150' - 236') / 150' = 57\%$ increase

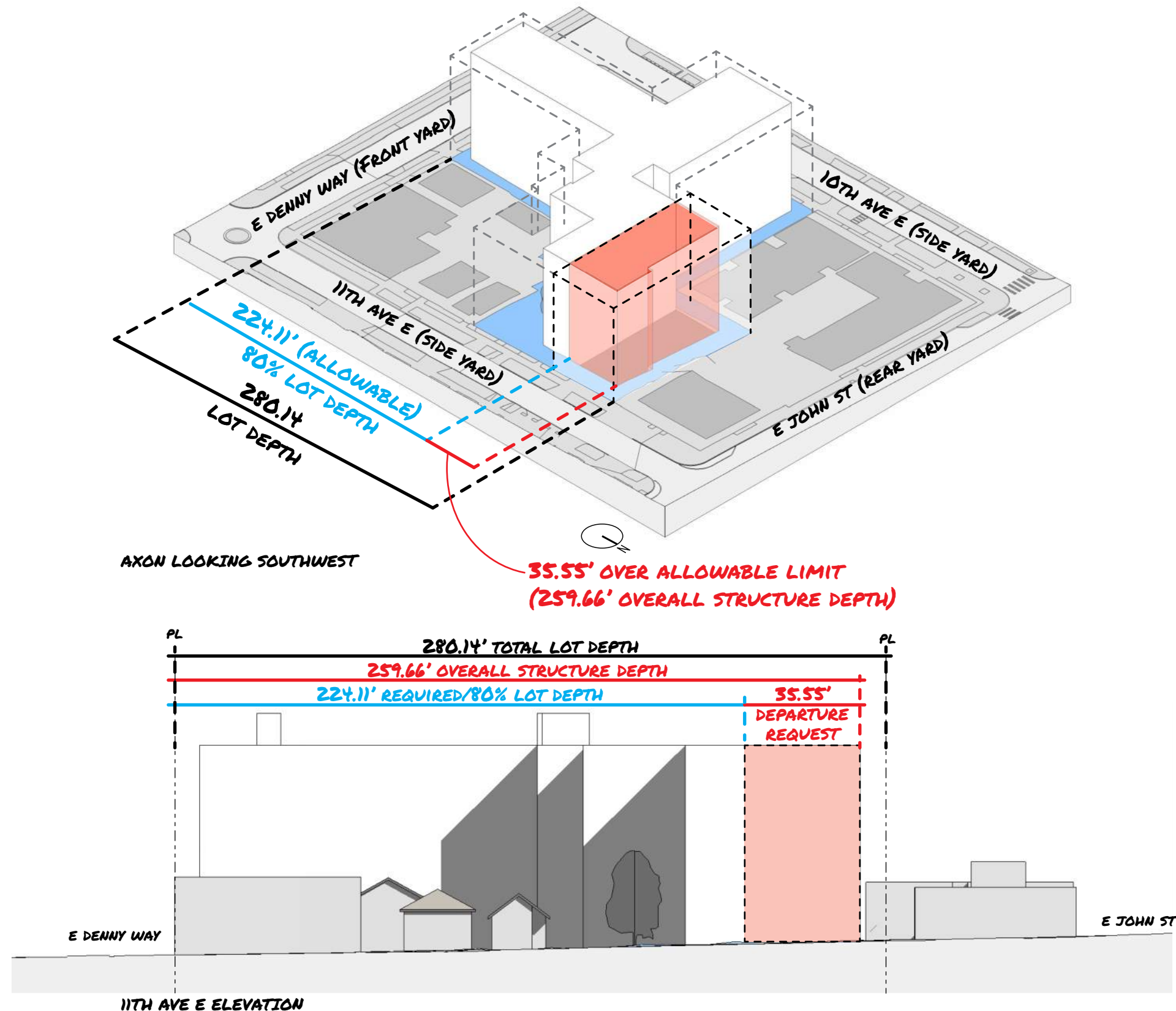
RATIONALE
The courtyard along 11th preserves an exceptional tree and provides open space that is visually accessible to the public realm. Full development of the site cannot be achieved while preserving the tree and adhering to the maximum structure width requirement

RELATED GUIDELINES
CS2.C.3 - Full Block Sites
DC3-A Building Open Space
Relationship: Interior/Exterior Fit
DC3-1 Residential Open Space



DEPARTURE REQUESTS

OPTION A - REQUEST #3: STRUCTURE DEPTH



STANDARD

SMC 23.45.528

Structure width and depth limits for lots greater than 9,000 square feet in Mid-rise zones

REQUIRED

The depth of principal structures shall not exceed 80% of the depth of the lot

PROPOSED

259.66' (35.55' increase)

PERCENT CHANGE FROM STANDARD

$(224.11' - 259.66') / 224.11' = 16\%$ increase

RATIONALE

The courtyard along 11th preserves an exceptional tree and provides open space that is visually accessible to the public realm. Full development of the site cannot be achieved while preserving the tree and adhering to the maximum structure depth requirement

RELATED GUIDELINES

PL1.1 - Enhancing Open Space
 PL1.4 - Outdoor Uses and Activities
 DC3.1 - Open Space Uses and Accessibility
 DC3-A Building Open Space
 Relationship: Interior/Exterior Fit
 DC3-1 Residential Open Space

DEPARTURE REQUESTS
OPTION A - REQUEST #4: CURB CUT

STANDARD
SMC 23.54.030.F.1.b.2
Curb cut width

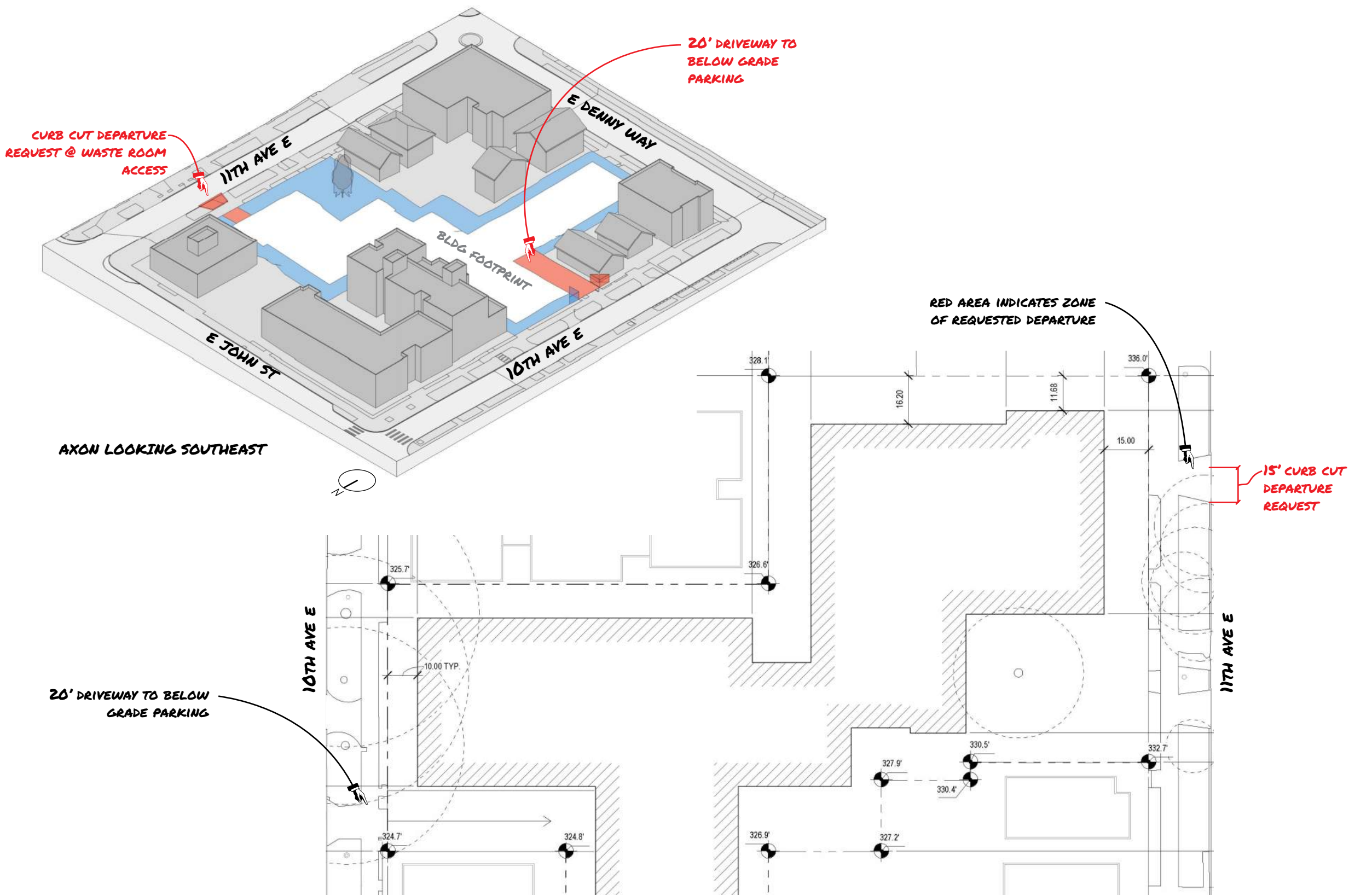
REQUIRED
30' max. 20' max per curb cut

PROPOSED
20' two-way driveway to the below grade parking garage and a 15' driveway for waste access

PERCENT CHANGE FROM STANDARD
(30'-45')/30' = 50% increase

RATIONALE
Seattle Public Utilities prefers large buildings to provide waste pickup using roll-off dumpster that are picked up internal to the building. The land use code does not allow a curb cut large enough to facilitate the truck maneuvering required to have in-building pickup. SDOT policy does not allow curb cuts for waste pickup that are not associated with a parking area. A departure would be required in order to facilitate in-building waste pickup.

RELATED GUIDELINES
DC1.2.a - Parking and Service Uses - visual impacts
E-3 - Minimize the presence of service areas



DEPARTURE REQUESTS

OPTION A - REQUEST #5: SIGHT TRIANGLE

STANDARD

SMC 23.54.030.G

Sight triangle

REQUIRED

For two way driveways less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided

PROPOSED

Provide a 20' two way driveway to the below grade parking garage with a sight triangle on the north side and no sight triangle on the south side.

PERCENT CHANGE FROM STANDARD

50% reduction

RATIONALE

A 20' wide driveway inherently provides a 10' clear sight triangle within the driveway itself

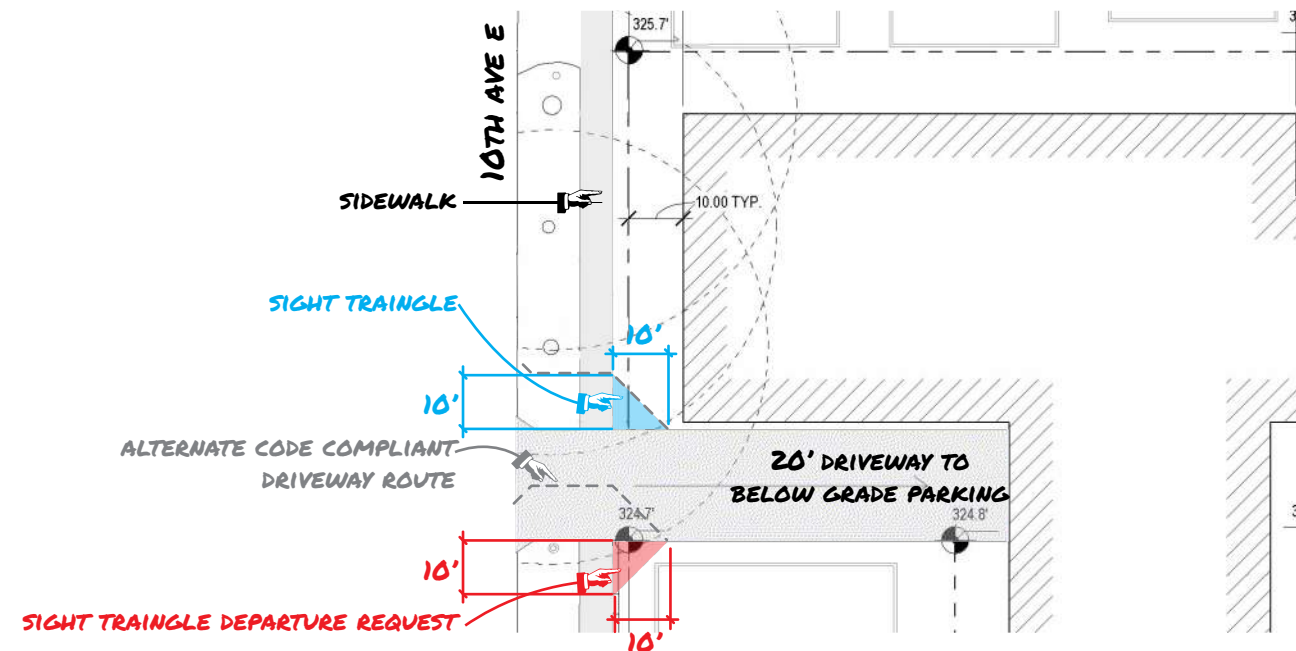
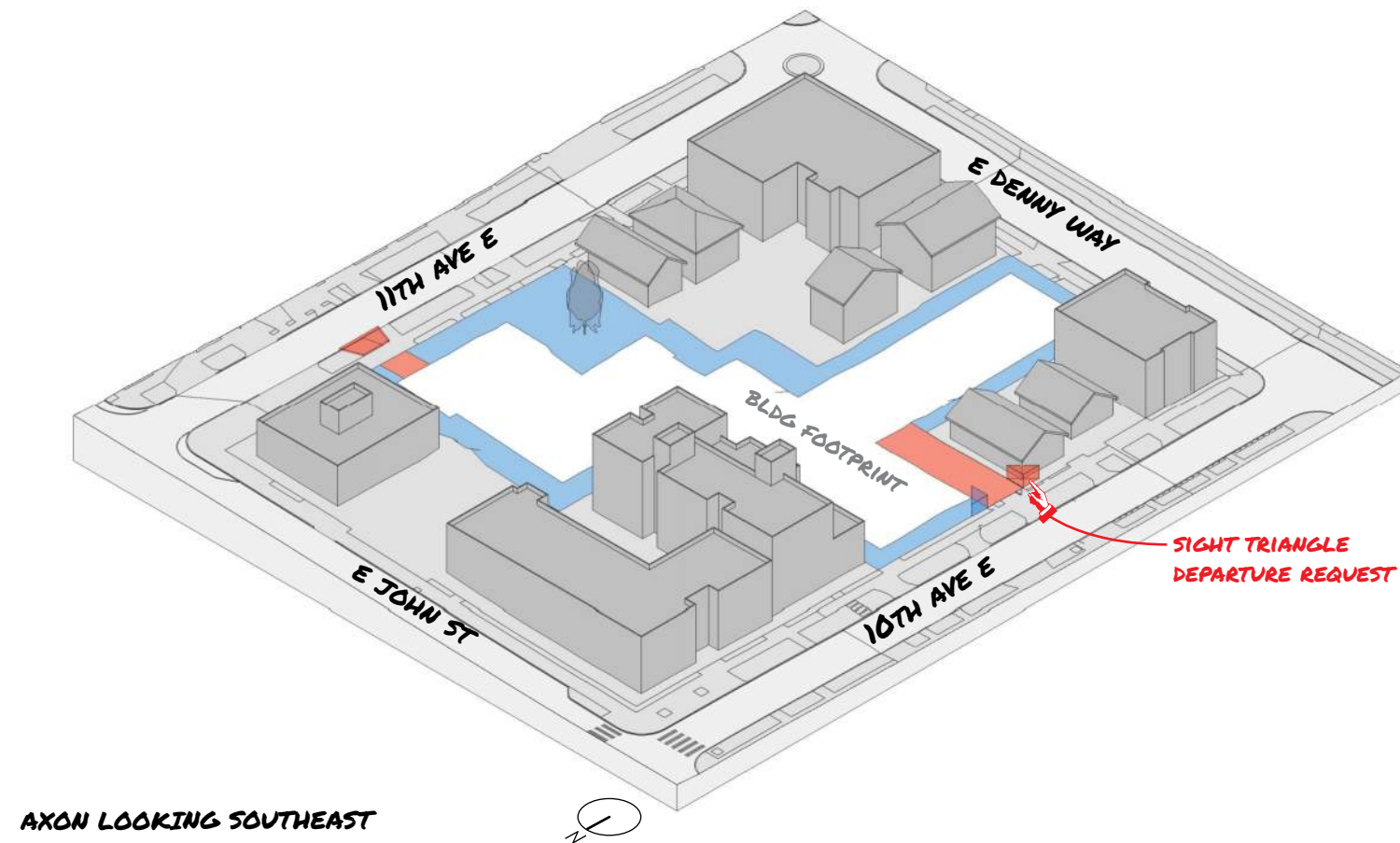
RELATED GUIDELINES

PL1.1.b - Right-of-way - Enhance open space connections

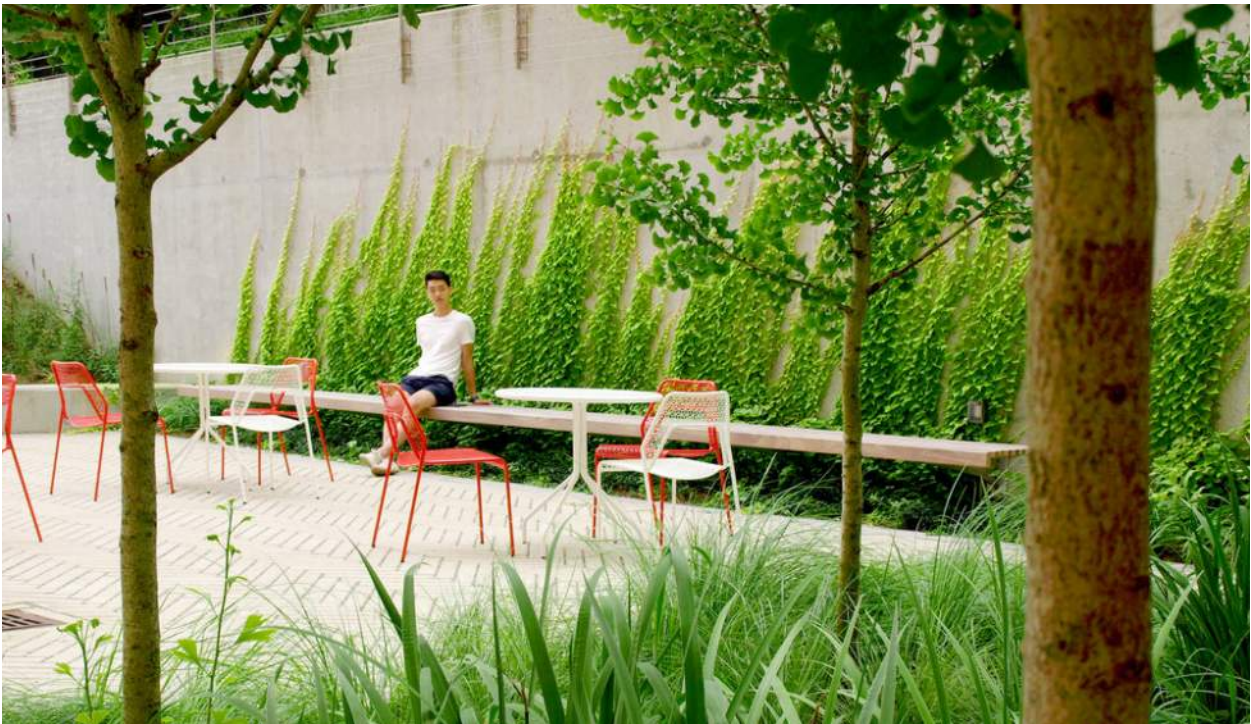
DC1.2 - Parking and Service Uses

D-6 - Design for personal safety & security

E-1 - Minimize curb cut impacts



APPENDIX A: DESIGN DEVELOPMENT
LANDSCAPE PRECEDENTS



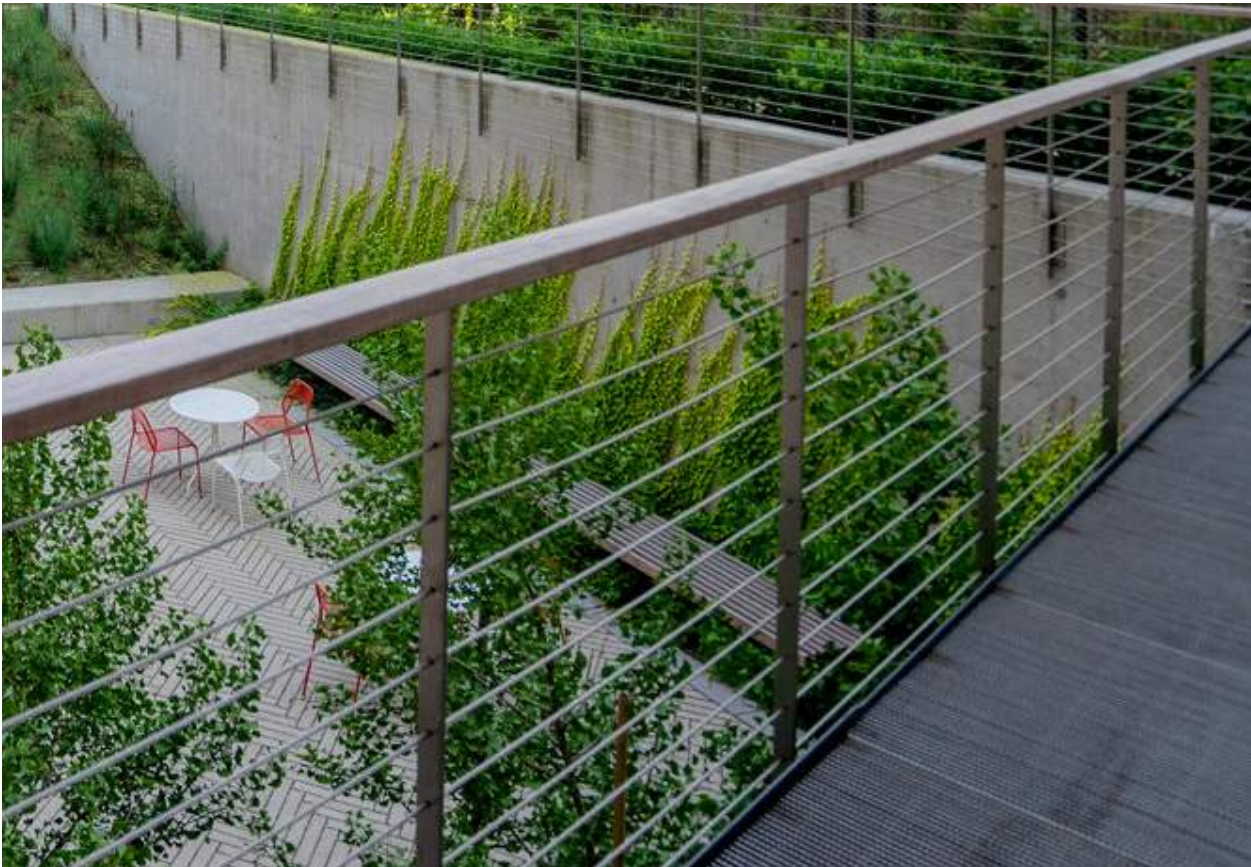
LYNN'S PLACE APARTMENTS BY TERRAIN



HOTEL MODERA BY LANGO HANSEN



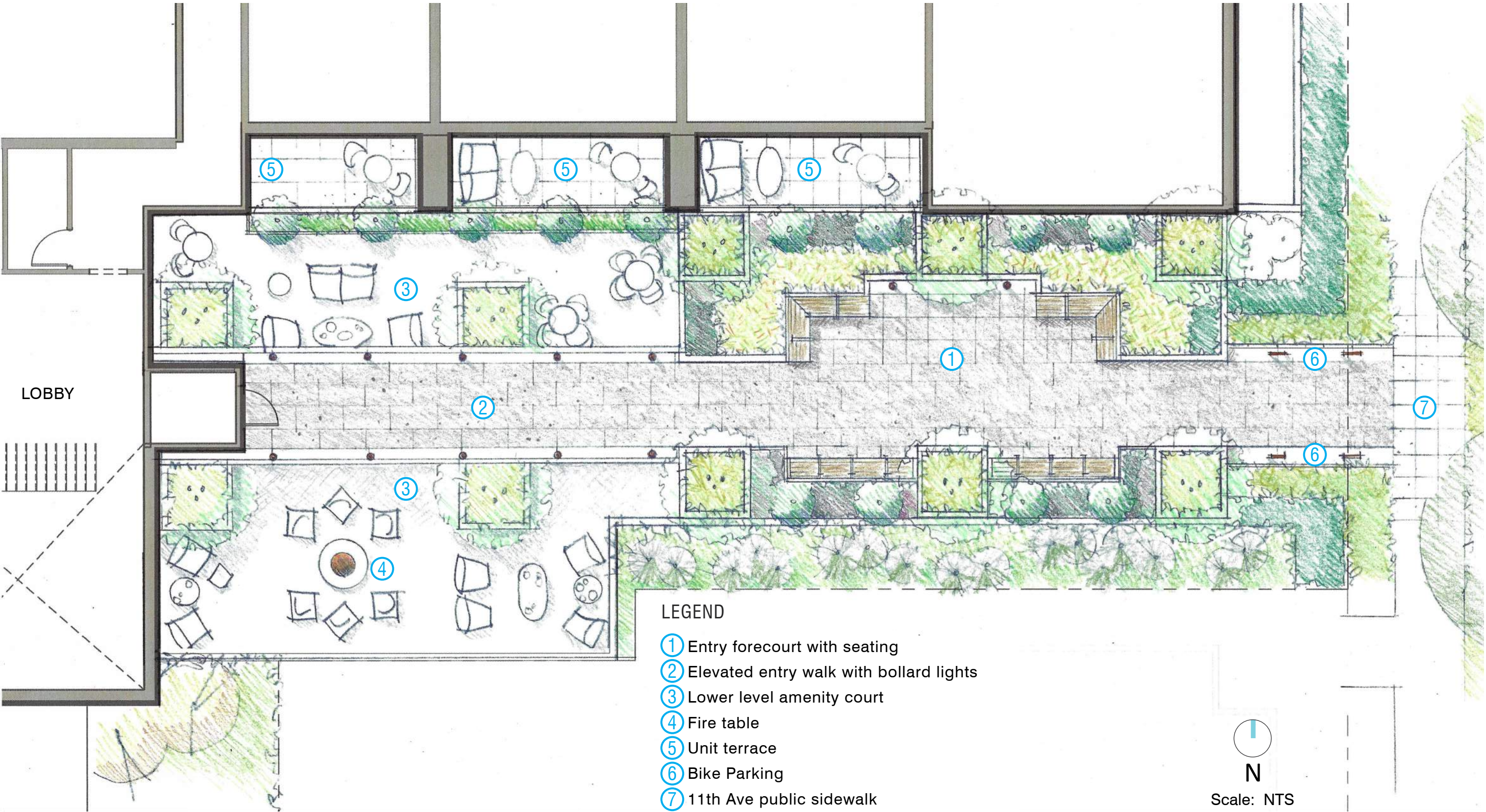
ONE HUDSON YARDS BY TERRAIN



LYNN'S PLACE APARTMENTS BY TERRAIN



THE OSPREY BY LANGO HANSEN



APPENDIX A: DESIGN DEVELOPMENT

BUILDING PRECEDENTS

OPPORTUNITIES

- Simple coherent material palettes
- Simple geometry and massing
- Use of frames, reveals, and groupings to create visual interest and coherent facades
- Strategic erosion of the massing where it is most meaningful (at building amenity areas and at the pedestrian realm)



KULLE APARTMENTS BY HYBRID ARCHITECTURE



421 BELMONT AVE BY HYBRID ARCHITECTURE



DON VAN HALL BY STUDIOININEDOTS



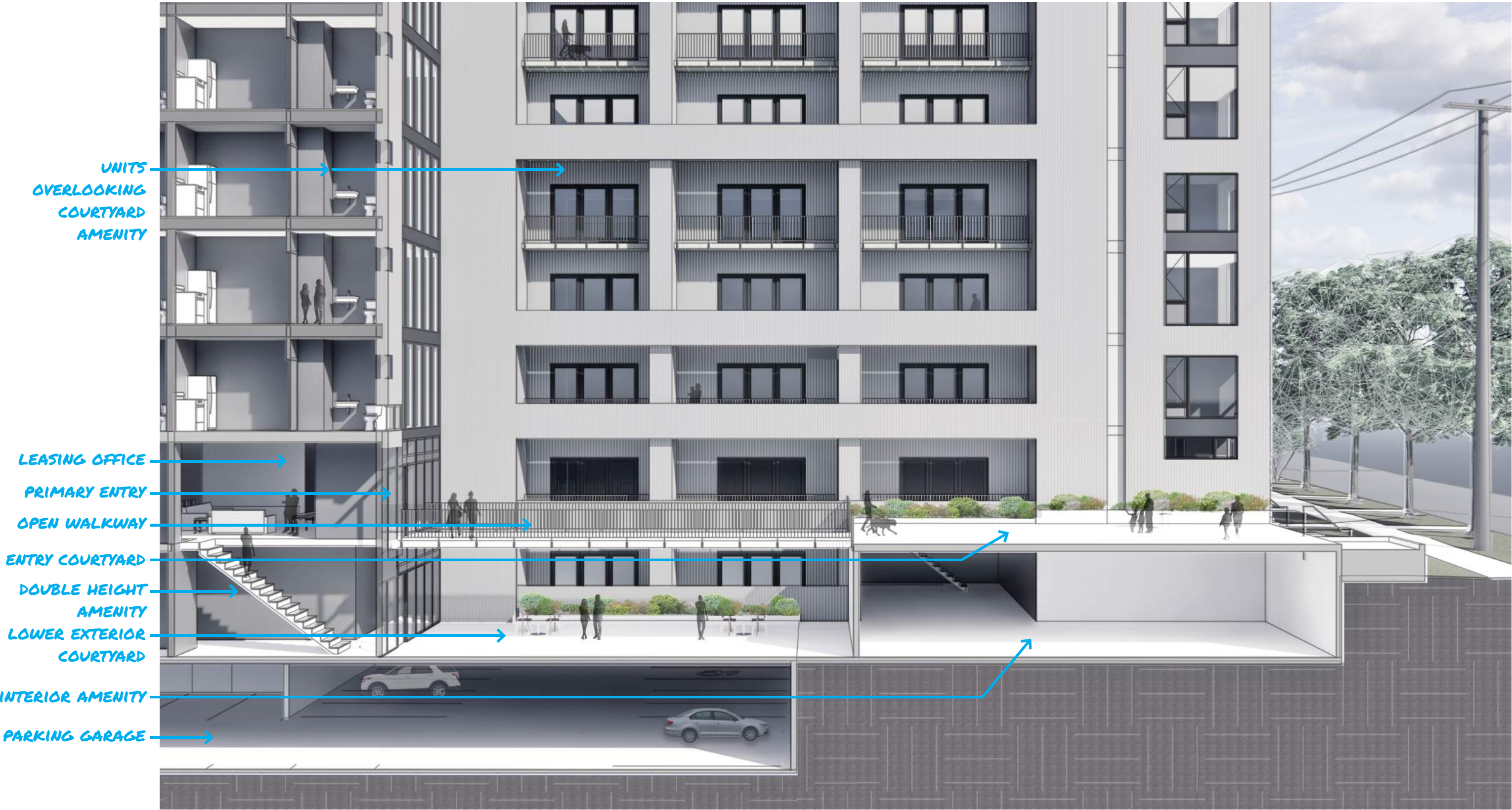
15 ELIZABETH APARTMENTS BY MILLER HULL



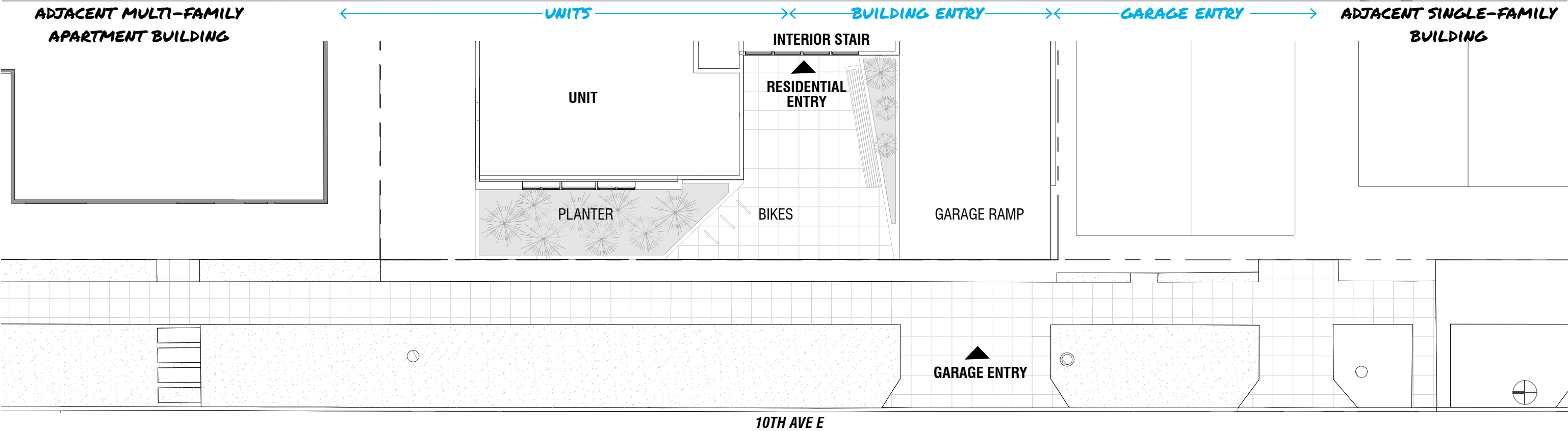
CONCORDIA UNIVERSITY HOUSING BY WORKS PROGRESS ARCHITECTURE



DON VAN HALL BY STUDIOININEDOTS

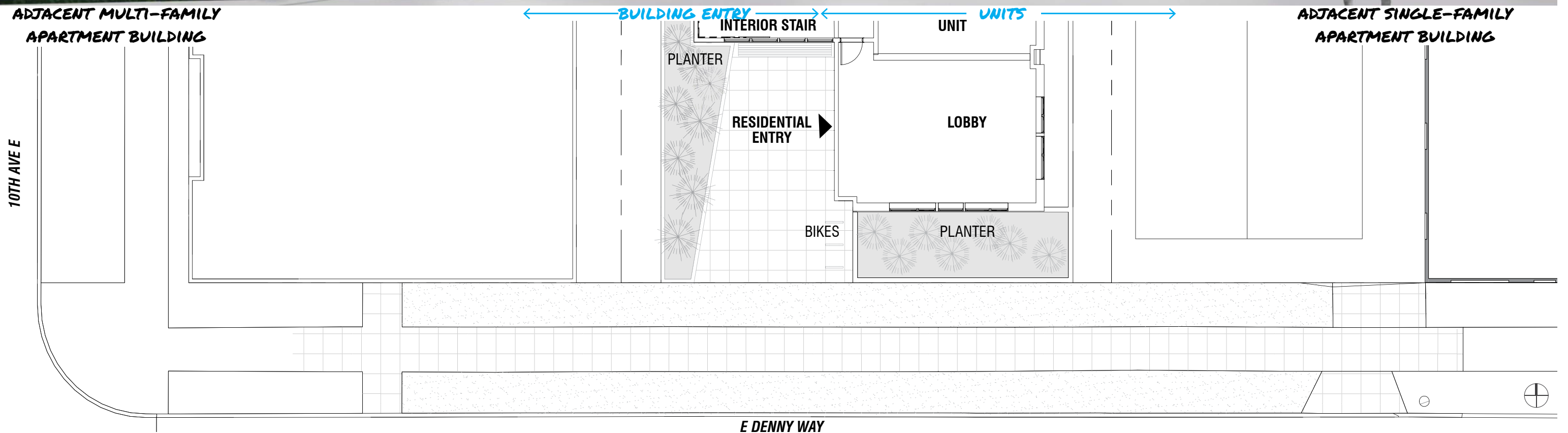


APPENDIX A: DESIGN DEVELOPMENT
STREET-LEVEL PROGRAMMING: 10TH AVE E

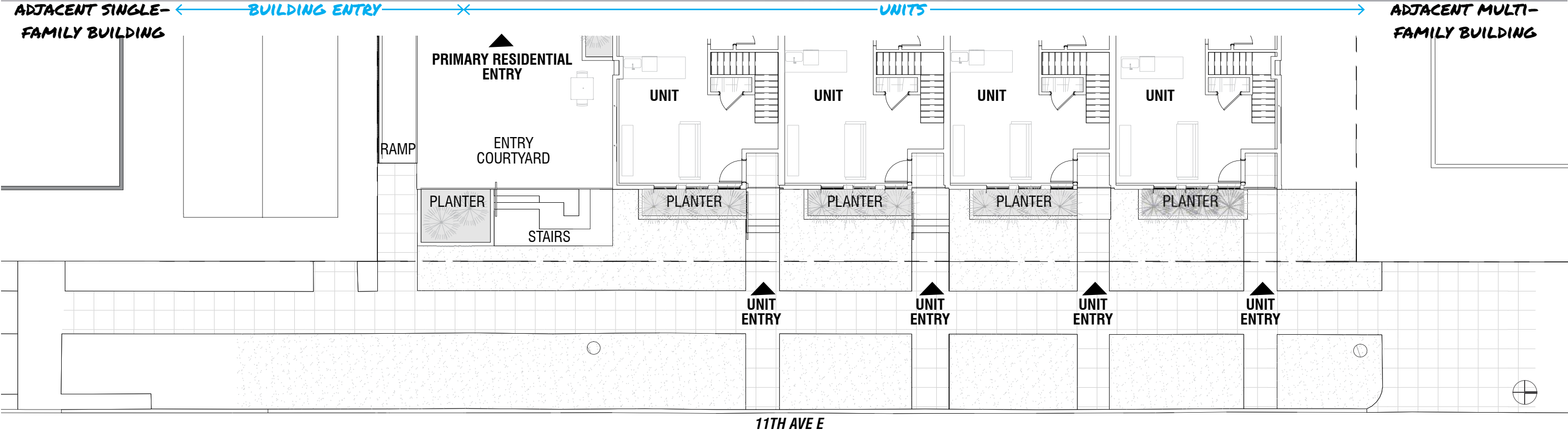


APPENDIX A: DESIGN DEVELOPMENT

STREET-LEVEL PROGRAMMING: E DENNY WAY



APPENDIX A: DESIGN DEVELOPMENT
STREET-LEVEL PROGRAMMING: 11TH AVE E

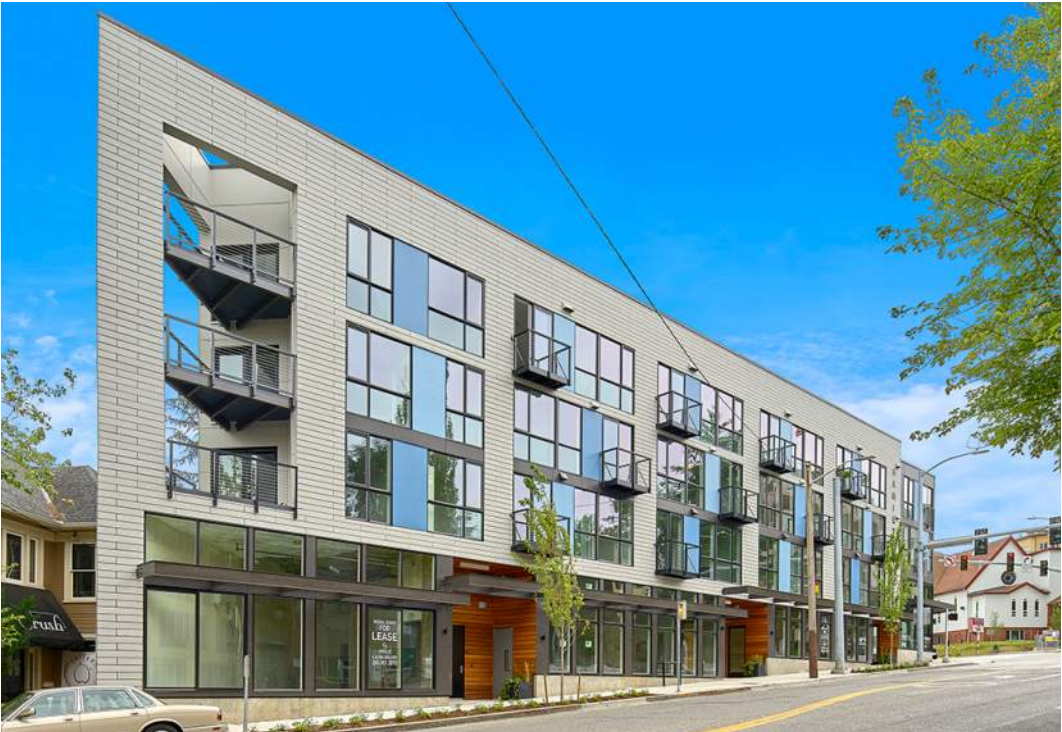


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PRIOR WORK
NEIMAN TABER ARCHITECTS



7324 MARTIN LUTHER KING JR WAY S / SEATTLE
MIXED-USE APARTMENT BUILDING (IN PERMITTING)



HAMILTON APARTMENTS / SEATTLE
MIXED-USE APARTMENT BUILDING (COMPLETED 2017)



510 BROADWAY / SEATTLE
MIXED-USE APARTMENT BUILDING WITH LOFTS AND SMALL-EFFICIENCY UNITS (COMPLETED 2019)



THE ROOST / SEATTLE
CONGREGATE ARTIST HOUSING WITH LOFTS & GROUND-FLOOR RETAIL (COMPLETED 2018)



BALLARD YARDS / SEATTLE
MIXED-USE APARTMENT BUILDING (COMPLETED 2022)



3665 STONE WAY N / SEATTLE
APARTMENT BUILDING (UNDER CONSTRUCTION)



HYDE SQUARE / BELLEVUE
APARTMENT BUILDING (COMPLETED 2019)



DRIVETRAIN / DENVER
MIXED-USE APARTMENT BUILDING (COMPLETED 2021)