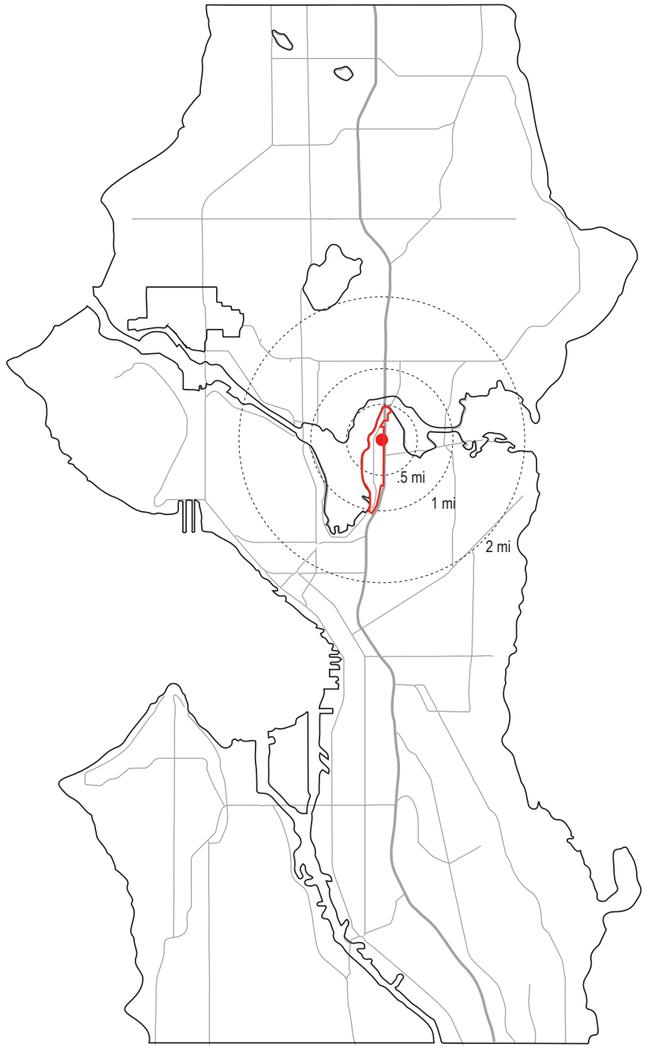
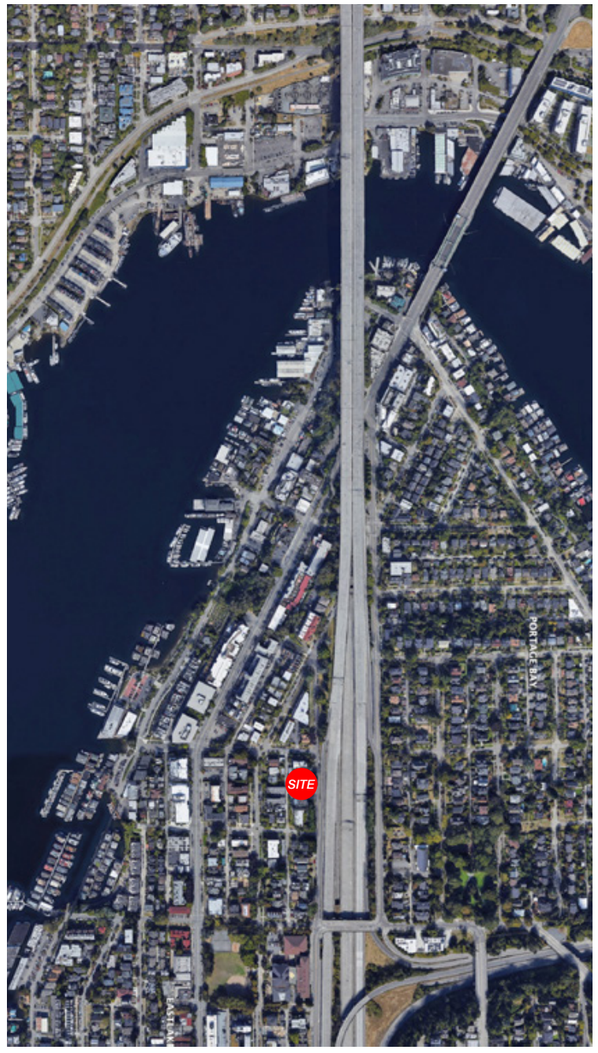
PUBLIC47ARCHITECTS

2727 BOYLSTON AVE

3039736-EG
East Design Review Board
Early Design Guidance
Meeting Date: October 19, 2022 | 5pm





PROJECT TEAM

Owner
Mike Yukevich \\ Prinicpal
Eastlake RA Partners
2359 Franklin Ave E, Suit 414
Seattle, WA 98102, USA
mike@shilsholedev.com
206.650.8381

Architect
PUBLIC47 Architects, LLC
232 7th Ave N
Suite #200
Seattle, WA 98109
Contact: Scot Carr
scotc@public47.com
206.218.8708

Landscape Architect
Karen Keist Landscape Architects
111 West John Street Suite 306
Seattle, WA 98119
Contact: Karren Kiest
kkiest@kk-la.com
206.323.6032

DEVELOPMENT OBJECTIVES

The proposed 8/10-story, multi-family residential project seeks to achieve the following development objectives:

- Create approximately 80-100 new residential units
- Provide 30-40 underground parking stalls accessed off alley
- Approximately 62,000-75,000 GSF

The project site is located on the eastern edge of the Eastlake Neighborhood and the proposed project aspires to be sensitive to the changing scale and evolving context of this stretch of Boylston Ave, while providing an inviting neighborhood experience to residents and neighbors. Thanks to the site's position on the primary arterial separating Eastlake from I-5, the building will serve as a buffer to the eastern edge of the neighborhood and will provide dramatic views of lake union and Seattle's skyline. New residential units will add density to the city, while improving the pedestrian experience at the street. The project also seeks to achieve the following broader city goals:

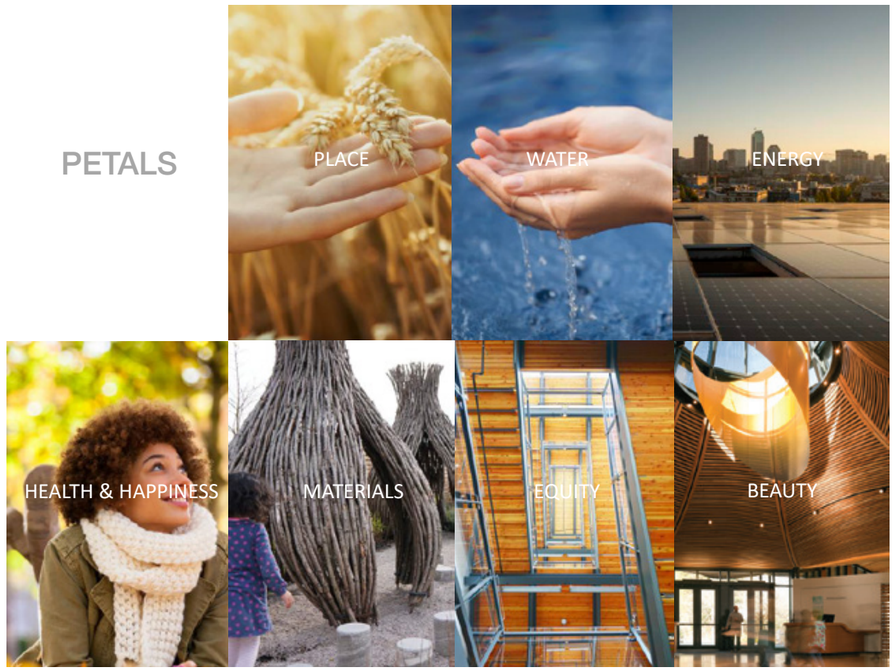
SUSTAINABILITY

The development is exploring high-performance building strategies and considering participating in the Living Building Pilot program. The project intends to reduce environmental impacts and serve as a model for sustainable multi-family development.

LIVEABLE URBAN DENSITY

The project seeks to increase urban density, positively contribute the neighborhood, and provide a unique high-quality housing option with convenient access to public transportation.

LIVING BUILDING PILOT CERTIFICATION



DESCRIPTION

The Living Building Pilot Program is part of the City of Seattle's Climate Strategies. It is intended to help us move beyond making incremental changes so we can fundamentally reshape our building and transportation systems for a fossil-free future. Seattle's buildings produce over one-third of our greenhouse gases. Reducing these building emissions are critical in achieving our goal to become a carbon neutral community by 2050.

ELIGIBILITY

Achieve Living Building Petal Recognition, including:
Achieve at least three of the seven petals (place, water, energy, health, materials, equity, and beauty), including at least one of the following petals: energy, water, or materials and all of the following:
Reduce total energy usage by 25% or more based on the Energy Use Intensity (EUI) targets in the Target Performance Path of Seattle Energy Code Section C401.3 and use no fossil fuel for space heating
Reduce potable water demand by using only non-potable water to meet demand for toilet and urnial flushing, irrigation, hose bib, cooling tower (make up water only), and water features, except to the etent other applicable local, state, or federal law requires the use of potable water.

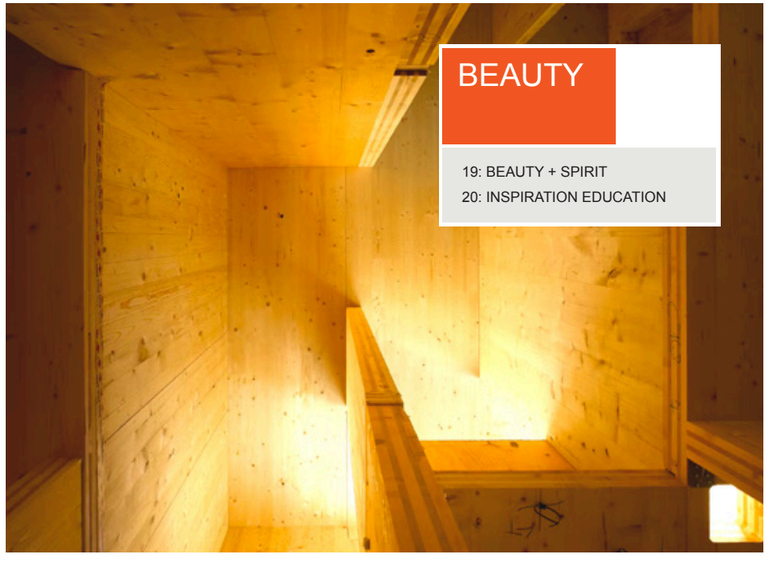
DEVELOPMENT BENEFITS

Height Limit increased 12' - 6"
FAR increase of 25%

PRELIMINARY PETAL SELECTION + STRATEGIES

PLACE: Create a walkable, pedestrian-oriented community that reduces the use of fossil fuel vehicles and encourages human powered transportation.
ENERGY: Produce 105% of the building's annual energy through a combination of on-site and off-site renewable energy production. Project is also exploring aggressive conservation measures and an energy use feedback loop to occupants.
BEAUTY: Connect occupants to nature through the incorporation of meaningful biophilic design elements such as cross-laminated timber.

PRELIMINARY PETAL SELECTION



OUTREACH PLAN

April 27, 2022

Printed Outreach
- Direct mailing to all residences and businesses within approximately 500-foot radius of the proposed site.
- Posters (as seen to the right) were mailed to 407 residences and businesses and shared with 1 neighborhood community group.

Electronic/Digital Outreach
- Interactive project website with public commenting function.
- Create an online survey to allow for feedback on the proposed project.

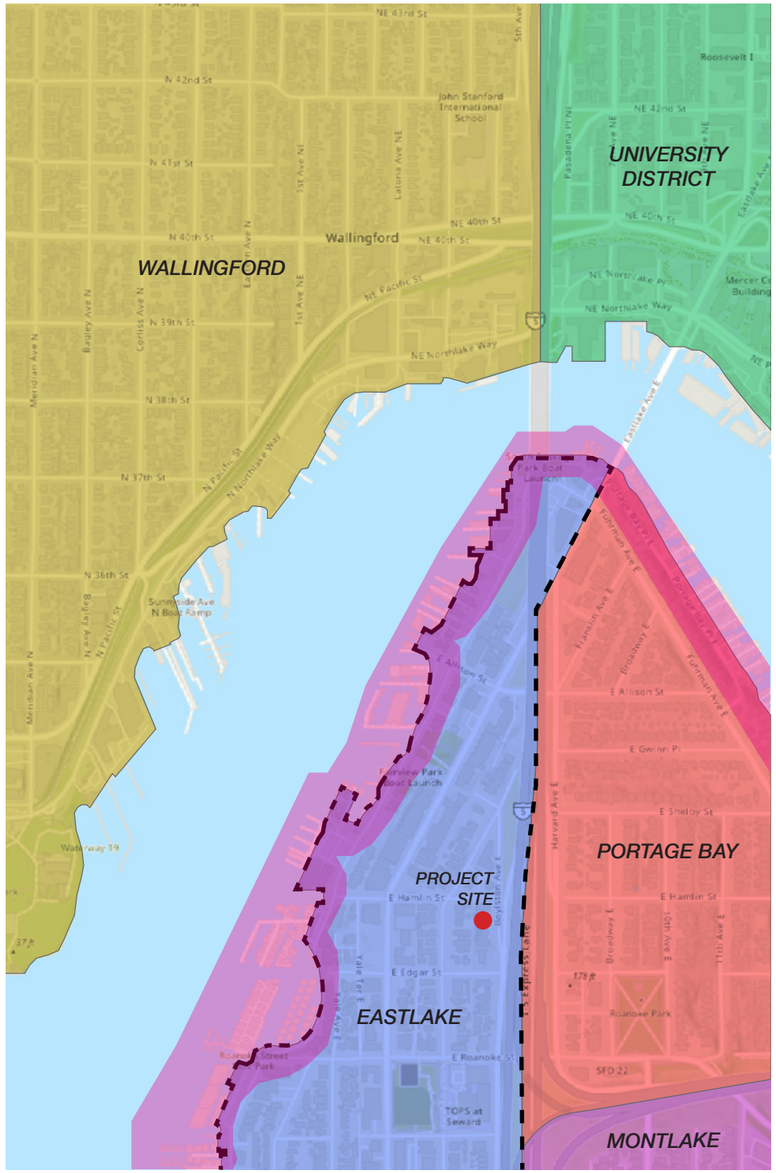
SUMMARY OF OUTREACH FEEDBACK

Comment Total:
From Website: 1
From Email: 1
From Survey: 16

Design Related Comments
- **Design.** When asked what is most important about the design of a new building on this property, 80 percent of survey respondents said parking, 40 percent said relationship to neighborhood character, 40 percent said environmentally-friendly features, 13 percent said interesting and unique design, and 13 percent said attractive materials. Several respondents encouraged keeping the neighborhood character and retaining its residential feel. Others encouraged having big windows as Eastlake has a great cityscape view; having beautiful/inviting windows on the street facing Boylston instead of just the lake; enabling cross ventilation as much as possible' and not building a ticky/tack generic box building. One respondent encouraged pursuing environmental performance.
- **Exterior.** When asked what the most important consideration for the exterior space on this property is, 54 percent of survey respondents said lighting and safety features, 46 percent said landscaping, 15 percent said seating options and places to congregate, and 8 percent said parking. One respondent encouraged having a friendly courtyard with no gates and keeping the mature landscaping in front of 2723 Eastlake as it took decades to grow and will make the building fit in better with the neighborhood.
- **Height & Scale.** Many respondents expressed concern that the building height is out-of-scale and impractical for the neighborhood, that it will dwarf the skyline and be an eyesore, that it will obliterate natural light and impact existing views/privacy and that the lot size is too small for the number of units proposed—especially as there are no other buildings on the street that approach the same height and scale. Others encouraged scaling back to four or six stories as eight will be extremely difficult to make compatible with what remains of the neighborhood ambiance/aesthetic.

Miscellaneous Comments
- **Oppose**. Several respondents expressed opposition to this building because of the impacts on the already-crowded streets, existing vacancies and the housing crisis in Seattle and encouraged the project team to consider another neighborhood.
- **Location.** One respondent noted that the project is close to an elementary school and park and should be considered a no-drug zone and residents should be screened for sexual offenses.
- **Traffic & Parking.** Many residents expressed concerns about the overall vehicular/foot traffic impact to the area and contributing to major traffic congestion/chaos on the already tight streets and noted that adequate parking needs to be provided for at least 100 vehicles since there is no available street parking for more residents. Others noted that the cobblestone alley is narrow and needs to be able to handle extra traffic and expressed concern that public transit and street parking in the neighborhood are wholly inadequate to support that many more units. One respondent noted that Eastlake is best for pedestrians and walkers, and the development should prioritize to accommodate those groups rather than catering to residents with vehicles. One respondent encouraged having no parking.
- I**mpacts.** A few respondents encouraged minimizing disruptions from the construction/development by being efficient and maximizing respect for existing neighbors in all parts of design review. One respondent emphasized the importance of privacy and personal space.
- **Affordability.** A few respondents encouraged offering affordable rent calculated off of minimum wage in Seattle.
- **Retail.** A few respondents noted that there are no places to buy groceries anywhere in Eastlake and encouraged providing a local service like a small general store, coffee shop or other small business.
- **Safety & Security.** A few respondents encouraged creating a building that does not impact residents' safety or feeling of security and making sure that buildings and parking areas are secure, as porch pirates are now endemic to the neighborhood.
- **Units.** One respondent encouraged having condos instead of rentals. A few others encouraged providing a mix of unit types for a diverse community, providing proper insulation/noise-canceling features that are more eco-friendly/protect against freeway sound, and efficient air-conditioning. One respondent noted that balconies on the West side of the building will be very popular. Another respondent encouraged reducing the number of units.
- **Bike Parking.** One respondent encouraged offering internal, secure bike parking.

URBAN ANALYSIS

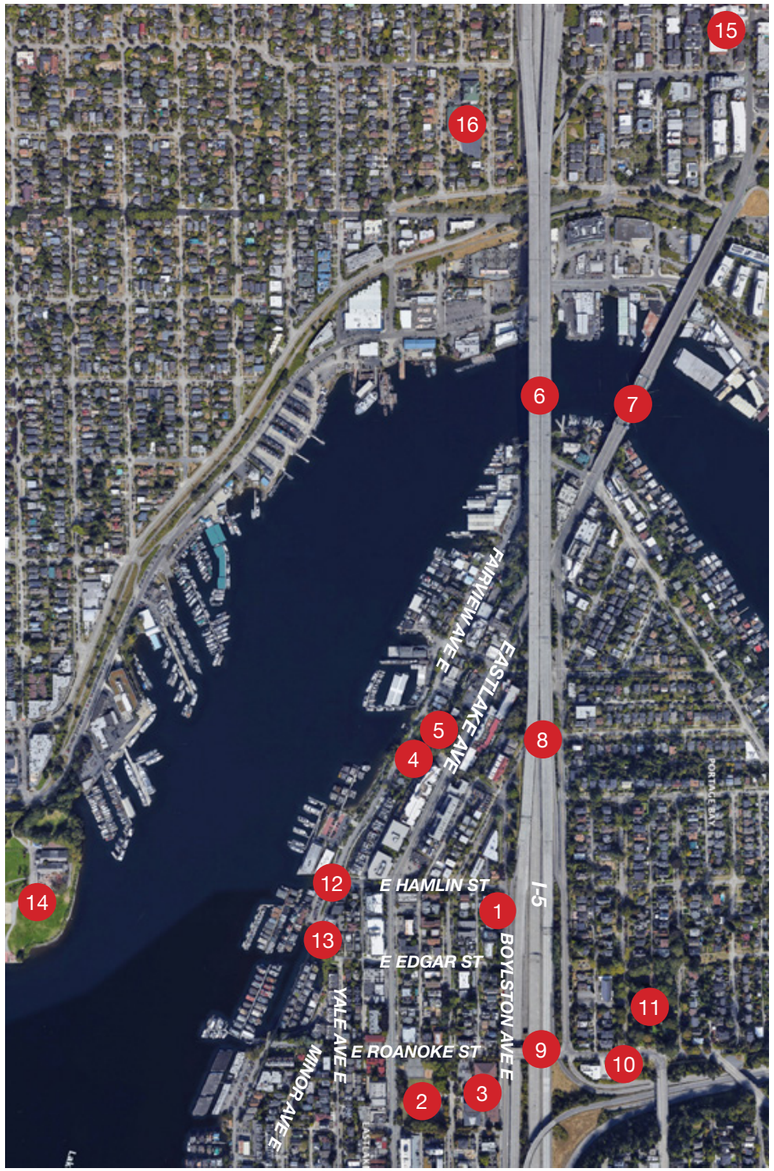


Eastlake Residential Urban Village

Shoreline Environments

NEIGHBORHOODS

The project site is located on the eastern edge of the Eastlake neighborhood. The Ship Canal Bridge and University Bridge are located 4 blocks north of the site and connect the neighborhood to Wallingford and the University District. The Portage Bay neighborhood is located to the Southeast. There is direct access to Lake Union 3 blocks west with waterfront parks, boat launches, and scenic views of gasworks park.



VICINITY CONTEXT

The project site sits at the edge of eastlake on the I-5 corridor. Within walking distance is a school, a park, a playground, and waterfront access. Sweeping views of Lake Union, Gasworks Park, and Downtown will be achievable from most levels.

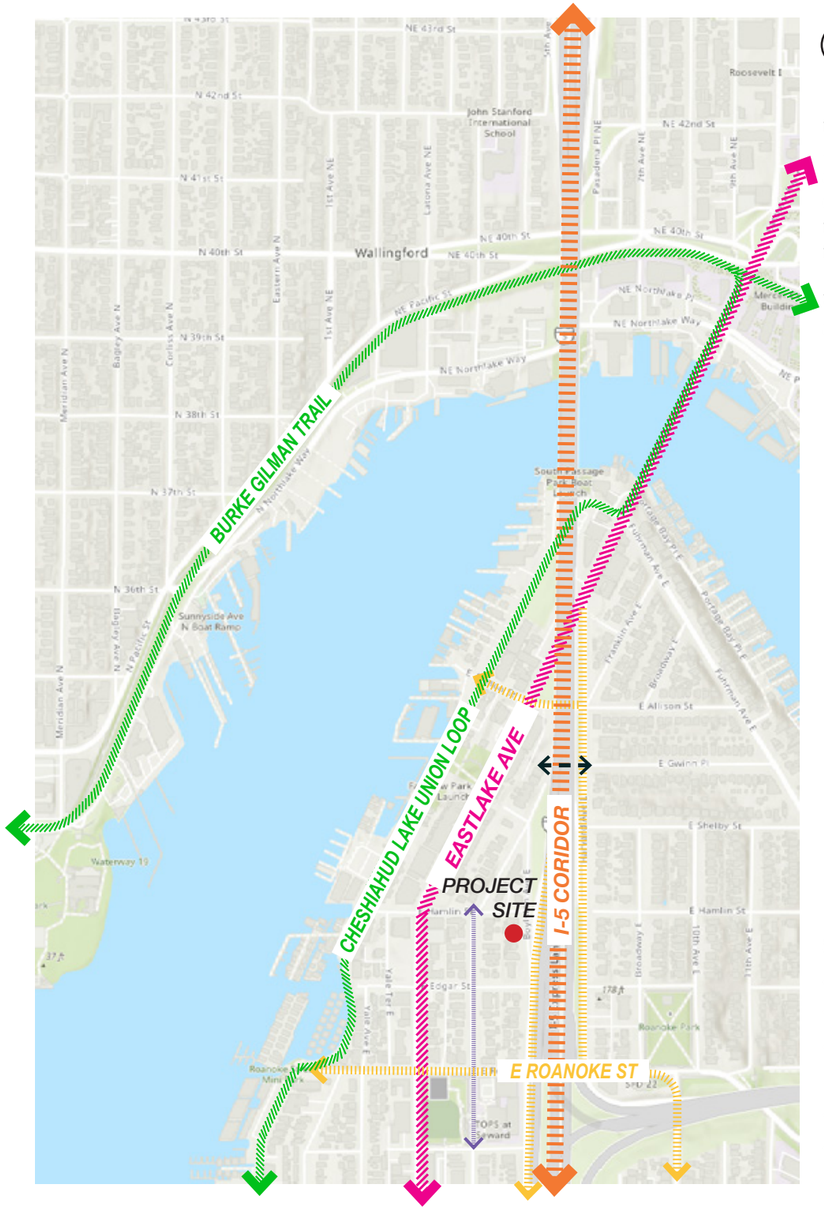
1. **Project Site (2723 & 2727 Boylston Ave)**
2. Rogers Playground
3. Seward School
4. Eastlake P-Patch
5. Fairview Park (Boat Launch)
6. Ship Canal Bridge
7. University Bridge
8. I-5 Underpass Padestrian Crossing
9. E. Roanoke St. Bridge
10. Fire Station 22
11. Roanoke Park
12. E. Hamlin St. Shoreline (Boat Launch)
13. Terry Pettus Park (Boat Launch)
14. Gasworks Park
15. General Internal Medicine Center UW
16. John Stanford International School

URBAN ANALYSIS

CONNECTIONS AND ACCESS

Eastlake Ave is the primary arterial that connects eastlake to the University District, southlake union, and downtown Seattle. The I-5 offramp connecting southbound travelers to eastlake is located less than 200 ft northeast of the site.

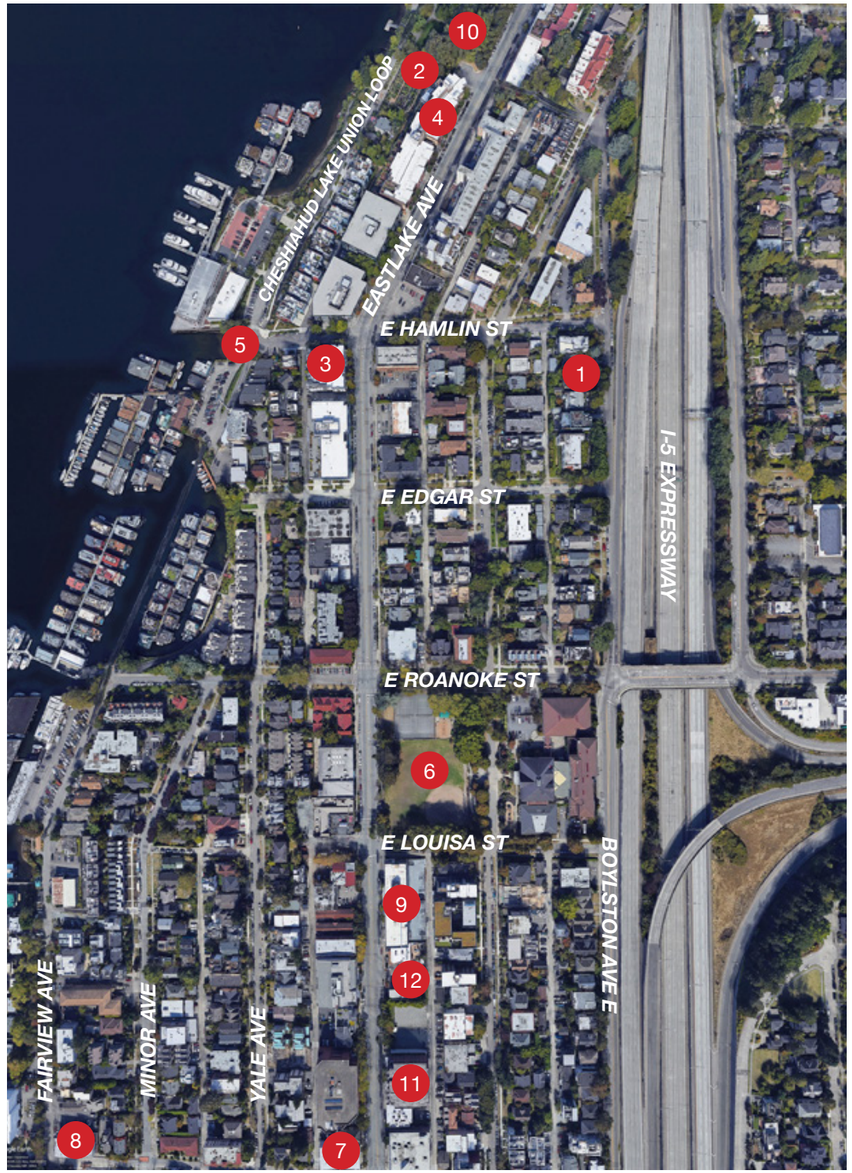
Within a 3 block radius of the site are a Bodega/Deli, Boat Launch/ Mini Park, Elementary School and Public Playground.



Street Legend

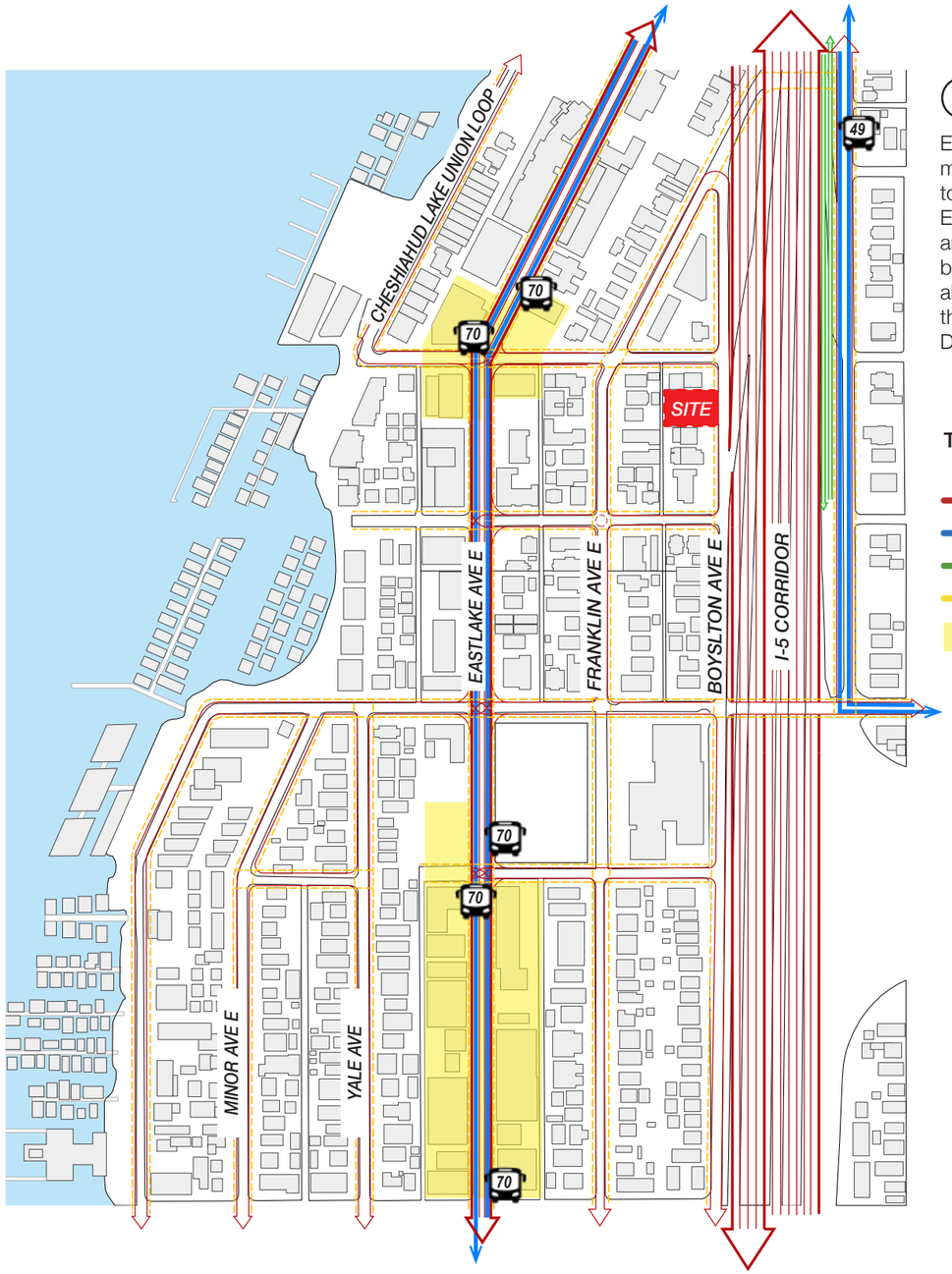
- I5 Underpass
- City Center Connector
- Urban Village Main
- Urban Center Connector
- Neighborhood Yield
- Urban Trail/Neighborhood Greenway

LOCAL CONTEXT



1. **Project Site (2723 & 2727 Boylston Ave)**
2. Eastlake P-Patch
3. Hamlin Market & Deli
4. Little Water Cantina
5. E. Hamlin St. Shoreline (Boat Launch)
6. Rogers Playground
7. Zoo Tavern
8. Pete's Supermarket
9. Pomodoro Ristorante
10. Fairview Park
11. Union Center Pharmacy
12. Starbucks

URBAN ANALYSIS

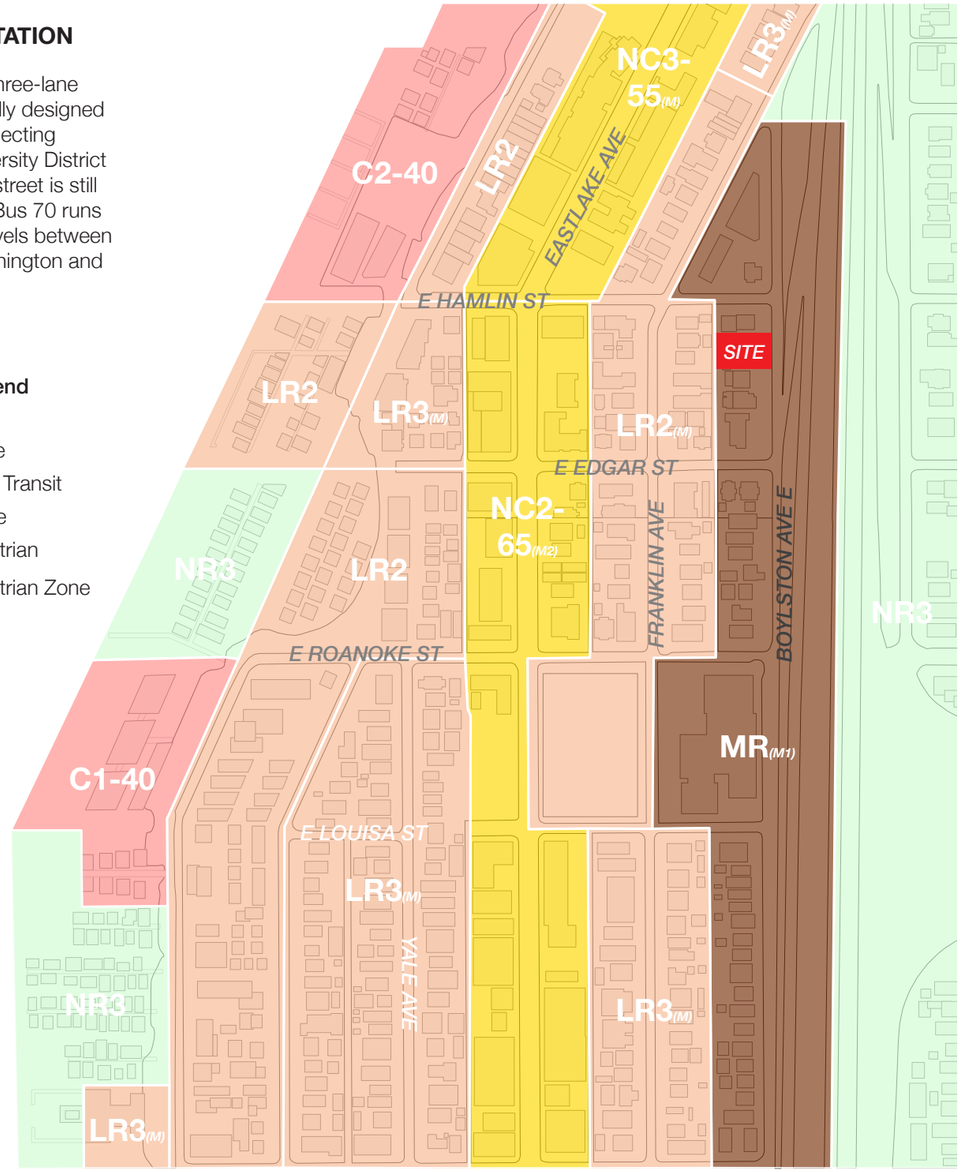


TRANSPORTATION

Eastlake Ave E is a Three-lane major arterial. Originally designed to be a highway connecting Eastlake to The University District and Downtown, this street is still busy and well used. Bus 70 runs along Market and travels between the University of Washington and Downtown Seattle.

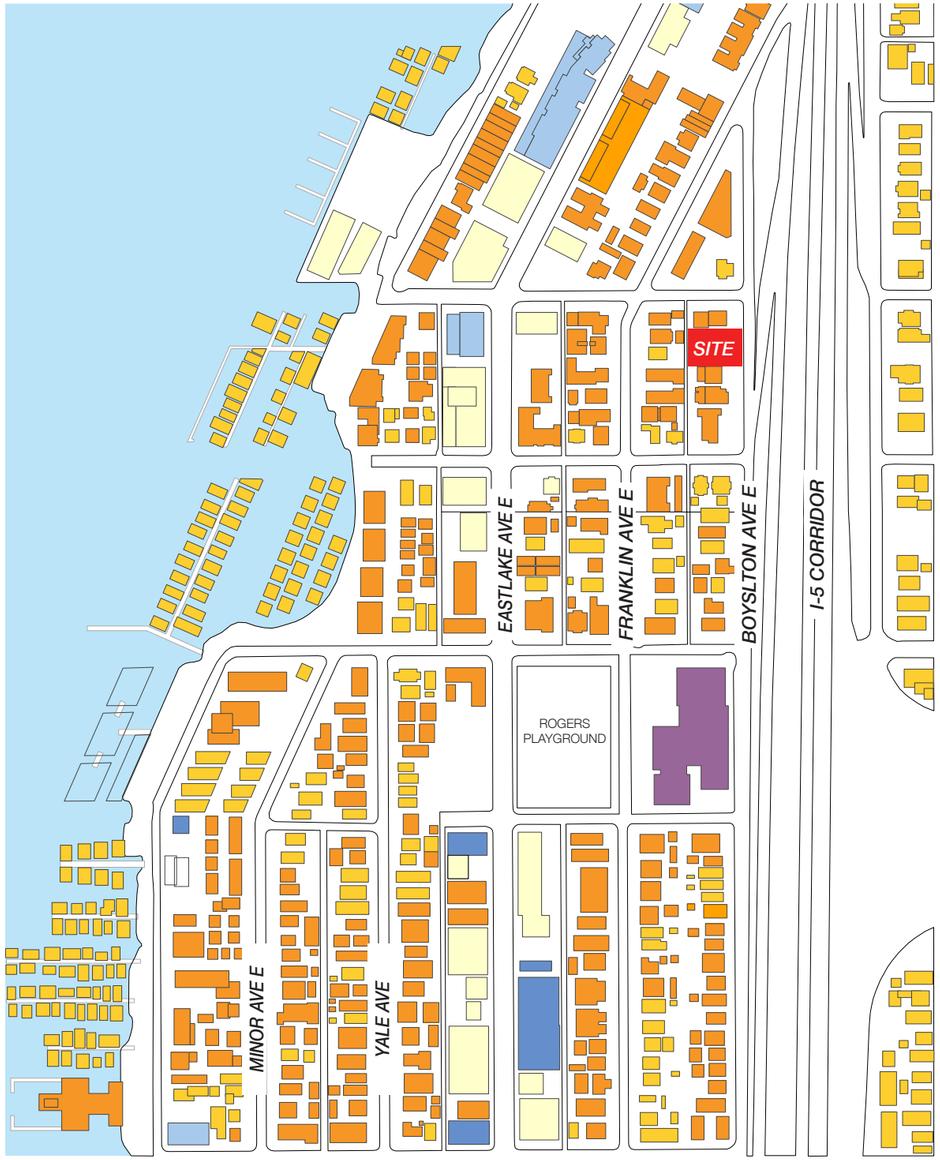
Transportation Legend

- Vehicle
- Public Transit
- Bicycle
- Pedestrian
- Pedestrian Zone



ZONING

Upzoned from LR3(M) to MR(M1), the narrow strip of land abbutting the I-5 corridor is expected to see increased multi-family development in the coming years.

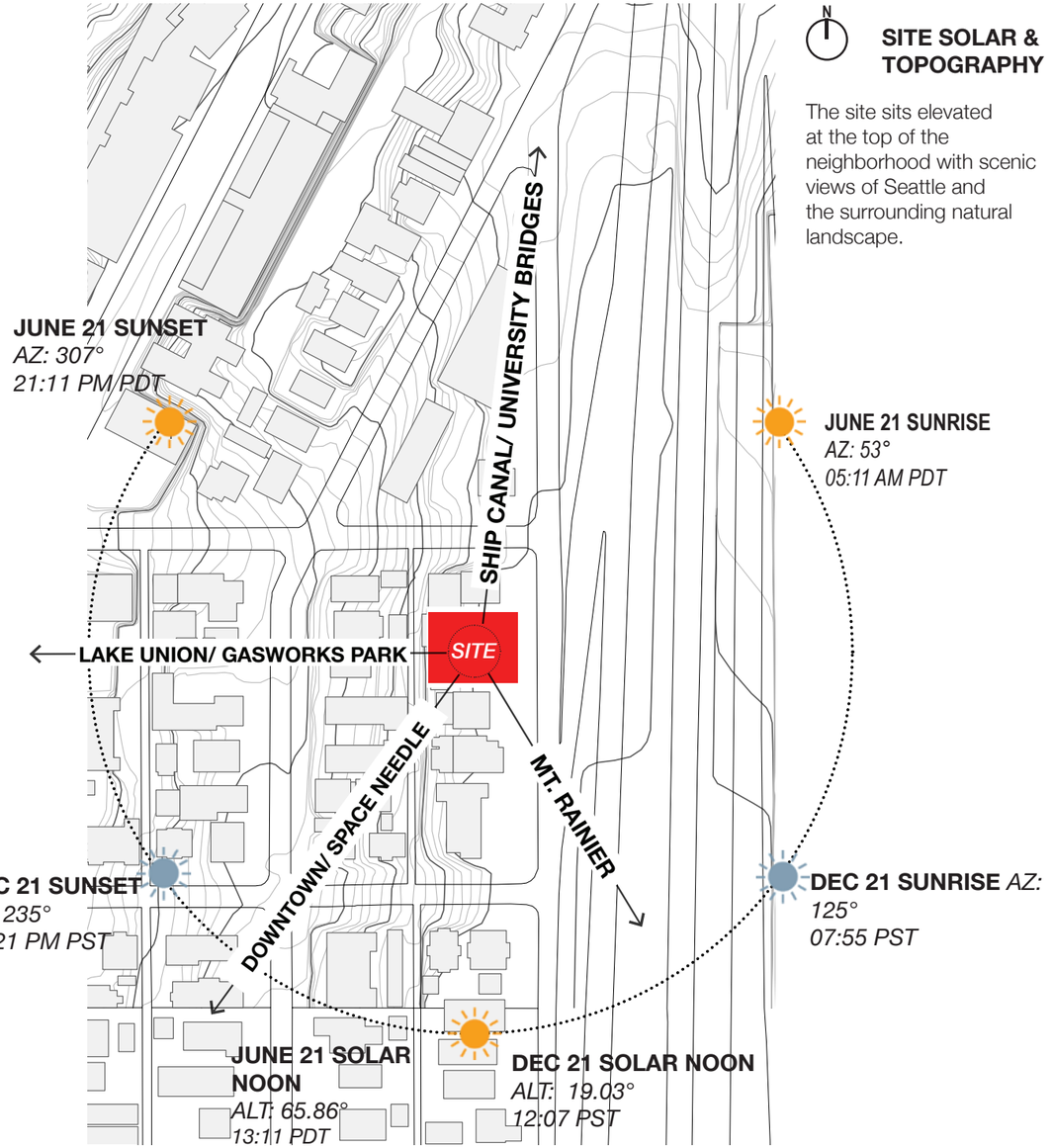


CURRENT USES

The existing neighborhood is composed of a mix of Commercial and Mixed use along Eastlake Ave. with streets of Single Family and Multifamily housing adjacent. There is a vibrant Houseboat community along the waters edge and a primary school to the south.

Building Use Legend

- Multifamily
- Single Family
- Commercial
- Mixed-Use
- Educational



SITE SOLAR & TOPOGRAPHY

The site sits elevated at the top of the neighborhood with scenic views of Seattle and the surrounding natural landscape.

JUNE 21 SUNSET
AZ: 307°
21:11 PM PDT

JUNE 21 SUNRISE
AZ: 53°
05:11 AM PDT

DEC 21 SUNSET
AZ: 235°
16:21 PM PST

DEC 21 SUNRISE *AZ: 125°*
07:55 PST

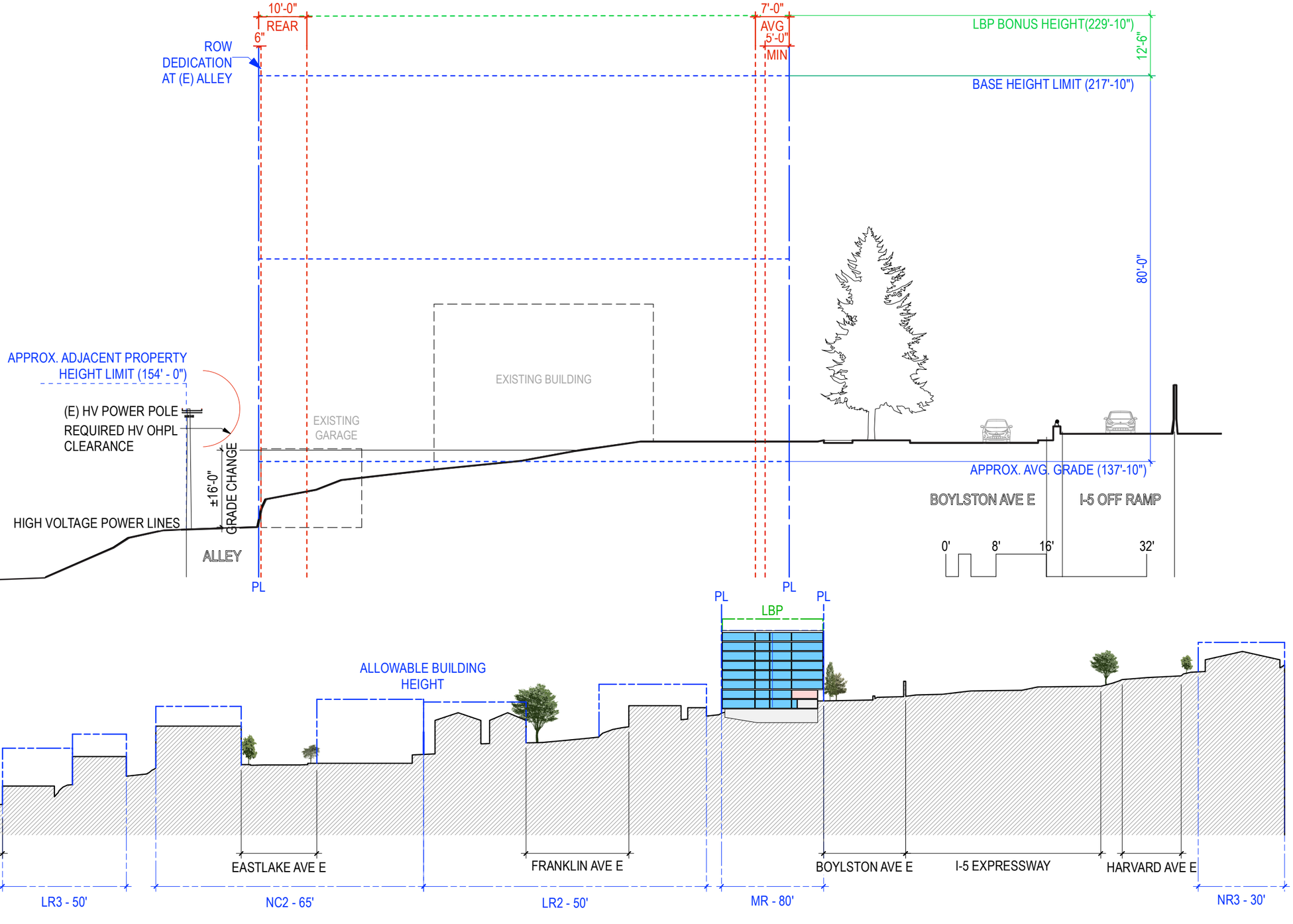
JUNE 21 SOLAR NOON
ALT: 65.86°
13:11 PDT

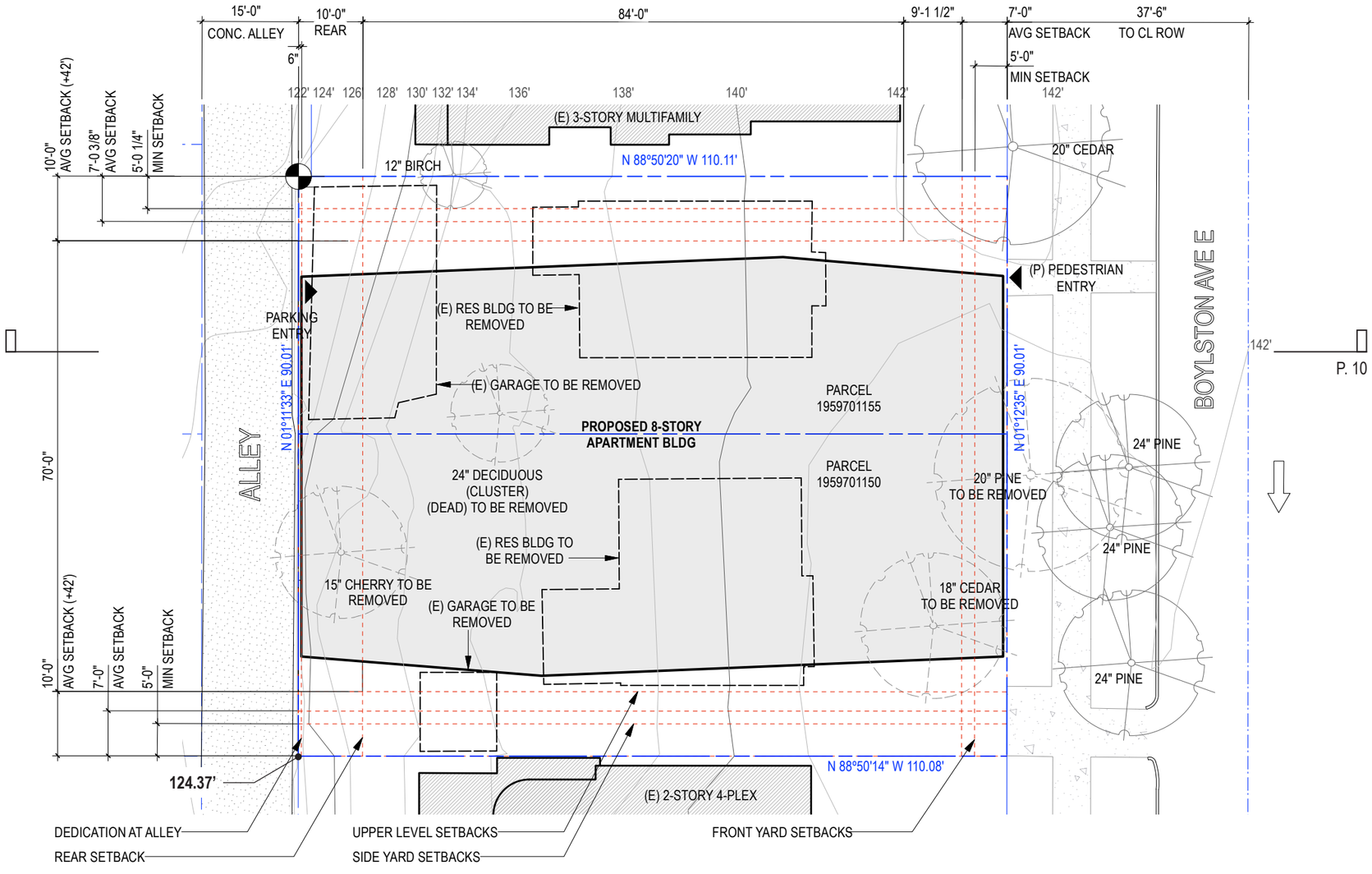
DEC 21 SOLAR NOON
ALT: 19.03°
12:07 PST

URBAN ANALYSIS

The project site is located at the eastern edge of the Eastlake neighborhood along the I-5 corridor. Within walking distance is a park, an elementary school, a public playfield and waterfront access.

Because of the sites location at the top of Eastlake's topography and along the edge of I-5, most levels will be able to accommodate views of Downtown Seattle, Lake Union, & Mt. Rainier.





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PRELIMINARY SITE PLAN

0' 8' 16' 32'

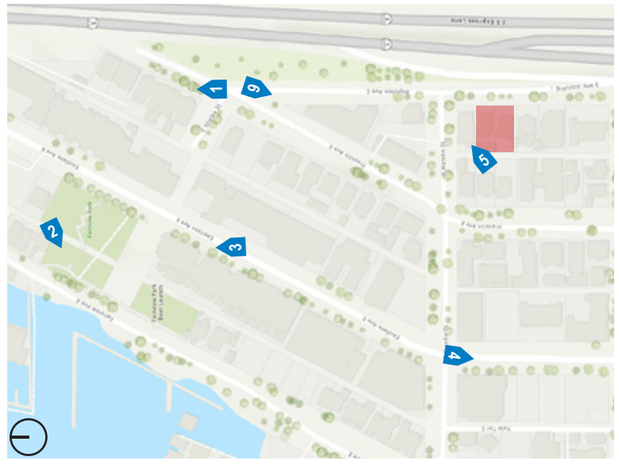
ZONING SUMMARY

Address:	2727 + 2723 BOYLSTON AVE E
Legal Description:	LOTS 12 & 13, BLOCK 17, DENNY FUHRMAN ADD
Associated APN:	195970-1155, 195970-1150
Zoning:	MR (M1)
Overlay:	EASTLAKE RESIDENTIAL URBAN VILLAGE
Pedestrian Zone:	N/A
Site Area:	9,900 SF
FAR:	4.5 (Maximum Chargable Area) = 44,550 SF
MHA:	M1 designation in “Medium” area
Amenity:	5% total gross floor area in residential use. Common Amenity areas shall be at least 10’ wide and no less than 250-SF in size. No minimum dimension for private amenity areas except that min horizontal dimension from side lot lines must be 10’.
Exceptional Trees	None
Green Factor:	0.6
Height Limit:	80’-0”
Maximum Width:	150’-0”
Zoning Setbacks	Yes
Side PL:	<42’ in height 7’ average, 5’ minimum >42’ in height 10’ average, 7’ minimum.
Front PL:	7’ average, 5’ minimum
Back PL:	10’ from rear lot line abutting an alley.
Parking:	Not Req’d (Residential)
Parking Location and Access:	Access to parking is not permitted from the street. Parking stalls not permitted between principal structure and street lot line.
Depth:	Depth of principal structure shall not exceed 80% of the depth of the lot. May exceed if total lot coverage does not exceed allowed coverage without the use of courtyard or setback averaging provision.
Solid Waste Storage:	375-SF of shared storage space for 51-100 dwelling units + 4-SF for each dwelling unit above 50.
Bicycle Parking:	Required. Long Term: 1 Per Dwelling Unit.for first 50, 38 Additional. Short Term 1 per 20 Dwelling Units.
Living Building Pilot:	+12.5’ Height +25% FAR

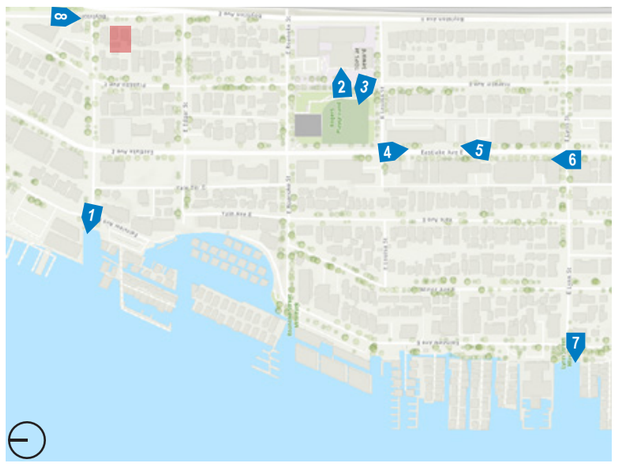
VICINITY ANALYSIS

Neighborhood Character

The neighborhood has a wide mix of building types and amenities. Within a 3 block radius residents will have access to multiple parks, a community garden, a public playfield, and waterfront park w/ boat access.



1 Franklin Ave. E & E Shelby St.
2 Fairview Park - looking SE
3 Eastlake Ave - looking W
4 Hamlin Market & Deli at E. Hamlin & Fairview Ave looking W
5 Alley - looking NW towards Condominium.
6 Franklin Ave E & E Hamlin St - looking SE

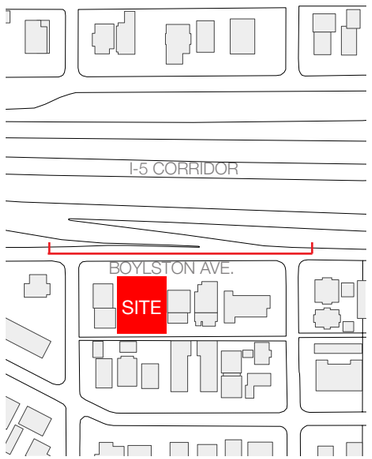


VICINITY ANALYSIS

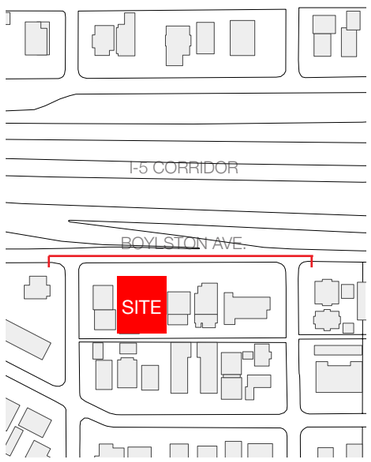
South of the site along Eastlake Ave. a small commercial strip provides access to bars, restaraunts and grocery stores.

1 E Hamlin Shoreline - Park/ Boat Launch
2 Franklin Ave E - Seward School
3 Franklin Ave E - Rogers Playground
4 Eastlake Ave E - Pomodoro Ristorante
5 Eastlake Ave E - Pecado Bueno
6 Eastlake Ave E - Zoo Tavern
7 Fairview Ave E & E Lynne Street - Mini Park
8 Boylston Ave E & E Hamlin Street

VICINITY ANALYSIS



NW MARKET ST PHOTO-MONTAGE LOOKING SOUTH



NW MARKET ST PHOTO-MONTAGE LOOKING NORTH

I-5 EXPRESS

MENT

BOYLSTON AVE E

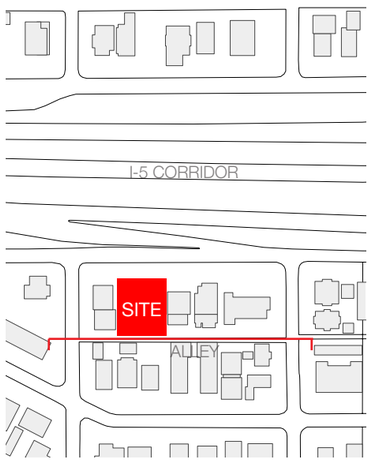
PROJECT SITE

2717 2723 2727 2731 E HAMLIN ST 2803

SITE LENGTH: 315.01’

VICINITY ANALYSIS

ALLEY PHOTO-MONTAGE LOOKING EAST

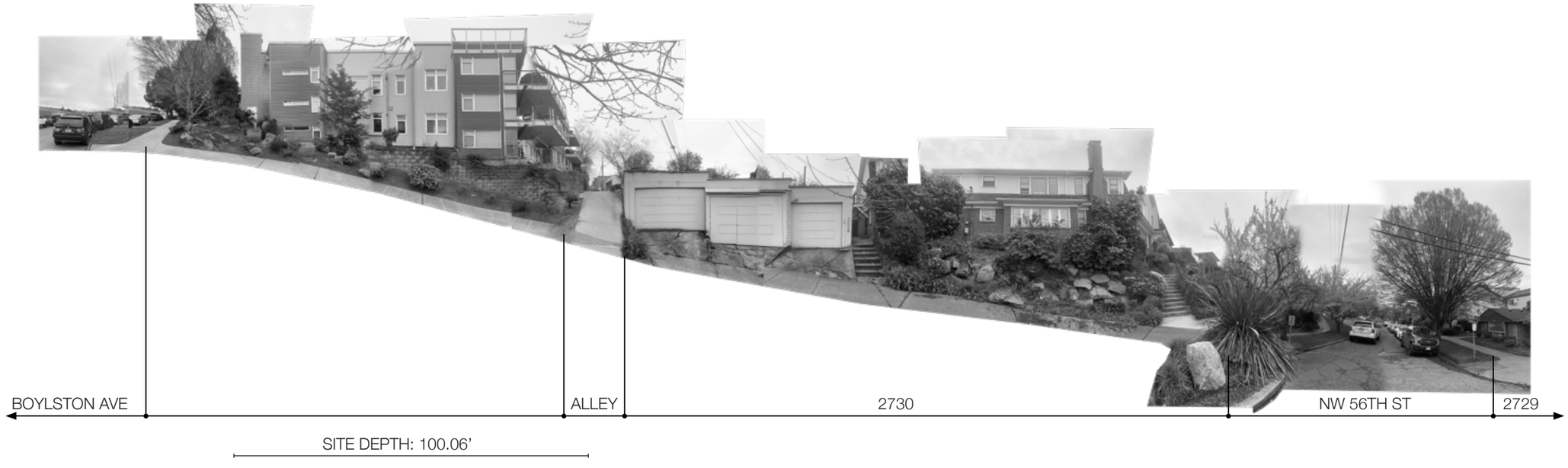


ALLEY PHOTO-MONTAGE LOOKING WEST

VICINITY ANALYSIS

VICINITY ANALYSIS

E HAMLIN ST PHOTO-MONTAGE LOOKING NORTH



E HAMLIN ST PHOTO-MONTAGE LOOKING SOUTH

1 *Offset Entry/ Approach*

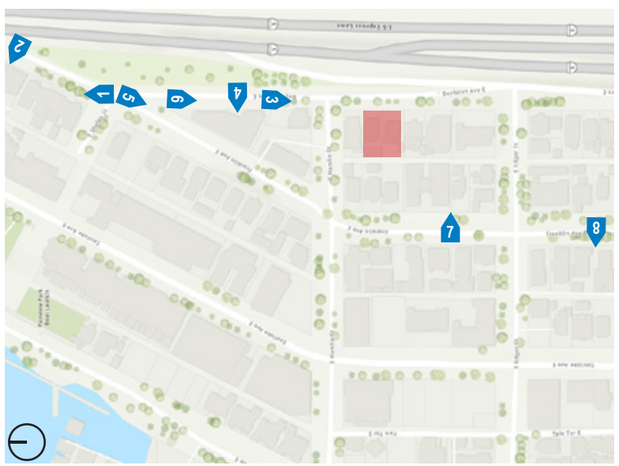
2 *Raised Entry Porch*

3 *No Front Setback*

4 *Recessed Entry*

5 *Angular Shape Reduces Perceived Mass*

6 *No Front Setback*



7 *Code Minimum Side Setbacks Result in Crowded Condition*

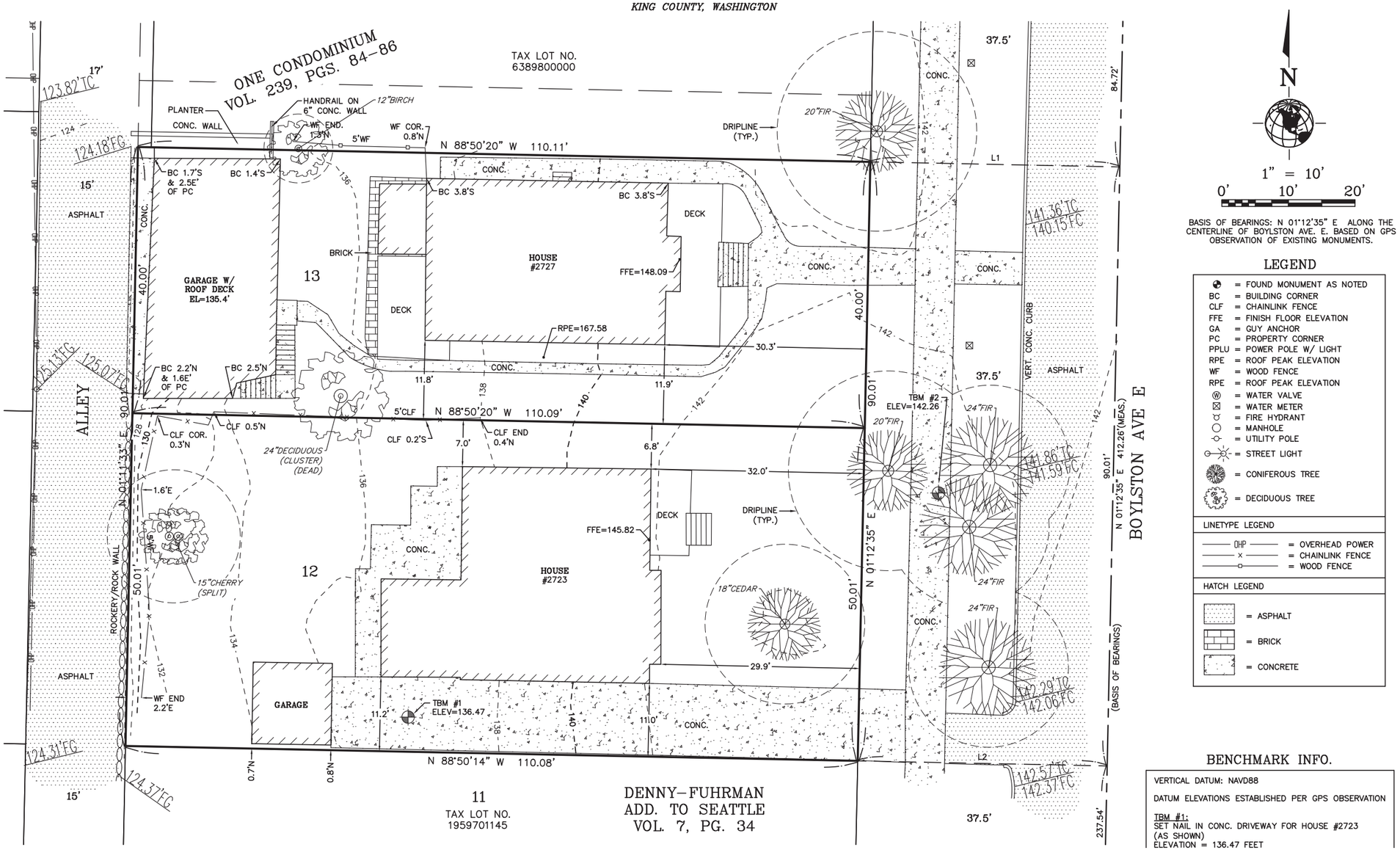
8 *Code Minimum Site Setbacks Result in Crowded Condition*

NEIGHBORHOOD DESIGN CUES

The project takes four important design cues from the neighborhood context. Because the sidewalk is approximately 7 feet from the property line, building to the property line and minimizing the front setback does not crowd the right of way as shown in photos 3 and 6. Second, the tapered building form of the nearby building in photo 5 is an interesting example of that geometry reducing the perceived mass of the building. Third, there is precedent for recessed entries that are accessed parallel to the sidewalk, as we are exploring. Lastly, code minimum side setbacks result in very tight side lot line conditions that would be amplified at the new 80' height limit as shown in photos 7 and 8, leading to our preferred massing which provides generous side setbacks exceeding code minimums, appropriate to the scale of new development, and sensitive to existing adjacent buildings.

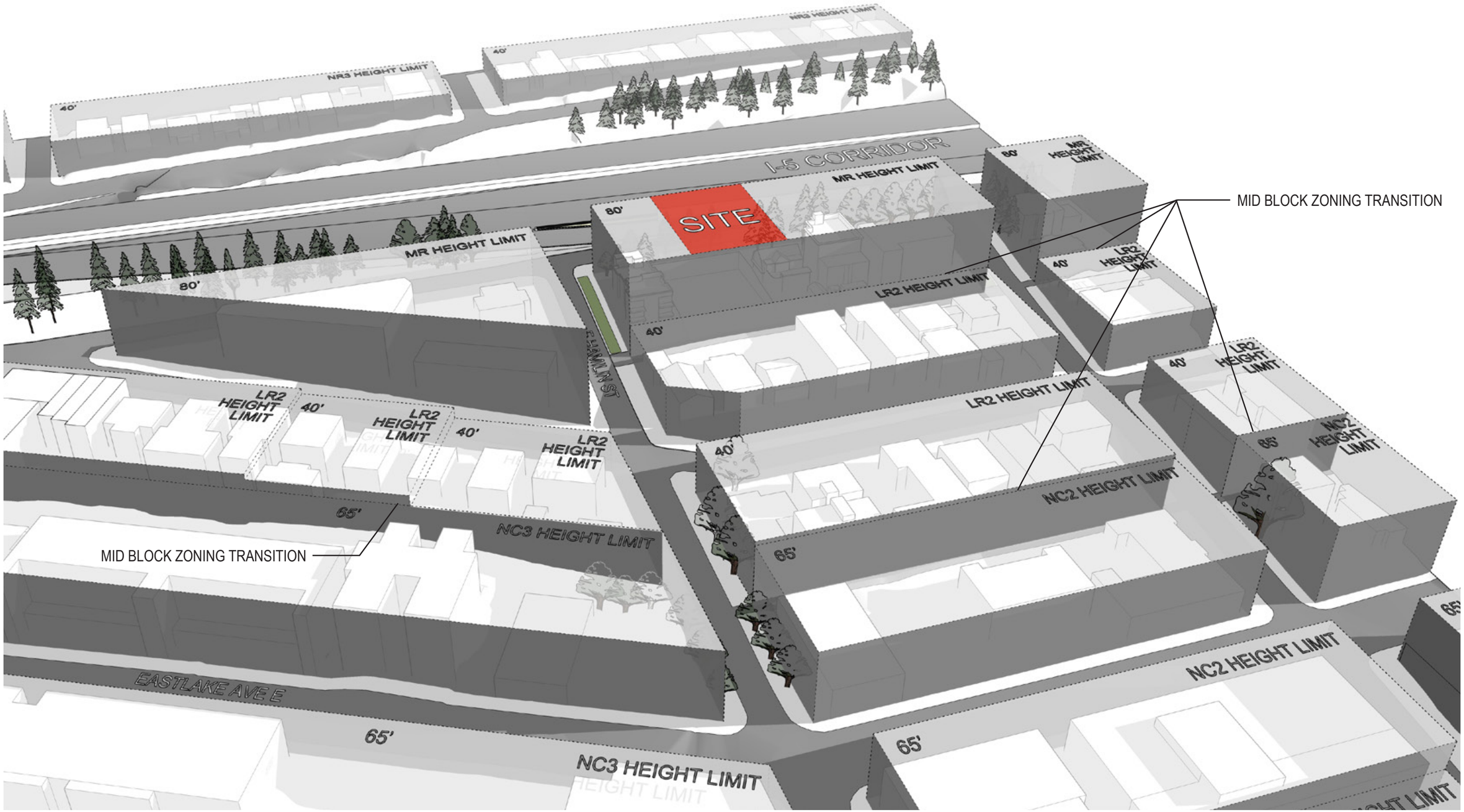
1 Franklin Ave. E & E Shelby St.
2 Franklin Ave. E - Looking Southwest
3 Boylston Ave. E & E Hamlin Street
4 Boylston Ave. E Looking West
5 Boylston Ave. E Franklin St. - Looking S
6 Boylston Ave. E - Looking North
7 Franklin Ave. E - Looking North
8 Franklin Ave. E - Looking South

EXISTING SITE CONDITIONS



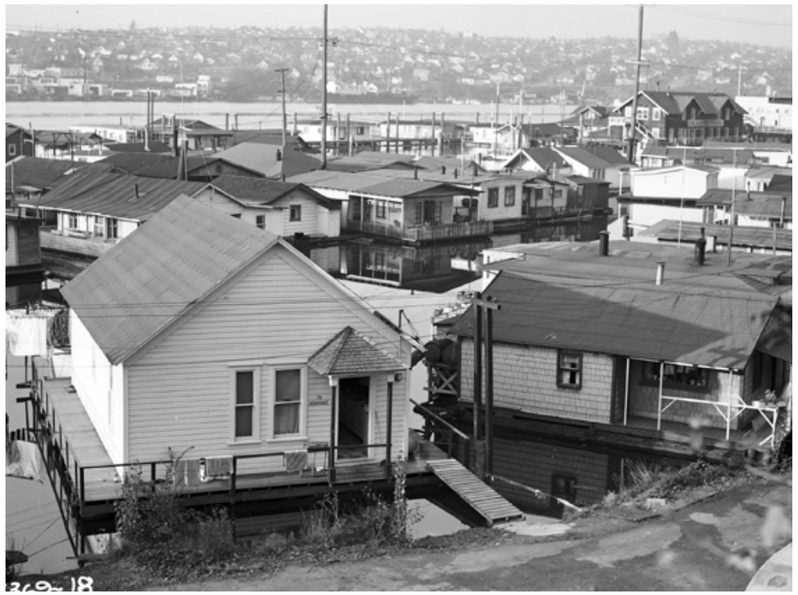
SITE SURVEY

9 BLOCK VICINITY ANALYSIS

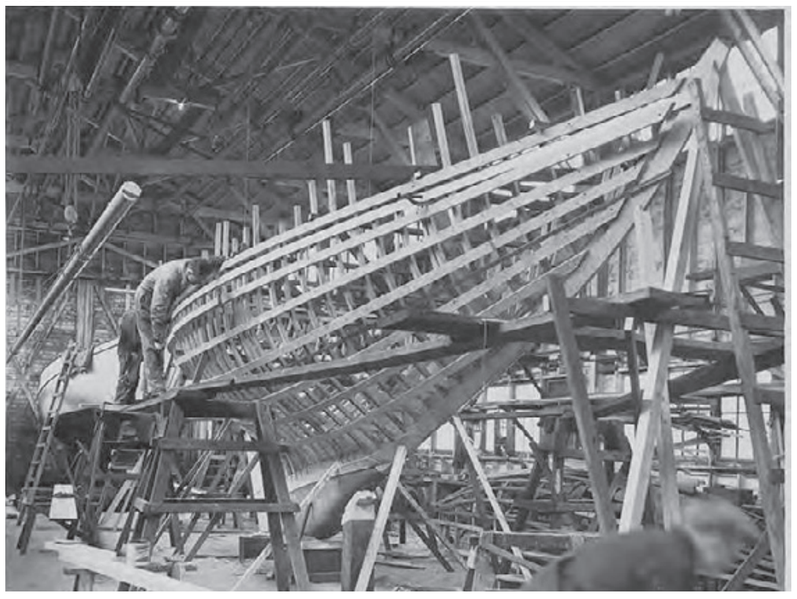


HISTORICAL CONTEXT

Timber and Maritime tradition

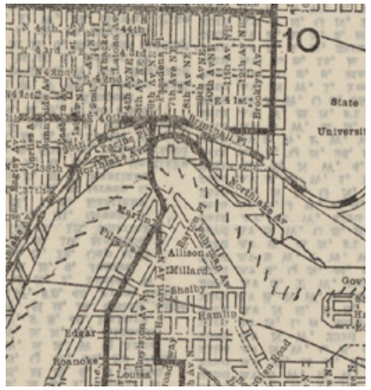


Originally the home and land of the Ha-achu-abshs/ Ha-achu-AHBSH and then later the unified Duwamish native people, Eastlake was first settled in the late 1800's as a hub of industry. Because of the burgeoning lumber industry Eastlake saw the creation of a number of sawmills, attracting laborors to it's lakeside communities. With the opening of the university bridge in 1919 Eastlake became a highly traficked streetcar neihborhood with an abundance of apartments, houseboats, and small businesses. Industry grew along the lake ranging from small scale boat-making facilities, to Boeing's first plane faclity at the foot of Roanoke st. Eastlake became an important manufacturing hub leading up to the second World War, supplying many of the warships and watercraft to be sent overseas. Since then the community has seen the construction of Interstate 5, a decline in manufacturing facilities and an increase in Mixed Use, Office, and Residential Development.

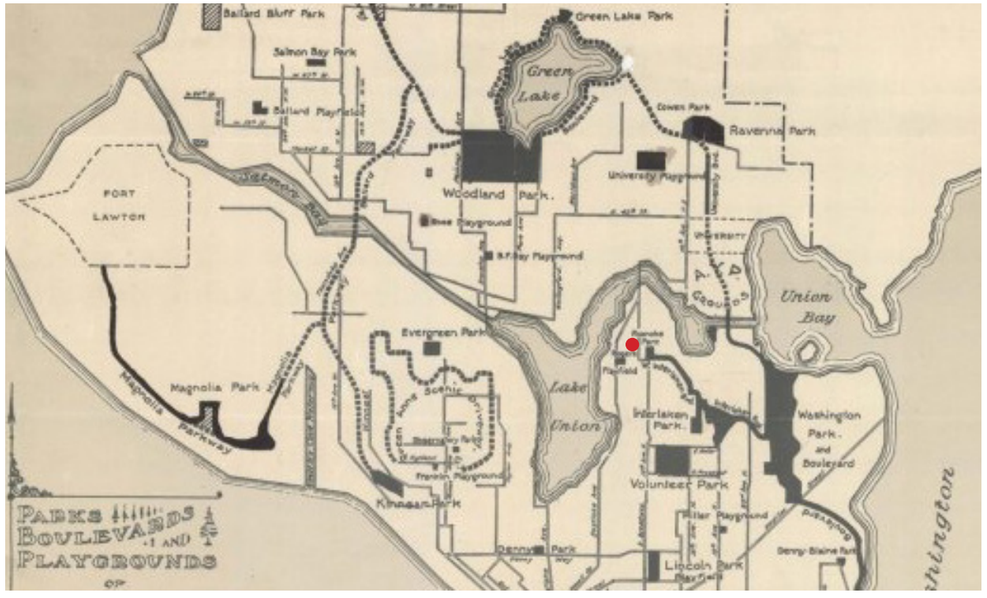


Top: Seattle City Lights Lake Union Steam Plant, 1921
Bottom: Boeing Seaplane being tested at Roanoke street hanger.

Top: Lake Union house boats near Roanoke Street
Bottom: Yacht being constructed at the Blanchard Boat Yard, 1937



In 1962 the I-5 expressway was constructed, starting with the Ship Canal Bridge and radiating outward dividing Eastlake from the Portage Bay neighborhood. The convergence of both bridges across lake Washington led this section of Eastlake to become one of the most heavily trafficked in the Northwest United States. This along with traffic generated along Eastlake and Boylston Avenue, amogns others-created a noticeable increase in noise, vibration, and pollution for the remaining residents and businesses as well as for Seward School. The hard division of Eastlake made the neighborhood an even more defined segment of Seattle, clearly separating it from Capital Hill, and much of it's connection to Washington Park & Lake Washington through direct access to greenways and walkable routes. Established by the Olmsted plan. Since then Eastlake has become increasingly defined by the past legacy of development within it's newly established boundaries.



Top: Ship Canal Bridge under construction in 1960.
Bottom: 1908 Olmsted plan for Seattle (North)

Top: Seward School overlooking Roger's Playfield, 1913
Bottom: Vicinity historic junctions.

PRIORITY DESIGN GUIDELINES

CS2 URBAN PATTERN AND FORM
Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

Response: The proposed massing seeks to respect the adjacent properties by exceeding the side setbacks and exploring a narrow and tall building form that affords breathing room between existing neighbors and the project. All facades will use the same high quality materials and have a high level of detail.

PL3 STREET LEVEL INTERACTION
Encourage human interaction and activity at the street level with clear connections to building entries and edges.

Response: The proposed primary residential entry on Boylston will be welcoming and identifiable and is thought of as a recessed carved area that provides weather protection and a stoop, similar to other multi-family residential entries in the neighborhood.

DC2 ARCHITECTURAL CONCEPT
Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

Response: The proposed massing is aimed at reducing the perceived mass through narrowing the building profile and slightly inflecting the north and south sides. By pulling in from the side lot lines, the glazing percentage is also able to be increased on the north and south, contributing to the reading of the building as a unified whole, with no blank party walls. Secondary architectural features, such as the balconies, will add visual depth and interest and the intention is to express the thin CLT floor assembly.

DC4 EXTERIOR ELEMENTS AND FINISHES
Use appropriate and high-quality elements and finishes for the building and its open spaces.

Response: The project will employ high-quality and durable materials that will be able to withstand the intense weather in this high-exposure situation. In addition, the project is considering the use of CLT, a regional and renewable material.

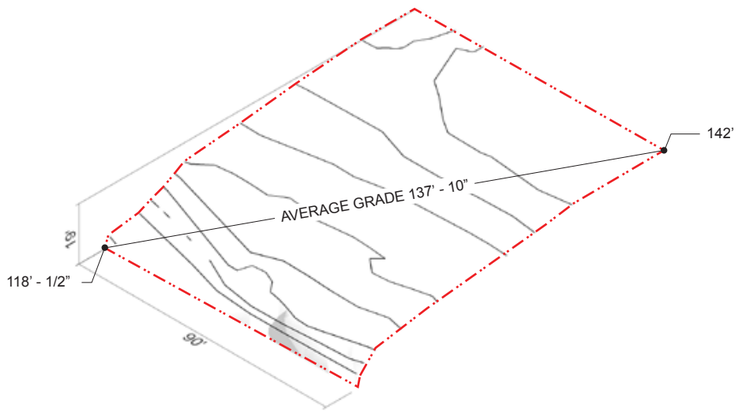
SETBACKS

Required and elective setbacks in addition to massing and modulation as a result of concept

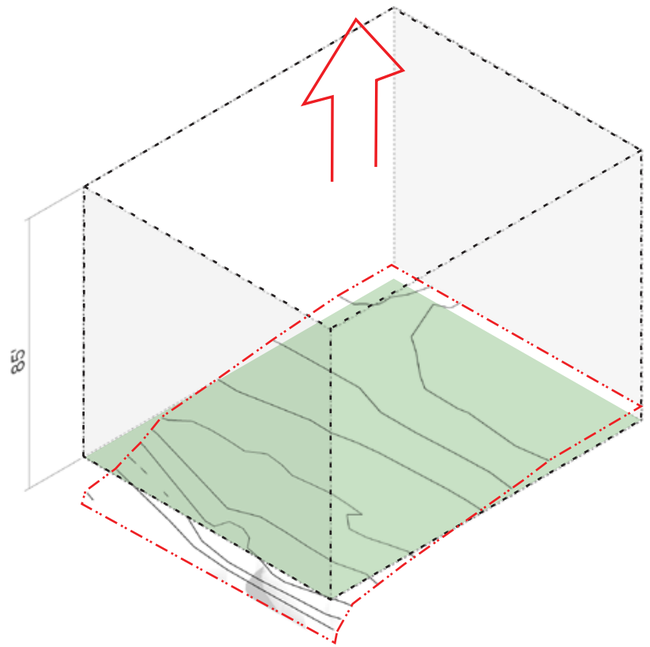
Property Line

2’ Topography Intervals

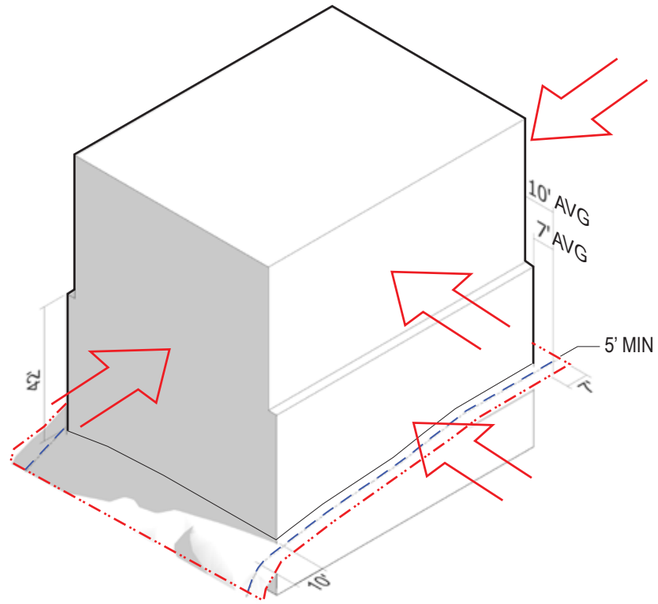
Average Grade



1. TOPOGRAPHY



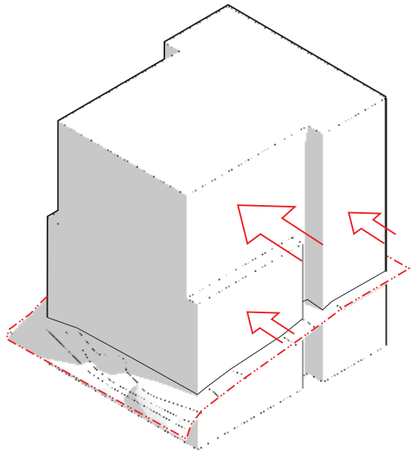
2. HEIGHT LIMIT



3. SETBACKS

COMPARISON OF ALTERNATIVES

ALTERNATIVE 1 (CODE COMPLIANT)



Description
Alternative 1 is an 8-story building with massing that steps back according to a code compliant setback envelope. Building massing recedes back at specified heights allowing the scheme to maintain the average north-south setback requirements. These moves allow the building to fill the full code-compliant envelope. Below grade parking is accessed off the alley.

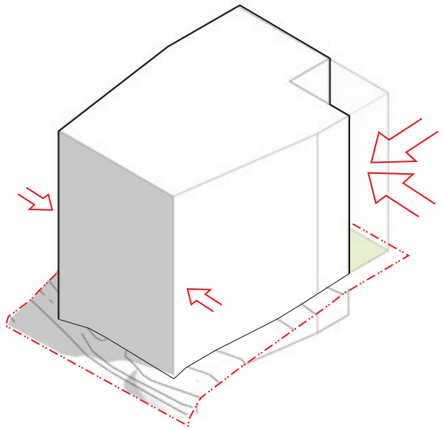
GSF
49,562 SF

Advantages
- Side setbacks meet the 7' and 10' average setback requirement as buffer to neighbors
- Requires no departures for north, south, east, and west setbacks.
- More units have access to views.

Challenges
- Code compliant setbacks generate more monolithic massing.
- Building is close to neighbors.

Parking: 23 Stalls

ALTERNATIVE 2



Description
Alternative 2 is an 8-story building with massing that tapers off into a rounded west face. A 30' x 20' volume is carved from the south-east corner allowing the building per code to sit flush at the east boundary of the site. These moves reduce the building footprint overall, allowing a point of departure from setbacks. Below grade parking is accessed off the alley.

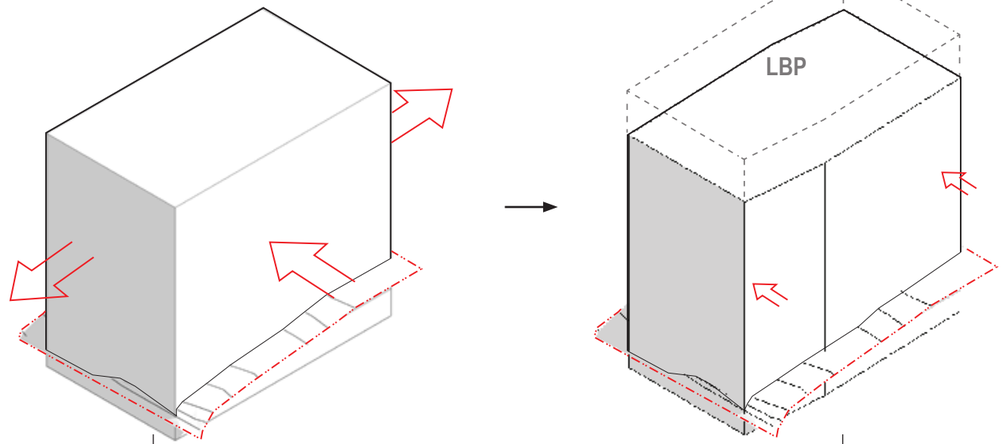
GSF
51,681 SF

Advantages
- Side setbacks of 7' and 10' meet the 7' average setback requirement as buffer to neighbors
- 30' x 20' courtyard from East side allows building to be sited flush against the property line.
- Rounded Tapered Massing reduces perceived mass

Challenges
- Requires departures for north & south setbacks.
- Is this also code compliant?

Parking: 47 Stalls

ALTERNATIVE 3 + 4 (PREFERED)



Description
Alternative 3 is an 8-story building with narrow massing in the north-south direction. The masing is elongated in the east-west direction, toward I5 and the alley. These moves provide more generous side yard conditions than code dictates, while reducing the perceived mass of the building. Below grade parking is accessed off the alley.

GSF
48,101 SF

Advantages
- Side setbacks of 12'-6" exceed the 7' and 10' average side setbacks as buffer to neighbors
- Tapered Massing reduces perceived mass

Challenges
- Requires departures for structure depth and front and rear setbacks.

Parking: 41 Stalls

Description
Alternative 4 is a 10-story building that makes use of Seattle's Living Building Pilot Program. It's massing is narrow in the north-south direction and elongated in the east-west where it faces I-5 and the alley. These moves provide more generous side yard conditions than code dictates, while reducing the perceived mass of the building. Below grade parking is accessed off the alley.

GSF
58,305 SF

Advantages
- Side setbacks of 12'-6" exceed the 7' and 10' average side setbacks as buffer to neighbors
- Tapered Massing reduces perceived mass

Challenges
- Requires departures for structure depth and front and rear setbacks.

Parking: 41 Stalls

ALTERNATIVE 1

(CODE COMPLIANT SCHEME)

Description
Alternative 1 is an 8-story building that steps back according to required setbacks, including the increased average side setback above 42 ft. Below grade parking is accessed off the alley.

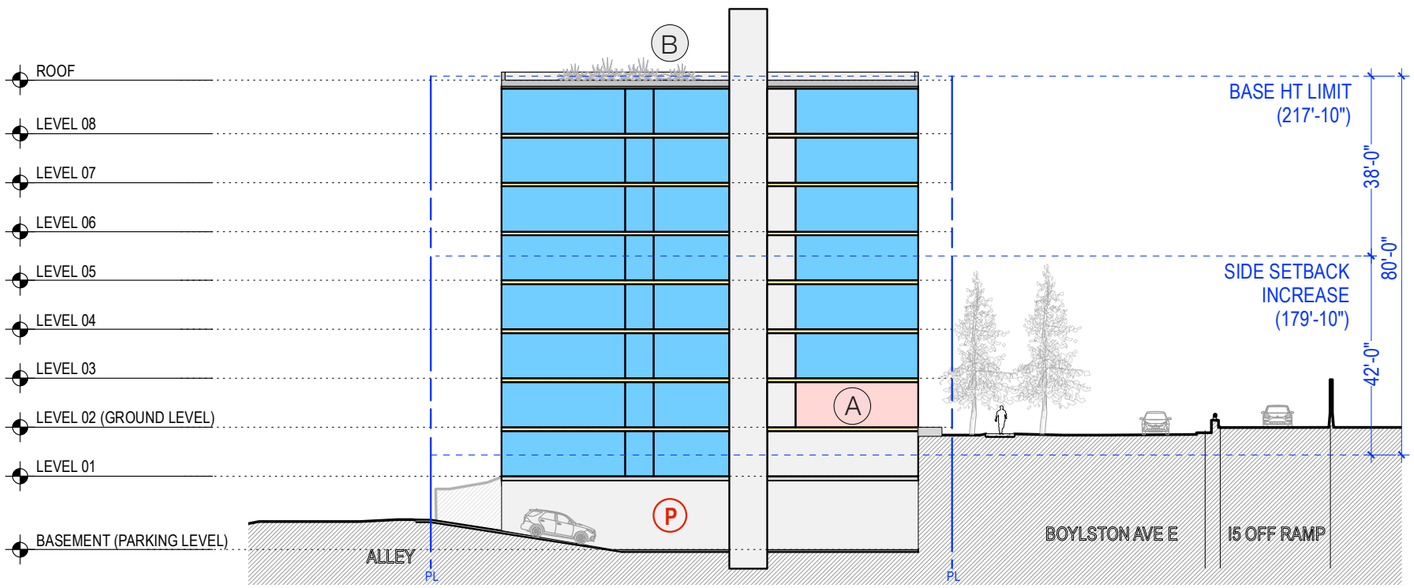
GSF
49,562 SF

Advantages

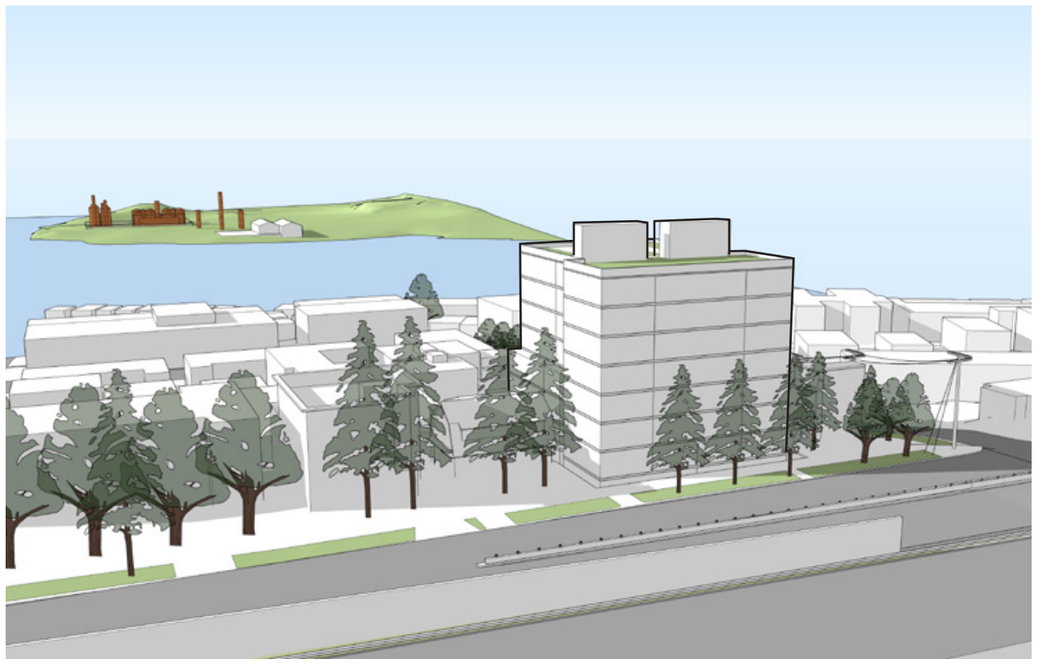
Compact and efficient building form.
Requires no development standard departures.

Challenges

Code compliant setbacks generate more monolithic massing.
Building is wide in north-south direction, potentially crowding adjacent neighbors.



BUILDING SECTION



Aerial View Looking Northwest

I-5 Offramp to Boylston Ave. E

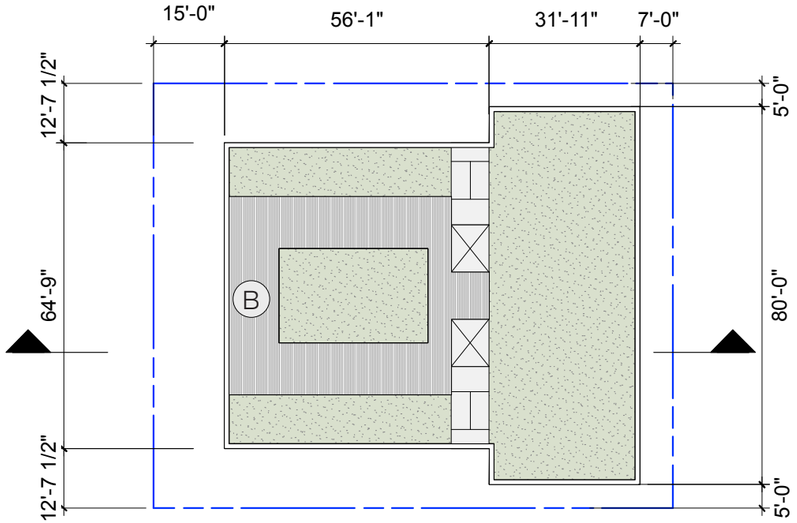
PROGRAM

Approx. 78 Apartment Units

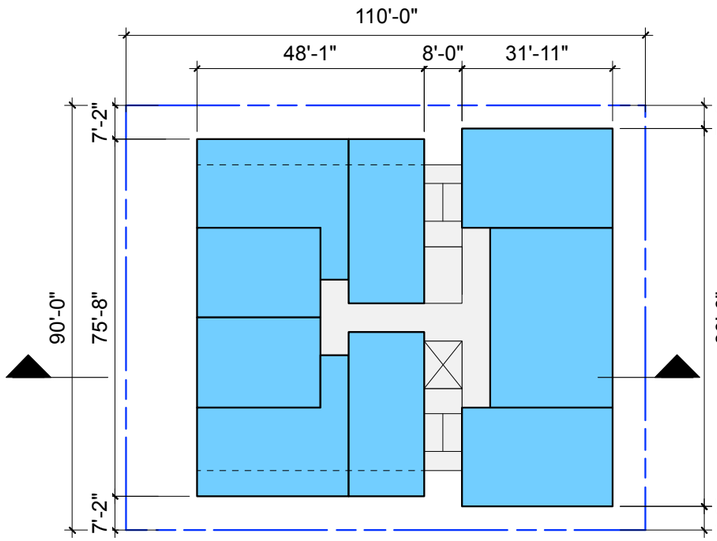
P Below Grade Parking (23 Stalls)

A Lobby Space

B Roof

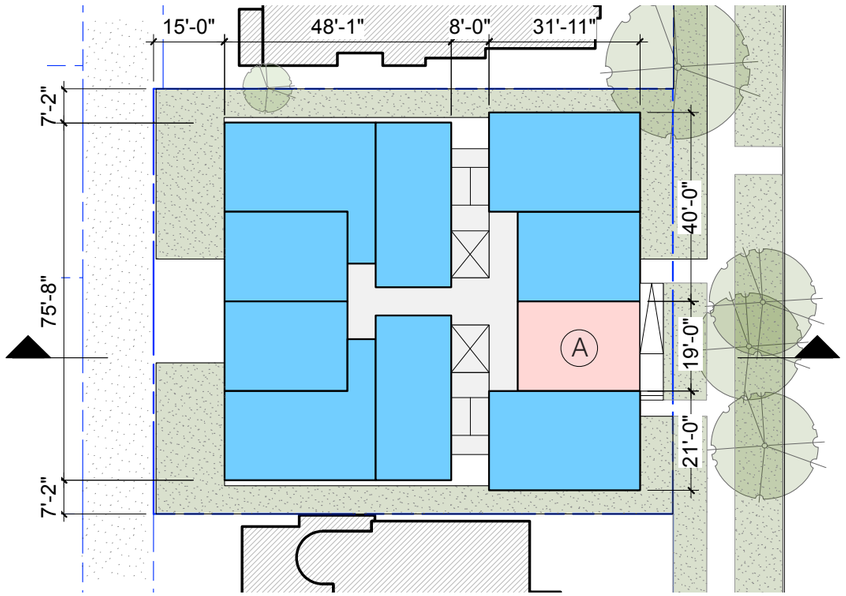


ROOF DECK

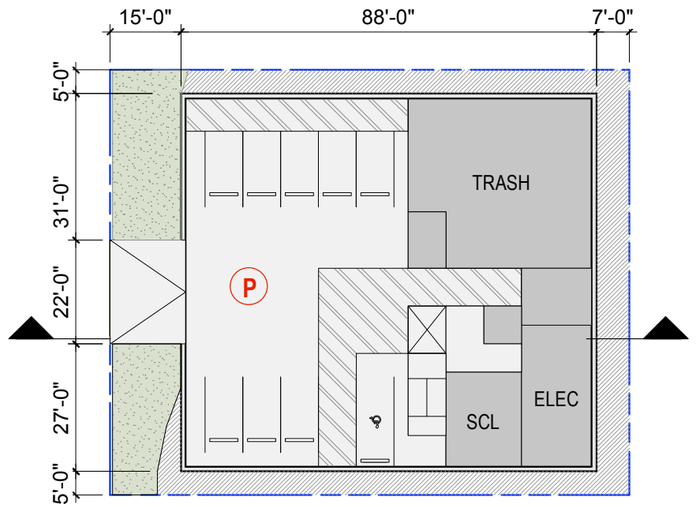


LEVEL 03 - 04

View from Boylston Ave. Looking North



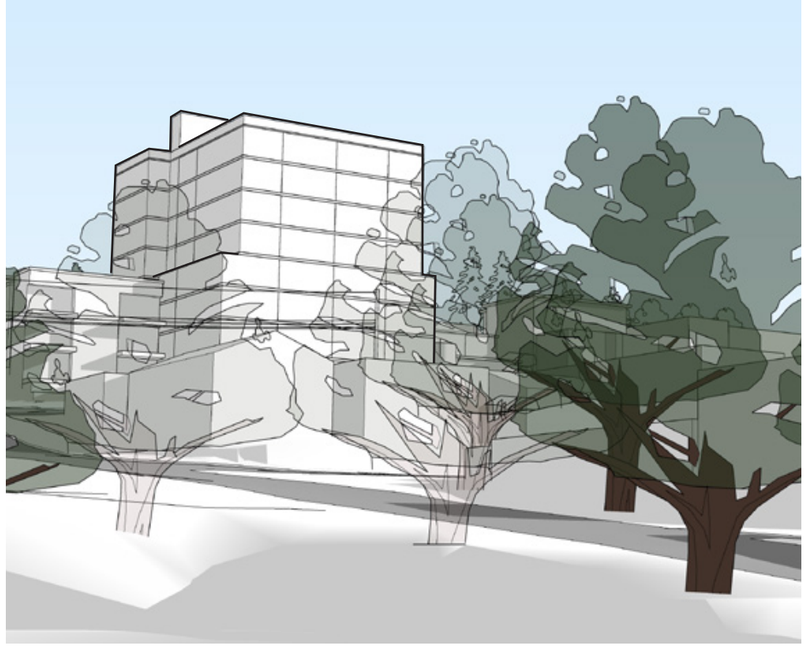
LEVEL 02/ SITE



PARKING LEVEL

0' 8' 16' 32'

N



View from East Hamlin St. Looking Southeast

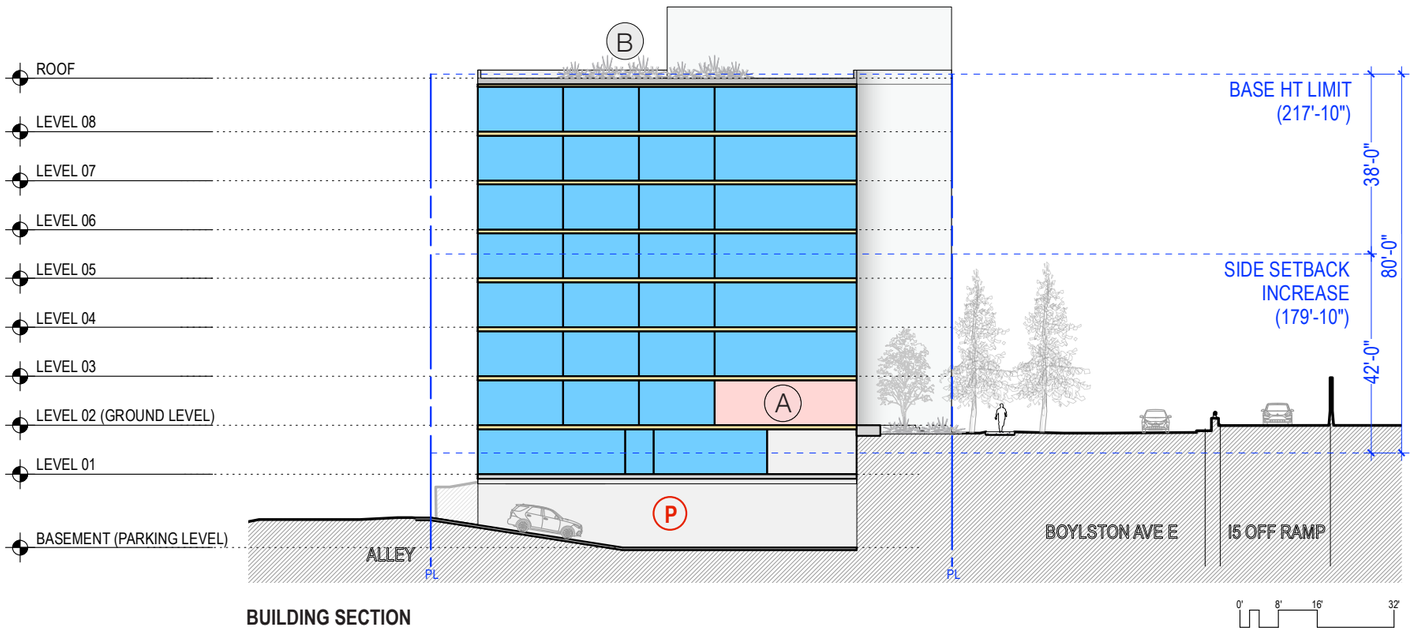
ALTERNATIVE 2

Description
Alternative 2 is an 8-story building with an entry courtyard off Boylston and tapered massing to the west to reduce the perceived mass. Below grade parking is accessed off the alley.

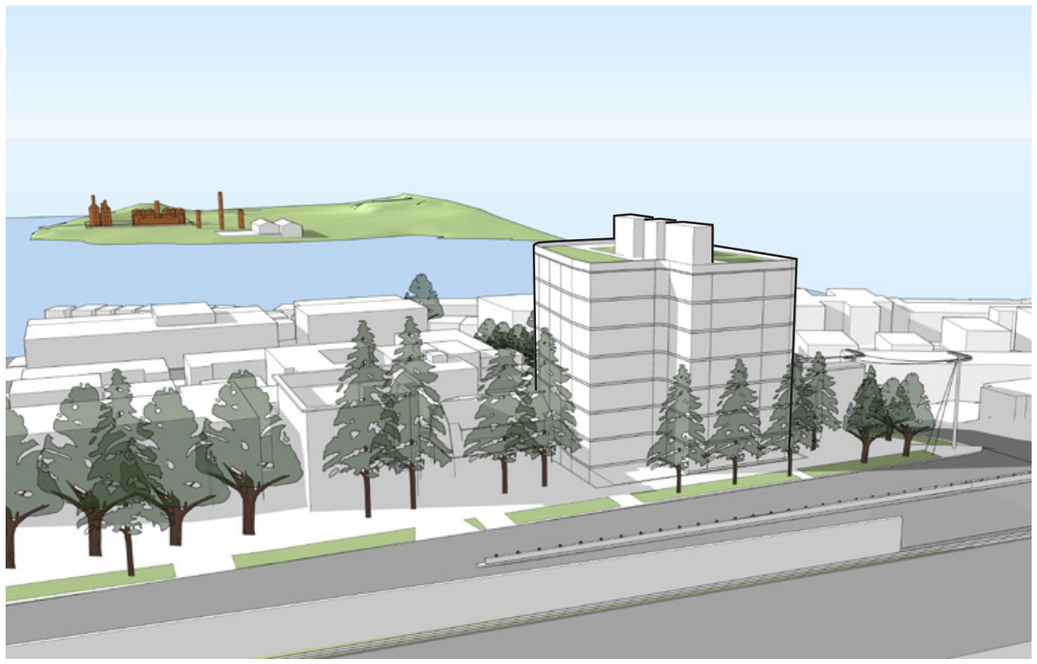
GSF
51,681 SF

Advantages
- Meets side setback requirements
- Courtyard employs zoning code exception for maximum building depth
- Tapered Massing reduces perceived mass

Challenges
- Complex building form lacks wholeness and efficiencies
- Does not meet objective of timeless and quiet massing
- Tall shallow courtyard not an appealing space for humans or plants



BUILDING SECTION



Aerial View Looking Northwest

I-5 Offramp to Boylston Ave. E

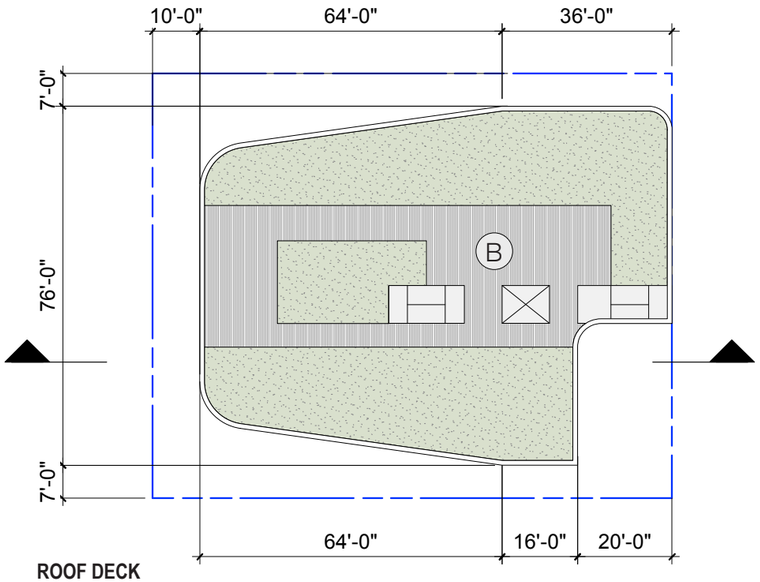
PROGRAM

Approx. 84 Apartment Units

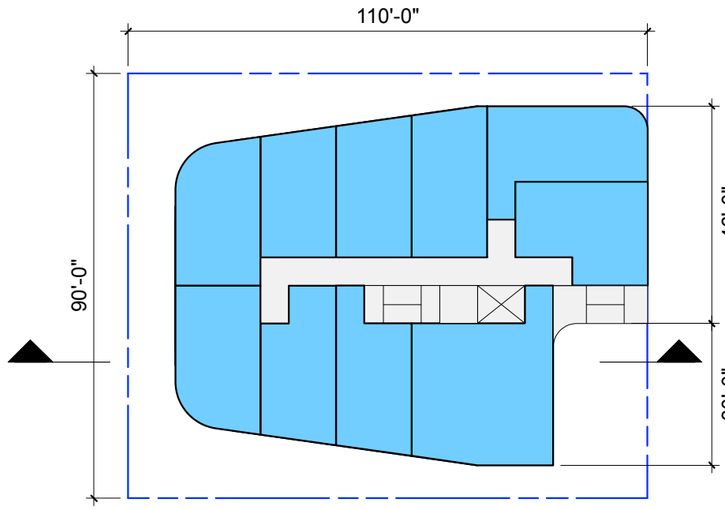
P Below Grade Parking (47 Stalls)

A Lobby Space

B Roof

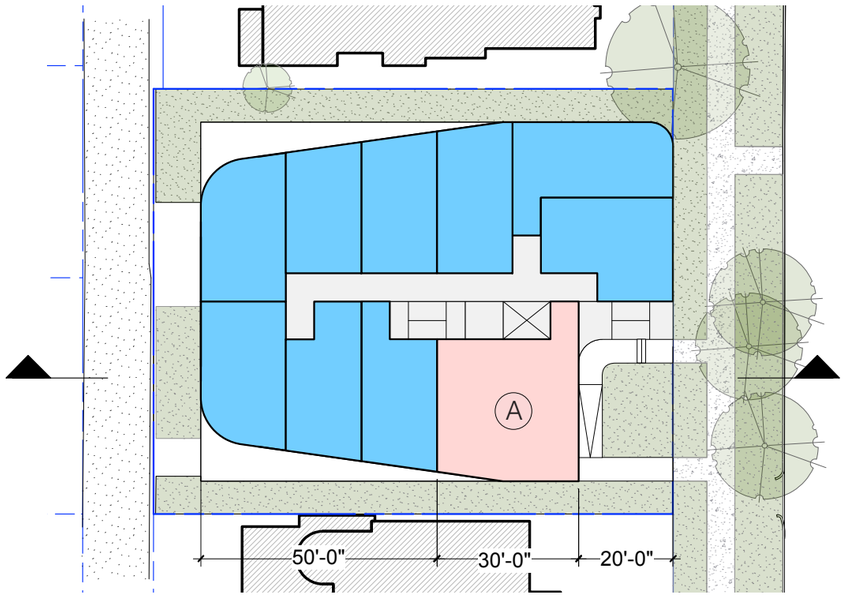


ROOF DECK

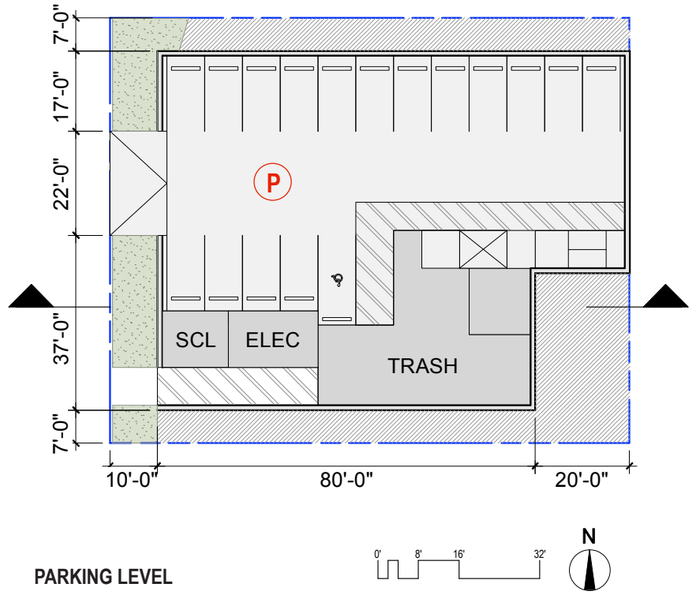


LEVEL 03 - 04

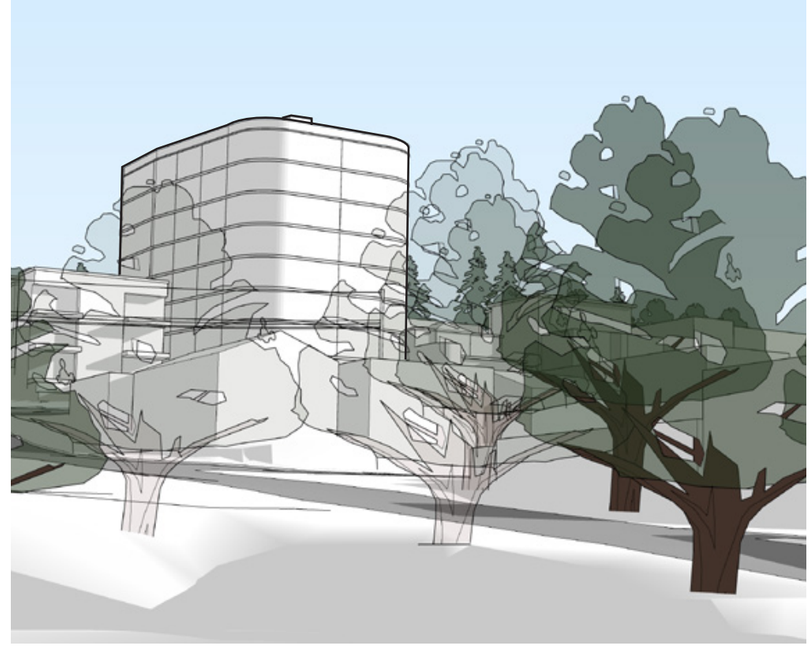
View from Boylston Ave. Looking North



LEVEL 02/ SITE



PARKING LEVEL



View from East Hamlin St. Looking Southeast

ALTERNATIVE 3

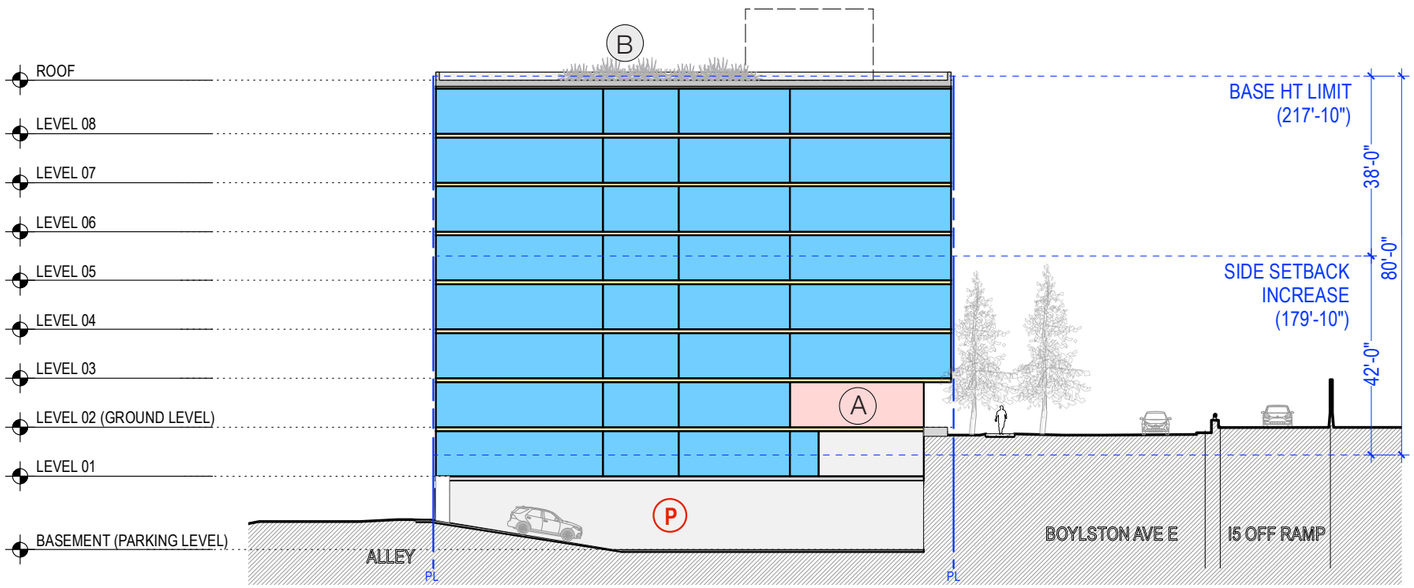
(PREFERED SCHEME)

Description
Alternative 3 is an 8-story building with narrow massing in the north-south direction. The masing is elongated in the east-west direction, toward I5 and the alley. These moves provide more generous side yard conditions than code dictates, while reducing the perceived mass of the building. Below grade parking is accessed off the alley.

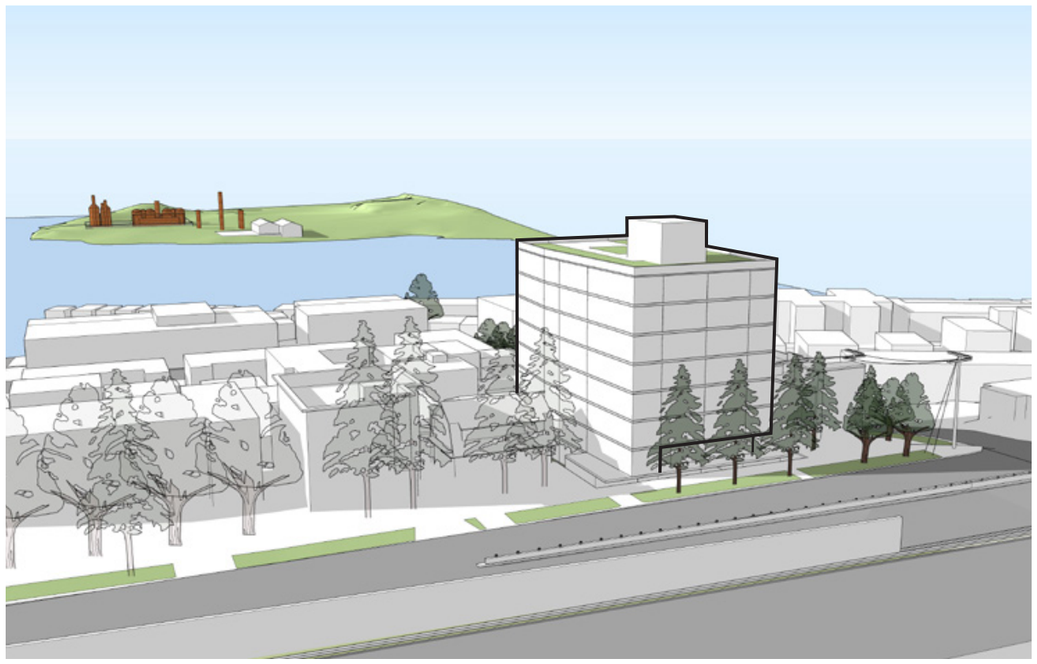
GSF
48,101 SF

Advantages
- Side setbacks of 12’-6” exceed the 7’ and 10’ average side setbacks as buffer to neighbors
- Tapered Massing reduces perceived mass

Challenges
- Requires development standard departures for structure depth and front and rear setbacks



BUILDING SECTION



Aerial View Looking Northwest

I-5 Offramp to Boylston Ave. E

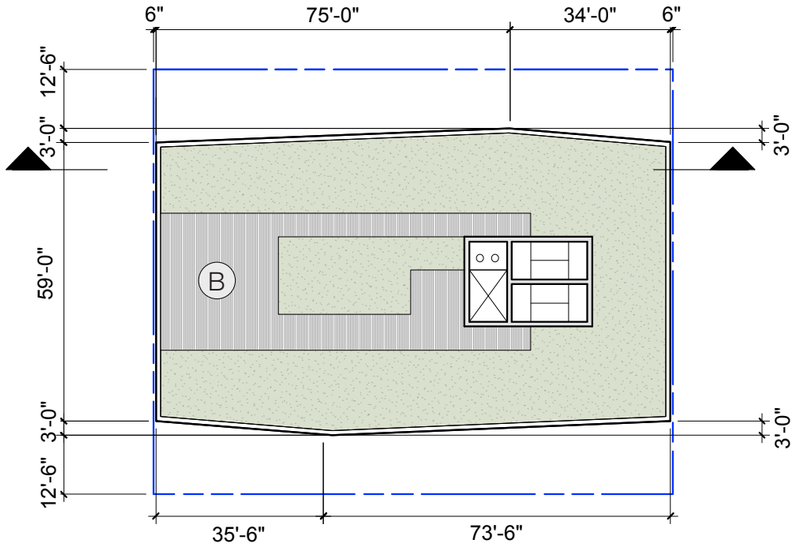
PROGRAM

Approx. 83 Apartment Units

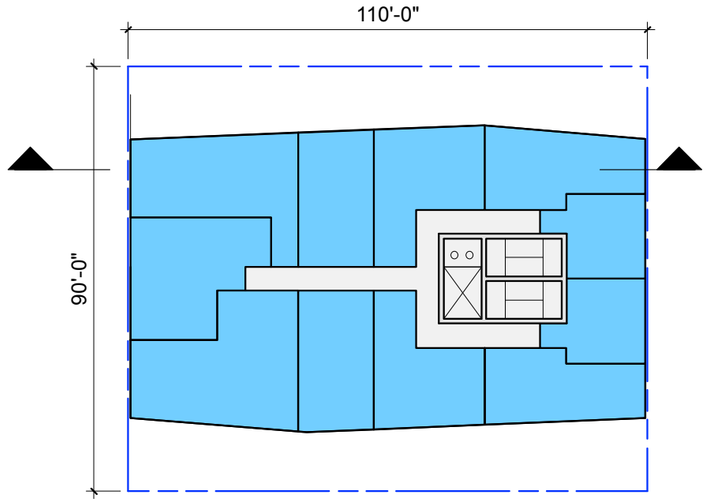
P Below Grade Parking (41 Stalls)

A Lobby Space

B Roof

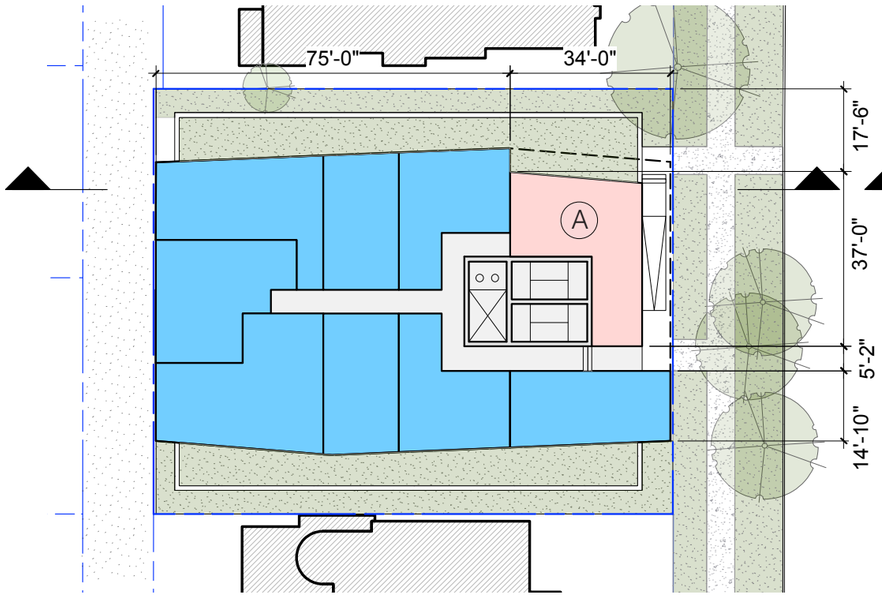


ROOF DECK

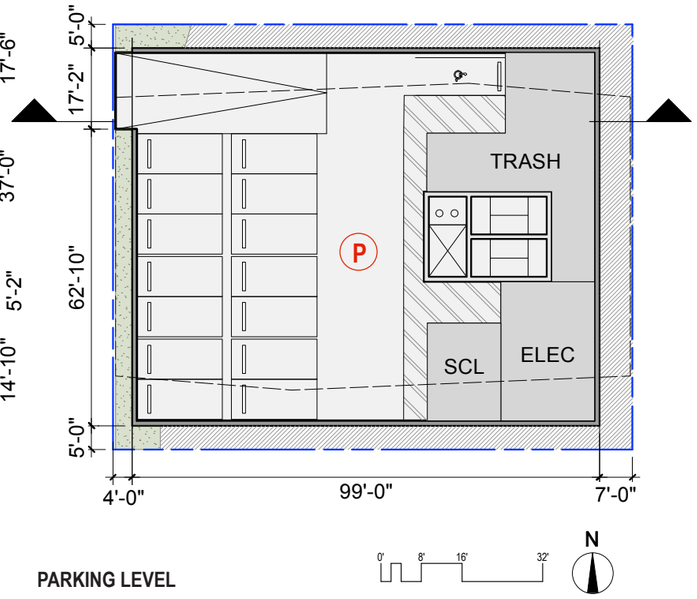


LEVEL 03 - 08

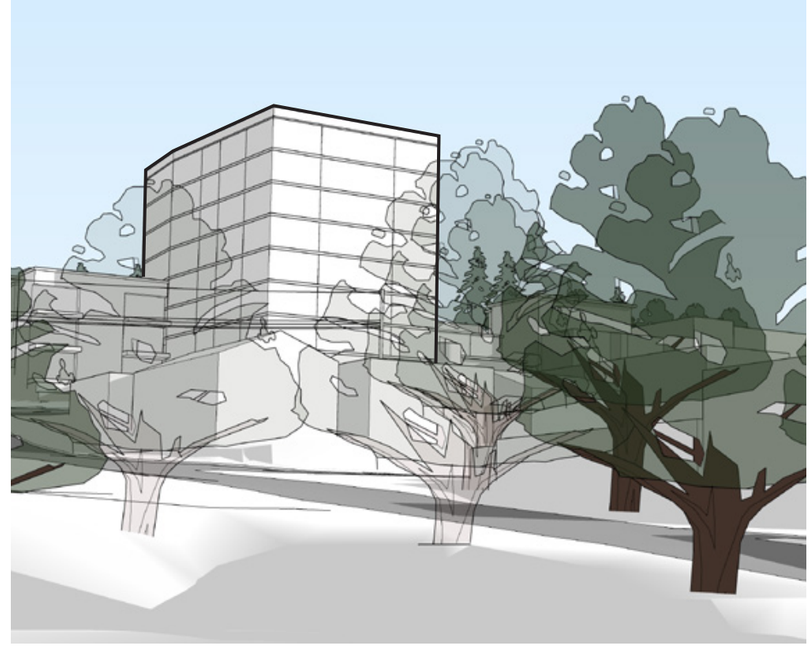
View from Boylston Ave. Looking North



LEVEL 02/ SITE



PARKING LEVEL



View from East Hamlin St. Looking Southeast

ALTERNATIVE 4

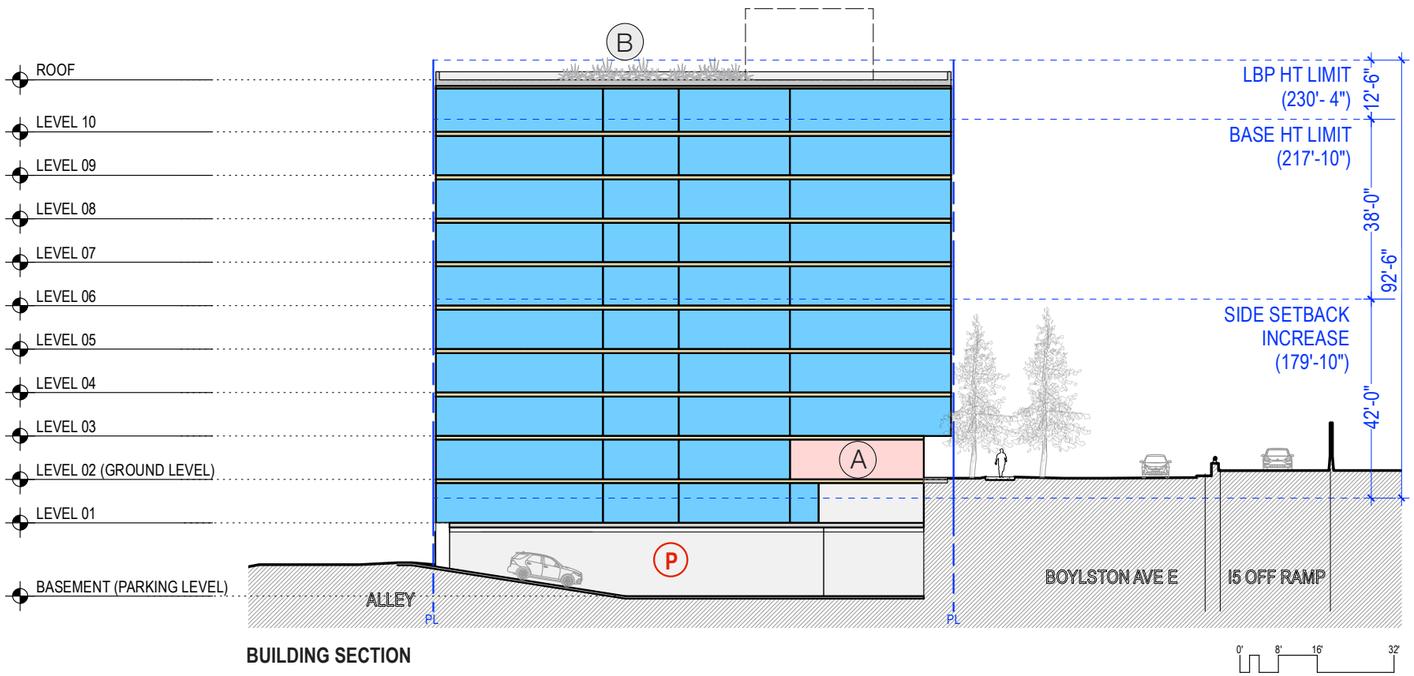
(PREFERED LBP SCHEME)

Description
Alternative 4 is a 10-story building with narrow massing in the north-south direction. The masing is elongated in the east-west direction, toward I5 and the alley. These moves provide more generous side yard conditions than code dictates, while reducing the perceived mass of the building. Below grade parking is accessed off the alley.

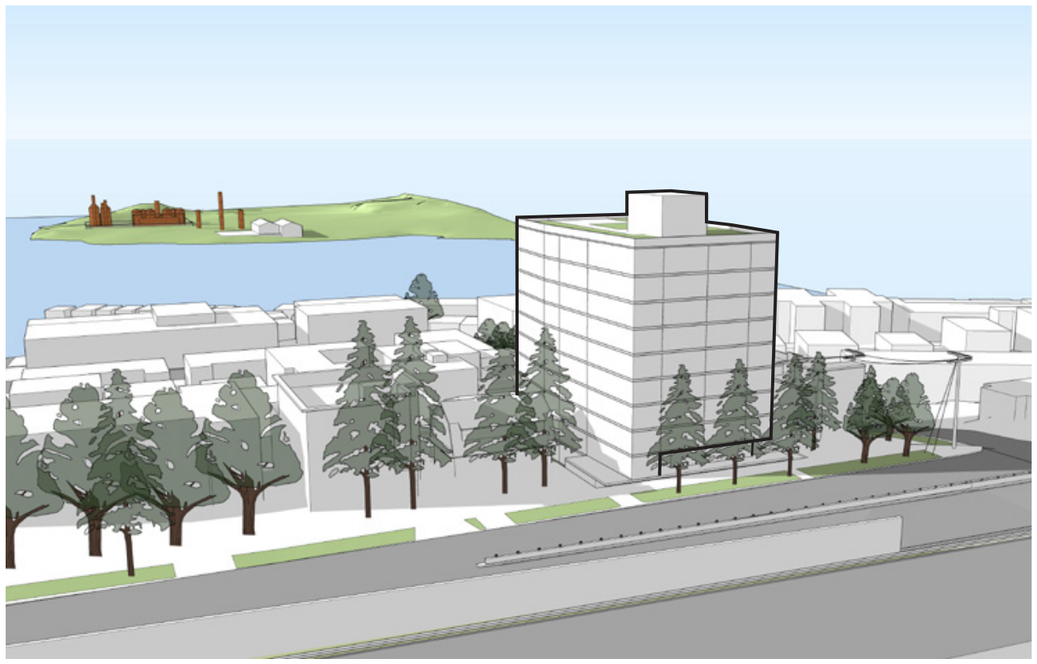
GSF
58,305 SF

Advantages
- Side setbacks of 12'-6" exceed the 7' and 10' average side setbacks as buffer to neighbors
- Tapered Massing reduces perceived mass
- High visibility to Living Building Pilot program

Challenges
- Requires development standard departures for structure depth and front and rear setbacks
- Living Building Pilot program



BUILDING SECTION

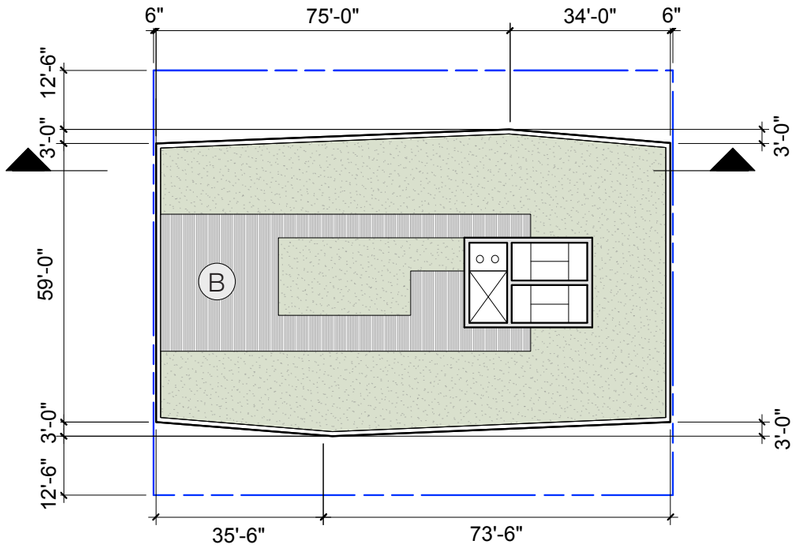


Aerial View Looking Northwest

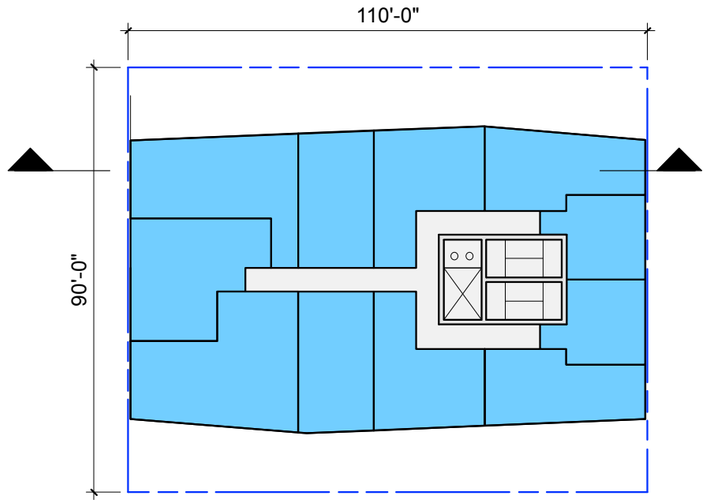
I-5 Offramp to Boylston Ave. E

PROGRAM

Approx. 105 Apartment Units | (P) Below Grade Parking (41 Stalls) | (A) Lobby Space | (B) Roof

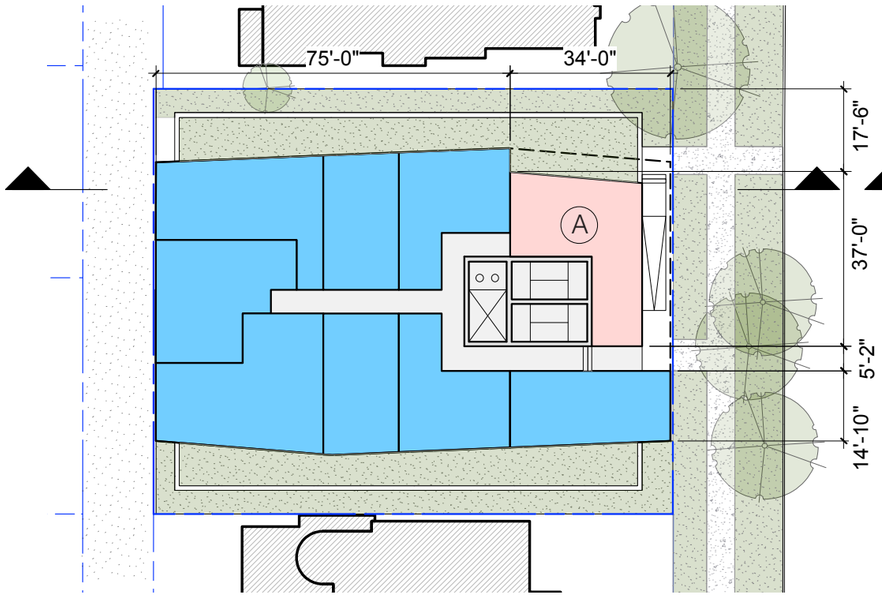


ROOF DECK

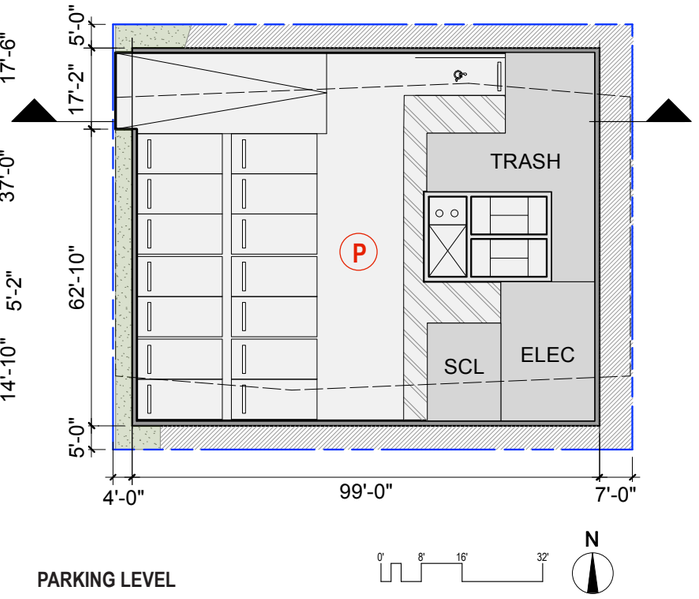


LEVEL 03 - 08

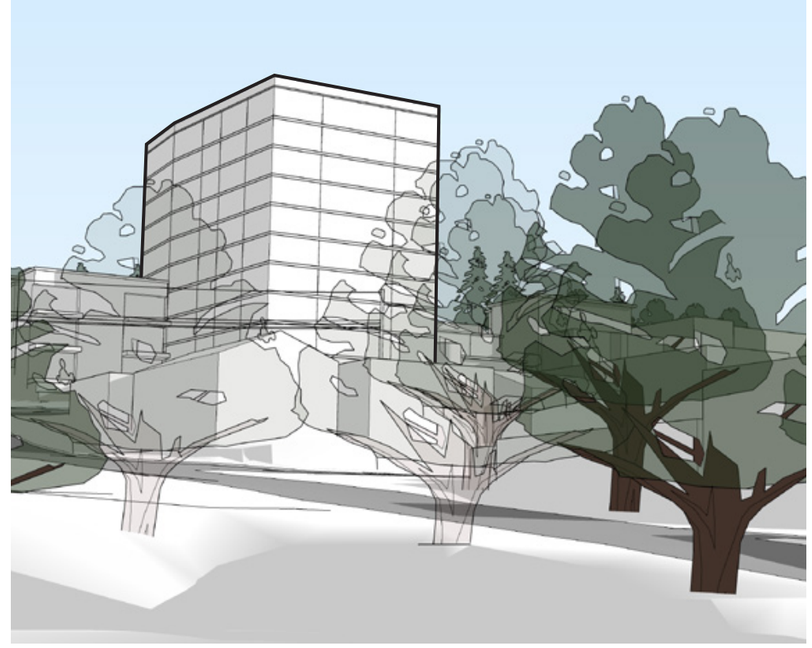
View from Boylston Ave. Looking North



LEVEL 02/ SITE

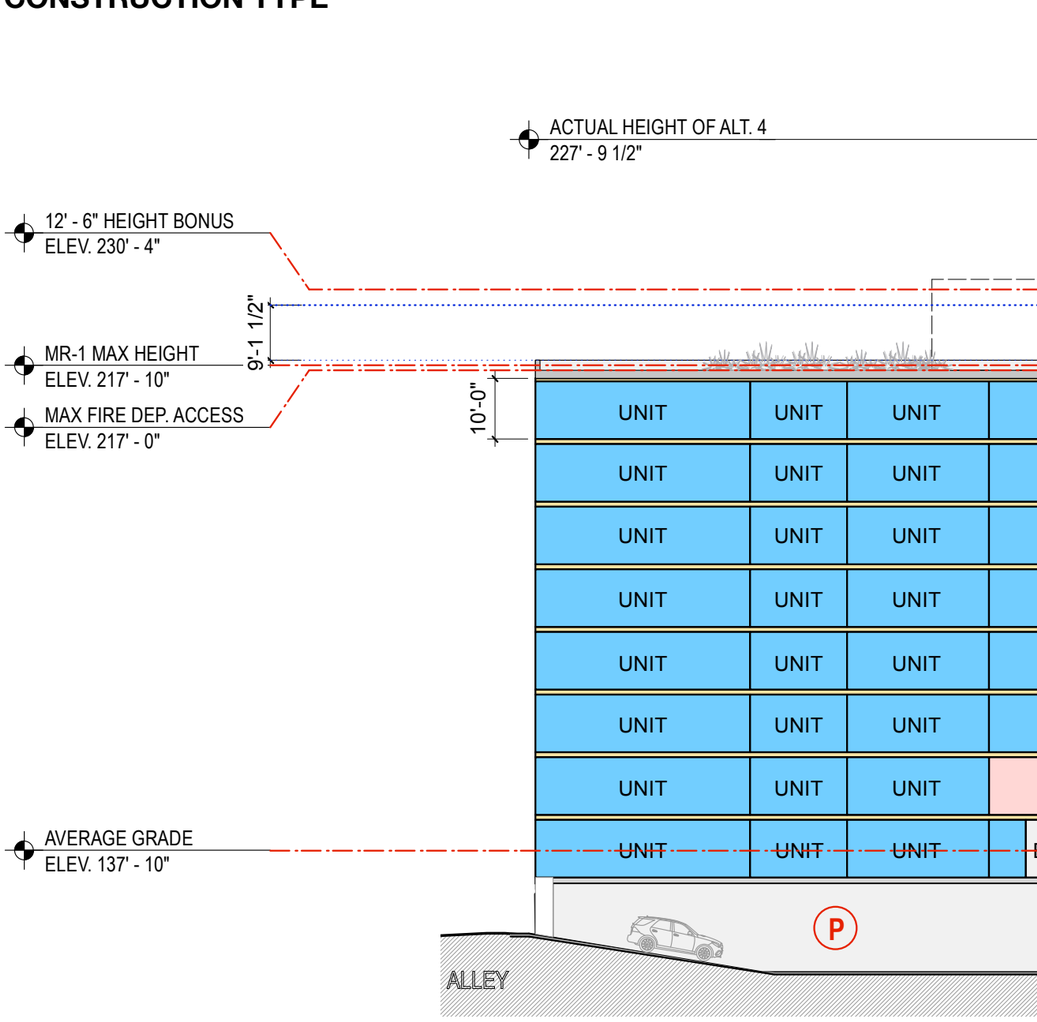


PARKING LEVEL

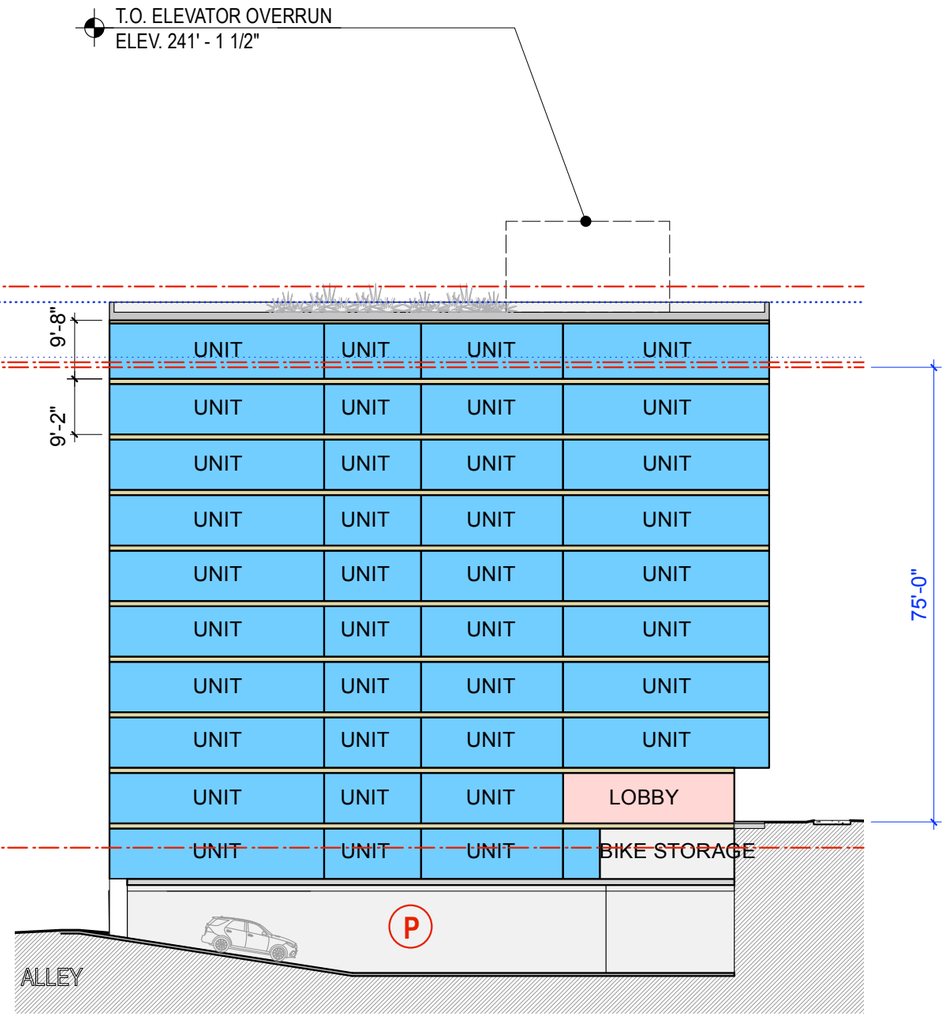


View from East Hamlin St. Looking Southeast

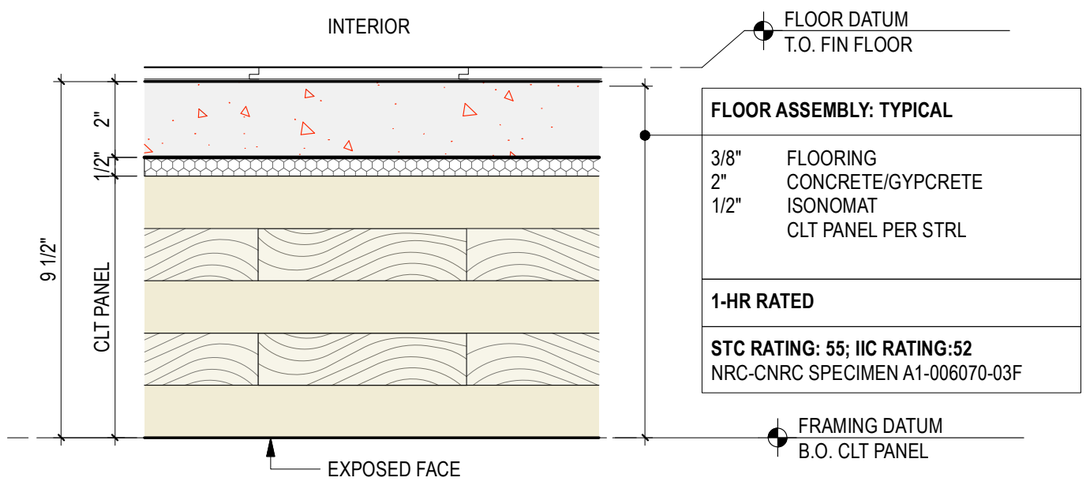
HEIGHT COMPARISON OF ALTERNATIVES & CONSTRUCTION TYPE



ALTERNATIVE 3



ALTERNATIVE 4
(LIVING BUILDING PILOT)



1 / CLT **TYPE IV - FLOOR ASSEMBLY - TYPICAL**
SCALE: 3" = 1'-0"

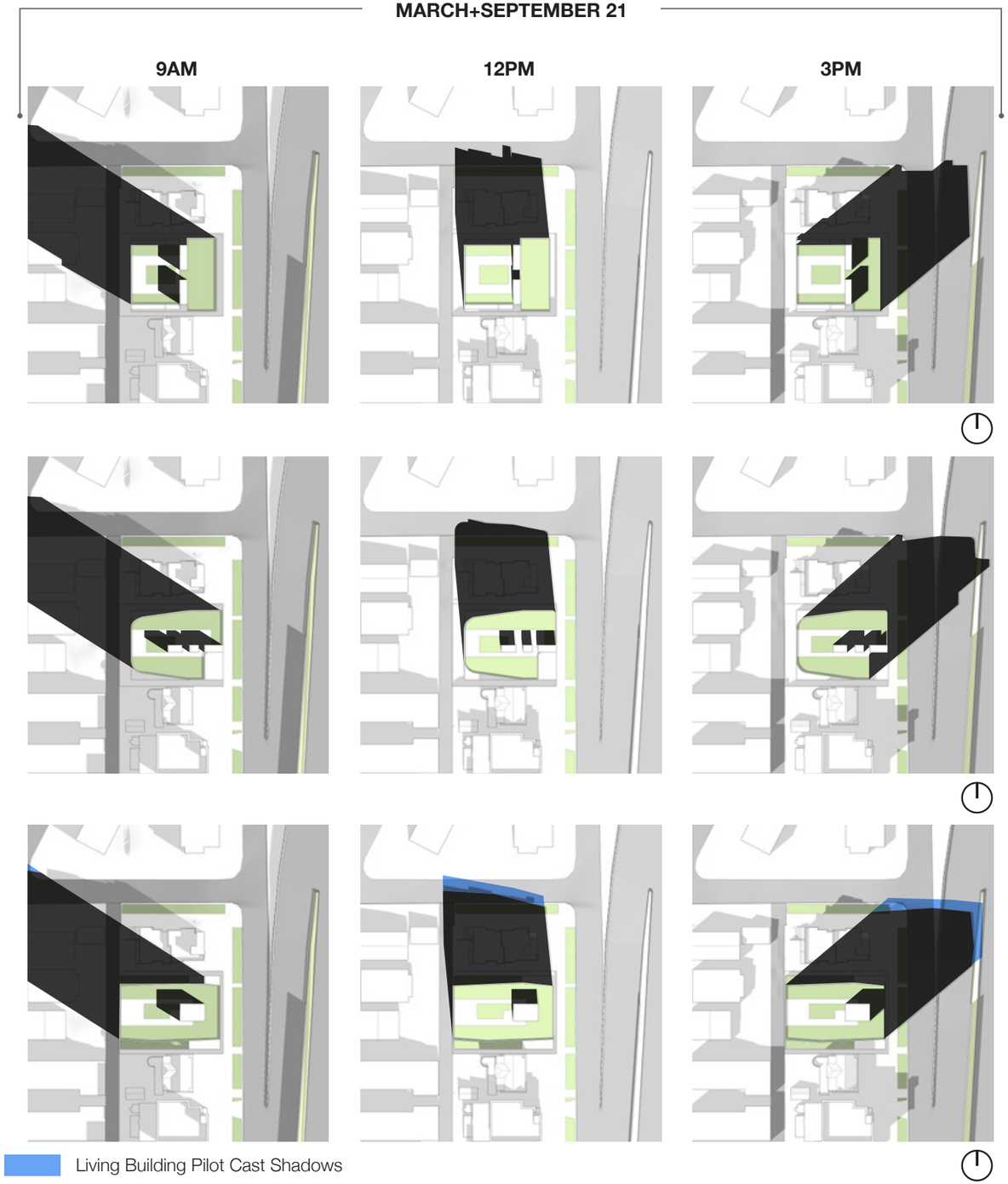
COMPARISON OF ALTERNATIVES

Shading Studies

ALTERNATIVE 1
(CODE COMPLIANT)

ALTERNATIVE 2

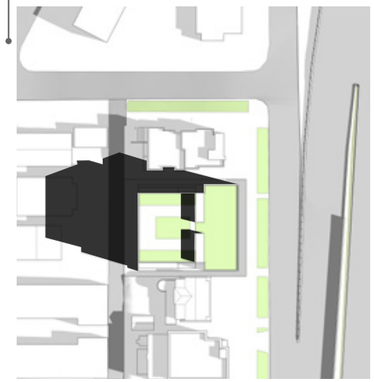
ALTERNATIVE 3 & 4
(PREFERED SCHEME)



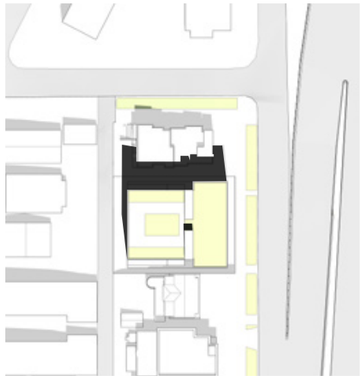
Living Building Pilot Cast Shadows

JUNE 21

9AM



12PM



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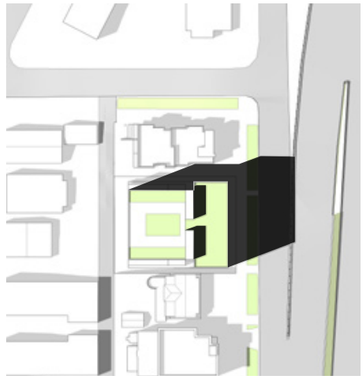
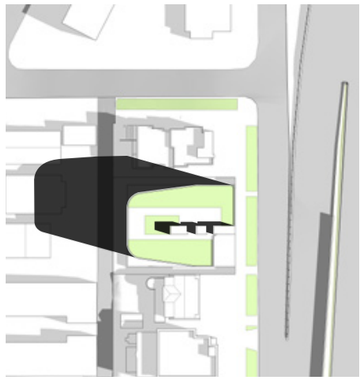
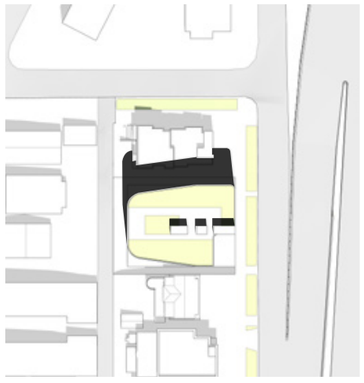
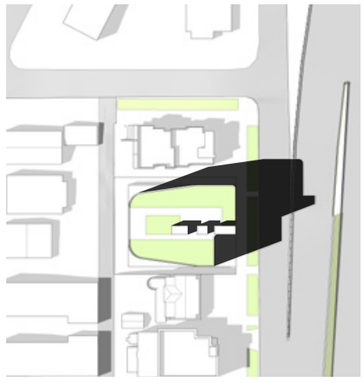
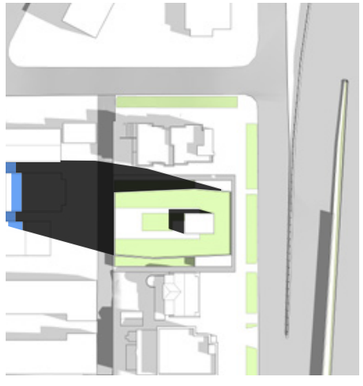
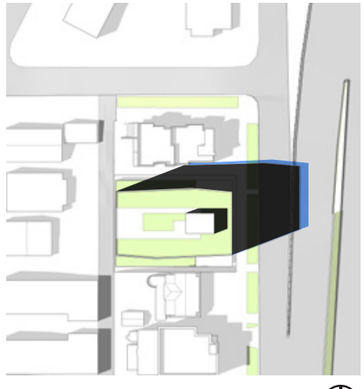








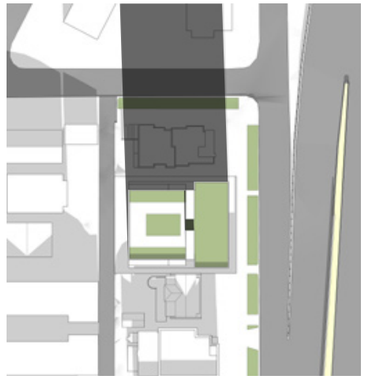




DECEMBER 21

9AM

12PM



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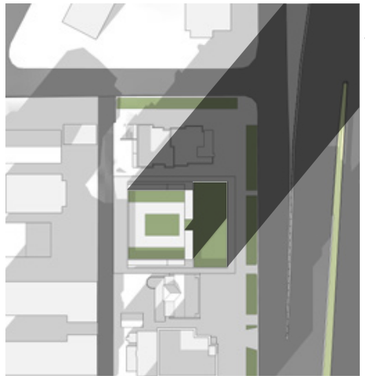
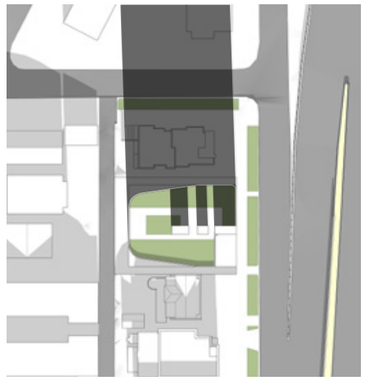
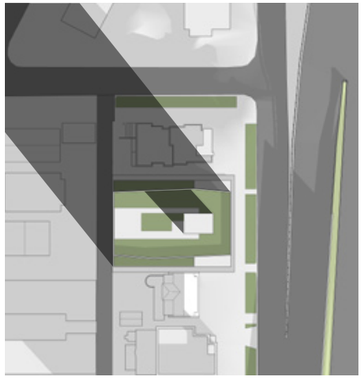
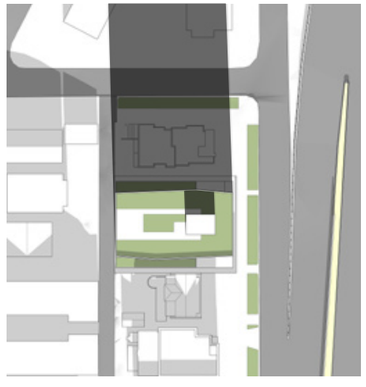
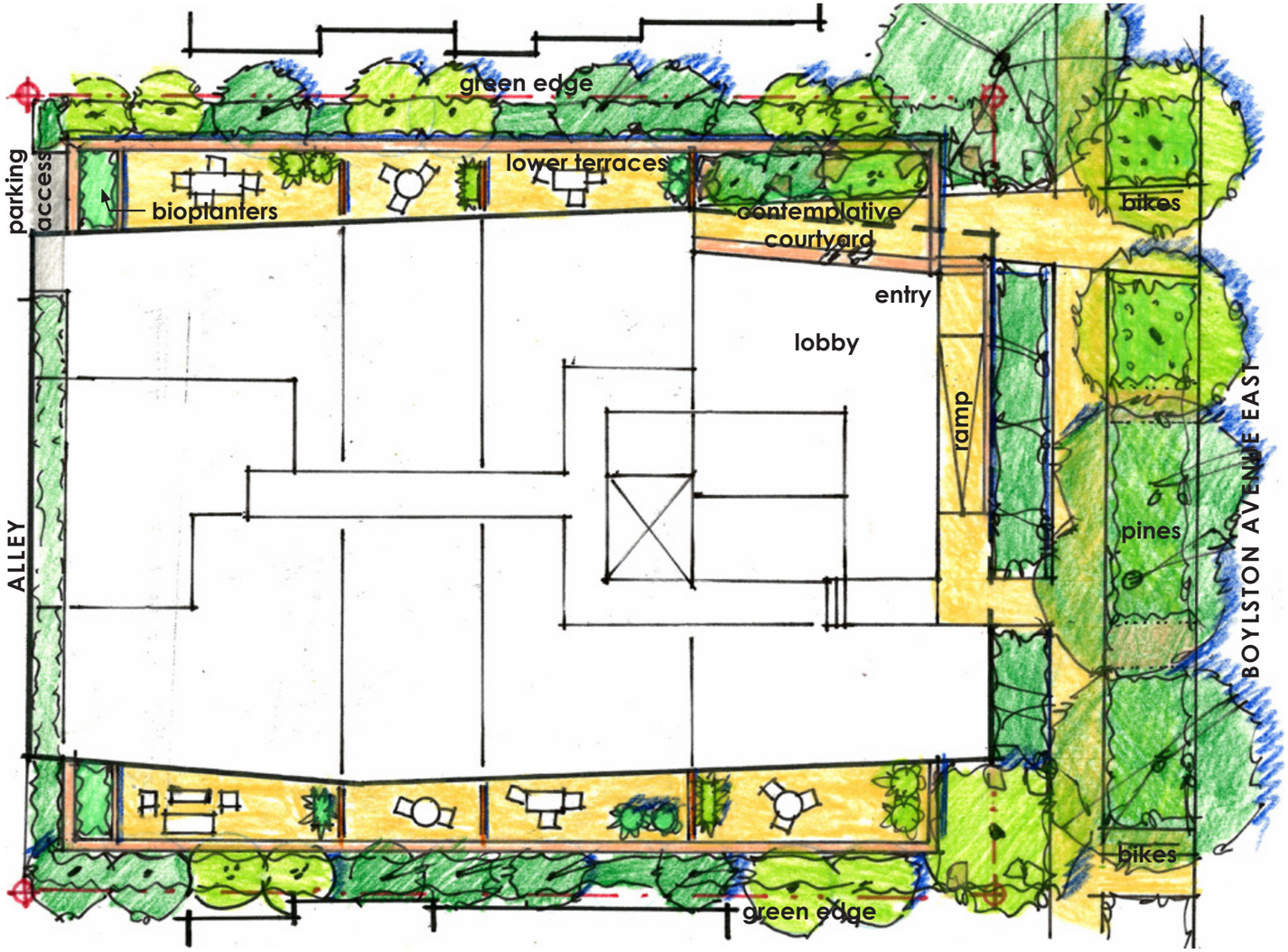








LANDSCAPE CONCEPTS



STREET & LOWER LEVEL

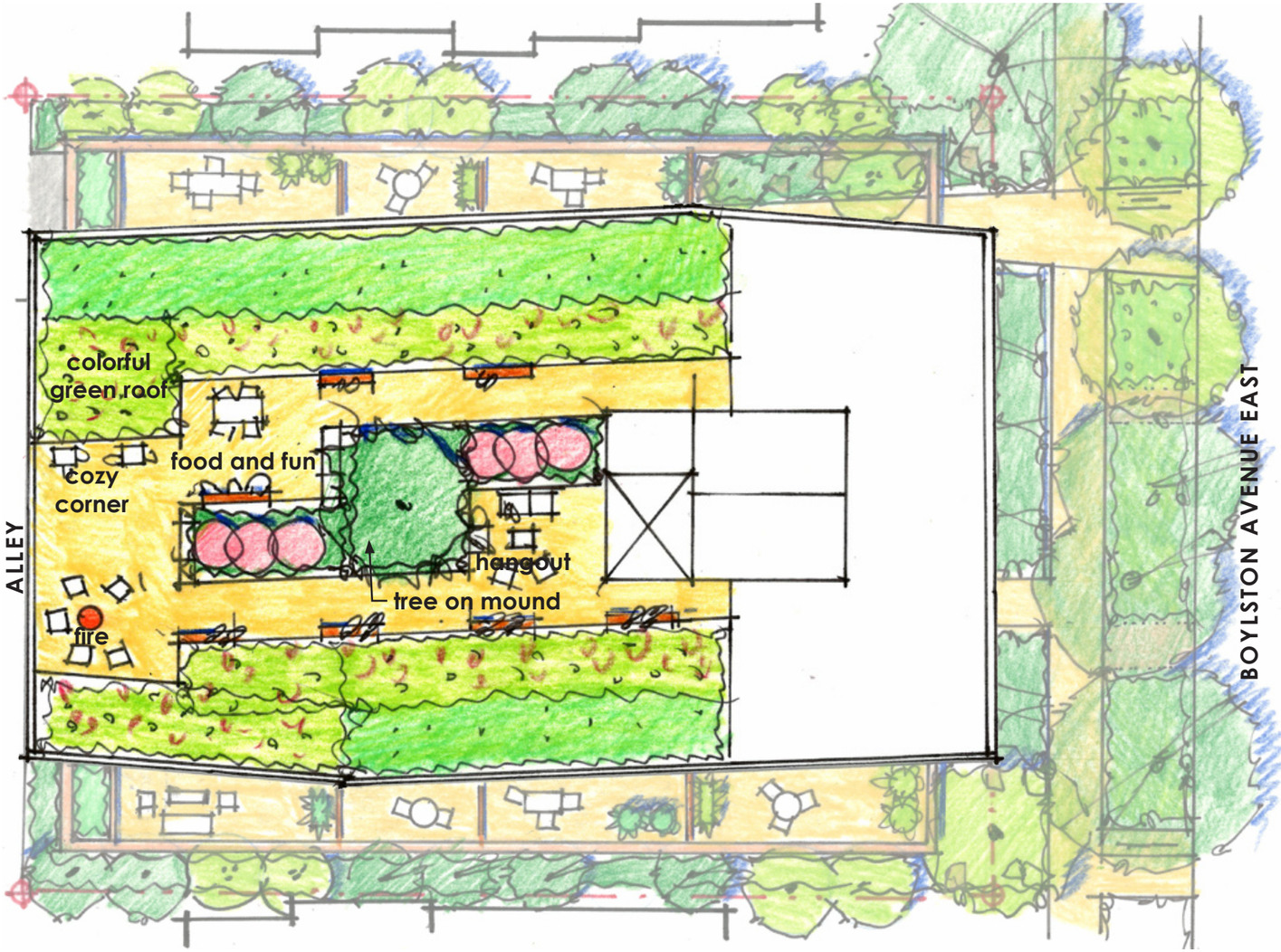
0 16 32 N

Karen Kiest | Landscape Architects

Ramp supports generous entry sequence.

Contemplative Garden

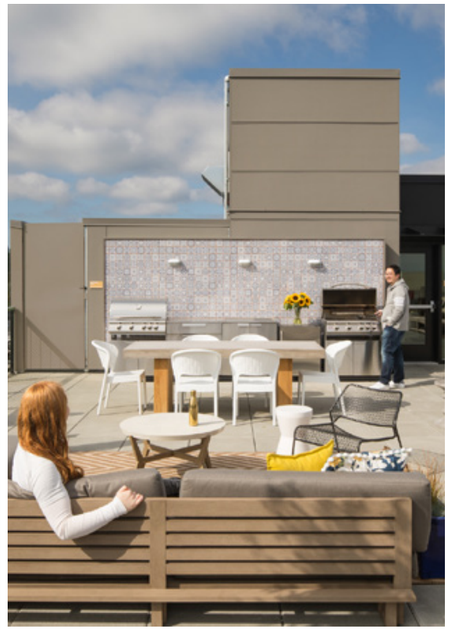
Green Edge



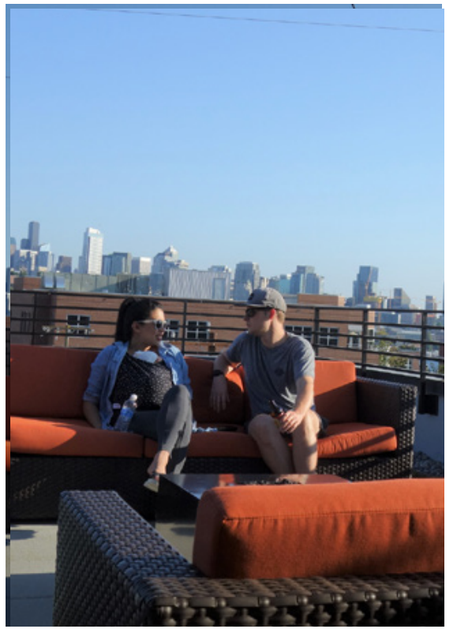
UPPER ROOF

I 0 I 16 I 32 ^ N

Karen Kiest | Landscape Architects

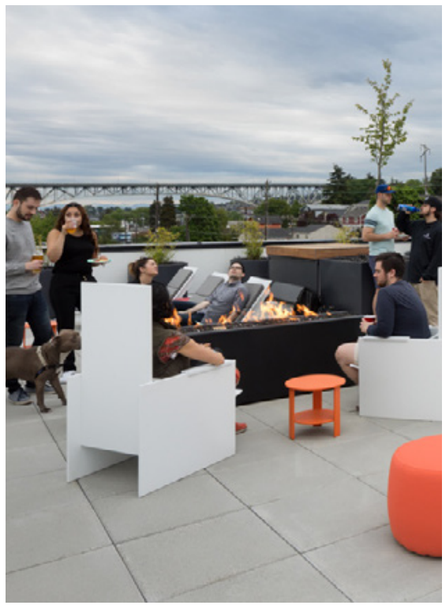


Food & Fun



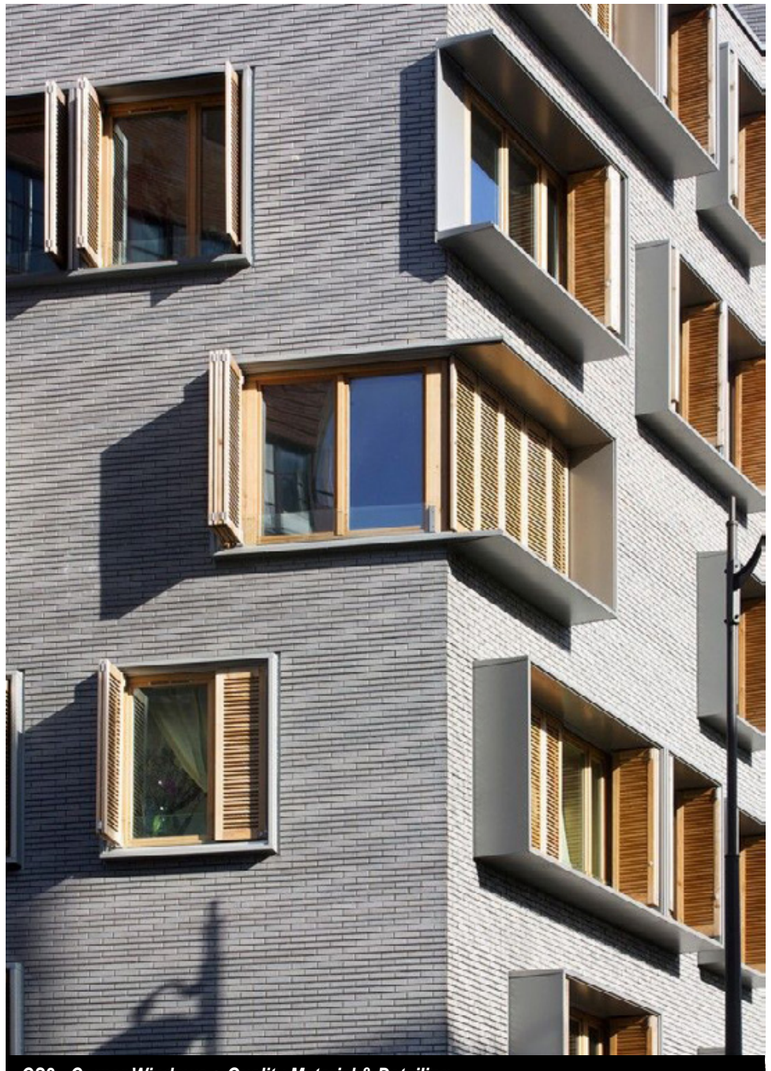
Cozy Corner & Killer View

Tree on Mound

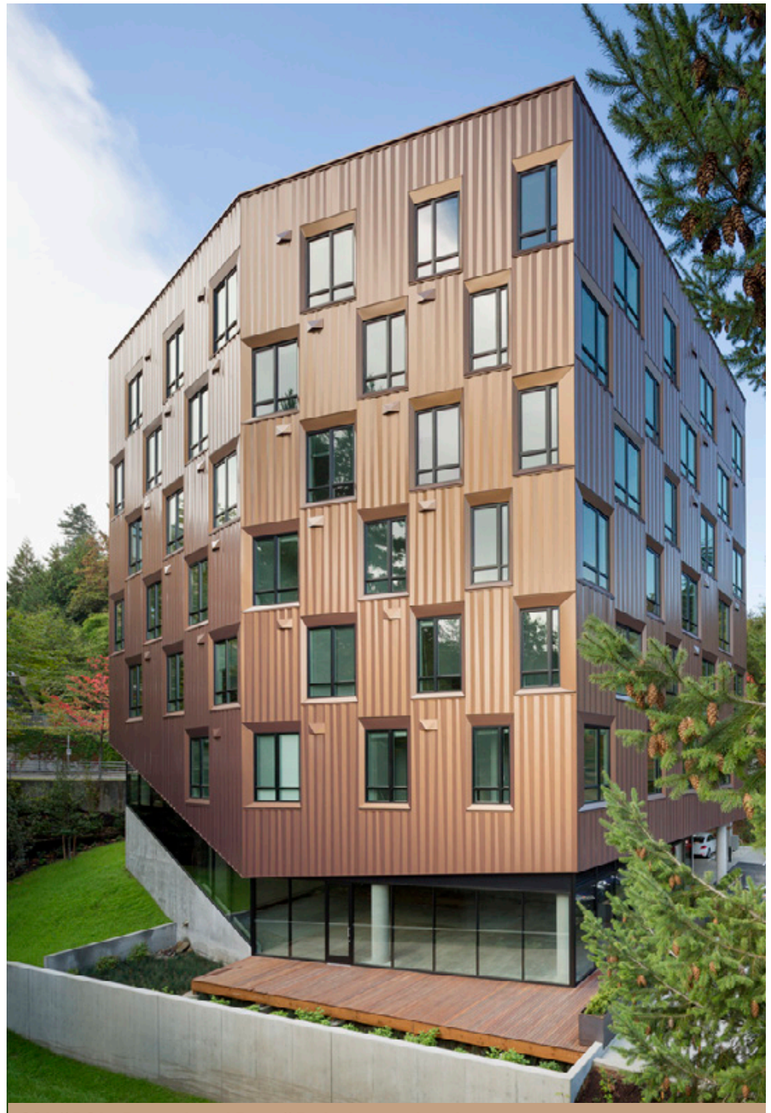


Fire Spot & Killer View

PRECEDENTS FOR DESIGN DEVELOPMENT

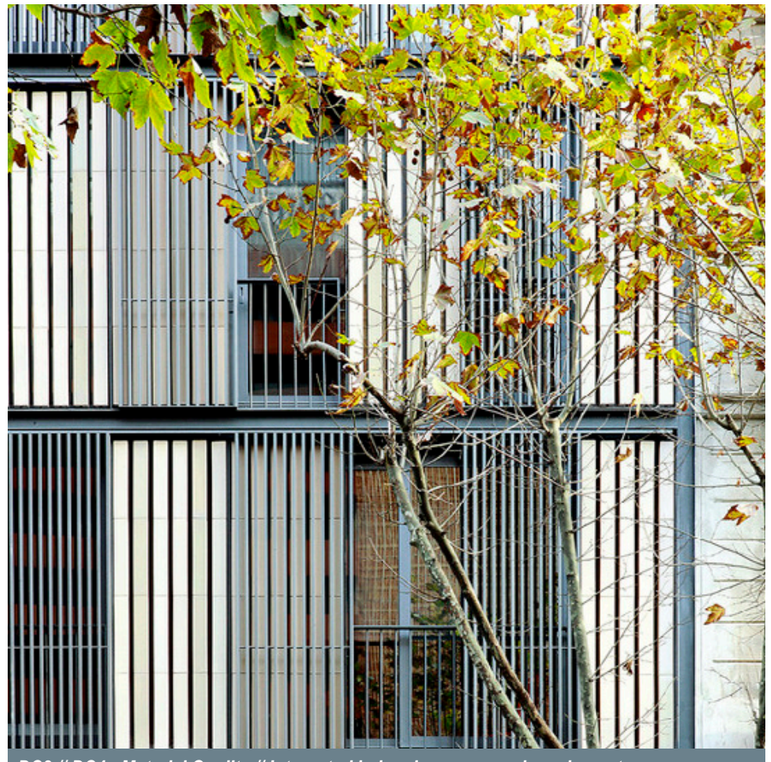


CS2 - Corner Windows + Quality Material & Detailing



CS3 // DC2 - Proportioned Base // Reducing percieved mass.

CS2 // DC2 - Perceived Mass // Upper level setbacks



DC2 // DC4 - Material Quality // Integrated balconies as secondary elements

CS1 - Maximize Daylight

CS1 - Green Roof

PL3 / PL1 / PL2 - Glassy Streetfront with Widened Sidewalk & Integrated Rain Cover

PL3 - Recessed Entry as Rain Protection

CS2 - Quality Material with Detail and Texture: Vertical Corrugated Metal

PRIORITY DESIGN GUIDELINES + PREFERRED MASSING VIGNETTES

CS3 // DC2 - Proportioned Base // Reducing percieved mass.

PL3 // DC2 - Recessed Entry as Rain Protection // Material Quality

CS2 - Appropriate zone transitions

PL3 - window treatments to provide solutions to noise control

PL1 - Glassy Streetfront with Widened Sidewalk & Integrated Rain Cover

CS1 - Green Roof

Corner Windows + Quality Material & Detailing

CS1 - Maximize Daylight

POTENTIAL DEPARTURES

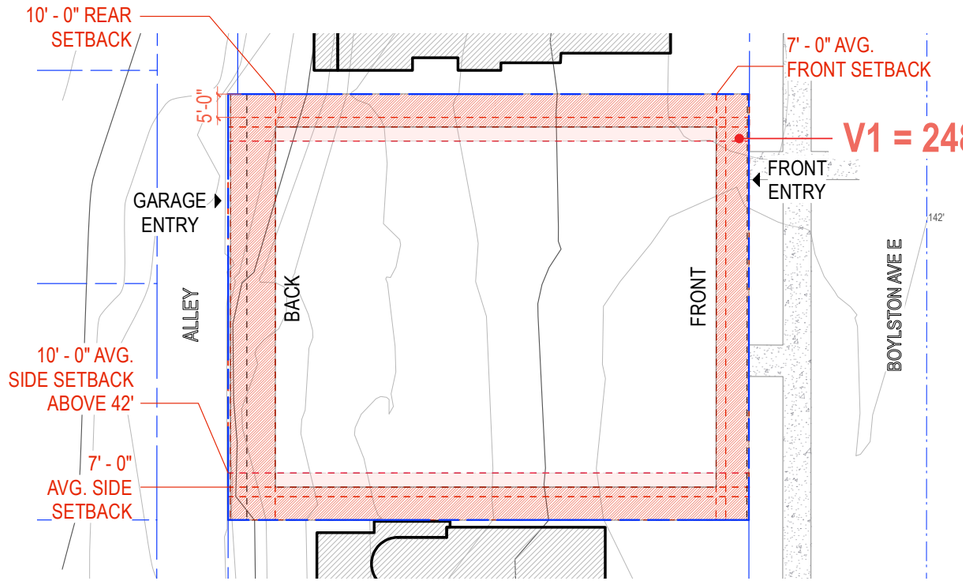
Departure Request #1:
Front & Rear Setbacks

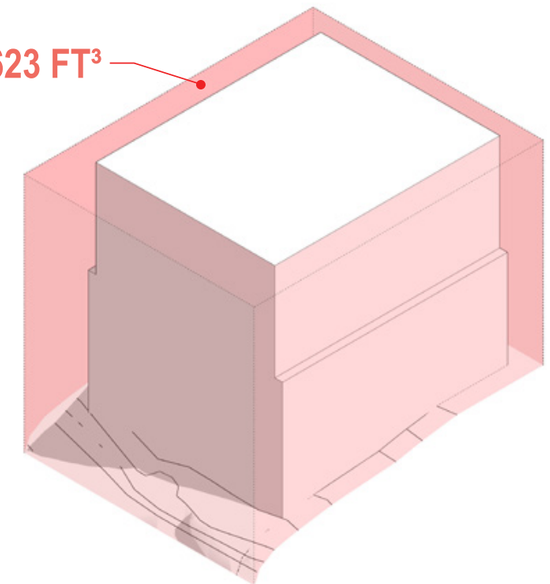
Standard:
Per 23.45.518.B.1
Front setback from street lot lines; 7’ average, 5’ minimum.
Rear setback; 10’ from a rear lot line abutting an alley

Proposed:
Front and rear setback of 6” for upper stories. At alley, garage is setback 4’-0”.
Project to significantly exceed all side setback requirements.

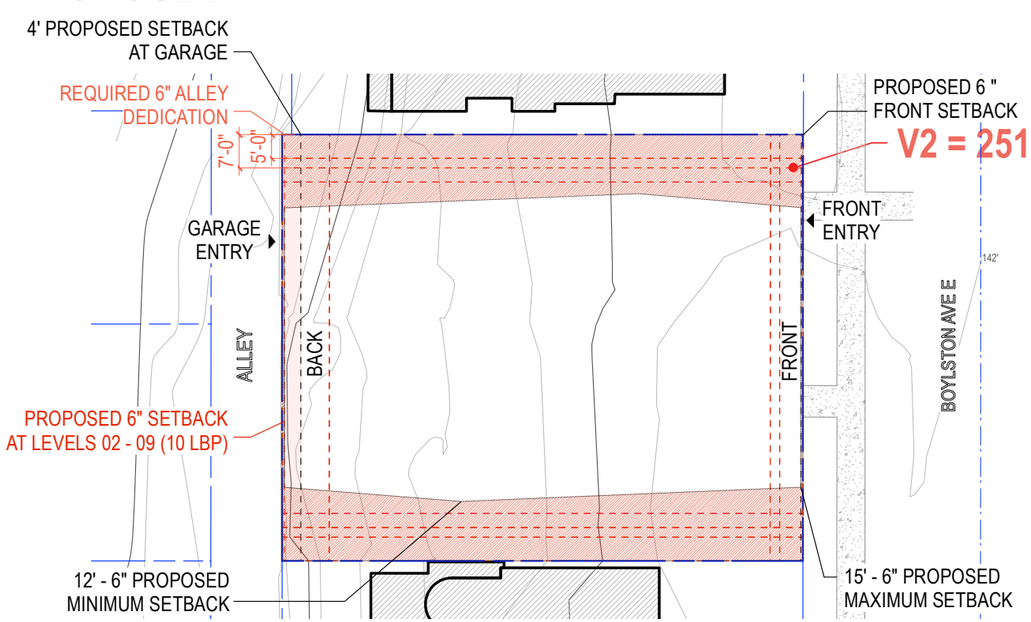
Rationale:
The proposed massing pulls in from the north and south property lines and exceeds the side setback requirements in order to provide greater relief to the adjacent neighbors and minimize the impact. The volume of relief afforded by the proposed massing exceeds the amount of relief a strictly code compliant scheme would offer, as demonstrated in diagrams where V2 > V1.

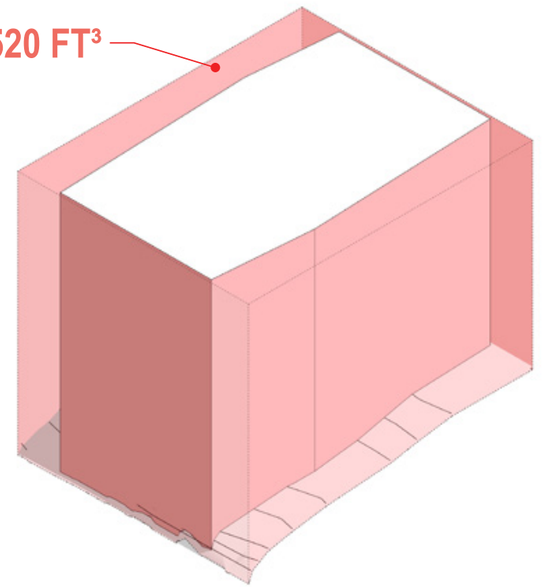
CODE COMPLIANT





PROPOSED





V2 > V1

Departure Request #2:

Maximum Structure Depth

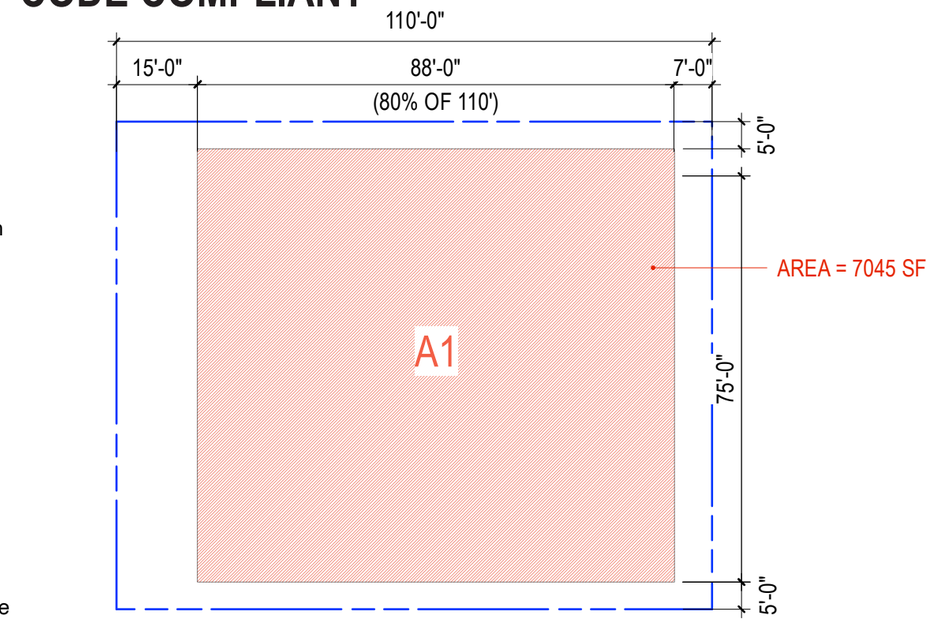
Standard:
Per 23.45.528.B.

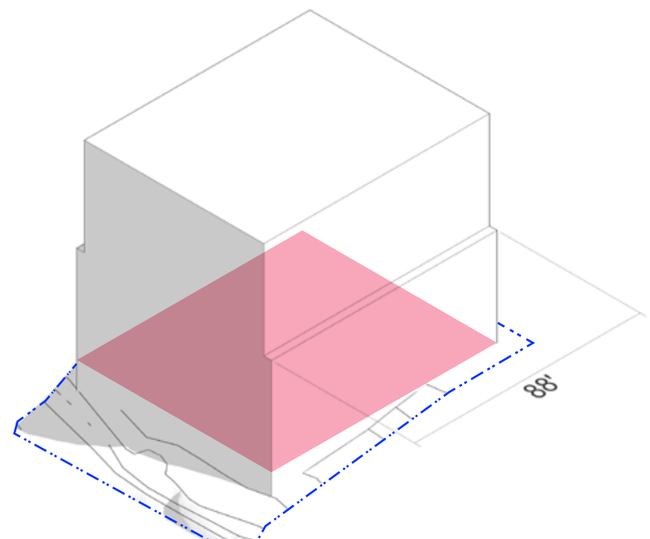
1. The depth of principal structures shall not exceed 80 percent of the depth of the lot.
2. Exceptions to structure depth limit. To allow for front setback averaging and courtyards as provided in Section 23.45.518, structure depth may exceed the limit set in subsection 23.45.528.B.1 if the total lot coverage resulting from the increased structure depth does not exceed the lot coverage that would have otherwise been allowed without use of the courtyard or front setback averaging provisions.

Proposed:
Structure depth of 109', which exceeds 80%.

Rationale:
The proposed massing meets the intent of B2, where total lot coverage of the proposed massing is less than a strictly code compliant scheme that meets the depth requirement. See adjacent diagrams, where A2 < A1.

CODE COMPLIANT





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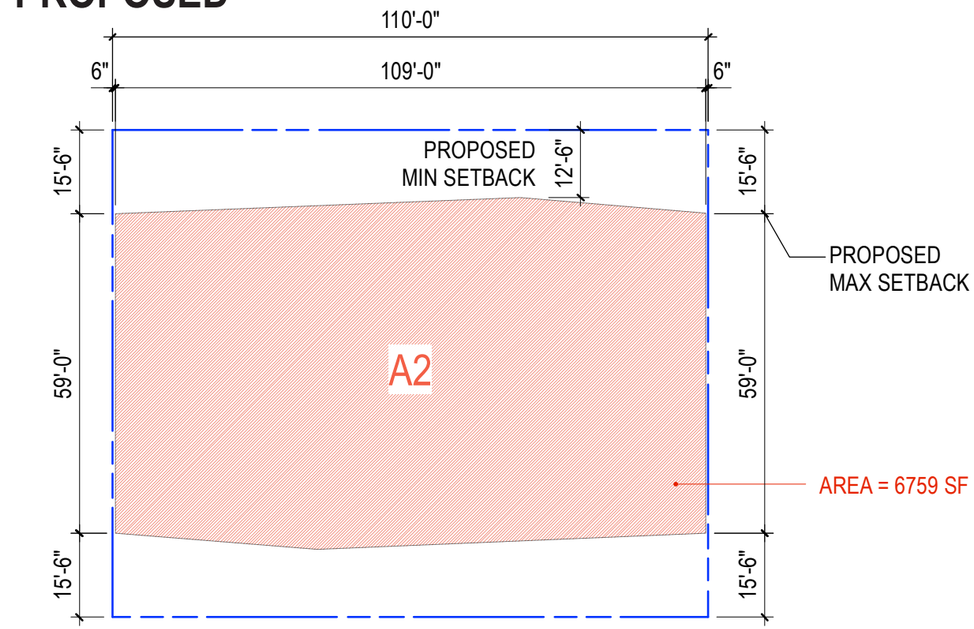

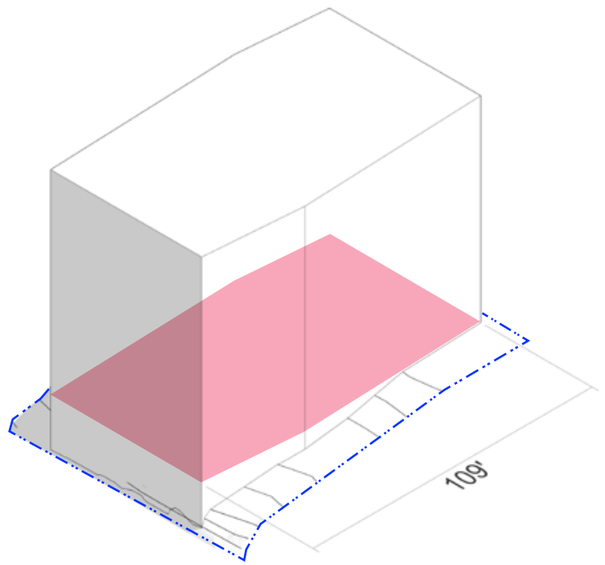

EXAMPLES OF PAST PROJECTS

Anhalt Apartment Renovation and Addition
Seattle, WA

2016 NW & Pacific Region AIA Merit Award
2015 Seattle AIA Honor Award
2015 People's Choice Urban Design Awards, Second Place
2015 Historic Seattle Preserving Neighborhood Character Award

The Shea Apartments
Seattle, WA

2019 Seattle AIA, Merit Award

Inspire Apartments
Seattle, WA

2020 AIA 2030 Challenge Award
2020 Sustainable Multifamily Development of the Year NAIOP
2021 AIA NW and Pacific Region Honor Award Citation
2021 AIA 2030 Challenge Award

Shelton Apartments
Seattle, WA