1661 E OLIVE WAY

1661 OLIVE WAY, SEATTLE WA 98102
#3039688-EG
DECEMBER 14TH, 2022

TABLE OF CONTENTS

ADDRESS [2.1]

1661 East Olive Way
Seattle, Washington 98102

PARCEL NUMBER(S)

PARCEL A: 6848200685
PARCEL B: 6848200690
PARCEL C: 6848200695

SDCI PROJECT NUMBER [2.2]

3039688-EG

APPLICANT TEAM [2.4]
OWNER:

1661 Olive Way LP
10900 NE 4th St, Ste 1440
Bellevue, WA 98004
Andrew Chang
425-462-0700

ARCHITECT:

MG2
1101 2nd Avenue #100,
Seattle, WA 98101
Eli Hardi
eli.hardi@mg2.com
206-962-6886

USES AND DEVELOPMENT QUANTITIES [3.1-3.4]

ADDRESS:	1661 East Olive Way, Seattle, WA 98101
ZONE:	NC3P-75(M)
OVERLAYS:	First Hill/Capitol Hill Urban Area Pedestrian Area
SITE AREA:	25,348 SF (.58 acres)
COMMERCIAL AREA:	Approx. 2,400 SF
UNITS:	Approx. 160 Units
PARKING STALLS:	Approx. 110 parking stalls

SUMMARY OF DEVELOPMENT OBJECTIVES [3.5]

The proposed site is uniquely positioned on multiple edges within the district. Olive Way to the north sets a hard line that has long bisected western Capitol Hill, with visible differences in the architecture, scale and uses on either side. To the east, the majority of Capitol Hill's development has spread north and south following Broadway. Boylston now sets the current western edge, but a porous one slowly growing as the density increases.

Recognizing the gateway nature of the site, and responding to comments from local residents, the proposed design strives for integration. By using modern design that responds to the contextual mass and materials within the neighborhood, the project seeks to bring continuity to the growing east edge as well as establish ties across Olive Way. Design goals for the project include:

- Establish massing that supports typical neighborhood scale
- Use of appropriate facade modulation and shadows that connects and continues the historic and modern urban fabric
- Implement ground floor experiences that balance dynamic connections to support commercial uses with privacy at residential uses
- Use of traditional and modern materials to implement textural changes, patterning and scale changes to further reducing the building massing

COMMUNITY OUTREACH [3.6]

ONLINE AND MAILER SURVEY OUTREACH

Public outreach for the project was performed using the following methods for the period of 6/1-6/26:

- Direct mailing of an informational flyer to all residences and businesses within 500', resulting in outreach to 1,197 unique addresses and five neighborhood community groups
- Established an interactive project website outlining general project information and goals, with a public commenting function (www.1661EOliveWayProject.com)
- Created an online survey, publicized via the mailed flyer and featured on the website, for feedback on the proposed project.

At the end of the outreach period there were over 60 unique responses to the outreach, with 95% of the respondents indicating they live very close to the project.

SUMMARY OF COMMENTS:

Following is a summary of the major, recurring themes from the public comments received through the various outreach surveys:

Building Mass & Design
- Design that is unique and modern, but also relates to the neighborhood context
- High quality building and landscape materials
- Maximize glazing for light into the commercial and active ground level spaces
- Increased unit density for more housing opportunities
- Smaller, unique commercial spaces to support small business

Street-Level Experience
- Maximize plantings to soften the urban context
- Pedestrian access and safety should be a priority
- Seating and other pedestrian focused public elements for public engagement
- Good lighting

Parking & Access
- Street parking is congested, on-site parking should be a priority
- Design vehicle and pedestrian access cohesively to avoid conflicts and increase safety
- Support accessible improvements to the right-of-way

PIKE/PINE URBAN NEIGHBORHOOD COUNCIL (PPUNC) MEETINGS:

Independent of the mandatory Public Outreach effort, the project team reached out to the Pike/Pine Urban Neighborhood Council at the onset of the project. By engaging members of the community from the very beginning of the project, the team sought to establish a conversation that extended beyond reactionary feedback. Thus far PPUNC has been engaged for (2) meetings leading up to EDG, with the intent for additional meetings between this submission and the final Design Review presentation.

SUMMARY OF PPUNC COMMENTS

The following is a summary of feedback from meetings and conversations with PPUNC as of this document's issuance:

Site & Neighborhood Considerations
- Olive Way current acts as a border in the neighborhood. Use the design to help connect the north and south portions, being mindful of the opportunity to establish a gateway into the heart of the area.
- Consider the opportunities offered by the differing characters of Belmont and Boylston. The former being more open, and the latter a more traditional narrow Cap Hill street with an "alley-like" feel.
- Examine how external spaces on site can contribute to the public streetscape experience.
- Don't compete with the local lifestyle, instead support it with the design and interactions.
- PPUNC supports a reduction of SDOT's setback on Boylston as the large "thoroughfare" is not appropriate for it.

Ground Level & Programmatic Considerations
- Foster the sense of small but unique moments, in particular amongst commercial spaces, that permeate Cap Hill (examples included Captain Blacks, Sun Liquor, Harry's, Finch and Pine).
- Prioritize human-scale at the ground level to cultivate a sense of belonging and security.
- Look for opportunities to support small business and arts through building and/or site integration.
- The NW corner will be a key aspect and should be considered for opportunties to welcome the public to the building and Capitol Hill as a whole.

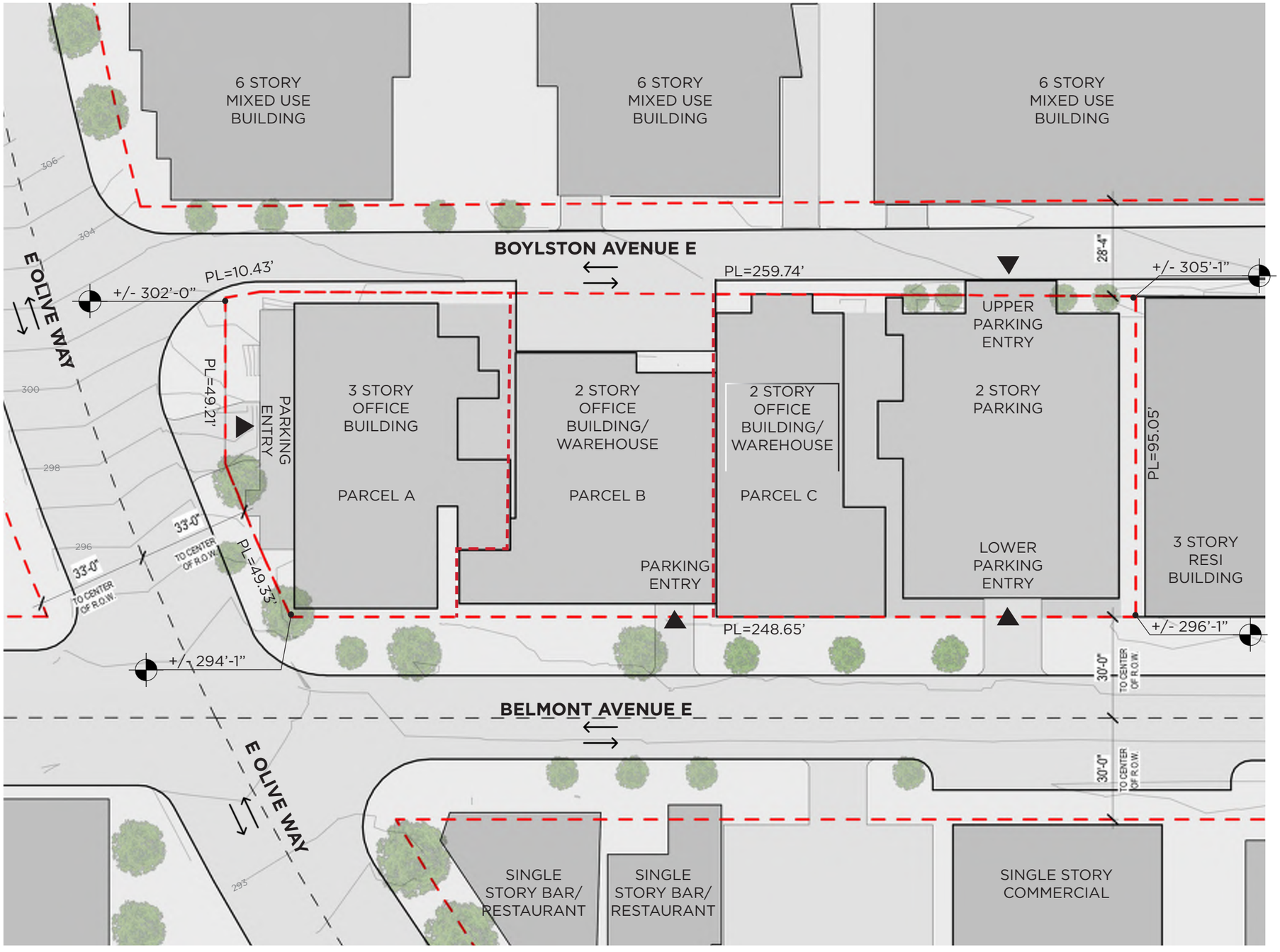
Architectural Character
- Look to local pre-war examples for materials and character that emphasize simple forms with well executed details and durable materials. Avoid high-maintenance materials that diminish and age poorly.
- Avoid over-modulation, and look to subtractive gestures to achieve movement in addition to "tacked on" elements.
- Look to capture view opportunities created by the site's topography. In particular the commercial space should take advantage this to enhance the experience for the public inside and outside the space.
- Although Olive Way may be regarded as the primary street, be mindful of the opportunities for unique character and scale offered by each street.

LEGAL DESCRIPTION:

PARCEL A:
PONTIUS 2ND ADD SUPL ALL LOT 1 & POR LOT 2 & OF UNPLT STRIP ADJ SD LOTS 1-2 ON E & OF POR VAC E JOHN ST ADJ ON N DESC - BAAP ON C/L BELMONT AVE E LY S 0-53-57 W 78.99 FT FR MON AT NXN SD BELMONT E & E JOHN ST TH S 89-07-44 E 30 FT TO E MGN SD BELMONT E & TPOB LY ON WLY EXT OF NLY FACE OF CONC BLK WALL TH S 89-07-44 E ALG SD EXTENSION & WALL 19.77 FT TO WLY FACE CONC WALL TH S 0-52-16 W ALG SD WLY FACE 15.33 FT TO SW COR SD WALL TH S 89-07-44 E ALG SD WALL & ITS ELY EXT 76.20 FT TO E LN SW 1/4 SEC 29-25-4 TH N 1-11-09 E ALG SD E LN 74.06 FT TO ANGLE PT IN SD VAC POR E JOHN ST TH N 8-52-38 W ALG ELY MGN ST VAC ST 10.43 FT TO AN ANGLE PT THEREIN TH N 89-08-18 W ALG NLY MGN SD ST VAC 47.60 FT TO AN ANGLE PT THEREIN TH SWLY ALG NWLY MGN SD ST VAC & ALG SELY MGN OLIVE WY & ALG ARC OF CRV OF 767 FT RAD CTR BRS S 21-38-52 E 767 FT DIST 51.62 FT THRU C/A 3-51-23 TO E MGN BELMONT AVE E TH S0-53-57 W ALG SD E MGN 47.64 FT TO TPOB AKA PAR A SE LLA 8606017 REC 8704290700, PLAT BLOCK 52, PLAT LOT 1-2

PARCEL B:
PONTIUS 2ND ADD SUPL POR LOTS 1-2-3 & OF UNPLTD STRIP ADJ SD LOTS 2 & 3 ONE DAF - BAAP ON C/L BELMONT AVE E LY S 0-53-57 W 78.99 FT FR MON AT NXN SD BELMONT AVE E & E JOHN ST TH S 89-07-44 E 30 FT TO E MGN SD BELMONT AVE E & TPOB AAP LY ON WLY EXT OF NLY FACE CONC BLK WALL TH S 89-07-44 E ALG SD EXTENSION & WALL 19.77 FT TO WLY FACE OF CONC WALL TH S 0-52-16 W ALG SD WLY FACE 15.33 FT TO SW COR SD WALL TH S 89-07-44 E ALG SD WALL & ITS ELY EXT 76.20 FT TO E LN SW 1/4 SEC 29-25-4 TH S 1-11-09 W ALG SD E LN 61.27 FT TO ELY EXT OF SLY LN OF A BLDG WCH IS ALSO NLY LN OF AN ADJ BLDG TH N 89-06-38 W ALG SD COMMON BLDG LN 95.67 FT TO E MGN BELMONT AVE E TH N 0-53-57 E ALG SD E LN 76.56 FT TO TPOB AKA PARCEL B SEA LLA 8606017 #8704290700, PLAT BLOCK 52, PLAT LOT 1-2-3 &

PARCEL C:
PONTIUS 2ND ADD SUPL POR LOTS 3-4-5 & OF UNPLTD STRIP ADJ SD LOTS ON THE E DAF - BAAP ON C/L BELMONT AVE E LY S 0-53-57 W 155.55 FT FR MON AT NXN OF SD BELMONT AVE E & E JOHN ST TH S 89-06-38 E 30 FT TO E MGN SD BELMONT AVE E & TPOB AAP LY ON WLY EXT OF SLY LN OF A BLDG WCH IS ALSO NLY LN O FADJ BLDG TH S 89-06-38 E ALG SD WLY EXT SD LN & ITS ELY EXT 95.67 FT TO E LN SW 1/4 SEC 29-25-4 TH S 1-11-09 W ALG SD E LN 124.40 FT TO S LN OF N 10 FT SD LOT 5 TH N 89-08-18 W ALG SD S LN 95.05 FT TO E MGN SD BELMONT AVE E TH N 0-53-57 E ALG SD E MGN 124.44 FT TO TPOB AKA PARCEL C SEA LLA 8606017 REC 8704290700, PLAT BLOCK 52, PLAT LOT 3-4-5



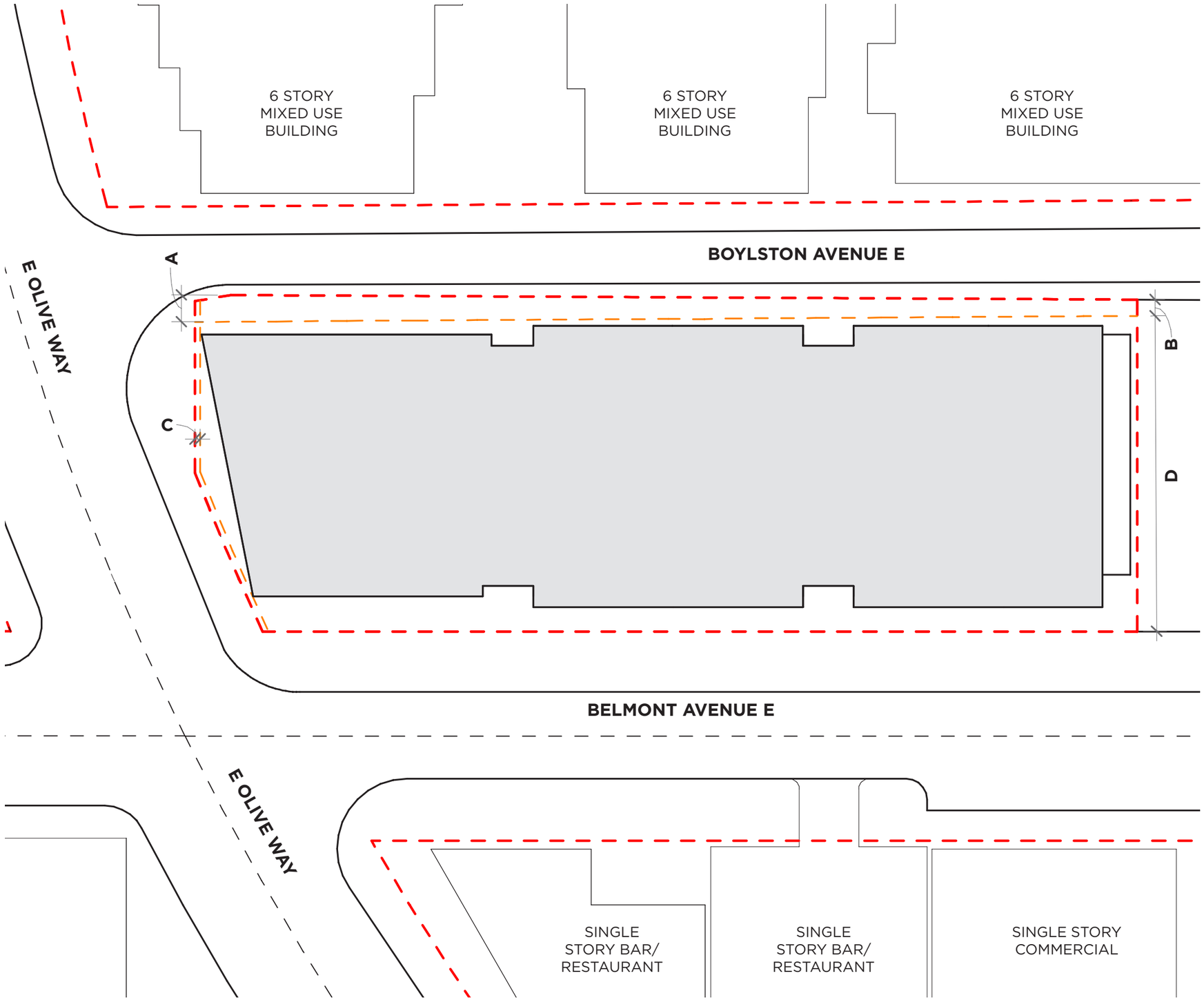
REQUIRED RIGHT-OF-WAY SETBACKS

- **A** Boylston Ave E. Setback @ North Side
  Setback = 7’-8”
- **B** Boylston Ave E. Setback @ South Side
  Setback = 4’-8”
- **C** E Olive Way Setback
  Setback = 1’-6”
- **D** Allowable Width of Buildable Area =
  Varies from 88’-8” to 90’-4” due to angled property line

Setbacks measured from the property line.

Setbacks have been reviewed and approved by SDCI and SDOT. A 12’-0” R.O.W. is to be maintained for all right-of-ways.

The following diagram utilizes the footprint of our preferred massing, Option C.



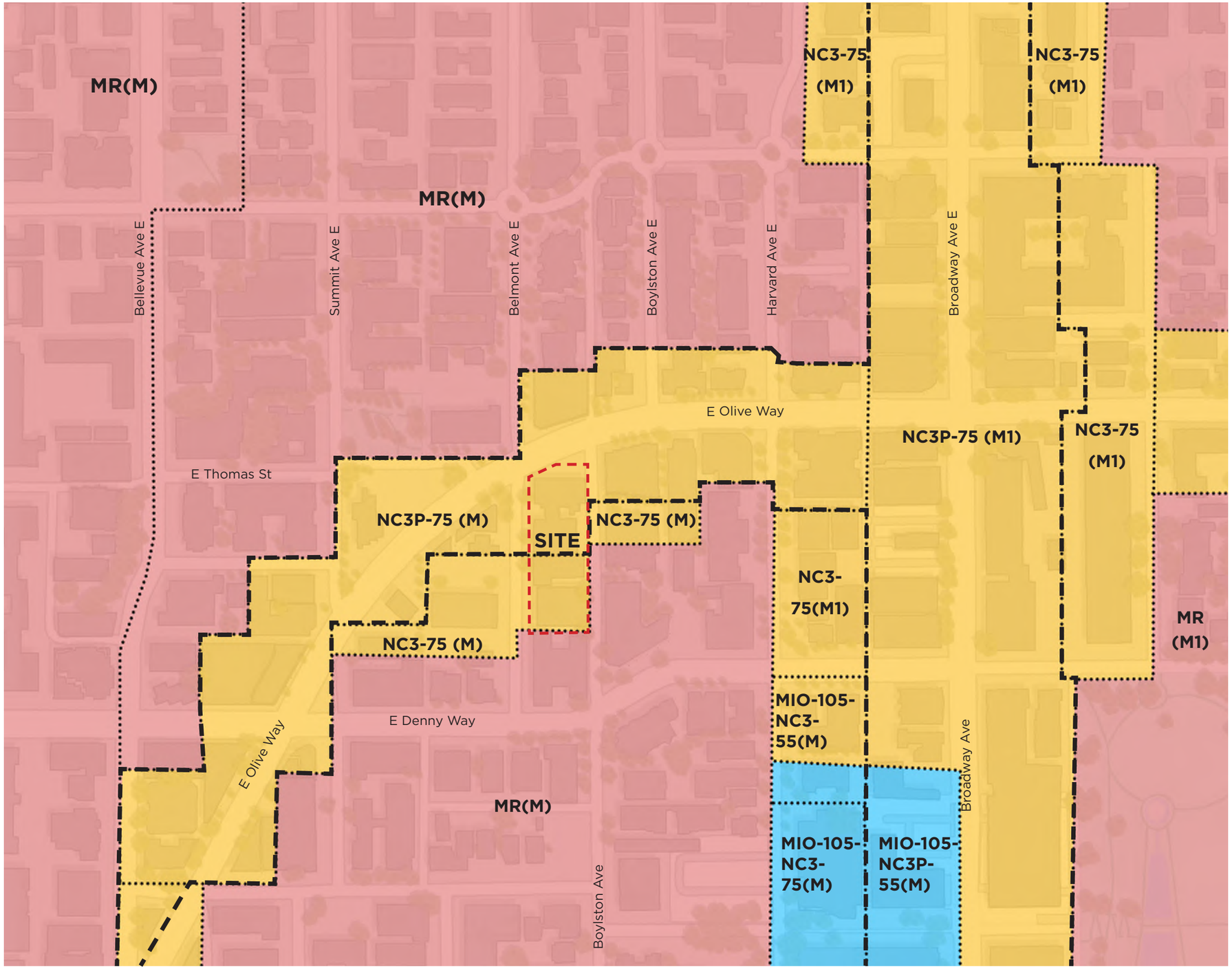
5.0

URBAN DESIGN ANALYSIS

- Neighborhood Commercial
- High Density Multifamily
- Major Institutions
- Seattle Parks
- Pedestrian Designated Zone

Map extents are within the First Hill/Capitol Hill Urban Center Village

The site is located within the NC3P-75 commercial zone, abutting the residential MR zone to the south. The northern half falls within a Pedestrian overlay. East Olive Way is the only Pedestrian Designated Street in that overlay.



CITY OF SEATTLE LANDMARKS:

1. San Remo Apartment Building
2. Ward House
3. Pantages House
4. Avon/Capitol Crest Apartments
5. Lincoln Reservoir

COMMUNITY FACILITIES:

6. Capitol Hill Station
7. Seattle Central College
8. Harvard Avenue School
9. International Montessori Academy
10. Capitol Hill Sunday Farmers Market
11. US Post Office

CULTURAL FACILITIES:

12. Dendroica Gallery
13. Captain Blacks
14. Capitol Hill Goodwill

OPEN SPACES:

15. Thomas Street Mini Park
16. Summit Slope Park
17. Cal Anderson Park
18. Seattle Central College Plaza

COMMERCIAL:

G. Grocery Stores

Link Light Rail

Street Car

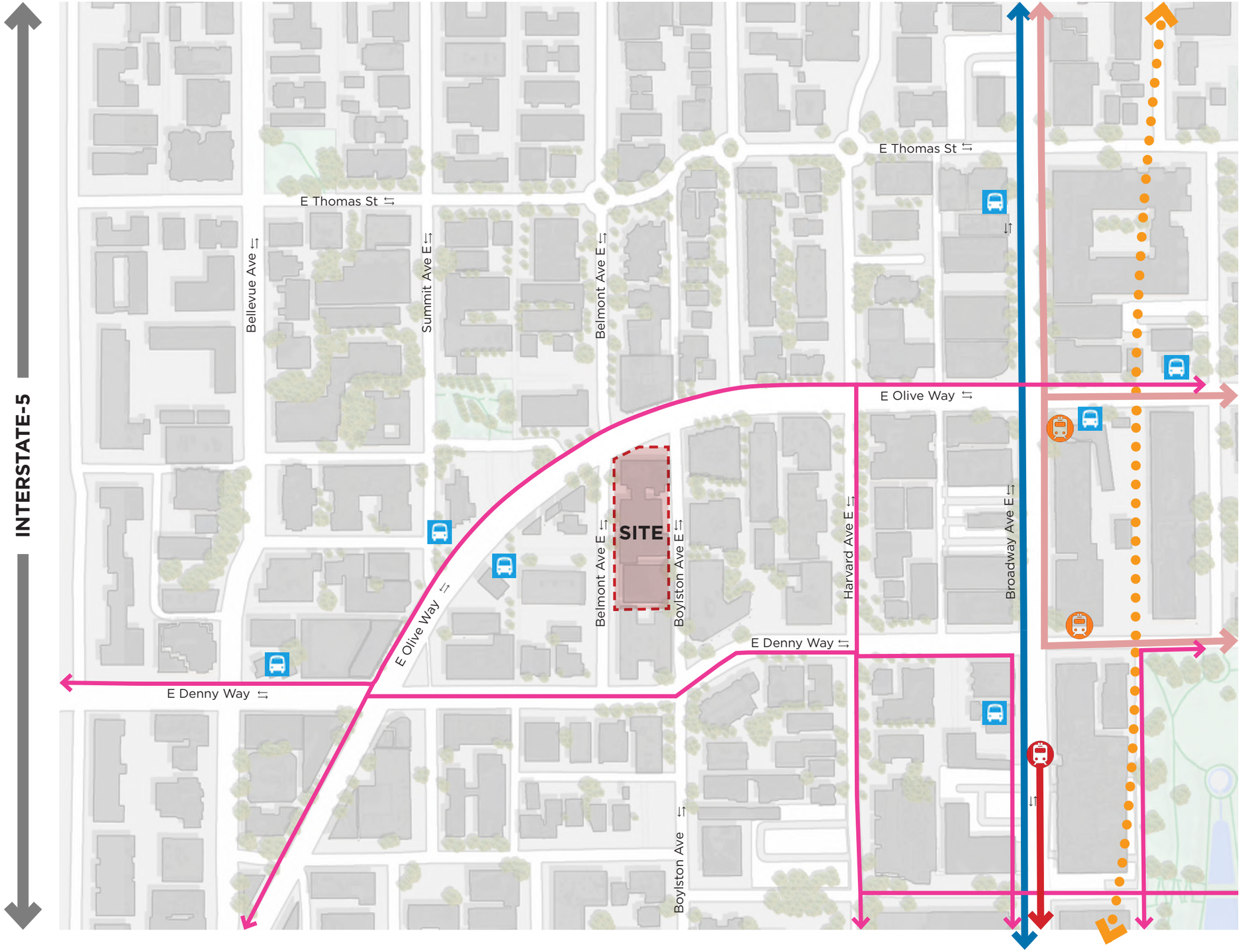
Bike Lane

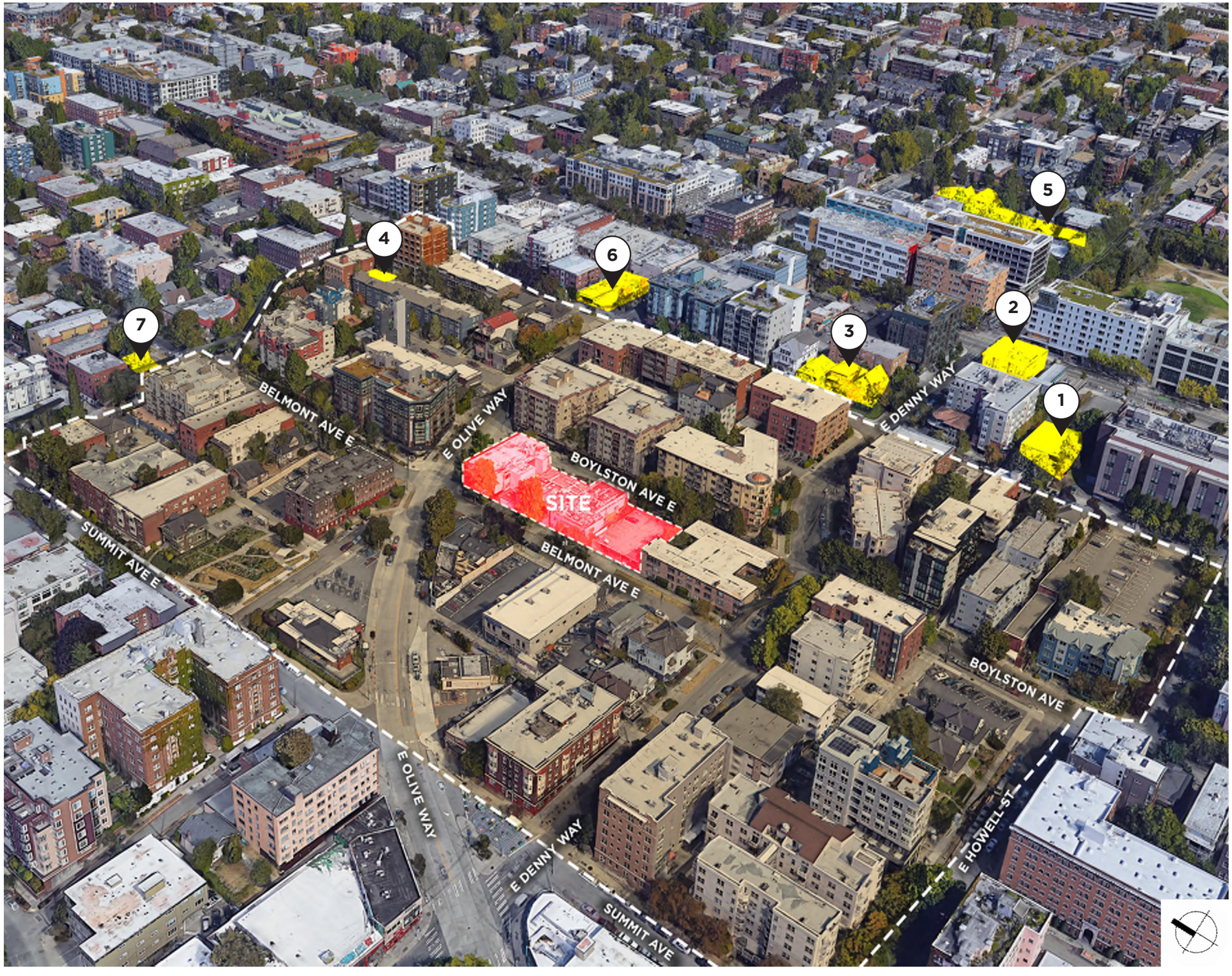
SDOT Designated Walking Route

Pedestrian Route

Bus Stop

Light Rail/ Streetcar Stop





PROPOSED AND FUTURE CONSTRUCTION

1. Approved 6 Story Building
   SDCI #3025137
2. Proposed 6 Story Building
   SDCI #3016632
3. Approved 7 Story Building
   SDCI #3033602
4. Approved 8 Story Building
   SDCI #3028590
5. Proposed 8 Story Building
   SDCI #3039544
6. Proposed 8 Story Building
   SDCI #3039794
7. Proposed 7 Story Building
   SDCI #3032929

Within our immediate area, there are several structures being proposed/constructed of similar scale and typology. This reinforces our approach of a dense multi-family building on our site along E Olive Way. The buildings being proposed/constructed indicate that approach of a multi-story building with high unit density is a continuing trend of the neighborhood.


A


B


C


D

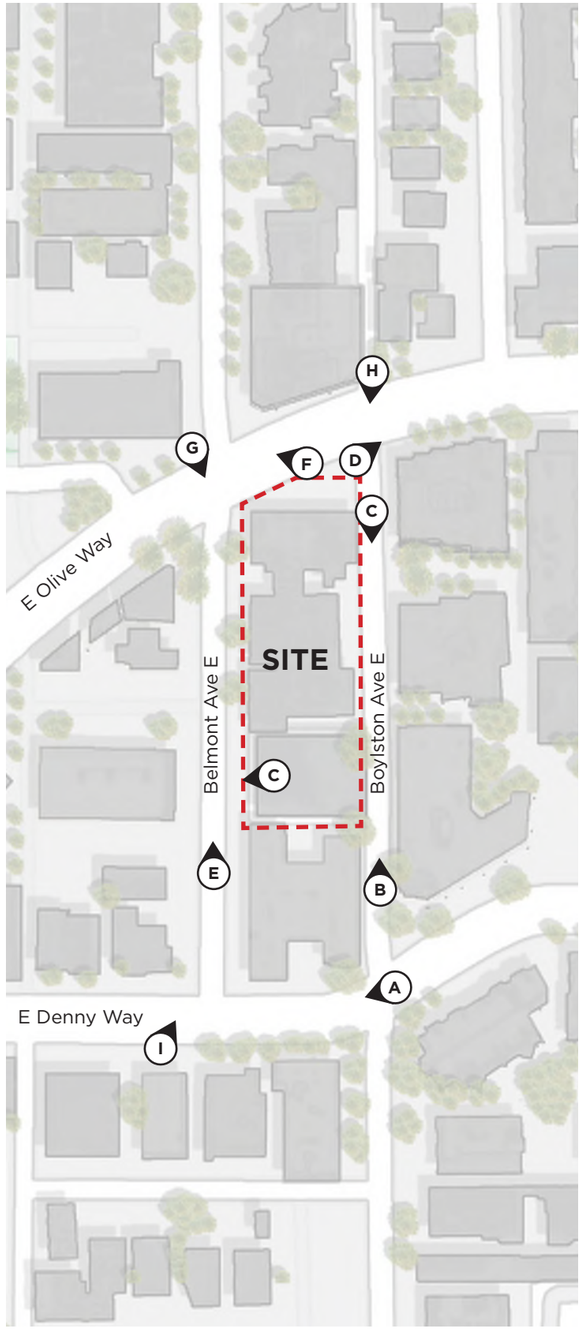

E


F


G

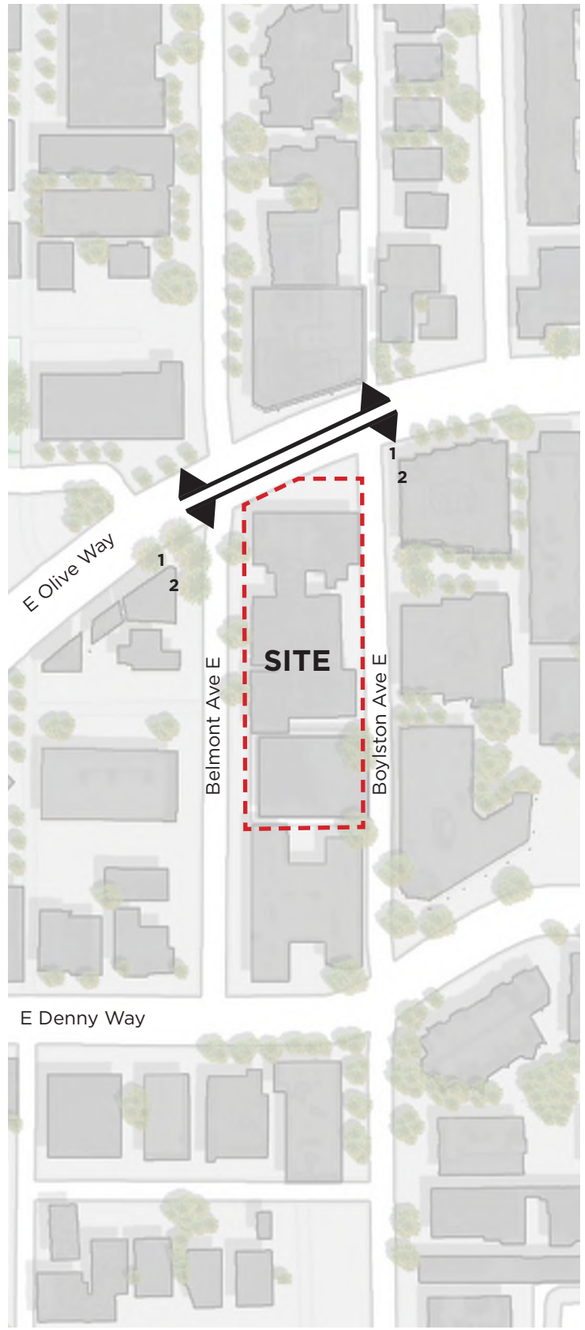

H


I


H
G
F
D
C
E Olive Way
SITE
Belmont Ave E
Boylston Ave E
C
E
B
A
E Denny Way
I

1. OLIVE WAY, LOOKING NORTH

2. OLIVE WAY, LOOKING SOUTH

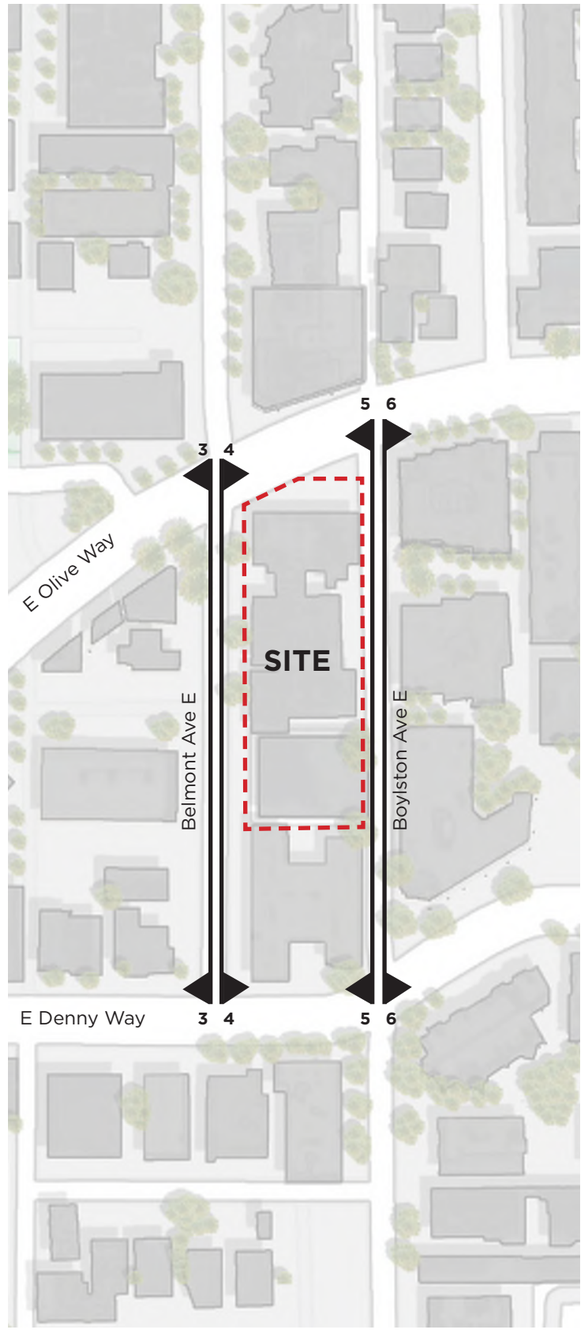


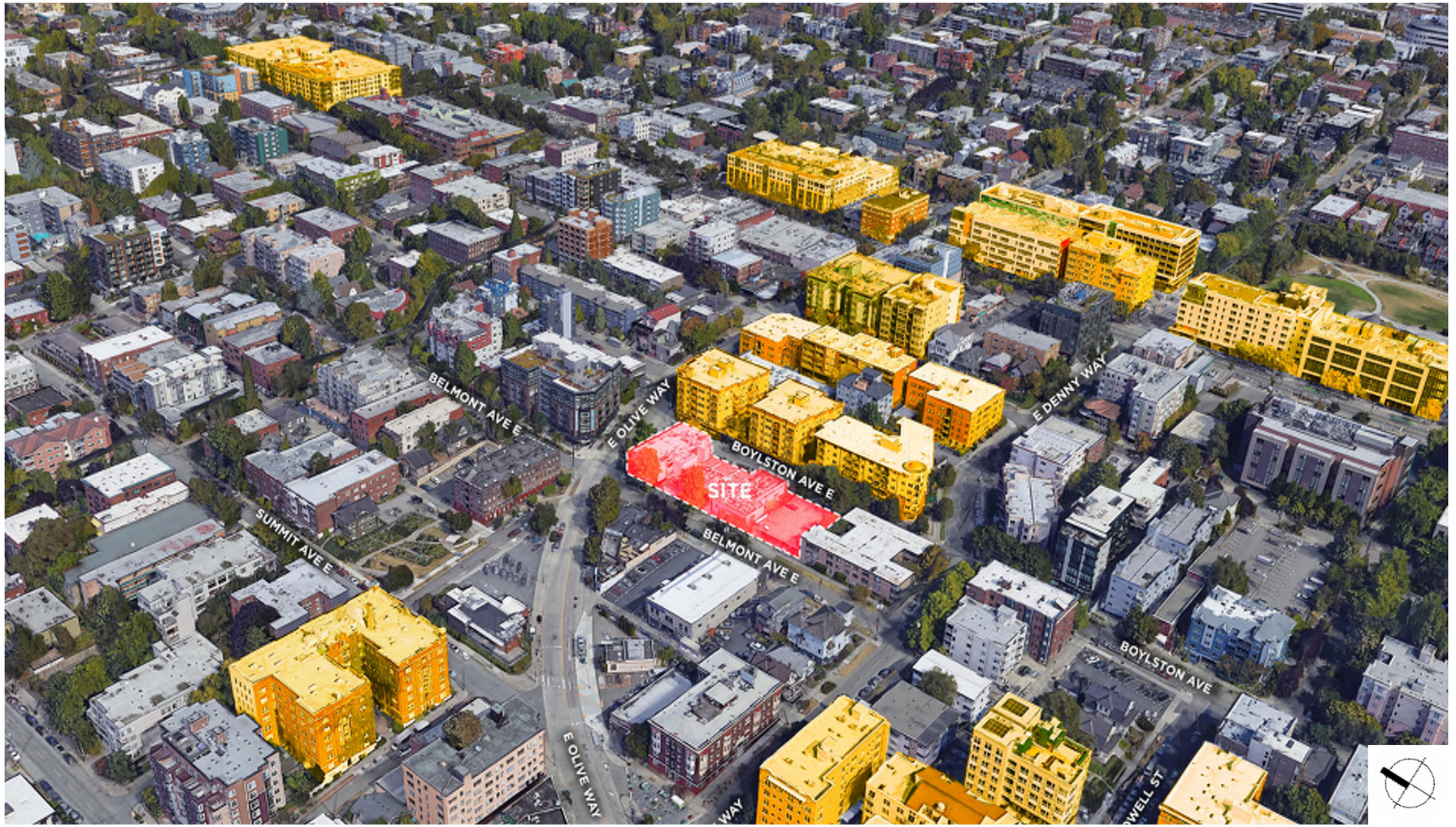
3. BELMONT AVE E, LOOKING WEST

4. BELMONT AVE E, LOOKING EAST

5. BOYLSTON AVE E, LOOKING WEST

6. BOYLSTON AVE E, LOOKING EAST





NEIGHBORHOOD ANALYSIS

Buildings of Similar Height, Size of Site, or Unit Density

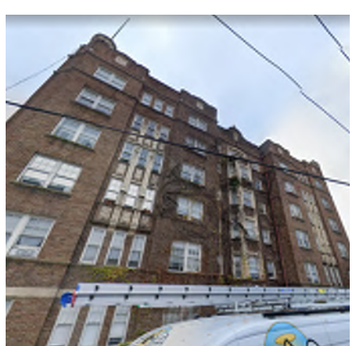
These diagrams and images illustrate the scale of the neighborhood and surrounding context.

Based on the analysis, there are numerous buildings of similar scale to our project. These comparisons showcase similar height, size of site, or unit density. These vary from relatively new construction to more historic buildings.

Despite the seemingly large scale of our site and approach to urban density, looking at the neighboring context, there are multiple precedents within the area of similar multifamily projects. Each provides a lesson in opportunity to introduce character, support commercial corridors, and improve the pedestrian experience within Capitol Hill.

While each of the massing options showcases a similar scale and unit density, the preferred Scheme C most closely relates to and enhances both the urban character and pedestrian experience of Capitol Hill.

CS2.1.d: Sense of Place; Distinctive Streets
CS3.1: Fitting Old and New Together


418 E Loretta Place


1818 Summit Ave


1656 E Olive Way


130 Harvard Ave E

NEIGHBORHOOD ANALYSIS

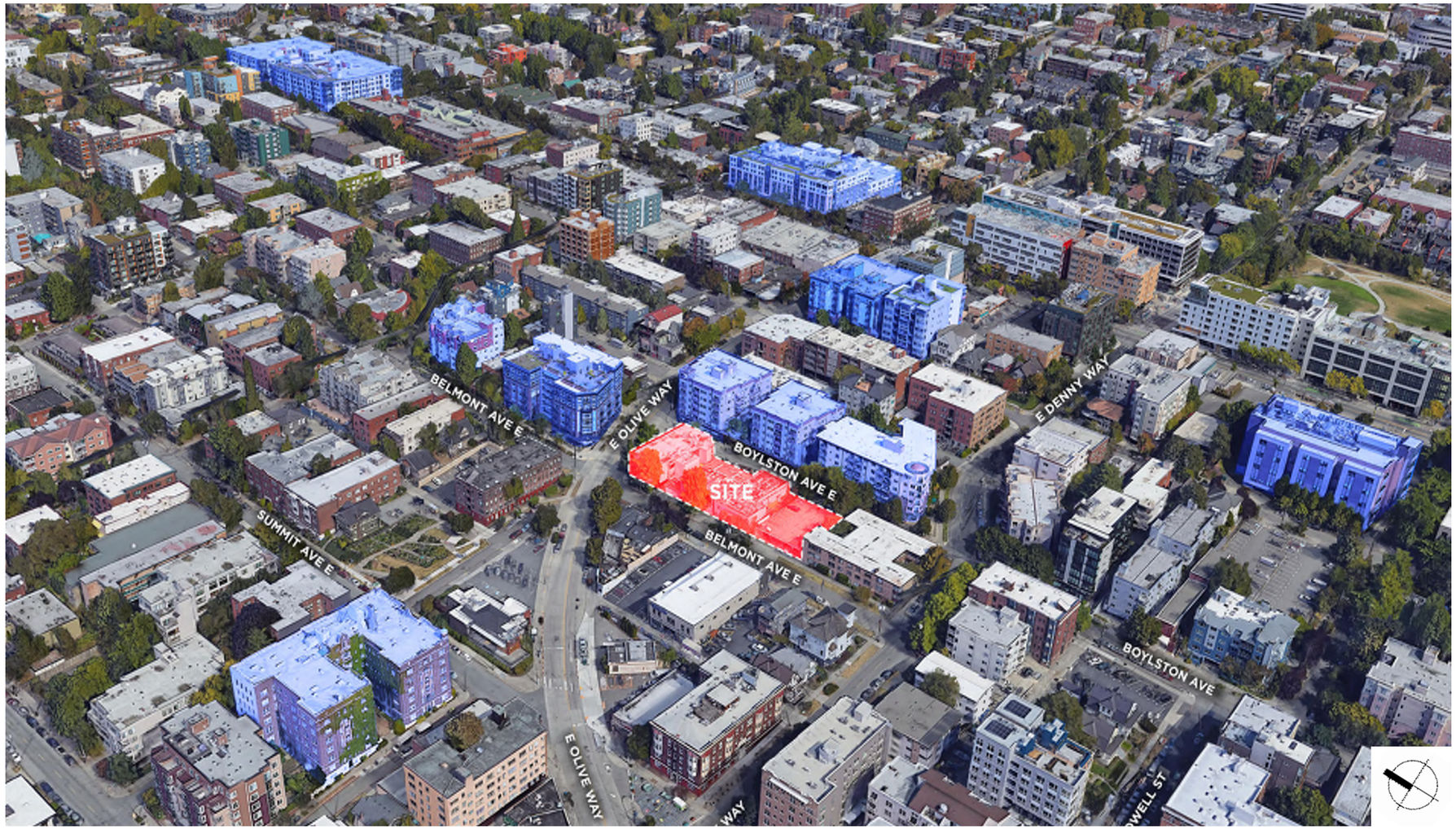
Buildings Segmenting Long Facades

The footprint of our site lends itself to be relatively narrow and elongated. However, looking at buildings of similar scale, there are numerous precedents within the area showcasing long facades spanning over multiple parcels

Given the high density of foot-traffic within the Capitol Hill area, it's key to acknowledge the human scale and a building's relationship to the block. A further look into these buildings reveal different solutions to reduce the appearance of an elongated facade with rhythmic massings, gaskets, and breaks along the exterior to help reduce the enormity of the facade. Reducing the scale of the exterior minimizes the monolithic monotony of the streetscape and allows for a more approachable and pedestrian friendly experience.

The length of the project site lends itself to a design approach that breaks down it's overall scale. The preferred Scheme C highlights three distinct masses that most closely relate to the surrounding context, allowing the building to blend into the neighborhood more naturally. This approach also creates a more favorable pedestrian experience by creating opportunities for engagement along the street frontages.

CS3.1: Fitting Old and New Together
PL1.2: Adding to Public Life




1814 Harvard Ave


1801 E Olive Way


220 Broadway E


1701 E Olive Way

NEIGHBORHOOD ANALYSIS

There are many different approaches to reduce the scale of a building and create breaks along the exterior facade. However, looking at the context within the neighborhood, it showcases the use of larger massings of proportional scale rather than a series of overmodulated bays.

This approach isn't limited to solely new construction but is also seen in older, historical buildings. The utilization of dominant massings, rather than a series of smaller bays, establish a firm presence along the right of way without it being at a monolithic scale. The proportions of these massings aren't limited to each individual building but instead becomes a distinct pattern within the neighborhood itself. While the approximate width varies from site to site, these collective massings of relatively similar width establish a clear cadence and rhythm along the streetscape.

The scale at which these massings are divided indicates a methodology in how to break the exterior facade along the length of our property. A majority of these examples are along sites with a similar, if not longer, length.

The three distinct massing elements of the preferred Scheme C respond to this neighborhood patterning. Utilizing a similar height-to-width ratio that is common within the area, the proposal blends historic proportionality within the new development.

CS3.1: Fitting Old and New Together
CS3.3: Historical and Cultural References

NEIGHBORHOOD ANALYSIS

- Ground Floor Units without R.O.W. Entry
- Ground Floor Units with R.O.W. Entry

Analyzing the area, there's numerous instances of ground floor units in both historic and new construction. This encourages a form of natural surveillance and security through the continual active presence of residents along these streets.

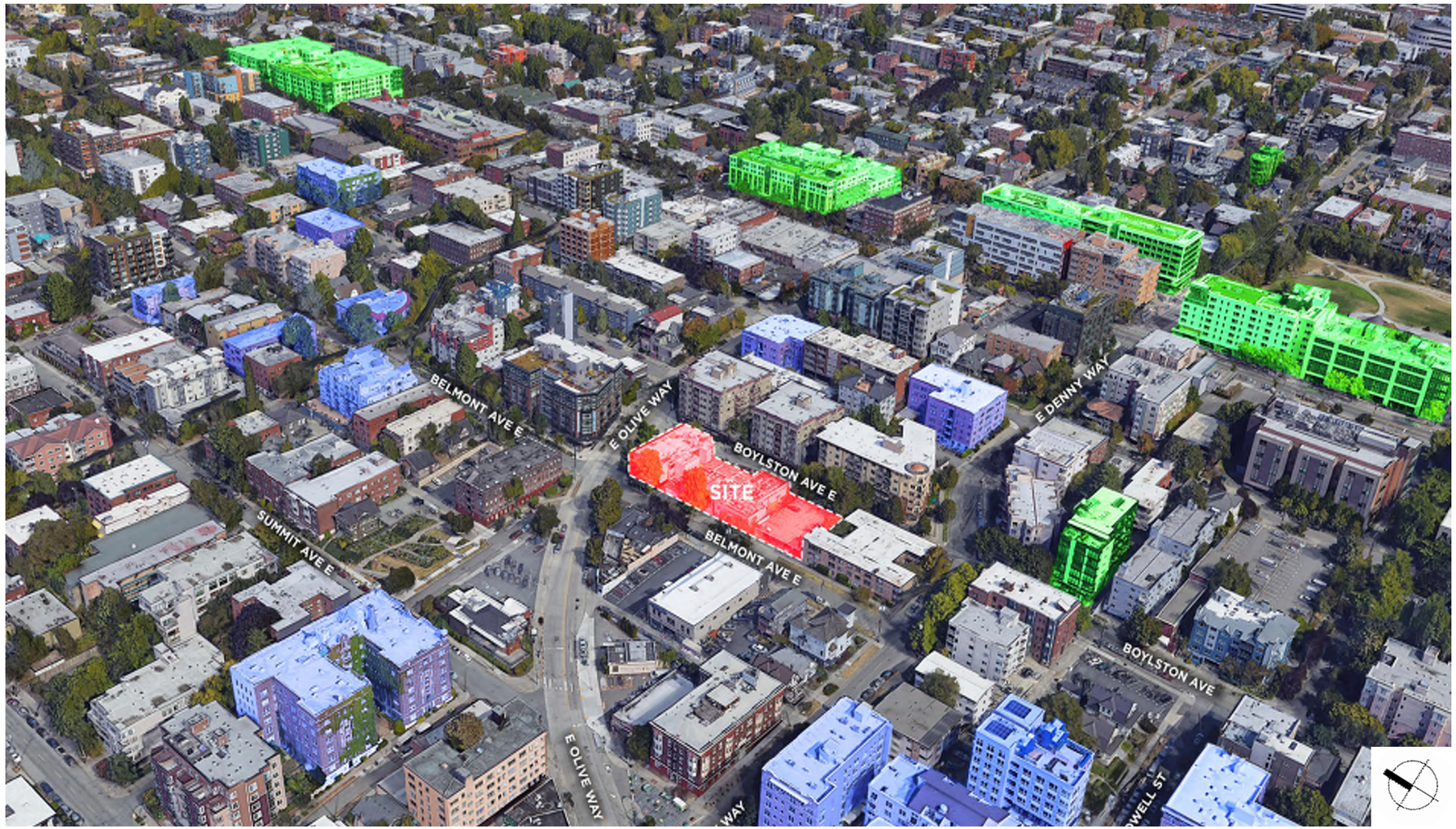
Looking particularly into the pattern of new construction, there's numerous precedent in ground level units/patio spaces opening into the right of way along more quiet, pedestrian-focused streets. Rather than creating a singular point of entry and activity into a building, there's further opportunity to disperse life and vibrancy along the entirety of the right of way. The constant circulation of residences along the streetscape reinforces a holistic approach to designing for the human experience along multiple sides of the building.

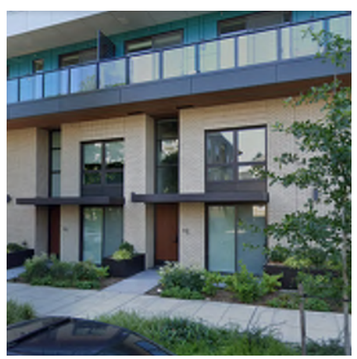
Privacy conditions for these residents also serves to create small opportunities for vegetation and public greenery along the pedestrian right of way and further enhance the streetscape experience.

The massing schemes all provide ground-level residential units off of both Boylston Ave E and Belmont Ave E. These units will be further designed in a manner that both buffers the private space from the public while activating the pedestrian streetscape.

PL3.1.c: Entries

PL3.2: Residential Edges

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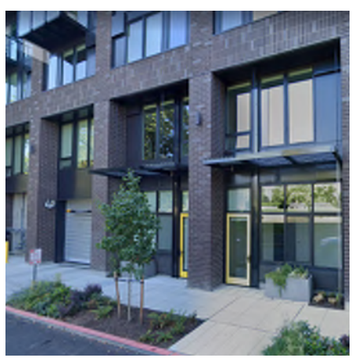
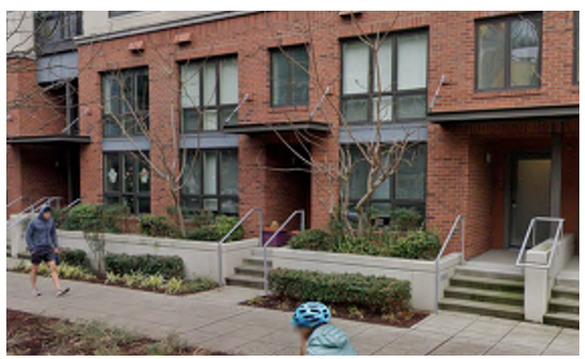
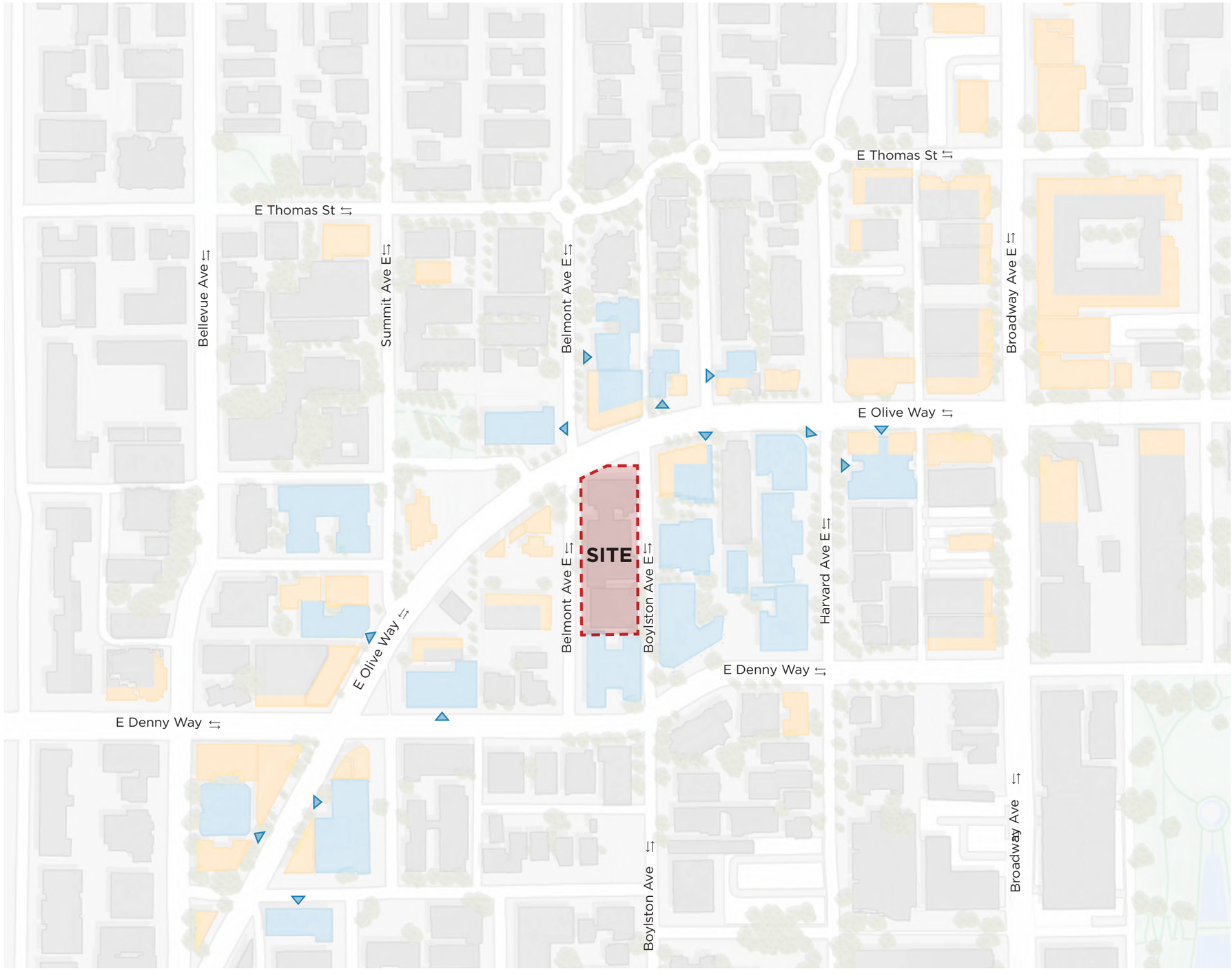
1820 Boylston Ave


123 10th Ave E


508 Harvard Ave E



ANALYSIS OF THE OLIVE WAY COMMERCIAL CORRIDOR

- Entry Into Residence/Residential Lobby
- Commercial Use

This diagram illustrates the locations and distribution of various commercial and residential uses as it relates to the Olive Way corridor. Through this analysis we start to see the development of two types of patterning: corridors and pockets. The corridors largely follow primary public transit routes as expected, while the secondary pocket clusters are interspersed through the neighborhood to provide the unique experiences that are so important to the rich character of the area.

The project site is immersed in a rich mixed use corridor. Commercial experiences are interspersed among residential uses to further promote activity. The proposed design will establish a ground level experience striving for a balance of commercial and residential uses for more consistent activation and engagement.

Olive Way is a noted Capitol Hill retail corridor, but also functions as a critical resident connection. The proposals seek to enhance and maintain this mixed activation. The preferred Scheme C further enhances this experience by raising the massing at the ground level and providing the greatest setback from the street edge. The elevated mass helps denote major entry points and creates opportunity for an engaging external plaza.

CS2.B.2 Connection to the Street

PL3.A.1.B Retail Entries

6.0
ZONING DATA

ADDRESS

1661 East Olive Way, Seattle, WA 98101

ZONE

NC3P-75 (M)
First Hill / Capitol Hill Urban Center
Flexible Parking Area

PERMITTED USES

Residential - Approximately 160 Units Proposed
Commercial - Approximately 2,400 SF Proposed
Parking - Approximatey 110 Spaces Proposed

STRUCTURE HEIGHT (23.47A.012)

Base Height Limit: 75'-0"
Proposed height of 75'-0" complies.*

FLOOR AREA RATIO (23.47A.013)

5.5 x 25,348 SF = 139,414 SF Max.
Proposed FAR complies for all options.

SETBACK REQUIREMENTS (23.47A.014.B)

- Required Front Setback: 0'-0"
- Required Side Setback: Adjacent zone is MR(M). 10'-0-" from 13'-0" to 65'-0".

Additional 1'-0" for every 10' of height.

- Required Rear Setback: 0'-0"
- Upper Level Setback: Average of 8'-0" above 65' for all street-facing facades.

Proposal requests departure for side yard setback.

BLANK FACADES (23.47A.008.A)

Blank segments of the street-facing facades between 2'-0" and 8'-0" above the sidewalk may not exceed 20'-0" in width. The total amount of all blank facade segments may not exceed 40% of the width of the facade.

Proposal complies with blank facade requirements.

AMENITY AREA

- Required Amenity Area shall not be less than 5% of the total gross square footage, excluding mechanical equipment and parking.
- Minimum Amenity Space: 129,172 SF x 0.05 = 6,458.6 SF
- "Amenity Area" means space that provides opportunity or active or passive recreational activity for residents of a development or structure, including landscaped open spaces, decks and balconies, roof gardens, plazas, courtyards, play areas, swimming pools and sports courts.
- All residents shall have access to at least one common or private amenity area.
- Amenity areas shall not be enclosed.

Proposal complies with Amenity Area requirements.

*ANALYSIS OF THE PROPOSED PROJECT UTILIZES THE PREFERRED MASSING SCHEME

PARKING ACCESS (23.47A.032)

If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 24.47A.032.C, and curb cuts are permitted pursuant to section 23.54.030.F.2.a.1.

Proposal requests one curb off Belmont Ave and one curb off Boylston

BICYCLE PARKING (23.54.015.K, TABLE D)

- Long Term: 1 per dwelling unit up to 50, then three-quarters per dwelling unit
- Short Term: 1 per 20 dwelling units.

Proposed bicycle parking complies.

PARKING COUNT (23.54.015)

- 1 space per dwelling unit, 1 space for every 2 small efficiency dwelling units.

There is No Minimum Requirement if: All residential uses in commercial, RSL and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within a frequent transit service area.

Proposed parking count complies.

SOLID WASTE AND RECYCLABLE STORAGE (23.54.040)

Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50% of the requirement for non-residential dvelopment.

Non-residential Development:
0 - 5,000 SF: 82 SF

Residential Development:
575 SF + 4 SF for each additional unit above 100
575 SF + 4(67) = 843 SF

843 SF + (82 SF x 0.50) = 884 SF

Proposed waste and recyclable storage area complies.

FACADE WIDTH (23.54.040)

For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line. For structures with a width of more than 500 feet, at least two portions of the structure 30 feet or greater in width and separated by at least 100 feet must be set back a minimum of 15 feet from the property line

Proposal requests departure

7.0

DESIGN GUIDELINES

CS2 - URBAN PATTERN AND FORM

1. SENSE OF PLACE; DISTINCTIVE STREETS

1. Sense of Place: 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 facade detailing at the street level.

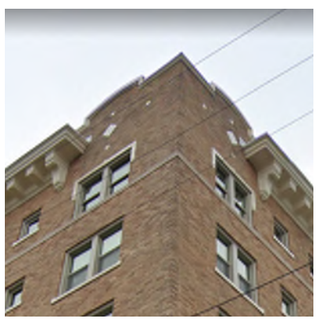
John Street/E Olive Way Corridor

E John Street/E Olive Way is a major east/west link between CHUCV, downtown and South Lake Union. The sloping, curving corridor is dotted with older buildings housing eclectic small-scale retail and restaurants, as well as newer, taller mixed-use buildings. The topography of the corridor offers views from the public right-ofway of downtown, Puget Sound, and the Olympic Mountains

- Emphasize Olive Way as a commercial corridor and gateway to the neighborhood from the Downtown.

Capitol Hill is a neighborhood that has rich history as a residential neighborhood as well as a commercial district, both of which will be celebrated in the building design. Taking massing cues from nearby historical apartment buildings, the focus is on larger-scale gestures with well articulated details, rather than overly repeated micro-modulations. Most historic residential buildings focused more on material textures and accents rather than smaller volumetric moves. The volume along Olive way is being designed in a way to create a welcoming overhang that will feature landscaping and outdoor occupiable areas below it.

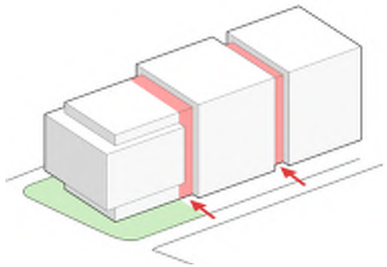
The building design will acknowledge its high profile location along Olive Way through thoughtful massing and detailing. By separating the building mass into multiple volumes in our preferred design, each can respond to the context of the adjacent right of way.



CS2 - URBAN PATTERN AND FORM

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 project wields a unique presence along Olive Way establishing a corner presence and spanning over multiple parcels. The long facade is broken up by gaskets establishing three distinct massings. The scale of these massings are is derived from the scale of other buildings within the area. The corner of Olive Way along Belmont and Boylston is a highly visible corner and serves as an ideal location for commercial and residential entry to activate the streetscape and further reinforce the corridor along Olive Way. Setting it back from the street edge provides space for pedestrian gathering and create a moment of entry.

CS3 - ARCHITECTURAL CONTEXT AND CHARACTER

1. FITTING OLD AND NEW TOGETHER

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.

Historically large scale residential buildings in the area used earth toned colors (primarily standard brick colors) with bright accents to mark points of interest. Facade openings were well organized and proportioned. The preferred massing starts to break down the scale of the building to respond to these traditional materials, textures and colors. The larger masses are further broken down by proportionally scaled openings, and will be further accentuated by similarly ordered balconies and detailed material transitions.

PL1 - CONNECTIVITY

3. WALKWAYS AND CONNECTIONS

Pedestrian Volumes: Provide ample pedestrian space along retail corridors and key pedestrian corridors that provide access to light rail facilities and the downtown core, such as E Olive Way, E John St., and E Denny Way. Use minor voluntary ground-level setbacks, structural setbacks, building overhangs, and high-quality hard-scape finishes at the pedestrian level to ensure adequate space and durability for pedestrians, while maintaining the street wall and providing adequate space for sidewalk amenities that contribute to public life.

The preferred massing along E Olive Way is set-back to maximize pedestrian interaction, and angled in response to the street so that it opens up to the west. The overhanging Olive Way volume creates a natural cover serving as an inviting and exciting entryway to the project, as well as supporting potential year-round uses adjacent to the commercial space.

The overhanging volume turns the corner and carries down Belmont to completely express the open corner. Olive Way's quickly changing topography will be landscaped with a series of terraces that will also serve to provide privacy to the lobby within.

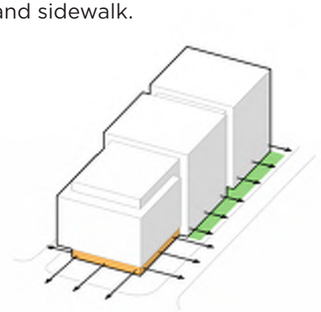
PL2 - WALKABILITY

1. ENTRIES

Identifiable common entries to residential buildings; Design primary entries to multi-family buildings to be an architectural focal point, using clear, pedestrian-scale signage, architectural enhancements such as heavy or contrasting trim, distinctive materials, large doors, canopies, and seating

2. RESIDENTIAL EDGES

Design ground floor residences for security and privacy, while still contributing to an active streetscape. Use vegetation/landscape screening, modest setbacks, and/or vertical modulation to create a layered transition from the privacy of the house to the public space of the street and sidewalk.



The preferred design mitigates blind spots by elevating the masses and creating movement overhead. This allows for a more continuous ground level facade that eliminates blind spots and maximizing visibility both along and from within the structure.

The elevated Olive Way volume also serves as a key wayfinding element by establishing an identifiable common entry. High traffic retail is placed along Olive Way with quieter residential uses along Belmont and Boylston. Setbacks along the sidewalk create a transition of privacy from the public right of way. Residences will have privacy gardens along the sidewalk.

DC2 - ARCHITECTURAL CONCEPT

1. FACADES AT SETBACKS AND CORNERS

Where buildings have side setbacks adjacent to other buildings, materials and design treatments should intentionally 'wrap the corner' of window and door openings, and at building corners, so cladding materials and treatments appear substantial and not two-dimensional or paper thin.

The building has no true rear, all facades will have residential program which will require detailed attention to articulate across all faces. The facade pattern will respect the solidity of the buildings in the neighborhood but also provide depth and accents of color to create interest. Additionally, the volumetric masses serve as a key component to articulate the scale. As balconies inset or project, or as gaskets/setbacks break up the exterior facade, special attention and care will be maintained to prevent it from appearing two-dimensional.

3. SECONDARY ARCHITECTURAL FEATURES

Scale and Texture: Emphasize the pedestrian scale, durability, and texture at the street level based on positive local characteristics such as storefront mullion width and materiality, entrance details, and building materials with a handcrafted appearance. Building components that are small enough to hold such as brick, are desirable. Uniform facades composed of flush glass or large expanses of panels without the relief of requent and highly detailed entrances/framing treatments, detract from the desired human scale and texture at the street level.

The facade will also use changes in scale to break down the massing of the building. Changes in material and texture, along with the detailing of these material transitions, will also help articulate the building.

DC4 - EXTERIOR ELEMENTS AND FINISHES

1. EXTERIOR FINISH MATERIALS

Consider each building as a high-quality, long-term addition to the neighborhood. Exterior finish materials should exhibit permanence and quality appropriate to Capitol Hill.

Choose traditional or modern materials that are durable, proven, high quality, maintainable, that employ or complement more traditional materials such as brick, cast stone, architectural stone, terra cotta details. Materials that have texture, pattern, or color and are attractive when viewed up close or lend themselves to a high quality of detailing are encouraged.

The Olive Way volume will be treated with the importance it deserves, receiving high quality materials and detailing reminscent of the history of the area. Preceding masses may change materiality to further enhance the uniqueness of the Olive Way element, but will still relate to the precedents established for texture, scale and detailing for a cohesive expression to enhance the neighborhood. Street-level applications on all sides will be high quality and durable to enhance the pedestrian experience, balancing public and private uses through changes in texture and transparency.

8.0

ARCHITECTURAL MASSING CONCEPTS

SCHEME A

CODE COMPLIANT

Site Area: 25,348 SF

Gross Area: 180,000 SF

FAR Allowed: 5.5 (139,414 SF)

FAR Proposed: 5.28 (134,073 SF)

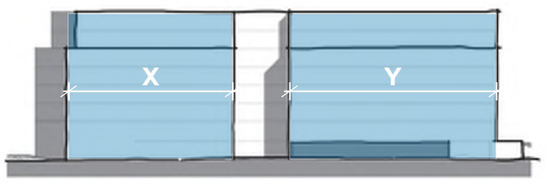
Units: Approx. 146

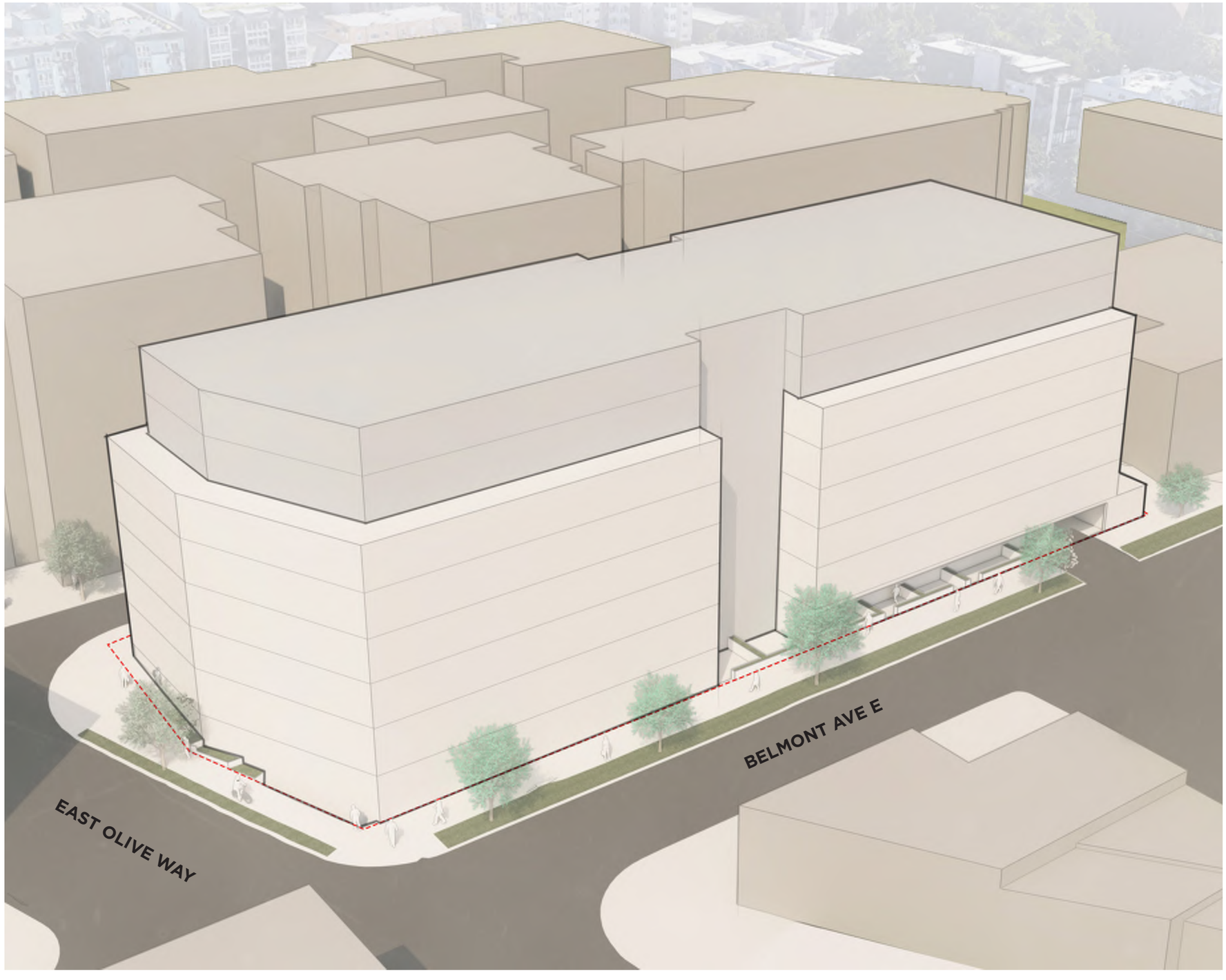
Parking Stalls: Approx. 110

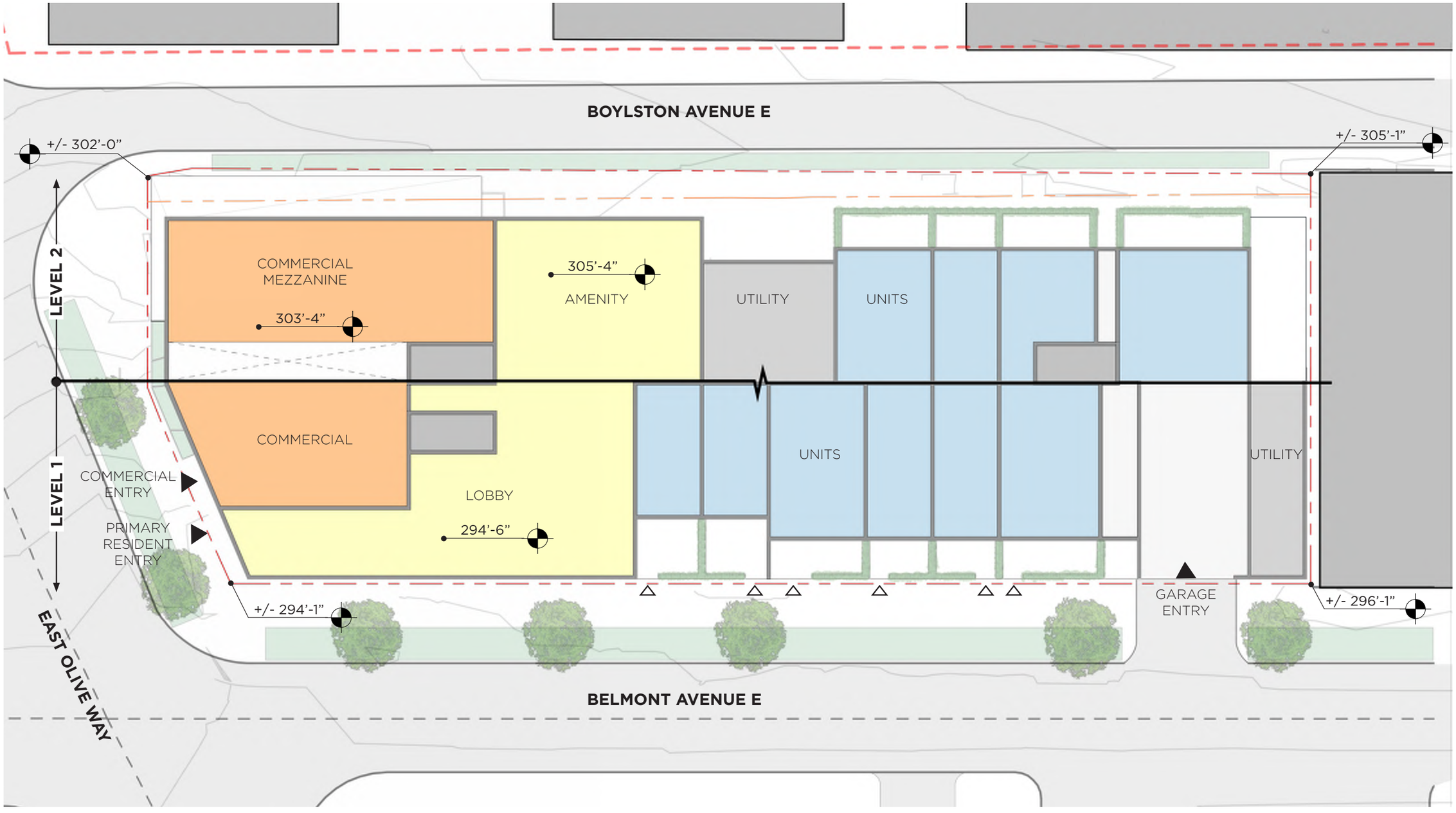
Departures: None

The Code Compliant scheme finds itself to be a product of the setbacks required by it at the upper levels and the constraints established by SDOT's Boylston Setback. Unfortunately these dictate major massing changes that then limit the ability of the project to respond to the grade change and contextual analysis.

Upper level setbacks establish a recessed two-story element around the entirety of the building. Efforts to create a more pleasing pedestrian experience by recessing the ground level resulted in a precarious overhead mass. Ultimately it was determined that, in this condition, a rooted base was the best form, even if it resulted in a very abrupt edge at the right-of-way.



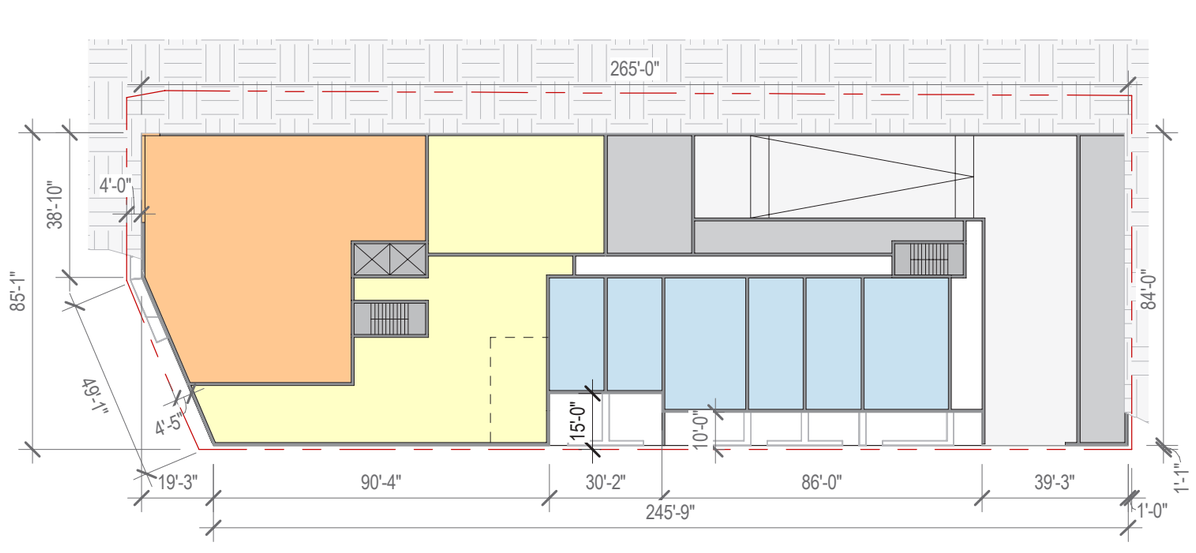




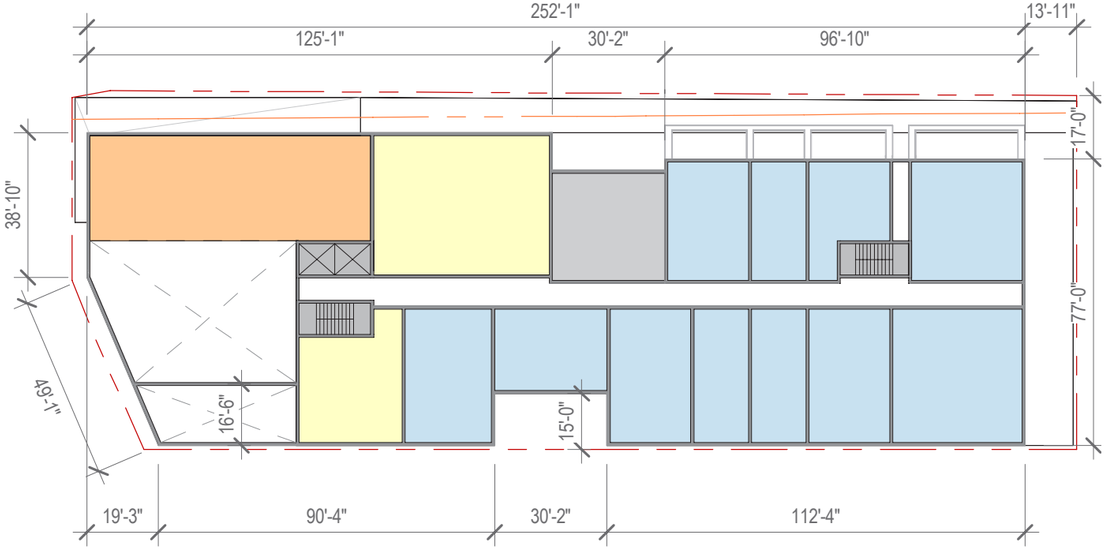
SITE PLAN

COLOR KEY:

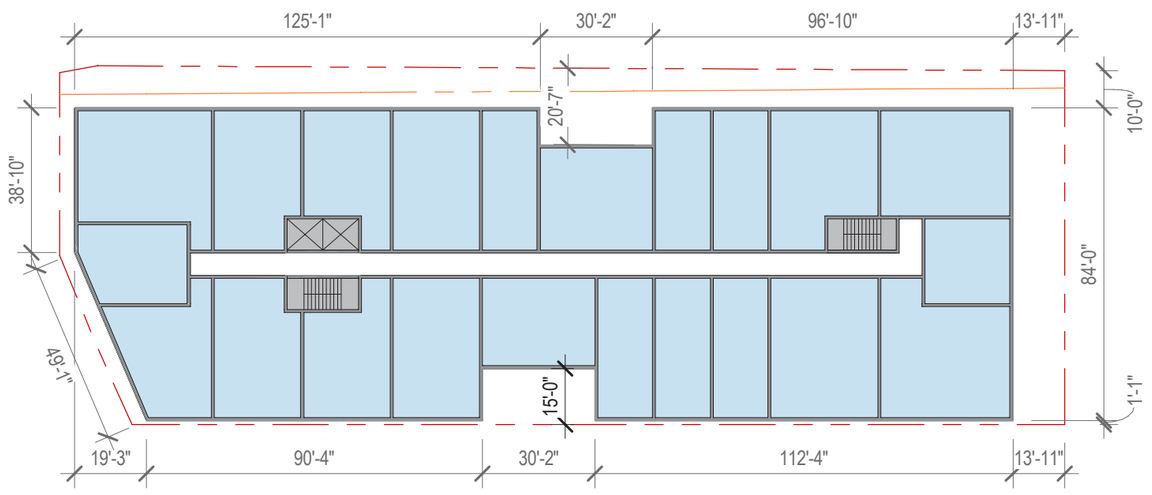
- Residential Amenity
- Commercial
- Residential
- Utility
- Property Line
- R.O.W. Setback
- Unit Entry



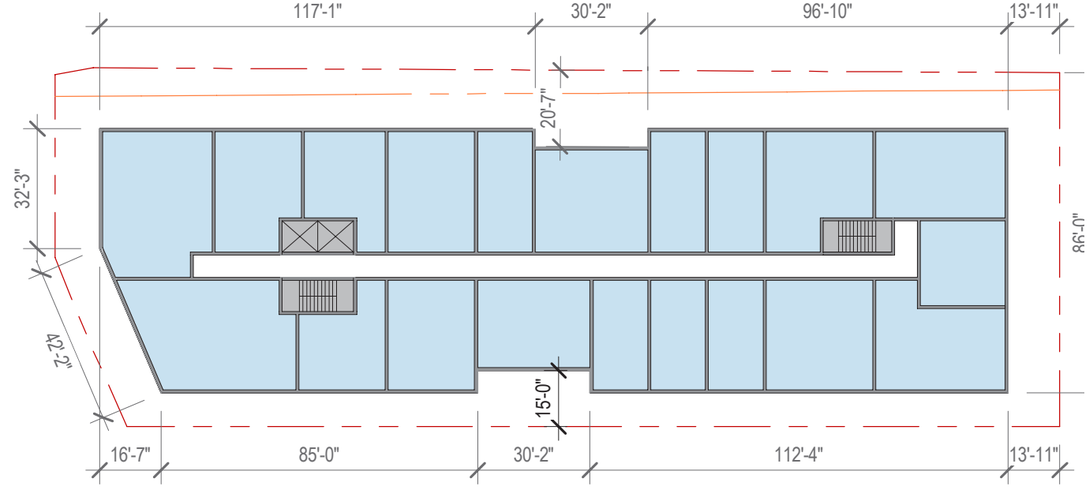
LEVEL 1 (BELMONT)



LEVEL 2 (BOYLSTON)



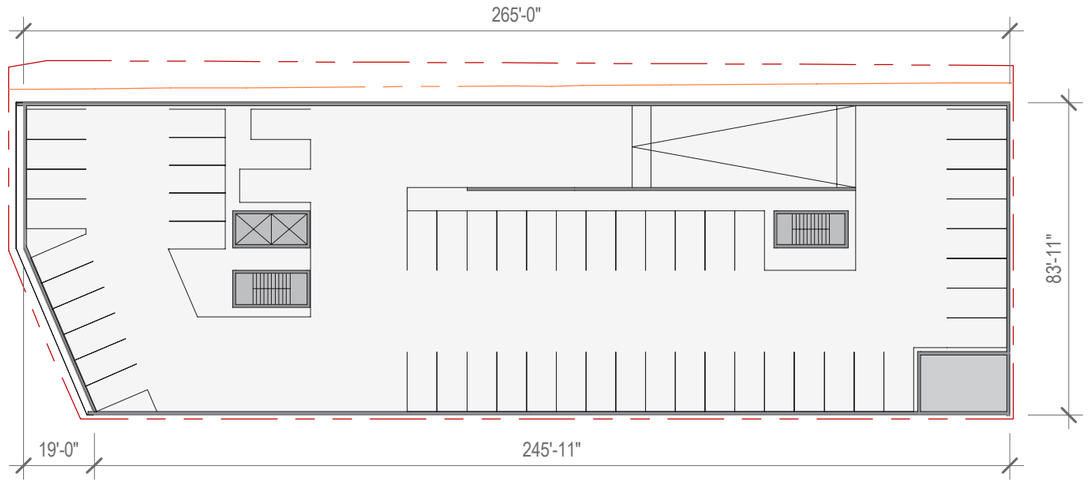
LEVELS 3-7



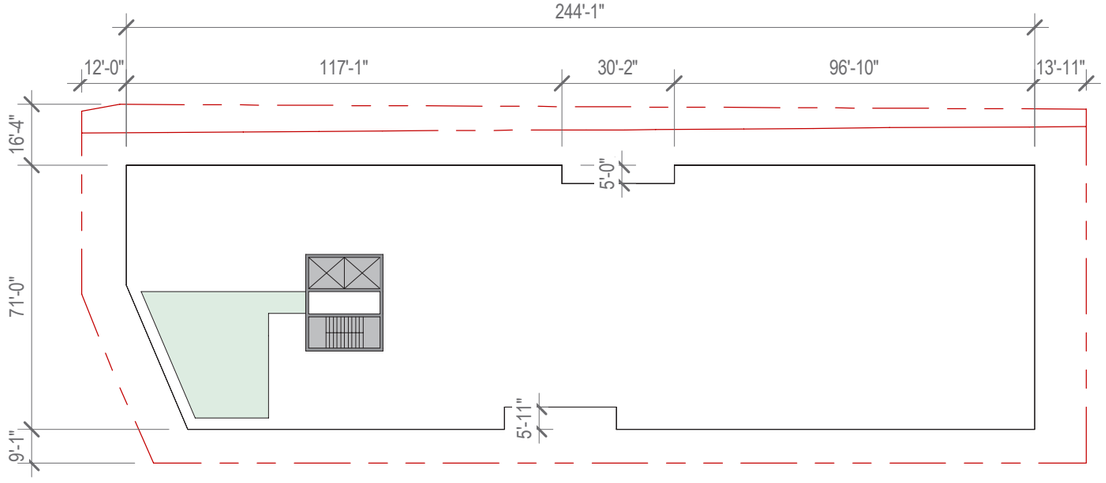
LEVEL 8

COLOR KEY:

- Residential Amenity
- Commercial
- Residential
- Utility
- Property Line
- R.O.W. Setback



LEVELS P1-P2



ROOF LEVEL

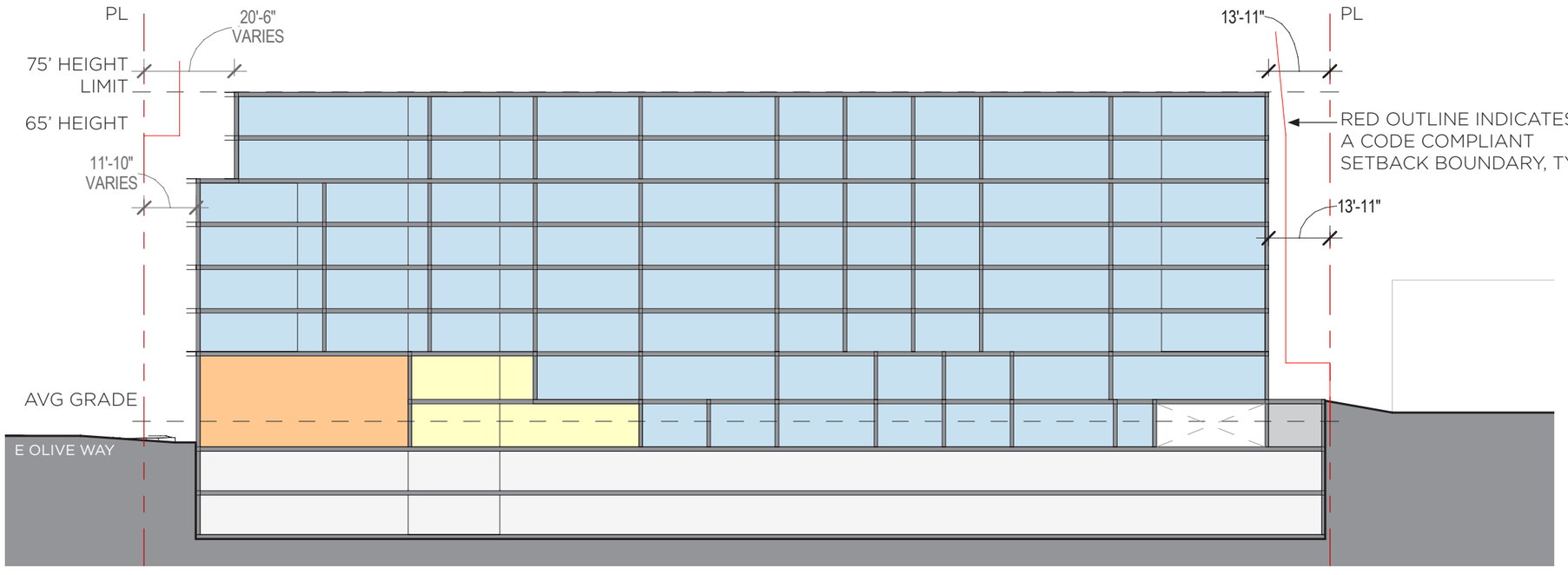
COLOR KEY:

Outdoor Amenity

Utility

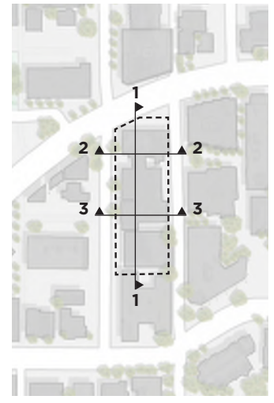
Property Line

R.O.W. Setback

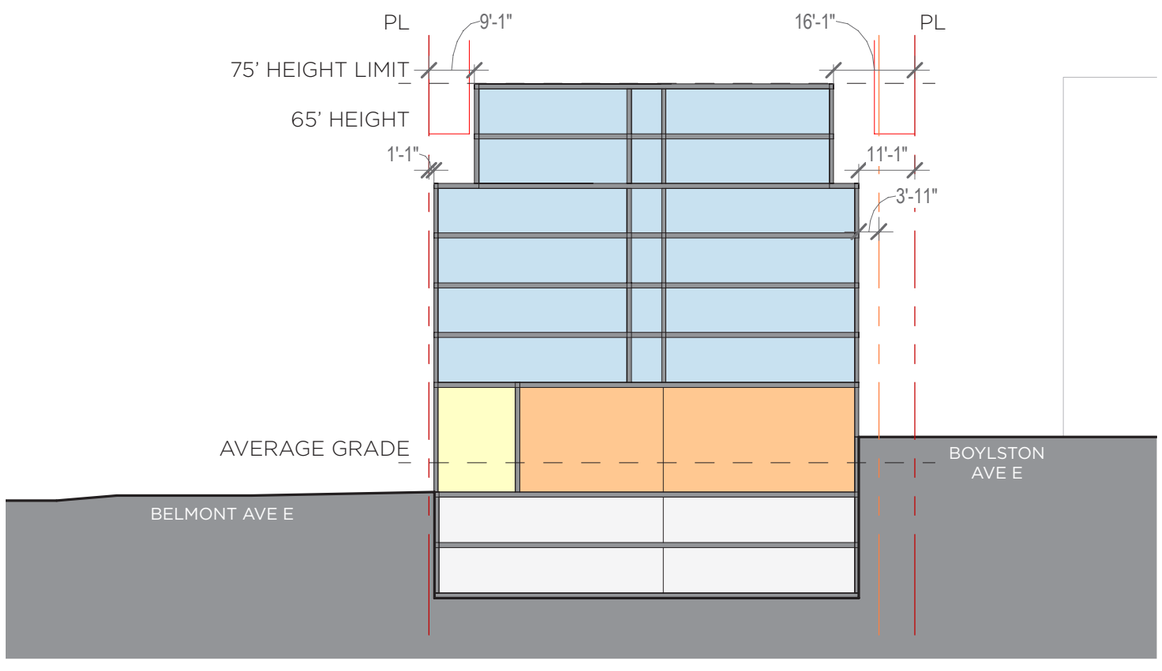


COLOR KEY:

- Commercial
- Residential
- Residential Amenity
- Utility
- ROW Setback
- Property Line



SECTION 1



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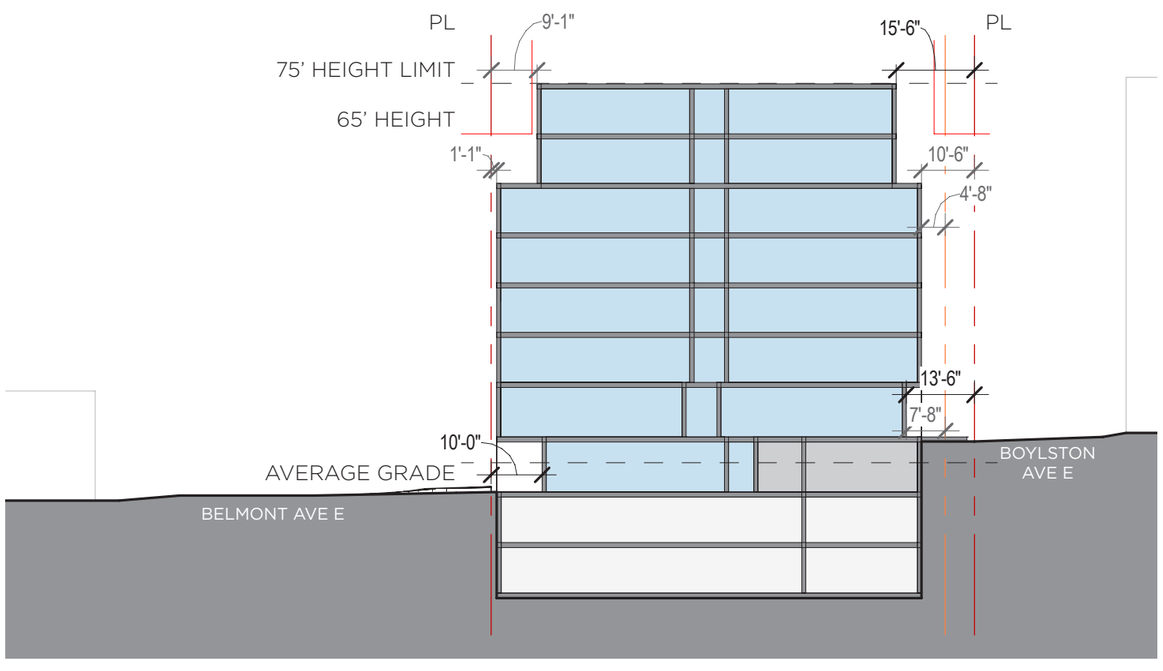

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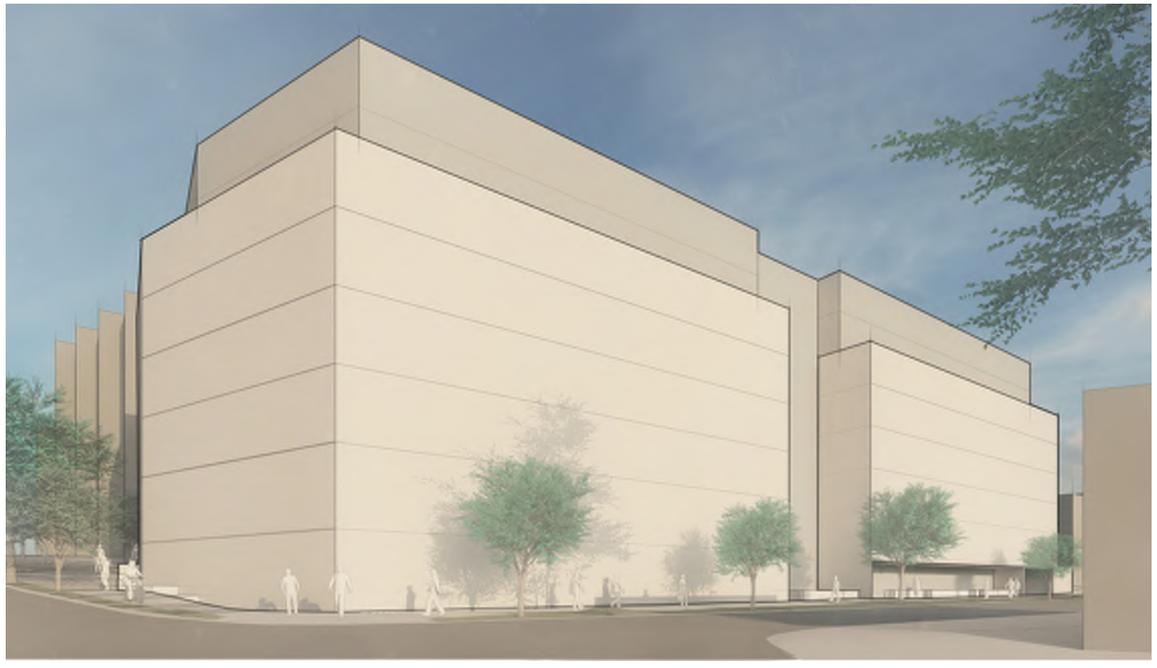
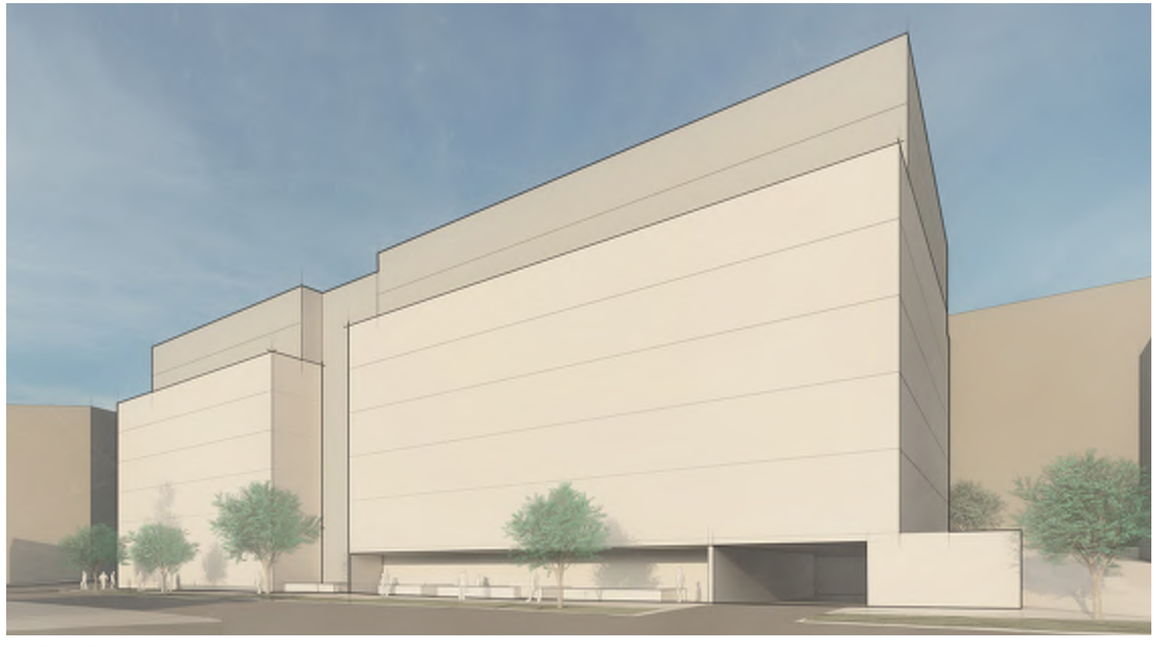


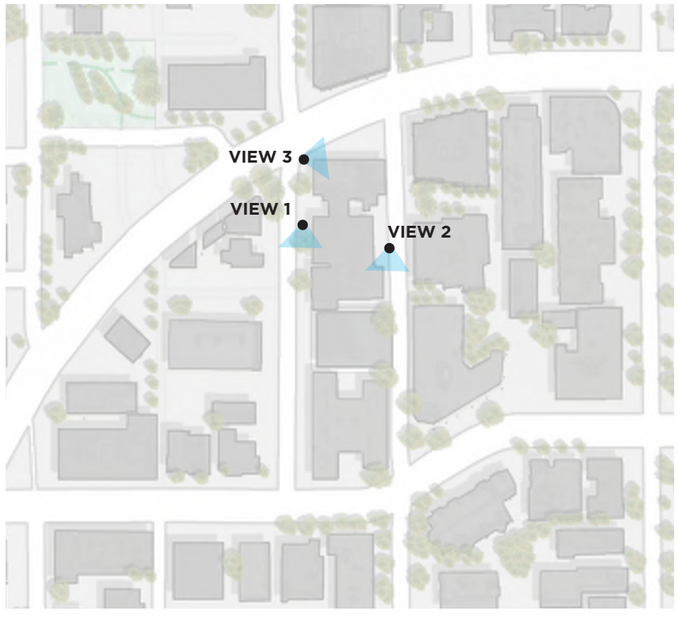
VIEW 1

VIEW 2



VIEW 3

VIEW 1 - STREET LEVEL VIEW - BELMONT AVE E

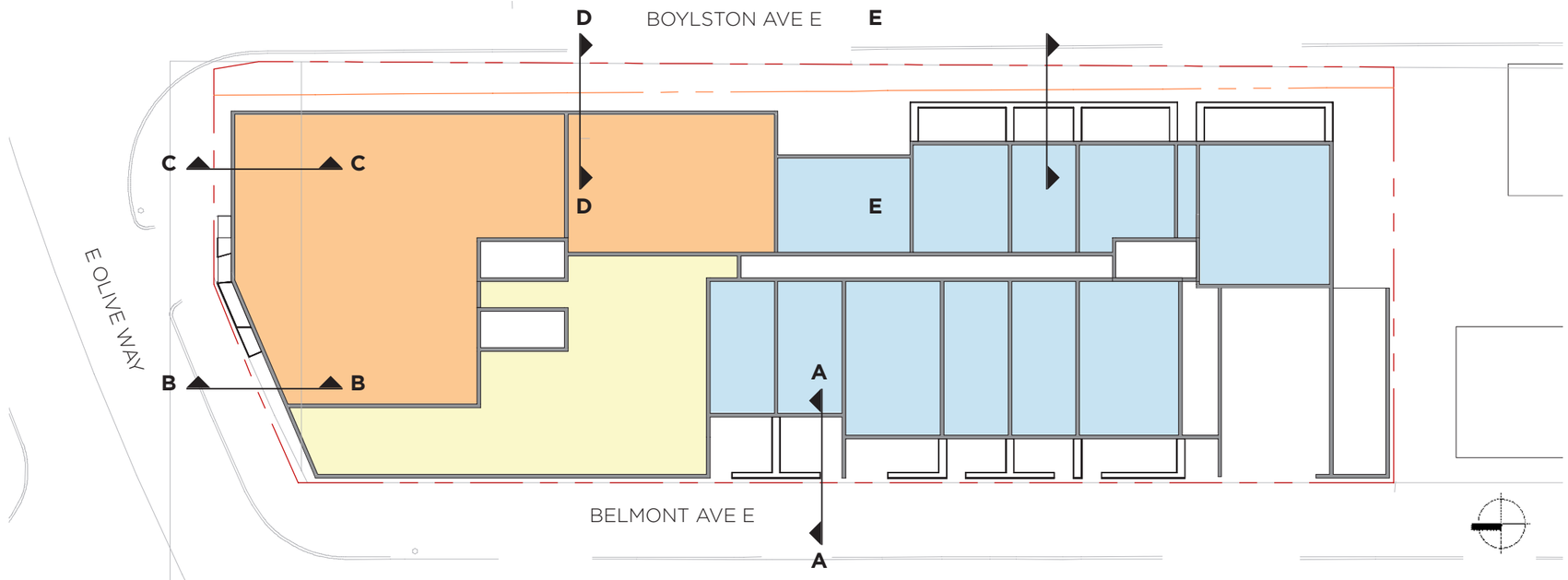


VIEW 2 - STREET LEVEL VIEW - BOYLSTON AVE E

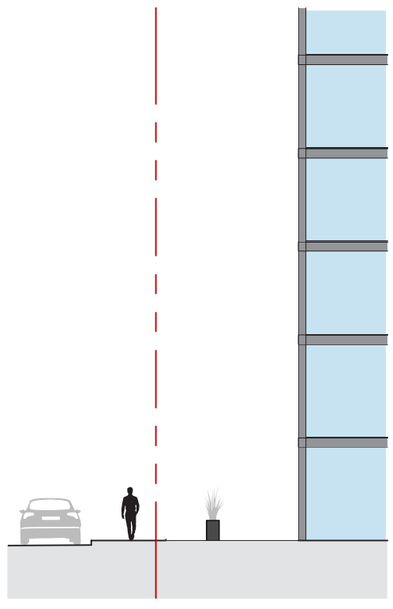
VIEW 3 - STREET LEVEL VIEW - E OLIVE WAY

COLOR KEY:

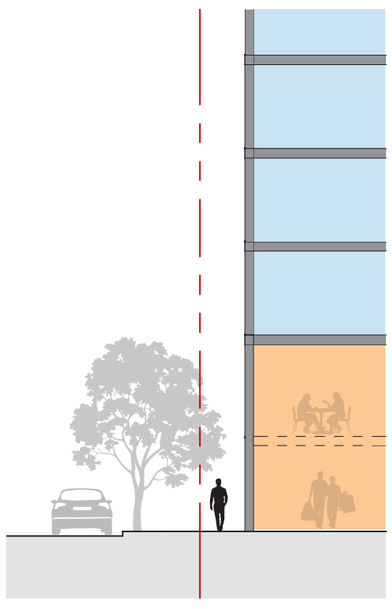
- Commercial
- Residential
- Residential Amenity
- Utility
- ROW Setback
- Property Line



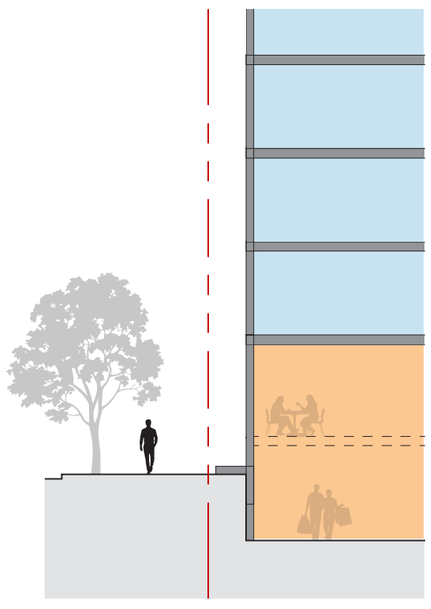
COMPILED SITE PLAN



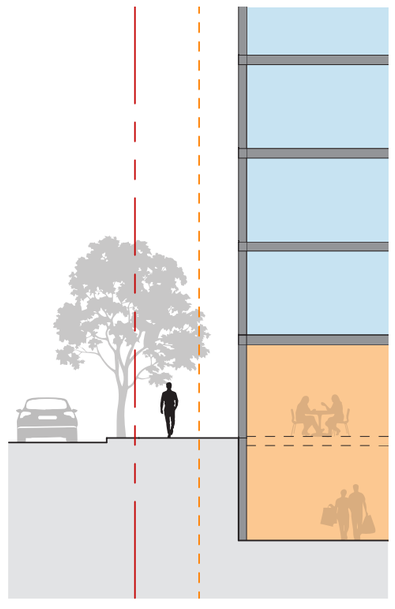
SECTION A



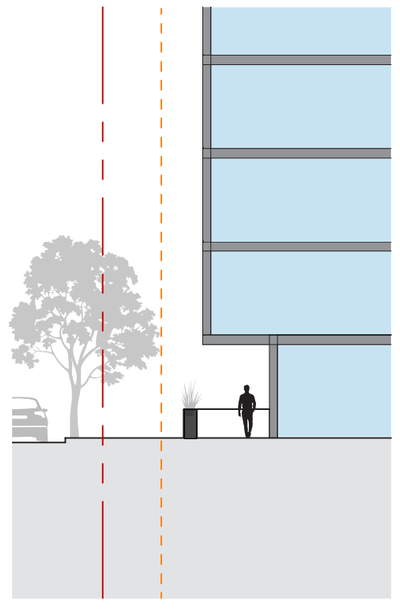
SECTION B



SECTION C

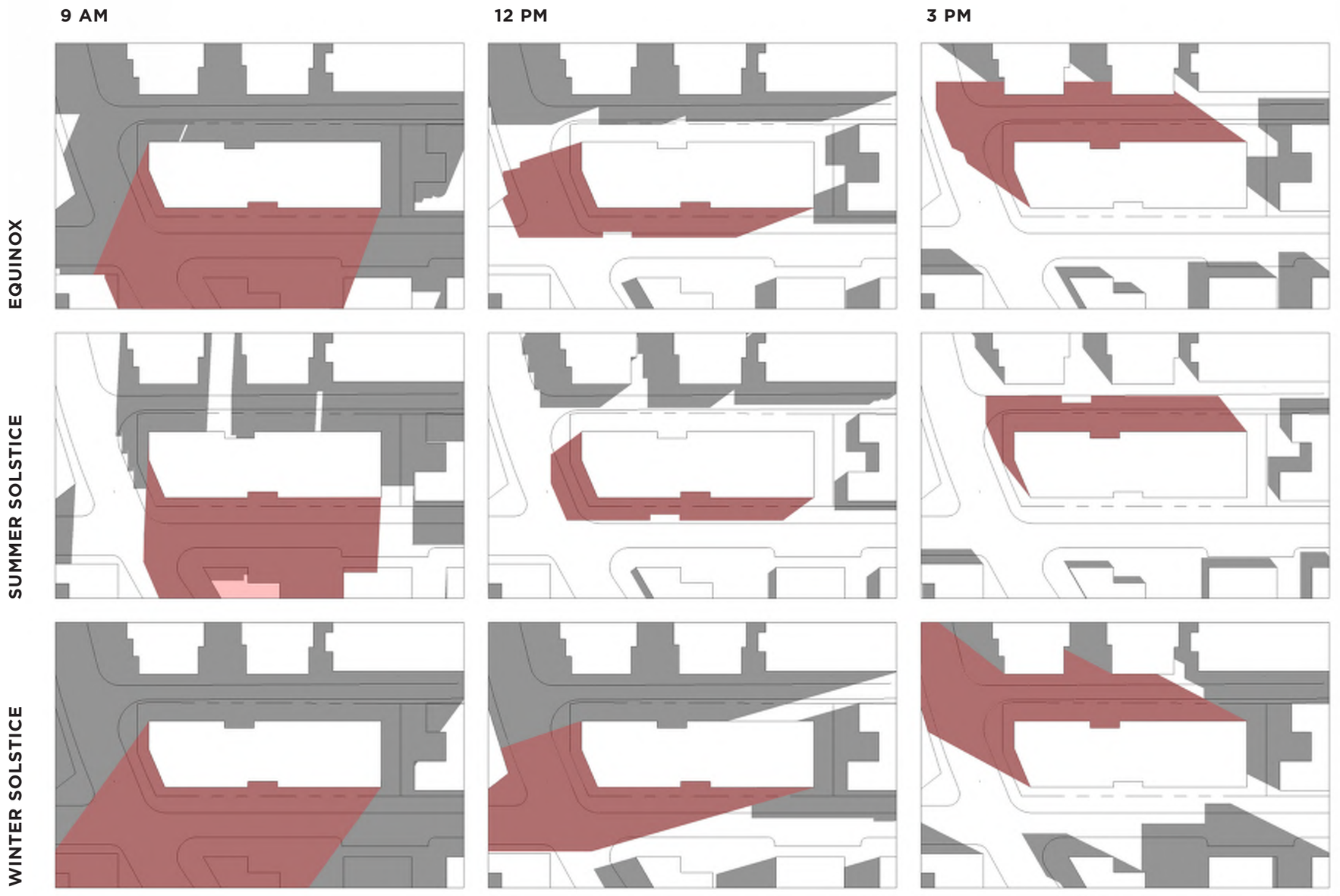


SECTION D



SECTION E

SHADOW STUDY



SCHEME B

BAYS

Site Area: 25,348 SF

Gross Area: 180,000 SF

FAR Allowed: 5.5 (139,414 SF)

FAR Proposed: 5.35 (135,629 SF)

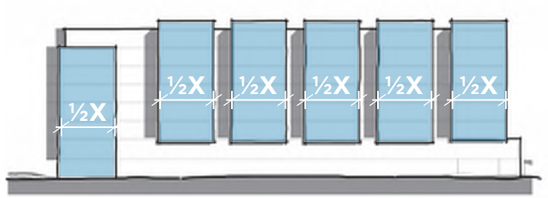
Units: Approx. 163

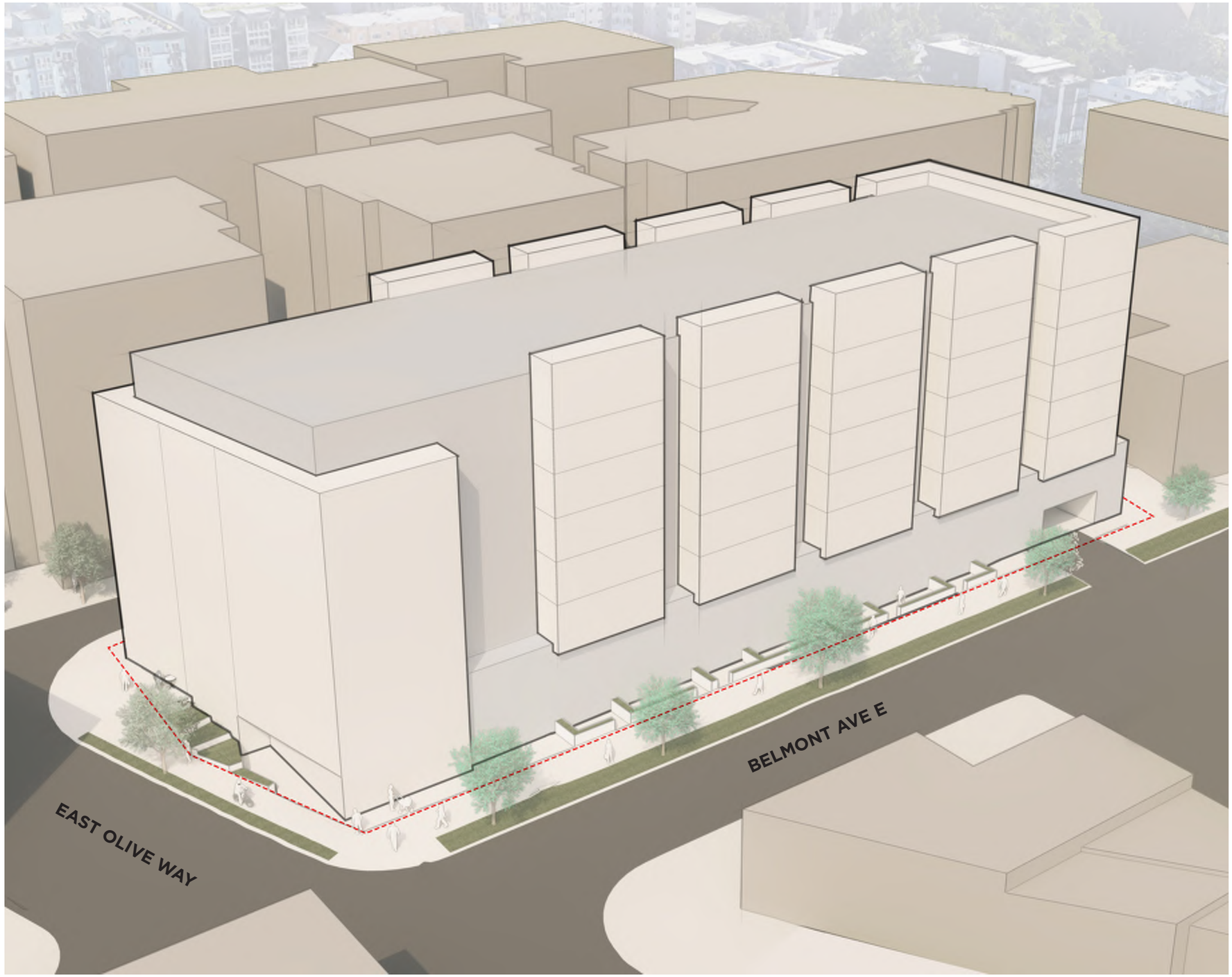
Parking Stalls: Approx. 110

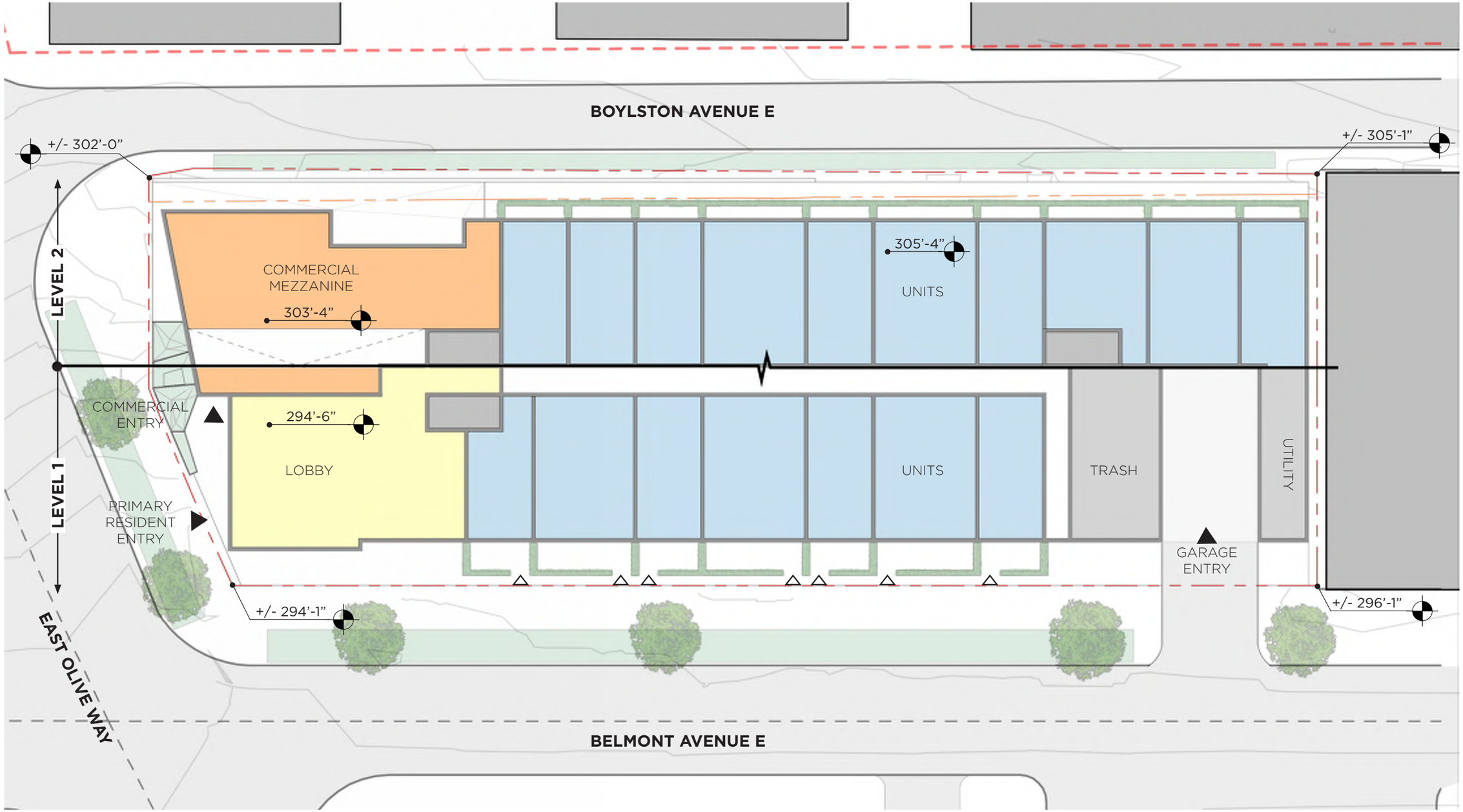
Departures: 4

The Bay scheme explores articulating the facade using repeated modulation that is more common to some of the newer structures in the area. While it does create a more dynamic facade and starts to speak to the organization typical of the historic neighborhood structures, the length of the overall site is still very prevalent and presents the structure as a single, large mass.

To establish the uniqueness of the Olive Way facade, and further articulate the ground floor experience at the residential units, the bay language is halted and a grounded element is established. The upper level is pulled back for a more appropriate overall scale at the facade. A ground-floor notch pronounces the major entries at the corner, but still doesn't alleviate the severity of the prominent corner.



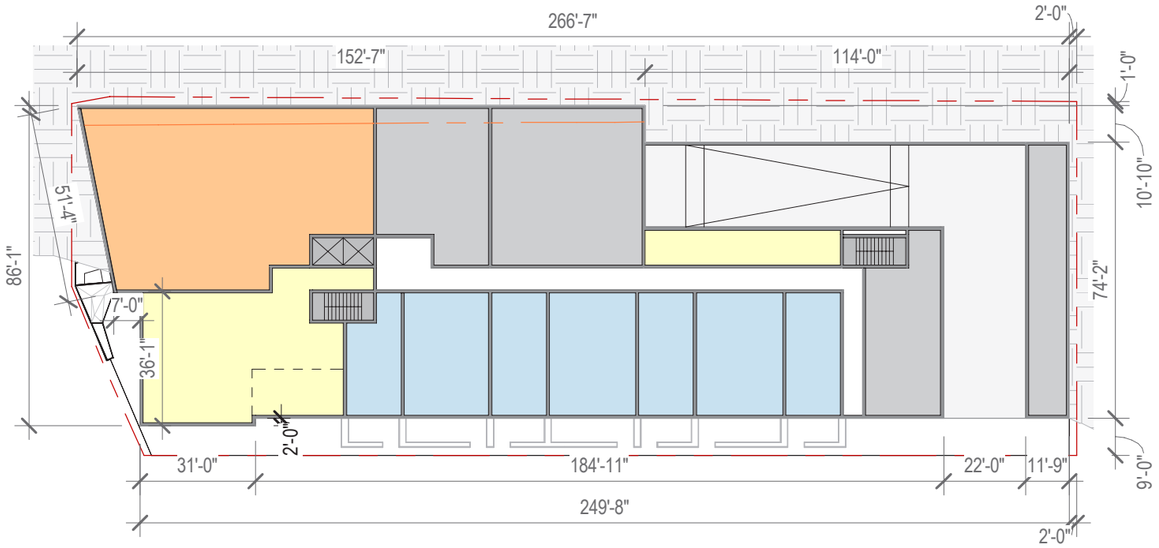




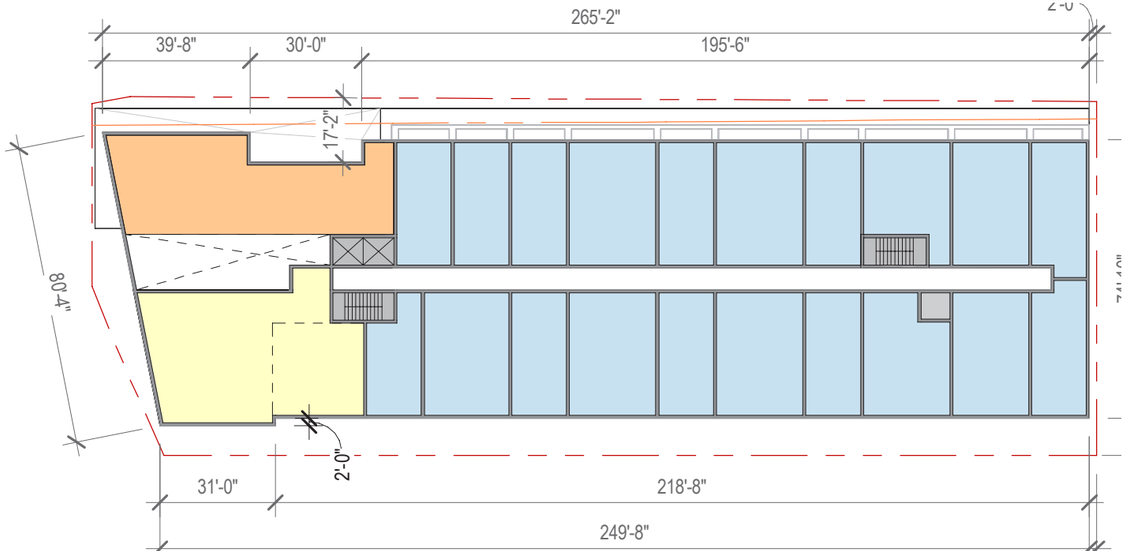
SITE PLAN

COLOR KEY:

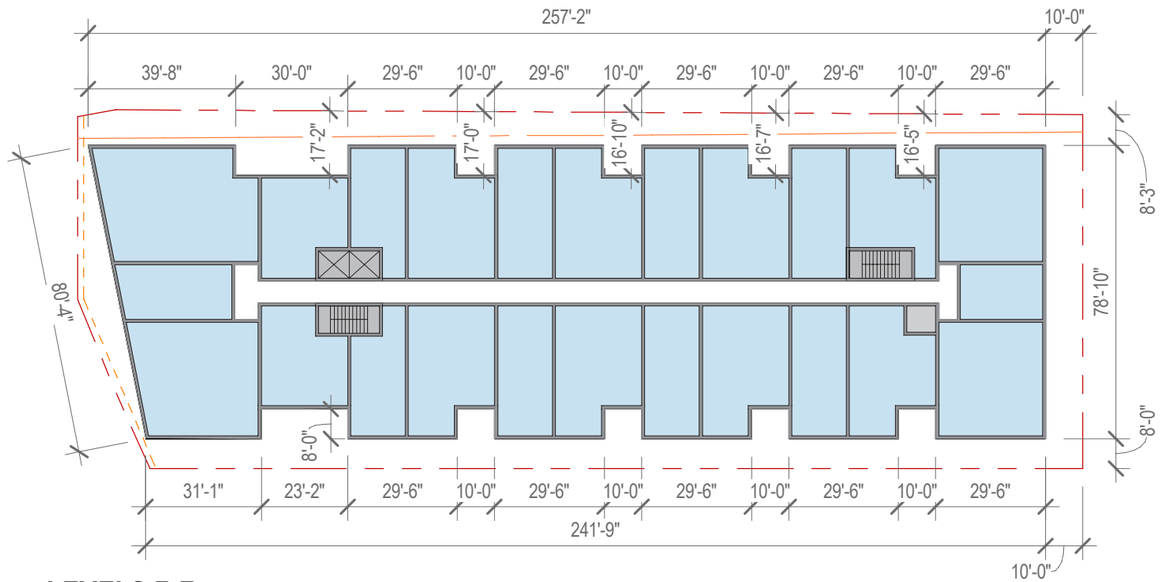
- Residential Amenity
- Commercial
- Residential
- Utility
- Property Line
- R.O.W. Setback
- Unit Entry



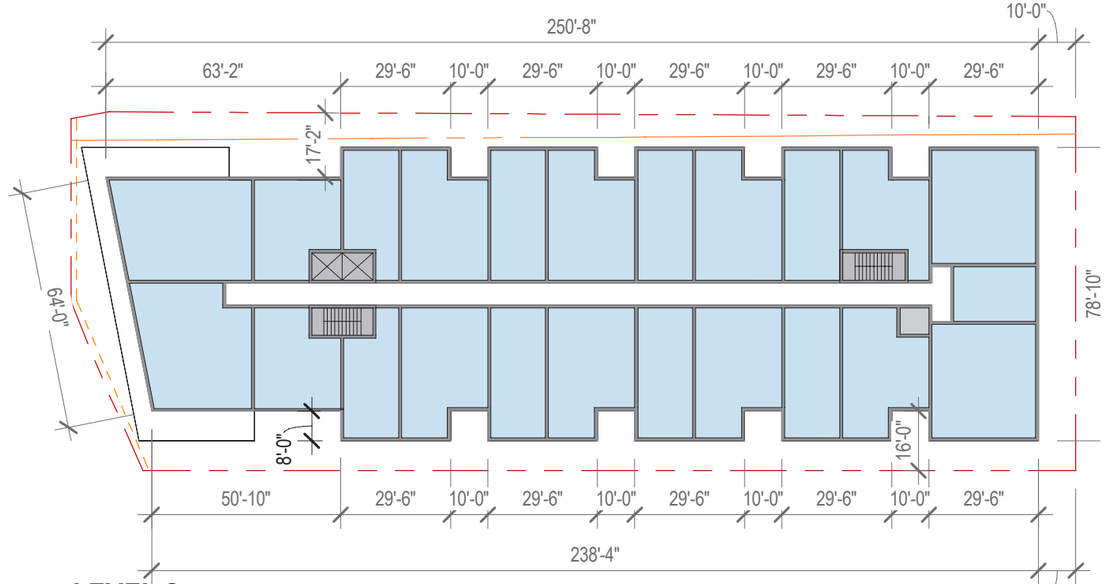
LEVEL 1 (BELMONT)



LEVEL 2 (BOYLSTON)



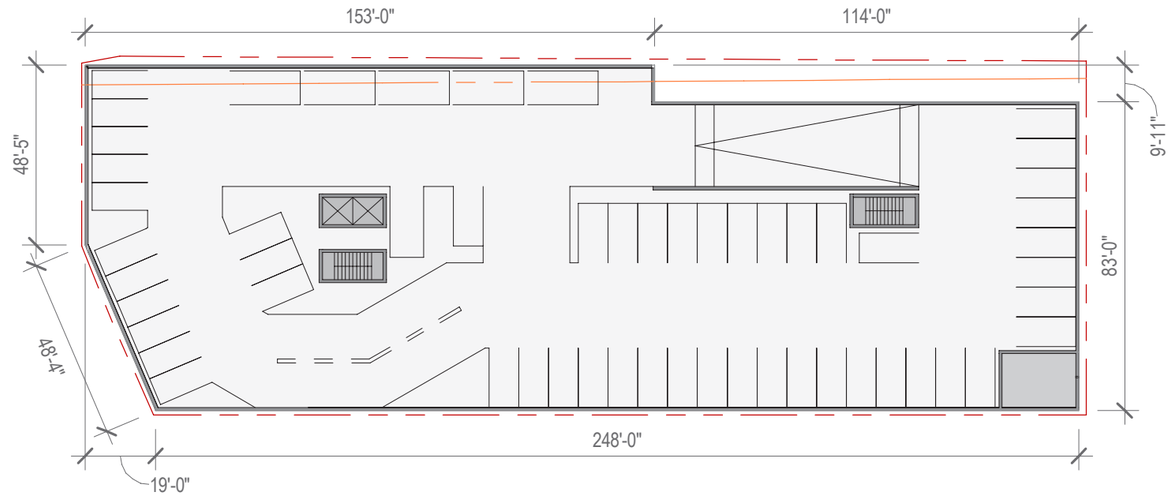
LEVELS 3-7



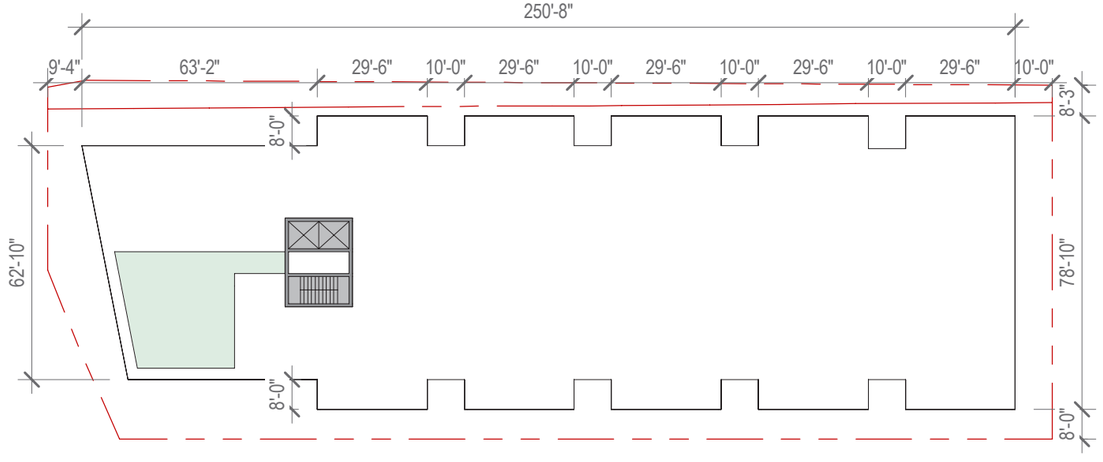
LEVEL 8

COLOR KEY:

- Residential Amenity
- Commercial
- Residential
- Utility
- Property Line
- R.O.W. Setback



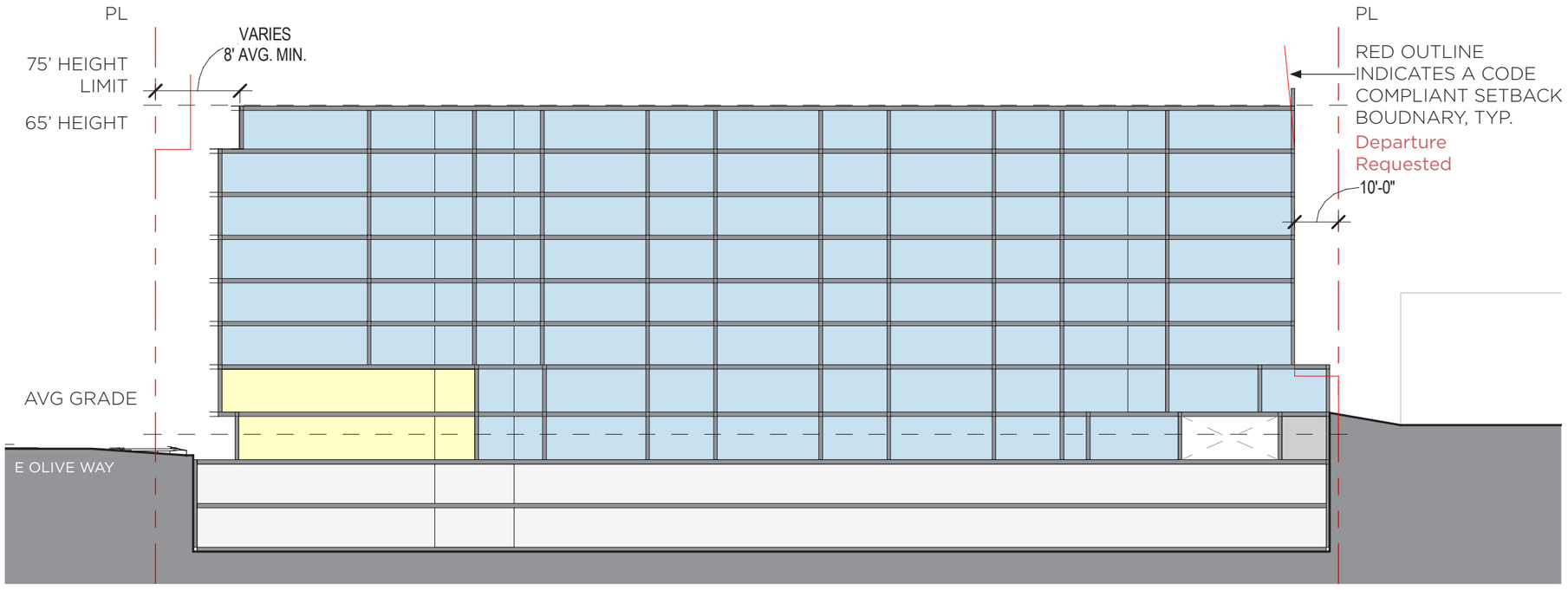
LEVELS P1-P2



ROOF LEVEL

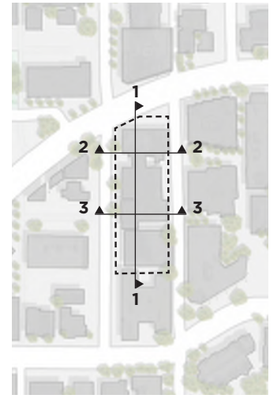
COLOR KEY:

Outdoor Amenity
Utility
Property Line
R.O.W. Setback

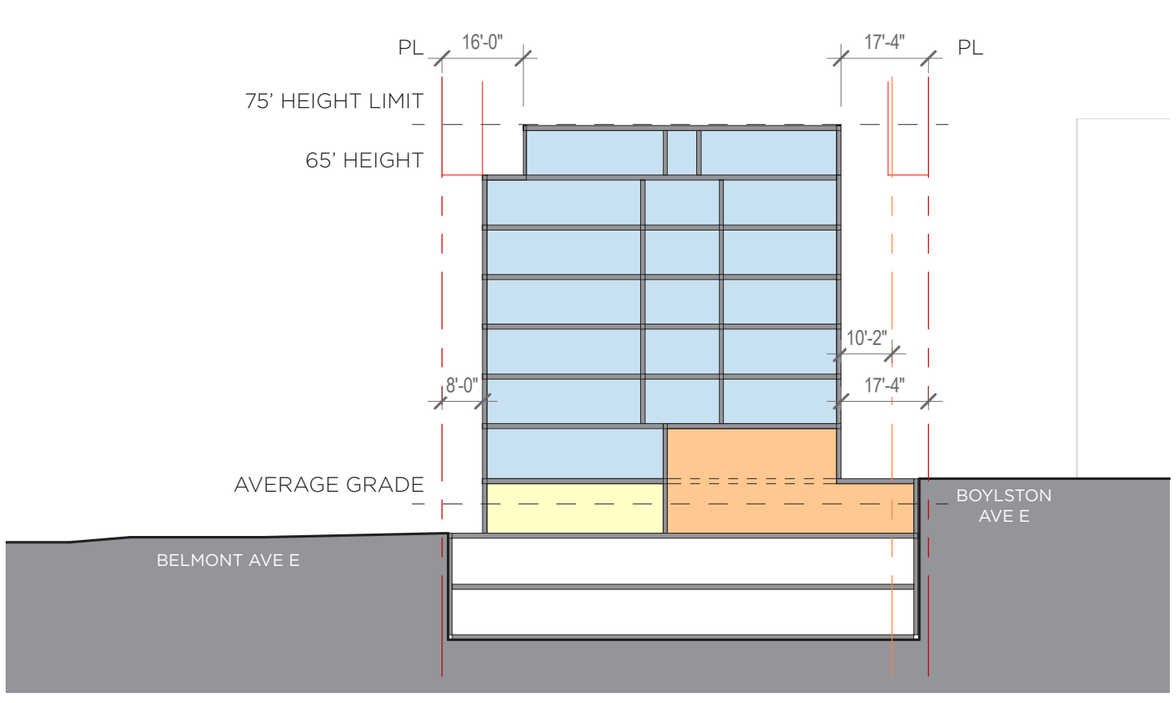


COLOR KEY:

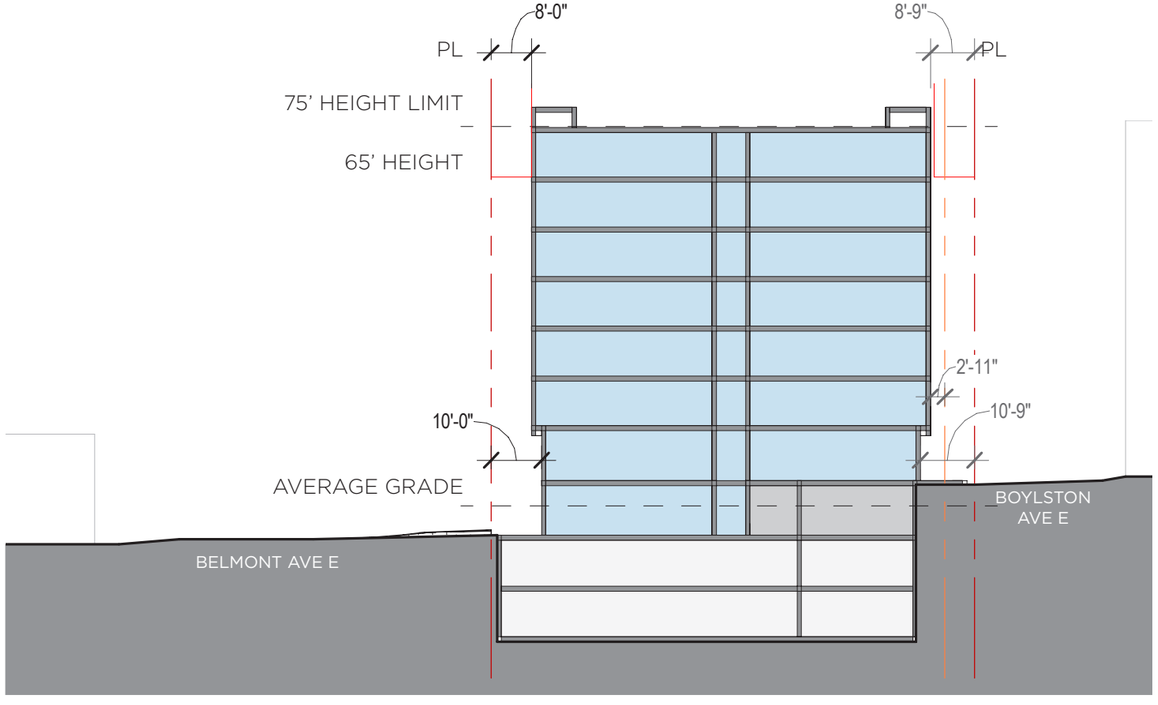
- Commercial
- Residential
- Residential Amenity
- Utility
- ROW Setback
- Property Line



SECTION 1



SECTION 2



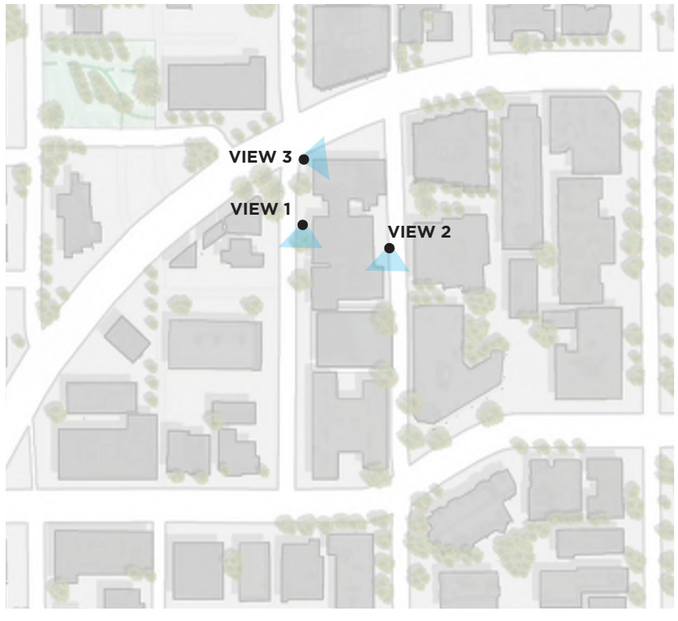
SECTION 3

VIEW 1

VIEW 2

VIEW 3

VIEW 1 - STREET LEVEL VIEW - BELMONT AVE E

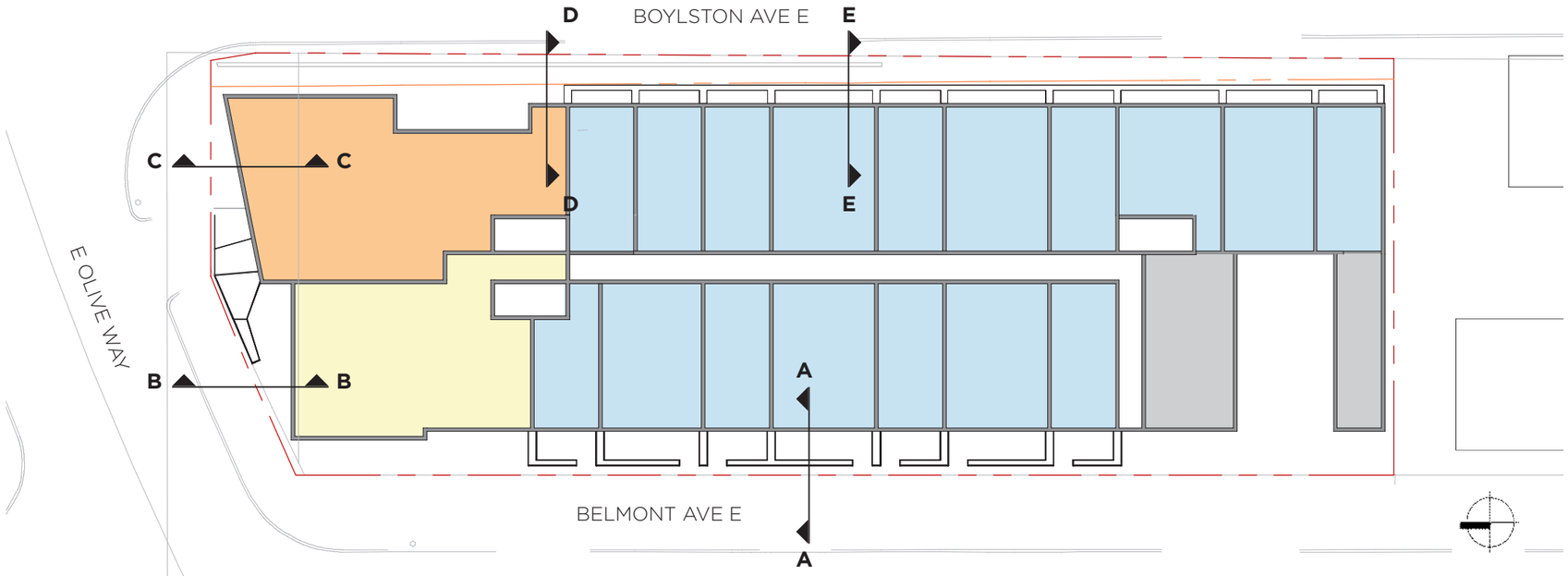


VIEW 2 - STREET LEVEL VIEW - BOYLSTON AVE E

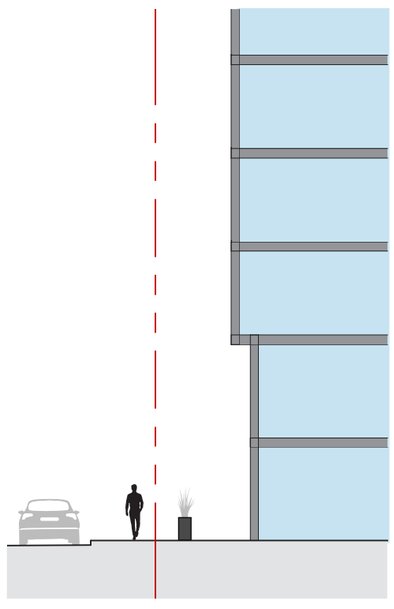
VIEW 3 - STREET LEVEL VIEW - E OLIVE WAY

COLOR KEY:

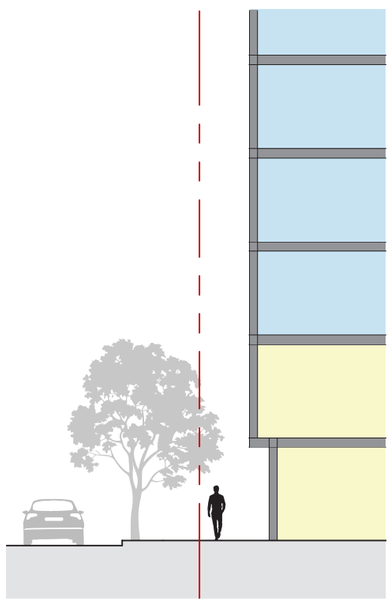
- Commercial
- Residential
- Residential Amenity
- Utility
- ROW Setback
- Property Line



COMPILED SITE PLAN



SECTION A



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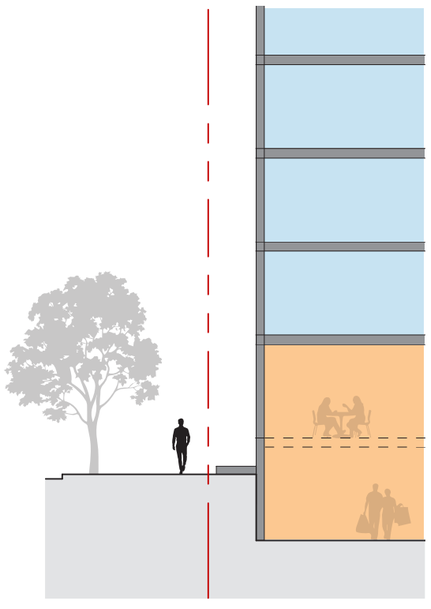

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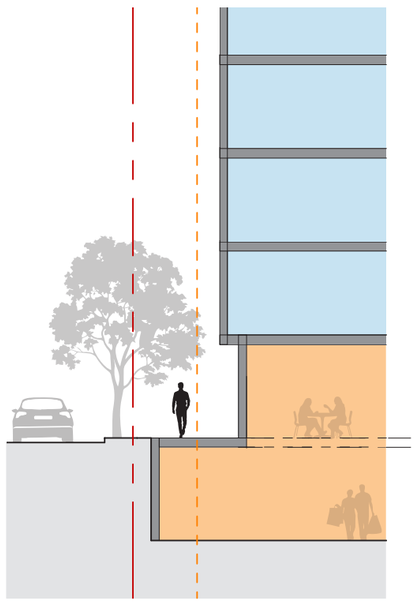
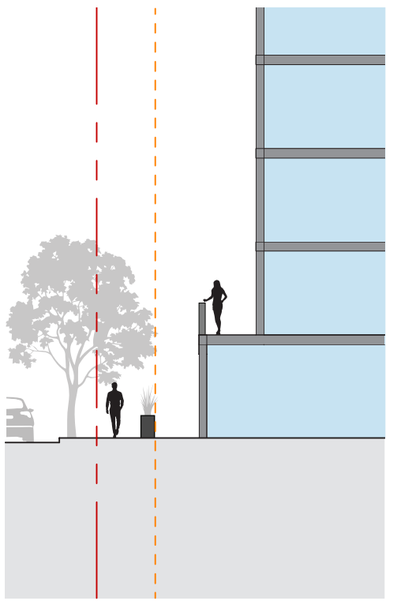
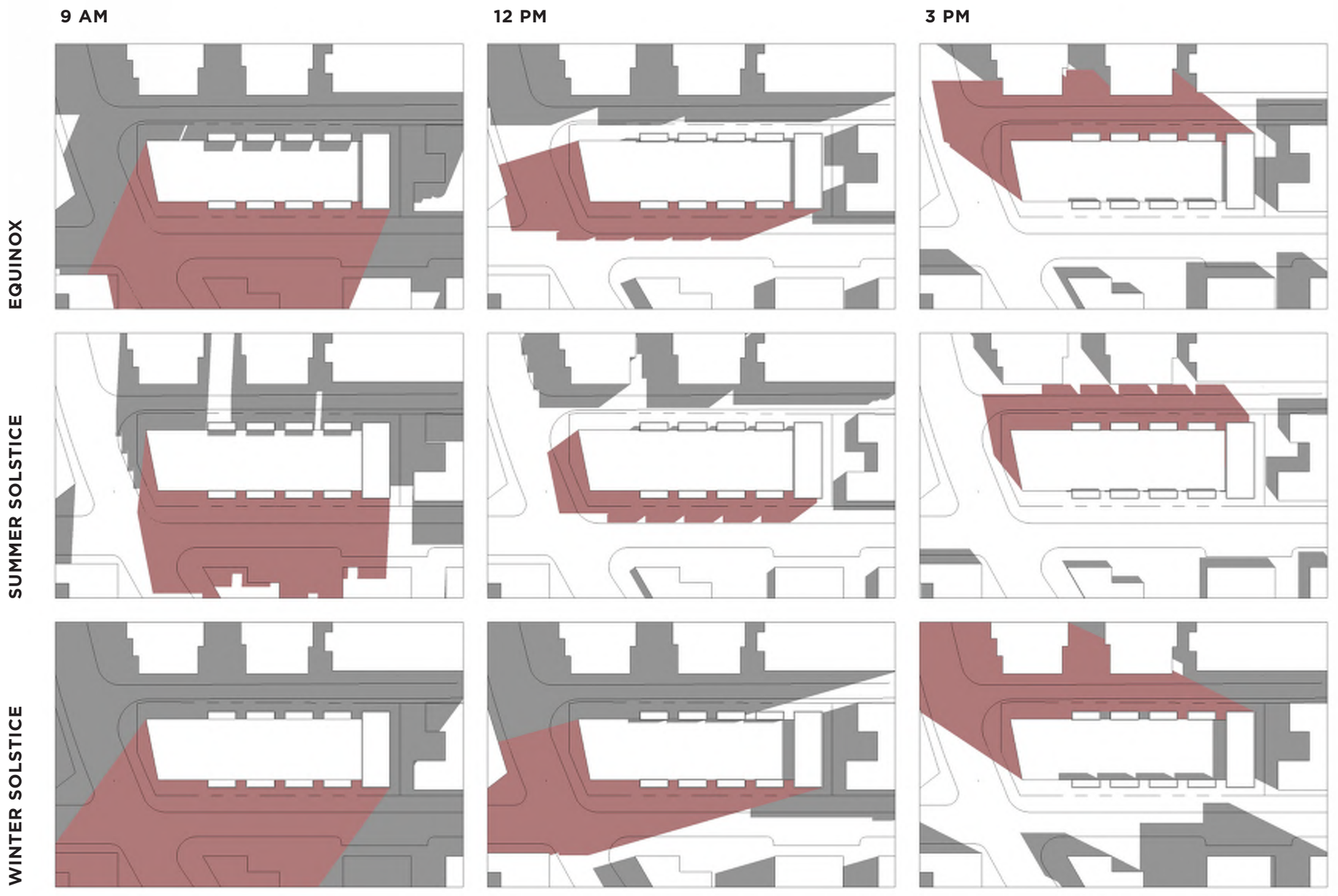


SECTION D



SECTION E

SHADOW STUDY



SCHEME C

3-MASS (PREFERRED)

Site Area: 25,348 SF

Gross Area: 175,000 SF

FAR Allowed: 5.5 (139,414 SF)

FAR Proposed: 5.04 (127,986 SF)

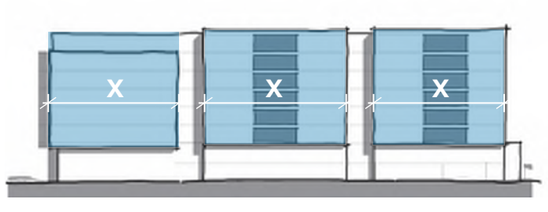
Units: Approx. 160

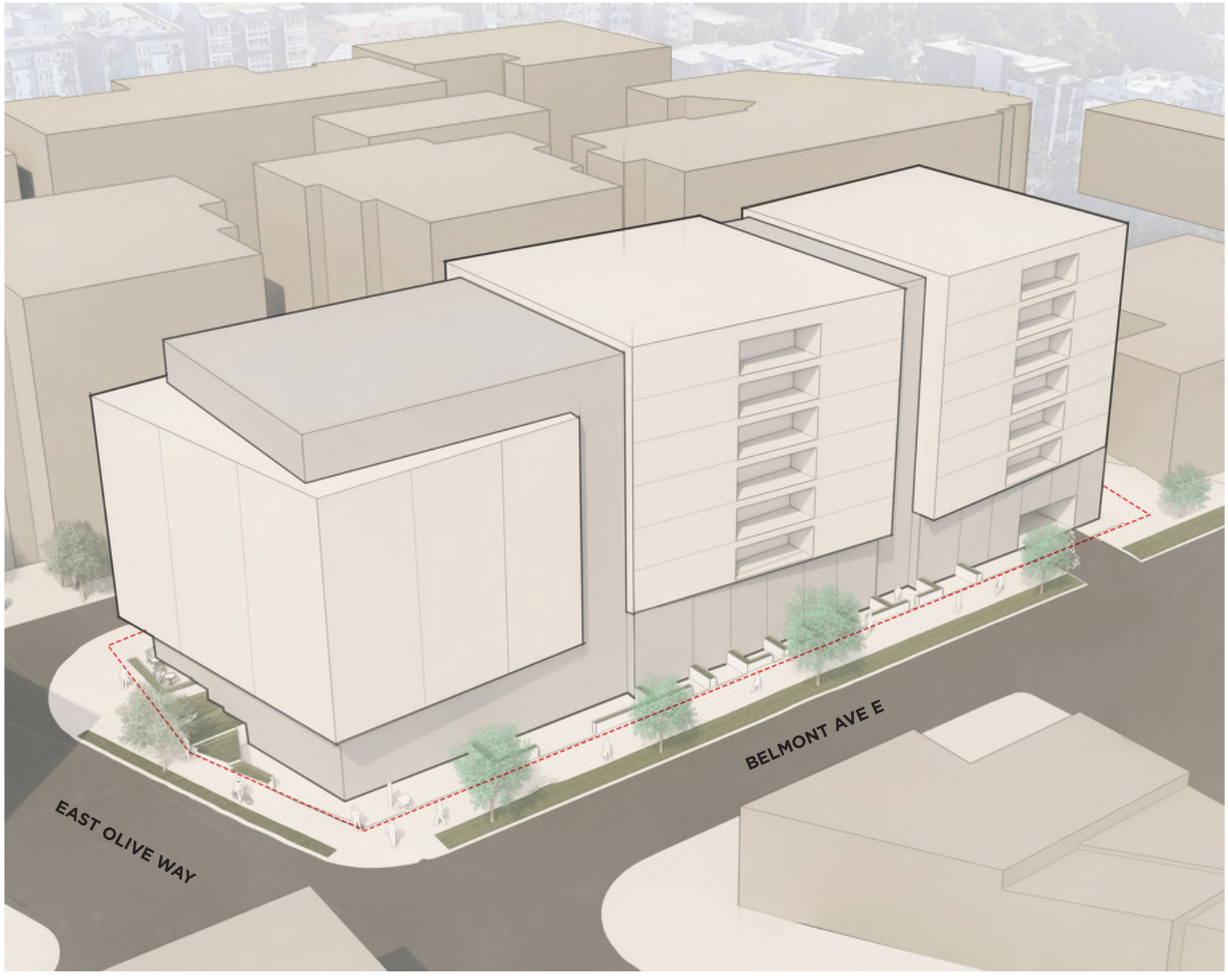
Parking Stalls: Approx. 110

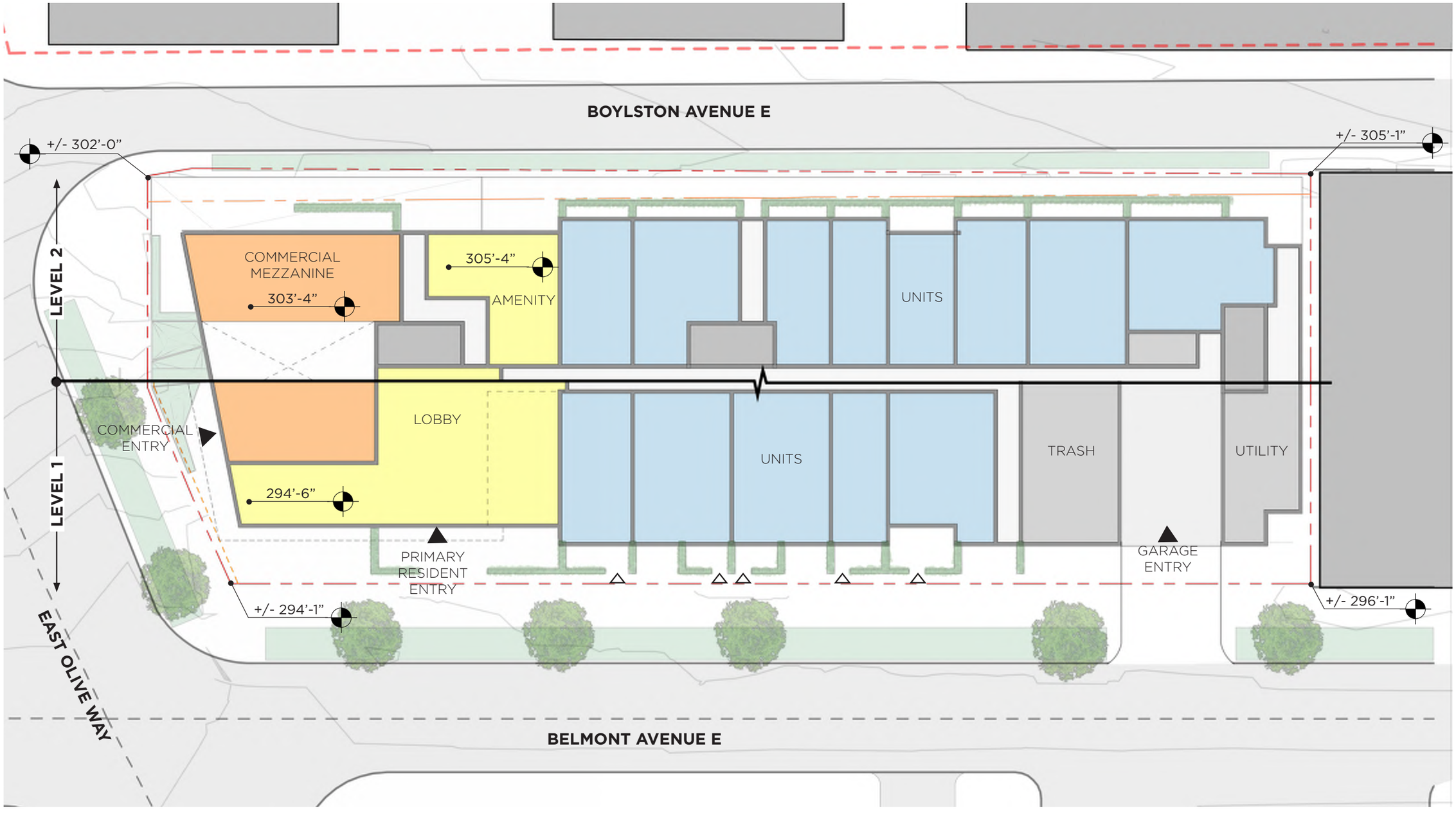
Departures: 4

The 3-Mass solution is rooted in neighborhood analysis, using the 'X' proportion from our study of other typical area structures. After breaking down the larger mass into three components, they are lifted and rotated to further accentuate each element as well as the ground level, and respond to the differing right-of-way conditions.

Further articulation is hinted at through an expression of recessed balconies on two of the masses, while the Olive Way mass will be developed for a more unique representation that befits its prominence on the street.



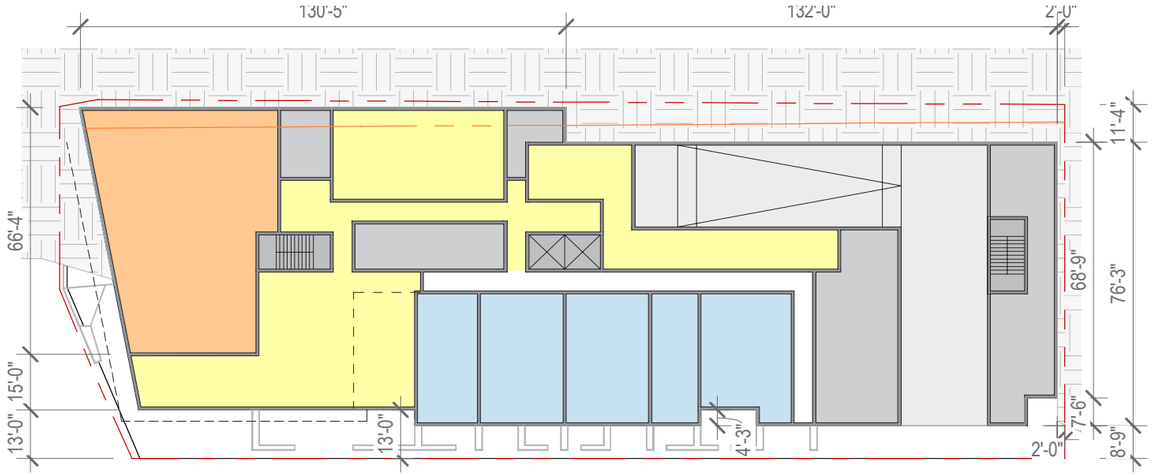




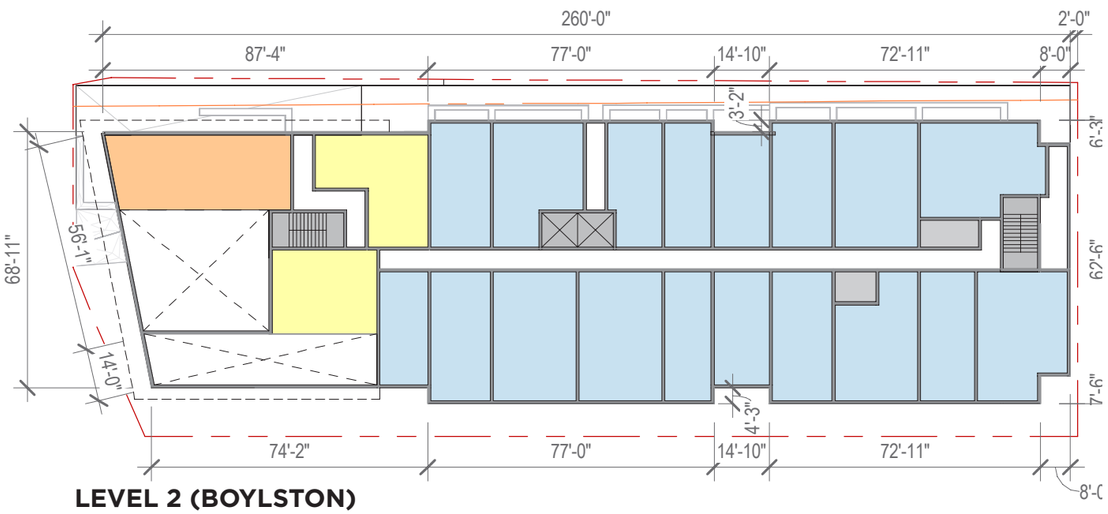
SITE PLAN

COLOR KEY:

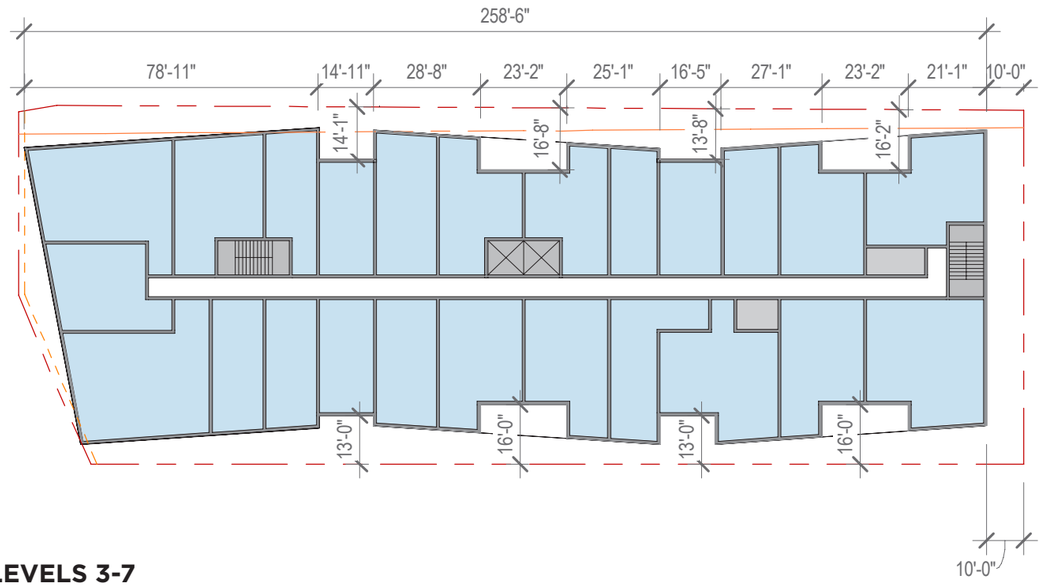
- Residential Amenity
- Commercial
- Residential
- Utility
- Property Line
- R.O.W. Setback
- Unit Entry



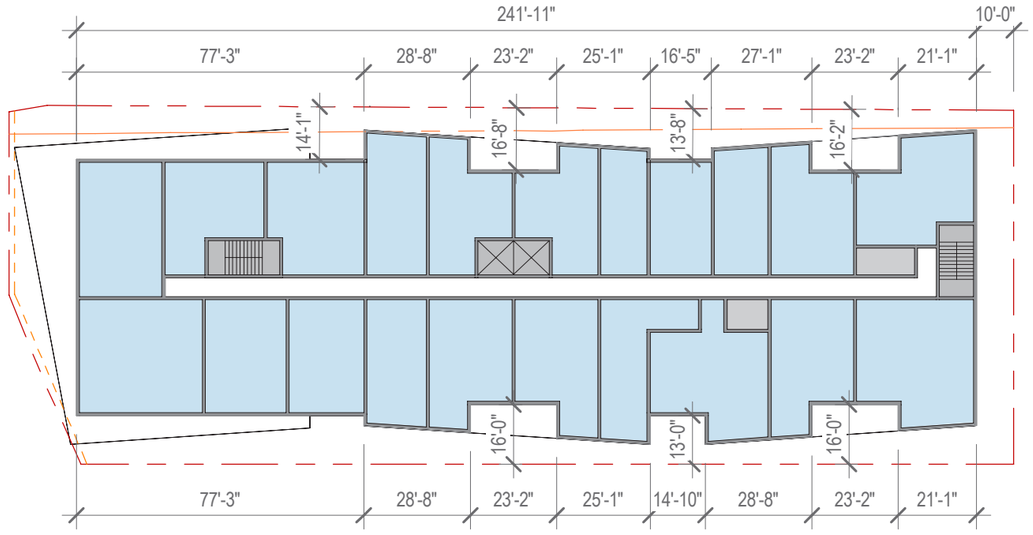
LEVEL 1 (BELMONT)



LEVEL 2 (BOYLSTON)



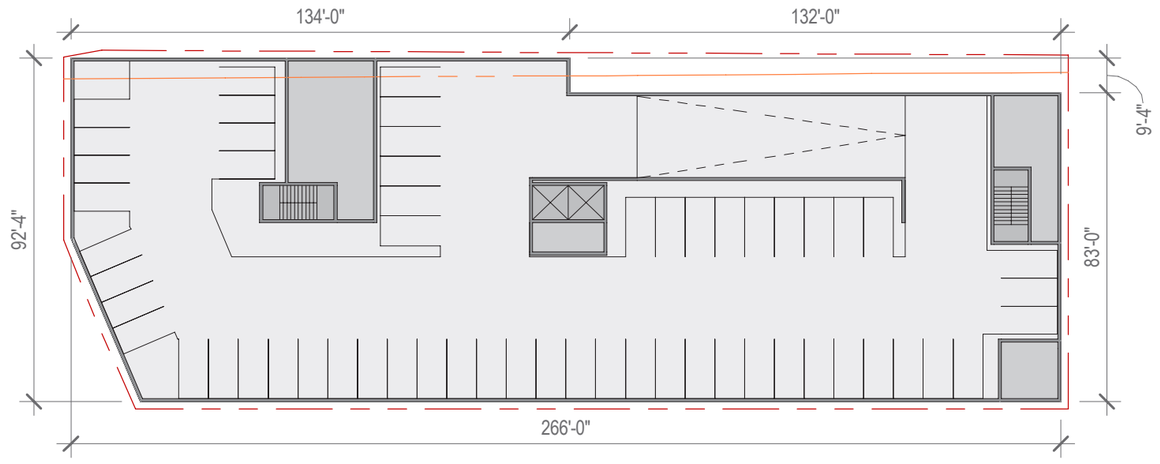
LEVELS 3-7



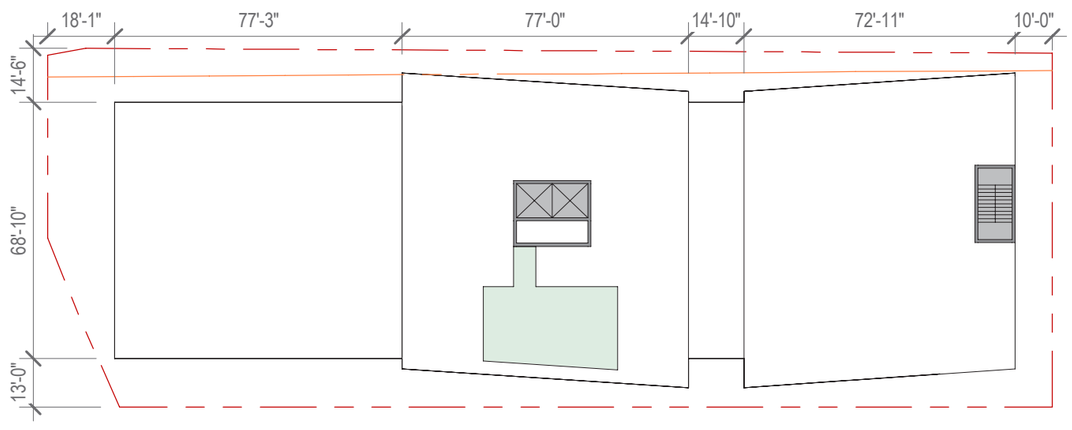
LEVEL 8

COLOR KEY:

- Residential Amenity
- Residential
- Property Line
- Commercial
- Utility
- R.O.W. Setback



LEVELS P1-P2



ROOF LEVEL

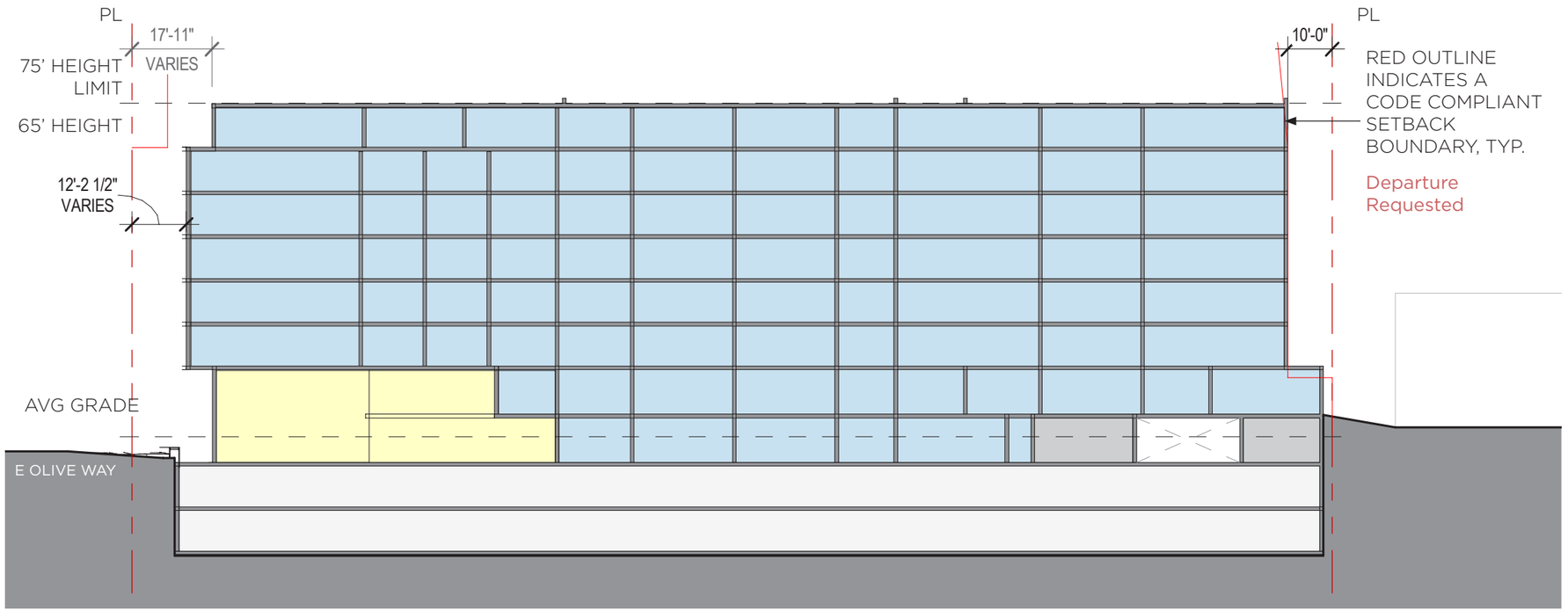
COLOR KEY:

Outdoor Amenity

Utility

Property Line

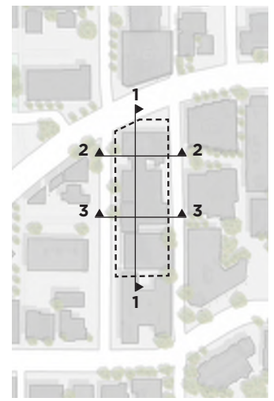
R.O.W. Setback

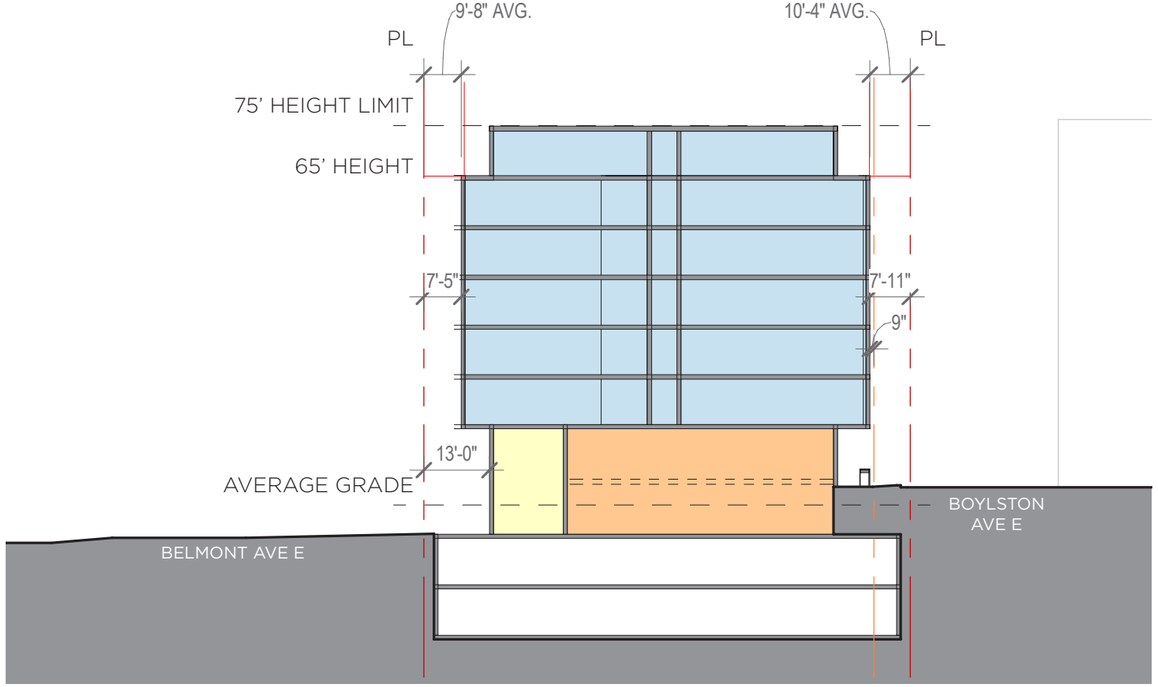


SECTION 1

COLOR KEY:

- Commercial
- Residential
- Residential Amenity
- Utility
- ROW Setback
- Property Line





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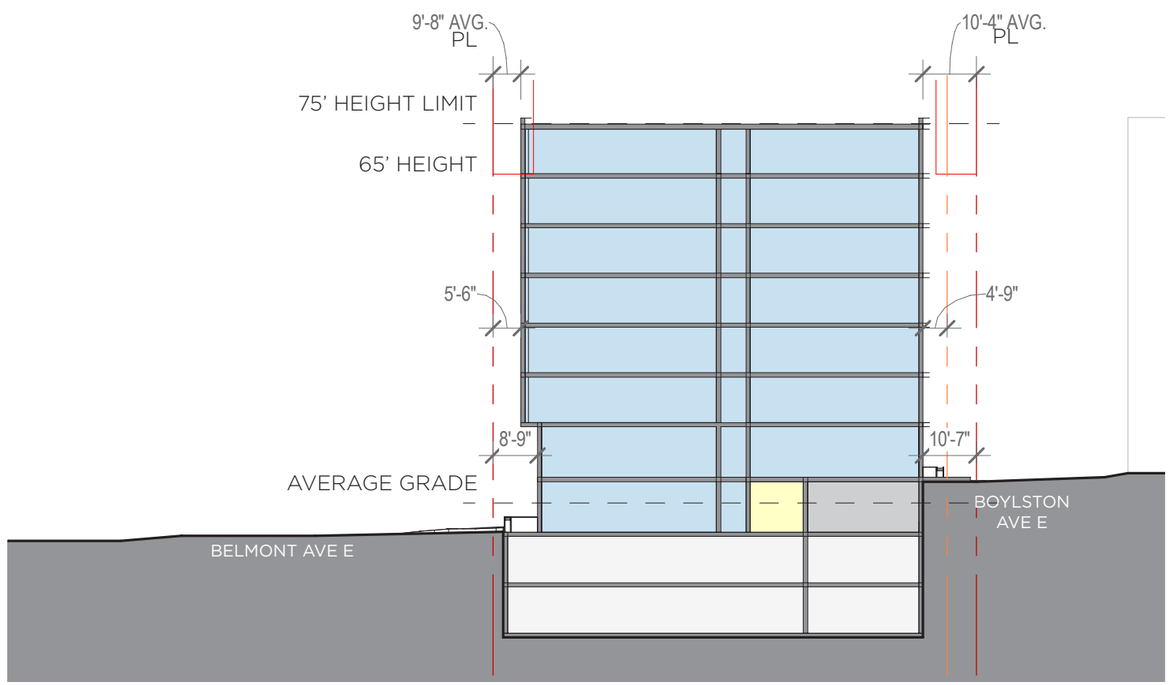


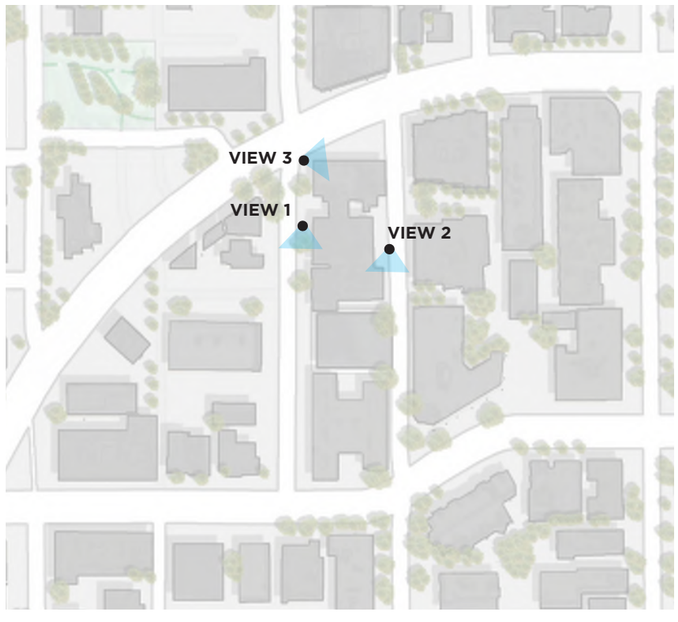
SECTION 3

VIEW 1

VIEW 2

VIEW 3

VIEW 1 - STREET LEVEL VIEW - BELMONT AVE E

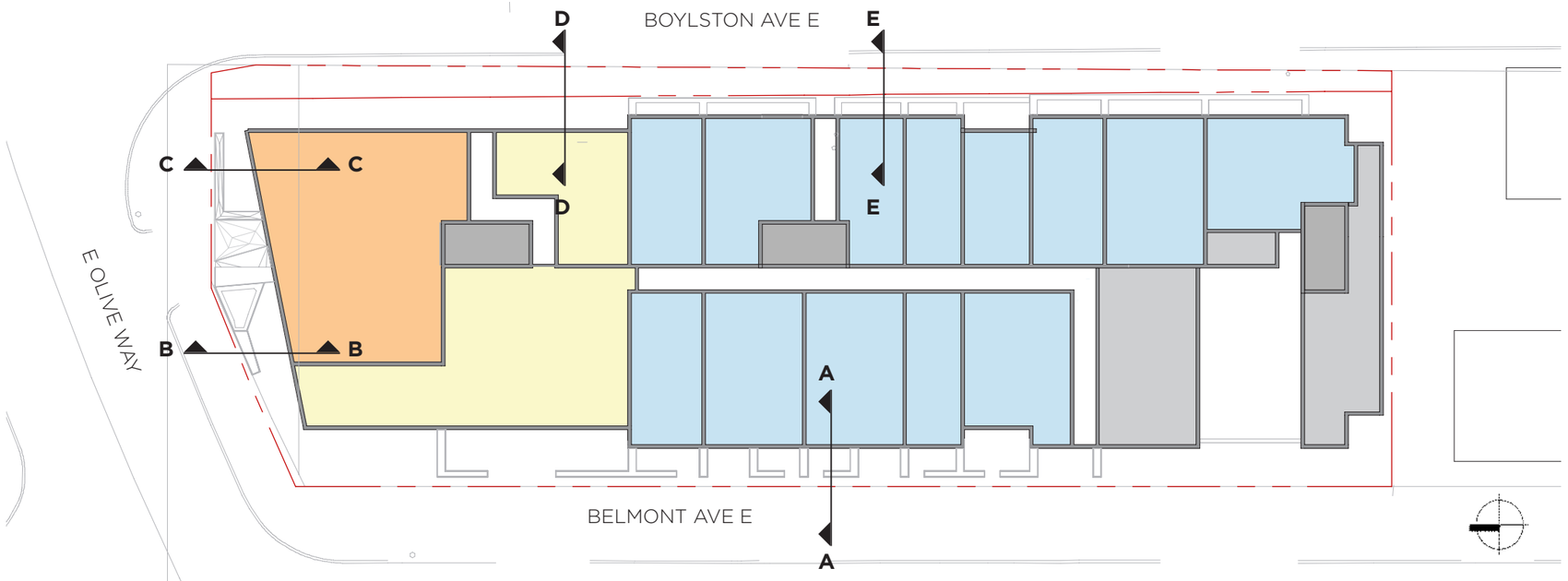


VIEW 2 - STREET LEVEL VIEW - BOYLSTON AVE E

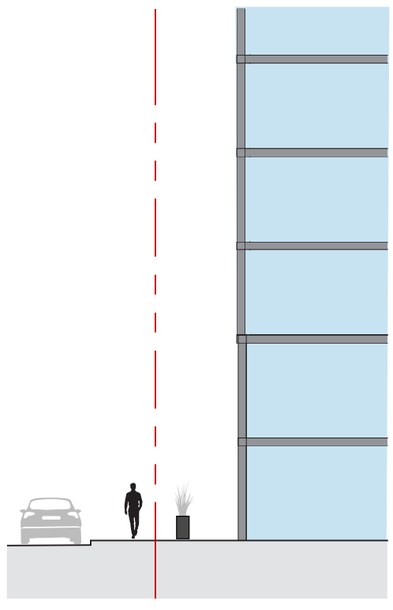
VIEW 3 - STREET LEVEL VIEW - E OLIVE WAY

COLOR KEY:

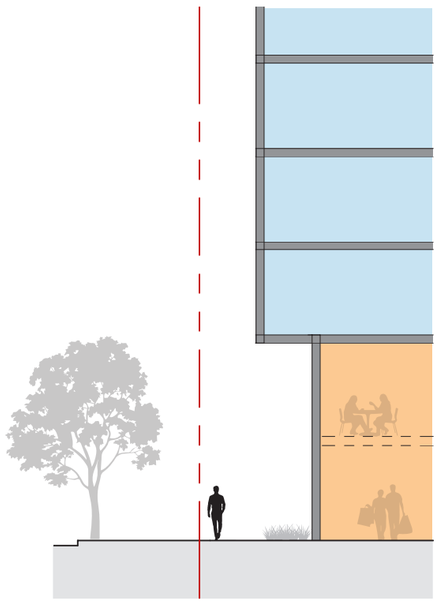
- Commercial
- Residential
- Residential Amenity
- Utility
- ROW Setback
- Property Line



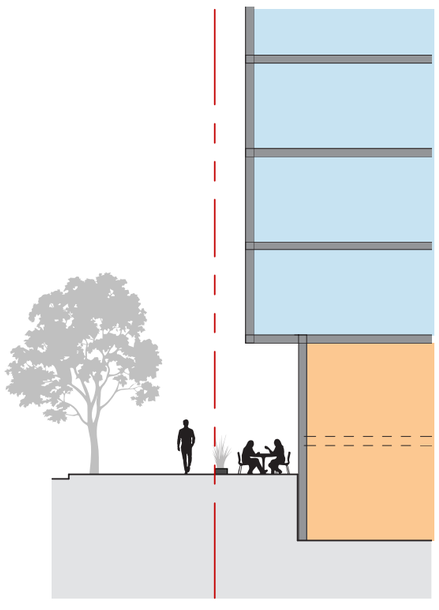
COMPILED SITE PLAN



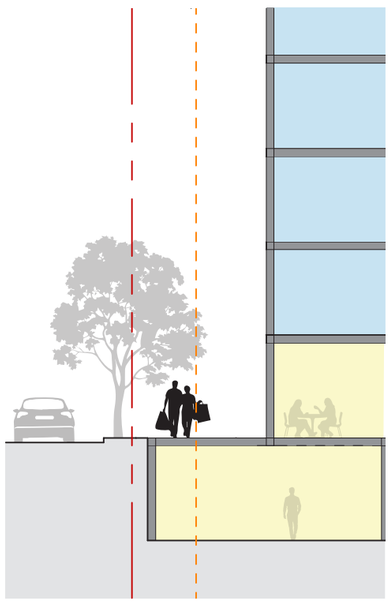
SECTION A



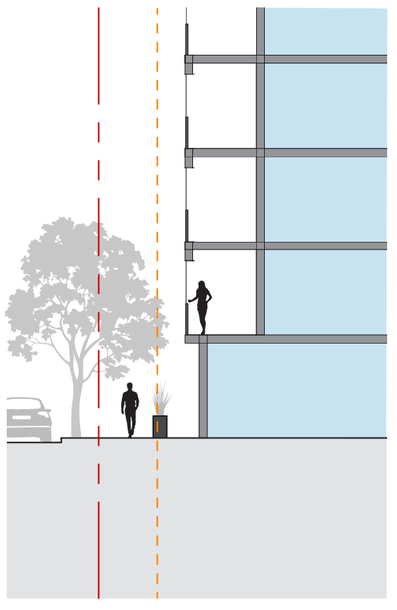
SECTION B



SECTION C

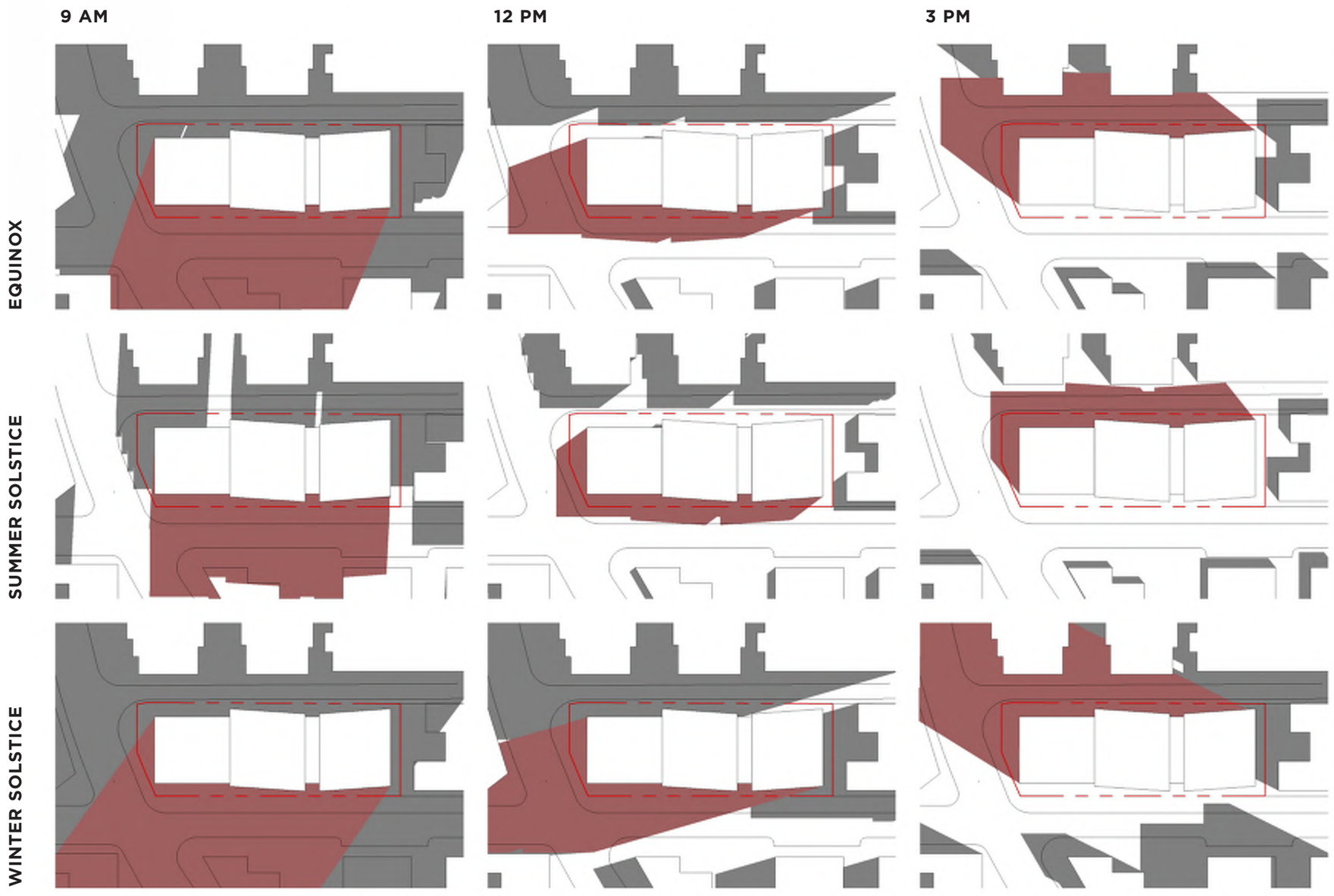


SECTION D



SECTION E

SHADOW STUDY



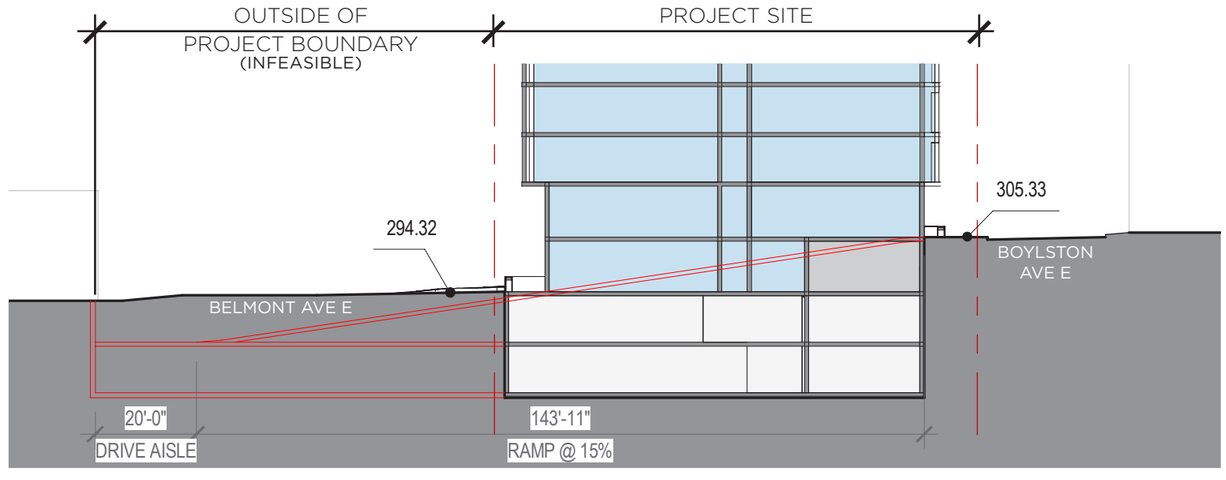
SITE ACCESS

The topography around and within the project site changes significantly from the east to west. Belmont Ave E sits an an approximate grade of 294', while Boylston Ave E sits at an approximate grade of 304', a difference of 10' in grade. The topographical condition of the site creates a scenario where the project will have ground floor frontage on two separate levels. Locating the vehicular garage access along Belmont Ave E consolidates vehicular ramps and aisles in an area that is already substantially below-grade and at the lowest elevation on site, while similarly allowing all parking stalls to be situated completely below-grade. In order to locate all parking stalls below-grade, a parking ramp from Boylston Ave E would need to be approximately 143'-11" long at a 15% slope, making that access point largely infeasible. A garage ramp parallel to Boylston Ave E would negatively serve the pedestrian environment, creating a large swath of blank facade. Instead, parking access from Belmont Ave E allows the full frontage of Boylston Ave E to be used for programming other than parking and vehicular access, allowing for a more engaging public experience.

CS2.D.2 Existing Site Features

DC1.B.1 Access Location and Design

LEVEL 2 SITE PLAN



SITE SECTION

9.0
DEPARTURES

DEPARTURE 01 - SCHEME B & C

LOWER LEVEL SETBACK

CODE SECTION:
SMC 23.47A.014.2.a

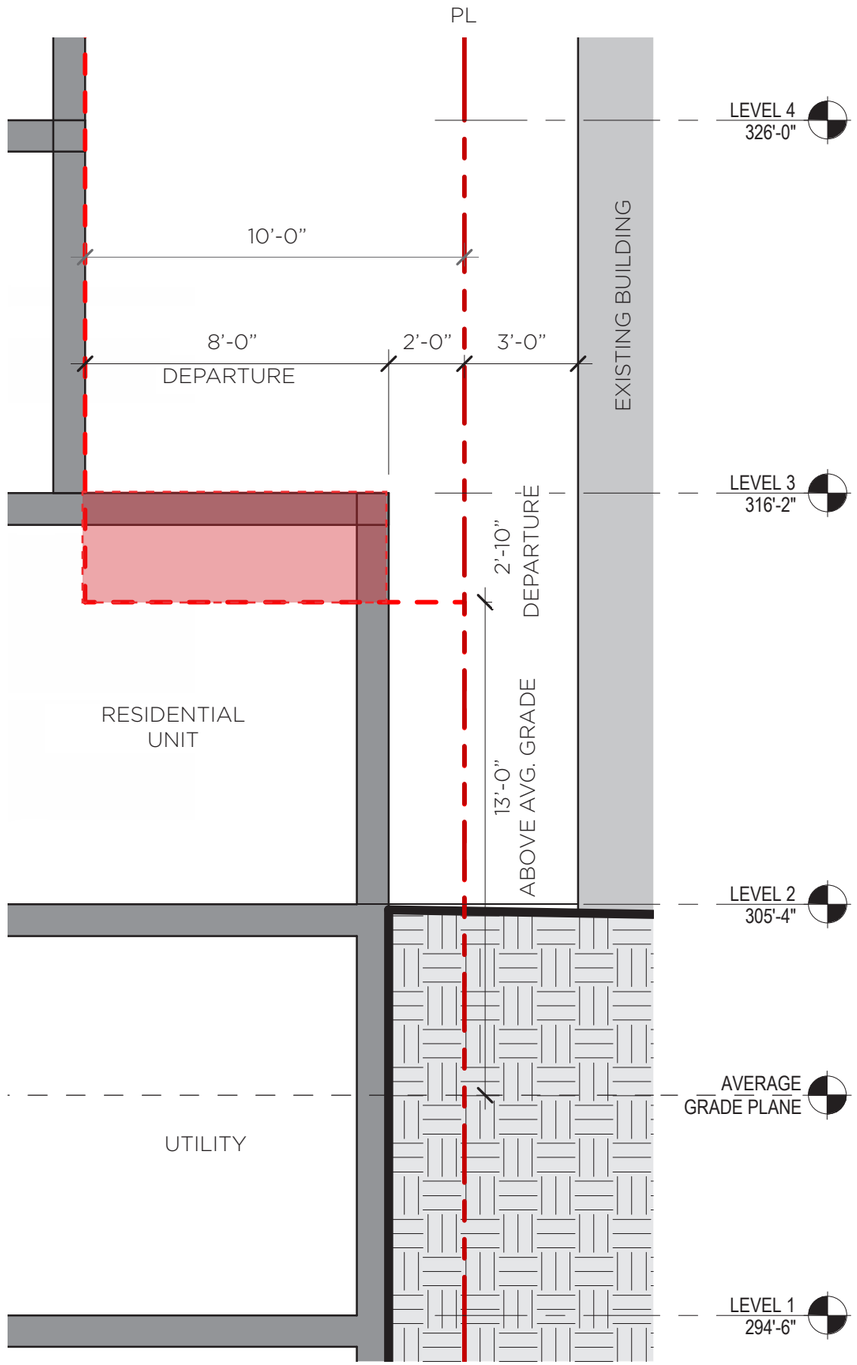
REQUIREMENTS:
An upper level setback is reuquired along any rear or side lot line that abuts a lot in an lr, mr, or hr zone or that abuts a lot that is zoned both commercial and lr, mr, or hr if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot as follows:

1. Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet;

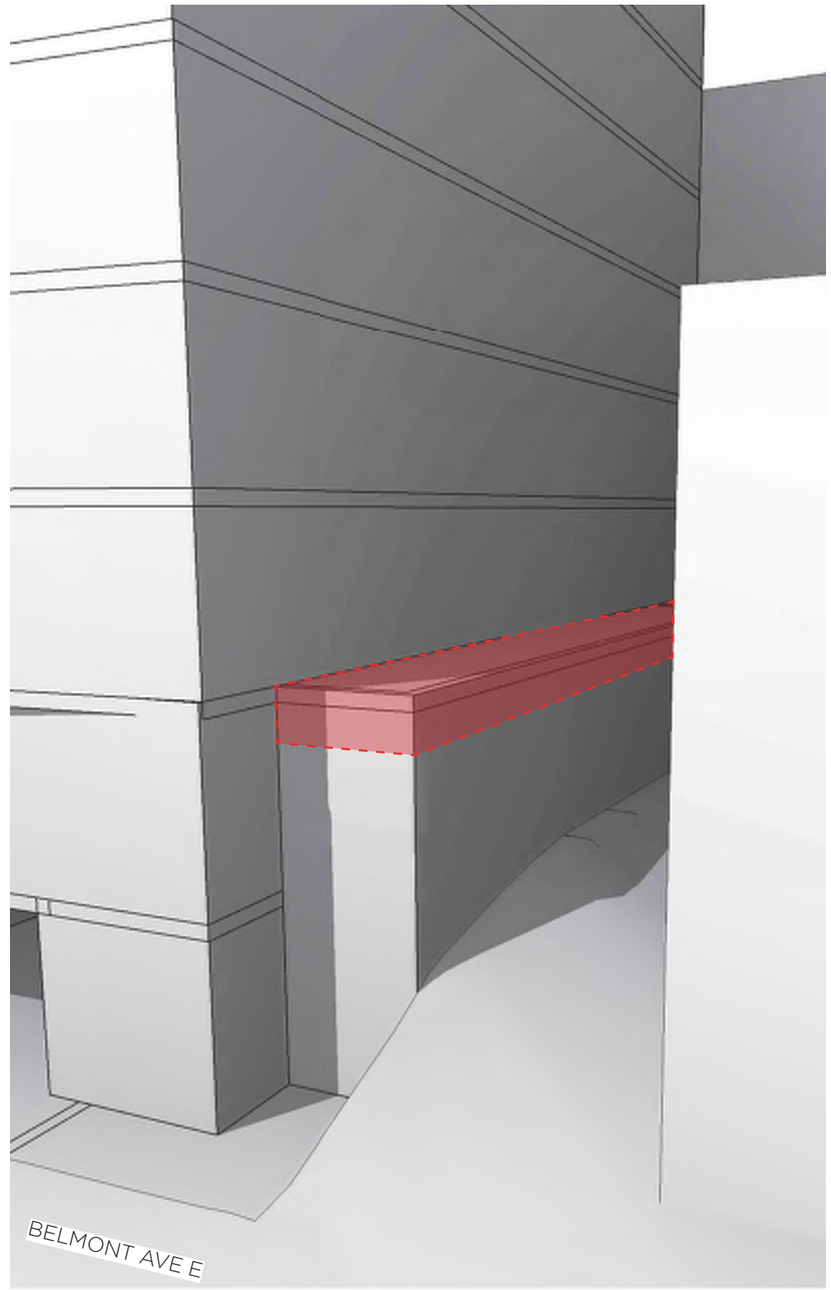
REQUESTED DEPARTURE:
A departure is requested for a portion of the level 2 roof to encroach into the required setback above 13 feet. The encroachment is approximately 8'-0" wide x 2'-10" tall for the length of the south property line.

RATIONALE:
The preferred massing allows the building to respond to the site topography and provide an above-grade transition to the adjacent property to the south. This design approach provides a structural buffer between the topographical change of approximately 10'-0" from Boylstone Ave E to Belmont Ave E in lieu of fencing or steep grading.

CS1.C.2: Elevation Changes
CS2.B.2: Connection to the Street
DC2.A.1: Site Characteristics and Uses



SECTION VIEW



3D PERSPECTIVE - SOUTH WEST CORNER

DEPARTURE 02 - SCHEME B & C

UPPER LEVEL SETBACK

CODE SECTION:
SMC 23.47A.014.2.b

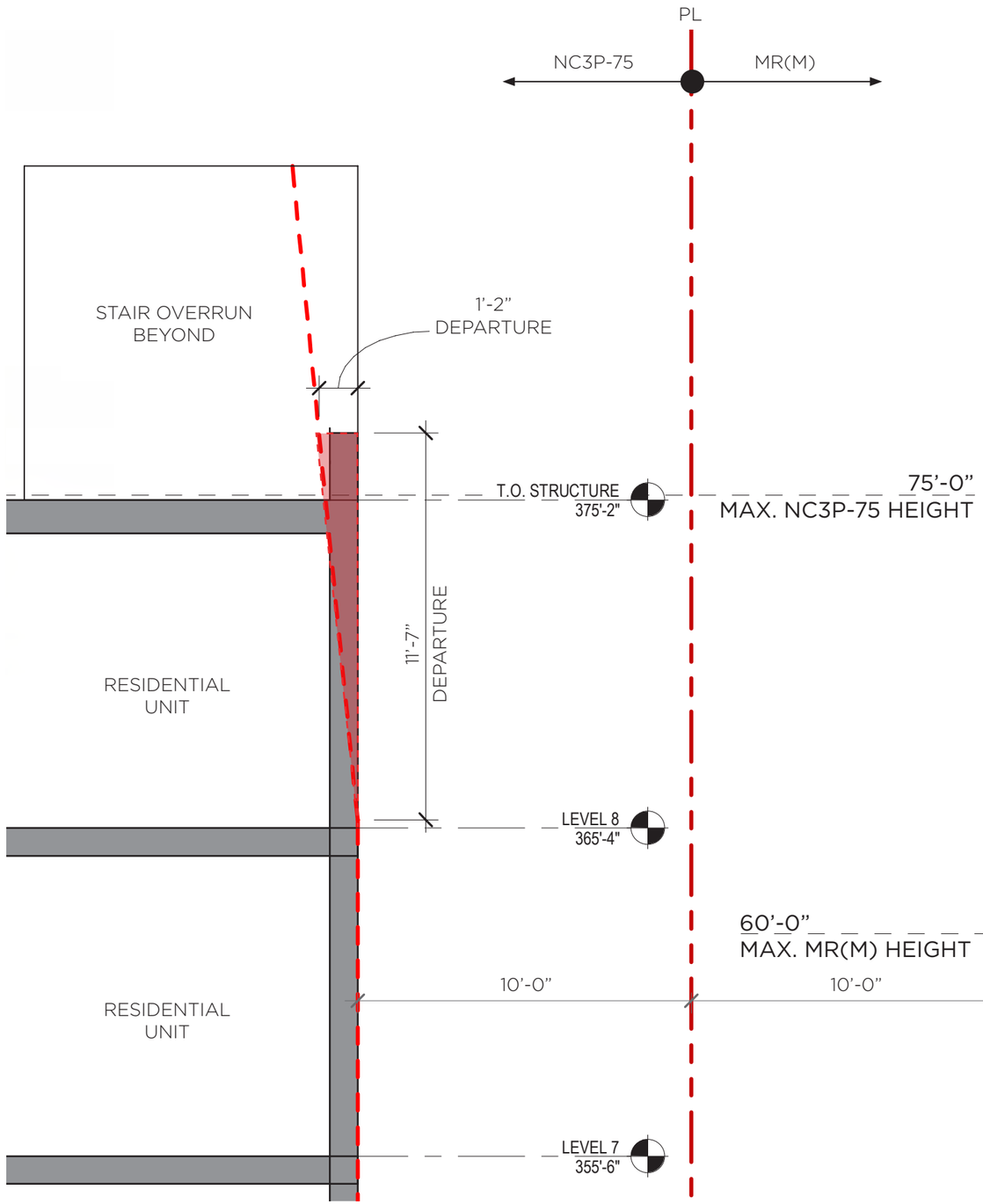
REQUIREMENTS:
An upper level setback is reuquired along any rear or side lot line that abuts a lot in an lr, mr, or hr zone or that abuts a lot that is zoned both commercial and lr, mr, or hr if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot as follows:

1. For each portion of a structure above 65 feet in height, additional setback at the rate of 1 foot of setback for every 10 feet by which the height of such portion exceeds 65 feet, up to a maximum setback of 20 feet.

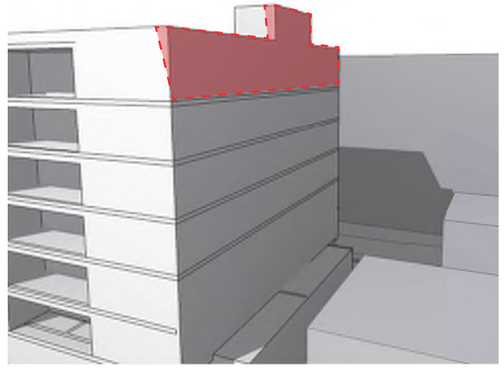
REQUESTED DEPARTURE:
A departure is requested for a portion of the level 8 roof to encroach into the required setback above 65 feet. The encroachment is approximately 1'-0" wide x 9'-8" tall for the length of the south property line.

RATIONALE:
The preferred design, Scheme 3, is requesting a departure for a small portion of the south property line to extend into the required setback, which largely includes the thickness of the exterior wall and a portion of the egress stair overrun. This departure allows for a purposeful architectural concept, and one that reflects the historic massing and modulation of the Capitol Hill neighborhood. Providing this setback at the upper story would adversely effect the design concept and be a deviation from established neighborhood patterns.

CS2.D.4: Massing Choices
DC2: Architectural Concept



SECTION VIEW



DEPARTURE 03 - SCHEME C

FACADE MODULATION

CODE SECTION:
SMC 23.47A.014.D

REQUIREMENTS:
Facade Modulation. For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line.

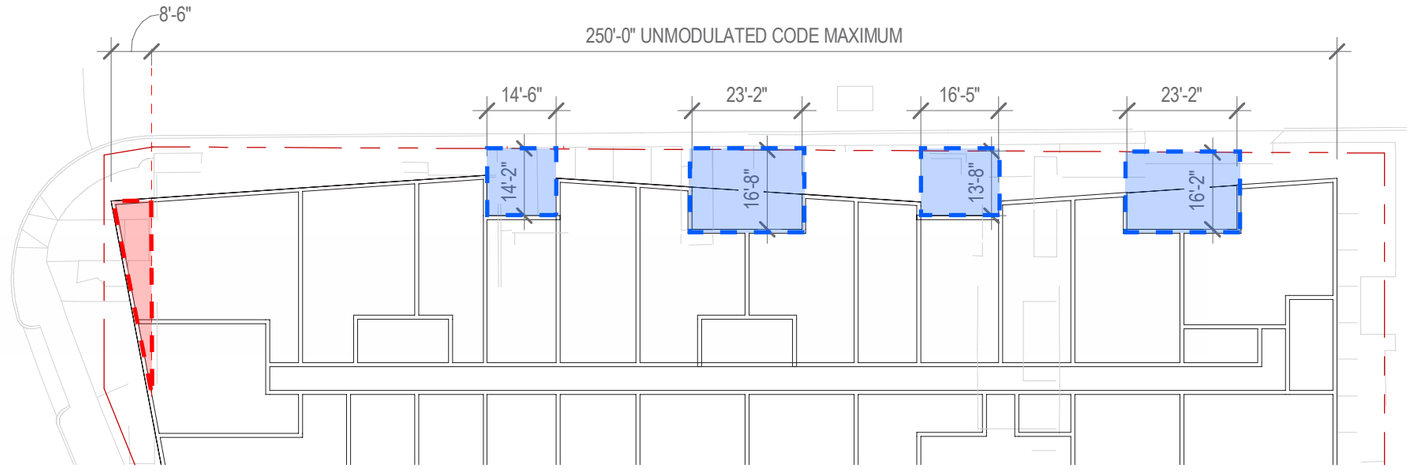
REQUESTED DEPARTURE:
A departure is requested for the continuous width of the single setback along the structure frontage that exceeds 250'. We request that this single departure be allowed to be met via a combined (2) setbacks that, while less than 30' in width, are greater than the required minimum when combined.

RATIONALE:
This departure request allows the design to comprehensively better meet the intent of the design guidelines and neighborhood pattern. The preferred massing Scheme 3 is broken down into three distinct masses, and incorporates a total width of over 46' set back an average of 16'-5" from the property line, whereas only 30' is required at 15'-0". Additionally, more than 100' is set back over 10' from the property line. The variation in setback width and depth provides increased modulation across the Boylston Ave E frontage, responds to neighborhood massing patterns, and better meets the intent of the design guidelines to avoid long, monotonous facades.

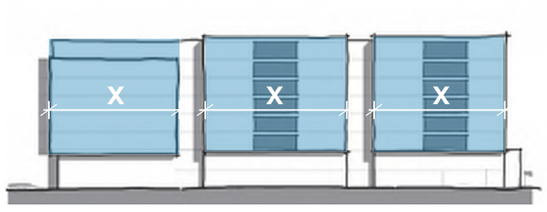
CS2.C.3: Full Block Sites

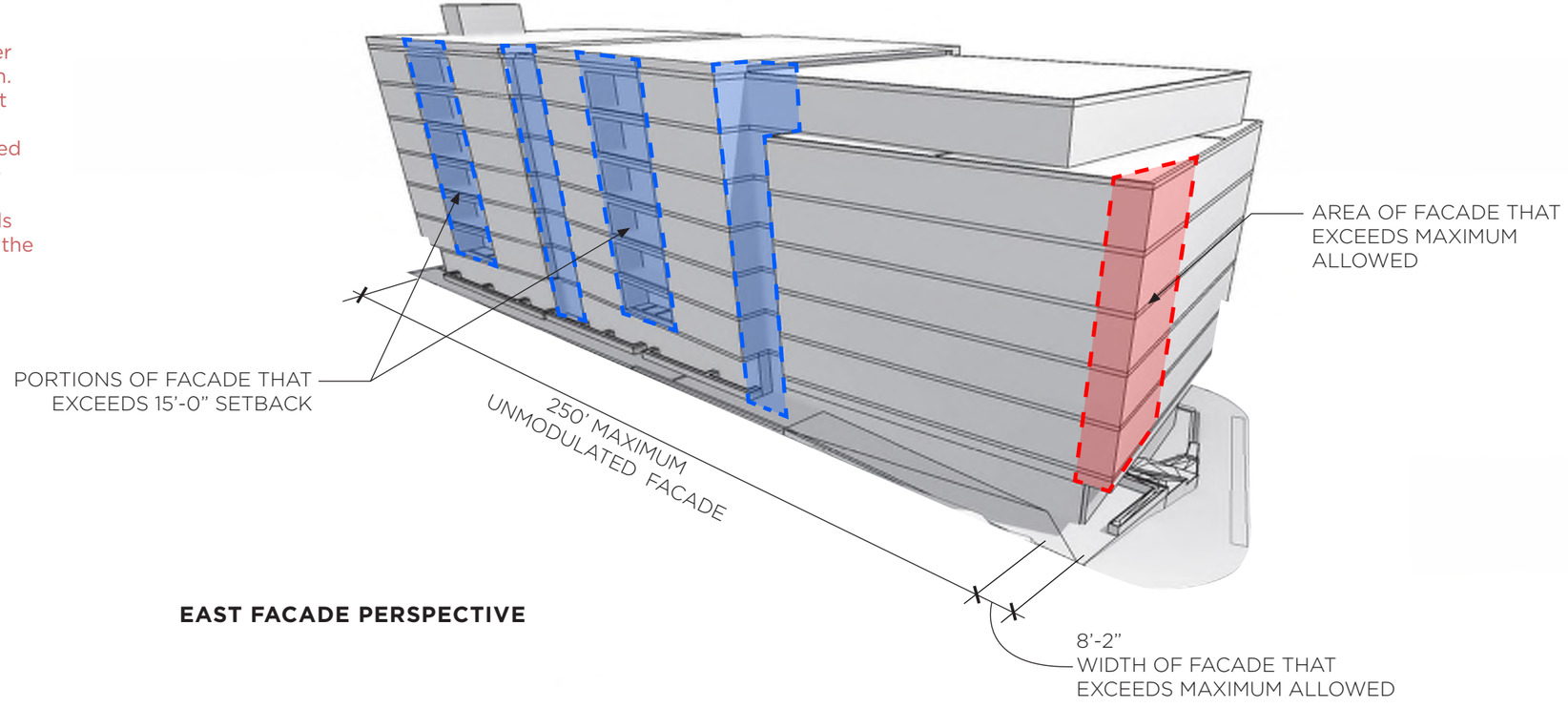
CS3.A.1: Emphasizing Positive Neighborhood Attributes

DC2: Architectural Concept



TYPICAL PLAN





EAST FACADE PERSPECTIVE

DEPARTURE 04 - SCHEMES B & C

STREET LEVEL DEVELOPMENT

CODE SECTION:
SMC 23.47A.008.D.2

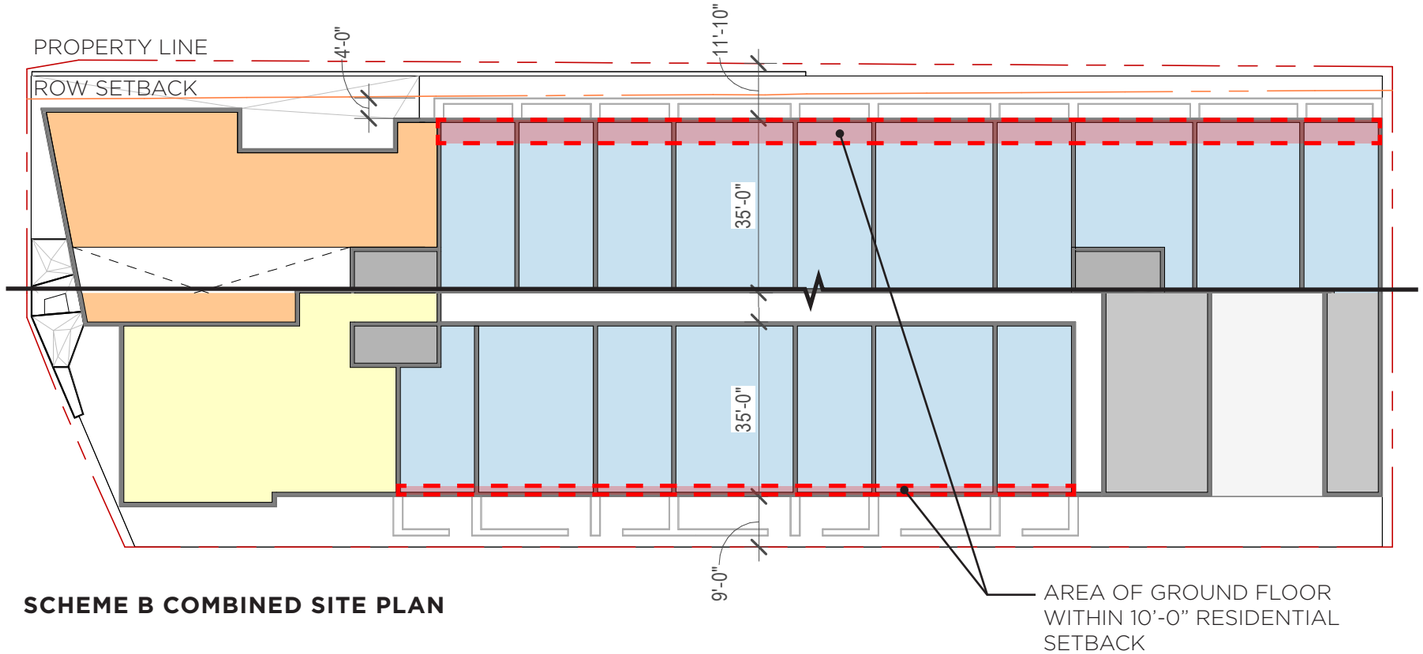
REQUIREMENTS:
The floor of a dwelling unit located along the street-level, street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

REQUESTED DEPARTURE:
A departure is requested to reduce the 10 foot setback from the sidewalk to approximately 8'-9" on the west facade and to 4'-0" on the east facade (note that this is 12'-0" from the property line).

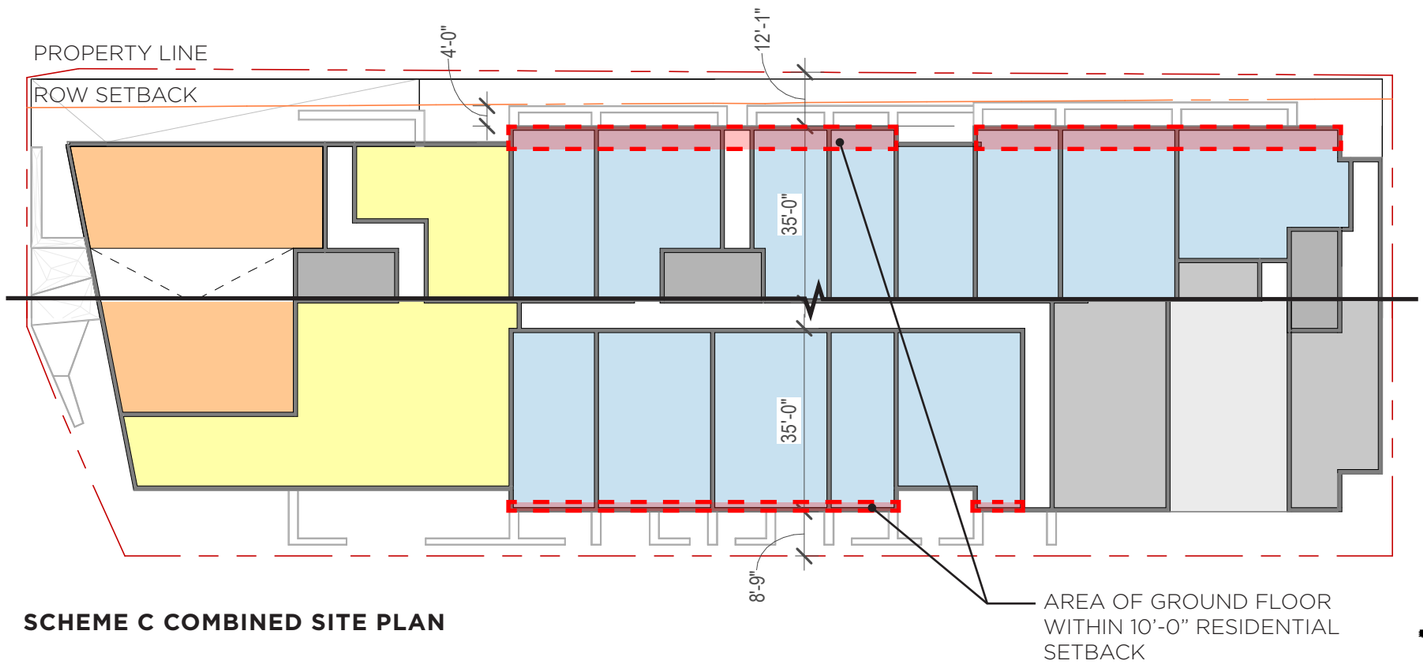
RATIONALE:
Because of the width lost along Boylston to the SDOT required setback for widening the right-of-way, the buliding is unable to fit on site and allow for a 10 foot setback for ground level entries on both sides of the building. A reduction in the required setback is being requested in order to provide functional units at the ground level with usable outdoor space, while also accommodating the ROW improvement. Landscaping and screening shall be incorporated at both frontages in order to provide both a buffer between the facade and sidewalk edge as well as visual interest and texture along the pedestrian path.

CS2.A.2: Architectural Presence

CS2.B.2: Connection to the Street



SCHEME B COMBINED SITE PLAN



SCHEME C COMBINED SITE PLAN

DEPARTURE 05 - SCHEME B

FACADE MODULATION

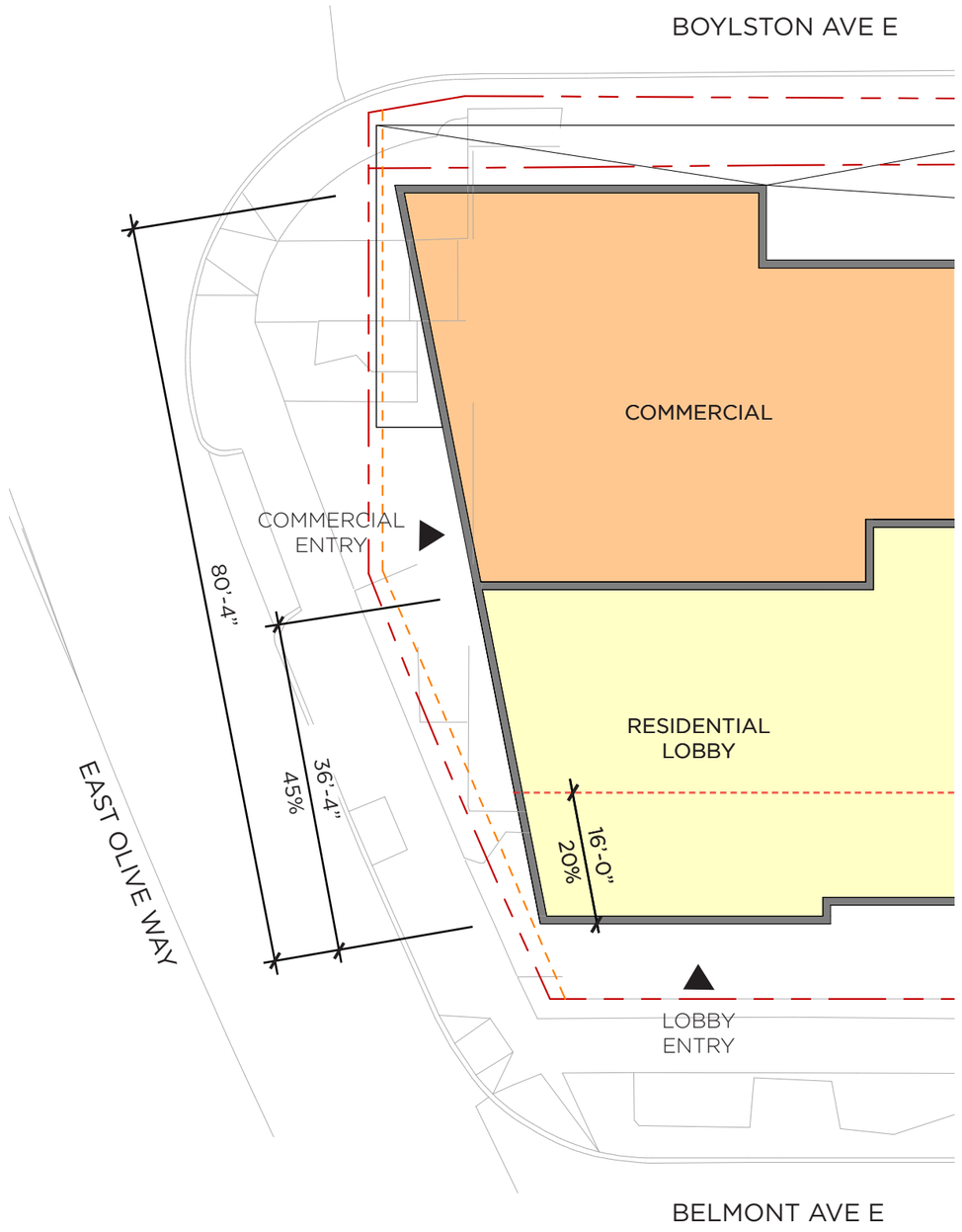
CODE SECTION:
SMC 23.47A.005.C.1.a

REQUIREMENTS:
In all NC and C zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level facing facade in a pedestrian designated zone, facing a designated principal pedestrian street.

REQUESTED DEPARTURE:
A departure is requested to exceed the 20 percent of the street-level facing facade for residential/residential amenity uses. The departure use percentage is ~45% for residential use.

RATIONALE:
East Olive Way is a mixture of commercial uses and residential entries and lobbies. Expanded residential use helps transition more distinctly from the bustling Broadway corridor to the east towards a more predominant residential intensity to the west, while responding directly to the adjacent uses at the Boylston/Belmont & Olive Way intersection. Both spaces are double-height and create a variety of enagement opportunities throughout all times of the day along the sidewalk frontage.

CS2.C.1: Corner Sites
PL1.B.3: Pedestrian Amenities
PL2.B.1: Eyes on the Street
PL2.B.3: Street Level Transparency



LEVEL 1 PLAN (NORTH)

SCHEME A - CODE COMPLIANT

ADVANTAGES

- No departures requested
- Two level setback at top helps reduce vertical scale
- Most efficient structure and construction
- No departures requested

DISADVANTAGES

- Despite the mid-block inset, still reads as a single mass and is out of scale with other structures in the vicinity
- Folded facade at Olive Way reacts to the continuing street edge, rather than setting a corner identity
- Lack of modulation diminishes opportunity for clean material transitions and shadows to express depth.
- Continuous facade plane at the street edge does not successfully articulate or support the pedestrian scale
- Although resident entries on Belmont are set back, the looming overhead mass negatively impacts unit entries

SCHEME B - BAYS

ADVANTAGES

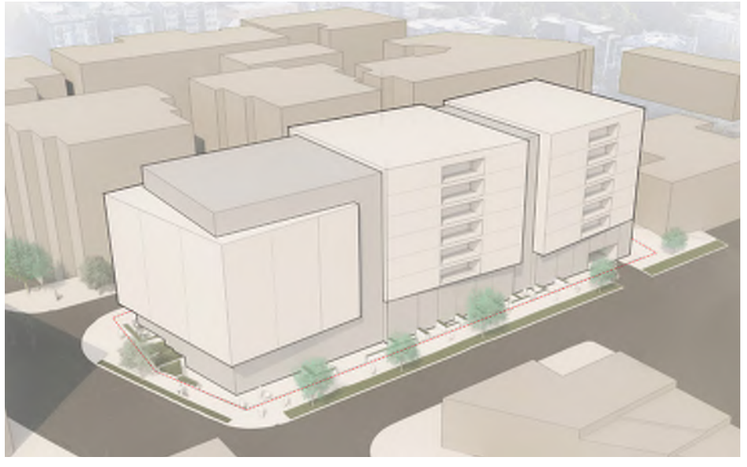
- Strong vertical expression relates to modulation used in the vicinity by modern structures
- Upper level setback at top helps reduce vertical scale
- Elevated bays provide strong separation and definition of the ground plane
- Strong corner mass established by differentiating between the bay and corner mass elevations

DISADVANTAGES

- Continuous facade plane at Olive Way does not successfully articulate or support the pedestrian scale
- Lack of depth change between commercial and residential uses at ground level
- Protruding bay modulation is overly common and limiting in texture and material patterning
- Structure is still perceived as a single site mass, and does not address the smaller scale of structures in the vicinity

4 Departures Requested

SCHEME C - 3 MASS (PREFERRED)



ADVANTAGES

- 3-volume division relates to the scale of structures in vicinity
- Strong vertical expression relates to modulation used in the vicinity on both historic and modern structures
- Upper level setback at top helps reduce vertical scale
- Differentiating between ground level articulation at commercial and residential
- Strong corner mass established by differentiating between the bay and corner mass elevations.
- Ground level setback at Olive Way allow for potential covered outdoor commercial space
- Integrated “inset” balconies establish a bay rhythm while also tying the simpler facade volumes together, and provide shading to units
- Elevated volumes provide strong separation and definition of the ground plane

4 Departures Requested