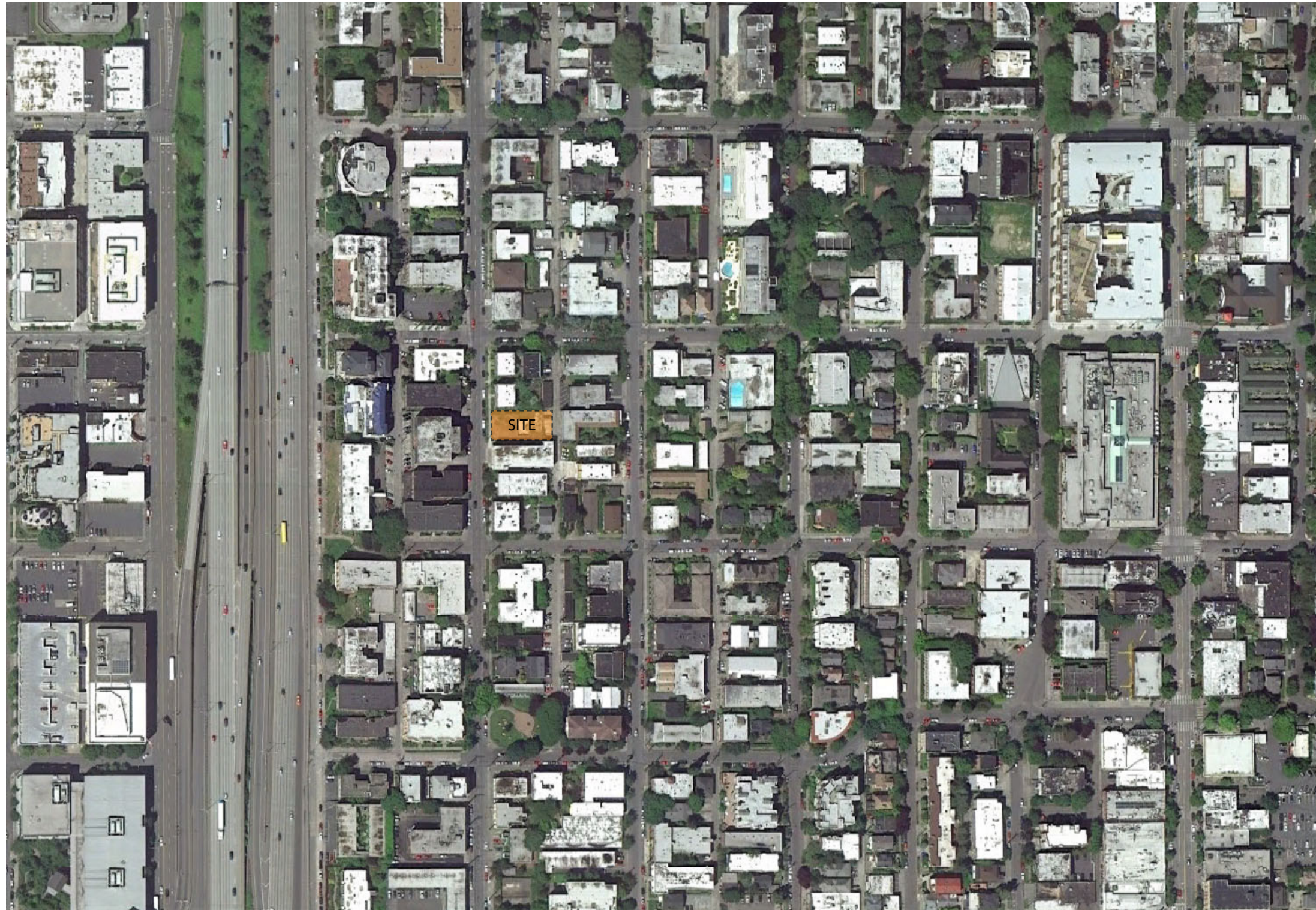


418 BELLEVUE AVE. E
WORKFORCE HOUSING

EDG MEETING • DPD #3011923
MAY 4, 2011



Runberg Architecture Group, PLLC

Brian Runberg
One Yesler Way, Suite 200
Seattle, WA 98104

Langer Properties

3216 NE 45th Pl. Suite 107
Seattle, WA 98105

Attachment A
City of Seattle
Application for Early Design Guidance

PART I: CONTACT INFO

1. Property Address 418 Bellevue Ave E
2. Project number 3011923
Additional related project number(s):
4. Owner/Lessee Name Langer Properties
5. Contact Person
Name Chris Langer
Firm Langer Properties
Mailing Address 3216 45th Pl NE, Suite 107
City State Zip Seattle, WA 98105
Email langer@incityinc.com
6. Applicant's Name Brian Runberg
Relationship to Project Architect
7. Design Professional's Name Runberg Architecture Group PLLC – Brian Runberg
Address 1 Yesler Way Suite 200, Seattle, WA 98104
Phone (206) 956-1970
Email address contact: Brian Runberg; brianr@runberg.com
8. Applicant's Signature _____
Date _____

PART II: SITE AND DEVELOPMENT INFO

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The site is located in the Capitol Hill neighborhood at 418 Bellevue Ave E. The site occupies one 60' x 120' parcel in the middle of the block between E Harrison St. and E Republican St. The site has 60 feet of frontage on Bellevue Ave E and is served by a 16 foot wide paved alley.

The site slopes downward approximately 17 feet from east to west. There are 6 existing paved surface parking spaces adjacent to the alley. There is an existing concrete retaining wall below the parking area. The concrete foundation from a recently demolished building remains in the center of the site. The remainder of the site is vacant.

2. Please indicate the site's zoning and other overlay designations, including applicable neighborhood-specific guidelines.

The site is zoned MR (Midrise residential) and is located within the Capitol Hill Urban Center Village. The site is located in the portion of the neighborhood designated as the West Slope District in the Capitol Hill Neighborhood Design Guidelines. All adjacent properties are zoned the same as the subject property.

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, view, community landmarks, etc.

The site is located near the center of a predominantly residential, medium-density area of Capitol Hill. The neighborhood is within walking distance of Broadway and the commercial core of Capitol Hill to the east, as well as Pike/Pine and Downtown to the South. Interstate 5 runs along the west edge of the neighborhood blocking all access to the Cascade neighborhood and South Lake Union to the west. The site is served by Metro bus route 14, connecting to Downtown, and is within walking distance of several other bus routes serving Capitol Hill, as well as the future Sound Transit Light Rail line.

The neighborhood is characterized by small, low- and mid-rise apartment and condominium buildings, most of which date from the early to mid-twentieth century. Older buildings are typically 3-4 story brick structures, while later buildings tend to be wood frame or concrete structures, ranging from 3-5 stories. Recent developments are typically wood frame buildings, 4-6 stories in height. Most of these buildings occupy only one or two parcels, creating a fairly consistent scale of development throughout the neighborhood. Many of the existing buildings are set back from the street and from adjacent property lines, while others, particularly larger buildings, are built out to their property lines. Brick is the most common cladding material, particularly in older buildings, while later buildings are clad in a variety of materials including wood, brick, stone and concrete masonry.

The streetscape throughout much of the neighborhood is small-scaled and residential in character. Almost all streets in the neighborhood have sidewalks and are very pedestrian-friendly. Vehicular traffic in the neighborhood is minimal. Most of the streetscape is heavily landscaped with street trees and planting strips in the right-of-way and many properties have landscaped front setbacks. There are two small parks in the neighborhood, both within 3 blocks of the project site. The neighborhood slopes significantly from east to west, allowing for excellent views to the west, particularly along streets running east-west. Taller buildings along the west edge of the neighborhood partially obstruct views from the site itself.

The properties immediately adjacent to the project site are all currently developed and redevelopment is unlikely to occur in the near future. The property to the north is occupied by a small, 3-story brick apartment building dating from the 1920s. This building occupies only the front portion of the lot and the back half remains vacant. The property across the alley to the east contains a 4-story brick apartment building also dating from the 1920s. The building is built up to its property line and has six units facing on to the project site. The property to the south is occupied by a 4-story, wood-frame apartment building dating from the 1950s. This building is set back from its north property line and has 17 units which face onto the project site.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residents (approx), amount of commercial square footage (approx) and number of parking stalls (approx). Please also include potential requests for departure from development standards.

The applicant's development objective is to provide the highest and best use for the site and to create a high-density, workforce/affordable housing development. The proposed project is a 7-story, 75 foot building with 59 units of housing and parking for 16 vehicles in a below grade parking garage. The project intends to take advantage of the height and FAR bonus for providing affordable housing and meeting sustainable building standards.

The project will request a departure from the front, side and rear setback requirements. It will also request a departure from driveway location and sight triangle requirements.



Project Data: 418 Bellevue Ave E
Client: Langer Properties
 4/22/11
Description: Early Design Guidance

1.0 PROJECT DATA

1.1 Location: 418 Bellevue Ave E, Seattle, WA 98102
1.2 Site Area: 7,200 sf approx.
1.3 Zone: MR
 Capitol Hill Urban Center Village

1.4 Building Code: Seattle Amendments to the 2009 International Bldg. Code (IBC)
1.5 Proposed Use: Residential

1.7 Occupancy Classification / Separations

Residential
 Parking

R-2	S-2
2	2

1.8 Gross Floor Area:

	Fir. Lev.	PKG (gsf)	VERT CIRC	LOBBY/CORE/MECH	COMMER. (gsf)	exterior balcony	common amenity	RESID. (gsf)	TOTAL (gsf)	roof ctyds	compliant open spc
Type I-A	Level 1	3,513	374	1,143				808	5,838		
	Level 2	985	591	841				2,928	4,360		
Type V-A	Level 3		374	564				4,321	5,259		
	Level 4		374	564				4,321	5,259		
	Level 5		374	564				4,321	5,259		
	Level 6		374	564				4,321	5,259		
	Level 7		374	564				4,321	5,259		
	Roof		374						374	2,000	
	Subtotal	4,498	3,209	4,804	0	0	0	25,341	36,867	2,000	
	average		25,341 /	59	=	430	gsf per unit average				

1.9 Unit Distribution

Unit Distribution per floor **at feasibility/SD phase**

	Studio	Open 1/1	total
L1	2		2
L2	4	3	7
L3	4	6	10
L4	4	6	10
L5	4	6	10
L6	4	6	10
L7	4	6	10
	26	33	59

Unit Mix		
Unit Type	# Units	%
Studio	26	44.1%
Open 1/1	33	55.9%
Totals	59	1

Average Unit Size		
Res	# of Units	Avg. GSF
25,341	59	430

1.10 Project Metrics

Residential Area Efficiency	res. area	/	total floor area (levels 3-7)	=	82.2%
	21,605	/	26,295	=	82.2%
Heated Area Efficiency	heated area	/	total floor area	=	79.1%
	29,160	/	36,867	=	79.1%
Parking Efficiency	parking area	/	number of stalls	=	281.1 sf per space
	4,498	/	16	=	281.1 sf per space
Total gross rentable area (gsf)	residential	+	commercial	=	25,341
	25,341	+	0	=	25,341



Project Data: 418 Bellevue Ave E
Client: Langer Properties
 4/22/11
Description: Early Design Guidance

2.0 ZONING DATA

2.1 Use: Residential
 SMC 23.45.504 Permitted

2.4 Structure Height:

Max. Allowed: SMC 23.45.514
 60' base height limit
 75' height limit w/ bonus FAR

Projections allowed above height limit: clerestories, guardrails, elevator/stairs overruns

2.5 Floor Area Ratio

SMC 23.45.510
 Base FAR: 3.2
 Maximum FAR: 4.25
 Increase to maximum FAR permitted when project provides affordable housing per SMC 23.58A and meets LEED Silver or Built Green 4-star per SMC 23.45.526

Lot Area: 7,200 SF
 Floor Area (excluding below grade): 30,550 SF
 FAR provided: 4.24

2.6 Setbacks

SMC 23.47A.014.B.3
 North property line (side): 7' Minimum, 10' Average
 East property line (rear): 10'
 South property line (side): 7' Minimum, 10' Average
 West property line (front): 5' Minimum, 7' Average
 Projections permitted into setback: exterior balconies, decks

2.9 Residential Amenity Area:

SMC 23.45.522
 Required: 5% gross bldg. in resid. use: 5% of 32,369 = 1,618 sf
 Provided: at grade at upper floors
 2,000 sf
 2,000 sf

SMC 23.45.522.B.5
 Required: minimum dimension 10 ft, no area less than 250 ft

2.12 Required Parking:

SMC 23.54.015 Table B
 Residential 59 units
 Required Parking Ratio None
 Required Parking 0.00
 No parking requirement for residential uses in an urban center village. SMC 23.54.015 Table B

Total Residential Parking Requirement 0

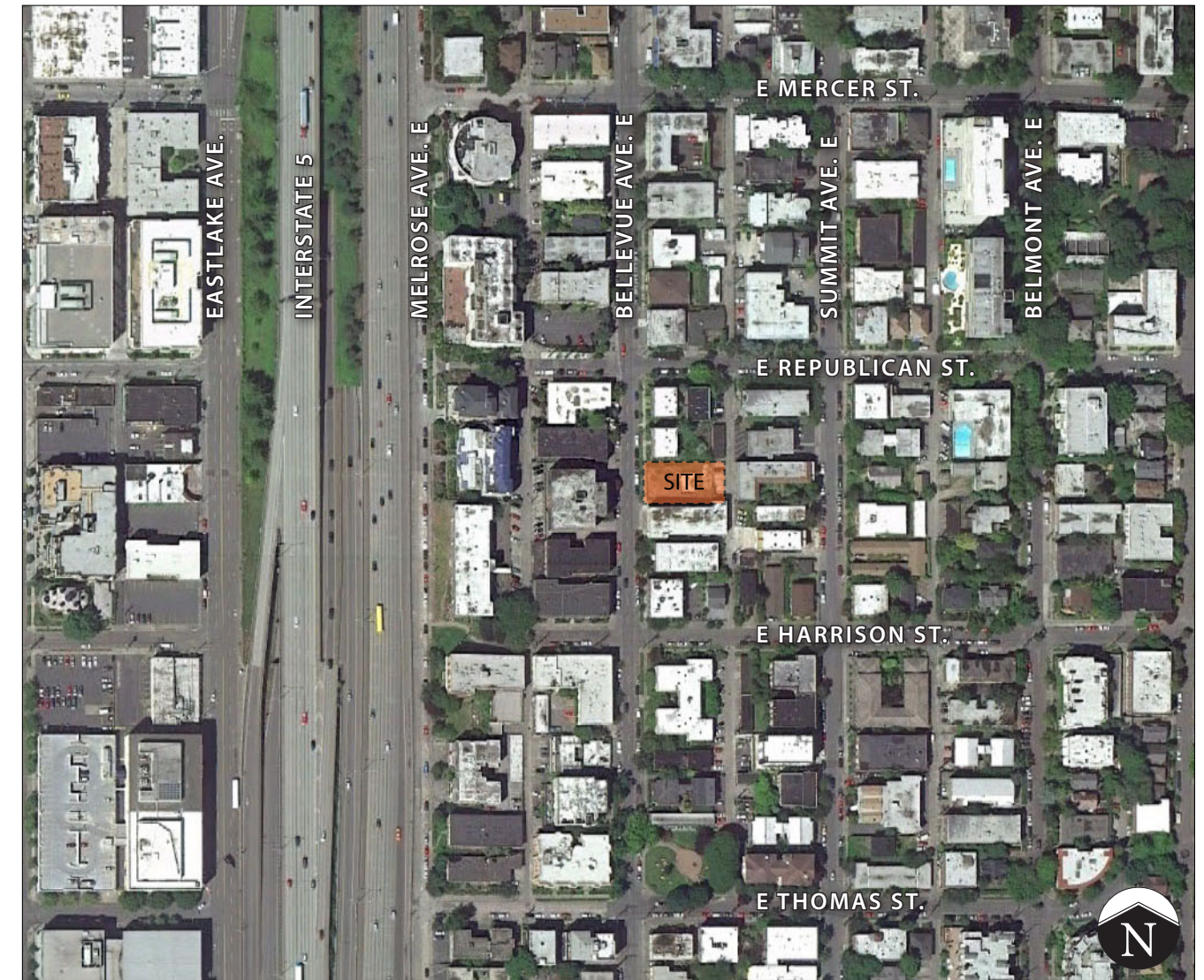
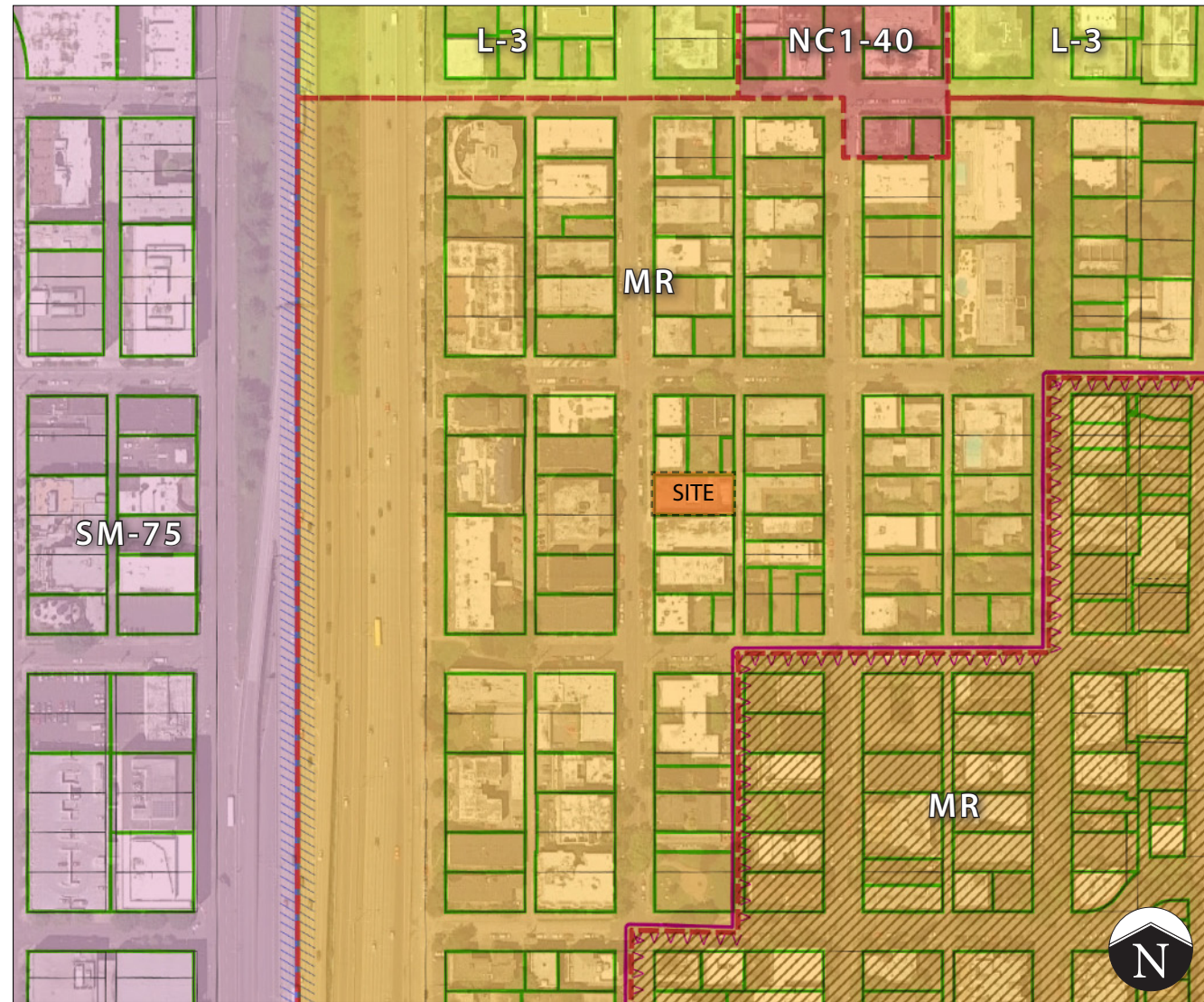
Provided Parking

Residential					
S	M	L	ADA	ADA van	totals
6	9	0	0	1	16

16 residential stalls
 56.3% M

Driveway sight triangle: 10' triangle required

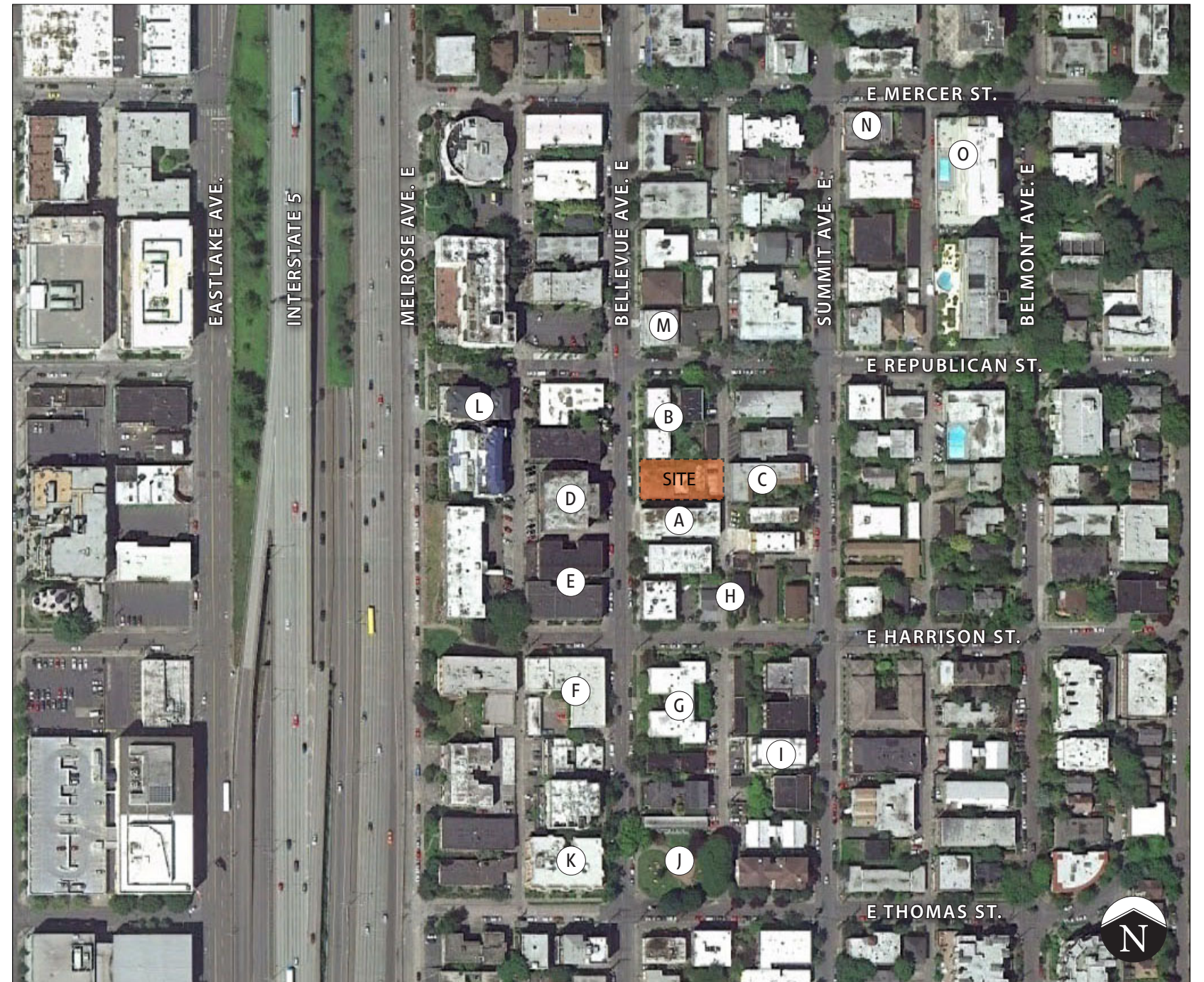
Bicycle Parking SMC 23.54.015 Chart E					
	LONG TERM Bicycle Pkg Ratio	SHORT TERM Bicycle Pkg Ratio	LONG Required	SHORT Required	
Residential	59 units	1/4	15	n/a	



ZONING MAP

- Midrise
- Seattle Mixed 75
- Capitol Hill Light Rail Station Overlay
- Lowrise 3
- Neighborhood Commercial 1-40

AERIAL PHOTO



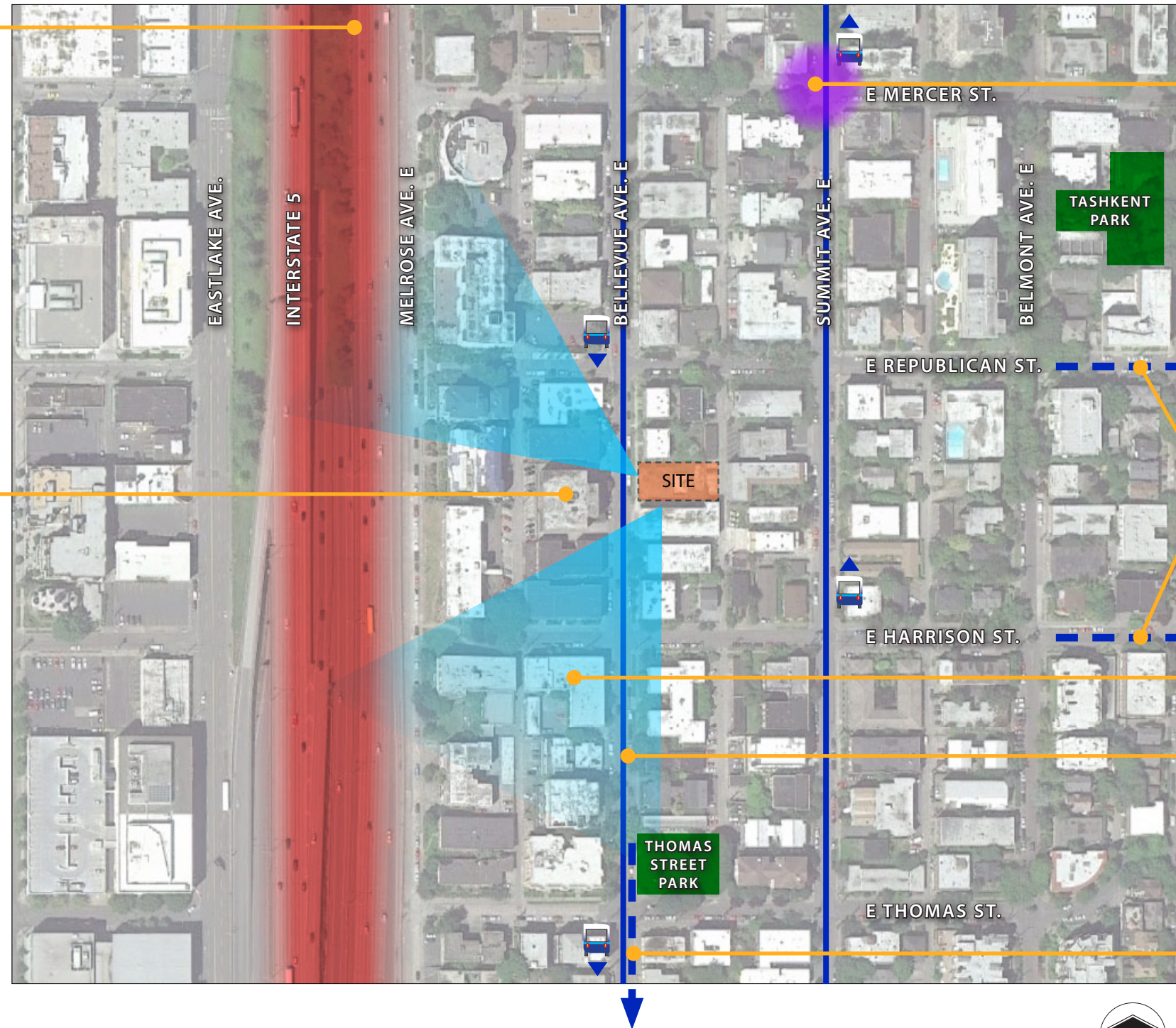
SURROUNDING USES

- Residential
- Retail
- Recreation

CONSTRAINTS

• I-5: Barrier to pedestrian access and source of noise

• Taller buildings to the west block views and solar access



OPPORTUNITIES

- Low-traffic, pedestrian-friendly streets
- Neighborhood commercial node
- Walking distance to two neighborhood parks.

• Pedestrian connections to Broadway and central Capitol Hill

• Views to south and west

• Connection to Downtown via Metro bus route 14

• Pedestrian connection to Pike/Pine and Downtown

BELLEVUE AVENUE E - EAST



E REPUBLICAN ST.

PROJECT SITE

E HARRISON ST.

BELLEVUE AVENUE E - WEST



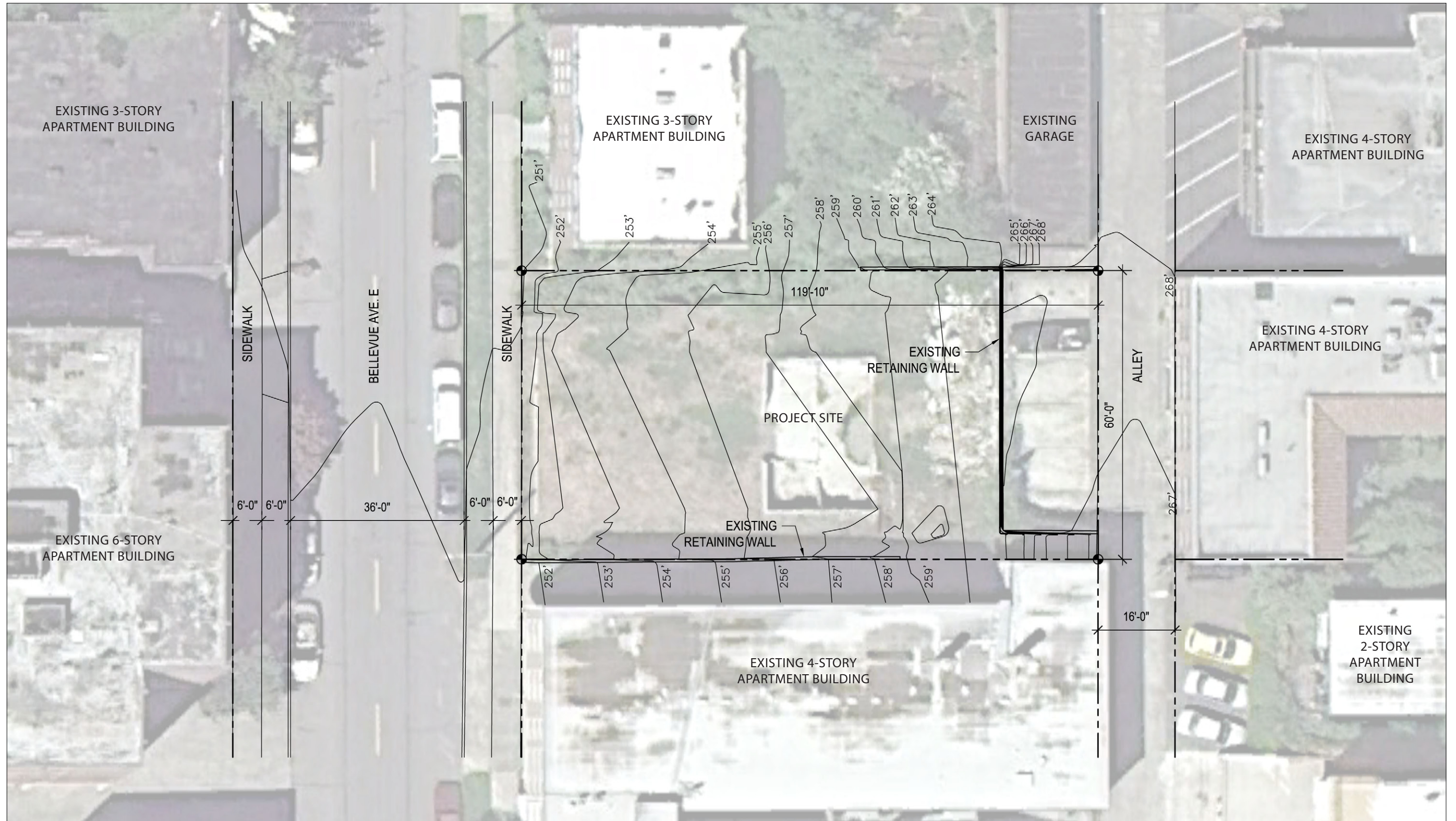
E HARRISON ST.

ACROSS FROM PROJECT SITE

E MERCER ST.

E REPUBLICAN ST.





EXISTING SITE PLAN



VIEW OF SITE FROM BELLEVUE AVE E



VIEW OF ADJACENT BUILDING TO NORTH



VIEW OF SITE FROM ALLEY



VIEW OF ADJACENT BUILDING TO SOUTH

SITE PLANNING

A-1 Responding to Site Characteristics

The massing of the building responds to the close proximity of the adjacent buildings while taking advantage of the views from the site. The slope of the site allows for a ground floor with generous ceiling height.

A-2 Streetscape Compatibility

The building has residential units and entries at ground level, raised and set back from the sidewalk, consistent with the surrounding residential buildings.

A-3 Entrances Visible from the Street

The main entry lobby is located directly facing the sidewalk. Units at ground level have stoops and entries directly accessible from the sidewalk.

A-4 Human Activity

Residential uses at ground level are oriented to and accessed from the sidewalk, creating a more active streetscape.

A-5 Respect for Adjacent Sites

The massing of the building responds to the massing of adjacent buildings and views from adjacent units, providing greater setbacks where needed to maintain daylight for units in neighboring buildings.

A-6 Transition Between Residence & Street

Residential units at ground level are set back and raised above the sidewalk to maintain privacy. Stoops and landscaping in the setbacks create a transition from the street to the unit.

A-7 Residential Open Space

Residential units are oriented toward the street or open spaces to the greatest extent possible. A common roof deck will provide ample usable open space for residents.

A-8 Parking & Vehicle Access

Parking is located in an underground garage accessed from Bellevue Ave, and additional parking is located along the alley. Other uses are located between the garage and the street, and no parking spaces will be visible from the street or the sidewalk.

HEIGHT, BULK & SCALE

B-1 Height, Bulk & Scale Compatibility

The proposed building occupies a footprint of similar size and shape to most of the neighboring buildings. The massing and shape of the building responds to the massing of adjacent buildings to minimize impacts on their residential units.

ARCHITECTURAL ELEMENTS & MATERIALS

C-1 Architectural Context

Buildings in the neighborhood vary in style and materiality, but have a consistent character of residential use and relationship to the street. The proposed building follows this character by orienting residential units and entries toward the street and creating ground-related units at street level.

C-2 Architectural Concept and Consistency

The building is simple and consistent in form, becoming a piece of the varied character of the neighborhood. The materiality and detailing of the building will be reflective of its function and construction.

C-3 Human Scale

The building will incorporate features such as awnings, shades, screens and landscaping in the streetscape and on the facade to maintain the human scale.

C-5 Structured Parking Entrances

The driveway and parking entrance are kept as narrow as possible to minimize their impact on the streetscape. The garage door is set back from the street, allowing the residential stoops and entry lobby to have greater prominence on the ground level facade.

PEDESTRIAN ENVIRONMENT

D-1 Pedestrian Open Spaces and Entrances

The main entry to the building and to ground level units are located along the sidewalk. The design of the streetscape and other open spaces will prioritize pedestrian access, visually and functionally.

D-7 Personal Safety and Security

Residential units will face onto the street, alley and side yards, creating eyes on the street. Common circulation areas will be open to the exterior, allowing for views in and out.

D-12 Residential Entries and Transitions

Entries to the residential units at ground level are set back and raised above the sidewalk to maintain privacy. Stoops and landscaping in the setbacks create a transition from the street to the unit. This space can also be used by residents, creating activity on the street.

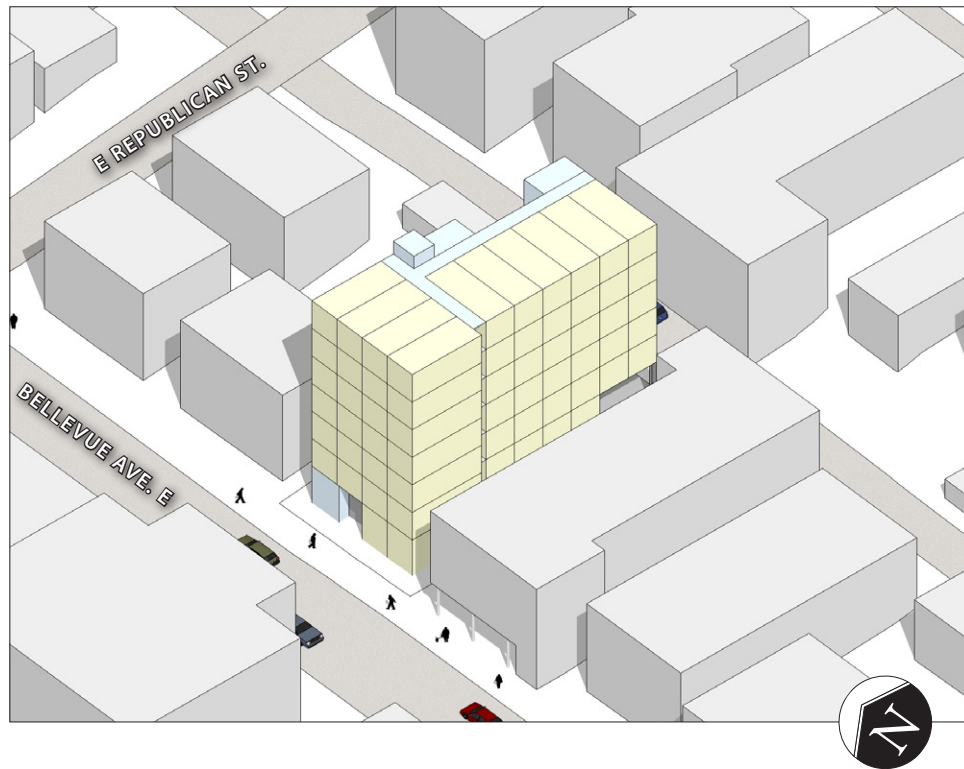
LANDSCAPING

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

Landscaping along the street will be consistent with the existing landscape character of the street. Additional landscaping in the right-of-way will create a more attractive streetscape than that which currently exists on the site.

E-2 Landscaping to Enhance the Building and/or Site

Landscaping will be used to enhance transitions between neighboring properties and soften the impacts of the proposed building where necessary.



MASSING OPTION A
Code-Compliant

60 units
FAR: 3.94
29,300 gsf total

Pros

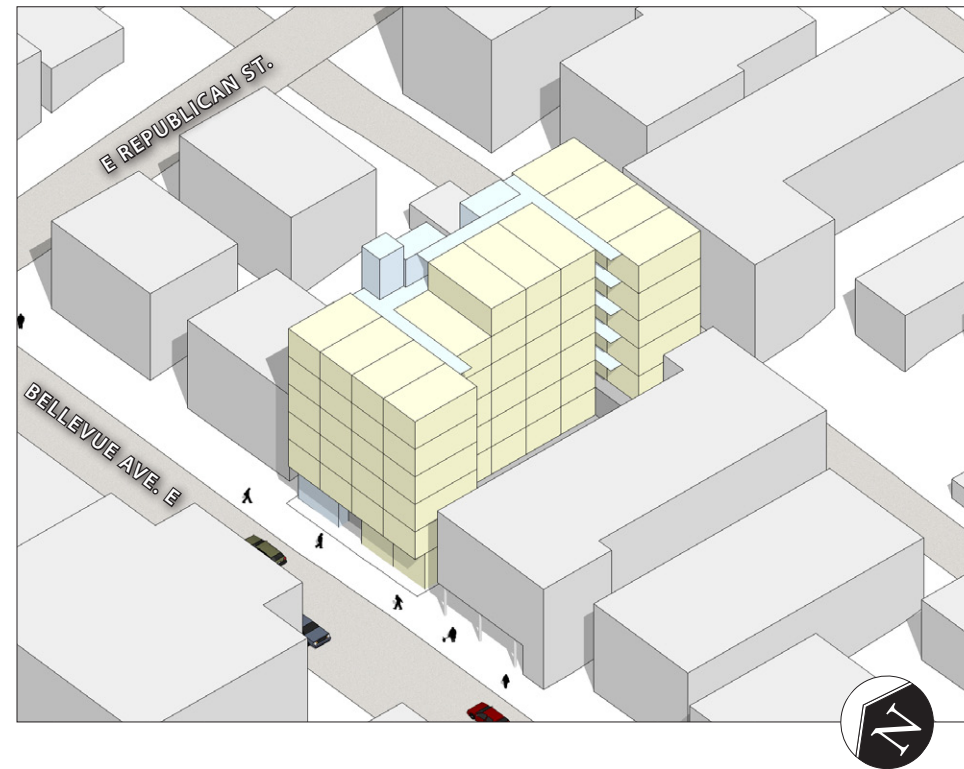
- Sets back from all adjacent properties

Cons

- Deep, narrow units
- Unable to reach maximum allowable FAR within setbacks

Departures

- Driveway access from street



MASSING OPTION B

65 units
FAR: 4.24
36,700 gsf total

Pros

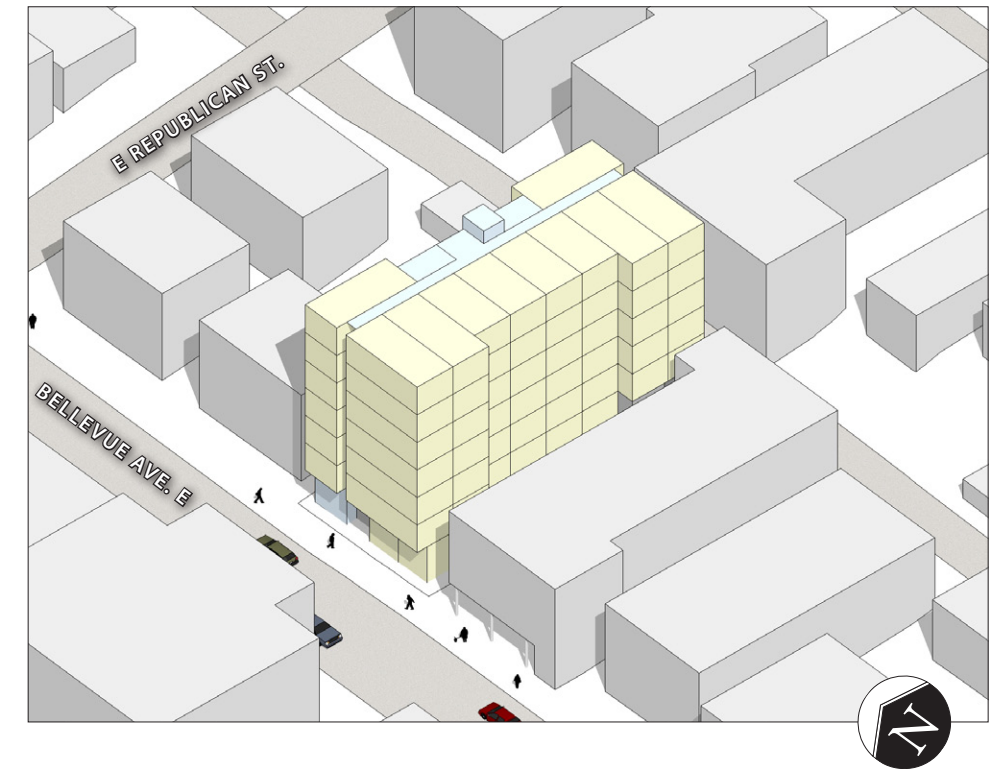
- Minimizes the number of units facing into side yard
- Lower height facing Bellevue Ave. E
- Provides largest setback from the building to the south

Cons

- Minimal setbacks from north & south property lines
- Large areas of blank facade on north & south elevations due to lack of setback
- Alley-facing units have poor views

Departures

- Driveway access from street
- Driveway sight triangles
- Front, rear & side setbacks



MASSING OPTION C
Preferred Scheme

59 units
FAR: 4.24
36,700 gsf total

Pros

- Provides setbacks on all sides & requires smaller setback departures than Option B
- Allows units to take greatest advantage of views at upper levels
- Allows for a greater diversity of unit types
- Minimizes blank walls on all sides

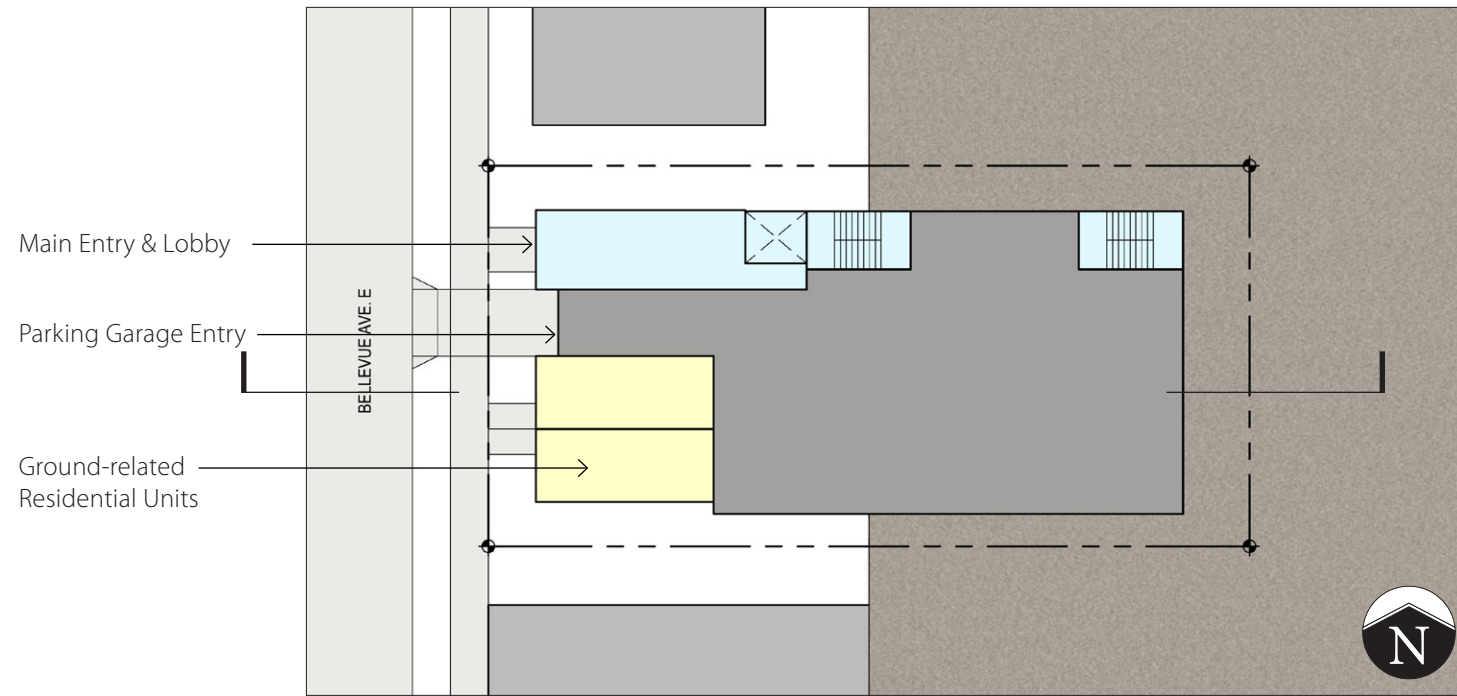
Cons

- Most units face into side yard

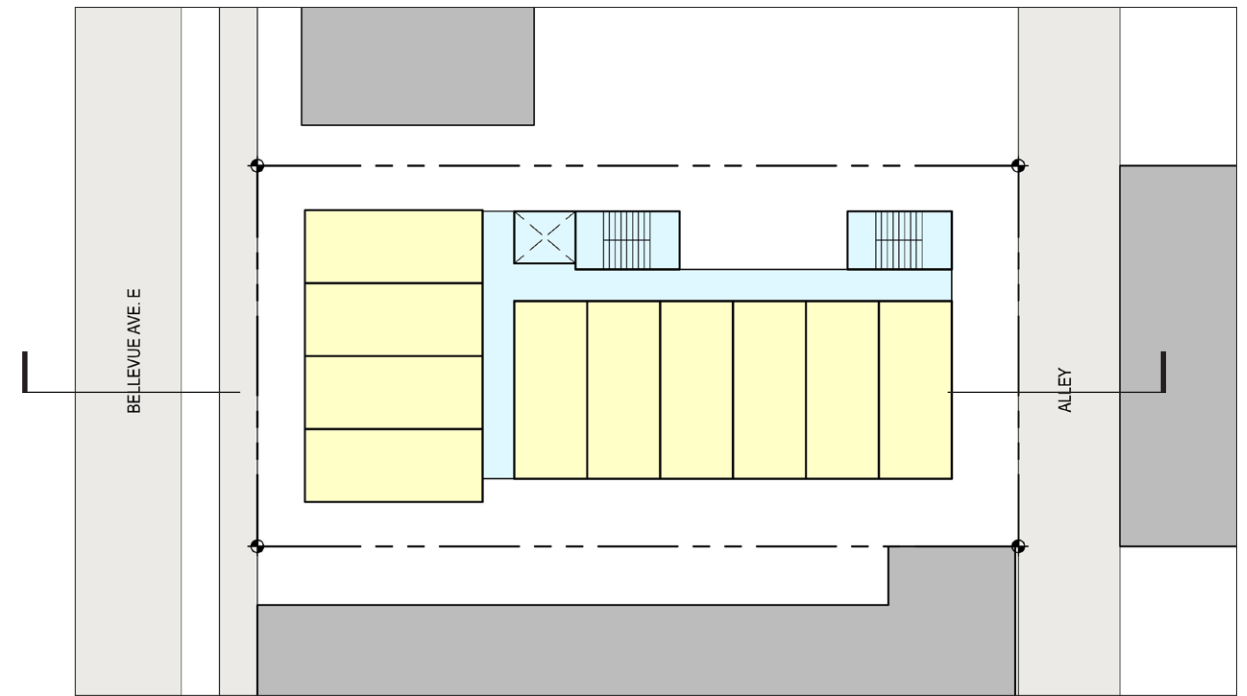
Departures

- Driveway access from street
- Driveway sight triangles
- Front, rear & side setbacks

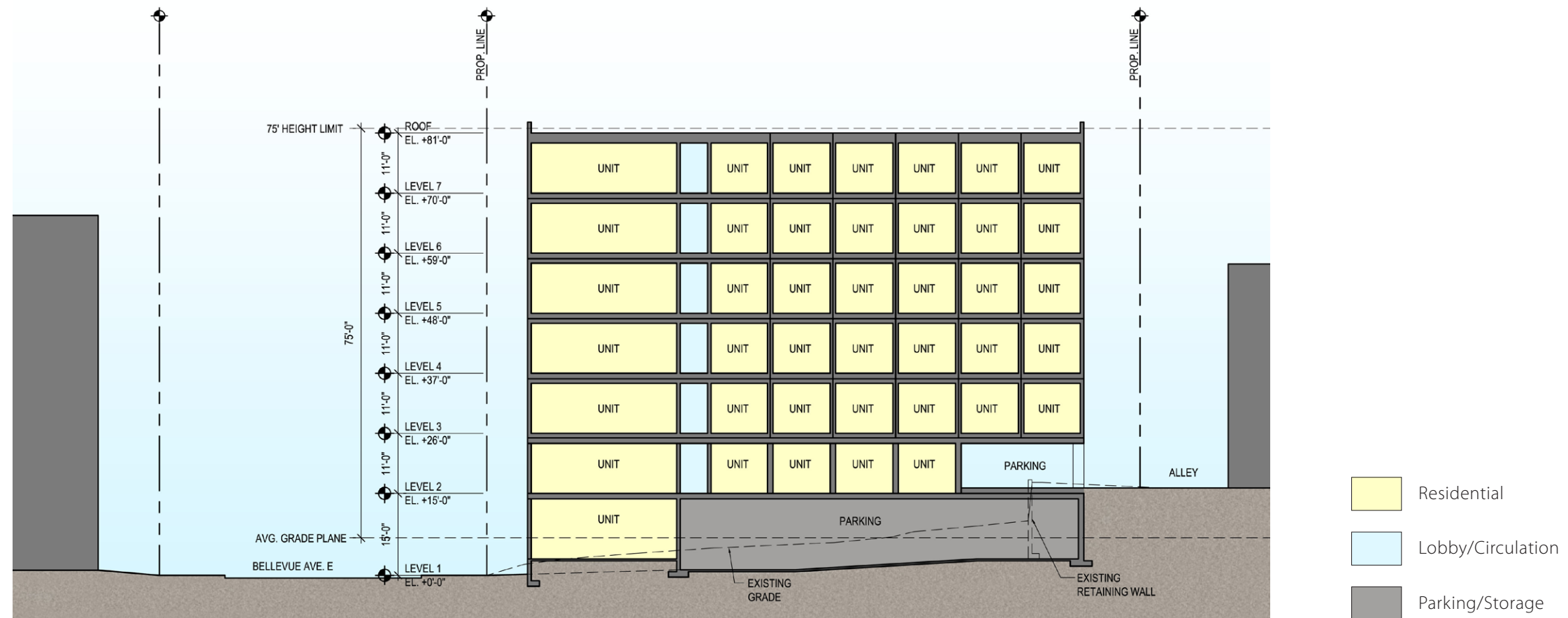
MASSING OPTION A



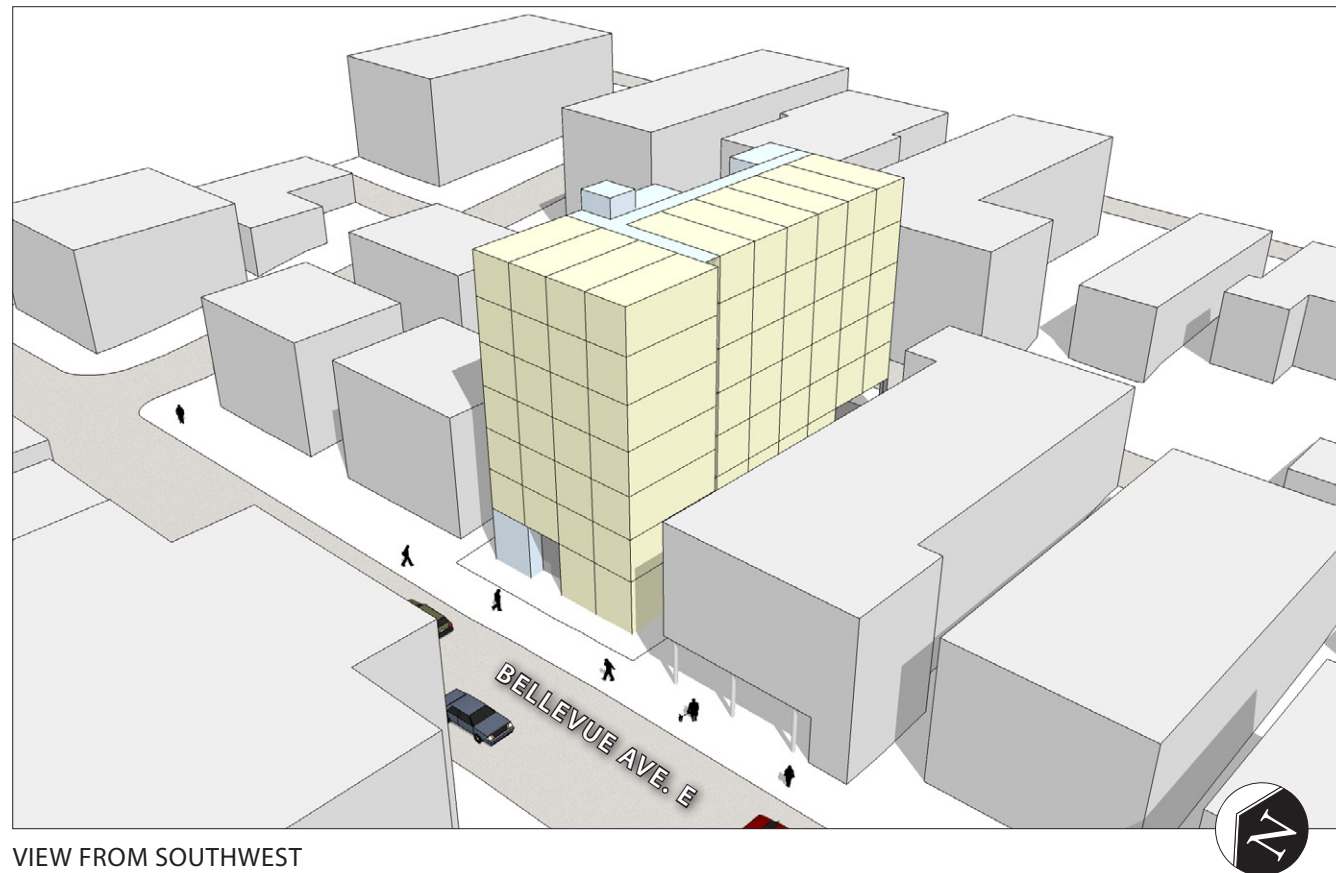
GROUND FLOOR PLAN



TYPICAL UPPER FLOOR PLAN



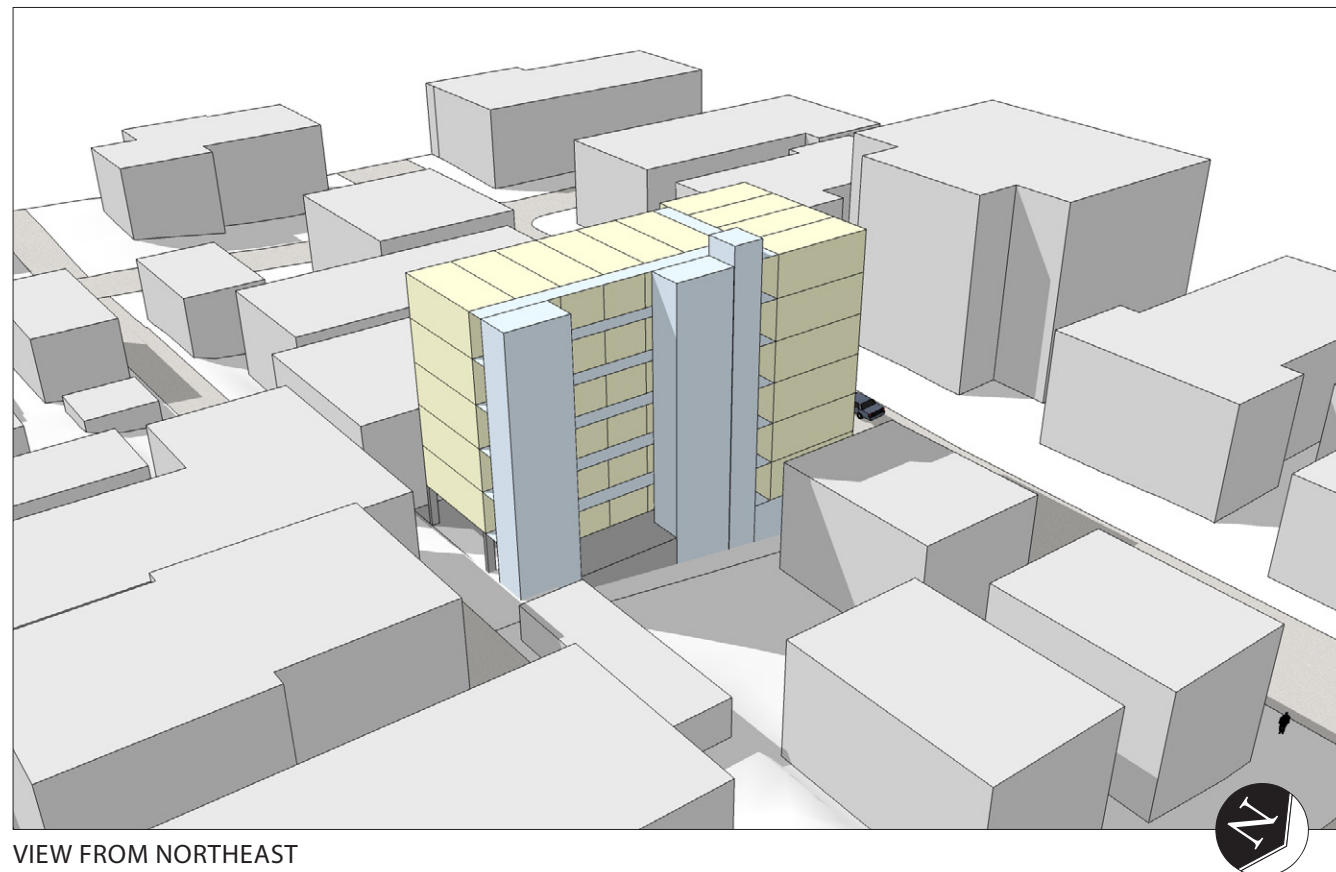
WEST-EAST BUILDING SECTION



VIEW FROM SOUTHWEST



VIEW ALONG BELLEVUE AVE E LOOKING SOUTH

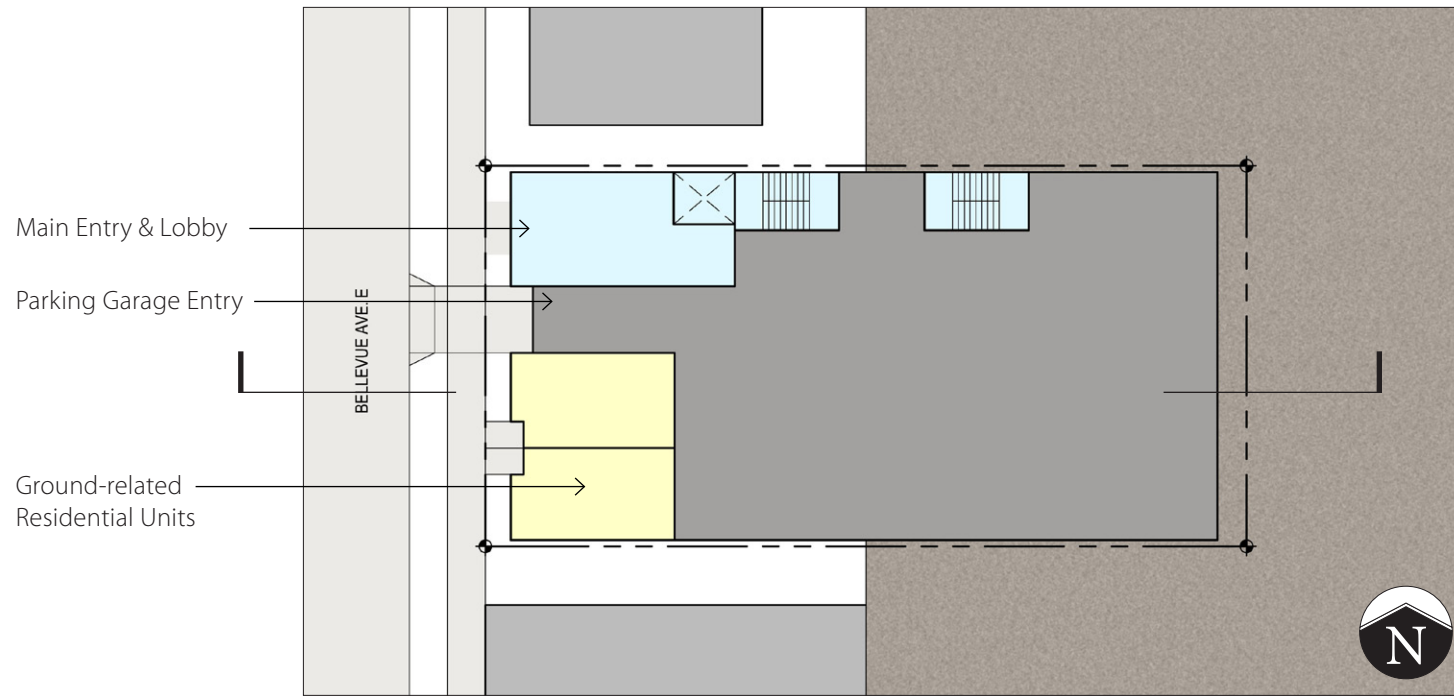


VIEW FROM NORTHEAST

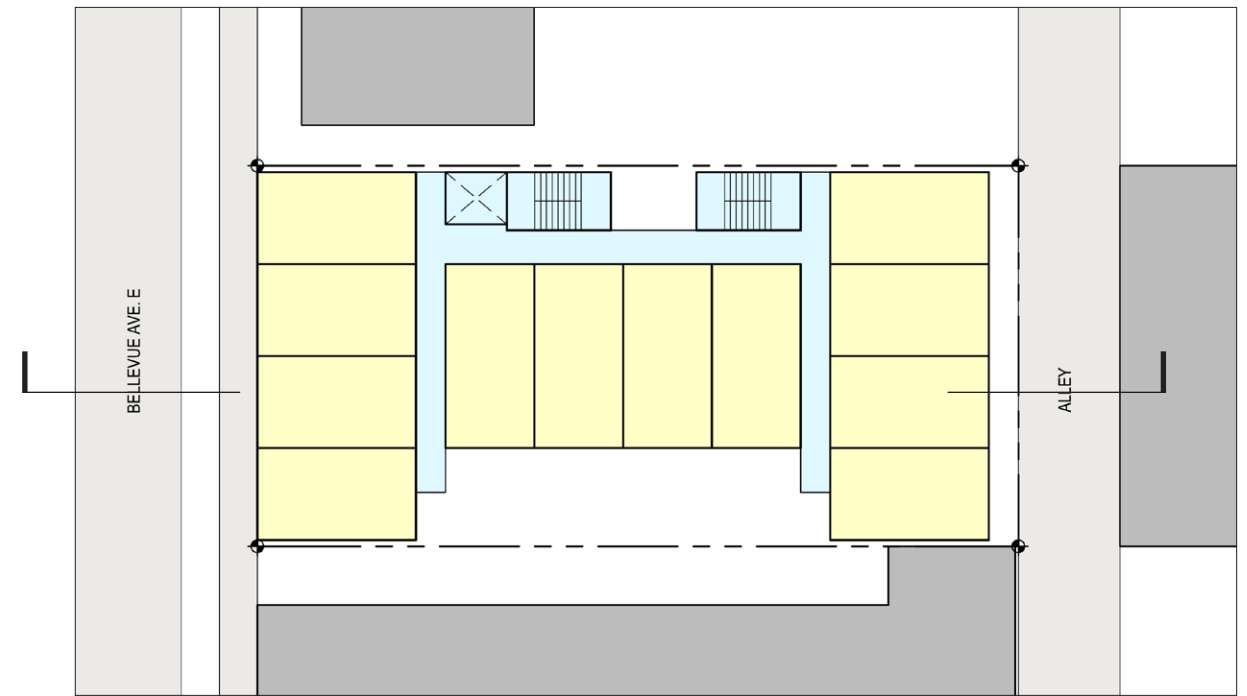


VIEW ALONG ALLEY LOOKING SOUTH

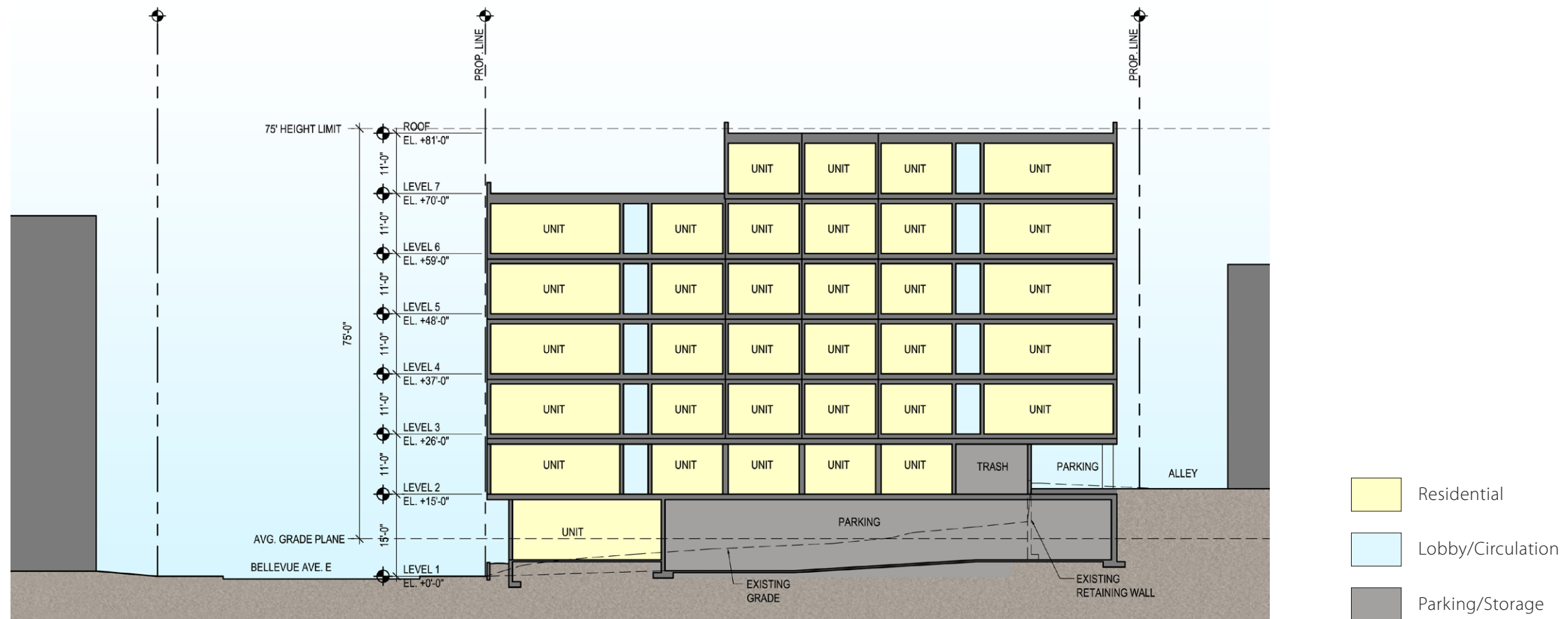
MASSING OPTION B



GROUND FLOOR PLAN

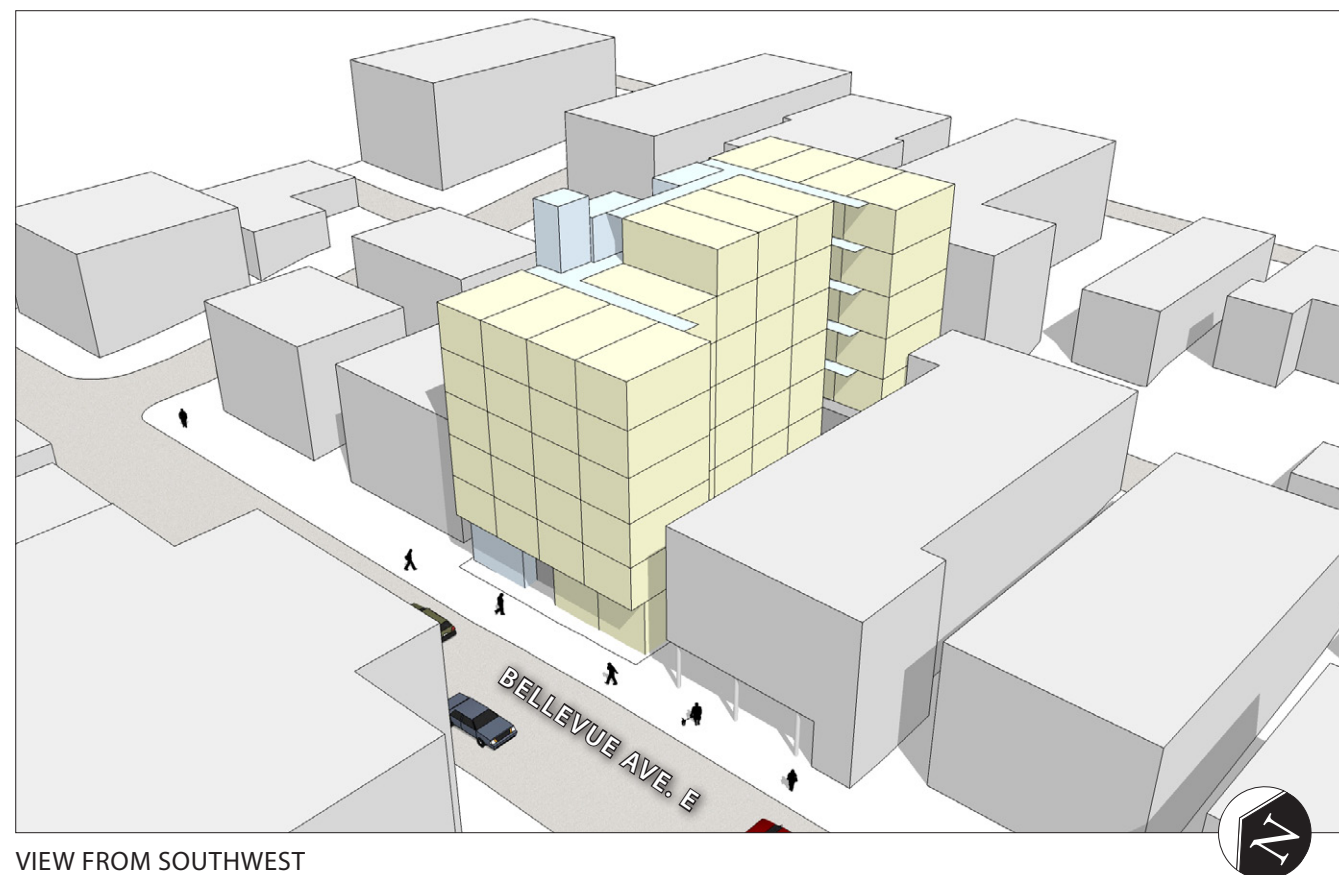


TYPICAL UPPER FLOOR PLAN



WEST-EAST BUILDING SECTION

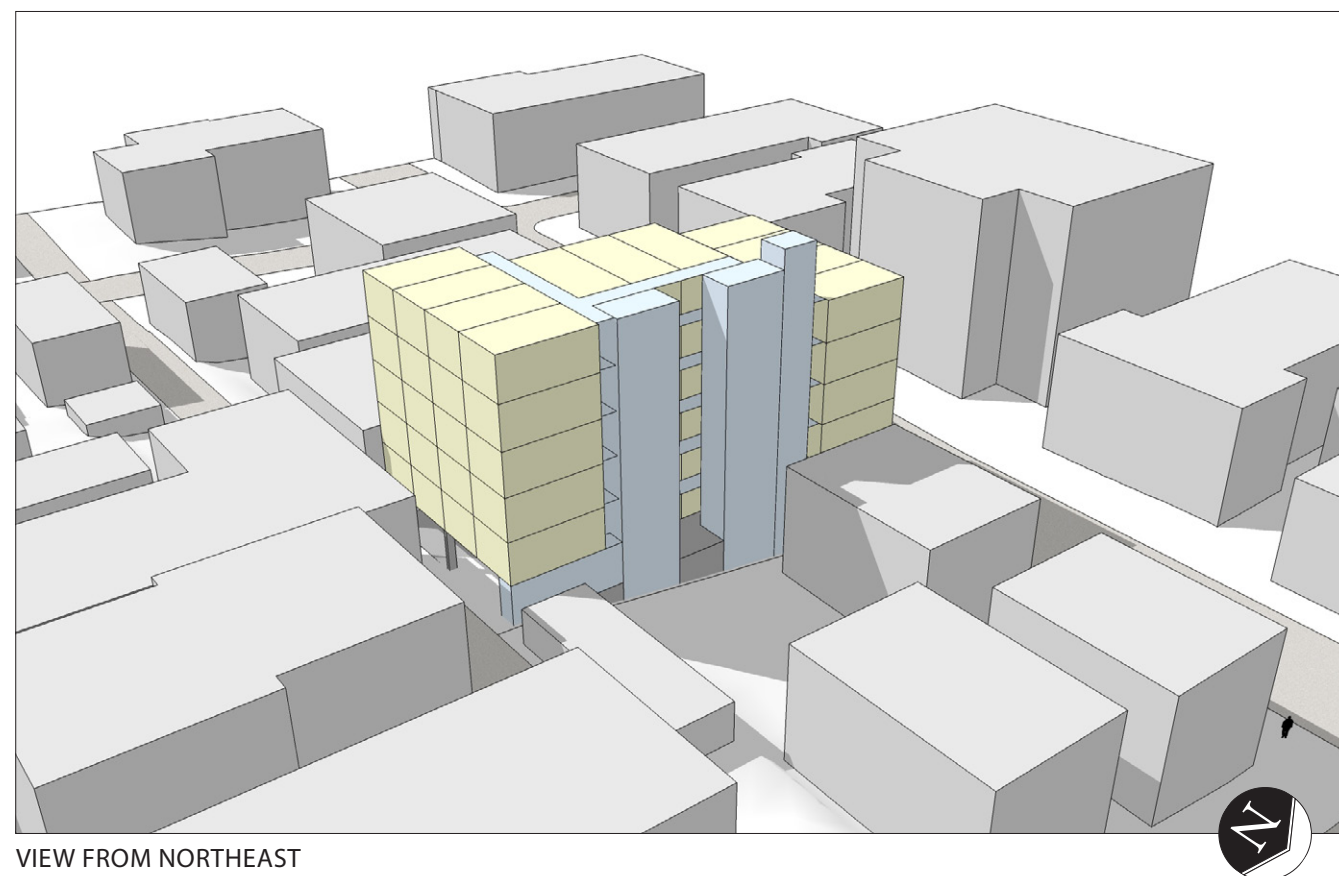
- Residential
- Lobby/Circulation
- Parking/Storage



VIEW FROM SOUTHWEST



VIEW ALONG BELLEVUE AVE E LOOKING SOUTH

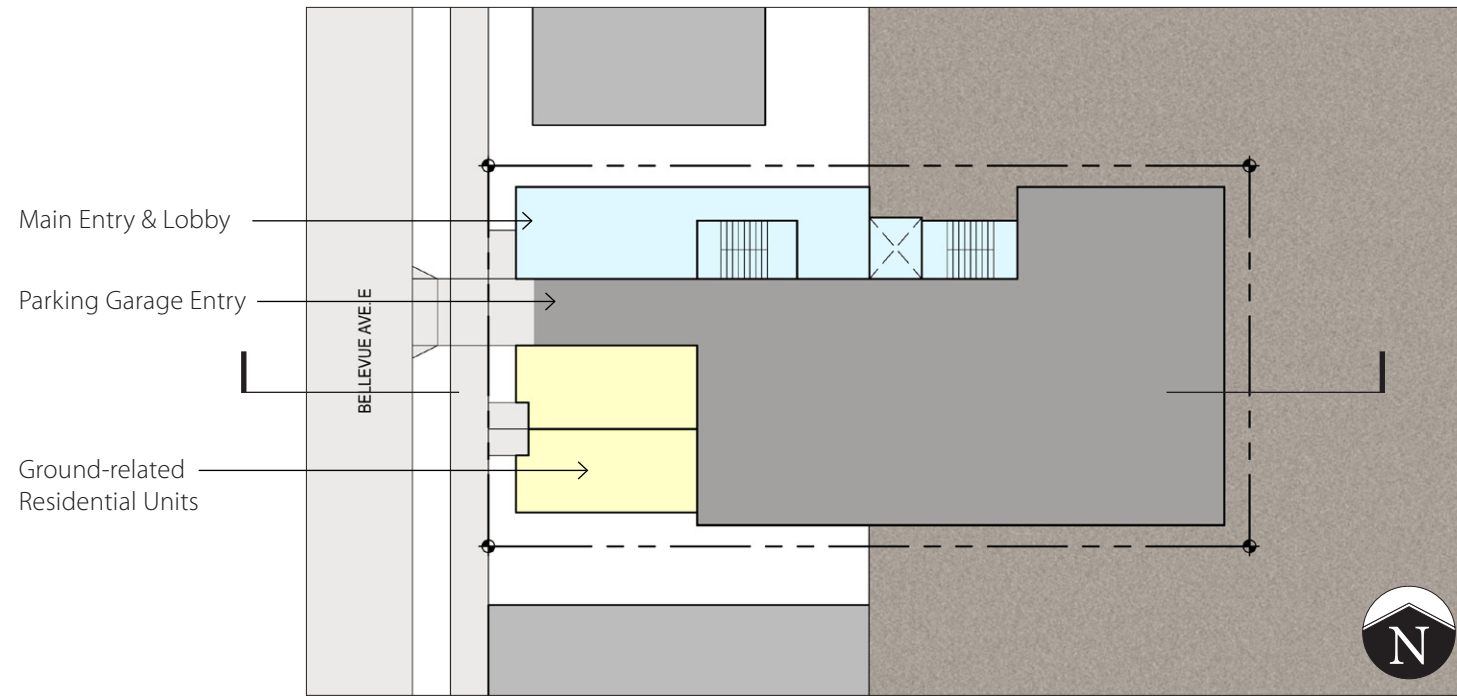


VIEW FROM NORTHEAST

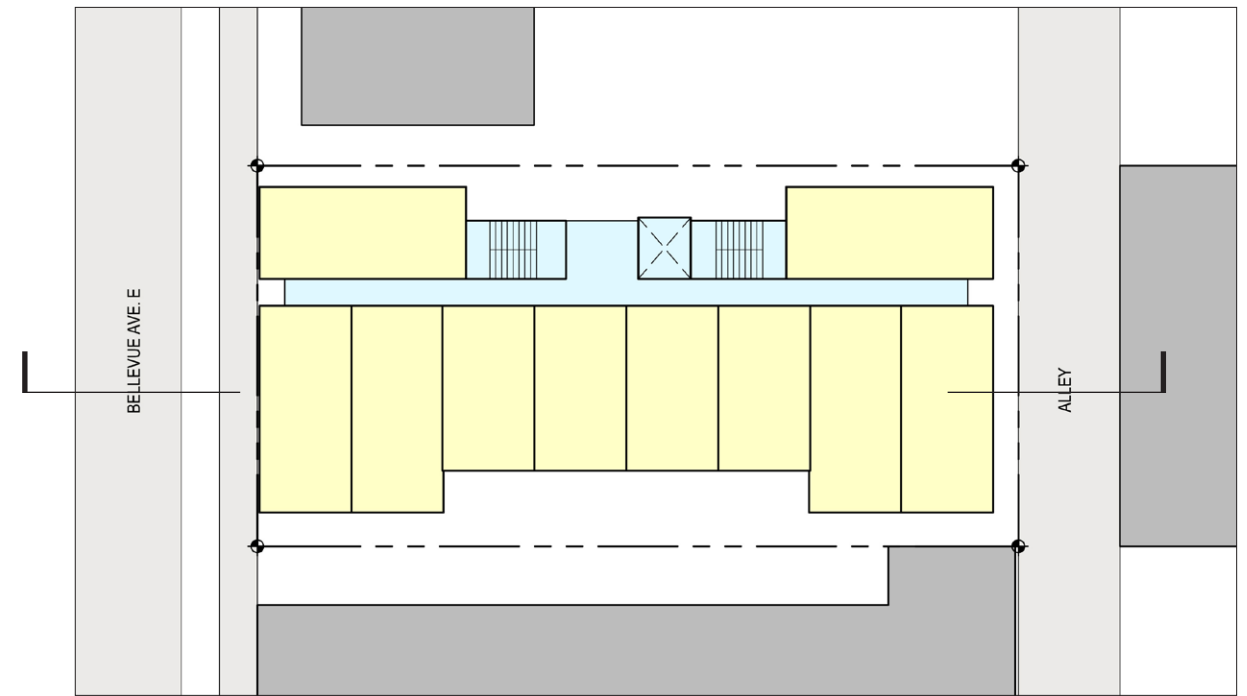


VIEW ALONG ALLEY LOOKING SOUTH

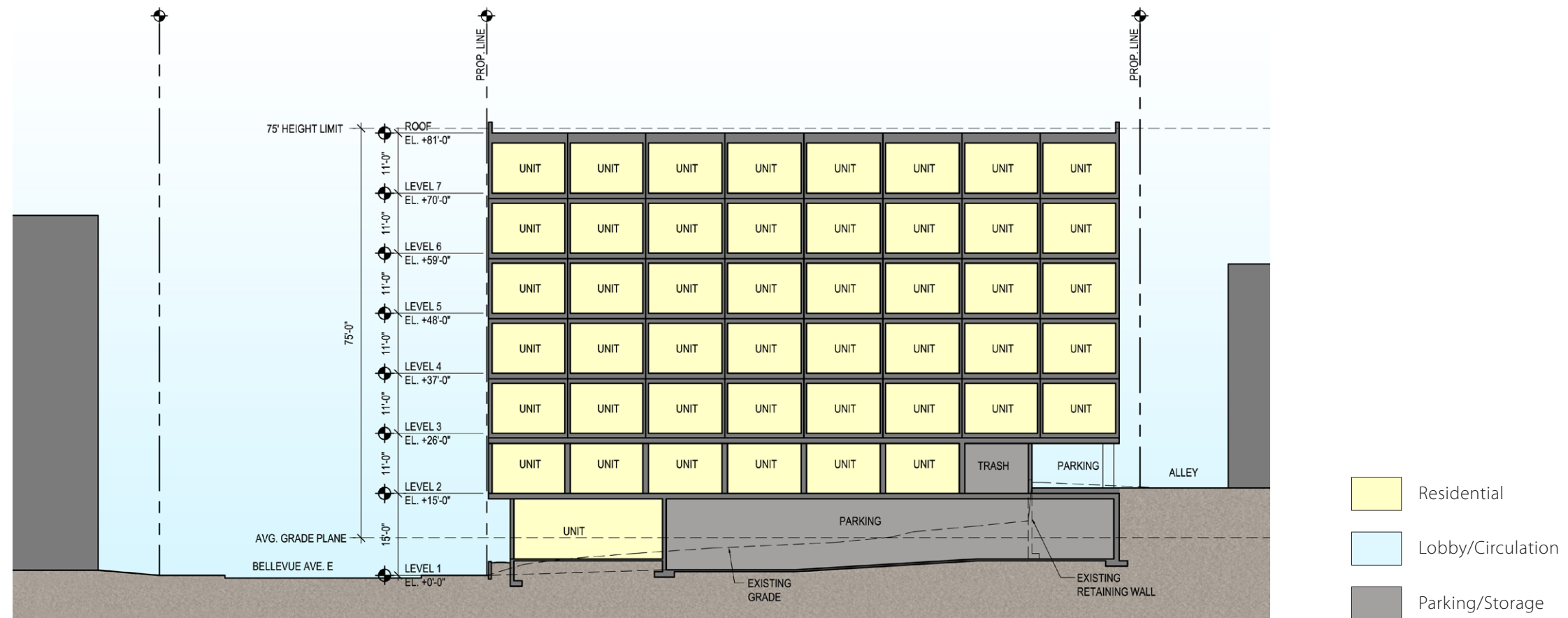
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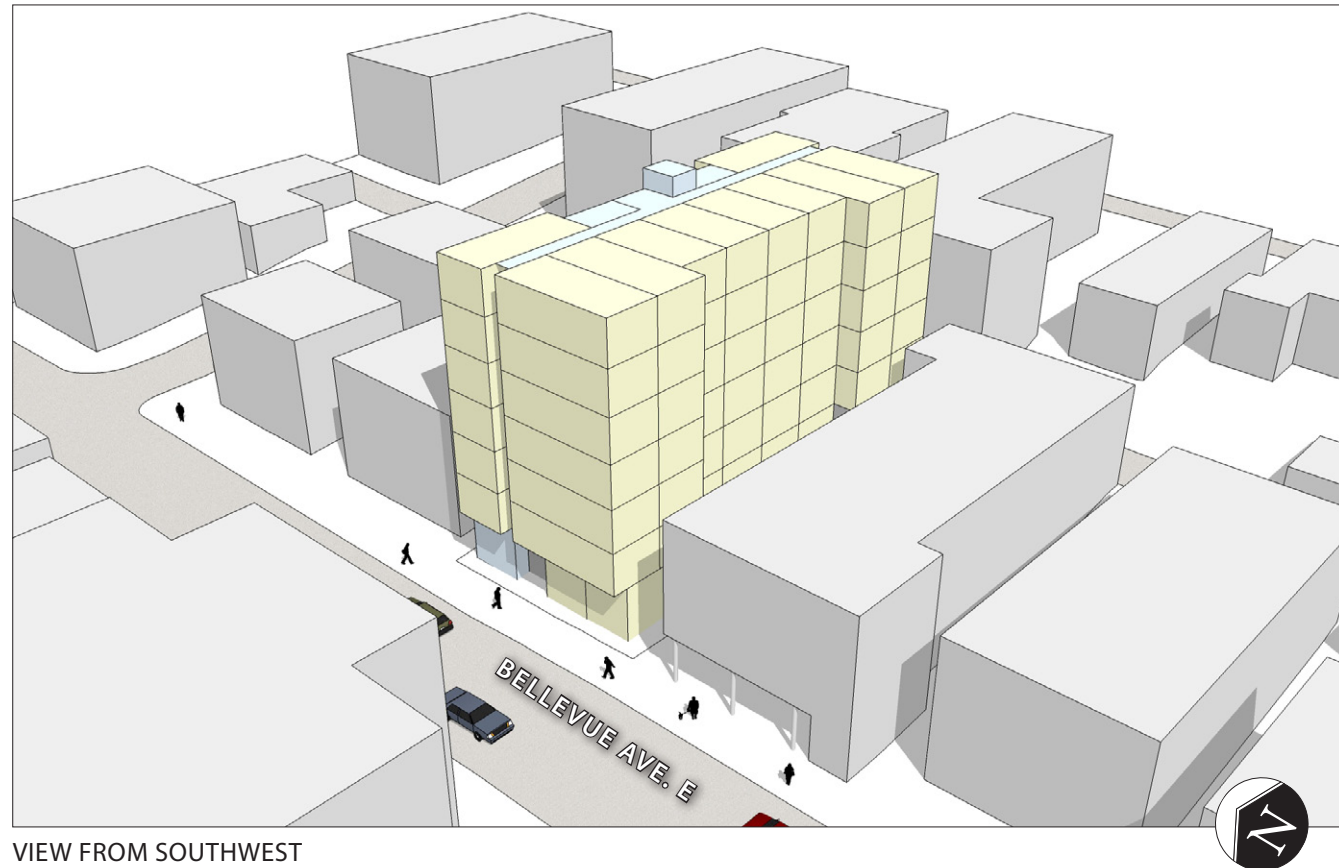
GROUND FLOOR PLAN



TYPICAL UPPER FLOOR PLAN



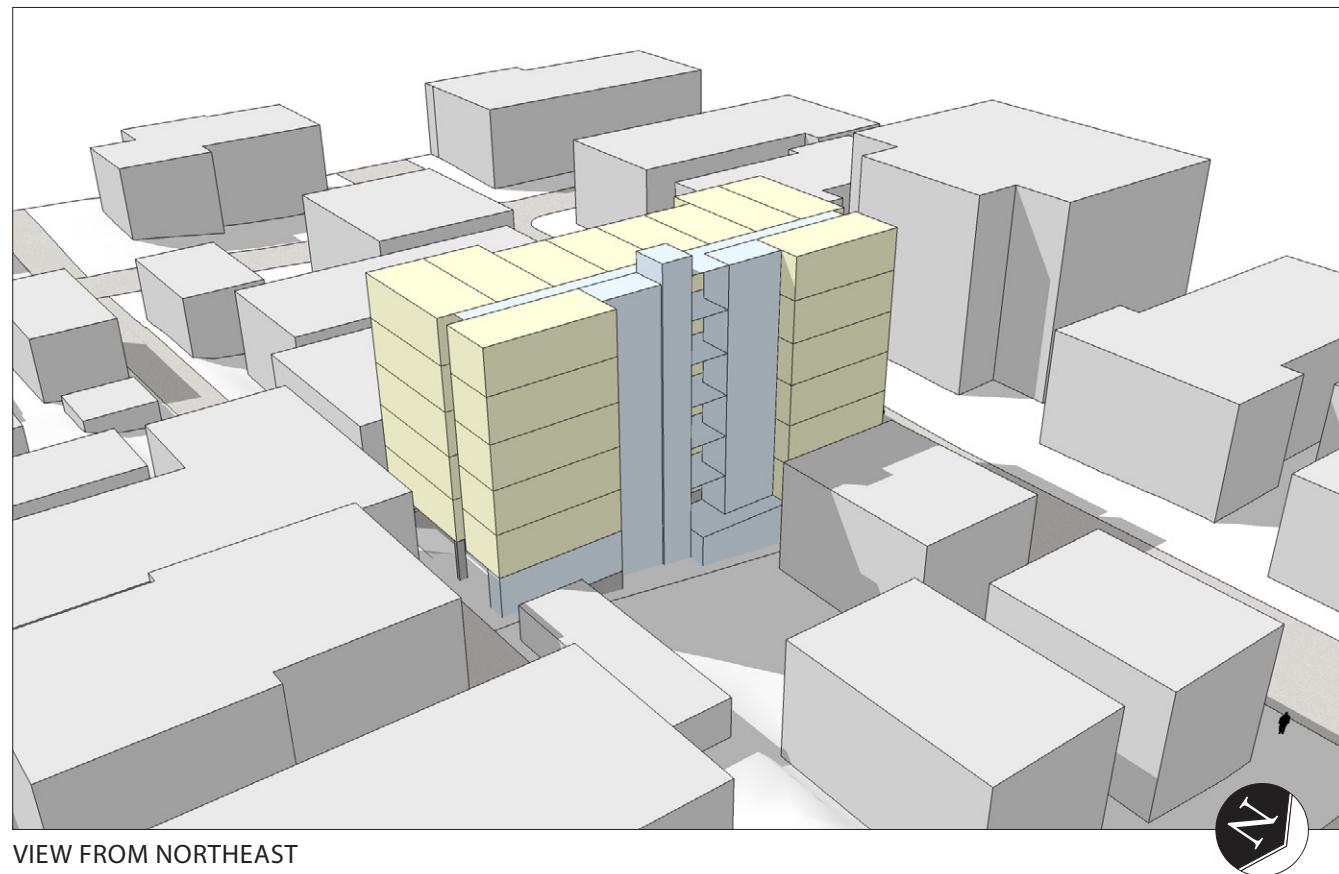
WEST-EAST BUILDING SECTION



VIEW FROM SOUTHWEST



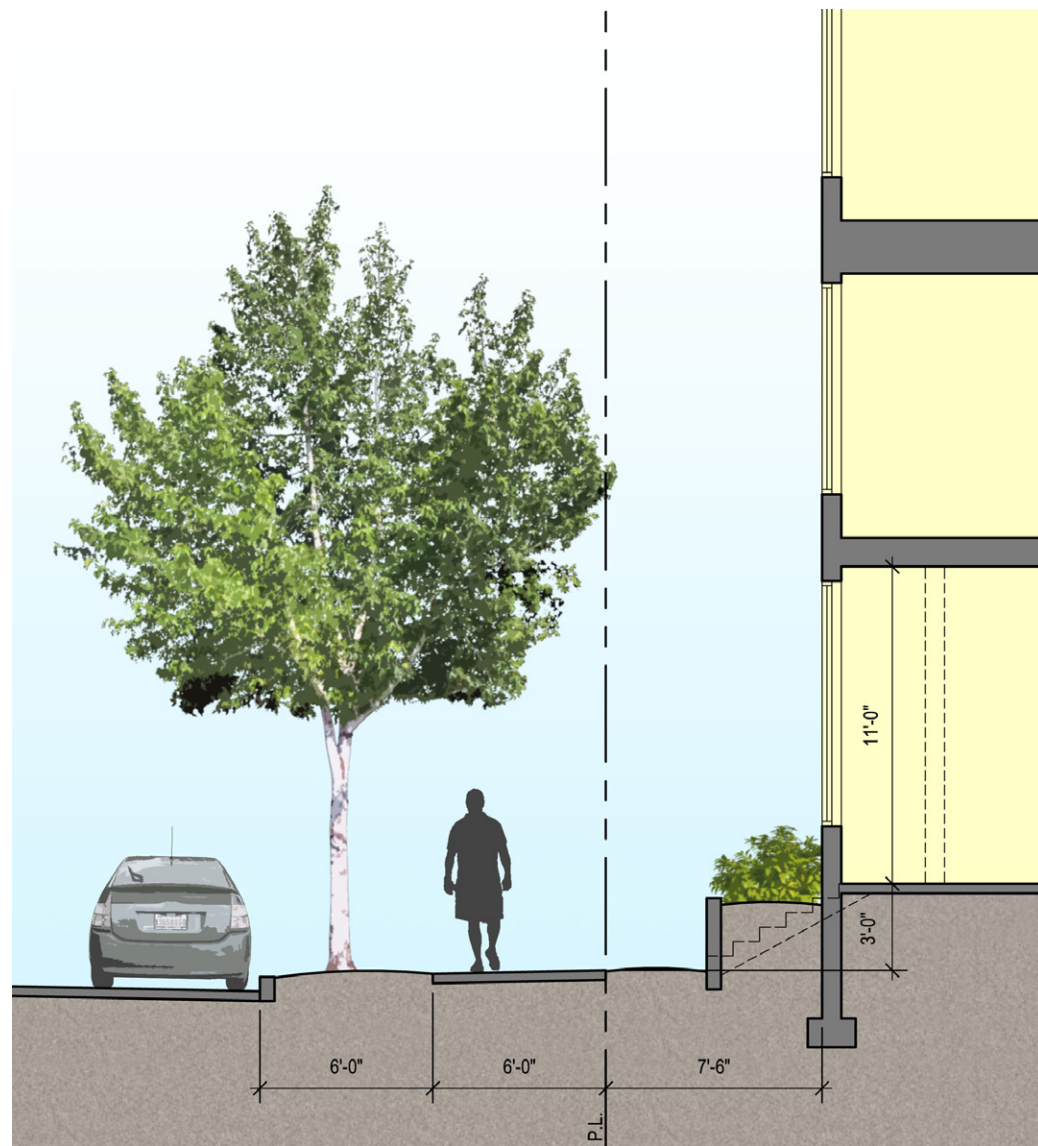
VIEW ALONG BELLEVUE AVE E LOOKING SOUTH



VIEW FROM NORTHEAST



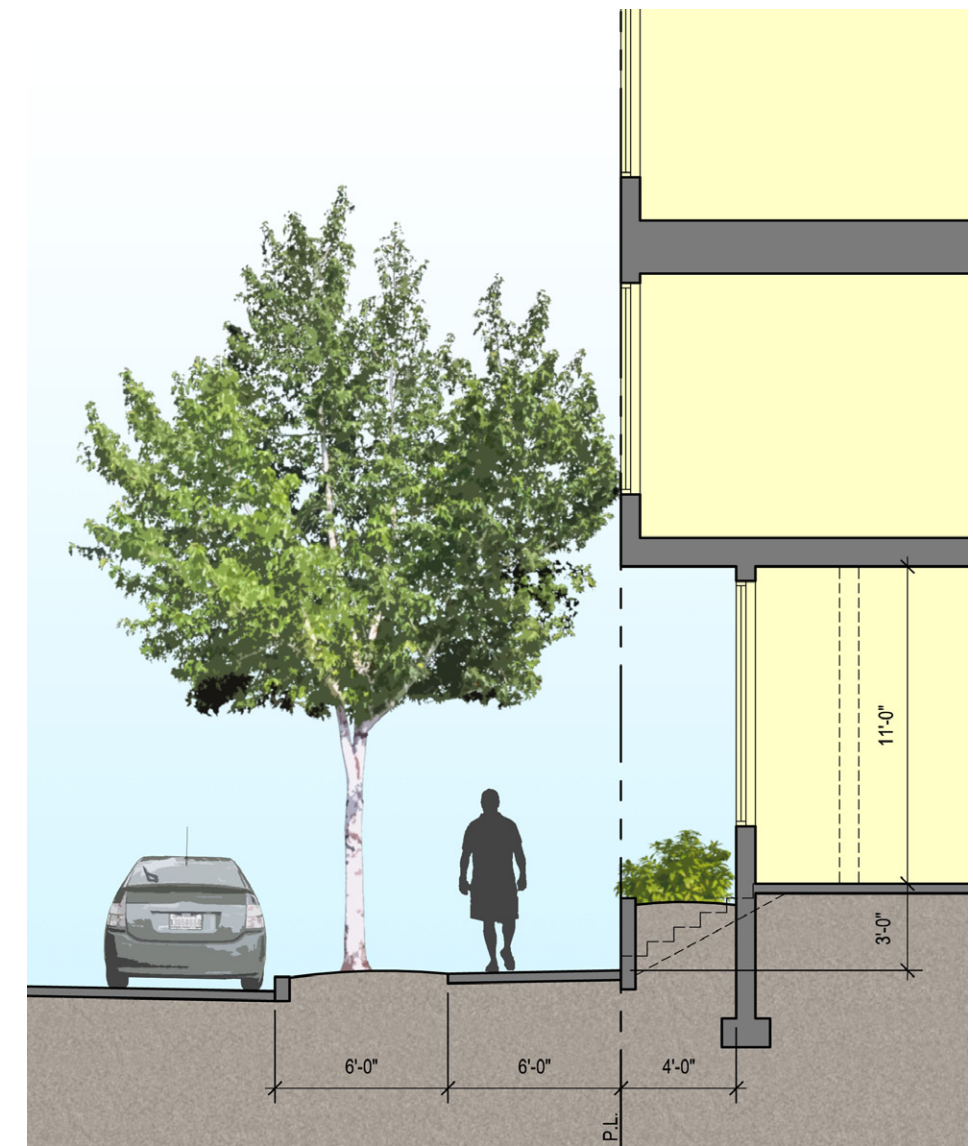
VIEW ALONG ALLEY LOOKING SOUTH



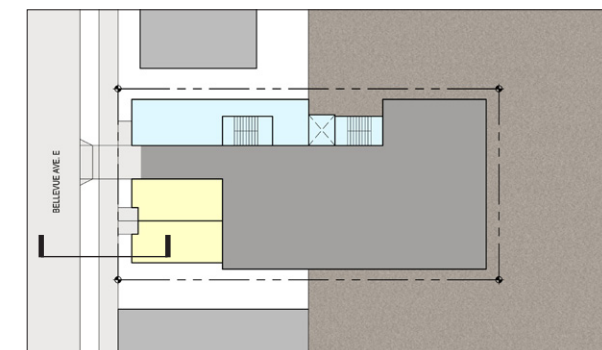
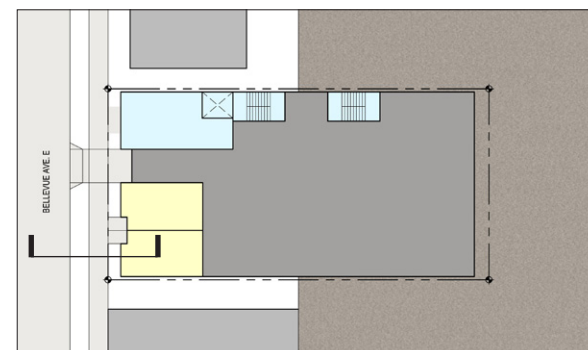
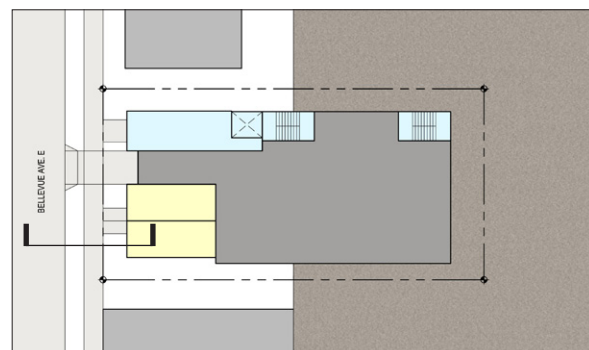
MASSING OPTION A



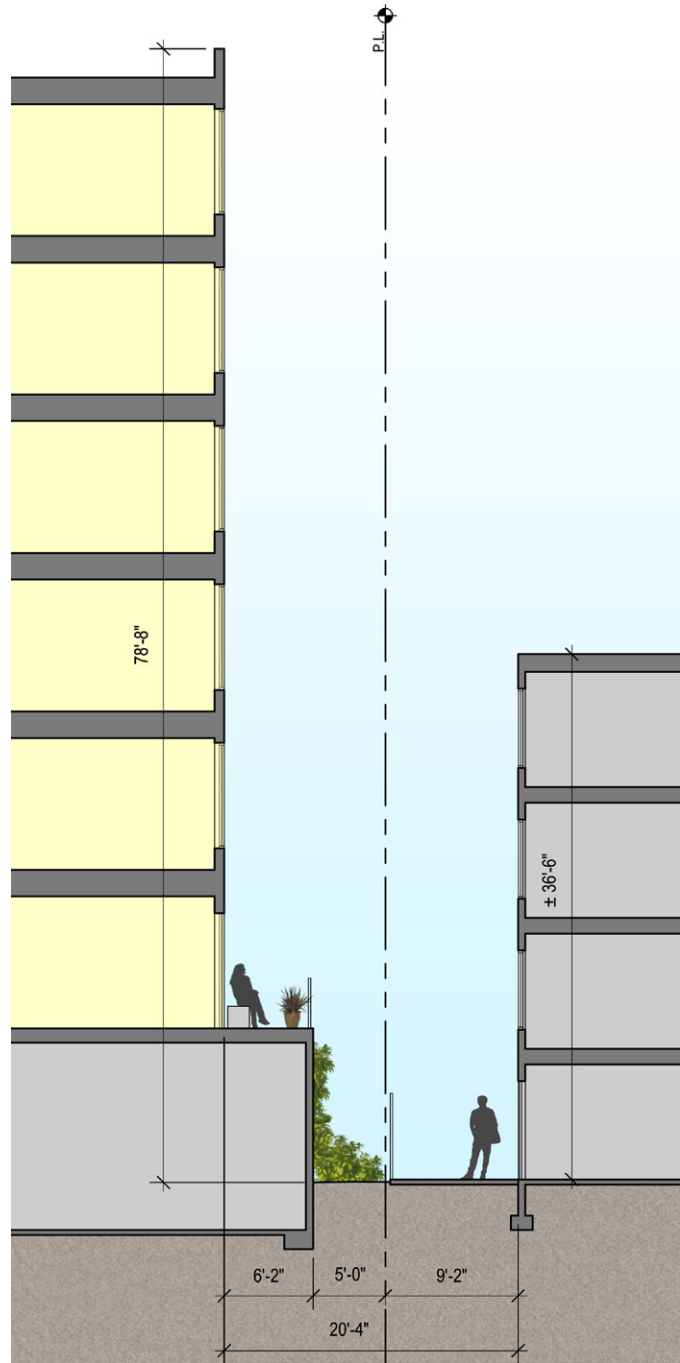
MASSING OPTION B



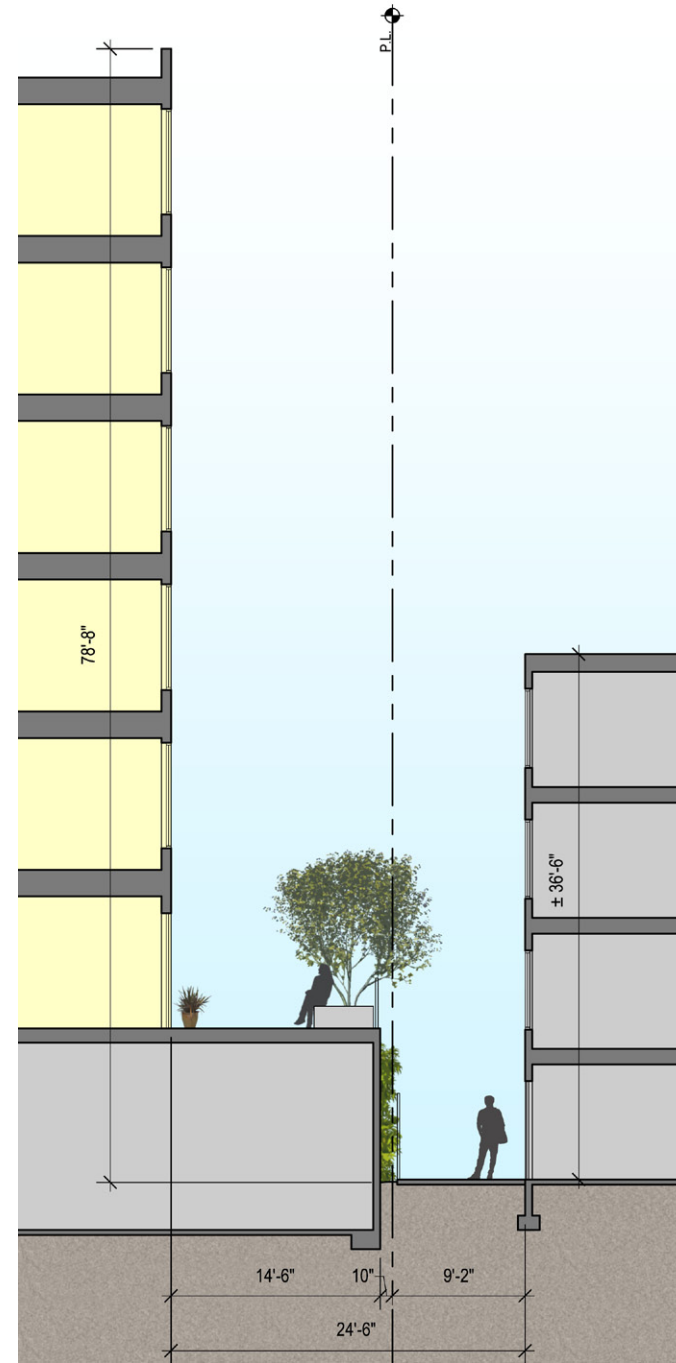
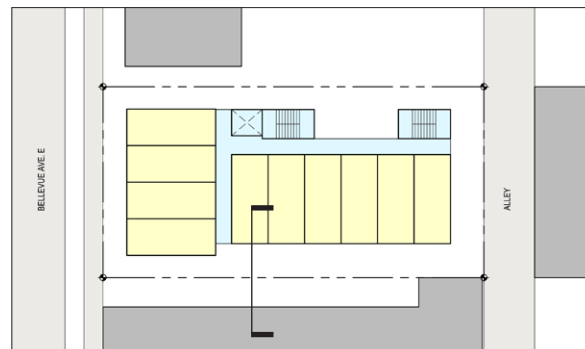
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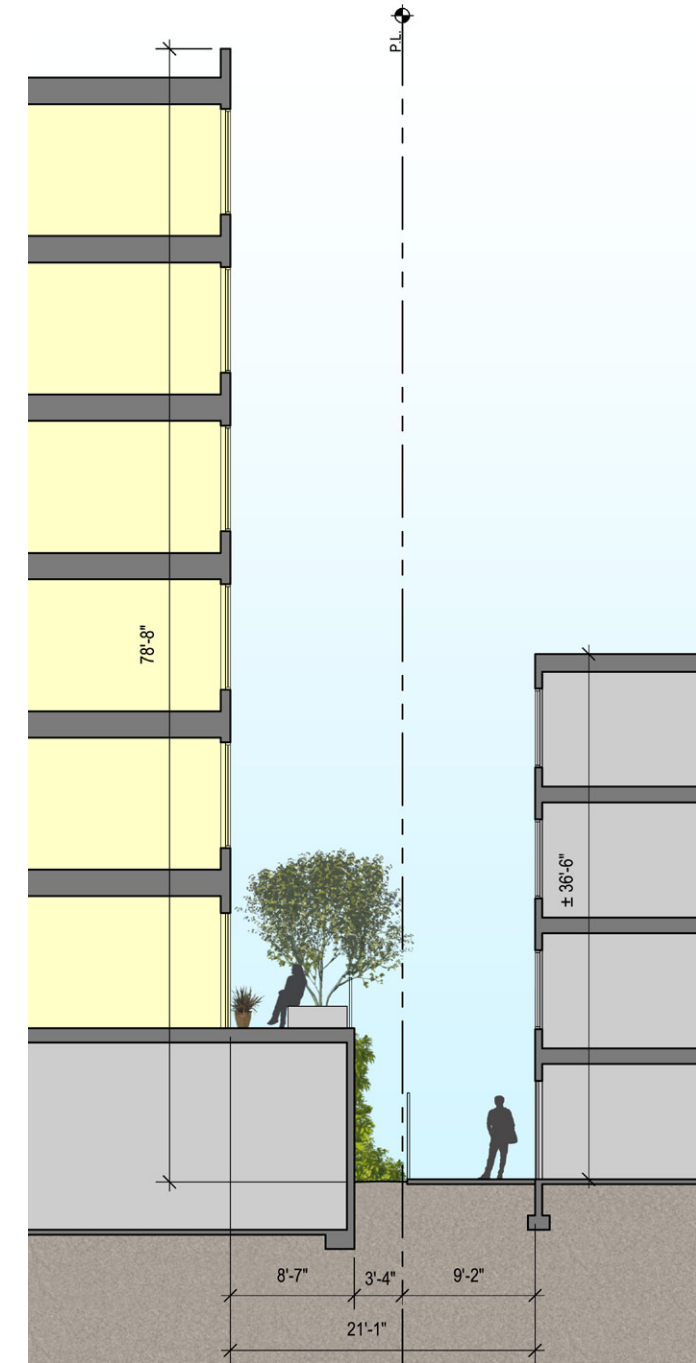
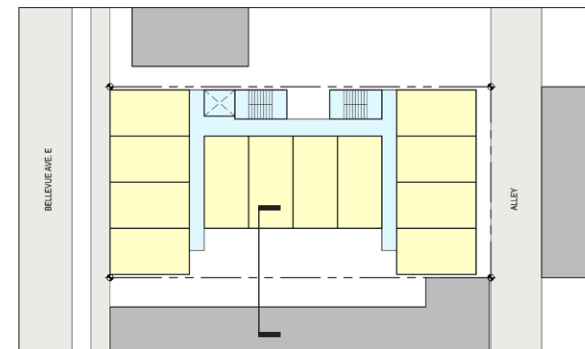
SECTIONS - SOUTH COURTYARD



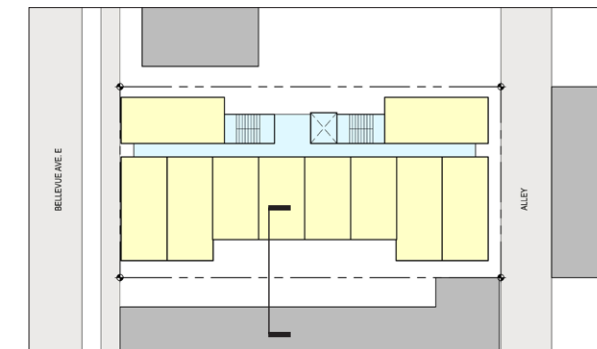
MASSING OPTION A

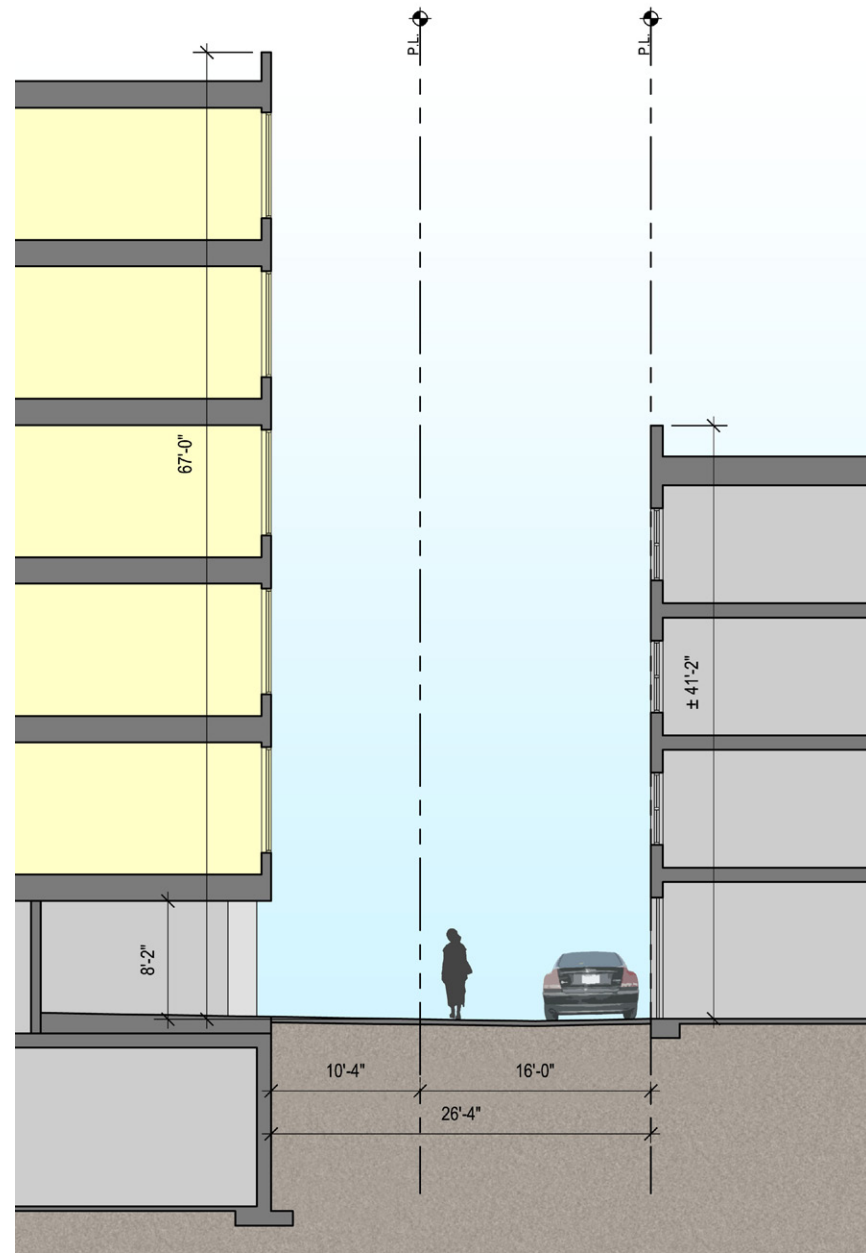


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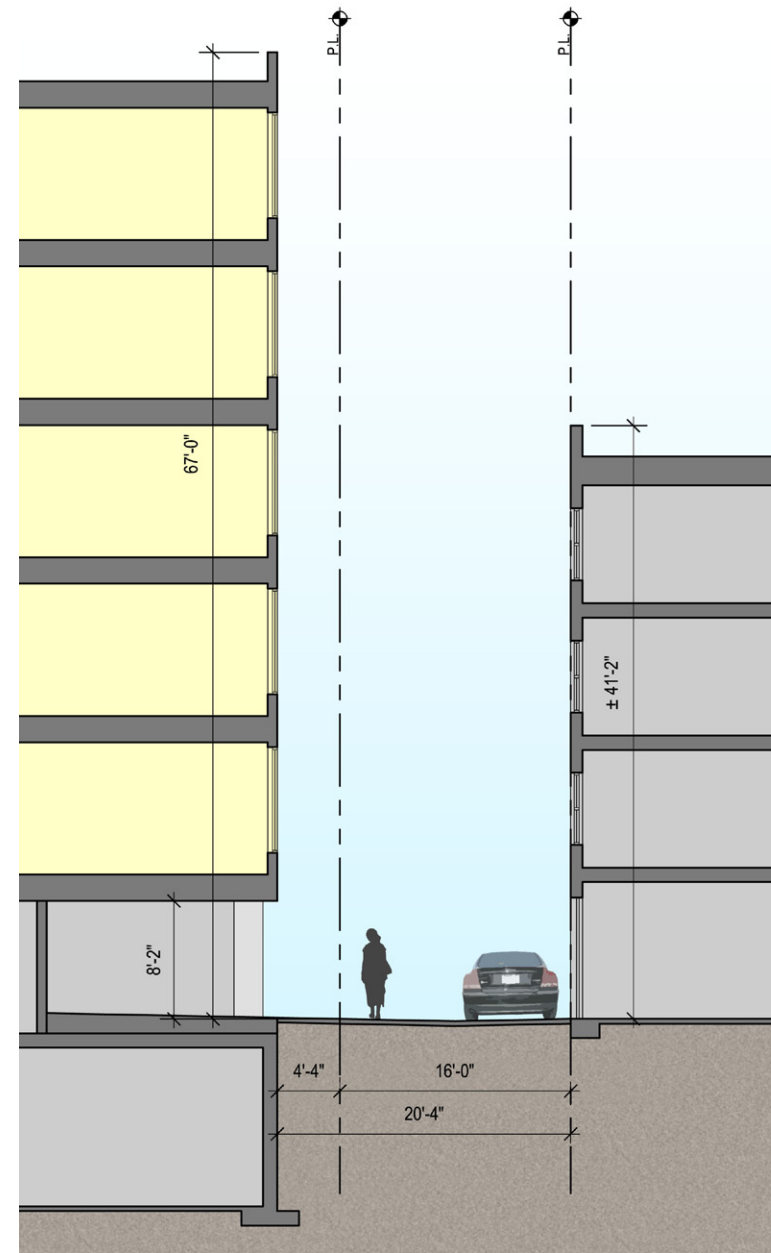


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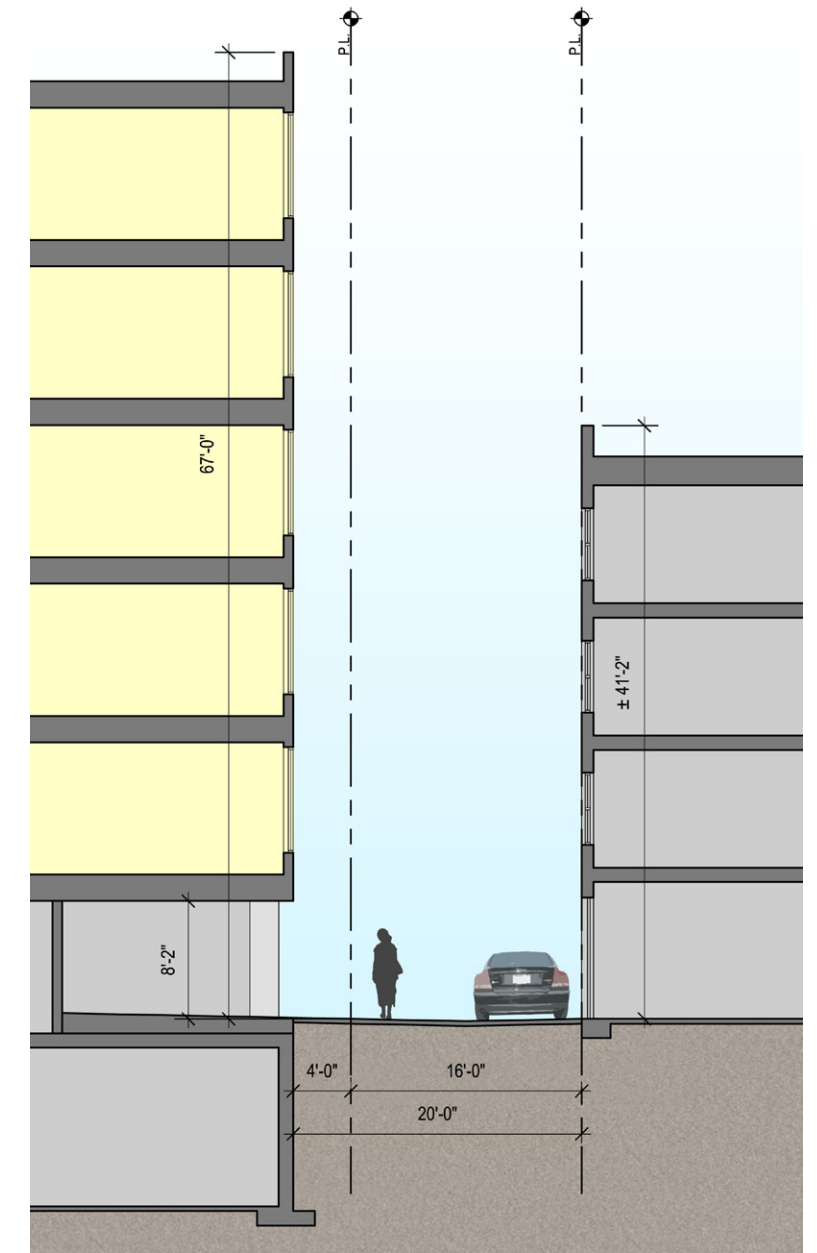




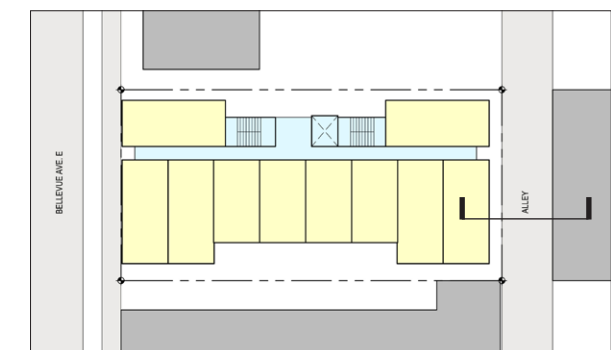
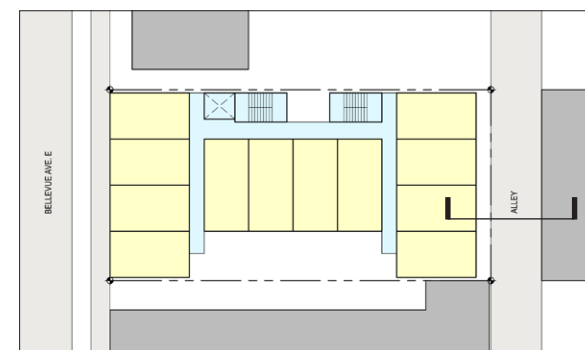
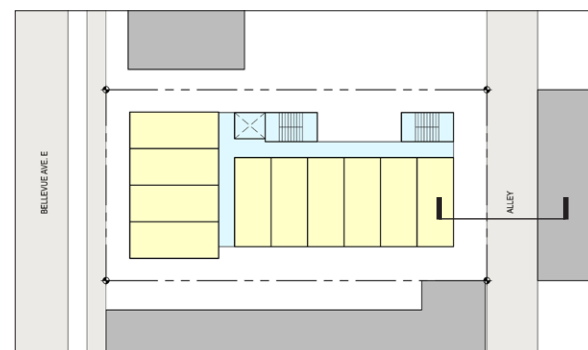
MASSING OPTION A



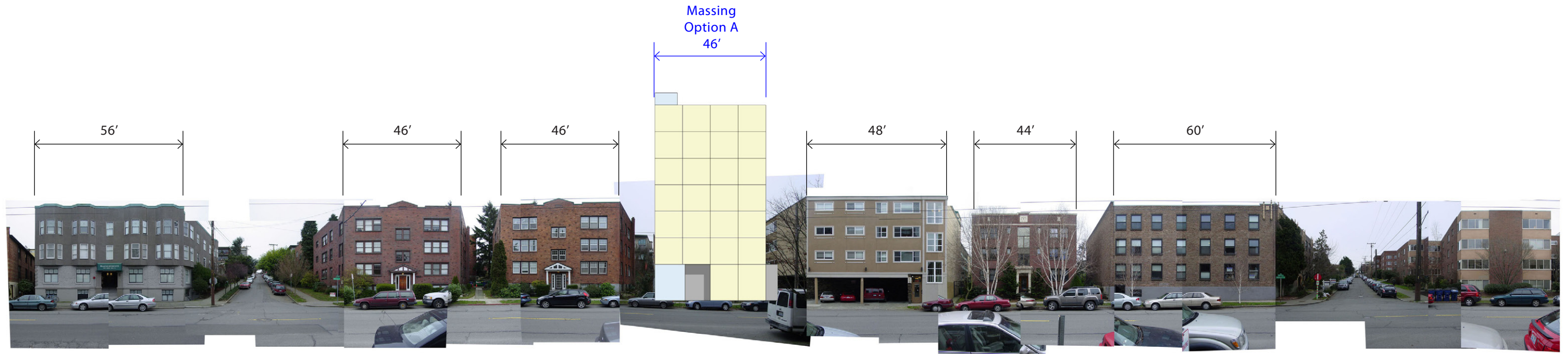
MASSING OPTION B



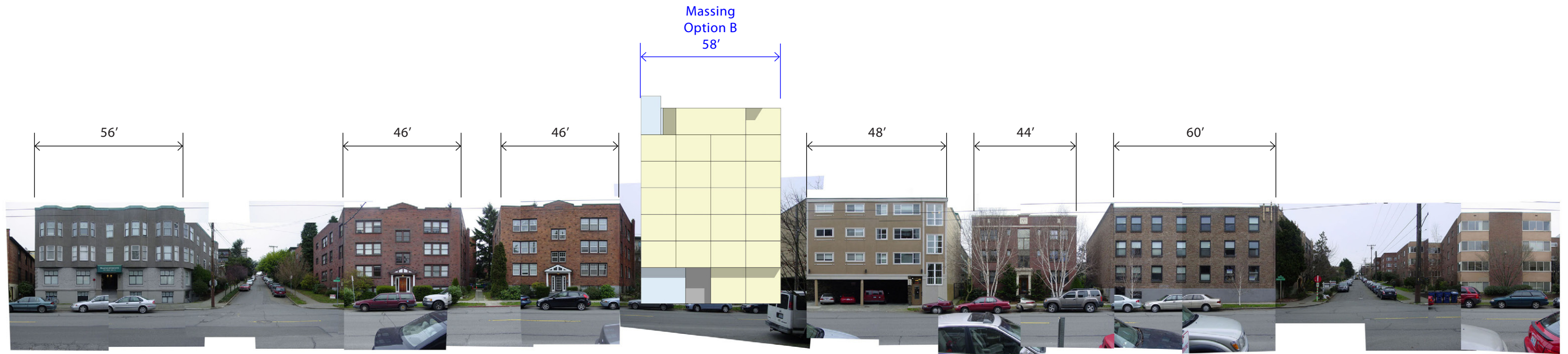
MASSING OPTION C - PREFERRED



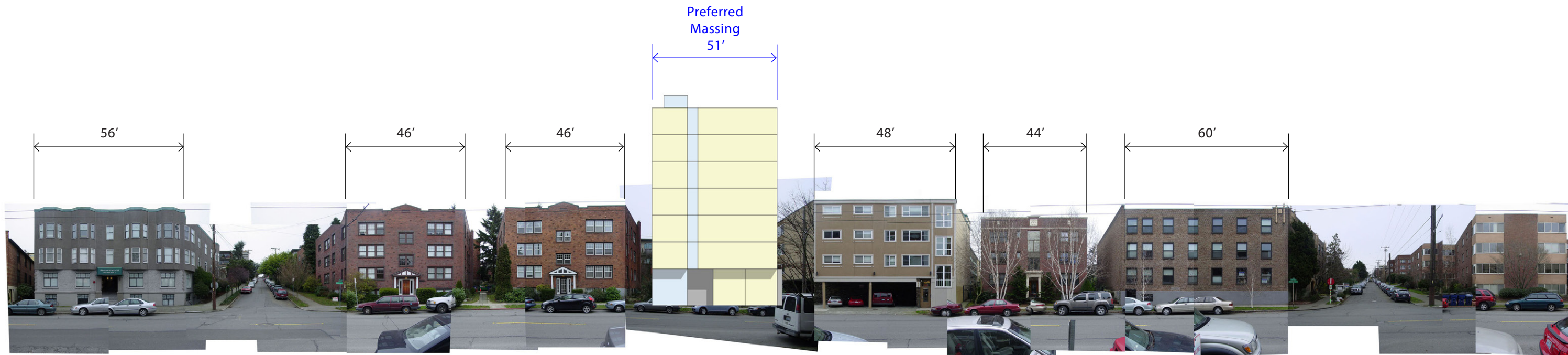
FACADE WIDTH STUDIES



FACADE STUDY - BELLEVUE AVE E LOOKING EAST - MASSING OPTION A



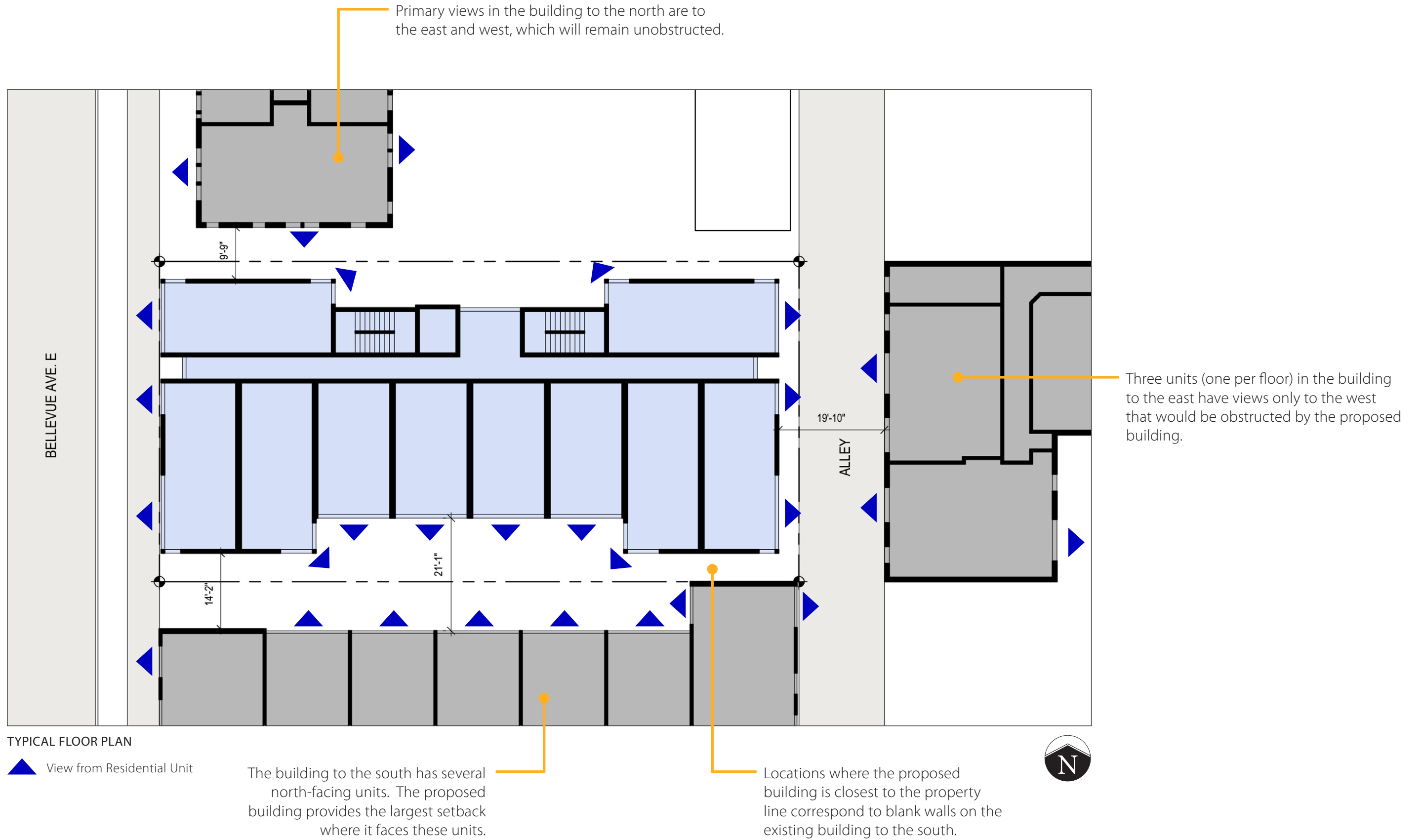
FACADE STUDY - BELLEVUE AVE E LOOKING EAST - MASSING OPTION B



FACADE STUDY - BELLEVUE AVE E LOOKING EAST - PREFERRED MASSING



FACADE STUDY - BELLEVUE AVE E LOOKING WEST





SCALE & SIMPLICITY OF FORM



A small infill project on a tight, urban site should be simple in form, such that it will add to the variety of the street as a whole. Using a limited material palette and consistent form with subtle variation gives the building a clear identity without being monotonous.

MATERIALITY & ARTICULATION



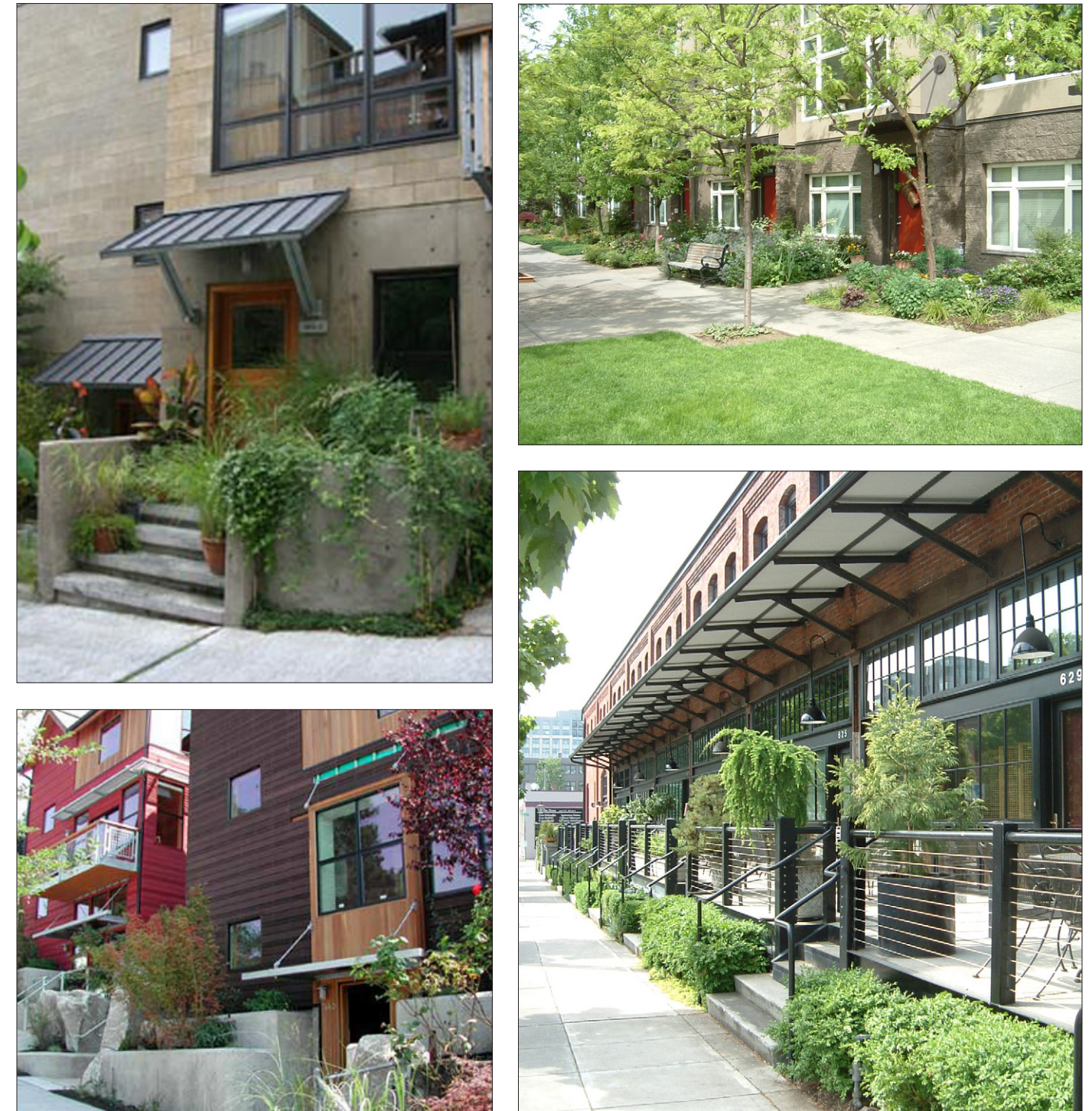
The articulation and detailing of the facade is essential to the overall quality and appearance of the building. The treatment of material transitions, window openings, entries and patios can give character to an otherwise simple form. Accentuating horizontal elements on the facade establishes human scale, and expresses the stacked nature of the building construction.

SCREENS & SHADING SYSTEMS



Small-scale elements, such as screens and shades, applied to the facade can add intricacy and detail to a simple massing, and create a more human-scaled building. Operable elements give residents more control over their environment and create a facade that visibly changes over time.

RESIDENTIAL STREETSCAPES

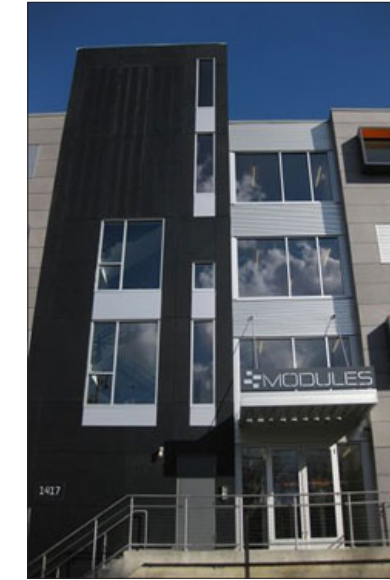


Where residential uses meet the street, they should engage and enhance the streetscape, while maintaining privacy for the residential unit. Changes in elevation, landscaping and covered entries all help to create a transition from the street to the residence.

MODULAR CONSTRUCTION SYSTEM

This project aims to use a modular, prefabricated construction system, in which the bulk of the project is built in a factory off site. The building will be transported to the site in modules which will be craned into place. This construction method will allow for higher quality at a lower cost, and significantly reduced construction time on site, minimizing disturbances to neighboring properties during construction. The images below show the construction process and completed building for a student housing project in Philadelphia which was built using the modular construction method.

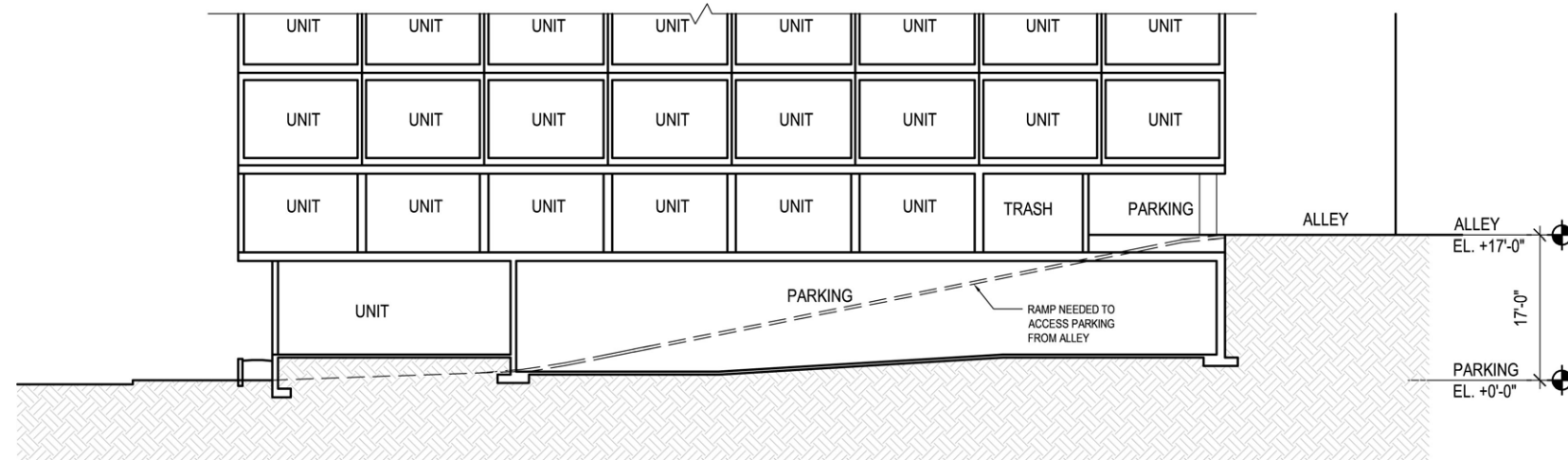
“MODULES” URBAN INFILL STUDENT HOUSING IN PHILADELPHIA, PA



CONSTRUCTION OF MODULES IN FACTORY

ASSEMBLY OF MODULES ON SITE

COMPLETED PROJECT



DEPARTURE 1: ALLEY ACCESS TO PARKING

DEPARTURE 1: PARKING ACCESS LOCATION

SMC 23.45.536.C.1

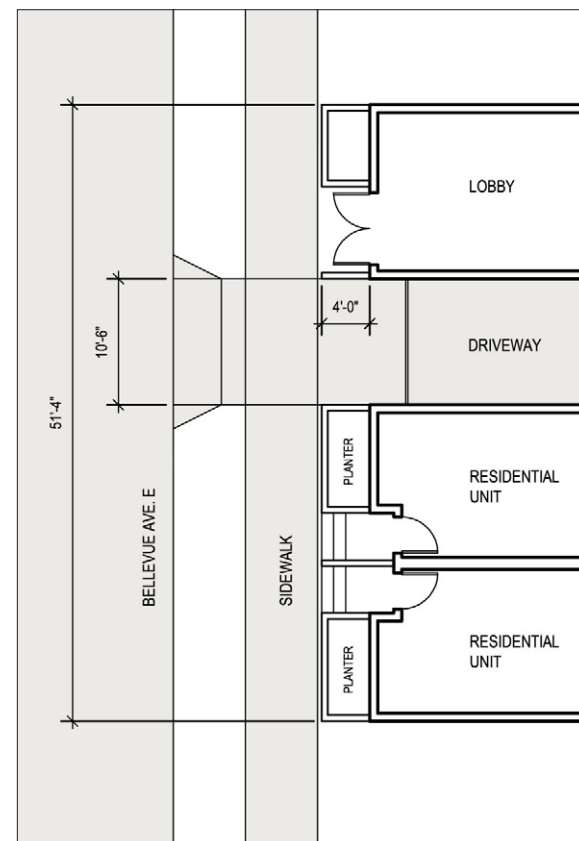
Access to parking shall be from an improved alley, but not from the street, or from both the alley and the street, unless the Director permits access from the street according to subsection 23.45.536.D

REQUEST:

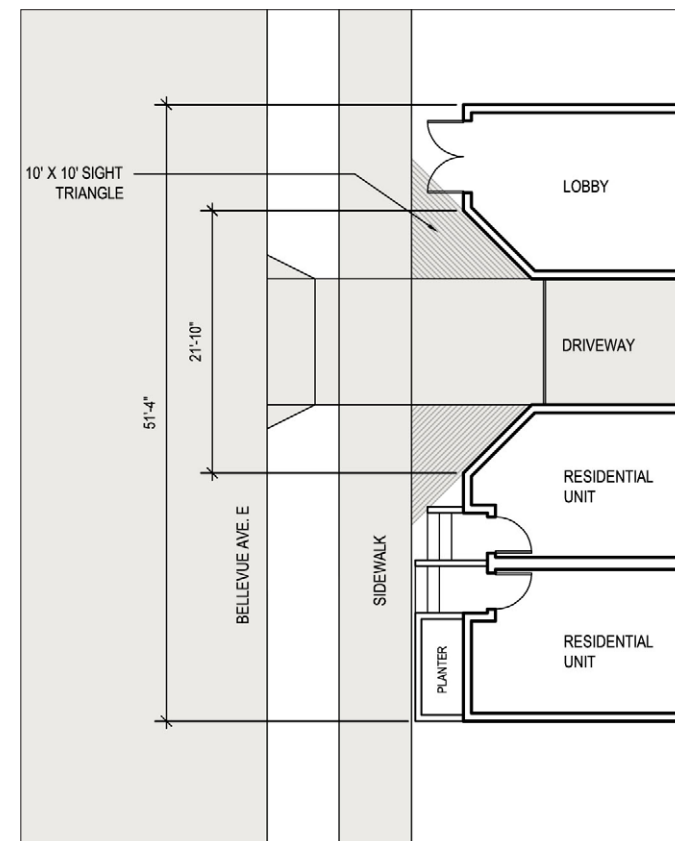
Allow access to below-grade parking from Bellevue Ave. E and not from the alley.

JUSTIFICATION:

The topography of the site makes alley access unfeasible, as the elevation of the alley is approximately 17 feet higher than the street. As the diagram to the right shows, the elevation change would require a ramp running the length of the site to reach parking garage. This would increase the bulk of the building, particularly at the ground level where it would have the greatest impact on neighboring buildings.



PROPOSED DRIVEWAY & GARAGE ENTRY



CODE-COMPLIANT DRIVEWAY & GARAGE ENTRY

DEPARTURE 2: DRIVEWAY SIGHT TRIANGLES

SMC 23.54.030.G1

For two way driveways or easements less than twenty-two feet wide, a sight triangle on both sides of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of ten feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk.

REQUEST:

The use of traffic safety mirrors to mitigate the absence of sight triangles at the driveway.

JUSTIFICATION:

To minimize the impact on the streetscape on Bellevue Avenue, the driveway and garage entry have been kept as narrow as possible. This is especially important as the total frontage of the building is only 51 feet. The proposed garage entry is 10'-6" wide, and is set back 4 feet from the sidewalk. With code-compliant sight triangles on both sides, the overall width of the garage entrance would be increased to 21'-10", more than one third of the total frontage of the building. The sight triangles would also substantially limit the potential for landscaping between the building and the sidewalk.

Vehicle/Pedestrian conflicts at the driveway will be minimal as pedestrian and vehicular traffic on Bellevue Ave. is low and the vehicles entering or exiting will be infrequent due to the small size of the garage.

DEPARTURE 3: SETBACKS

SMC 23.45.518 Table A

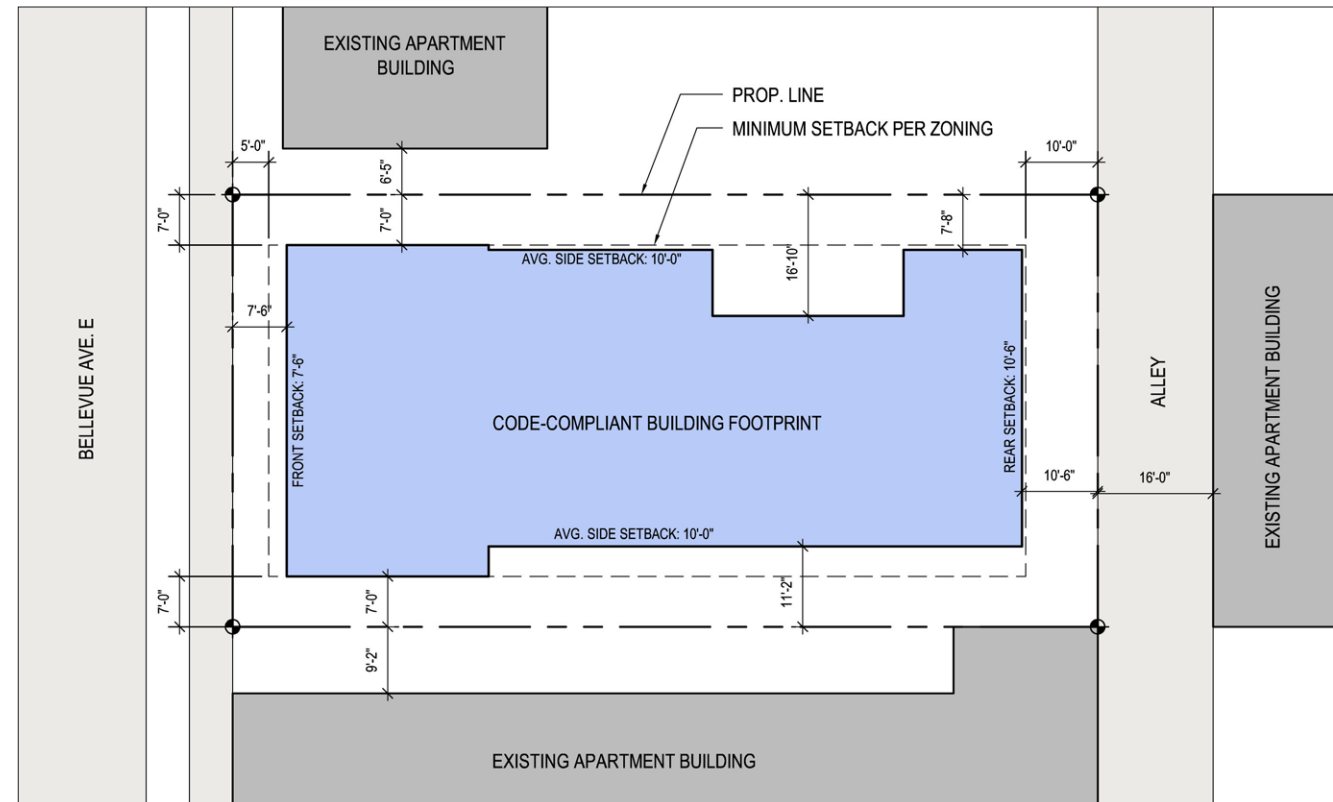
Front Setback: 7' average, 5' minimum
 Side Setback: For portions of the structure below 42'
 7' average, 5' minimum
 For portions of the structure above 42'
 10' average, 7' minimum
 Rear Setback: 10' for rear lot line abutting an alley

REQUEST:

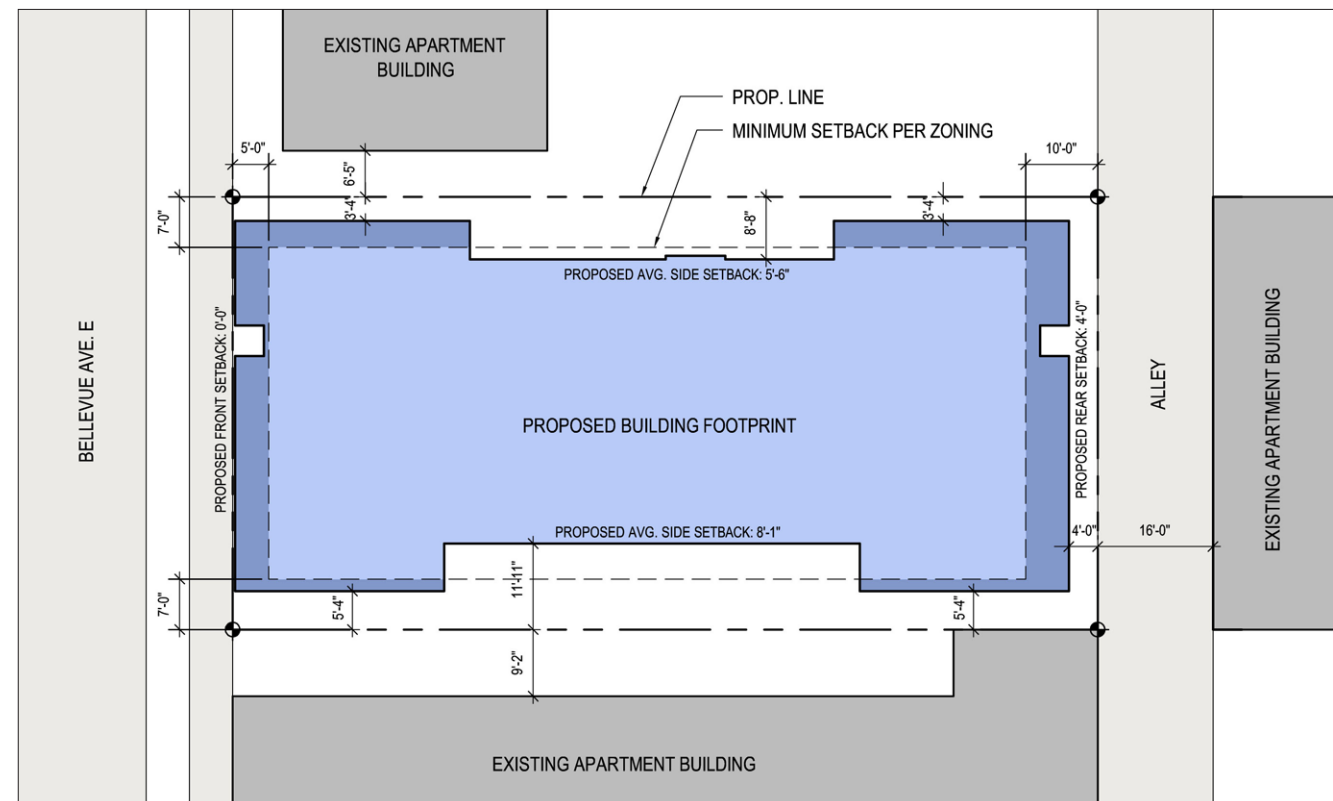
Allow the proposed building to extend into the setbacks as shown in the diagrams.

JUSTIFICATION:

In order to economically provide affordable/workforce housing, it is necessary for the project to reach the maximum FAR allowed by zoning. The small size of the site and the topographic conditions prohibit the project from maximizing the FAR while remaining within the setbacks (see massing option A). Building into the setbacks will allow the project to meet its development goals while creating a massing that better responds to the existing site context and adjacent buildings. Building out to the property line in some areas allows for greater setbacks in other areas where it will most benefit the adjacent properties (see view analysis on page E.1). There are numerous examples of existing buildings in the neighborhood with minimal or no setbacks, including the adjacent building to the south of the project, and those shown in the photographs to the right.



CODE-COMPLIANT (MASSING OPTION A) BUILDING FOOTPRINT



PROPOSED BUILDING FOOTPRINT

Total Footprint Area: 5,259 sf
 Footprint Area in Setback: 792 sf (15% of Footprint)

Building Footprint
 Building Footprint in Setback



EXISTING BUILDINGS IN THE NEIGHBORHOOD WITH MINIMAL OR NO SETBACKS



DEPARTURE 3: SETBACKS

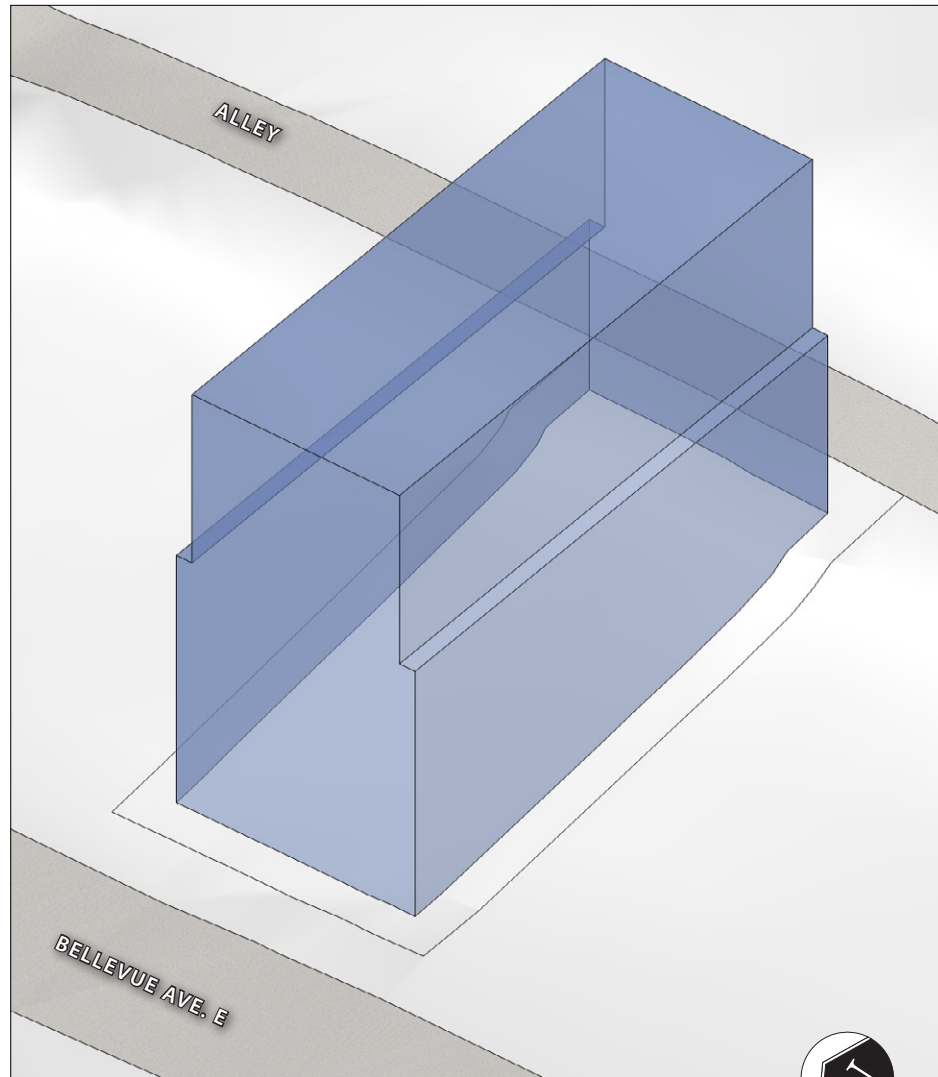
SMC 23.45.518 Table A

Front Setback: 7' average, 5' minimum

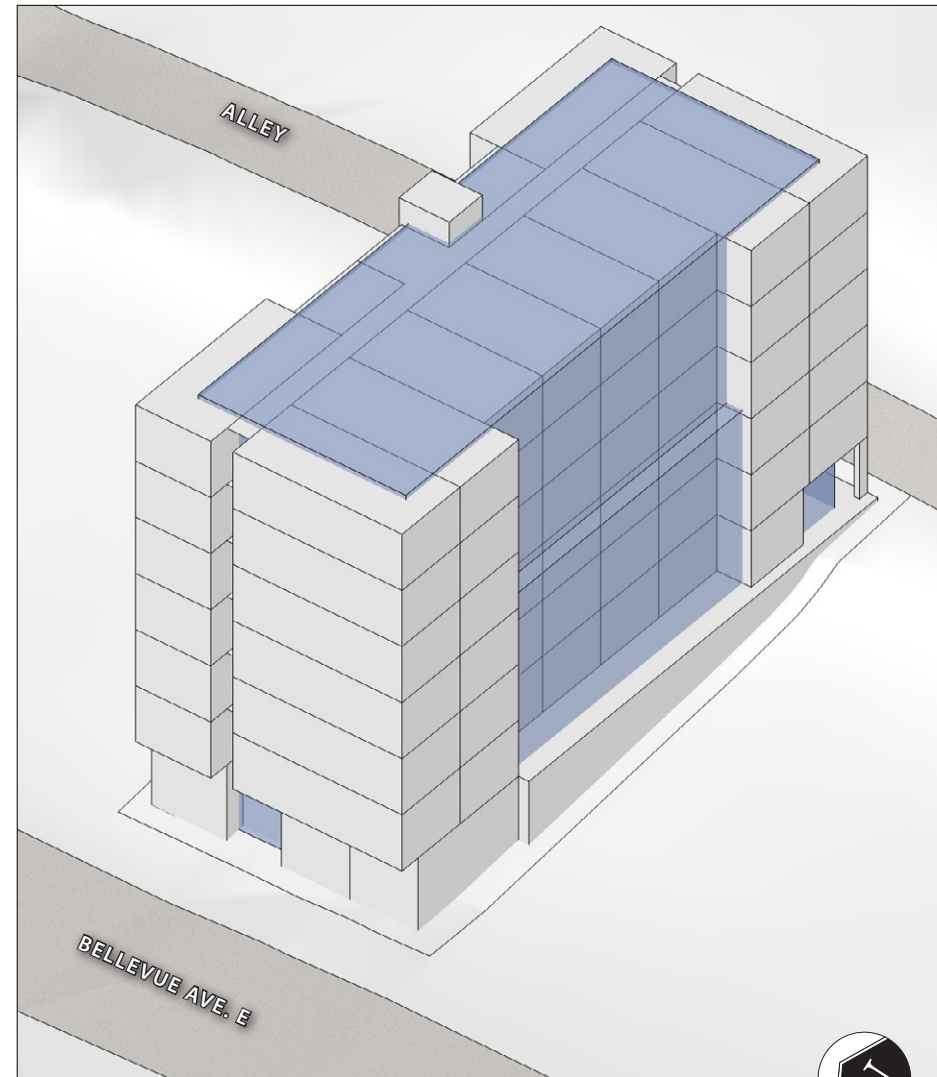
Side Setback: For portions of the structure below 42'
7' average, 5' minimum

For portions of the structure above 42'
10' average, 7' minimum

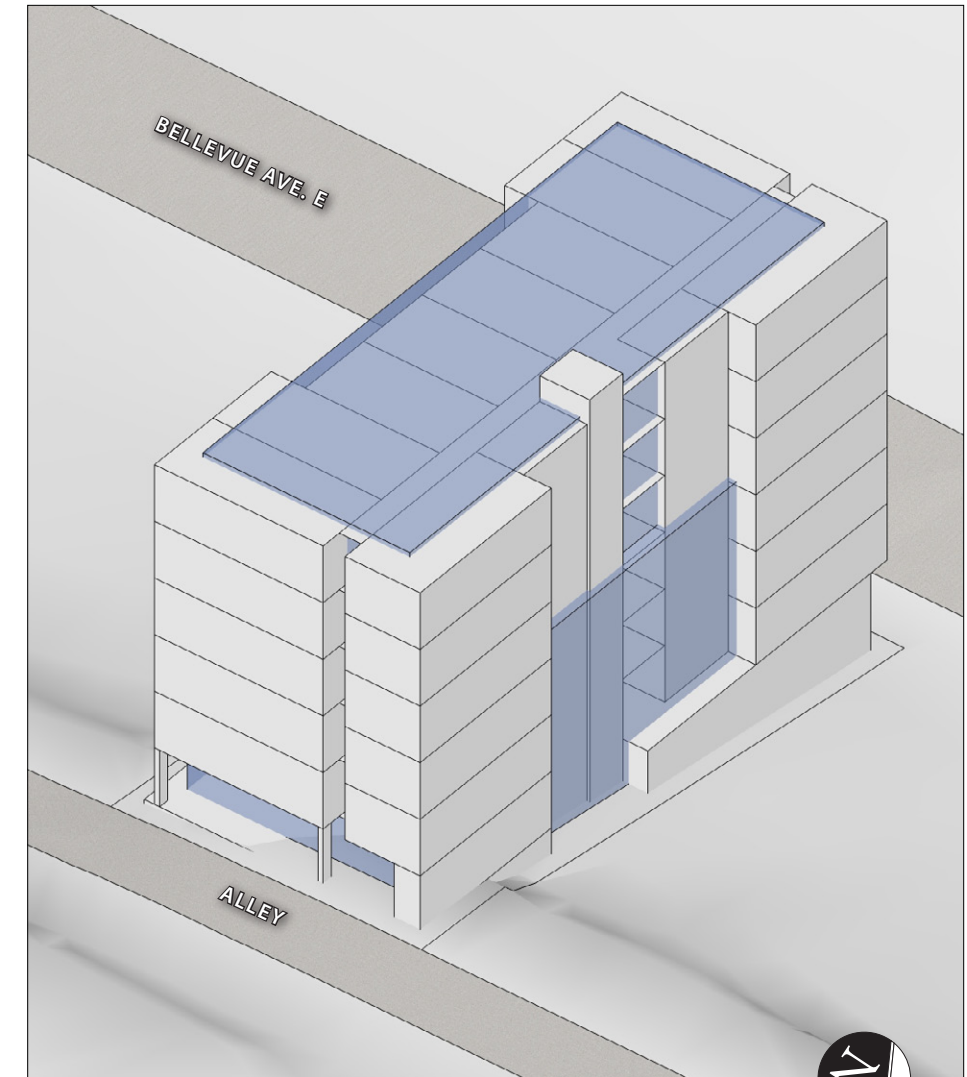
Rear Setback: 10' for rear lot line abutting an alley



ZONING ENVELOPE (AVERAGE SETBACKS SHOWN)



PROPOSED MASSING - VIEW FROM SOUTHWEST



PROPOSED MASSING - VIEW FROM NORTHEAST