

418 BELLEVUE AVENUE EAST WORKFORCE HOUSING

DR RECOMMENDATION MEETING • DPD #3011923
NOVEMBER 30, 2011

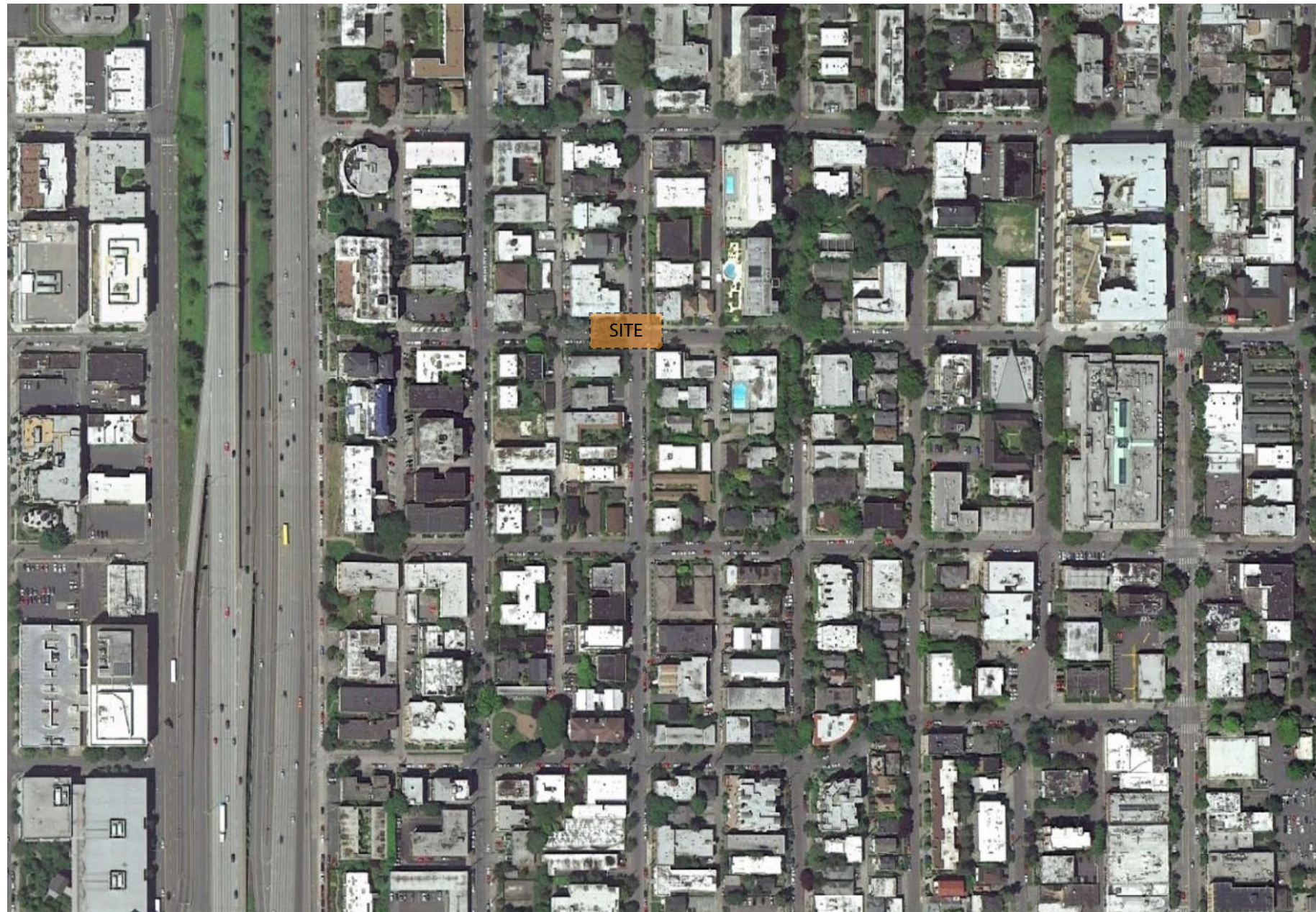


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PROJECT HISTORY

The site is zoned Midrise (MR) which encourages high density development within existing urban infrastructure.

MAY 4, 2006

PREVIOUSLY APPROVED DESIGN

The existing buildings on the site were demolished in 2006 for a proposed 3-story development of 8 townhouse units with underground parking accessed from Bellevue Ave E. The design was fully approved by the city but never constructed due to financial constraints.

Administrative Design Review:	Jan 6, 2006
Master Use Permit (MUP) Issued:	Oct 3, 2006
Building Permit (BP) reviews completed:	Nov 16, 2006

Since the previous design, the city Land Use code has been revised to add additional development incentives for providing Affordable Workforce Housing (80% median income) within the city.

NOVEMBER 30, 2011

CURRENT PROPOSED DESIGN

The current proposed design is a 7-story multifamily residential building containing 48 apartments and parking for 16 vehicles: 6 covered spaces accessed from the alley and 10 spaces in an underground garage accessed from Bellevue Ave E. The project has agreed to provide Affordable Housing and achieve LEED Silver certification in exchange for increased development potential.

Residential:	24,230 gsf
Common Amenity Space:	525 gsf
Circulation/ Service:	7,170 gsf
<u>Parking:</u>	<u>4,100 gsf</u>
Total Building Area:	36,025 gsf

Exterior Amenity Space:	2,115 gsf
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Early Design Guidance:	May 4, 2011
Master Use Permit (MUP) Submitted:	Aug 16, 2011
Design Review Recommendation:	Nov 30, 2011

PROJECT GOALS

COMMUNITY : SUSTAINABILITY : VIBRANCY

1. To provide *affordable* rental units in the city's most desirable neighborhood and designated *workforce housing* that will be rent-controlled for 50 years.
2. To reduce the environmental footprint of the building's construction and use and help support the practice of *sustainable* development.
3. To create a *vibrant* project that encourages a *positive experience* between tenants and the neighborhood.
4. To help strengthen the high density, livable *community* in Capitol Hill.
5. To achieve an *economically feasible* design that can be funded and built.

Workforce Housing Incentive

Overview

- The City Council adopted [Ordinance \(122882\)](#)

The City is proposing amendments to the Land Use Code to expand the use of incentive zoning programs beyond their current application in Downtown. The Workforce Housing Incentive would apply when a significant increase in development capacity, in the form of additional height or floor area beyond that permitted outright on a lot, is allowed. The added floor area or structure height would be conditioned on an applicant including specific elements in a project that would provide a public benefit. The proposed program would apply in different parts of the city as development regulations are revised to incorporate incentive zoning.

Workforce Housing Incentive has the potential to:

- Encourage growth where it is most appropriate and reduce development pressures on fragile natural environments and low-density, single-family areas;
- Promote housing affordability; and
- Encourage other benefits to serve growth such as new open spaces and landmark preservation.

SITE CONTEXT: ZONING AND LAND USE

The site is zoned Midrise (MR) and is within the Capitol Hill Urban Center Village. Bellevue Ave E is a Collector Arterial.

STRUCTURE HEIGHT (SMC 23.45.514)

- Measured from the average grade level to the highest point on the structure.
- Stair and elevator penthouses can extend 10' above height limit.

Base height limit:	60'
Max. allowable height limit:	<u>75'</u> (w/ workforce housing incentive)
Proposed structure height:	69'-5" COMPLIANT

FLOOR AREA RATIO (SMC 23.45.510.E.4)

- Ratio of proposed building area relative to its site area.
- Effectively limits allowable size of building, while providing design flexibility.
- Measured to inside face of exterior walls more than 4' above grade.

Base allowable FAR:	3.2
Max. allowable FAR:	<u>4.25</u> (w/ workforce housing incentive)
Proposed FAR:	3.76 COMPLIANT

WORKFORCE HOUSING INCENTIVE (City Council adopted Ordinance 122882)

- Allows additional developable height and FAR in exchange for a portion of the development maintaining rents at 80% median income for 50 years.
- Requires project achieve LEED Silver or Built Green 4-stair certification.
- Area requirement is 17.5% of the Net Bonus Residential Area (80% of the additional residential area above the Base Allowable FAR.

Bonus Residential Area:	4,022 gsf (x80%=)
Net Bonus Residential Area:	3,218 nsf (x17.5%=)
Required Affordable Area:	<u>563 nsf</u>
Proposed Affordable Area:	765 nsf COMPLIANT

PARKING ACCESS (SMC 23.45.536.C.4.b)

"On steeply sloping lots, the Director may permit the use of both alley and street access provided the access from street is to a common parking garage in or under the structure, is no more than 4' above grade, and the siting of the project results in increased Green Factor, larger ground level amenity areas, and/or reduced surface area than alley access alone".

COMPLIANT

SETBACKS (SMC 23.45.518)

- Front setback from street lot line: 7' avg, 5' min.
- Side setback below 42" from grade: 7' avg, 5' min.
- Side setback above 42" from grade: 10' avg, 7' min.
- Rear setback from alley lot line: 10' min.

COMPLIANT TO FRONT SETBACK
REQUESTING DEPARTURE FOR REDUCED SIDE AND REAR SETBACKS (see page 36)

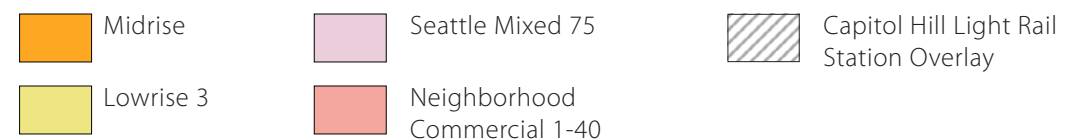
SIGHT TRIANGLE (SMC 23.45.536.C.4.b)

- Driveways serving less than 30 stalls may be 10' wide.
- Two-way driveways less than 22' wide require sight triangles on both sides
- When the driveway or easement is less than 10 feet from the lot line, the sight triangle can be accommodated by the driveway or easement beginning 5 feet from the lot line

REQUESTING DEPARTURE FOR REDUCED SIGHT TRIANGLES (see page 37)



ZONING MAP



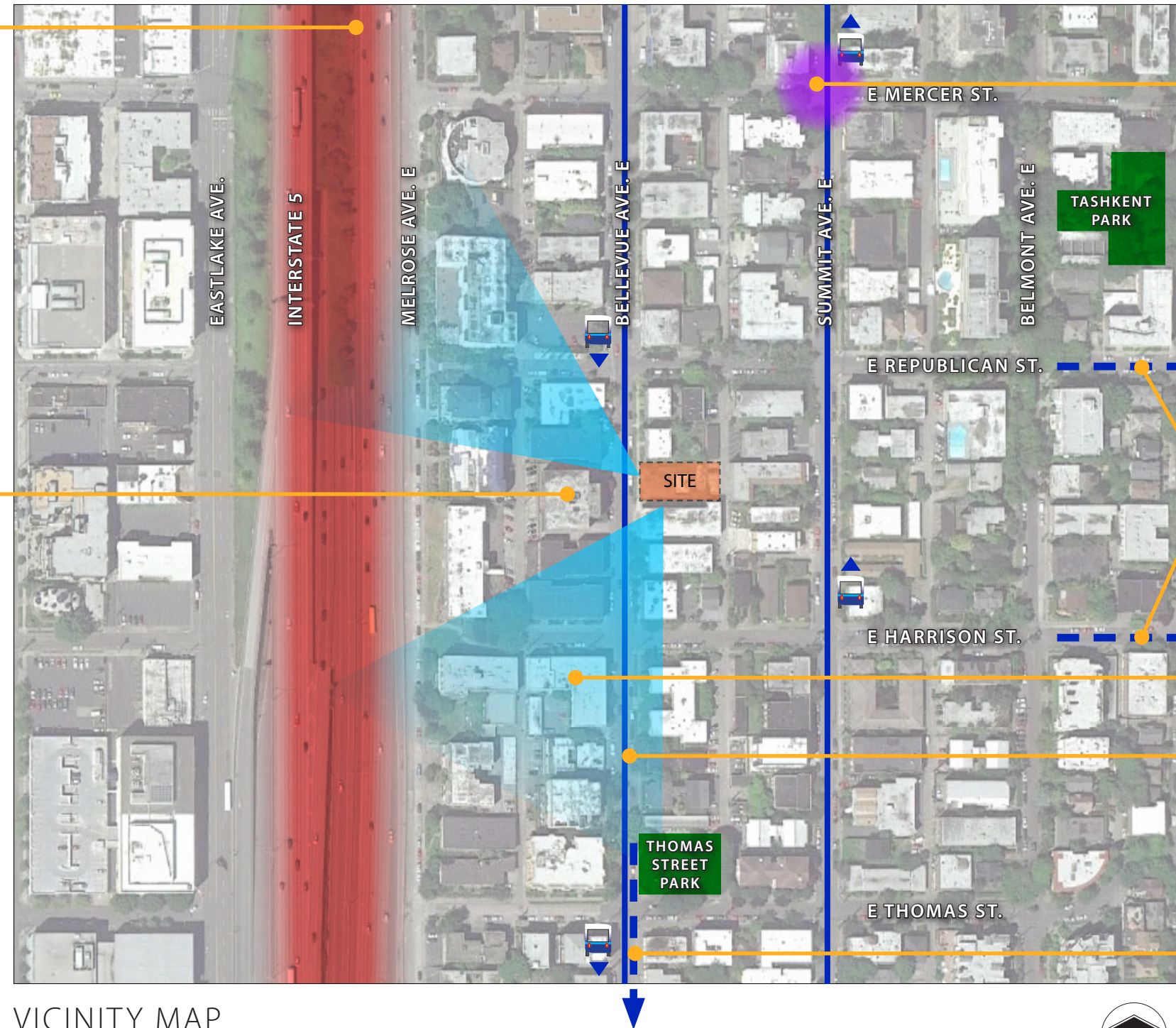
CONSTRAINTS

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

Buildings to the north are mostly 3-story and neighbors are concerned about shadows created by new development.

- Taller buildings to the west block views and solar access

The site is a mid-block infill lot without the advantages of corner exposure.



VICINITY MAP

OPPORTUNITIES

- Low-traffic, pedestrian-friendly streets

- Neighborhood commercial node

- Walking distance to two neighborhood parks.

- Prevailing south winds allow for passive ventilation during summer months.

- Building to the south is 3-story which provides southern sun exposure and views to our upper level units.

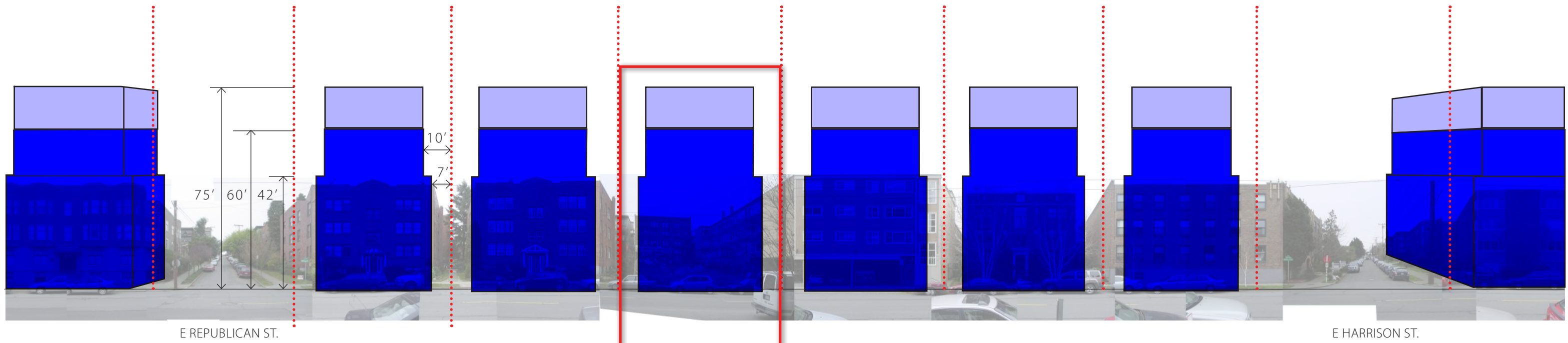
- Pedestrian connections to Broadway and central Capitol Hill

- Views to south and west

- Connection to Downtown via Metro bus route 14

- Pedestrian connection to Pike/Pine and Downtown

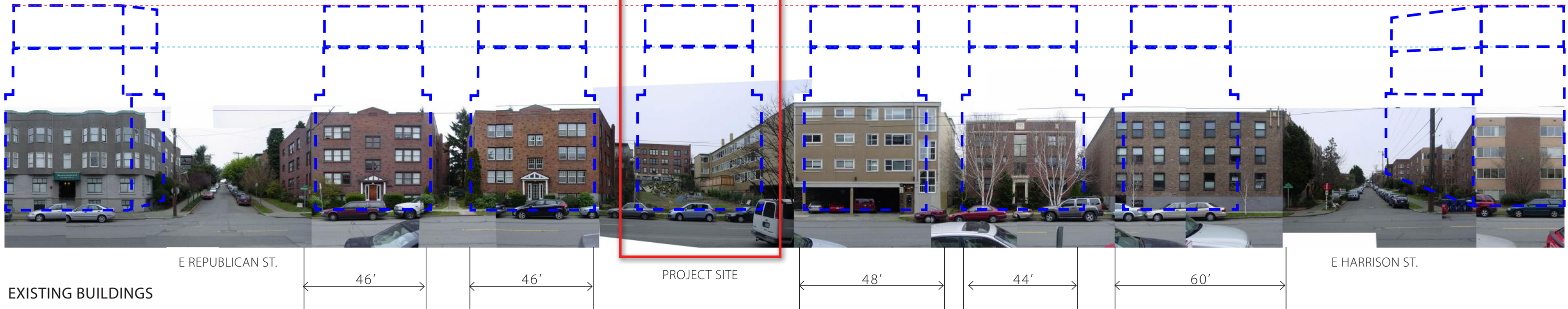
ALLOWABLE BUILDING ENVELOPE



E REPUBLICAN ST.

E HARRISON ST.

ALLOWABLE BUILDING ENVELOPES

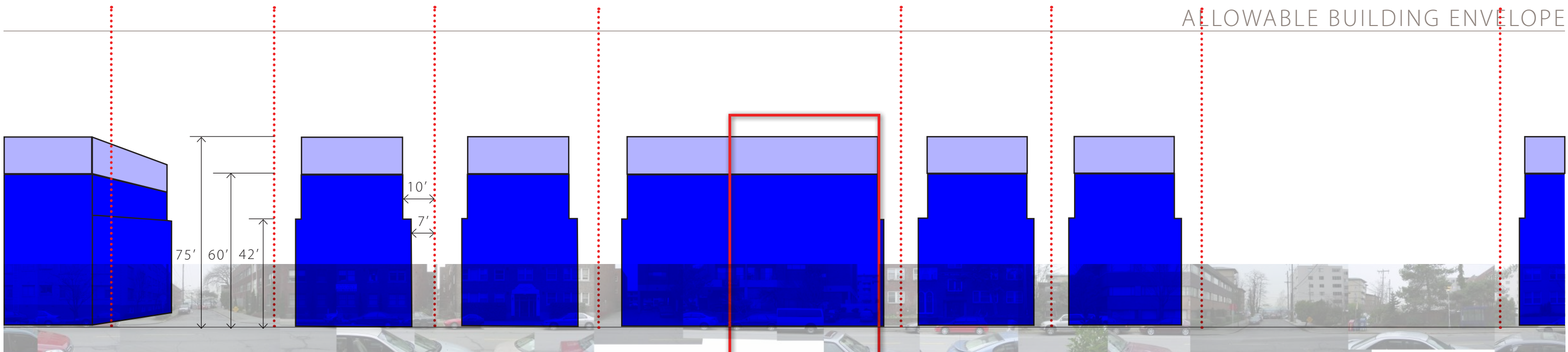


E REPUBLICAN ST.

PROJECT SITE

E HARRISON ST.

EXISTING BUILDINGS



E HARRISON ST.

E REPUBLICAN ST.

ALLOWABLE BUILDING ENVELOPES



E HARRISON ST.

ACROSS FROM PROJECT SITE

E REPUBLICAN ST.

EXISTING BUILDINGS

51'

51'

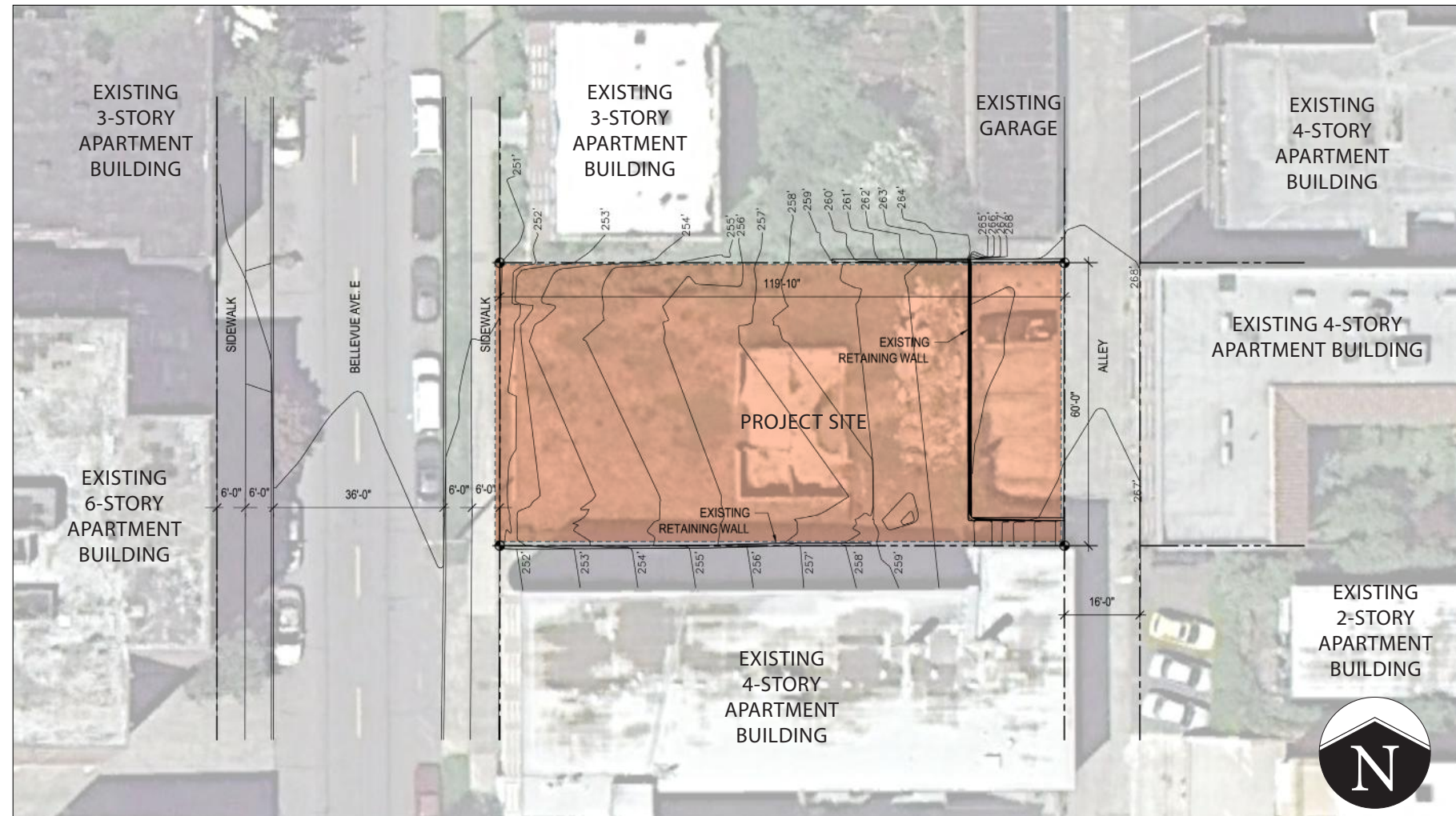
92'

59'

35'







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.

EXISTING SITE PLAN



VIEW OF ADJACENT BUILDING TO NORTH



VIEW OF SITE FROM ALLEY, LOOKING WEST



VIEW OF ADJACENT BUILDING TO SOUTH



VIEW OF SITE FROM BELLEVUE AVE LOOKING EAST

NEIGHBORHOOD BUILDING TIMELINE

1910s - 1940s



- Traditional building forms: base, middle, top, bays, cornices, ornate facade detailing.
- Exterior fire escapes and small common decks from corridor, but no private decks.
- Masonry and wood exterior siding.
- Wood windows, mostly double hung.
- Minimal setbacks with interior light wells; courtyards/shafts for passive ventilation.
- Little or no on-site parking.

1950s - 1970s



- Fewer, if any, traditional building forms
- More overt expressions of mass/void
- Windows ganged into horizontal or vertical bands.
- Exterior walkways and some private decks.
- Textured veneers: masonry, terracotta, stone
- Aluminum and wood windows
- Underground parking or open air, covered garages with wide, continuous curb cuts.

1980s - 1990s



- Return of traditional forms: pitched roofs, base-middle-top, belly bands expressed with the style of their times
- Large exterior decks.
- Economic siding materials- vinyl siding, Louisiana Pacific (LP) siding, EIFS (drivit)
- White vinyl windows, mostly sliders.
- Mechanical ventilation
- On-site, underground parking.

-----2000 - Present: Development of the Single Lot -----



- Modern boxes with more classicy modern expressions.
- Smaller exterior decks.
- Rainscreen siding installations: metal, fibercement panels, wood plank.
- Larger glazing: mostly vinyl, fiberglass, and thermal break aluminum windows.
- Interior corridors with mechanical ventilation.
- Reduced on-site, underground parking.

At the EDG meeting on May 4, 2011, the board was generally supportive of the project goals and recommended the project move forward to MUP Application in response to the guidance provided. They identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project. The board also expressed several comments and concerns, outlined as follows:

SITE PLANNING

A-1 Responding to Site Characteristics

The Siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

The Board discussed the topographical challenge of the site and the resultant issue of efficient vehicular access. The Board agreed that such a condition, however, did not warrant access from the street to non required parking.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Capitol Hill-specific supplemental guidance:

- Retain or increase the width of sidewalks;
- Provide street trees with tree grates or in planter strips, using appropriate species to provide summer shade, winter light, and year-round visual interest;
- Vehicle entrances to buildings should not dominate the streetscape;
- Orient townhouse structures to provide pedestrian entrances to the sidewalk.

The Board was strongly opposed to the proposed access off of Bellevue Avenue and agreed that such a disruption to the pedestrian environment could not be justified, especially since no parking is required by Code.

The Board would like to review the specific design details and dimensions of the ground level stoops and residential units along Bellevue at the next meeting.

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

The Board discussed at length the impact of the proposed departures and massing on the neighboring buildings and found that the applicant's preferred scheme would be too disruptive to the nearby residences and open spaces in terms of shading and proximity. The Board requested that a shading study of the proposed shadow impacts from the proposed building be presented for review at the next meeting.

A-6 Transition Between Residence & Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The Board reiterated a sentiment from the D-12 guideline that states "Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry." The Board unanimously agreed that the details of how this project meets the sidewalk at the ground level will be a critical component of this project's success. The lobby and ground level residential units should include transparency, landscaping and dimensions that foster engagement with the street.

HEIGHT, BULK & SCALE

B-1 Height, Bulk & Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between anticipated development potential of the adjacent zones.

Capitol Hill-specific supplemental guidance:

- Break up building mass by incorporating different facade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern.
- Consider existing views to downtown Seattle, the Space Needle, Elliott Bay and the Olympic Mountains, and incorporate site and building design features that may help to preserve those views from public rights-of-way.
- Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.

The Board discussed the magnitude of the proposed setback departures and agreed that the resultant design was oversized and would create a massing that was out of scale with the neighborhood. The Board stressed that while neighborhood densification is laudable, there needs to be a balanced approach when such density involves going beyond the allowed buildable area to such a large extent. The quality of the streetscape experience would suffer as a result of such departures, therefore many of the requested departures and massing shown at this meeting were not supported due to the negative impacts to bulk and scale.

ARCHITECTURAL ELEMENTS & MATERIALS

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

The Board discussed the importance of the design that is responsive to the context. Specifically, the Board requested a more detailed analysis of how the seven story building will respond to the existing and predominantly lower scaled buildings. The Board does not expect the design of this building to emulate the historic buildings in the neighborhood.

The Board was intrigued by the idea of a design that contrasts with the varied historic architecture eras that are represented in the context.

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building.

ARCHITECTURAL ELEMENTS & MATERIALS (continued)

Capitol Hill-specific supplemental guidance:

- incorporate signage that is consistent with the existing or intended character of the building and the neighborhood.
- Solid canopies or fabric awnings over the sidewalk are preferred.
- Avoid using vinyl awnings that also serve as big, illuminated signs.
- Use materials and design that is compatible with the structures in the vicinity if those represent the desired neighborhood character.

The Board agreed that the design of this building should have a clear concept for each façade that is responsive and sensitive to the immediate context. The Board was supportive of the design concept for a contemporary looking building.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

Capitol Hill-specific supplemental guidance:

- Incorporate building entry treatments that are arched or framed in a manner that welcomes people and protects from the elements and emphasizes the building's architecture.
- Improve and support pedestrian-orientation by using components such as: non-reflective store-front windows and transoms; pedestrian-scaled awnings; architectural detailing on the first floor; and detailing at the roof line.

The Board noted that they will look forward to reviewing the details of the residential stoops and lobby at the next meeting.

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed of close. Materials that have texture, pattern, and lend themselves to a high quality of detailing are encouraged.

Capitol Hill-specific supplemental guidance:

- Use wood shingles or board and batten siding on residential structures.
- Avoid wood or metal siding materials on commercial structures.
- Provide operable windows, especially on storefronts.
- Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color.
- Consider each building as a high-quality, long-term addition to the neighborhood; exterior design materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood.
- The use of applied foam ornamentation and EIFS is discouraged, especially on ground level locations.

At the Early Design Guidance Meeting, the Board encouraged a material palette with the richness of materials shown in the examples contained in the presentation packet. The Board appreciated the suggestion of using both cool and warm materials. The Board will review the color and material palette at the next meeting. The Board was supportive of the levels of transparency suggested in the presentation packet.

PEDESTRIAN ENVIRONMENT

D-6 Screening of Dumpsters, Utilities, and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When they cannot, they should be situated and screened from view and should not be located in the right-of-way.

The Board encouraged secure screening of the trash and recycling off of the alley. The Board also noted that the tucked in parking shown off of the alley should be similarly screened and secured.

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Capitol Hill-specific supplemental guidance:

- pedestrian-scale lighting that avoids light spillover onto adjacent properties
- architectural lighting to complement the architecture of the structure
- transparent windows allowing views into and out of the structure- thus incorporating "eyes on the street".
- provide a clear distinction between pedestrian traffic areas and commercial traffic areas through the use of different paving materials, colors, landscaping, etc.

The Board noted that adequate lighting and security of the tucked in parking and service areas are critical to maintaining a safe alley.

D-8 Treatment of Alleys

The design of the alley entrances should enhance the pedestrian street front.

See D-7

D-12 Residential Entries and Transitions

For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops, and other elements that work to create a transition between the public and private entry.

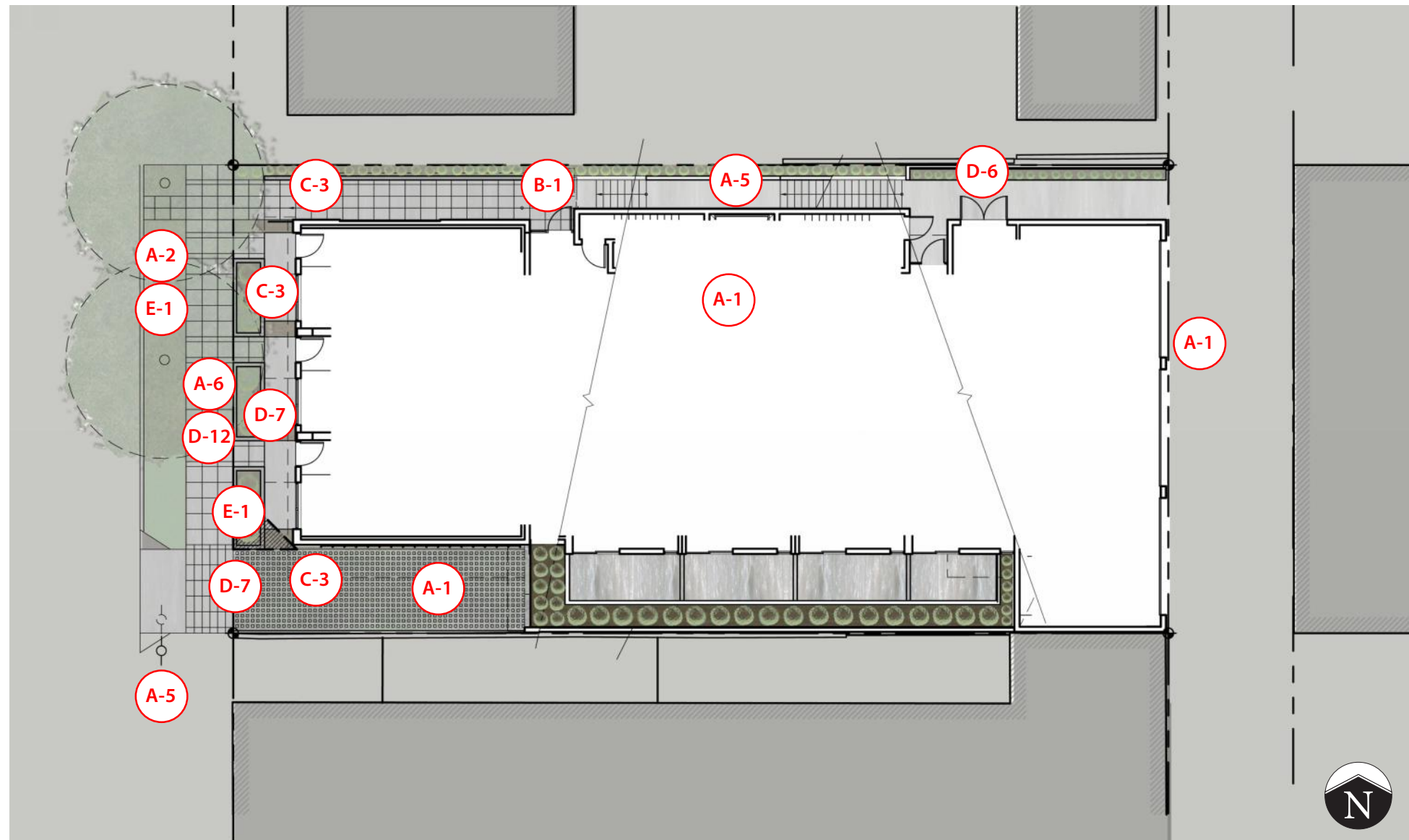
See A-1, A-6 and C-3

LANDSCAPING

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

The Board stated they will look forward to reviewing a well-detailed landscape design for the right-of-way and the space located along the north and south sides of the site. The Board is particularly interested in how the ground level residential units will be design and treated to maintain privacy and security for these units, while also engaging with the street.



SITE PLAN

A-1 RESPONDING TO SITE

- Ground-level townhouses along street
- Covered garage access from alley
- Underground garage accessed from street due to extent of east-west slope
- Single-loaded corridor due to narrow site
- South-facing units due to solar exposure above adjacent building
- Exterior walkways capture natural light and natural ventilation due to orientation

A-2 STREETScape COMPATIBILITY

- Maintaining sidewalk width
- Providing planter strips and street trees
- Residential entrances from sidewalk
- Vehicle entry on street does not dominate

A-5 RESPECT FOR ADJACENT SITES

- - Windows and setbacks designed to be sensitive to adjacent buildings
- - Stair core facing wild courtyard to north
- - Vehicle entry relocated next to covered parking to south

A-6 TRANSITION BETWEEN RES. AND ST.

D-12 RES. ENTRIES AND TRANSITIONS

- Planters, porches, and windows at ground all designed to be sensitive to streetscape

B-1 HEIGHT, BULK, AND SCALE

- Mass divided by gaps at exterior walkways

C-3 HUMAN SCALE

- Residential porches at ground level
- Canopies over entries
- Artwork mural along north res. entry
- Greenscreen/ trellis at garage entry

D-6 SCREENING OF DUMPSTERS

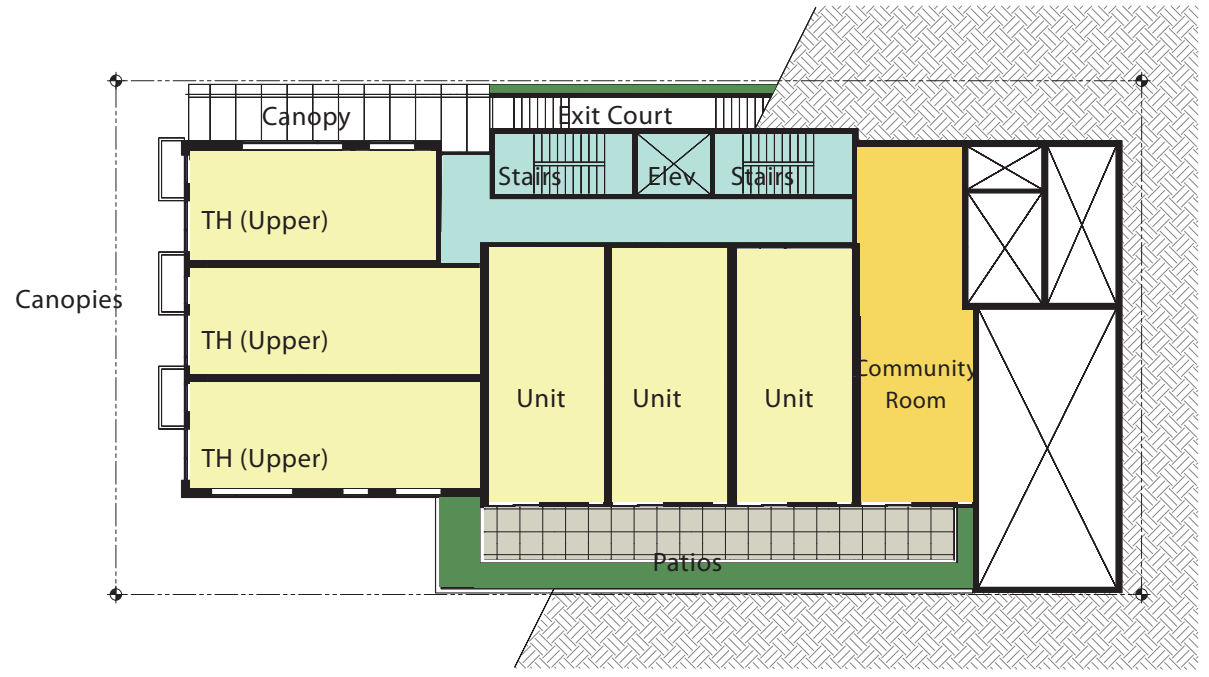
- Dumpsters located well within building and green screen for collection day.

D-7 PERSONAL SAFETY AND SECURITY

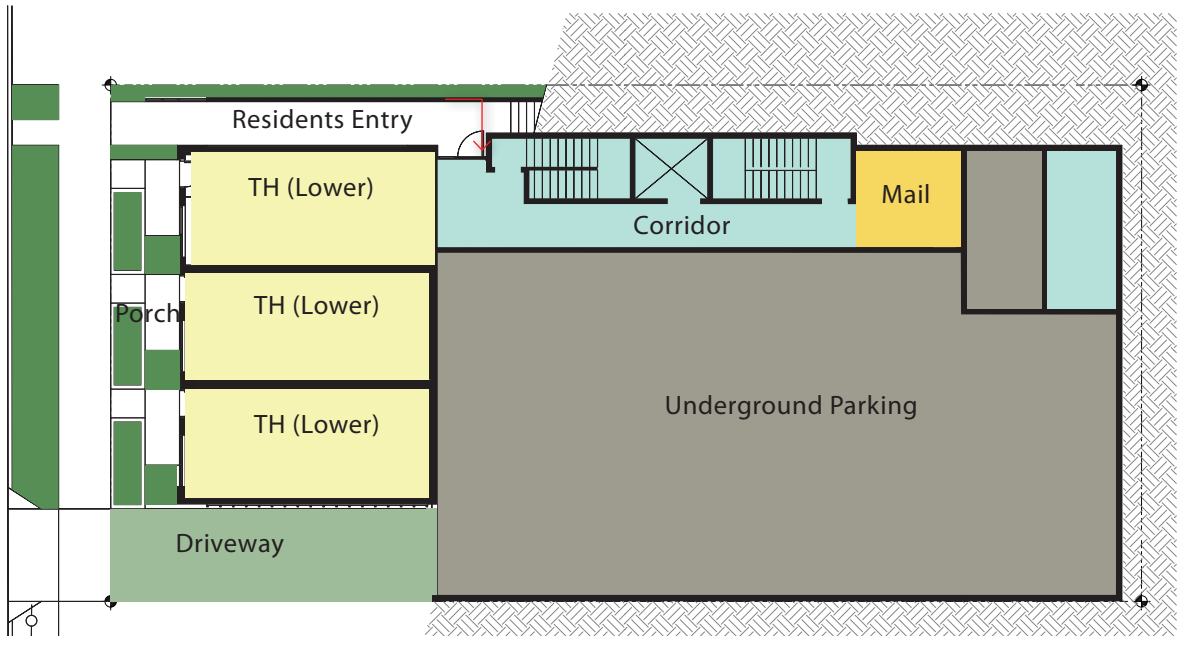
- Eyes on the street
- Well placed lights around entire perimeter
- Accent paving at driveway on street
- Rough "cobble-like" paving on driveway
- Convex mirror at driveway
- Open mesh door on underground garage

E-1 LANDSCAPING CONTINUITY

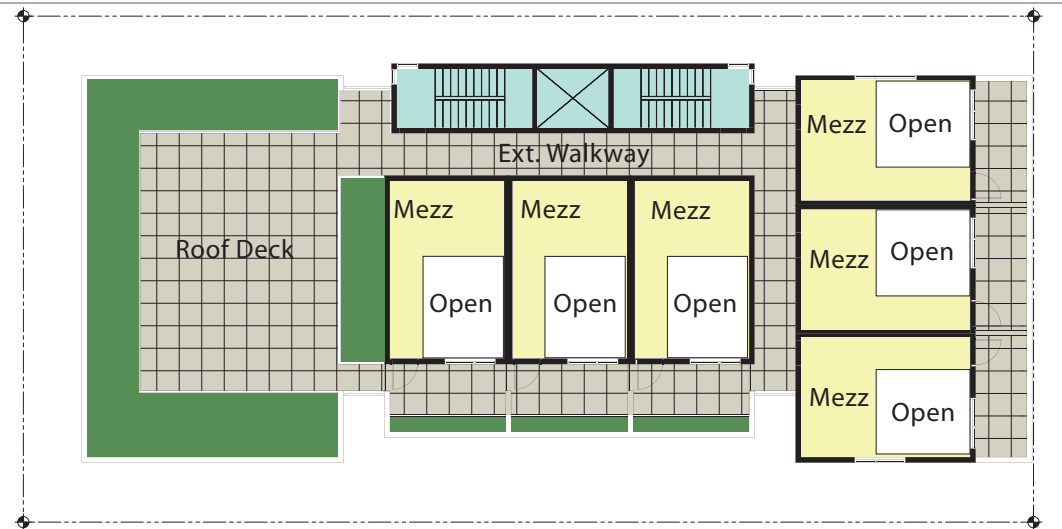
- Continuous 6 foot wide planting strips and 6 foot wide sidewalk aligns with existing conditions to the north and south
- Raised planter beds separate public sidewalk and private porches and screen units without the need for fences



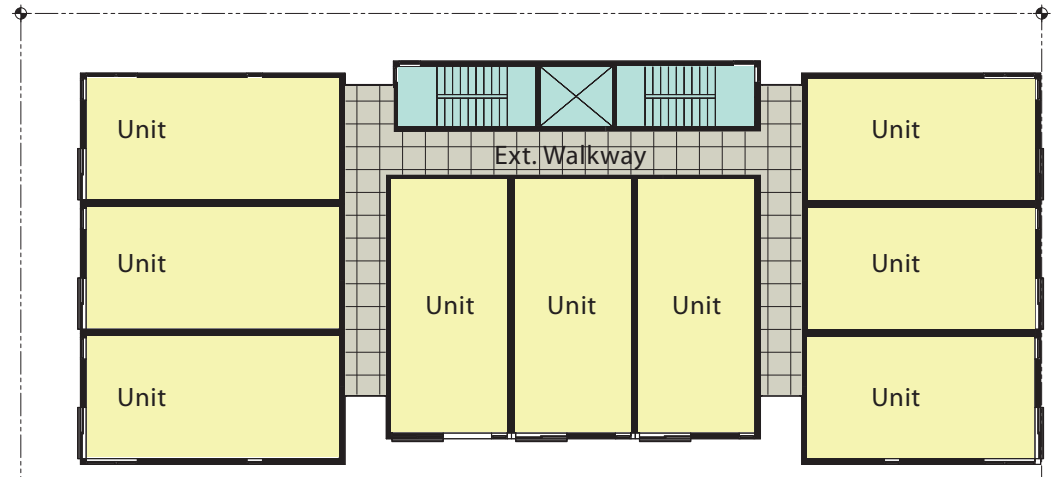
LEVEL 2 PLAN



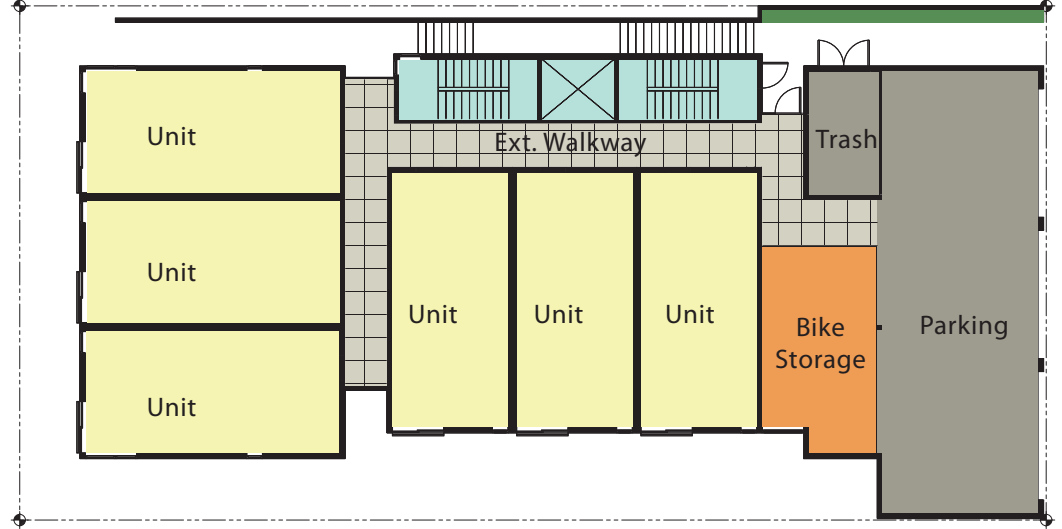
LEVEL 1 PLAN



LEVEL 7-MEZZ PLAN

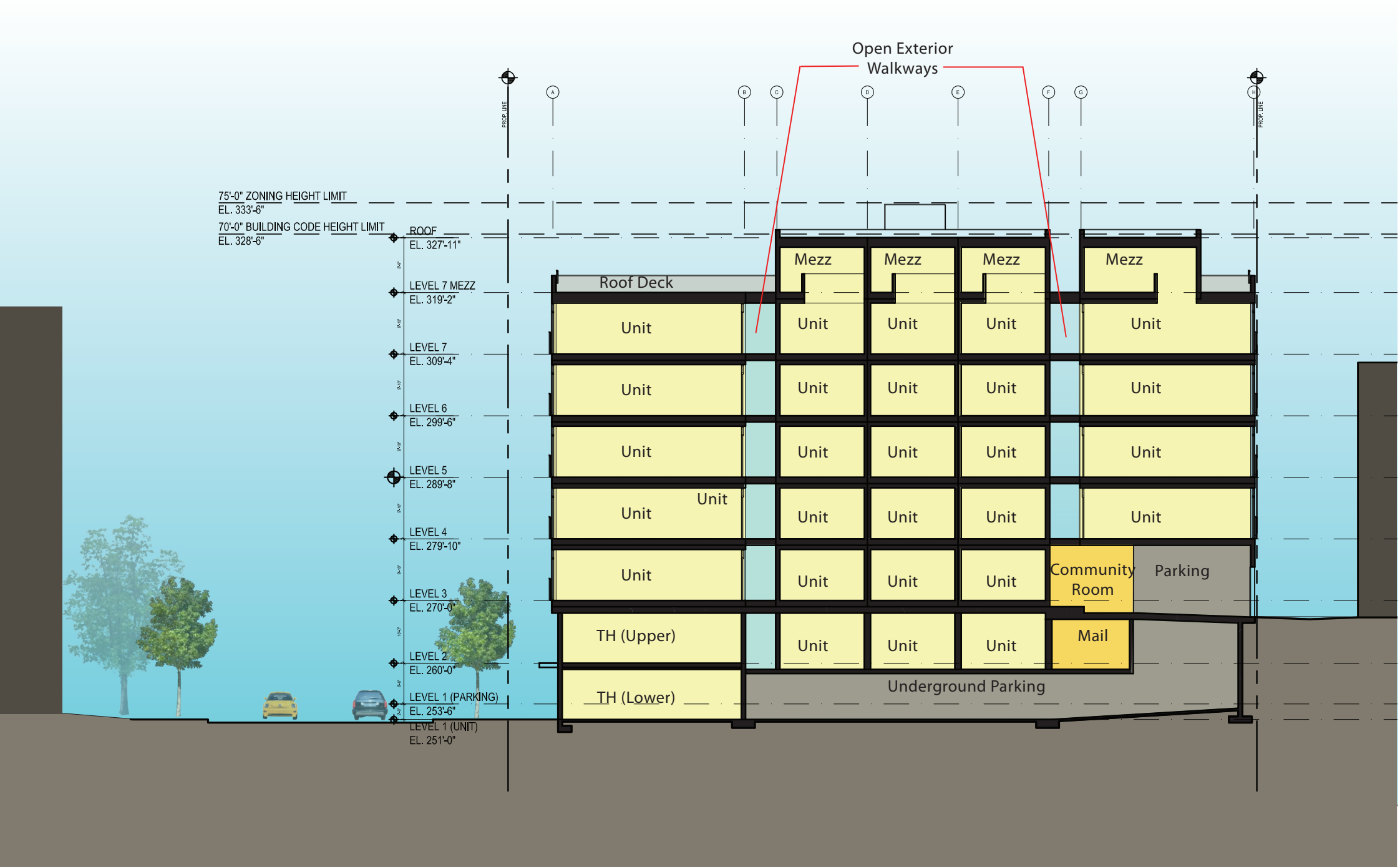


LEVEL 4-7 PLANS



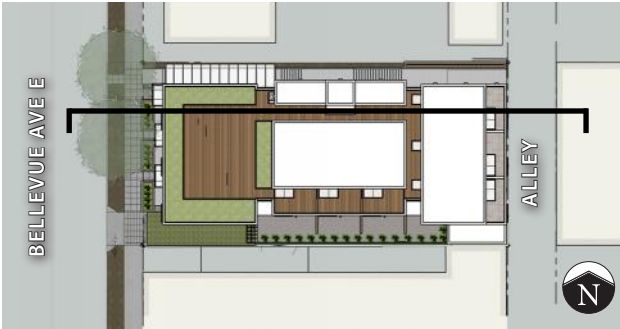
LEVEL 3 PLAN

CURRENT SCHEME: SECTION



- Residential
- Common | Amenity
- Circulation
- Trash
- Parking | Service
- Ext. Walkway | Deck
- Planter

LONGITUDINAL SECTION



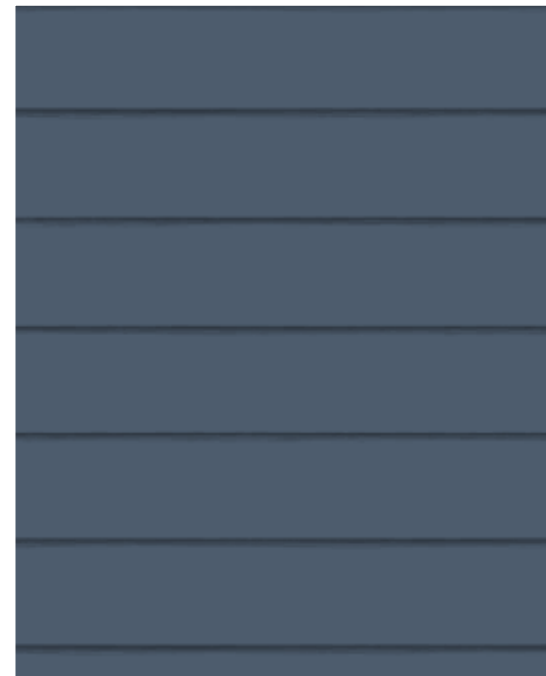
COLOR AND MATERIAL PALETTE

The project incorporates a modern color/material palette that balances warm and cool colors as well as textural elements. A simplified palette of cool-hued blues and greys, accented by the material qualities of metal serve to contrast the underlying warm tones and texture of wood found throughout the project, especially at the pedestrian level. Additional texture is found in the architectural concrete.

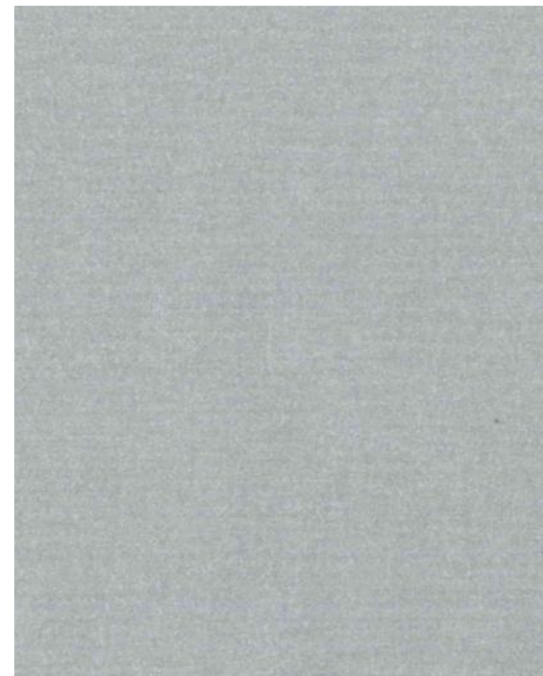
Accent features, such as green screens, reclaimed barn wood at the planters, and blackened steel elements at the ground level add additional visual interest as well as softer textures to the project.

Durable, high-quality materials reduce maintenance costs and liability over the life of the building, and add integrity to the character of the area.

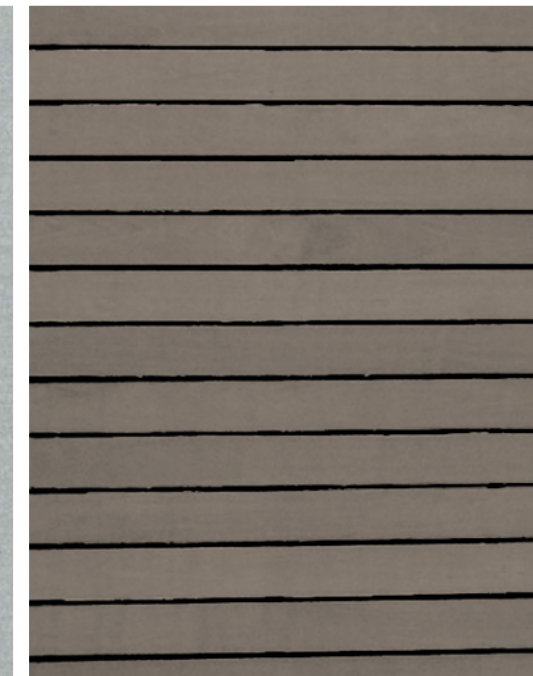
1 CEMENTITIOUS FIBER CEMENT SIDING | HARDIPLANK, SW 7602 INDIGO BATIK



2 METAL PANEL | AEP SPAN, PRESTIGE COOL METALLIC SILVER,



3 HORIZ. WOOD PLANK | 1X3s AT 4" O.C. WARM WOOD GREY



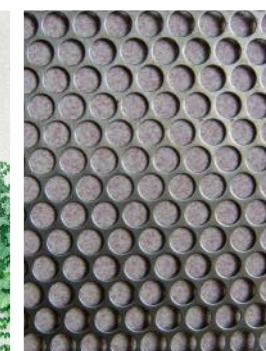
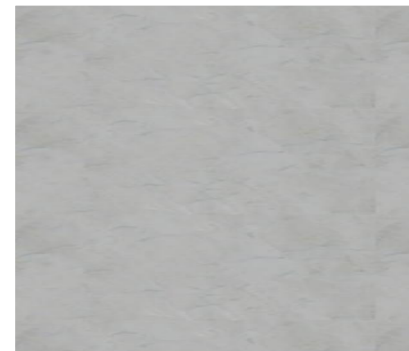
4 VINYL WINDOW | WHITE



5 ALUMINUM CANOPY | POWDER-COATED WHITE W/TRANSLUCENT PANELS



9 RAIN CHAIN



6 ARCHITECTURAL CONCRETE

7 CLIMBING VINES

8 MESH PANEL | ALUMINUM SILVER

10 RECLAIMED WOOD AT PLANTERS | WEATHERED GREY

11 TOWNHOUSE DOORS, GREEN SCREENS, SIGNAGE | BLACKENED STEEL, PRE-RUSTED + SEALED

C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY

Horizontal white bands express the floors, vertical white bands express the party walls between units, and the exterior walls are ganged together into vertical bands. There is a very clear harmony of mass-void with no punched window openings.



C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY

All exterior unit entries have wood siding that add charm and warmth to their private deck areas. West facade has clear base-middle-top with warm materials (wood siding and landscaping) at both base and top and cool material palette (metal siding, blue fibercement, silver aluminum mesh deck rails) in the middle.

C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY

Strong, regular facade design with simplified material palette of metal siding and fibercement panel above wood and concrete. Façade elements set at regular rhythm that playfully expresses the unit modules.



B-1 HEIGHT, BULK, AND SCALE

South facade is broken up into 3 distinct masses with gaps at the exterior walkways/ unenclosed corridors. A change in color at the center section further emphasizes this.

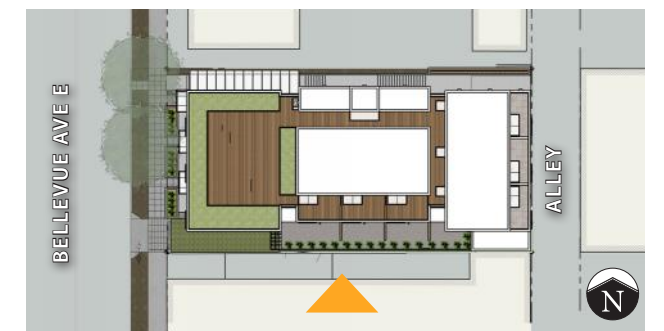


**D-7 SAFETY AND SECURITY
PERSONAL SAFETY AND SECURITY**

- Well placed lighting
- Rough "cobble-like" paving on driveway
- Convex mirror at driveway
- Open mesh door on underground garage

C-3 HUMAN SCALE

South units on Level 3 face a fence/ wall on the adjacent building and use vertical vegetated walls along the south property line to screen them.



C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY
East facade has clear base-middle-top, but with metal siding at both the base and top.



D-7 PERSONAL SAFETY AND SECURITY
D-8 TREATMENT OF ALLEY
The exterior lighting scheme provides safe light levels along the alley, the north walkway, west streetscape, and the south driveway.



B-1 HEIGHT, BULK, AND SCALE
 North facade is broken up into 3 distinct masses with gaps at the exterior walkways/ unenclosed corridors. A change in color at the center section further emphasizes this.



A-5 RESPECT FOR ADJACENT SITES
 Heights of retaining walls along north property line have been minimized and residential entry has been carefully designed to avoid the need for high security fencing along the north property line.

C-3 HUMAN SCALE
 - Canopy over main residential entry.
 - Wood plank siding at building entries and extensive reveals around concrete base.
 - Artwork mural along north walkway





C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY
 Strong, regular facade design with simplified material palette of metal siding and fibercement panel above wood and concrete. Facade elements set at regular rhythm that playfully expresses the unit modules.

D-7 SAFETY AND SECURITY
PERSONAL SAFETY AND SECURITY
 - Accent paving at driveway on street
 - Rough "cobble-like" paving on driveway
 - Convex mirror at driveway
 - Open mesh door on underground garage

A-6 TRANSITION BETWEEN RES. AND ST.
D-12 RES. ENTRIES AND TRANSITIONS
 - Raised planters along sidewalk.
 - Step up onto porch
 - Landscaping to screen unit glazing and exterior front porches without fence or wall.
 - Canopies, exterior lighting, wood siding, door color, and signage all identify ground level unit entries.

VIEW ALONG BELLEVUE AVENUE EAST

A-1 RESPONDING TO SITE
 Front setback aligns with existing building to the north and provides comfortable dimensions for the townhouse porches

C-3 HUMAN SCALE
 - Canopies over townhouse entries with rain chains.
 - Wood plank siding at building entries and extensive reveals around concrete base.
 - Green screen along the south facade.

D-7 PERSONAL SAFETY AND SECURITY
 The proposed vehicle access along the street is serving only 10 vehicles that will be facing out as they leave the underground garage. The existing building to the south has 4 covered parking spaces backing out over the sidewalk along a continuous curbcut.



VIEW ALONG BELLEVUE AVENUE EAST

C-3 HUMAN SCALE

- Canopy over main residential entry.
- Wood plank siding at building entries and extensive reveals around concrete base.
- Artwork mural along north walkway



NORTH ENTRY LOOKING WEST



RESIDENTIAL ENTRY AND TOWNHOUSE STOOPS

D-7 PERSONAL SAFETY AND SECURITY

Ground-level residential space is the living area of 2-story townhouse units. There are no sleeping areas at ground level which historically have required bars on the windows for residents to feel safe in this area.

A-5 RESPECT FOR ADJACENT SITES

Heights of retaining walls along north property line have been minimized and residential entry has been carefully designed to avoid the need for high security fencing along the north property line.



COMMON ROOF DECK

A-5 RESPECT FOR ADJACENT SITES

Window locations are offset from window locations on adjacent buildings and stair/ elevator core is facing an overgrown courtyard to the north with mature, tall trees that will effectively screen it from the apartment buildings further north.

C-1 ARCHITECTURAL CONTEXT

Development site is only one lot wide, making the project the same width as most existing buildings in the area. This is not a mega-project spanning multiple lots as we often see in new developments.



VIEW FROM NE CORNER



VIEW FROM NW CORNER

A-1 RESPONDING TO SITE CHARACTERISTICS

The “bright side” of the lower building to the south is that the upper stories of our project will have access to southern views and sunlight, at least for a time.

The minimal rear setback also aligns with the existing buildings to the south and north.

C-1 ARCHITECTURAL CONTEXT

Design of facades pays homage to traditionally “modern” buildings from the 50s and 60s in the with bands of ganged windows/ walls, and is organized vertically into base-middle-top, similarly to buildings from the 1910s-40s, but its overall design and detailing is an honest expression of its time.



VIEW FROM SE CORNER



VIEW FROM SW CORNER



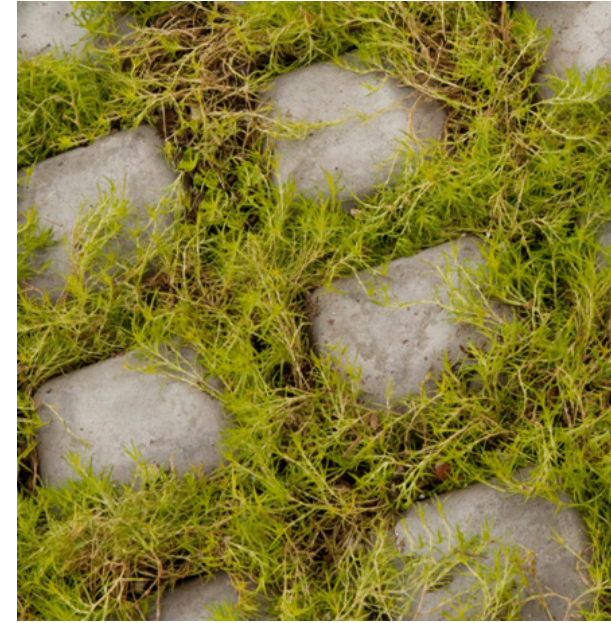
1 STREET TREE
 PYRUS CALLERYANA
 'AUTUMN BLAZE' PEAR



2 ROOFTOP TREES
 ACER PALMATUM (GREEN)
 JAPANESE MAPLE



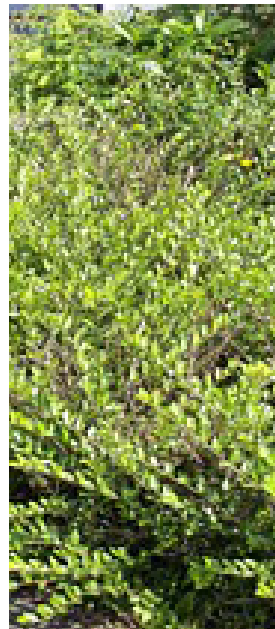
ACER CIRCINATUM
 VINE MAPLE



3 GREEN PAVERS AT DRIVEWAY
 MOSS, GRASS, AND/OR GRAVEL



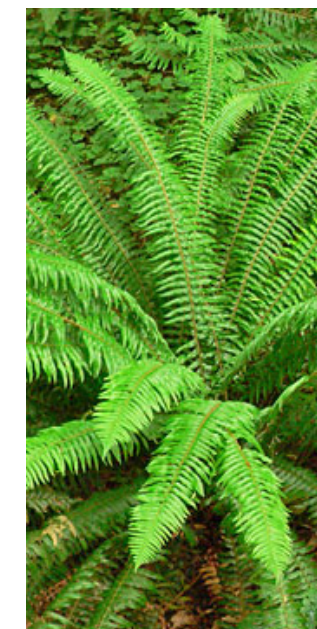
4 VEGETATED WALL/ GREEN SCREEN
 AKEBIA QUINATA
 CHOCOLATE VINE



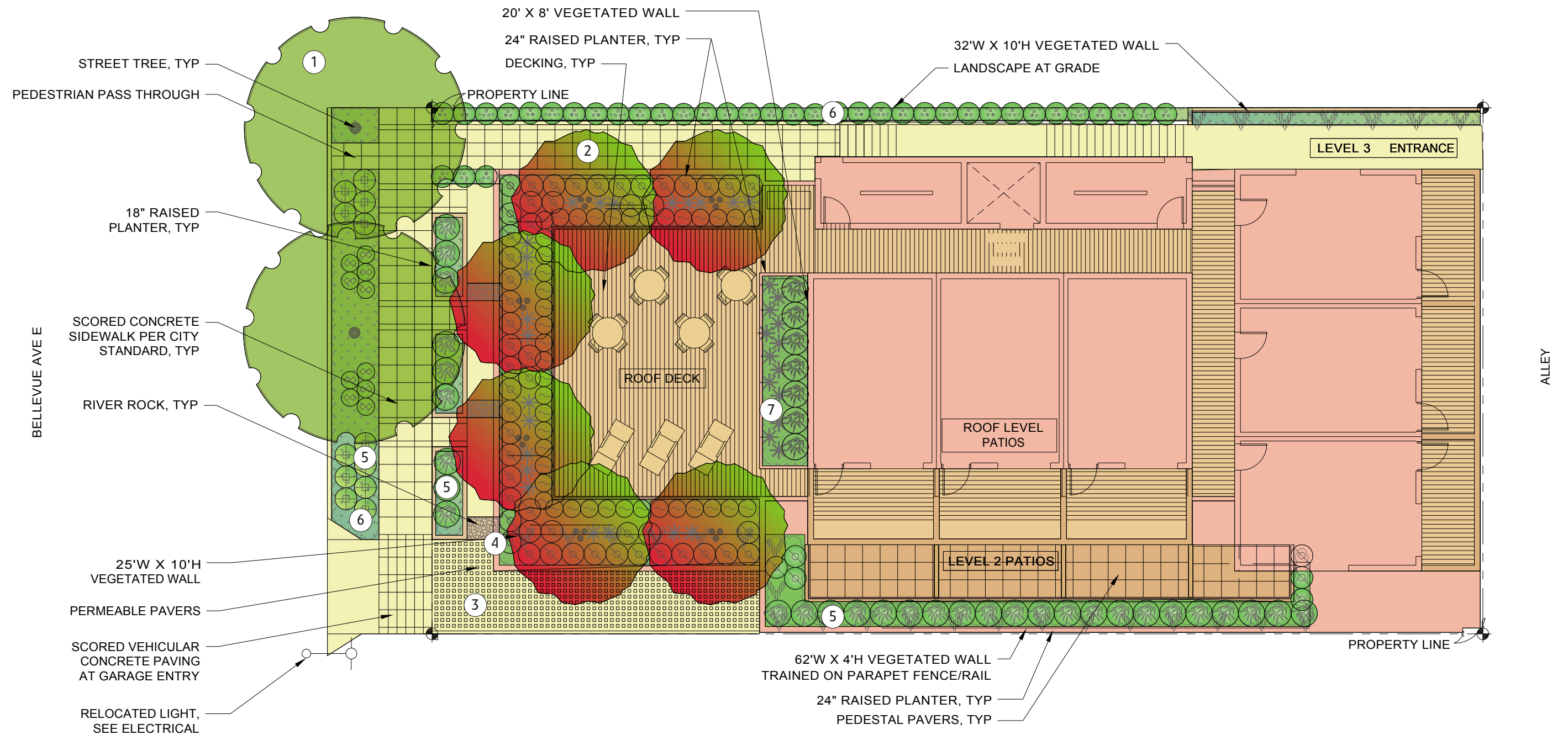
5 SHRUBS/GROUNDCOVERS
 SHIBATAEA CHINENSIS SHIBATAEA BAMBOO
 LONICERA PILEATA PRIVET HONEYSUCKLE
 OSMANTHUS DELAVAY SWEET OLIVE
 VIBURNUM DAVID DAVID'S VIBURNUM



6 GROUNDCOVERS
 LIRIOPE SPICATA CREEPING LILYTURF
 OSMANTHUS DELAVAY SWEET OLIVE



7 ACCENT PERENNIAL
 BLECHNUM SPICANT DEER FERN



LANDSCAPE PLAN

SCALE: 1/8" = 1'-0"

LIGHTING SCHEME

The goal of the lighting design is to create safe, well lighted spaces in and around the building while also being interesting and inviting. Fixtures will be selected according to their suitability for specific uses and also their efficient use of energy.



E1 DOWNLIGHT SCONCE AT ENTRY DOORS



E2 RECESSED DOWNLIGHT AT ENTRY WALKWAYS



E3 SWIVEL DOWNLIGHTS AT ARTWORK

D-7 Personal Safety and Security

D-8 Treatment of Alley

The exterior lighting scheme provides safe light levels along the alley, the north walkway, west streetscape, and the south driveway.

A-6 Transition between residence and street

D-12 Residential entries and transitions

The exterior lighting scheme also highlights key entrance points and key features such as building and unit signage, street-level planters and green screens.



E4 WIDE SPREAD SCONCE AROUND PERIMETER



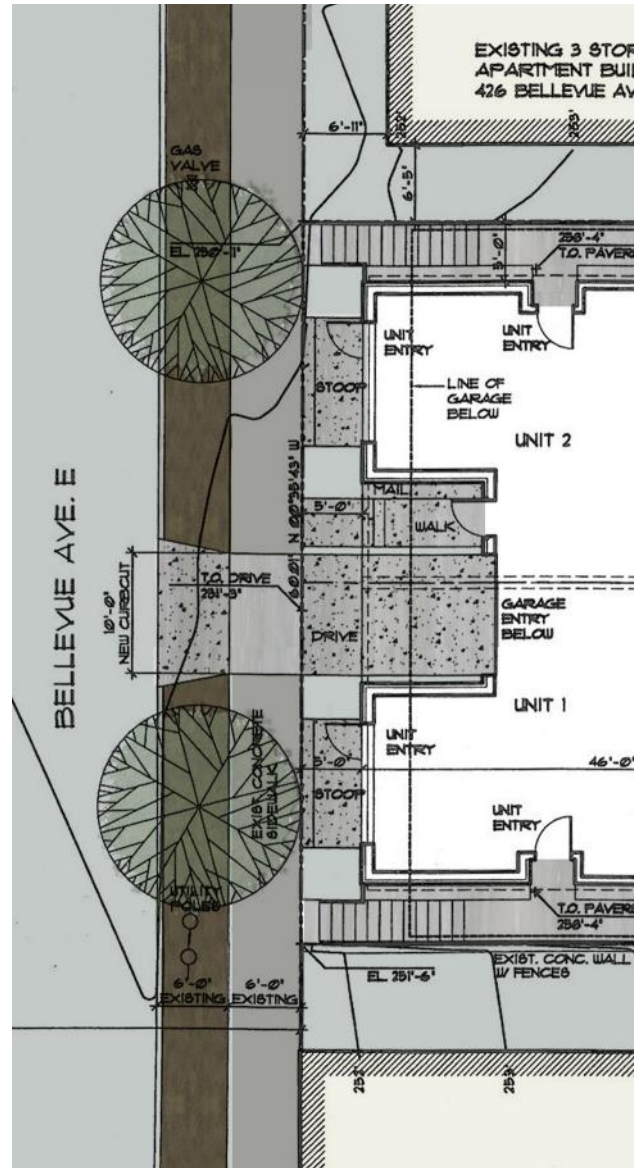
E5 ACCENT LIGHTING AT ENTRANCE SIGN



E6 ACCENT LIGHTING AT STREET LEVEL PLANTERS



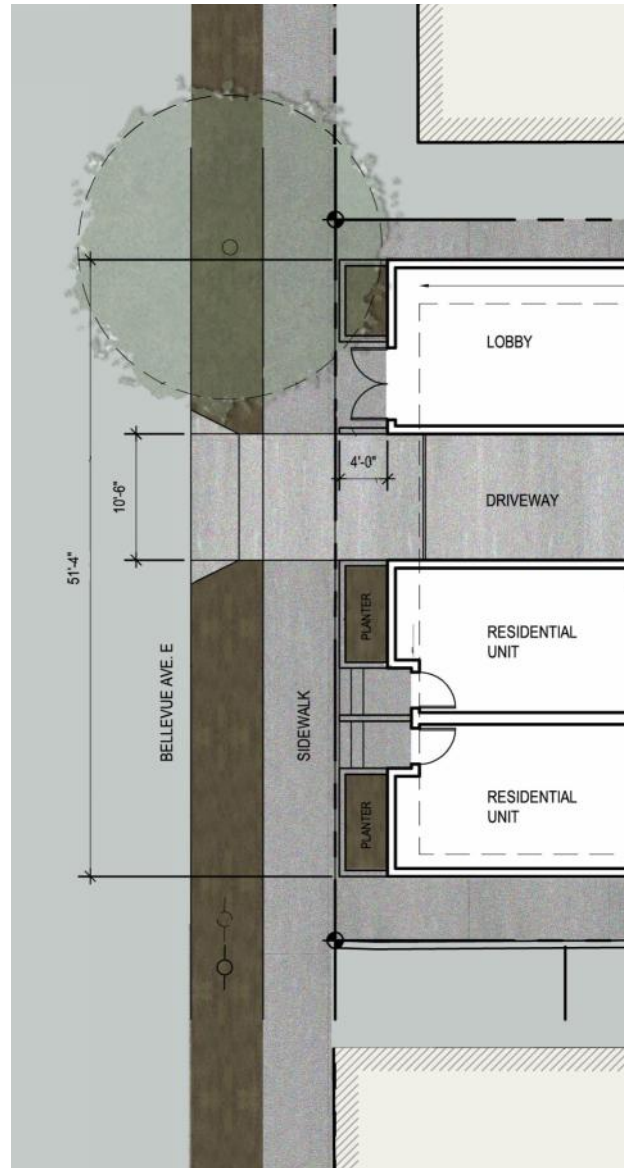
MAY 2006
PREVIOUSLY APPROVED PROJECT



The previous design proposal for this site requested vehicle access that was solely from Bellevue Ave. E. The applicant demonstrated that underground parking is infeasible if accessed from the alley.

The Design Review Board granted a Departure to allow street access to the garage and allowed it to be centered on the west facade.

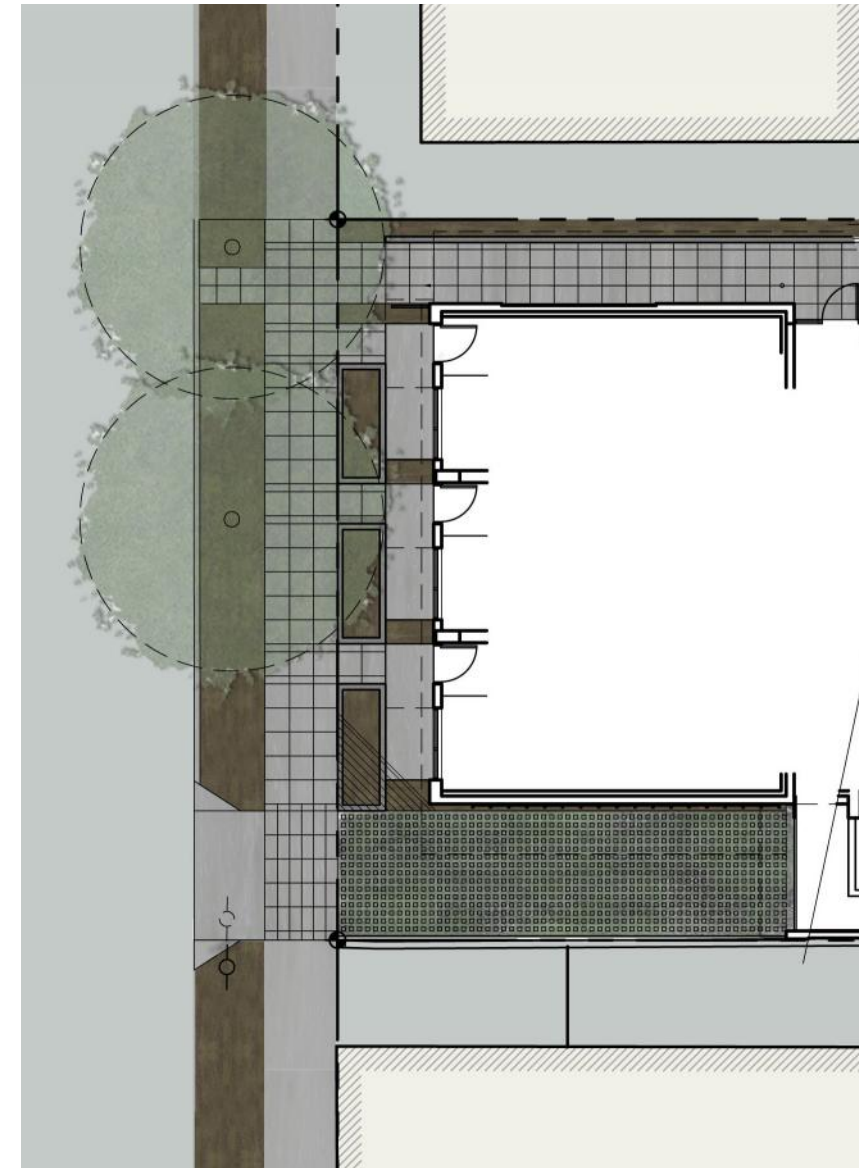
MAY 4, 2011
PROPOSED ACCESS AT EDG



At EDG, the preferred design had vehicle access from the street. Access was located toward the north of the lot to effectively separate the residential lobby from the townhouse units.

The Design Review Board denied the Departure request, arguing that underground parking is no longer required by Land Use code. They also cited safety concerns at the intersection of the driveway and sidewalk.

NOVEMBER 30, 2011
PROPOSED ACCESS



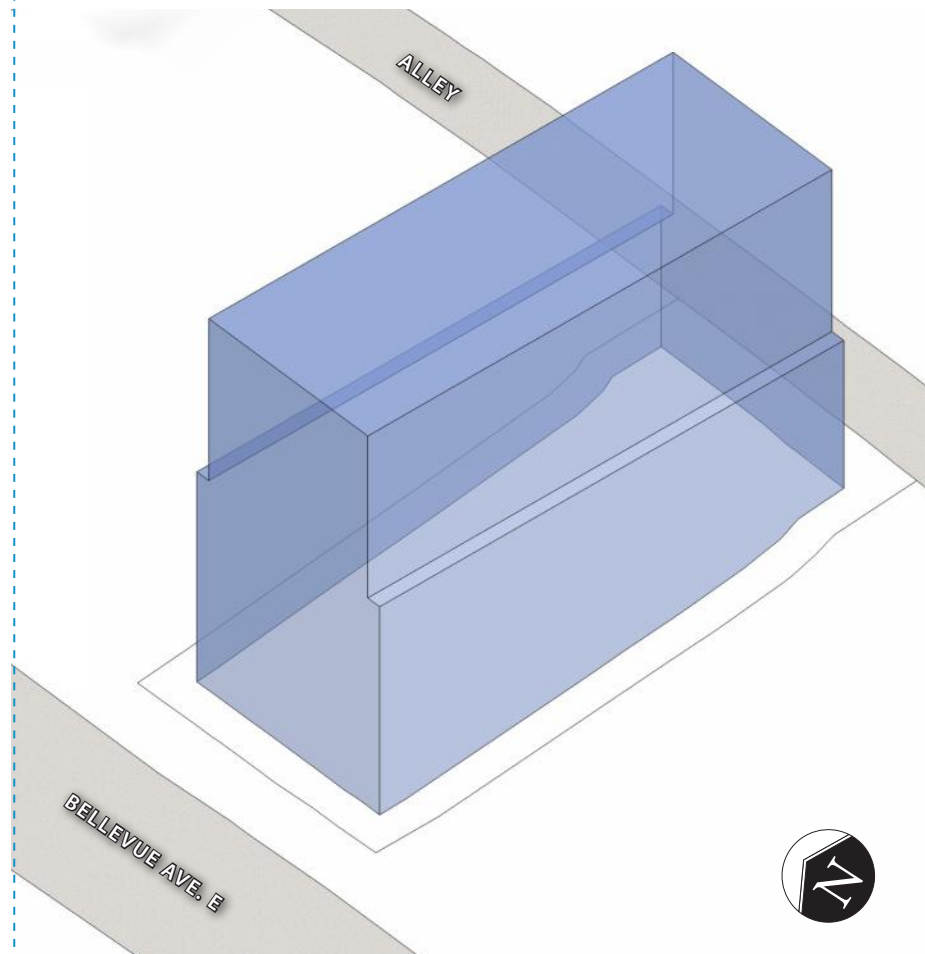
During MUP Zoning Review, DPD determined that Land Use code allows both alley and street access under site conditions such as these, and that a Departure is not required to access underground parking from the street.

the proposed design has greatly improved the driveway condition by relocating it to the south property line, next to covered surface parking on the adjacent lot. Rough cobble-like landscape pavers will slow vehicles and accent pavers on the sidewalk will alert pedestrians. A convex mirror will also help drivers and pedestrians to better see each other.



VEHICLE ENTRY FROM BELLEVUE AVE E

ALLOWABLE BUILDING ENVELOPE (USING AVERAGE SETBACKS)

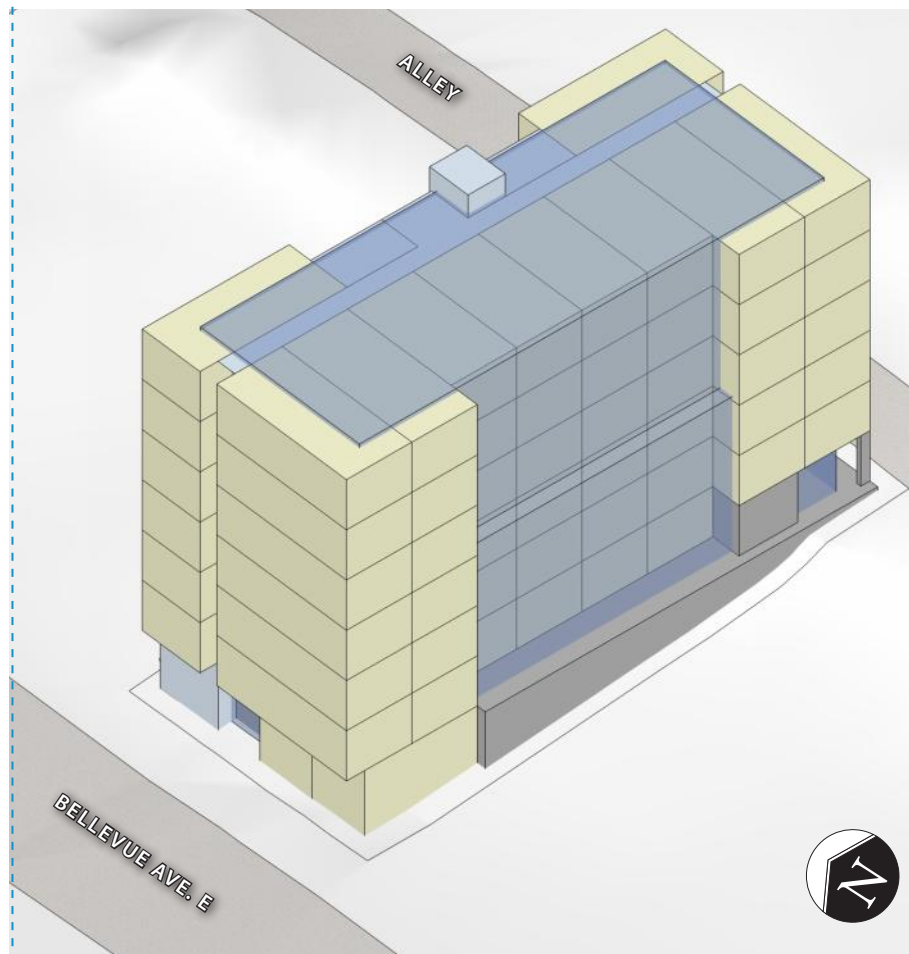


if designed to the letter of the Land Use code, it is possible to achieve the maximum allowable FAR of 4.25.

4.25 FAR
30,553 gsf total

- includes 7,548 gsf bonus area available w/ affordable housing incentive

MAY 4, 2006
PREFERRED BUILDING ENVELOPE AT EDG

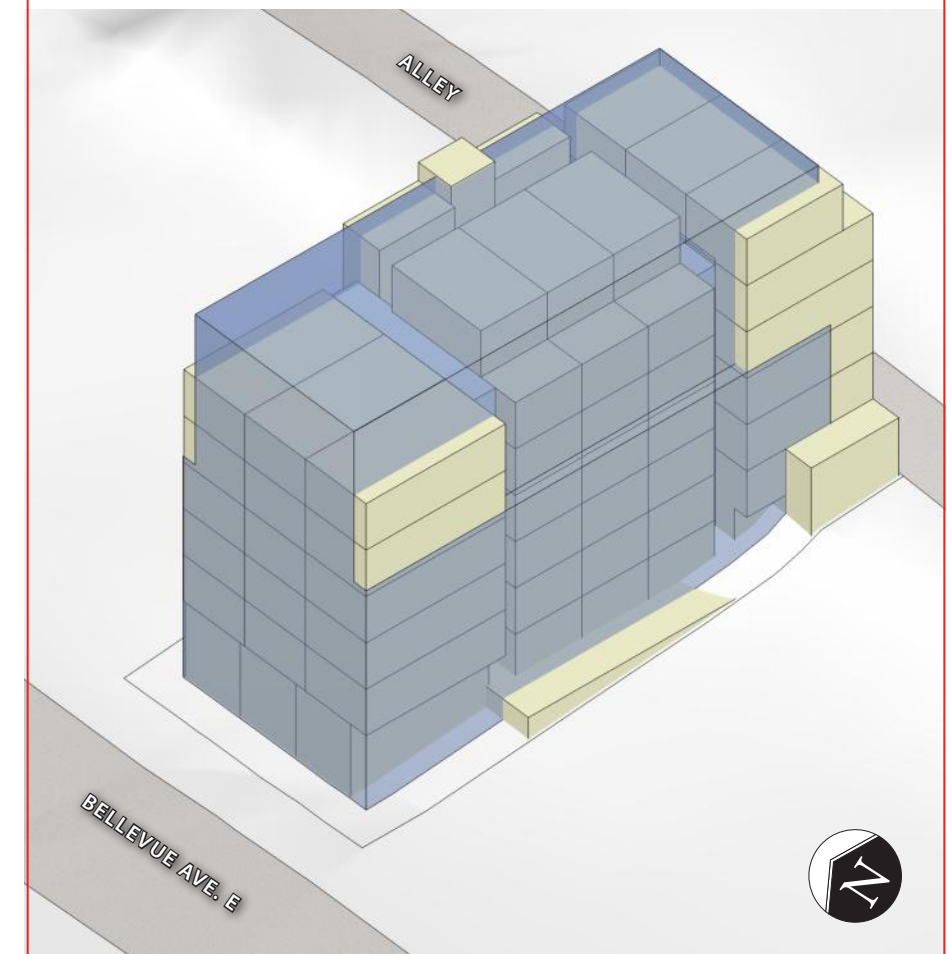


At EDG, the preferred design had Front, Side, and Rear Setbacks in order to capitalize on allowable FAR and provide greater setbacks at the center of the south facade, where the adjacent building has large residential windows.

4.24 FAR
30,481 gsf total

- 72 below allowable

NOVEMBER 30, 2011
CURRENT PROPOSED BUILDING ENVELOPE



Since EDG, the proposed design now fully complies with the Front Setback and the Side Setbacks on the west portion of the site, below 42'. Small portions of the facade above 42', the stair tower on the north facade, and the underground garage on the south facade project into the Side Setbacks. The Rear Setback is also a minimal 4" and aligns with the adjacent building to the south.

3.76 FAR
27,027 gsf total

- 3,526 below allowable
- includes 4,022 bonus residential area
- 47% less than allowed by code

MAY 4, 2011
BOARD RESPONSE TO SETBACKS AT EDG

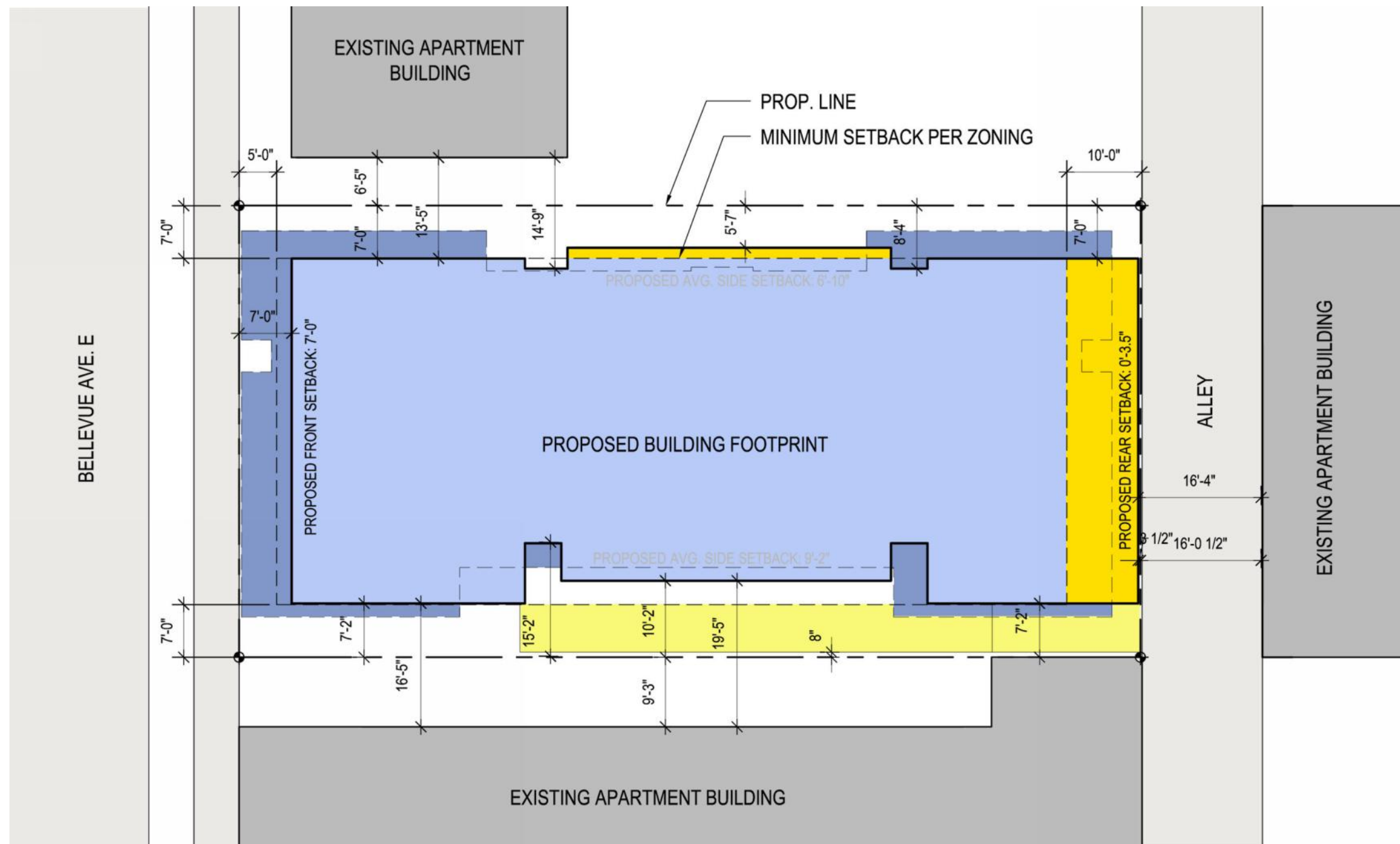
"Rear: The Board was accepting of an encroachment into the rear setback and would be willing to entertain such a departure.

Front: The Board was unanimously opposed to the proposed encroachment into the front setback.

Sides: The Board considered the proposed side setbacks and agreed that portions of such encroachments might be acceptable depending on whether the ultimate design is responsive and sensitive towards the abutting neighbors and existing development pattern.

On the north side, the proposed reduction in setback for the western half of the property (directly across from the neighboring building to the north) is not acceptable to the Board; however, the proposed encroachment on the eastern half of the north facade could be entertained as a departure. Similarly, on the south facade, the Board was opposed to the setback reduction for the west portion of this facade since it impacts the perception of the building width from Bellevue Ave.

The Board would like to see a consistent minimum setback of five to seven feet along the south property line, however departing from the average might be acceptable depending on how the design is articulated and if it includes breaking up of the mass at upper levels."



BUILDING FOOTPRINT

- Proposed footprint at EDG
- Proposed Building Footprint
- Building Footprint in Setback

DEPARTURE 1: SETBACKS

SMC 23.45.518)	Required	Proposed
Front setback from street lot line:	7' avg, 5' min.	7'-10" avg, 7'-8" min.
Side setback below 42" from grade:	7' avg, 5' min.	6'-6" avg, 5'-7" min. (north) 3'-9" avg, 0'-4" min (south facade @ L1)
Side setback above 42" from grade:	10' avg, 7' min.	6'-6" avg, 5'-7" min. (north) 9'-2" avg, 7'-2" min. (south @ levels 4-7)
Rear setback from alley lot line:	10' min.	0'-4" min.

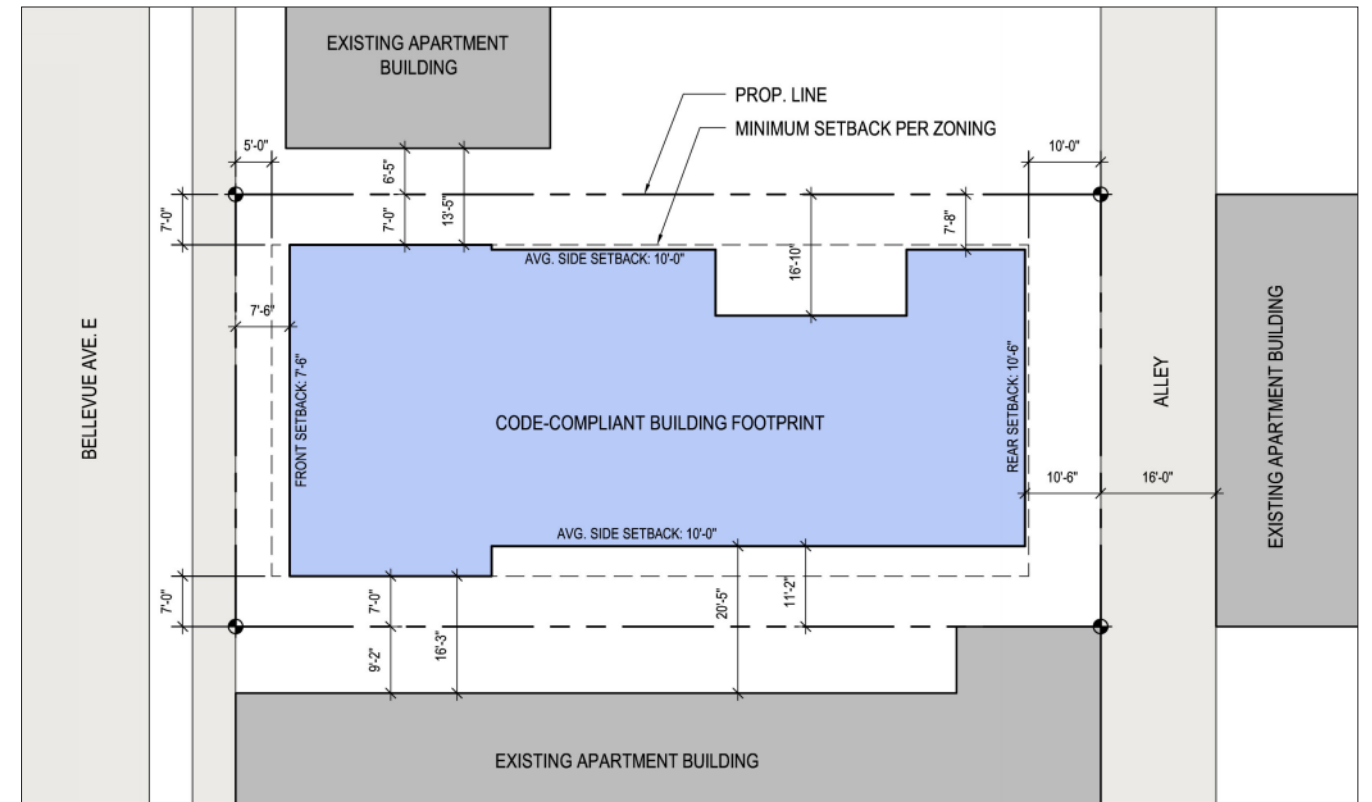
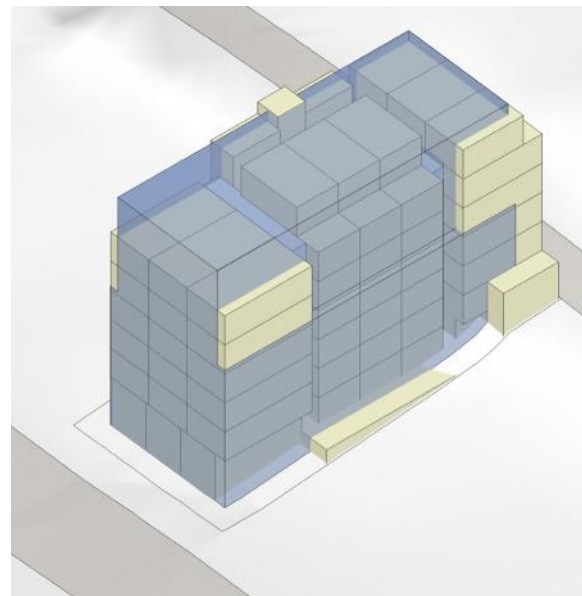
REQUEST:
Allow reduced Side Setbacks and the Rear Setback.

JUSTIFICATION:
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.

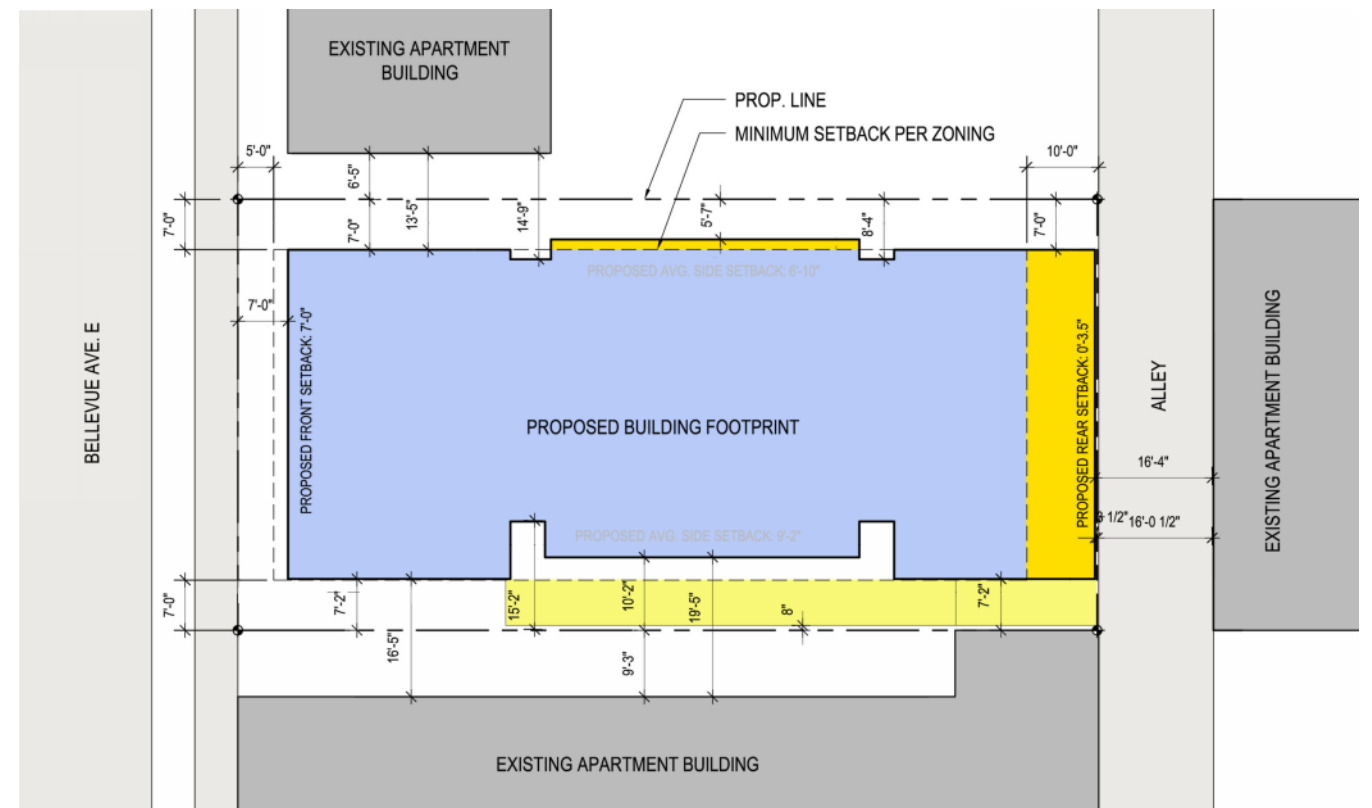
The adjacent buildings to the north and south have minimal or no rear setbacks.
The MR zone only requires 12' wide alleys and the alley in this location is 16' wide, 25% wider than required.

Weighted average of all levels accounts for modulation in the vertical dimension along the facade and is more telling of the actual condition.

Front:	7'-10" avg, 7'-8" min.
North side below 42':	6'-6" avg, 5'-7" min.
South side below 42':	7'-9" avg, 7'-2" min
North side above 42':	6'-8" avg, 5'-7" min.
South side above 42':	11'-9" avg, 7'-2" min
Rear:	0'-4" min.



CODE-COMPLIANT BUILDING FOOTPRINT



PROPOSED BUILDING FOOTPRINT

Building Footprint
 Building Footprint in Setback



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.

SMC 23.54.030.G4

When the driveway or easement is less than 10 feet from the lot line, the sight triangle may begin 5 feet from the lot line.

REQUEST:

Reduce the size of the sight triangle to the north of the driveway by 1'-7" (16%) and replace the sight triangle to the south of the driveway with a convex mirror as allowed in downtown zones.

JUSTIFICATION:

To minimize the impact on the streetscape on Bellevue Avenue, the driveway is being proposed at the 10' min. required by code and typical vehicle widths.

Code-compliant sight triangles on both sides of the driveway would require a notch out of the building mass that would greatly weaken the overall design.

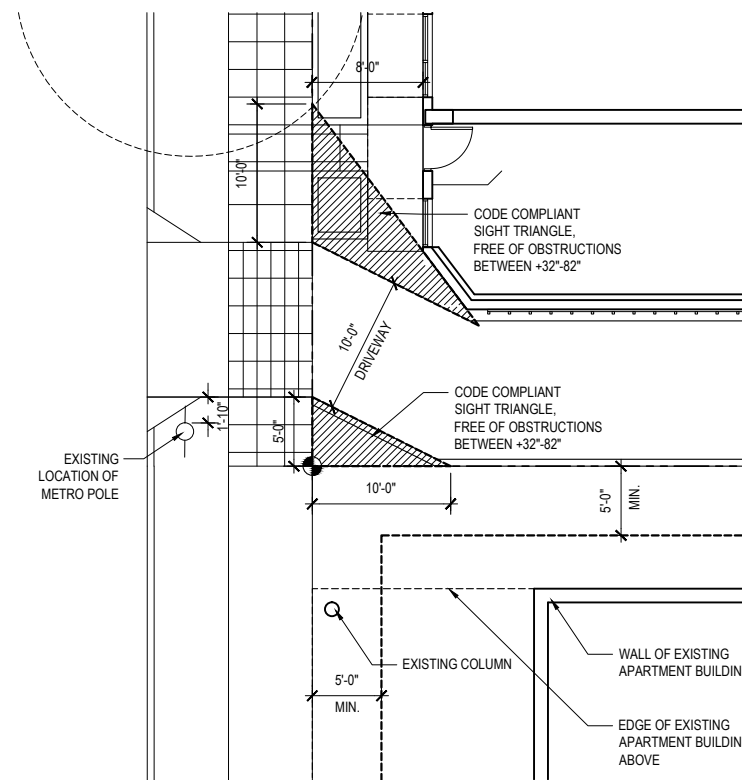
Vehicle/Pedestrian conflicts at the driveway will be minimal as pedestrian and vehicular traffic on Bellevue Ave. is low and the vehicles entering or exiting will be infrequent due to the small size of the garage. Data from professional traffic analysis supports this.



CODE-COMPLIANT VEHICLE ACCESS

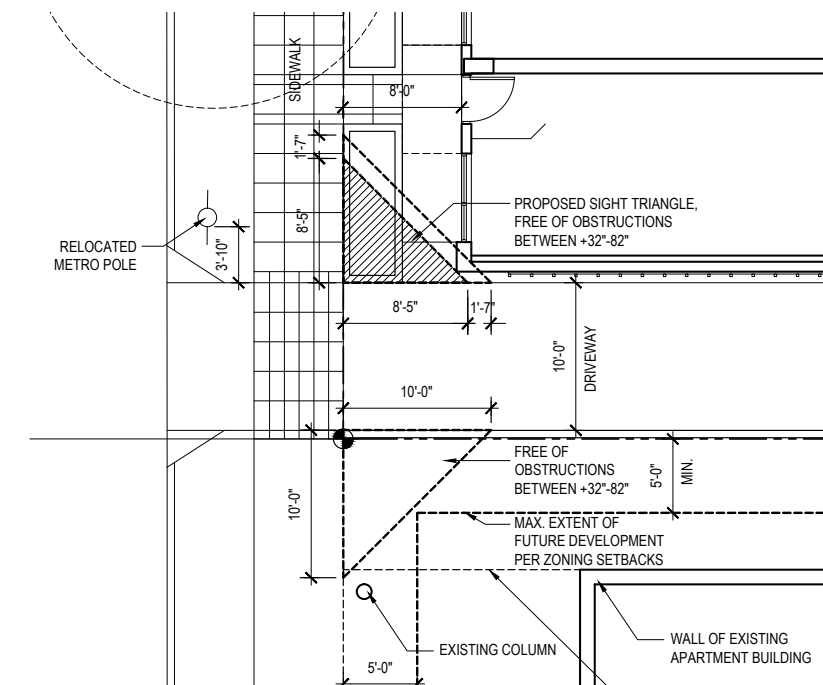


PROPOSED VEHICLE ACCESS



CODE-COMPLIANT SIGHT TRIANGLE

DEPARTURE 1: DRIVEWAY SIGHT TRIANGLES



PROPOSED SIGHT TRIANGLE

SHADOW STUDY: CURRENT PROPOSED DESIGN

9:00 am

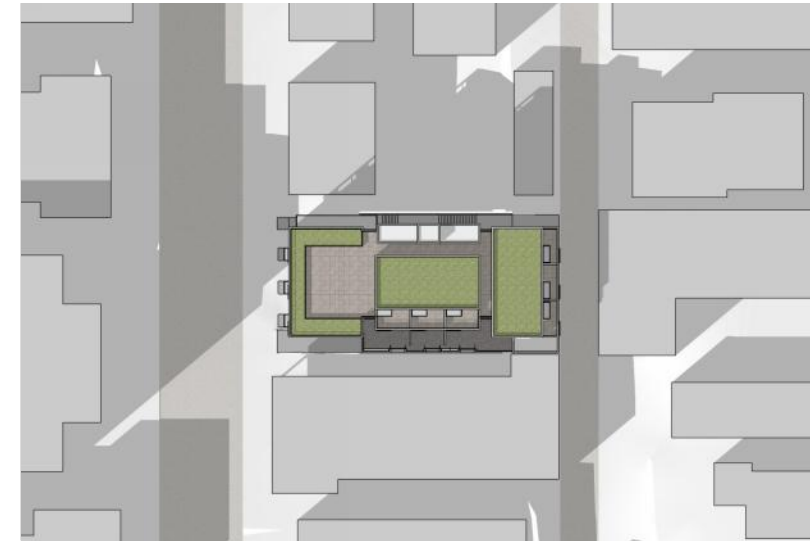
12:00 pm

3:00 pm

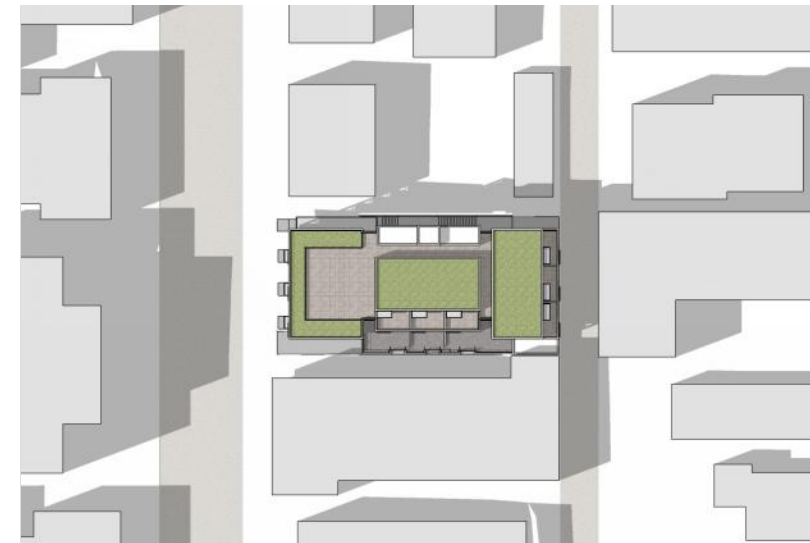
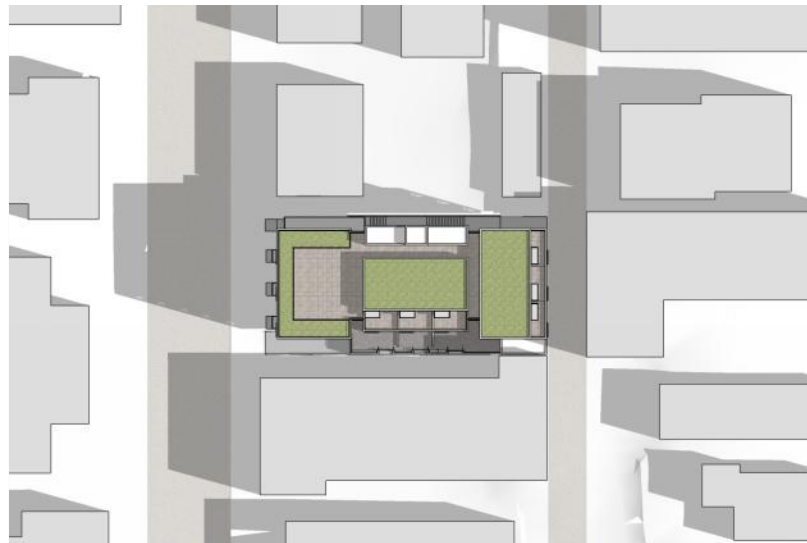
WINTER
SOLSTICE



EQUINOX



SUMMER
SOLSTICE



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

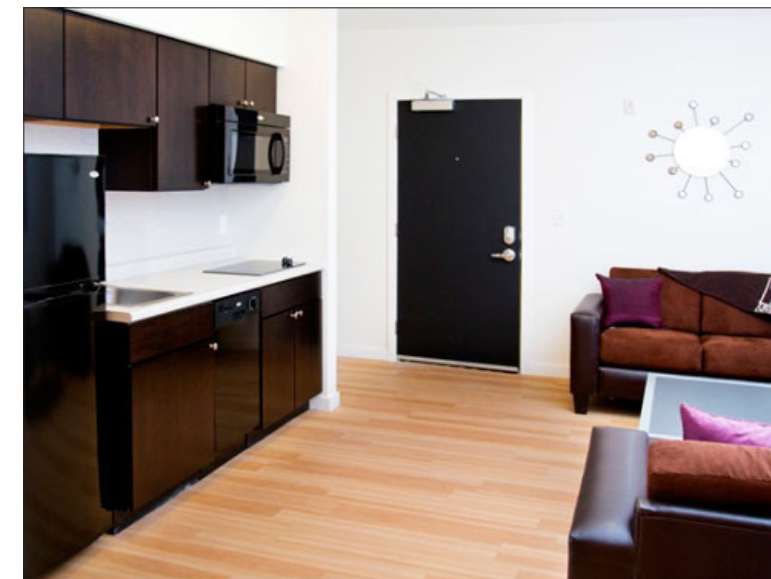
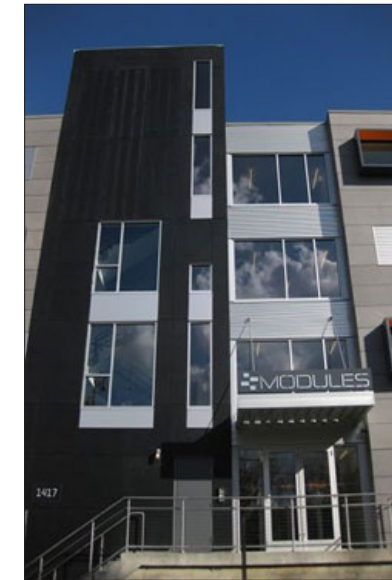
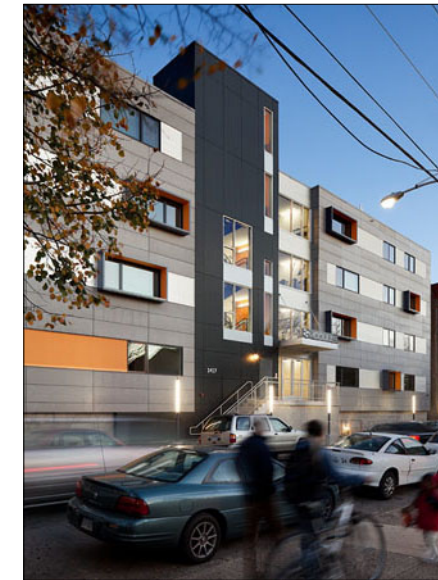


The articulation and detailing of the facade is essential to the overall quality and appearance of the building. The treatment of material transitions, window openings, entries and patios can give character to an otherwise simple form. Accentuating horizontal elements on the facade establishes human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

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