

BELL VIEW
736 BELLEVUE PLACE EAST

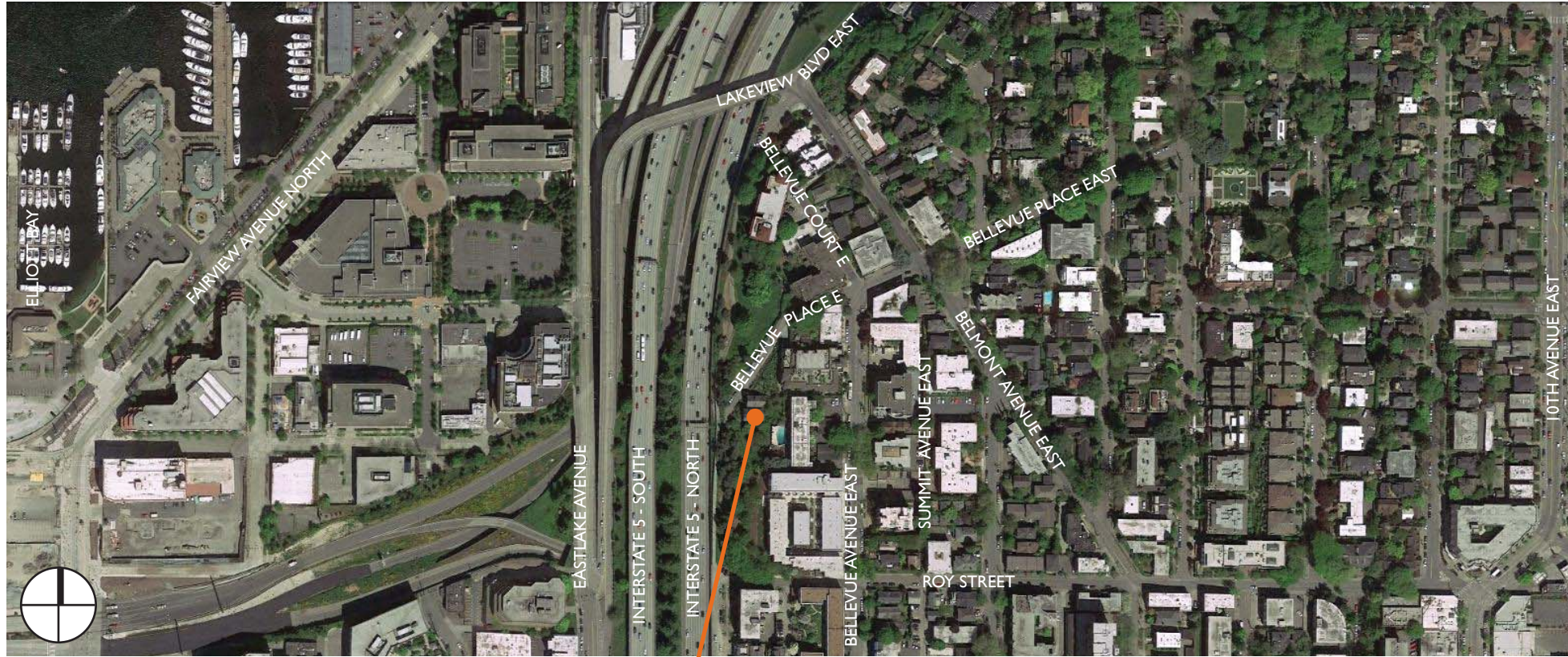


EARLY DESIGN GUIDANCE
EAST DESIGN REVIEW BOARD
AUGUST 27, 2014
DPD #3017032

310 FIRST AVENUE S, SUITE 4S
SEATTLE, WA 98104
206.933.1150
www.nkarch.com



PROJECT DESCRIPTION



SITE LOCATION

PROJECT VISION

- Provide a visually attractive building from near and far.
- Provide desirable homes and common areas for residents that respond to site forces, such as views.
- Avoid construction in the Critical Slide Area.
- Develop the site to the highest and best use.
- Enhancing the existing neighborhood character
- Preserve views from uphill properties

PROJECT TEAM

OWNER

Bell View LLC
5210 Russell Avenue NW #100
Seattle, WA 98107

ARCHITECT

Nicholson Kovalchick Architects
310 1st Avenue S
Suite 4S
Seattle, WA 98104

DPD CONTACT

Tami Garrett
tami.garrett@seattle.gov
p 206.233.7182
f 206.7902

PROJECT PROGRAM

Number of Residential Units:	Approximately 40
Number of Parking Stalls:	Approximately 14
Area of Residential Uses:	Approximately 36,000 sf
Area of Retail Uses:	Approximately 0 sf
Area of Parking Garage:	Approximately 5,000 sf
Total Area:	Approximately 41,000 sf

EXISTING SITE

The site is comprised of two tax parcels located at the end of Bellevue Place East. Two 1904 houses turned apartment buildings exist on the site. The owner is currently in negotiations to obtain 1048sf from the property to the north. Bellevue Place East dead ends at the Melrose Bicycle path and Interstate 5. Only one other parcel and Bellevue Place Park are served by this section of roadway.

The site is irregularly shaped, approximately 15,000 sf, and contains an approximately 1200sf No Build Zone. The site slopes approximately from 242' to 191' in elevation from East to West and drops approximately ten feet from North to South. A significant portion of the site has been designated as a critical slide area.

ZONING AND OVERLAY DESIGNATION

The project site is within the Capitol Hill Urban Center Village and is zoned LR3 in its entirety. Surrounding Parcels to the site are zoned LR3 and NC-40. The Freeway Right-of-Way abuts the property, portions of which are dedicated to the Melrose Bicycle Trail and Bellevue Place Park. The site is two blocks southwest of the Harvard Belmont Historic District.

NEIGHBORHOOD RESOURCES

A small retail area is around the corner at Bellevue Ave E and a small node, including Top Pot Donuts, is located a few blocks south on Summit. The North Anchor District, an established retail corridor along Broadway, is located a half-mile to the East. Broadway includes shops and restaurants, connecting with the Pike-Pine nightlife corridor to the South. Many parks and civic institutions are nearby, including Volunteer Park, Cornish College of the Arts, Lowell Elementary School and several churches, including St Mark's Cathedral.

The site is in close proximity to several frequent transit bus lines and the proposed First Hill Streetcar extension line will terminate at Prospect and 10th.

LAND USE CODE ANALYSIS

ADDRESS: 726, 736, & 738 Bellevue Place East
 PARCEL #: 2163900566 & 2163900515
 ZONING: LR3
 OVERLAYS: Capitol Hill Urban Center Village
 LOT AREA: 13,965sf + 1,048sf = 15,013sf

23.45.504 PERMITTED AND PROHIBITED USES (LR3)

- Permitted outright:
- Residential
 - Institutional
 - Child Care
 - Schools
 - Parks
 - Medical Service Uses
 - Cemeteries
 - Community Gardens

23.45.510 FLOOR AREA RATIO (LR3)

Lowrise (Inside Urban Centers): 1.5 or 2.0
 - To qualify for the higher FAR Limit, the following standards must be met:
 Commitment to meet green building performance standards
 Parking must be totally enclosed within the residential structure
 Access to parking shall be barrier free
 Access to parking shall be from the street frontage by one driveway

23.45.512 DENSITY LIMITS (LR3)

Units allowed per sq ft of lot: 1/800 or No Limit
 - For apartments that meet the standards for higher density under section 23.45.510, there is no density limit in LR3 zones.

23.45.514 STRUCTURE HEIGHT (LR3)

Allowed Maximum Base Height in Urban Centers: 40'-0"
 Maximum bonus height per incentives: 44'-0"
 -Ridge of pitched roofs on principal structures may extend up to 5' above the height limit, provided that the height exception in 23.45.514F is not used.
 -Both high sides of a shed or butterfly roof may extend 3' above height limits provided that the low sides are no higher than the height limit.
 -Height limit is increased 4' for a structure that includes a story that is partially below grade.
 -Roofs with parapets may exceed the applicable height limit to allow for slope, provided that the height of the highest elevation of the roof surface does not exceed 75% of the parapet height.
 -Height limit is increased 2' for structures with a green roof covering 50% of the roof .

- 4' additional allowed for parapets: 48'-0"
- 10' additional allowed for stair penthouses: 54'-0"
- 16' additional allowed for elevator penthouse: 60'-0"

23.86.006 STRUCTURE HEIGHT MEASUREMENT (LR3)

The height of a structure is the difference between the elevation of the highest point of the structure (not excepted from applicable height limits) and the average grade level ('average grade level' means the average of the elevation of existing lot grades at the midpoints, measured horizontally, of each exterior wall of the structure or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure)
 -Average Grade= 215'; maximum building elevation = 255'

23.45.527 STRUCTURE WIDTH AND FACADE LENGTH LIMITS (LR)

Maximum Width (Inside Urban Centers): 150'
 Maximum facade combined length within 15' of a lot line that is not a rear lot line nor street shall not exceed 65% of the length of that lot line

23.45.518 SETBACKS AND SEPARATIONS (LR)

Front setback: 5'
 Rear setback: 15' (with no alley)
 Side setback (facades under 40'): 5'
 Side setback (facade over 40'): 5' minimum; 7' average
 Additional setbacks: None
 Separation between structures: 10'
 Permitted projections into setbacks:
 Weather protection, bay windows, decks, porches, steps, fireplaces, and chimneys
 Structures permitted in setbacks:
 Ramps, pedestrian bridges, underground structures, signs, fences, bulkheads, retaining walls, and arbors

23.45.522 AMENITY AREA (LR)

Required: 25% of lot area
 - Minimum 50% provided at ground level or roof level
 - Ground level amenity area must be common

General Requirements:
 - All residents shall have access to private or common amenity area
 - Amenity area shall not be enclosed
 - Common amenity areas shall have a minimum dimension of 10 ft and be no less than 250 sf in size, min 50% shall be greenery, usability and livability elements shall be provided
 - Private balconies and decks shall have no minimum area and be 10' from lot line, minimum

23.45.534 LANDSCAPING STANDARDS (LR)

-Green factor score minimum 0.6 required.
 no more than 25% can be vegetated walls
 -Street trees are required. Number, type, and placement of trees to be provided to improve public safety, match available space, encourage healthy growth, protect utilities, and allow access to street, buildings, and lot.
 If it is not feasible to plant street trees in the ROW planting strip, a 5' setback shall be planted with street trees along the street lot line, unless the Director determines the site is not feasible.

23.45.015 REQUIRED PARKING

Residential Use:
 - No parking is required within urban centers
 Bicycle short-term parking:
 - none
 Bicycle long-term parking:
 - Residential Use: 1 per 4 units.

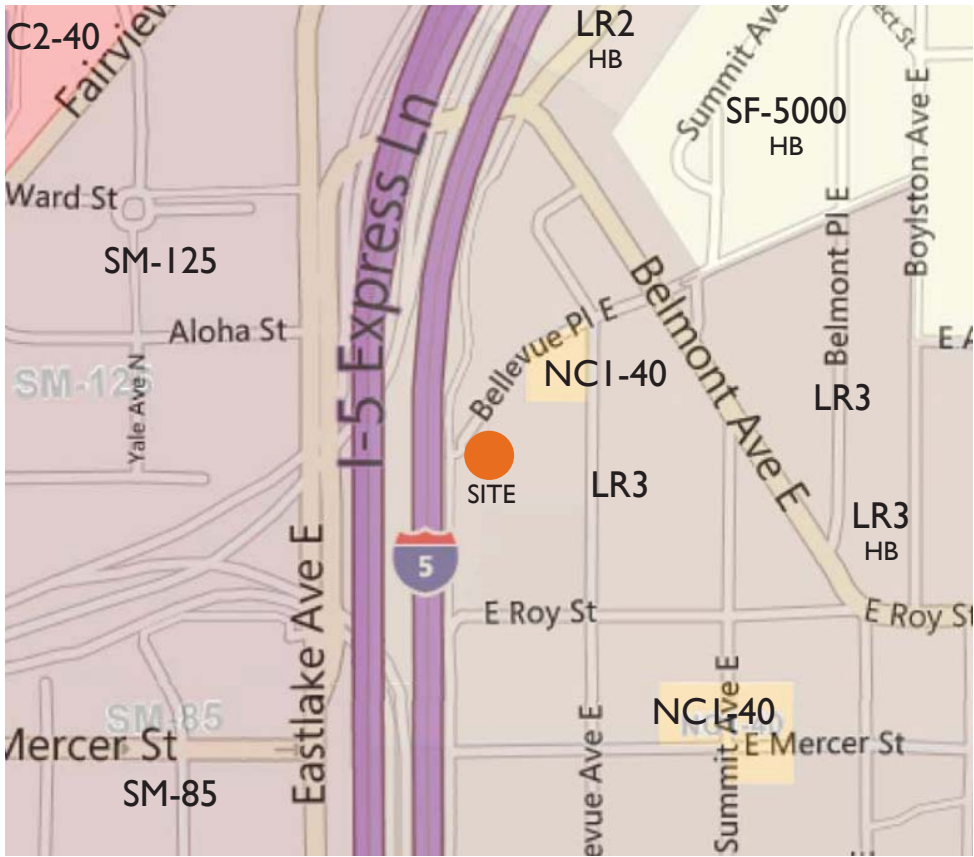
23.45.536 PARKING LOCATION, ACCESS, AND SCREENING

-Parking in a structure: permitted provided that no portion of a garage that is higher than 4' above grade shall be closer to a street lot line than any part of the first floor of the structure.
 -Street Access; the lot does not abut an alley
 -Screening by garage doors: parking in a structure with garage doors facing the street, garage doors shall be no more than 75sf and set back min 15' from street lot line and no closer than the structure. (potential departure)

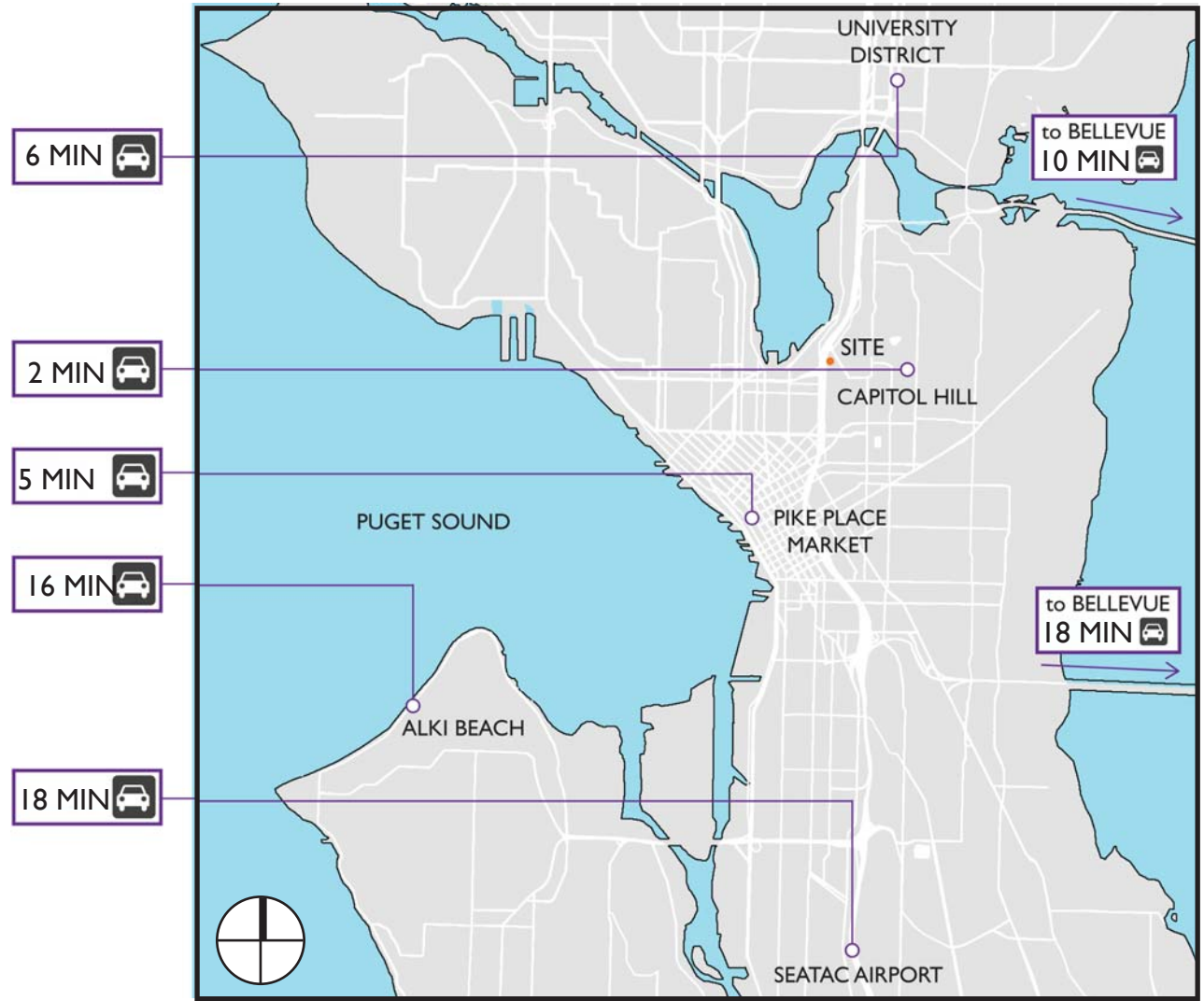
23.54.040 SOLID WASTE & RECYCLABLE MAT'LS STORAGE AND ACCESS

Residential (26-50 units):
 - 375 sf
 - Location shall be less than 50' to curb cut or collection location










ZONING DIAGRAM

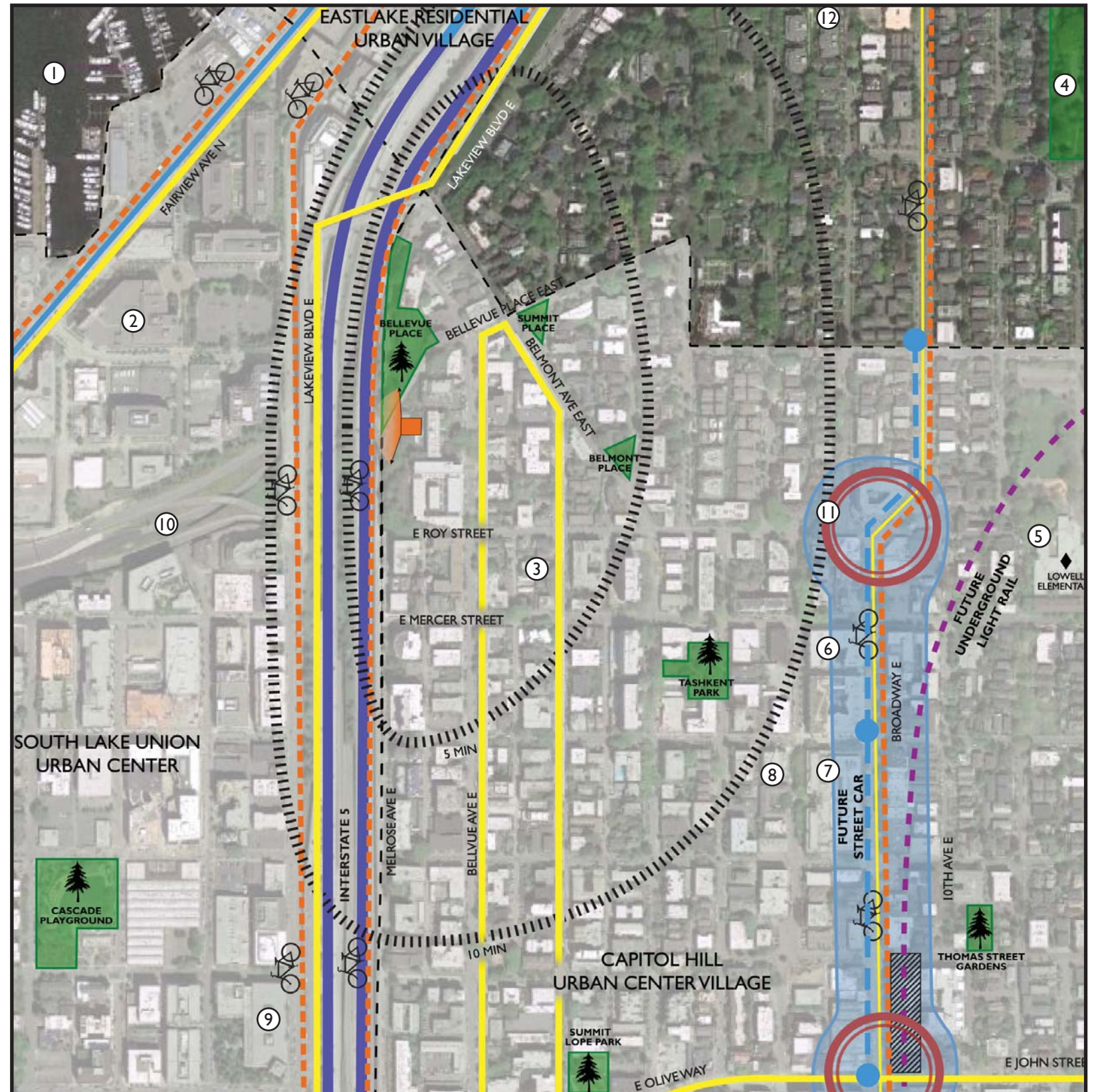


BROADER COMMUNITY CONNECTIVITY



COMMUNITY CONNECTIVITY KEY

- | | |
|--|---|
|  SITE |  FREQUENT TRANSIT BUS ROUTE |
|  PARKS |  STREETCAR ROUTE |
|  NODES |  STREETCAR STOP |
|  WALKSHED |  BICYCLE ROUTE |
| |  INTERSTATE ROUTE |



BROADER COMMUNITY CONTEXT



① LAKE UNION MARINA



② FRED HUTCHINSON CANCER RESEARCH CENTER



③ TOP POT DONUTS



④ VOLUNTEER PARK



⑤ LOWELL ELEMENTARY SCHOOL



⑥ JULE APARTMENTS



⑦ BROADWAY @ ROY STREET



⑧ SEATTLE LIBRARY, BROADWAY BRANCH



⑨ REI



⑩ MERCER ON AND OFF RAMP



⑪ DAUGHTERS OF THE AMERICAN REVOLUTION LODGE



⑫ SAM HILL HOUSE

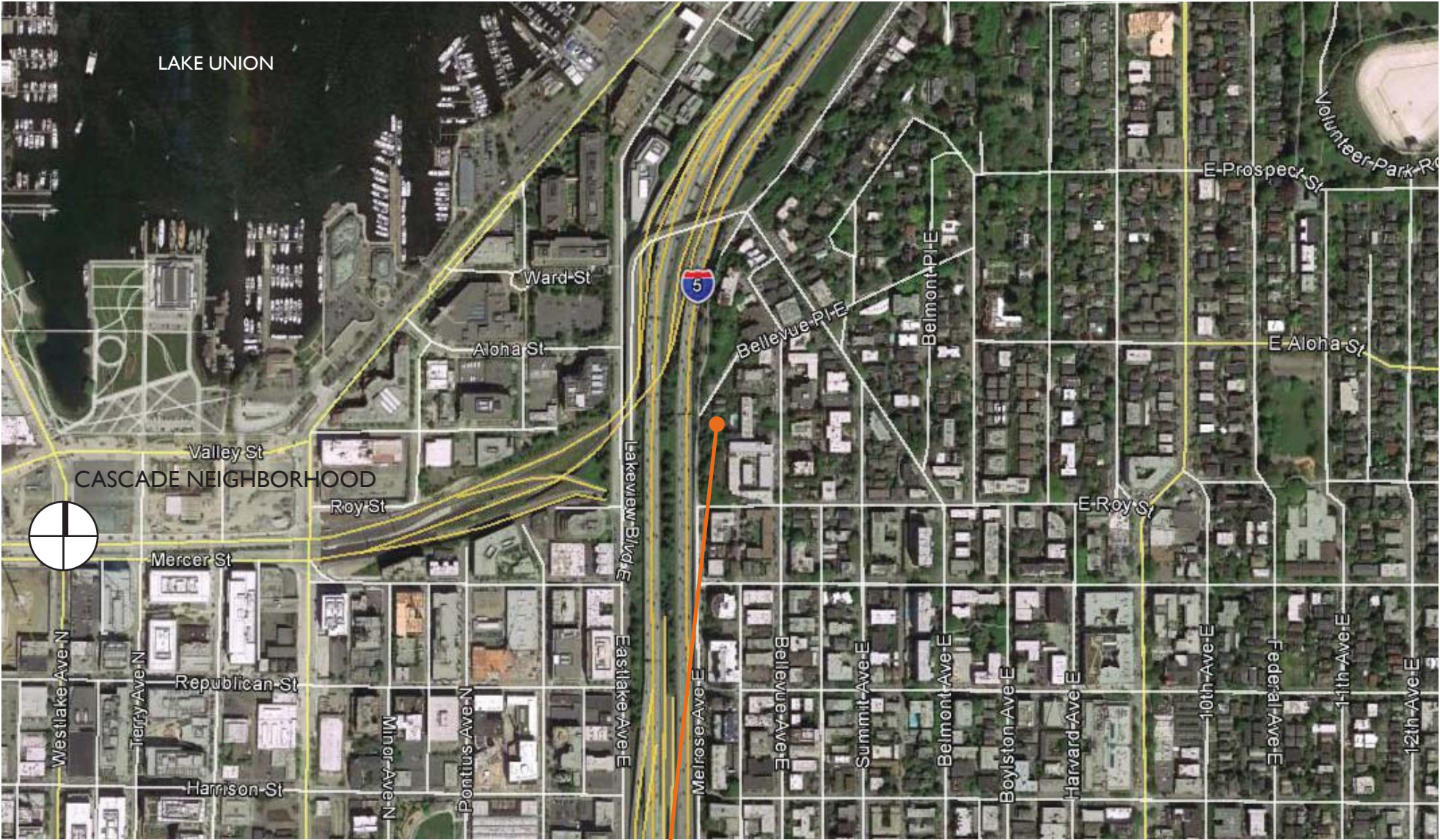
URBAN CONTEXT ANALYSIS

ESTABLISHED LAND USE PATTERNS

Zoning in the immediate area establishes clear Multifamily zones surrounding the property with scattered neighborhood commercial, culminating in a strong mixed use, retail core along Broadway. Zoning changes to Single Family several blocks north and east. Beyond the interstate, office, mixed use, and light industrial uses predominate. The project site is one of the few sites in its immediate area with single family houses. Most lots inside the urban village boundary are apartment buildings between three and five stories, with the occasional taller building. North of the urban village boundary (Belmont/Aloha) single family homes predominate mixed with smaller apartment buildings. The Belmont Historic district contains estates from the early part of the last century, many of which have been converted to multifamily uses. The West Slope District is approximately two blocks south, the North Anchor District is approximately four blocks southeast.

STREET GRID & PLATTING

The street grid in this part of Capitol Hill has changed dramatically since the streets were originally platted. An 1886 map shows streets and rail serving the neighborhood, both up on the hill and along lake. Another shows streets with a variety of names and alignments as three city additions (Phinney's, Sarah Yeslers 1st, and East Park) collide with difficult terrain. Maps from early in the 20th Century show winding streets following the hillside and connections to the Cascade Neighborhood as well as standardization of names that can be found today. Massive changes to streets occurred mid century when Interstate-5 was constructed. Currently, the neighborhood is characterized by several intersecting street grids, truncated by the freeway, steep slopes to the lake, and criss-crossing steep streets. Lot size and shape vary dramatically in the immediate vicinity of the site. Lots to the north and east become more regular as the street grid separates from the hillside. Lots to the south have been aggregated into larger parcels to facilitate development.

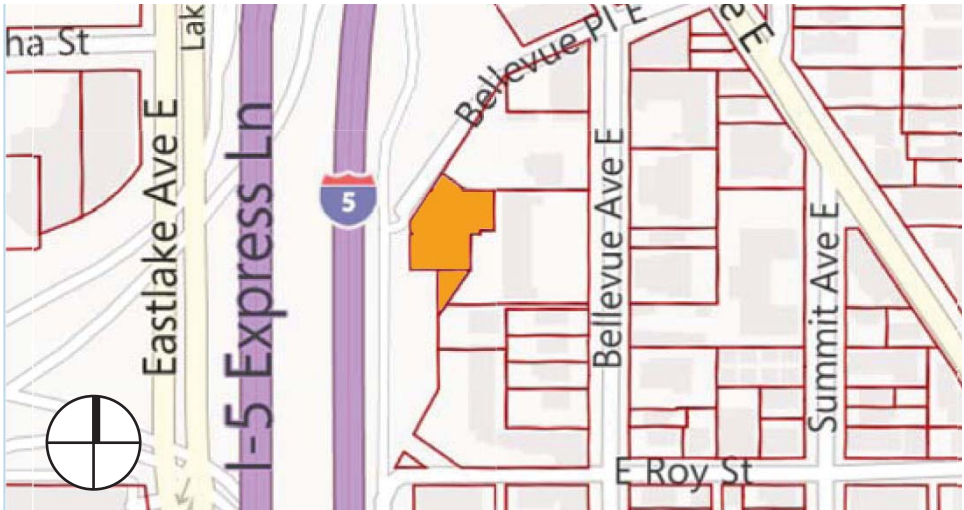


AERIAL OF NEIGHBORHOOD

SITE LOCATION

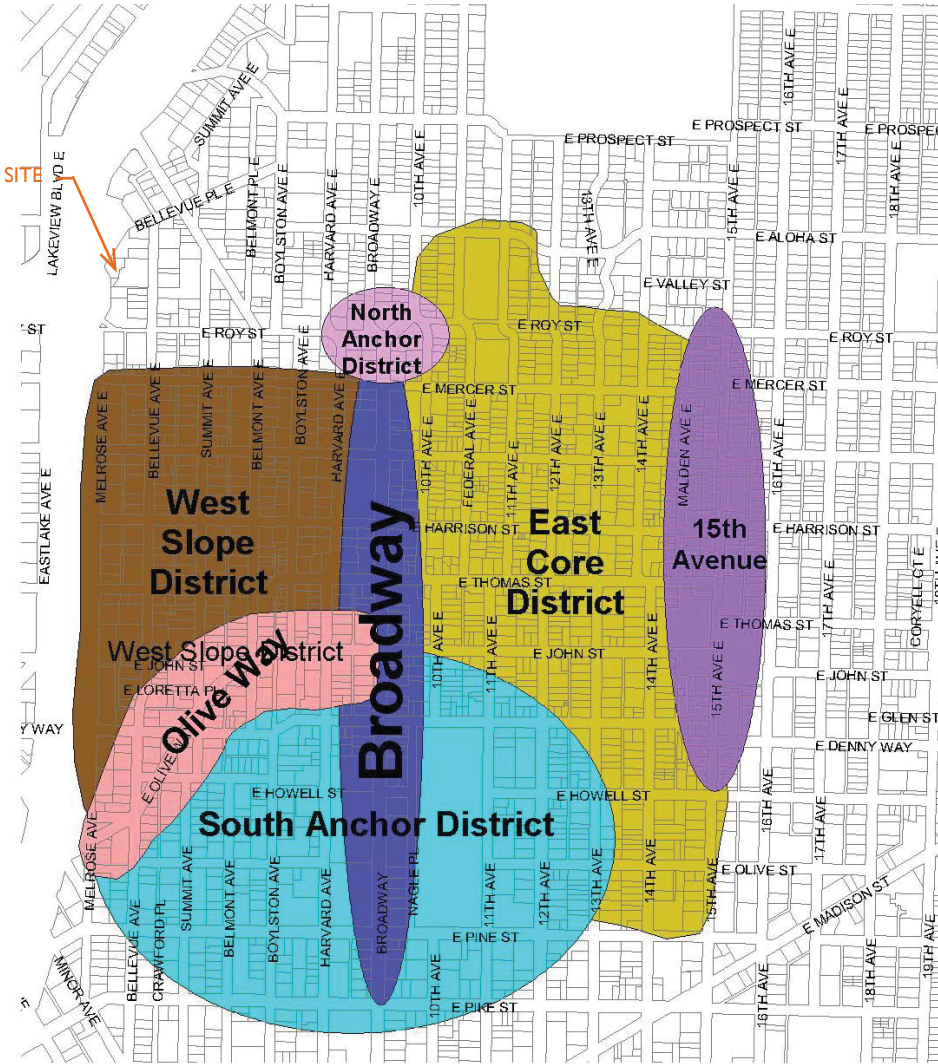


1886 PARCELS

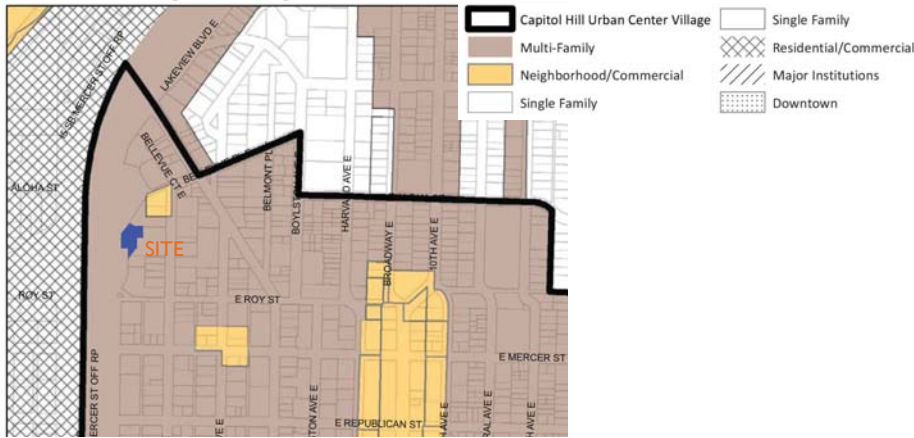


CURRENT PARCELS

NEIGHBORHOOD DISTRICTS



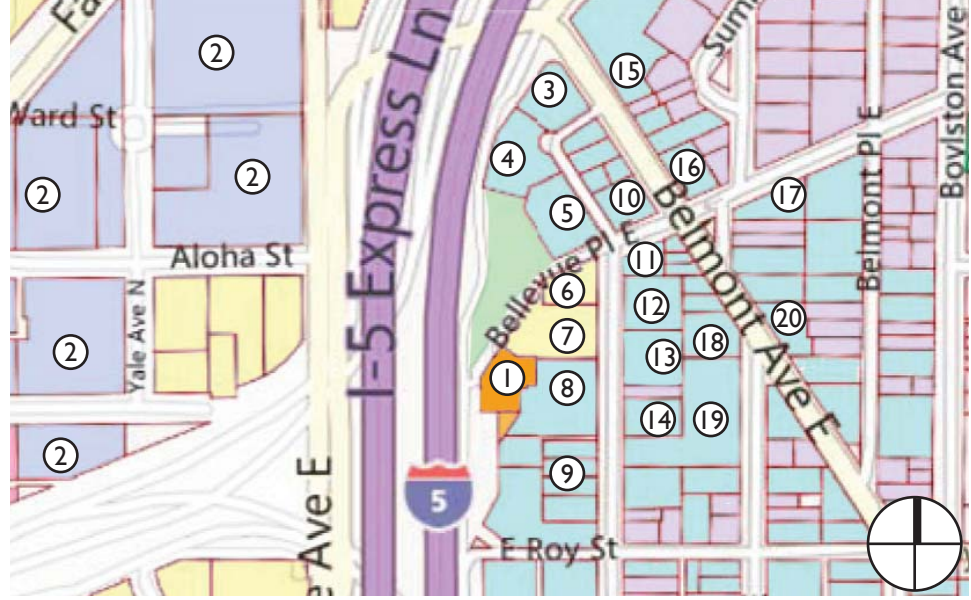
CAPITOL HILL SUBAREAS



CAPITOL HILL URBAN CENTER VILLAGE

BELL VIEW - DPD #3017032

NEIGHBORHOOD DEVELOPMENT AND USES



	RECREATION/OPEN SPACE		INDUSTRIAL
	PROPOSED MULTI-FAMILY		PROJECT SITE
	MULTI-FAMILY RESIDENCES		COMMERCIAL/RETAIL/OFFICE
	SINGLE-FAMILY RESIDENCE		INSTITUTION/EDUCATION

- 1 736 BELLEVUE PLACE EAST (SITE)
- 2 FRED HUTCHINSON CANCER RESEARCH CENTER
- 3 THE PALERMO (CONDO)
- 4 THE BEN LAMOND (APT)
- 5 THE ROUNDCLIFFE (APT)
- 6 THE LOOKOUT RESTAURANT
- 7 BELLAGIO ON CAPITOL HILL CONDOMINIUM
- 8 THE MARK SPENCER (APT)
- 9 BELROY HOMES (CONDOMINIUM)
- 10 SIR GALLAHAD APARTMENTS
- 11 769 BELLEVUE (APT)
- 12 MODE (APT)
- 13 HILLSBOROUGH CONDOMINIUM
- 14 LA PERGOLA CONDOMINIUM
- 15 HACIENDA (APT)
- 16 LAKEVIEW PLACE (APT)
- 17 BELLEVUE PLACE CONDOMINIUM
- 18 SUMMIT VIEW (APT)
- 19 733 SUMMIT EAST (APRT)
- 20 BELLEMONT COURT CONDOMINIUM

HISTORIC FREEWAY CONSTRUCTION IMAGES



1962 AERIAL OF FREEWAY CONSTRUCTION SHOWING SITE (PHOTO COURTESY OF MOHAI)



CIRCA 1965 AERIAL OF FREEWAY CONSTRUCTION SHOWING SITE (PHOTO SOURCE UNKNOWN)

EARLY DESIGN GUIDANCE

NATURAL SITE FORCES

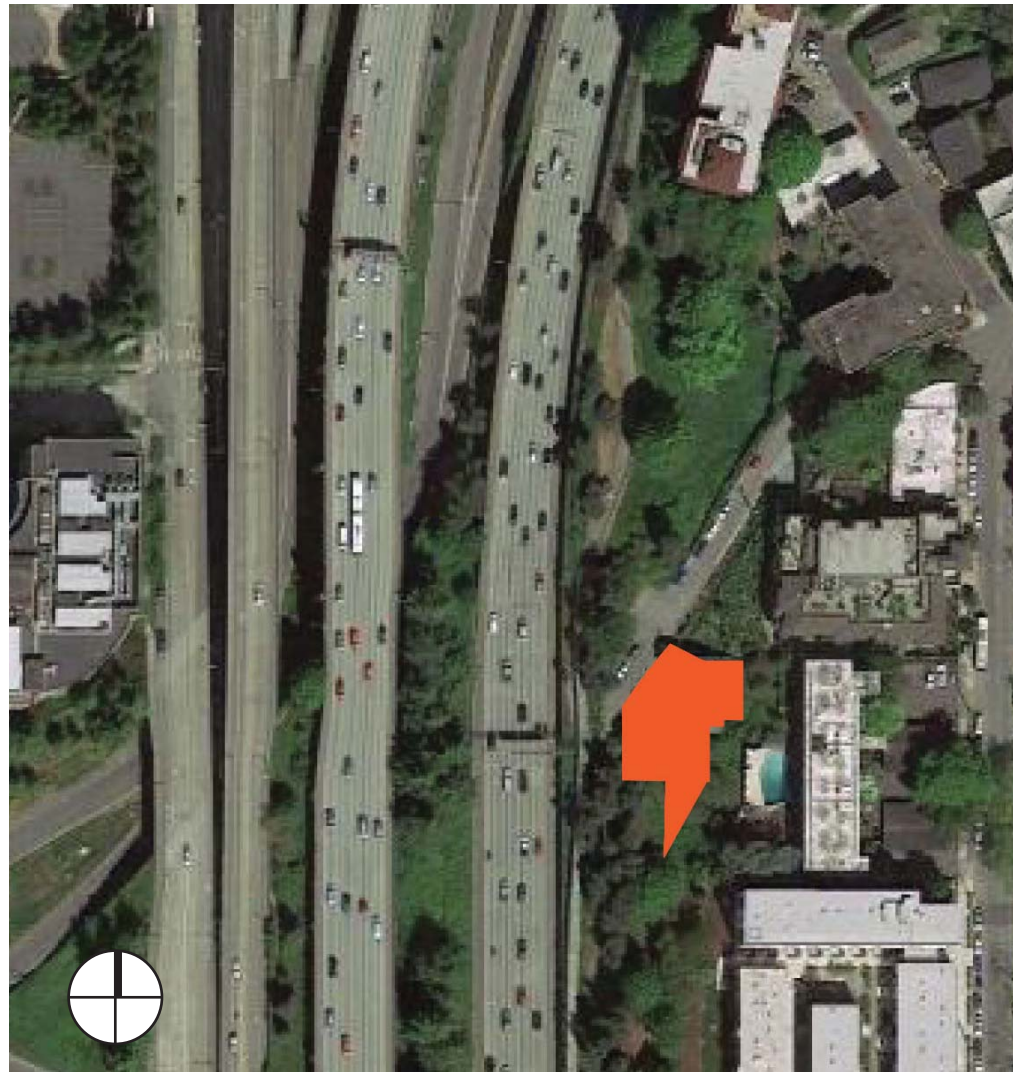
SUN, WIND & LIGHT

The site is located in the Northwest portion of Capitol Hill. The site slopes steeply from east to west giving full western exposure. Additionally, the site has north and south exposures, though these are somewhat tempered by thick coniferous and deciduous trees growing in the Freeway ROW and Bellevue Place park. A steep drop off at the end of Bellevue Place East and the interstate itself provide an opening as the hill continues down towards Lake Union.

Direct afternoon and evening sun shines directly on the site all months of the year. However, being slightly on the north and west side of the hill, the site receives little morning sun. Sunlight from the south is somewhat blocked, and the site is likely to receive little direct sunshine until early afternoon until high summer.

Although not technically a natural site force, there is no mistaking the impact of Interstate 5 on the site and neighborhood. Noise, automobile lights, and dust will be a significant environmental factor. Additionally, electric light from the freeway, its on-ramp, and the more commercial area to the west will impact the site.

The site is also in the flyover path for Seatac. Planes routinely add to the noise of the area.



TOPOGRAPHY & VIEWS

The site slopes noticeably from east to west. The westward slope continues to Lake Union. A fifteen foot drop off just west of the site drops to I-5. Because of the freeway and slope of the site, the proposed project will be visible from quite a distance. The massing of the building will be designed to take advantage of views from the site and acknowledge the visibility of the facades.

The higher floors will have skyline views to the north, west, and to a lesser degree to the south. To the west, the downward slope provides opportunities for views to Lake Union and Queen Anne. Upper levels will be able to see Fremont, the Aurora Bridge, and the Olympic Mountains. Territorial views and direct sightlines to existing multifamily construction and amenity space present themselves to the east. Some views will be blocked by taller pine and deciduous trees.

The top floor roof deck will be located to take advantage of views and sunlight while shielding the freeway noise and providing privacy from adjacent buildings higher up the hill.



VIEW OF OLYMPIC MOUNTAINS FROM SITE

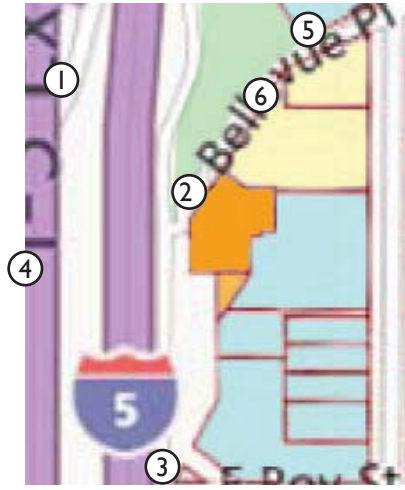


MORNING VIEW OF LAKE UNION FROM FLYOVER



VIEW TOWARDS QUEEN ANNE FROM SITE

SITE INFORMATION



① VIEW FROM THE LAKEVIEW FLYOVER



② VIEW LOOKING FROM BELLEVUE PLACE E



③ VIEW FROM BIKE PATH NEAR ROY



④ FREEWAY SIGN AND TRAFFIC BELOW THE SITE



⑤ VIEW LOOKING FROM BELLEVUE PLACE PARK

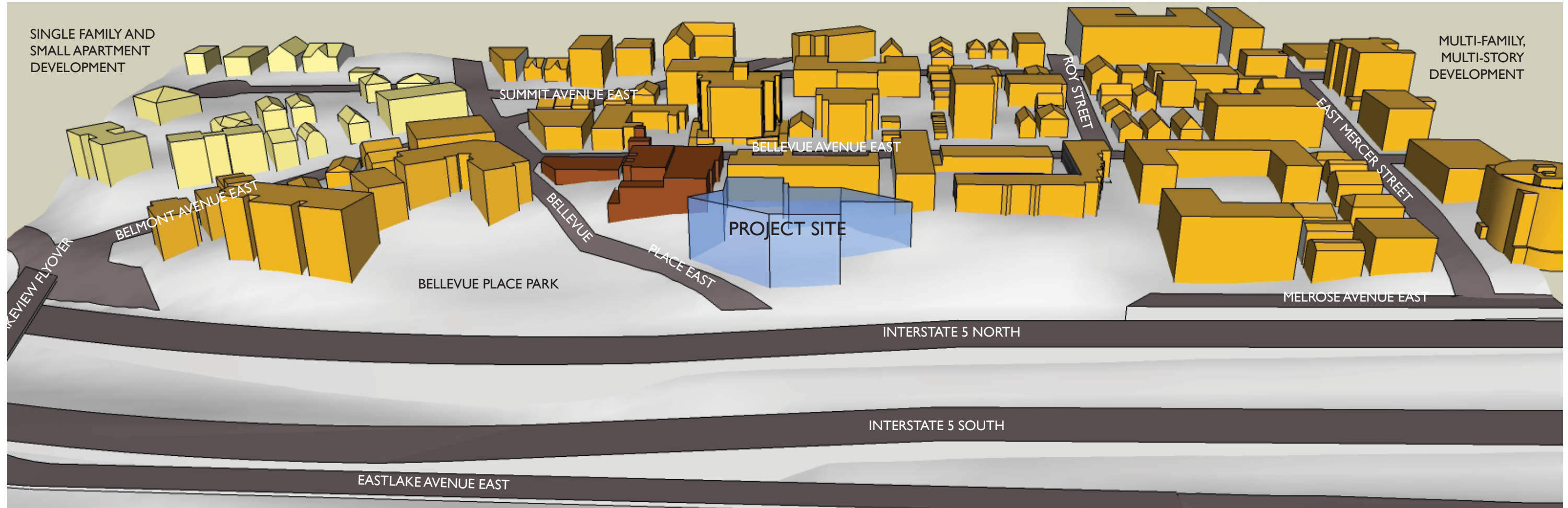


⑥ VIEW LOOKING WEST FROM BELLEVUE PLACE E



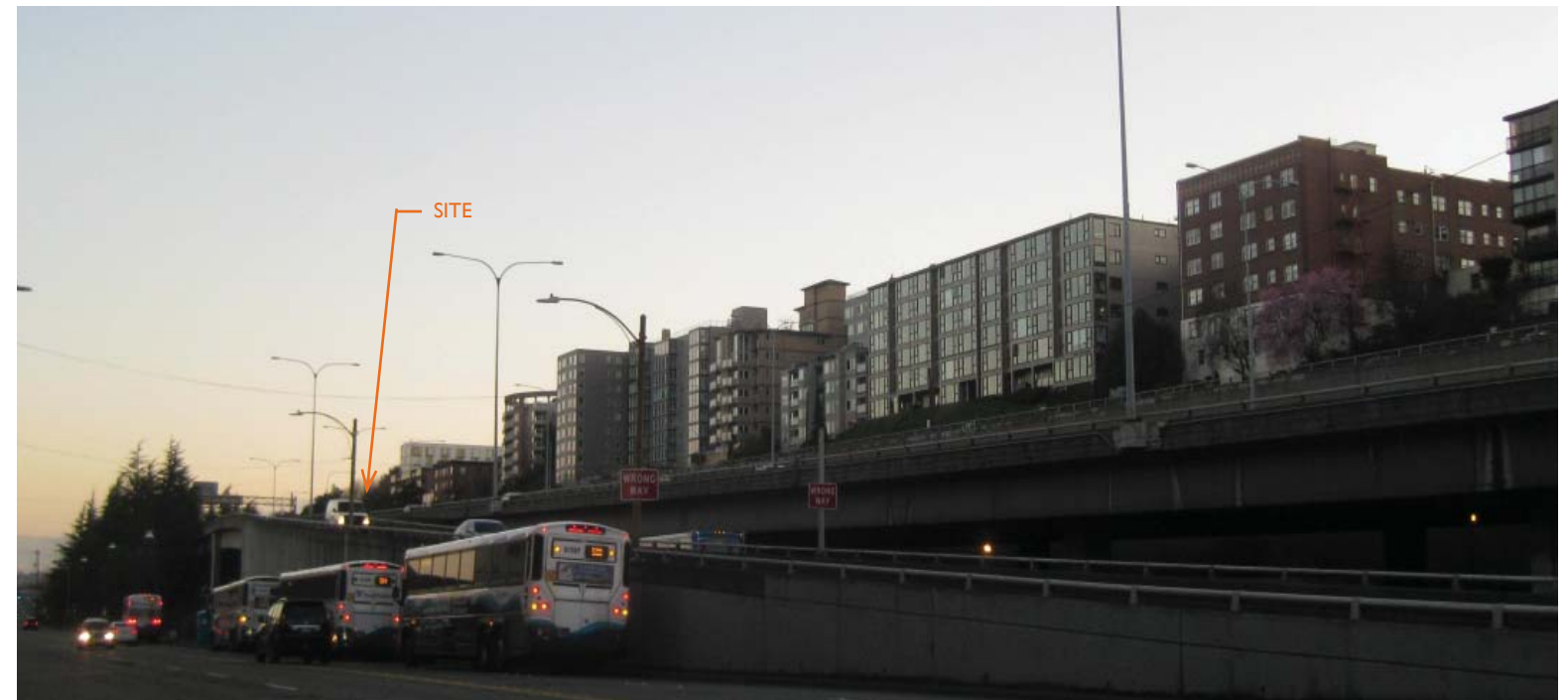
⑦ VIEW FROM QUEEN ANNE HILL

VICINITY MAP



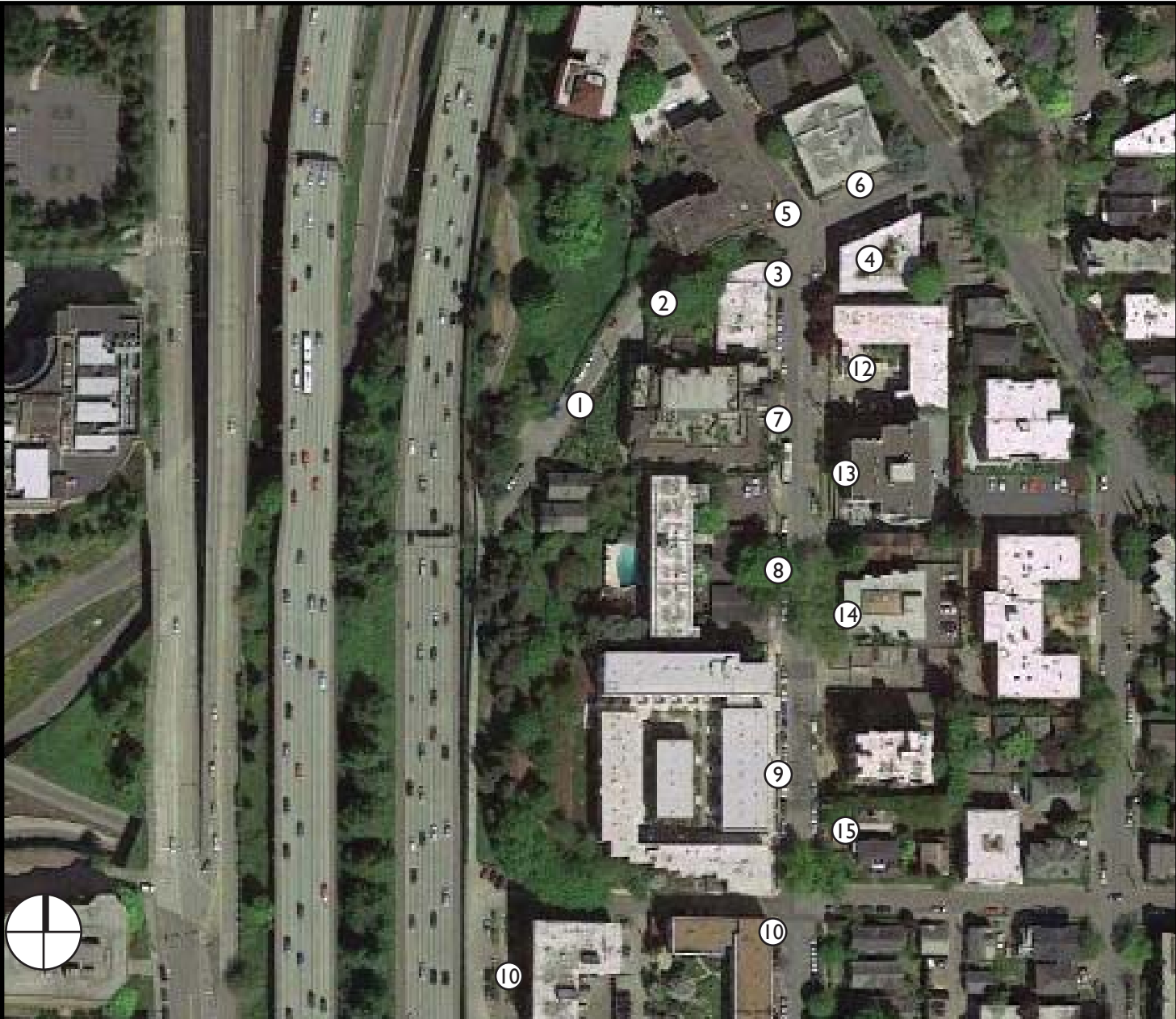
IMMEDIATE SITE CONTEXT

Very few unimproved properties exist on Capitol Hill. The immediate neighborhood of 736 Bellevue Place E currently has no empty lots and only a handful of one story, small construction. Generally, the buildings along Bellevue Avenue East are multi-family, multi-story buildings from a variety of eras. Single family houses are routinely being replaced with larger development in this neighborhood. The interstate provides a barrier to the lakefront neighborhoods, but does provide an open break affording wonderful views for properties built along its length. The open space, that can be seen, is generally public, including Bellevue Place Park. Bellevue Place Park is owned by the State, but is maintained per an agreement between the State and the City Parks Department by Parks.



EVENING VIEW FROM EASTLAKE AVENUE EAST

IMMEDIATE SITE CONTEXT



① BELLAGIO (REAR)



② LOOKOUT PATIO



③ THE LOOKOUT



④ 768 APARTMENTS



⑤ THE ROUNDCLIFFE



⑥ SIR GALLAHAD



⑦ BELLAGIO (FRONT)



⑧ THE MARK SPENCER



⑨ BELMONT COURT



⑩ ROY VIEW APARTMENTS



⑪ MAVIS CONDOMINIUM



⑫ MODE



⑬ HILLSBOROUGH CONDOMINIUM

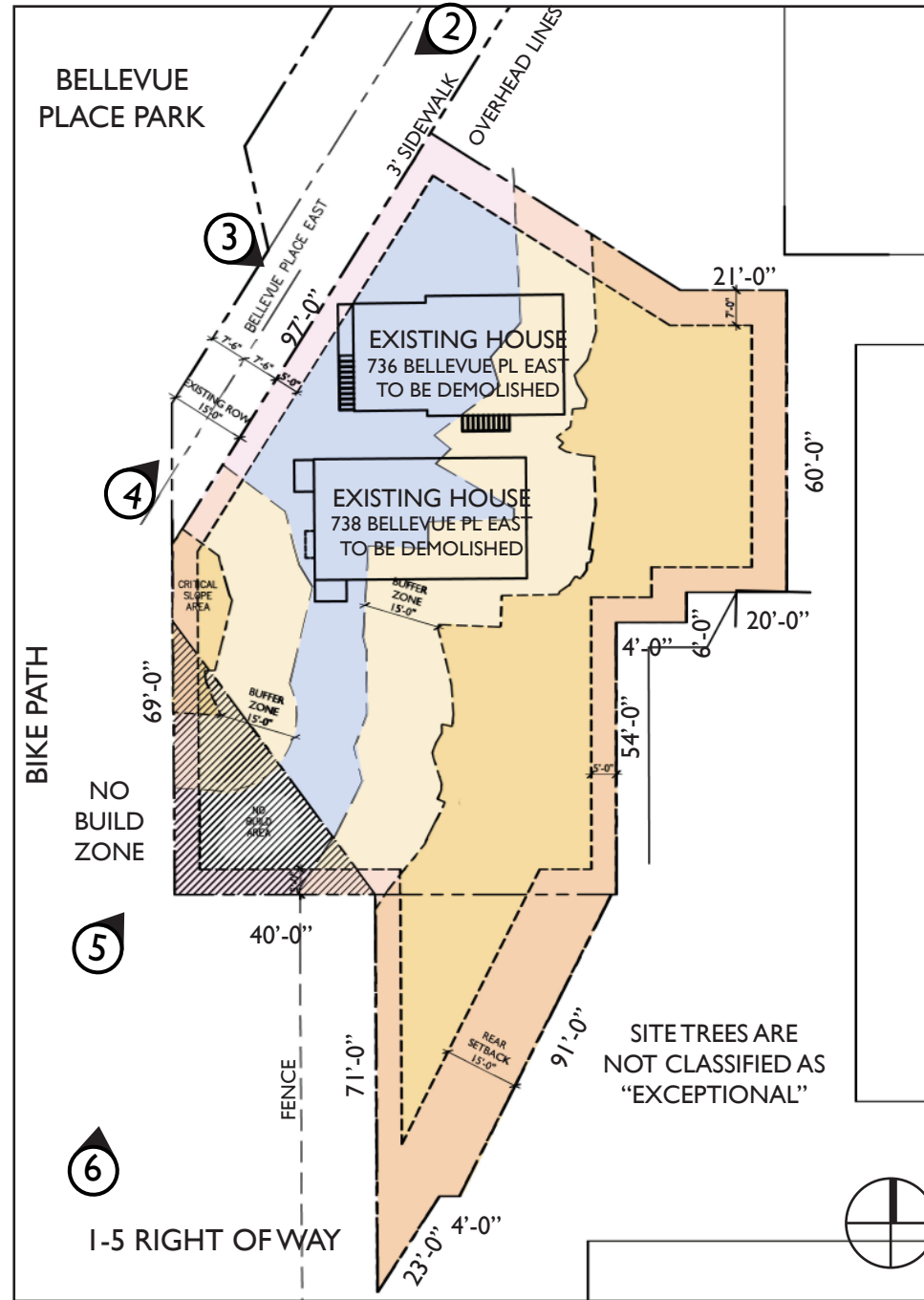


⑭ LA PERGOLA



⑮ RESIDENCES

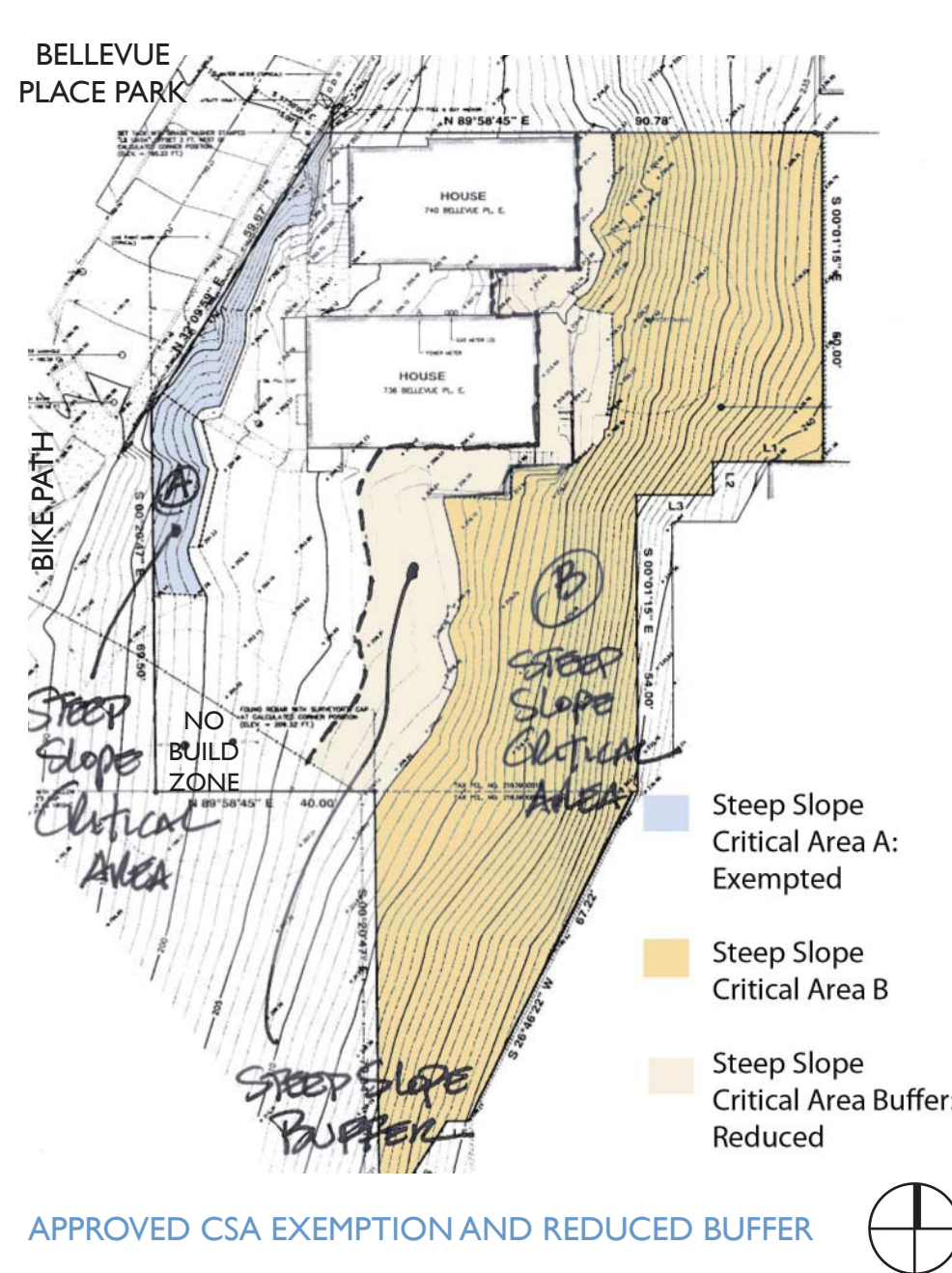
EXISTING SITE PLAN



CURRENT SITE CONDITIONS

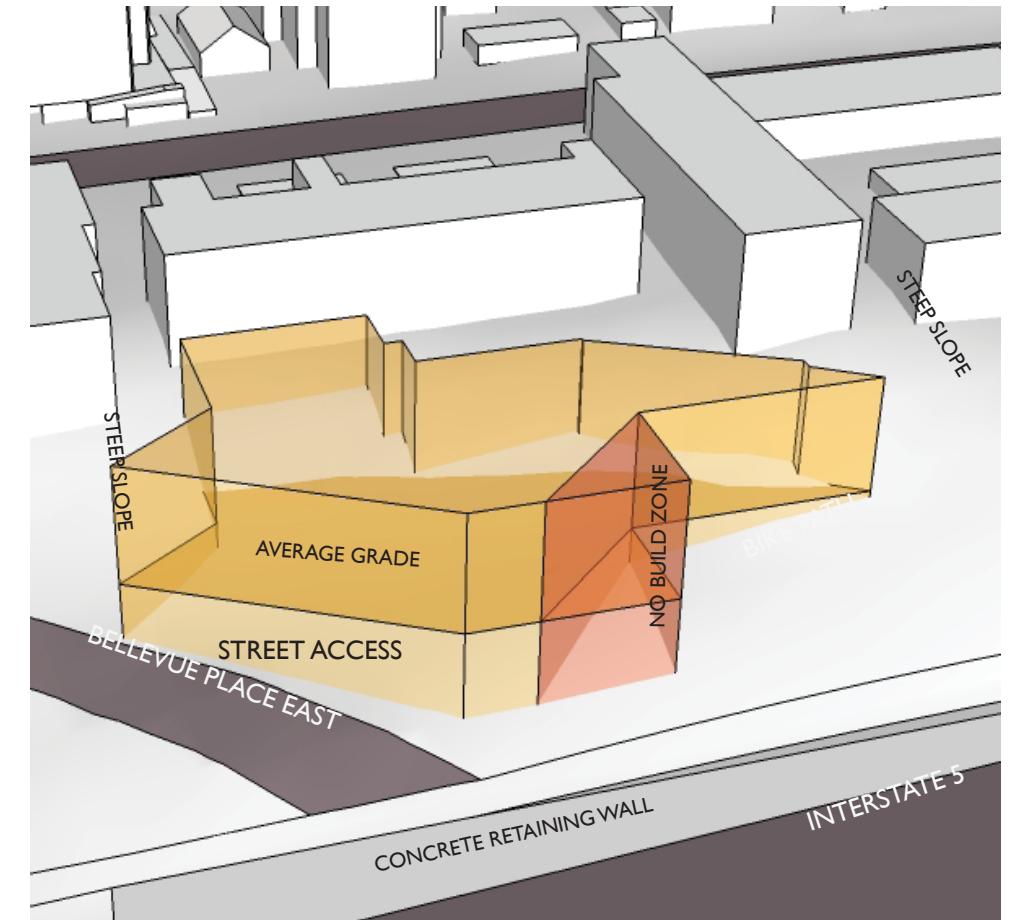
The project site is approximately 15,000sf in area and is irregularly shaped with a small frontage onto Bellevue Place East. Along the north property line there is approximately 40' of elevation change and approximately 8' of drop along the street frontage. maximum grade change appears to be close to 45'. The street frontage currently has a rocky retaining wall and steep stairs to access the site. There are two areas of Critical Slope.

SITE ACCESS AND OPPORTUNITIES & CONSTRAINTS



APPROVED CSA EXEMPTION AND REDUCED BUFFER

Bellevue Place East is a narrow street that widens slightly as it turns down the hill, then narrows again after the non-compliant hammerhead turn around. Parking is provided on the NW side of the street. The NW side of the street also has a guard rail along the length of the street. The SW side of the street provides a narrow sidewalk and curb. There are no street trees along this stretch of the street. The street ends in a guard rail and switch back for access to the bicycle path.



SITE TOPOGRAPHY

The site slopes from 242' on the eastern edge to 195' on the west. A large No Build zone is located on the southwest corner. The awkward site configuration coupled with the steep slope and minimal access limit the options for development. All three options have vehicular and pedestrian access from the NW property line of the site. All three options propose construction to minimize the impact on the Critical Slope Area (CSA).

An application for an exemption to allow construction in the CSA near the SW corner of the site has been granted including a reduction in the buffer zone due to previous development. Additional encroachment into the eastern CSA will require a variance that will be evaluated with the Master Use Permit (MUP) application.

Seattle's Department of Transportation has indicated that it will not require street widening setbacks but will require the project include street trees and a vehicle turn around.



① VIEW DOWN BELLEVUE PL E FROM BELLEVUE AVE E



② VIEW OF SITE LOOKING DOWN BELLEVUE PLACE EAST



③ VIEW OF SITE FROM STREET



④ VIEW OF SITE FROM END OF BELLEVUE PLACE EAST

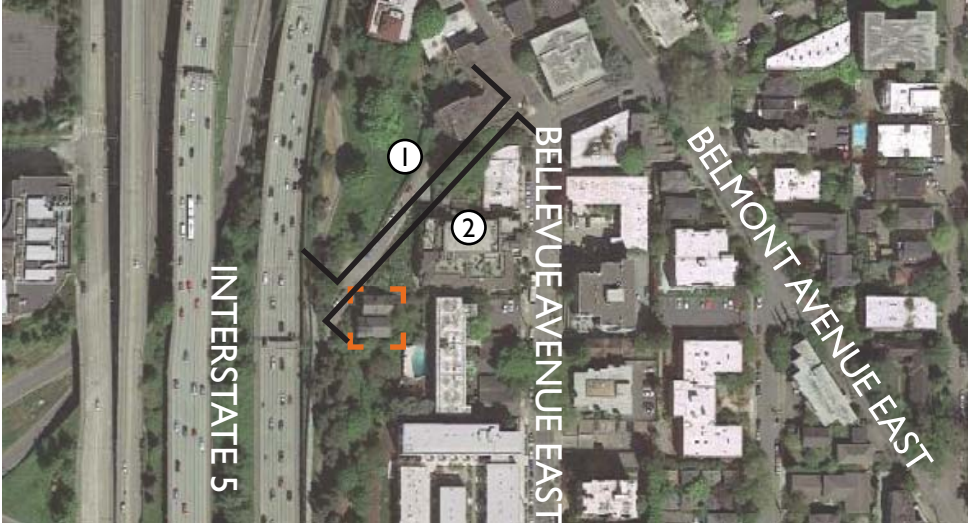


⑤ VIEW FROM BIKE PATH



⑥ LOOKING NORTH INTO BIKE PATH AT ROY STREET

STREETSCAPE MONTAGES



MONTAGE KEY MAP

BIKE PATH PROJECT SITE ACROSS BELLEVUE PLACE EAST



① BELLEVUE PLACE EAST LOOKING NORTHWEST



BELLEVUE PLACE PARK

BELLEVUE COURT E



BELLEVUE AVENUE E

LOOKOUT PATIO



BELLAGIO CONDOMINIUMS



PROJECT SITE

② BELLEVUE PLACE EAST LOOKING SOUTHEAST

STREETSCAPE MONTAGES



MONTAGE KEY MAP



③ INTERSTATE 5 LOOKING EAST



④ BELLEVUE AVENUE EAST LOOKING EAST



⑤ BELLEVUE AVENUE EAST LOOKING EAST

PRIORITY DESIGN GUIDELINES

CS2 URBAN PATTERN AND FORM

Strengthen the most desirable forms, characteristic, and patterns of streets, block faces, and open spaces in the surrounding area.

I. STREETScape COMPATIBILITY

- i Retain or increase the width of sidewalks: The project intends to retain the existing streetscape as much as possible, including curbs and sidewalks.
- ii Provide Street Trees: The project intends to provide street trees in the setback between the existing sidewalk and the building face as planting strips do not exist on the street. Plantings shall be coordinated with the city arborist.
- iii Vehicle Entrances should not dominate the streetscape: Although the site has limited street access, the intent is to downplay the importance of the garage entrance by locating the entrance further down the hill or face away from the prominent street direction.

II. HEIGHT, BULK, AND SCALE COMPATIBILITY

Neighborhood Priority: This project intends to respect the architectural qualities of the neighborhood. The site is located at the end of a street containing large apartment buildings, both new and old. Development around the site is not anticipated as it is either ROW or already built upon. This project is located on the edge of the LR3 zone as it transitions across I-5 to more intense uses (SM-125 and SM-85). Heights for this project are not anticipated to reach the existing building heights nearby.



- i. Break up mass to give the impression of small scale buildings in keeping with established development pattern. The project is located in an area generally dominated by larger scale buildings than will be possible on this site. The buildings in the nearby area fill the site where possible, with facades being built to property lines and street edges. Older nearby buildings have little massing articulation.



- ii. Consider existing views and incorporate site and building design features that preserve those views from the ROW. The project is excellently sited to preserve views from the ROW as is located on a site that is downhill and off of the main view corridor.

- iii. Design buildings to maximize sunshine on adjacent sidewalks. Sunlight is anticipated in the afternoon, similar to existing conditions. The project is not expected to affect sunlight.



CS3 ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood.

Nearby development is a mix of styles from various periods, the earliest appear to be early 20th century, the newest was completed in 2013.

I. ARCHITECTURAL CONCEPT AND CONSISTENCY

Neighborhood Priority: Preserve and augment the neighborhood's architectural qualities, historic character and pedestrian scale.

- i Incorporate signage that is consistent with the intended character of the building and neighborhood: Signage will be scaled to be easily read and reflect the scale of the building.
- ii. Solid canopies over the sidewalk are preferred: Canopies nor awnings are anticipated over sidewalks with this project as street trees are required in the setback and other similar buildings do not have canopies.



I. HUMAN SCALE

- i. Incorporate building entries that welcome people and protects them from the elements and emphasizes the building's architecture: This project intends to provide a clear building entry off of Bellevue Place East that provides pedestrian cover.
- ii. Improve pedestrian orientation by using "pedestrian friendly" details: Though this project has a fairly limited pedestrian exposure, the intent is to provide visual interest through massing, cornices, overhangs, and circulation in a manner that is noticeable from the sidewalk and park. The goal is to make the entryway the focus of the street facing facade. A graceful transition between the west facing facade to the ROW, bike path, and

eventually freeway, is anticipated to support a functional and visual integration of the public and private zones.

III. PEDESTRIAN OPEN SPACES AND ENTRANCES

Neighborhood Priority: Maintain and enhance pedestrian scale, activity, and comfort.

The intended focus of the ground floor of the project is the pedestrian entry. Landscaping, lighting, and overhead protection will need to ensure safe and comfortable entry. This site is adjacent to a poorly lit, often unmaintained park and the bicycle path that often does not feel safe. Freeway noise and litter will need to be addressed. Due to the steep site, and in keeping with the guidelines, the building will be pushed to the street edge. The "no build" section of the site, between the building and the freeway ROW containing the bicycle path presents the project with an opportunity for landscaping and security lighting.



- i. Provide entryways that link the building to the landscape. The main entry will be situated to meet accessible requirements.
- ii. Create open spaces at street level that links to the open space of the sidewalk. Though not at street level, the amenity area and secondary entry will provide a link and secure area to the park and bike path that follows the slope and is open to the surrounding Rights-of-Way.
- iii. Building entrances should emphasize pedestrians as opposed to vehicles. The limited street frontage will be divided between pedestrian and vehicular access. Care will be taken to minimize the importance of the vehicular access either through location or orientation.

III. PERSONAL SAFETY AND SECURITY

Neighborhood Priority: Preserve and augment the neighborhood's architectural qualities, historic character and pedestrian scale.

- i. a. Pedestrian scale lighting: The project will incorporate well lit entries.
- i. b. Architectural lighting: The project intends to light the perimeter of the building with special attention to the hillside and bike path facades
- i. c. Transparent windows: the project intends to provide as much transparency facing outward as possible.



DCI PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on the site.

I. PARKING AND VEHICULAR ACCESS

Neighborhood Priority: maintain and enhance the character and function of a mixed-use, pedestrian-oriented urban village.

i. Preserve and enhance the pedestrian environment in residential areas by providing for continuous sidewalks. This project foresees the installation of a single garage door with a single curb cut..

II. SCREENING OF DUMPSTERS, UTILITIES, AND SERVICE AREAS

All service and access elements will need to be located in the street frontage along Bellevue Place East. It is the intent of the design to situate the vehicular, trash, service, and utilities in such a manner as to down play their impact.

i. Consolidate and screen dumpsters. The project intends to provide a trash area inside the building, screened from the pedestrian environment.

DC3 OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other.

Neighborhood Priority: Maintain and enhance the character and function of a mixed-use, pedestrian-oriented urban village.

The project intends to make the most of the unusual topography and site constraints for interesting landscaping. Stabilizing and landscaping the steep hillside presents an opportunity for a semi-private, multi-level landscaped area. The flattest portion of the site is in the "No-Build" zone and will likely coincide with the second level of the building and is intended to provide a semi-public outdoor area.

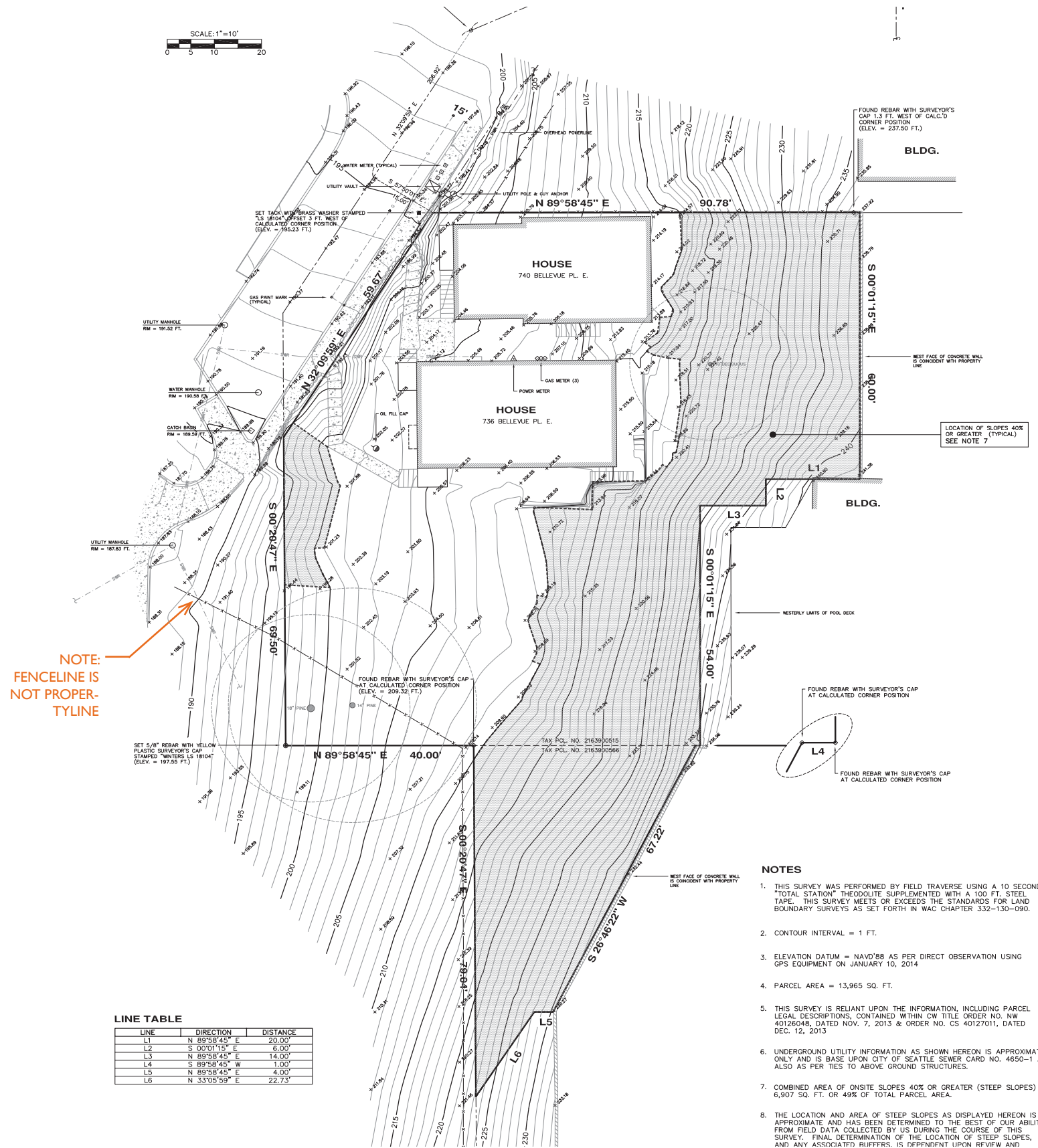
iii. Setback development to preserve view corridors. This project will not encroach upon the public view corridors.

v. Use landscape materials that are sustainable. The intent is to provide attractive, low-maintenance, and hardy landscaping.

II. LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

Neighborhood Priority: maintain and enhance existing landscape patterns in commercial and residential areas.

This site presents itself with many special circumstances with the development intends to take advantage. The steep slope, adjacent park, narrow street, and bicycle path all provide opportunities that can be enhanced with usable, landscaped areas as the building tries to avoid those very areas.



OPTION ONE (CODE COMPLIANT)



OPTION TWO



OPTION THREE (PREFERRED)



Option One

- 5 stories with north eastern portion lowered for sight line
- Internal circulation
- Roof Deck at fifth floor
- Half of the units face the hillside
- Mostly 1-bedroom units
- Parking accessed down hill, nearer bike path
- Pedestrian and Trash accessed off turnaround

Option Two

- 5 stories with northerly portion lower for sight lines
- Vertical circulation expressed at front of building
- Roof Deck at fifth floor
- Most units face outward
- Variety of unit types
- Pedestrian access is at lower level near bike path
- Parking and Trash accessed at turnaround
- Breaks building into two distinct masses with pass through
- Creates courtyard enclosure at rear of building

Option Three

- 5 stories with northerly portion lowered for sight lines
- Circulation is featured in “knuckle” at back of building
- Roof Deck at fifth floor
- Most units face outward
- Variety of unit types
- Parking, and trash access nestled together at turnaround
- Exterior circulation at rear
- Creates courtyard feel in rear and south
- Building is broken into two distinct masses
- Overhanging bays face Bellevue

OPTION ONE (CODE COMPLIANT)

DISTINGUISHING FEATURES

- Solid massing of building against property lines
- Circulation is towards the rear of the site
- Overhead electrical wires to be undergrounded

PROS

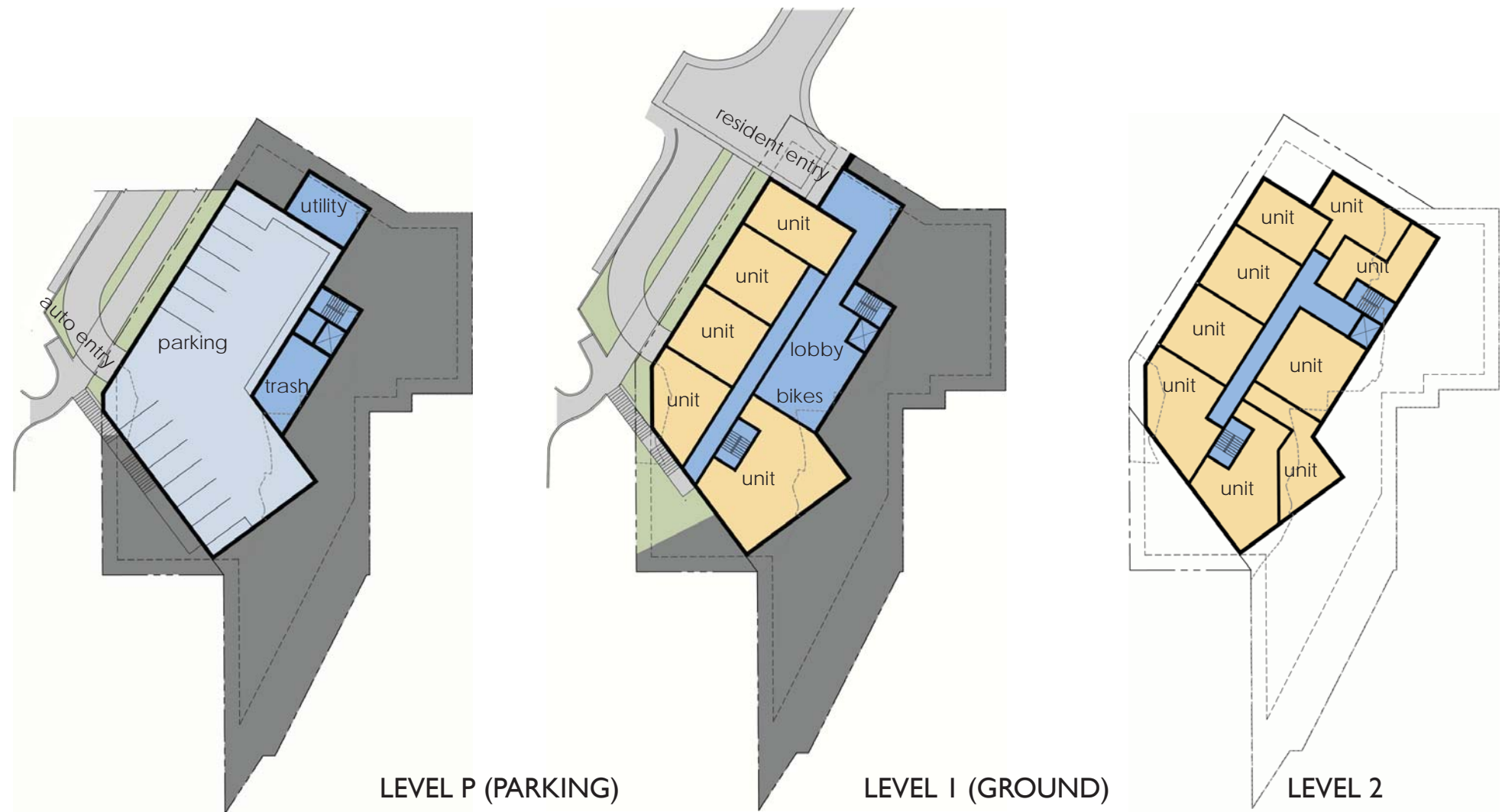
- Simple massing
- Separates pedestrian and auto uses
- Combines auto and trash access
- Minimizes intrusion into hillside

CONS

- Half of units face hillside
- Little articulation
- Inefficient Fifth Floor
- Requires combined auto, bike, and pedestrian use of Bellevue Place East beyond required turnaround

DEPARTURES

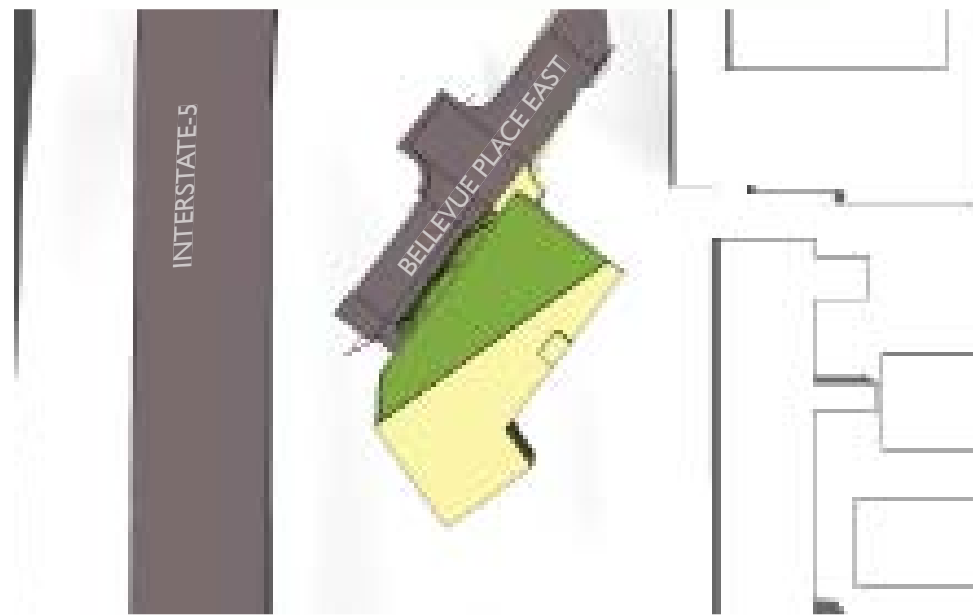
- No departures



LEVEL P (PARKING)

LEVEL I (GROUND)

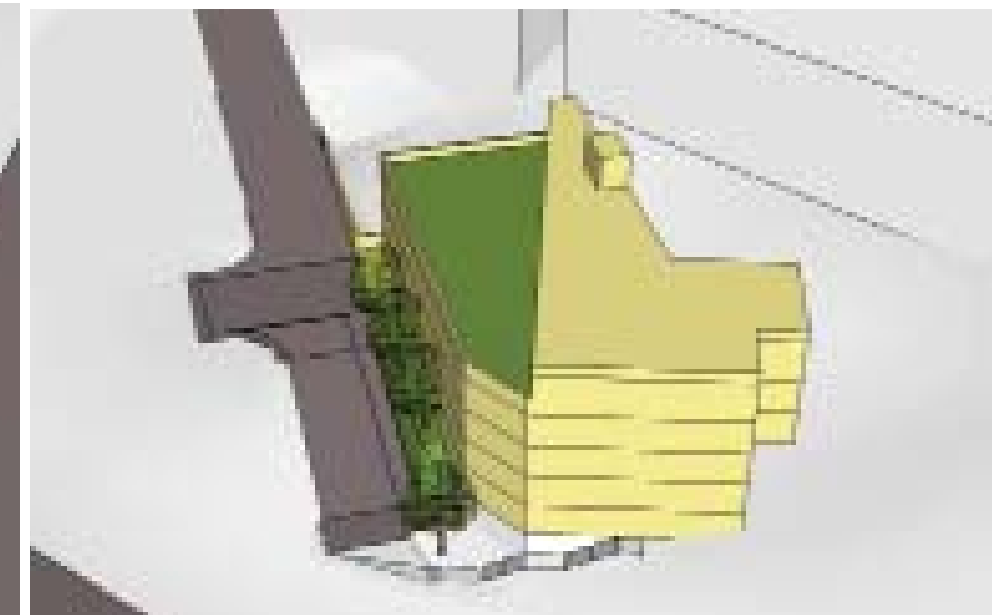
LEVEL 2



ROOF VIEW

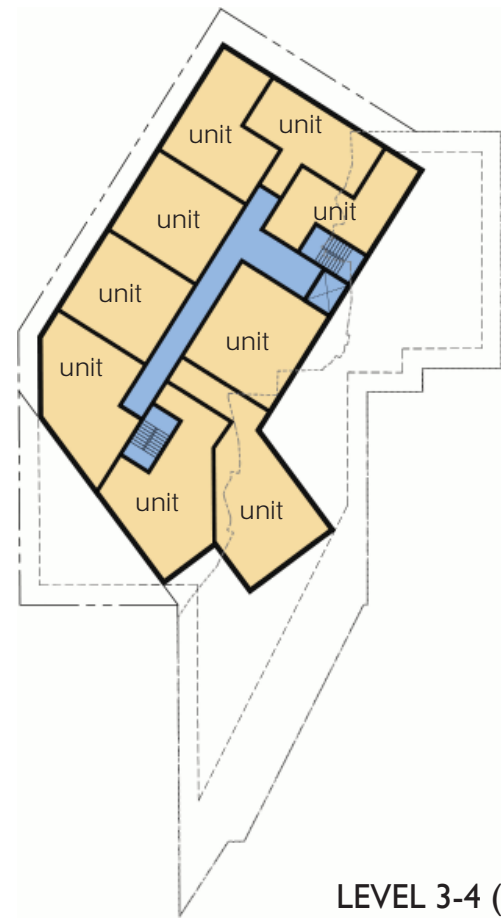


AERIAL VIEW LOOKING SOUTHEAST TOWARD SITE

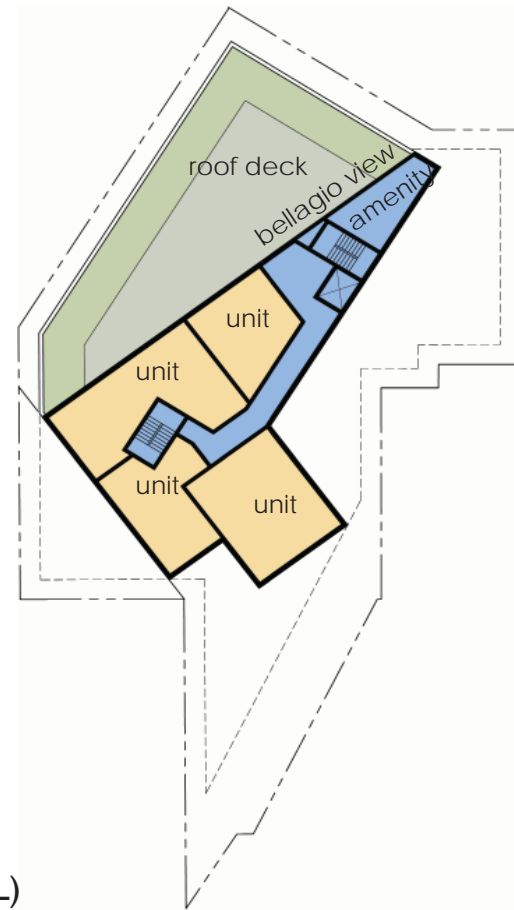


AERIAL VIEW LOOKING NORTHEAST TOWARD SITE

OPTION ONE (CODE COMPLIANT)



LEVEL 3-4 (RESIDENTIAL)



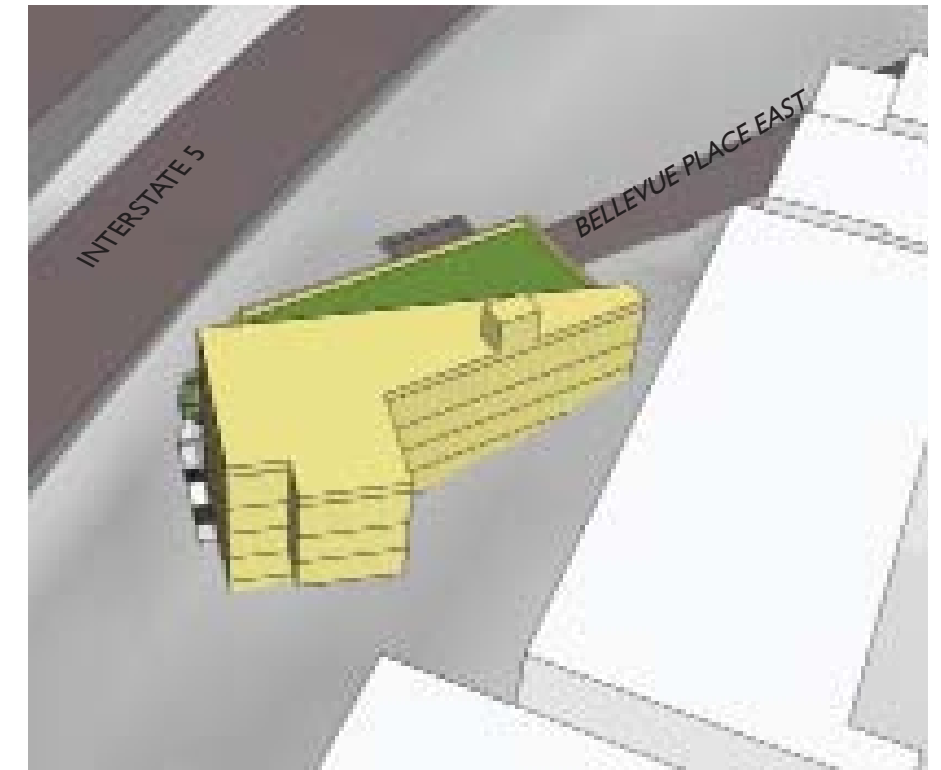
LEVEL R (ROOF)

CRITICAL SLOPE AREA

- This scheme encroaches into the Steep Slope Area, subject to DPD's decision on a variance. The Variance Application will be included as a portion of the MUP and may be denied.

RIGHT OF WAY WORK

- This option requires approval from Washington State Department of Transportation which may be denied.



AERIAL VIEW LOOKING WEST TOWARDS REAR OF SITE



AERIAL VIEW LOOKING SOUTH AT SITE



VIEW LOOKING FROM BIKE PATH UP AT SITE



VIEW LOOKING AT EAST AT SITE FROM ACROSS FREEWAY

OPTION 2

DISTINGUISHING FEATURES

- Separates building with open walkway
- Highlights vertical circulation
- Circulation is exterior
- Provides courtyard feel in rear

PROS

- Allows for different responses to the two different street conditions
- Provides for unit variety
- Articulated massing
- Most units face outward
- Provides rational Fifth floor
- Separates pedestrian entry
- Provides for pedestrian and bicycle only tail end of Bellevue Place E

CONS

- Elevator overrun is in view area
- Minimal landscaping along street
- Elevator overrun intrudes on Bellagio views

REQUESTED DEPARTURES

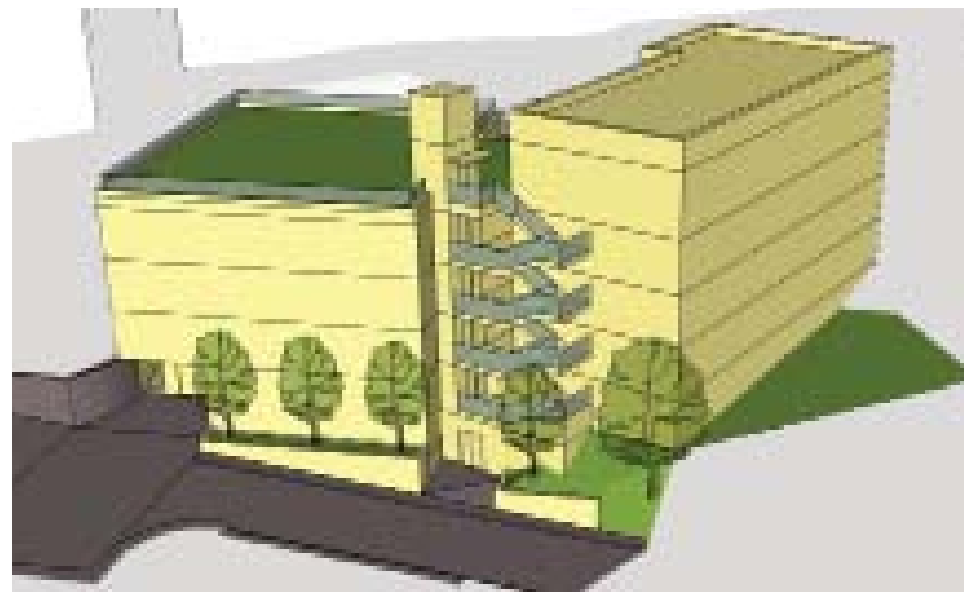
- Rear and side setbacks
- North facade length



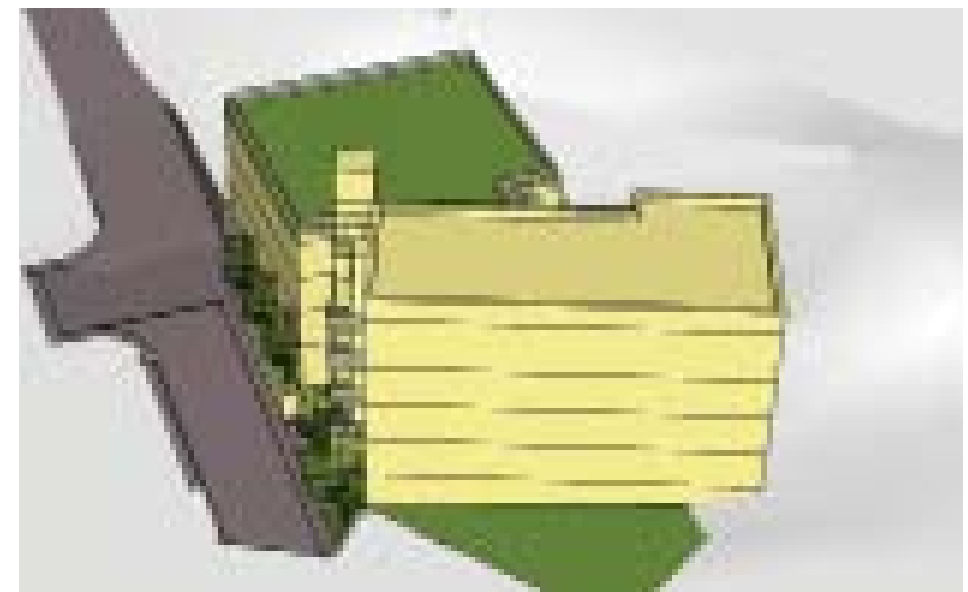
LEVEL P (PARKING)

LEVEL I (GROUND)

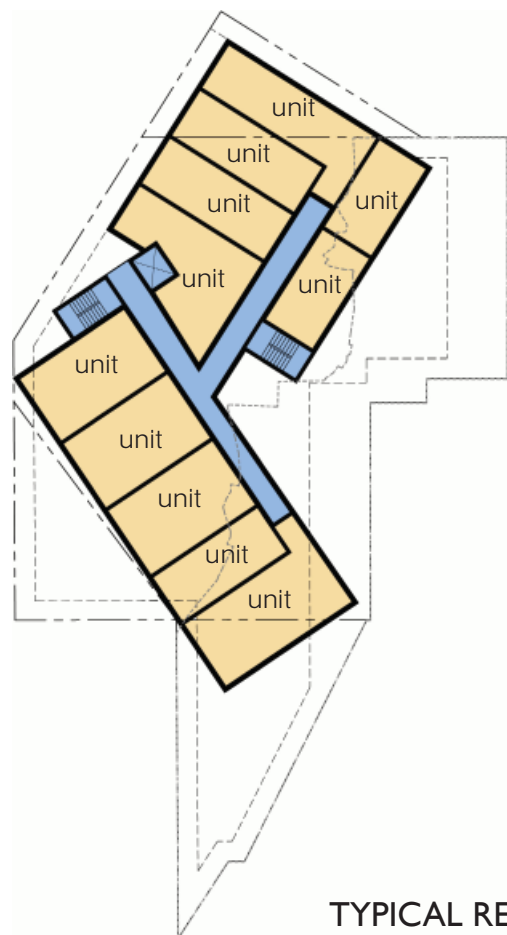
LEVEL 2



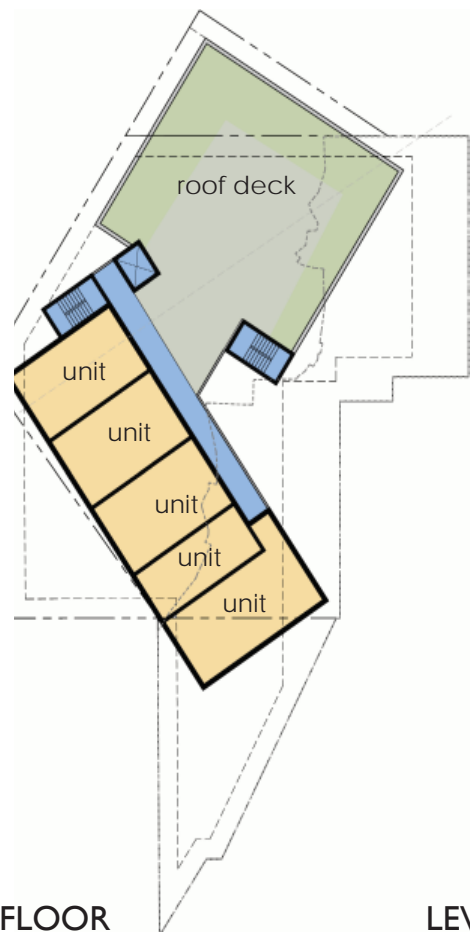
AERIAL VIEW LOOKING SOUTHEAST TOWARD SITE



AERIAL VIEW LOOKING NORTHEAST TOWARD SITE



TYPICAL RESIDENTIAL FLOOR



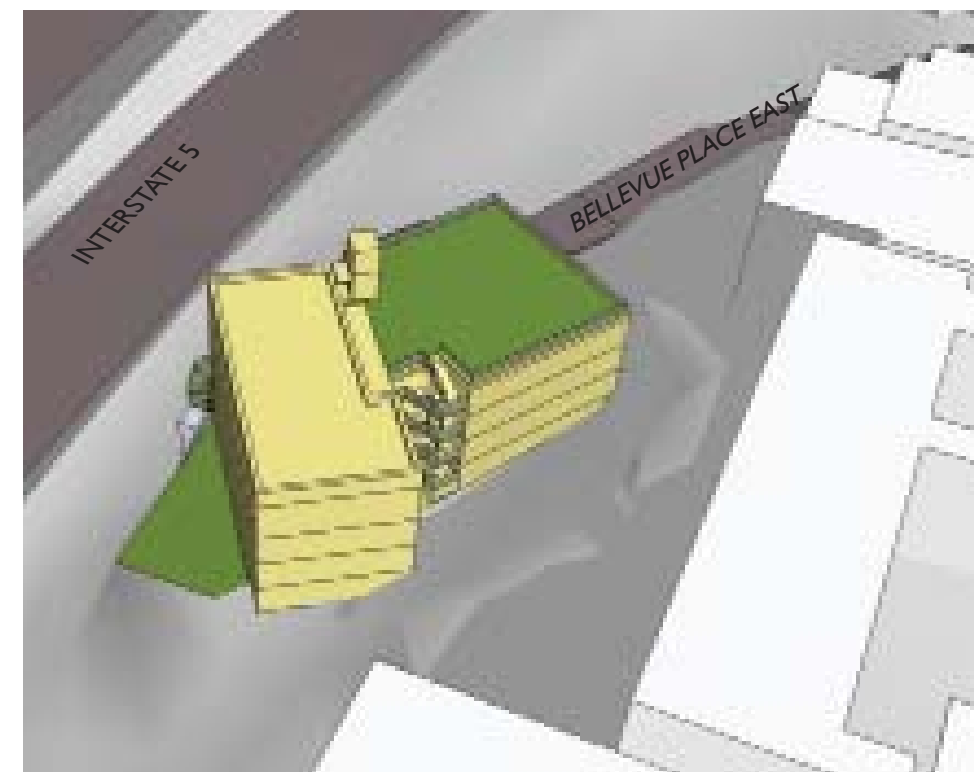
LEVEL R (ROOF)

CRITICAL SLOPE AREA

- This scheme encroaches into the Steep Slope Area, subject to DPD's decision on a variance. The Variance Application will be included as a portion of the MUP and may be denied.

RIGHT OF WAY WORK

- This option requires approval from Washington State Department of Transportation which may be denied.



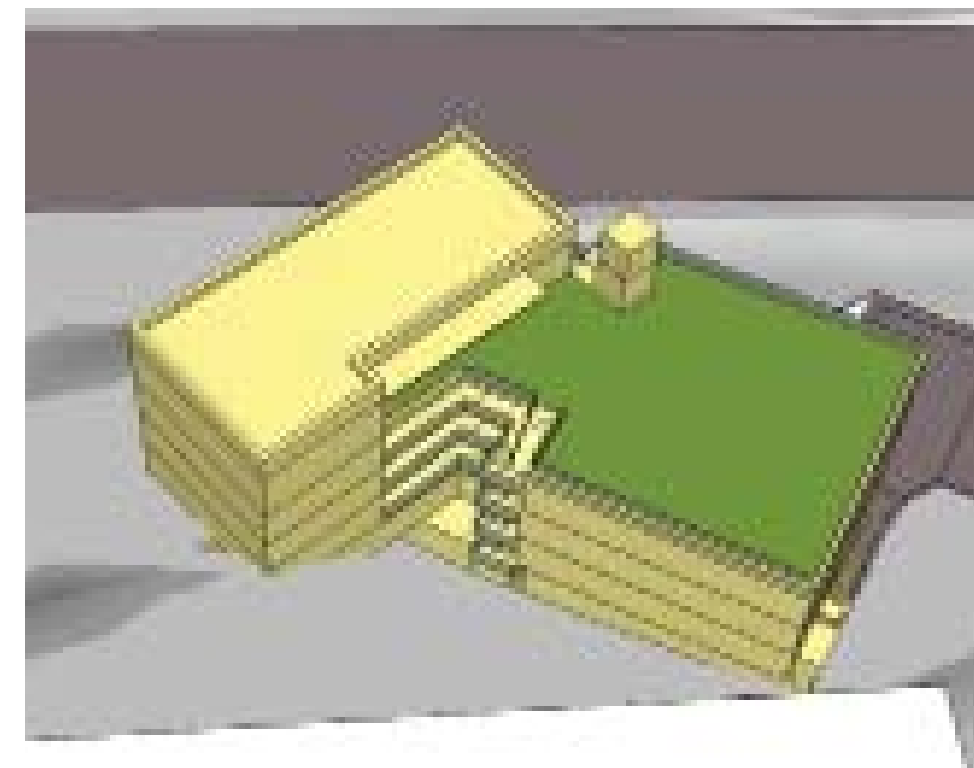
AERIAL VIEW LOOKING NORTHWEST TOWARD SITE



STREET VIEW LOOKING BIKE PATH UP AT SITE



VIEW LOOKING AT EAST AT SITE FROM ACROSS FREEWAY



AERIAL VIEW LOOKING WEST TOWARDS REAR OF SITE

OPTION 3

DISTINGUISHING FEATURES

- Open stairway and elevator face hillside
- Two wings provide for a courtyard feel in the rear

PROS

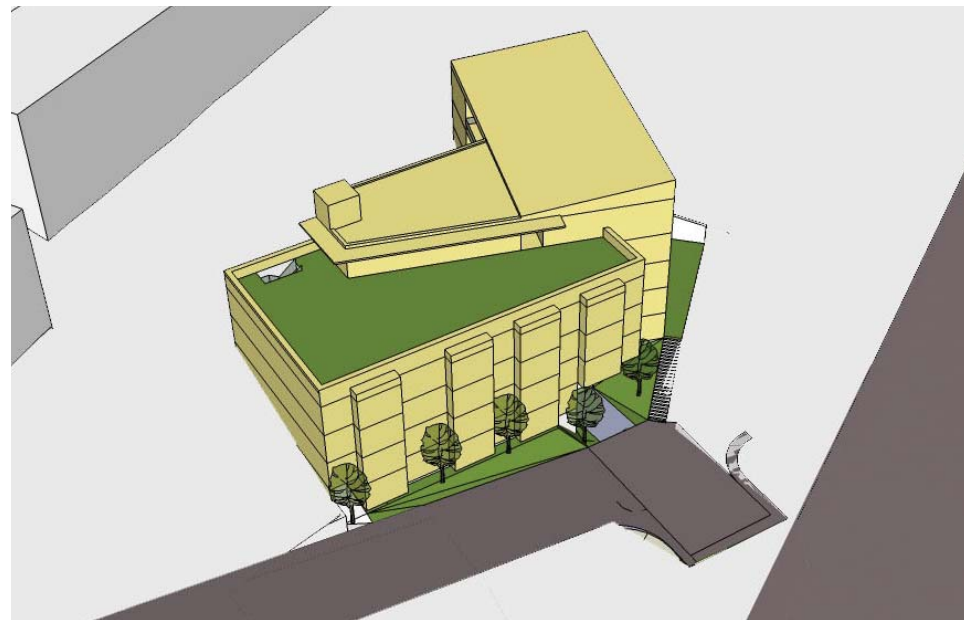
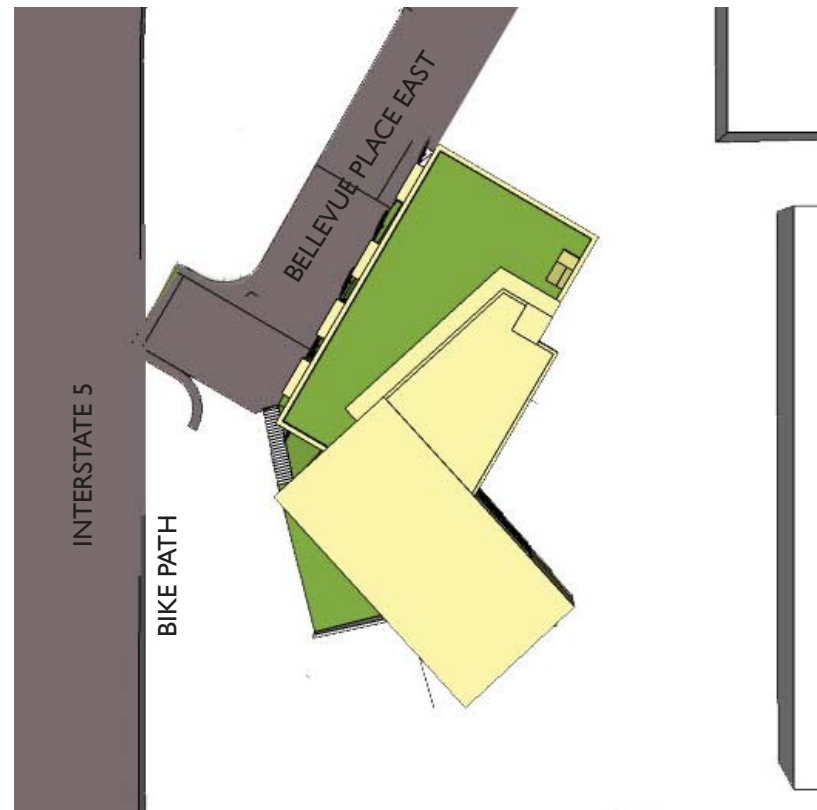
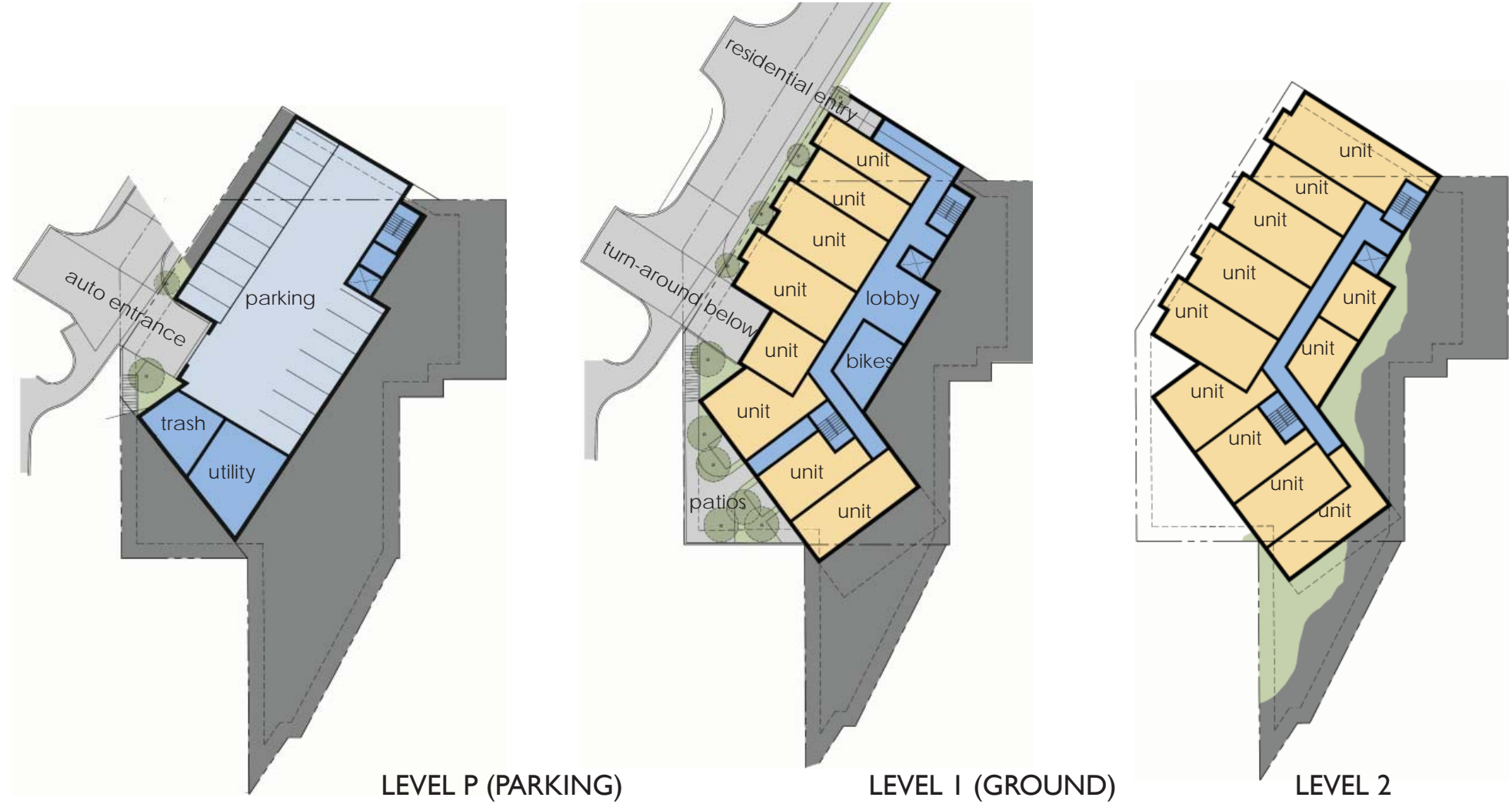
- Building breaks down into two masses
- Allows for different responses to the two different street conditions
- Separates trash and auto from pedestrian entry
- Most units face outward

CONS

- Provides vehicle turn around at end of street
- Bicycle and Lobby are buried in the hillside

REQUESTED DEPARTURES

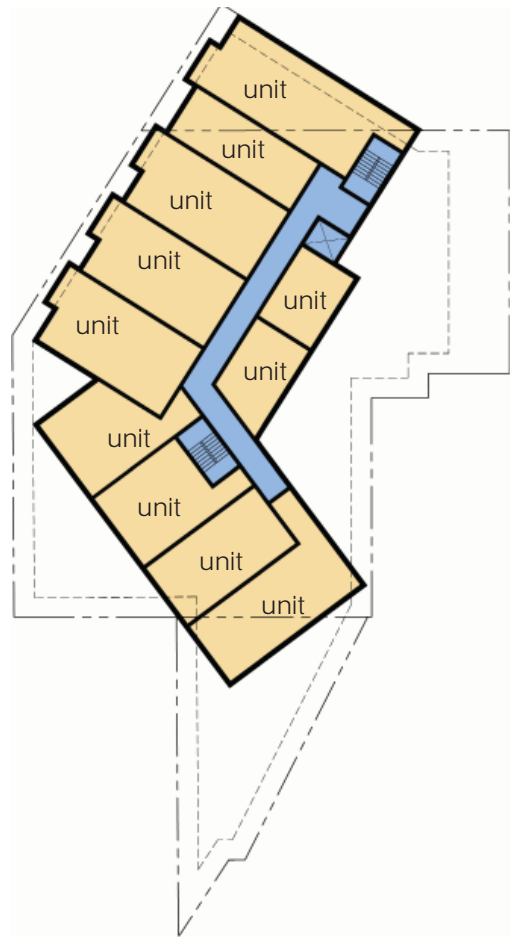
- Request to reduce setbacks at several locations
- Structure facade length longer than 65% of lot line
- Allow 36" deep bay windows 24" from lot line
- Allow bay window facade coverage equal to 42%



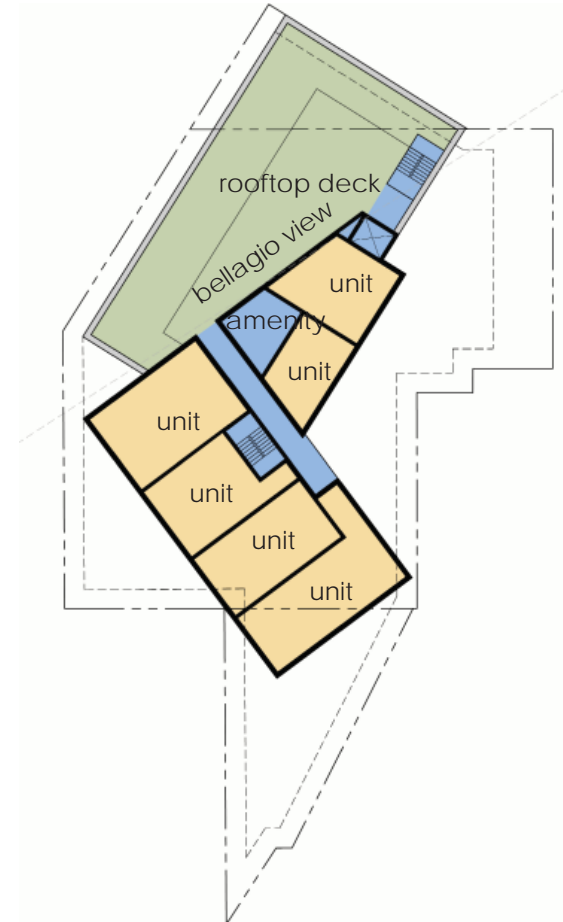
AERIAL VIEW LOOKING SOUTHEAST TOWARD SITE



AERIAL VIEW LOOKING NORTHEAST TOWARD SITE



LEVELS 3-4 (RESIDENTIAL)



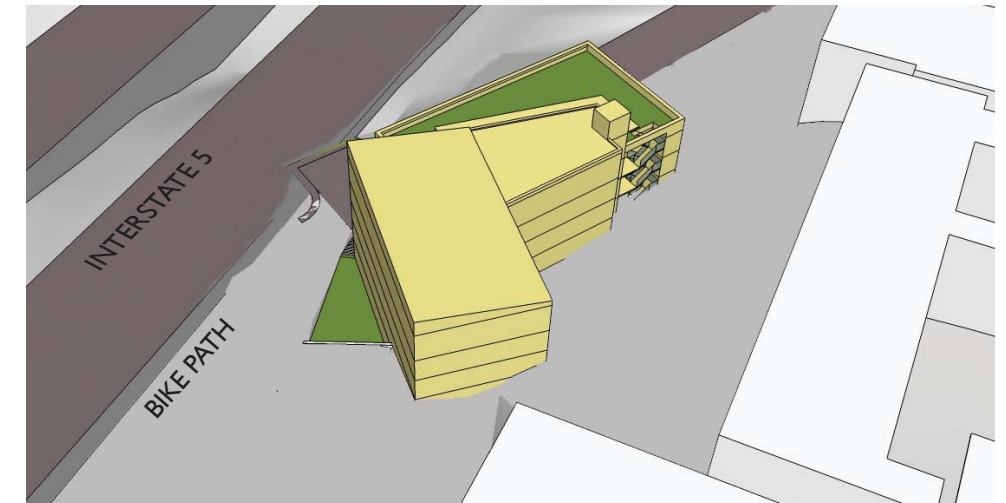
LEVEL R (ROOF)

CRITICAL SLOPE AREA

- This scheme encroaches into the Steep Slope Area, subject to DPD's decision on a variance. The Variance Application will be included as a portion of the MUP and may be denied.

RIGHT OF WAY WORK

- This option requires approval from Washington State Department of Transportation which may be denied.



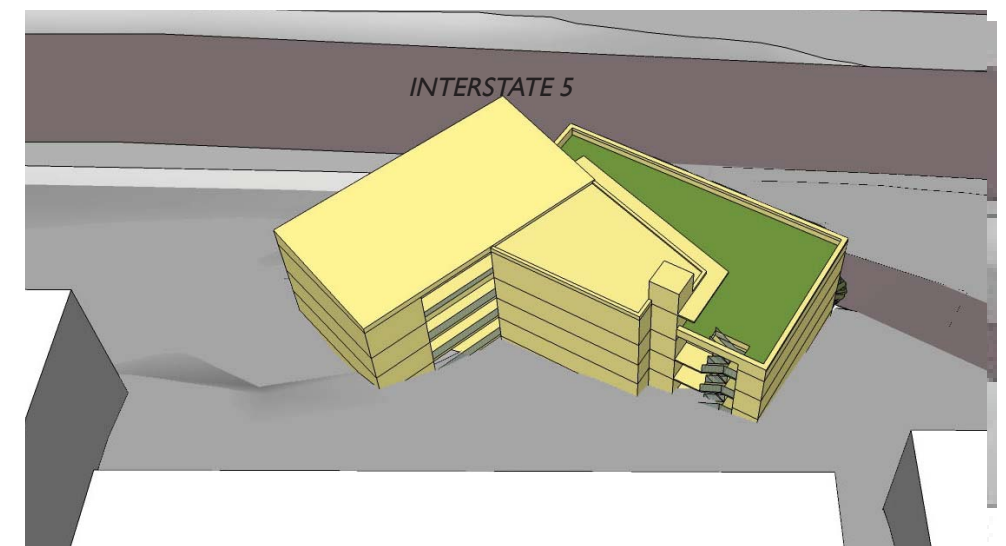
AERIAL VIEW LOOKING NORTHWEST TOWARD SITE



STREET VIEW LOOKING BIKE PATH UP AT SITE

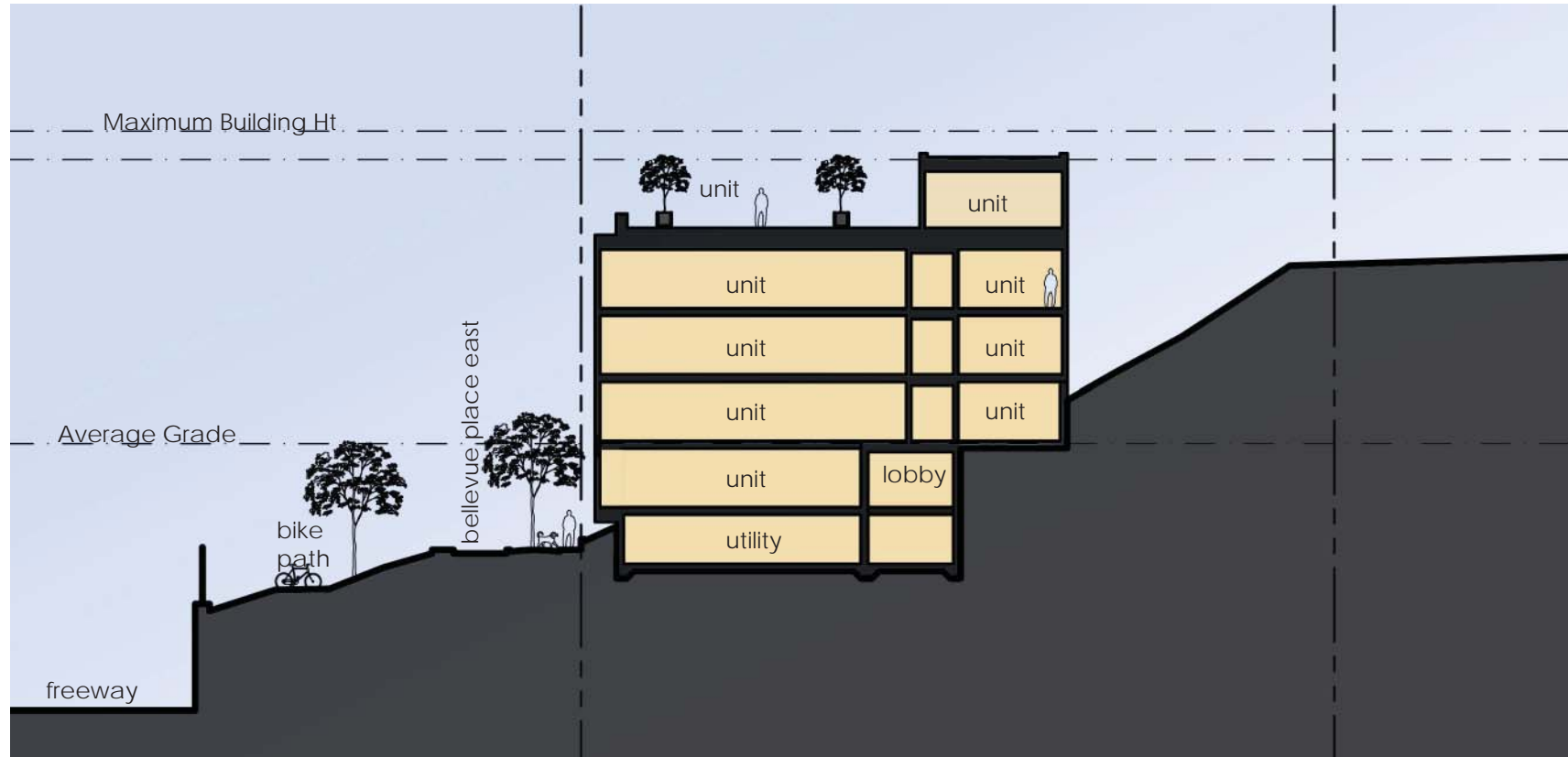


VIEW LOOKING AT EAST AT SITE FROM ACROSS FREEWAY

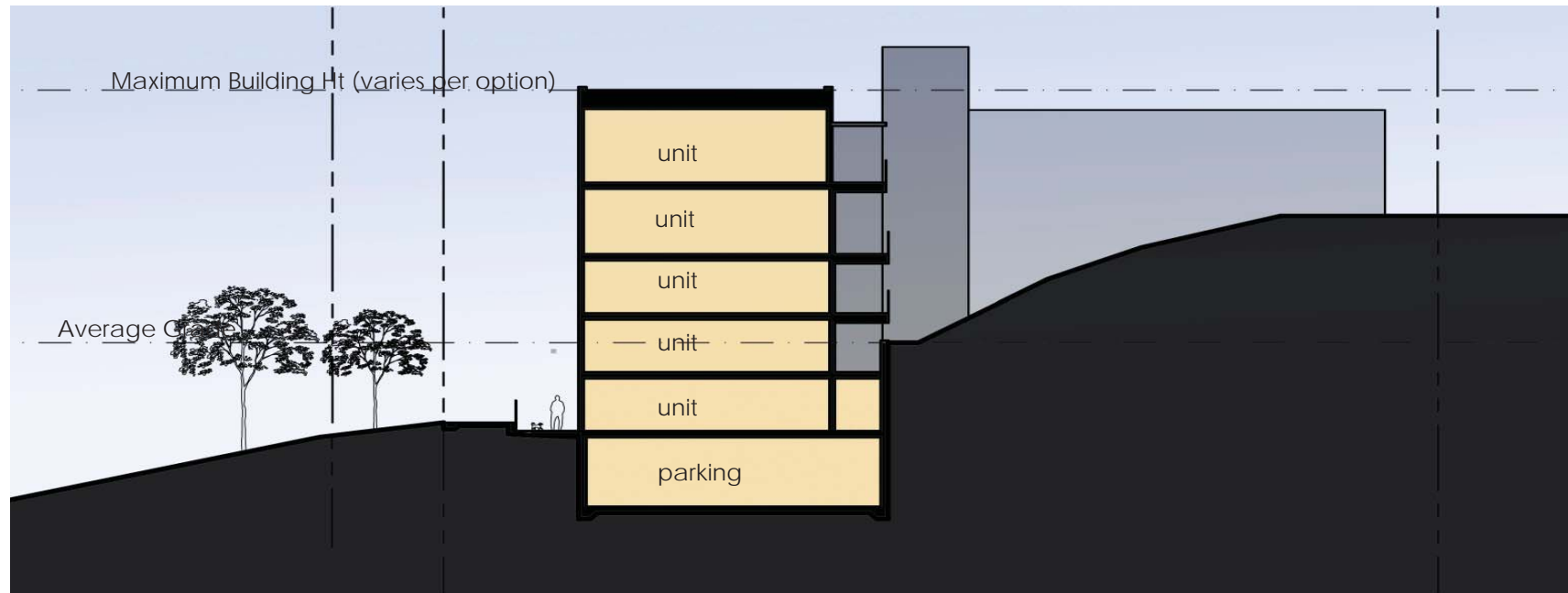
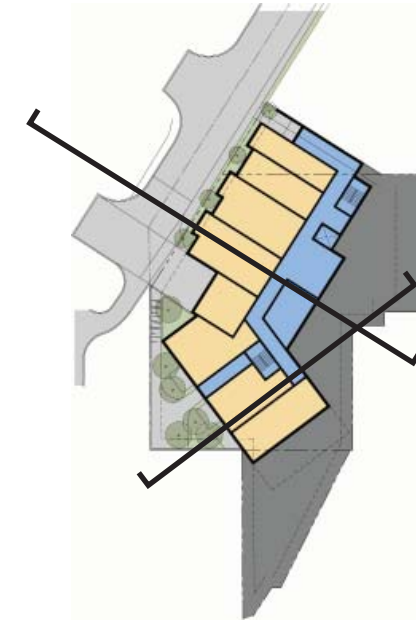


AERIAL VIEW LOOKING WEST TOWARDS REAR OF SITE

SECTIONS (Option 3, others similar)

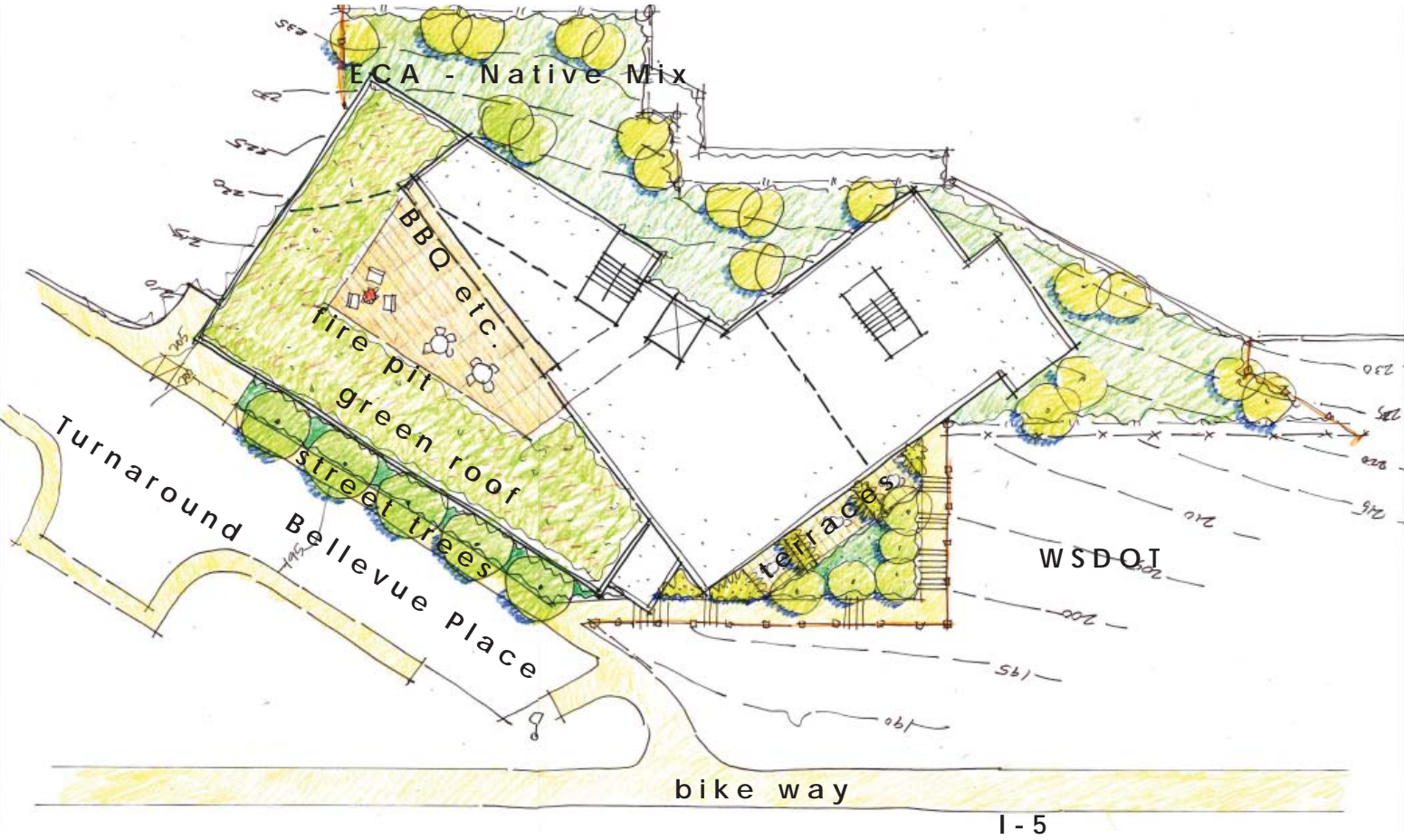


SECTION THROUGH BUILDING, STREET, BIKE PATH, AND HILLSIDE



SECTION THROUGH BUILDING, PATIO, AND HILLSIDE

LANDSCAPE DESIGN



STREETSCAPE



street trees



bamboo



ECA - Native Mix

ROOF



fire pit and view and conversation



green roof



BBQ etc.

VEER



BEAUTIFUL BULBOUTS

POST



LIGHTS AND LIVELINES

H2O



STORMWATER AND SERENITY

STREET LEVEL

GREENHOUSE



TABLES AND TREES

EXPO



GROWIES

LYRIC



BBQ AND FURNISHINGS

OTHELLO STATION

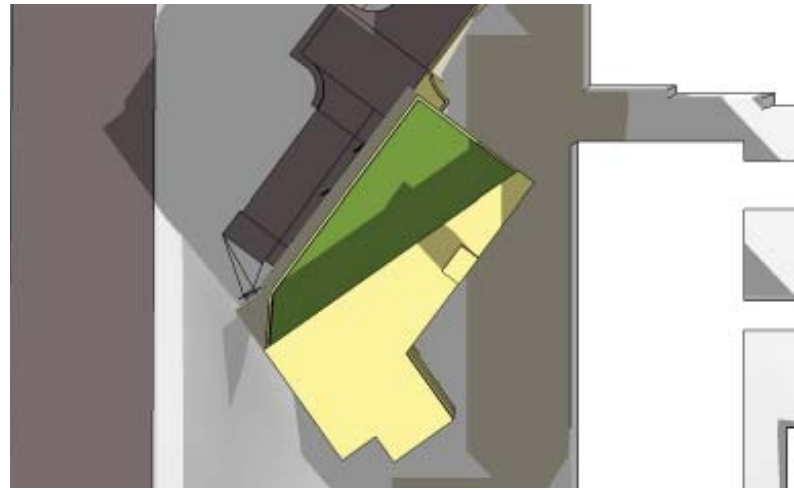


FIRE AND FRIENDS

ROOF

OPTION I: SHADE AND SHADOW STUDIES

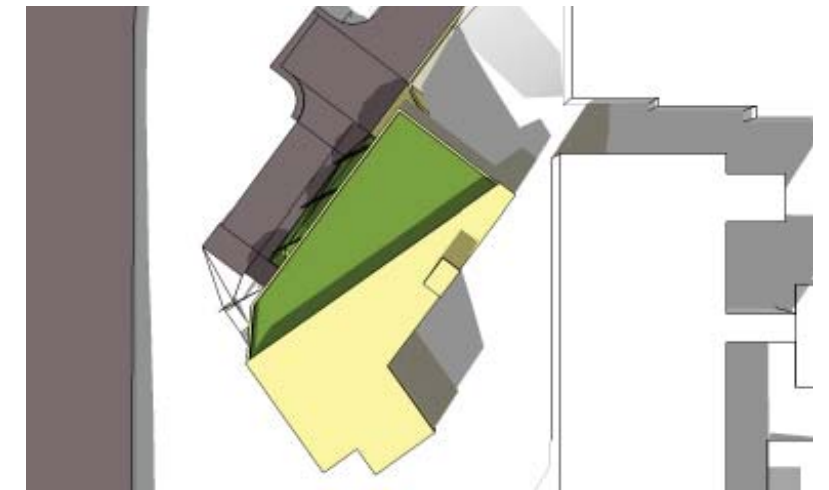
MARCH/SEPTEMBER 21 - 10AM



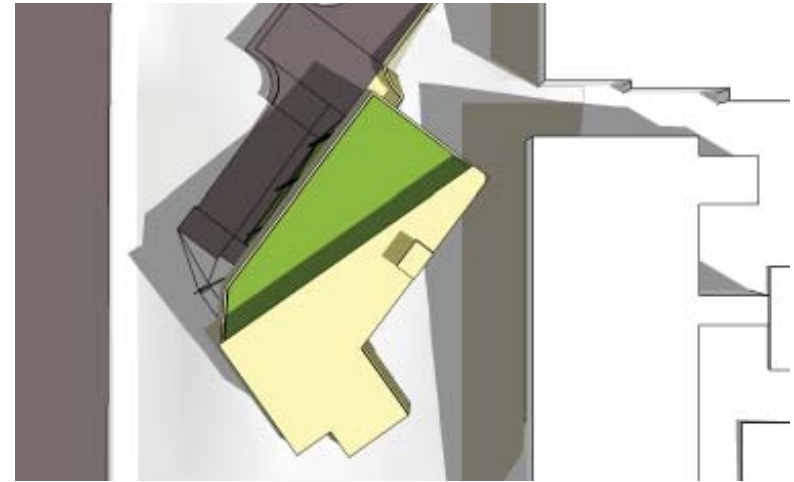
MARCH/SEPTEMBER 21 - 12PM



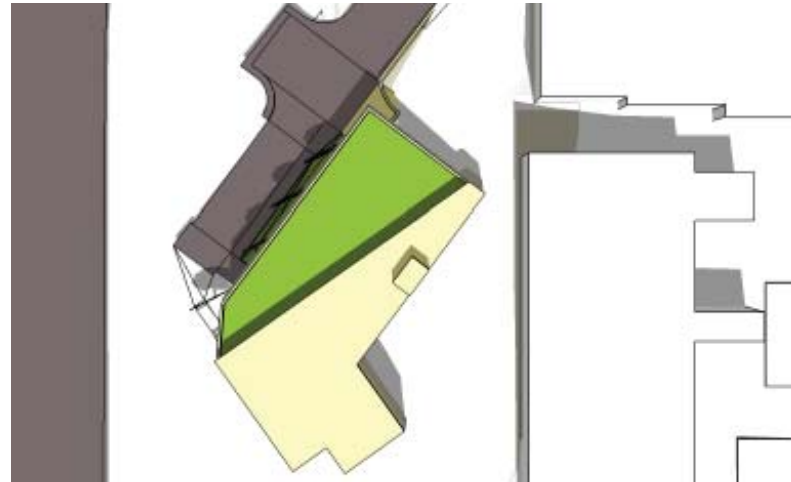
MARCH/SEPTEMBER 21 - 2PM



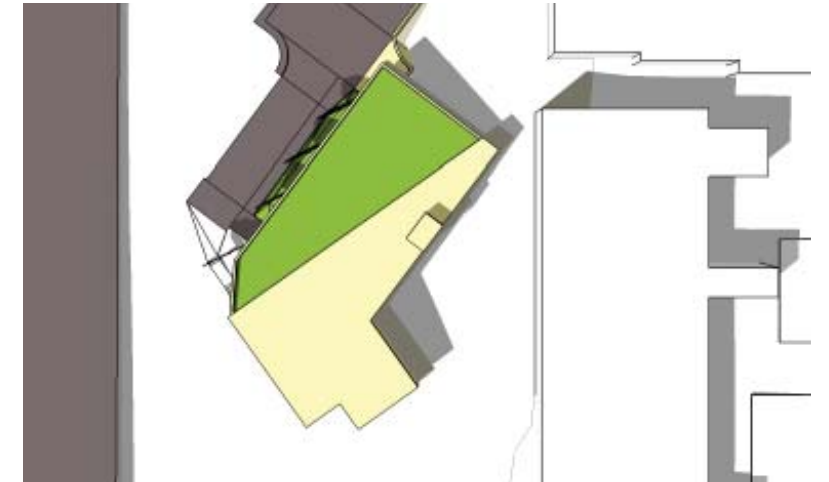
JUNE 21 - 10AM



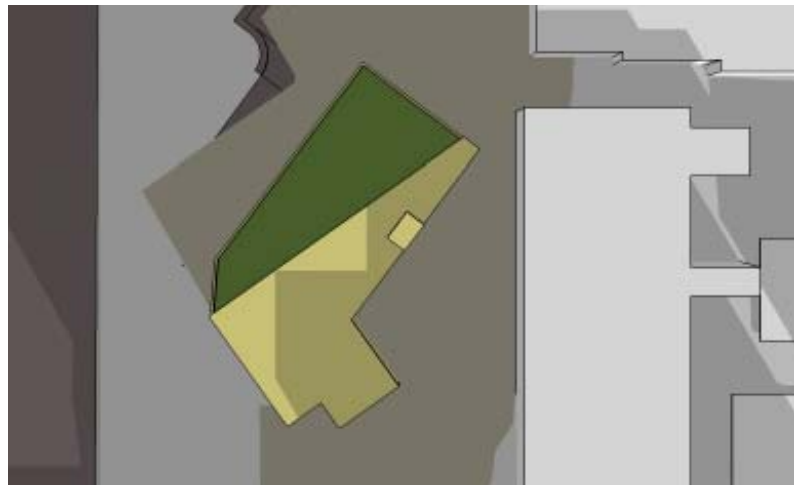
JUNE 21 - 12PM



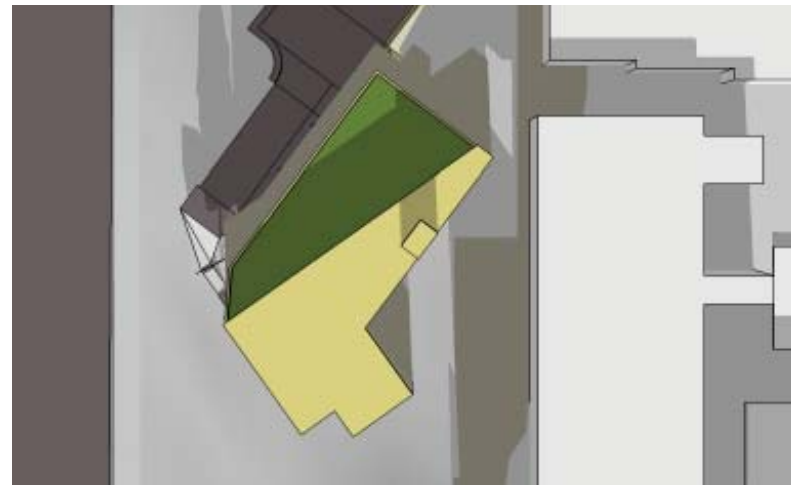
JUNE 21 - 2PM



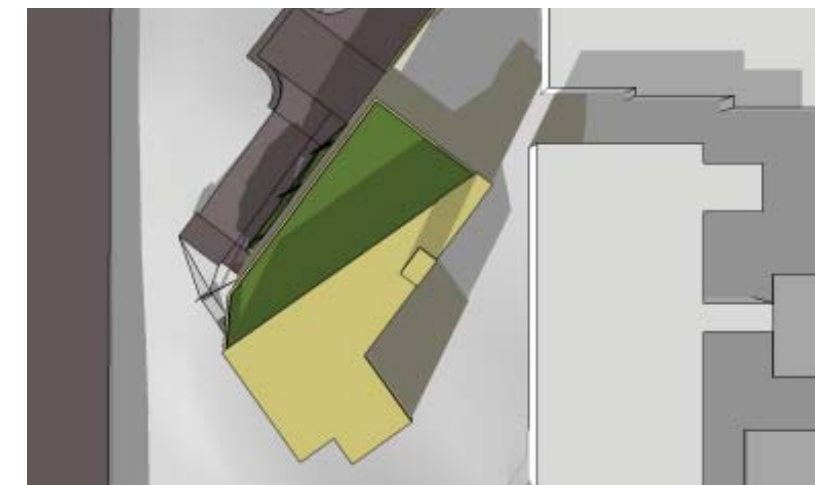
DECEMBER 21 - 10AM



DECEMBER 21 - 12PM



DECEMBER 21 - 2PM



OPTION 2: SHADE AND SHADOW STUDIES

MARCH/SEPTEMBER 21 - 10AM



MARCH/SEPTEMBER 21 - 12PM



MARCH/SEPTEMBER 21 - 2PM



JUNE 21 - 10AM



JUNE 21 - 12PM



JUNE 21 - 2PM



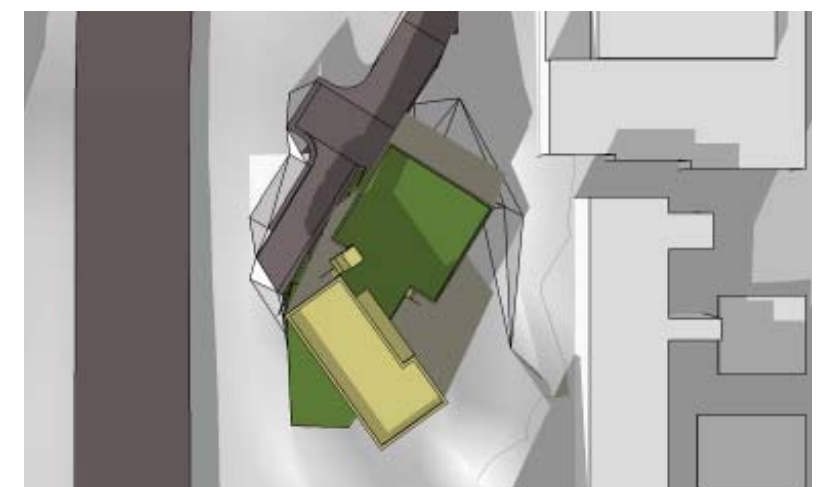
DECEMBER 21 - 10AM



DECEMBER 21 - 12PM



DECEMBER 21 - 2PM

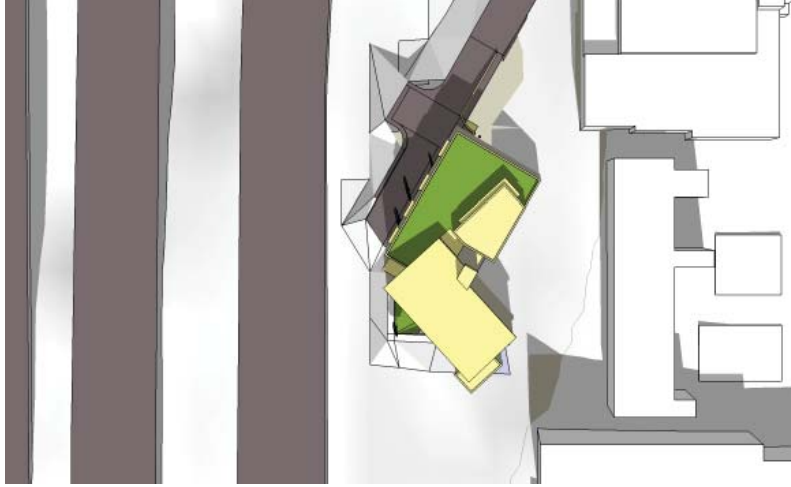


PREFERRED OPTION 3: SHADE AND SHADOW STUDIES

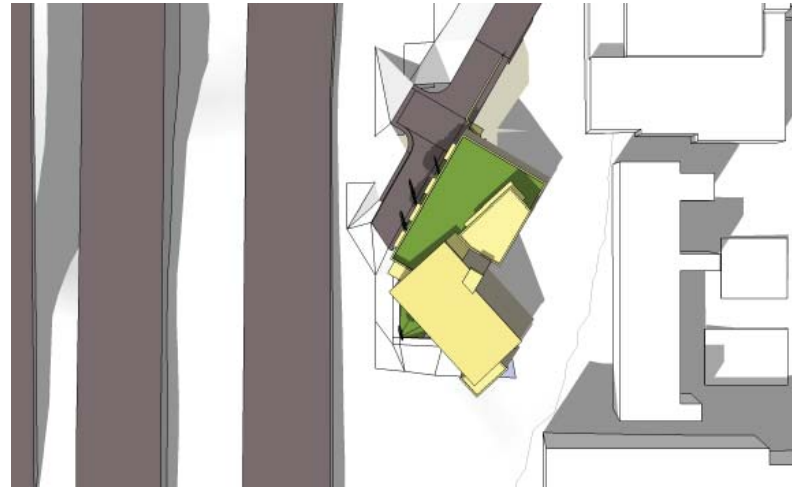
MARCH/SEPTEMBER 21 - 10AM



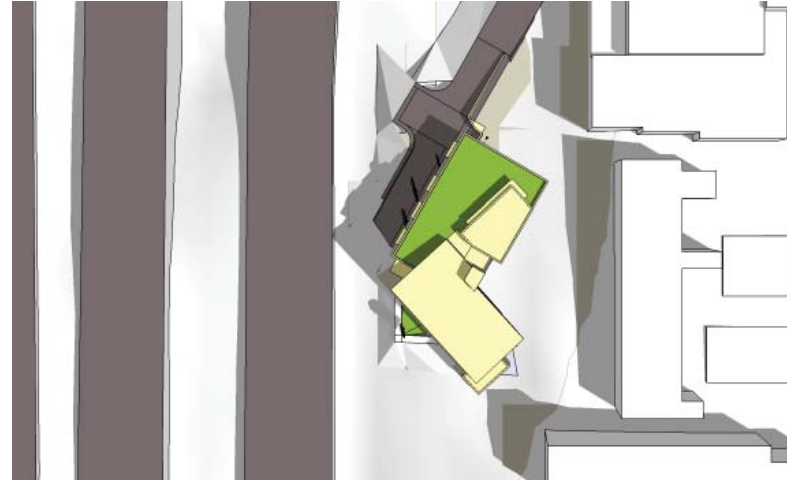
MARCH/SEPTEMBER 21 - 12PM



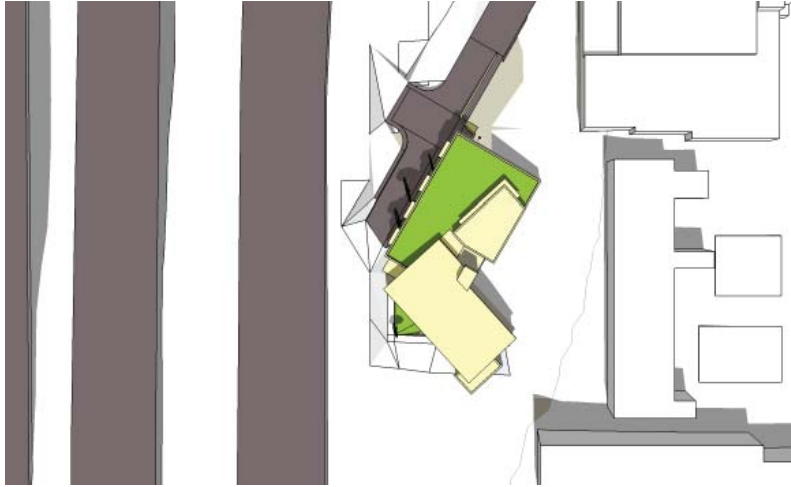
MARCH/SEPTEMBER 21 - 2PM



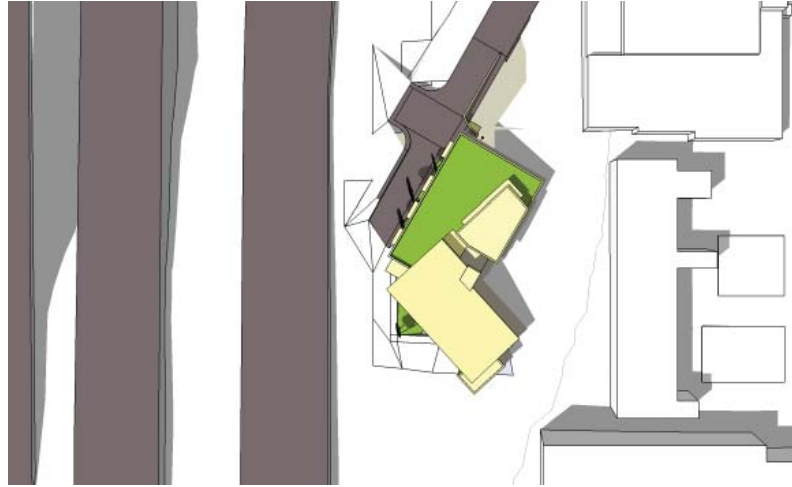
JUNE 21 - 10AM



JUNE 21 - 12PM



JUNE 21 - 2PM



DECEMBER 21 - 10AM



DECEMBER 21 - 12PM



DECEMBER 21 - 2PM



DESIGN PRECEDENTS



ENSO APARTMENTS - PORTLAND



DESIGN FOR ALL FACADES

The Enso Apartments in Portland provides a good example of applying a consistent design concept to both the front and rear of the building while using slightly different tools in the same kit of parts where appropriate. The front of the building responds to the street with bolder modulation techniques while the rear of the building, is not forgotten and is well crafted, modulated and patterned to reflect the more residential nature of the alley.



ENSO APARTMENTS - PORTLAND



4400 SW ALASKA - WEST SEATTLE

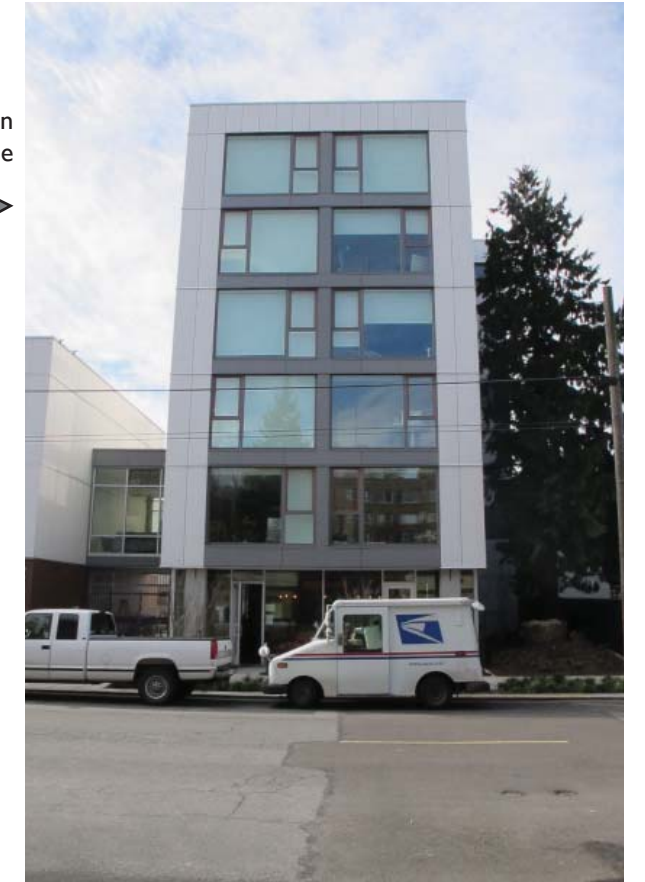


RESPONDING TO SITE CONSTRAINTS

Using a creative approach to sites with odd shapes, angles, and slopes to respond with an exciting and asymmetrical, yet ordered design gives presence and interest. This project in West Seattle responded to a sharply angled site and slope towards residential neighborhoods with a sawtooth plan, focussing attention towards the active intersection.

ORGANIZED FACADES

Utilizing an overarching theme allows an oddly shaped building to appear as one cohesive unit.



BELMONT COURT - CAPITOL HILL



ARTHOUSE - BELLTOWN

ELEGANT MASSING & MATERIAL/COLOR PATTERNING

The Arthouse Apartments and 1111 Pike are fine examples of how simple yet well proportioned massing, coupled with material and color changes, introduce an element of human scale and visual interest. The Arthouse project creates the sense of erosion of a larger massing through punched recesses that change color. 1111 Pike features well-crafted detailing coupled with slight changes in color and fenestration patterns and decks and is capped by a strong roof edge. Both provide good examples of how individual massing elements can be broken down further to achieve an appealing exterior design.



1111 PIKE - CAPITOL HILL

DESIGN PRECEDENTS



500 BELMONT - CAPITOL HILL

CREATING A WELCOMING ENTRY

The main entry will be ample in size and well proportioned, but controlled. Sharing the space with auto traffic and access to trash will require the apartment entry to be inviting, clean, and safe.



LIGHT BOX - UNIVERSITY DISTRICT



CAPTURING VIEWS

The roof deck will be a fantastic opportunity to provide sweeping views of Lake Union and downtown. The rooftop amenity space will be a strong asset for the building.

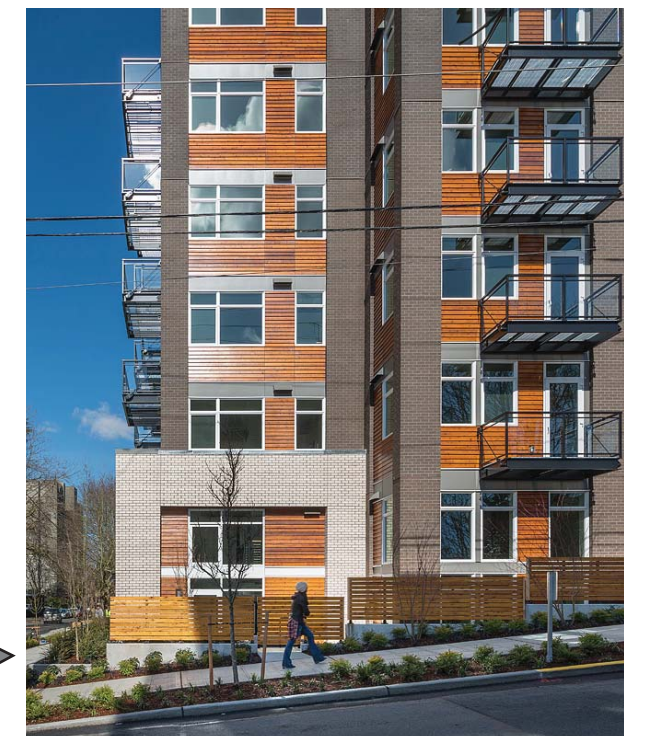


BELL VIEW - DPD #3017032



THE HILLSIDE

Addressing the steep slope along the street to provide an inviting, active, and interesting pedestrian experience can be achieved through fenestration and landscaping.



EARLY DESIGN GUIDANCE

RECENT NK PROJECTS



WESTLAKE VILLAGE



222 VIEW APARTMENTS



ARTHOUSE



THE DAKOTA



500 BELMONT APARTMENTS



H2O APARTMENTS - LEED H MIDRISE PILOT GOLD TARGET



BROADSTONE KOI APARTMENTS - LEED NC CERTIFIED TARGET



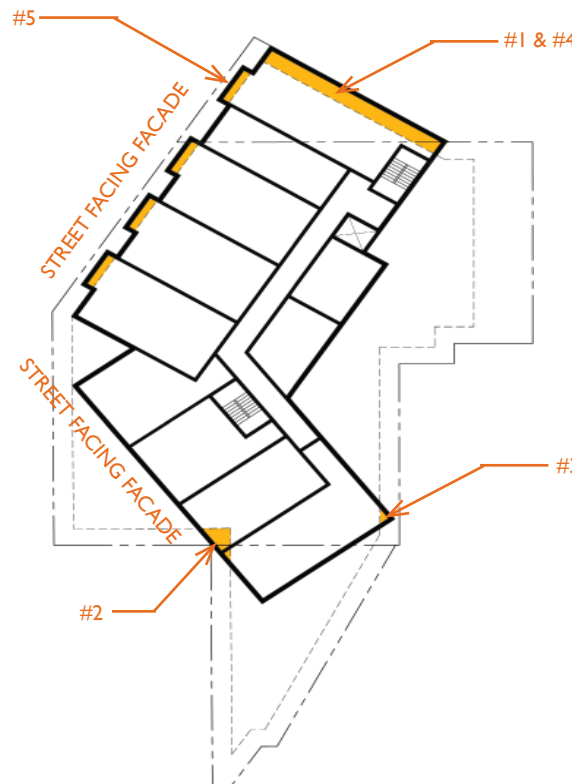
APERTURE OF FIFTH



PARK PASSIVE - AIA NATIONAL HOUSING AWARD WINNER

NC3-40 ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	REASON FOR DEPARTURE	DESIGN REVIEW GUIDELINES
#1 SETBACKS AND SEPARATIONS SMC 23.45.018 A	Required side setback in LR zones is 5' minimum and 7' average, if over 40' in length	0' setback along newly created northern lot line.	53'+/- of wall.	To avoid the Steep Slope area, the structure moves towards the flatter portions of the site. There are no adjacency issues with neighbors, as the building is uphill and set back considerably from this point.	CS2 Urban Pattern and Form: 11. Height, Bulk, and Scale Compatibility
#2 SETBACKS AND SEPARATIONS SMC 23.45.018 A	Required setback in LR zones is 5' minimum	0' setback at west lot line	50 sf	The site abuts the Freeway Right of Way at the inside corner. This departure allows the building to maintain a simpler facade facing southwest.	CS2 Urban Pattern and Form: 11. Height, Bulk, and Scale Compatibility
#3 SETBACKS AND SEPARATIONS SMC 23.45.018 A	Required setback in LR zones is 5' minimum	2'-4" setback at east lot line 5'-6" setback at southeast lot line	15 sf	To fit a relatively rectangular building onto the site. The corner of the building comes close to the lot line.	CS2 Urban Pattern and Form: 11. Height, Bulk, and Scale Compatibility
#4 STRUCTURE WIDTH AND FACADE LENGTH LIMITS SMC 23.45.527	Maximum facade combined length within 15' of a lot line that is not a rear lot line nor street shall not exceed 65% of length of that lot line.	53' of 58' (91%) of northern side yard setback.	15'-4" (65% of 58' is 37'-8")	The intent of the code is to avoid extremely large facade lengths. 53' facade length is in keeping with existing nearby structures, will not detract from neighbor's privacy, and will not be readily seen from the ROW. (Bellevue Ct is approximately 80'x130'; the Sir Gallahad is approximately 80'x80')	CS2 Urban Pattern and Form: 11. Height, Bulk, and Scale Compatibility
#5 SETBACKS AND SEPARATIONS SMC 23.45.018 H3	Bay windows are permitted to project into required setbacks if they are 5' from a lot line, less than 10' wide, and make up less than 30% of the facade	Bay windows within 2' of the property line, 12' wide, making up 43% of the facade	3'-0" distance 2'-0" width 13% facade coverage	Providing projections from the facade of the building breaks down the scale the facade and provides pedestrian interest, keeps square footage out of the hillside, and allows greater views towards downtown.	CS2 Urban Pattern and Form: DC2.C1 Secondary Architectural Features DC1A4 Views and Connections

DEPARTURE MATRIX



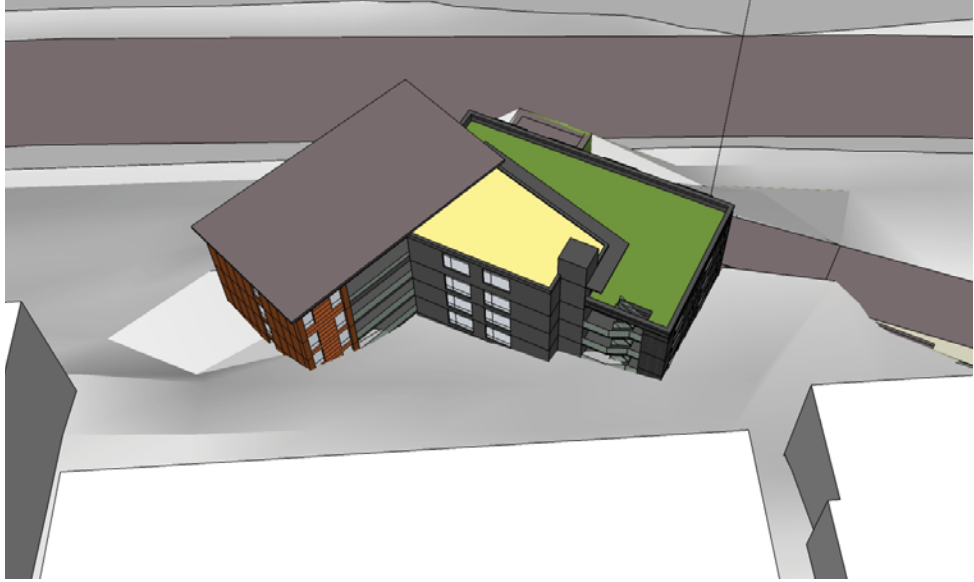
DEPARTURES DIAGRAM
RESIDENTIAL LEVELS

FACADE STUDY OF PREFERRED SCHEME



VIEW LOOKING UP FROM BIKE PATH

- **Differing Facade Treatments:** larger windows, grouped panels, and more planar facade face freeway; smaller scale materials and windows face street.
- **Improved Streetscape:** Street trees are set in existing pavement, bike path connection is improved, and SDOT compliant turnaround.
- **Articulation:** Separating the two masses into two allows the building to better address the site.



VIEW FROM FREEWAY LOOKING NORTH



REAR VIEW FROM ABOVE

