



BELROY COURT

CAPITOL HILL DESIGN REVIEW BOARD RECOMMENDATION MEETING PACKET



PROJECT VISION

Capitol Hill's BelRoy apartment building is widely regarded as one of Seattle's best examples of art deco architecture. It was designed in 1931 by renowned architect and University of Washington professor Lionel Pries. The building adjoins five single-family house lots that together make up the 55,870 sf development site.

The project proposes to preserve and restore the BelRoy apartment building and develop new housing consistent with the existing land use pattern and density of Capitol Hill's west slope neighborhood. The existing building and new multi-family structures will be integrated with gracious entry plantings, significant open space, inner courtyard gardens and p-patch. Both old and new structures will be served by an underground parking garage that uses an existing entry on Roy Street. The project's Bellevue Avenue street frontage will become safer and more pedestrian friendly through the removal of the four driveway curbcuts and the addition of new street trees and sidewalk plantings that enhance the public realm and define the building entries.

The siting, scale and design of the new structures will respect the BelRoy through appropriate massing and setbacks. To meet the project's sustainability goals and to reduce energy use, the new units are similarly designed to maximize daylighting and natural ventilation.

PROJECT GOALS

The proposed development presents an opportunity to accomplish a number of goals important to the City and the neighborhood. Over the past year, the developer/architect team has met with homeowner associations, neighborhood representatives and historic preservation advocates to help shape our development proposal. These goals include:

HISTORIC PRESERVATION

SUSTAINABILITY

A GREAT URBAN NEIGHBORHOOD

Retain and respect the BelRoy Apartments.

Under the development proposal, the BelRoy apartment would be proposed for designation as an historic landmark to guide the protection of its most significant historic features. Although highly intact without significant alterations, the exterior is in need of significant repair as are building mechanical systems. Historic preservation strategies include:

- Preserving the building’s historic exterior features, including cladding and cornice patterns, steel sash windows and entry ornaments
- Restoring the building’s entry court and exterior plantings to improve visibility to the street and the overall streetscape quality
- Upgrading systems to improve energy efficiency and reduce building wear and tear
- Preserving original unit size and layout (27 studios and 24 one-bedrooms, averaging 550 sf) to maintain affordability
- Appropriate siting and massing distribution of new structures to respect historic building



Prioritize sustainability in the project design.

The proposed project would advance goals for sustainability through innovative design strategies that reduce energy demand, eliminate construction waste, promote use of public and non-motorized transportation, and create new or restore existing open space. The project is working with the City’s Priority Green program, and is making efforts to meet the points required by the program through sustainable design. Design and construction strategies include:

- Preserving the BelRoy to reduce construction waste and new construction costs
- Reducing energy demand through system upgrades, and new building design that maximizes daylight and natural ventilation for all units
- Reducing and/or eliminating conditioned circulation space and vertical transportation
- Capturing rainwater and reducing stormwater through reduction of impervious surfaces and creation of generous landscaped areas
- Creating underground parking and secure bicycle storage
- Eliminating four existing single-driveway curbcuts and planting street trees on Bellevue Avenue
- Partnering with WashDOT to restore and protect vegetated slope that adjoins the site to the west



Create liveable urban density.

The project’s context is characterized by a diversity of housing types, reflecting the last 100 years of the neighborhood’s growth and development. Within close proximity to the project site are single-family homes (many now divided into rental units); three to four-story brick buildings from the early 1900’s; “modern” apartment buildings built as temporary housing for the 1962 World’s Fair; and a number of high-rise condominium towers.

The proposed project has been informed by the variety of existing building types, the midrise character of the West Slope neighborhood, feedback from neighborhood representatives, and the need to achieve an economically viable project in the context of historic preservation, open space creation and an improved streetscape. The project accomplishes these objectives by:

- Massing and height arranged in a manner that is respectful of neighborhood context and site planning objectives
- Creating residential units at a density that is similar to the existing land use pattern of the neighborhood
- Achieving long-term residency through high-quality construction and on-site open space
- Locating parking below-grade, the elimination of four curb-cuts on Bellevue Avenue and street tree planting
- Preserving existing trees
- Creating green view corridors into the site in the tradition of Capitol Hill’s earlier era of garden court-style housing

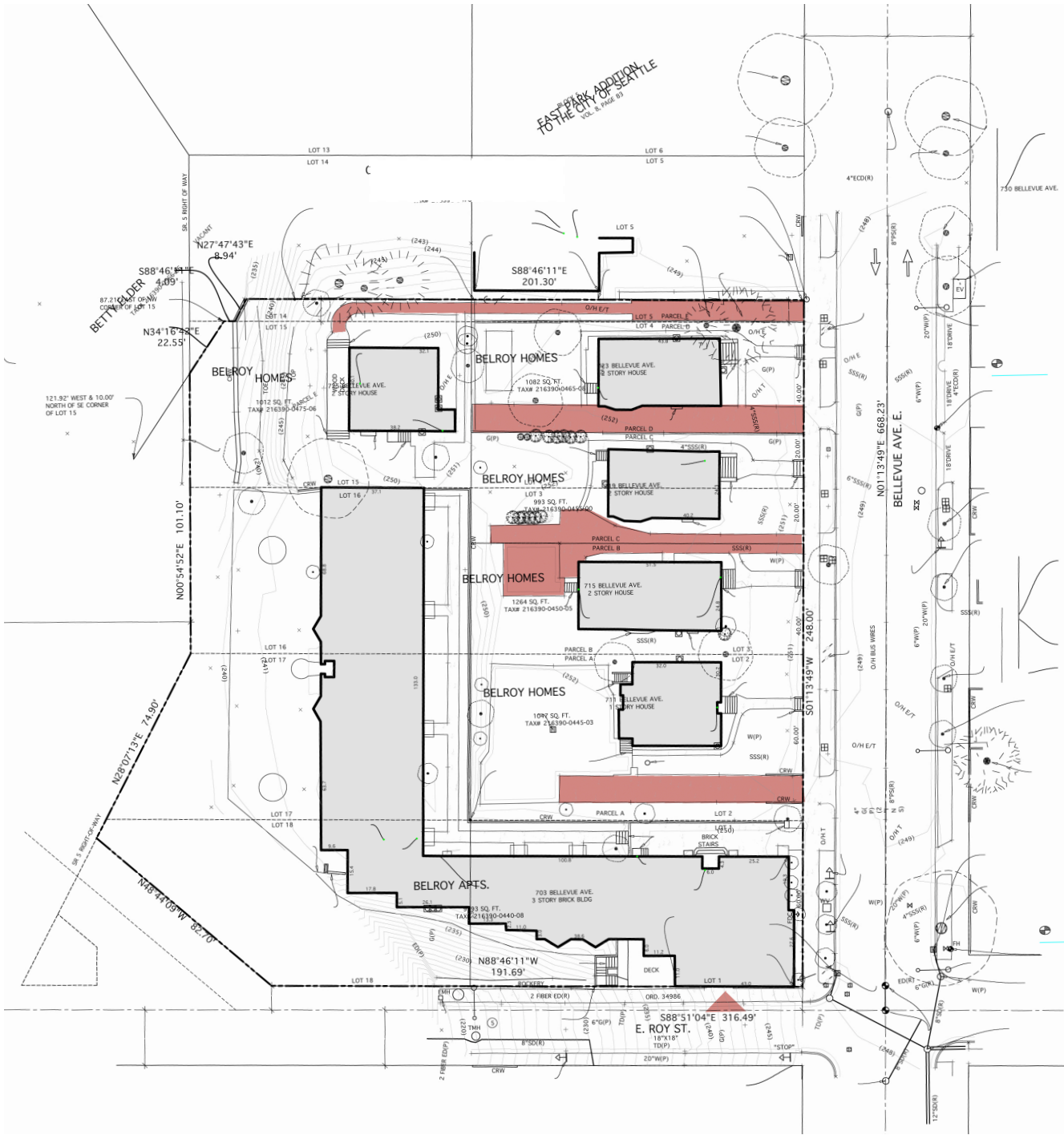


DATE:
April, 2010

LOCATION:
711 Bellevue Ave E, Seattle WA

PROJECT:
BelRoy Court

PROJECT SITE



Existing Conditions

The site is located at the northwest corner of Bellevue Avenue East and East Roy Street. The west portion of the site is a wooded hillside. Interstate 5 lies to the west, and the site looks out over downtown, the Olympics and Seattle Center.

The project site is approximately 55,870 square feet and is made up of six platted lots.

Existing Buildings

The BelRoy Apartments has been identified as being architecturally significant, and its presence contributes to the history and character of the neighborhood. The five rental houses are in poor condition and have been altered and degraded over time. They are also out of alignment with the density designated by zoning and the Comprehensive Plan. These houses would be moved if possible, or recycled, for reusable building materials.

Topography

The site is generally flat across the occupied portions along Bellevue Avenue E. but slopes downward dramatically to the west – roughly a 20’ drop in elevation - where the cut was made for the construction of Interstate 5.

Parking

A small parking garage serving the apartments daylights along the Roy Street slope, with 12 usable parking spaces below grade. The existing house lots are served by four curb cuts and driveways along Bellevue Avenue East.

Streets and Transit

Bellevue Ave E. is an arterial that runs north-south along the west edge of Capitol Hill. To the north, it provides a connection to both South Lake Union and the Eastlake neighborhood. To the south, it provides a direct link to downtown as well as Capitol Hill’s South Anchor District and the East Olive Way commercial corridor. To the east, Roy street connects directly to Broadway E. To the west, the Melrose Trail provides bicycle and pedestrian access to South Lake Union and the Eastlake neighborhood via Lakeview.

The site is well-served by public transit, with metro bus route #14 running southbound along Bellevue Ave. E. and northbound along Summit Ave. E. In addition, Metro bus routes 9, 49 & 60 run along Broadway E., which is within walking distance to the east.

Neighborhood Amenities

The site is close to a full range of urban infrastructure and neighborhood amenities. In addition to the restaurants, bars, cafes, retail and commercial establishments that are within walking distance of the site, there are 2 urban “pocket parks” located nearby: Tashkent Park at Mercer and Boylston; and the Thomas Street Park on the corner of Thomas and Bellevue, 4 blocks south of the site.

Neighborhood Plan

The site is within the Capitol Hill Urban Center Village. It is the only area that is not designated as a subarea of the Urban Center Village, and is just north of the West Slope District.



BelRoy Apartments



Rental Houses



Driveways at Bellevue Avenue E

NEIGHBORHOOD CONTEXT

Capitol Hill Urban Center Village has all the infrastructure needed for excellent residential living. The site is well served by transit, bike routes, and commercial uses.

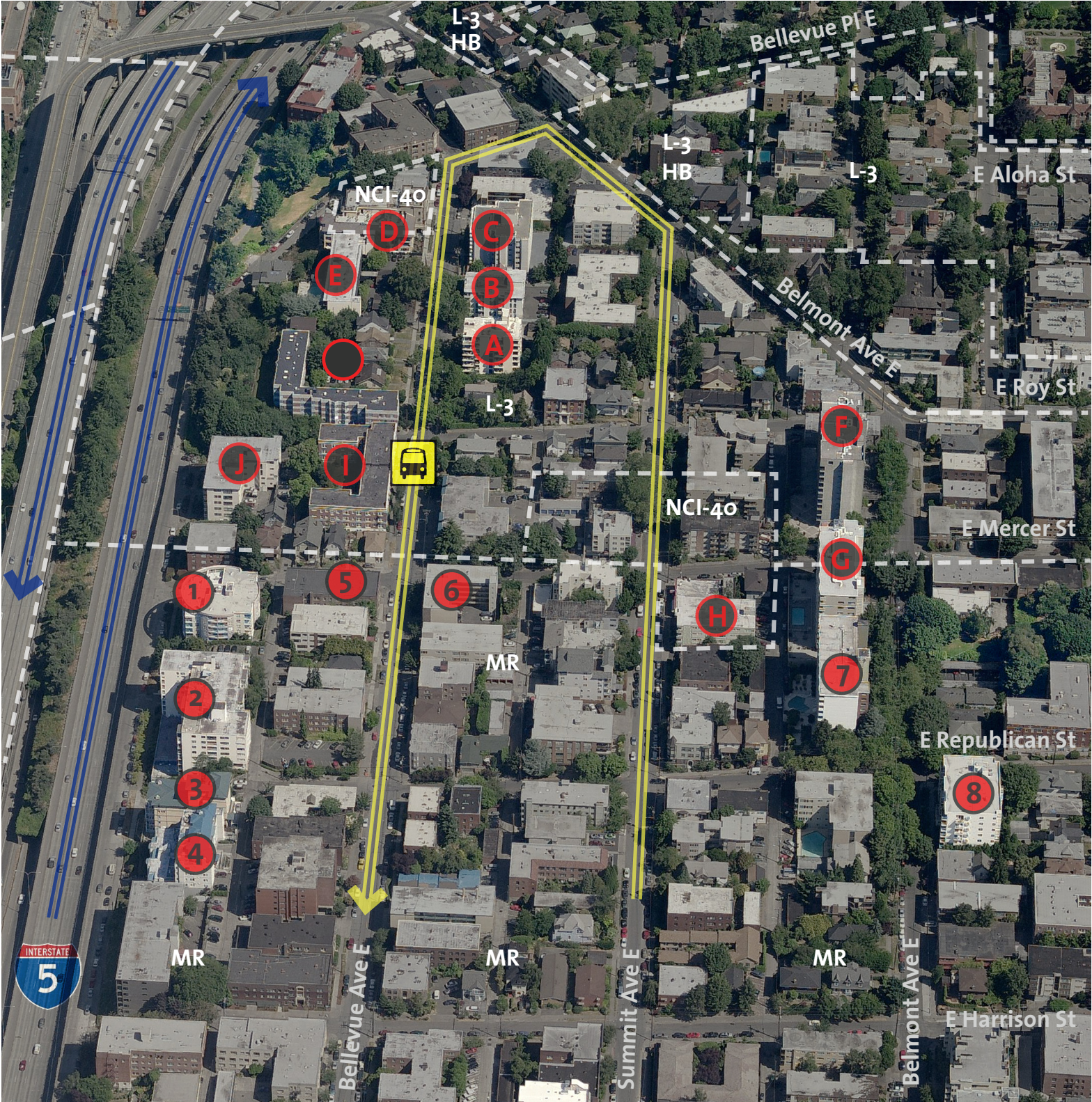


Commercial Use & Public Spaces
A full range of neighborhood amenities are within walking distance



Residential Building Types
Diverse building types add interest to the neighborhood





The site is zoned L3, and lies within the Capitol Hill Urban Center Village. There is an NC1-40 zone on the north end of the block, and another NC1-40 zone at the nearby intersection of Summit Avenue East and East Mercer Street. To the north of Belmont Avenue East is the Harvard Belmont Historic District. The entire area south of East Mercer Street is zoned Midrise (MR).

The existing urban form of the vicinity is highly varied in terms of height and density. We are seeking a contract rezone to Midrise, which will achieve the key project objectives and is consistent with the existing pattern of development surrounding the site. Under the Contract Rezone, only a small portion of the site (approx. 12%) would include the height allowable in MR zoning.

PROJECT SITE

- Belroy Apartments**
703 Bellevue Ave E
Stories: 3/4
Height: 34' +/-

BUILDINGS IN MR ZONE

- 1 Jackson Court Apts**
530 Melrose Ave E
Stories: 7
Height: 80' +/-
- 2 Melrose Terrace Apts**
308 E Republican St
Stories: 11
Height: 100' +/-
- 3 The Highmark Condos**
311 E Republican St
Stories: 9
Height: 90' +/-
- 4 420 Melrose Condos**
420 Melrose Ave E
Stories: 10
Height: 90' +/-
- 5 Marwood Apartments**
580 Bellevue Ave E
Stories: 3/4
Height: 30' +
- 6 Hillree Manor**
401 E Mercer St
Stories: 6
Height: 50' +/-
- 7 Lamplighter Condos**
505 Belmont Ave E
Stories: 11
Height: 100' +/-
- 8 Belmont Court Apts**
424 Belmont Ave E
Stories: 7
Height: 75' +/-

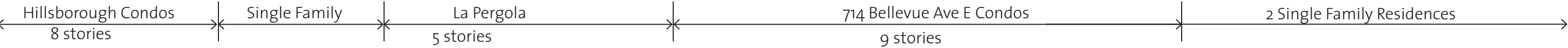
BUILDINGS IN L-3/NC ZONE

- A 714 Bellevue Ave E Condos**
714 Bellevue Ave E
Stories: 9
Height: 89.5' +/-
- B La Pergola**
730 Bellevue Ave E
Stories: 5
Height: 50' +
- C Hillsborough Condos**
740 Bellevue Ave E
Stories: 8
Height: 65' +/-
- D Bellagio On Capitol Hill Condos**
745 Bellevue Ave E
Stories: 4
Height: 50' +/-
- E Mark Spencer**
727 Belmont Ave E
Stories: 4-5
Height: 40' +
- F Shannon Condos**
601 Belmont Ave E
Stories: 12
Height: 102' +/-
- G The Highlander Condos**
525 Belmont Ave E
Stories: 11
Height: 94.5' +/-
- H Arcadian Court Condos**
511 E Roy St
Stories: 5
Height: 50' +/-
- I Roy View Apartments**
615 Bellevue Ave E
Stories: 3/4
Height: 30' +
- J Mavis Condos**
301 E Roy St
Stories: 5
Height: 50' +/-

NEIGHBORHOOD CONTEXT: STREETSCAPE



STREET LEVEL VIEW OF SITE (LOOKING WEST)



STREET LEVEL VIEW OPPOSITE OF SITE (LOOKING EAST)

NEIGHBORHOOD CONTEXT: PARKING

Garage entries and surface parking detract from the current streetscape.

PARKING SOLUTIONS IN THE EXISTING NEIGHBORHOOD

Parking and garage entries have a major impact on Bellevue Avenue East. Parking entries, often multiple entries, detract from the streetfront. This is particularly true for lower scale units built since mid-20th century.

Previous zoning in the Capitol Hill Urban Center Village required one parking space per unit. Due to the expense of underground parking, previous approaches created surface lots, or parking at street level at the base of the structure. In urban center village neighborhoods, using the ground for cars and parking access places too much emphasis on vehicles, does not foster a pedestrian-friendly street experience, and is a poor use of land in an urban neighborhood.

Finding a design solution that allows for below grade parking is critical to the project. Giving over the ground plane and the pedestrian realm to vehicle access and building services does not meet the City or the Neighborhood Guidelines.

The project design:

- Removes vehicle access from Bellevue Avenue, and allows full use of the streetfront and site for landscaping and pedestrian uses.
- Reuses the existing curb cut on Roy Street for parking access
- Locates all parking below grade
- Establishes a safe and attractive pedestrian realm through new landscaping, building entries and views into and through the site



SITE: EXISTING BELROY APARTMENT BUILDING

The project builds on the historic character and unique design of the BelRoy.

The BelRoy Apartments, constructed in 1931, is well known in Seattle’s architectural circles. Bain & Pries is the architect, with the design attributed to Lionel Pries, a highly regarded and influential designer and educator.

The BelRoy was recognized as one of the first modernist buildings in Seattle, with flat geometric lines and zizagging floor elevations that capture sweeping views to the south and the west. The BelRoy is noted by Jeffrey Ochsner, in his 2008 book, *Lionel H. Pries, Architect, Artist, Educator: From Arts and Crafts to Modern Architecture*. The BelRoy is also cited as “one of the best examples of Art Deco design in Seattle” by architect and journalist Peter Staten.

The BelRoy has 51 units, some as small as 350 sf. The plan of the BelRoy is unusual - instead of a single main lobby and double loaded corridor, the BelRoy has seven exterior entries with walk-up units clustered around stairs. This plan strategy allows all but a few of the units to be through-units, with natural ventilation and daylight from at least two sides.

The building is entered from a garden entry off Bellevue Avenue East, and a circulation path along the north and east edges of the building serves the entry stairs. The BelRoy building height measures 34.8 feet above the sidewalk at the southeast corner. There is a small parking area below grade, entered off of Roy Street.

To the west of the BelRoy is a steep wooded slope. The current topography was created by the construction of Interstate 5. The sloped areas are overgrown with both native and invasive species, and need to be cleaned up for both aesthetic and safety purposes.

The BelRoy is not currently landmarked and is in need of maintenance. The project aspires to:

- repoint the brick skin
- repaint exterior and interior
- rehabilitate the windows
- widen the garage entry
- make structural improvements
- repair the roof
- update the building systems



SITE: ANALYSIS AND DESIGN DIRECTION

The attributes of the three buildable zones inform site planning and massing.

CHARACTERISTICS OF THE SITE

Given the project’s historic preservation and sustainability goals, we are not pursuing a standard large footprint, double loaded corridor building. Instead, the design direction proposes narrower footprints that allow naturally ventilated units with maximum daylight. This design direction led us to identify zones within the site with distinct characteristics to inform site planning and building design:

North Zone

- Elongated east west
- Best solar orientation
- Large conifers along much of edge
- Potential small commercial use at corner

Bellevue Ave Zone

- Elongated along street
- View corridors at street level to site interior
- Height respects BelRoy
- Narrow building profile maximizes daylighting and natural ventilation
- Opportunity to activate and improve streetscape

Interior Zone

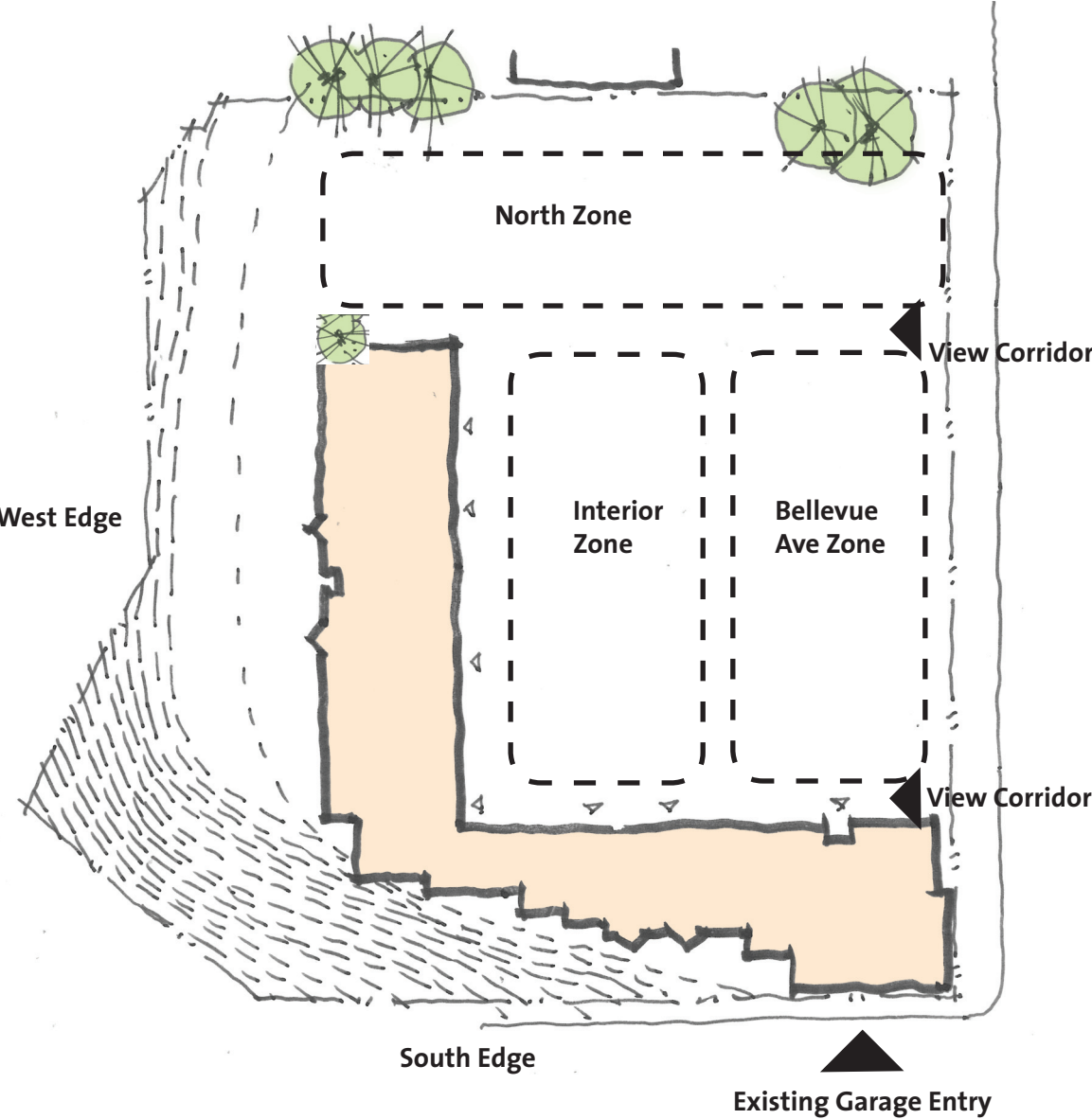
- Opportunity to co-locate community open spaces and residences
- Zone informed by existing interior circulation routes
- Narrow building profile maximizes daylighting and natural ventilation

The BelRoy Apartments

- Retain building and circulation zone along the interior of the “L”
- Utilize existing garage entry

West and South Edges

- No new construction
- Keep and enhance usable open space on flat areas
- Restore woodland with native vegetation
- Create visual connection between private and public property



SITE DESIGN CONCEPT

The site design reflects the analysis of the existing conditions, the underlying principles of point-block circulation used successfully at the BelRoy, and the direction from the Early Design Guidance meeting.

The North Zone is a rectangle elongated east to west. This geometry is advantageous for solar orientation, with ample southern exposure. The width of the zone is set by appropriate setbacks from the north property line and the wing of the BelRoy. Locating a narrow building on this portion of the site allows single-loaded units facing south, and creates two view corridors from the street through the entire site. The narrow building occupies approximately 16% of the frontage along Bellevue Avenue. Preservation of an existing 60 foot tall tree near the street will help soften the building and create a sense of place.

The Bellevue Avenue zone responds to the streetscape and to the Bellevue Avenue end of the BelRoy. Our priority here is to maintain the height along Bellevue consistent with the BelRoy, to make an attractive courtyard at the entry between the two buildings, and to improve the streetscape along Bellevue. Again, a narrow building profile will be pursued in order to create naturally ventilated units with light from two sides.

The Interior zone has less effect on the street or adjacent properties. We propose a mix of open space along with a small cluster of units with patio spaces at grade, surrounded by lush landscaping and pathways bringing residents and visitors to building entries. Stairs will provide access from the garage to grade into the landscaped circulation system. A large open space at the north end of the zone will be a landscaped focal point of the residential community. The design in this zone will pay careful attention to window location and landscaping.

The south and west edges will include active open space where topography allows, with p-patches and common space for residents. The fencing would be removed to better integrate the wooded area into the site. The wooded area would be cleaned up so that the site edges are both safe and attractive.

PROPOSED DESIGN

This development is an entirely different concept than nearly all other recent multi-family or mixed use projects. It preserves an existing building of historic significance, and is based on principles of sustainability. It adds quality housing with generous open spaces in one of Seattle's greatest urban neighborhoods.

In less sustainable projects, the double-loaded corridor approach to buildings results in efficient layouts at the expense of daylight and natural ventilation. Instead, this project takes its clues from the BelRoy. Building forms are narrow. All units are through-units, and entries to the second and third floor units are joined by more intimate stairwells. In fact, the entry sequence to individual units starts with a variety of landscaped gardens as opposed to dark, interior corridors.

PROPOSED SITE PLAN: BUILDINGS

Building footprints, circulation and unit designs are based on the point-block circulation strategy found in the BelRoy. The Design Review Board was highly supportive of this approach at the Early Design Guidance meeting because of the relationship to the existing buildings and because of the natural light and air for the units. Building footprints using point-block circulation are longer and narrower than typical multi-family buildings.

Existing BelRoy Building

The existing building holds the south and west corners of the site, and provided inspiration to proposed new structures in both form and materials.

Bellevue Wing

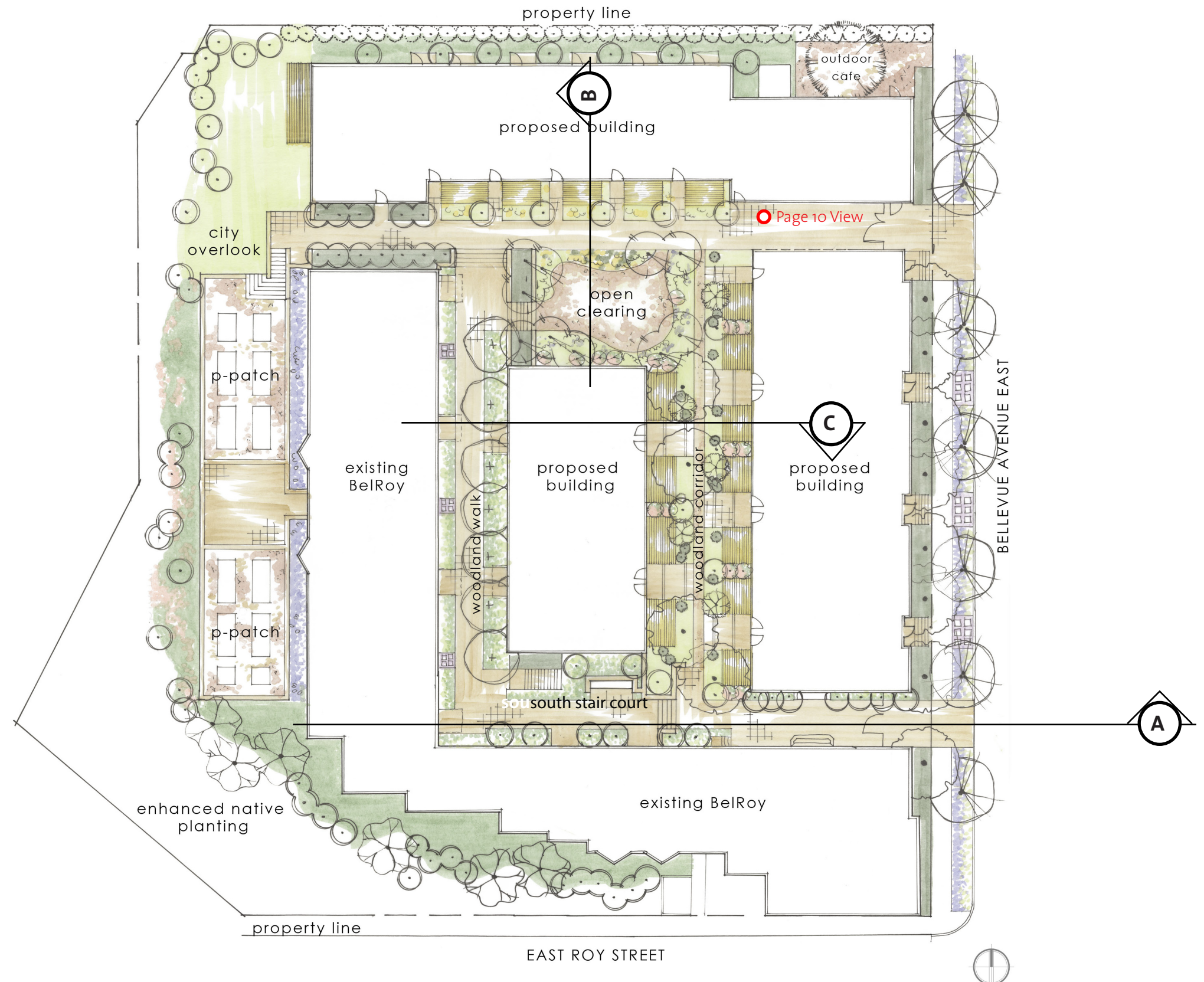
The three-story wing matches the height of the BelRoy, leaving an opening on the south consistent with the dimensions of the existing entry to the BelRoy.

North Wing

The wing that runs east to west is six stories, and is further narrowed where it meets Bellevue Avenue. A semi-public garden below the existing mature cedar tree is planned at the street edge.

Courtyard Building

In response to the Early Design Guidance comments, the building has been reduced in size and the circulation spaces to its east and west



PROPOSED DESIGN

PROPOSED SITE PLAN: OPEN SPACES

The open spaces are as carefully considered as the buildings, and offer a wide variety of circulation routes and gardens, each with a distinct character and program. Most are on plantable soil; we have named the spaces in order to reinforce them as places in their own right, and to identify each for discussion.

Bellevue Streetscape

The design creates a green, active street edge in the 18 feet between the curb and the building edge. Because of the Metro wires, medium size trees are used on both sides of the sidewalk to create an intimate pedestrian-scale landscape. Four stoops provide entry into the stairwells and offer informal seating. The entry on the north allows passers-by to look into and through the site; the entry on the south looks into the existing main entry to the BelRoy and to the building beyond.

South Entry and Court

The existing concrete entry court to the BelRoy is 12'-1". The new entry court is 14'-6", and thoughtfully landscaped. Seating is provided.

South Stair Court

Open-air stairs lead from the garage; landscaping and south-facing seating are provided nearby in an intimate "eddy" space.

Woodland Walk

The open space between the new Bellevue wing and the courtyard building is 28'-0" wide, and runs along the 81 feet of the courtyard building, linking the South Stair Court and the Open Clearing space. The Woodland Walk is over the garage, with soil depth at 24" deep. This depth will support trees that were selected to reach heights of 30 feet as a natural buffer between buildings. Patios and gardens are on the ground level, and entries are staggered to allow some privacy between buildings. The walkway itself is informal, with a gravel surface.

Woodland Corridor

This path leads to the entries of the existing BelRoy, and will also serve the courtyard building. The space is being expanded from the previously proposed 15-foot width to 18-feet, and it will connect the stairs from the garage with the rest of the site circulation.

The Clearing

An "eddy" of open space lies to the north of the courtyard building, offering an informal place for residents to sit outside or to use as a gathering space. Movable furniture allows people to take advantage of sunny spots. The space between buildings measures 86' x 44'-6".

North Entry and View Corridor

The north entry into the site is at the junction of the 3-story and 6-story wings, via an 18-foot wide portal. This entry will have bicycle racks and mailboxes and is expected to be a community hub. This corridor runs through the entire site, with views to the west. It leads to the City Overlook on its west end.

City Overlook

The end of the View Corridor has steps for informal seating, looking out over the views of the city and the mountains to the west. This node connects to the P-Patch on the west side of the BelRoy.

P-Patch

This area just west of the BelRoy is flat and sunny, but because of freeway noise, it is better suited as an activity space rather than a passive open space. The P-Patch is 1,850 sf of beds with a 484-sf central gathering space.

North Walkway

The northernmost 10' of the site allow passage alongside informal rear patios. A landscaped fence runs along the property line.

Cafe Court

A semi-public 46' by 20' space offers seating under the large cedar tree. This space is adjacent to the northeast corner of the building, with a space intended to be a neighborhood cafe.



Section A: Through site looking north

BelRoy Court

PROPOSED DESIGN: BUILDING ELEVATIONS

The existing BelRoy is an L-shaped building, with a flat brick facade on the inside portion of the L, and multi-angled on the south and west to best capture views. Paint is used on the brick facade to create horizontal layering, and bricks are used in a variety of patterns to create texture.

The facade along Bellevue Avenue East carries the brick along the street at the base, in the zone where it is most visible to pedestrians. The upper level is clad in a lighter material in order to be able to use a consistent material on the high and low wings of the new L-shaped building. The color of this material takes its cue from the lighter brick color of the BelRoy.

Windows in the BelRoy are carefully aligned horizontally in the brick band, and stacked vertically. In the new design, windows are larger, but retain the horizontal and vertical grouping. In order to express the natural ventilation, the operable windows are generous and have sashes that will match the paint color of the BelRoy's operable windows.

The cladding material is cut to a two-foot width, and the panels at the stairwells are punched to allow light and ventilation. This material use is an opportunity to echo the approach to the use of materials on the BelRoy, using a consistent module and variations on the texture of the material.

Openings are critical to the design. The existing entry court to the BelRoy is retained, at a somewhat wider opening than currently exists, and is landscaped. The north entry is activated with the mailboxes, glazing that visually connects the cafe space, bicycle storage, and views through the site.

The entries to the stairwells are marked with canopies, offer stoops for seating, and correspond with the ventilated panels and a skylight above. The canopies take their design cues from the simple canopies at the existing BelRoy.

On the Bellevue facade, the transition to the taller building is designed to keep the cohesiveness of the building, rather than give an appearance of a separate three-story building with a separate building on the top. The windows are the same types, but move away from the feeling of a punched opening (the language of the existing building) to a more free, glassy elevation. The northeast corner is very glazed in order to have an open and inviting corner at street level, and offer glimpses of the courtyard beyond.

The south elevation of the new building uses fenestration to indicate the two-level nature of the interior, with living spaces more heavily glazed than the bedrooms on the second levels. Sun shades are used on this elevation for protection from the south sun. Again, operable windows are highlighted with colored sash matching the BelRoy.

The north facade also expresses the two-story nature of the units, with corridors visible on the entry levels of the stacks of units. The exterior stair adds interest at the notch for the large cedar. The brick band at the ground level continues to wrap the building.

The interior building is designed to read as part of the courtyard, with stained horizontal cedar siding. The color is a darker gray that will serve as a backdrop to the landscaping rather than calling attention to itself. Windows have been added on the north and south facades to add "eyes on the spaces" below. The building form is intentionally simple, with notches at the entry stairwells on the west side, and weather-protection canopies at the patio doors.



New Building Existing BelRoy New Building
Section B: Courtyard looking west



New Building New Courtyard Building
Section C: Looking south



View from North Entry into Courtyard

PROPOSED DESIGN



View through North Entry showing Commercial Space & Courtyard beyond

PROPOSED DESIGN



1 EAST ELEVATION (BELLEVUE AVE)
A300 SCALE: 1/8"=1'-0"

- New building matches height of BelRoy along Bellevue Avenue E
- Brick base for first story
- A series of entries and stoops create rhythm, interest and scale along Bellevue Avenue E
- Simple groupings of windows are within a tight skin, similar to the BelRoy
- Within the skin, the material is adapted to different conditions, such as the ventilation expressed at the stairwells.
- The 60'-high cedar tree is retained
- Cafe space is linked to outdoor space at the north end of the site.

PROPOSED DESIGN



- BelRoy is four stories along the west
- The new six-story building uses larger glazing to take advantage of views
- This elevation is not visible because of the heavy vegetation and the drop in topography

PROPOSED DESIGN



1
A301 NORTH ELEVATION
SCALE: 1/8"=1'-0"

- Brick is used along the first story
- First floor units open to grade
- Two-story units expressed via corridor with generous operable windows.
- Exterior stair adds sculptural interest near the tree.
- The 60'-high cedar tree is retained
- Cafe space is linked to outdoor space at the north end of the site.

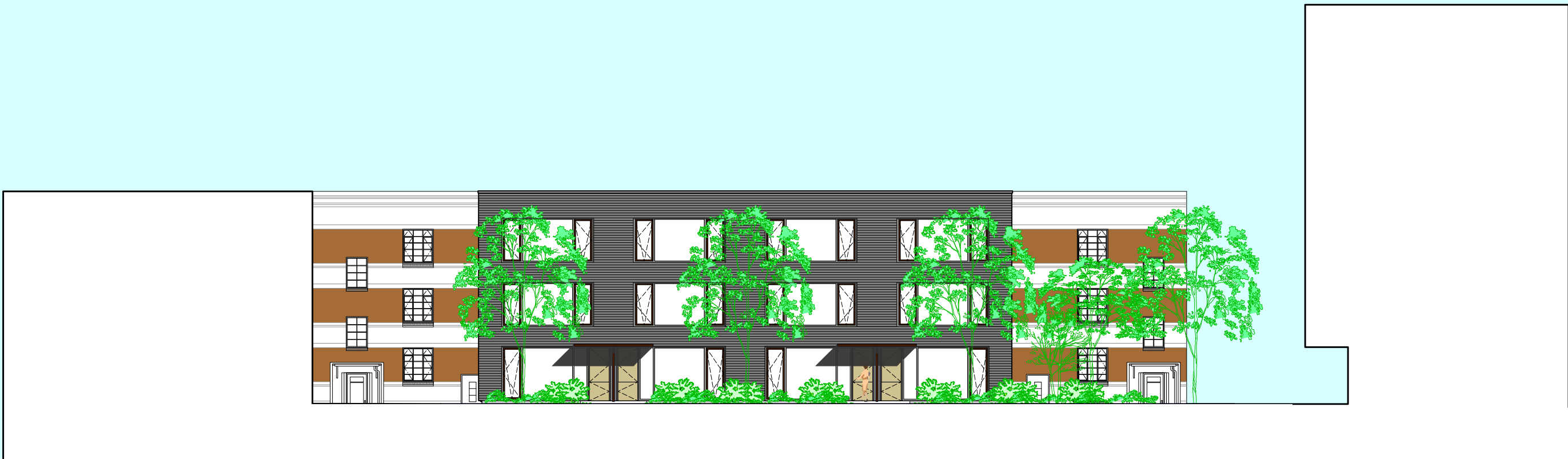
PROPOSED DESIGN



2
A301 SOUTH ELEVATION
SCALE: 1/8"=1'-0"

- South edge of site remains as the BelRoy facade.
- Although the six-story wing reads in elevation, it will not be visible from Roy Street due to topography.

PROPOSED DESIGN



EAST COURTYARD ELEVATION
SCALE: 1/8"=1'-0"

- The courtyard building is stained cedar, which provides a backdrop to the landscape.
- The massing is simple, with the unit entries providing modulation.

PROPOSED DESIGN



2 WEST ELEVATION
A300 SCALE: 1/8"=1'-0"

- The courtyard building is stained cedar, which provides a backdrop to the landscape.
- The open space is highlighted, with views through to the street to the east.
- Stairwell entries provide modulation for the courtyard building.

PROPOSED DESIGN



3
A302 **NORTH COURTYARD ELEVATION**
SCALE: 1/8"=1'-0"

- The courtyard building is stained cedar, which provides a backdrop to the landscape.
- Windows from the bedrooms and the kitchens overlook the open spaces.

PROPOSED DESIGN



2
A301 SOUTH COURTYARD ELEVATION
SCALE: 1/8"=1'-0"

- The south facade of the six-story building opens to views and south light
- The courtyard building's kitchen and bedroom windows overlook the adjacent open space.



Trillium chloropetalum



Blechnum spicant



Polysticum munitum



Vaccinium ovatum



Polysticum polyblepharum



Gautheria shallon



Fragaria chiloensis



Cornus sericea (in spring)



Mahonia nervosa 'Compacta'



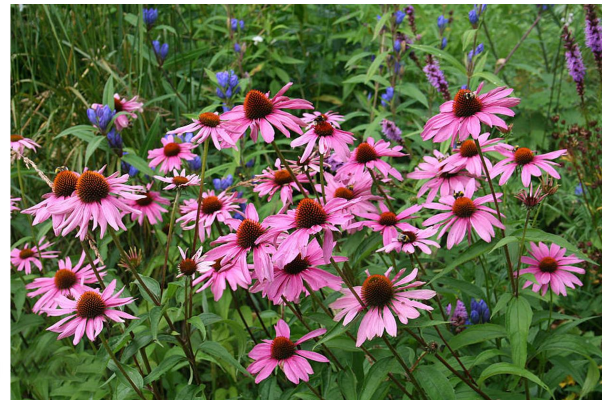
Mahonia aquifolium 'Compacta'



Cornus sericea (in winter)

BELROY: NATIVE SHRUBS & GROUND COVER





Echinacea 'Magnus'



Molinia caerulea 'Moorflamme'



Liriope spicata



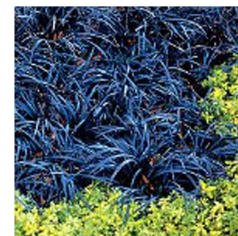
Salvia



Sarcococca ruscifolia



Epimedium x versicolor 'Sulphureum'



Ophiopogon



Rosemarinus



Carex x 'Ice Dance'



Mint



Viburnum plicatum 'Summer Snowflake'



Helleborus x hybridus



Pieris japonica 'Sarabande'



Allium schoenoprasum

BELROY: SHRUBS, PERENNIALS & GROUNDCOVER

PLANTING PALETTE

A rich variety of plant material has been selected to create seasonal interest for residents and pedestrians. The project is designed to invite participation in the multiple gardens through seating, sunlit gathering spaces, view-points and shared p-patch gardens. A mixture of native and non-native species, and different pathway types will create distinction between different areas. Throughout the gardens, fruiting and flower plants known to attract a diversity of birdlife have also been included.





Cercidiphyllum japonicum



Acer circinatum 'Pacific Fire'



Cryptomeria japonica



Chamaecyparis obtusa 'Gracilis'



Magnolia 'Wada's Memory'



Cornus 'Venus'



Corylus cornuta var. californica



Stewartia pseudocamellia



Stewartia pseudocamellia



The BelRoy Court project was reviewed for Early Design Guidance by the Capitol Hill Design Review Board on October 7, 2009. This document responds to the questions asked by the Board in regard to the City’s Design Guidelines. The following discussion responds to both the overall citywide guidelines and the neighborhood specific guidelines for Capitol Hill.

A. 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.

RESPONSE:
The primary driver for the site is the preservation of the existing Bel Roy Apartment building. The project retains the existing building, and documents for historic designation of the exterior of the building have been prepared.

The massing of the new buildings matches the height of the BelRoy along the Bellevue Avenue East facade. Only 30’ at the north end exceeds the BelRoy height; the notch at the street reduces the frontage of the taller wing, which widens to 40’ west of the cedar tree (51 feet west of the Bellevue Avenue property line).

The site also has significant topography on the western portion of the lot. No development would take place in the area identified as critical slope. The design takes advantage of views to the extent possible for new residents, while being mindful of the existing views of buildings on the east side of Bellevue Avenue East.

There are two large conifers on the northeast portion of the site. We have evaluated the health of these trees with the City arborist. Neither tree is large enough to be deemed “exceptional” per City regulations, but their presence adds to the character of the site. The 64-foot high cedar is in good condition and will be retained. The project takes advantage of the cedar’s presence by modulating the form of the building adjacent to it, and by creating a landscaped garden beneath it. We propose removing the hemlock, given the limited lifespan of this species in the urban environment.

A-2
Streetscape Compatibility

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

At the Early Design Guidance meeting, the Board agreed that the building along Bellevue should be the same height as the BelRoy, and felt that the eastern portion of the north wing should respond to this same datum line.

RESPONSE:
Buildings and Massing at Street: The building along Bellevue Avenue matches the setback and height dimensions of the existing BelRoy for 136’-6” along the street front. The massing is intended to establish a strong connection to the historic building while minimizing the width of the six-story wing (30’) to the north so that it similarly relates to the taller buildings in the neighborhood.

As a result of the EDG feedback, several options for the relationship between the three and six-story wings were explored at the northeast corner of the site. Pulling back the taller wing a few feet fragments the composition. Pulling the wing back 46’ to align with the three-story wing also results in the loss of three critical Type A accessible flats.

The proposed configuration pulls the cornice line across the north opening, tying together the lower facade and the taller wing. This move makes a strong architectural composition as a continuous L-shaped building, similar to the BelRoy. The consistent cladding material allows consistency between the three-story and the six story wings.



Two major site characteristics are the presence of the BelRoy Apartments and the topography.



The existing cedar, over 60 feet tall, will be retained.



The three-story datum of the BelRoy can be read along the entire Bellevue Avenue frontage.

A. SITE PLANNING

Pedestrian Realm:
The project improves the street edge, adding residential entries, offering views into and through the site, and creating an attractive landscaped edge. Four curb cuts will be removed. The mature cedar at the northeast corner of the site would be retainained, and new street trees planted. Along Roy Street, the wooded area would be restored with good urban forestry practices and removal of invasive plants.

The Capitol Hill Design Guidelines also value the pedestrian experience, provide neighborhood-specific guidelines for Streetscape Compatibility, adding that:

- Vehicle entries to buildings should not dominate the streetscape.

The proposed design responds to the desire to reduce vehicle entries.

- Orient townhouse structures to provide pedestrian entrances to the street

While the units are not strictly townhouses, they have point circulation rather than interior corridors. This will provide pedestrian entrances at the street that are valued by the Capitol Hill Design Guidelines.

A-3 Entrances Visible from Street
Entries should be clearly identifiable and visible from the street.

The Board asked for the design to have a strong sense of arrival; that entries be open to the air or have a sense of visual openness. They also asked for further exploration of the community space that occurs at the north side of the north entry point.

RESPONSE:
There are three types of entries along Bellevue Avenue East: a retail space on the north end of the property with adjacent open space; the primary entries into the site; and the entries to the stairwells from the street.

The entries to the stairwells are open to the air, with three-stair stoops and a wrought iron gate or similarly permeable material. The design purposefully raises the first floor level above street level in order to differentiate the raised stoops from the public sidewalk at the stair entries. Above each stoop is a canopy to mark the entry and provide shelter. The semi-enclosed stairwells are daylit and designed to ventilate naturally with semi-perforated cladding.

The primary entries on the north and south are 14’-6” and 21’ wide (including the stair entry). The south entry is between the existing BelRoy and the new building. The north portal enters through a fully open portal in the new building, creating views through the site. The main courtyard is adjacent to the path on the south side, and patios line the north side, softening and enhancing the edges of the view corridor. Both entries will be secured with visually permeable (i.e. wrought iron) gates.

The northeast corner of the site will have a retail/café with an adjacent outdoor area. The retail/café space will be glazed on three sides to increase the perception of openness at the entry to the site. Along Bellevue Avenue East, the glazing will be at a height that accommodates people looking out from bar-height seating. The interior will open fully to the adjacent courtyard. The open space will become an eddy off of the street, with moveable seating that can be placed below the cedar tree or closer to the sidewalk to capture morning sun. It will be visually separated from the surface parking lot to the north by an existing fence and new landscaping.

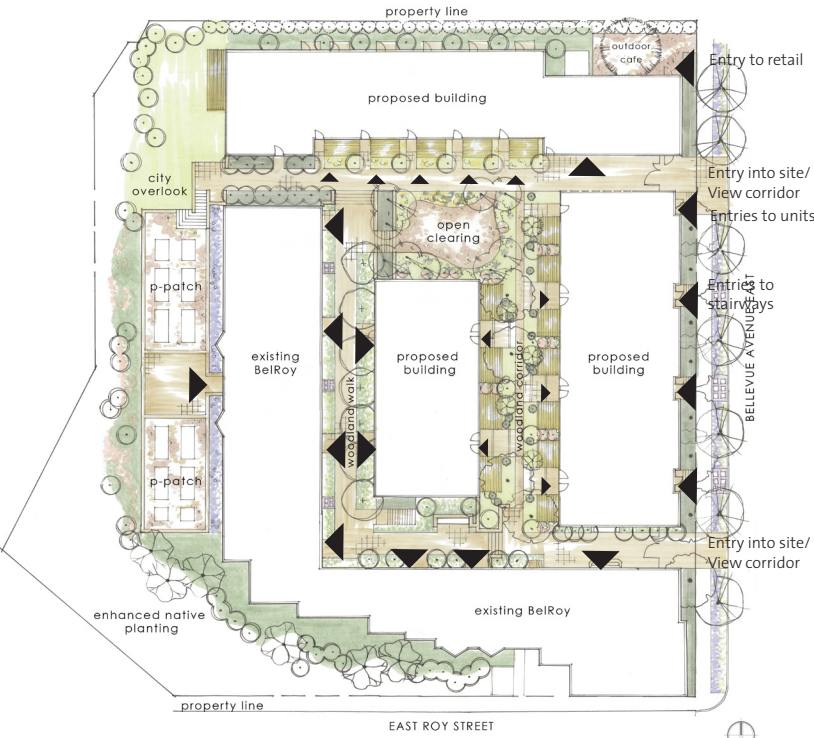


Diagram illustrating multiple entries along the street and within the site.



The entry court at the BelRoy sets a precedent for visibility into the site.



Existing BelRoy Streetscape



Proposed New Entry

SITE PLANNING

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 asked that the design study shadow impacts from the proposed massing on neighboring properties.

RESPONSE:

We have prepared shadow impact studies for existing conditions and for proposed conditions, focusing on the only shared property boundary to the north. There is significant shadowing from the existing mature Blue Atlas cedars on the south edge of the Mark Spencer property and from the two mature conifers on the north edge of the subject property. The new buildings will infill the shadowing of the trees, but will have little effect on the units of the Mark Spencer because of the windowless condition of its south facade. The shadow studies indicate that the pool on the west side of the Mark Spencer will not have additional shadowing during summer months.

The site only has one adjacent property, lying to the north. We have carefully considered the conditions at the north end of the project site, and its relation to the south portion of the neighboring site.

The existing north edge condition of the subject property is a driveway accessing the existing duplex on the west side of the property. The two large conifers are adjacent to this driveway on the project property. The south end of the adjacent property, the Mark Spencer Apartments, includes surface parking, building services (dumpsters), a blank south-facing facade, and three atlas cedars on the west side of the property.

The Mark Spencer Apartments is a 40-unit, 5 story residential building built in the late 1950's. Its narrow footprint is elongated north and south, orienting the units to the west-facing views. A swimming pool is on the west side of the building.

Stair towers on the north and south ends present windowless concrete masonry unit walls to the neighboring properties. The south wall is approximately 3 feet from the south property line.

Approximately 34 surface parking spaces are along Bellevue Avenue; some spaces are protected by free-standing canopies. A fence separates the project site from the Mark Spencer property.



Bellevue Avenue E frontage of the Mark Spencer Apartments, immediately adjacent to the north of the project site. The fifth story of the building is entered through a partially below grade exterior corridor, and is at grade on the west side.



The north property line of the project site, with the Mark Spencer Apartments to the north.



The east 74 feet of the apartments, fronting Bellevue Avenue E, is dedicated to parking, with some of the spaces under canopies.

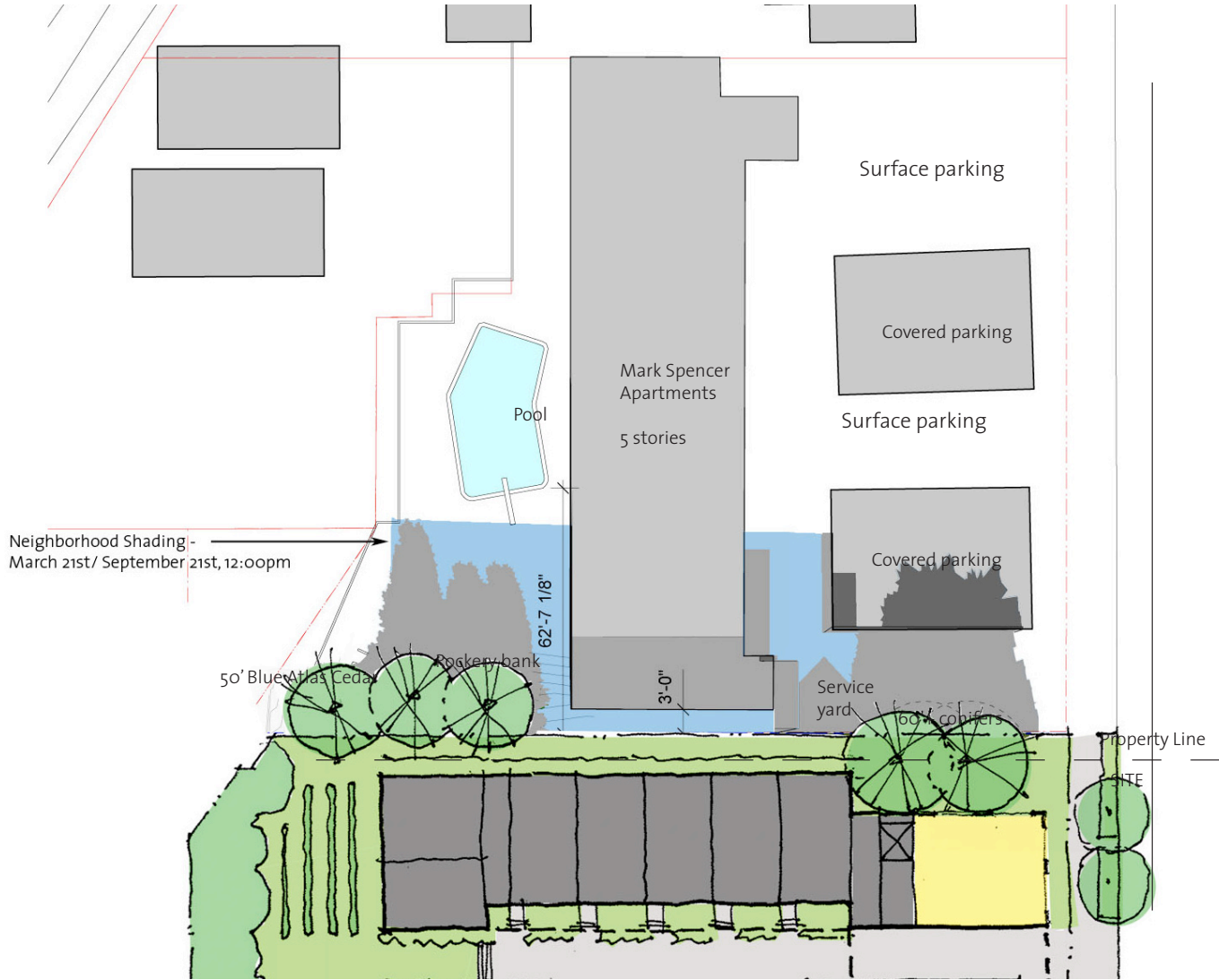


The south wall of the Mark Spencer Apartments is solid, with dense trees beyond.



Along the north property line, the views to the neighboring property are heavily screened by mature conifers.

A. SITE PLANNING



The blue shadows infill the existing shadows from the trees in a worst-case situation at the equinox.



These photos, taken on a late September afternoon, show that the cedars shadow the south portion of the adjacent open space.

A-5
Respect for Adjacent Sites (cont)

The guideline specifically refers to impact on adjacent open spaces. The Mark Spencer Apartments has an open space with a swimming pool on the west side of the building that is screened by large evergreen trees that are approximately the same height as the apartment building. Windows for living spaces in the proposed building would be oriented toward the views to the south and west, away from the neighboring property. As shown in the photos, the south facade of the Mark Spencer Apartments is a windowless wall. The illustration below shows existing shadows at noon at the equinox condition (March 21st/September 21). The gray shadow approximates the existing shadowing from the trees. The blue indicates the additional shadowing from the proposed six-story preferred option.

The equinox condition is shown here. Between the March and September equinoxes, shadowing has less impact because the sun moves further to the north. The shadows from the proposed building typically infill the existing shadowing from the trees, but do not reach the pool or significantly increase shadows. See Appendix for fuller shadow studies.

SITE PLANNING

A-6

Transition Between Residence and 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.

RESPONSE:

The existing BelRoy is set back three feet from the property line at the south end, expanding to five feet near the entry court. Our preference for the front yard setback is to match the existing five foot setback at the Belroy. We will layer the landscaping in that five feet to give a feeling of depth, and to protect windows near the street. Because the floor level is set higher than the sidewalk level, the windows along the sidewalk will not feel overly exposed.

Social activity along the sidewalk zone is encouraged via stoops at each of the three point-block entry stairs, the two entryways into the interior, and at the open space adjacent to the retail/café. Safety is addressed by the gates that allow people to see in but not enter when closed. Each entry will have lighting for visibility and for safety.



The existing setback width at the BelRoy, if properly landscaped, would provide an attractive street edge and privacy for residential windows.

A-7

Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Residential Open Space: Capitol Hill

-Incorporate quasi-public open space with new residential redevelopment, with special focus on corner landscape treatments and courtyard entries.

-Create substantial courtyard-style open space that is visually accessible to the public view.

-Use landscape materials that are sustainable, requiring minimal irrigation or fertilizer.

At the Early Design Guidance meeting, the Board wanted to see the details of the open space and the qualities of the landscaping to ensure that the courtyard and connections created excellent space within the project.

RESPONSE:

Design of the spaces between old and new structures

The open spaces within the site were designed to offer a garden environment not commonly provided in new multifamily projects. The interior of the project includes landscaped paths that lead to individual building entries and a variety of small distinct gardens distributed throughout the site. Primary pathways will have concrete pavers, and secondary pathways are narrower and constructed of crushed and compacted gravel for a more intimate and textured experience. Flowering trees, small evergreen conifers and multi-stemmed trees and shrubs were selected to provide seasonal variation and privacy between buildings.

Wider open spaces around the central building

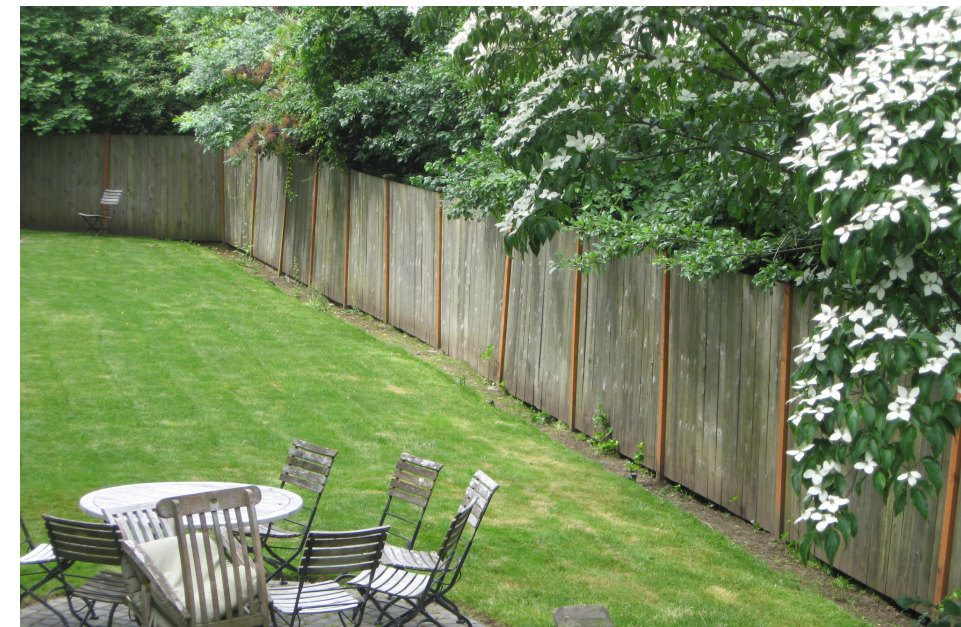
The walkway between the courtyard building and the east edge of the BelRoy has been widened from 15- to 18-feet. The walkway along the north edge of the BelRoy varies from 14'-6" to 25'-6". The courtyard building has been set further north on the site to create a pocket garden to its south with seating walls and benches, and to provide a daylight opening to the underground garage.

The space between the courtyard building and the wing that fronts Bellevue Avenue has increased from 27 to 28 feet, and the individual patios were reduced from 7 to 6 feet to increase the width of at-grade planting areas. Soil depth of 2- to 3 feet (above the lid of the below-grade garage) offers variation in topography and natural water retention to support a variety of large trees, shrubs and flowering perennials. Selected trees, including deciduous flowering magnolias, evergreen Japanese cedar, and multi-stem vine maples, will allow light to reach throughout the garden, and provide subtle screening between upper level units and ground-level patios. An understory of woodland groundcovers and native perennials include deer fern, hellebore and trillium.

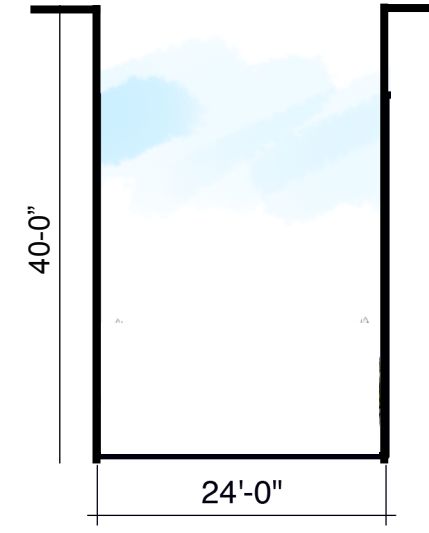
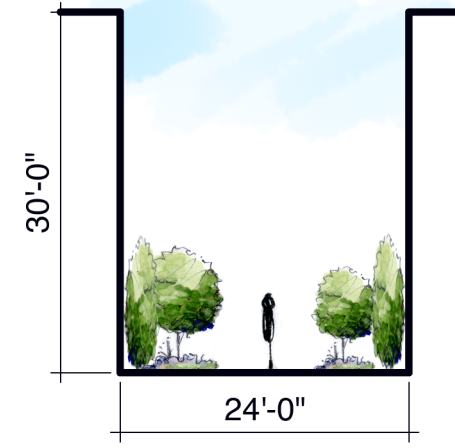
A 5-foot wide gravel path will connect the larger garden and lead to the individual entries for the 11 ground-level units.

Character and development of the entries and ability for individual ownership of the open spaces outside of ground level units

The ground level units each have private entries that are adjacent to private patios that measure 6 x 10 feet and are accessible from the interior living space. These patios are raised slightly above the shared pathways, and are buffered by 6-foot wide planting beds. A mix of evergreen and deciduous shrubs and the canopy trees will provide ample privacy, but will still allow light to reach the ground plane. The intent is to create enough visual separation from the shared circulation paths without fully enclosing the patios. Plantings will also create an informal screen between the



Open space at the Belroy can be better connected to the wooded area, with new open space added to the north.



OPEN SPACE COMPARISONS

In response to the DRB's specific questions regarding the interior setbacks between buildings, scale of open space and width of entries, we visited a number of old and new buildings within dense urban neighborhoods for comparison purposes. Dimensions and photographs illustrate successful courtyard or passages between structure. In some cases, these are narrower than our suggested approach and do not have the extensive landscaping proposed for this project. The project benefits further from strong solar exposure; interior buildings are located on a north-south axis which will ensure good light conditions to all building floors.

On the plans, the red tone in the courtyard denotes Anhalt buildings.

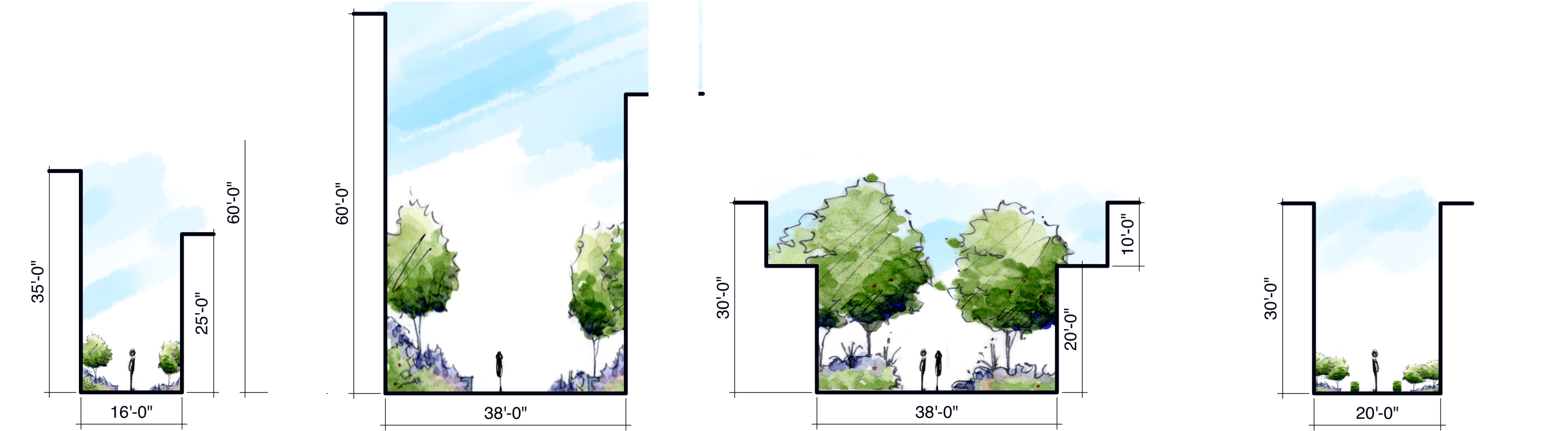


417 13th Avenue

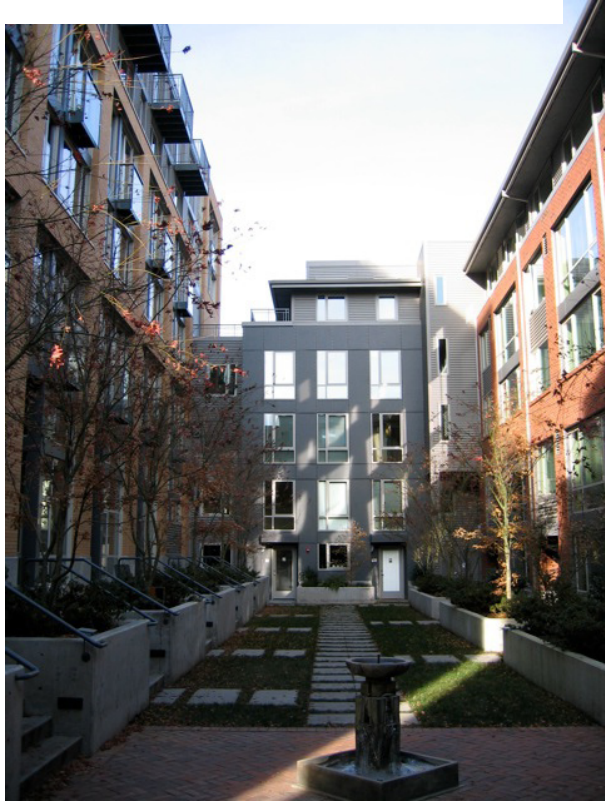


Columbia City Live-works

DESIGN GUIDELINES



Alley 24 (looking west)



Brix (looking north)



Harvard and Highland

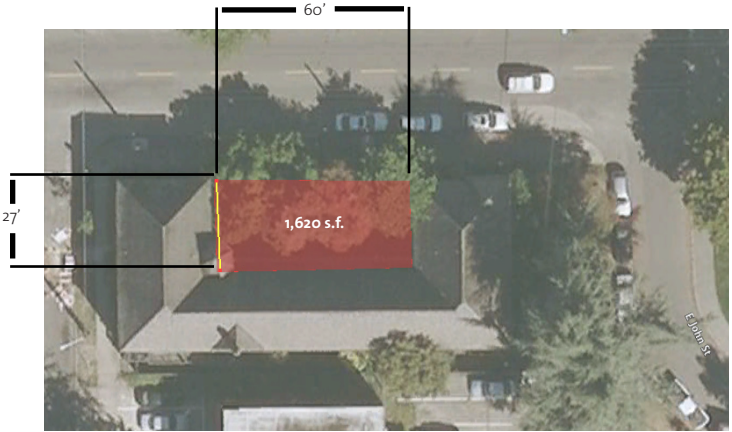


Washington Arms

DATE:
April, 2010

LOCATION:
711 Bellevue Ave E, Seattle WA

PROJECT:
BelRoy Court



Anhalt Arms - East John & 14th Ave E



Twin Gables - East Republican & 16th Ave E



East Mercer & 17th Ave E



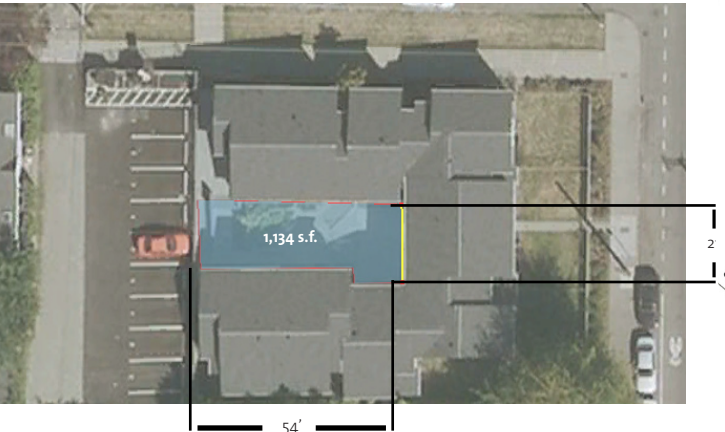
East Harrison & 16th Ave E



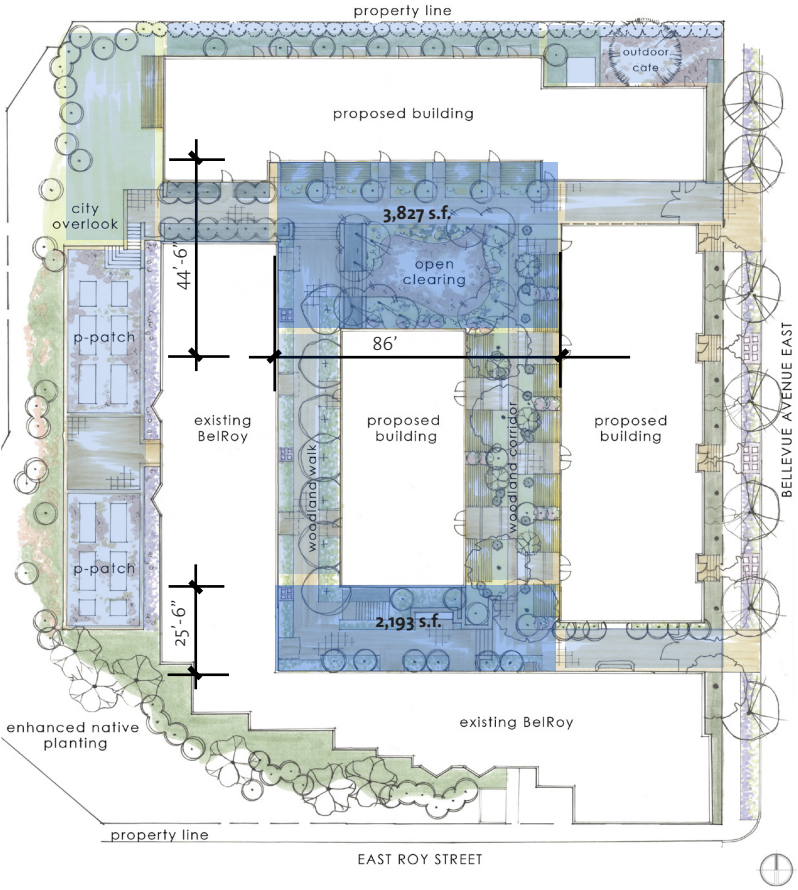
East Republican & 13th Ave E



East Republican & 20th Ave E



East Mercer & 19th Ave E



Proposed Belroy Court open spaces
(shown same scale as comparables)

B. HEIGHT, BULK AND SCALE

B-1

Height, Bulk and 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 near-by, 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.

Height, Bulk and Scale Compatibility: Capitol Hill

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

The Board agreed that the preferred option is heading in the right direction and appears to be creating a positive precedent for the neighborhood. The Board discussed at length the relocation of the 12 units in the courtyard to elsewhere on site and possibly the north building.

The Board also noted that the east end of the new north building should be the same height as the new south wing of the Bellevue building, continuing the height datum line established by the BelRoy and creating a sense of continuity along the street front. This eastern portion of the north building should relate to and face the street, respond to the existing trees, and the three-story wing of the new building, rather than appear as the “end” façade of the north wing.

RESPONSE:

We considered several approaches to the resolution of the three-story wing and the taller portion of the building. Our design preference is to have as coherent a design as possible, with facades responding to their orientation to the street, solar conditions, and the existing tree. Pulling the building back at the upper level created an abrupt end to the façade of the taller portion, rather than creating an integrated multi-level façade along the street. The BelRoy itself is highly integrated, reading as one building across the “L” as it turns the corner and becomes four stories.

The existing neighborhood is extremely varied in terms of its height and massing. The urban form reflects a number of historic shifts in allowable height, rather than the L3 zoning of the immediate area. The variation gives a sense of diversity to the neighborhood, instead of a single, uniform height and scale.

The preferred option provides a sensitive transition to less intensive zones by moderating the building scale within the site to reflect the diverse heights in the vicinity. With respect to the zone edge to the north, the preferred option includes sensitive site planning and design. The adjoining development on the north has a driveway and entire south facade adjacent to the site. (See p. 9 & 29 for a description and photographs of the property to the north.) The existing tree forms an important buffer to this adjacent property. The new building would align with the height of the tree. In order to retain the tree, the new building would be pulled to the south by 10 feet, along a 50-foot length. In addition, the north façade would be designed with circulation walkways to access the units and break down the massing of the façade, and with operable windows to provide natural ventilation into the corridors.



The 714 Bellevue Avenue East building, across the street to the east, is 8 stories over parking.



There are a number of older three and four story buildings along Bellevue.



The Hillsborough at 740 Bellevue Avenue East is seven stories over parking

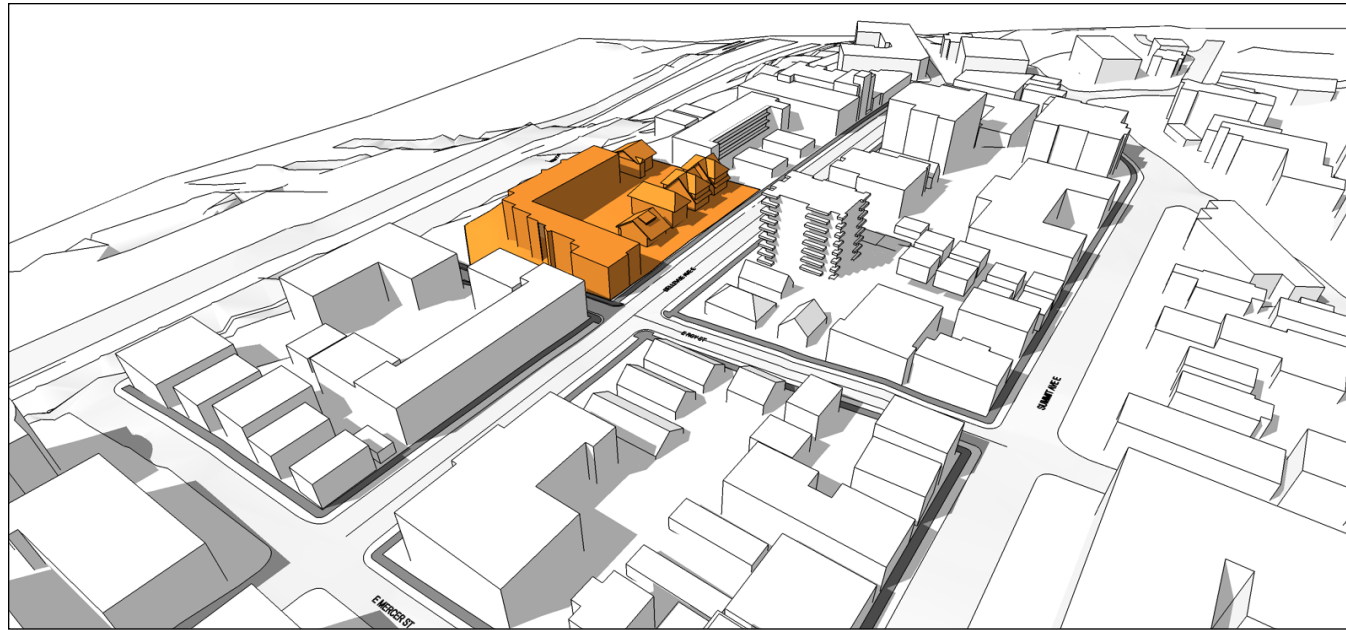


Looking up Roy Street, with single family houses coexisting with the 12-story Shannon Condominiums beyond



The Bellaggio, a recently constructed building in a split zone, is a mix of higher and lower massing

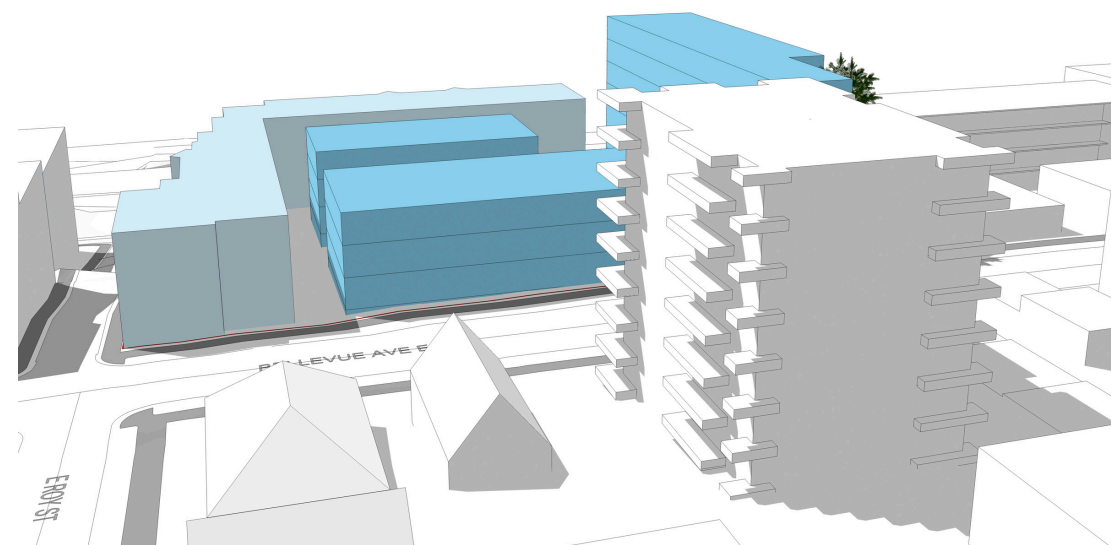
B. HEIGHT, BULK AND SCALE



The neighborhood's existing massing is highly diverse in terms of height, scale and massing.



Looking south along Bellevue Avenue East with the project massing.



The proposed massing is in keeping with the diversity of massing in the neighborhood.



Looking north along Bellevue Avenue East with the project massing.

C. ARCHITECTURAL ELEMENTS and MATERIALS

Architectural Elements and Materials: Capitol Hill

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

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.

RESPONSE: The project responds to the older brick residential buildings in the neighborhood, the historic Belroy apartments, and the surrounding taller residential towers. This response emphasizes three important aspects: building massing and scale, the character and quality of materials, and the unique functional aspects of the Belroy residential unit typology. The siting of the new building provides improvements to Bellevue Avenue while defining a semi-public landscaped central courtyard. The courtyard, combined with the use of point-block vertical circulation in the new buildings, allows all units to be through units with light and air from two sides, similar to the configuration of the Belroy. This emphasis on natural ventilation and daylighting is fundamental to the strategy for the new project and is intended to offer a unique new urban housing type that draws inspiration from the existing context, and reduces long-term energy use in alignment with the goals of the Priority Green program.



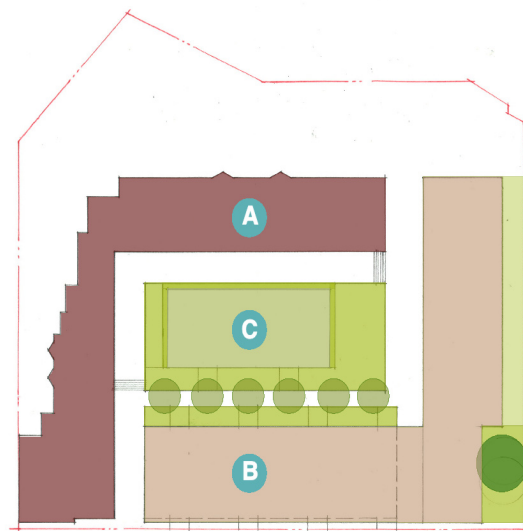
Existing Belroy Detail

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. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

RESPONSE: The project emphasizes several unique aspects of the Belroy building, namely point-block vertical circulation, courtyard and exterior horizontal circulation (as opposed to interior double-loaded corridors), through-units, natural ventilation, natural daylight, sustainable building, and high-quality urban housing. The organizational parti consists of three primary elements – the rehabilitated Belroy Apartments, a new L-shaped building, and a new courtyard /garden space. The courtyard also features a small building, that is conceptually part of the courtyard and is articulated as a unique element while providing the functional infrastructure for the solar thermal array that supplements the mechanical systems for the entire project. The new L-shaped building is conceived as a unified whole that relates to the Belroy through massing - the new building matches cornice line of Belroy, material - the use of a modular masonry material and brick, scale, functionality as described in item C-1, and the idea of a high quality unified cladding system that is able to adjust to specific local conditions while also maintaining continuity, legibility, and interest around the building perimeter. The rhythm of entries



Parti Diagram. A: Belroy, B: New Building, C: Courtyard+Building

to the stairwells through the development of the individual entry canopies and stoops.

The windows in the new building have been sized, positioned, and selected to provide abundant daylight and natural ventilation to the new residential units while also emphasizing an important functional relationship to the Belroy. The large tilt+turn windows in the new buildings allow residents to adjust the amount of fresh-air in their units while maximizing the experience of daylight from two sides of the units. These windows also open up the building edge and provide a dynamic relationship between the units, the street, and the surrounding semi-public spaces. The organization of the windows draws on the manner in which openings are made in the Belroy while also establishing a complementary identity. The windows are an integral component in the high-performance thermal envelope proposed for the project – aimed at meeting the Architecture 2030 performance objectives.

There are three types of entry into the project from Bellevue Avenue East, the primary public ROW bounding the site: Two entry points into the semi-public courtyard and individual point-block stair entries serving smaller clusters of units. The two entries into the courtyard have distinct characters – the area between the new building and the Belroy has been expanded and landscaped to emphasize the Belroy Building while the development of the new breezeway to the north of



Belroy's entry via stairways off a landscaped path.

the site offers covered short-term bicycle parking, mail pick-up, views into the small commercial space, and easy access to the courtyard and elevator. The serial organization of point-block entry stairs along Bellevue Avenue punctuates and activates the street front by providing a series of stoops and canopies (see item C-4 and C-5)

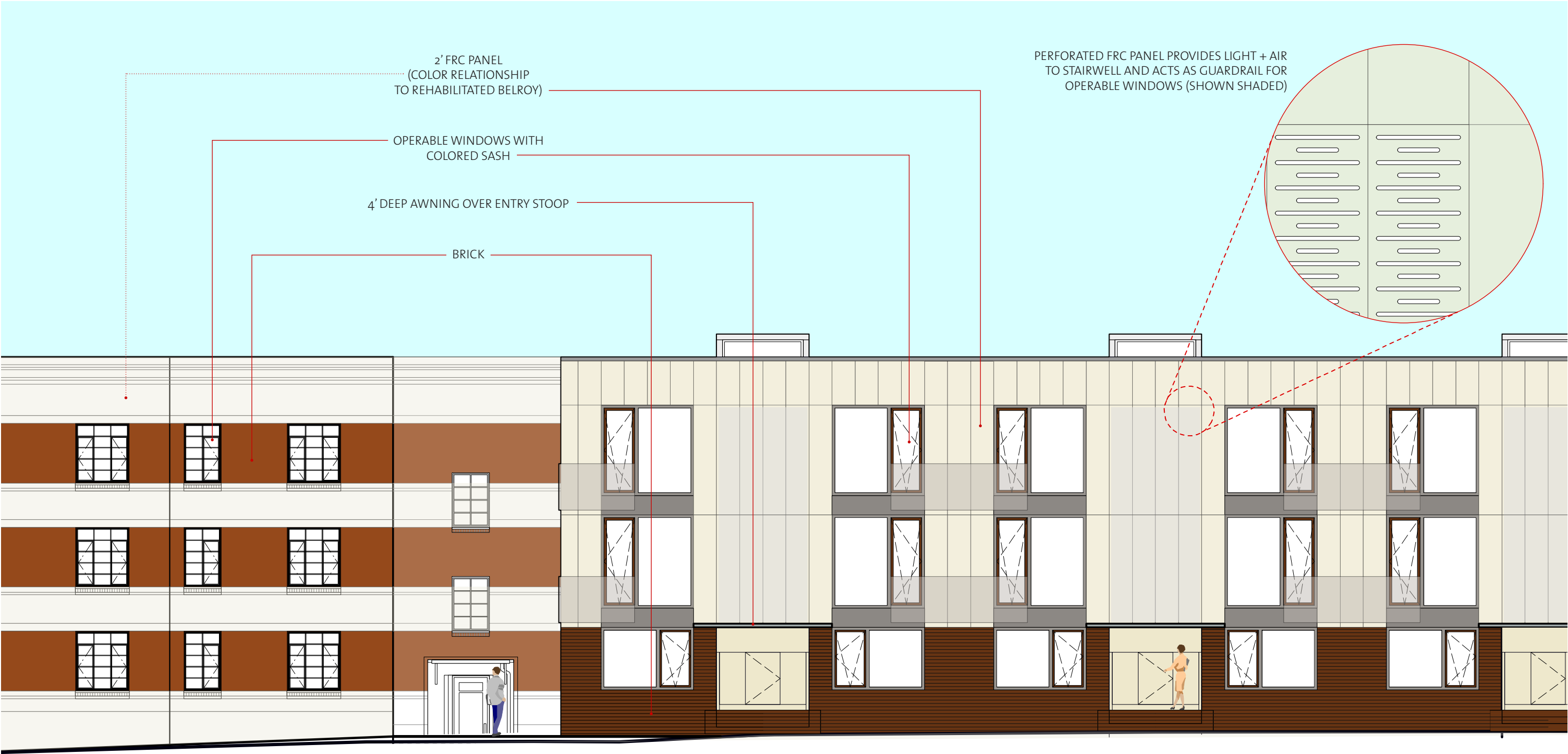
The new buildings incorporate brick at the base with high quality integral color cladding for the upper stories (see item C-5). This material is able to be perforated, and will allow a consistency of material along the building and semi-open levels of the stairwells. The horizontal layering of the Belroy is reinterpreted with color changes on the facades of the new buildings. Windows are larger than the Belroy, but patterned horizontally and vertically in a similar fashion to the Belroy. The operable windows are highlighted with a panel set proud of the window.

The south façade of the taller wing opens up glazing to take advantage of the orientation, and incorporates exterior shades to reduce unwanted solar heat gain. The north façade reflects the two-story units with circulation on every other level. This unusual circulation is also expressed in the exterior stairs that connect alternate floors for exiting. This organization eliminates the need for corridors on each of the six floors, thereby increasing the opportunity for natural ventilation, daylighting and allowing the expression of the interior program on the exterior



Relationship to Context

C. ARCHITECTURAL ELEMENTS and MATERIALS



Bellevue Avenue East Partial Elevation showing Existing Belroy and Proposed New Building - Trees + Planting not shown for clarity

C. ARCHITECTURAL ELEMENTS and MATERIALS



Belroy Materials



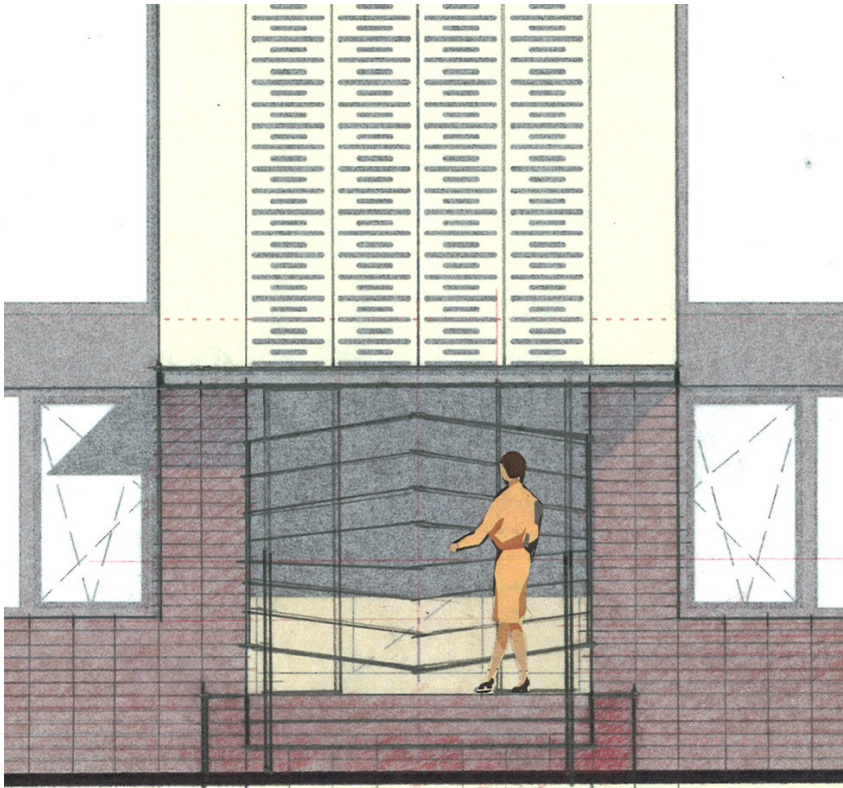
Belroy Scale

façade.

C-3 Human Scale

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

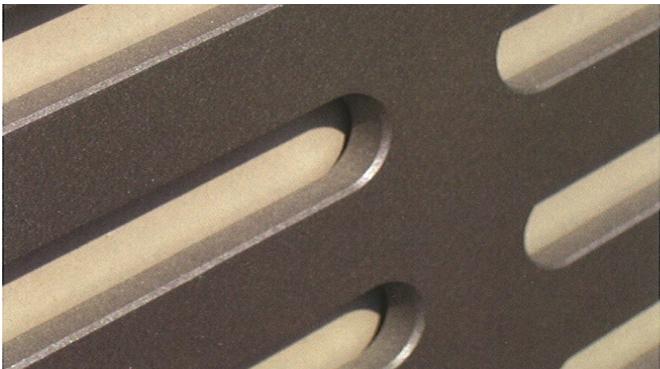
RESPONSE: The project incorporates numerous human-scale elements; including stoops and entry canopies along the street; intimately-scaled and lush landscaped patios for the ground-level units; sunscreens along the south façade; dramatic public views both into the courtyard and through the site; as well as varied material textures and interesting colors, such as the finely detailed metal entry gates, perforated cladding, and masonry base. The Bellevue Avenue elevation presents a comfortable 3-story residential scale, matching the height of the Belroy, and is punctuated along the street by the sequence of four entries / stoops, the breezeway into the courtyard, and the small commercial space on the corner. In addition, the landscaping has been carefully selected to offer naturalistic points of interest to both residents and the passing public.



New Masonry Stoop, Entry Canopy, and Metalwork along Bellevue Avenue: Typ of 4



Courtyard Building Cladding: Dark stained Cedar



Perforated FRC



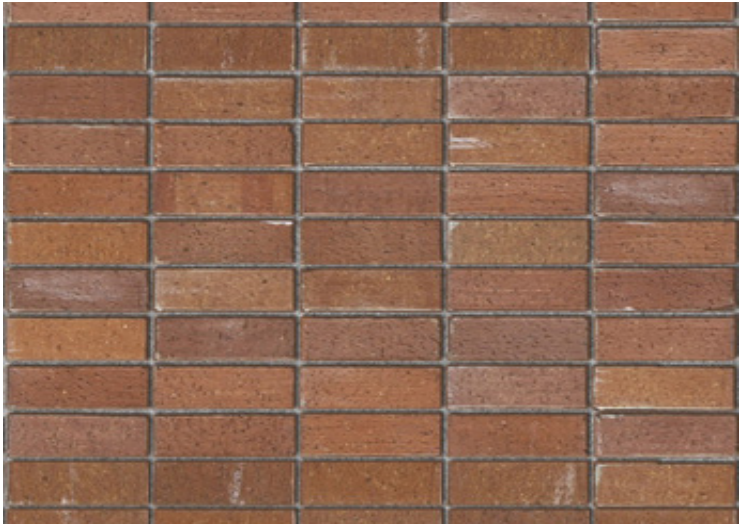
Existing Belroy Courtyard Entries to remain

C-4 Exterior Finish Materials

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

RESPONSE: High quality exterior materials have been selected for the new buildings to provide comparable texture, permanence, and character to that of the BelRoy. The base of the new building will be a dark brick, up to 10-feet, at which point the cladding transitions to a High Density Fiber-Reinforced Cementitious Panel (FRC) at a horizontal datum that aligns with the horizontal banding of the BelRoy (see 2/A300). The FRC material has integral color and will be treated as a 2-foot repetitive unit similar to the repetition of the brick module found on the BelRoy. The FRC will be perforated to allow light and air into the four stairwells along Bellevue Avenue East, and the perforated panels will also be used as guardrails for the large tilt+turn windows in the new portion of the project, echoing the brick “screens” found on the Belroy Bulding while expressing the functional and unique aspects of the new building.

The courtyard building is intended to be a quiet building that recedes within interior gardens. The structure will be clad in dark-stained horizontal cedar boards distinguishing it from the other buildings and allowing it to form an effective backdrop to the lush landscaping and trees



Proposed Masonry Coursing for new building

C. ARCHITECTURAL ELEMENTS and MATERIALS

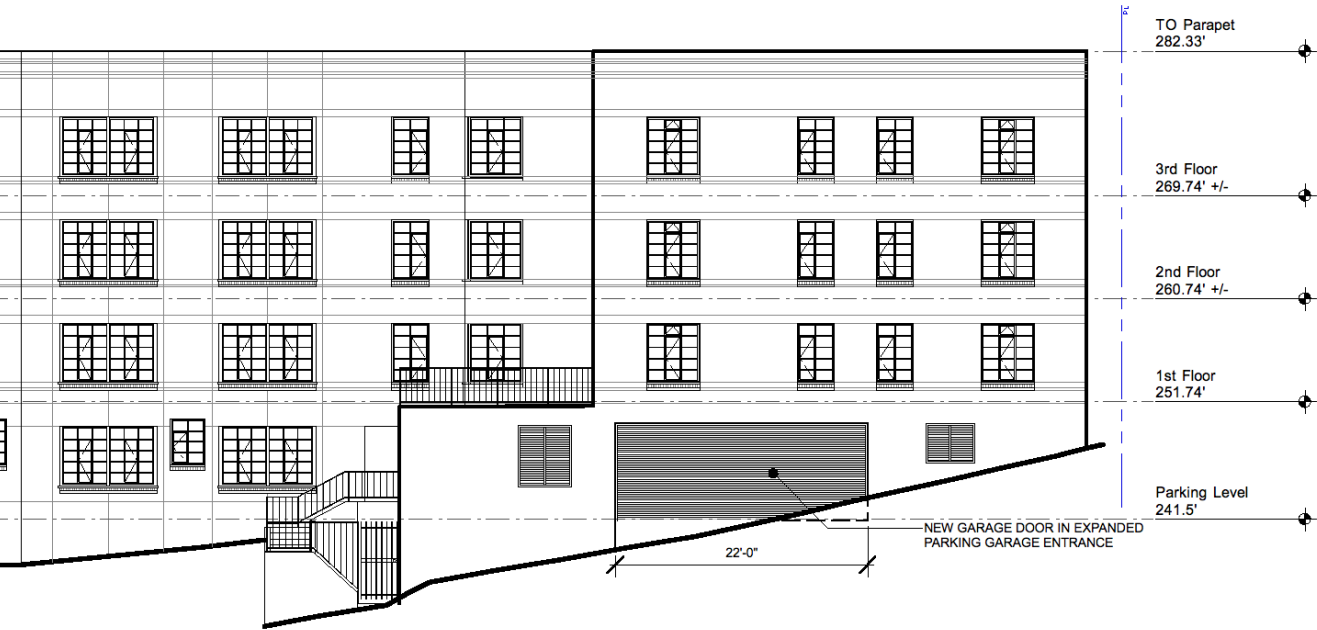
C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

RESPONSE: The project concentrates vehicle traffic in the location of the existing parking garage entrance along Roy Street. In the proposed design, the existing garage entrance is expanded and brought up to current code which allows the four existing curb cuts along Bellevue Avenue East to be removed. This effectively converts the street frontage along Bellevue Avenue East to a pedestrian space - thereby increasing public safety while establishing a rhythm of new street trees and planting.



The existing garage entry on East Roy Street.



The existing garage entry on East Roy Street will be modified for a larger below grade parking area.

D. PEDESTRIAN ENVIRONMENT

D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Pedestrian Open Spaces and Entrances: Capitol Hill

- Provide entryways that link the building to the surrounding landscape.
- Create open spaces at street level that link to the open space of the sidewalk.
- Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.

RESPONSE: The proposed design creates a set of varied circulation routes, including landscaped paths, courtyards and green spaces that are intended to build community among the residents and provide views into a green oasis for passers-by.

Visible and generous entries along Bellevue Avenue will connect a newly planted streetscape with interior gardens, and replace what is now a compromised pedestrian experience. Landscape along the street is an important aspect of the project, and will be designed to create a green residential-scale edge and contribute to the tree-lined character of the street's east side.



While much of the block has large street trees, but the length of the site along Bellevue is an exception.

D. PEDESTRIAN ENVIRONMENT

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 sidewalk and private entry.

The Board expressed concern about the quality and openness of the interior courtyard. See A-1 and B-1.

RESPONSE:
We have looked carefully at the quality and proportions of the open spaces on the interior of the site. There is a variety of garden-like circulation routes and gathering places described at length above. The continuous soil allows the feeling of a residential garden, with lush plantings and sizeable trees for privacy. The larger open space and the p-patch areas offer sunny locations and contrast to the network of pathways. See also discussion under A-1.



Site planning strategies draw on the legacy of Anhalt courtyard apartments on Capitol Hill, with lush landscaped courtyards



Anhalt courtyard precedent.



Landscaped pathways can be improved and expanded with the new project.



Entries to stairs are integral to the existing BelRoy, and will activate the streetscape and interior site.

E. LANDSCAPING

E-1

Reinforce Existing Landscape Character

Where possible, special consideration should be given to abutting streetscape and neighboring properties.

Landscaping : Capitol Hill

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

RESPONSE: The Board discussed the preservation of the existing trees at the northeast corner of the site. Retaining the trees is important for ecological and screening reasons. However, these reasons should be balanced with the configuration of the most successful site plan. The Board stressed that the preservation of the trees should not appear as an afterthought to the building and site, but instead should be well integrated into the plan.

RESPONSE:
After considering the relationship of the building and trees, we are proposing to retain the large cedar, and remove the hemlock. The building setback at the northeast corner remains, with the softening effect of the large tree. This allows more space for the remaining tree and the opportunity to maximize ground-level semi-public space in conjunction with the retail space.

E-3

Landscaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

The Design Review Board requested special attention to the design of the public-private open spaces within the central courtyard and along Bellevue Avenue. Clear differentiation between the semi-private entry spaces and the more communal open spaces is critical. Views through and to the site are also important, and within the character of the neighborhood courtyard buildings.

Response:

The semi-private patios have 5- to 6-foot wide planting areas on three sides. This massed planting will provide a measure of privacy for the patios, but will retain the feel of the full space between buildings. The same mid-height plantings will be a soft separation between adjacent units. These are urban patios, and the design aims to make semi-private spaces that contribute to the interaction among the community of residents.

Views into and through the site are important elements of the site plan. The landscape plan softens the view corridors, and locates the seasonal color of the main courtyard in a place that is visible from the sidewalk.



The wooded area along the west and south slopes would benefit from maintenance.

F. LAND USE CODE SUMMARY

DEPARTURES

RESIDENTIAL AMENITY AREAS (23.45.522)
A. RAA are required in an amount equal to 5% of the total gross floor area of a structure in residential use.
B5. Common amenity areas shall have a minimum horizontal dimension of 10’ and min 250 sf.

RAA CALCULATIONS

	Area	Percentage
NEW Residential Use GSF	60,946 sf	100%
(E) Belroy Residential Use GSF	30,861 sf	100%
Min. Total Required	4,590 sf	5%
Total Provided	12,791 sf	14%

PARKING AND ACCESS (23.45.536)
A. Off street parking spaces are required per 23.54 (see below)
B1. Parking shall be located in a structure or under a structure.
C1. Access to parking shall be from an improved alley...unless director permits per D below.
D. Exceptions by director according to following criteria
3. whether, as a result, the project is better integrated with the topography of the lot, such as by providing structured parking below grade.
4. whether the siting of development on the lot is improved, allowing for more landscaping or increased Green Factor and/or amenity areas, and reduced surface parking area; and
5. whether the flow of vehicular or pedestrian traffic is not significantly impacted.

Parking meets criteria 3, 4, and 5. parking is integrated with topography of lot, existing building (re-uses existing garage entrance), and is below grade.

REQUIRED PARKING (23.54.015)
Table B: No required parking for Residential Uses in commercial and multifamily zones within urban centers.

K. Minimum number of off-street bicycle parking spaces is set forth in Table E. If covered automobile parking provided, all long-term bicycle parking shall be covered. After the first 50 bicycle spaces are provided, additional spaces are required at 1/2 the ratio shown. Required bicycle parking shall be provided in a safe, accessible, and convenient location. Parking for residential uses must be provided on site.
For multifamily: 1 long-term bicycle space per 4 dwelling unit (DU), no short-term space required.

Provided vehicle parking is not code required.

PARKING SPACE STANDARDS (23.54.030)
A. Parking space dimensions:
When angle is 90°: large space: 8’-6” x 19’; medium space: 8’ x 16’; small space: 7’-6” x 15’
When angle is 0°: medium space: 8’ x 20’
4. Barrier-free space: 8’ minimum width with 5’ side aisle; 8’ side aisle if van-accessible space. Minimum length of 19’ for barrier-free parking for at least one space, with lengths of other spaces apportioned by parking space size.
6. Columns or other structural elements may encroach max 6” except in car door opening area.
B1b. For residential use, when >5 spaces, minimum 60% to be medium; minimum parking space dimension shall also be the maximum. 40% of the parking spaces may be striped for any size, provided that aisle width is appropriate for sizes.

VEHICLE PARKING SUMMARY

Total Provided Parking: 63
Total Required Parking: 0

BICYCLE PARKING SUMMARY

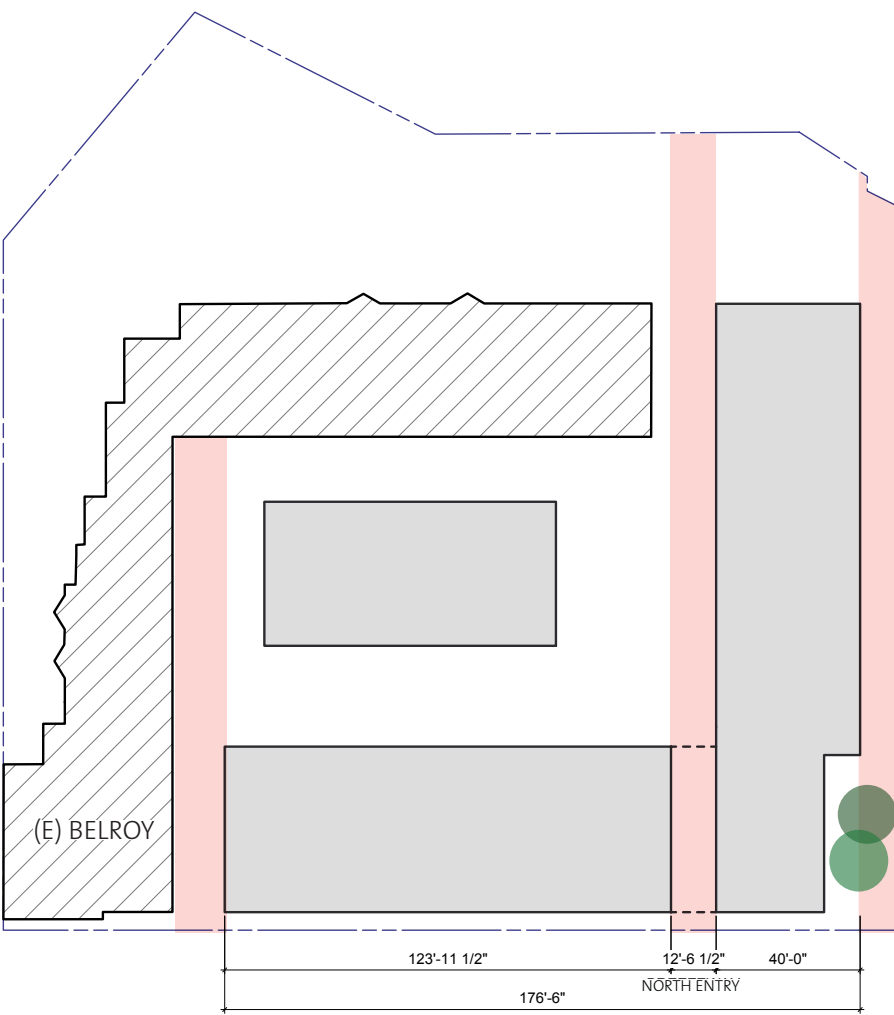
Type	Required	Provided
Long Term	28	28
Short Term	0	6
Total	28*	34

* 1 long-term space per 4 residential units required

23.45.052 Midrise Structure Width and Depth
FRONT FACADE WIDTH
A.2 When the front facade is modulated according to the standards of Section 23.45.054 C, the maximum width of each structure on a lot shall be one hundred fifty feet

RESPONSE: The proposed design along the street would have the BelRoy frontage of approximately 47 feet, an opening between the old and new buildings that would be approximately 15 feet, and a new building that would be approximately 176 feet long. This longer width would have an additional opening into the site that would serve as an entry and view corridor.

An additional view corridor would be on the north end of the property, between the lobby/commercial space and the property line, and includes the existing tree. This arrangement allows three view corridors into and through the site, which would be more effective than a 150’ building length, and fewer view corridors.



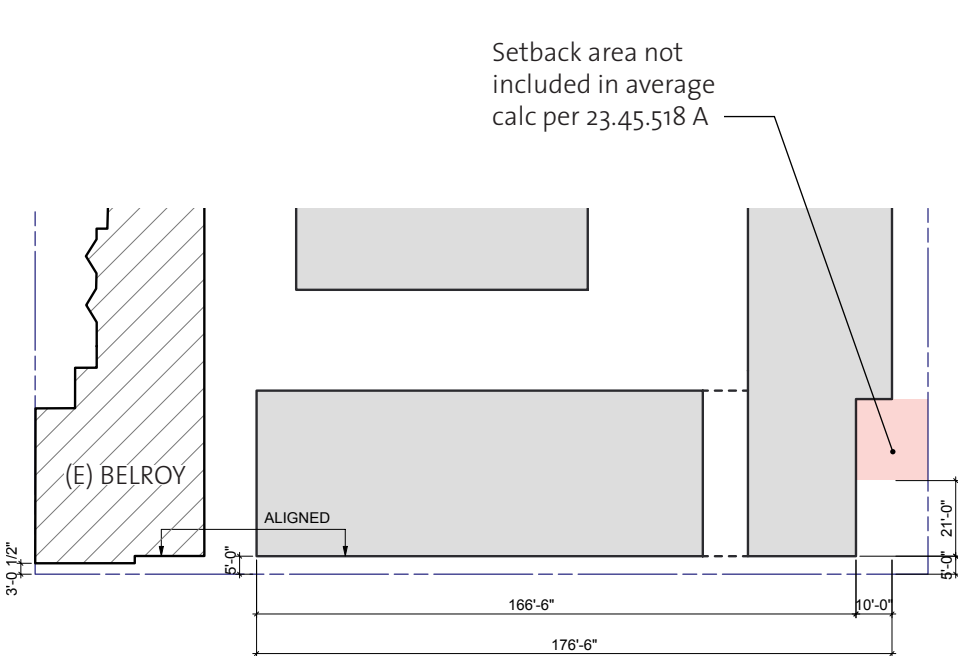
DEPARTURES

23.45.518 Setbacks in MR Zones

AVERAGE FRONT SETBACK

Table A requires the front setback to be 7' average and 5' minimum. SMC 23.68.012 A2a states that the front setback shall be averaged for the entire width of the structure, except that areas which are farther than 3 times the required front setback from the front lot line has not be calculated in the front setback.

RESPONSE: The average setback across the building width is 5.9', not including the area beyond 21' back from the lot line. A departure is requested for a 1.1' reduction in the average setback.

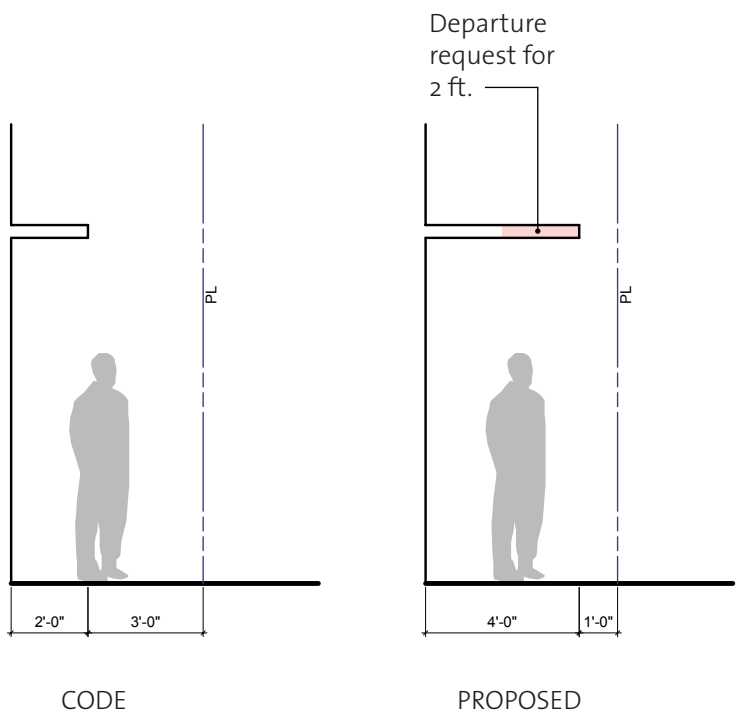


23.45.518 Setbacks in MR Zones

PROJECTIONS INTO REQUIRED SETBACKS

F.1. Cornices, eaves, gutters, roofs, and other forms of weather protection may project into required setbacks and separations a max. of 2' if they are no closer than 3' to any lot line

RESPONSE: We request a departure for 2' of weather protection roofs in the front setback. Proposed roofs project 4' into setback, 1' from street lot line.

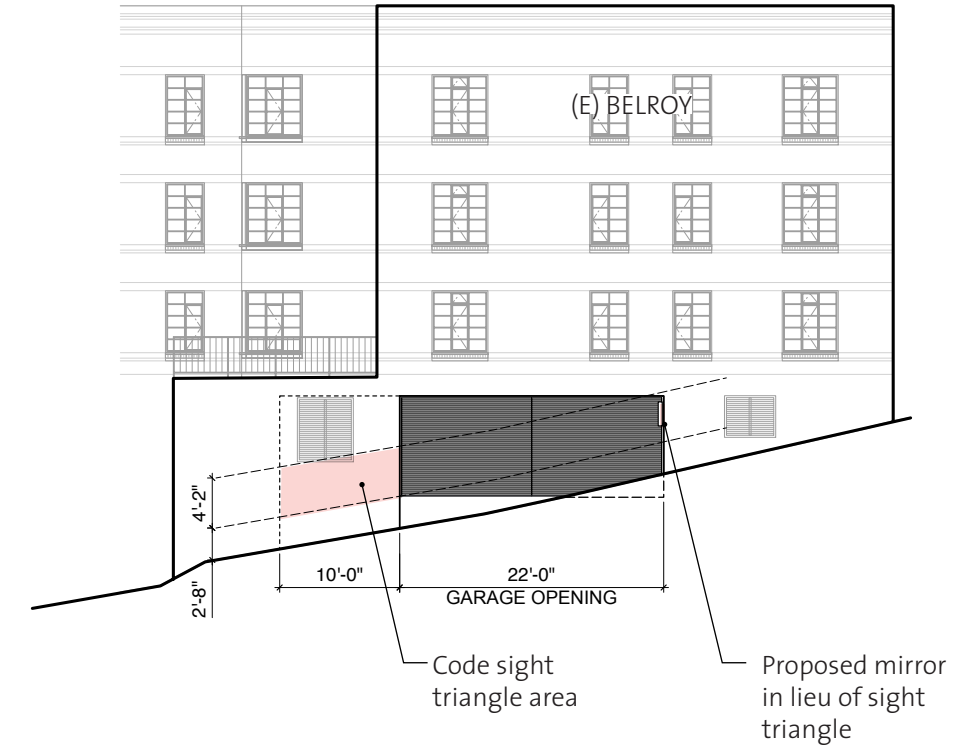


23.54.030 Parking Space Standards

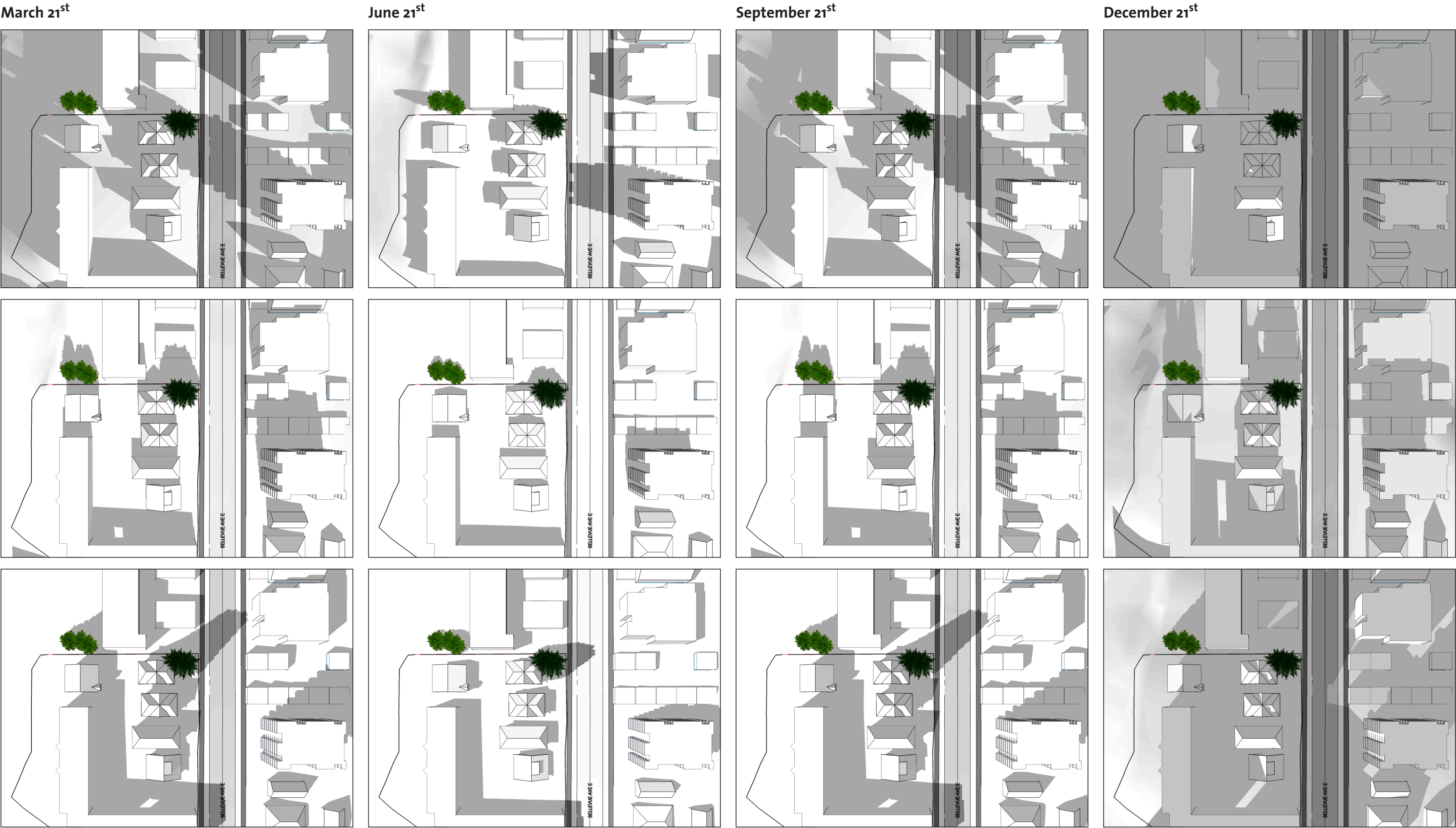
SIGHT TRIANGLE

G.2 For two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided

RESPONSE: Due to the historic character of the existing building (Belroy Apartments), the co-planar condition with the back of the existing sidewalk and the face of the existing building, and the steep grade of the ROW (Roy Street), it is not possible to provide a clear site triangle per code. We are proposing the installation of mirrors to provide the required site lines to the existing sidewalk.



APPENDIX: Existing Shading



DATE:
April, 2010

LOCATION:
711 Bellevue Ave E, Seattle WA

PROJECT:
BelRoy Court

APPENDIX: Preferred Option Shading

March 21st



June 21st



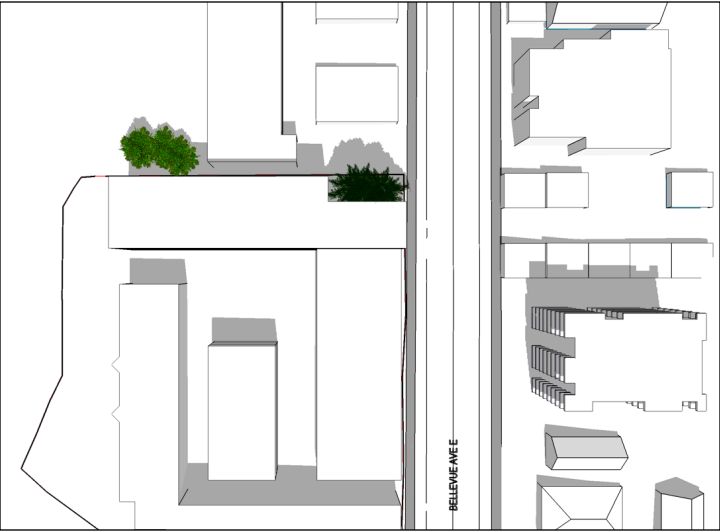
September 21st



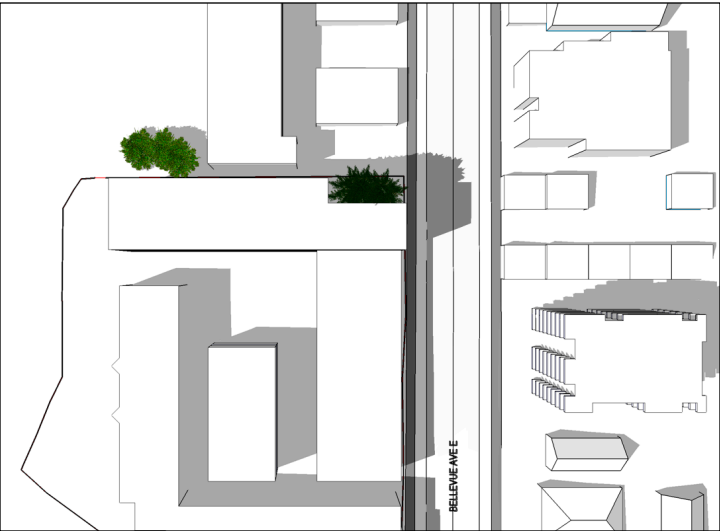
December 21st



9:00 a



12:00 p



3:00 p

APPENDIX: Existing Shading – North Property Line



DATE:
April, 2010

LOCATION:
711 Bellevue Ave E, Seattle WA

PROJECT:
BelRoy Court

APPENDIX: Preferred Option Shading – North Property Line

March 21st



June 21st



September 21st



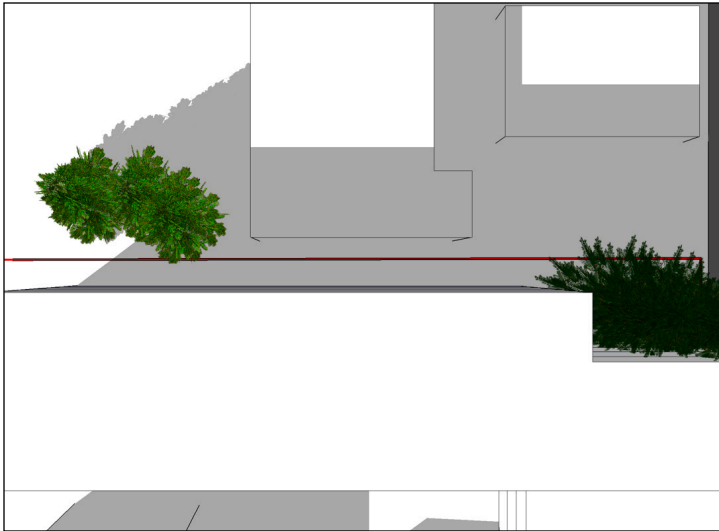
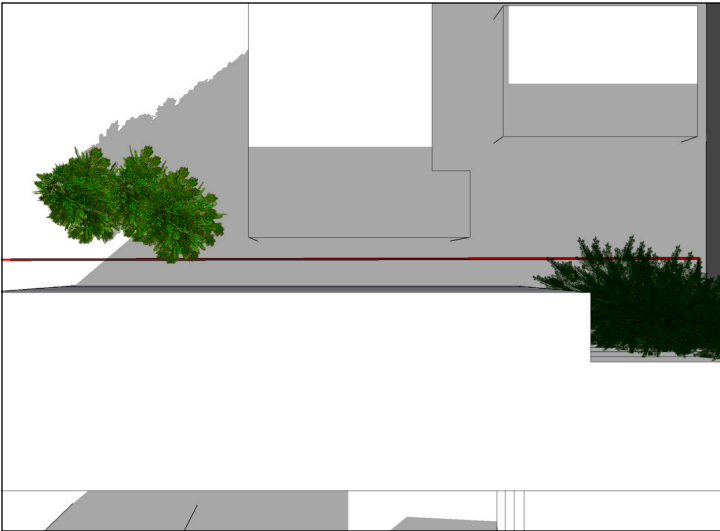
December 21st



9:00 a



12:00 p



3:00 p