

Design Review Board

Proposed Site Addition - Public Storage

700 Fairview Avenue N

September 2012



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Historic Ford Assembly Plant Site
Public Storage Proposed Development

December, 2011

Seattle Preservation Landmarks Board

Certificate of Approval Application

Description

Project Location

Located on the corner of Fairview Avenue North and Valley Street, the site is designated a Seattle Landmark. Currently owned by Public Storage, it is used for mini-storage rentals. The historic Ford Assembly Plant Building is the prominent feature of the site. This handsome brick and terracotta faced structure sits tight to the northwest corner of the site, and is a visible landmark as one approaches the site.

Although the site is flat, the surrounding streets slope from a low point at the north-west corner (Fairview and Valley) to a highpoint at the south east corner (intersection of Roy St and Minor Ave N). There is an approximate 18 foot difference in the elevation of these two corners. This grade change greatly limits site accessibility, and the existing site entrances and exits at the midpoint of the block on Fairview Ave N and at the east end of the block along Valley are the only two viable points of access.

Current buildings on the site include

- **Ford Assembly Plant Building:** constructed in 1913; 5 stories above grade, one below grade, approximately 128,000 square feet. Used as mini-storage. This building is a Seattle Landmark.
- **Fuller Paint / Shed building:** constructed in numerous years from 1935 – 1975 and considered part of the landmark site; one story, approximately 31,400 square feet. Used as mini-storage and a single retail office.
- **Ford Assembly Plant Addition:** construction in 1965; not included in the landmark designation; one story of approximately 11,215 square feet. Used as mini-storage.

Zoning

700 Fairview Avenue N is located in a C2-65 Zone, within the South Lake Union Urban Center. The project requires a Certificate of Approval from the Seattle Preservation Landmarks Board and design review by the Queen Anne / Magnolia Design Review Board. The South Lake Union Design Guidelines (dated 2005) are applicable.

Context

The South Lake Union neighborhood is undergoing significant changes in terms of public amenities, development, and potential zoning. In the immediate vicinity of 700 Fairview Avenue N, the South Lake Union waterfront park has been developed to the north; the Mercer Corridor project is under construction; and adjacent zones are under consideration for a height increase. The ongoing development of adjacent areas will result in reducing views across multiple blocks, better defined street edges, and a more populated environment.

Historic Ford Assembly Plant Site
Public Storage Proposed Development

December, 2011

The Ford Assembly Plant building, located on the 700 Fairview Ave N site is a significant community landmark on the corner of Fairview and Valley; and is considered a “gateway” site within the South Lake Union Design Guidelines.

Proposed Project Description

Public Storage proposes to expand the existing mini-storage use at 700 Fairview Avenue N. The project proposes construction of a 5-story mini-storage building with attached 1-story retail component and expansion of on-grade parking on the footprint of the exiting one story building. The existing single-story building would be demolished with the exception of its historic Fairview Avenue façade.

Public Storage’s development objects include:

1. Add approximately 98,700 square feet of mini-storage space to the site. This is tentatively planned as a mostly 5-story and partly 1-story structure with a total footprint of approximately 28,600 square feet and a total floor area of 131,635 total square feet to replace the existing 31,400 square foot Fuller Paint building.
2. Increase the visibility of the 1,900 square foot single-story retail space associated with the mini-storage development.
3. Add 22 parking spaces to the site to accommodate clients for the new mini-storage area (for a total of 44 spaces).
4. Maintain the historic Ford Building in its current condition.
5. Add to the site without disrupting on-going business.
6. Enhance the surrounding streetscape to contribute to the neighborhood, improve site security, and encourage use of the facility.

Design Strategy

1. Rehabilitate the 1935 façade of the Fuller Paint Building and reinforce its importance on the campus by incorporating it into a 1-story brick building used for retail.
2. Set back the west façade of the 5-story structure to expose views of the Ford Assembly Plant Building.
3. Use typical Public Storage window language at the corners and top of the 5-story structure; visually referencing a similar strategy used on the Ford Assembly Plant building. Interior orange storage doors will be visible from the exterior, similar to the Ford Assembly Plant building.
4. Select exterior finish materials of compatible color and scale without duplicating or visually competing with the historic building.

Materials proposed for the 5-story building are a one-story base of neutral gray concrete masonry units, which would be only minimally present on the south and east street frontages, with metal ribbed siding in a medium-gray color with an accent band (see color/materials board) above. Windows would be aluminum frames with a clear anodized finish and non-mirrored glass with a clear to light gray tint.

**Historic Ford Assembly Plant Site
Public Storage Proposed Development**

December, 2011

Materials proposed for the one story portion behind the 1935 façade are red brick and dark gray mortar, both to match as closely as possible the existing brick and mortar. New aluminum framed windows with frames in a dark green to match the color of the windows in the Ford Assembly Plant Building would be installed in the 1935 façade and the adjoining new single-story brick retail building.

The existing entrance canopy on Fairview Ave N will be relocated to the new entry doors on the north side of the one-story retail building.

END



City of Seattle Department of Planning & Development

Land Use Review

MARILYN BROCKMAN 71
Columbia St, #500
Seattle, WA 98104

Re: Project# 3011169

Correction Notice #1

Review Type LAND USE	Date March 14, 2012
Project Address 700 Fairview Ave N	Contact Phone (206) 340-9500
Contact Email mbrockman@bassettiarch.com	Contact Fax (206) 340-9519
DPD Reviewer John G Shaw	Address Department of Planning & Development
Reviewer Phone (206) 684-5837	700 5th Ave Suite 2000
Reviewer Fax	PO Box 34019
	Seattle, WA 98124-4019
Reviewer Email John.Shaw@seattle.gov	
Owner	

Applicant Instructions

Please see the attached flyer to learn "[How to Respond to a DPD Correction Notice](#)". If the 3-step process outlined in the aforementioned document is not followed, it is likely that there will be a delay in permit issuance and there is a potential for penalty fees.

Corrections

- 1
1. As part of the response to the design guidance provided at the EDG meeting, please provide a written narrative indicating how the project's MUP application addresses the priority guidelines identified by the Design Review Board. See Client Assistance Memo 238, Attachment B for further information.

RESPONSE:
See attached "Attachment B Response Guideline: MUP Application for Design Review"

- 2
- Please include a right-of-way improvement sheet in the plan set. Proposed right-of-way improvements should be responsive to direction provided by the Design Review Board on right-of-way design and readable entries to the site.
- RESPONSE:
The right-of-way improvement (SIP) drawings are being added to the plan set as part of the response to Zoning Correction Notice #1. A revised drawing list listing these drawings is also included.
- 3
- SEPA Checklist Item 11b notes that the project will be designed so that light or glare will not be a safety hazard or interfere with views. Please provide additional detail as to how this will be accomplished (e.g., through the use of treated or tinted glass).
- RESPONSE:
The lighting conditions for the new building will match those of the existing Ford Assembly building, in lighting of the site, and signage, and building fenestration.

To minimize reflected glare, the exterior glazing will be clear non-mirrored glass with a maximum reflectance value of 11%.

The potential for reflected glare from glazing:
- From the east is minimized due to the building extending above the traffic from the east by approximately two stories, reducing even more the further the roadways are from the building;
- From the south is less due to the higher sun angles and the five and six story buildings across the streets to the south;
- From the north there is very little glazing and the low summer sun from the northwest (and northeast if any) is shielded by the Ford Assembly Building.

Potential for night-time light and glare has been reduced by revising the exterior signage from fully illuminated box-signs to individual back-lit perforated metal letter signs, as shown on the colored elevation and perspective drawings.
- 4
- Please provide additional information about expected construction activity, including the likely length of the construction period, the numbers of trucks expected, and the proposed location of construction worker parking.
- RESPONSE:

Construction Period:
The expected duration of construction is approximately twelve (12) months.

Trucks:
The number of large trucks expected to come to the site during construction will vary considerably during different stages of construction. The most intensive activity periods expected include:
- Demolition: 10 trucks per day, two weeks duration
- Earthwork: 10 trucks per day, one week duration
- Concrete delivery/placement: 450-500 trucks.
@ 20 per day = 30 days
@ 40 per day = 15 days
- Structural steel delivery: 12 trucks, @ maximum two per day
Trucks delivering other materials are expected to be of lower frequency.
Some days or even weeks may not have any visits by large trucks.

Consruction Worker Parking:

On-site parking will be provided during construction for 15-20 workers.

Workers not able to park on site will be encouraged to use nearby public parking lots. In addition to metered on-street parking immediately adjacent to the site, there are three (3) commercial parking facilities within three (3) blocks and a fourth within eight (8) blocks:

- Central Parking System, 900 Fairview Ave N.
- Standard Parking, 809 Fairview Ave N.
- Diamond Parking, 1111 Fairview Ave N.
- Standard Parking, 8th Ave N.

END

City of Seattle

Response to Guidelines: MUP Application for Design Review

1. *Please describe the proposal in detail, including types of uses; size of structure, location of structure, amount location and access to parking; special design treatment of any particular physical site features.*

Project Location

Located on the corner of Fairview Avenue North and Valley Street, the site is designated a Seattle Landmark. Currently owned by Public Storage, it is used for mini-storage rentals. The historic Ford Assembly Plant Building is the prominent feature of the site. This handsome brick and terracotta faced structure sits tight to the northwest corner of the site, and is a visible landmark as one approaches the site.

Although the site is flat, the surrounding streets slope from a low point at the north-west corner (Fairview and Valley) to a highpoint at the south east corner (intersection of Roy St and Minor Ave N). There is an approximate 18 foot difference in the elevation of these two corners. This grade change greatly limits site accessibility, and the existing site entrances and exits at the midpoint of the block on Fairview Ave N and at the east end of the block along Valley are the only two viable points of access.

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Context

The South Lake Union neighborhood is undergoing significant changes in terms of public amenities, development, and potential zoning. In the immediate vicinity of 700 Fairview Avenue N, the South Lake Union waterfront park has been developed to the north; the Mercer Corridor project is under

construction; and adjacent zones are under consideration for a height increase. The ongoing development of adjacent areas will result in reducing views across multiple blocks, better defined street edges, and a more populated environment.

The Ford Assembly Plant building, located on the 700 Fairview Ave N site is a significant community landmark on the corner of Fairview and Valley; and is considered a “gateway” site within the South Lake Union Design Guidelines.

Proposed Project Description

Public Storage proposes to expand the existing mini-storage use at 700 Fairview Avenue N. The project proposes construction of a 5-story mini-storage building with attached 1-story retail component and expansion of on-grade parking on the footprint of the exiting one story building. The existing single-story building would be demolished with the exception of its historic Fairview Avenue façade.

Public Storage’s development objects include:

1. Add 98,700 square feet of mini-storage space to the site. This is planned as a mostly 5-story and partly 1-story structure with a total footprint of approximately 28,600 square feet and a total floor area of 131,635 total square feet to replace the existing 31,400 square foot Fuller Paint building.
2. Increase the visibility of the 1,900 square foot single-story retail space associated with the mini-storage development.
3. Add 22 parking spaces to the site to accommodate clients for the new mini-storage area (for a total of 44 spaces).
4. Maintain the historic Ford Building in its current condition.
5. Enhance the surrounding streetscape to contribute to the neighborhood, improve site security, and encourage use of the facility.
6. Coordinate work with Mercer Street Corridor improvements underway.

Design Strategy

1. Rehabilitate the 1935 façade of the Fuller Paint Building and reinforce its importance on the campus by incorporating it into a 1-story brick building used for retail.
2. Set back the west façade of the 5-story structure to expose views of the Ford Assembly Plant Building.
3. Use typical Public Storage window language at the corners and top of the 5-story structure; visually referencing a similar strategy used on the Ford Assembly Plant building. Interior orange storage doors will be visible from the exterior, similar to the Ford Assembly Plant building.
4. Select exterior finish materials of compatible color and scale without duplicating or visually competing with the historic building.

Materials proposed for the 5-story building are a one-story base of neutral gray concrete masonry units, which would be only minimally present on the south and east street frontages, with metal

ribbed siding in a medium-gray color. Windows would be aluminum frames with a clear anodized finish and non-mirrored glass with a clear to light gray tint.

Materials proposed for the one story portion behind the 1935 façade are red brick with dark gray mortar, both to match as closely as possible the existing brick and mortar. New aluminum framed windows with frames in a dark green to match the color of the windows in the Ford Assembly Plant Building would be installed in the 1935 façade and the adjoining new single-story brick retail portion of the building.

The existing entrance canopy on Fairview Ave N will be relocated to (or replicated and installed at) the new entry doors on the north side of the one-story retail building.

- 5. No changes are proposed for site entry and exit points. Landscaping will meet Green Factor requirements for this zone. Site improvements made as a requirement of the Mercer Street Corridor Project will be installed by SDOT and funded by Public Storage under a joint agreement.

2. *Please indicate in text and on plans any specific requests for development standard departures, including specific rationale and a quantitative comparison to a code-complying scheme.*

No departure from development standards is requested.

3. *Please describe how the proposed design responds to the early design guidance provided by the Design Review Board.*

This description includes excerpts from City of Seattle notes from the 9/1/2010 meeting of the Queen Anne/Magnolia Design Review Board 3 Early Design Guideline Priorities. The original EDG comments are in a serif type font. Responses to the EDG priorities are provided in red non-serif type font to differentiate the project response from the original comment.

PRIORITIES

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle’s “Design Review: Guidelines for Multifamily and Commercial Buildings” and South Lake Union Design Guidelines” of highest priority to this project.

The Board concurred with the applicant that the development site is a gateway into South Lake Union, and as such, the design should to rise to the occasion. The building’s architectural expression should seek to acknowledge historical cues to better integrate into the existing neighborhood design fabric. With additional refinement, Option B was the preferred design scheme supported by the Board. The building’s programming should allow for greater flexibility for future tenants that may occupy the building in the future. The Board will want to see floor plans and section details to demonstrate adaptability of future uses.

Response: Option B has been pursued; more detail on how this responds to EDG priorities follows in the specific guidelines. The Owner has no plans to sell the property and the design optimizes building organization for the planned mini-storage use. Horizontal reveals in the elevations occur at the structural floors to allow selective modification of the skin without damage to the entire surface. Windows could be punched through the exterior stud wall and metal skin should an unplanned conversion be desirable.

Site Planning

A-1 RESPONDING TO SITE CHARACTERISTICS
The siting of buildings should respond to specific site conditions and opportunities such as nonrectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

A-3 ENTRANCES VISIBLE FROM THE STREET
Entries should be clearly identifiable and visible from the street.

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.

A-10 CORNER LOTS
Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Both pedestrian and vehicle traffic should be considered in establishing readable entries. The design program should anticipate how easily one can navigate points of access from the surrounding street system once the Mercer Street realignment is completed.

Response: The new office entrance (on Fairview) is marked with a pedestrian scaled sign and canopy. The vehicular access point remains as existing, and is easily identified by signage. Once the Mercer Corridor Improvements are complete, the Fairview Ave. side of the building will have a more generous planting and sidewalk area, which will make the driveway entrance slightly longer and more identifiable.

The Board would like the developer to preserve the existing historic (Fuller Paint Building) front façade.

Response: The proposed design preserves the existing historic front façade.

The Board supported pulling back the upper level massing of Option B to allow a portion of the landmark building’s corner to be visible from the south. This option allows street level engagement in the public realm while respecting the adjacent building.

Response: The proposed design follows the massing proposed in Option B. The project’s upper floors are set 25 feet back from the property line (and face of the historic façade) – an improvement over the 20 feet proposed in Option B.

The Board would like to see a high-quality right-of-way design and a landscape plan that endeavors to enhance the pedestrian streetscape, especially along Roy Street. See also E-2.

Response: Along Roy Street, the landscape proposal has been changed from the originally proposed “green wall” to a richer planting of trees and drought-tolerant groundcovers and a new sidewalk in lieu of the existing gravel strip. Similarly, street trees and groundcovers have been added to Minor Ave. The right-of-way design along Fairview Avenue will be installed as part of the Mercer Corridor Improvements project, which includes a wider planting strip with trees and shrubs.

To design something special on the upper level’s southwest corner is an important opportunity.

Response: Based on comments from the Architectural Review Committee (ARC) of the Landmarks Preservation Board and the South Lake Union Community Council (SLUCC), the design includes a transparent top floor and southwest corner recalling the transparency of the historic Ford Assembly Plant Building. The windows wrap from the southwest corner around to the Fairview Ave. façade so that the view from the southwest visually relates the new building to the historic building.

Height, Bulk and Scale

B-1 HEIGHT, BULK AND SCALE
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 created a step in perceived height, bulk, and scale between the anticipated developments potential of the adjacent zones.

The Board acknowledged that the five-story option allowed a portion of the top floor of the adjacent landmark structure to be visible from the south. With a highly visible frontage along Roy Street (approximately 360 feet in length) it’s important to reduce the scale wherever the opportunity presents itself. The upper level setback along Fairview Avenue provides an appropriate transition in acknowledgement of the landmark structure to the north with views to Lake Union.

Response: The design sets back the upper levels 25 feet (in lieu of the 20 feet originally proposed) to provide additional visual access to the historic building. Based on comments from the ARC of the Landmarks Preservation Board and the SLUCC, the design includes a transparent

top floor and corners recalling the transparency of the historic Ford Building. Horizontal reveals in the metal siding help reduce the scale of 5 story portion of the building. The first floor retail space sympathetically extends the historic brick fabric at the pedestrian point of contact. Landscaping provides further interest along Roy and Minor.

Architectural Elements and Materials

- C-1 ARCHITECTURAL CONTEXT**
New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting patterns of neighboring buildings.
- C-2 ARCHITECTURAL CONCEPT & 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 forms and features identifying the functions within the building.
- C-3 HUMAN SCALE**
The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.
- 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 area encouraged.

The Board encouraged the design team to pick-up on architectural themes found in the surrounding South Lake Union area to inform the design language. The proposed structures should be designed to gracefully fit within a development site that is sympathetic to the existing landmark building to the north and FHCRC campus to the northeast.

Response: The design setbacks the upper levels 25 feet (in lieu of the 20 feet originally proposed) to provide additional visual access to the historic building. Based on comments from the Architectural Review Committee of the Landmarks Preservation Board and the South Lake Union Community Council, the design includes a transparent top floor and corners recalling the transparency of the historic Ford Building. Horizontal reveals in the metal siding help reduce the scale of 5 story portion of the building. The first floor retail space sympathetically extends the historic brick fabric at the pedestrian point of contact. Landscaping provides further interest along Roy and Minor.

The Board emphasized the need to design the proposed building in a manner that reduces the amount of blank walls. The ability to read the building’s program behind large windows would add value to the proposal. All facades should have transparent elements to create a visually the building. See also D-2.

Response: The large windows that expose the building’s program have been added to the Fairview Ave façade, the top floor of the Roy Street façade, and two stories at both the southwest and northwest corners. The intent was to concentrate the glazing at the building’s west and east ends to draw attention away from the remainder of the building.

At the next meeting, the applicant should provide well-detailed materials and color palette. Use of high quality, durable and well-detailed materials is critical elements to the overall success of the project. The Board suggested the design should enhance the Fairview and Roy frontages by emphasizing the pedestrian experience. This will determine its overall success at street level.

Response: The finishes proposed for the building include brick with green metal framed windows (to match those existing at the Ford Assembly Building) at the retail space; ribbed metal siding of a medium bronze color and a quality similar to other recent South Lake Union buildings; and aluminum color storefront windows at the taller portion of the building. The palate is simple in order to allow emphasis in the articulation of the historic building and remaining historic façade. The metal siding is articulated with horizontal reveals and vertical breaks to provide rhythm in the building skin. Pedestrian activity on Fairview Avenue is strongly reinforced by the building entrance and retail program. The development of Roy Street relies on landscaping and significant sidewalk improvements to enhance the pedestrian experience.

The Board would like to see a detailed design of the floor plan and building section detail to better understand adaptability of future uses.

Response: These will be included in the Design Review Board packet.

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.
- D-2

BLANK WALLS

Building should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are avoidable, they should receive design treatment to increase pedestrian comfort and interest.
- D-7

PEDESTRIAN SAFETY

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

- D-9

COMMERCIAL SIGNAGE

Signs should add interest to the street from environment and should be appropriate for the scale and character.
- D-10

COMMERCIAL LIGHTING

Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts evening hours.
- D-11

COMMERCIAL TRANSPARENCY

Commercial store-fronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

The Board discussed the importance of the sidewalk street experience along the rights-of-way. Though Roy Street and Minor Avenue North are not particularly heavily used streets, emphasis should be directed towards enhancing the quality of the pedestrian experience. Will pedestrians feel safe walking along these two streets? Integrating architectural elements and landscaping at the street edge is an important design facet in the overall design composition and should be treated as such with an eye on detail.

Response: The proposed landscape plan includes street trees lining Minor and Roy, and a variety of hearty native plantings are proposed for under the trees and between the building and sidewalk. A new sidewalk is included along Roy Street, greatly improving pedestrian safety (no sidewalk currently exists). The existing fence (vertical steel balustrade painted black) will remain along Minor Ave, protecting pedestrians from the sloping bank edge.

As previously mentioned, the Board would like the design team to reduce the amount of blank walls on all facades in order to increase upper level readability and visibility. The Board stressed the importance of establishing greater transparency at this gateway location. The applicant should show this is achieved at the next meeting.

Response: Considerable design work has been done to greatly increase transparency at the upper floor of the building, at the building corners, and at the one story section of the project. This better relates the project to the existing historic window treatment, and provides appropriate transparency into the retail space.

The articulation of pedestrian entries should be visually announced. Emphasis should be directed towards making the building readable, so that visitors can easily find the appropriate entries.

Response: The new office entrance (on Fairview) is marked with a pedestrian scaled sign and canopy. This will be very visible from the Fairview Avenue sidewalk, and the site’s driveway.

Landscaping

- E-2 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.
- E-3 LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS
The landscape should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

The Board looks forward to reviewing a well-detailed landscape plan that emphasizes using green elements on the south elevation. A maintenance plan must be included to assure the green spaces remain vibrant and attractive over the years.

Vertical landscaping found in Option A provided a more refined scale allowing the structure’s presence to clearly be articulated along the south façade.

Response: Along the south elevation, the landscape proposal has been changed from the originally proposed “green wall” to a richer planting of trees and drought-tolerant groundcovers. This planting scheme will be easier to maintain, will start with more robust plants, and will provide a more pedestrian friendly experience along Roy Street.

DEVELOPMENT STANDARD DEPARTURES

No departures were identified during the meeting.

NEXT STEPS

MUP Application:

1. Submit application for Master Use Permit (MUP) application. Please call Lisa Rutzick (at 206-386-9049) when you have scheduled your MUP intake appointment.
2. Please include a written response to the guidance provided in this EDG. Per Attachment B of Client Assistance Memo 238, plan on embedding four 11x17 colored and shadowed elevations, landscape and right-of-way improvement plans and three-dimensional street level vignettes into the front of the MUP plan set (4 per sheet) as Design Review sheets.
3. A parking and traffic study will be required as part of the MUP process.

Response: MUP Application has been submitted.

Recommendation Meeting:

4. The Board would like to see a detailed rendering of floor plans and building sections to demonstrate adaptability of future uses.
5. Please submit a color and materials board.
6. Please also prepare a conceptual signage plan.
7. Please submit a conceptual lighting plan, particularly along Roy Street, entries, and driveways.
8. Please identify and illustrate any Green LEED elements.

Response: The above have been considered in the design process and will be illustrated in the proposal packet submitted to DPD 5 days prior to the Design Review meeting.

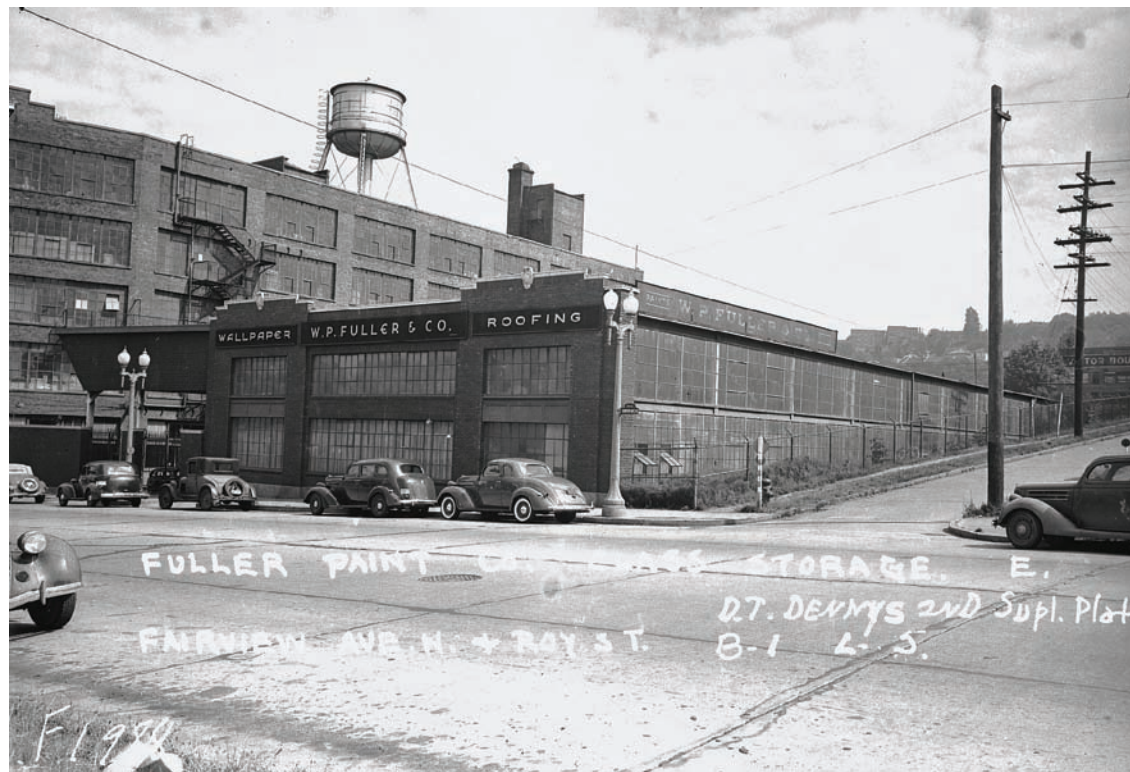




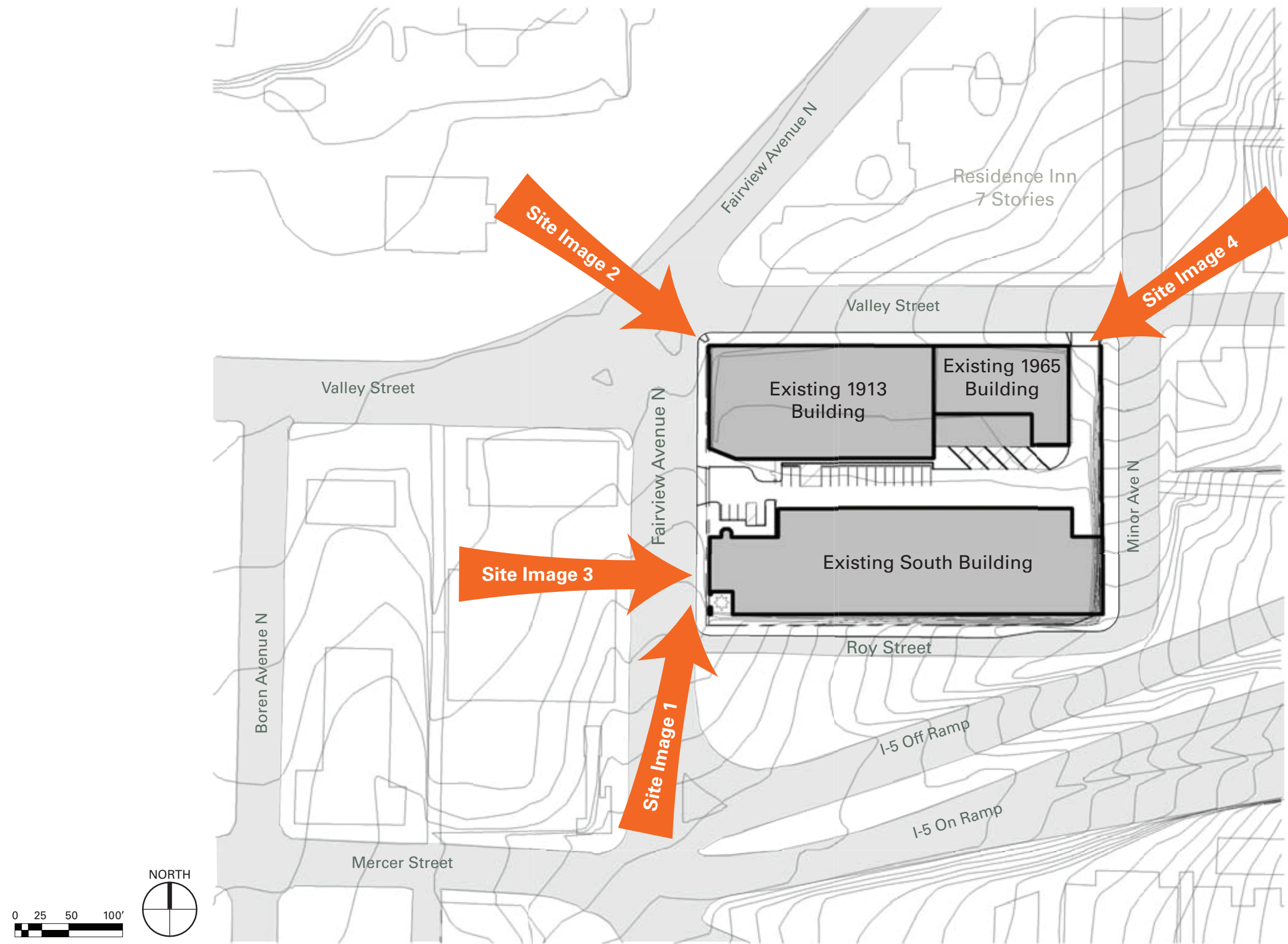
PRE-1935



PRE-1935



CIRCA-1935





View corridor north on Fairview



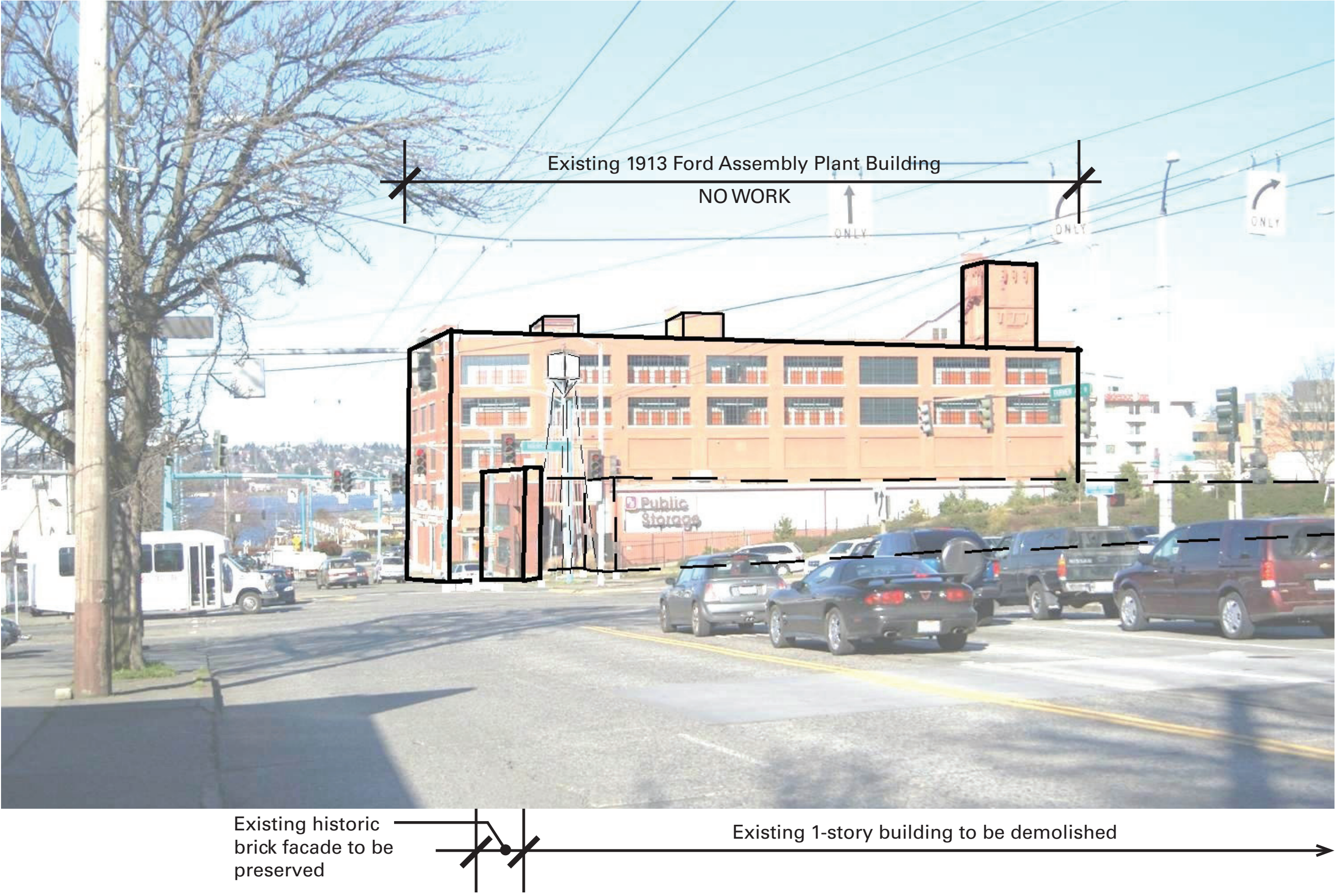
View corridor southeast diagonal across Fairview



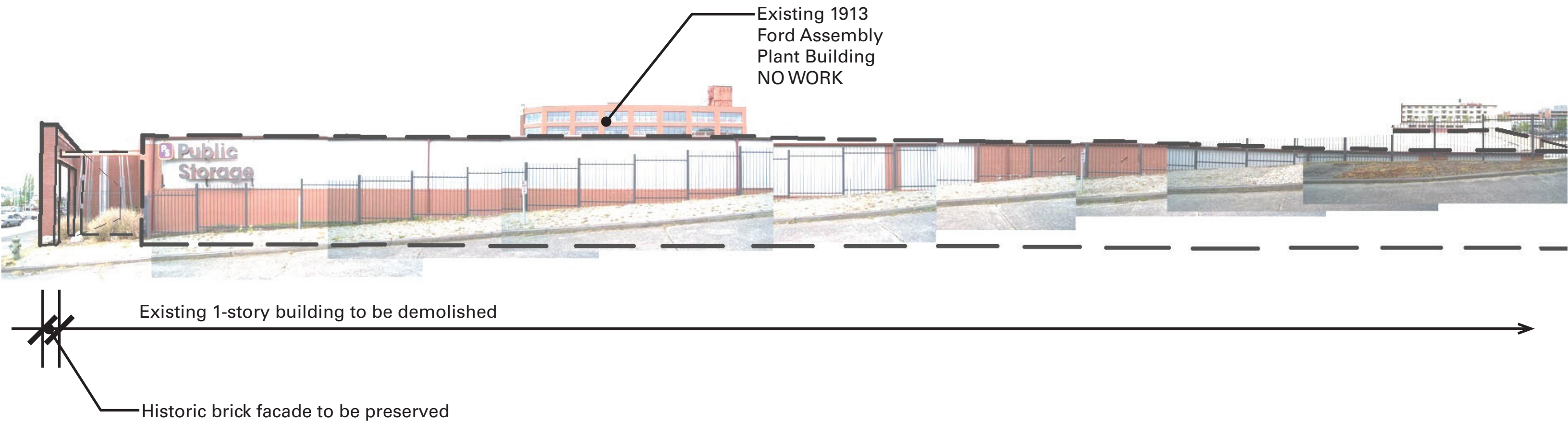
View corridor east across Fairview



View corridor southwest diagonal across Minor & Valley



STREET VIEW:
Fairview Avenue North - Looking North (Site Image 1)
Scope of Demolition



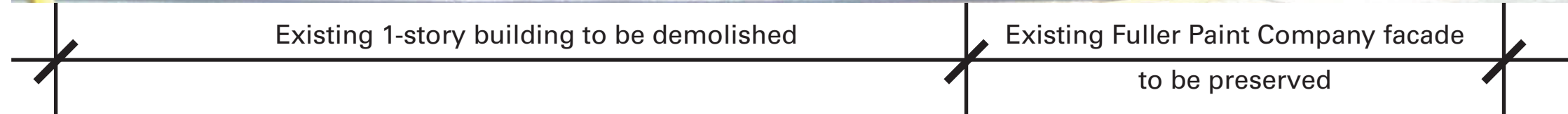
STREET VIEW:
Roy Street Composite Elevation Photo - Looking North
Scope of Demolition



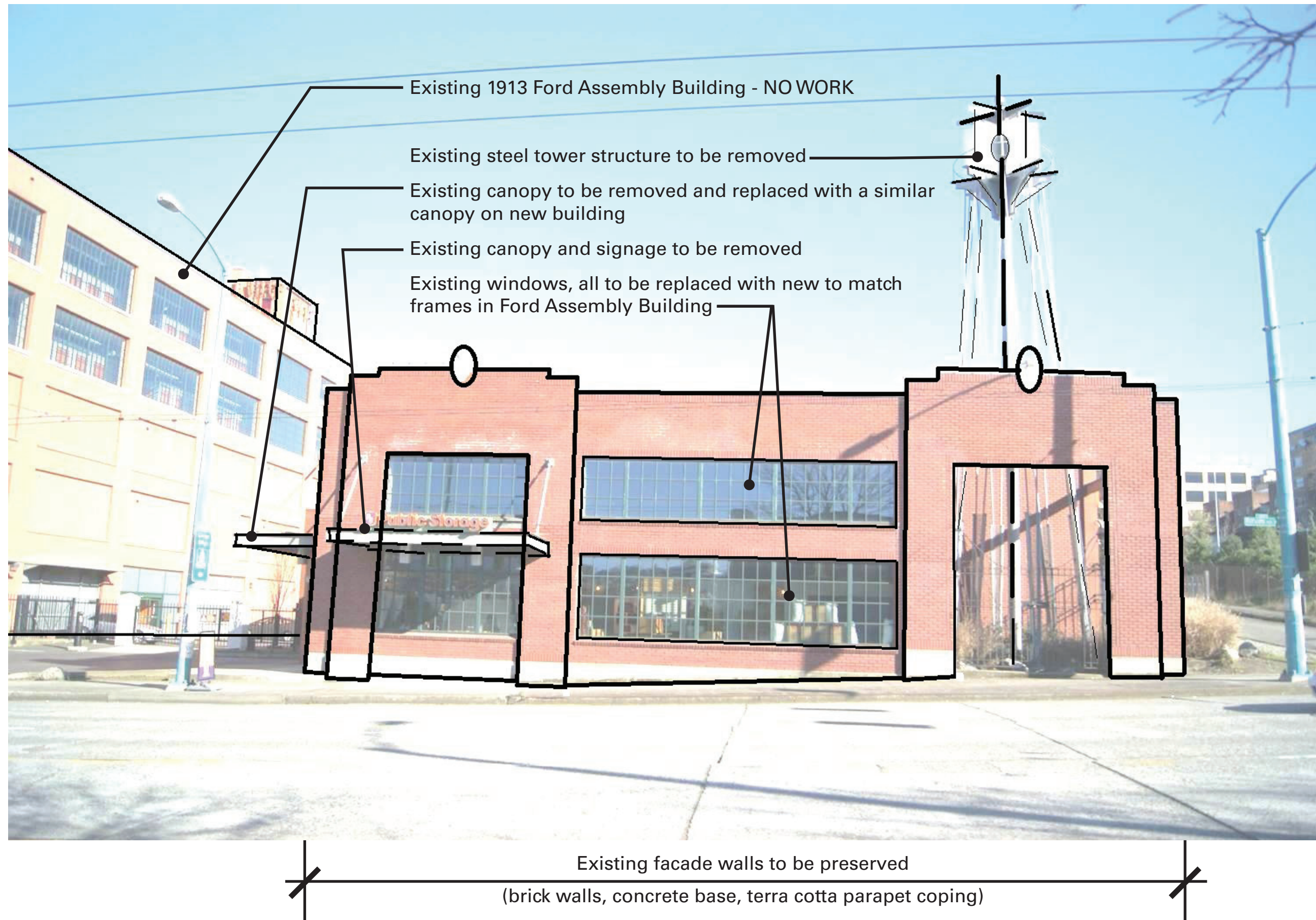
Existing 1913 Ford Assembly Building - NO WORK

Existing 1-story
building to be
demolished

Existing facade to
be preserved

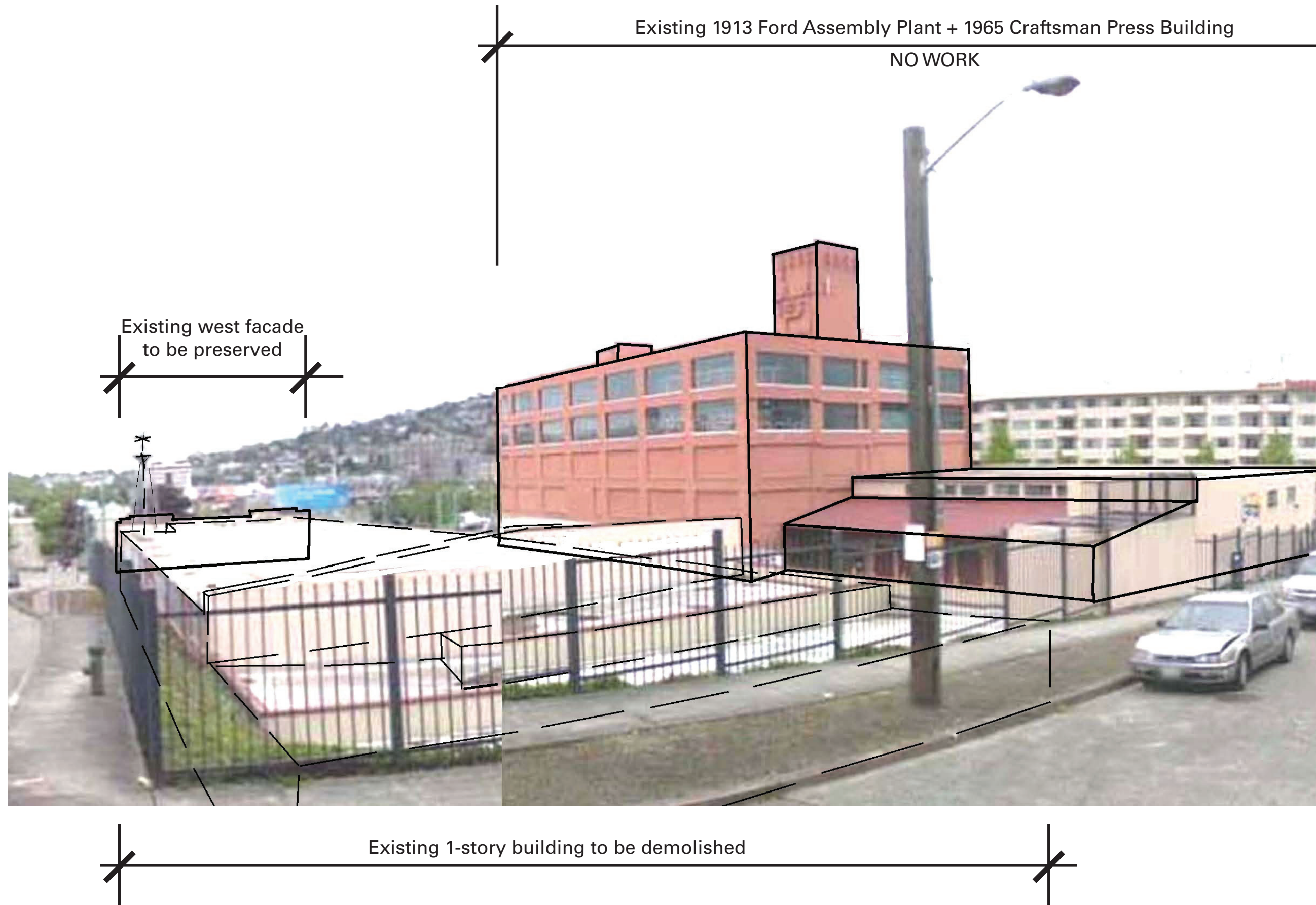


STREET VIEW:
Fairview Avenue North - Looking Southeast
Scope of Demolition





STREET VIEW:
Valley & Minor Street - Looking Southwest (Site Image 4)
 Scope of Demolition





SOUTHWEST VIEW



WEST VIEW



SOUTH ELEVATION



WEST ELEVATION



NORTHEAST VIEW



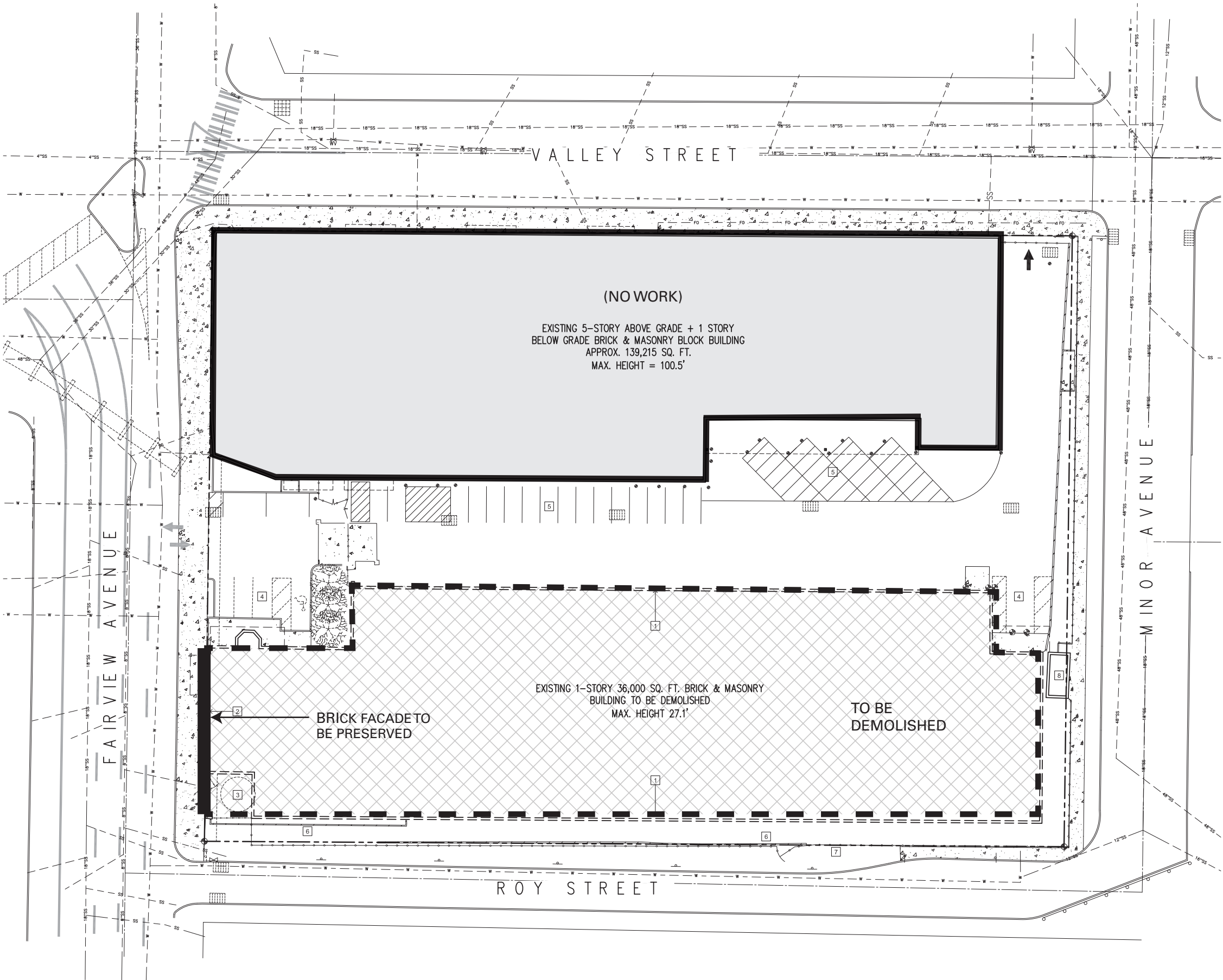
SOUTHEAST VIEW



NORTH ELEVATION



EAST ELEVATION



KEY NOTES

- 1 EXISTING 1-STORY BUILDING TO BE DEMOLISHED
- 2 HISTORIC FACADE (ALONG FAIRVIEW AVE) TO BE RETAINED INCORPORATED INTO NEW BUILDING DESIGN
- 3 EXISTING "LIGHHOUSE" TOWER ELEMENT TO BE REMOVED & RELOCATED
- 4 EXISTING PARKING TO BE DEMO'D AND REPLACED. REFER TO PROPOSED SITE PLAN A1.01
- 5 EXISTING PARKING TO BE RE-STRIPE - REFER TO CIVIL PLANS AND PROPOSED SITE PLAN A1.01
- 6 EXISTING RETAINING WALL TO REMAIN
- 7 EXISTING FENCE TO REMAIN
- 8 EXISTING TRANSFORMER VAULT TO REMAIN

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BID DOCS:		
CONSTR. DOCS:		

GENERAL NOTES

A. SITE CONDITIONS WERE DERIVED FROM SURVEY PROVIDED BY PUBLIC STORAGE AND MILLMAN SURVEYING, INC. DATED 05-17-2010

24"x36" SCALE:	AS NOTED
PLOT DATE:	09-21-11
CAD FILE:	11-032A11
JOB NUMBER:	10-032
CHECKED:	----
DRAWN:	DYM
STATUS:	MUP SUBMITTAL

EXISTING CONDITIONS &
DEMO SITE PLAN

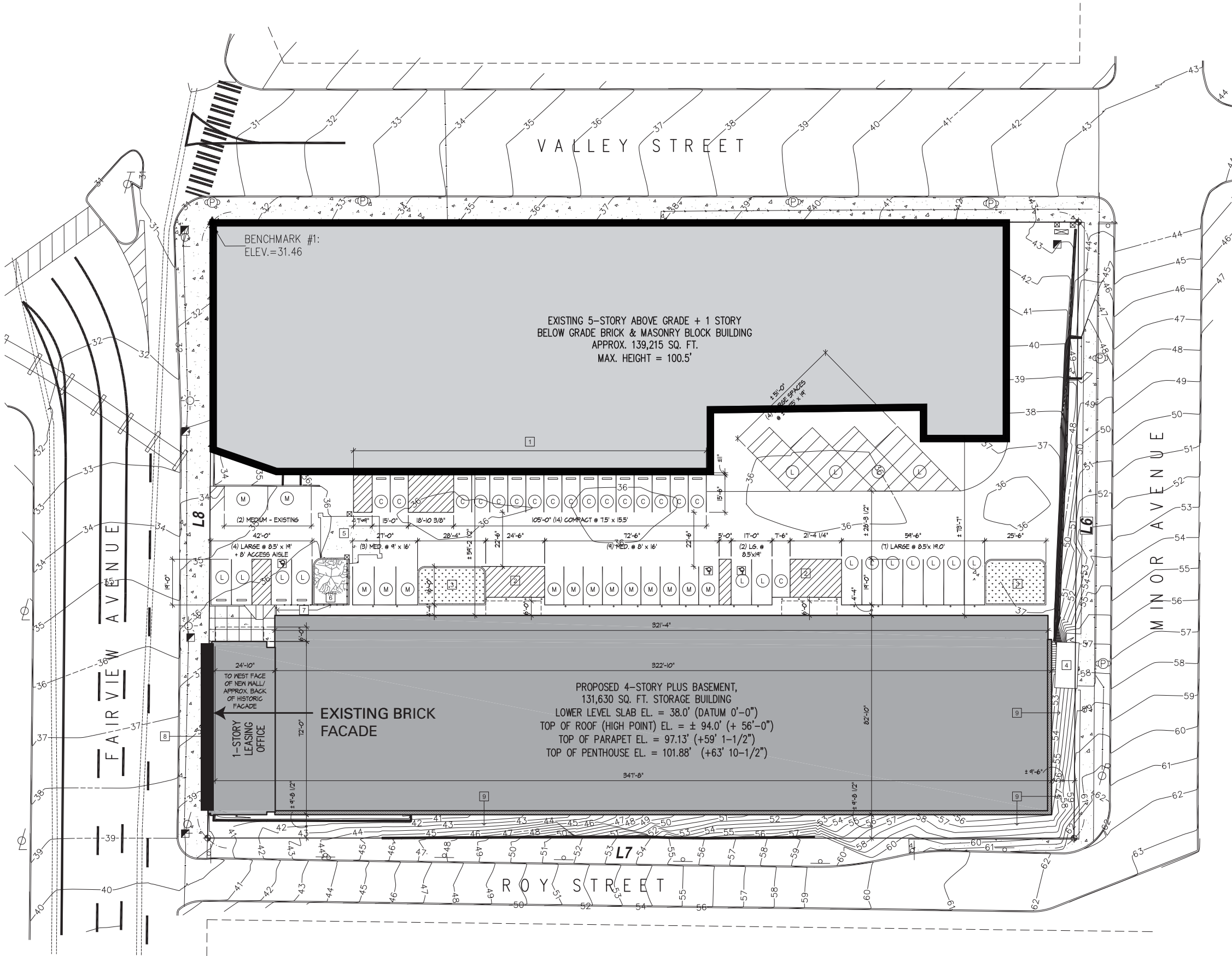
A1.01



EXISTING CONDITIONS & DEMO SITE PLAN

1" = 20'

11-032A11



PROPOSED SITE PLAN

1" = 20'

11-032A11

KEY NOTES

- 1 EXISTING PARKING AGAINST EXISTING BUILDING TO REMAIN TO BE RESTRIPTED PER PLANS. PROVIDE NEW WHEEL STOPS PER PLANS
- 2 STRIPED LOAD/UNLOAD AREA PER PLANS. MARK AS "NO PARKING"
- 3 LANDSCAPE BIOSWALE PER CIVIL DRAWINGS
- 4 EXISTING ELECTRICAL VAULT TO REMAIN. REFER TO EXTERIOR ELEVATIONS (SHEETS A3.1 & A3.2) AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION
- 5 EXISTING AUTOMATED GATE TO REMAIN - PROTECT DURING CONSTRUCTION
- 6 EXISTING LANDSCAPE ISLAND TO BE MODIFIED. RETAIN EXISTING TREE. PROTECT & RESTORE EXISTING LANDSCAPING TO REMAIN.
- 7 NEW SITE SECURITY FENCING PER PUBLIC STORAGE STANDARD
- 8 EXISTING HISTORIC FACADE TO BE RETAINED
- 9 EXISTING GRADES - NO CHANGES PROPOSED AT SOUTH AND EAST FACADES OF PROPOSED STRUCTURE

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GENERAL NOTES

- A. SITE CONDITIONS WERE DERIVED FROM SURVEY PROVIDED BY PUBLIC STORAGE AND MILLMAN SURVEYING, INC. DATED 05-17-2010
- B. ACCESSIBLE ROUTES OF TRAVEL NOT TO EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE.
- C. FIRE APPARATUS ACCESS: FIRE LANES MUST BE MARKED/SIGNED IN ACCORDANCE WITH LOCAL CODE.
- D. GC TO COORD. WITH LOCAL FIRE DEPARTMENT THE LOCATION FOR FIRE ACCESS LOCK BOX/KNOX BOX.
- E. ALL EXTERIOR SIGNS REQUIRE A SEPARATE PERMIT SUBMITTAL.

PARKING CALCULATIONS

PARKING SPACE TYPE & SIZE	MIN.	MAX.	PROVIDED
COMPACT 7.5' x 15.0' (Min & Max.)	35%	65%	17
MEDIUM 8' x 16.0'	N/A	N/A	14
LARGE 8.5' x 19.0'	35%	N/A	17
	16.8		
TOTAL			48

SITE PLAN LEGEND

- PROPERTY LINE
- SETBACK/EASEMENT. REFER TO CIVIL DWGS
- (C) COMPACT PARKING STALL: 7.5'x15.0' (MAX.)
- (M) MEDIUM PARKING STALL: 8.0'x16.0' (MIN.)
- (L) COMPACT PARKING STALL: 8.5'x19.0' (MIN.)

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CAD FILE:	11-032A11
JOB NUMBER:	10-032
CHECKED:	----
DRAWN:	DYM
STATUS:	MUP SUBMITTAL

PROPOSED SITE PLAN

A1.02

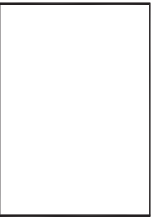
DESIGN ARCHITECT:
bassetti
architects

ARCHITECT OF RECORD:
Magellan
ARCHITECTS

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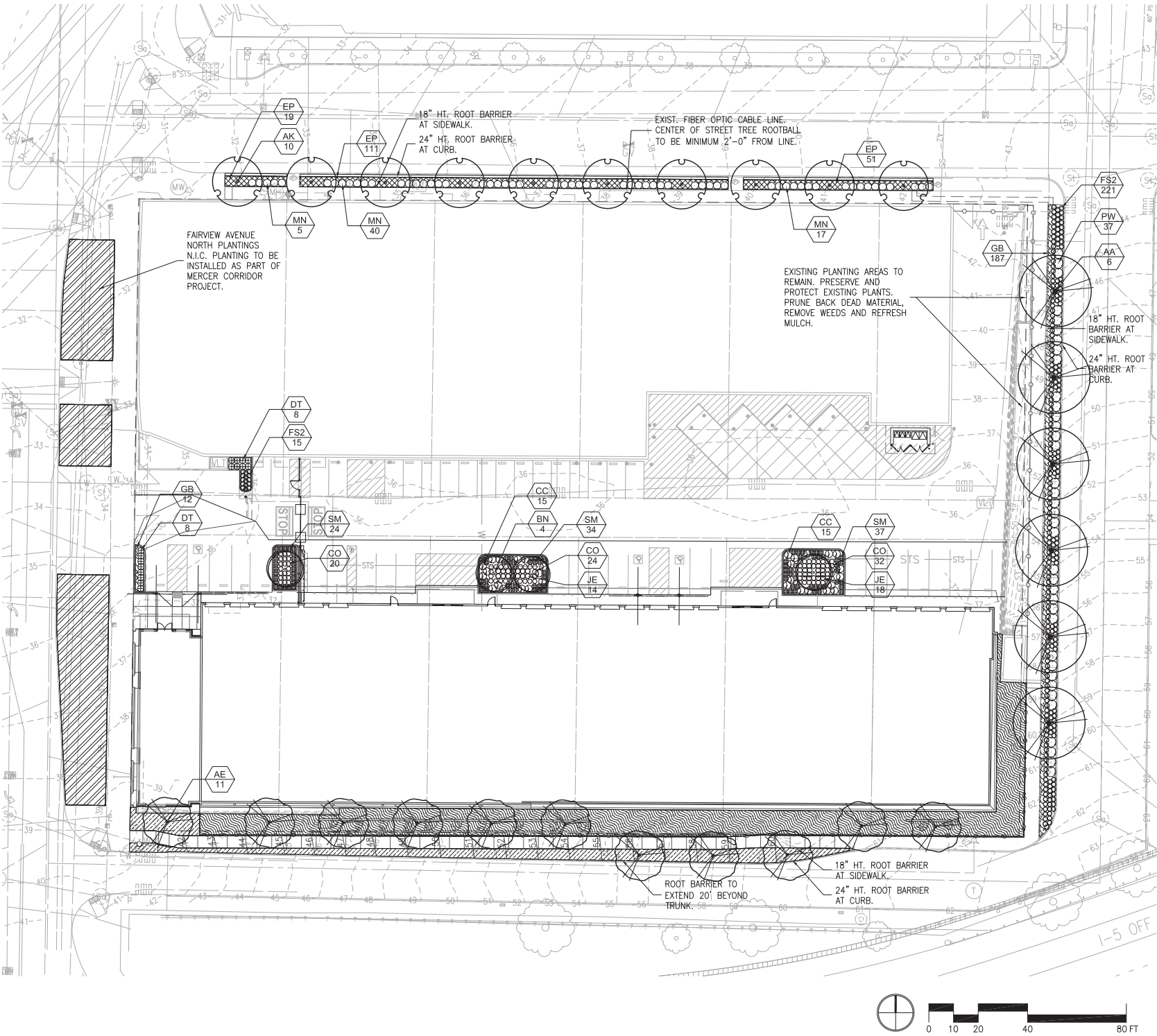
SiteWorkshop LLC
Landscape Architecture
1927 First Alley
Seattle, WA 98101
P: 206.485.3029
F: 206.285.3829
www.siteworkshop.com

PUBLIC STORAGE SOUTH LAKE UNION
NEW CONSTRUCTION
DEVELOPMENT / EXIST BUILDING NAME
700 FAIRVIEW AVENUE NORTH
SEATTLE, WA 98109


















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PERMIT SUBMITTAL:		
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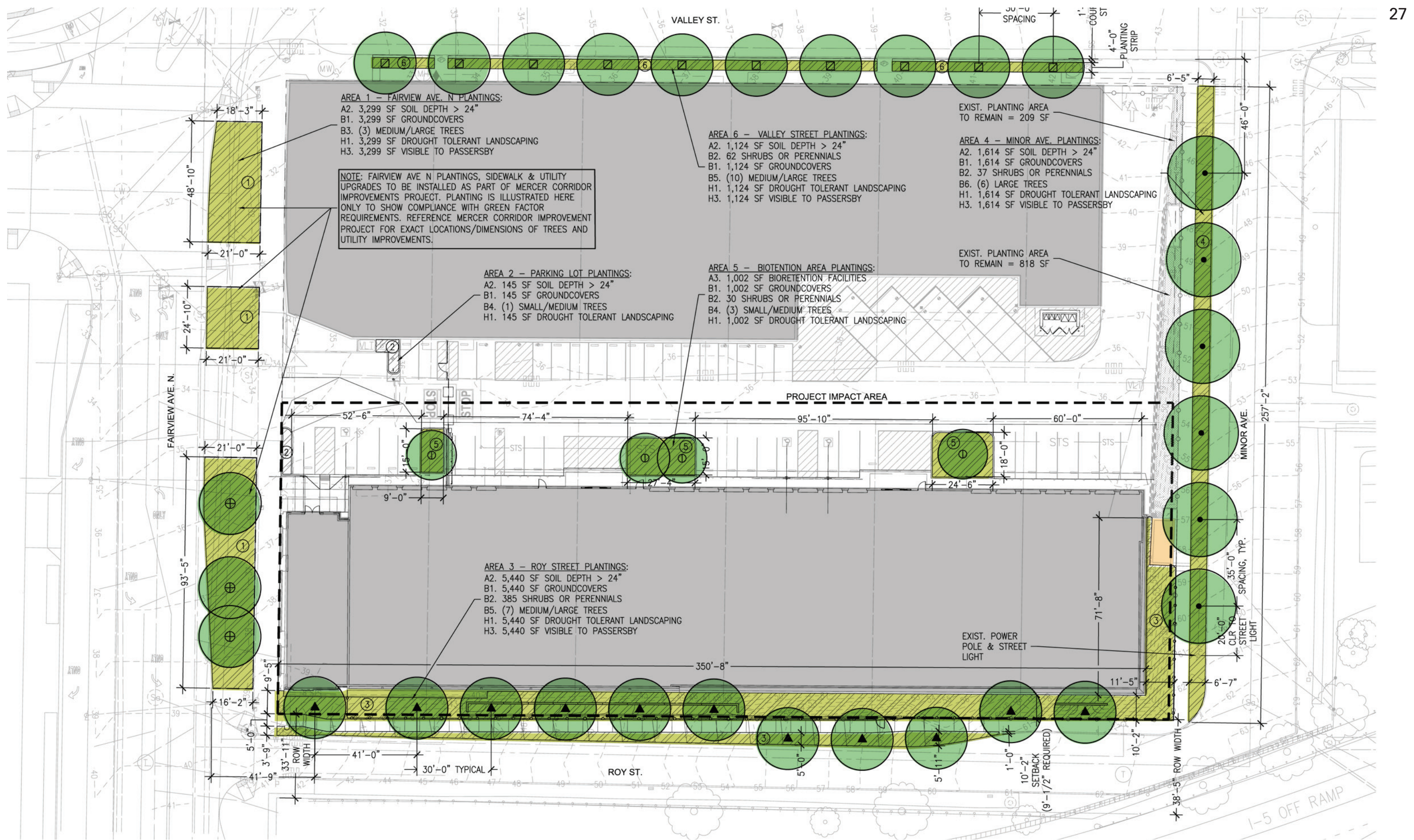
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PLOT DATE:	08-27-12
CAD FILE:	
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CHECKED:	VS
DRAWN:	VS/ML
STATUS	95% CONSTR. DOCS

LANDSCAPE PLANTING PLAN
LL5.10

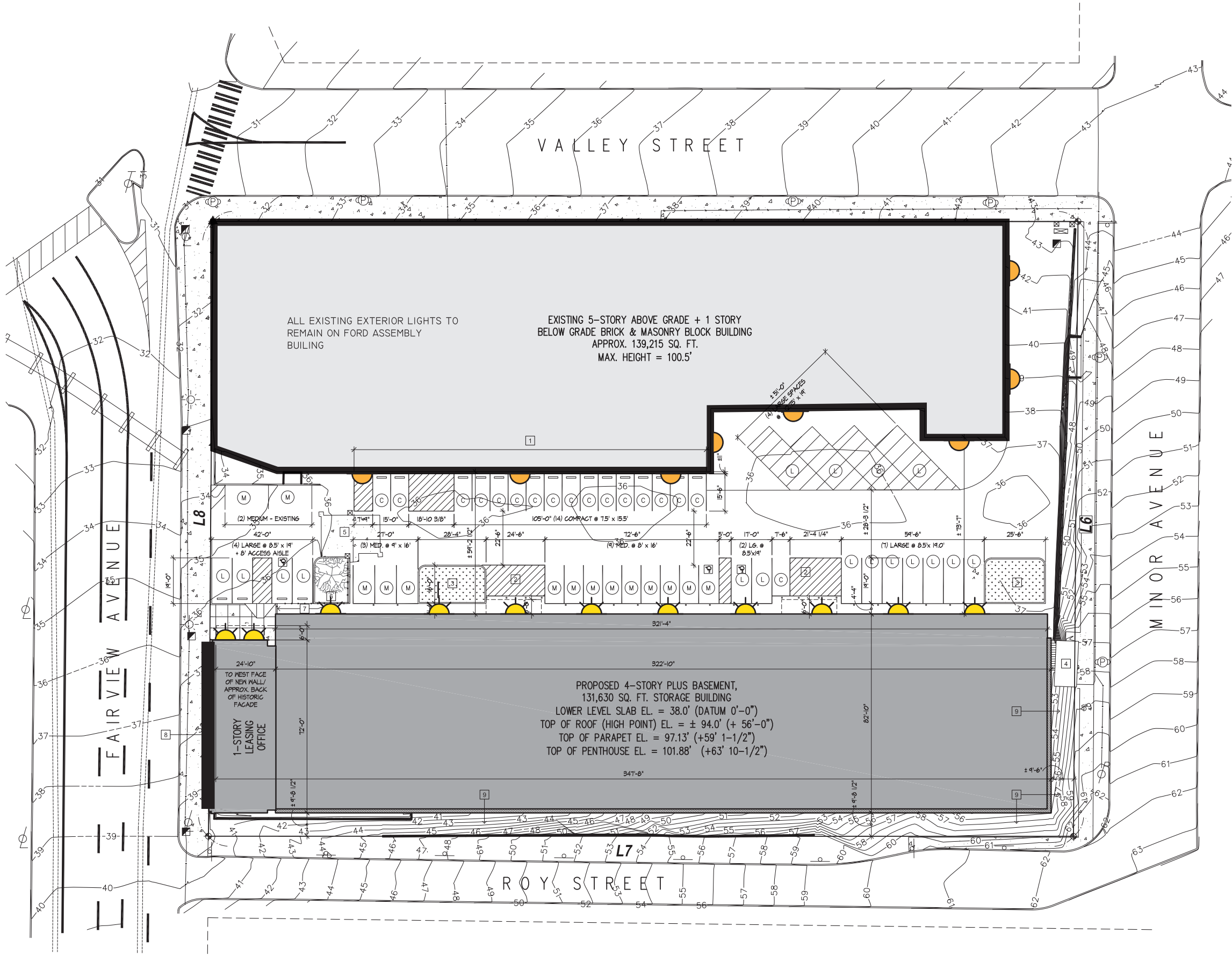


- PLANTING NOTES
- ANY ROCK, CLODS, OR DEBRIS GREATER THAN 3/4" SHALL BE REMOVED FROM SHRUB AND GROUNDCOVER AREAS.
 - TREES AND SHRUBS SHALL BE INSTALLED PRIOR TO GROUNDCOVERS.
 - CONTRACTOR SHALL ALLOW FOR THE SPECIFIED QUANTITIES OF SOIL AMENDMENTS AND CONDITIONERS IN SOIL PREPARATION AND FINISH GRADING.
 - FINAL LAYOUT OF ALL PLANT MATERIALS WILL BE COORDINATED WITH LANDSCAPE ARCHITECT. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND ACCOUNTING FOR ALL BID QUANTITIES IN EACH CATEGORY AS OUTLINED IN THE PLANT SCHEDULE. ANY PLANTS THAT ARE NOT USED AS PART OF THIS ALLOWANCE SHALL BE CREDITED TO THE OWNER
 - NURSERY TAGS SHALL REMAIN ON AT LEAST TWO PLANTS PER SPECIES UNTIL SUBSTANTIAL COMPLETION.

PLANT SCHEDULE						
TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	COND	CAL
	AA	6	Acer freemanii 'Autumn Blaze'	Autumn Blaze Maple	B & B	2"Cal
	AE	11	Acer platanoides 'Ezestre'	Easy Street Maple	B & B	2"Cal
	AK	10	Acer rubrum 'Karpick'	Karpick Red Maple	B & B	2"Cal
	BN	4	Betula nigra	River Birch	B & B	Mult, 3 stems, 1.5" cal. each
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING
	CC	30	Cornus sanguinea 'Cato'	Arctic Sun Dogwood	5 gal	As Shown
	MN	62	Mahonia nervosa	Oregon Grape	2 gal	36" o.c.
	PW	37	Pittosporum tobira 'Wheeler's Dwarf'	Wheeler's Dwarf Mock Orange	5 gal	48" o.c.
GRASSES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING
	CO	76	Carex obnupta	Slough Sedge	1 gal	As Shown
	DT	16	Deschampsia cespitosa	Tufted Hair Grass	2 gal	As Shown
	FS2	236	Festuca idahoensis 'Siskiyou Blue'	Siskiyou Blue Fescue	2 gal	As Shown
	JE	32	Juncus ensifolius	Swordleaf Rush	1 gal	As Shown
	SM	95	Scirpus microcarpus	Small-fruited Bulrush	1 gal	As Shown
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT		
	181	Epimedium x perrallicum	Hybrid Epimedium	1 gal@ 24" oc		
	199	Geranium macrorrhizum	Bigroot Geranium	1 gal@ 18" oc		
	FAIRVIEW AVE N SHRUBS & GROUNDCOVERS (NOTE: N.I.C. PLANTINGS TO BE INSTALLED AS PART OF MERCER CORRIDOR PROJECT): Species Persicaria affinis 'Dinty/Dinty Fleece Flower Prunus laurocerasus 'Mt Vernon'/Mt Vernon Laurel Rosa x 'Nearly Wild'/ Nearly Wild Rose Salvia nemorosa 'Ostrifriesland'/East Friesland Salvia Size/Spacing 1 gal, 18" triangular spacing 2 gal, 24" triangular spacing 1 gal, 24" triangular spacing 1 gal, 18" triangular spacing					
	ROY STREET SHRUBS, PERENNIALS & GROUNDCOVERS: Species At Sidewalk Level: Berberis thunbergii 'Gentry' Salvia x sylvestris 'Blue Hill' Sesleria autumnalis/Autumn Moor Grass Size/Spacing 5 gal, 36" oc 1 gal, 24" oc 2 gal, 24" oc					
	On Slope: Gaultheria shallon / Salal Mahonia aquifolium/ Tall Oregon Grape Polystichum munium / Western Sword Fern Rosa nutkana/ Nootka Rose Symphoricarpos albus/ Snowberry 1 gal, 24" triangular spacing 1 gal, 4" oc 2 gal, 36" oc 5 gal, 4" oc 5 gal, 4" oc					



PROPOSED SITE PLAN



KEY NOTES

- 1 EXISTING PARKING AGAINST EXISTING BUILDING TO REMAIN TO BE RESTRIPTED PER PLANS. PROVIDE NEW WHEEL STOPS PER PLANS
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- 9 EXISTING GRADES - NO CHANGES PROPOSED AT SOUTH AND EAST FACADES OF PROPOSED STRUCTURE

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CONSTR. DOCS:	

LIGHTING LEGEND

- WALL MOUNTED LIGHT (PROPOSED) WITH HIGH PRESSURE SODIUM LIGHT
- WALL MOUNTED LIGHT (REMAINING)

24"x36" SCALE:	AS NOTED
PLOT DATE:	09-21-11
CAD FILE:	11-032A11
JOB NUMBER:	10-032
CHECKED:	----
DRAWN:	
STATUS:	MUP SUBMITTAL

PROPOSED
SITE LIGHTING
PLAN



PROPOSED LIGHTING SITE PLAN

1" = 20'

11-032A11

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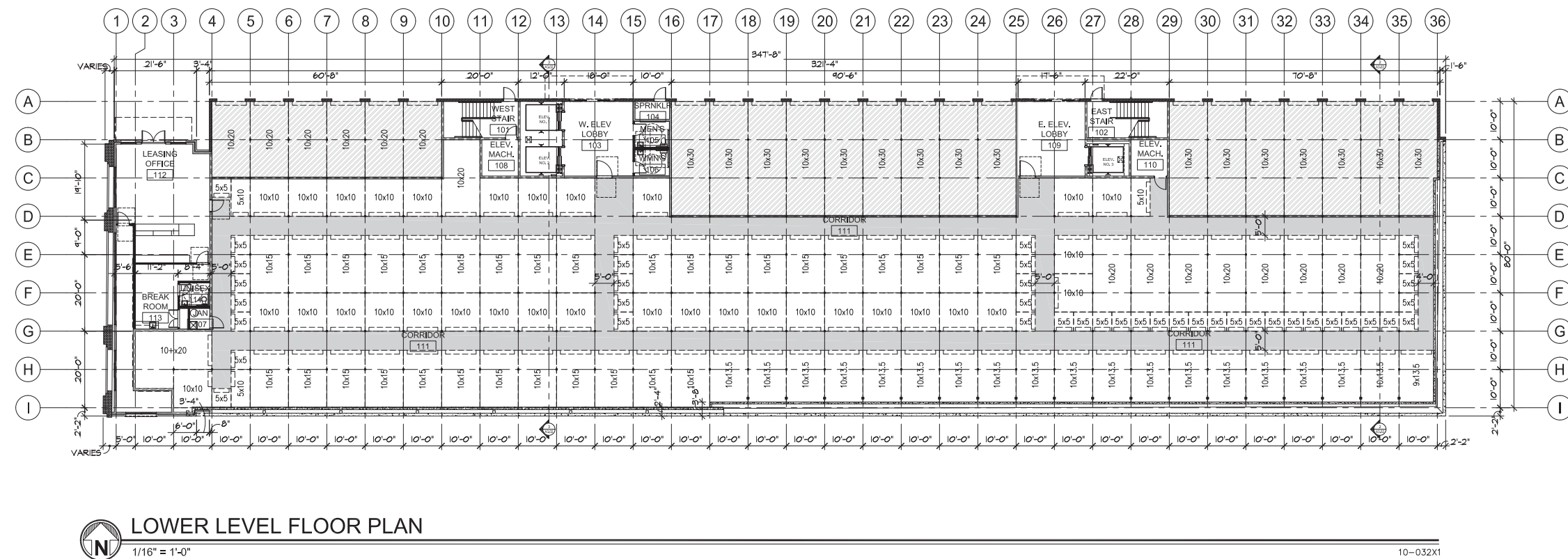
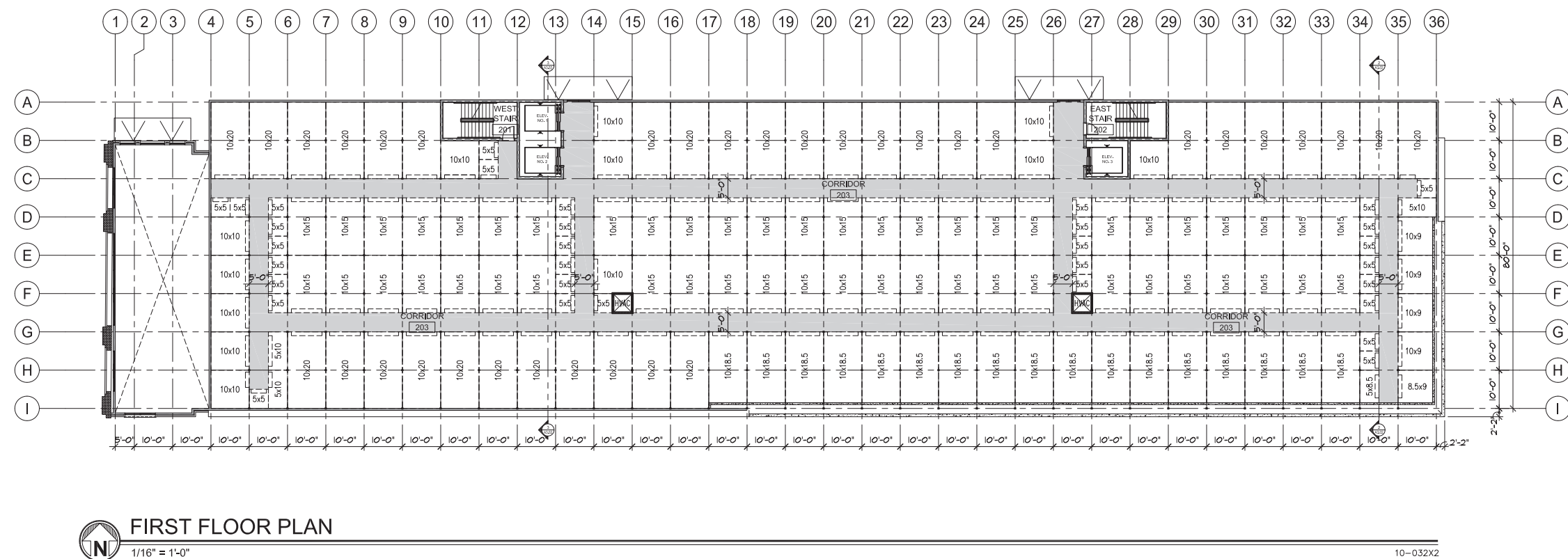
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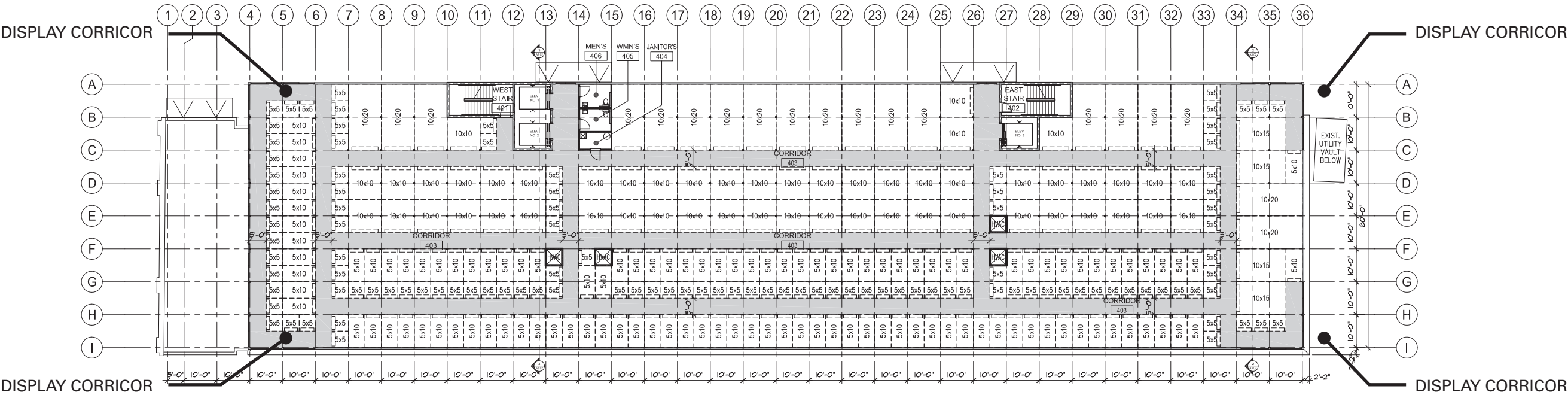
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CONSTR. DOCS: _____

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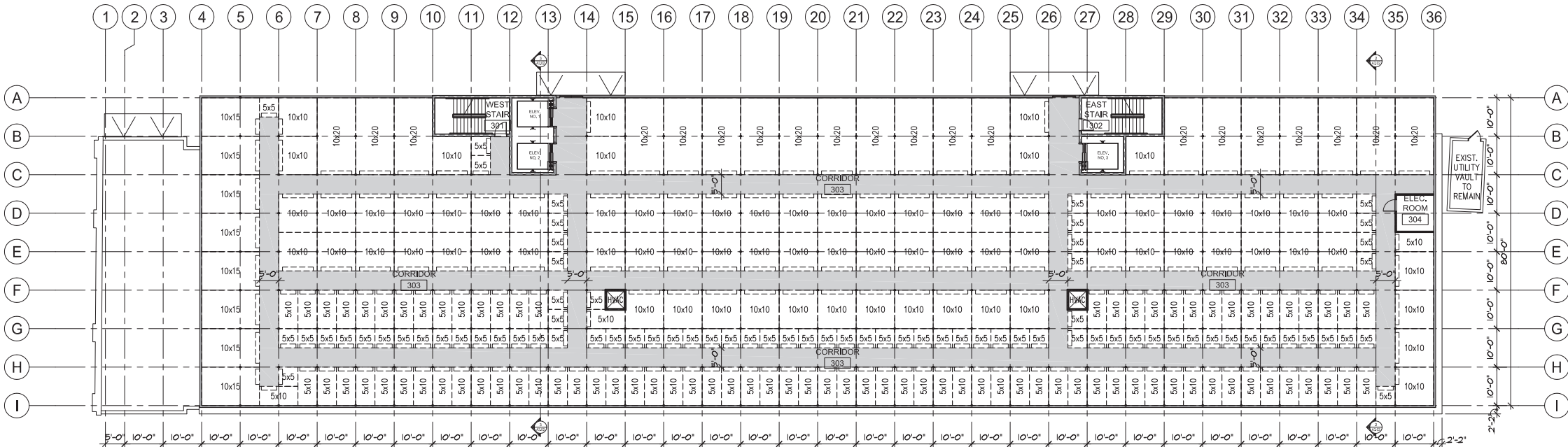




THIRD FLOOR PLAN

1/16" = 1'-0"

10-032X4



SECOND FLOOR PLAN

1/16" = 1'-0"

10-032X3

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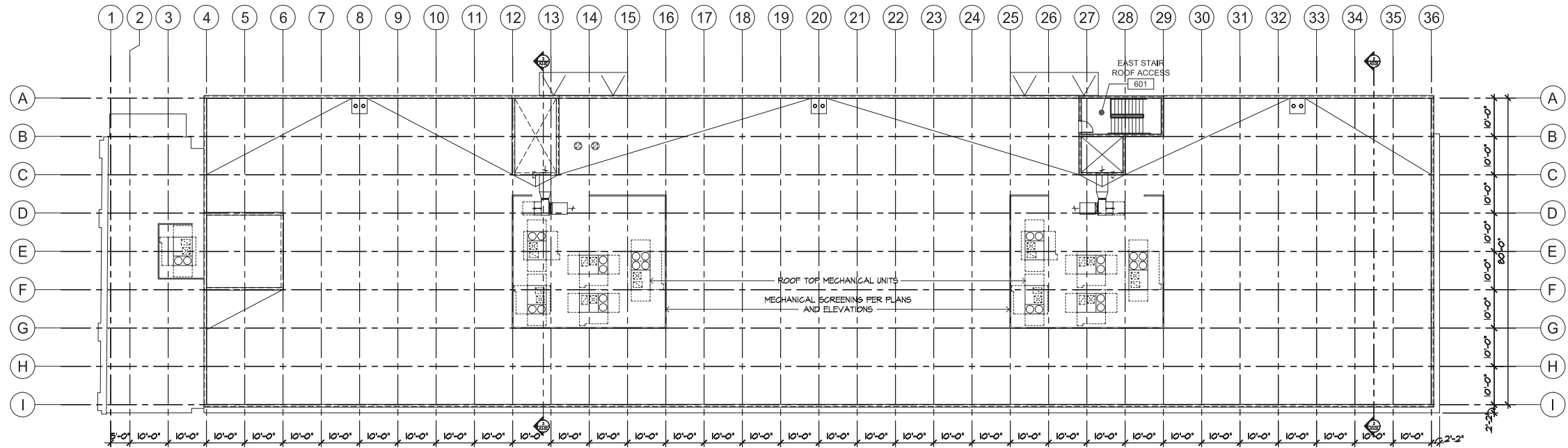
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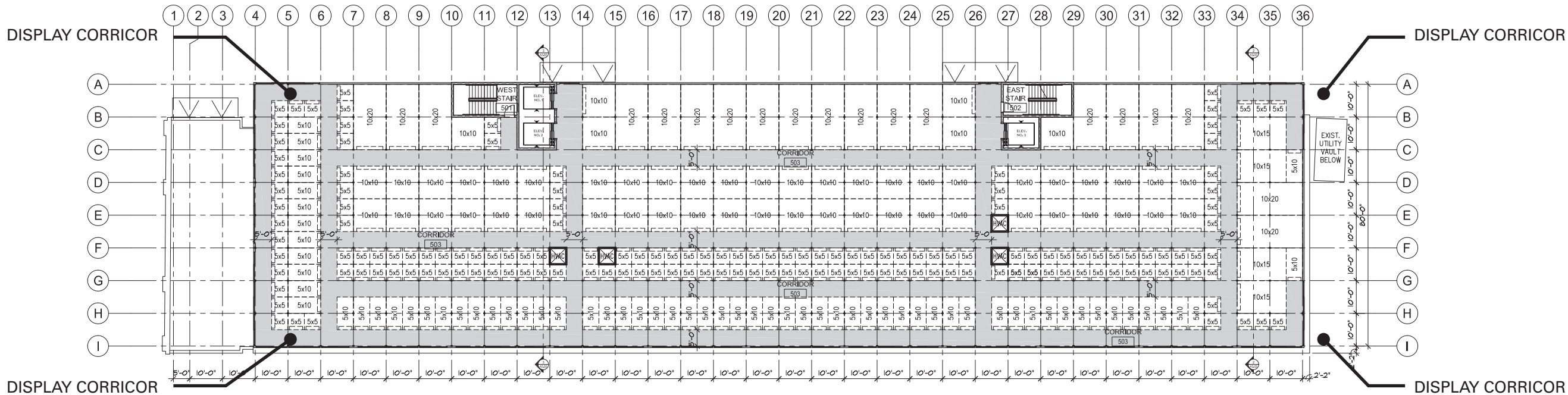
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CAD FILE:	10-032A21
JOB NUMBER:	10-032
CHECKED:	----
DRAWN:	DYM
STATUS:	MUP SUBMITTAL

SECOND & THIRD
FLOOR PLANS
A2.02



ROOF PLAN
1/16" = 1'-0"

10-032x6



FOURTH FLOOR PLAN
1/16" = 1'-0"

10-032x5

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PLOT DATE: 09-21-11
CAD FILE: 10-032A21
JOB NUMBER: 10-032
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DRAWN: DYM
STATUS: MUP SUBMITTAL

FOURTH FLOOR AND
ROOF PLANS
A2.03

CIVIL ENGINEER

Firm Name
Street Address, Suite
City, ST 00000
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LANDSCAPE ARCHITECT

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STRUCTURAL ENGINEER

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MECHANICAL ENGINEER

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ELECTRICAL ENGINEER

Firm Name
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MISC CONSULTANT

Firm Name
Street Address, Suite
City, ST 00000
T (000) 000 0000 F (000) 000 0000

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KEY PLAN

OWNER NAME

**PUBLIC
STORAGE**

PROJECT # 000000

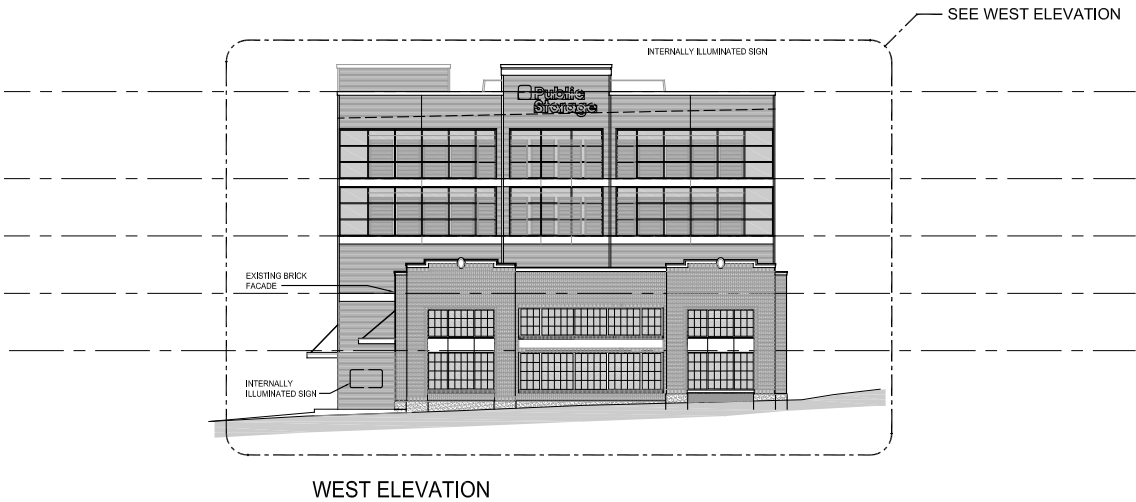
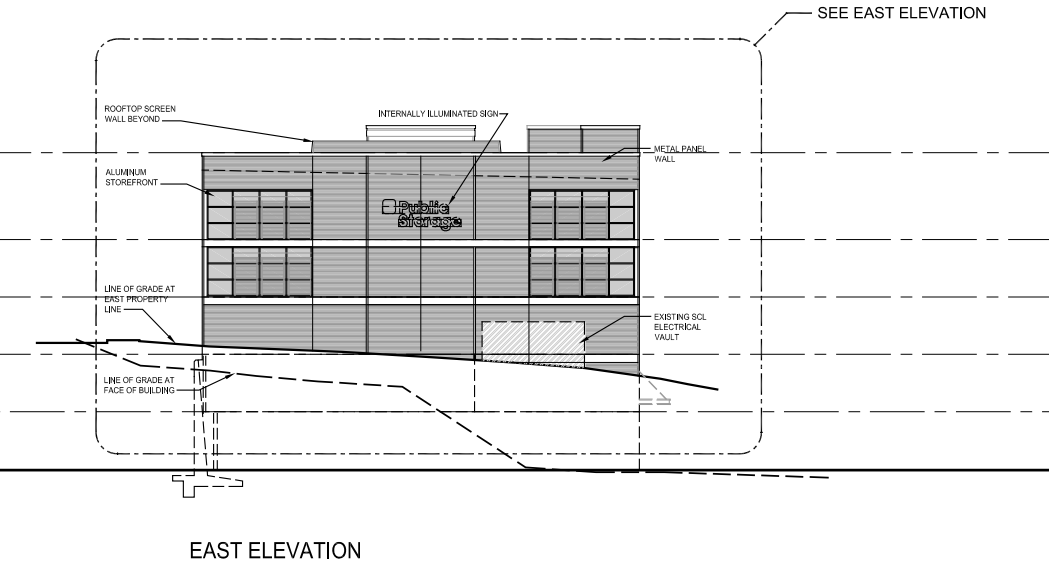
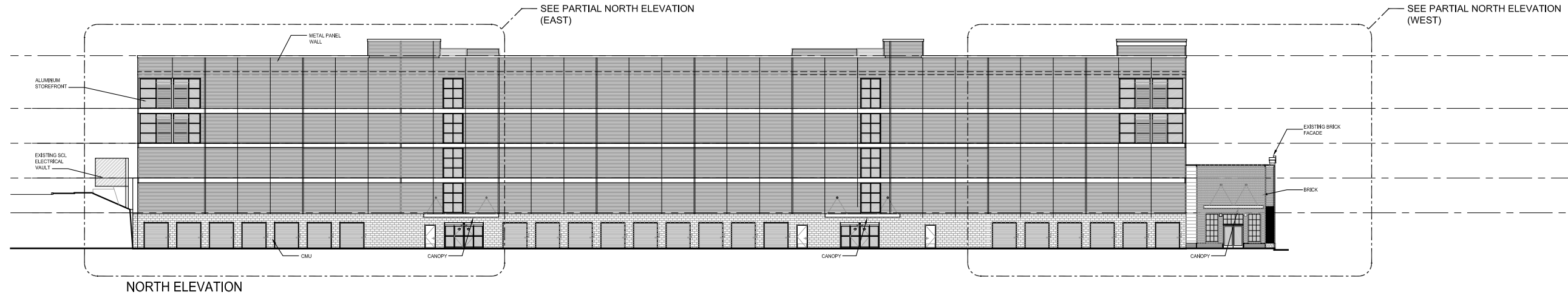
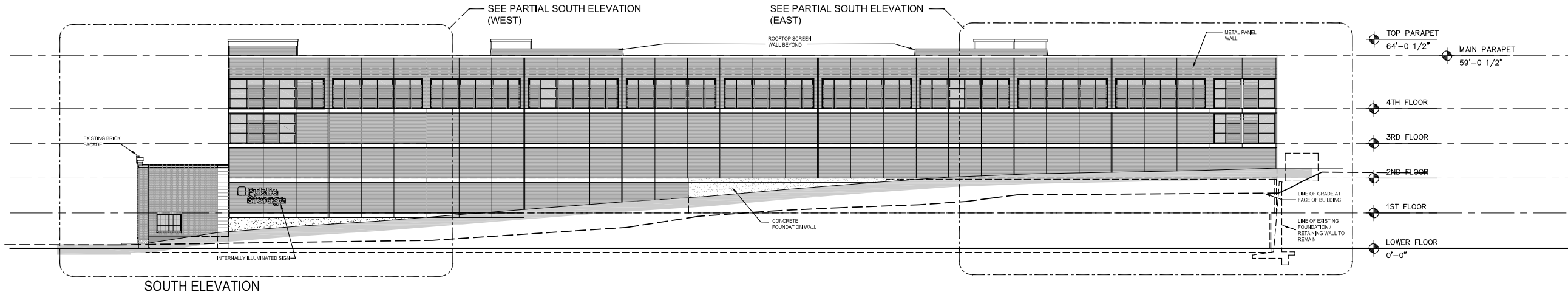
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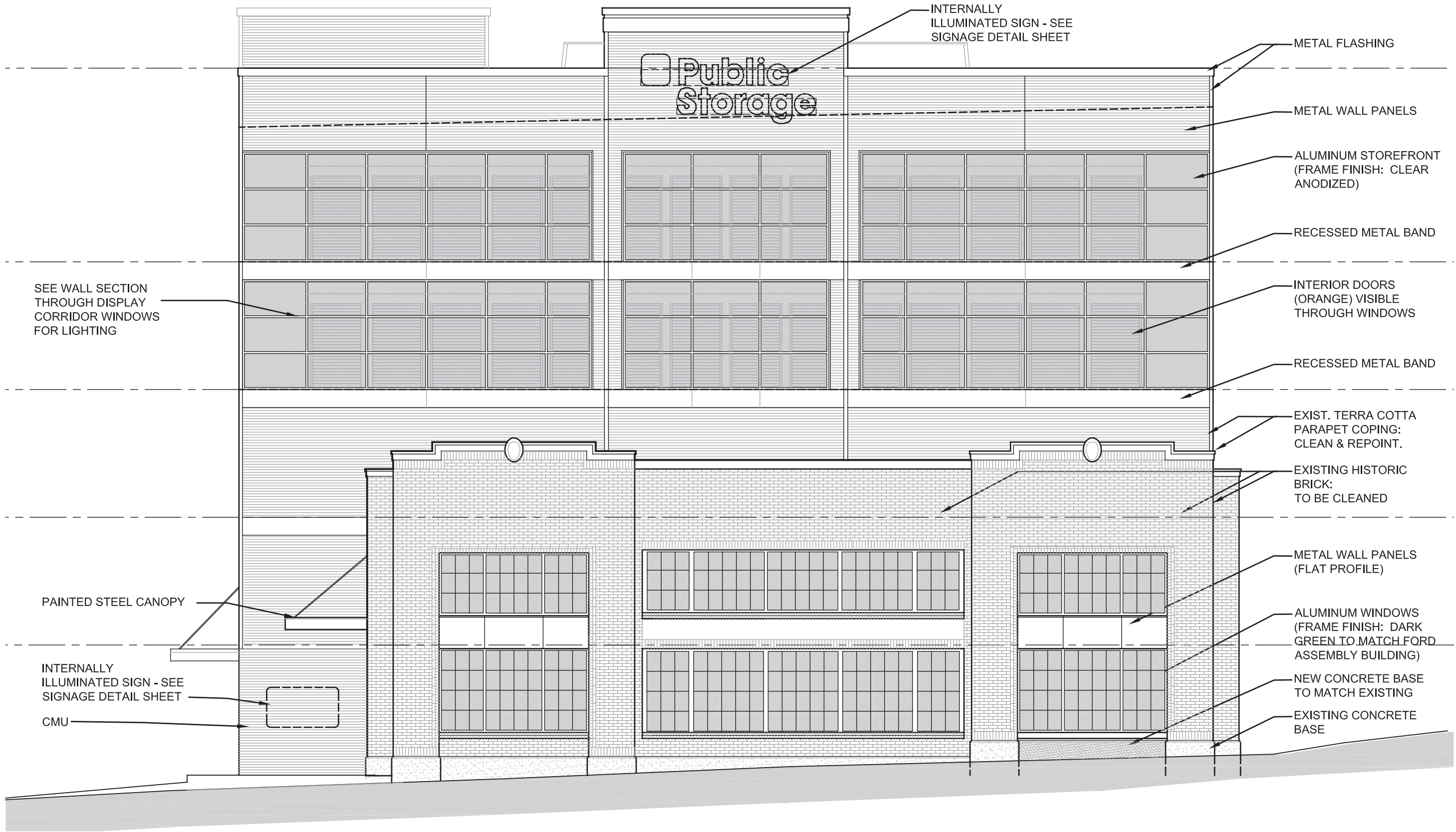
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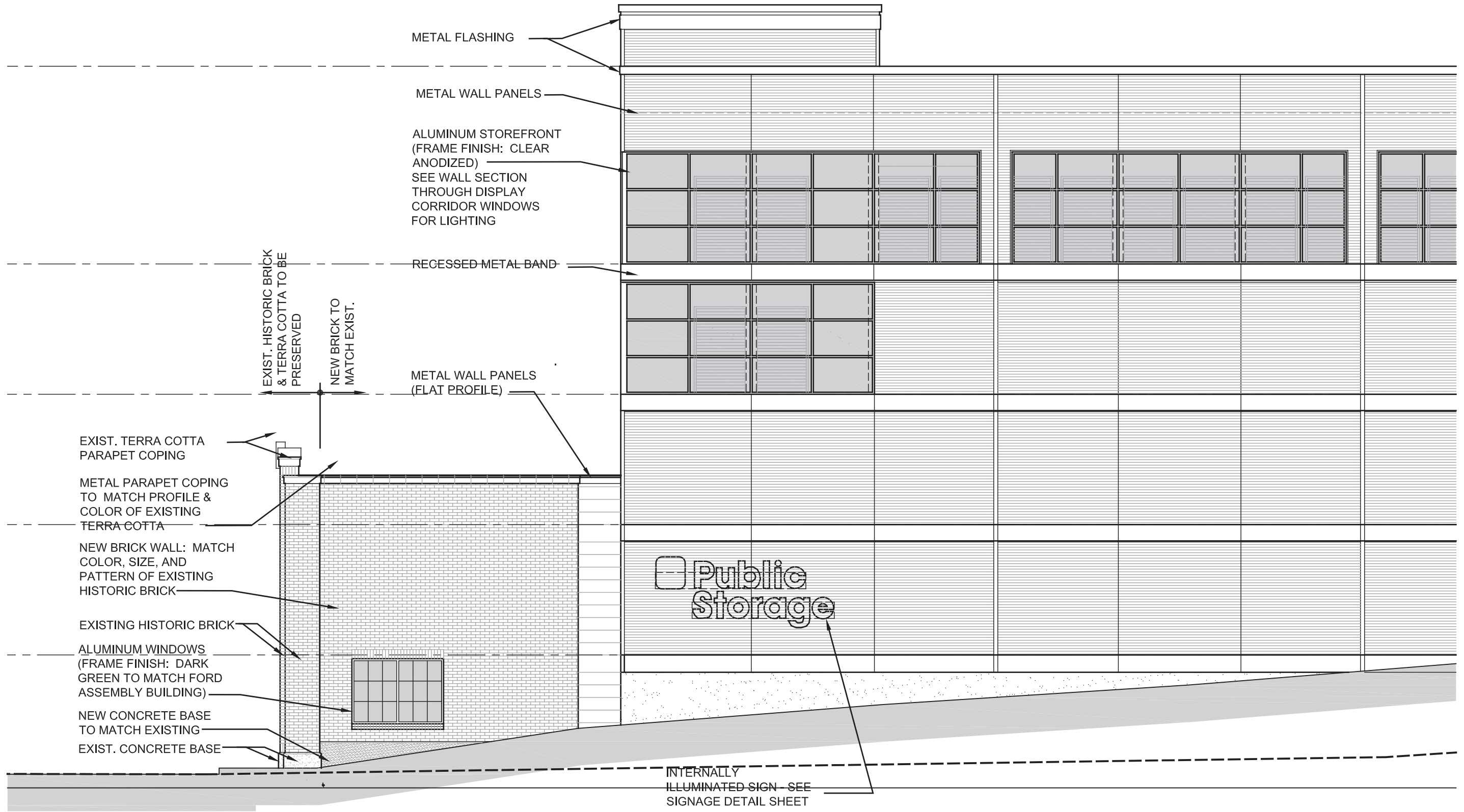
**SOUTH
BUILDING
ELEVATIONS**

A3.01

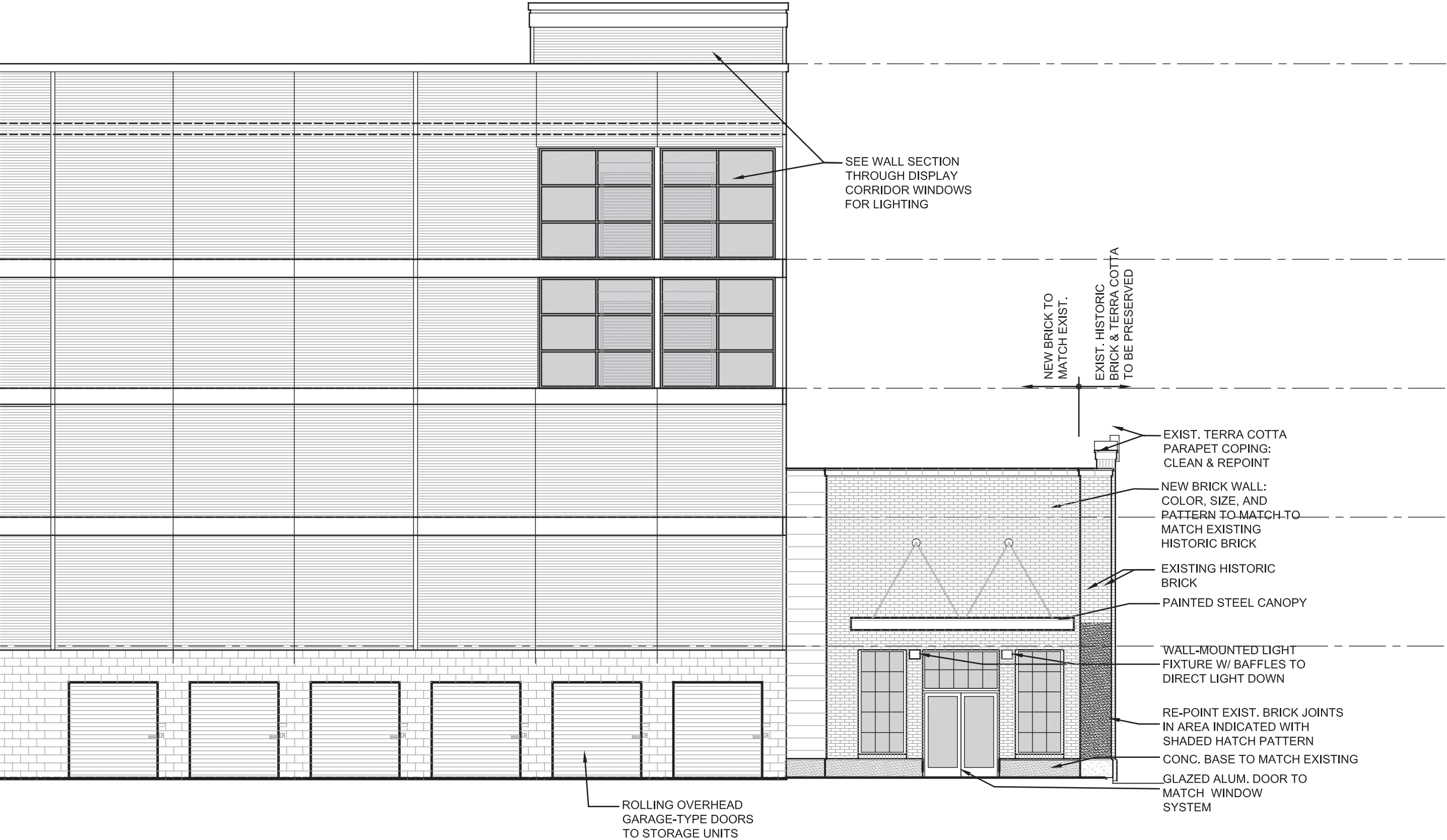




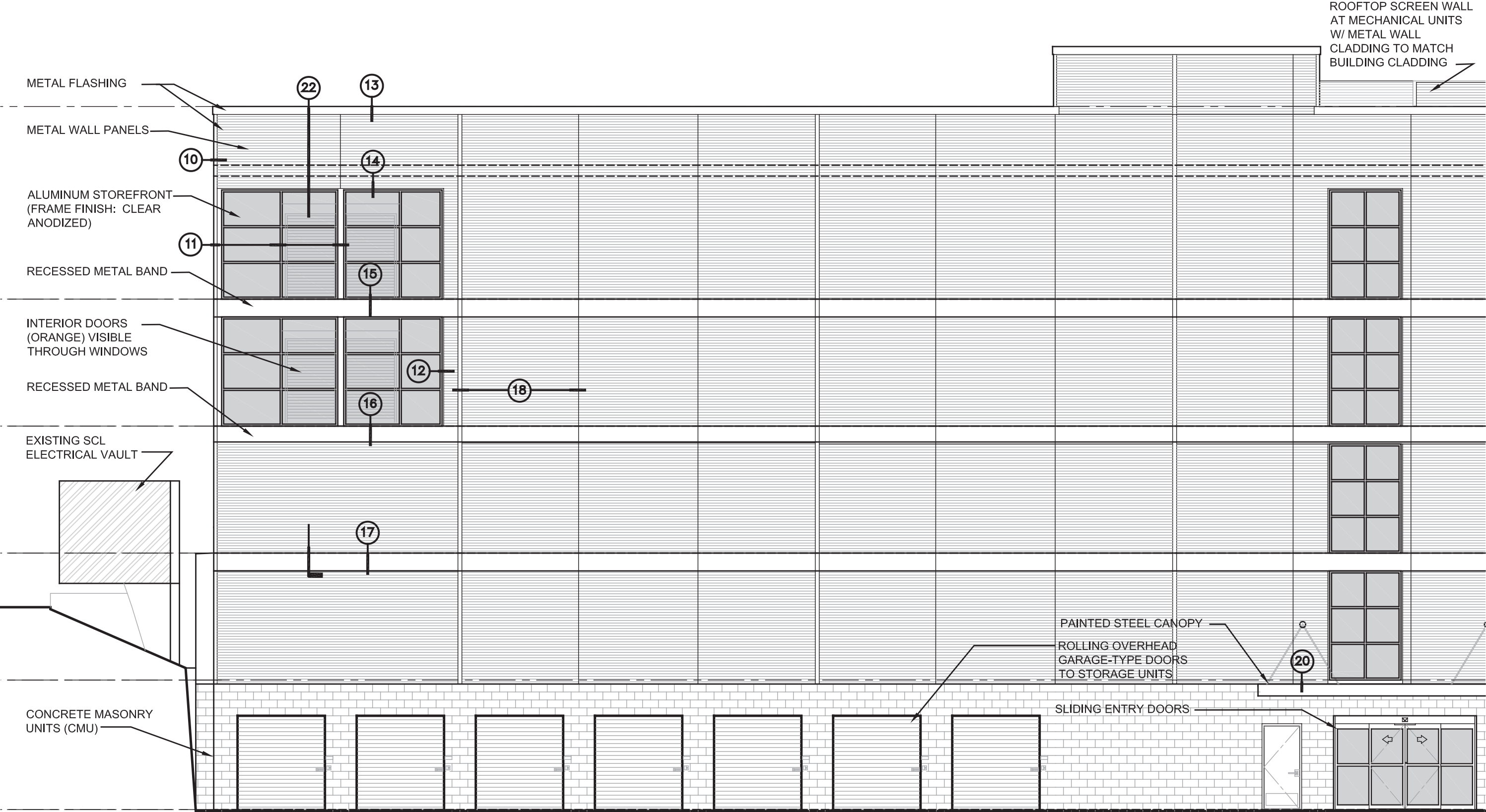
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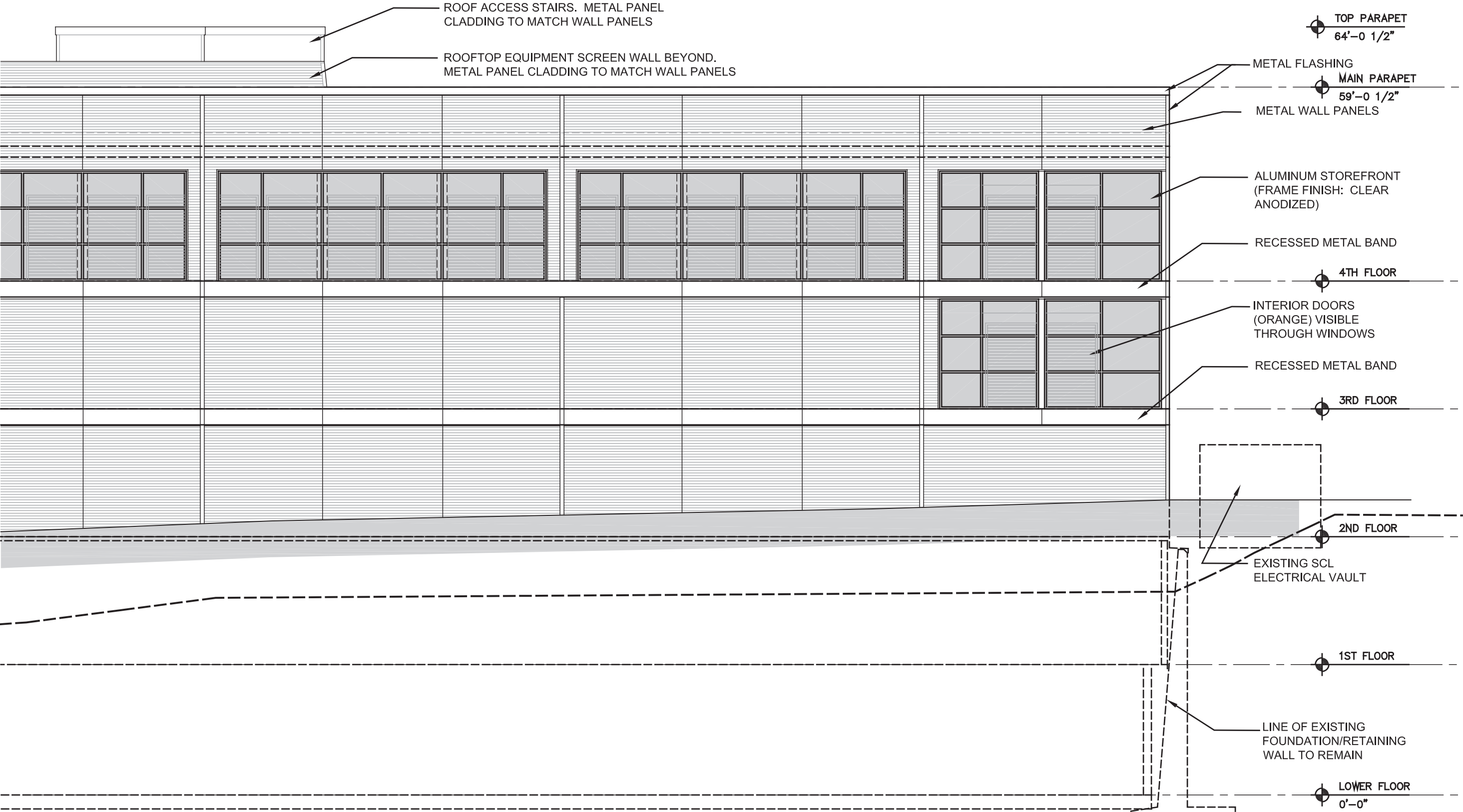
PARTIAL SOUTH ELEVATION



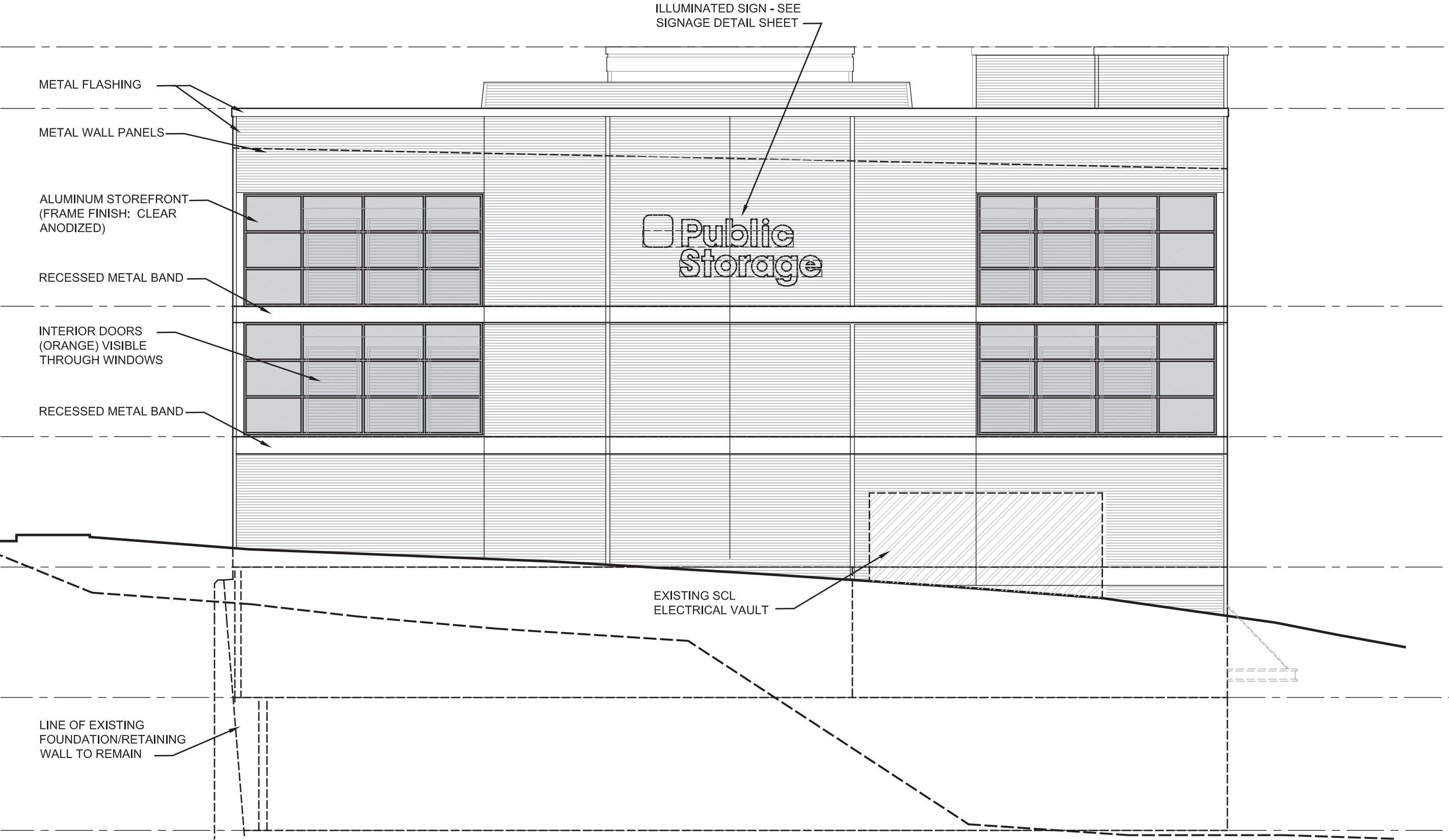
PARTIAL NORTH ELEVATION



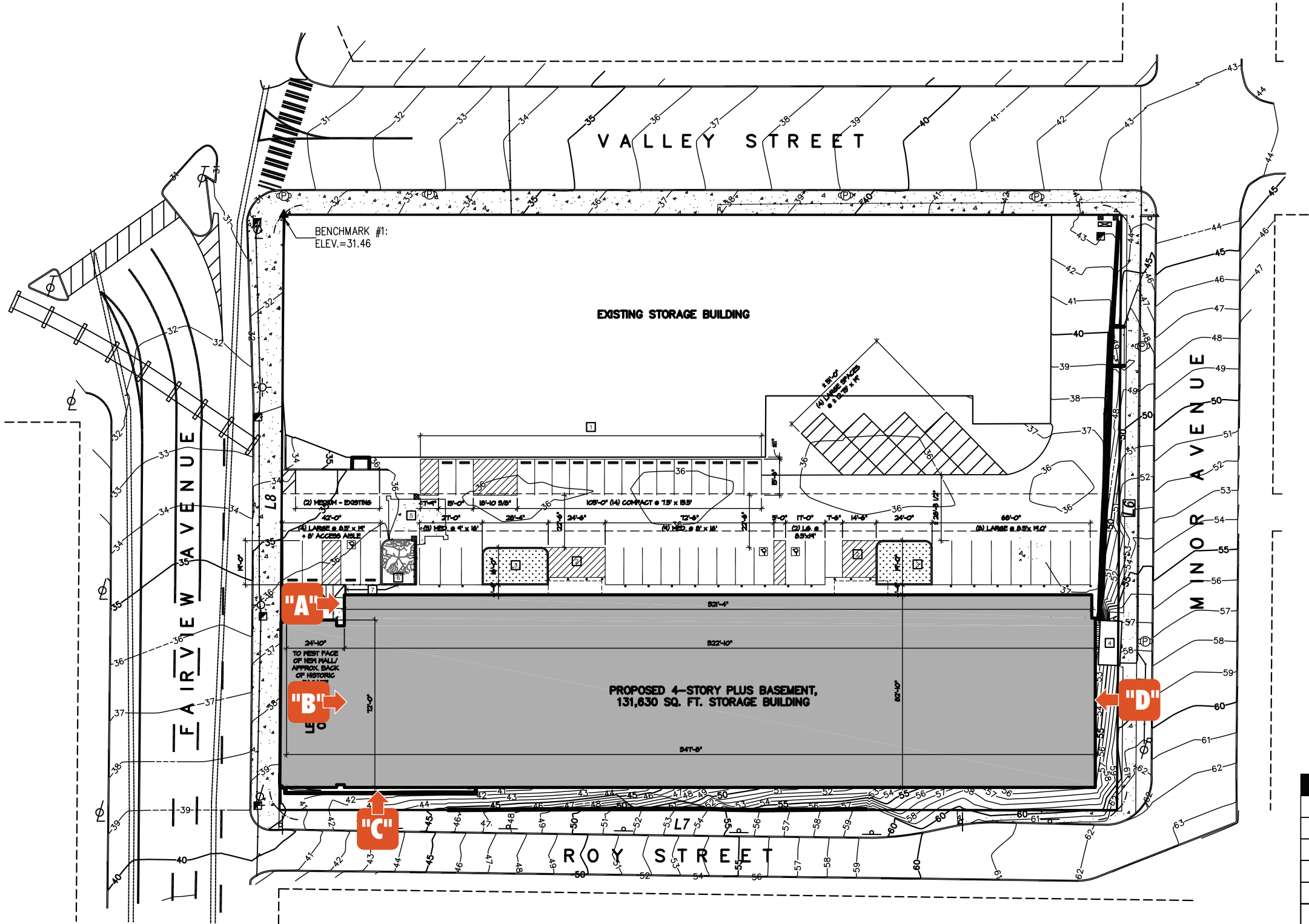
PARTIAL NORTH ELEVATION (EAST)



PARTIAL SOUTH ELEVATION (EAST)



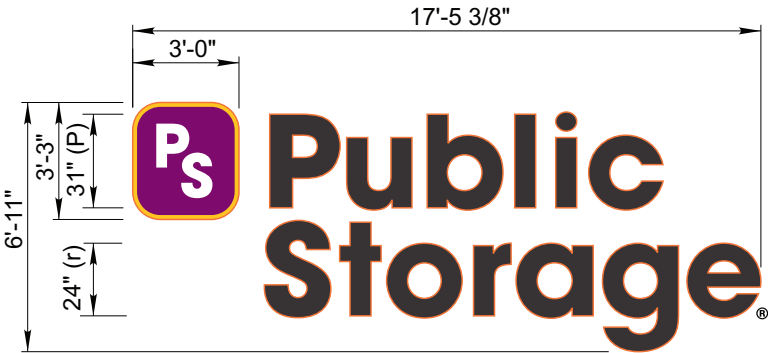
EAST ELEVATION



SITE PLAN
1" = 50'



"A" S/F Polycarbonate Face Wall Sign
SCALE: 1/4"=1'-0" 18 SF



"B" "C" "D" S/F Channel Logo/Letter Display
SCALE: 3/16"=1'-0" 120.4 SF

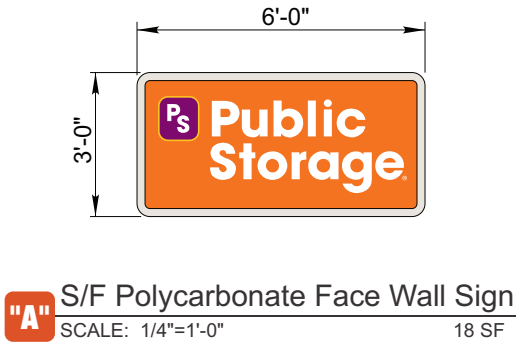
SQUARE FEET CALCULATIONS		
EXISTING SIGNS	PROPOSED SIGNS	ALLOWED SQ FT
A 104 SF	A 18 SF	NORTH - 392'-6"/30' = 13 SIGNS @ 713 SQ FT EA. (9269 SF)
B 104.9 SF	B 120.4 SF	SOUTH - 392'-6"/30' = 13 SIGNS @ 713 SQ FT EA. (9269 SF)
C 8 SF	C 120.4 SF	WEST - 92'-0"/30' = 3 SIGNS @ 56 SQ FT EA. (168 SF)
D 8 SF	D 120.4 SF	EAST - 92'-0"/30' = 3 SIGNS @ 56 SQ FT EA. (168 SF)
TOT. 124.9 SF	TOT. 379.2 SF	TOT. UNLIMITED SQ FT AVAILABLE

*1 sign allowed for each 30 lineal feet, or portion thereof, of frontage on public rights-of-way, except alleys



Conceptual West Elevation

SCALE: 1"=20'±



PROJECT TITLE:



LOCATION:

700 Fairview Ave. N
Seattle, WA.

DATE:

060211

DRAWN BY:

SJvL

QUOTE:

n/a

COMPUTER FILE:

PS-Sea-R5-050212-C

ACCOUNT EXEC:

Luis Rodriguez

REVISION:

R5 050212 SJvL



NAMPA PLANT - UL #433195-001
TERRELL PLANT - UL #433195-002

U.S. & PR. - All signs conform to UL-48/2161 (labeled accordingly) & must comply with UL-411 install procedures. Canada - all signs must be CAS compliant. This sign(s) is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or applicable local codes. This includes proper grounding and bonding of the sign.

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Conceptual South Elevation

SCALE: 1"=30'±



"C" S/F Channel Logo/Letter Display
SCALE: 1/4"=1'-0" 120.4 SF

PROJECT TITLE:



LOCATION:

700 Fairview Ave. N
Seattle, WA.

DATE:

060211

DRAWN BY:

SJvL

QUOTE:

n/a

COMPUTER FILE:

PS-Sea-R5-050212-C

ACCOUNT EXEC:

Luis Rodriguez

REVISION:

R5 050212 SJvL



NAMPA PLANT - UL #433195-001
TERRELL PLANT - ILL #433195-002

U.S. & PR. - All signs conform to UL-48/2161 (labeled accordingly) & must comply with UL-411 install procedures. Canada - all signs must be CAS compliant. This sign(s) is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or applicable local codes. This includes proper grounding and bonding of the sign.

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SCALE: 1"=20'±

Conceptual East Elevation



"D" S/F Channel Logo/Letter Display
SCALE: 1/4"=1'-0" 120.4 SF



PROJECT TITLE:



LOCATION:

700 Fairview Ave. N
Seattle, WA.

DATE:

060211

DRAWN BY:

SJvL

QUOTE:

n/a

COMPUTER FILE:

PS-Sea-R5-050212-C

ACCOUNT EXEC:

Luis Rodriguez

REVISION:

R5 050212 SJvL

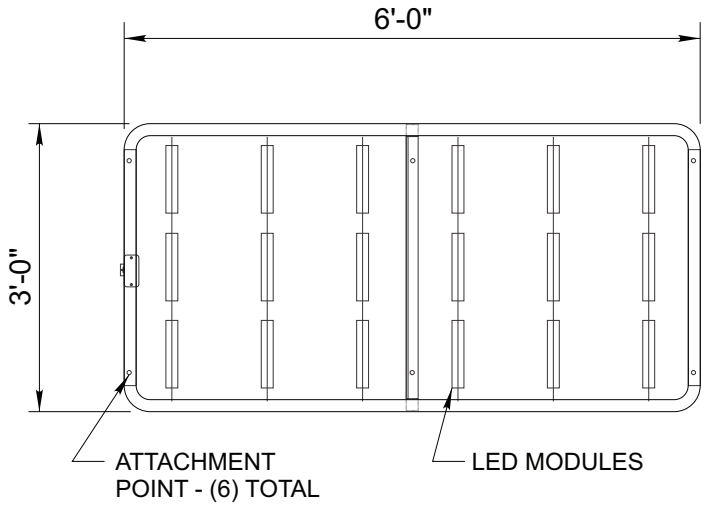
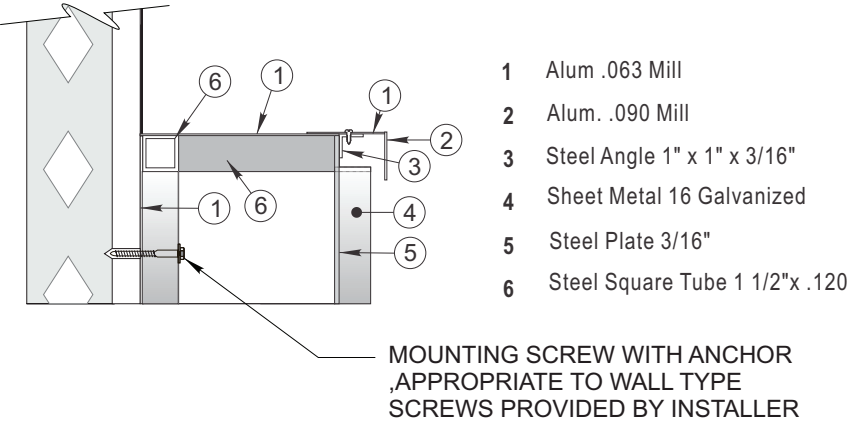


NAMPA PLANT - UL #433195-001
TERRELL PLANT - ILL #433195-002

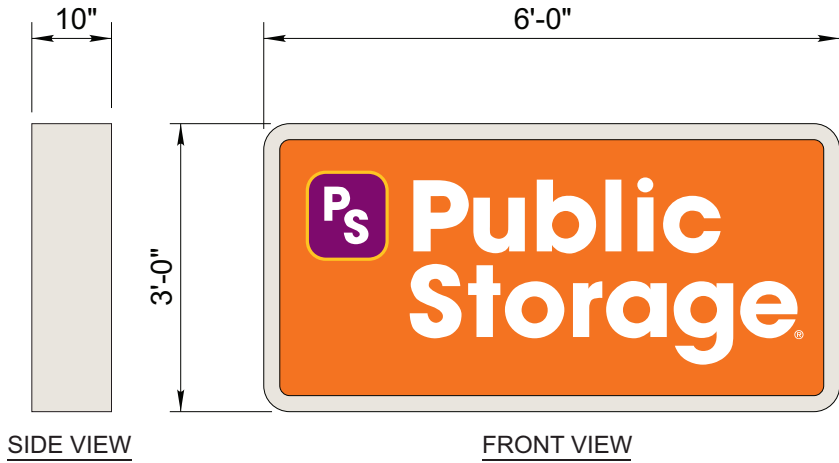
U.S. & PR. - All signs conform to UL-48/261 (labeled accordingly) & must comply with UL-411 install procedures. Canada - all signs must be CAS compliant. This sign(s) is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or applicable local codes. This includes proper grounding and bonding of the sign.

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Cabinet Detail
SCALE: 1/2"=1'-0"



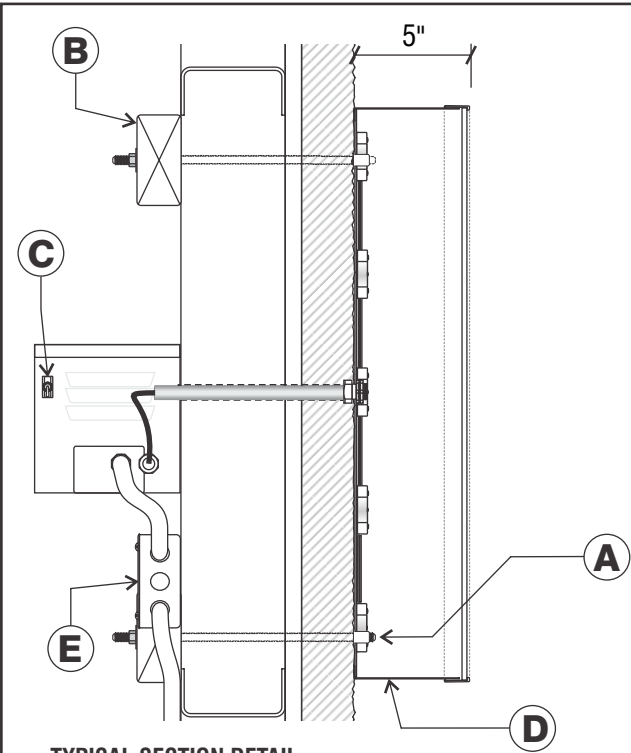
ILLUMINATION VIEW

"A" S/F Polycarbonate Face Wall Sign
SCALE: 1/2"=1'-0" 18 SF

- SIGN FACE - WHITE POLYCARBONATE W/ 1ST SURFACE APPLIED VINYL
- CABINET & RETAINERS - ALUM. FABRICATION
- ILLUMINATION - INTERNAL WHITE LED W/ S/C TRANSFORMERS

DECORATION		
ITEM	COLOR DESCRIPTION	COLOR REF.
A	3M VINYL 3630-3126 ORANGE	
B	3M VINYL 3632-25 YELLOW	
C	3M VINYL VQ-7679 PURPLE	
D	.177" WHITE POLYCARBONATE	
E	CABINET PAINTED PMS WARM GREY #2	

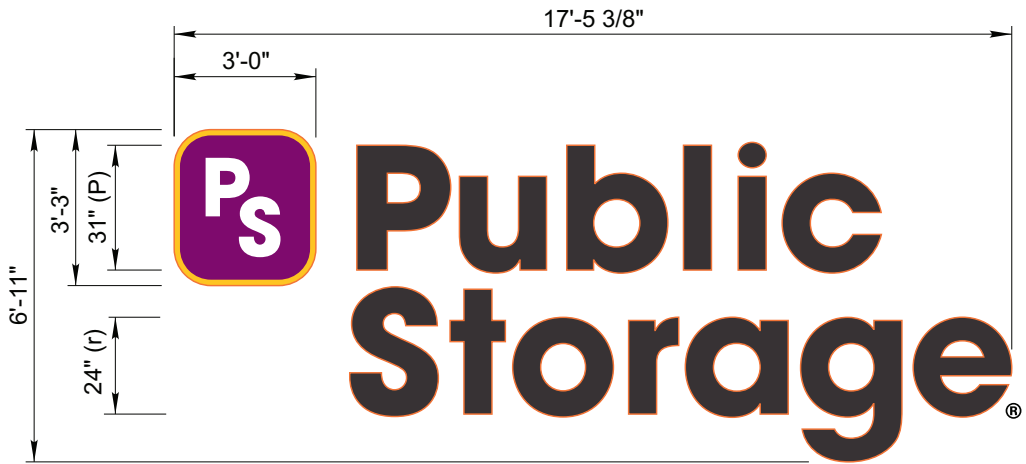
DECORATION APPLIED FIRST SURFACE



TYPICAL SECTION DETAIL
NOT TO SCALE

INSTALL

- A. 1/4" Rivet Nut Inserts in Back of Letter for Non-Corrosive Securement Using Appropriate Mounting Hardware
- B. Blocking as Required per Location
- C. Disconnect Switch at Transformer Can
- D. 1/4" Drain Holes as Required
- E. 20 amp 120 V. Circuits Required (Supplied by Others Than Image National)



"B" "C" "D" S/F Channel Logo/Letter Display
SCALE: 1/4"=1'-0" 120.4 SF

- LOGO -

 - FACE - WHITE ACRYLIC
 - GRAPHICS - 1ST SURFACE APPLIED VINYL (SEE CHART)
 - TRIMCAP - 1" ORANGE
 - RETURNS - 5" DEEP ALUMINUM PAINTED (SEE CHART)
 - ILLUMINATION - WHITE LED (REMOTE)
- LETTERS -

 - FACE - WHITE ACRYLIC W/ 1ST SURFACE APPLIED VINYL (SEE CHART)
 - TRIMCAP - 1" ORANGE
 - RETURNS - 5" DEEP ALUMINUM PAINTED (SEE CHART)
 - ILLUMINATION - WHITE LED (REMOTE)

DECORATION		
ITEM	COLOR DESCRIPTION	COLOR REF.
A	PMS 1665 TRIM CAP/RETURNS	
B	3M VINYL 3632-25 YELLOW	
C	3M VINYL VQ-7679 PURPLE	
D	.118" WHITE ACRYLIC	
E	PERFORATED BLACK VINYL	

DECORATION APPLIED FIRST SURFACE



1-Story Building

Brick: 3-color "Red" blend to match existing

Grout: "Gray" to match existing



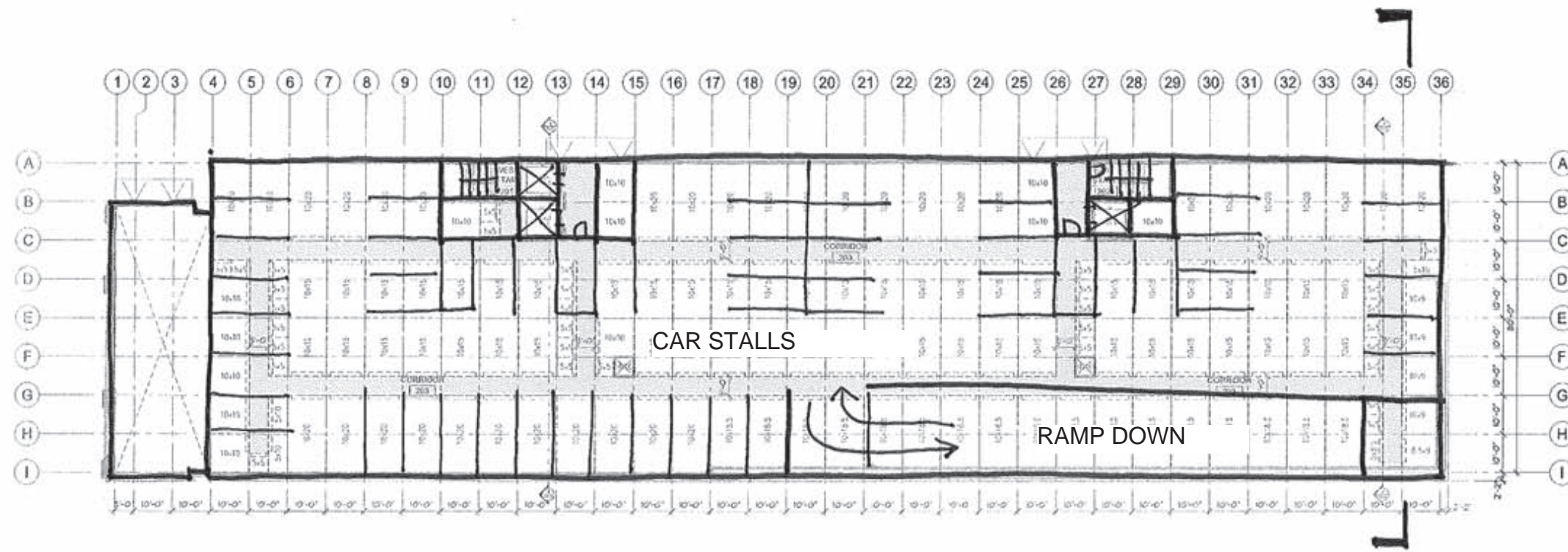
Corrugated metal wall panels at 5-story building & flat metal wall panels at 1-story building spandrels. Color: AEP Span "Cool Zinc Grey"

Storefront frames in 5-story building. Finish: Clear anodized aluminum

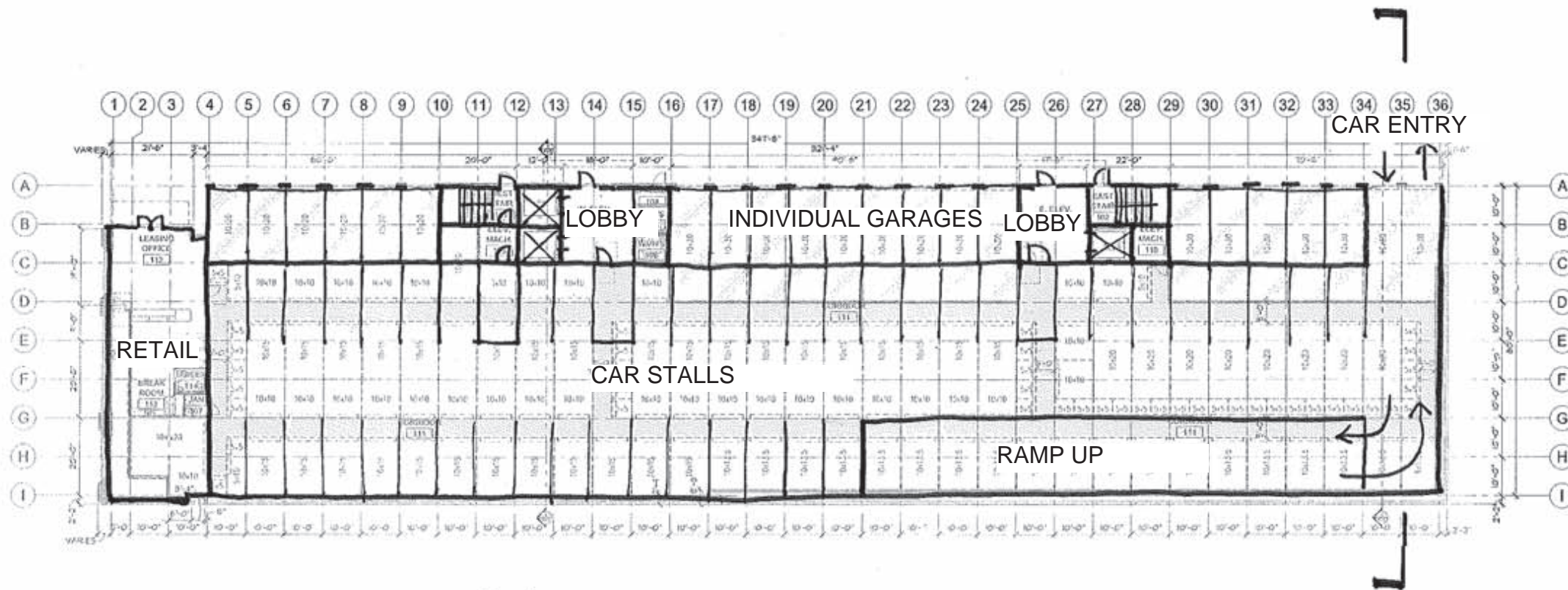
Exterior walls at lower floor/ North and partial east + west facades of 5-story building. Color: CMU "Natural gray"

Window frames in 1-story brick building. Color: "Dark Green" to match frames at Ford Assembly building

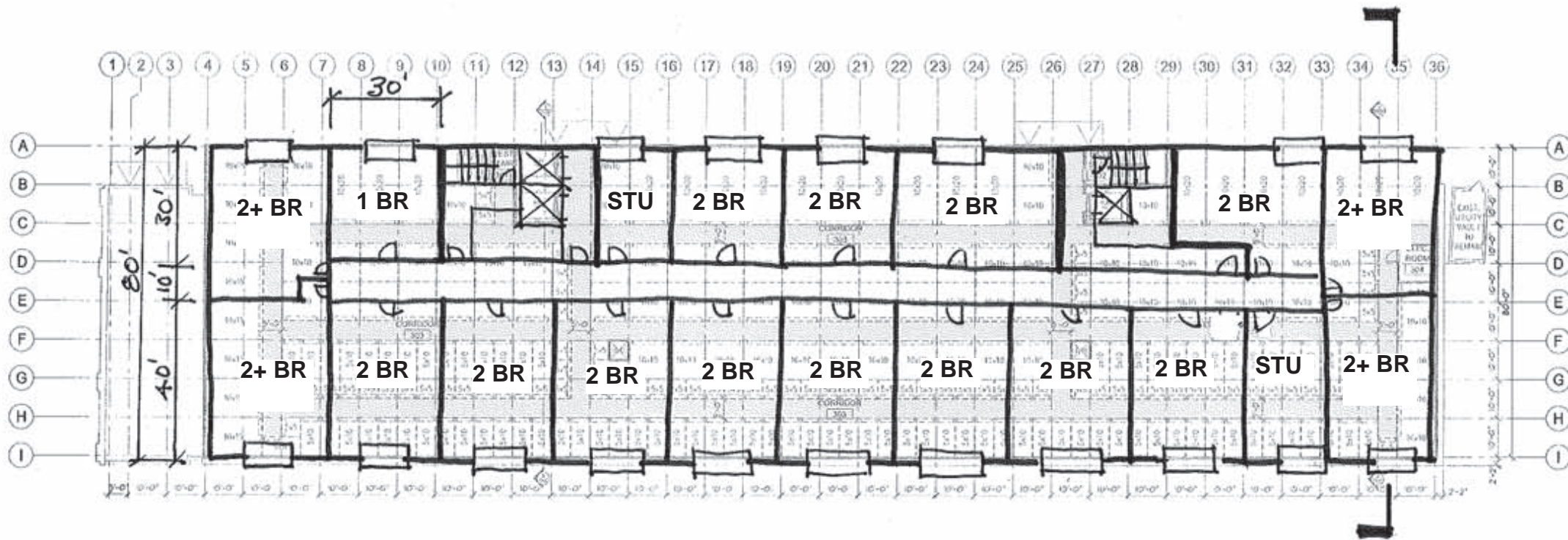
Interior doors at display corridors in 5-story building. Color: "Public Storage Orange"



POTENTIAL FUTURE USE - RESIDENTIAL PARKING PLAN (1ST FLOOR)



POTENTIAL FUTURE USE - RESIDENTIAL PARKING PLAN (LOWER / GROUND FLOOR)



 POTENTIAL FUTURE USE - RESIDENTIAL FLOOR PLANS (2,3,4)

