

Broadstone Capitol Hill

Final Recommendation Meeting

DPD #3013040

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Project Team

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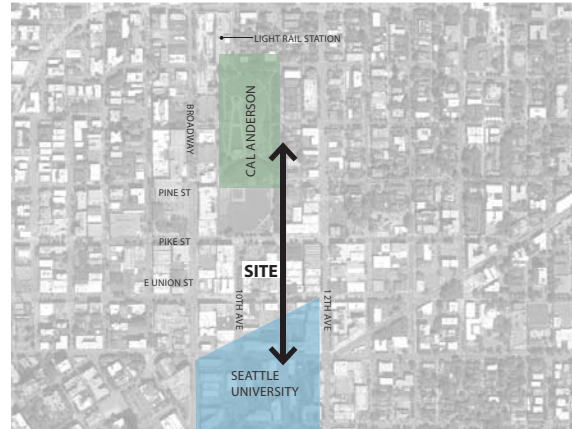
Landscape Architect

Weisman Design Group Inc, PS
Nick Hagen, ASLA

Structural Engineer

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Project Goals



- ENHANCE CONNECTION BETWEEN NEIGHBORHOODS**
 The feedback from EDG 01 & 2 and our community outreach efforts have made it clear: our project lies in the middle of an important connection between Cal Anderson Park and Seattle University along 11th Ave. Our goal is to enhance the street life along that connection, as well as on East Union St & 10th.



- REINFORCE CAPITOL HILL CHARACTER**
 Capitol Hill is a diverse and lively community, with extensive street life both in the daytime and the evening. Boutique shops, arts venues, bars, and some of the best restaurants in the city fill the street level. A mixture of historic brick residences, industrial "auto row" style buildings, and contemporary mixed-use developments frame these street level activities. This project is designed to respond to and enhance both the historic and contemporary aspects of the neighborhood.



- CREATE HIGH-QUALITY URBAN HOUSING**
 This project will be a long-term investment in the Capitol Hill neighborhood. Therefore, the materials and design are intended to have a lasting and positive impact on the stock of contemporary urban living in Seattle and inspire other builders and designers to do the same.

Outreach and Community Engagement

At the initial DRB session in August the Board reiterated its request that the team return with a scheme — and the departures necessary to support it — that utilized three character structure facades. The community and the Board wanted our team to conserve three and adaptively re-use them as part of the new development.

The team consulted in earnest with developers and conservation specialists working on Capitol Hill, seeking a feasible conservation strategy for the Davis Hoffman building's facade.

On August 17 we started a new round of engagement focused on saving the facades of the Davis Hoffman, Madison Park 1, and Madison Park 2 buildings. We cast a large net, and invited local developers and architects, activists, PPUNC, Capitol Hill Community Council members, immediate neighbors and others to a series of working sessions:

- September 7: A walk-thru of all buildings** with 17 members of the community, including architects and developers who have conserved buildings, neighbors [Union Art Co-op], engineers, activists and more. Talked about technicalities and gained insight.
- September 18: Presented double tower massing scheme at meeting** with Liz Dunn, Chip Reagan, John Feit
- September 25: Community meeting to present double-tower massing scheme which incorporated the facades of all three buildings**, and started showing set-backs and articulation, retail plaza on Union, window treatments.

- Received direction to focus setbacks particularly along 10th and 11th to enhance the pedestrian experience, with more leeway regarding setbacks along Union.
- Presented and discussed general departures and received encouragement for the new direction.

- October 23: Community meeting to present departures in detail including ceiling heights and setbacks.** Presented updated articulated party wall and color scheme thoughts. Presented material choices. Received support for all departures, massing and articulation.

- Community felt retail plaza was brilliant move. Suggested it be covered and gated to allow all-season use.
- Concern about overhang of 10th Avenue sidecar: were asked to review to ensure was not "heavy."
- One member wanted all balconies removed: others disagreed. Attendees asked they be big enough to use.
- Strong support for keeping mullions in the Davis Hoffman windows
- Opinions varied on use of brighter color elements on sidecars.
- Discussed canopies on conserved facades and decision was no. In terms of architecture, opinion was that "less is more:" keep it simple and don't compete with historic facades.
- Comments at end: "Really applaud and thank you for it."

- December 18: Presented at a PPUNC meeting** with finished schemes, all departures based on MUP process, and materials.

- Responded to earlier concern on 10th and lightened up canopy.
- Noted divided mullions on Davis Hoffman and also its new brick cornice.
- Discussed advisability of leasing location in Davis Hoffman, and received support so that Alliance can make conservation part of the building's identity and marketing.
- Community very supportive of brick returns adjacent to the 10th Ave and E Union facades of the Davis Hoffman building
- Strong support for window and door variation through project.
- Comments at end: "You've done a beautiful job. Really impressed." "Love randomness, color."

- January 17: Presented to the Board of Union Art Co-op** at their annual meeting.

Throughout, we stayed in touch with key architects and developers for insight, direction and technical advice on conservation issues, and have been working directly with Liz Dunn on the future of 11th as a green street.

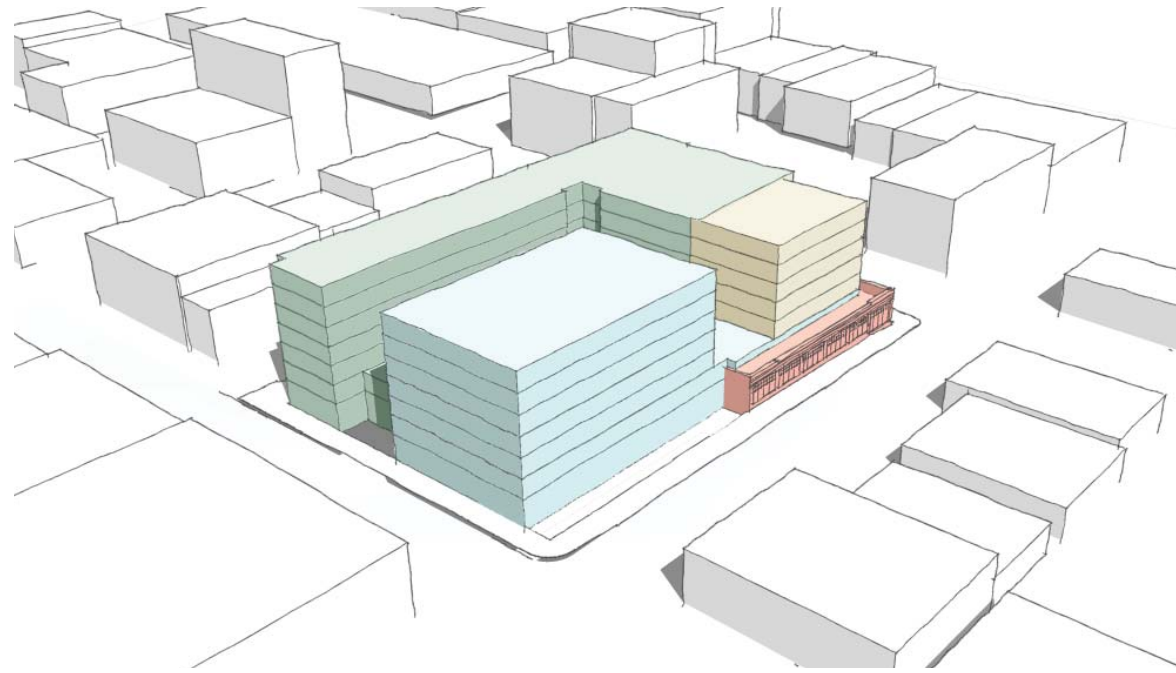
Massing

Previous Massing

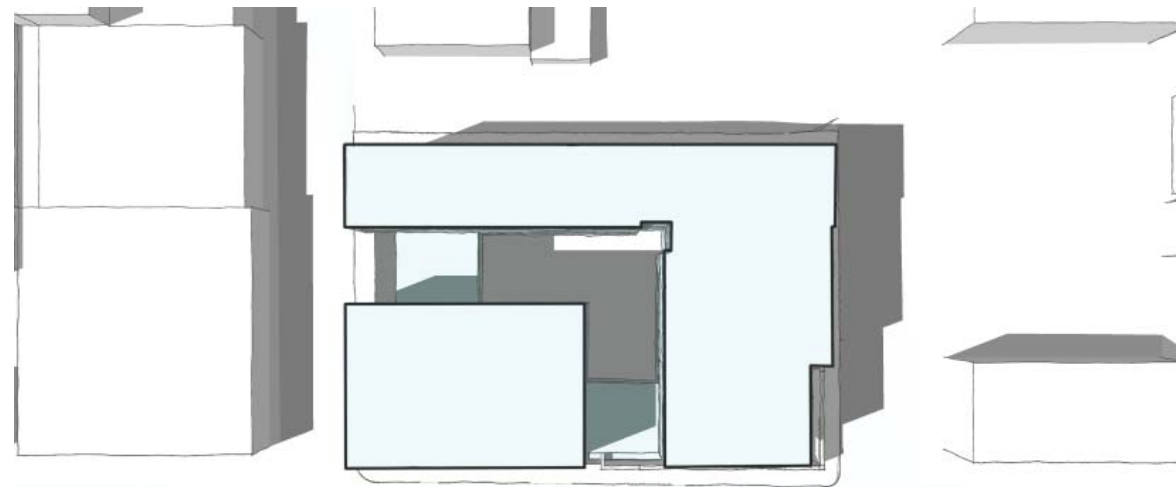
Revised Massing Concepts

Revised Massing

Previous Massing



Axonometric View



Plan View

Massing from Initial Recommendation Meeting

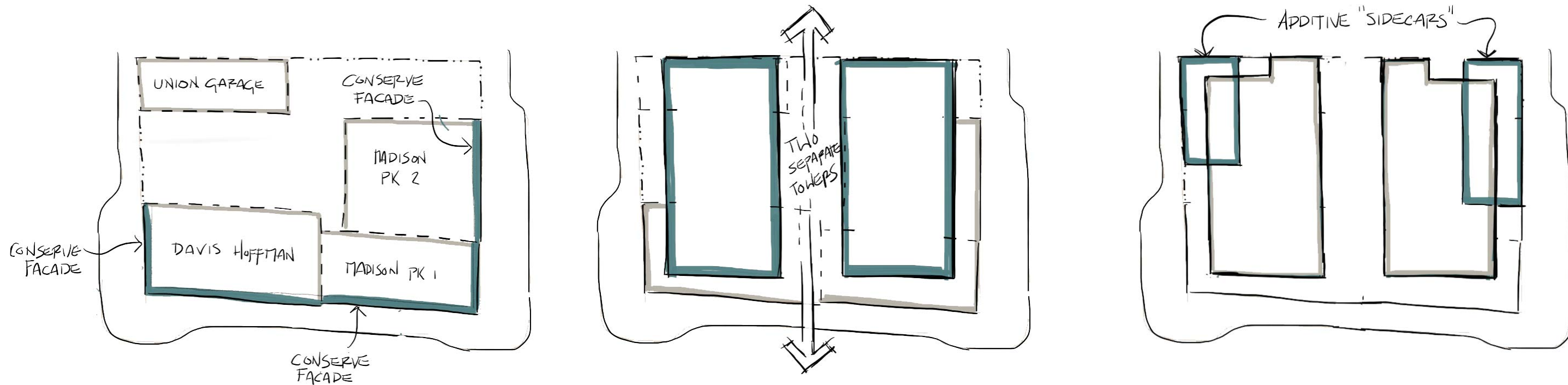
This massing scheme was presented at the initial recommendation meeting.

1. Two separate masses with a continuous podium at the base
2. Three separate architectural expressions across those two masses
3. The conservation of the street facing facades of Madison Park 1 and Madison Park 2
4. A high-quality new brick-clad structure at the corner of 10th and E Union St which recalls the warehouse style brick buildings of the neighborhood.

The community and the board continued to express a desire to see options which conserved the Davis Hoffman building, as well as Madison Park 1 & 2. The board requested further study of a scheme that incorporated the Davis Hoffman building. The board indicated they would favorably consider any departures needed to make the conservation of the Davis Hoffman possible.

We reconsidered the conservation strategy for the site, which required us to also modify the conceptual basis for our massing.

Revised Massing Concepts



Conserve Street Facing Facades

It is important to retain the “auto row” character in the neighborhood. In all of our meetings the design review board and the community has asked us to look at conserving the facade of the Davis Hoffman building at the corner of 10th Ave and E Union St. Our design concept starts with the conservation of the street-facing brick facades of the Davis Hoffman building, Madison Park 1, and Madison Park 2.

Two Towers

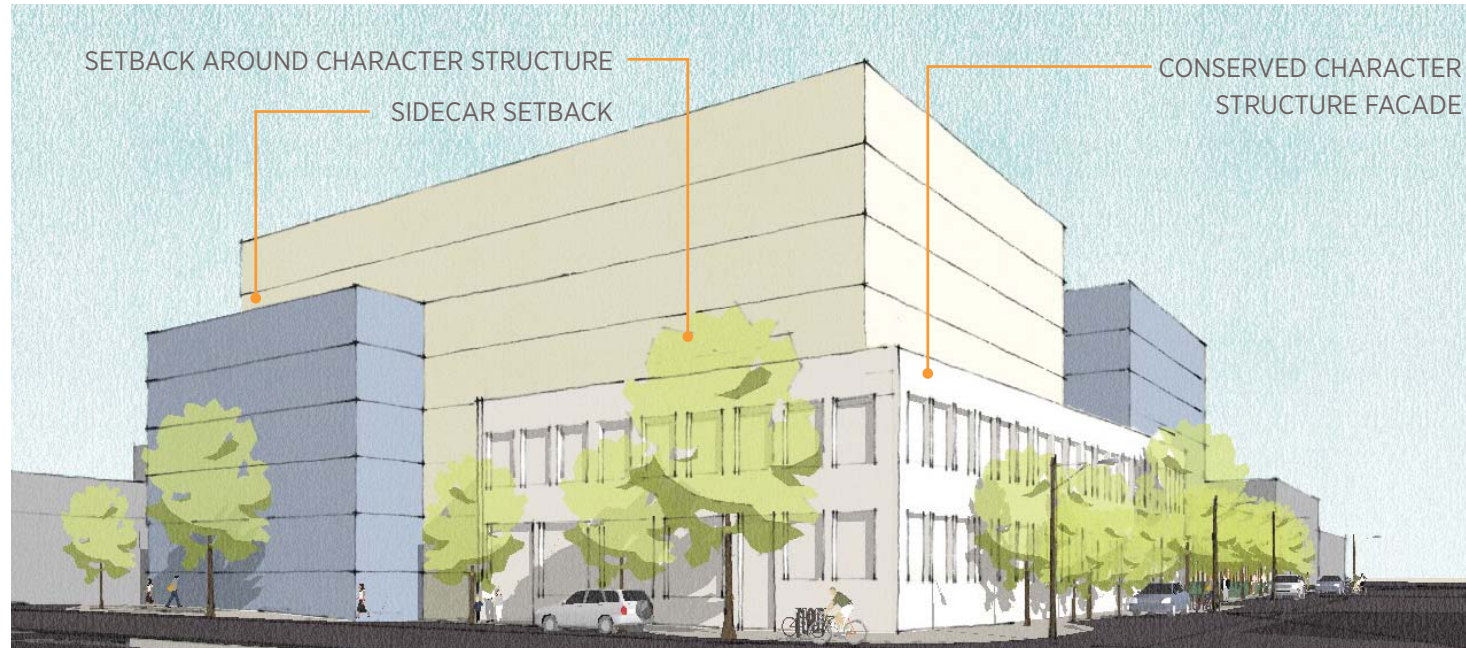
The core of our massing concept is two similar towers which are longest on their North-South axis. We selected this concept based on the following benefits:

1. Each tower runs perpendicular in mass to the character structure facade it interacts with on E Union St, allowing each to retain an independent identity on the street;
2. A continuous mid-block separation allows light and air into a central courtyard;
3. Relief in building mass on the upper levels is provided on the longest street frontage, E Union St;
4. The masses can be set back several feet from 10th Ave and 11th Ave, respectively, without compromising unit interiors

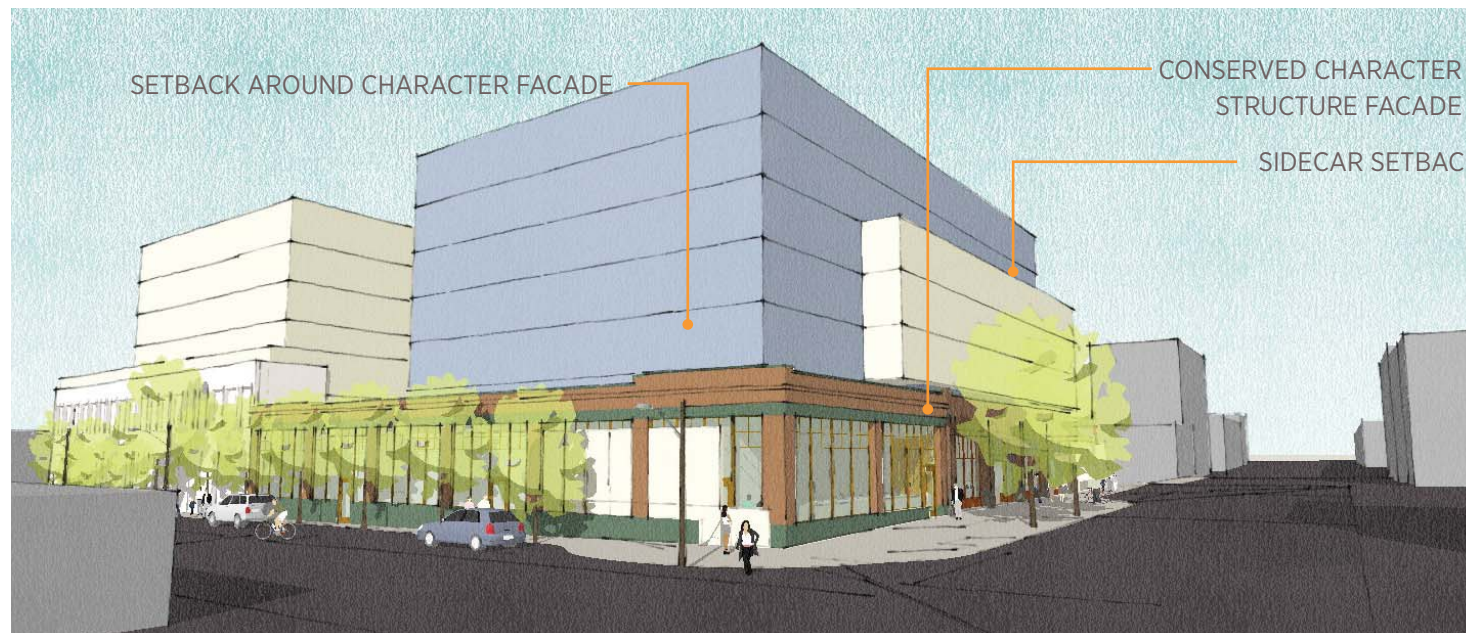
Additive “Sidecars”

The sidecar lengths and locations respond to the different character structure lengths on 10th Ave and 11th Ave, reinforcing the setbacks from the existing facades established by the main masses. They are smaller, shorter masses that engage and reduce the scale of the larger tower elements. These sidecars hover above street level and terminate two levels below the top level of the towers, adding appealing visual variety and articulation to the tower masses both in plan and section.

Revised Massing



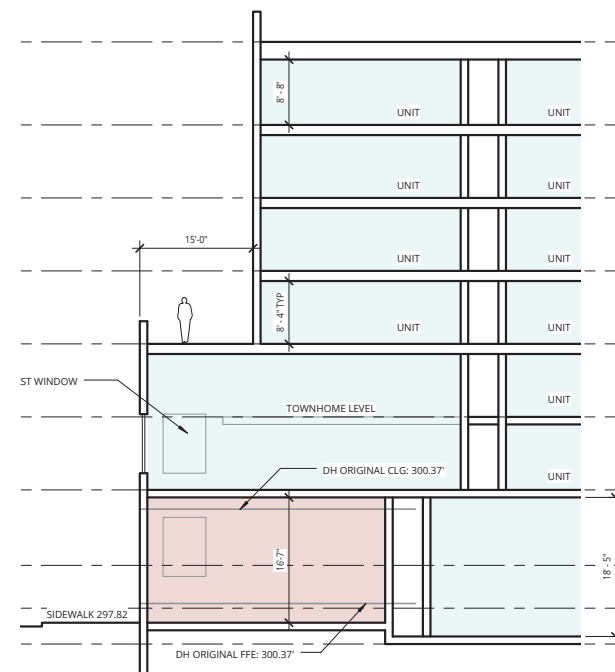
Street View of Massing from SW



Street View of Massing from SE



Upper Level Plan - Concept Layout



Conceptual Sectional Analysis

Revised to Best Meet the Design Guidelines

The revised massing scheme has best met the design guidelines by conserving the facades of three of the four existing structures on site, and by reducing the bulk and scale of the overall development.

Showcasing the character structure facades is the basis for the massing. Each tower is perpendicular to the character structures' E. Union St. brick facades. Clear separation of the project into two masses allows the DH and MP1 facades to be expressed separately. Setbacks on E Union St, 10th Ave, and 11th Ave also give relief to the character structure facades.

The massing is an assembly of smaller elements: the Davis Hoffman facade, the Madison Park 1 & 2 facades, the sidecars, and the two towers. Through careful detailing and interaction, these elements reduce the bulk of the project. Each distinct element is compatible with the scale of the neighborhood. The larger tower elements are simple, honest masses which serve as a complementary backdrop to the masses located at the pedestrian level. The towers are broken down by smaller masses with rich detail at the pedestrian level, including the facades of the DH, MP1, MP2, and the sidecar masses.

Design Guidelines

Board and Community Priorities

Conserved Structures

Exterior Design Concept

Exterior Materials

Height, Bulk and Scale

Street Level Activity

North Facade

Board and Community Priorities

Design Guideline Priorities of the Board and Pike / Pine Community, As Identified in Previous EDG and Initial Recommendation Meetings

A-1 Responding to Site Characteristics

“The siting of buildings should respond to specific site conditions and opportunities.”

A-4 Human Activity

“New development should be sited and designed to encourage human activity along the street.”

A-8 Parking and Vehicle Access

“Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.”

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.

Pike/Pine: Buildings on corner lots should reinforce the street corner. To help celebrate the corner, pedestrian entrances and other design features that lend to Pike/Pine’s character may be incorporated. These features include architectural detailing, cornice work or frieze designs.”

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 nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the anticipated development potential on the adjacent zones.”

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.

Pike/Pine: The Pike/Pine vernacular architecture is characterized by the historic auto row and warehouse industrial features of high ground floor ceilings and display windows, detailed cornice and frieze work, and trim detailing. Architectural styles and materials that reflect the light-industrial history of the neighborhood are encouraged.”

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.”

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.

Pike/Pine: New developments should respond to the neighborhood’s light-industrial vernacular through type and arrangement of exterior building materials. Preferred materials include: brick, masonry, textured or patterned concrete, true stucco (DryVit is discouraged) with wood and metal as secondary, or accent materials.”

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

“Buildings should avoid blank walls. Where unavoidable [as with zero lot line conditions], walls should receive design treatment to increase pedestrian comfort and interest.”

D-11 Commercial Transparency

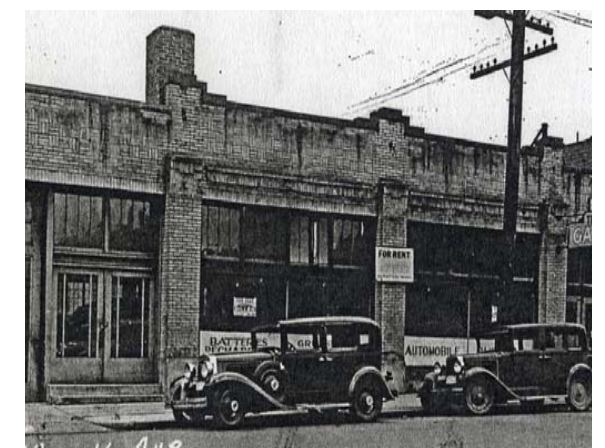
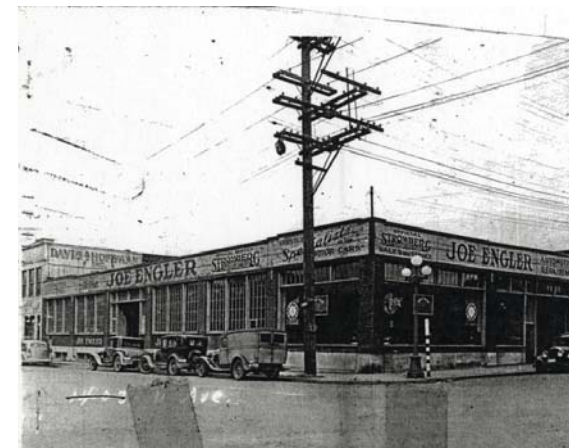
“Commercial store fronts should be transparent, allowing for a visual connection between pedestrians on the sidewalk and activities occurring on the interior of a building. Blank walls are to be avoided.”

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.

Pike/Pine: The creation of small gardens and art within the street right-of-way is encouraged to activate and enliven the public realm. Vertical landscaping, trellises or window boxes for plants is also desirable. Please see the Design Guidelines document for specific streets along which such treatment is emphasized.”

Conservation of Character Structure Facades: Design Guidelines A1, A4, C1, C4



The Project Conserves and Adaptively Re-uses the Character Structure Facades

The Davis Hoffman building, and the two Madison Park Buildings are neighborhood assets and their facades recall the auto row history of the area. Our project retains the facades of these three structures to meet the neighborhood and design guideline goals of conserving that auto row character and history.

Our project is composed of two “portions” under the code, and therefore must save only **two** of the three facades to benefit from the zoning

incentives associated with character structure facade conservation. The Davis Hoffman building and the Madison Park 1 building (A and B, respectively) are conserved under this incentive system.

We see the value of the auto row neighborhood character, and we recognize our opportunity to better meet the guidelines. We have elected to also conserve the Madison Park 2 building (C,) although there are significant expenses incurred and no zoning incentives associated with doing so. We believe this is the best course for our project and for the neighborhood.

A: Davis Hoffman Building

This two-story building was built in 1915 and is currently offices and event space. The building has had extensive changes to the windows and cladding since it's original construction.

This building's facade can, with modification, accommodate commercial uses on the first floor and residential uses on the second floor.

B: Madison Park 1 Building

Originally called “Engler Car Repair.” This one-story building was built in 1920. Renovations have replaced the original windows. The facade of this building has architectural characteristics that complement contemporary retail uses, making it a good candidate for conservation.

C: Madison Park 2 Building

This building was built in 1920, and since has had extensive changes to the windows and moderate changes to the cladding. As a result of a fire, portions of the original brick parapet have been removed, and the brick has been painted. The facade of this building has architectural characteristics that complement contemporary retail uses, making it a good candidate for preservation.

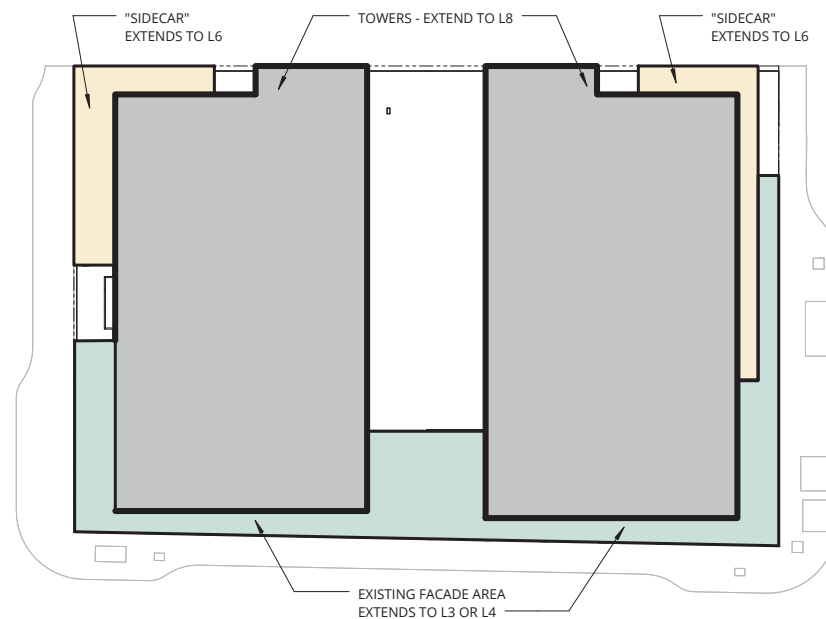
Height, Bulk, and Scale: Design Guidelines A1, B1, C2



South Elevation at E Union St

Site Plan Massing Diagram

The massing diagram to the right illustrates the major massing elements which make up the project: two towers (grey), two lower “sidecars” (tan) and the body of the conserved facades of the existing structures (blue).



The Architectural Concept Scales the Building to Fit the Neighborhood

A-1 Responding to Site Characteristics

E Union St is the site’s longest street-facing facade. The basic massing has been split into two separate volumes along E Union St running north to south, set-back 15’. This dramatically reduces the bulk of building and strengthens the integrity and identity of the character structures.

C-2 Architectural Concept and Consistency

The concepts of retaining existing structures, creating a clear separation into two masses, and adding smaller “sidecar” masses on both 10th and 11th Ave are held clearly across the project, creating a well proportioned and unified building form. Materiality enhances the expression of the massing concepts.

B-1 Height, Bulk, and Scale Compatibility

The massing of the project is broken into six distinct parts: the Davis Hoffmann building, Madison Park 1 & 2, the two residential masses, and the two “sidecars.” This assembly of smaller elements reduces the bulk of the project. Each distinct element is compatible with the scale of the neighborhood.

Exterior Design Concept: Design Guidelines C4, C2



Character Structures

Street Buildings: Ordered, Rhythmic, Historic Material and Detail



Tower

Set Back From Street and Character Structures: Distinct Order and Rhythm to Create a Cohesive Modern Building with Organic and Granular Qualities



Sidecar

Relates to Street and Character Structures: Ordered and Rhythmic But of Modern Material and Detailing.



Overall

Underlying Order Overlaid With Material and Color

Materials Differentiate New from Old and Reinforce Massing Concept

C-2 Architectural Concept and Consistency

The concepts of conserving existing facades, creating a clear separation into two masses, and adding smaller “sidecar” masses are held clearly across the project with complementary colors to the larger masses.

C-4 Exterior Finish Materials

The majority of the street level facades are brick or glass, materials selected for their durability and compatibility with the neighborhood. Where new structures are close to the street level, high-quality patterned fiber cement panels with integrated reveal systems have been selected for their scale and texture. These panels should have a long life and consistent coloration over their lifetime.

Exterior Materials: Design Guidelines C4, C2



Materials Differentiate New from Old and Reinforce Massing Concept

C-4 Exterior Finish Materials

C-2 Architectural Concept and Consistency

The material and color palette on the new building is balanced, interesting, and clearly differentiated from the adjacent character structure facades, giving those auto row facades the dominant street identity. Texture reinforces this concept- the brick clad street facing facades and brick returns of the character facades emphasize the conserved portions, while the simpler panelized systems make the new construction a backdrop for the old. Ceraclad panels on the sidecars, where the new building is closest to the street, add a level of texture and interest to the street.

West Elevation at 10th Ave

Davis Hoffman

East Elevation at 11th Ave

Madison Park 1, Madison Park 2



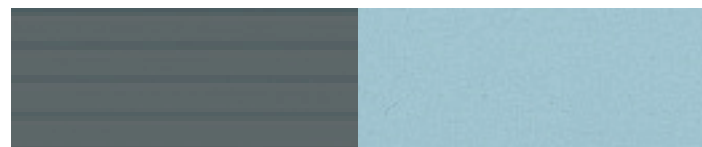
Painted Brick (Street Facing) Exposed Brick (Returns)



Exposed Brick (MP1) Painted Brick (MP2)

West Sidecar

East Sidecar



Ceraclad Reveal Panel Ceraclad Accent Panel



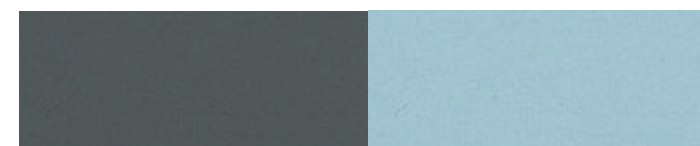
Ceraclad Reveal Panel Ceraclad Accent Panel

West Tower

East Tower

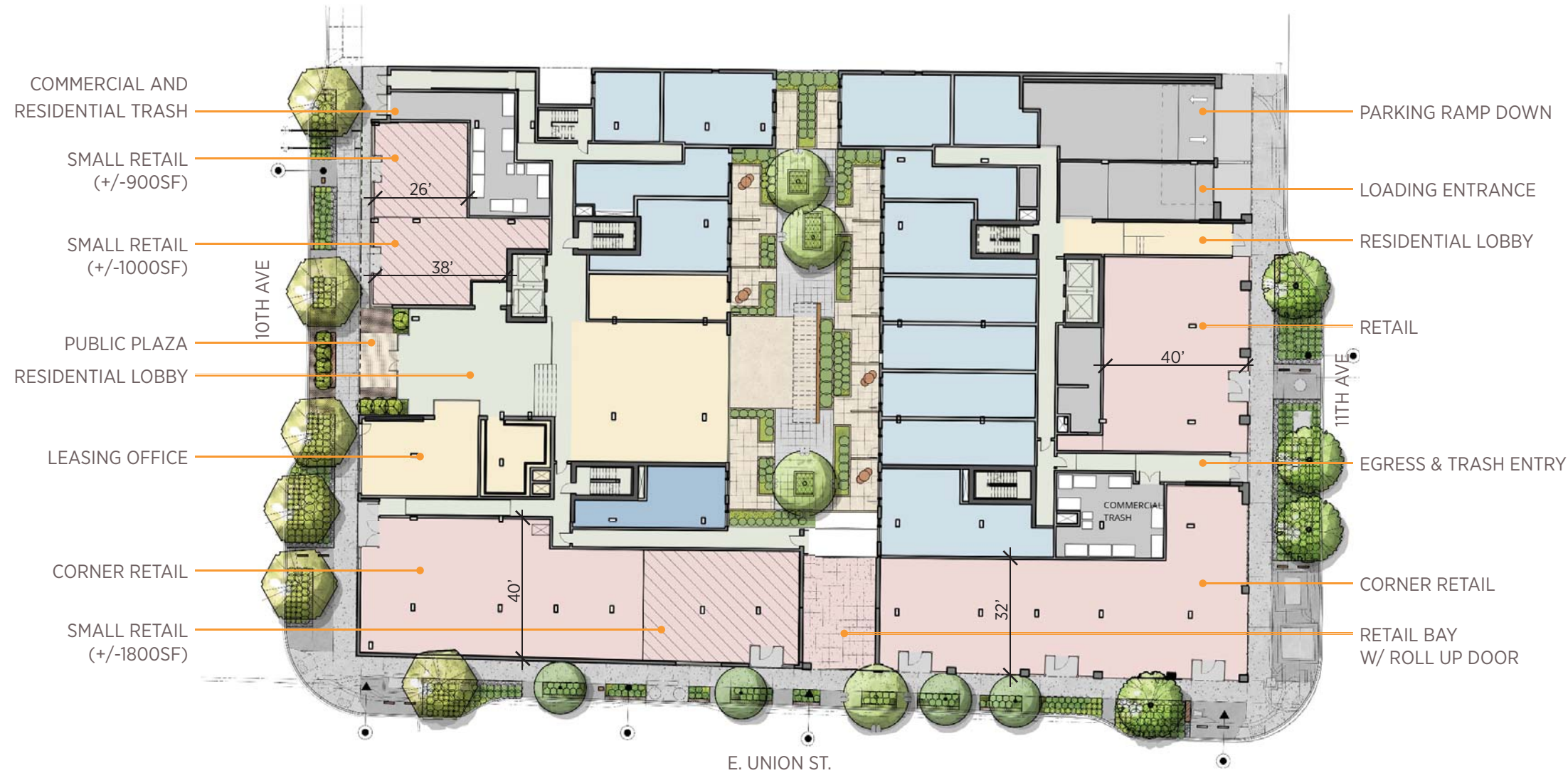


Hardie Panel Hardie Panel



Hardie Panel Hardie Panel

Street Level Activity: Design Guidelines A1, A4, A8, D1, D11, E2



Street Level / Ground Floor Plan

The Building Meets the Ground With a Series of Events Which Create a Life on the Street

A-4 Human Activity

Canopies are provided at the retail entrances in the new portions (sidecars) of the project. In the existing structures canopies are not compatible with the historic design. The conserved portions have significant fenestration; ample transparency creates a strong relationship between the interior and exterior spaces. There are many excellent opportunities along the retail frontage to provide cafe seating and benches- a much wider and safer sidewalk will be built as a part of this development.

D-1 Pedestrian Open Spaces and Entrances

Storefronts are located at or near the property line. The use of recessed entrances emphasizes location and function of each. The main residential entrance is highlighted with a tall canopy and large glazing. A public plaza is provided on 10th Ave, and a retail bay with a roll-up door to accommodate patio seating is provided on E Union St.

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

The streetscape has been enhanced to eliminate angled parking. As a result, the curbs have been bulbed at corners, and sidewalks have been widened.

North Facade: Design Guidelines B1, D2, C2

- SETBACK AT TOP LEVELS
- LIGHTWELL
- WIDE SPACE BETWEEN TOWERS (43')
- FIRE-RATED UNIT WINDOWS



North Wall as Seen From 10th Ave

The North Wall is a Varied and Articulated Mass With Unit Windows Throughout

B-1 Height, Bulk, and Scale Compatibility

At the north facade many setbacks and separations have been introduced to benefit the residential uses and to scale the building to the neighborhood. The separation between the East and West towers can be seen from the north. Both residential towers set back along the north facade, providing additional light to north-facing units and reducing the project's perceived height, bulk, and scale.

D-2 Blank Walls

The North facade shares a common property line and is limited in transparency by the building code and has limitations for residential uses. This project overcomes this challenge with a great deal of shape and articulation along the north, expressing the masses of the project and continuing its architectural themes. A good deal of windows have been placed in recessed light wells. Fire rated residential windows have been strategically incorporated to complement the interior and exterior design.

- SETBACK AT TOP LEVELS
- LIGHTWELL



North Wall as Seen from 11th Ave

Pedestrian Experience

Public Plaza on 10th Ave

Davis Hoffman at 10th Ave

Retail Plaza at E Union St

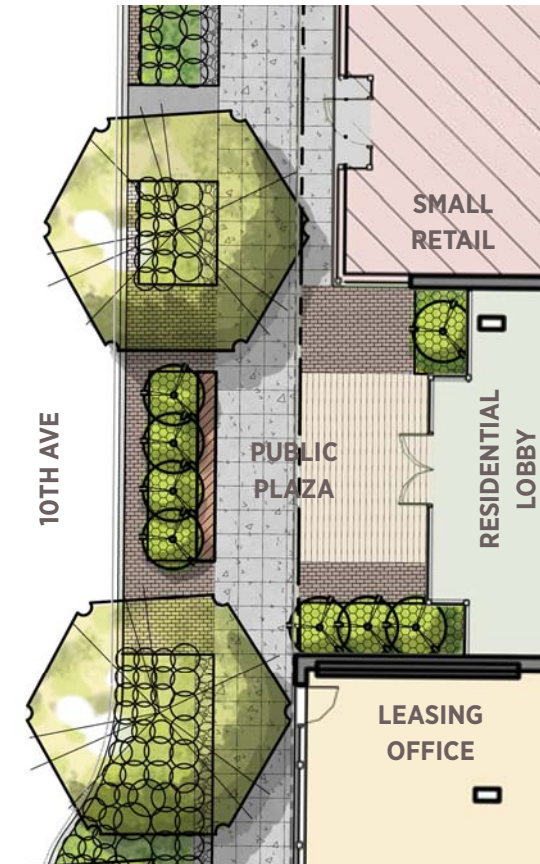
Madison Park 1 at E Union St

Madison Park 2 at 11th Ave

Public Plaza on 10th Ave



Perspective View of 10th Ave Public Plaza



Plan of Public Plaza

A Public Amenity on 10th Ave Reveals a New Brick Return on the Davis Hoffman

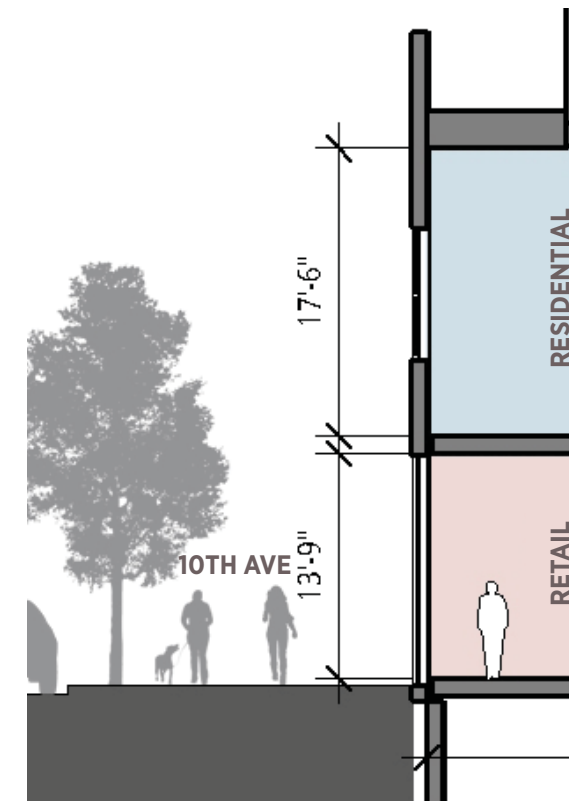
The residential lobby entrance on 10th Ave is set back 25' feet from the curb, is highly glazed and has a warm wood door and a coordinated entry walking surface. The setback creates an ~800 square foot plaza - a generous public amenity which is also visually accessible from the adjacent retail. In addition, this setback accentuates the new brick return along the north facade of the Davis Hoffman building, recreating a condition typical to buildings of this era. A long, reclaimed wood bench is provided located across from the lobby entrance.

This setback achieves the intent of the design guidelines by creating a desirable and varied pedestrian experience and clearly marking residential entrances.

Davis Hoffman at 10th Ave.



Perspective View of Davis Hoffman Facade at Corner of 10th Ave and E Union St



Section of Davis Hoffmann

The Davis Hoffman Building Facade is Conserved and Improved to Meet Contemporary Uses

The original glazing of the Davis Hoffman was removed in previous remodels of the structure, deleting much of its original character. Other changes have occurred over the years; many of the original bays which opened to sidewalk level were framed in with wood panels; the original sign graphics were removed from the brick; and an attractive wood parapet and cornice was replaced with less authentic construction.

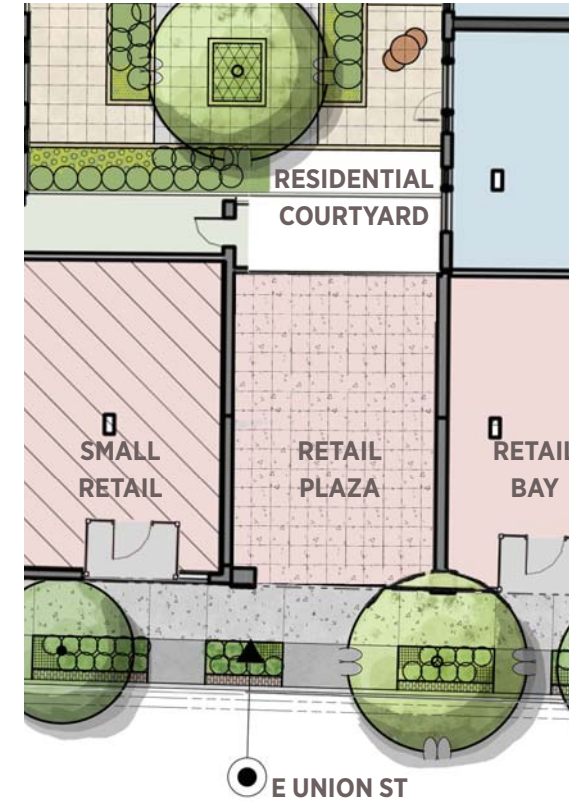
Our design returns much of the original character of the Davis Hoffman facade:

1. New windows recreate the mullion pattern of the originals, adding character and a better scale to the building.
2. Some of the original building signage will be re-painted on the facade, in keeping with its auto row character.
3. A new upper parapet and cornice, better matching the original auto row style, will replace the existing.
4. Entrance bays which were originally open to the sidewalk, likely as garage entrances, will be recreated with glazing that includes retail entries, opening the building again to the street and greatly enhancing the relationship between the interior retail spaces and the pedestrian streetscape.
5. The 10th Ave and E Union St corner will be enhanced with lowered windows bays to improve the retail interior space, and to support pedestrian activity and accessibility.

Retail Plaza at E Union St



Perspective View of Retail Plaza on E Union St



Plan of Retail Plaza

The E Union St Retail Plaza Creates a Visual Connection Between the Street and the Private Residential Courtyard

In the west column bay of Madison Park 1, adjacent to the Davis Hoffman facade, our design creates a retail plaza which visually connects the street to the residential courtyard and across to the opening at the north end of the property. The retail plaza will have a roll-up door across its width, and the space can be fully opened to the street. There will be demand from retailers that will value spaces like this and will use it to its fullest, activating the street and creating interaction between the building and the pedestrian environment. Along the west side of the plaza, a new return wall for the Davis Hoffman clad in brick will be incorporated. Depending on the market demand, each of the neighboring retail bays may be opened into the retail plaza and operated by a single retailer.

Madison Park 1 at E Union St



Perspective of Madison Park 1



Madison Park 1 Retail Plan

The Madison Park 1 Facade is Highly Transparent to the Street and Provides for a Variety of Uses

With large windows, original brick and regular retail bays The Madison Park 1 facade already has the retail rhythm and style so coveted in the neighborhood. Each retail bay creates a retail space of approximately 770 sf, ideal for the fine-grained retail that thrives in Pike / Pine. These bays can also be combined for larger retail, providing long-term flexibility. The new storefront systems recreate the proportions and character of the original glazing seen in older photographs, and the new retail entrances also recall this proportion and style. Retailers will also have flexibility to customize the window expression within the standard openings.

The interior floor level, currently several feet above the street in most locations, has been lowered to the sidewalk level, allowing more retail flexibility and a better relationship between the street and the interior spaces. This allowed the openings for the windows between the bays to be enlarged at the bottom, maximizing transparency at the pedestrian eye level and interaction between the retailers and the street.

Madison Park 2 at 11th Ave



Perspective of Madison Park 2



Madison Park 2 Retail Plan

A Variety of Functions Within the Madison Park 2 Facade are Framed in an Updated Color Scheme

* (This façade is not being used for incentives, and so is not subject to the same departure issues as are the others.)

The Madison Park 2 brick facade is currently covered under multiple layers of old paint, partly due to fire damage. Some of the parapet features of the original Madison Park 2 facade were removed in previous remodels, and the existing paint scheme does not express the architectural features of the facade.

Our design restores a contrasting paint scheme employed on the facade to better express the original features of the brick columns between the bays. In addition the parapet will be re-shaped using excess brick to better express the bays and create a more coherent architectural style. The interior floor level is lowered to street level, maximizing flexible retail uses; the glazing extends to the sidewalk to provide ample transparency to those spaces, enhancing the interaction between inside and outside the spaces.

Departures

Street Level Standards

Setback Above Character

Structures

Floor to Ceiling Heights Within

Character Structure

Loading Berth Height

Vehicle Access and Maneuvering

Street Level Standards: Departures 1, 2, 18, 19

Numbers Reference Departure Matrix in Appendix

Creating An Active Street Requires Some Departures From the Base Zoning.

residential use is 15.8%, less than the maximum. Residential use has been co-located to reduce impact on the street.

Standards

1, 2. Residential uses may not occupy more than 20% of a street-level street-facing façade on a principal pedestrian street. 80% of the street level use must be occupied by specific commercial uses.

Departures

- 1. 10th Ave has 39.4 % of street level in residential use - a residential lobby entrance and a leasing office entrance.
- 2. Residential use exceeds 20% on 10th Ave, therefore 80% of the street level cannot meet specific commercial uses.

Comments

The aggregate of all building street facades in

Why This Departure Better Meets the Intent of the Design Guidelines

"A-7: Open space at street level that is compatible with established development patterns and does not detract from desired, active street frontages is encouraged." The 10th Ave facade exceeds the standard limit due to the large public plaza placed in front of the main lobby entrance. This plaza relieves the continuous street face and creates a public amenity. The leasing office, which serves 250 units, is expected to be open, busy, and conducive to street activity indefinitely.

Conserving Character Structure Facades Requires Some Departures From the Base Zoning.

along E Union St. if the facade is to be conserved in a way which retains the majority of its original character.

Standards

- 18. Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.
- 19. Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.

Departures

- 18. The Davis Hoffman's original windows are very high off the street - the 70' portion indicated is considered a blank segment.
- 19. Although the Davis Hoffman façade and Madison Park façade have been modified to be more transparent, this standard cannot be met

Why This Departure Better Meets the Intent of the Design Guidelines

The intent of the overlay is to conserve character structures with significant architectural features intact; in doing so our design can not meet the base zoning requirements. However, an attractive and active streetfront is created, and auto row character is preserved.



10th Ave Elevation
Lobby Entrance and Leasing Office - Departure 1 & 2



E Union St. Elevation
Davis Hoffman Facade - Departure 18 & 19

Setback Above Character Structures: Departures 3, 4

Numbers Reference Departure Matrix in Appendix

By Reducing The Required Setback, Additional Voluntary Setbacks are Allowed



Setback Departure Plan

Standard

23.73.010

All portions of the new structure above the height of the street-facing facades of the character structure are set back a minimum of 15 feet from all street property lines that abut the Character Structure

Departure

3, 4. Setback along E Union St, above both the Davis Hoffman building and Madison Park 1 Building is reduced to 8'-0."

Comments

Setbacks provided on 10th and 11th Ave at character structures meet setback requirement of 15'. Along E Union St, the setback proposed is 8'-0" average, and so a 7'-0" average setback reduction is requested. No zoning incentives are taken at Madison Park 2 and so no setbacks are required.

Why This Departure Better Meets the Intent of the Design Guidelines

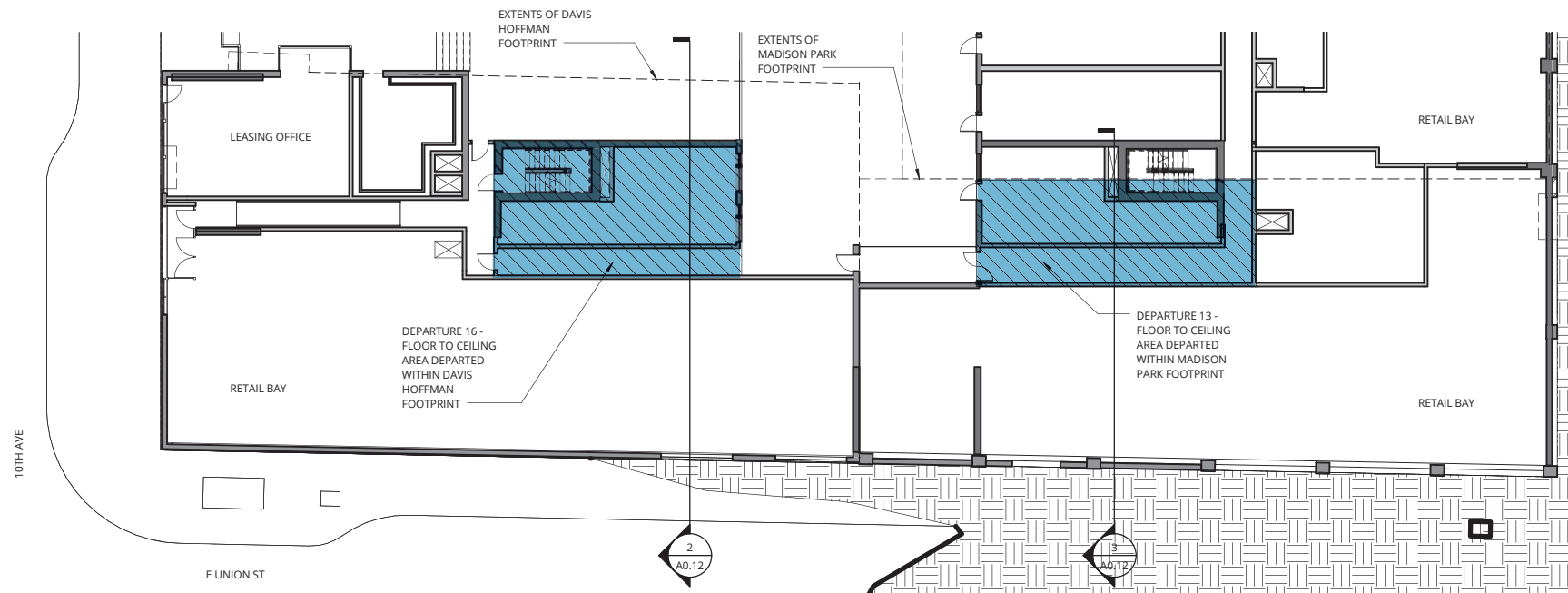
"B-3: Use siting, setbacks, structure orientation, massing, and rhythm, both at the street level and on floors above, to maintain a strong presence of the character structure in the streetscape."

Narrower buildings create better units and therefore we are requesting to reduce our setback along E Union St and increasing the length of our provided setbacks on 10th and 11th Ave. These setbacks extending the length of the block along 10th Ave and 11th Ave also reduce the masses of the new buildings on their longer axes and increases the prominence of the conserved facades.

Floor To Ceiling Heights in Character Structures: Departures 5 - 16

Numbers Reference Departure Matrix in Appendix

Floor to Ceiling Height Departure Plan - Units Behind Retail: Departures 7, 10, 13, 16



Height of Ground Floor Space is Increased in Character Structures

Standard

A 25 percent increase in the floor size limit is permitted for projects that incorporate a character structure on the same lot, either as a whole structure or as a portion of a structure, and a height exception is also available for lots that include a character structure. In zones with a 65-foot mapped height limit, the director may permit the height of a structure to exceed the height limit of the zone by 10 feet, subject to the following character structure conservation standard: the original floor-to-ceiling height of the ground story is maintained.

Departures

5, 6, 8, 9, 11, 12, 14, 15. Ceiling heights have been increased across both Davis Hoffman and Madison Park 1. Floor heights have been lowered to street elevations across both Character Structures. Overall volume is increased in all conditions.

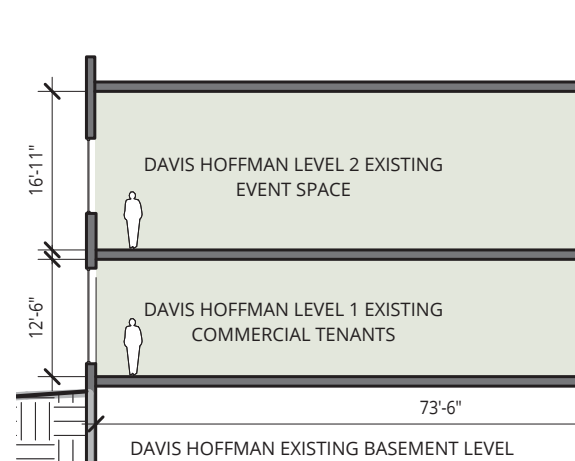
7, 10, 13, 16. Within a small portion of the Madison Park 1 and Davis Hoffman buildings, there are two floors of units within the original floor-to-ceiling height on the courtyard (internal) side of the buildings.

Why This Departure Better Meets the Intent of the Design Guidelines

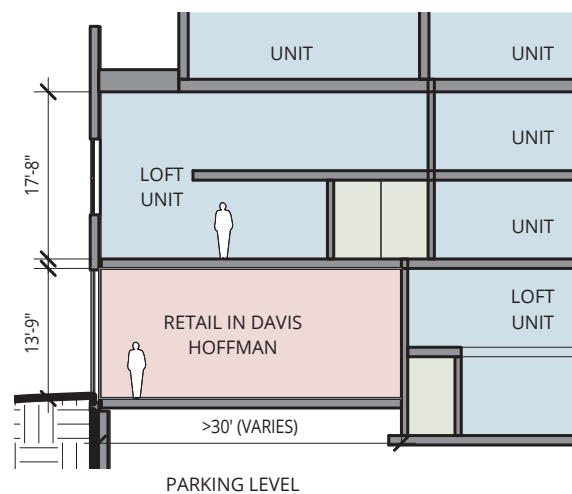
"B-3: Consider how elements of the character structure's original design can be adapted to the functions of the new structure, such as major entries to the structure, public areas and internal circulation... and ground floor uses that are oriented primarily to the street.."

Floor to ceiling height, in Davis Hoffman and Madison Park 1, exceeds that of the original space. A variety of retail uses at street level is better achieved with a floor at street level, allowing ADA entrances and more flexible retail demising walls. Transparency is enhanced, creating more of a relationship between the street and the interior spaces. In addition, bays which were originally open to the street and closed in previous modifications can be reopened.

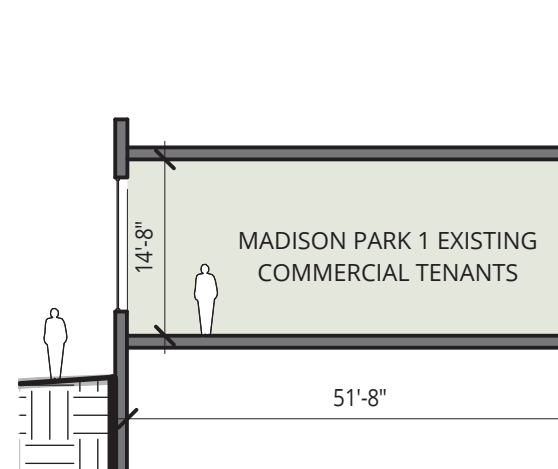
Increased Floor to Ceiling Height in Retail: Departures 5, 6, 8, 9, 11, 12, 14, 15



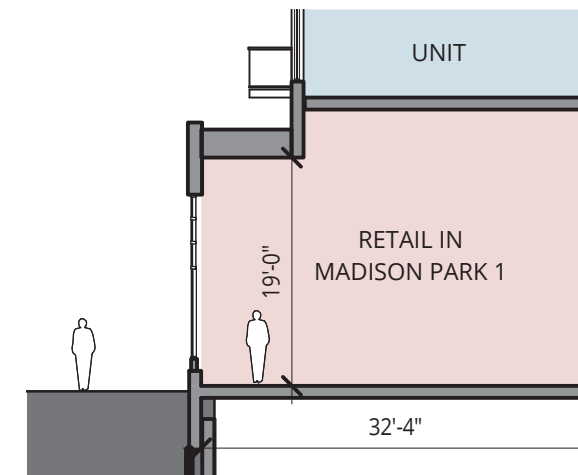
Davis Hoffman Section - Current



Davis Hoffman Section- Proposed



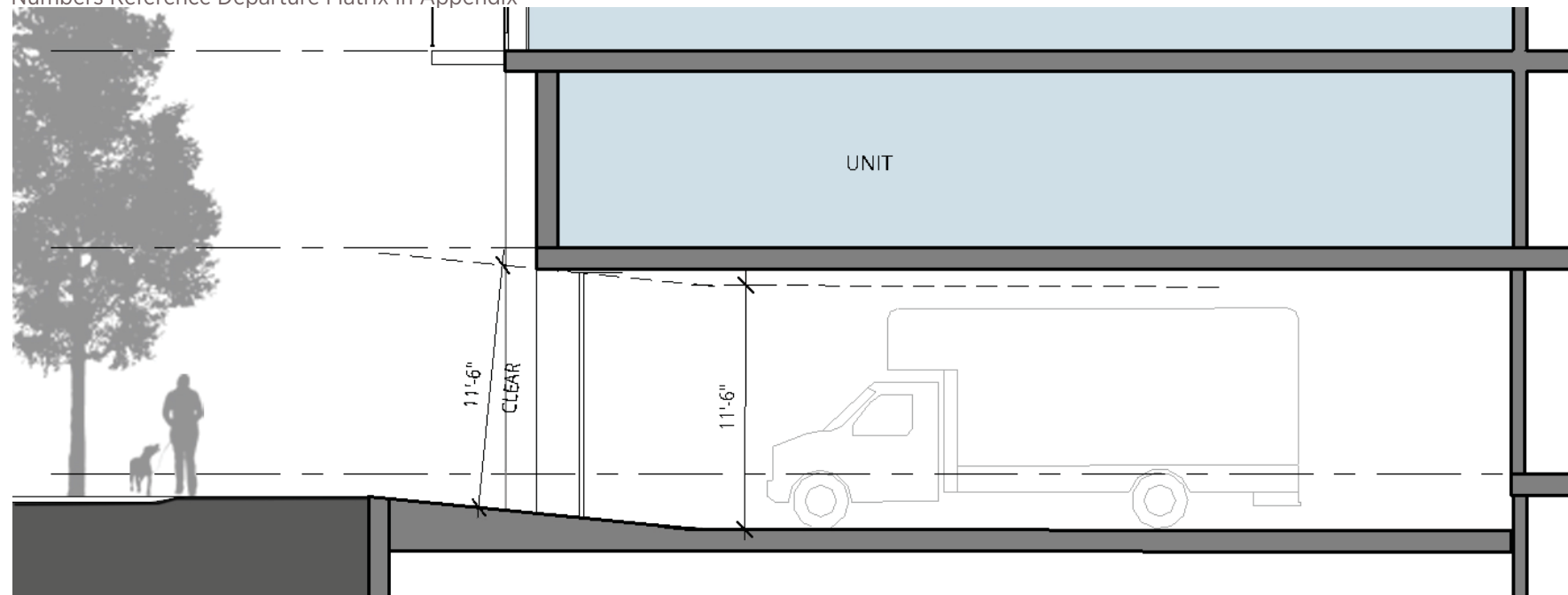
Madison Park 1 Section - Current



Madison Park 1 Section - Proposed

Loading Berth Height: Departure 17

Numbers Reference Departure Matrix in Appendix



Section of Proposed Loading Berth



Size of Required Loading Berth

Height of Ground Floor Space is Increased in Character Structures

Standard

23.47A.030

Each loading berth shall be minimum 10' wide and provide minimum 14' vertical clearance.

Departure

The provided loading berth provides 11'-6" vertical clearance.

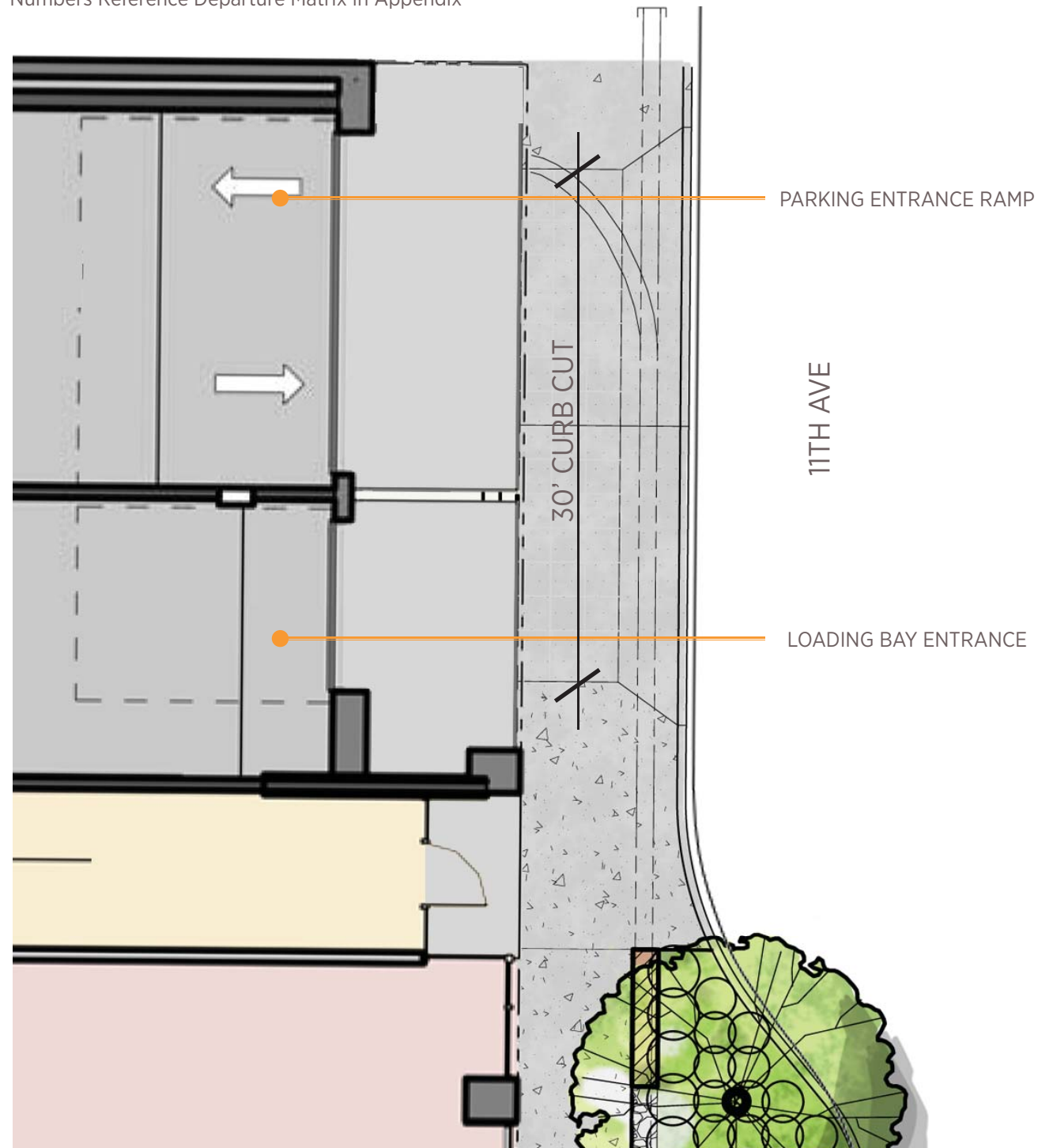
Why This Departure Better Meets the Intent of the Design Guidelines

"A-9: Garage entry ways facing the street should be compatible with the pedestrian entry to avoid a blank façade..."

We propose a 11'-6" vertical clear loading berth. The size of retailers in this location are typically 3,500 sf or smaller and are not expected to utilize larger vehicles for loading and unloading. This smaller loading berth reduces its impact on a principal pedestrian street.

Vehicle Access and Maneuvering: Departure 20, 21

Numbers Reference Departure Matrix in Appendix



A Larger Curb Cut Reduces the Total Length of Vehicle Access Along the Site

Standard

20. If access is not provided from an alley and the lot abuts only a principal pedestrian street or streets, access is limited to one two-way curb cut. (25' in width.)

21. Additional maneuvering space may be required by the Director for any uses ... with loading berth access from a principal or minor arterial street;

Departure

The curb cut combines parking and loading access, exceeding the maximum standard of twenty five feet (25') by five feet (5'), for a total of a thirty foot (30') curb cut.

Maneuvering space on-site for the loading bay is not provided.

Why This Departure Better Meets the Intent of the Design Guidelines

"A-9: Garage entry ways facing the street should be compatible with the pedestrian entry to avoid a blank façade..."

"A-8: Siting should minimize the impact of automobile parking and driveways on the pedestrian environment."

Combining loading and parking access in one location minimizes the impact to pedestrians for curb cuts on the project and is more suitable to the pedestrian uses by maximizing unbroken sidewalk. The loading is required for the commercial tenants per the code.

A large on-site maneuvering zone would create a large blank wall and a paved area at the street which would not be consistent with the street level use design standards suggested by the code and the design guidelines. Parking and loading entrances have been set back from the street to enhance pedestrian and vehicle safety and meet all required site triangles.

Plans and Elevations

Level 01 Plan

Level 02 Plan

Level 03 Plan

Level 05 Plan

Top Level Plan

West Elevation

South Elevation

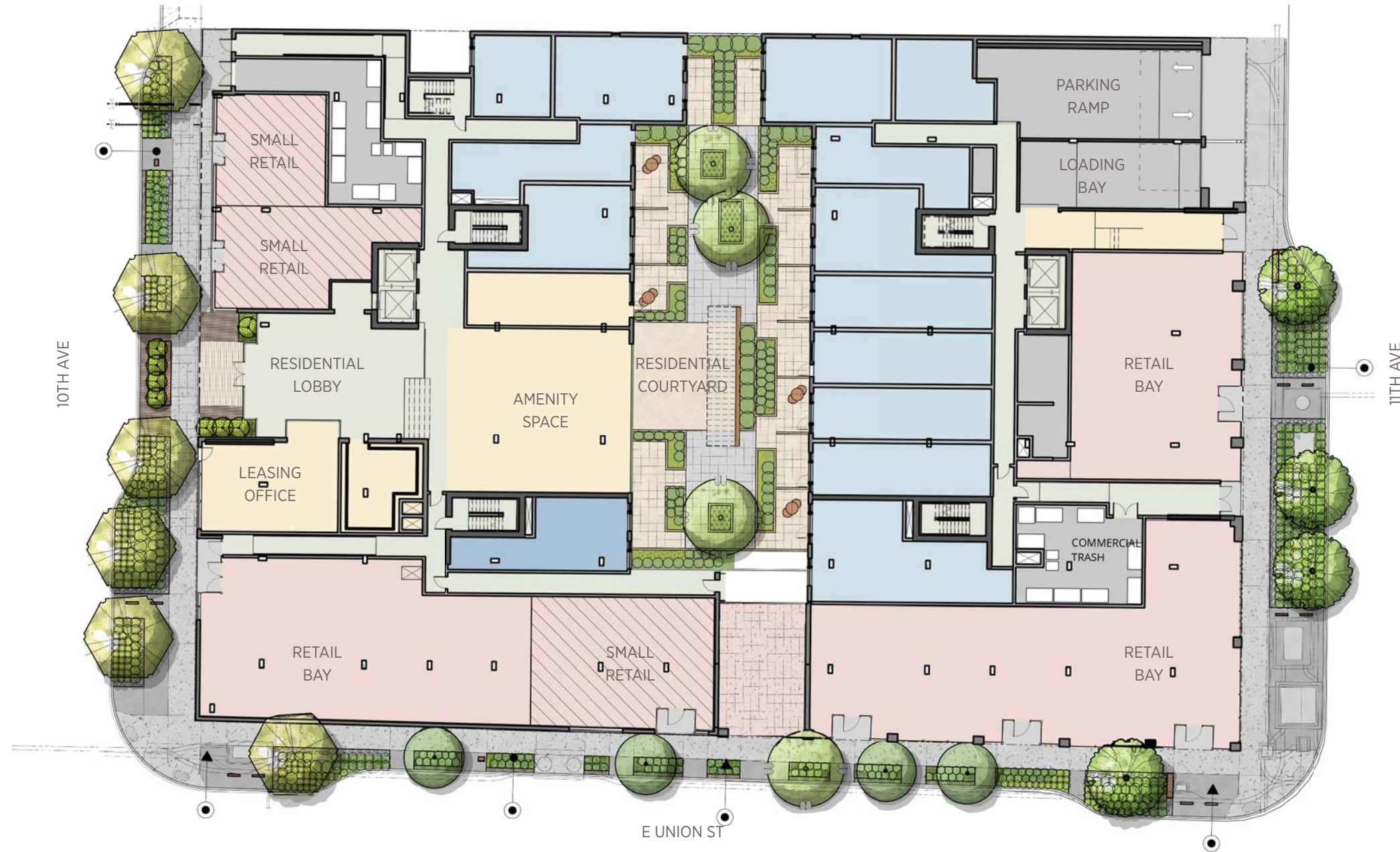
East Elevation

North Elevation

Courtyard West Elevation

Courtyard East Elevation

Level 01 & 02 Plan



Level 03 Plan



Level 05 Plan



Top Level Plan



Roof Plan



West Elevation



South Elevation



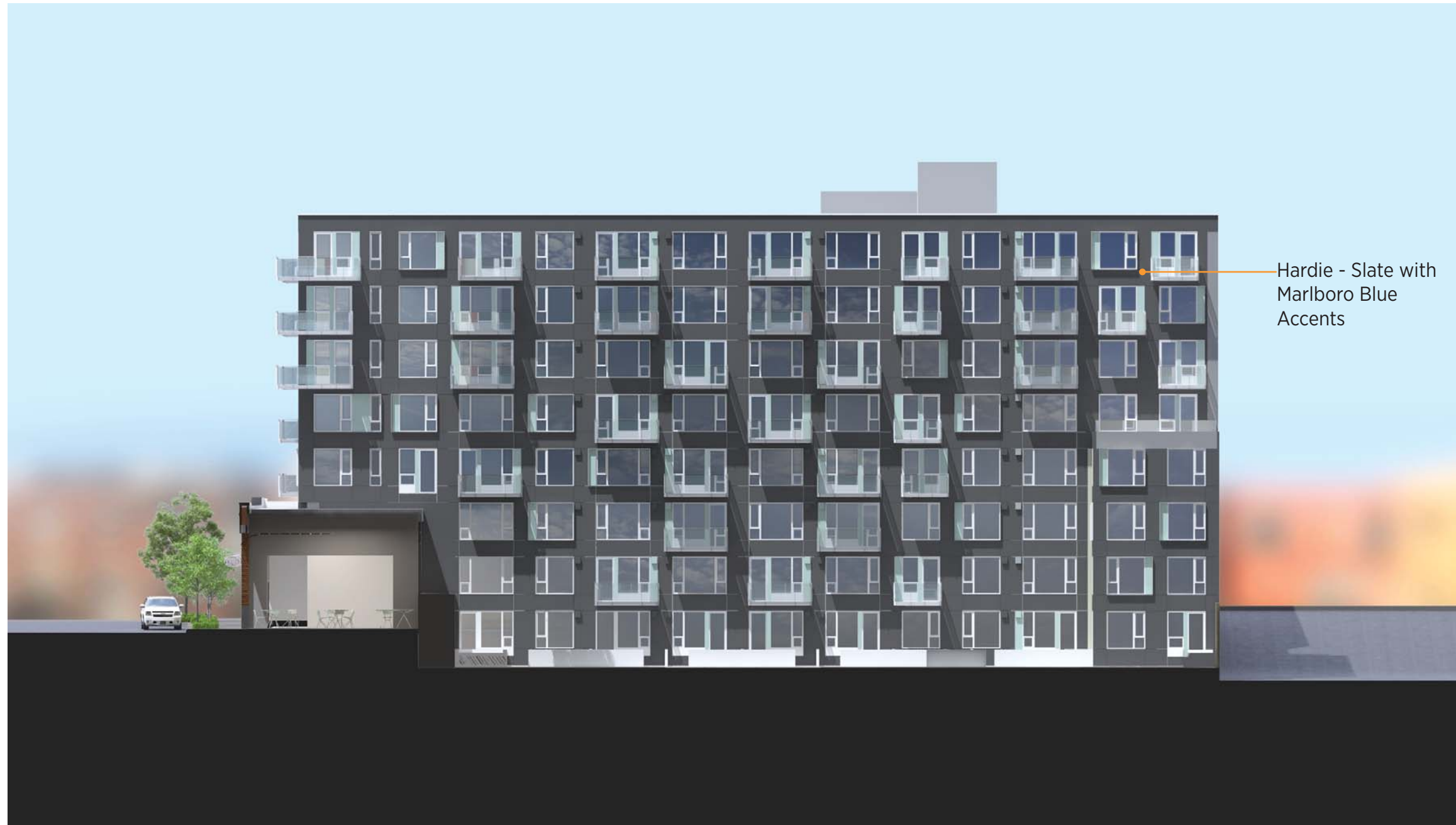
East Elevation



North Elevation



Courtyard West Elevation



Hardie - Slate with
Marlboro Blue
Accents

Courtyard East Elevation



Appendix

Landscape Species Description

Ground Level Landscape Plan

Roof Level Landscape Plan

Lighting Design Plan

Lighting Design Rendering

Zoning Summary

Zoning Summary

Zoning Summary

Departure Matrix

Departure Matrix

Site Context

Site Context

Shadow Study, New Massing

Signage Design

Species Description

TREES



ACER CIRCINATUM
VINE MAPLE

ACER GINNALA 'FLAME'
FLAME AMUR MAPLE

GINKGO BILOBA 'AUTUMN
GOLD'
AUTMNM GOLD GINKGO

LIQUIDAMBER STYRACIFLUA
'ROTUNDILOBA'
ROTUNDILOBA SWEETGUM

QUERCUS FRAINETTO
ITALIAN OAK

ZELKOVA S. 'GREEN VASE'
GREEN VASE ZELKOVA

SHRUBS



CORNUS S. 'ARCTIC FIRE'
ARCTIC FIRE DOGWOOD

MYRICA CALIFORNICA
PACIFIC WAX MYRTLE

TAXUS X MEDIA 'HICKSI'
HICK'S YEW

ROSA NUTKANA
NOOTKA ROSE

MAHONIA AQUIFOLIUM
OREGON GRAPE

RIBES SANGUINEUM
RED FLOWERING CURRANT

VACCINIUM OVATUM
EVERGREEN HUCKLEBERRY

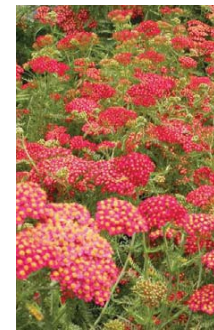
SYMPHORICARPOS ALBA
SNOWBERRY

PERENNIALS AND GROUNDCOVERS



MAHONIA REPENS
CREEPING MAHONIA

POLYSTICHUM MUNITUM
SWORD FERN



ACHILLEA M. 'PAPRIKA'
PAPRIKA YARROW



SARCOCCOCA H. HUMILIS
LOW SWEET BOX



CAREX MORROWII 'ICE DANCE'
ICE DANCE SEDGE



HAKONECHLOA MACRA
JAPANESE FOREST GRASS



CALAMAGROSTIS ACUTIFLORA
KARL FORESTER

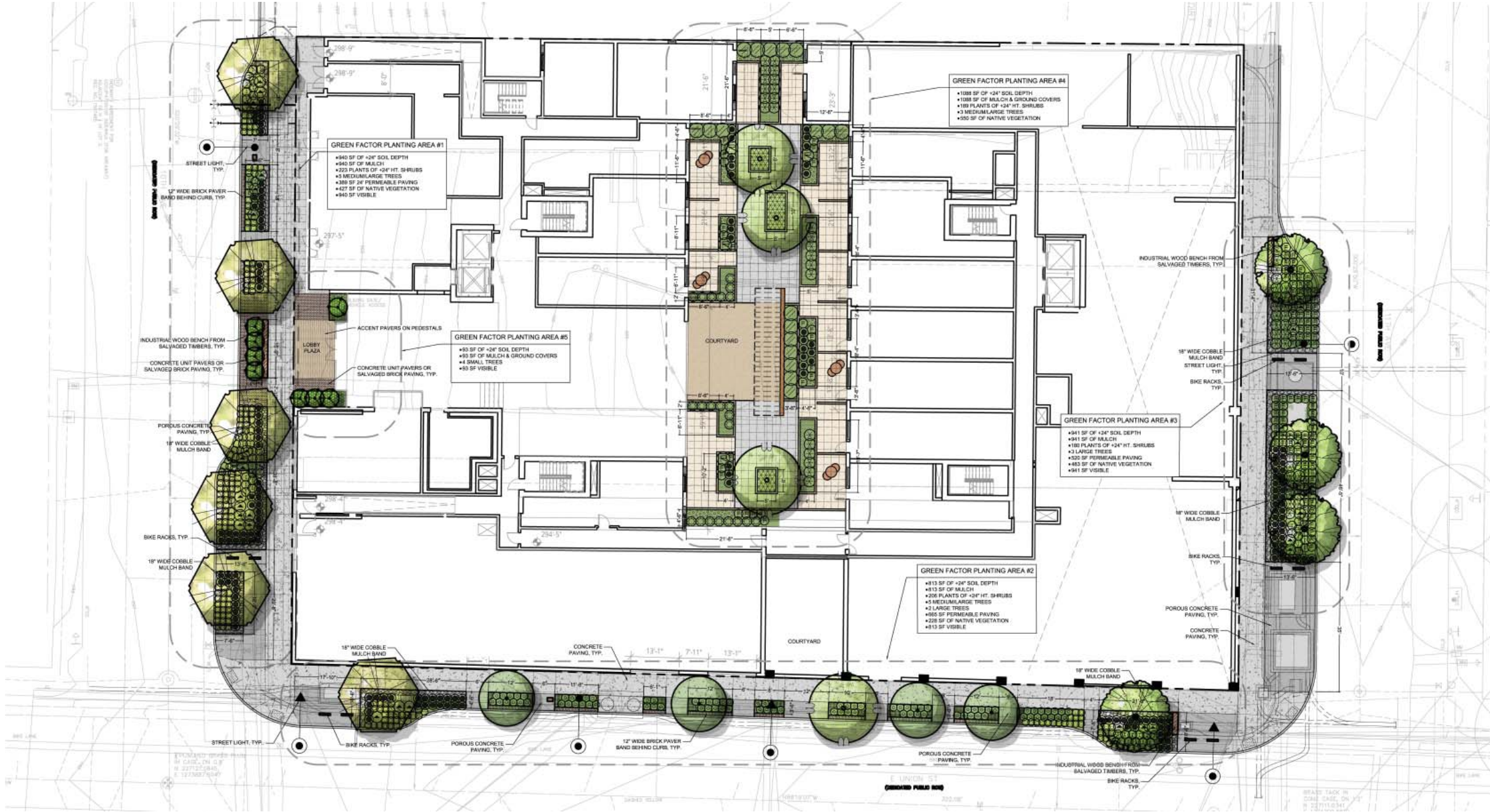


DECHAMPسيا CEPITOSA
TUFTED HAIR GRASS



ACORUS G. 'MINIMUS AUREA'
DWARF GOLDEN SWEET FLAG

Ground Level Landscape Plan



Roof Level Landscape Plan



Lighting Design Plan



	A		DOWNLIGHT SCONCE
	B		DOWNLIGHT SURFACE WASH
	C		LINEAR CANOPY LIGHT
	D		IN GROUND UPLIGHT
	E		SIGNAGE LIGHT
	F		RECESSED DOWNLIGHT

NOTE: ALL FIXTURES TO BE SHIELDED AND DIRECTED AWAY FROM ADJACENT USES.

Zoning Summary

1414 10TH AVENUE ZONING ANALYSIS

ZONING: NC3P-65

OVERLAYS: Pike/Pine Urban Center Village, Pike/Pine Conservation, Principal Pedestrian Street (10th Ave, 11th Ave, E Union St)

Land Use Code Section	Description	Comments
23.47A.004	Permitted and Prohibited Uses:	Retail Sales: Permitted Residential Use: Permitted
23.47A.005	Street-Level Uses: <ul style="list-style-type: none"> ☒ Residential uses may not occupy more than 20% of a street-level street-facing façade on a principal pedestrian street. ☒ For purposes of calculating the 80 percent of a structure's street-level facade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street. ☒ Street-level parking may not abut a street-facing facade 	<ul style="list-style-type: none"> ☒ Street-Level Uses (see Street-Level Uses sheets) ☒ 10th Ave: 39.4% residential use (departure sought) ☒ E Union St: 0% residential use ☒ 11th Ave: 17.4% residential use ☒ No street-level parking facing these streets.
23.47A.008	Street Level Development Standards: <ul style="list-style-type: none"> ☒ Blank segments of the street-facing facade between 2' and 8' above the sidewalk may not exceed 20' in width. The total of all blank facade segments may not exceed 40% of the width of the facade of the structure along the street. <ul style="list-style-type: none"> ○ Façade Segments are considered blank unless they contain at least one of the following: windows, doorways, stairs, stoops, decks, screening and landscaping. ☒ Street-level street-facing facades must be located within 10 feet of the street lot line unless plazas or other open spaces are provided. 	<ul style="list-style-type: none"> ☒ See Street Level Uses sheets for compliance. ☒ See Level 01 Plan for Compliance.

1414 10TH AVENUE ZONING ANALYSIS

ZONING: NC3P-65

OVERLAYS: Pike/Pine Urban Center Village, Pike/Pine Conservation, Principal Pedestrian Street (10th Ave, 11th Ave, E Union St)

Land Use Code Section	Description	Comments
	Nonresidential Street Level Requirements: <ul style="list-style-type: none"> • 60% of the street-facing facade between 2' and 8' shall be transparent. • Transparent areas shall allow unobstructed views from the outside into the structure. • Non-residential uses must extend an average of 30' deep and a minimum of 15' deep and have a minimum floor to floor height of 13'. 	<ul style="list-style-type: none"> • See Street Level Uses sheets for compliance. • See Street Level Uses sheets for compliance.
	Residential Street Level Requirements: <ul style="list-style-type: none"> • Residential uses are limited to 20% of the street-level, street-facing façade. • At least one street-facing façade must have a visually prominent pedestrian entry. 	<ul style="list-style-type: none"> • See Street Level Uses sheets for compliance. • Pedestrian entry on 10th Avenue is visually prominent. See Elevations and Level 01 plan for compliance.
23.47A.012 (23.73.014)	Structure Height: <ul style="list-style-type: none"> • May not exceed 65' (measured from grade plane) • Open railings, planters, parapets may extend up to 4' above the height limit. • Solar collectors and mechanical equipment may extend up to 7' above the height limit. • Stair and Elevator Penthouses may extend up to 16' above the height limit provided that the combined elements do not exceed 25% of the roof area. Height Exceptions: <ul style="list-style-type: none"> • For lots that include a character structure, the structure may exceed the height limit of the zone by 10' provided that the character structure is incorporated per the following conditions: <ul style="list-style-type: none"> • All street-facing facades of the character structure are retained, • All portions of the new structure above the height of the street-facing facades of the character structure are set back 15' minimum from all street property lines abutting the character structure, and • The original floor-to-ceiling height of the ground story of the character structure is retained. 	<ul style="list-style-type: none"> • See A3 series for grade plane calculations, Elevations, and Full Building section for height limit compliance. • Proposed structure conserves two character structures (see Site Plan for Compliance). • Departure requested for setbacks (see Departure Diagrams). • Departure requested: original floor-to-ceiling height retained only through street-facing retail
	<ul style="list-style-type: none"> • The additional floor area above the 65' base zoning height limit may only be occupied by residential use. • The project shall not result in the demolition of a character 	

Zoning Summary

1414 10TH AVENUE ZONING ANALYSIS

ZONING: NC3P-65

OVERLAYS: Pike/Pine Urban Center Village, Pike/Pine Conservation, Principal Pedestrian Street (10th Ave, 11th Ave, E Union St)

Land Use Code Section	Description	Comments
	<p>structure listed in Section 23.73.005 or a designated landmark.</p> <ul style="list-style-type: none"> One character structure must be retained for each new portion of a structure subject to the floor size limit in Section 23.73.010.A in order for the new portion of a structure to qualify for the 10' height increase. 	<p>use (see Departure Diagrams).</p> <ul style="list-style-type: none"> All floors above L1 & 2 are in residential use. See floor plans for compliance. Project does not result in the demolition of noted character structure or designated landmark. Two character structures are retained; therefore, two portions of the new structure qualify for 10' height increase. See site plan.
23.47A.013 (23.73.009)	<p>Floor-Area Ratio:</p> <ul style="list-style-type: none"> Measure area bounded by the inside surface of the exterior wall Total permitted for all uses within a mixed-use structure: 4.75 Total permitted for any single use within a mixed-use structure: 4.25 <p>Floor-Area Ratio Exceptions:</p> <ul style="list-style-type: none"> Gross floor area of non-residential use is limited to less than 50% of the total gross floor area for structures greater than 30' high. All residential floor area exempt in a development preserving a character structure, provided that no specially listed character structures are demolished (SMC23.73.009.C.5) Non-residential use located in or added to a character structure is exempt from FAR calculations, provided that additional non-residential use does not exceed the equivalent of .5 FAR (SMC23.73.009.C.1-2). 	<ul style="list-style-type: none"> See Sheet FAR sheet for diagram and calculations. <p>Lot area = 44,038 SF 4.75 x 44,038 = 209,180 SF allowed (Total FAR) 4.25 x 44,038 = 187,161 SF allowed (Single-use FAR)</p> <p>See FAR Diagrams for Compliance.</p> <ul style="list-style-type: none"> Not a compliance issue on this project. All residential floor area uses are exempt. Non-residential use in character structures is exempt up to .5 FAR or 22,019 SF.
23.47A.016	Landscaping Requirements:	

1414 10TH AVENUE ZONING ANALYSIS

ZONING: NC3P-65

OVERLAYS: Pike/Pine Urban Center Village, Pike/Pine Conservation, Principal Pedestrian Street (10th Ave, 11th Ave, E Union St)

Land Use Code Section	Description	Comments
	<ul style="list-style-type: none"> Requires green area factor score of .30 or greater. Street trees are required. 	<ul style="list-style-type: none"> See Landscape Plans for compliance.
23.47A.020	<p>Odor standards:</p> <ul style="list-style-type: none"> The venting of odors, vapors, smoke, cinders, dust, gas and fumes shall be at least 10' above finished sidewalk grade, and directed away to the extent possible from residential uses within 50' of the vent. 	<ul style="list-style-type: none"> Mechanical shafts to be located; exhaust shall be at least 10' above finished sidewalk grade, and directed away to the extent possible from residential uses within 50' of the vent.
23.47A.024	<p>Residential Amenity Areas:</p> <ul style="list-style-type: none"> Required in an amount equal to 5 percent of the structure's gross floor area in residential use. Amenity area may not be enclosed. Common recreation area must have a minimum horizontal dimension of at least 10' and cannot be less than 250 SF Private balconies and decks must have minimum area of 60 SF and no horizontal dimension can be less than 6 feet. Rooftop areas within 8' of antennas cannot qualify as residential amenity areas. 	<ul style="list-style-type: none"> See Sheet A0.13 for diagrams: 213,426 x 0.05 = 10,671 SF required 10,808 SF proposed
23.47A.030 (23.54.015-.030)	<p>Vehicle Parking:</p> <ul style="list-style-type: none"> Parking is required for residential uses in commercial zones by Table B. Parking is required for nonresidential uses in commercial zones by Table A. No parking for motor vehicles is required for residential or non-residential uses (other than institutions) in commercial and multi-family zones within urban centers or within the Station Area Overlay District (23.54.020.M). <p>Bicycle Parking:</p> <ul style="list-style-type: none"> Bicycle parking is required for specified uses by Table E. Sales and Service, General - 1 per 12,000 SF Long Term; 1 per 2,000 SF Short Term (in Urban Center) Residential - 1 per 4 units. Once the first 50 bicycle spaces are provided, additional spaces are required at .5 the ratio shown in Table E. <p>Vehicle Parking Stall Requirements:</p> <p>Residential</p> <ul style="list-style-type: none"> 60% of stalls to be medium stalls (8'x16') <p>Nonresidential</p>	<ul style="list-style-type: none"> No minimum parking requirement for residential and non-residential uses. The site is located in the Pike/Pine Urban Center Overlay. Total Residential Stalls provided: 124 Total Retail Stalls provided: 2 2 long-term stalls required, 7 short-term stalls required; see Sheet L1.00 for compliance 244 units/ 4 = 61 residential bike stalls required; see Sheet A2.OP1

Zoning Summary

1414 10TH AVENUE ZONING ANALYSIS

ZONING: NC3P-65

OVERLAYS: Pike/Pine Urban Center Village, Pike/Pine Conservation, Principal Pedestrian Street (10th Ave, 11th Ave, E Union St)

Land Use Code Section	Description	Comments
	<ul style="list-style-type: none"> 25% of stalls to be small stalls (7.5'x15') 35% of stalls to be large stalls (8.5'x19') Accessible Stalls <ul style="list-style-type: none"> (1) 19' Accessible Stall Required Driveway Width for Non-Residential: <ul style="list-style-type: none"> 22' min- 25' max width Driveway Width for Residential: <ul style="list-style-type: none"> 20' min 	<ul style="list-style-type: none"> Residential and non-residential parking are provided in excess of the quantity required per Section 23.54.015, hence are exempt from the requirements of sub-sections A and B of Section 23.54.030
23.47A.030 (23.54.035)	Loading Berth Requirements: <ul style="list-style-type: none"> Loading berths required per Chart A and Table 23.54.035 Each loading berth shall be minimum 10' wide and provide minimum 14' vertical clearance Each loading berth shall be minimum 35' long Per Director's approval, if the site design and property use will not result in vehicles extending beyond the property line, loading berth length requirement may be reduced to 25' 	<ul style="list-style-type: none"> 13,559 SF <i>Personal and household sales and services</i> Medium Demand - 1 Loading Berth Required 1 Provided (See Sheet A2.02 for size compliance) Departure sought: Applicant proposes a 11'-6" vertical clear loading berth. The size of retail tenants in this location are typically 3,500 sf or smaller and are not expected to utilize larger vehicles for loading and unloading.
23.47A.032 (23.73.018)	Parking Location and Access: <ul style="list-style-type: none"> Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030 If lot abuts only principal pedestrian streets, access is permitted from the principal pedestrian street, and limited to one two-way curb cut (23.47A.032.A.2.b). Accessory parking is not permitted if the parking would result in the partial or total demolition of a character structure. 	<ul style="list-style-type: none"> Lot is not adjacent to alley. See Sheet A1.01 for compliance. Parking located underground; does not require demolition of a character structure.
23.54.040	Solid Waste and Recyclable Materials Storage Space: <ul style="list-style-type: none"> Residential Development more than 100 dwelling units - 575 square feet plus 4 square feet for each additional unit above 100. Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for nonresidential development - 5,001-15,000 square feet non-residential area requires 125 square feet storage space. In mixed-use developments, storage space for garbage may be shared between residential and non-residential uses, but 	<ul style="list-style-type: none"> Residential Development: 249 units Total 575 + (144 Units x 4 SF) = 1171 SF required Non-residential Development in a mixed-use project: 50% of 125 SF = 62.5 SF required TOTAL: 1,233 SF base required Minimum horizontal dimension of 20' provided, reducing required amount by 15% to 1,048 SF

1414 10TH AVENUE ZONING ANALYSIS

ZONING: NC3P-65

OVERLAYS: Pike/Pine Urban Center Village, Pike/Pine Conservation, Principal Pedestrian Street (10th Ave, 11th Ave, E Union St)

Land Use Code Section	Description	Comments
	separate spaces for recycling shall be provided. <ul style="list-style-type: none"> For residential development over 100 dwelling units, the required minimum area for storage space may be reduced by 15% if the storage area provided has a minimum horizontal dimension of 20'. Collection location shall not be within a bus stop or within the street right-of-way area abutting a vehicular lane designated as a sole travel lane for a bus; 	<ul style="list-style-type: none"> required. Two rooms, >524 SF ea. are shown on plans. E Union St. is a two-lane two-way road with a bus route running in each direction; therefore trash collection on E Union St. is not allowed.
23.73.008	<ul style="list-style-type: none"> For a project providing between 12,000 and 16,000 square feet of retail at street level, Table A calls for 3 required commercial spaces for businesses averaging 2,000 square feet or less. 	<ul style="list-style-type: none"> 3 spaces are provided. See Street Level Use Diagrams for compliance.
23.73.010	Floor limits outside the Conservation Core: <ul style="list-style-type: none"> On lots greater than 15,000 SF, the maximum gross floor area of any single story above 35' in height is 15,000 SF; this limit does not apply to non-residential uses in a structure developed per 23.73.009.B.2. Floor size limit applies to portions of each structure above 35' in height. If the separation between portions of a structure above 35' in height is less than 40', the floor area of each story in the separated portions of the structure shall be combined to determine the floor area subject to the floor size limit. If an entire character structure is retained on the lot, any floor area above 35' in height within the character structure, whether connected to a new structure or not, is not included in the calculation of floor area subject to floor size limit. Exceptions to floor size limit: <ul style="list-style-type: none"> A 25% increase in the floor size limit is permitted for projects incorporating a character structure on the same lot, provided that: <ul style="list-style-type: none"> -the project will not result in the demolition of a designated Seattle landmark or of a character structures listed in the Director's rule according to 23.73.005, -one character structure is retained for each new structure or portion of a structure to qualify for the 25% increase in floor size. 	<ul style="list-style-type: none"> Portion 1: 18,750 SF allowed with 25% increase to floor size limit with incorporated character structure. 16,750 SF proposed per floor over 35' (3,500 SF exempt over character structure) Portion 2: 15,000 SF allowed 10,750 SF proposed per floor over 35'

Departure Matrix

#	LAND USE STANDARD	DEPARTURE	DESIGN GUIDELINE COMMENTS
1	23.47.A.005 Residential uses may not occupy more than 20% of a street-level street-facing façade on a principal pedestrian street.	10 th Avenue has 39.4 % of street level in residential use.	The aggregate of the building street facades in residential use is 15.8%, less than the maximum. The impacts of residential uses on 10th are offset by a public plaza, an amenity for the public and the retail spaces adjacent.
2	SMC 23.47A.005D/ SMC 23.47A.008C1 80% of the street level use to be occupied by specific commercial uses.	Residential use exceeds 20% on 10 th Ave, therefore 80% of the street level cannot meet specific commercial uses.	The aggregate of the building street facades in residential use is 15.8%, therefore 84.2% of total façades across all three streets are devoted to the commercial uses laid out in the code. Our arrangement of residential uses benefits the street by providing a public plaza.
3	23.73.010B2c(2) A 25 percent increase in the floor size limit is permitted for projects that incorporate a character structure on the same lot, either as a whole structure or as a portion of a structure, according to the following provision: All portions of the new structure above the height of the street-facing facades of the character structure are set back a minimum of 15 feet from all street property lines that abut the character structure;	Setback along E Union St, above both the Davis Hoffmann building and Madison Park 1 Building (character structures) is eight feet (8'-0.")	Setbacks provided on 10 th and 11 th Avenue on the new structures at street facing facades of character structures meet the setback requirement. Additionally, voluntary setbacks have also been provided on these streets to create public spaces and relieve the top floors of the building mass.
4	23.73.010B2c(2) Height exception for lots that include a character structure. In zones with a 65-foot mapped height limit; the director may permit the height of a structure to exceed the height limit of the zone by 10 feet, subject to the following: All portions of the new structure above the height of the street-facing facades of the character structure are set back a minimum of 15 feet from all street property lines that abut the character structure;	Setback along E Union St, above both the Davis Hoffmann building and Madison Park 1 Building (character structures) is reduced to 8'-0."	Setbacks provided on 10 th and 11 th Avenue at character structures meet setback requirement. Additionally, voluntary setbacks have also been provided on these streets to create public spaces and relieve the top floors of the building mass.

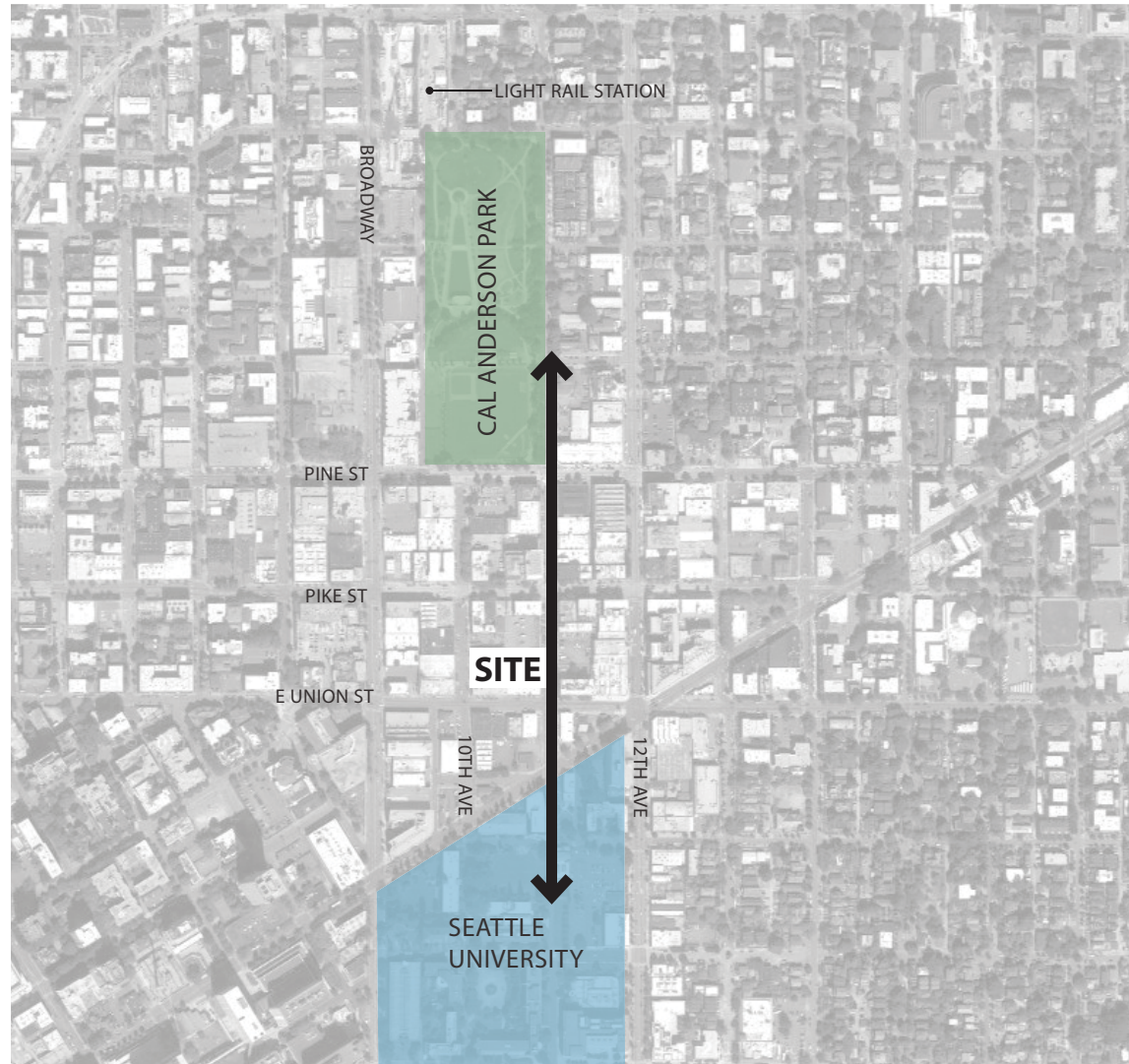
#	LAND USE STANDARD	DEPARTURE	DESIGN GUIDELINE COMMENTS
5	23.73.010B2c(3) A 25 percent increase in the floor size limit is permitted for projects that incorporate a character structure on the same lot, either as a whole structure or as a portion of a structure, according to the following provision:	Within the Madison Park building the ceiling has been raised approximately five feet (5').	Floor to ceiling height exceeds that of the original space, creating a better commercial space that is more open to the street.
6	The original floor-to-ceiling height of the ground story shall be maintained.	Within the Madison Park 1 building the floor has been lowered to the relative sidewalk level.	A variety of retail uses at street level is better achieved with a floor at street level, allowing ADA entrances and more flexible retail demising walls.
7		Within a small portion of the Madison Park 1 building, there are two floors of units within the original floor-to-ceiling height on the courtyard (internal) side of the buildings.	Units have been created that face the residential courtyard, and are not seen from the street, nor do the units have any adjacency with retained facades. Ideal retail depth has been provided. Allowing flexible use of this footprint area allows for more articulation at the street.
8		Within the Davis Hoffman building the ceiling has been lowered approximately six inches (6".)	Better suits the massing of the building above and allows the total height of the new structure to be three feet (3') less than the zoning maximum.
9		Within the Davis Hoffman building the floor has been lowered to the relative sidewalk level.	Transparency at street level with a variety of retail uses is better achieved with a floor at street level, allowing ADA entrances and more flexible retail demising walls.
10		Within a small portion of the Davis Hoffman building, there are two floors of units within the original floor-to-ceiling height on the courtyard (internal) side of the buildings.	Units have been created that face the residential courtyard, and are not seen from the street, nor do the units have any adjacency with retained facades. Ideal retail depth has been provided. Allowing flexible use of this footprint area allows for more articulation at the street.

Departure Matrix

#	LAND USE STANDARD	DEPARTURE	DESIGN GUIDELINE COMMENTS
11	23.73.014B2c(2) Height exception for lots that include a character structure. In zones with a 65-foot mapped height limit; the director may permit the height of a structure to exceed the height limit of the zone by 10 feet, subject to the following: The original floor-to-ceiling height of the ground story shall be maintained.	Within the Madison Park building the ceiling has been raised approximately five feet (5').	Floor to ceiling height exceeds that of the original space, creating a better commercial space that is more open to the street.
12		Within the Madison Park 1 building the floor has been lowered to the relative sidewalk level.	A variety of retail uses at street level is better achieved with a floor at street level, allowing ADA entrances and more flexible retail demising walls.
13		Within a small portion of the Madison Park 1 building, there are two floors of units within the original floor-to-ceiling height on the courtyard (internal) side of the buildings.	Units have been created that face the residential courtyard, and are not seen from the street, nor do the units have any adjacency with retained facades. Ideal retail depth has been provided. Allowing flexible use of this footprint area allows for more articulation at the street.
14		Within the Davis Hoffman building the ceiling has been lowered approximately six inches (6".)	Better suits the massing of the building above and allows the total height of the new structure to be three feet (3') less than the zoning maximum.
15		Within the Davis Hoffman building the floor has been lowered to the relative sidewalk level.	Transparency at street level with a variety of retail uses is better achieved with a floor at street level, allowing ADA entrances and more flexible retail demising walls.
16		Within a small portion of the Davis Hoffman building, there are two floors of units within the original floor-to-ceiling height on the courtyard (internal) side of the buildings.	Units have been created that face the residential courtyard, and are not seen from the street, nor do the units have any adjacency with retained facades. Ideal retail depth has been provided. Allowing flexible use of this footprint area allows for more articulation at the street.

#	LAND USE STANDARD	DEPARTURE	DESIGN GUIDELINE COMMENTS
17	23.54.035C1 Each loading berth shall be minimum 10' wide and provide minimum 14' vertical clearance.	The provided loading berth at the northeast corner of the building provides 11'-6" clearance.	Applicant proposes a 11'-6" vertical clear loading berth. The size of retail tenants in this location are typically 3,500 sf or smaller and are not expected to utilize larger vehicles for loading and unloading. A smaller loading bay is more compatible with the scale of the streetscape.
18	SMC 23.47A.008A2b Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.	Although the Davis Hoffman facade and Madison Park facade have been modified to be more transparent, this standard is not met along E Union St.	The intent of the overlay is to retain character structures with significant architectural features intact; in doing so our design does not meet the base zoning requirements.
19	SMC 23.47A.008B2a Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.	Although the Davis Hoffman facade and Madison Park facade have been modified to be more transparent, this standard is not met along E Union St.	The intent of the overlay is to retain character structures with significant architectural features intact; in doing so our design does not meet the base zoning requirements.
20	SMC 23.47A.032A2b If access is not provided from an alley and the lot abuts only a principal pedestrian street or streets, access is permitted from the principal pedestrian street, and limited to one two-way curb cut.	The curb cut combines parking and loading access, exceeding the maximum standard of twenty five feet (25') by five feet (5'), for a total of a thirty foot (30') curb cut.	Combining loading and parking access in one location minimizes the impact to pedestrians for curb cuts on the project and is more suitable to the pedestrian uses by maximizing unbroken sidewalk. The loading is required for the commercial tenants per the code.
21	23.54.035C4 Maneuvering Space for Loading Berths. In addition to the length of the loading berth, additional maneuvering space may be required by the Director in the following cases: a. For any uses with over ten thousand (10,000) square feet of gross floorarea with loading berth access from a principal or minor arterial street;	Maneuvering space on-site for the loading bay is not provided.	A large on-site maneuvering zone would create a large blank wall and would not be consistent with the street level use design standards suggested by the code and the design guidelines. Parking and loading entrances have been set back from the street to enhance pedestrian and vehicle safety and meet all required site triangles.

Site Context



ENHANCING NEIGHBORHOOD CONNECTIONS

All three streets (10th, 11th, Union) are important pedestrian connectors and should be designed to enhance the pedestrian experience.

EDG 01 FOCUSED PRIORITIES ON 11TH AVE

Our project lies in the middle of an important connection between Cal Anderson Park and Seattle University along 11th Ave, and our goal is to enhance the street life along that connection.

Currently there is a minimal amount of vibrant street life on 10th and 11th south of pike. Our project will create new street life and generate connections between Seattle University and the Pike/Pine corridor. Our presence will strengthen and add to the retail core of the Pike/Pine neighborhood.

SITE INFORMATION

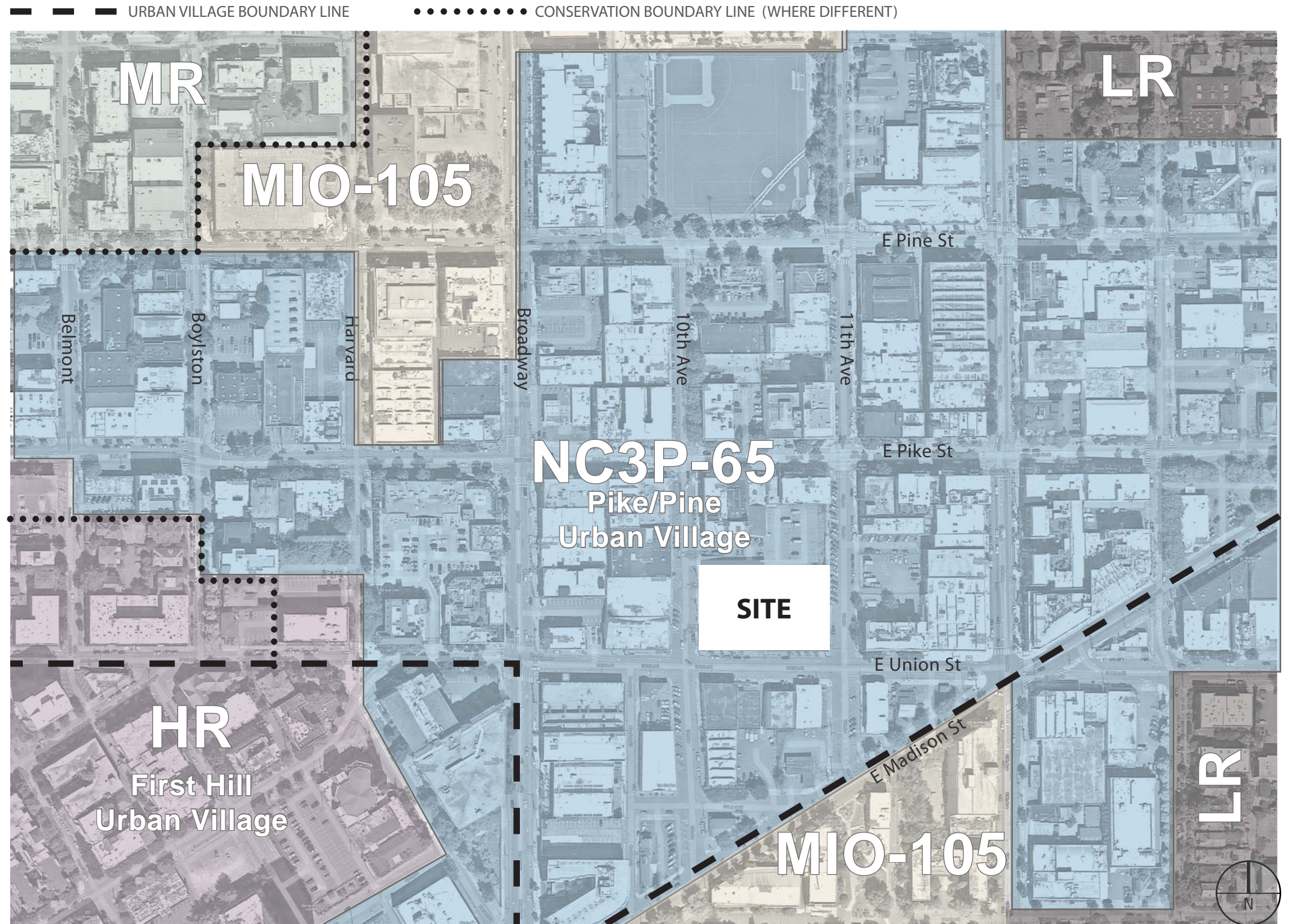
Parcels:
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6003500055, 6003500150, 6003500140,
6003500135

Combined Lot Area:
~44,029 square feet

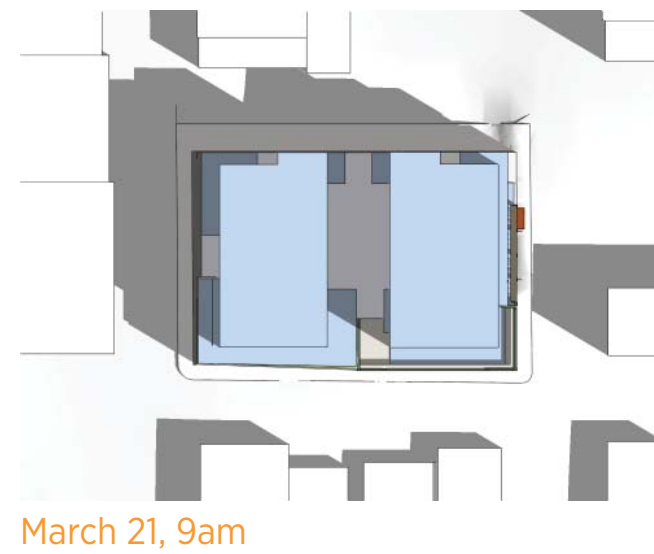
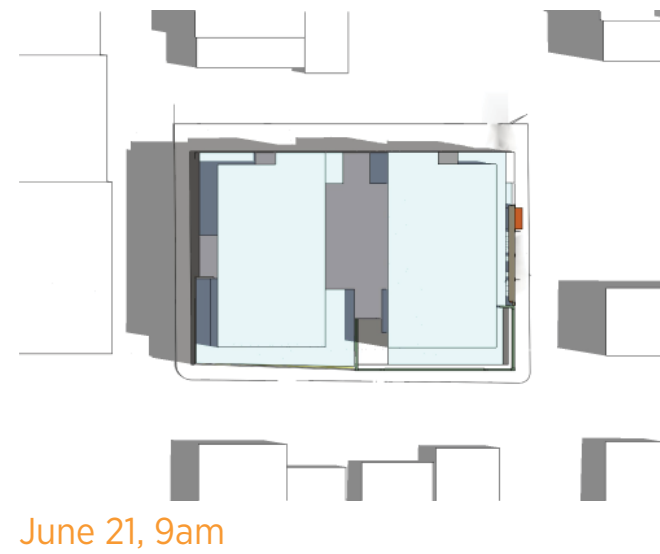
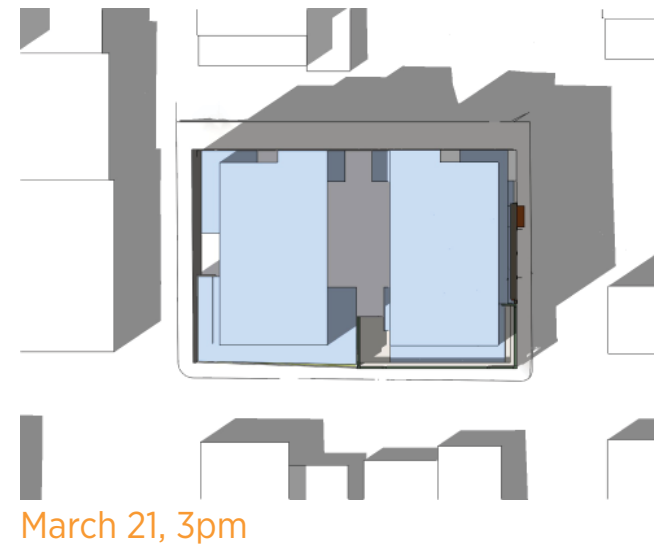
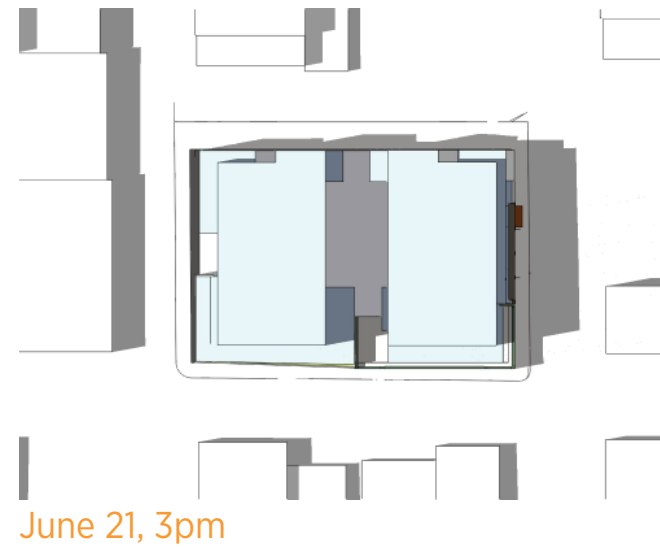
ZONING AND OVERLAYS

Base Zoning:
NC3P-65
Neighborhood Commercial

Overlay Zoning:
Pike/Pine Urban Center Village & Conservation
District



Shadow Study for Revised Massing



Signage Design Criteria



EAST RETAIL ELEVATION

BLADE SIGNS, TYP

SIGNAGE BAND, TYP.

Blade signs are planned at retail locations. Final design will reflect the character of each tenant.



SOUTH RETAIL ELEVATION

Retail storefronts will include an 8"-10" band at transom height. This allows for adhered lettering/signage for retail tenants



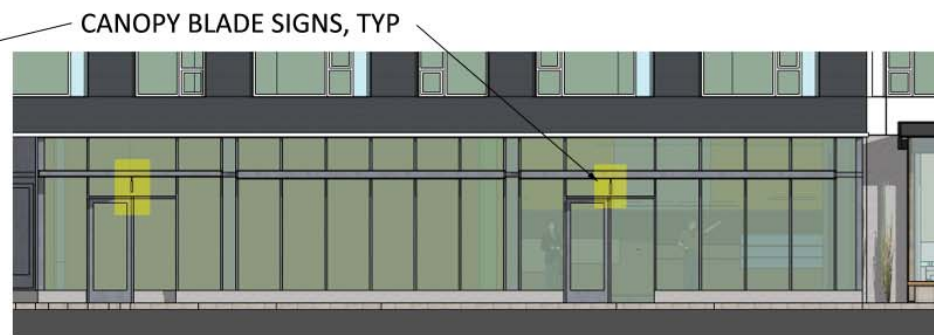
BLADE SIGN EXAMPLES



CANOPY BLADE SIGN EXAMPLES

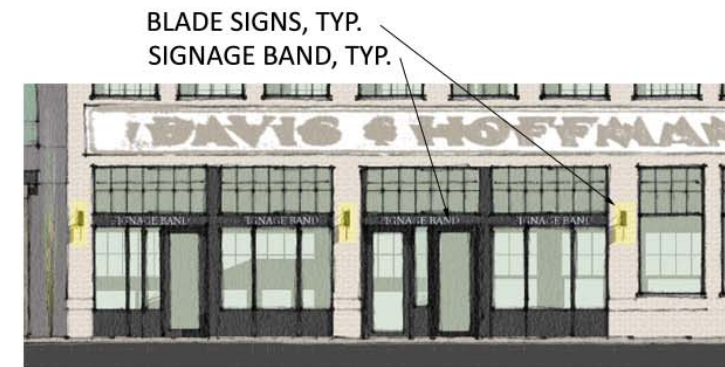


VIEW OF CANOPY BLADE SIGNS



WEST RETAIL ELEVATION A

CANOPY BLADE SIGNS, TYP



WEST RETAIL ELEVATION B

BLADE SIGNS, TYP.
SIGNAGE BAND, TYP.



