

1021 PINE

Early Design Guidance Meeting

1021 E PIKE STREET | SEATTLE, WASHINGTON 98122

DPD # 3016229

LEGACY COMMERCIAL | LEGACY PINE STREET, LLC | ANKROM MOISAN ARCHITECTS, INC.
01.15.14



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PROJECT ADDRESS

1021 E Pine Street
Seattle, WA 98122

PROJECT TEAM

OWNER/APPLICANT:
Legacy Commercial | Legacy Pine Street, LLC
400 112th Ave NE | Suite 230
Bellevue, WA 98004
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ARCHITECT:
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PROGRAM GOALS

- Flexible retail spaces within the footprint of existing retail uses.
- Maximize office space, introducing daytime users to the neighborhood.
- High quality residential units to create a live/work atmosphere.
- Enough parking to prevent overflow into the neighborhood.

CURRENT PROGRAM

• Residential Units	20 units + / -
• Parking Spaces	136 stalls + / -
• Commercial Space	73,000 sf + / -

PROJECT GOALS

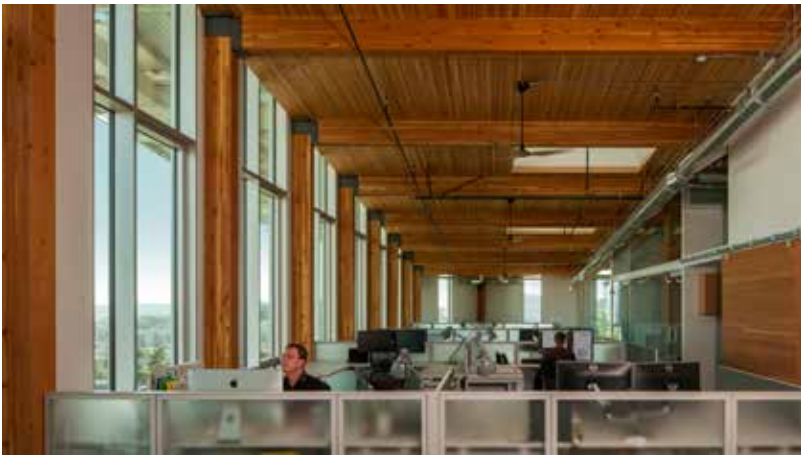
- 1. STRENGTHEN THE NEIGHBORHOOD CHARACTER**
- Maintain the architectural integrity of the existing buildings.
 - Build on the Pike/Pine neighborhood’s unique character.
 - Incorporate materials and architectural elements that strengthen the areas light-industrial vernacular.
 - Enhance the human scale of the sidewalk experience by strengthening neighborhood ground floor development patterns.
- 2. BOLSTER DAYTIME VITALITY**
- Introduce a mix of daytime uses that support existing neighborhood businesses.
 - Create retail spaces adaptable to various tenant types, enhancing the retail environment.
 - Provide flexible space for small and mid-size employers.
 - Integrate art throughout the project.



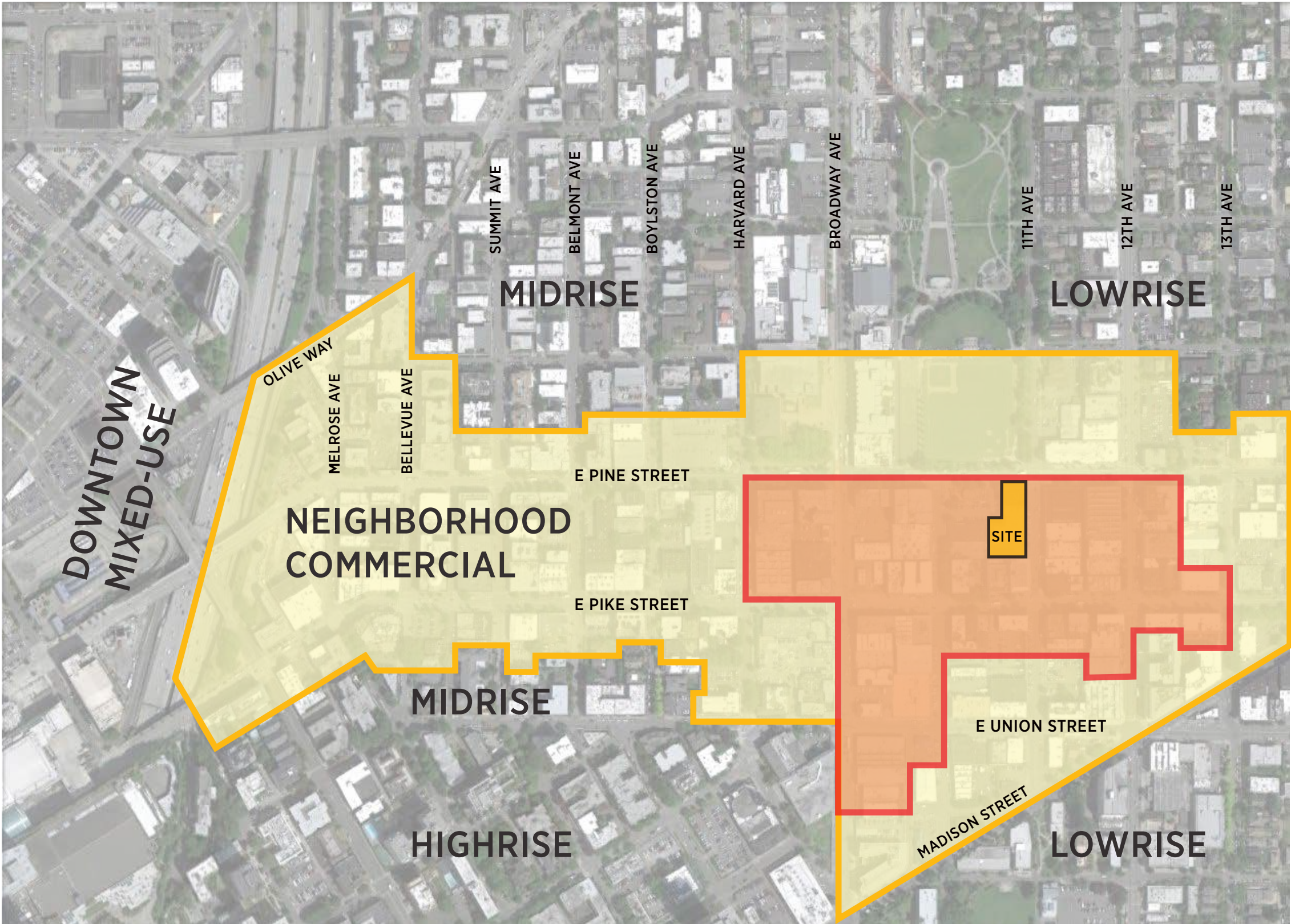
Example of an addition that maintains character.



Facade details to be restored and maintained.



Contemporary, unique office space.



BASE ZONE: NC3P-65.

OVERLAYS:

- Pike/Pine Urban Village Center Overlay.
- Pike/Pine Conservation Overlay District.
- Pike/Pine Conservation Core.

Principal Pedestrian Streets:



- E Pine Street.
- 11th Ave East.

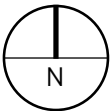
SITE AREA: 24,973 SF.

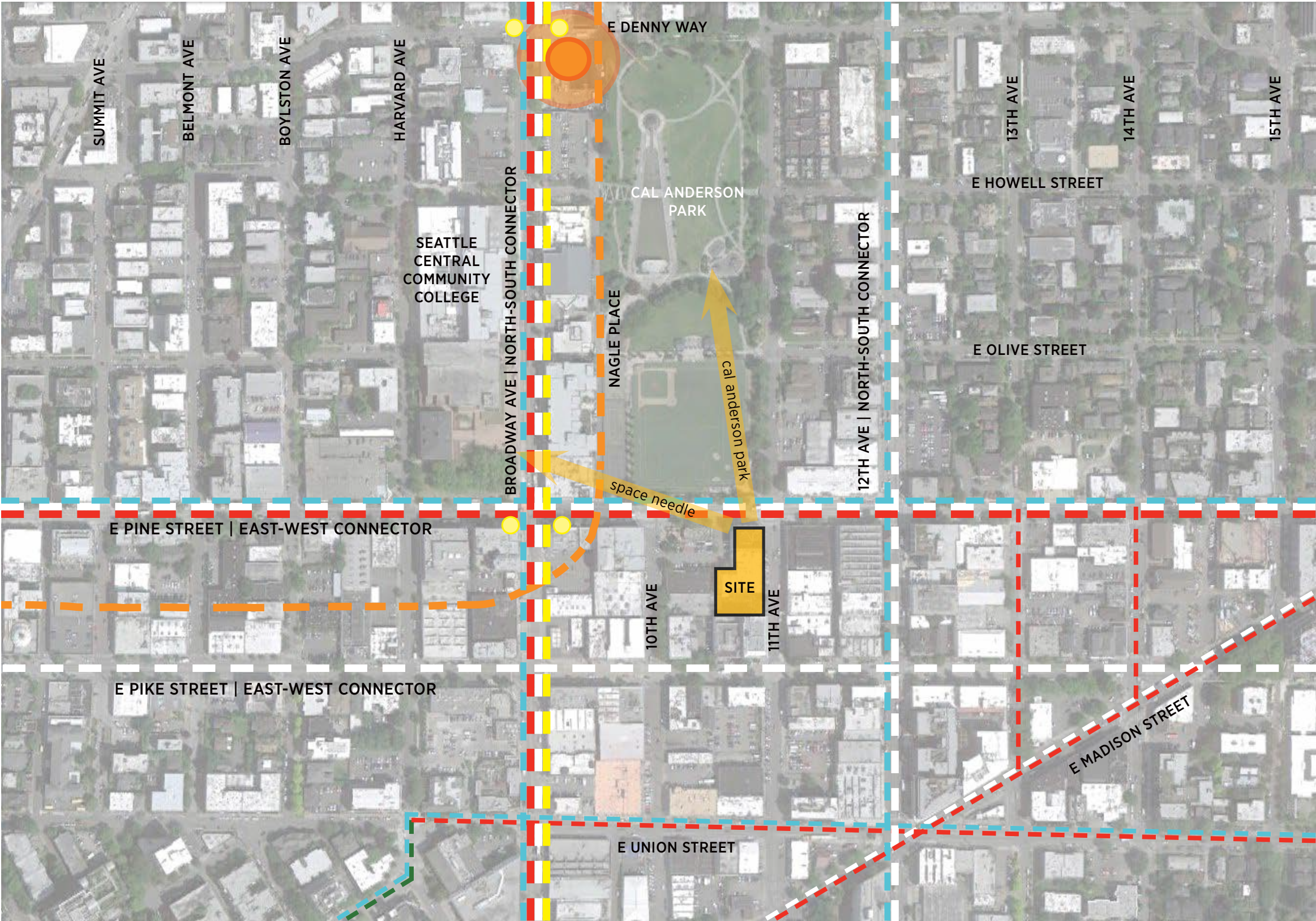
FAR: 4.75 (total, including exempt FAR and level P1).

ZONING:

- 65' height limit + 10' bonus.

-  Conservation overlay
-  Conservation core





TRANSPORTATION CHARACTERISTICS

- Well-connected in all directions by car, transit, and by foot.
- Close proximity to Downtown, the Central Business District, First Hill, and Seattle Central.
- Adjacent to Cal Anderson Park.
- In the heart of new and recent development.
- Walk score 98 “Walker’s Paradise”.
- Transit score 84 “Excellent Transit”.
- Bike score 89 “Very Bikeable”.

TRANSPORTATION ROUTES

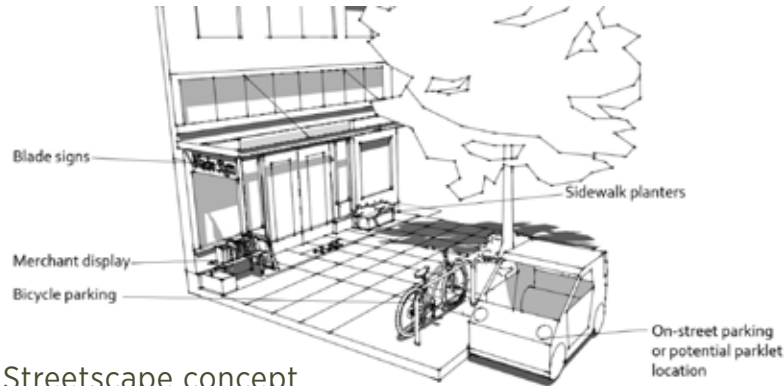
	Bus
	Bicycle
	Automobile
	Future light rail line
	Future light rail station
	Future streetcar line
	Future streetcar stop

PEDESTRIAN INFRASTRUCTURE

- Green Streets facilitating pedestrian traffic between Seattle University and Cal Anderson Park
- Other major pedestrian routes

GREEN STREET IMPROVEMENT POSSIBILITIES

Voluntary recommendations from 10th and 11th Avenue Street Design Concept Plan.



Streetscape concept drawing

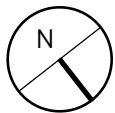


Existing conditions

- Recommended Design Elements:
- Wide Sidewalks.
 - Bicycle Parking.
 - Safe and comfortable street crossings.
 - Sidewalk cafes and vending.
 - Engaging, pedestrian-scaled art elements.
 - Pedestrian amenities, including seating.

DESIGN GOAL

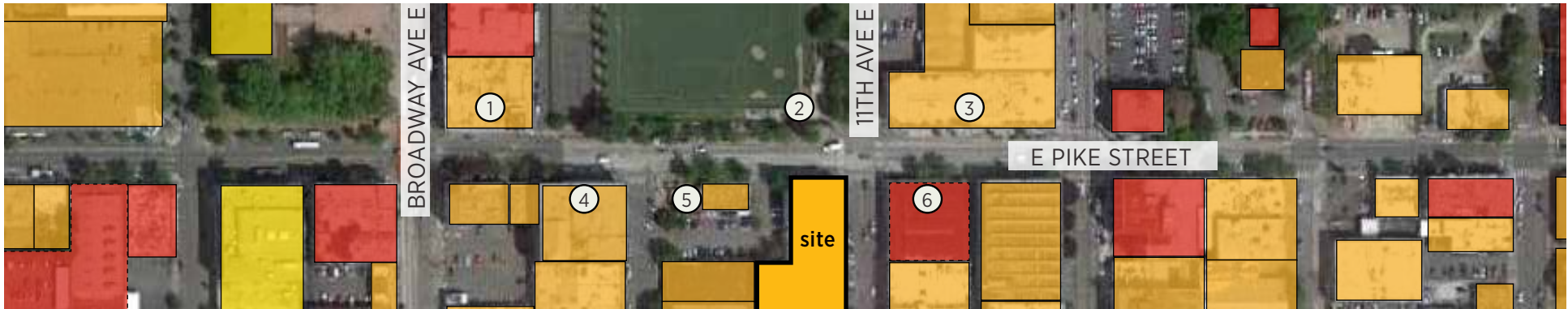
Explore ways to contribute towards the Green Street while maintaining critical on-street parking.





DESIGN CUES

- Fast-paced with vehicular traffic but also pedestrian oriented.
- Versatile mixture of **retail spaces**.
- **Large glazed storefronts and large amounts of glazing at upper levels.**
- Base character distinct but with similar proportions as upper levels.
- **Simple and consistent fenestration.**
- Structure heights vary from 2 to 7 stories.
- **Strong vertical bay expressions.**
- Use of masonry at older buildings; use of fiber cement and metal panels at newer buildings.
- Detailed cornices at older buildings.





DESIGN CUES

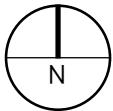
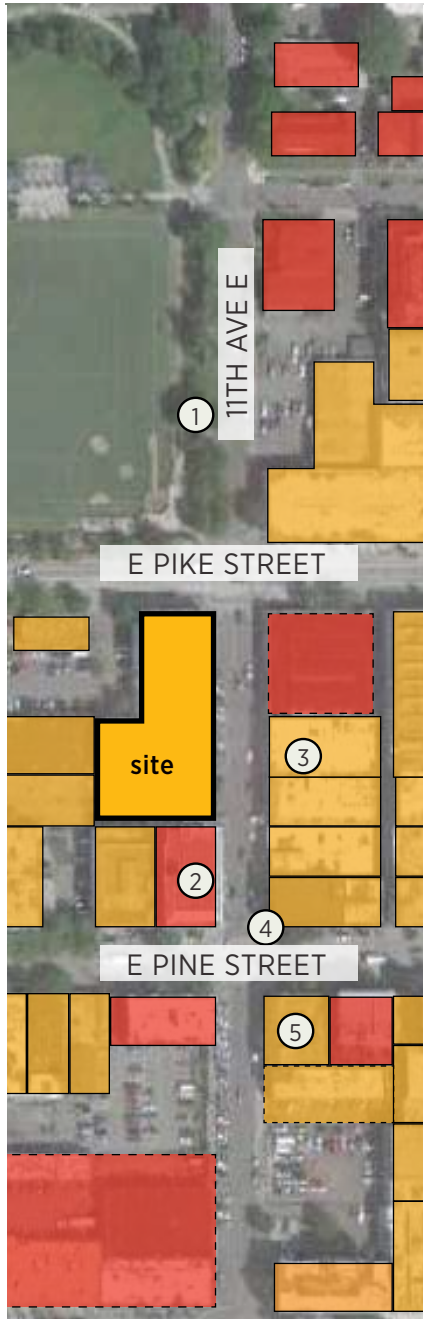
- Slow-paced with less vehicular traffic, pedestrian oriented.
- Versatile mix of **retail spaces**.
- **Industrial in feel**, with a transition to lower density residential north of Pine.
- **Simple and consistent fenestration**.
- Structure heights vary from 2 to 7 stories.
- Strong southern connection to the university.



Cal Anderson Park | 1



Monique Lofts | 2



- Residential / mixed-use
- Commercial / service
- Institutional / cultural



3 | 11th Ave Streetscape



4 | Art installation



4 | 1101 Pike Office Building

SITE AREA

The site contains approximately 24,973 SF with approximately 80' of frontage on E Pine Street and 240' of frontage on 11th Avenue.

TOPOGRAPHY

The site slopes from a high point at the NE corner to a point 16'-3" lower at the SE corner. The low point appears to have been previously excavated.

TREE SURVEY

There are 3 existing street trees on 11th Ave E.

There are 2 mature trees on the adjacent property along the West edge of the site.

EXISTING BUILDINGS

The street facing exteriors of both existing buildings on the site will be preserved.

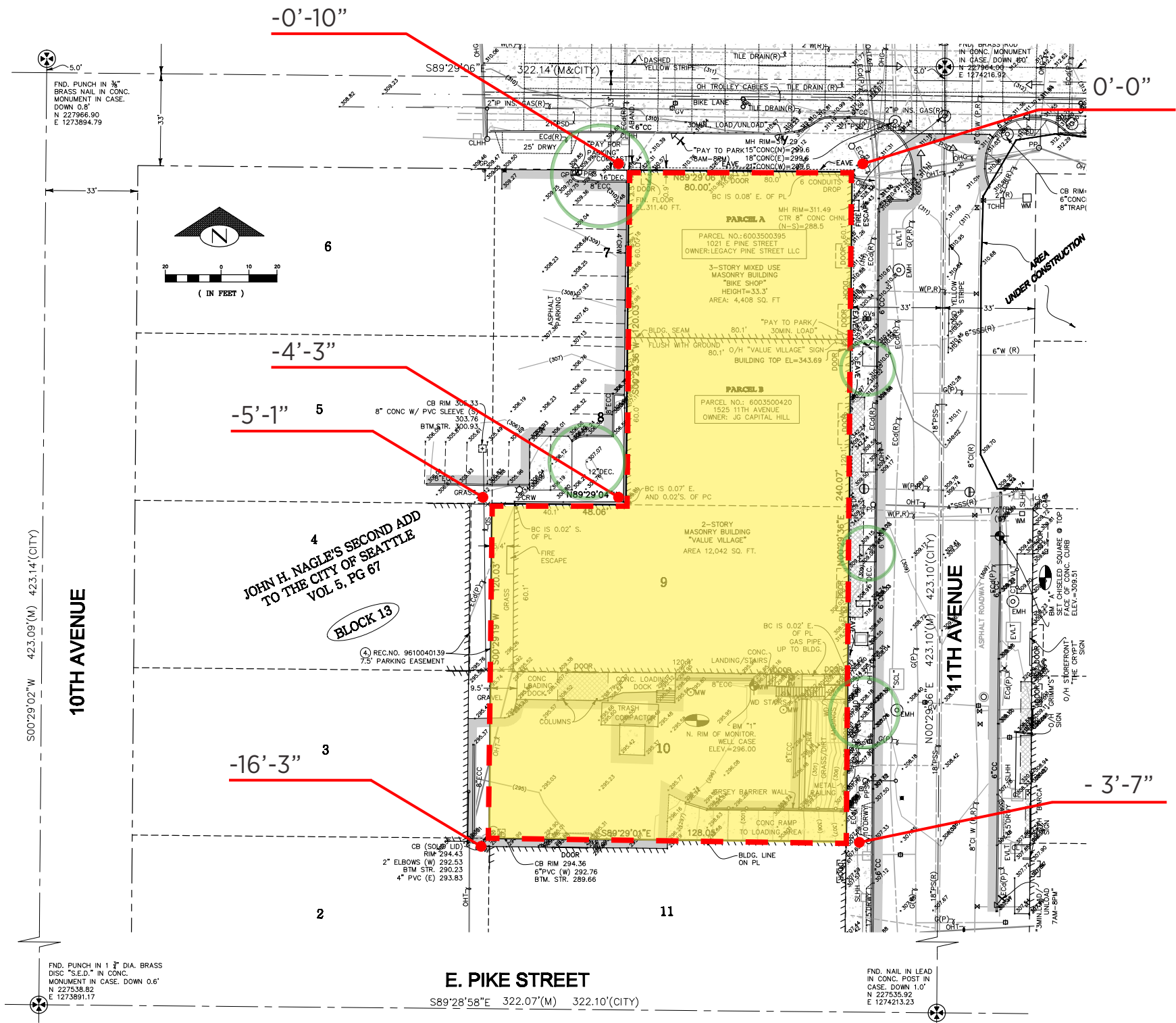
BOUNDARIES

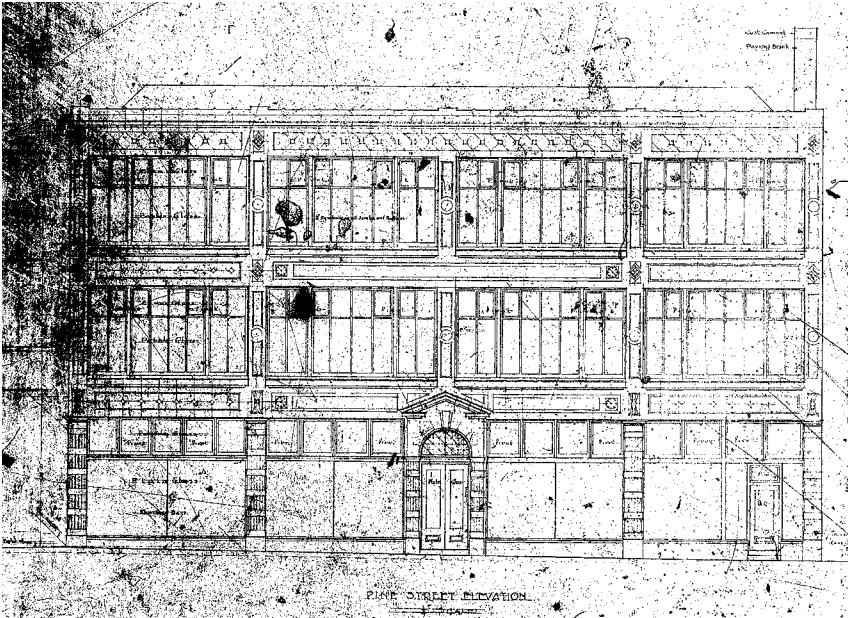
E Pine Street is a minor arterial connecting west to Downtown and east to residential neighborhoods.

11th avenue is a local access street connecting north to residential neighborhoods and south to Seattle University.

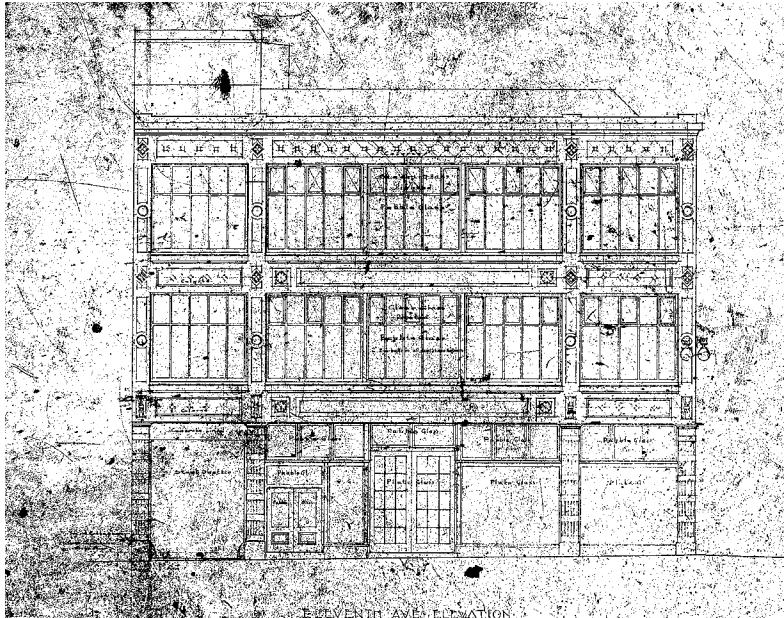
POWER LINES

Power conduits are below ground. Telephone lines are above ground and expected to remain.





North elevation from 1917 construction documents.



East elevation from 1917 construction documents.



BROWN BUILDING

YEAR BUILT: 1917.

ARCHITECT: J.F. Everett Architects.

STREET & NUMBER: 1021 E Pine St.

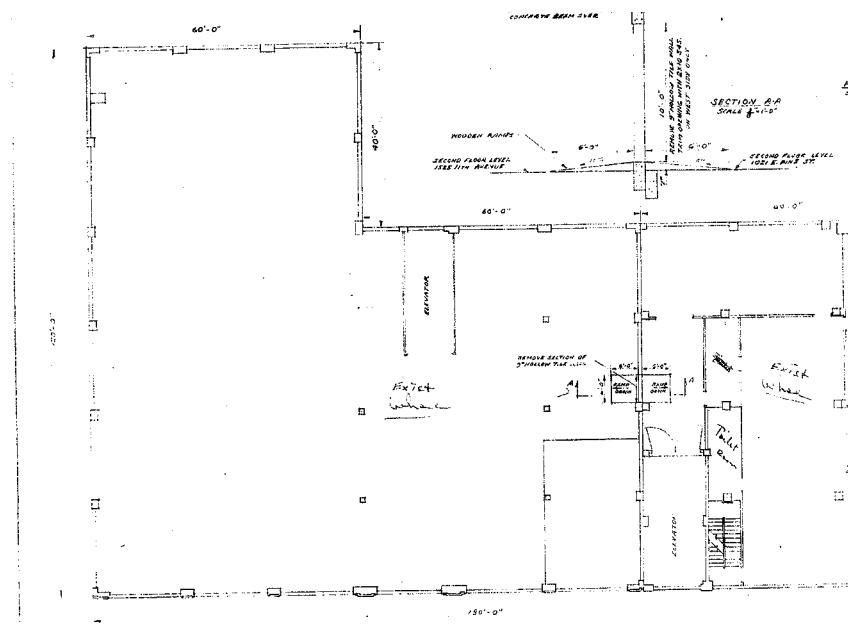
CONSERVATION STRATEGY: Retain street-facing facades.



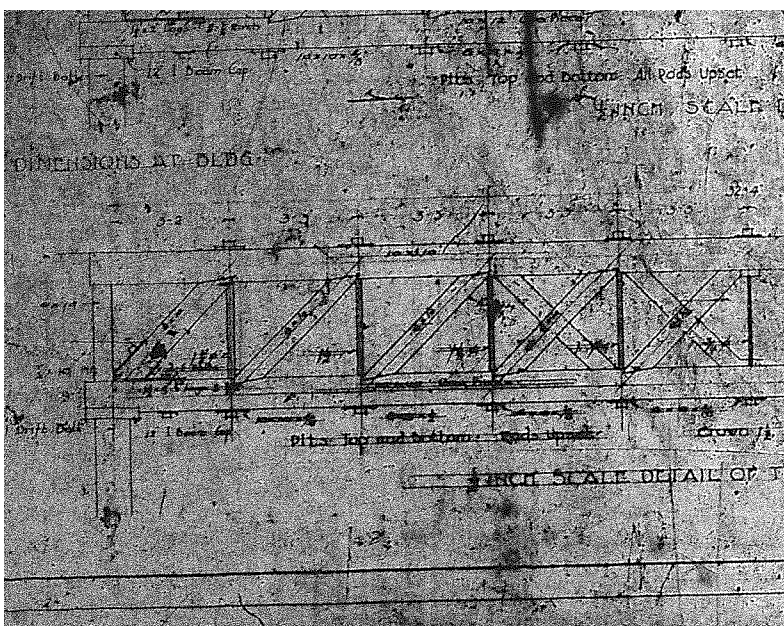
Current exterior condition.



Current interior condition.



Plan from a 1966 remodel, indicating an interior connection between the Brown and Bocker buildings.



Structural detail from 1916 construction documents.



BOCKER BUILDING

YEAR BUILT: 1916.

ARCHITECT: J.F. Everett Architects & W.R. Kelley.

STREET & NUMBER: 1525 11th Avenue E.

CONSERVATION STRATEGY: Retain street-facing facades, remove some alterations, such as large green awning.



Current interior and exterior condition.



A-9: LOCATION OF PARKING ON COMMERCIAL STREET FRONTS

PIKE/PINE DESIGN GUIDELINE

Garage entry ways facing the street should be compatible with the pedestrian entry to avoid a blank facade. Steel mesh is a preferred alternative to solid doors.



B-2: PIKE/PINE NEIGHBORHOOD SCALE AND PROPORTION

PIKE/PINE DESIGN GUIDELINE

New buildings should, in general, appear similar in height, mass, and scale to other buildings to maintain the area’s visual integrity and unique character. Although current zoning permits structures to exceed the prevailing height and width of existing buildings in the area, structures that introduce increased heights, width and scale should be designed so their perceived scale is compatible with the existing neighborhood character.

- Respect the rhythm established by traditional facade widths (60’ / 120’).
- Keep the proportions of window and door openings similar to those on existing structures.
- For structures that exceed the prevailing height, reduce the appearance of bulk on upper stories to maintain the established block rhythm.
- Visually separate the ground floor spaces to create the appearance of several smaller spaces 25 feet to 60 feet wide.
- Repeat common elements found in neighborhood buildings, such as clearly defined primary entrances and large display windows.
- Provided generous floor to ceiling heights on the ground floor.



B-3: INTEGRATION OF CHARACTER STRUCTURES INTO NEW DEVELOPMENT

PIKE/PINE DESIGN GUIDELINE

Section B-3 provides design guidance for achieving a desirable relationship between the character structure and new portions of the project. The goal is to design a project that complements the character structure and other structures on the block, even while displaying an individual design. These guidelines are to be used in conjunction with Section B-7, which addresses the treatment of character structures.

- Consider different design concepts for expressing the relationship between the character structure and new portions of the project.
- Design the size, scale, massing, and proportions of the new structure to be compatible with the character structure.
- The alignment of architectural elements in the new and existing portions of the project should establish a coherent visual context.
- When new additions are above a character structure, it may be desirable for portions of the new structure to extend to the street to better integrate it with the streetscape and avoid the appearance of “floating” as an unrelated element above the character structure.



B-7: CONSERVATION OF CHARACTER STRUCTURES

PIKE/PINE DESIGN GUIDELINE

The Pike/Pine Conservation Overlay District encourages preservation and enhancement of the unique character of the Pike Pine neighborhood. A high priority for achieving this objective is the conservation of and reuse of existing character structures.

- Maintain the architectural integrity of the character structure by making a visual distinction between new and old and avoiding all but minor changes to the primary elevations of the character structure.
- Maintain character defining elements including exterior materials and details, and structural characteristics defining organization and composition.
- Recognize the priority for maintaining the original floor-to-ceiling heights in character structures, especially for the ground floor.
- Sensitively locate additions so that they do not dominate the appearance of the character structure.



C-1: ARCHITECTURAL CONTEXT
PIKE/PINE DESIGN GUIDELINE

The Pike/Pine “vernacular” architecture is characterized by the historic auto row and warehouse industrial buildings featuring high ground-floor ceilings, articulated ground-floor commercial space, display windows, detailed cornice and frieze work, and trim detailing.

- New buildings should echo the scale and modulation of neighborhood buildings in order to preserve both the pedestrian orientation and consistency with the architecture of nearby buildings.
- Architectural styles and materials that complement the light-industrial history of the neighborhood are encouraged.
- Examples of preferred elements include:
 - Similar building articulation at the ground level
 - Similar building scale, massing and proportions.
 - Similar building details and fenestration patterns.



C-3: HUMAN SCALE
PIKE/PINE DESIGN GUIDELINE

In order to achieve good human scale, the existing neighborhood context encourages building entrances in proportion with neighboring storefront developments. In addition to the Citywide Design Guidelines, developments should successfully contribute to the vitality of the street level and pedestrian scale relationships to the right-of-way.

- The design of the ground floor of new developments should include:
- Pedestrian-oriented architectural elements.
 - A rhythm of building modulation comparable or complimentary to adjacent buildings.
 - Transparent, rather than reflective, windows facing the street. This is important throughout the neighborhood.
 - It is preferred that ground floor development echoes the patterns established by adjacent buildings in this area, including high bays and glazing along the ground floor.



C-4: EXTERIOR FINISH MATERIALS
PIKE/PINE DESIGN GUIDELINE

New Development should complement the neighborhood’s light-industrial vernacular through type and arrangement of exterior building materials.

- Preferred materials and approaches include:
- Brick, masonry, textured or patterned concrete, true stucco, with wood and metal as secondary or accent materials.
 - Other high quality materials that work well with the historic materials and style of neighboring buildings.
 - Limited number exterior finish materials per building.
 - High quality glazing and trim as a vital component of exterior finish.



E-2: LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE
PIKE/PINE DESIGN GUIDELINE

The creation of small gardens and art within the street right-of-way is encouraged in the Pike/Pine neighborhood in order to enhance and energize the pedestrian experience.

- This is especially desirable for residential and mixed use developments as well as a means to distinguish commercial areas from institutional areas.
- Providing vertical landscaping, trellises or window boxes for plants is also desirable.
- Street greening is specifically recommended along the avenues between Pike and Olive Streets from 11th Ave. on the west to 14th Ave. on the east, including Pine from 14th to 15th and Olive from 11th to 15th.

1021 PINE | massing options

PROS

- Close to the historical height of nearby buildings (B-2.a).
- Maintains ground floor experience of character structures (B-3.d).
- Maximizes office floorplates.

CONS

- New addition without setbacks dominates the appearance of the character structures (B-3.b) (B-7.d).
- Lack of setback of upper level setback emphasizes bulk (B-2.c).
- Residential and office entrances on 11th Ave E reduce the quantity of active street-level uses.

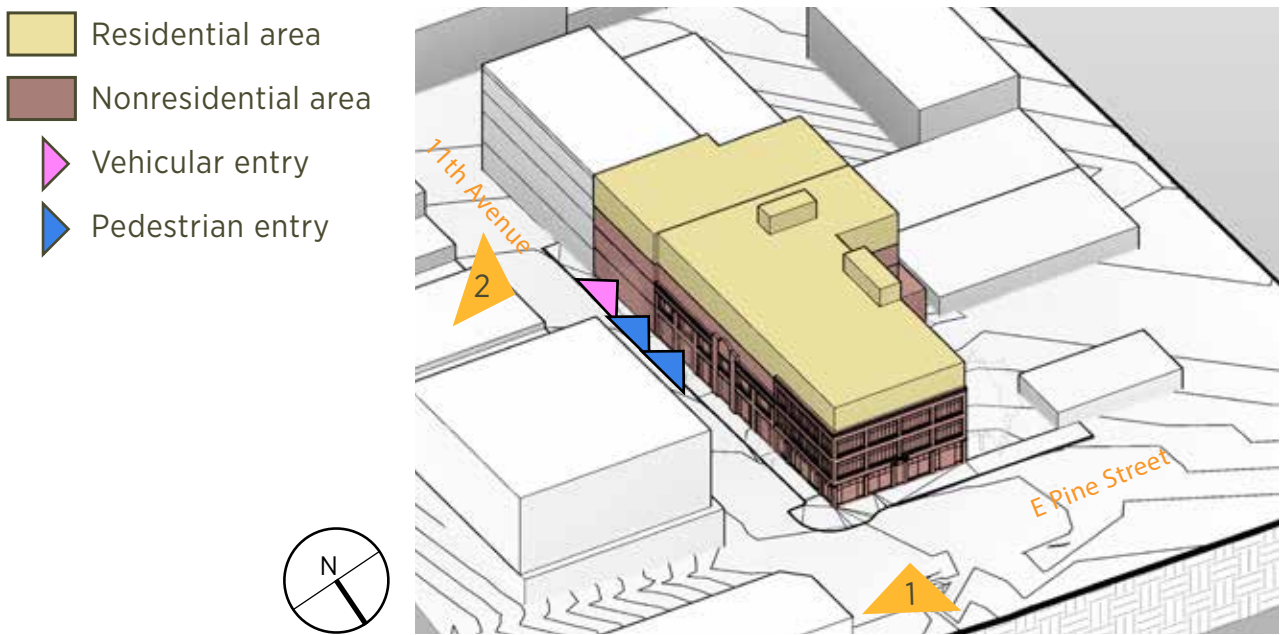
SUMMARY

Building Height: 65'-0"

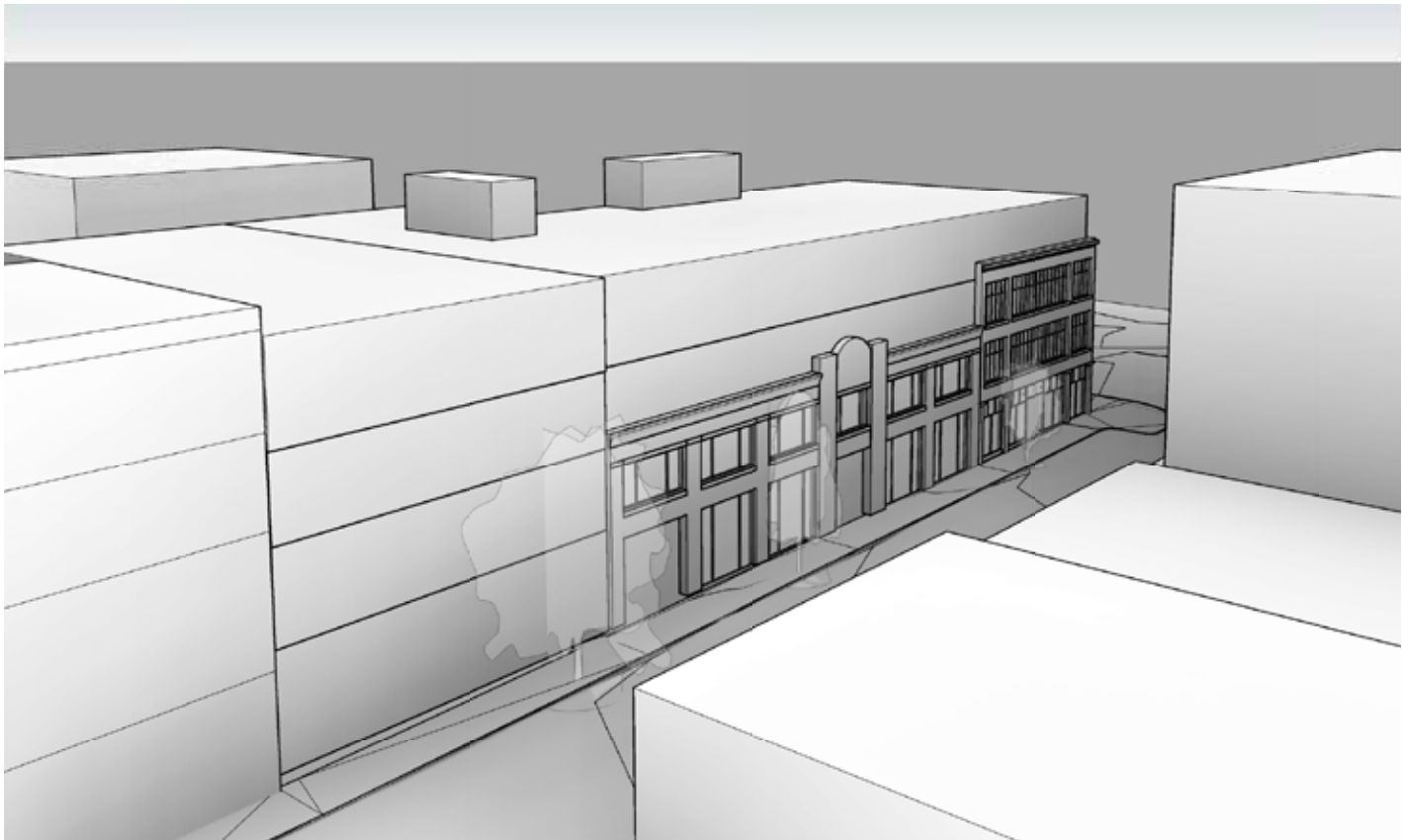
Gross Area: 86,953 sf

Gross Residential: 21,051 sf
Gross Retail: 23,800 sf
Gross Office: 42,102 sf

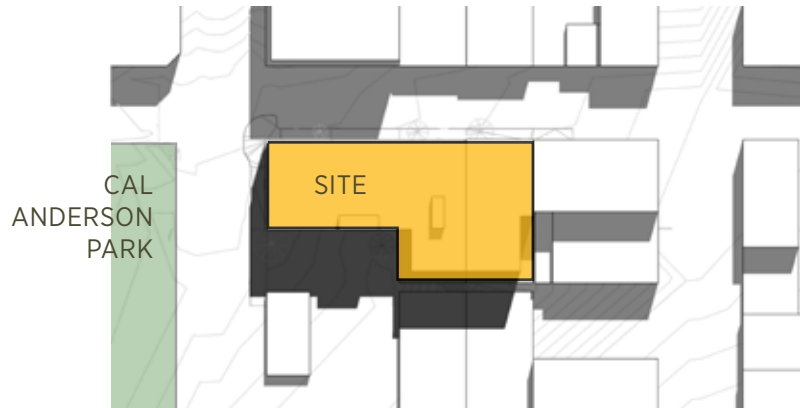
Gross Parking: 65,850 sf
136 auto stalls on 3 levels
50 bike stalls



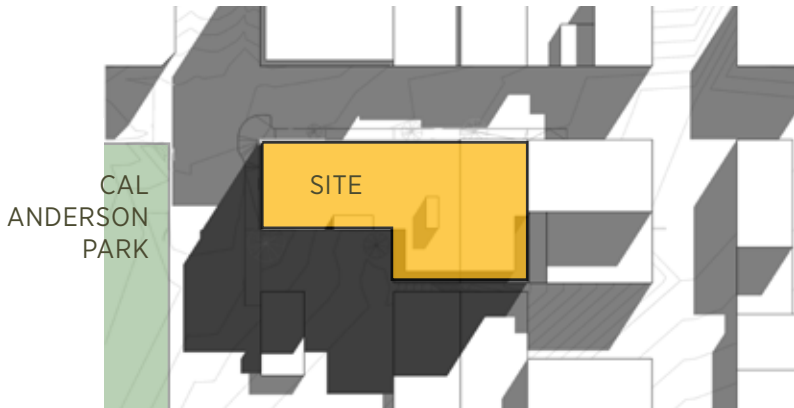
1 | GROUND FROM NORTHEAST CORNER



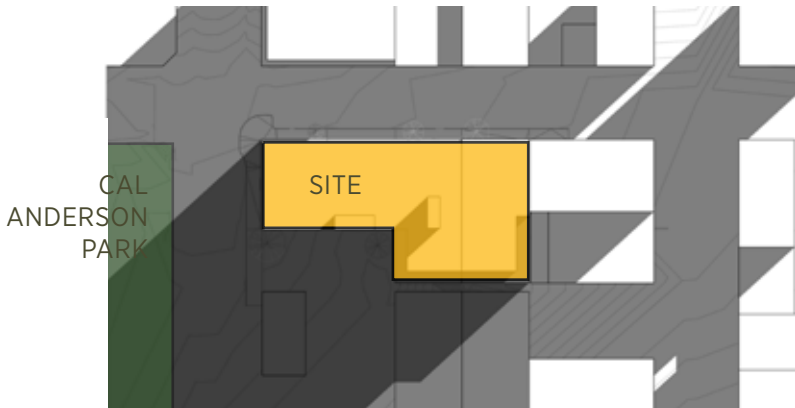
2 | AERIAL FROM SOUTHEAST CORNER



SUMMER SOLSTICE : 9 AM

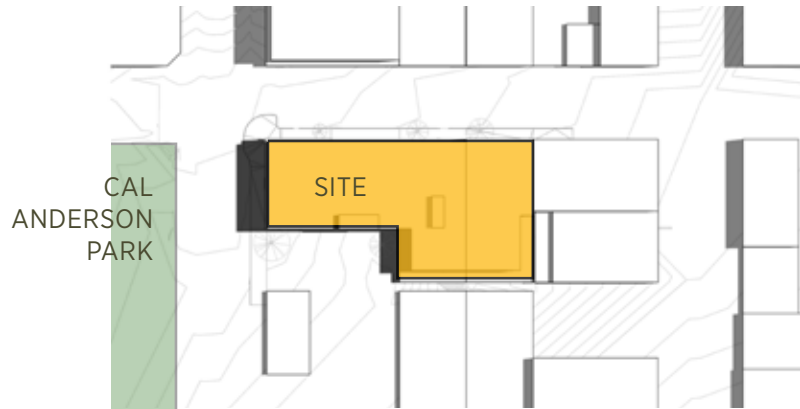


SPRING/FALL EQUINOX : 9 AM

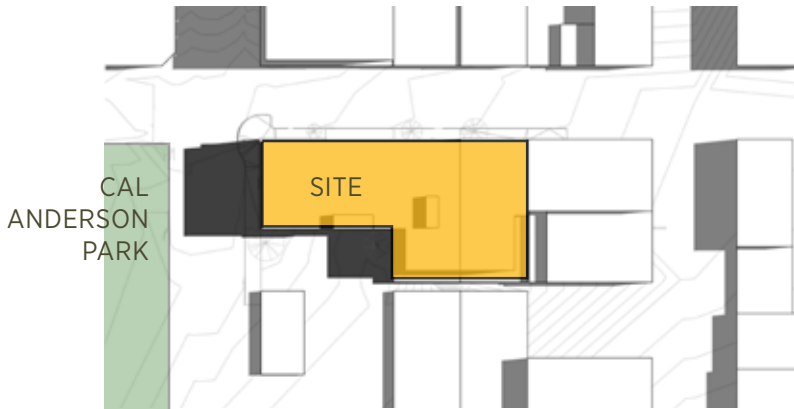


Shadow extends ~340' into park

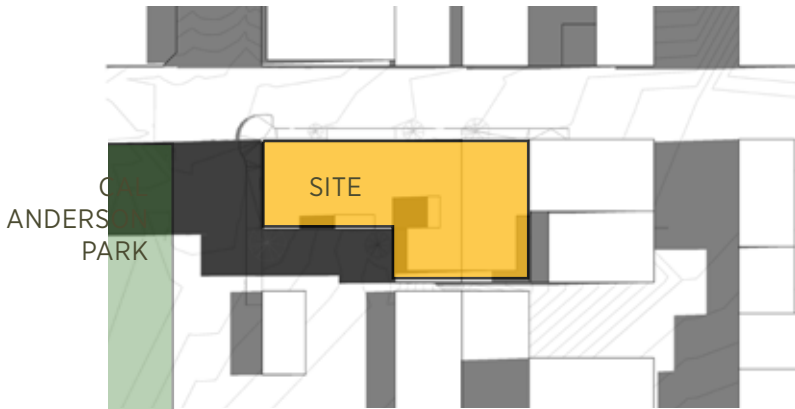
WINTER SOLSTICE : 9 AM



SUMMER SOLSTICE : 12 PM

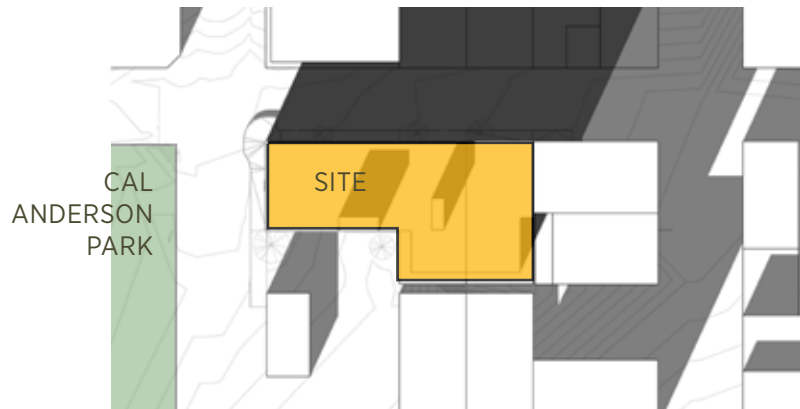


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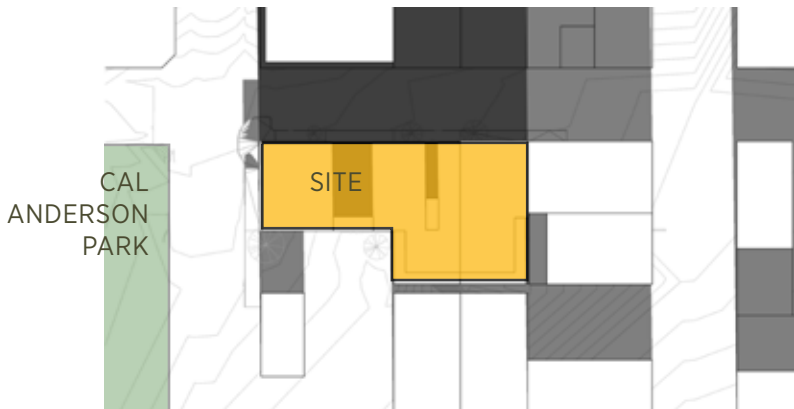


Shadow extends ~100' into park

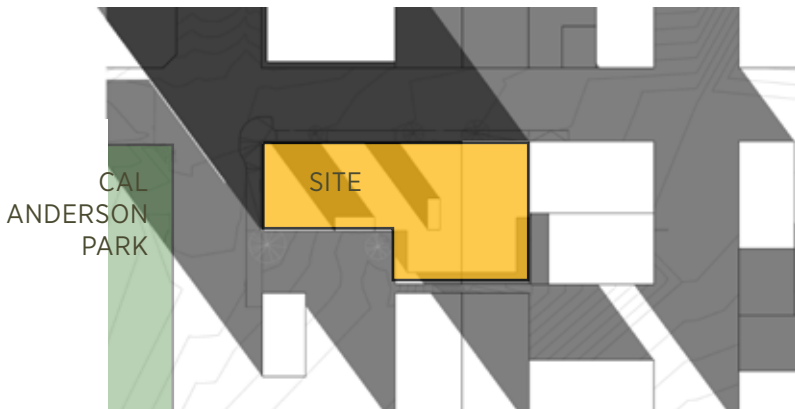
WINTER SOLSTICE : 12 PM



SUMMER SOLSTICE : 3 PM

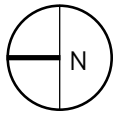


SPRING/FALL EQUINOX : 3 PM



Shadow extends ~80' into park

WINTER SOLSTICE : 3 PM



PROS

- Maintains street level experience of character structures (B-3.d).
- Maintains the rhythm of traditional facade widths (C-3).
- Massing shown requires no departures.

CONS

- Does not maximize gross area. Project may not prove financially feasible.
- Smaller office plates less flexible for different tenant types.

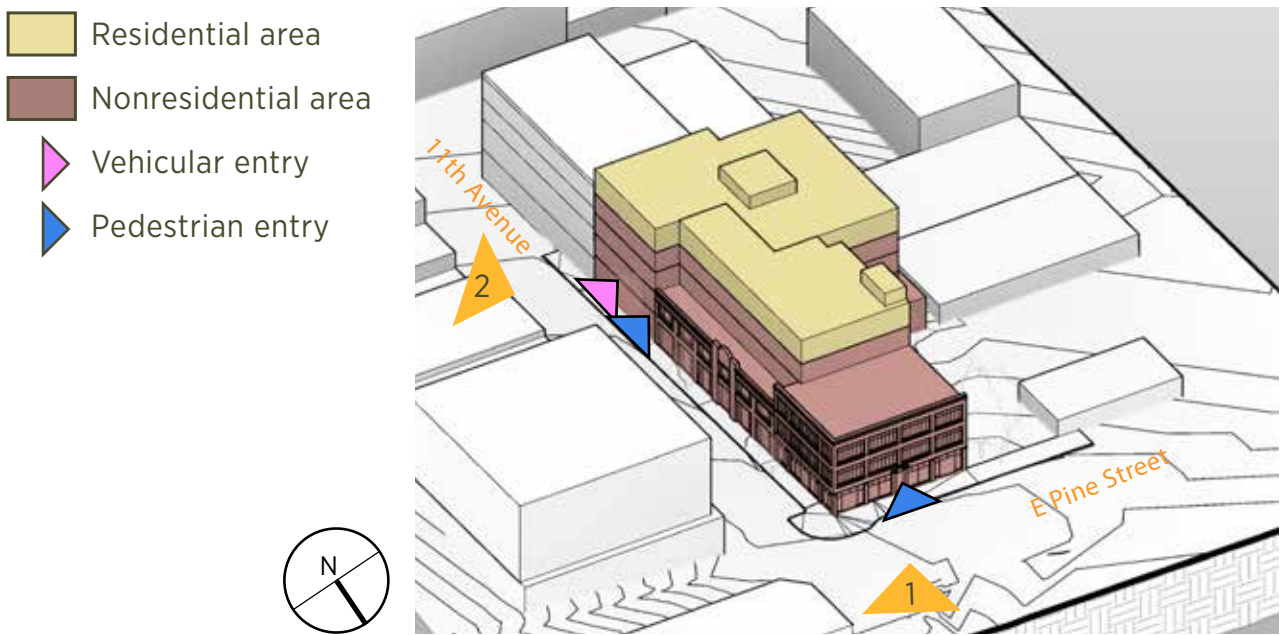
SUMMARY

Building Height: 75'-0"

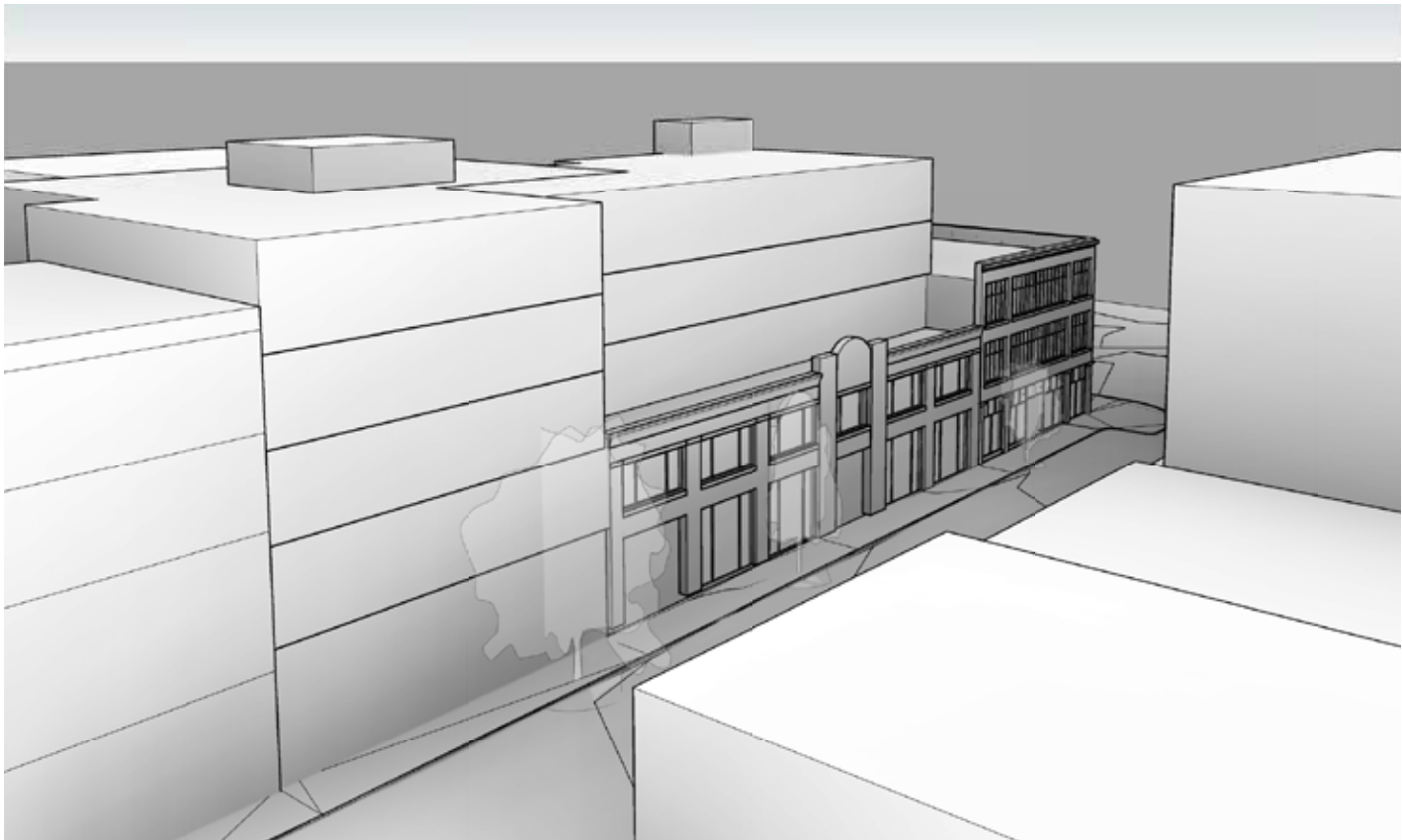
Gross Area: 93,075 sf

Gross Residential: 18,875 sf
Gross Retail: 23,800 sf
Gross Office: 50,400 sf

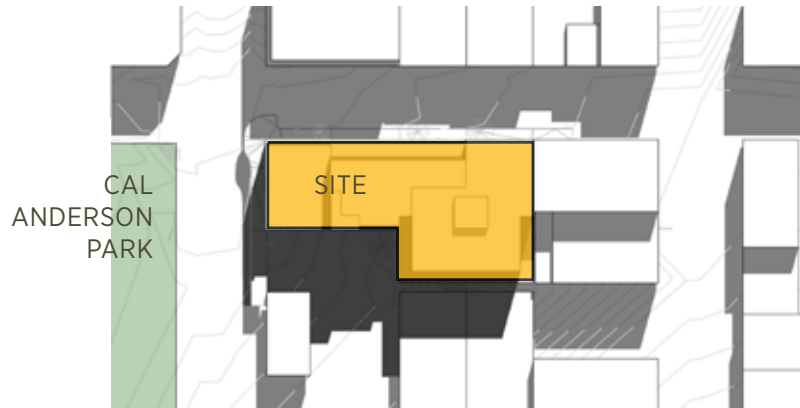
Gross Parking: 56,850 sf
106 auto stalls on 3 levels
50 bike stalls



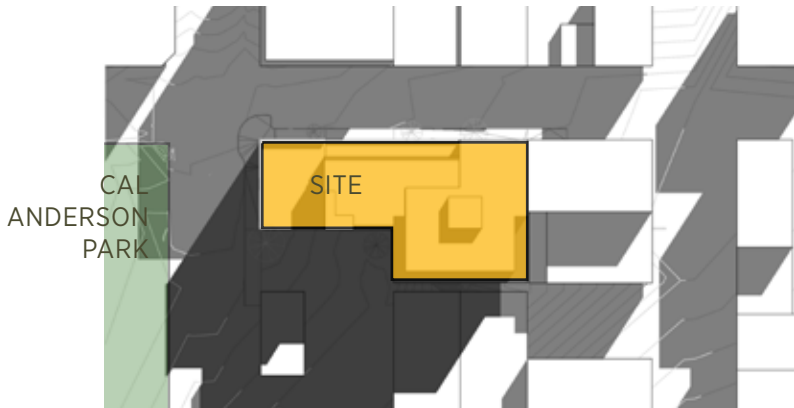
1 | GROUND FROM NORTHEAST CORNER



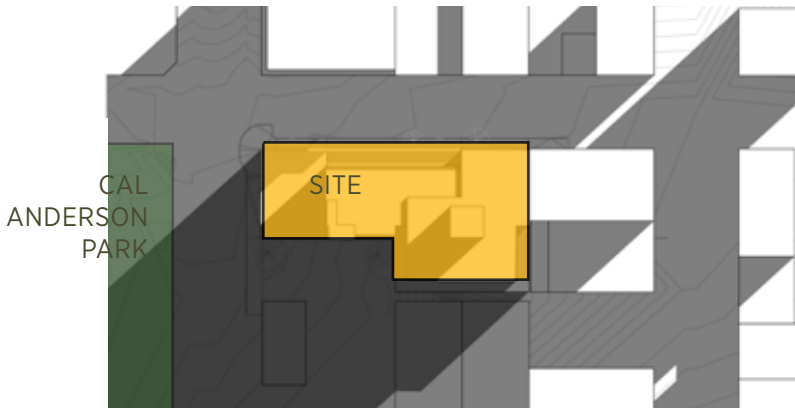
2 | AERIAL FROM SOUTHEAST CORNER



SUMMER SOLSTICE : 9 AM

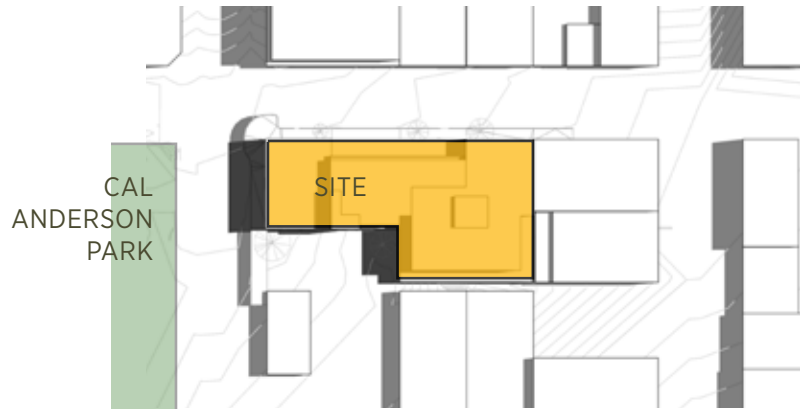


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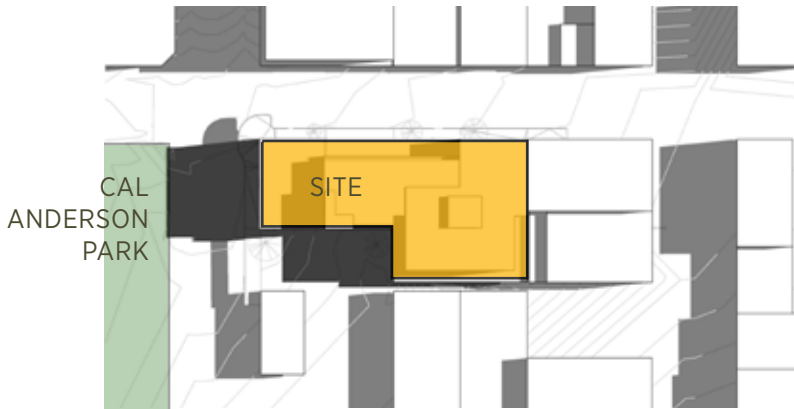


Shadow extends ~340' into park

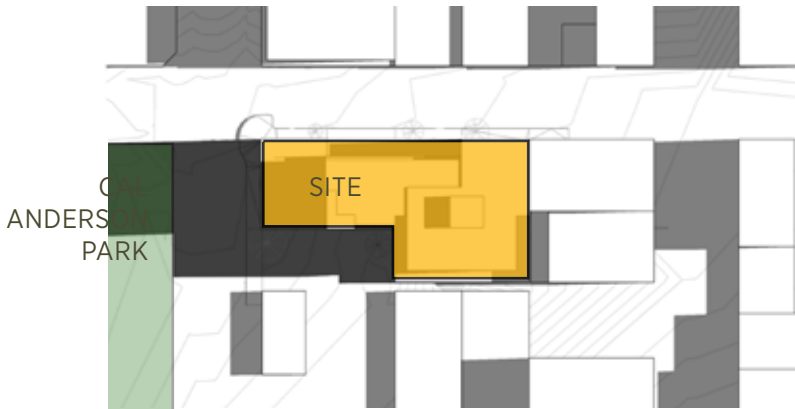
WINTER SOLSTICE : 9 AM



SUMMER SOLSTICE : 12 PM

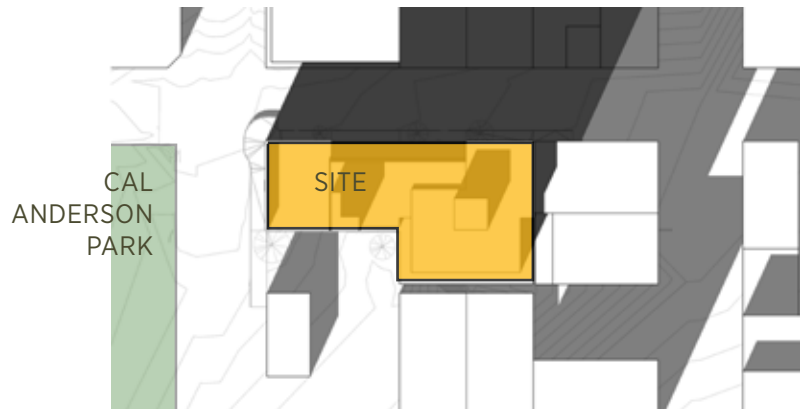


SPRING/FALL EQUINOX : 12 PM

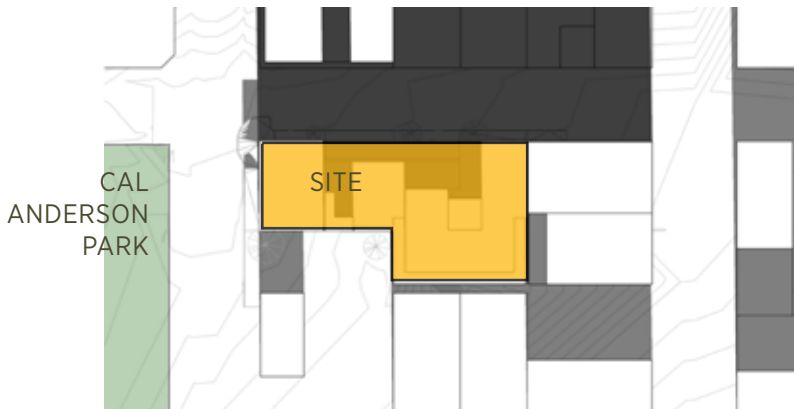


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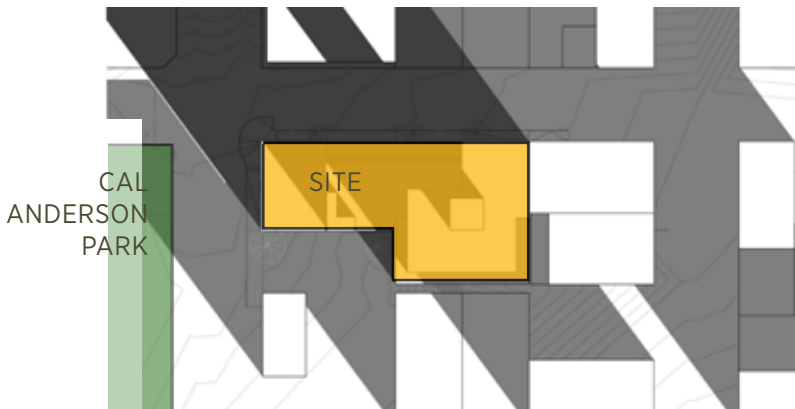
WINTER SOLSTICE : 12 PM



SUMMER SOLSTICE : 3 PM

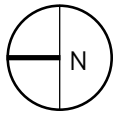


SPRING/FALL EQUINOX : 3 PM



Shadow extends ~80' into park

WINTER SOLSTICE : 3 PM



PROS

- Maintains street level experience of character structures (B-3.d).
- Maintains the rhythm of traditional facade widths (C-3).
- Setbacks prevent building area above character structures from dominating the appearance of the character structures (B-3.b) (B-7.d).
- Maximizes office area, introducing the most new daytime users.
- Massing shown requires no departures.
- Secondary setback at top level reduces appearance of bulk.

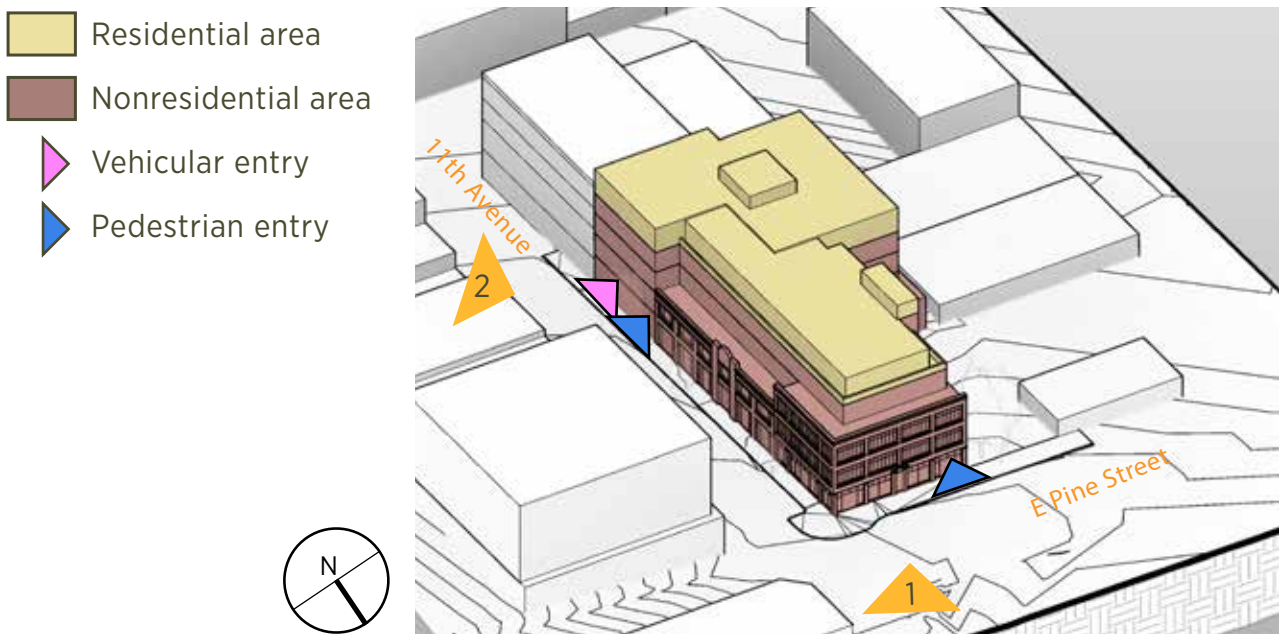
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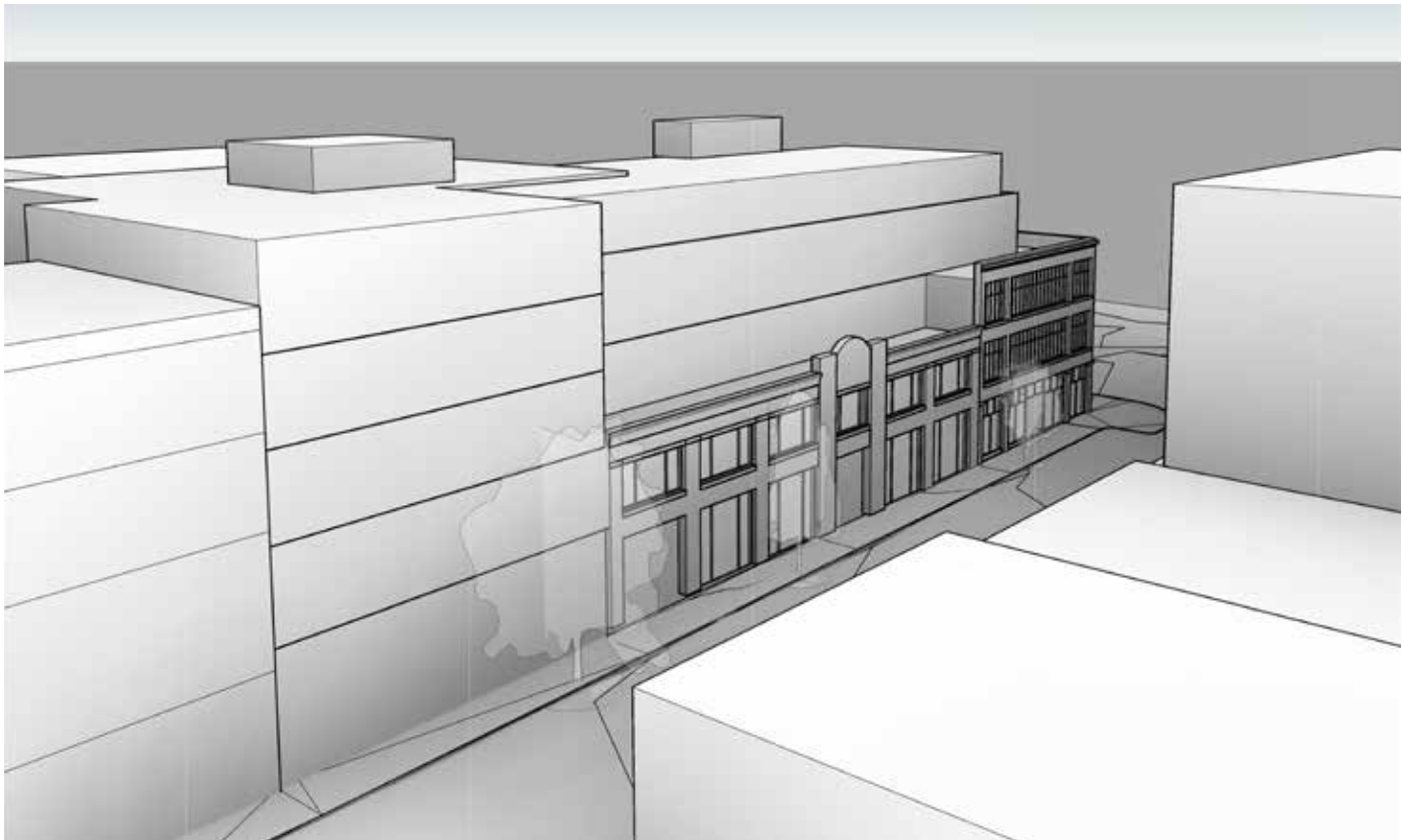
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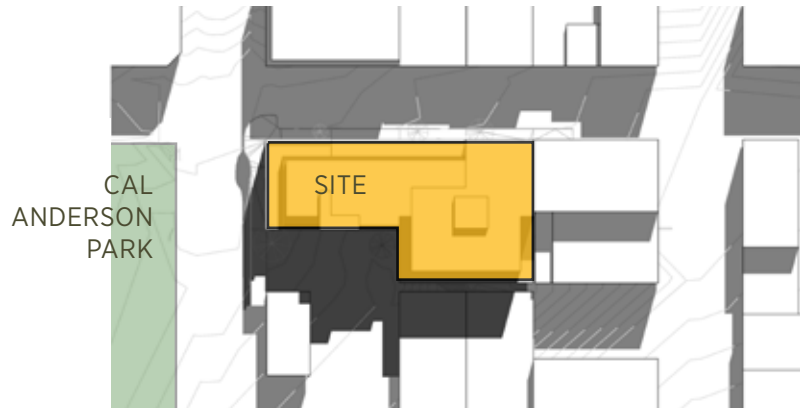
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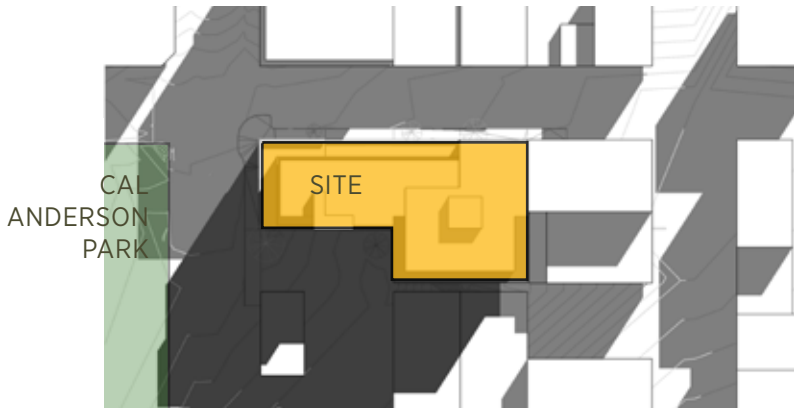
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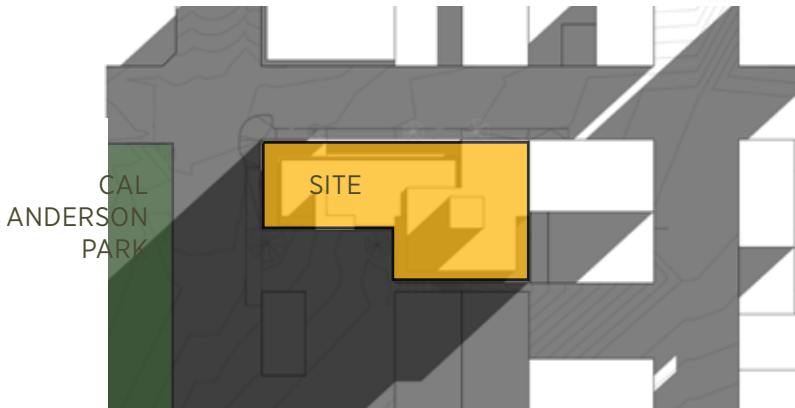
2 | AERIAL FROM SOUTHEAST CORNER



SUMMER SOLSTICE : 9 AM

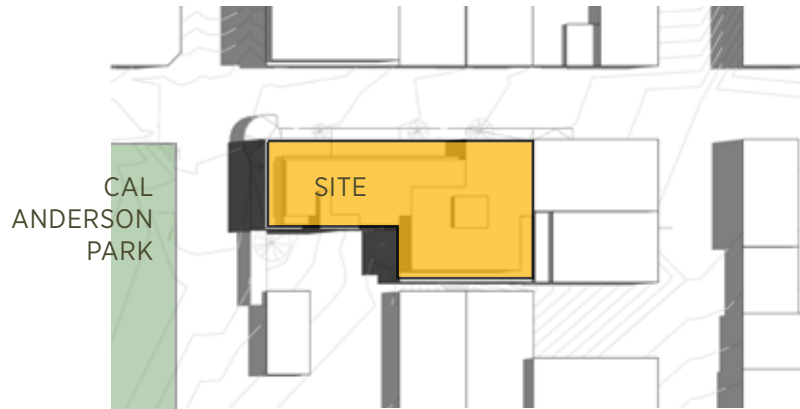


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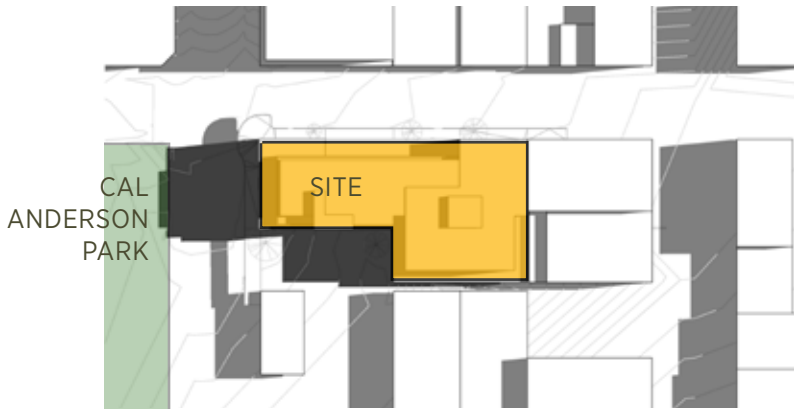


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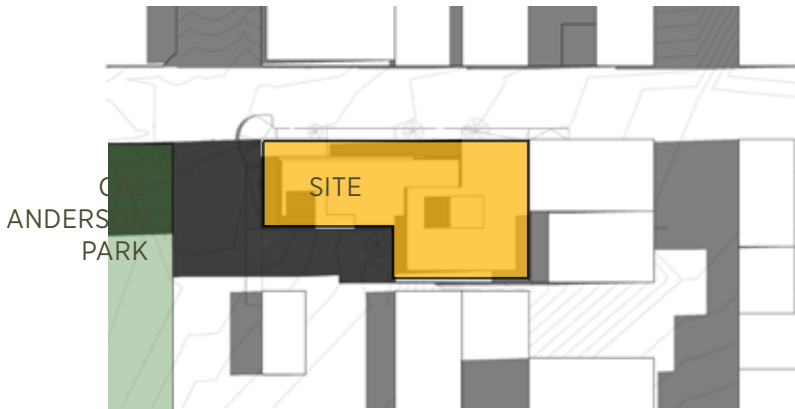
WINTER SOLSTICE : 9 AM



SUMMER SOLSTICE : 12 PM

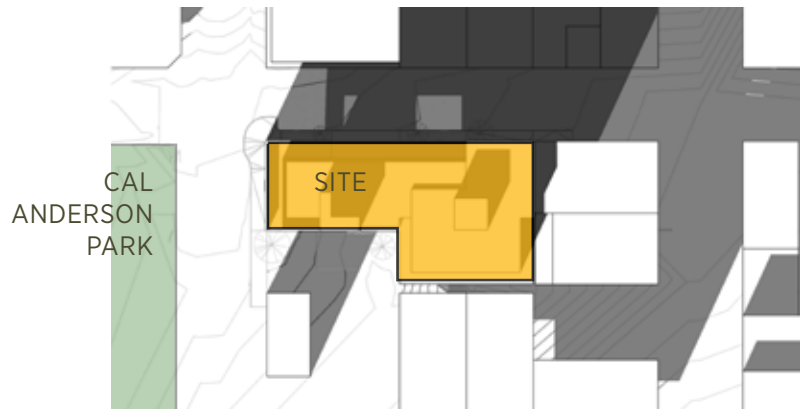


SPRING/FALL EQUINOX : 12 PM

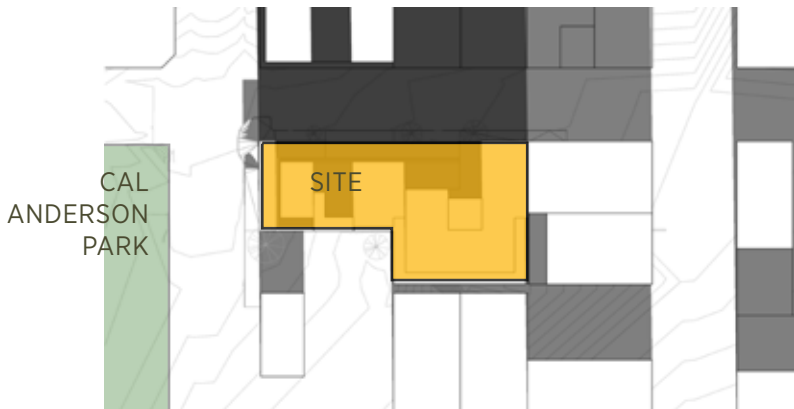


Shadow extends ~100' into park

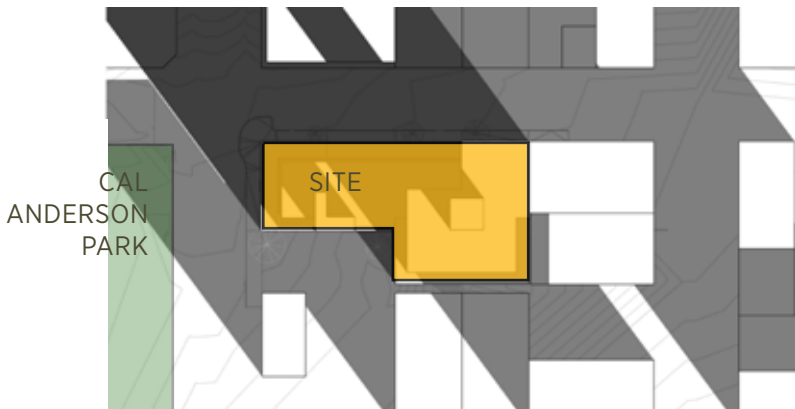
WINTER SOLSTICE : 12 PM



SUMMER SOLSTICE : 3 PM

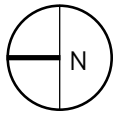


SPRING/FALL EQUINOX : 3 PM

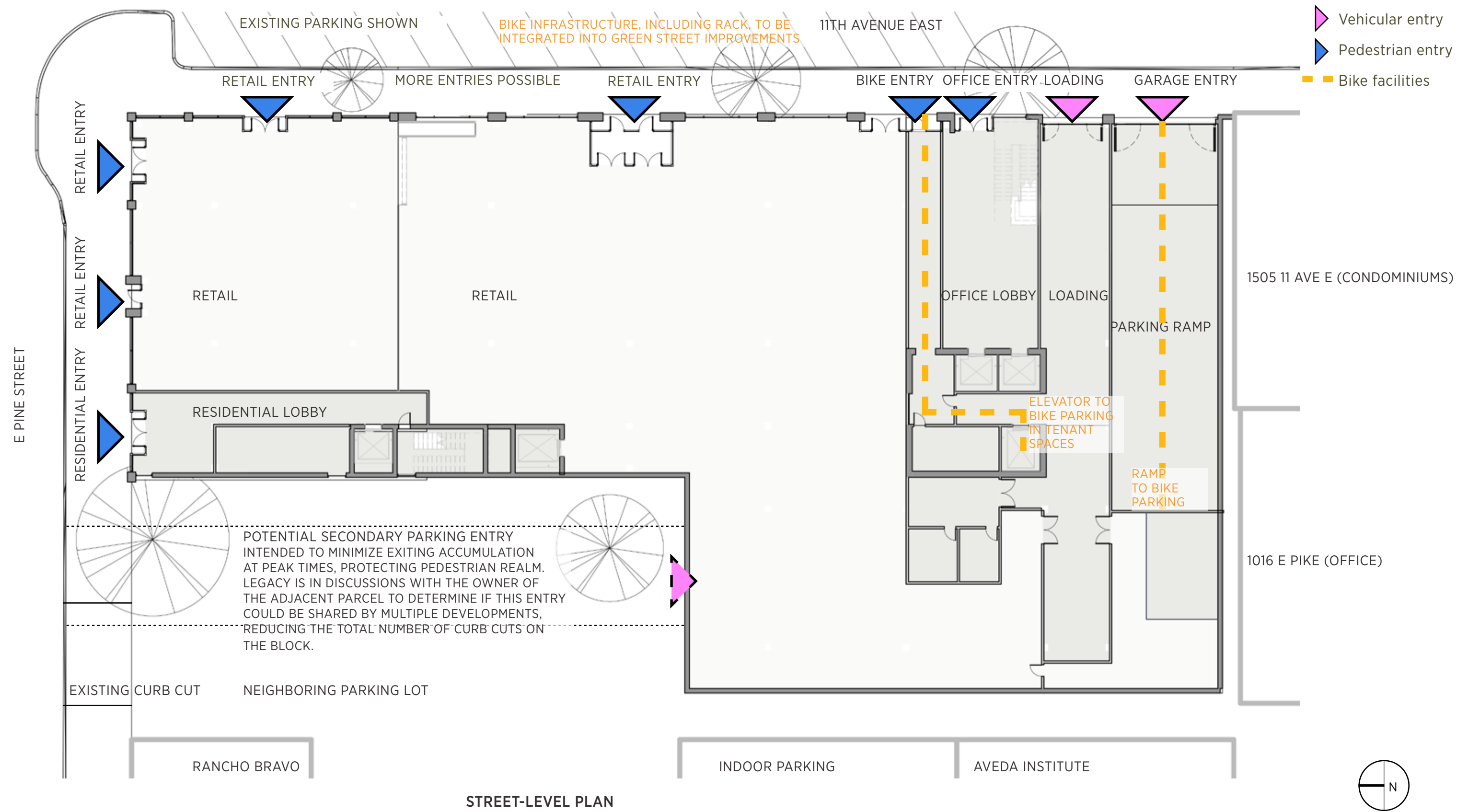


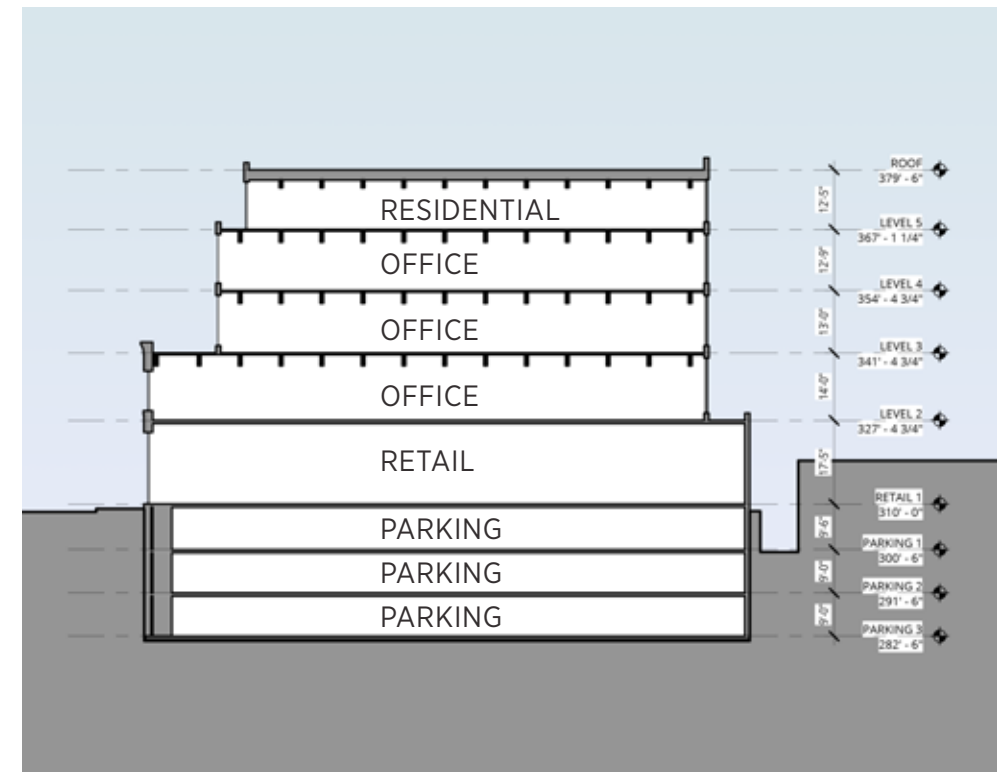
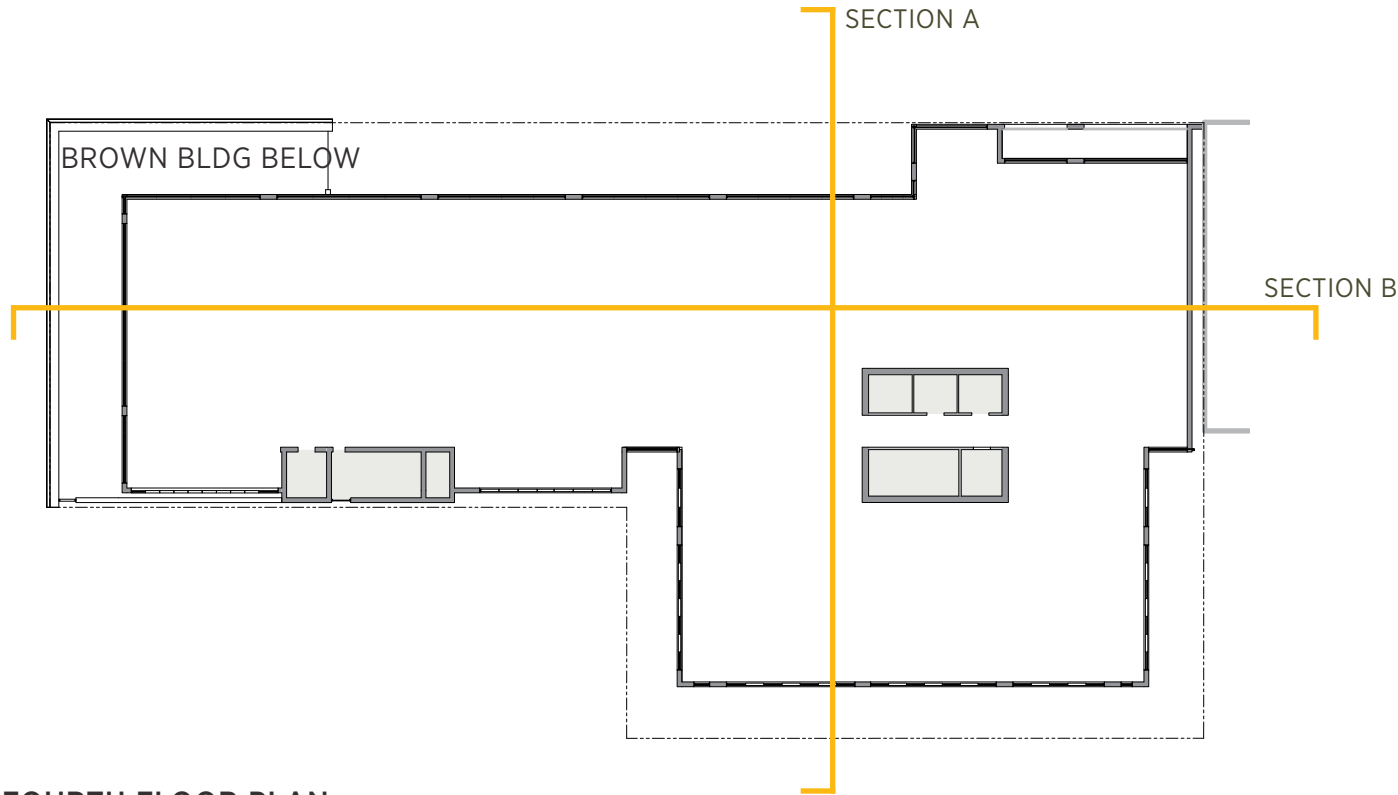
Shadow extends ~80' into park

WINTER SOLSTICE : 3 PM

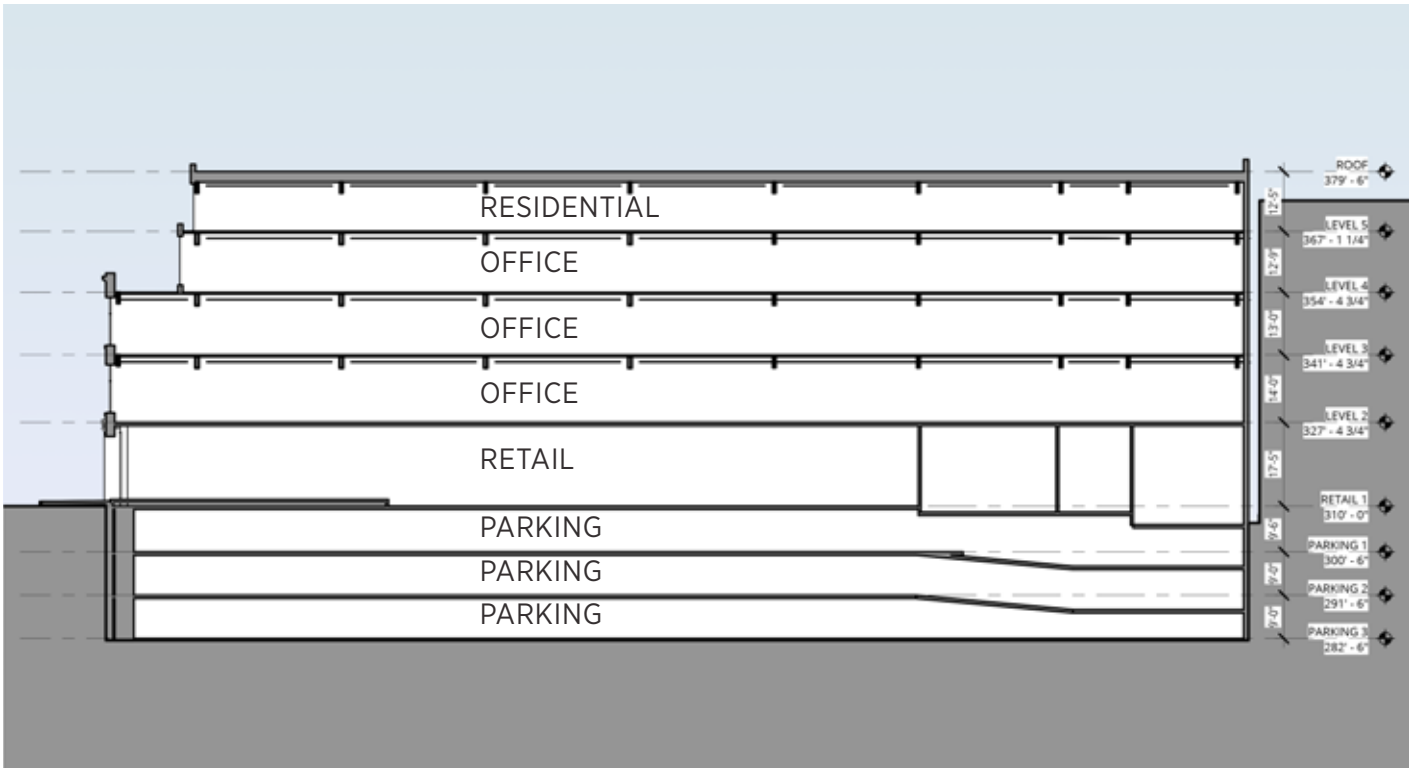
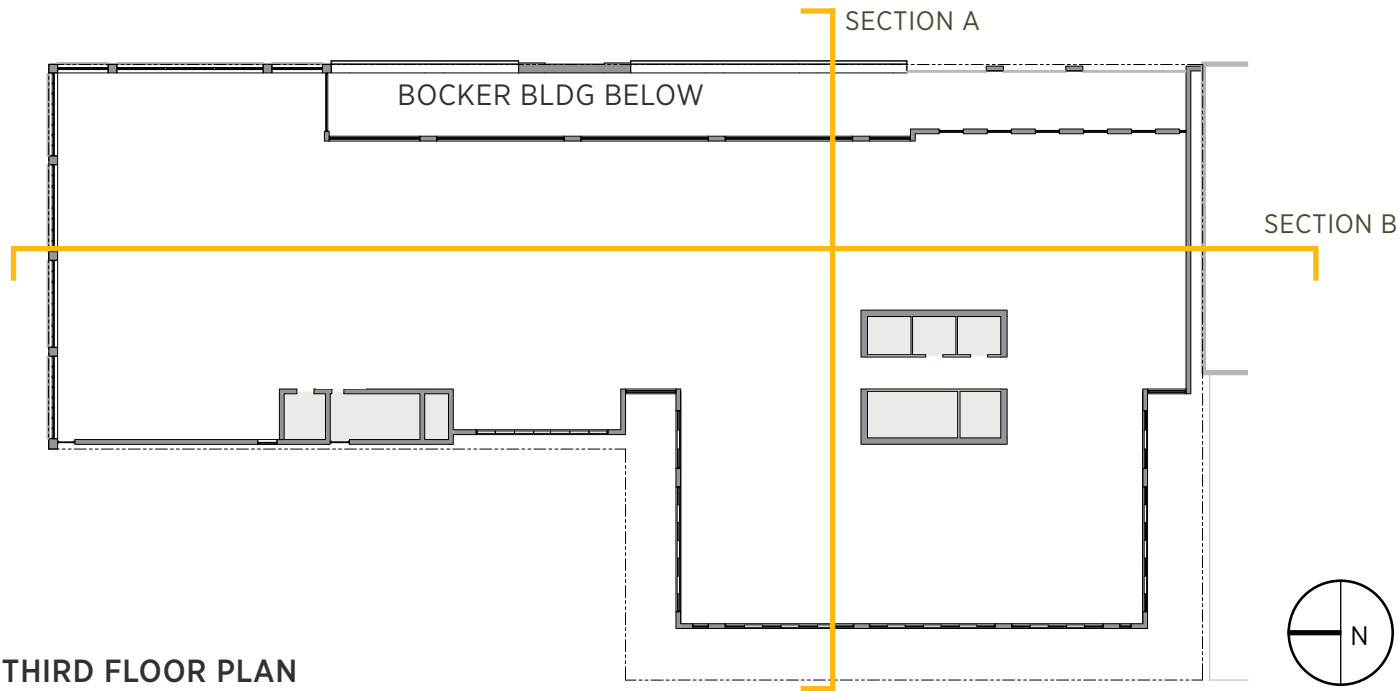


1021 PINE | preferred scheme concept development





SECTION A (EAST/WEST)



SECTION B (NORTH/SOUTH)

VOLUME OF BROWN BUILDING INDICATED



Stripes differentiate new party wall from character facade and indicate the volume of the character structure.

CONCEPTUAL BLANK WALL TREATMENT ALTERNATE 1



Varied materials indicate interior functions like stairs or units.

CONCEPTUAL BLANK WALL TREATMENT ALTERNATE 2



Existing blank wall conditions. Note that a mature tree on the adjacent parcel softens the wall's impact.



B-2.a | Consider different approaches for expressing the relationship between the character structure and new portions of the project:

transition.





B-2.a | Consider different approaches for expressing the relationship between the character structure and new portions of the project:

background.





View SW from the intersection of 11th Avenue East and East Pine Street.

B-3.f | Consider design treatments that anchor the new structure to the streetscape.



B-3.b | Use setbacks, massing, and rhythm to maintain a strong presence of the character structure in the streetscape.



B-3.d | Maintain the original aspects of the character structure’s street level design and function.

B-7.c | Recognize the priority for maintaining the original floor to ceiling heights, especially for the ground floor.



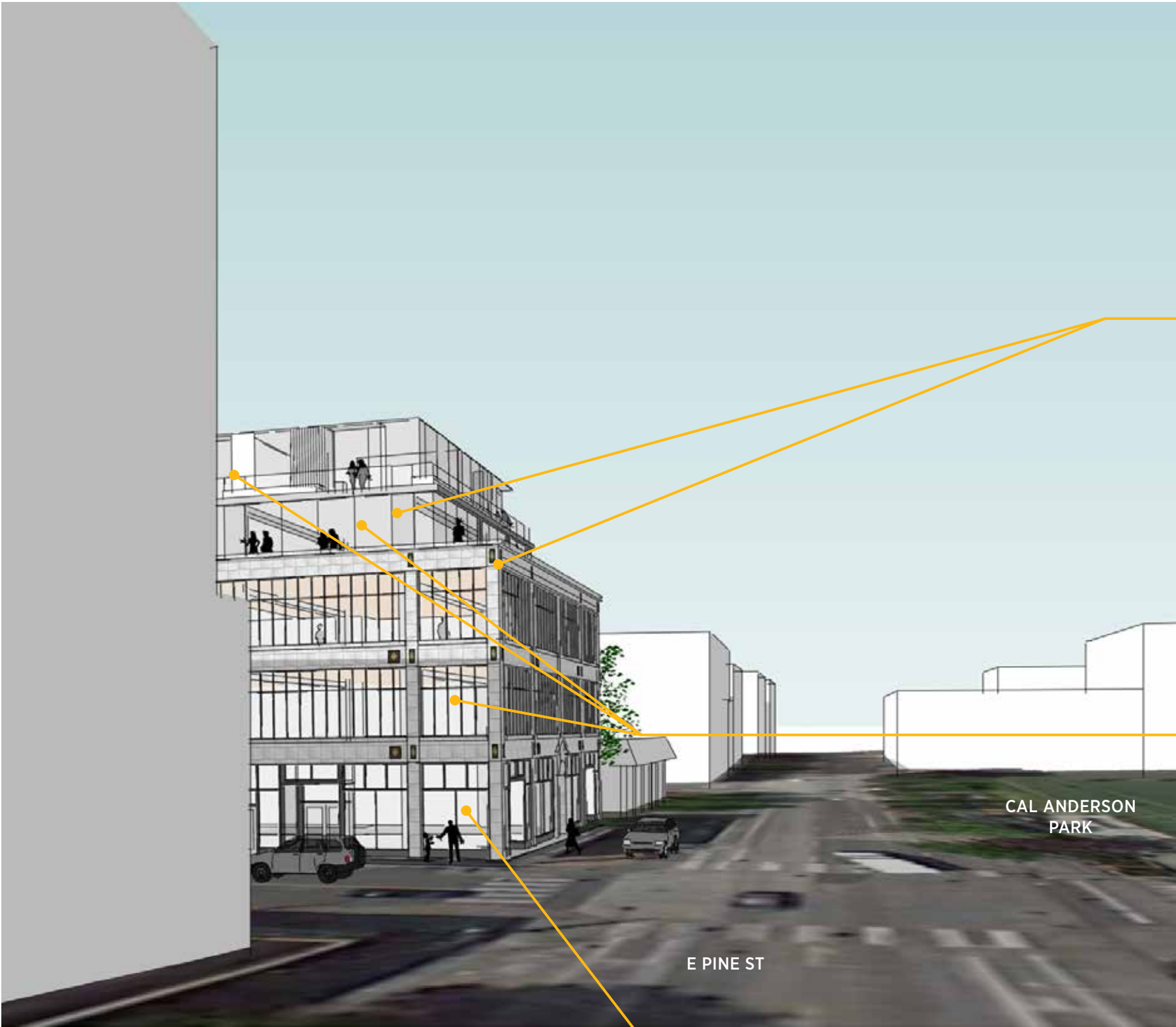
B-2.b | Keep the proportions of window and door openings similar to those of existing character structures on the block.



B-2.a | Respect the rhythm established by traditional facade widths (50'-60' or 100'-120').



View north up 11th Avenue East.



View west down East Pine Street.



C-1 | Architectural styles and materials that complement the light-industrial history of the neighborhood are encouraged.



C-4 | Preferred materials and approaches include brick, masonry, textured or patterned concrete, a limited number of materials per building, and high quality glazing and trim.



C-3 | It is preferred that ground floor development echoes the patterns established by adjacent buildings in the area, including high bays and glazing along the ground floor.

1021 PINE | potential departures

1. STREET LEVEL DEVELOPMENT STANDARDS.

“In pedestrian designated zones, a minimum of 80% of a structure’s street-level facade that faces a principal pedestrian street shall be occupied by uses listed in subsection 23.47A.005.D.1.”
(SMC 23.47A.008.C)

2. SIGHT TRIANGLE.

“For two-way driveways or easements 22’ wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10’ from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk.”
(SMC 23.54.030)

3. ORIGINAL FLOOR-TO-CEILING HEIGHT OF CHARACTER STRUCTURE.

“For a project that incorporates portions of a character structure...the original floor-to-ceiling height of the ground story [shall be] maintained [through the full depth of the character structure].”
(SMC 23.73.010.B.2.c)

4. PARKING LOCATION AND ACCESS.

“For each permitted curb cut, street facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.”
(SMC 23.47A.032.A.1.d)

STREET LEVEL DEVELOPMENT STANDARDS

In pedestrian-designated zones, a minimum of 80% of the width of a structure's street-level facade that faces a principal pedestrian street shall be occupied by uses listed in subsection 23.47A.005.D.1. The remaining 20% of the street frontage may contain other permitted uses and/or pedestrian entrances.

For purposes of calculating the 80% of a structure's street-level facade, the width of a driveway at street level, not to exceed 22', 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. (SMC 23.47A.008.C)

Departure

Along E Pine St, 26% of the street-level facade is in residential use, exceeding the code standard by 6%

Why This Departure Better Meets Design Guidelines

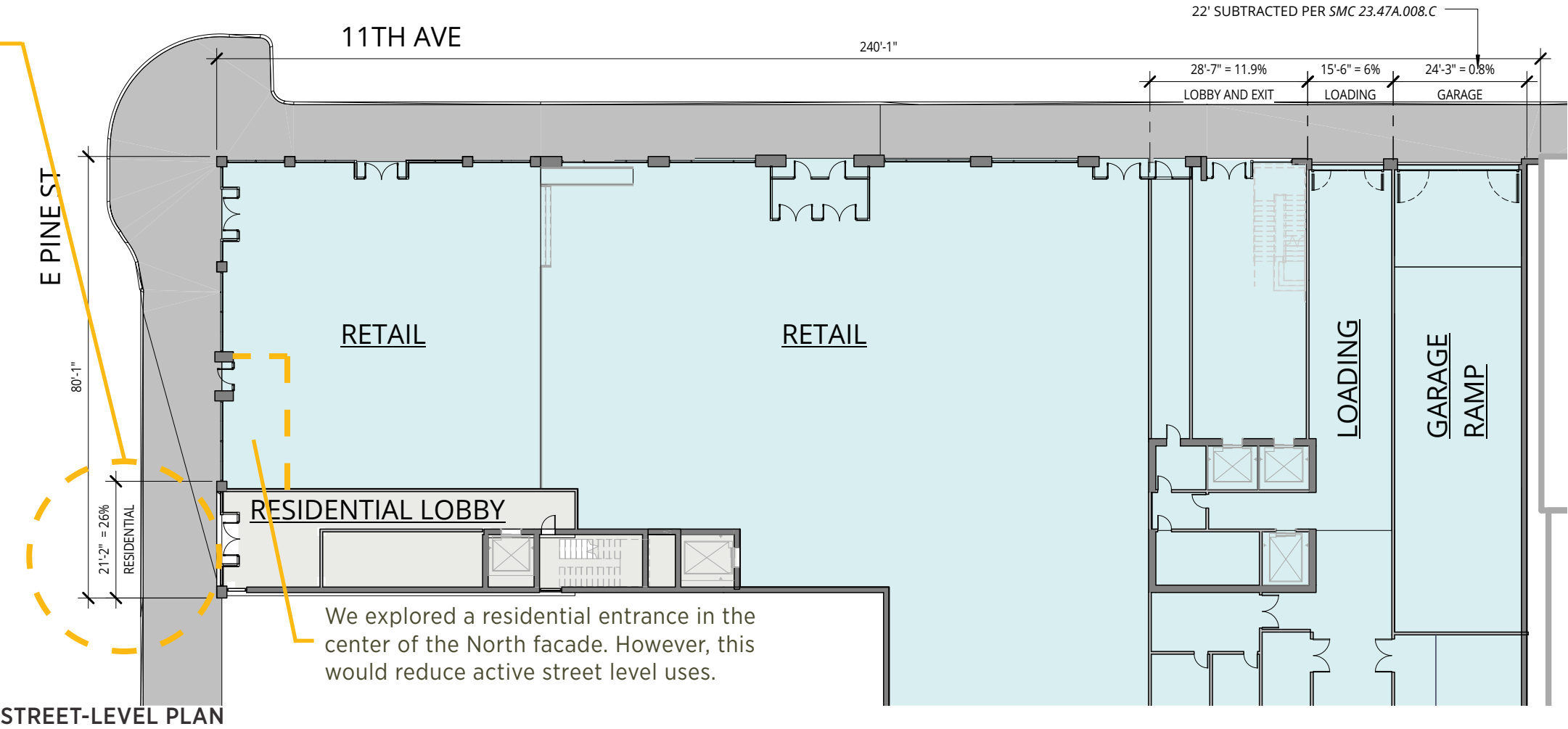
The Residential Lobby occupies one bay of the character structure facade. Using less than one bay would alter the character structure's street level design and degrade the expression of interior space on the facade, conflicting with Pike/Pine Design Guidelines **B-3** and **B-7**.

Total impact of this departure is low: the E Pine Street residential lobby entrance only exceeds the code by 6%. We have minimized non-listed uses across the street-level facades, meeting the intent of the code.



ELEVATION OF E PINE ST CHARACTER STRUCTURE BAYS

Residential lobby bay highlighted. This North Elevation of the Brown Building shows historic patterning of structural bays that the departure is conserving.



STREET-LEVEL PLAN

SIGHT TRIANGLE

For exit-only driveways and easements, and two way drive-ways and easements less than 22’ wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10’ from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk.

For two-way driveways or easements 22’ wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10’ from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk. (SMC 23.54.030)

Departure

A compliant sight triangle to the South of driveway is not provided.

Why This Departure Better Meets Design Guidelines

11th Avenue is a principal pedestrian street and is focused on providing a pedestrian-friendly environment. Our design puts the street level pedestrian development standards and character structure response first.

Introducing a required sight triangle would increase the total width of driveway by 50%, increasing the impact of automobiles on the pedestrian environment, conflicting with Pike/Pine Design Guidelines **C-1** and **C-3**. This would also reduce street transparency and push the opening of the required loading bay into the conserved character structure facade, conflicting with guideline **B-3**.

The sight triangle is not always implemented, as demonstrated by the images of other projects on this page which have not provided sight triangles.

NEIGHBORHOOD PRECEDENTS

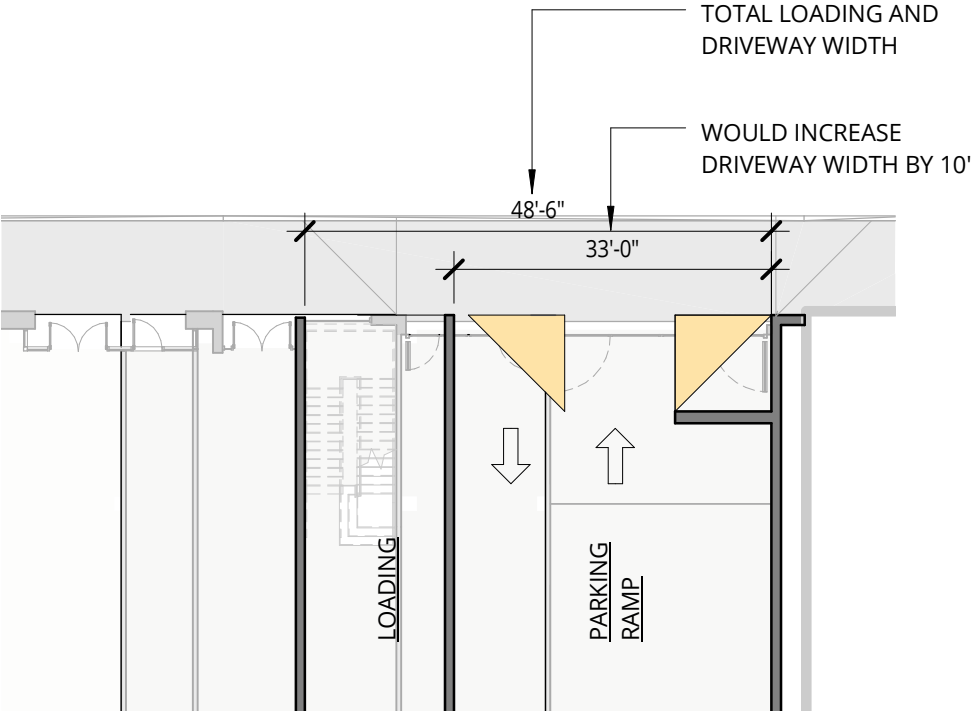


TRACE NORTH | no use of mirrors | no apparent site triangle.

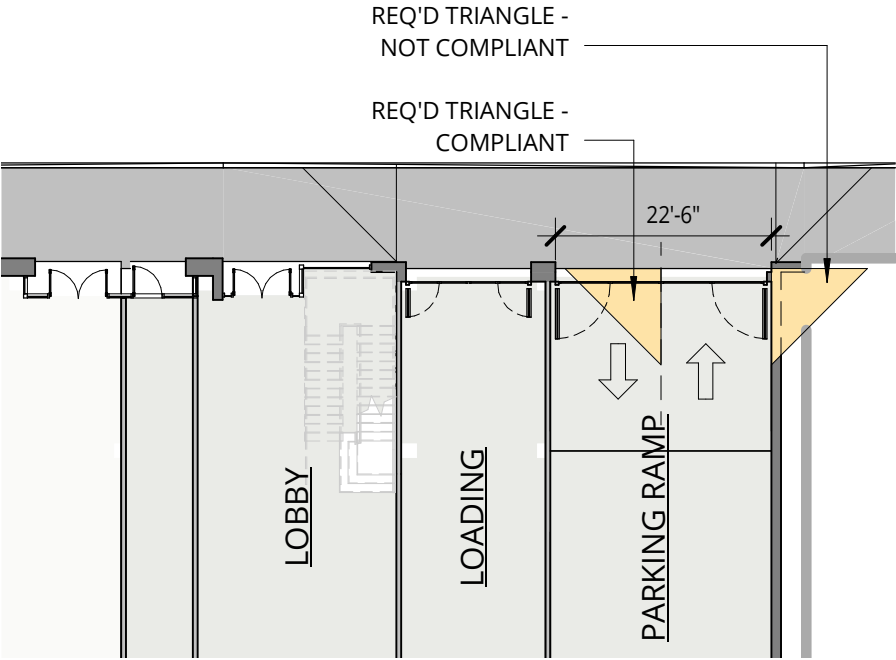


SEATTLE POLICE DEPARTMENT EAST PRECINCT | use of mirrors.

PLAN - WITH COMPLIANT SIGHT TRIANGLE



PLAN - AS DESIGNED



RETAINING CHARACTER STRUCTURES:
FLOOR TO CEILING HEIGHT

For a project that incorporates portions of a character structure, the following conditions shall be met:

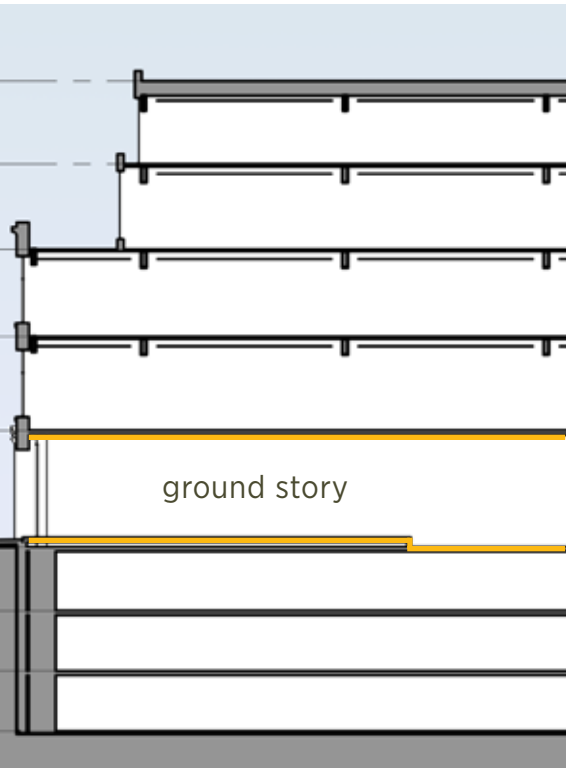
3) The original floor-to-ceiling height of the ground story is maintained. (SMC 23.73.010.B.2.c.).

Departure

In order to provide a level second floor, the original floor-to-ceiling of the Bocker Building may be exceeded.

Why This Departure Better Meets Design Guidelines

The proposed design allows the unencumbered use of the building’s second floor, without altering the perceived volume of the ground floor of the character structure or the structure’s architectural integrity. This complies with the goals of Pike/Pine Design Guideline **B-7**.



BUILDING SECTION | Ground floor levels vary to match existing, while second floor is level.



EXTERIOR FACADE WHERE BOCKER/BROWN BUILDINGS ABUT | The second level floorline of the two buildings is very close. A level second floor will not significantly affect the perception of interior volumes.

PARKING LOCATION AND ACCESS

For each permitted curb cut, street facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts, (SMC 23.47A.032.A.1.d.).

Departure

Two garage doors are provided along 11th Avenue E.

Why This Departure Better Meets Design Guidelines

Combining the garage and loading entries into one large garage door would prevent our project from establishing a pattern of building modulation comparable to that of adjacent buildings, violating the intent of Pike/Pine Design Guideline **C-3**.

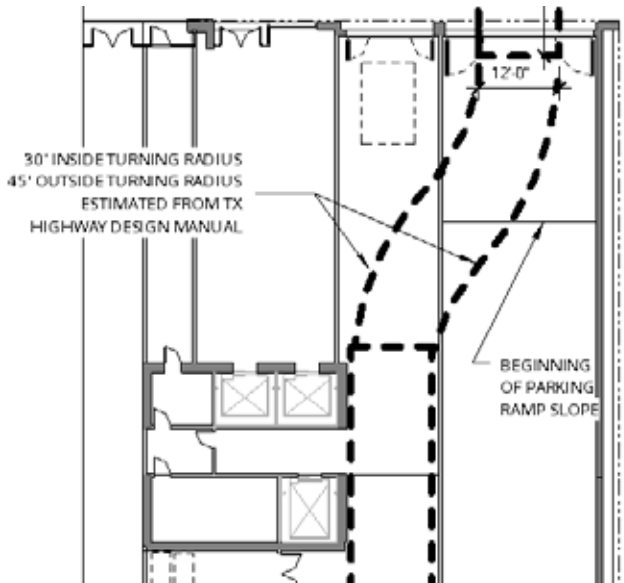
By dividing the entries into separate doors, we are able to keep the proportions of the openings similar in size and proportion to those found on character structures in the surrounding area, as recommended by Pike/Pine Design Guideline **B-2**.

The divided entries will feature a width and proportion similar to that of the office lobby entry, ensuring that the garage entry will be comparable to the pedestrian entry, complying with Pike/Pine Design Guideline **A-9**.

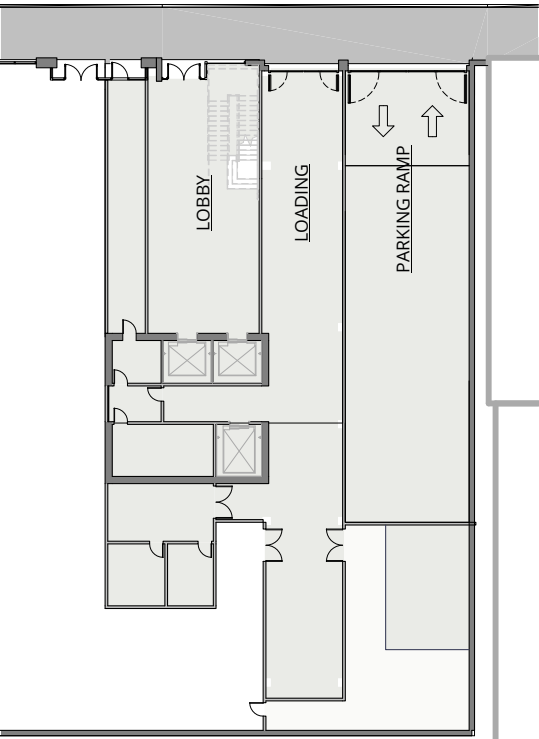
We have considered combining the parking and loading entrances into a single narrow entrance.

We have determined this is not feasible:

- Truck maneuvering would be complex and slow, repeatedly blocking traffic on 11th.
- Delivery trucks would block the parking garage entry, leading to congestion.
- Maneuvering areas for trucks would require more space than is available inside the garage entry before the ramp begins.



EXPLORATION OF COMBINED ENTRY WITH 34' WASTE REMOVAL TRUCK



PLAN WITH SEPARATE PARKING AND LOADING ENTRIES



11TH AVE FACADE | Division of the parking and loading entrance doors allows the project to maintain a rhythm of building modulation comparable to that of adjacent buildings and the garage entry to be compatible with the pedestrian entry.





THANK YOU.