



LEGACY CAPITOL HILL

1525 11TH AVE

EARLY DESIGN GUIDANCE
6/8/2016
DPD #3023226

PLACE



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PROJECT INFORMATION

ADDRESS: 1525 11TH AVE
DPD PROJECT #: 3023226
ZONE: NC3P-65, PIKE/PINE CONSERVATION OVERLAY

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DEVELOPMENT OBJECTIVES

The proposed project is an office building addition to a listed Seattle Landmark, including below grade parking. The basic program is as follows:

- 65,000 sf of office area
- 12,000 sf of ground floor retail
- 5 Stories of total height, plus a 1 story basement
- 31 parking stalls

PROJECT GOALS

Preserve the character defining aspects of the landmark Kelly-Springfield Building

- Restore the primary 11th Avenue facade.
- Preserve elements of the interior and side walls in order to convey the character of the original building as a whole.

Strengthen the character of the Pike/Pine neighborhood

- Incorporate materials and architectural elements that strengthen the area’s auto-row vernacular.
- Enhance the block’s sidewalk experience.

Bolster the daytime vitality of the area

- Introduce a mix of daytime uses that support existing neighborhood businesses.
- Create retail and office spaces that are adaptable to various tenant types, including businesses already in the area.



SURROUNDING USES AND TRANSPORTATION

- Primarily Residential Use
- Primarily Commercial or Institutional Use
- Tenth and Eleventh Avenue Street Design Concept Plan
- Streetcar Line
- Principal Arterials
- Ground Floor Retail
- Important Pedestrian Route
- Prominent Intersection



SURROUNDING USES

Ground Floor Uses

Most properties south of Pine Street and surrounding the site feature continuous or near continuous ground floor retail spaces, largely occupied by restaurant or nightlife uses. .

Upper Level Uses

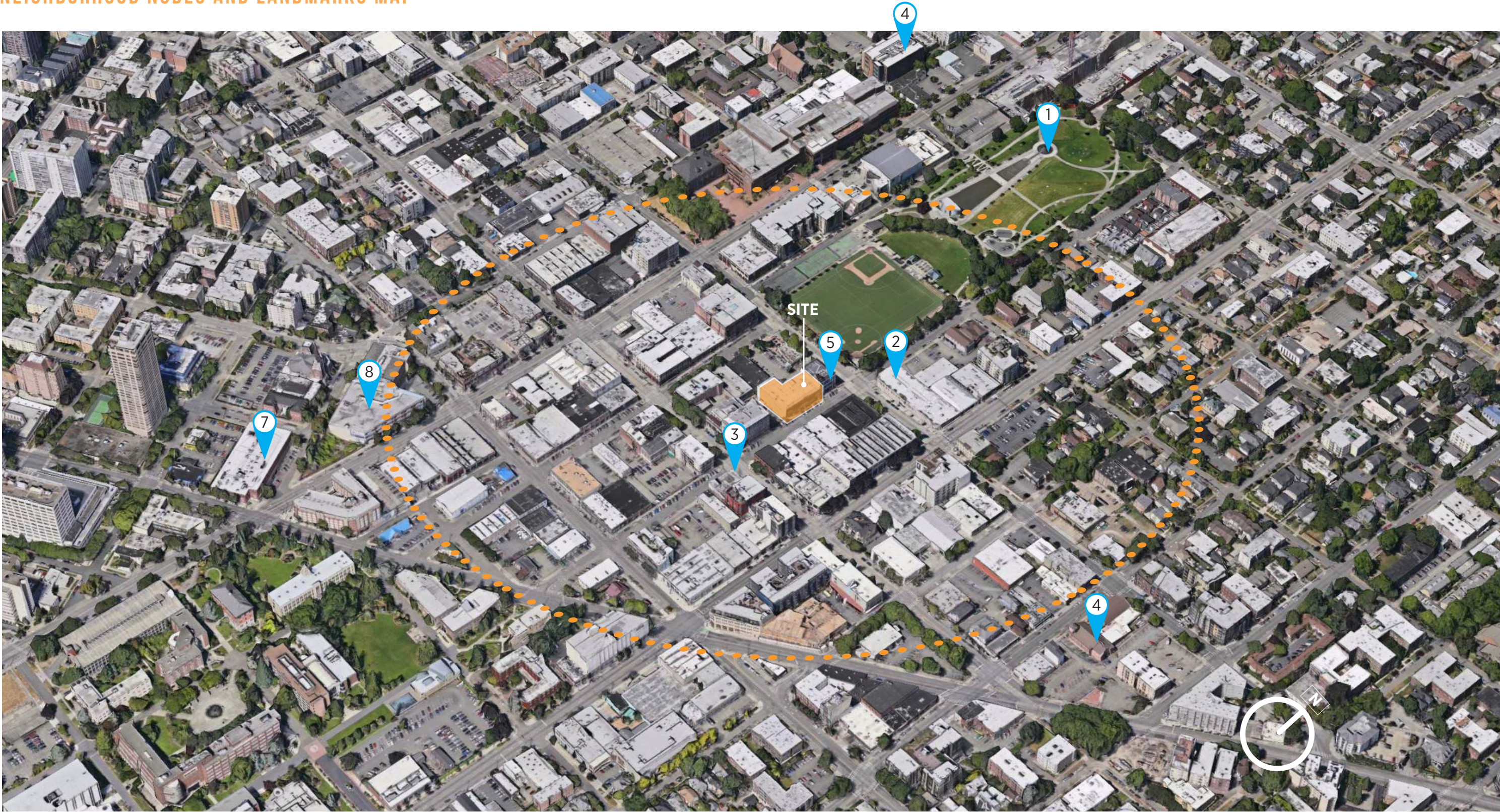
New buildings in the area have been almost exclusively residential on the upper levels, but many of the older buildings feature office space above retail. Several new buildings in the vicinity, like the Sunset Electric Building (image 1) have preserved character facades under the Pike/Pine zoning overlay.

Cal Anderson Park

Cal Anderson Park defines the north edge of Pine Street near the site. The park is most active in the summer months, when crowds gather on the lawn. Views of the park will be a consideration for this project.



NEIGHBORHOOD NODES AND LANDMARKS MAP



NEIGHBORHOOD NODES AND LANDMARKS

The diverse character of the Pike/Pine neighborhood is reflected in the landmarks that define the area. The neighborhood is bracketed on the north and south by Cal Anderson Park and Seattle University. In between, a vibrant mixture of different ages and types of buildings predominate. The area has long had an active arts scene, reflected in elements like the mural on the Richmark Labels building and the rainbow crosswalks.



01 LINCOLN RESERVOIR



02 RICHMARK LABELS MURAL



03 RAINBOW CROSSWALK



04 1ST AFRICAN METHODIST
ESPICOPAL CHURCH



05 WHITE MOTOR COMPANY

URBAN DESIGN ANALYSIS

11TH AVENUE STREETSCAPE

Auto Row Architecture

Buildings along 11th Avenue tend to follow the Chicago or Commercial style of architecture. Many of the buildings, including the Kelly-Springfield building, were built during the auto row period and were originally used by auto related businesses. Windows tend to be large and organized in a simple rational pattern. Building cladding materials vary between stucco-on-concrete, brick, and terra-cotta. Buildings are almost industrial, but the show room aspect is evident in expansive windows, mostly on the ground floor, but also above. There are also pops of ornamentation, designed to catch the eye and draw customers.

Roof Forms

Roof forms along 11th Avenue, as in the rest of the area, appear flat from the street. Many buildings feature cornices of varying intensity.

Building Height and Footprint

Structure height varies from 2 to 7 stories. With the exception of the parking lot on the south end of the project site, all buildings on the block are built out to the sidewalk.



11TH AVENUE - EAST



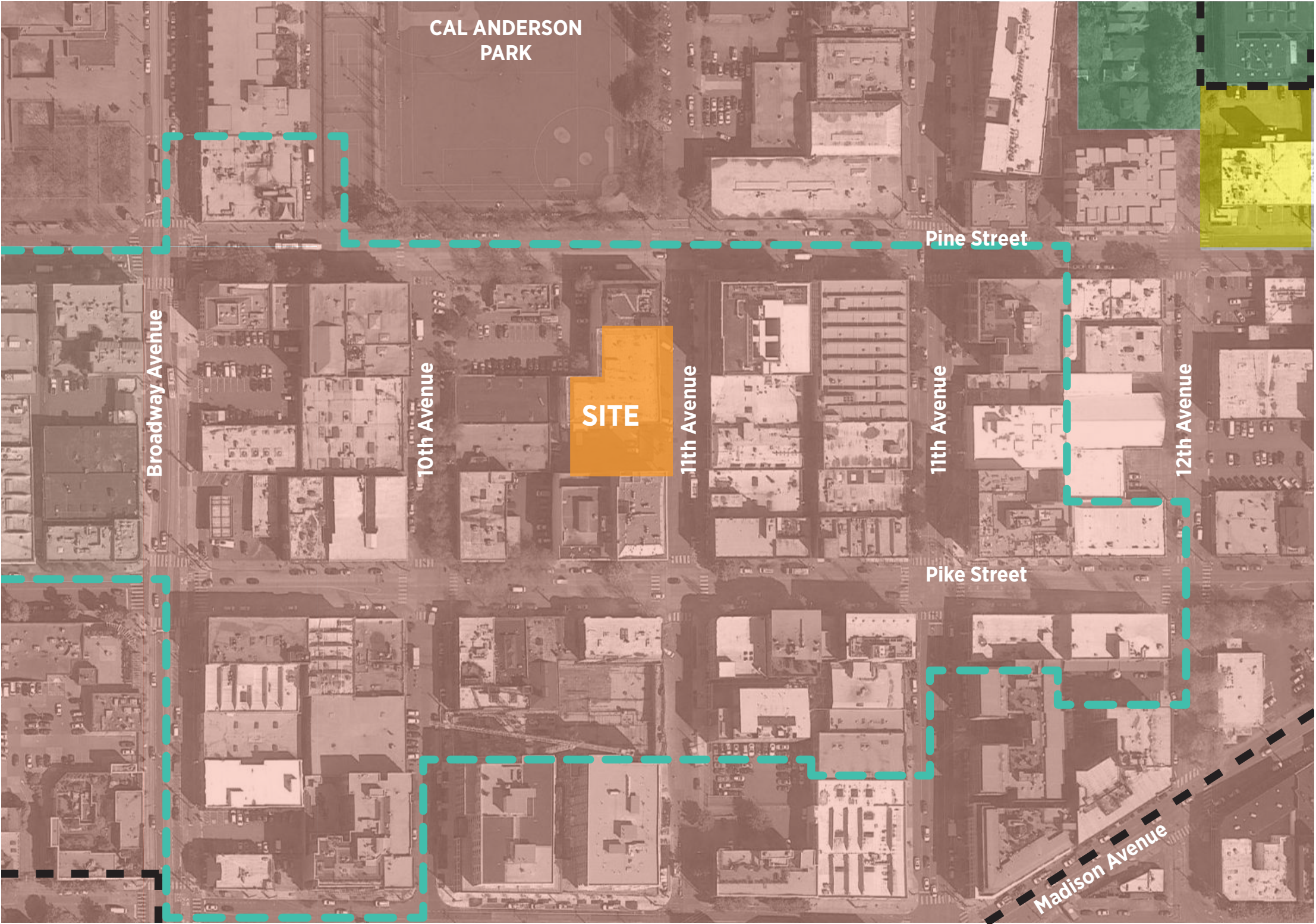


ZONING DATA

ZONING MAP

- Outline of the Pike Pine Conservation Overlay District
- Outline of the Pike Pine Conservation Core
- NC3P-40 Zone
- NC3P-65 Zone
- LR3 Zone

**Extent of map is within the Pike Pine Urban Center Village*



ZONING SUMMARY

LAND USE CODE SECTION	REQUIREMENT	COMMENTS
SITE LOCATION		KCAO Parcel # 6003500420 1525 11th Avenue, Seattle, WA
SITE ZONING OVERLAY ZONING		Zone: NC3P-65 Overlays: Pike/Pine Urban Village, Pike/Pine Conservation Overlay, Pike/Pine Conservation Overlay Conservation Core, Pedestrian Area
STREET CLASSIFICATION		1th Avenue is a Principal Pedestrian Street and is subject to the 10th And 11th Avenue Streetscape Concept Plan
SITE AREA		20,165 SF
23.47A.008 / 23.73.008 STREET LEVEL USES	No blank facade segments over 20' 60% transparency on street-facing facades Min 30' and average 15' depth for non-residential uses Min ground level floor to floor height of 13' 80% of width must be approved ground floor uses	Complies Complies Complies Complies Complies
23.47A.012 / 23.73.014 STRUCTURE HEIGHT	Max height 65' per zone 10' additional allowed in overlay when a character structure is retained - departure required to occupy extra 10' with a non-residential use	Complies Departure requested
23.47A.013 / 23.73.009 FLOOR AREA RATIO	Max FAR of 4.25 Floor area within a character structure exempt	Complies when combined with exceptions in overlay Brings total FAR below 4.25
23.73.012 WIDTH AND DEPTH LIMITS	Max width 128' Max depth 128'	Width separated from street by character structure exempt - complies Complies
23.73.015 CHARACTER STRUCTURES	Must retain street facing facades 15' Setback required above retained facade Original floor to ceiling height must remain	Complies - Facade retained Complies - 15' setback maintained Complies - Floor to ceiling height maintained
23.47A.032 PARKING LOCATION & ACCESS	Parking access limited to a single 2-way curb cut For each permitted curb cut, street facing facades may have one garage door	Complies - One curb cut provided Departure requested
23.54.015 REQUIRED PARKING	No auto parking required in an Urban Center Bike parking required	Complies - Parking exceeds minimum Complies - Bike parking provided at level required
23.54.030 PARKING STANDARDS	Minimum widths of drive aisles required depending on stall size/configuration Maximum curb cut width if truck and auto access is combined is 30'	Complies Departure requested
23.47A.035 LOADING BERTHS	3 berths required	Departure requested to allow 2 berths to be located in the garage and not meet head height standards.
23.54.040 SOLID WASTE	275 SF required	Complies - More than 275 SF provided

SITE PLAN & PRESERVATION

EXISTING SITE PLAN

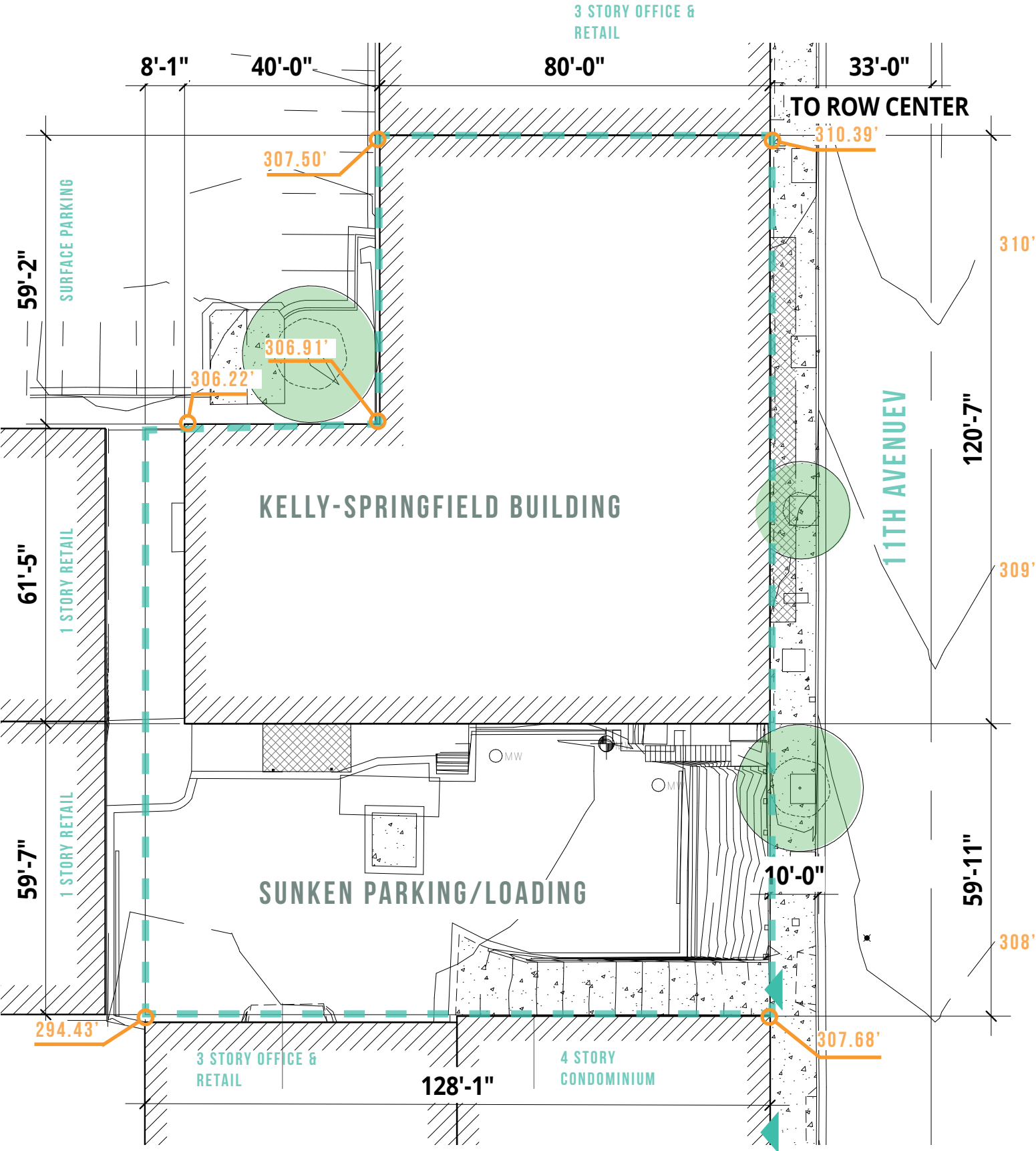
Site Area
The site area is 20,165 SF

Topography
The site slopes from a high point at the NE corner to point 16'-3" lower at the S corner. The parking lot that currently occupies the southern portion of the site is significantly below sidewalk grade and may have been excavated.

Tree Survey
There are 2 existing street trees on 11th avenue. The only other tree is located in the Rancho Bravo parking lot, near the property line. None qualify as exceptional trees.

Existing Building and Parking Lot
Most of the site is currently occupied by the Kelly-Springfield Building, which is a listed Seattle Landmark. The southern portion of the site is a sunken parking lot, with a ramp down from 11th Avenue.

Utilities
Power conduits are below ground. Telephone lines are above ground.

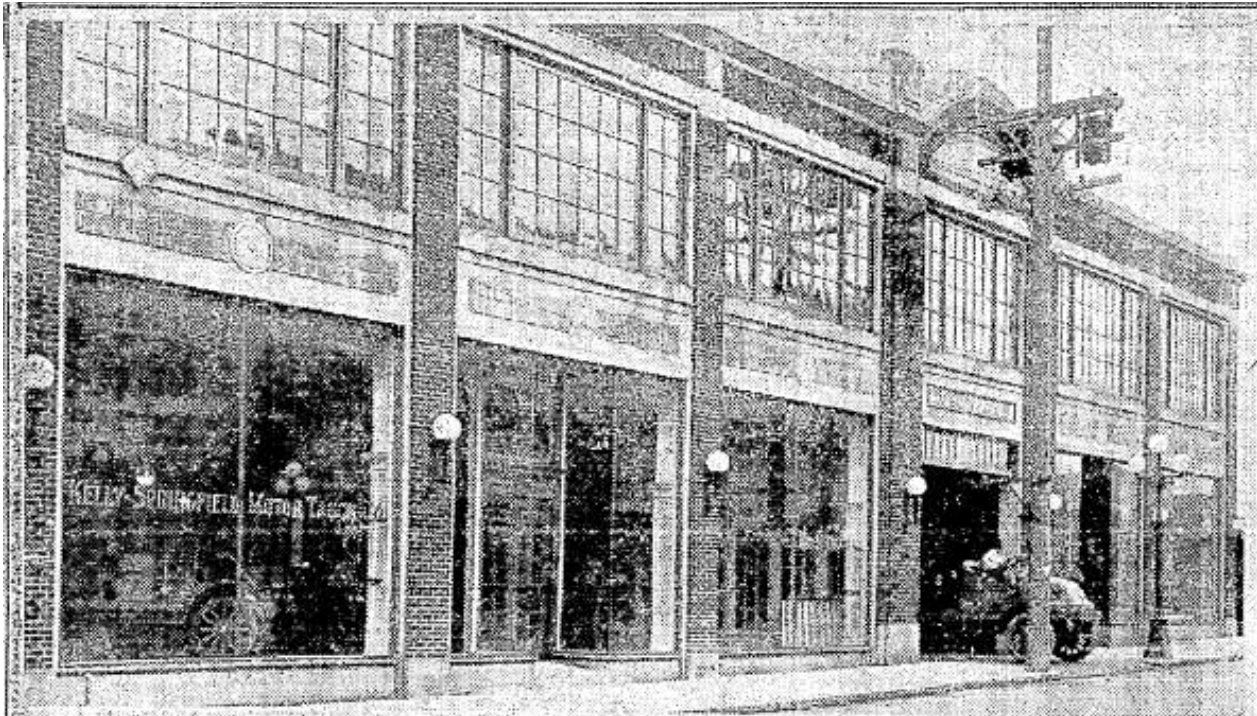


EXISTING KELLY-SPRINGFIELD BUILDING ON THE NORTH 120' OF THE SITE



SUNKEN PARKING LOT ON THE SOUTH 60' OF THE SITE

HISTORY OF THE KELLY-SPRINGFIELD BUILDING



NEWSPAPER PHOTO FROM THE YEAR THE BUILDING OPENED. NOTE THE ORIGINAL AUTO ENTRANCE UNDER THE ARCHED BAY. VEHICLES WERE SOLD ON THE GROUND FLOOR AND SERVICED & STORED ON THE SECOND FLOOR AND IN THE BASEMENT. 1917 PHOTO.



STOREFRONT WINDOWS, SIGNAGE, AND TENANCY HAD CHANGED BY THE 1930'S. 1937 PHOTO.



A TRUCK PRODUCED BY THE KELLY-SPRINGFIELD COMPANY, ORIGINAL OWNER OF THE KELLY-SPRINGFIELD BUILDING. 1918 PHOTO.



REI OCCUPIED THE BUILDING FROM THE 1960'S THROUGH 1996, WHEN VALUE VILLAGE MOVED IN. 1964 PHOTO.

EXTENT OF LANDMARKED FEATURES

THE PROPOSED TREATMENT OF THE FOLLOWING FEATURES IS SUBJECT TO LANDMARKS BOARD REVIEW

- All exterior walls
- The exterior of the roof
- The interface between new construction and adjacent landmarked features

EXISTING CONDITIONS
AND EXTENT OF PROPOSED
PRESERVATION



EXISTING EAST ELEVATION AND PROPOSED MODIFICATIONS

ORIGINAL HOLLOW CLAY TILE EXTERIOR
COVERED W/ METAL SIDING TO BE REMOVED.

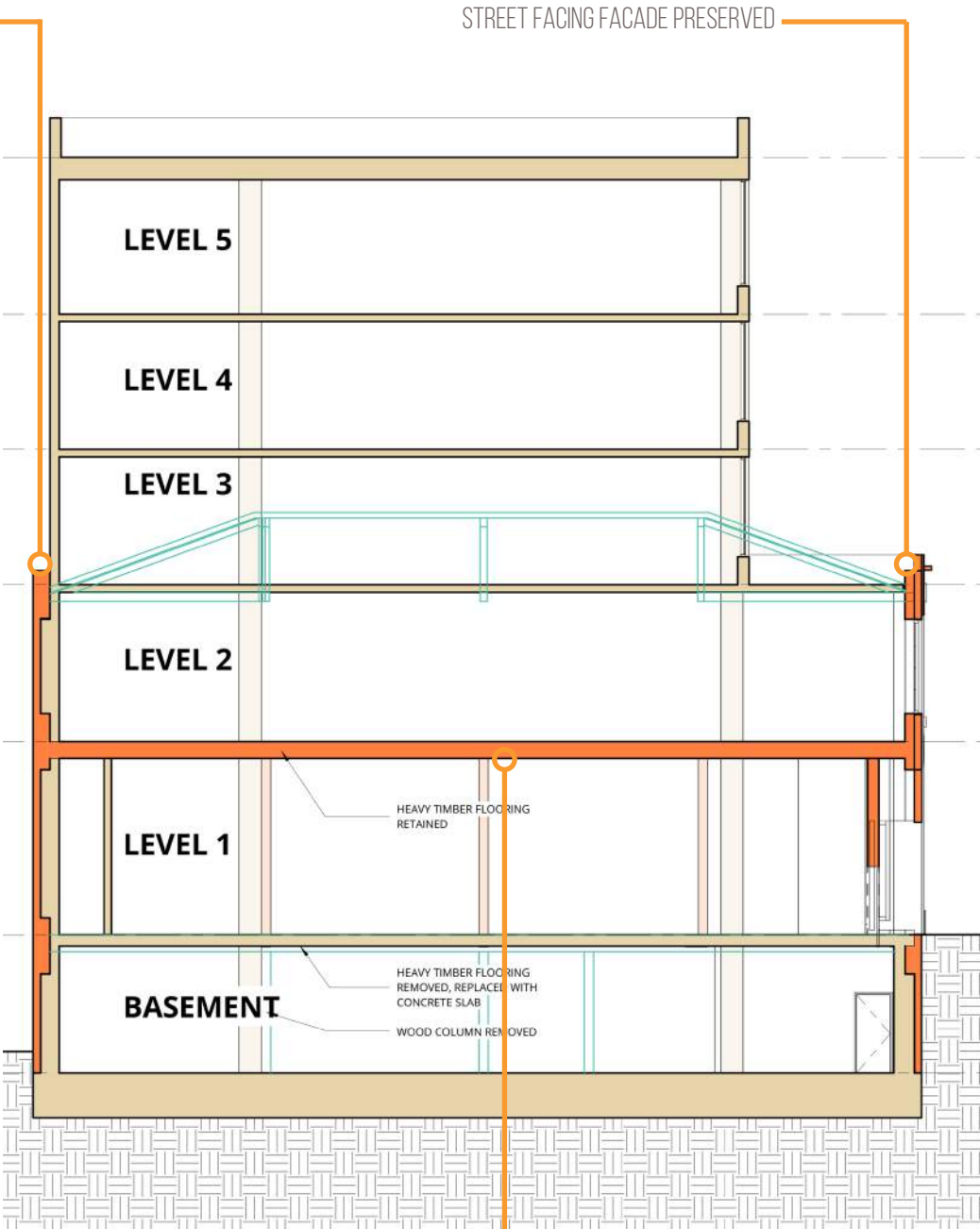
ORIGINAL BRICK PIERS TO BE CLEANED AND
RE-POINTED.

ORIGINAL STUCCO SPANDREL W/ TILE
DECORATION TO BE CLEANED AND
RESTORED.

ONLY REMAINING ORIGINAL WINDOW. OTHER SECOND FLOOR
WINDOWS TO BE REPLACED WITH REPLICA WINDOWS.

REAR FACADE PRESERVED

STREET FACING FACADE PRESERVED

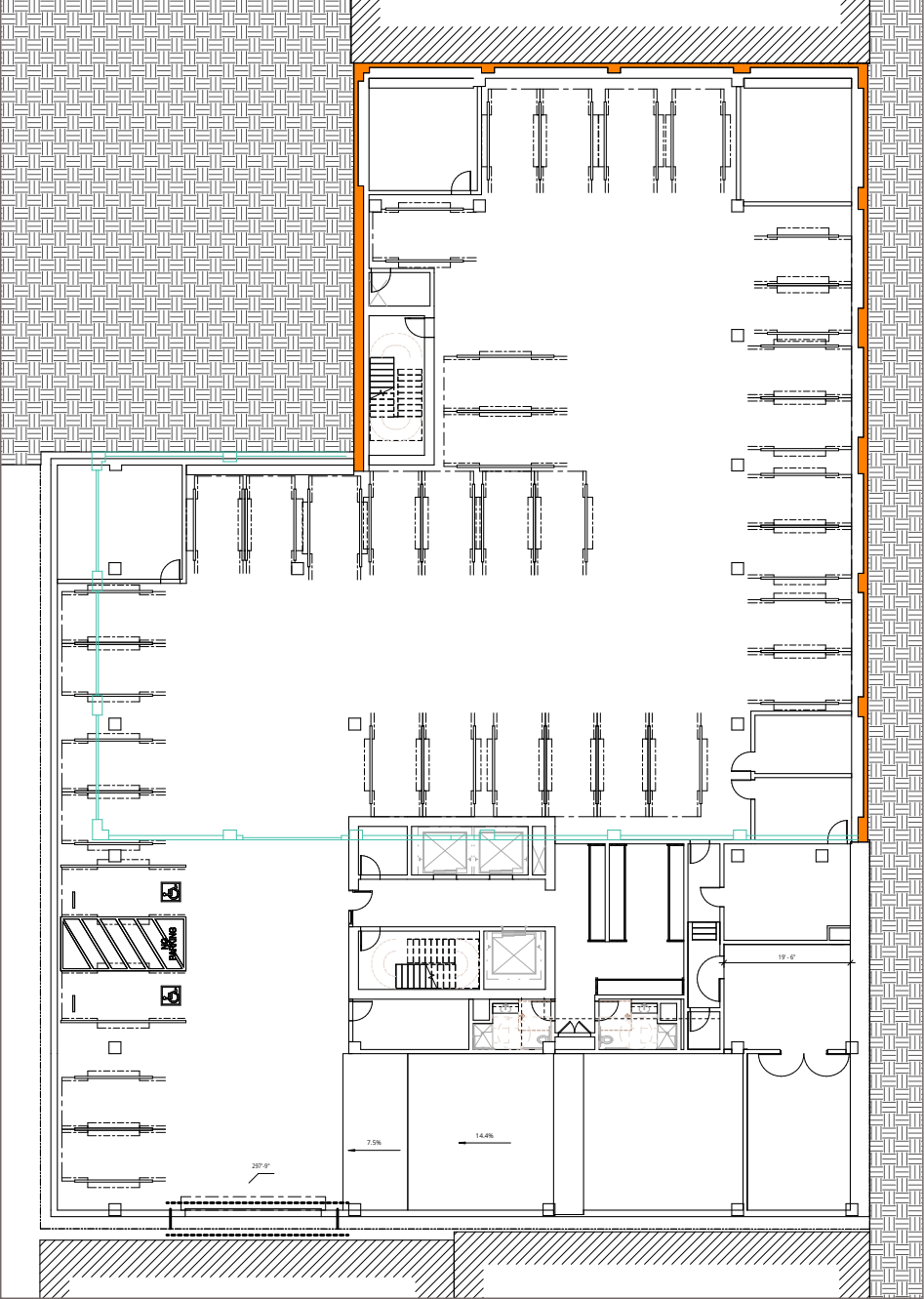


SECTION - PROPOSED EXTENT OF PRESERVATION

SECOND FLOOR HEAVY TIMBER
STRUCTURE PRESERVED

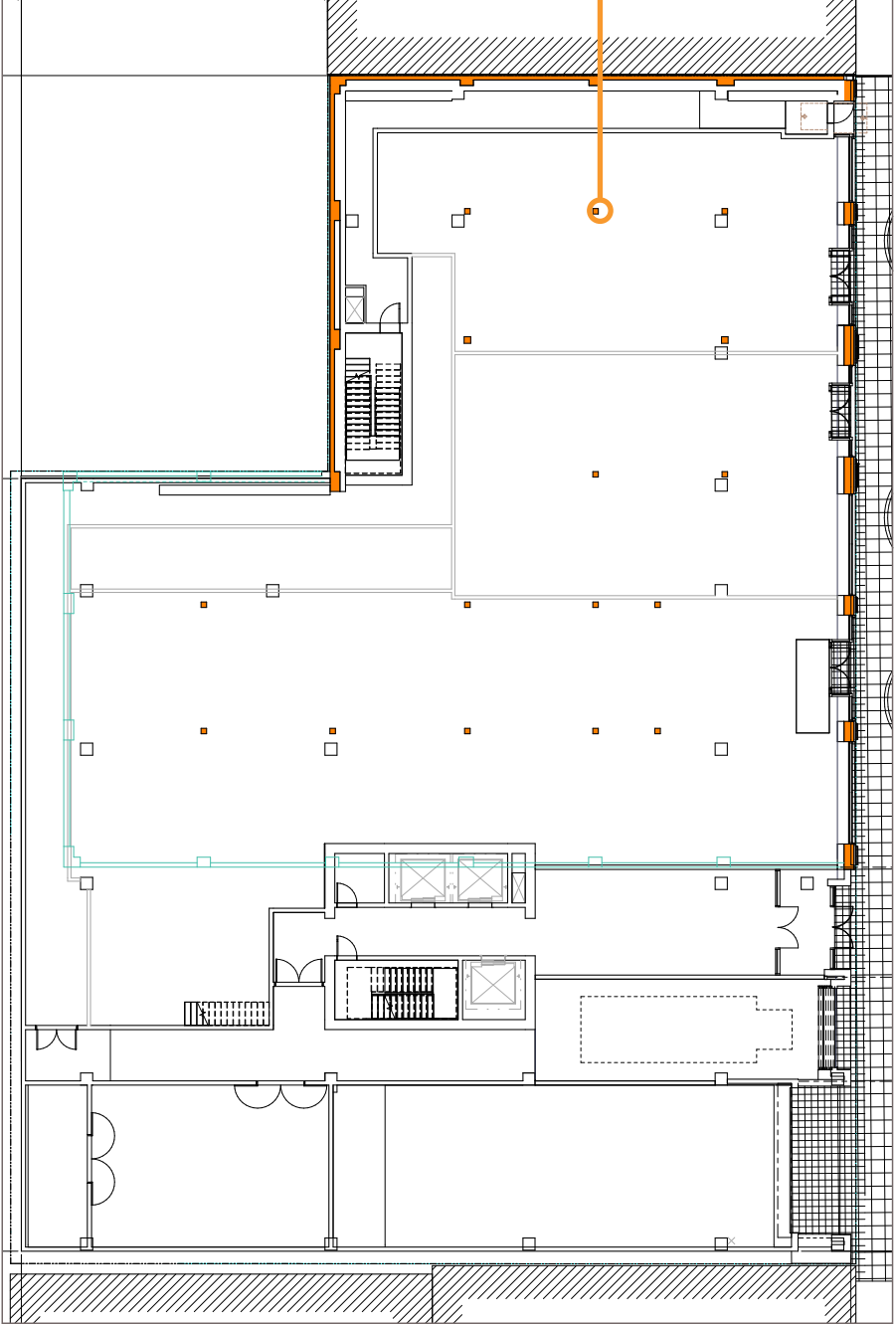
- EXISTING ELEMENT TO REMAIN
- EXISTING ELEMENT TO BE REMOVED

EXTENT OF PROPOSED
PRESERVATION



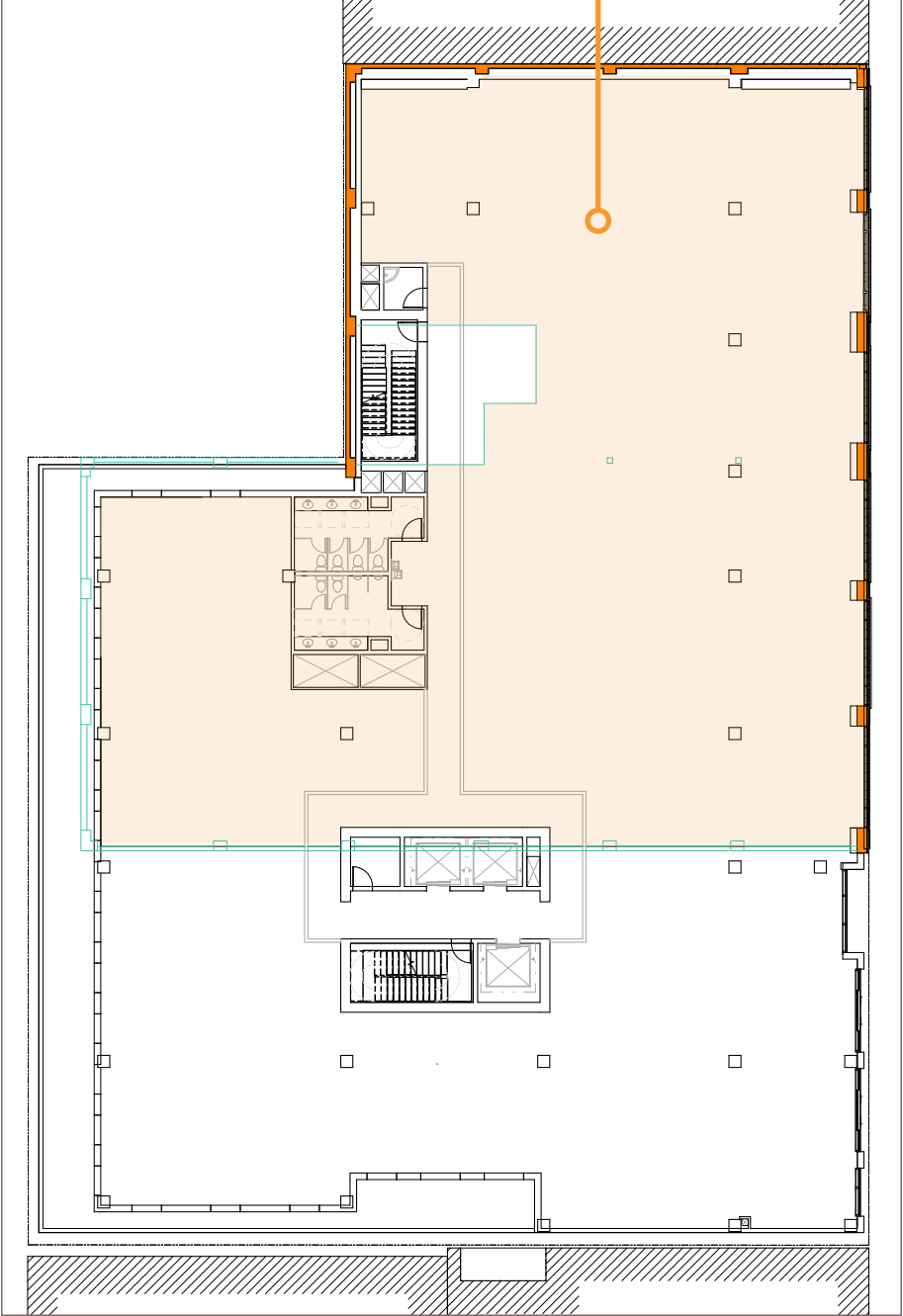
BASEMENT - PROPOSED EXTENT OF PRESERVATION

EXISTING HEAVY TIMBER
COLUMN PRESERVED



GROUND FLOOR - PROPOSED EXTENT OF PRESERVATION

EXISTING SECOND FLOOR HEAVY TIMBER
STRUCTURE RETAINED



SECOND FLOOR - PROPOSED EXTENT OF PRESERVATION

- EXISTING ELEMENT TO REMAIN
- EXISTING ELEMENT TO BE REMOVED



Key Seattle Design Guidelines	Pike/Pine Neighborhood Guidelines	Project Response
<p>CS2: URBAN PATTERN AND FORM <i>A.1 Sense of Place</i> <i>A.2 Architectural Presence</i></p> <ul style="list-style-type: none">Design projects to strengthen the existing identity and sense of place of an area.Evaluate the level of presence required of the project.Buildings that contribute to a strong street edge are important.Facades should incorporate design detail, articulation, and quality materials.	<p>CS2: URBAN PATTERN AND FORM <i>III. Height, Bulk, and Scale Compatibility & Proportions</i></p> <ul style="list-style-type: none">Respect the rhythm of traditional facade widths.Relate to the height of neighboring buildings as viewed from the sidewalk.Consider setbacks at the upper level to reduce bulk.	<ul style="list-style-type: none">By preserving as much as possible of the Kelly-Springfield Building, the project preserves and strengthens neighborhood character.The project has a medium level presence. Quality materials and a pedestrian orientation will ensure the project lives up to this visibility.The project maintains the street edge, with a setback above the landmark to reduce bulk and allow the landmark to stand proud.Articulation and materials will take cues from the prevalent commercial style architecture. Materials will feel authentic and consistent with the look and feel of the block.The building respects the traditional rhythm of lot sizes. The Kelly-Springfield building extends 120' and the new streetscape extends 60'The building height is within 1 story of the neighboring building. A setback above the Kelly-Springfield reduces the sense of height and bulk.
<p>CS3: ARCH CONTEXT & CHARACTER <i>A.1 Fitting Old and New Together</i> <i>A.3 Established Neighborhoods</i> <i>B.2 Historical/Cultural References</i></p> <ul style="list-style-type: none">Create compatibility between new projects and existing context, through articulation, scale and proportion, fenestration, and materials.Complement the architectural style and patterns of neighboring buildings.Reuse existing structures on the site.	<p>CS3: ARCH CONTEXT & CHARACTER <i>I. Height, Bulk, and Scale Compatibility & Proportions</i> <i>III. Conservation of Character Structures</i> <i>IV. Architectural Context</i></p> <ul style="list-style-type: none">Align architectural features with vernacular architecture.Keep proportions of window and door openings similar to nearby buildings.Avoid major changes to character structures.Make a visual distinction between new and old.Keep additions compatible with character structures in form, scale, massing, and proportion.Identify and restore character defining elements of character structures.Recognize the importance of preserving floor to ceiling heights of the ground floor of character structures.Locate additions so as not to dominate character structures.	<ul style="list-style-type: none">The design team recognizes that the Pike/Pine vernacular architecture is characterized by historic auto row buildings featuring high ground floor ceilings, articulated storefronts with large display windows, and sometimes detailed decorative elements.Window proportions will be designed to follow the simple, rational pattern of surrounding commercial style buildings.Materials and architectural features will complement neighboring buildings, but in a contemporary fashion.The character structure, as well as some interior elements, will remain intact. Character defining elements will be preserved or restored in collaboration with the Landmarks Board.New portions of the building above the landmark will be setback at least 15' and designed to provide a quiet backdrop. These portions of the building will feel lighter than the landmark or other portions of the building.The original ground floor height of the character structure will be maintained. Upper level and basement heights will remain similar.

Key Seattle Design Guidelines	Pike/Pine Neighborhood Guidelines	Project Response
<p>PL3: WALKABILITY <i>A.2 Ensemble of Elements</i> <i>C.1 Porous Edge</i> <i>C.3 Ancillary Activities</i></p> <ul style="list-style-type: none">Design entries as a collection of coordinated elements including canopies, surfaces, landscaping, signage and lighting.Engage passersby through glazing and transparency.Allow space on the streetscape for activity to spill out of the ground floor.	<p>PL3: WALKABILITY <i>II. Human Scale</i></p> <ul style="list-style-type: none">Design pedestrian oriented architectural elements.Maintain a rhythm of ground floor modulation comparable with nearby buildings.Use transparent, rather than reflective, windows facing the street.	<ul style="list-style-type: none">Retail entries are within the character structure. Elements relating retail entries will be pedestrian oriented and consistent with the character of the landmark. The office entry will be designed as a coordinated ensemble of more contemporary elements.The ground floor of the Kelly-Springfield building is highly transparent. This will be maintained. The office lobby to the south will also be highly transparent.The proposed streetscape design is explicitly designed to encourage the future installation of parklets, creating spaces for activity on the sidewalk.The ground floor of the landmark building is compatible with the neighborhood by virtue of its age. The same rhythm is maintained in new portions.Ground floor architectural elements will be designed with a pedestrian focus.
<p>DC1: PROJECT USES AND ACTIVITIES <i>C.4 Service Uses</i></p> <ul style="list-style-type: none">Maintain an attractive street edge at service uses.	<p>DC1: PROJECT USES AND ACTIVITIES <i>I. Location of Parking</i></p> <ul style="list-style-type: none">Garage entries should be compatible with pedestrian entries and not feel like a blank facade.	<ul style="list-style-type: none">Because the project does not abut an alley, parking and service entries must enter the site from 11th Avenue. Entries into both the parking garage and the loading berth are kept as narrow as possible, to be consistent with retail entries, and will be designed with careful attention to aesthetics.
<p>DC2: ARCHITECTURAL CONCEPT <i>B.2 Blank Walls</i> <i>C.1 Visual Depth and Interest</i> <i>D.2 Scale and Texture</i></p> <ul style="list-style-type: none">Avoid blank walls where possibleAdd depth to facades by incorporating secondary elements into the design.Design the character of the building to strive for a fine-grained texture, particularly near the street level.	<p>DC2: ARCHITECTURAL CONCEPT <i>I. Height, Bulk, and Scale Compatibility & Proportions</i> <i>II. Integration of Character Structures</i></p> <ul style="list-style-type: none">Use elements like large display windows and clearly defined primary entrances.Develop a design concept for the relationship between the character structure and new portions of the project.Express the relationship between the character structure and new portions of the project.Align features of the character structure with new portions of the project.	<ul style="list-style-type: none">A blank wall is unavoidable along the west edge of the site, where mostly blank walls are currently located. The wall is removed from any street edge by at least 80 feet and will presumably be obscured from view by new development in the future.The concept of Background will relate the new portions of the building to the character structure. Portions of the building to the south of the character structure will feel almost like a separate infill building. Portions above the character structure will be designed so as not to distract from the landmark and to feel light and airy.Features of the new building will align both horizontally and vertically with features of the character structure.



ARCHITECTURAL MASSING CONCEPT(S)

PROCESS TO DATE



NOTE:
A description of the previous land use and landmarks process is included in lieu of the full range of massing options associated with a typical EDG, per the direction of the assigned Land-Use Planner. This modification to the typical format is in order to avoid conflict between the guidance of different boards. The acronym ARC refers to the Architectural Review Committee, a subsidiary of the Landmarks Preservation Board.



Previous EDG (2/26/2014)

DESIGN PRESENTED

- Site included the White Motor Company Building at 11th and Pine.
- Residential program on the top level.
- Only street facing facades preserved.
- 15 foot setback from historic facade to new building above.

FEEDBACK

- Massing approved as shown.
- Departures (similar to current departure) were generally supported.
- The board encouraged setbacks to preserve light to the Monique Condominiums. A lightwell is included in the current design.
- The board and public appreciated that the design does not place auto entries in the historic facades.

ARC Briefing #1 (3/31/2015)

ARC Briefing #2 (6/01/2015)

DESIGN PRESENTED

- Similar to Previous EDG.
- Only street-facing facades preserved.
- 15 foot setback from historic facade to new building above.

FEEDBACK

- Massing over White Motor Company Building was thought to overwhelm the landmark.
- The committee indicated that the two landmarks should remain distinct from each other in appearance.

ARC Briefing #3 (11/12/2015)

DESIGN PRESENTED

- White Motor Company no longer in project.
- Only the street-facing facade proposed for preservation in Kelly-Springfield Building.
- 15 foot setback from historic facade to new building above.

FEEDBACK

- The team was instructed to explore interior preservation strategies further.
- The team was instructed to explore making the south and north elements quite distinct, with the south element heavier and the north element lighter.

PROCESS TO DATE



OPTION 1

15' SETBACK FROM LANDMARK FACADE

- SIMILAR TO ZONING ENVELOPE
- 15' REQUIRED BY PIKE/PINE OVERLAY



OPTION 2

21' SETBACK FROM LANDMARK FACADE

- SIMILAR TO OPTION 1, BUT WITH GREATER SETBACK FROM LANDMARK FACADE



OPTION 3

SHORTER SOUTH ELEMENT

- SOUTH ELEMENT HAS REDUCED SCALE



OPTION 4

SETBACK REIMAGINED

- GLASSY CONNECTOR PIECE CREATES TRANSITION BETWEEN NEW AND OLD
- SOUTH ELEMENT DOES NOT FIT HISTORIC 60' DEVELOPMENT PATTERN

ARC Briefing #4 (1/15/2016)

ARC Briefing #5 (3/11/2016)

THE ABOVE 4 MASSING OPTIONS WERE PRESENTED TO SERVE AS THE BASIS OF DISCUSSION WITH THE ARCHITECTURAL RECORDS COMMITTEE.

FEEDBACK

- Option 2 was preferred by the ARC.
- A setback deeper than 15' was considered necessary.
- Maintaining the historic development pattern of 60' building width modules was seen as desirable.
- The committee urged the design team to locate as much square footage over the south parking lot as possible.
- The committee recommended that the element over the south parking lot and the element above the landmark should have distinct appearances, with the element over the landmark feeling lighter.

MASSING OPTION OVERVIEW

As described on page 18, a description of the previous land use and landmarks process is included in lieu of the full range of massing options associated with a typical EDG, per the direction of the assigned Land-Use Planner.

The two options at right represent essentially the same massing, with only minor variations. Both options are consistent with the massing guidance received from the Architectural Resources Committee of the Landmarks Preservation Board.

Two options are provided in order to show the cumulative effect of all departures.



Concept 1 (No Departures)

105,200 GSF

OPPORTUNITIES

- No Departures
- Top floor residential may reduce sense of building scale.
- Full build out of south parking lot relates to prevailing building widths.
- Deeper setback than required by zoning over the landmark facade allows more breathing room.
- A single garage/loading entrance reduces the number of vehicle entries on 11th avenue.

CONSTRAINTS

- Differentiated upper level may feel busy and does not relate to the forms of existing neighborhood buildings.
- Wider garage door entries are not compatible with ground floor patterns in the area.
- Top floor residential reduces daytime uses, conflicts with character of existing buildings.



Concept 2 (Preferred)

105,200 GSF

OPPORTUNITIES

- Preferred by Architectural Resources Committee.
- Full build out of south parking lot relates to prevailing building widths.
- Deeper setback than required by zoning over the landmark facade allows more breathing room.
- Simplicity of form relates to vernacular commercial style architecture.
- Divided garage/parking entries are compatible with the scale of streetscape elements on the block.

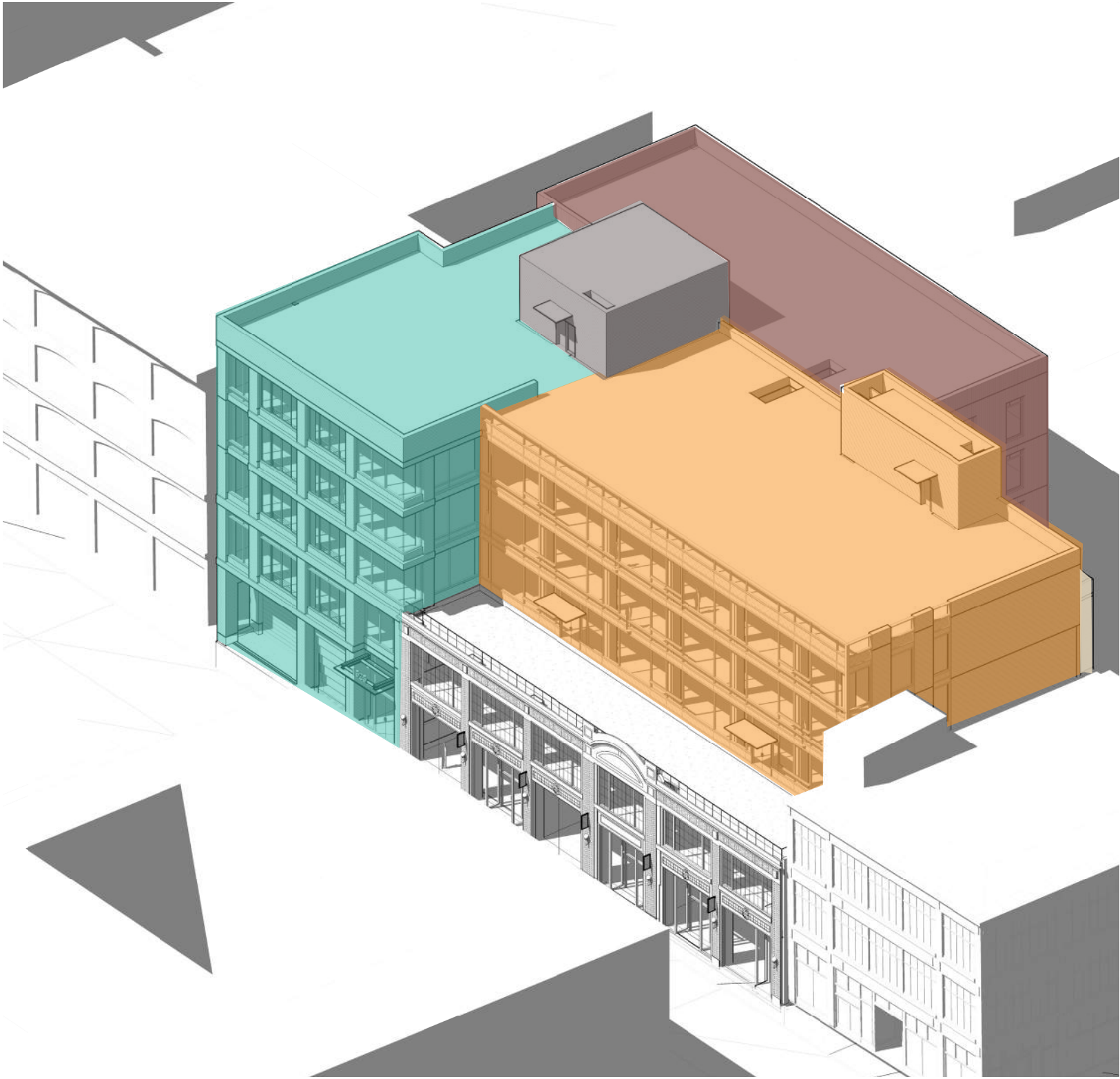
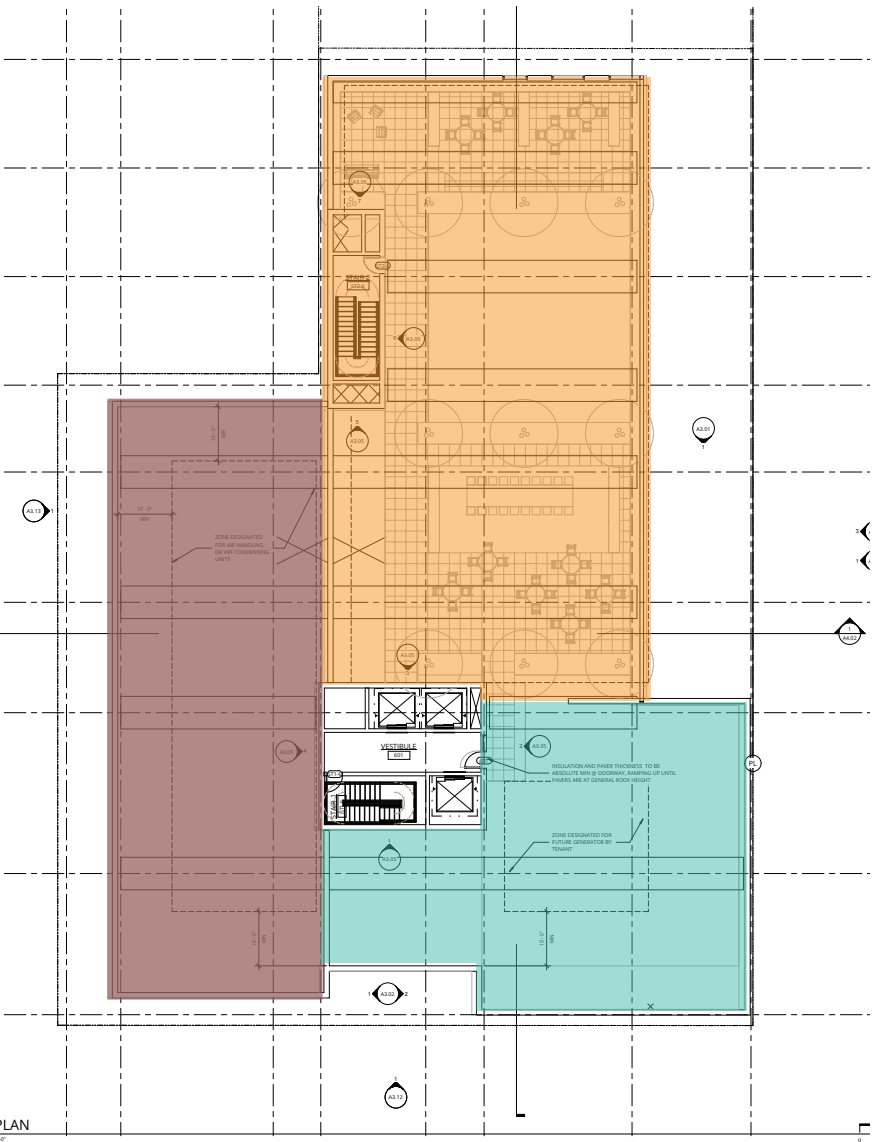
CONSTRAINTS

- 2 Garage doors on 11th Avenue

PROJECT PART I

The project is built above and around the historic Kelly-Springfield Building. In order to respect the scale of the historic landmark, the new building is broken into a series of smaller masses, each of which references the context in a distinct way.

Both massing options follow this parti.



ARCHITECTURAL MASSING CONCEPT(S)

OPTION #1 (Code Compliant)

Area by Floor

Parking	18,500 sf
Level 1 (retail)	19,600 sf
Mezzanine (retail)	1,800 sf
Level 2 (office)	18,050 sf
Level 3 (office)	15,350 sf
Level 4 (office)	15,350 sf
Level 5 (residential)	15,350 sf
Roof	1,200 sf
Total	105,200 sf

OPPORTUNITIES

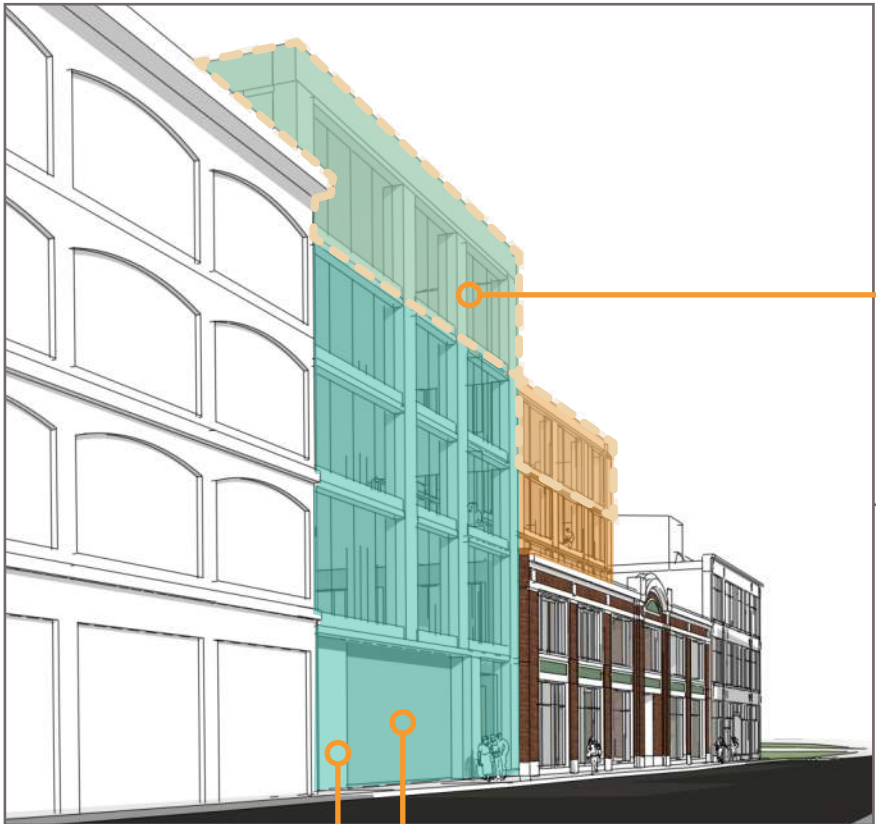
- No Departures
- Top floor residential may reduce sense of building scale.
- Full build out of south parking lot relates to prevailing building widths.
- Deeper setback than required by zoning over the landmark facade allows more breathing room.
- A single garage/loading entrance reduces the number of vehicle entries on 11th avenue.

CONSTRAINTS

- Differentiated upper level may feel busy and does not relate to the forms of existing neighborhood buildings.
- Wider garage door entries are not compatible with ground floor patterns in the area.
- Does not fit development Objectives



AXONOMETRIC



PERSPECTIVE NORTH UP
11TH AVENUE

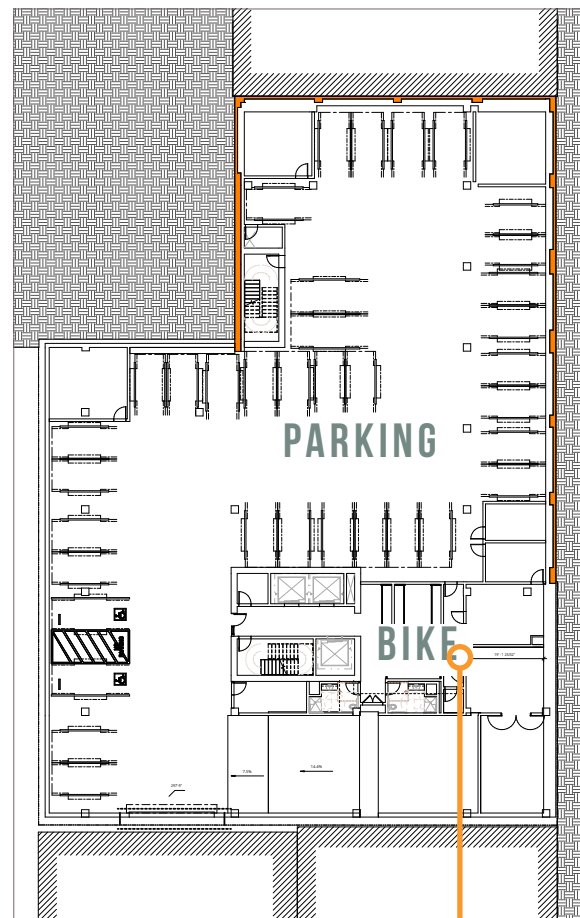
CODE COMPLIANT SITE
TRIANGLE ZONE

CODE COMPLIANT 30' WIDE
SHARED LOADING & PARKING
ENTRY W/ 30' CURB CUT

TOP LEVEL IN RESIDENTIAL USE
(10' BONUS HT FOR SAVING A
CHARACTER STRUCTURE MUST BE
RESIDENTIAL WITHOUT A DEPARTURE)

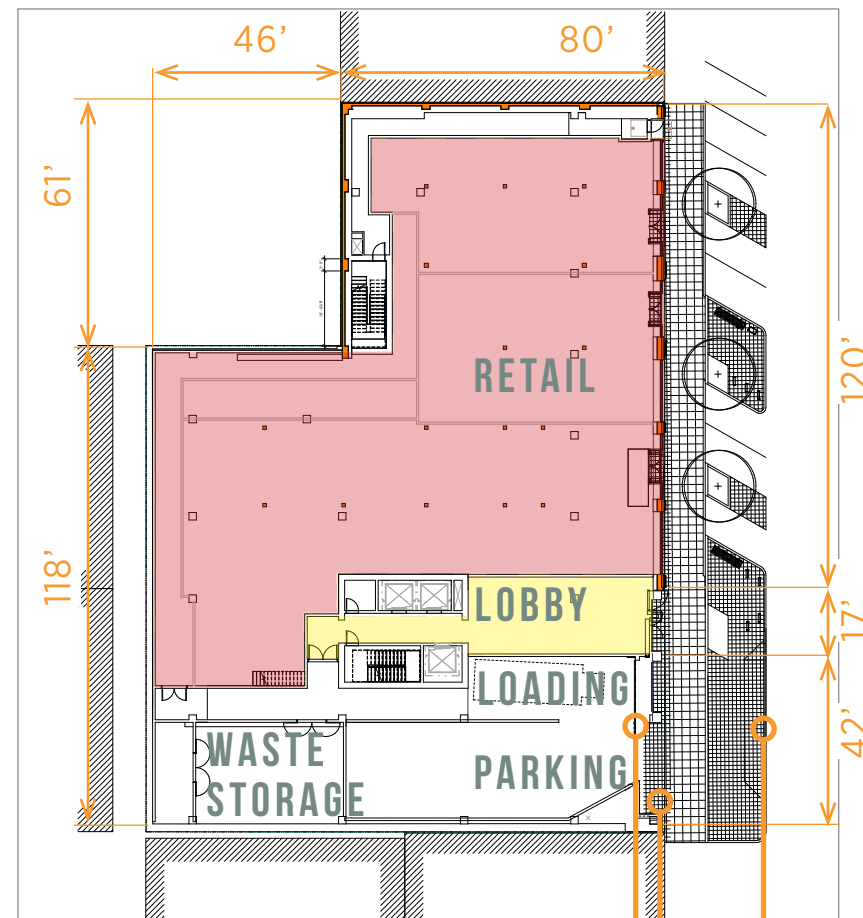


PERSPECTIVE WEST ACROSS 11TH AVENUE



PARKING LEVEL

BIKE PARKING ACCESSED VIA FREIGHT
ELEVATOR OR PARKING RAMP

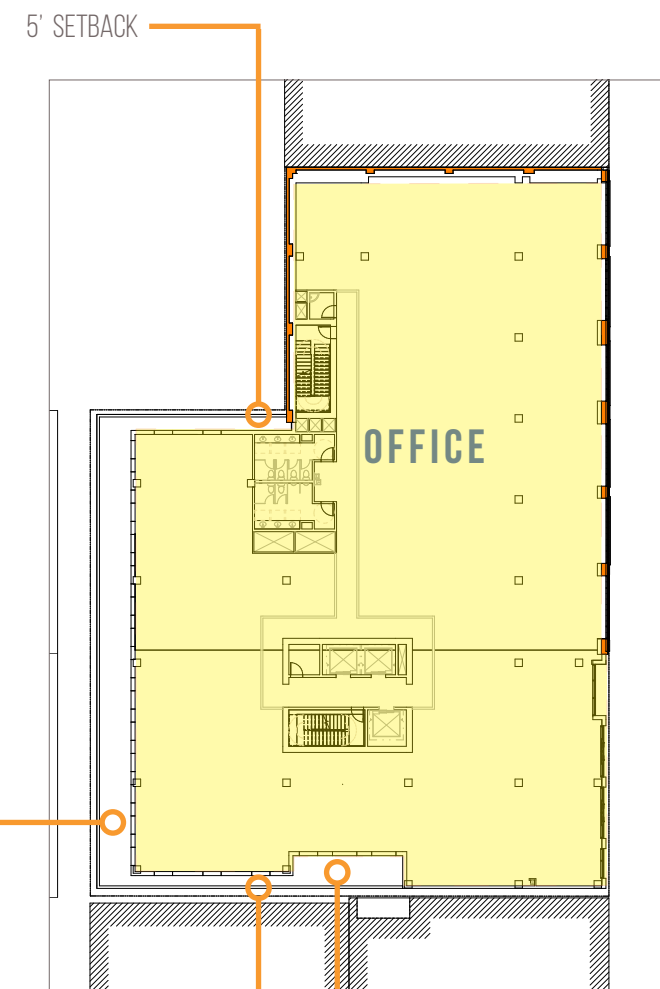


GROUND FLOOR

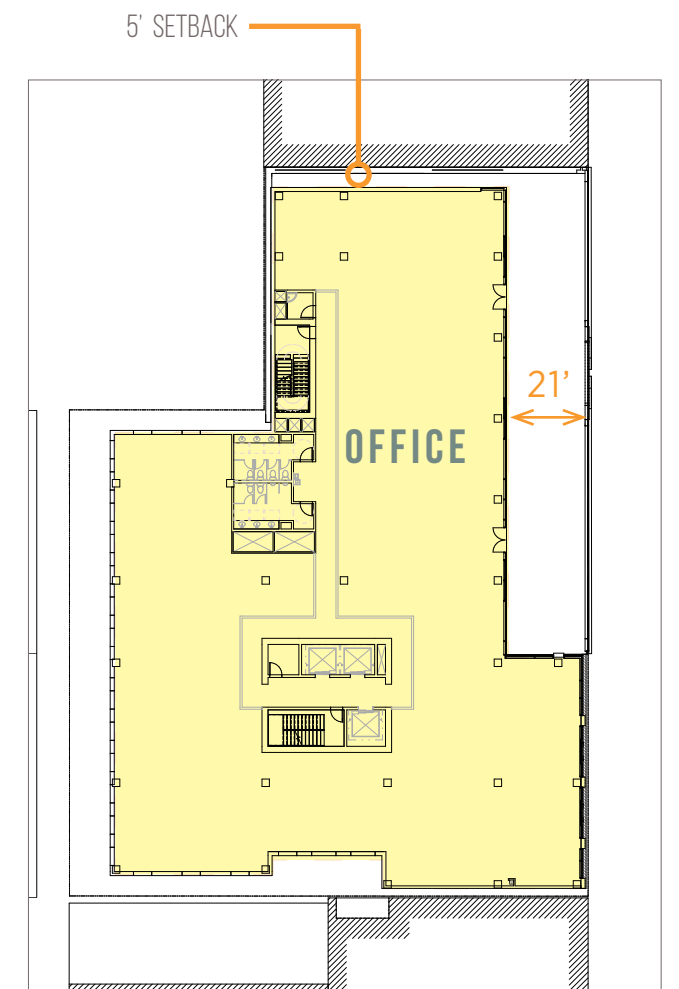
CODE COMPLIANT 30' WIDE SHARED LOADING & PARKING ENTRY

CODE COMPLIANT SIGHT TRIANGLE

CODE COMPLIANT 30' WIDE CURB CUT



SECOND FLOOR



TYPICAL FLOOR

ARCHITECTURAL MASSING CONCEPT(S)

OPTION #2 (Preferred)

Area by Floor

Parking	18,500 sf
Level 1 (retail)	19,600 sf
Mezzanine (retail)	1,800 sf
Level 2 (office)	18,050 sf
Level 3 (office)	15,350 sf
Level 4 (office)	15,350 sf
Level 5 (residential)	15,350 sf
Roof	1,200 sf
Total	105,200 sf

OPPORTUNITIES

- Preferred by Architectural Resources Committee.
- Full build out of south parking lot relates to prevailing building widths.
- Deeper setback than required by zoning over the landmark facade allows more breathing room.
- Simplicity of form relates to vernacular commercial style architecture.
- Divided garage/parking entries are compatible with the scale of streetscape elements on the block.

CONSTRAINTS

- 2 Garage doors on 11th Avenue



AXONOMETRIC



PERSPECTIVE NORTH UP
11TH AVENUE

SITE TRIANGLE NOT
PROVIDED (DEPARTURE)

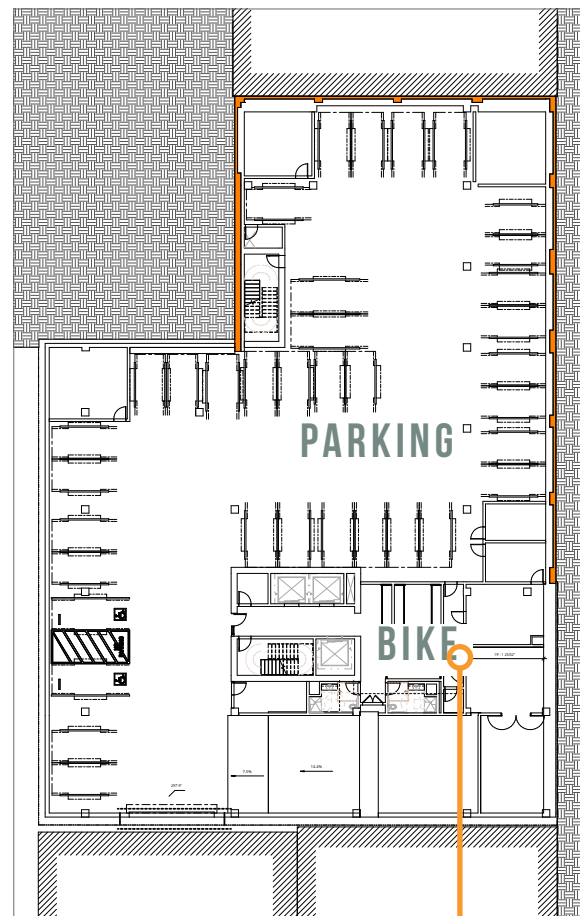
25' PARKING ENTRY

12' LOADING ENTRY
(DEPARTURE TO HAVE 2
ENTRIES)

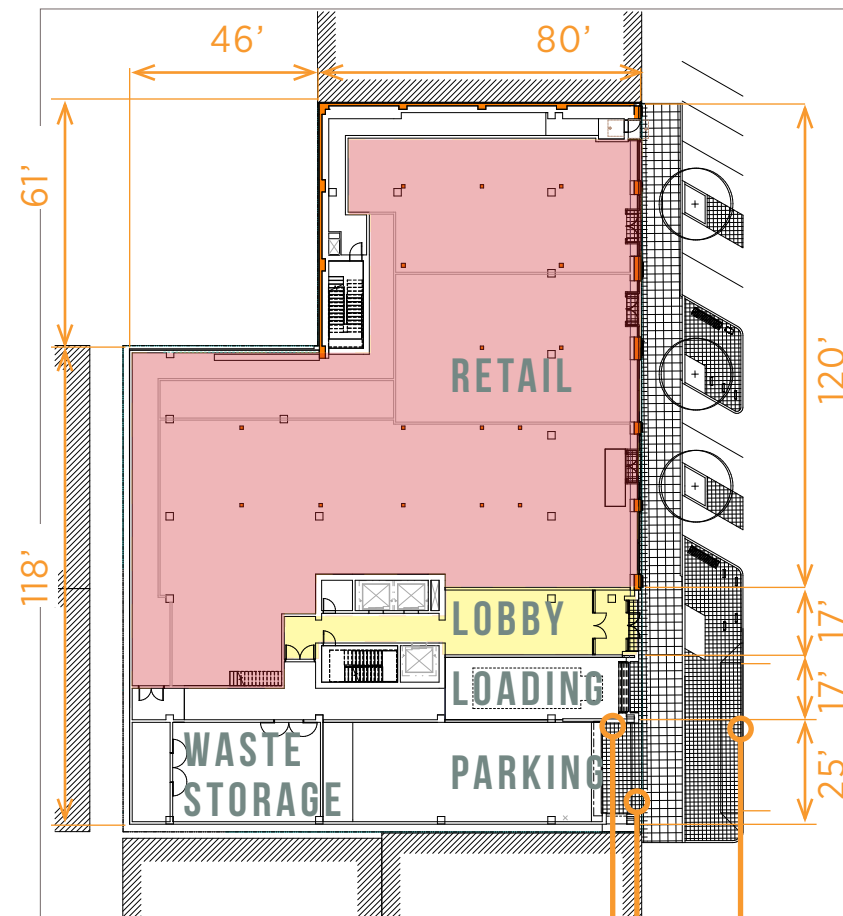
OFFICE USE FROM LEVEL 2-5
(DEPARTURE NOT TO HAVE RESIDENTIAL
WITHIN 10' BONUS HEIGHT)



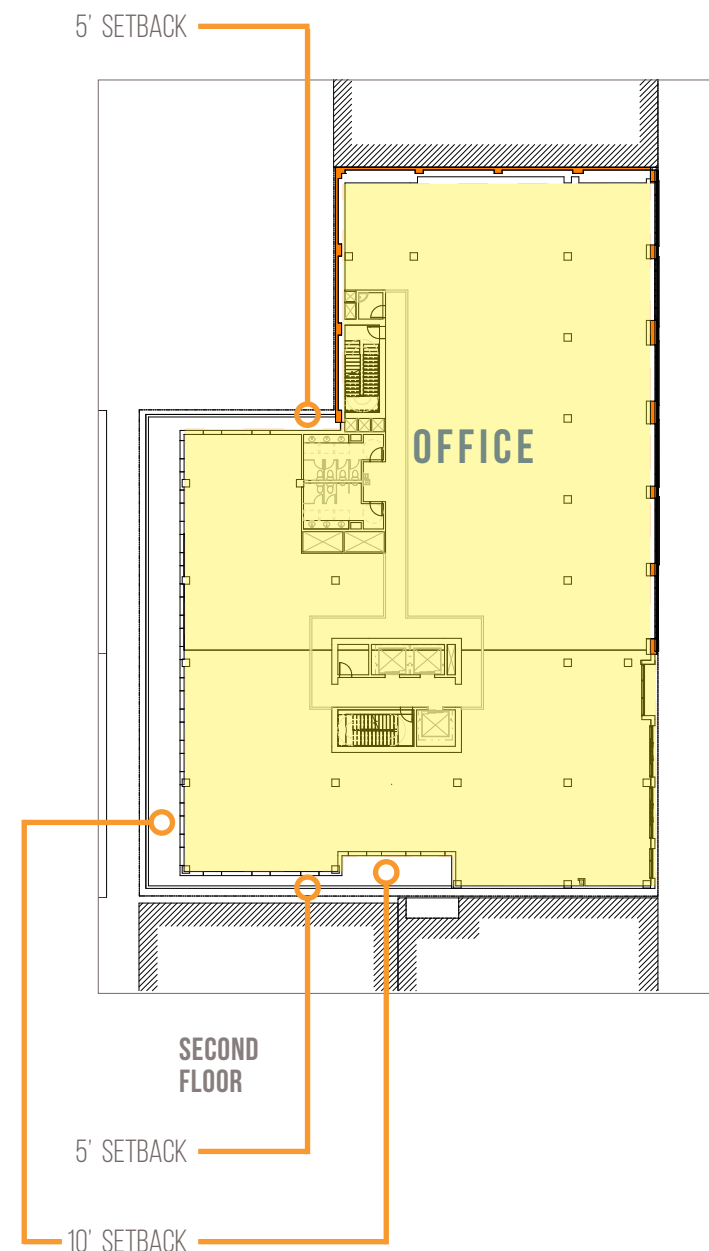
PERSPECTIVE WEST ACROSS 11TH AVENUE



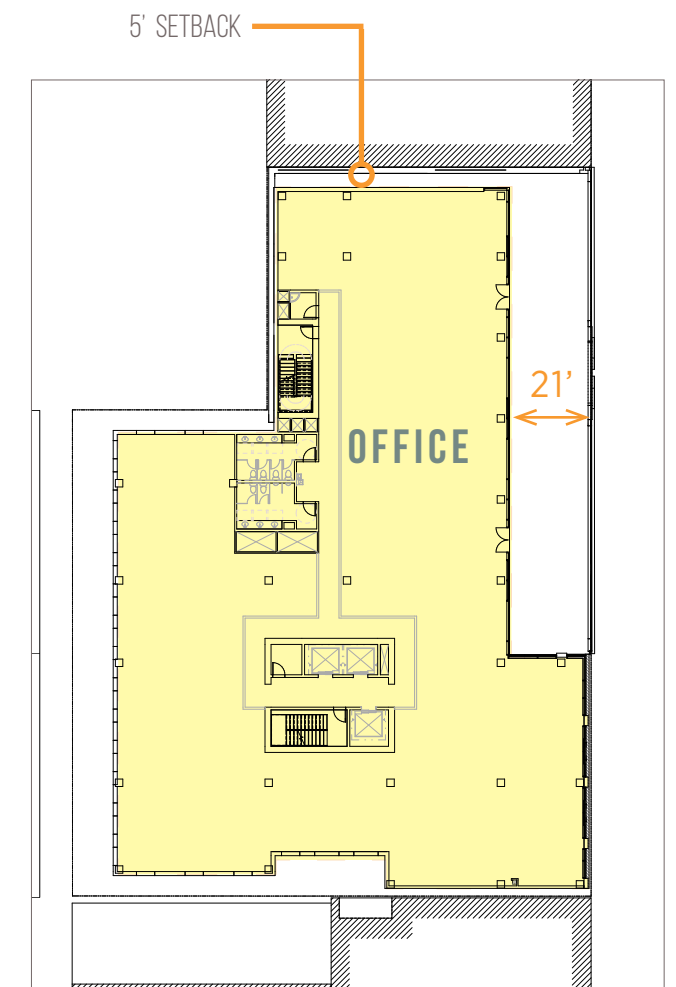
PARKING LEVEL



GROUND FLOOR



SECOND FLOOR



TYPICAL FLOOR

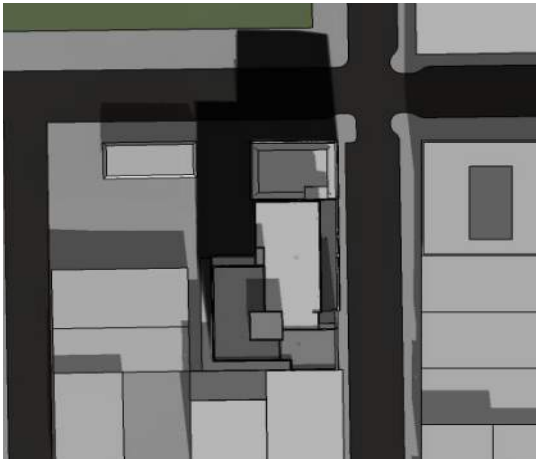
SUN/SHADOW ANALYSIS

JANUARY 21ST

10am



12pm



2pm

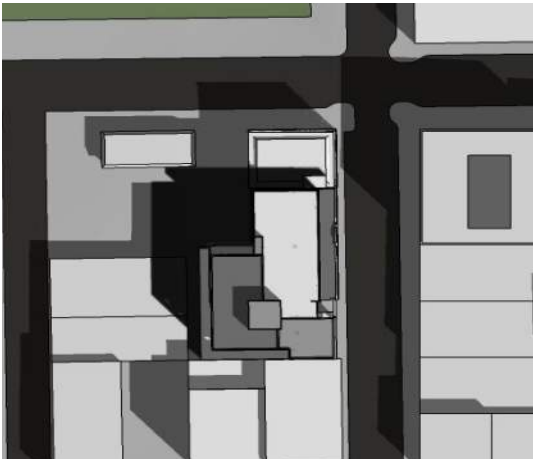


4pm

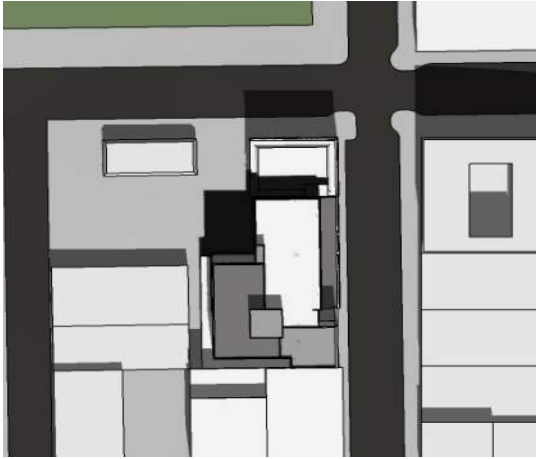


MARCH 21ST

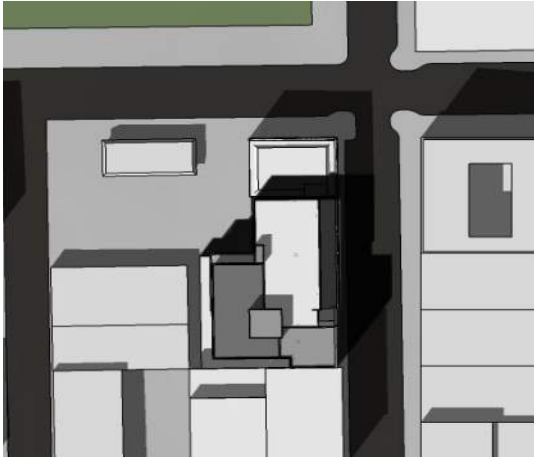
10am



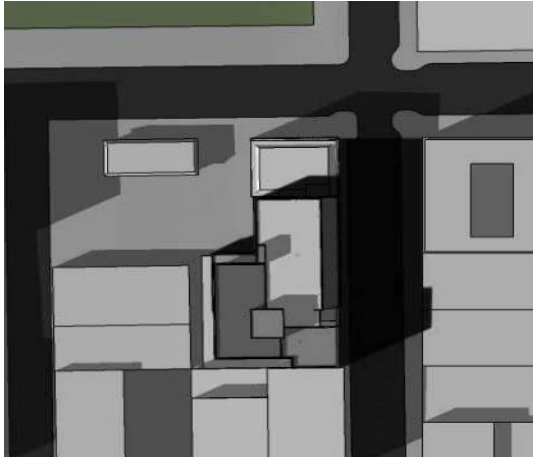
12pm



2pm



4pm

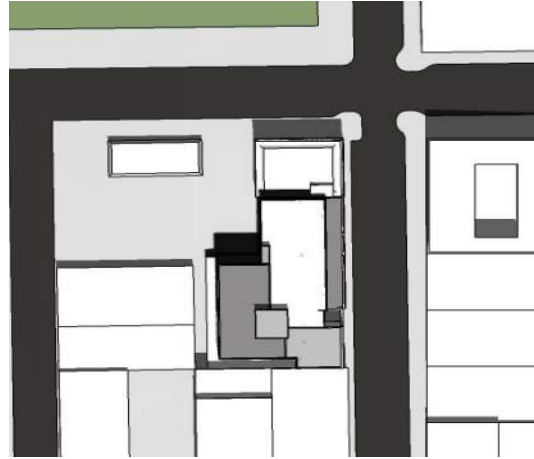


JUNE 21ST

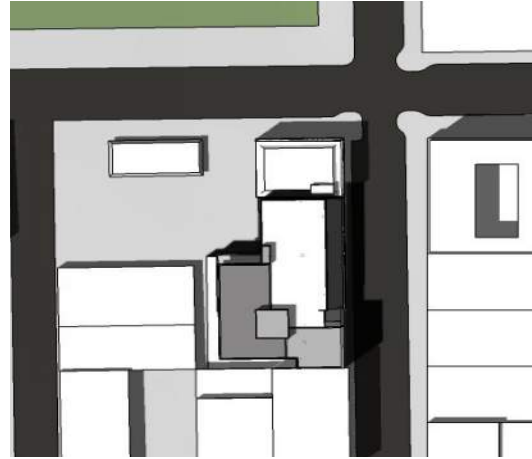
10am



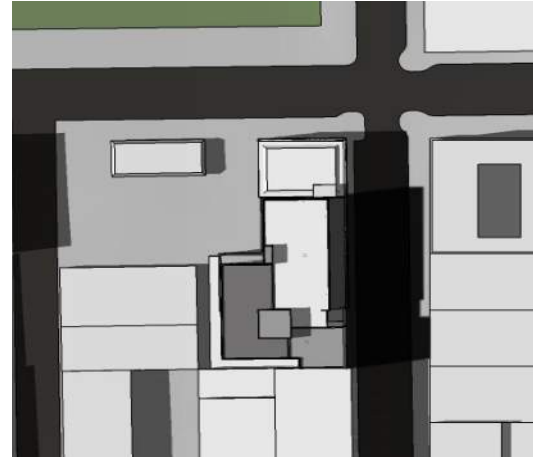
12pm



2pm



4pm

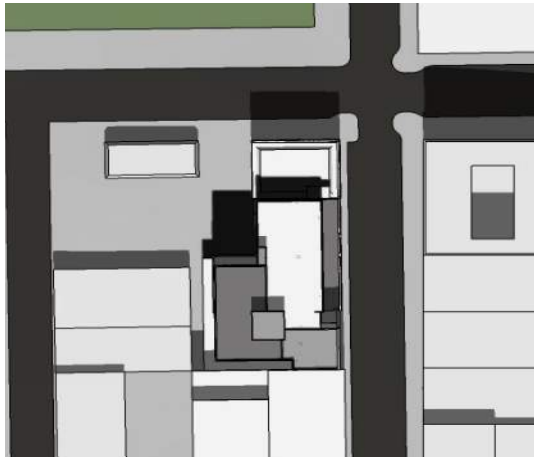


SEPTEMBER 21ST

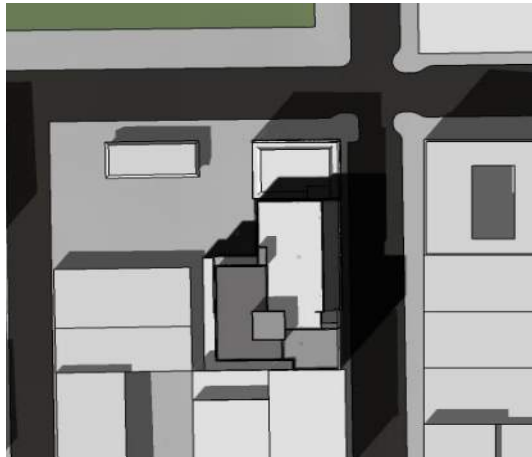
10am



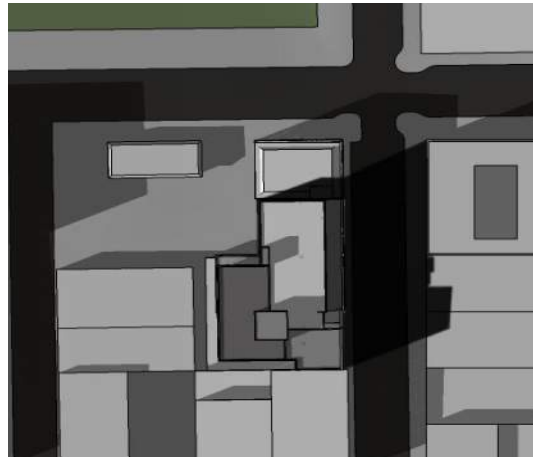
12pm



2pm



4pm



PROPOSED SITE PLAN

Site Strategy

The existing building was originally used for truck sales and has been in primarily retail usage ever since. The site plan of this proposal maintains a retail use within that same footprint. Functions related to the new parts of the building, like the office lobby, loading berth, and parking ramp, are pushed to the south, where a sunken parking lot is currently located.

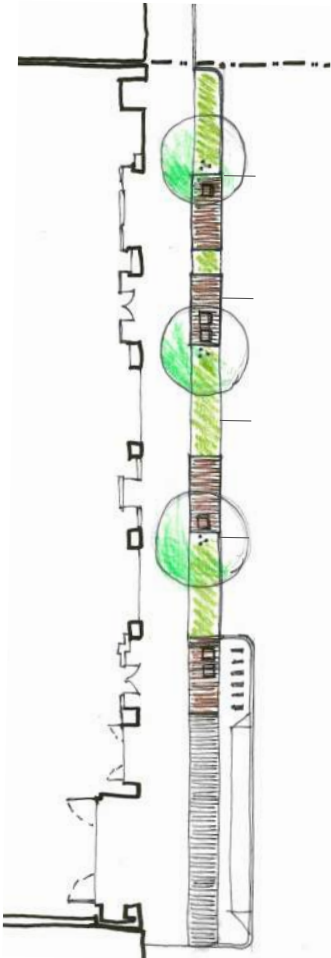
10th & 11th Avenue Streetscape Concept Plan

11th Avenue is subject to the 10th and 11th Avenue Streetscape Concept Plan, a series of voluntary guidelines for creating a green street corridor between Seattle University and Cal Anderson Park.

Streetscape Strategy

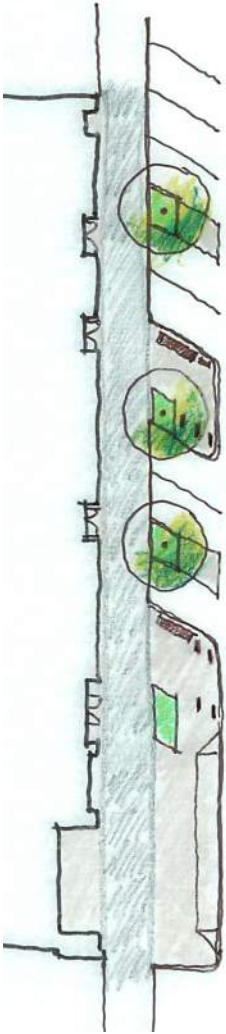
We propose to meet the intent of the concept plan by widening the sidewalk to a consistent 10' width and adding bulbs with street trees, vegetation, and seating areas in place of several of the existing angled parking spaces. Our design maintains some angled parking, maximizing the quantity of on-street parking. Angled spaces could be filled in with parklets later, to allow retail spaces to spill out onto the streetscape. The design team believes that the combination of the angled parking and the opportunity to create customizable parklets for future retail lends itself to the artistic and unique character of the Pike/Pine corridor.

The design team is working closely with SDCI and SDOT to ensure that the proposed design complies with the intent of the concept plan. The preliminary understanding is that SDCI is accepting of the proposed design.



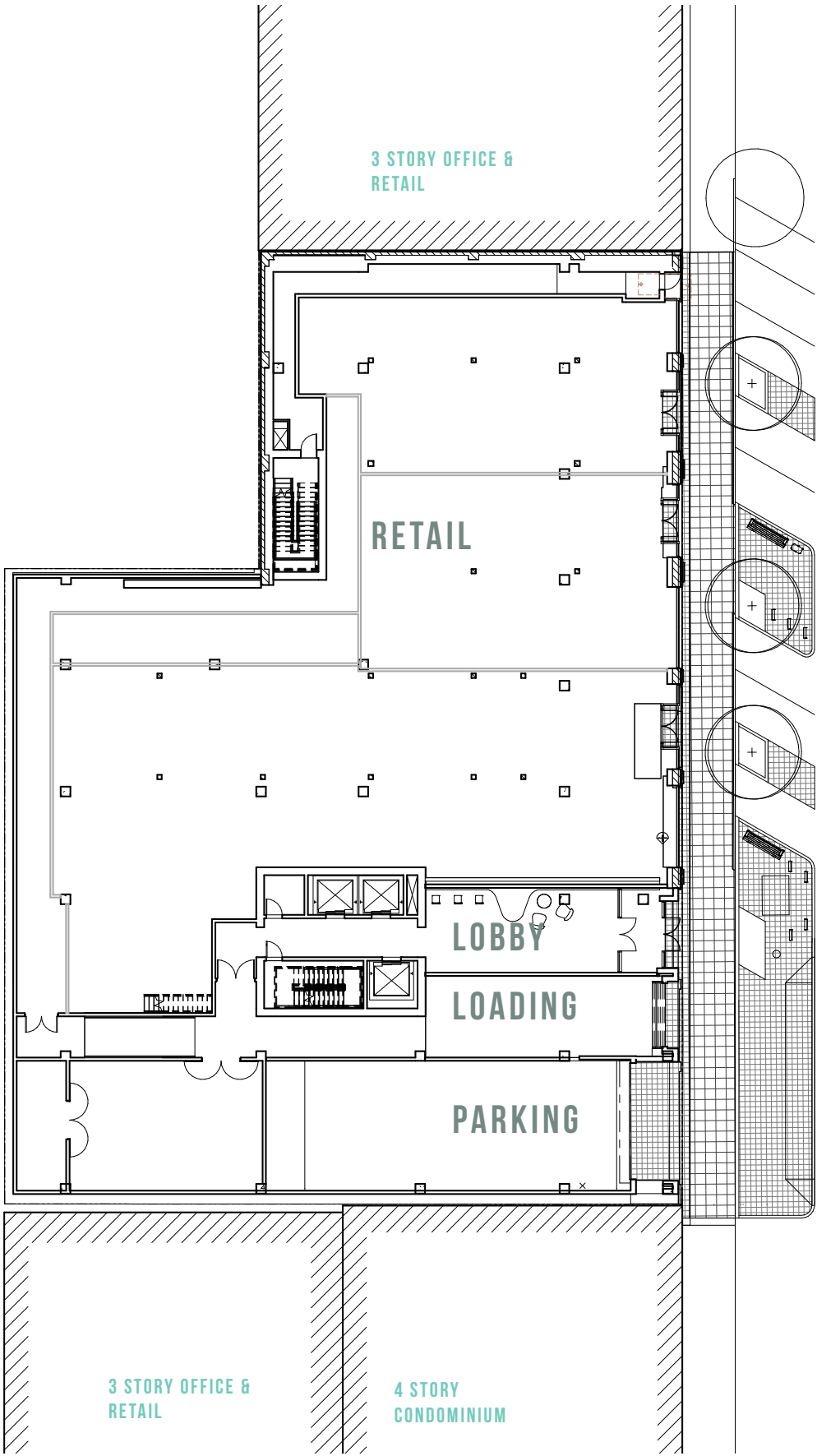
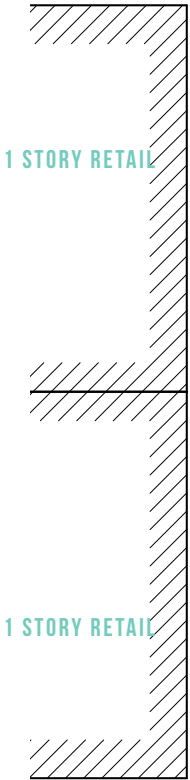
STREETSCAPE DESIGN CLOSELY FOLLOWING THE CONCEPT PLAN

5 ON STREET SPACES

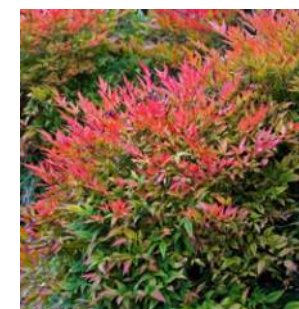
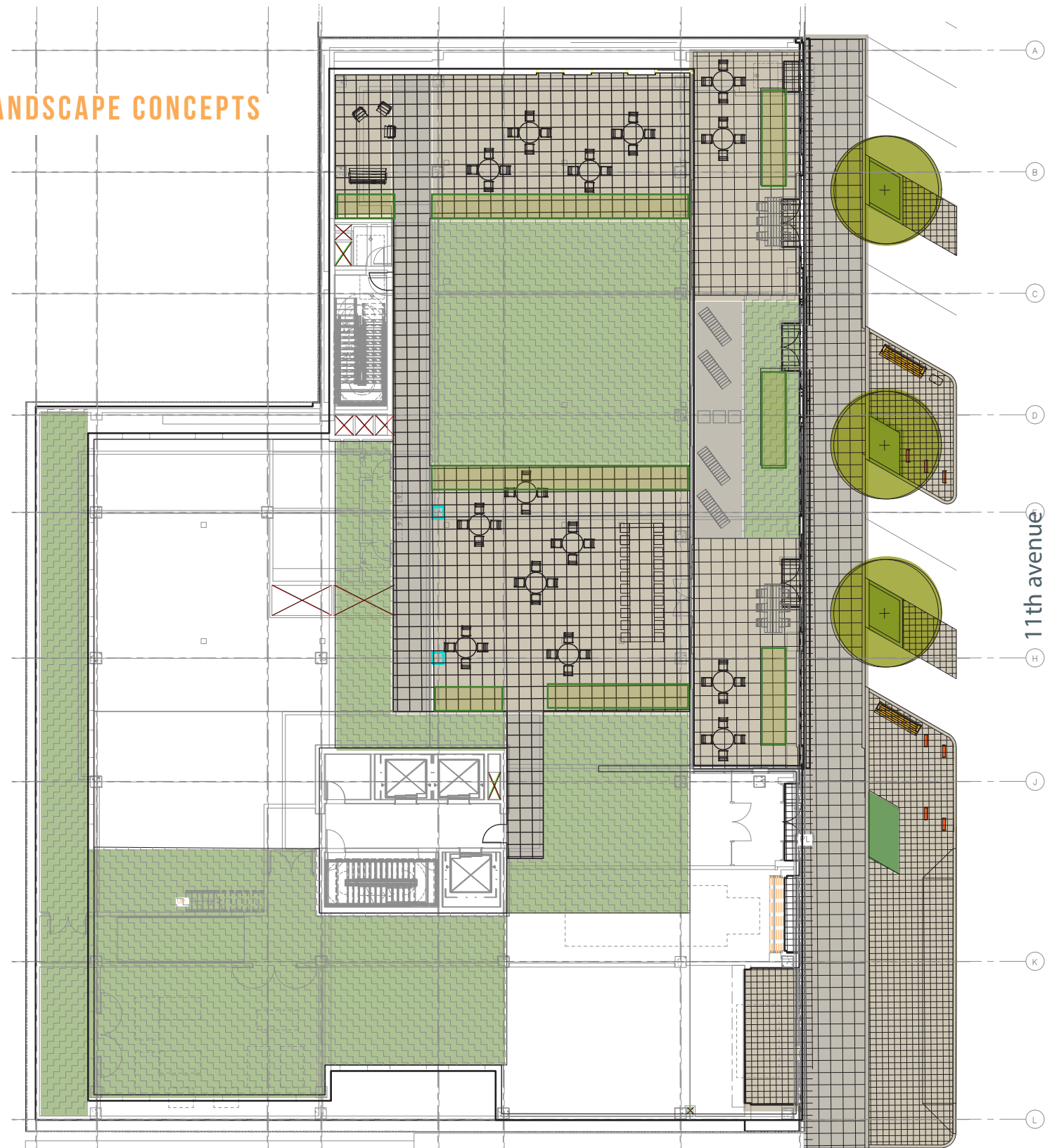


PROPOSED STREETSCAPE DESIGN

9 ON STREET SPACES
PARKLET OPPORTUNITY



LANDSCAPE CONCEPTS



pedestrian oriented | flexible | rooted in the neighborhood | connected | simple flair | green

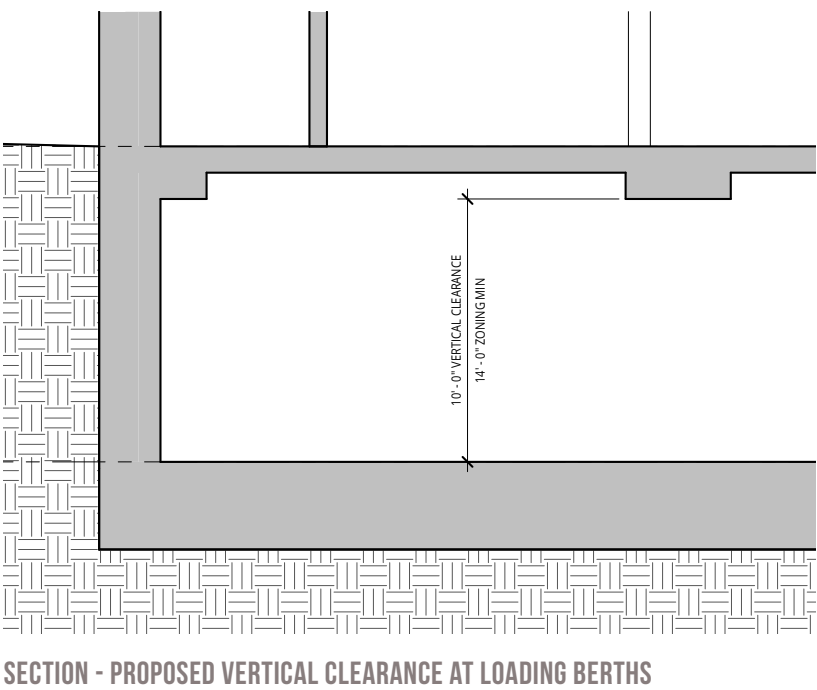
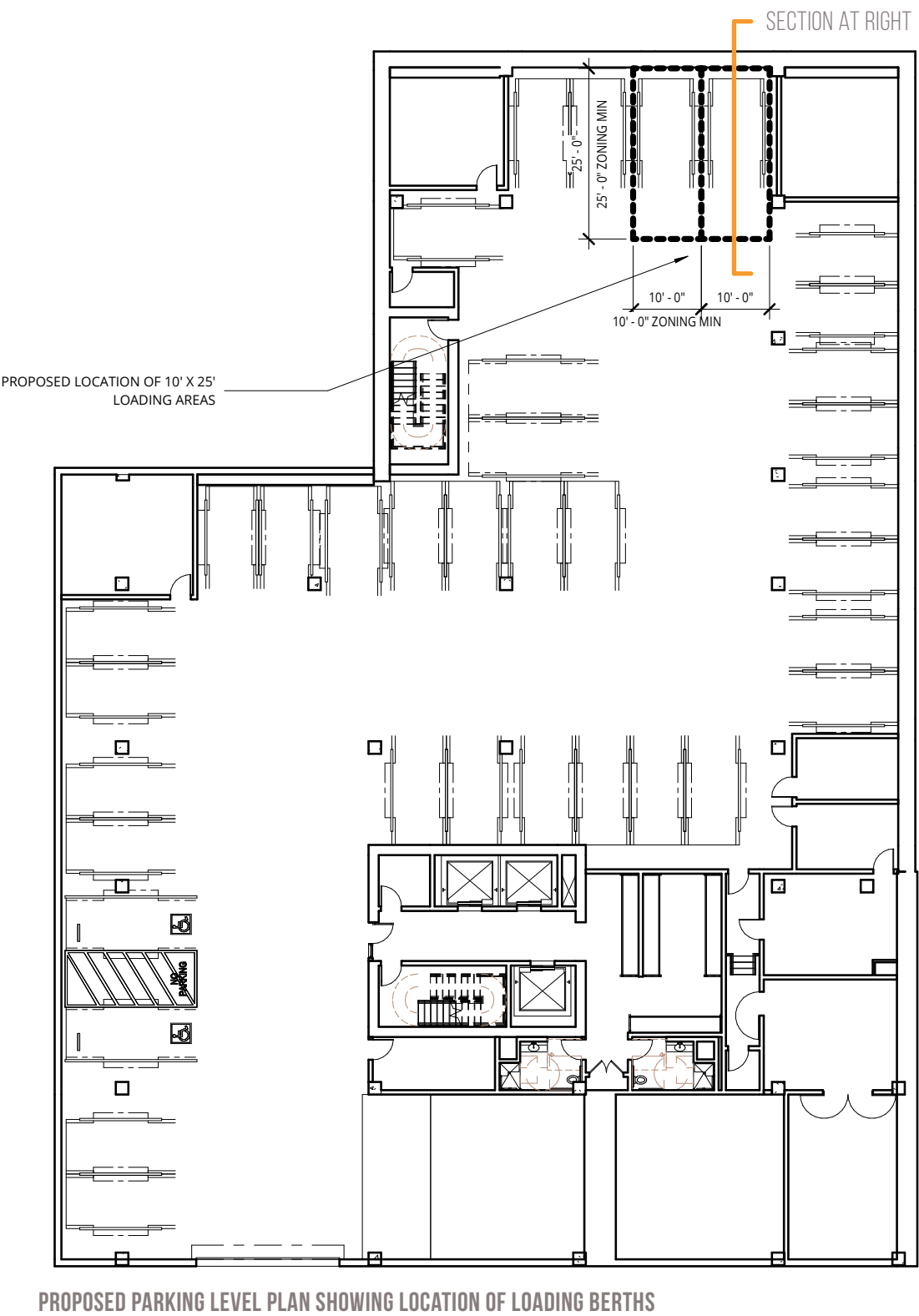
ANTICIPATED DEPARTURES

Code Section	Departure Request	Rationale for Departure Request
23.54.035.C.1 Loading Berth Width and Clearance	<p>Loading berths are required to have a vertical clearance of 14’</p> <p>The project intends for two of the required loading berths to be located in the below grade garage. These berths will not achieve a 14’ vertical clearance.</p>	<p>Locating additional loading berths on 11th Avenue would strongly degrade the streetscape and conflict with many design guidelines. To avoid this, the project accommodates part of the required loading below grade. Providing a 14’ vertical clearance to these berths would require an extreme amount of excavation. A 14’ vertical clearance is not necessary to accommodate the types of loading that will occur in these berths.</p>
23.47A.032.A.1.d Parking Location and Access	<p>For each permitted curb cut, street facing facades may contain one garage door. The project proposes two garage doors, one for parking entry and one for loading.</p>	<p>Combining the garage and loading entries into one large garage entrance would prevent the project from establishing a pattern of building modulation comparable to that of adjacent buildings, conflicting with <i>PL3.II. Human Scale</i>.</p>
23.54.030.F.2.b.2 Curb Cut Width	<p>For two way traffic, the maximum width of a curb cut is 30’ when auto and truck traffic are combined.</p> <p>The project proposes a 40’ curb cut, 10’ wider than the maximum.</p>	<p>Combining the entrances would also create a wider garage door, making it less possible to make the entry compatible with pedestrian entries as recommended by <i>DC1.I. Location of Parking</i>.</p> <p>The design team has explored combining the parking and loading entrances into one, but determined such an approach is not practical to meet loading and parking needs.</p> <p>A curb cut of 30’ would not allow safe approaches to the loading and garage entry doors.</p> <p>The loading berth off of 11th Avenue is required by the zoning code.</p>
23.73.014.B.3 Additional Height Above a Character Structure	<p>A departure is required to use the 10’ of additional height allowed above a character structure within the Pike/Pine Overlay for a nonresidential use.</p> <p>The project proposes to use the extra 10’ for office space.</p> <p>The zoning code states that the decision to allow a departure should be based on a judgment that the project has achieved one of several goals, including maintaining greater portions of existing character structures through design treatments that exceed the minimum standards of subsection 23.73.015.A.</p>	<p>The proposed project does not only preserve the street facing facade and ground level floor to ceiling height as required in subsection 23.73.015.A, but also preserves portions of the original side and rear walls and substantial interior elements.</p> <p>In addition to satisfying the stated criteria for this departure, the preservation of historic elements beyond what is required by zoning will allow the project to respond strongly to <i>CS3.B.2. Historical / Cultural References</i> and <i>DC2.II. Integration of Character Structures</i>.</p>
23.54.030.G.2 Sight Triangles	<p>Sight triangles are required on the exit side for driveways more than 22 feet wide.</p> <p>The project proposes to use mirrors and/or visible and audible alarms to maintain pedestrian safety in lieu of sight triangles.</p>	<p>Meeting this requirement would substantially widen the garage entries on 11th Avenue, conflicting with goals to create a pedestrian friendly streetscape, conflicting with <i>DC1.I. Location of Parking</i> and <i>PL3.II. Human Scale</i>.</p>

LOADING BERTH WIDTH AND CLEARANCE

Zoning Requirements
Loading berths are required to have a vertical clearance of 14 feet. (SMC 23.54.035.C.1.)
The project proposes to place two of the three required loading berths in the below grade garage. These berths will have a vertical clearance of less than 14 feet.

Why This Departure Better Meets Design Guidelines
Locating all required loading berths on 11th avenue would strongly degrade the streetscape and conflict with many design guidelines. To avoid this, the project accommodates two of the three required loading berths below grade. Providing a 14 foot vertical clearance to these berths would require an unnecessary increase in the quantity of excavation and would increase the length of the garage entry ramp, reducing usable square footage. A 14 foot vertical clearance is not necessary to accommodate the types of loading that will occur in these berths.



PARKING LOCATION AND ACCESS
CURB CUT WIDTH

Departure
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.). The project proposes two garage doors: one for parking entry and one for a loading berth.

For two way traffic, the minimum width of a curb cut is 30’ when auto and truck traffic are combined, (SMC 23.54.030.F.2.b.2.). The project proposes a 40’ curb cut.

Why This Departure Better Meets Design Guidelines
Multiple alternates, described below, have been considered. The proposed design, including the departures, best complies with the intent of the zoning code and meets design guidelines.

Alternative 1:
Locate all loading in the below grade garage and seek a departure to reduce dimensional requirements.

The project is already seeking to locate two of the required three loading berths in the below-grade garage and reduce their dimensional requirements. Ownership and the design team believes that at least one code compliant loading berth is necessary to handle anticipated loading needs for the retail and office tenants without blocking the street.

Alternative 2:
Access the parking entrance and loading entrance through the same garage door, which would comply with the maximum 30’ width for combined auto and truck traffic.

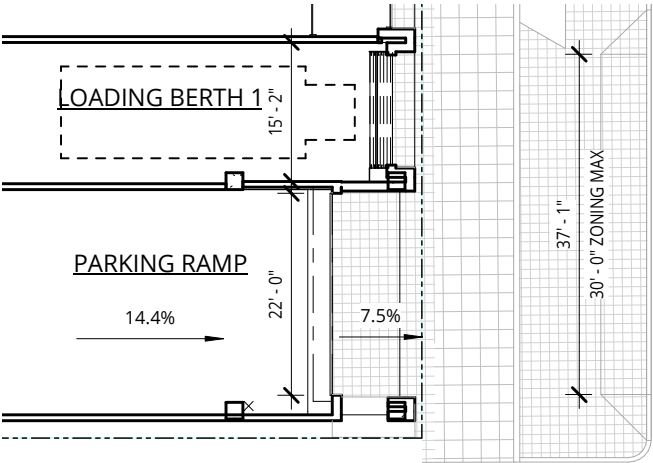
Combining the garage and loading entries into one large garage door would prevent our project from establishing a pattern of building modulation comparable to that of adjacent buildings, violating the intent of PL3.II. Human Scale.

By dividing the entries into separate doors, the project is 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 DC2.II. Integration of Character Structures.

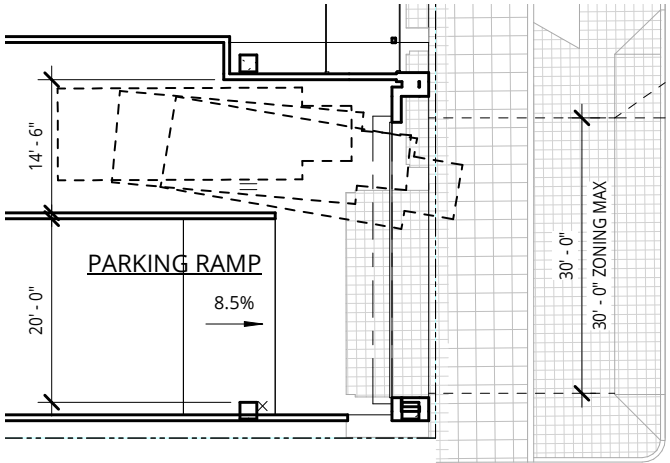
The divided entries will feature a width and proportion similar to that of the office lobby entry, ensuring that the garage entry will be comparable to the pedestrian entry, complying with DC1.I. Location of Parking.

Alternative 2 poses a security concern, because the loading berth door will remain open during extended loading/unloading periods. This would allow unauthorized individuals to gain access to the below-grade parking level.

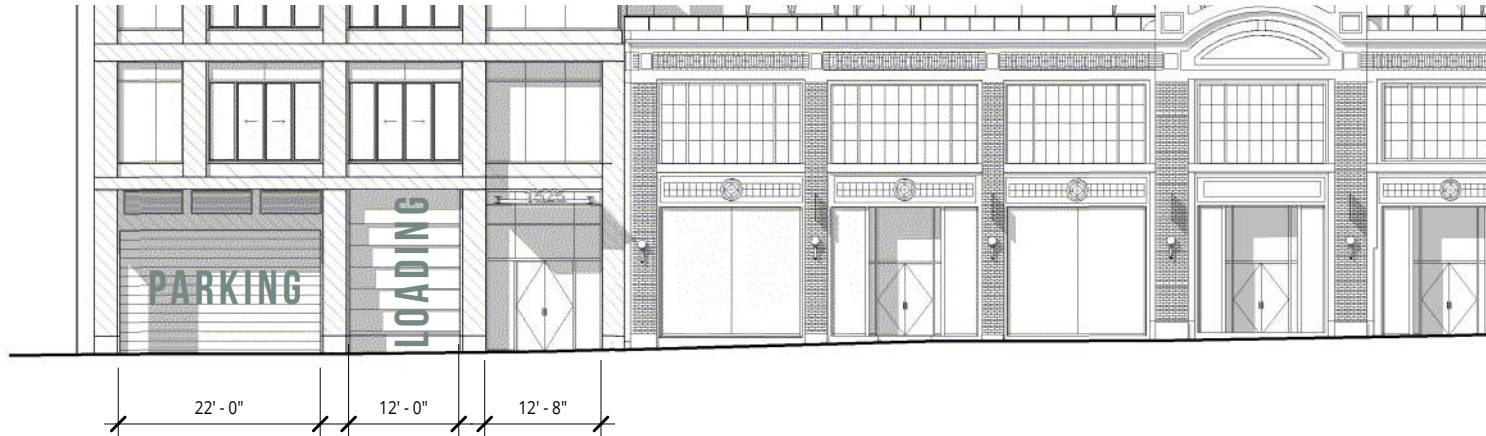
Decorative elements incorporated into the garage door will improve the aesthetics of the proposed design. Concepts for these elements are described in renderings on page 33 and later in the packet.



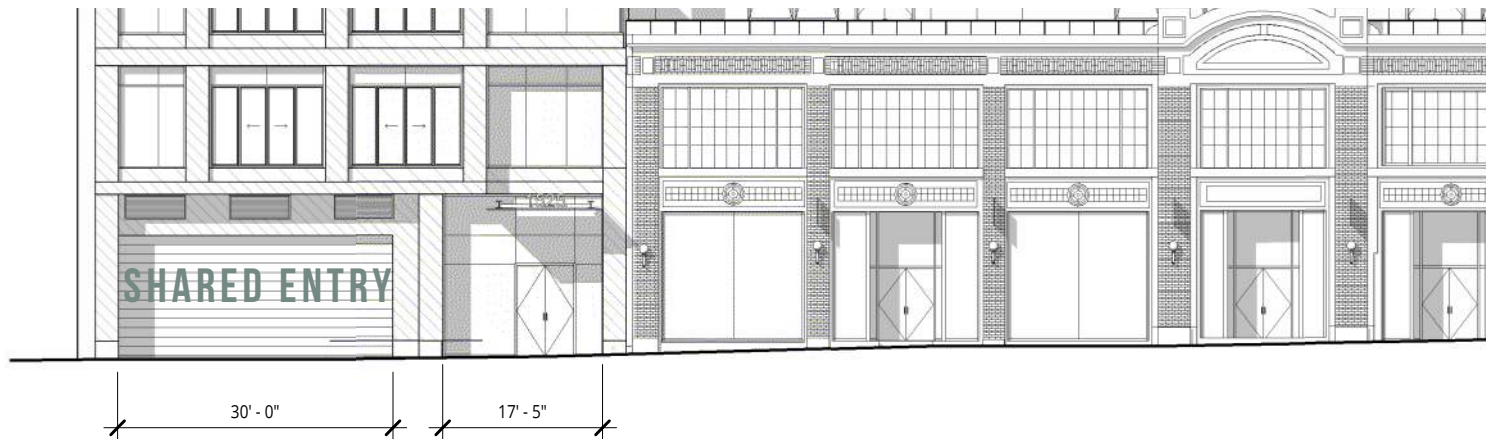
PROPOSED LOADING AREA PLAN
LOADING AND PARKING ENTRIES SEPARATE



ALTERNATIVE 2 LOADING AREA PLAN
LOADING AND PARKING ENTRIES SHARED



PROPOSED LOADING AREA ELEVATION
LOADING AND PARKING ENTRIES SEPARATE



ALTERNATIVE 2 LOADING AREA ELEVATION
LOADING AND PARKING ENTRIES SHARED

RENDERINGS OF PROPOSED AND
ALTERNATIVE LOADING/PARKING AREA



PROPOSED LOADING AREA DESIGN
LOADING AND PARKING ENTRIES SEPARATE



ALTERNATIVE 2 LOADING AREA DESIGN
LOADING AND PARKING ENTRIES SHARED

ADDITIONAL HEIGHT ABOVE A CHARACTER STRUCTURE

Zoning Requirements

A departure is required to use the 10' of additional height allowed above a character structure within the Pike/Pine Overlay for a nonresidential use.

The project intends to use the extra 10' for office space.

The zoning code states that the decision to allow a departure should be based on a judgment that the project has achieved one of several alternate goals, including maintaining greater portions of existing character structures through design treatments that exceed the minimum standards of subsection 23.73.015.A.

(SMC 23.73.014.B.3.)

The project proposes to use the addition 10' of height allowed under the Pike/Pine overlay for nonresidential use.

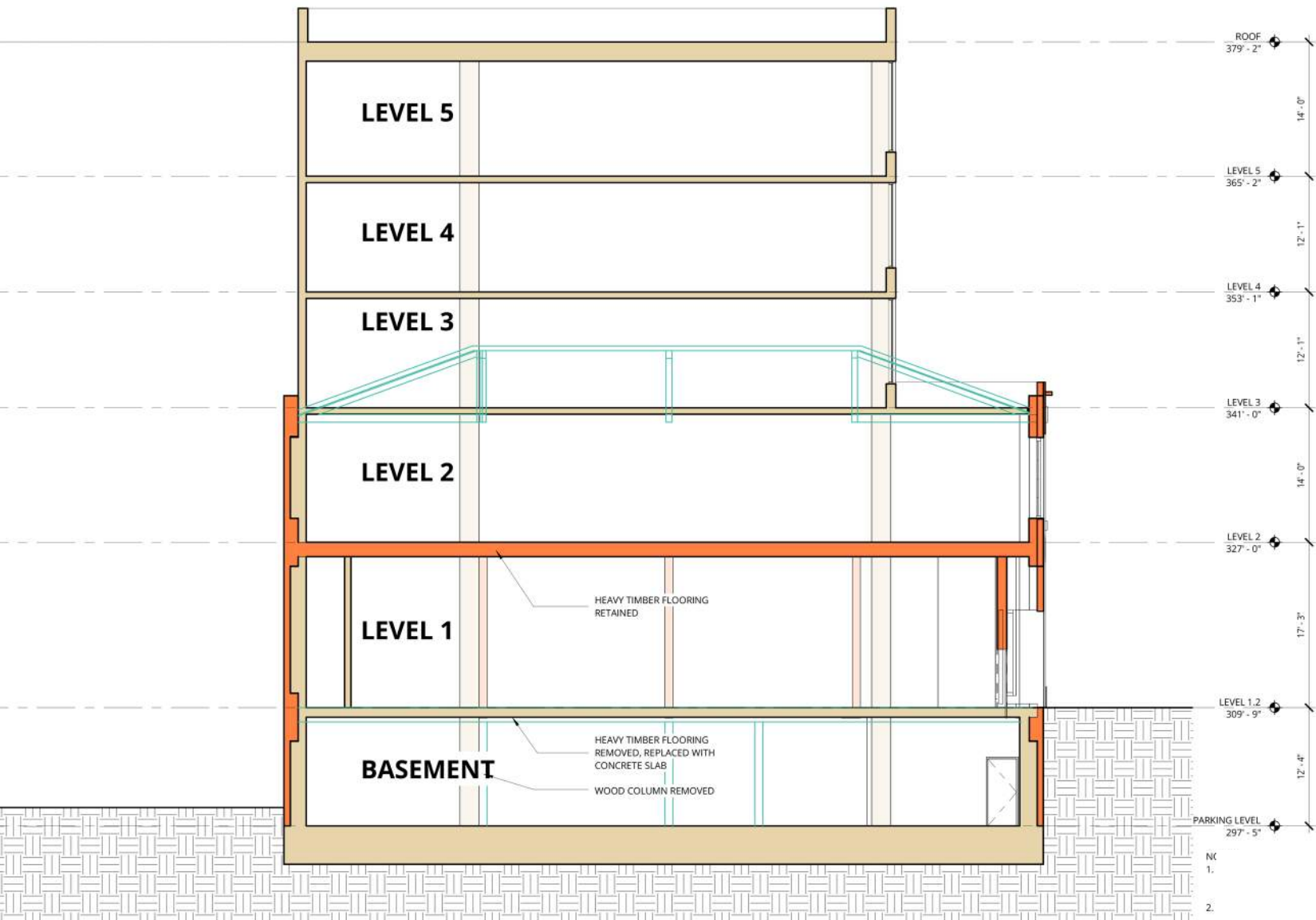
Why This Departure Better Meets Design Guidelines

The minimum standards of 23.73.015A are as follows:

- All street-facing facades must be maintained
- New structures over character structure be set 15' back from the facade of the character structure.
- The original floor to ceiling height of the street-level story of the character structure must be maintained except for accessibility accommodations.

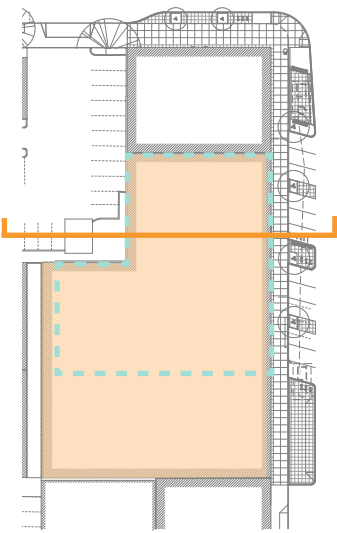
The proposed project does not only comply with the above requirements but also preserves portions of the original side and rear walls and substantial interior elements.

In addition to satisfying the stated criteria for this departure, the preservation of these elements beyond what is required by zoning will allow the project to respond strongly to CS3..B.2 Historical /Cultural References and DC2.II. Integration of Character Structures.



EAST/WEST SECTION

1/8" = 1'-0"



- EXISTING ELEMENT TO REMAIN
- EXISTING ELEMENT TO BE REMOVED
- PROPOSED NEW ELEMENT

IMAGERY OF RETAINED INTERIOR



SIGHT TRIANGLES

Zoning Requirements
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)
Compliant sight triangles are 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 *DC1.1. Location of Parking*. This would also reduce street transparency, conflicting with *DC2.1. Height, Bulk, and Scale Compatibility and Proportions*.

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

The project will use mirrors and/or visible and audible alarms to maintain pedestrian safety in lieu of sight triangles.

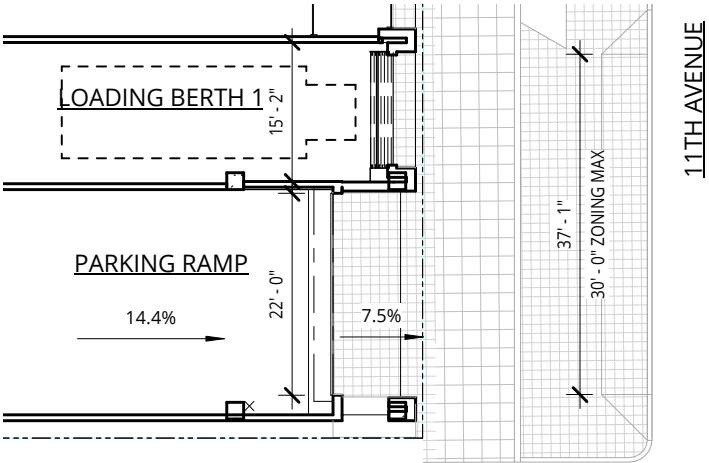
NEIGHBORHOOD PRECEDENTS



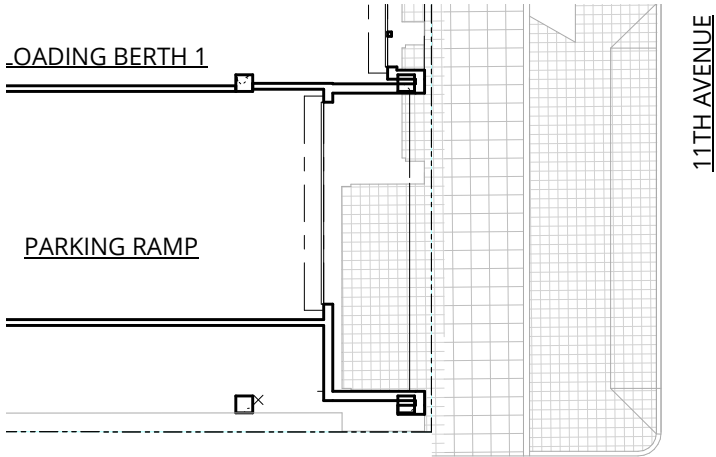
TRACE NORTH
NO EXIT SIDE SIGHT TRIANGLE OR MIRRORS



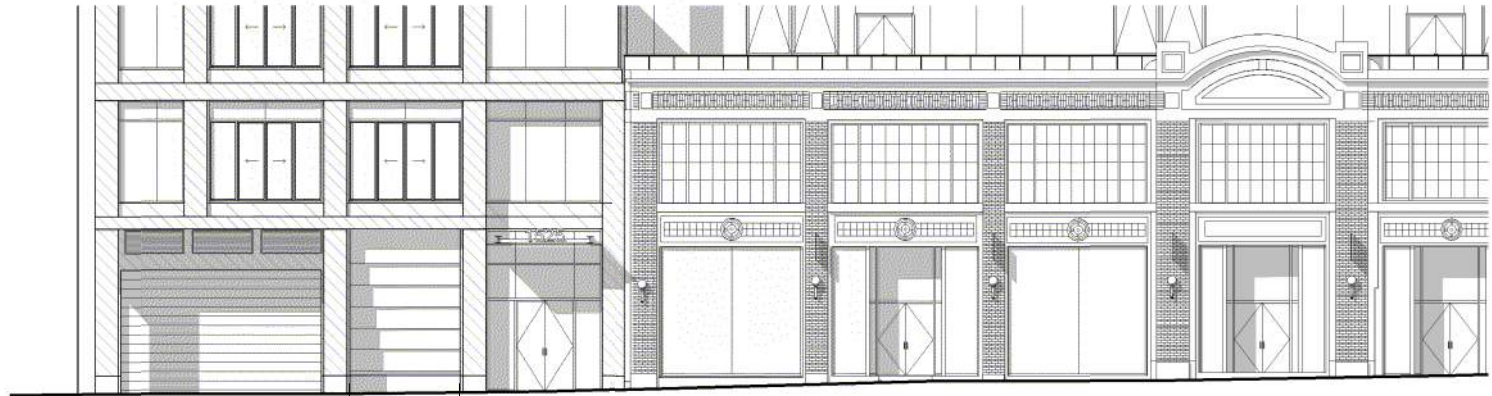
SEATTLE POLICE DEPARTMENT
USE OF MIRRORS



PROPOSED GARAGE AREA PLAN



ALTERNATIVE 2 GARAGE AREA PLAN



PROPOSED GARAGE AREA ELEVATION



V

RELATIONSHIP OF NEW TO OLD



TRANSITION

New parts of the project will be unmistakably new and contemporary, yet will reference proportions and materials found on existing buildings on the site and nearby, creating a cohesive whole.



PERSPECTIVE:
SOUTH ALONG
11TH AVE



DOUBLE-HEIGHT EXPRESSION
OF OFFICE LOBBY
IMPROVES WAYFINDING
AND REFERENCES KELLY-
SPRINGFIELD BAYS

GLASSIER EXPRESSION OVER
THE LANDMARK REDUCES
SENSE OF WEIGHT

THE DESIGN TEAM IS
EXPLORING THE FEASIBILITY
OF OPERABLE WINDOWS AND
OTHER WAYS TO CONNECT
BUILDING USERS TO THE
STREETSCAPE

PERSPECTIVE:
NORTH ALONG
11TH AVE

ART INSTALLATION ON
LOADING ENTRY TO
IMPROVE STREETSCAPE



PERSPECTIVE: SOUTHEAST FROM CAL ANDERSON PARK

THE DESIGN TEAM IS INVESTIGATING A MURAL TREATMENT TO ENLIVEN THE WEST FACING PROPERTY-LINE WALL





THE
ENVELOPE
TELLS THE
TRUTH

SUNSET ELECTRIC CO.

AUTHORIZED FACTORY SERVICE
DEWEY'S
MOTOR SERVICE Inc.
ELECTRICAL TUNE-UP

MAGLES 2ND
B413 L-18

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