

517 E PIKE ST

SEATTLE, WA 98122
3036988-LU
3037022-EG

EAST DESIGN REVIEW BOARD
EDG Meeting
12.16.2020

studio **MENG STRAZZARA**

NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA

16 DECEMBER 2020 | 3036988-LU | EDG#1 | 517 E Pike St | 1

PROJECT INFORMATION

PROJECT ADDRESS
517 E PIKE ST

SDCI PROJECT #
3036988-LU

EDG #
1

CONTACTS

ARCHITECT
STUDIO MENG STRAZZARA
2001 WESTERN AVE, SUITE 200
SEATTLE, WA 98102

CONTACT:
PEPE IZQUIERDO
206-587-3797
JIZQUIERDO@STUDIOMS.COM

LANDSCAPE ARCHITECT
KAREN Kiest LANDSCAPE ARCHITECTS
111 WEST JOHN STREET, SUITE 306
SEATTLE, WA 98119

CONTACT:
KAREN Kiest
206-323-6032
KKiest@KK-LA.COM

DEVELOPER
HUNTERS CAPITAL

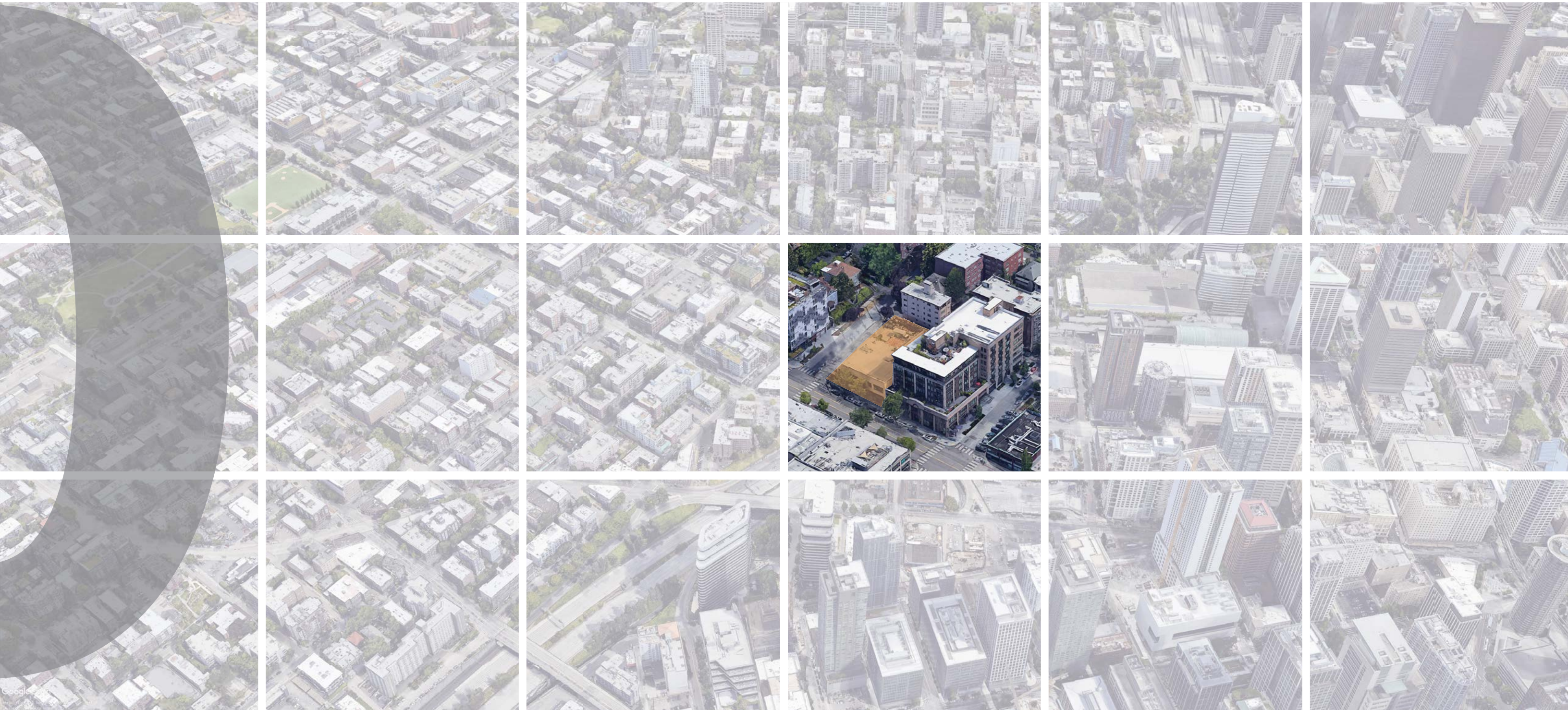
CONTACT:
MICHAEL OAKSMITH
206-328-3333
MOAKSMITH@HUNTERSCAPITAL.COM

CONTENTS

3.0 DEVELOPMENT OBJECTIVES & SUMMARY OF PUBLIC OUTREACH	6-9
4.0 SITE PLAN	12-13
5.0 URBAN DESIGN ANALYSIS	16-41
6.0 ZONING DATA	44-45
7.0 DESIGN GUIDELINES	48-53
8.0 ARCHITECTURAL MASSING CONCEPTS	56-89
9.0 DEPARTURES	92-95
10.0 APPENDIX	98-101



DEVELOPMENT OBJECTIVES & SUMMARY OF PUBLIC OUTREACH 3.0



3.0 project summary

DEVELOPMENT OBJECTIVES & SUMMARY OF PUBLIC OUTREACH

PROJECT DATA

- 3.1
RESIDENTIAL UNITS
93
- 3.2
COMMERCIAL
8,970 SF
- 3.3
PARKING
53

PROJECT INFORMATION

3.4

The project proposes a new eight-story mixed-use residential building that will be designed with the history of E. Pike St. in mind through cohesive architectural elements and appropriate scale at the street level. The two-story facades facing E. Pike St. and Belmont Ave. will be preserved. The ground-floor will include about 9,000 square-feet of retail / commercial space and the building will include about 53 below-grade parking spaces. Apartment units will be added above and behind the original auto-row building facade, which will be set back 15’ along E. Pike St. and Belmont Ave.

Being in the Pike / Pine Conservation Overlay District and having an existing “character structure” on the site, the proposed project will follow the city guidelines written specifically for the neighborhood. The ground level street facing storefronts will be designed to accommodate small businesses. A visually prominent residential entry will be added on the Belmont Avenue facade to blend with the existing building’s architecture. Parking access will be at the far south end of the site, away from the intersection of Belmont and Pike. The existing character structure street facing facades will be preserved and restored to a condition in line with its appearance when it was built in 1910. The new portions of the project will respectively complement and not distract from the original character structure.



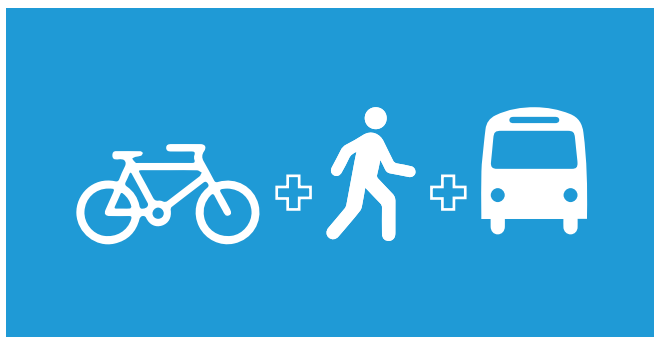
LIGHTS-ON



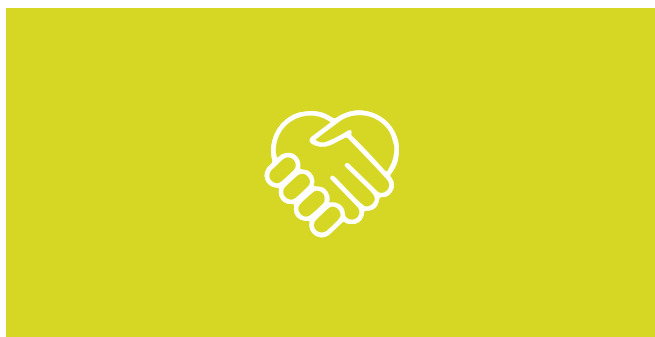
LANDSCAPE



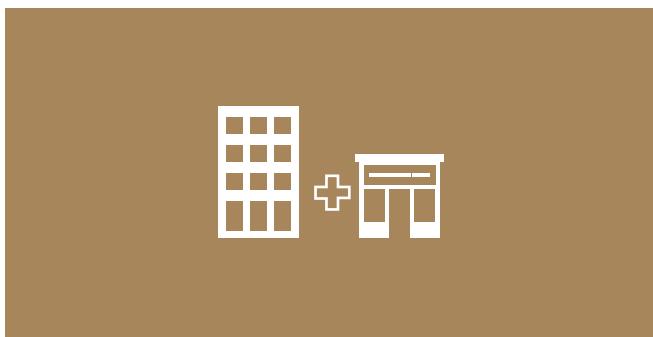
SECURITY



TRANSIT ORIENTED DESIGN



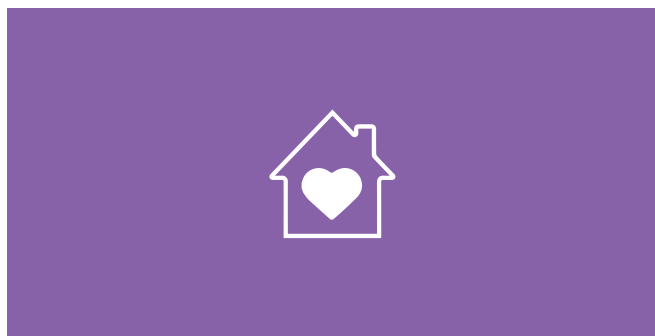
NEIGHBORHOOD BENEFIT



INTEGRATION



RIGHT-OF-WAY IMPROVEMENTS



COMFORT



DENSITY

GOALS

LIGHTS-ON

Residential units and commercial spaces provide lighting for safety

LANDSCAPE

Street level landscape provide pleasant pedestrian experience and connection to the street

SECURITY

Residential and commercial spaces add security by providing 'eyes on the street'

TRANSIT ORIENTED DESIGN

Maximize residential and commercial uses to support nearby (0.6 miles) Capitol Hill Light Rail Station

NEIGHBORHOOD BENEFIT

Create positive mixed-use development that strengthens existing neighborhood connections

INTEGRATION

Complement existing 'auto row' architecture of the Capitol Hill neighborhood

RIGHT-OF-WAY IMPROVEMENTS

Paving patterns, landscape, bicycle racks, and seating create opportunities for public interaction

COMFORT

Provide access to daylight and air for proposed new residential units and neighboring properties

DENSITY

Stacked housing provides desired density near transit hub

PAGE INTENTIONALLY LEFT BLANK

517 E Pike Street Project

Brief Summary of Outreach Methods and What We Heard from the Community

Project Address:	517 E Pike St – Seattle, WA
Brief Description:	The project proposes a new eight-story mixed-use residential building that will be designed with the history of E Pike St in mind through cohesive architectural elements and appropriate scale at the street level. The two-story facades facing E Pike St and Belmont Ave will be preserved. The ground floor will include about 9,000 square feet of retail/commercial space and the building will include about 53 below-grade parking spaces.
Contact:	Natalie Quick
Applicant:	Studio Meng Strazzara
Contact Information:	517EPikeProject@earlyDRoutreach.com
Type of building:	Mixed-use Residential
Neighborhood:	Capitol Hill
In Equity Area:	No

Brief Summary of Outreach Methods

- Printed Outreach
- *Choice:* DIRECT MAILING, HIGH IMPACT
 - *Requirement:* Direct mailing to all residences and businesses within approximately 500-foot radius of the proposed site.
 - *What we did:* Posters were mailed to 1361 residences and businesses and shared with 4 neighborhood community groups. Poster, details on distribution, and list of community groups who received the poster via email are in Appendix A.
 - *Date completed:* September 14, 2020
- Electronic/Digital Outreach
- *Choice:* PROJECT WEBSITE, HIGH IMPACT
 - *Requirement:* Interactive project website with public commenting function.
 - *What we did:* Project website established and publicized via poster. Monitored daily for comments from the Website. Developed an interactive project website with project information and a public commenting function. Website included in Appendix A.
 - *Date Completed:* September 16, 2020
- Electronic/Digital Outreach
- *Choice:* SURVEY, HIGH IMPACT
 - *Requirement:* Create an online survey to allow for feedback on the proposed project.
 - *What we did:* Online survey established and publicized via poster with link to survey featured on project website. Survey text and results included in Appendix A.
 - *Date Completed:* September 16, 2020

What We Heard From the Community

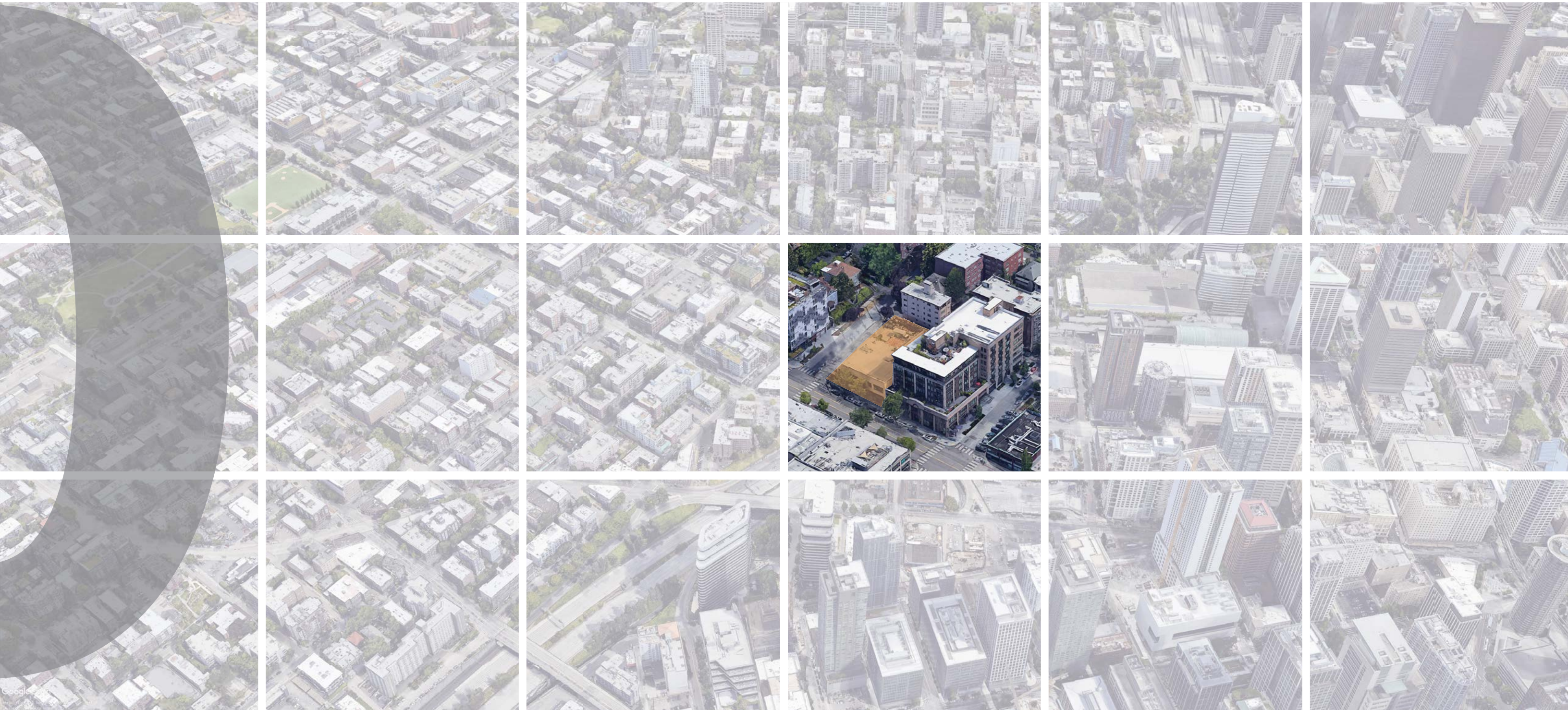
Summary of Comments/Questions Received Via Website Comment Form, Project Email and Project Survey:

- Design-Related Comments
- **Community.** A significant number of respondents noted that this is a historically-black and currently gay neighborhood and encouraged the project team to honor and preserve that as much as possible by creating a queer-affirming project that is safe from misogyny and bigotry.
 - **Design.** 72 percent of respondents said relationship to neighborhood character was the most important thing about a new building on this property; 58 percent said environmentally-friendly features; 25 percent said interesting & unique design; 19 percent said attractive materials; and 11 percent said parking. Several respondents supported using high-quality materials that improve the aesthetic beauty of Belmont Ave and designing a vintage-style building that features red brick and authentic wood windows. One respondent expressed support that the façade is being preserved; another encouraged design features that are friendly to the homeless.
 - **Public Space/Landscaping.** Several respondents supported a pedestrian-friendly interface with sidewalks sufficiently wide enough to accommodate pedestrians, wheelchair users and strollers, etc. One respondent encouraged the project team to keep the beautiful springtime cherry blossoms on Belmont Ave in mind when considering landscaping. Another discouraged using a curb cut as it will take away from the pedestrian space, and one respondent encouraged the project team avoid placing dumpsters on the sidewalk.
 - **Eco-Friendly.** A few respondents supported using climate-friendly design with green/sustainable/energy-efficient building practices and materials.
 - **Height.** A few people expressed concern about building height and encouraged it to not be taller than structures around it.
 - **Accessibility.** A few people encouraged the project team to consider accessibility when designing the building.
 - **Security.** One respondent expressed support for the building having “eyes on the street” and the street able to see what’s inside; another respondent supported design elements that discourage drug users from congregating.

- Non-Design-Related Comments
- **Affordability.** Many respondents encouraged the project team to prioritize affordable housing and the needs of the most vulnerable including the unhoused, low-income, disabled, LGBTQIA, and BIPOC communities. Another respondent encouraged considering needs for students, artists, baristas, and families in the neighborhood.
 - **Units/Tenants.** Several respondents encouraged maximizing the number of housing units created, including family-sized two- and three-bedroom units, and making studios larger than 300 sq. ft. unless they are exceptionally designed. Other respondents encouraged appealing to a diverse audience.
 - **Retail.** When asked what retail components respondents were most interested in, 68 percent of respondents selected other (like prioritizing queer-friendly and arts/culture-oriented businesses); 37 percent said new places for coffee or breakfast; 27 percent said new restaurants or bars; and 20 percent said new stores for shopping. Many respondents encouraged the project team to keep the existing tenants, Kaladi Brothers Coffee and Gay City, and noted that they are indelible in the hearts and minds of queer Capitol Hill. Other respondents encouraged tall, transparent and active street-level spaces that meet the needs of the neighborhood and considering local tenants such as grocers, affordable childcare, queer social services, art spaces, and affordable arts/culture venues, and also encouraged offering a place where community organizations can meet.
 - **Parking/Bicycles.** One respondent expressed concern that parking takes up space that can be used for other purposes while another respondent expressed support for parking. One respondent encouraged providing a bicycle room.
 - **Building Impacts.** One respondent expressed concern about noise impacts to houses across the street since historically-preserved windows do not provide good acoustical performance to limit sound.

- Miscellaneous Comments
- **Oppose.** A few respondents expressed disappointment in new developments tearing down buildings and replacing them with condos of mediocre quality while pricing others out of their homes.
 - **Support.** A few respondents expressed support for the project and that it will make the neighborhood a more pleasant place to live and raise property values.
 - **Outreach.** A few respondents noted outreach needs to be participatory and the team needs to listen to the most marginalized people and what they need. One respondent expressed appreciation for the opportunity to provide input.





4.0 structures footprints + uses
SITE PLAN

KEY

- project property line
- lot line
- structure
- adj. structures within first 30'

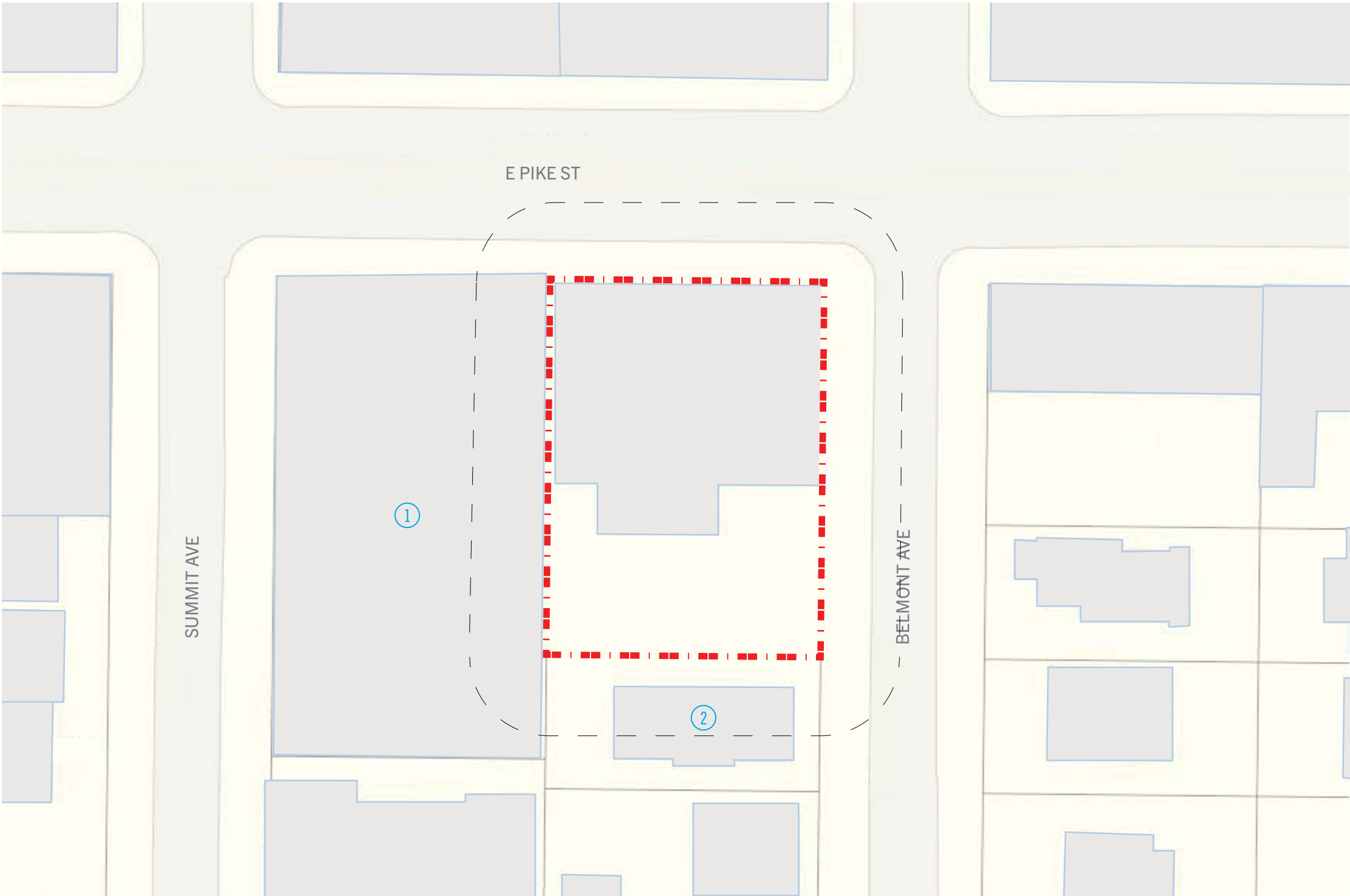
uses

apartments (mixed use)

① 8-stories

apartment

② 4-stories



NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA

SURVEY

Legal Description

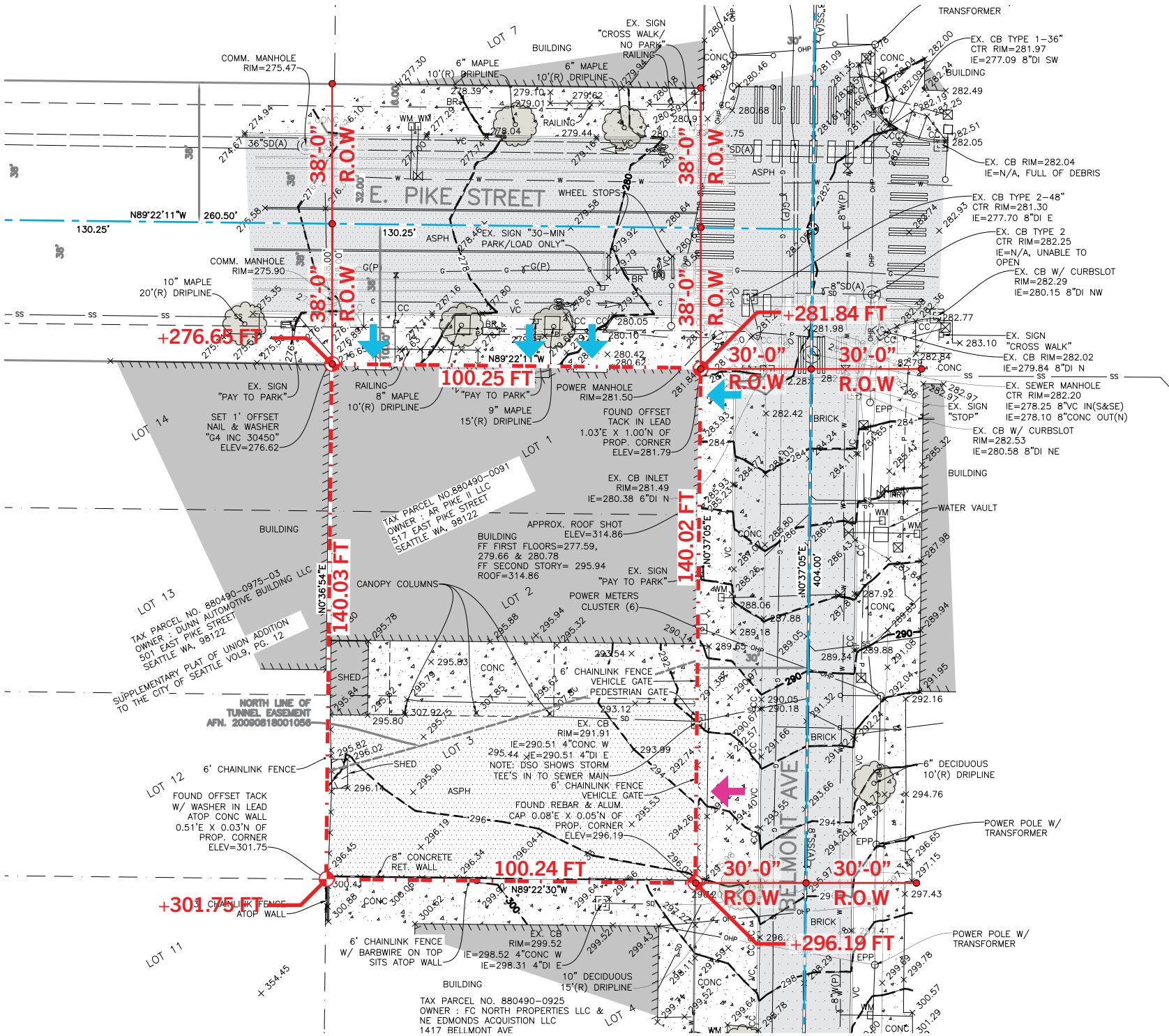
Lots 1, 2, and 3, Block 13, supplementary plat of union addition to the plat thereof recorded in volume 9 of plats, page 12, in King County, Washington.

Except the North of 10 feet of said Lot 1 condemned in King County Superior Court cause No. 61303 for widening east of Pike Street as provided by ordinance No. 16415 of the City of Seattle.

Situate in the County of King, State of Washington.

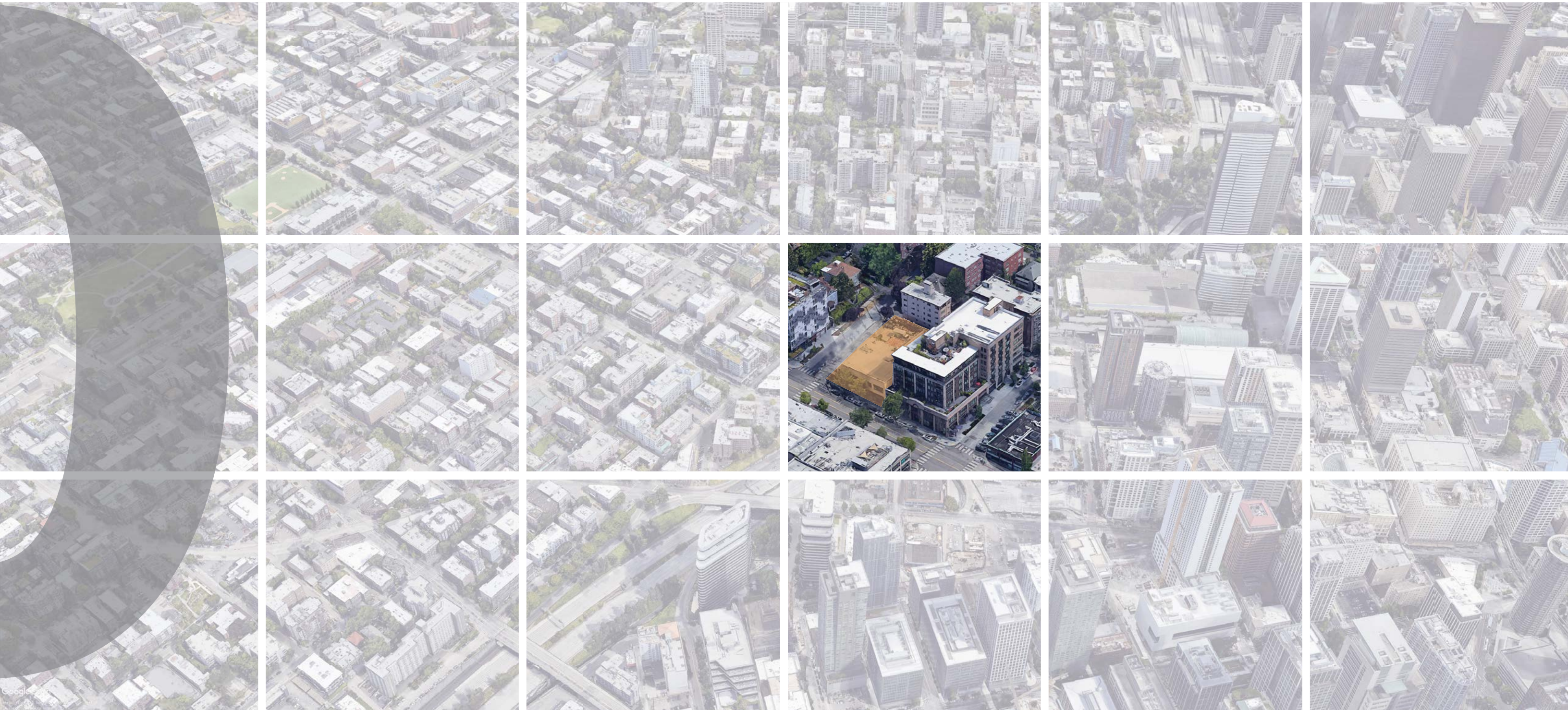
KEY

- existing vehicular access
- existing pedestrian access
- street / curb edge
- street centerline
- street tree
- spot elevations
- topography
- structure
- project property line





URBAN DESIGN ANALYSIS 5.0



5.0 overlays
URBAN DESIGN ANALYSIS

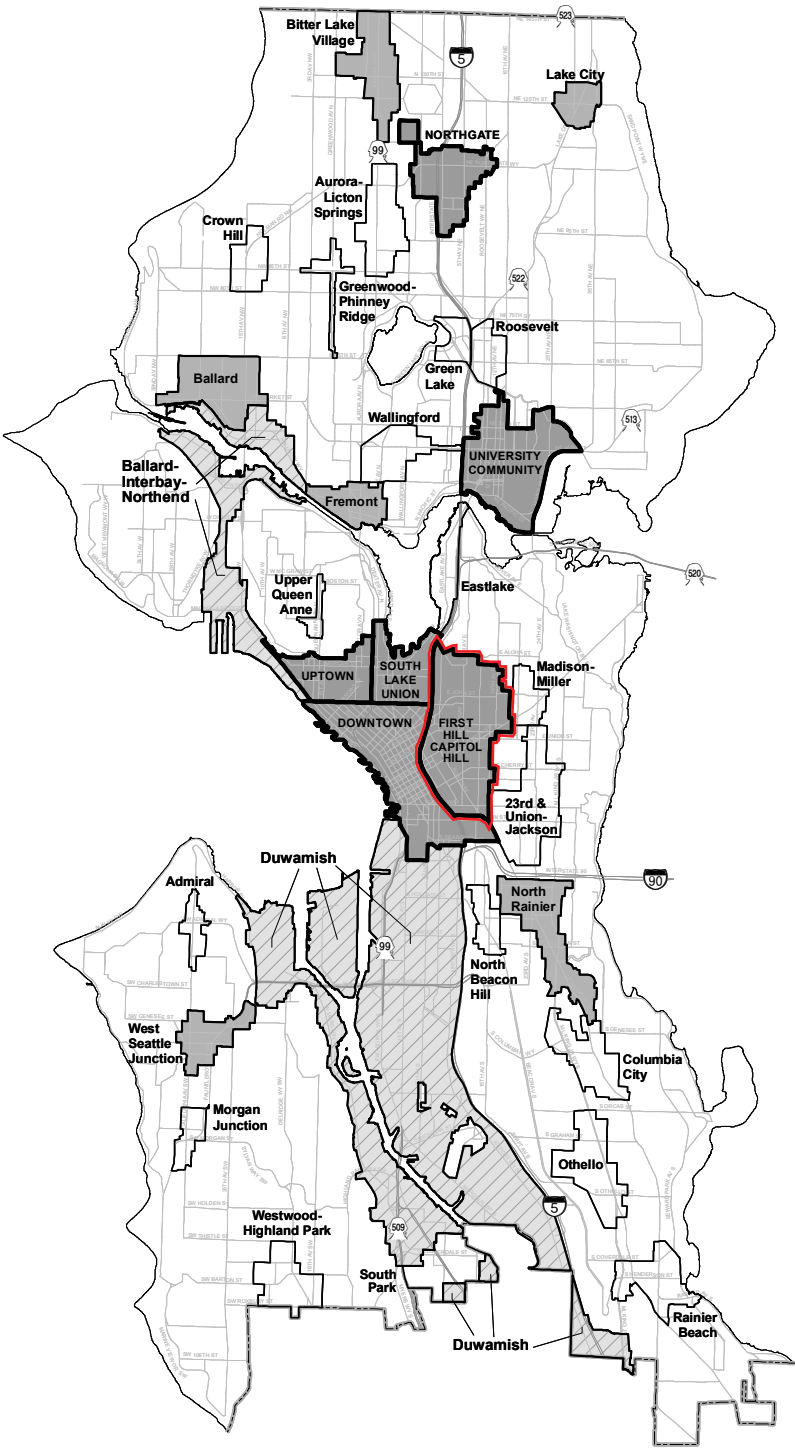
FIRST HILL CAPITOL HILL
URBAN CENTER

The project site is located within the First Hill Capitol Hill Urban Center.

Urban centers are the densest neighborhoods in the city and are both regional centers and neighborhoods that provide a diverse mix of uses, housing, and employment opportunities. Larger urban centers are divided into urban center villages to recognize the distinct character of different neighborhoods within them.

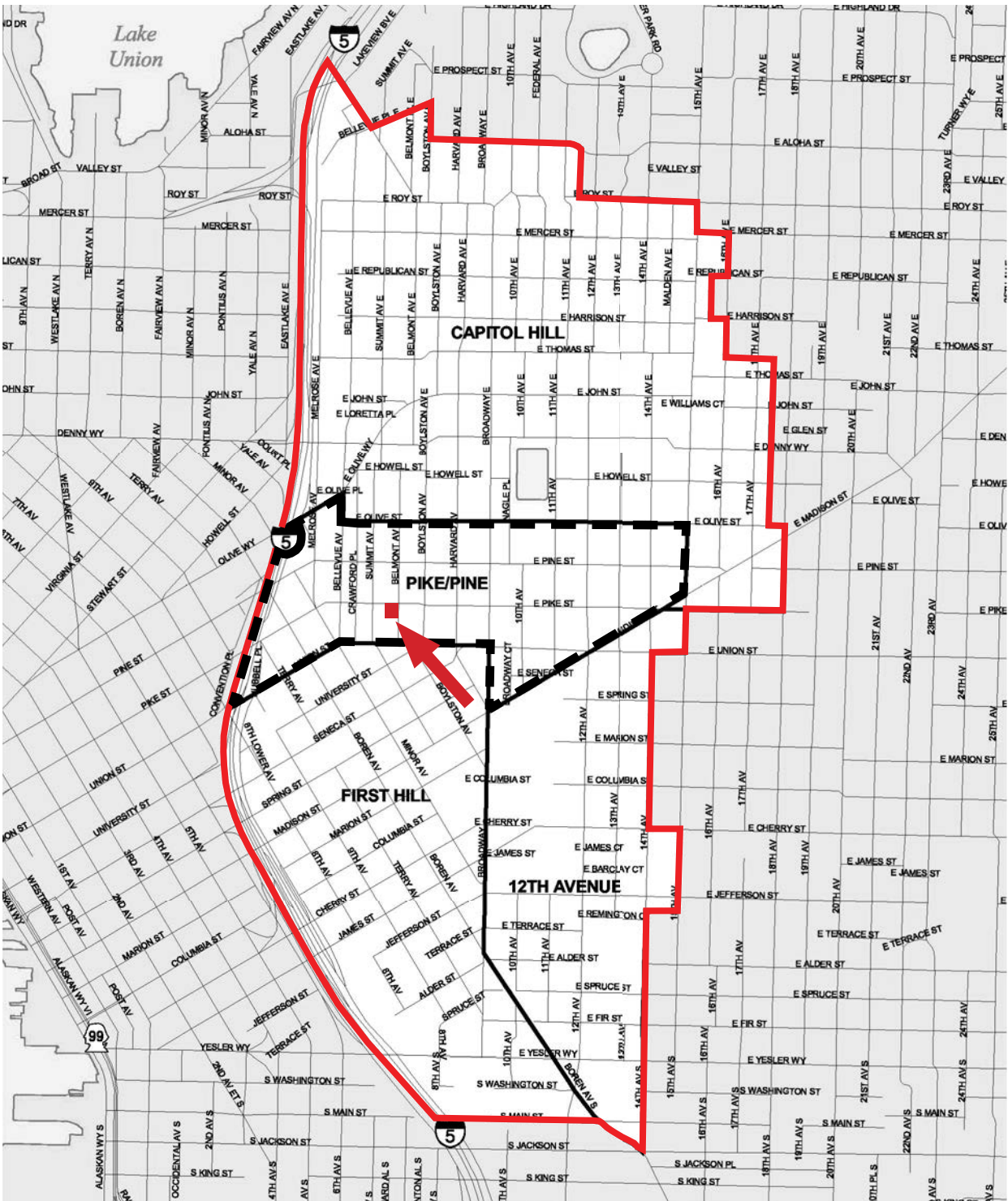
KEY

- Urban Center
- Hub Urban Village
- Residential Urban Village
- Manufacturing Industrial



0 1 2 4 MI

First Hill
Capitol Hill Urban Center



0 0.25 MI

First Hill
Capitol Hill Urban Center

Pike Pine Urban Village

PIKE / PINE CONSERVATION DISTRICT

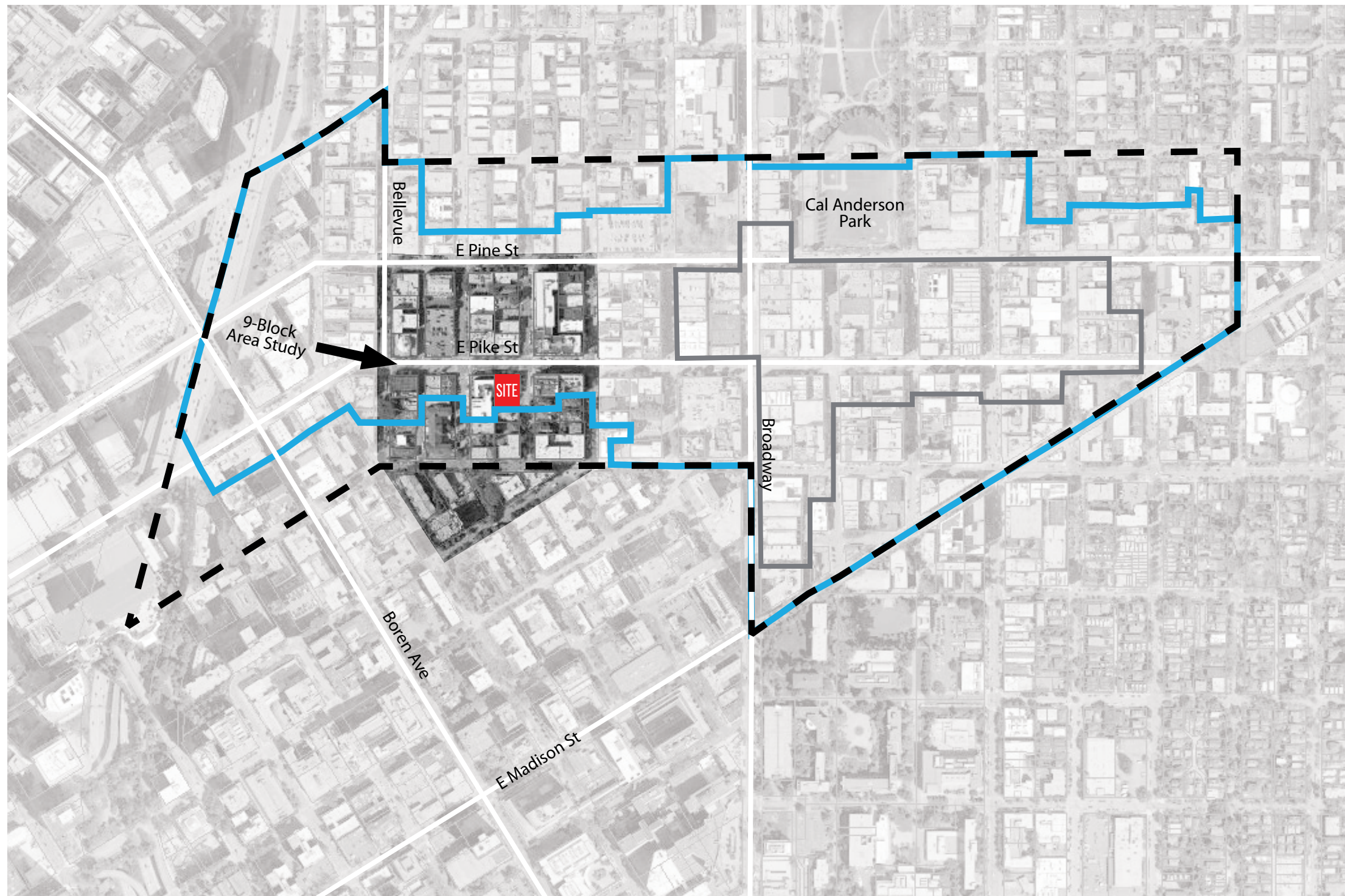
The project site is located within the Pike / Pine Conservation District.

The purpose of this district overlay is to implement Resolution 28657, calling for development of the Pike/Pine Overlay District in order to preserve and enhance the balance of residential and commercial uses, by encouraging residential development and development that combines residential and non-residential uses, while also providing additional opportunities for commercial development to balance the substantial amount of residential development that has occurred since Resolution 28657 was adopted.

In addition, a purpose of this district overlay is to promote the conservation of Pike/Pine's existing historic character by limiting new development to a scale that is compatible with the established development pattern, accommodating arts facilities and small businesses at street level, and encouraging the retention of the existing structures and their architectural features that establish the District's architectural character; generally, those structures that have been in existence prior to 1940 ("character structures"), and are related to the area's early history as Seattle's original "auto row".

KEY

- ■ Pike / Pine Urban Village
- Pike / Pine Conservation Overlay District
- Pike / Pine Conservation Core



5.0 overlays
URBAN DESIGN ANALYSIS

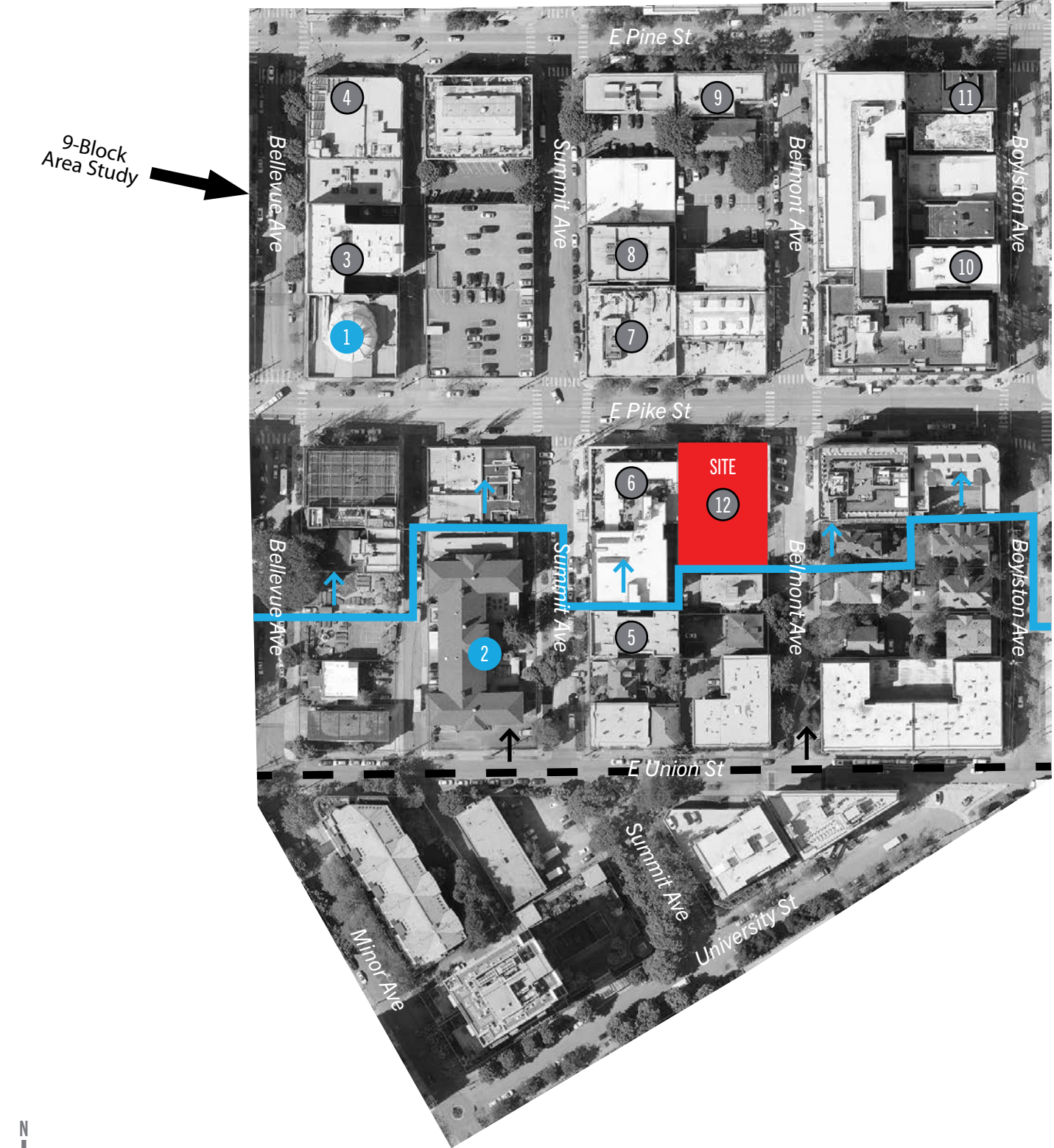
PIKE / PINE CONSERVATION DISTRICT

The project site is located within Pike / Pine Conservation Overlay District and the existing building on the site is a character structure

The Pike/Pine Conservation Overlay District was created in July, 2009 to limit the size of new development and encourage projects to keep existing older structures, identified in the Code as character structures.

KEY

- ■ Pike / Pine Urban Village
- Pike / Pine Conservation Overlay District
- Landmarks
- Character Structures





1 First Covenant Church 1911



2 Summit School / Northwest School 1905



3 The New McDermott Apartments 1926



4 Colman Automotive Building 1910



5 Manchester Arms Apartments 1908



6 Dunn Automotive Building 2016



7 Greenus Building 1924



8 Summit Arms 1908



9 Annapolis Apartments 1910



10 Glencoe Building 1907



11 R Place 1917



12 517 E Pike St 1910

5.0 landmark / destinations

URBAN DESIGN ANALYSIS

KEY

- Community Center
- 1

Knights of Columbus
- 2

Wintonia Community Housing
- 3

Mitchell Activity Center
- Religious
- 4

First Covenant Church
- 5

Seattle First Baptist Church
- Light Rail Station
- 6

Capitol Hill Station
- Natural
- 7

Cal Anderson Park
- Grocery
- 8

QFC
- Arts & Culture
- 9

Broadway Performance Hall
- 10

Erickson Theatre
- 11

Paramount Theatre
- Education
- 12

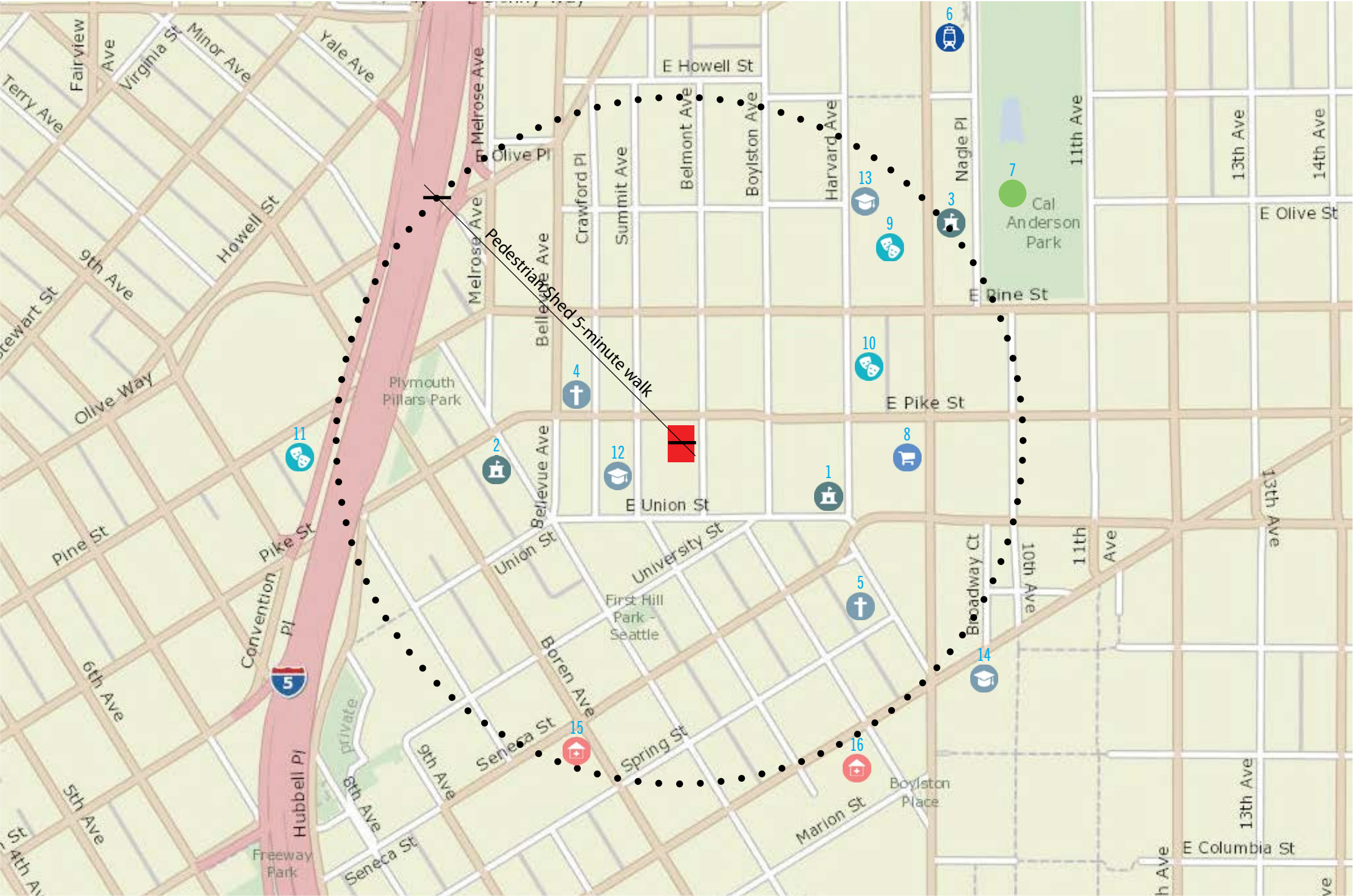
Summit School / Northwest School
- 13

Seattle Central College
- 14

Seattle University
- Clinic
- 15

Virginia Mason Medical Campus
- 16

Planned Parenthood



Project Property Pedestrian Shed - 5-minute walk

NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA

NEIGHBORHOOD CONTEXT

The proximate neighborhood context consists of buildings with a variety of architectural characters and programs. A number of the buildings have historic significance which is a main attraction to the neighborhood. Many of these historic structures house public services that serve the local community and beyond. Local residents to the area can enjoy a number of amenities within walking distance from one another. Parks, grocers, theaters, activity centers, and major transit hubs service the immediate community and are attractions that lure visitors from outside the neighborhood. A strong local economy is bolstered by major institutions that include both colleges and medical centers. This synergy of history, work, and play combine together to create the distinct neighborhood context that the site serves and is served to in reciprocity.



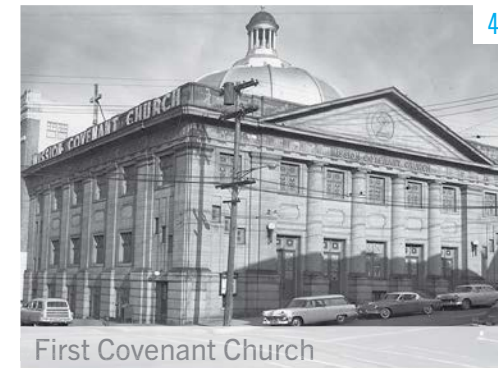
Knights of Columbus



Wintonia Community Housing



Mitchell Activity Center



First Covenant Church



Seattle First Baptist Church



Capitol Hill Station



Cal Anderson Park



QFC



Broadway Performance Hall



Erickson Theatre



Paramount Theatre



Summit School / Northwest School



Seattle Central College



Seattle University



Virginia Mason Medical Campus



Planned Parenthood

1 Knights of Columbus // 2 Wintonia Community Housing // 3 Mitchell Activity Center // 4 First Covenant Church // 5 Seattle First Baptist Church // 6 Capitol Hill Station // 7 Cal Anderson Park // 8 QFC // 9 Broadway Performance Hall // 10 Erickson Theatre // 11 Paramount Theatre // 12 Summit School / Northwest School // 13 Seattle Central College // 14 Seattle University // 15 Virginia Mason Medical Campus // 16 Planned Parenthood

5.0

land use

URBAN DESIGN ANALYSIS

MULTI-FAMILY

The project site's current use is commercial / mixed -use.

KEY

Commercial / Mixed-Use

Easement

Industrial

Major Institution & Public Facilities / Utilities

Multi-family

Parks / Open Space / Cemeteries

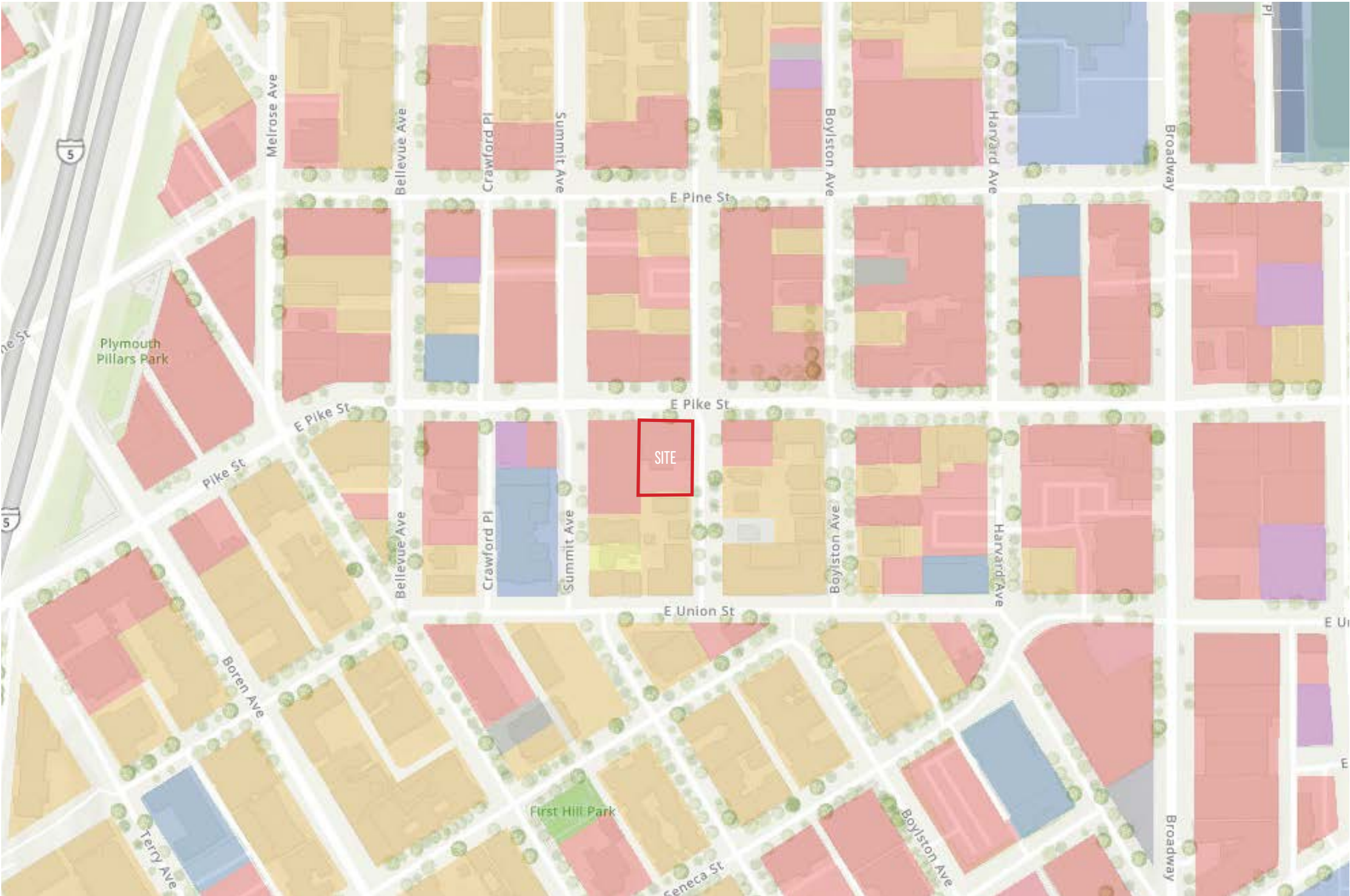
Reservoirs / Water bodies

Single Family

Unknown

Vacant

Project Property











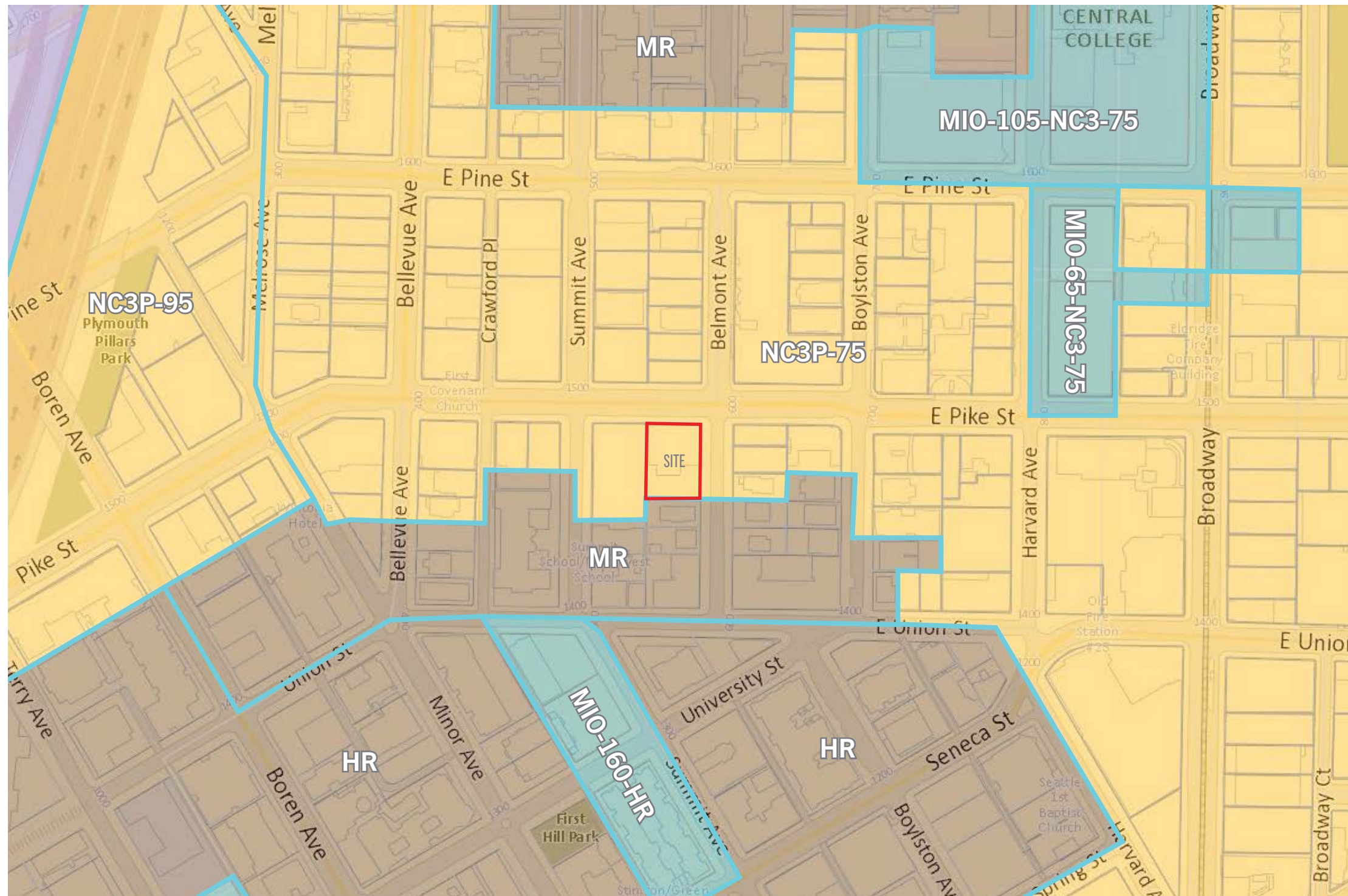
NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA

NEIGHBORHOOD COMMERCIAL 3

The project site is located within the Neighborhood Commercial 3 (NC3) zone where larger pedestrian-oriented shops serve the surrounding neighborhood and larger community, citywide or regional clientele; which allows comparison shopping among a wide range of retail businesses.

KEY

- | | | |
|---|-----------------------------|----------------|
|  | Neighborhood Commercial 3 | NC3P-75 |
| | 75' Height Limit | |
|  | Neighborhood Commercial 3 | NC3P-95 |
| | 95' Height Limit | |
|  | Midrise | MR |
| | 60-85' Height Limit | |
|  | Highrise | HR |
| | 440' Height Limit | |
|  | Major Institutional Overlay | MIO-65-NC3-75 |
| | 65-75' Height Limit | |
|  | Major Institutional Overlay | MIO-105-NC3-75 |
| | 75-105' Height Limit | |
|  | Major Institutional Overlay | MIO-160-HR |
| | 160-440' Height Limit | |
|  | Project Property | |



5.0 future development
URBAN DESIGN ANALYSIS



NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA

Applied



1

1421 Harvard Ave

#3034049-LU

App. Date: Sept. 20, 2019
Value (\$) 30,000,000
Resid. Units: 125

Lot Sq. Ft.: 30,533
Stories: 7
Parking Spaces: 134

Retail Sq. Ft.: -
Office Sq. Ft.: -
Zoning: NC3P-75



2

1208 E Olive St

#3024138-LU

App. Date: April 17, 2017
Value (\$) 1,100,000
Resid. Units: 69

Lot Sq. Ft.: 6,780
Stories: 5
Parking Spaces: 1

Retail Sq. Ft.: -
Office Sq. Ft.: -
Zoning: NC3-75

Approved



3

953 E Union St

#3026031-LU

Permit Date: April 8, 2019
Value (\$) 3,600,000
Resid. Units: 60

Lot Sq. Ft.: 5,614
Stories: 7
Parking Spaces: -

Retail Sq. Ft.: 5,064
Office Sq. Ft.: -
Zoning: NC3P-75



4

1401 E Madison St

#3020065-LU

Permit Date: May 21, 2020
Value (\$) 22,000,000
Resid. Units: 138

Lot Sq. Ft.: 25,865
Stories: 6
Parking Spaces: 80

Retail Sq. Ft.: 2,984
Office Sq. Ft.: -
Zoning: NC3-65

Completed



5

Broadway E, E John St, 10th Ave E, & Broadway

#3021140, 3021177, 3021179, 3021149-LU

Comp. Date: March 5, 2020-TBD
Value (\$) 11.555-29 million
Resid. Units: 74-150

Lot Sq. Ft.: 15,459-46,487
Stories: 7
Parking Spaces: 30-140

Retail Sq. Ft.: 0-22,846
Office Sq. Ft.: 0-1,325
Zoning: NC3-75

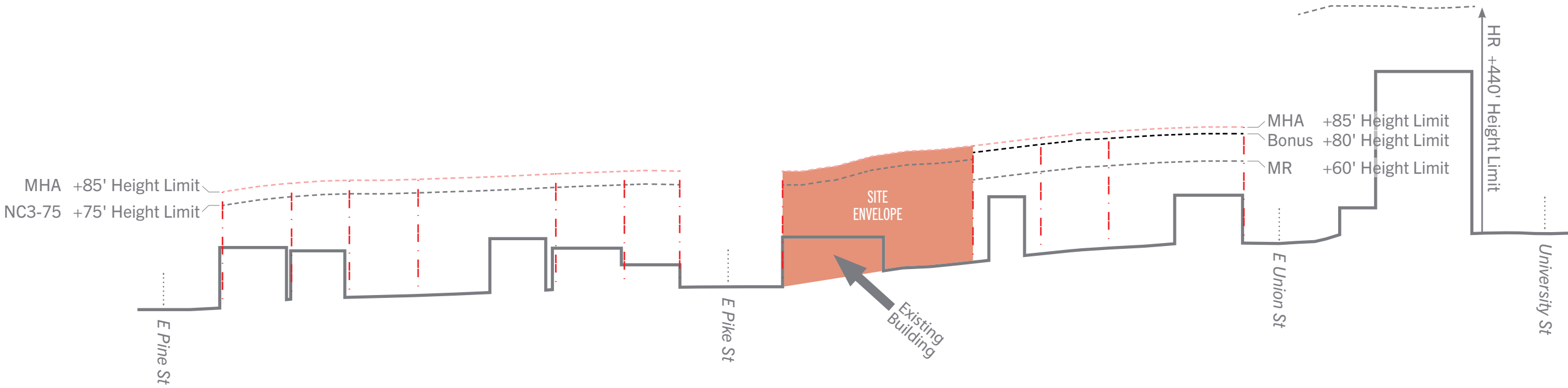




5.0 future development zoning envelopes: axon key map
URBAN DESIGN ANALYSIS

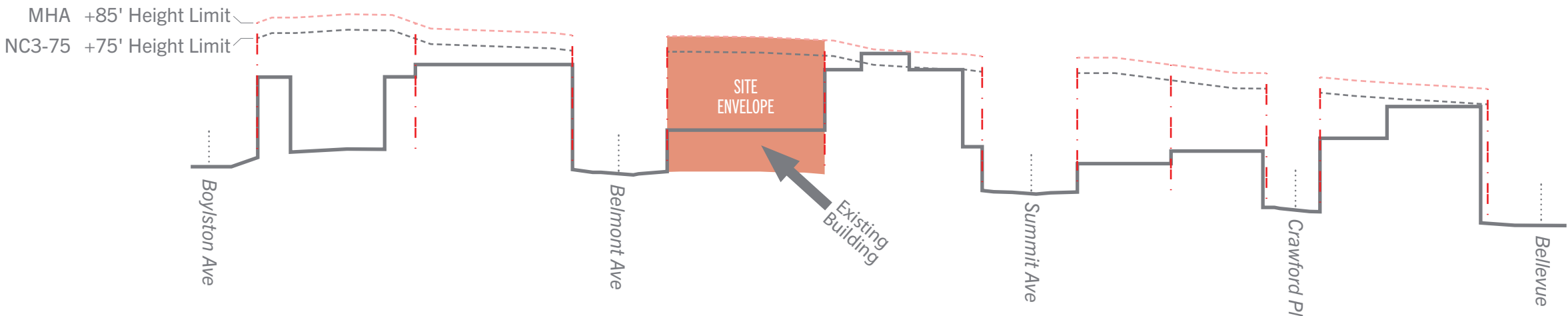


NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA



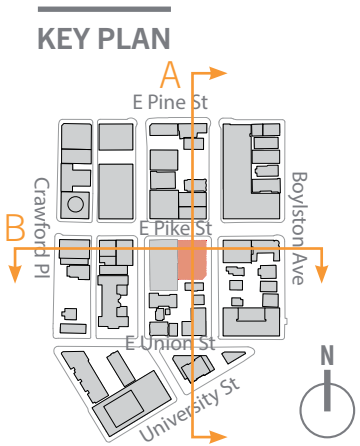
A NORTH-SOUTH

0 200 FT



B EAST-WEST

0 200 FT



5.0 nine-block area site axon
URBAN DESIGN ANALYSIS



NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA

ARCHITECTURAL CHARACTER

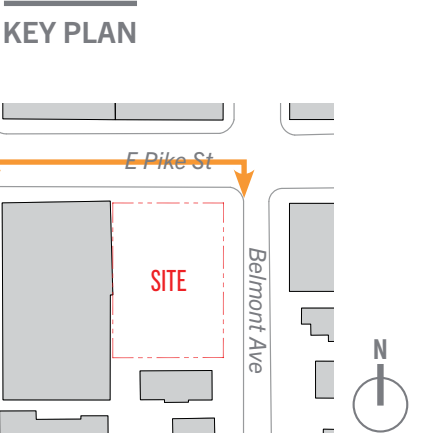
The nine-block area that the project site is located within exists a rich, diverse architectural character of buildings. The storied history of the area is reflected in the buildings that still remain in-tact. Some buildings over 100 years old still stand proud against the changing urban landscape of the area. The current cycle of development in the area shows pairing between old and new amongst buildings that want to identify as purely contemporary. New construction techniques are being utilized in the area that are reflected in the contemporary aesthetic that new buildings being erected in the neighborhood present. Other new developments partner the old and new within one cohesive design. Strong historic bases are most common in these designs where a new vertical element grows upward. These historic bases often houses car dealerships that helped coin the area Auto-Row. Architectural elements from the era include garage doors, classic brick architecture, high ceilings, bay windows, and timber frames.



- 1 Dunn Motor Mixed-Use Building //
- 2 Manchester Arms Apartments //
- 3 Portofino Condominiums Mixed-Use Building //
- 4 Greenus Building Mixed-Use //
- 5 First Covenant Church //
- 6 Cove Mixed-Use Building //
- 7 The New McDermott Apartments //
- 8 AVA Capitol Hill Mixed-Use Building

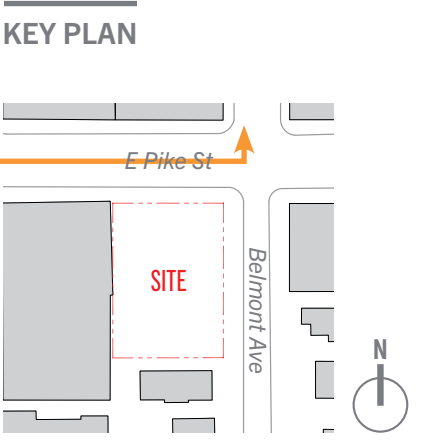
5.0 street level uses
URBAN DESIGN ANALYSIS

1 E Pike St FACING SITE



601 E Pike St	Belmont Ave	517 E Pike St	501 E Pike St	Summit Ave	Address
Restaurant		Office, Retail Store	Restaurant, Retail Store		Street
					Street Level Use

2 E Pike St OPPOSITE SITE

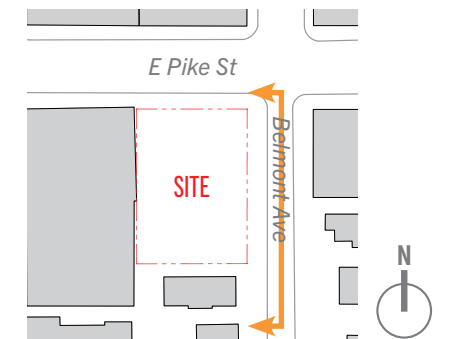


Summit Ave	500 E Pike St	512 E Pike St	Belmont Ave	600 E Pike St	Address
	Retail, Open Office, Line Retail	Retail Store		M-U Retail	Street
					Street Level Use

NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA

FACING SITE Belmont Ave 3

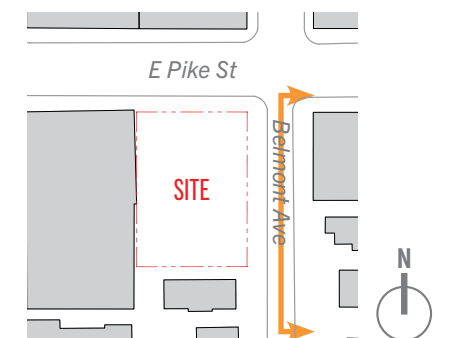
KEY PLAN



Address	1417 Belmont Ave	517 E Pike St	E Pike St	512 E Pike St
Street Level Use	Residential Parking	Office, Retail Store		Retail Store

OPPOSITE SITE Belmont Ave 4

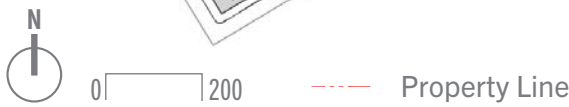
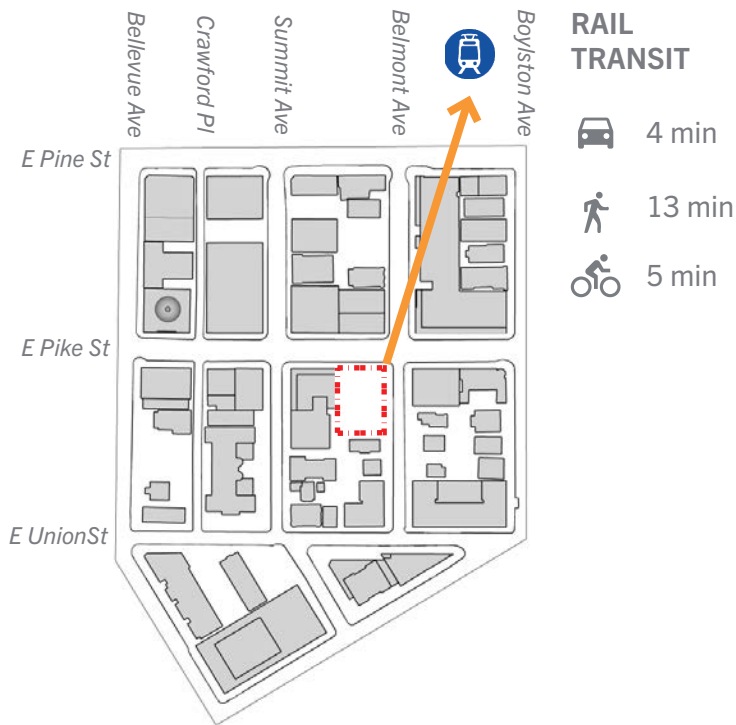
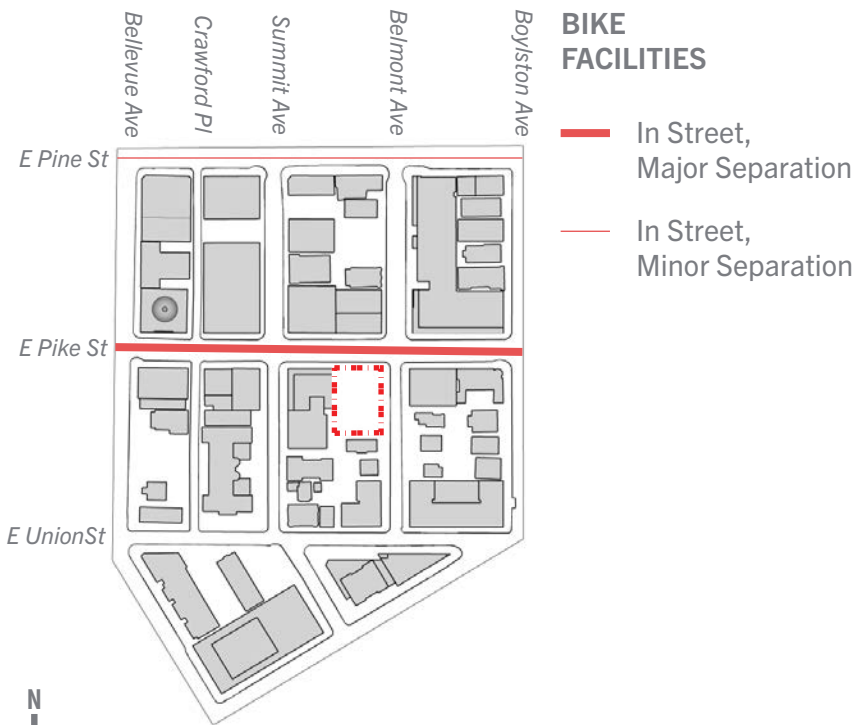
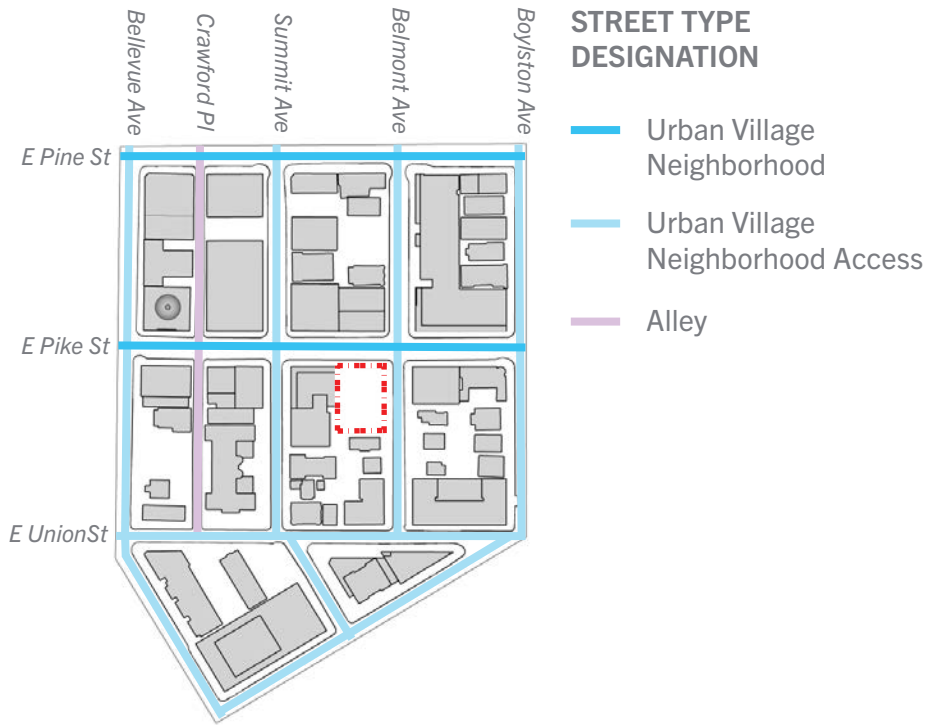
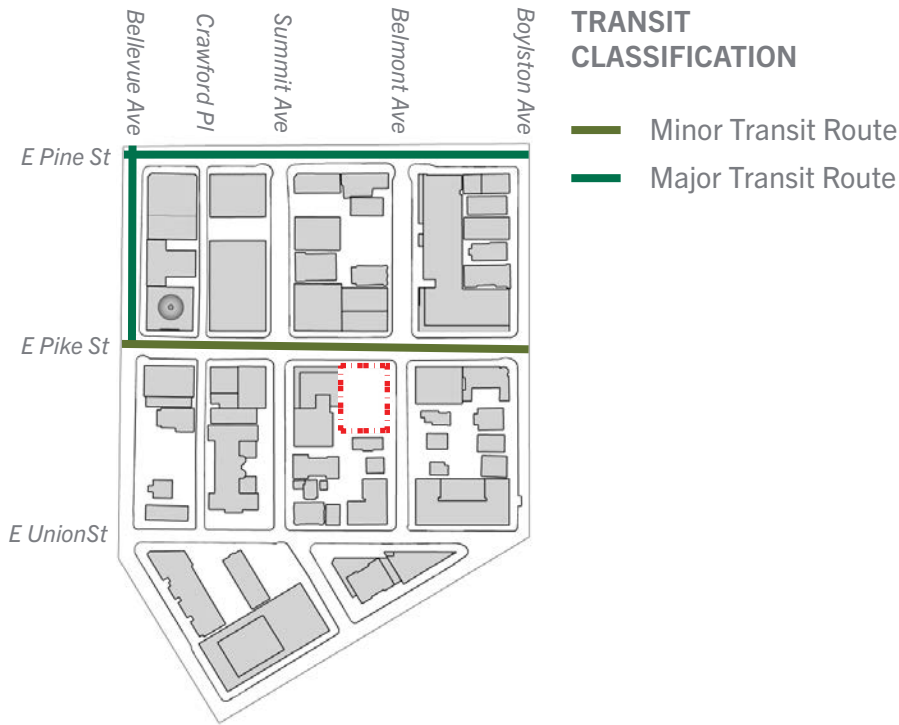
KEY PLAN



Address	600 E Pike St	E Pike St	609 E Pike St	1424 Belmont Ave	1420 Belmont Ave
Street Level Use	Mixed-Use Retail		Retail, Residential Parking	Condominium	Apartments

5.0 access & mobility

URBAN DESIGN ANALYSIS



NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA

E Pike St

2.9 Urban Village Neighborhood



KEY PLAN



Street Type

Urban Village Neighborhood

Arterial Classification

Minor Arterial

ROW Width - Minimum

74'

Curb Radii

20'

Bicycle Master Plan

Protected Bike Lane

Pedestrian Master Plan

Priority Investment Network

Urban Village P-Zone

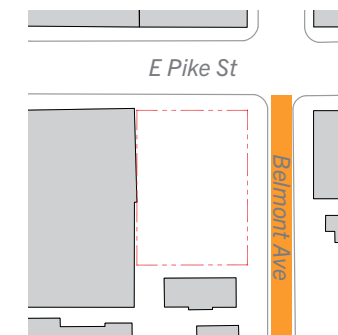
Yes

Belmont Ave

1.0 Urban Village Neighborhood Access



KEY PLAN



Street Type

Urban Village
Neighborhood Access

Arterial Classification

Not Designated

ROW Width - Minimum

52'

Curb Radii

20'

Pedestrian Master Plan

Priority Investment Network

Urban Village P-Zone

Yes

Land Use Constraints

Y

5.0 existing site

URBAN DESIGN ANALYSIS

PROPERTY DETAIL

Parcel
880490-0910

Zoning
NC3P-75 (M)

Site Address
517 E Pike St 98122

Property Types
C

Land Sq/Ft
14,000

Acres
0.32

of Buildings Aggregated
1

Shape
Rect or Slight Irreg

Building Description
Low/Average

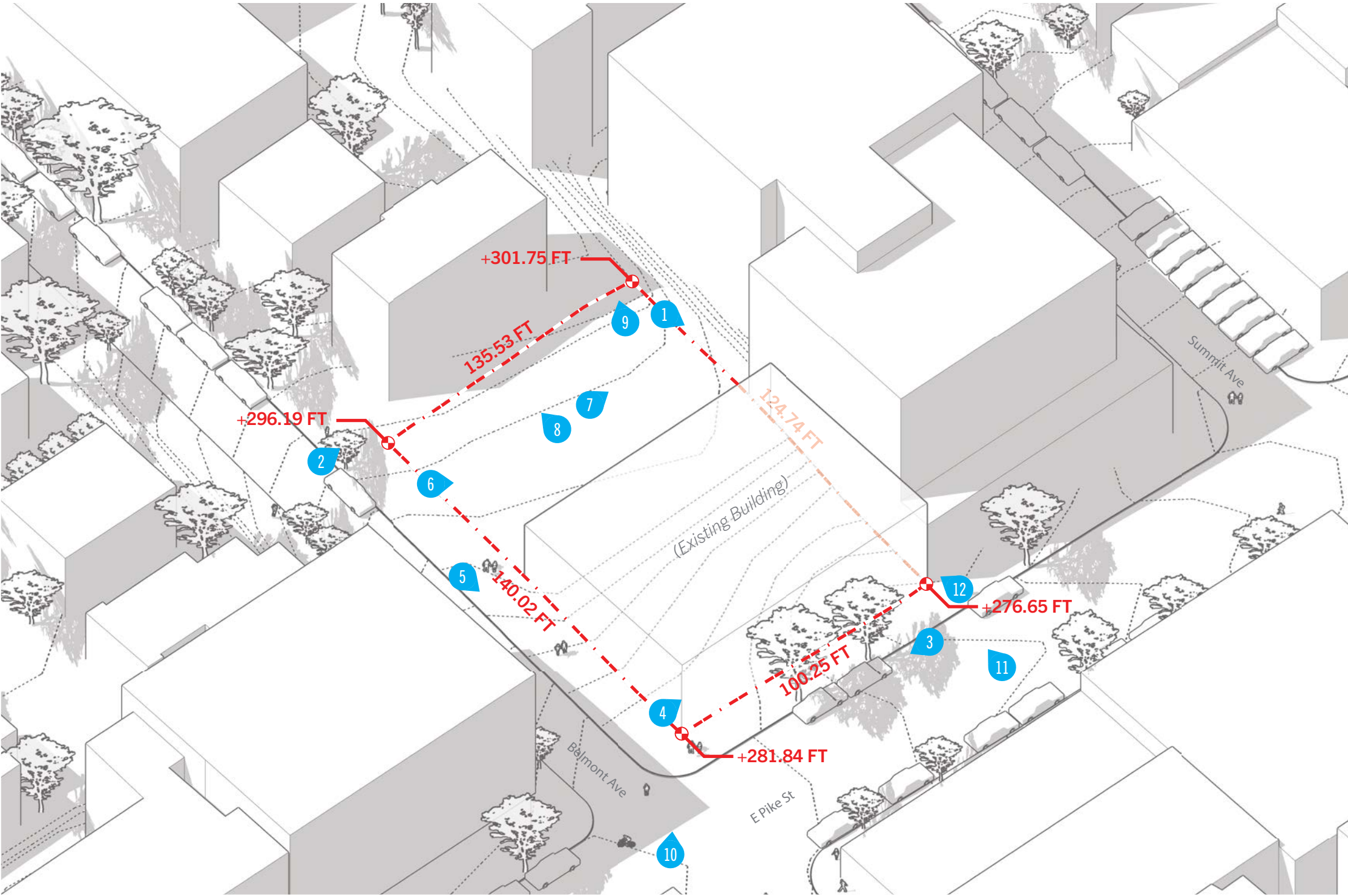
Year Built
1910

Stories
2

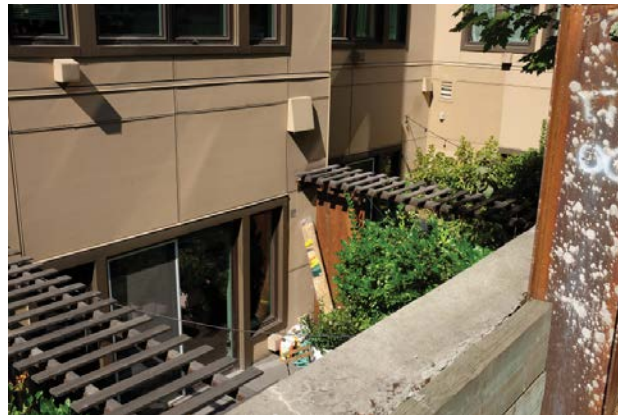
Building Gross Sq / Ft
26,950

Construction Class
Masonry

Present Use
Retail Store



NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA



1 View from retaining wall at west PL looking down onto neighboring property patios



2 View looking down retaining wall of south PL that abuts neighboring driveway



3 View looking down E Pike St at property's current right-of-way condition



4 View looking at existing building facade material's texture



5 View looking down Belmont Ave sidewalk at building facade



6 View looking at vehicular entry for surface parking lot of existing building



7 View looking at west edge of property where neighboring building looks onto site



8 View looking at neighboring building to the south



9 View looking at where south and west property lines meet



10 View looking at intersection of E Pike St and Belmont Ave at existing building



11 Looking at condition where existing building abuts neighbor building on E Pike



12 Closer look at condition where existing building abuts neighbor building on Pike

5.0 hunters capital - pike/pine historic restoration projects
URBAN DESIGN ANALYSIS

PAGE INTENTIONALLY LEFT BLANK

PIKE / PINE CONSERVATION DISTRICT



The structure was built in 1916 by Hans Pederson and architect Webster & Ford. The original owner was the J.M. Colman Company, notable for having built the Colman Dock on Seattle’s waterfront. Between the 1920s-1940s, a Carr Brothers & Wurdeman auto repair operated in the space. For much of the mid-twentieth century, Raff’s Shoes operated in the Colman Automotive Building, selling all kinds of footwear



By the time the building was purchased in 2011, it had fallen into disrepair. Hunters Capital spent much of 2012 completing the exterior’s renovation, restoring the building’s facade to its original look. Area 51, a furniture store occupied the unrestored retail space.



Following the exterior restoration, the interior underwent a full seismic and aesthetic refurbishment, featuring 18,100 SF of stunning retail. Tenants include two furniture stores: Blu Dot and Inform Interiors. Completion occurred in April 2018, ensuring the Colman Building’s next 100 years.

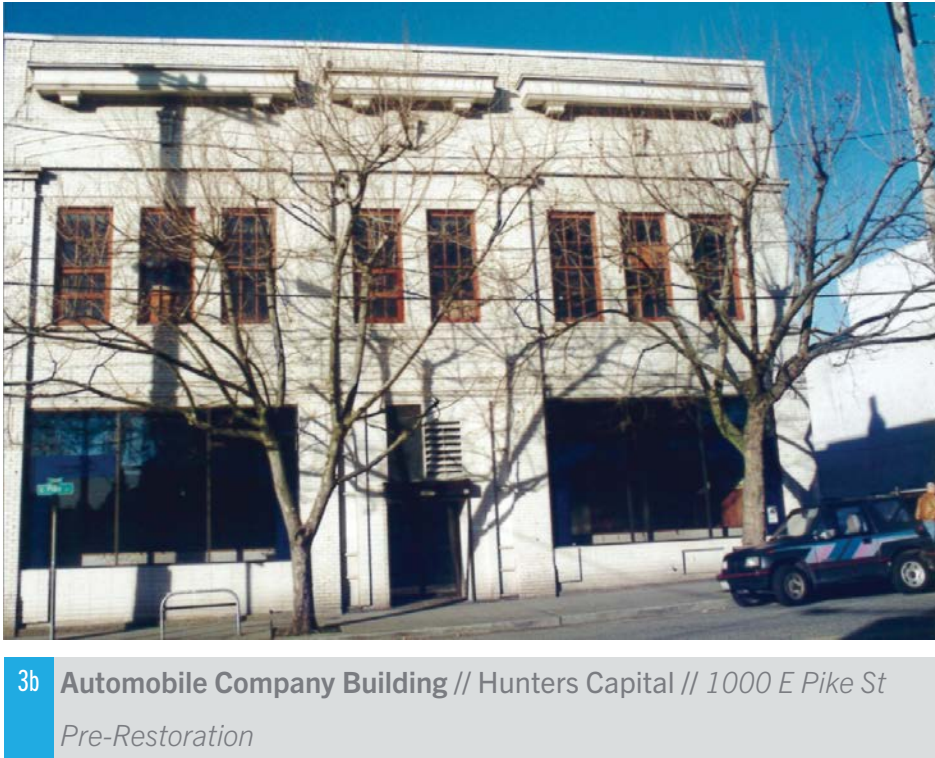
5.0 hunters capital - pike/pine historic restoration projects

URBAN DESIGN ANALYSIS

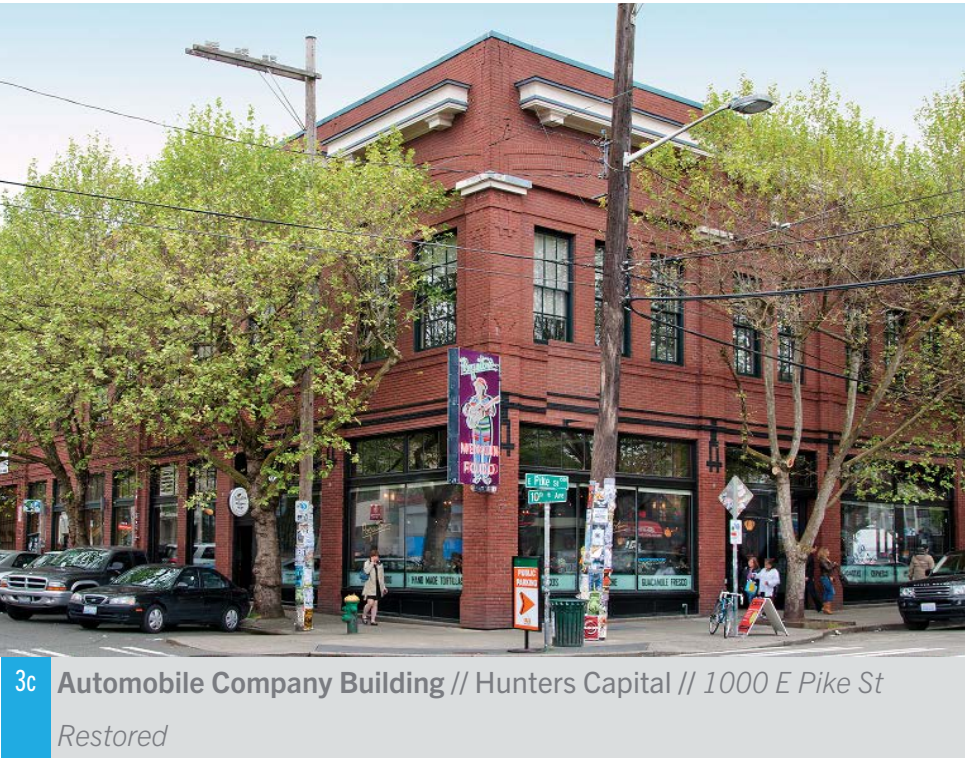
PIKE / PINE CONSERVATION DISTRICT



The building was constructed in 1912 for the Pierce Arrow Motor Car Company, which used the space as a showroom from 1913-1921. Over the next three decades, the building housed the Oldsmobile Motor Company (1930s), Nash Motor Sales (1940-1950), Northwest Hudson Inc. (1951-1953), among other dealers.



During the late 1960s, the building became a part of Recreational Experience Incorporated’s (R.E.I.) growing operation, as its headquarters. Michael Malone purchased the building in 1996 from R.E.I for his company, AEI Music. He proceeded to undertake a complete transformation of the space. Malone used the architect’s original blueprints to restore the structure to its original specifications.



Improvements included restoring the exterior to its original grace: rebuilding the wood storefront, sandblasting and tuck pointing all the brick, and reinforcing the building parapets. Expanded entries were added to better connect with the existing streetscape. After Malone sold AEI Music, his new firm Hunters Capital continued the re-imagination process, while holding true to the building’s historic nature. Today’s tenants enjoy uniquely crafted spaces that highlight the best of the building’s auto row past.

PIKE / PINE CONSERVATION DISTRICT



The Dunn Motors Building was built in 1925 with architect J. Lister Homes and builder Western Construction Co. The original owner of the structure, formerly known as the Holmes Building, was Henry Elliot Holmes. To Holmes, the development project was an investment; he saw the rise in the use of automobiles and the development of Seattle as an auto distribution center. Holmes wisely chose to build his dealership on a property in the heart of Capitol Hill’s auto row. From 1926 until 1958, the Holmes Building housed many different auto dealers—Dunn Motors Inc. being the first and most notable.



From 1974 to 2012, printing company C-K Graphics was the sole building occupant. Hunters Capital soon thereafter purchased the building with the intention of creating a new development that would incorporate the storied existing facade. Groundbreaking began in December 2014, followed by a year and half of diligent construction. Extreme care was taken to preserve the facade of the original structure.

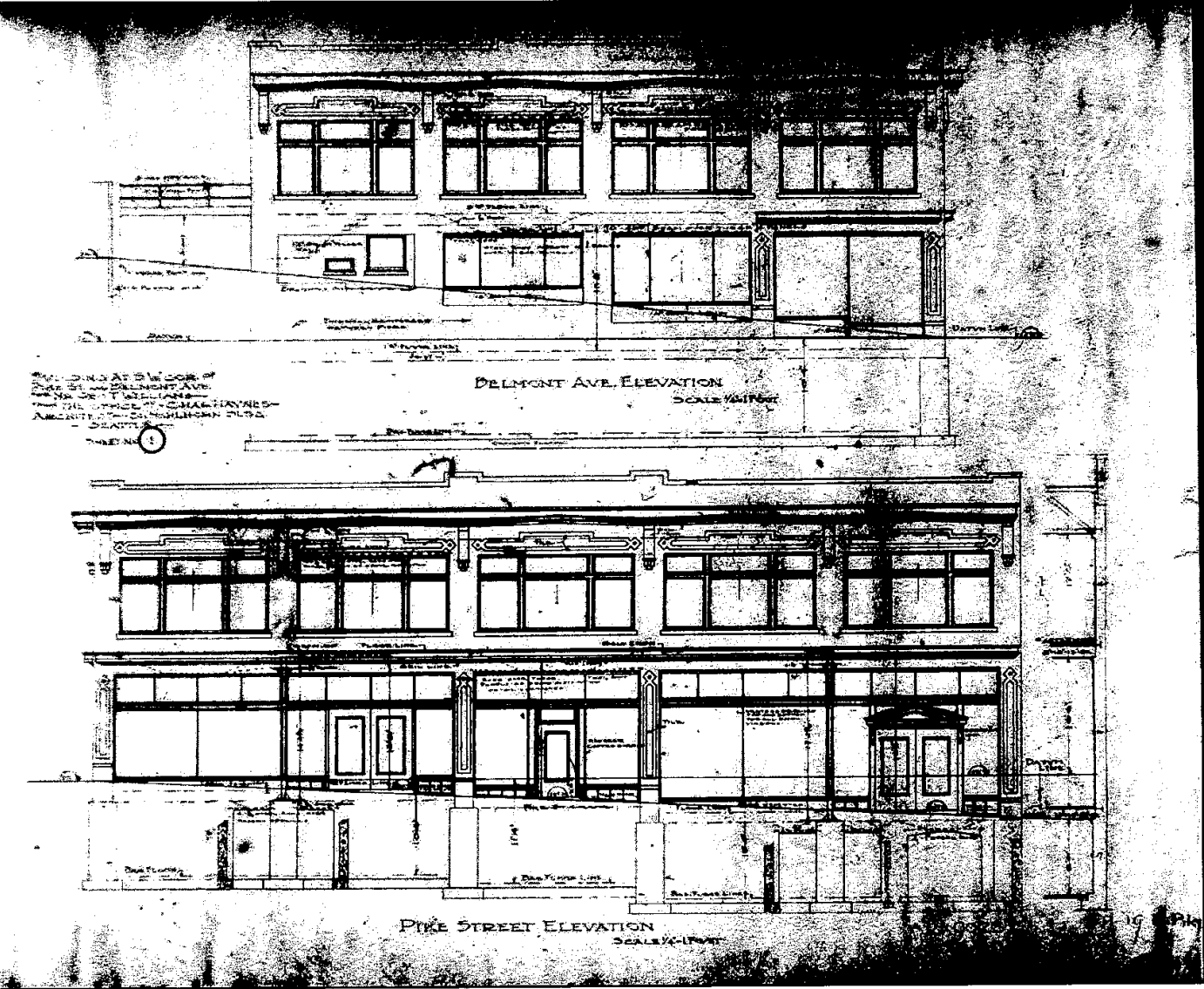


The Dunn Motors Building opened in April 2016. The 125,000 SF mixed-use development contains 89 large luxury units, 8,000 SF of class A office space, and 6,000 SF of retail. Current retail tenants include Ethan Stowell’s Tivolata, an upmarket rustic Italian restaurant. Hunters Capital participated in the Pike/Pine Conservation Overlay District’s facade easement program, preserving the historic facade in exchange for an additional floor of height above what zoning dictates. We believe this building sets the gold standard for facade easement and historic building redevelopment.

5.0 existing historic character structure

URBAN DESIGN ANALYSIS

CHARACTER FACADE RESTORATION OF THE ROWLAND MOTORS BUILDING

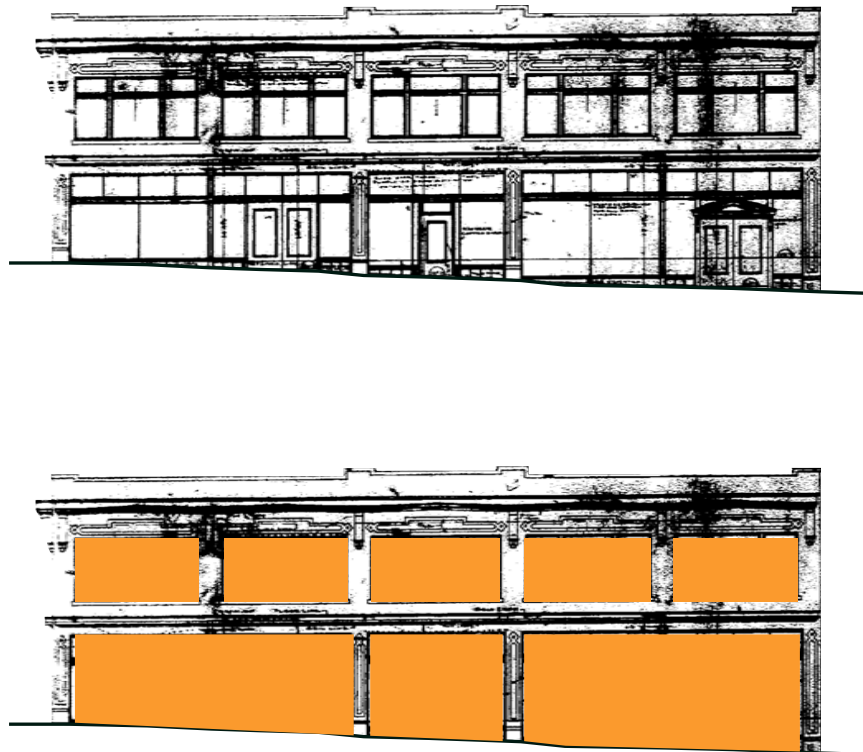


1937-38. Subject building (address: 511-517 E Pike St). East and north facades, looking southwest. King County Tax Assessor photo. Source: Washington State Archives, Puget Sound Region Branch

The Rowland Motors Building, constructed in 1910, occupies the entire 100' frontage of E Pike St. and wraps south for approximately 80' of the Belmont Ave E frontage. The two-story building facade will be restored to its character in order to preserve its relationship and scale to the pedestrian way. Elements of the facade such as the fenestration openings, cadence of the vertical structure, and ornamental facade details have been studied and diagrammed, and influence the development of the three design options. A key design goal of the project is to revitalize the character of Rowland building to its original state and to maintain the pedestrian relationship to this two-story base.

1

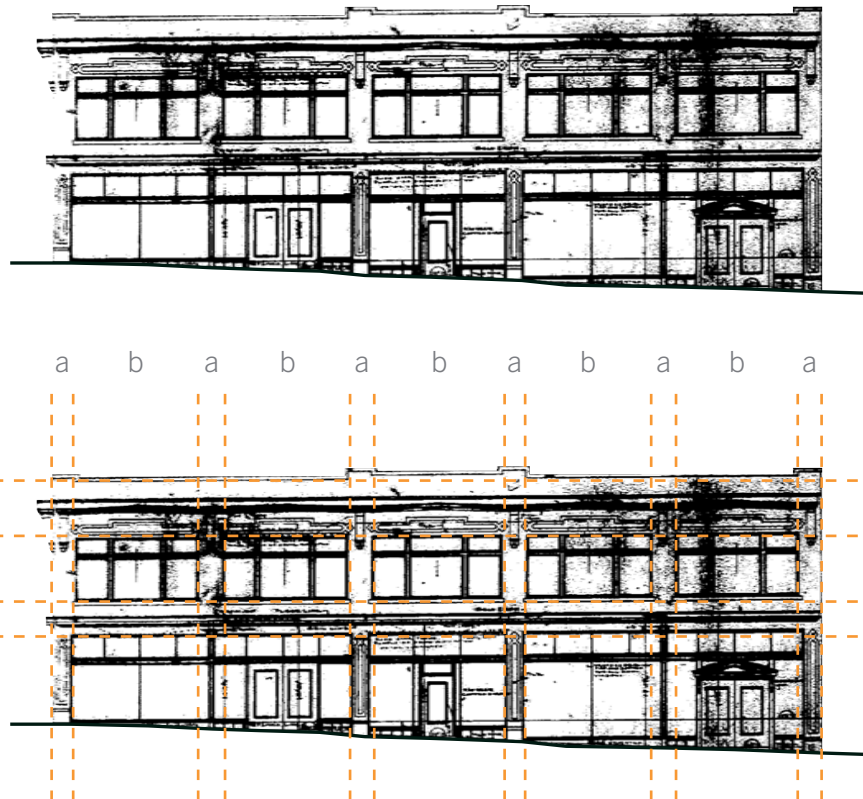
fenestrations



- ordered window bays (5)
- large window openings
- fenestration patterning continues onto Belmont

2

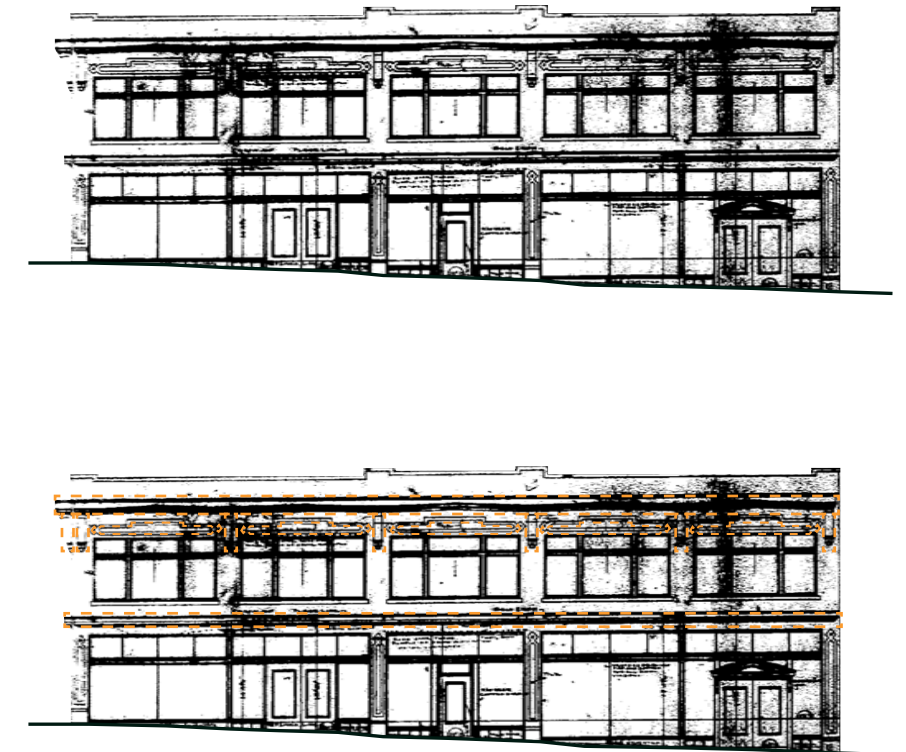
cadence



- vertical structure creates rhythmic bays
- horizontal breaks at floor lines
- simple orderly facade

3

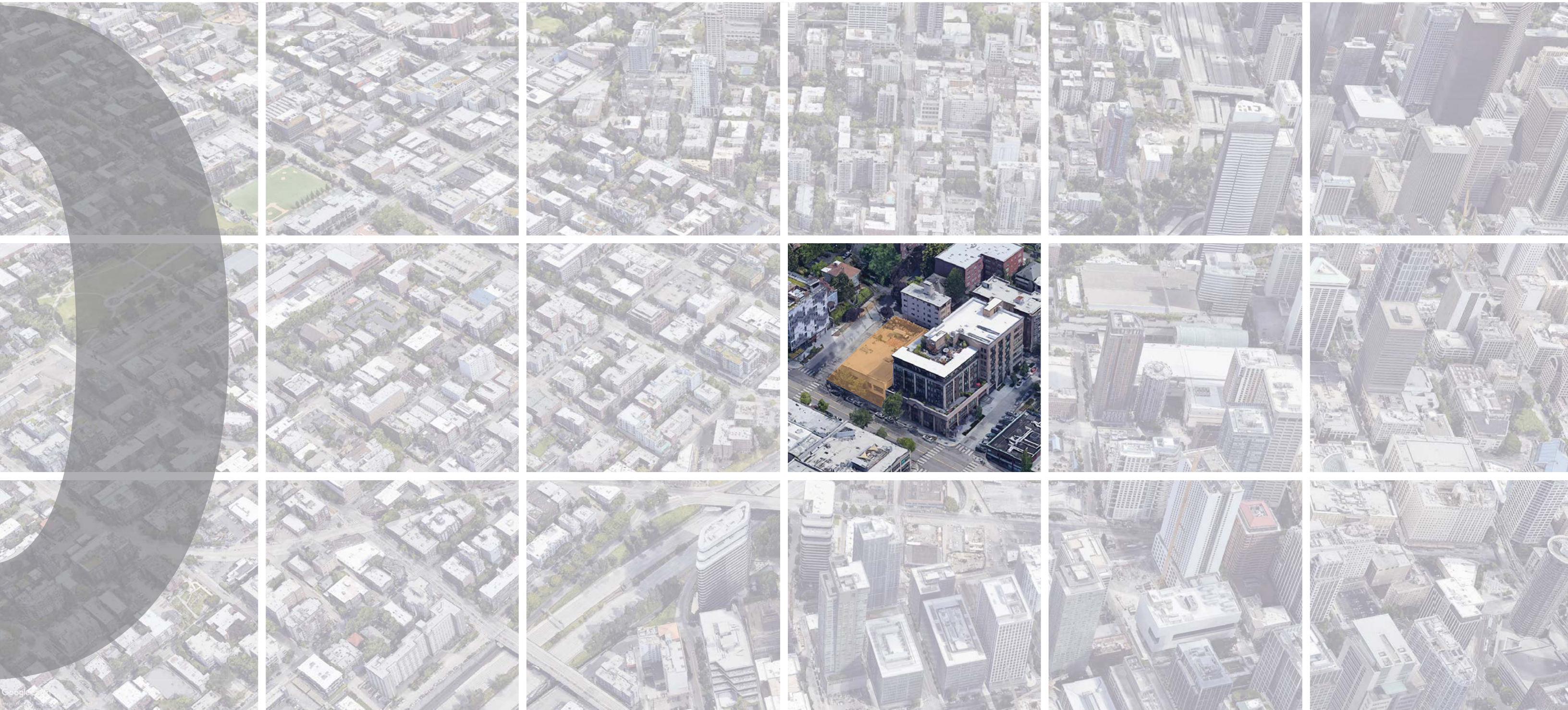
ornament



- ornamental elements add interest
- horizontal banding separates massing
- window head detailing accents openings



ZONING DATA 6.0



PAGE INTENTIONALLY LEFT BLANK

23.47A.004.G.2 Live-work units

In pedestrian-designated zones, live-work units shall not occupy more than 20% of the street-level street-facing facade along designated principal pedestrian streets. Minimum depth is 15 feet (23.47A.008.E.1)

23.47A.005.C.1 Residential uses at street level

Residential uses may occupy, in aggregate, no more than 20% of the street-level street facing facade.

23.47A.005.D.2 Principal pedestrian streets

E Pike Street

23.47A.008.A.2 Blank facades

- b. Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.
- c. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

23.47A.008.B.2 Transparency

60% of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.

23.47A.008.B.3 Non-residential depth

Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.

23.47A.008.D.2 Dwelling unit along street-level

The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

23.47A.012 Structure height/ 23.47A.013 Floor area ratio

- 75’ (HALA MHA NC3P-75(M))
- 5.5 (HALA MHA NC3P-75(M))

23.47A.014 Setback

15’ triangle corner (when abutting residential zone side or rear lot lines)

10’ (13’ to 65’ ht.)+ 1’ per 10’ >65’ Ht. (MAX. 20’) abuts MR lot

Upper level street-facing setback: Avg. 8’ from front lot line above 65’

23.47A.024 Amenity Area

5%

Table A & Table B for 23.54.015 Parking

Non required with an urban center.

Table A for 25.54.030 Curb cuts for non-arterial street

Greater than 80 feet up to 160 feet: 2 curb cuts permitted

23.73.008.B Space for small commercial uses at street level

5,000 SF (0)/ 5,000 SF-8,000SF (1)/ 8,000 SF-12,000SF (2)

23.73.008.C New structure face E Pike, 50’ limit to individual business frontage.

23.73.009.C FAR exemption

- 1a. General sales and services
- 1b. Major durables retail sales
- 1c. Eating and drinking establishments
3. All floor area in residential use in a development that retains all character structures on the lot.
4. In areas where the underlying zoning is NC3P-75, all floor area in any use if the lot that is to be developed is 8,000 square feet or less in area and has been either vacant or in parking use since February 27, 1995.
5. Floor area in non-residential use within a character structure that meets the minimum requirements for retaining a character structure.

23.73.010.A Floor Area Limits Outside the Conservation Core

The maximum gross floor area of any single story above 35 feet in height is limited to 15,000 square feet. For a project that is allowed extra height above the height limit by subsection 23.73.014.A, the 35-foot height above which the floor area limit applies is increased to 39 feet.

23.73.010.B .2 FAR Retaining Character Structure

25% increase in the floor area limit.

23.73.012.A Structure width and depth limits outside conservation core

No limit for lots that retain a character structure. 128’ on lots with character structure.

23.73.014.A Height exceptions (no character structure)

Additional 4’ if street level floor to ceiling height is 13’ or more. The additional height can not permit an additional story.

23.73.014.B Height exceptions (with character structure)

Additional 10’ if include a character structure. The additional floor above 75’ height limit is occupied by residential use.

23.73.015.A New structures above character structure

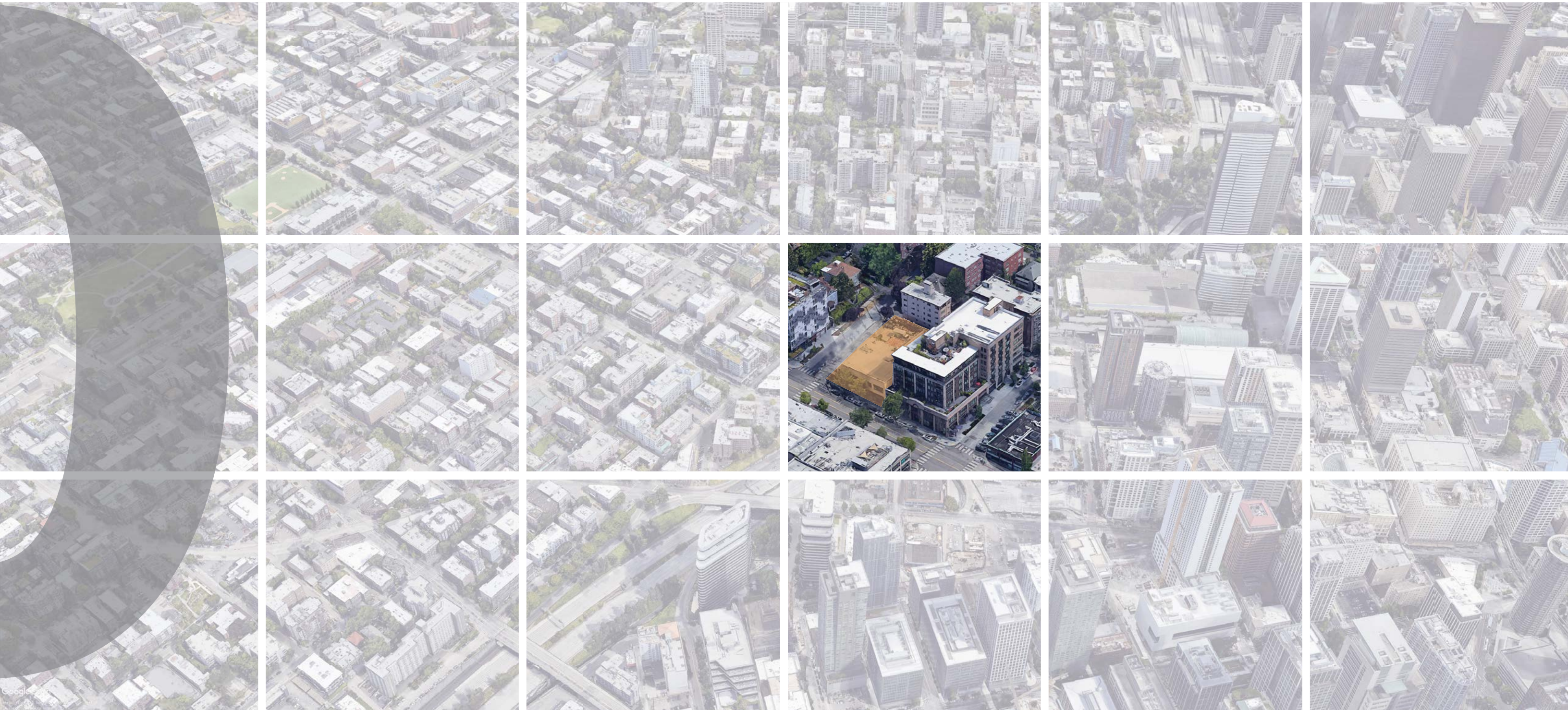
2. All portions of the new structure above the height of the street-facing facades of the character structure shall be set back a minimum of 15 feet from the street-facing facades of the character structure.
3. The original floor-to-ceiling height of the street-level story of the character structure is maintained.

(M)

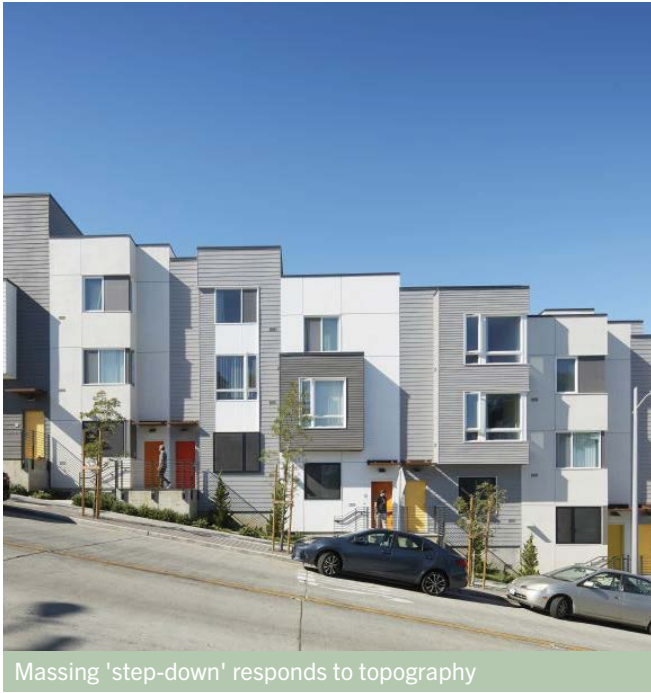
7% of homes must be affordable or a payment of \$20.75 per SF



DESIGN GUIDELINES 7.0



7.0 pike / pine neighborhood design guidelines
DESIGN GUIDELINES



Massing 'step-down' responds to topography

CS1-I-ii
Natural Systems & Site Features
Topography

Design the building massing to step with grade using techniques such as changes in the levels of upper floors, breaks in the roof line, and vertical and horizontal modulation.

Response:

The site slopes downward in the N-S direction towards Pike St. The preferred design approach is to locate a taller massing upwards on Belmont St and to 'step-down' the massing closer the Pike St. The massing change is proposed to begin where the character structure ends in order to accentuate the existing context.



Compatibility with surrounding height, bulk and scale

CS2-IV-i
Urban Pattern and Form
Height, Bulk, and Scale Compatibility; Pike/
Pine Scale and Proportion

Scale and Form: Design new structures to be compatible in scale and form with surrounding context.

Response:

The proposed building is directly compatible with the scale and form of existing new development in the surrounding area. The preservation of the character structure at the base makes the massing compatible with existing smaller scaled buildings at the street level.



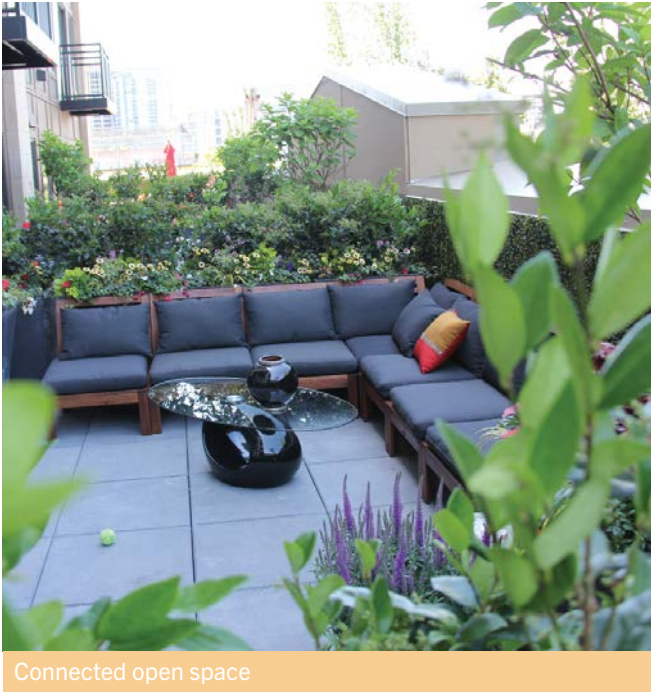
Dunn Motors 'auto-row' architectural context

CS3-I-i
Architectural Context and Character
Existing Architectural Context

New buildings should respond to the architectural tradition of nearby buildings. Architectural styles and materials that complement the historic “auto-row” light-industrial vernacular are encouraged.

Response:

The restoration of the character structure will rejuvenate the architectural style of the base back to its original 'auto-row' industrial style. The new building above will seek to take visual clues to pay homage to the original architecture and create a pleasant transition between the new and old.



Connected open space

PL1-I-i
Connectivity
Network of Open Spaces

Design open space in new development to be consistent with the street character and function desired at a given location.

Response:

The open space at the street level will include new street trees along Belmont, decorative landscaping, and recessed entries to maintain consistent character with the Capitol Hill Streets. The proposed massing setback from the character structure connects with a similar setback of the neighboring building to the west.



Commercial environment with 'eyes on the street'

PL2-I-i
Walkability
Personal Safety and Security

Design new development to emphasize an active street environment and locate activities to promote “eyes on the street” as the best approach for achieving a secure environment.

Response:

The new development will be designed to enhance the active Pike St. street environment. The preferred design option places all of the dynamic commercial spaces along Pike St. The vehicular and service entries are located on the southern most portion of Belmont to minimize overlap with pedestrians and avoid disruption along the principal pedestrian Pike St.



Visually prominent pedestrian entrance

PL3-I-i
Street-Level Interaction
Residential Entries

Design primary entries to provide visually prominent pedestrian access, weather protection, and to enhance the overall design concept.

Response:

The primary entrance is proposed at the southern most bay of the character structure along Belmont. In order to provide an accessible entrance along the steeply sloped street and to provide weather protection, the entrance will be pushed back into the character structure. The proposed entry is located where it can be both visually prominent but also not interrupt the desired commercial uses on Pike St.



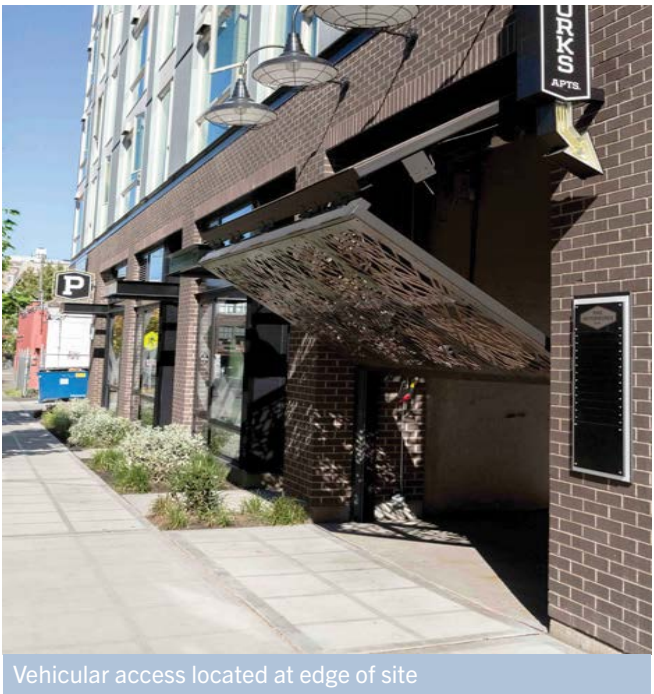
Pedestrian-oriented retail edge

PL3-IV-i
Street-Level Interaction
Retail Edges

Design the ground floor retail edge of new developments to enhance street-level activity and maintain a small-scale, pedestrian-oriented character.

Response:

The ground floor retail edge will maintain the large amount of glazed openings created by the structured bays of the character structure. The restoration of the facade will add pedestrian-scaled detail that had been stripped away in the past.



Vehicular access located at edge of site

DC1-II-i
Project Uses and Activities
Vehicular Access and Circulation

Minimize negative visual impacts of vehicle access.

Response:

In all design options the vehicle access is proposed off Belmont street to minimize impact to the principal pedestrian street. The preferred approach requests a departure to allow the vehicle entrance to be located at the southern most portion of Belmont St., to minimize the negative visual impacts to the neighborhood.

7.0 pike / pine neighborhood design guidelines
DESIGN GUIDELINES



Clear design concept transitions from character structure

DC2-I-ii
Architectural Concept
Concept

Design concepts for projects that include character structures should emphasize the character structure. A clear design concept should guide the project's response to the character structure.

Response:

The character structure fills the entire portion (100') of Pike St. and wraps around Belmont for 80'. The new massing above the character structure will serve to transition from the character structure and takes visual cues from the 'auto-row' building. Where the character structure ends, the new building will respond with a unique, modern approach to differentiate from the new building above the character structure.



Continuity between new and old structures

DC2-III-ii
Architectural Concept
New Projects that Include Character Structures

Emphasize the streetscape and the street level portion of the character structure to maintain a sense of continuity between the character structure and the new project.

Response:

The restoration of the character structure will emphasize the importance of the 'auto-row' facade and its impact on the streetscape. Subtle cues from the character structure will be studied to tie the new building to the facade below.



High-quality building materials

DC4-I-i
Exterior Elements and Finishes
Exterior Finish Materials

New development should complement the neighborhood's auto-row and light-industrial vernacular through type and arrangement of exterior building materials. Preferred materials and approaches include: brick, masonry, textured or patterned concrete, true stucco (Dry-vit is discouraged), with wood and metal as secondary or accent materials.

Response:

High-quality, durable materials will be studied for the new building to compliment the predominately stucco character structure.

END PIKE / PINE DESIGN GUIDELINES



Ample daylighting in living spaces

CS1-B-2
Natural Systems and Site Features
Sunlight and Natural Ventilation
Daylighting and Shading

Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

Response:

Strategically placed upper level setbacks from the character structure and a top-level massing stepdown (preferred design option) serve to minimize shading towards the north. Ample setbacks allow for maximum glazing throughout the project to provide units with access to daylight.



Corner site with strong architectural statement

CS2-C-1
Urban Pattern and Form
Relationship to the Block
Corner Sites

Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.

Response:

The corner site of Belmont and Pike St. offers opportunity to create a statement design. The proposed restoration of the character structure will enhance the corner for the pedestrian. A strong corner will remain at the edge.



Old and new complimentary design

CS3-A-1
Architectural Context and Character
Emphasizing Positive Neighborhood Attributes
Fitting Old and New Together

Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

Response:

The new proposed massing directly responds to the existing historic context by transitioning from an 'auto-row' base to modern residential building above. The new massing above the character structure will take design cues for the material selection, fenestration opening, and exterior detailing.



PL1-B-3
Connectivity
Walkways and Connections
Pedestrian Amenities

Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building’s entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

Response:
The project seeks to create a lively pedestrian streetfront by incorporating design amenities that cater to interaction and activity.



PL2-B-1
Walkability
Safety and Security
Eyes on the Street

Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

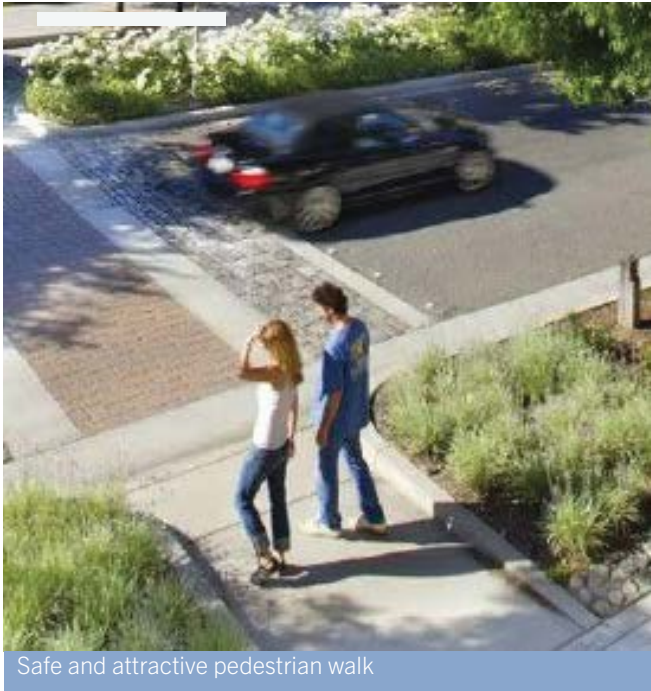
Response:
Safety and security will be achieved by maintaining high level of glazing in the character structure and placing doors and windows where they encourage a safe environment.



PL3-A-1
Street-Level Interaction
Entries
Design Objectives

Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.

Response:
The primary entrances to the commercial spaces are proposed to be located in a similar place as the original entries. The residential entrance is proposed to be located at the southern most bay on Belmont. This entry will carve into the character facade to create a clear, identifiable entry point.



Safe and attractive pedestrian walk

DC1-B-1
Project Uses and Activities
Vehicular Access and Circulation
Access Location and Design

Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

Response:

Vehicular access and service uses are proposed to be located off Belmont near the south property line. These uses are best placed away from the principal pedestrian Pike St.



Architectural elements reduce perceived bulk and mass

DC2-A-2
Architectural Concept
Massing
Reduced Perceived Mass

Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

Response:

Secondary architectural elements such as balconies, material detailing, and upper level material transitions will serve to reduce the perceived massing of the new building in the preferred design option.



Appropriately scaled signage

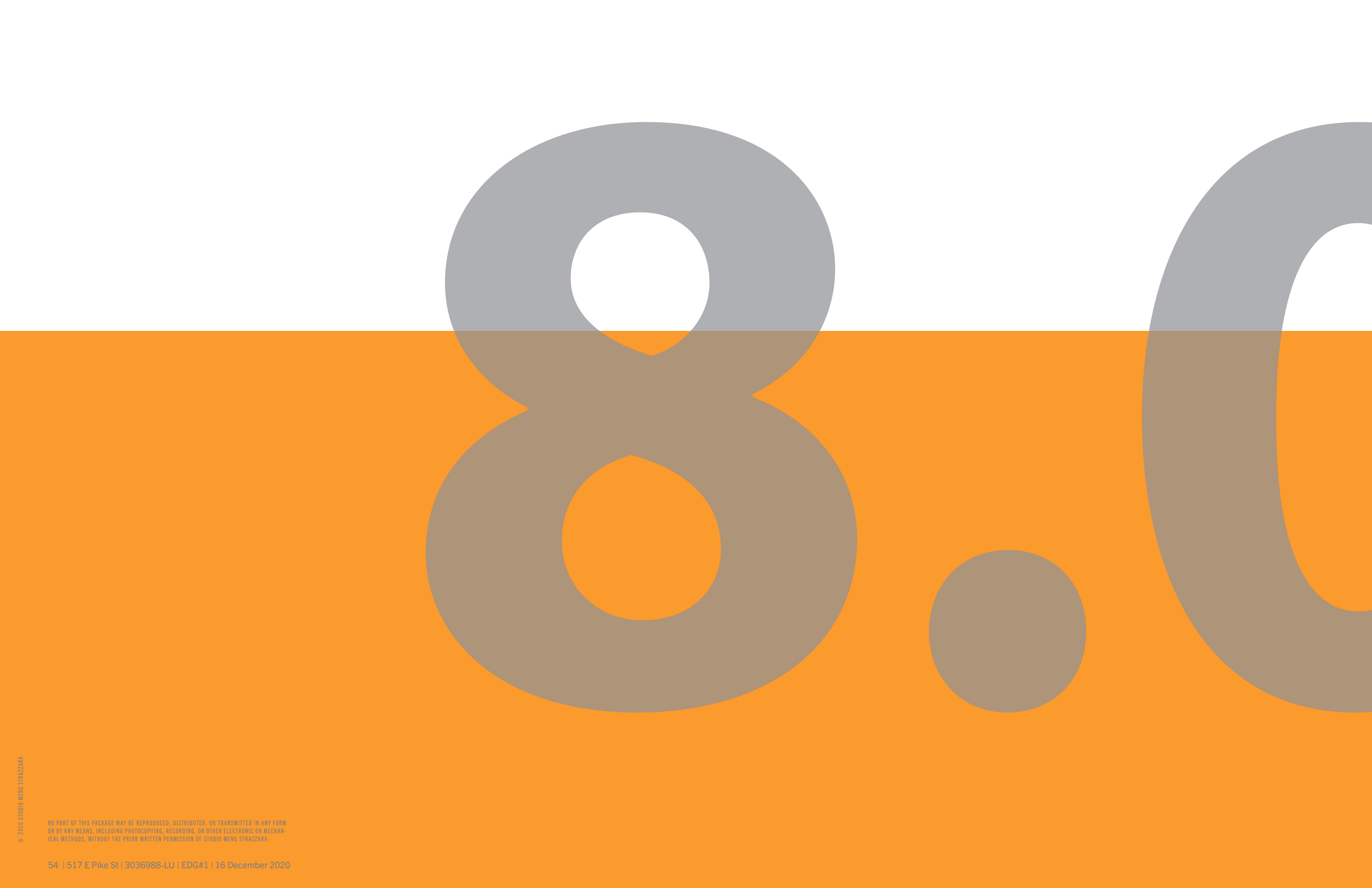
DC4-B-1
Exterior Elements and Finishes
Signage
Scale and Character

Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs. Signage should be compatible in character, scale, and locations while still allowing businesses to present a unique identity.

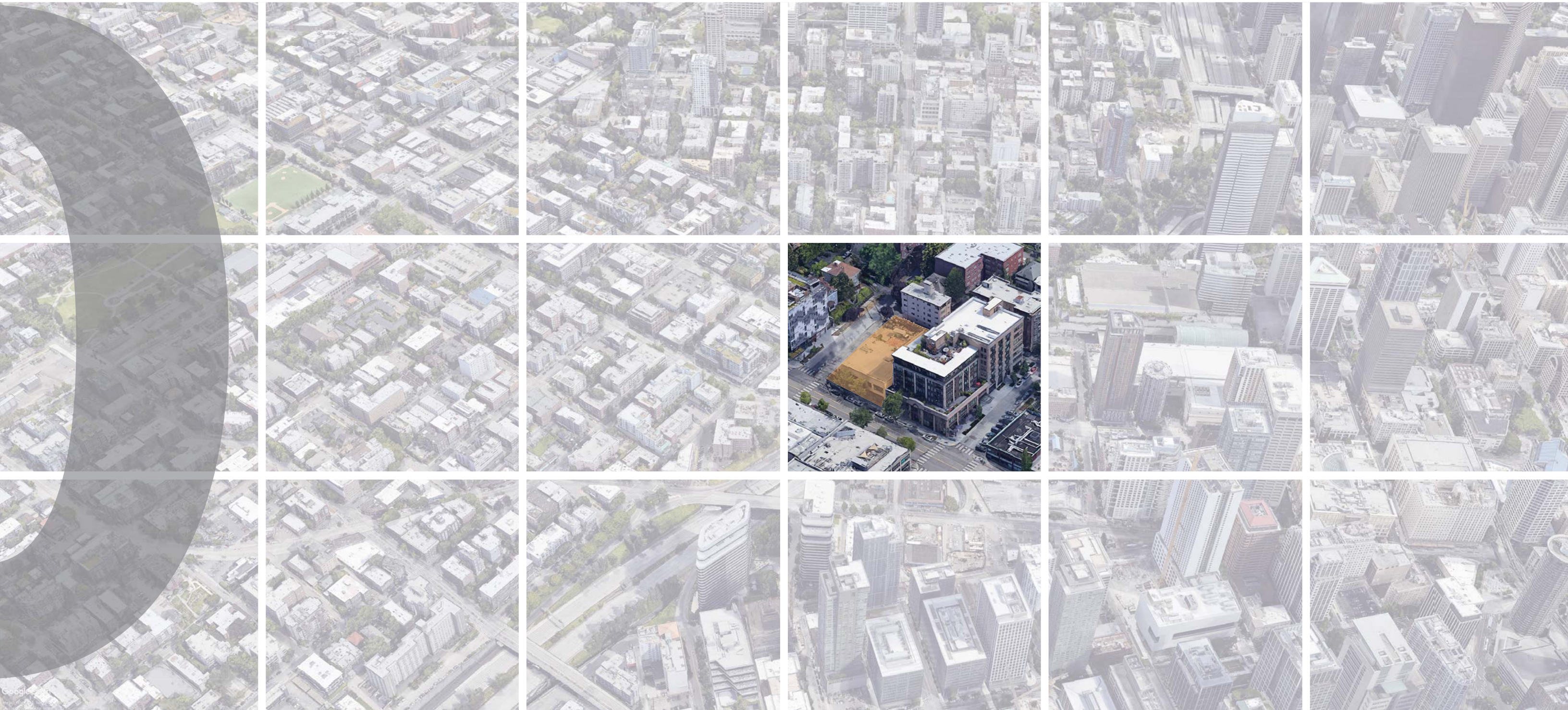
Response:

Exterior signage to be scaled appropriately to the proportion of the existing building. Review of the historical use of signage on the character structure will be studied and integrated into the new building signage.

END SEATTLE DESIGN GUIDELINES



ARCHITECTURAL MASSING CONCEPTS 8.0



PAGE INTENTIONALLY LEFT BLANK



Option 1 - Code-Compliant		Option 2	Option 3 - Preferred
Concept	CHAMFER	FILL	STEP
# Units	104	112	93
Commercial	4,600 sf	5,200 sf	9,000 sf
Total Gross SF	113,380 sf	119,150 sf	109,940 SF
Parking Stalls	Residential Required = 0 Proposed = 49	Residential Required = 0 Proposed = 51	Residential Required = 0 Proposed = 53
Opportunities	<ul style="list-style-type: none">corner residential entranceprominent exterior vertical circulation	<ul style="list-style-type: none">minimal setback from character structure allows for maximum development potentialmassing provides natural security through eyes on the street	<ul style="list-style-type: none">massing step-down directly responds to site topographypreserves pedestrian connection and openness at streetwrapped retail space emphasizes active street-level usesetback allows for extension of character structuredesign responds to visually prominent corner site
Constraints	<ul style="list-style-type: none">building does not respond to topographybuilding form does not compliment 'auto-row' vernacularground-level residential use detracts from Pike St. commercial characterexterior circulation distracts from character structureretail edge limits street-level interaction at corner	<ul style="list-style-type: none">building does not respond to topographycentral vehicle access negatively impacts pedestrian safety and interrupts streetscape circulationbulky massing does not respond to adjacent contextopen space not consistent with street characterdisrupts pedestrian relationship to character structure	<ul style="list-style-type: none">live-work unit adjacency to solid-waste service access
Compliance	No Departures	<ul style="list-style-type: none">Departure #1: SMC 23.54.030.G.1 - Sight TriangleDeparture #2: SMC 23.73.015.A.2 – 15’ Setback Above Character StructureDeparture #3: SMC 23.47A.14.b.2.b – Setback Abutting a Side Lot Line of a Residentially Zoned Lot	<ul style="list-style-type: none">Departure #1: SMC 23.54.030.G.1 - Sight TriangleDeparture #2: SMC 23.47a.014.B.1 – 15’ Triangle Setback

8.0 option 1 - code-compliant

ARCHITECTURAL MASSING CONCEPTS

- # Units104
- Commercial4,600 sf
- Total Gross SF113,380 sf
- Parking Stalls

Residential

Required = 0

Proposed = 49
- ComplianceNo Departures
- Opportunities
 - corner residential entrance
 - prominent exterior vertical circulation
- Constraints
 - building does not respond to topography
 - building form does not compliment 'auto-row' vernacular
 - ground-level residential use detracts from Pike St. commercial character
 - exterior circulation distracts from character structure
 - retail edge limits street-level interaction at corner

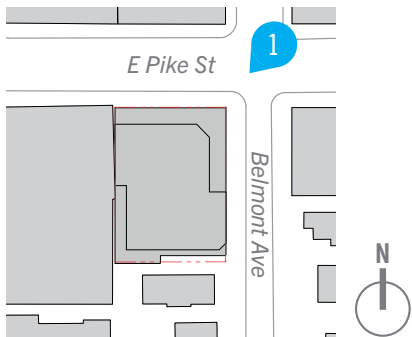


1

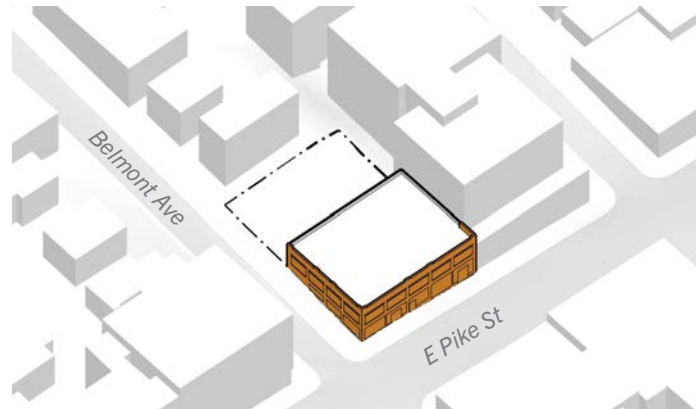
AERIAL VIEW

looking south-west

KEY PLAN



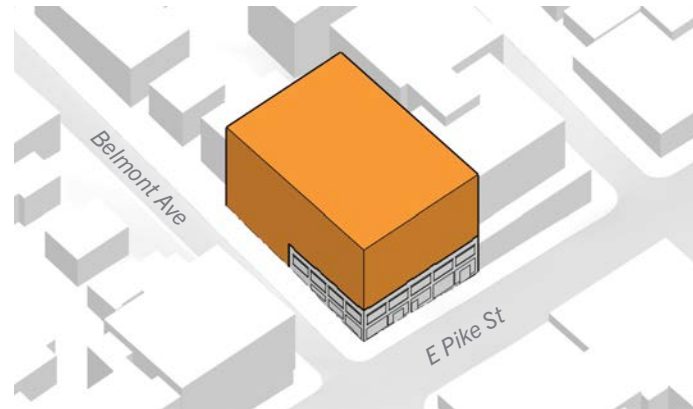
NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA



1

CONSERVE

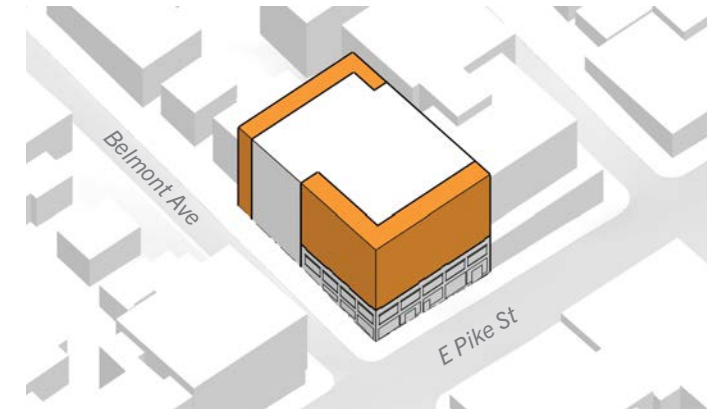
The historic two-story 'auto-row' facade is preserved and restored to its original character.



2

EXTRUDE

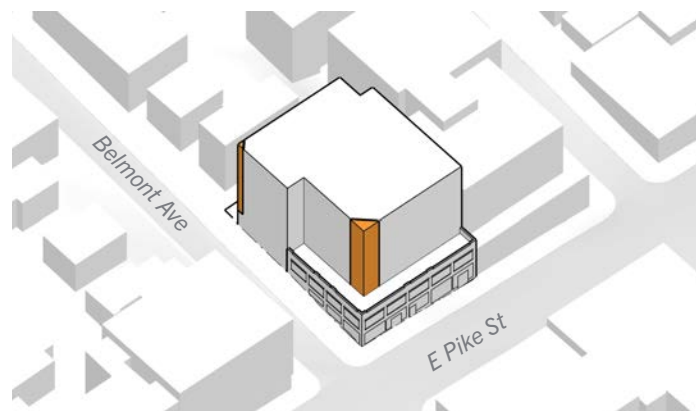
The site area is extruded to provide desired density of housing within the Pike/Pine Urban Center Village.



3

SETBACK

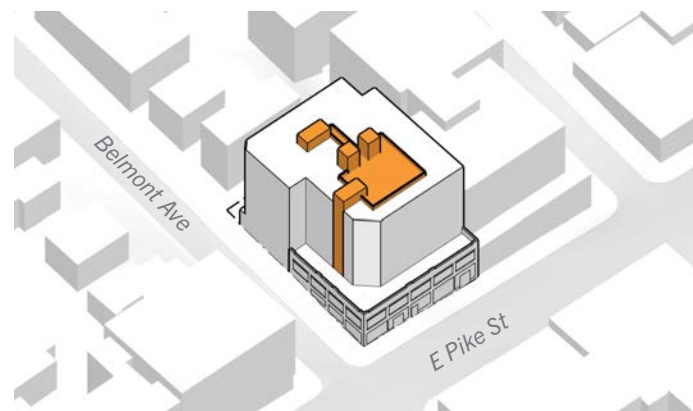
A code-required 15' setback is carved away from the new massing above the character structure and a 12' setback is pulled back from the south property line.



4

CHAMFER

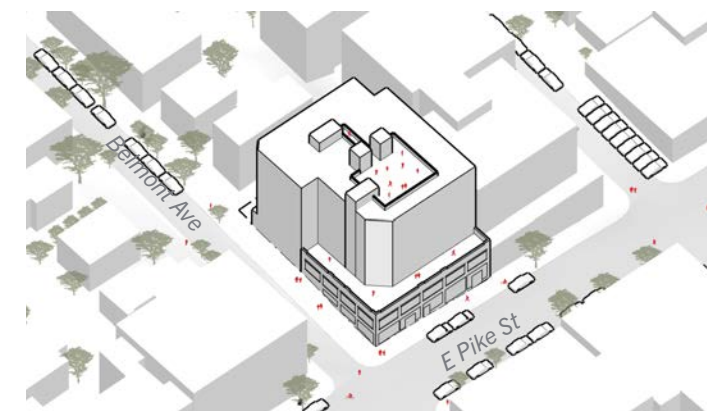
A chamfered edge is added to highlight the prominent NE corner. A chamfer is also added at the SE corner to comply with 15' corner setbacks to residential lots.



5

CORE

The vertical circulation cores are added to the massing with an exterior stair tower facing Belmont Ave.



PROPOSAL

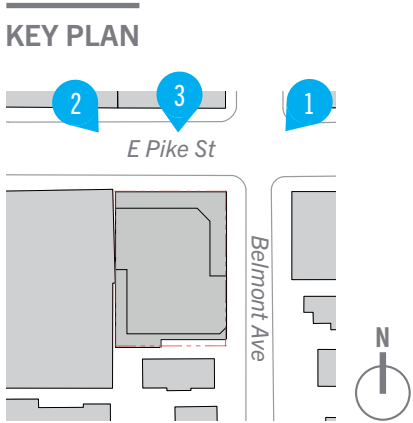
"CHAMFER"

The resulting Chamfer Option meets the programmatic requirements for the site and is code-compliant. The new massing does not provide a clear transition to the character structure and the pronounced corner treatment competes with the base.

8.0 option 1 - code-compliant
ARCHITECTURAL MASSING CONCEPTS



- 1 PEDESTRIAN VIEW *looking south-west from intersection of E Pike St and Belmont Ave*
- 2 AERIAL VIEW *looking south-east from above E Pike St*
- 3 PEDESTRIAN VIEW *looking from the sidewalk across E Pike St*

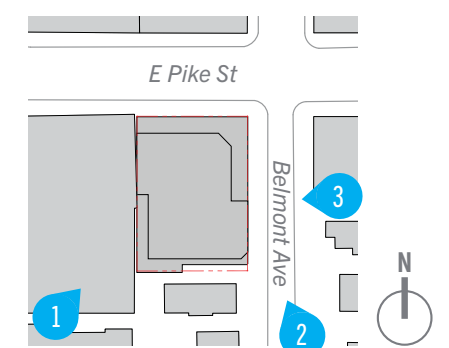


NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA



- 1 AERIAL VIEW** *looking north-east above Summit Ave*
- 2 PEDESTRIAN VIEW** *looking north-west up Belmont Ave*
- 3 PEDESTRIAN VIEW** *looking from the sidewalk across Belmont Ave*

KEY PLAN



8.0 option 1 - code-compliant
ARCHITECTURAL MASSING CONCEPTS



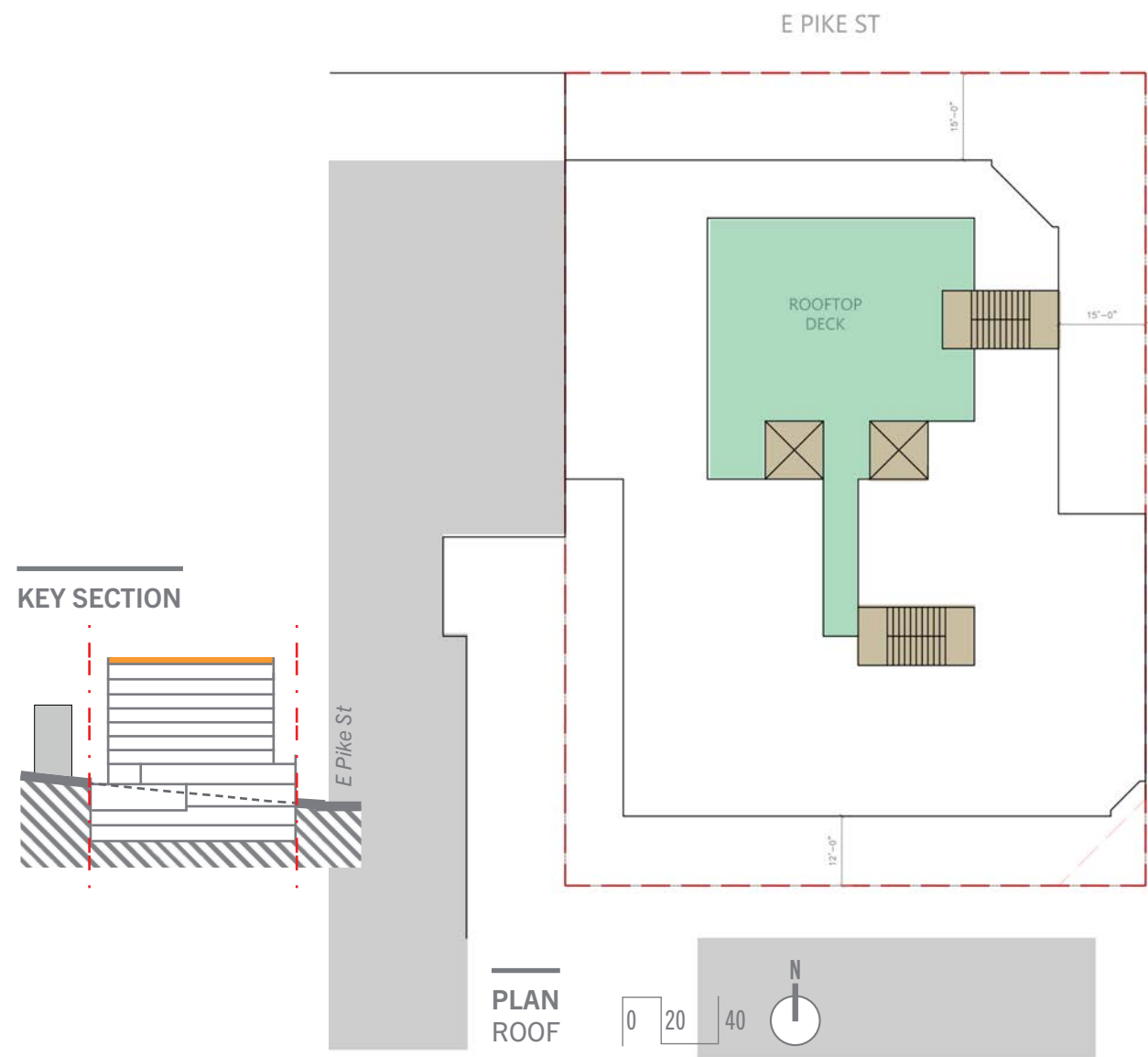
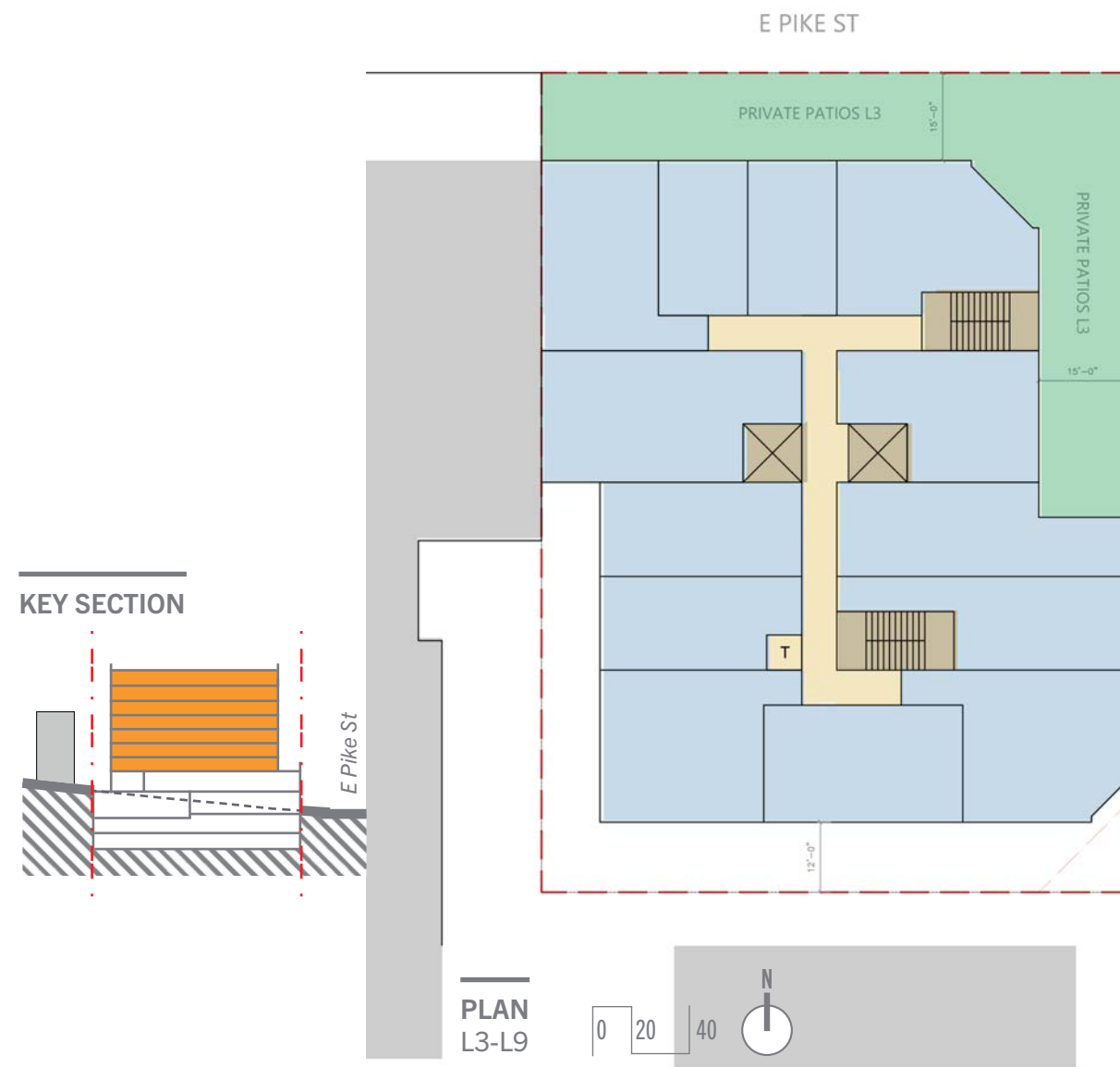
PROGRAM

- | | | |
|-----------------------------|------------------------|---------------|
| building services / storage | horizontal circulation | amenity |
| residential | vertical circulation | commercial |
| parking | trash | private patio |

ACCESS

- | | |
|------------------|-------------------|
| vehicular access | residential entry |
| commercial entry | egress |
| bike | |

NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA



PROGRAM

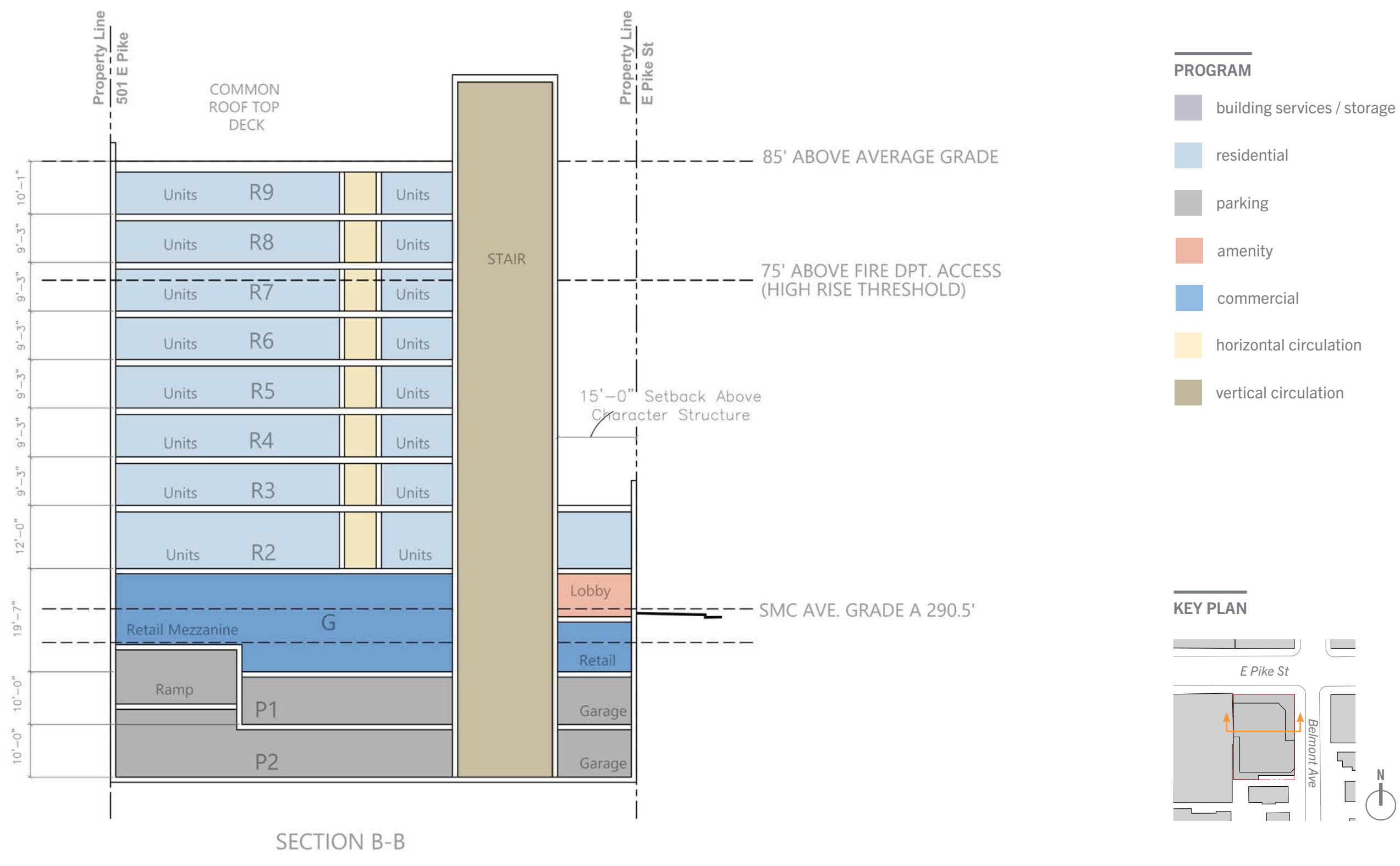
building services / storage	horizontal circulation	amenity
residential	vertical circulation	commercial
parking	trash	private patio

ACCESS

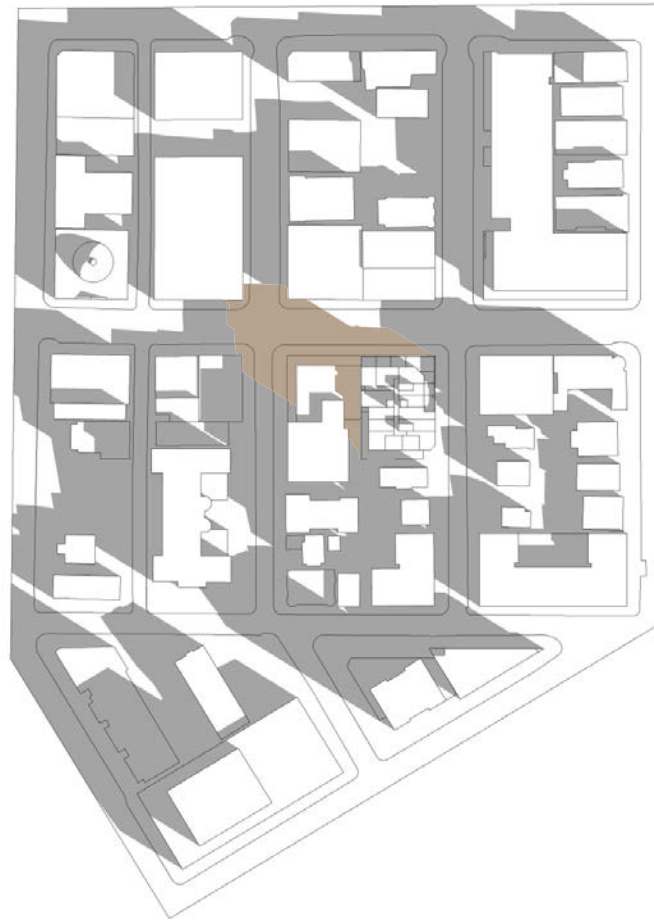
vehicular access	residential entry
commercial entry	egress
bike	

8.0 option 1 - code-compliant

ARCHITECTURAL MASSING CONCEPTS



9AM
 SPRING & FALL EQUINOX



NOON
 SPRING & FALL EQUINOX



3PM
 SPRING & FALL EQUINOX



SUMMER

WINTER



SUMMER

WINTER



SUMMER

WINTER



8.0 option 2

ARCHITECTURAL MASSING CONCEPTS

- # Units112
- Commercial5,200 sf
- Total Gross SF113,380 sf
- Parking Stalls

Residential

Required = 0

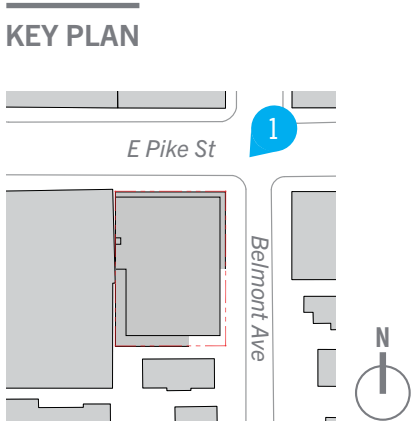
Proposed = 51
- Compliance
 - Departure #1: SMC 23.54.030.G.1 - Sight Triangle
 - Departure #2: SMC 23.73.015.A.2 – 15’ Setback Above Character Structure
 - Departure #3: SMC 23.47A.14.b.2.b – Setback Abutting a Side Lot Line of a Residentially Zoned Lot
- Opportunities
 - minimal setback from character structure allows for maximum development potential
 - massing provides natural security through eyes on the street
- Constraints
 - building does not respond to topography
 - central vehicle access negatively impacts pedestrian safety and interrupts streetscape circulation
 - bulky massing does not respond to adjacent context
 - open space not consistent with street character
 - disrupts pedestrian relationship to character structure

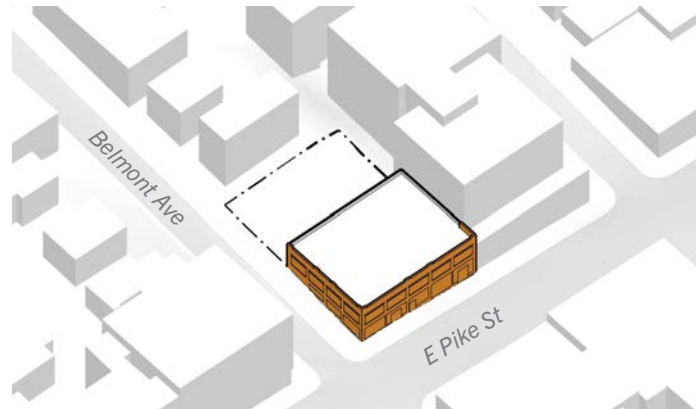


1

AERIAL VIEW

looking south-west

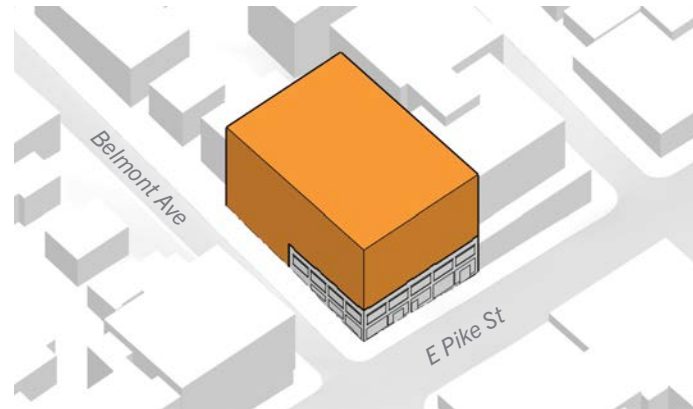




1

CONSERVE

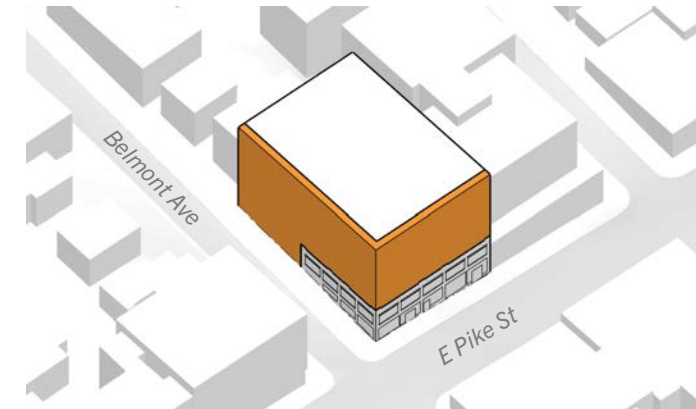
The historic two-story 'auto-row' facade is preserved and restored to its original character.



2

EXTRUDE

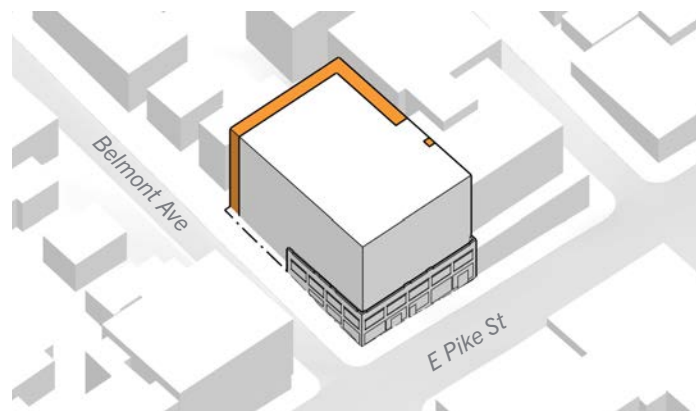
The site area is extruded to provide desired density of housing within the Pike/Pine Urban Center Village.



3

SETBACK (1)

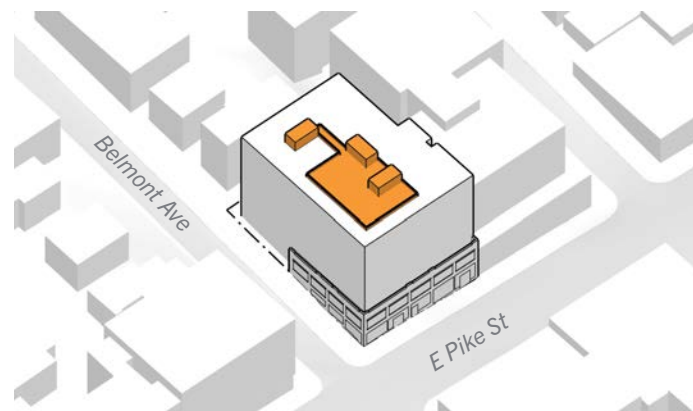
A minimal 5' setback is proposed along the entirety of the Pike St and Belmont Ave frontages.



4

SETBACK (2)

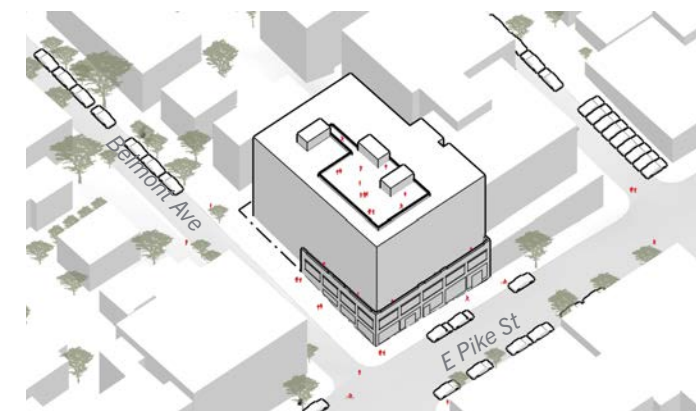
A 10'-12' setback is provided at the south and southwest to provide residential units with access to light and air.



5

CORE

The vertical circulation cores are added internally to avoid disruption of the exterior massing.



PROPOSAL

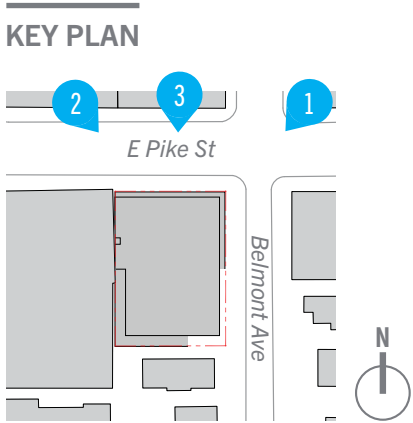
"FILL"

The resulting Fill Option provides the highest residential unit count due to significant reduction of required setbacks. While serviceable, the continuous right-of-way setbacks do not allow the new massing to appropriately differentiate itself from the character structure.

8.0 option 2
ARCHITECTURAL MASSING CONCEPTS



- 1 PEDESTRIAN VIEW *looking south-west from intersection of E Pike St and Belmont Ave*
- 2 AERIAL VIEW *looking south-east from above E Pike St*
- 3 PEDESTRIAN VIEW *looking from the sidewalk across E Pike St*

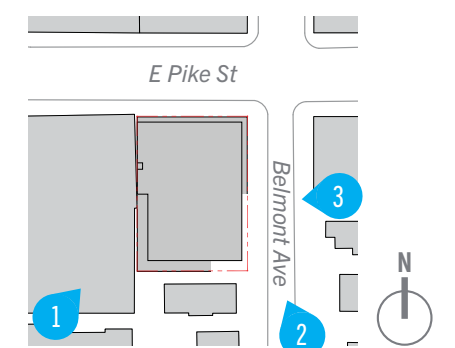


NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA



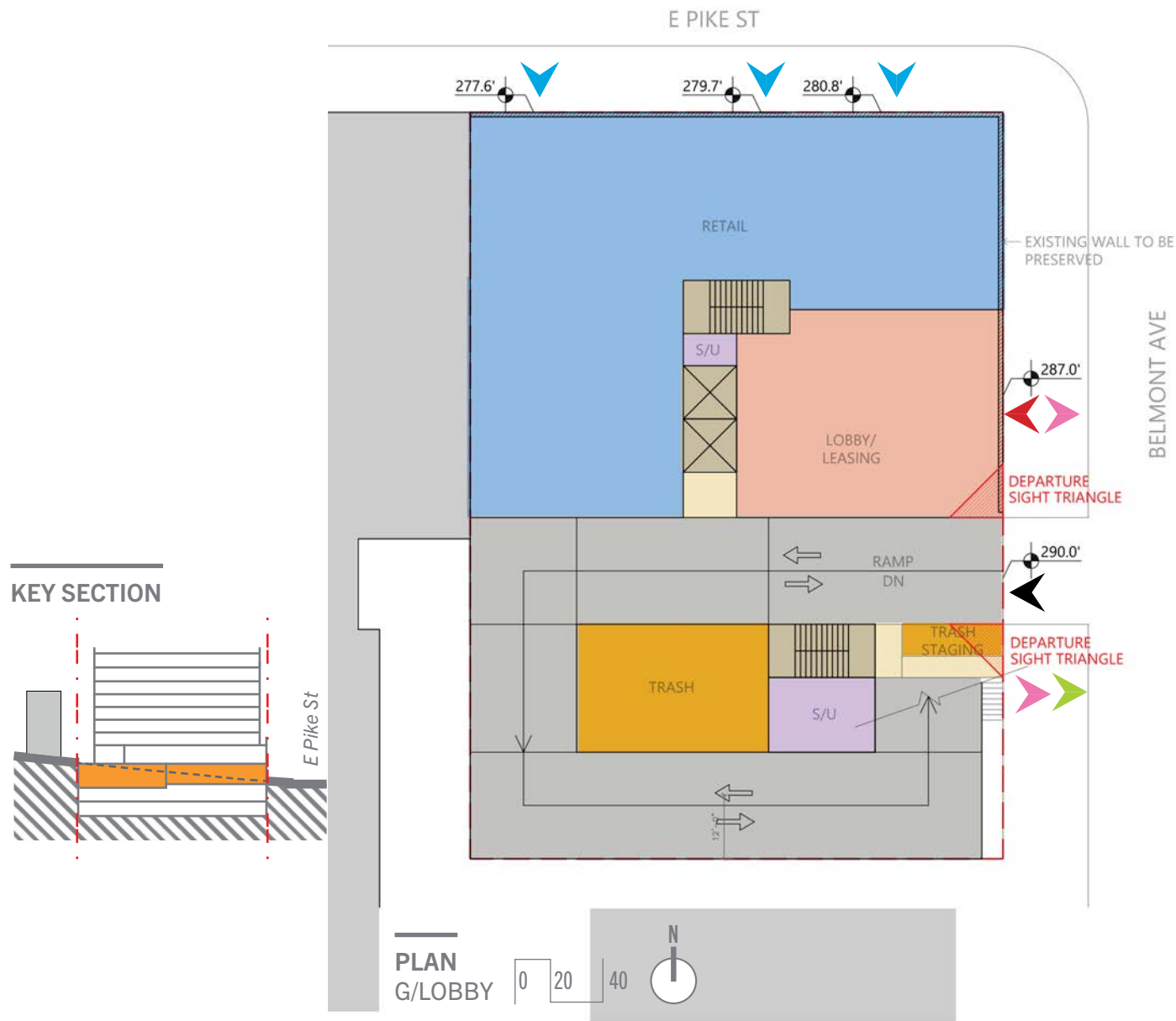
- 1 AERIAL VIEW *looking north-east above Summit Ave*
- 2 PEDESTRIAN VIEW *looking north-west up Belmont Ave*
- 3 PEDESTRIAN VIEW *looking from the sidewalk across Belmont Ave*

KEY PLAN



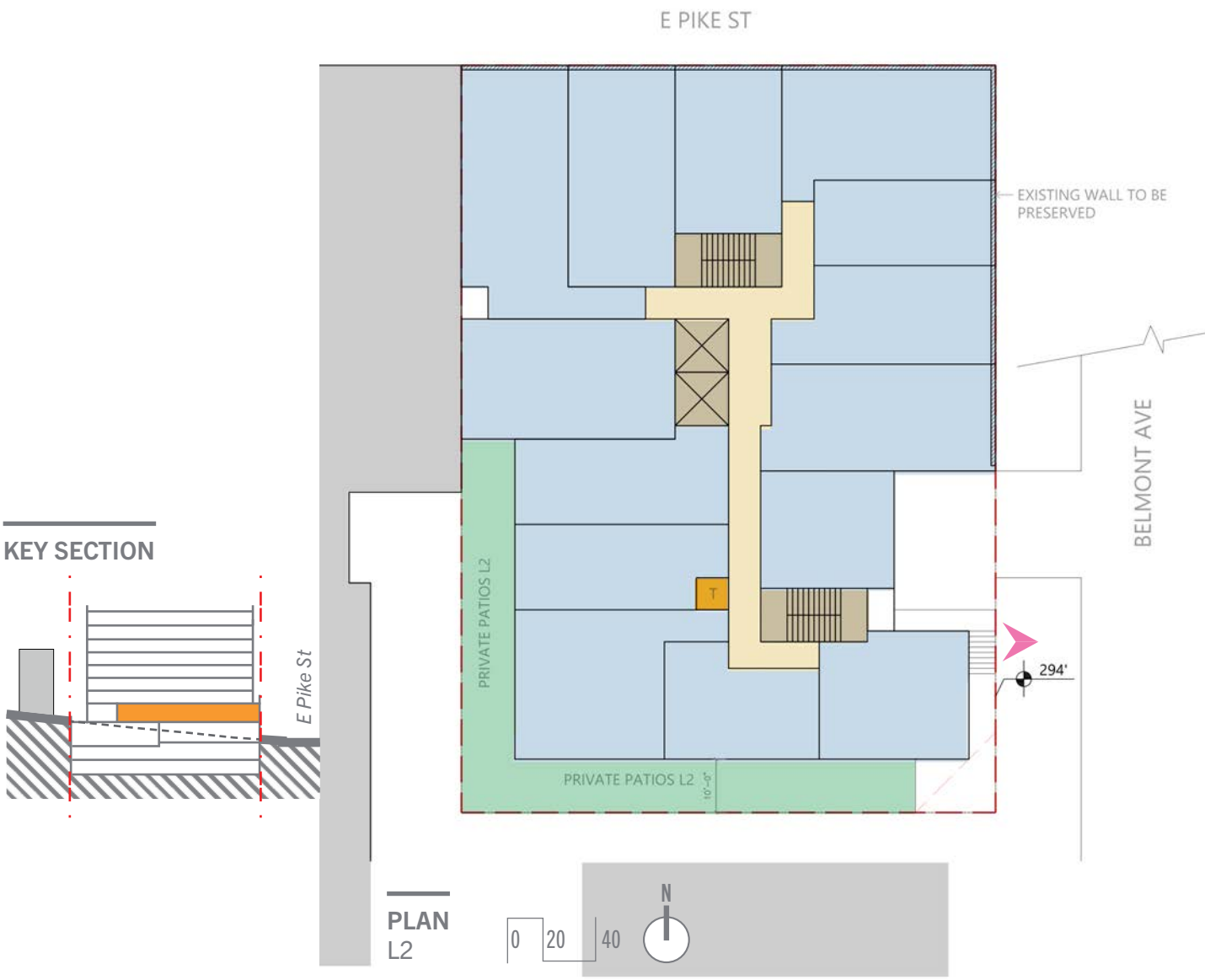
8.0 option 2

ARCHITECTURAL MASSING CONCEPTS



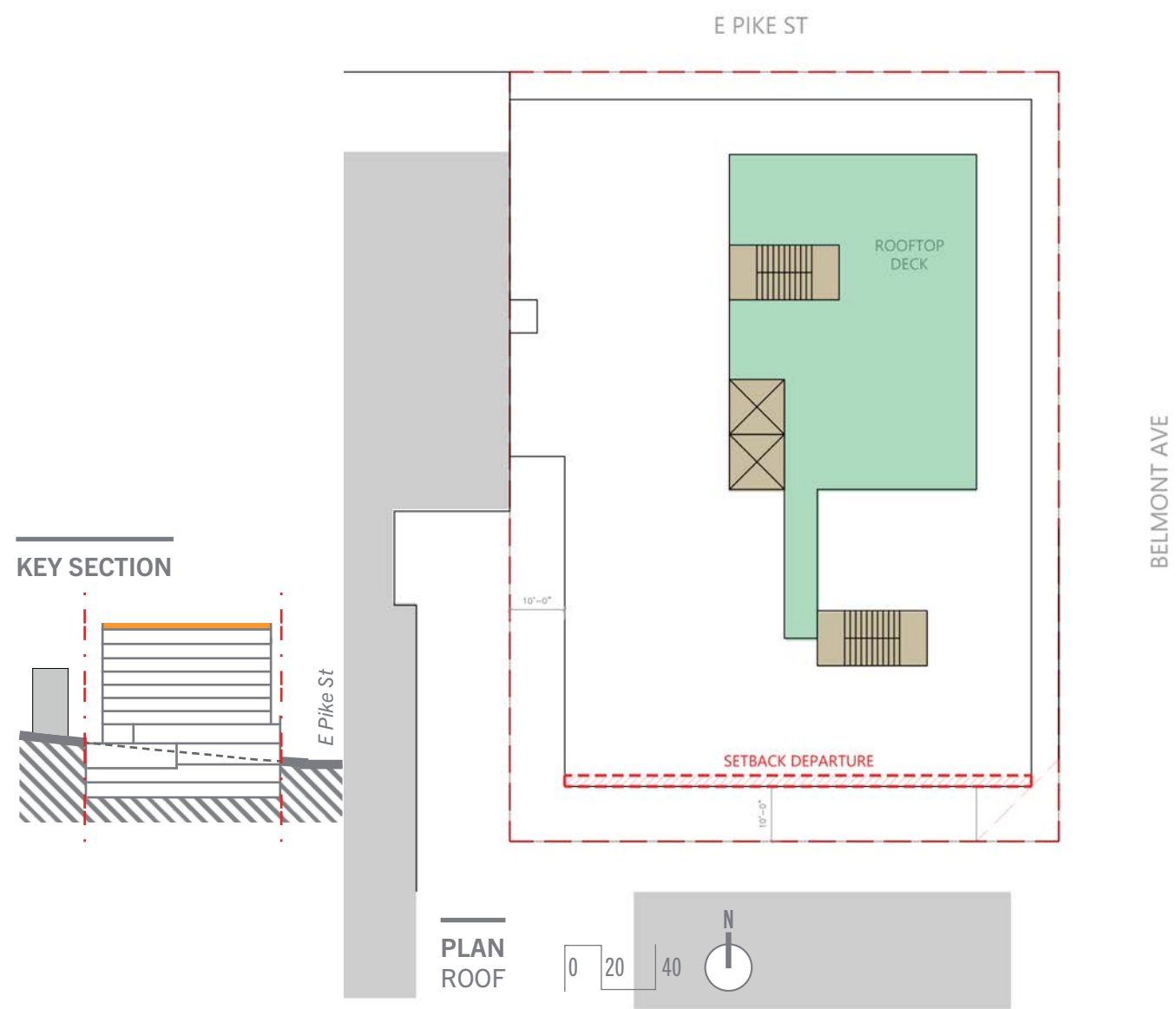
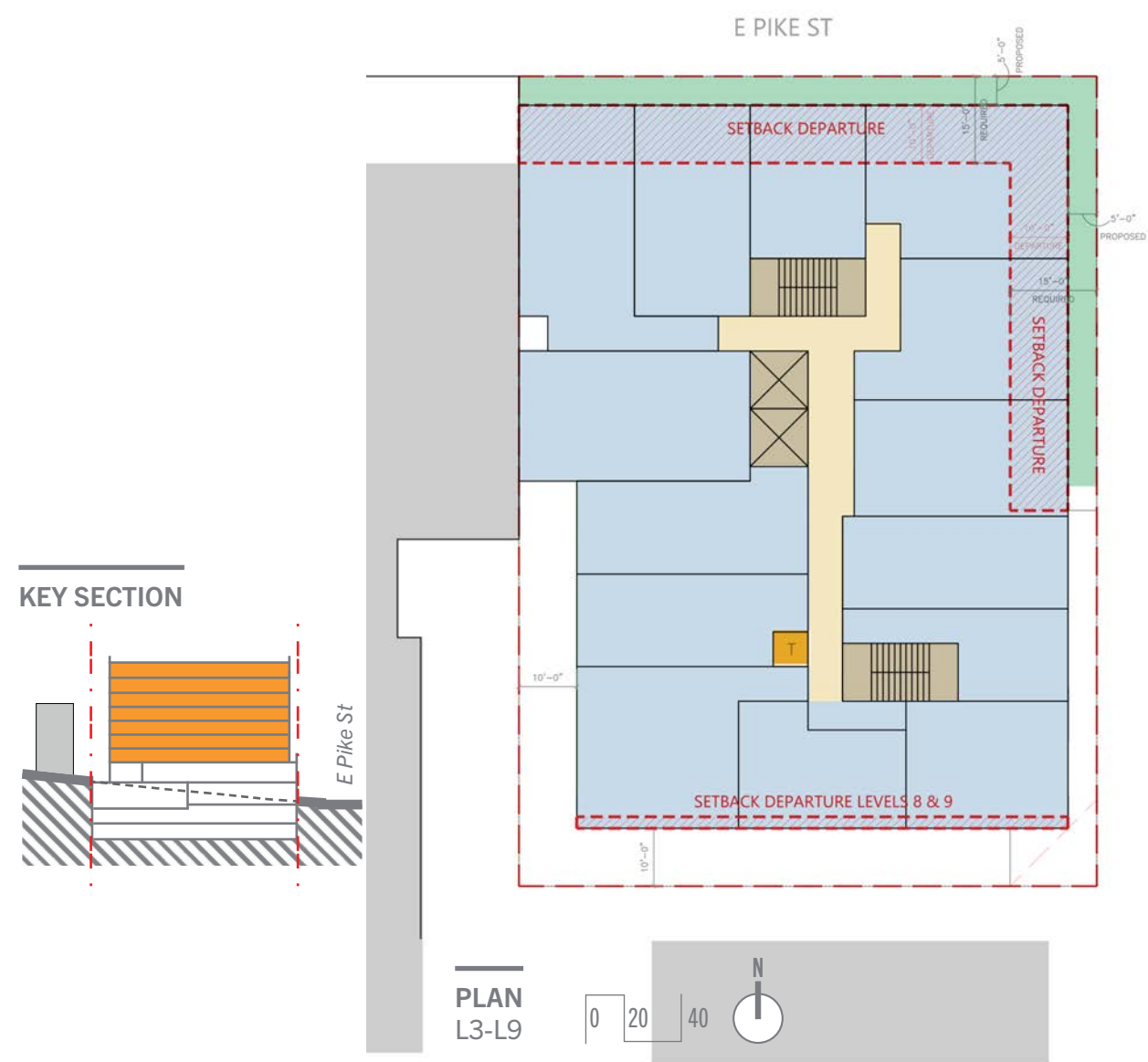
PROGRAM

- | | | |
|---|------------------------------------|---------------------------|
| <div></div> building services / storage | <div></div> horizontal circulation | <div></div> amenity |
| <div></div> residential | <div></div> vertical circulation | <div></div> commercial |
| <div></div> parking | <div></div> trash | <div></div> private patio |



ACCESS

- | | |
|------------------------------|-------------------------------|
| <div></div> vehicular access | <div></div> residential entry |
| <div></div> commercial entry | <div></div> egress |
| <div></div> bike | |



PROGRAM

building services / storage

residential

parking

horizontal circulation

vertical circulation

trash

amenity

commercial

private patio

ACCESS

vehicular access

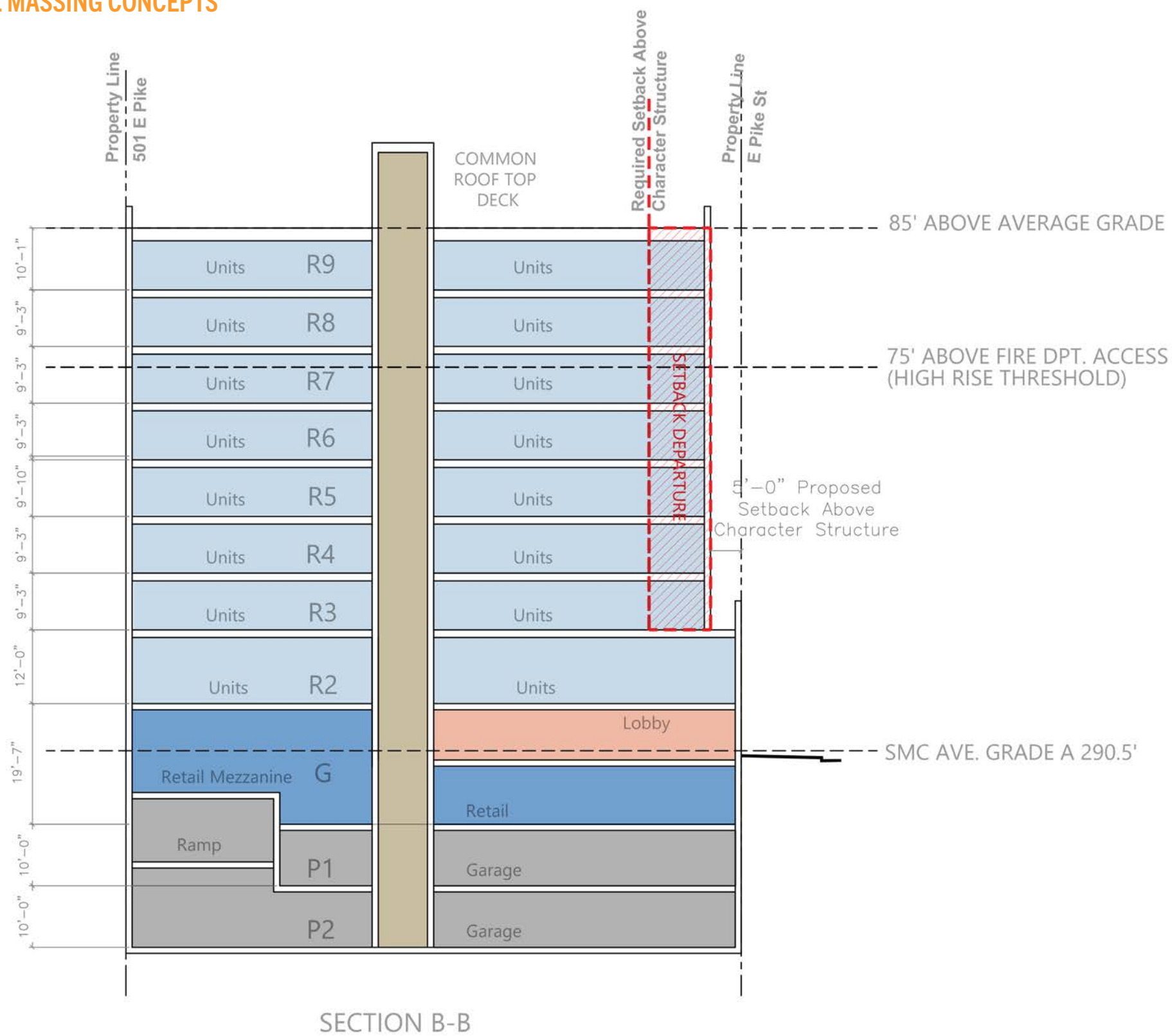
commercial entry

bike

residential entry

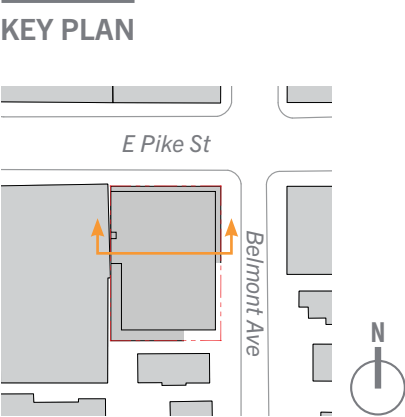
egress

8.0 option 2
ARCHITECTURAL MASSING CONCEPTS

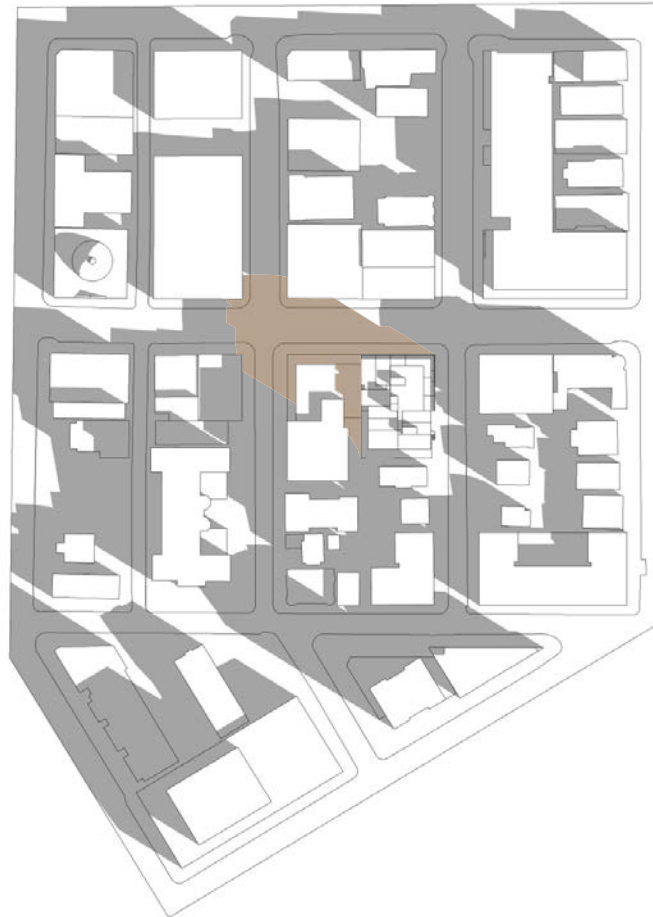


PROGRAM

- building services / storage
- residential
- parking
- amenity
- commercial
- vertical circulation



9AM
SPRING & FALL EQUINOX



NOON
SPRING & FALL EQUINOX



3PM
SPRING & FALL EQUINOX



SUMMER



WINTER



SUMMER



WINTER



SUMMER



WINTER



8.0 option 3 - preferred
ARCHITECTURAL MASSING CONCEPTS

- # Units93
- Commercial9,000 sf
- Total Gross SF109,940 sf
- Parking Stalls

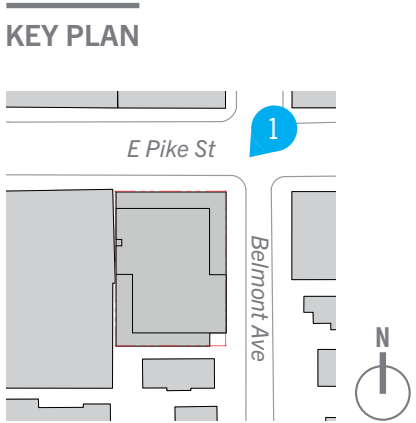
Residential

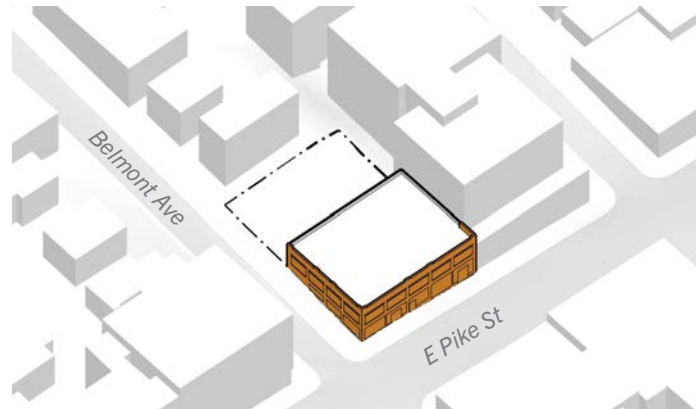
Required = 0

Proposed = 53
- Compliance
 - Departure #1: SMC 23.54.030.G.1 - Sight Triangle
 - Departure #2: SMC 23.47a.014.B.1 – 15’ Triangle Setback
- Opportunities
 - massing step-down directly responds to site topography
 - preserves pedestrian connection and openness at street
 - wrapped retail space emphasizes active street-level use
 - setback allows for new building extension of character structure
 - opportunity for clear vertical transition where new massing meets Belmont street level
 - design responds to visually prominent corner site
- Constraints
 - live-work unit adjacency to solid-waste service access



1 AERIAL VIEW looking south-west

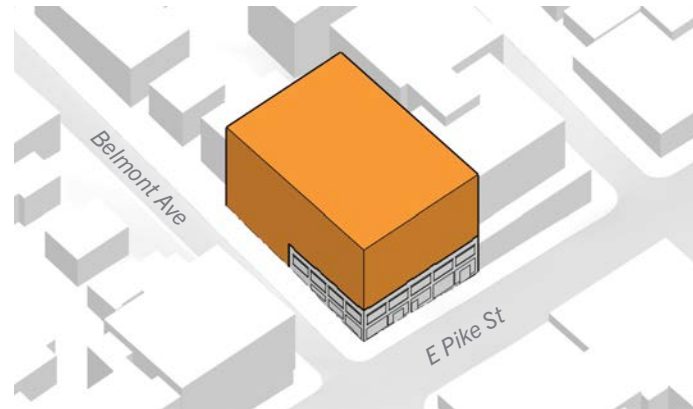




1

CONSERVE

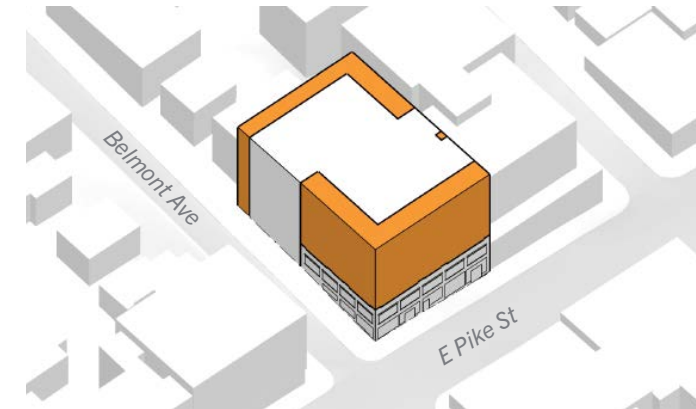
The historic two-story 'auto-row' facade is preserved and restored to its original character.



2

EXTRUDE

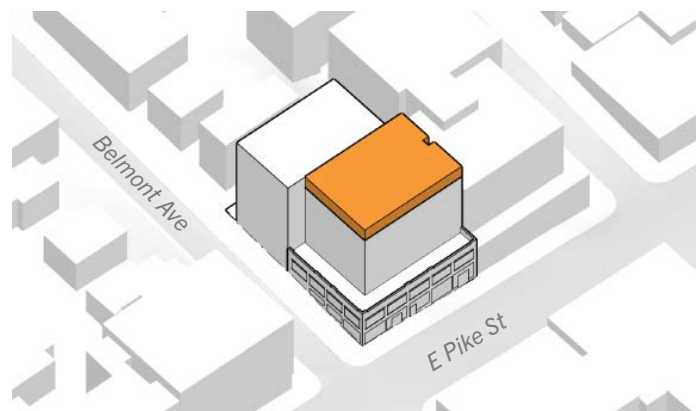
The site area is extruded to provide desired density of housing within the Pike/Pine Urban Center Village.



3

SETBACK

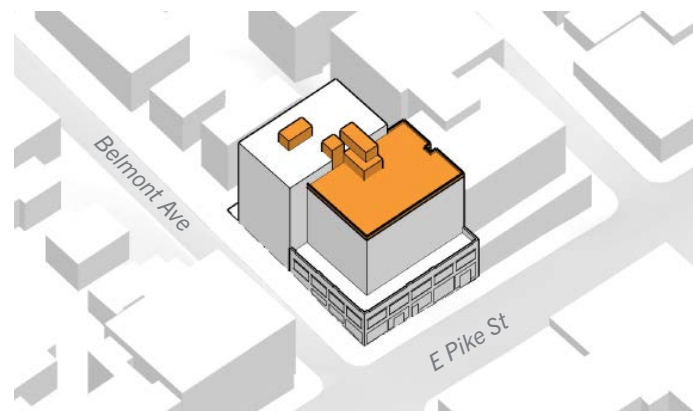
A 15' setback is carved away from the new massing above the character structure to maintain the two-story relationship to the pedestrian way. Where the character structure ends on Belmont, a continuous massing at the property allows for a vertical transition. The massing above the character structure will be treated as an extension of the historic structure.



4

STEP

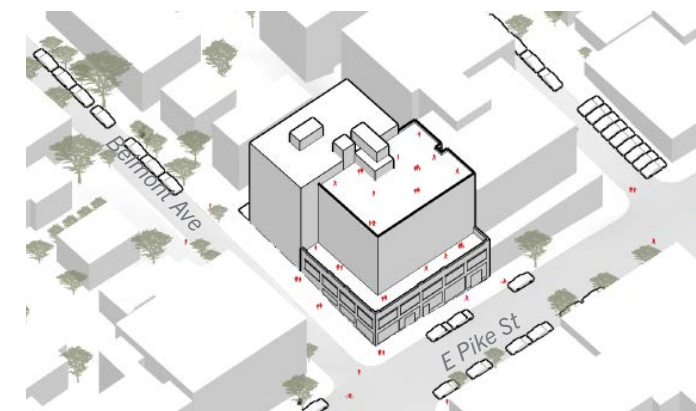
A step-down in the new massing above the character structure allows the building to directly respond to the sloping Belmont Ave topography. This step-down massing creates a better opportunity to transition between the character structure and new architecture and the taller new massing to the south.



5

CORE

The vertical circulation cores are added internally to avoid disruption of the exterior massing. The accessible rooftop is placed at the lower massing break to minimize height of circulation cores.



PROPOSAL

"STEP"

The resulting Step Option provides the best response to the site by directly responding to the site topography. The combination of a 15' upper level setback and one-story massing step-down allows an extension from the character structure to the new massing and allows for the massing to transition vertically at the south.

8.0 option 3 - preferred
ARCHITECTURAL MASSING CONCEPTS

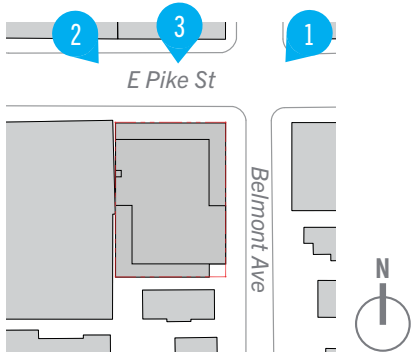


1 PEDESTRIAN VIEW *looking south-west from intersection of E Pike St and Belmont Ave*

2 AERIAL VIEW *looking south-east from above E Pike St*

3 PEDESTRIAN VIEW *looking from the sidewalk across E Pike St*

KEY PLAN

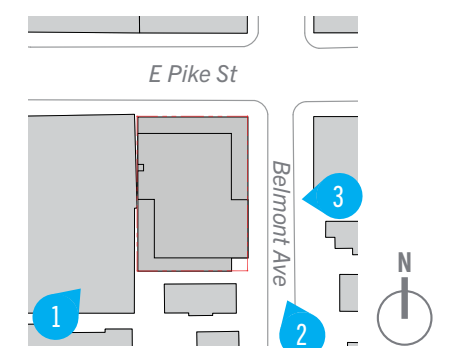


NO PART OF THIS PACKAGE MAY BE REPRODUCED, DISTRIBUTED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, INCLUDING PHOTOCOPYING, RECORDING, OR OTHER ELECTRONIC OR MECHANICAL METHODS, WITHOUT THE PRIOR WRITTEN PERMISSION OF STUDIO MENG STRAZZARA

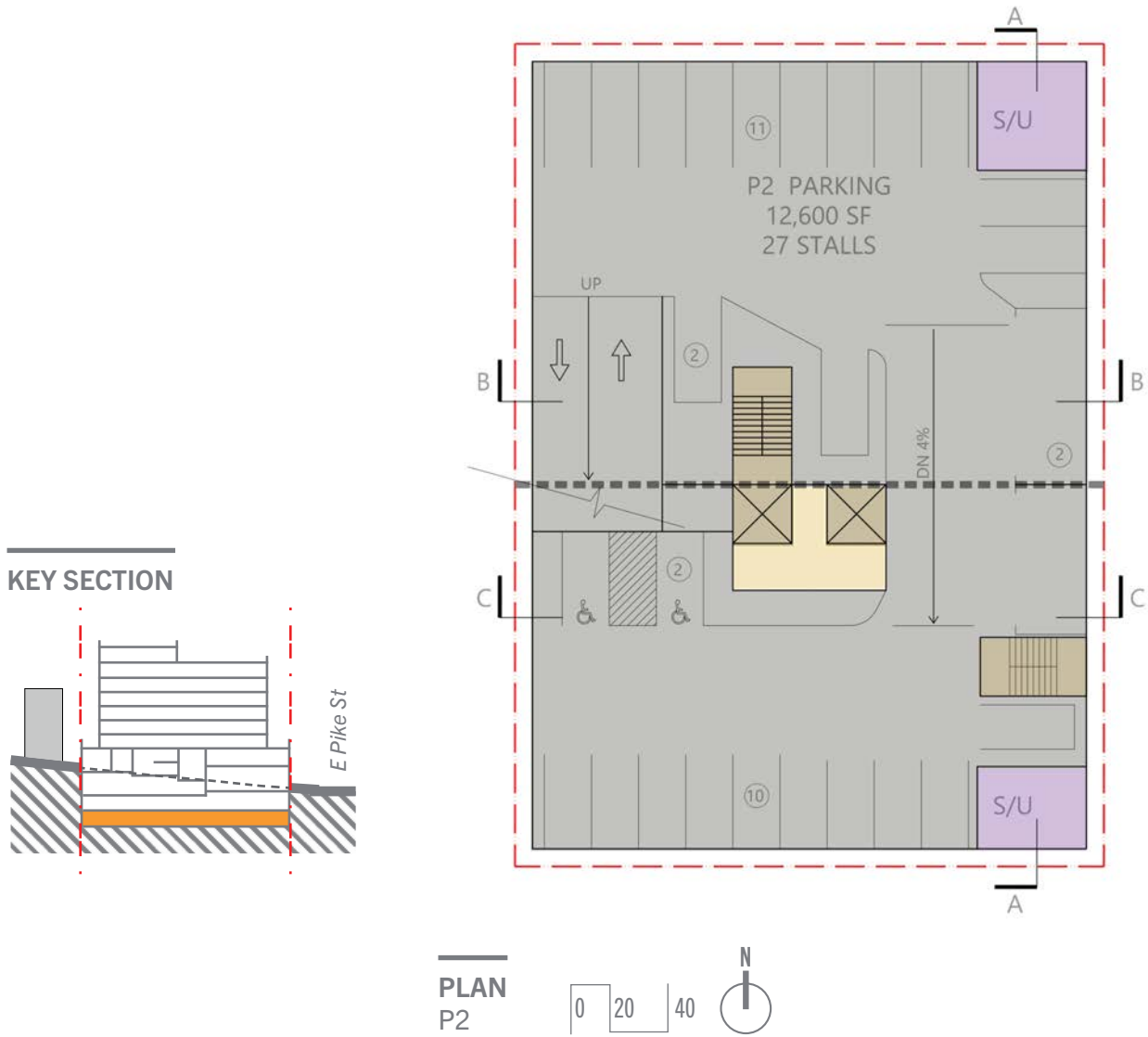


- 1 AERIAL VIEW *looking north-east above Summit Ave*
- 2 PEDESTRIAN VIEW *looking north-west up Belmont Ave*
- 3 PEDESTRIAN VIEW *looking from the sidewalk across Belmont Ave*

KEY PLAN

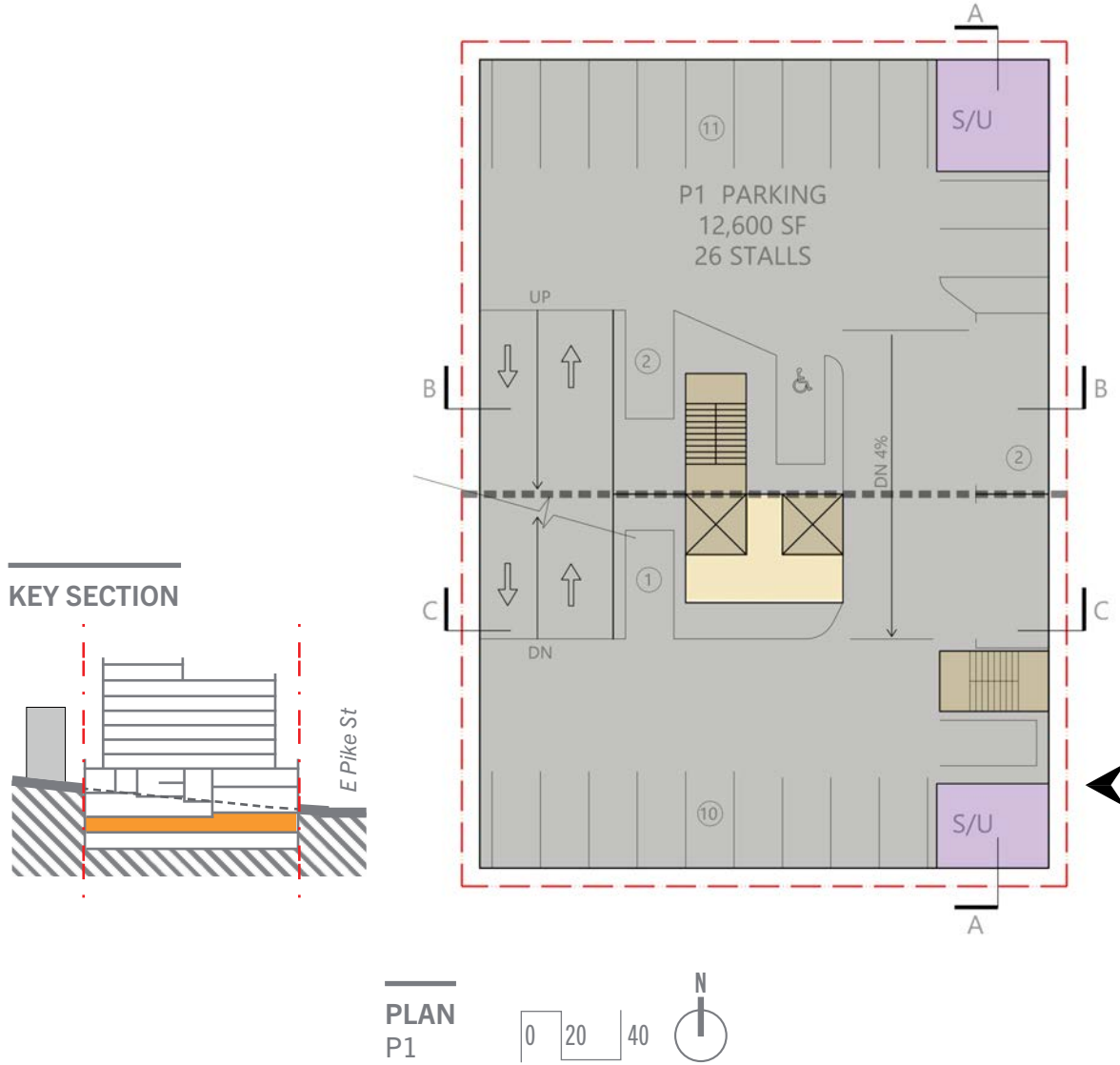


8.0 option 3 - preferred
ARCHITECTURAL MASSING CONCEPTS



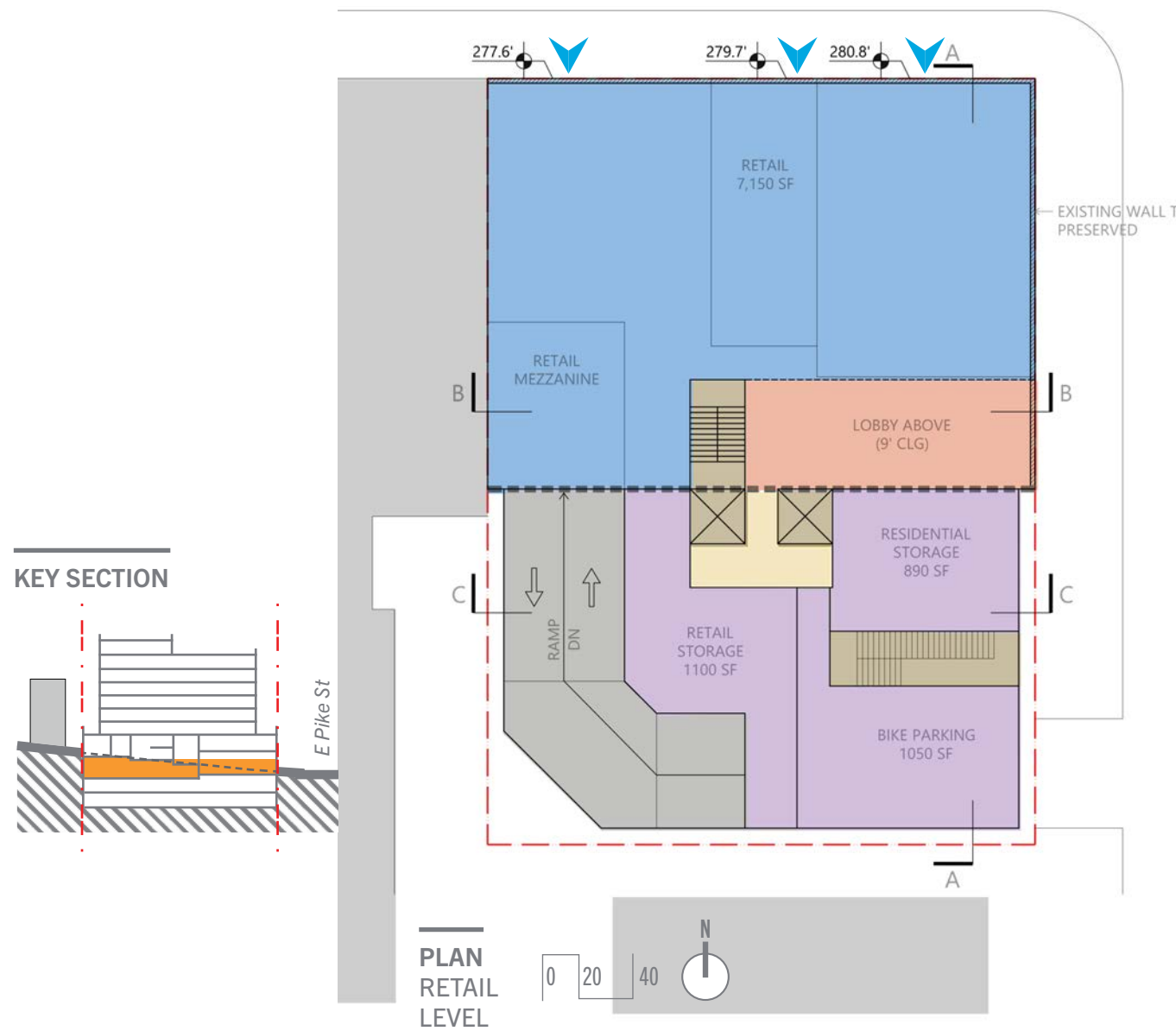
PROGRAM

- | | | |
|-----------------------------|------------------------|---------------|
| building services / storage | horizontal circulation | amenity |
| residential | vertical circulation | commercial |
| parking | trash | private patio |



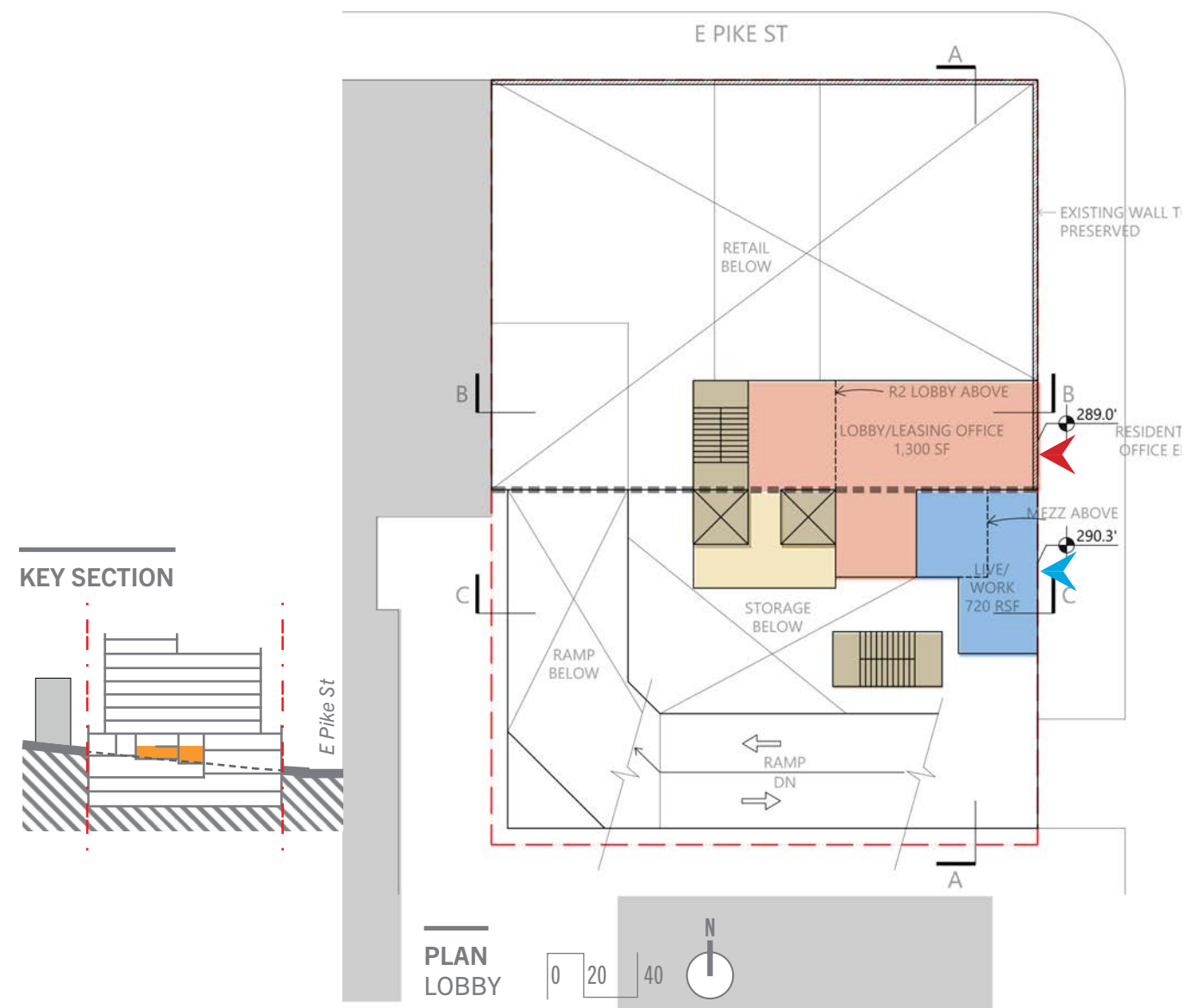
ACCESS

- | | |
|------------------|-------------------|
| vehicular access | residential entry |
| commercial entry | egress |
| bike | |



PROGRAM

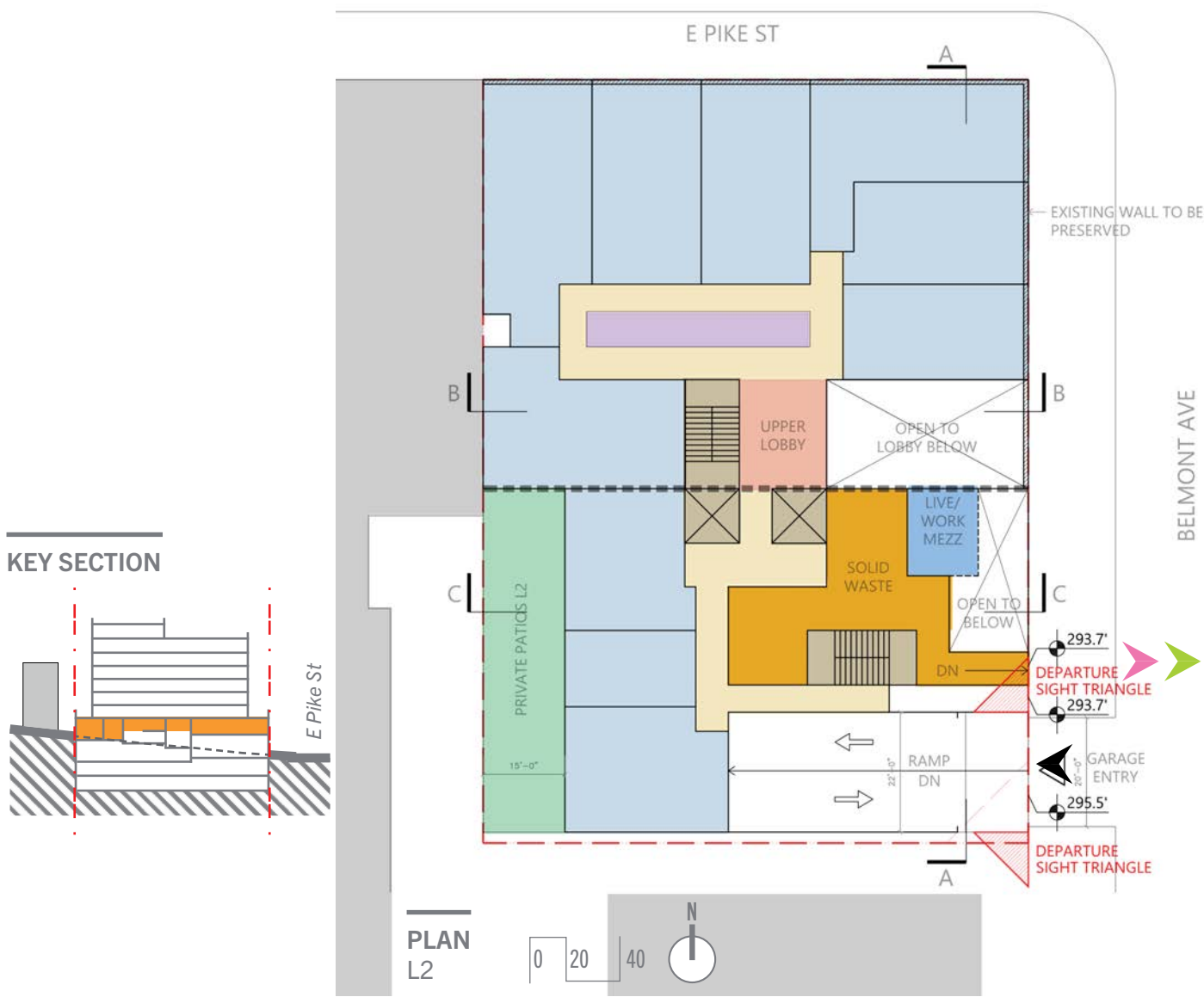
building services / storage	horizontal circulation	amenity
residential	vertical circulation	commercial
parking	trash	private patio



ACCESS

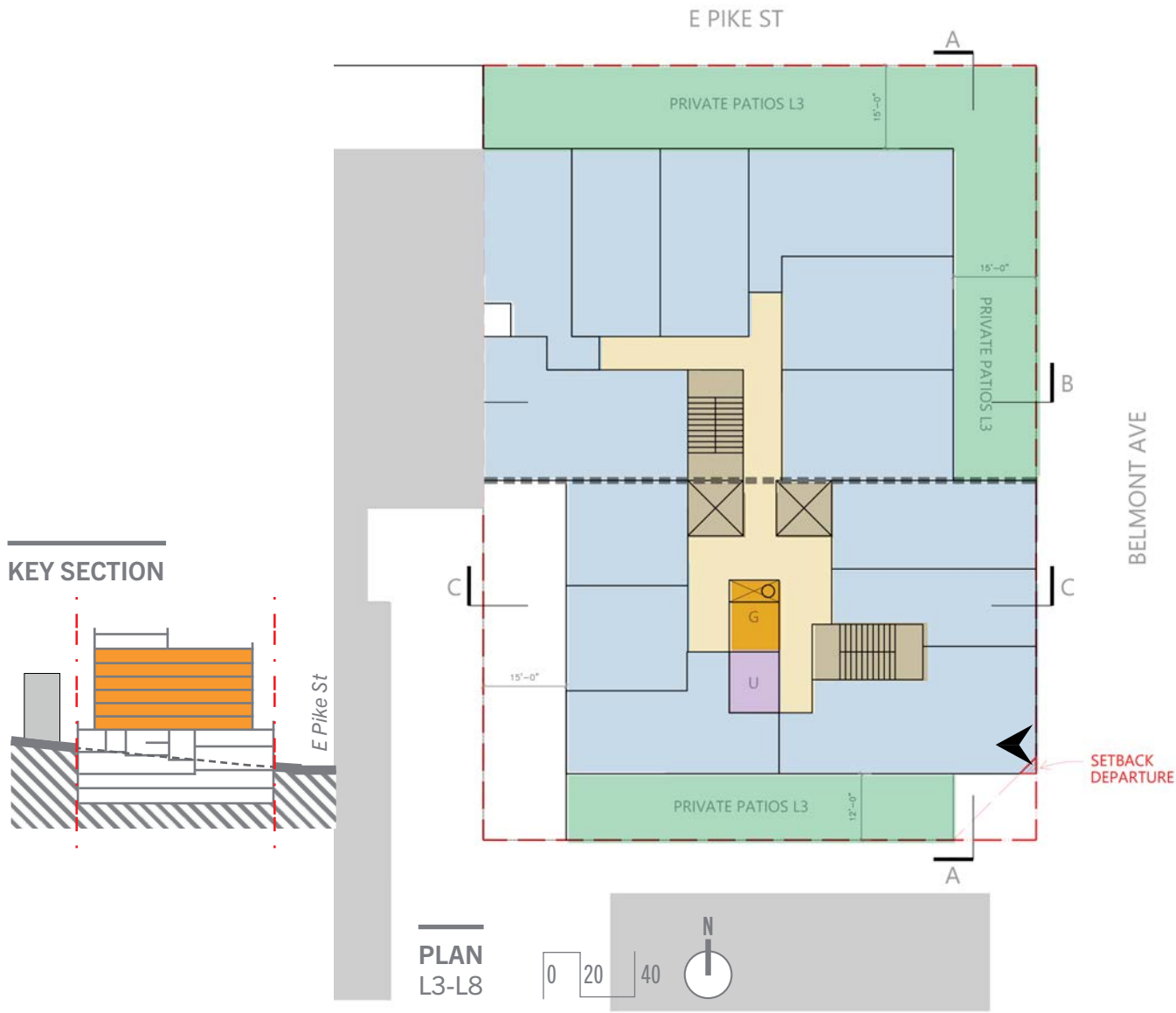
vehicular access	residential entry
commercial entry	egress
bike	

8.0 option 3 - preferred
ARCHITECTURAL MASSING CONCEPTS



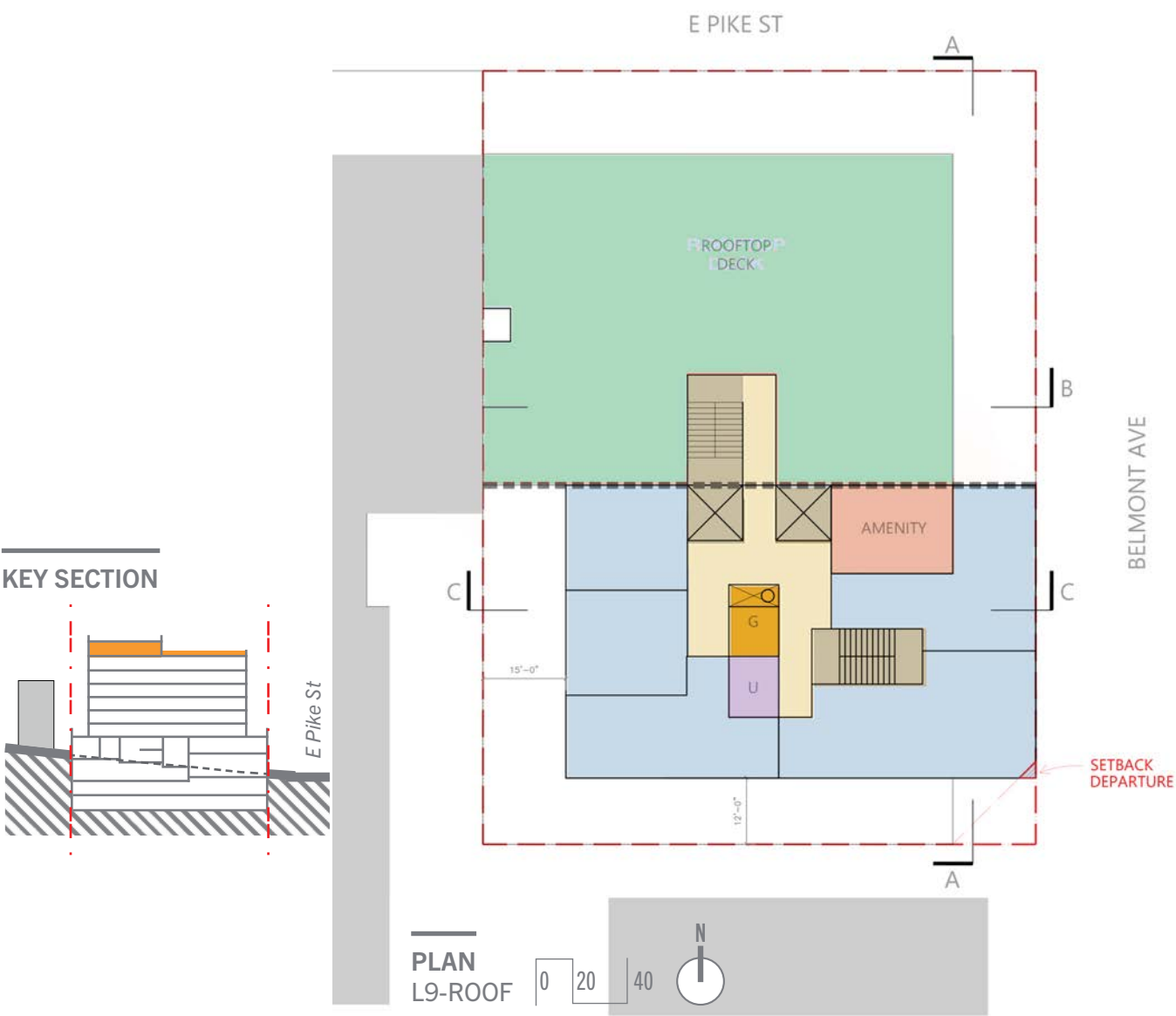
PROGRAM

- | | | |
|-----------------------------|------------------------|---------------|
| building services / storage | horizontal circulation | amenity |
| residential | vertical circulation | commercial |
| parking | trash | private patio |



ACCESS

- | | |
|------------------|-------------------|
| vehicular access | residential entry |
| commercial entry | egress |
| bike | |



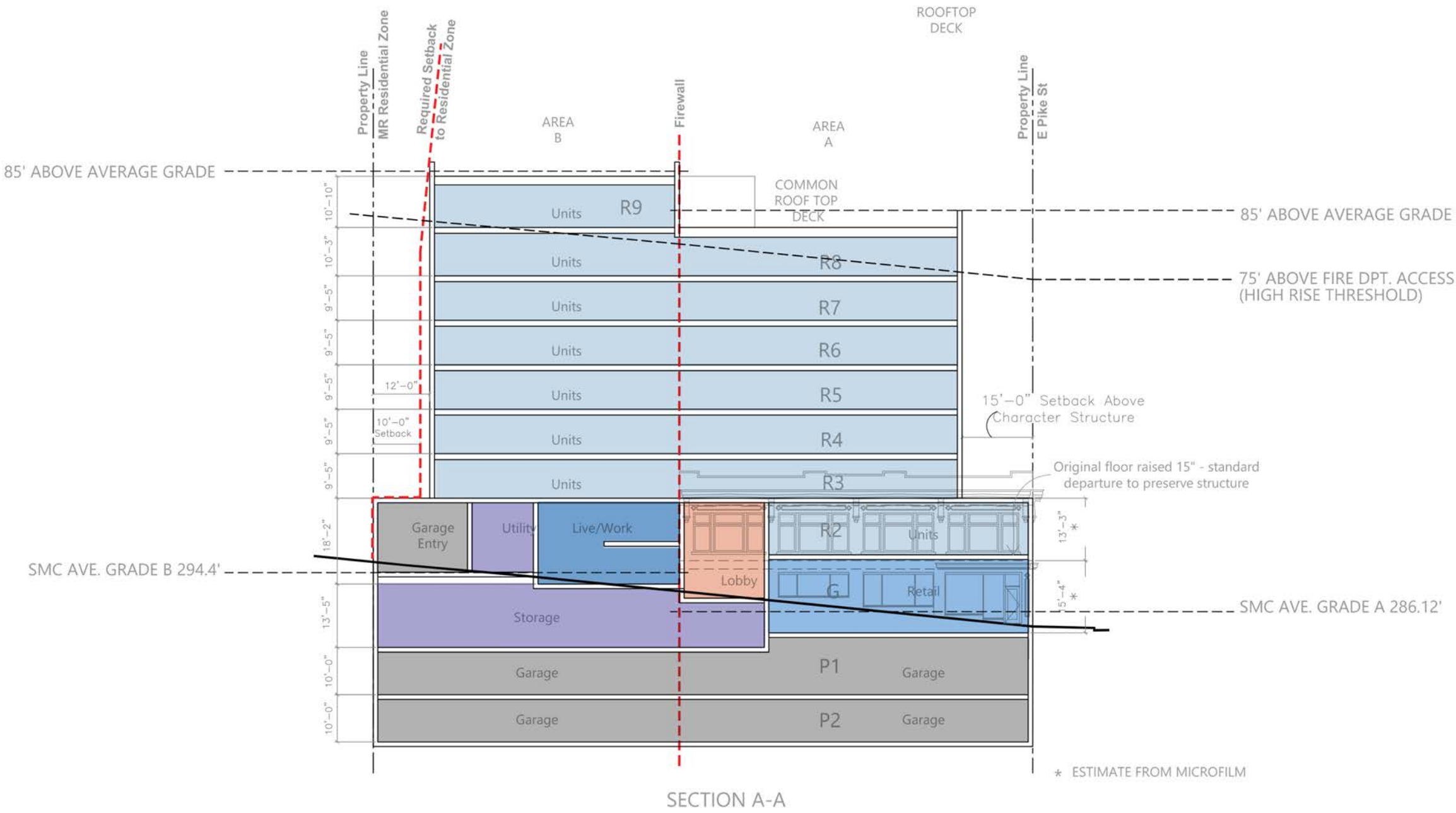
PROGRAM

- | | | |
|---|------------------------------------|---------------------------|
| <div></div> building services / storage | <div></div> horizontal circulation | <div></div> amenity |
| <div></div> residential | <div></div> vertical circulation | <div></div> commercial |
| <div></div> parking | <div></div> trash | <div></div> private patio |

ACCESS

- | | |
|------------------------------|-------------------------------|
| <div></div> vehicular access | <div></div> residential entry |
| <div></div> commercial entry | <div></div> egress |
| <div></div> bike | |

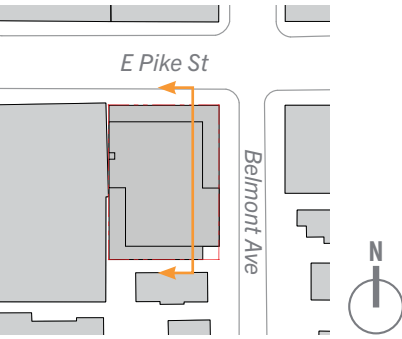
8.0 option 3 - preferred
ARCHITECTURAL MASSING CONCEPTS



PROGRAM

- building services / storage
- residential
- parking
- amenity
- commercial

KEY PLAN



9AM
SPRING & FALL EQUINOX



NOON
SPRING & FALL EQUINOX



3PM
SPRING & FALL EQUINOX



SUMMER



WINTER



SUMMER



WINTER



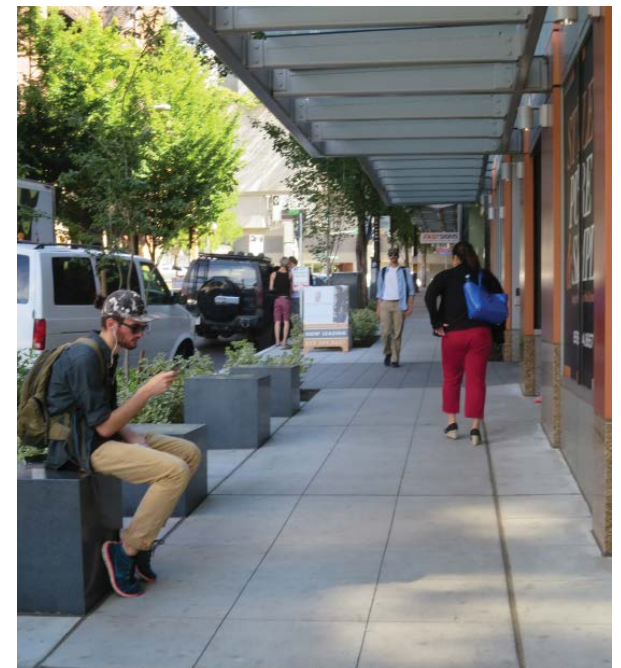
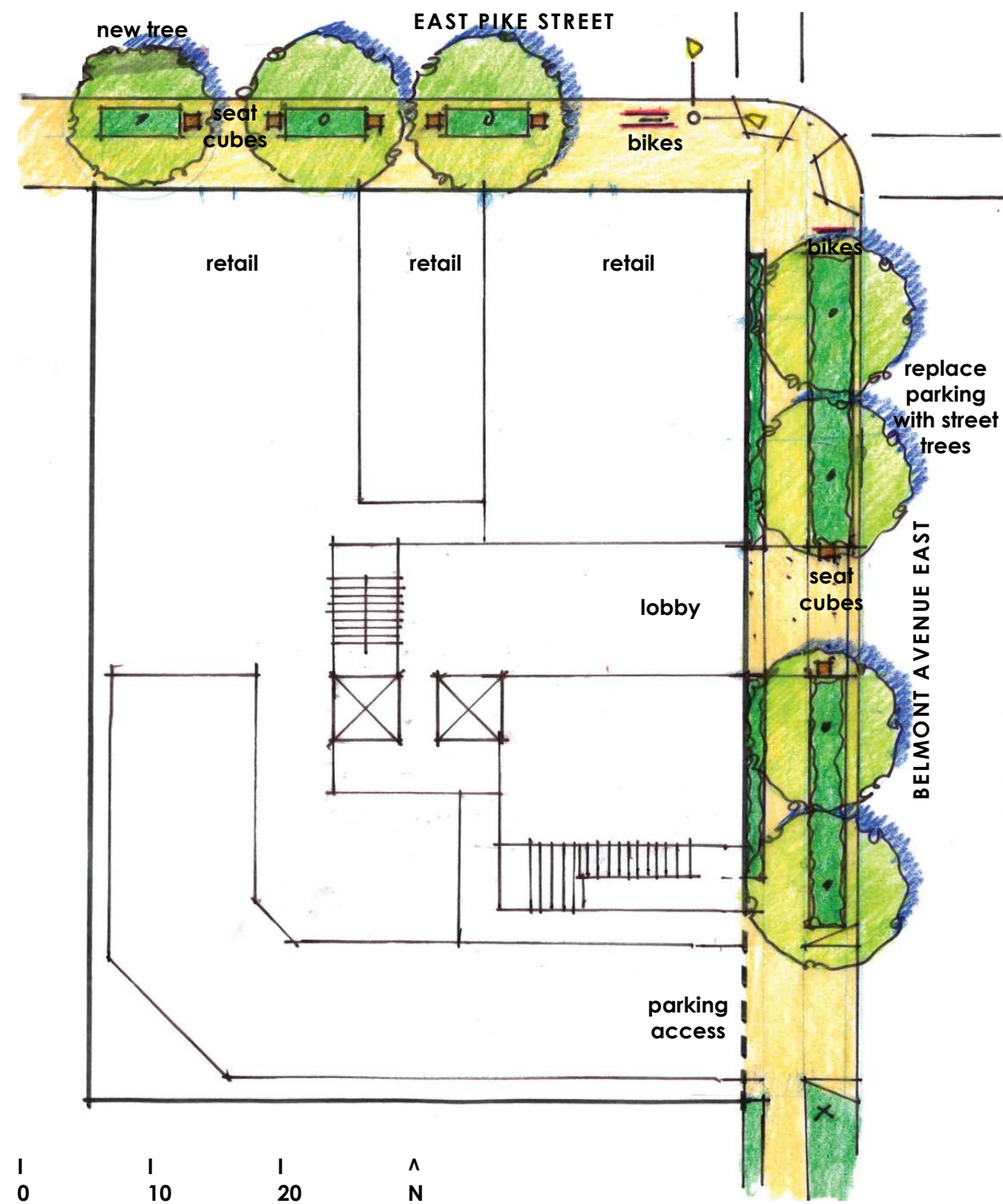
SUMMER



WINTER



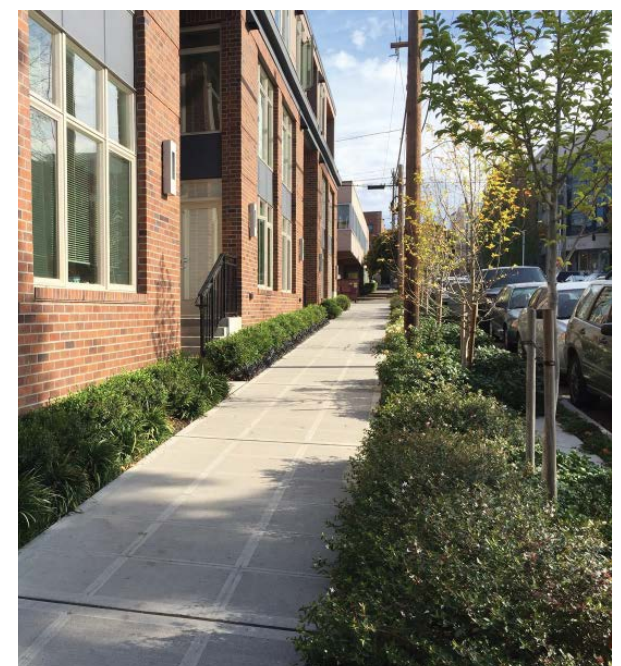
8.0 landscape - streetscape
ARCHITECTURAL MASSING CONCEPTS



seat cubes



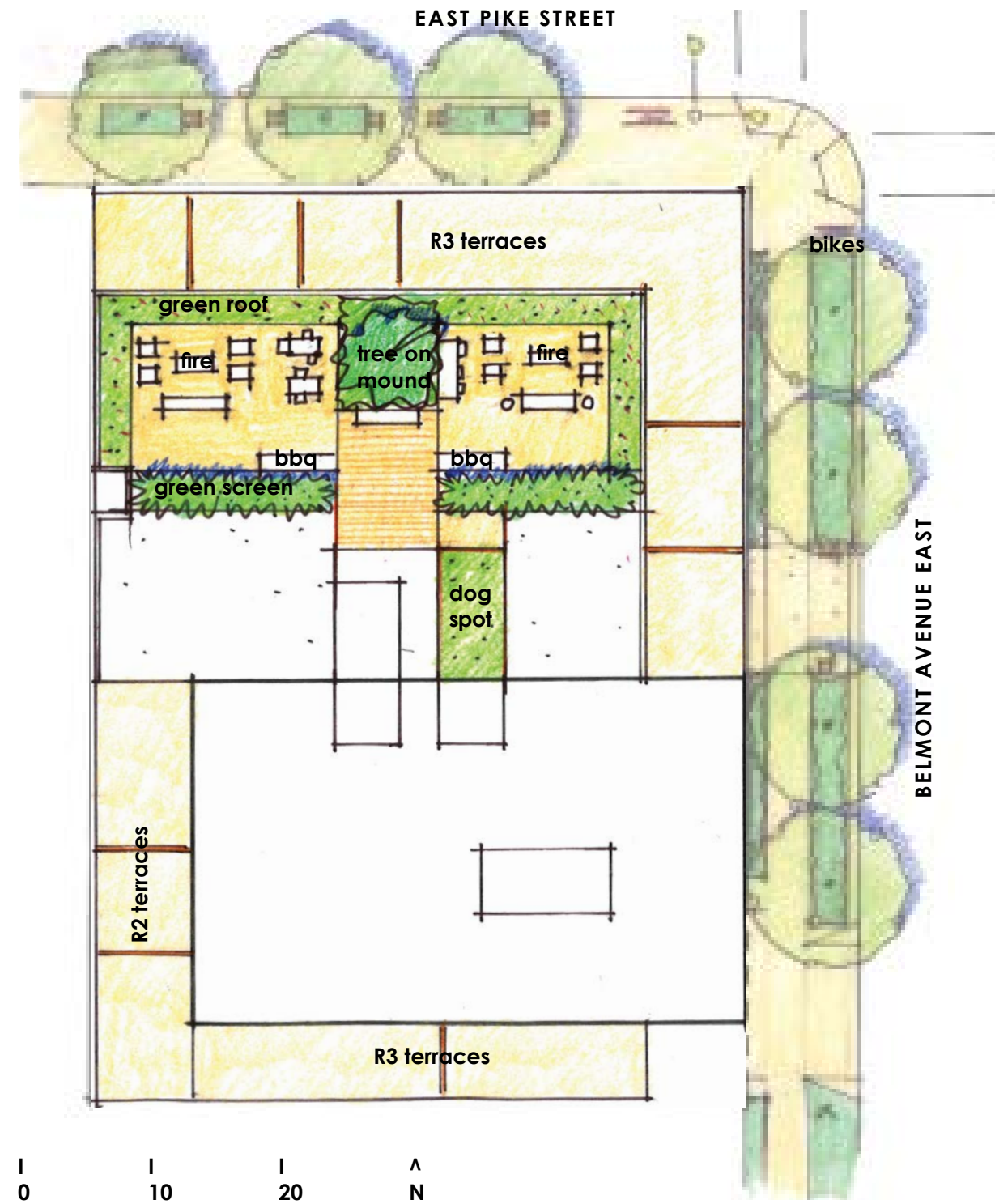
distinctive pavements signal lobby



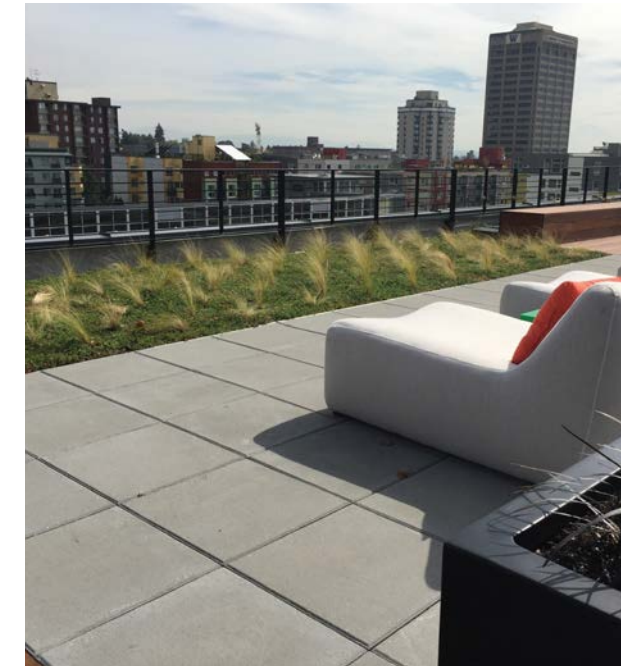
generous planting strip both sides on Belmont



better bike rack - sportworks tofino



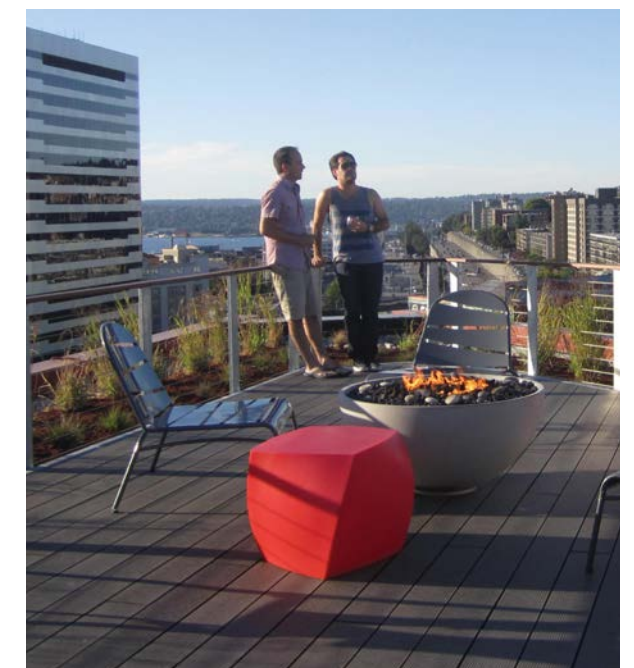
tree on mound



green roof edge



food



fire and fun

8.0 precedent images: pike / pine neighborhood and beyond

ARCHITECTURAL MASSING CONCEPTS



Industrial influenced fenestration



Vertically integrated windows



"Auto-row" character facade with clerestory windows



Neon building signage



Elegant open space



Base, middle, top



Historic



Daylighting at living space



Contemporary Art Deco Interior



'Auto-row' character



New and old continuity



Integrated indoor/outdoor spaces



Stacked window openings



Transition between new and old



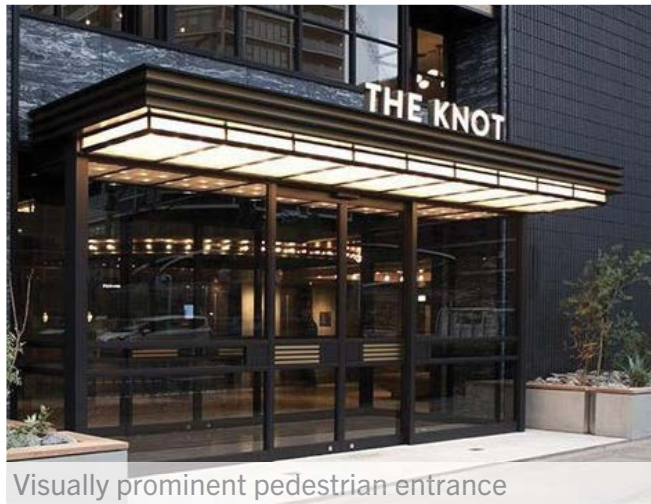
Industrial influenced windows



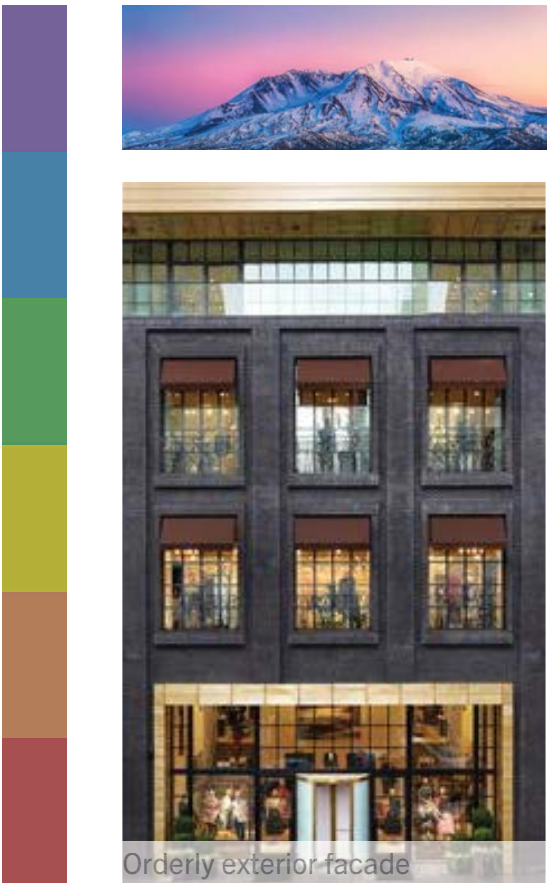
Extension of 'auto-row' restored base



Interior finish patterning



Visually prominent pedestrian entrance



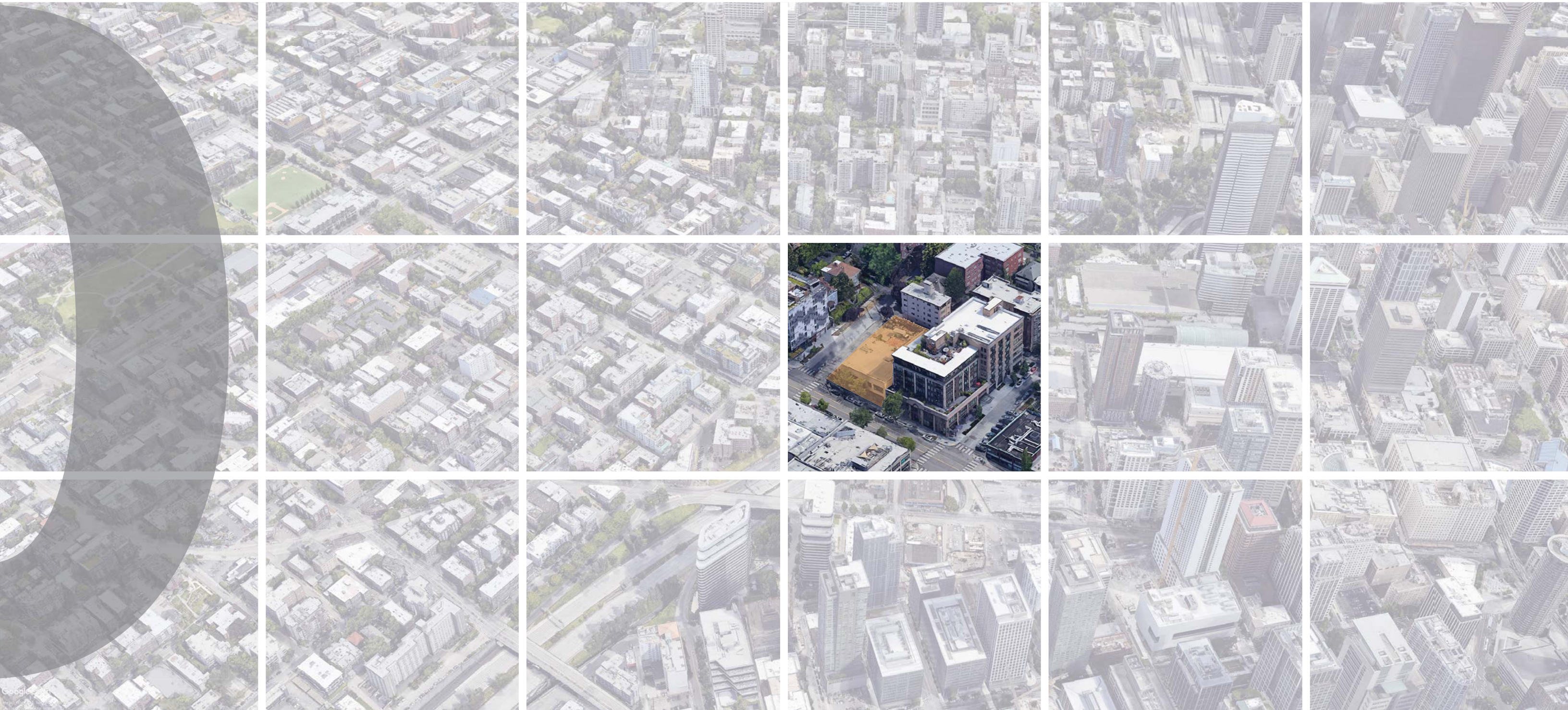
Orderly exterior facade



1937-38. Subject building (address: 511-517 E Pike St). East and north facades, looking southwest. King County Tax Assessor photo. Source: Washington State Archives, Puget Sound Region Branch

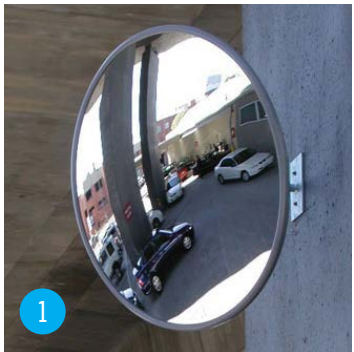
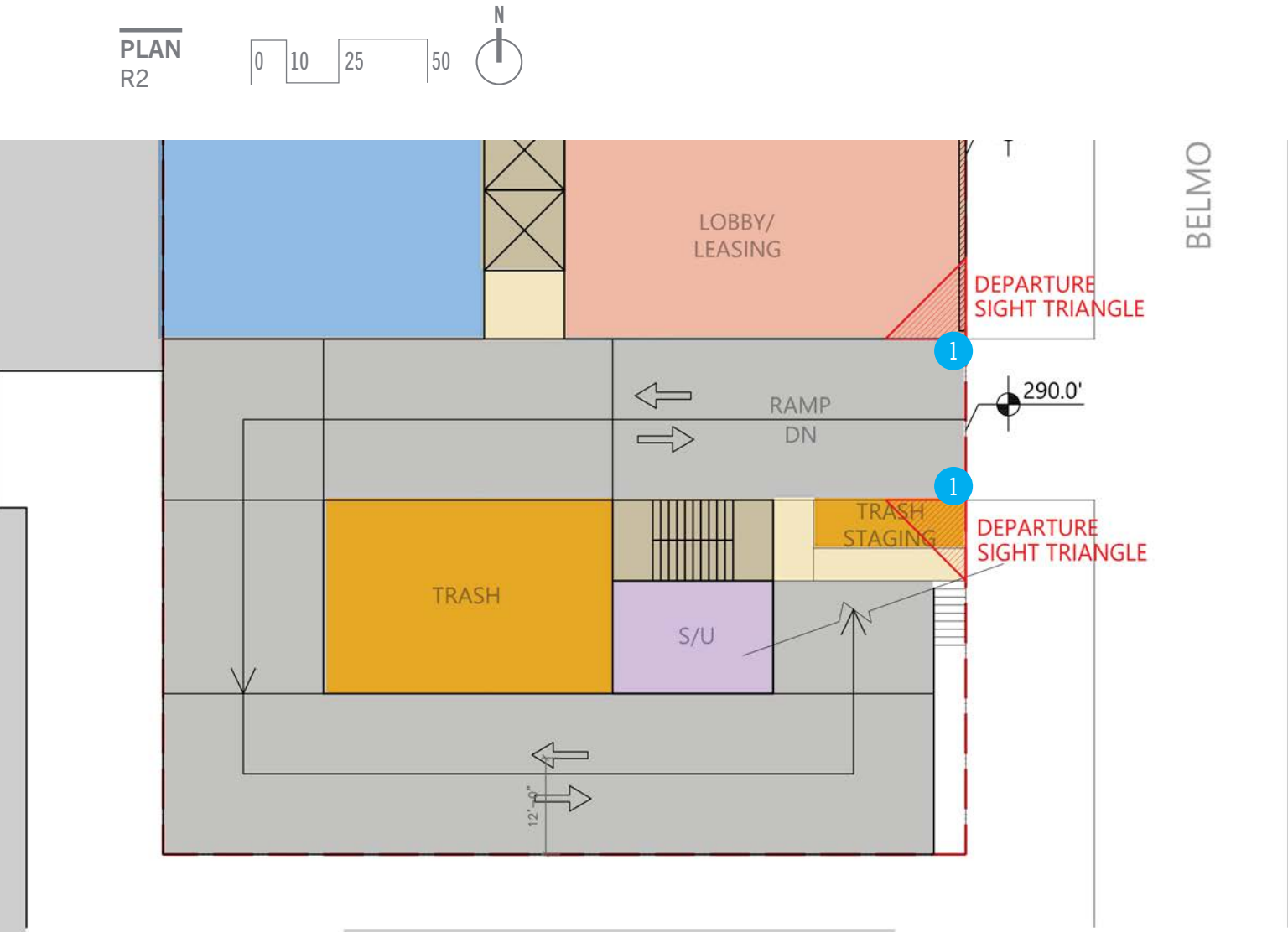






9.0 departure #1 SMC 23.54.030.g.1 sight triangle
DEPARTURES option 2

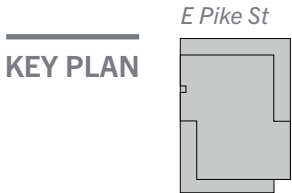
STANDARD	REQUIRED	REQUEST	EXPLANATION	DESIGN GUIDELINE
1. SMC 23.54.030.G.1 SIGHT TRIANGLE	For exit-only driveways and easements, and two-way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk,	Waive the sight triangle requirements to allow for a more consistent architectural expression.	Sight triangles disrupt pedestrian frontage. In order to reduce visual impacts of parking structure, entrance and driveway, projects in urban sites often replace sight triangle with implementation of other safety measures like mirrors. We are propose mirrors in place of the sight triangle to maintain pedestrian safety.	(DC1- B) (DC1- I-i) Continuous Crosswalks



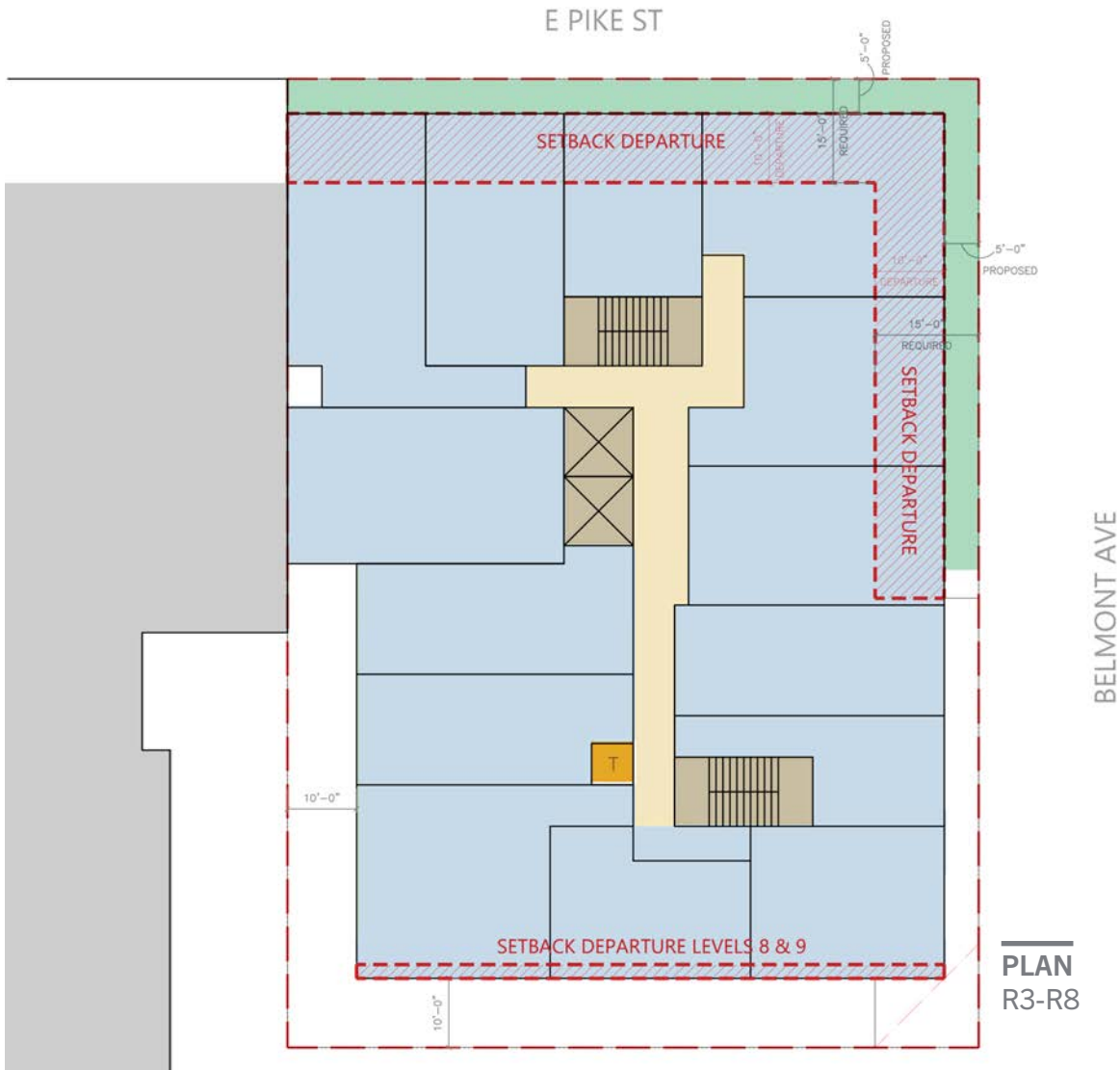
Convex Mirror



2 PEDESTRIAN VIEW looking from the sidewalk across Belmont Ave

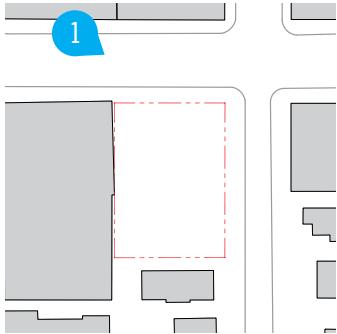


STANDARD	REQUIRED	REQUEST	EXPLANATION	DESIGN GUIDELINE
2. SMC 23.73.015.A.2 – 15’ SETBACK ABOVE CHARACTER STRUCTURE	Where lot is adjacent to a residentially zoned lot, a triangular setback from the intersection of the abutting side and front lot lines of 15’ along the street and the abutting property lines, is required	Allow a 10' deep portion of the building within the 15' setback above character structure.	Option 2 proposes a continuous massing that contrasts from the historic facade base. In order to achieve clear differentiation between the new and old, the exterior facade is pushed outward towards the street edge. This allows the eye to more easily identify the distinct detailed base against the modern, clean massing above.	(CS2.D. 3) (CS2.D. 5)
3. SMC 23.47A.014.B.2.b – SETBACK ABUTTING A SIDE LOT LINE OF A RESIDENTIALLY ZONED LOT	For each portion of a structure above 65 feet in height, additional setback at the rate of 1 foot of setback for every 10 feet by which the height of such portion exceeds 65 feet, up to a maximum setback of 20 feet	Allow a 2' deep portion of the building within the setback above 65' abutting the south property line.	In order to maintain a continuity of structural expression with the street facing facades, a continuous 10' setback is proposed for option 2 along the south property line. The adjacent zoning allows for a building height up to 80' and a 7' side yard setback. The Option 2 setback relief allows for adequate access to light and air between the existing and any future development.	(CS2.D. 3) (CS2.D. 5)



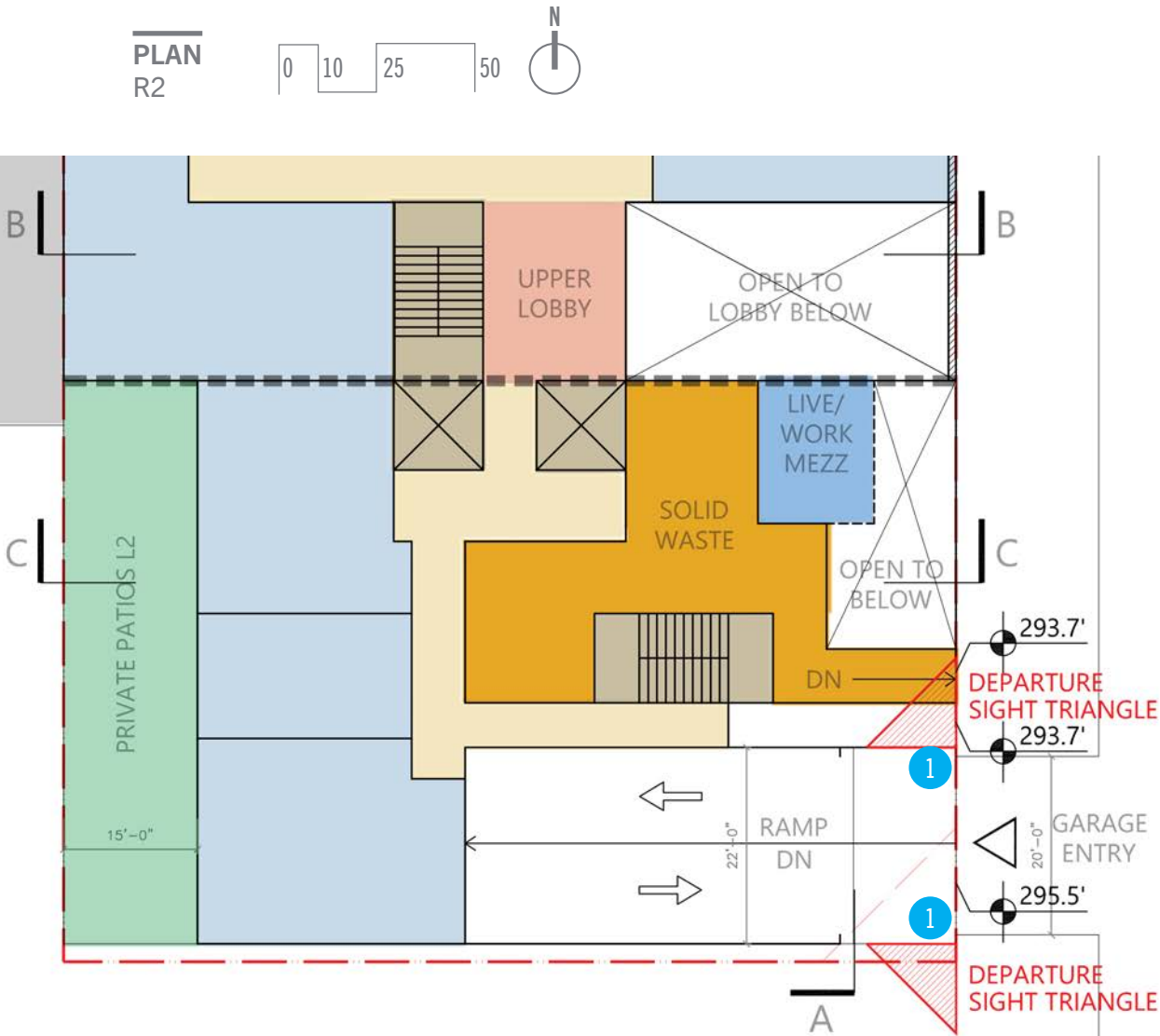
1 AERIAL VIEW

looking south-east from above E Pike St



9.0 departure #1 SMC 23.54.030.g.1 sight triangle
DEPARTURES option 3 - preferred

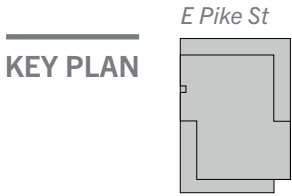
STANDARD	REQUIRED	REQUEST	EXPLANATION	DESIGN GUIDELINE
1. SMC 23.54.030.G.1 SIGHT TRIANGLE	For exit-only driveways and easements, and two-way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk,	Waive the sight triangle requirements to allow for a more consistent architectural expression.	Sight triangles disrupt pedestrian frontage. In order to reduce visual impacts of parking structure, entrance and driveway, projects in urban sites often replace sight triangle with implementation of other safety measures like mirrors. We are propose mirrors in place of the sight triangle to maintain pedestrian safety.	(DC1- B) (DC1- I-i) Continuous Crosswalks



Convex Mirror



2 PEDESTRIAN VIEW looking from the sidewalk across Belmont Ave

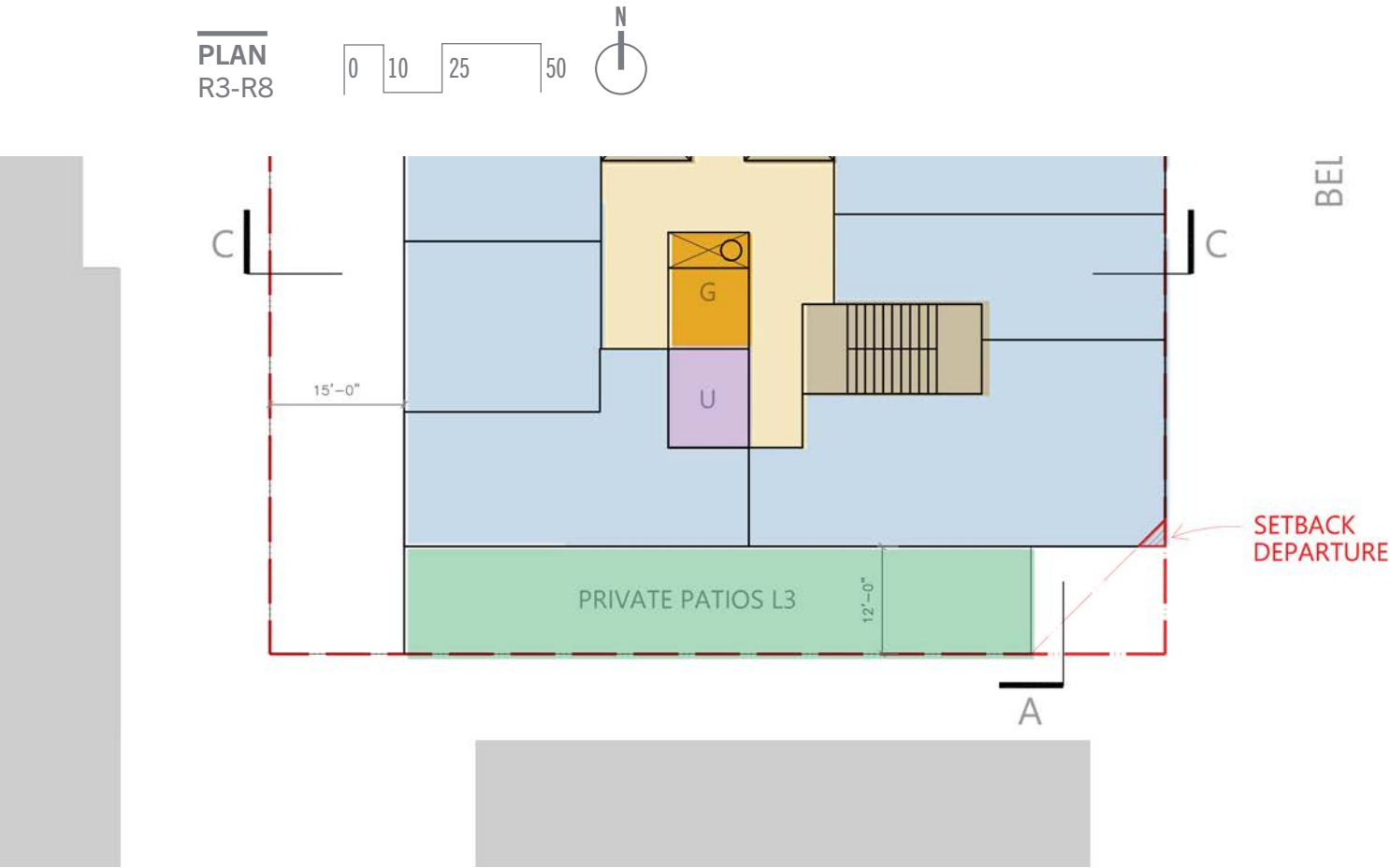


KEY PLAN

2

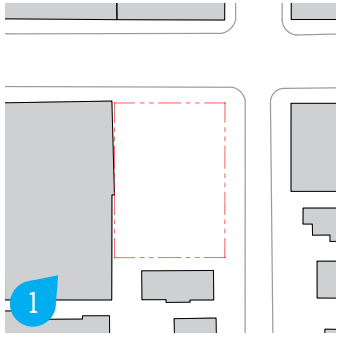


STANDARD	REQUIRED	REQUEST	EXPLANATION	DESIGN GUIDELINE
2. SMC 23.47A.014.B.1 – 15’ TRIANGLE SETBACK	Where lot is adjacent to a residentially zoned lot, a triangular setback from the intersection of the abutting side and front lot lines of 15’ along the street and the abutting property lines, is required	Allow a driveway and a small portion (approx. 4 SF) of the building corner above the driveway within the triangular setback area.	The 10’ required setback towards the midrise residential zoned has been increased by 2’ additional feet for a total of 12’, therefore creating a bigger buffer abutting the residentially zoned lot. Allowing the corner of the building above the driveway within the triangular setback will allow for a more consistent architectural expression.	(CS2.D. 3) (CS2.D. 5)

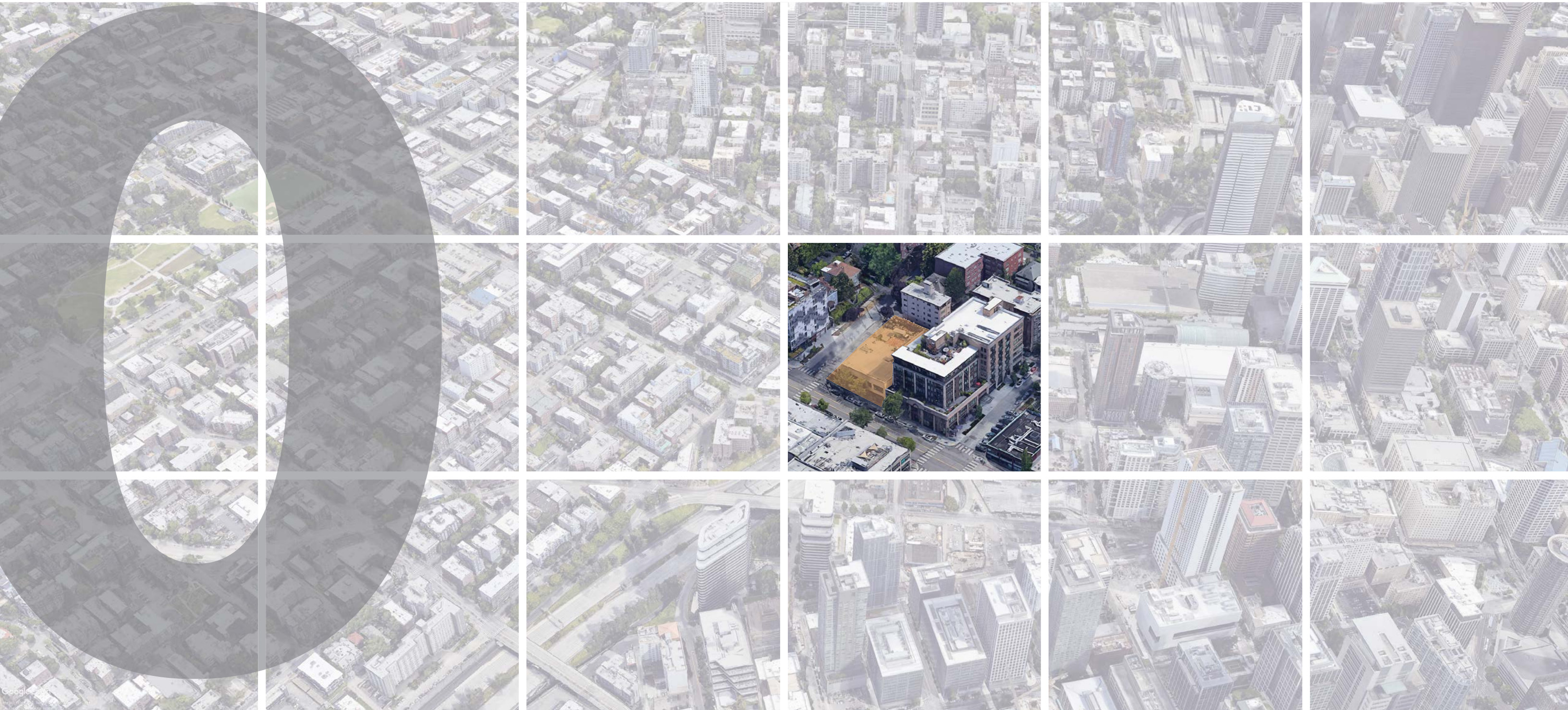


1 AERIAL VIEW

looking north-east above Summit Ave







10.0 representative projects
APPENDIX



1 The Broadway Building // SMS + Hunters Capital // Capitol Hill



2 Ballou Wright Building // Hunters Capital // Capitol Hill



3 Chrysler Building // Hunters Capital // Capitol Hill



4 Hilltop // SMS + Hunters Capital // Capitol Hill



5 Seattle Automobile Building // Hunters Capital // Capitol Hill



6 101 Broadway // SMS // Capitol Hill



7 Colman Automotive Building // Hunters Capital // Capitol Hill



8 Dunn Motor Building // Hunters Capital // Capitol Hill



9 Greenus Building // Hunters Capital // Capitol Hill



10 1000 Madison Building // Hunters Capital // Capitol Hill



11 Ford Building // Hunters Capital // Capitol Hill

10.0 capitol hill 'auto-row' character imagery
APPENDIX

PIKE / PINE CONSERVATION DISTRICT



EXCLUSIVE
The Baker Electric



THE SPEEDY MODEL "M" ROADSTER, WITH LARGE BATTERY EQUIPMENT.

IF YOU ARE INTERESTED IN ELECTRICS, you had better wait a couple of weeks, for the

W. C. Stetson Co.

Has a Carload of the BAKER Roadsters, Runabouts, Coupes and Victorias now en route from the Factory.

BUICKS Which we are in a position to offer at cut	Shop, Garage, Charging Station, Supplies, Livery Service.	The Incomparable 1909 WHITE Model "O," now on exhibition at our
---	---	--

1409-11-13 BROADWAY



Cadillac
Thirty
At The Bar of Public Opinion

The fancy and confusion of the early season has subsided. Motor cars today are being sold on the merits which they have demonstrated during the past six months. An accurate standard of value is being established. Cars are being appraised the relative positions to which they are entitled.

Which car dominates?

The first men you meet who know anything at all about automobiles will answer the question for you. Eminent opinion in every community has established itself.



Why Look Elsewhere for Your 1902 Mount

WHEN YOU CAN PURCHASE

Rambler
BICYCLES

“THE BEST WHEELS ON EARTH”

FOR

\$25, \$30, \$35, \$40, \$50, \$60

Chain, Chainless and Cushion Frame, Steam, Electric and Gasoline Automobiles and Motorcycles. A Full Line of Bicycle Supplies, Accessories and Retail.

EXPERT REPAIRING AND ENAMELING

Fred T. Merrill Cycle Co. Inc.
1108-1110 Second Avenue, Seattle.
CHAS. O. COOK, Manager.

PIKE / PINE CONSERVATION DISTRICT

