



City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director



EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

Project Number: 3023226

Address: 1525 11th Ave

Applicant: Ankrom Moisan Architects

Date of Meeting: June 8th, 2016

Board Members Present: Curtis Bigelow (Acting Chair)
Barbara Busetti
Christina Orr-Cahall

Board Members Absent: Dan Foltz
Natalie Gualy
Amy Taylor

SDCI Staff Present: Beth Hartwick, Senior Land Use Planner

SITE & VICINITY

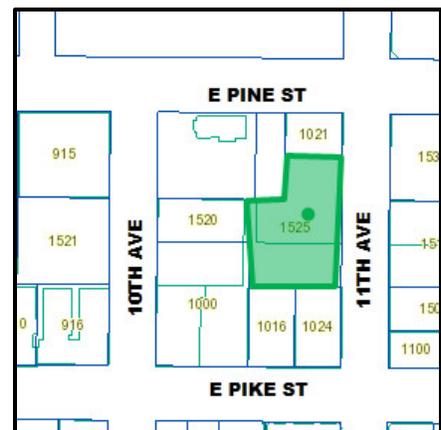
Site Zone: Neighborhood Commercial 3 Pedestrian – 65 (NC3P-65)

Nearby Zones: (North) NC3P-65
(South) NC3P-65
(East) NC3P-65
(West) NC3P-65

Lot Area: 20,100 sq. ft.

Access: The site has access from 11th Ave.

Environmentally Critical Areas: None



Current Development: The northern two-thirds of the site are occupied by the Kelly-Springfield Motor Truck Co. Building which is a designated Landmark structure built in 1916. The building has been occupied by retail uses for many years. The southern portion of the site is used for surface parking and access to parking for a commercial building to the south.

Surrounding Development and Neighborhood Character:

Adjacent structures include early 20th century mixed-use buildings to the south, east and northeast (including a new development with an integrated character structure to the east), surface parking and a 1-story commercial building to the northwest.

The site is located in the Pike Pine Overlay District, which includes additional regulations for structures older than 75 years old. Many of these structures exhibit the character of the early 20th century auto row building type, with tall floor to ceiling heights, and large windows.

The site is within the context of several land use, cultural, and civic districts: the First Hill/Capitol Hill Urban Center; the Pike/Pine Urban Center; and the Pike/Pine Conservation Overlay District and Conservation Core. The immediate vicinity includes a variety of uses and ages of buildings. Several sites are under construction or have been recently completed. Many of these projects have incorporated character structures into the development.

The site is located on 11th Avenue, which along with 10th Ave., is a designated Green Street with a completed SDIT Street Concept Plan. The intent of the plan includes strengthening pedestrian corridors between Cal Anderson Park to the north and the Seattle University campus, 3 blocks to the south.

Nearby Cal Anderson Park offers a wide variety of recreational opportunities. The recently opened Capitol Hill Light Rail Station is located approx. three blocks north of the site.

PROJECT DESCRIPTION

Renovation of an existing 2-story Landmark building (Kelly Springfield Building) including a 3-story addition above the existing structure and a new 5-story structure to the west. Proposal consists of 65,000 sq. ft. of office space and 12,000 sq. ft. of retail space. Parking for 31 vehicles to be provided below grade.

The design packet includes materials presented at the meeting, and is available online by entering the project number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

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Background Information:

The entire site including the 'pit lot' is a designated Landmark so the Landmark Preservation Board has authority to give guidance to the entire development. The project has been presented before the ARC (Architectural Review Committee) on five occasions. The concepts presented to the Design Review Board includes the project design resulting from those meetings.

PUBLIC COMMENT

Several members of the public were in attendance at this meeting and offered the following comments:

- Stated preference for a 'new' design different from the 'old' design of the Landmark structure.
- Questioned how the windows in the structures to the south will be accommodated.
- Encouraged a minor setback at the south property line in consideration of the residential units on the NE side of the building to the south.
- Encouraged an elevation/window study be done to ensure privacy of the residential uses to the south.
- Concerned about having an audio system at the garage entry.
- Noted that the existing building to the south was not shown correctly.
- Stated that 11th Ave has more pedestrian active at night than the daytime.
- Concerned about safety at the garage entry and suggested using mirrors to provide better sight lines. Encouraged the design to address loading, parking and services thoughtfully so the design will function successfully.
- Stated that the residential windows of the building to the south should not be blocked and encouraged a design to solve the relationship to the existing structures and uses.

Public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

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1. **Massing and Design:** The Board was in favor of the additional 10' story and the proposed '24'-hour office use, noting that the use will be compatible with the active neighborhood. The Board encouraged the design of the new building to be either very distinct from or very similar to the Landmark structure – and to embrace whichever design direction is selected. The Board supported the 21' setback of the upper levels above the Landmark structure that allow this historic building to be more prominent and reinforce the existing street edge. The following guidance was given:
 - a. Provide a design where the new portion is either distinct from or similar to the Landmark structure. (CS3.A.3, CS3.A.2, CS3.III.i.b, CS3.IV.i, DC2.II.i.a)
 - b. Consider designing the two lower floors of the new structure as an extension of the historic structure. (CS3.IV.i)
 - c. The Board would rather see a blank wall than a mural at the upper portion of the west facade that will not include any windows. (DC2.B.1)
 - d. The layout of the ground floor is unresolved. Acknowledging public comment regarding the access and garage presence, the Board strongly encouraged a design that minimizes the loading area and the parking access. (DC1.B.1)

2. **Relationship to Neighboring Structures:** The Board conveyed, in response to public comments, that respect for the privacy and sight lines of the glazing on the south property line must be addressed as the design evolves. The following guidance was given:
 - a. Make every effort to respect the existing windows in the residential structure to the south. (CS2.D.5)
 - b. Given the open floor plan and office use, consider pulling the building back to provide more space for the windows near the property line. (CS2.D.5)
 - c. The relationship to the buildings along the rear west property line is acceptable. (DC2.A.1)

3. **Streetscape and Ground Floor:** The Board noted that the facade of the lower two levels of the new building appears unresolved. The Board expressed that the streetscape design should be more holistic and include more landscaping. The following guidance was given:
 - a. Design the entry to the office lobby to be more prominent. The design should be either distinct from or similar to the Landmark structure entry. (PL3.A.1, CS3.III.i.b, CS3.IV.i)
 - b. The entry design should be influenced by the entry of the Landmark building if the design is to be similar to the Landmark structure. (CS3.I.iii, CS3.IV.i)
 - c. Consider locating the office entry where the garage was shown. (PL3.A.1)
 - d. Provide more vegetation on the curb protrusions into the street, and a more thoughtful and dense landscape plan. (DC4.D)
 - e. Maintain the angled street parking. (CS2.B.2)

4. **Service Uses:** The Board encouraged a design with minimal impact from the parking and loading entries. The following guidance was given:
 - a. Minimize the size of the garage door; consider a smaller loading or smaller garage opening. (DC1.C.2)

- b. Design the bike access circulation to be more user friendly. (PL4.B.3)

For the Recommendation Meeting:

- Provide a window study showing the relationship to the existing windows in the residential building to the south.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

CS2-D Height, Bulk, and Scale

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. 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.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

Pike/Pine Supplemental Guidance:

CS3-I Height, Bulk, and Scale Compatibility and Pike/ Pine Scale and Proportion

CS3-I-iii. Opening Proportions: Keep the proportions of window and door openings similar to those of existing character structures on the block or in the neighborhood. heights of at least 15 feet are encouraged.

CS3-III Conservation of Character Structures

CS3-III-i. Architectural Integrity: Maintain the architectural integrity of the character structure.

- a. Avoid all but minor changes to the primary elevation(s) of the character structure.
- b. Make a visual distinction between old and new: new construction should be distinguishable from the character portion.
- c. Keep the addition compatible with the character structure in form, scale, massing, and proportion.
- d. Do not obscure significant features of the character structure.

CS3-III-iv. Building Additions: Sensitively locate additions so they do not dominate the appearance of the character structure. The Pike/Pine Conservation District Overlay encourages additions that enable reuse and preservation of the character structure. The compatibility of an addition is dependent on the design of the original building, its site and immediate context.

- a. Consider the size and location of the addition in order to minimize its visibility from the street and its impact on light to adjacent structures.
- b. Place the major mass of the addition on an inconspicuous side or rear elevation so the addition does not radically change the form and character of the character structure.
- c. Consider setting additional stories well back from the roof edge to ensure that the character structure's proportions and profile are not radically changed.
- d. For additions that abut a character structure, retain the original proportions scale, and character of the main facade. Consider a slight setback from the principal façade.

CS3-IV Architectural Context

CS3-IV-i. Scale and Modulation: New buildings should echo the scale and modulation of neighborhood buildings in order to preserve both the pedestrian orientation and consistency with the architecture of nearby buildings. Architectural styles and materials that complement the light-industrial history of the neighborhood are encouraged.

Examples of preferred elements include:

- a. Similar building articulation at the groundlevel;
- b. Similar building scale, massing and proportions; and
- c. Similar building details and fenestration patterns.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-B Walkways and Connections

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

Pike/Pine Supplemental Guidance:

PL3-II Human Scale

PL3-II-i. Proportion: In order to achieve human scale development, the existing neighborhood context encourages building entrances in proportion with neighboring storefront developments. In addition to the Seattle Design Guidelines, developments should successfully contribute to the vitality of the street level and pedestrian-scale relationships to the right-of-way.

P3-II-ii. Ground-floor Design: The design of the ground floor of new developments should include:

1. Pedestrian-oriented architectural elements.
2. A rhythm of building modulation comparable or complementary to adjacent buildings.
3. Transparent, rather than reflective, windows facing the street.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

DC1-B-1. 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.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-B Architectural and Façade Composition

DC2-B-1. Façade Composition: Design all building façades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all façades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage façades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to façades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

Pike/Pine Supplemental Guidance:

DC2-II Integration of Character Structures in New Development

DC2-II-i. Design Concept: Consider different approaches for expressing the relationship between the character structure and new portions of the project. To avoid a superficial design treatment, the new project should not mimic the style of the character structure inappropriately. Approaches to consider include:

a. Contrast: Design the new addition in a manner that provides differentiation in materials, color, ornamentation and detailing so that the new work does not imitate the character structure, but still responds to the essential elements of scale and character. For example, if the character structure provides a solid, sturdy base, the additional upper floors could have a high degree of transparency and glazing to give them an appearance of lightness.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.
courtyards.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

DC4-E Project Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance the following departures were requested:

1. **Standards for Loading Berths (SMC23.54.035.C.1):** The Code requires each loading berth shall be not less than ten (10) feet in width and shall provide not less than fourteen (14) feet vertical clearance. The applicant proposes locating two of the three required loading berths in the below grade parking level. The height of the garage opening and below grade story has not been precisely determined but is contemplated to be less than 14’.

The Board indicated early support for this departure as they strongly preferred locating these loading berths below grade instead of at street level, thereby allowing the street level to contain more active and viable uses. (DC1.C.4)

2. **Curb Cut Width (SMC23.54.030.F.2.b.2):** The Code requires for two way traffic, the minimum width of curb cuts is 22 feet, and the maximum width is 25 feet, except that the maximum width may be increased to 30 feet if truck and auto access are combined. The applicant proposed a 37’-1” curb cut to access an at-grade loading berth and the access to the lower level parking.

The Board indicated they were not supportive of such a departure as visually challenging and non-contributing to an active, pedestrian scaled area. (DC1.C.2)

3. **Sight Triangles (SMC23.54.030.G.2.):** The Code requires for two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway with the sidewalk. The applicant is proposing to use mirrors and/or visible and audio alarms instead of a sight triangle.

The Board indicated they may be supportive of this departure with further study, but expressed audible warning systems would not be appropriate. (DC1-B-1, DC1.C.2)

4. **Access to Parking (SMC23.47A.032.A.1.d):** The Code requires for each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts. The applicant proposes two garage doors one for the at grade loading berth and the other at the access to below grade parking.

The Board indicated they would not support this departure and encouraged the loading stalls to be located below grade in the parking garage, noting this was preferable to two smaller doors. (DC1.C.2)

5. **Height Exceptions (SMC23.73.014.B.3):** A height exception provision exists for lots that include a character structure. In zones with a 65-foot mapped height limit, or with a 40-foot mapped height limit with provisions allowing for additional height up to 65 feet according to subsection 23.47A.012.A, 10 feet of additional height is allowed

above the 65 foot height limit if the certain requirements are met. To allow the extra floor to be used for a non-residential use the allowable FAR must not be increased and one of three criteria must be met. The proposed project includes office use above the commercial use at grade. The applicant is proposing that the criteria to maintain greater portions of existing character structures on the lot through design treatments that exceed the minimum standards of subsection 23.73.015.A, are being met as the street facing facade, the ground level floor to the ceiling, portions of the side and rear walls and interior elements are being preserved in the Landmark structure.

The Board indicated support for this departure as they supported the office use as a needed use in the neighborhood. (CS2.A.1)

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.