ASUW Shell House

SEATTLE LANDMARKS PRESERVATION BOARD
Briefing Packet #4- July 2025

Project Team —

Glenna Chang

Carmen Scraper
Project Manager

Garrett Condel
Project Manager

MITHŪN

Rich Franko
Design Partner

Evan Bourquard
Project Manager

Dakota Keene
Project Landscape Architect

Dustann Jones
Project Architect

ASUW Shell House Design Updates

Building Updates

1. Hangar Door Configuration - *Proposed and Future*
2. Exterior Building Palette - *Historic Color and Proposed Colors / Finishes*
3. Evening Event Rendering
4. Interior Stair - *Massing and Exiting*

Site Design

1. Proposed Site Plans
    a. Existing and Proposed Impervious Areas
    b. Existing and Proposed Grading
2. Site Materials - *Overall Site Plans, Enlargement Plans and Sections*
3. Site Plantings - *Overall Site Plans and Enlargement Plans*
4. Mechanical / Trash Enclosure - *Historical, Location, Materials, Details*
5. Parking - *Historical, Current and Proposed*

South Side - Existing Conditions

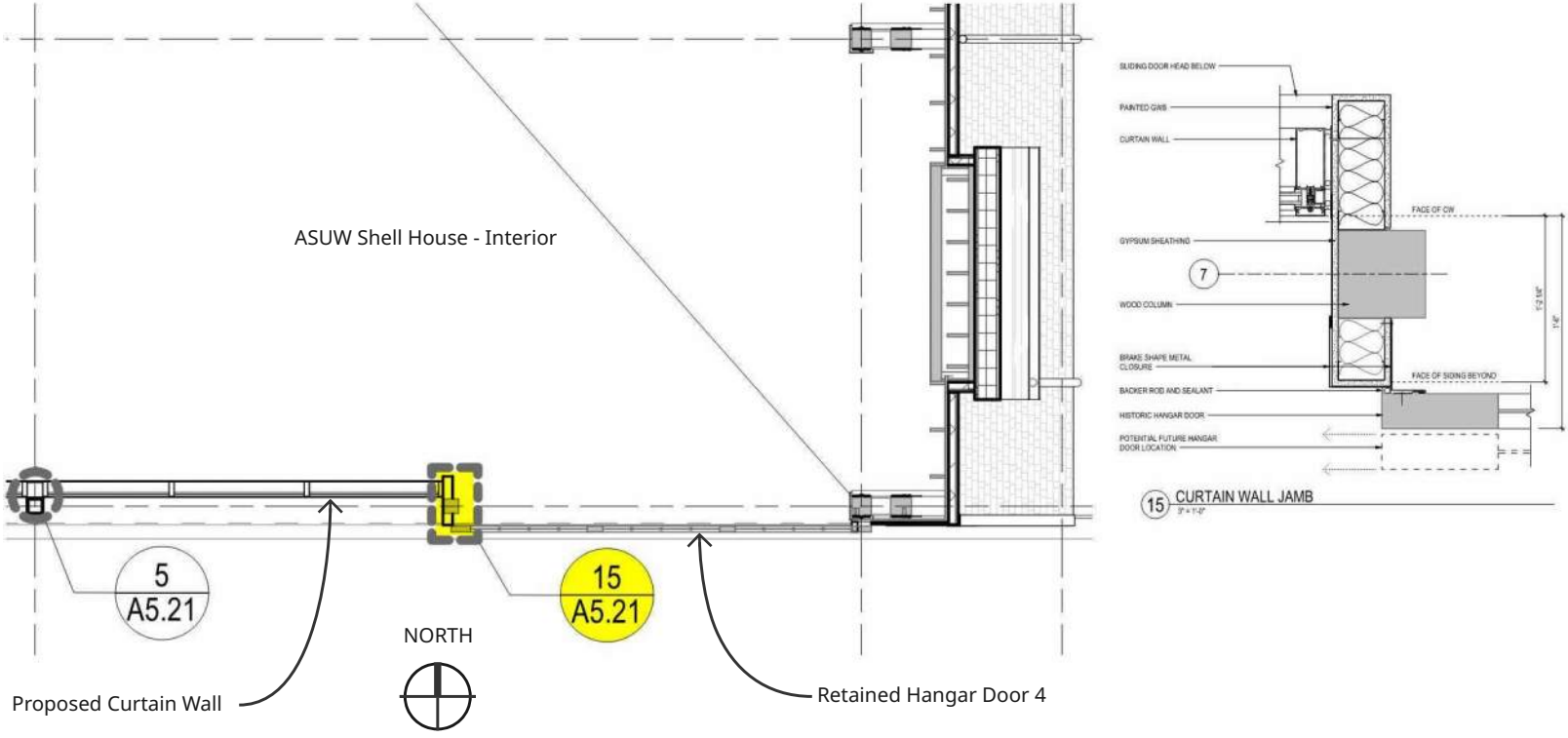
South Side - Existing Conditions

South Side - Existing Conditions

South Side - Existing Conditions

Building Updates —

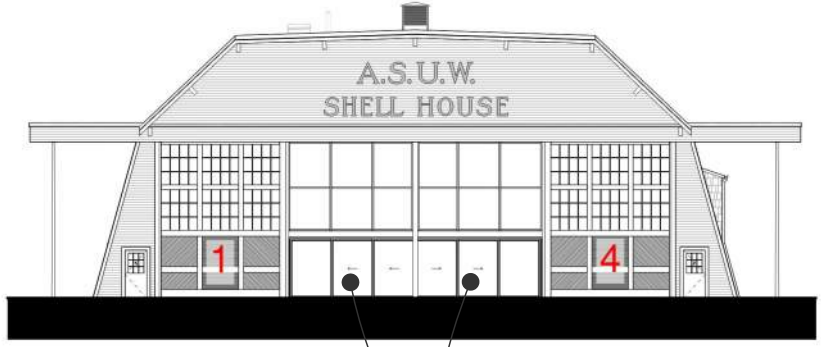
Hangar Door Configuration


ASUW Shell House - Interior
5
A5.21
15
A5.21
NORTH
Proposed Curtain Wall
Retained Hangar Door 4
SLIDING DOOR HEAD BELOW
PAINTED GWB
CURTAIN WALL
FACE OF GW
GYPSUM SHEATHING
7
WOOD COLUMN
BRAKE SHAPE METAL CLOSURE
FACE OF SIDING BEYOND
BACKER ROD AND SEALANT
HISTORIC HANGAR DOOR
POTENTIAL FUTURE HANGAR DOOR LOCATION
15 CURTAIN WALL JAMB

Proposed Configuration

Hangar Doors 1+4 Retained

Glass Sliding Doors Closed

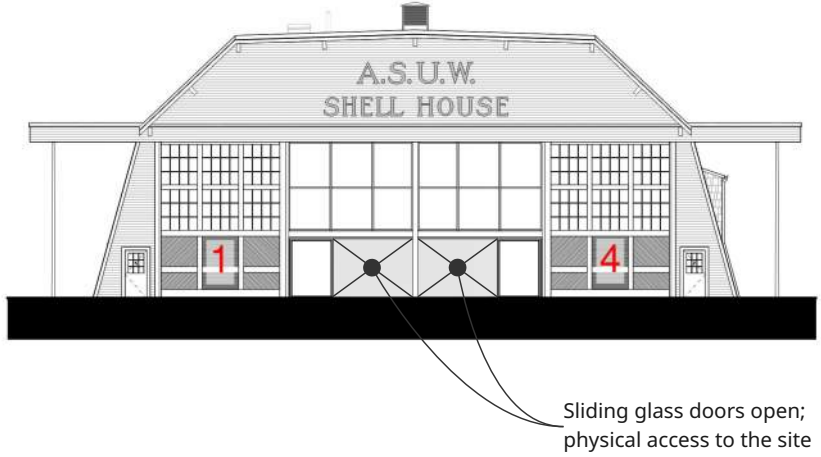


Sliding glass doors closed; visual connection to the water maintained in inclement weather

Proposed Configuration

Hangar Doors 1+4 Retained

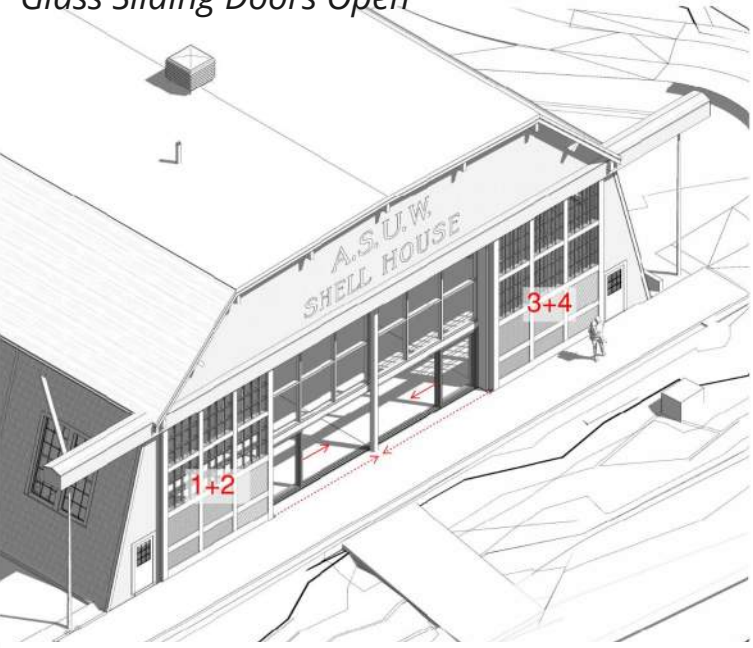
Glass Sliding Doors Open

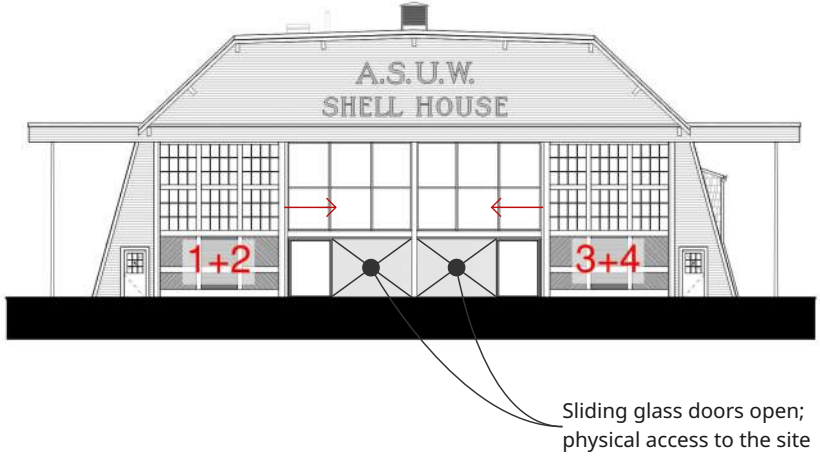


Future Configuration

Hangar Doors 2+3 Rebuilt and Added; Stacked Over 1+4

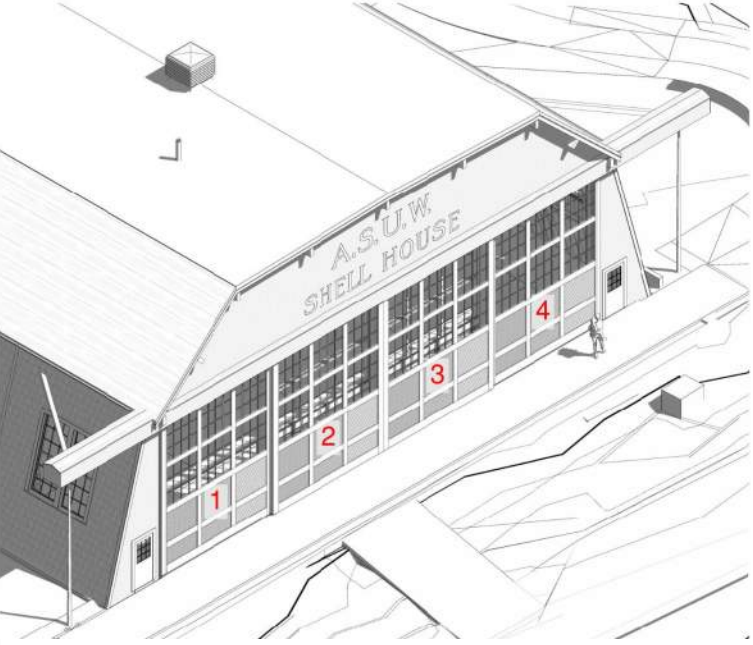
Glass Sliding Doors Open

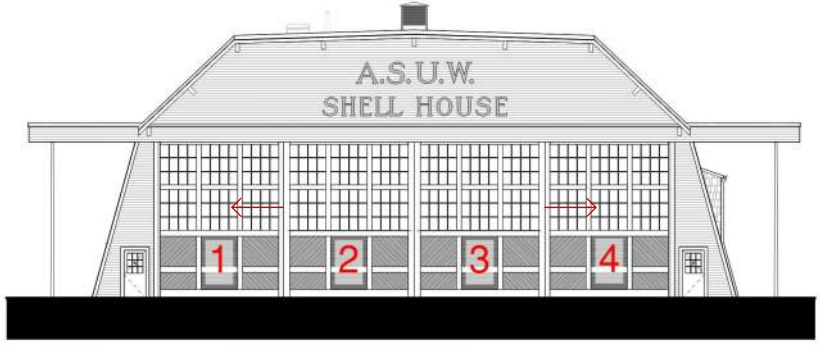




Future Configuration

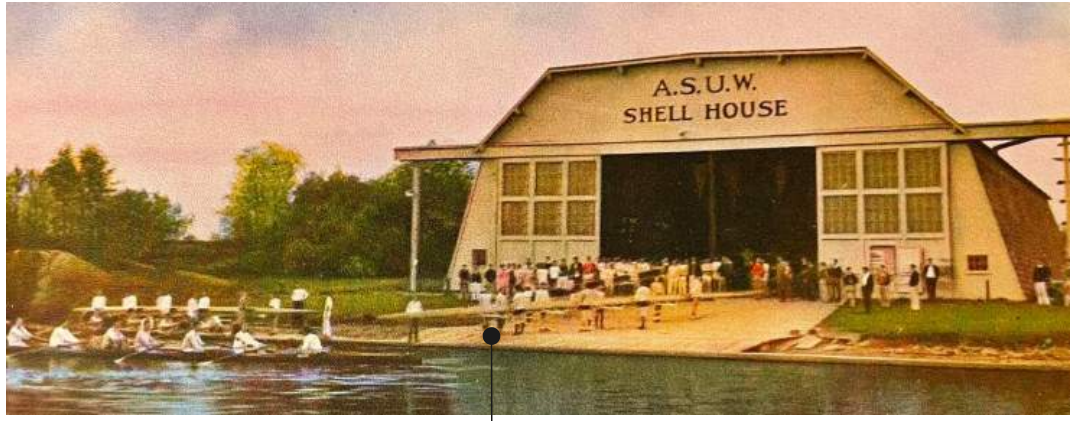
Hangar Doors 2+3 Rebuilt and Added; Set in Closed Position





Exterior Building Palette —

Exterior Materials - Historic Color



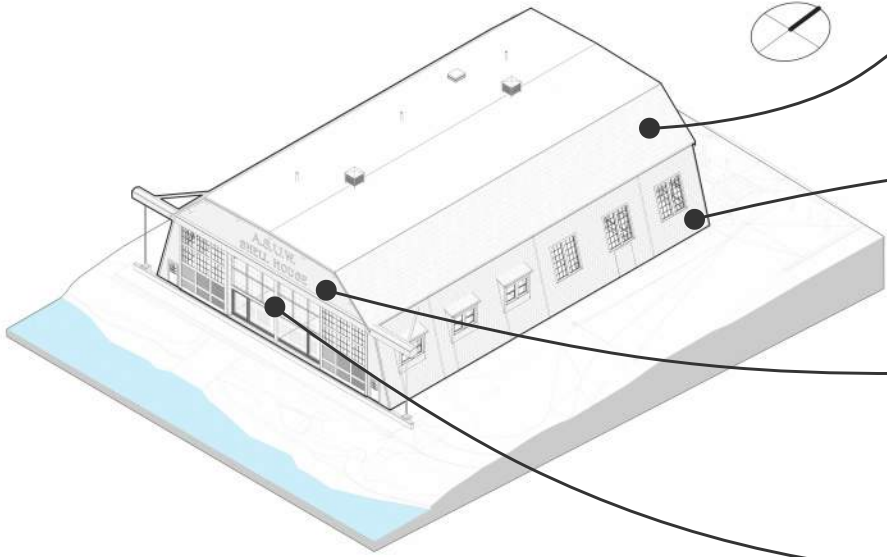
Historic Color-tinted photo

West facade photo, 2024

South facade photo, 2025

Rehabilitation Photo, 1980

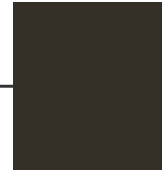
Exterior Materials - Color Palette



ASPHALT SHINGLE
GAF
WEATHERED WOOD
LOWER ROOF

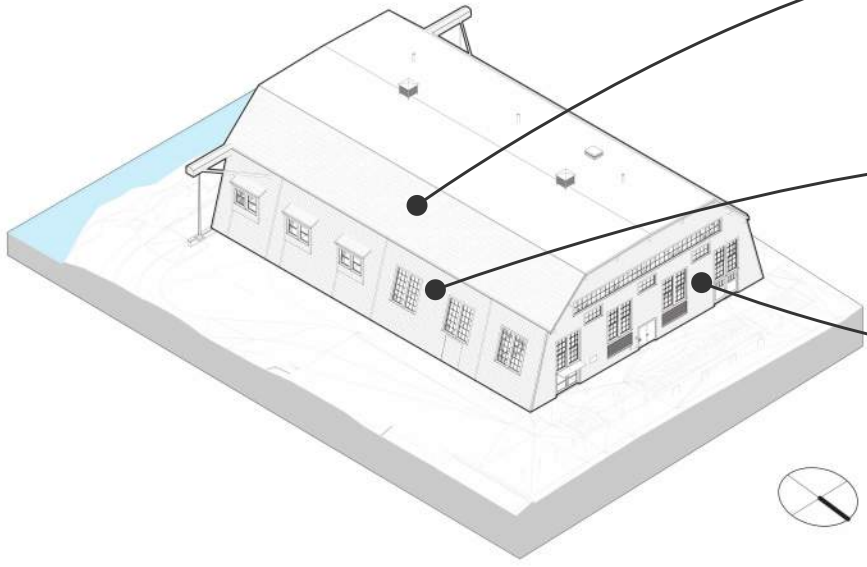
CEDAR SHINGLE
SHAKERTOWN
STORM GRAY (SEMI-TRANSPARENT)
EAST & WEST FACADE SIDING

PAINT
BENJAMIN MOORE
MARITIME WHITE
DROP SIDING AND TRIM



MULLION
KAWNEER
CLASSIC BRONZE
ALUM GLAZING SYSTEM
& EXTERIOR METALS

Exterior Materials - Color Palette



ASPHALT SHINGLE
GAF
WEATHERED WOOD
LOWER ROOF

CEDAR SHINGLE
SHAKERTOWN
STORM GRAY (SEMI-TRANSPARENT)
EAST & WEST FACADE SIDING

PAINT
BENJAMIN MOORE
MARITIME WHITE
DROP SIDING AND TRIM

MULLION
KAWNEER
CLASSIC BRONZE
ALUM GLAZING SYSTEM
& EXTERIOR METALS

Exterior Materials - Color Palette

ASPHALT SHINGLE
GAF
WEATHERED WOOD
LOWER ROOF

CEDAR SHINGLE
SHAKERTOWN
STORM GRAY (SEMI-TRANSPARENT)
EAST & WEST FACADE SIDING

PAINT
BENJAMIN MOORE
MARITIME WHITE
DROP SIDING AND TRIM

MULLION
KAWNEER
CLASSIC BRONZE
ALUM GLAZING SYSTEM
& EXTERIOR METALS

Exterior Materials - Color Palette

ASPHALT SHINGLE
GAF
WEATHERED WOOD
LOWER ROOF

CEDAR SHINGLE
SHAKERTOWN
STORM GRAY (SEMI-TRANSPARENT)
EAST & WEST FACADE SIDING

PAINT
BENJAMIN MOORE
MARITIME WHITE
DROP SIDING AND TRIM

MULLION
KAWNEER
CLASSIC BRONZE
ALUM GLAZING SYSTEM
& EXTERIOR METALS

Exterior Materials - Color Palette

ASPHALT SHINGLE
GAF
WEATHERED WOOD
LOWER ROOF

CEDAR SHINGLE
SHAKERTOWN
STORM GRAY (SEMI-TRANSPARENT)
EAST & WEST FACADE SIDING

PAINT
BENJAMIN MOORE
MARITIME WHITE
DROP SIDING AND TRIM

MULLION
KAWNEER
CLASSIC BRONZE
ALUM GLAZING SYSTEM
& EXTERIOR METALS

Exterior Materials - Color Palette

ASPHALT SHINGLE
GAF
WEATHERED WOOD
LOWER ROOF

CEDAR SHINGLE
SHAKERTOWN
STORM GRAY (SEMI-TRANSPARENT)
EAST & WEST FACADE SIDING

PAINT
BENJAMIN MOORE
MARITIME WHITE
DROP SIDING AND TRIM

MULLION
KAWNEER
CLASSIC BRONZE
ALUM GLAZING SYSTEM
& EXTERIOR METALS

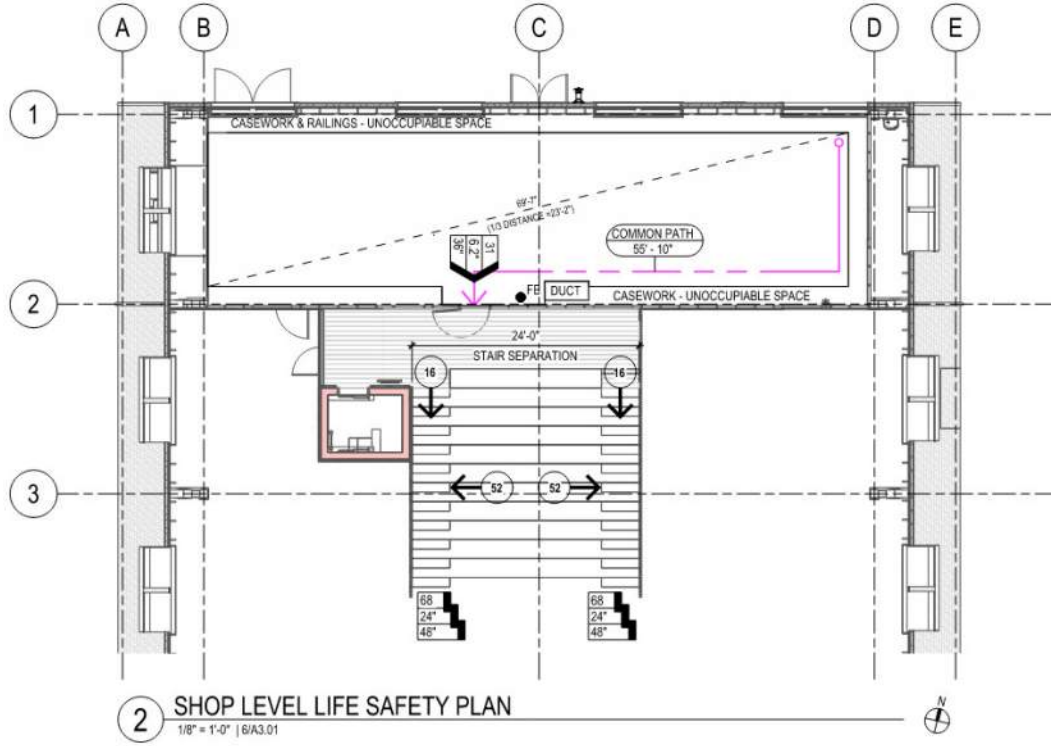
Evening Event Rendering —


A.S.U.W.
SHELL HOUSE


A.S.U.W.
SHELL HOUSE

Interior Social Stair —

Mezzanine Exiting Diagram



Code Pathway

1. To avoid rated enclosures for the stairs it is important to define the Pocock Workshop level as a mezzanine since a mezzanine is by definition not a separate story.
2. Mezzanines require a minimum "openness" per SBC section 505.2.3. Exception 2 allows for a non-open mezzanine when there are two or more exits or access to exits. This is critical given the historical nature of the wall between the Pocock workshop and the main hangar space.
3. The exits (stairs) must be separated by at least 1/3 of the greatest diagonal on the mezzanine level which is the diagonal across the Pocock workshop. The required distance of separation is 23'-2". The outer edge to outer edge of the proposed stairs is 24'-0". This aligns well with the dimensions of standard glue-laminated timber members.
4. The Pocock workshop space is allowed to have a single exit since the occupant load falls below 49 occupants and the common path of travel from the most remote corner of the space is less than 75'.

[S] 505.2 Mezzanines. A *mezzanine* or *mezzanines* in compliance with Section 505.2 shall be considered a portion of the *story* below. Such *mezzanines* shall not contribute to either the *building area* or number of *stories* as regulated by Section 503.1. The area of the *mezzanine* shall be included in determining the *fire area*. The clear height above and below the *mezzanine* floor construction shall be not less than 7 feet (2134 mm).

505.2.1 Area limitation. The aggregate area of a *mezzanine* or *mezzanines* within a room shall be not greater than ((~~one-third~~)) one-half of the floor area of that room or space in which they are located. The enclosed portion of a room shall not be included in a determination of the floor area of the room in which the *mezzanine* is located. In determining the allowable *mezzanine* area, the area of the *mezzanine* shall not be included in the floor area of the room.

5-8 2021 SEATTLE BUILDING CODE

505.2.3 Openness. A *mezzanine* shall be open and unobstructed to the room in which such *mezzanine* is located except for walls not more than 42 inches (1067 mm) in height, columns and posts.

Exceptions:

1. *Mezzanines* or portions thereof are not required to be open to the room in which the *mezzanines* are located, provided that the *occupant load* of the aggregate area of the enclosed space is not greater than 10.
2. A *mezzanine* having two or more exits or access to exits is not required to be open to the room in which the *mezzanine* is located.
3. *Mezzanines* or portions thereof are not required to be open to the room in which the *mezzanines* are located, provided that the aggregate floor area of the enclosed space is not greater than 10 percent of the allowable *mezzanine* area.
4. In industrial facilities, *mezzanines* used for control equipment are permitted to be glazed on all sides.
5. In occupancies other than Groups H and I, which are no more than two *stories* above grade plane and equipped throughout with an *automatic sprinkler system* in accordance with Section 903.3.1.1, a *mezzanine* having two or more *exits* or *access to exits* shall not be required to be open to the room in which the *mezzanine* is located.

TABLE 1006.2.1
SPACES WITH ONE EXIT OR EXIT ACCESS DOORWAY

OCCUPANCY	MAXIMUM OCCUPANT LOAD OF SPACE	MAXIMUM COMMON PATH OF EGRESS TRAVEL DISTANCE (feet)		
		Without Sprinkler System (feet)		With Sprinkler System (feet)
		Occupant Load		
		OL ≤ 30	OL > 30	
A[c], E-, M	49	75	75	75[a]
B	49	100	75	100[a]
F	49	75	75	100[a]

Single Exit Stories

Please note that even though the Pocock workshop level meets the occupancy load for a single exit story per SBC section 1006.3, the Seattle Building Code has a maximum travel distance to an exit to the exterior of the building or to a fire rated exit access enclosure.

Previous versions of the code used **"common path of egress"** distances.

New codes revise "common path of egress" to **"exit access".** This means the maximum path of travel (75') must get occupants from the most remote location on the upper level all the way to an exit discharge or public way. In our case that would be an exit to the exterior of the building on the ground level.

[BE] COMMON PATH OF EGRESS TRAVEL. That portion of *exit access* travel distance measured from the most remote point of each room, area or space to that point where the occupants have separate and distinct access to two *exits* or *exit access* doorways.

[BE] EXIT ACCESS. That portion of a *means of egress* system that leads from any occupied portion of a building or structure to an *exit*.

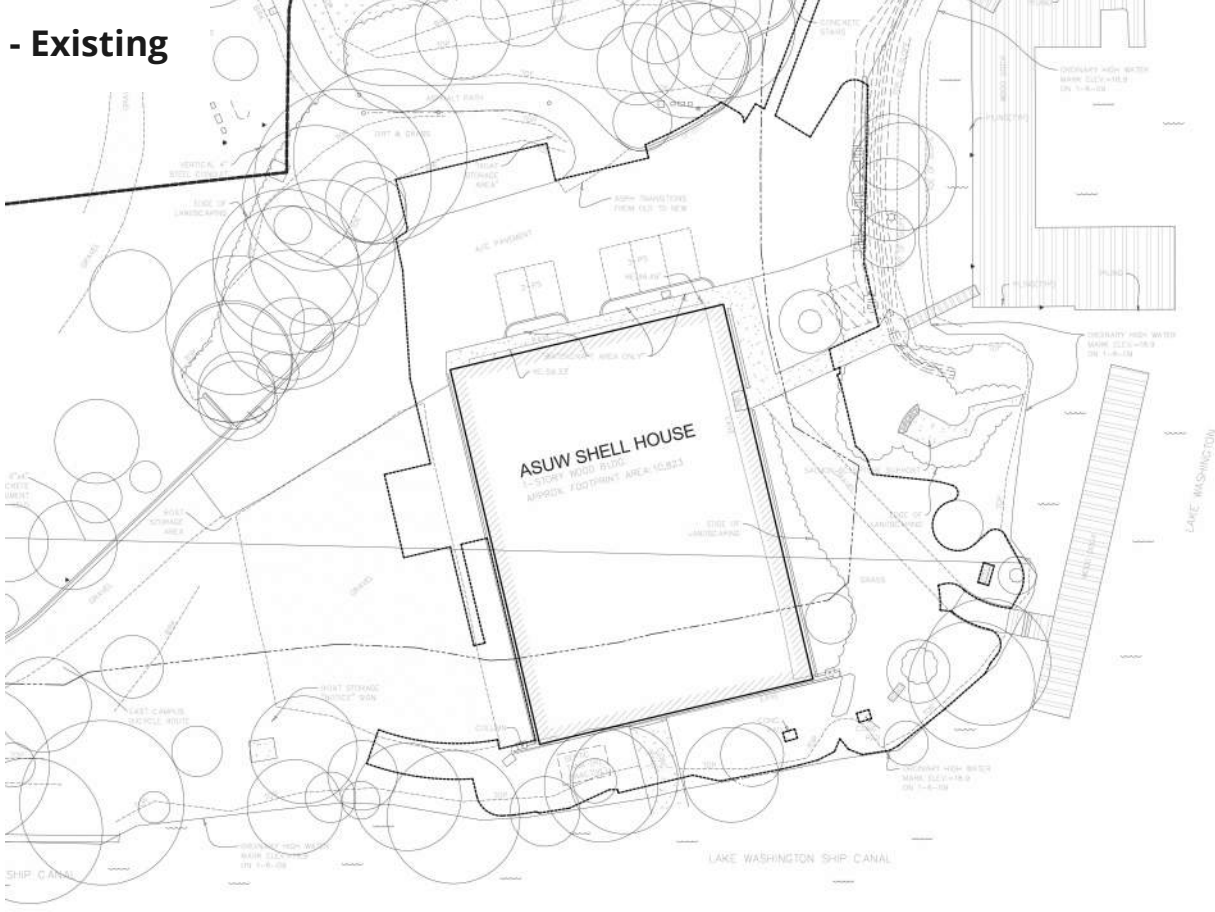
[BE] EXIT. That portion of a *means of egress* system between the *exit access* and the *exit discharge* or *public way*. Exit components include exterior exit doors at the *level of exit discharge*, *interior exit stairways* and *ramps*, *exit passageways*, *exterior exit stairways* and *ramps* and *horizontal exits*.

[W] TABLE 1006.3.3(2)
STORIES WITH ONE EXIT OR ACCESS TO ONE EXIT FOR OTHER OCCUPANCIES

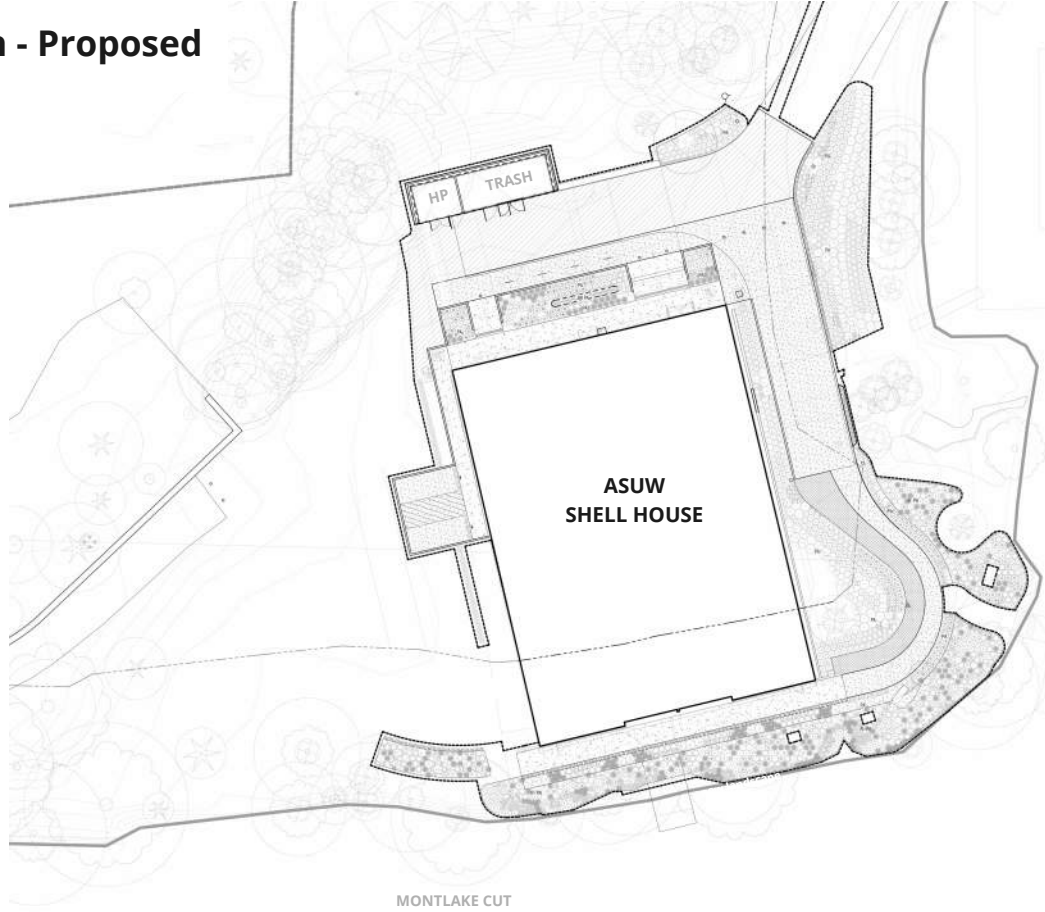
STORY	OCCUPANCY	MAXIMUM OCCUPANT LOAD PER STORY	MAXIMUM ((~~COMMON PATH OF EGRESS~~)) EXIT ACCESS TRAVEL DISTANCE (feet)
First story above or below grade plane	A, B[b], E F[b], M, U	49	75
	H-2, H-3	3	25
	H-4, H-5, I, R-1, R-2[a, c]	10	75
	S[b, d]	29	75
Second story above grade plane	B, F, M, S[d]	29	75
Third story above grade plane and higher	NP	NA	NA

Site Design —

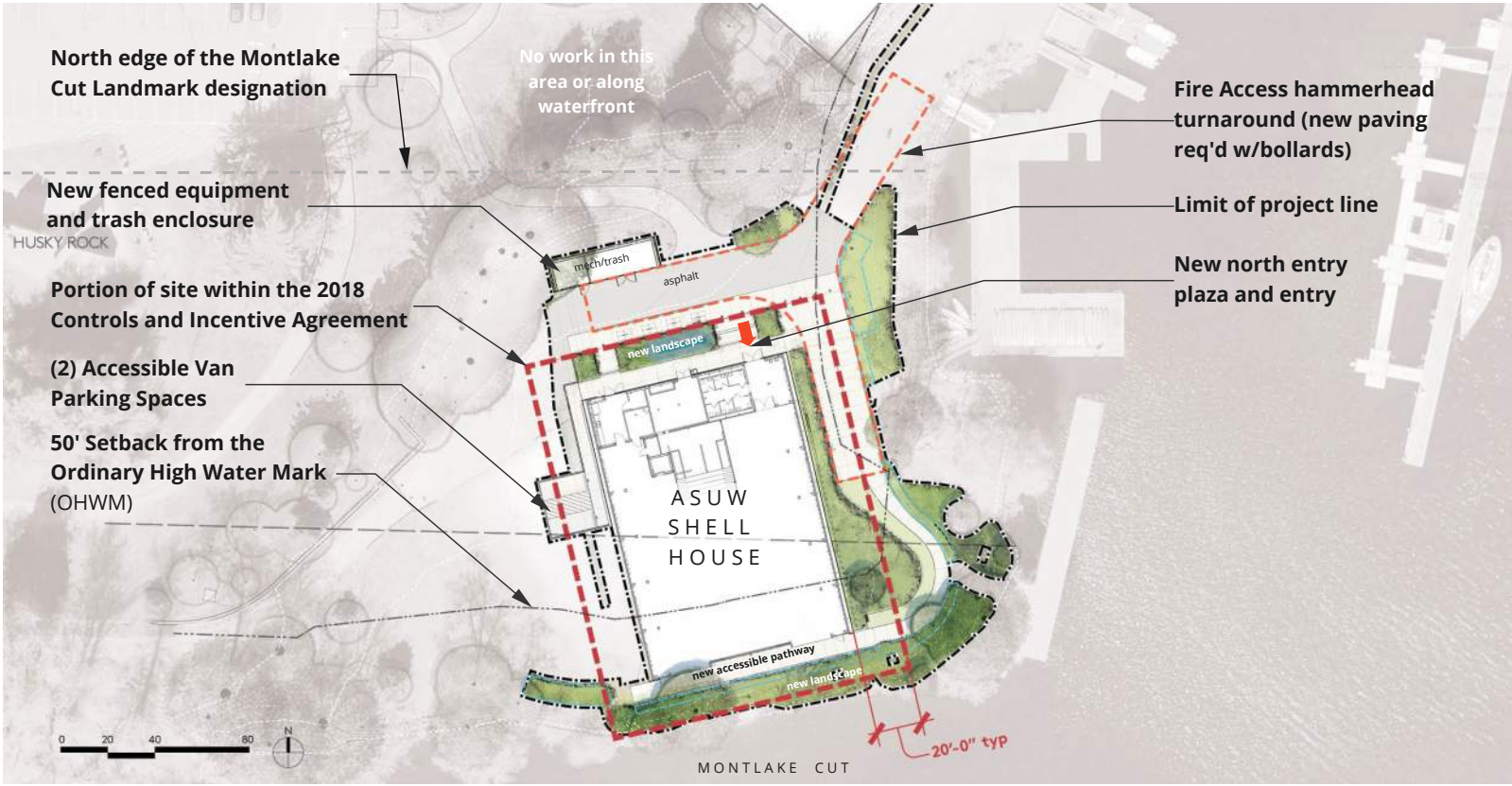
Site Plan - Existing



Site Plan - Proposed



Overall Site Plan - Proposed



Site Materials —

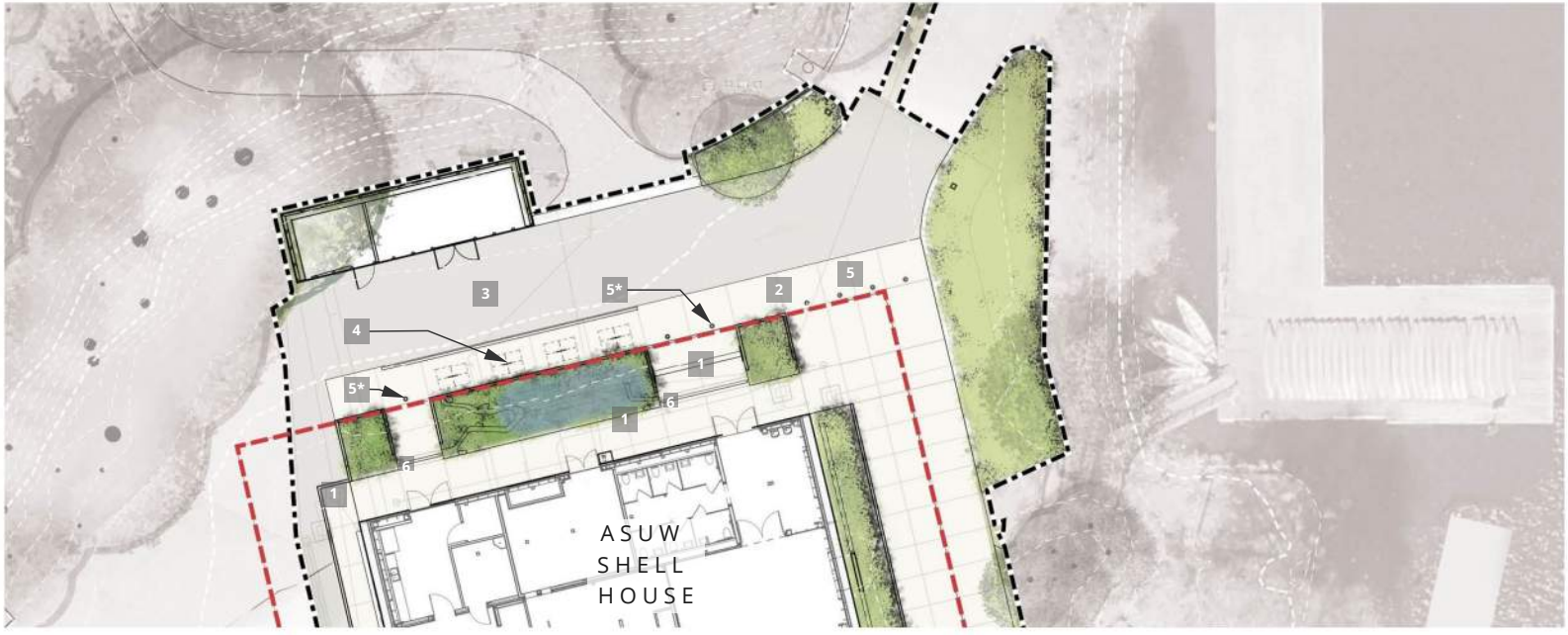
Overall Site Plan - Existing Impervious Areas (within proposed Limit of Work)

Overall Site Plan - Proposed Permeable Areas Diagram (within proposed Limit of Work)

Overall Site Plan - Existing Grades

Overall Site Plan - Proposed Grading

North Side - Plan Enlargement



Pedestrian Concrete
CAST-IN-PLACE
LIGHT BROOMED FINISH
AS SHOWN

Vehicular Concrete
CAST-IN-PLACE
LIGHT BROOMED FINISH

Vehicular Asphalt
Per Civil

Bike Racks
Stainless Steel
Sportsworks,
TOFINO No-Scratch

Bollards
Stainless Steel,
#4 Brushed Finish
External locking mechanism, typ

*** internal locking mechanism**

Trench Drain Cover
Gray Iron
Raw
Urban Accessories,
JAMISON

UNIVERSITY of WASHINGTON Sellen MITHUN

North Side - Proposed Material Palette

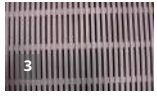
Pedestrian Concrete
CAST-IN-PLACE
LIGHT BROOMED FINISH
ACCESSIBLE PATH

Vehicular Concrete
CAST-IN-PLACE
LIGHT BROOMED FINISH
FIRE ACCESS TURNAROUND

Vehicular Asphalt
DRIVE AISLE,
FIRE ACCESS TURNAROUND

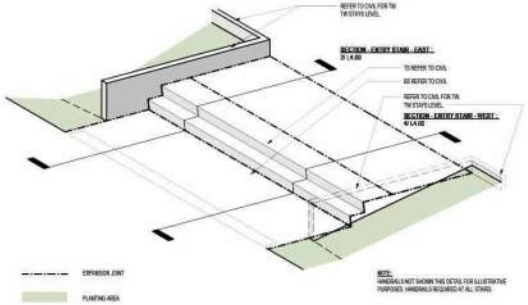
Handrails
Stainless Steel
180-Grit Polished Finish
ENTRY STAIR

Bike Racks
Stainless Steel
Sportsworks, TOFINO No-Scratch
At Drive Aisle

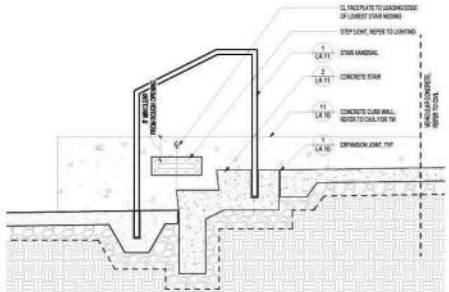


Trench Drain Cover
Gray Iron
Raw
Urban Accessories, JAMISON
ENTRY STAIR, SLOPED WALK

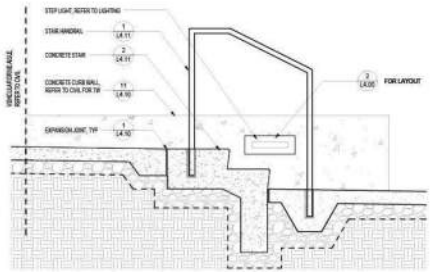
North Side - Sections



1 ENTRY STAIR - AXON

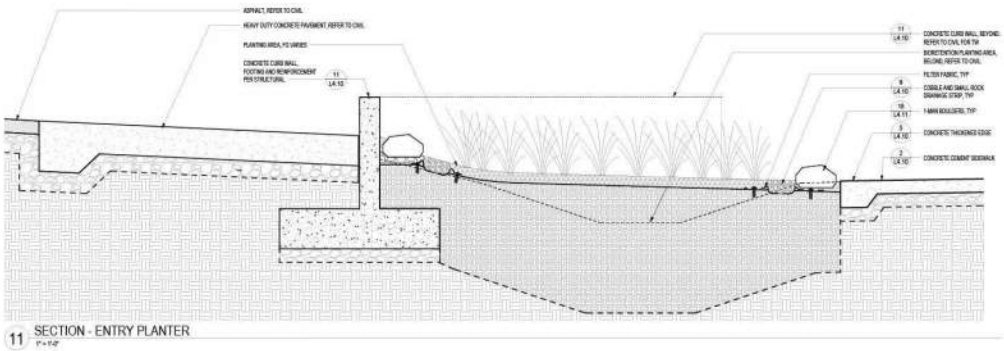


2 SECTION - ENTRY STAIR - WEST

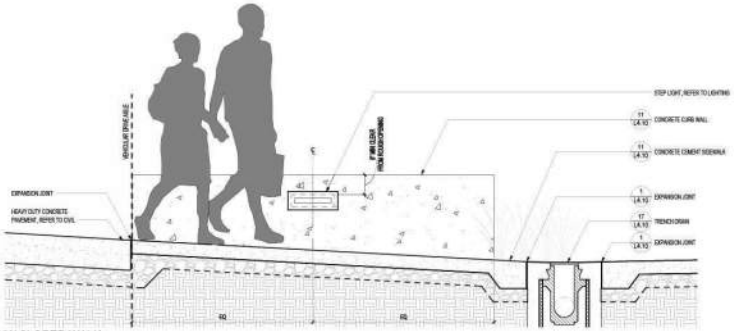


4 SECTION - ENTRY STAIR - EAST

North Side - Sections

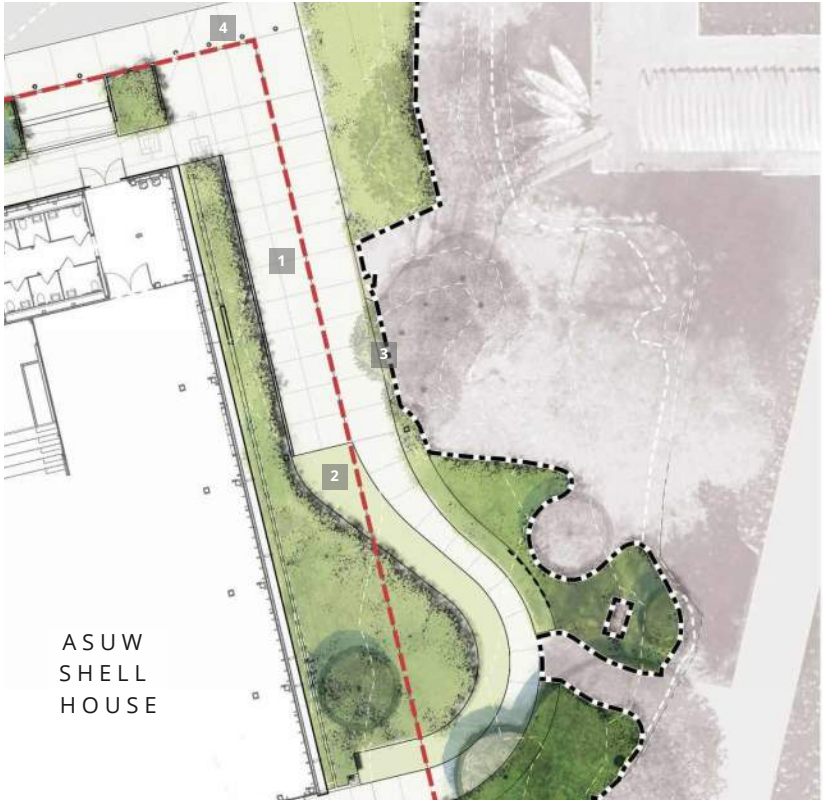


11 SECTION - ENTRY PLANTER



16 SECTION - NW SLOPED WALK

East Side - Enlargement + Proposed Material Palette

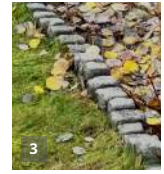


Vehicular Concrete
CAST-IN-PLACE
LIGHT BROOMED FINISH
FIRE ACCESS TURNAROUND

Grasspave

Maintenance Path

Add Alt: as shown



Cobble Wall

Salvaged Cobble from site
At existing Trees to remain.

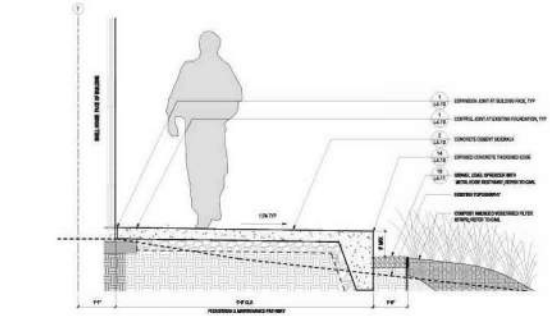
Bollards
Stainless Steel,
#4 Brushed Finish
External locking mechanism, typ

South Side - Enlargement + Proposed Material Palette

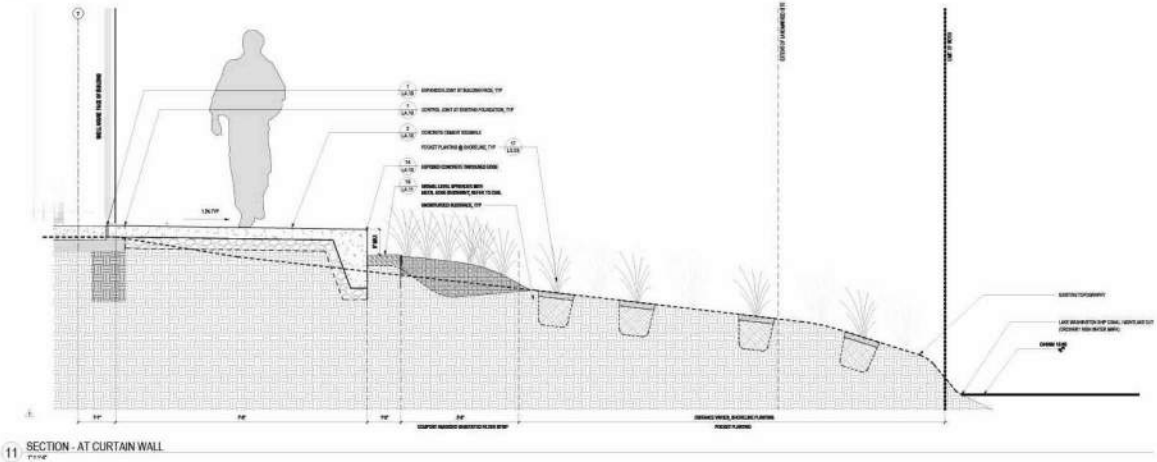
Pedestrian Concrete
CAST-IN-PLACE
LIGHT BROOMED FINISH
ACCESSIBLE PATH

Gravel Filter Strip
COBBLE AND GRAVEL FILTER
STRIP BELOW CONCRETE
WALK

South Side - Sections

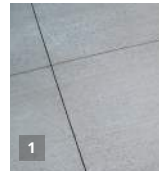


1 SECTION - ACCESSIBLE WALKWAY



11 SECTION - AT CURTAIN WALL

West Side - Enlargement + Proposed Material Palette



Pedestrian Concrete
CIP CONC
BROOMED FINISH
ACCESSIBLE PATH

Vehicular Concrete
CIP CONC
BROOMED FINISH
ACCESSIBLE PATH

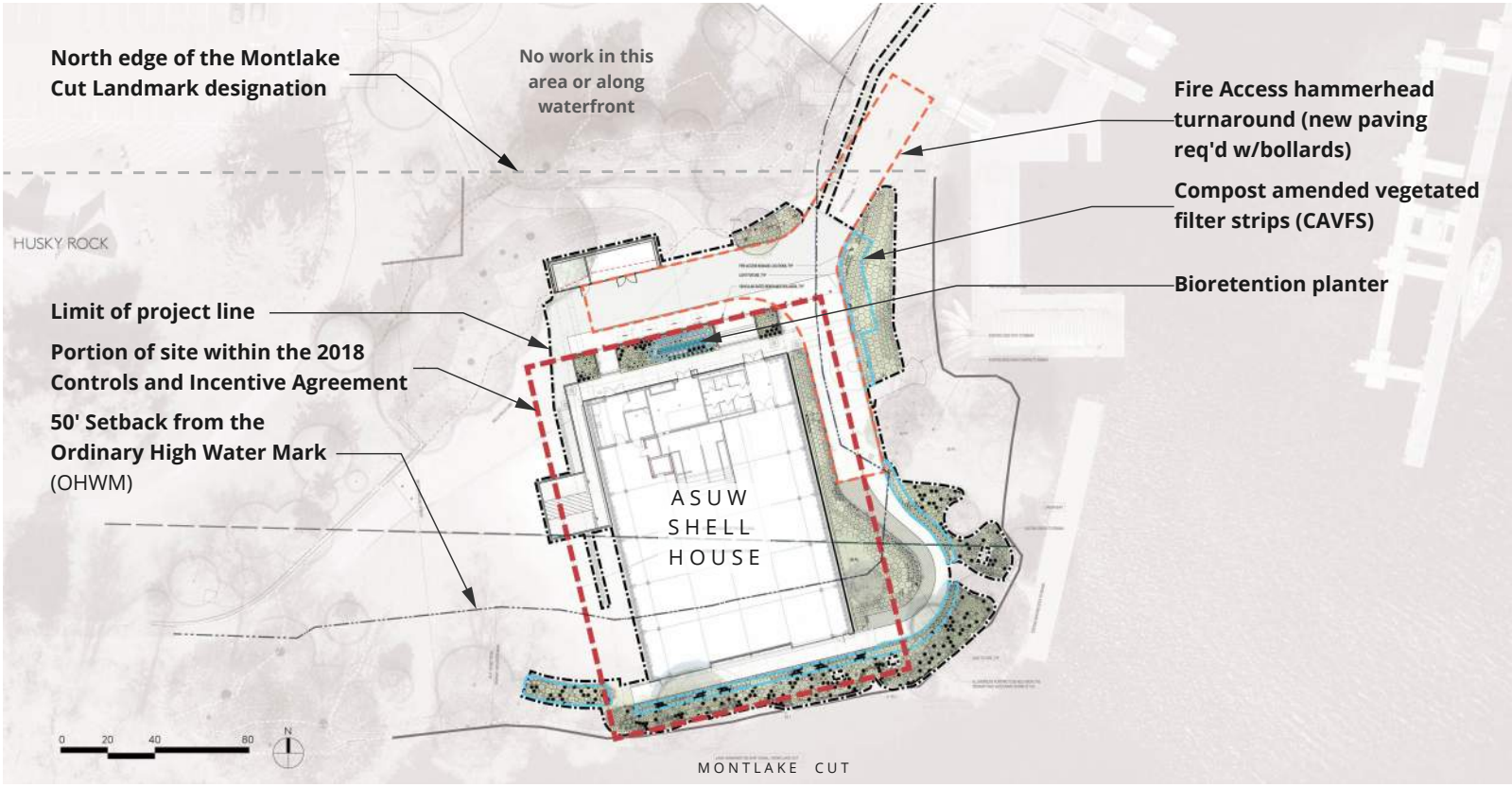
Bollards
Stainless Steel,
#4 Brushed Finish
External locking mechanism, typ

*** internal locking mechanism**

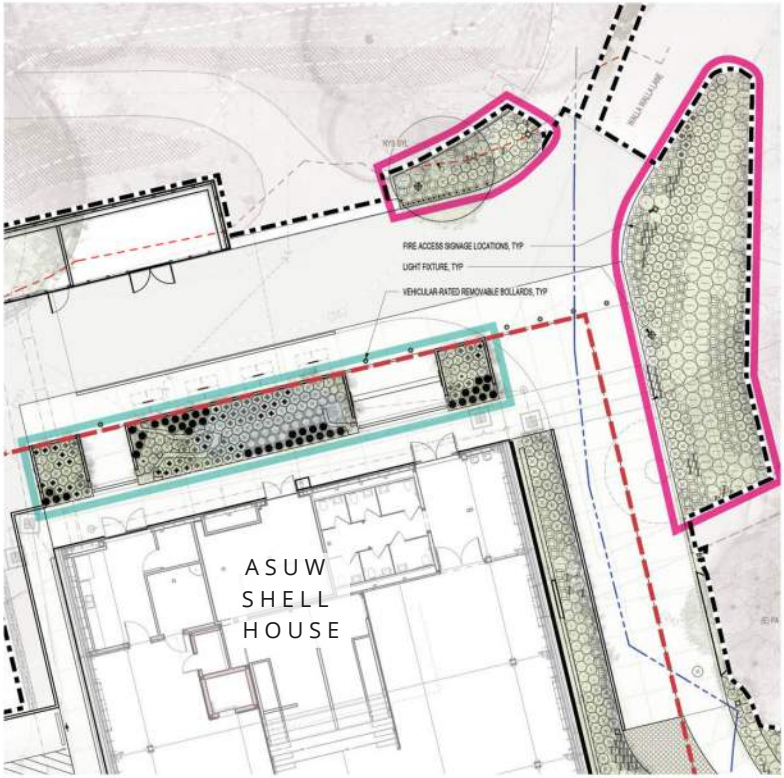
Existing Gravel

Site Plantings —

Overall Site - Proposed Planting Plan



North Side - Planting Enlargement

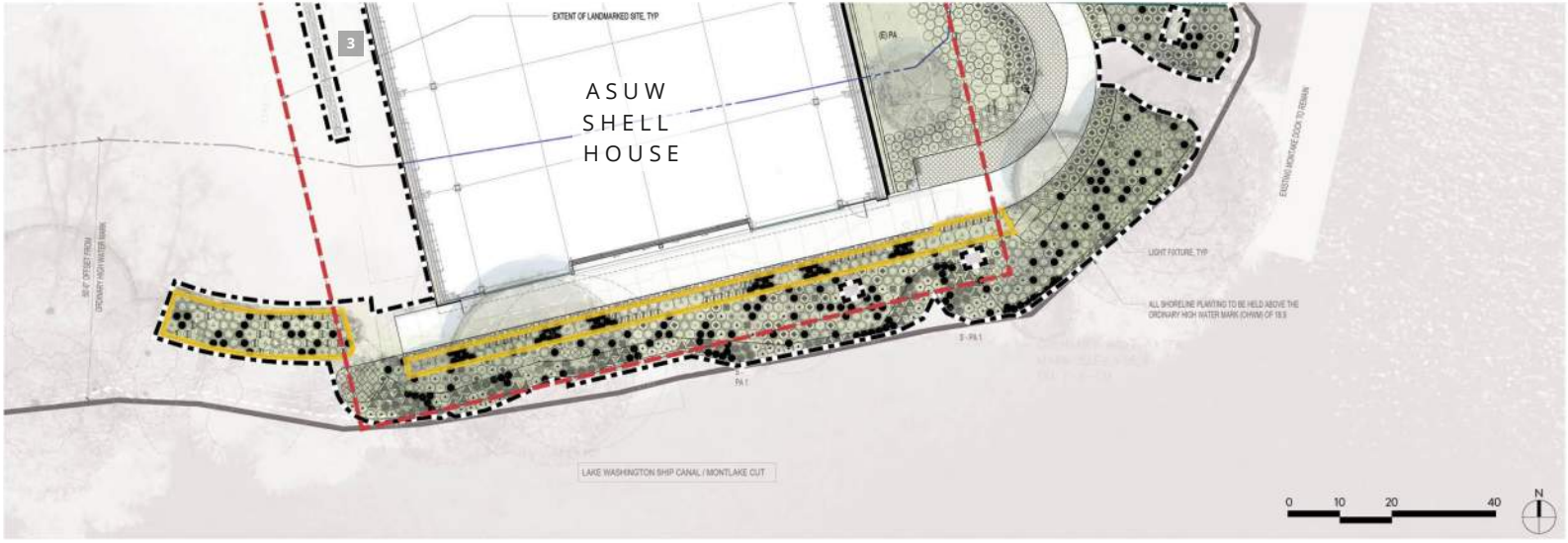


East Side - Planting Enlargment

Existing Planting to Remain

UNIVERSITY of WASHINGTON Sellen MITHŪN

South Side - Planting Enlargment



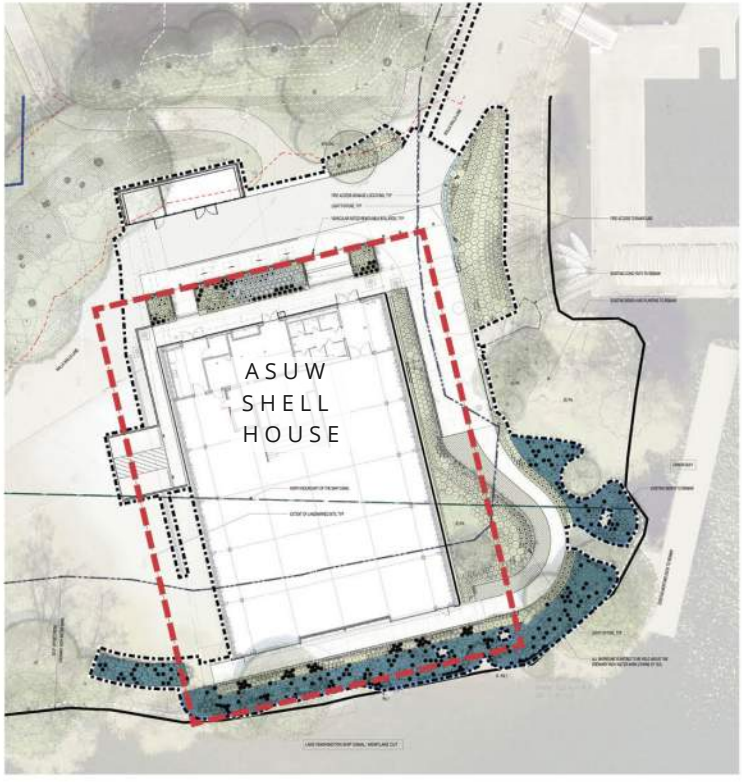

Carex densa
DENSE SEDGE


Carex obnuta
SLOUGH SEDGE

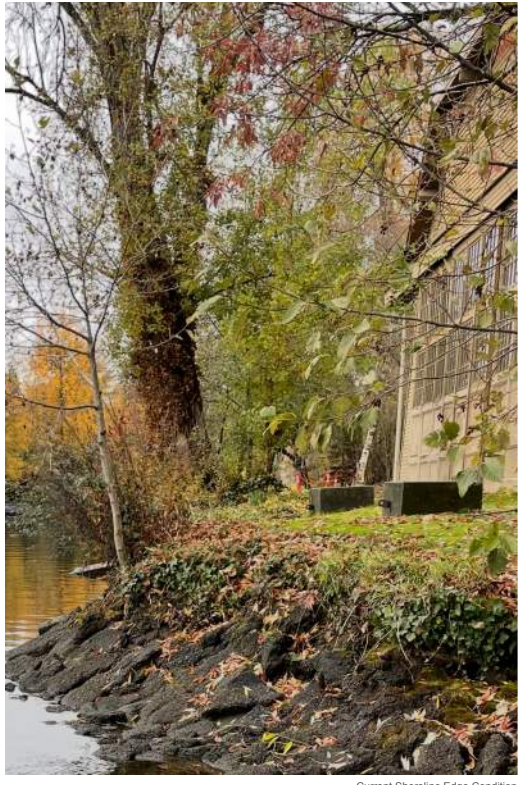

Achillea millefolium
YARROW


Scirpus microcarpus
BULRUSH

Restoration Planting Palette

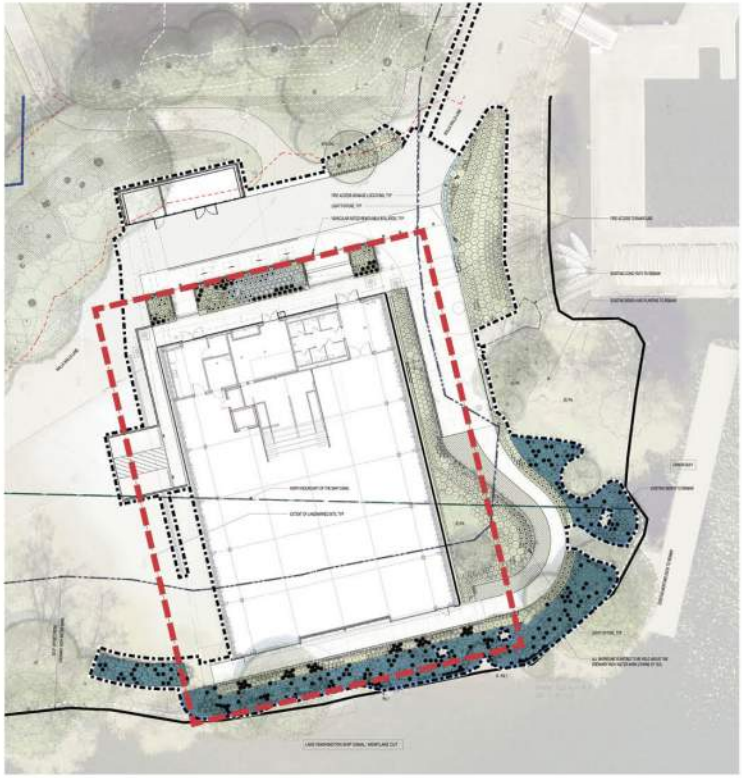


We've shown dense planting our planting plans, but the final plant quantities may vary. The pit-planting approach—with recommended species and over-densification to improve survival—was developed with Kerrie McArthur (Confluence Environmental) and informed her assumptions for the Monitoring and Mitigation Plan.



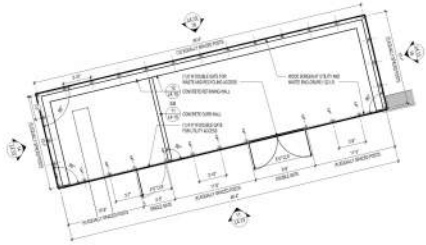
Current Shoreline Edge Condition

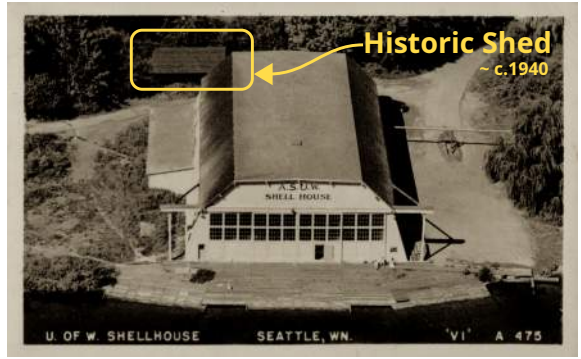
Restoration Planting Palette



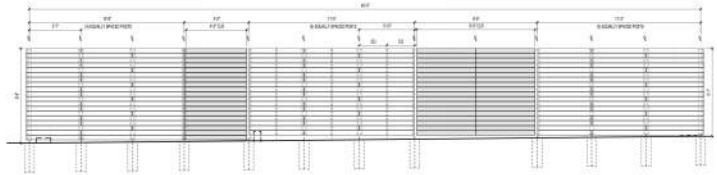
Mech/Trash Enclosure

Utility and Trash Enclosure - Detailing

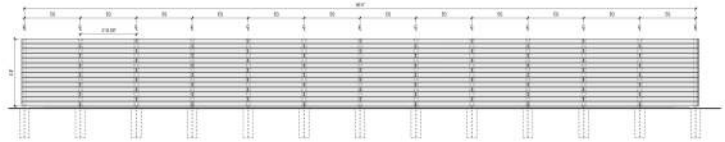




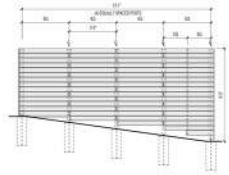
6 LAYOUT - TRASH AND UTILITY ENCLOSURE



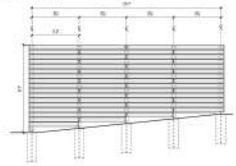
11 SOUTH ELEVATION - TRASH & UTILITY ENCLOSURE



16 NORTH ELEVATION - TRASH & UTILITY ENCLOSURE

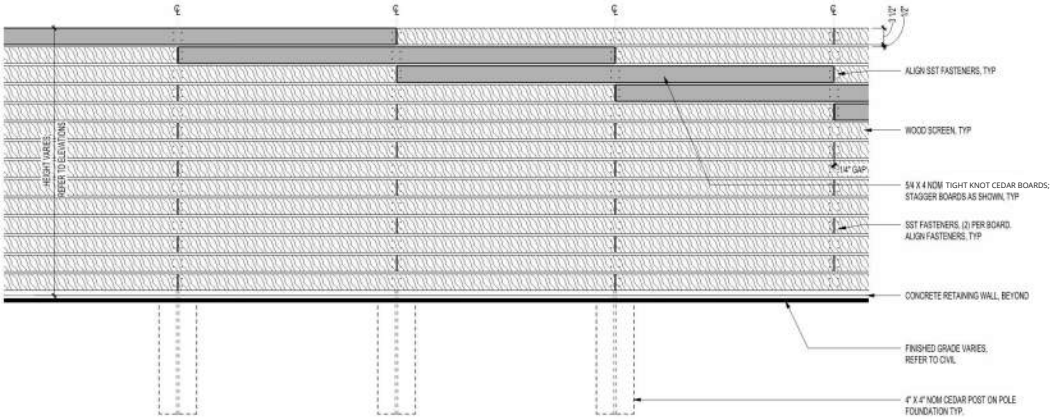


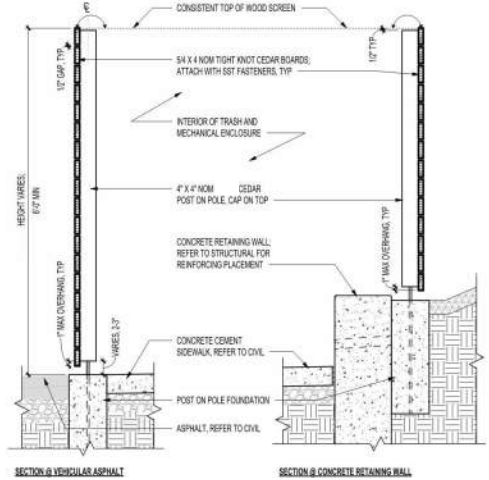
14 WEST ELEVATION - TRASH & UTILITY ENCLOSURE



19 EAST ELEVATION - TRASH & UTILITY ENCLOSURE

Utility and Trash Enclosure - Detailing & Materiality





ELEVATION

6 WOOD SCREEN AT UTILITY AND TRASH ENCLOSURE

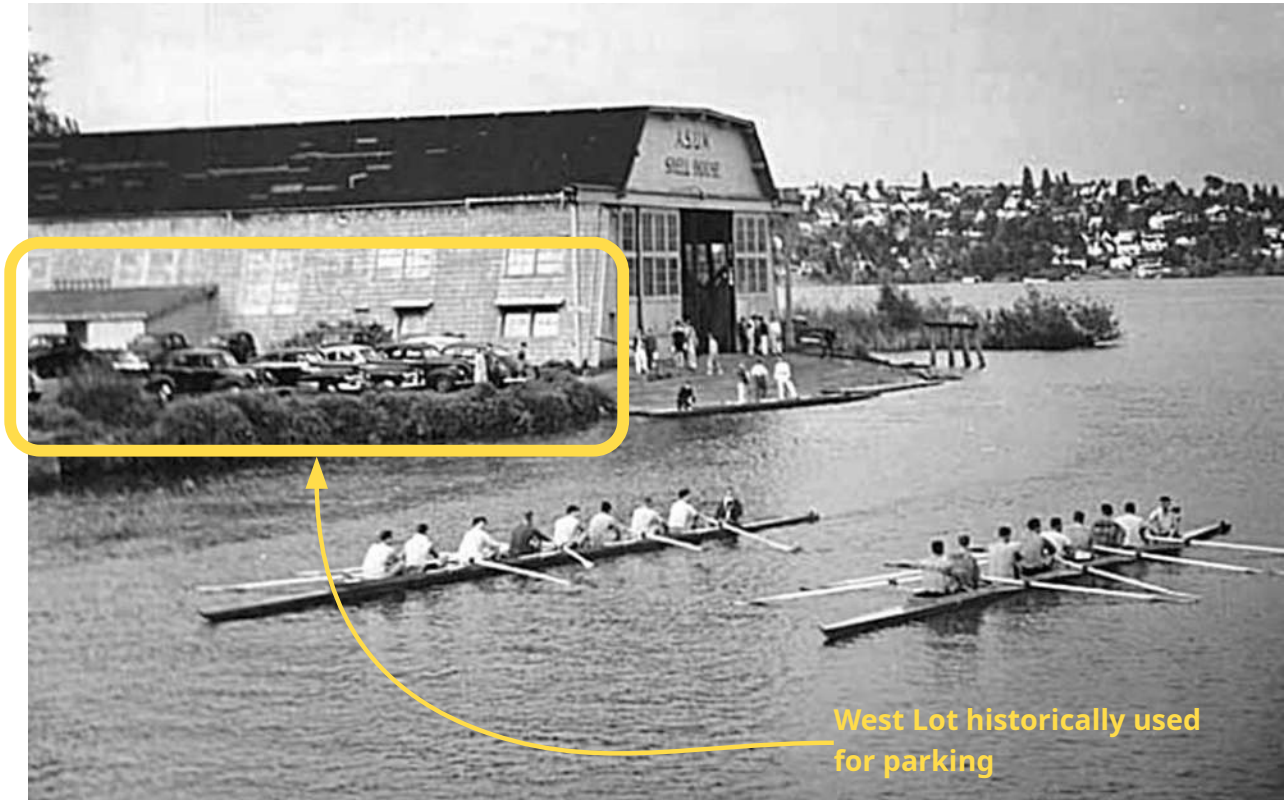
1" = 1'-0"

CEDAR
1x 4 NOM TIGHT KNOT CEDAR
ENCLOSURE SIDING

CEDAR POSTS ON POLES
Inline Fence
ENCLOSURE POSTS

Parking —

West Side - Historic Conditions



Existing Parking

PARKING SPACES ARE CURRENTLY LOCATED ALONG THE NORTH ELEVATION

WEST LOT PARKING AND BOAT STORAGE

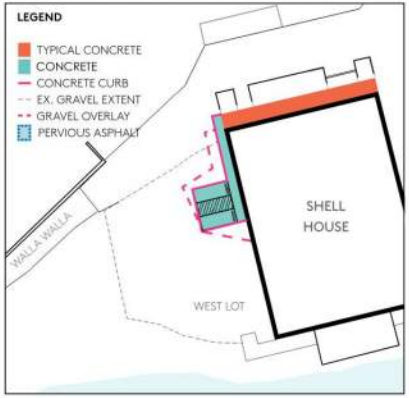
WEST LOT BEING USED FOR EVENTS

Accessible Parking Options Considered

ACCESSIBLE PARKING OPTIONS | PROS AND CONS

* FOR ALL OPTIONS, REFER TO ADDENDUM FOR PROPOSED GRADING AND DRAINAGE

OPTION A ADD FILL WEST LOT TO MINIMIZE INTERVENTION



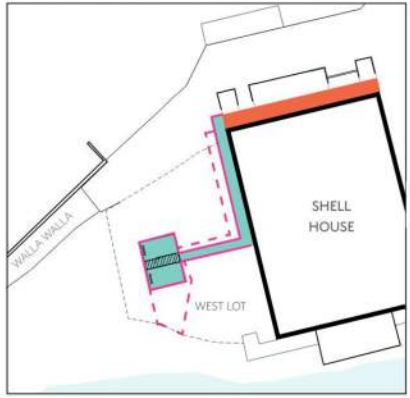
PROS**

- MAJORITY OF WEST LOT IS MAINTAINED FOR EVENTS
- REGRADING IS MINIMIZED
- WATER QUALITY IS MINIMIZED THROUGH FILL APPROACH
- $

CONS

- IN LANDMARKED ZONE - POTENTIAL CHALLENGES WITH VERTICAL SIGNS/LIGHTING

OPTION B FLATTEST SPOT UTLIZED FOR STALLS



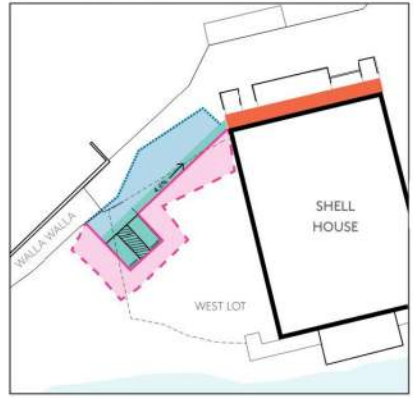
PROS**

- MOST MINIMAL REGRADING REQUIRED.
- MAJORITY OF THE WEST LOT CAN REMAIN GRAVEL AND AS FLEXIBLE SPACE FOR EVENTS

CONS

- PLACEMENT OF ACCESSIBLE SPACES FEELS RANDOM
- $$

OPTION C PRESERVE MAJORITY OF WEST LOT



PROS

- MAJORITY OF THE WEST LOT IS LEFT UNTOUCHED.

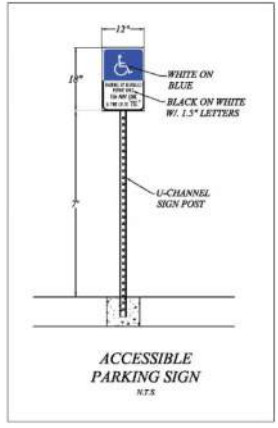
CONS

- $$$
- SIGNIFICANT REGRADING REQUIRED.
- TURNING MOVEMENTS ARE EXTREMELY TIGHT.
- GRAVEL PAVE/ PERMEABLE GRAVEL WILL LIKELY BE REQUIRED DUE TO THE AMOUNT OF CUT AND REGRADING.
- POTENTIAL FOR PERVIOUS ASPHALT PATCHING ALONG WALLA WALLA THAT WILL RESULT IN MISMATCH WITH EXISTING ASPHALT.

** GRAVEL PAVE/PERMEABLE GRAVEL NEED NOT BE USED AS PREVIOUSLY SPECULATED. STRATEGY OF FILLING GRAVEL TO MEET PERMEABLE PARKING SPACES ALLOWS FOR NON PERMEABLE MATERIAL (BECAUSE WE ARE NOT CUTTING.)

Proposed Accessible Parking

- MAJORITY OF WEST LOT IS MAINTAINED FOR EVENTS
- REGRADING IS MINIMIZED
- OPTIMUM STORMWATER APPROACH
- AFFORDABLE



ACCESSIBLE PARKING SIGN WILL BE REQUIRED AT THE HEADS OF EACH ADA PARKING SPACE

Thank you —