

BRESSI GARAGE

CERTIFICATE OF APPROVAL | 02.22.2023



PROJECT INFORMATION

PROPERTY ADDRESS:
232 1st Avenue North
OWNER:
Seattle Center
LESSEE:
365 Group LLC
ARCHITECT:
Generator Studio LLC T 816.333.6527
HISTORIC PRESERVATION CONSULTANT:
Ron Wright & Associates/Architects T 206.728.4248

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PROJECT TEAM

1. INTRODUCTION

TEAM:

Our project team is comprised of experts who can ensure the long term success and longevity of the proposed project, while maintaining the historic character of the Bressi building and providing an expansion that feels rooted in its place, time and context.

GENERATOR STUDIO:

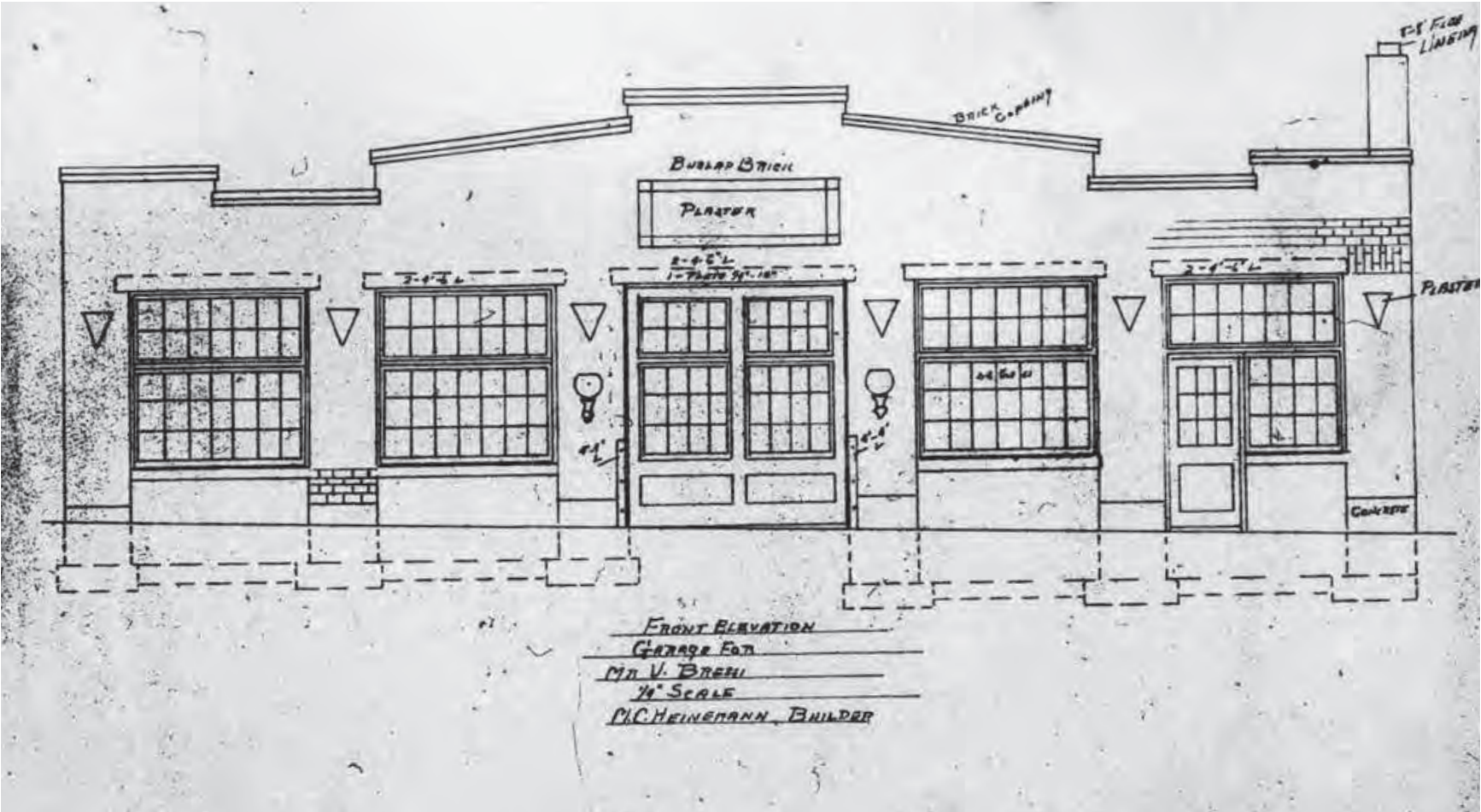
Generator Studio is a Kansas City architecture and interior design firm specializing in lifestyle, venue and live entertainment destinations. We are a group of architects and designers all-consumed with creating experiences and emotion through design. Our diverse portfolio of work is tied together by one thing: hospitality. At Generator, there is no formula for success. We approach each project and client with fresh eyes focused on creating developments that are inherently economically and environmentally sustainable.

Generator Studio is the architect of record for the proposed Bressi Garage renovation project, and recently completed the Kraken Community Iceplex in Northgate.

RON WRIGHT & ASSOCIATES/ARCHITECTS:

Ron Wright is the Historic Preservation Consultant for the proposed Bressi Garage renovations.

Founded in 1994, Ron Wright & Associates/Architects, P.S. (RWAA) is an established leader in the development of specialized projects for both public and private clients, with a specific focus on historic preservation projects. Our experience includes numerous projects within the City of Seattle, including the restoration of Union Station and Washington Hall, both awarded National Preservation Awards. We are completely versed in the interpretation of the Secretary of the Interior’s Standards for Rehabilitation, and the applicable Guidelines for Rehabilitating Historic Buildings, and have completed numerous projects reviewed by the Landmarks Preservation Board, the Pioneer Square Preservation Board, the International Special Review District, and the Pike Place Market Historical Commission. Other notable projects include the restoration of the Pioneer Square Pergola and the completion of the Lodge at St Edward State Park, both awarded Washington State Preservation Officer Valerie Sivinski Awards for Outstanding Historic Rehabilitation.



Front elevation, Bressi Garage. March 1923. M.C. Heinemann, Builder.
Courtesy Seattle Department of Planning and Development Microfilm Library.
From the Bressi Garage - Seattle Landmark Nomination file no. 198920-1515

SITE AERIAL

2. SITE CONTEXT

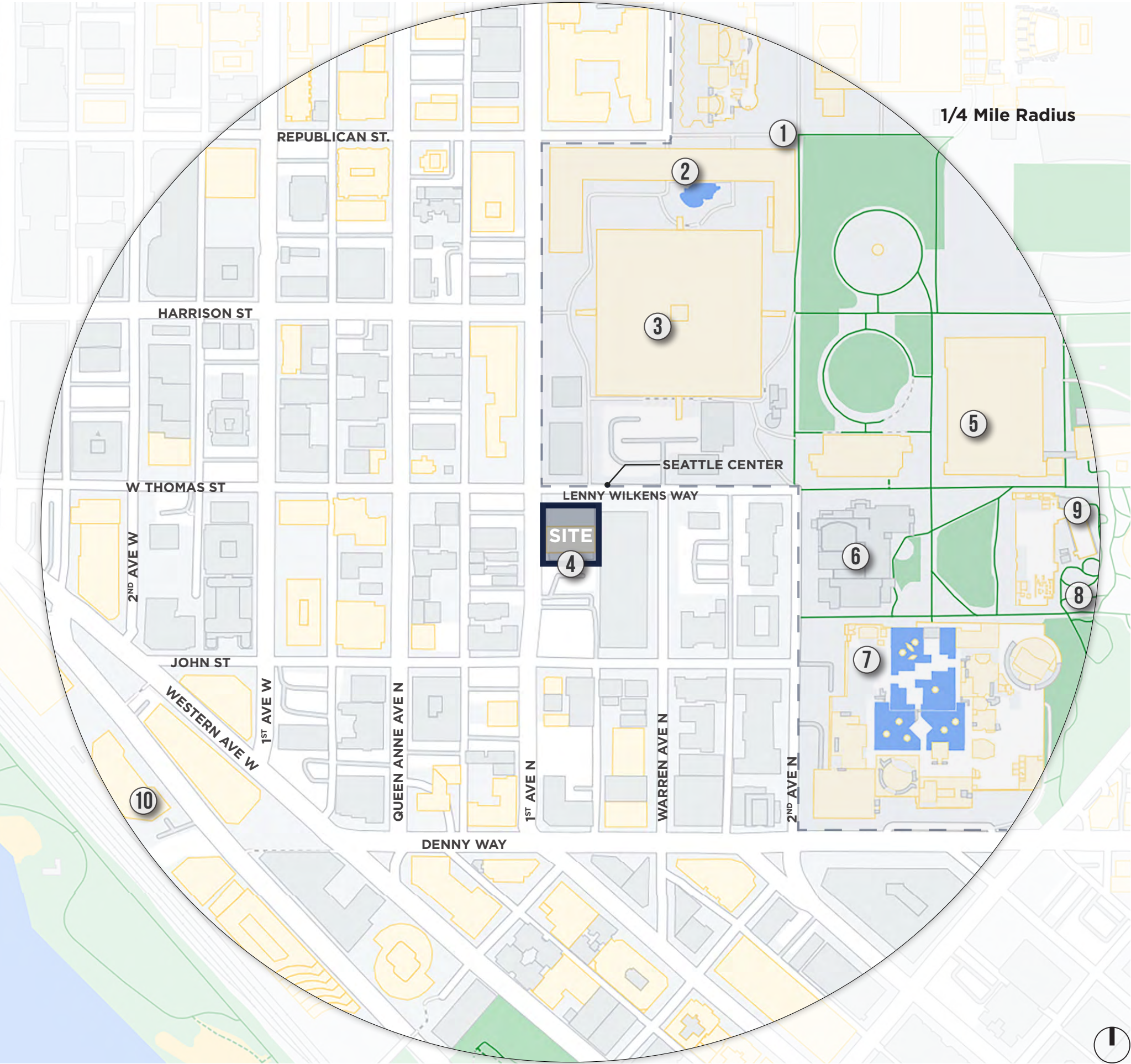


HISTORIC LANDMARKS

2. SITE CONTEXT



- ① **Kobe Bell**
210 Republican St.
CO: 123297
- ② **Northwest Rooms and Int'l Fountain Pavilion**
305 Harrison St.
CO: 124584
- ③ **Century 21 Coliseum Key Arena**
305 Harrison St.
CO: 125642
- ④ **Bressi Garage**
226 First Ave N
CO: 125643
- ⑤ **Seattle Center House**
2 First Ave N
CO: 125643
- ⑥ **Horiuchi Mural**
335 Lenny Wilkens Way.
CO: 123292
- ⑦ **Pacific Science Center**
202 2nd Ave N
CO: 124932
- ⑧ **Seattle Monorail**
N/A
CO: 121240
- ⑨ **Seattle Post Intelligencer Globe**
101 Elliott Ave W
CO: 124964



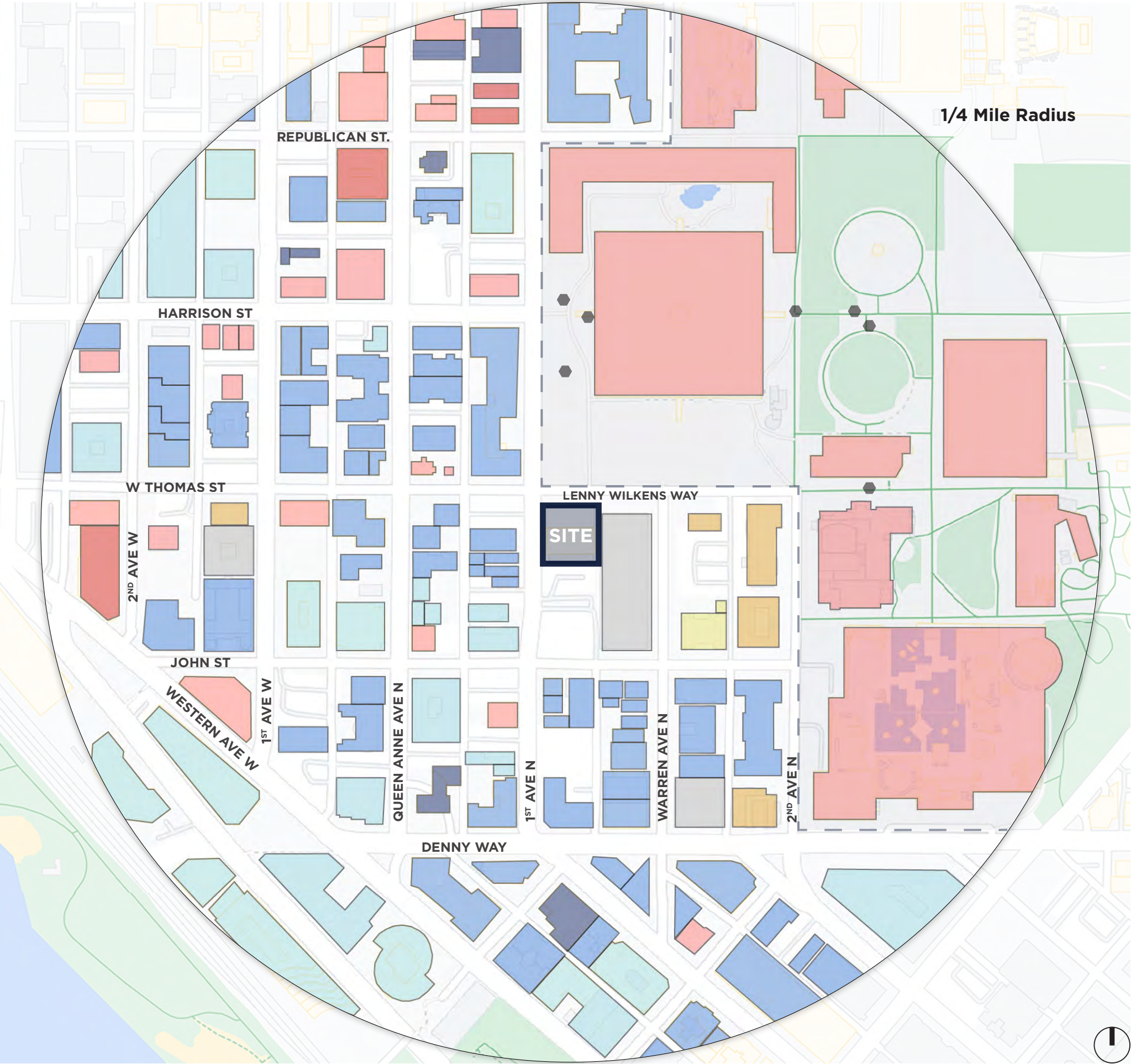
LAND USE

2. SITE CONTEXT

The site is bounded by public right-of-way on the north and west, and alley on the east and an arena service parking lot on the south. The surrounding buildings are primarily office and mixed use with retail and commercial uses at the ground floor and residential above. Climate Pledge Arena to the north is a celebrated sports and entertainment venue and a gateway point from Uptown into the Seattle Center Campus

Legend

- Multi Family / Mixed Use Residential
 - Hotel
 - Mixed Use
 - Retail
 - Office
 - Religious
 - School / Institutional
 - Parking Garage
- Public Art



TRANSIT MODES

2. SITE CONTEXT

Several bus stops are located within 0.2 miles of the project site. Stops near the Bressi Garage on 1st Avenue are served by metro routes 1, 2, 8 and 13. The RapidRide D Line runs along 1st Ave N, in addition to the Metro routes mentioned above.

Bike paths along 1st Avenue N and Lenny Wilkens Way link riders to multiple paths. There is a north bound on-street bicycle lane on 1st Avenue and an East/West signed bicycled route on Lenny Wilkens Way.

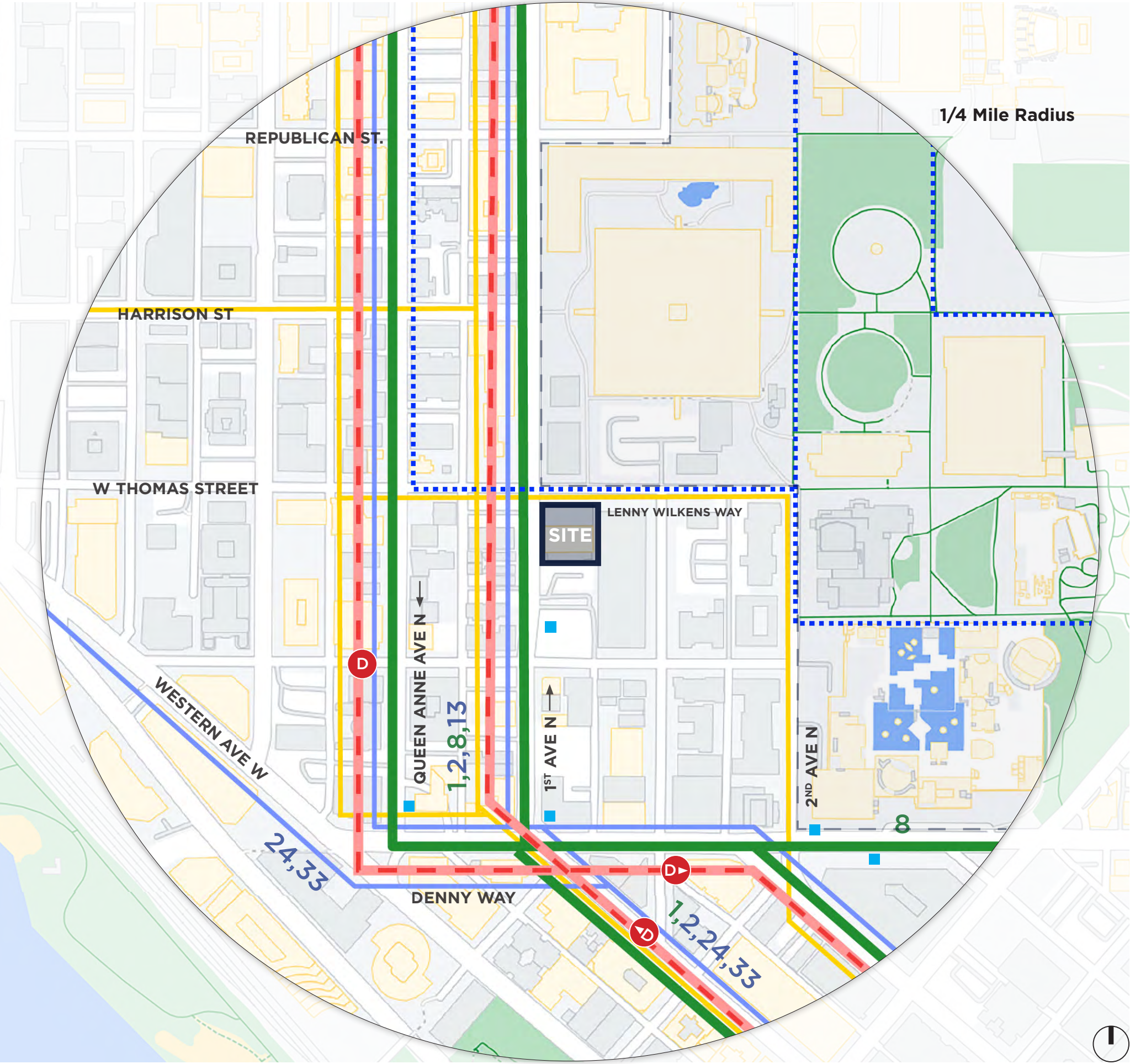
The heart of Seattle Center is 3 blocks away. The Seattle Center Monorail is roughly 3 blocks away and links Seattle Center to downtown. Many shops and restaurants are within walking distance, including those in and around Seattle Center. The quality and quantity of transit opportunities available to the site will create an easily accessible project.

Pedestrian

- Walking Route
- Bike Route

Vehicle

- RapidRide
- Frequent Bus
- Basic
- Metro Bus Stop
- Traffic Direction



ZONING MAP

2. SITE CONTEXT

Site Location
226-232 1st Avenue N.

Parcel No.
1989201515

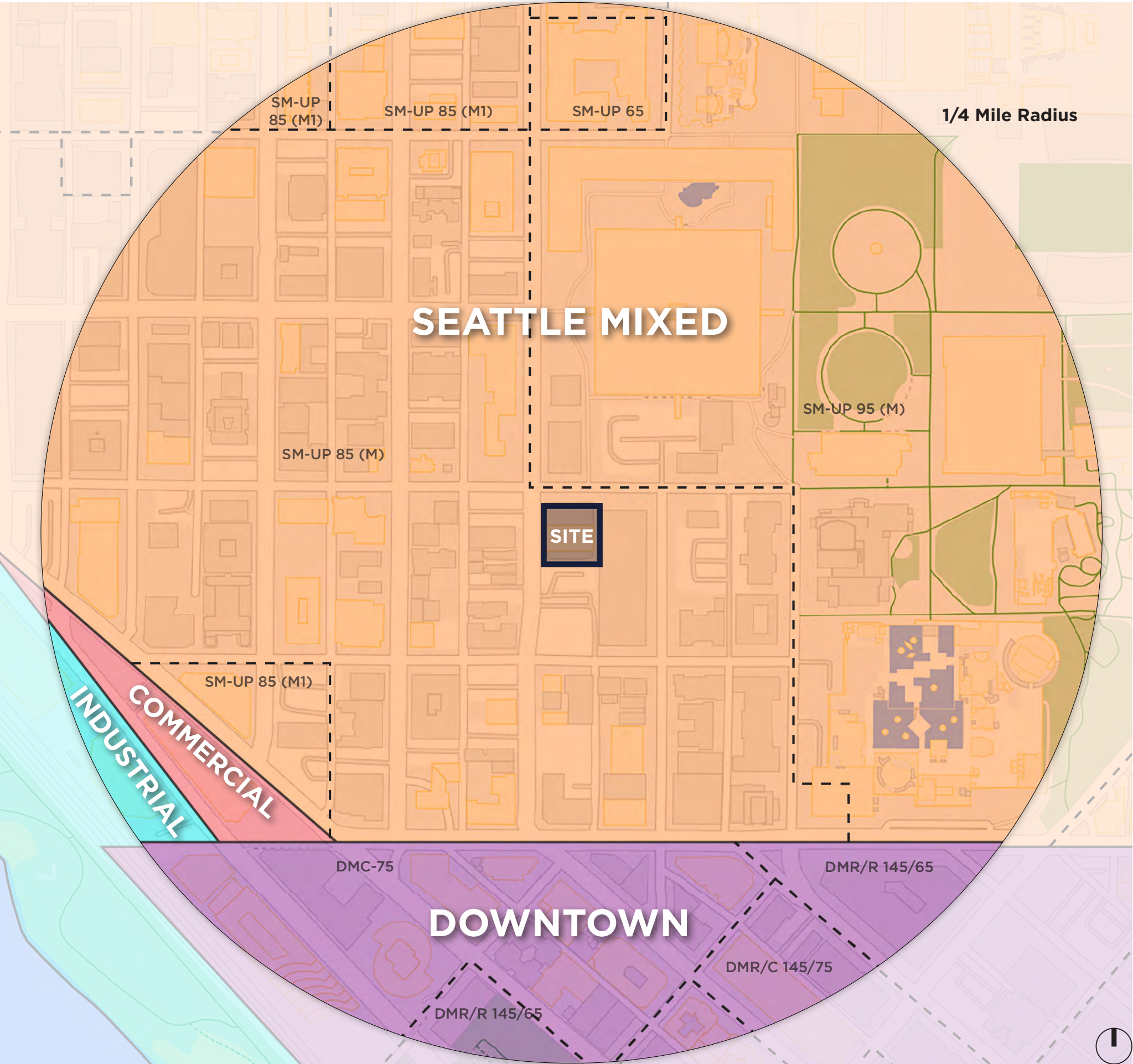
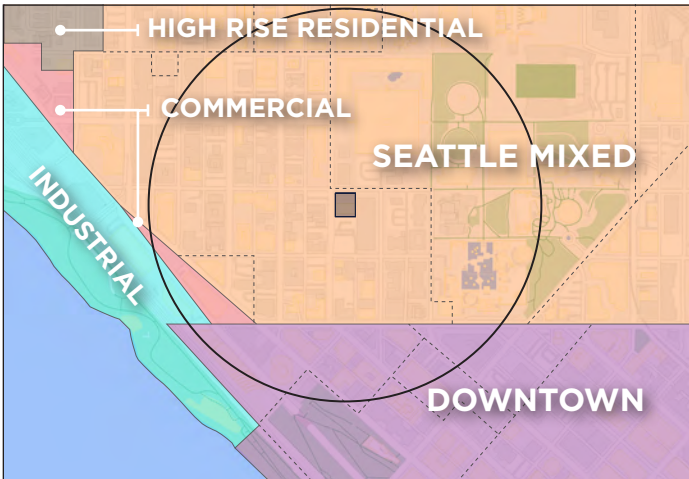
Site Zoning | Height
SM-UP 85 (M) | 85 feet (23.48.025)

Overlays
Not Applicable

Lot Area
54,528 Square Feet

Floor Area Ratio
5.25 per 23.48.720 Table A. Maximum
2 per 23.48.020 Table A, Minimum
This site and existing structure are existing nonconforming

Setback Requirements
In all SM-UP zones, any portion of a structure greater than 45 feet in height or 65 feet in height must be set back from a lot line that abuts a designated street shown on Map A for 23.48.735. A setback of an average of 10 feet from the lot line is required for any portion of a structure exceeding the maximum height that is permitted without a setback



LENNY WILKENS WAY

2. SITE CONTEXT

- ROW and pedestrian improvements were made to both sides of Lenny Wilkens Way as part of the CPA development.
- Each concept explored replaces the overhead door and man door on the north facade of the Bressi Garage with large glazed entries into the building. This will allow the energy of the project to spill out into the pedestrian realm.
- In the preferred design an exterior patio would reside on this north elevation giving great views to CPA and the Space Needle.



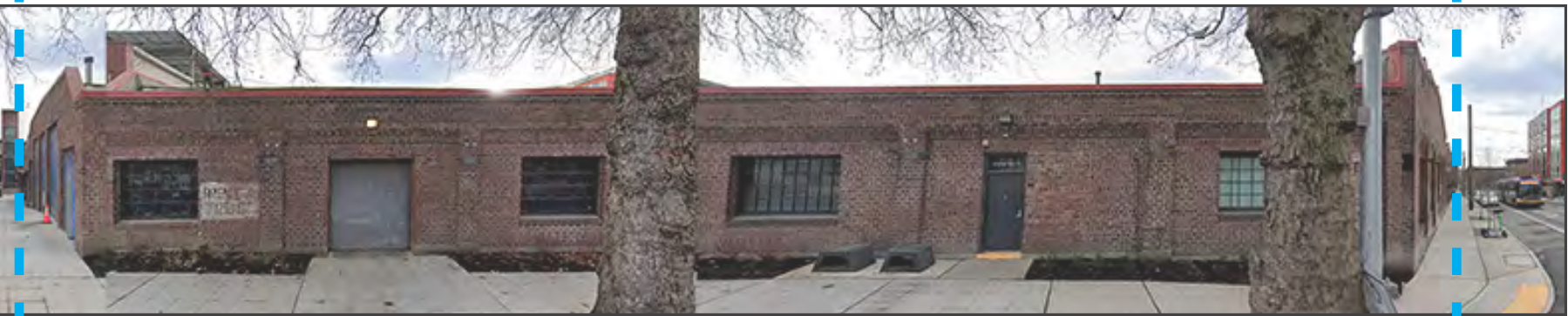
CLIMATE PLEDGE ARENA DEVELOPMENT



PARKING GARAGE



PROJECT SITE



FIRST AVENUE NORTH

2. SITE CONTEXT

- ROW and pedestrian improvements were made to both sides of Lenny Wilkens Way as part of the CPA development.
- In the preferred design the 2nd floor mass is pushed back away from 1st Avenue N to not detract from the pedestrian experience.
- In the preferred design we are keeping a glazed entrance and existing windows along 1st Avenue N to provide transparency between outdoor and indoor.



MIXED USE RESIDENTIAL



PROJECT SITE



PROJECT SUMMARY

3. PROJECT SUMMARY

226-232 1st. Avenue North, the Bressi Garage, is a brick commercial building located at the NW corner of 1st Avenue North and Thomas Street in Lower Queen Anne. Bressi Garage was constructed in 1923 by M.C. Heinemann and operated by Dominick Bressi. Following the 1962 World's Fair and subsequent acquisitions and redevelopment of the surrounding area, Bressi Garage remains as the only building on its block which reflects the historic, pre-World's Fair Lower Queen Anne neighborhood character.

Designed to accommodate automobiles, Bressi Garage is a single story brick building with a square footprint of roughly 120' x 120.' Technically comprised of two buildings with a shared party wall, the building was first used as a parking facility by the city of Seattle. In 1973, the south bay was converted to an artist studio when leased by Pottery Northwest. Later in 1986, Seattle Center remodeled the north bay for use as its gardener's facility. In recent decades, the historic building has been re-roofed, with added internal columns to support the roof trusses and additional shoring measures to reinforce the load bearing brick walls. As part of the recent renovation of Key Arena into the now Climate Pledge Arena, Bressi Garage and the surrounding parcel was acquired to build the entry to Climate Pledge Arena's loading dock tunnel, which passes below the SE portion of the Bressi building, then moves north under Thomas St to the Arena.

This building is going to be renovated to better suit its new context in a vibrant, growing urban center and designated arts and cultural district. Adjacent to a celebrated sports and entertainment venue and a gateway point from Uptown into the Seattle Center campus. This update will make the building lively and inviting, so many people can enjoy it. Although the zoning would allow for expansion up to 85' above the Average Grade Level, the project proposes the addition of a single story above the historic wood trusses and structural deck. The primary level 2 enclosure is proposed to maintain an approximate 38.5' setback along the west and a 43.75' setback along the north, with an occupiable roof deck extending along the north end of the new level 2. The reasons for this massing strategy are many: 1) to maintain the historic character of the pedestrian experience along 1st Ave. N and Thomas St, 2) to prioritize the celebration and maintenance of the historic structure, 3) to align with the vertical datum and average heights of the surrounding structures, and 4) to preserve the existing view corridor west along Thomas St. Proposed massing and zoning are presented on pages 9-26.

The project proposes limited intervention at the existing historic facades, maintaining historic entry locations along 1st Ave. N and replacing existing non-historic infills along Thomas St. and the east alley to enhance pedestrian access. The proposed second level enclosure will rest above the historic roof structure, with new structure used to support the buckling existing historic wood trusses.



Photograph of the west and north elevations of Bressi Garage, ca. 1936.
Courtesy King County Property Record Card, Puget Sound Regional Archives.
From the Bressi Garage - Seattle Landmark Nomination file no. 198920-1515

EXISTING SITE PLAN

4. EXISTING SITE PLAN

Existing Site Conditions

The Bressi Garage site is located on the corner of 1st Avenue N and Lenny Wilkens Way. South of the Bressi Garage is a parking lot for satellite trucks and tunnel access completed as part of the Climate Pledge Arena (CPA) development. East of the Bressi Garage is a parking garage with capacity for 620 vehicles and 33 long-term bicycles.

1st. Avenue N is a Class III Pedestrian route. Lenny Wilkens Way is a designated Green Street. Right of way, landscaping, street and sidewalk improvements were made during the Climate Pledge Arena Development.



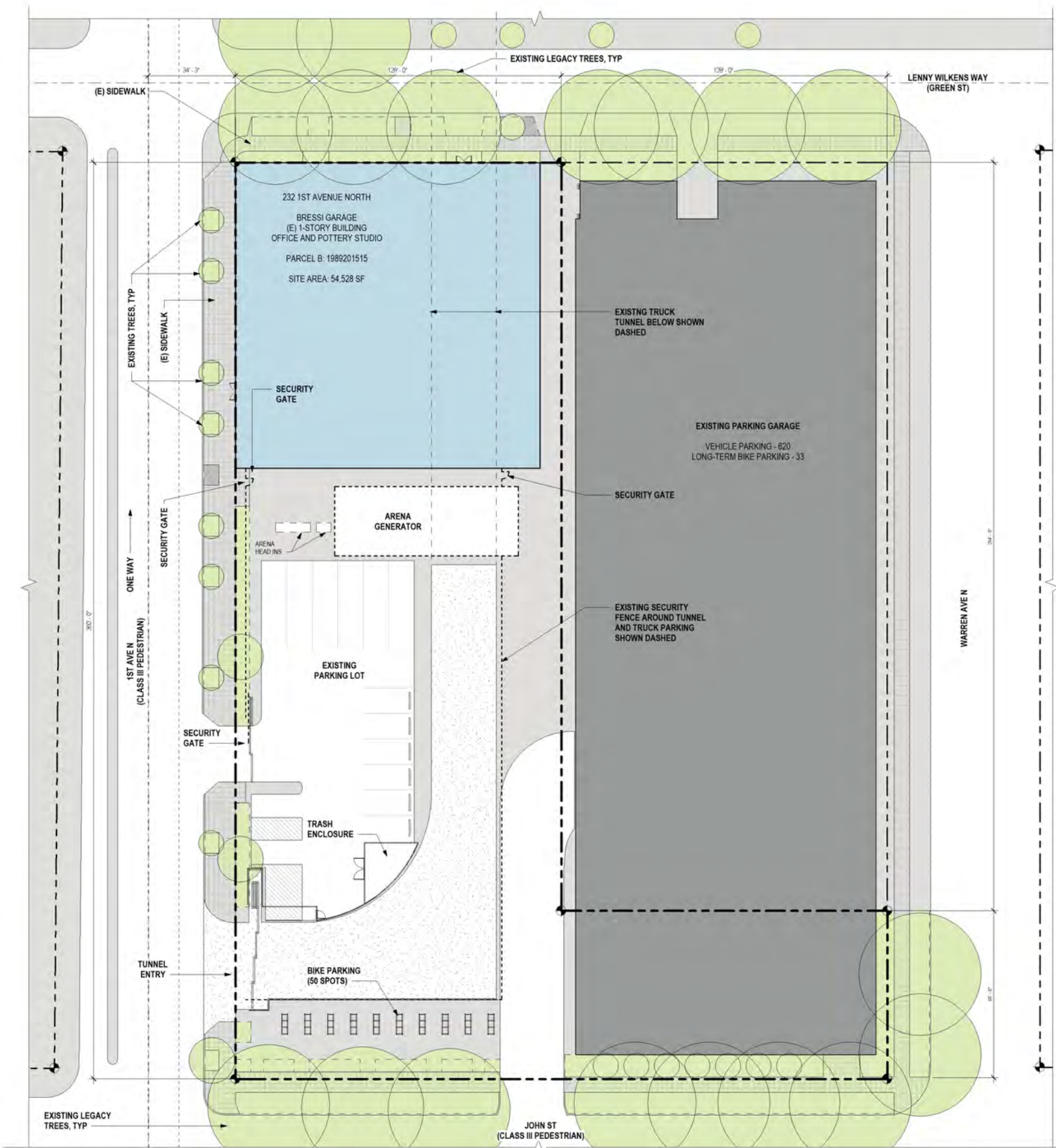
Existing - Northwest corner along Lenny Wilkens Way and 1st Ave N



Existing - Southwest corner along 1st Ave N



Existing - Northeast corner along 1st Ave N



EXISTING CONDITIONS

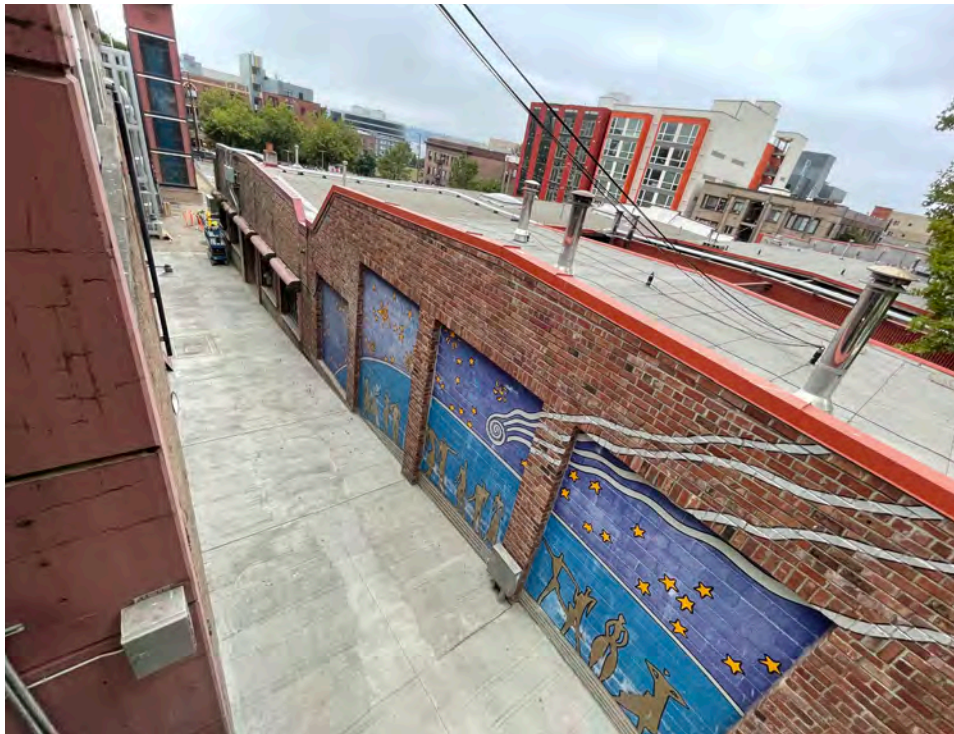
5. PHOTOGRAPHS



Southwest corner along 1st Ave N



Northwest corner along 1st Ave N



Existing alley and facade infill at west facade



Existing courtyard in north building



Existing north facade along Lenny Wilkens Way

EXISTING CONDITIONS

5. PHOTOGRAPHS



Southeast corner along existing alley



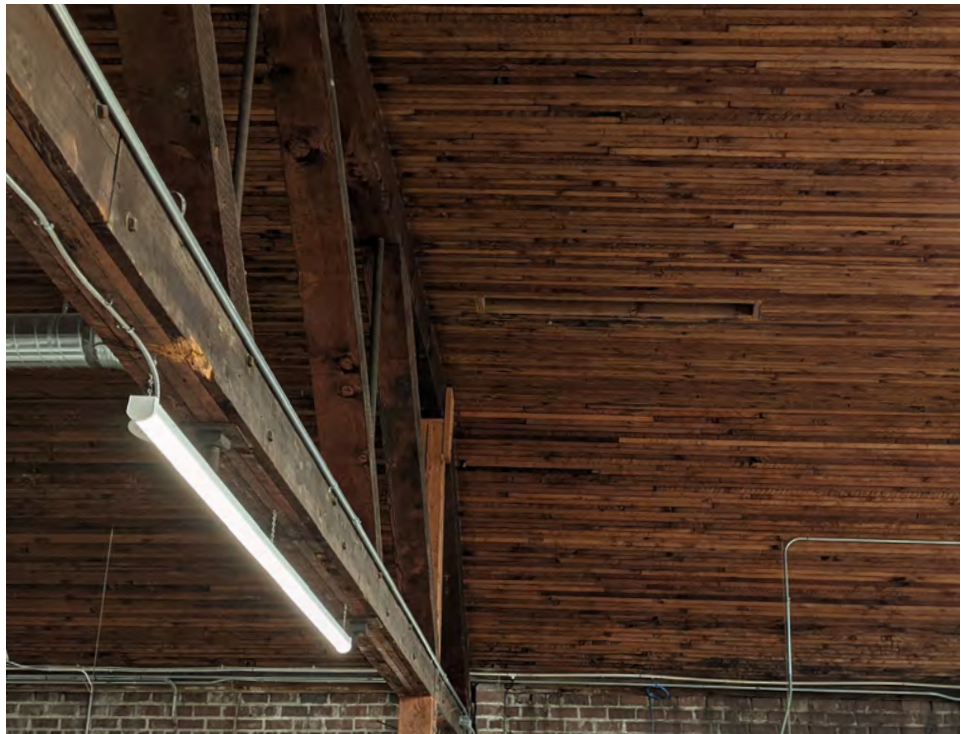
Southwest corner looking east



Existing truss condition at courtyard



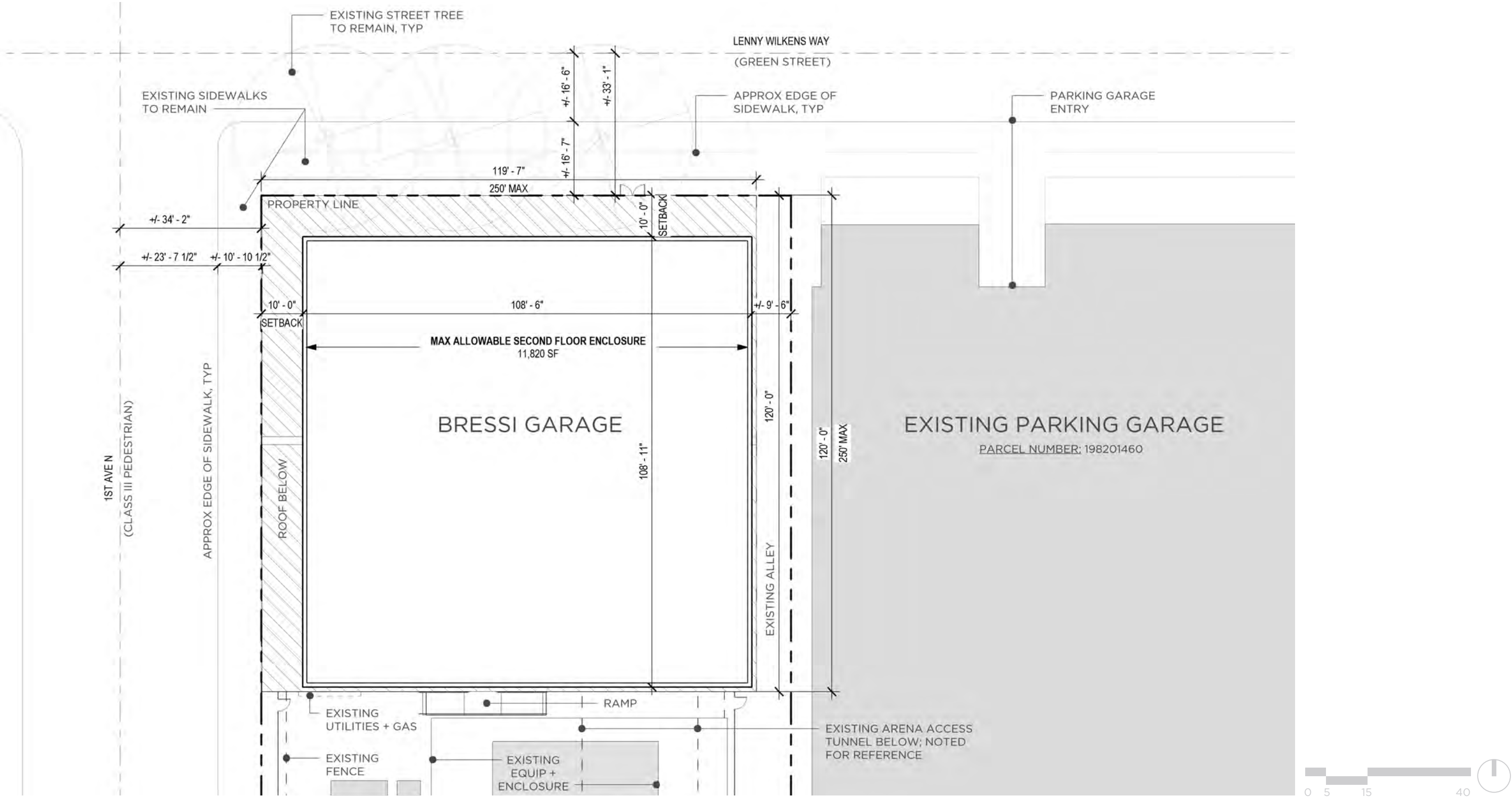
Historic truss and roof deck



Historic truss and roof deck

SITE PLAN - ZONING ENVELOPE

6. ZONING ENVELOPE



PROJECT INFORMATION

6. ZONING ENVELOPE

Site Location
232 1st Avenue N.

Parcel No.
1989201515

Site Zoning
SM-UP 85 (M)

Overlays
Not Applicable

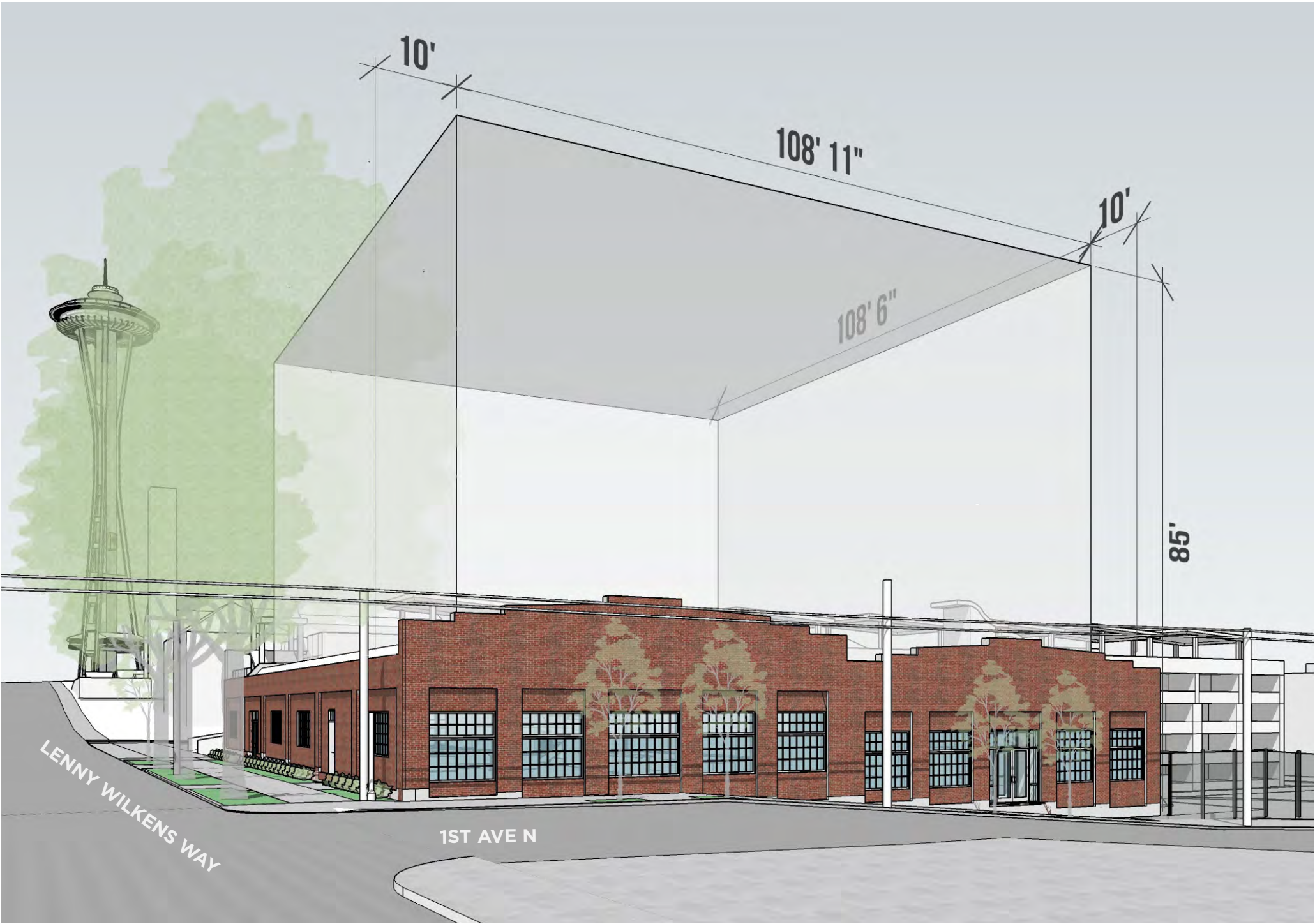
Lot Area
54,328 Gross Square Feet

Floor Area Ratio
5.25 per 23.48.720 Table A, Maximum
2 per 23.48.020 Table A, Minimum
This site and existing structure are existing nonconforming

Height
85 feet (23.48.025)



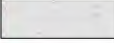





Setback Requirements (23.48.735)
In all SM-UP zones, any portion of a structure greater than 45 feet in height or 65 feet in height must be set back from a lot line that abuts a designated street shown on Map A for 23.48.735. A setback of an average of 10 feet from the lot line is required for any portion of a structure exceeding the maximum height that is permitted without a setback.

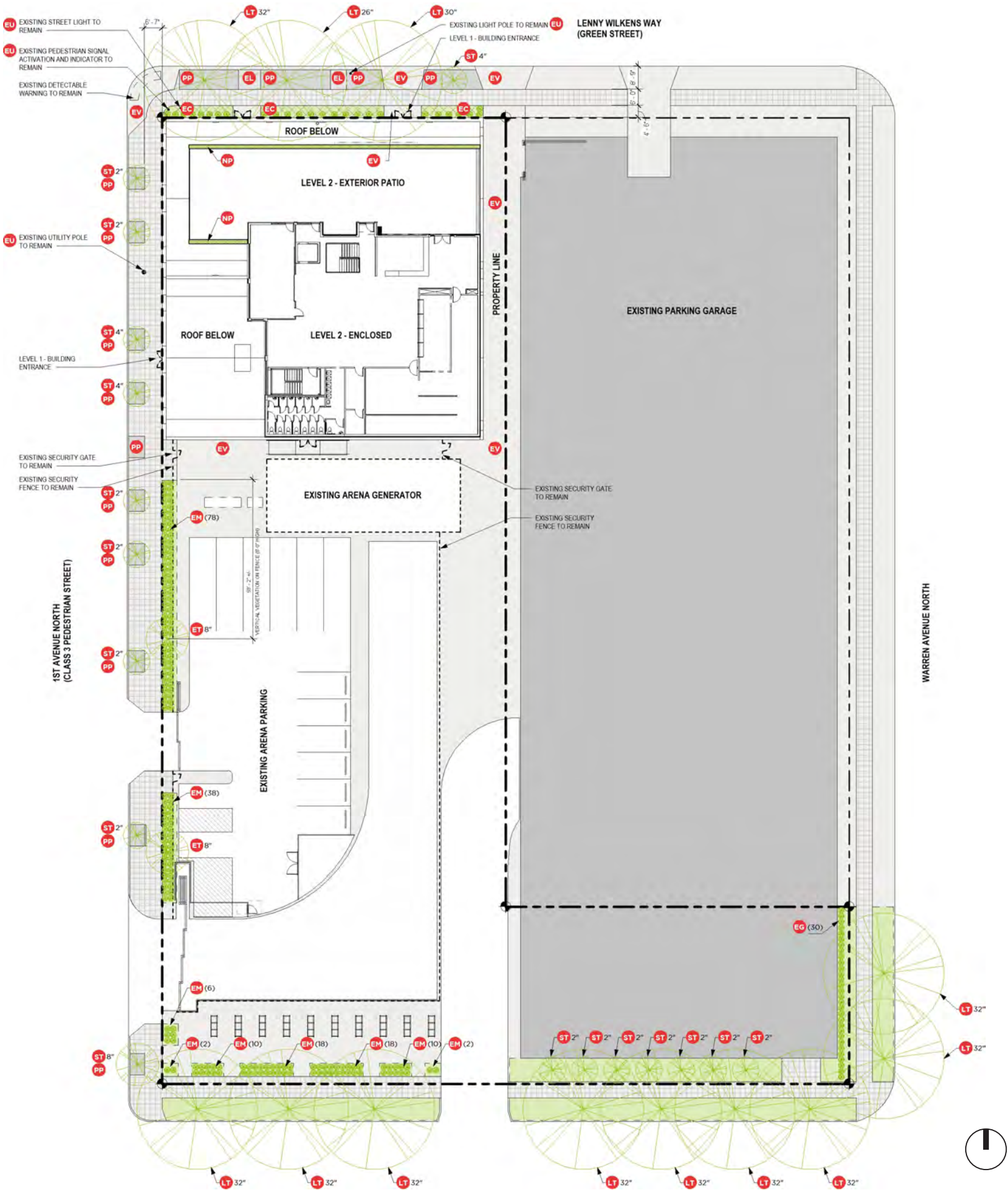
Permitted Uses (23.48.005)
All uses permitted except all high impact uses, all heavy manufacturing uses, general manufacturing uses (greater than 25,000 square feet of gross floor area for an individual business establishment, except pharmaceutical production), drive in businesses (except gas stations, jails, adult motion picture theaters and adult panorams, outdoor storage and kennels, animal husbandry, park and pool lots, work release centers, recycling solid waste management and mobile home parks. Mini - warehouses and warehouses, helistops and heliports are permitted as conditional uses.



LANDSCAPE PLAN

LEGEND

- NP**  NEW PLANTER
- PP**  EXISTING PERMEABLE PAVING (AT EXISTING TREES)
- EP**  EXISTING PLANTER
- EC**  EXISTING PLANTER (MULCH, GROUND COVERS, OR OTHER PLANTS LESS THAN 2' TALL AT MATURITY)
- EV**  EXISTING PAVING
- ES**  EXISTING SIDE WALK (2X2 PATTERN)
- EL**  EXISTING SIDE WALK (LINEAR PATTERN)
- EU**  EXISTING UTILITY POLE
- EM**  EXISTING MEDIUM SHRUB (MEDIUM SHRUB OR PERENNIALS 2'-4' TALL MATURITY)
- EG**  EXISTING LARGE SHRUB (LARGE SHRUB OR PERENNIALS 4'+ AT MATURITY)
- LT**  EXISTING LEGACY TREE (TRUNK DIAMETER AT BREAST HEIGHT, 4.5' ABOVE THE GROUND)
- ST**  SMALL TREE (CANOPY SPREAD 8' TO 15')
- ET**  EXISTING PRESERVED TREE WITH TRUNKS 6" + DBH (TRUNK DIAMETER AT BREAST HEIGHT, 4.5' ABOVE THE GROUND)



MASSING

8. MASSING CONCEPT

OVERVIEW

The massing of the second floor is proposed in the southeast corner to meet development set back requirements, and to allow the Landmarked Bressi Garage to maintain the historic street and pedestrian experience. By placing the enclosed portion of the building in this nature, it also allows the second floor exterior patio to take advantage of the views to Climate Pledge Arena and the Space Needle. It will allow Bressi Garage to maintain its singular identity while the proposed glazed entrances blur the line between indoor and outdoor. The second floor enclosure is also pulled away from Lenny Wilkens Way to not encroach on the legacy trees.

Please see the next page for an outline of primary updates for our design responses to the ARC’s comments from the last meeting.



Massing Overview Arc #3 Draft View (shown with TBD sign)



Massing Overview ARC CofA Updated Draft View (shwon with TBD sign)

RESPONSE TO ARC BRIEFING COMMENTS - 12/16/2022

8. MASSING CONCEPT

Comment: Horizontal Corrugated Panel
Staff was concerned about the reflectivity and lighter color of the corrugated panel proposed to visually separate the level 2 addition from the existing structure, particularly along Lenny Wilkens Way and the view from Climate Pledge Arena.

Staff requested we further study this finish, to ensure a seamless transition that protects the integrity of the historic structure while reducing the visual mass of the addition.

Response:
We have adjusted the visual representation of the proposed finish for the horizontal corrugated metal panel to better align with the proposed actual finish demonstrated on pages 23-30, which aligns with staff comments.

The proposed panel will be a factory powder coat in a matte finish, to provide a visual separation while complementing the existing structure and the proposed addition, better aligning with the existing roof membrane material and reducing the visual impact of this material from Climate Pledge Arena and along Lenny Wilkens Way.

Comment: South Facade Parapet Height
Staff understood the rationale for the proposed simplification of the parapet lines with the latest update, particularly as it pertains to the south facade wall height. However, staff also requested exploration to see if an elevated parapet to highlight the south facade aligned with the updated design.

Response:
We believe the proposed solution aligns with the staff-supported design intent to treat the entire level 2 addition as a visual object, well defined and articulated to reduce the visual appearance of the mass, while also aesthetically different from the existing historic facade. Keeping the parapet heights consistent will allow the mural wall that celebrates the historic nature of the Bressi Garage to remain as the visual focus, while also balancing and simplifying the presence of the proposed addition to preserve the historic pedestrian experience while celebrating the new use as a community asset.

For additional responses to the most recent ARC briefing, please refer to page 64.



West Facade Arc #2 Draft View (shown with TBD sign + elevated parapet)



South Facade Arc #2 Draft View (shown with TBD sign + elevated parapet)



West Facade Arc #3 Photomontage View (shown with TBD sign + flush massing + previous metal panel)



South Facade Arc #3 Photomontage View (shown without TBD sign + flush massing + previous metal panel)



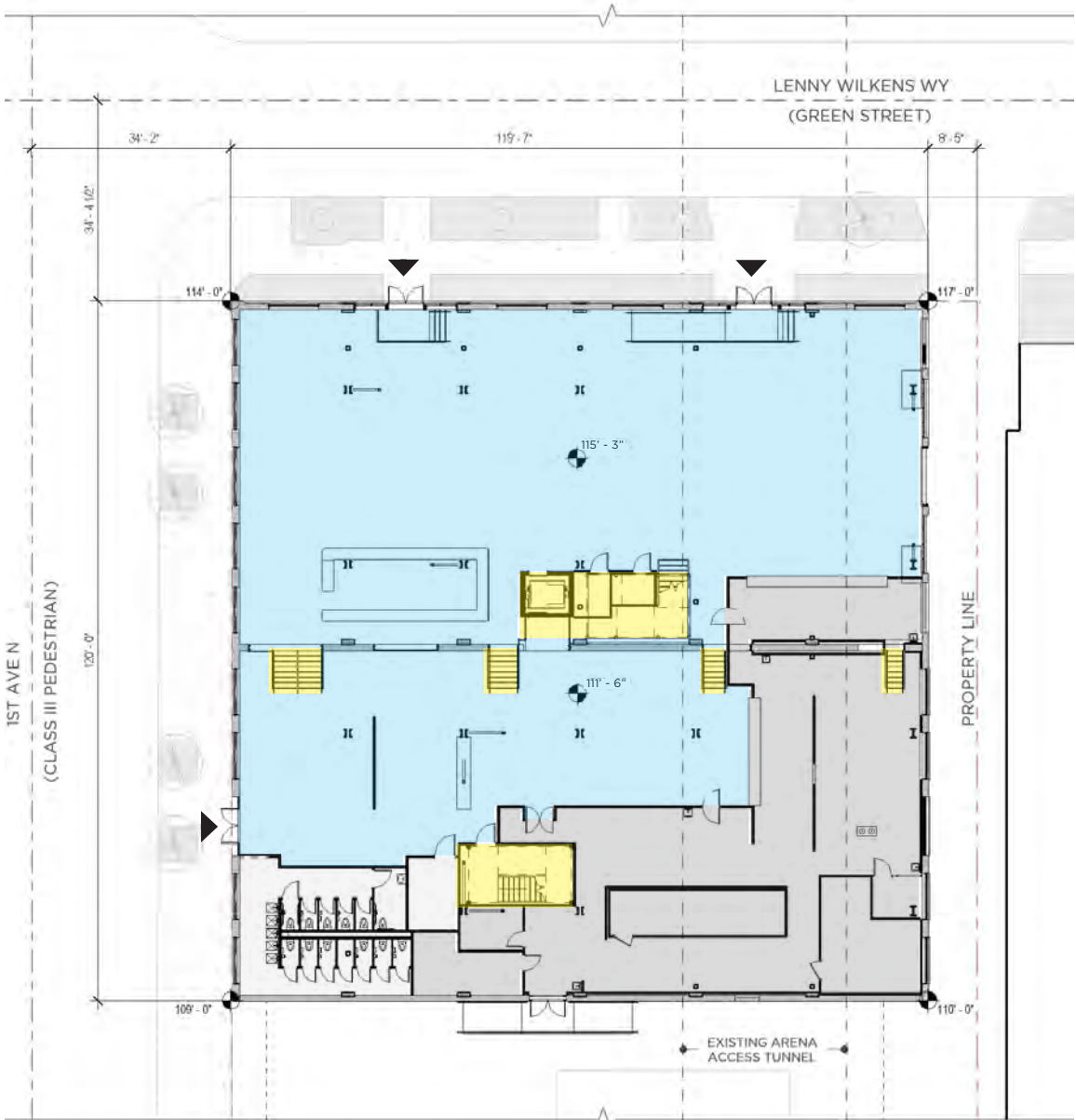
West Facade Arc CofA Photomontage View (shown with TBD sign + flush massing + metal panel update)



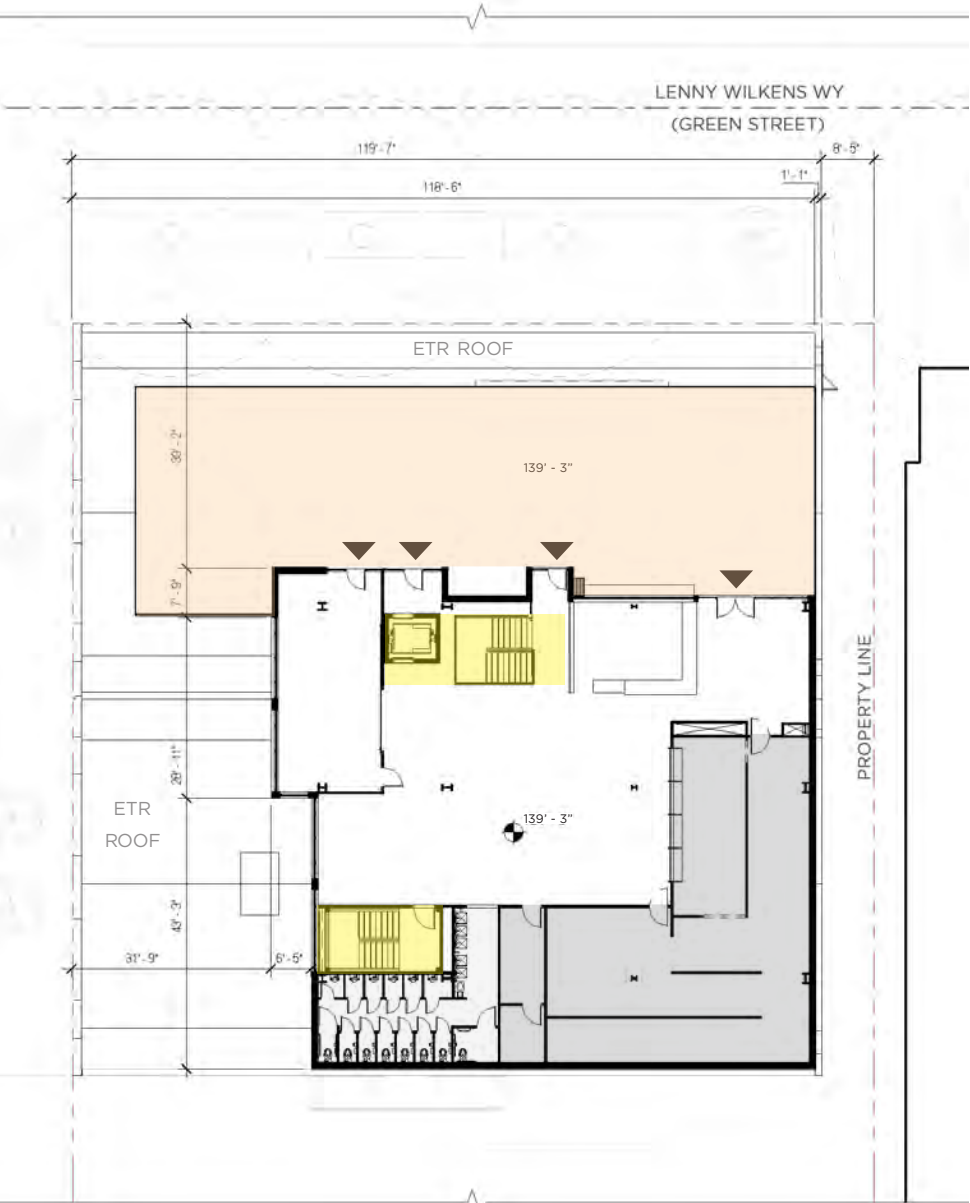
South Facade Arc CofA Photomontage View (shown with TBD sign + flush massing + metal panel update)

PLANS

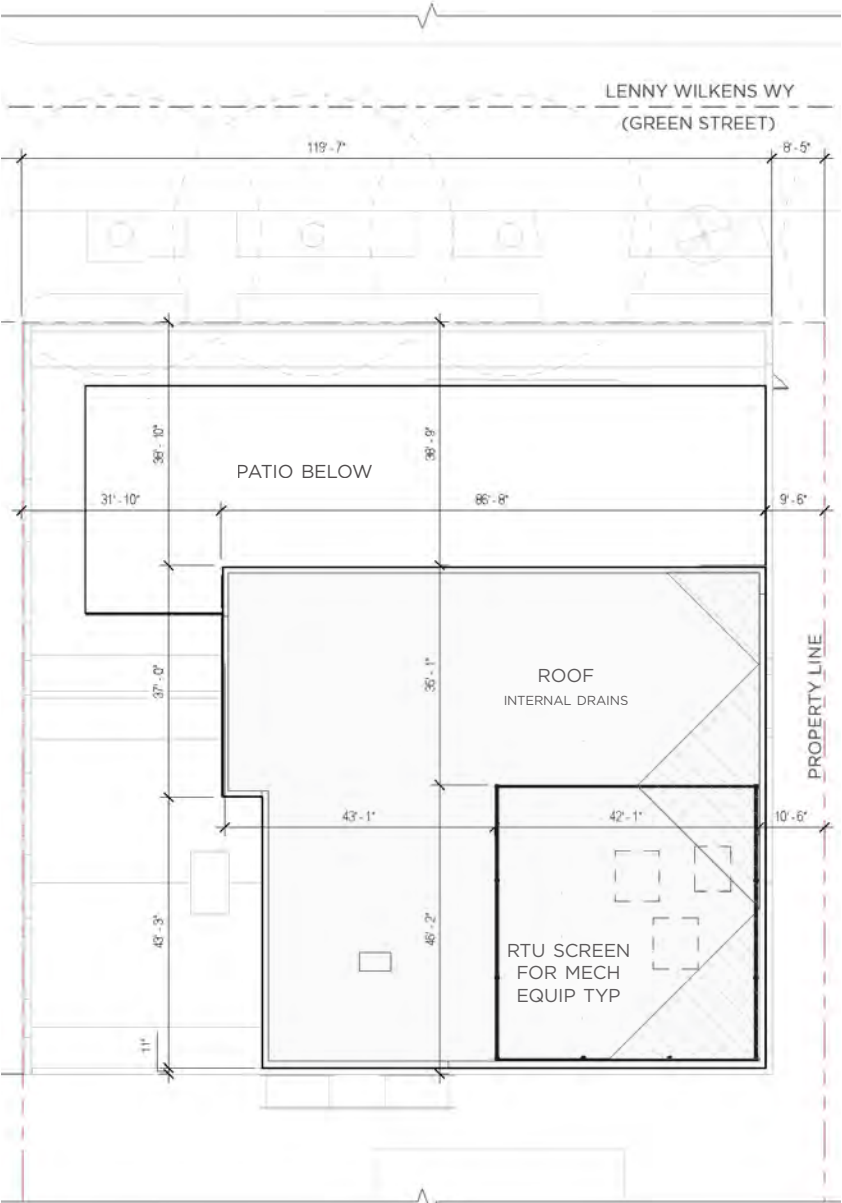
8. MASSING CONCEPT



LEVEL 1



LEVEL 2



ROOF

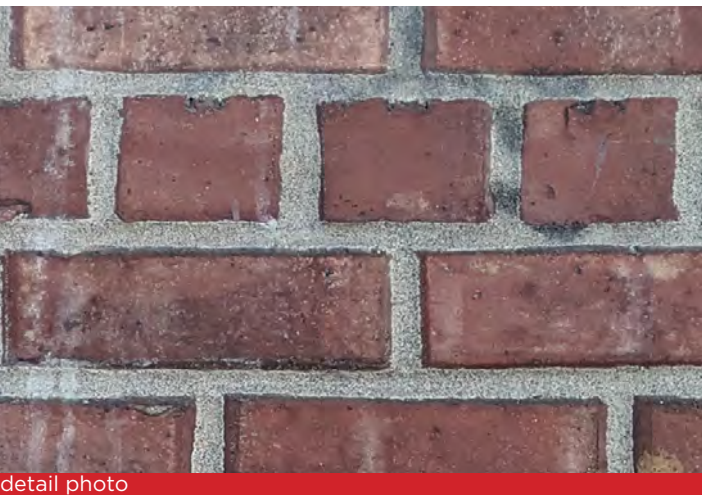
KEY

- ▶ EGRESS / INGRESS
- BAR / RESTAURANT
- OUTDOOR PATIO
- VERTICAL CIRCULATION
- BACK OF HOUSE
- RESTROOMS

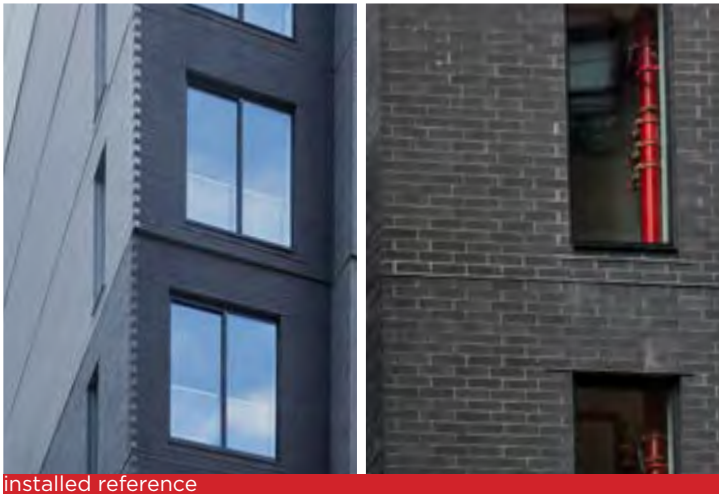
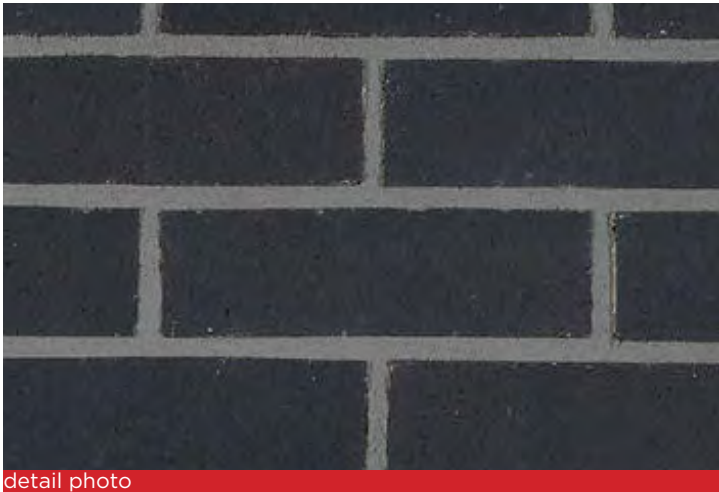
MATERIAL AND COLOR PALETTE

8. MASSING CONCEPT

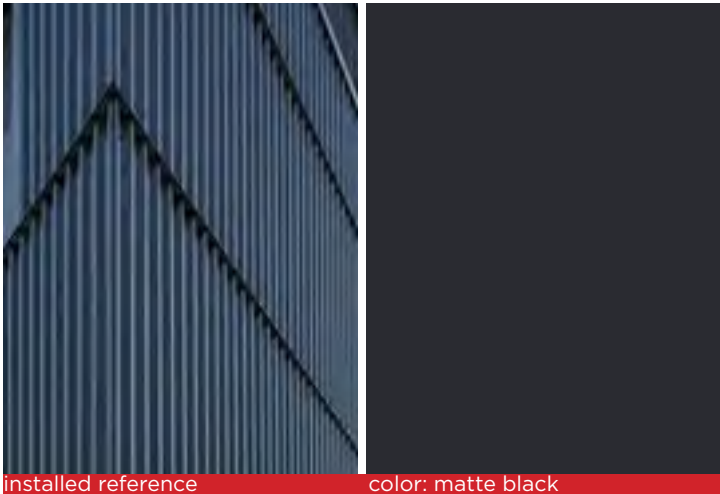
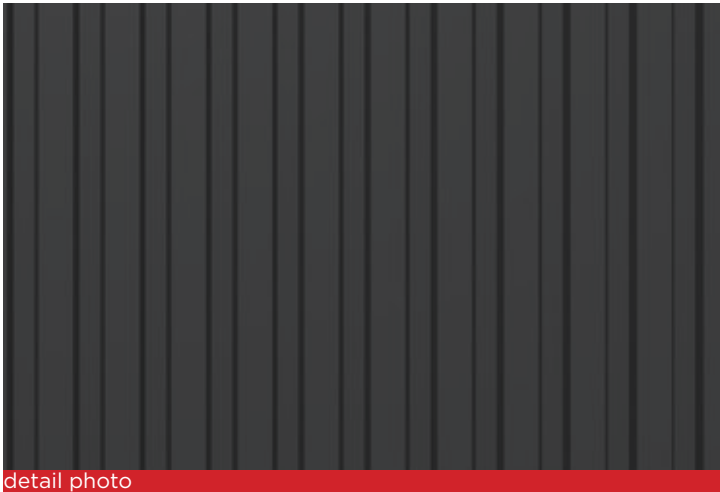
A EXISTING HISTORIC BRICK



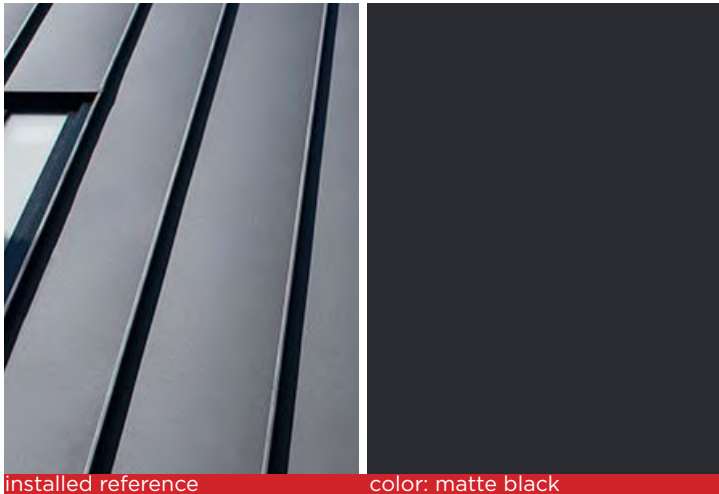
B BLACK THIN BRICK VENEER



C VERTICAL CORRUGATED METAL PANEL



D STANDING SEAM METAL PANEL



MATERIAL AND COLOR PALETTE

8. MASSING CONCEPT

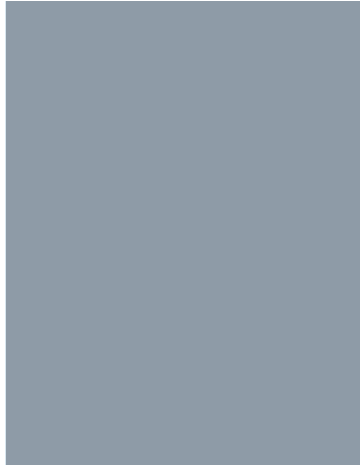
E HORIZONTAL CORRUGATED METAL



detail photo



installed reference

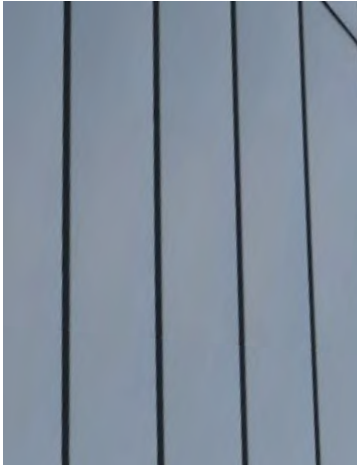


color: old town gray

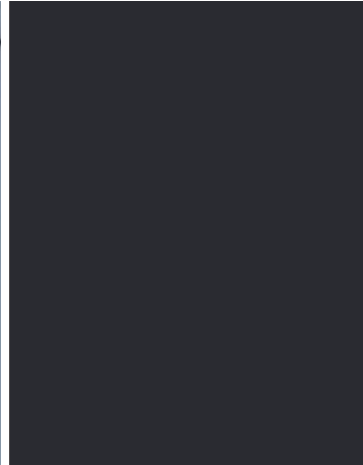
F FLAT PROFILE METAL PANEL (ACCENT)



detail photo



installed reference



color: matte black

G CABLE RAIL



detail photo



installed reference



detail photo

H INSULATED GLAZING



existing glazing - detail photo



installed reference



detail photo

I DOUG-FIR SOFFITS



detail photo



installed reference



detail photo



detail photo



detail photo

MATERIAL AND COLOR PALETTE

8. MASSING CONCEPT

J

ROOFING



installed reference



installed reference



detail photo

COMBINED MATERIALS



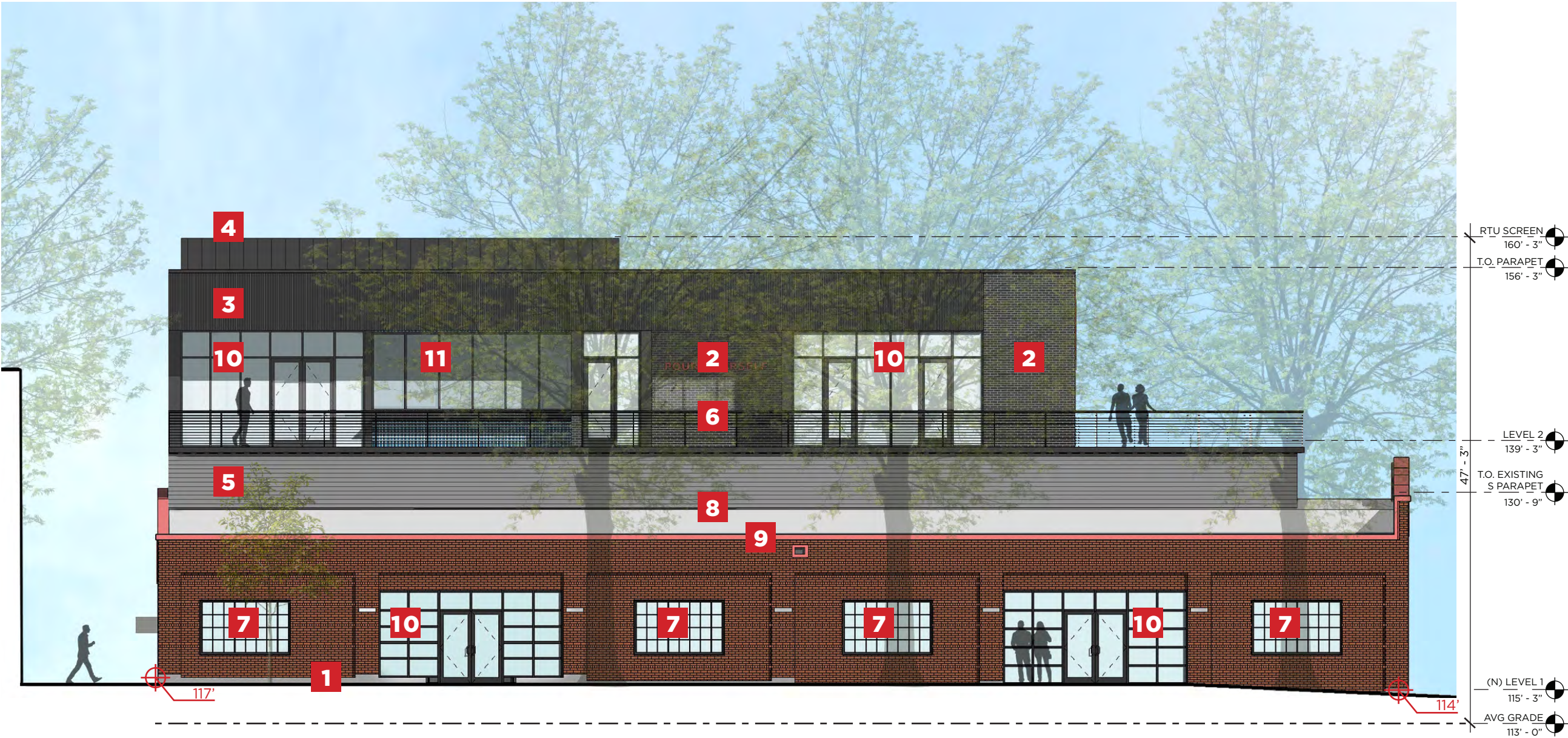
detail photos

1) glazing 2) light gray roofing 3) matte black metal panel 4) old town gray metal

NORTH ELEVATION

8. MASSING CONCEPT

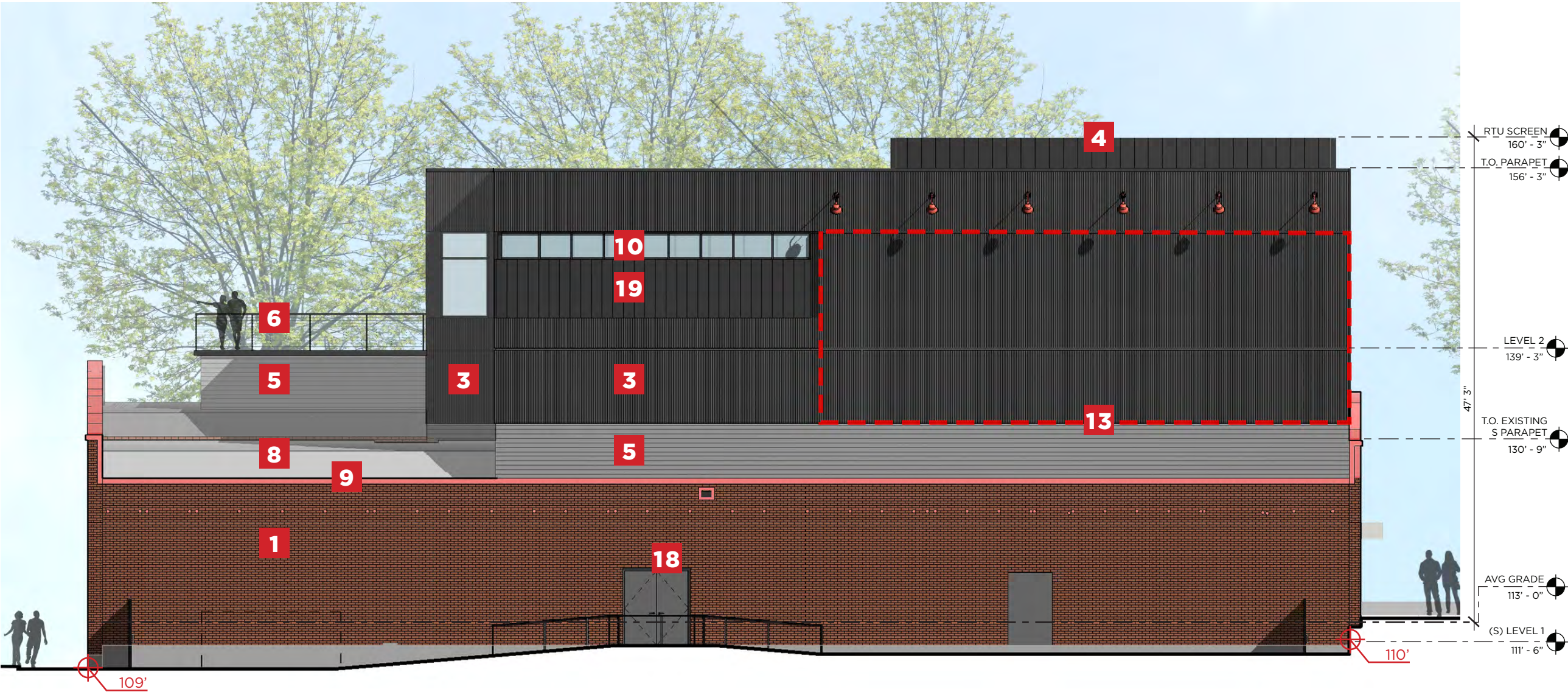
- 1** EXISTING HISTORIC BRICK TO REMAIN
- 2** BLACK THIN BRICK VENEER
- 3** VERTICAL CORRUGATED METAL PANEL
- 4** STANDING SEAM METAL PANEL RTU SCREEN
- 5** HORIZONTAL CORRUGATED METAL
- 6** HORIZONTAL CABLE RAIL
- 7** EXISTING GLAZING TO REMAIN
- 8** NEW ROOF MEMBRANE OVER EXISTING ROOF
- 9** EXISTING COPING TO REMAIN
- 10** NEW INSULATED STOREFRONT
- 11** NEW SLIDING OPERABLE GLASS ABOVE IN/OUT BAR
- 12** NEW INSULATED OVERHEAD GLASS GARAGE DOOR
- 13** TBD FOCAL SIGN/MURAL
- 14** PLACEHOLDER SIGN, SHOWN FOR REFERENCE
- 15** NEW PAINTED CMU INFILL
- 16** EXISTING MURAL TO REMAIN
- 17** EXISTING OVERHEAD COIL BOX TO REMAIN
- 18** NEW PAINTED INSULATED HOLLOW METAL DOOR
- 19** FLAT PROFILE METAL PANEL ACCENT



SOUTH ELEVATION

8. MASSING CONCEPT

- 1** EXISTING HISTORIC BRICK TO REMAIN
- 2** BLACK THIN BRICK VENEER
- 3** VERTICAL CORRUGATED METAL PANEL
- 4** STANDING SEAM METAL PANEL RTU SCREEN
- 5** HORIZONTAL CORRUGATED METAL
- 6** HORIZONTAL CABLE RAIL
- 7** EXISTING GLAZING TO REMAIN
- 8** NEW ROOF MEMBRANE OVER EXISTING ROOF
- 9** EXISTING COPING TO REMAIN
- 10** NEW INSULATED STOREFRONT
- 11** NEW SLIDING OPERABLE GLASS ABOVE IN/OUT BAR
- 12** NEW INSULATED OVERHEAD GLASS GARAGE DOOR
- 13** TBD FOCAL SIGN/MURAL
- 14** PLACEHOLDER SIGN, SHOWN FOR REFERENCE
- 15** NEW PAINTED CMU INFILL
- 16** EXISTING MURAL TO REMAIN
- 17** EXISTING OVERHEAD COIL BOX TO REMAIN
- 18** NEW PAINTED INSULATED HOLLOW METAL DOOR
- 19** FLAT PROFILE METAL PANEL ACCENT



EAST ELEVATION

8. MASSING CONCEPT

- 1** EXISTING HISTORIC BRICK TO REMAIN
- 2** BLACK THIN BRICK VENEER
- 3** VERTICAL CORRUGATED METAL PANEL
- 4** STANDING SEAM METAL PANEL RTU SCREEN
- 5** HORIZONTAL CORRUGATED METAL
- 6** HORIZONTAL CABLE RAIL
- 7** EXISTING GLAZING TO REMAIN
- 8** NEW ROOF MEMBRANE OVER EXISTING ROOF
- 9** EXISTING COPING TO REMAIN
- 10** NEW INSULATED STOREFRONT
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- 14** PLACEHOLDER SIGN, SHOWN FOR REFERENCE
- 15** NEW PAINTED CMU INFILL
- 16** EXISTING MURAL TO REMAIN
- 17** EXISTING OVERHEAD COIL BOX TO REMAIN
- 18** NEW PAINTED INSULATED HOLLOW METAL DOOR
- 19** FLAT PROFILE METAL PANEL ACCENT



WEST ELEVATION

8. MASSING CONCEPT

- 1** EXISTING HISTORIC BRICK TO REMAIN
- 2** BLACK THIN BRICK VENEER
- 3** VERTICAL CORRUGATED METAL PANEL
- 4** STANDING SEAM METAL PANEL RTU SCREEN
- 5** HORIZONTAL CORRUGATED METAL
- 6** HORIZONTAL CABLE RAIL
- 7** EXISTING GLAZING TO REMAIN
- 8** NEW ROOF MEMBRANE OVER EXISTING ROOF
- 9** EXISTING COPING TO REMAIN
- 10** NEW INSULATED STOREFRONT
- 11** NEW SLIDING OPERABLE GLASS ABOVE IN/OUT BAR
- 12** NEW INSULATED OVERHEAD GLASS GARAGE DOOR
- 13** TBD FOCAL SIGN/MURAL
- 14** PLACEHOLDER SIGN, SHOWN FOR REFERENCE
- 15** NEW PAINTED CMU INFILL
- 16** EXISTING MURAL TO REMAIN
- 17** EXISTING OVERHEAD COIL BOX TO REMAIN
- 18** NEW PAINTED INSULATED HOLLOW METAL DOOR
- 19** FLAT PROFILE METAL PANEL ACCENT



RENDERINGS

8. MASSING CONCEPT



Northwest view along 1st Ave N

ALL SIGNS AND GRAPHICS ARE PLACEHOLDERS PENDING DESIGN

RENDERINGS

8. MASSING CONCEPT



Southwest view along 1st Ave N

— — TBD PLACEHOLDER SIGN/MURAL

ALL SIGNS AND GRAPHICS ARE PLACEHOLDERS PENDING DESIGN

RENDERINGS

8. MASSING CONCEPT



North facade view from Climate Pledge Arena upper plaza across Lenny Wilkens Way

ALL SIGNS AND GRAPHICS ARE PLACEHOLDERS PENDING DESIGN
OPACITY REDUCED ON LEGACY TREES FOR VISIBILITY

RENDERINGS

8. MASSING CONCEPT



Northeast view along Lenny Wilkens Way

ALL SIGNS AND GRAPHICS ARE PLACEHOLDERS PENDING DESIGN

RENDERINGS

8. MASSING CONCEPT



Northwest patio view towards the Space Needle

ALL SIGNS AND GRAPHICS ARE PLACEHOLDERS PENDING DESIGN

RENDERINGS

8. MASSING CONCEPT



Northeast patio view towards Elliot Bay

ALL SIGNS AND GRAPHICS ARE PLACEHOLDERS PENDING DESIGN

WEST ELEVATION CHANGES

9. ALTERATIONS TO EXISTING

Proposed Alterations - West Elevation

Originally there were two vehicle entries into the building on the west facade. At some point the northern entry was removed and infilled with a window and brick to match the adjacent windows. The other (#1) was demolished to create a portal in which an inset storefront was constructed for entry into the building. The proposed modifications are to demolish the existing inset storefront at location #1 and install a new storefront at the building face. This will create one entry point into the building on the west facade.



South building - existing conditions



South building - existing conditions



South building - existing conditions



Proposed West Elevation - 1st Avenue Facade (unchanged)



WEST ELEVATION CHANGES

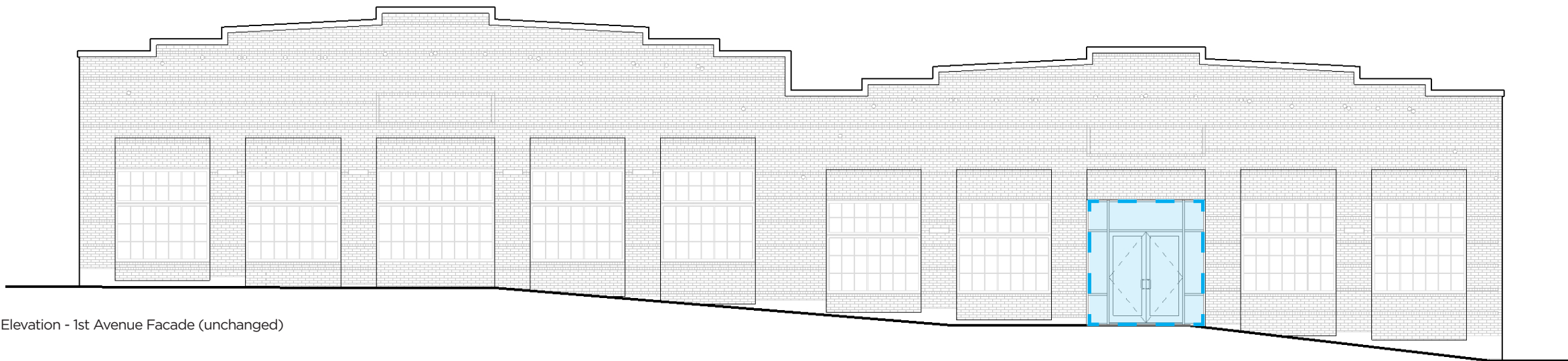
9. ALTERATIONS TO EXISTING



Existing West Elevation - 1st Avenue Facade



ARC #1 - Proposed West Elevation - 1st Avenue Facade



ARC #2 - Proposed West Elevation - 1st Avenue Facade (unchanged)



NORTH ELEVATION CHANGES

9. ALTERATIONS TO EXISTING

Proposed Alterations - North Elevation

Currently on the north facade there are two openings into the building. The easternmost (#3) is an overhead door and the westernmost (#4) is a door with infill brick where a window used to be. At #3 the proposed modification is to remove the overhead door and surrounding brick within this bay and replace it with a storefront entrance. At #4 the proposed modification is to remove the existing door and surrounding brick within this bay and also replace it with a storefront entrance. This will bring much more transparency to the north facade and create a connection with Climate Pledge Arena.



North facade - existing conditions



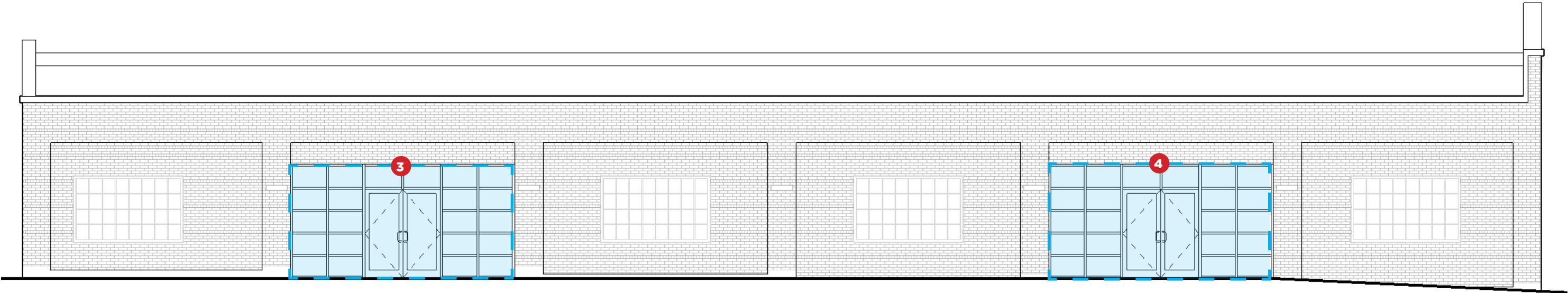
North facade - existing conditions



North facade - existing conditions



North facade - existing conditions

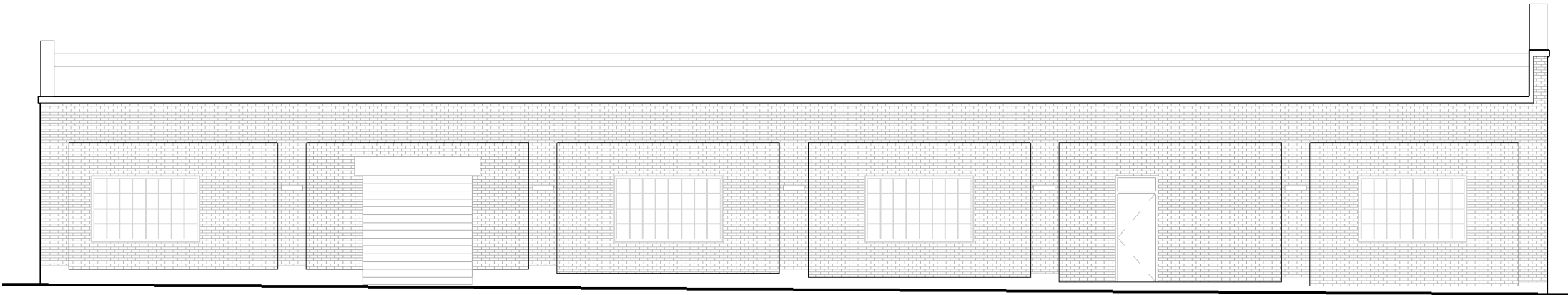


Proposed North Elevation - Lenny Wilkens Way Facade (unchanged)

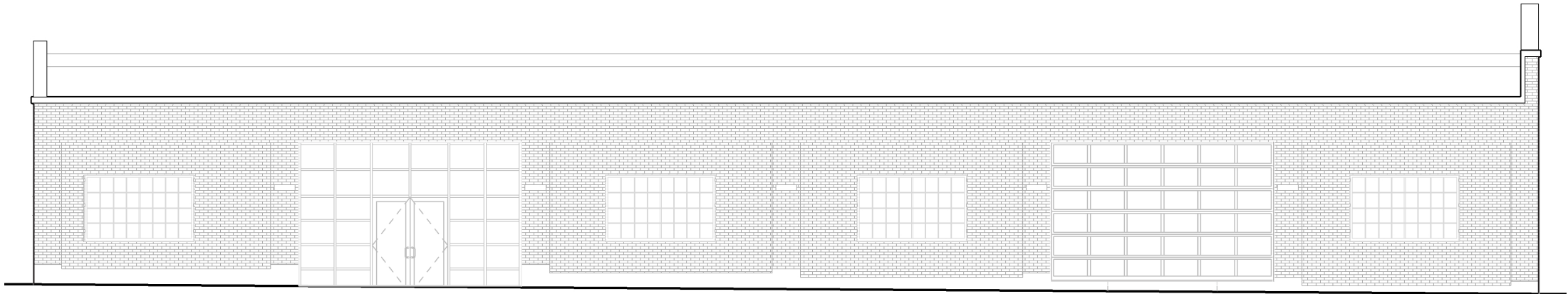


NORTH ELEVATION CHANGES

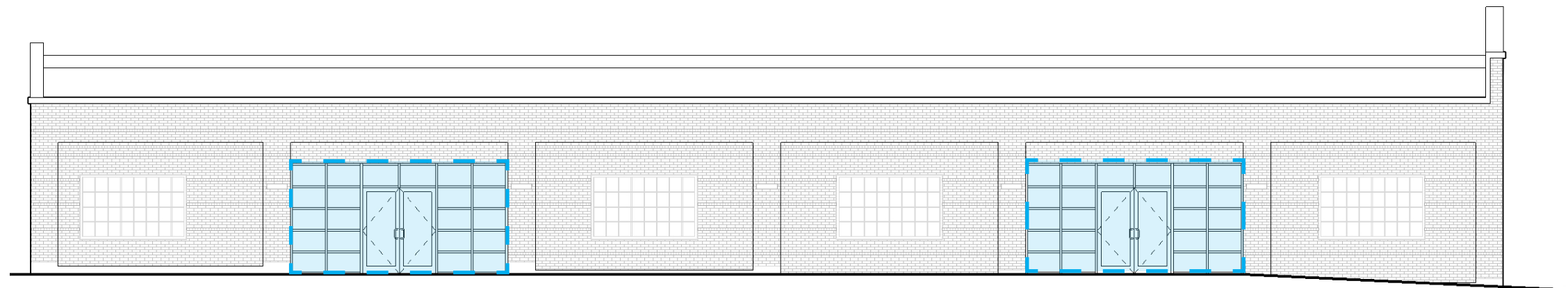
9. ALTERATIONS TO EXISTING



Existing North Elevation - Lenny Wilkens Way Facade



ARC #1 - Proposed North Elevation - Lenny Wilkens Way Facade



ARC #2 - Proposed North Elevation - Lenny Wilkens Way Facade (unchanged)

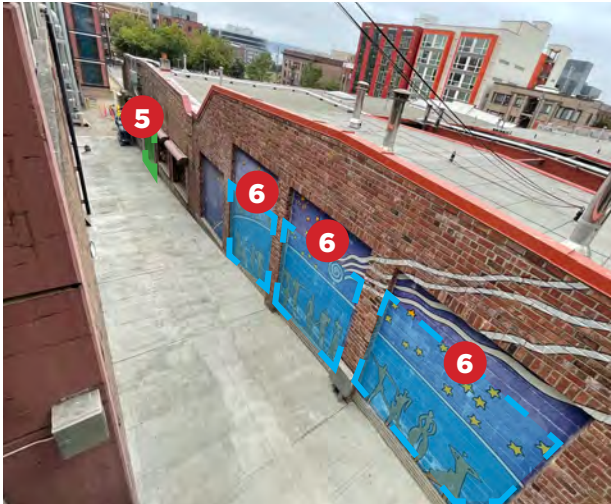


EAST ELEVATION CHANGES

9. ALTERATIONS TO EXISTING

Proposed Alterations - East Elevation

On the East side of the building, large facade openings (#6) have been infilled with painted CMU. There is building access through an existing door at the north end. There is also a door and sliding door at location #5 that are not original to the building. The proposed modifications are to infill #5 with CMU. We are re-purposing the sliding door as an interior feature on the second floor. At locations marked #6 we would remove existing infill CMU and install a glazed overhead door at the central location and fixed glazed storefronts at the outer two locations. Due to a braced frame to support the new second floor patio it was not feasible for the outer two locations to be overhead doors. Above these new openings we are proposing metal panel infill. Keeping the existing CMU was not feasible structurally.



East Facade - existing alley conditions



East Facade - existing alley conditions



East Facade - existing alley conditions



East Facade - existing alley conditions

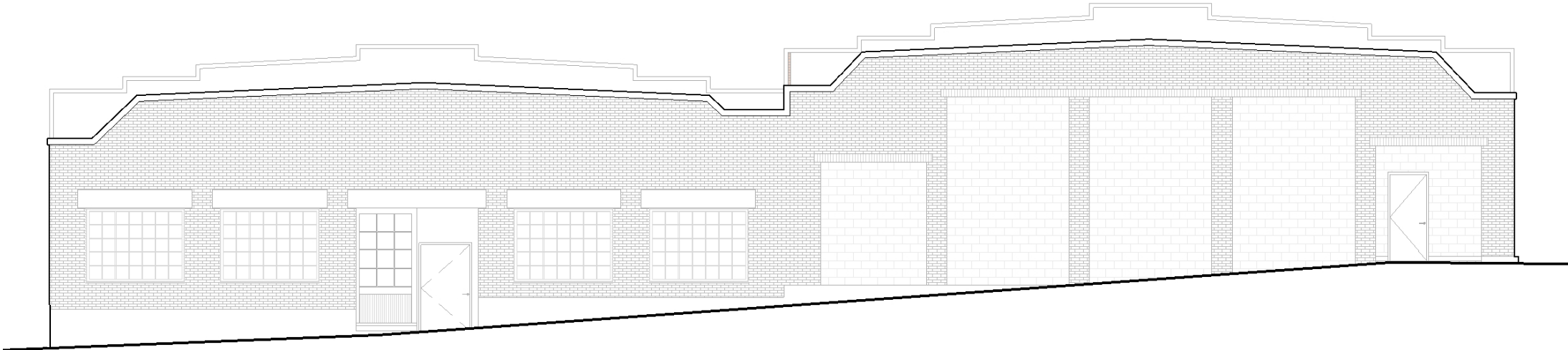


Proposed East Elevation - Alley Facade (updated)

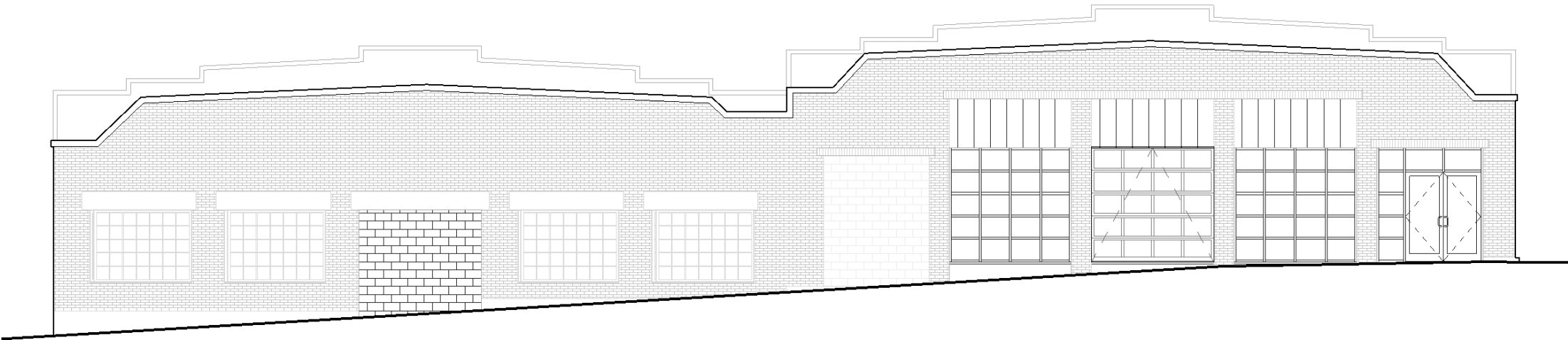


EAST ELEVATION CHANGES

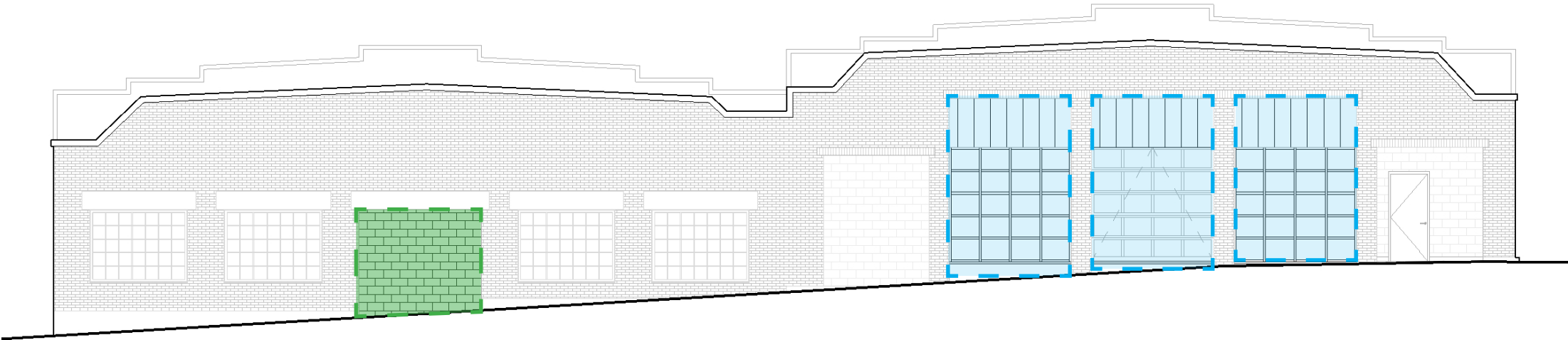
9. ALTERATIONS TO EXISTING



Existing East Elevation - Alley Facade



ARC #2 - Proposed East Elevation - Alley Facade



ARC #3 - Proposed East Elevation - Alley Facade (updated)



SOUTH ELEVATION CHANGES

9. ALTERATIONS TO EXISTING

Proposed Alterations - South Elevation

At one time, a metal roof extended from the south facade. It has since been removed, but some metal flashing still remains. The proposed modifications on the south facade are to remove the metal flashing (#11) and also cut in a double door (#10) and add a ramp for building operations. The dashed area at the southwest corner indicates the approximate location of the existing gas equipment to remain.



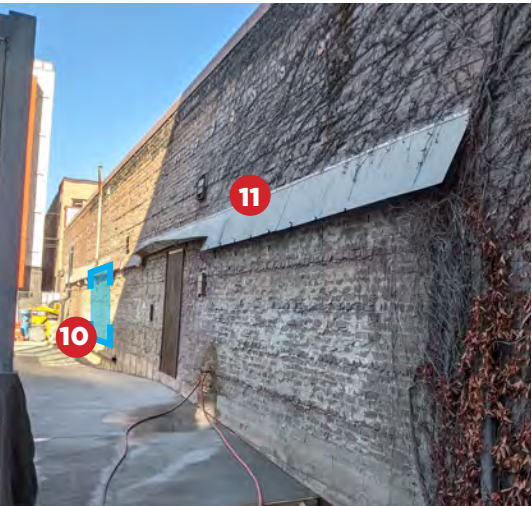
South Facade - existing gas equipment
Shown dashed below



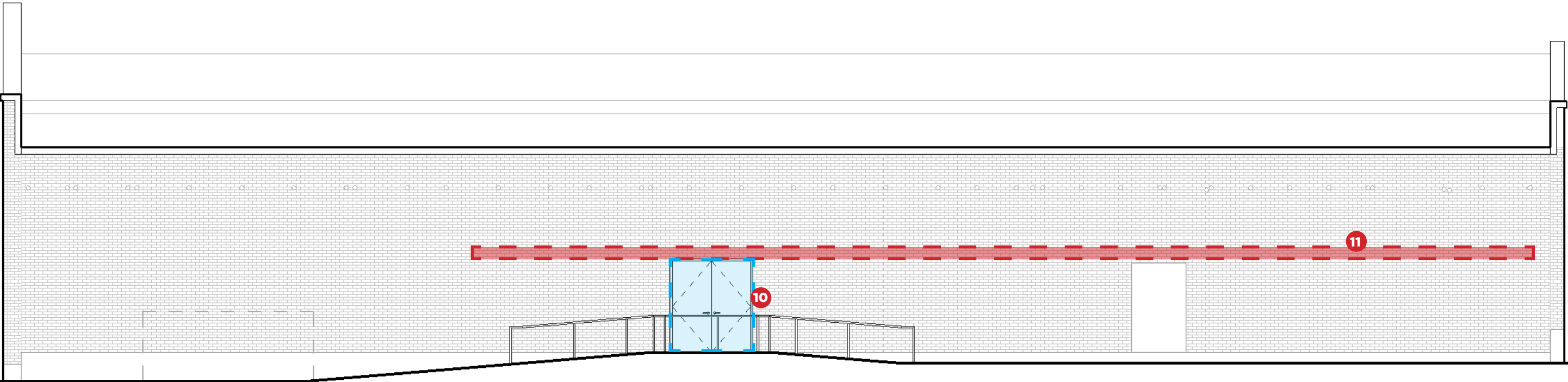
South Facade - existing conditions



South Facade - existing conditions



South Facade - existing conditions



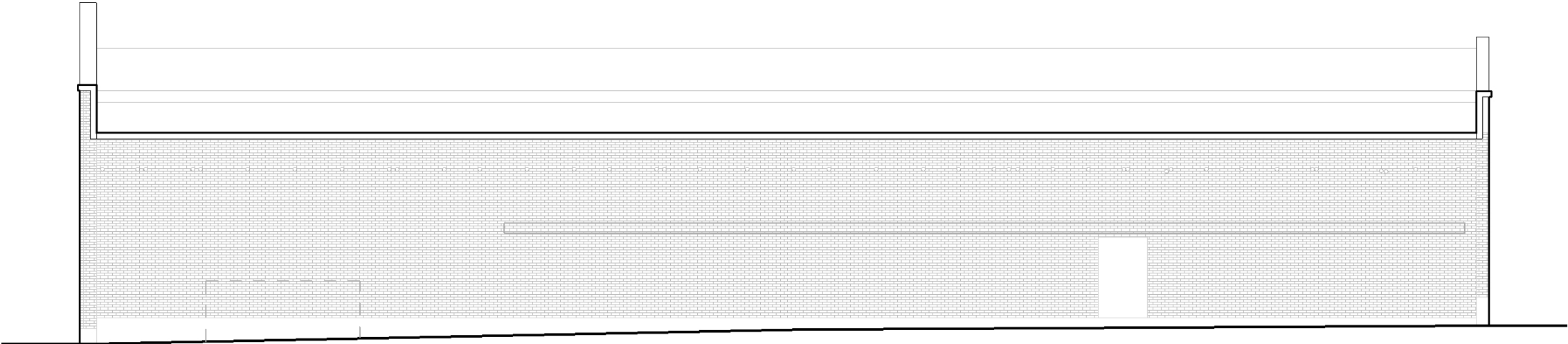
Proposed South Elevation (unchanged)



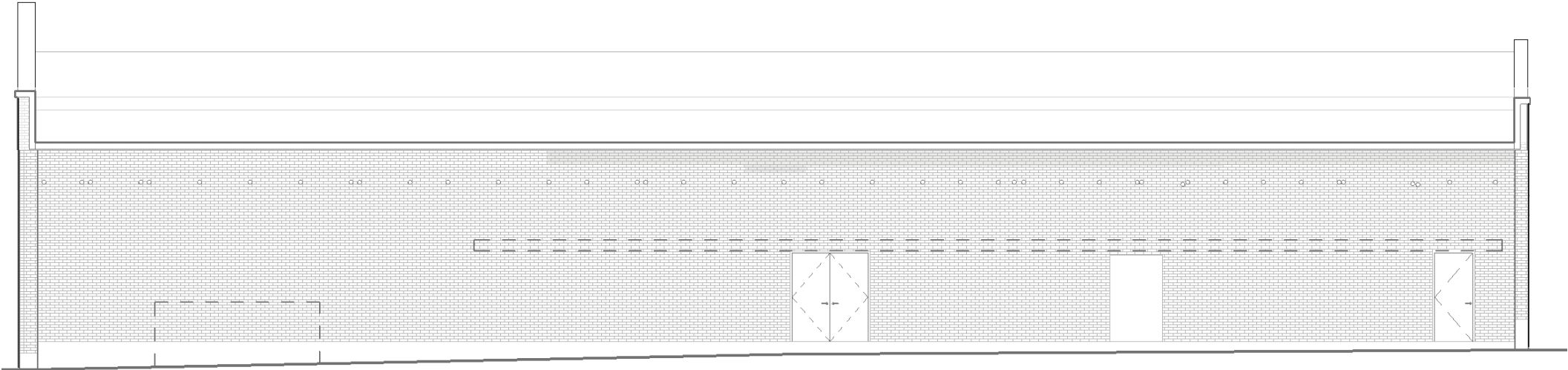
SOUTH ELEVATION CHANGES

9. ALTERATIONS TO EXISTING

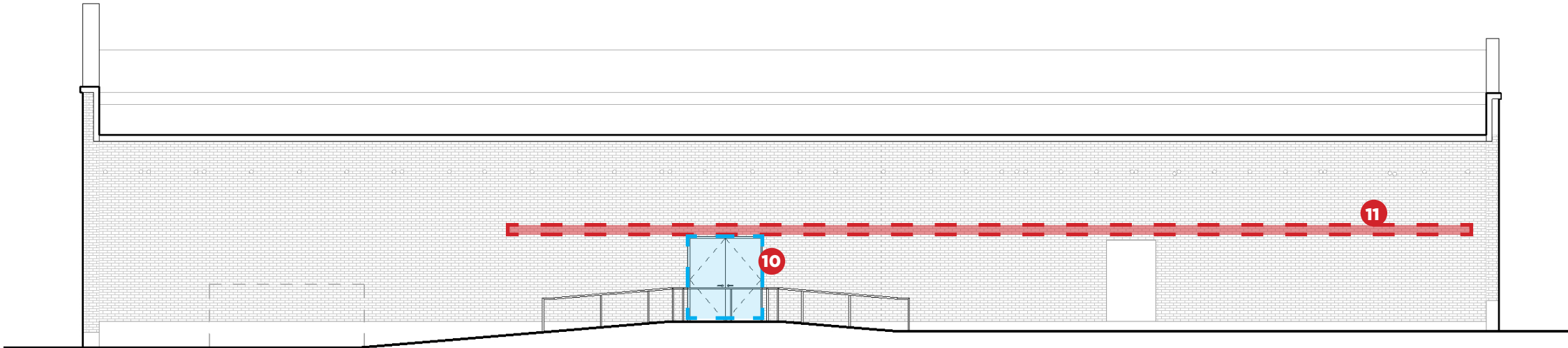
Existing South Elevation



ARC #1 - Proposed South Elevation



ARC #2 - Proposed South Elevation (unchanged)

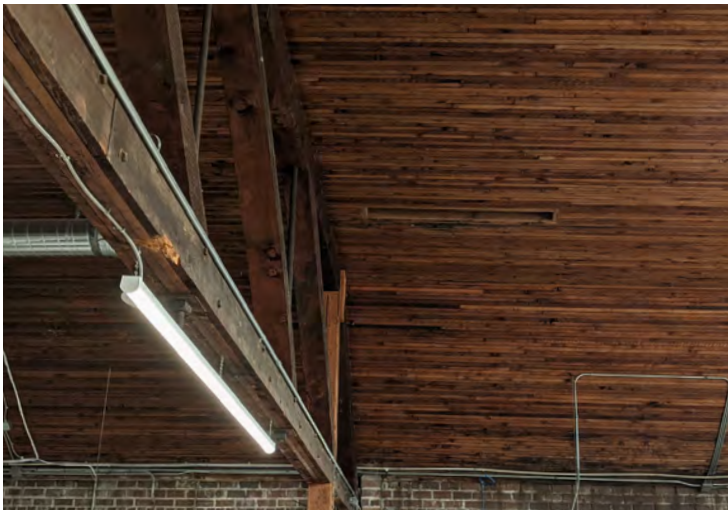


EXISTING ROOF CHANGES

9. ALTERATIONS TO EXISTING

Proposed Alterations - Roof

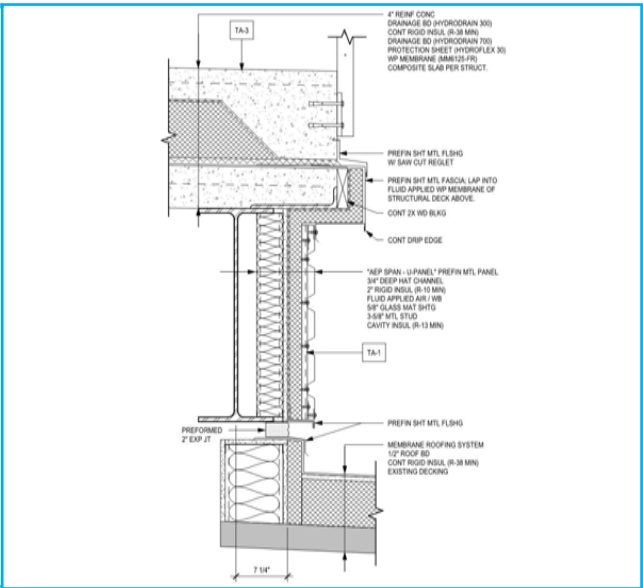
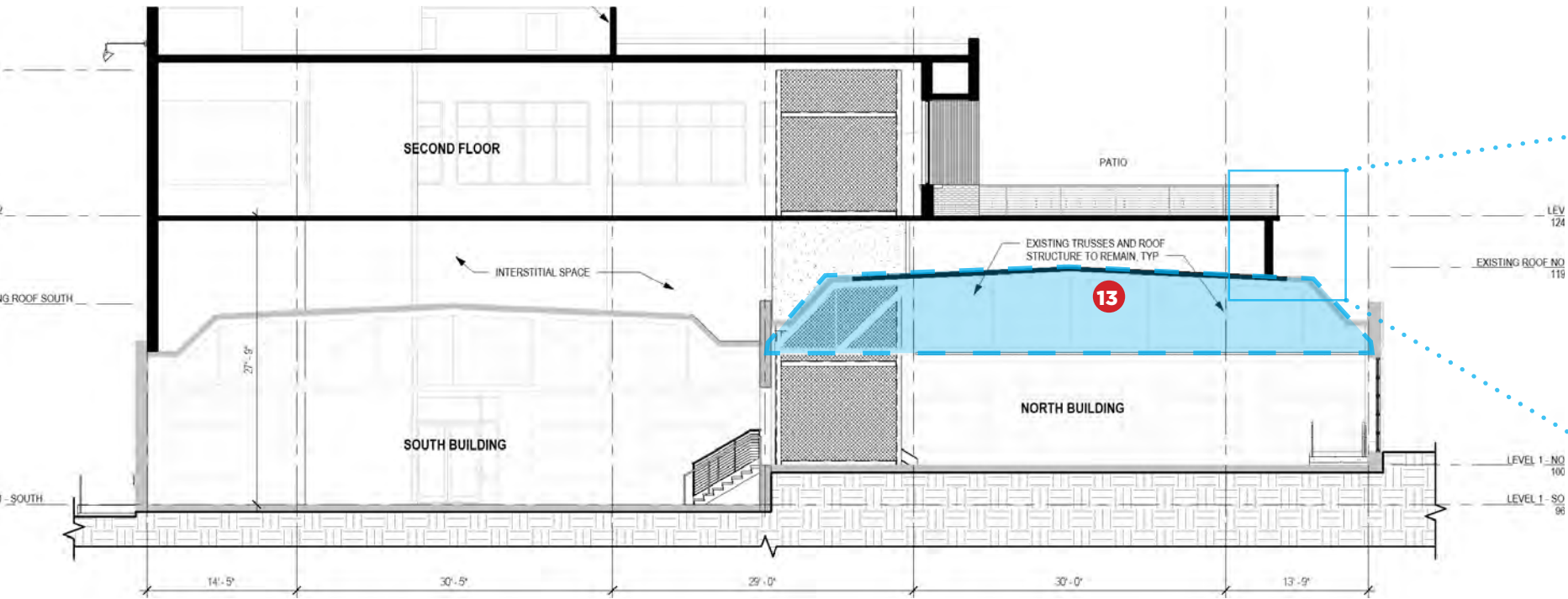
Currently in the northeast portion of the roof there are openings (#13) that were created during a previous alteration to the building. The exposed trusses were clad with corrugated metal panel. The proposed alteration is to remove the metal panel from the trusses and infill the roof to match the existing roof. Returning it to its original form.



Historic truss and roof



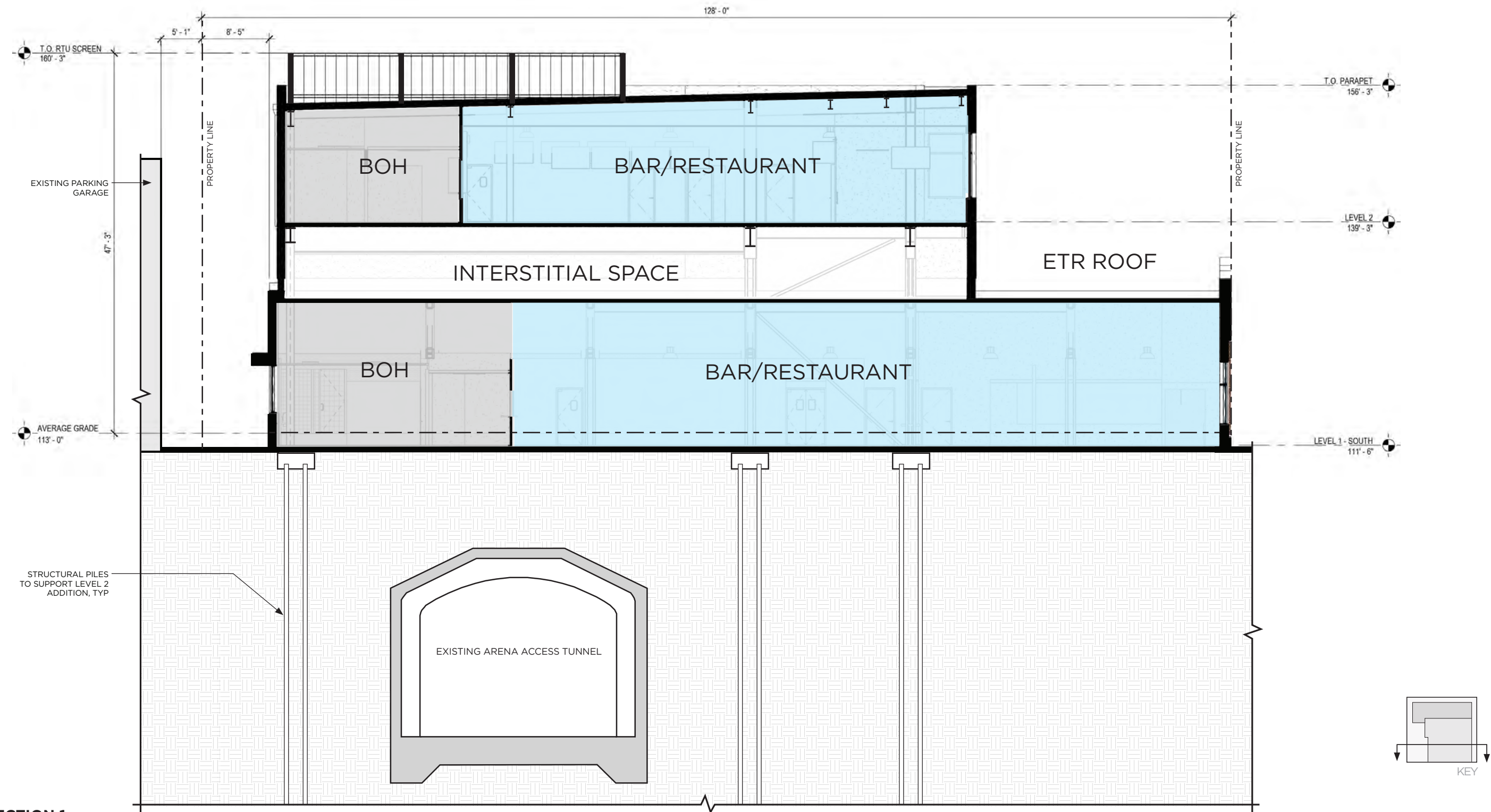
Roof - existing conditions



STRUCTURAL DESIGN APPROACH

9. ALTERATIONS TO EXISTING

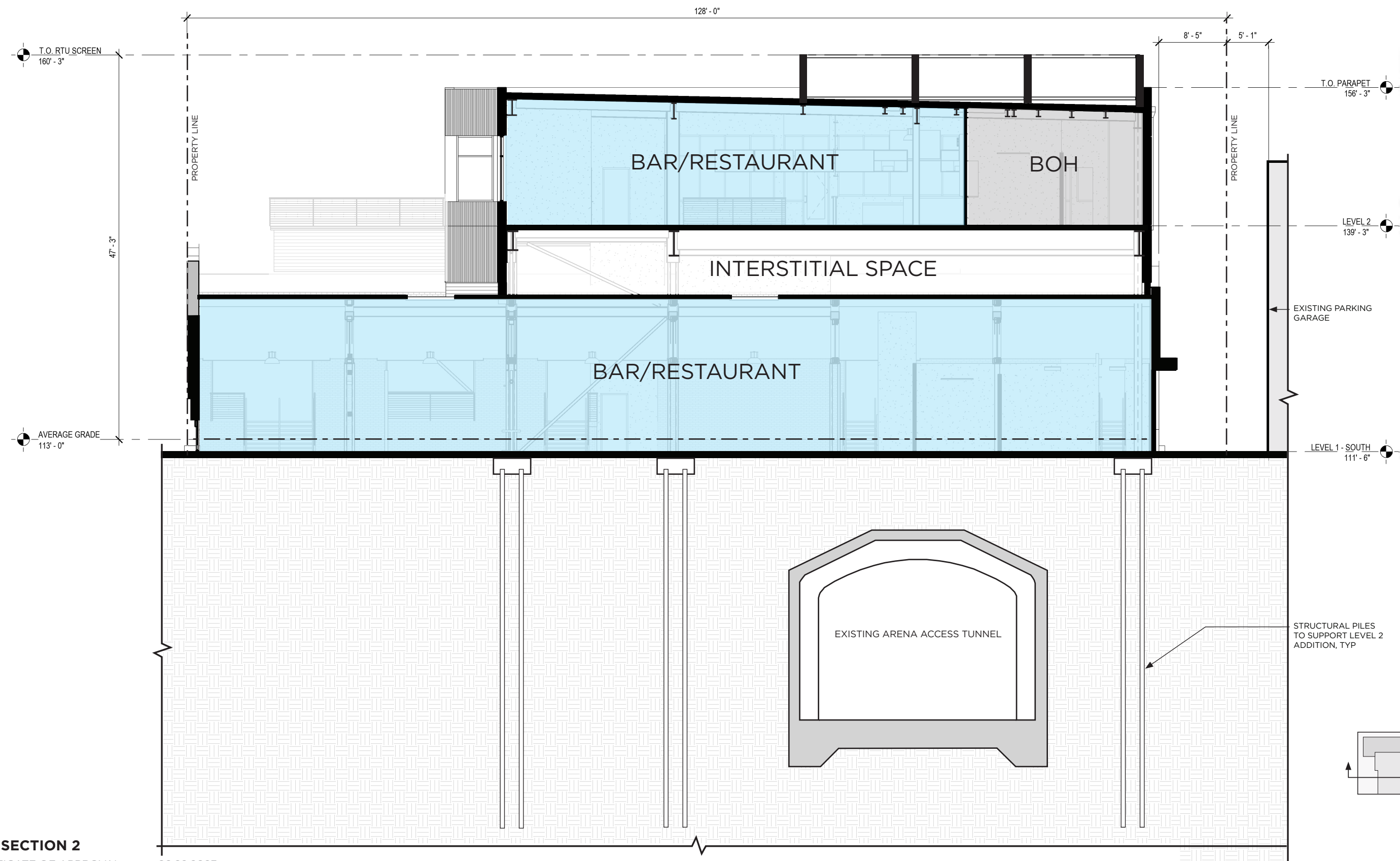
These sections show our proposed addition with the strategic structural design that will allow us to float the second floor above the existing structure. This design creates an interstitial space to run the majority of the services and mechanical lines above the existing roof and below the second level, further protecting the historic trusses and NLT roof.



E/W SECTION 1

STRUCTURAL DESIGN APPROACH

9. ALTERATIONS TO EXISTING



EXISTING CHARACTER

9. ALTERATIONS TO EXISTING

Proposed Alterations - Historic Brick Facades

The interior and exterior of the Bressi building has been designed with utmost consideration to preserve the historic pedestrian experience and to maintain the unique character of the building. That experience celebrating the building’s history is proposed to continue inside by highlighting the existing brick, the historic trusses, and the historic NLT deck on level 1.



Existing interior conditions - truss, NLT roof and brick

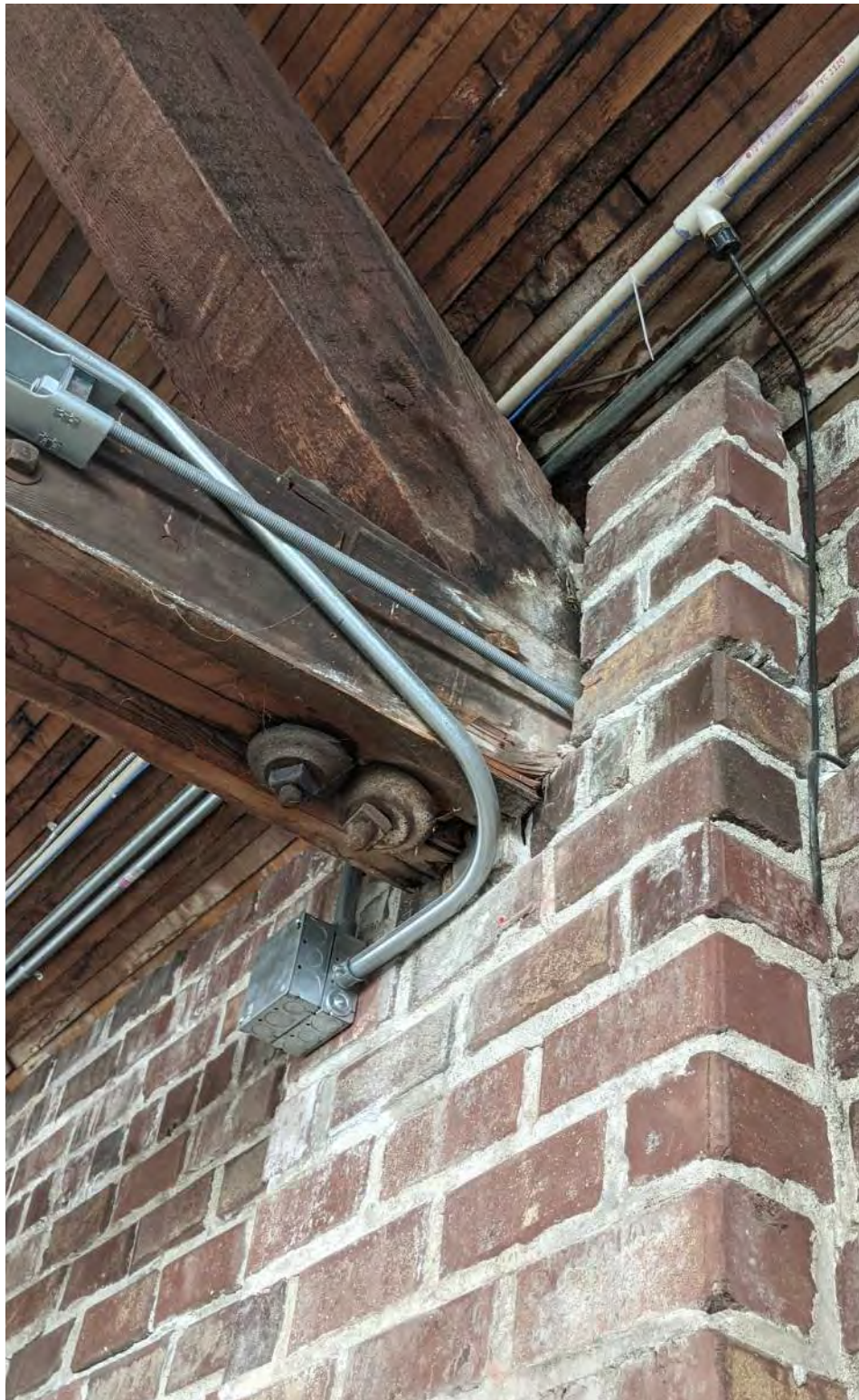


Existing interior conditions - former Pottery NW space looking E



Existing interior conditions - former temporary office space along Lenny Wilkens Way

EXISTING TRUSS CONDITION



EXISTING TRUSS AT PILASTER



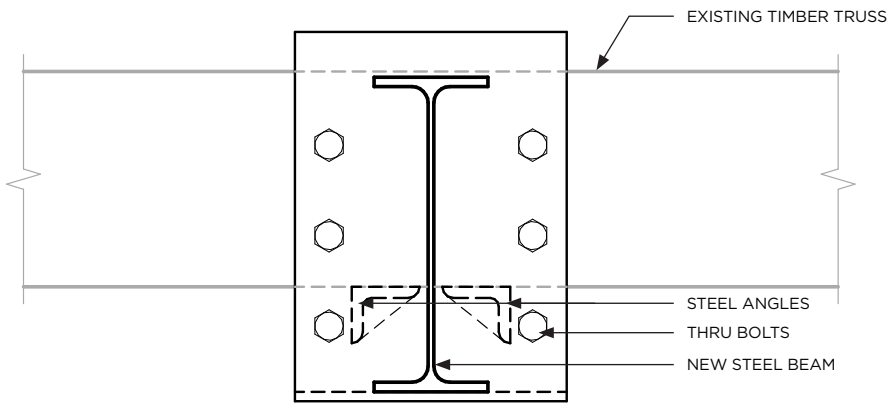
EXISTING TRUSS TIMBER SUPPORT



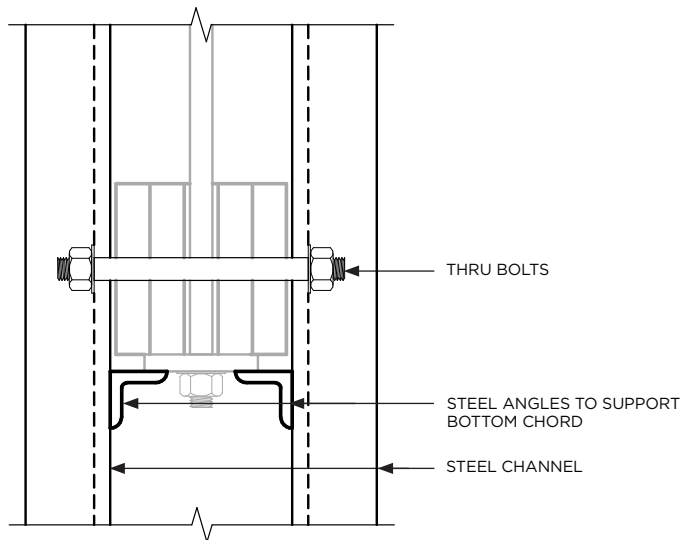
EXISTING TRUSS TIMBER SUPPORT AT PILASTER

STRUCTURAL DESIGN

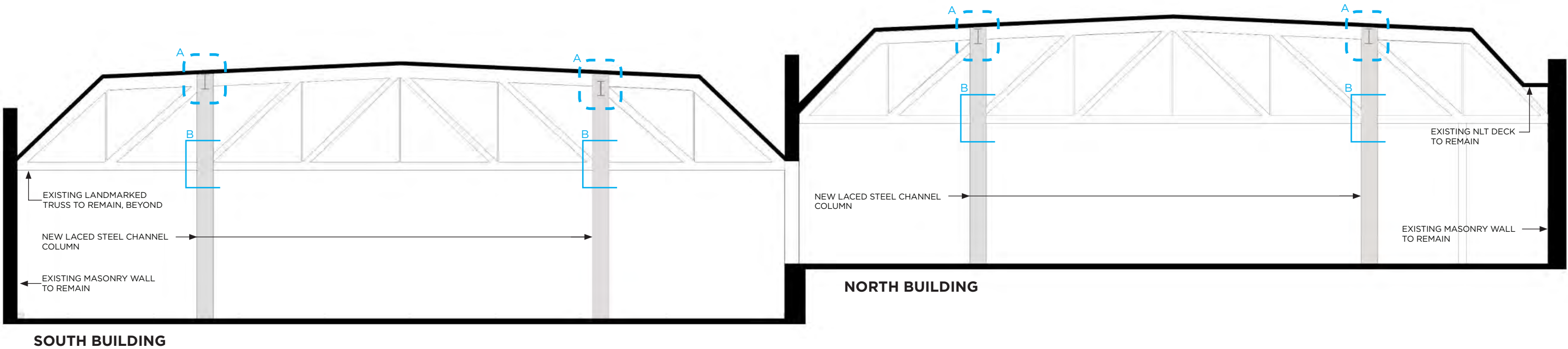
9. ALTERATIONS TO EXISTING



A SECTION WF BEAM TO TOP CHORD



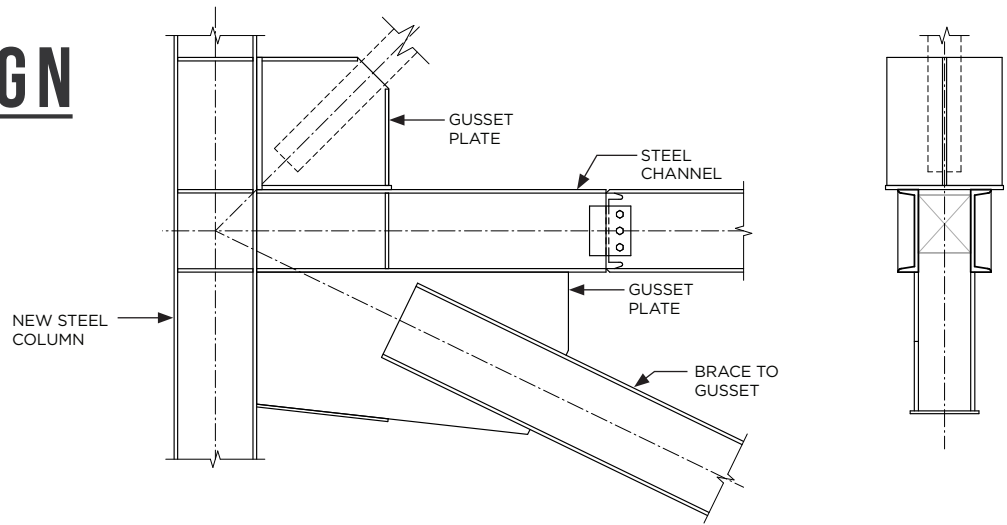
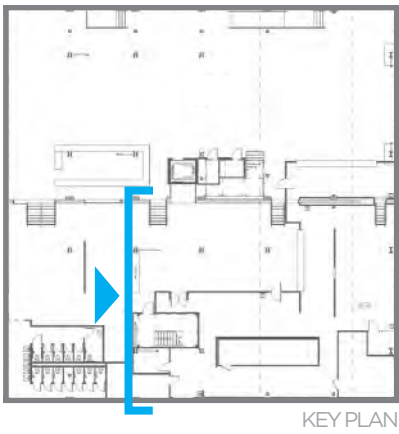
B SECTION LACED COL TO BOT CHORD



NOTE: DIAGRAMS SHOW APPROXIMATE MAXIMUM GUSSET PLATE SIZES. FINAL GUSSET PLATES AND BRB CONNECTIONS ARE DELEGATED DESIGN TO THE BRACE MANUFACTURER. WHILE EVERY EFFORT HAS BEEN MADE TO REPRESENT THESE AS ACCURATELY AS POSSIBLE, PLEASE UNDERSTAND THE FINAL DESIGN WILL NOT BE COMPLETE UNTIL A MANUFACTURER IS ON BOARDED AND SHOP DRAWINGS ARE RECOVERED

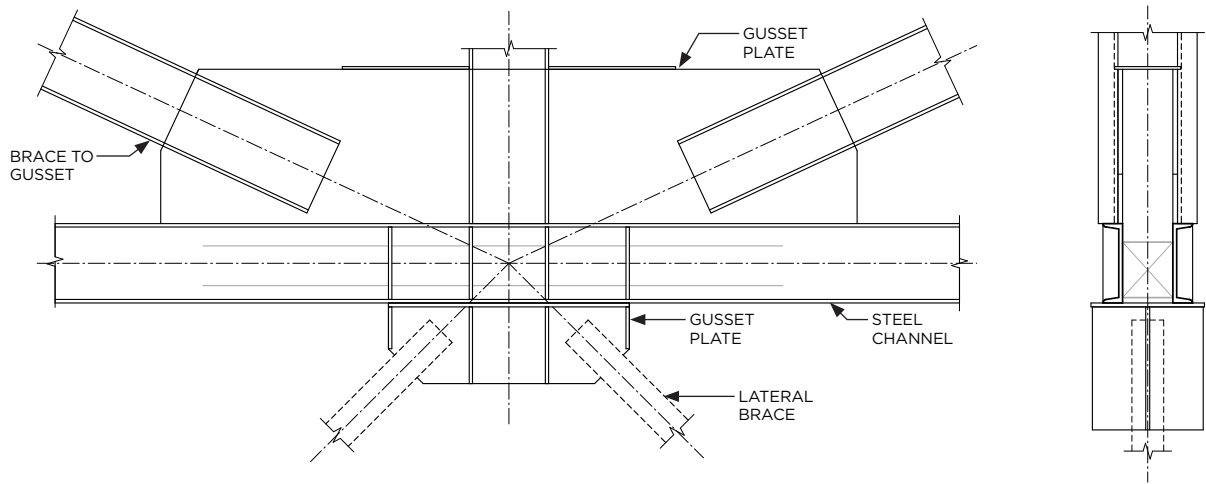
STRUCTURAL DESIGN

9. ALTERATIONS TO EXISTING



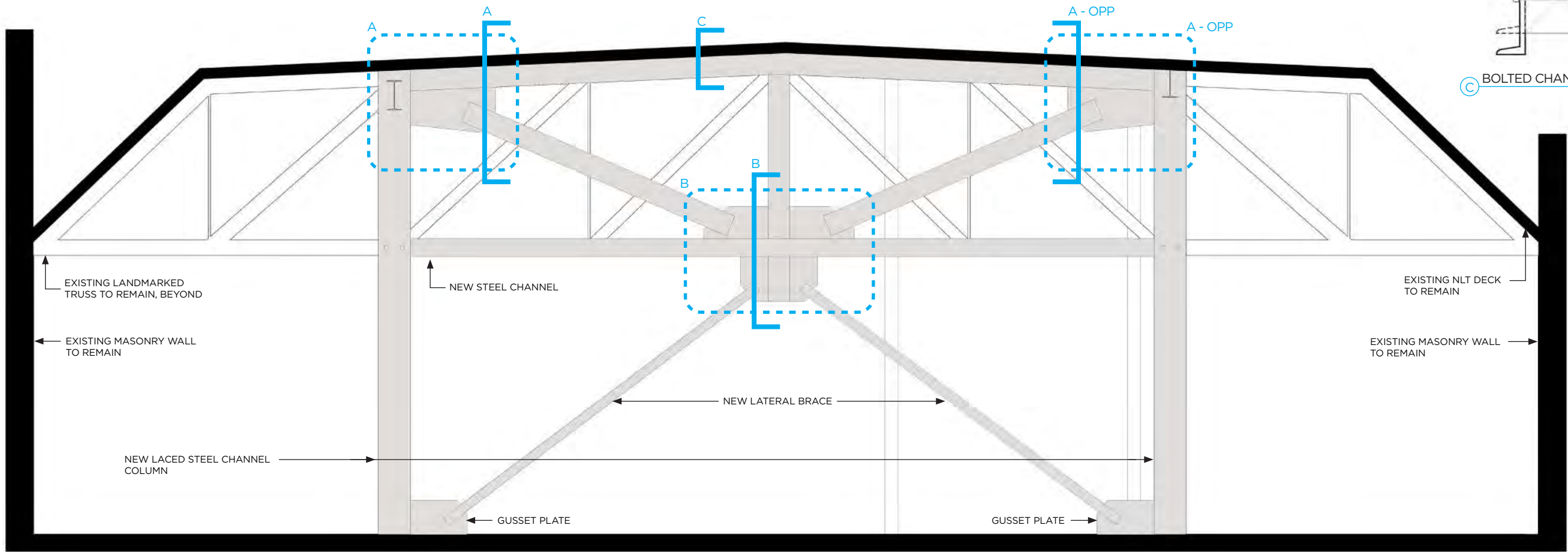
A BRACED FRAME GUSSET PLATE DETAIL

SECTION

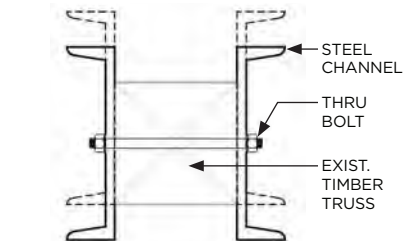


B BRACED FRAME GUSSET PLATE DETAIL

SECTION



SOUTH BUILDING

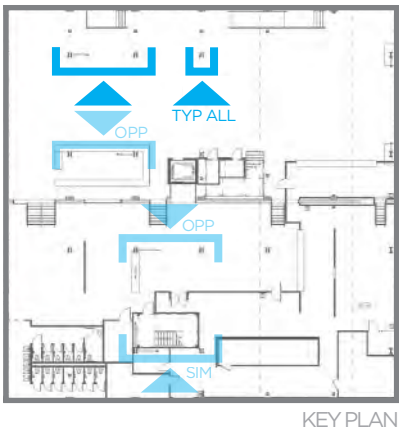


C BOLTED CHANNEL SECTION

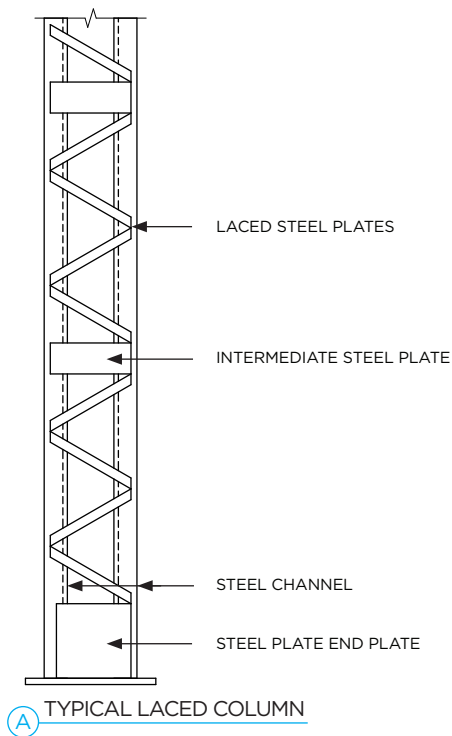
NOTE: DIAGRAMS SHOW APPROXIMATE MAXIMUM GUSSET PLATE SIZES. FINAL GUSSET PLATES AND BRB CONNECTIONS ARE DELEGATED DESIGN TO THE BRACE MANUFACTURER. WHILE EVERY EFFORT HAS BEEN MADE TO REPRESENT THESE AS ACCURATELY AS POSSIBLE, PLEASE UNDERSTAND THE FINAL DESIGN WILL NOT BE COMPLETE UNTIL A MANUFACTURER IS ON BOARDED AND SHOP DRAWINGS ARE RECOVERED

STRUCTURAL DESIGN

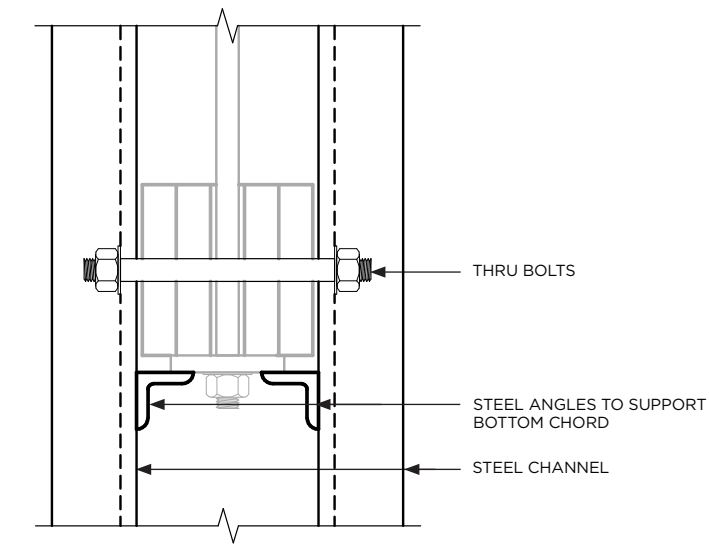
9. ALTERATIONS TO EXISTING



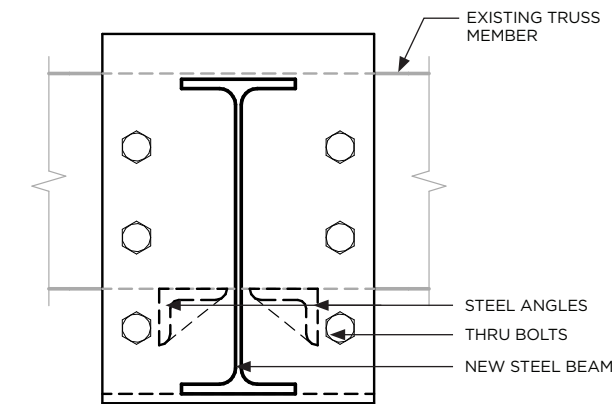
KEY PLAN



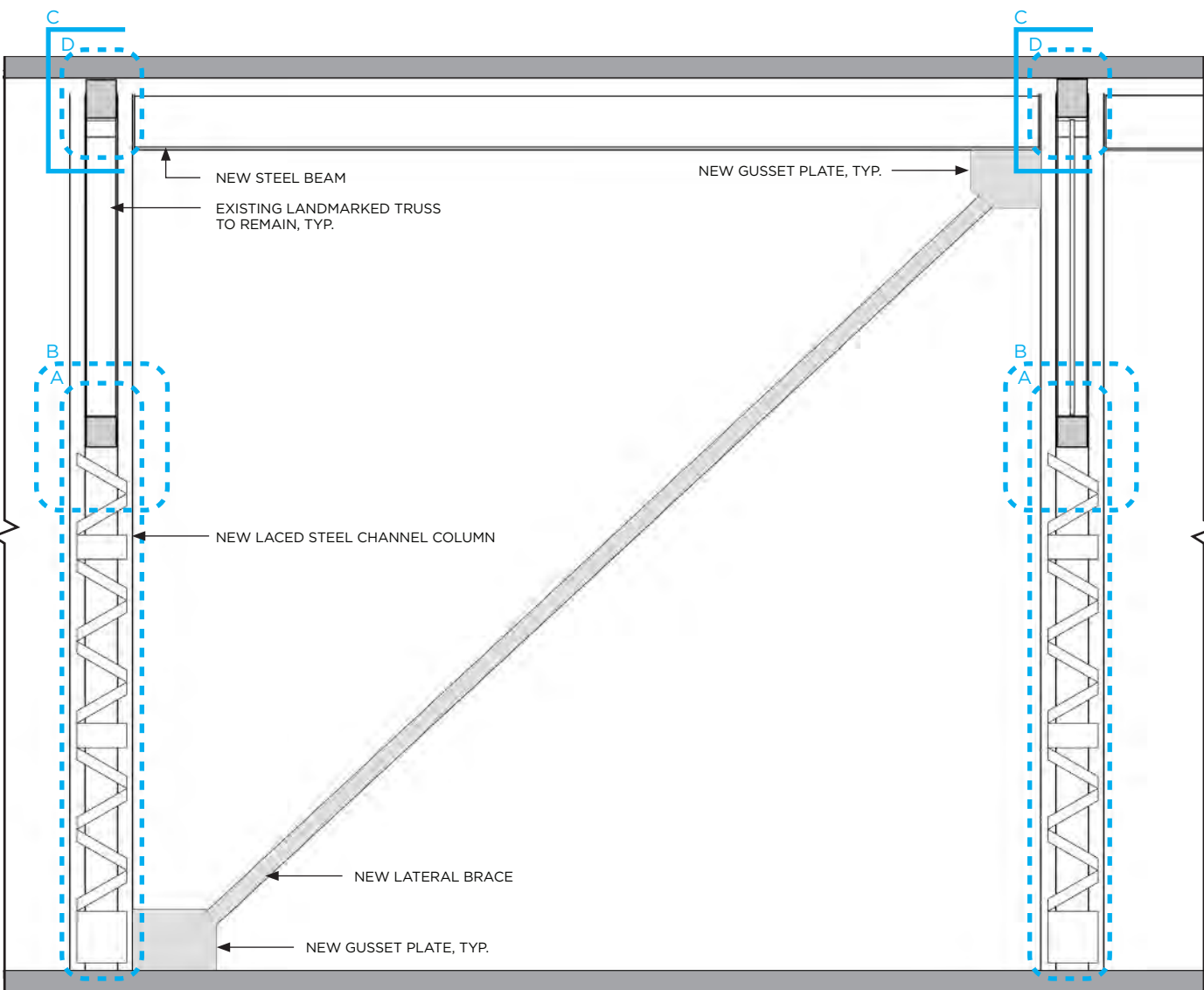
A TYPICAL LACED COLUMN



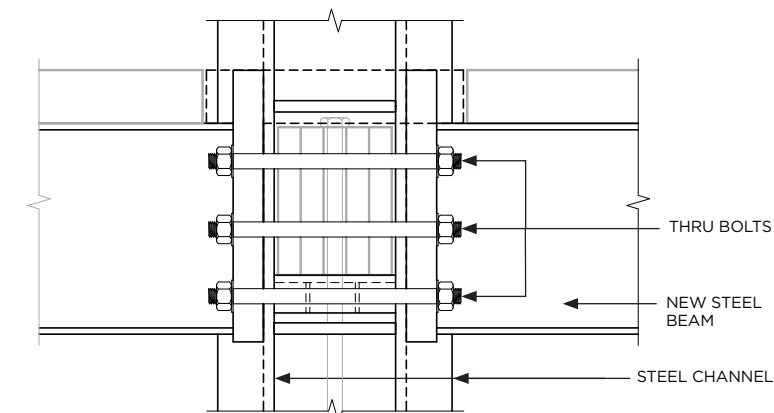
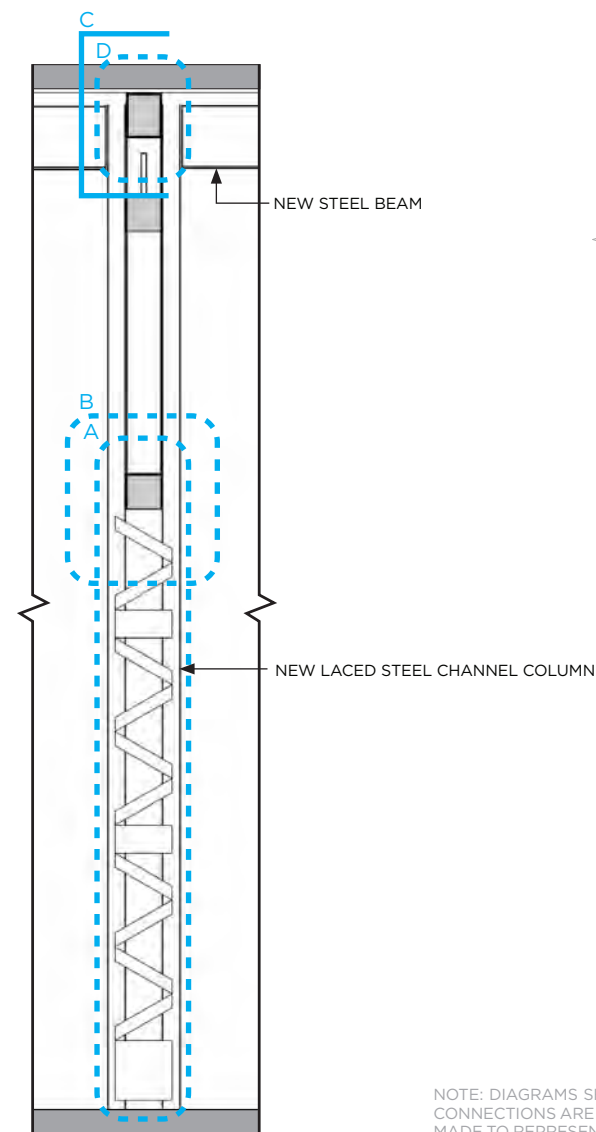
B SECTION LACED COL TO BOT CHORD



C SECTION WF BEAM TO TOP CHORD



NORTH BUILDING LACED COLUMNS + BRACED FRAME



D SECTION WF BEAM TO TOP CHORD

NOTE: DIAGRAMS SHOW APPROXIMATE MAXIMUM GUSSET PLATE SIZES. FINAL GUSSET PLATES AND BRB CONNECTIONS ARE DELEGATED DESIGN TO THE BRACE MANUFACTURER. WHILE EVERY EFFORT HAS BEEN MADE TO REPRESENT THESE AS ACCURATELY AS POSSIBLE, PLEASE UNDERSTAND THE FINAL DESIGN WILL NOT BE COMPLETE UNTIL A MANUFACTURER IS ON BOARDED AND SHOP DRAWINGS ARE RECOVERED

STRUCTURAL DESIGN

9. ALTERATIONS TO EXISTING

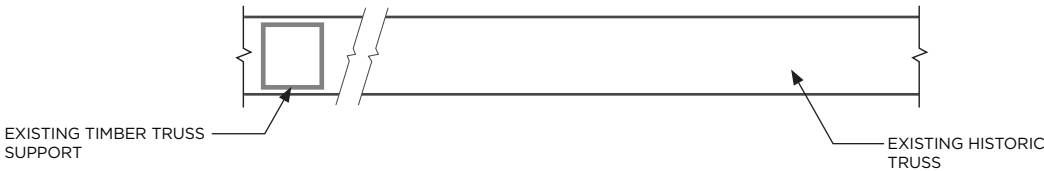
NOTE: THESE DIAGRAMS ARE INCLUDED TO FOCUS ON THE PRIMARY STRUCTURE ONLY.
FOR ADDITIONAL INFORMATION ON LATERAL BRACING AND CONNECTION DESIGN, PLEASE
REFER TO PAGES 5-6



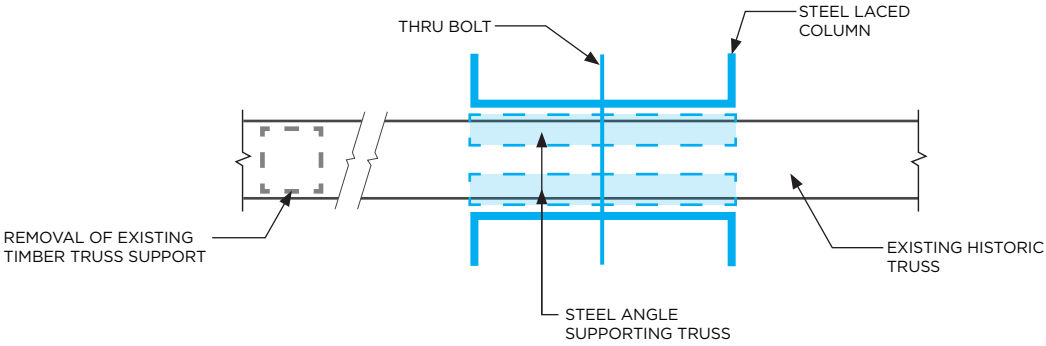
EXISTING NORTH BUILDING



PREFERRED NORTH BUILDING



EXISTING PLAN DIAGRAM



PREFERRED PLAN DIAGRAM

STRUCTURAL DESIGN

9. ALTERATIONS TO EXISTING

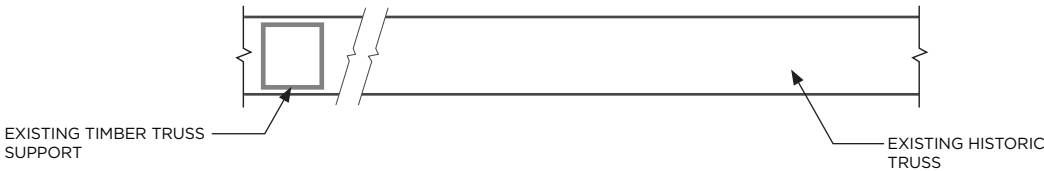
NOTE: THESE DIAGRAMS ARE INCLUDED TO FOCUS ON THE PRIMARY STRUCTURE ONLY.
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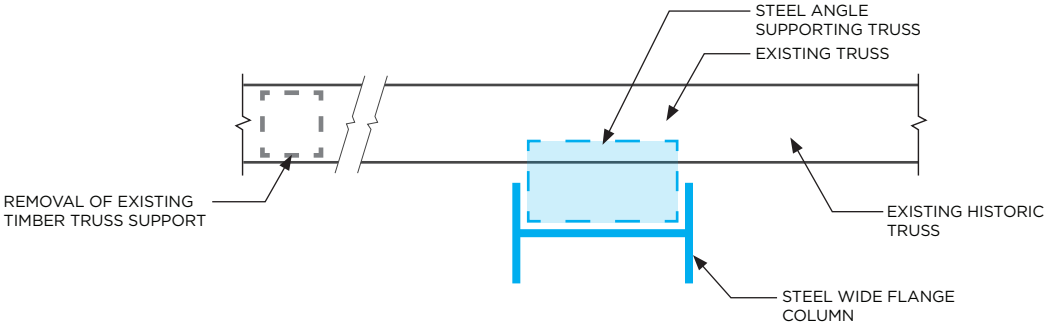
EXISTING NORTH BUILDING



ALTERNATE NORTH BUILDING



EXISTING PLAN DIAGRAM



PREFERRED PLAN DIAGRAM

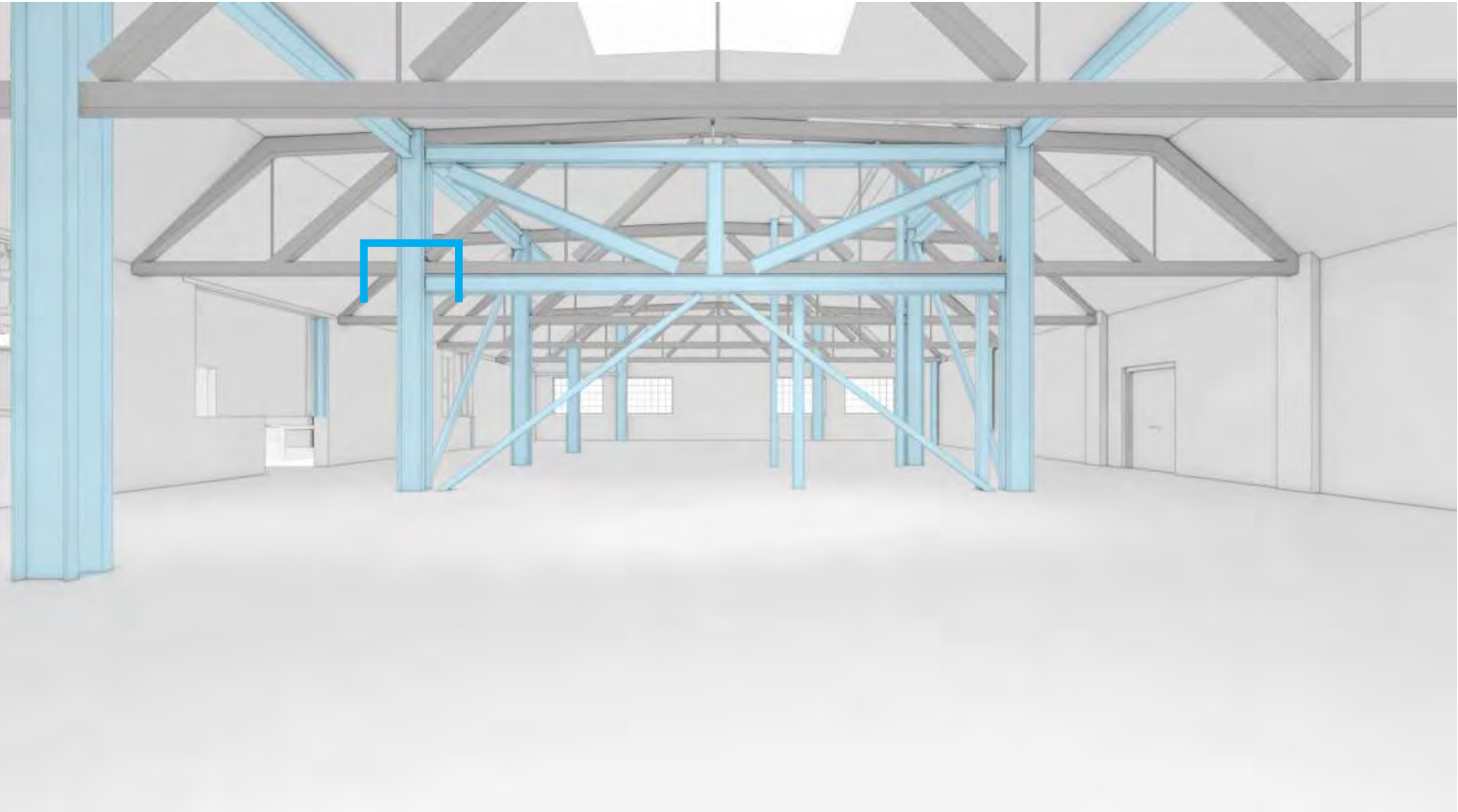
STRUCTURAL DESIGN

9. ALTERATIONS TO EXISTING

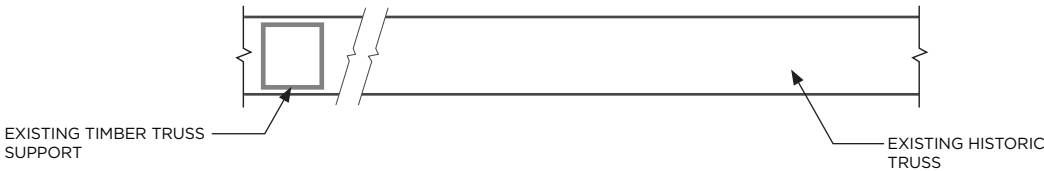
NOTE: THESE DIAGRAMS ARE INCLUDED TO FOCUS ON THE PRIMARY STRUCTURE ONLY.
FOR ADDITIONAL INFORMATION ON LATERAL BRACING AND CONNECTION DESIGN, PLEASE
REFER TO PAGES 5-6



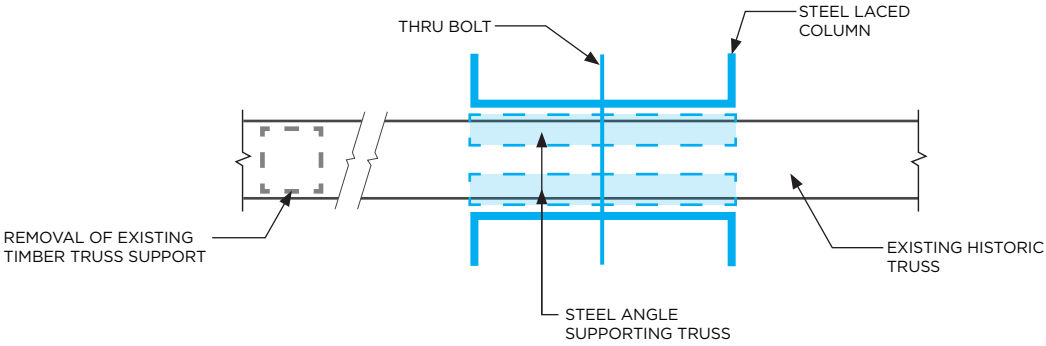
EXISTING SOUTH BUILDING



PREFERRED SOUTH BUILDING



EXISTING PLAN DIAGRAM



PREFERRED PLAN DIAGRAM

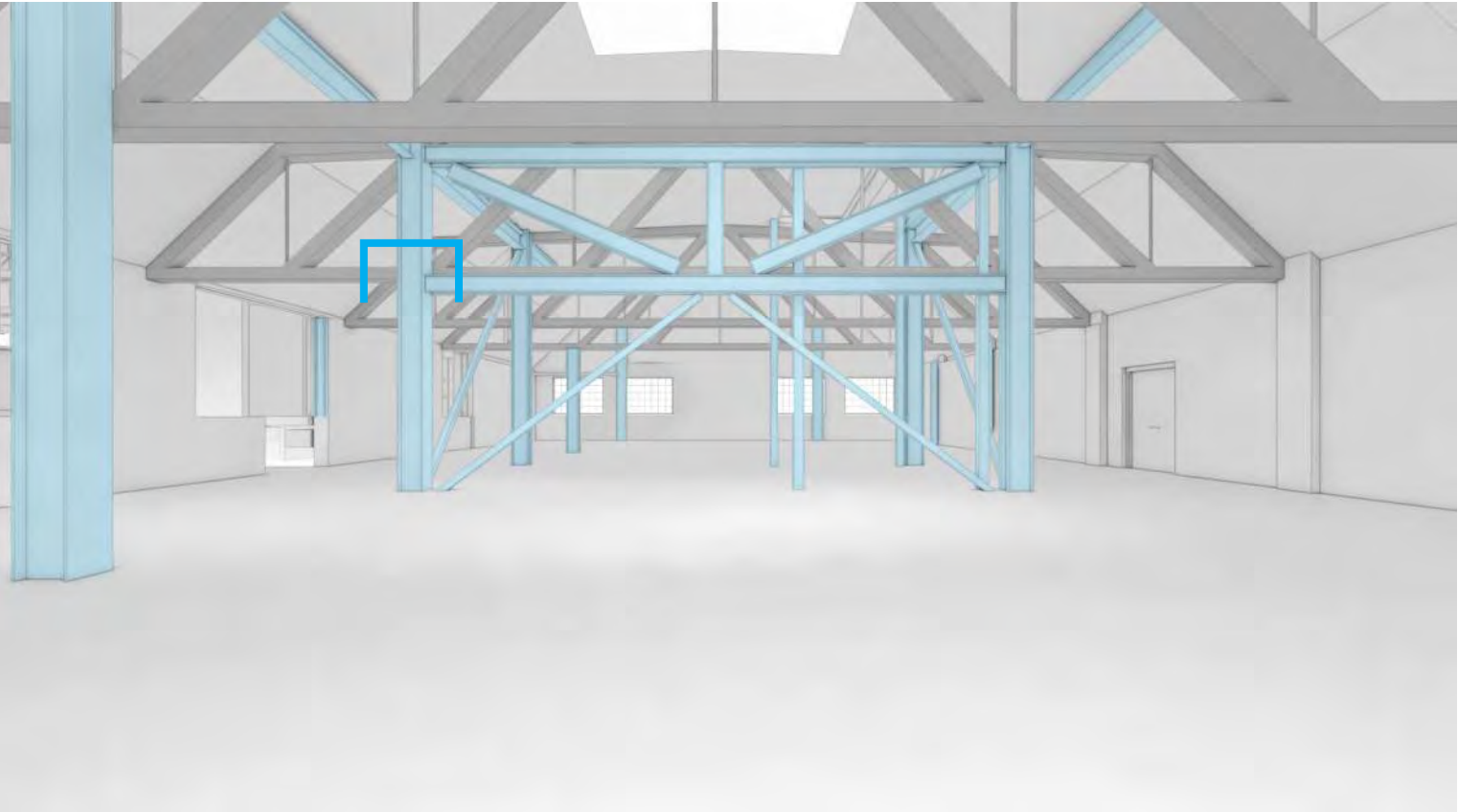
STRUCTURAL DESIGN

9. ALTERATIONS TO EXISTING

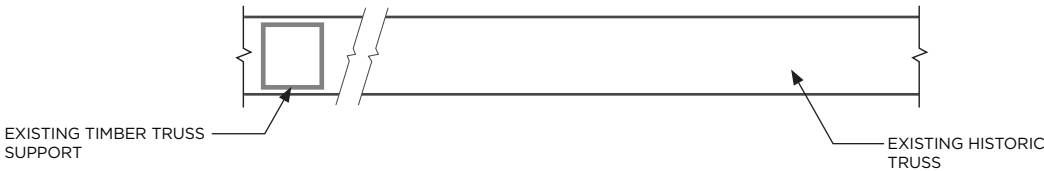
NOTE: THESE DIAGRAMS ARE INCLUDED TO FOCUS ON THE PRIMARY STRUCTURE ONLY.
FOR ADDITIONAL INFORMATION ON LATERAL BRACING AND CONNECTION DESIGN, PLEASE
REFER TO PAGES 5-6



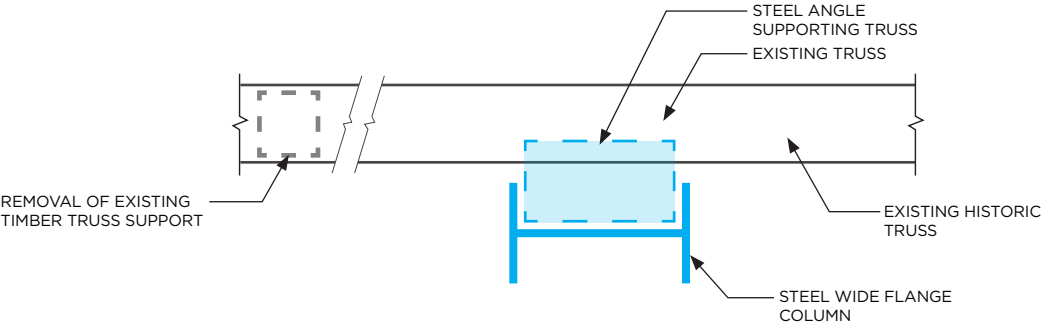
EXISTING SOUTH BUILDING



ALTERNATE SOUTH BUILDING



EXISTING PLAN DIAGRAM

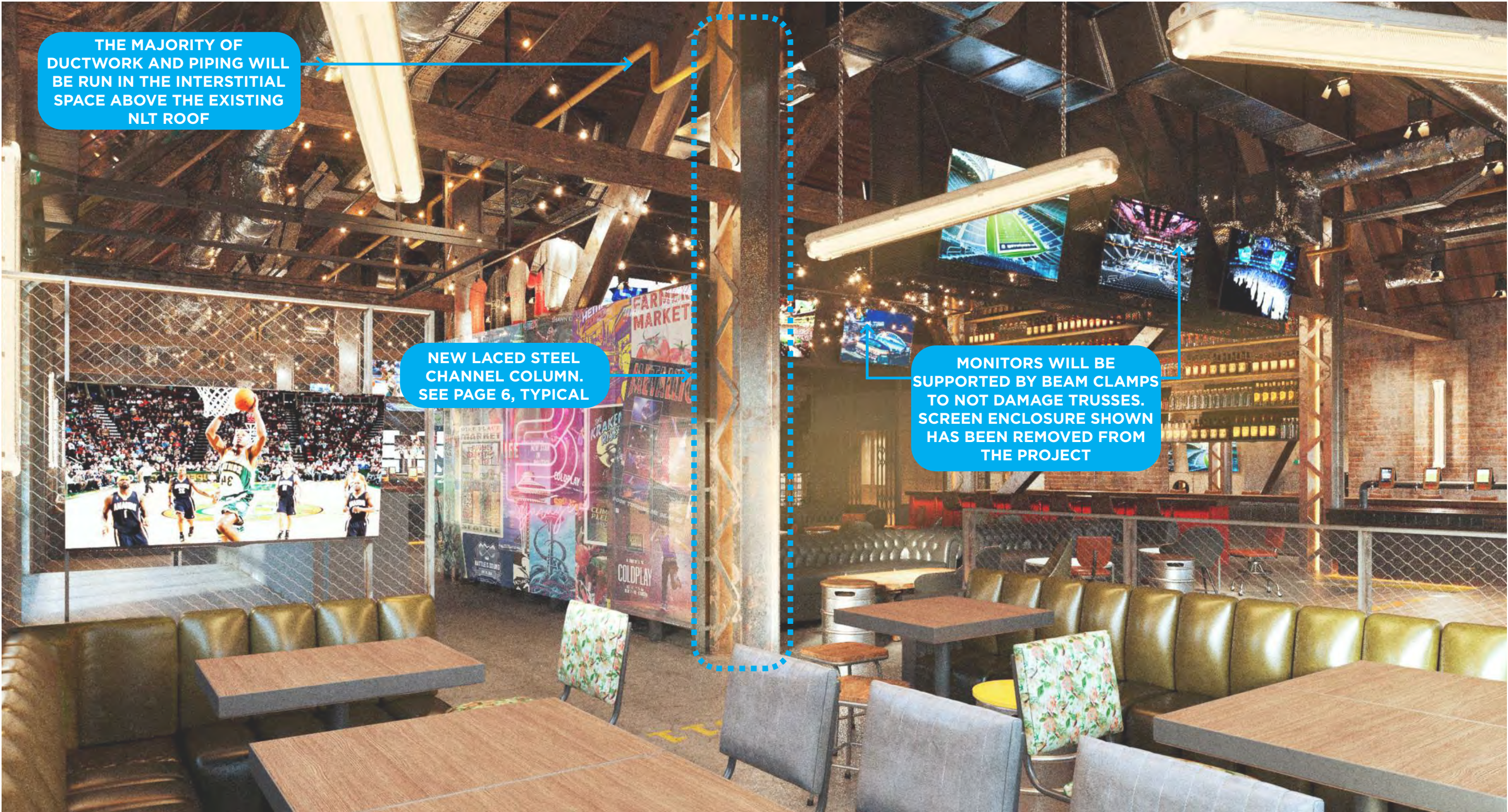


PREFERRED PLAN DIAGRAM

INTERIOR RENDERINGS

9. ALTERATIONS TO EXISTING

These images convey the general design intent for the interior environment, but do not reflect the final structural or MEPF design. Anticipated adjustments are noted for clarity.



LEVEL 1 NORTH BUILDING LOOKING SOUTHEAST

INTERIOR RENDERINGS

9. ALTERATIONS TO EXISTING

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LEVEL 1 NORTH BUILDING LOOKING EAST

INTERIOR RENDERINGS

9. ALTERATIONS TO EXISTING

These images convey the general design intent for the interior environment, but do not reflect the final structural or MEPF design. Anticipated adjustments are noted for clarity.



THE MAJORITY OF DUCTWORK AND PIPING WILL BE RUN IN THE INTERSTITIAL SPACE ABOVE THE EXISTING NLT ROOF

MONITORS WILL BE SUPPORTED BY BEAM CLAMPS TO NOT DAMAGE TRUSSES. SCREEN ENCLOSURE SHOWN HAS BEEN REMOVED FROM THE PROJECT

EXISTING NLT DECK TO REMAIN EXPOSED. NO SURFACE COVERING

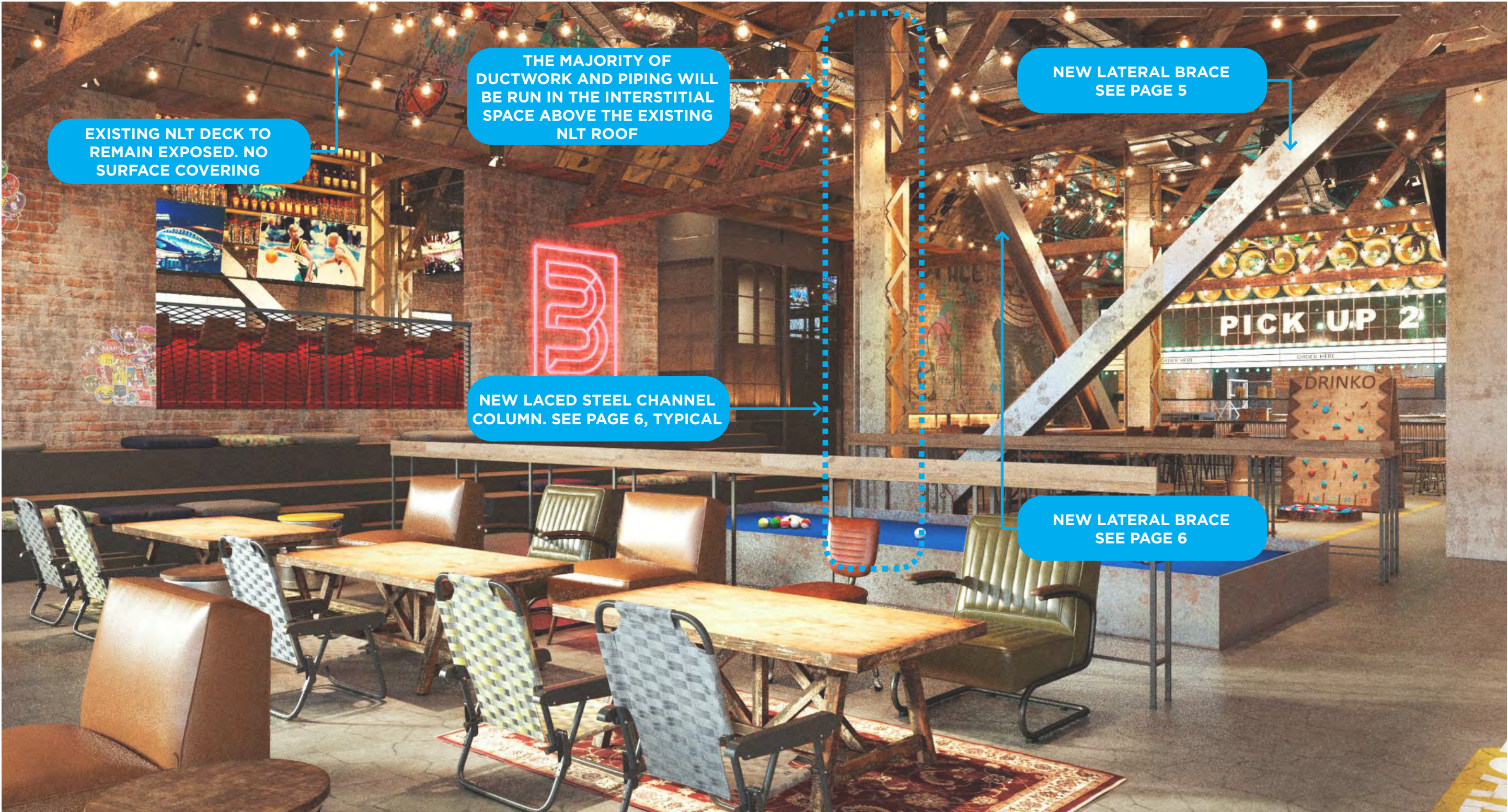
NEW LACED STEEL CHANNEL COLUMN. SEE PAGE 6, TYPICAL

LEVEL 1 NORTH BUILDING LOOKING NORTHWEST

INTERIOR RENDERINGS

9. ALTERATIONS TO EXISTING

These images convey the general design intent for the interior environment, but do not reflect the final structural or MEPF design. Anticipated adjustments are noted for clarity.



LEVEL 1 SOUTH BUILDING LOOKING NORTHEAST

INTERIOR RENDERINGS

9. ALTERATIONS TO EXISTING

These images convey the general design intent for the interior environment, but do not reflect the final structural or MEPF design. Anticipated adjustments are noted for clarity.



LEVEL 1 SOUTH BUILDING LOOKING EAST

INTERIOR RENDERINGS

9. ALTERATIONS TO EXISTING

These images convey the general design intent for the interior environment, but do not reflect the final structural or MEPF design. Anticipated adjustments are noted for clarity.



LEVEL 1 SOUTH BUILDING LOOKING SOUTHEAST

INTERIOR RENDERINGS

9. ALTERATIONS TO EXISTING



Level 2 addition looking Northwest

VISION RENDERING, SUBJECT TO CHANGE. SHOWN FOR INTENT REFERENCE ONLY. IMAGE BY LIVIT GLOBAL DESIGN EXPERIENCE INC

INTERIOR RENDERINGS

9. ALTERATIONS TO EXISTING



Level 2 addition looking East

VISION RENDERING, SUBJECT TO CHANGE. SHOWN FOR INTENT REFERENCE ONLY. IMAGE BY LIVIT GLOBAL DESIGN EXPERIENCE INC

INTERIOR RENDERINGS

9. ALTERATIONS TO EXISTING



Level 2 addition looking Southwest

VISION RENDERING, SUBJECT TO CHANGE. SHOWN FOR INTENT REFERENCE ONLY. IMAGE BY LIVIT GLOBAL DESIGN EXPERIENCE INC

RECAP

10. MASSING OPTIONS SUMMARY

ARC #1 LANDMARK MASSING



ARC #2 LANDMARK MASSING



ARC #3 LANDMARK MASSING



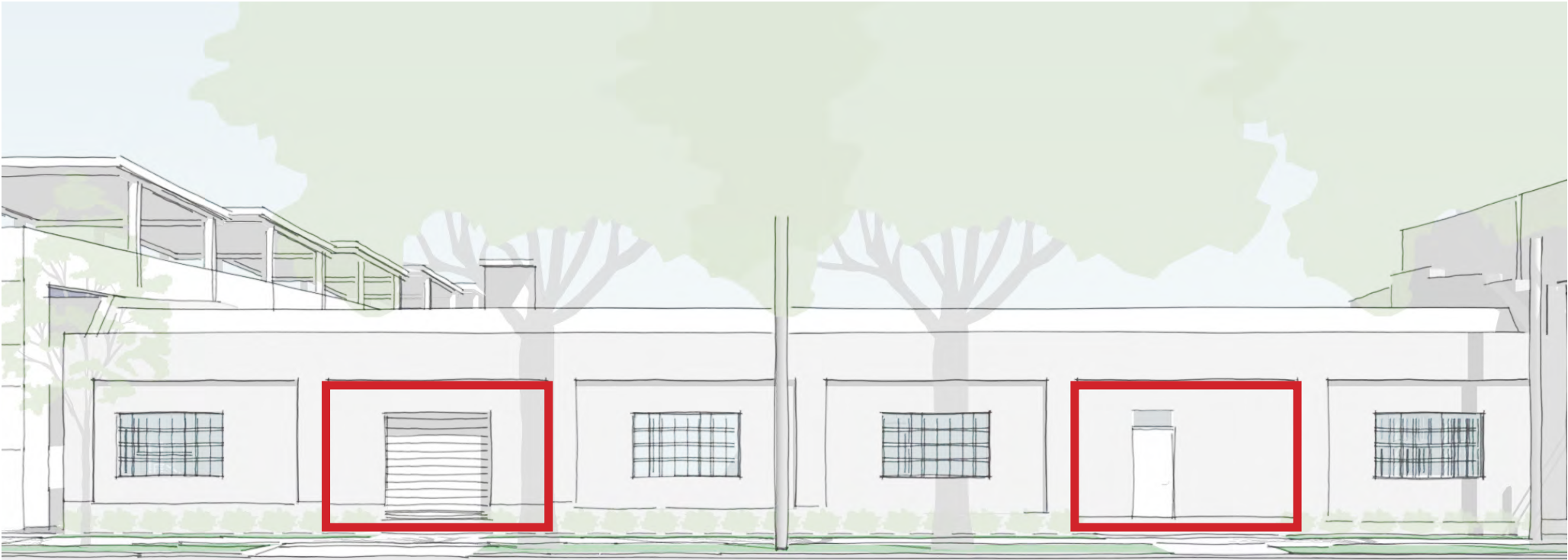
CERTIFICATE OF APPROVAL



OTHER - DEPARTURES

SMC 23.48.040.B STREET-LEVEL DEVELOPMENT STANDARDS

- A) **REQUIREMENT**
The Seattle Municipal Code requires that the area of a street-facing facade between 2 feet and 8 feet above a sidewalk to be 60% transparent on Class 1, Class 2, and Class 3 Pedestrian Streets and Neighborhood Green Streets.
- The Bressi Garage is existing nonconforming to this requirement on the north facade along Lenny Wilkens Way.
- B) **DEPARTURE REQUEST AND DIFFERENCE**
We propose new glazed storefront entries on the north facade, where a man door and an opaque garage door are currently located. This change increases the transparency percentage from 18% to 43%, but still does not comply with the 60% required. In concept 2 we are showing the amount of glazing that would be required to meet the 60% rule.
- C) **EXPLANATION FOR DEPARTURE REQUEST**
The proposed expanded glass openings will help the project better meet the intent of the design guidelines by reducing blank wall segments, making entries into the Bressi Garage more pedestrian friendly and discernible.
- D) **RELEVANT DESIGN GUIDELINES**
CS1.1.E: Design ground-level treatments that create a safe, attractive transition between the building, site and the sidewalk such as, stoops, rockeries, stairs, and landscaping, or other positive approaches used on adjacent properties. Create a transition between ground level interior and adjacent pedestrian areas and public sidewalks that achieves a balance of transparency for safety (eyes on the street) and screening for privacy.
- DC4.1.B:** Quality exterior finish materials should be incorporated at all levels and on all exterior walls. Materials at the street level should be of the highest quality.



1 Existing North Elevation - Existing Nonconforming



2 Proposed North Elevation - Departure with 43% transparency along Lenny Wilkens Way

OTHER - DEPARTURES

SMC 23.48.040.B STREET-LEVEL DEVELOPMENT STANDARDS

RESPONSE TO EDG DEPARTURE REQUEST FEEDBACK

1. **Street-Level Development Standards SMC 23.48.040B**
SMC requires 60% transparency along street level facades. At the time of EDG, we were requesting an increase from the existing 18% up to 43%. Staff supported this departure request, based on the intent of the design guidelines CS1.1.E, DC4.1.B, and preliminary ARC feedback from 1/28/22.

The board also recommended openings on the north and west facades should be a unified, consistent design for the storefront windows and the entry doors.

1. **Response:**
The design team is still requesting this departure. We have further developed the north elevation, and kept the openings and transparency consistent with the percentage of transparency in the EDG departure request.

Furthermore, we believe the architectural style of the proposed new openings along the W, N and E facades consistent. This language and rhythm also aligns with new fenestration for the level 2 addition, creating a holistic project design language without mimicking the existing historic openings.



1 EDG - preliminary NE massing along Lenny Wilkens Way with trees hidden for clarity



2 DRB - revised preliminary NE massing along Lenny Wilkens Way with trees hidden for clarity (see further developed renderings in section 13)

OTHER - DEPARTURES

SMC 23.48.055.A.2 GREEN FACTOR

A) **REQUIREMENT**

Per the Seattle Municipal Code, we are required to meet a green factor of 0.30. The Bressi Garage is existing nonconforming with this requirement.

B) **DEPARTURE REQUEST AND DIFFERENCE**

The preferred architectural concept proposes a green factor of 0.28. This is accomplished primarily through the use of existing ROW improvements and existing landscaping within the project's property boundary. New planter boxes on the level 2 patio will soften the visual pedestrian experience on the sidewalks along 1st Ave N and Lenny Wilkens Way looking up, providing an additional visual barrier and better blending with the nearby legacy trees.

The proposed green factor of 0.28 includes 19,832 ft² of landscaped elements + 11,090 ft² of bonuses totaling 30,922 ft² and is 93.3% compliant. The required green factor is 0.30, utilizing 21,974 ft² of landscaped elements + 11,622 ft² of bonuses totaling 33,596 ft². This Departure Request is asking for a reduction of 2,142 SF of landscaped elements + 532 SF of bonuses totaling 2,674 SF.

C) **EXPLANATION FOR DEPARTURE REQUEST**

The Bressi Garage project has several unique existing conditions that limit the ways this project could meet the Green Factor requirement, briefly diagrammed to the right. Based on these factors, we have studied three ways this project could potentially be compliant.

Of these studied paths, option 3 would best build on the existing ROW and street improvements completed as part of the Climate Pledge Arena project, and is the most feasible based on the existing site and building constraints. The exhibits on the following pages compare compliant Option 3 with our preferred concept, which requires a departure as outlined above.

Option 1: Add 2,000 SF of green roof

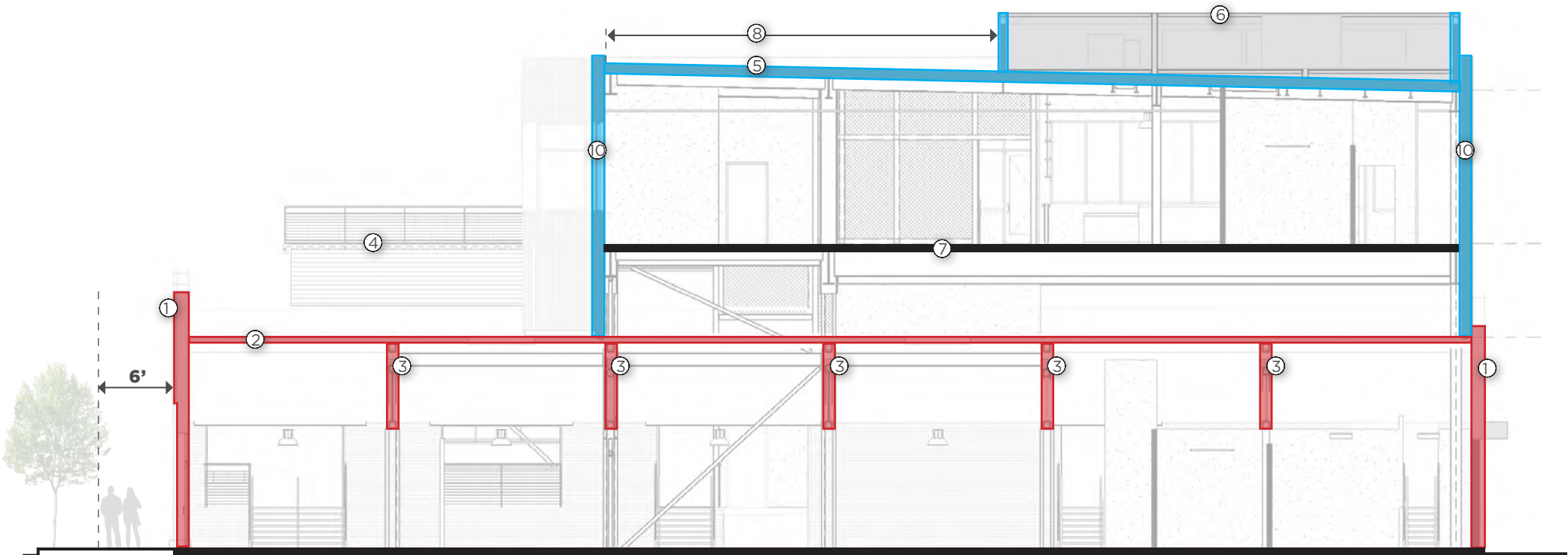
We believe it is paramount to maintain the integrity of the historic structure, which means we cannot add green roof on the landmarked roof deck. We could potentially add green roof to the level 2 addition; however with the extensive structural design to support the addition (see section 16.0), there are existing limitations in place for the structural design due to the Climate Pledge Arena access tunnel running below the Bressi Garage.

Option 2: Add 2,000 SF of living wall

The maximum available vertical wall area at the ground plane is 532 sf, excluding the landmarked Bressi facades. Any supports for living wall would compromise the landmarked brick (SMC 25.12; See summary page from ARC No.1), leaving the fence surrounding the Climate Pledge Arena loading dock parking lot as the only available vertical surface at the ground plane that could meet this requirement. See site plan on the following page.

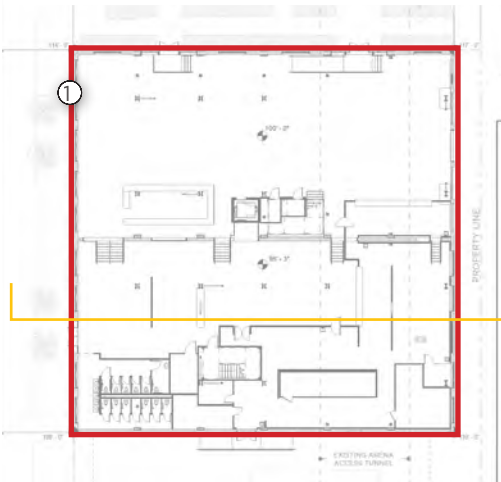
Option 3: Add 532 SF of living wall + 7 small/medium trees

If we were to add 532 SF of living wall where possible along the Climate Pledge Arena parking lot where possible (see option 2 description) and plant 7 additional small/medium trees, we would achieve a green factor of 0.30. This is the most likely route for this project to meet the green

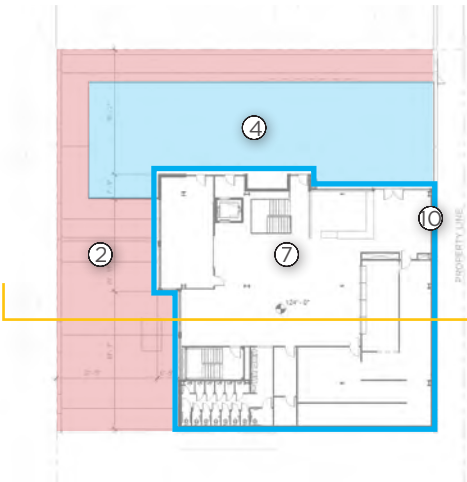


see section 16.0 for existing arena access tunnel below

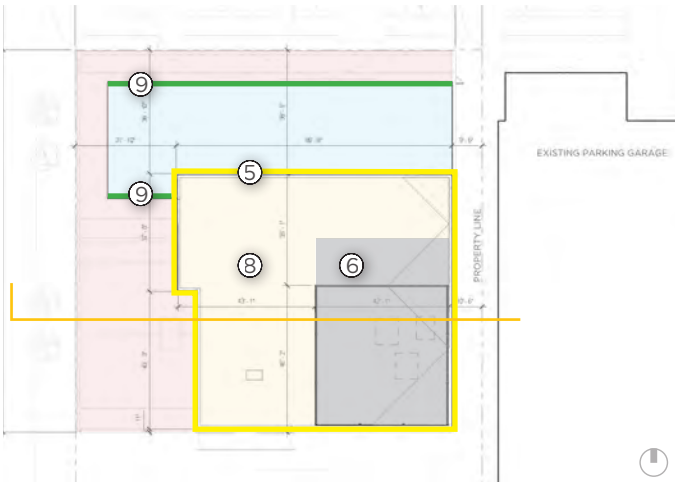
Primary E/W section diagram



Level 1 plan diagram



Level 2 plan diagram



Roof level plan diagram

DEPARTURE REQUEST DIAGRAMS LEGEND

- | | | | |
|------------------------------|-----------------------|---|---|
| ① Existing landmarked facade | ④ New roof deck/patio | ⑦ New addition floor plate | ⑨ New planter |
| ② Existing landmarked roof | ⑤ New addition roof | ⑧ Potential green roof area; engineered structure cannot support load | ⑩ New enclosure wall; cannot support green wall system with existing roof structure below |
| ③ Existing landmarked truss | ⑥ New RTU enclosure | | |

OTHER - DEPARTURES

SMC 23.48.055.A.2 GREEN FACTOR

D) RELEVANT DESIGN GUIDELINES

We believe this departure request will allow this project to better meet the design guidelines outlined below, while preserving the existing ROW and street improvements completed as part of the Climate Pledge Arena project:

CS1.1.E: Design ground-level treatments that create a safe, attractive transition between the building, site and the sidewalk such as terraces, stoops, rockeries, stairs, and landscaping, or other positive approaches used on adjacent properties. Create a transition between ground level interior and adjacent pedestrian areas and public sidewalks that achieves a balance of transparency for safety (eyes on the street) and screening for privacy.

CS3.1.A: Include design features that make the Arts and Cultural District visible to pedestrians such as interpretive panels, banners, plaques, building names, wayfinding, signage and art.

PL1.3.A: Encourage streetscapes that respond to unique conditions created by Seattle Center. Design wide sidewalks, sturdy street furniture and durable landscaping to accommodate high pedestrian volumes and flow of event crowds.

DC4.4: Consider the use of permeable pavement or artistic design elements where landscaped design elements are not feasible or sustainable.

RESPONSE TO EDG DEPARTURE REQUEST FEEDBACK

Landscaping and Screening SMC 23.48.055.A.2

The code requires the development meet a green factor of 0.3. The existing nonconforming structure does not meet this requirement. Staff preliminarily supports the departure request based on the limitations of the existing landmark status of the Bressi Garage and the structural limitations on the new addition. However, staff requests additional demonstration for how the requirements are infeasible, and whether additional factors can be introduced to meet the minimum requirements.

Response:

The design team is still requesting this departure. See the previous page outlining a more detailed departure request including other explored compliant options.

The information on the following pages addresses this request, and illustrates how our preferred concept better aligns with the Uptown and Seattle Design Guidelines compared to the compliant option.



EXISTING STREET IMPROVEMENTS AT NW CORNER

Curb bulb shortens pedestrian crossing distance.
Existing sidewalks are the minimum depth in all directions.



EXISTING 1ST AVE N IMPROVEMENTS

1st Ave N is divided with 2-way dedicated bike lanes, 1 traffic lane, 1 bus lane, and 1 parking lane.



EXISTING STREET IMPROVEMENTS ALONG LENNY WILKENS WAY

Existing pervious ground cover in ROW protects legacy and new trees.
New landscaping along historic facade is installed around existing pedestrian access points.



LENNY WILKENS WY IMPROVEMENTS

Lenny Wilkens Way along the north is improved with additional landscaping and new sidewalks.

OTHER - DEPARTURES

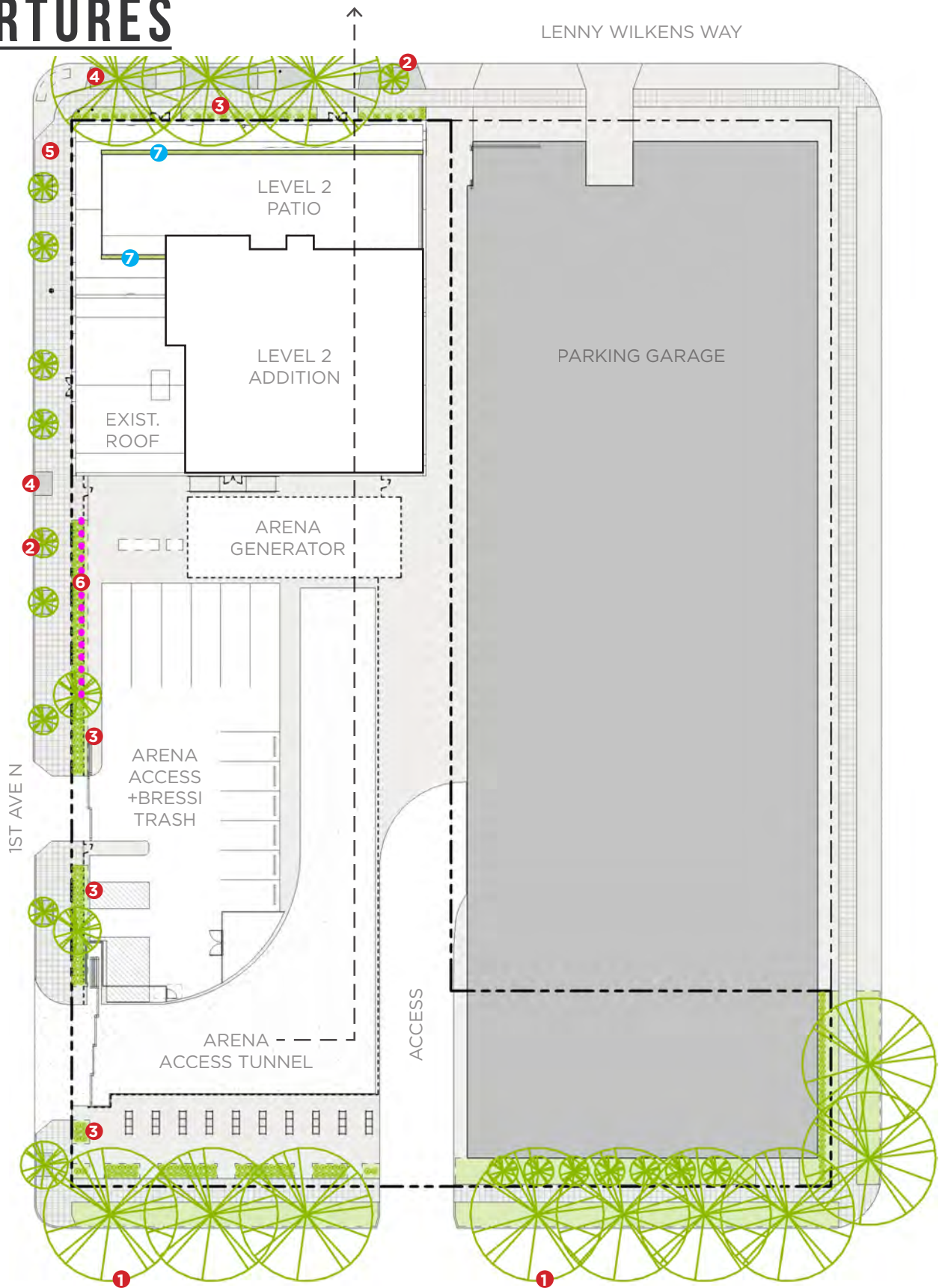
SMC 23.48.055.A.2 GREEN FACTOR

The departure request outlined on pages 59-60 is further explored via site plan on this page. We are comparing our preferred concept with a 0.28 green factor with the compliant option achieving a 0.30 green factor.

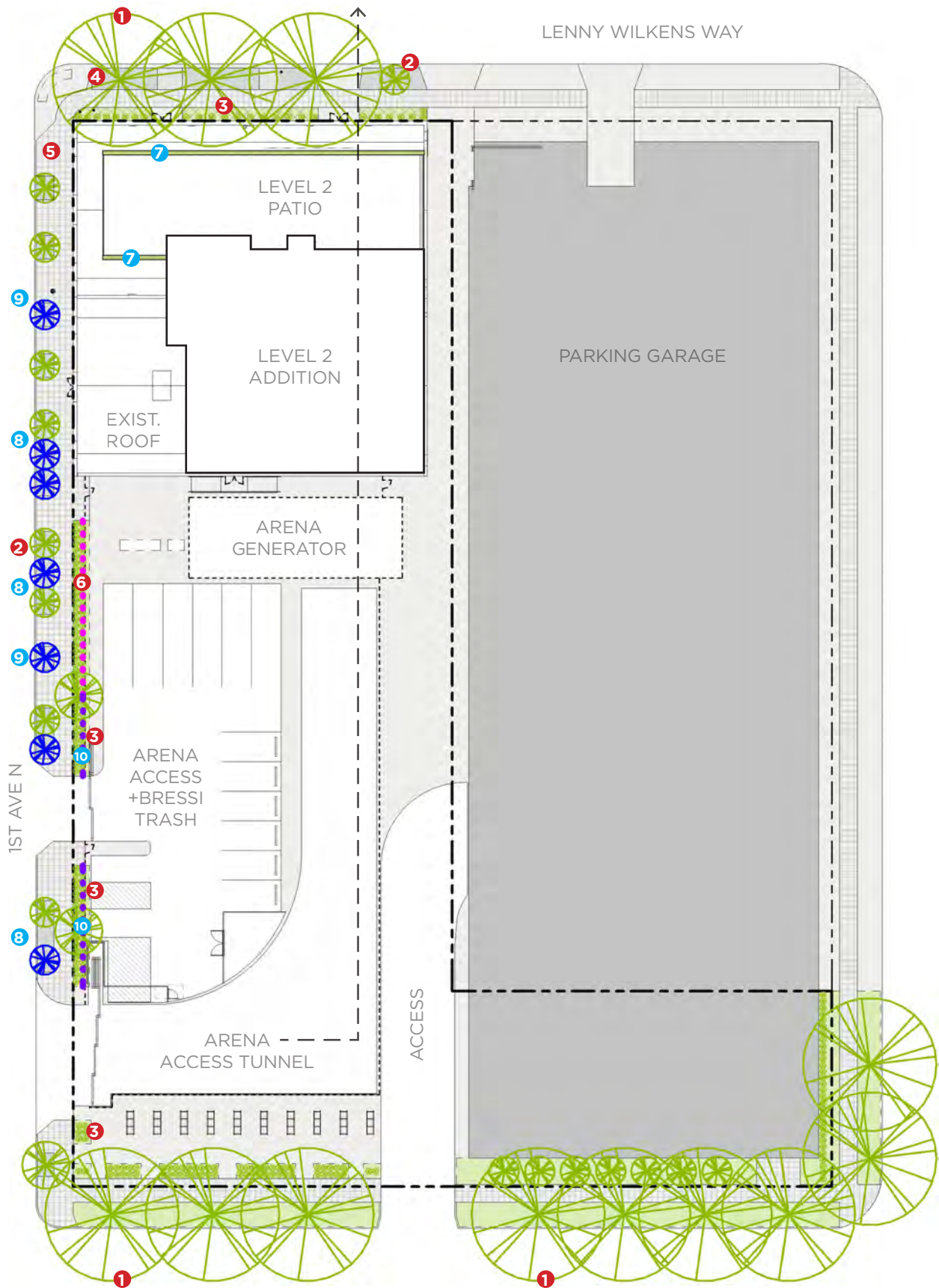
The compliant option utilizes added street trees and green wall along 1st Ave N, which while increasing the landscaped area, detracts from the Uptown and Seattle Design Guidelines outlined on pages 62 and 63.

LEGEND

- 1 EXISTING LEGACY TREE
- 2 EXISTING TREE TO REMAIN
- 3 EXISTING LANDSCAPE
- 4 EXISTING PERMEABLE COATING
- 5 EXISTING DECORATIVE PAVING
- 6 EXISTING GREEN WALL
- 7 NEW LEVEL 2 PLANTER BOXES
- 8 EXTENDED PERMEABLE COATING
- 9 NEW TREE
- 10 NEW GREEN WALL



Site Plan | Preferred Concept 0.28 Green Factor



Site Plan | Compliant Option Three 0.30 Green Factor

OTHER - DEPARTURES

SMC 23.48.055.A.2 GREEN FACTOR

The departure request for our preferred concept, achieving a 0.28 green factor, is compared to the compliant 0.30 green factor option, and examined via the Design Guidelines below.

DESIGN GUIDELINE CS1.1.E

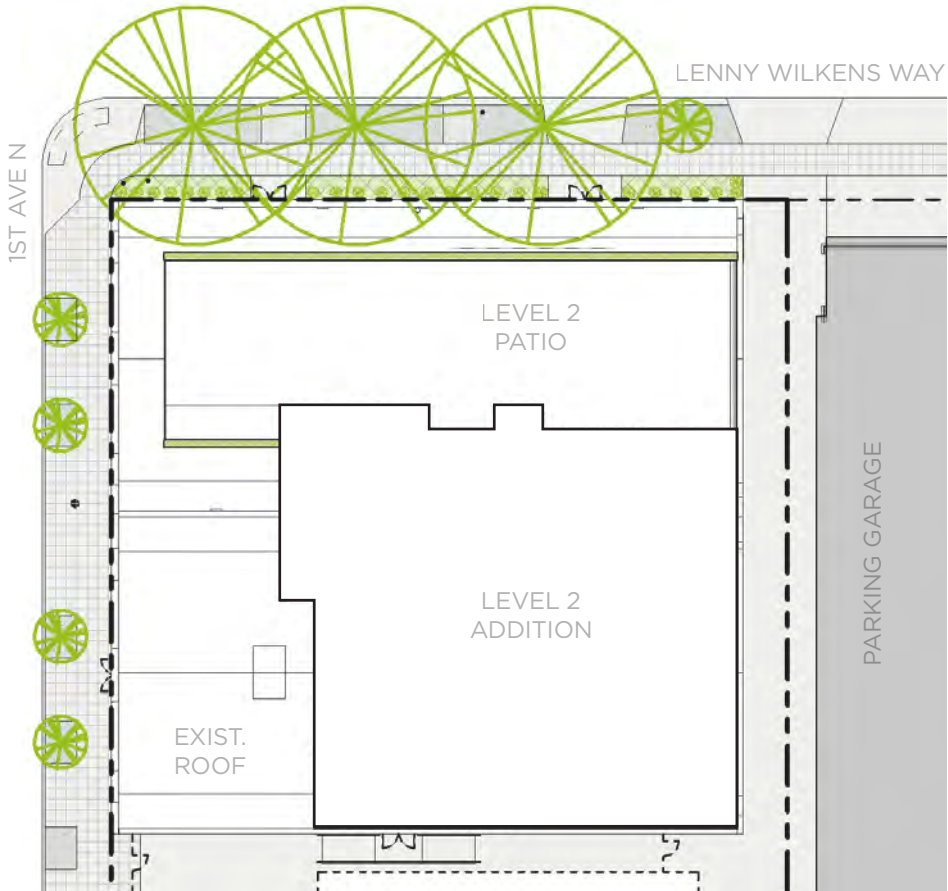
Create a transition [...] that achieves a balance of transparency for safety (eyes on the street) and screening for privacy.

PREFERRED CONCEPT

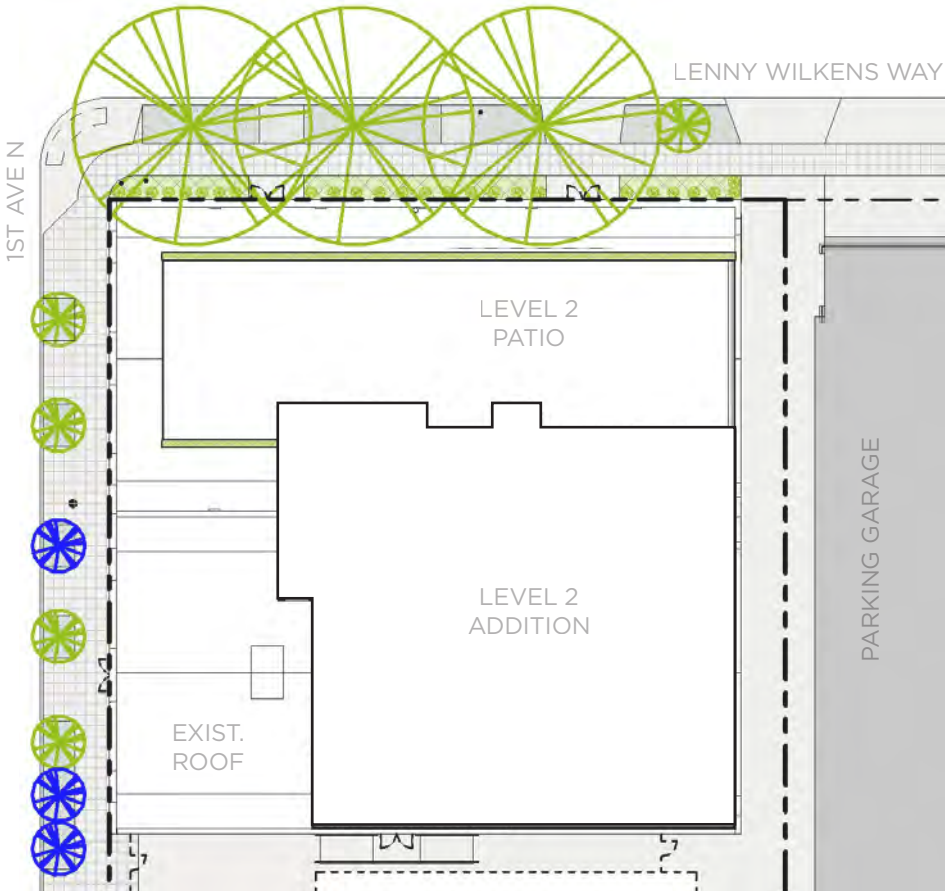
Maintains better visibility into and out of the Bressi building, preserving safety and increasing transparency along the street.

COMPLIANT CONCEPT 3

Added trees reduce view corridors into the building, limiting visibility and partially concealing the existing ground floor windows along 1st Ave N.



Enlarged NW Site Plan | Preferred Concept 0.28 Green Factor



Enlarged NW Site Plan | Compliant Option Three 0.30 Green Factor

DESIGN GUIDELINE PL1.3.A

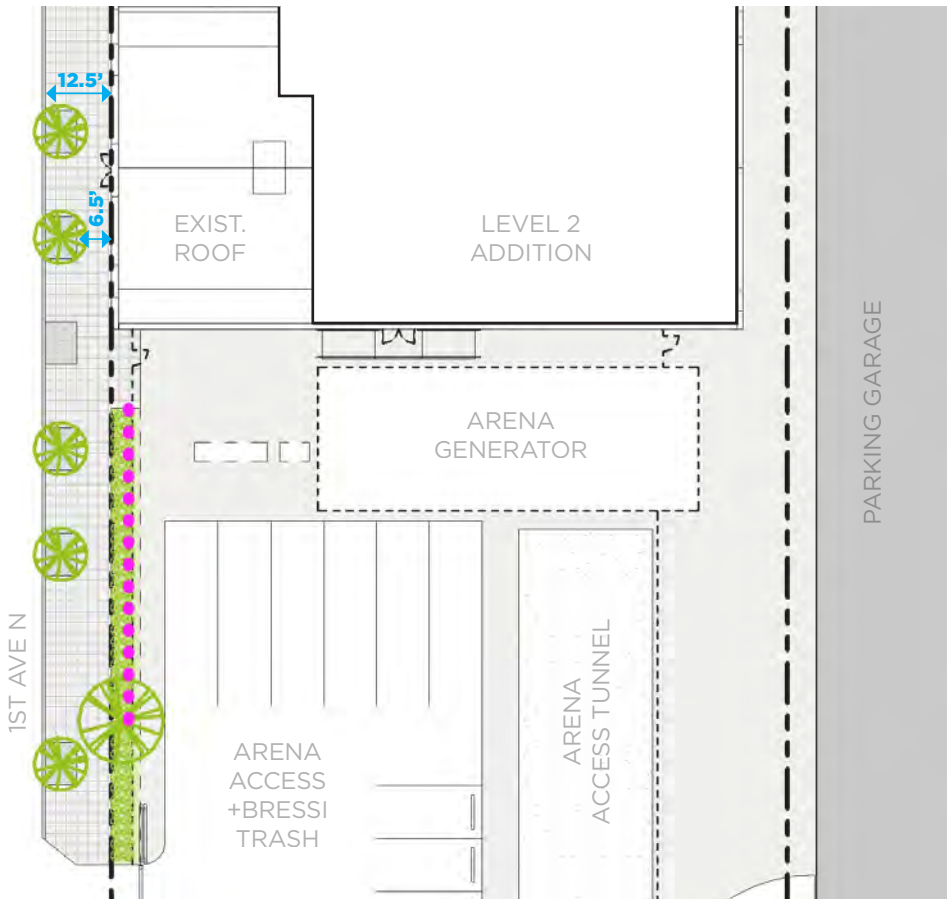
Design wide sidewalks, sturdy street furniture and durable landscaping to accommodate high pedestrian volumes and flow of event crowds.

PREFERRED CONCEPT

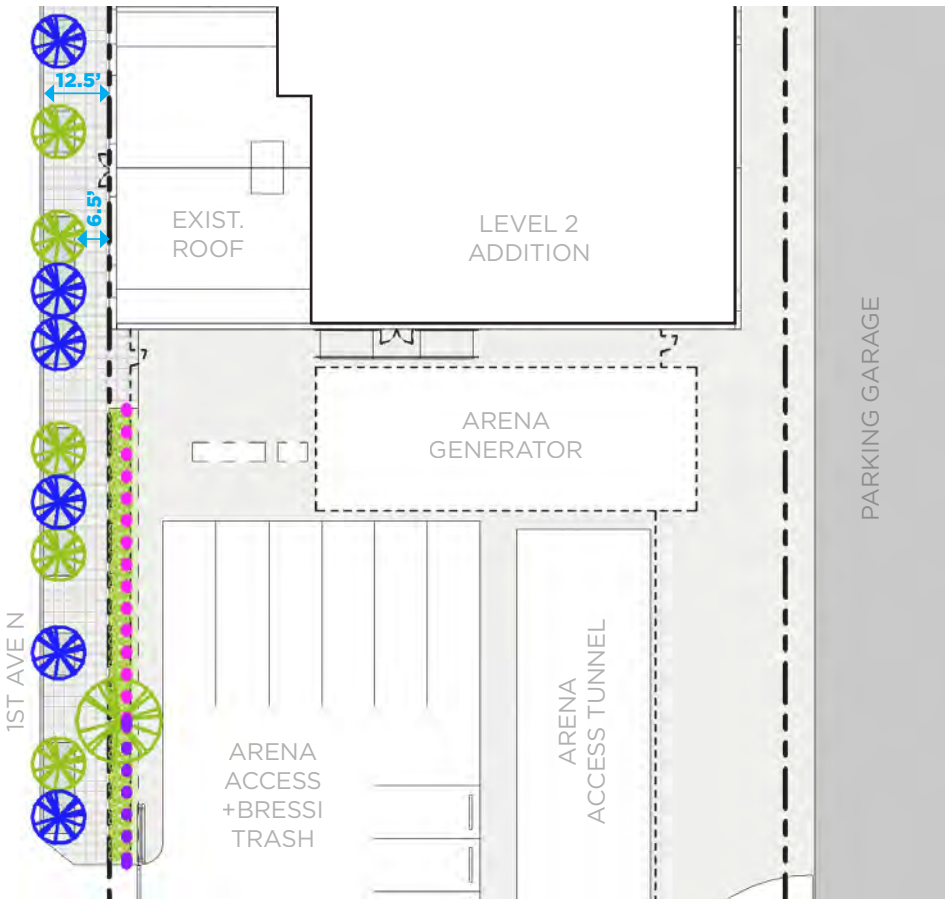
Maintains the most usable sidewalk moving N/S along 1st Ave N.

COMPLIANT CONCEPT 3

Extended pervious ground cover to accommodate the added trees reduces the total amount of usable sidewalk by ~400 SF, creating pinch points along the existing fenceline and west of the Bressi building.



Enlarged SW Site Plan | Preferred Concept 0.28 Green Factor



Enlarged SW Site Plan | Compliant Option Three 0.30 Green Factor

OTHER - DEPARTURES

SMC 23.48.055.A.2 GREEN FACTOR

The departure request for our preferred concept, achieving a 0.28 green factor, is compared to the compliant 0.30 green factor option, and examined via the Design Guidelines below.

DESIGN GUIDELINE CS3.1.A

Include design features that make the Arts and Cultural District visible to pedestrians such as interpretive panels, banners, plaques, building names, wayfinding, signage and art.

PREFERRED CONCEPT

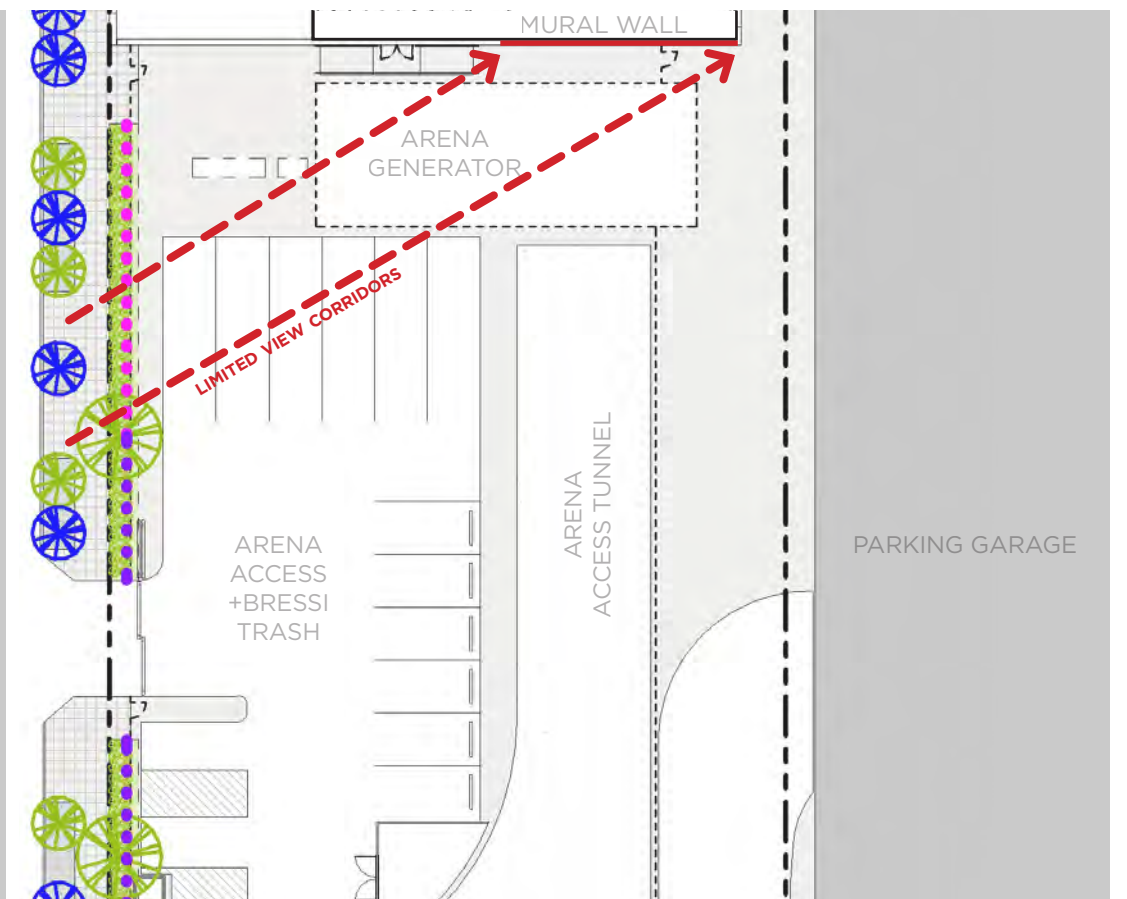
Maintains a more open view corridor above tree canopies to TBD mural wall at SE corner of level 2 building addition (see section 15.0).

COMPLIANT CONCEPT 3

Added trees reduce views to the focal TBD mural wall, further limiting visibility to this focal element in the future.



Enlarged SW Site Plan | Preferred Concept 0.28 Green Factor



Enlarged SW Site Plan | Compliant Option Three 0.30 Green Factor

DESIGN GUIDELINE DC4.4

Consider the use of permeable pavement or artistic design elements where landscaped design elements are not feasible or sustainable.

PREFERRED CONCEPT

Preserves existing decorative and permeable ground coverings along 1st Ave N, offset and complimented by the TBD mural wall at the SE corner of the level 2 addition (see section 15.0).

COMPLIANT CONCEPT 3

Added trees along existing arena and Bressi trash lot may conceal the TBD focal branding/mural wall in the future, reducing visibility to an asset that celebrates the historic use of the Bressi Garage building.



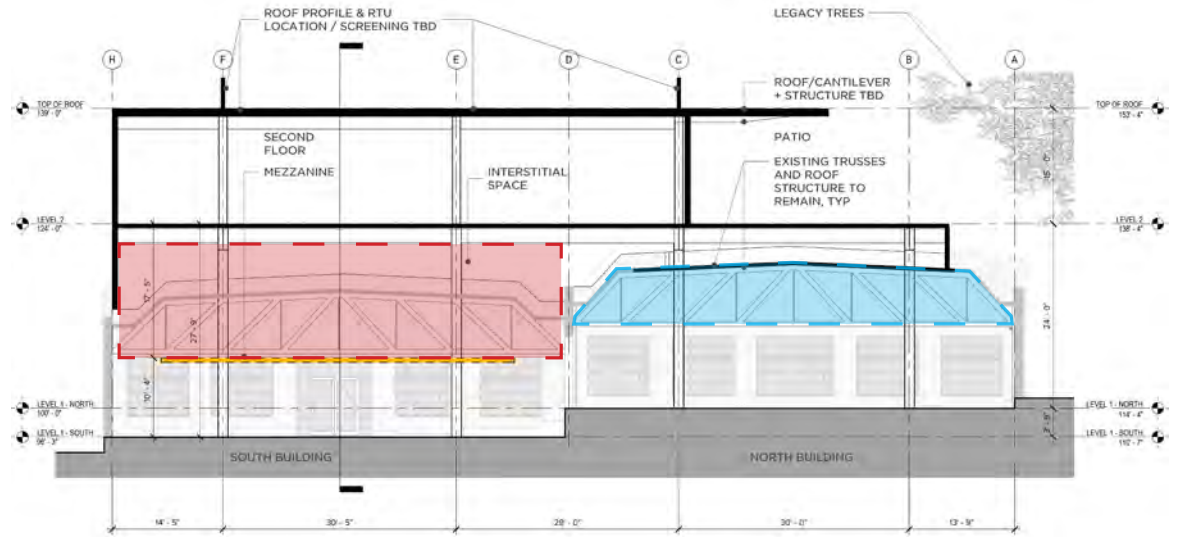
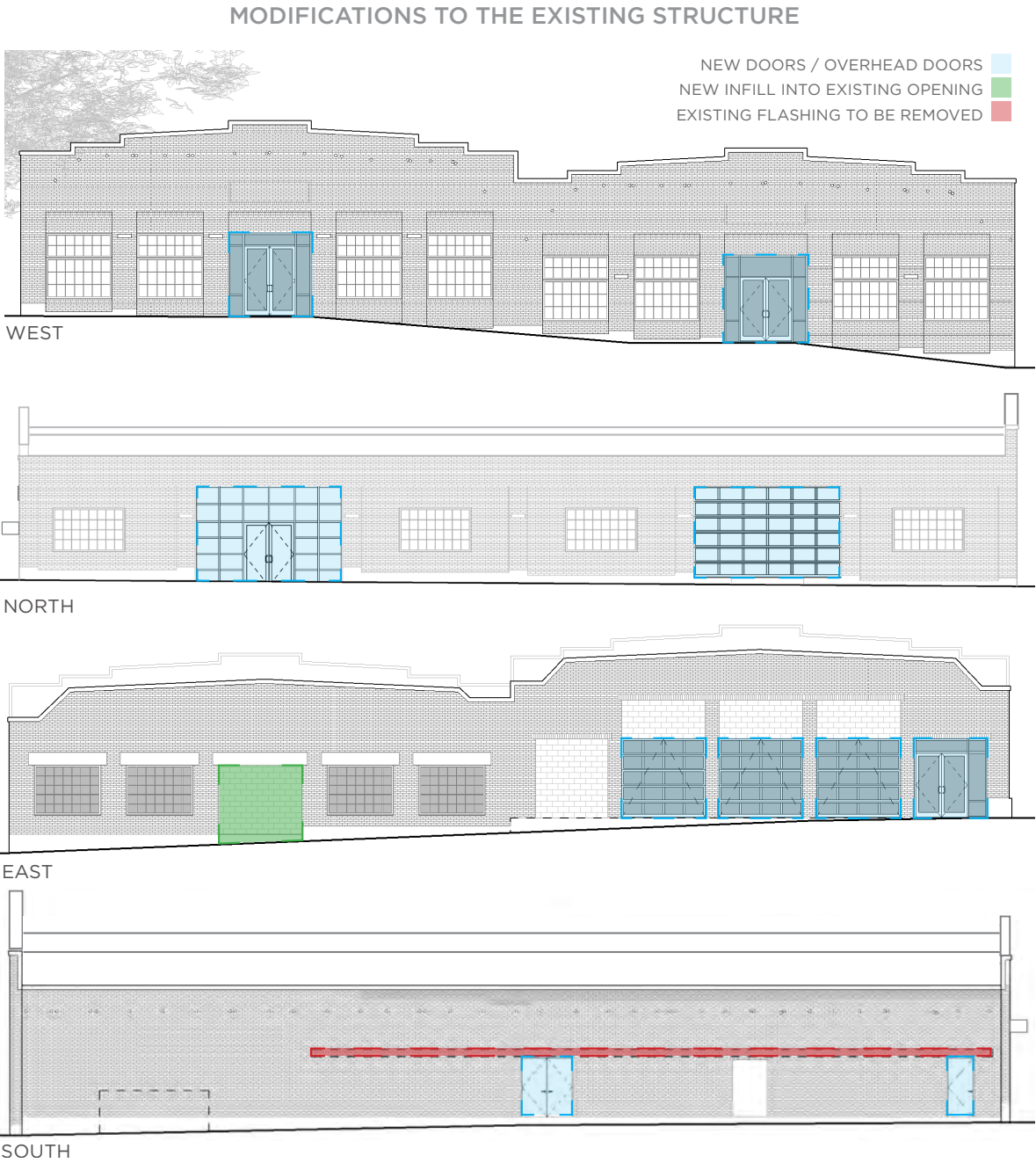
SW View along 1st Ave N | Preferred Concept 0.28 Green Factor



SW View along 1st Ave N | Compliant Option Three 0.30 Green Factor

OTHER - ARC BRIEFING -01/28/2022

At our first meeting with the Architectural Review Committee of the Landmarks Preservation Board, we presented the early concepts demonstrated on this page. Overall the ARC was pleased with the size, orientation and our sensitivity to the existing structure with our preferred option.



OTHER - LPB FULL BOARD BRIEFING -09/07/2022

At our second meeting, we showed the updates outlined on this page to brief the full board on the project, including changes in response to our first meeting and with a more developed concept.

RESPONSE TO STAFF COMMENTS FROM THE FIRST MEETING:

- 1. Provided more detail about the anticipated design beyond the zoning envelope, including articulation and materials
- 2. Included further information about the proposed changes to the existing historic facades, particularly focused on new openings
- 3. Updated the board with more detailed visuals demonstrating the pedestrian experience along 1st Ave N and Lenny Wilkens Way

STAFF COMMENTS FROM THE SECOND MEETING:

- A. Concerns about height of the second story addition, which is primarily dictated by the existing Climate Pledge Arena access tunnel running below the project, and the structural system required to support the addition without impacting the landmarked trusses and roof deck
- B. Request for more exhibits studying the project in existing site context, including a view from the Climate Pledge Arena plaza and other street views to better understand the scale
- C. Generally support the direction and overall design. Request for further study on the materials, particularly on the south facade, and the potential to add glazing to eliminate the proposed blank wall condition

ARC #1 LANDMARK MASSING

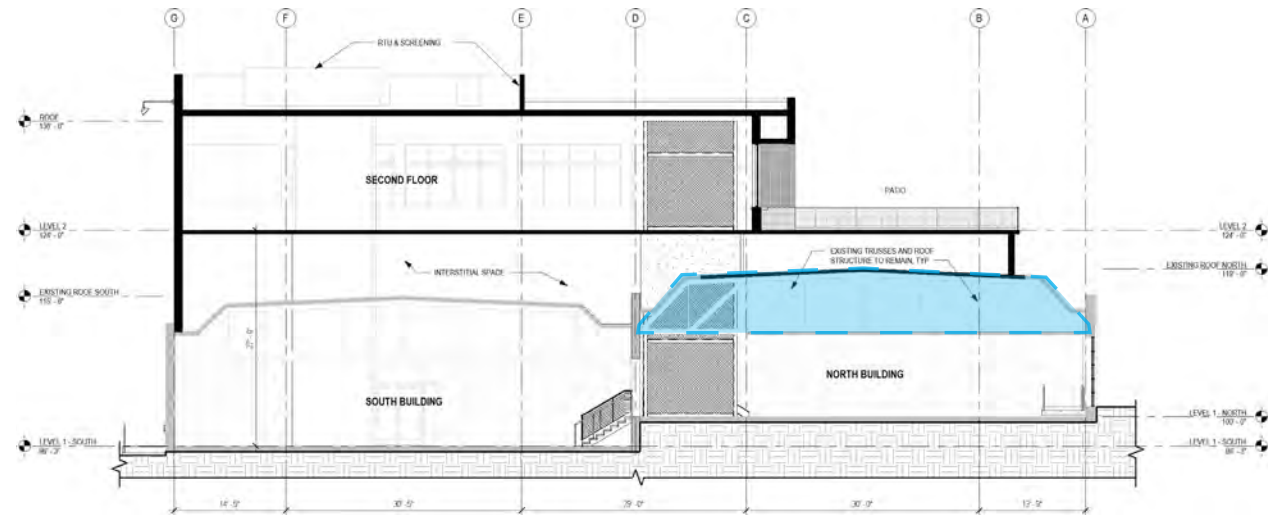
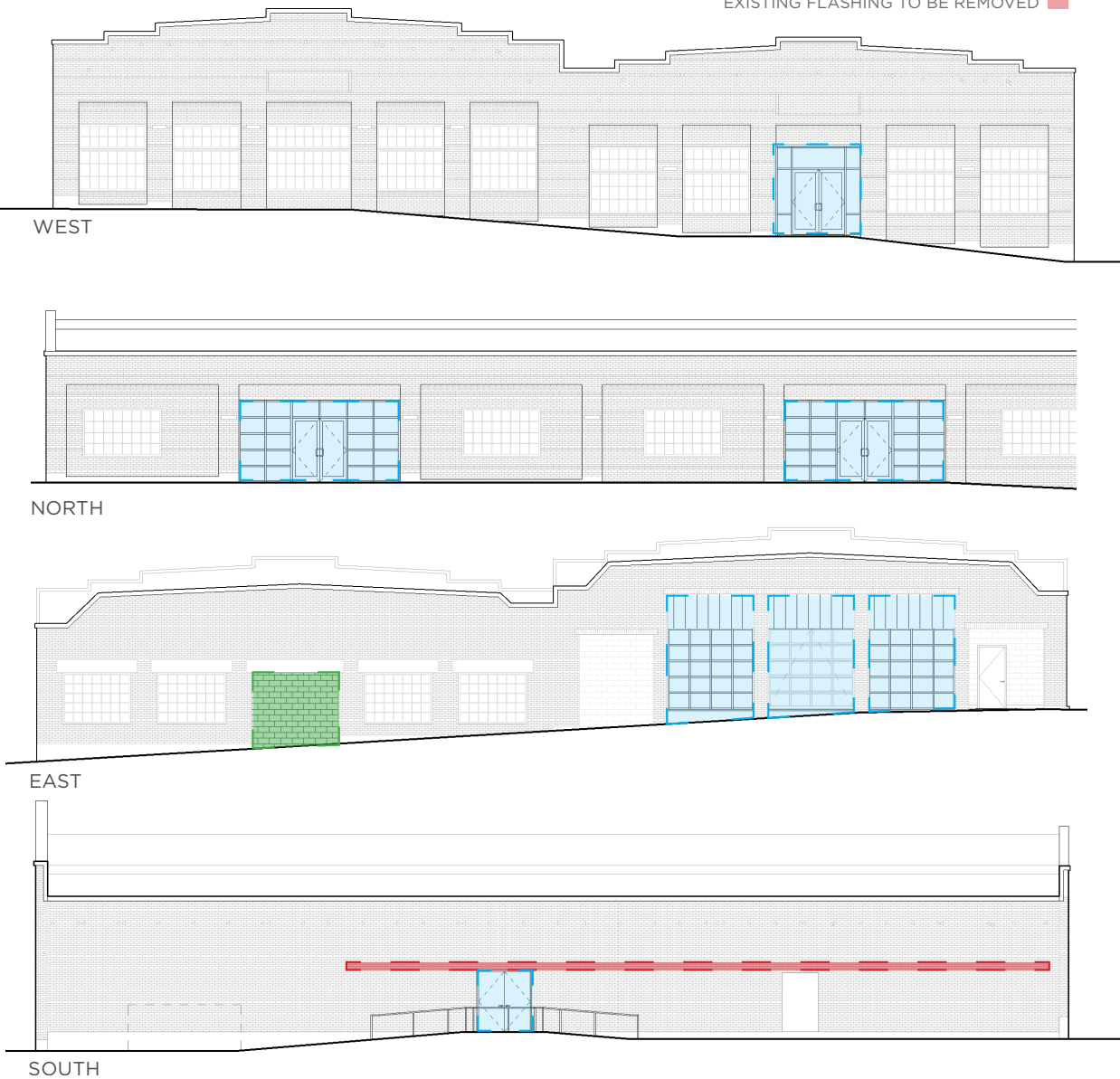


ARC #2 LANDMARK MASSING



MODIFICATIONS TO THE EXISTING STRUCTURE

NEW DOORS / OVERHEAD DOORS
NEW INFILL INTO EXISTING OPENING
EXISTING FLASHING TO BE REMOVED



UPDATED BUILDING SECTION

OTHER - ARC BRIEFING - 12/16/2022

At our third meeting, we presented the board with an updated design, including materials and changes in response to our previous meetings.

RESPONSE TO STAFF COMMENTS FROM THE SECOND MEETING:

- 1. Included multiple building sections demonstrating the existing Climate Pledge Arena tunnel, and the structural system allowing the second floor addition to ‘float’ above the existing landmarked trusses and roof deck with all MEPFAVIT lines running in the new interstitial space below the second floor addition. We also included interior renderings to better demonstrate the design intent inside the building and how we are highlighting the existing historic structure and brick as part of the project design
- 2. Adjusted the design of the south and west facades to introduce clerestory glazing and eliminate the blank wall condition, while maintaining the sign that gestures to the historic use and nature of the Bressi Garage, which the board appreciated and noted as an important feature on the South facade
- 3. Adjusted the design to introduce a band of light gray metal around all 4 sides of the building, providing a visual break from the historic structure, reducing the appearance of the mass, better relating to the existing, and adding more detail and material articulation to the project

STAFF COMMENTS FROM THE THIRD MEETING:

- A. With the additional information provided from the building sections, staff understood the driving factors behind the height of the second floor addition. With the addition of the banding on all four sides, staff supported the updated design and felt the previous comments about the height and mass appearance were addressed
- B. The added clerestory glazing and updates to materiality at the southwest corner of the addition were well received, with staff noting the added flat metal panel inset below the glazing helped balance both facades
- C. Staff discussed the prominence and visual impact of keeping the historic brick visible inside as well as outside, creating a more cohesive experience. Staff supported the design team’s preference to waive the energy code requirements that would necessitate furring out the interior face of the existing historic brick. Please see the letter on page 67 outlining this support
- D. Overall, staff supported the updated design. Staff noted the metal panel finish for the banding below the addition should be a matte painted color, as opposed to how shiny it appeared in the updated renderings

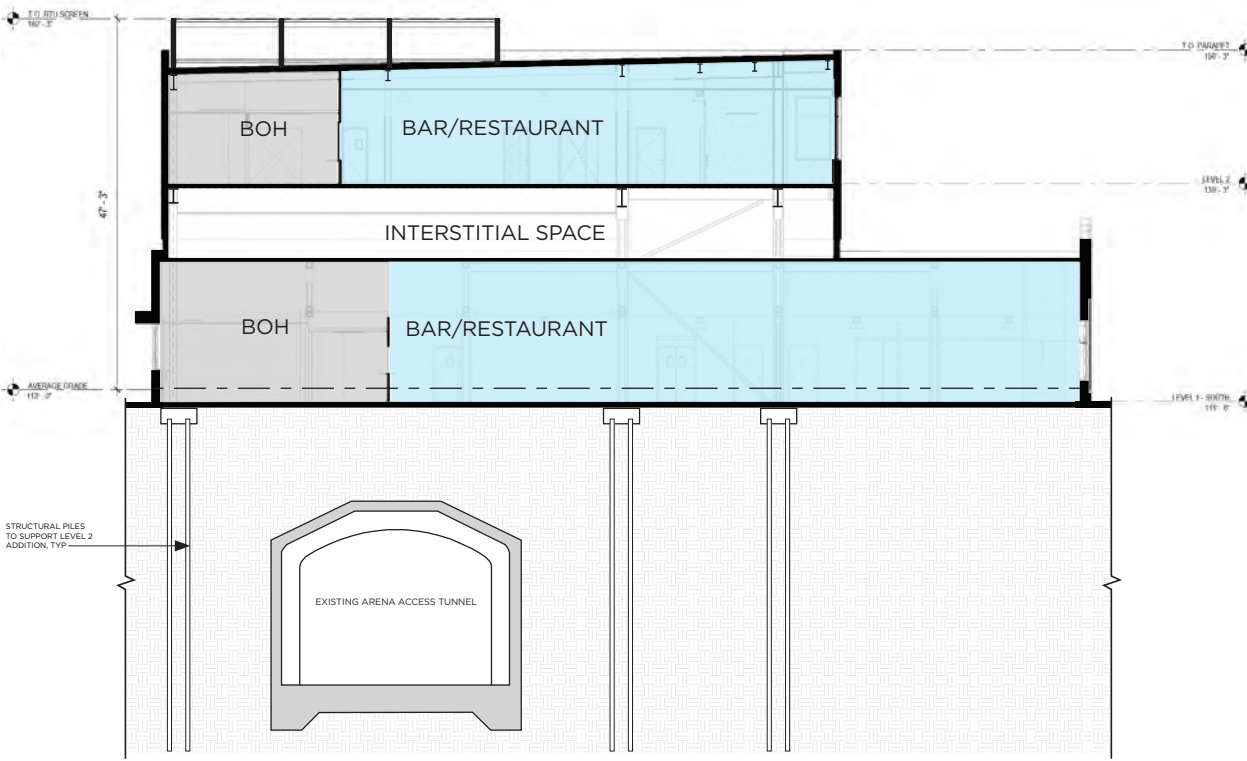
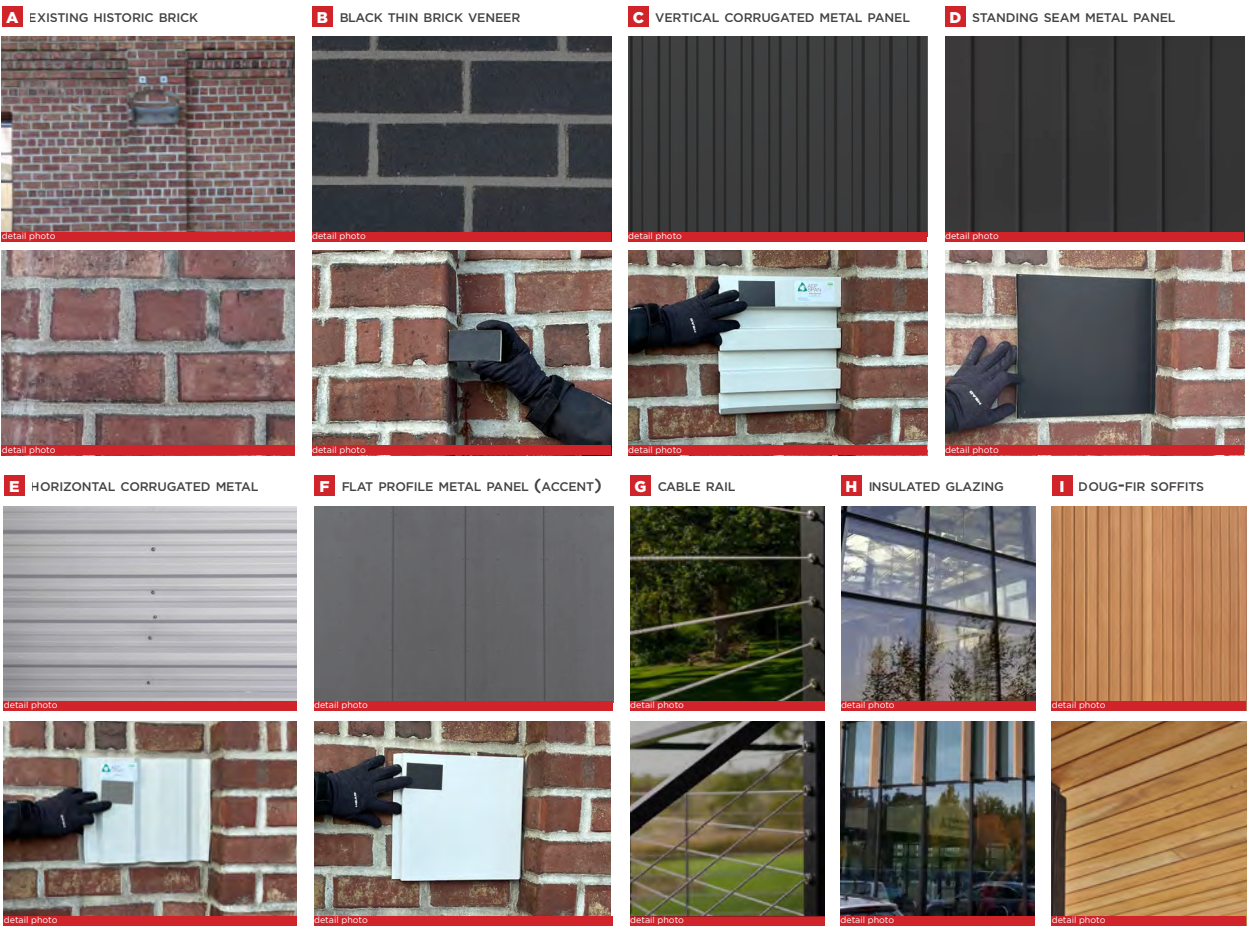
ARC #2 LANDMARK MASSING



ARC #3 LANDMARK MASSING



EXTERIOR MATERIAL PALETTE AND SECTION EXHIBIT UPDATES



UPDATED BUILDING SECTION SHOWING ARENA ACCESS TUNNEL

OTHER - ARC BRIEFING - 12/16/2022

As mentioned on the previous slide, we have included the recommendation letter from the Landmarks Preservation Board aligning with our desire to waive the energy code requirements for the existing level one buildings to expose the existing historic brick.

From: Doherty, Erin <Erin.Doherty@seattle.gov>
Sent: Friday, December 30, 2022 12:58 PM
To: Poon, Marsha; Ikstrums, Erika; Lewis, Matthew; Buker, Gerald
Cc: Conrad, Sean
Subject: 6858885-CN & 3038574-LU & DONH-COA-00448 / 226-232 1st Avenue N - landmarked Bressi Garage

Hi Everyone:

It’s my understanding that all of you have been involved in permit reviews related to this property, so I wanted to offer some information about the historic Bressi Garage buildings at 226-232 1st Avenue N; landmark designating Ordinance No. 125643.

The Landmarks Preservation Board and its Architectural Review Committee (ARC) have received a number of briefings on this proposed project as part of the Certificate of Approval application process. As the applicant is getting closer to submitting their final documents to DON, they asked members of the Landmarks Board to consider aspects related to the building interior. The applicant will be leaving the majority of heavy timber trusses and wood roof decking visible as they are designated features of the interior. The applicant is also proposing to leave a majority of the interior face of the load bearing brick masonry walls exposed, as they too contribute to the architectural character of the historic property. The architect also explained to the Board members that they are concerned about installing interior insulation at the brick due to the moisture impacts this will have on the walls’ structural integrity.

All of the Landmarks Board members present at the December 16th ARC meeting showed support for leaving the interior brick uncovered for these reasons. The staff also understands it is beneficial for URM exterior walls to be allowed to “breathe” in Seattle’s very wet environment.

The applicant asked me to share this information with SDCI, and please let me know if you have any additional questions as related to the Landmark.

I have made the DON record a child to the MUP record, because the construction permit does not appear to be a related record in Accela.

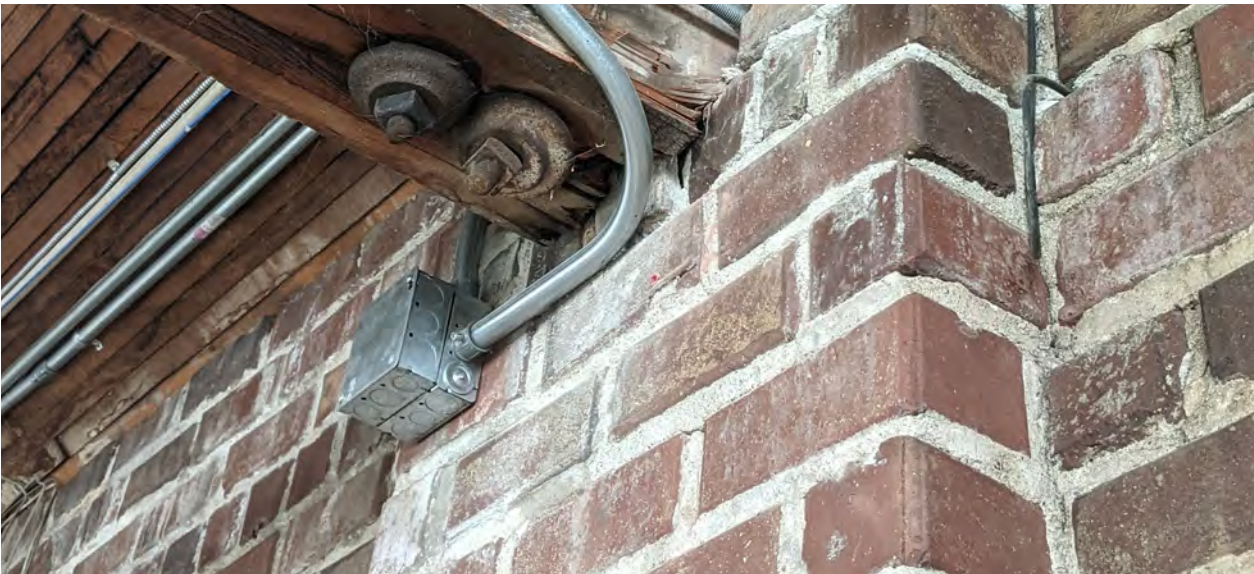
Thank you for your consideration.

Erin

Erin Doherty
Coordinator, Historic Preservation
Landmarks Preservation Board
Sand Point Naval Air Station Landmark District
Office: 206.684.0380
Street Address: Seattle City Hall, 600 4th Avenue - 4th Floor, Seattle WA 98104
Mailing Address: PO Box 94649, Seattle WA 98124-4649
seattle.gov/neighborhoods



ADDITIONAL EXISTING CHARACTER IMAGES FROM LANDMARK PROCESS #3



Existing interior conditions - truss, NLT roof and brick



Existing interior conditions - former Pottery NW space looking E



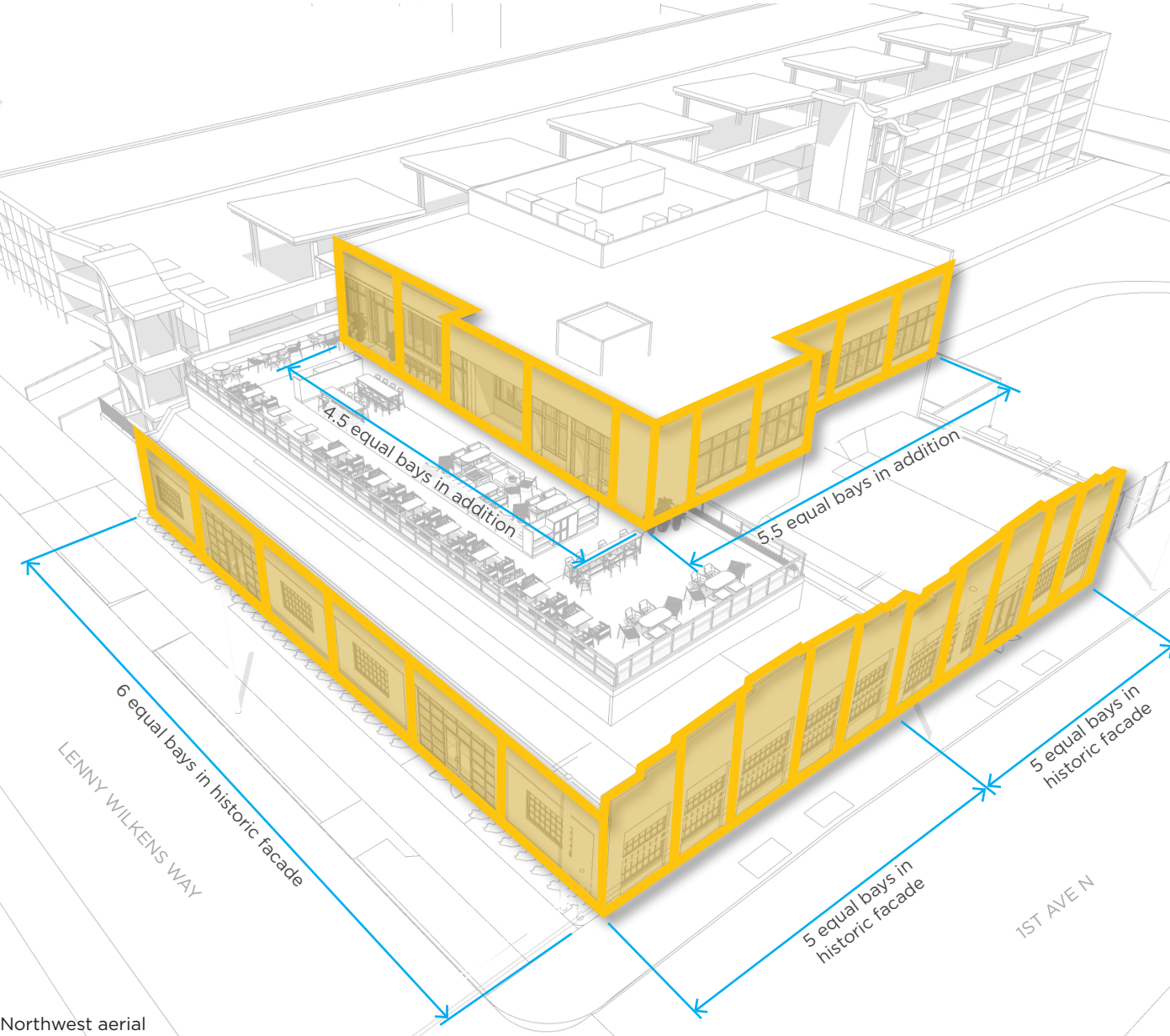
Existing interior conditions - former temporary office space along Lenny Willkens Way

OTHER - PRIORITY DESIGN GUIDELINES

1. Architectural Context: Architecture that emphasizes human scale, streetscape rhythm, quality detailing and materials is more important than consistency with a particular period or style. Uptown’s evolving and dynamic architectural context embraces a range of historical styles, and modern innovative design that reflects the Uptown Arts and Cultural District.

The landmarked Bressi Garage and the historic nature and craftsmanship of the brick and layered opening strategy provide distinct material textures oriented towards the pedestrian experience. New glazing is proposed within the historic bays along the east facade to enhance visual connectivity to the activity within the building.

The proposed cladding and materiality of the second floor respects the historic nature of the building, while creating an open and visually airy expansion to weave together occupied space on the proposed expansion and level 2 roof deck. The rhythm of the new addition employs a modified bay structure expressed across the facade to complement the articulation of the existing building but executed in a modern way.

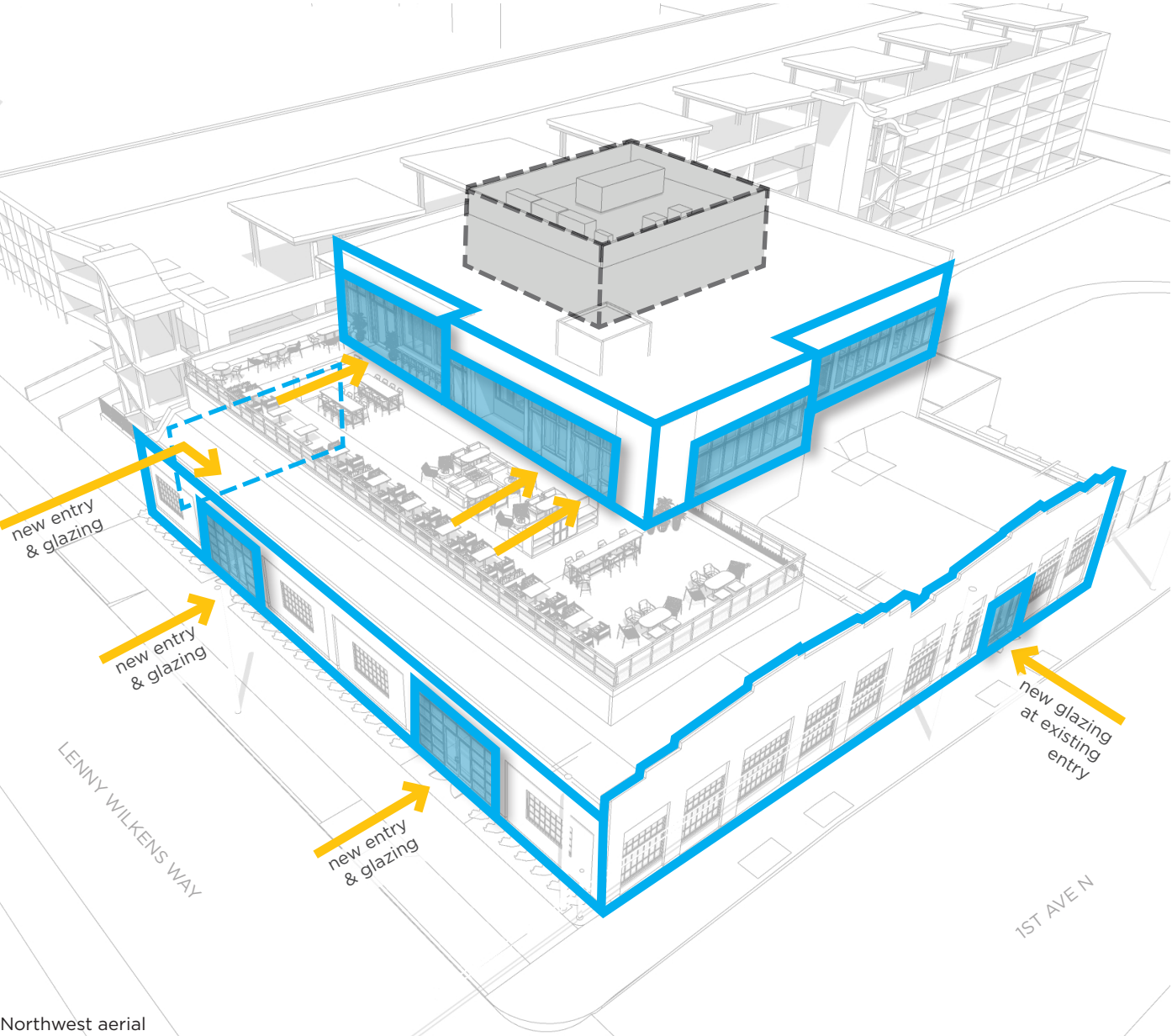


OTHER - PRIORITY DESIGN GUIDELINES

3. Secondary Architectural Features:
a) Design storefronts to allow and encourage tenants to create individualized architectural features.

To further enhance the pedestrian experience along the primary facades, we are proposing several new openings with a combination of man doors, glass overhead doors and fixed glazing located within the existing bay structure of the historic Bressi Garage facades.

The second floor enclosure employs glazing facing the main facades, intentionally locating back of house facilities away from primary streets and to screen utilitarian activities from pedestrian vantage points.



OTHER - PRIORITY DESIGN GUIDELINES

3. Secondary Architectural Features:
b) Encourage substantial window detailing and recessed windows. Discourage flush window treatments.

On the first floor, the proposed building facade changes will provide desired ingress/egress from the historic structure, opening up to the visual corridor along Lenny Wilkens Way and 1 Ave. N. We are proposing replacing the existing infilled historic garage doors along the alley to the east with new glazing to provide more connectivity between the inside and outside.

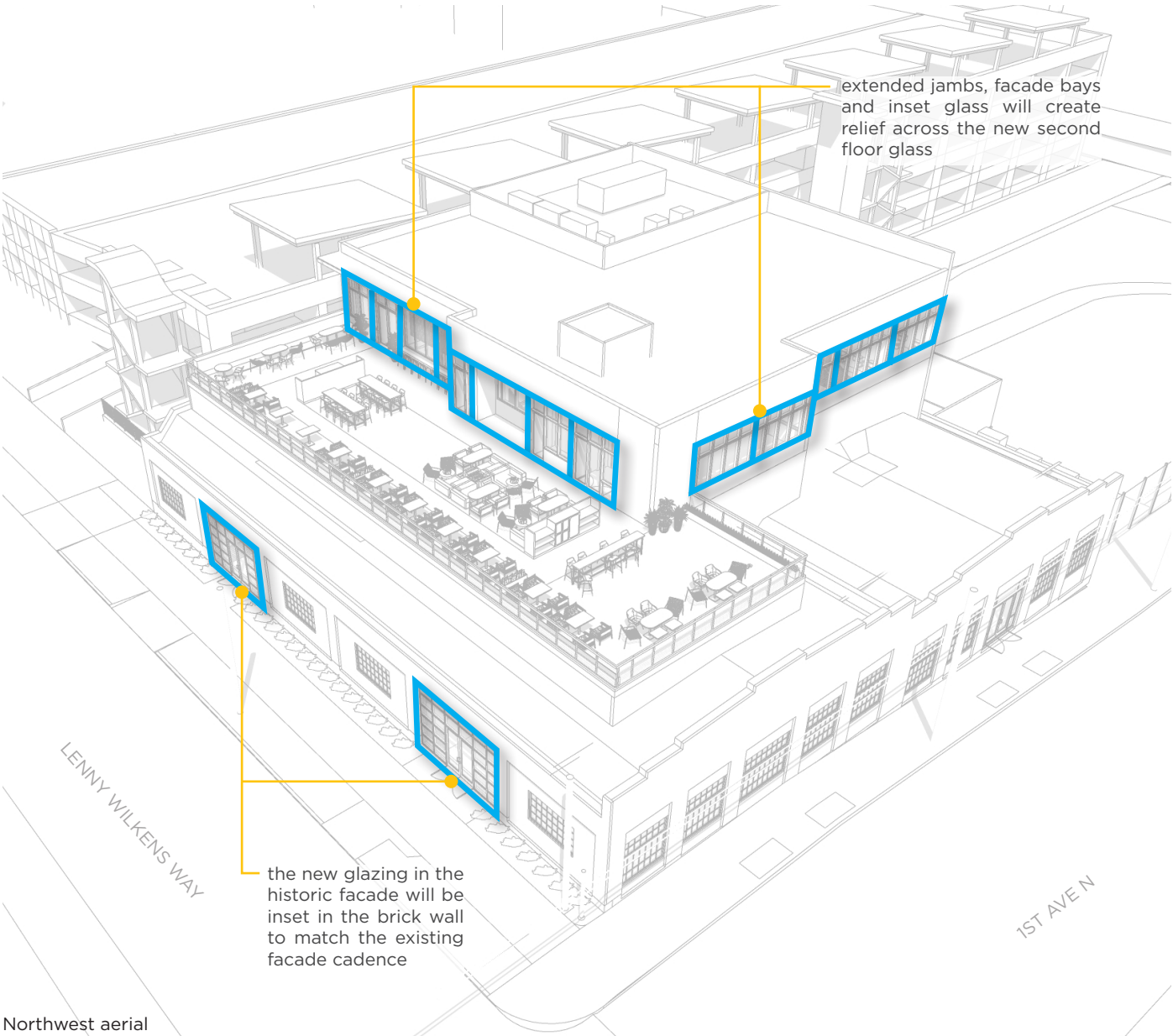
On the second floor addition, the proposed glazing system will be inset from the facade with an articulated bay system and the center set glass and deep mullions to create a more articulated expression. The stepped facade at the northwest corner further breaks up the expanses of glass, diminishing the overall mass to better relate to the surrounding context and the Bressi Garage.



Examples of inset, deep glazing systems with expressed bay structure



Northeast corner along 1st Ave N

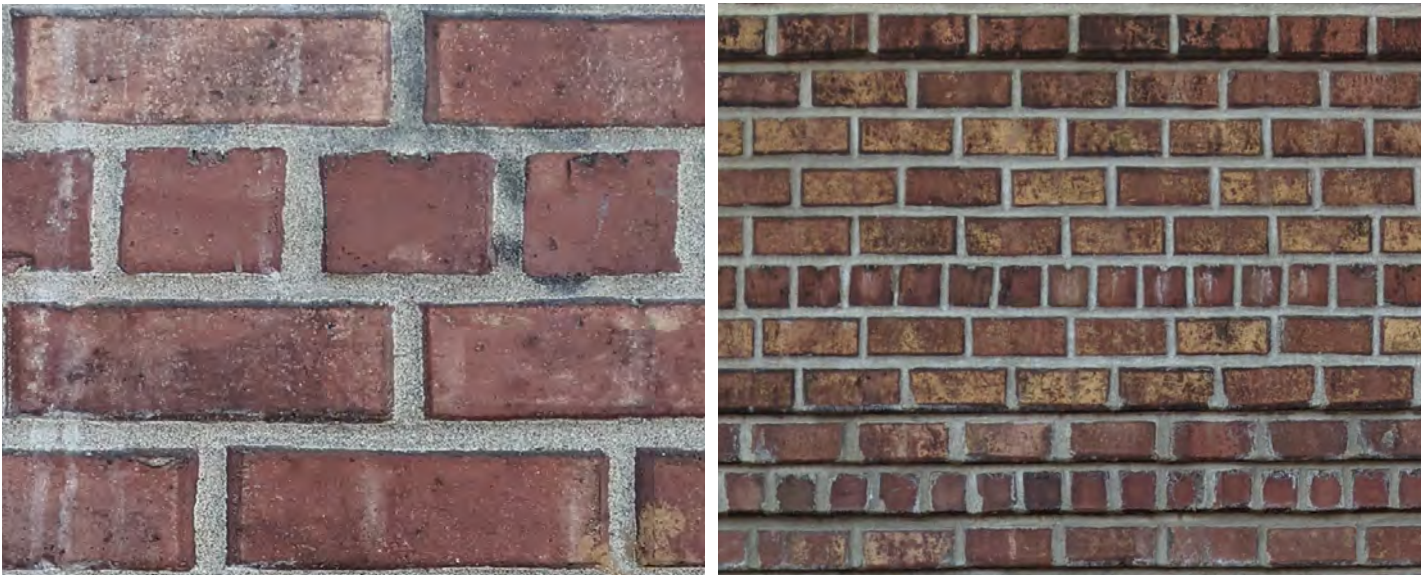


Northwest aerial

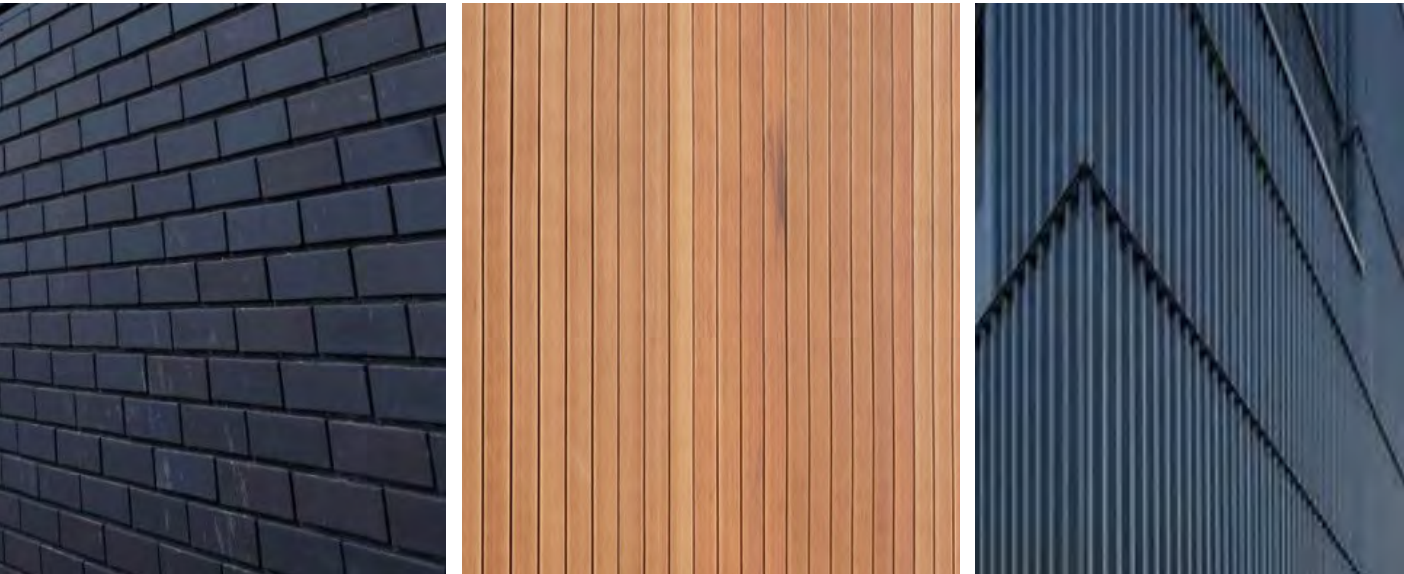
OTHER - PRIORITY DESIGN GUIDELINES

1. Building Materials

- a) Decorative exterior treatments using brick, tile, and/or other interesting more modern exterior finish materials are strongly preferred.
- b) Quality exterior finish materials should be incorporated at all levels and on all exterior walls. Materials at the street level should be of the highest quality.
- c) Use materials, colors, and details to unify a building’s appearance; buildings and structures should be clad with compatible materials on all sides. Where buildings have side setbacks adjacent to other buildings, materials and design treatments should intentionally “wrap the corner” of window and door openings , and at buildings corners, so cladding materials and treatments appear substantial and not two-dimensional or paper thin.



Existing brick photos

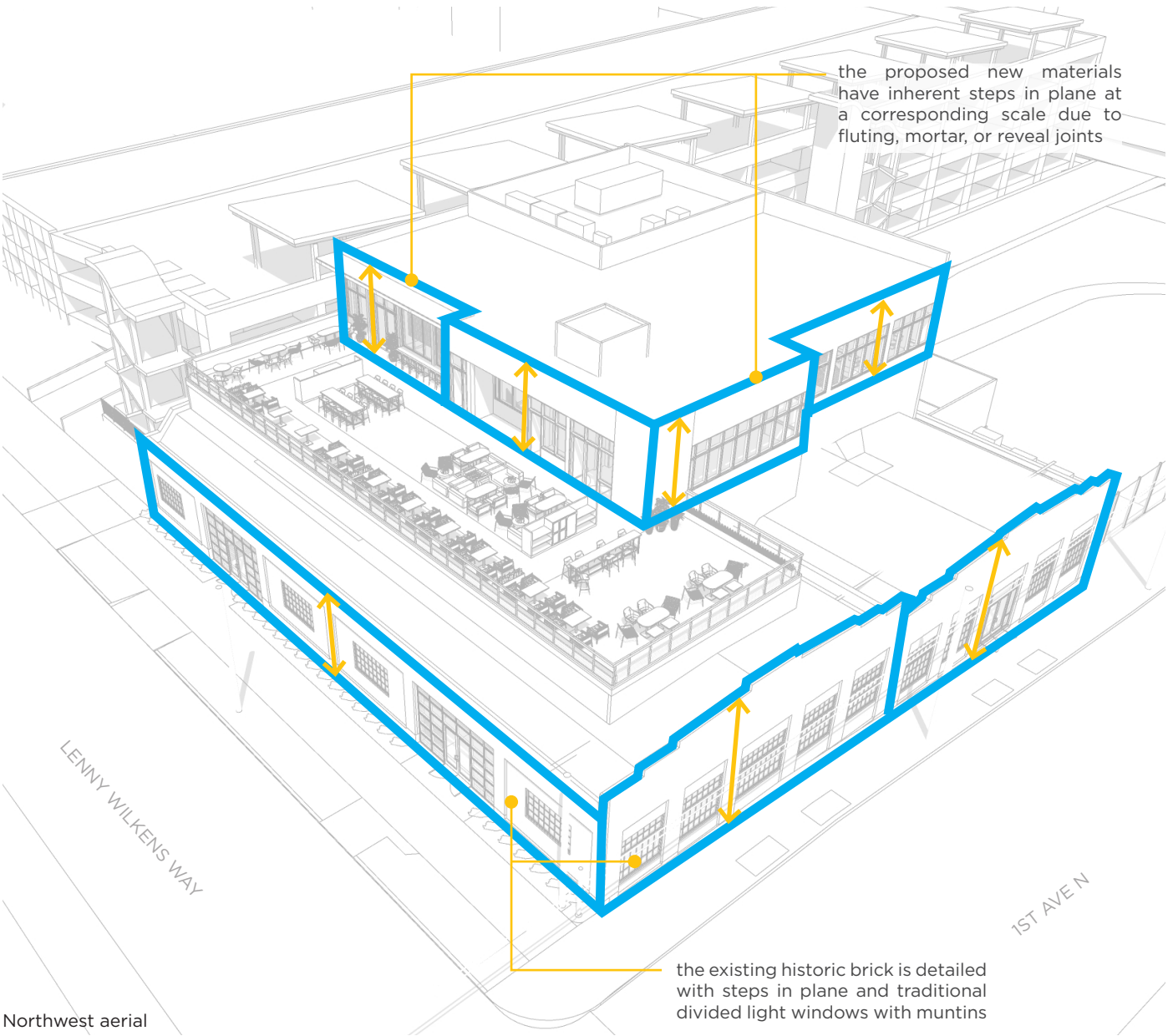


Proposed new material textures

The existing Bressi Garage that comprises the first floor of this project is a historic brick building, with wood windows with muntins. Our goal is to renovate the building to better suit its new context in a vibrant, growing urban center and designated arts and cultural district.

The intent for the second floor addition is to not match the historic nature of the Bressi Garage, but to utilize a simple design language to allow the historic building to shine. We will achieve this by an articulated mass and outdoor roof deck that will consist of a mix of modern metal cladding, wood look cladding, new facade brick, and glazing.

This contemporary design approach and suggested material palette will fit into the character of the adjacent developments while celebrating the historic nature of the Bressi Garage.



OTHER - PRIORITY DESIGN GUIDELINES

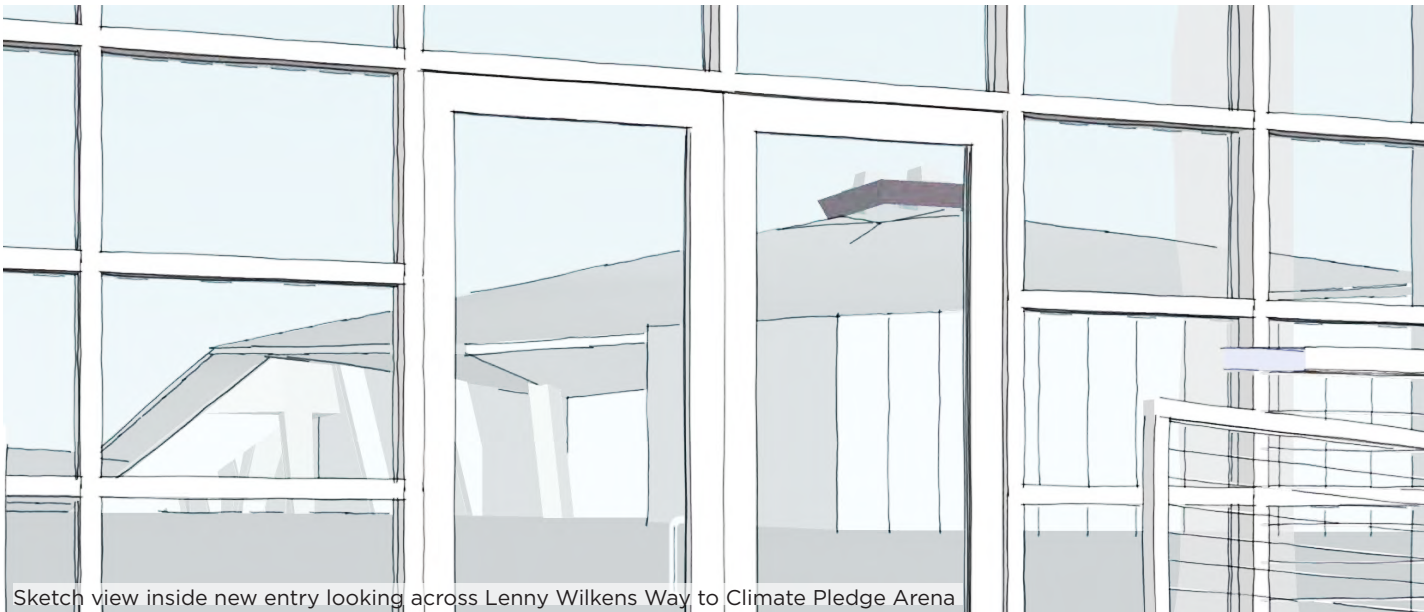
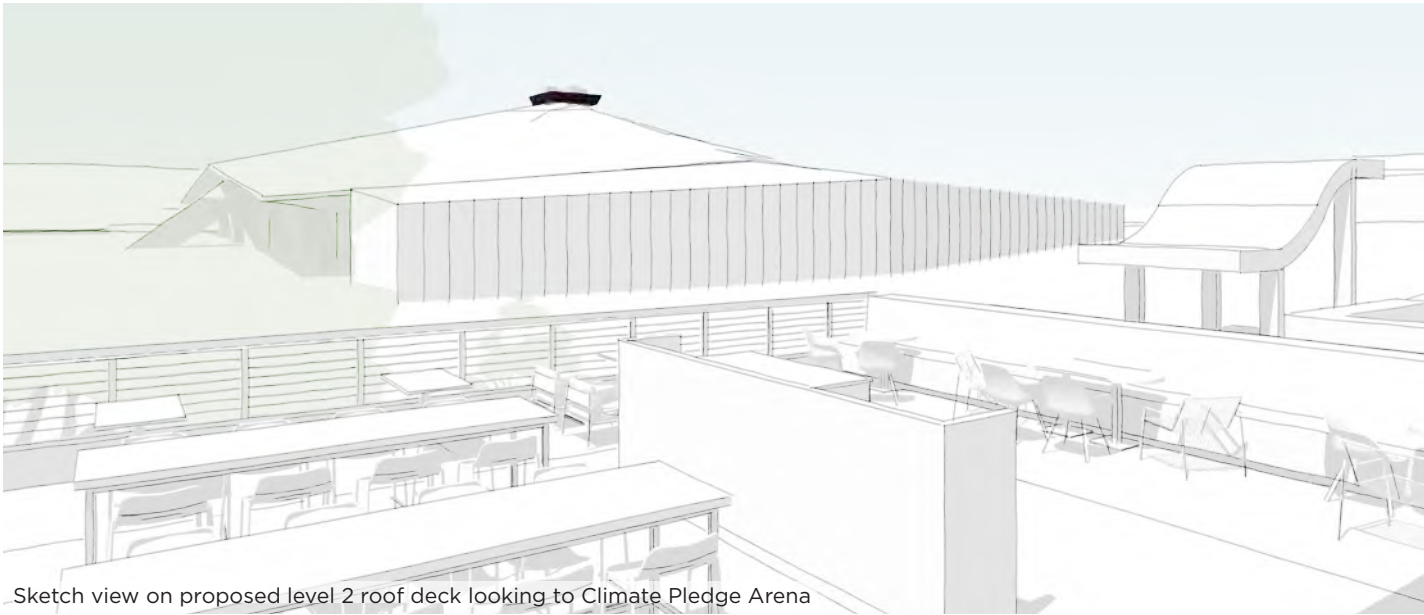
Uptown Neighborhood Design Guidelines
CS2- Context and Site - Urban Pattern and Form

Design Response

2. Adjacent Sites
Buildings adjacent to the Seattle Center campus should be sited to create synergistic relationships and reinforce connections between the Seattle Center and the surrounding Uptown neighborhood.

This project will form synergistic relationships with the surrounding context by carefully developing new exterior space and new exterior openings to capitalize on visual connections to the Seattle Center and surrounding neighborhood buildings.

The proposed level 2 roof deck and outdoor dining patio will provide enhanced views to the Space Needle and Climate Pledge Arena, without impeding existing views from the adjacent multifamily buildings. New expanded openings on Lenny Wilkens Way and the amount of glazing proposed for the level 2 enclosure will further enhance visual connections to celebrate the rich history of the surrounding buildings.



OTHER - EXTERIOR LIGHTING PLAN

A LED ACCENT FACADE LIGHTING
2500K FACADE ARCHITECTURAL LAMP



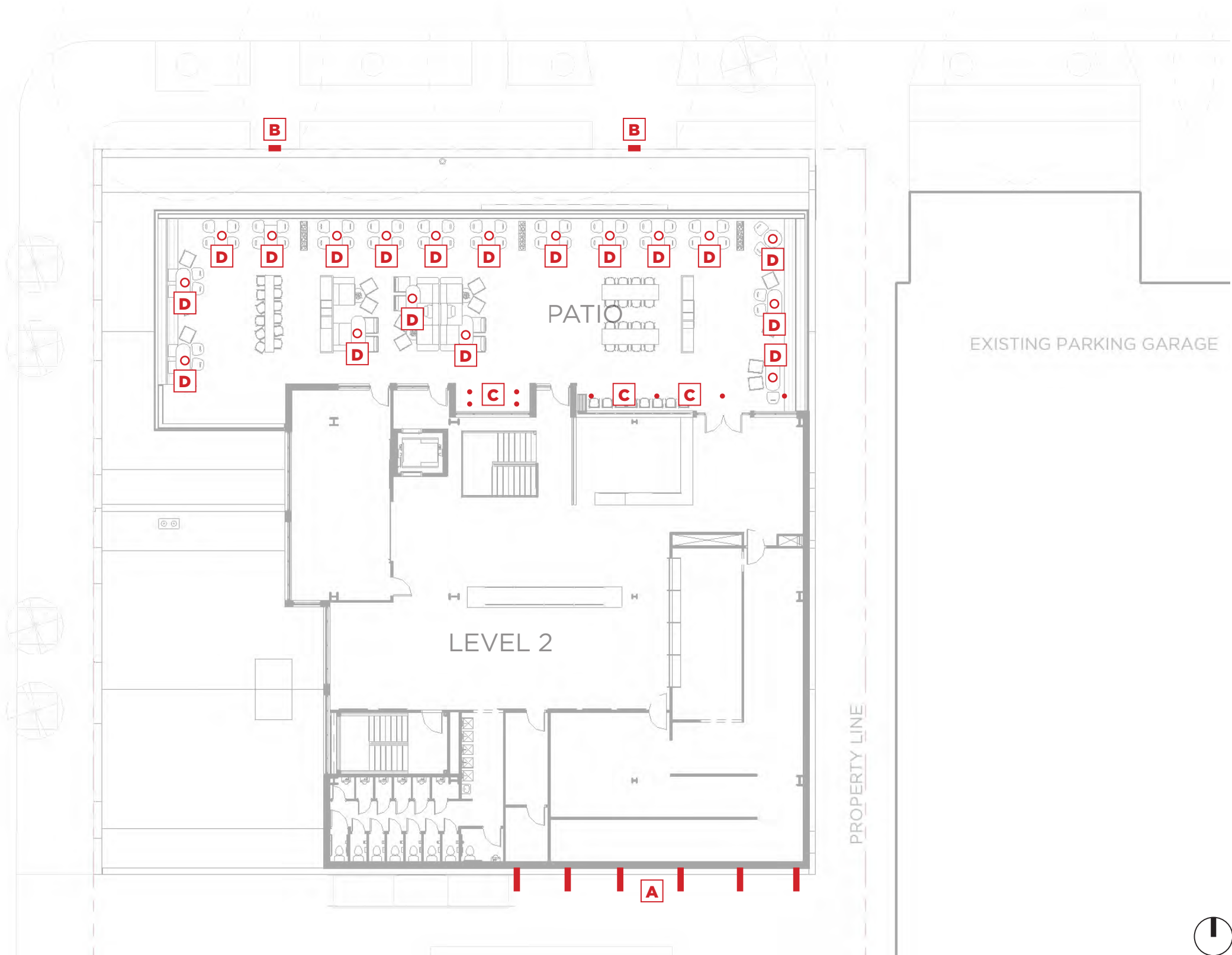
B LED ENTRANCE/EXIT LIGHTING
2500K WALL LAMP; TO REPLACE EXISTING



C LED RECESSED DOWNLIGHT
2500K IP-67 RATED OUTDOOR LIGHT



D BATTERY-POWERED TABLE LAMP
FINAL SELECTION TBD; SHOWN FOR INTENT

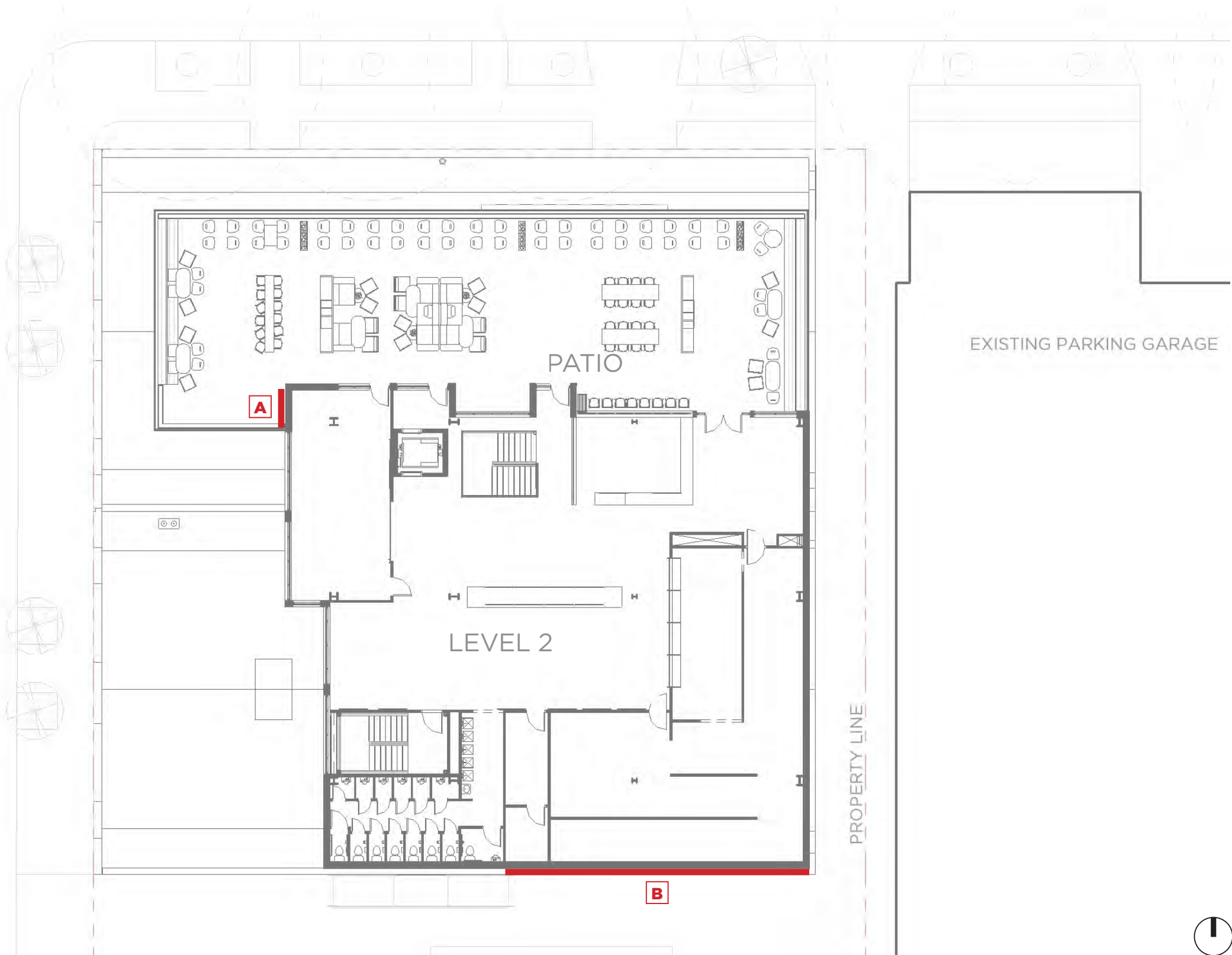
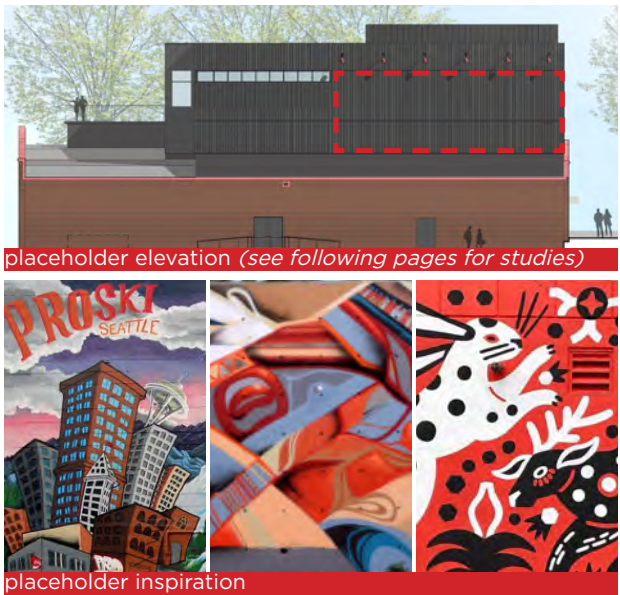


OTHER - SIGNAGE CONCEPT PLAN

A TBD NON-ILLUMINATED WALL SIGN
IN NEW LEVEL 2 WALL



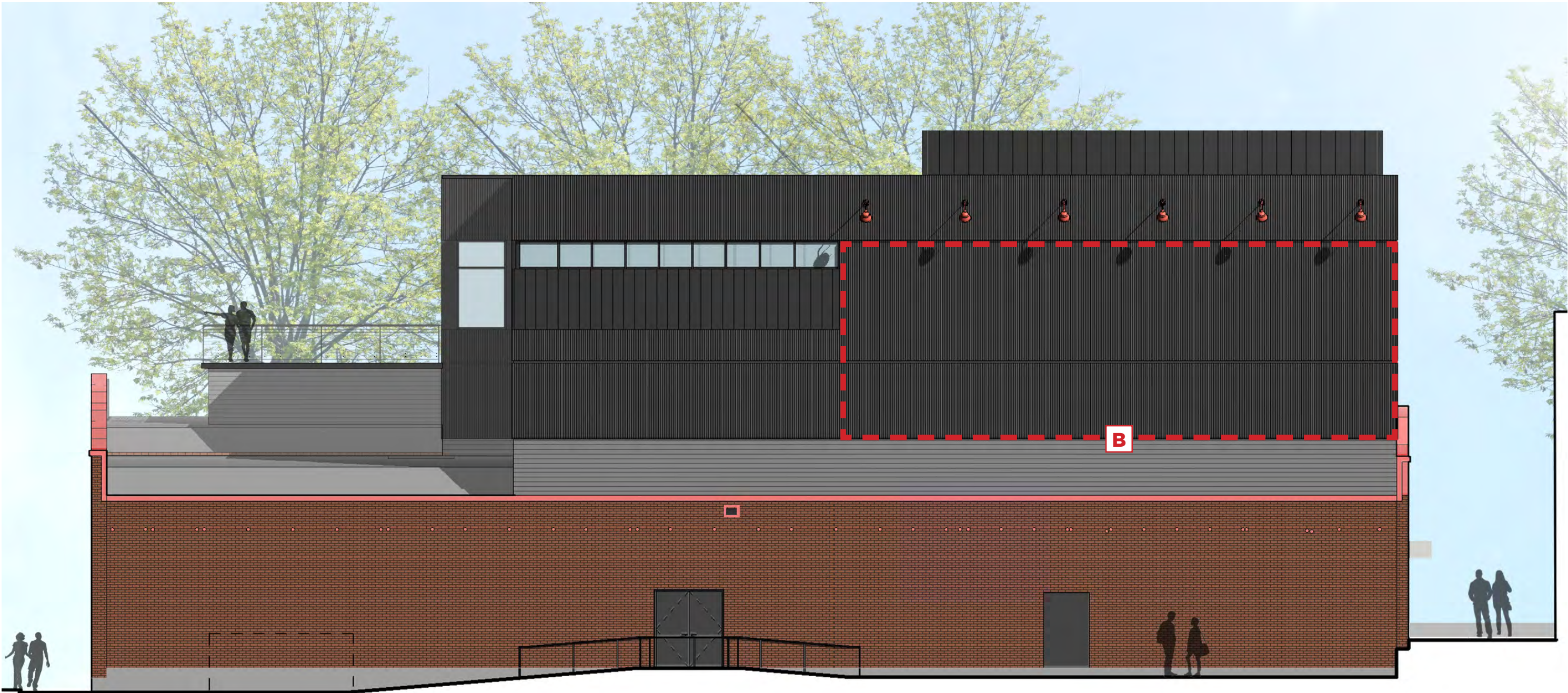
B TBD ARTISTIC MURAL
WITH INTEGRATED BRANDING



OTHER - SIGNAGE CONCEPT PLAN

B TBD ARTISTIC MURAL WITH INTEGRATED BRANDING STUDIES

The following pages explore preliminary studies for the mural with integrated branding on the south facade. These are not representative of the final design, which will be submitted at a later date. Rather, we have included these explorations to demonstrate the aesthetic possibilities as ownership works to engage a local artist to finalize the design of this element.



South Elevation | Blank

ALL SIGNS AND GRAPHICS ARE PLACEHOLDERS PENDING DESIGN

OTHER - SIGNAGE CONCEPT PLAN

B TBD ARTISTIC MURAL WITH INTEGRATED BRANDING STUDIES



Southwest view along 1st Ave N | Blank

ALL SIGNS AND GRAPHICS ARE PLACEHOLDERS PENDING DESIGN

OTHER - SIGNAGE CONCEPT PLAN

B TBD ARTISTIC MURAL WITH INTEGRATED BRANDING STUDIES

The designated mural area will be highly visible from 1st Ave N, and is intended to showcase the original use of the Bressi Garage building, by fusing the modern Bressi Garage restaurant branding (inspired by classic auto mechanic garage signs), with the original construction date of the landmarked structure, and integrated with TBD artwork/graphics.



South Elevation | Study 1

ALL SIGNS AND GRAPHICS ARE PLACEHOLDERS PENDING DESIGN

OTHER - SIGNAGE CONCEPT PLAN

B TBD ARTISTIC MURAL WITH INTEGRATED BRANDING STUDIES



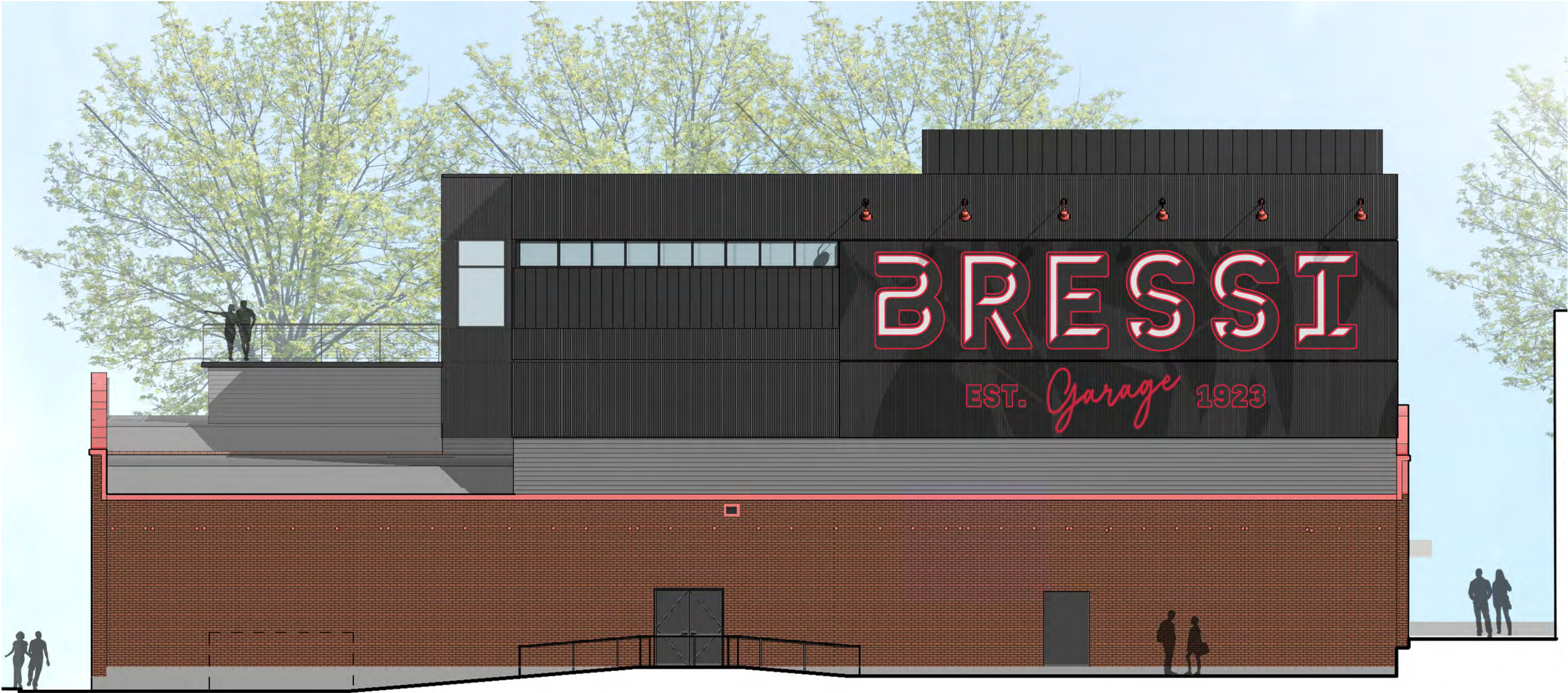
Southwest view along 1st Ave N | Study 1

ALL SIGNS AND GRAPHICS ARE PLACEHOLDERS PENDING DESIGN

OTHER - SIGNAGE CONCEPT PLAN

B TBD ARTISTIC MURAL WITH INTEGRATED BRANDING STUDIES

The designated mural area will be highly visible from 1st Ave N, and is intended to showcase the original use of the Bressi Garage building, by fusing the modern Bressi Garage restaurant branding (inspired by classic auto mechanic garage signs), with the original construction date of the landmarked structure, and integrated with TBD artwork/graphics.



South Elevation | Study 2

ALL SIGNS AND GRAPHICS ARE PLACEHOLDERS PENDING DESIGN

OTHER - SIGNAGE CONCEPT PLAN

B TBD ARTISTIC MURAL WITH INTEGRATED BRANDING STUDIES



Southwest view along 1st Ave N | Study 1

ALL SIGNS AND GRAPHICS ARE PLACEHOLDERS PENDING DESIGN

BRESSI GARAGE

THANK YOU.