

# 13th & MADISON

1222 E MADISON STREET, SEATTLE WA

## RESPONSE TO EDG COMMENTS

The proposed development at 1222 E. Madison will be a mixed-use building with 5 levels of workforce housing apartments over 1 level of pedestrian oriented retail spaces. Building on the Design Boards' earlier concurrence with the Preferred Alternative and integrating the comments offered at the EDG, many design refinements have been made.

- Smaller retail spaces now embrace the sidewalks.
- The auto entrance is now located on 13th, well away from the intersection.
- The Residential Lobby is recessed to comply with City LUC.
- The Residential Units maintain a repetitive layout with large windows to allow light to come deep into the living spaces.
- The Residential Common Spaces are offered in multiple Gathering Places.
- The Terrace on the first residential level is an Urban Garden and Forest, buffering the visual privacy and providing solar access for both the proposed building and the existing Trace building.

The proposed Exterior Elevations are a direct response to the input from the Board and its desire for an urban edge with limited modulation and references to the areas auto row character. Both the South and the East Elevations, as viewed by the pedestrian and the transit users, will have a consistent and repetitive building façades.

- The expression of the building structure is clear in the column and floor plate rhythm and scale. The overall massing is kept very simple and steps back only where required to comply with City FAR requirements
- Large windows reflect the district's historic character and is reinforced with the brick at the pedestrian level.
- High windows on the retail level are maintained along the sidewalks.
- Special emphasis and attention is given to the corner, where the prime retail entry is now located. Here, a full two stories of storefront glass is provided in order to attain the maximum amount of transparent glass. Additionally, special grading and bench walls provide a transition in the pedestrian experience from Madison to 13th. As the façade rises above the retail level, the design is given a more playful contrast to the uniform Madison and 13th facades allowing a visually strong building identity.

We are confident that we've have met and exceeded the Design Review Boards goals for this site and look forward to our meeting with you.



## DESIGN REVIEW RECOMMENDATION

JUNE 3rd, 2009

1222 EAST MADISON  
1222 EAST MADISON STREET, SEATTLE, WA

DPD Project # 3008615 06/03/2009







## PROJECT TEAM

### OWNER/ APPLICANT

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### OWNER'S REPRESENTATIVE

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ZONING CODE ANALYSIS		CODE SECTIONS
PARCEL #:	8007000000 & 8008000000	
SITE AREA:	15,017 SF (0.41 ACRES)	
ZONE:	NCS-65 NEIGHBORHOOD COMMERCIAL SUBURBAN CENTER VILLAGE/ PINE-PINE OVERLAY DISTRICT P4 PEDESTRIAN ZONE NOT IN FIRST HILL STATION AREA OVERLAY	MAP II
REVIEW:	MAP TYPE II (DIR. DECISION-APPEAL TO HEU) (ADMINISTRATIVE CONDITIONAL USE) DESIGN REVIEW SEPA TRANSPORTATION CONCURRENCY	
PRINCIPAL PEDESTRIAN STREETS:	EAST MADISON STREET	25.41A.005.E.2
USE:	PERMITTED OUTRIGHT MOST RETAIL MOST OFFICE MOST INSTITUTIONS MIXED USE LIVE WORK MEDICAL SERVICES > 10,000 SF NEED C/U PROHIBITED GENERAL & HEAVY MANUFACTURING DRIVE-IN BUSINESS	25.41.004B, CHART A
MAJOR PHASED DEVELOPMENTS: (15 AC)	DOES NOT APPLY	
STREET LEVEL DEVELOPMENT STANDARDS	BLANK FACADE < 20' LENGTH BLANK FACADE < 40% LENGTH STREET FACADE SETBACK < 10' LOT LINE DEFINITIONS & DIAGRAMS TRANSPARENCY > 60% OF FACADE MIN 50' DEPTH (MAY BE AVERAGED MIN. 15' DEPTH) STREET LEVEL MIN. FLOOR HEIGHT = 8' STREET FACADE IN RESIDENTIAL USE MUST BE 4' ABOVE SIDEWALK GRADE OR 10' SETBACK	25.41A.008.A.2.A 25.41A.008.A.2.B 25.41A.008.A.3 25.41A.008.A.4 25.41A.008.B.2 25.41A.008.B.3 25.41A.008.B.3 25.41A.008.D.2
DENSITY:	NO DENSITY REQUIREMENT FOR RESIDENTIAL USES IN MIXED USE DEVELOPMENT SINGLE PURPOSE RESIDENTIAL USE = DENSITY LIMITED (1 UNIT/400 SF LOT)	25.41.001.A
MAXIMUM NON-RESIDENTIAL USE:	NONE FOR MOST USES	25.41A.040 CHART A
OUTDOOR ACTIVITIES:	SALES - NO MAXIMUM SIZE LIMIT DISPLAY OF RENTAL EQUIPMENT = 25% OF LOT AREA OR 1,000 SF, WHICHEVER IS LESS (1,000 SF) STORAGE PROHIBITED IN NCS ZONE	25.41A.01
HEIGHT:	APPLICABLE HEIGHT LIMIT FOR A SLOPED SITE FOR AN EQUIVALENT MEASUREMENT TO A FLAT SITE SLOPED LOT ADDITIONAL HEIGHT (1' PER 6% SLOPE) PITCHED ROOF - 8' 8' ROOFTOP STRUCTURE EXHIBIT FROM HEIGHT ROOFTOP FEATURES TALLER	DIRECTOR'S RULE 12-3005 25.41A.012.D 25.41A.012.C 25.41A.012.D 25.41A.012.D
FAR:	PARKING ABOVE GRADE IS FAR MAXIMUM FAR FOR MIXED USE = 4.75 FAR EXEMPTIONS = BELOW GRADE DEFINITION OF GROSS FLOOR AREA INSIDE OF EXTERIOR WALL AT FLOOR LINE	25.41A.018A 25.41A.018.B 25.41A.018.D 25.41A.018.D
SETBACKS:	NONE REQUIRED 5' SETBACK WHERE FROM ALL STREET PROPERTY LINES WHERE STREET TREES ARE REQUIRED AND IT IS NOT FEASIBLE TO PLANT THEM IN ACCORDANCE IV CITY STANDARDS STRUCTURES IN SETBACKS = ALLOWED	25.41A.014.C 25.41A.014 25.41A.014.E
VIEW CORRIDORS:	NONE REQUIRED	25.41A.015
SCREENING AND LANDSCAPING:	LANDSCAPING + GREEN FACTOR = 30% LOT AREA ELEMENTS/FACTORS STREET TREES REQUIRED NEED 5' DEEP AREA WHEN PARKING WITHIN STRUCTURE ALONG STREET FRONTAGE 5' DEEP AREA AT SURFACE LOT OUTDOOR STORAGE REQUIREMENTS	25.41A.016.A CHART A & B 25.41A.016.B 25.41A.016.D 25.41A.016.D 25.41A.016.D
NOISE STANDARDS:	ACOUSTICAL REPORT	25.41A.018
DOOR STANDARDS:	LIGHT & GLASS	25.41A.020 25.41A.022
RESIDENTIAL AMENITY AREA:	5% OF GROSS RESIDENTIAL FLOOR AREA (NOT INCLUDED MECHANICAL/PARKING/DECKS) BALCONIES/DECKS: COUNT AS OPEN SPACE IF MIN. 60 SF, MIN. 6' DIA.	25.41A.024.A 25.41A.024.B.5
SOLID WASTE AND RECYCLE:	MIXED USE BUILDINGS WITH > 50% RESIDENTIAL IS CONSIDERED COMMERCIAL RESIDENTIAL REQ. BASED UPON NUMBER OF UNITS > 100 UNITS REQUIRE 200 SF MINIMUM WASTE STORAGE SPACE PLUS 2 SF PER EACH ADDITIONAL UNIT ROOM WIDTH AND DEPTH = 6' MINIMUM	25.41A.024.A 25.41A.024.A 25.41A.024.A 25.41A.024.B
PARKING:	FOR DESIGN STANDARDS, ACCESS-STREET OKAY	SEE SECTION 25.54A.015 25.41A.030.A.3
PEDESTRIAN DESIGNATED ZONE:	DRIVE-IN BUSINESSES PROHIBITED (INCLUDING GAS STATIONS) LIVE WORK USES PROHIBITED AT STREET LEVEL PARKING REQUIREMENTS AND EXCEPTIONS 60% OF FRONTAGE BLANK FACADE/TRANSPARENCY REQUIREMENTS APPLY MEASURES 8" MIN. 2' + 6" ABOVE SIDEWALK (40% OF PRINCIPAL FED. ST. FACADE ALLOWED BLANK	25.41.040 25.41.042.B 25.41.042.B 25.41.044 -- 25.41.046 SEE EXHIBIT 25.41.042A 25.41.050 25.41.050 (E)
TRANSPORTATION CONCURRENCY:	MOST COMMERCIAL L.O.S. STANDARDS IN CHAPTER 23.52	25.41A.035

STREETS, ALLEYS, AND EASEMENTS:	SEE SUBSECTION D FOR EXCEPTIONS SEE "STREET IMPROVEMENT MANUAL" SEE SECTION REGARDING IMPROVEMENTS TO ARTERIALS AND NON-ARTERIAL STREETS	25.55.019.A.2 25.55.030.A.4 25.55.019.B.C.D 25.55.030
ALLEY IMPROVEMENTS:	SITE IS NOT SERVED BY AN ALLEY	25.55.030
PARKING GENERAL:	BASED ON GROSS FLOOR AREA UNL.D. NO PARKING REQUIRED FOR FIRST 2,500 SF OF NON-RESIDENTIAL USE P-ZONE PARKING ALLOWED FOR FIRST 5,000 SF OF MOST RETAIL USES NON-RESIDENTIAL USE RESIDENTIAL USE PUBLIC USES STANDARDS FOR BICYCLE TANDER PARKING - OK MISC. OTHER REDUCTIONS DUE TO ZONE, TRANSIT, ETC. TRANSIT REDUCTION FOR NON-RESIDENTIAL AT 20% IF BUS STOP WITHIN 500' OF PROPERTY LINE	25.54A.015.A 25.54A.015 25.54.015 CHART D 25.54A CHART A 25.54A CHART C 25.54A CHART B 25.54.015.K 25.54.020.B 25.54.020.A-H 25.54.020.B.B
PARKING - FOR SITE:	RESIDENTIAL SPACES COMMERCIAL SPACES (POTENTIAL USES) LONG-TERM - COMMERCIAL RETAIL, SALES AND SERVICES SPACES, 1,500 60F NO PARKING REQUIRED FOR FIRST 2,500 SF LONG-TERM - OFFICE, 11,000 SF RESTAURANT, 1,250 SF DRINKING ESTABLISHMENT, 1,250 SF EXCEPTIONS	25.54A.015 CHART A 25.54A.015.D 25.54A.015.A 25.54A.020 25.54.030
PARKING SPACE STANDARDS:	LARGE 8.5'X10', 24' AISLE MEDIUM 8.0'X10', 22' AISLE, 10' 2-WAY TRAFFIC SMALL 7.5'X10', 20' AISLE, 10' 30% MEDIUM SIZED, 40% OTHER (LARGE OR SMALL IF LARGE DRIVE AISLE TO BE FOR MEDIUM)	25.54.030.B.B
DRIVEWAY:	22' FEET FOR WIDTH OF 2-WAY DRIVEWAY ACCESSING PARKING MAY BE SUBTRACTED WHEN CALCULATING EIGHTY (80) PERCENT OF A STRUCTURE'S STREET FRONT FACADE IF ACCESS CANT BE PROVIDED FROM SIDE STREET OR ALLEY. MINIMUM 22' WIDTH FOR 2-WAY TRAFFIC MAXIMUM 25' WIDTH FOR 2-WAY TRAFFIC	25.41.008.B 25.54.030.D.2.A.2 25.54.030.D.2.A.2
LOADING:	10' WIDE, 14' HIGH X 25' OR 25' OR 45' LONG (TYPE OF DEMAND) TYPE OF DEMAND - MEDIUM FOR RETAIL SALES 1 BERTH FOR 10,000 SF TO 60,000 SF MEDIUM DEMAND	25.54.035 25.54.035 TABLE 25.54.035 CHART A
PINEPINE OVERLAY:	SUBJECT TO REGULATIONS OF UNDERLYING ZONES UNLESS SPECIFICALLY EXEMPTED BY 25.15 MINIMAL PROVISIONS PROVIDED IN 25.15 THAT MODIFY UNDERLYING ZONING REGULATIONS 25.41.008 MIXED USE STANDARDS APPLY	25.15.006 25.15.006

## PARKING SUMMARY

EXTRACT FROM THE PREAPPLICATION CONFERENCE OF THE DEPARTMENT OF PLANNING  
AND DEVELOPMENT DOCUMENT DATED 02.06.2009 -6. PARKING/VEHICULAR ACCESS/DOOT  
DPD STAFF CONFIRMED THAT THE SITE IS LOCATED IN AN URBAN CENTER, AND AS SUCH  
THE SMC DOES NOT REQUIRE ANY VEHICLE PARKING FOR THE SITE (SMC 25.54.015.B.2). IF  
APPLICANT CHOOSES TO PROVIDE PARKING, SUCH PARKING MUST MEET ALL CODE  
REQUIREMENTS.SMC 25.54.015.B.2  
NO PARKING FOR MOTOR VEHICLES IS REQUIRED FOR USES IN COMMERCIAL ZONES IN  
URBAN CENTERS AND IN THE STATION AREA OVERLAY DISTRICT, EXCEPT THAT PARKING  
FOR FLEET VEHICLES IS REQUIRED.

## REQUIRED PARKING STALLS

1. RESIDENTIAL STALLS REQUIRED FOR 104 UNITS NO RESIDENTIAL STALLS REQUIRED PER SMC 25.54.015.B.2 (SITE IS LOCATED WITHIN AN URBAN CENTER)	0 STALLS
2. NON-RESIDENTIAL STALLS REQUIRED NO NON-RESIDENTIAL STALLS REQUIRED PER SMC 25.54.015.B.2 (SITE IS LOCATED WITHIN AN URBAN CENTER)	0 STALLS
3. TOTAL STALLS REQUIRED FOR PROJECT	0 STALLS
5. TOTAL STALLS PROVIDED	51 STALLS

## REQUIRED STALL SIZES (25.54.030.B)

TOTAL PARKING STALLS PROVIDED (RESIDENTIAL 50 + NON-RESIDENTIAL 0) = 51

RESIDENTIAL PER SMC 25.54.030.B.2

MEDIUM STALL REQUIRED:  
ACCESSIBLE PARKING SPACE REQUIRED:  
30 X 60% MIN. = 25 STALLS (MIN)  
2% OF RESIDENTIAL STALLS OF R2 OR R3  
USE SHALL BE ACCESSIBLE (SEC 106.2)  
10' X 20' = 156 + (1) 0F STALLS REQ.

NON-RESIDENTIAL PER SMC 25.54.030.B.2

LARGE STALL REQUIRED:  
COMPACT STALL REQUIRED:  
ACCESSIBLE PARKING SPACE REQUIRED:  
12 X 25% MIN. = 3 STALLS (MIN)  
12 X 25% MIN. = 3 STALLS (MIN)  
(1) BARRIER-FREE STALL PER  
SEC. TABLE 106-1.

PLUS IN ADDITION, (1) VAN ACCESSIBLE STALL REQUIRED PER SEC 106.5.

## PARKING STALL MIX:

PKS. TYPE	LARGE	MEDIUM	SMALL	TOTAL
RESIDENTIAL				
LEVEL P2/P3	8	25*	5	38*
* INCLUDES (2) BARRIER-FREE STALLS PER SEC 106.2				
NON-RESIDENTIAL				
LEVEL P1	1	2*	8	11*
* INCLUDES (1) BARRIER-FREE STALL SEC TABLE 106.1				
PLUS (1) VAN-ACCESSIBLE STALL PER 106.5				1
TOTAL	10	27	13	51

## BICYCLE PARKING SUMMARY:

PARKING REQUIRED- MULTI-FAMILY (SECTION 25.54.015 CHART E.2.2)

26 SPACES 1 LONG TERM SPACE FOR EVERY 4 UNITS =&gt; 104 UNITS/4

PARKING REQUIRED- SALES AND SERVICES, GENERAL (SECTION 25.54.015 CHART E.2)

1 SPACE 1 LONG TERM SPACE FOR EVERY 12,000 SF => 3,405 SF / 12,000 = 0.41  
3 SPACES 2 SHORT TERM SPACE (1) PER 2,000 SF (URBAN CENTER)  
=> (3,405) SF / 2,000 = 2.45TOTAL BIKE PARKING STALLS REQUIRED = (30)  
TOTAL BIKE PARKING STALLS PROVIDED = (34)

## WASTE &amp; RECYCLABLE STORAGE SPACE:

MINIMUM AREA OF STORAGE REQUIRED- MULTI-FAMILY (SECTION 25.41A.024.1)

MIXED USE BUILDING - LESS THAN 50% OF PROJECT IS DESIGNATED RESIDENTIAL, AND IS THEREFORE  
CONSIDERED A COMMERCIAL BUILDING FOR THE PURPOSES OF THIS CALCULATION.

RESIDENTIAL CALCULATION

- NUMBER OF RESIDENTIAL UNITS = (104)  
- 100 UNITS X 200 SF MIN. STORAGE SPACE REQ. PLUS 2 SF FOR EACH ADDITIONAL UNIT.  
= 208 SF STORAGE SPACE REQUIRED.  
- CONTAINER TYPE MUST BE FRONT LOADING.TOTAL STORAGE AREA REQUIRED = 208 SF  
TOTAL STORAGE AREA PROVIDED = 295 SF

## LOADING BERTH REQUIREMENT:

SMC 25.54.035: LOADING BERTH REQUIREMENTS AND SPACE STANDARDS.

SMC 25.54.035.C.1: WIDTH AND CLEARANCE. EACH LOADING BERTH SHALL BE NOT LESS THAN TEN  
(10) FEET IN WIDTH AND SHALL PROVIDE NOT LESS THAN FOURTEEN (14) FEET  
VERTICAL CLEARANCE.10' WIDE, 14' HIGH X 25' OR 25' OR 45' LONG (TYPE OF DEMAND)  
TYPE OF DEMAND - MEDIUM FOR RETAIL SALES  
1 BERTH FOR 10,000 SF TO 60,000 SF MEDIUM DEMAND

COMMERCIAL SPACE LESS THAN 10,000 SF, THEREFORE NO LOADING BERTH REQUIRED.

## FAR SUMMARY - REFER ALSO TO ACOB.

FAR ALLOWED: 4.75  
(FOR RESIDENTIAL/COMMERCIAL BUILDING PER SMC 25.41A.015.B CHART A)

SITE AREA: 15,017 SF

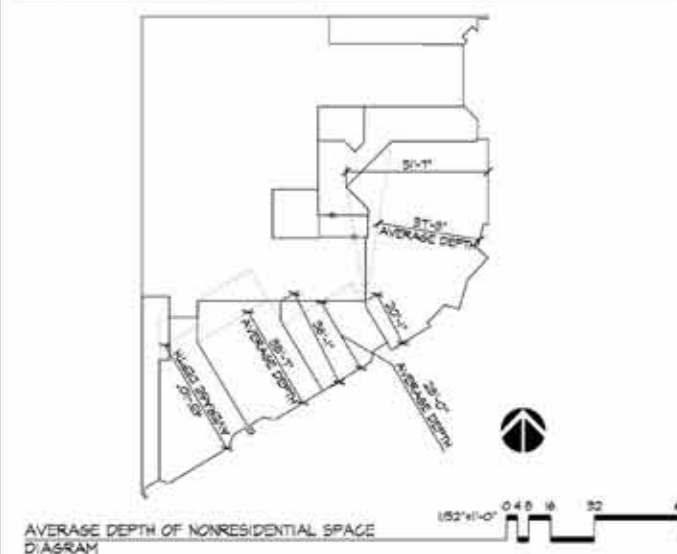
FLOOR AREA ALLOWED:

SITE AREA X FAR ALLOWED = 15,017 SF X 4.75 = 71,331 SF

PROPOSED FLOOR AREA: 88,128 SF

PROPOSED FAR:	
PROPOSED FLOOR AREA = 88,128 SF	4.75
SITE AREA = 15,017 SF	

## DEPTH OF NONRESIDENTIAL SPACE

AVERAGE DEPTH OF NONRESIDENTIAL SPACE  
DIAGRAM

## CALCULATION OF OVERALL AVERAGE DEPTH OF NONRESIDENTIAL SPACE

[BT-3' (SUITE A) + 20'-0" (SUITE B) + 30'-1" (SUITE C) + 48'-10" (SUITE D)] / 4 = 30'-2"

REQUIRED: 50'-0"  
PROVIDED: 50'-2"

## RESIDENTIAL AMENITY AREAS

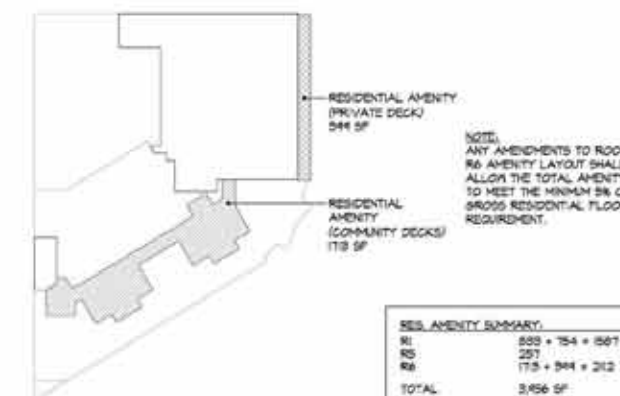
LEVEL	GROSS RESIDENTIAL FLR. AREA (SQ. FT.)	AMENITY AREA
P2 / P3	0 SF	0 SF
P1 / G1	0 SF	0 SF
R1	8,044 SF	1,567 SF
R2	1,802 SF	0 SF
R3	1,802 SF	0 SF
R4	1,802 SF	0 SF
R5	1,468 SF	297 SF
R6	838 SF	212 SF
TOTAL	58,231 SF	3,456 SF

RESIDENTIAL AMENITY AREA REQUIRED = 58,231 SF X 5% = 2,912 SF

RESIDENTIAL AMENITY AREA PROVIDED = 3,456 SF (6.28%)

NOTE: ANY AMENDMENTS TO ROOF/LEVEL R6 AMENITY LAYOUT  
SHALL ALLOW THE TOTAL AMENITY AREA TO MEET THE MINIMUM  
5% OF GROSS RESIDENTIAL FLOOR AREA REQUIREMENT.AMENITY -  
RESIDENTIAL LEVEL R1

AMENITY - LEVEL R5



AMENITY - LEVEL R6

RES. AMENITY SUMMARY:	
R1	855 + 154 = 1,009
R5	297
R6	173 + 544 = 717
TOTAL	3,456 SF
RES. GROSS AREA:	58,231
5% OF 58,231:	2,912 SF AMENITY REQUIRED

AMENITY  
DIAGRAMS





## **A-2 STREETSCAPE COMPATABILITY** - *The sitting of the building should acknowledge and reinforce the existing desirable special characteristics of right-of-way.*

The streetscape design compliments the character of the historic auto-row warehouses in the Pike/ Pine Neighborhood, and in particular the adjacent buildings. In response to Board request at Early Design Guidelines, the street level commercial spaces have the ability to divide into smaller spaces and can be accessed at multiple points. Floor level changes at the commercial spaces have been minimized as feasible due to sloping streets.

## **A-4 HUMAN ACTIVITY** - *New development should be sighted and designed to encourage human activity on the street.*

Street level façade is modulated by rhythmic column pattern. Ground floor retail with large transparent windows will provide services for the building residents as well as the surrounding neighborhood. Various architectural elements, such as awnings, lighting, small scale commercial signage along with landscape elements, also enliven the streetscape and pedestrian experience.

## **A-10 CORNER LOTS** - *Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.*

The building is designed to establish strong presence at the street. Per the Board's recommendation at the Early Design Guidelines, visibility of the commercial space was enhanced at the intersection of 13th & Madison thru a taller height commercial space. The addition of building rhythm and material changes further articulate this space and the corner. The auto entrance was located off 13th as far from the intersection as possible.

## **B-1 HEIGHT, BULK AND SCALE** - *projects should be compatible... and provide for transitions.*

The design reinforces the urban wall that the board desired. The mass and scale are consistent with the traditional neighbor fabric. The mass modulation was limited to only the minimum required for city F.A.R.

## **C-1 ARCHITECTURAL CONTEXT** - *Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.*

The project compliments the character of the existing neighborhood and continues the prevalent massing through the design of street walls. The southwest corner as it abuts the neighboring building was straightened to continue the street level massing and the look integrated into the Madison façade. Additionally, the street facades were simplified per the board's request to continue the "street wall" urban edge.

## **C-4 EXTERIOR FINISH MATERIALS** - *Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.*

A mix of durable, exterior cladding materials is proposed, such as stained concrete and brick veneer at the base; metal, stucco and cementitious siding; aluminum storefront nail flange and vinyl windows, painted steel canopy frames.

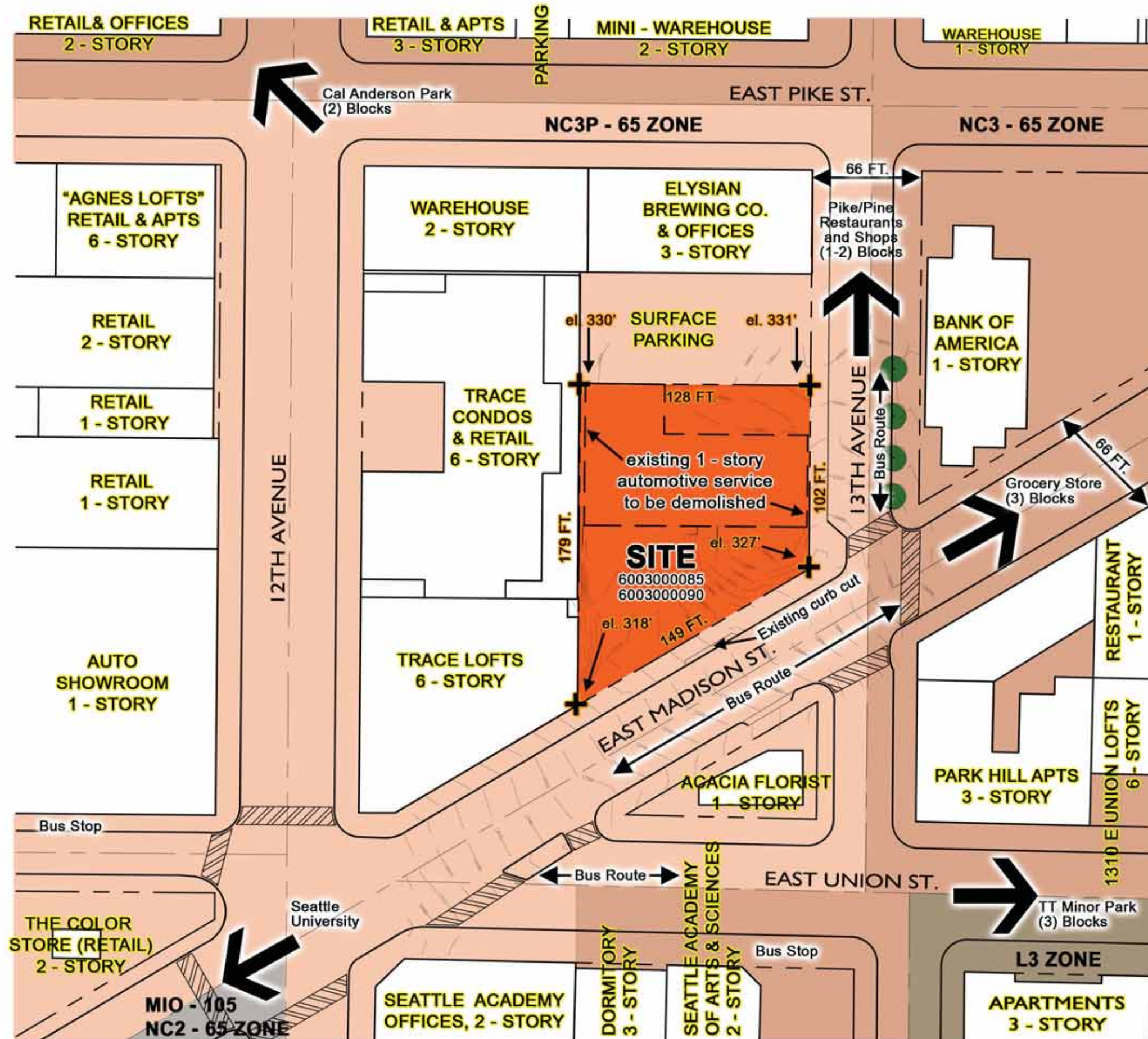
## **D-1 PEDESTRIAN OPEN SPACES AND ENTRIES** - *Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.*

All commercial entries and the entry to lobby are distinguished by the building form by massing rhythm or shape. Lighting will be provided along the street frontages, along with awnings as a weather protection for pedestrians.

## **D-7 PEDESTRIAN SAFETY** - *Project design should consider opportunities for enhancing personal safety and security in the environment under review.*

Pedestrian safety through East Madison Street, which is a heavy traveled primary arterial, will be enhanced through the use of planting strip with street trees that separates the pedestrian environment from vehicular traffic. Recessed commercial space entries and street level lighting can provide safe pedestrian areas. For the same reason, the parking access was relocated to 13th Avenue.





#### Site Opportunities

1. Proximity to Seattle University
2. Proximity to amenities including public parks, retail and restaurants and grocery stores
3. Proximity to bus stops
4. Vibrant local street life during the day and night
5. Potential views to the downtown Seattle skyline from the upper stories of the building

#### Site Constraints

1. Location on a principal arterial (E. Madison St.) reduces pedestrian safety
2. Noise and exhaust from E. Madison St.
3. No alley access
4. Proximity to the Trace Condominiums may reduce privacy of residents



 **P2/P3 LEVEL - 14/ 24 STALLS**  
 0 15' 30' 60'



-  PARKING
-  COMMERCIAL
-  RESIDENTIAL

 **PARKING LEVEL I/COMMERCIAL LEVEL I**  
 0 4' 8' 16'



**1222 EAST MADISON**  
 1222 EAST MADISON STREET, SEATTLE, WA  
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R5 LEVEL

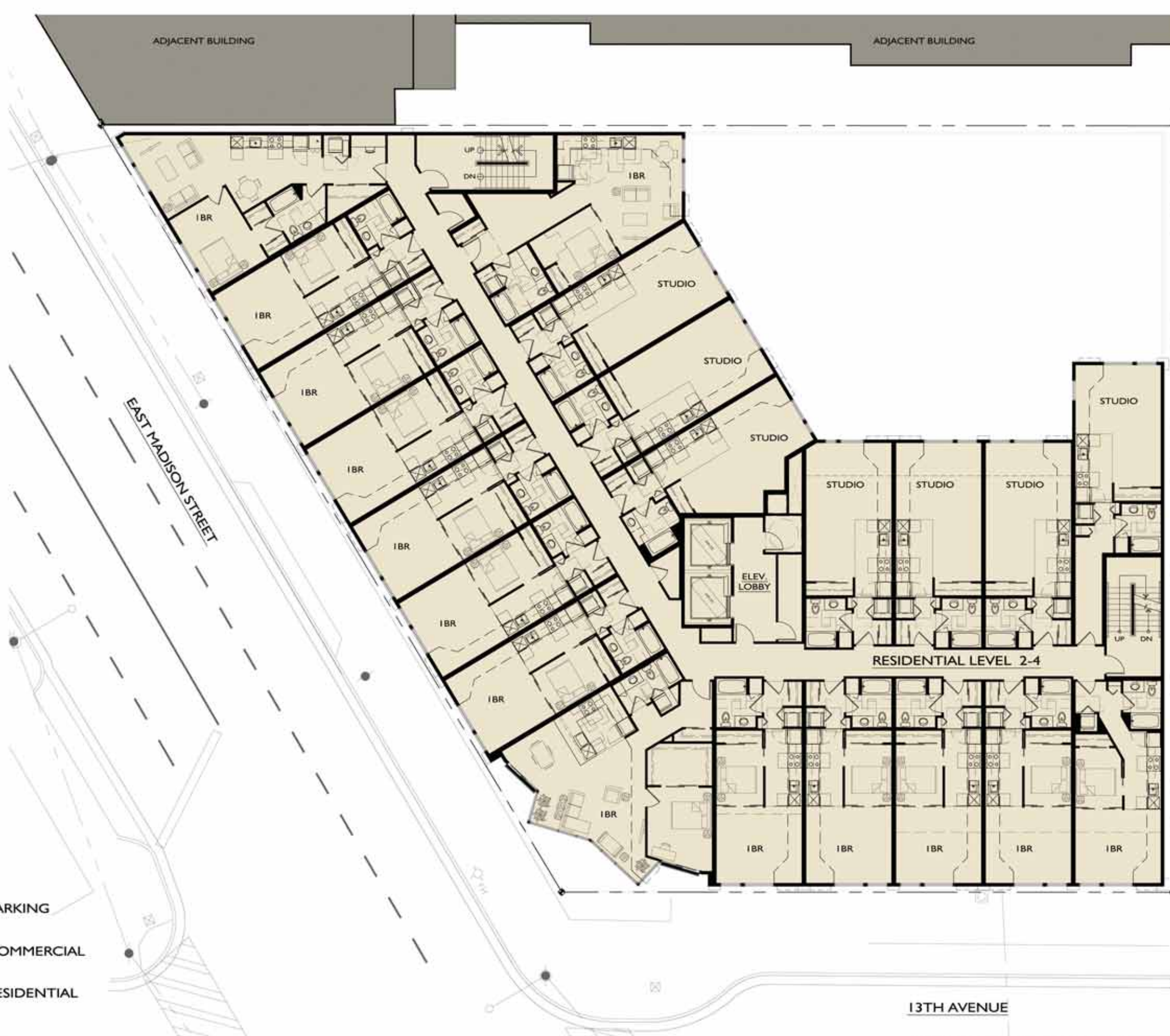
0 15' 30' 60'

- PARKING
- COMMERCIAL
- RESIDENTIAL



RESIDENTIAL LEVEL 2-4- TYPICAL

0 4' 8' 16'



1222 EAST MADISON  
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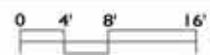
07



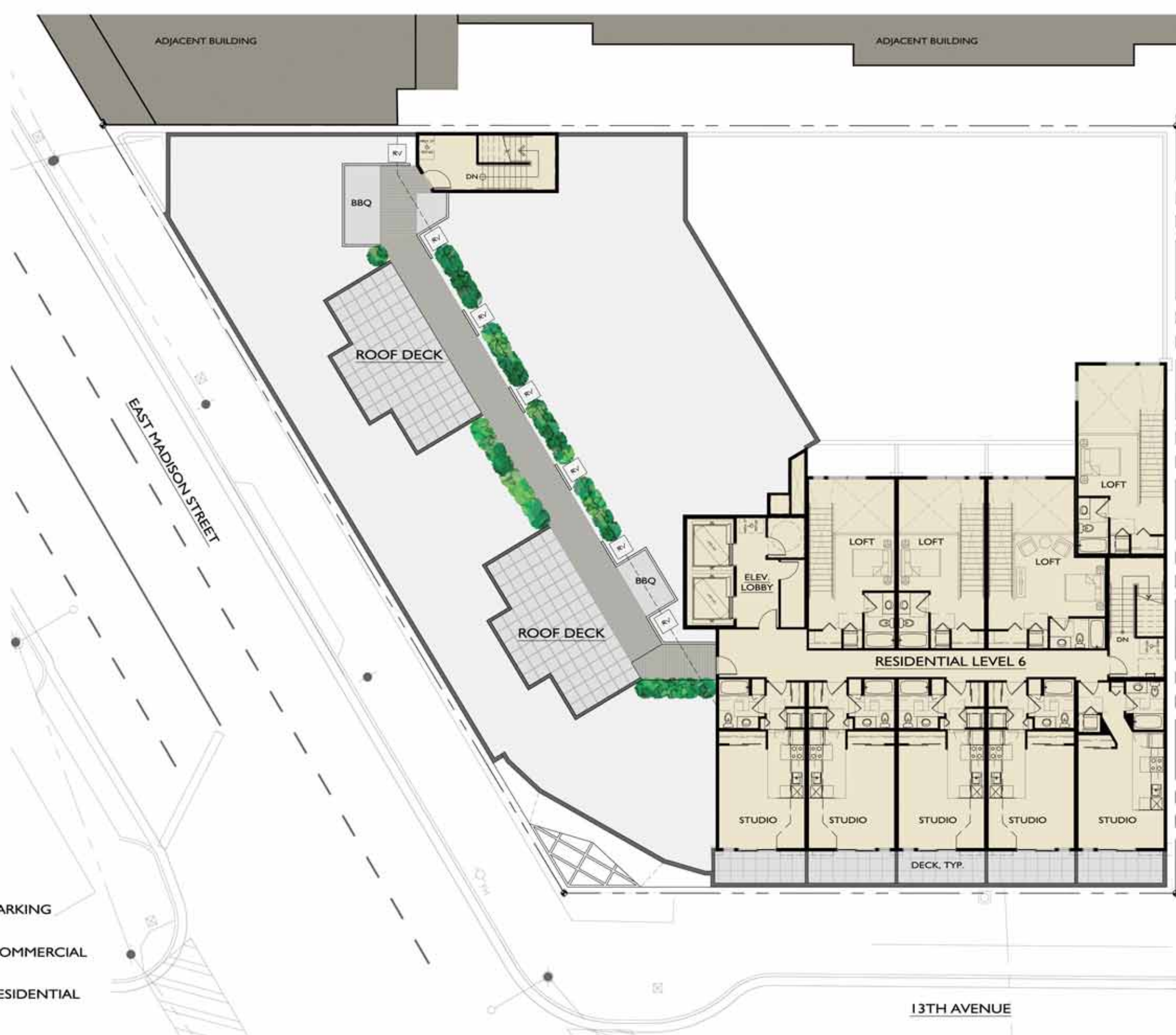
- PARKING
- COMMERCIAL
- RESIDENTIAL

08

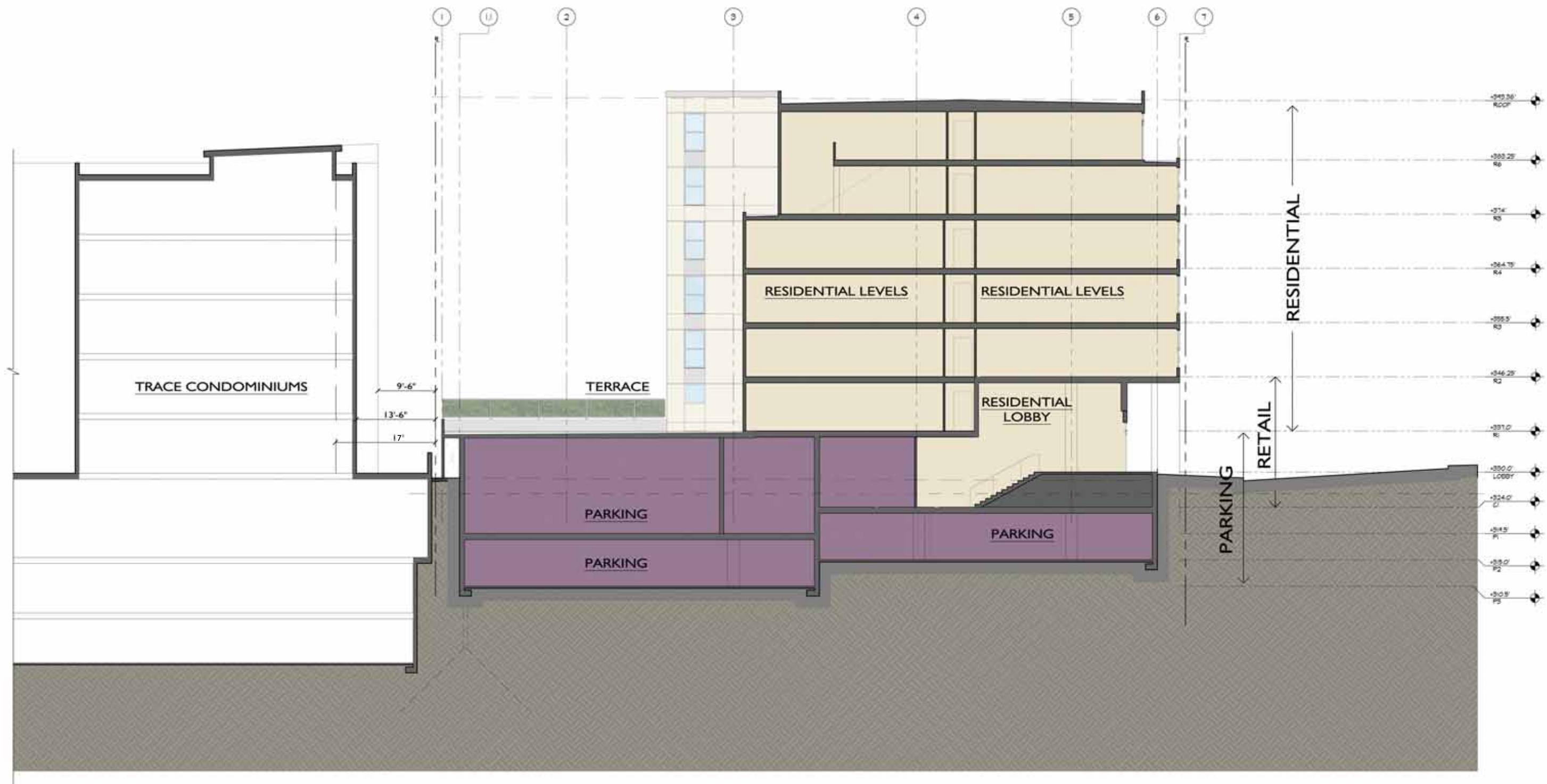
# RESIDENTIAL LEVEL 6- PARTIAL ROOF PLAN/ ROOF TERRACE



1222 EAST MADISON  
1222 EAST MADISON STREET, SEATTLE, WA  
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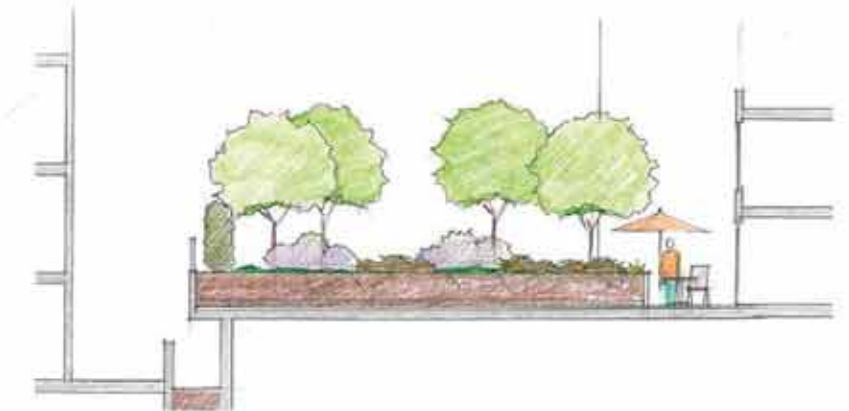








TERRACE LEVEL



SECTION AT TERRACE LEVEL COURTYARD

Brumbaugh & Associates

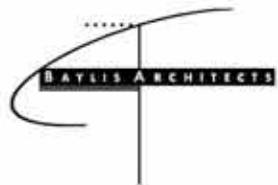
Landscape Architecture





Brumbaugh & Associates

LandscapeArchitecture



PLANT PALETTE

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SOUTH



EAST



BUILDING ELEVATIONS- SOUTH & EAST

1222 EAST MADISON  
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WEST ELEVATION



SOUTH PARTIAL ELEVATION



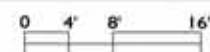
NORTH WEST PARTIAL ELEVATION



NORTH PARTIAL ELEVATION



BUILDING ELEVATIONS- RESIDENTIAL TERRACE



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VIEW OF COMMERCIAL ENTRY  
FROM 13TH AVENUE



VIEW OF COMMERCIAL ENTRY  
FROM EAST MADISON STREET



















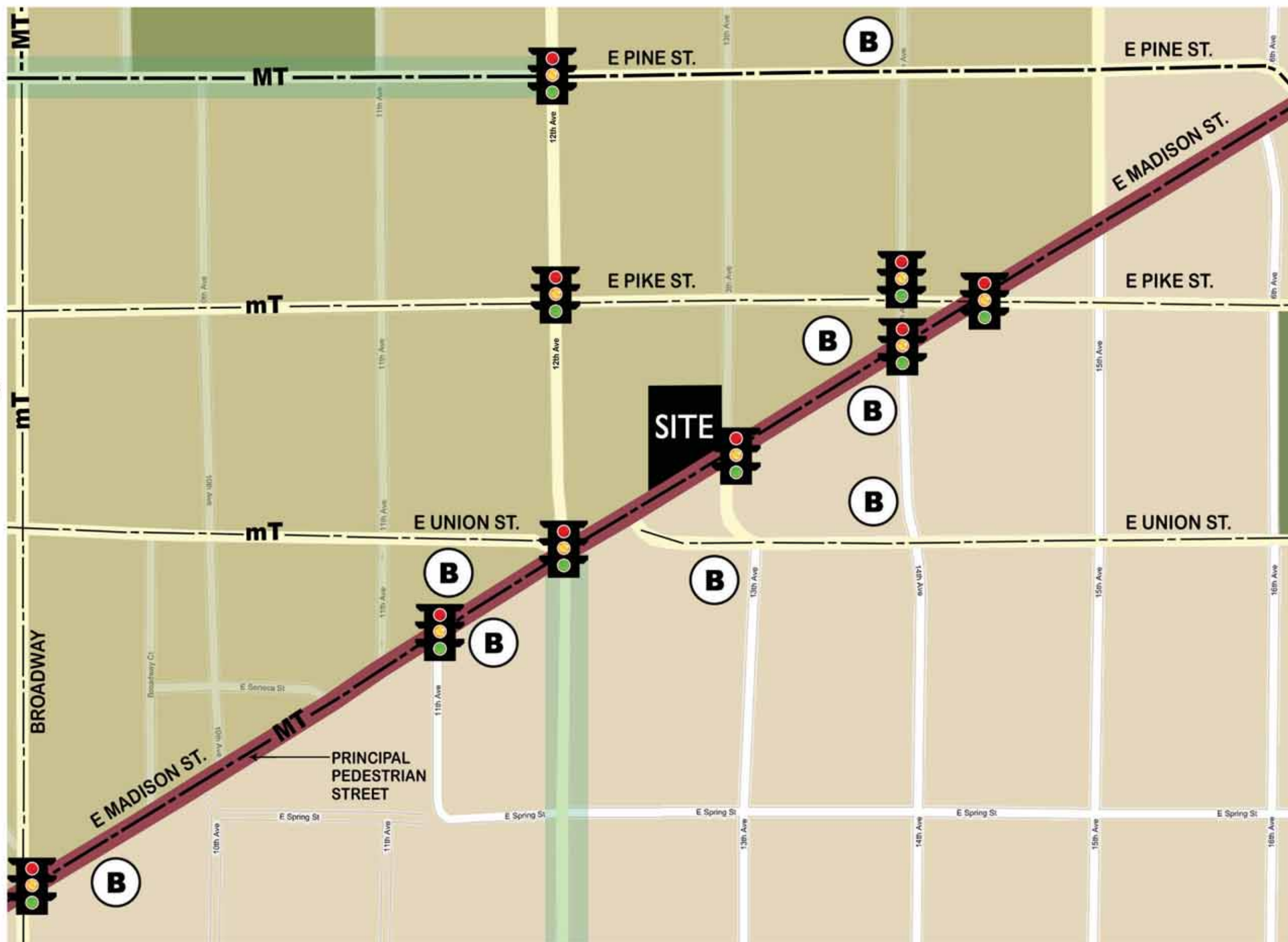
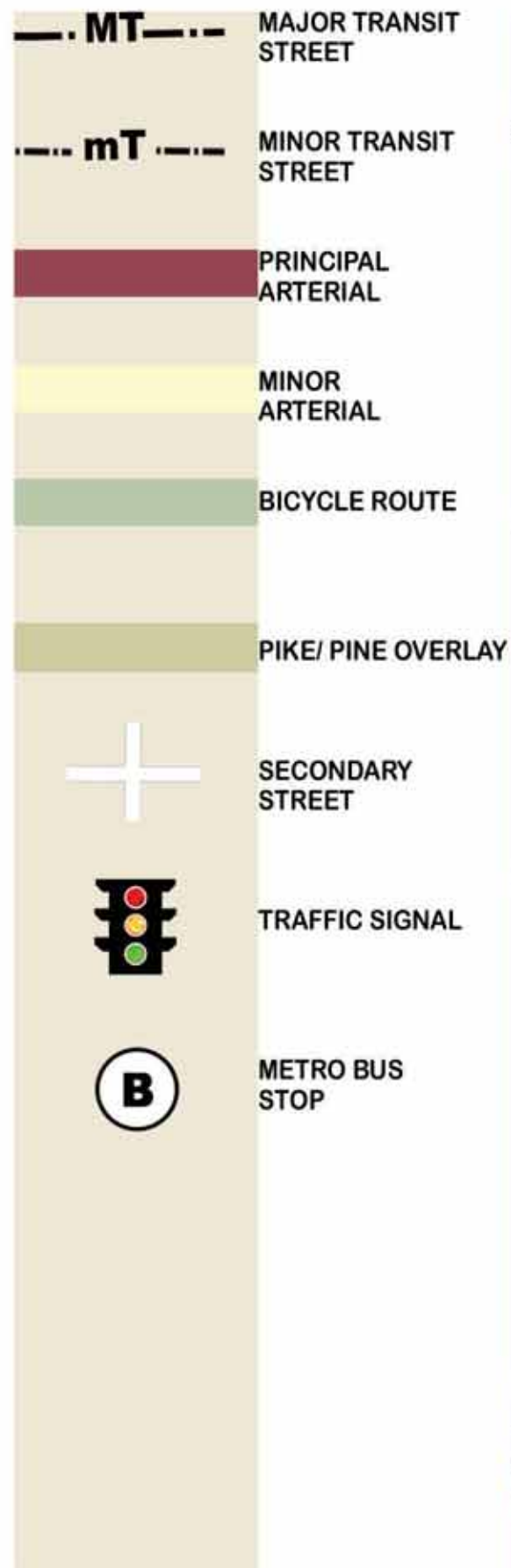


## APPENDIX

**1222 EAST MADISON**  
1222 EAST MADISON STREET, SEATTLE, WA  
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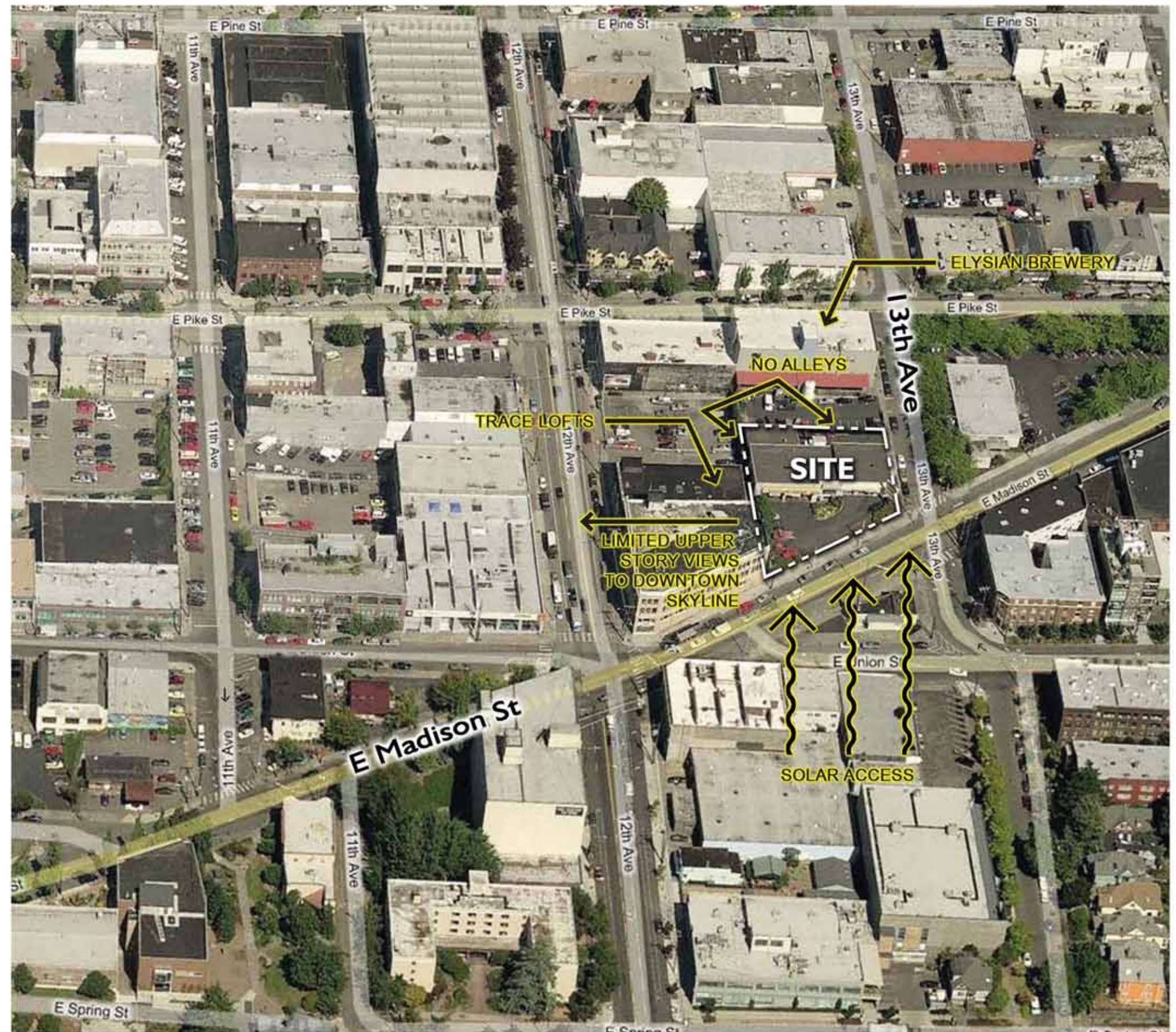


### Narrative of Contextual Design Cues:

The massing, street-level characteristics and materials of the existing Pike / Pine Neighborhood in general can inform the design of the proposed project in a number of ways. The proposed building can reinforce the pattern of architectural massing by creating strong street walls on both East Madison Street and 13th Avenue East. Street level commercial uses and pedestrian-scaled elements can reinforce the active commercial street life in the neighborhood and distinguished pedestrian entries can create a strong connection between the internal uses of the building and the exterior pedestrian environment. Masonry and other materials that reflect the light-industrial history of the area should be used.

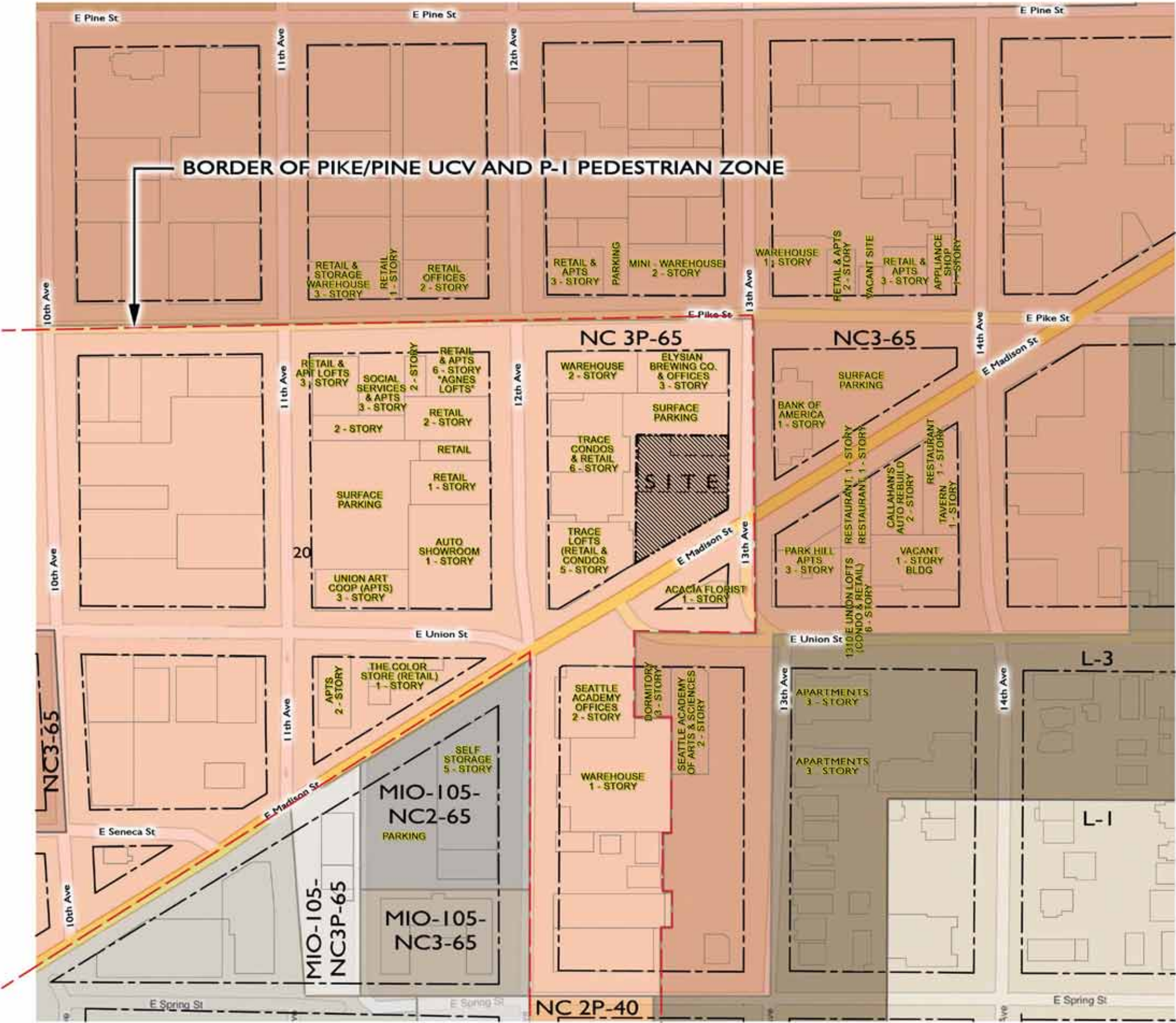
The site, in particular, suggests two more design opportunities. First, the site, at the northwest corner of the intersection of East Madison Street, a heavily-travelled principal arterial and 13th Avenue East, a quiet secondary street, presents two distinct edge conditions. The design of the east and south facades can reflect these two distinct conditions. Second, the building should reinforce the corner at the intersection of these two streets.

Finally, in addition to the existing urban forms, the esprit de corp of Capitol Hill can be a source of inspiration. It can inspire a building that is both avant-garde and incorporates sustainable materials and amenities.

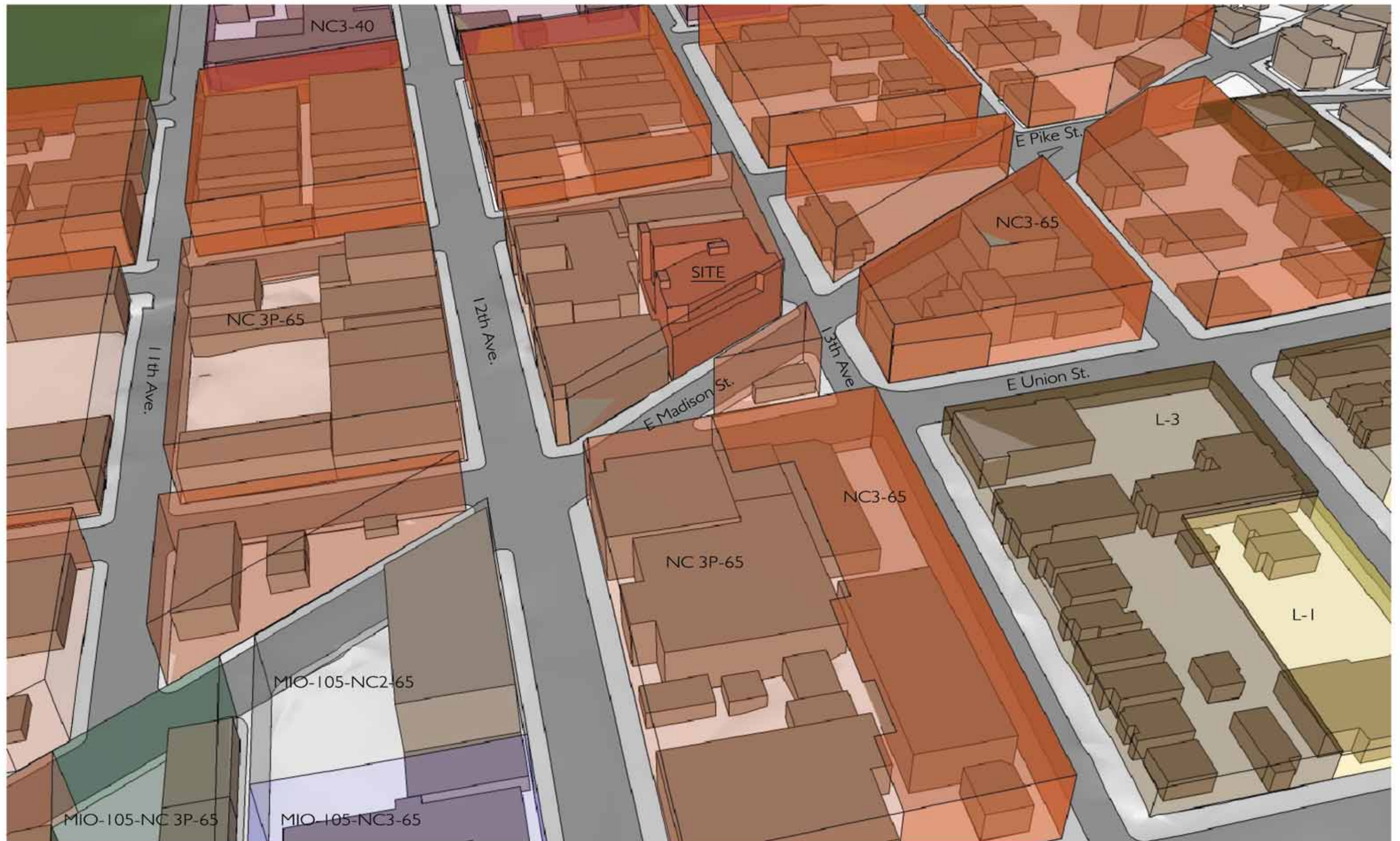




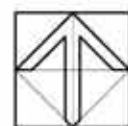
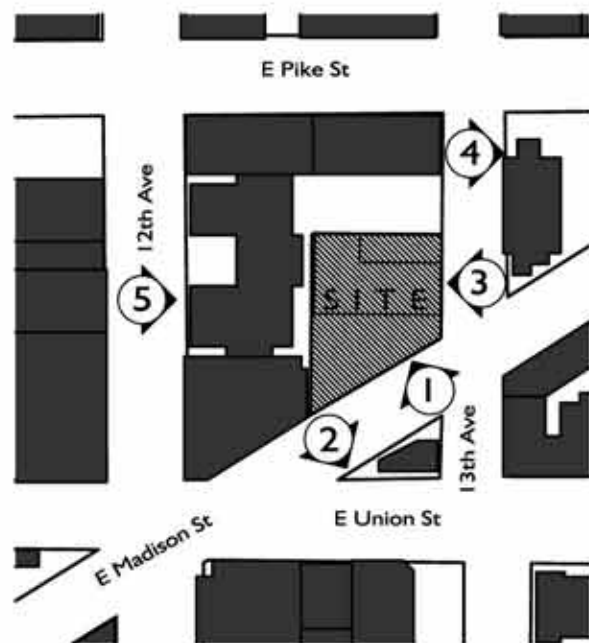
- APPLICABLE ZONING:
- NEIGHBORHOOD - COMMERCIAL 3 - 65 FT. HEIGHT LIMIT
  - PIKE/PINE URBAN CENTER VILLAGE
  - P-I PEDESTRIAN ZONE



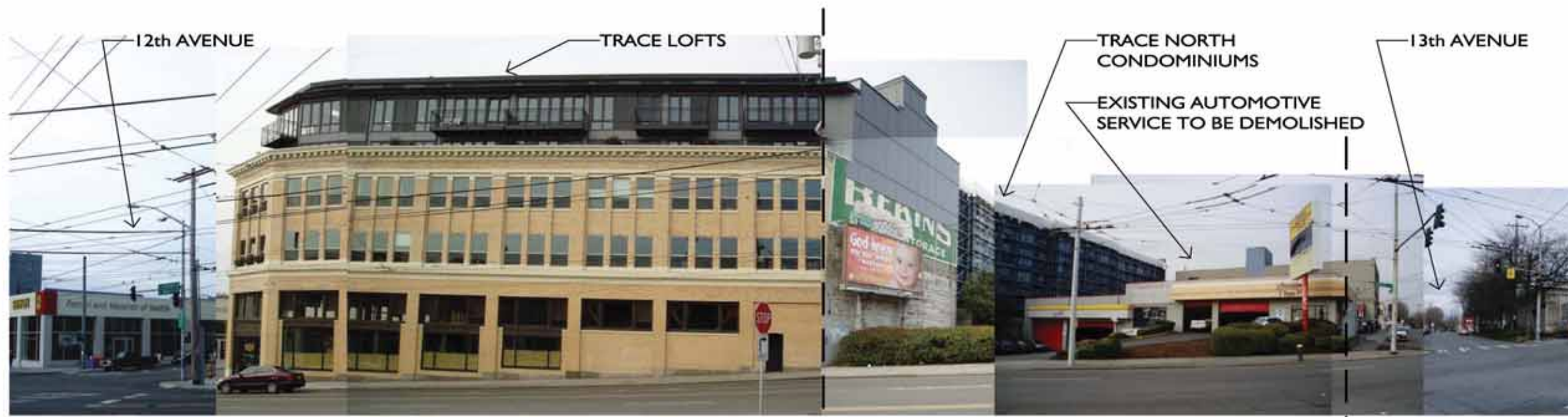




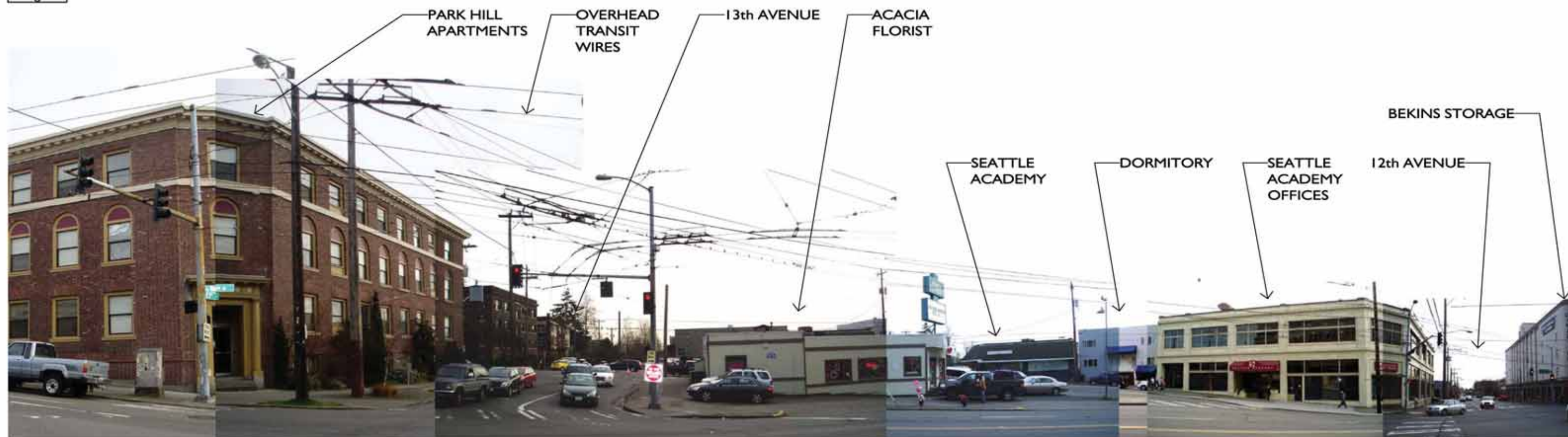




VICINITY MAP

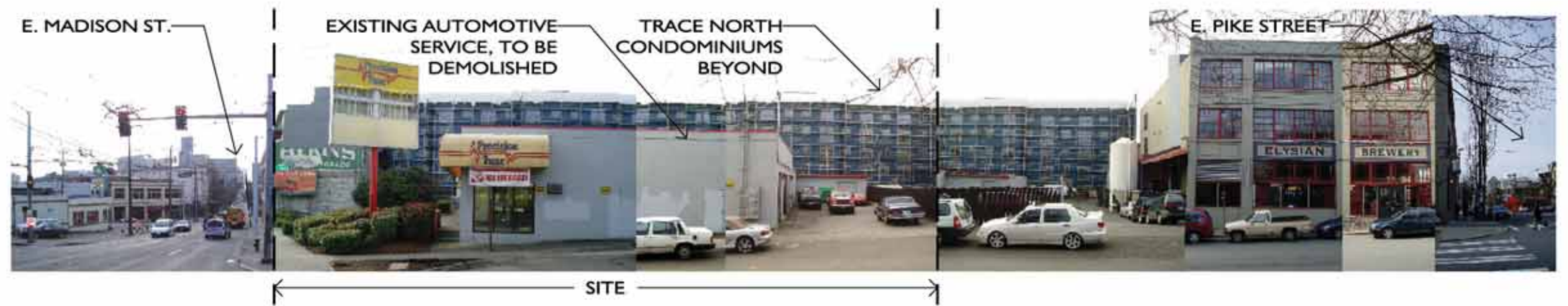
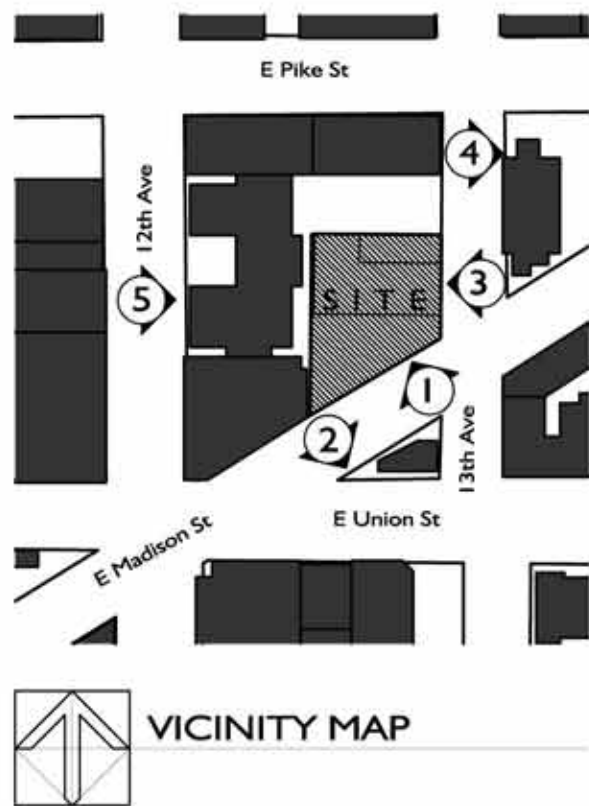


① - E MADISON STREET- LOOKING NORTH TOWARD SITE



② - E MADISON STREET- LOOKING SOUTH FROM THE SITE





③ - 13TH AVENUE- LOOKING WEST TOWARD THE SITE



④ - 13TH AVENUE- LOOKING EAST FROM THE SITE



⑤ - 12TH AVENUE- LOOKING EAST





#### A-2 STREETScape COMPATIBILITY

The streetscape design should complement the character of the historic auto-row warehouses in the Pike/Pine Neighborhood and in particular the adjacent buildings.

#### A-4 HUMAN ACTIVITY

Pedestrian-oriented street-level uses, safe and distinctive pedestrian entrances and street-level open space should enhance the vibrant commercial street life in the neighborhood.

#### A-10 CORNER LOTS

The design should reinforce the corner created by the intersection of East Madison Street and 13th Avenue East. Although this intersection is not a designated gateway, a pedestrian entrance should be incorporated at the corner.

#### B-1 HEIGHT, BULK AND SCALE

The proposed project should respect the bulk and scale of the Elysian Brewery and the Trace Lofts.

#### C-1 ARCHITECTURAL CONTEXT

The project should complement the character of the existing neighborhood and continue the prevalent massing through the design of street walls. The building should complement to Elysian to the north, a local landmark.

#### C-4 EXTERIOR FINISH MATERIALS

Exterior finish materials that complement the light industrial character of the Pike / Pine Neighborhood should be used. Brick, masonry or architectural concrete should be used at street level for consistency with the neighborhood.

#### D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES

Commercial entries and the entry to the residential lobby should be distinguished by the building form and architectural detailing.

#### D-7 PEDESTRIAN SAFETY

Pedestrian safety along East Madison Street, which is a heavily traveled primary arterial, can be enhanced through the use of a planting strip with street trees that separates the pedestrian environment from vehicular traffic. Recessed commercial entries and street level lighting can provide safe pedestrian areas.





### OPTION B (CODE- COMPLIANT)- PROS

1. CONTINUOUS COMMERCIAL USES ON THE E. MADISON ST. FRONTAGE AND A PORTION OF THE 13TH AVE. FRONTAGE.
2. SINGLE GARAGE ENTRY.
3. THE SETBACK FROM E. MADISON ST. AT THE UPPER TWO LEVELS CONTINUES THE PATTERN CREATED BY THE TRACE LOFTS TO THE WEST.
4. THE BUILDING FORM RESPONDS TO THE TOPOGRAPHY BY STEPPING DOWN FROM THE NORTHEAST TO THE SOUTHWEST.



### OPTION B (CODE- COMPLIANT)- CONS

1. THE CORNER IS EMPHASIZED LESS IN SCHEME B THAN IN SCHEMES A OR C.
2. ALL TRAFFIC RESULTING FROM VEHICLES ENTERING AND EXITING THE BUILDING WILL BE CONCENTRATED ON 13TH AVE.
3. THE UNITS FACING WEST WILL REDUCE THE PRIVACY OF THE RESIDENTS IN THE PROPOSED PROJECT AND IN THE TRACE CONDOS.



CONCEPTUAL ALTERNATIVES: OPTION B

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