

100 REPUBLICAN ST. - DPD PROJECT: #3005778



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Project Data: 100 Republican St. Proposed 65' Zone Analysis
Client: Burkheimer Family LLC
6/29/09
Description: mixed-use

1.0 PROJECT DATA

1.1 Location: 100 Republican St.
1.2 Site Area: 64,815 per survey
1.3 Zone: East Portion of Block = NC3-40
West Portion of Block = NC3P-40
Contract Re-Zone Proposed to 65'-0"
Seattle Amendments to the 2006 International Bldg. Code (IBC)
1.4 Building Code: Mixed Use
1.5 Proposed Use: Residential Bldg: Type V-A
Parking/ Comm: Type I

1.7 Occupancy Classification / Separations

Commercial	M	M	R-2	S-2
Residential	R-2	1	1	2
Parking	S-2	1	2	

1.8 Gross Floor Area:

Fir. Lev.	PKG (gsf)	VERT CIRC	LOBBY/ CORE/MECH	COMMER. (gsf)	exterior balcony	common amenity	RESID. (gsf)	TOTAL (gsf)	roof ctyds	compliant open spc
Level P1	48,965	680	1,025			1,340		52,010		
Level 1	22,315	1,205	7,060	17,725		2,195	5,460	55,960		
Level 2	21,210	1,205	1055				3,210	26,680		
Level 3		1,080	5,535			4,290	36,604	47,509	9,028	
Level 4		1,080	5,360			1,465	39,194	47,099		
Level 5		1,080	5,360			1,465	39,084	46,989		
Level 6		1,080	5,310			1,465	37,115	44,970		
Level 7		1,080	5,080			1,465	30,800	38,425	5,985	
Roof										
Subtotal	92,490	8,490	35,785	17,725	0	13,685	191,467	359,642	15,013	

average 191,467 / 275 = 696 gsf per unit average

1.9 Unit Distribution

Unit Distribution per floor **at feasibility/SD phase**

	TH	Studio	Open 1-BR	1 BR	1+DEN	2 BR	total
L1	10						10
L2							0
L3		6	21	16	4	5	52
L4		7	21	19	4	5	56
L5		7	21	19	4	5	56
L6		15	13	16	5	5	54
L7		17	9	13	6	2	47
	10	52	85	83	23	22	275

Unit Mix			
Unit Type	# Units	%	ave size
TH	10	3.6%	
Studio	52	18.9%	
Open 1-BR	85	30.9%	
1 BR	83	30.2%	
1+DEN	23	8.4%	
2 BR	22	8.0%	
Totals	275	100%	

Average Unit Size		
Res	# of Units	Avg. GSF
191,467	275	696

1.10 Project Metrics

Residential Area Efficiency	res. area	/	total floor area (at res. levels)	
	182,797	/	224,992	= 81.2%
Heated Area Efficiency	heated area	/	total floor area	
	258,662	/	359,642	= 71.9%
Parking Efficiency	parking area	/	number of stalls	
	92,490	/	288	= 321 sf/stall
Total gross rentable area (gsf)	residential	+	commercial	
	191,467	+	17,725	= 209,192

ZONING DATA

Current Zoning

West Site	NC3P-40
East Site	NC3-40

Proposed Zoning

West Site	NC3P-65
East Site	NC3-65

Zoning Overlays

Uptown Urban Center (both sites)
Pedestrian Designated Zone (West site)

Street Classifications

1st Avenue North:	Principal Arterial Major Transit Street "Main Street" in NCP Zone
Republic St. and Warren Ave N	No special classifications

Permitted Uses

SLUC 23.47A.004
Proposed uses are permitted including:
Drinking Establishments
Restaurants
Retail Sales and Service
Live / Work Units (except for maximum 20% frontage of West site)
Residential
See 23.47A.004 - Chart A for additional uses permitted

Street-Level Uses

SLUC 23.47A.005
Includes all uses mentioned above except max 20% residential on West site

Street-Level Development Standards

SLUC 23.47A.008
See SLUC 23.47A.008 for specific requirements

Structure Height

	SLUC 23.47A.012
Maximum height	65'

Floor Area Ratio

	SLUC 23.47A.013
Maximum FAR	4.75

Setback Requirements

	SLUC 23.47A.014
No setbacks required	
Maximum street-facing façade setbacks	10' unless approved
See SLUC 23.47A.016 for landscape setbacks and standards	

Landscape and Screening Standards

SLUC 23.47A.016	
Green area factor required	0.3
Street trees required per city standards	

Noise Standards

SLUC 23.47A.018
Where exterior Equipment is proposed a report from an acoustical report shall be prepared which addresses required mitigation to meet noise standards for the area.

Light and Glare Standards

SLUC 23.47A.022
Exterior lighting must be shielded.
See SLUC 23.47A.022 for other requirements.

Residential Amenity Areas

SLUC 23.47A.024
Minimum 5% of total gross floor area in residential use.
See SLUC 23.47A.024 for specific amenity area requirements

Solid Waste and Recyclable Materials Storage Space

SLUC 23.47A.024
See SLUC 23.47A.029 for area requirements

Parking location and Access

SLUC 23.47A.032
Access to parking must be from the alley if the lot abuts an alley. (departure required)
Parking may be located within 800' of the lot to which it is accessory.

Required Parking

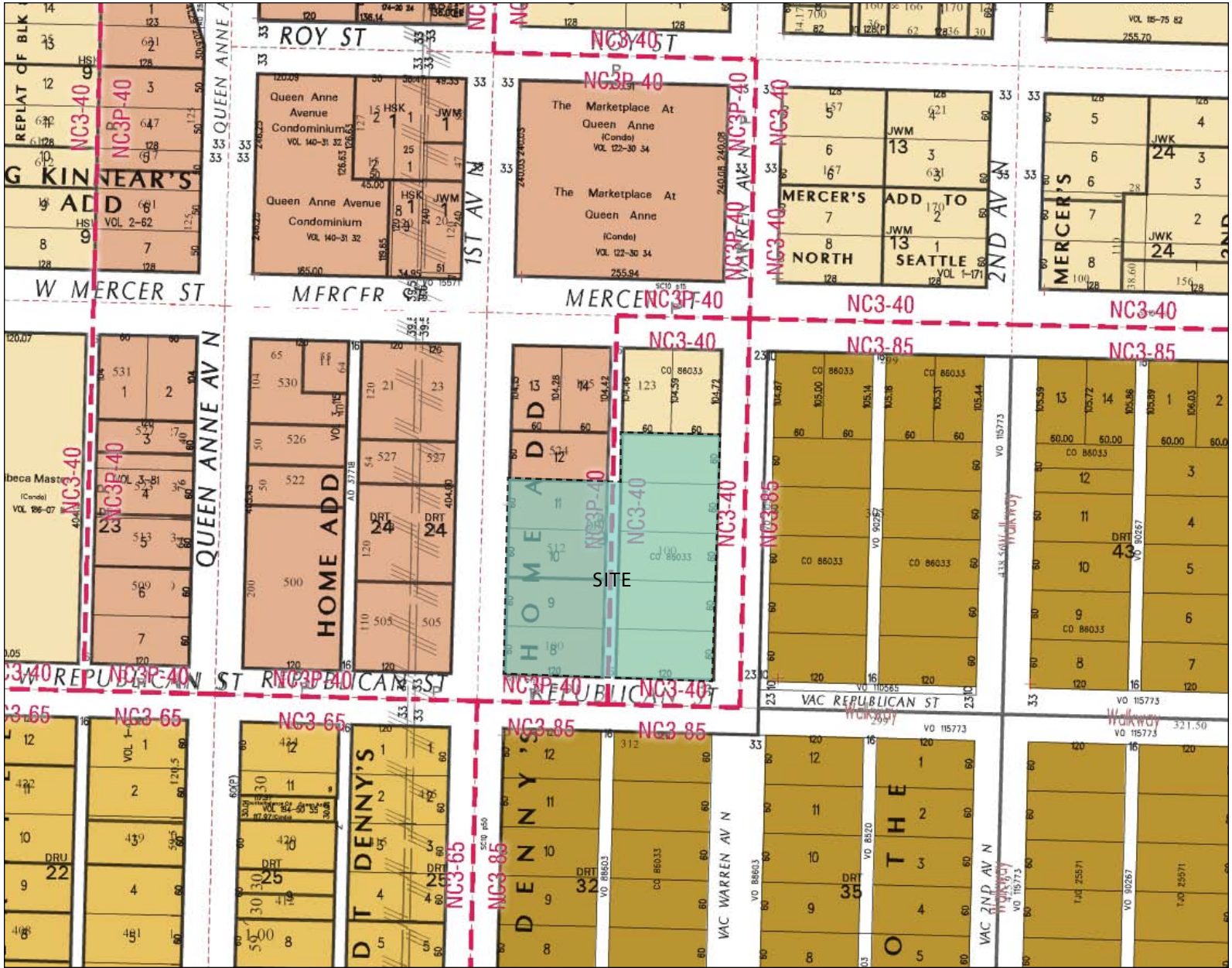
SLUC 23.47.015
No parking required in urban centers



VICINITY MAP

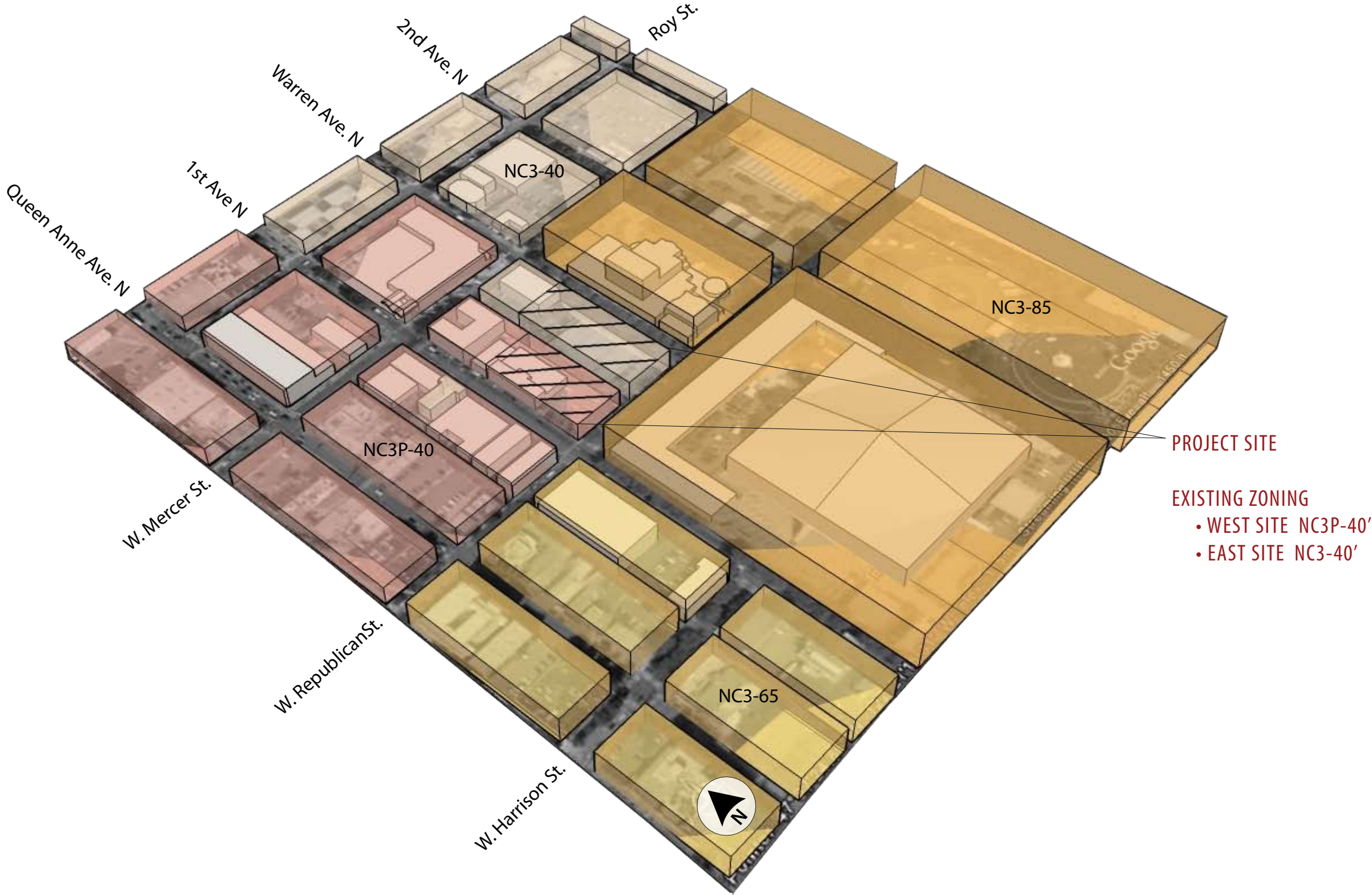


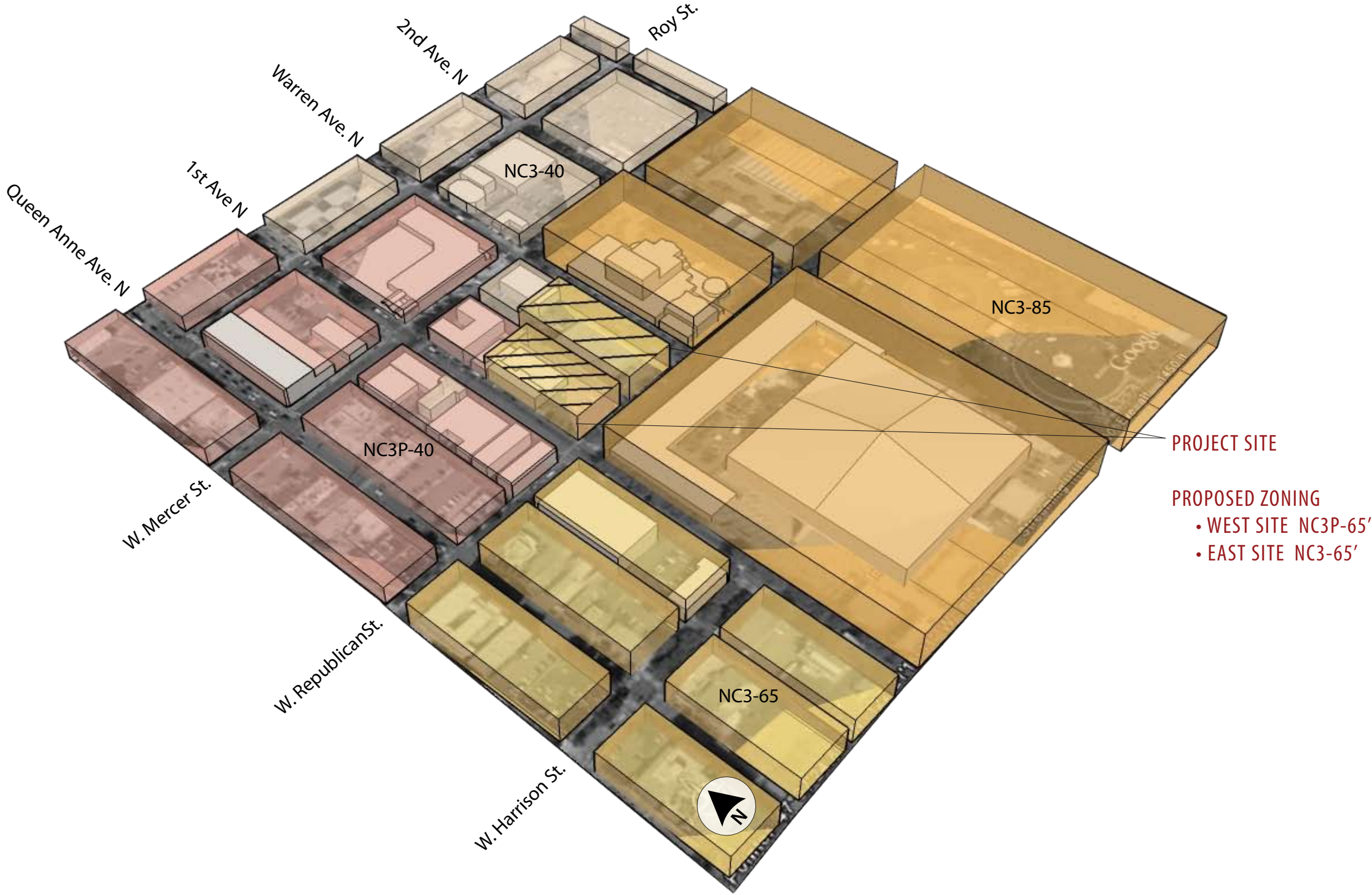
AERIAL PHOTO



- NC3-40
- NC3P-40
- NC3-65
- NC3-85
- SITE

ZONING MAP





SURROUNDING USES



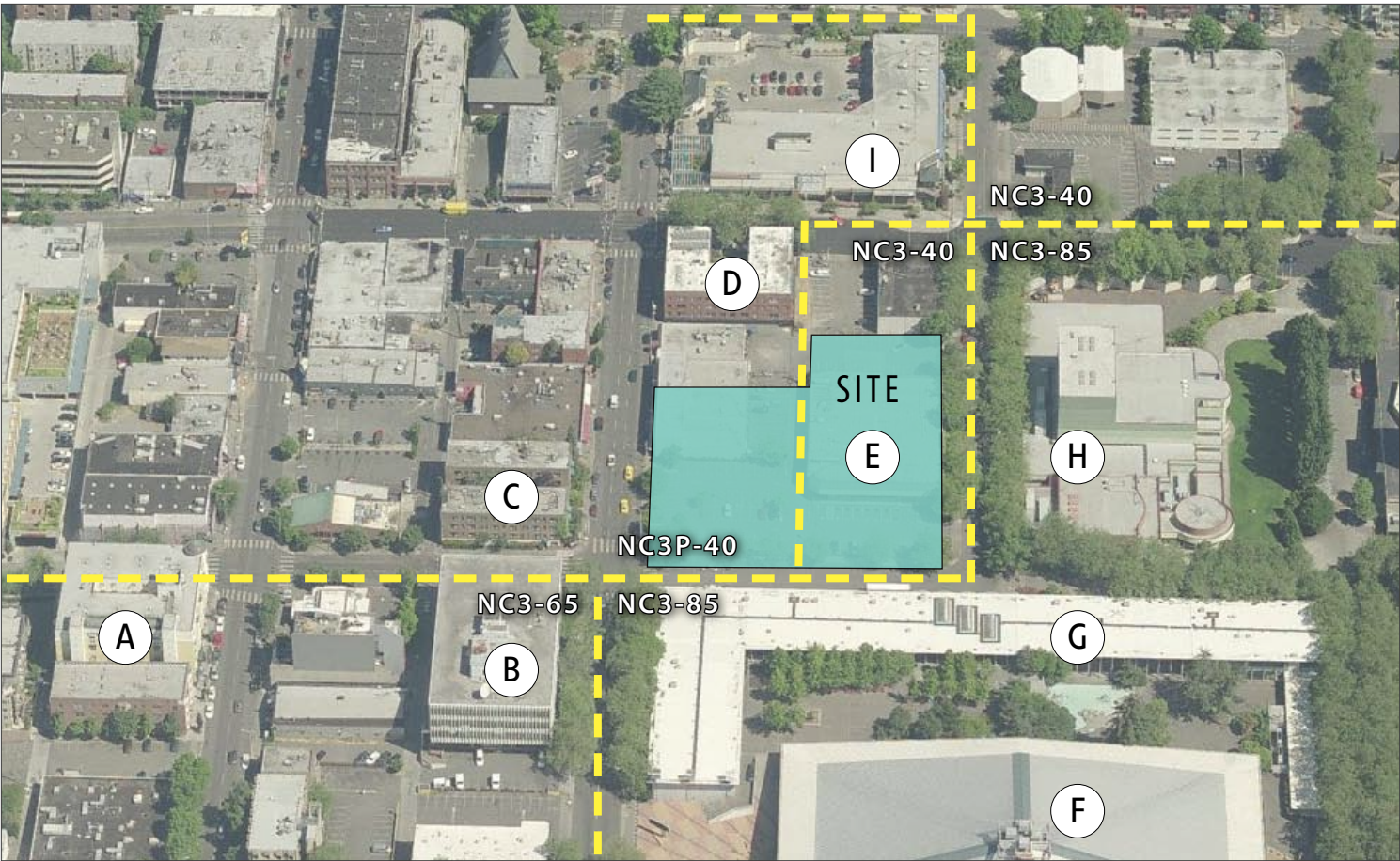
A Mixed-Use



B Post Office



C Hotel



I Grocery Store



H Seattle Repertory Theater / Seattle Center



D Apartment Building



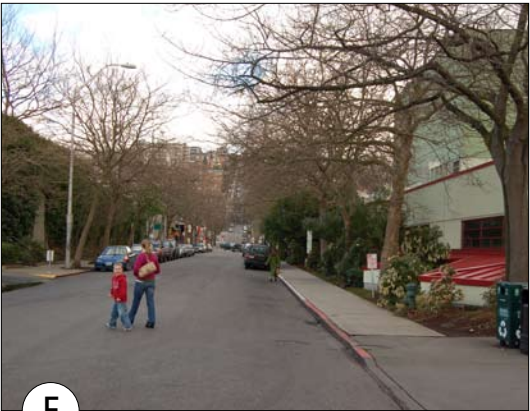
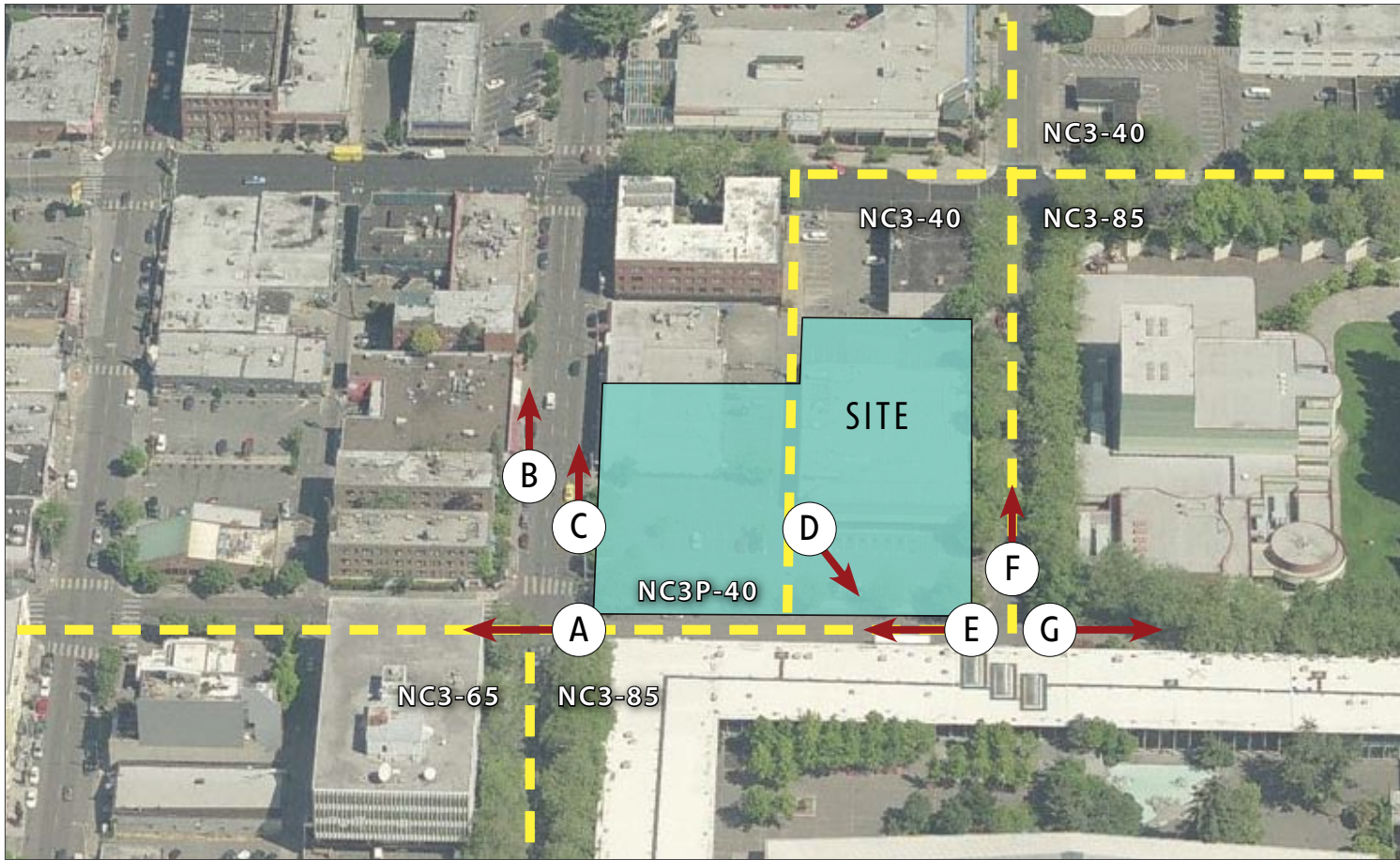
E SITE: Looking SE (toward site)



F Key Arena



G Northwest Rooms / Seattle Center



OPPOSITE PROJECT SITE



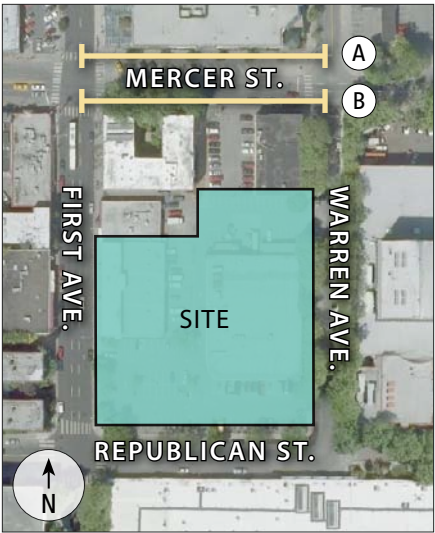
MERCER STREET - Looking North (away from site)

PROJECT SITE

(PROJECT SITE EXTENDS BEHIND BUILDING)



MERCER STREET - Looking South (toward site)



OPPOSITE PROJECT SITE

Ⓐ



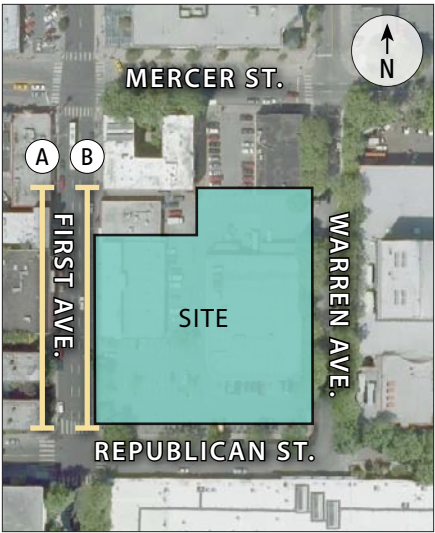
FIRST AVENUE - Looking West (away from site)

PROJECT SITE

Ⓑ



FIRST AVENUE - Looking East (toward site)



PROJECT SITE

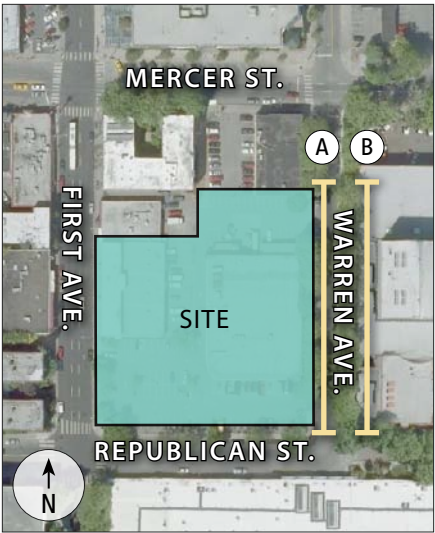


WARREN AVENUE - Looking West (toward site)

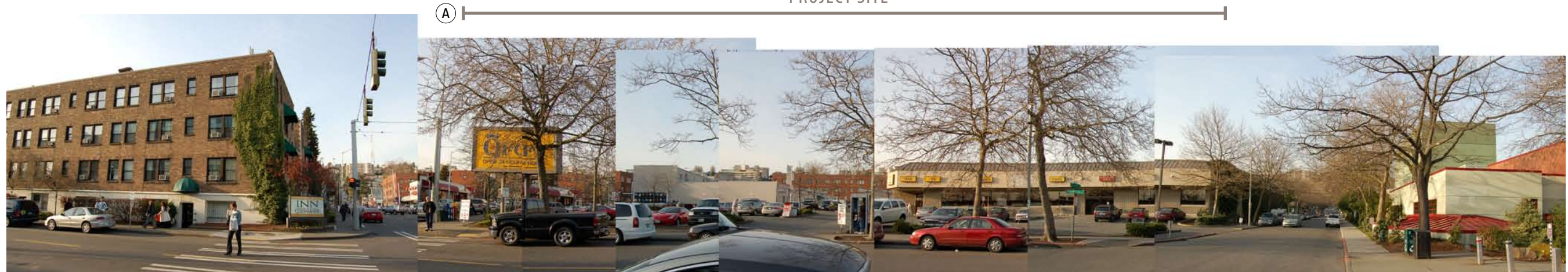
OPPOSITE PROJECT SITE



WARREN AVENUE - Looking East (away from site)



PROJECT SITE

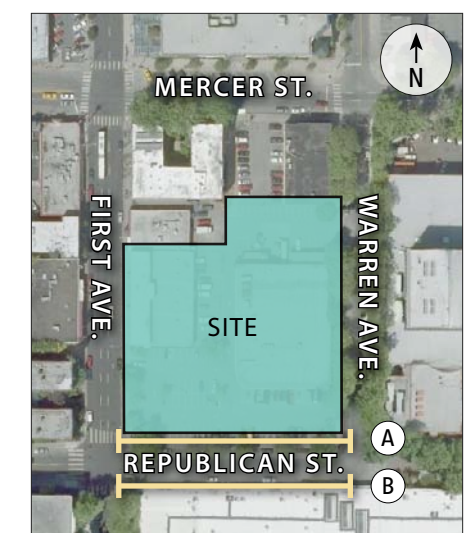


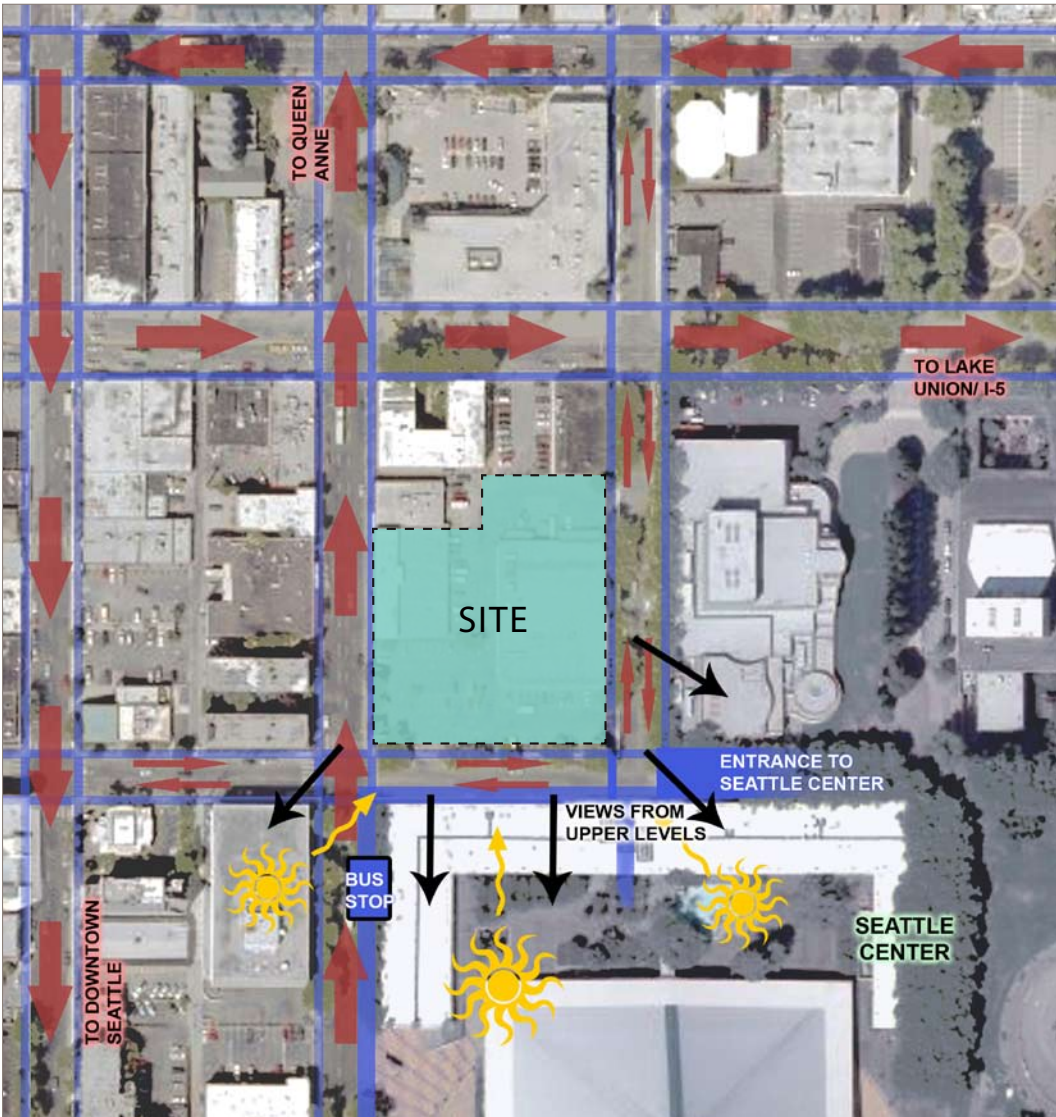
REPUBLICAN STREET - Looking North (toward site)

OPPOSITE PROJECT SITE



REPUBLICAN STREET - Looking South (away from site)





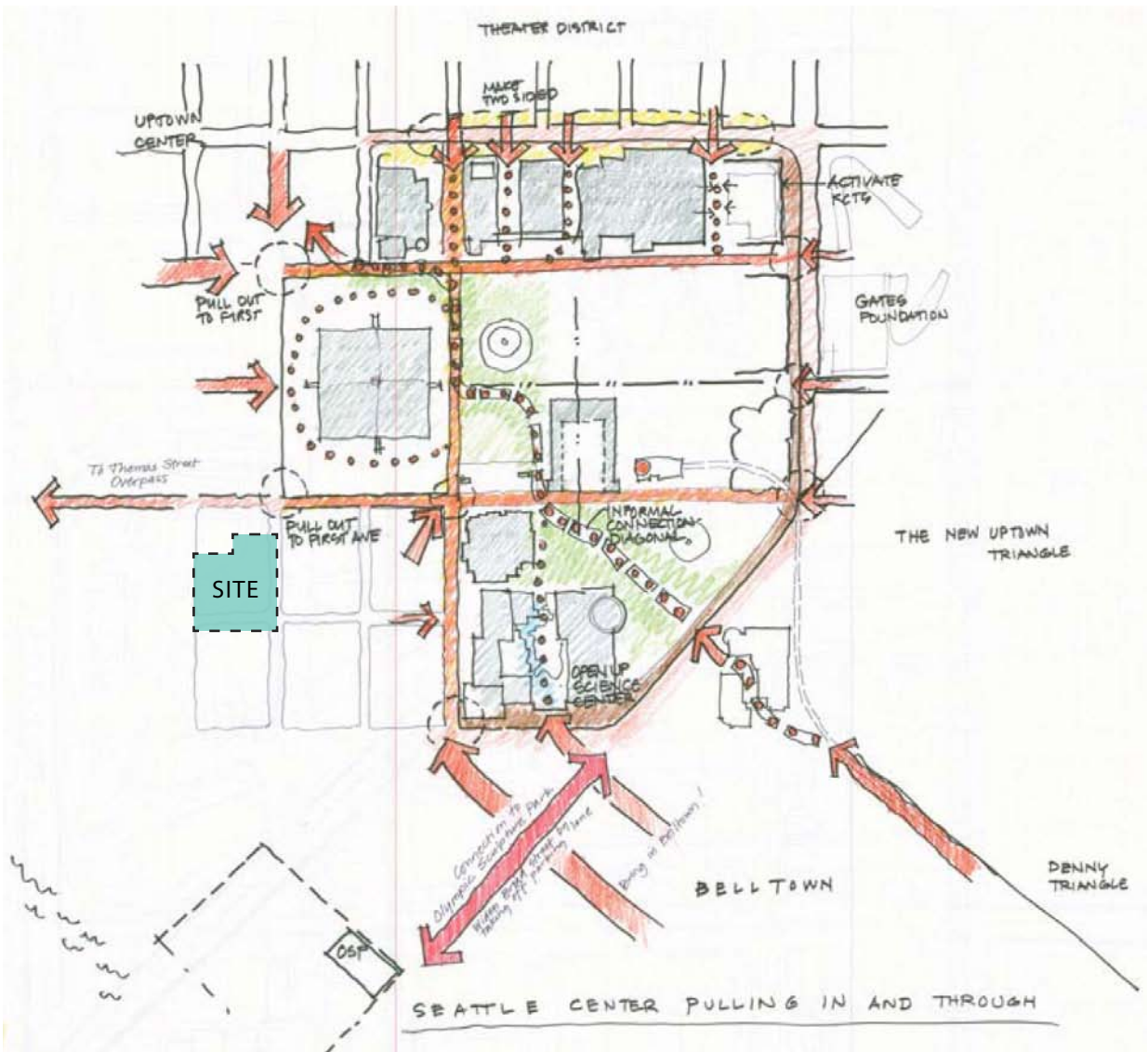
SITE ANALYSIS:

Heavy pedestrian traffic on Republican St. and First Ave. N support retail frontage.

Southeast corner of the project should respond to Seattle Center entrance.

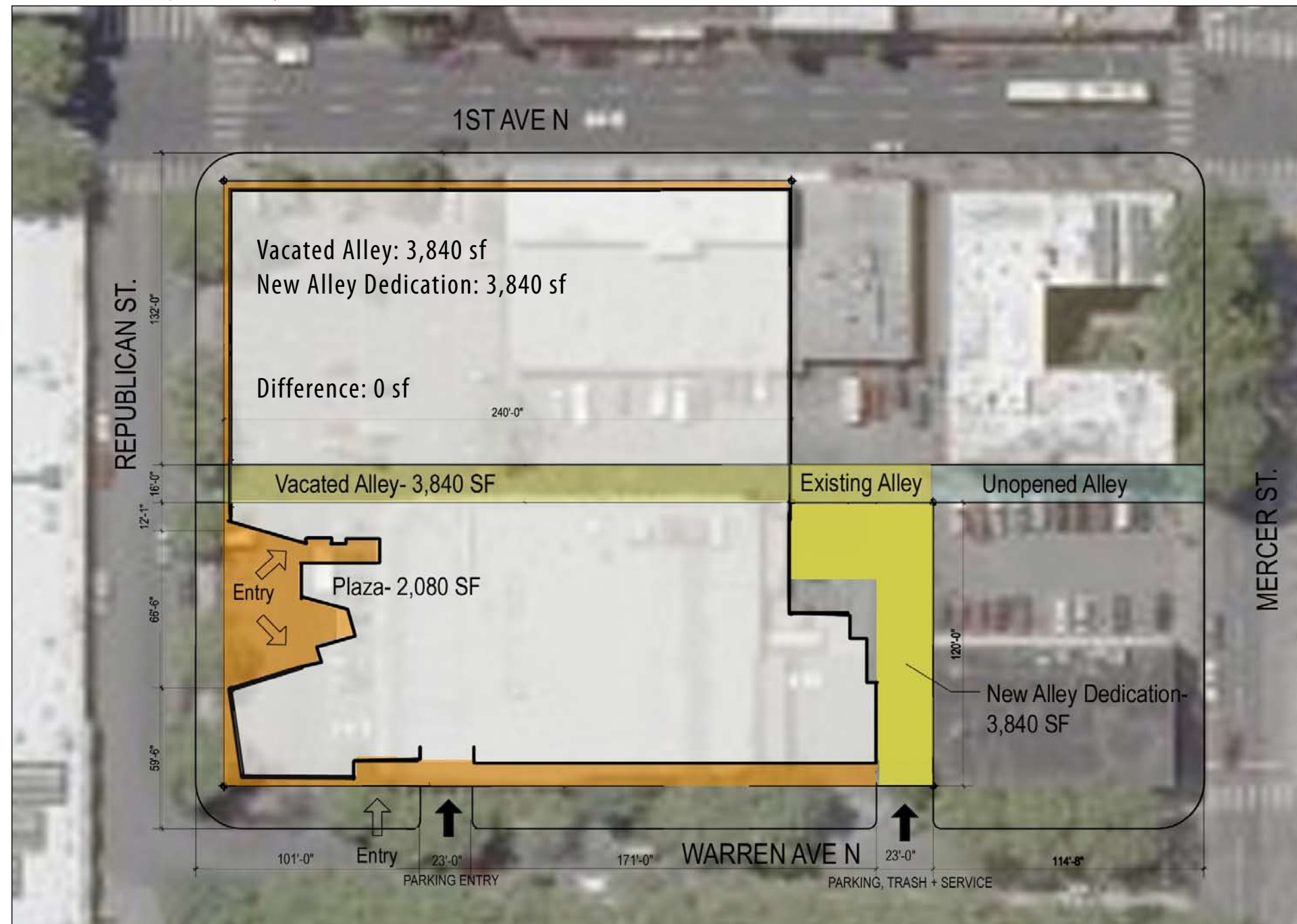
Light traffic and back-door relationship of adjacent Seattle Repertory Theater supports vehicular entry off Warren Ave. N.

Potential regional views from upper levels.



"Century 21 Circulation Diagram"

SITE PLAN - Proposed Alley Vacation



DEVELOPMENT STANDARD DEPARTURE Matrix

REQUIREMENT	REQUEST	APPLICANT’S JUSTIFICATION	RESPONSE TO DRB COMMENTS AT EDG2
Access to parking (SMC23.47A.032A1a) Access to parking must be from the alley when the site abuts a platted alley improved to SDOT standards.	Request access to at-grade retail parking from a curb cut on Warren Avenue N	Accessing all parking from alley will require additional square footage for maneuvering, reducing the amount of retail space. Locating the level 1 parking entry off of the alley would remove it from the commercial frontage, making it less likely to be used.	The commercial garage entry has been simplified to serve level 1 Commercial parking only, which is approx. 20% of the total parking provided on-site. Furthermore, the garage entry has shifted further south along Warren Ave to prevent disruption of the townhouse frontage and enhance pedestrian safety by separating it from the alley curb cut to the north. This shift to the south also enhances the commercial parking entry’s connection to the retail frontage along 1 st Ave and Republican.
Driveway Width (SMC23.54.030.F.2) The minimum width for a driveway serving residential parking is 22’-0” for two-way traffic.	Request 18’ driveway width to mezzanine (L2) level residential parking	Building frontage along the alley is limited. In order to add a second residential driveway per the DRB’s direction to access <u>all</u> residential parking off of the alley, a narrower drive is required. Given the limited number of residents parking at the mezzanine level this driveway appears to be the best location for a reduction in width.	Not proposed at EDG
Street Level Development Standards (SMC23.47A.008) The minimum floor to floor height for non-residential spaces at street level is 13’-0” floor to floor.	Request reduction in floor to floor height from 13’-0” to 11’-10” in the commercial units at the NW corner of the site.	Raising the podium level to accommodate the 13’-0” requirement would exacerbate the over height commercial spaces along the south elevation. The small scale of the commercial units along 1 st Ave W will not be compromised by a max 1’-2” reduction in height.	Not proposed at EDG
Parking Space Standards (SMC23.54.030.B) Commercial Parking must consist of min. 35% small stalls and min. 35% large stalls	Wave stall mix requirements for 35% small and 35% large vehicle stalls	The proposed parking mix provides fewer small stalls to insure an easy to use garage for a variety of vehicle types. The majority of the stalls are served by large parking aisles and match the large stall width of 8’-6” to further enhance ease of use. Reducing these generous stalls to a smaller size and deepening others to provide min. 35% large stalls would make the garage more difficult to use and will result in a reduction of retail SF.	Not proposed at EDG

Site Planning	
A-1 Responding to Site Characteristics <i>The siting of buildings should respond to specific site conditions and opportunities.</i>	<u>Applicant’s Response:</u> The design of the building varies along each of the three street frontages to respond to the various conditions and opportunities surrounding the site. The 1 st Ave N frontage is composed of a regular brick façade to fit into the neighborhood material context. The retail units at ground level are smaller and provide a cadence to reflect the existing development pattern in the area. The Republican Street frontage features a large open plaza surrounded by a variety of program elements to open up the retail, residential and parking components of the project to the NW entrance to the Seattle Center. The Warren Ave frontage is primarily residential to take advantage of the quiet nature of the street, including the large street trees.
3-2 Streetscape Compatibility <i>The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.</i>	<u>Applicant’s Response:</u> The building has been set back from the property line along all three frontages to provide more space to the surrounding right-of-ways. Along 1 st Ave N and Republican Street there is a min. 3’-0” setback to provide more pedestrian circulation space in front of the proposed retail frontages. The pedestrian plaza is located to relate directly to the NW entry of the Seattle Center. The townhouses along Warren Ave have been set back 10’-0” from the property line to provide more public-private transition space and allow room for a detention rain-garden between the residences and the sidewalk.
A-3 Entrances Visible from the Street <i>Entries should be clearly identifiable and visible from the street.</i>	<u>Applicant’s Response:</u> There are three types of entries to this project: retail entries, residential lobby entries and townhouse residential entries. All are clearly visible from the street and most are accented with prominent canopies to draw attention and provide overhead weather protection.

<p>A-4 Human Activity</p> <p><i>New development should be sited and designed to encourage human activity on the street.</i></p>	<p><u>Applicant's Response:</u></p> <p>As noted above, the building is setback along all three frontages to provide more space to the right of way and encourage pedestrian activity and life along the street. In addition to the setbacks the right of way design will include overhead weather protection, street trees, neighborhood specific pedestrian lighting, potted and hanging plants, bike racks and neighborhood banners to provide a rich sense of place to the streetscapes surrounding the site.</p>
<p>A-5 Respect for Adjacent Sites</p> <p><i>Buildings should respect adjacent properties by being located on their site to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.</i></p>	<p><u>Applicant's Response:</u></p> <p>There are few residences in the direct vicinity of the project site; it is bordered on the south and east by the Seattle Center and the buildings west of the site along 1st Ave are primarily commercial in nature. The residential apartment building north of the site will benefit from the proposed alley orientation as this scheme provides less density and more open space near their site.</p>
<p>A-6 Transition between Residence and Street</p> <p><i>For residential projects, the space between the building and the sidewalk should provide security and privacy for the residents and encourage social interaction among residents and neighbors.</i></p>	<p><u>Applicant's Response:</u></p> <p>A great deal of thought has gone into the design of the space between the sidewalk along Warren Ave and the town houses. The 10'-0" setback has been broken into a series of experiences that transition from a shared public use at the property line to a private experience at the unit entries. Where the setback meets the right of way a rain garden provides a natural means of onsite water detention. The resulting depression acts as a natural barrier between the sidewalk and the residential patios. Lush plantings berm up against the building wall, providing light screening in front of the residential windows and contributing color and lushness to the pedestrian experience. Finally, the town house entries are set in pairs to create a semi-shared experience at the entry patios and encourage social interaction between neighbors.</p>
<p>A-8 Parking and Vehicle Access</p> <p><i>Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.</i></p>	<p><u>Applicant's Response:</u></p> <p>The gross majority of on-site parking is accessed via the new Alley. There is now one proposed curb cut along Warren Ave to serve the grade-level parking garage, which compromises 20% of the onsite parking. This drive entrance has been moved further south along Warren Ave to separate it from the alley at the north, thereby providing a safer pedestrian environment.</p>

<p>10-10 Corner Lots</p> <p><i>Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.</i></p> <ol style="list-style-type: none">1. The Board generally agreed that preferred Concept 3 was preferable to the others as it respects the sites to the north by stepping down and the large plaza relates well to Seattle Center.2. The Board appreciated the focus on the provision of continuous retail on 1st Avenue North around to Republican providing a clear organization of the program. A retail entrance at the corner of 1st Avenue N and Republican would provide and visual anchor to that corner.3. The Board expressed concern about the relatively narrow opening at the proposed plaza design and some questioned locating all residential entries here. The applicant was asked to provide sun/shadowing studies for the plaza and courtyard areas for the next meeting.4. Most Board members agreed with the approach of a plaza being the focal point of activity. Though most agreed that the proposed entry locations on 1st Avenue N compromised the continuous retail design, the applicant was asked to consider another residential entry point.5. The applicant was directed to provide sections drawings in two or three areas showing the relationship of the building to adjacent properties to determine the impact of the increased height on neighboring sites. The Board declined to set a prescriptive setback (e.g., 25 feet) preferring to see section studies with various setbacks.6. The Board expressed general discomfort with the location of the second curb cut (in addition to the alley access) on Warren Avenue N citing potential excessive disruption of pedestrian traffic, isolation of three proposed townhouse units between two curb cuts and lack of distance between the vehicle access points. The design should be refined to either combine the access points on Warren Avenue N or consolidate the access from the alley.7. The Board also expressed concern that alley access, loading dock and turnaround space	<p><u>Applicant's Response:</u></p> <ol style="list-style-type: none">1. The design has proceeded with Concept 3 per EDG direction.2. The continuous retail frontage along 1st Ave N remains as directed. The retail unit at the SW corner of the site has a high level of transparency and the canopy wraps the corner to provide a visual anchor to that corner.3. Sun/shadowing studies will be provided as requested.4. A third residential entry point along 1st Ave N was considered but rejected due to security conflicts associated with an un-manned lobby remote from the leasing office and primary lobby at the plaza. Furthermore, 1st Ave N is a pedestrian zone; per the zoning code the frontage in this area should cater primarily to retail activity, residential use is limited to promote a commercial presence and life on the street.5. Section Drawings will be provided at the recommendation meeting.6. The curb cut has been shifted to the south as described above. This allows all 10 town house units to be ganged together in a continuous street frontage per DRB direction.7. The openness of the alley has been improved since the time of the EDG proposal. Alley access diagrams will be provided as requested.8. The 8'-0" setback has been increased to 10'-0" to meet code requirements. No departure is requested at this time.
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K. Height, Bulk + Scale	
<p>B-1 Height, Bulk, and Scale Compatibility.</p> <p><i>Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by , less-intensive zones.</i></p> <ul style="list-style-type: none">The Board agreed that since this is a contract rezone, the design of the structure should not maximize the massing. The Board appreciated the proposed stepping down of the building massing on the north and looks forward to seeing section drawings to help depict the impact of the mass in relation to the neighbors. In a presentation of sample perspective drawings the Board preferred detailing that echoed the 40-foot height limit to the north. They especially liked the three dimensional massing model that illustrated the buildings forms at each height and how it informs the eventual refined design.	<p><u>Applicant's Reponse:</u></p> <p>Per previous direction the design has continued to include a massing step down to the north along 1st Ave N. As noted above, section drawings will be provided to further describe this condition.</p>

C. Architectural Elements and Materials	
<p>C-1 Architectural Context</p> <p><i>New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.</i></p>	<p><u>Applicant's Reponse:</u></p> <p>The building reflects the scale and context of the surrounding neighborhood by using brick to reference the historical buildings in the vicinity. The proposed detailing of the brick picks up on the scale and quality of the older buildings, but is handled in a clean, contemporary language to avoid being literally referential to its context.</p>

<p>C-2 Architectural Concept and Consistency.</p> <ul style="list-style-type: none"><i>Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.</i><i>Buildings should exhibit form and features identifying the functions within the building.</i>	<p><u>Applicant's Reponse:</u></p> <p>There is a clear overall architectural concept to the project. The building masses along 1st Ave N and Warren Ave are regular, balanced, and reflect the scale and materials of the neighborhood context. Along Republican Street the architectural form changes to reference the mid-century modernism of the Seattle Center. The material palette and colors also change to enhance this notion. The livelier color palette surrounds the plaza which is oriented to the NW entry to the Seattle Center.</p>
<p>C-3 Human Scale.</p> <p><i>The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.</i></p>	<p><u>Applicant's Response:</u></p> <p>The rhythm of the shops along 1st Avenue and Republican Street reflects the small-scale retail that exist in the current neighborhood context. This rhythm, combined with the streetscape features mentioned above (such as pedestrian lighting, planting, overhead protection, etc.) work together to provide a comfortable pedestrian environment.</p>
<p>C-4 Exterior Finish Materials</p> <p><i>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.</i></p>	<p><u>Applicant's Response:</u></p> <p>The proposed material palette includes brick, glass, and cast-in-place concrete at grade level. Fibercement board and metal panel are proposed for the upper stories of the project. A material board will be presented at the Recommendation Meeting.</p>
<p>C-5 Structured Parking Entrances.</p> <p><i>The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.</i></p> <ul style="list-style-type: none">The board agreed that the design should relate to nearby buildings but not be too nostalgic. They also cautioned against designing excessively busy elevations. They referred back to the desirable image presented in simple massing model and its relative building elements.See discussion above regarding residential and commercial vehicle access.	<p><u>Applicant's Response:</u></p> <p>As noted above, the scale and materials of the building reference the surrounding context but feature modern detailing to avoid unnecessary nostalgia and provide a clean, contemporary look to the project.</p> <p>The garage entrance has been located near the south end of Warren Ave to provide a logical break between the townhouse units and the more active commercial and lobby entry to the south.</p>

D. Pedestrian Environment	
<p>D-1 Pedestrian Open Spaces and Entrances.</p> <p><i>Provide convenient, attractive and protected pedestrian entries.</i></p>	<p><u>Applicant's Response:</u></p> <p>As noted above, the pedestrian entries to the commercial units, lobby entries and townhouse entries are all clearly visible from the street and feature overhead weather protection.</p>
<p>D-8 Treatment of alleys</p> <p><i>The design of alley entrances should enhance the pedestrians' street front.</i></p> <ul style="list-style-type: none">The Board expressed concern that the proposed location of the trash and recycling receptacles at the rear of the building is adequate to serve all the retail and residential uses and include loading facilities.	<p><u>Applicant's Reponse:</u></p> <p>As noted in the zoning correction provided in response to our MUP submittal, separate residential and commercial trash rooms are not required for this project and the rooms provided exceed code requirements. As identified in the correction notice, the proposed size of the building requires one 550 SF trash room. The project proposes to provide two trash rooms off of the alley; one that is 530 SF and a second which is 380 SF. It is anticipated that commercial loading will occur in tandem with the smaller, 'commercial' trash area. A recessed entry has been provided in the vicinity for this purpose.</p>

E. Landscaping	
<p>E-2 Landscaping to Enhance the Building and/or Site.</p> <p><i>Landscaping, including living plants, special pavement, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.</i></p> <ul style="list-style-type: none">The Board is looking forward to a detailed landscape design that incorporates the Green Factor into the design.	<p><u>Applicant's Reponse:</u></p> <p>As shown in the MUP submittal the Green Factor requirement have been met at the ground level and the podium (3rd floor residential courtyard). It is anticipated that additional green elements will be used to enhance the level 7 roof decks but their components are not required to meet the zoning requirements.</p>

WEST ELEVATION

A-1, A-2, A-5, B-1, C-1, C-3

Building mass steps down at north end of Republican to relate to adjacent 40'- 0" zone.

A-5, C-4,

The upper stories feature large expanses of glass & are clad in light reflective metal to allow the higher portions of the building 'fade away' above the brick base.

A-10

A multi story blade sign accentuates the corner condition.



A-1, A-2, A-3, C-1, C-3

Widths of retail storefronts mimic the existing small scale commercial pattern of the neighborhood context.

A-1, A-2, B-1, E-2

A voluntary 3'-0" setback from the property line along 1st Ave. N provides a more gracious public way.

A-2, A-3, C-2, C-3, C-4, E-2

New street trees, overhead protection, neighborhood specific lighting, bike racks & plantings all contribute to a rich streetscape environment. Storefront fenestration material and pattern are illustrative in nature, final design to be determined with specific tenant.

C-1, C-2, C-4

Brick cladding, well defined windows and classic proportions at the lower levels reference the older brick buildings common to the local architectural context.

A-10, C-2, C-4

Brick piers extend to the sidewalk, grounding the mass of the building & providing a strong corner element.



B-1, C-3

The building steps down at the SE corner to lower the scale of the building surrounding the plaza and further enhance the connection to Seattle Center.

A-1, A-2, A-3, A-8, C-5

The structured parking entrance along Warren Ave. has been located between the primary residential lobby entrance & the row of townhouse units to the North, thereby providing a logical break in the facade & streetscape between the more public / commercial components of the site & the quiet residential nature of Warren Ave. N.

A-5, C-4

The upper stories feature large expanses of glass & are clad in light reflective metal to allow the upper floors to 'fade away' above the brick base.



A-1, A-2, A-10, C-2, C-3, C-4

The building angles back at the SE corner to provide more open space at the sidewalk & open the building up to the Seattle Center NW entrance. Tall storefront windows further enhance this sense of openings & welcome the pedestrian towards the public plaza. Storefront fenestration material and pattern are illustrative in nature, final design to be determined with specific tenant.

C-1, C-2, C-4

Brick cladding, well defined window openings and classic proportions at the lower levels reference the older brick buildings common to the local architectural context.

A-1, A-2, A-3, A-6, C-3, E-2

A 10'-0" setback from the property line coupled with lush landscaping, large street tree preservation, stormwater detention displays and private entry patios with overhead protection work together to provide a safe & comfortable transition between the residences to the street.



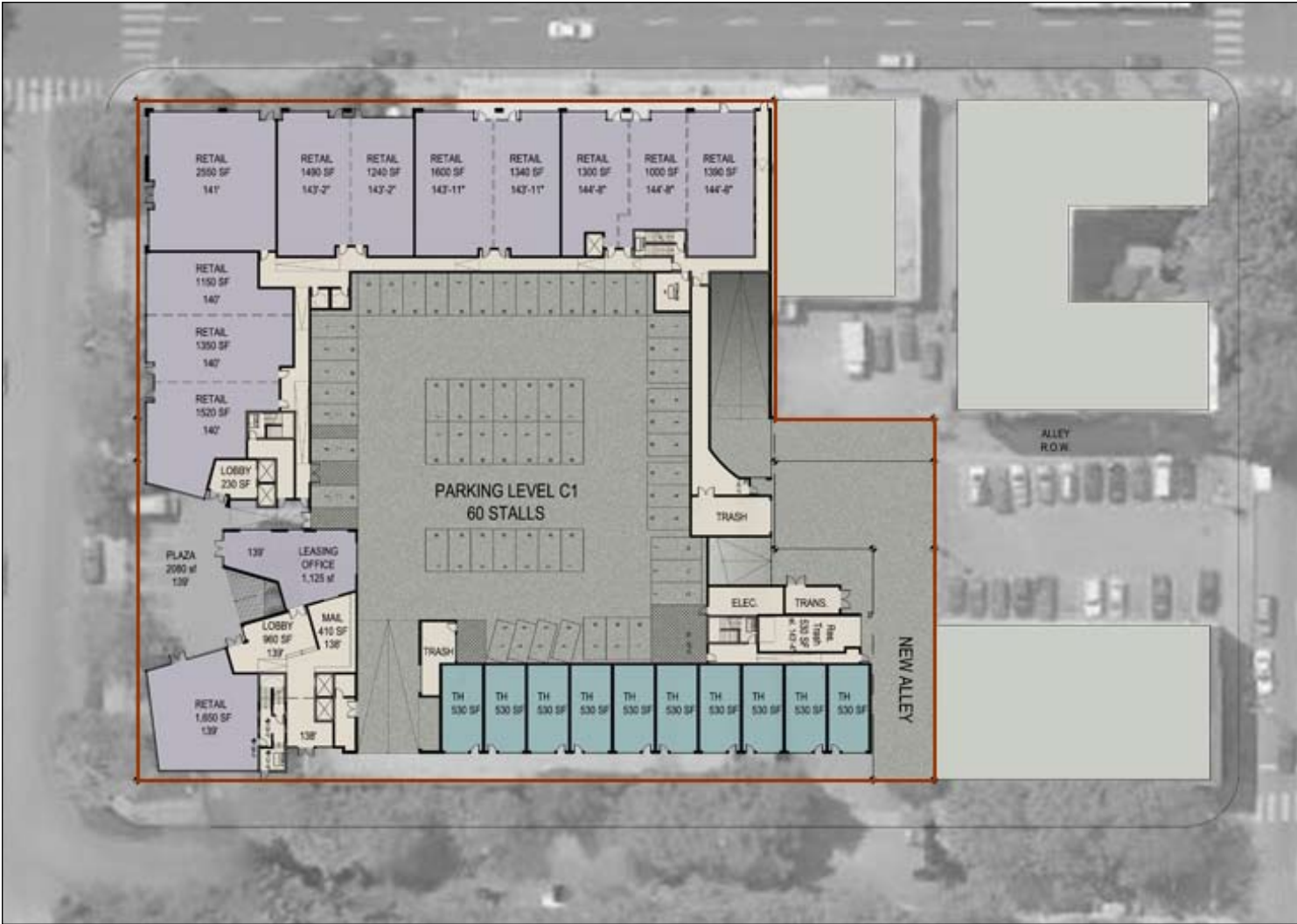
D-8

Both residential & commercial trash are located off of the alley.
(note: sf of trash areas exceed code regims.)

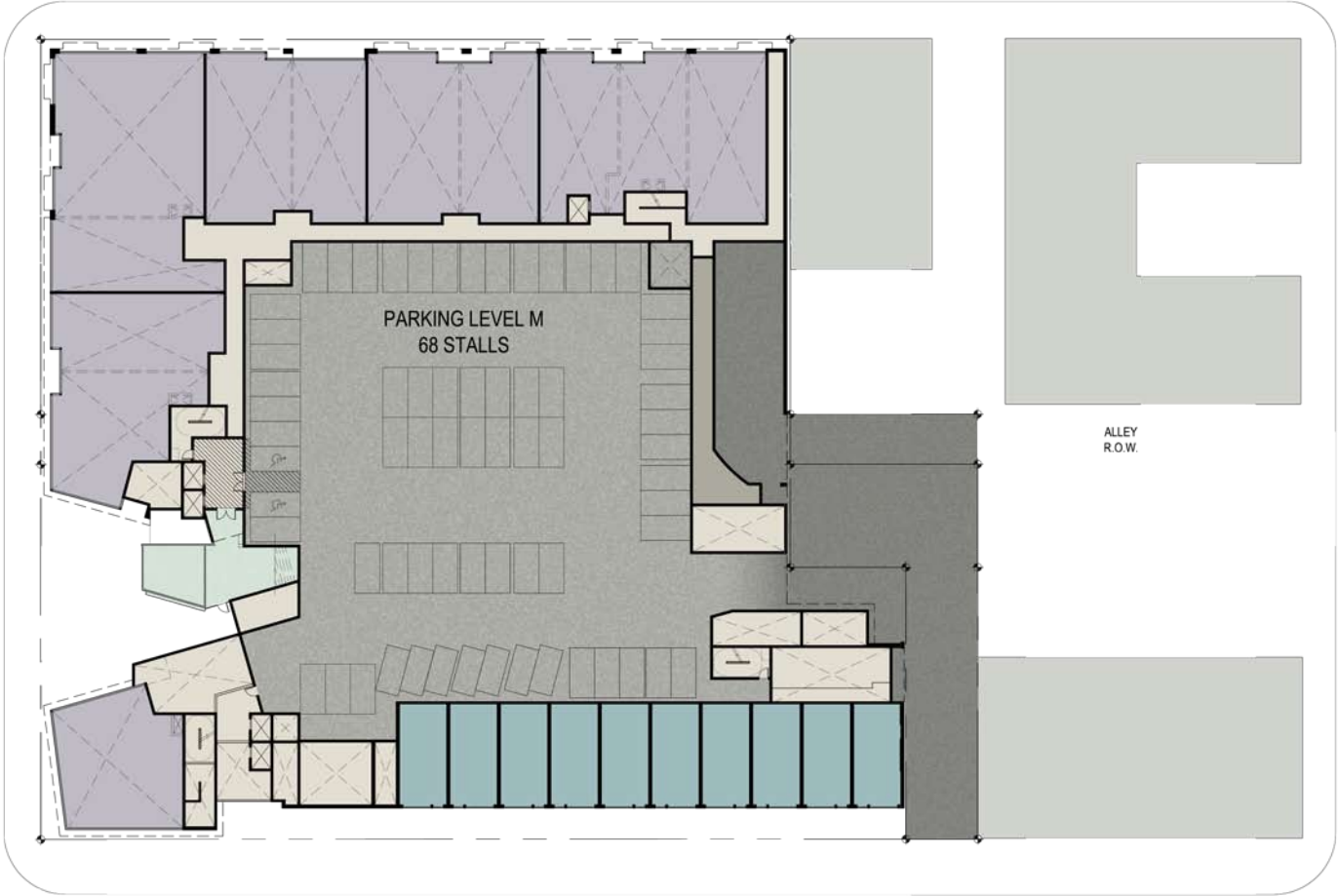
C-5, A-8

Residential parking garage entrances are located off the alley.

Party wall condition.



Level 1



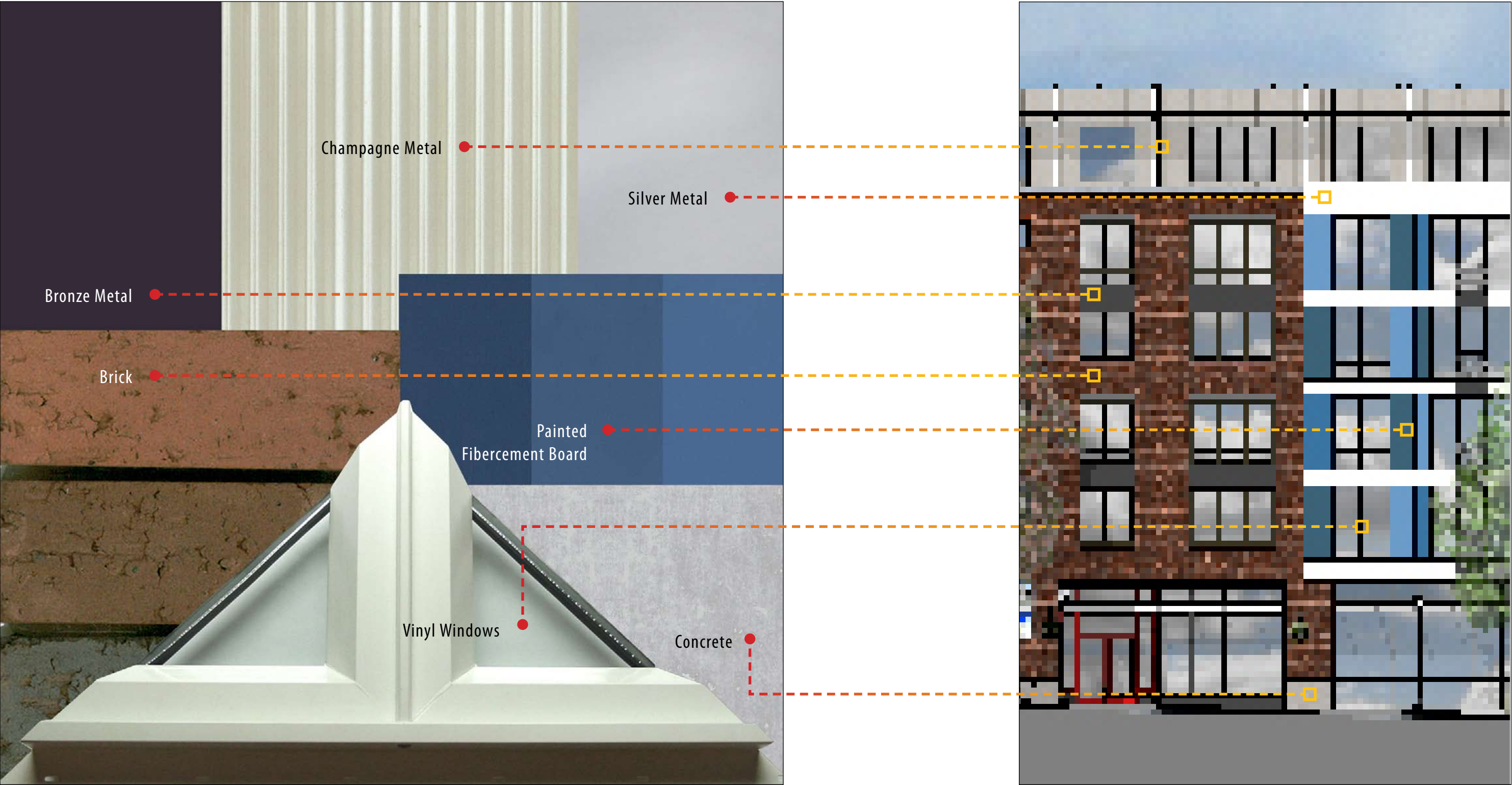
Mezzanine Level

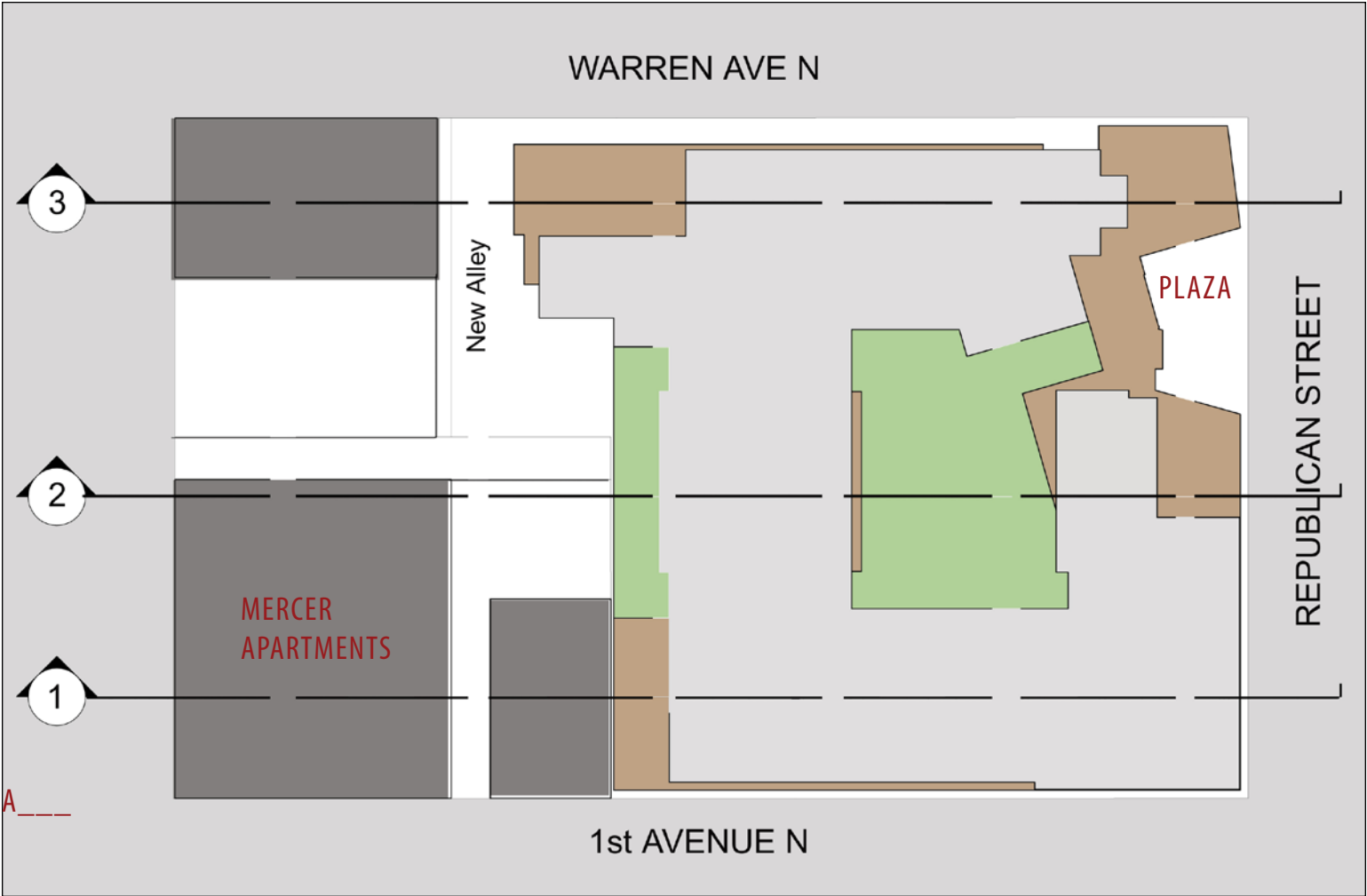


Typical Upper Level

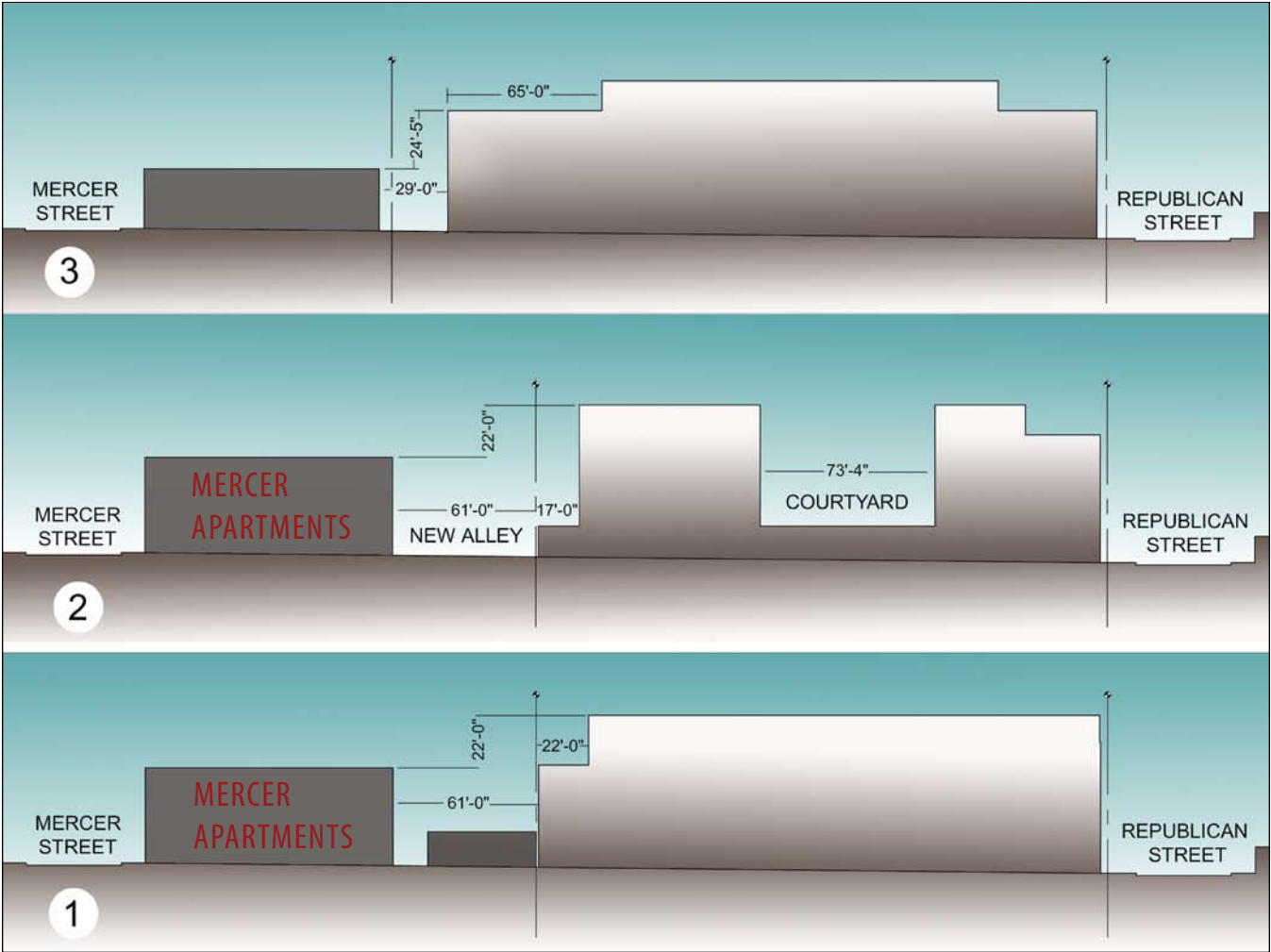


Level 7





Plan



Sections



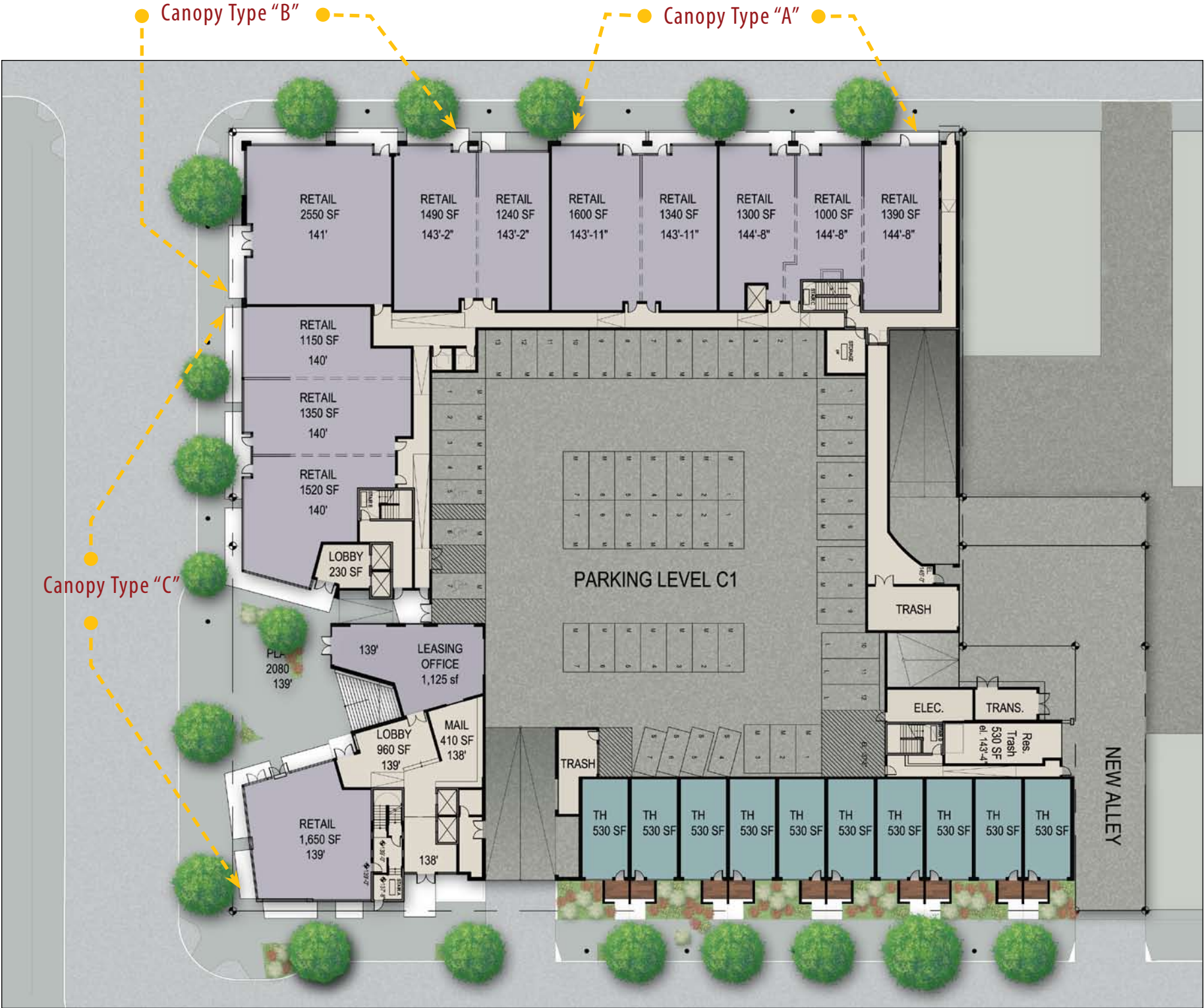
Canopy Type "A"



Canopy Type "B"



Canopy Type "C"



Site Plan



Signage & Canopy Examples

Site Lighting Plan

DEPARTURES

DEPARTURE #1 - PARKING ACCESS

Development Standard Requirements

- SMC23.47A.032.A1a
- Access to parking must be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030

Request

- Allow one two-way curb cut for garage access at the north end of the site off Warren Ave. N.

Justification

- Warren Ave. N. has and will have light vehicular traffic.
- Elimination of vehicular traffic along Republican Street enhances pedestrian environment around the site.
- Accessing all parking levels off of the new alley would require additional sf at grade level, thereby reducing commercial sf and compromising the voluntary setbacks from the property line.
- This curb cut will only serve 20% of the parking on site.

DEPARTURE #2 - DRIVEWAY WIDTH

Development Standard Requirements

- SMC23.54.030.F2
- The Minimum width for a driveway serving residential parking is 22'0" for two-way traffic

Request

- 18' driveway width to mezzanine (L2) level residential parking

Justification

- Building frontage along the alley is limited. In order to add a second residential driveway per the DRB's direction to access ALL residential Parking off of the alley, a narrower drive is required.
- Given the limited number of residents parking at the mezzanine level this driveway appears to be the best location for a reduction in width.

DEPARTURE #3 - STREET DEVELOPMENT STANDARDS

Development Standard Requirements

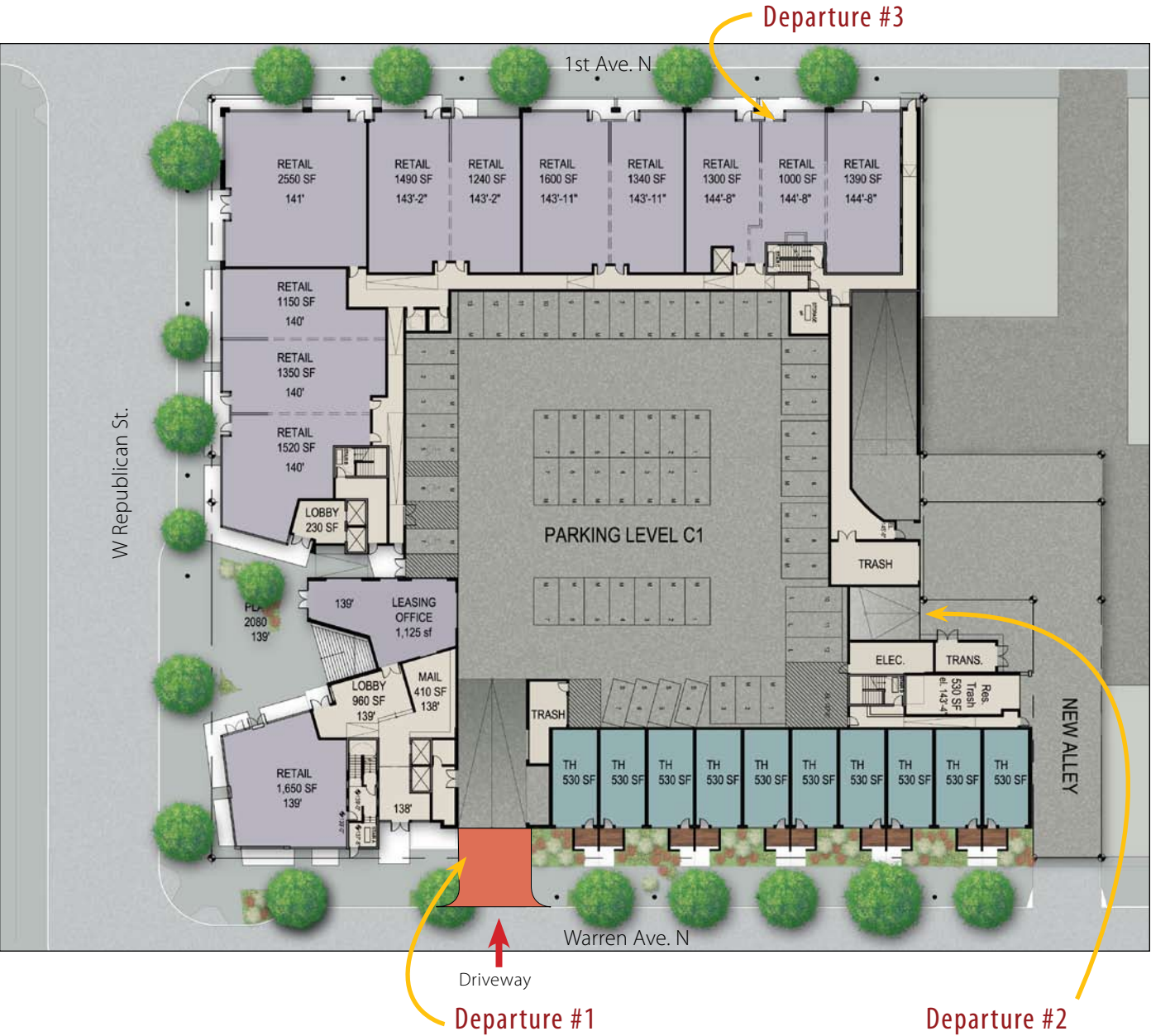
- SMC23.47A.008
- The minimum floor to floor height for non-residential spaces at street level is 13'-0" floor to floor.

Request

- Request reduction in floor to floor height from 13'-0" to 11'-10" in the commercial units at the NW corner of the site.

Justification

- Raising the podium level to accommodate the 13'-0" requirement would exacerbate the over height commercial spaces along the south elevation
- The smaller scale of the commercial units along 1st Ave w will not be compromised by a max 1'-2" reduction height



DEPARTURE #4 - PARKING SPACE STANDARDS

Development Standard Requirements

- SMC23.54.030.B
- Commercial Parking must consist of min. 35% small stalls and min. 35% large stalls

Request

- Wave stall mix requirements for 35% small and 35% large vehicle stalls

Justification

- The proposed parking mix provides fewer small stalls and more medium to insure an easy to use garage for a variety of vehicle types. The layout shown features 34% small stalls but there is room to increase 16 of the 20 small stalls to medium.
- The majority of the stalls are served by large parking aisles and match the large stall width of 8'-6" to further enhance ease of use.
- Reducing these generous stalls to smaller size and deepening others to provide min. 35% large stalls would make the garage more difficult to use and will result in a reduction of retail sf.

Stall Mix Required

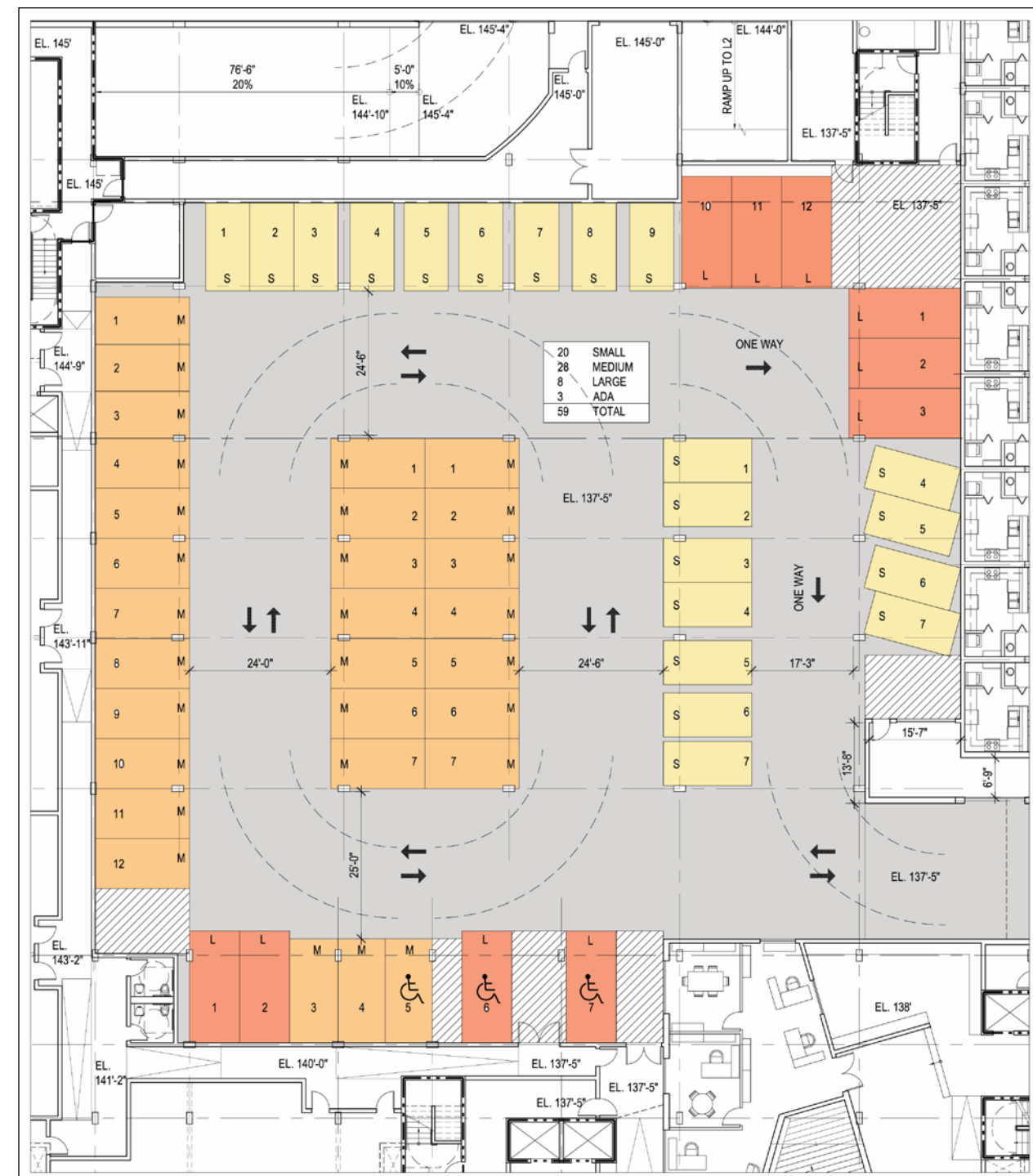
- 35% Small = 21 Stalls
- 35% Large = 21 Stalls
- (remainder) Medium = 17 Stalls

- Total: 59 Stalls

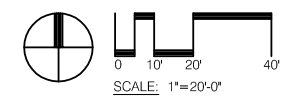
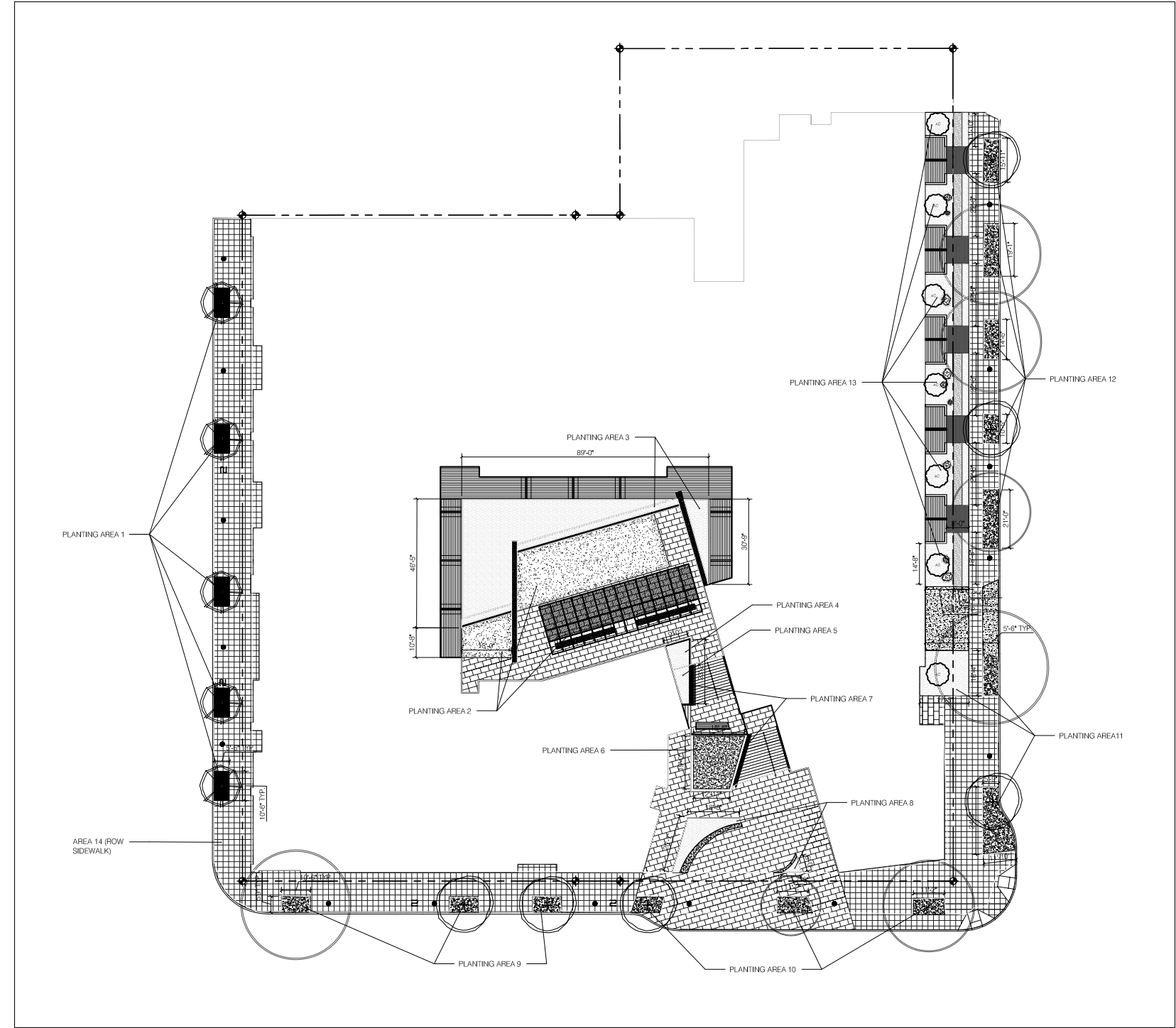
Stall Mix Provided

- 34% Small = 20 Stalls
- 17% Large = 10 Stalls
- 49% Medium = 29 Stalls

- Total: 59 Stalls



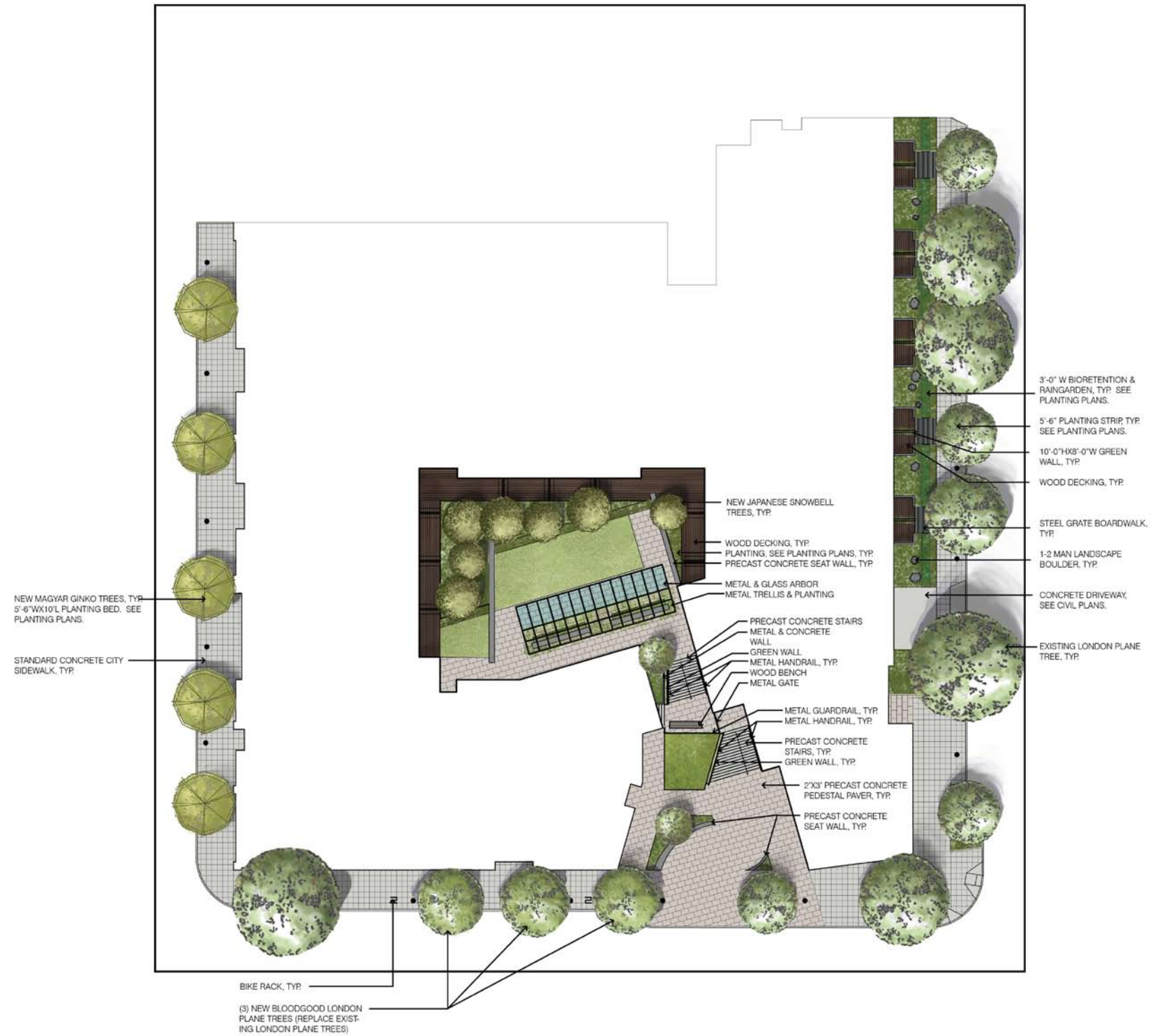
Departure #4 - Commercial Parking Plan



NOTES
1. DROUGHT TOLERANT SPECIES DESIGNATED ON PLANTING PLAN SHEETS, PER DR 13-92.

Project Title: 100 REPUBLICAN		SEATTLE-green factor		
Parcel size (enter this value first) *		enter sq ft of parcel	minimum score determined by zone	
68,643		SCORE	6.314	
Landscape Elements**		Square Feet	Factor	Total
A Landscaped areas (select one of the following for each area)				
1	Landscaped areas with a soil depth of less than 24"	enter sq ft 1900	0.1	190
2	Landscaped areas with a soil depth of 24" or greater	enter sq ft 5983	0.6	3,589.8
3	Erosion facilities	enter sq ft 2092	1.0	2,092.0
B Plantings (credit for plants in landscaped areas from Section A)				
1	Mulch, ground covers, or other plants less than 2' tall at maturity	enter number of plants 2519	0.1	252
2	Shrubs or perennials 2' + at maturity - calculated at 16 sq ft per plant (typically planted no closer than 16" on center)	enter number of plants 500	13120	0.3 3,936
3	Tree canopy for "small trees" in the Green Factor tree list or equivalent (canopy spread of 15') - calculated at 50 sq ft per tree	enter number of plants 12	600	0.3 180
4	Tree canopy for "small/medium trees" in the Green Factor tree list or equivalent (canopy spread of 20') - calculated at 100 sq ft per tree	enter number of plants 0	0	0.3 -
5	Tree canopy for "medium/large trees" in the Green Factor tree list or equivalent (canopy spread of 25') - calculated at 150 sq ft per tree	enter number of plants 7	1050	0.4 420.0
6	Tree canopy for "large trees" in the Green Factor tree list or equivalent (canopy spread of 30') - calculated at 200 sq ft per tree	enter number of plants 15	3000	0.4 1,200.0
7	Tree canopy for preservation of large existing trees with trunks 6" in diameter - calculated at 15 sq ft per inch diameter	enter inches DBH 130	1950	0.8 1,560.0
C Green roofs				
1	Over at least 2" and less than 4" of growth medium	enter sq ft 0	0.4	-
2	Over at least 4" of growth medium	enter sq ft 758	0.7	208.6
D Vegetated walls				
		enter sq ft 2538	0.7	1,776.6
E Approved water features				
		enter sq ft 402	0.7	281.4
F Permeable paving***				
1	Permeable paving over at least 6" and less than 24" of soil or gravel	enter sq ft 2,262	0.2	852.4
2	Permeable paving over at least 24" of soil or gravel	enter sq ft 1,162	0.5	581.0
G Structural soil systems***				
		enter sq ft 1,398	0.2	2,877.6
H Bonuses				
sub-total of sq ft = 54,364				
1	Drought-tolerant or native plant species	enter sq ft 6,922	0.1	672.2
2	Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater	enter sq ft 3057	0.2	611.4
3	Landscaping visible to passerby from adjacent public right of way or public open spaces	enter sq ft 5,011	0.1	502
4	Landscaping in food cultivation	enter sq ft	0.1	-
				Green Factor sumtotal = 21,889
* Do not count public rights-of-way in parcel size calculation.				
** You may count landscape improvements in rights-of-way contiguous with the parcel. All landscaping on private and public land must comply with the Landscape Standards Director's Rule (DR 6-2009)				
*** Permeable paving and structural soil together may not qualify for more than one third of the Green Factor score.				

Planting Area Designation Spreadsheet		Planting Area														TOTAL
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
A1	square feet		1500			66	298	36								1900
A2	square feet	290		2349	80				175	190	205	565	572	1557		5983
A3	square feet			1610	80									402		2092
B1	square feet						298		133	190		429	572	897		2519
B2	# of plants		40	424	30	30		30	140			30		96		820
B3	# of trees	5										1		6		12
B4	# of trees															0
B5	# of trees			7												7
B6	# of trees				1				1	3	3	2	5			15
B7	DBH inches									40	36	12	42			130
C	Green Roofs - square feet						298									298
D	Vegetated Walls - square feet		758					280						1500		2538
E	Water Features - square feet													402		402
G	Structural Soils	290	1500									565		1942	9091	13388
H2	Irrigation with rainwater		1500											1557		3057
H3	Visible to ROW	290	740		80	66	298	280	175	190	205	565	572	1557		5018





AXON VIEW



SW Corner - Intersection of 1st Ave N and Republican Street



Plaza Axon



SE Corner - Intersection of Republican Street and Warren Ave N.



Warren Street Perspective

