



Early Design Guidance - September 3, 2008



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RDMSRB230

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A.0 APPLICATION FORM

Application for Early Design Guidance ATTACHMENT A DCLU# 3009249

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The site is located in the Capitol Hill neighborhood at 230 Broadway E. The site occupies the SE corner of the intersection of Broadway E and E Thomas Street and spans east to 10th Avenue E (Note: The SE corner of the intersection at E Thomas Street and 10th Avenue E is excluded from this site). The shape of the site is irregular and may be described as two rectangles intersecting at their corners; one rectangle occupies the SE corner at the intersection of Broadway E and E Thomas Street and the other is located mid-block along 10th Avenue E. There are no alleys serving this site.

Currently there is one existing structure occupying the NW portion of the site. This structure is a Bank of America branch; its entrance is oriented along Broadway E and it has a small parking lot at the rear of the building. The parking area is accessed via curb cuts along E Thomas Street. The portion of the site along 10th Ave E is currently used as a pay parking lot. On Sundays a portion of this parking lot is used for the Capitol Hill Farmers Market from May – October. Currently there are no curbs or street trees along the eastern edge of the site due to the need for multiple vehicle entrances to the parking lot.

The site slopes gently to the east from elevation +(341'-0") along Broadway E down to +(330'-0") along 10th Avenue E.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.

The site falls within the Capitol Hill Urban Village and the Capitol Hill Light Rail Overlay District. Zoning on the eastern portion of the site is NC3-40, but zoning for the western portion of the site along Broadway E is NC3P-40(65). As a portion of the Capitol Hill Light Rail Overlay district, FAR for the site may be increased from 3.25 to 4.0 in the 40'-0" height zone and from 4.75 to 5.75 in the 65'-0" zone. Per 23.47A.012 a 65'-0" height limit at the western portion of the site is permitted provided that all portions of the building above 40'-0" in height are residential in use.

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

This site occupies a prominent location within the heart of the Broadway commercial district. The site is approximately mid-way between the northern terminus of the Broadway commercial district at E Roy Street and its intersection with the Pike/Pine corridor to the south. Broadway has long served as a social, commercial and civic center for Seattle. Several buildings date back to the early part of the 20th century, such as the Broadway Central Market, the Broadway Theater (now Rite Aid Drugstore), the Booth Building and the Pilgrim Church. Today, Broadway is an eclectic mix of small shops, restaurants, basic services (post office, banks, grocery and drug stores), and entertainment and nightlife, forming the heart of Capitol Hill's social scene. Zoning along Broadway is nearly all NC3P-40(65) except for the area serving Seattle Central Community College.

While the portion of the blocks abutting Broadway are zoned for pedestrian activity and increase density, the 'back' half of the blocks are zoned NC3-40 to assist in the transition to less intensive zones. For this site, the neighboring zone on the eastern side of 10th Ave E is Lowrise 3. L3 zoning occupies several city blocks east of 10th Avenue, forming the heart of low-density multifamily housing development between the commercial districts along Broadway E and 15th Avenue E. There are several older apartment buildings in this area, interspersed with single family homes, duplexes and new townhouse development.

Broadway occupies the ridgeline of a hill that overlooks downtown, Lake Union, Seattle Center and the Puget Sound. Intersections at east/west cross streets such as E. John Street provide views of downtown to the pedestrian; the Space Needle often appears prominently in such views. This site does not offer views at ground level but such views are anticipated for the upper levels of the proposed development. It is likely that these upper level views will be obstructed by development on the west side of Broadway at some point in the future.

The site is well-served by public transportation. Metro Bus routes 8, 9, 43, and 49 each stop within 1 block of the site. Routes 2, 10, 11, 12 and 60 are also within walking distance. The future Light Rail station will be located within one block of the site at the intersection of Broadway E and E John Street. The addition of this transportation hub will increase pedestrian traffic in the area and support additional commercial activity. The convenience of the light rail will also make this area a more appealing place to live. The light rail tunnel is scheduled to pass directly underneath the project site; there is a Sound Transit underground easement in place for this future work.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from development standards.

The proposed development will occur in two phases. Phase 1 includes construction of a 4 story building on the eastern portion of the site along 10th Avenue E. This building will have 2 levels of below grade parking with approximately 80 parking stalls. Level 1 will feature approximately 5000sf of commercial space and a small residential lobby serving approximately 45 rental apartments on levels 2, 3 and 4. Once Phase 1 is completed the Bank of America branch will move into the commercial space temporarily while Phase 2 is built. After Phase 2 is completed the Bank of America branch will move back to the western half of the site, re-establishing its presence along Broadway. At that point the Phase 1 commercial space along 10th Avenue E will be converted to Live/Work units.

Phase 2 will include demolition of the existing Bank of America building. That building will be replaced with a mixed-use structure featuring two levels of below-grade parking, pedestrian-oriented commercial use at grade level, and 5 levels of residential apartments above. Approximate totals include: 100 parking stalls, 8000 sf of commercial space, and 68 residential apartments.

No requests for development departures are made at this time. Potential requests for future departures may include a reduction in the required depth of commercial space to allow for greater separation between the sidewalk and the future live/work units along 10th Avenue E.





Project Data: 230 Broadway E

1.0 PROJECT DATA

1.1 Location:

230 Broadway E (Intersection of Broadway and Thomas)

1.2 Site Area:

Phase 1: **25,920** approx. 30,720 (if including corner lots)

Phase 2: **15,360** approx. 65' zone only; note that Phase 2 may include work on 40' limit portion of site

1.3 Zone:

NC3-40 10th Avenue side of site - Phase 1

NC3P-65' - Broadway side of site - Phase 2

Capitol Hill Urban Center Village

Capitol Hill Light Rail Overlay District.

1.4 Building Code:

Seattle Amendments to the 2006 International Bldg. Code (IBC)

1.5 Proposed Use:

Residential Mixed Use

1.7 Occupancy Classification / Separations

Commercial
Residential
Parking

| | | | |
|-----|---|-----|-----|
| | M | R-2 | S-2 |
| M | X | 1 | 1 |
| R-2 | 1 | X | 2 |
| S-2 | 1 | 2 | X |

1.8 Gross Floor Area:

PHASE 1

| Fir. Lev. | PKG (gsf) | VERT CIRC | LOBBY/CORR | COMM. (gsf)* | exterior balcon. | common space | RESID. (gsf) | TOTAL (gsf) | open space |
|-----------|-----------|-----------|------------|--------------|------------------|--------------|--------------|-------------|------------|
| Level P2 | 14,646 | 468 | | | | 200 | | 15,314 | |
| Level P1 | 11,925 | 468 | | | | | | 12,393 | |
| Level 1 | 6,736 | 468 | 1366 | 4900 | | 760 | | 14,230 | 5000 |
| Level 2 | | 468 | 1200 | 420 | | | 10,647 | 12,315 | 2815 |
| Level 3 | | 468 | 1200 | 420 | | | 10,647 | 12,315 | |
| Level 4 | | 468 | 1200 | 420 | | | 10,647 | 12,315 | |
| Roof | | | | | | | | | 11,852 |
| Subtotal | 33,307 | 2,808 | 4,966 | 6,160 | 0 | 960 | 31,941 | 78,882 | 19,667 |

| | | | | | | |
|---------|--|----------|----|---|-----|----------------------|
| average | | 31,941 / | 42 | = | 761 | gsf per unit average |
| | | 31,941 | 46 | | 700 | |
| | | 31,941 | 49 | | 650 | |

PHASE 2

| Fir. Lev. | PKG (gsf) | VERT CIRC | LOBBY/CORR | COMM. (gsf)* | exterior balcon. | common space | RESID. (gsf) | TOTAL (gsf) | open space |
|-----------|-----------|-----------|------------|--------------|------------------|--------------|--------------|-------------|------------|
| Level P2 | 14,898 | 468 | | | | | | 15,366 | |
| Level P1 | 14,898 | 468 | | | | | | 15,366 | |
| Level 1 | 7,775 | 658 | 500 | 7900 | | 300 | | 16,833 | 2883 |
| Level 2 | | 468 | | | | 100 | | 568 | |
| Level 3 | | 468 | 1127 | | | 100 | 12,688 | 14,283 | 3220 |
| Level 4 | | 468 | 1127 | | | 100 | 12,688 | 14,283 | |
| Level 5 | | 468 | 985 | | | 100 | 9,587 | 11,040 | 3243 |
| Level 6 | | 468 | 985 | | | 100 | 9,587 | 11,040 | |
| Level 7 | | 468 | 985 | | | 100 | 9,587 | 11,040 | |
| roof | | | | | | | | | 10,572 |
| Subtotal | 37,571 | 4,402 | 5,709 | 7,900 | 0 | 900 | 54,137 | 109,819 | 19,918 |

| | | | | | | |
|---------|--|----------|----|---|-----|----------------------|
| average | | 54,137 / | 63 | = | 859 | gsf per unit average |
| | | 54,137 | 77 | | 700 | |
| | | 54,137 | 83 | | 650 | |

2.0 ZONING DATA

2.1 Height:

Phase 1:
Max. Allowed: SLUC 23.47.008 (C) 40' height of underlying zon
Slope Bonus: SLUC 23.86.006 (D) n/a

Phase 2:
Max. Allowed: SLUC 23.47.008 (C) 65' height of underlying zon
Slope Bonus: SLUC 23.86.006 (D) n/a

Projections above height limit: clerestories, guardrails, elevator/stairs overruns

2.3 Setbacks

SLUC 23.47.014
South property line: none
East / West property line: none
Projections into setback: exterior balconies, decks

2.4 FAR Requirements

| | | | |
|---------|------------|---|-------------------------------|
| | | SLUC 23.47.013 FAR = 3.25 in 40' zone, FAR = 4.75 in 65' zone | |
| | | FAR | |
| Phase 1 | Lot Area = | 23,040 | 4 92160 gsf limit for Phase 1 |
| | | | phase 1 52,311 |
| Phase 2 | Lot Area = | 15,360 | 5.75 88320 65' zone |
| | plus | 2,928 | 4 11712 40' zone |
| | | | 100,032 total allowed phase 2 |

2.5 Required Commercial Space:

| | | |
|--|----------|---|
| SLUC 23.47.008.B.3 | required | provided |
| Broadway | 120' | |
| Thomas (excl 22' for driveway) | 154' | |
| 10th Avenue (excl 22' for driveway) | 158' | |
| average depth = 30 ft min. Floor to Floor Minimum Height = 13'-0" | | Note: corner lot currently not included |
| note: per 23.47A.005E.1.n open space is an approved street-level use | | |

2.6 Required Open Space:

| | |
|-----------------------------------|-----------|
| SLUC 23.47.024 (A) | |
| Required: 5% gross resid. space = | 4,304 SF |
| Provided: | 39,585 SF |

2.7 Required Landscaping:

SLUC 23.47.016
Required Green Factor = .30

2.8 Required Parking:

SLUC 23.54.015B No Parking Required for uses in Commercial Zone in Urban Centers
Proposed Parking Ratio
Residential 105 units 1 105 (60% M requir

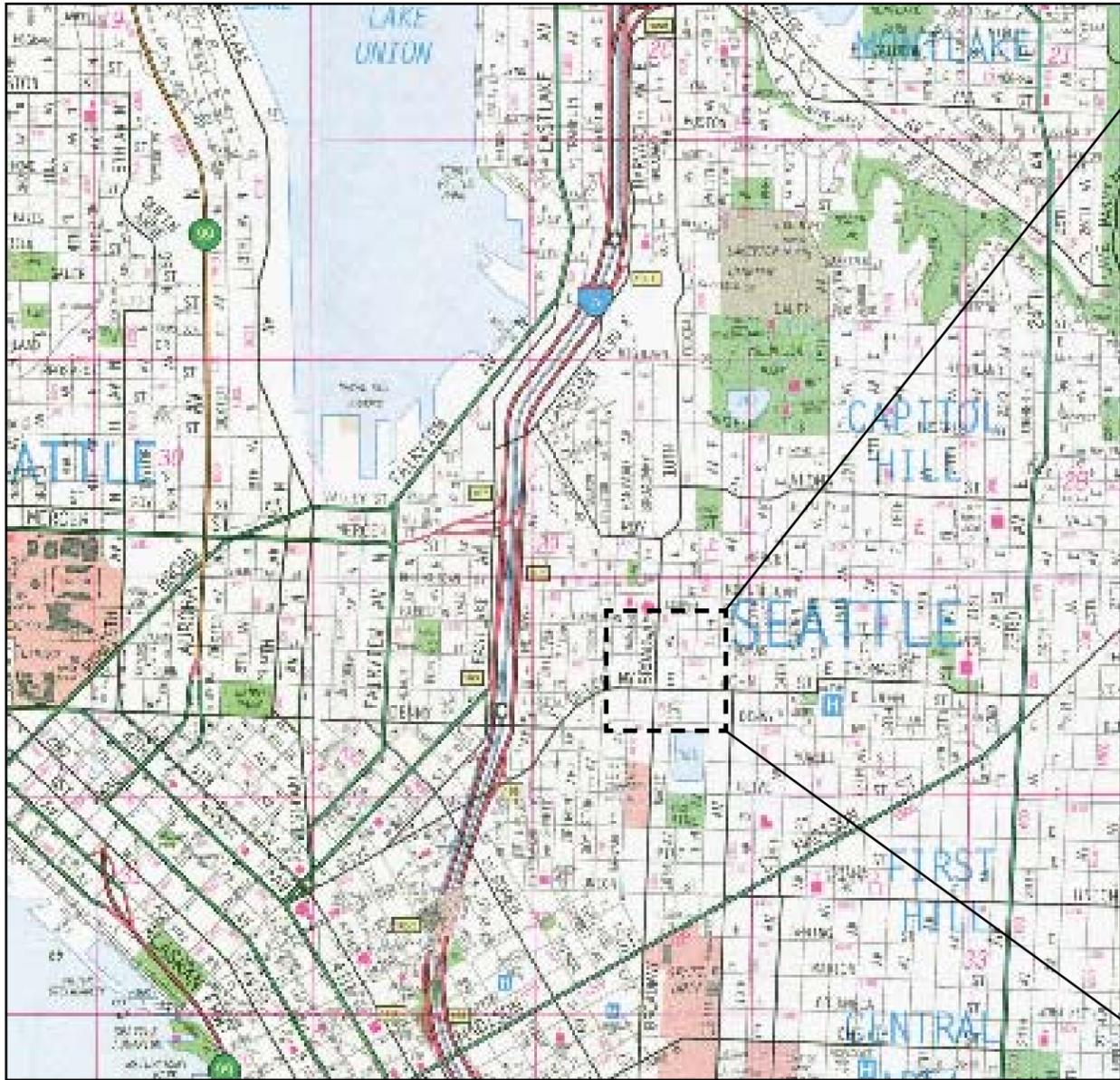
| | | | | | | | |
|------------------|---|----------|-----------|---|-----------|-----|--------|
| Provided Parking | S | Phase1 M | Phase 2-M | L | L (tand.) | ADA | totals |
| P2 | 3 | 38 | 41 | | | | 82 |
| P1 | 3 | 28 | 41 | | | | 72 |
| L1 | | | 23 | | 5 | | 29 |
| subtotal | 6 | 66 | 105 | 0 | 5 | 0 | 183 |

total small 6 3%
total medium 171 93%

| | | |
|--------------------|------------------------|-------------------|
| Bicycle Parking | SLUC 23.54.015 Chart E | |
| Multi-Family | 1 per every 4 units | 105 26 stalls |
| Sales and Services | | 14,060 |
| Long Term | 1 per every 12,000 SF | 2 stalls |
| Short Term | 1 per every 4,000 SF | 3 stalls |
| | | total 31 stalls |

Driveway sight triangle: 10' triangle required

C.0 URBAN DESIGN ANALYSIS



Vicinity Map



Aerial Map

- Single Family
- Multi-Family
- Other Housing
- Agriculture
- Office
- Retail/Service
- Church
- Recreation/Entertainment
- Mixed Use
- Parking
- Industrial
- Terminal/Warehouse
- Utility
- Government Service
- Public Facilities
- School/Daycare
- Open Space
- Vacant
- Park/Playground
- Unknown/Unavailable
- Other
- Waterbody



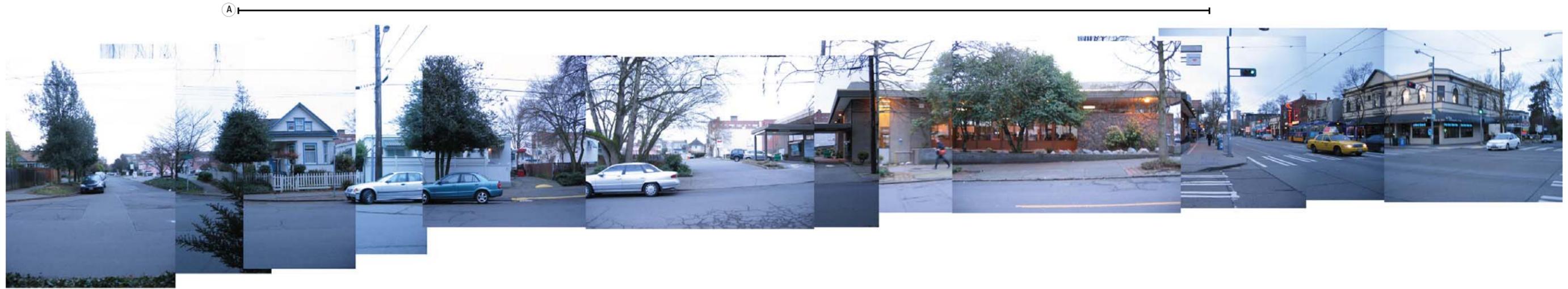
Existing Land Use Diagram



Zoning Map

- Mid Rise
- Low Rise
- Neighborhood Commercial
- Pedestrian Areas

C.2 URBAN DESIGN ANALYSIS



North Elevation

Thomas St. Between 10th Ave. & Broadway



Intersection of Thomas and 10th Ave.

Key Plan





West Elevation
Broadway between John and Thomas



Intersection of John and Broadway

Key Plan



C.4 URBAN DESIGN ANALYSIS

PROJECT SITE

A



East Elevation

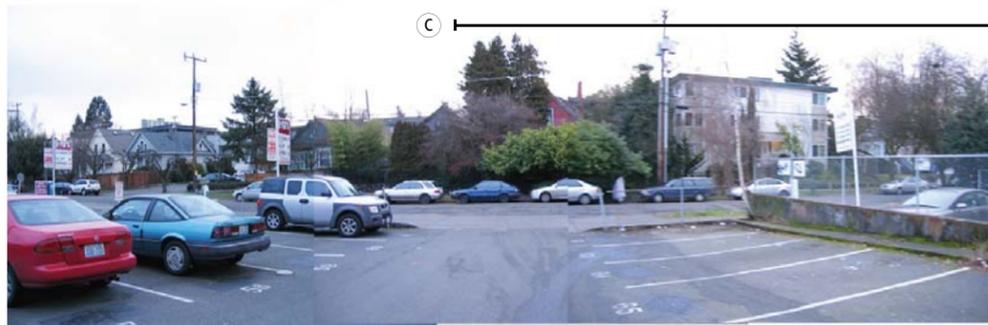
10th between John and Thomas

B



Intersection of 10th Ave. and John Facing West

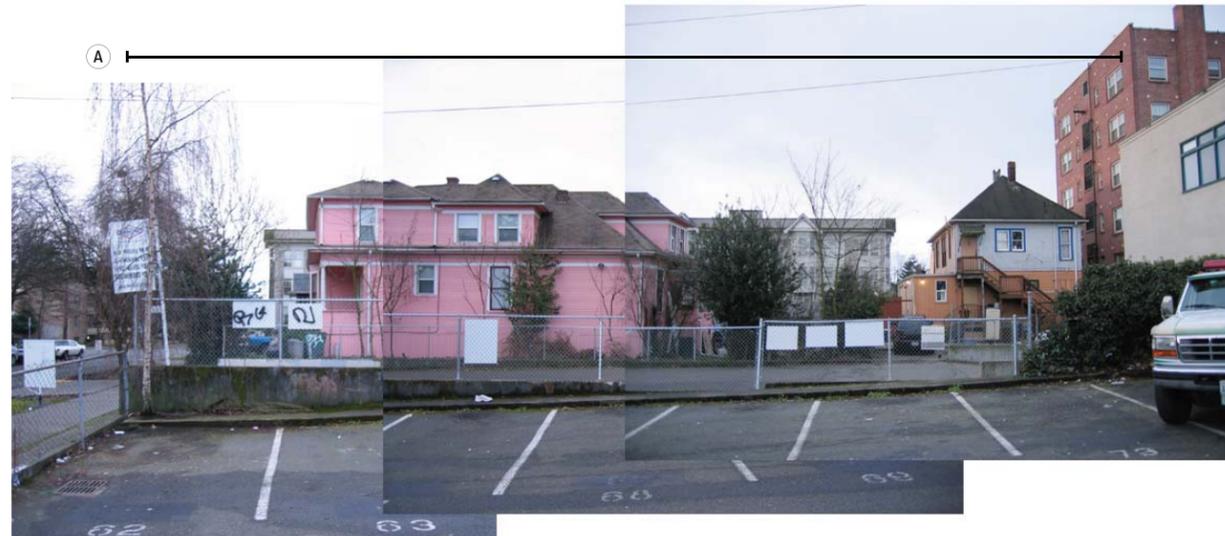
C



View to East side of 10th Ave.

Key Plan

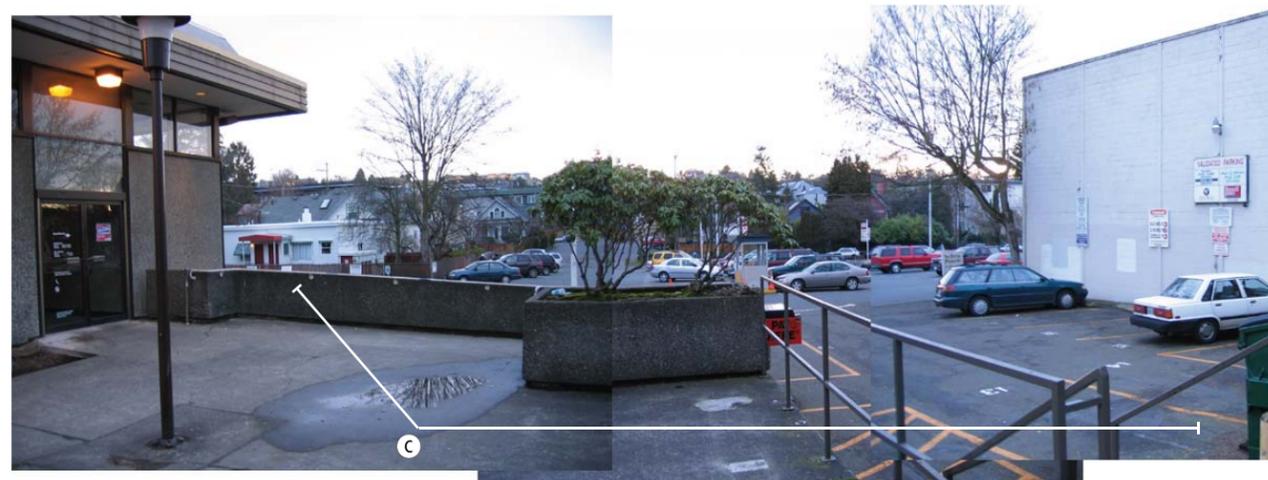




View along South property line

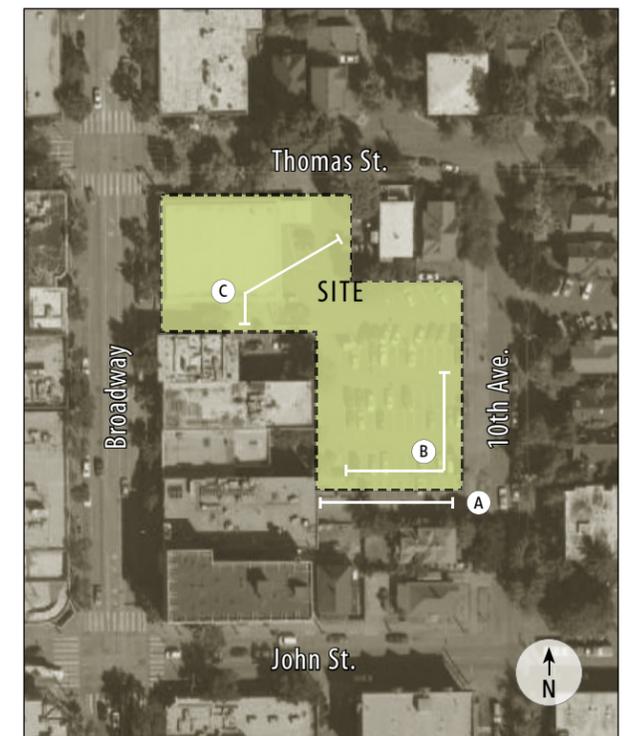


View of Site from SE



View of Site from SW

Key Plan



D.0 CITY DESIGN GUIDELINES

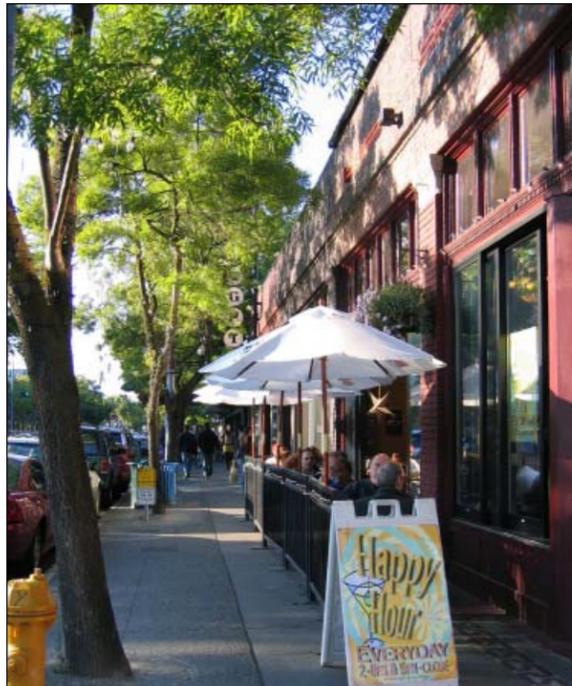


A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Site response:

Locate vehicle entrances away from pedestrian zone along Broadway and Thomas.
Develop street frontage and architectural design treatments appropriate to each street frontage (Broadway, Thomas and 10th Ave).
Commercial development along 10th Avenue should be sensitive to neighboring residential developments.



A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

Site Response:

Design the storefront for the new commercial spaces to feature transparent glass at street level to encourage a visual dialog with the sidewalk environment and enhance the sense of activity along Broadway.
Design 10th avenue streetscape in anticipation of increased foot traffic associated with the nearby Light rail station.



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 the corners.

Site Response:

Provide a prominent retail corner entry at the intersection of Broadway and Thomas.
Consider a recessed entry to extend the public space from the sidewalk.



B-1 Height, Bulk and Scale

Projects should be...sited and designed to provide a sensitive transition to nearby, less-intensive zones.

Site Response:

Develop building massing that creates a step in perceived height, bulk and scale between the site and the adjacent lowrise zone
Break up the treatment of the façade to keep with the established development pattern



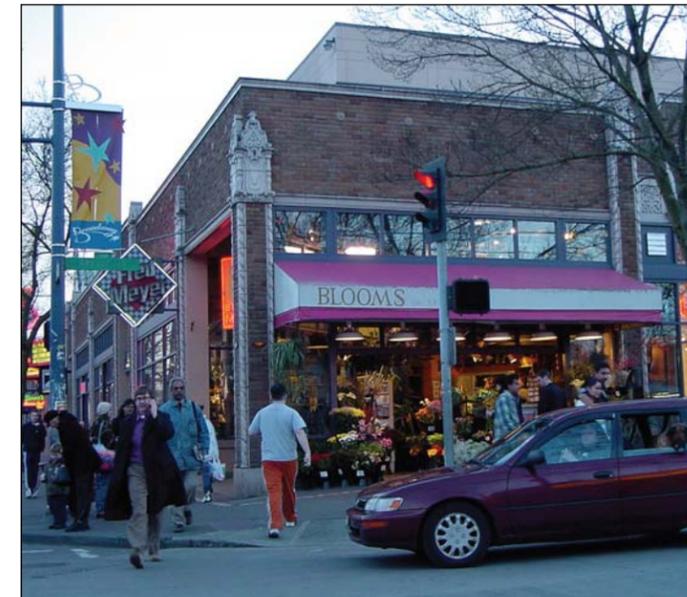
D-1 Pedestrian Open Spaces and Entrances

From the neighborhood specific guidelines:

Minimize the number of residential entrances on commercial streets where non-residential uses are required. Where residential entries and lobbies on commercial streets are unavoidable, minimize their impact on the retail vitality of the commercial streetscape.

Site Response:

Locate residential entries along Thomas and 10th Avenue, away from the primary commercial activity along Broadway. Set back commercial live/work units along 10th Avenue to provide open space adjacent to the sidewalk and reflect the existing context along the east side of the street.



C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve good human scale.

Site Response:

Use human scale materials to relate to the pedestrian environment. Apply design elements consistent with the existing neighborhood character.

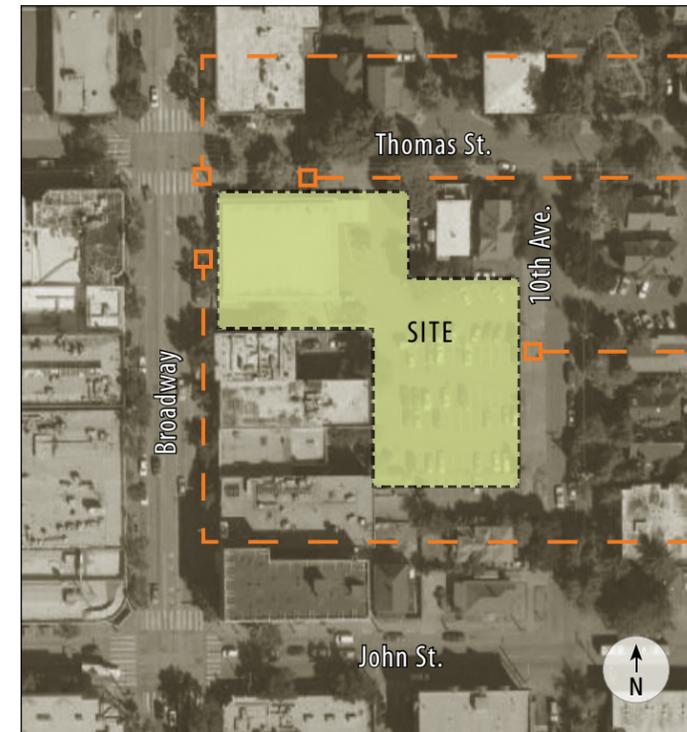


C-4 Exterior Finish Materials

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.

Site Response:

Use materials that exhibit permanence and quality appropriate to the Capitol Hill Neighborhood. Consider use of masonry and/or ceramic materials to fit within the existing material context along Broadway.



Design Guideline Diagram

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

E.O SITE ANALYSIS - Broadway, Then + Now



1 523 Broadway (proposed)



2 Broadway Central Market, circa 1934



4 Newer mixed-use development @ the corner of Broadway and Olive



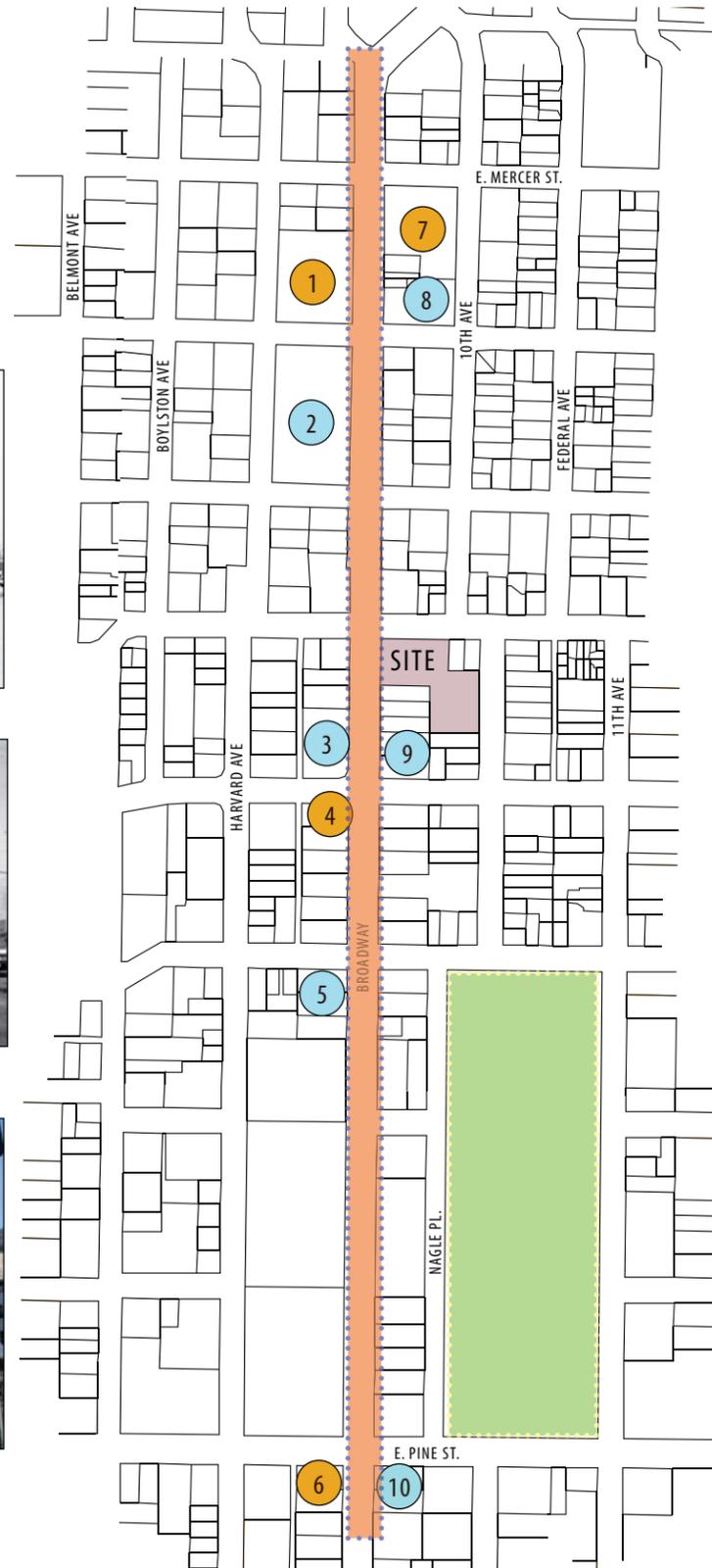
3 Broadway Theater, circa 1946, is now Rite Aid



6 Newer mixed-use development @ the corner of Broadway and Pine



5 Older, mixed-use building



7 Brix Condominiums (under construction)

Historically, Broadway has acted as a social, commercial and civic 'hub' for the Capitol Hill neighborhood. Several buildings dating back to the early 20th century still remain in use.

In addition to maintaining the older building stock, Broadway is undergoing a rapid transformation as newer, higher density development replaces the less significant 1 and 2 story structures that populated the area in the latter half of the 20th century.



8 Pilgrim Church, circa 1929



9 Older mixed-use building, corner of Broadway and E John Street



10 Booth Building as seen in 1920



Booth Building as seen today



OPPORTUNITIES AND CONSTRAINTS

Site Constrictions

- - - - Split height limit - 65' on west, 40' on east
- 10'-0" open air pedestrian easement on interior south property line.
- Need to maintain vehicle access to neighbor's (Noah's Bagels) parking lot .
- Neighboring stair, ramp and egress access on interior west property line encroaches on the site and needs to be maintained.
- Existing light poles along Thomas require a setback.
- There are no alleys serving the site

Site Opportunities

- Close proximity to the future light rail station.
- Nearby pea patch.
- Potential for good solar access.
- Access to existing public transportation.
- Within walking distance of restaurants, shopping, grocery, and entertainment.
- 15 min walk to downtown.
- Convenient commute to the University of Washington, Seattle Central, Cornish School of the Arts, and Seattle University



Noah's Bagels - Pedestrian easement



Stair Encroachment

F.0 ARCHITECTURAL CONCEPTS: OPTION A

Option A

Phase 1

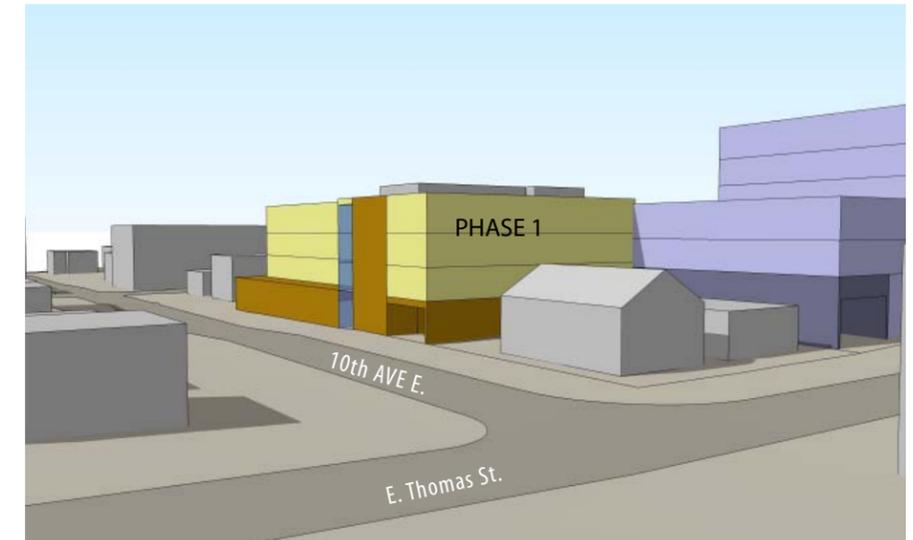
- Both the garage entrance and the residential lobby are located near the intersection of 10th Avenue E and E Thomas Street
- Ground level commercial is built to the property line (no voluntary setbacks)
- Neighbors to the west (with the stair and ramp encroachment) only receive pedestrian access to the rear of their building
- The upper floors setback 12'-0" from the east property line and 46'-0" from the west property line
- Straight, double-loaded corridor is efficient but offers less residential SF, and likely fewer residential units
- Open space at level 2 is oriented to the west, creating a large courtyard between Phases 1 + Phase 2
- Parking garage layout is less efficient than the other schemes

Phase 2

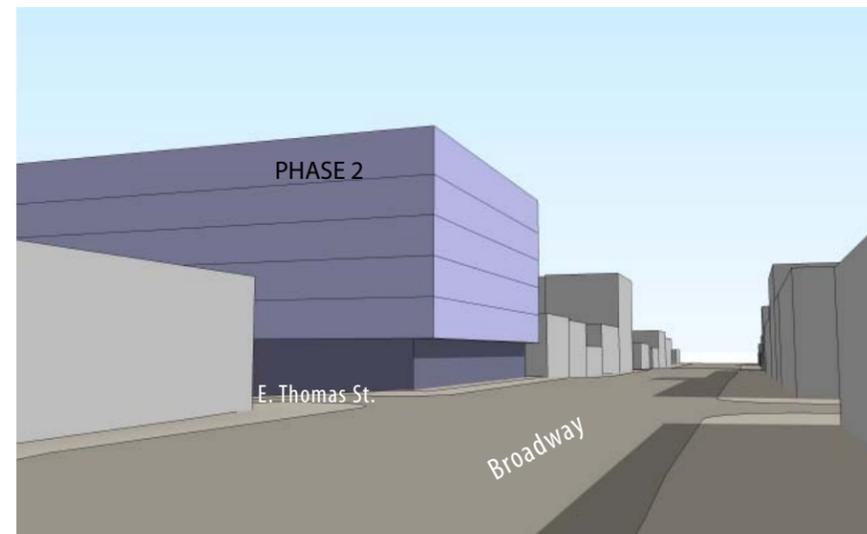
- Ground level commercial includes a voluntary 5'-0" setback from the west property line (along Broadway)
- Garage entry and the residential lobby are located on eastern half of the block, out of the pedestrian zone. This leaves nearly the entire pedestrian zoned street frontage devoted to commercial use.
- Upper floors are maxed out, creating tall, uniform street walls along Broadway E and E. Thomas
- The parking garage layout is less efficient than the other schemes, leaving fewer parking spaces at grade level, adjacent to the commercial units.



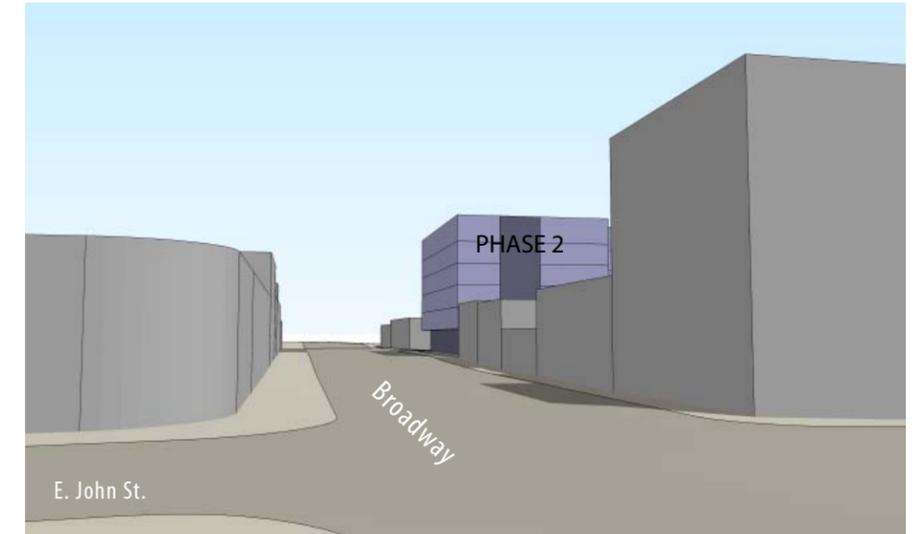
A - View from SE



B - View From NE



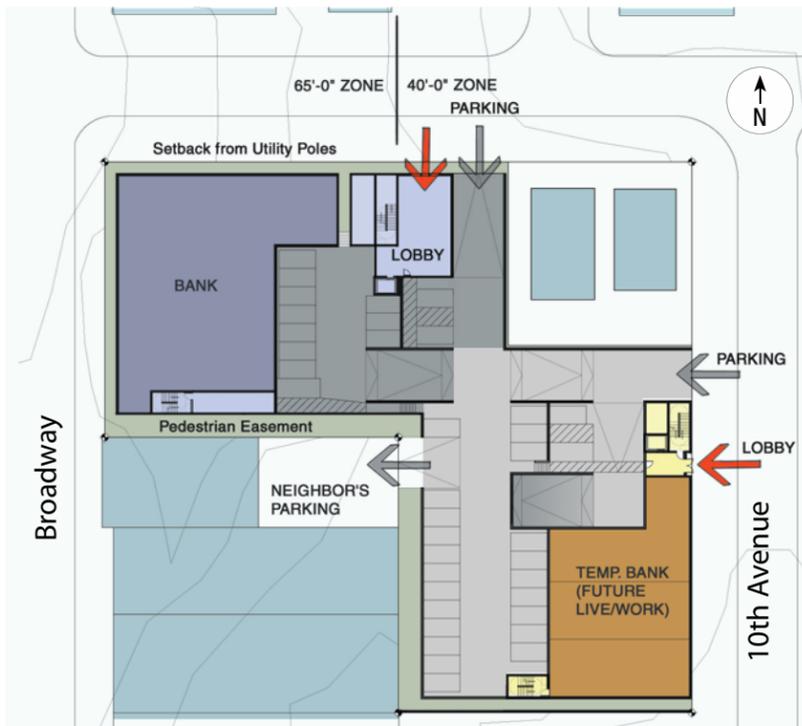
C - View from NW



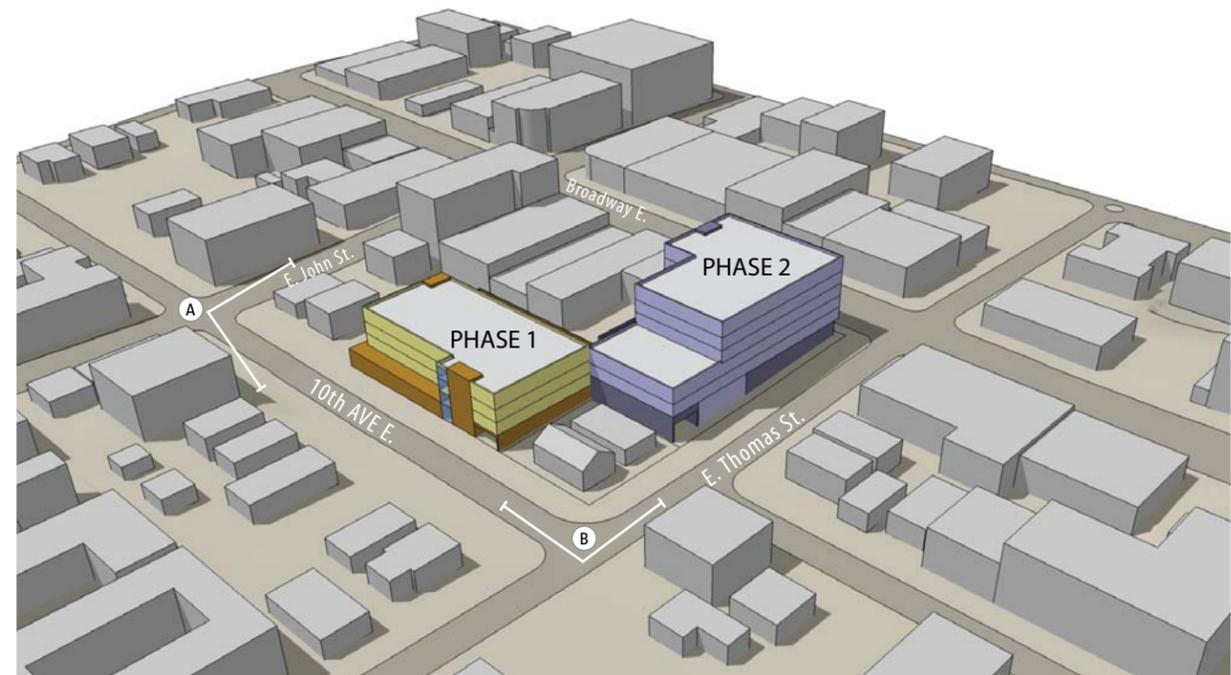
D - View from SW



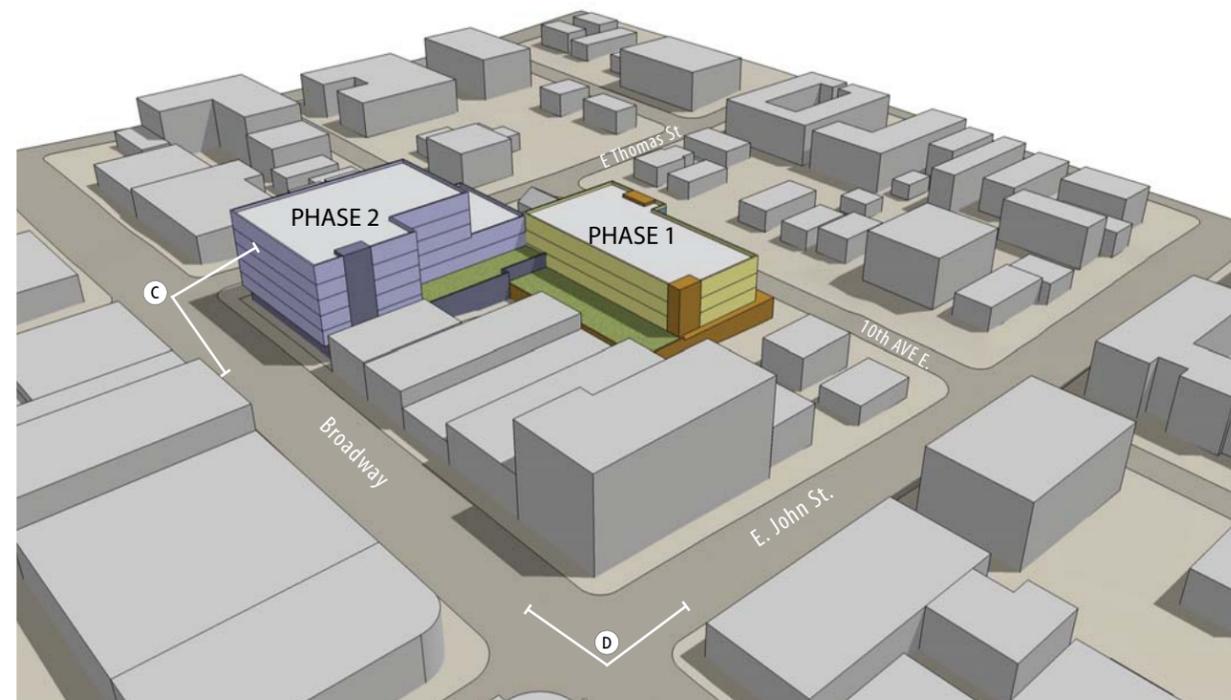
Plan A Upper Levels



Plan A Ground Level



Aerial View NE



Aerial View SW

F.2 ARCHITECTURAL CONCEPTS: OPTION B

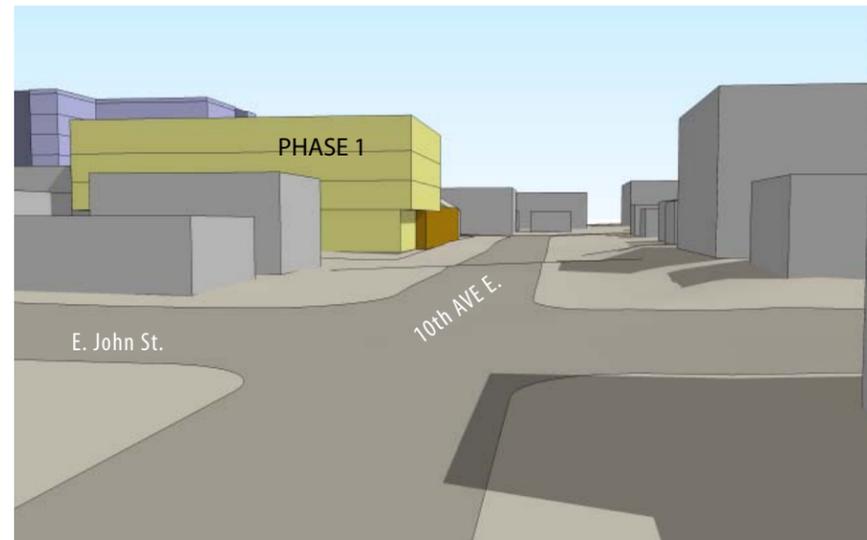
Option B

Phase 1

- A 25'-0" vehicular easement has been created along the south property line. This allows the neighbors to the west access to their existing structures, and it provides a means to locate the garage entry for Phase 1 away from the right-of-way along 10th Avenue
- Vehicle access to the site is along the south property line, furthest away from the intersection of 10th Avenue and E Thomas
- The residential lobby is located at the SE corner of the building, set back from the property line
- The commercial spaces are flush to the property line at level 1, but the upper floors set back 38'-0" to create a large open space at level 2.
- Orienting the open space at level 2 towards the right-of-way along 10th reduces the size of the courtyard between Phase 1 + Phase 2

Phase 2

- The residential lobby is located at the SW corner of the site, along Broadway E (in the pedestrian zone). This element is expressed in the massing of the building by creating a shallow setback from the west property line for all floor levels over the lobby
- A corner entry has been introduced for the large commercial space
- The vehicular access to the site remains on the east half of the block, out of the pedestrian zone
- A live/work unit has been introduced along the north property line
- The parking garage is more efficient and offers a greater number of parking stalls at level 1, adjacent to the proposed commercial spaces



A - View from SE



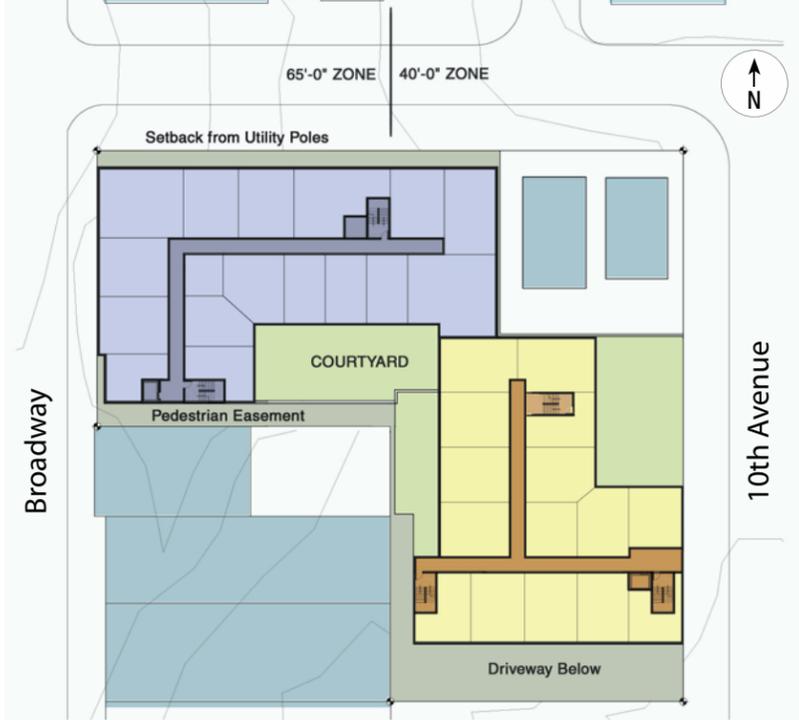
B - View From NE



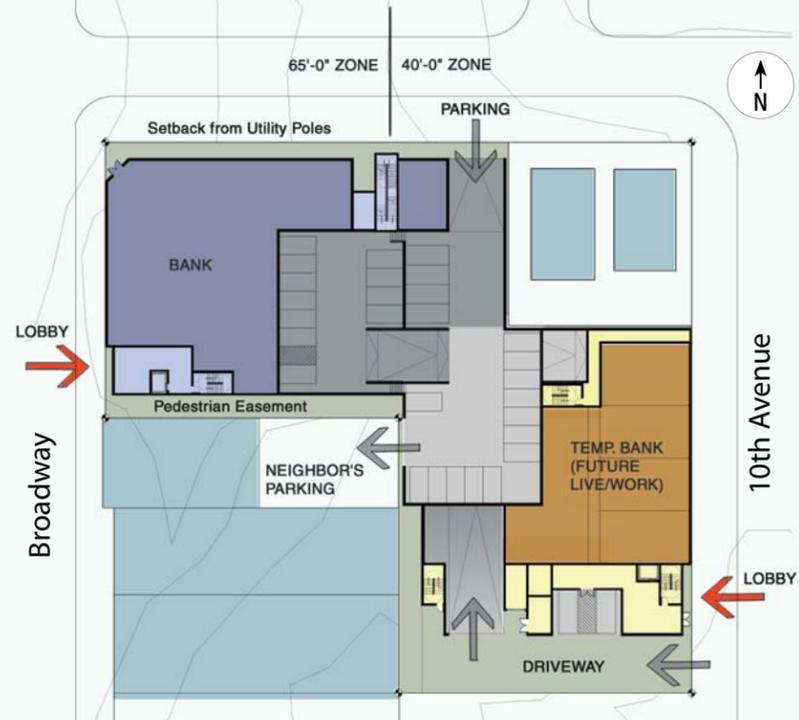
C - View from NW



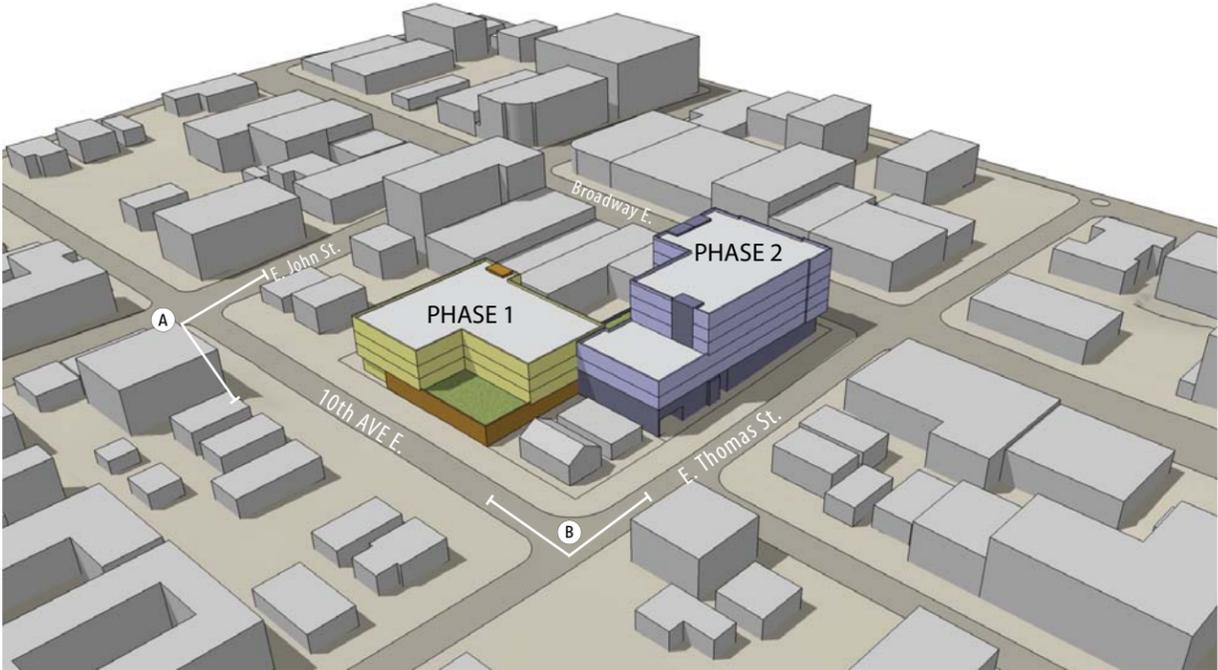
D - View from SW



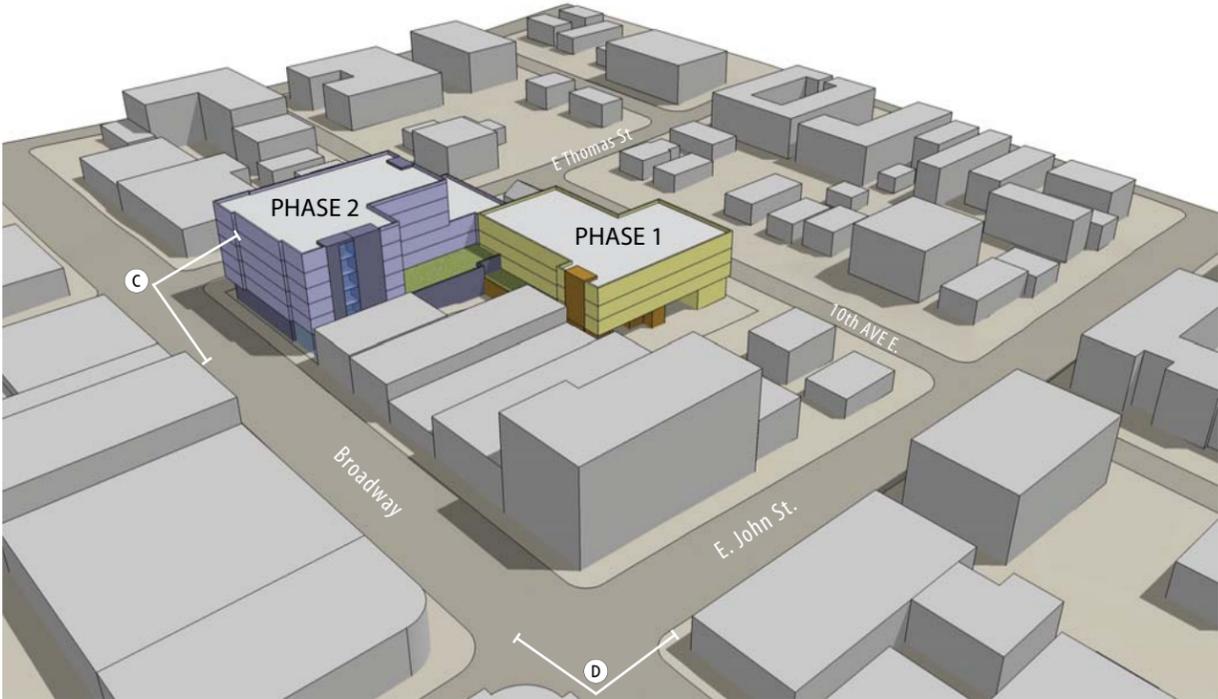
Plan B Upper Levels



Plan B Ground Level



Aerial View NE



Aerial View SW

F.4 ARCHITECTURAL CONCEPTS: OPTION C - PREFERRED

Option C - Preferred

Phase 1

- A 25'-0" vehicular easement has been created along the south property line. This allows the neighbors to the west access to their existing structures, and it provides a means to locate the garage entry for Phase 1 away from the right-of-way along 10th Avenue
- Vehicle access to the site is along the south property line, furthest away from the intersection of 10th Avenue and E Thomas
- The residential lobby is located at the SE corner of the building, set back from the property line
- The commercial spaces have been set back 10'-0" from the property line along 10th Avenue
- Open space at level 2 is concentrated to the NW corner of Phase 1, creating a large courtyard space between Phase 1 + Phase 2
- The upper levels set back from the east property line and create massing modulation along 10th Avenue

Phase 2

- The garage entry is located on eastern half of the block, out of the pedestrian zone.
- The residential lobby is located along E Thomas Street
- A corner entry has been introduced for the large commercial space
- The vehicular access to the site remains on the east half of the block, out of the pedestrian zone
- A live/work unit has been introduced along the north property line
- The parking garage is more efficient and offers a greater number of parking stalls at level 1, adjacent to the proposed commercial spaces
- The upper level floors are modulated along E. Thomas Street, setting back further from the north property line as the building moves east toward 10th Avenue E
- The top floor is set back from the west property line along Broadway, allowing the building to more closely reflect the scale of the existing apartment building at the NE corner of Broadway and E John Street



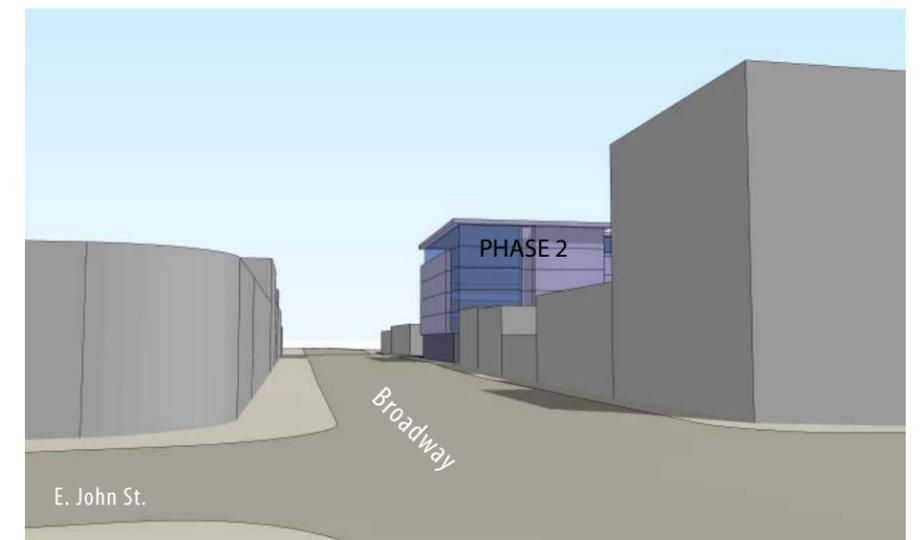
A - View from SE



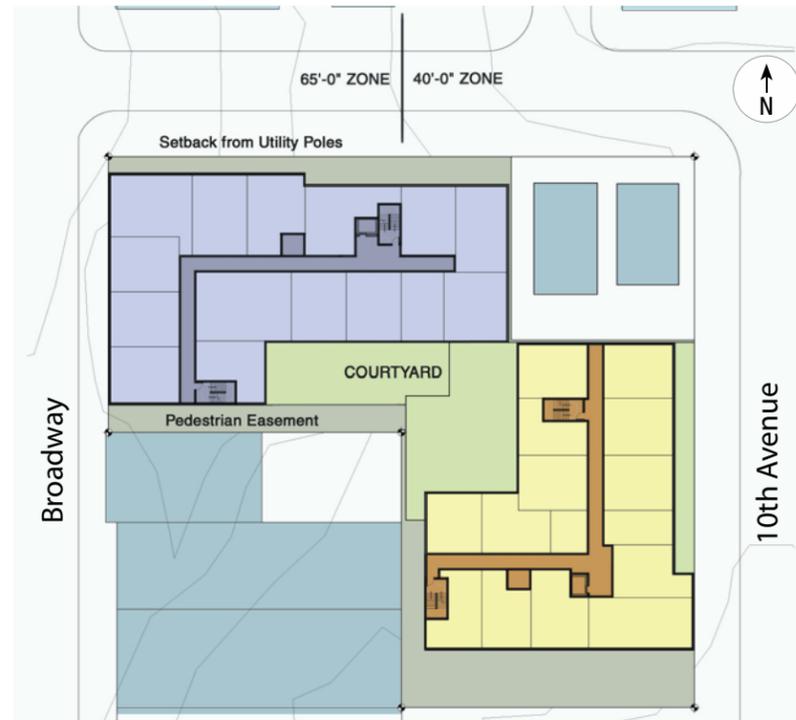
B - View From NE



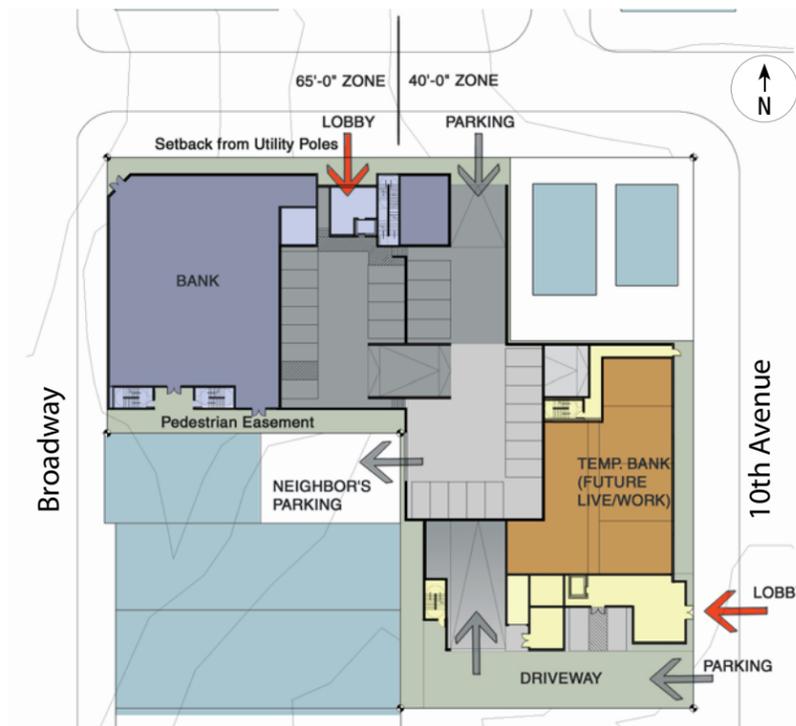
C - View from NW



D - View from SW



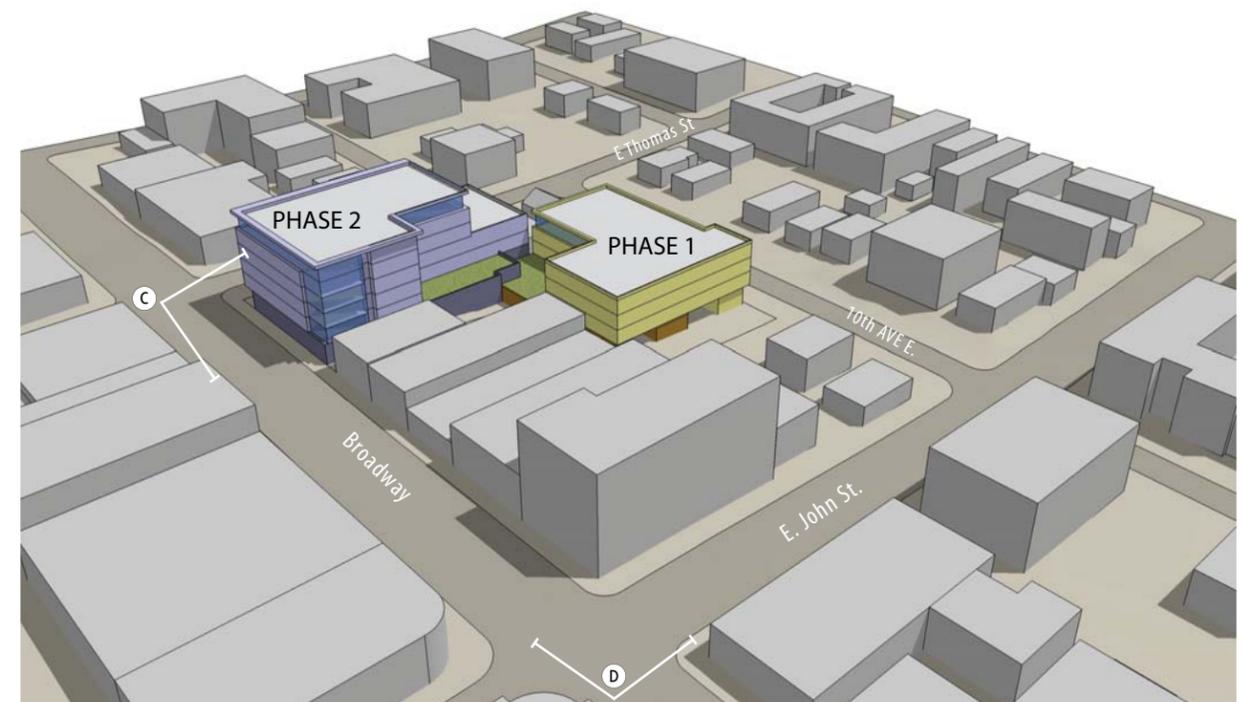
Plan C Upper Levels



Plan C Ground Level

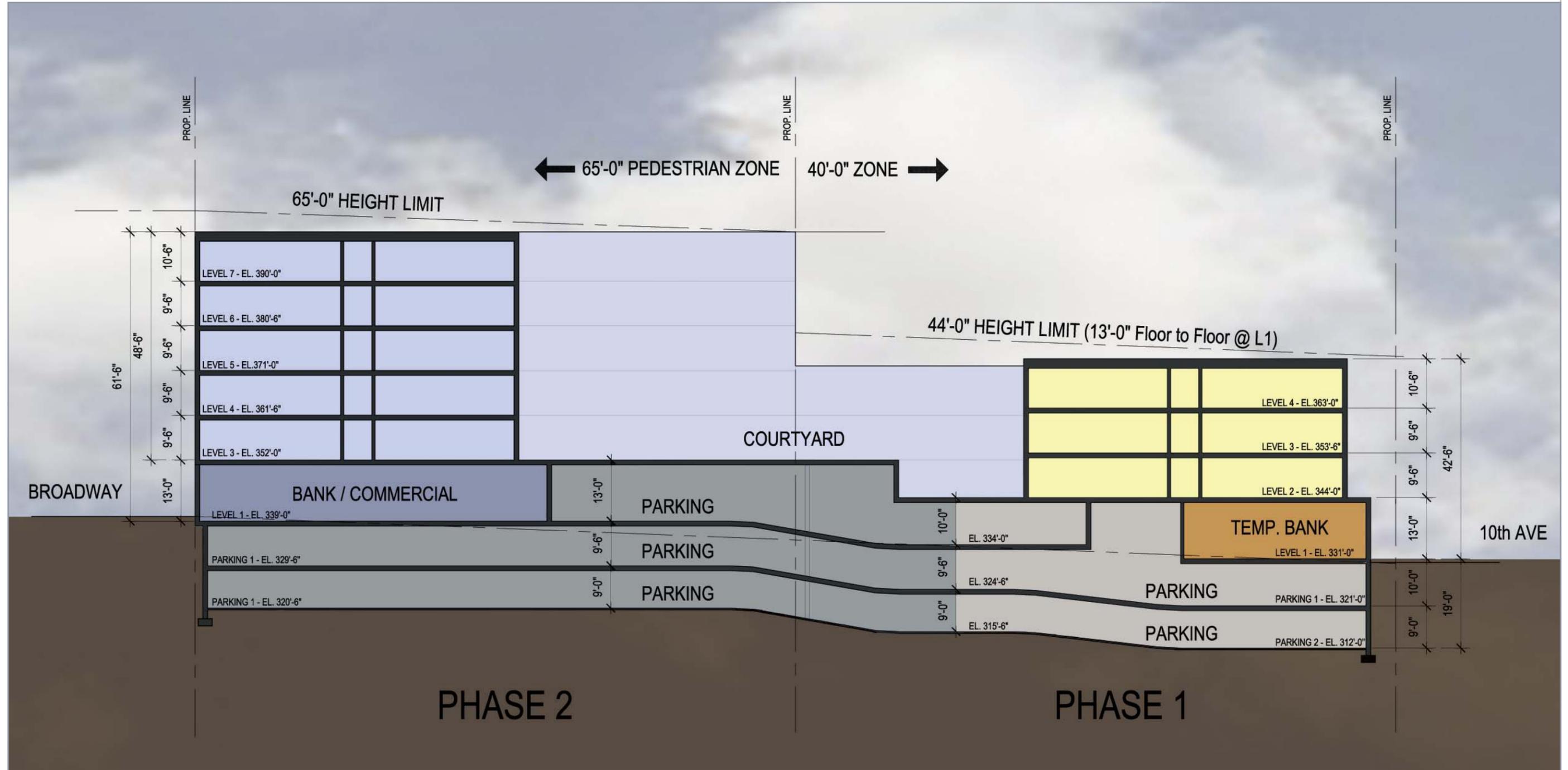


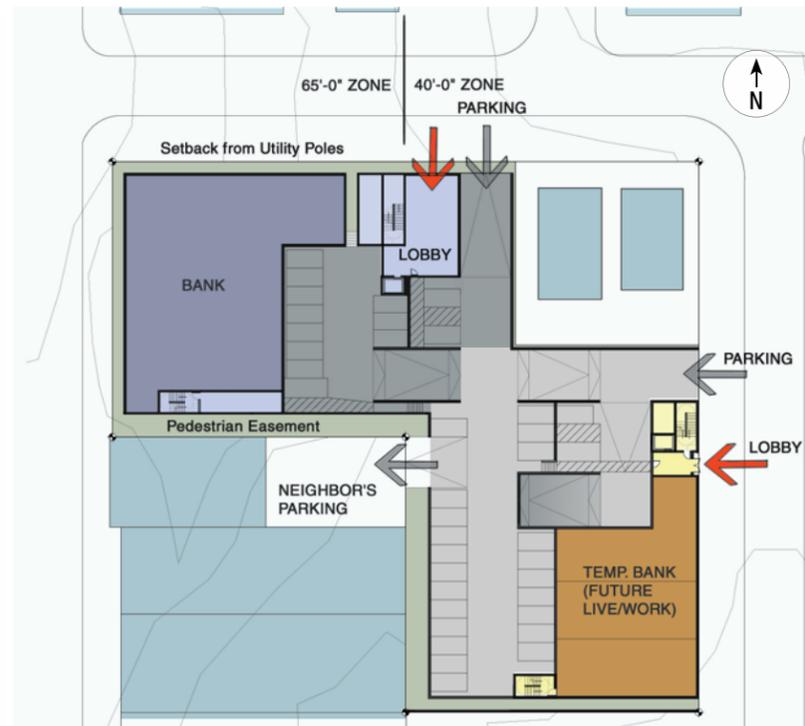
Aerial View NE



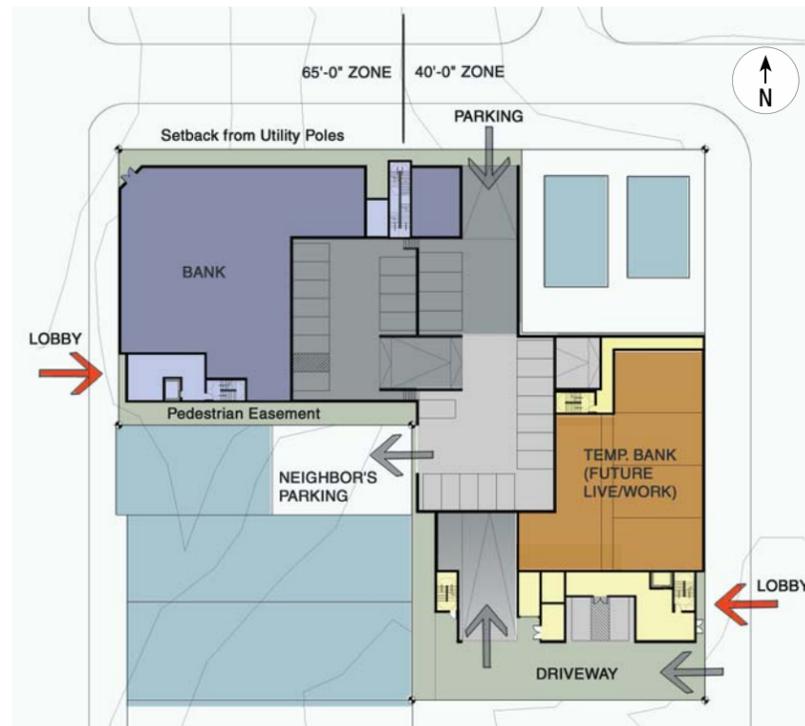
Aerial View SW

F.6 ARCHITECTURAL CONCEPTS: TYPICAL EAST/WEST SECTION

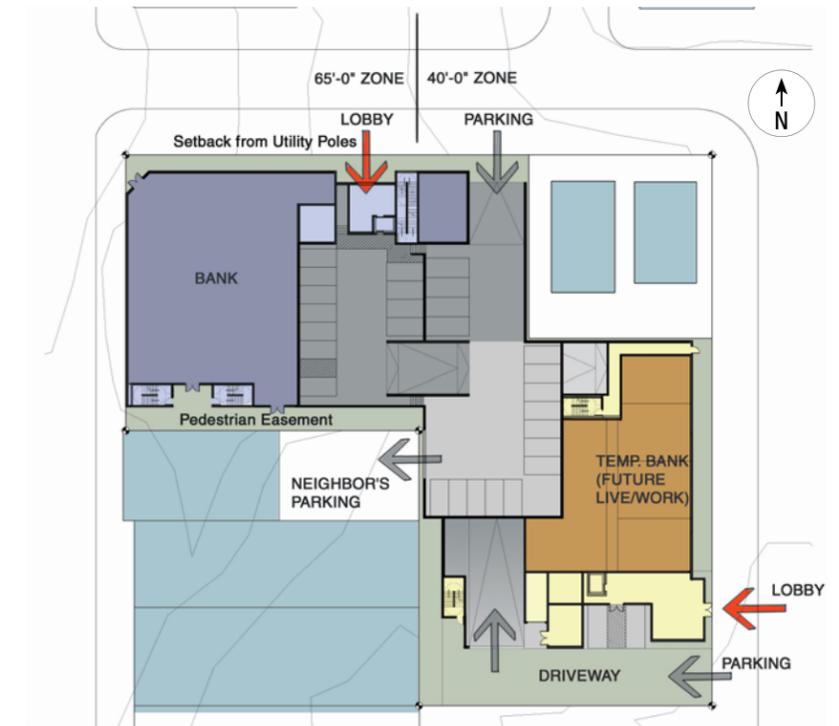




Option A



Option B



Option C