



Early Design Guidance - DPD Project #3012878

315 1st Ave N.
REVISED-3/21/2012



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Application for Early Design Guidance Attachment A DPD# 3012878

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

The site address is 315 1st Avenue North. This site is west of 1st Avenue North; north of Thomas Street West and south of Harrison Street West. The site occupies the east portion of the block southwest from the intersection of Harrison street and 1st Avenue North. There is an alleyway servicing the site from the western most edge of the site. The site contains an existing one story sports lounge located mid block on 1st Avenue North. There are paved surface parking lots to the north and south of the sports lounge.

Adjacent to the site on the west across the alley there is a recent seven story mixed-use building and an older four story apartment building. The northern half of the site is relatively flat. Mid block the site slopes down to the southwest corner of Thomas Street, dropping approximately 10 feet. There are mature street trees along 1st Avenue North and Harrison Street.

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

The site is zoned NC3-65.

The entire site is within the Uptown Urban Center.

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

The site is located in the Uptown Urban Center. This neighborhood includes multifamily housing, community services, restaurants, entertainment and shopping.

Directly adjacent to the east side of the site is Key Arena and Seattle Center. East of the site on 1st Avenue North there are residential and retail buildings.

Within walking distance from the site there are banks, grocery stores, schools, medical offices, book stores, movie theaters, restaurants, and the Seattle Center with all of its offerings. Metro bus routes provide service with stops close to the site providing links to the central downtown core and other areas.

First Avenue North is designated as a principal arterial and a major transit street. Harrison Street and Thomas Street have no special classifications.

Natural amenities in the area include Lake Union, the park like grounds of the Seattle Center, Kinneer Park, Myrtle Edwards Park and the Olympic Sculpture garden.

The existing development patterns are to create a significant urban edge siting the buildings directly on or near the property lines fronting the street. Ground floor uses in the area are both residential and commercial. Newer mixed use buildings in the area are six to seven stories tall.

Adjacent Zoning:

The zoning adjacent to the site is NC3-65 to the west, north and south. Two blocks to the north the zoning changes to NC3P-40/ NC3-40. The zoning is NC3-85 to the east.

4. Please describe the proponent'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.

Our proposal is to construct a six story mixed-use building with two levels of parking below grade; the total area of all uses will be approximately 236,814 s.f. The ground floor uses include retail, live-work units and lobby spaces. Parking will be accessed off the alley. Retail is proposed along the north half of 1st Avenue North where pedestrian traffic is likely to be heaviest due to Key Arena and Seattle center events. Live-work units are proposed along 1st Avenue North and Thomas Street where there is significantly less pedestrian traffic. The lobby and tenant amenity spaces are proposed off Harrison Street. All upper levels of the buildings will serve residential purposes, with approximately 183 apartments and 6 live-work units (see attached project data for more information).



RUNBERG
ARCHITECTURE
GROUP

Project Data: 315, 325 1st Ave N 12.20.11
Client: SRM Development
Proposed Use: Residential Mixed-Use

1.0 PROJECT DATA

1.1 Location: 315, 325 1st Ave N, 100 Thomas St
1.2 Site Area: 36,000 sf
1.3 Zone: NC3-65
Overlays: Uptown Urban Center (outside of Pedestrian Area)
Street Classifications: First Ave N is a Principal Arterial
1.4 Building Code: Seattle Amendments to the 2009 International Bldg. Code (IBC)
1.5 Proposed Use: Residential Mixed Use
1.6 Occupancy Classification / Separations

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

1.8 Gross Floor Area:

construction type	FLOOR	PKG	VERT CIRC	LOBBY/ CIRC/MECH	COMM.	L-W	AMENITY/ STORAGE	RESID.	TOTAL (gsf)	exterior balconies	terraces/ roof deck	compliant amenity
Type I-A	Level P3	24,342	855	420			280		25,897			
	Level P2	26,931	855	145			560	2,000	30,491			
	Level 1/P1	12,723	855	3,925	4,275	3,515	3,957	2,000	31,250			0
Type V-A	Level 2		855	2,627				24,923	28,405		5,268	5,268
	Level 3		855	2,627				24,923	28,405			0
	Level 4		855	2,627				24,923	28,405			0
	Level 5		855	2,627				24,923	28,405			0
	Level 6		855	2,627				24,923	28,405			0
	Roof										900	900
	Subtotal		63,996	6,840	17,625	4,275	3,515	4,797	128,615	229,663	0	6,168

1.9 Unit Distribution

	Studio	Open 1	1 Bed	1 Bed+	2 Bed	L-W	T-H	total
L1						6	3	9
L2	6	15	11		4			36
L3	6	15	11		4			36
L4	6	15	11		4			36
L5	6	15	11		4			36
L6	6	15	11		4			36
	30	75	55	0	20	6	3	189

Unit Mix

Unit Type	# Units	MIX %
Studio	30	15.9%
Open 1	75	39.7%
1 Bed	55	29.1%
1 Bed+den	0	0.0%
2 Bed	20	10.6%
L-W	6	3.2%
T-H	3	1.6%
Totals	189	100%

Unit Mix- WITHOUT LIVE-WORK

Unit Type	# Units	MIX %
Studio	30	16.4%
Open 1	75	41.0%
1 Bed	55	30.1%
1 Bed+den	0	0.0%
2 Bed	20	10.9%
T-H	3	1.6%
Totals	183	100%

Average Unit Size, w/out L-W

Res area	# Units	Avg. (nrst)
128,615	189	681

1.10 Project Metrics

Residential Area Efficiency (res. levels 2-6) = $\frac{\text{res. area } 124,615}{\text{total floor area } 142,025} = 87.7\%$
 Heated Area Efficiency = $\frac{\text{heated area } 158,827}{\text{total floor area } 229,663} = 69.2\%$
 Parking Efficiency = $\frac{\text{parking area } 63,996}{\text{number of stalls } 250} = 256.0 \text{ sf per space}$
 Total gross rentable area (gsf) = residential 128,615 + Live-work 3,515 + Retail 4,275 = total rent. 136,405

	Parking Spaces	Parking Ratio
Residential	250	1.32 /unit
Commercial	0	
Total	250	

ZONING DATA

2.0 ZONING DATA NC3-65

Commercial Zone

2.1 Potential Use:

Residential	Permitted
Live-work units	Permitted
General Sales/Svc	Permitted
Restaurants	Permitted
Medical Services	Permitted
Offices	Permitted

2.2 Street Development Standards:

SMC 23.47A.005.C.3
Residential uses may not exceed 20% of the street-level street-facing façade when facing an Arterial or within an 85' foot zone

SMC 23.47A.008.A.2
Blank facades permitted: no segment longer than 20 ft total blank facade < 40%

SMC 23.47A.008.A.3
Street-level street-facing facades shall be located within 10' of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

SMC 23.47A.008.B.2
Transparency required: 60% for non-residential uses

SMC 23.47A.008.B.3
Depth of nonres.: average 30 ft, minimum 15 ft
Height of nonres.: 13 ft floor-to-floor

SMC 23.47A.008.D
2. At least one of the street-level street-facing facades containing a residential use shall have a visually prominent entry
3. The floor of a dwelling unit located along the street-level street-facing façade shall be at least 4' above or below sidewalk grade or be set back at least 10' from the sidewalk.

SMC 23.47A.008.E
Live-work units located on street-level street-facing facades must comply with Blank façade and Transparency requirements

Provided: %

Provided: ft

Provided: %

Provided: %

Provided: ft

Provided: ft

Provided: ft

2.3 Outdoor Activities:

SMC 23.47A.011.D, E
Outdoor storage prohibited in NC3 zones
Outdoor sales/service are permitted with no max. size limit

2.4 Structure Height:

Max. Allowed: **SMC 23.47A.012 A** Height Limit of Zone 65 ft
Projections allowed above height limit: clerestories, guardrails, elevator/stairs overruns
SMC 23.86.006 and Section 502 Definitions
"Height of the structure" is the difference between the highest point and the average grade level.
On sloping sites, the average grade level may be calculated separately for segments of site

average grade plane 8.27 EL
Max. t.o. Roof EL

2.5 Floor Area Ratio

SMC 23.86.007
measured to inside face of perimeter walls, including shafts, and above grade

SMC 23.47.009.A
no density limit for mixed-use structures

SMC 23.47A.013.B
Lot Area (pre-dedication) 36,000 SF
Max. FAR for total mixed-use structure: 4.75
Allowable FAR 171,000 SF
Proposed FAR:

	Totals
Level P2	5073
Level 1	30,649
Level 2	26,857
Level 3	26,857
Level 4	26,857
Level 5	26,857
Level 6	26,857
(can exclude exterior walkway)	Total SF actual 170,007
	Total FAR proposed <input type="text" value="4.72"/>

Max. FAR for single use (Res): 4.25
Res SF actual 138,285
Res FAR proposed

2.6 Setbacks

SMC 23.47A.014
Project site does not abut or stand across the alley from a residential zone. Therefore no setbacks are required.

2.7 Required Landscaping:

SMC 23.47A.016.A
Required: Seattle Green Factor 0.30 Provided:

SMC 23.47A.016.D.1
Required: surface parking - landscaped areas no requirement for < 20 spaces
Required: surface parking - trees 1 tree for every 10 spaces
Required: surface parking abutting residential lot 5' buffer and 6' fence

2.8 Residential Amenity Area:

SMC 23.47A.024.A
Required: 5% gross bldg. in residential use: Residential Area: 128,615 gsf
Required Amenity Space: 6430.75 gsf
Provided: gsf

SMC 23.47A.024.B
Required: minimum dimension 10 ft, no area less than 250 ft

2.9 Parking Location / Access:

SMC 23.47A.032.A1
Access to parking shall be from an alley
If alley access not provided, street access is permitted from 1 and only street OR the smaller of 2 streets

SMC 23.47A.032.A2

Structures in C zones with residential uses shall meet the access requirements for NC zones.
If access is not provided from an alley and the lot abuts 2 or more streets, access is permitted across one of the side street lines as determined by the Director.

SMC 23.47A.032.B
Street-level parking shall be separated from street-level street facing facades by another use.
Parking may not be located inside a structure adjacent to street-level street-facing facade

SMC 23.47A.032.C
When a lot fronts 2 or more streets, the Director will determine which of the streets will be considered the front lot line (for this requirement only). Parking Analysis may be required.

SMC 23.54.020.M
In Urban Centers, no vehicle parking is required for Comm and MF zones

SMC 23.54.030
For non-res. uses: driveways for one-way traffic 12-15 ft; two-way traffic 22-25 ft Provided: ft
Max. driveway slope is 15% unless there is a demonstratable hardship
Max. number of curb cuts is typically 1, but varies based on Arterial, length of street, and if used by Non-Res.
For exit-only driveways and 2-way driveways <22 ft, Sight triangles required on both sides
For 2-way driveways ≥22 ft wide, Sight triangle shall be provided on Exit side

2.10 Required Parking:

SMC 23.54.020.F.2
Transit Reduction-parking requirement for non-residential uses may be reduced by 20%

SMC 23.54.015 Table A, Table B
No parking required for first 1500 sf of Non-Res use in Commercial Zone and in Pedestrian zones for uses not in Table D

	Required Parking Ratio	Required Parking
Sales & Service	4,275 gsf / 1/500	0.00
Residential	128,615 units / 0.00 per unit	0.00
		Required 0

Level	Non-Residential					Residential					Provided
	S	M	L	ADA	ADA van	S	M	L	ADA	ADA van	
P1							54				54
P2							103				103
P3							93				93
Subs	0	0	0	0	0	0	250	0	0	0	250
	#DIV/0!	#DIV/0!	#DIV/0!			0	0%	100%	0%		250
	35% min	65% max	35% min.				60% min				

Bicycle Parking SMC 23.54.015 Chart E

Use	Quantity	Required Bicycle Parking Ratio	Required	Provided
Sales & Service	4,275 sf	1/12000 long-term	0.36	
		1/4000 short-term	1.07	
Residential	189 units	1/4	47.25	

Loading berth: low to medium demand use (general commercial sales, medical services)
less than 10,000 sf no loading berth required

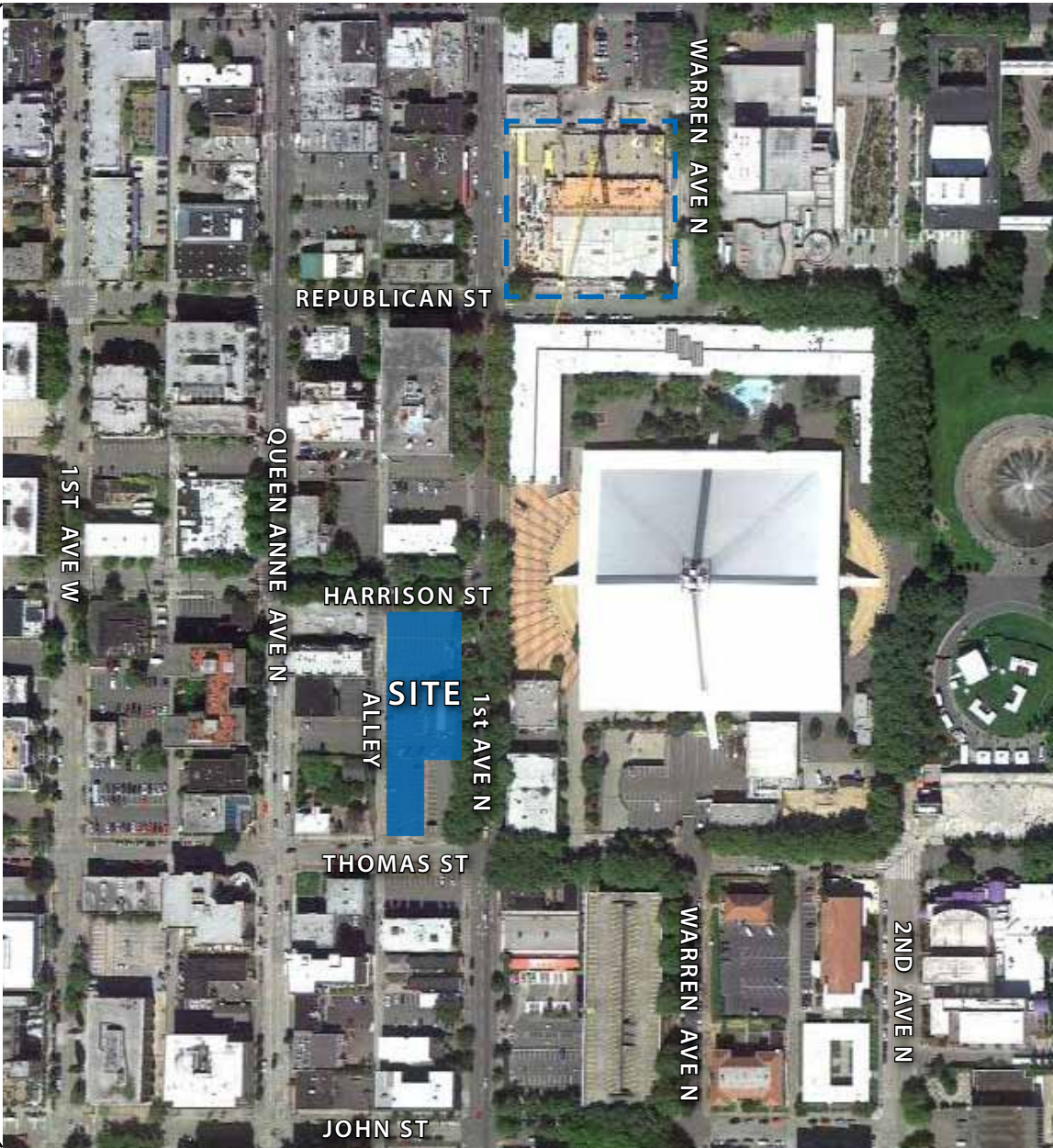
2.11 Solid Waste:

SMC 23.54.040
Mixed-Use Developments: Area for Res. Dev. Plus 50% Area for NonRes Dev.
For more than 9 dwelling units, the min. horizontal dimension is 12'
For >100 units, the Area may be reduced 15% if no hor. dimension less than 20'

Residential:	26-50 units: 375 sf		Number of Units: 189 units
	51-100 units: 375 sf + 4sf/ea. add'l unit		Required Trash Area: <input type="text" value=""/> gsf
	100+ units: 575 sf + 4sf/ea. add'l unit		Provided: <input type="text" value=""/> gsf
Nonresidential:	0-5,000 sf: 82 sf		
	5,001-15,000 sf: 125 sf		Non-Residential Area: 7,790 gsf
	15,001-50,000 sf: 175 sf		Required Trash Area: <input type="text" value=""/> gsf
			Provided: <input type="text" value=""/> gsf



VICINITY MAP



AERIAL PHOTO



ZONING MAP

SURROUNDING USES



A Mixed-Use



B Post Office



C Office



D Apartment



Summary:
 The uses in the neighborhood includes recent and previously built multifamily housing, cultural spaces (Seattle Center), offices, restaurant and entertainment venues. While the styles vary from historic to modern, there is a strong mid-Century modern style prevalent in the neighborhood that reflects the influence of the 1962 World's Fair as seen in the Key Arena and several housing and office buildings in the vicinity.



E Mixed-Use



F Office



G Office



H Key Arena



I Seattle Center



J Mixed-Use (Under Construction)

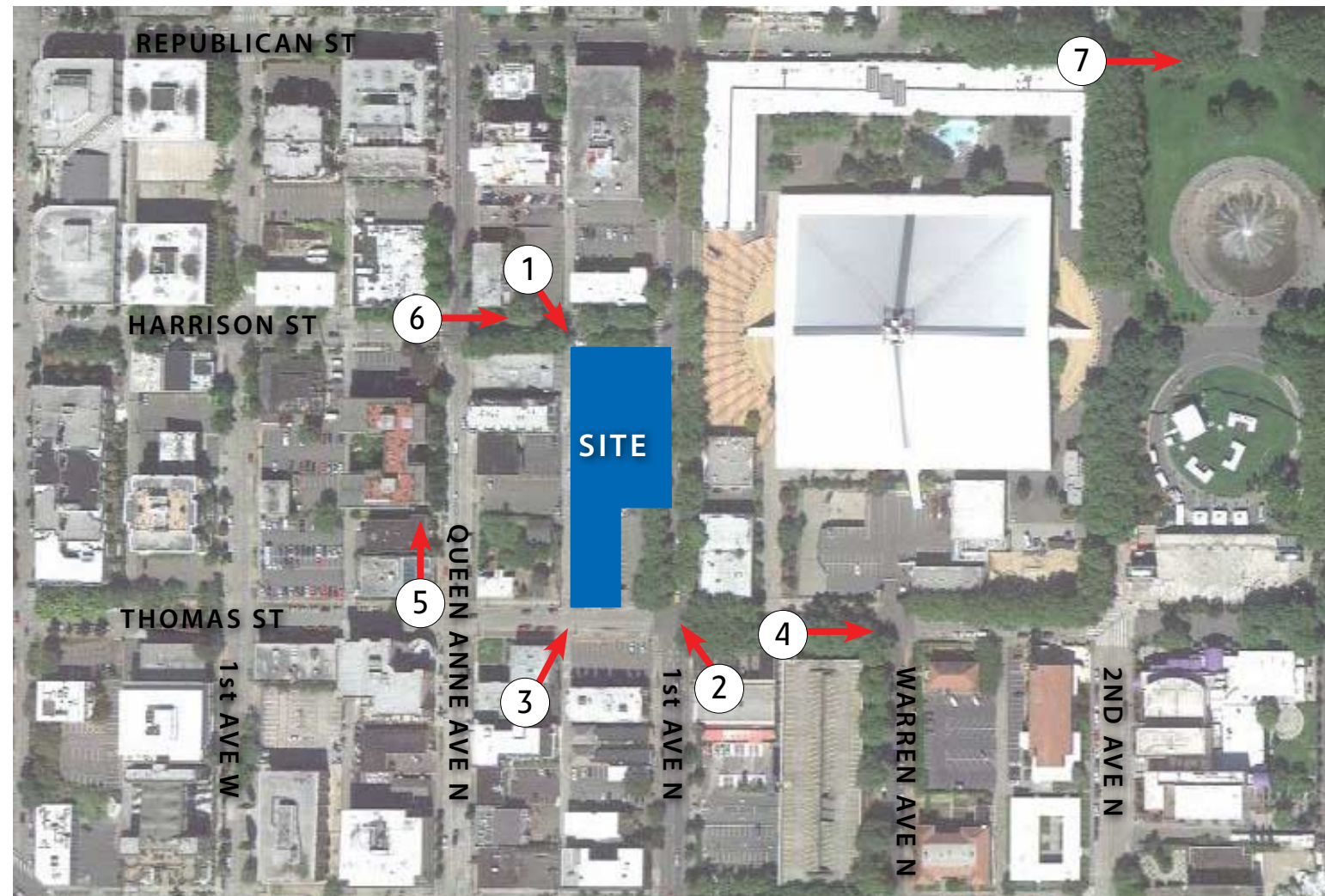


K Office



L Residential

VIEWS SURROUNDING THE SITE



Space Needle



Looking North on Queen Anne Ave N



Entry to Seattle Center



Path to Memorial Stadium



FIRST AVENUE NORTH - Looking East (away from site)



FIRST AVENUE NORTH - Looking West (toward site)



HARRISON STREET FACADES



HARRISON STREET - Looking North (away from site)



HARRISON STREET - Looking South (toward site)





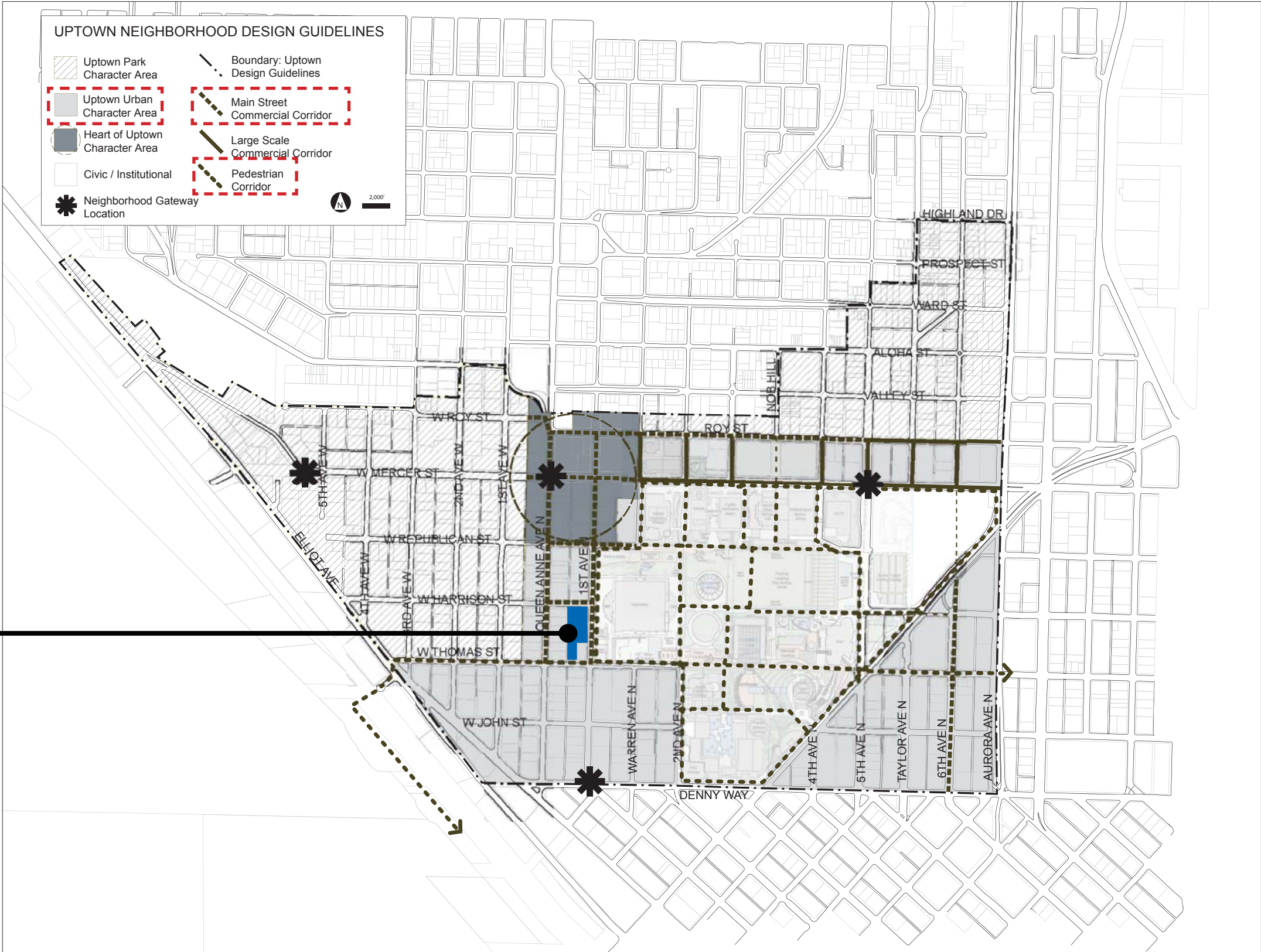
THOMAS STREET - Looking South (away from site)



THOMAS STREET - Looking North (toward site)



DESIGN GUIDELINES - UPTOWN NEIGHBORHOOD DESIGN GUIDELINES



THE PROJECT SITE IS IN THE UPTOWN URBAN CHARACTER AREA.

- 1ST AVE N, HARRISON ST, AND THOMAS ST ARE A MAIN STREET COMMERCIAL CORRIDOR
- 1ST AVE N IS A PEDESTRIAN CORRIDOR

A. SITE PLANNING

A-1 Responding to Site Characteristics

The Siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views of other natural features.

Uptown Supplemental Guidance:

Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood's pedestrian character.

In the Uptown Urban and Heart of Uptown character areas encourage outdoor dining areas utilizing sidewalks and areas adjacent to sidewalks. Outdoor dining is especially encouraged for sites on block faces with southern exposure.

A-2 Streetscape Compatibility

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

Uptown Supplemental Guidance:

Throughout Uptown developments that respond outward to the public realm are preferred.

- Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses. For example, an on-site plaza should not unduly interrupt the retail continuity of a street.

- Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Special paving materials, landscaping, and other elements can be used to provide a clear definition between the public and private realms.

- Define outdoor spaces through a combination of building and landscaping, and discourage oversized spaces that lack containment.

In the Uptown Urban and Heart of Uptown character areas, encourage streetscapes that respond to unique conditions created by Seattle Center. Encourage wide sidewalks to accommodate high pedestrian volumes during event times, and create safe, wall-marked crossings at entrances to the Center. Streetscape furniture and landscaping should be cited and designed to accommodate the flow of event crowds. Buildings on and adjacent to the Seattle Center campus should be sited to create relationships and connections between the Center and surrounding Uptown neighborhoods.

A-4 Human Activity

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

Uptown Supplemental Guidance:

Major retail spaces are encouraged on streets designated Large Scale Commercial Corridor (First Ave N). The physical scale of these streets and their buildings is the most appropriate to accommodate major retailers in Uptown without detracting from street activity levels and character.

Throughout Uptown encourage outdoor dining

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 corner.

Uptown Supplemental Guidance:

Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

Corner lots are often desirable locations for small, publicly-accessible plazas, turrets, clock towers, art, and other special features. Design corner retail entries to not disrupt access to residential uses above.

B. HEIGHT, BULK & SCALE

B-1 Height, Bulk & Scale Compatibility

Projects should be compatible with the scale and development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designated to provide a sensitive transition to nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the anticipated development potential of the adjacent zones.

Uptown Supplemental Guidance:

In the Uptown Urban character area larger massing units less modulation are appropriate, provided they are carefully designed, with quality materials.

C. ARCHITECTURAL ELEMENTS & MATERIALS

C-1 Architectural Context

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 the neighboring buildings.

Uptown Supplemental Guidance:

The Uptown Urban character area embraces high quality urban infill, and responds to special relationships with nearby civic institutions. The following features are encouraged:

- consistent street wall
- engaging the sidewalk/ storefront transparency;
- building siting that responds to the Seattle Center entry points;
- defined cornices;
- high quality, durable materials;
- distinct residential and commercial components; and
- throughout Uptown, upper level balconies are discouraged on the street side of residential buildings. Bay windows are a preferred architectural element on the street side. This guideline is intended to avoid the open displays of storage, which are sometimes an unintended consequence of street side balconies.

C-4 Guidelines for Downtown Development

Buildings 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 high quality of detailing are encouraged.

Uptown Supplemental Guidance:

Throughout Uptown, decorative exterior treatments using brick, tile, and/or other interesting exterior finish materials are strongly preferred. Quality exterior finish materials should be incorporated at all levels and on all exterior walls. Use materials, colors, and details to unify a building's appearance; buildings and structures should be built of compatible materials on all sides.

D. PEDESTRIAN ENVIRONMENT

D-1 Pedestrian Open Spaces and Entrances

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.

Uptown Supplemental Guidance:

Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

Throughout Uptown special attention to the pedestrian experience and street right-of-way should be given along pedestrian corridors (N Harrison St).

In the Uptown Urban and Heart of Uptown character areas, encourage Seattle Center campus redevelopment along its boundaries to either open vistas from Uptown into Seattle Center or to provide activation for the street.

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

Uptown Supplemental Guidance:

In the Uptown Urban and Heart of Uptown character areas artwork and decorative surfacing may provide an alternative wall treatment to landscaping in some locations. However, painted murals are the least preferred solution to larger wall areas in Uptown.

D-4 Design of Parking Lots Near Sidewalks

Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

Uptown Supplemental Guidance:

In the Uptown Urban and Heart of Uptown character areas, at-grade parking lots near sidewalks are strongly discouraged.

D-5 Visual Impacts of Parking Structures

The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

Uptown Supplemental Guidance:

Throughout Uptown designs that lessen the visibility of parking structures are preferred. Garages and parking structures should, where feasible, incorporate landscaping to reduce their visual impact. Landscaping may include climbing plantings and other landscape means to reduce the impact of larger blank walls. Large, open paved driveways and carports are strongly discouraged. Alley access is preferred if feasible.

D-8 Treatment of Alleys

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Uptown Supplemental Guidance:

Throughout Uptown ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.

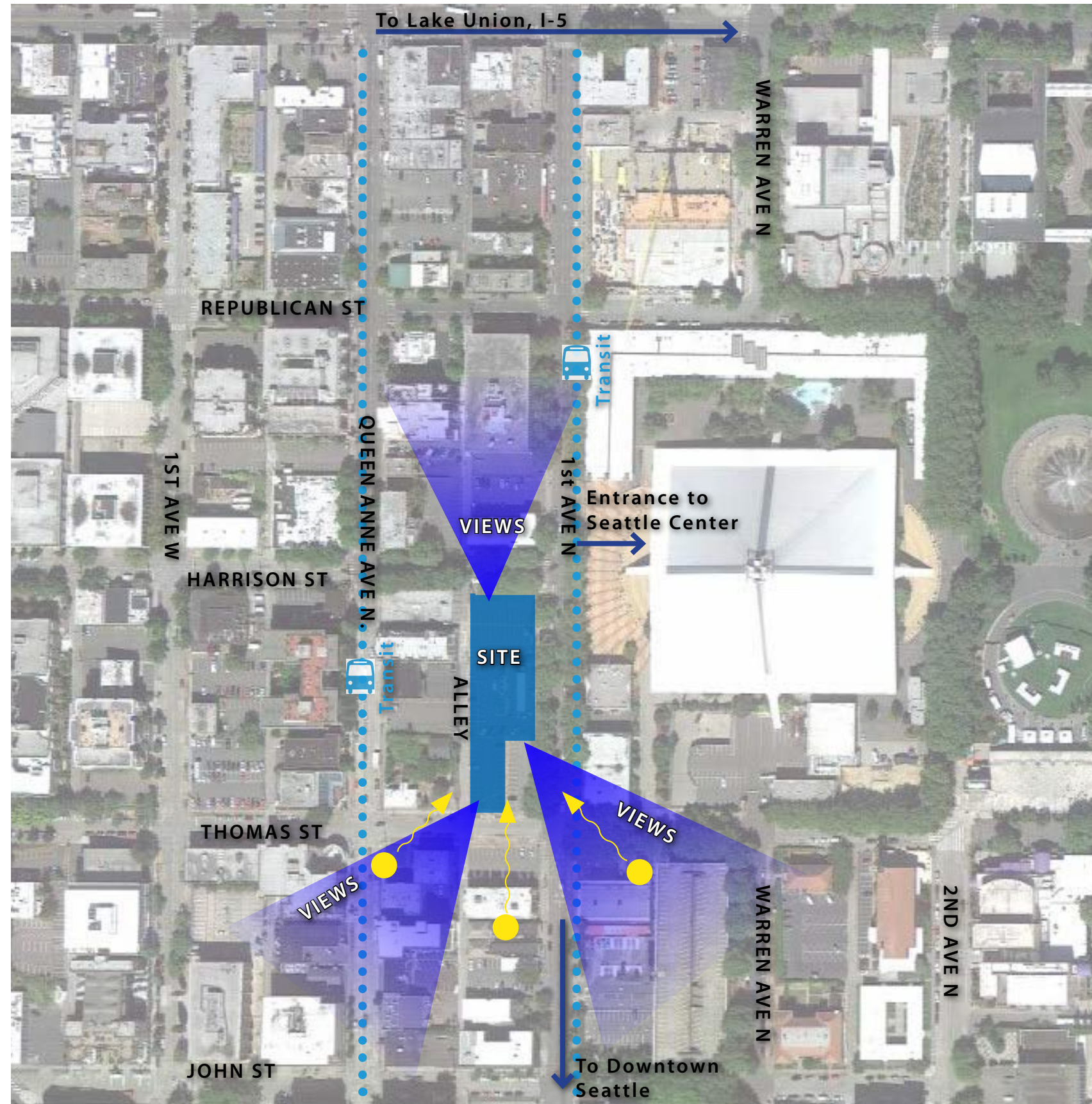
In the Uptown Urban and Heart of Uptown character areas encourage alleys to be activated with subordinate retail spaces at the mouth of the alley. Encourage retail to "turn the corner" at alley entrances.

D-10 Commercial Lighting

Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

Uptown Supplemental Guidance:

Uptown accommodates shopping and eating experiences during the dark hours of the Northwest's late fall, winter, and early spring. Pedestrian area lighting is an important feature of each block in the Uptown Urban character area.



SITE ANALYSIS:

- Heavy pedestrian traffic from Key Arena events could support a corner retail space on Harrison St and First Ave. N.
- Northeast corner of the project should respond to Seattle Center entrance.
- Close proximity to a variety of Cultural and Social activities around the site. (Queen Anne Neighborhood, Seattle Center, Restaurants and Theaters) and Downtown Seattle.
- Potential regional views from upper levels, especially the Space Needle, Puget Sound and Downtown Seattle
- Good sun exposure from the South
- Existing Metro bus stops occur nearby on 1st Avenue N and Queen Anne Avenue (Major Transit route for North and South Bound)

STREET CHARACTER:

1st Ave N

- High automobile traffic,
- High pedestrian traffic for Key Arena and Seattle Center events
- Characterized by big gestures: large scale buildings and large open space plaza

Harrison St

- Less traffic than 1st Ave N
- More residential character with smaller scale buildings
- Mature street trees

Thomas St

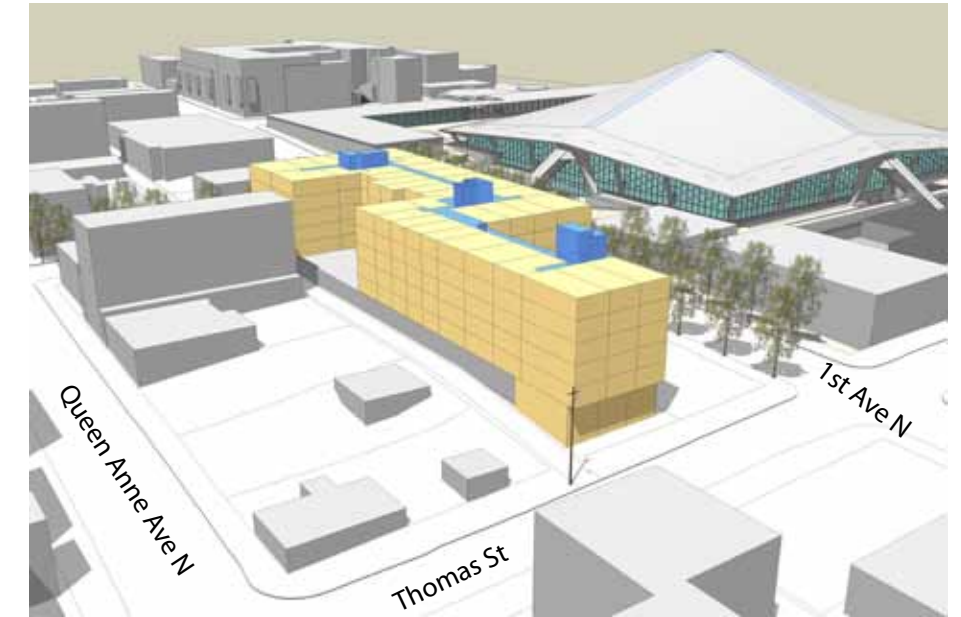
- Less traffic than 1st Ave N
- Potential views to the Puget Sound
- No street trees
- Surface parking lots create gaps in the street fabric



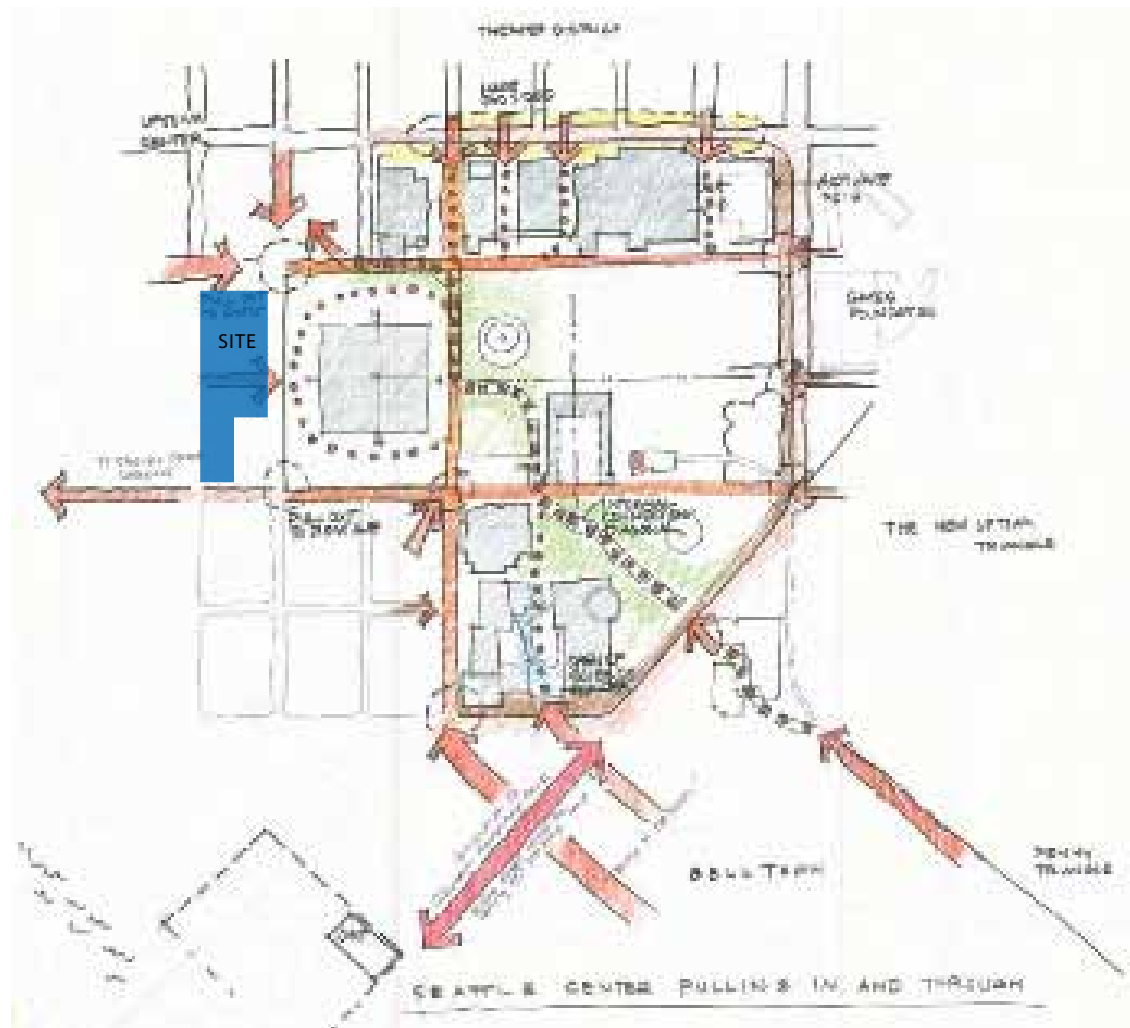
"Century 21 Master Plan Pedestrian Connections"

Pedestrian Connections

- A new emphasis on pedestrian safety with better connections to and through the site, especially from transit stops, is part of the Century 21 Master Plan.
- Improved East-West axial pedestrian paths on August Wilson Way, south of the Theatre District, and Thomas Street, south of Center House, combined with easy and fluid connections through Center House will improve the experience of walking about the campus.
- A new generous forecourt and path at the Center House north entry connects to underground parking and to McCaw Hall across an expanded International Fountain Lawn.
- Removing the loading and delivery functions from the surface level eliminates conflict with pedestrians and improves the sense of green refuge on the grounds.



The Century 21 Master plan identifies Thomas Street as part of the improved east-west axial pedestrian paths



"Century 21 Circulation Diagram"

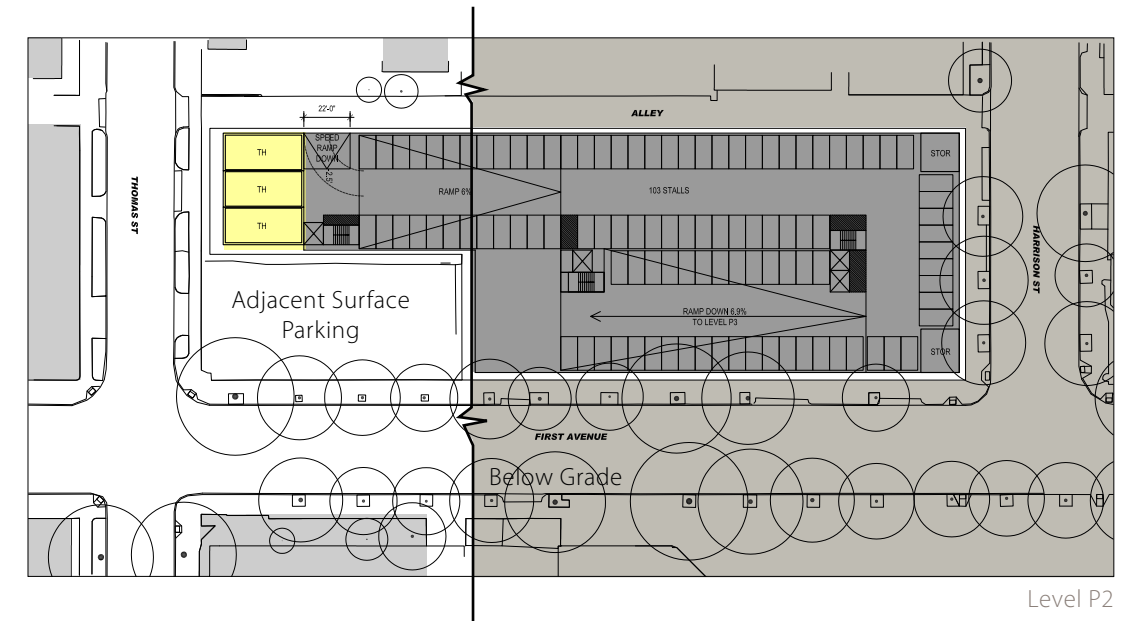
ARCHITECTURAL CONCEPT - MASSING OPTION A



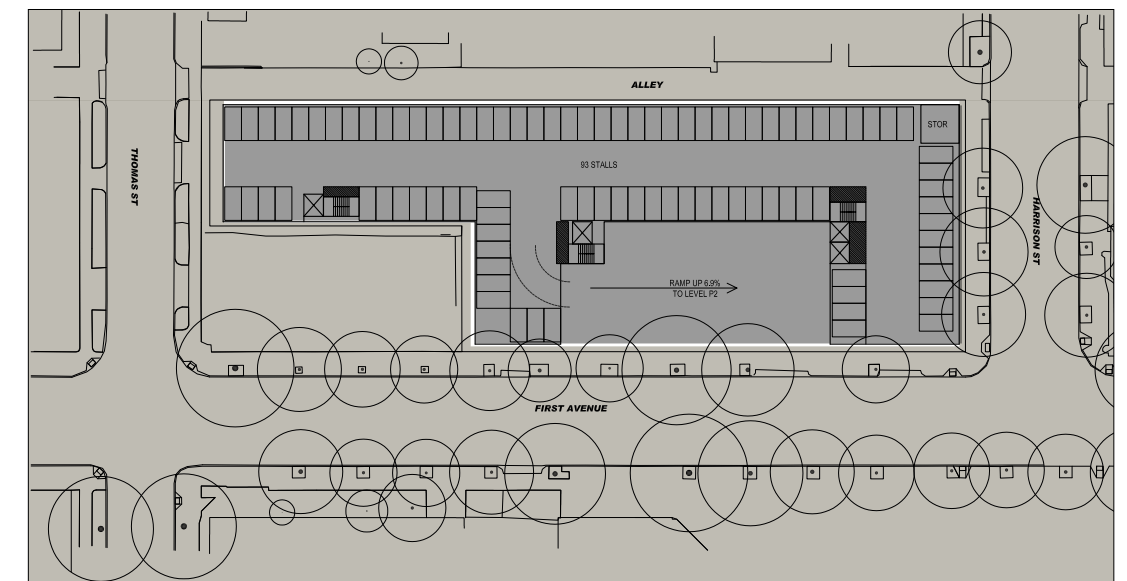
View from the NW

Summary

- 6-Story Residential Mixed-Use
- Residential (189 units, 5 floors)
- Commercial - Retail (4,275 SF)
- Parking (247 vehicles)

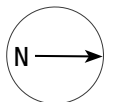


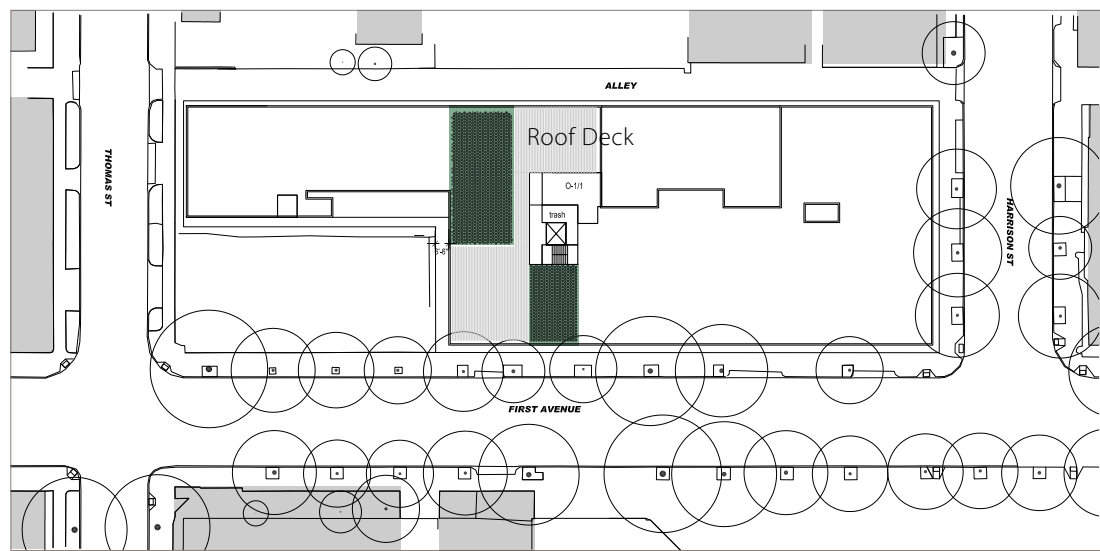
Level P2



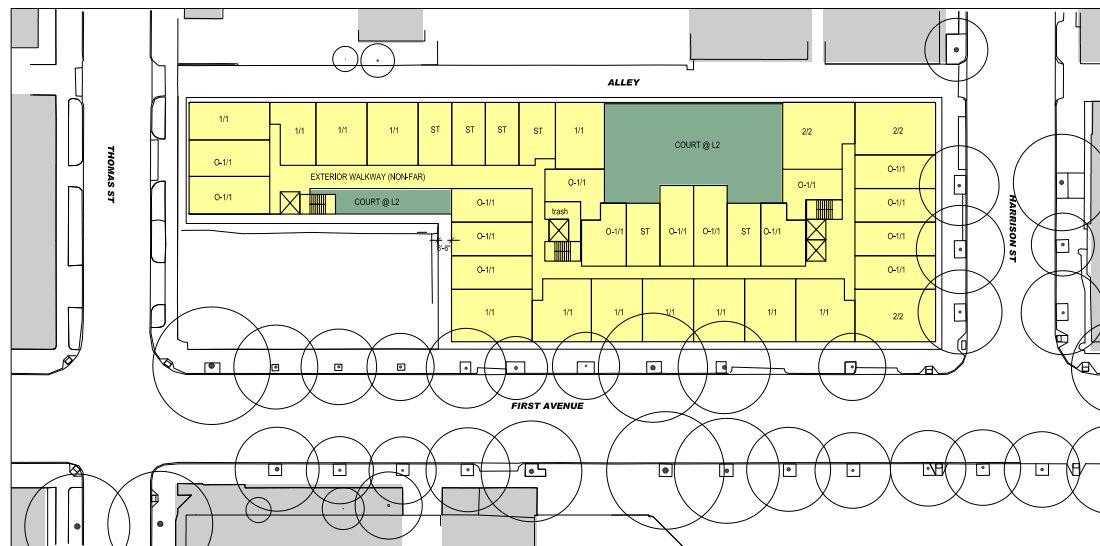
Level P3

- Residential
- Parking
- Lobby
- Commercial | Office
- Courtyard

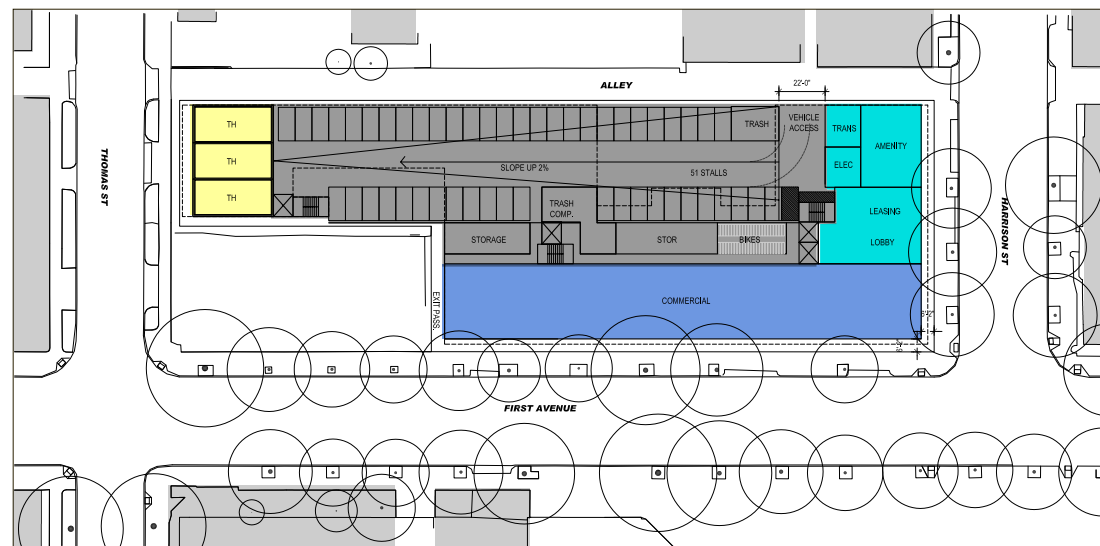




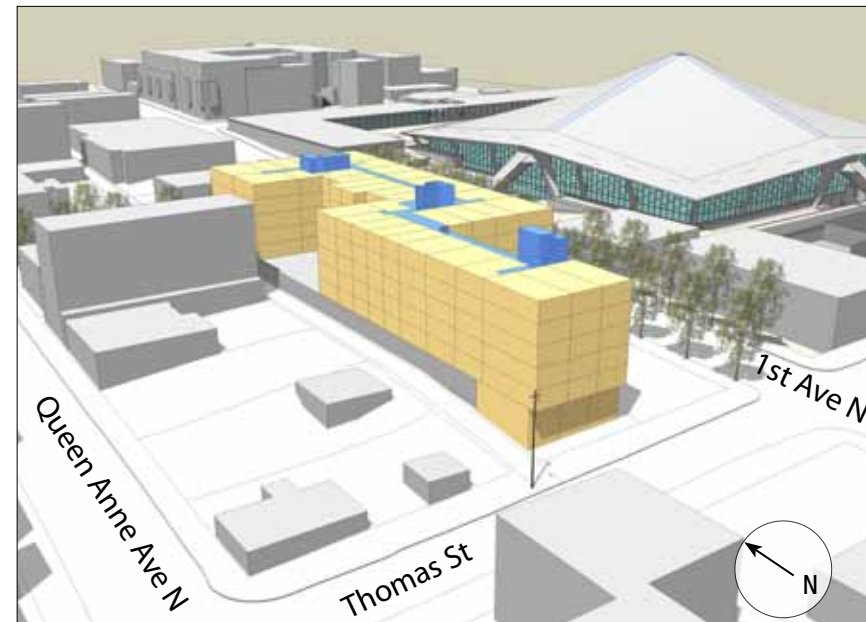
Roof Level



Level 2 - 6



Level 1 / P1



View from the SW



View from the NE

Architectural Concept - Massing Option A (Preferred Scheme)

PROS:

- Street edge massing defines Comm. corridor and creates a western edge to the plaza at Key Arena (A-2)
- Commercial space along Comm. corridor (A-2, A-4)
- Residential lobby along Pedestrian corridor (A-2, A-4)
- Meets corner at First Ave N and N Harrison (A-10)
- Courtyard opens to western light and views (A-1)
- Building sets back at existing 7-story multifamily building across the Alley (A-1, B-1)
- 6' setbacks along N Harrison and 1st Ave N (A-4, D-1)
- Views to waterfront Seattle, Space Needle and downtown
- Developing existing surface parking lots adjacent to sidewalks across from Seattle Center (D-4)
- Underground parking garage accessed from alley (D-8)
- Residential uses "turn the corner" at ends of alley (D-8)

CONS:

- Courtyard is not available to help break down mass of main facade along First Ave N (B-1)
- No large public plaza at corner of N Harrison St and First Ave N. (A-4)
- Existing surface parking lot to remain at SE corner (D-4)
- Sets back from corner at N Thomas St and First Ave N

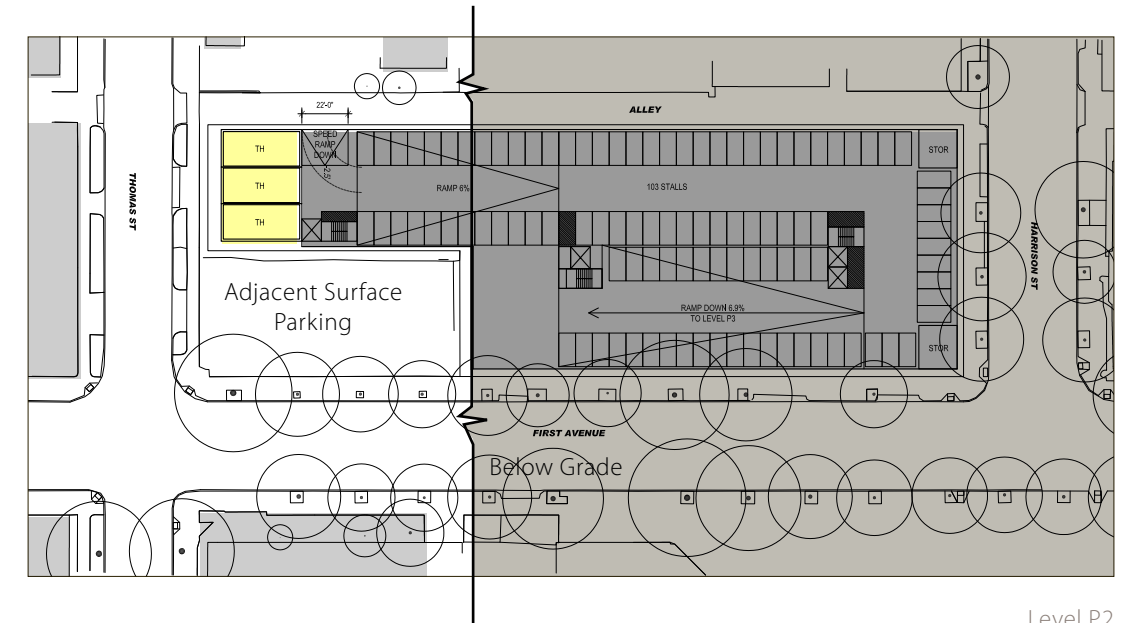
ARCHITECTURAL CONCEPT - MASSING OPTION B



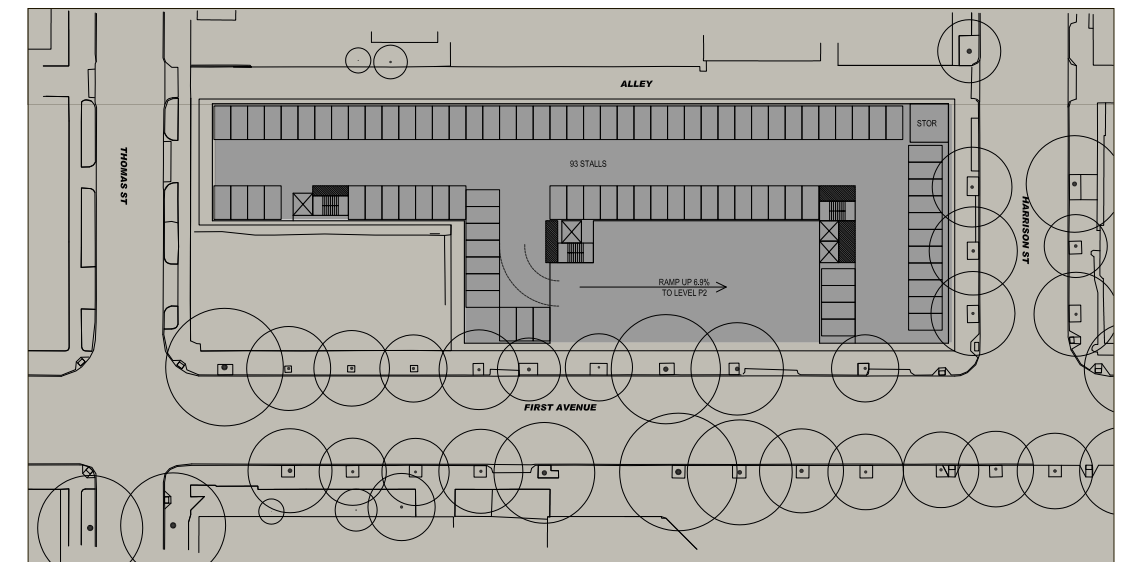
View from the NW

Summary

6-Story Residential Mixed-Use
 Residential (189 units, 5 floors)
 Commercial - Retail (3,370 SF)
 Parking (247 vehicles)

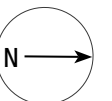


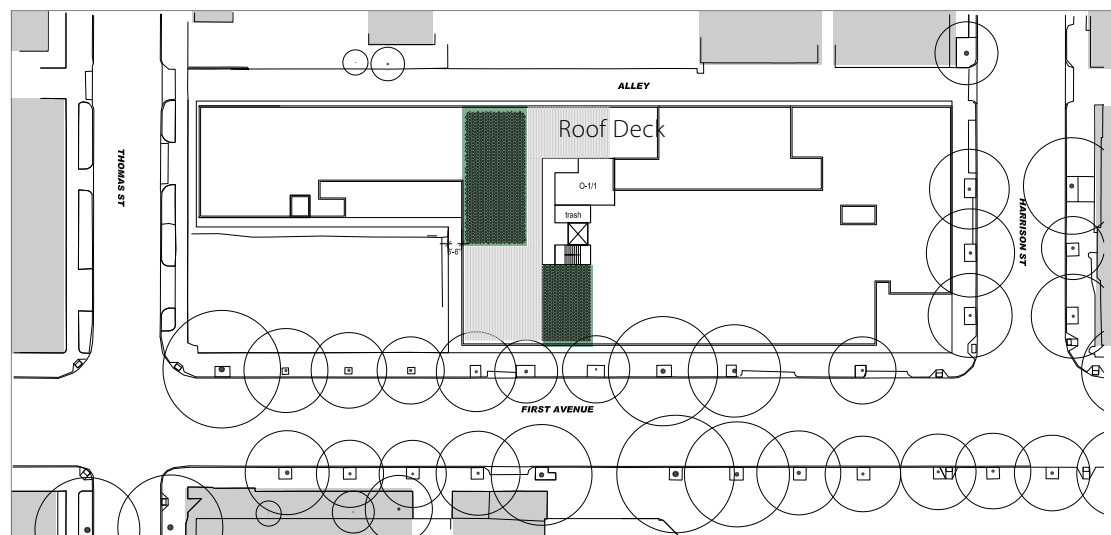
Level P2



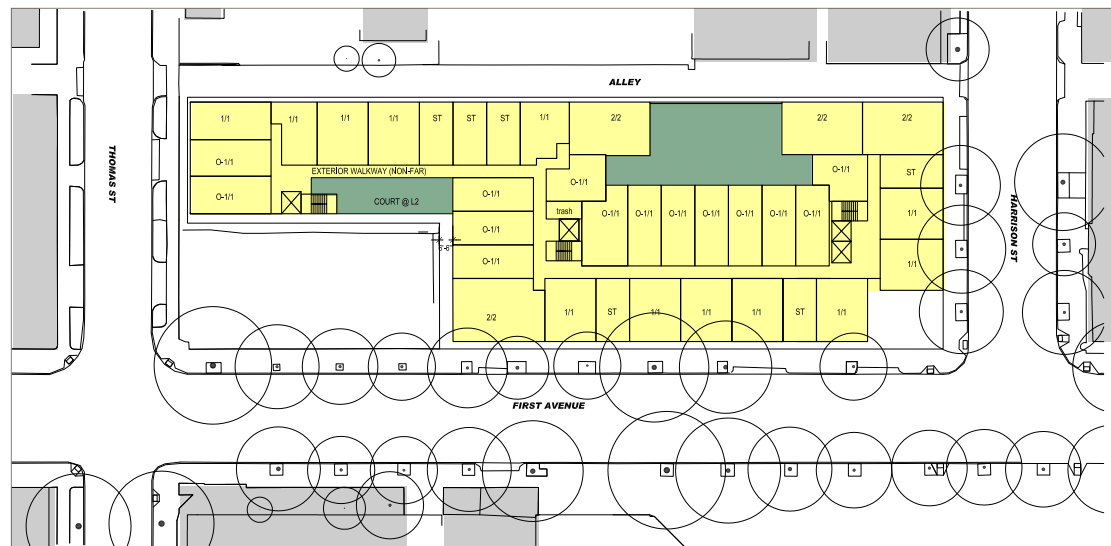
Level P3

- Residential
- Parking
- Lobby
- Commercial | Office
- Courtyard

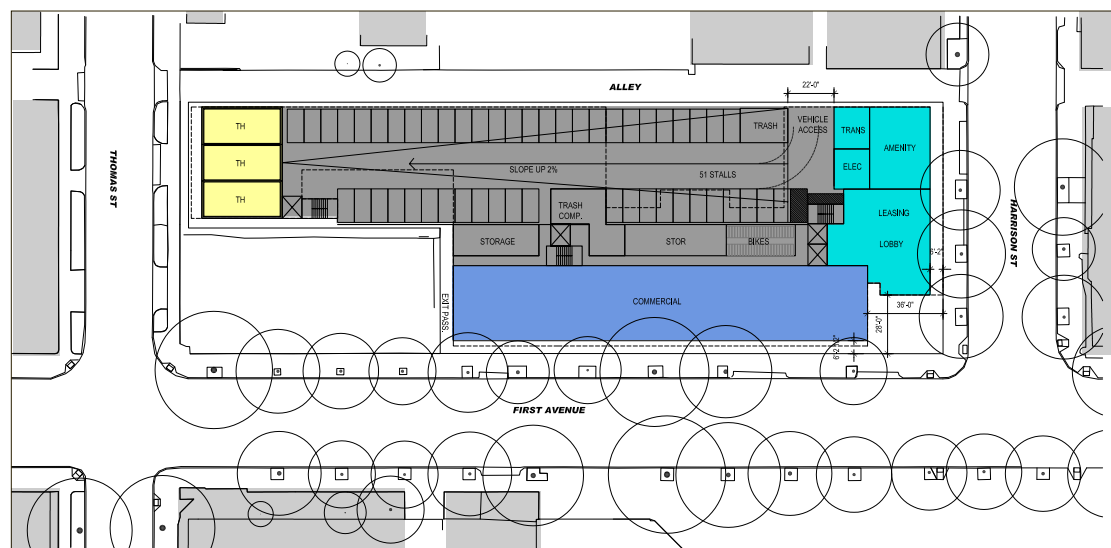




Roof Level



Level 2 - 6



Level 1 / P1



View from the SW



View from the NE

Architectural Concept - Massing Option B

PROS:

- Large public plaza at corner of N Harrison St and First Ave N. (A-4)
- Street edge massing defines Comm. corridor (A-2)
- Large commercial space along Comm. corridor (A-2, A-4)
- Residential lobby along Pedestrian corridor (A-2, A-4)
- Courtyard opens to western light and views (A-1)
- Building sets back at existing 7-story multifamily building across the Alley (A-1, B-1)
- 6' setbacks along N Harrison and 1st Ave N (A-4, D-1)
- Views to waterfront Seattle, Space Needle and downtown
- Developing existing surface parking lots adjacent to sidewalks across from Seattle Center (D-4)
- Underground parking garage accessed from alley (D-8)
- Residential uses "turn the corner" at ends of alley (D-8)

CONS:

- West-facing courtyard is much tighter than the Massing Option A
- Setback at corner at First Ave N and N Harrison (A-10)
- Courtyard is not available to help break down mass of main facade along First Ave N (B-1)
- Existing surface parking lot to remain at SE corner (D-4)
- Sets back from corner at N Thomas St and First Ave N

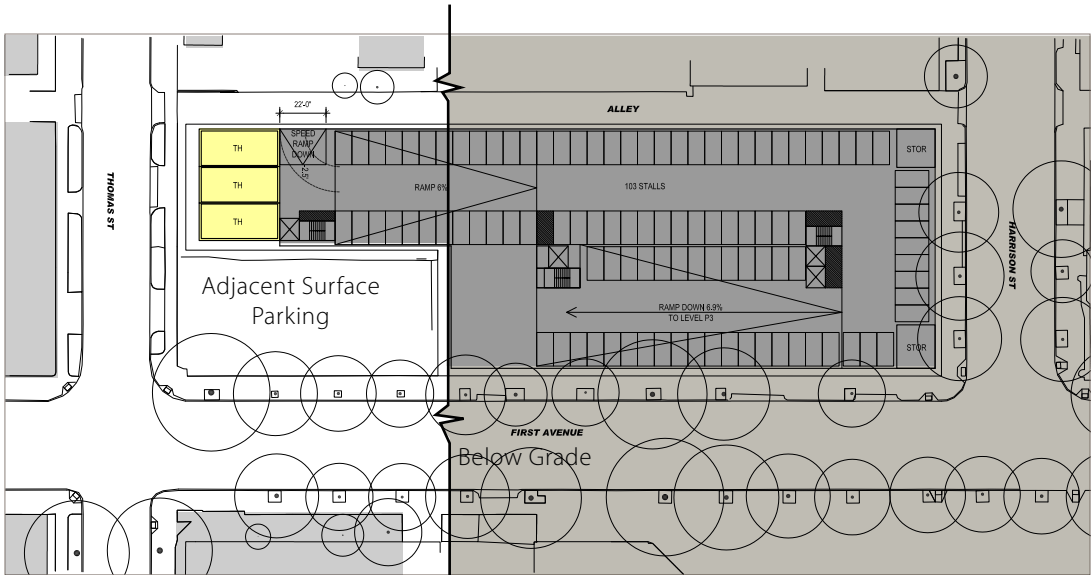
ARCHITECTURAL CONCEPT - MASSING OPTION C



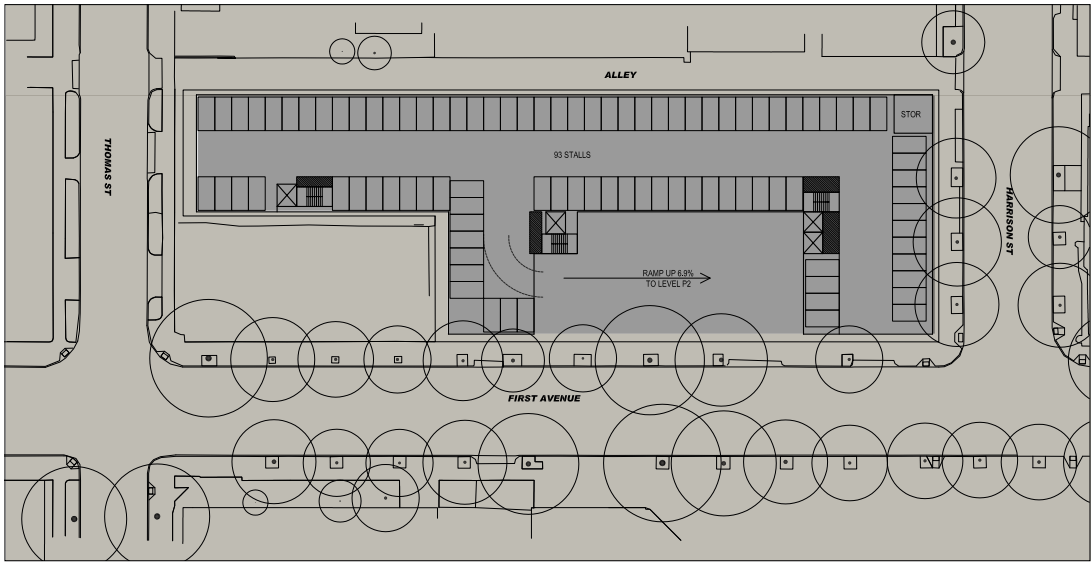
View from the NW

Summary

- 6-Story Residential Mixed-Use
- Residential (189 units, 5 floors)
- Commercial - Retail (3,370 SF)
- Parking (247 vehicles)

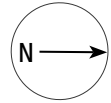


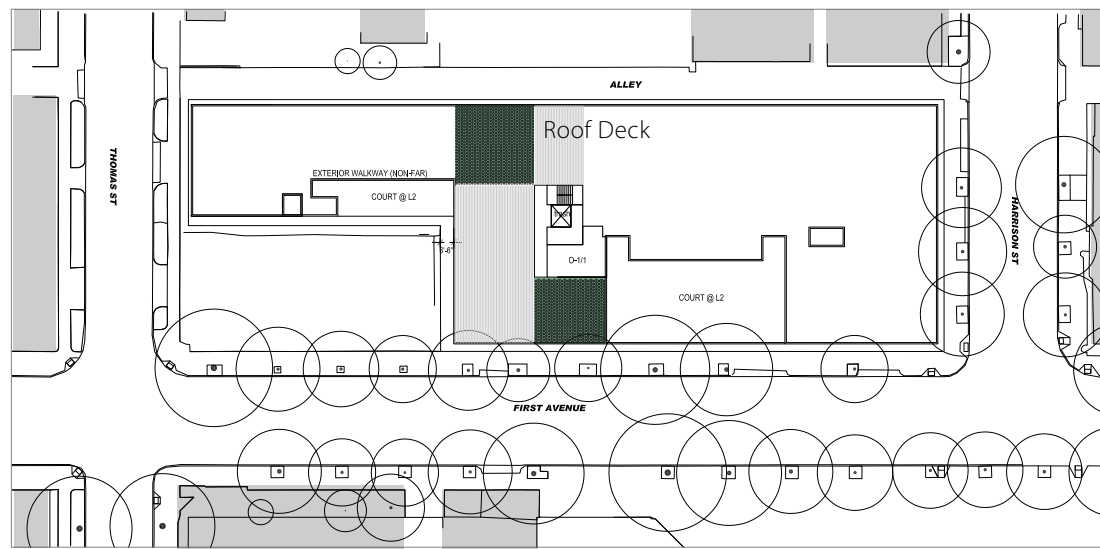
Level P2



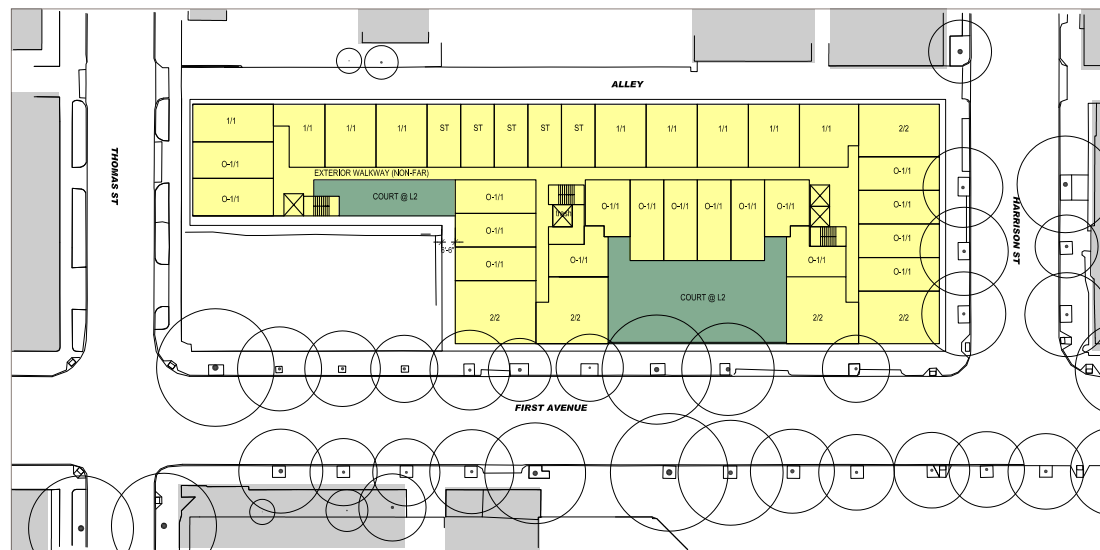
Level P3

- Residential
- Parking
- Lobby
- Commercial | Office
- Courtyard

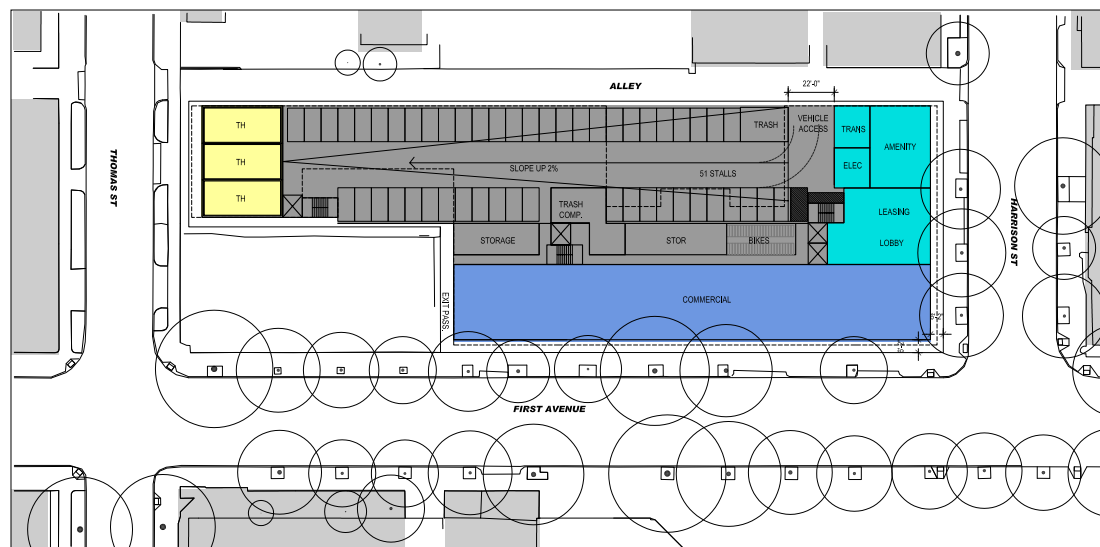




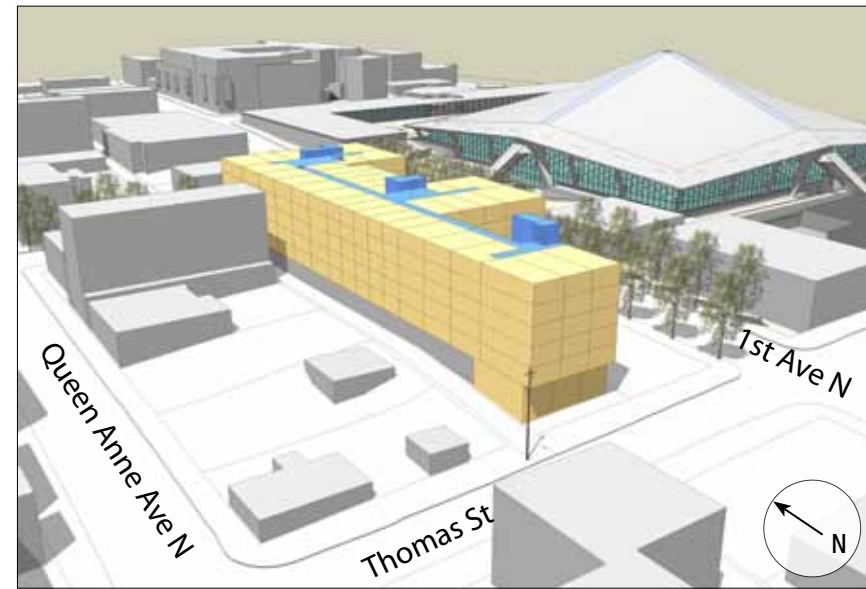
Roof Level



Level 2 - 6



Level 1 / P1



View from the SW



View from the NE

Architectural Concept - Massing Option C

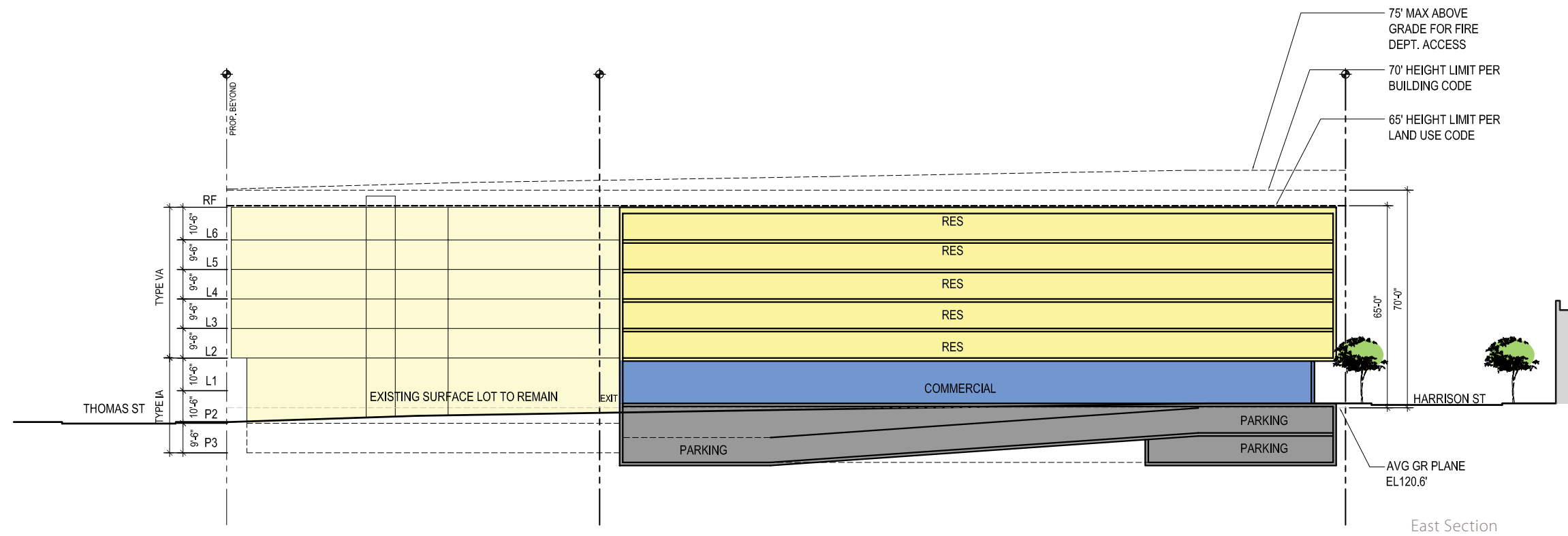
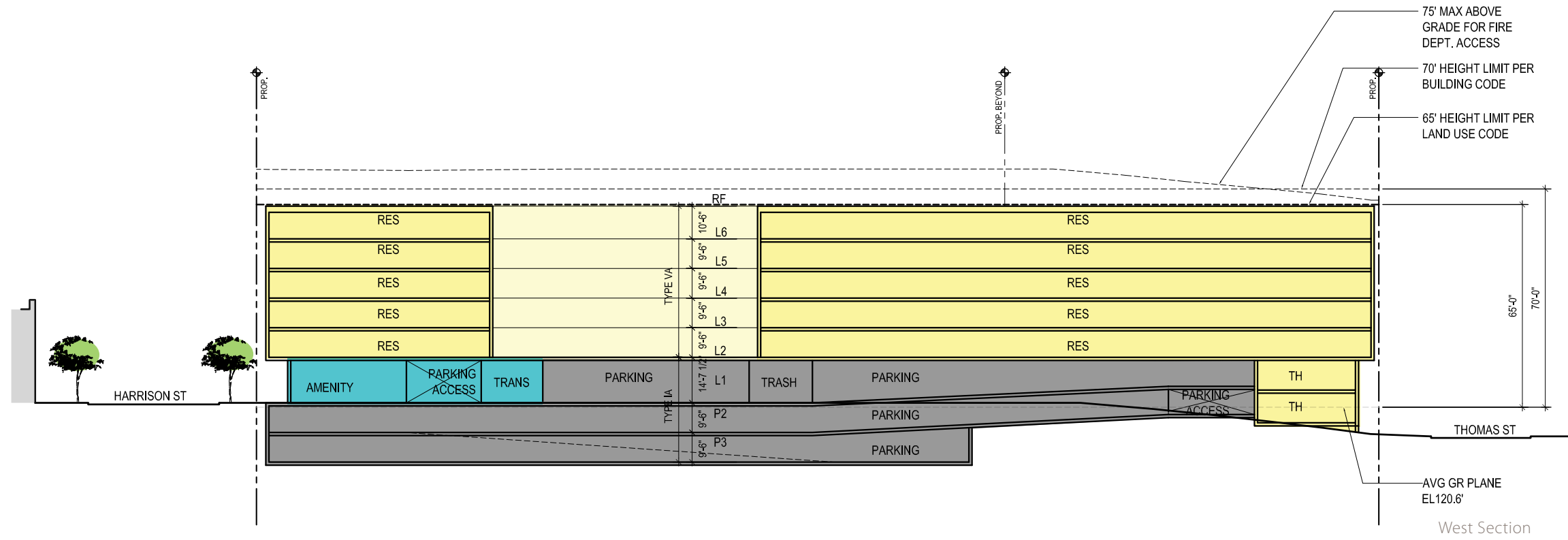
PROS:

- Large commercial space along Comm. corridor (A-2, A-4)
- Residential lobby along Pedestrian corridor (A-2, A-4)
- Meets corner at First Ave N and N Harrison (A-10)
- Courtyard opens to eastern light and views (A-1)
- More pronounced modulation along First Ave N (B-1)
- 6' setbacks along N Harrison and 1st Ave N (A-4, D-1)
- Views to waterfront Seattle, Space Needle and downtown
- Developing existing surface parking lots adjacent to sidewalks across from Seattle Center (D-4)
- Underground parking garage accessed from alley (D-8)
- Residential uses "turn the corner" at ends of alley (D-8)

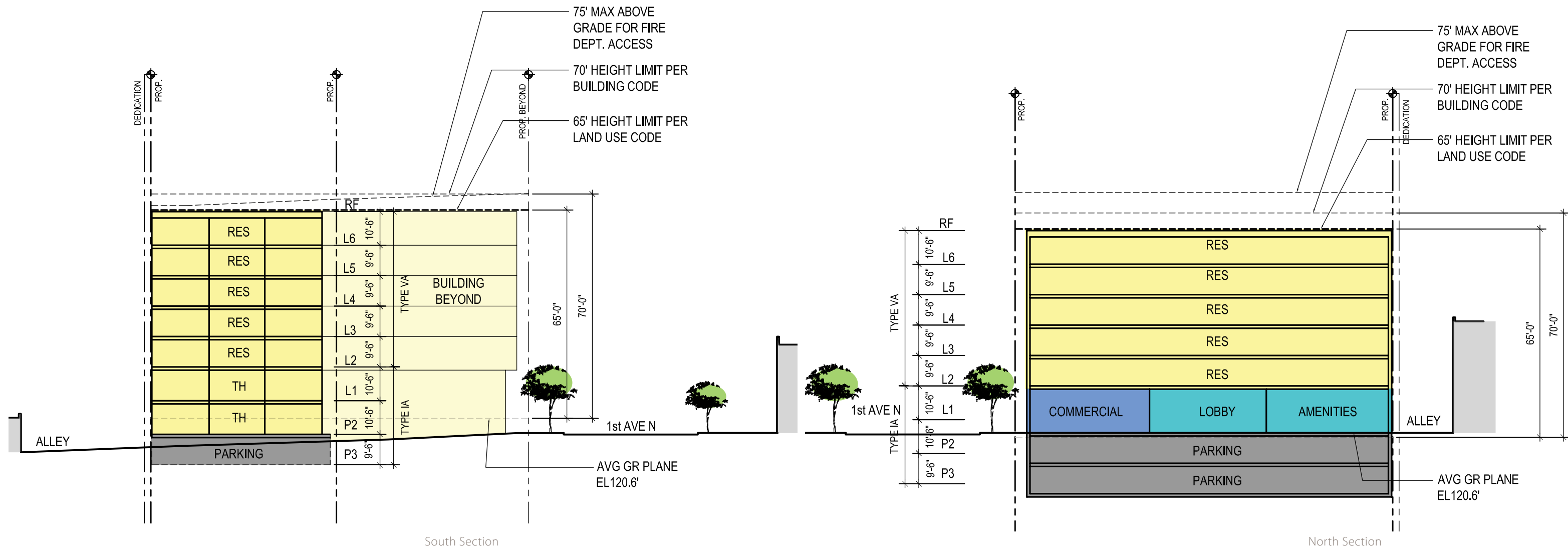
CONS:

- Weaker street edge along Comm corridor (A-2)
- Largest amount of residential units face the alley
- No setback at existing 7-story multifamily building across the Alley (A-5 B-1)
- Long, continuous facade along alley (A-5, B-1, D-8)
- In comparison to Massing Option A and B, the project offers less variety of unit types

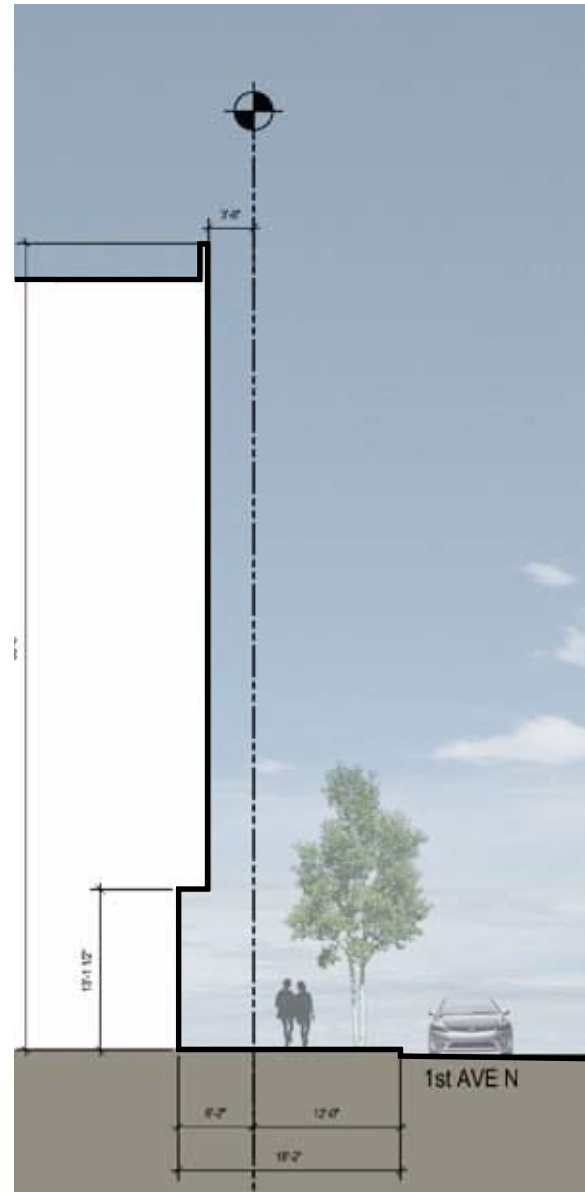
MASSING OPTION A - SECTIONS



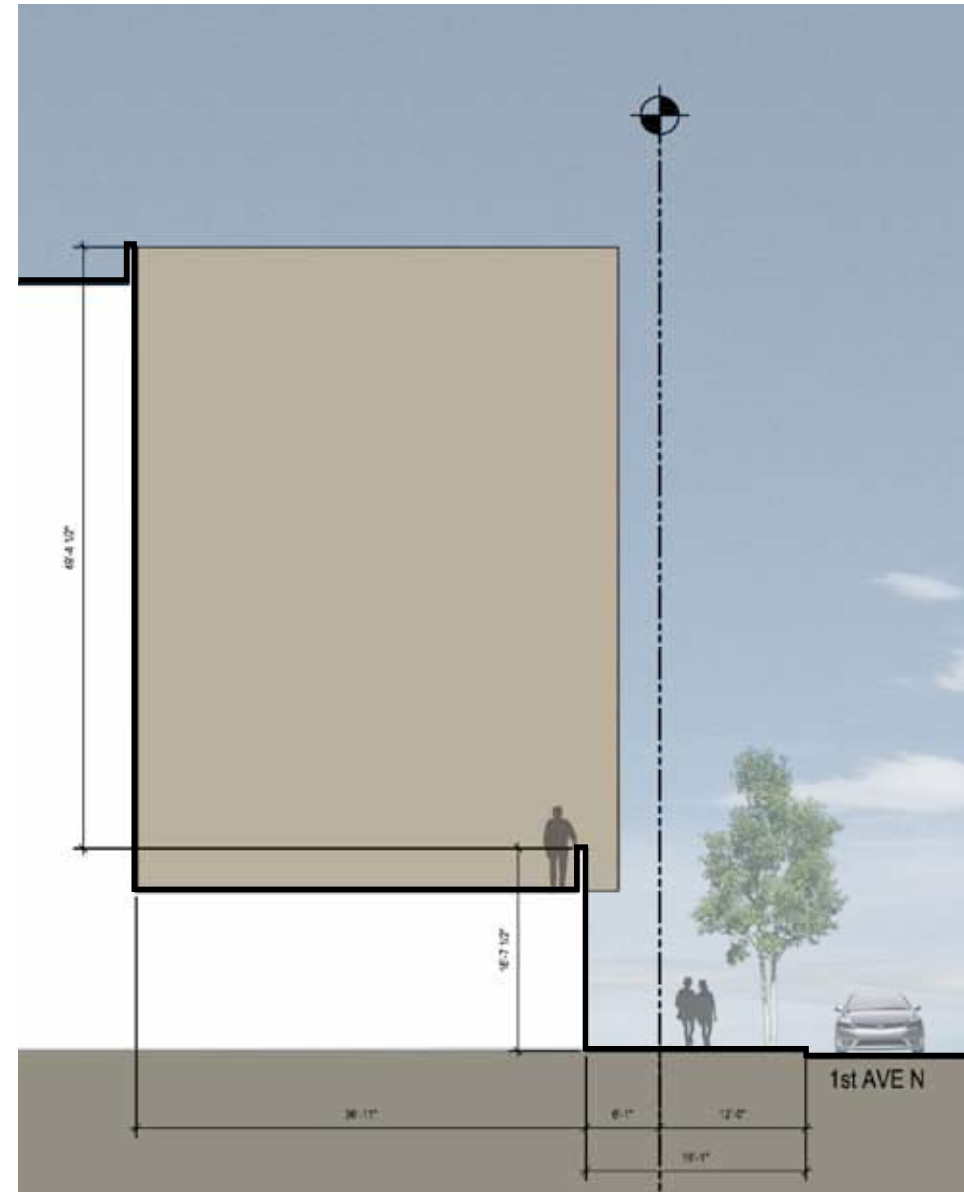
- Residential
- Parking
- Lobby
- Commercial | Office
- Courtyard



STREET SECTIONS

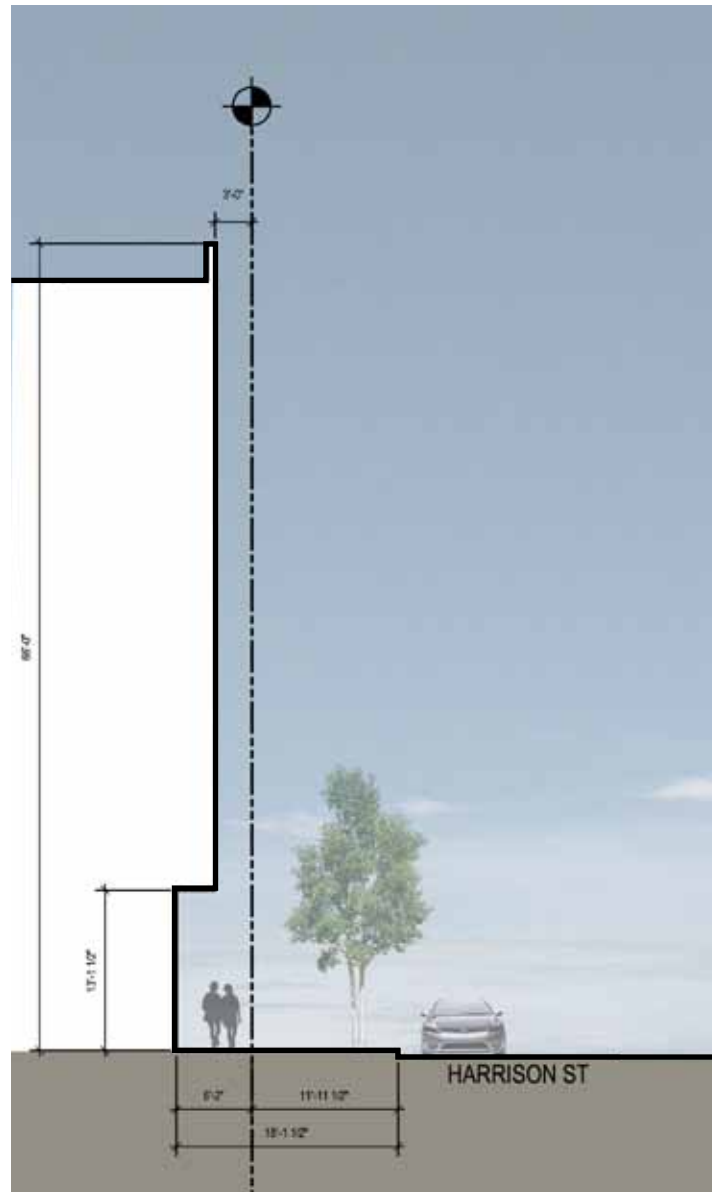


East-West Street Section
Applies to Option A and B

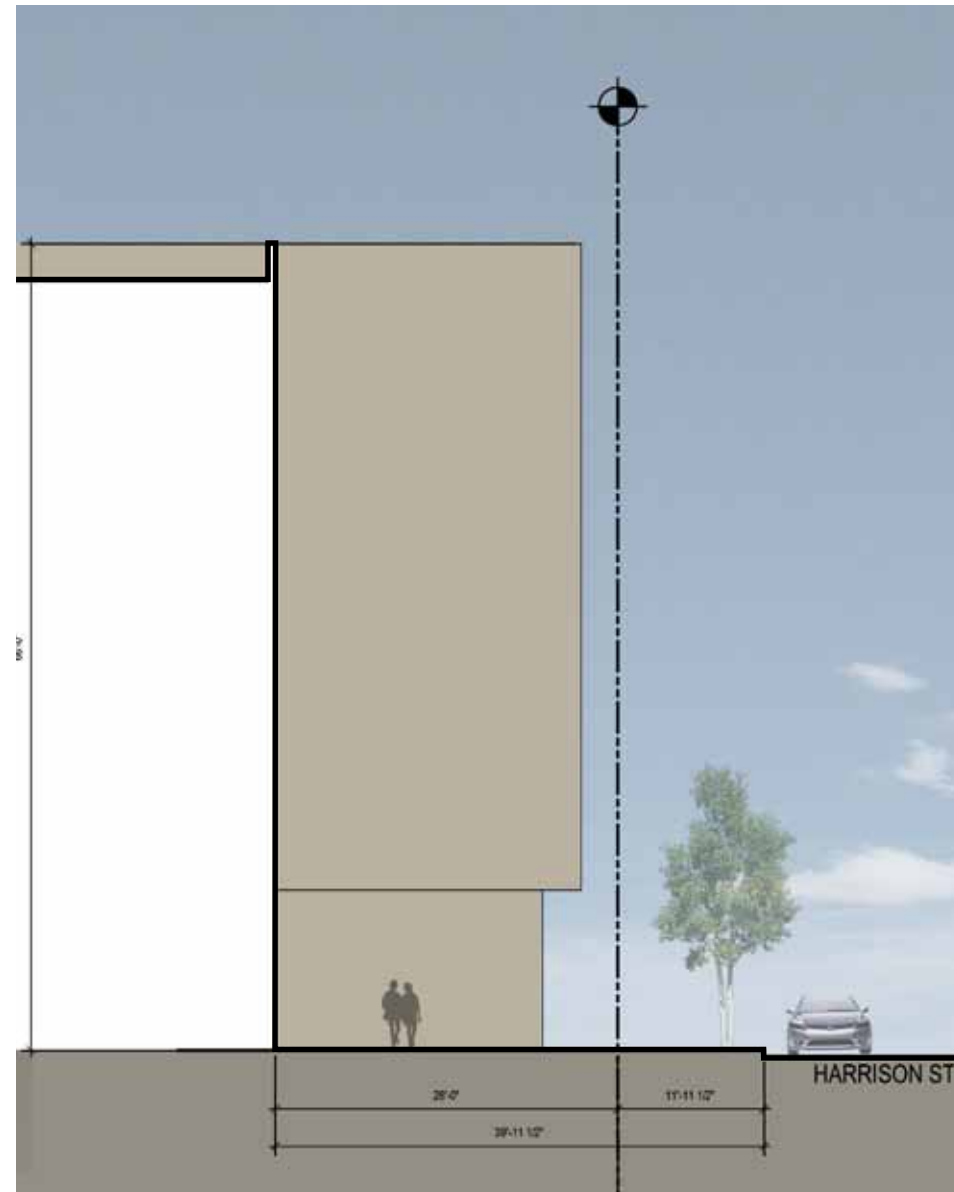


East-West Street Section
Applies to Option C





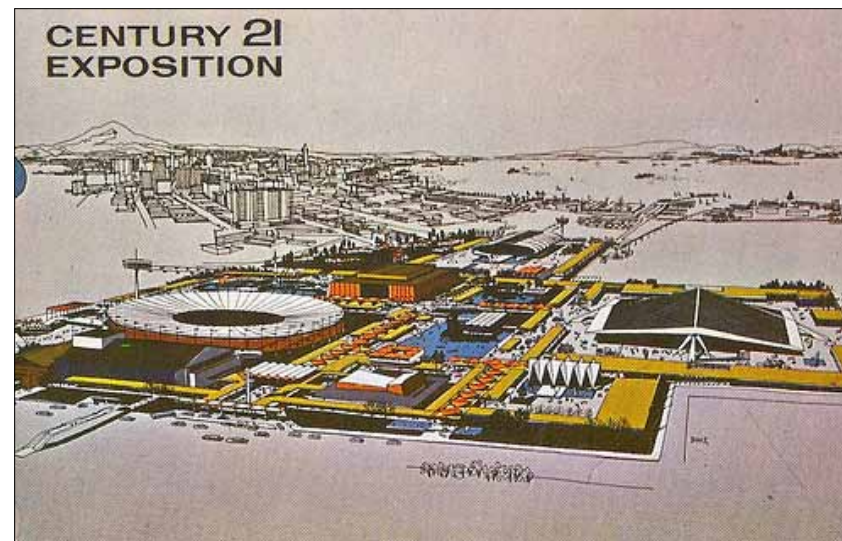
North-South Street Section
Applies to Option A and C

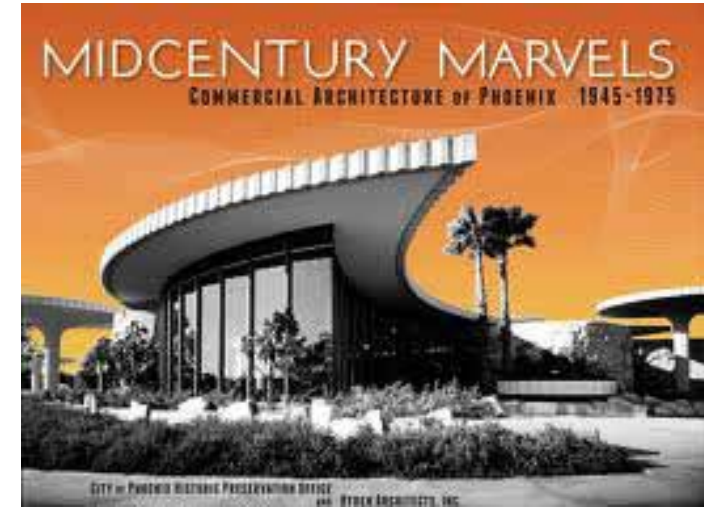


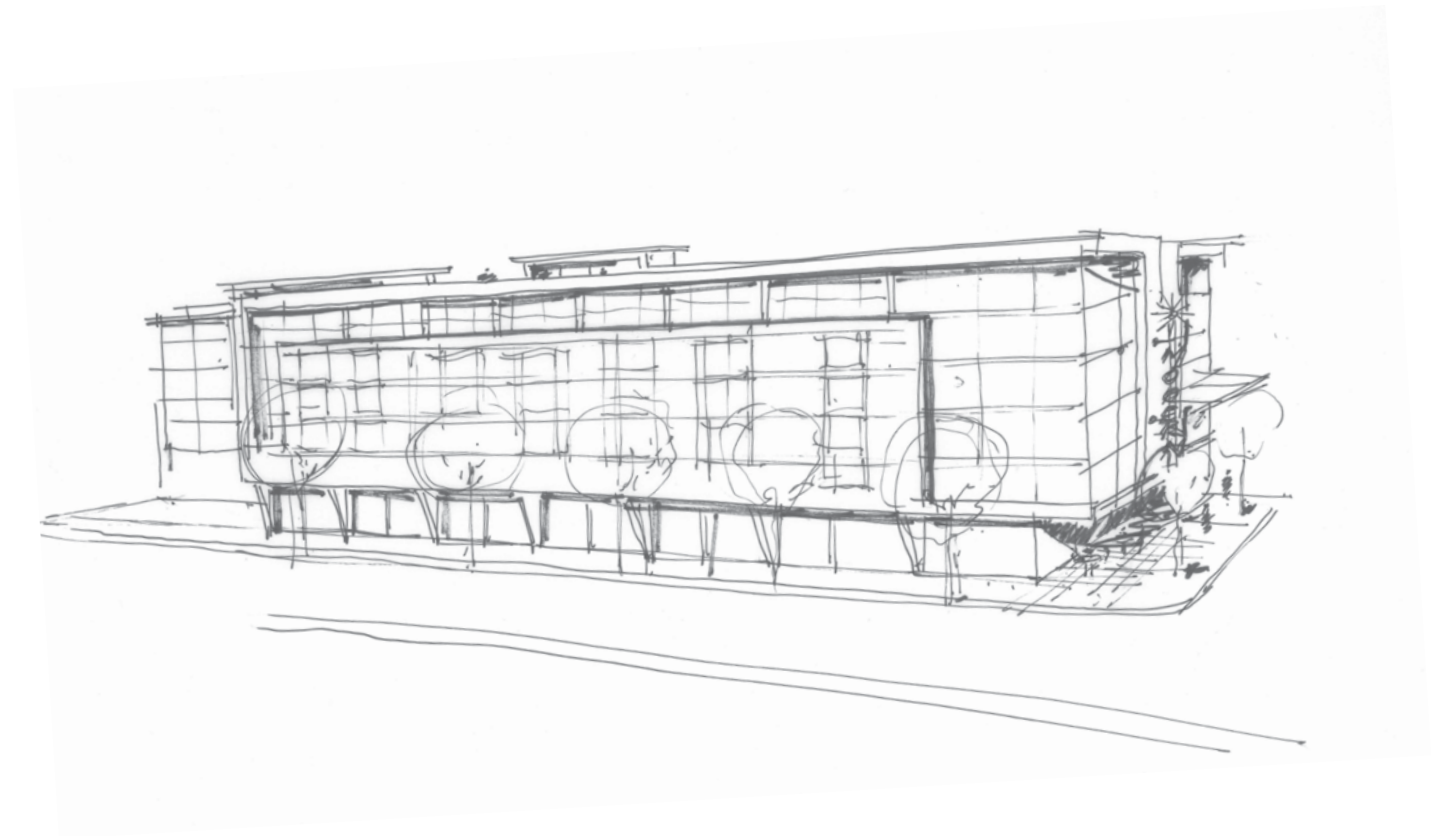
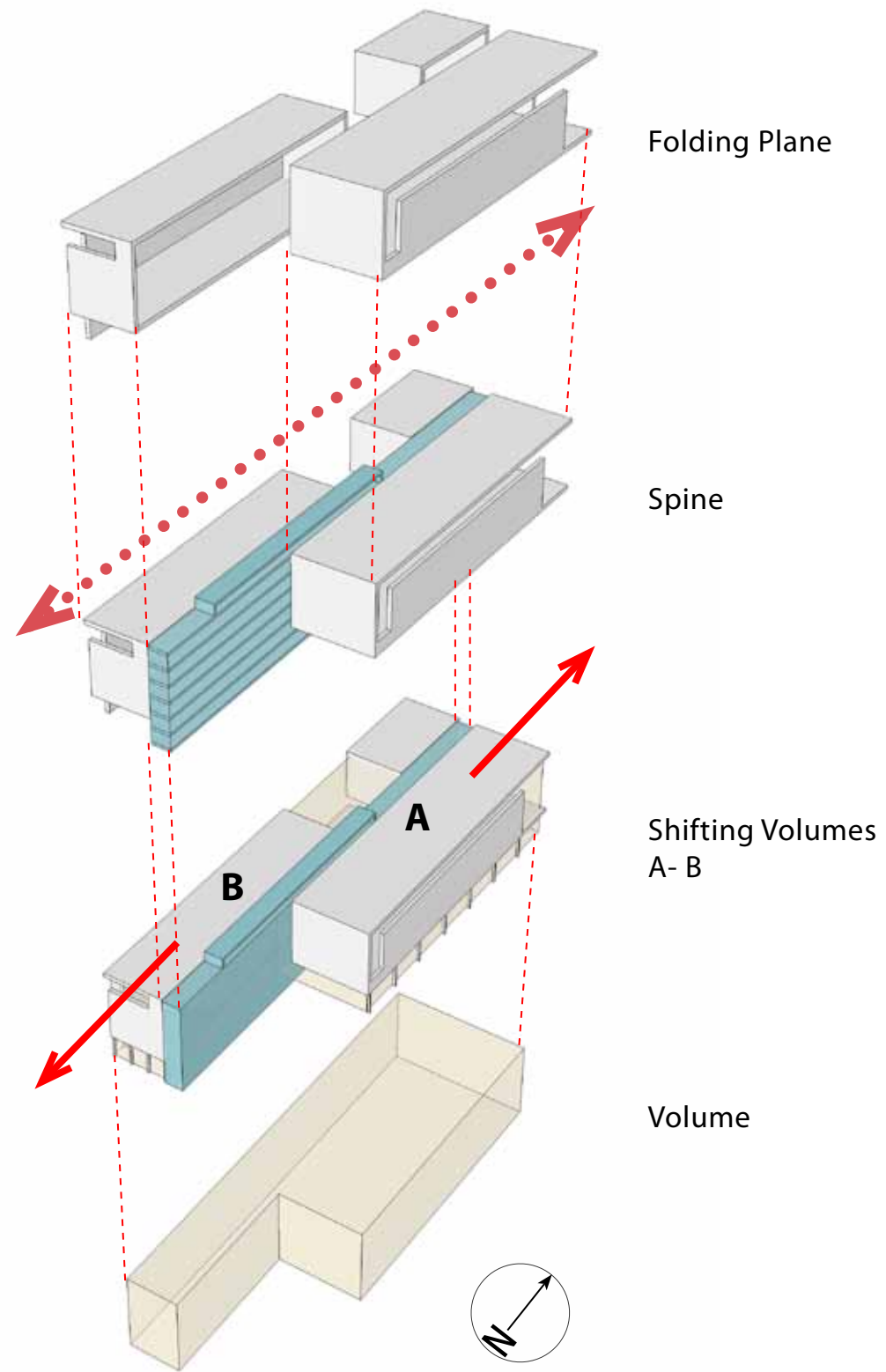
North-South Street Section
Applies to Option B

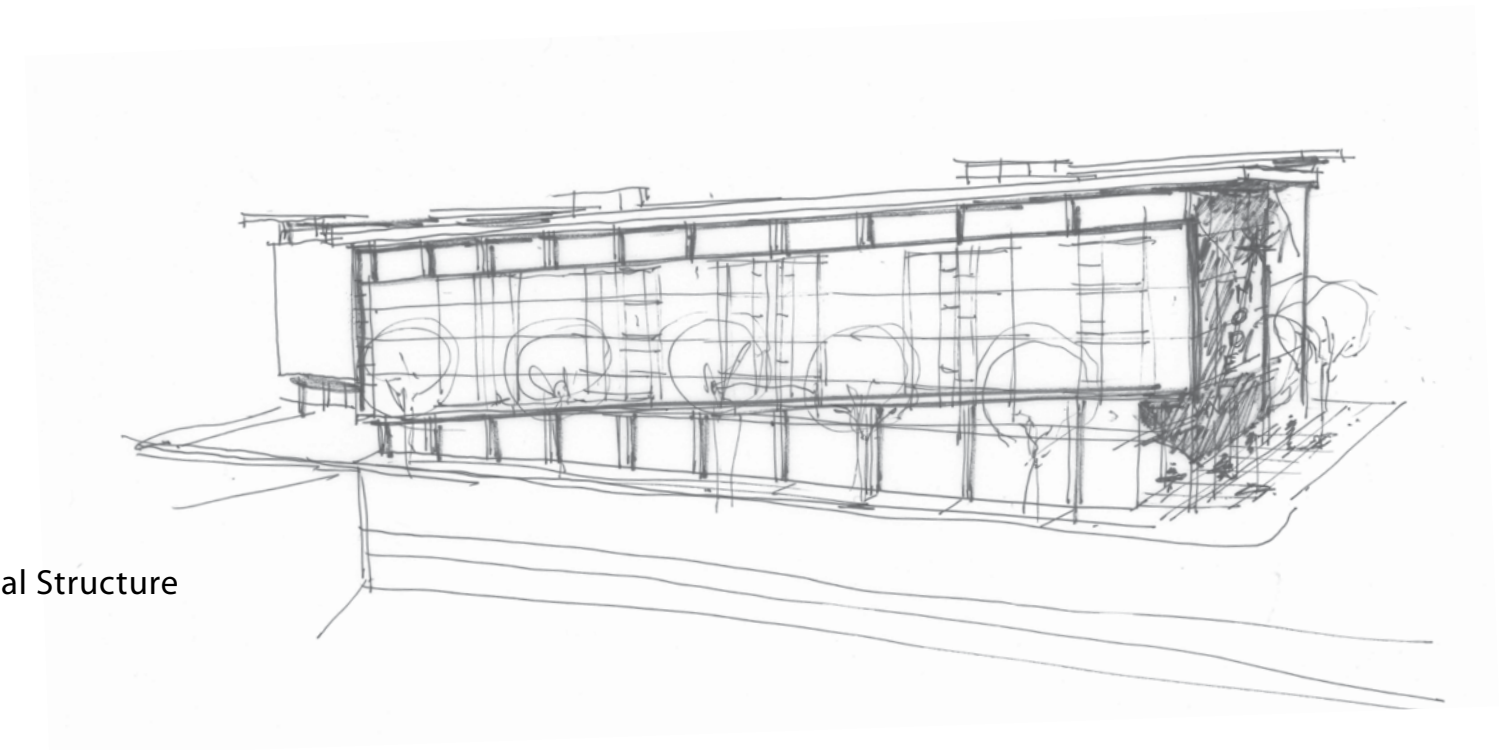
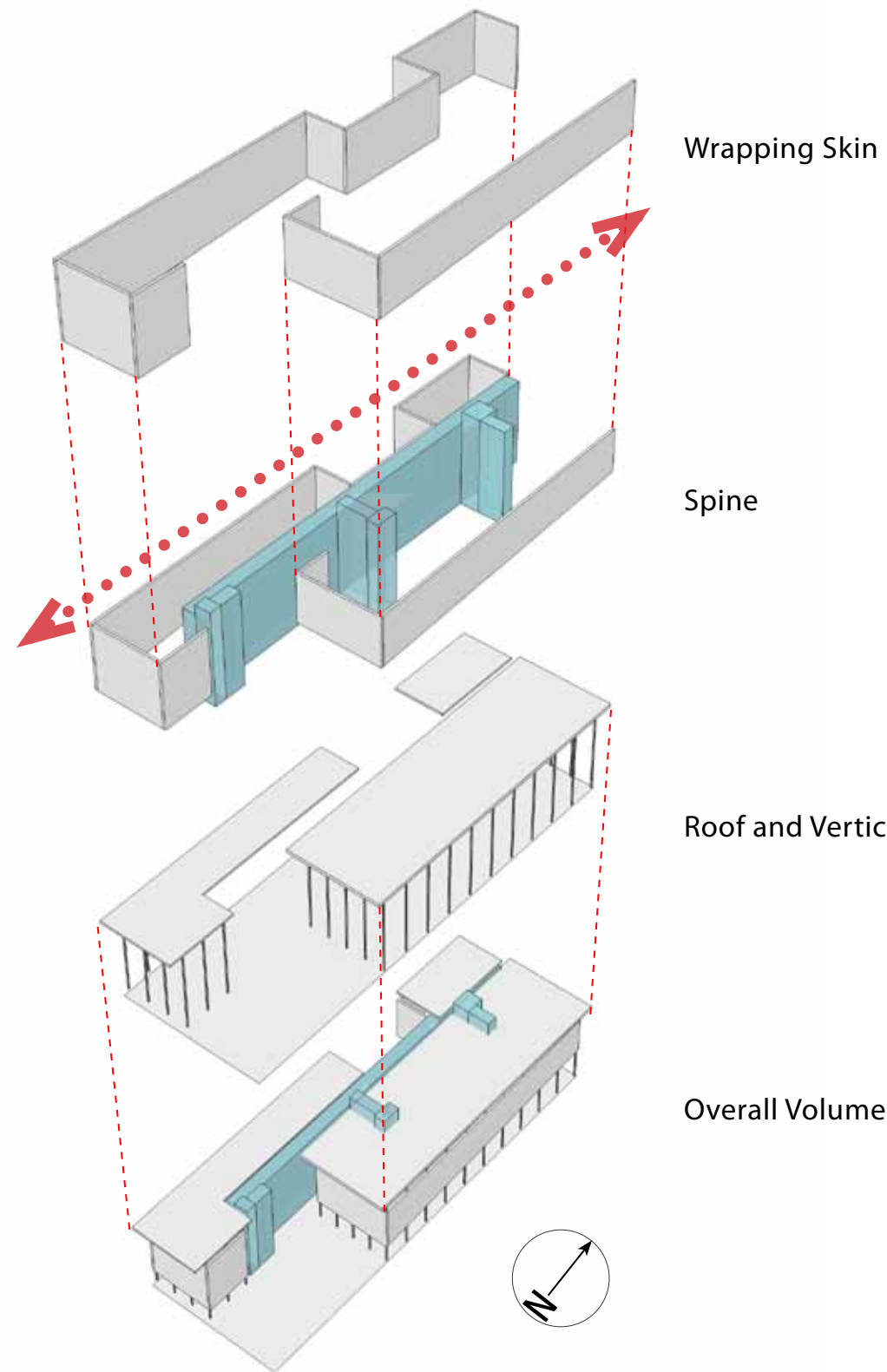


315 1st Ave N.









PROJECTS BY ARCHITECT IN THE VICINITY

100 REPUBLICAN (UNDER CONSTRUCTION)



101 TAYLOR AVE N



BOREALIS APARTMENTS

NO DEPARTURE REQUESTS
AT THIS TIME