DESIGN REVIEW RECOMMENDATION
MEETING DATE FEBRUARY 27, 2013

315 1ST AVENUE N.
SEATTLE, WA 98109
DPD #3012878

View of southeast corner at 315 1st Ave N.

Architect: Runberg Architecture Group, PLLC
One Yesler Way, Suite 200
Seattle, WA 98104
contact: Brian Runberg, AIA

Landscape Architect: Karen Kiest Landscape Architects
111 West John Street, Suite 305
Seattle, WA 98119
contact: Karen Kiest, ASLA

Developer: SRM Thomas, LLC
520 Sixth Street S, Suite A
Kirkland, WA 98033
contact: Andy Loos
Development Objectives- Project Overview/ Vision
Historical Context- World’s Fair and Googie
Site Context- Street Perspectives
Site Context- Constraints and Opportunities
Site Context- Master Plans
Site Context- Zoning Requirements
Summary of Responses to EDG
Site Plan- Pedestrian Flow Diagram
Building Plans
Exterior Concept- Character Images
Exterior Concept- Parti Diagram
Exterior Elevations
Exterior Materials
Exterior Signage
Exterior Lighting
Exterior Perspectives- Day and Night
Vignette- SE corner
Vignette- Thomas St Plaza
Vignette- NE corner from Key Arena
Vignette- East Plaza
Vignette- NW corner
Vignette- Harrison St Plaza
Vignette- Alley
Vignette- SW corner
Vignette- Roof Deck
Landscaping
Overall Perspectives
Departures
PROJECT OVERVIEW

- approximately 212 new residential units
- street-level townhouses on Harrison St.
- commercial retail/restaurants along First Ave N.
- public space @ ground level
- underground parking for residential, commercial, and special events

QUALITATIVE DESIGN GOALS FOR THE PROJECT

- replace surface parking lot with a vibrant urban community
- improve urban fabric
- improve pedestrian experience
- celebrate the mid-century modern character of Seattle Center

PROJECT DATA

<table>
<thead>
<tr>
<th>Data Type</th>
<th>Details</th>
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<tbody>
<tr>
<td>total number of stories</td>
<td>6 stories</td>
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<tr>
<td>basement parking levels</td>
<td>2 basement levels</td>
</tr>
<tr>
<td>approx. # vehicles</td>
<td>238 vehicles</td>
</tr>
<tr>
<td>number residential units</td>
<td>212 units</td>
</tr>
<tr>
<td>total building sf</td>
<td>approx. 260,500 gsf</td>
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</tbody>
</table>

PROJECT VISION

COMMUNITY
UPTOWN URBAN CENTER
UPTOWN URBAN CHARACTER AREA
SEATTLE CENTER
FIRST AVE N, HARRISON, THOMAS

ENVIRONMENT
URBAN DENSITY
EXISTING INFRASTRUCTURE
WALKABLE TO TRANSIT
DURABLE MATERIALS

HISTORY
LOWER QUEEN ANNE
CENTURY 21 EXPO
TRANSFORMATIVE
SEATTLE CENTER AS SOCIAL HUB
The “Space Age” had just begun in 1957 with the launch of Sputnik and the ensuing military “Space Race,” which made a priority of educating the public about the importance of technology.

The site was chosen to encourage redevelopment of the surrounding “blighted” area. The fair grounds were laid out along axial paths with paved open spaces, highlighted by landscaped areas and pavilions.

The main focus was an optimistic look into the future.

HISTORICAL CONTEXT
WORLD’S FAIR AND GOOGIE ARCHITECTURE

THE 1962 SEATTLE WORLD’S FAIR, AKA THE CENTURY 21 EXPOSITION

Influenced by car culture, the Space Age, and the Atomic Age, Googie is characterized by dynamic motifs such as the boomerang, flying saucer, atom, and rocket.

GOOGIE/ MID-CENTURY MODERN ARCHITECTURE

Century 21 Circulation Paths
**SITE CONTEXT**

**STREET PERSPECTIVES**

Vicinity Map

1. Site from Northwest Corner
2. Site from Southeast Corner
3. Site from Southwest Corner

4. Thomas Street into Seattle Center
5. Looking North on First Avenue N
6. Harrison Street into Seattle Center
7. Path to Memorial Stadium
SITE CONTEXT
CONSTRAINTS & OPPORTUNITIES

SITE OPPORTUNITIES

• Heavy pedestrian traffic along Harrison and Thomas Streets during events.
• Close proximity to a variety of cultural and social activities around the site in Seattle Center, Uptown 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 vehicular traffic.
• More residential character with smaller scale buildings.
• Mature street trees.

Thomas St
• Less vehicular traffic.
• New pedestrian arterial requires improved pedestrian character.
• Potential views to the Puget Sound.
• Smaller, fewer street trees.
The project site is in the Uptown Urban Character Area.
- 1st Avenue N is a pedestrian corridor, but is outside the pedestrian designated area at the heart of Uptown.
SITE CONTEXT
ZONING REQUIREMENTS

Uptown Urban Center (outside of Pedestrian Area)
First Ave N is a Principal Arterial

STRUCTURE HEIGHT (SMC 23.47A.012 A)
- Measured from the average grade plane to the highest point on the structure.
- Parapets are allowed to extend 4’ above height limit
- Stair and elevator penthouses can extend 10’ above height limit.
- Greenhouse used for food production can extend 15’ above height limit
- Base height limit: 65’
  - Average grade plane: EL 119’-11”
  - Max. top of roof: EL 184’-11”
  - Proposed top of roof: EL 181’-6” COMPLIANT

FLOOR AREA RATIO (SMC 23.86.007)
- Ratio of proposed building area relative to its site area.
- Effectively limits allowable size of building, while providing design flexibility.
- Measured to inside face of above grade, exterior walls.
  - Max. allowable FAR: 4.75
  - Proposed FAR: 4.74 COMPLIANT

STREET DEVELOPMENT STANDARDS (SMC 23.47A.008)
- Street-level street-facing facades shall be within 10’ of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
- In a non-Pedestrian Area in an Urban Center, street-level use can be residential or non-residential.
- Floor of a residential dwelling at street-level must be at least 4’ above or below sidewalk grade or be set back at least 10’ from the sidewalk.
- Non-residential uses shall have 13” min. floor-to-floor, 30’ min. average depth, 15’ min. depth.
- Non-residential street-level facades shall be min. 60% Transparent with <40% Blank Walls and no blank wall longer than 20’.

REQUESTING DEPARTURE FOR 12’-2” FLR-FLR AT NORTHEAST COMMERCIAL SPACE (see page 37)

REQUIRED PARKING (SMC 23.54.020.M)
- In Urban Centers, no vehicle parking is required for Commercial and MF Zones.
- Access to Parking in NC zones shall be from the Alley.
- Providing 44 stalls for Commercial/ Event Parking.
- Providing 194 stalls for 212 Residential units (.9 per unit)

SIGHT TRIANGLES (SMC 23.54.030.G1)
- A 10’x10’ sight triangle is required on both sides of a 2-way driveway less than 22’ wide.
- A 10’x10’ sight triangle is required on the exit side of a 2-way driveway that’s 22’ wide or more.

COMPLIANT

STRUCTURAL BUILDING OVERHANG (SMC 23.53.035)
- Projections in the public right-of-way shall be 8’ min. above sidewalks and 26’ min. above alleys.
- Overhead horizontal projections of a purely architectural character, such as cornices, eaves, sills, and belt courses shall be limited to a max. 1’ horizontally and 2’-6” vertically.
- At roof level, the projections may extend no more than 3’ horizontally. The vertical dimension of the projection at roof level may be increased if the roof level is 100’ above street elevation.
- The total area of these projections shall not exceed 30% of the area of any facade.

REQUESTING DEPARTURE FOR INCREASED PROJECTIONS @ ROOF LEVEL (see page 36)
## A. Site Planning

### A-1 Responding to Site Characteristics

Respond to the physical environment.

Develop an architectural concept and compose the building’s massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

**Uptown:**
- sited to contribute to the neighborhood’s pedestrian character.
- Encourage outdoor dining areas.

**Applicant’s Response:**

The mass of the upper residential levels appears to float over a recessed, transparent base. The site slopes from north to south above 7 feet and this is highlighted by this strong horizontal datum. The additional height at the south creates a dramatic lobby/amenity space.

Covered plazas at the NE and SE corners will help accommodate large volumes of pedestrians waiting to cross the street for Key Arena events. Operable storefronts have the potential to semi or fully enclose the commercial/ pedestrian plazas, adding to their usefulness in all seasons.

Residential units along Harrison St take advantage of, and strengthen the existing residential character of the streetscape.

The ground level courtyard along First Ave N has many potential uses including outdoor dining for one or both of the adjacent commercial spaces.

### A-2 Streetscape Compatibility

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

**Uptown:**
- site outdoor spaces carefully
- locate plazas at or near grade, separate public/private realms
- define outdoor spaces with a combination of building and landscaping, and discourage oversized spaces that lack containment

**Applicant’s Response:**

The ground level along the First Ave N arterial will be almost all Commercial space. The commercial facades will be setback 5’-0” from the property line at ground level, and existing mature street will be retained. A recessed courtyard along First Ave N will provide additional relief to pedestrians traveling along the block-long façade.

Harrison St to the north is a quaint residential street. This project has located ground-level residential units and a secondary tenant lobby along this façade. It also provides a recessed corner plaza where crowds can congregate as they wait to use the crosswalk to Key Arena.

Thomas St to the south is in transition. It currently has less character than Harrison St, but the city has constructed a large pedestrian overpass on Thomas St at Elliott Ave W., as part of the Lake to Bay Loop which will strengthen Thomas as a pedestrian corridor into Seattle Center. The building has its main residential lobby, recessed plaza, tenant amenities and added landscaping along this façade, to support and expedite this transition.

### A-10 Corner Lots

Buildings on corner lots should be orientated to the corner and public street fronts. Parking for automobile access should be located away from corners.

**Uptown:**
- generally, buildings 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.

**Applicant’s Response:**

Since EDG, the development team has obtained the SE corner parcel. As a result, the building now has 2 prominent corners at the SE and NE.

First Ave N is a major arterial running one-way North by the site. The main residential lobby and corner expression are now located at the SE corner of the site, where they will be most prominent from First Ave N.

### C. Architectural Elements and Materials

#### 0.2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

**Uptown**
- throughout Uptown, buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.

**Applicant’s Response:**

As discussed at EDG, the concept of a mass floating above a transparent base has been maintained and strengthened, with the south end of the building appearing to “fly” above the grade drop. The main cantilever is achieved by a post-tensioned concrete slab at the Level 2 floor level.

The slab is supported by angled concrete columns that allude to the angle supports on the Key Arena, visible across the street.

The upper floor level is expressed distinctly from the other levels of the residential “body” and further emphasized with larger than usual horizontal projections at the roof cornice.

The planes have a simple offset pattern of panels and punched openings that alludes to the mullion pattern on the Key Arena to the east.

Flashes of color are used to distinguish the component planes that make up the various masses/volumes.

The design of the building signage and lighting has also been informed by the Mid-Century modern aesthetic.
## D. Pedestrian Environment

### D-1 Pedestrian Open Spaces and Entrances

Provide inviting & usable open space.

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

**Uptown:**
- entries should be pedestrian friendly and clearly discernible
- special care should be given to pedestrian corridors

**Applicant’s Response:**

The proposed design provides 3 main people places at ground level:
1. Covered plaza at NE corner
2. Courtyard along First Ave N.
3. Covered plaza at SE corner.

These spaces are surrounded by commercial spaces of varying sizes and potential uses.

The entrance to the north lobby is clearly expressed with a recessed “Spine” element running the full height of the facade.

The entrance to the south east lobby is located on the prominent corner of the site within the open pedestrian space.

### D-8 Treatment of Alleys

The design of alley entrances should enhance the pedestrian street front.

**Uptown:**
- alleys should be designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.
- Alleys should be activated with subordinate retail spaces at the mouth of the alley. Encourage retail to “turn the corner” into the alley.

**Applicant’s Response:**

Vehicle access to the parking levels is in the alley, and the street-level uses wrap around the SW and NW corners along the alley.

The Garbage/ Recycling pick-up is mid-way down the alley to avoid conflicts with vehicles traveling into either of the 2 garage entries.

The Garage/ Recycling area itself is fully recessed into the building structure and enclosed by a roll-down door.

### D-11 Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of the building. Blank walls should be avoided.

**Applicant’s Response:**

To strengthen the design concept of a mass floating above a transparent base, most of the structural supports have been located within the commercial spaces along First Ave N. The columns are expressed on the exterior of the North and South facades.

This helps the commercial curtain walls remain wholly transparent and uninterrupted.
**SITE PLAN**

**EDG RESPONSES/ PEDESTRIAN FLOW DIAGRAM**

- **Circulation Key**
  - Pedestrian / Foot Traffic
  - Bus Route
  - Vehicles
  - Proposed Bike Parking
  - Waste Management
  - Loading Zone

- **Circulation Key**
  - Existing Street Light Poles to Remain
  - Existing Curb Cuts to Be Removed
  - Existing mature trees to remain
  - Add'1 Street Trees added
  - Uptown pedestrian street lamps to be added

- **Additional 2’ Alley Setback per EDG**

- **6,600 sf of Site Area given to public use 15% of Total Site Area**

- **New Trees**
- **Mature Existing Trees to Remain**

- **Potential Roll-up doors to restaurant**

- **First Ave N.**
- **One Way arterial**

- **Future Lake to Bay Loop**
- Anticipated high volume of pedestrians due to new city trail through Seattle Center and Key Arena events

- **Landscaping**
  - Existing street light poles to remain
  - Existing mature trees to remain
  - Add'l street trees added
  - Uptown pedestrian street lamps to be added

- **Key Arena Plaza**
- **To Seattle Center**
- **Keiner st.**
- **Harrison st.**
Influenced by car culture, the Space Age, and the Atomic Age, Googie is characterized by dynamic motifs, such as the boomerang, flying saucer, atom, and rocket.

Scientific innovations in material strength and manufacturing allowed more dynamic building designs where structures appeared to float above the ground and take flight.

Large cantilevers, thin columns, expansive window openings, and sculptural structural elements were all prominent in mid-century modern buildings.
1960s Rocket Propulsion System Diagram

- Internal Shield
- Control Drum
- Nozzle
- Nozzle Shift Extension
- Turbopumps
- External Disc Shield
- Reactor Core
- Propellant Line

- Shell
- Core
- Outer Skin

Googie/Mid-Century Modern Architecture

FEBRUARY 27, 2013

DESIGN REVIEW BOARD
315 1ST AVENUE NORTH - DPD #3012878

15
### Exterior Elevations

#### East Facade

<table>
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<tr>
<th>Material Description</th>
<th>Color</th>
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<tr>
<td>Fiber Cement Siding</td>
<td>Medium Grey</td>
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<tr>
<td>Fiber Cement Siding</td>
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<tr>
<td>Metal Panel, Bright Silver</td>
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<tr>
<td>Metal Panel, White</td>
<td></td>
</tr>
<tr>
<td>Metal Panel, Rust Red</td>
<td></td>
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<tr>
<td>Cast-in-Place Concrete</td>
<td>Smooth Finish</td>
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<td>Metal Mesh Panel, Dark Grey</td>
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<tr>
<td>Metal Mesh Panel, Dark Red</td>
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<tr>
<td>Corrugated Metal Siding</td>
<td>Medium Grey</td>
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<tr>
<td>Metal Panel, Black</td>
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<tr>
<td>Climbing Vines</td>
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<tr>
<td>Painted Accent Panels</td>
<td>Rust Red</td>
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<tr>
<td>Fiber Cement Siding</td>
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<tr>
<td>Metal Mesh Panel, Dark Red</td>
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<tr>
<td>Metal Mesh Panel, Dark Grey</td>
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<td>Vinyl Window, Adobe</td>
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## Exterior Elevations

### West Facade

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<td>2</td>
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<td>3</td>
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<td>4</td>
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<tr>
<td>5</td>
<td>Metal Panel</td>
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<tr>
<td>6</td>
<td>Cast-in-Place Concrete</td>
<td>Smooth Finish</td>
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<tr>
<td>7</td>
<td>Metal Mesh Panel</td>
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<td>8</td>
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<td>9</td>
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<td>10</td>
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<td>11</td>
<td>Climbing Vines</td>
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<td>12</td>
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<td>13</td>
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<tr>
<td>14</td>
<td>Vinyl Window</td>
<td>Adobe</td>
</tr>
</tbody>
</table>

This image illustrates the exterior elevations of the building, showcasing various materials and their finishes used in the construction. The numbers correspond to the materials listed in the table, indicating their locations on the façade.

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**Design Review Board**

February 27, 2013
1. Fiber Cement Siding, Medium Grey
2. Fiber Cement Siding, Dark Grey
3. Metal Panel, Bright Silver
4. Metal Panel, White
5. Fiber Cement Siding, Rust Red
6. Cast-in-Place Concrete, Smooth Finish
7. Metal Mesh Panel, Rust Red
8. Metal Mesh Panel, Dark Grey
9. Corrugated Metal Siding, Medium Grey
10. Metal Panel, Black
11. Climbing Vines
12. Precast Concrete
13. Painted Accent Panels, Rust Red
14. Aluminum Storefront, Clear Anodized
15. Vinyl Window, Adobe
16. Vinyl Window, White
EXTERIOR SIGNAGE
SIGNAGE PLAN AND CONCEPT IMAGES

Lake to Bay Loop Embedded Sidewalk Graphic
Retail Blade Sign
Garage Entry Sign
Googie Sign
Building Entrance Sign
EXTERIOR LIGHTING

LIGHTING PLAN AND CONCEPT IMAGES

Wall Sconce at Street Facades
Recessed Light at Soffit
Widespread Sconce at Perimeter
Wall Sconce at Plazas, TH Entries, and Roof Deck
Recessed Downlight at Townhouse Stoops
Accent & Signage Lights
LED Strip Accent Light
Landscape Flood Light

Street Lamps per Uptown Standards
Lobby Feature Chandelier

Landscaped Courtyard at Level 2
Roof Deck

Landscaped Courtyard at Level 2
EXTERIOR PERSPECTIVES
SOUTHEAST CORNER AT NIGHT
**VIGNETTE**
**SOUTHEAST CORNER**

- Large overhang at roof level
- Accent fin of perforated metal panels, calling attention to building entry
- Recessed corner plaza at main residential entry
- Landscaped courtyard at Level 2
- Recessed plaza along First Ave N.

Tapered Columns
Delicate Structure
VIGNETTE
NORTHEAST CORNER FROM KEY ARENA PLAZA (WITH EXISTING TREES HIDDEN)
Sculptural pre-cast concrete columns

Recessed storefront with overhangs above

New street lamps per Uptown Standards

Translucent glass canopy

Exterior dining
VIGNETTE
NORTHWEST CORNER

- Accent fin of perforated metal panels, calling attention to building entry
- Accent panels between windows
- Large vertical gap highlighting Secondary residential entry
- Street lamps per Uptown Standards
- Townhouse units, recessed from sidewalk with raised stoops and porches
- Perforated panel guardrails and landscaping to obscure views into street-level townhomes
- Recessed corner plaza with extra space for pedestrians crossing First Ave N.
Overhanging cornice at roof level

Landscaped courtyard

Commercial garage entry

Voluntary 2'-0" setback at north of alley

Existing apartment building on property line, unlikely to dedicate space to alley anytime soon

Vertical Planting Wall along Alley, delicate unclimbable cables
VIGNETTE
SOUTHWEST CORNER

- Angled Storefront at Fitness Room
- Staggered Mullions
- Accent panels along Alley
VIEW

ROOF DECK & GREENHOUSE

- View to San Juans, Olympics, and Puget Sound
- Greenhouse with food planters
- Bocce court
- Recessed decks at courtyard

Canopy Character Images
LANDSCAPING
LANDSCAPE PLAN & PLANTING CONCEPTS

Food Planters in Greenhouse
Ironwood Parrotia in Rooftop Planter Boxes
Kelsey Dogwood and Liriope
Japanese Maple
Amelanchier
Green Column Maple

Roof Deck
Seat Walls

Roof Deck

DESIGN REVIEW BOARD
FEBRUARY 27, 2013
315 1ST AVENUE NORTH - DPD #3012878
OVERALL PERSPECTIVES
AERIAL VIEW FROM SOUTHWEST CORNER
OVERALL PERSPECTIVES
STREET-LEVEL VIEW FROM KEY ARENA PLAZA
DEPARTURE REQUEST
STRUCTURAL BUILDING OVERHANGS

1. Structural Building Overhangs
(SMC 23.53.035)

At roof level, horizontal projections of a purely architectural character such as cornices, eaves, sills, and belt courses shall be no more than 3'-0" horizontally and 2'-6" vertically.

The vertical dimension of a projection at roof level may be increased if the roof level is 100' or more above street elevation.

The total area of these projections shall not exceed 30% of the area of any one façade.

The cornice on the south facade projects into the R.O.W. 4'-10" horizontally with a vertical dimension of 3'-6".
Approx. 65' above street elevation and 2% of the façade.

The cornice on the north facade projects into the R.O.W. 7'-0" horizontally with a vertical dimension of 3'-6".
Approx. 60' above street elevation and 3% of the façade.

The cornice on the west façade projects into the R.O.W. 1'-8" horizontally with a vertical dimension of 3'-6".
Approx. 60'-65' above Alley elevation and 5% of the façade.

The applicant is requesting larger horizontal and vertical projections at roof level to strengthen the architectural expression of a dynamic, floating cornice reminiscent of the mid-century modern style.

This was supported by the Board at EDG.

60' above grade is significantly above overhead power lines, mature street trees, and the perception of pedestrians at street level.

2. Nonresidential street level requirements
(SMC 23.47A.008 B.3b)

Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.

The northernmost Retail space has a floor-to-floor height of 12'-2".

The floor height of this space is set at EL 121'-10" to provide accessible access from the existing/finish grade and positive drainage away from the building.

The floor height of Level 2 above is set at EL 134'-0" to provide viable ceiling heights in the residential units and keep all points of the structure below the allowable height limit.

The Retail space is 1,100 gsf, just 10% of the total nonresidential space provided. The other 90% has floor-to-floor heights of 14'-8", 16'-0", and 19'-0".
<table>
<thead>
<tr>
<th>DEVELOPMENT STANDARD REQUIREMENTS</th>
<th>REQUEST/PROPOSAL</th>
<th>JUSTIFICATION</th>
</tr>
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<tbody>
<tr>
<td><strong>2. Nonresidential street-level requirements (SMC 23.47A.008 B.3b)</strong></td>
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<tr>
<th><strong>TOTAL RETAIL SPACE = 11,338 SF</strong></th>
<th><strong>RETAIL SPACE = 1,100 SF (LESS THAN 10% OF TOTAL RETAIL SPACE)</strong></th>
<th></th>
</tr>
</thead>
</table>

The cornice on the south facade projects into the R.O.W. 4'5" horizontally with a vertical dimension of 3'6". Approx. 65' above street elevation and 2% of the façade.

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The cornice on the west façade projects into the R.O.W. 1'3" horizontally with a vertical dimension of 3'6". Approx. 60'-65' above Alley elevation and 5% of the façade.

The applicant is requesting larger horizontal and vertical projections at roof level to strengthen the architectural expression of a dynamic, floating cornice reminiscent of the mid-century modern style. This was supported by the Board at EDG.

60' above grade is significantly above overhead power lines, mature street trees, and the perception of pedestrians at street level.