



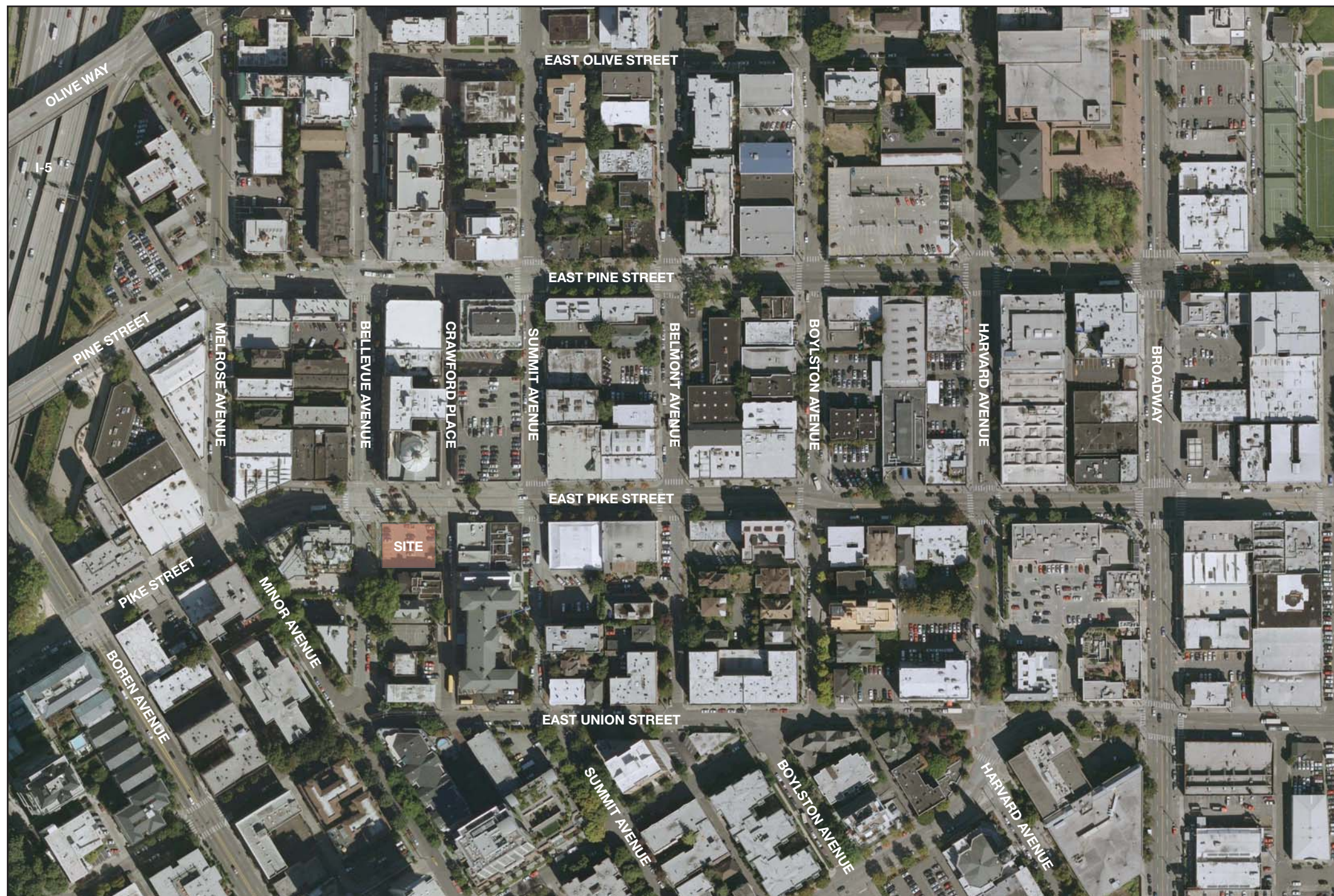
401 E. Pike – Recommendation Meeting

(DPD# 3010046)

May 20, 2009

HEWITT

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PROJECT DESCRIPTION:

The proposed development at 401 E Pike is a mixed use structure with ground level retail, five stories of apartments, one level of below grade parking and one-half level of above grade parking.

DESIGN OBJECTIVES:

- to create a strong urban edge at East Pike Street
- to respect the adjacent law office building to the south by providing an open space buffer
- to create a well-proportioned and unified building form
- to improve the site experience by increasing landscaping while preserving the street trees on East Pike which were noted as “good candidates for preservation” by the City Arborist

DEVELOPMENT OBJECTIVES:

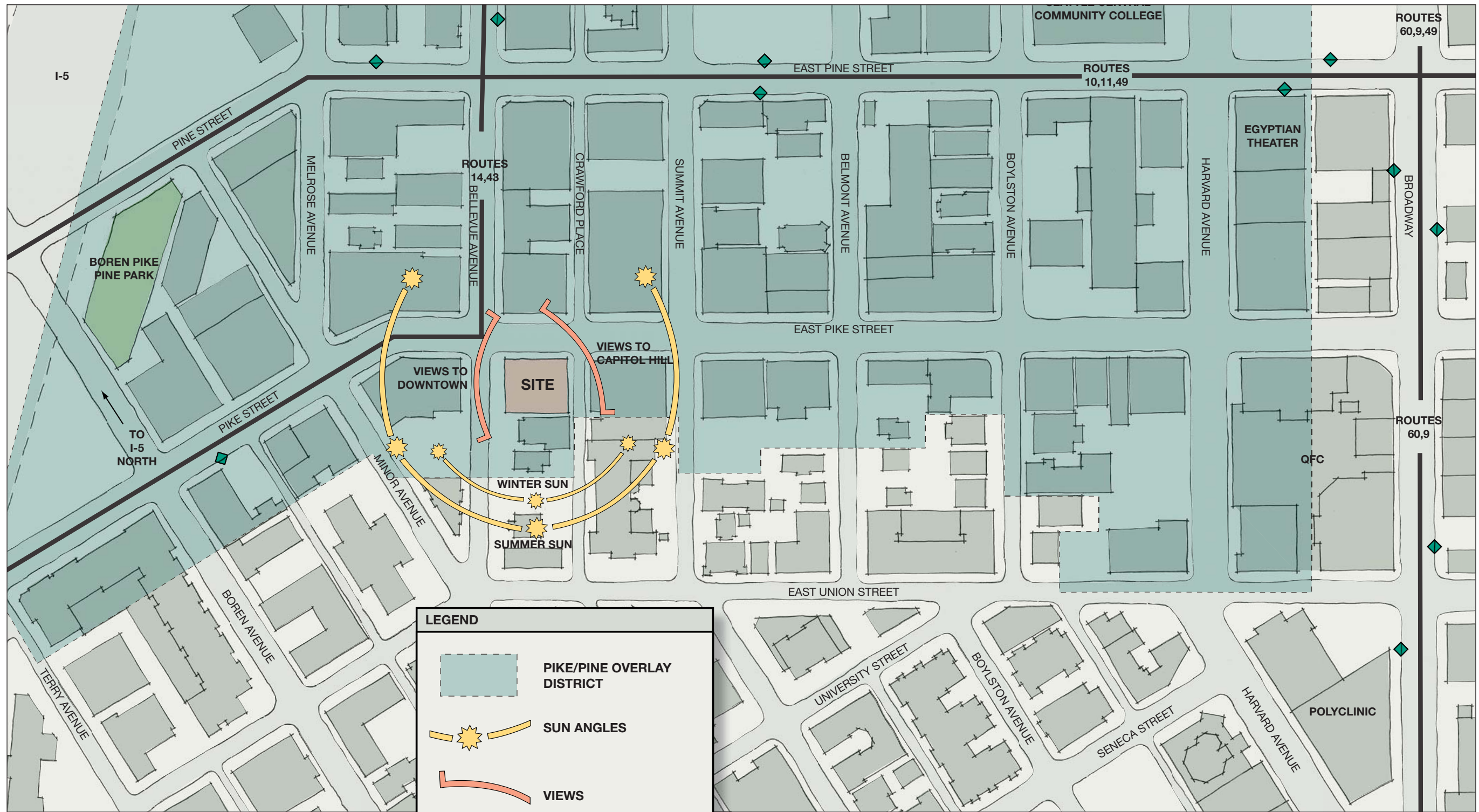
54 apartments
 5,500 SF of retail
 31 parking stalls

REQUESTED DEPARTURES:






SMC 23.47A.032.A.1.c – departure requested for access to parking : access to parking at Bellevue Avenue and Crawford Place
 SMC 23.53.035.A.4 – departure requested for structural building overhangs : bay windows
 SMC 23.54.030.G.1 – departure requested for sight triangles: for driveway at Bellevue Avenue (view window provided)

Note: We are requesting an exception to street level requirements at Crawford Place. This exception is under review by DPD and SDOT through a process described in CAM 205.

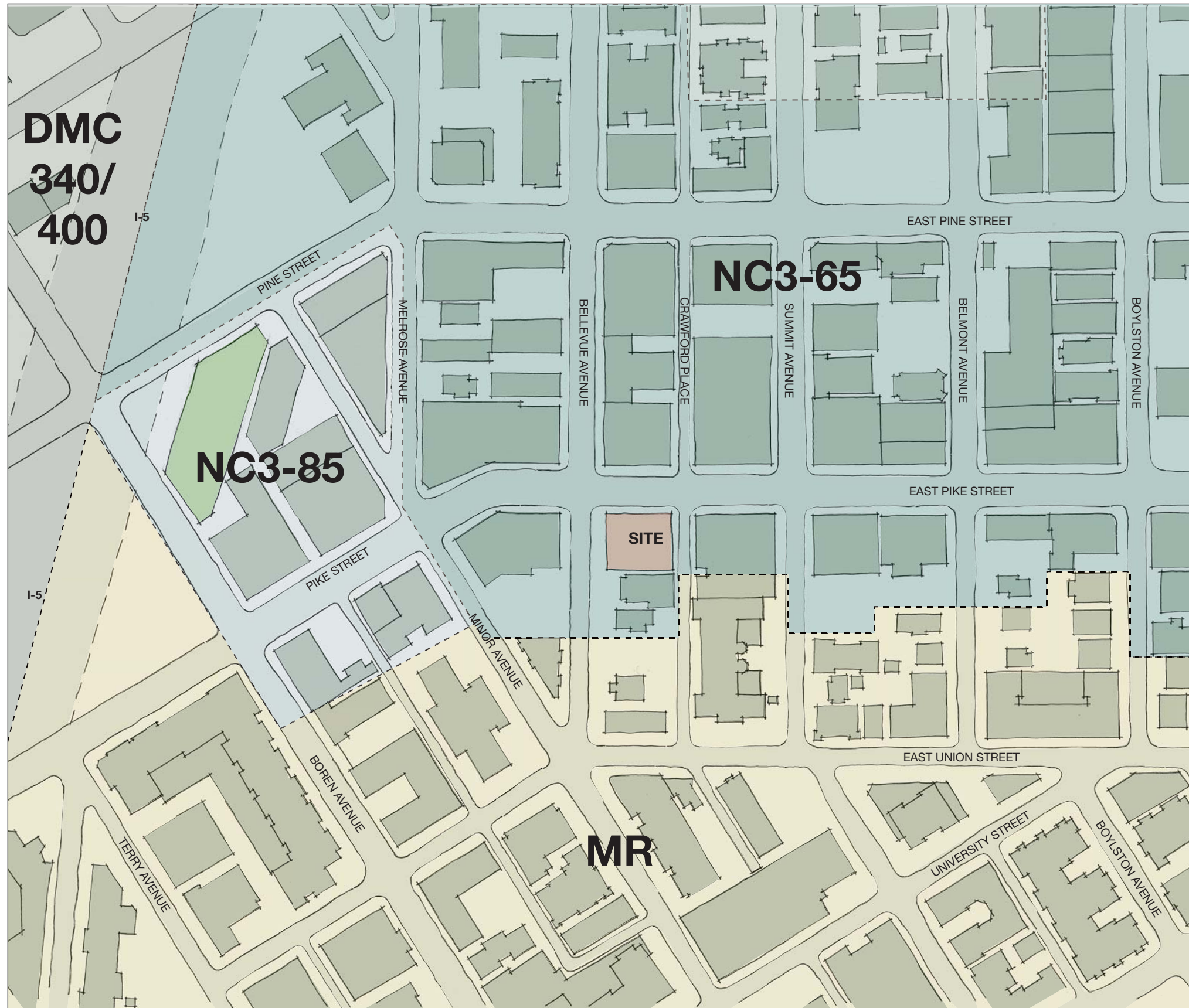
Project Objectives



LEGEND

-  PIKE/PINE OVERLAY DISTRICT
-  SUN ANGLES
-  VIEWS
-  BUS ROUTES
-  BUS STOPS

Urban Design Diagram

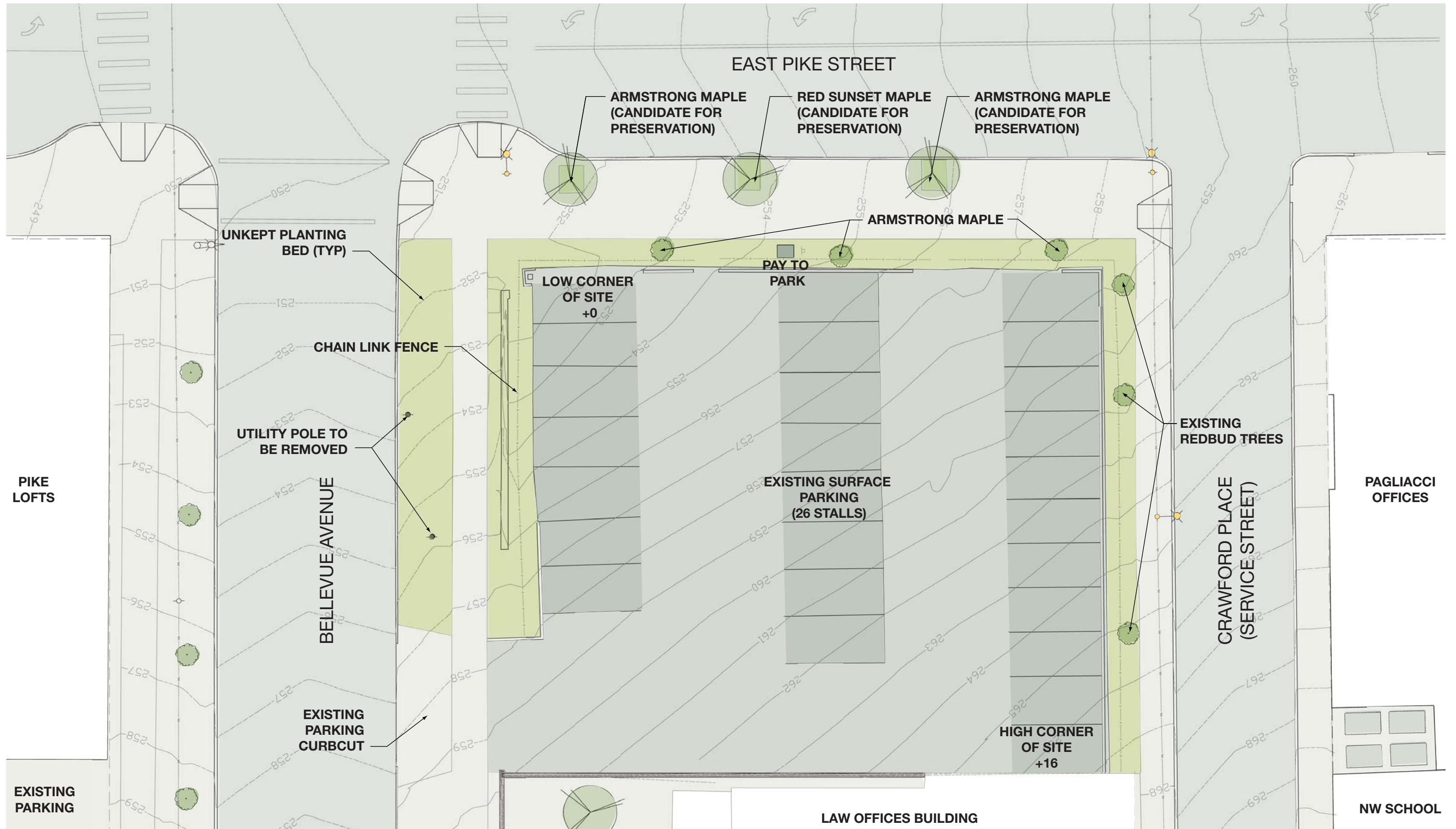


Zoning Diagram



EXISTING USES	
1	Seattle Volvo
2	Utrecht Art Supply
3	Metro Auto Rebuild
4	Your 2 Feet
5	Baguette Box
6	Baltic Room
7	Mchiavelli Ristaurante
8	Bauhaus Coffee
9	Lipstick Traces
10	Wall of Sound
11	Vu Vintage Clothing
12	Le Frock Vintage Clothing
13	Edie's Shoes
14	Mud Bay Pet Supply
15	Warren Knapp Gallery
16	1524 Residences
17	Garden Studios
18	Melrose Apartments
19	1516 Residences
20	Louis Arms Apartments
21	Metro Auto Rebuild
22	Six Arms Restaurant
23	Fukui Architecture Andrea Piacentini Design
24	Victrola Coffee
25	The Eagle
26	Benson's Grocery
27	First Covenant Church
28	McDermott Apartments
29	Mamounia Moroccan Restaurant
30	Area 51
31	Zero-Zero Hair Salon
32	Spine + Crown Books
33	Blue Bottle Gallery
34	Zebra Club
35	Portofino Apartments
36	Parking Garage
37	Brocklind's Formal Wear
38	Fiori Floral Design
39	The Feed Bag
40	Pike Street Beer & Wine
41	Chamberlain Apartments
42	Summit Arms Apartments
43	Steamworks
44	Traveler's Lounge
45	1531 Apartments
46	Belmont Apartments
47	611 Supreme
48	R Place
49	Recherche Apartments
50	Phil Smart Mercedes
51	Boylston Hotel
52	Glencoe Apartments
53	Phil Smart Mercedes
54	Phil Smart Autos
55	Abraham's Architects
56	615 E. Pike Condos
57	Pike Smoke Plus
58	Village Condo Homes
59	Union Manor Apartments
60	Belmont Apartments
61	Residence
62	Santa Fe Apartments
63	Ragen & Associates
64	City Home Store
65	CK Graphics
66	Gay City Health Project
67	Parking
68	Manchester Arms Apartments
69	1406 Residences
70	East Union Apartments
71	East Union Apartments
72	NW School
73	NW School Addition
74	Pagliacci Offices
75	Borochoes MArtin Tomlinson
76	1418 Bellevue
77	Northwest School Playground
78	Blanche Clare Apartments
79	Union Plaza Apartments
80	NW School Dormitory
81	Pike Lofts
82	Ralph A Leaf Law Offices
83	Pike Fit Co.
84	Broadway Vision Source
85	Uncle Elizabeths Internet Cafe
86	Club Z
87	Apartments
88	Metro
89	Apartments
90	Copperfield Apartments
91	Copperfield Apartments
92	Copperfield Apartments
93	Union Park Grocery
94	Union Park Apartments
95	John Wallace Apartments
96	The Summit
97	1300 University Apartments
98	Sayre Law Offices

Existing Uses



Site Analysis



1



2



3



Key Plan

Site Photographs



1 – Six Arms Restaurant / Victrola Coffee



2 – First Covenant Church



3 – Parking Garage / Vacant Storefront



4 – Brocklinds Formalwear / 8 Limbs Studio



5 – 615 East Pike Condos / Phil Smart Mercedes



6 – The Home Store / CK Graphics



7 – Pagliacci Pizza Offices



8 – Pike Lofts



9 – Northwest School Dormitory



10 – Boroche Martin Tomlison



11 – Pagliacci Offices / Northwest School



Key Plan

Nearby Structures

A-3 Entrances Visible from the Street

The entries should be clearly identified through such elements as overhead weather protection and signage. The Board was concerned that the proposed structure should provide entries that clearly relate to the pedestrian realm and receive special emphasis and treatment. The Board indicated that the proposed building should have multiple entries along the first floor of Pike Street façade. Although there was some discussion concerning an entry at the corner of E Pike and Bellevue, the Board thought that the building should put forth a clearly urban form and strongly set the corners at both Bellevue Avenue and Crawford Pl.

A-3 RESPONSE:

Two entries are proposed at Pike Street. The storefront and supporting wall will be constructed to allow more entries depending on tenancy. Both of the Pike Street proposed entries are shielded by weather protection (canopies). The proposed residential entrance is located on Bellevue Avenue and is recessed so that the building provides overhead weather protection. The residential entry also has a canopy to provide additional weather protection and to provide more visibility to those approaching from Pike Street. The proposed locations of the entries (away from the immediate corners) allow the edges of the building to remain intact to define strong, urban corners.

A-5 Respect for adjacent Sites

Building should respect adjacent properties by being located on their site to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

The Board agreed with the proponent's notion of pulling the building away from the office building located on the lot to the south. Any eroding of mass of the building on the upper floors should be away from the south, the west, and southwest portions of the site. The structure should be pushed to Pike Street to maintain a strong urban presence along that street side.

A-5 RESPONSE:

The proposed project pushes the structure to Pike Street to allow a buffer between it and the adjacent commercial building. Massing is eroded away from the building to the south, in compliance with the Board's recommendations.

A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. The Board's guidance was that the location and design of the residential open space should maximize the prospects of both air and light. To this end the Board stated that the proponent should provide studies of sun angles, diurnal and seasonal shadows, etc., for the Board to view at the next meeting. The Pike/Pine neighborhood specific guidelines for A-7 call for: Locating a significant amount of open space on rooftops is discouraged. The Board agreed that open space on the rooftop should be discouraged and that Open space at street level and features that provide visual interest on building facades, such as balconies should be encouraged.

A-7 RESPONSE:

Please note that the rules concerning Open Space have changed in the Seattle Municipal Code. The requirement in the current code is termed "Residential Amenity Area" and is to be a minimum of 5% of the gross residential area. In the current proposed project, there is no rooftop amenity space proposed. At Level 3, continuous but modulated Residential Amenity Area is proposed as a buffer between the project and its commercial neighbor to the south. Additional Residential Amenity Area is also proposed at Level 4 facing east. These major residential amenity areas are sited to receive sun and air to make them desirable to tenants and therefore useable. Note that the project also proposes balconies which are prominent on the Pike Street facade.

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety. The Board affirmed the ideal of taking access to the parking off Crawford Pl. while acknowledging the practical and topographical constraints which, as the proponent had explained, made that option largely impracticable. Nonetheless, the Board stressed that the service functions should be accommodated off the alley (author's note: Crawford Place is a non conforming street). They also agreed that the proponent should study and present a scheme to have vehicular entry only off Bellevue with exiting onto Crawford.

A-8 RESPONSE:

The project proposes two curb cuts for access to parking. The curb cut on Bellevue provides access to the below grade parking and is a logical location due to the topography of the site. By providing two curb cuts, we are able to provide two garage access points that are logical with the site's topography and alleviate the amount of vehicular use associated with the Bellevue Avenue garage access. Please also note that we are only proposing 31 parking stalls as opposed to the 60 parking stalls in the previous project design. No spaces are proposed for retail customers, thus limiting the amount of trips in and out of the garages.

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. The Pike/Pine neighborhood specific guidelines state: Buildings on corner lots should reinforce the street corner. To help celebrate the corner, pedestrian entrances and other design features that lend to Pike/Pine's character may be incorporated. These features include architectural detailing, cornice work or frieze designs. The Board strongly recommended that the proponent should explore and show the Board how the design of signage for the building might reinforce and celebrate the corner at Bellevue and Pike without physically eroding the corner.

A-10 RESPONSE:

The proposed mass of the building creates a strong urban edge at East Pike Street with corners that are not eroded. Automobile parking access is located to the south edge of the project as far away from Pike street as possible.

B-1 Height, Bulk, and Scale

Projects should be compatible with the scale of development anticipated by the applicable Land Use policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the anticipated potential of the adjacent zones. The Board identified this as an issue of the highest priority. The Board reiterated its general concern, expressed under priorities above, that the mass of the proposed structure should provide a strong presence along Pike Street while the other edges might be eroded to provide a kind of courtyard with fine quality of light and air. A simple massing model might be helpful to show a desirable articulation of this erosion and the inter-relation of proposed open space to both residential units and to the building to the south and to Bellevue Av. E.

B-1 RESPONSE:

The building massing is pushed to Pike street to provide a buffer between itself and the adjacent commercial property (a house converted to law offices). The proposed project's scale and height are similar to the existing Pike Lofts (the neighbor across Bellevue). The proposed project's height is similar to the Wintonia Hotel (housing) at Minor and Pike, and due to topography, will appear similar in height to the Northwest School at Summit and East Union. Residential amenity space to the south and east of the site helps to transition the building to adjacent properties.

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 neighboring buildings. The Board cited Pike/Pine neighborhood-specific guidelines which stress that the Pike/Pine vernacular character is characterized by the historic auto-row and warehouse industrial features of high ground floor ceilings and display windows, detailed cornice and frieze work, and trim detailing. The Board indicated the proponent should present details and materials that reflect the history of the neighborhood. In particular the detailing of the fenestration along Pike St. and the amount of transparency in the proposed new building should reflect something of the character of this light-industrial history.

C-1 RESPONSE:

The proposed glazing on Pike Street is approximately 90% to aid in the viability of retail tenants and to acknowledge the large amount of storefront glazing found in the remaining auto-row storefronts. The proposed Level 1 ceiling height is 15'-8" at the corner of Pike and Bellevue and 13'-8" at Pike and Crawford. Flexibility of design allows for multiple retail entries along East Pike Street.

C-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. The Board emphasized that the architect should present a clear architectural parti at the next presentation to the Board and be able to explain how form, features, and functions of the proposed building relate to this parti.

C-2 RESPONSE:

The proposed project parti consists of two simple volumes, distinguishable due to the opposing shed roofs, atop a concrete plinth. The south volume is pulled away from the neighboring building. The north volume is modulated by bays that create a strong rhythm facing East Pike Street. Bays are also used to add interest and variation to the facades facing Crawford Place and Bellevue Avenue.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale. The neighborhood-specific guidelines for Pike/Pine add the following particulars to this guideline; The design of the ground floor of new developments should include; Pedestrian oriented architectural elements; A rhythm of building modulation comparable or complementary to adjacent buildings; Transparent, rather than reflective windows facing the street.

This is especially important along Pike, Pine, and Olive Streets, as well as on 10th and 11th between Pine and Madison. Cues can also be taken from the Harvard Market and from the south side of Pike between Boylston and Harvard.

The Board agreed that the applicant should incorporate into the design: pedestrian oriented architectural elements, a rhythm of modulation, and transparent rather than reflective windows within the commercial ground-floor façade, especially along East Pike St. Further, the Board agreed that the common spaces adjacent the residential uses should be clearly of a human scale and designed with such architectural detail as to bestow on them a distinctly comfortable and beautiful character. The Board indicated they would expect to see this level of detail presented at the recommendation meeting. The Board expressed its support for the garage-door style openings by means of which retail space at the corner of E. Pike Street and running along Bellevue Avenue would engage the sidewalk area.

C-3 RESPONSE:

The proposed project includes non-reflective glazing at the ground floor modulated by a colonnade of patterned concrete piers that also serve to support canopies. The ground floor modulation corresponds to the modulation of the façade above through the use of rectangular bays similar in scale to the bays on the adjacent Pike Lofts project. Landscaped residential common areas will be clearly visible on all facades and will include a trellis on the east façade at the common residential area.

C-4 Exterior Finish Material

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. In making this a guideline of highest priority, The Board referred to the neighborhood-specific guidelines for even more precise direction, namely that:

New developments should respond to the neighborhood's light industrial vernacular through type and arrangement of exterior building materials. Preferred materials include: brick, masonry, textured or patterned concrete, true stucco (DryVit—or other EIFS systems—are discouraged) with wood and metal as secondary or accent materials.

The Board directed that the applicant should respond to the neighborhood's preference for primary and secondary materials. They would expect to be presented with a design which, as one Board member expressed it, was "beyond the trendy". The should be prepared to present actual samples of finish materials to the Board at the next Recommendation meeting.

C-4 RESPONSE:

The proposed major materials at the building base are: scored and patterned concrete storefront with neutral glazing siting on a low up-stand of ground face concrete masonry. Fiber cement panels are the main material at the residential units with metal siding at the edges of the bays that project over East Pike Street and on the stair and elevator penthouses. Steel canopies will provide ground level accent, while steel guardrails and trellis at the common recreation space will accent the residential stories.

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 area should be protected from the weather. Opportunities for creative lively, pedestrian-oriented open space should be considered.

The Board considered this guideline to be among the highest of priorities and indicated that the entries should be clearly urban in character and highly transparent. The Board agreed that an increase in interior height of retail space off Crawford Place and E. Pike Street would enhance its appearance and marketability.

D-1 RESPONSE:

Bellevue Avenue has more residential character and contains the proposed residential entry. The entry is also recessed and covered with a canopy to create a visual presence and provide weather protection.. The proposed Level 1 ceiling height is 15'-8" at the corner of Pike and Bellevue and 13'-8" at the corner of Pike and Crawford to allow for tall retail storefronts. The storefronts are shielded from the weather by canopies which also provide a location for lighting. The storefront is set back 3' from the property line allowing for an expressed structural colonnade and a more generous sidewalk.

D-6 Screening of Dumpsters, Utilities and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks, and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

In conjunction with Guideline A-8 which was given a high priority, the Board agreed that Crawford Pl., rather than Bellevue Avenue, be the primary circulation route for building services and requested that details relating to service functions included in this guideline be presented at the next meeting of the Board to consider guidance for this project. While acknowledging that accessing parking off Crawford Pl might be problematic due to the topography of the site, the Board asked for a careful analysis of parking access; in any case basic service access, including access to garbage and recycled materials, should be off Crawford Place. A question was raised, given changes in Building Code requirements, whether the HC stall couldn't be accommodated within the regular parking area.

D-6 RESPONSE:

Access to dumpsters and gas meters is proposed off Crawford Place. All proposed mechanical equipment will be either in the building or on the roof and screened by a penthouse. The proposed parking has been reconfigured. Please see response to A-8. The proposed location of the HC stalls is within the building.

E-1 landscaping to Reinforce Design Continuity with Adjacent Sites

Where possible, and when there is not another overriding concern, landscaping should reinforce the character of the neighboring properties and abutting streetscape.

The Board agreed that this guideline should be regarded as of highest priority in conjunction with Guideline E-2. Specific guidance of the Board is included under E-2 below.

In approaching these guidelines the applicant should incorporate the following report of the City Arborist:

"East Pike Street has three SDOT maintained street trees. Two of the trees are Armstrong maples; the eastern one has a diameter of 8.4 inches and the western one a diameter of 9.6 inches. Both are healthy and stand approximately 40-feet tall and contribute greatly to the right-of-way. Between the Armstrong maples is a 7.7 inch diameter Red Sunset maple. All of these trees are good candidates for preservation and of a stature that typically SDOT endeavors to preserve...Bellevue Ave has three dead or nearly dead Redbuds. On site there are three Armstrong maples and three Redbuds the applicant may want to salvage – they're pretty nice and of transplantable size. Or, if the applicant is interested, he/she can contact PlantAmnesty to see if they could locate someone to salvage them (info@plantamnesty.org)."

E-1 RESPONSE:

The project proposes to keep the three trees noted by the City Arborist as "good candidates for preservation". Please see Guideline E-2 for more description of the landscaping.

E-2 Landscaping to Enhance the Building and/or Site

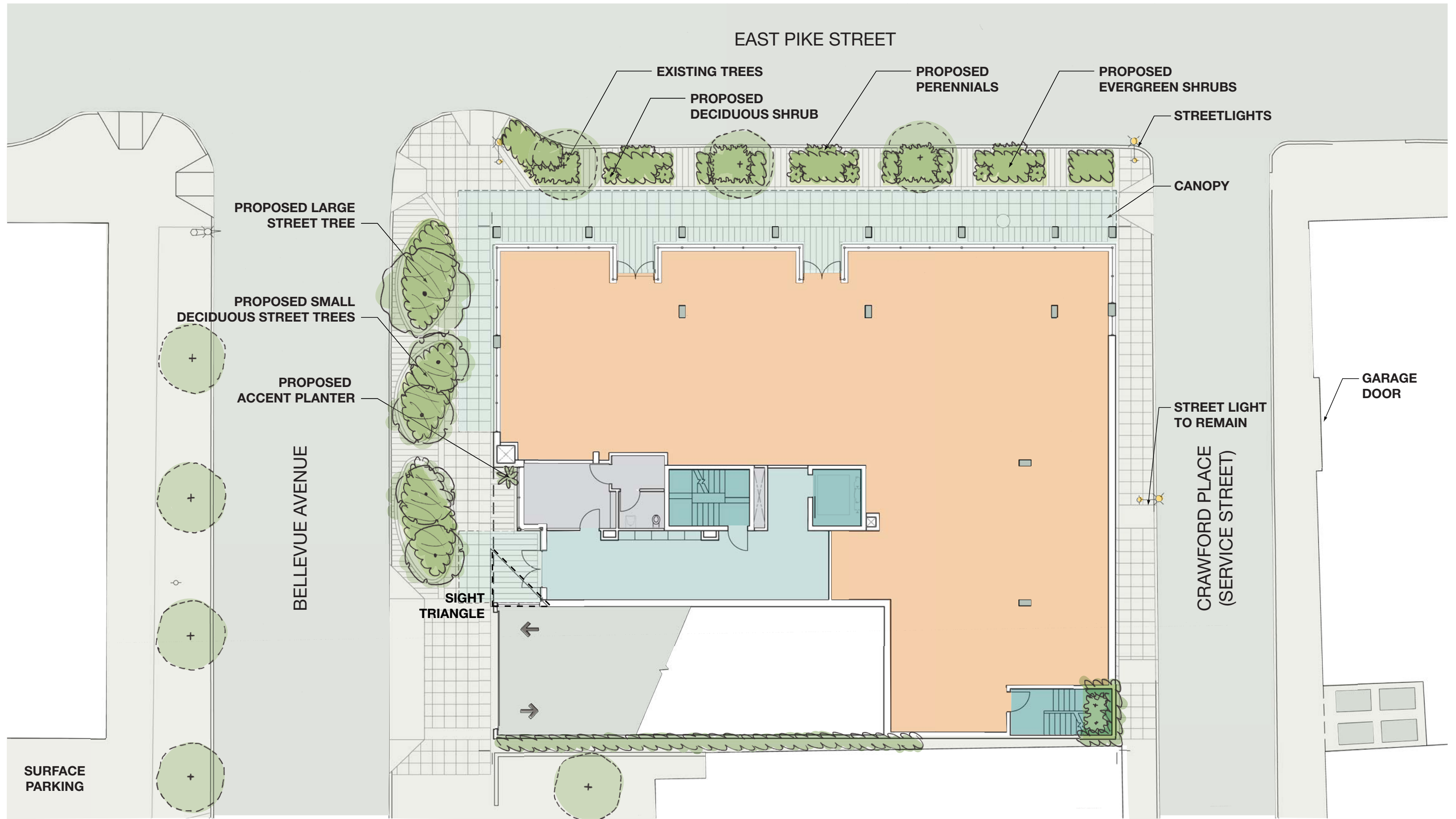
Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The Board called the applicant's attention to the neighborhood-specific guidelines which call for the creation of small gardens and art within the street right-of-way in order to activate and enliven the public realm. The applicant was directed to refer to the Pike/Pine Design Guidelines for specifics.

The Board agreed that for the next Recommendation meeting of the Board, the applicant should provide a detailed landscaping plan. The plan should include the entire development of the site and adjacent right-of-ways. In addition to landscaping of any proposed residential open space, the plan should include details for landscaping enhancement of adjacent sidewalks and anywhere where there is street-level open space provided. The plan should include a lighting plan that at once provides on-site security and serves as a design amenity.

E-2 RESPONSE:

The project is required to and proposes to comply with the Green Factor guidelines which have come into effect since the Early Design Guidance. As such, the project proposes to use an amount of landscaping that exceeds what is typical for mixed-use projects in the Pike/Pine neighborhood. The landscaping is concentrated in the public rights-of-way and at residential amenity areas, making it accessible to residents and pedestrians. The landscaping at East Pike Street reinforces the street's urban retail edge with a strong linear geometry of planting beds close to the curb that provide a buffer between pedestrians and vehicular traffic. The landscaping at Bellevue Avenue has a softer geometry that helps distinguish the street as being primarily residential.



Level 1 Site Plan



Level 2 Site Plan



Bird's Eye View – Looking SW



Bird's Eye View – Looking SE



Bird's Eye View – Looking at South Setback



East Pike Street – Looking West

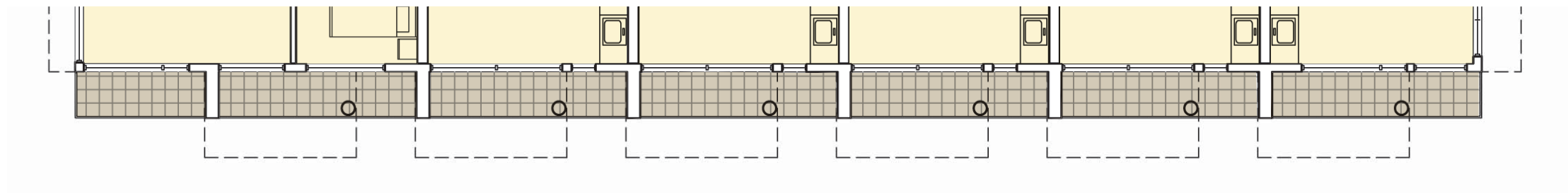


East Pike Street – Looking East (at Dusk)



North Elevation

EAST PIKE STREET



Upper Level Plan

EAST PIKE STREET



Street Level Plan

EAST PIKE STREET

Plan/Elevation – East Pike Street



BELLEVUE AVENUE

West Elevation



BELLEVUE AVENUE

Street Level Plan

Plan/Elevation – Bellevue Avenue



East Elevation



North Elevation



Perspective View – Looking SW

Perspective/Elevations



West Elevation



South Elevation

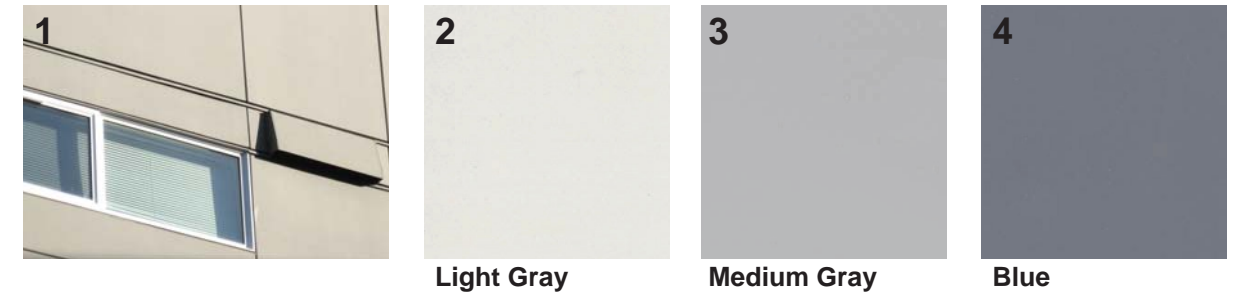


Perspective View – Looking SW

Perspective/Elevations



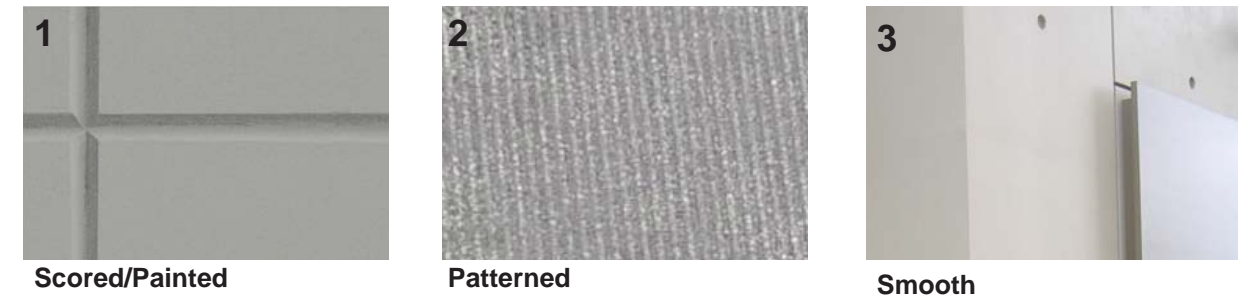
Fiber Cement Board (FCB)



Metal



Concrete



CMU



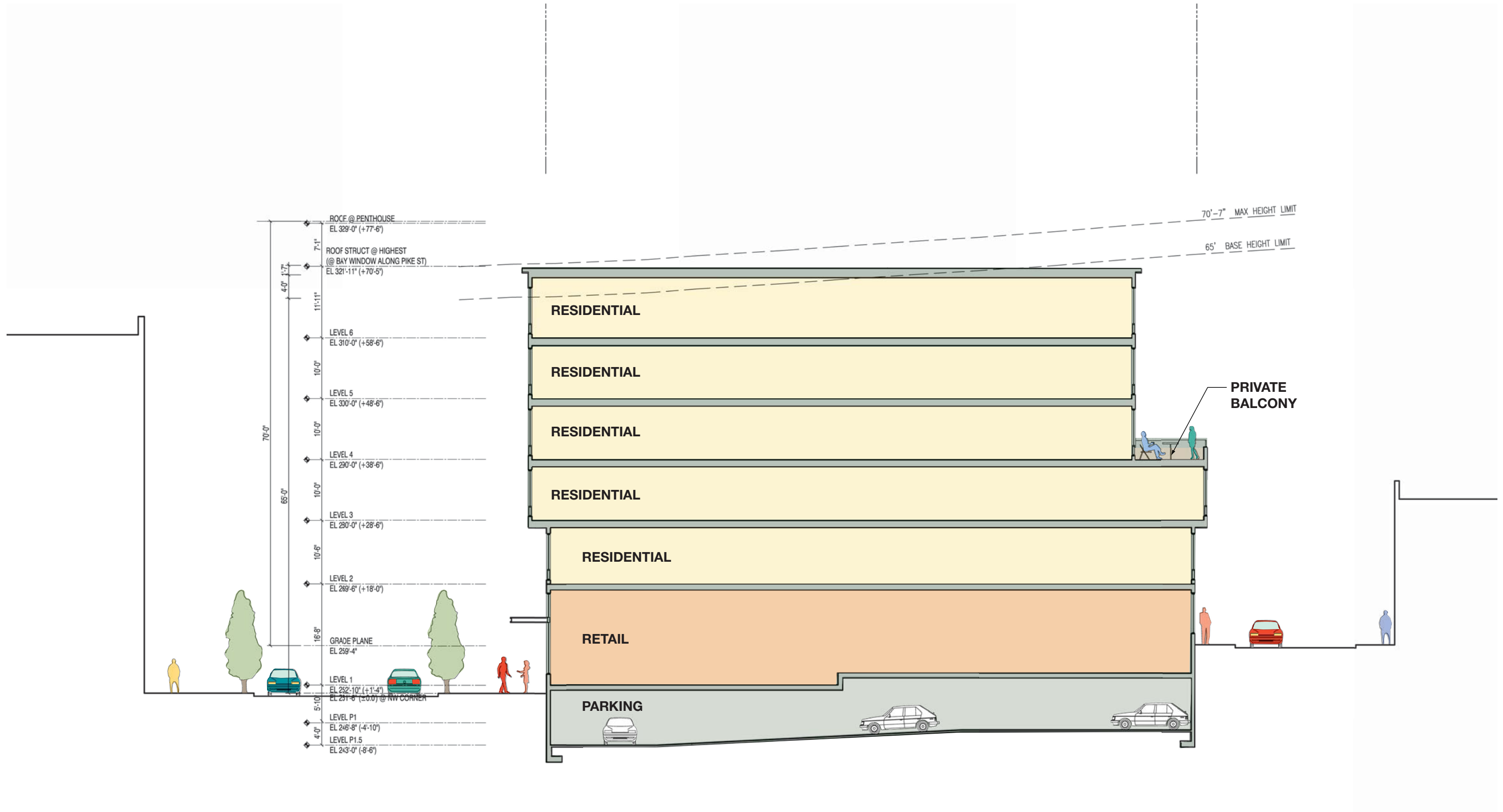
Storefront Window



Vinyl Window



Materials and Colors



East/West Section – Looking North

DE @ PENTHOUSE
329'-0" (+77'-6")

F STRUCT @ HIGHEST
DAY WINDOW ALONG PIKE ST)
21'-11" (+70'-5")

/EL 6
310'-0" (+58'-6")

/EL 5
300'-0" (+48'-6")

/EL 4
290'-0" (+38'-6")

/EL 3
280'-0" (+28'-6")

/EL 2
269'-6" (+18'-0")

ADE PLANE
259'-4"

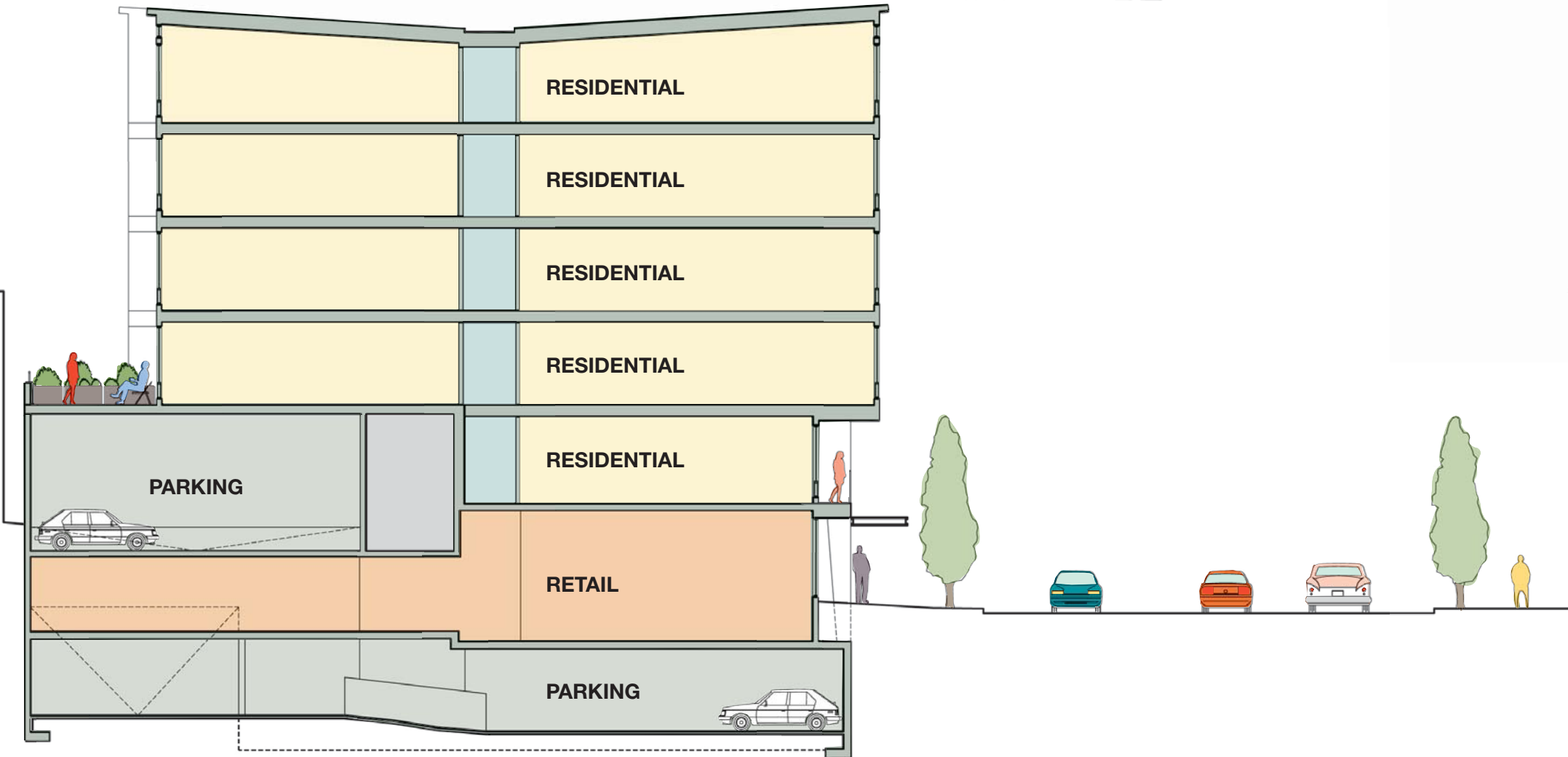
/EL 1
252'-10" (+1'-4")
251'-6" (±0.0) @ NW CORNER

/EL P1
246'-8" (-4'-10")

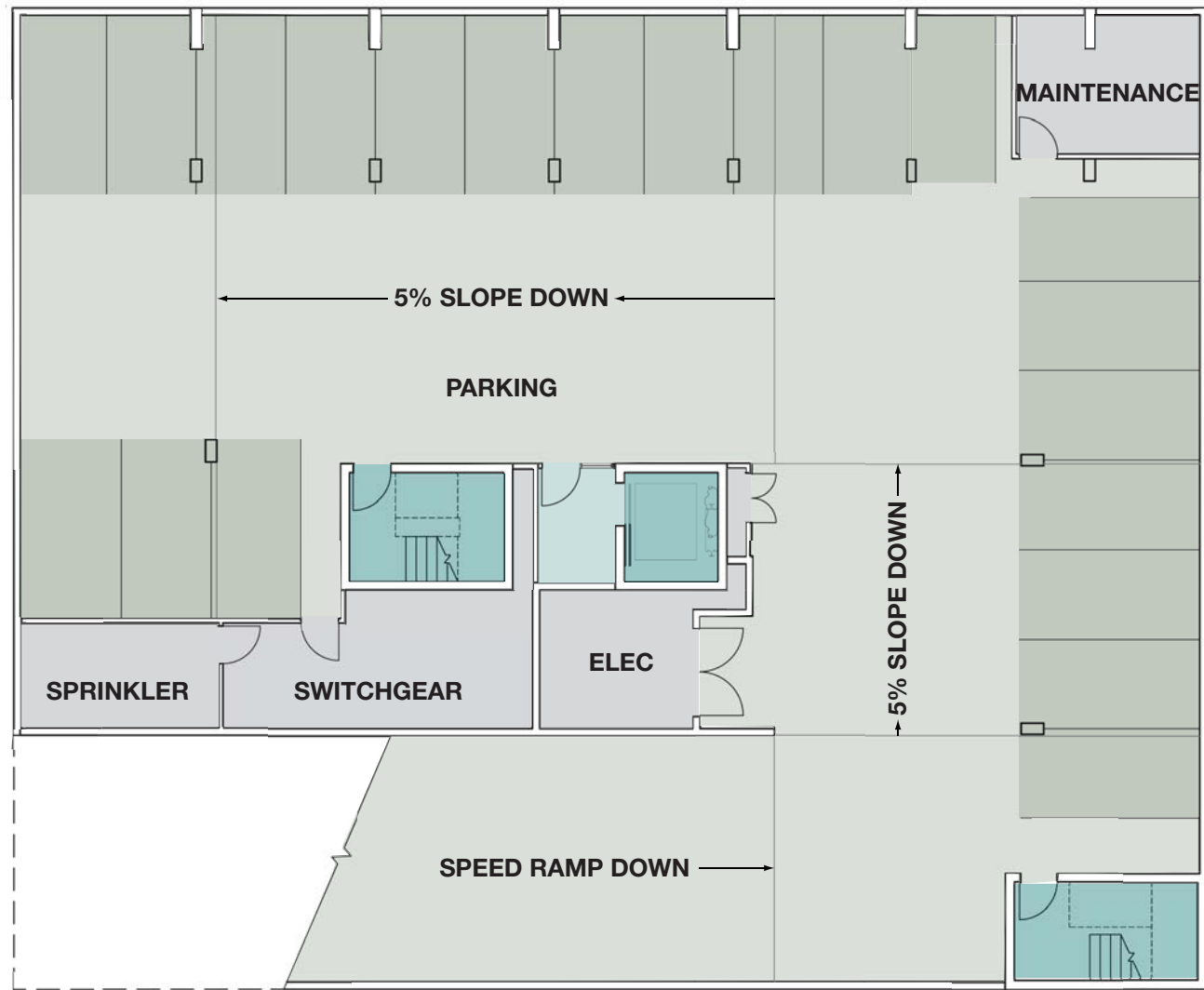
/EL P1.5
243'-0" (-8'-6")

70'-7" MAX HEIGHT LIMIT

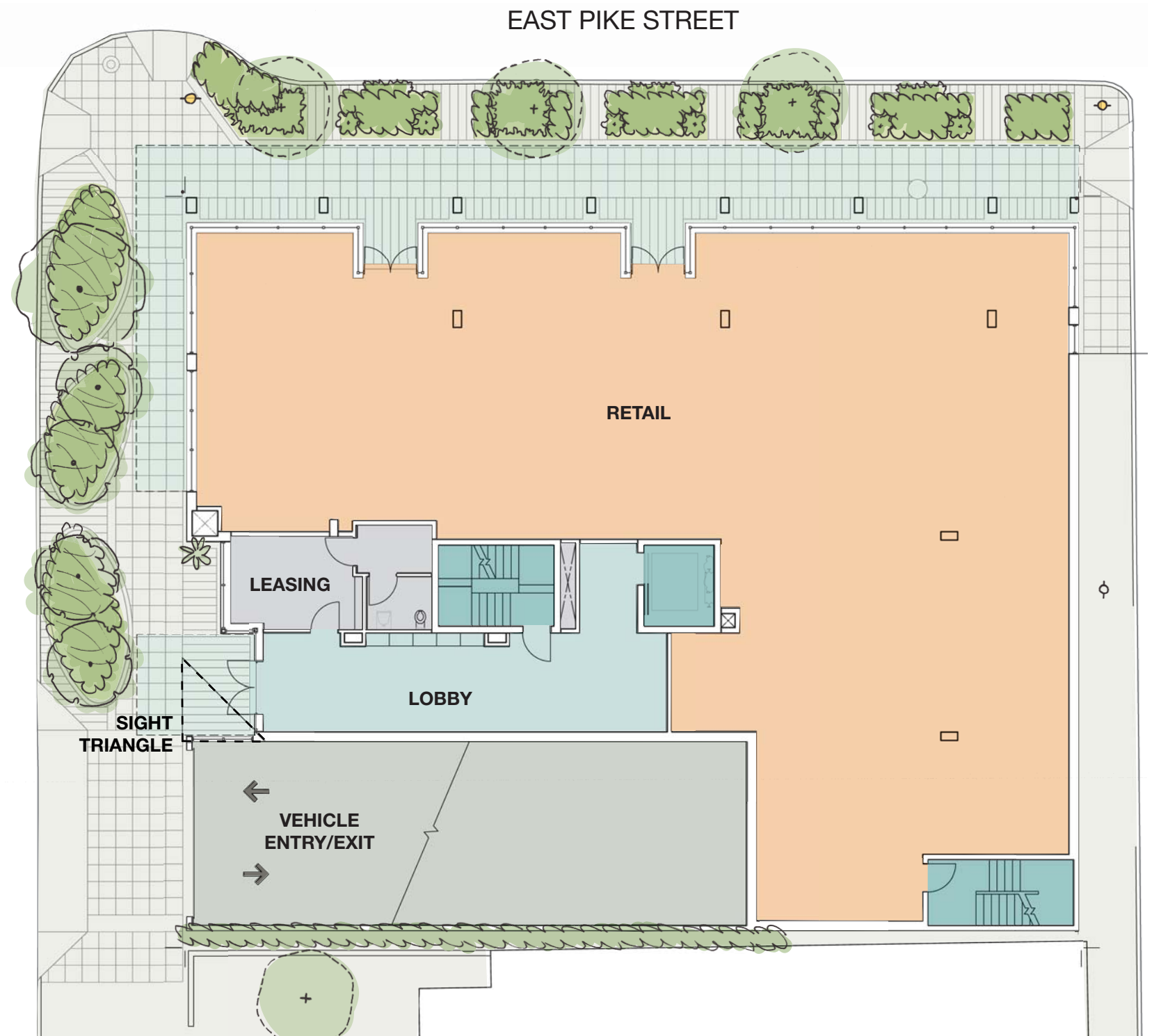
65' BASE HEIGHT LIMIT



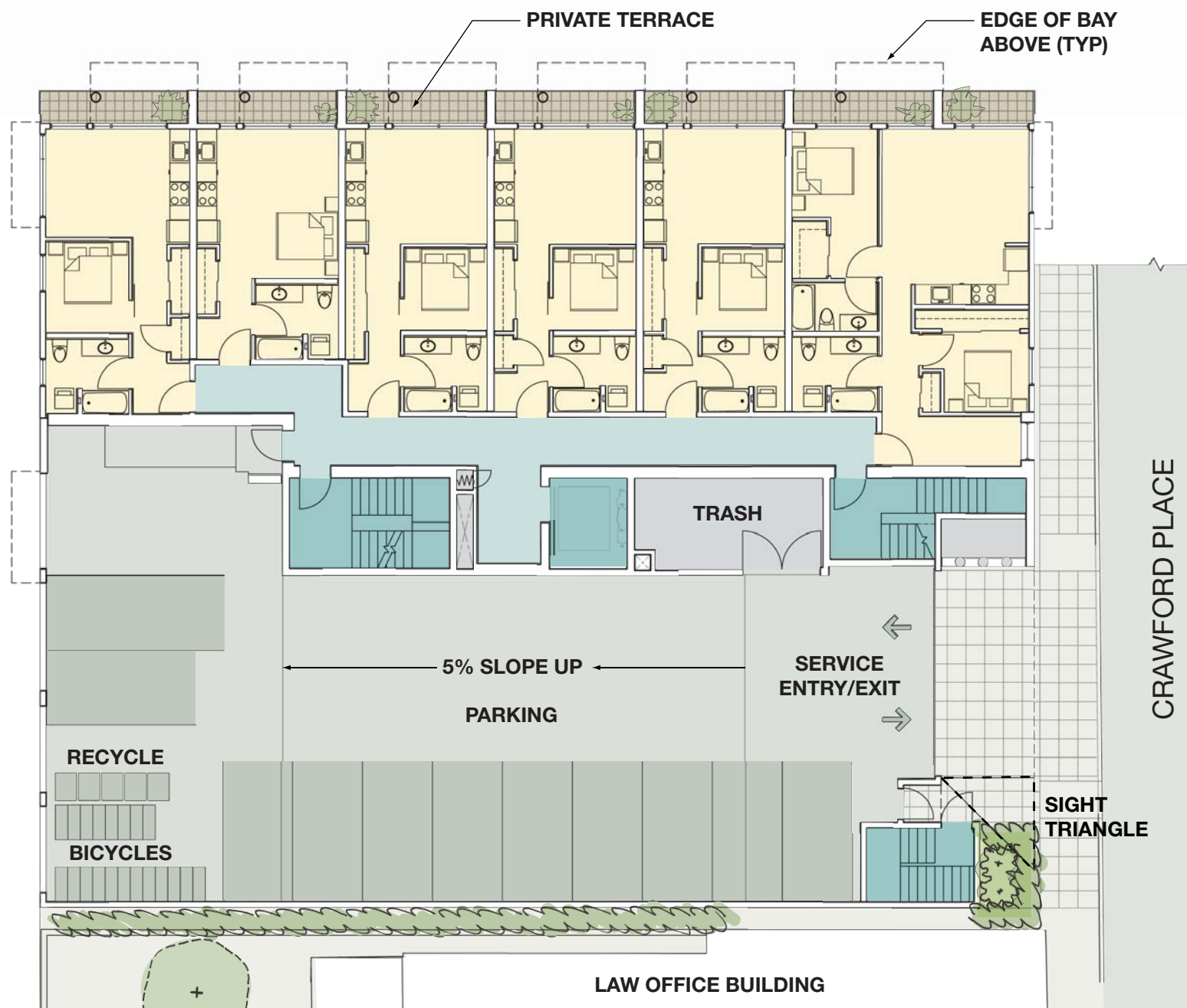
North/South Section – Looking West



Level P1/P1.5



Level 1

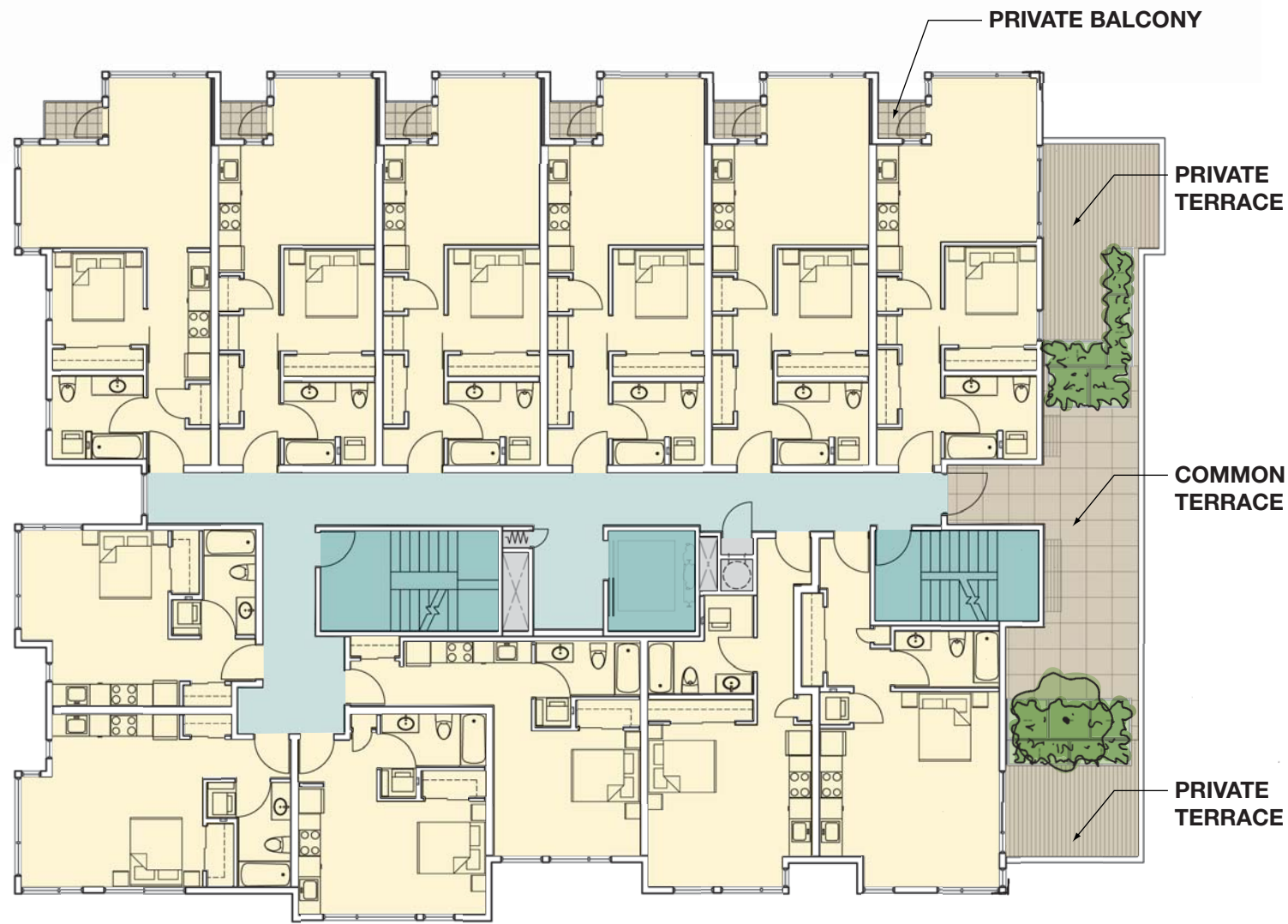


Level 2



Level 3

Building Plans



Level 4



Level 5-6

Building Plans

Trees



Paperbark Maple



Armstrong Maple

Shrubs



David's Viburnum



Dwarf Leucothoe



Mediterranean Spurge



Emerald Gaiety Euonymus



Lime Rickey Heuchera



Rheinland Astilbe



Liriope



Climbing Hydrangea



Oakleaf Hydrangea



Wheeler's Dwarf Mock Orange



Boston Ivy

Plant Palette – On Grade

Trees



Full Moon Maple



Stewartia

Shrubs, Grasses and Perennials



Green Spire Euonymus



Yankee Point Ceanothus



Yaku Jima Miscanthus



Georgia Petivve Indian Hawthorne



Grace Ward Lithodora



Little Pete Agzpanthus



Mt. Airy Fothergilla

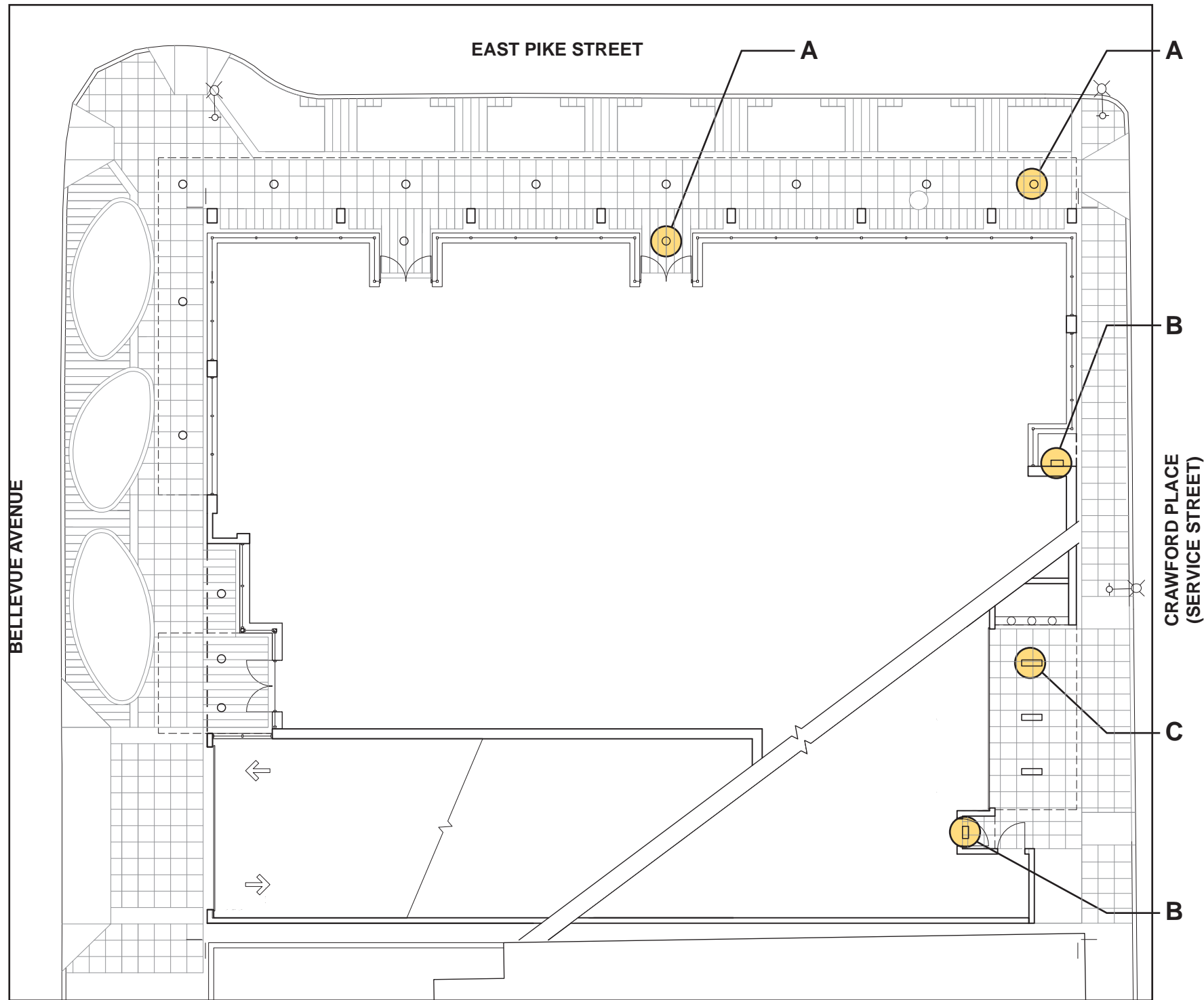


Huntington Carpet Rosemary

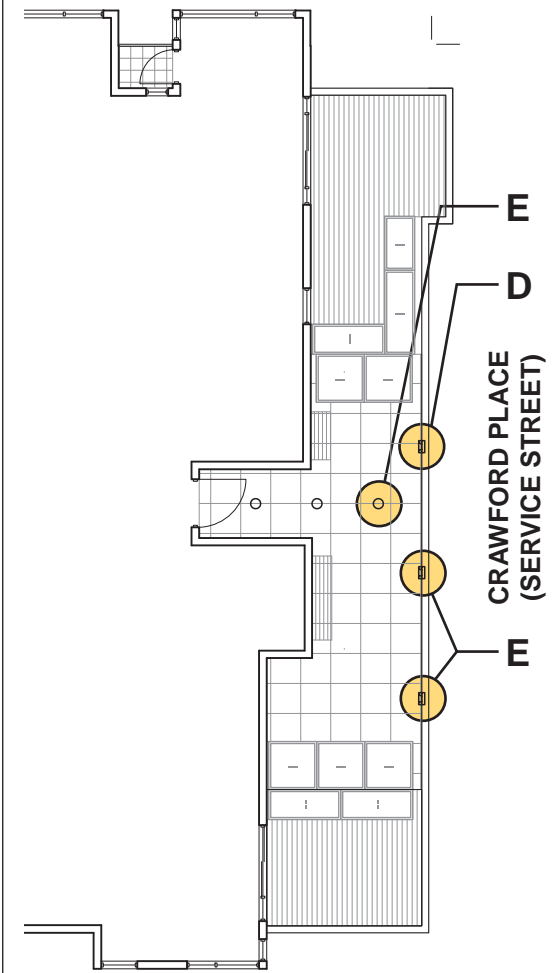


Silver Dragon Liriope

Plant Palette – On Structure



Levels 1 & 2 (Partial)



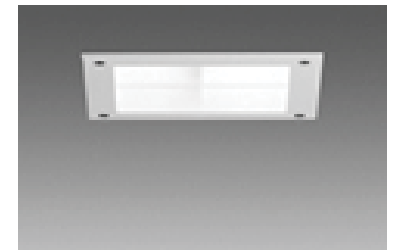
Levels 4 (Partial)



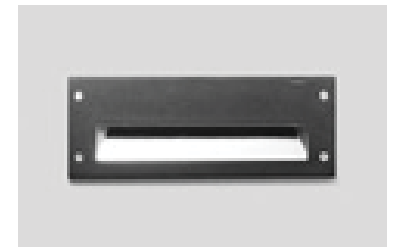
A



B



C



D



E

Lighting Plans

DEPARTURE #1

Code Section:
23.47A.032.A.1.c - Access to parking

Standard:

If the lot does not abut an improved alley but abuts two or more streets, access to parking must be from the street with the fewest lineal feet of commercially zoned frontage

Proposed:

The project proposes two access points for parking. At Bellevue, the proposed access is to below grade parking serving 20 residential stalls. At Crawford Place, the proposed access is to above grade parking serving 11 stalls and trash removal.

Utilizing two vehicle access points works with the existing topography to reduce the speed ramping and excavation required by one access point. If parking access was only from Crawford, which is the site's high point, the required length of speed ramp to get below the retail level would be impractical. Separating parking access alleviates the frequency of use for the Bellevue garage access, which was noted in Early Design Guidance as less preferred than Crawford vehicle access. Please also note that we are only proposing access to 31 total parking stalls. The current surface parking accommodates 26 stalls. No spaces are proposed for retail customers, thus limiting the amount of trips in and out of the structure.

DEPARTURE #2

Code Section:
23.53.035.A.4 - Structural building overhangs

Standard:

c. The maximum length of each bay window or balcony shall be 15 feet at the line establishing the required open area, and shall be reduced in proportion to the distance from such line by means of 45 degree angles drawn inward from the ends of such 15 foot dimension, reaching a maximum of 9 feet along a line parallel to and at a distance of 3 feet from the line establishing the open area.

e. The minimum horizontal separation between bay windows, between balconies, and between bay windows and balconies (except where a bay window and a balcony are located immediately adjacent to one another, as provided for in subsection A4d above), shall be 2 feet at the line establishing the required open area, and shall be increased in proportion to the distance from such line by means of 135 degree angles drawn outward from the ends of such two 2 foot dimension, reaching a minimum of 8 feet along a line parallel to and at a distance of 3 feet from the line establishing the required open area.

Proposed:

East Pike Street - 6 bays proposed are 11'-9" long by 3' deep with a rectangular geometry not reduced by the 45 degree line noted in the bay requirements. The area of each bay is 35.2 square feet, verse 36 square feet for the code standard bay. The rectangular bay shape is in keeping with the rest of the building design, adding cohesion to the building's form. The bays are spaced a consistent 4'-4" apart instead of the 2' apart at the building face and 8' apart 3' away from the building face. The deviation from the standard bay spacing echoes traditional urban forms, creates a strong presence on the street, and allows each apartment facing Pike Street to have its own bay.

Bellevue Avenue - 3 bays proposed are 12'-0" long by 3' deep with a rectangular geometry. The area of each bay is 36 square feet, matching the area of the code standard bay. The rectangular bay shape is in keeping with the rest of the building design and adds cohesion to the building's form.

Crawford Place - the only bay proposed is 11'-4" long by 2' deep with a rectangular geometry not reduced by a 45 degree line. The bay exceeds the prescribed geometry by 2" at each corner. The area of the bay is 22.6 square feet, verse 36 square feet for the code standard bay. Note that the bay is restricted to 2' deep due to the sidewalk width being less than 9'.

DEPARTURE #3

Code Section:
23.54.030.G.1
Sight triangles

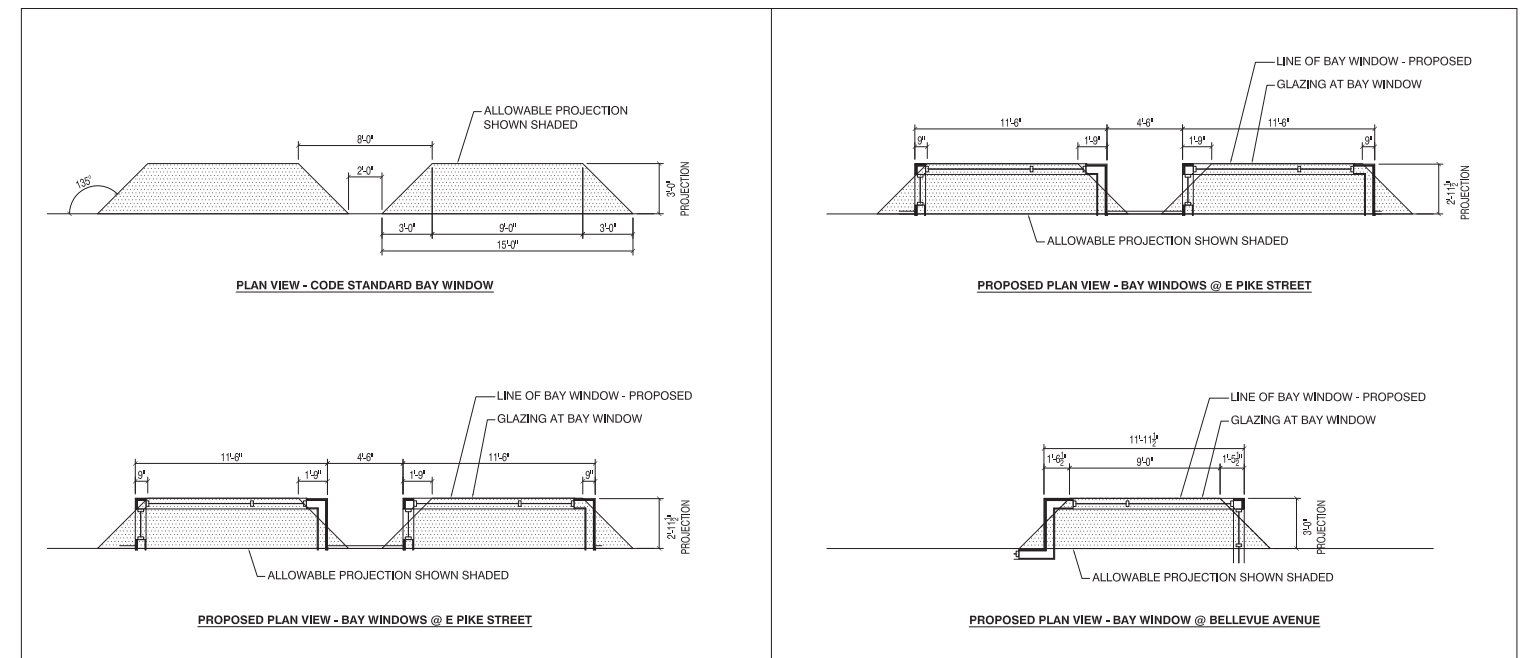
Standard:

For two (2) way driveways or easements at least twenty-two (22) feet wide, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of ten (10) feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk. The entrance and exit lanes shall be clearly identified.

(In all downtown zones, the sight triangle at a garage exit may be provided by mirrors and/or other approved safety measures.)

Proposed:

The project proposes providing storefront glazing adjacent to the residential entry to comply with the sight triangle requirement at the garage exit to Bellevue Avenue.



Requested Departures