

TARRAGON

THIRD & VIRGINIA

design review

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MUP # 3003187
10.13.2009

Per our discussions with DPD staff over the past few weeks, we have submitted a request to revise our previously approved MUP. The purpose of this request is to address a necessary departure regarding the ratio of parking stall sizes in our project. The only revision we are requesting to the MUP is the addition of a departure that was not included in the original MUP. We look forward to discussing this issue further with you at the design commission hearing.

Summary of Issue

At the time the MUP documents were prepared the project team made a number of assumptions on the location of the shored basement walls and the size of the structural systems (columns, shear walls, and basement retaining walls). After the MUP issuance and during the development of our construction documents it was clear that some of these assumptions needed to be revised. Ultimately the structural systems on the parking floors grew to their current size. Additionally, while coordinating the shoring design with Seattle City Light it was determined that there were a number of old clay duct banks 32" from the property line under the alley. Locating the shored wall as shown in the MUP documents (at the property line) was strongly not recommended by SCL and would have been extremely difficult and risky during construction. We ultimately modified the shoring design to locate the shored wall at the 2-foot dedication line as apposed to the property line as shown in the MUP. Combined, these items resulted in a reduction of the overall parking garage dimension of 2'-8" in the east-west direction. This reduction made it impossible to match the layout shown in the MUP submittal. Although the revised project would continue to meet minimum drive aisle standards, the reduced aisle width results in fewer medium sized spaces being provided, and thus the new departure request.

In order to address the 2'-8" reduction we re-designed the structural systems and moved the building core to maximize drive aisles. By relocating the building core we were able to maintain a 20-foot aisle (as required for small stalls) on the east side, but were forced to reduce the western aisle by 1'-11" to 20'-2". In the MUP documents the western aisle met the 22-foot requirement for medium stalls and therefore contained the majority of the medium parking stalls.

Applicable Code Sections:

*"SMC 23.54.030 Parking space standards.
On lots subject to this Code, all parking spaces provided must meet the following standards whether or not the spaces are required by this Code:"*

While there is no parking required by the code, this section applies to all parking provided, regardless of whether it is required.

B. Parking Space Requirements. The required size of parking spaces shall be determined by whether the parking is for a residential, nonresidential or live-work use. In structures containing both residential and either nonresidential uses or live-work units, parking that is clearly set aside and reserved for residential use shall meet the standards of subsection B1; otherwise, all parking for the structure shall meet the standards of subsection B2.

The entire parking facility proposed is for residential use. While there may be a small boutique hotel in the project as shown in the original MUP, no parking is provided at this time. This is consistent with the approved MUP documents.

- 1. Residential Uses.*
- b. When more than five (5) parking spaces are provided, a minimum of sixty (60) percent of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty (40) percent of the parking spaces may be striped for any size, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles.*

The proposed parking does not meet the requirements of this paragraph and is the subject of our departure and MUP revision.

Proposed Parking Ratios

The plans submitted in the MUP Revision show the following parking stall ratio.

Stall Size	Count	Percentage
Large Stalls	35	9.6%
Medium Stalls	92	25.4%
Small Stalls	235	65.0%
Total	362	100.0%

Requested Departure

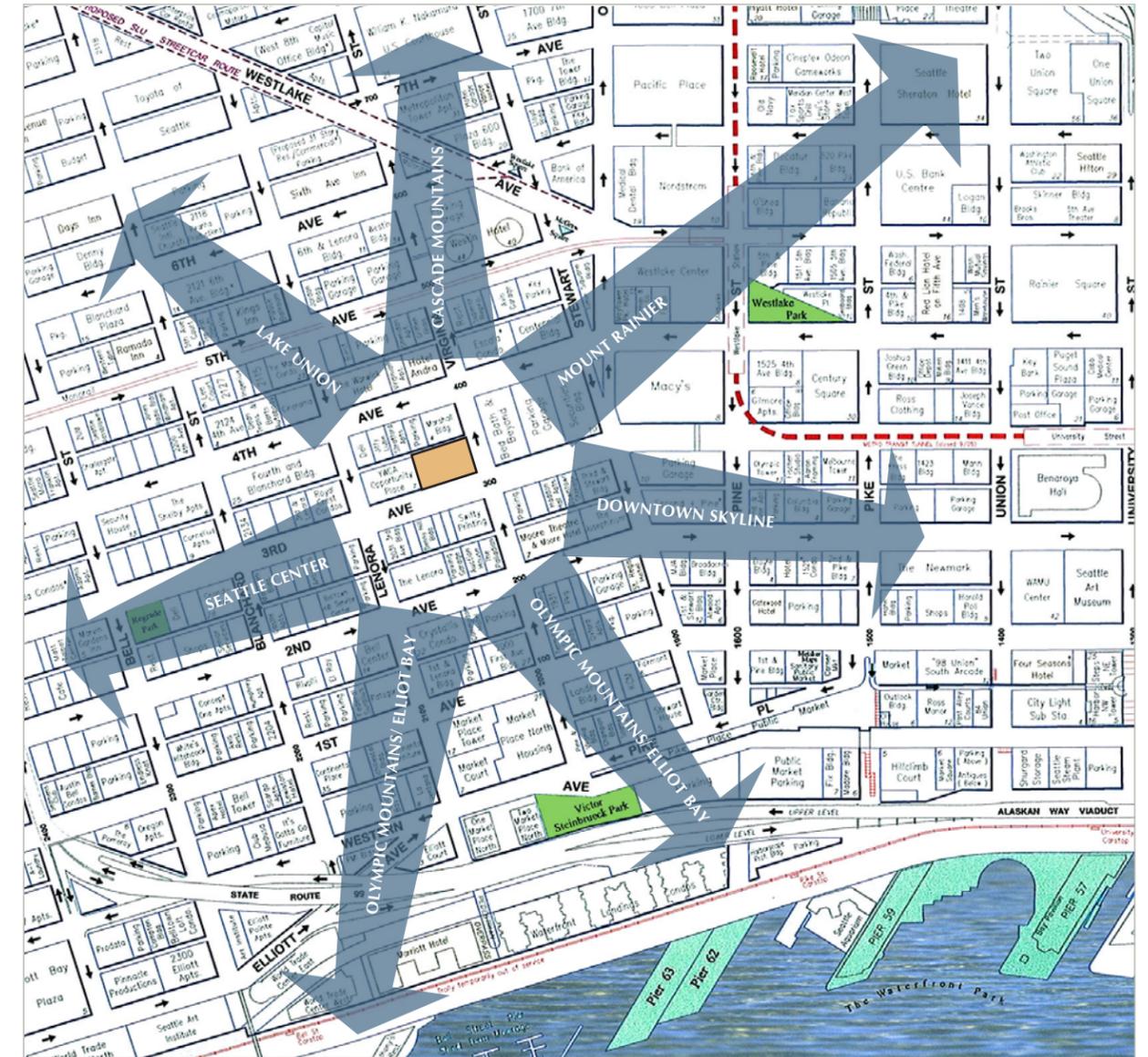
Reduction of the parking size ratio as required by SMC 23.54.030.B.1.b to:

- 1. A minimum of 25% of the parking spaces shall be striped for medium vehicles, instead of the 60% required minimum, and;
- 2. 75% of the parking spaces may be striped for any size, instead of the 40% striped for any size. Please note that 35% of the total number of spaces will be for medium and large stalls, so the garage will still have a mix of stalls available.



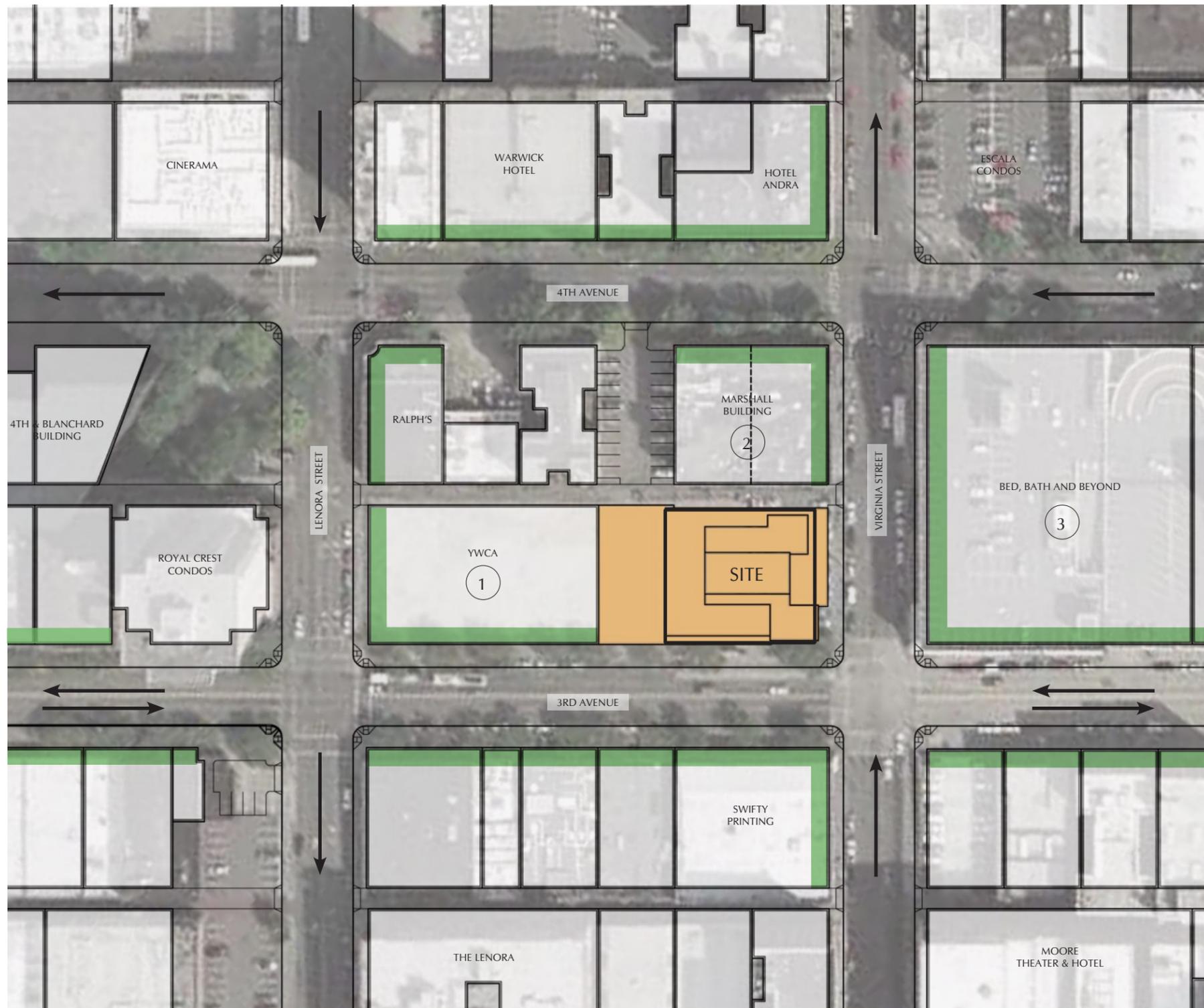
PUBLIC TRANSPORTATION / NEIGHBORHOODS

- BUS LINES
- ==== MONORAIL
- STREETCAR
- ==== NEIGHBORHOOD BOUNDARY



VIEWS

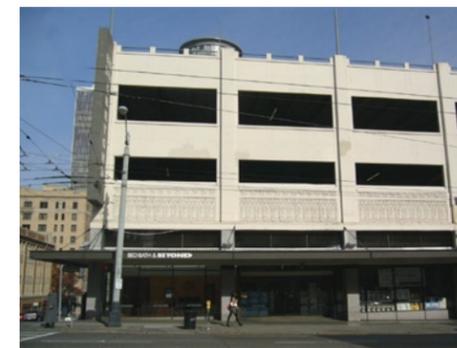




1. YWCA



2. MARSHALL BUILDING



3. BED, BATH AND BEYOND

 RETAIL FRONTAGE



site context



VIEW FROM ELLIOTT BAY



CORNER OF 3RD AVENUE AND VIRGINIA STREET



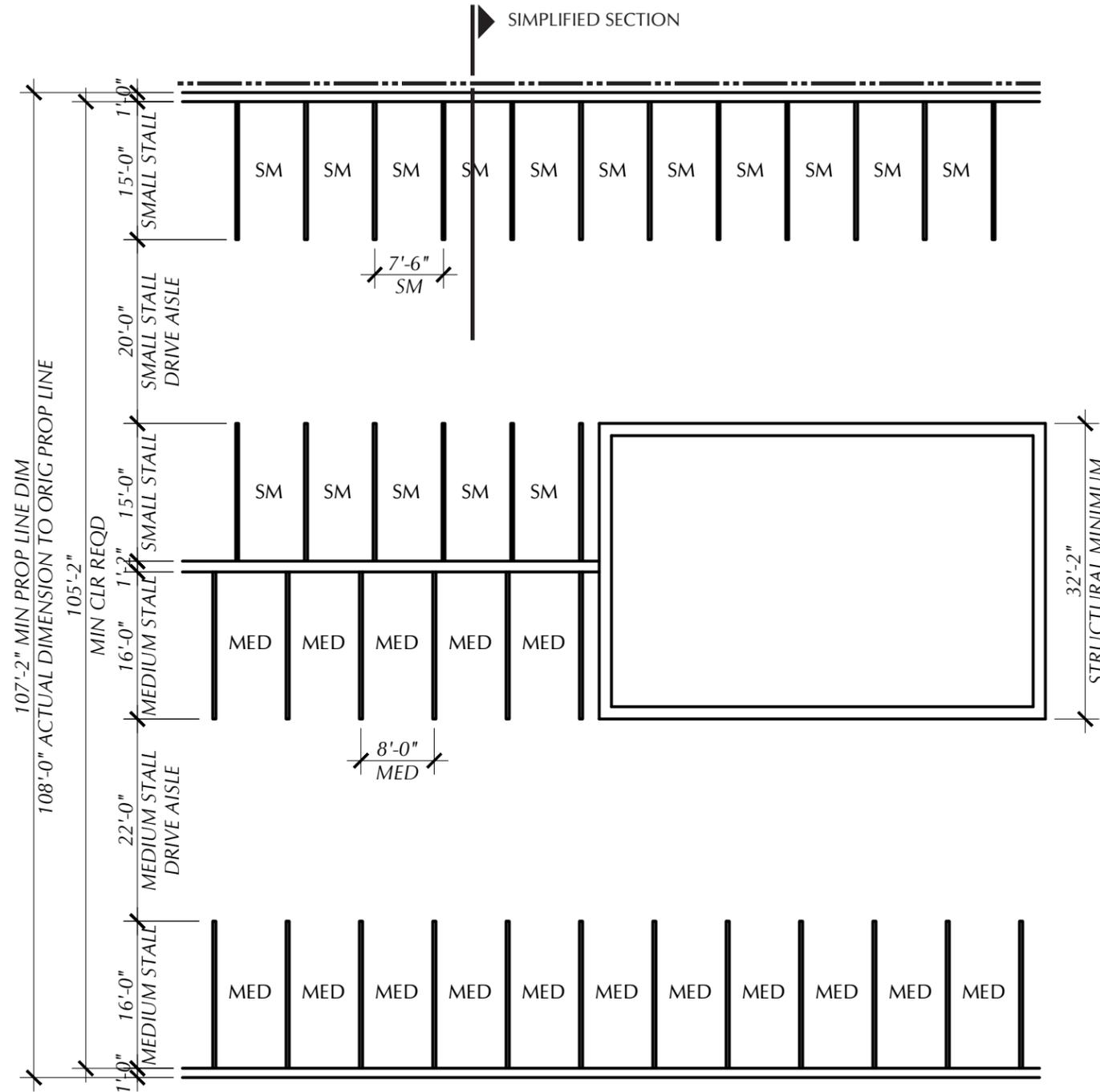
NIGHT VIEW RENDERING



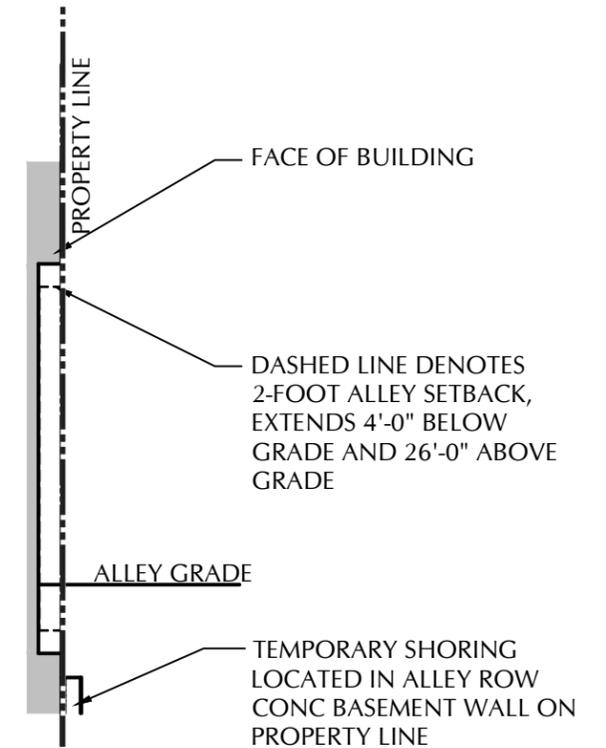
3RD AVENUE LOOKING NORTH



VIEW FROM 3RD AVENUE AND BLANCHARD STREET

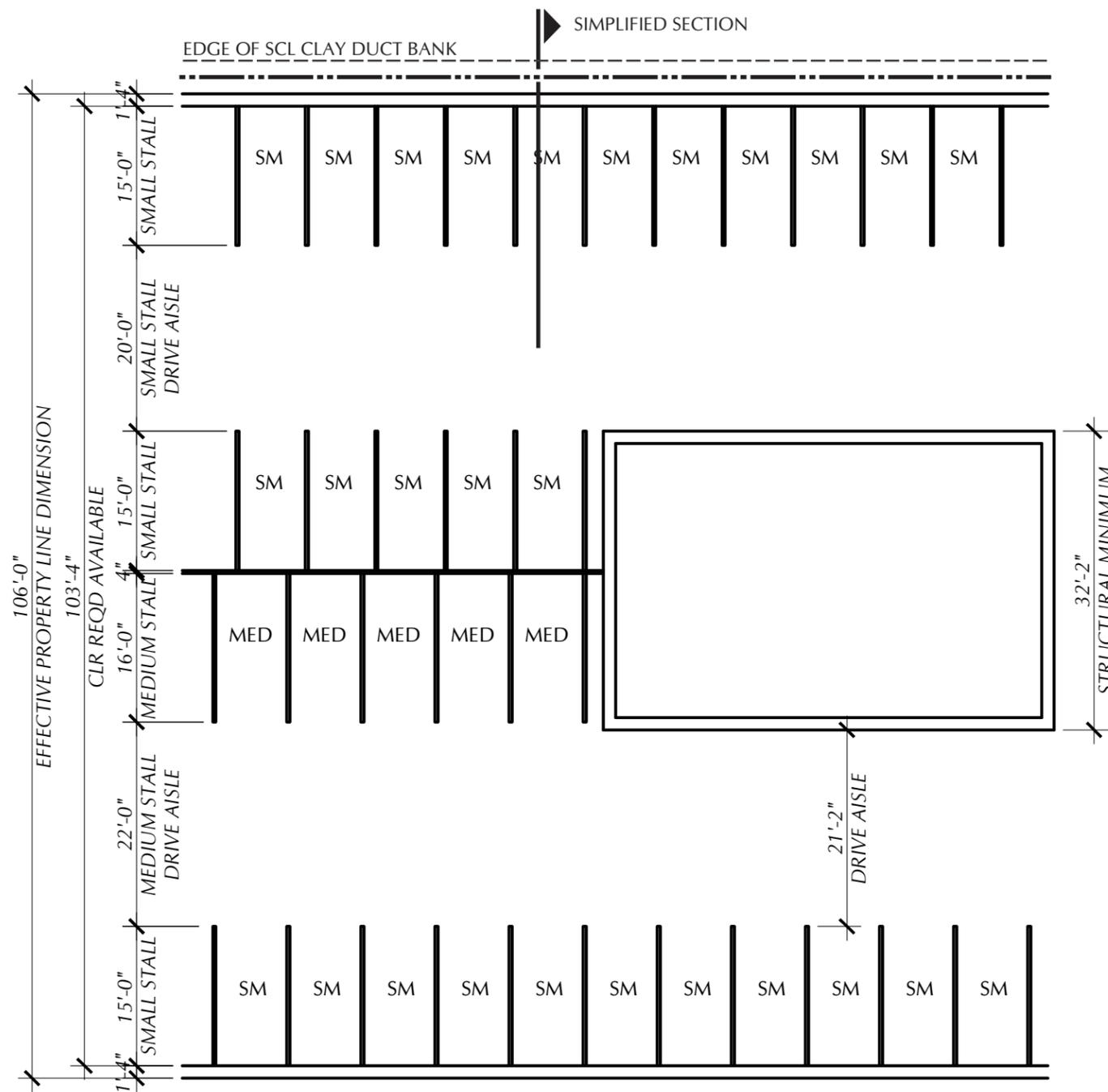


SIMPLIFIED PLAN
NOT TO SCALE

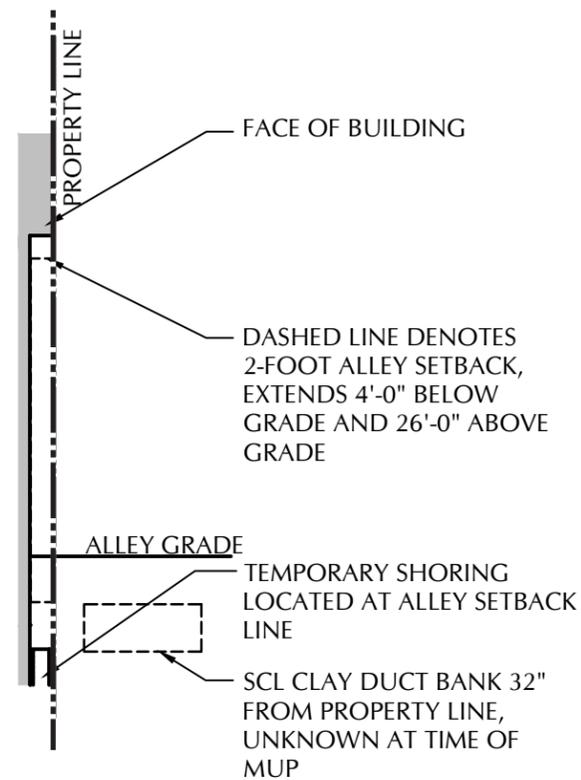


SIMPLIFIED SECTION

as approved MUP
simplified parking
plan/section



SIMPLIFIED PLAN
NOT TO SCALE

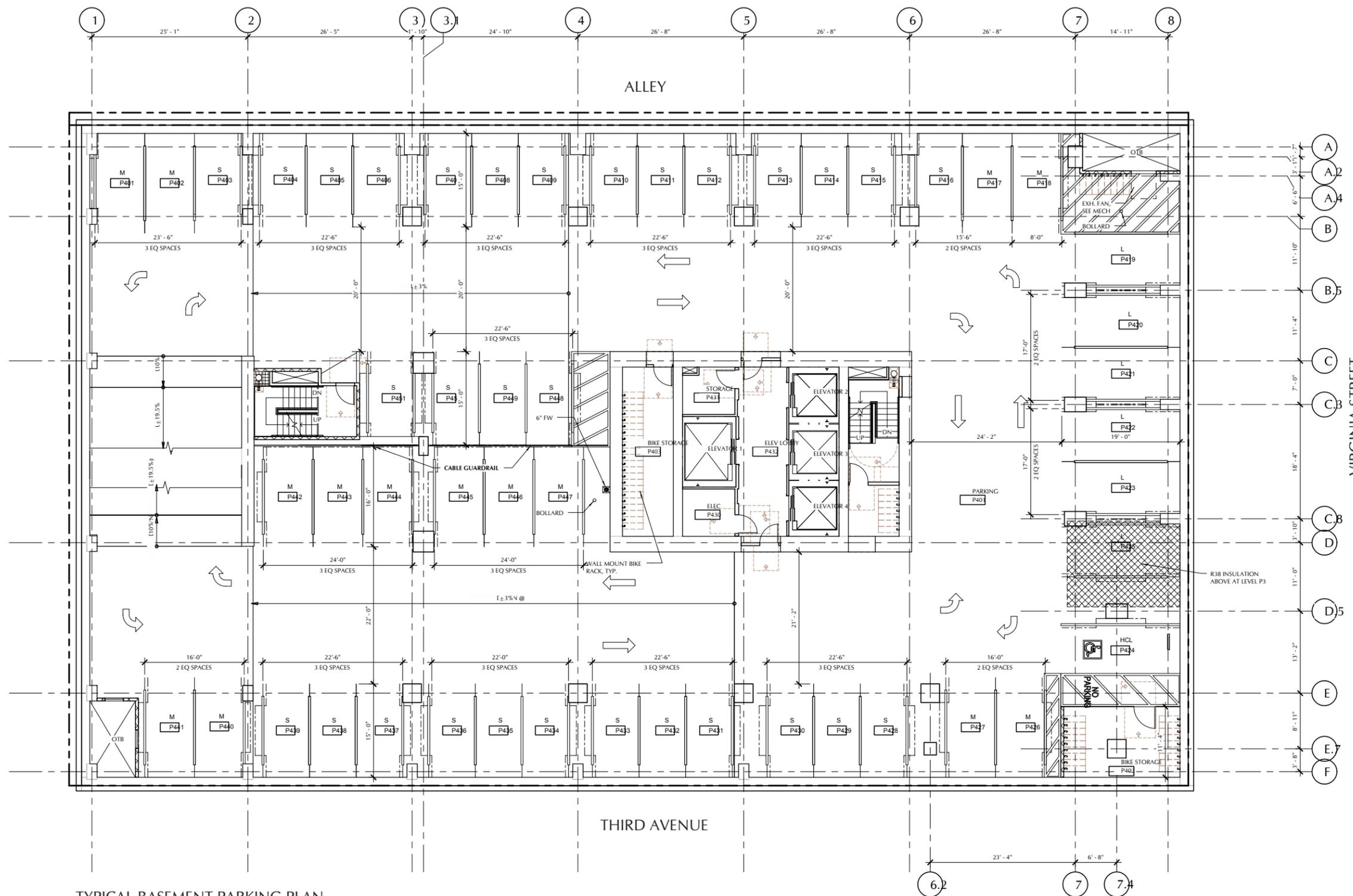


SIMPLIFIED SECTION



TYPICAL AS APPROVED BASEMENT PARKING PLAN
 NOT TO SCALE

as approved MUP
 parking plan



TYPICAL BASEMENT PARKING PLAN
NOT TO SCALE