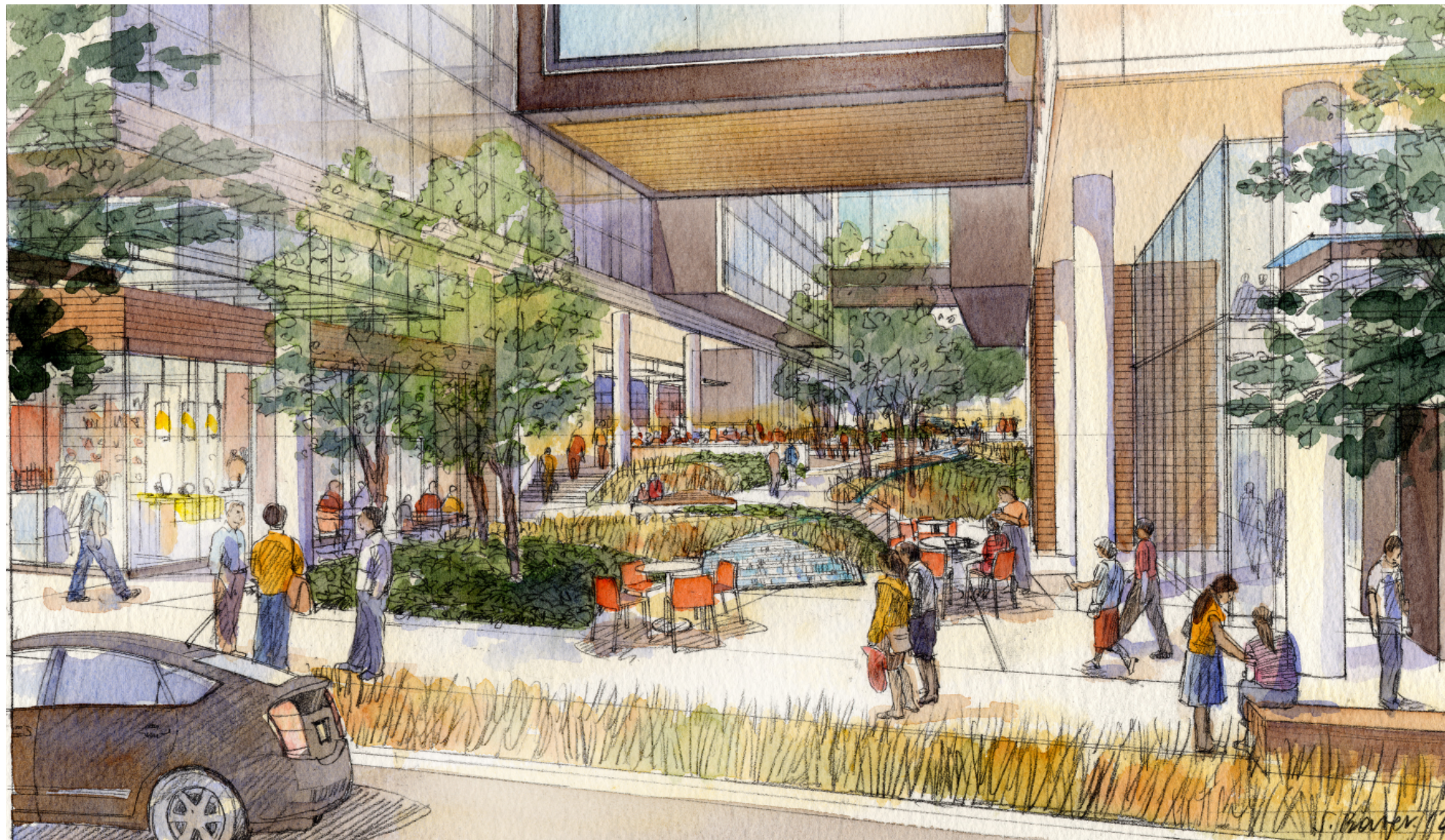


DESIGN REVIEW BOARD #2
PROJECT # 3012563/3012560

DEPARTURE DRB
RECOMMENDATION PACKET



1_SMC 23.014.C - GENERAL FAÇADE REQUIREMENTS

SMC DEVELOPMENT STANDARDS

ALL FACADES ON CLASS 1 PEDESTRIAN STREETS, AS SHOWN ON MAP B, SHALL BE BUILT TO THE STREET PROPERTY LINE ALONG A MINIMUM OF SEVENTY (70) PERCENT OF THE FAÇADE LENGTH (EXHIBIT 23.48.014A)

DEPARTURE REQUEST

THE PROPOSED FAÇADE LENGTH ALONG WESTLAKE AVENUE NORTH, A CLASS 1 PEDESTRIAN STREET, IS 30'-8.75" LONG, 13.5% OF THE 227'-1" FAÇADE LENGTH INSTEAD OF THE REQUIRED 70%.

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES

1. THE PROPOSED DEPARTURE CREATES AN IMPROVED CONDITION BEYOND THAT REQUIRED BY SMC 23.014.C BY RESPONDING TO DESIGN GUIDELINES TO ENHANCE HUMAN ACTIVITY ON THE STREET; BY CREATING STREET FACADES THAT ENCOURAGE ACTIVITY TO SPILL OUT FROM BUSINESSES ONTO THE SIDEWALKS AND VICE VERSA; AND BY REINFORCING PEDESTRIAN CONNECTIONS AND OPPORTUNITIES FOR LIVELY PEDESTRIAN OPEN SPACE.
2. FOR PEDESTRIAN SAFETY, THE SOUTHERN CORNER OF THE RETAIL FRONTAGE HAS BEEN SET BACK APPROXIMATELY 10 FEET. THIS EXTENDS THE PUBLIC REALM AT THE SIDEWALK AND OPENS VIEW ANGLES AT THE ALLEY FOR VEHICLES EXITING ONTO WESTLAKE AVENUE N. THE ALLEY IS THE MINIMUM DIMENSION ALLOWED BY SDOT AND IS INTENDED TO SERVE AS AN EXIT FOR THE LOADING AREA AND NOT AS AN EXIT FOR AUTOMOBILES EXITING THE PARKING GARAGE.
3. SIGNAGE, SEATING AND TICKET MACHINE FOR THE SOUTH LAKE UNION STREETCAR ARE INCORPORATED INTO THE DESIGNED SETBACK AREA TO ALLOW REMOVAL OF THE EXISTING FREE-STANDING STREETCAR SHELTER AND TO IMPROVE PEDESTRIAN FLOW ALONG THE SIDEWALK.



1. WESTLAKE AVENUE PERSPECTIVE SHOWING STREET ACTIVITY, PEDESTRIAN CONNECTIONS AND OPEN SPACE

1_SMC 23.014.C - GENERAL FAÇADE REQUIREMENTS

APPLICABLE DESIGN GUIDELINES

A-4 ENHANCE HUMAN ACTIVITY AT THE STREET LEVEL

NEW DEVELOPMENT SHOULD BE SITED AND DESIGNED TO ENCOURAGE HUMAN ACTIVITY ON THE STREET

C-3 HUMAN SCALE

THE DESIGN OF NEW BUILDINGS SHOULD INCORPORATE ARCHITECTURAL FEATURES, ELEMENTS AND DETAILS TO ACHIEVE A GOOD HUMAN SCALE

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.

SLU-SPECIFIC SUPPLEMENTAL GUIDELINES

A-4 CREATE GRACEFUL TRANSITIONS AT THE STREETScape LEVEL BETWEEN THE PUBLIC AND PRIVATE USES

KEEP NEIGHBORHOOD CONNECTIONS OPEN, AND DISCOURAGE CLOSED CAMPUSES

DESIGN FACADES TO ENCOURAGE ACTIVITY TO SPILL OUT FROM BUSINESS ONTO THE SIDEWALK, AND VICE-VERSA.

REINFORCE PEDESTRIAN CONNECTIONS. . .

REINFORCE RETAIL CONCENTRATIONS. . .

CREATE BUSINESS AND COMMUNITY ACTIVITY CLUSTERS THROUGH CO-LOCATION OF PEDESTRIAN USES. . .

DESIGN FOR A NETWORK OF SAFE AND WELL-LIT CONNECTIONS. . .

D-1 NEW DEVELOPMENTS ARE ENCOURAGED TO WORK WITH THE DRB AND INTERESTED CITIZENS TO PROVIDE FEATURES THAT ENHANCE THE PUBLIC REALM,

I.E. THE TRANSITION ZONE BETWEEN PRIVATE PROPERTY AND THE PUBLIC RIGHT OF WAY. THE BOARD IS GENERALLY WILLING TO CONSIDER A DEPARTURE IN OPEN SPACE REQUIREMENTS IF THE PROJECT PROPONENT PROVIDES AN ACCEPTABLE PLAN FOR FEATURES SUCH AS:

- CURB BULBS ADJACENT TO ACTIVE RETAIL SPACES WHERE THEY ARE NOT INTERFERING WITH PRIMARY CORRIDORS THAT ARE DESIGNATED FOR HIGH LEVELS OF TRAFFIC FLOW;
- PEDESTRIAN ORIENTED STREET LIGHTING;
- STREET FURNITURE

1_SMC 23.014.C - GENERAL FAÇADE REQUIREMENTS

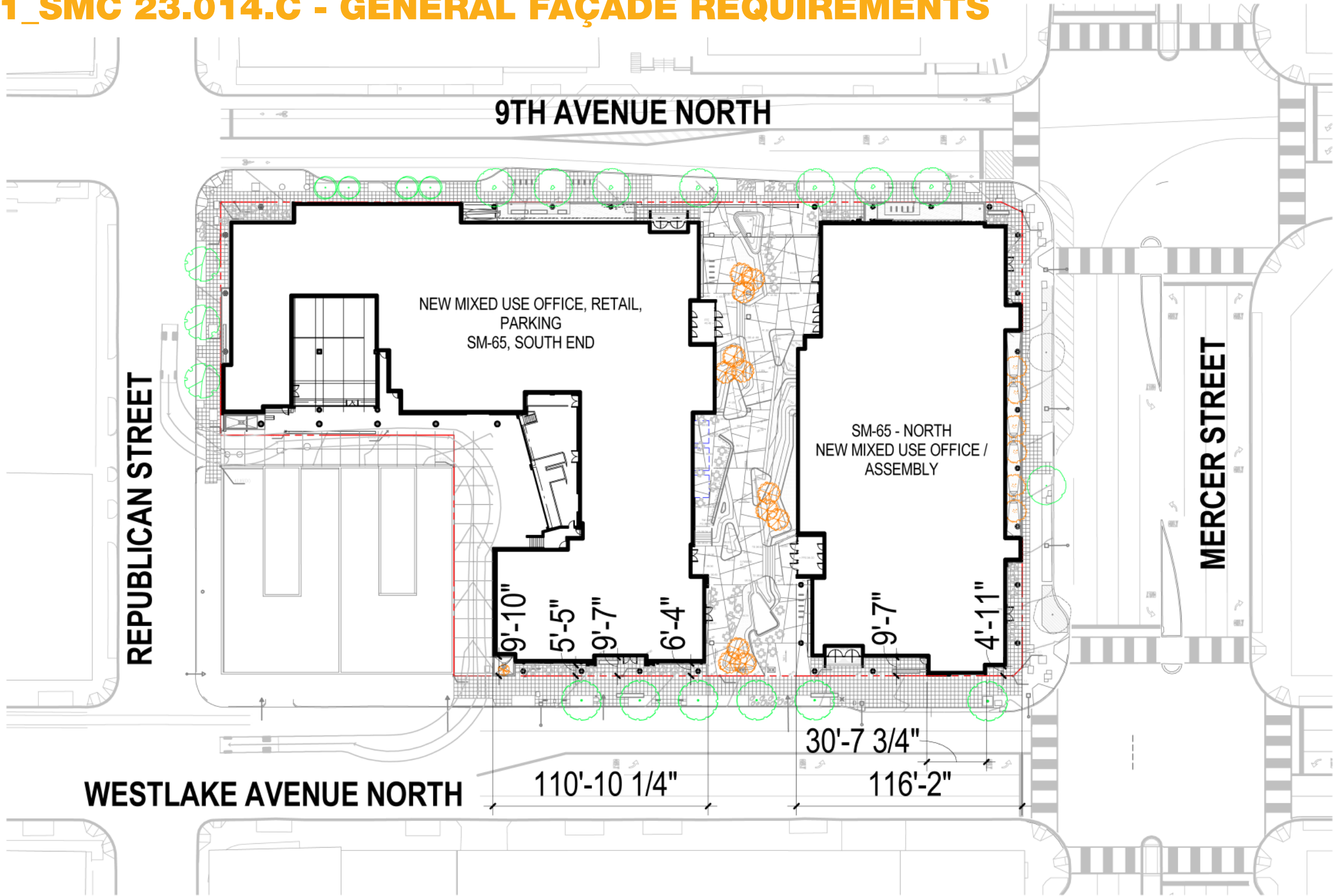


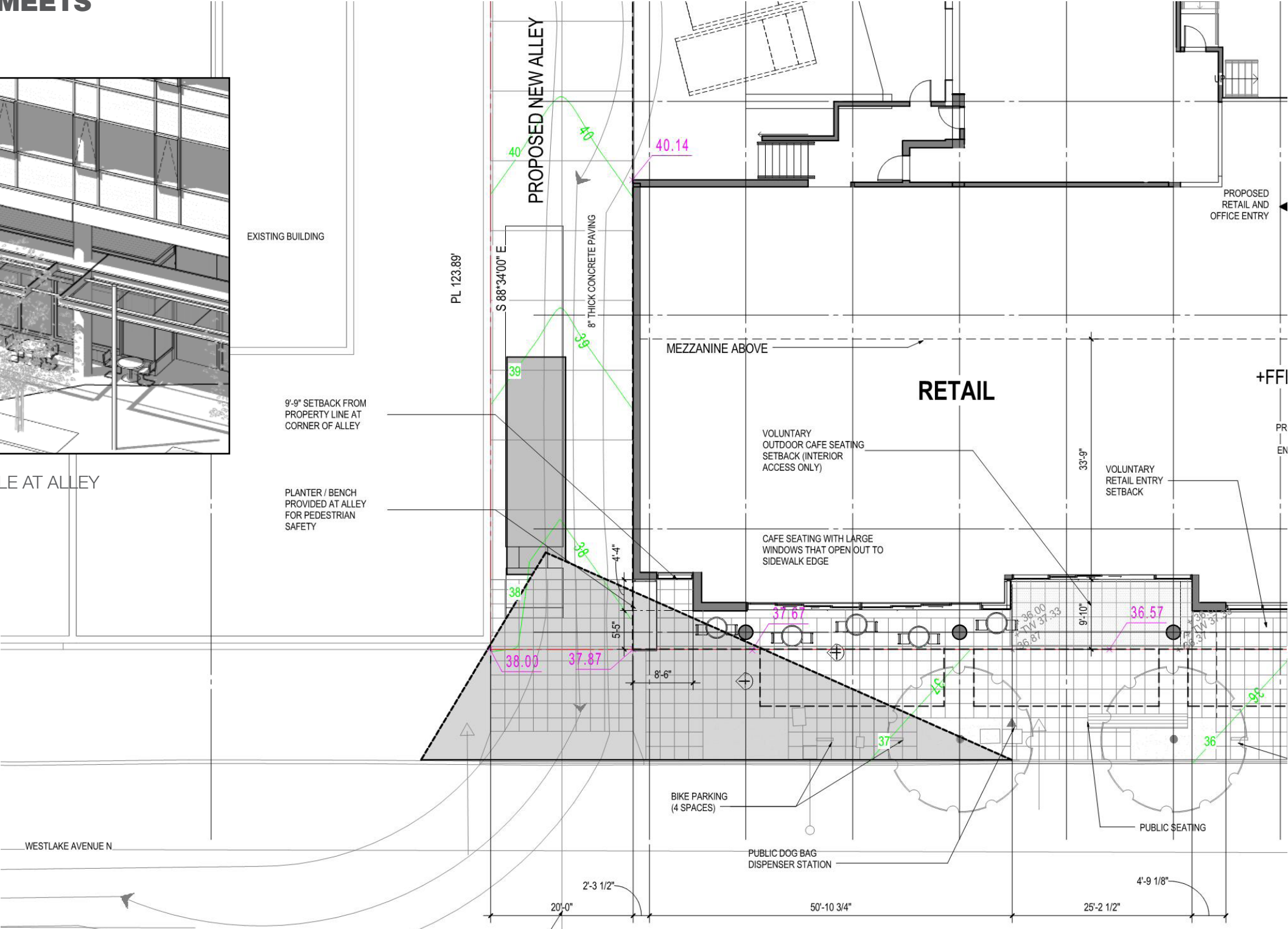
DIAGRAM - SETBACK DEPARTURE DIMENSIONS ALONG WESTLAKE AVE.

1_SMC 23.014.C - GENERAL FAÇADE REQUIREMENTS

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES

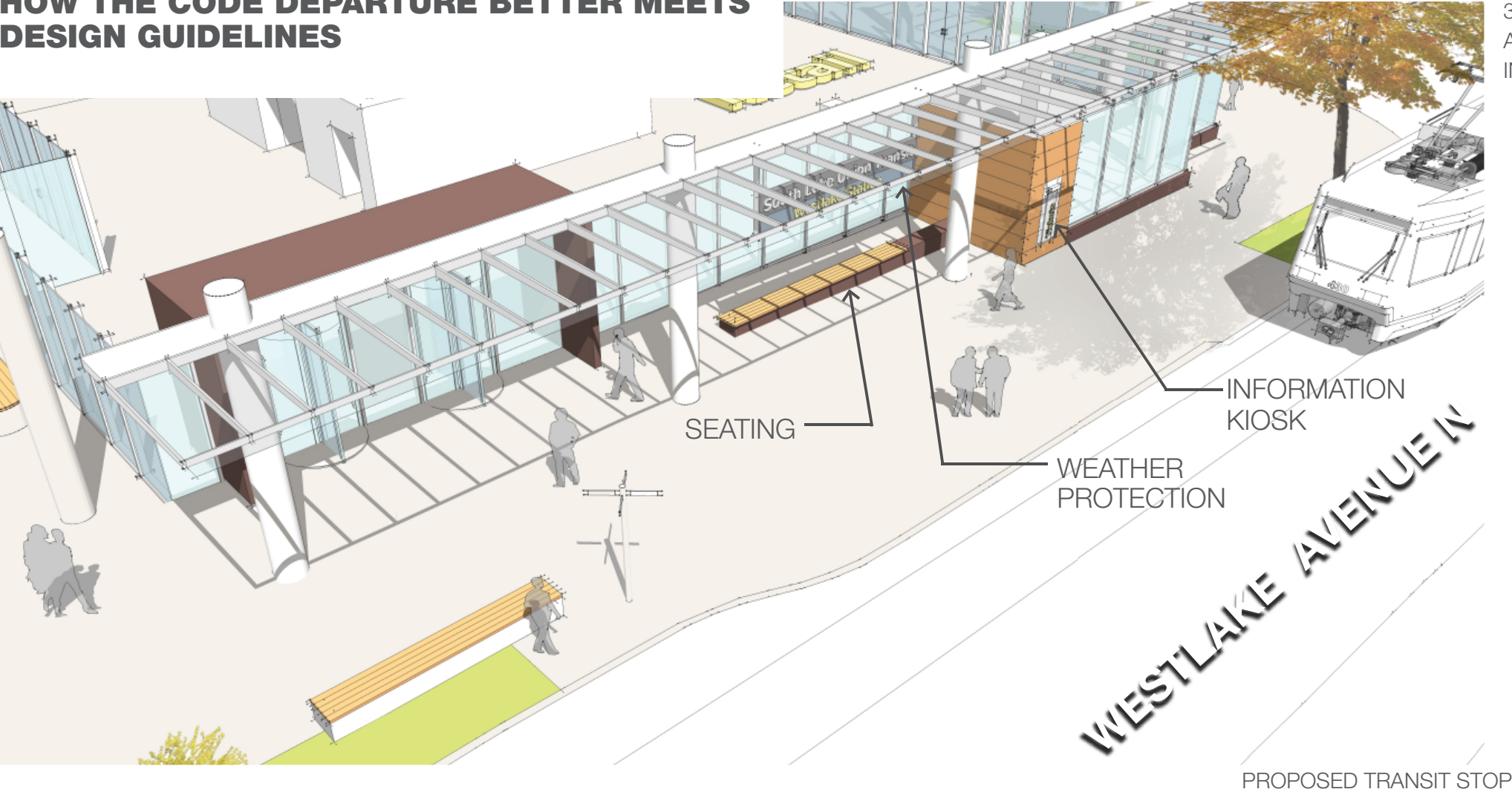


2. SETBACK AT WESTLAKE AVENUE RETAIL TO OPEN VIEW ANGLE AT ALLEY



1_SMC 23.014.C - GENERAL FAÇADE REQUIREMENTS

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES



3. WESTLAKE AVENUE SETBACK AT STREETCAR STOP
ACCOMMODATES SEATING, WEATHER PROTECTION AND
INFORMATION KIOSK IN LIEU OF EXISTING, FREE-STANDING SHELTER



2_SMC 23.48.014.D - GENERAL FAÇADE REQUIREMENTS

SMC DEVELOPMENT STANDARDS

STREET-LEVEL SETBACK. EXCEPT ON CLASS 1 PEDESTRIAN STREETS, AS SHOWN ON MAP B, STRUCTURES MAY BE SET BACK UP TO TWELVE (12) FEET FROM THE PROPERTY LINE SUBJECT TO THE FOLLOWING (EXHIBIT 23.48.014.B):

- 1. THE SETBACK AREA SHALL BE LANDSCAPED ACCORDING TO THE PROVISIONS OF SECTION 23.48.024.
- 2. ADDITIONAL SETBACKS SHALL BE PERMITTED FOR UP TO THIRTY (30) PERCENT OF THE LENGTH OF THE SET-BACK STREET WALL, PROVIDED THAT THE ADDITIONAL SETBACK IS LOCATED A DISTANCE OF TWENTY (20) FEET OR GREATER FROM ANY STREET CORNER.

DEPARTURE REQUEST

DIMENSIONED DIAGRAMS ON SHEET A0.04A SHOWS THE SETBACKS THAT EXCEED THE 12 FOOT ALLOWANCE. ALSO NOTED ARE THE AMOUNT OF AREA FOR REQUESTED DEPARTURES AT THE CORNERS OF THE SITE.

THE PERCENTAGE OF AREA THAT IS NOT LANDSCAPED IS CALCULATED AS FOLLOWS:

- MERCER STREET
TOTAL SETBACK AREA: $244+868+468 = 1,670$ SF
AREA OF HARDSCAPE: $344+458 = 802$ SF
% OF HARDSCAPE = 48% (30% ALLOWED)
- 9TH AVENUE N
TOTAL SETBACK AREA:
 $325+168+184+499+302+220+119+483+184 = 2,484$ SF
AREA OF HARDSCAPE:
 $325+168+184+302+220+119+184 = 1,502$ SF
% OF HARDSCAPE = 60.5% (30% ALLOWED)
- REPUBLICAN STREET
TOTAL SETBACK AREA: $184+174 = 358$ SF
AREA OF HARDSCAPE: 184 SF
% OF HARDSCAPE = 51% (30% ALLOWED)

THE AREA REQUESTED DEPARTURES AT THE CORNERS ARE AS FOLLOWS:

- MERCER STREET AND WESTLAKE = 553 SF
- MERCER STREET AND 9TH AVENUE NORTH = 3,856 SF
- REPUBLICAN STREET AND 9TH AVENUE NORTH = 726 SF

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES

- 1. THE VOLUNTARY SETBACKS PROVIDE PUBLIC SPACE AS A PUBLIC BENEFIT AND ARE REQUIRED FOR THE ALLEY VACATION.
- 2. ALTHOUGH SOME OF THIS SETBACK AREA IS USED TO PROVIDE LANDSCAPED ZONES, PART OF THE REQUIREMENT IS TO INCREASE THE PEDESTRIAN ZONE TO PROVIDE SPACE FOR “SPILL-OUT” OF RETAIL FUNCTIONS.
- 3. THE PROPOSED DEPARTURE CREATES AN IMPROVED CONDITION BEYOND THAT REQUIRED BY SMC 23.014.C BY RESPONDING TO DESIGN GUIDELINES TO ENHANCE HUMAN ACTIVITY ON THE STREET; BY CREATING STREET FACADES THAT ENCOURAGE ACTIVITY TO SPILL OUT FROM BUSINESSES ONTO THE SIDEWALKS AND VICE VERSA; AN BY REINFORCING PEDESTRIAN CONNECTIONS AND OPPORTUNITIES FOR LIVELY PEDESTRIAN OPEN SPACE.

2_SMC 23.48.014.D - GENERAL FAÇADE REQUIREMENTS

APPLICABLE DESIGN GUIDELINES

A-4 ENHANCE HUMAN ACTIVITY AT THE STREET LEVEL

NEW DEVELOPMENT SHOULD BE SITED AND DESIGNED TO ENCOURAGE HUMAN ACTIVITY ON THE STREET

C-3 HUMAN SCALE

THE DESIGN OF NEW BUILDINGS SHOULD INCORPORATE ARCHITECTURAL FEATURES, ELEMENTS AND DETAILS TO ACHIEVE A GOOD HUMAN SCALE

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.

SLU-SPECIFIC SUPPLEMENTAL GUIDELINES

A-4 CREATE GRACEFUL TRANSITIONS AT THE STREETScape LEVEL BETWEEN THE PUBLIC AND PRIVATE USES

KEEP NEIGHBORHOOD CONNECTIONS OPEN, AND DISCOURAGE CLOSED CAMPUSES

DESIGN FACADES TO ENCOURAGE ACTIVITY TO SPILL OUT FROM BUSINESS ONTO THE SIDEWALK, AND VICE-VERSA.

REINFORCE PEDESTRIAN CONNECTIONS. . .

REINFORCE RETAIL CONCENTRATIONS. . .

CREATE BUSINESS AND COMMUNITY ACTIVITY CLUSTERS THROUGH CO-LOCATION OF PEDESTRIAN USES. . .

DESIGN FOR A NETWORK OF SAFE AND WELL-LIT CONNECTIONS. . .

D-1 NEW DEVELOPMENTS ARE ENCOURAGED TO WORK WITH THE DRB AND INTERESTED CITIZENS TO PROVIDE FEATURES THAT ENHANCE THE PUBLIC REALM,

I.E. THE TRANSITION ZONE BETWEEN PRIVATE PROPERTY AND THE PUBLIC RIGHT OF WAY. THE BOARD IS GENERALLY WILLING TO CONSIDER A DEPARTURE IN OPEN SPACE REQUIREMENTS IF THE PROJECT PROPONENT PROVIDES AN ACCEPTABLE PLAN FOR FEATURES SUCH AS:

- CURB BULBS ADJACENT TO ACTIVE RETAIL SPACES WHERE THEY ARE NOT INTERFERING WITH PRIMARY CORRIDORS THAT ARE DESIGNATED FOR HIGH LEVELS OF TRAFFIC FLOW;
- PEDESTRIAN ORIENTED STREET LIGHTING;
- STREET FURNITURE

2_SMC 23.48.014.D - GENERAL FAÇADE REQUIREMENTS

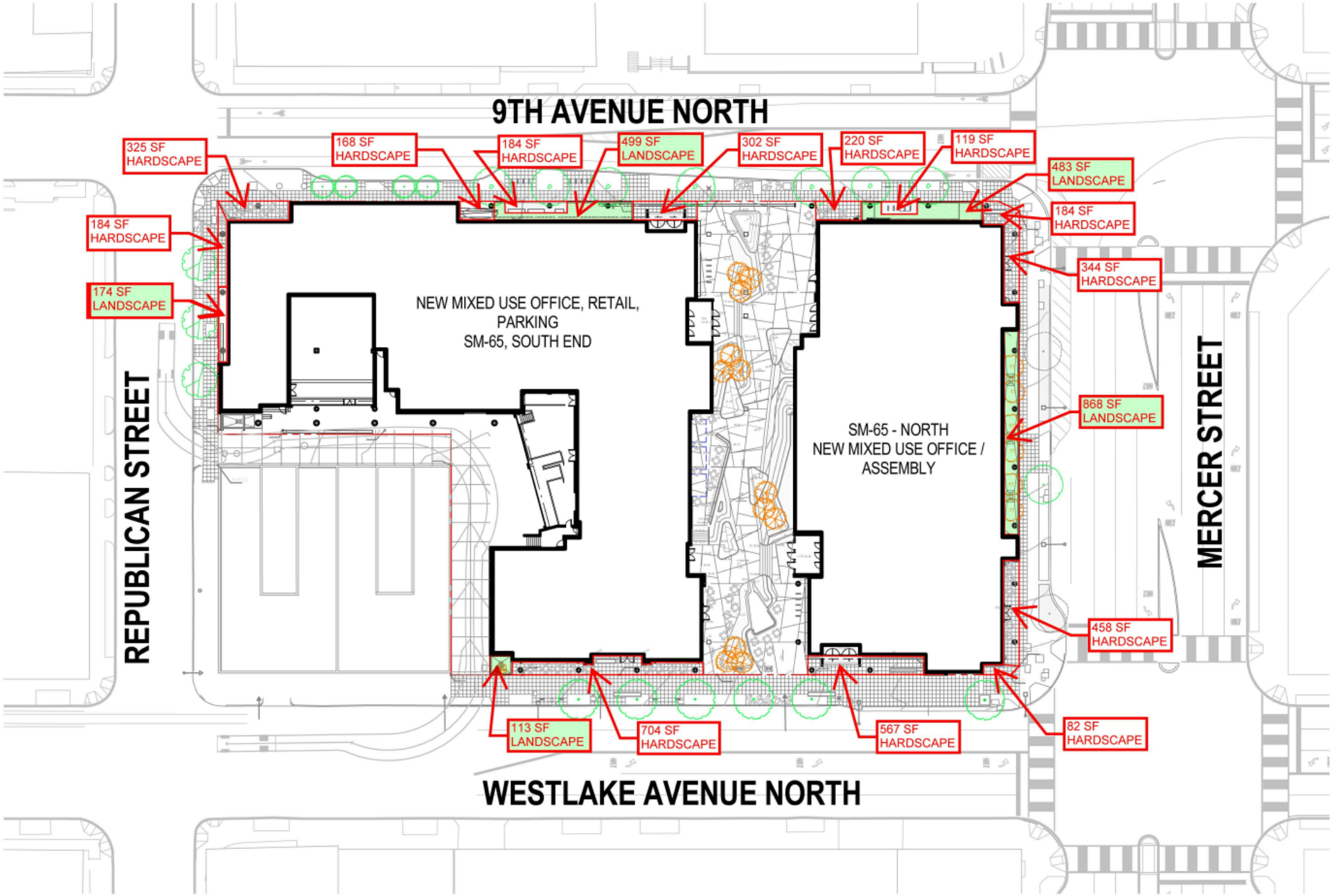


DIAGRAM - LANDSCAPE / HARDSCAPE DEPARTURE DIMENSIONS

2_SMC 23.48.014.D - GENERAL FAÇADE REQUIREMENTS

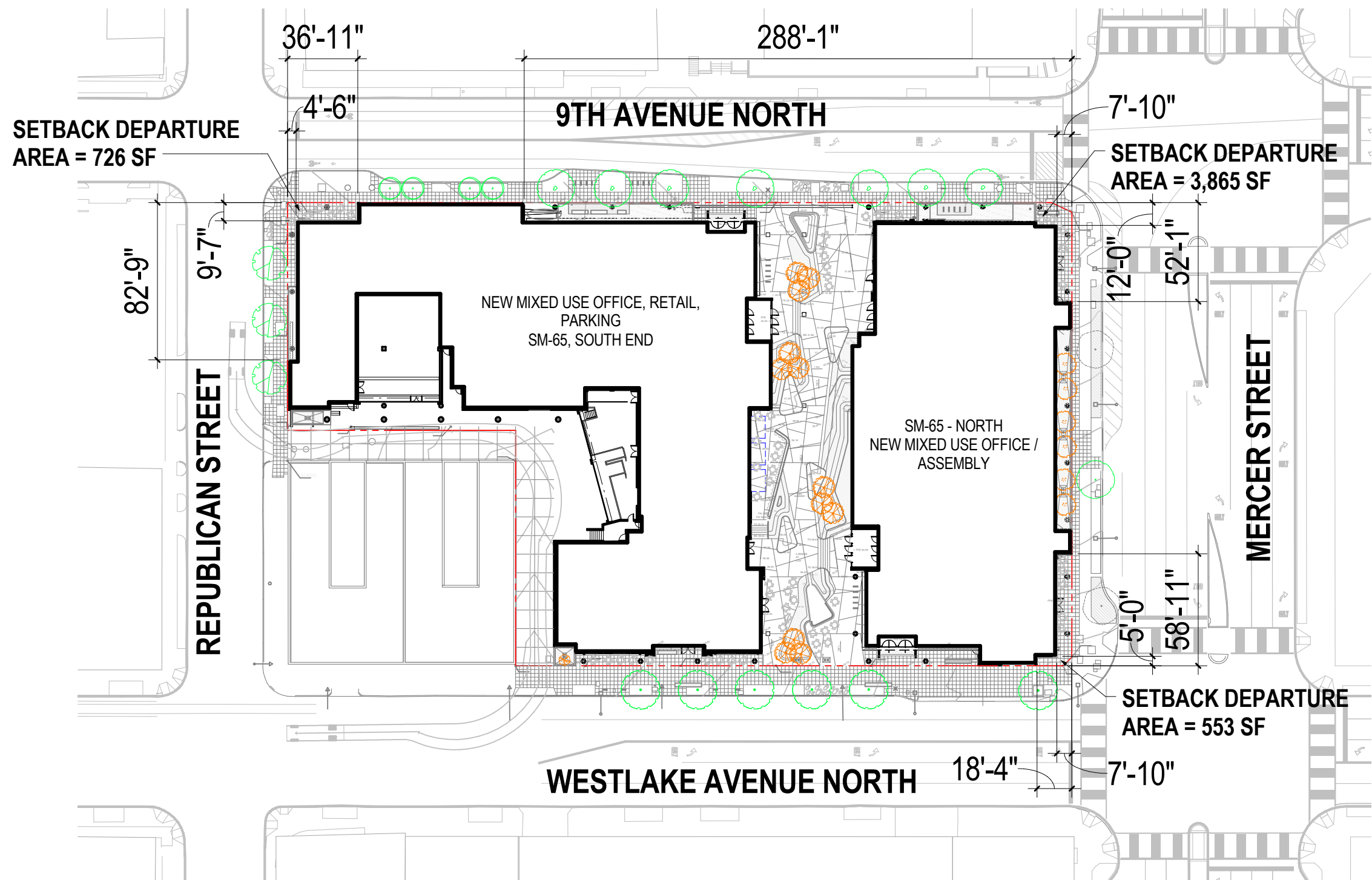
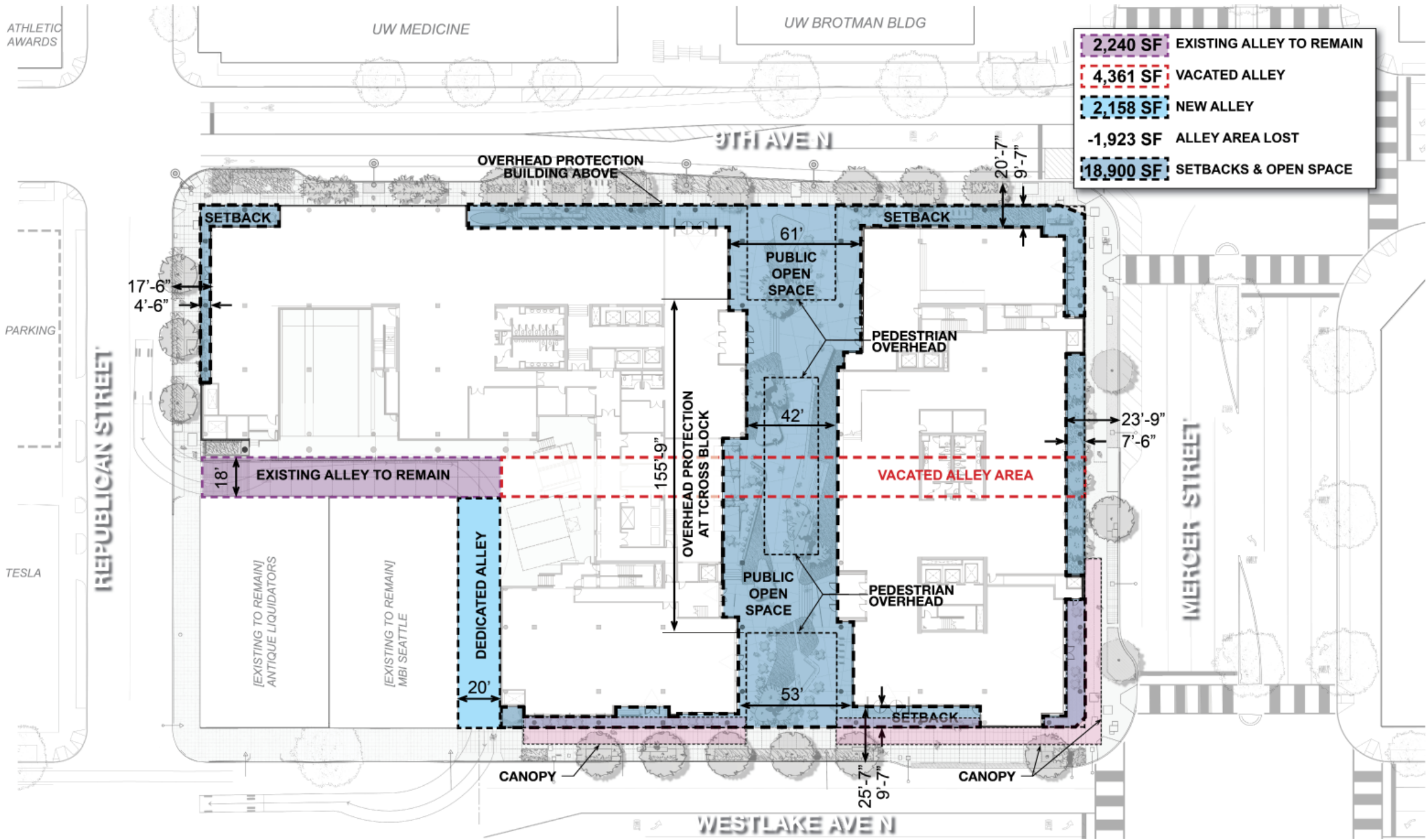


DIAGRAM - SETBACK DEPARTURE DIMENSIONS

2_SMC 23.48.014.D - GENERAL FAÇADE REQUIREMENTS

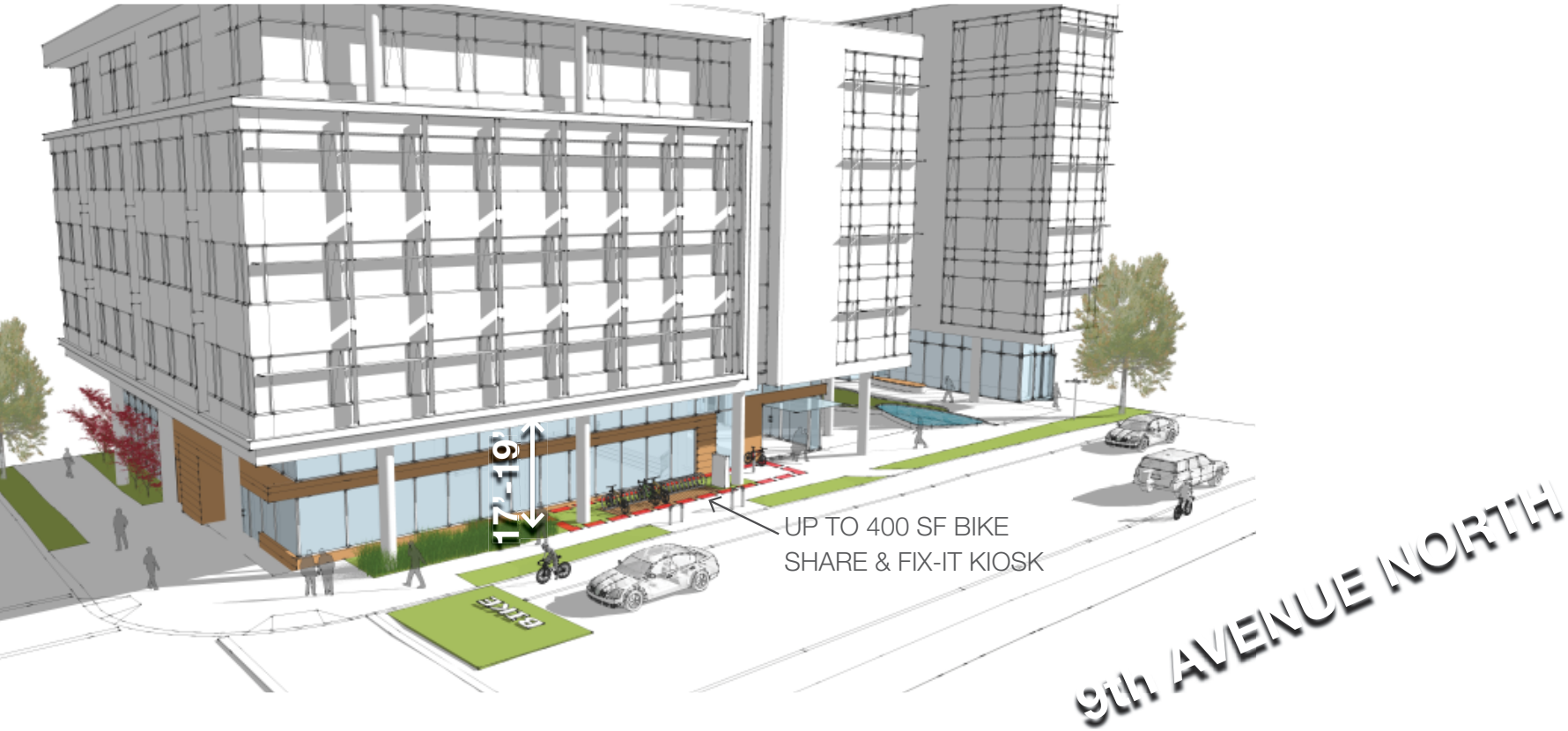
HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES



1. VOLUNTARY SETBACKS DIAGRAM PER ALLEY VACATION PUBLIC BENEFITS PROPOSAL

2_SMC 23.48.014.D - GENERAL FAÇADE REQUIREMENTS

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES



2. BUILDING SETBACKS ARE USED FOR BOTH LANDSCAPING AND FOR INCREASING THE PEDESTRIAN ZONE



2_SMC 23.48.014.D - GENERAL FAÇADE REQUIREMENTS

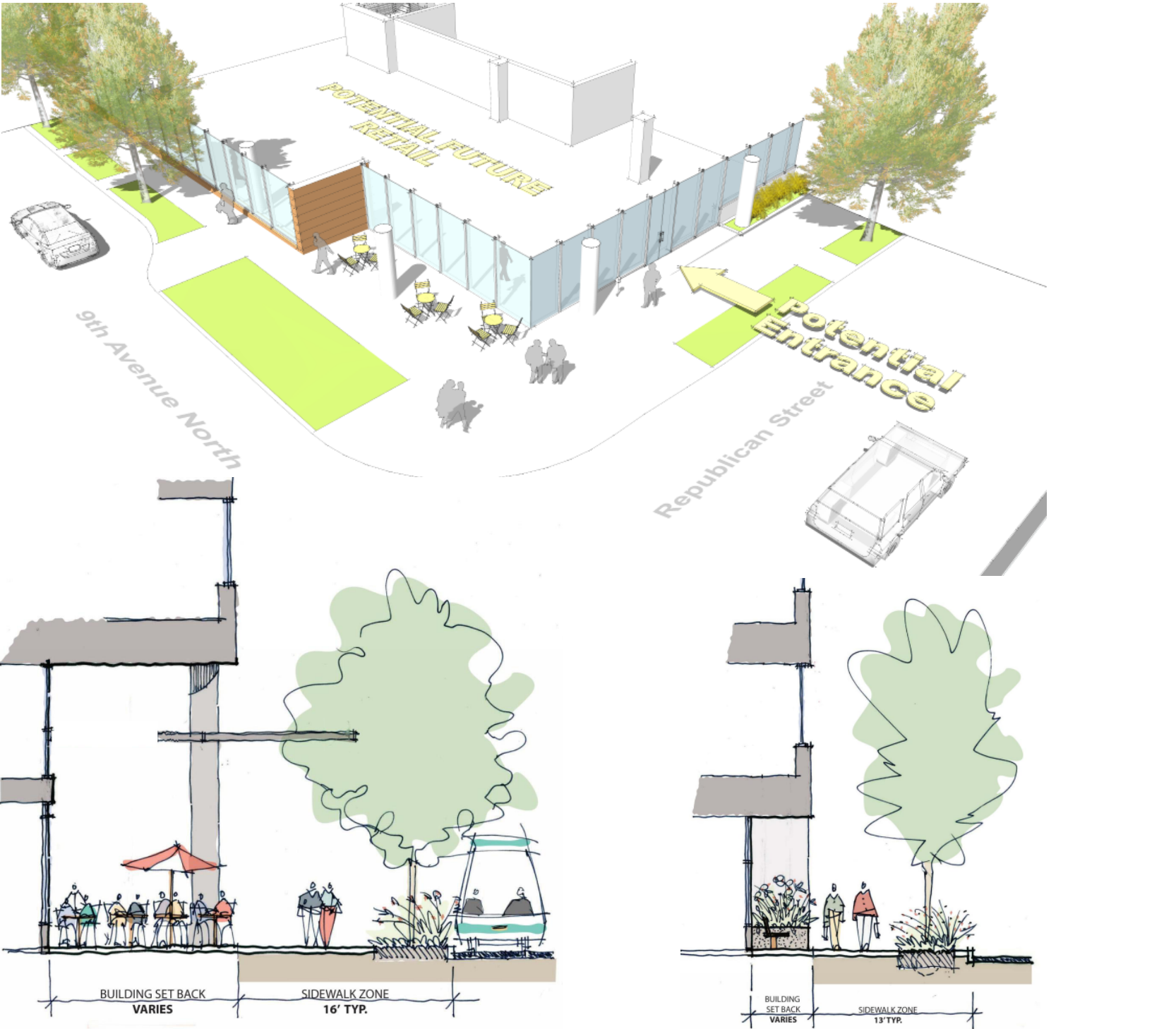
HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES



3. MERCER STREET & WESTLAKE AVENUE CORNER IS AN EXAMPLE OF A BUILDING SETBACK INTRODUCED IN ORDER TO ENCOURAGE PEDESTRIAN STREET ACTIVITY AND THE OPPORTUNITY FOR LIVELY PEDESTRIAN OPEN SPACE.

2_SMC 23.48.014.D - GENERAL FAÇADE REQUIREMENTS

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES



WESTLAKE AVENUE SETBACK NCREASING THE PEDESTRIAN ZONE REPUBLICAN STREET SETBACK LANDSCAPED ZONE



REPUBLICAN STREET PERSPECTIVE

3_SMC 23.48.018.B.2 - BLANK FAÇADE LIMITS

SMC DEVELOPMENT STANDARDS

BLANK FAÇADE LIMITS FOR CLASS I [WESTLAKE] AND CLASS 2 [MERCER AND REPUBLICAN] STREETS: BLANK FACADES SHALL BE LIMITED TO SEGMENTS 15 FEET WIDE. BLANK FAÇADE WIDTH MAY BE INCREASED TO 30 FEET IF THE DIRECTOR DETERMINES THAT THE FACADE IS ENHANCED BY ARCHITECTURAL DETAILING, ARTWORK, LANDSCAPING OR OTHER SIMILAR FEATURES THAT HAVE VISUAL INTEREST.

APPLICABLE DESIGN GUIDELINES

A-4 ENHANCE HUMAN ACTIVITY AT STREET LEVEL

NEW DEVELOPMENT SHOULD BE SITED AND DESIGNED TO ENCOURAGE HUMAN ACTIVITY ON THE STREET.

SLU-SPECIFIC SUPPLEMENTAL GUIDELINES

A-4 CREATE GRACEFUL TRANSITIONS AT THE STREETScape LEVEL BETWEEN THE PUBLIC AND PRIVATE USES

- KEEP NEIGHBORHOOD CONNECTIONS OPEN, AND DISCOURAGED CLOSE CAMPUSES
- DESIGN FACADES TO ENCOURAGE ACTIVITY TO SPILL OUT FROM BUSINESS ONTO THE SIDEWALK AND VICE VERSA
- REINFORCE PEDESTRIAN CONNECTIONS. . .
- REINFORCE RETAIL CONCENTRATIONS. . .
- CREATE BUSINESS AND COMMUNITY ACTIVITY CLUSTERS THROUGH CO-LOCATION OF PEDESTRIAN USES. . .
- DESIGN FOR A NETWORK OF SAFE AND WELL-LIT CONNECTIONS. . .

DEPARTURE REQUEST

- ON REPUBLICAN STREET, THE BLANK FAÇADE IS 27 FT.

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES

1. THE BLANK FAÇADE IS LESS THAN 30 FEET WIDE. THE REASON FOR THE BLANK FACADE IS THAT WE ARE FOCUSING AND REINFORCING TRANSPARENCY IN THE RETAIL AREAS, WHERE THERE IS THE MOST HUMAN ACTIVITY AND OPPORTUNITY FOR ACTIVATION OF THE STREETS. LOCATIONS OF THE RETAIL AND THE AMOUNT OF RETAIL ARE IN RESPONSE TO DESIGN REVIEW BOARD AND DESIGN COMMISSION RECOMMENDATIONS.
2. TO ENSURE THAT THE PEDESTRIAN EXPERIENCE IS ONE OF ACTIVITY AND VARIED TEXTURE, THE BLANK FAÇADE AREAS INTRODUCE CONTRASTING MATERIALITY, A BREAK FROM CONTINUOUS GLAZED STOREFRONT, AND WILL HAVE ARCHITECTURAL DETAILS THAT ADD NATURAL MATERIALS AND VISUAL INTEREST TO THE PEDESTRIAN ENVIRONMENT.

3_SMC 23.48.018.B.2 - BLANK FAÇADE LIMITS



REPUBLICAN STREET ELEVATION

4_SMC 23.48.024.A.2 - SCREENING AND LANDSCAPING STANDARDS

SMC DEVELOPMENT STANDARDS

LANDSCAPING FOR SETBACK AREAS AND BERMS. EACH SETBACK AREA OR BERM REQUIRED SHALL BE PLANTED WITH TREES, SHRUBS, AND GRASS OR EVERGREEN GROUNDCOVER. FEATURES SUCH AS PEDESTRIAN ACCESS MEETING THE WASHINGTON STATE RULES AND REGULATIONS FOR BARRIER-FREE DESIGN, DECORATIVE PAVERS SCULPTURES OR FOUNTAINS MAY COVER A MAXIMUM OF THIRTY (30) PERCENT OF EACH REQUIRED LANDSCAPED AREA OR BERM. LANDSCAPING SHALL BE PROVIDED ACCORDING TO STANDARDS PROMULGATED BY THE DIRECTOR. LANDSCAPING DESIGNED TO PROVIDE TREATMENT FOR STORM WATER RUNOFF QUALIFIES AS REQUIRED LANDSCAPING.

DEPARTURE REQUEST

THE PROPOSED PERCENTAGE OF HARDSCAPE AREA IN THE VOLUNTARY SETBACKS EXCEEDS THE 30% ALLOWED.

- MERCER STREET = 48%
- 9TH AVENUE N = 60.5%
- REPUBLICAN STREET = 51 %

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES

1. THE PROPOSED DEPARTURE CREATES AN IMPROVED CONDITION BEYOND THAT REQUIRED BY SMC 23.48.024.A.2 BY PROVIDING SIGNIFICANTLY MORE CONVENIENT AND ATTRACTIVE ACCESS TO THE BUILDINGS' ENTRY LOBBIES AND RETAIL ESTABLISHMENTS AT ALL FOUR STREETS. THIS DEPARTURE ALSO PROVIDES MORE OPPORTUNITY TO PROVIDE AREAS PROTECTED FROM THE WEATHER AS NOTED ABOVE AND CREATES MORE LIVELY AND PEDESTRIAN-ORIENTED PUBLIC REALM. AREAS THAT ARE NOT HARDSCAPE TO ACCOMMODATE PEDESTRIAN ACCESS OR THE SPILL-OUT OF BUSINESSES ONTO THE SIDEWALK ARE LANDSCAPED.

4_SMC 23.48.024.A.2 - SCREENING AND LANDSCAPING STANDARDS

APPLICABLE DESIGN GUIDELINES

A-4 ENHANCE HUMAN ACTIVITY AT THE STREET LEVEL

NEW DEVELOPMENT SHOULD BE SITED AND DESIGNED TO ENCOURAGE HUMAN ACTIVITY ON THE STREET

C-3 HUMAN SCALE

THE DESIGN OF NEW BUILDINGS SHOULD INCORPORATE ARCHITECTURAL FEATURES, ELEMENTS AND DETAILS TO ACHIEVE A GOOD HUMAN SCALE

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.

SLU-SPECIFIC SUPPLEMENTAL GUIDELINES

A-4 CREATE GRACEFUL TRANSITIONS AT THE STREETScape LEVEL BETWEEN THE PUBLIC AND PRIVATE USES

KEEP NEIGHBORHOOD CONNECTIONS OPEN, AND DISCOURAGE CLOSED CAMPUSES

DESIGN FACADES TO ENCOURAGE ACTIVITY TO SPILL OUT FROM BUSINESS ONTO THE SIDEWALK, AND VICE-VERSA.

REINFORCE PEDESTRIAN CONNECTIONS. . .

REINFORCE RETAIL CONCENTRATIONS. . .

CREATE BUSINESS AND COMMUNITY ACTIVITY CLUSTERS THROUGH CO-LOCATION OF PEDESTRIAN USES. . .

DESIGN FOR A NETWORK OF SAFE AND WELL-LIT CONNECTIONS. . .

D-1 NEW DEVELOPMENTS ARE ENCOURAGED TO WORK WITH THE DRB AND INTERESTED CITIZENS TO PROVIDE FEATURES THAT ENHANCE THE PUBLIC REALM,

I.E. THE TRANSITION ZONE BETWEEN PRIVATE PROPERTY AND THE PUBLIC RIGHT OF WAY. THE BOARD IS GENERALLY WILLING TO CONSIDER A DEPARTURE IN OPEN SPACE REQUIREMENTS IF THE PROJECT PROPONENT PROVIDES AN ACCEPTABLE PLAN FOR FEATURES SUCH AS:

- CURB BULBS ADJACENT TO ACTIVE RETAIL SPACES WHERE THEY ARE NOT INTERFERING WITH PRIMARY CORRIDORS THAT ARE DESIGNATED FOR HIGH LEVELS OF TRAFFIC FLOW;
- PEDESTRIAN ORIENTED STREET LIGHTING;
- STREET FURNITURE

4_SMC 23.48.024.A.2 - SCREENING AND LANDSCAPING STANDARDS

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES



1. ILLUSTRATIVE SITE PLAN SHOWING HARDSCAPE AREAS AT BUILDING ENTRY LOBBIES & RETAIL ESTABLISHMENTS

4_SMC 23.48.024.A.2 - SCREENING AND LANDSCAPING STANDARDS

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES



9TH AVENUE PERSPECTIVE SHOWING INCREASED PEDESTRIAN ZONE AND OVERHEAD WEATHER PROTECTION AT BUILDING ENTRY LOBBIES & RETAIL ESTABLISHMENTS

5_SMC 23.54.035.B.2 - REQUIRED PARKING AND LOADING

SMC DEVELOPMENT STANDARDS

WITHIN THE SOUTH LAKE UNION URBAN CENTER AND WHEN MULTIPLE BUILDINGS SHARE A CENTRAL LOADING FACILITY, LOADING BERTH REQUIREMENTS MAY BE WAIVED OR MODIFIED IF THE DIRECTOR FINDS, IN CONSULTATION WITH THE DIRECTOR OF TRANSPORTATION, THE FOLLOWING:

- A. ALL LOADING IS PROPOSED TO OCCUR ON-SITE; OR
- B. LOADING THAT IS PROPOSED TO OCCUR IN A PUBLIC RIGHT-OF-WAY CAN TAKE PLACE WITHOUT DISRUPTING PEDESTRIAN CIRCULATION OR VEHICULAR TRAFFIC; AND
- C. ONCE LOCATED AT A CENTRAL LOADING FACILITY, GOODS CAN BE DISTRIBUTED TO OTHER BUILDINGS ON-SITE WITHOUT DISRUPTING PEDESTRIAN CIRCULATION OR VEHICULAR TRAFFIC.

NUMBER OF REQUIRED LOADING BERTHS: PROVIDE 5 LOADING BERTHS FOR LOW DEMAND USES

DEPARTURE REQUEST

ALLOW TWO OF THE FIVE LOADING BERTHS TO BE USED FOR WASTE AND STORAGE OF RECYCLING.

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES

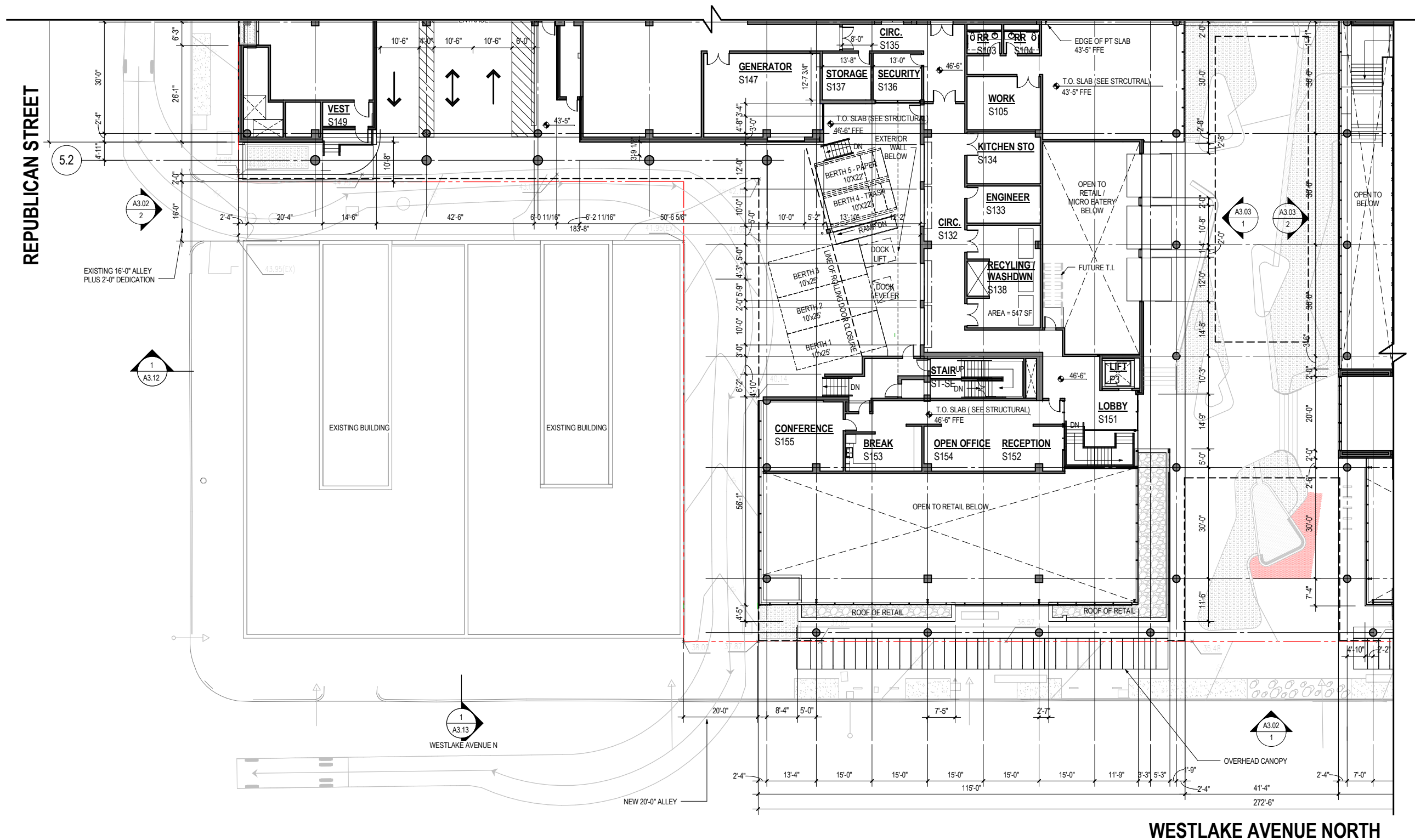
1. THIS PROJECT HAS A CENTRAL LOADING FACILITY AS DESCRIBED IN 23.54.035B.2. ALL LOADING WILL OCCUR ON-SITE AND AT A CENTRAL FACILITY SHARED BY THE TWO BUILDINGS. THE LOADING WILL TAKE PLACE WITHOUT DISRUPTING PEDESTRIAN CIRCULATION OR VEHICULAR TRAFFIC. BECAUSE THE PROJECT MEETS THESE REQUIREMENTS, WE WOULD LIKE TO USE TWO OF THE BERTHS FOR WASTE AND RECYCLING STORAGE.
2. THIS DEPARTURE WILL HELP TO REDUCE THE VISUAL IMPACT OF THE LOADING FACILITIES BY NOT OVER-SIZING THEM. ALL LOADING OCCURS WITHIN THE ALLEY AND OUT OF SIGHT OF WESTLAKE AVENUE NORTH.

APPLICABLE DESIGN GUIDELINES

D-6: SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS

BUILDING SITES SHOULD LOCATE SERVICE ELEMENTS SUCH AS LOADING DOCKS AWAY FROM THE STREET FRONT WHERE POSSIBLE.

5_SMC 23.54.035.B.2 - REQUIRED PARKING AND LOADING



6_SMC 23.54.035.C.2.c.ii - EXCEPTIONS TO LOADING BERTH LENGTH DIRECTOR’S DISCRETION

SMC DEVELOPMENT STANDARDS

WHERE THE DIRECTOR FINDS, AFTER CONSULTING WITH THE PROPERTY USER, THAT SITE DESIGN AND USE OF THE PROPERTY WILL NOT RESULT IN VEHICLES EXTENDING BEYOND THE PROPERTY LINE, LOADING BERTH LENGTHS MAY BE REDUCED TO NOT LESS THAN THE FOLLOWING: (ii) LOW- AND MEDIUM- DEMAND USES. TWENTY-FIVE (25) FEET.

DEPARTURE REQUEST

BUILDING SITES SHOULD LOCATE SERVICE ELEMENTS SUCH AS LOADING DOCKS AWAY FROM THE STREET FRONT WHERE POSSIBLE.

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES

- 1. WE ARE FAMILIAR WITH THE TENANT’S BERTH SIZE REQUIREMENTS AND THEY ARE LOW-DEMAND AND HAVE TRUCKS REQUIRING LESS THAN 25 FEET.
- 2. IT WOULD BE BENEFICIAL TO MINIMIZE THE SIZE OF BERTHS BECAUSE THE SPACE SAVINGS RESULTING FROM ACCURATE SIZING OF TRUCKS SERVING THE BUILDINGS ALLOWS THE SF TO GO TO THE AMENITIES SUCH AS THE PEDESTRIAN GALLERIA RATHER THAN LOADING.

APPLICABLE DESIGN GUIDELINES

A-4 ENHANCE HUMAN ACTIVITY AT STREET LEVEL

NEW DEVELOPMENT SHOULD BE SITED AND DESIGNED TO ENCOURAGE HUMAN ACTIVITY ON THE STREET.

* SEE GRAPHICS ON PAGE 21.