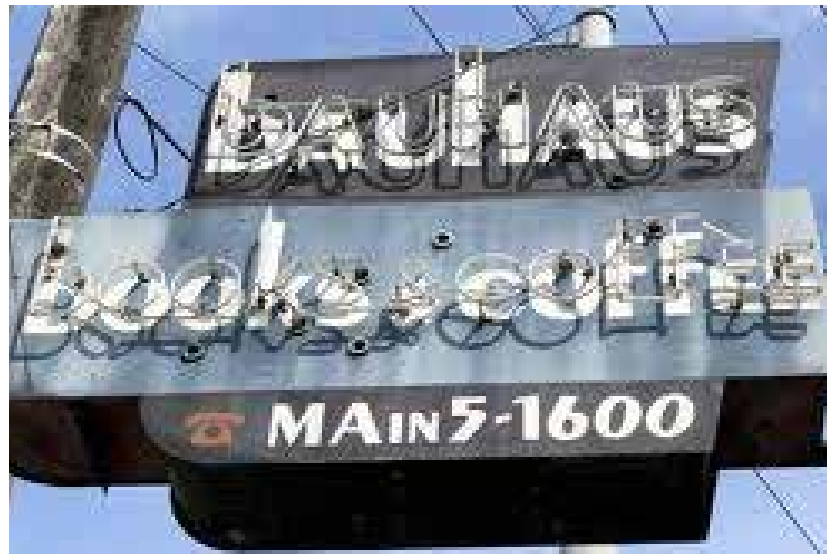


# 1200 Pike

**Design Review Board Meeting**  
**1200 E Pike Street | SEATTLE, WASHINGTON 98122**

TARRAGON | 1200 PIKE LLC | ANKROM MOISAN ARCHITECTS, INC.  
AUGUST 14, 2013



Ankrom Moisan Architects, Inc.  
ARCHITECTURE INTERIORS URBAN DESIGN BRANDING  
ankrommoisan.com

6720 SW Macadam Ave / Suite 100  
Portland, OR 97219  
503.245.7100

117 S Main St / Suite 400  
Seattle, WA 98104  
206.576.1600



PROJECT ADDRESS

1200 E Pike Street  
Seattle, WA 98122

PROJECT TEAM

**OWNER/APPLICANT:**  
**Tarragon | 1200 Pike LLC**  
601 Union Street | Suite 3500  
Seattle, WA 98101  
206.233.9600  
Contact: Charlie Laboda  
CLaboda@tarragon.com

**ARCHITECT:**  
**Ankrom Moisan Architects**  
117 South Main Street | Suite 400  
Seattle, WA 98104  
206.576.1600  
Contact: Michael Willis  
michaelw@ankrommoisan.com

PROJECT GOALS

1. DISTINCT DESIGN
- Unique Character
  - Efficient Bright Units
  - Enjoyable Amenity Spaces
2. BUILDING LONGEVITY
- Durable Construction
  - Ability to Adapt Over Time
  - Environmentally Sustainable
3. NEIGHBORHOOD INTEGRATION
- Collaboration and Design Input from Capitol Hill Residents and Neighbors
  - Enhanced Pedestrian Environment
  - Public and Private Space Interactions
  - Connection to Pike Street | 12th Avenue

CURRENT PROGRAM

- |                     |                |
|---------------------|----------------|
| • Residential Units | 88 units       |
| • Parking Spaces    | 38 stalls      |
| • Commercial Space  | 3,900 sf + / - |



COMMUNITY OUTREACH & NEIGHBORHOOD INPUT

Since December of last year, the development team has engaged the Pike/ Pine community to seek input as the design of the project progresses. We have met with interested parties and attended meetings to collect feedback at various stages of development. To date there have been three meetings in total. We feel this collaborative process has worked well and that the neighborhood’s input has greatly strengthened the design.

**December 7, 2013:** Site Walk. The development and design team met with 1 member of PPUNC to walk the site and discuss project goals and priorities.

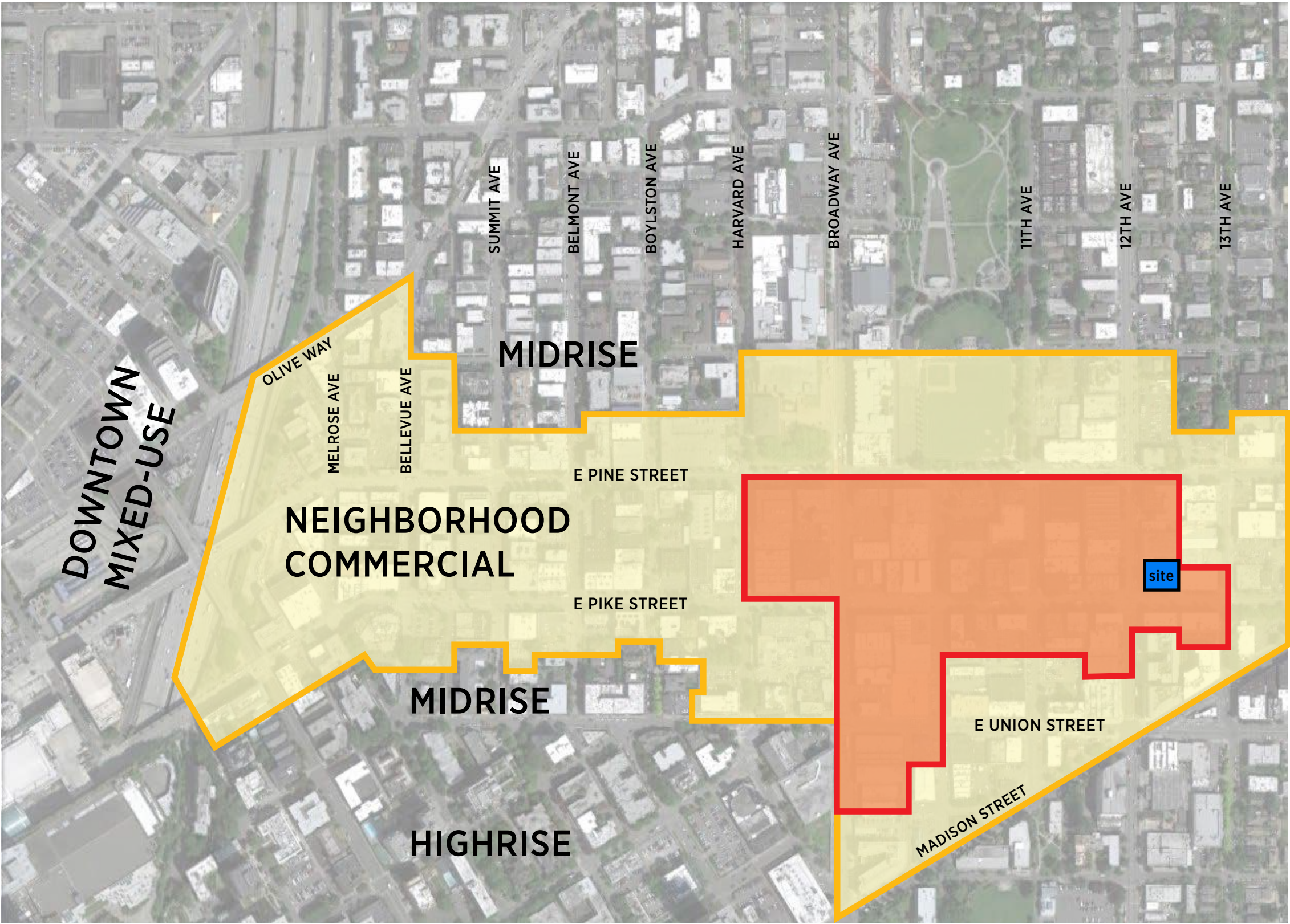
**February 5, 2013:** Presentation to PPUNC. The development and design team attended a PPUNC meeting and presented a design package to gain support for the preferred massing and initial design concepts. Areas of focus that were identified included simplicity of building form and quality of materials and execution.

**March 19, 2013:** Presentation to PPUNC. The development team attended a PPUNC meeting and presented the final EDG package to gain support for the Early Design Guidance meeting on the 20th.

**March 20, 2013:** Letter of Support for Project. Members of PPUNC read a letter of support during the public comment period of the Early Design Guidance meeting.

**July 29, 2013:** Presentation to PPUNC. The development and design team attended a PPUNC meeting and presented a draft of the Design Review Board package to gain support for the current design and massing changes that have occurred since Early Design Guidance.





**BASE ZONE:** NC3P-65

**OVERLAYS:**

- Pike/Pine Urban Village Center Overlay
- Pike/Pine Conservation Overlay District
- Pike/Pine Conservation Core



Principal Pedestrian Street: E Pike Street

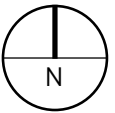
**SITE AREA:** 13,564 SF

**FAR:** 4.75 (total)

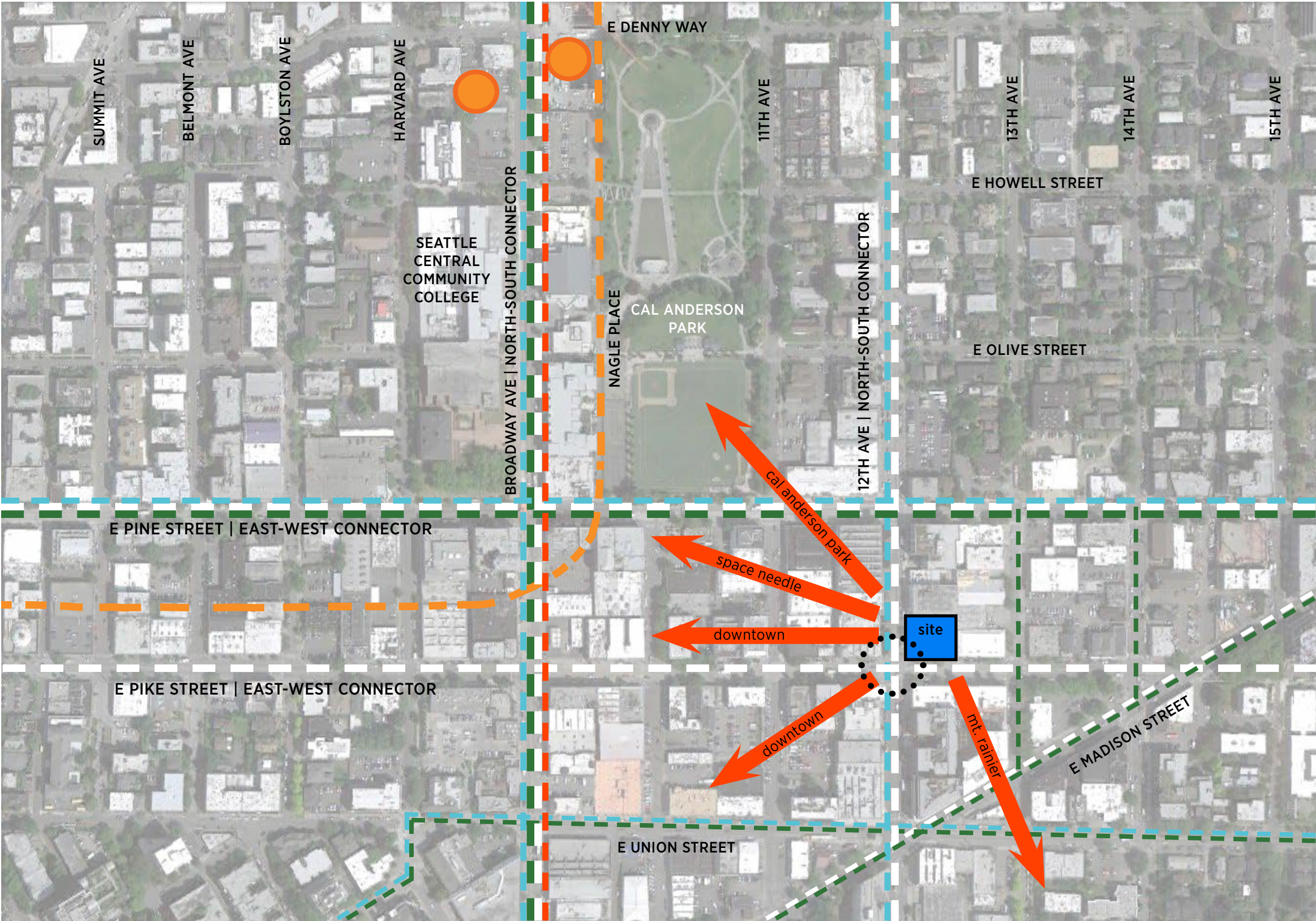
**ZONING:**

- 50' max street frontage for individual businesses at street level on East Pike Street
- 65' height limit

-  conservation overlay
-  conservation core

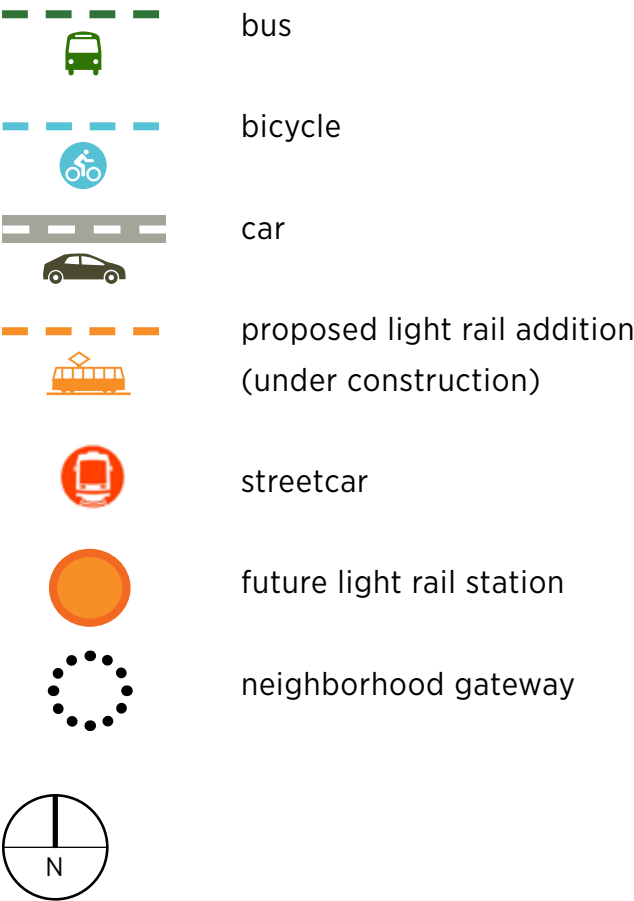




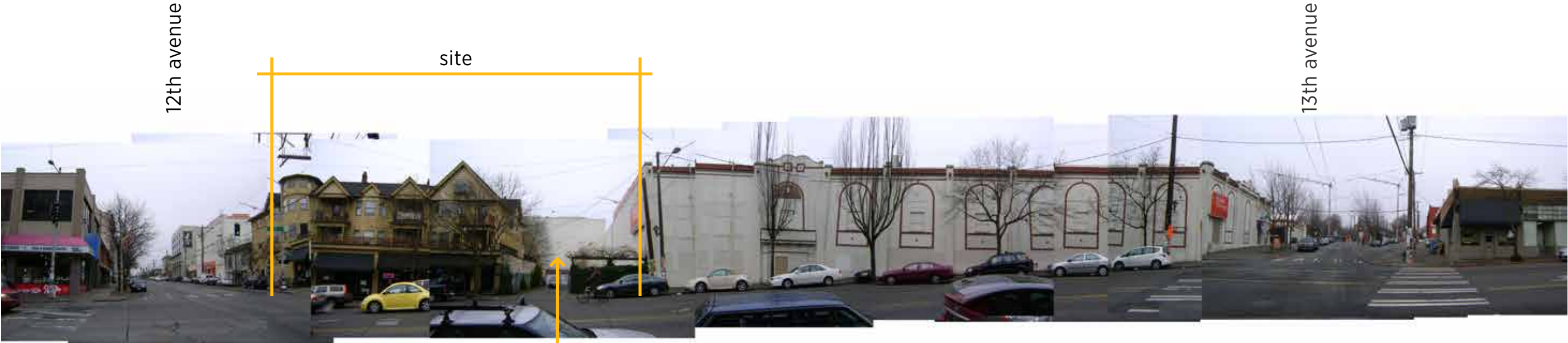


SITE CHARACTERISTICS

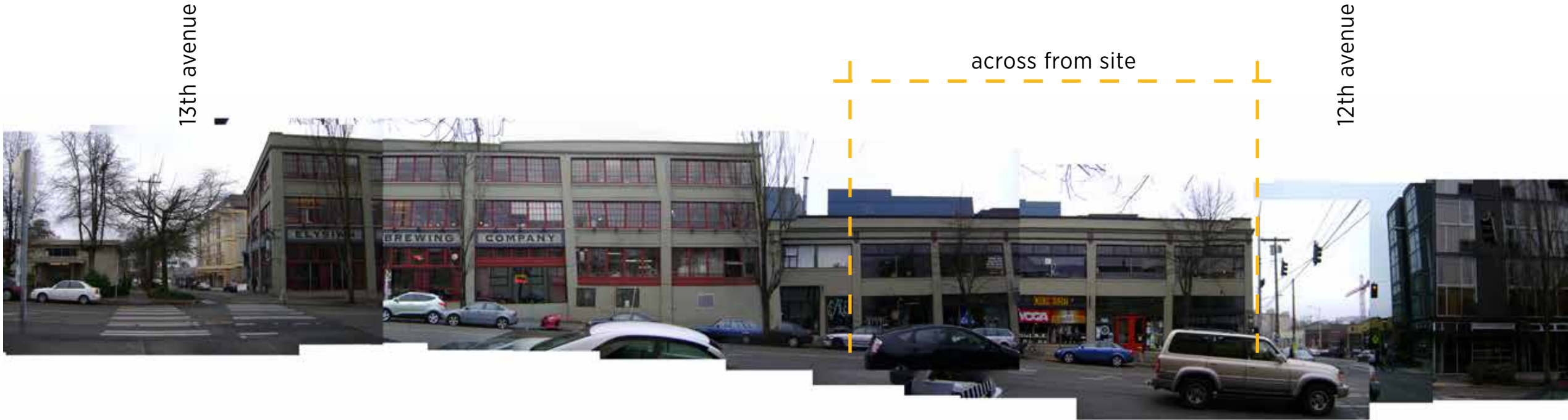
- well-connected in all directions by car, transit, and by foot
- close proximity to Downtown, the Central Business District, First Hill, and Seattle Central
- close proximity to Cal Anderson Park
- in the heart of new and recent development
- walk score 100 “Walker’s Paradise”
- transit score 69 “Good Transit”
- bike score 88 “Very Bikeable”







adjacent building facades facing site at interior



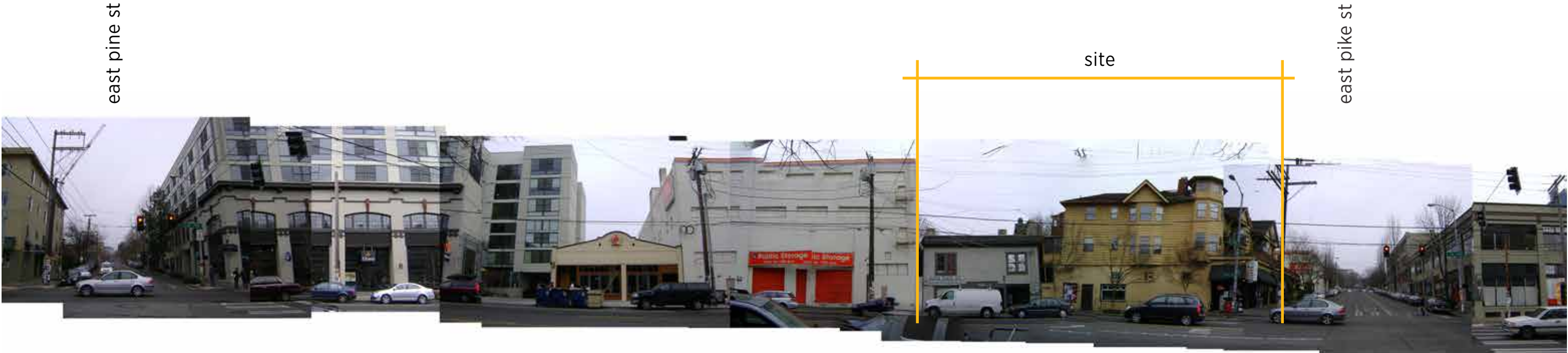


DESIGN CUES

- fast-paced with vehicular traffic but also pedestrian oriented
- small retail spaces
- large glazed storefronts and large amounts of glazing at upper levels
- base character distinct but with similar proportions as upper levels
- simple and consistent fenestration
- modulation where building is distinguishing design elements
- structure heights vary from 2 to 5 stories
- strong vertical bay expressions
- use of masonry at older buildings; use of fiber cement and metal panels at newer buildings
- detailed cornices at older buildings











DESIGN CUES

- fast-paced with more vehicular traffic but also pedestrian oriented
- dedicated bike lane
- small retail spaces
- industrial in nature
- less dense
- simple and consistent fenestration
- structure heights vary from 2 to 5 stories
- strong southern connection to the university

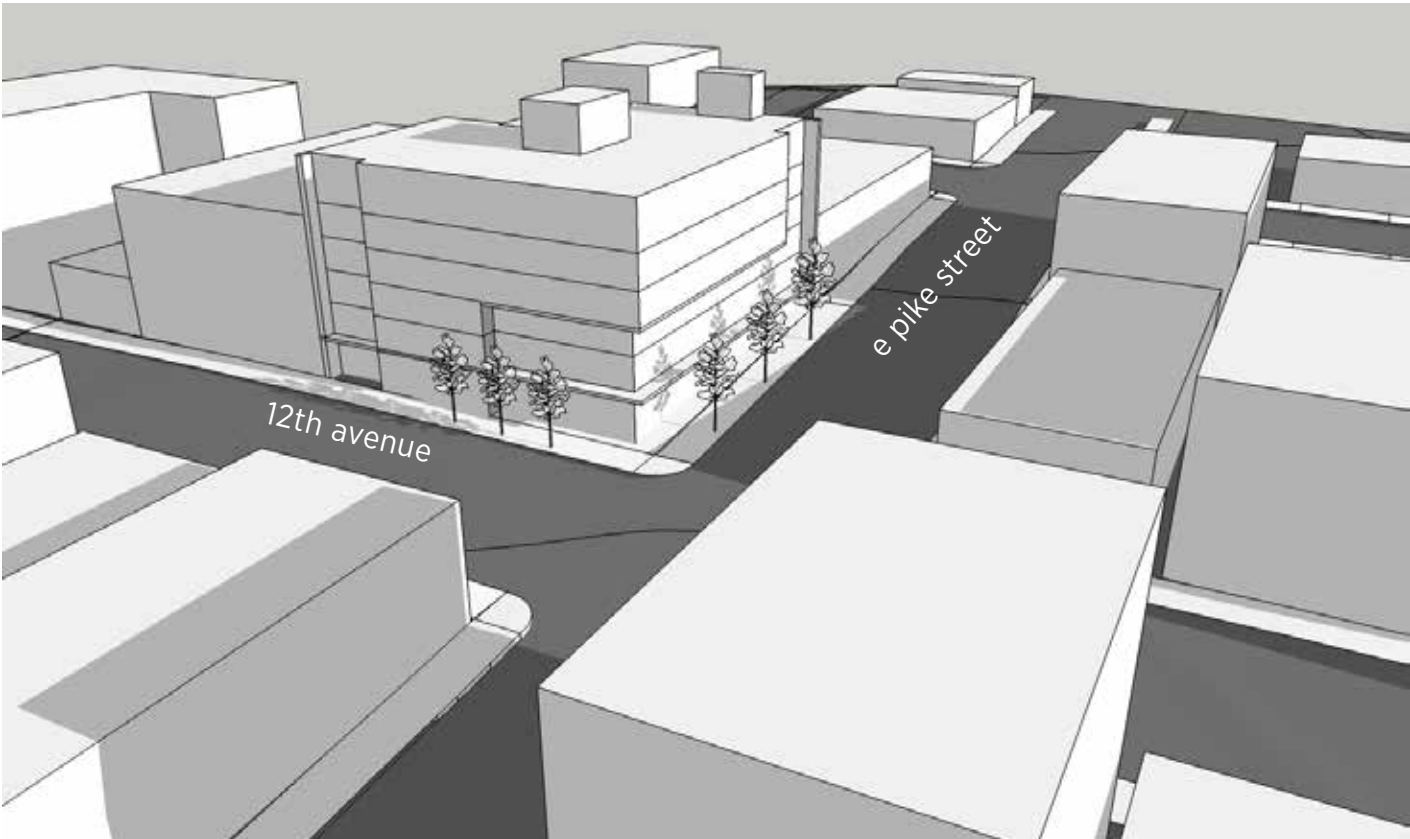




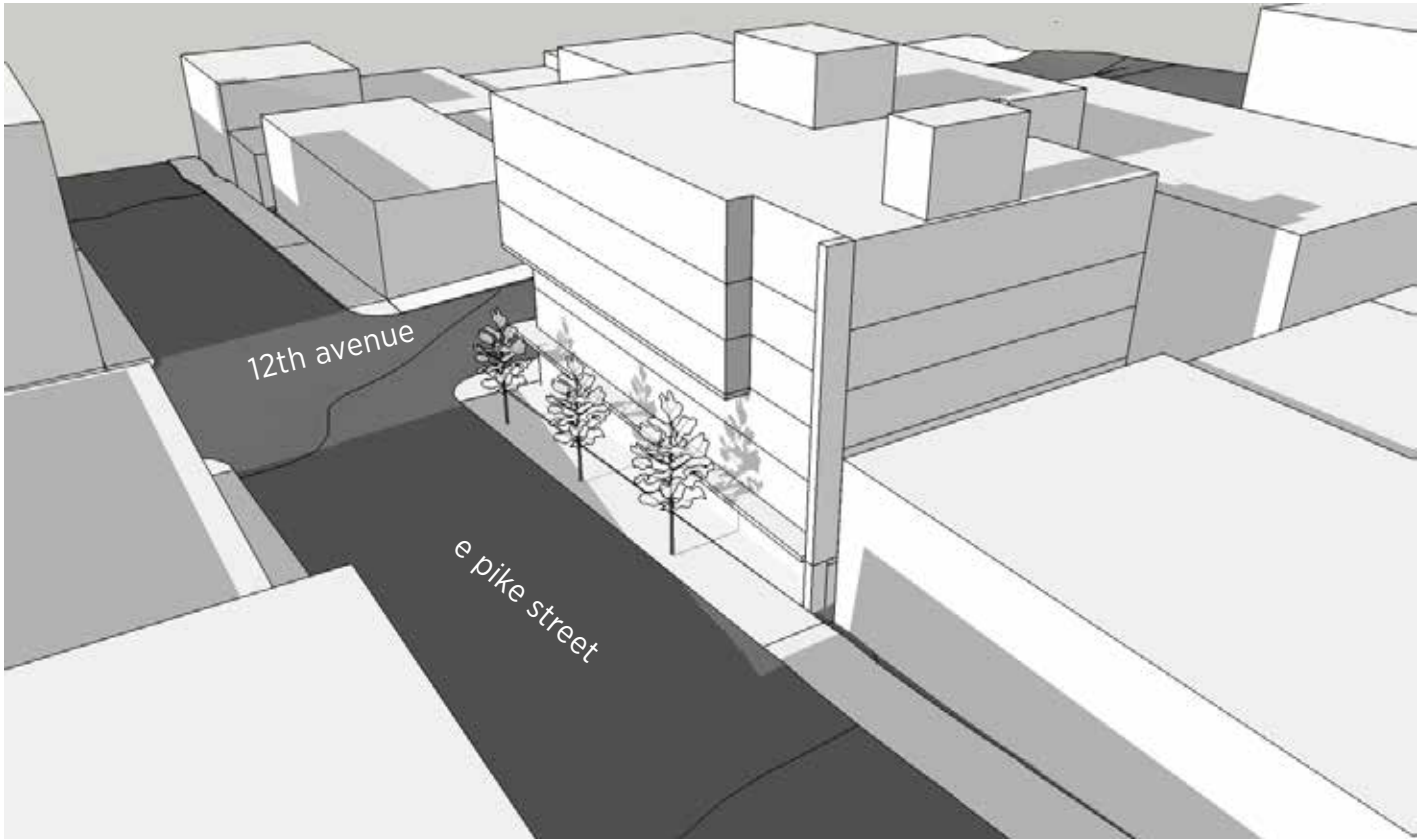
PROS

- Follows massing pattern/setback of existing building
- Creates interplay between public and private outdoor spaces
- Simple massing
- Enhances pedestrian experience
- Creates both ground level and 2nd floor outdoor space
- Strong corner expression
- Creates distinction between 12th Avenue and E Pike Street
- Responds well to design guidelines
- Large roof deck
- Largest courtyard

- ▶ vehicular entry
- ▶ pedestrian entry



1 | aerial from southwest corner



2 | aerial from southeast corner













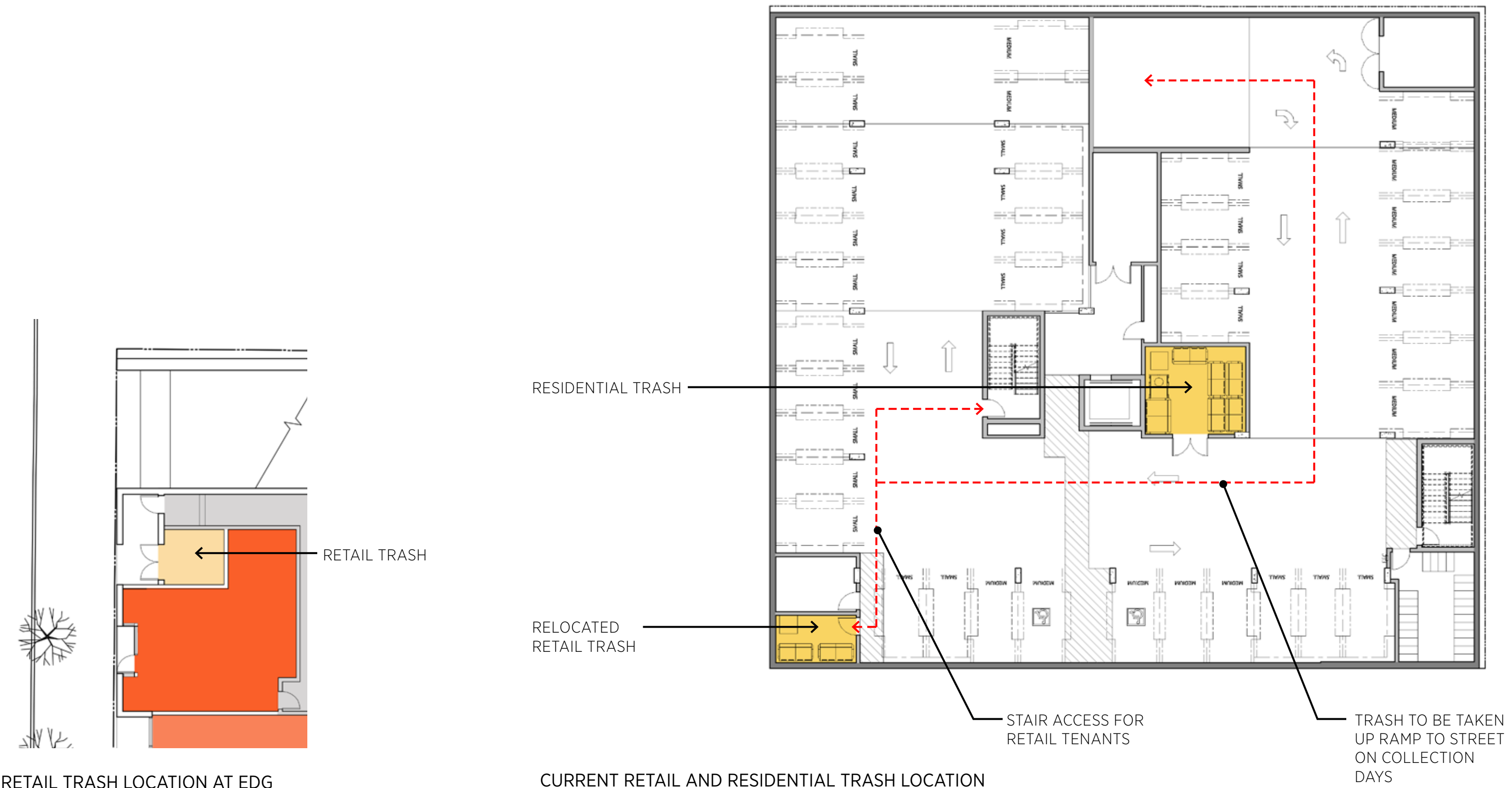
LEVELS 4-6





ROOF PLAN





RETAIL TRASH LOCATION AT EDG

CURRENT RETAIL AND RESIDENTIAL TRASH LOCATION



# RESPONSE TO DESIGN GUIDELINES

Board & Community Priorities

EDG Summary

1. Architectural Concept
2. Scale and Proportion
3. Retail
4. Materials
5. Landscape



**A-1 RESPONDING TO SITE CHARACTERISTICS**

The siting of buildings should respond to specific site conditions and opportunities.

*PIKE/PINE: Characteristics and opportunities to consider in Pike/Pine include both views and other neighborhood features including:*

- *A change in street grid alignment causing unique, irregular-shaped lots, including Union and Madison and 10th and Broadway Court*
- *“Bow tie” intersections at 13th/14th between Pike/Pine/Madison*

**A-2 STREETScape COMPATIBILITY**

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

**A-4 HUMAN ACTIVITY**

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

**A-7 RESIDENTIAL OPEN SPACE**

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

*PIKE/PINE: Locating a significant amount of open space on rooftops is discouraged. Open space at street level that is compatible with established development patterns and does not detract from desired, active street frontages is encouraged. While not characteristic of the historic warehouse, commercial, or apartment development in the area, usable balconies may be appropriate on streets where a more residential character is intended, to provide both open space and visual relief on building facades. In other areas, if balconies are provided, it is preferable that they not be located on street-facing facades, but rather on facades facing the side or rear of the lot, or internal courtyards.*

**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.

**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 corners.

*PIKE/PINE: 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 following corner sites are identified as Pike/Pine gateways:*

- *Pike/Boren: southeast corner*
- *Melrose/Pine: northeast corner*
- *12th/Pike intersection*
- *12th/Pine intersection*
- *Madison: between 11th/12th*
- *Madison entries onto Pike and Pine*

**B-1 HEIGHT, BULK, AND SCALE COMPATIBILITY**

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 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 on the adjacent zones.

**B-2 PIKE/PINE: NEIGHBORHOOD SCALE AND PROPORTION**

*New buildings should, in general, appear similar in height, mass, and scale to other buildings to maintain the area’s visual integrity and unique character. Although current zoning permits structures to exceed the prevailing height and width of existing buildings in the area, structures that introduce increased heights, width and scale should be designed so their perceived scale is compatible with the existing neighborhood character. The following guidelines address scale and proportion for new structures:*

- *Design the structure to be compatible in scale and form with surrounding structures.*
- *Relate the scale and proportions of architectural features and elements to existing structures on the block face to maintain block face rhythm and continuity.*
- *Address conditions of wide or long structures.*
- *For structures that exceed the prevailing height, reduce the appearance of bulk on upper stories to maintain the established block face rhythm.*
- *Design the first floor façade to encourage a small-scale, pedestrian-oriented character.*

**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.

*PIKE/PINE: The Pike/Pine vernacular architecture 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. Architectural styles and materials that reflect the light-industrial history of the neighborhood are encouraged.*

**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.
- Buildings should exhibit form and features identifying the functions within the building.

**C-3 HUMAN SCALE**

The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

*PIKE/PINE: In order to achieve good human scale, the existing neighborhood context encourages building entrances in proportion with neighboring storefront developments.*

**C-4 EXTERIOR FINISH MATERIALS**

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.

*PIKE/PINE: 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 is discouraged) with wood and metal as secondary, or accent materials.*

**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.

**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.

**D-9 COMMERCIAL SIGNAGE**

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

*PIKE/PINE: Promote the pedestrian environment and reflect the special neighborhood character.*

**D-10 COMMERCIAL LIGHTING**

Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

**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 a building. Blank walls should be avoided.

**D-12 RESIDENTIAL ENTRIES AND TRANSITIONS**

For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.



1. Architectural Concept

(A-1, A-7, A-10, B-1, B-2, C-2, C-4, D-9, D-10, D-12)

- “The massing relates strongly to the architectural concept and therefore Option 3 appears to be the most appropriate.”
- “The applicant should demonstrate a strong parti/design concept at the Recommendation phase of review. The design concept should be demonstrated through architectural elements, rather than just graphics explaining the inspiration.”
- “The Board noted that the strong design concept should be evident in the building scale, proportion, and architectural elements.”
- “The Board directed the applicant to develop the design in one of two directions: a modern building with its own strong design concept that includes scalar references to Pike Pine and a design concept that strongly references the treatments found in nearby historic architecture.”
- “The fin walls could incorporate unique building identification signage, but any signage should be integrated with the design concept. The large fin wall signage should not include “live here” type of advertisements.”
- “The fin walls serve to frame the residential entry and garage entry bays. The development should be designed to enhance the ‘box’ concept, with the fin walls framing these areas.”

2. Scale and Proportion

(A-2, A-7, A-8, A-10, B-1, B-2, D-10, D-11)

- “Option 3 is the best design response to the corner condition, but the upper mass feels very heavy, especially at the corner.”
- “The design should maximize the visual height and transparency of the street level, and reduce the visual weight of the upper mass.”
- “The Board suggested that the lower three stories could express one concept with tall ceiling heights and increased transparency, with a visually lighter treatment at the upper mass to balance the overall proportion”
- “The garage entry should be designed with visual cues to maximize pedestrian and driver safety.”

3. Retail

(A-1, A-2, A-4, B-2, D-2, D-6, D-11)

- “The Board directed the applicant to demonstrate how the retail spaces will be designed in response to the sloping sidewalk (stepped slab, etc.).”
- “The commercial spaces should be designed to provide opportunities for micro retail and flexibility for other uses.”
- “The graphics showing opportunities for finer grain small retail indicates the design is moving in the right direction.”
- “The Board noted that design of the sidewalk area is important, given the context and location of this site.”
- “The Board expressed concern with the proposed solid waste alcove facing 12th Ave at street level. The Board directed that solid waste storage should be placed into a holding area behind the retail frontage, and could be accessed from the garage ramp or garage.”
- “The solid waste storage should not be a prominent part of the street frontage, regardless of the location.”

4. Materials

(A-1, A-10, C-1, C-2, C-3, C-4, D-2)

- “The visibility of the site, the context, and the concept indicate that high quality durable materials should be used, especially in the street facing facades. The Board noted that cement board wouldn’t be appropriate for these facades.”
- “The Board noted that the conceptual sketches indicated one type of treatment for the first 2 stories of the building and another type of treatment for the upper 3 floors. The materials should instead be used to express the building construction type, with one level of commercial and residential uses above.”
- “The fin walls should be designed with high quality materials that provide human scale and visual interest.”

5. Landscape

(A-1, A-10, C-1, C-2, C-3, C-4, D-2)

- “The design of the courtyard should maximize light and air. The courtyard should also be designed to provide visual interest, considering the context of the adjacent building blank walls.”

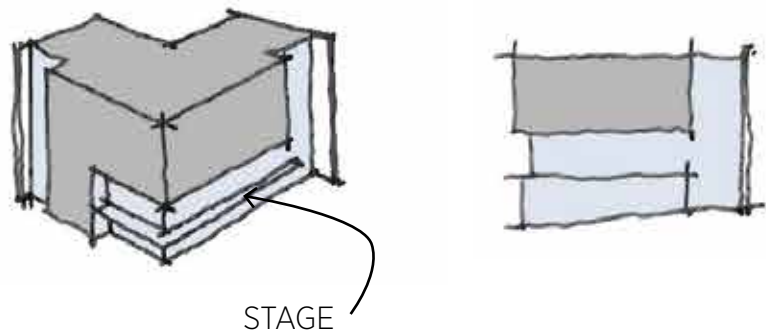
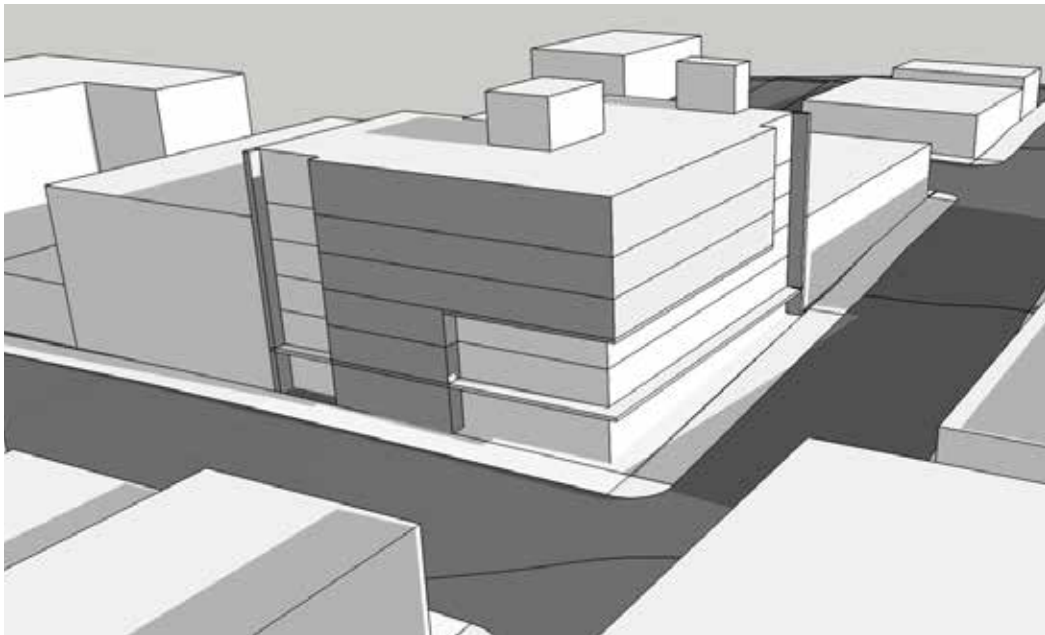


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GENERAL MASSING

- 3-PART PARTI - BASE | MIDDLE | TOP
- RECESSED | OPEN EDGES WITH FIN WALLS
- SEVERAL RECESSED ELEMENTS

CORNER EXPRESSION

JUXTAPOSITION

MOVEMENT

TRANSPARENCY

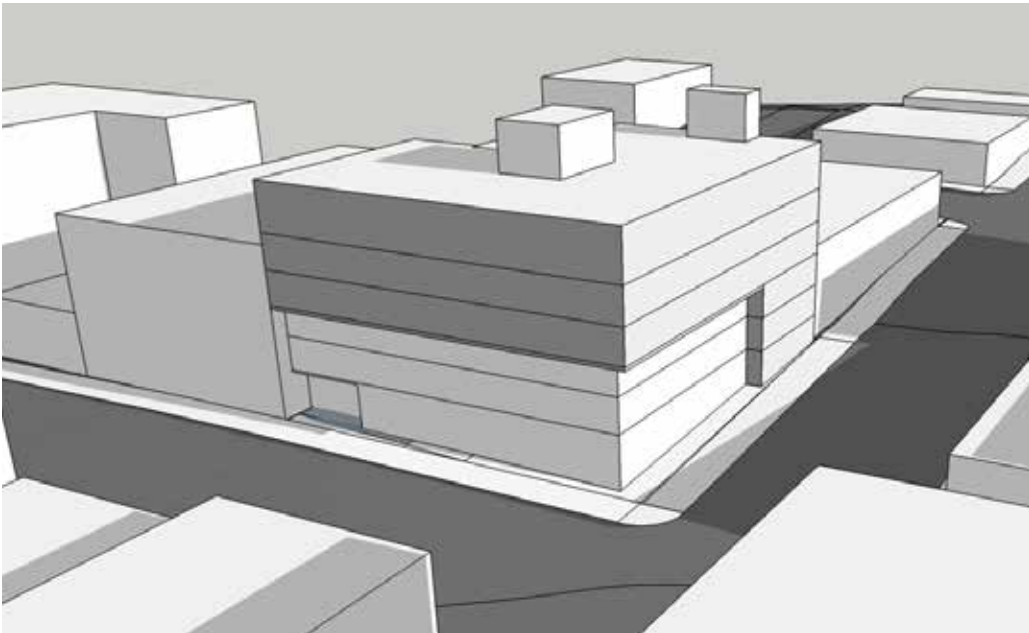
PERFORMANCE

OBSERVE

DISPLAY







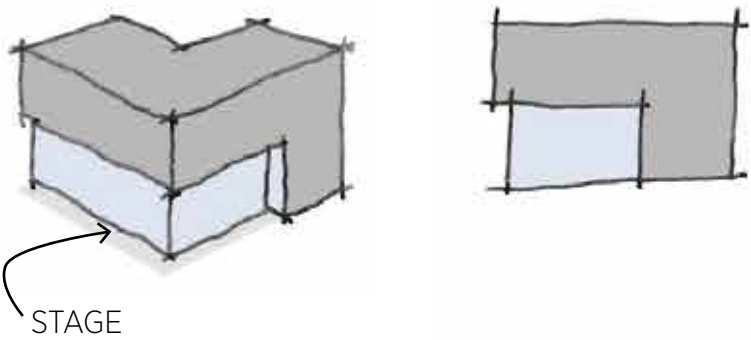
TRANSPARENCY

OBSERVE

PERFORMANCE

SCRIMS

DISPLAY



GENERAL MASSING

- REMOVED SLAB EXPRESSION AT SECOND FLOOR
- REMOVED 'FIN WALLS' AND RECESSED EDGES
- 2-PART PARTI - BASE | TOP
- 1 SIMPLIFIED RECESS



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## 2. Scale & Proportion

(A-2, A-7, A-8, A-10, B-1, B-2, D-10, D-11)

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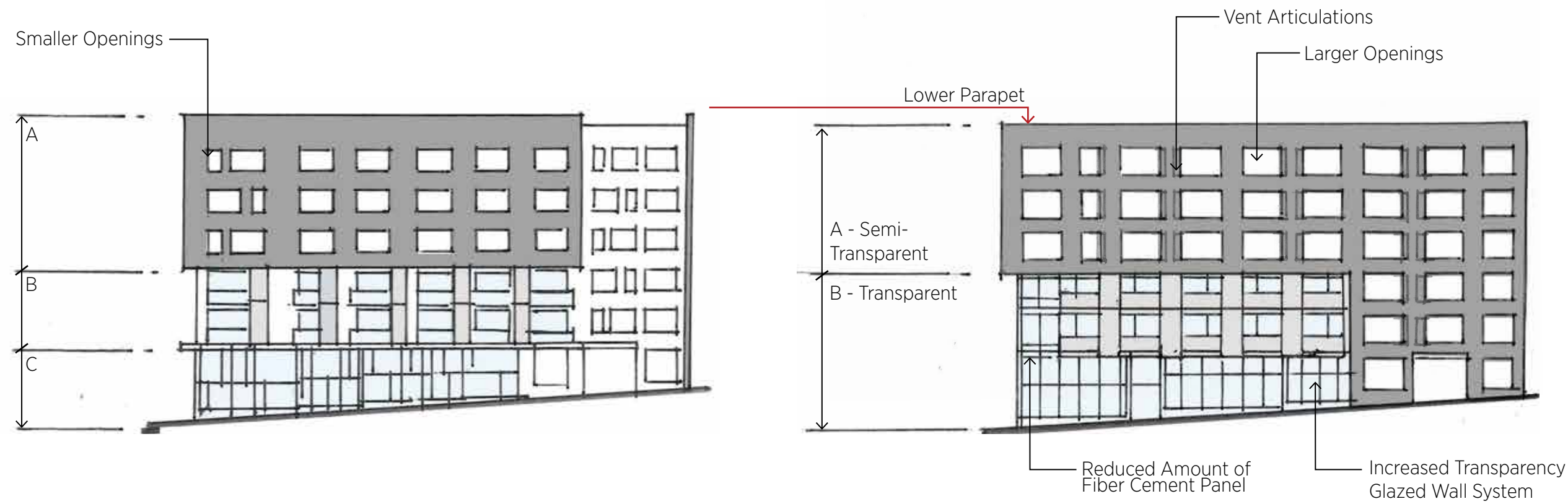


E PIKE STREET ELEVATION DIAGRAM | BAY SPACING



12TH AVENUE ELEVATION DIAGRAM | BAY SPACING





SOUTH ELEVATION - EARLY DESIGN GUIDANCE

SOUTH ELEVATION - DESIGN REVIEW

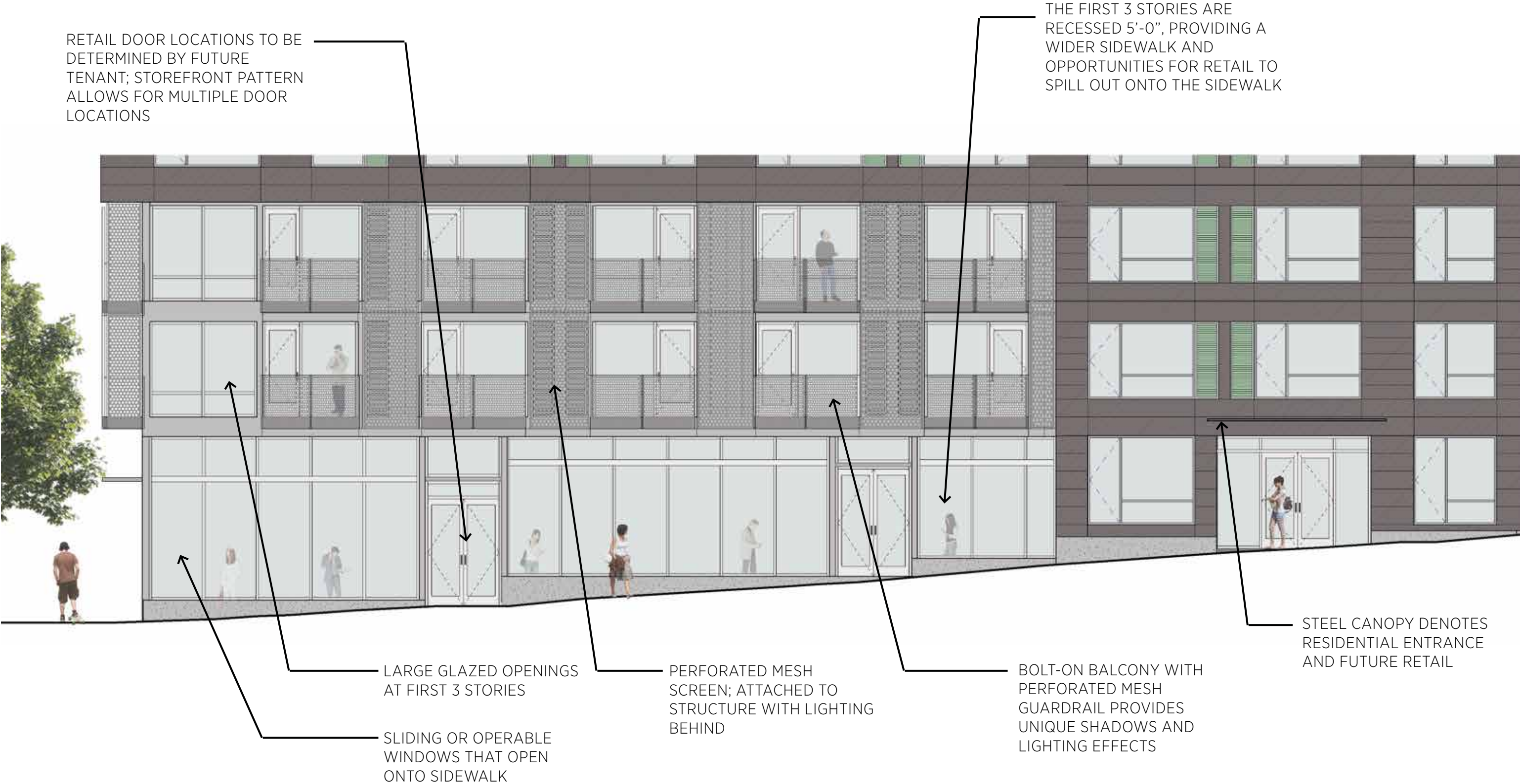
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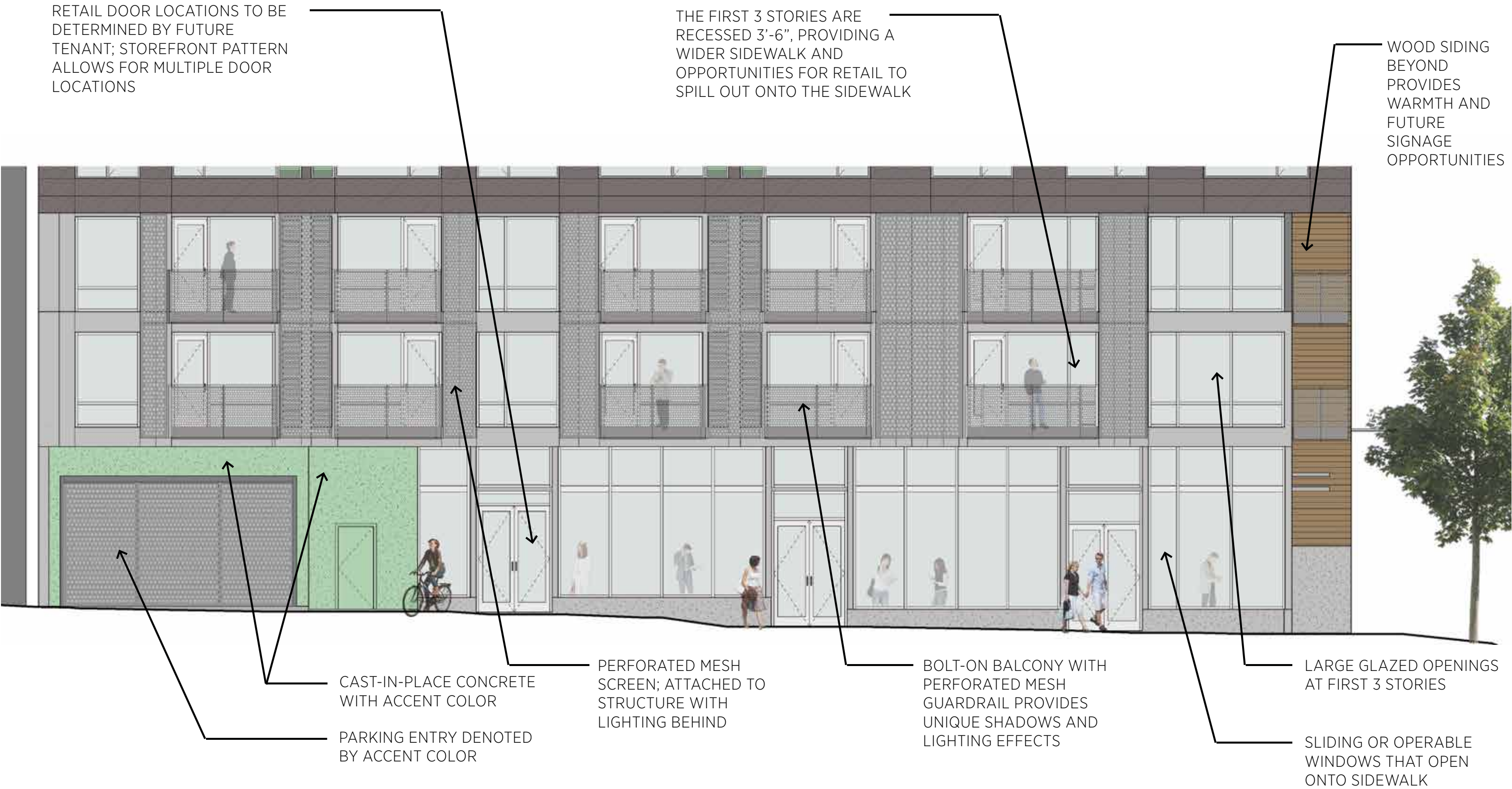
## 3. Retail

(A-1, A-2, A-4, B-2, D-2, D-6, D-11)

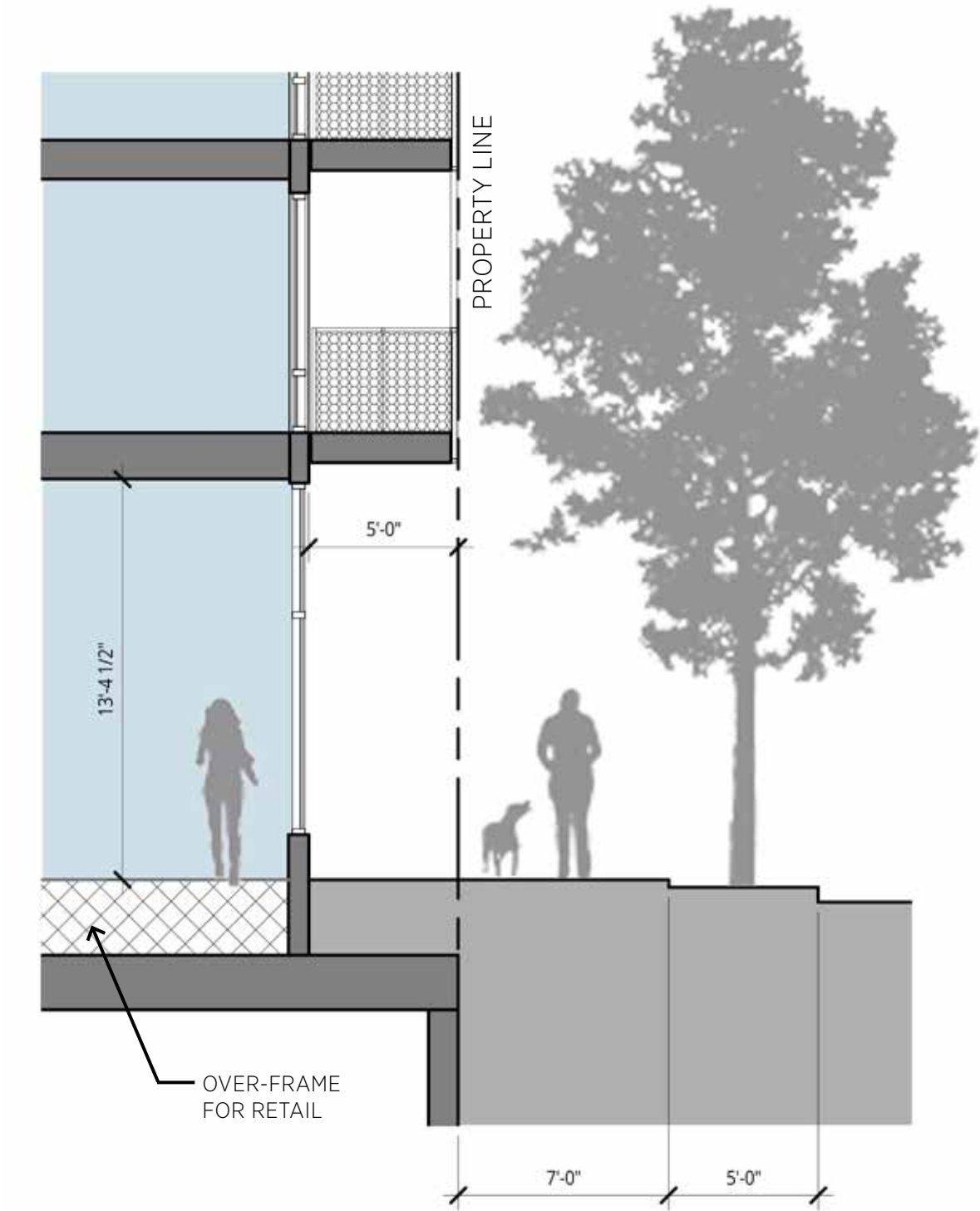
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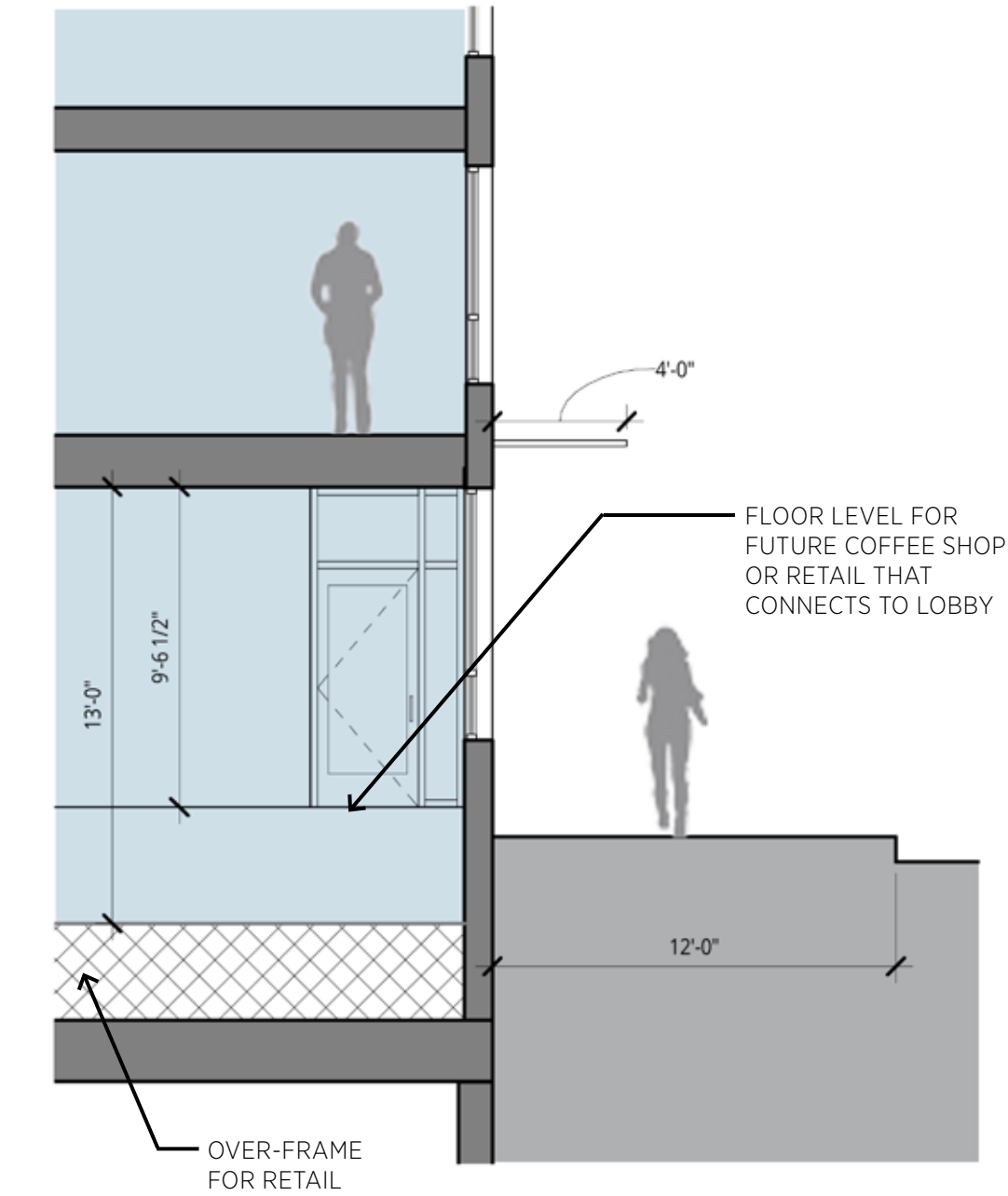




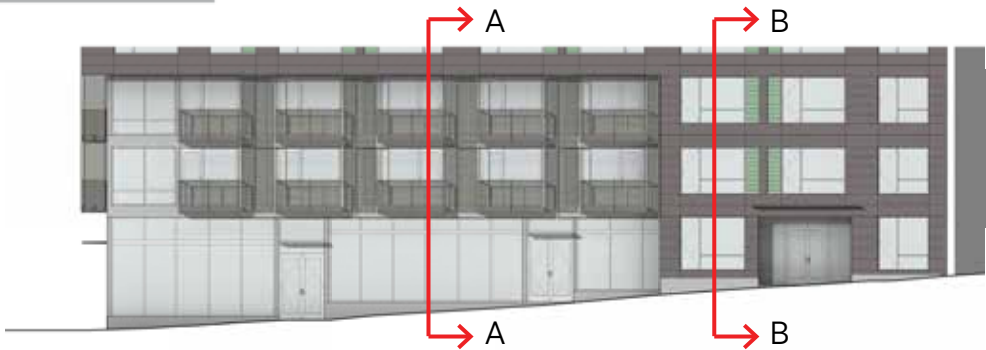


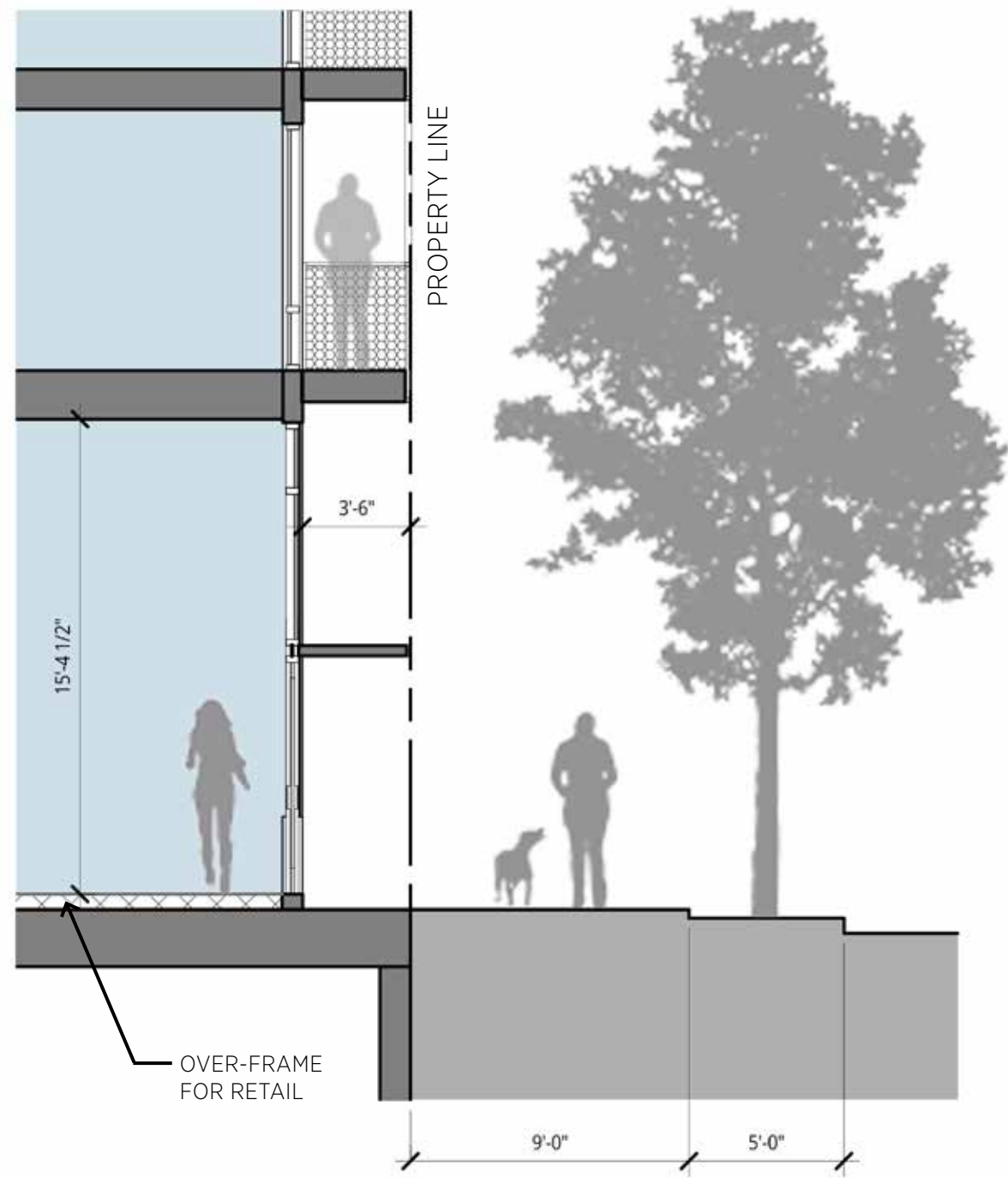


SECTION A

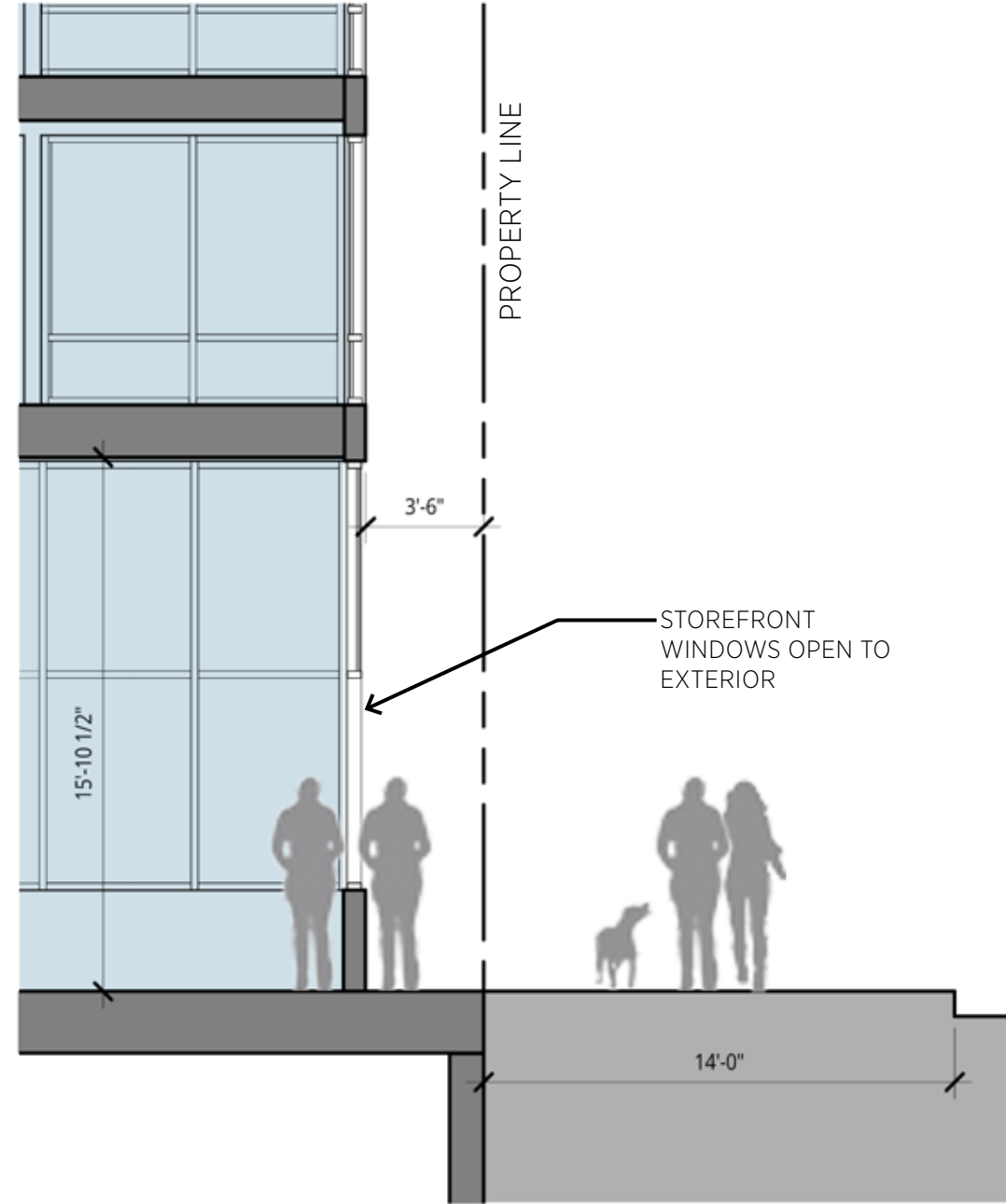


SECTION B





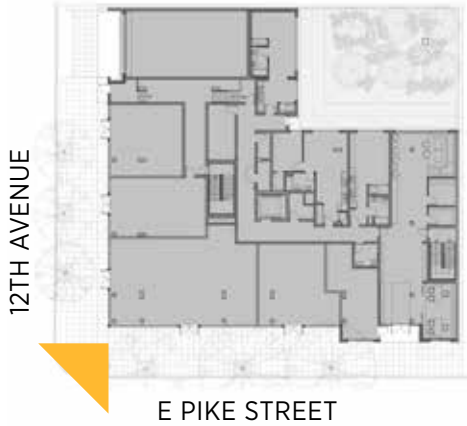
SECTION A



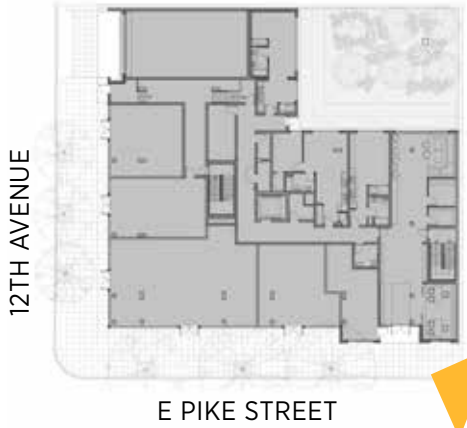
SECTION B



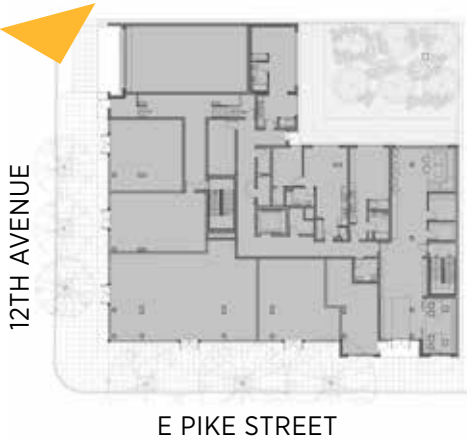




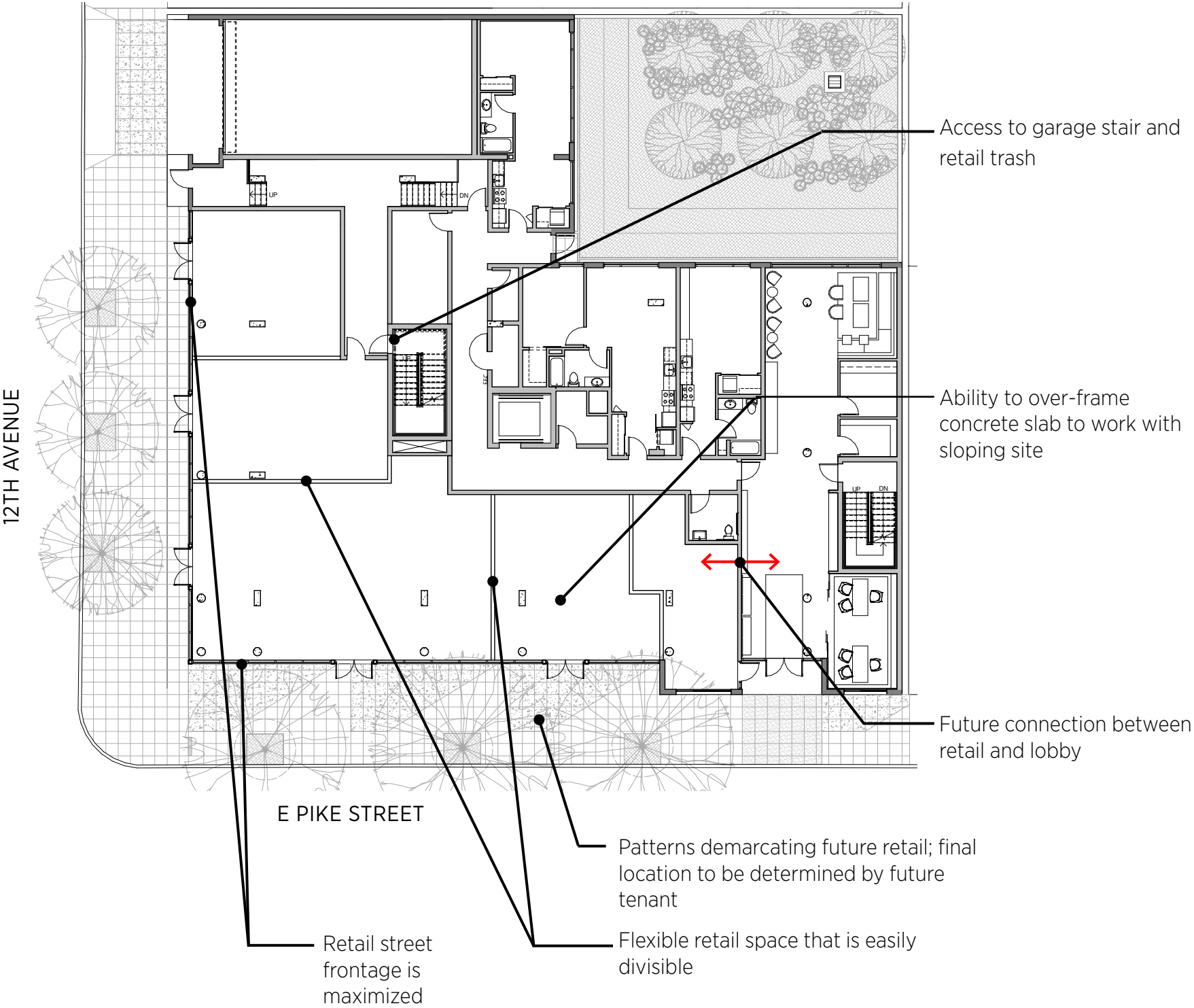












- Retail layouts, door locations, and pavement demarcations will be determined by future tenants
- The design allows for future opportunities for the lobby and adjacent retail space to flow into one another



MICRO RETAIL



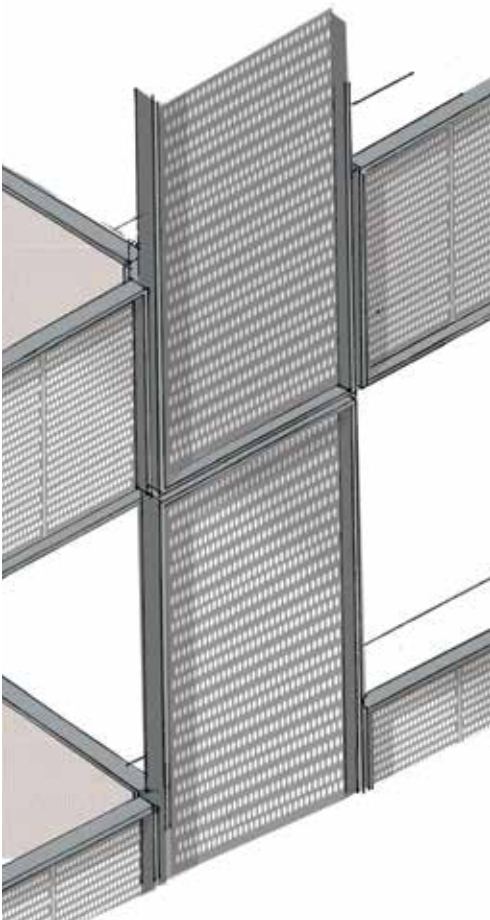


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## 4. Materials

(A-1, A-10, C-1, C-2, C-3, C-4, D-2)

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Typical Screen | Guardrail



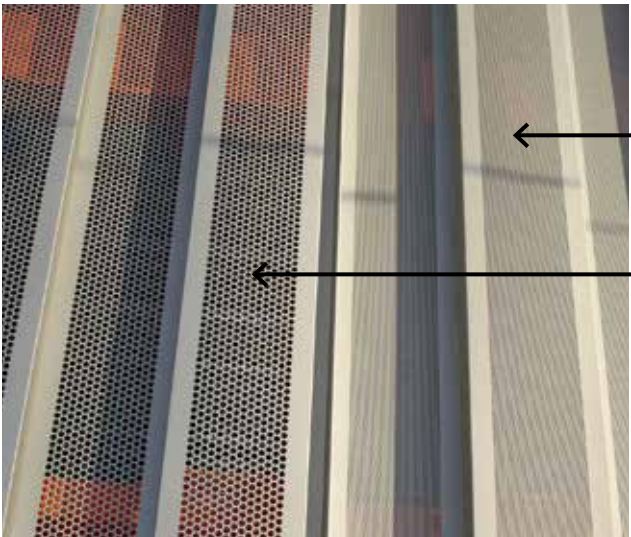
Typical Corner Detail at Metal Plate Panel



1 Metal Plate Panel

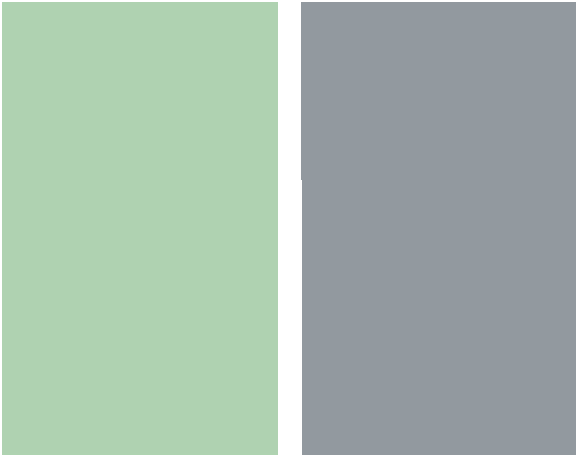


2 Ground Faced CMU



3 Screens

Guardrail Screen  
Full Height Screen



Acadia Green      Gray - Alternate Color

4 Fiber Cement Panel



5 Fiberglass Window System with Infill Panel - Lower Levels



6 Wood Soffit | Siding



7 Louvers with Accent Color



8 Vinyl Window - Bronze | White



9 Cable Railing





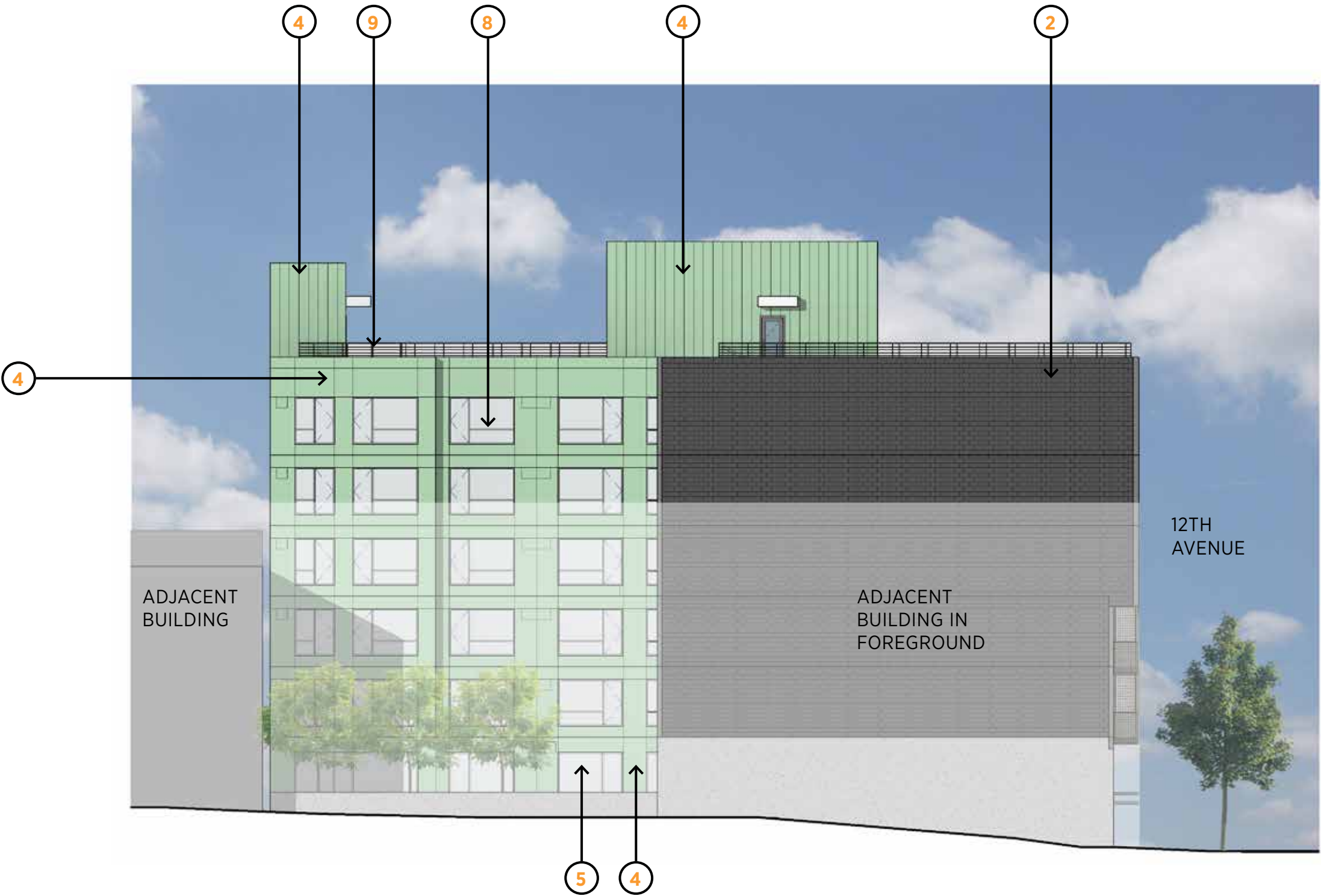
- 1 METAL PLATE PANEL
- 2 GROUND FACED CMU
- 3 PERFORATED SCREENS
- 4 FIBER CEMENT PANEL
- 5 FIBERGLASS WINDOW SYSTEM
- 6 WOOD SOFFIT | SIDING
- 7 LOUVERS
- 8 VINYL WINDOW
- 9 CABLE RAILING







- 1 METAL PLATE PANEL
- 2 GROUND FACED CMU
- 3 PERFORATED SCREENS
- 4 FIBER CEMENT PANEL
- 5 FIBERGLASS WINDOW SYSTEM
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- 1 METAL PLATE PANEL
- 2 GROUND FACED CMU
- 3 PERFORATED SCREENS
- 4 FIBER CEMENT PANEL
- 5 FIBERGLASS WINDOW SYSTEM
- 6 WOOD SOFFIT | SIDING
- 7 LOUVERS
- 8 VINYL WINDOW
- 9 CABLE RAILING



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## 5. Landscape

(A-1, A-10, C-1, C-2, C-3, C-4, D-2)

- “The design of the courtyard should maximize light and air. The courtyard should also be designed to provide visual interest, considering the context of the adjacent building blank walls.”



1 Paperbark Birch



2 Japanese Forest Grass



3 Bishop's Hat Leaf/Flowers



4 Hay-scented Fern

Seasonal Ground Covers Under Canopy  
COURTYARD



5 Variegated Paving

STREETSCAPE



6 Norway Sunset Maple



7 Black Maple









1 Pea Patch Planters



2 Green Roof



3 Elevated Seating Area



4 Gathering Area | Dining



5 Fire Pit Area



6 Dog Run





# DEPARTURES

## 1. SITE TRIANGLE

*For exit-only driveways and easements, and two way driveways and easements less than 22' wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10' from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk.*

*For two-way driveways or easements 22' wide or more, 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 10' from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk.*

(SMC 23.54.030)

## 2. RESIDENTIAL ENTRY

*In all neighborhood commercial and C1 zones, residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing facade in the following circumstances or locations: in a pedestrian-designated zone, facing a designated principal pedestrian street.*

(SMC 23.47A.005)

## 3. PARKING ENTRY

*In all neighborhood commercial and C1 zones, residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing facade in the following circumstances or locations: in a pedestrian-designated zone, facing a designated principal pedestrian street.*

(SMC 23.47A.005)



1. SITE TRIANGLE

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We propose to utilize mirrors in lieu of providing a site triangle. Only 38 cars will be exiting the garage and we are painting the entry area an accent color to denote the change in use. The sidewalk paving pattern will also change in this location and signage/lighting will be provided.

In keeping with Design Guideline A-8, the parking access opening is minimized in width by opting for the use of mirrors and as noted below.

Our goal is for the driveway to be located as far from the corner as possible to allow for as much unbroken, retail store frontage along 12th Avenue and E Pike Street. Locating the driveway any closer to the corner would break up the retail pattern we are trying to achieve and would not respond as well to the design guidelines. This will also prevent cars from entering/exiting near a very busy intersection.

Our project abuts adjacent buildings on each property line and accounting for a site triangle would require moving the driveway toward the corner 10+ feet to avoid the adjacent building, affecting the retail pattern as mentioned above. The ramp is set back 6+ feet to help delineate the parking entrance.

Due to the slope of the site and the size and scale of our project, below grade parking is very challenging. Locating the driveway in its current location provides the best efficiency for the project and is in the least intrusive location. There are also precedents within the neighborhood for similar conditions.

Design Guidelines: A-1, A-2, A-4, A-8, A-10, B-1, B-2, D-2

NEIGHBORHOOD PRECEDENTS



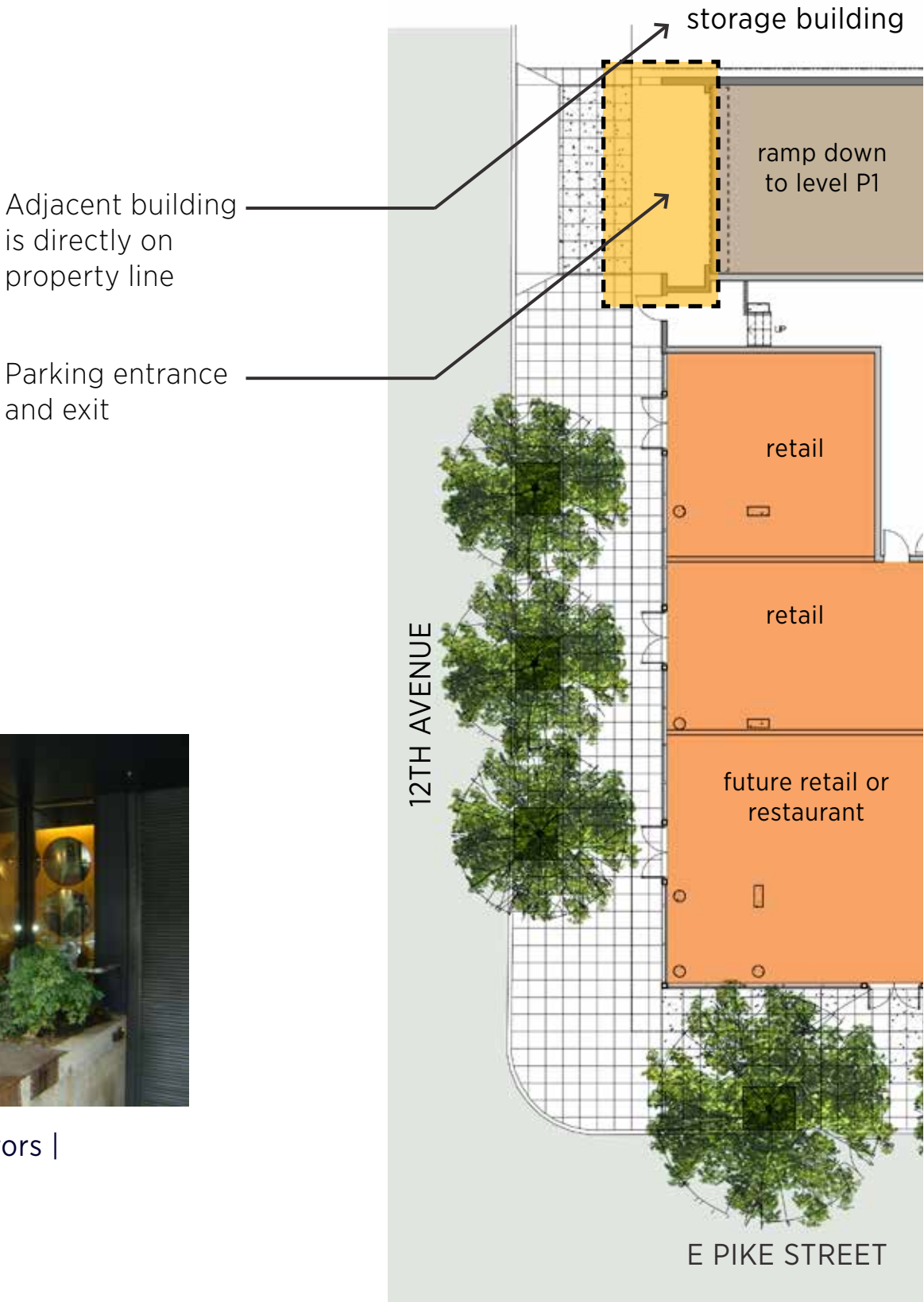
TRACE NORTH | no use of mirrors | no apparent site triangle



SEATTLE POLICE DEPARTMENT EAST PRECINCT | use of mirrors



1111 E PIKE | use of mirrors | no site triangle





2. RESIDENTIAL ENTRY

*In all neighborhood commercial and C1 zones, residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing facade in the following circumstances or locations: in a pedestrian-designated zone, facing a designated principal pedestrian street. (SMC 23.47A.005)*

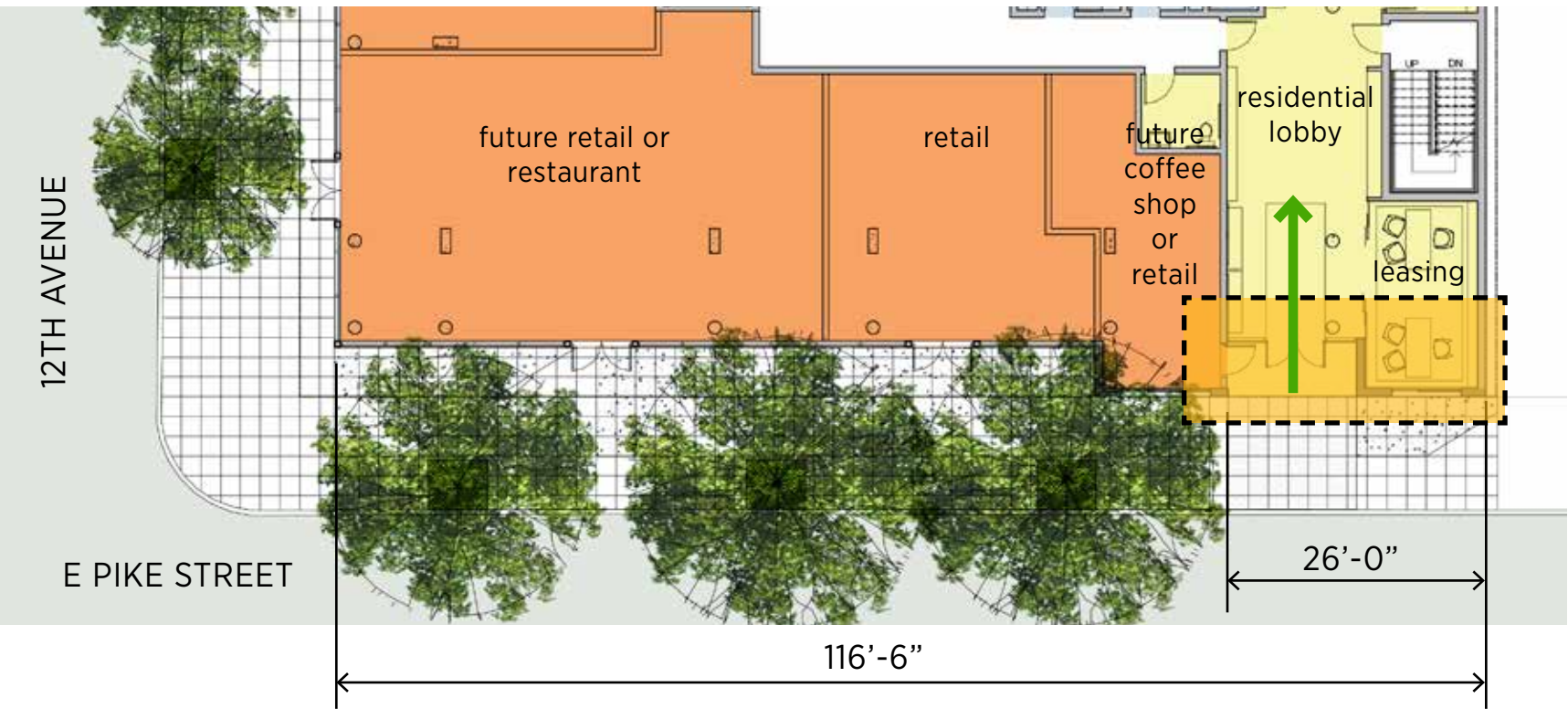
Our proposed residential entry is located on E Pike Street. The width of the building along E Pike Street is approximately 116'-6", which would allow for 23'-0" of residential use at 20%. Our current residential entry is 26'-0" in width, which is approximately 22%.

The proposed massing is anchored to the ground at the residential entry and increasing the residential use by 2% helps to strengthen the massing and create a more significant entry. There will be a high level of transparency at the ground level in this location with floor to ceiling glazing at the main entry and large window openings that mimic the fenestration above. The 2% increase will also allow for the leasing office to be located adjacent to the main entry doors, which provides the required security and site lines for those entering the building.

In keeping with Design Guideline D-12, the increased width provides for a visually interesting street front that enhances the character of the streetscape and provides a gracious transition.

The retail space adjacent to the lobby also helps anchor the massing of the building and the goal is that any future retail, such as a coffee shop, will have a connection to the lobby creating additional interaction.

Design Guidelines: A-1, A-2, A-4, B-1, B-2, C-4, D-2, D-12



- 116'-6" X 20% = 23'-0" = Allowed Residential use
- 116'-0" X 22% = 26'-0" = **Proposed Residential Use**





3. PARKING ENTRY

*In all neighborhood commercial and C1 zones, residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing facade in the following circumstances or locations: in a pedestrian-designated zone, facing a designated principal pedestrian street. (SMC 23.47A.005)*

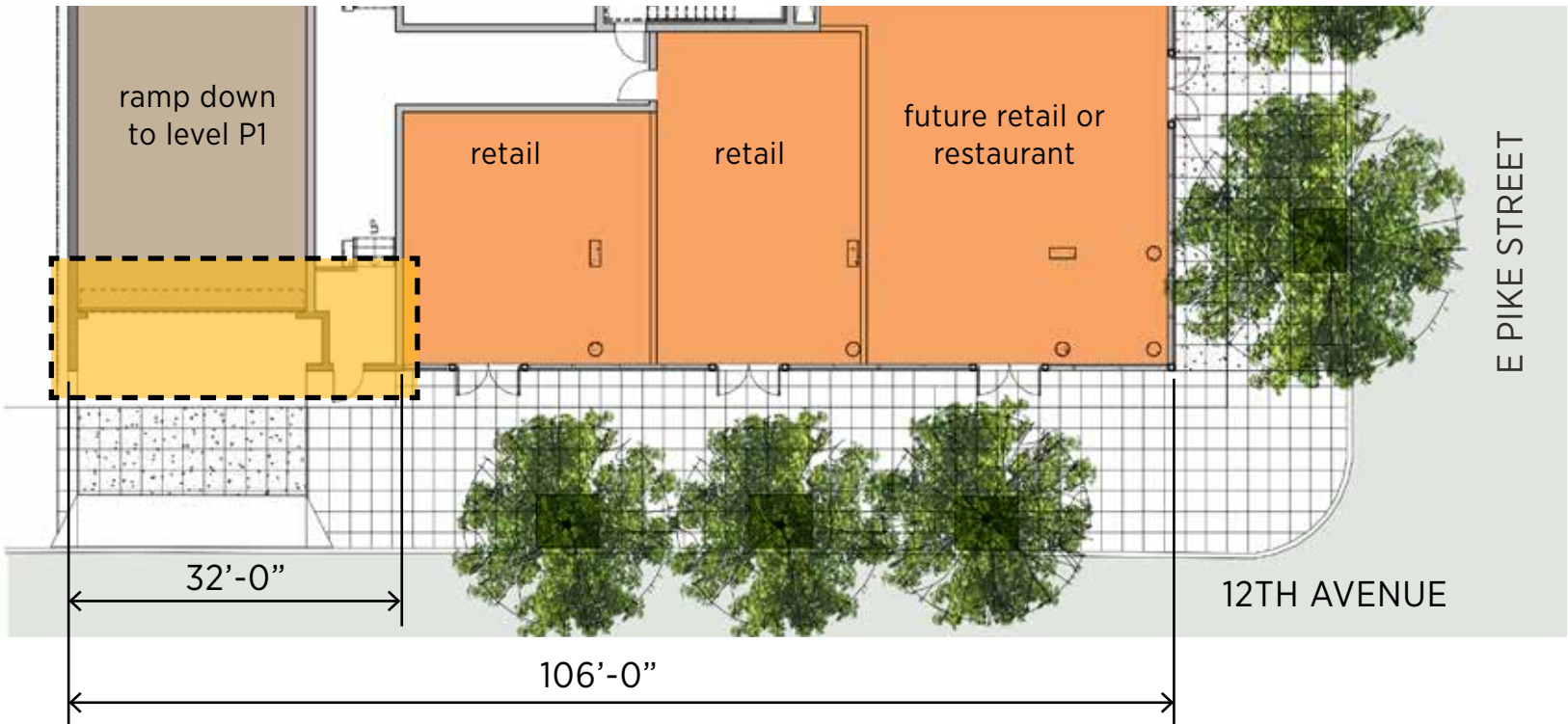
Our proposed parking entry is located on 12th Avenue. The width of the building along E Pike Street is approximately 106'-0", which would allow for 21'-2" of residential use at 20%. Our current parking entry and required egress are 32'-0" in width, which is approximately 30%.

There are only 38 parking stalls below grade, which are designated for resident use and future resident parking. Therefore the parking entry is considered residential use. There is no alley access for this site and in order to meet the required driveway size requirements, the parking entry cannot be reduced in width any further.

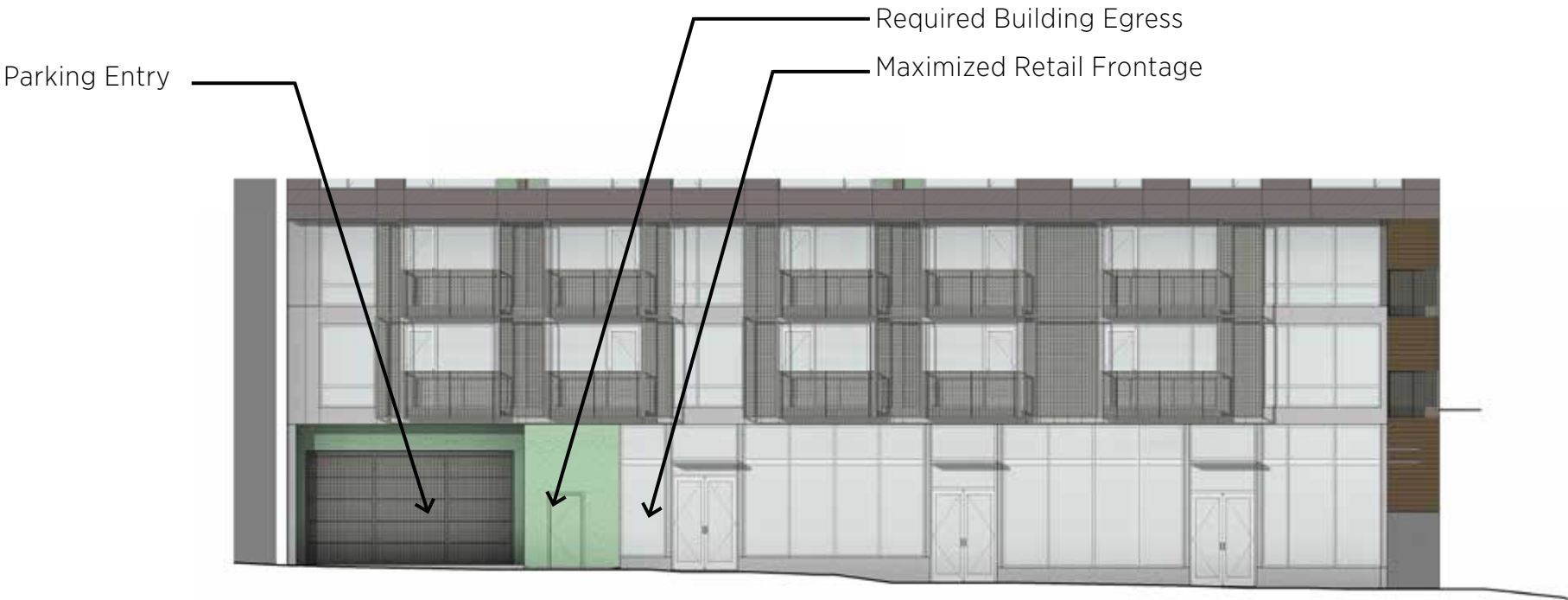
As noted in the site triangle departure, we feel the current parking entry location is the most appropriate location for this site. We have also re-located the retail trash to the parking level, which helped to reduce the blank wall along 12th Avenue and have provided as much retail frontage as possible.

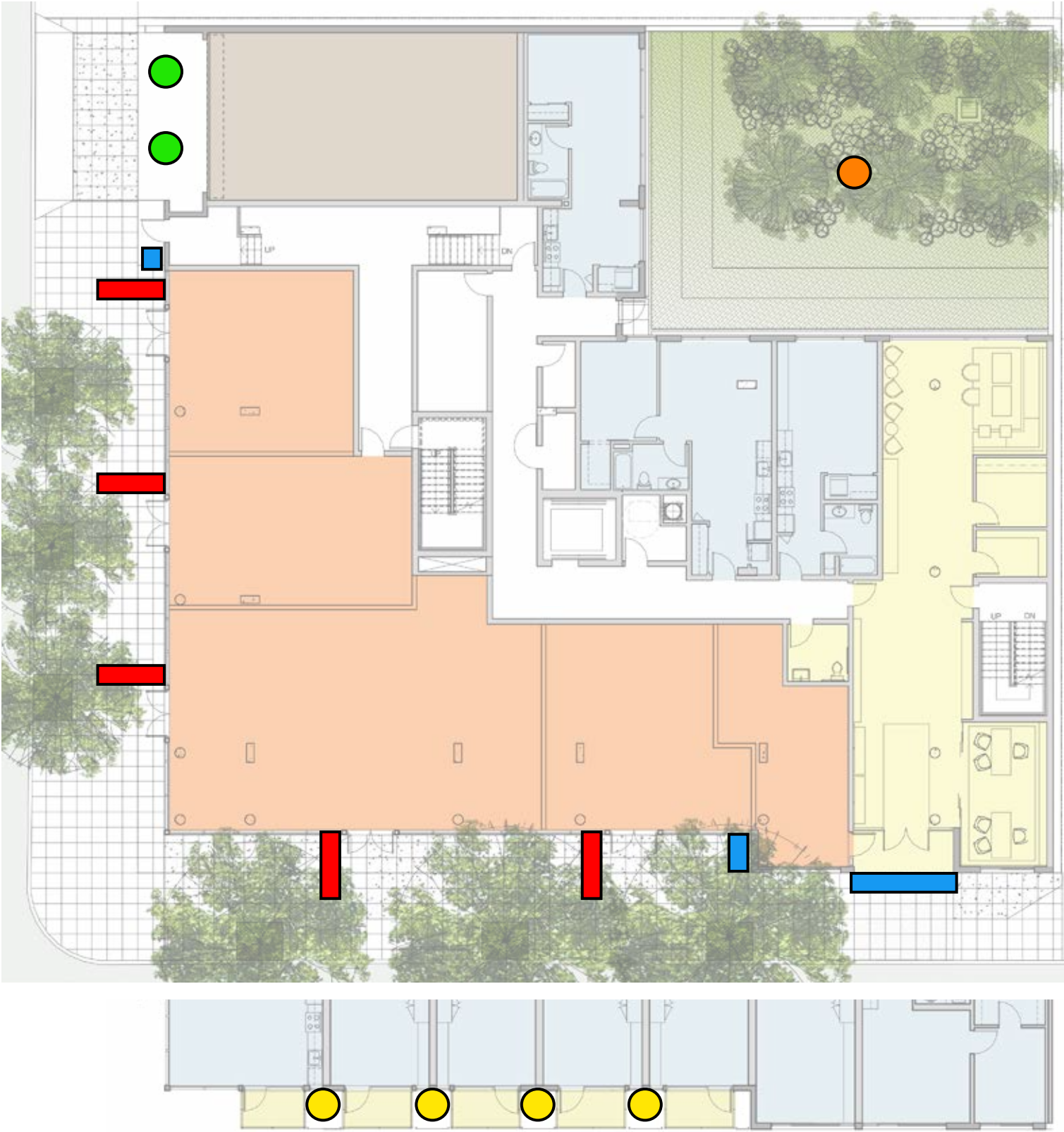
In keeping with Design Guideline A-8, by opting for other safety devices, the width of the site triangle is avoided and the parking entry's impact on the facade is minimized.

Design Guidelines: A-1, A-2, A-4, A-8, A-10, B-1, B-2, D-2



- 106'-0" X 20% = 21'-2" = Allowed Residential use
- 106'-0" X 30% = 32'-0" = Proposed Residential Use





LEVEL 1

LEVEL 2-3



Custom Building Signage



Blade | Custom Signs by Tenant



Blade | Custom Signs by Tenant

SIGNAGE



Surface Mounted Wall Wash



String Lights | Up Lighting - Courtyard



Surface Mounted | Recessed Can Lights

LIGHTING



4. RETAIL | LOBBY CONNECTION

Nonresidential uses shall have a floor-to-floor height of at least 13 feet. (SMC 23.47A.008)

The future retail tenants for this project are not currently known but the main goal of the retail design is to provide for a flexible retail space that can be easily divided into micro retail spaces.

There is a strong potential that the retail space directly adjacent to the residential lobby will become a coffee shop. The desire is that the coffee shop would have direct access to the lobby, creating more interaction between the two spaces and an additional amenity for the tenants of the building.

Due to the steep slope along E Pike Street, the residential lobby is located at the highest elevation on the site. Connecting the adjacent retail space would require the floor level to be raised to the same level as the residential entry, which would only allow for approximately 11'-0" floor-to-floor.

In keeping with Design Guidelines C-3 and D-12, locating micro retail at the same level as the residential level will help to promote a more engaging residential entry that enlivens the streetscape with additional activity.

Design Guidelines: A-1, A-2, A-4, C-2, C-3, D-12

