

DEPARTURE #1

REQUEST #1:

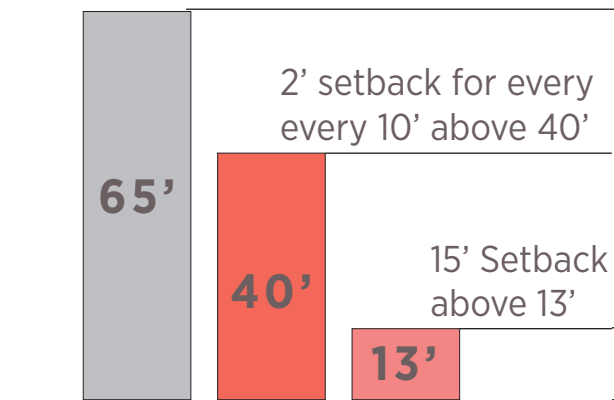
We propose a portion of the structure approximately 170' in length to encroach up to 6' into the required setback for the portion of the building above 40' in height.

RATIONALE:

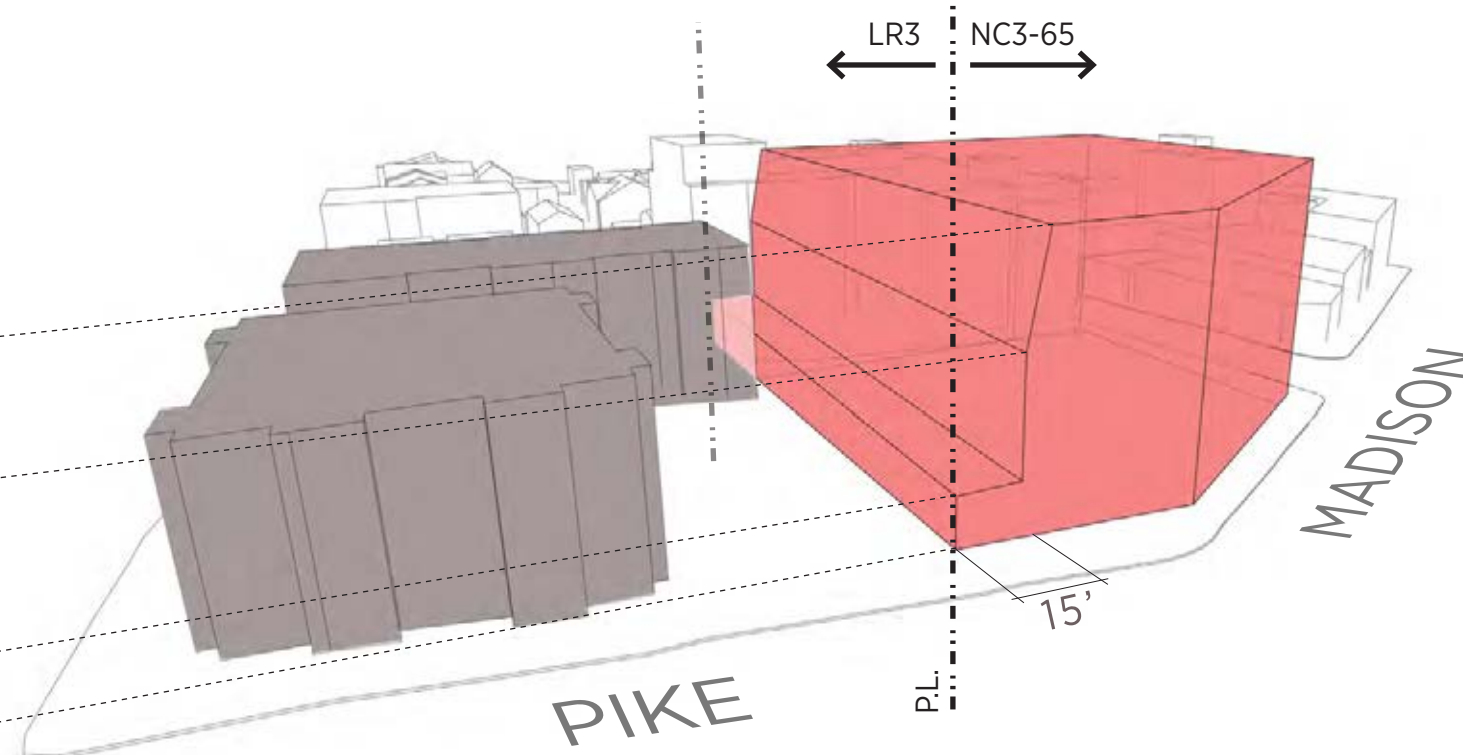
The building proposal includes setbacks at the ground level in the NC3 zone where no setbacks are required. It also includes almost 20 feet of setback at the north end of the property where only 15 feet is required, serving as a generous buffer between the NC3 and LR3 zones, allowing for greater privacy and open space between buildings.

In order to offset the loss of square footage at the ground level, we request a departure at the uppermost two levels. This departure allows for an architecturally consistent form of the proposed massing, meeting the intent of the Design Guidelines DC2 (Architectural Concept) and DC3 (Open Space Concept). Given the grade change with the property to the east, we believe the proposed setback achieves the intent of the side setback requirement (light and air, stepping down to a residential zone).

NC3-65 Max Zoning Height



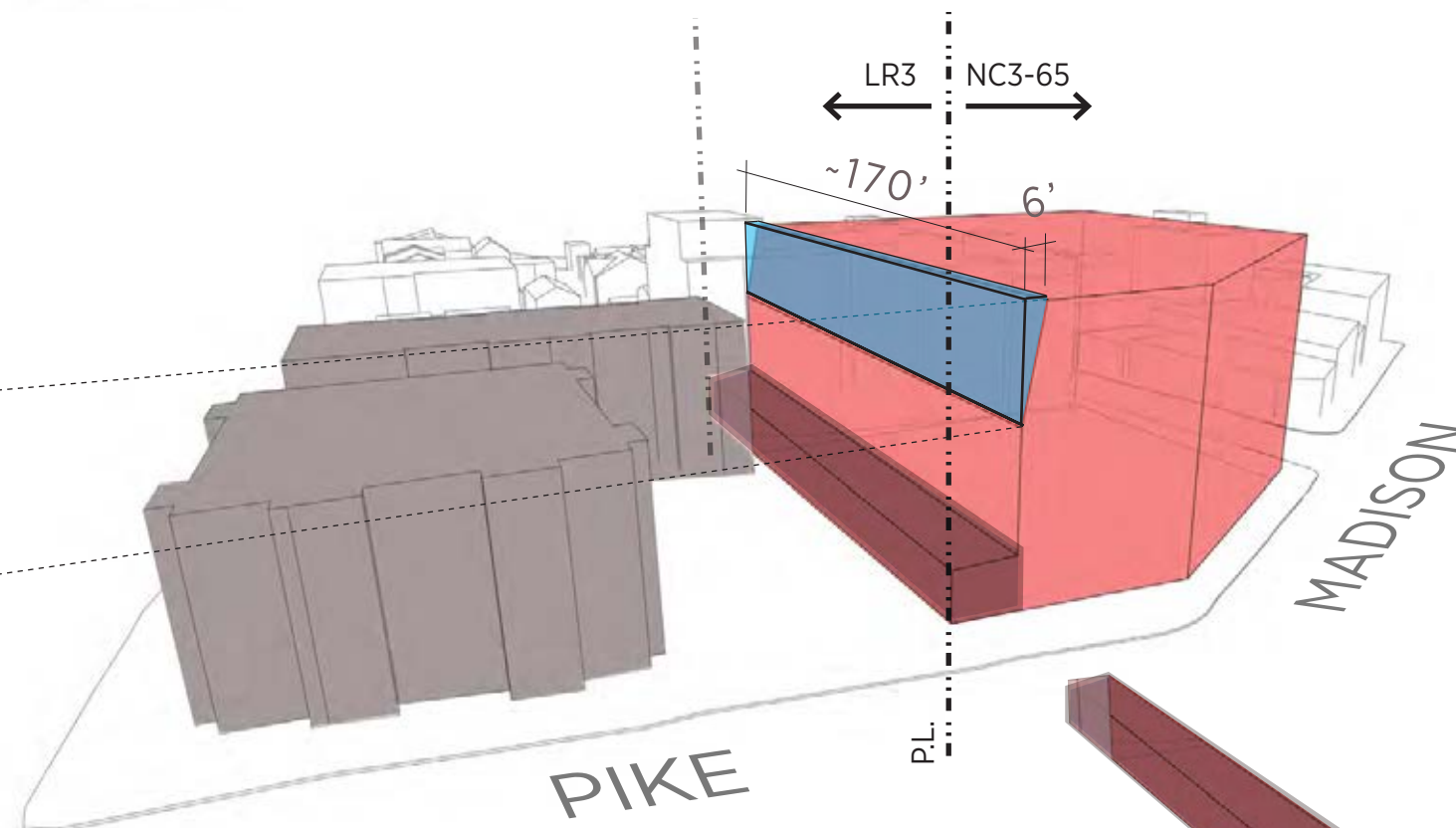
CODE-COMPLIANT BUILDING ENVELOPE



NC3-65 Max Zoning Height

We propose a portion of the structure approx. 170' in length to encroach up to 6' into the required [2' setback for every 10' above 40'] setback.

+ ~12,750 CF



Not utilizing ~33,150 square footage/building into allowed zoning envelope

- ~33,150 CF

DEPARTURE REQUEST #1 DIAGRAM

-33,150
 +12,750

 -20,400 CF difference

DEPARTURES

DEPARTURE #2

REQUEST #2:

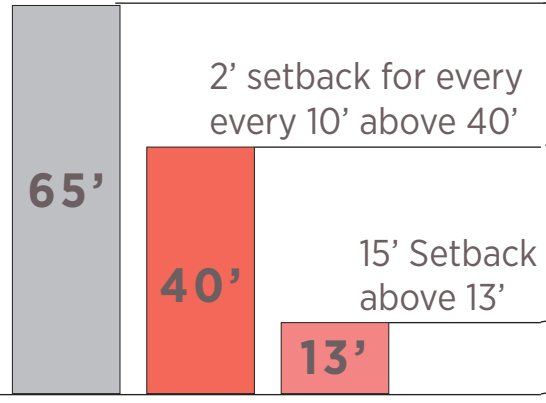
We propose a portion of the structure approximately 10' in length to encroach up to 5' into the required setback for the rear egress stair tower for the portion of the building above 13' in height.

RATIONALE:

The building proposal includes setbacks at the ground level in the NC3 zone where no setbacks are required. It also includes almost 20 feet of setback at the north end of the property where only 15 feet is required, serving as a generous buffer between the NC3 and LR3 zones, allowing for greater privacy and open space between buildings.

In order to meet the intent of Design Guidelines CS2 (Urban Pattern & Form) and DC2 (Architectural Concept) as well as create an efficient building plan (corridor alignments and circulation) we request a departure to allow the egress stair tower to encroach into the setback. This encroachment allows us to respect and increase the visual privacy of the adjacent residents of the Qualman Apartments (our neighbor to the east). Special treatment in the of the stair tower will be provided.

NC3-65 Max Zoning Height



CODE-COMPLIANT BUILDING ENVELOPE

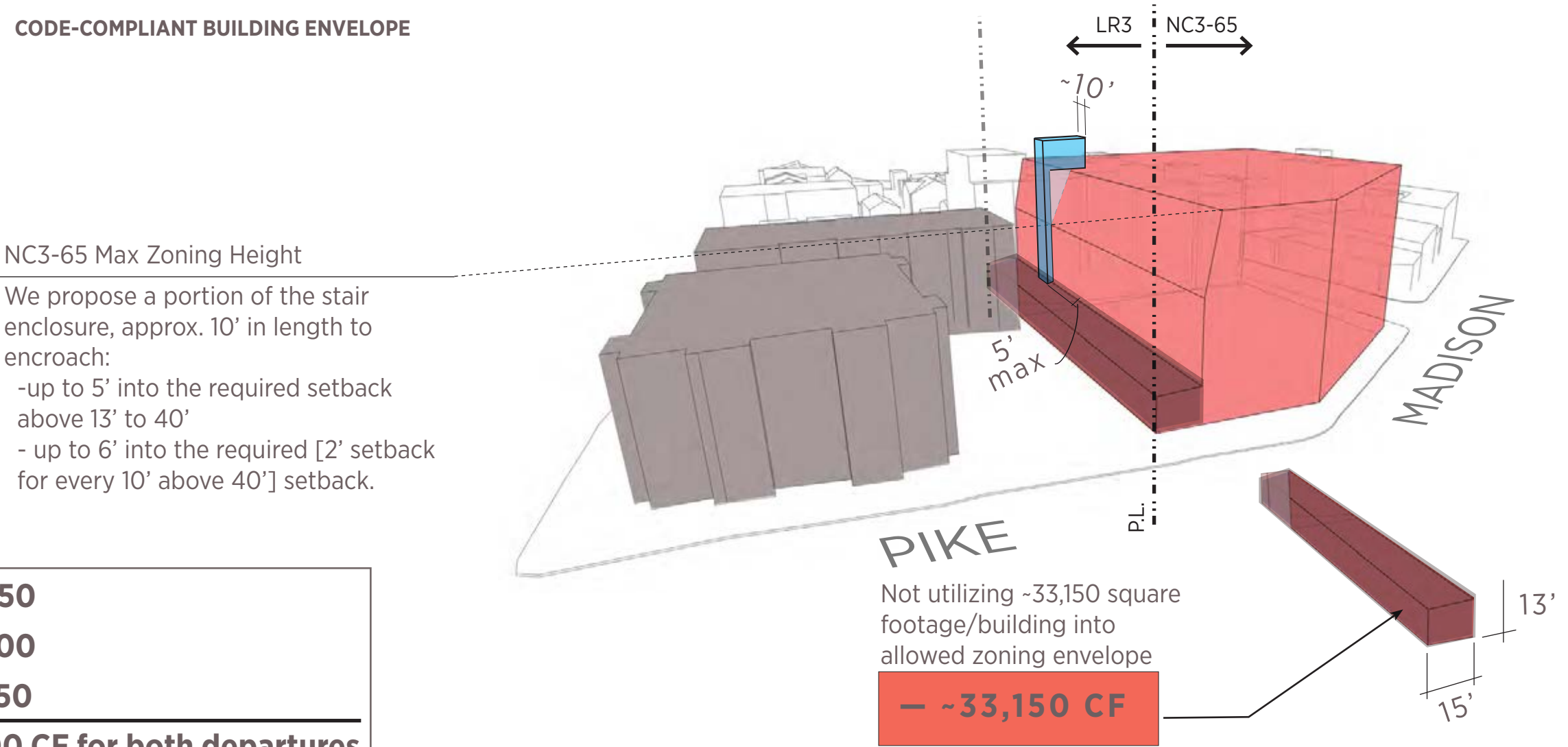
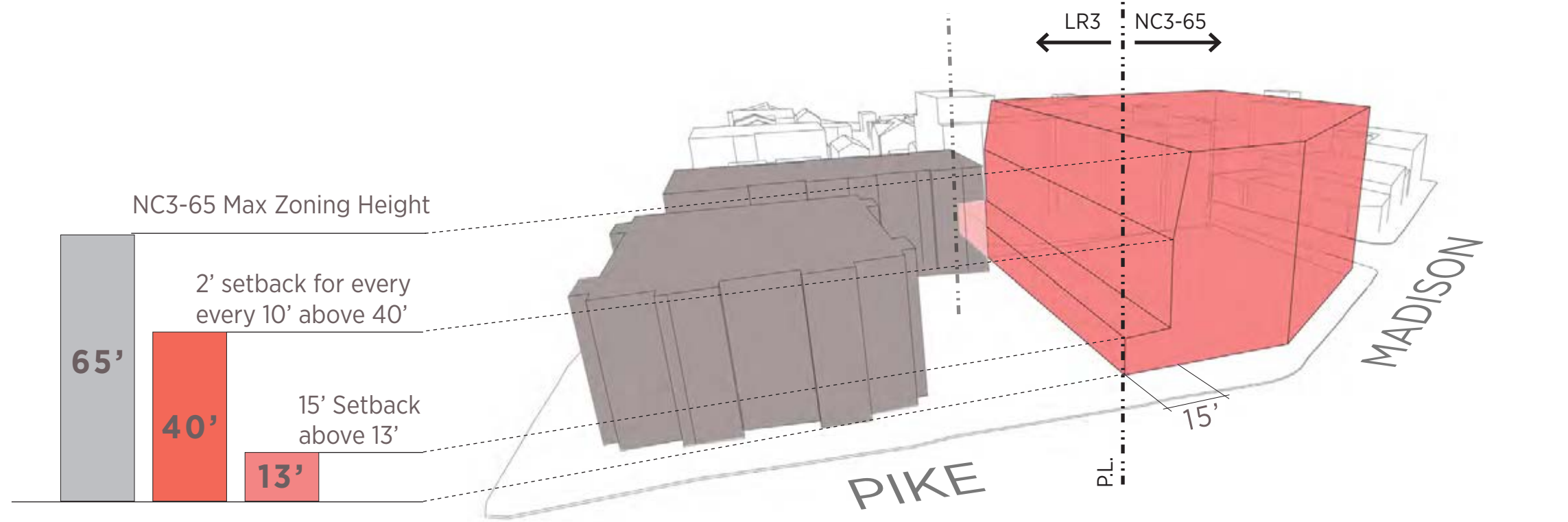
NC3-65 Max Zoning Height

We propose a portion of the stair enclosure, approx. 10' in length to encroach:
 - up to 5' into the required setback above 13' to 40'
 - up to 6' into the required [2' setback for every 10' above 40'] setback.

+ ~2,900 CF

-33,150
+2,900
-30,250 CF difference

-33,150
+2,900
+12,750
-17,500 CF for both departures



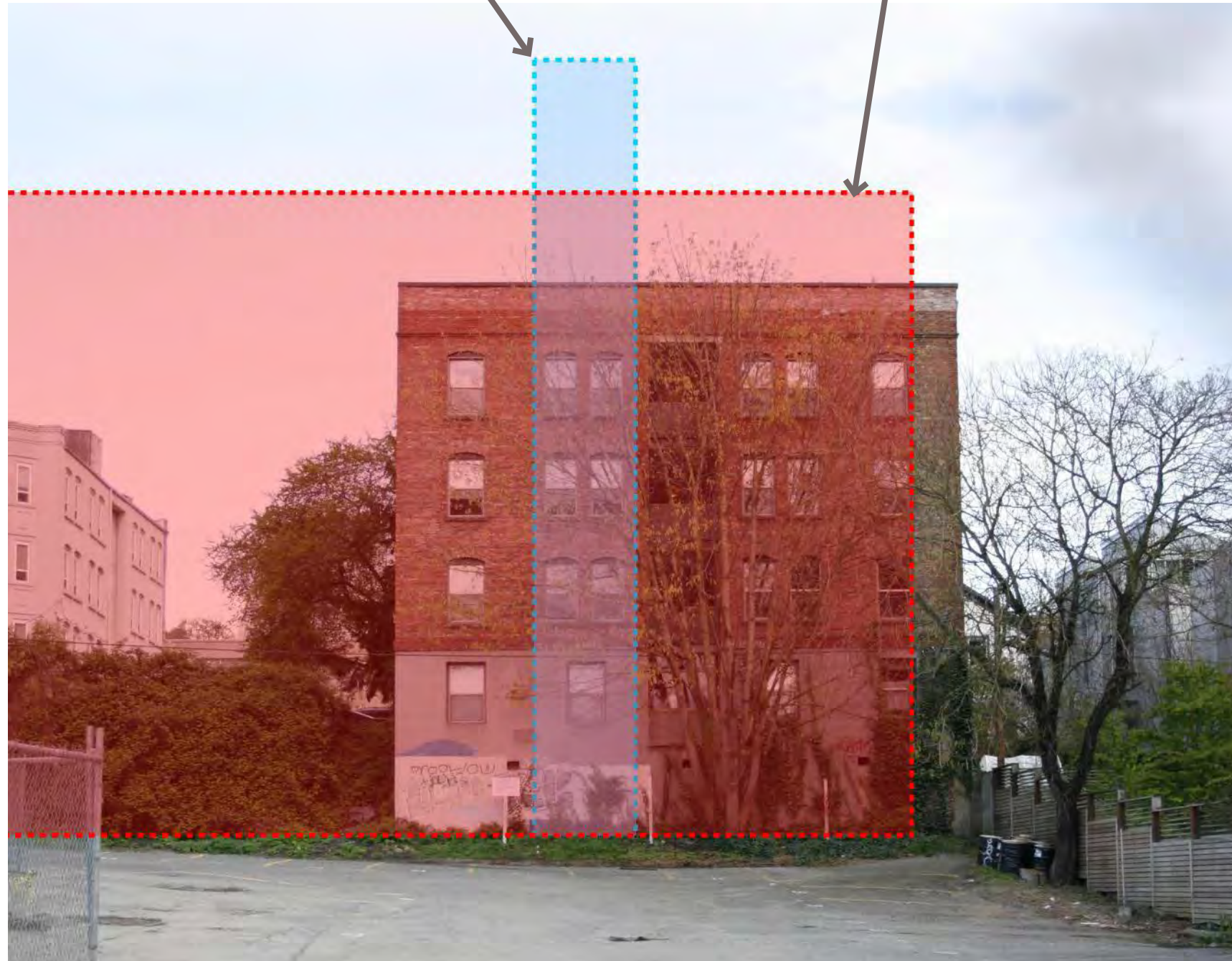
Not utilizing ~33,150 square footage/building into allowed zoning envelope

- ~33,150 CF

DEPARTURE #2
BUILDING ENVELOPE
DIAGRAM

Stair Tower (with departure #2)
-Allows for greater privacy
between both neighbors.
-Allows for more light to reach
Qualman apartments and
neighbors to SE.

Building Envelope



SQUARE FOOTAGE OFFSET

By not building into the code allowed building envelope adjacent to the LR3 zone (15 feet wide, 13 feet high allowed), we are creating a better, more unified building massing while also being a good neighbor, giving open space back to the neighborhood and respecting our residentially zoned neighbor.

This results in approximately 33,150 SF that we are not using; however, we request two departures to offset the loss, as shown to the left. Even with two departures, we are still leaving ~17,500 SF unused to allow for a better, more unified massing.

DEPARTURE REQUEST #2 DIAGRAM

CODE-COMPLIANT
BUILDING ENVELOPE
DIAGRAM



DEPARTURE REQUEST: CURB CUT @ EAST OLIVE STREET

23.54.030

Replacement of unused curb cut. when a curb cut is no longer needed to provide access to a lot, the curb and any planting strip must be replaced.

Request:

We propose to only reduce the width of the curb cut to allow trash to be easily and safely collected and the curb side. SPU in their review, has required a curb cut to remain for the purpose of trash vehicle access. We need a design departure to comply with SPU requirements. Partially replacing the curb cut will allow for safer pick up and increase the availability of street parking.

DESIGN GUIDELINES

A-2 STREET SCAPE COMPATIBILITY

Narrowing the curb cut will allow us to partially replant the planting strip and provide safer curb side parking thereby improving the right of way and improving SPU's ability to collect refuse. Removing the curb cut completely will require the installation of a concrete slab to hold dumpsters at the curb side, eliminating parking and will make replanting the planting strip impossible.

A-6 TRANSITION BETWEEN RESIDENCE AND STREET

Reducing the size of the curb cut provides for easier trash removal processes. Removing the curb cut completely will cause trash collection to block pedestrian and vehicle traffic causing congestion along East Olive Street.

D-6 SCREENING DUMPSTERS AND ENTRANCES

Reducing the size of the curb cut will mean dumpsters spend less time on the street and will eliminate dumpsters being left on the curb (if the roll off & cannot be lifted back on the curb.). Removing the curb cut completely will increase the time it takes to pick up refuse and increase the time dumpsters remain on the street.

E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/ OR SITE

Reducing the size of the curb cut will improve the right of way and allow for replanting of the planting strip and provide parking. Removing the curb cut completely will make replanting the planting strip impossible due to the enlarged concrete pad.

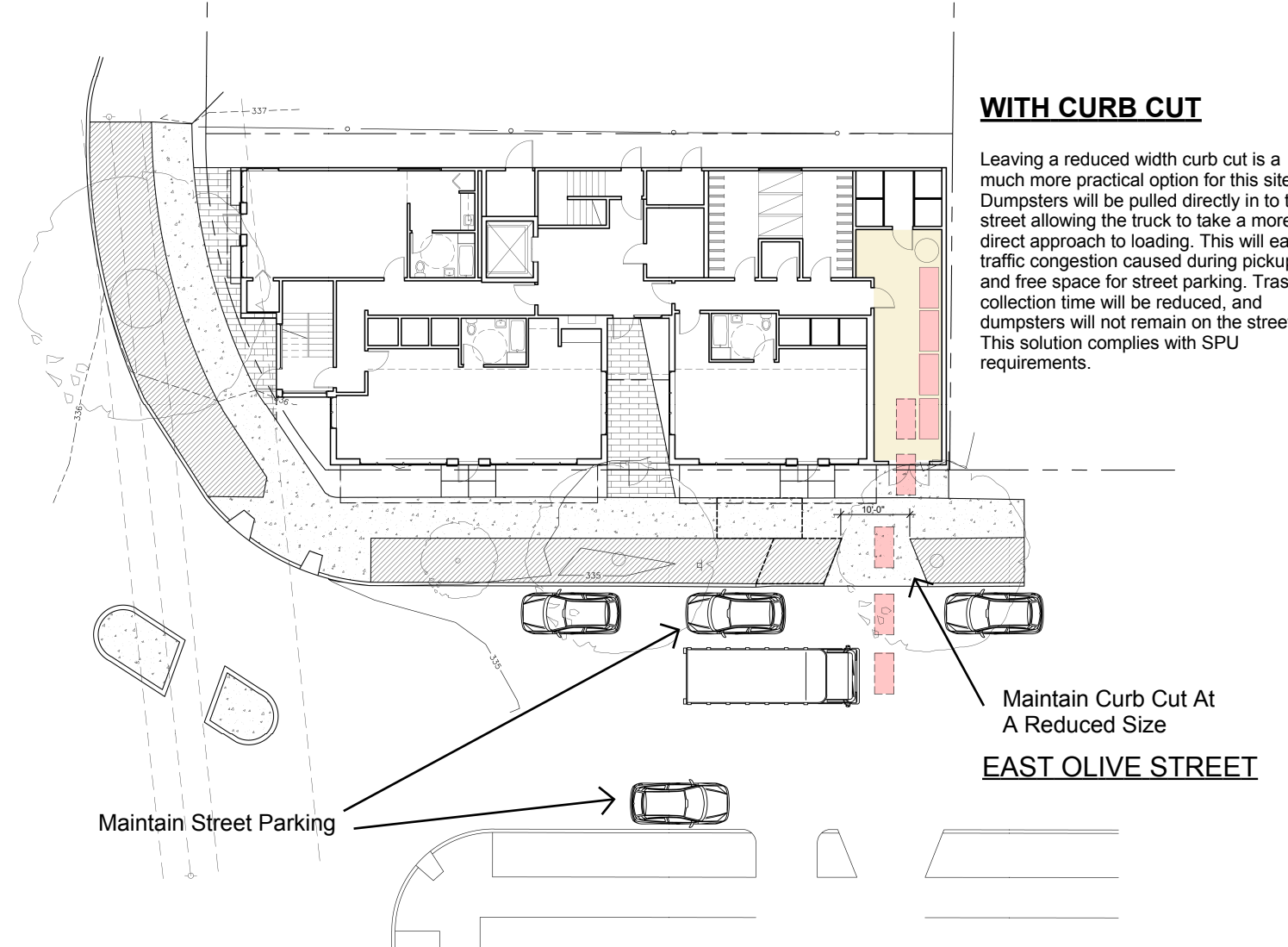
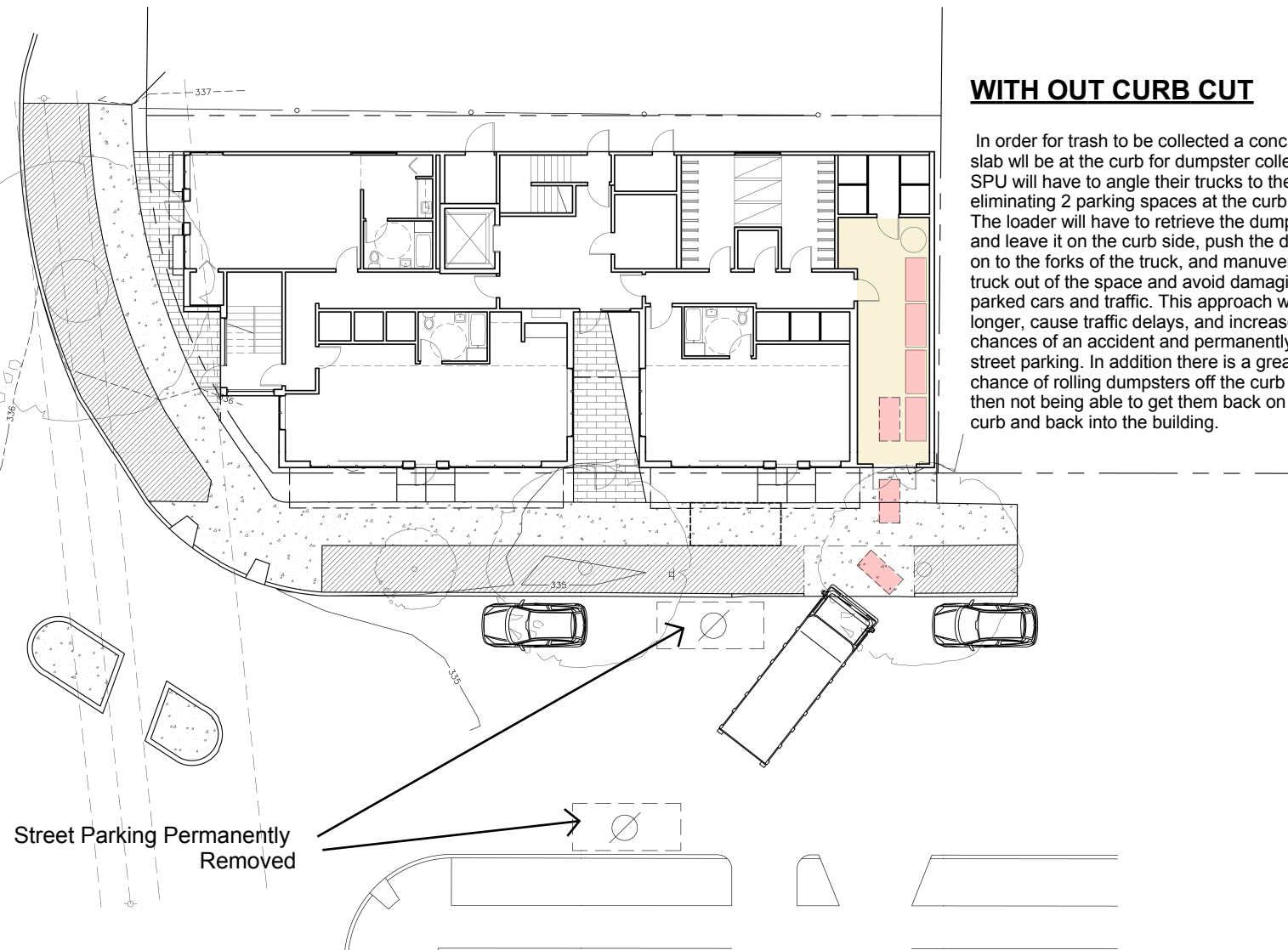
TRASH COLLECTION COMPARISON

WITH OUT CURB CUT

In order for trash to be collected a concrete slab will be at the curb for dumpster collection. SPU will have to angle their trucks to the curb eliminating 2 parking spaces at the curb side. The loader will have to retrieve the dumpster and leave it on the curb side, push the dumpster on to the forks of the truck, and maneuver the truck out of the space and avoid damaging parked cars and traffic. This approach will take longer, cause traffic delays, and increase the chances of an accident and permanently reduce street parking. In addition there is a greater chance of rolling dumpsters off the curb and then not being able to get them back on to the curb and back into the building.

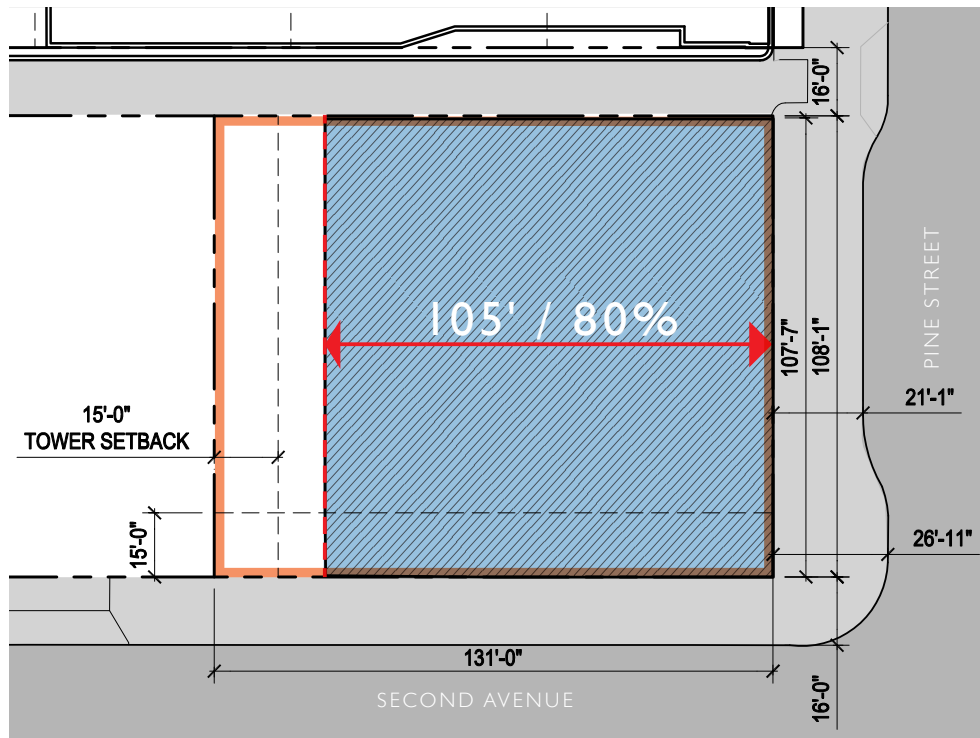
WITH CURB CUT

Leaving a reduced width curb cut is a much more practical option for this site. Dumpsters will be pulled directly in to the street allowing the truck to take a more direct approach to loading. This will ease traffic congestion caused during pickup and free space for street parking. Trash collection time will be reduced, and dumpsters will not remain on the street. This solution complies with SPU requirements.

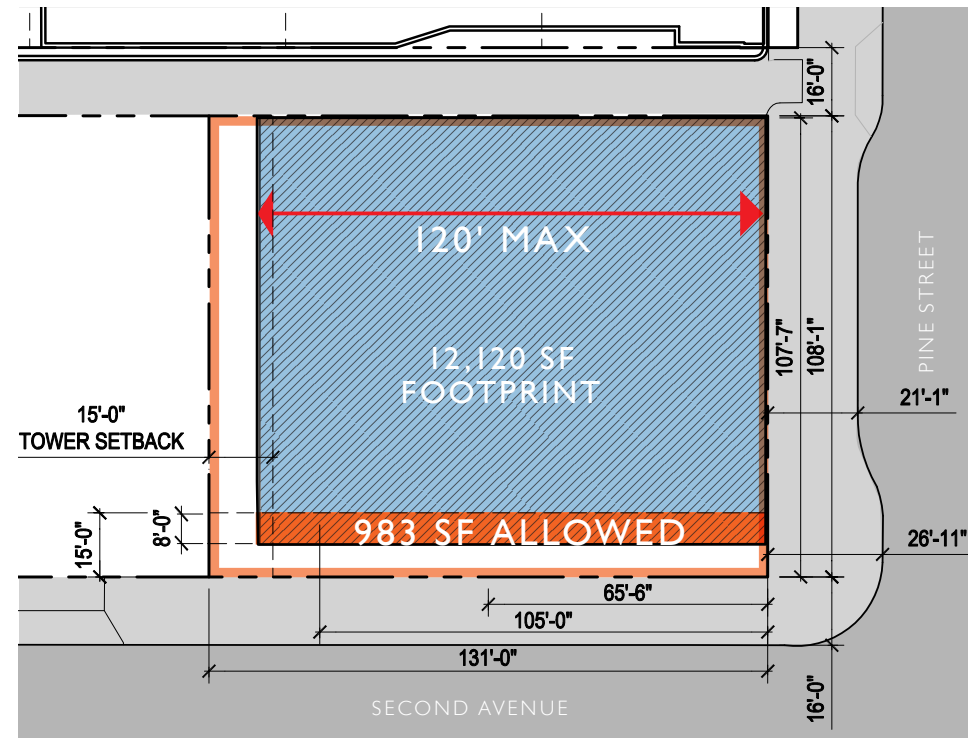


REQUESTED DEPARTURE #1

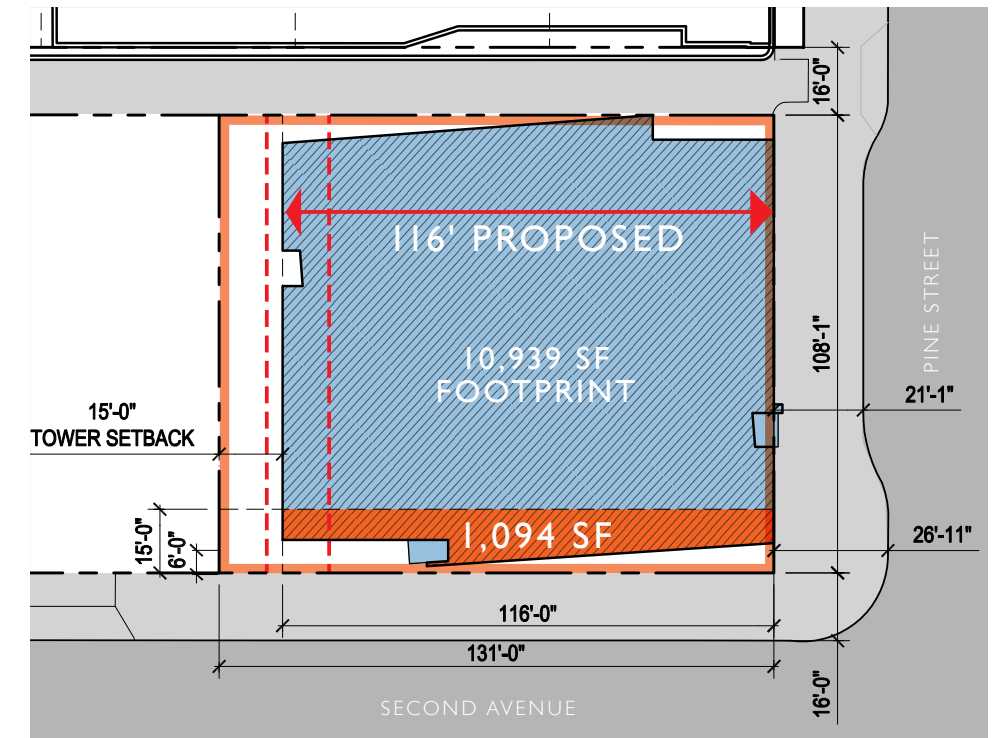
DEVELOPMENT STANDARDS	REQUIREMENT	PROPOSED	DIFFERENCE	CONSIDERATIONS
SMC 23.49.058.D2 MAXIMUM TOWER WIDTH	In DMC zones, the maximum facade width for portions of a building above eighty-five (85) feet along the general north/south axis of a site (parallel to the Avenues) shall be one hundred twenty (120) feet or eighty (80) percent of the width of the lot measured on the Avenue, whichever ever is less. On a lot where the limiting factor is the eighty (80) percent width limit, the facade width is one hundred twenty (120) feet, when at all elevations above a height of eighty-five (85) feet, no more than fifty (50) percent of the area of the lot located within fifteen (15) feet of the street lot line(s) is occupied by the structure	The proposed tower is approximately 116'-0" wide, which equates to 88.5% of the 131'-0" lot width. 1,094 SF of building structure occupies the 15'-0" zone parallel to Second Avenue.	+8.5% lot width = +11'-0" 1094 sf within 15 ft zone = 111 sf (+11%) over the 983 sf allowed	The modulated facade along 2nd Avenue is approximately 116' wide. The massing tapers at the southwest corner and intersection of Second Avenue and Pine Street, slenderizing the southernly facade. The modulation along Second Avenue reflects the grid shift along Second Avenue and creates an interlocking niche with decks that climb the height of the tower to create texture and slender massing within the facade.



CODE COMPLIANT PER SMC 23.49.058.D2.2

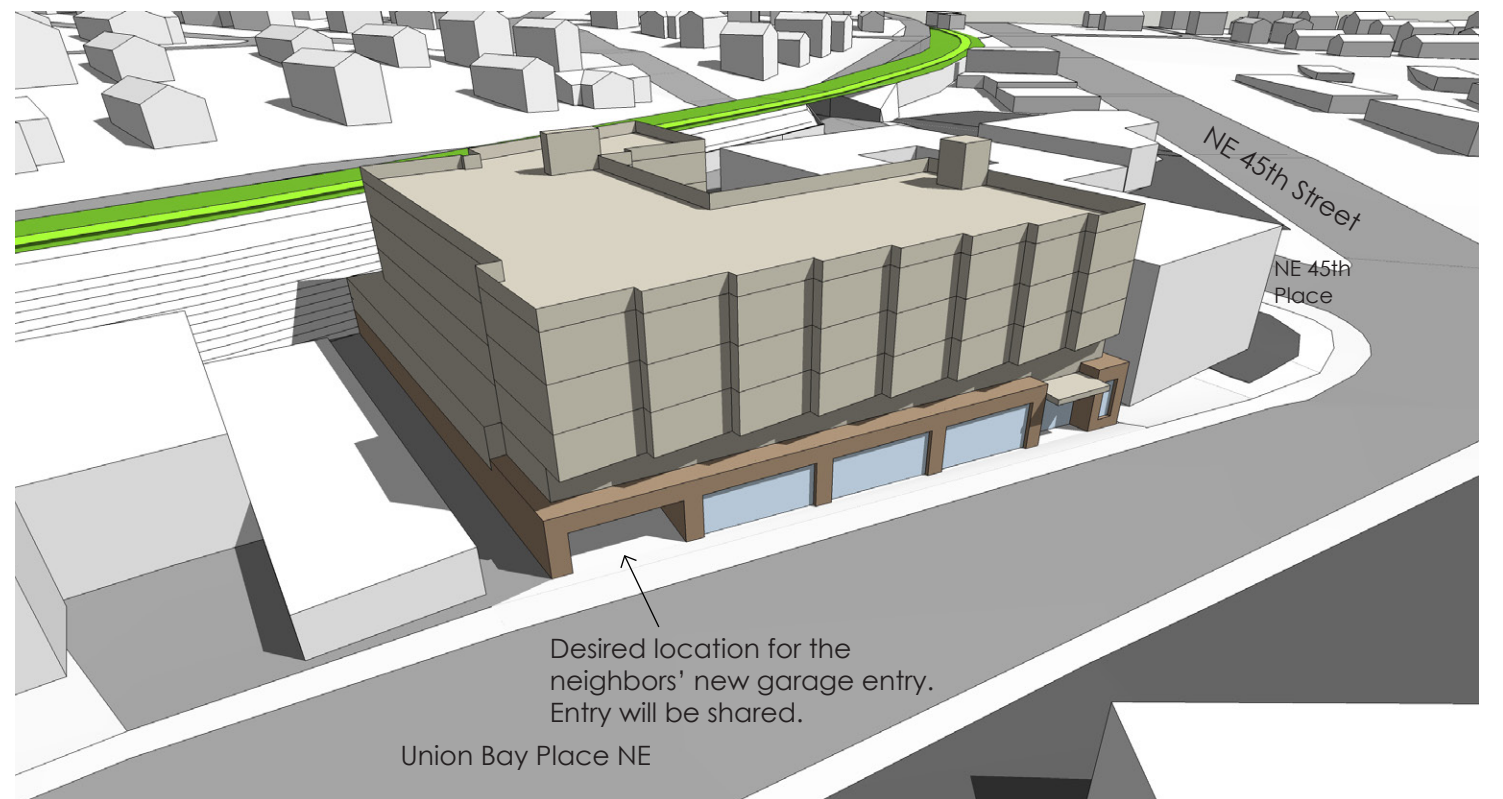
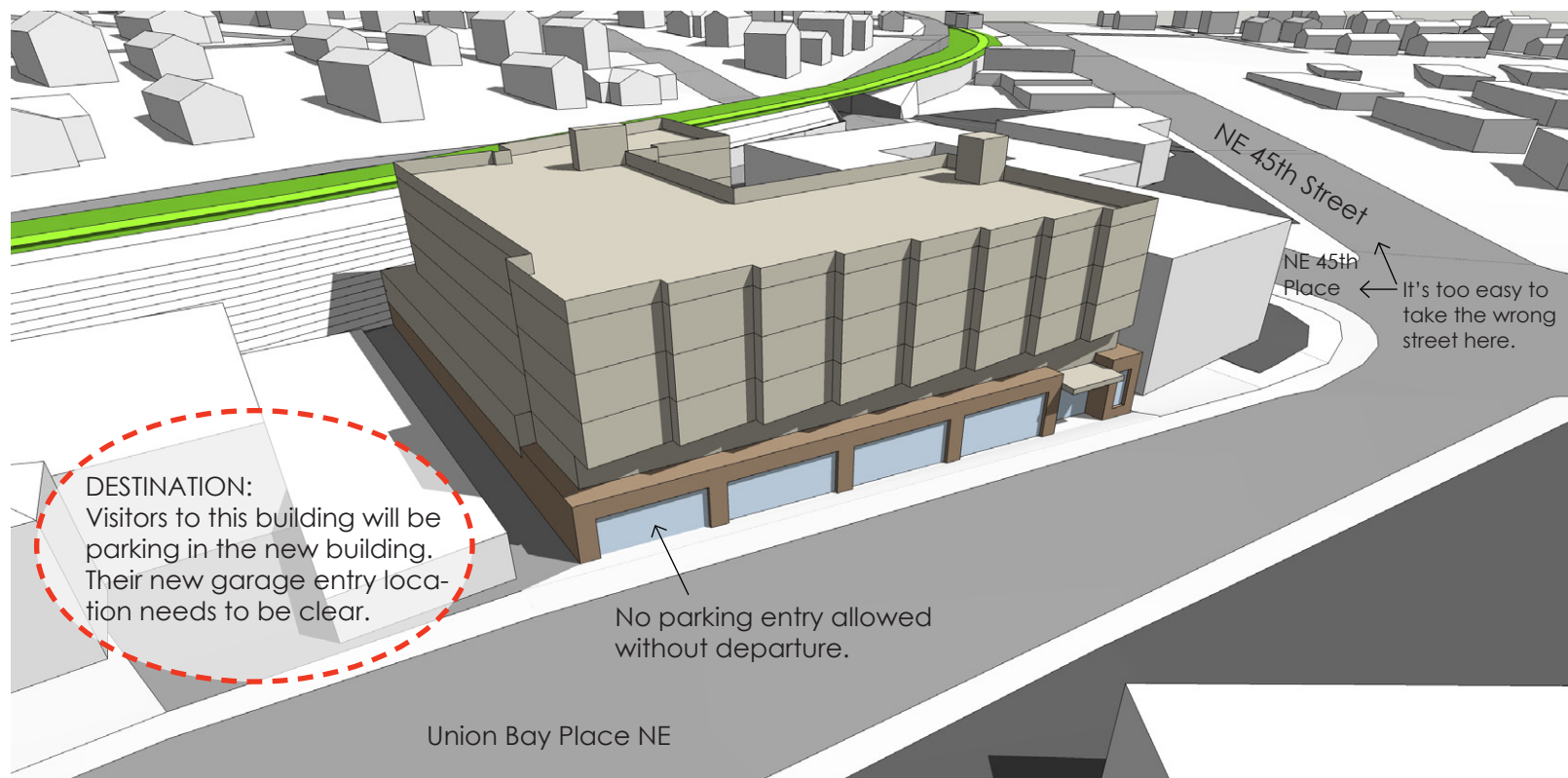


CODE COMPLIANT PER SMC 23.49.058.D2.2 (1)



PROPOSED DEPARTURE

REQUIREMENT	JUSTIFICATION	RELATED DESIGN GUIDELINES
<p>Parking access may be from the street.</p> <p>It is required to be from the alley only if it is at least 16' wide. The project has an exemption from improving the alley.</p> <p>We are requesting to be allowed to have an additional parking access off of the alley.</p>	<p>The project is replacing existing parking for the adjacent medical office building to the North and the Lakeview building to the South.</p> <p>The parking has been divided into two disconnected floors to maximize efficiency in response to the peat settlement ECA. Two separate entries are required for the parking to function. Furthermore this cuts in half the amount of traffic and pedestrian conflicts on the streetside.</p> <p>Maintaining the access off of the street is critical for the project goals. It would be very confusing to existing and new visitors to the medical offices if the parking access was moved to an alley that is down the street, through the large busy intersection onto NE 45th Pl, not to be confused with NE 45th St which merges at the same intersection and has almost the same name, then go down the alley, which can also easily be confused with the adjacent street, to get to the parking garage. Instead the design team would prefer to keep the parking access where it currently is adjacent to the building which it will be serving. In this way the building configuration helps to solve the wayfinding problem and improve the visitor's experience. There are currently complaints from the community that visitors park up by the single family homes. Locating the garage entry off of Union Bay Place is an important measure to mitigate this problem.</p> <p>Locating the garage access off of Union Bay Place on the Western side of the site while the lobby is to the East will minimize pedestrian conflicts and maintain a contiguous commercial space in between.</p>	<p>PL2.D1 - Design as Wayfinding <i>"Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed."</i></p> <p>DC1.B1 - Vehicular Access and Design <i>"Choose locations for vehicular access that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by employing a multi-sensory approach to areas of potential vehicle-pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices."</i></p>



1_SMC 23.014.C - GENERAL FAÇADE REQUIREMENTS

SMC DEVELOPMENT STANDARDS

ALL FAÇADES 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 FAÇADES 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.



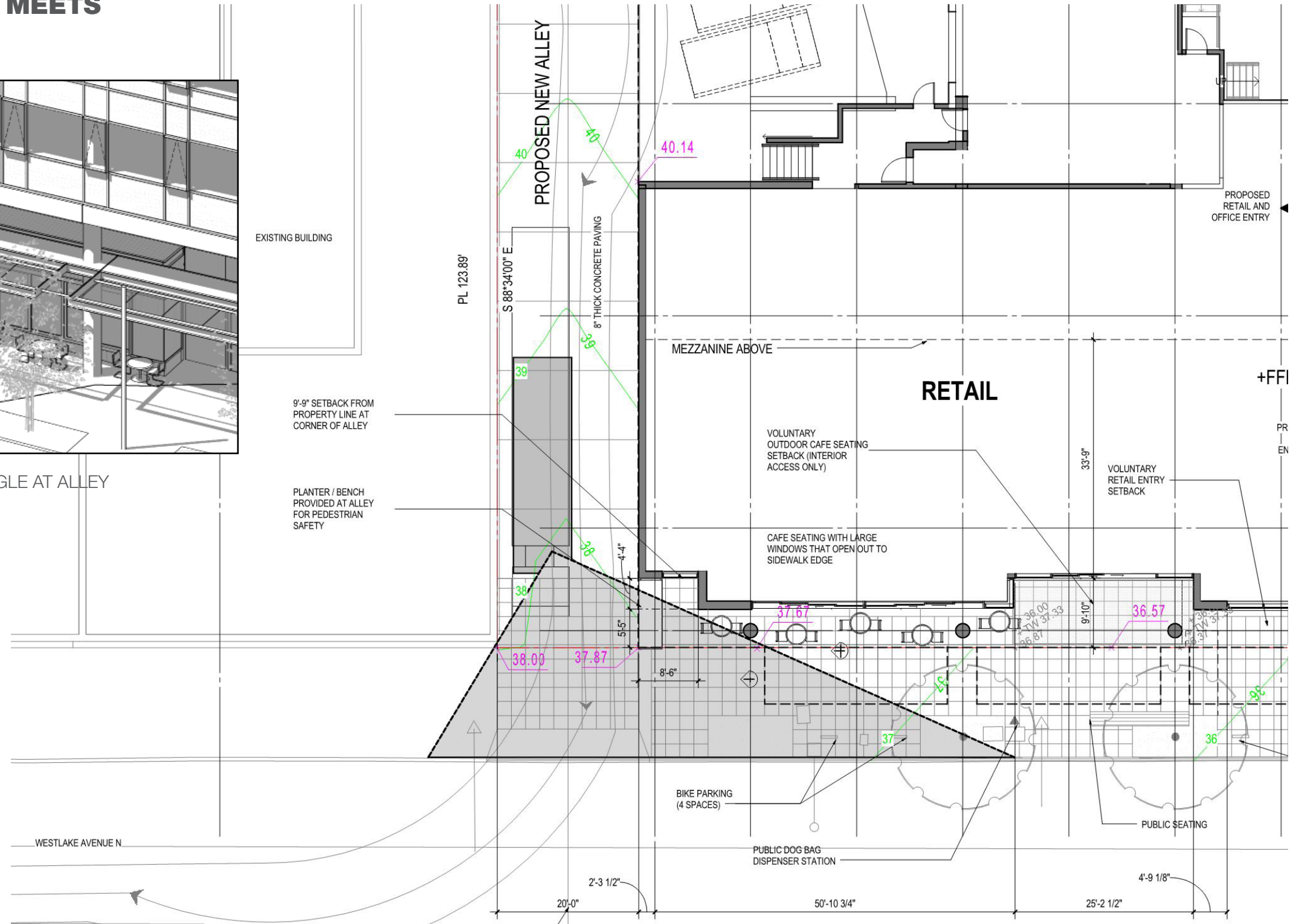
1. WESTLAKE AVENUE PERSPECTIVE SHOWING STREET ACTIVITY, PEDESTRIAN CONNECTIONS AND OPEN SPACE

1_SMC 23.014.C - GENERAL FAÇADE REQUIREMENTS

HOW THE CODE DEPARTURE BETTER MEETS DESIGN GUIDELINES

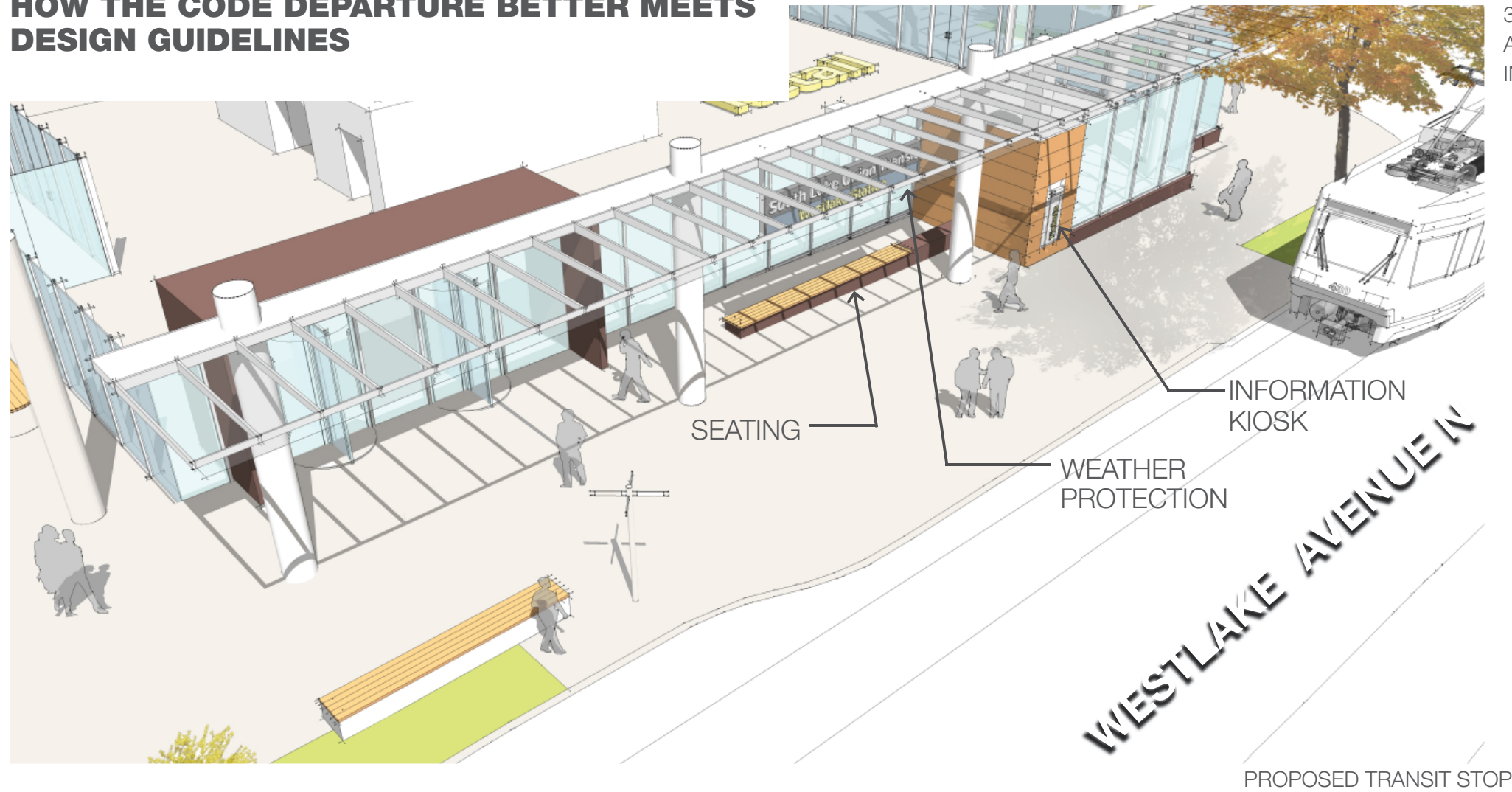


2. SETBACK AT WESTLAKE AVENUE RETAIL TO OPEN VIEW ANGLE AT ALLEY



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



EXISTING TRANSIT STOP

