City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
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CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3004054

Applicant Name: Scot Carr, Weinstein A|U,
for the Seattle Cancer Care Alliance

Address of Proposal: 1216 John St

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow a 5-story structure containing 80 residential units and 2,831 sq. ft. of retail space at ground level. Parking for 40 vehicles to be provided below grade, accessed from the alley.

The following approvals are required:

SEPA – Environmental Determination – SMC Chapter 25.05
Design Review – SMC Chapter 23.41, involving a requested design departure from Land Use Code development standards: 23.48.012 B, upper level setbacks.

SEPA DETERMINATIONS: [ ] Exempt [X] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions [1]

[ ] DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

[1] Early DNS published May 2, 2007.

BACKGROUND DATA

Project Description

The applicant proposes a five-story apartment building to provide temporary housing for patients, their families and caregivers. Parking is proposed beneath the structure, to be accessed from the alley.

Site and Vicinity

The site is located in South Lake Union's Cascade neighborhood, at the northwest corner of Pontius Ave N and John St. Both John St and Pontius Ave are nonarterials. The site is also bounded by a 16'-wide alley on the west. The vicinity slopes gradually down to the north (see Figure 1). The property is located in the South Lake Union Urban Center.

The site is zoned Seattle Mixed/Residential with a base height limit of 55' or 75', depending on the quantity of residential floor area provided (SM/R 55/75, see Figure 2). Properties to the west and north of the site, and to the east across Pontius are also zoned SM/R 55/75. Across John St to the south is zoned Seattle Mixed with a 125' height limit (SM 125). Further to the east is zoned Seattle Mixed with a 75' base height limit (SM 75). Further to the west is zoned Industrial Commercial with an 85' base height limit (IC 85).

Development in the vicinity reflects its zoning, though most does not approach full zoning potential, suggesting that the area could experience substantial future redevelopment. This is borne out by the recent development of several nearby sites, including large mixed use projects such as Alley 24, located across Pontius to the east, and Alcyone, located further to the northwest. Immediately to the north is a 2-3 story apartment building. To the west across the alley is a surface parking lot. To the northwest is a childcare center affiliated with the Seattle Times – its sunken play space adjoins the alley. To the southwest across the intersection are the Brewster Apartments. A garage and service yard for Greyhound Bus Lines is located to the south and southeast across John St. To the south of John, Pontius Ave N is currently offset about 140' to the

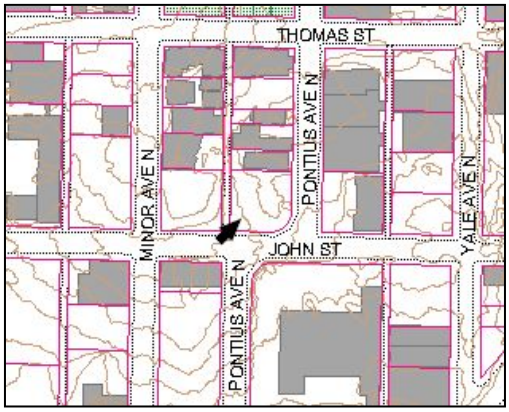

Figure 1. Local topography

Figure 2. Vicinity Zoning

Figure 3. Aerial View

west, so that it aligns with the site's southwest corner. The applicant indicates that future construction of a Seattle City Light substation on the Greyhound site could ultimately result in a realignment of Pontius Avenue and creation of a green space to the south of the site. Cascade Park is located nearby to the north. Interstate 5 is three blocks to the east. The Seattle Cancer Care Alliance is located about ½ mile away to the north.

The site measures 120' by 120', with a round chamfer at its southeast corner, where Pontius Ave N intersects with John St. The site measures approximately 14,050 sq.ft. The site is essentially flat (See Figure 1). No portion of the site is designated as an Environmentally Critical Area on City maps. The site is currently occupied by a paved surface parking lot and a landscape fringe, including three small deciduous trees on the site's east side. Four existing deciduous street trees are located on the south property line, and have not been identified. There are existing curbs and sidewalk, and sufficient width to accommodate full sidewalk improvements.

The site is well served by public transit. Several Metro transit routes pass near the site along Fairview Ave N, Denny Way, Stewart St and Eastlake Ave E.

Public Comment

DPD received written comments from five members of the public. All comments related to the loss of the existing surface parking lot and resulting impacts to parking in the vicinity.

ANALYSIS – DESIGN REVIEW

The project involved an Early Design Guidance meeting on January 3, 2007 and a Recommendations meeting on August 29, 2007. Two permanent Board members and one substitute attended the EDG meeting. One permanent Board member and two substitutes attended the Recommendations meeting. Design review materials are available for public viewing in the project file, located on the 20th floor of Seattle Municipal Tower, 700 5th Avenue, in downtown Seattle.

Early Design Guidance Meeting

The Early Design Guidance meeting took place on January 3, 2007 at Seattle Central Community College. The applicant submitted an early design packet, which provides a site and vicinity analysis that informs this report. The packet is available for public review at the Department of Planning and Development (DPD) Public Resource Center, located on the 20th floor of Seattle Municipal Tower, 700 5th Avenue.

1/3/2007 Architect's Presentation

Scot Carr introduced Cecilia Zapata of the Seattle Cancer Care Alliance and Christopher Lebo, landscape architect. The client, he explained, is a consortium of Fred Hutchinson Cancer Research Center, UW Medicine, and Children's Hospital & Regional Medical Center. The program is to provide approximately 100 apartments as temporary housing for out-of-town

oncology patients and their families. Its goal is to facilitate interaction between patients in a non-institutional way, and to build a high quality, detailed, permanent addition to the neighborhood. Typical resident stays are likely to last 6-8 weeks. The project will likely accommodate about 55 cars. He presented the site and context, referring to many of the details discussed above.

Light access to the site is good, and although land across John St is zoned for 125' heights, views are likely to be available to the south along Pontius Street's alignment shift. From upper levels views are available to the Olympics and the Space Needle.

Mr. Carr characterized Pontius as "quieter and more residential feeling". John is a busier street and a high-visibility entrance to the neighborhood.

He showed four concept alternatives. Each contains a wellness and exercise room, indoor recreational space, and three shared kitchens. They feature common rooms, a library and resource center, a classroom, administrative space, and maintenance and laundry rooms. Street level commercial space adjoins the sidewalks. Color-coded diagrams show the arrangement of uses in each alternative. Access to parking and utility services is from the alley.

Concept A is organized in an "L" shape, with services located on the corner. It holds the street edges and articulates the corner radius. It provides good access to light, but the northeast courtyard is somewhat compromised. Some units face the alley directly.

Concept B is organized as a single-loaded "U". It also provides street level commercial with services located at street level. This design appears to be more "introverted" and several units face directly into the alley.

Concept C resembles a "J" in which the massing defers to the southwest corner. The second-level terrace becomes the centerpoint and the one-story mass becomes the northern terminus of Pontius Street's axis.

Concept D is the applicant's preferred alternative. Its residential levels extend to the site's southwest corner, presenting a more substantial terminus to the southern view-axis. This design's second level is substantially open, an outdoor common area partially covered by the residential levels above, and partially open to the sky via a courtyard facing the alley. In this alternative, common kitchens would occupy the northern bar, overlooking the courtyard. The second level semi-public space is intended to give residents a prospect out over the street and organizes each residence around the common courtyard.

The design team has discussed with Seattle Department of Transportation (SDoT) to extend a curb bulb at the corner and to define a dropoff location on Pontius. A project goal is to achieve a LEED sliver rating through a green roof, integrated planters, and appropriate passive lighting and ventilation.

The applicant identified several priority guidelines that defined the project. The preferred alternative takes advantage of the street grid shift by creating an effective terminus and its view

prospects. It holds the street edge and uses the somewhat unusual radius as a defining element. It improves the pedestrian environment through an activated streetfront program and weather protection above the sidewalk. Parking is located away from sidewalks. Residential open spaces are thoughtfully sited and composed. The primary cladding material is thought to be brick, which provides a thematic connection to SCCA and the Fred Hutchinson campus, as well as some of the older residential buildings and portions of Alley 24. The design will give consideration to the roofscape by organizing the mechanical units compactly and screening them appropriately, and by designing the remainder as green roof.

The landscape architect, Chris Lebo, suggested the project should establish a 6'-wide sidewalk and associated planters, similar to the Alley 24. Future design iterations might include a vertical green screen to complement the building, with columnar tree plantings. Along sidewalks, the goal would be to plant densely with a mixture of low and tall vegetation: a "forest edge".

The preferred design contemplates one departure from Land Use Code development standards: portions of the structure extend into the required alley setback, as documented. The packet includes showing full buildout according to a strict reading of the alley setback limit. As proposed, the design extends 60 cu. ft. into the setback area, while it provides 160,000 cu. ft. of "void" adjacent to the alley. The rationale for departure is that the proposed design provides better light and air and an overall better design than would otherwise be prescribed. Shadow studies complement the analysis.

1/3/2007 Clarifying questions by the Board

How would the porch area work? Is it an outdoorsy space, furnished? It would likely be used a couple of ways. In addition to providing shelter, it would provide ways for people to cope with stress, and offer patients a lot of control over how they occupy the building. It would allow opportunities for movement, such as in the exercise space, but also here as an all-weather outdoor space. There would be opportunities for natural distraction, nature and art, a landscaped courtyard will be attractive and interesting. In some ways it's like a porch in front of a house, when you want to be outside but not in the sun. A yoga class could happen here. Kids who want to blow off steam could be here. It could be a winter space where you can be out and dry.

Would it need to be sprinkled? Yes.

What's at the street level along Pontius? Staff and the administrative program. Our main reception counter for the building. There would be an entry lobby, some back of house stuff here. It would be transparent to the sidewalk.

How do you plan to vent the parking? We're struggling to answer that with the mechanical engineers. We can vent to the alley or take it up to the roof. Preferred is to vent to the alley if we can meet the clearance requirements.

What happens in the back communal space? Shared kitchens. Three shared kitchens shared by five residential spaces. The module repeats. Each overlooks the courtyard and activates the entire zone.

At the "green edge", are you concerned about security? When we talk about a heavy green edge, we imagine shrubs 2'-3' high. The biggest concern will probably be dogs.

Are there decks for the units? We've concentrated the exterior space for the units on the terrace and roof decks. We intend to provide generous operable windows for each unit. No decks. *What about decks on the south-facing wall between the kitchen and the terrace?* It'll be well connected, with sun shades. It won't look as austere as the diagram appears to be.

How will you express the curved corner? Curved windows? The windows in the residential units are small enough that they don't need to be curved glass. We'll talk about the base. Our motivation is to keep the building as a continuous gesture on the corner. Curved glass would be good if it's within the budget.

We didn't hear too much about the roof deck. We haven't gotten too much into that yet. We'll bring it back to you.

Is there screening between the elevator penthouse? We'll come back with a pretty compelling roof plan.

In the planter strip, are you looking to expand it and make it wider than it currently is? On Pontius, we're mirroring what happened with Alley 24. We are gaining sidewalk area. To meet the minimum sidewalk on John Street, we're stepping back the building about 1-½ feet.

Where are the dropoffs? One is on Pontius, one is likely to be in the alley. *Is there a drivethrough?* No. SCCA will provide a shuttle to alleviate a lot of private trips. We want to serve the front and back doors with the shuttle.

What is the small green line shown in the alley? A 2' alley dedication is required. We're proposing to landscape that strip. That's happened on recent projects in the neighborhood.

How are the stairwells organized at the alley? The basement stairway occupies one space, the stairway to the upper levels occupies another.

1/3/2007 Public Comment

No members of the public signed in at the Early Design Guidance meeting.

8/29/2007 Recommendations Meeting

The Recommendations meeting took place on August 29, 2007 at the Yesler Community Center. The applicant submitted a design packet, which informs this report. The packet is available for public review at the Department of Planning and Development (DPD) Public Resource Center, located on the 20th floor of Seattle Municipal Tower, 700 5th Avenue.

8/29/2007 Architect's Presentation

Scot Carr presented the updated design, recapitulating some of the material presented at Early Design Guidance. The intent is to provide patients an affordable, convenient, safe and appropriate alternative to hotels, and to provide visiting families with opportunities for social interaction and a sense of control of their space. For instance, the design pays special attention to acoustic control of the space between units, and it facilitates stress management through integration of nature and art. Each unit should have adequate daylight and access to open space.

To illustrate the "larger scale moves on the site" Mr. Carr referred to a model. The massing wraps strongly to the radius on Pontius and John. A proposed curb bulb at street level extends the pedestrian space at this corner and defines a drop-off space. The alley is carefully organized to serve as the "back door" to the site, where the bus shuttle will pull in and out of the facility.

Mr. Carr presented the basic *parti*, which has evolved since EDG. At ground level is a staff space facing Pontius and space for a commercial tenant at the corner and along John St. Access to the residential units is via Pontius and the alley. The second level serves as the heart of the living space, and includes a single shared kitchen, a patient resource center occupying a double-high space, and casual seating area organized at the radius, and a "covered porch". Much of the covered outdoor space has gone away. The second floor common space offers residents a sense of prospect and dominion – a good space for people arriving from outside Seattle. There are immediate and territorial views.

A design intent is to achieve a LEED silver rating. Seattle Public Utilities has been involved in the development of a green roof system, allowing the project to defer some of the detention requirements.

The architect has striven for a "dignified reference point", and the design reads as a unified, continuous whole, reinforced by clean lines, unified finish materials, and a fenestration pattern that staggers from floor to floor. The effect avoids "an institutional look". The base is composed of economy brick – 3.5" x 11.5", "each brick will have been placed there by someone's hands" – and a continuous band of glazing in an anodized aluminum system. Upper-level materials are ipe with a green screen and upper-level windows would be high quality pvc, tilt turn with a gray sash.

Concern for the pedestrian environment is manifested in the introduction of the curb bulb. The glazing line is pulled back behind the structural columns to create a generous sidewalk, supplemented by a 3' swath. There is continuous weather protection for 222'. Units have large tilt-operable windows.

Karen Kiest presented the landscape design. The generous corner provides for a good sidewalk, and an interesting place to cross the street. Sidewalk design is complicated by several vaults and other interruptions due to underground electric systems. The project has opted to underground the lines adjacent to the site, and utilities come in from every direction. The six columnar trees shown should pose no conflicts.

The landscape materials should accept runoff and survive summer dryness. The design includes Japanese grass and some summer seasonal color. Trees are likely to be reminiscent of the ones across the street [newly planted at Alley 24] – most are pretty tolerant of poorly drained soils. They might be specimen japanese maples that will also look good when they're dormant. Consideration of residents' auto-immunity issues might argue for less complicated plantings.

The project could potentially support a green roof. The project has involved a consultant, and it involves greater structural strength at the slab. There's likely to be a seating area at the corner, maybe a barbeque – a setting that would take advantage of long-term views to the south.

The project involves a requested design departure from upper level setbacks at the alley. The setback is peculiar, starting at 25' high, then angling back at 2v:1h. Mr. Carr showed two axonometric diagrams: the full potential buildout allowed by zoning, and the proposed massing. He stated that the proposed massing orients its second-level terrace toward the alley and provides substantial openness and activation at the alley. The building mass extends into the required setback at the site's southwest corner, and the effect is to create a much better resolved building mass. A shadow study demonstrates that this alternative provides more light to the alley than would occur with the full buildout alternative.

Seattle City Light faces increased demand for power from its substation located across from the site on John Street. One scenario involves vacating a portion of Pontius to the south of the site and realigning it with the segment to the east of the site. The result might be a parklike open space to the south across John St, and a considerable change in the vicinity's urban fabric. According to Mr. Carr, an expanded substation "wouldn't max out the zoning envelope and wouldn't eliminate our views aback to the City".

8/29/2007 Clarifying Questions by the Board

Do you have a stepped slab at the ground level? Yes. The largest grade change is from Pontius back to the alley, involving an internal ramp of about 2'. The lobby's floor-to-floor height is about 12-13'. It's pretty easy to divide the spaces without too many ramps. It could be divided into three spaces.

The project extends to the southeast site corner? Yes. Our building follows the property line. *Was the curb bulb the design team's idea?* Yes.

Is there roofwater storage? The street-level plantings allow us to not count the street level as part of our stormwater detention. Water goes into the planters, which keeps it out of the city street.

Please describe the upper level windows. PVC, colored and coated – factory applied. They're really energy efficient, affordable, and they have a high-quality operable tilt-turn capability. Our window selection shouldn't impact the LEED certification.

Please describe the residential entry. It's a delicate balance. We want people to know what the front door is, but we don't want it to say "Cancer Care Housing". There's an entry zone, and the

glazing drops to the slab level. There will be telescoping doors, aligned with the doors at the rear entry. They'll be lit from above at the center – understated.

Does the curb bulb have SDoT's blessing? Implicitly. They haven't said it's not OK by now, so it seems OK. We had to reconfigure the curb bulb to deal with the turning radius. Now it's part of the street improvement plans, so it seems OK.

Is the glass curved at the corner? No. These are 6' pieces of glass, somewhat faceted, not curved.

Please clarify how the alley entry works. In the model, there's a parking garage entrance with a garage door operated by a card reader. There's a covered dropoff area. A canopy out to the curb on the street side would have required reconfiguration of the street trees. This is analagous to the front and back doors of a house.

How do you respond to the South Lake Union Guidelines? We've highlighted the site characteristics – radius condition, the grid shift. A lot of it is about site planning.

With the vertical and horizontal wood, are all boards the same dimension, all in the same plane? Or is one out in front of the other? We're orienting the bands between the units to take advantage of the 10' board lengths. The vertical stands 1" proud of the horizontal – very subtle. It'll create texture.

Tell me about the rain shield. Boards are placed equally, creating a pressure equalization zone, and allowing water to drain out the bottom. Each level will have a continuous painted metal head flashing.

Does the wood fade, will it need to be stained? It will gray out a little. We'd apply Penofin, otherwise it'll go gray. It will take on character over time. Boards will be fastened with a flat-head stainless steel screw, flush to the surface.

Do you have a plan for retail signage? Not yet. *The building is so clean & pure – I'd hate to see the signs ruin it.* The SCCA are very conscientious. We'll provide something that fits with the personality of the building.

8/29/2007 Public Comment

No members of the public signed in at the Recommendations meeting. Written public comment focused entirely on considerations beyond the purview of Design Review.

Guidelines

After visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified by letter and number those siting and design guidelines of highest priority to this project, found in the City of Seattle's *Design Review: Guidelines for*

Multifamily and Commercial Buildings (supplemented January 2007). In addition, Board members considered the project in relation to the *South Lake Union Design Guidelines* (stated below, where applicable).

N.b. At the 1/3/2007 EDG meeting, the applicant's land use attorney attended. Substitute Board member Tom Phillips disclosed that this individual is a friend and had recently acted as minister at his wedding. DPD staff advised that this did not appear to present a conflict of interest, given that the Board Member bears no direct or indirect financial relationship to the project, and the two individuals had had no prior discussion of the project.

A. Site Planning

A-1 Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

A-2 Streetscape Compatibility

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

(South Lake Union) *The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public.*

- *Provide pedestrian-friendly streetscape amenities, such as tree grates, benches, and lighting.*
- *Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.*
- *Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.*
- *Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).*

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-4 Human Activity

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

***(South Lake Union)**:*

- *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 both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.*
- *Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.*
- *Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.*
- *Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.*

A-6 Transition Between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

***(South Lake Union)** Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.*

A-7 Residential Open Space

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

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.

1/3/2007 Guidance – Site Planning

Speaking to the second-level covered terrace, Board members recognized an opportunity for year-round use. With appropriate landscaping and lighting, this could be a good place to go outside.

The rounded corner presents a "great opportunity". At the recommendations stage, the applicant should clearly demonstrate fenestration and detail on this portion of the design. The alley corner is somewhat more visible than usual, and attention to its execution is also important.

The design should acknowledge that it is the northern terminus of this segment of Pontius. This isn't a monumental building, and the gesture should be subtle.

Future design materials should clarify how the principal entry is to be organized and detailed.

Parking and vehicle access is appropriately sited.

8/29/2007 Recommendations – Site Planning

In order to promote increased engagement with the sidewalk level and to enhance opportunities for public and private interface, the Board recommended that the design include a "meaningful number" operable windows at the sidewalk and upper residential levels.

The Board noted that the main residential entry creates an appropriate sense of space (wide open, transparent through to the back entrance) without drawing undue attention to itself.

C. Architectural Elements and Materials

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.

***(South Lake Union)**:*

- *Support the existing fine-grained character of the neighborhood with a mix of building styles.*
- *Re-use and preserve important buildings and landmarks when possible.*
- *Expose historic signs and vintage advertising on buildings where possible.*
- *Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.*
- *Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include community artwork, edible gardens, water filtration systems that serve as pedestrian amenities; and gutters that support greenery.*

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.

In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

***(South Lake Union)** Design the "fifth elevation" — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.*

C-3 Human Scale

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

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.

1/3/2007 Guidance – Architectural Elements and Materials

Board members requested further clarification of how the proposed brick veneer is to be implemented, particularly with the visible gap between ground level and the residential levels above. A successful retail frontage would typically include details that promote retail (such as tile, detailed entries). Part of the design intent appears to be a "nice, clean façade", but it should not be at the expense of compromised commercial frontage.

8/29/2007 Recommendations – Architectural Elements and Materials

Board members stated a concern about the long-term value and visual impact of the wood siding, wondering whether it might involve high maintentance. They recognized, based the design presentation, that the building owner has accepted this extended maintenance obligation.

The Board valued the inherent warmth of the presented finish materials. "A colder material would be unfortunate", they said, "a big deal" that would require further design review.

D. <u>Pedestrian Environment</u>

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.

(South Lake Union) *New developments are encouraged to work with the Design Review Board 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.*

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-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

(South Lake Union) *Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are: enhanced pedestrian and street lighting, well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street, police horse tie-up locations for routine patrols and larger event assistance.*

D-8 Treatment of Alleys

The design of alley entrances should enhance the pedestrian street front.

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.

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.

1/3/2007 Guidance – Pedestrian Environment

Board members allowed that the request for an alley setback departure may be warranted, but they asked that the materials presented at recommendations clearly show the departure's design merits – an interesting terminus? ground plane activation?

Board members asked that future design materials clarify how the stairways are organized and how they affect the alley ground-plane.

8/29/2007 Recommendations – Pedestrian Environment

The Board voiced its approval of the solid south-facing wall at ground level, toward the site's southwest corner. They strongly approved of the curb bulb as designed.

The Board recommended that the design team submit sign protocols to achieve understated, appropriately lit, subtle signage for the site, including appropriate sign locations.

E. 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.

(South Lake Union) *Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.*

E-3 Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

(South Lake Union) *Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.*

1/3/2007 Guidance – Landscaping

Board members look forward to seeing a more developed landscape design, including the street level, the covered second-level terrace, and the green roof.

8/29/2007 Recommendations – Landscaping

The Board approved of the landscape design as presented.

The Board identified several valuable elements of the design presented by the architects and landscape architect at the final meeting. Board discussion reflects those items which the Board felt were critical amenities that should be preserved and carried through to construction. Some of these design-related amenities are proposed within the right-of-way, and DPD encourages the applicant to involve Land Use staff in discussing the proposed street improvements with SDoT reviewers.

The project involves departures from Land Use Code development standards, listed and discussed in **Error! Reference source not found. Error! Bookmark not defined. Error! Reference source not found.**.

DECISION – DESIGN REVIEW

DPD concurs with the findings and recommendations of the Design Review Board. The proposed design and the design departures listed below are **conditionally approved** subject to conditions listed on page 19 at the end of this report.

DPD approves the requested departure described above, from the following land use development standards:

- Upper level development standards, SMC 23.48.012 B.

Requirement	***Proposed***	***Comments***	***Board Recommendation***
SMC 23.48.012 B, **upper level setback**. A setback from the alley shall be provided according to exhibit A.	A portion of the design would extend into the required setback, approximately 60 cu. ft.	The second-level courtyard faces the alley and facilitates light and air. Compared to the size and scope of this recreational and landscaped space, the volume that extends into the required setback is small.	Board members recommended approval of the proposed departure, in consideration of the design's measures to enliven the alleyway: the second-level west-facing terrace, landscaping along the alley façade, and a relatively active "back door".

ANALYSIS – SEPA

The applicant provided the initial disclosure of this development's potential impacts in an environmental checklist signed and dated on April 6, 2007. This information and the experience of the lead agency in similar situations form the basis for this analysis and decision. This report anticipates short and long-term adverse impacts from the proposal.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction; potential soil erosion during excavation and general site work; increased runoff due to construction-related soil compaction; tracking of mud onto adjacent streets by construction vehicles; increased demand on traffic and parking from construction equipment and personnel; conflict with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC Section 25.05.794). Although not significant, these impacts are adverse.

The SEPA Overview Policy (SMC 25.05.665 D) states, "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation", subject to limitations. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Critical Areas Ordinance (grading, soil erosion and stability); Street Use Ordinance (watering streets to suppress dust, obstruction of the rights-of-way during construction, construction along the street right-of-way, and sidewalk repair); Building Code (construction standards); and Noise Ordinance (construction noise). Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of potential adverse impacts. Thus, mitigation pursuant to SEPA is not necessary for these impacts. However, more detailed discussion of some of these impacts is appropriate.

Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation.

Parking Short-term parking impacts involve additional parking demand generated by construction personnel and equipment. Streets in this neighborhood appear to have some capacity to absorb additional short term parking demand generated by the project. SMC 25.05.675 M2b(ii) specifies:

Construction Vehicles Existing City code (SMC 11.62) requires truck activities to use arterial streets to every extent possible. The subject site fronts Pontius Ave N and John Street, close to Denny Way and Interstate 5, and traffic impacts resulting from the truck traffic associated with

grading will be of short duration and mitigated by enforcement of SMC 11.62. This immediate vicinity is subject to traffic congestion during the PM peak hour, and large trucks turning onto major arterials would further exacerbate traffic congestion. Pursuant to SMC 25.05.675 B (Construction Impacts Policy) and SMC 25.05.675 R (Traffic and Transportation) additional mitigation is warranted. For the duration of the grading activity, the applicant/responsible party shall cause grading truck trips to cease during the hours between 4 p.m. and 6 p.m. on weekdays. This condition will assure that truck trips do not interfere with daily PM peak traffic in the vicinity (Condition #7). As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of SMC 11.62.

City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed en route to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Long-term Impacts

Parking For a project in a Seattle Mixed zone, SMC 25.05.675 M2b(ii) specifies i*n the Seattle Mixed (SM) zone and for residential uses located within the Pike/Pine Urban Center Village, the Capitol Hill Urban Center Village, the University District Northwest Urban Center Village, and the First Hill Urban Center Village, no SEPA authority is provided for the decisionmaker to require more parking than the minimum required by the Land Use Code;*
DPD therefore requires no additional parking.

Traffic. The project provides parking for 40 vehicles, suggesting that staff and residents are likely to arrive at and leave the site by car. However, the design program provides for a shuttle van, to be operated by SCCA, involving approximately 30 trips per day between the site and the SCCA outpatient clinic located 0.6 miles to the north. The site affords access to several Metro bus routes and to the new streetcar. DPD determines that a project of this scale, in this location, and in close proximity to its principal service provider is unlikely to generate enough vehicle trips to warrant further mitigation.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS – DESIGN REVIEW

Prior to issuance of the Master Use Permit

1. The Design Review Board identified the bulbing of the sidewalk at Pontius and John (proposed in drawings presented 8/29/2007) as an amenity integral to the approved design. This feature is therefore required, subject to approval by Seattle Department of Transportation.

2. The applicant shall update plans to include a signage protocol in accordance with the Design Review Board's recommendation.

[The following Design Review conditions 3-5 are not subject to appeal.]

3. The applicant shall update the Master Use Permit plans to reflect plans shown to the Design Review Board on August 29, 2007, and the recommendations and conditions in this decision. The applicant shall embed conditions and colored landscape and elevation drawings into updated Master Use Permit and all building permit sets.

Prior to and/or During Construction

4. Any changes to the exterior façades of the building, signage, and landscaping shown in the building permit must involve the express approval of the project planner prior to construction.

Prior to Issuance of the Certificate of Occupancy

5. Compliance with the approved design features and elements, including exterior materials, roof pitches, façade colors, landscaping and right of way improvements, shall be verified by the DPD planner assigned to this project (Scott Ringgold, 233-3856) or by the Design Review Manager. The applicant(s) and/or responsible party(ies) must arrange an appointment with the Land Use Planner at least three (3) working days prior to the required inspection.

CONDITIONS – SEPA

During Construction

The following condition to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

6. All construction activities are subject to the limitations of the Noise Ordinance, SMC 25.08. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays[2] from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this condition.

	Non-holiday work hours						
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
7:00 am							
8:00							
9:00							
10:00							
11:00							
12:00 pm							
1:00							
2:00							
3:00							
4:00							
5:00							
6:00							
7:00							
8:00							

Table 1. Non-holiday work hours. Unshaded work hours shown above are permitted outright. For certain work, it is possible to request DPD approval for additional hours shaded in gray.

7. For the duration of grading activity, the owner(s) and/or responsible party(ies) shall cause grading truck trips to cease during the hours between 4 p.m. and 6 p.m. on weekdays.

Signature: (signature on file) Date: December 24, 2007
Scott A. Ringgold, Land Use Planner
Department of Planning and Development
Land Use Division

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[2] Holidays recognized by the City of Seattle are listed on the City website, http://www.seattle.gov/personnel/services/holidays.asp