



City of Seattle
 Gregory J. Nickels, Mayor
Department of Planning and Development
 D. M. Sugimura, Director

**CITY OF SEATTLE
 ANALYSIS AND DECISION OF THE DIRECTOR
 OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3005413
Applicant Name: Brad Hinthorne, Architect for Weiss-Jenkins VII, LLC
Address of Proposal: 504 Yale Avenue North

SUMMARY OF PROPOSED ACTION

Land Use Application to establish the use for the future construction of a five-story building containing 1,880 square feet of retail at ground level with 70,000 square feet of office on four floors above. Parking for 133 vehicles to be provided in a below and above grade garage.

The following approvals are required:

SEPA - Environmental Determination – Chapter 25.05 SMC.

Design Review – Chapter 23.41 SMC.

SEPA DETERMINATION: [] Exempt [] DNS [] MDNS [] EIS
 [X] DNS with conditions
 [] DNS involving non-exempt grading, or demolition, or
 involving another agency with jurisdiction.

*Early DNS Notice published December 6, 2007

BACKGROUND DATA

Project and Site Description

The applicant proposes a 75 foot (five and one-half story) office building at the northeast corner of Republican Street and Yale Avenue North in the Seattle Cascade neighborhood. The structure would have a foot print of approximately 17,800 gross square feet with approximately 70,000 square feet devoted to office space and a nearly equal amount dedicated to parking. Four levels of above grade and below grade parking would house an estimated 133 parking stalls. With a depth of approximately 20 feet, a narrow band of commercial use (1,880 square feet), split into two separate spaces, would front onto Yale Ave. N. A sky bridge, spanning the alley to the adjacent office building, introduced at the Early Design Guidance meeting has been eliminated from the proposal.

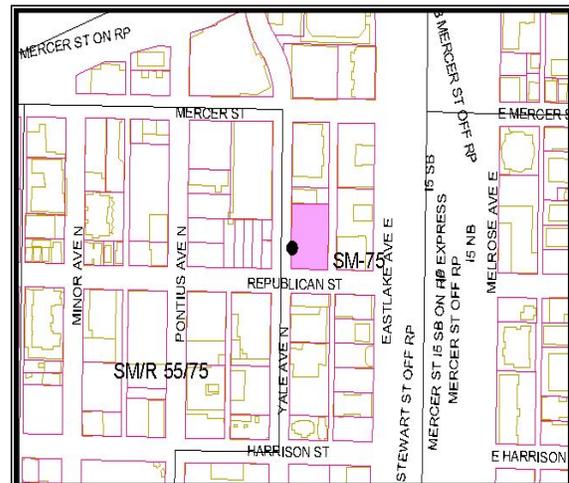
Approximately, 115 feet by 160 feet the rectangular site sits upon a slope that ascends nearly 14 feet from west to east. If realized the proposal would replace two light industrial buildings on the parcel. Zoning is Seattle Mixed (SM 75) with a height limit of 75 feet. The South Lake Union Neighborhood design review guidelines supplement DPD's Neighborhood Design Review guidelines. The site lies within the South Lake Union Urban Center and the Lake Union Neighborhood District.

The overall massing of the proposal resembles a rectangular box with its upper, western most bays terraced. Viewed from the south, the terracing follows the step pattern in the Republican Building directly to the east. The predominant beige color brick alludes to the hue of the same neighbor. Based on the Board's early design guidance, the applicant located vehicular access from the alley. The ramping system needed to descend to below grade limits the depth of retail fronting onto Yale Ave. N. which also compels the architect to eliminate the possibility of retail uses on Republican St. Locating retail on Yale Ave. enhances the increasingly pedestrian orientation along a stretch of Yale throughout the Cascade neighborhood. The proposed design centers the lobby and the vertical circulation system at mid-block of the west façade and expresses the tower's verticality with a composition of textured metal panels (added at the time of the second Recommendation meeting) and transparent and translucent glazing. Horizontal metal fins on the tower ties it into the proposed structure's overall horizontal composition.

Black brick with alternating rusticated courses, continuous canopies, and a storefront glazing system articulate the proposal's base. Behind the façade, the height of the retail space is approximately 23 feet on the southern portion. Parking occupies a mezzanine behind the base to the north of the lobby entrance. Four floors of offices rise above the base. Three floors have beige brick in a column and spandrel grid system. A fully glazed office penthouse level caps the west elevation. The base, middle and top motif carries over to the south elevation. The overall modernist aesthetic contrasts with the introduction of arched window(s) at the fifth level over the eastern most half of the composition. The arch(es) allude to the vaguely post-modern design of the developer's earlier building across the alley. The north façade, with little articulation to its painted CMU veneer, abuts the property line. The landscape plan illustrates planting strips adjacent to the roadway and a narrow planting strip for vines hard against the south façade.

Vicinity Description

The Cascade Neighborhood, like the South Lake Union area, of which it is a part, has witnessed considerable development in recent years, both commercial and residential in nature. Weiss-Jenkins, the developer, constructed the Republican office building (across the alley) in 2001. Development proposals in various stages of planning or construction are underway for the two full blocks to the west. These include primarily residential mixed-use complexes. A recently completed mixed use building to the south on Yale Ave. N. sits adjacent to the historic St. Spiridon



Russian Orthodox Cathedral. Other development sites include a full block directly to the east of Cascade playground and the Alley 24 complex to the west of REI. Almost as many designated landmarks populate the neighborhood including the Jensen Block (1908), the brick Supply Laundry Building (1912) caddy corner from the proposal site, St. Spiridon Russian Orthodox Cathedral (1937), and the New Richmond Laundry Building (1917, 1927 1944) now part of Alley 24.

To the north, large apartment and office structures occupy parcels between Mercer St. and the access ramps to I-5. Immediately to the north lie a former single family house now used as a studio and the Union Bay Apartments, a 73 unit residential structure. The owners of the former have preliminarily contacted DPD about a proposal for their site (MUP 3008804). Across the alley to the east lie the Republican Building and the brick Carolina Court apartments (1916).

In the east/west direction, Republican Street, an arterial, runs east and west. Yale Ave., a local street traveling north / south, is narrowly paved with an approximate roadway width of 30 feet. The site is improved with curbs and sidewalks on all sides. A three foot dedication is required at Republican St. per the right of way (Street Improvement Manual).

South of Mercer Street, the predominate zones west of I-5 are the Seattle Mixed 75 and the Seattle Mixed Residential 55/75 (SM/R 55/75). Zoning remains a Seattle Mixed designation (SM-75) north of Mercer St. and shifts to an industrial commercial classification (IC 65) west of the alley between Fairview and Minor Avenues North. Republican St. is a Class II pedestrian street.

Public Comments

Nine members of the public signed in at the Early Design Guidance meeting. The following outlines their comments by topic.

Alley and Street Access

- Would alley access conflict with the garage across the alley?
- Narrow streets in the Cascade neighborhood create traffic problems. Use of the alley for tenant garage access is appropriate.
- Drivers' speed along Republican St. produces safety concerns for access to a garage.
- Ingress/egress should occur on Yale Ave N.

Materials

- Use high quality materials on the facades. Avoid metal which reflects sound (Interstate 5) and gains heats in the summer.
- Greenery on the façade of the buildings would baffle some of the freeway noise.
- Preservation of the Supply Laundry Building was important to the neighborhood. The proposed structure must be compatible. Use of brick would be an homage to the historic laundry building.

Massing and Setbacks

- Create recesses in the Yale Ave. facade to provide breathing space due to the narrow streets and the lack of setbacks.
- A Seattle City Light employee suggested several beneficial city of Seattle programs related to heat recovery and sustainability. He offered assistance to the developer.
- Site the building at the Yale Ave. N. property line.

Miscellaneous

- Consider sustainability issues.
- Carefully consider the appropriateness of the site's future uses. The tavern next to St. Spiridon's Russian Orthodox Cathedral has created conflicts during important religious rituals.

ANALYSIS-DESIGN REVIEW

Design Guidelines Priorities

The project proponents presented their initial ideas at an Early Design Guidance meeting on September 21, 2005. 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 identified the following Citywide Design Guidelines as high priorities to be considered in the final proposed design. Pike/Pine Urban Center village Design Guidelines are in italics.

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.

SLU-specific supplemental guidance. New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design (LEED) manual which provides additional information. Examples include:

- *Sustainable landscaping*
- *Solar orientation*
- *Storm water run-off, detention and filtration systems*
- *Versatile building design for entire building life cycle*

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

SLU-specific supplemental guidance. 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.*

The applicant should review the Baumgardner Architect's design for the Bargreen site across Yale Ave N. The plan should help inform the proposal under review as to streetscape conditions.

The SDOT skybridge process requires that the connection serve the public interest. SDOT would expect to see public enhancements related to the skybridge. Based on the need for public enhancements, the Board members prefer building modulation at street level to accommodate a public space. The Design Commission would review the skybridge proposal as well.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

The Board noted that the concept schemes adequately address this guideline.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

SLU-specific supplemental guidance.

- *Create graceful transitions at the streetscape level between the public and private uses.*
- *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.*
- *Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.*

Given the amount of new residential development in the vicinity, Board members observed the likely increase in pedestrian activity. They directed the applicant to eliminate the proposed curbcut on Yale Ave. and design a pedestrian friendly streetscape.

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.

Vehicular access to the parking garage should occur from the alley. The Board noted that the ramp does not need to dive down the slope along the Republican Street façade.

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.

B. Height, Bulk and Scale Compatibility

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 near-by, 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 of the adjacent zones.

SLU-specific supplemental guidance.

- *Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.*
- *Relate proportions of buildings to the width and scale of the street.*

Given the narrowness of Yale Ave. N., the insertion of 70 foot plus buildings on either side of the Yale Ave. would likely create a street canyon. The height of the proposed building in relationship to the street width concerns the Board. A design showing creation of a good human scale should be developed in the next iteration. A full east / west section showing the relationship among the Republican Building, the proposed building, Yale Ave. N. and the un-built structures across the street should be illustrated at the next design review meeting.

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.

SLU-specific supplemental guidance.

- *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; gutters that support greenery.*

The Board agrees with the public comment addressing the appropriateness of architecturally acknowledging the Supply Laundry Building diagonally across from the site by ensuring that the proposal responds to the history and character of Supply Laundry in terms of façade design patterns, style and scale.

In addition, the Board encourages the applicant to respond to the last bullet point by integrating the unique, grass roots, sustainable character of the Cascade neighborhood and adopting some of the examples.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

Design a high quality streetscape at ground level using durable materials, seating walls and overhead weather protection among others architectural elements.

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.

The selection of exterior finish materials should respond to issues concerning heat gain, sound levels and glare. Light from a health club should be shielded in order that it not disturb future residential units across the street. As always, a materials board will need to be presented at the Recommendation meeting.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

The Board stated its desire that all vehicular access to the garage should occur from the alley. The width of the alley is generous and capable of accommodating more traffic.

D. Pedestrian Environment.

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.

The designer should strive for an attractive and engaging streetscape on both Yale and Republican streets. Canopies should wrap the corner and be staggered with the slope along the façade facing Republican St. to provide the most effective weather protection.

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.

Republican St. should be free of blank walls potentially generated by garage ramping or parking.

D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

REQUESTED CODE DEPARTURES

At this time, the applicant did not specify which departure(s) he may request. As in all requests, it is the responsibility of the applicant to show a code complying scheme and to illustrate how the departure produces a building that better meets the design review guidelines and to document the extent of any departures.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on September 8, 2007.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Preliminary Recommendation Meeting and a Final Recommendation Meeting on April 16, 2008 and June 4, 2008 respectively to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

Five individuals signed-in at the initial or preliminary Recommendation meeting. Comments supported the applicant's proposal to place retail on Yale Ave. N. rather than Republican. Other comments focused on the amount of landscaping, the relationship of the project to the proposed swale on the west side of Yale Ave. N., and whether utilities could be placed underground. At the second and final Recommendation meeting, eight individuals entered their names on the signed-in sheet. Comments primarily focused on the arched windows. Most individuals who spoke supported the arched windows. One person voiced opposition to the windows and stated that the two buildings would still appear as a campus due to the similarity in material colors and massing. In general, the speakers strongly supported the changes made from the earlier Recommendation meeting.

No comment letters were received.

Development Standard Departures

The applicant requested departures from the following standards of the Land Use Code:

1. Transparency for Class II Pedestrian Streets. Class II pedestrian streets with greater than 7.5% slope must have at least 45% transparency along street level façade.
2. Blank Façade on Class II Pedestrian Streets. Blank facades limited to segments 15' wide or 30' based on Director's determination.
3. Screening & Landscape Standards. On Class II streets, parking at street level must be separated by intervening uses.

Recommendations

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.

SLU-specific supplemental guidance. New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to

the Leadership in Energy and Environmental Design (LEED) manual which provides additional information. Examples include:

- *Sustainable landscaping*
- *Solar orientation*
- *Storm water run-off, detention and filtration systems*
- *Versatile building design for entire building life cycle*

The early design guidance addressed the skybridge proposal. Due to its elimination from the project, the Board did not offer further comments. (April 17, 2008)

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

SLU-specific supplemental guidance. 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.*

Board members agree that providing retail and pedestrian amenities at the corner and on Yale Ave. N. represented a higher priority than retail uses on Republican St. (April 17, 2008)

The revision of the building's southwest corner creating a covered entry plaza and sitting area met with the Board's approval. (June 4, 2008)

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

The Board had no comments. (April 17, 2008)

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

SLU-specific supplemental guidance.

- *Create graceful transitions at the streetscape level between the public and private uses.*
- *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.*

- *Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.*

The Board acknowledged that ensuring pedestrian activity on Yale Ave. was a better strategy than requiring commercial uses on Republican St. The members understood that the necessity of a parking ramp from the alley precluded pedestrian oriented businesses on Republican St. An aperture at the base of the second bay from the intersection on Republican may provide additional visual interest to vines and a masonry wall. (April 17, 2008)

The applicant responded to the Board's preliminary recommendation by continuing the modulation of the Republican St. elevation to grade below the balconies and adding grill into the parking garage. This provides greater continuity by carrying the vertical movement of the stacked balconies to the street level. (June 4, 2008)

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.

The Board welcomed the change of vehicular access from Yale Ave. to the alley. (April 17, 2008)

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.

The Board members asked the applicant to strengthen the base of the south façade closest to the street intersection. The base appears compressed and fails to recognize the importance of the corner condition. Raising the height of the storefront window and possibly altering the height of the canopy were recommended by the Board members. (April 17, 2008)

Revisions to the corner included raising the height of the storefront window, creating a corner entry and wrapping a continuous canopy around the building's corner. The Board expressed its satisfaction with the proposed changes. (June 4, 2008)

B. Height, Bulk and Scale Compatibility

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 near-by, 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 of the adjacent zones.

SLU-specific supplemental guidance.

- *Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.*
- *Relate proportions of buildings to the width and scale of the street.*

Board consternation focused on general building proportions and the scale of the stair and elevator tower as potentially exacerbating the structure's mass. No recommendations were offered. (April 17, 2008)

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.

SLU-specific supplemental guidance.

- *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; gutters that support greenery.*

The applicant responded to the Board's early design guidance by introducing arched windows on the south façade to respond to the windows on the Supply Laundry Building (a city of Seattle landmark) and the fenestration at the upper levels of the more recent Republican Building across the alley. The Board preliminarily recommended the deletion of the arched windows as being incompatible with the overall modernist aesthetic of the proposal. The Board did not suggest other techniques to respond to the former laundry building.

The applicant's selection of brick relates to the older laundry district buildings in the neighborhood. (April 17, 2008)

See C-2 for analysis of the arched windows.

The Board did not comment on the change from black brick on the stair tower to textured, grey metal panels. (June 4, 2008)

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.

Although the arched windows relate the proposed design to the Republican Building and the Supply Laundry Building, the Board recommended eliminating the arched windows as inconsistent with the overall aesthetic the project designer's wish to convey.

At the building base along Yale Ave., the window heights on the south bays belie the actual height of the retail spaces. The Board asked for revisions to the base in order to maximize the amount of light into the storefronts. The vents on Yale Ave. appear quite problematic to the Board. The applicant should consider the alternatives of either moving the vents to a less visible façade, venting through the roof, changing the method of air circulation or possibly revising the design of the louvers to enhance the façade. Another question to resolve is whether the vents into the parking garage create extraneous noise on the public rights of way. (April 17, 2008)

The Board members devoted considerable attention to the arches on the south elevation. The opinions ranged from a strong dislike of the arches as inconsistent with the building's overall stylistic aesthetic to a concern that the arches lack substance and appear as appliqué rather than an integrated idea or motif used consistently throughout the design. One Board member questioned

whether the Design Review Board had the authority to recommend a change to the design. (Staff note: Guideline C-2 provides the authority for the Design Review Boards to give guidance and recommendation covering this issue.) The design intention of the arched windows represents an attempt at visually linking the proposed project to the developer's building across the alley and to the arched windows gracing a few of the older buildings in the neighborhood.

The Board offered suggestions (add arches to the east façade, create a contemporary arch sympathetic with the style of the proposed building, find an approach that better integrates the arches into the proposed structure, or eliminate the arches); however, no consensus was reached on a specific revision to the design. The Board conditioned the project and requested a reconsideration of the south façade's design in order that the façade becomes more consistent and integrated with the overall architectural concept. The Board gives the DPD Land Use Planner the discretion to review and approve revisions to the proposed south elevation.

The architect, in response to the Board's guidance in April, raised the height of the storefront windows and pushed the exterior metals louvers for the parking garage in the earlier design behind a continuous decorative metal grille that filters afternoon western light into the future ground level commercial space. This change met the Board's expectations. (June 4, 2008)

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

The Board strongly recommended the use of continuous overhead weather protection along pedestrian oriented Yale Ave. N. The need to wrap the canopy around the corner to meet the Republican St. canopy did not have the same resonance for the Board members. Whatever the treatment of the canopy at the corner, a stronger corner presence is paramount. See guidance A-10. (April 17, 2008)

The revisions presented to the Board at the Final Recommendation meeting had continuous canopies along Yale Ave. N. wrapping around the corner and including the first bay on Republican St. (June 4, 2008)

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.

The proposed elevations feature mostly black and beige brick and generous amounts of glazing. The base has striations of rusticated black brick that give weight to the proposed structure. The architect details running bonds of beige brick at the upper levels. (April 17, 2008)

The striations or string courses of rusticated black brick were removed from the Yale Ave. storefront level yet kept on most of the lower Republican St. elevation. In addition, the architect added black string courses to the spandrels at the upper floors on the west and south elevations. The architect explained that the string courses had been accidentally omitted from the east elevation and that black string course would be added. The Board accepted the revisions. (June 4, 2008)

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

Complying with early design guidance, the development team shifted vehicular access from Yale Ave. N. to the alley mid-block between Yale Ave. N. and Eastlake Ave. E. This revision met with the Board's approval. (April 17, 2008)

D. Pedestrian Environment.

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.

The architect discussed a denser pattern of and different texture of sidewalk paving along the retail street frontage. This was not shown in the drawings in the packet but was referred to during the presentation. At the next Recommendation meeting, the landscape drawings should reflect this change.

Board discussion of continuous overhead weather protection on Yale Ave. does not preclude a higher canopy in front of the building lobby. (April 17, 2008)

The landscape plans reveal a denser pattern of pavers at the building entrance on Yale Ave. N. The change does not appear at the southwest corner but should be considered by the designer. (June 4, 2008)

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.

The design of the parking garage creates a potential blank wall along Republican St. Rusticated brick coursing with vines planted tight against the wall represented the designer's efforts at responding to the condition. The Board recommended that the architect redesign the second bay from Yale Ave. to possibly bring natural light into the garage and create a visually interesting aperture for the pedestrian. (April 17, 2008)

The applicant responded to the earlier (April 17, 2008) guidance by creating a reveal at the second bay along the street front along Republican St. Within the reveal, the architect designed a grill to allow air and filtered natural light into the garage and to add visual interest from the street. The Board liked the changes. (June 4, 2008)

D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

See D-2. (April 17, 2008)

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The architect proposes an exterior lighting system integrated into the overhead weather protection. The elevations illustrate one sconce to the left of the lobby entrance. (April 17, 2008)

The decision to propose a small, covered entry plaza with benches near the street corner generated discussion of future security concerns. The developer said that the plaza likely didn't need gates

and that building management would make sure that it was safe. The developer’s Republican Building next door has a loggia along Eastlake Ave. E. and it remains safe. The Board, reassurance by the developer’s response, welcomed the proposed revision. (June 4, 2008)

E Landscaping

E-3 Landscaping 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.

In response to Board inquiries, the landscape architect noted that two street trees could not be planted along Republican St. closest to the intersection due to the location of underground utilities. The Board asked the applicant to pursue with SDOT the possibility of installing planter boxes to house the street trees. (April 17, 2008)

Although the applicant’s presentation did not have consistent drawings illustrating the two missing street trees from the April meeting and no final decision was made with Seattle Department of Transportation and Seattle Public Utilities, the architect reassured the Board that trees would be planted in the right-of-way. (June 4, 2008)

Board Recommendations: The recommendations summarized below were based on the plans submitted at the June 4, 2008 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the June 4th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the three Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Transparency for Class II Pedestrian Streets. SMC 23.48.018A.1c	Class II pedestrian streets w/ >7.5% slope must have at least 45% transparency along street level façade.	18% transparency on Republican St. and perforated aperture into parking garage.	<ul style="list-style-type: none"> Increased transparency on pedestrian oriented Yale Ave (30% required) to 67%. 	Approval
2. Blank Façade on Class II Pedestrian Streets. SMC 23.48.018B2	Blank facades limited to segments 15’ wide or 30’ based on Director’s determination.	Rusticated brick base, perforated aperture into parking garage, and narrow landscaped buffer between building and sidewalk.	<ul style="list-style-type: none"> Configuration of parking access provides for commercial uses along Yale St. 	Approval
3. Screening & Landscape Standards. SMC 23.48.024B.3a	On Class II streets, parking is not permitted at street level unless separated by intervening uses.	22 % screening of parking by intervening uses on Republican St.	<ul style="list-style-type: none"> Greater screening of parking on Yale Ave. Adds a small entry plaza at corner of Yale Ave. and Republican. 	Approval

The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

1. Reconsider the south façade in order that the elevation becomes more consistent and integrated with the overall architectural concept. The Board gives the DPD Land Use Planner the discretion to review and approve revisions to the proposed south elevation. (C-2)

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the conditions recommended by the three Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS-SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant's agent (dated September 7, 2007 and revised November 26, 2007) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with review of similar projects, form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665D) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "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 some limitations. Under such limitations/circumstances (SMC 25.05.665D1-7) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the

project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, construction impacts, streets and parking impacts as well as mitigation.

Noise

Noise associated with construction of the building could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to these residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below will be permitted on Saturdays from 9:00 A.M. to 6:00 P.M.:

- A. Surveying and layout.
- B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).
- C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protection, water dams and heating equipment.

In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:00 A.M and 6:00 P.M.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule; thus the duration of associated noise impacts. DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety. Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case by case basis by approval of the Land Use Planner prior to each occurrence.

As conditioned, noise impacts to nearby uses are considered adequately mitigated.

Air Quality

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly

adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential building.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. In order to ensure that PSCAA will be notified of the proposed demolition, a condition will be included pursuant to SEPA authority under SMC 25.05.675A which requires that a copy of the PSCAA permit be attached to the demolition permit, prior to issuance. This will assure proper handling and disposal of asbestos.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

An excavation to construct the lower level of the structure areas will be necessary. The maximum depth of the excavation is approximately 21 feet below Yale Ave. N. and will consist of an estimated 17,000 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. 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 enroute to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Parking

Construction of the project is proposed to last approximately 15 months. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require 1,770 round trips with 10-yard hauling trucks or 885 round trips with 20-yard hauling trucks. Existing City code (SMC 11.62) requires truck activities to use arterial streets to every extent possible. The proposal site is near a major arterial and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by enforcement of SMC 11.62.

Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along Yale Ave. N. and Republican St. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, construction workers will be required to park in the garage as soon as it is constructed for the duration of construction. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; and increased light and glare.

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 which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, green house gas emissions, historic preservation, and traffic and parking impacts warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas

emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Historic Preservation

The existing structures, built in 1967, are under the 50 year threshold for landmark review. No comments were received to warrant a referral to the Department of Neighborhoods. The project lies diagonally across the intersection from the Supply Laundry Building, a Seattle landmark. Based on the review of plans and elevation drawings of the proposal, the Department of Preservation does not require additional mitigation in the architectural design of the project.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual estimates that the proposed project would generate approximately 350 new off-site trips per weekday, with 47 occurring during the weekday AM peak hour, and 46 occurring during the weekday PM peak hour. Because the proposed structure replaces a light industrial building, the totals acknowledge the 140 daily trips potentially generated by the existing structure.

The new trips added to the p.m. peak hour traffic only slightly affect the Level of Service on nearby intersections. The project will not seriously affect operations of the nearby intersections, so no SEPA mitigation of traffic impacts to the intersections is warranted.

Parking

The proposed four levels of above grade and below grade parking would house a 133 parking stalls which meet Land Use Code requirements. A parking demand analysis for the proposed project was conducted to determine how closely the proposed number of parking spaces would match the anticipated parking demand. Peak parking demand for the proposed project would total 107 parking stalls. Assuming a parking supply of 133 parking spaces for the proposed project, and an effective supply of 95 percent (or 128 spaces), the peak parking demand would be able to be accommodated by the available on-site parking supply, assuming the successful implementation of a Transportation Management Plan.

The city of Seattle has implemented a program by which development occurring in and around the South Lake Union neighborhood would contribute a mitigation payment towards the planned improvements identified in the South Lake Union Transportation Plan. The Plan identified improvements with the goal of improving Seattle's transportation problems, through a combination of auto traffic, bicycle, pedestrian and transit projects. This program results in the requirement for development projects located within the South Lake Union neighborhood to make a transportation mitigation payment as established in DPD Client Assistance Memo #243, Transportation Mitigation Payments. The resulting transportation mitigation payment calculated for the proposed project is \$89,170.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate

specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

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 43.21.C), 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 a Master Use Permit

Update plans according to the following conditions:

1. Reconsider the south façade in order that the elevation becomes more consistent and integrated with the overall architectural concept. The Board gives the DPD Land Use Planner the discretion to review and approve revisions to the proposed south elevation.

Non-Appealable Conditions

2. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce P. Rips, 615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
3. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 615-1392), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least three (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
4. Embed the MUP conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings.

CONDITIONS-SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

5. Attach a copy of the PSCAA demolition permit to the building permit set of plans.
6. Submit a construction traffic management plan to be reviewed and approved by SDOT and DPD. The plan shall, at a minimum, identify truck access to and from the site, pedestrian accommodations, sidewalk closures. Large trucks (greater than two-axle) shall be prohibited from entering or exiting the site after 3:30 p.m.
7. Remit in full to the City of Seattle pursuant to Client Assistance Memo 243 the transportation mitigation fee.

During Construction

8. Condition(s) 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.
9. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 6:00 P.M.:
 - A. Surveying and layout.
 - B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).
 - C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.
10. All construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays 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, weather protection shall not be limited by this condition.

11. Construction activities outside the above-stated restrictions may be authorized upon approval of a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short -term transportation impacts that result from the project.

Signature: _____ (signature on file) Date: July 14, 2008
Bruce P. Rips, AICP, Senior Project Planner
Department of Planning and Development

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