



**City of Seattle**

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**Department of Planning and Development**

Diane M. Sugimura, Director

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

**Application Numbers:** 3006977  
**Applicant Name:** Chris Davidson  
**Address of Proposal:** 509 First Avenue West

**SUMMARY OF PROPOSED ACTIONS**

Land Use Application to allow a four story, building with 40 residential units, three live/work spaces (commercial) and parking for 20 vehicles located below grade. Review includes demolition of a residential structure.

The following approvals are required:

**Design Review - Seattle Municipal Code (SMC) Section 23.41**

**SEPA - Environmental Determination** pursuant to SMC 25.05

**SEPA DETERMINATION:**  Exempt  DNS  MDNS  EIS  
 DNS with conditions\*  
 DNS involving non-exempt grading or demolition or  
involving another agency with jurisdiction

\* Notice of the Early Determination of Non-significance was published on March 22, 2012.

**PROJECT DESCRIPTION**

The applicant proposes to construct a four-story structure with 40 residential units above three live/work spaces midblock on First Avenue West between West Republican Street to the south and West Mercer Street to the north. Twenty parking spaces would be provided below grade accessed from the alley. The proposal would require demolition of a single family structure.

The applicant provided three massing and organizational options for the infill site. All share an alley entrance to the garage, undersized live/work units fronting onto First Ave. W. with

residential units behind and above. Schemes #1 and #3 have rectangular shaped light wells between the units in the middle of the floor plans and the two adjacent buildings. Scheme #1, an “I” shaped design attempts to limit the number of units facing the south airshaft to three per floor or a total of 12 units total. Scheme #3 forms a double loaded corridor extending along the east/west spine to produce six units per floor or a total of 36 units overlooking the two airshafts. In mass, these two schemes somewhat resemble one another.

In Scheme #2, the architect carves out the south west corner forming an “L” shaped floor plate. The units behind those that face First Ave look into the courtyard, representing a majority of the apartments. This design provides for the penetration of light into many of the units and produces a blank wall at the north property line facing the adjacent building.

By the Recommendation meeting, the applicant had refined the design of Option #1 based on the earlier guidance.

## **SITE & VICINITY**

The roughly 7,200 sq. ft. site lies within a Neighborhood Commercial Three (NC3 40) zone for a 40 foot height limit within the Uptown Urban Village. A two story, single family structure occupies the development site. The site’s declension totals approximately nine feet from the northeast to the southwest corner. The site does not have a mapped environmentally critical area.

A variety of building types and styles populate the immediate neighborhood. Newer buildings reflect zoning conditions that promote mixed uses with commercial spaces at the street front and residential dwelling units above (e.g. the Safeway building across the street). Other building types include older apartment buildings such as the one immediately to the south of the site and office structures (south of W. Republican and north of W. Mercer St). Several one story commercial structures with mostly restaurant and retail are located nearby. Seattle Center lies two blocks to the east. Kinnear Park sits at the western edge of the Uptown neighborhood.

## **ANALYSIS - DESIGN REVIEW**

### **Public Comments**

Eleven members of the public affixed their names to the Early Design Review meeting (February 15, 2012) sign-in sheet. Speakers raised the following comments:

- Trash receptacles accumulate in the alley. Provide a place near the alley for the dumpsters.
- Provide an adequate amount of parking for each unit.
- Modulate the front of the building. The proposed façade is too massive.
- Shadows formed by the building to the south will be cast in to the light well.
- The “I” shaped scheme is appreciated as it defers to the adjacent buildings. It is unrealistic to expect much solar access, however.
- It is preferable to maintain greenery (including the large Holly tree) than to create solar access.
- The proposed building will block some of the north windows of the south building.

- Consider safety issues in the alley. Accidents occur there.

## **GUIDELINES**

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the guidelines found in the City of Seattle’s “Design Review: Guidelines for Multi-family and Commercial Buildings”. The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

### **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.**

**Uptown-specific supplemental guidance:**

**Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood’s pedestrian character.**

**Uptown Urban and Heart of Uptown character areas encourage outdoor dining areas utilizing sidewalks and areas adjacent to sidewalks. Outdoor dining is especially encouraged for sites on block faces with southern exposure.**

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

**Uptown-specific supplemental guidance:**

**Throughout Uptown developments that respond outward to the public realm are preferred.**

- **Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses.**
- **Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street.**
- **Define outdoor spaces through a combination of building and landscaping, and discourage oversized spaces that lack containment.**

**Throughout Uptown site identity features such as art, signage or major public open space at gateway locations as identified on the map. Seek opportunities for welcoming signage that is specific to the Uptown Urban Center at gateway locations. Architecture should also reinforce gateway locations.**

**Within the Uptown Park character area, streetscape improvements should include where feasible a consistent park-like landscaped strip in the planting strip, as consistent with the historic pattern in the area.**

**In the Uptown Urban and Heart of Uptown character areas, encourage streetscapes that respond to unique conditions created by Seattle Center.**

**In the Heart of Uptown character area new development should provide when possible: a widened sidewalk through additional building setback at street level; or retail façade design with panels, sliding doors or other features that allow generous openings to the street.**

**In the Uptown Park character area, when retail and offices are located within the neighborhood, they should be designed to acknowledge and blend with the predominantly residential environment.**

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

**Uptown-specific supplemental guidance:**

**Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.**

See Board guidance given for D-12.

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

**Uptown-specific supplemental guidance:**

**A top priority within the Heart of Uptown character area is to promote active, customer-oriented retail storefronts at street level.**

**Major retail spaces are encouraged on streets designated Large Scale Commercial Corridor as shown on the map.**

**Throughout Uptown encourage outdoor dining.**

Employing the maximum amount of glazing at the commercial storefronts should encourage pedestrian activity.

- A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**

The elevations facing the two adjacent structures should convey a sensitivity to tenant privacy. Useful techniques include shifting or off-setting the floor levels and ensuring that windows do not align with one another. At the Recommendation meeting, the applicant will need to present an elevation overlay of the adjacent conditions to illustrate how maximum resident privacy has been ensured.

- 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.**

**Uptown-specific supplemental guidance:**

**Front Setbacks**

**Where feasible, new development in the Uptown Park character area should consider landscaping any setback from the sidewalk. Landscaping within a setback should provide a transition from public to private space and define a boundary between these.**

**Where the incorporation of decorative gates and fencing may be necessary to delineate between public and private spaces, these features should be softened by landscaping where feasible.**

The location of two large planters shown pushed against the live/work units would interrupt pedestrian traffic on the sidewalk and impede the display of the commercial portion of the units.

- A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.**

The proposed light wells will receive little solar exposure. Lighter colored materials cladding the elevations would assist in reflecting light into the open spaces benefiting the prospective tenants and those who live in the adjacent buildings.

- 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.**

**Uptown-specific supplemental guidance:**

**Throughout Uptown the preferred location for surface parking lots is in the rear of the building or away from or otherwise screened from the street and sidewalk.**

**Preferred Alley Access**

**Access to new development is preferred via alleyways, if feasible. Throughout Uptown encourage all parking for residential uses to be located below grade.**

The project team has placed the parking garage entrance off the alley. This met with the Board's approval.

## **B. Height, Bulk and Scale**

- 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 anticipated development potential of the adjacent zones.

**Uptown-specific supplemental guidance:**

**Throughout Uptown, a departure would be supported for 3' of additional height for projects that step back the top floor of the structure a minimum of 6' from the street.**

**In the Heart of Uptown character area, break facades into smaller massing units.**

**In the Uptown Urban character area larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials.**

**In order to prevent monolithic walls on or close to the property line, the building mass should be reduced at these critical areas.**

## **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.

**Uptown-specific supplemental guidance:**

**In the Uptown Park character area, extensive landscaping, the use of brick and inlaid tile as building materials and designs with an appearance of substance and quality are recommended to promote Uptown Park's desired character.**

**The Uptown Park character area emphasizes the notion of historic continuity—the relationship of built structures over time.**

**The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.**

**Supplemental Guidance Scope**

**The Uptown Urban character area embraces high quality urban infill, and responds to special relationships with nearby civic institutions.**

- 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 facade walls.**

**Uptown-specific supplemental guidance:**

**Throughout Uptown buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.**

This will be an important Board consideration as design development occurs.

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

**Uptown-specific supplemental guidance:**

**Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.**

**Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.**

**Throughout Uptown size signs, exterior light fixtures, canopies and awnings to the scale of the building and the pedestrian. Signs that add creativity and individual expression to the design of storefronts are encouraged.**

Although most of the storefront will have glazing, it is detailing of the fenestration that will, in part, convey an intimate scale. The designs for the doors, window hardware, canopies and other elements should illustrate that the architect placed considerable thought into achieving the aspirations of the guideline.

- 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.**

**Uptown-specific supplemental guidance:**

**Within the Uptown Park and Heart of Uptown character areas, the use of historic-looking brick and tile facades are strongly encouraged to create a more consistent, unified, and historic appearance throughout the district.**

Throughout Uptown, decorative exterior treatments using brick, tile, and/or other interesting exterior finish materials are strongly preferred. Quality exterior finish materials should be incorporated at all levels and on all exterior walls.

Use lighter materials to clad the elevations of the two light wells in order to reflect light into the units that will have minimal solar exposure due to the building's massing.

## **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.

**Uptown-specific supplemental guidance:**

Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

Throughout Uptown special attention to the pedestrian experience and street right-of-way should be given along pedestrian corridors as identified on the map (pg. VI).

Throughout Uptown the use of a pedestrian-scaled streetlamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.

In the Uptown Urban and Heart of Uptown character areas, encourage Seattle Center campus redevelopment along its boundaries to either open vistas from Uptown into Seattle Center or to provide activation for the street.

Including amenities for transit riders in a building's design rather than the traditional use of curbside bus shelters generates a safer and more active street. In the Uptown Urban and Heart of Uptown character areas the elimination of curbside bus shelters is encouraged in retail areas as appropriate.

**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.

**Uptown-specific supplemental guidance:**

Within the Uptown Park character area landscaping (e.g., trellised climbing plants and other urban greenery) is the preferred treatment for walls.

**In the Uptown Urban and Heart of Uptown character areas artwork and decorative surfacing may provide an alternative wall treatment to landscaping in some locations.**

The Board encouraged the applicant to open up the north stair case where it faces into the light well. By keeping the staircase partially unenclosed, it reduces the amount of blank wall and mass.

- 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.**

**Uptown-specific supplemental guidance:**

**Throughout Uptown designs that lessen the visibility of parking structures are preferred. Garages and parking structures should, where feasible, incorporate landscaping to reduce their visual impact.**

**Parking structures are discouraged in the Uptown Urban and Heart of Uptown character areas.**

For the most part, the only visible portion of the garage structure would face the alley.

- 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.**

See guidance for D-8. Provide a screened area near the alley for trash and recycling storage.

- D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.**

**Uptown-specific supplemental guidance:**

**Throughout Uptown ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.**

**In Heart of Uptown and Uptown Urban character areas encourage alleys to be activated with subordinate retail spaces at the mouth of the alley. Encourage retail to “turn the corner” at alley entrances.**

The small strip of plantings along the alley met with the Board’s approval.

The Board members reiterated the importance of providing a screened recessed area for trash and recycling off the alley. The utility area and the screened holding area for trash pick-ups may, in turn, reduce the amount of vegetation along the alley.

**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.**

**Uptown-specific supplemental guidance:**

**Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.**

The applicant will need to provide an example of the signage concept for the Recommendation meeting.

**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.**

**Uptown-specific supplemental guidance:**

**Uptown accommodates shopping and eating experiences during the dark hours of the Northwest's late fall, winter, and early spring. Pedestrian area lighting is an important feature of each block in the Uptown Urban character area, and the Heart of Uptown character area.**

This guidance will be important aspect of the review at the Recommendation meeting.

**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.**

The Board liked the extensive amount of glazing along the street frontage. Storefront glazing should be at full height with the maximum amount of fenestration. At the Recommendation meeting, the detailing of the storefronts should be well evident.

Due to the depth of the units, the canopies should have glass in order to bring light into the live/work units otherwise the back portion of the units will be dark. The canopy heights and depths should vary from one another to create a sense of scale and variety.

**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.**

The Board strongly recommended that the upper façade should mark or signal the placement of the primary residential entry on First Ave. This will differentiate the residential entry from the live/work spaces by providing definition to the entire street facing façade and by signifying the residential entry at the larger urban scale.

## **E. Landscaping**

**E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.**

**Uptown-specific supplemental guidance:**

**Within the Uptown Park character area, streetscape improvements should include a consistent landscaped planting strip between the sidewalk and the street as consistent with the historic pattern in the area.**

**Throughout Uptown, streetscape landscaping as per guidelines A-2 and D-1 is encouraged.**

**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.**

**Uptown-specific supplemental guidance:**

**Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.**

## **MASTER USE PERMIT APPLICATION**

The applicant revised the design and applied for a Master Use Permit with a design review component on March 5, 2012.

## **DESIGN REVIEW BOARD RECOMMENDATION**

The Design Review Board conducted a Final Recommendation Meeting on August 1st, 2012 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meetings, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

### **Public Comments**

Six members of the public added their names to the Recommendation meeting sign-in sheet. Speakers raised the following comments:

- The elevator and stair penthouses block view from the adjacent building to the north. Shift the tower's location to preserve the views.
- Show how views are impacted based on the added four feet in height.
- Change the name of the building as the neighborhood is no longer called Lower Queen Anne.
- Use another cladding than metal. The proposal has too much metal on it.
- Irrigate the planting strip and add paving stones to it to enable access from on-street parking.
- This is a much needed infill project. The brick at the base is much appreciated.
- Preserve the Uptown lighting fixtures in the right of way.

DPD received approximately nine comment letters. The concerns raised by the authors include preservation of trees on the site, the increase in density and lack of open space, the need to respect adjacent buildings (privacy and solar access), the need to conform to streetscape plans endorsed by the Uptown Alliance, and the preservation of squirrel habitat.

### **A. Site Planning**

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

#### **Uptown-specific supplemental guidance:**

**Throughout Uptown developments that respond outward to the public realm are preferred.**

- **Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses.**
- **Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street.**
- **Define outdoor spaces through a combination of building and landscaping, and discourage oversized spaces that lack containment.**

**Throughout Uptown site identity features such as art, signage or major public open space at gateway locations as identified on the map. Seek opportunities for welcoming signage that is specific to the Uptown Urban Center at gateway locations. Architecture should also reinforce gateway locations.**

**Within the Uptown Park character area, streetscape improvements should include where feasible a consistent park-like landscaped strip in the planting strip, as consistent with the historic pattern in the area.**

**In the Uptown Urban and Heart of Uptown character areas, encourage streetscapes that respond to unique conditions created by Seattle Center.**

**In the Heart of Uptown character area new development should provide when possible: a widened sidewalk through additional building setback at street level; or retail façade design with panels, sliding doors or other features that allow generous openings to the street.**

**In the Uptown Park character area, when retail and offices are located within the neighborhood, they should be designed to acknowledge and blend with the predominantly residential environment.**

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

**Uptown-specific supplemental guidance:**

**Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.**

Discussion focused on the entry location for the northern most live/work unit, the Board preferred that the door face the street, as shown in the booklet, rather than exit into the recessed area in front of the residential lobby.

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

**Uptown-specific supplemental guidance:**

**A top priority within the Heart of Uptown character area is to promote active, customer-oriented retail storefronts at street level.**

**Major retail spaces are encouraged on streets designated Large Scale Commercial Corridor as shown on the map.**

**Throughout Uptown encourage outdoor dining.**

At the EDG meeting, the Board endorsed extensive transparency at the live/work units. Although it did not discuss the issue at the Recommendation meeting, the Board appeared satisfactory with the windows at street front.

- A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**

The applicant did not meet the Board's request at the EDG meeting to present an overlay of the adjacent conditions to illustrate how maximum resident privacy has been ensured between the proposal and the neighbors. The Board did not ask the applicant to redress the lack of analysis.

See Board guidance and staff note for B-1.

- 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.**

**Uptown-specific supplemental guidance:**

**Front Setbacks**

**Where feasible, new development in the Uptown Park character area should consider landscaping any setback from the sidewalk. Landscaping within a setback should provide a transition from public to private space and define a boundary between these.**

**Where the incorporation of decorative gates and fencing may be necessary to delineate between public and private spaces, these features should be softened by landscaping where feasible.**

The applicant responded to earlier guidance to remove two large planters shown pushed against the live/work units by locating a series of planting beds at grade in front of the live/work units. The Board did not comment on the changes.

- A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.**

**B. Height, Bulk and Scale**

- 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 anticipated development potential of the adjacent zones.**

**Uptown-specific supplemental guidance:**

**Throughout Uptown, a departure would be supported for 3' of additional height for projects that step back the top floor of the structure a minimum of 6' from the street.**

**In the Heart of Uptown character area, break facades into smaller massing units.**

**In the Uptown Urban character area larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials.**

The six inch modulation establishing a rhythm for the four vertical bays lacks gracefulness. The Board recommended a minimum of 12 inches between vertical bays to provide greater differentiation and more texture created by the play of shadow on the facades.

The location of the elevator and stair tower penthouses on the north elevation troubled the Board as it potentially blocked views and produced shadow impacts on the adjacent residential building. The Board recommended that the applicant reduce the parapet on the north side by moving the circulation away from the building edge and minimizing as much as possible the height and breadth of the penthouses. The Board also requested that the applicant consider reducing or reconfiguring the roof top open space to minimize the number of penthouses. With Seattle Center nearby, the need for a large roof top deck seems unnecessary.

Staff Note: At time of the Recommendation meeting, the applicant has not respond to DPD staff's request for view studies to ensure compliance with Seattle Municipal Code section 23.47A.012A.1a and 1c which provide four additional feet if non-residential have 13 foot floor to floor heights at street level and do not significantly block views of specific human made and natural features.

**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.**

**Uptown-specific supplemental guidance:**

**In the Uptown Park character area, extensive landscaping, the use of brick and inlaid tile as building materials and designs with an appearance of substance and quality are recommended to promote Uptown Park's desired character.**

**The Uptown Park character area emphasizes the notion of historic continuity—the relationship of built structures over time.**

**The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.**

### **Supplemental Guidance Scope**

**The Uptown Urban character area embraces high quality urban infill, and responds to special relationships with nearby civic institutions.**

- 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 facade walls.**

#### **Uptown-specific supplemental guidance:**

**Throughout Uptown buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.**

After viewing two facades concepts for both the north and south elevations, the Board requested that the Board use the simpler elevations.

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

#### **Uptown-specific supplemental guidance:**

**Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.**

**Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.**

**Throughout Uptown size signs, exterior light fixtures, canopies and awnings to the scale of the building and the pedestrian. Signs that add creativity and individual expression to the design of storefronts are encouraged.**

- 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.**

#### **Uptown-specific supplemental guidance:**

**Within the Uptown Park and Heart of Uptown character areas, the use of historic-looking brick and tile facades are strongly encouraged to create a more consistent, unified, and historic appearance throughout the district.**

**Throughout Uptown, decorative exterior treatments using brick, tile, and/or other interesting exterior finish materials are strongly preferred. Quality exterior finish materials should be incorporated at all levels and on all exterior walls.**

The Board recommended that the facades have a finer (tighter) gauge or the use of a flat metal panel than what the applicant presented at the meeting. The deep ribbed metal conveyed too much of an industrial appearance and seemed over sized for the scale of the building.

A lengthy deliberation on the color selection ensued. Although the Board did not request a change in the colors, the contrast between the warm colors of the surrounding buildings with the cooler blues and grays of the proposal troubled some of the members as did one of the blue hues. The Board noted that the elevations presented at the meeting did not show the adjacent buildings which would have made it easier to evaluate the project in its context.

Board members did not discuss the use of reflective surfaces on the walls facing the two light wells as suggested at the Early Design Guidance meeting.

## **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.**

**Uptown-specific supplemental guidance:**

**Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.**

**Throughout Uptown special attention to the pedestrian experience and street right-of-way should be given along pedestrian corridors as identified on the map (pg. VI).**

**Throughout Uptown the use of a pedestrian-scaled streetlamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.**

**In the Uptown Urban and Heart of Uptown character areas, encourage Seattle Center campus redevelopment along its boundaries to either open vistas from Uptown into Seattle Center or to provide activation for the street.**

**Including amenities for transit riders in a building’s design rather than the traditional use of curbside bus shelters generates a safer and more active street. In the Uptown Urban and Heart of Uptown character areas the elimination of curbside bus shelters is encouraged in retail areas as appropriate.**

- 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.**

**Uptown-specific supplemental guidance:**

**Within the Uptown Park character area landscaping (e.g., trellised climbing plants and other urban greenery) is the preferred treatment for walls.**

**In the Uptown Urban and Heart of Uptown character areas artwork and decorative surfacing may provide an alternative wall treatment to landscaping in some locations.**

Although the Board earlier encouraged the applicant to open up the north stair case where it faces into the light well, the stairs remain enclosed. The Board did not object to the design.

- 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.**

The waste storage area will be within the structure facing the alley.

- D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.**

**Uptown-specific supplemental guidance:**

**Throughout Uptown ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.**

**In Heart of Uptown and Uptown Urban character areas encourage alleys to be activated with subordinate retail spaces at the mouth of the alley. Encourage retail to “turn the corner” at alley entrances.**

The Board noted its satisfaction with placing the waste storage area within the building.

- 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.**

**Uptown-specific supplemental guidance:**

**Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.**

Blade signs, as shown on p. A15 of the Recommendation booklet, were acceptable to the Board.

- 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.**

**Uptown-specific supplemental guidance:**

**Uptown accommodates shopping and eating experiences during the dark hours of the Northwest's late fall, winter, and early spring. Pedestrian area lighting is an important feature of each block in the Uptown Urban character area, and the Heart of Uptown character area.**

- 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.**

The Board did not comment on the extent of transparency at the live/work units.

The applicant complied with the Board's earlier request for glazing on the canopies in order to bring light into the live/work units. The revised design also varied the canopy heights and depths to create a sense of scale and variety.

- 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.**

The Board noted that the applicant did not alter the upper façade to mark or signal the placement of the primary residential entry on First Ave as requested. This would have differentiated the residential entry from the live/work spaces by providing definition to the entire street facing façade and by signifying the residential entry at the larger urban scale. Because the Board has recommended conditions revising the façade (see B-1 and C-4), this would provide another opportunity, although not required, to revise the relationship of the storefront level with the appearance of the upper façade.

**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.**

**Uptown-specific supplemental guidance:**

**Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.**

**Board Recommendations:** The recommendations summarized below were based on the plans submitted at the August 1st, 2012 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 August 1st public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four 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. Non-residential Use Height SMC 23.47A.008B.3.b	Non-residential use shall have a floor to floor height of at least 13 feet.	The northern most live/work unit (1 of 3) would have a 11'6" height.	<ul style="list-style-type: none"> <li>▪ Provides access directly from the sidewalk.</li> </ul>	Recommended Approval by 3-1 vote of the Board.

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

- 1) Provide a minimum of 12 inches between each of the four vertical bays on the east elevation to provide greater differentiation. (B-1)
- 2) Reduce or eliminate the parapet height on the structure's north side by moving the circulation away from the building edge and minimizing as much as possible the height and breadth of the penthouses. The Board also requested that the applicant consider reducing or reconfiguring the roof top open space to minimize the number of penthouses. (B-1)
- 3) Use a finer (tighter) gauge or a flat metal panel on the elevations than what the applicant presented at the meeting. The deep ribbed metal conveyed an industrial appearance and seemed over sized for the scale of the building. (C-4)

## **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 four 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 dated March 2, 2012. The information in the checklist, project plans, 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 25.05.665 D) 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 certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

### **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, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. 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 analyzes construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

### **Noise**

Noise associated with construction of the mixed use building and future phases 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 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.

Prior to issuance of demolition, grading and building permits, the applicant will submit a construction noise mitigation plan. This plan will include steps 1) to limit noise decibel levels and duration and 2) procedures for advanced notice to surrounding properties. The plan will be subject to review and approval by DPD. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

- 1) Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
- 2) Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- 3) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- 4) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

### Air Quality

Construction for this project is expected to add temporarily particulates to the air that 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 buildings.

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 (SGDCC) 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

Excavation to construct the mixed use structure will be necessary. The maximum depth of the excavation is approximately 12 feet and will consist of an estimated 3,000 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. Future phases of construction will be subject to the same regulations. 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

Duration of construction of the apartment building may last approximately 16 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction would likely 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. Upon completion of the parking garage, construction workers shall park in the garage. In order to minimize adverse impacts, the applicant will need to provide a construction worker parking plan to reduce on-street parking until the new garage is completed and safe to use. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 3,000 cubic yards of soil are expected to be excavated from the project site. 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 approximately 300 round trips with 10-yard hauling trucks or 150 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that

truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

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 Broadway. Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

### 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; 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, traffic, and parking impacts.

### Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's 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

A review by the Department of Neighborhoods determined that the existing structures, built in 1904, and determined that it is unlikely, due in part to a loss of integrity, that it would meet the standards for designation as an individual landmark.

### Transportation

The 40 dwelling unit apartment building would likely generate 170 average daily vehicle trips with 15.8 trips occurring in the PM peak hour. DPD does not anticipate that the impacts would be significant. No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

### Parking

The development site lies within the Uptown Urban Center which, based on the Land Use Code section 23.54.015, does not require residential off-street parking. The applicant intends to supply 20 on-site parking spaces. Gibson Traffic Consultant's data suggests that parking rates per unit in the area range between .77 and .83. Based on 43 residential units, Gibson estimates the

parking demand range between 33 to 36 spaces, resulting in a spillover of approximately ten to 13 vehicles. Spaces available in parking lots and garages in the vicinity would accommodate any overnight parking demand generated by the project.

### **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 requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public 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 2C.
- [ ] 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 2C.

### **CONDITIONS – DESIGN REVIEW**

#### *Prior to MUP Issuance*

Revise plans sets to show:

- 1) Provide a minimum of 12 inches between each of the four vertical bays on the east elevation to provide greater differentiation.
- 2) Reduce or eliminate the parapet height on the structure's north side by moving the circulation away from the building edge and minimizing as much as possible the height and breadth of the penthouses. The applicant shall consider reducing or reconfiguring the roof top open space to minimize the number of penthouses.
- 3) Use a finer (tighter) gauge or a flat metal panel on the elevations than what the applicant presented at the meeting.

#### *Prior to Building Application*

- 4) Include the departure matrix in the zoning summary section on all subsequent building permit plans. Add call-out notes on appropriate plan and elevation drawings in the updated MUP plans and on all subsequent building permit plans.

#### *Prior to Commencement of Construction*

- 5) Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

#### *Prior to Issuance of all Construction Permits*

- 6) Embed the MUP conditions in the cover sheet for all subsequent permits including updated building permit drawings.

Prior to Issuance of a Certificate of Occupancy

- 7) 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, 206.615-1392). 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.

For the Life of the Project

- 8) 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 Rips, 206.615-1392). 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.

**CONDITIONS – SEPA**

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

- 9) Attach a copy of the PSCAA demolition permit to the building permit set of plans.
- 10) A construction traffic management plan shall be submitted to DPD and SDOT prior to the beginning of construction. This plan will identify off-street construction worker parking, construction materials staging area; truck access routes to and from the site for excavation and construction phases; and sidewalk and street closures with neighborhood notice and posting procedures. The intent of the construction worker parking plan is to reduce on-street parking until the new garage is constructed and safe to use.

During Construction

- 11) 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.
- 12) In addition to the Noise Ordinance, requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

- A. Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
  - B. Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
  - C. Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
  - D. Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- 13) Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.
- 14) Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this condition.

*For the Life of the Project*

- 15) Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Signature: (signature on file) Date: October 11, 2012  
Bruce P. Rips, AAIA, AICP  
Department of Planning and Development

BPR:drm

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