



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:** 3007628  
**Applicant Name:** Kevin Tabari, architect for Jewish Family Services  
**Address of Proposal:** 1601 16<sup>th</sup> Avenue

**SUMMARY OF PROPOSED ACTIONS**

Land Use Application to allow a three-story structure 25,300 sq. ft. office building. Parking for 24 vehicles to be provided in an at-grade garage. A 710 sq. ft. portion of an existing structure is to be demolished.

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 February 28, 2008.**

## **PROJECT DESCRIPTION**

The applicant proposes a 25,300 square foot addition to the Jewish Family Service's Jessie Danz Building (13,500 sq. ft.) located at the corner of 16<sup>th</sup> Avenue and East Pine Street on Capitol Hill. The proposed structure would occupy the surface parking lot immediately to the north of the 1 1/2-story Jessie Danz Building. The proposal includes two floors of offices above a one-level, at-grade parking garage accessed from 16<sup>th</sup> Ave. Jewish Family Services, the applicant, operates a food bank in the basement and provides a variety of social services in its facility.

At the initial Recommendation meeting, the applicant presented two design options. In design option #1, the architect proposed a U-shaped volume to be built above a plinth containing a parking garage. The elongated court faced north toward the four-story, masonry Garden Court condominiums. A service core or tower linked the existing office with the new structure at the base of the "U". By slightly pulling back from the mass from the north property line and establishing an elevated court, the design provided spatial accommodation for the Garden Court residents. Offices in the proposal would have views toward the east and west along two double loaded corridors.

Option #2 placed the service core in the same location as alternative #1 linking the existing with the proposed structure. Instead of an elevated courtyard, the architect proposed a rectangular mass with its length along the east/west axis. The proposed structure would have a greater set back on the north than Scheme #1 and would raise four floors above 16<sup>th</sup> Ave. grade, one floor higher than the other option. This scheme had more office space for the social service provider.

Each scheme displayed a new entry lobby between the parking garage to the north and the Jessie Danz Building to the south. The porch in front of the proposed lobby extended the landscaped court in front of the existing structure. Due to the limited number of parking spaces and for security concerns, the applicant preferred to request departure from the Land Use Code's prohibition of placing parking lots and garages on a street without an intervening use. An alternative offered by the architect placed a small office room at the street between the lobby and the garage.

Although an unimproved alley extends behind the structure, the applicant has elected not to provide access from the alley. The Land Use Code also does not require alley improvement based on the lack of existing right of way improvements. A storage area and a waste/recycling area, however, would be accessed from the alley.

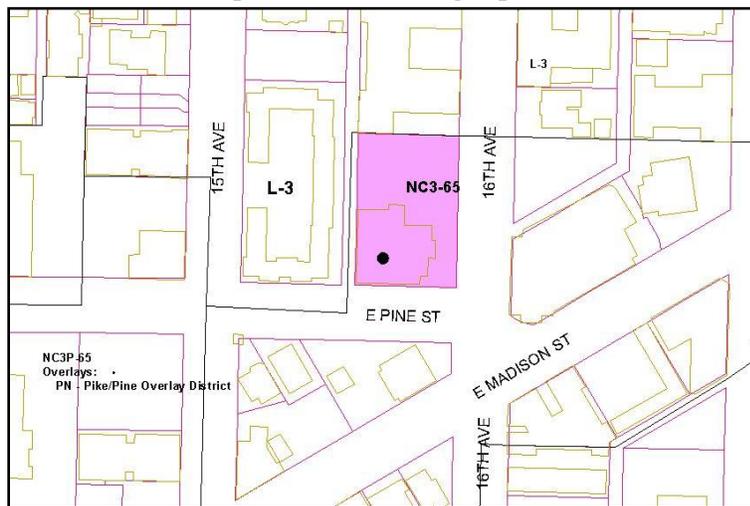
Under the preferred scheme, the first option, the applicant identified four departures from the Land Use Code provisions requiring a sight triangle, intervening uses between parking and a sidewalk, driveway width and a 15 foot setback between the side lot line of a commercial zone and the front lot line of the neighboring residential zone. By the Final Recommendation meeting, the number of departures had increased to five, adding one for transparency at street level.

## SITE & VICINITY

The development site occupies an area of approximately 21,600 square feet in the Capitol Hill neighborhood. The corner lot has street frontages along East Pine Street to the south and 16<sup>th</sup> Avenue to the east in a Neighborhood Commercial Three zone with a height limit of 65 feet (NC3-65). The site is located within the Capitol Hill Urban Center Village. A portion of the site is located in a designated (40%) Steep Slope Environmentally Critical Area (ECA). It is also within the Capitol Hill Neighborhood Design Guidelines area.

The Jessie Danz building, a one-story structure with a daylight basement, sits on the south half of the lot. The north half features an accessory surface parking lot. The remaining grounds are landscaped with vegetation around the site's perimeter. The north portion of the site is relatively flat that slopes moderately downward from mid-lot to the southwest corner, approximately 12 feet over the south 70 feet. The development site occupies one quarter of the block that is divided by a technically unimproved alley running north/south at mid-block. Jewish Family Services uses a portion of the alley for garbage and recycling. The neighbors to the west have created a nonconforming, private park in the alley. The remaining area of the block is developed with a moderate-sized residential uses including; a two-story condominiums across the alley to the west, and a four-story condominiums abutting the subject lot to the north. All street rights-of-way are fully developed streets with asphalt roadway; curbs, sidewalks and gutters. East Pine Street is a primary arterial abutting the subject site. The area is served by Metro bus routes 10, 11, 12 and 84. East Madison Street, one block south, connects surrounding residential neighborhoods from Lake Washington to Downtown.

Located at the northwest corner of the intersection of East Pine Street and 16<sup>th</sup> Avenue, the site's neighborhood features a mix of older, multi-story residential and commercial structures and new mixed-use developments extending up to the zoned height limits. To the east across 16<sup>th</sup>



Avenue; lots are currently developed with a mixed-use building containing Madison Market, surface parking, two-story single family structure, and a four-story condominium complex. To the southwest across East Pine, the Pearl, a new six-story structure has been recently completed. Zoning designation at the site and to the south and east is Neighborhood Commercial Three zone, with a sixty-five (65) foot height limit (NC3-65). Abutting this

commercial zoning band to the north at the property line and across the alley to the west, is a less dense Multifamily Lowrise Three zone (L3). Modest turn of the century multi-family and single family structures are prevalent in this area. The adjacent four-story residential building to the north, the Garden Court condominiums, is a good example of older well detailed buildings representative of the Capitol Hill area. Mature street trees within the 16<sup>th</sup> Avenue right-of-way provide a rich canopy that enhances the street experience.

### Project Background

DPD held an Early Design Guidance meeting in 2007 for an earlier Jewish Family Services proposal. Several months later in 2008 the applicant applied for a Master Use Permit; however, after DPD's initial review, no progress occurred. In the beginning of 2010 the applicant brought significantly revised concept ideas to the attention of DPD staff. In the new schemes, the applicant reduced the scope of the building program and, in turn, the building size.

### **PUBLIC COMMENT**

The comment period for this proposal ended on March 26, 2008. The City received approximately 18 letters addressing several aspects of the proposal. Issues brought to DPD's attention focused on garage access, bulk and scale, Land Use Code departures, location of mechanical equipment and preservation of landscaping.

### **ANALYSIS - DESIGN REVIEW**

#### Public Comments

A number of the 18 public citizens present at the EDG meeting (December 5, 2007) had comments to offer. Public comments and clarifying questions focused on the following issues:

- Totally agreed with the applicant's proposal to relocate parking off 16<sup>th</sup> Avenue.
- Disapproved of improvements to the alley and any proposed access, as it would adversely impact ground level units to the west, across the alley.
- Concern with SDOT requiring alley improvements.
- Sixteenth Avenue is not a suitable location for vehicle access due in part to traffic volumes in the morning hours. It is impossible to travel on 16<sup>th</sup> southbound in the morning; Madison Market uses the street as a loading zone.
- Three-story structure is a good alternative for the neighborhood. Applaud lower height of proposed structure, shows sensitivity to existing structures both on and off-site in the immediate area.
- Proposed building's setback from the north property line should be increased to off-set bulk impacts on a nonconforming structure that sits near its property line. First floor units would be adversely impacted by close proximity of the new building.
- If parking access is allowed off 16<sup>th</sup> Avenue, then it should be relocated further south away from the neighboring property to the north.
- Long-term maintenance of landscaping is a concern; a covenant should be executed to compel owners to maintain landscaping.
- The existing structure should be torn down and the new building should be allowed to extend to the zoned height limit, this would be less impacting in our neighborhood.
- Find it ironic that they are seeking LEED Certification with the proposed number of vehicles.
- Sixteenth Avenue is a residential street that would be incongruous with adding access for 70 vehicles dedicated to a nonresidential use.
- Would like additional evolution of design to be a win/win for Jewish Family Services and the neighborhood.
- Would like to see alley maintained as a green space.

## Design Guidance

At the Early Design Guidance meeting on December 5, 2007, Ed Weinstein, owner of Weinstein Architects / Urban Designers, opened the presentation with an overview of the Jewish Family Services commitment to the broader community, including program goals, neighborhood assessment and security concerns. Mr. Weinstein stated that the owners are seeking to develop a high performance building with a LEED Gold Certification adjacent to an existing (Jessie Danz) building. Kevin Tabari, project architect with Weinstein A/U, followed the opening statement with the main design presentation. Mr. Tabari provided a historic and site context analysis that featured a photo essay of the immediate area. During his presentation, Mr. Tabari emphasized the contextual relationship of in-fill projects with abutting structures in the immediate area. The architectural character of the proposed building would draw upon topographic site conditions, orientation to the existing structure (to the south), and influences from surrounding buildings (new and proposed). Location of parking access was cited as a key design element in achieving the desired spatial configuration and minimizing adverse impacts. In order to move forward with the design an ECA exemption from 40% Steep Slope standards will be applied for with DPD in the near future. The design objectives are the following: present an architectural image of an organization that supports families and those in need, create a positive environment for staff and clients reinforced by access to daylight and natural ventilation, be a good neighbor, create an inviting outdoor space that engages both the new and existing building, and establish a presence that is compatible with the character of the existing building and scale of the neighboring buildings.

All three design schemes presented featured vehicle access adjacent to 16<sup>th</sup> Avenue, with the existing structure loading off the alley. Primary pedestrian access is proposed off 16<sup>th</sup> Avenue. Due to the topographic conditions at the site, parking will be located below grade in a daylight basement. The proposal will require removing the accessory surface parking lot to accommodate development of a three to four-story structure with a maximum footprint of approximately 10,900 square feet. Three conceptual drawings were presented all showing one structure with reconfigured mass to address the volume of outdoor pedestrian plaza area, and bulk impacts on adjacent properties.

After providing the context which informed the three conceptual design schemes Mr. Tabari compared the schemes, noting the pros-and-cons of each scheme. Design Alternative “1” depicted a building that maximizes the zoning envelope on the site’s north half.

The proposed building would abut the northern extent of the modulated existing Jessie Danz Building to the south. The existing pedestrian plaza would be incorporated into the proposed building design. The building’s mass is more monolithic in design, limiting access of natural light between structures and natural ventilation. The stair and elevator tower is loaded adjacent to the pedestrian plaza. The proposed building lacks design coherence to neighboring buildings that features more stimulating horizontal modulation detailing. Under this alternative, the building’s mass would be placed adjacent to all uses.

Design Alternative “2” features a rectangular shaped building with an east/west lengthwise orientation. Natural light would be obtained from the separation between the proposed and existing buildings, thus expanding the pedestrian plaza area. The proposed building mass would step approximately 15 feet (at the closest distance) from the Jessie Danz Building. The stair and

elevator penthouse would be shifted to the building's center to minimize visual impacts upon neighboring properties. The interior floor plan depicts a double loaded commercial corridor running perpendicular to 16th. Drawbacks of this option were noted its lack of connection to existing building and its failure to address long-term development potential of the remaining portion of the site to the south. It is anticipated that sometime in the future the Jessie Danz Building would be replaced.

The "Preferred" Alternative ("3") was designed in part to maximize natural light into a central pedestrian courtyard. The preferred scheme calls for "U" shaped 3-story building, with its courtyard opened up to the south to take advantage of solar exposure. The design strategy is to be forward looking, in establishing a campus-like presence that anticipates future growth. Under this scenario on-site security concerns have been addressed. The building's west wing would be attached and integrated into the existing structure. The stair and elevator tower would be located near the north between the two wings. The orientation of the wings would mitigate privacy impacts on the adjacent residential use to the north. One of the benefits cited is that this design alternative creates a meaningful open space at street level and engages the existing Jessie Danz building. Under all design schemes, façade designs will be informed by adjacent structures. Under the preferred scheme, six departures were identified that included; parking location and access, setbacks, parking space standards, and sight triangle.

## **BOARD DELIBERATIONS**

Ensuring a well proportion scale at the development site is a critical factor to successfully integrate the project into the existing neighborhood fabric. The design team should incorporate as many design elements as necessary to create a quality building mass that is sensitive to the Jessie Danz Building to the south and Garden Court Condominiums to the north. *Capitol Hill Neighborhood* Design Guidelines should be followed to activate the streetscapes.

### **A Site Planning**

#### **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 preferred Alternative "3" is a good solution to site conditions. Alley access is problematic. The Board supports access off 16<sup>th</sup> Avenue, but could favor alley access if some serious effort is made to reduce the number of parking stalls.

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

#### **B-1 Height, Bulk and Scale**

**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.**

The design team should incorporate as many design elements as necessary to create a quality building mass that is sensitive to the Jessie Danz Building to the south and Garden Court Condominiums to the north.

## **C Architectural Elements and Materials**

### **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.**

### **C-4 Exterior Finish Materials**

**Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close.**

## **D Pedestrian Environment**

**Capitol Hill Neighborhood Design Guidelines *should be followed to activate the streetscapes.***

## **REQUESTED CODE DEPARTURES**

At the EDG meeting, the applicant presented three departure requests from setbacks, parking access, parking space standards, and the sight triangle.

## **MASTER USE PERMIT APPLICATION**

The applicant revised the design and applied for a Master Use Permit with a design review component on February 15, 2008.

## **DESIGN REVIEW BOARD RECOMMENDATION**

The Design Review Board conducted Initial and Final Recommendation Meetings on March 3, 2010 and July 21, 2010 respectively 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**

Ten individuals signed-in at the Initial Recommendation meeting. The public commented on the following:

- A beautiful fence should provide continuity between the existing JFS office and the proposed addition. The fence should be porous and be an attractive addition to the neighborhood.
- Residents attending from the Courtyard on Capitol Hill condominium favored the proposal and praised the limited intervention proposed for the alley.

- Traffic on Pine St. is busy. An increase in traffic by vehicular traffic from the alley would be problematic.
- Security is an issue in providing an intervening use between the garage and 16<sup>th</sup> Ave.

Twelve individuals signed-in at the Final Recommendation meeting. The public commented on the following:

- The south wall of the building should not be one continuous vertical plane.
- Favors the metal screening. It has a clean appearance.
- The cantilever on 16<sup>th</sup> Ave. would be conducive for the homeless to sleep underneath it.
- The fence on the north property line could be impacted by construction.
- Bamboo is invasive and should be prevented from spreading.

#### 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.**

*Capitol Hill-specific supplemental guidance:*

- *Retain or increase the width of sidewalks.*
- *Provide street trees with tree grates or in planter strips, using appropriate species to provide summer shade, winter light and year-round visual interest.*
- *Vehicle entrances to buildings should not dominate the streetscape.*
- *For buildings that span a block and “front” on two streets, each street frontage should receive individual and detailed site planning and architectural design treatments to complement the established streetscape character.*
- *New development in commercial zones should be sensitive to neighboring residential zones.*

The Board directed the architect to conceive an exceptional landscape plan that would provide a sense of continuity for the entire length of the property from E. Pine St. to the north property line. Based on the Capitol Hill supplementary guidance above, the Board agreed in concept with the departure request to narrow the driveway width and reduce the width of the garage entrance. (March 3, 2010)

At the Final Recommendation meeting, the Board endorsed the building’s relationship to the site and the landscape design’s relationship to the streetscape. The Board accepted the seven foot setback of the garage wall from the property line. (July 21, 2010)

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

Because of the applicant’s reluctance to add offices or other uses related to its mission at street level or otherwise engage the programming of the building with the street due to security concerns, the Board emphasized the importance of creating a trenchantly attractive building façade and landscape plan along 16<sup>th</sup> Avenue. (March 3, 2010)

The Board did not add further comments at the Final Recommendation meeting. (July 21, 2010)

**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.**

Placing a structure to the south of the Garden Court condominium's landscape court would block sunlight into the residences and alter the quality of the large green space between the structure and the shared property line. The Board expressed a reluctance to allow the departure for the triangular 15 foot setback at the zone edge without serious rethinking and modeling the design of the proposed elevated courtyard. Board members observed that it appeared quite possible to preserve the 15 foot setback; they will expect to see analysis and new design studies. (March 3, 2010)

At the Final Recommendation meeting, the Board contemplated the solar analysis provided by the applicant and the impact of the proposal on the garden to the north of the site, unanimously agreeing with the departure request to reduce the 15 foot triangular setback at the intersection of the residential zone to ten feet.

The Board did not require a revision to the dimensions of the second floor. (July 21, 2010)

**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.**

*Capitol Hill-specific supplemental guidance:*

- *Preserve and enhance the pedestrian environment in residential and commercial areas by providing for continuous sidewalks that are unencumbered by parked vehicles and are minimally broken within a block by vehicular access.*

Locating a driveway on 16<sup>th</sup> Ave. would conflict with the desire to enhance the pedestrian environment as elucidated in the guideline. The Board conceptually agreed with the departure request to reduce the driveway width while at the same time denying a departure recommendation for the sight triangle in order to promote pedestrian safety along 16<sup>th</sup> Ave. By accepting the reduced width and denying recommendation of the sight triangle, the Board recognizes that these actions may minimize the intrusiveness of the driveway/garage and comply with Land Use Code acceptable measures to ensure pedestrian safety. (March 3, 2010)

By the Final Recommendation meeting, the applicant no longer requested the sight triangle.

The Board recommended approval of the departure request to reduce the width of the driveway from 22 to 18 feet. (July 21, 2010)

**A-9 Location of Parking on Commercial Street Fronts. Parking on commercial street front should be minimized and where possible should be located behind a building.**

The general unacceptability of placing parking on a commercial street frontage without an intervening use was thoroughly discussed by the Board. The proposal by the applicant to place a “volunteer room” between a row of parking and the street did not receive Board support. Rather the Board strongly expressed its desire to have the wall of the parking garage pushed back away from the sidewalk to create a much deeper landscape edge between the structure and the right-of-way providing a stronger sense of continuity between the south court of the Garden Court property and the landscape area in front of the Jessie Danz Building. (March 3, 2010)

The Board recommended approval of the departure request to eliminate the need for an intervening use between street-level parking and the sidewalk. After consideration of two options, the Board did not encourage the Board to move the east wall of the garage farther away from the sidewalk. (July 21, 2010)

## **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.**

### *Capitol Hill-specific supplemental guidance:*

- *Break up building mass by incorporating different façade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern.*
- *Consider existing views to downtown Seattle, the Space Needle, Elliott Bay and the Olympic Mountains, and incorporate site and building design features that may help to preserve those views from public rights-of-way.*
- *Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.*

The applicant should provide a study showing how the proposal will maximize the amount of sunshine on the adjacent Garden Court condominium and its south court.

With the height of the proposed structure lower than what is potentially allowable and with the upper U-shaped mass facing the adjacent condominium, the proposed structure’s height and bulk generally met with the Board’s preliminary approval. Future modifications to the design by the architect should focus on preserving the 15 foot triangular setback and creating a useable and desirable court at the upper levels. (March 3, 2010)

At the Final Recommendation meeting, the Board considered two configurations for the upper level courtyard presented by the architect. The Board accepted the same option as presented at the Initial Recommendation meeting. Due to the amount of open space already separating the adjacent multifamily building (Garden Court condominiums) from the proposal, the Board agreed with the applicant that the 15 foot triangular setback at the property line did not serve a purpose in this circumstance. The Board voted to recommend approval of the requested departure for a reduced setback. (July 21, 2010)

### **C. Architectural Elements and Materials.**

**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.

#### *Capitol Hill-specific supplemental guidance:*

- *Incorporate signage that is consistent with the existing or intended character of the building and the neighborhood.*
- *Solid canopies or fabric awnings over the sidewalk are preferred.*
- *Avoid using vinyl awnings that also serve as big, illuminated signs.*
- *Use materials and design that is compatible with the structures in the vicinity if those represent the desired neighborhood character.*

The Board's attention will focus on the design of the building's street front façade particularly at sidewalk level at the next Recommendation meeting. There is an expectation that each detail must be purposefully and exquisitely designed. A perforated screen between the garage and the sidewalk will not be enough. Wall, door, planters, benches, signage, lighting, fence, gate shall combine to form a jewel box like container. (March 3, 2010)

In order to create a better sense of continuity between the addition and the existing structure, the Board recommended that the datum line established at the second floor should have a three-dimensional articulation at the east wall segment that defines the vertical service core (elevator core and janitor's office). The land use planner will review and approve the modifications to be proposed by the applicant. The Board also recommended that the glazing enclosing the south lobby wall be slightly differentiated or set back from the vertical plane of the wall above it. (July 21, 2010)

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

#### *Capitol Hill-specific supplemental guidance:*

- *Incorporate building entry treatments that are arched or framed in a manner that welcomes people and protects them from the elements and emphasizes the building's architecture.*
- *Improve and support pedestrian-orientation by using components such as: non-reflective storefront windows and transoms; pedestrian-scaled awnings; architectural detailing on the first floor; and detailing at the roof line. (These details make buildings more "pedestrian-friendly"—details that would be noticed and enjoyed by a pedestrian walking by, but not necessarily noticed by a person in a vehicle passing by at 30 miles per hour.)*

The architect should imbue the façades of the lobby entrance and the parking garage with craftsmanship. The details that form the hardware, joinery, fenestration and form work should possess a custom quality rather than the design relying on standardized or off the shelf materials. This level of detail and nuance will imbue the structure with the human scale. (March 3, 2010)

The architect proposed a narrow artistic metal strip at eye level along the metal screen of the garage's east wall as a means of adding a greater sense of human scale. The Board encouraged the applicant to consider varying the size of the holes in the metal screen, possibly layering the metal, and refining the joint detail. Preferably the elements that comprise the screen ought to add human scale, provide a sense of robustness to its appearance, look less industrial and emphasize its textural qualities. The Board provided a general recommendation that the garage screen needs to be further refined or articulated to emphasize the sense of the human scale. The screen ought to be denser at eye level in order to obscure light. The holes could vary in density. (July 21, 2010)

**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.**

*Capitol Hill-specific supplemental guidance:*

- *Avoid wood or metal siding materials on commercial structures.*
- *Provide operable windows, especially on storefronts.*
- *Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color.*
- *Consider each building as a high-quality, long-term addition to the neighborhood; exterior design and materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood.*
- *The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is discouraged, especially on ground level locations.*

See guidance for C-2 and C-3. (March 3, 2010)

At the Final Recommendation meeting, the Board discussed the quality of finish materials particularly at the upper levels. No changes were requested; however, the Board encouraged the applicant to provide durable materials with careful or "tight" detailing.

The Board also reviewed two options for the exterior façade of the parking garage. The Board favored the perforated metal screen over an alternative with wood slats. (July 21, 2010)

**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.**

A reduction in the size of the garage entrance is welcome. The garage door should be well designed and meaningfully contribute to the sense of human scale and attractiveness of the pedestrian environment. (March 3, 2010)

The Board recommended approval of a departure reducing the driveway width from 22 to 18 feet. (July 21, 2010)

## **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.

*Capitol Hill-specific supplemental guidance:*

- *Provide entryways that link the building to the surrounding landscape.*
- *Create open spaces at street level that link to the open space of the sidewalk.*
- *Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.*

All of the Capitol Hill specific guidance written above will be important to implement. (March 3, 2010)

At the Final Recommendation meeting, the Board did not offer comments on the open spaces and entrances. (July 21, 2010)

**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.

Emphasis should be placed on architectonic solutions for the parking garage's blank wall rather than the use of green screens or vegetation to hide the wall. The wall, in its own fashion, should possess human scale and texture to provide the same amount of visual interest as the best masonry walls on Capitol Hill. (March 3, 2010)

The metal screen proposed for the east wall of the garage will have perforations allowing a level of transparency between inside of the garage and the exterior. (July 21, 2010)

**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 guidance for A-1, A-4, A-7, C-2, C-3, and D-2. (March 3, 2010)

The elimination of an intervening use between the parking garage and the sidewalk (see A-9) placed greater emphasis on the appearance of the garage's façade along 16<sup>th</sup> Ave. Furthermore, the Land Use Code section governing minimum transparency at street-level requires a 60 percent transparency between two and eight feet above the sidewalk. To reduce the amount of emanating light generated from headlights and light fixtures as well as the appearance of vehicles from the sidewalk, the applicant proposed a perforated metal screen, and a narrow metal strip attached to the metal screen serving as an art element. At the presentation, the architect suggested the possibility of using a backing on the garage side of the wall to further reduce the amount of spillover light. The screening of the higher portion of the wall would be less dense to accentuate the idea that upper floors would have the appearance of floating above the garage. (July 21, 2010)

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

*Capitol Hill-specific supplemental guidance:*

- *Consider:*
  - pedestrian-scale lighting, but prevent light spillover onto adjacent properties;
  - architectural lighting to complement the architecture of the structure;
  - transparent windows allowing views into and out of the structure—thus incorporating the “eyes on the street” design approach.
- *Provide a clear distinction between pedestrian traffic areas and commercial traffic areas through the use of different paving materials or colors, landscaping, etc.*

According to the architect, security concerns for the users of the building drove much of the programming. The quality of the materials and the design of the architectural elements that provide security at street level should have multiple functions. A barrier, for example, can be a seating wall and a planter. A custom made fence and gate will contribute a higher aesthetic sense to the neighborhood. (March 3, 2010)

The Board did not add further discussion at the Final Recommendation meeting. (July 21, 2010)

**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 evening hours.**

The Board will need to review a concept lighting plan for the project site. The applicant should consider providing pedestrian scale light fixtures along the perimeter of the property near the sidewalk with the garden and the lighting contributing to the neighborhood and establishing the transition between the residential zone and the commercial corridor along Pine/Pike and Madison. (March 3, 2010) (March 3, 2010)

The applicant provided a lighting plan at the Final Recommendation meeting. The Board did not make further comments. (July 21, 2010)

## **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.**

The applicant proposes to leave a five foot wide green buffer along the north property line. Providing the 15’ triangular setback would assist in preserving the catalpa tree rooted near the property line. By setting the wall of the parking garage further back from the sidewalk to align, at least, with the lobby entrance if not a few feet further back, the swath of landscaping from E. Pine Street to the Garden Court condominiums will be perceived as one continuous, linear garden. (March 3, 2010)

The Board generally expressed interest in having more abundant landscaping to the north and encouraging the applicant to use taller plantings in this area than the gardens south of the garage. (July 21, 2010)

**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.**

Green screens should not be utilized along the sidewalk façade to detract from the architectonic qualities of the facade. Rather the emphasis should be on the materials and the detailing of the wall.

Consider creating a thematic garden along the 16<sup>th</sup> Ave. swath of open space that provides a transition between the right-of-way and the JFS property. The applicant should also consider what the many recipients of assistance from JFS could contribute in terms of art and landscaping to the entry experience. (March 3, 2010)

The Board recommended blending the surface of the porch area, the pedestrian ramp and the driveway to create a sense of continuity. It is not necessary to define the driveway with plantings. (July 21, 2010)

**Board Recommendations:** The recommendations summarized below were based on the plans submitted at the July 21, 2010 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 July 21<sup>st</sup> 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	APPLICANT JUSTIFICATION	PRELIMINARY RECOM-MENDATION
1. Setback requirements. SMC 23.47A.014B.1	15' triangular setback at the intersection of the side lot line and the front lot line of the neighboring residential zone.	Reduce the required triangular setback to 10' from 15' along both intersecting side and front lot lines.	<ul style="list-style-type: none"> <li>▪ Building to the north has a sizable open space adjacent to the proposed structure.</li> </ul>	Recommended Approval 4-0.
2. Intervening use between parking and sidewalk. SMC 23.47A.032B.1	Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use.	No intervening use.	<ul style="list-style-type: none"> <li>▪ Applicant to provide a garden between sidewalk and façade. (E-1,2)</li> <li>▪ Applicant to provide an attractive art element on 16<sup>th</sup> Ave. façade.</li> </ul>	Recommended Approval 4-0.
3. Parking location and access. SMC 23.54.030D2.a. 1	Minimum standard is 22'	To allow 18' driveway width.	<ul style="list-style-type: none"> <li>▪ Enhances pedestrian experience at the sidewalk.</li> <li>▪ Provides additional landscaping.</li> <li>▪ A-2, A-8, E-2</li> </ul>	Recommended Approval 4-0.
4. Landscape screening at street level parking garage SMC 23.47A.016D2. 1 (table)	5' landscape area along the street lot line or screening by the exterior wall of the structure or 6' high screening between the structure and the landscape area.	Provides 5'6" deep ramp with seat wall and low landscaping at sidewalk edge.	<ul style="list-style-type: none"> <li>▪ Seat wall and ramp provide an extension of entry porch. Adds to sense of community. D-1, D-7.</li> </ul>	Recommended Approval 4-0.
5. Minimum transparency at street-level. SMC 23.47A.008B2. a	60% of street facing façade between 2' and 8' above the sidewalk shall be transparent.	Provide 21% transparency between 2' and 8' at parking.	<ul style="list-style-type: none"> <li>▪ Providing 60% transparency would be at odds with the requirement to screen parking (see Departure #2). Reducing the transparency between will better accommodate guidelines A-8 and D-5</li> </ul>	Recommended Approval 4-0.

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

1. The datum line established at the second floor shall have a three-dimensional articulation at the east wall segment that defines the vertical service core (C-2)
2. The glazing enclosing the south lobby wall shall be slightly differentiated or set back from the vertical plane of the wall above it. (C-2)
3. The garage screen needs to be further refined or articulated to emphasize the sense of the human scale. The screen ought to be denser at eye level or below in order to obscure light. (C-3)
4. Blend the surface of the porch area, the pedestrian ramp and the driveway to create a sense of continuity. (E-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 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 February 15, 2008. 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, 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, 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 Jewish Family Services 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 buildings.

### 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

Excavation to construct the mixed use structure will be necessary. The maximum depth of the excavation on the east side of the parcel's slope is approximately 12 feet and will consist of an estimated 220 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. 170 cubic yards of fill will be transported to the site. 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

Construction of the office building is proposed to last approximately 11 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 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, the applicant will need to provide construction workers with off-site parking until the new garage is constructed 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 390 cubic yards of soil are expected to be both excavated from and imported to 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 39 round trips with 10-yard hauling trucks or 20 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 16th Ave. 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.

### Plants and Animals

Two trees, an exceptional tree on-site and a catalpa tree just to the north of the property, were reviewed by the applicant's consulting arborist, Tree Solutions, Inc. The Northern Catalpa, which overhangs onto the subject property, appears in poor health according to the arborist's study. A review of the architect's design indicates that construction will not significantly encroach into the tree's root zone. Construction occurs ten feet from the base of the tree and at grade. The consultant does not believe that the catalpa will be jeopardized by the proposed construction.

A Copper Beach tree, classified as an Exceptional tree, would extend over the proposed footprint of the new building addition. The tree's survival depends upon implementation of a tree protection plan and a patio surrounding the tree pit constructed of permeable paving (sand-set pavers). The Copper Beach has a value of \$37,600 based on the consultant's estimates. The permeable pavers and the tree protection plan as outlined in Tree Solutions Inc.'s memo (dated May 10, 2010) to Russ Woodruff, Jewish Family Services property manager shall be required in order to preserve this Exceptional tree.

### 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, traffic, and parking impacts warrant further analysis.

### 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.

### Traffic and Transportation

TSI, the applicant's transportation consultant, conducted a traffic forecast of the site's peak parking demand in January 2008. Between then and now, the applicant reduced the proposed size of the project by approximately 6,000 sq. ft. The 2008 analysis showed 36 new AM peak hour trips and 35 new PM peak hour trips. The study concluded that the new trips would not significantly impact traffic operations in the site vicinity. While queuing in the study area is and will be noticeable during the peak hours, the generally good "with expansion" traffic operations does not indicate that off-site mitigation is warranted. The smaller building proposal would have fewer traffic impacts than the larger proposal from 2008. No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

### Parking

Jewish Family Services currently controls two surface parking lots with a total of 47 spaces. One lot, located directly north of the office building, contains 29 parking spaces. JFS also owns an off-campus lot with 18 spaces to the west and across 16<sup>th</sup> Ave. Access occurs off an alley to the north of the Madison Market. On-campus parking is currently gated while the off-campus lot is uncontrolled. TSI Inc., the applicant's consultant, states that frequently non-JFS vehicles are parked in the off-campus lot. On-street parking in the vicinity of JFS has two hour restrictions on 15<sup>th</sup> Ave, 16<sup>th</sup> Ave. and Olive Street which are within Restricted Parking Zone (RPZ) 4 and to a four hour time limit on E. Pine St. for the five parking spaces adjacent to JFS.

The development proposal decreases the number of parking stalls from 47 to 46 spaces. The addition will house 24 spaces within a gate controlled garage. The parking lot across 16<sup>th</sup> Ave. will be reconfigured to provide 22 spaces from the original 18 and includes a controlled entry electronically linked to the reception desk in the proposed addition. The new building includes 25,300 sq. ft. of space on three floors. A total of 17 additional employees are expected to occupy the new building. The additional employees are not anticipated to generate added visitor and

client trips to the site since much of the “new” on-campus services and employees will provide services to clients at their homes and the new financial, administrative and executive employees do not regularly see visitors. JFS provides home care and disability services primarily off-campus. The employees stop by the office for 15-45 minutes to pick up assignments before traveling to client homes.

A TSI conducted survey (performed in October 2010) states that highest parking demand for JFS employees and visitors occurs at 11:00 AM during the work week. At the time of the study, there were on average 29 JFS employees present on-site. The maximum combined employee and visitor parking demand observed was 33 vehicles. The existing vehicle to employee ratio is 1.14 parked vehicles per employee, or one parked vehicle to every .88 employees on site. This ratio incorporates demand generated by visitors as well as JFS employees.

Upon completion of the addition, a total of 46 employees will be located at the building. Using the existing peak parking demand ratio, future JFS peak parking demand is forecasted to be 53 vehicles (1.14 parked vehicles per employee x (29 existing daily and 17 new daily employees)). This forecast accounts for parking demand generated by visitors and employees. There are 46 total parking spaces proposed with the building expansion. The proposed project will result in a parking demand of seven more vehicles than the future site can accommodate creating spillover parking into a highly congested neighborhood.

The consultant states that JFS plans to prioritize on-campus and off-campus parking by restricting parking privileges to employees who are required to use their personnel vehicle for work and employees who are scheduled to work late hours. Departments will be assigned a certain number of spaces based on need and can then assign parking privileges to employees meeting the before mentioned criteria on a daily or annual basis. Parking spaces will also be reserved for mobility impaired employee and for clients, vendors, and deliveries.

To mitigate the impacts of spillover parking demand resulting from the applicant’s consultant recommends that JFS establish a TMP as defined by DPD Director’s Rule 19-2008. The goal of the TMP will be to maintain JFS peak parking demand at its capacity of 46 parking spaces. An effective TMP for JFS will reduce employee generated demand and allow all visitors the ability to park on-campus. Elements of the TMP specific to JFS outlined in the TSI letter to Claudia Berman dated November 3, 2010, p. 5 are identified as elements as required for implementation as per the Director’s Rule and elements recommended for their potential effectiveness for parking demand for type of land use. DPD requires the implementation of all of the TMP elements in the consultant’s analysis (Letter to Claudia Berman dated November 3, 2010, p. 5) including those “recommended” by the consultant.

DPD also requires the restriping of the surface parking lot across 16<sup>th</sup> Ave. E. from the Jewish Family Services building to include 22 parking spaces. This parking lot will also have a controlled gate linked to the JFS reception desk.

Evening workshops and classes represent an important part of JFS’s educational mission. Security of its employees and clients is a major concern. The consultant has conveyed (email to John Shaw, dated Wednesday, December 15, 2010) that approximately 45 people (including participants and staff) may be on-site in the evenings. The 46 parking spaces would accommodate this demand. In order to alleviate spillover parking on to neighborhood streets,

DPD requires that combined class and meeting sizes (including staff) be limited to no more than 46 individuals. In order to ensure a safe environment for employees and visitors and to ensure that non-JFS related parking does not occur on the lots, both the garage and the surface lot will have controlled access with a communication link to the front desk.

### Light and Glare

The absence of an intervening use between the parking garage and the 16<sup>th</sup> Ave. right of way creates the potential for light and glare impacts from the headlights of automobiles entering and exiting the garage. To mitigate the impacts of light and glare, several actions must occur. The lower portions of the metal perforated wall (between the grade and five feet) will have fewer perforations than the upper areas of the wall to reduce impacts from headlamps, light fixtures close to the garage ceiling will have shields to prevent light spillage and the landscaping between the sidewalk and the garage wall will be densely planted.

### Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are anticipated to be non-significant. The conditions imposed below are intended to mitigate construction 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 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. The datum line established at the second floor shall have a three-dimensional articulation at the east wall segment that defines the vertical service core.
2. The glazing enclosing the south lobby wall shall be slightly differentiated or set back from the vertical plane of the wall above it.

3. The garage screen along the east façade needs to be further refined or articulated to emphasize the sense of the human scale. The screen shall be denser at and below eye level in order to obscure most light.
4. Blend the surface of the porch area, the pedestrian ramp and the driveway to create a sense of continuity.

Prior to Building Application

5. 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

6. 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

7. 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

8. 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). 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

9. 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, 615-1392) or by the Design Review Manager. 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 Land Use Issuance

10. Permeable paving (sand-set pavers) are required for the patio area near the Copper Beach tree.

11. A plan showing a reconfigured off-site parking lot across 16<sup>th</sup> Ave. from JFS's offices is required. The lot shall accommodate 22 automobiles and have a controlled entry gate.
12. The applicant shall indicate on both the MUP and construction plans that the landscaped area between the 16<sup>th</sup> Ave. sidewalk and the garage's perforated metal wall will be densely planted.
13. The portion of the garage wall on 16<sup>th</sup> Ave. between grade and five feet will have fewer perforations than the upper portion in order to reduce most light spillage emanating from vehicles. MUP and construction plans shall show that shields for the garage ceiling lights will be installed.

Prior to Commencement of Construction

14. Off-site parking shall be provided to construction workers until the parking garage is completed and safe to parking inside. A temporary parking management plan shall be submitted to DPD before initiation of construction.
15. A construction traffic management plan shall be submitted to DPD and SDOT prior to the beginning of construction.
16. A tree protection plan for the Copper Beach tree shall be submitted to DPD prior to the beginning of construction. The applicant shall implement the nine recommendations outlined by the consulting arborist, Tree Solutions Inc., in its May 10, 2010 memo to Russ Woodruff.

During Construction

17. 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.
18. 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.

19. 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.
20. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.
21. 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.

*Prior to Building Permit Final Certificate of Occupancy*

22. A Transportation Management Plan (TMP) shall be implemented. The plan will incorporate all elements in the consultant's analysis (Letter to Claudia Berman dated November 3, 2010, p. 5) including those elements "recommended" by the consultant.
23. Restriping of the 22 space, off-site parking lot shall be completed. A controlled access gate shall be installed.

*For the Life of the Project*

24. The off-site lot located on 16<sup>th</sup> Ave. shall provide required parking for JFS unless an equivalent amount of parking is provided elsewhere.
25. The Transportation Management Plan shall remain in effect as long as office use is the primary function of the building.
26. Combined Jewish Family Service's class and meeting sizes (including staff) on evenings and weekends shall be limited to no more than 46 individuals.

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)  
Bruce P. Rips, AICP, AAIA  
Department of Planning and Development

Date: January 31, 2011