



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D.M. Sugimura, Director

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

Application Number: 3007778

Applicant Name: Jill Kurfirst, Stratford Company

Address of Proposal: 1605 Bellevue Avenue

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a six-story, 118 unit residential building with 13,362 square feet of ground floor retail and office use. Parking for 113 vehicles will be located below grade. The review includes demolition of an existing 26 unit apartment building.

The following approvals are required:

Design Review pursuant to Chapter 23.41 Seattle Municipal Code (SMC) with Development Standard Departures:

1. Blank facades – to allow the blank segments of the street-facing façade between two feet and eight feet above the sidewalk to exceed 20 feet in width (21 feet 6 inches proposed) (SMC 23.47A.008.A2.a).
2. Residential amenity area – to provide less than the minimum required 60 square feet and minimum 6 foot dimension for private balconies and decks (32 square feet and 4 foot dimension proposed) (SMC 23.47A.024.B.5.).
3. Residential entrance setback – to allow the residential lobby entrance to set back 6 feet from the street instead of the required 10 feet (SMC 23.47A.008D.2).
4. Residential entrance – to provide one residential entry on Pine Street (at least one street level façade must contain a visually prominent residential entry) (SMC 23.47A.008D.1).
5. Green Factor – to allow permeable pavers in the ROW as part of the green factor calculation (SMC 23.47A.016A.3.a.2).

6. Sight Triangle – to allow only one sight triangle at the exit land for a driveway that is 21 feet wide (SMC 23.54.030G.1.).

SEPA - Environmental Determination - Chapter 25.05 SMC

SEPA DETERMINATION: Exempt DNS MDNS EIS

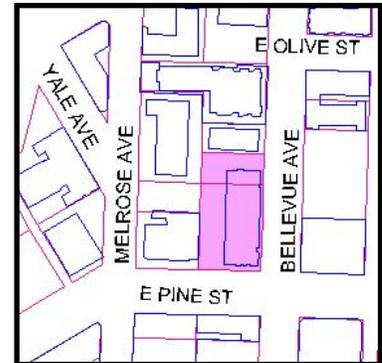
DNS with conditions

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

BACKGROUND DATA

Site and Vicinity Description

The site, zoned NC3-65 (Pike-Pine Overlay) is located at the northwest corner of East Pine Street and Bellevue Avenue. A four-story apartment building, built in the early 1960s occupies the site, elevated on concrete columns above parking. Along Bellevue Avenue, a continuous roll-over curb provides head-in access to parking. A smaller outlet connects to East Pine Street at the southwest corner of the site.



This corner site fronts on two streets: 196 feet on Bellevue Avenue to the east and 105 feet on Pine Street to the south. The remaining boundaries adjoin private lots. There is no alley on this block. From the highest point at east Pine and Bellevue, the fronting streets decline approximately six feet in each direction.

The surrounding mix of new development, existing uses and conversions is highly eclectic, ranging from converted single-story garages to contemporary structures built to the current sixty-five foot high building envelope. A local landmark, The Chapel nightclub (former Butterworth funeral home) is the closest building to the west. Across Pine, a tableau of historic “auto-row” streetscape is well preserved. The buildings on Bellevue are The Seattle Lighting Lab, a converted light-industrial structure and a mixed use stucco building from the 1980s. East Pine Street is a critical “spine” of the neighborhood – a popular corridor providing vehicular and pedestrian access to downtown Seattle. It is a vibrant commercial street characterized by pedestrian pockets such as the corner in front of Bauhaus coffee at East Pine and Melrose Avenue. Bellevue Avenue is also an important arterial street connecting the neighborhood to the Denny Way corridor and the Interstate-5 on-ramp lying to the north of the subject property.

The city grid shifts thirty-two degrees, one block west of the site. At the same time, the topography drops off sharply toward the Interstate-5 cut and downtown Seattle beyond. As such, Pine Street becomes a significant view corridor offering oblique views to Puget Sound and the Olympic Mountains beyond. The site is located within the Pike-Pine Neighborhood Design Guidelines area.

Proposal Description

The applicant proposes to construct a six-story mixed-use structure with retail and office at grade with five stories of residential use above. The updated scheme presented at the Design Review Board (DRB) Recommendation Meeting proposed 118 condominium units with approximately 13,362 square feet of retail and office use. Parking for 113 vehicles will be provided on two levels below grade with the new parking entry located at the northern boundary off Bellevue Avenue.

Public Comment

Four comment letters were received during the comment period which ended January 16, 2008 and was extended by written request to January 30, 2008. One community member urged close scrutiny of the development standard departure justifications, consistency with the Pike/Pine Design Guidelines and neighborhood character, reasonable judgment of attainable versus affordable housing in the proposed structure, preference for smaller retail spaces, preference for light-industrial vernacular in exterior materials such as brick, masonry, textured or patterned concrete, stucco, with wood and metal as secondary materials, cumulative construction impacts of concurrent construction projects in the vicinity including truck trips and noise, objections to the balconies, 13 foot tall ground floor retail spaces, blank walls, and disruption of solar access to the adjoining site to the north. Another community member expressed concerns about increased housing density, the loss of affordable housing and displacement of renters, change of neighborhood character, loss of air and light, and the number of development standard departures being requested.

ANALYSIS – DESIGN REVIEW

PRIORITIES

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment at the October 17, 2007 Early Design Guidance Meeting, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" and the "*Pike/Pine Neighborhood Design Guidelines*" October 15, 2000 of highest priority to this project:

A-1 Respond to the Physical Environment

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

Picking up on public comment, the Board expressed concern that the south building façade might not provide much shading. Referring to images of the Alley 24 project shown by the applicant, they observed that the technology required for solar control was available.

A-2 Streetscape Compatibility

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

A-3 Entrances Visible From the Street

Entries should be clearly identifiable and visible from the street.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street. Images of the Alley 24 sidewalk were presented by the applicant to illustrate the intended signage and pedestrian lighting strategies for this project. This goal was acceptable to The Board.

A-6 Transition between Residence and Street

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

The Board noted that a gracious entry and lobby was integral to the experience of the street and neighborhood. The applicant was encouraged to capture the sense of arrival and place embodied in many nearby historical buildings. The Board also suggested that the applicant consider the lobby as a meeting space.

A-7 Residential Open Space

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

The Board placed great emphasis on the roof plan, stressing that, as this was the only residential amenity, the roof deck should be both large and interesting. The roof deck should provide spatial variety incorporating both large and small spaces.

A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

B-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 nearby, 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.

The applicant requested an *interpretation* of a Land Use Code provision providing four feet additional height (per SLUC 23.73.010 (A.1.a)) for proposed office use at the top floor. The Board generally supported the application of this height allowance for office use but suggested that a view study would be informative. This was identified as a high priority.

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.

The Board expressed general approval of the preferred massing alternative noting, in particular, that the alignment of glazing at the office penthouse, transparent corner and retail base provided a balance to the projected residential units. The Board expressed support for the preferred scheme as an intelligent response to context.

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The Board commented that masonry was not required and that concrete was acceptable at the base. The applicant's preference for metal and wood composite panel skins was acceptable to the board as part of a high-performance envelope required for condominiums. They requested further study and detailing of the building cladding.

D-2 Blank Walls

Buildings should avoid large blank walls facing the street especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

The Board requested additional drawings clearly illustrating the blank walls at the north and west property line.

D-6 Screening of Dumpsters, Utilities and Service Areas

Buildings sites should locate services 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 Board was comfortable with the proposed location of building services at the least active part of the site. This was identified as a low priority. On a related note, The Board requested that the parking entry / ramp width be reduced as much possible.

E-2 Landscaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavement, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The Board requested additional information on the landscape treatment in the Pine Street right-of-way particularly about the existing bus stop.

Master Use Permit Application

The applicant applied for a Master Use Permit on December 14, 2007.

DESIGN REVIEW BOARD RECOMMENDATIONS SUMMARY: MARCH 19, 2008 MEETING

The Design Review Board met on March 19, 2008 to review the applicant's formal project proposal, developed in response to their identified priorities. Four Board members were in attendance. At this public meeting site plans, elevations, floor plans, and landscaping plans as well as elevation sketches and renderings were presented for the Board members' consideration. By the final meeting, the applicant had refined the elevations. The applicant requested six departures from the City's Land Use Code.

ARCHITECT'S PRESENTATION

The architect reiterated the project goal as a desire to address an under-serviced segment of the condominium market by providing "attainable" work-force housing: flexible and efficient life-style units suitable to the progressive lifestyles of people attracted to the virtues of this diverse neighborhood. Toward this end, a mix of compact open-plan units is proposed. He also framed the design approach as an honest and contemporary dialogue with the historical legacy and eclectic architectural mix of the Pike-Pine corridor. Other specific priorities include engaging the vibrant street life on Pine and repairing the urban fabric on both streets fronting the subject site. Accordingly, the new structure is addressed off Pine and the existing bus stop functions are integrated into the new design. The sidewalk will be restored along the entire Bellevue frontage, offering an opportunity to increase on-street parking and install landscaping in the right-of-way. This is aided by pulling back the storefront two feet on both Bellevue and Pine to benefit the sidewalk. The thirty two degree break in the street grid at Pine and Melrose was cited as a strong influence. Responding to this view corridor, the proposed structure is eroded at the south-west corner by a stack of cantilevered balconies with terraced residential amenity decks above. The architect noted that, as a result of site influences, the proposed design is unique on each face.

A change in program since the Early Design Guidance (EDG) meeting was brought to the attention of the Board: a structural overload condition caused the office function to be relocated from the top floor to grade. While an additional floor of residential use replaced office, the three-part vertical massing concept has not been altered. The program change also brings the proposed development into full compliance with the applicable height regulations.

The architect used the balance of his time to outline the design response to each of the Design Guideline priorities identified at EDG, below. The Departure Requests which were discussed are also tabulated below.

PUBLIC COMMENT

Four members of the community spoke at the recommendation meeting. Two members praised the proposed design; one offered guarded support; while the fourth was critical of aspects of the building design and expressed concerns about the Design Review process. This member was concerned about the consistency between the current design with the proposal put before the Board at EDG and whether community input was considered in the proposed design. The representative of the Pike Pine Neighborhood Council praised the proposed design as a “well crafted modern building” with a “strong urban presence”. She thought the strong verticality of glazing referenced existing housing stock in the neighborhood and that judicious use of balconies at the building face avoided the typical scenario of balconies as junk storage. The representative noted that the Bellevue Avenue façade was twice as large as the norm in the area and a cause of concern, but she acknowledged that the designers had already made a competent attempt to address this issue and hesitated to suggest gross changes that might produce an unintended outcome. She cautioned that the balconies on the street face must be well executed in detail. A building owner and neighborhood resident thanked the design team for pulling back the storefront two feet but felt that the sidewalk was still too small. She also asked why the roof was not entirely green and why the building entry was located on Pine rather than Bellevue. (Both issues were discussed by the Board later in the meeting). She also appreciated the designers effort to “wiggle the windows”, enlivening the façade. The last member of the public expressed support for restraint in the use of balconies on the building façade. He opposed too many balconies on the street, offering that a clean design contrasts beneficially with other buildings in the neighborhood.

PIKE/PINE DESIGN GUIDELINES

The Pike/Pine Design Guidelines, which took effect October 15, 2000, augment the Citywide Design Guidelines. The Guidelines reveal the character of the Pike/Pine district as known to its residents and business owners and help to reinforce the existing character and protect the qualities that a neighborhood values most in the face of change. The Guidelines perpetuate active commercial street life, protect water and mountain views and views of the Space Needle and Pike Place Market, and encourage new structures that reflect the architectural legacy of the loft building typology including masonry, brick, timber, high glazed storefront windows, finely detailed window mullions, cornices, emblems, embossed building names, recessed doorways, street landscaping, architectural rhythm and patterns. The Guidelines indicate it is important to provide a gradual transition from the denser area west of Broadway to Downtown to the lower-density residential neighborhood to the east. High density residential and commercial uses must

be balanced with small scale pedestrian oriented scale that lends to a vibrant street life. The Pike/Pine neighborhood is one of five designated urban centers targeted as the densest areas in terms of housing and employment, yet intended to be pedestrian-oriented communities with direct access to regional high-capacity transit. Pike/Pine provides these urban center amenities while also maintaining a distinct historical legacy as Seattle's original auto-row. The Pike/Pine Design Guidelines are numbered to correspond to the Citywide Design Guidelines. A gap in the numerical sequence means there are no neighborhood design guidelines for that particular Citywide Guideline. The architect's response and Design Review Board's recommendations to the Citywide Design Guidelines combined with the Pike/Pine Design Guidelines is below.

DESIGN GUIDELINE PRIORITIES

The priority guidelines from the October 17, 2007 Early Design Guidance meeting are listed below in bold and the Pike/Pine Guidelines are listed in italics followed by the architect's description of the design response and some initial Board recommendations.

A-1 Respond to the Physical Environment

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

Characteristics and opportunities to consider in Pike/Pine include both views and other neighborhood features including: a change in street grid alignment causing unique, irregular-shaped lots, including Union and Madison and 10th and Broadway Court. And "bow-tie" intersections at 13th/14th between Pike/Pine/Madison.

- As requested by the Board, solar shades have been added to the south building face to reduce heat gain in the affected residential units.
- The building form has been designed to site influences such as the view corridor along Pine and, as a result, each building face is unique.

A-2 Streetscape Compatibility

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

An existing bus shelter obstructing the sidewalk on Pine Street is to be removed. Shelter is now provided by an extended canopy cantilevered over the sidewalk. Approximately 15' of lean bar is provided for waiting bus passengers in front of storefront below the canopy. This opens up both the building face and sidewalk.

- A continuous roll-over curb at Bellevue Avenue is to be replaced by a conventional curb and sidewalk incorporating extensive planting strips. This could also present an opportunity to increase on-street parking.
- The retail storefront is pulled back 2' to widen the sidewalk on both Pine and Bellevue.

A-3 Entrances Visible From the Street

Entries should be clearly identifiable and visible from the street.

- Retail entries flank both the expressed south–east corner of the proposed design and the residential lobby.
- The main residential lobby is defined by an 11' x 9' solid canopy with integral lighting and signage. The heavier entry canopy is meant to contrast with lighter fabric or metal and polycarbonate canopies on each side. The lobby is recessed and enclosed with a tall transparent storefront. The Board was not satisfied with the proposed lobby design and requested widening the lobby entry as a condition of approval. The Board was also concerned about a new street tree potentially blocking the lobby and requested the landscape architect explore alternatives with the City Arborist.

A-4 Human Activity

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

- The retail storefront is pulled back 2' to benefit the sidewalk on both Pine and Bellevue.
- Continuous fabric or metal and polycarbonate canopies are provided over both the Pine and Bellevue sidewalks. These correspond with the cantilevered bays which define the building massing concept.

A-6 Transition between Residence and Street

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

Residential entryways that feature heavy or contrasting trim, distinctive materials and a link to the surrounding streetscape are encouraged

- The Board had previously noted that a gracious entry and lobby was integral to the experience of the street and neighborhood. It was also suggested that the applicant consider the lobby as a meeting space. The Board was not satisfied with the proposed lobby design and requested widening the lobby entry as a condition of approval.

A-7 Residential Open Space

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

Locating a significant amount of open space on rooftops is discouraged. Open space at street level and features that provide visual relief on building facades, such as balconies, are encouraged.

- The residential open space is terraced over two levels and further divided internally into a variety of intimate spaces by areas of green roof and green walls. The residential open space is also located at the best possible location to take advantage of available views of downtown and Puget Sound to the west. Balconies are provided as well as street trees and landscaping at sidewalk level.

A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Buildings on corner lots should reinforce the street corner. To help celebrate the corner, pedestrian entrances and other design features that lend to Pike/Pine's character may be incorporated. These features include architectural detailing, cornice work or frieze designs.

- The south-east corner of the building at the intersection of Pine and Bellevue is expressed as a column of vertical glazing which integrates above with an upper level setback. The transition from aluminum storefront at the base to residential glazing above in vinyl or fiberglass concerned the Board. At the expressed corner, residential window finish above shall match storefront finish below as a condition of approval.

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 nearby, 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.

- The applicant had previously requested an interpretation of a Land Use Code provision providing four feet additional height (per SLUC 23.73.010 (A.1.a)) for proposed office use at the top floor. Relocating the office use from top floor to grade brings the project in compliance with applicable height controls. The applicant demonstrated, with street sections, the relative height of the proposed development was in scale with surrounding structures. It was also noted that the adjacent property to the north is under development and will build to the same height envelope.

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.

The Pike/Pine "vernacular" architecture is characterized by the historic auto-row and warehouse industrial features of high ground floor ceilings and display windows, detailed cornice and frieze work, and trim detailing. New buildings should echo the scale and modulation of adjacent buildings in order to preserve both the pedestrian orientation and consistency with the architecture of nearby buildings. Architectural styles and materials that reflect the light-industrial history of the neighborhood are encouraged.

- At EDG, the Board expressed approval of the preferred massing alternative noting, in particular, that the alignment of glazing at the office penthouse, transparent corner and retail base provided a balance to the projected residential units. The Board expressed support for the preferred scheme as an intelligent response to context at the recommendation meeting.

- The Board found the current design to be consistent with the design presented earlier but requested that a balcony at the south-east corner, added since EDG, be removed to restore the “good composition” of the earlier massing concept. The Board recommended removal of south-east, top-floor balcony only as a condition of approval.

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.

New development should respond to the neighborhood’s light-industrial vernacular through type and arrangement of exterior building materials. Preferred materials include: brick, masonry, textured or patterned concrete, true stucco (DryVit is discouraged) with wood and metal as secondary or accent materials.

- A materials board was presented and accepted by the Board.
- The Board supported the panelization of metal siding indicated in the current design but called for special attention to details at outside corners.

D-2 Blank Walls

Buildings should avoid large blank walls facing the street especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

- The commercial trash room has been internalized to minimize the area of blank façade on the street. However, the architect suggested that the remaining area of blank wall was an important compositional element on the Bellevue façade, with this opaque column giving balance to a column of glazing at the south-east corner of the building.
- Blank facades at the north and west property boundaries are punctuated by inset light wells finished in contrasting color.

D-6 Screening of Dumpsters, Utilities and Service Areas

Buildings sites should locate services 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 commercial trash room has been internalized.

E-2 Landscaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavement, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The creation of small gardens and art within the street right-of-way is encouraged in the Pike/Pine neighborhood in order to enhance and energize the pedestrian experience. This is especially desirable for residential and mixed use developments as well as a means to distinguish commercial areas from institutional areas. Providing vertical landscaping, trellises or window boxes for plants is also desirable. Street greening is specifically recommended along Bellevue... (except from Pike to Pine).

- A Departure Request covering permeable paving in the Pine Street right-of-way was granted by the Board as a reasonable request in light of intense pedestrian activity, bus loading, bicycle racks and other street uses on Pine.

DEVELOPMENT STANDARD DEPARTURES

The applicant proposed the following development standard departures. The Board recommended approval of those departures indicated below because the proposed design meets the design guideline objectives and achieves a better overall design than could be achieved without the departure.

DEVELOPMENT STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
SMC 23.47A.008.A2.a Blank facades	Blank façades: Blank segments of the street-facing façade between two (2) feet and eight (8) feet above the sidewalk may not exceed twenty (20) feet in width.	Allow the blank façade along Bellevue Avenue that contains exit stair enclosure and transformer room to exceed the requirement by 1’-6” for a total length of 21’-6”.	Stair tower is a solid vertical component that breaks up the horizontal lines of the facade and balances glass corner at south end. Blank facade is mitigated with 10’ setback for garage egress view triangle.	Approved Design Guideline D-2 satisfied.
SMC 23.47A.024.B.5 Residential amenity area	Residential Amenity Area: For Residential Amenity Area requirement, private balconies and decks must have min. area of sixty (60) square feet and no horizontal dimension less than six (6) feet.	Allow decks and balconies smaller than sixty (60) square feet with horizontal dimension less than six (6) feet.	Most used outdoor space will be the private unit decks. Bolt-on decks achieve the best envelope performance, but are limited to 4’ cantilevers. 32 sf is an ideal deck size for the smaller size of unit.	Approved Design Guideline A-7 satisfied.
SMC 23.47A.008.D. Residential entrance setback for residential use at street level	Residential Entrance Setback: Either the first floor of the structure at or above grade shall be at least four (4) feet above sidewalk grade or the street-level façade shall be setback at least ten (10) feet from the sidewalk.	Allow the residential lobby entrance located on Pine Street to setback 6’-0” from the street instead of the 10’-0” required.	6’-0” setback from property line allows for a gracious space for residents to wait upon entering/leaving while still maximizing the interior gathering lobby space.	Approved with conditions (See “Residential Entry” below). Design Guidelines A-2, A-3, A-4, A-6 satisfied.

<p>SMC 23.47A.008.D.1 Residential entry</p>	<p>Residential Entry: At least one residential entry into a building must provide a visually prominent residential entry.</p>	<p>Provide one residential entry off Pine Street.</p>	<p>Pine Street façade has prominent residential lobby defined by 9' X 11' cantilevered canopy distinct from other canopies on building. Glazing is 12' height to maximize transparency at lobby. Recessed down lighting is incorporated into canopy along with building address at leading edge of canopy.</p>	<p>Denied. Residential Entry to be enlarged Design Guidelines A-2, A-3, A-4, A-6 satisfied.</p>
<p>SMC 23.47A.0156.A.3a2 Green factor</p>	<p>Green Factor: Prohibits permeable pavers in ROW for Green Factor calculation.</p>	<p>Allow permeable pavers as part of Green Factor Calculation.</p>	<p>Permeable pavers required to accommodate intense pedestrian use, bus loading and unloading and additional sidewalk use such as bike parking and street furniture.</p>	<p>Approved Design Guidelines A-2 and E-2 satisfied.</p>
<p>SMC 23.54.030.G.1 Site triangle</p>	<p>Site Triangle: for driveways less than 22' in width, site triangles shall be provided on both sides.</p>	<p>Provide only one site triangle on exit lane for driveway reduced to 21' width.</p>	<p>In response to guideline D6 and previous DRB request, driveway width was reduced to minimize width of garage door and curb cut.</p>	<p>Approved Design Guidelines A-2 and A-6 satisfied.</p>

Summary of recommendations: After considering the proposed design and the project context, hearing public comment and reconsidering the previously stated design priorities the Design Review Board members came to the following recommendations on how the applicant met the identified design guidelines.

BOARD DELIBERATION AND RECOMMENDATIONS:

The Board opened with a side-by-side comparison of the current building design to an earlier version presented at Early Design Guidance (EDG). The Board observed that a balcony, added at the top floor (Level 6) since EDG, “muddied the diagram” of the building and felt the earlier design was more successful.

The Board also compared the east (Bellevue Avenue) and south (Pine Street) elevations in the current design, expressing a strong preference for the window patterns on the east façade. The Board noted that that there was now too much movement on the south façade. The Board suggested that a consistent vertical element as indicated in the window mullions on the east elevation would help provide order to the south building face. The Board concurred, observing that the “reverberation” on the south façade was excessive and directed the applicant to extend the “Bellevue concept” to the Pine Street façade.

The Board expressed discomfort with uniform application of white vinyl windows proposed in the current design and queried the applicant about this choice. The designers replied that, for aesthetic reasons, aluminum windows were the preferred choice but failed to meet Residential Energy Code standards. Fiberglass windows were then specified but the Canadian supplier was performing very poorly in the Seattle market, causing the team to lose confidence in this product. The Board related that this was consistent with experience in the field. However, the Board noted that, at the glazed south-east corner, the transition from aluminum storefront at grade to vinyl above was unacceptable.

Of solid elements in the building facade, board member Walker approved of the strategy of panelization applied to areas of metal siding but requested special attention be applied to outside corner details.

The Board felt the building entry lacked prominence and requested a wider entry to improve its street presence, concluding that the proposed entry design did not meet the standard of a “prominent residential entry” per SMC 23.47A.008.D.1. The Board also commented on the proposed alignment of a new street tree in front of the building entry. The Board felt that this tree further obscured the entry. The landscape architect related City standards that prescribed the location of the tree and offered that he would discuss alternatives with the City Arborist.

Earlier, the Board asked why the residential entry was located on Pine Street rather than Bellevue Avenue. The applicant replied that it was first, a deliberate choice to engage the life of Pine Street and second, an attempt to preserve maximum flexibility in future divisions of retail space. A continuous volume of retail frontage extending from the intersection of Pine and Bellevue to the north accommodates the last.

A departure request to qualify permeable paving in the Pine Street right-of-way for Green Factor credit in lieu of a conventional planting strip was discussed. The Board concluded that this was a reasonable request in light of practical requirements affecting the Pine Street sidewalk design: bicycle parking, intense pedestrian traffic and car and bus passenger loading. The design team further explained that, because of the weighted scale given to location for each Green Factor element, a disproportionately large area of green roof would be required to replace the scheduled area of permeable paving along Pine Street, creating a structural problem on the roof.

At the end of the meeting, the Board congratulated the applicant for providing a handsome design and clearly responding to Design Guideline priorities set at EDG. The board unanimously recommended that the DPD Director approve the proposed design, subject to the following conditions:

1. Remove balcony at the top floor only at south-east corner to restore “good composition” shown in earlier design.
2. Apply “Bellevue concept” to window pattern on Pine Street façade. Integrate a consistent vertical element (e.g. window mullion), as shown on east façade to provide calm and balance.
3. Continuous glazing at the south-east corner shall be finished to match the storefront below. To be consistent with three-part massing concept, this should extend through penthouse floors facing the street. The window finish must be durable.

4. Enlarge the building entry by relocating the existing fire-control cabinet. (departure request per SMC 23.47A.008.D.1).
5. Relocate the street tree masking the building entry if possible. The applicant's landscape architect shall consult the City Arborist.
6. Consider breaking eyebrow/sunshade at solid band on Bellevue elevation to enhance read of this element.

DIRECTOR'S ANALYSIS: DESIGN REVIEW

With respect to the design of the project, the Director concludes that the design has successfully responded to the Design Review Board's guidance. For this reason, the Director concurs with the Design Review Board's recommendations and **approves** the subject design as presented in the official plan sets on file with DPD.

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 December 14, 2007) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

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

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

Short-Term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers' vehicles. 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, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) would be adequately controlled with a street use permit through the Engineering Department, and no further SEPA conditioning would be needed.

Construction of the project is proposed to last for several months. Parking utilization along streets in the vicinity is moderate and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. This temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, construction workers will be required to park onsite in the surface parking lot as soon as it is constructed for the duration of construction. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The proposal site is located adjacent to a residential area where construction of this scale would impact the noise levels. The SEPA Noise Policy (Section 25.05.675B SMC) lists mitigation measures for construction noise impacts. It is the department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is necessary to mitigate impacts that would result from the proposal on surrounding properties, because existing City ordinances do not adequately mitigate such impacts. This is due to the density of residential units in the area and the proximity of these structures to the proposal site. The proposal is, therefore, conditioned to limit construction activity to non-holiday weekday hours between 7:00 A.M. and 6:00 P.M. and Saturdays from 9:00 A.M. to 6:00 P.M. After the structure is enclosed, interior construction may be done in compliance with the noise ordinance. The department may modify this condition to allow work of an emergency nature or which cannot otherwise be accomplished during these hours by prior written approval of the Land Use Planner.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction 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). No unusual circumstances exist which warrant additional mitigation, per the SEPA Overview Policy.

Long-Term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of a mixed-use structure and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Drainage

Rain water on roofs and on the driveways is the major sources of water runoff on the site. The rain water on the roofs will be collected in gutters and connected to the storm drainage system. No drainage will be directed to the adjoining streets. Verification of an appropriate stormwater control system and its proposed location of connection to the public system will be required to be shown on the construction plans. No additional mitigation measures will be required pursuant to SEPA.

Height, Bulk, and Scale

Section 25.05.675G2c of the Seattle SEPA Ordinance provides the following: "The Citywide Design Guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk, and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone Design Review shall comply with design guidelines applicable to the project."

There are no sensitive height, bulk or scale impact issues which have not been addressed during the Design Review process in the design of this project in an NC3 65' zone as determined by the Design Review Board's review and unanimous approval without conditions. Therefore, no additional height, bulk, or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual estimates that apartment buildings generate 6.1 vehicle trips per day per unit, and a retail store would generate 44.32 vehicle trips per day per 1,000 square feet of gross floor area. Based on the estimates in the Trip Generation Manual the 118 units would generate approximately 720 vehicle trips per day and the ground floor retail portion of the building would generate approximately 592 trips per day, a total of 1312 trips per day. The availability and proximity of transit will make it likely that there will be fewer vehicle trips than from developments in outlying areas on which the ITE generation equation is based. A bus stop is located in front of the site and the proposed units are within walking distance from Downtown Seattle. The site has ready vehicle access to two arterials, (Broadway and Pike) and a freeway (Interstate 5). The volume of traffic along

Bellevue Avenue and East Pine Street is moderate and nearby intersections operates at acceptable levels. The amount of traffic expected to be generated by the proposed project is within the capacity of the streets in the immediate area. Therefore, no SEPA mitigation of traffic impacts is warranted.

Parking

The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that parking impact mitigation may be required only where on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity. Parking utilization in the vicinity appears to be below capacity and on-street parking can be found during the daytime or evening hours. The 113 parking spaces provided on-site in the parking garage would exceed the code requirement (.5 spaces per unit) and are expected to accommodate the parking demand generated by the project. Car ownership by the occupants of the units is anticipated to be lower than average due to the centralized location of the building, accessibility to transit, and proximity to downtown. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

SUMMARY

In conclusion, several adverse effects on the environment are anticipated resulting from the proposals which are nonsignificant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

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

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment with respect to transportation, circulation, and parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030(2)(C).

DESIGN REVIEW CONDITIONS

Prior to Issuance of a Master Use Permit

The owner(s) and/or responsible party(s) shall:

1. Remove the balcony at the top floor only at the south-east corner to restore the “good composition” shown in earlier design.
2. Apply the “Bellevue concept” to the window pattern on the Pine Street façade. Integrate a consistent vertical element (e.g. window mullion), as shown on the east façade to provide calm and balance.
3. Provide continuous glazing at the southeast corner finished to match the storefront below. To be consistent with three-part massing concept, this should extend through the penthouse floors facing the street. The window finish must be durable.
4. Enlarge the building entry on Pine Street by relocating the existing fire-control cabinet. (departure request per SMC 23.47A.008.D.1).
5. Relocate the street tree masking the building entry if possible. The applicant’s landscape architect shall consult the City Arborist.
6. Consider breaking the eyebrow/sunshade at the solid band on Bellevue elevation to enhance read of this element

SEPA CONDITIONS

During Construction

The owner(s) and/or responsible party(s) shall:

The following 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. If more than one street abuts the site, conditions shall be posted at each street. 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.

7. All construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7:00 am to 6:00 pm and Saturdays from 9:00 am to 6:00 pm. Interior work using equipment within a completely enclosed structure, such as but not limited to compressors, portable-powered and pneumatic powered equipment may be allowed provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this condition.

