



City of Seattle

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: 3010451

Applicant Name: Jeff Reibman, Weber Thompson for Kurt Pryde,
Pryde Johnson

Address of Proposal: 1530 11th Avenue

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 6-story, 89 unit apartment building above 7,772 sq. ft. of ground level retail. One level of below grade parking for 33 vehicles to be provided.

The following Master Use Permit components are required:

Design Review – Seattle Municipal Code Section 23.41 with Development Standard Departure:

1. Driveway Width (SMC 23.54.030.D)
2. Street Level Development Standards – Floor to Ceiling Height(SMC 23.47A.008.B)
3. Street Level Development Standards – Mezzanine (SMC 23.47A.008.B)

SEPA Environmental Review - Seattle Municipal Code Section 25.05

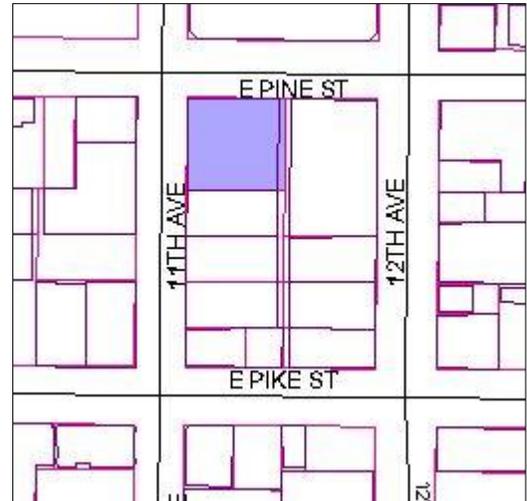
SEPA DETERMINATION: [] Exempt [] DNS [] MDNS [] EIS

[X] DNS with conditions

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

SITE AND VICINITY

The subject site, zoned Neighborhood Commercial 3 with a 65-foot height limit (NC3-65'), is located on the southeast corner of the intersection of East Pine Street and 11th Avenue. The site is located within the Pike/Pine Conservation District Overlay. There is a shared access easement between the subject site and the property to the east that functions as a private alley. The NC3-65 zone continues in all directions of the subject site. To the immediate east is the East Police Precinct station. Across East Pine Street to the north are the Cal Anderson Park and the Bobby Morris playfield. The site is well served by transit.



The site is currently occupied by an existing one to two story historic building. The existing building has been identified as a character structure in the Pike Pine Conservation Overlay.

The site falls within the “Pike-Pine Urban Center Village,” a Pike-Pine neighborhood and Pike Pine Neighborhood Design Review Guidelines area, as well as the Pike Pine Conservation Overlay District. The development in the neighborhood is primarily a mixture of multifamily structures, automobile sales and repair shops, warehouses, retail and restaurants, and surface parking lots.

PROJECT DESCRIPTION

The proposal includes demolition of the existing buildings and the construction of a new six-story building. The new structure would include approximately 89 residential units, ground level retail uses and below grade parking for approximately 33 vehicles. Access to the site is proposed from East Pine Street.

PUBLIC COMMENTS

Approximately 29 members of the public attended the Early Design Guidance meeting held on September 19, 2009. The following comments were offered:

- Concerned with splitting the retail bay into half residential space. The siding materials are critical and should be of a high quality that sets a precedent for the future building preservation efforts in the area. The windows in the new portion of the building should not be generic looking and provide some visual interest. Support the departure for the driveway (and avoid having to take access from 11th Ave). The basement floor should be used more creatively and not simply for parking. Perhaps live/work units would work well at this level and could be have frontage/entrances from the private driveway, creating an active and used alley-like space.
- Interested in historic preservation and this existing structure, built in 1916, is an example of a classic auto row building characteristic of the neighborhood. Would like to see the new development retain this sense of character. The perspective shown in the drawings is incorrect. Would not rely on the Department of Neighborhood’s database for identifying historic structures. A uniform façade is important.

- Preservation of the façade and commercial space including the mezzanine is important. Endorses building market rate housing without parking. Encourage unified façade that truly integrates the upper floors with the historic base.
- Supports alternative C and would like to see preservation the grand interior space at the ground floor. Notes that high quality material treatment should wrap around to the private driveway on the east side of the building,
- The character defining features of the building include the mezzanine and storefront windows and the terra cotta details – these should be preserved.
- The integration of the old with the new is a challenge and the developer should be commended for being the first to take on this effort. With the ten foot height bonus, the full height of the commercial base should be preserved. This bonus was meant to help compensate for the preservation. The Packard Building nearby is a very different design so this challenge of preserving or splitting the commercial base was less of an issue. A setback above the base would help reinforce and respect the historic base from the new building.
- Support the driveway departure and would not like to see access from 11th Avenue. Does not want to see fake windows. Concerned with splitting the true structure into commercial and residential uses stacked above each other; would be more supportive of reducing the commercial use in length. Would like to see studies of the asymmetry of the building and how this would be reflected in the building above. The opportunity to keep this building is exciting. Locating residential uses too close to street level is problematic. The wider sidewalks are an excellent opportunity to activate the base.

Approximately 13 members of the public attended the Second Early Design Guidance meeting held on November 4, 2009. The following comments were offered:

- Residential use within the character structure was not recommended at the first EDG meeting.
- Concern that the courtyard space will be noisy. Feels the drawings are not to scale in showing the context. Does not like the modulation shown at the corner. Prefer concrete instead of metal in the upper addition. A strong corner design is good. The design presented respects the auto row character vernacular better than any project recently done in the neighborhood – this design is extremely responsive to the historic character of the existing building. The second story glazing should be preserved. The south façade should be kept.
- Appreciates design changes made since last EDG meeting. Concrete preferred over the proposed metal. Glad that the “B” building kept its high ceilings. Supportive of the activation of the alley with commercial use. Likes that the terra cotta detail is mimicked by the flashing detail.
- Commercial space on 11th Avenue should extend to the top of the character structure; locating residential use on the second level is a mistake. Pleased that the parking space area may be reused in the future for another use such as an art gallery, studio, band practice area, etc.
- Supports pulling back the addition above the “A” building, but believes this façade should be further pulled in. The ornamentation shown at the top of the proposed building is difficult to achieve and should instead focus on the glass and fenestration lines rather than try to pull off such difficult details.
- Turning the corner into the driveway alley and preserving the existing structure is great. Feels priority is that retail use be a full and appropriate height and that the floor division matches the façade. The massing and setback of the “B” section is very tall and will likely loom over the old character structure unless there is a greater setback from the character structure. Since it is hard to re-create the detailing of the old building, the emphasis should be on the detailing of the materials using more quality materials such as masonry like cladding. The windows of the existing building

are the most expressive feature and important to the identity of the building. The black and white elevations are more compelling than the rendered ones. The horizontal band between the old and new buildings should be further explored.

- The windows are critical. The metal material should instead be concrete or masonry veneer – there are strong and elegant materials that look more substantial than metal and less trendy than metal.
- The existing building should sit proud of the upper level addition. All three facades are visible and should be treated appropriately.

The applicant applied for a Master Use Permit on April 23, 2010. Notice of Application was published on May 6, 2010 and a 14-day comment period ended on May 26, 2010. Several comments were received by DPD during this period.

- Request to be a Party of Record.
- Object to the proposed number of parking stalls.
- Encourage use of the alley-like space as an entrance to the existing building to enliven and take advantage of this unusual condition.

Approximately 16 members of the public attended the Final Recommendation meeting on July 21, 2010. The following comments were offered:

- The design of the upper stories is nice and restrained and doesn't compete with the base. Concerned with the window choice and mullion profile. Would like the fenestration to be highly transparent, but not reflective. Great that this is a green building, but the sheer bulk of the building outweighs the more delicate base. This is the first project to be built under the new conservation overlay and it is critical that it is successful and provides density.
- Likes the design of the upper floors and the fenestration patterns. Concerned that the original building is lost with the proposed addition and that the historic base is not more than 'façade-ism'. The existing fenestration of the base should be kept intact. Would like to see the cornices eliminated. Doubtful that the proposed vertical landscaping is viable.
- The inclusion of the live/work units along the driveway easement is a nice addition. Finds the overhanging louver pieces awkward and these should be either eliminated or finished with a more stout cornice piece.
- Would like to see the building disappear to the sky without a cornice. Believes that the preservation of the facades is well-achieved.

ANALYSIS - DESIGN REVIEW

Design Guidance

Four alternative design schemes were presented at the Early Design Guidance meeting. The first scheme (Option A) proposed U-shaped building over the existing base with the second floor open space courtyard facing to the south. Vehicular access would be from 11th Avenue. The second alternative (Option B) proposed an L-shaped building over a new base (existing building to be demolished), with a second floor courtyard at the northwest corner of the site facing the intersection. The vehicular access would be from the private alley or the street. The third and preferred scheme (Option C) proposed an L-shaped tower over the existing first level base, with a second floor courtyard at the southeast corner of the site. The access would be from the private driveway to the east. The fourth alternative (Option D) also proposed an L-shaped building over the existing first level base, with a second floor courtyard at the

southeast corner of the site. In this case, the entire new portion of the building is set back along the north and west property lines. The access would be from the private driveway to the east.

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the 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* of highest priority to this project. Additionally, consultation with the *Pike/Pine Neighborhood Community Design Guidelines* and *Capitol Hill Neighborhood Design Guidelines* have allowed the Board to provide further elaboration on these guidelines identified as highest priority.

The design presented at the second EDG meeting was a new scheme for a building with a central courtyard open space, rather than an open space located at one of the site corners. By creating an internal courtyard, the units will be improved with natural ventilation and additional light and air, thereby requiring less mechanical cooling systems. The proposed additional stories extend the vertical pilasters from the base upwards. The existing building façade continues to wrap around to the east façade, along the driveway. The revised design identifies the existing building façade rhythm modules as "A", "B" and "C" based on the form, fenestration and detailing. The proposed addition attempts to respond to this existing pattern.

The design presented at the final Recommendation meeting was further developed design of the central courtyard scheme. The residential entrance has been shifted from 11th Avenue to Pine Street, with a more gracious and prominent entrance. The courtyard and residential lobby are open to each other and allows the sense of the outdoors to permeate the lobby and is visible from the sidewalk. The massing and design of the upper floors include larger windows that strive to produce a background building to the existing base structure. A green roof and courtyard landscaping provide vegetated open spaces and vertical landscaping along the south wall breaks up the blank wall along that elevation. The comments from the Final Recommendation meeting are in bold text.

Site Planning

A-1 **Responding to Site Characteristics.** The siting of buildings should respond to specific site conditions and opportunities.

Pike/Pine: 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*
- *"Bow tie" intersections at 13th/14th between Pike/Pine/Madison*

The Board agreed that the historic auto row character should continue with the preservation of the building façade and this will be a tremendous contribution to the neighborhood. The Board was unanimous in its support for the preservation of the existing building

The Board warned, however, that the uses and types of activities programmed within this historic commercial base should be closely tied to the design of the building. The Board feels strongly that the base appear to have a commercial character and not be squeezed downward to allow a residential floor. The Board did note, however, that locating a live/work unit at the northeast corner might be an acceptable compromise to allow some residential type use at the sidewalk level that emphasizes commercial activity at the street front.

At the Recommendation meeting, the Board was pleased with the live/work functions along the driveway easement, see D-8. The Board provided several recommendations regarding retention of the commercial character of the existing building. The Board agreed that the building corner should maximize its commercial appearance and original condition by not including a full mezzanine, allowing the space to maintain the full two story height from the street view. The requested departure was modified by the Board to reflect this recommendation.

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

The Board agreed that the design and building program should encourage pedestrian activity. The Board was concerned with the proposed squeezing of a commercial floor and residential floor into the portion of the building defined by the historic commercial base. Maintaining commercial uses at the base is part of the character of the neighborhood and original building itself.

At the Second EDG meeting, the Board was pleased that the commercial space along Pine Street is proposed to maintain the full height of the character building base. The commercial base along 11th Avenue, however, is split with commercial at the sidewalk level and residential use at the second level. The Board agreed that the priority is keeping the commercial character appearance of the original base building. The Board agreed that the revised design should include a base that appears as a whole as did the original commercial structure with the original window patterning.

At the Recommendation meeting, the Board welcomed the connection between the courtyard and the residential entrance. The Board cautioned, however, that the details of the passage space are unknown and should be further examined to encourage visual access to and from the courtyard and to give the indoor entry area an outdoor sensibility. The Board agreed that the partial fenestration shown directly above the residential entry should be eliminated to allow this area to be open to the lobby.

The Board was supportive of the proposed artist-designed gates and specified that the gate design should be unique to the neighborhood.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

The Board expressed a strong preference for access to be taken from the private alley. It was also suggested that this space could be used to activate and engage with the building uses, by including transparency at the ground floor of the east façade or wrapping the materials.

The Board was very supportive of the wrapping of the street façade uses and materials around to the alley.

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.

Pike/Pine: 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 Board agreed that the building design should hold the corner and ground this corner of the intersection with strong, well-integrated building clad with high quality materials.

See A-1.

Height, Bulk, and Scale

B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to 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 on the adjacent zones.

The Board challenged the applicant to consider other configurations of the building forms that include a set back of the new building from the historic façade. The design should strive for integrated design while acknowledging the original base. How the old and new portions of the building are combined present an exciting opportunity. The new structure should endeavor to respond to the datum lines of the Police Precinct building next door, as well as to the base.

See C-2.

Architectural Elements

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.

Pike/Pine: 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. Architectural styles and materials that reflect the light-industrial history of the neighborhood are encouraged.

The glazing and detailing of the existing building should be preserved and allowed to showcase themselves within the new development. The Board noted that the ‘roof façade’ will be visible and should be designed with this in mind. The Board also noted that it would be appropriate for the new building to be designed as a background building to the historic façade and not compete for visual attention.

At the Recommendation meeting, the Board agreed that the design generally responded to this guidance. The Board offered further recommendations, see C-2.

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.**

The Board feels that that the historic portion of the development should not appear to be tacked on to the new building. The new façade should respect the original façade and allow it to stand

proud rather than lie within the same plane. The integrity of the existing façade should be kept intact and wrap the entire building where possible and include the full depth of returns, cornices, etc.

The Board discussed at length the splitting of the historic base into commercial and residential uses. This was of particular concern at sidewalk grade along Pine Street. The Board was adamant that this division of uses not be apparent from the street.

The Board expressed some willingness to be flexible with the setback above the base depending on how the new building is integrated into the existing one in terms of materials, continuation of datum lines and grid patterns. If less than a 15 foot setback is proposed, great detail is expected to show how this will be successfully achieved without minimizing the scale and details of the historic base, using high quality materials compatible with those of the base façade as well as creating a new building form that responds to the lines and transparency patterns established by the base.

The design of the top of the building should be ‘quiet’ and not overly obtrusive, allowing the base to stand out.

At the second EDG meeting, the Board discussed the proposed setback of the new addition from the base. They agreed that setting the new building back would be one method for distinguishing the old from the new. The new addition should be of our time, while taking cues from the historic base. The Board encouraged a design that allows the composition of the existing base to inform how the upper building sits on the base. Specifically, the “C” portion of the composition is along Pine Street is distinguished from “A” and “B”, however it should be setback more, similar to “A” on 11th. On 11th Avenue, the existing fenestration needs to be shown on the elevations – these should remain unchanged from the original design. The corner treatment as it fronts on both Pine and 11th should be the same to give a strong, solid presence at the corner.

At the Recommendation meeting, The Board discussed at length the treatment of the mezzanine floor in the building base. The Board was concerned that breaking the two-story height of the character structure into a commercial use with residential above would compromise the commercial character of the historic base. In order to preserve this commercial appearance, the Board recommended that the mezzanine be set at least 10-foot back from the building edge for the westernmost two bays of the north façade (Pine Street) and the northernmost three bays of the west façade (11th Avenue).

The Board also clearly stated that the fenestration design of the building base should inform the design of the proposed upper stories. The Board was concerned that the design of the new floors was overly influencing the design of the base. The Board made clear that preservation of the character structure facades is paramount and should dictate the design of the new addition. The Board continued to agree that not only should the building base establish the precedent for the addition, but that the addition should be subservient to the base and not compete with the building base by being too similar. The Board recommended that the proposed mullions and fenestration pattern be more in scale and keeping with the existing mullions and fenestration pattern.

The Board agreed that the patterning and color of the windows of the building base are critical and that further regularity in the base is desirable. The Board noted that the existing building has more vertical lines, but under the proposed addition, the character base has more squat and horizontal appearance. The vertical lines should be more emphasized.

After some discussion, the Board was satisfied that the proposed cornice louvers were acceptable.

The Board discussed at length the proposed reduction of the upper level setback from the base character structure and concluded that the proposed setback that ranges from between 1-foot, six inches and four feet is acceptable given that the setback reduction is a direct response to the central open courtyard, which allows for passive ventilation and the material change of the addition that is a background building to the base.

- 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.**

Pike/Pine: New developments 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.

The Board encouraged the use of masonry or other very high quality material that is consistent with the Pike Pine neighborhood to the greatest extent possible and looks forward to reviewing a more detailed material and color palette that is reflective of and responsive to the surrounding architectural aesthetic. The building materials should wrap around to the alley façade to the east.

At the second EDG meeting, the Board strongly expressed concern with the metal panel material proposed for the new floors above the building base. The Board reiterated that the design should not strive to imitate the historical nature of the base, but that the material should reflect the materiality of the historic context. The Board agreed that pre-cast concrete or masonry would be appropriate materials for the new, upper floors. These materials give the appearance of a load bearing structure and offer deeper shadow lines and reveals. Also, the punched openings for windows works better with a concrete material. The Board noted that stucco would not be appropriate. The Board was very supportive of the reuse of the existing windows or with closely replicated windows designs. The Board warned against including architectural details that cannot be replicated with the same level of craftsmanship as is shown on the building base. Instead, these features can appear tacked on. The metal cornice line of the building top should not strive to be the same as the cornice line of the existing building.

At the Recommendation meeting, the Board stressed that clear, transparent glass should be used for the windows of the building base (i.e., the character structure). The proposed material palette includes a thicker dark grey aluminum siding (flat and stiff to avoid oil canning), light grey aluminum windows; the base building will remain brick and terra cotta. The bridges shown at the courtyard will have metal decking to allow light penetration.

Pedestrian Environment

- D-2 Blank Walls. Buildings should avoid blank walls. Where unavoidable, walls should receive design treatment to increase pedestrian comfort and interest.**

The Board noted that potential blank walls along the private alley should be minimized.

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

The Board agreed that the treatment of the street facade should wrap around to the alley-like façade as the existing building does with glazing and materials.

At the second EDG meeting, the Board was very pleased that the proposed façade wraps around to the driveway along the east of the building. The Board also encouraged that the design of the below grade parking area have flexibility to be adaptively reused in the future to accommodate arts or back of house uses. The Board also encouraged developing the alley-like elevation to be activated.

- D-11 Commercial Transparency. Commercial store fronts should be transparent, allowing for a visual connection between pedestrians on the sidewalk and activities occurring on the interior of a building. Blank walls are to be avoided.**

Landscaping

- E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.**

Pike/Pine: The creation of small gardens and art within the street right-of-way is encouraged to activate and enliven the public realm. Vertical landscaping, trellises or window boxes for plants is also desirable. Please see the Design Guidelines document for specific streets along which such treatment is emphasized.

The Board supported the proposed open space location at the ground level and at the second floor courtyard. Both spaces should be well landscaped and programmed for human activity and use. The Board noted that if a rooftop courtyard is proposed, the design and details must be presented at the next meeting.

At the second EDG meeting, the Board expressed support for the new open space configuration of a central interior courtyard open space. The Board questioned the dimensions of the space (which is approximately 28 feet measured from railing to railing) and whether the proposed space will receive adequate light and sun since it is surrounded by a six story building on all four sides. The Board was very supportive of getting more light into the courtyard. The Board would like to better understand how this space will function and be experienced by the residents, as well as the details of the landscape design given the shadow conditions. The Board noted that the unit layouts should be mindful of the privacy issues associated with the exterior corridors around the perimeter of the courtyard. The Board stressed that this space must be well-executed in order for it truly to be an amenity feature for the residents.

All of the proposed open spaces, including the courtyard, rooftop and street level should be well designed and presented in detail at the next meeting. The Board also wants to know how the Green Factor is being satisfied.

At the Recommendation meeting, the Board noted that the courtyard space is very tight and the proposed decking of the bridge structures should be as light and transparent as possible to allow light to permeate through to the landscaping at the base of the courtyard. The Board also agreed that the materials used for the courtyard facades should be reflective to keep the space as light as possible. The Board was very supportive of the notion of moving the circulation away from the wall to increase the privacy of the units.

DEVELOPMENT STANDARD DEPARTURES

Three departures from the development standards were proposed at this phase.

1. **DRIVEWAY WIDTH (SMC 23.54.030.D):** The applicant proposes a departure from the aisle width standards, from 20 feet to 16 feet to access the below grade parking stalls. The Board suggested that the applicant endeavor to minimize the driveway presence through width. The Board voted unanimously in support for a reduced driveway width and hope that this private alley could be creatively utilized as an amenity to the development. The Board agreed that the location of the live/work units along the alley will help activate this alley-like space. (A-4, A-8, D-8)

2. **STREET-LEVEL DEVELOPMENT STANDARDS (SMC 23.47A.008.B):** The Code requires that the floor to ceiling height of the first floor is a minimum of 13-feet. The proposed live/work unit located at the northeast corner is 10-feet, six-inches. The Board voted in favor of the reduced commercial height recognizing the difficulty in preserving the existing building and mezzanine space necessitates such a departure. (A-4, A-10, D-11)

3. **STREET-LEVEL DEVELOPMENT STANDARDS (SMC 23.47A.008.B):** The Code does not allow encroachment into the floor to ceiling height by mezzanines. The proposed design includes a mezzanine in the commercial bay at the northwest corner and the live/work bay at the northeast corner. The Board voted in favor of the proposed mezzanine at the northeast corner and voted in favor of the mezzanine in the northwest corner, provided that the mezzanine is set back at least 10 feet from the building façade (loss of three units). The commercial space at the northwest corner should maintain the full height of the original space. (A-4, A-10, D-11)

Departure Summary Table

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	BOARD RECOMMENDATIONS
DRIVEWAY WIDTH SMC 23.54.030.D	20 feet wide	16 feet wide	Board supported minimizing presence of driveway off Pine Street.	The Board voted unanimously in favor of the requested departure.
STREET-LEVEL DEVELOPMENT STANDARDS SMC 23.47A.008.B	13' floor-to-ceiling height	10'-6"	Board supported Preservation of the existing character structure.	The Board voted unanimously in favor of the requested departure.
STREET-LEVEL DEVELOPMENT STANDARDS SMC 23.47A.008.B	No mezzanine encroachment into commercial height space	Allow mezzanine encroachment	Mezzanine should be set back at least 10' (will result in loss of units) from the building façade. Board noted that the corner space should appear to be full height and maintain and emphasize the strong commercial appearance.	The Board voted unanimously in favor of the requested departure w/ condition.

The Board recommended the following conditions to the Director (to be reviewed and approved by the Land Use Planner):

1. Details of the passage space are unknown and should be further examined to encourage visual access to and from the courtyard and to give the indoor entry area an outdoor sensibility.
2. The partial fenestration shown directly above the residential entry should be eliminated and allow this area to be open to the lobby.
3. The artist-designed entry gates should be unique to the neighborhood.
4. The fenestration design of the building base should inform the design of the proposed upper stories. The addition should be subservient to the base and not compete with the building base by being too similar. The proposed mullions and fenestration pattern should be more in scale and keeping with the existing mullions and fenestration pattern. The building addition should not try to closely match the base.
5. The proposed decking of the bridge structures should be as light and transparent as possible to allow light to permeate through to the landscaping at the base of the courtyard.
6. Use reflective materials for the courtyard facades to keep the space as light as possible.
7. Clear, transparent glass should be used for the windows of the building base (i.e., the character structure).
8. In order to preserve this commercial appearance, the mezzanine should be set at least 10-feet back from the building edge for the westernmost two bays of the north façade (Pine Street) and the northernmost three bays of the west façade (11th Avenue). See departure request above.

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the DPD Director's decision reads in part as follows:

The Director's decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:

- a. Reflects inconsistent application of the design review guidelines; or*
- b. Exceeds the authority of the Design Review Board; or*
- c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site;*
or
- d. Conflicts with the requirements of state or federal law.*

Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines.

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

Three members of the Capitol/First Hill/Central Area Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design

Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines.

Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The Director of DPD has reviewed the recommendations of the Design Review Board made by the three members present at the recommendation meeting and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

Director's Decision

The design review process is prescribed in Section 23.41.014 of the Seattle Municipal Code. Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the recommendations of the Design Review Board made by the three members present at the recommendation meeting, provided additional review and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. The Design Review Board agreed that the proposed design, along with the conditions listed, meets each of the Design Guideline Priorities as previously identified. Therefore, the Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and the requested departures with the conditions summarized at the end of this Decision.

ANALYSIS - SEPA

The proposal is for 7,772 square feet of commercial space, 89 residential units and 33 parking stalls, thus the application is not exempt from SEPA review. Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05) because the proposed project is located in a commercial zone and an urban center and exceeds the 12,000 square foot threshold.

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated April 20, 2010 and annotated by the Land Use Planner. The information in the checklist, pertinent public comment, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The Department of Planning and Development has analyzed the environmental checklist and submitted by the project applicant and reviewed the project plans and any additional information in the file. As indicated in this analysis, this action will result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

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, and 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*

and environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation” subject to some limitations. Short-term adverse impacts are anticipated from the proposal. No adverse long-term impacts on the environmentally critical area are anticipated.

Short-Term Impacts

The following temporary or construction-related impacts are expected; decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with construction activities. Most short-term impacts are expected to be minor. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with air quality, noise, and construction traffic warrant further discussion.

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from construction activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction materials hauling, equipment and personnel; increased noise; and consumption of renewable and non-renewable resources. Several adopted codes and/or ordinances provide mitigation for some of the identified impacts:

- The applicant estimates approximately 390 cubic yards of excavated material. Excess material to be disposed of must be deposited in an approved site.
- The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction.
- The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way.
- Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general.
- The Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. However, given the amount of building activity to be undertaken in association with the proposed project, additional analysis of drainage, grading, noise, greenhouse gases, and traffic impacts is warranted.

Drainage

Soil disturbing activities during site excavation for foundation purposes could result in erosion and transport of sediment. The Stormwater, Grading and Drainage Control Code provides for extensive review and conditioning of the project prior to issuance of building permits. Therefore, no further conditioning is warranted pursuant to SEPA policies.

Earth - Grading

The construction plans will be reviewed by DPD. Any additional information showing conformance with applicable ordinances and codes will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

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 current proposal involves excavation of approximately 390 cubic yards of material. 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.

Traffic, Circulation and Parking

Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during excavation and construction activities. The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allows the reviewing agency to mitigate impacts associated with transportation during construction. The construction activities will require the removal of material from site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations.

During construction, existing City code (SMC 11.62) requires truck activities to use arterial streets to the greatest extent possible. This immediate area is subject to traffic congestion during the PM peak hour, and large construction trucks would further exacerbate the flow of traffic. Pursuant to SMC 25.05.675(B) (Construction Impacts Policy) and SMC 25.05.675(R) (Traffic and Transportation), additional mitigation is warranted.

For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed en route to or from a site.

For the duration of the construction activity, the applicant/responsible party shall cause construction truck trips to cease during the hours between 4:00 p.m. and 6:00 p.m. on weekdays. This condition will assure that construction truck trips do not interfere with daily PM peak traffic in the vicinity. As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of existing City Code (SMC 11.62).

On-street parking in the neighborhood is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking and result in an adverse impact on surrounding properties. The owner and/or responsible party shall assure that construction vehicles and equipment are parked on the subject site or on a dedicated site within 800 feet for the term of the construction whenever possible.

To facilitate these efforts, a Construction Management Plan will be required as a condition of approval identifying construction worker parking and construction materials staging areas; truck access routes to and from the site for excavation and construction phases; and sidewalk and street closures with neighborhood notice and posting procedures.

The Street Use Ordinance requires sweeping or watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way. This ordinance provides adequate mitigation for these construction transportation impacts; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Noise

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

Construction activities outside the above-stated restrictions may be authorized upon approval of a by DPD with a 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.

Greenhouse Gas Emissions

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.

Long-Term Impacts

Transportation

A transportation analysis for the 1530 11th Avenue project was prepared by Transportation Solutions, Inc (TSI). This analysis estimated the amount of additional vehicle traffic the project was likely to generate. The analysis utilized trip rates from the Institute of Transportation Engineers' *Trip Generation* manual (8th edition), as well as Census data compiled by the Puget Sound Regional Council. High level

of local transit service and a moderately dense mixed-use environment suggest that many trips in the area likely are made using non-auto modes. This is supported by data from the 2000 Census, which indicate that only 41% of local residents commute to work by car, with the rest using transit, walking, bicycling, or other modes, or working at home.

Overall, the project is forecast to generate slightly less than 300 daily auto trips, with about 20 of these trips occurring during the AM peak hour and 25 during the PM peak hour. The roadway system near the site includes several arterials, such as Broadway, 12th Avenue E, E Pine Street, E Pike Street, and E Madison Street. Project traffic is expected to distribute among these and other streets, with little additional traffic on any one roadway. Traffic impacts from the project are likely to be minimal, and do not warrant mitigation pursuant to SMC 25.05.675 R.

Parking

The 2000 Census data presented in the transportation analysis indicate that the average household in the census tract of the project site had approximately 0.76 vehicles available. Using this rate, the proposed 92 residential units (89 apartments and 3 live-work units) are expected to generate a peak demand of 70 vehicles. (Peak demand for residences typically occurs overnight, when other project parking demand, such as service vehicles, visitors, or demand generated by the retail development on the site, are apt to be very low.) The project will provide 33 parking spaces; therefore, the peak spillover is estimated to be approximately 37 spaces.

TSI has identified a number of public off-street parking lots and garages within the vicinity of the project site. These lots offer a combination of overnight and monthly parking, and are expected to be able to accommodate the residential spillover demand that is forecast to be generated by the project. No significant impacts are expected from this parking demand.

The transportation analysis estimated that the retail component of the project likely would generate peak demand for about eight parking spaces. No parking would be provided on-site for these uses. Most of the on-street parking near the project site is regulated as two-hour parking (with or without meters). Retail customers are expected to park on-street, and retail employees likely would park in nearby lots. The small volumes of additional parking generated by the retail uses are not expected to result in significant impacts. No mitigation for parking impacts is warranted pursuant to SMC 25.05.675 M.

Greenhouse Gas

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

DECISION – STATE ENVIRONMENTAL POLICY ACT (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. 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 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).

RECOMMENDED CONDITIONS – SEPA

Prior to Issuance of any Construction, Shoring or Grading Permits

1. The applicant shall provide to the DPD Land Use Planner for approval a Construction Management Plan which identifies construction worker parking and construction materials staging areas; truck access routes to and from the site for excavation and construction phases; and sidewalk and street closures with neighborhood notice and posting procedures.

During Construction

2. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:00 a.m. and 6:00 p.m. and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays (except that grading, delivery and pouring of cement and similar noisy activities shall be prohibited on Saturdays). This condition may be modified by DPD to allow work of an emergency nature. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.
3. For the duration of the construction activity, the applicant/responsible party shall cause construction truck trips to cease during the hours between 4:00 p.m. and 6:00 p.m. on weekdays.

DESIGN REVIEW

Prior to Building Permit Issuance

4. Details of the passage space are unknown and should be further examined to encourage visual access to and from the courtyard and to give the indoor entry area an outdoor sensibility.
5. Use reflective materials for the courtyard facades to keep the space as light as possible.
6. Clear, transparent glass should be used for the windows of the building base (i.e., the character structure).

CONDITIONS-DESIGN REVIEW

Prior to Issuance of any Certificate of Occupancy

7. The artist-designed entry gates should be unique to the neighborhood.
8. The applicants shall arrange for an inspection with the Land Use Planner to verify that the construction of the buildings with siting, materials, and architectural details is substantially the same as those documented in the approved plans dated January 25, 2011.

Signature: _____ (signature on file) Date: February 24, 2011
Lisa Rutzick, Senior Land Use Planner
Department of Planning and Development

LR:bg