



**City of Seattle**

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**Department of Planning and Development**

Diane M. Sugimura, Director

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

**Application Numbers:** 3012408  
**Applicant Name:** GGLO  
**Address of Proposal:** 756 John Street

**SUMMARY OF PROPOSED ACTIONS**

Land Use Application to allow a six story, building with 74 residential units, 8,000 square feet of commercial and parking for 26 vehicles located below grade. Review includes demolition of a structure.

The following approvals are required:

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

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

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

\* Notice of the Early Determination of Non-significance was published on September 20, 2012.

**PROJECT DESCRIPTION**

The applicant proposes to construct a six-story, mixed use structure with 74 residential units above approximately 8,000 square feet of commercial at the northeast corner of Dexter Avenue North and John Street. Twenty-six parking spaces would be provided in a below-grade garage accessed from the alley. Eight of the spaces during weekdays would be devoted to the Denny Park Lutheran Church and all but one on Sundays. The proposal would require demolition of a single story institutional building.

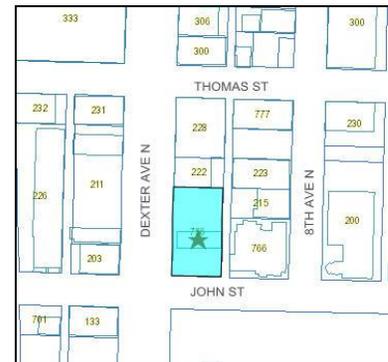
Commonalities of the three massing options presented to DPD and the Design Review Board include the desire to create street walls on Dexter Ave and John St., consistent height, vehicular entry from the alley, ground floor office uses at the northern end of the site and a large area devoted to residential amenities facing Dexter Ave. Option One forms a central courtyard beginning at the second level. Dwelling units wrap around a continuous hallway facing the open space. The building mass closely approaches the four surrounding property lines with modest setbacks at the north property line and then steps back from the south boundary at the second level.

Option Two's "C" shape has its courtyard (beginning at the second level) face the alley and the neighboring church. This scheme has a larger setback from the alley and equivalent setbacks as Option One at the north and south property lines. The design of the ground floor spaces appears nearly identical to Option One. Option Three modifies the parti developed in Option Two by shifting or pushing the mass along John St. away from the alley and the church at the upper levels, creating approximately a 30 foot gap between the church and the upper floors of the proposed building.

By the Recommendation meeting, the applicant had refined Option Three and addressed most of the Board's earlier guidance.

### **SITE & VICINITY**

The roughly 18,000 square foot site at the northeast corner of John St. and Dexter Avenue N. directly north of Denny Park lies within the Seattle Mixed (SM 85) zone with an 85 foot height limit. The site's ten foot declension begins at the southwest and extends to the northeast corner. The property has approximately 120' of frontage on John St. and 180' on Dexter Ave.



The site's location has transit advantages due to its proximity to several arterials including Aurora Ave N. two blocks to the west,

The Denny Park Lutheran Church sits to the east and across the alley. Two parcels to the north of the church, project proposal # 3013251 is under review by the City and the Queen Anne Design Review Board. Surrounding uses include retail, office and residential. The properties to the west, across Dexter Ave N., house a Holiday Inn Express and Winston Wachter Fire Art gallery. The vicinity with its close proximity to South Lake Union, Queen Anne, downtown and Seattle Center neighborhoods has witnessed considerable development activity in recent years.

Dexter Ave. N., Ninth Ave. N., Denny Way. and Westlake Ave. Dexter Ave. also functions as a significant north/south bike route

## **ANALYSIS - DESIGN REVIEW**

### **Public Comments**

Seven members of the public affixed their names to the EDG sign-in sheet. One speaker asked about the location of the garage.

### **GUIDELINES**

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

#### **A Site Planning**

**A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.**

**SLU-specific supplemental guidance:**

- **Encourage provision of "outlooks and overlooks" for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.**
- **Minimize shadow impacts to Cascade Park.**
- **New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design\*(LEED) manual which provides additional information. Examples include:**
  - Solar orientation
  - Storm water run-off, detention and filtration systems
  - Sustainable landscaping
  - Versatile building design for entire building life cycle

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

**SLU-specific supplemental guidance:**

**The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public.**

- Provide pedestrian-friendly streetscape amenities, such as: tree grates; benches; lighting.
- Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.
- Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.
- Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

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

The residential entrance on John St. does not align with the vertical reveal to the left of it. In the concept massing illustration presented at the EDG meeting, the relationship appears awkward. However the execution of the reveal and the entrance will likely evolve as the design develops.

Echoing the front of the Denny Park Lutheran Church, the wide entry steps on John St. and the porch at the amenity room acknowledge the park across the street and the importance of enhancing the streetscape.

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

**SLU-specific supplemental guidance:**

- Create graceful transitions at the streetscape level between the public and private uses.
- Keep neighborhood connections open, and discourage closed campuses.
- Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.
- Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.
- Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.
- Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.
- Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

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

The extra massing diagram provided at the meeting illustrates a change in materials between the second and third floors intended to reinforce the roofline of the lower of the two volumes that comprise the church façade along John St. and the frieze above the

three doors. However, the material of the base extends to the second floor ceiling line only at the reveal. This lack of emphasis diminishes the relationship between the project's two story base and the strong datum line established by the church. In spite of its wide projecting bays, the two story base on Dexter Ave has a stronger visual presence.

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

**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.**

**A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.**

Depending upon the future detailing of materials and fenestration at the Dexter and John corner, the Board accepted the notion that the large bay could anchor the corner.

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

**B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.**

**SLU-specific supplemental guidance:**

- **Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.**
- **Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.**
- **Relate proportions of buildings to the width and scale of the street.**
- **Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.**
- **Consider using architectural features to reduce building scale such as: landscaping; trellis; complementary materials; detailing; accent trim.**

Based on the massing of the three options, the Board expressed its satisfaction with the third option.

## C. Architectural Elements and Materials

**C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**

SLU-specific supplemental guidance:

- Support the existing fine-grained character of the neighborhood with a mix of building styles.
- Re-use and preserve important buildings and landmarks when possible.
- Expose historic signs and vintage advertising on buildings where possible.
- Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.
- Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include: window detail patterns; open bay doors; sloped roofs.
- Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include: community artwork; edible gardens; water filtration systems that serve as pedestrian amenities; gutters that support greenery.

**C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

SLU-specific supplemental guidance:

Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

See Board guidance for A-3 and A-5. In addition, the Board encouraged the architect to consider the fenestration patterns (in particular the lancet windows) established by the church.

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

In concept diagrams, the articulation of the building facades suggests the architect’s consciousness of human scale. As the design develops, detailing of materials and their composition should provide further refinement.

- 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.**

Board members discussed the merits of using brick at the two-story base. Use of the material would convey a visual connection with the neighboring church and along with the church establish a sense of continuity as a back drop to the park.

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

## **D. Pedestrian Environment**

- D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.**

SLU-specific supplemental guidance:

- New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as: curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow; pedestrian-oriented street lighting; street furniture.

The idea of a raised porch or terrace along John St. received praise from the Board.

- 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 projection of the north elevation will have considerable exposure from Dexter Ave. The design and detailing of this blank façade should be given considerable attention.

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

- D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

The location of the solid waste storage and how it functions should be provided by the Recommendation meeting.

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

SLU-specific supplemental guidance:

- **Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are: enhanced pedestrian and street lighting; well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street; police horse tie-up locations for routine patrols and larger event assistance.**

See Board guidance for D-10.

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

The Board welcomed the proposed landscaping along the alley and the manner in which the building sets back along this right of way to allow natural light into the courtyard.

**D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.**

**D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.**

A concept lighting plan will be needed for the Recommendation meeting. Lighting along the alley will be of particular importance.

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

Due to the change in grade along Dexter Ave. N., the Board requested diagrams illustrating how the proposal meets land use code transparency requirements.

**D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.**

**E. Landscaping**

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

SLU-specific supplemental guidance:

- Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces.
- Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.
- Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.
- Retain existing, non-intrusive mature trees or replace with large caliper trees.
- Water features are encouraged including natural marsh-like installations.
- Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area.

**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.

SLU-specific supplemental guidance:

- Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

The Board expressed its satisfaction with the landscape concept and looks forward to receiving more detail as the plan evolves.

## **MASTER USE PERMIT APPLICATION**

The applicant revised the design and applied for a Master Use Permit with a design review component on August 30, 2012.

## **DESIGN REVIEW BOARD RECOMMENDATION**

The Design Review Board conducted a Final Recommendation Meeting on December 5, 2012 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meetings, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

## **Public Comments**

Two members of the public affixed their names to the Recommendation meeting sign-in sheet. Speakers generally praised the proposal's design, remarking how well the building integrated itself into the streetscape and its respectful attitude toward the church. One person mentioned not liking the use of yellow on the facades.

**A Site Planning**

**A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.**

**SLU-specific supplemental guidance:**

- Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.
- Minimize shadow impacts to Cascade Park.
- New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design\*(LEED) manual which provides additional information. Examples include:
  - Solar orientation
  - Storm water run-off, detention and filtration systems
  - Sustainable landscaping
  - Versatile building design for entire building life cycle

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

**SLU-specific supplemental guidance:**

The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public.

- Provide pedestrian-friendly streetscape amenities, such as: tree grates; benches; lighting.
- Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.
- Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.
- Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

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

Recommendation Meeting: The redesign of the John St. façade with its articulation of a two-story brick base addressed the early Board concern about the relationship between the door and the vertical reveal to the left of it. Although the location of both did not

change, the architect formed a two-story base by lifting the projecting bay which minimized or eliminated the awkwardness of the earlier design.

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

**SLU-specific supplemental guidance:**

- **Create graceful transitions at the streetscape level between the public and private uses.**
- **Keep neighborhood connections open, and discourage closed campuses.**
- **Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.**
- **Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.**
- **Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.**
- **Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.**
- **Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.**

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

Recommendation Meeting: The redesign of the John St. façade clarified the visual relationship between the proposed structure and the neighboring church. The two-story brick base, the setback above the first level on the east elevation, the wide front steps and modest brick terrace respect and defer to the church's materials and composition.

**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.**

Recommendation Meeting: The Board recommended approval of a departure for a narrower driveway (18') than the zoning code allows (22' minimum for non-residential uses).

**A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.**

Recommendation Meeting: The corner bay forms a tower anchoring the intersection of Dexter Ave and John St. It visually and compositionally unites the quieter John St facade with the vehicular oriented Dexter Ave elevation. The corner tower also modestly references the church's steeple.

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

**B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.**

SLU-specific supplemental guidance:

- Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.
- Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.
- Relate proportions of buildings to the width and scale of the street.
- Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.
- Consider using architectural features to reduce building scale such as: landscaping; trellis; complementary materials; detailing; accent trim.

Recommendation Meeting: The applicant refined the third design option.

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

**C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**

SLU-specific supplemental guidance:

- Support the existing fine-grained character of the neighborhood with a mix of building styles.
- Re-use and preserve important buildings and landmarks when possible.
- Expose historic signs and vintage advertising on buildings where possible.
- Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.
- Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include: window detail patterns; open bay doors; sloped roofs.

- **Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include: community artwork; edible gardens; water filtration systems that serve as pedestrian amenities; gutters that support greenery.**

Recommendation Meeting: See guidance for A-5.

- C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

**SLU-specific supplemental guidance:**

**Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.**

Recommendation Meeting: The Board did not specifically address the architect’s approach to the John St. fenestration patterns.

The Board noted the visual awkwardness of the second floor parapet at the corner of John St. and the alley and recommended reducing the height of the brick to match the strong datum line of the rest of the parapet along the alley. Acknowledging the advantages of the glass screen, the Board acknowledged its openness to other solutions at the corner.

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

Recommendation Meeting: The use of brick masonry, wood at the John St. and Dexter Ave. entrances and canopies endow the facades with considerable detail. The change in color and composition of the brick beneath the window sills along Dexter Ave further emphasize the human scale and, at the same time, allude to the velocity of traffic moving along Dexter Ave.

- 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.**

Recommendation Meeting: See comments from C-3.

## **D. Pedestrian Environment**

**D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.**

SLU-specific supplemental guidance:

- **New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as: curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow; pedestrian-oriented street lighting; street furniture.**

Recommendation Meeting: The Board recommended adding pedestrian oriented landscape elements to the Dexter Ave streetscape to reduce the monotony of the Dexter Ave N. streetscape. Several ideas offered include: installation of seating blocks similar to those proposed for John St., placement of art or playful pedestrian amenities in the three foot wide planting strip along the edge of the building, widening or narrowing the three foot planting strip to encourage a place to pause or a visual eddy along the corridor. The changes to the landscape design might also echo the composition or rhythm of the Dexter Ave façade.

**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.**

Recommendation Meeting: In general, the proposed solution to the north façade met with praise. The design exudes an elegance not usually reserved for expanses of blank walls. The Board suggested that the north wall could also possess a more animated or less formal design, perhaps, incorporating the Compass logo. However, no conditions were recommended to change the design.

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

**D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

Recommendation Meeting: The Board did not address this issue at the Recommendation meeting.

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

SLU-specific supplemental guidance:

- Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are: enhanced pedestrian and street lighting; well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street; police horse tie-up locations for routine patrols and larger event assistance.

Recommendation Meeting: See Board guidance for D-10.

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

Recommendation Meeting: The Board did not expand upon its earlier guidance.

**D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.**

**D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.**

Recommendation Meeting: The applicant provided a lighting plan. The Board did not comment upon it.

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

Recommendation Meeting: The Board recommended approval of the departure request for the amount of transparency along Dexter Ave. N. In turn, recommended conditions for landscaping (see D-1) along the avenue should provide more points of interest and accommodation to the pedestrian.

**D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.**

Recommendation Meeting: See guidance for D-1.

## **E. Landscaping**

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

**SLU-specific supplemental guidance:**

- **Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.**

Recommendation Meeting: See Board recommendations for guideline D-1. The Board recommended that the landscape architect introduce greater diversity and movement to the landscape edge along Dexter Ave.

**Board Recommendations:** The recommendations summarized below were based on the plans submitted at the December 5th, 2012 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the December 5th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

The Board’s recommendation on the requested departure(s) are based upon the departure’s potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Structural Building Overhangs. SMC 23.53.035A.4.c	15’ Maximum length with 45 degree angles drawn inward from ends. Maximum depth 3’.	Four bays each one foot in depth. 2 bays 26’ wide 1 bay 22’ wide 1 bay 34’ wide		Recommended Approval based on meeting Board condition.
2. Structural Building Overhangs. SMC 23.53.035A.4.b	Glazed area shall not be less than 50% of sum of the area of vertical surface.	Proposed: 2 bays = 34% glazing 1 bay = 40% 1 bay = 28.5 %	<ul style="list-style-type: none"> <li>▪ Provides visual interest</li> </ul>	Recommended Approval
3. Structural Building Overhangs. SMC 23.53.035A.2	3’ maximum overhead horizontal projections at roof level.	4’ maximum horizontal projections at roof including the cornice of the tower.	<ul style="list-style-type: none"> <li>▪ Meets the intent of the roofline or top of the structure being clearly distinguished from its façade walls. (C-2).</li> </ul>	Recommended Approval.
4. Transparency SMC 23.48.018.	Minimum 60% transparency between 2’ and 8’ from street level on Class 2 Pedestrian St.	45% transparency between 2’ and 8’.	<ul style="list-style-type: none"> <li>▪ Provides greater transparency directly above the zone.</li> <li>▪ Glass-faced spandrel panels in lower portion of storefront system.</li> <li>▪ Added brick detail below window sills.</li> </ul>	Recommended Approval based on meeting Board condition #2 below.

5. Driveway width. SMC 23.54.030D.2	22' minimum width for non-residential uses.	18' driveway width.	<ul style="list-style-type: none"> <li>▪ The narrower driveway and garage opening reduces the exposure of the garage on the alley. (A-8)</li> </ul>	Recommended Approval
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The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

- 1) Reduce the height of the brick at the second floor balcony overlooking John St. and the alley to match the strong datum line of the rest of the parapet along the alley. (C-2)
- 2) Add pedestrian oriented landscape elements to the Dexter Ave N. streetscape to reduce the monotony of the Dexter Ave N. streetscape. Several ideas include: installation of seating blocks similar to those proposed for John St., placement of art or playful pedestrian amenities in the three foot wide planting strip along the edge of the building, widening or narrowing the three planting strip to encourage a place to pause or to provide a visual eddy along the corridor. The changes to the landscape design could also echo the composition or rhythm of the Dexter Ave façade. (D-1, D-11, D-12, E-2)

**DIRECTOR’S ANALYSIS - DESIGN REVIEW**

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

**DECISION - DESIGN REVIEW**

The proposed design is **CONDITIONALLY GRANTED**.

**ANALYSIS - SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated December 15, 2011. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

### Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following analyzes construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

### Noise

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

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

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

### Air Quality

Construction for this project is expected to add temporarily particulates to the air that will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

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

### Earth

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

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

### Grading

Excavation to construct the mixed use structure will be necessary. The maximum depth of the excavation is approximately 13 feet and will consist of an estimated 4,600 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

### Construction Impacts

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

### Traffic and Parking

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

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 4,600 cubic yards of soil are expected to be excavated from the project site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 460 round trips with 10-yard hauling trucks or 230 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along Dexter Ave N. Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

### Long-term Impacts

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

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the

size and location of this proposal, green house gas emissions, historic preservation, traffic, parking impacts and public view protection warrant further analysis.

### Greenhouse Gas Emissions

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

### Historic Preservation

The existing structure, built in 1949, was reviewed by the Department of Neighborhoods and determined that it is unlikely, due in part to a loss of integrity, that the existing mixed use building would meet the standards for designation as an individual landmark.

### Transportation

A transportation and parking analysis was prepared for the project by the architect with the possible assistance of the Transpo Group. The analysis reports the addition of five weekday peak hour trips beyond existing conditions. Given the small amount of additional traffic added to the roadway system at peak times and the distribution of the traffic both north and south of the site, no adverse transportation impacts are anticipated from the development of the project.

### Parking

Forty surface parking spaces currently occupy the development site. The Denny Park Lutheran Church uses eight spaces on weekdays and 25 on weekends. During the weekday, nearby office workers rent 13 of the spaces. The proposal would eliminate the 40 space surface lot and build a below grade garage housing 26 spaces. The church would continue to rent eight spaces during the week leaving 18 spaces for tenants and office workers. The 72 residents of the building, due to their low incomes, are not anticipated to own autos. The availability of mass transit, on-street parking and three nearby pay lots totaling 45 spaces would help alleviate any parking overspill.

## **DECISION - SEPA**

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

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2C.
- [ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

## **CONDITIONS – DESIGN REVIEW**

### *Prior to MUP Issuance*

Revise plans sets to show:

1. Reduce the height of the brick at the second floor balcony overlooking John St. and the alley to match the strong datum line of the rest of the parapet along the alley.
2. Add pedestrian oriented landscape elements to the Dexter Ave N. streetscape to reduce the monotony of the Dexter Ave N. streetscape. Several ideas include: installation of seating blocks similar to those proposed for John St., placement of art or playful pedestrian amenities in the three foot wide planting strip along the edge of the building, widening or narrowing the three planting strip to encourage a place to pause or to provide a visual eddy along the corridor. The changes to the landscape design could also echo the composition or rhythm of the Dexter Ave façade.

### *Prior to Building Application*

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

### *Prior to Commencement of Construction*

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

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

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

### *Prior to Issuance of a Certificate of Occupancy*

6. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 206.615-1392). An appointment with the assigned Land Use Planner must be made at least three (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

### *For the Life of the Project*

7. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce Rips, 206.615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

**CONDITIONS – SEPA**

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

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

During Construction

10. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 6:00 P.M.:
  - A. Surveying and layout.
  - B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).
  - C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.
11. In addition to the Noise Ordinance, requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:
  - A. Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
  - B. Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
  - C. Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
  - D) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
12. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.
13. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the

Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Signature: \_\_\_\_\_ (signature on file) \_\_\_\_\_ Date: March 4, 2013  
Bruce P. Rips, AAIA, AICP  
Department of Planning and Development

BPR:drm

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