



City of Seattle
Edward B. Murray, Mayor

Department of Planning and Development
D. M. Sugimura, Director

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

Application Number: 3014780
Applicant Name: Tony Fan
Address of Proposal: 501 East Pike Street

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow an eight story mixed use structure with 89 residential units, 6,600 square feet of retail, 5,100 square feet of office at the second floor and a 52 space garage. Portions of existing 8,937 sq. ft. structure to be demolished. Street façades of existing structure on E Pike St and Summit Ave E to remain.

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 July 8, 2013.

PROJECT DESCRIPTION

The applicant proposes an eight-story mixed use structure with 5,100 square feet of retail space at grade, 6,600 square feet of office above the retail use, 89 residential units and a garage housing 52 vehicles. The Summit Ave and E. Pike St. facades of the existing structure would remain to be incorporated into the redevelopment of the site.

The applicant presented three massing options at the EDG meeting. The first option illustrates a six story, central courtyard structure occupying the entire site assuming the demolition of the existing structure. Retail and office uses front onto E. Pike St. Corridors encircle an elongated courtyard and provide access to the residential units. The courtyard extends along a north-south axis on the southern end of the site. Garage access, similar to the other options, occurs on Summit Ave.

Option # 2 preserves the north and west facades of the existing structure and adds six stories above the shell and another eight stories where the parking lot sits. The scheme has a similar

program with retail at street level, office use above it, a driveway from Summit Ave and a courtyard encircled by corridors. The massing has the same rectangular box like appearance although the bulk of the mass is set back 15 feet from the two street facing facades remaining of the original structure. The third scheme also preserves the north and west facades and houses similar retail and office spaces. The open space, rather than internalized by a courtyard, flanks the southeast portion of the structure. This results in a shift of the southern most mass towards Summit Ave.

By the Recommendation meeting, the applicant refined Option C and responded to the early design guidance. A commercial storefront replaced a blank wall and a live/work unit along the southern half of the Summit Ave façade.

SITE & VICINITY

The 18,000 sq. ft. site lies within a Neighborhood Commercial Three (NC3 65) zone with a 65 foot height limit within the Pike/Pine Urban Center Village and the Pike/Pine Conservation Overlay. A two-story commercial building occupies the site's northern half and a surface parking lot sits on the southern half. The site's declension totals approximately 28 feet from the southeast to the northwest corner. East Pike St. on the north and Summer Ave on the west border the property. The site does not contain a mapped environmentally critical area.

An 88 year old, two-story structure (CK Graphics) occupies the site's northern portion. The city of Seattle has designated the existing building a neighborhood "character structure". The building possesses extensive fenestration along the two street frontages. On Pike St., the building is symmetrically arranged with an ornate entry at the center and a pediment rising above the parapet to announce the front entry. The windows on the second floor have multiple square panes that provide detail along with the entablature above the entry and its flanking columns.

An existing curb cut located at the site's mid-point on Summit Ave. provides vehicular access to the parking lot.

The neighborhood possesses a varied mix of building styles, heights and land uses. The Pike/Pine corridor has a strong pedestrian character with many restaurants and retail stores. The corridor connects Broadway and portions of Capitol Hill beyond it with downtown.

Directly south of the project site is a midrise zone with taller buildings up to ten stories. Two blocks north is the historic First Covenant Church. A few blocks to the southeast lies Cal Anderson Park. Northwest School, also a landmark, sits across Summit Ave.

ANALYSIS - DESIGN REVIEW

Public Comments

Six members of the public affixed their names to the Early Design Review meeting sign-in sheet. Speakers raised the following issues:

- Don't use stucco.
- The structure should be the same height as the apartment building behind it.
- The 110 apartment units will resemble an upscale micro housing project. The lack of adequate parking is troubling.
- A 15' setback for the upper levels is not effective for an eight story structure.
- Forming two large building masses is okay. Careful consideration, however, should be given to the design.

- Add more greenery to the ground plane. The guidelines encourage open space at grade.
- Green screens or walls have not been successful. Don't use them.
- This historic building may have nice interior features. The architects should carefully inspect the interior.
- The project proposal looks good.
- The narrower driveway is supportable.
- Scale and massing are good.
- The overlay requires a 15' setback.
- The lower cornice and uppermost setback on the northern volume works well as it visually steps the building down the terrain.
- Balconies facing Pike St. should not detract from the design.
- Consider placing ground level residential units on Summit Ave. in place of a blank wall for the garage. The architect may have to carve a portion out of the garage to accommodate the dwelling unit.

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.**

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*

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

Ensure that the retail spaces match the ground plane on Pike St.

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

- 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 lack of dimensions illustrating the distance between the proposed structure and the adjacent ones troubled the Board. The overall massing and its relationship to the surrounding buildings of the proposal appear to acknowledge its neighbors. Site plan dimensions, cross sections that include adjacent structures, and perspectives of the

building with its neighbors will help the Board to make an informed decision at the next meeting. In addition, the architect must provide an overlay of the north windows of the adjacent apartment building to the south with the subject building's south façade to ensure tenant privacy.

- A-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.**

Pike/Pine: Residential entry ways that feature heavy or contrasting trim, distinctive materials and a link to the surrounding streetscape are encouraged.

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

Pike/Pine: Locating a significant amount of open space on rooftops is discouraged. Open space at street level that is compatible with established development patterns and does not detract from desired, active street frontages is encouraged. While not characteristic of the historic warehouse, commercial, or apartment development in the area, usable balconies may be appropriate on streets where a more residential character is intended, to provide both open space and visual relief on building facades. In other areas, if balconies are provided, it is preferable that they not be located on street-facing facades, but rather on facades facing the side or rear of the lot, or internal courtyards.

The applicant neglected to include concept landscape drawings in the EDG packet. The Board requested habitable spaces at grade and plantings along the residential portion of the Summit frontage.

- 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 applicant requested a departure to reduce the code compliant driveway width from 20 to 16 feet. See departure discussion at the end of the report.

- 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.**

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 following corner sites are identified as Pike/Pine gateways:

- *Pike/Boren: southeast corner*
- *Melrose/Pine: northeast corner*
- *12th/Pike intersection*
- *12th/Pine intersection*
- *Madison: between 11th/12th*
- *Madison entries onto Pike and Pine*

Design an understated building corner at E. Pike and Summit Ave E.

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.

The small diagrams in the booklet and the lack of dimensions did not convey enough information to judge the relationship of the building's size with its neighbors. Drawings submitted for the next meeting must communicate the building's height, bulk and scale in comparison with the surrounding structures.

B-2 Pike/Pine: Neighborhood Scale and Proportion

New buildings should, in general, appear similar in height, mass, and scale to other buildings to maintain the area's visual integrity and unique character. Although current zoning permits structures to exceed the prevailing height and width of existing buildings in the area, structures that introduce increased heights, width and scale should be designed so their perceived scale is compatible with the existing neighborhood character. The following guidelines address scale and proportion for new structures.

- a. Design the structure to be compatible in scale and form with surrounding structures.*
- b. Relate the scale and proportions of architectural features and elements to existing structures on the block face to maintain block face rhythm and continuity.*
- c. Address conditions of wide or long structures.*
- d. For structures that exceed the prevailing height, reduce the appearance of bulk on upper stories to maintain the established block face rhythm.*
- e. Design the first floor façade to encourage a small-scale, pedestrian-oriented character.*

The Board noted this guidance's high importance. See discussion for guideline C-4.

B-3 Pike/Pine: Integration of Character Structures in New Development (Supplemental guidance especially for properties located within the Pike / Pine Conservation Overlay District.)

- a. Develop a design Concept.*
- b. Do not overpower the character structure.*
- c. Express the relationship between the character structure and new portions of the project.*
- d. Emphasize the streetscape.*
- e. Align features of the character structure with features of new portions of the project.*
- f. Consider design treatments that anchor the new structure to the streetscape.*

The 15 foot setback from the original facades at the upper levels and the proposed pier and spandrel system appears complementary at this preliminary stage with the character structure.

B-7 Conservation of Character Structures (Supplemental guidance especially for properties located in the Pike/Pine Conservation Overlay District.)

- a. *Maintain the architectural integrity of the character structure.*
- b. *Maintain Character-Defining Elements.*
- c. *Recognize the priority for maintaining the original floor-to-ceiling heights in character structures, especially for the ground floor and for features visible from the exterior.*
- d. *Sensitively locate additions so they do not dominate the appearance of the character structure.*

The Board supports the preservation of the character structure and acknowledged the importance of guideline “c”. Provide photos of the original structure for the next meeting.

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.

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 Board emphasized this guideline’s high priority.

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.

Pike/Pine: In order to achieve good human scale, the existing neighborhood context encourages building entrances in proportion with neighboring storefront developments.

The schematic elevations represent an adequate beginning. The Summit Ave elevation divides into two roughly equal volumes--the addition above the character structure and the portion to be constructed over the surface parking lot. The architect further divides the southern volume into a schematic diptych to convey a vertically oriented composition sympathetic to the front facade of the apartment house to the south. While the concept has merit as it seeks to visually reduce the building mass, the design of the southernmost portion of the west elevation lacks a satisfactory resolution. The split facade must work as an ensemble while possessing greater differentiation or identity. The Board criticized the dropped cornice at the southwest corner (between floors six and seven) as visually too heavy. This portion of the west and south elevation needs further design effort.

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

Pike/Pine: In order to achieve good human scale, the existing neighborhood context encourages building entrances in proportion with neighboring storefront developments

Provide more fine grain detail on the Summit Ave elevation along the street frontage. Ensure that the residential entry, garage entrance and the other areas along the sidewalk have interest.

- 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 expressed its emphatic desire to see the selection of high quality materials for the project.

- 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.**

The Board noted the importance of this guideline. At-grade areas on the interior of the lot should have fencing.

- 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.**

Avoid blank walls along the Summit Ave E. street frontage.

- 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.**

At the Recommendation meeting, explain how the solid waste storage area functions. Where will temporary storage occur on pick up days?

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

Pike/Pine: Lighting installed for pedestrians should be hooded or directed to pathways leading towards buildings.

Ensure the security of the at-grade open spaces.

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.

Pike/Pine:

- a. *Promote the pedestrian environment.*
- b. *Reflect the special neighborhood character.*

Provide a concept signage plan that includes type of signage and proposed locations.

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.

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.

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.

Create an elegant residential entry sequence on Summit Ave.

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.

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 open spaces created between the buildings should appeal to both the residents of the building who will use it and the neighbors who will look down into the spaces.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on July 18, 2013.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted the Final Recommendation meeting on November 20, 2013 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

At the Recommendation meeting, three members of the public affixed their names to the sign-in sheet.

- Keep the paving around the building simple. Don't use multiple paving patterns and grasscrete that make it difficult to walk.
- Provide very transparent storefront windows.
- The narrow driveway slows down vehicles, which is beneficial.
- Consider adding multiple entries for the retail to avoid pedestrian congestion.

A. Site Planning

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

The Board appreciated the placement of additional commercial space on Summit Ave.

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

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 architect provided an overlay of the north windows of the adjacent apartment building to the south with the subject building's south façade to show that the new construction attempts to ensure tenant privacy. The Board provided tacit approval.

A-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

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

Pike/Pine: Locating a significant amount of open space on rooftops is discouraged. Open space at street level that is compatible with established development patterns and does not detract from desired, active street frontages is encouraged. While not characteristic of the historic warehouse, commercial, or apartment development in the area, usable balconies may be appropriate on streets where a more residential character is intended, to provide both open space and visual relief on building facades. In other areas, if balconies are provided, it is preferable that they not be located on street-facing facades, but rather on facades facing the side or rear of the lot, or internal courtyards.

The design has considerable amounts of amenity open space for tenants at various levels of the building including the roof top.

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 approved the applicant's departure request to reduce the code compliant driveway width from 20 or 22 feet to 16 feet. The applicant must provide additional

landscaping between the garage opening on Summit Ave. and the adjacent residential entrance in order to keep pedestrians away from the garage door.

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.

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 following corner sites are identified as Pike/Pine gateways:

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- *12th/Pike intersection*
- *12th/Pine intersection*
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- *Madison entries onto Pike and Pine*

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.

B-2 Pike/Pine: Neighborhood Scale and Proportion

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- f. Design the structure to be compatible in scale and form with surrounding structures.*
- g. Relate the scale and proportions of architectural features and elements to existing structures on the block face to maintain block face rhythm and continuity.*
- h. Address conditions of wide or long structures.*
- i. For structures that exceed the prevailing height, reduce the appearance of bulk on upper stories to maintain the established block face rhythm.*
- j. Design the first floor façade to encourage a small-scale, pedestrian-oriented character.*

The Board noted this guidance's high importance. See discussion for guideline C-4.

B-3 Pike/Pine: Integration of Character Structures in New Development (Supplemental guidance especially for properties located within the Pike / Pine Conservation Overlay District.)

- g. Develop a design Concept.*

- h. Do not overpower the character structure.*
- i. Express the relationship between the character structure and new portions of the project.*
- j. Emphasize the streetscape.*
- k. Align features of the character structure with features of new portions of the project*
- l. Consider design treatments that anchor the new structure to the streetscape.*

B-7 Conservation of Character Structures (Supplemental guidance especially for properties located in the Pike/Pine Conservation Overlay District.)

- e. Maintain the architectural integrity of the character structure.*
- f. Maintain Character-Defining Elements.*
- g. Recognize the priority for maintaining the original floor-to-ceiling heights in character structures, especially for the ground floor and for features visible from the exterior.*
- h. Sensitively locate additions so they do not dominate the appearance of the character structure.*

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.

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.

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.

Pike/Pine: In order to achieve good human scale, the existing neighborhood context encourages building entrances in proportion with neighboring storefront developments.

The Board appeared satisfied with the relationship of the additions to the two-story character structure. Other than a discussion of why the architect chose not to include a quoin above the third floor at the southwest corner, the Board accepted the materials, colors and composition of the proposal. The applicant responded to earlier guidance by eliminating a dropped cornice from the west façade of the larger building mass.

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

Pike/Pine: In order to achieve good human scale, the existing neighborhood context encourages building entrances in proportion with neighboring storefront developments

The inclusion of additional commercial store frontage with glazing and a pedestrian entrance on Summit Ave provides greater intimacy of scale.

- 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.

Maintain the contrast between the two colors chosen for the stone veneer. The white or ecru should resemble the stone on the existing character structure.

- 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.**

Between the printing of the design review packets and the Recommendation meeting, the applicant changed the garage door appearance. The revised, and Board approved, door possesses a grid of glass panes rather than a metal screen.

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.**

Discussion focused on the shape and proportion of the canvas and metal canopy announcing the residential entrance on Summit. The architect should rethink the design by exploring the styles of traditional canopies created at the time the character structure building was constructed (1925).

- 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 architects resolved the blank wall issue discussed at the EDG meeting by adding storefront commercial space on Summit Ave.

- 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 placement of the waste and recycling storage facility within the garage met the Board's expectations.

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

Pike/Pine: Lighting installed for pedestrians should be hooded or directed to pathways leading towards buildings.

Metal fencing provides security at the open spaces between the proposal and its neighbors.

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.

Pike/Pine:

- c. Promote the pedestrian environment.*
- d. Reflect the special neighborhood character.*

The Board did not discuss signage.

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.

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.

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

The Board asked that the applicant reconsider the design of the residential entrance canopy. See 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.

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 landscape design met with approval.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the November 20th, 2013 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 November 20th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the five Design Review Board members present unanimously recommended approval of the subject design.

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

- 1) Provide landscaping between the garage opening on Summit Ave. and the adjacent residential entrance in order to keep pedestrians away from the garage door. (A-8))
- 2) Maintain the contrast between the two colors chosen for the stone veneer. The white or ecru should resemble the stone on the existing character structure. (C-4)

DEVELOPMENT STANDARD DEPARTURES

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. Minimum Driveway Width. SMC 23.54.030D.1.c.	Minimum width for two-way traffic accessing parking area with more than 30 spaces is 22 for commercial uses.	Reduce driveway width to 16’	<ul style="list-style-type: none"> ▪ Departure reduces the presence of the garage door and driveway in a dense urban area. ▪ Provides for larger commercial space on street front. 	Approved
2. Sight Triangle. SMC 23.54.030G.1.	Sight triangles required for two-way driveway less than 22’ wide.	No sight triangle. Use convex mirrors and signal lights.	<ul style="list-style-type: none"> ▪ Board supports additional landscaping between garage door and residential entrance to move pedestrians away from the garage opening. 	Approved based on compliance with condition requiring additional landscaping.
3. Setback. SMC 23.73.010B.2c.2	All portions of the new structure above the height of the street-facing facades of the character structure are set back a minimum of 15’ from all street property lines that abut the character structure.	Provide 15’ setback measured from the character façade along Pike St frontage, or 13’8” from property line to new structure.	<ul style="list-style-type: none"> ▪ Perceived setback of 15’ will accentuate and delineate the character façade. New structure material modulation such as cast stone pilasters and cornices will create a dialogue between the new and existing building elements. (A-8,A-10,C-5) 	Approved

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 July 1, 2013. 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 temporarily to add 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.

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 26 feet and will consist of an estimated 11,460 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 18 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. In order to minimize adverse impacts, the applicant will need to provide a construction worker parking plan to reduce on-street parking. 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 11,460 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 activity will require approximately 1,146 round trips with 10-yard hauling trucks or 573 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

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

Long-term Impacts

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

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

Greenhouse Gas Emissions

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

Historic Preservation

Due to the proximity of Summit/Northwest School, a Seattle landmark, the Department of Neighborhood's preservation office reviewed the plans for the subject proposal. DON will not require additional mitigation to ensure compatibility or reduce the impacts of the proposed project.

Transportation

According to the transportation consultant, Gibson Traffic Consultants, the 89 dwelling unit apartment building with approximately 11,7000 square feet of office and retail use would likely generate 536 average daily vehicle trips (accounting for the loss of trips generated by the printing business occupying the existing two-story structure) with less than 46.3 trips occurring in the PM peak hour. Due to the dispersion of trips along the grid in the Pike/Pine neighborhood DPD does not anticipate that the impacts to level of service on nearby streets would be significant. No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

The development site lies within the Pike/Pine Urban Center Village which, based on the Land Use Code section 23.54.015, does not require residential off-street parking. Based on evaluations by the American Community Survey for renter occupied units and an International Transportation Engineers Journal study, parking demand in the subject area ranges between .33 to .63 vehicles owned per units. This translates to a demand of between 29 and 56 residential parking spaces in the proposed structure. The 52 space garage would accommodate this demand.

The office and retail component would generate a parking demand of 27 spaces. Nearby on-street parking, pay surface lots and a parking garage at 1601 Harvard Ave could accommodate this demand. It is also possible that shared parking in the subject building during the day could provide spaces for the commercial users.

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

- 1) Provide landscaping between the garage opening on Summit Ave. and the adjacent residential entrance in order to keep pedestrians away from the garage door.
- 2) Maintain the contrast between the two colors chosen for the stone veneer. The white or ecru should resemble the stone on the existing character structure.

Prior to Commencement of Construction

- 3) 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

- 4) 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

- 5) 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 five 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

- 6) 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

- 7) A construction traffic management plan shall be submitted to DPD and SDOT prior to the issuance of the permit. 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

- 8) 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.

- 9) 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.
- 10) Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

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: May 19, 2014
Bruce P. Rips, AAIA, AICP
Department of Planning and Development