



City of Seattle

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 Number: 3014948
Applicant Name: Joe Workman of Collins Woerman
Address of Proposal: 1124 Columbia Street

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow a six to seven-story medical office addition containing 66,857 sq. ft. and 411 parking space below-grade garage. Review includes 21,200 cu. yds. of grading. Structures at 1102 Columbia Street to be demolished include (Eklind Hall) and a below-grade vivarium.

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 June 11, 2013.

PROJECT DESCRIPTION

The applicant proposes to design and construct a 66,857 square foot medical office building addition to an existing structure with 411 below grade parking spaces. The proposed demolition (see MUP #3015818), would remove an existing office building and an underground vivarium.

The applicant presented three massing alternatives. Scheme A replaces Eklind Hall with a six story medical office structure linked to the existing seven-story building by a vertical circulation core. The new structure anchors the block's southwest corner. Where the surface parking lot covers the top of the vivarium today, the applicant inserts a five level, below grade parking garage. Along Boren Ave, a bike storage/locker room fronts the street. Access to the parking garage occurs on Columbia St. with a patient drop-off area in roughly the same place off Minor St. as exists currently. Scheme B forms a rectangular block or mass on the southern portion of the site parallel to the existing seven-story structure. The structure rises eight levels above Boren Ave. with three floors of parking and three floors of medical office. Similar to Scheme A, Columbia St. serves as access to a parking garage. Due to the lower ceiling heights of the garage, the proposed structure does not have the same height as the existing building. Skywalks link the two structures.

Sharing similarities to the first alternative, Scheme C forms a cubic mass at the southwest corner on the site of Eklind Hall connected to the larger building with enclosed circulation. A five level, above grade parking garage sits on the southeast corner roughly where the vivarium and surface parking lot are. Similar to the other schemes, Columbia St. provides access to the garage.

By the Recommendation meeting the applicant had refined scheme A and developed an auto-turnaround with a generous entry plaza.

SITE & VICINITY

Located on a full block bordered by Boren Avenue, Marian Street, Minor Avenue and Columbia St, the site lies within the First Hill neighborhood. The block comprises 61,400 square feet. It rises from Boren Ave. toward the center of the block by an estimated 16 feet where it flattens out. Three structures currently occupy the full block. A seven-story structure, built in 1974, forms a rectangular mass along Marion St that occupies the site's northern half. Within the structure, a loading dock and a limited amount of parking is accessed from Marion St. The second structure, Eklind Hall, rises five-stories and occupies the block's southwest corner. Originally built in 1945 as a nursing facility, the structure houses lab spaces. The proponent seeks to demolish this structure. Beneath the parking lot on the remaining corner, lies a three-story "Vivarium". This too would be demolished. Existing vehicular access occurs on Minor Ave., Marion Street, and Columbia St. The site does not have a mapped Environmental Critical Area.

The site possesses a zoning classification of Neighborhood Commercial Three with a 160 foot height limit (NC3 160) and a Major Institutional Overlay (MIO 160) with the same height limit. The underlying NC3 160 zone extends along the Madison St. corridor from I-5 on the west to Harvard St. on the east. Multifamily Highrise (HR) zone represents the dominant zoning classification to the west and south of the subject site. A combination of HR and multifamily Midrise zoning is the primary zoning to the east. A MIO designation for the vicinity of the Swedish Medical complex, Seattle University and the Virginia Mason Medical complex covers much of the area to the site's north and east.

The broader neighborhood possesses a plethora of land uses. These include major medical services, cultural and educational institutions, mixed use, office and retail. Along the immediate northern, eastern and southern edges of the site, building uses generally comprise a mix of institutional and medical services along with periphery parking garages. The site is also within the MIO that governs Swedish Medical Campus. The area has an urban character dominated by institutions. The western edge of the property borders Boren Ave, a primary arterial. The urban character west of Boren Ave. is quieter and pedestrian oriented. The architectural scale is smaller, less dense, and has gracious sidewalks and large street trees. At the intersection of Boren Ave. and Madison St. sit a cluster of mixed use, residential and retail uses. The buildings have extensive amounts of transparency and overhead weather protection. Numerous significant buildings populate the area: Swedish Medical Center, O’Dea High School, St. James Cathedral, Frye Art Museum, Cabrini Center, and the Sorrento Hotel.

ANALYSIS - DESIGN REVIEW

Public Comments

The sign-in sheet did not receive any names. No one provided public comment.

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”.

PRIORITIES

A	Site Planning
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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.

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

The Board seeks a more animated and pedestrian friendly street frontage on Minor, Columbia and Boren. Revisions to the drop-off area as discussed in guidance A-8, D-1, D-4 and E-2 should create a garden like setting for the Columbia and Minor frontages.

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

The position of the main entry away and convenient for patient drop-off in the turnaround area but away from the sidewalk did not raise issues.

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

The Board noted the importance of this guideline.

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's preference, a reduction from two-curb cuts to one, frees the southeast corner from a vehicular orientation to one in which the drop-off area sits within a gracious garden. A two curb cuts scenario would have one lane ingress and egress connecting Minor and Columbia.

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

Screen the surface parking spaces along Columbia St. Design a planter incorporated into the wall that separates the parking spaces in the drop-off area from the Columbia St. right of way.

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.

Reconfigure the patient drop-off area to reduce the curb cuts and provide a more gracious park-like setting. First Hill and Capitol Hill have abundant examples of attractively landscaped corner entries including those with vehicle access.

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 Board found the general massing parti acceptable. See guidance C-2.

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.

The medical and other institutional buildings in the neighborhood provide a striking context. This includes the seven-story structure to remain. *Beton brut* architecture and detailing, ribbon windows, and similarity of hue produce a monumental cloister of institutions and highrises. From some vantage points, the area has the presence of a medical acropolis. The diagram presented at the public meeting suggests the same bulk and relative height as nearby structures. The architect's desire to produce a visual counterpoint to the building that it will extend met with Board acceptance. The very architectural elements or features that lend cohesiveness to the neighborhood, however, should not be ignored and could be incorporated in surprising and creative ways.

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.

The architect's notion of the new structure acting as a visual counterpoint to the cast in place concrete building received support from the Board. Consider using elements of the existing structure as a way of ordering or organizing the elevations has relevance. Motifs or elements from the 1970s era structure ought to provide visual clues in design development.

The east elevation of the future structure as it faces the drop-off area should respond to the vehicular movement or curve needed to accommodate the turn around. The massing of the base and entry, at the least, needs to acknowledge this condition. On the upper floors, the waiting areas or lobbies might extend from the corner with the vertical circulation corner along the east side of the new building. The lobbies or waiting areas could be expressed in the building form.

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

Particular attention in complying with the guideline should focus along the sidewalks where the parking garage and other non-pedestrian building uses face the right of way. Attractive, well detailed walls, rather than green screens, with apertures and other transparency are preferable.

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's vision of the patient drop-off area resembles a traditional First Hill garden more than a merely functional vehicular turn around for an institutional use. This corner, bordering pedestrian oriented and tree shaded Minor and Columbia streets, ought to resemble a small park-like setting for patients and employees.

- 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.**

Creating attractive and engaging edges of the structure along the street frontages is a key design issue. Board review of the germane departure requests will depend on how the design of these edges evolves.

- D-4 Design of Parking Lots Near Sidewalks. Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.**

Related to D-2 in this case, this guidance addresses the portions of the parking garage that rise above the sidewalk and the drop-off area (and short term parking) at the site's southeast corner. Much of the deliberation focused on the Board's desire to create a community asset at the corner.

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

See C-3 and D-2 guidance.

- 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 service area in the larger building will house the functions for the new structure.

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

- 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.

By the Recommendation meeting, an applicant will need to submit an exterior lighting plan.

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.

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.

While some areas of First Hill have better pedestrian oriented conditions than others, use the most desirable features within the neighborhood to inspire the proposed 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.

Landscaping along the rights of way has an evident of armature of mature shade street trees and comfortable setbacks from the sidewalk accommodating lawns or other forms of landscaping between the buildings and the sidewalk. This pattern should continue with the proposal.

Develop the southeast corner as a drop-off area and garden that welcomes employees, patients and neighbors to admire and to find respite. The Board requests a series of six to eight vignettes of the garden/drop-off area.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a Design Review and SEPA components on June 27, 2013.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation Meeting on October 23, 2013 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.

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

The design of the vehicle turnaround and building entry plaza met the expectation of a well designed landscape in a garden-like setting.

Considerable deliberation focused on the parking garage walls along Columbia St. and Boren Ave. The extent of these blank walls does not comply with the city's land use code. Appreciating the architect's studies for the Columbia St. wall, the Board recommended that the detail and craft of the wall continue along Boren underneath the projecting window bay. The design for the walls will need to be reviewed and approved by the staff urban planner.

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

The Board recommended a revision of the Boren St. entrance to provide greater visibility and architectural presence. Consider using signage, railing design, detailing in concert with the revisions to the lower portion of the wall and a more robust canopy to produce a more inviting entry. See guidance for D-7.

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

The Board discussed the insertion of a set of exterior steps connecting the entry plaza to Columbia St. and encouraged the applicant to explore this idea.

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 complied with the earlier guidance to reduce the number of curb cuts from two to one. The entry plaza has generous plantings and sitting areas creating a balance between the desires to accommodate patient drop-off and to establish a garden setting in harmony with First Hill neighborhoods.

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

The applicant illustrated a four foot wide planter with an artistically designed wall facing Columbia St. to screen the parking area. The Board encouraged a variety of planting types with some cascading over the wall.

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.

The landscape treatment of the plaza entry and auto court received an enthusiastic response. The applicant reduced the number of curb cuts for the vehicles and provided plantings along the edges and at the center of the court.

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 structure's massing received tacit support.

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.**

The composition of the proposed building mass, with its materials, colors and details, forms a sympathetic or complementary companion to both the larger adjacent structure and to the neighborhood of surrounding institutional buildings. A substantial, curved reveal facing Boren visually separates the new structure from the old and allows the transition between a concrete dominant façade to one mostly comprised of glazing. At the upper four levels of the proposed structure, curves and angled walls soften its cubic massing and establish a three story plinth below. A one-story volume, housing ancillary offices and a bike storage room, projects toward Boren producing greater intimacy of scale. A condition to revise the blank wall below the fenestration will enhance the scale at the pedestrian level. The detailing of spandrels and fenestration forms datum lines complementary to the older structure.

- 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.**

In response to earlier guidance, the design of the entry canopy and the angled upper walls of the east elevation give definition to the entry court. These elements mirror the vehicular movements necessary for the auto court and serve as a stage set for the landscaped plaza.

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

The building design, particularly at the lower floors, with its prominent mullions and piers establishes an intimate scale that visually reduces the overall building mass. The blank walls forming the parking garage along Boren and Columbia streets counters this impulse; however, the architect's design studies of the Columbia St. wall (pp. 24-25 of the Recommendation booklet) would produce a distinctive façade that potentially evokes a sense of place or identity. The Board recommended continuing the design concept of the Columbia wall to the lower, opaque portions of the Boren elevation.

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 auto court configuration as both a garden and a patient entry plaza met the Board's expectations. The near park-like setting generated enthusiasm with its mix of plantings and seating areas.

- 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.**

Board guidance in A-2, A-9, C-2 and D-5 addresses the need for further development of the blank walls along Columbia St. and Boren Ave. Preliminary studies by the architect illustrate the design team's intention to produce an artistic solution.

- D-4 Design of Parking Lots Near Sidewalks. Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.**

See discussion of lighting in the entry plaza D-10 and E-2.

- 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.**

Portions of the parking garage reveal itself above grade along Boren and Columbia. The Board recommended that the architect keep in mind while designing the wall to bring the inserts to the ground, use multiple materials, and ensure that the wall has lighting. The architects may want to imbue the inserts with a narrative to ensure a sense of identity.

- 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.**

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

From a safety perspective, the Board considered the Boren St. entrance in need of greater visibility. Its back door appearance should be revised both from a security perspective for those who will enter the building from Boren and visually to signify its greater importance to the west façade.

- 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.**

The Board noted its concern for the amount of lighting and the viability of fixtures in the inserts along the Columbia St. wall.

The Board members also conveyed their desire that the plaza have an adequate amount of lighting but that it doesn't spillover or contribute to lighting the night sky.

- 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.**

E. Landscaping

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

The garden-like character of the plaza will contribute to the pedestrian quality of First Hill.

- 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.**

The applicant's design of the auto court met the aspirations described in the early design guidance. It balances the needs of the patients for a drop-off area and the larger community for a park-like setting. The Board recommended that the trees in the plaza be up-lighted.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the October 23rd, 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 October 23rd 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 and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Blank Façade Spacing SMC 23.47A.008A.2.b	Blank segments of the street facing façade between 2 and 8' above the sidewalk may not exceed 20' in width.	Request maximum blank façade segment of 96'-10" on Columbia St.	<ul style="list-style-type: none"> ▪ The wall separating the vehicle turnaround and parking area from Columbia St is highly articulated with elements of visual interest. A-2,9,C-3,D-5 	Approved
2. Blank Façade Spacing SMC 23.47A.008A.2.b	Blank segments of the street facing façade between 2 and 8' above the sidewalk may not exceed 20' in width.	Request maximum blank façade segment of 92' on Boren Ave.	<ul style="list-style-type: none"> ▪ The Board based its recommended approval on condition #1 to add significant articulation to the Boren Ave wall similar to the Columbia St. wall. A-2,9,C-3,D-5 	Approved
3. Blank Façade. SMC 23.47A.008A.2.c	The total of all blank façade segments may not exceed 40% of the width of the façade of the structure along the street.	Request total blank façade of 51% on Columbia St.	<ul style="list-style-type: none"> ▪ A 4' wide planter and its vegetation will add visual interest. ▪ The street side of the planter will be highly articulated with an original design. A-2,9,C-3,D-5 	Approved
4. Blank Façade. SMC 23.47A.008A.2.c	The total of all blank façade segments may not exceed 40% of the width of the façade of the structure along the street.	Request total blank façade of 85% on Columbia St.	<ul style="list-style-type: none"> ▪ A 10' wide planting bed separates the blank wall and the street. ▪ The Board based its recommended approval on condition #1 to add significant articulation to the Boren Ave wall similar to the Columbia St. wall. A-2,9,C-3,D-5 	Approved
5. Transparency SMC 23.47A.008B.2.a	60% of the street facing façade between 2 and 8' above the sidewalk shall be transparent.	Request transparency of 24% on Columbia St.	<ul style="list-style-type: none"> ▪ A 4' wide planter and its vegetation will add visual interest. ▪ The street side of the planter will be highly articulated with an original design. A-2,9,C-3,D-5 	Approved

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
6. Transparency SMC 23.47A.008B.2.a	60% of the street facing façade between 2 and 8' above the sidewalk shall be transparent.	Request transparency of 32% on Boren Ave.	<ul style="list-style-type: none"> ▪ A 10' wide planting bed separates the blank wall and the street. ▪ The Board based its recommended approval on condition #1 to add significant articulation to the Boren Ave wall similar to the Columbia St. wall. A-2,9,C-3,D-5 	Approved
7. Parking Location SMC 23.47A.032. B.1.a	Parking shall not be located between a structure and a street lot line.	Request that short-term parking be allowed between existing structure and Columbia St. lot line.	<ul style="list-style-type: none"> ▪ A 4' wide planter and its vegetation will add visual interest. ▪ The street side of the planter will be highly articulated with an original design. A-2,9,C-3,D-5 	Approved
8. Parking Separation SMC 23.47A.032B.1.b	Within a structure, street level parking shall be separated from street level, street facing facades by another permitted use.	Request garage parking along Columbia St. be allowed without an intervening use.	<ul style="list-style-type: none"> ▪ The vehicle turn-around and building entrance have generous landscaping and sitting areas. E-1, E-2 	Approved
9. Height SMC 23.47A.008B.3.b	Non-residential uses at street level shall have a floor to floor height of at least 13'.	Request the floor to floor height of non-residential use at street level to be 11'6"	<ul style="list-style-type: none"> ▪ The floors of the new addition align with the adjacent connecting building. C-1 	Approved
10. Depth SMC 23.47A.008B.3	Non-residential uses shall extend an average depth of at least 30' and a minimum of 15' from the street level, street facing façade.	Request average depth of non-residential use along Boren Ave to be 20'.	<ul style="list-style-type: none"> ▪ The shorter depth allows a more functional garage and a wider landscape area along Boren Ave. A-2 	Approved
11. Setbacks SMC 23.47A.008A.3	Street level, street facing facades shall be located within 10' of the street lot line unless wider sidewalks, plazas or other approved landscaped Open spaces are provided.	Request that east façade be set back off the Minor Ave 139'6".	<ul style="list-style-type: none"> ▪ The addition sits approximately in the same location as the structure to be demolished. ▪ The entry court for pedestrians and vehicles resembles a plaza. E-1, E-2 	Approved

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

- 1) Continue the detail and craft of the Columbia St wall between the sidewalk and the parking to the portion of the Boren wall underneath the projecting window bay. The designers should keep in mind while designing the wall to bring the inserts to the ground, use multiple materials, and ensure that the wall has lighting. The design for the Columbia and Boren walls will need to be reviewed and approved by the staff urban planner. (A-2,C-1,C-3,D-2,D-5)

- 2) Revise the Boren St. entrance to provide greater visibility and presence. Consider using signage, railing design, a more robust canopy, and detailing in concert with the revisions to the lower portion of the wall to produce a more inviting entry. (A-3,D-7)
- 3) Up-light the trees in the entry plaza. (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 five 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 June 6, 2013 and revised September 4, 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 is an analysis of construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

Noise

Noise associated with construction of the medical office building 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 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 55 feet and will consist of an estimated 21,200 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 24 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, the applicant will need to provide a construction worker parking plan to reduce on-street parking until the new garage is constructed and safe to use. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 21,200 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 2,120 round trips with 10-yard hauling trucks or 1,060 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.

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; demolition of older structures, and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, green house gas emissions, traffic, 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 buildings on the subject site were reviewed by the Department of Neighborhoods and determined that it is unlikely, due in part to a loss of integrity, that the existing structures would meet the standards for designation as individual landmarks.

Traffic and Transportation

The proposed medical office building would produce approximately 1,450 new daily vehicular trips with a total of 117 week day, AM peak hour trips. All study intersections, except one, according to the traffic consultant, Heffron Transportation Inc., would operate at acceptable levels of service (LOS) "D" or better. The one intersection that would operate at LOS "F" is the Seneca Street and Sixth Avenue intersection. The project would not add to the delay at that intersection.

No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

The proposed project would accommodate 411 vehicles on-site. The off-site parking lots at 1016 James Street and 501 Boren Avenue that now serve users of the 1124 Columbia building would be redeveloped and no longer available to serve the use.

Heffron Transportation Inc. expects the medical office building and research and development uses to have their peak parking demand midday on a weekday. The R&D use will generate a peak demand of about 85 vehicles and the medical office building will likely produce a peak demand of 261 vehicles. The cumulative demand of 346 vehicles would be accommodated the proposed on-site parking supply of 411 space within the garage.

No SEPA mitigation of parking impacts is warranted.

Summary

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

DECISION - SEPA

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

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

CONDITIONS – DESIGN REVIEW

Prior to MUP Issuance

Revise plans sets to show:

1. Continue the detail and craft of the Columbia St wall between the sidewalk and the parking to the portion of the Boren wall underneath the projecting window bay. The designers should keep in mind while designing the wall to bring the inserts to the ground, use multiple materials, and ensure that the wall has lighting. The design for the Columbia and Boren walls will need to be reviewed and approved by the staff urban planner.
2. Revise the Boren St. entrance to provide greater visibility and presence. Consider using signage, railing design, a more robust canopy, and detailing in concert with the revisions to the lower portion of the wall to produce a more inviting entry.
3. Up-light the trees in the entry plaza.

Prior to Building Application

4. 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

5. 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

6. 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

7. 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

8. 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

9. Provide a construction worker parking plan with the intent to reduce on-street parking.
10. Attach a copy of the PSCAA demolition permit to the building permit set of plans.

During Construction

11. 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.
12. 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.
- 13. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.
- 14. 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: December 19, 2013
Bruce P. Rips, AAIA, AICP
Department of Planning and Development

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