



City of Seattle
Edward B. Murray, Mayor

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

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

Application Numbers: 3017667 & 3018170
Applicant Name: Amanda Keating, Weber Thompson Architects, for Greystar Development LLC
Address of Proposal: 300 1st Ave W & 301 Queen Anne Ave N

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 7-story, mixed-use building with 133 residential units, 10 ground floor live-work units, and parking for 142 vehicles (#3017667) & Land Use Application to allow a mixed use structure with 35 residential units and 4 live-work units, with no parking proposed. Existing structures on both sites are to be demolished (#3018170).

The following approvals are required:

SEPA Environmental Determination – Chapter 25.05 SMC.

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

[X] DNS with conditions

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

Design Review – Chapter 23.41 Seattle Municipal Code (SMC)

Departures Granted:

SMC 23.47A.008.B.2 The Code requires 13 floor to floor height be maintained for a 30-foot depth in the live-work units. The proposal maintains a height of 16 feet be maintained for the first 15 feet from the street façade, allowing for a mezzanine above and an 8-foot ceiling height.

SMC 23.41.012.B.16.D Uptown Design Guideline CS2.IV.I allows a departure for an additional 3 feet of height that may be granted if the top floor of the structure is set back at least 6 feet from the street lot line. The applicant proposes an additional height of 3 feet for portions of the building(s) set back at least 6 feet from the street lot line.

SMC 23.47A.008.B.2 The Code requires that 60 percent of the street-facing façade between 2 and 8 feet be transparent. Due to the slope of 1st Avenue W, the applicant proposes a stepped floorplate that creates an area where the required transparency is infeasible.

SMC 23.47A.008.A.3 The Code requires street-level, street-facing facades to be located within 10 feet of the street lot line. Three areas of the street level façade are recessed further than 10 feet from their respective lot lines. The first is the main entry, located behind and to the north of the porch; the secondary entry at the notch further north of 1st Avenue W, is also setback further than 10 feet to allow access via a stair to the northernmost live-work units. The guest suite entry at the north property line, which will be from an external court and security gate, is also located beyond the allowable setback line.

BACKGROUND INFORMATION:

The proposed development sites lie on either side of the alley that divides the block lying between Queen Anne Avenue N on the east, 1st Avenue W to the west, W Harrison Street on the north and W Thomas Street on the south. Both sites lie within the Uptown Urban Center. The west site, rectangular in shape, encompasses the south 240 feet of the half block located along the eastern side of 1st Avenue W. The east site, facing onto both Queen Anne Avenue N and W Thomas Street forms what is roughly a square, and occupies the southern third of the east half-block. The west site is composed of 4 underlying parcels, totaling 28,800 square feet, and is currently occupied by a 3-story commercial building and surface parking lots. The east site totals 7,200 square feet and is currently occupied by a small wooden commercial building which formerly served as a club house for a fraternal organization. Both sites are zoned NC3-65, Neighborhood Commercial, with a 65-foot height limit. Zoning surrounding the two sites is similarly NC3-65.

Surrounding Development and Neighborhood Character:

The two sites lie within an area on the lower portion of Queen Anne hill that is bounded by Seattle Center on the east and Puget Sound on the west. The Belltown neighborhood lies across Denny Way, two blocks to the south. There are a number of surface parking lots dotting the area, but these, once occupied by lowrise buildings, have been yielding to development in recent years. A number of stately and substantial 3-4-story brick apartment buildings in the area date to the 1920s. Newer multi-family buildings tend to be taller by one or two stories. Some commercial office buildings in the area echo the architectural character of the 1960s and the buildings associated with the Seattle World's Fair. The alley between the two sites is the demarcation line between the Uptown Park Character Area (to the west) and the Uptown Urban Character Area (to the east) as distinguished in the *UPTOWN Neighborhood Design Guidelines* (revised, 2013).

The topography of the area generally steps down from the northeast to the southwest as Queen Anne Hill dissolves into Elliott Bay along the expanse of Myrtle Edwards Park.

Project Proposal

The development objectives for the site located at 300 1st Avenue W are to construct a 7-story structure containing 10 live-work units fronting along 1st Ave W with 133 residential units of mixed sizes above. Parking to be utilized by the two development sites will be located below grade in this building, allowing for 142 parking spaces. 301 Queen Anne Avenue N will contain 4 live-work units at ground level, two facing onto Queen Anne Avenue N, with another two facing onto W Thomas Street. Another 35 residential units will be located within the smaller 6-story building. Ample parking on the western site is also proposed for bicycles.

Public Comment

The official public comment period for this proposal ended on December 17, 2014. The City received approximately six letters commenting on aspects of the proposal. Additional public comments were elicited at each of the Design Review meetings. Specific comments from those meetings are included under the Design Review analysis discussed below.

ANALYSIS – DESIGN REVIEW

Early Design Guidance Meeting –September 3, 2014

Architects’ Presentation

The proposal was for the development of two buildings, one on either side of the alley that separates Queen Anne Avenue N from 1st Avenue W. Three massing schemes were presented, with the first option showing a “C”-shaped west building with an opening above the ground level facing the west. A second option presented the west building as a Capital “I” equally open to alley and street. In each of these schemes the massing of the east building was altered slightly in relation to its neighbor to the north. A third option showed a modified “C” open to the alley, but with the added element of a stepping down of the building, responding to the descending grade of the street. The building was made to appear as two distinct masses separated by a recessed gasket, located approximately one-third of the distance from north.

Within this preferred scheme, an increased setback from the neighbor to the north of the east building was introduced by eroding a portion of the central north edge of the smaller building. The surface of the alley between the two proposed buildings was enhanced to re-enforce the linkage between their interior uses.

The packet includes materials presented at the meeting, and is available online by entering the project number (3017667) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

Mailing Public Resource Center

Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

- Concerns were raised regarding the number of vehicles using the alley as access not only to this development but already to other structures adjacent the alley; the overall quality of the alley and access for other developments along the alley was of prime importance.
- Disappointed with the lack of attention paid to the southwest corner of the west building.
- Not thrilled with the third option. Encouraged affordable units; while some live-work units may have been successful in the Uptown area, urged true commercial space for the corner of Queen Anne Avenue N and the corner at 1st Avenue W and W Thomas Street;

- Urged the development team to present their plans to the Land Use Committee of the Queen Anne community council to solicit further input to the project.

Following analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

Major issues identified:

1. **Massing:** The Board was agreed that the step in the west building was a great move and the notch proposed to break up the massing a successful gesture, especially if high-lighted as design development progressed. Care was needed not to make the building appear to be an office building. Achieving an acceptable pedestrian scale would be a challenge. The design team should explore bestowing a distinctive character to the two portions of the building, creating a discernible “A, B” pattern (with the east building then replicating in some fashion the “A” character). The setting back of the mid-portion of the north façade of the smaller, east building was the right direction to go, but the treatment of the interstice between the building and its neighbor building to the north should be more strictly a planted landscape, not an amenity space (dog run) to accent the separation. Careful design of fenestration and use of quality materials in the façade treatments would help to make the massing work. (“High quality materials does not necessarily mean brick.”)
2. **Relationships to the surrounding streets:** While acknowledging that the two way slope (down from the north and the east) presented challenges for the corner where the west building addresses the intersection of W Thomas Street and 1st Avenue W, it did seem the right location for the main lobby, but would need careful attention to engage the two streets and the intersection. The Board felt that the experience of both buildings conveyed along W Thomas Street was that of the structures placing their shoulders against the public realm. Enhance the pedestrian sidewalk experience and consider street furniture along W Thomas Street. The relationship of the ground floor units above the sidewalk along Thomas Street seemed awkward. The symmetry and center setback of the east building was questioned: wouldn’t it be preferable to push the entire façade to the street?
3. **Interplay of proposed uses and their architectural expression at the street level:** Comments in this regard were focused on the live-work units. The Board acknowledged that the units along Queen Anne Avenue N and 1st Avenue W might well have very different architectural flavoring, those on 1st Avenue W being more residential in character. The live-work units proposed on Queen Anne Avenue N needed to be real live-work, easily convertible, if not actual retail/commercial spaces. Their design and relationship to the street should reflect this.
4. **Entries:** It was unclear from the plans provided in the Early Design Guidance packets how access was afforded to various live-work units. As noted above, the units along Queen Anne Avenue N clearly needed further consideration of their relationship to the street, which would include accessibility. A ground floor setback at the Queen Anne corner with Thomas Street and the entry at the notch along 1st Avenue W needed further high-lighting and careful detailing, as did the entry at the southwest corner of the building. The exterior amenity space shown at level 2 of the west building called out for greater connectivity to any interior amenity spaces, e.g. exercise room, kitchen/lounge area, that might be a part of the programming.

DEVELOPMENT STANDARD DEPARTURES

Two departure requests were anticipated by the applicants. The first was from **SMC 23.47A.008.B.3** which requires that non-residential uses extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level, street-facing façade and have a floor-to-floor height of at least 13 feet. The applicants are proposing mezzanines within the proposed live-work units which would not provide the required depth, even though the floor-to-floor heights would be increased above the minimum required. The second departure would take advantage of **Uptown Design Guideline CS2.IV.1** which allows for up to 3 feet of additional structure height for portions of buildings set back at least 6 feet from the street lot line in order to reduce the impact of the structure height on the sidewalk below as well as reduce the length of shadows over the street.

The Board members present indicated they would be supportive of the departure requests.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-D Height, Bulk, and Scale

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Uptown Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Pedestrian Character: Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood's pedestrian character.

CS2-III Corner Lots

CS2-III-i. Addressing the Corner: Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

CS2-IV Height, Bulk and Scale Compatibility

CS2-IV-i. Reducing Visual Bulk: Throughout Uptown, a departure would be supported for 3' of additional height for projects that step back the top floor of the structure a minimum of 6' from the street. This has the effect of reducing the impact of the structure height on the sidewalk below as well as reducing the length of shadows over the street. Where the Code regulates podium height, the additional 3' applies to the podium.

CS2-IV-iii. Massing in the Uptown Urban Character Area: larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-B Walkways and Connections

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

Uptown Supplemental Guidance:

PL2-II Pedestrian Open Spaces and Entrances

PL2-II-iii. Pedestrian Experience: Throughout Uptown special attention to the pedestrian experience and street right-of-way should be given along pedestrian corridors as identified on the map (pg. v).

PL2-II-iv. Lighting: Throughout Uptown the use of a pedestrian-scaled street lamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-3. Buildings with Live-Work Uses: Maintain active and transparent facades in the design of live-work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

DESIGN CONCEPT

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

Uptown Supplemental Guidance:

DC2-I Architectural Context

DC2-I-i. Human-Scale Design: The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.

DC2-III Human Scale

DC2-III-i. Proportioned Design: Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of

windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.

DC2-III-ii. Reduce Visual Bulk: Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.

DC2-III-iii. Weather Protection: The use of exterior canopies or other weather protection features is favored throughout the district for residential and commercial uses. Canopies should blend well with the building and surroundings, and present an inviting, less massive appearance.

DC2-III-iv. Integrated Exterior Features: Throughout Uptown size signs, exterior light fixtures, canopies and awnings to the scale of the building and the pedestrian. Signs that add creativity and individual expression to the design of storefronts are encouraged. Signs should be integrated into the overall design of the building. Signs that appear cluttered and detract from the quality of the building's design are discouraged.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. 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.

DC4-C Lighting

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

Uptown Supplemental Guidance:

DC4-III Commercial Signage

DC4-III-i. Preferred Signage: Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.

Board Recommendations

At the conclusion of the Early Design Guidance Meeting, after identifying those Guidelines of particular and highest applicability to the proposal, the Design Review Board recommended (4-0) that the proposal proceed to design development and MUP application.

BOARD DIRECTION

Having recommended moving forward to MUP application, the Board requested to see more vignettes that would reveal details and the character of the street experience at the next meeting.

(The recommendations summarized above were based on the design review packet for projects 3017667/3018170 dated Wednesday, September 03, 2014, and the materials shown and verbally described by the applicant at the Wednesday, September 03, 2014 Early Design Guidance meeting).

Recommendation Meeting –April 15, 2015

Design Development

The preferred proposal at the Early Design Guidance Meeting on September 3, 2014 was for the development of two buildings, one on either side of the alley that separates Queen Anne Avenue N from 1st Avenue W. The preferred massing scheme showed the west building in the form of a “C” open to the alley, but with the added element of a stepping down of the building, responding to the descending grade of the street. From the west, the west building was made to appear as two distinct masses separated by a recessed gasket, located approximately one-third of the distance from the north.

Within this preferred scheme, a smaller, rectangular six-story east building, separated from the larger west building, and set back from its neighbor to the north, wrapped the corner of Queen Anne Avenue N and W Thomas Street. The surface of the alley between the two buildings was enhanced with paving to re-enforce the linkage between the interior uses of the related structures.

A large entry porch, located at the corner of 1st Avenue W and W Thomas Street, would serve as the main entry to the west building. A secondary entry was located at the gasket separating the upper third of the west building which was given its own massing composition and character. At ground level, the live-work unit at the corner of Queen Anne Avenue N And W Thomas Street was designed with a flexibility so as to be utilized as either a live-work space or a true commercial space.

The Recommendation Meeting packet is available online by entering the project number) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000
 P.O. Box 34019
 Seattle, WA 98124-4019

Email: PRC@seattle.gov

Public Comment

- More than one member of the public thought the “porch” design at the corner of W Thomas and 1st Avenue W did not work well;
- Another didn’t care for the “jungle gym” look of the “porch”;
- The “porch,” it was noted, was a “missed opportunity for artwork;
- The porch did not truly work as public space—the corner could have been opened up to the public; it seemed to hide the entry rather than invite one in;
- Concerns were raised regarding the lack of real mitigation for height, bulk and scale;
- Material changes were “troubling” and insufficient modulation was shown;
- Disappointed with the failure to provide true retail on Queen Anne Avenue N;
- Another noted the difficulty of making retail work at this location;

- Disappointed that the development team failed to present their plans to the Land Use Committee of the Queen Anne community council to solicit further input to the project;
- The proposed landscaping was beautiful and lush;
- The proposed guest suite(s) was an awesome idea.

Board Deliberations

The Massing: At the early Design Guidance meeting the Board had agreed that the step in the west building was a great move and the notch proposed to break up the massing a successful gesture. The Board cautioned that care was needed not to make the building appear to be an office building. Achieving an acceptable pedestrian scale was another challenge.

After some deliberation and exchange of views, the four Board members agreed in support of the massing of the two buildings and the choice of materials as shown in the design team's presentation and packets. The Board supported the exploration of diversifying the palette further, especially along the south section of the west façade. It was generally thought that the west façade could stand to be broken up even further. A greater sense of modulation through shift in materials, and a greater application of balcony and other human scale elements, might further assist in breaking down the perceived mass of the building.

The west façade in particular "needs to decide whether it is a horizontal or vertical composition".

Relationships to the surrounding streets: At the early design guidance meeting the Board felt that the experience of both buildings conveyed along W Thomas Street was that of the structures placing their shoulders against the public realm. The Board's guidance was to enhance the pedestrian sidewalk experience and consider street furniture along W Thomas Street. The relationship of the ground floor units above the sidewalk along Thomas Street seemed particularly awkward.

The Board was pleased with the way the awkwardness of the W Thomas Street façade of the east building had been addressed. The two units at ground level, mid façade, and the main residential entryway went a long way towards re-engaging the street.

Entries: It was unclear from the plans provided in the Early Design Guidance packets how access was afforded to various live-work units. The units along Queen Anne Avenue N clearly needed further consideration of their relationship to the street, which would include accessibility.

The Board was generally pleased with the way the ground floor units along 1st Avenue W related to one another and addressed the street. The Board indicated they would be in support of setting back the ground floor window wall at the corner of Queen Anne Avenue N and W Thomas Street "up to six feet" to increase an outdoor area for the live-work corner unit if that would make it a more viable retail space.

The Board would like to see the fitness room at the southeast corner of the west building more activated and openly linked to the alley and the east building by means of outdoor bike racks, benches, canopies, or other elements celebrating it as an amenity space.

The "porch" was the element which proportionately occupied the greater part of the Board's deliberations. The Board were agreed in their appreciation of the porch in concept, but thought that it could do even more to engage the street. It should be made directly approachable from further east up W Thomas Street. It should have a presence even when not in use. The challenge

was to grant it more connectivity to the street without losing the feeling as a porch to the building. The wall at the entry path into the building needed to incorporate some kind of art work. Finally, "The fire pit must stay!"

The Board supported the concepts for signage presented on revised page 48 of the packet as well as the lighting plan and fixtures portrayed on revised page 49 of the packet.

DEVELOPMENT STANDARD DEPARTURES

Two departure requests were anticipated by the applicants at the EDG meeting. The first was from **SMC 23.47A.008.B.3** which requires that non-residential uses extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level, street-facing façade and have a floor-to floor height of at least 13 feet. The applicants are proposing mezzanines within the proposed live-work units which would not provide the required depth, even though the floor-to-floor heights would be increased above the minimum required.

The second departure would take advantage of **Uptown Design Guideline CS2.IV.1** which allows for up to 3 feet of additional structure height for portions of buildings set back at least 6 feet from the street lot line in order to reduce the impact of the structure height on the sidewalk below as well as reduce the length of shadows over the street.

Two additional departure requests were made at the Recommendation Meeting. The Third Departure would be from the transparency development standards of **SMC 23.47A.008.B.2** which would require transparency for 60 percent of the façade along 1st Avenue W. Primarily due to the grade change along the expansive façade, only 51 percent of that façade would be compliant.

A Fourth Departure was from **SMC 23.47A.008.A.3**, which requires street-level, street-facing facades to be located within 10 feet of the street lot line. Three areas of the street level façade are currently recessed further than 10 feet from their respective lot lines. The first is the main entry, located behind and to the north of the porch; the secondary entry at the notch further north of 1st Avenue W is also setback further than 10 feet to allow access via a stair to the northernmost live-work units. The guest suite entry at the north property line, which will be from an external court and security gate, is also located beyond the allowable setback line.

The Board indicated their recommendation of approval of the requested departures, noting the challenges of topography for a building that filled two thirds of the sloping block and extended 240 feet in length. The applicants had responded to the Citywide Guidelines and Uptown Supplemental Guidance which the Board had indicated were of highest priority for this project. In particular the project had responded sensitively to the City-wide guidelines (CS-1, CS-2, PL-1, PL-2, DC-2) and the Uptown supplemental guidance (CS-2-I, CS-2-II, PL-2-I, PL-2-II, and DC-2III), and the requested departures provided for an integrated architectural concept, in the Board's judgment. Pleasing in its form and articulation, and one demonstrably responsive to the site and its topographical restraints.

The Board members noted that their support of each of the departure requests, was based upon their concerns regarding the fenestration patterning of the west façade of the west building, transparency into the fitness room, and refinements to the porch area being subsequently addressed. With those provisos, to be worked out with the Land Use Planner, the Board recommended approval of the requested departures and approval of the design as presented at the April 15, 2015 recommendation meeting.

The recommendations summarized above were based on the design review packet for projects 3017667 & 3018170 dated Wednesday, April 15, 2015, and the materials shown and verbally described by the applicant at the Wednesday, April 15, 2015 Recommendation meeting.

ANALYSIS & DECISION- DESIGN REVIEW

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

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

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

Director's Analysis and Decision

Four members of the Design Review Board provided recommendations (listed above) to the Director and identified elements of the Design Guidelines that would be critical to the project's overall success. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made at the Recommendation meeting and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. The Director agrees with the Design Review Board's conclusion that the proposed project as presented at the April 15, 2015 meeting would result in a design that best meets the intent of the applicable Design Guidelines. Therefore, the Director accepts the Design Review Board's recommendations regarding the removal of the trees on site and their approval of the design, and **APPROVES the proposed design and the requested departures from development standards.**

Design Review Conditions

None.

ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05) because the proposed project exceeds the 12,000 square foot size threshold.

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant, dated November 3, 2014. The information in the checklist, supplemental documentation, pertinent public comment, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

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

The SEPA Overview Policy (SM C 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part, “*Where City regulations have been adopted to address and environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation,*” subject to some limitations.

Short-Term Impacts

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

- The applicant estimates approximately 22,750 cubic yards of excavation for construction, with 32,000 cubic yards of soil to be removed from the site. Excess material to be disposed of must be deposited in an approved site.
- The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction.
- The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, and removal of debris and regulates obstruction of the pedestrian right-of-way.
- PSCAA regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general.
- Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with construction activities. Most short-term impacts are expected to be minor, and compliance with existing applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. For example, the Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes, and requires that soil erosion control techniques be initiated for the duration of construction. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

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

Drainage

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

Earth - Grading

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

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The current proposal involves excavation of approximately 4,500 cubic yards of material. A Geotechnical Report by GeoEngineers, dated March 16, 2012, was submitted with this application and was reviewed and approved by DPD. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Traffic, Circulation and Parking

Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during excavation and construction activities. The construction activities will require the removal of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips.

During demolition and construction, the existing City code (SMC 11.62) requires truck activities to use arterial streets to the greatest extent possible. For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks to minimize the amount of spilled material and dust from the truck bed en route to or from a site.

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

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

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

Noise

Mitigation for construction impacts is subject to the SEPA Overview Policy. Construction activities are subject to the Noise Ordinance. In order to require SEPA mitigation there must be unusual circumstances that result in adverse impacts that “substantially exceed” those anticipated by City codes and regulations. No such unusual circumstances have been identified and, therefore, no additional mitigation is warranted.

Greenhouse Gas Emissions

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

Long-Term Impacts — Use-Related Impacts

Height, Bulk and Scale

The SEPA Height, Bulk and Scale Policy (25.05.675.G) states that:

“...the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies...for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.”

In addition, the Policy states that:

“A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated.”

The proposed development would proceed according to Land Use Code standards for the proposed zone. The development as a whole will be in keeping with the scale of development anticipated by the goals and policies for the existing zoning and the Comprehensive Plan. In addition, in approving the project, the Design Review Board gave particular attention to the height, bulk and scale relationship of the proposal to its surroundings. There is no evidence that height, bulk and scale impacts have been inadequately mitigated through the Design Review Board process. Therefore, no mitigation of height, bulk and scale impacts is warranted pursuant to SEPA.

Traffic

According to the Transportation Impact Analysis (TIA) prepared by the Transpo Group in December, 2014, and submitted by the applicant, the proposed combined development, one with frontage along 1st Avenue W and the other with frontage along Queen Anne Avenue N, is

estimated (for 2017) to generate 640 net new daily trips, with 53 new trips occurring during the PM peak hour. While these impacts may be adverse, they are not expected to be significant as they affect existing and future conditions. The traffic volume impacts are relatively low at the study intersections, all of which will operate at Level of Service (LOS) D or better. As noted in the traffic analysis, “all offsite intersections are forecast to operate at the same LOS without-project as with-project conditions. Average vehicle delay is anticipated to increase by less than 1 second at each study intersection. The midblock alley that serves as access to the project garage is anticipated to operate at LOS B during the PM peak hour.” No further mitigation through SEPA authority appears warranted.

Parking

Parking for the proposed project would be provided by an on-site parking garage with 144 vehicle parking stalls. Additionally, 47 long-term, covered bicycle parking spots as well as 5 short-term bicycle spaces will be provided on the development site. An anticipated parking demand for 131 vehicles attributable to the proposed residential component of the development with an additional demand of 9 for the live-work units has been estimated by *Transpo* in the TIA prepared for the project, based upon data provided in the Institute of Transportation Engineers’ (ITE) *Parking Generation, 4th Edition*, as well as local mode of travel data consistent with the trip generation analysis. This initial estimate assumes a rate of 0.72 vehicles per dwelling unit, a rate consistent with other CTR surveys of the Uptown neighborhood. Based upon the projected parking demand of 140 spaces and a proposed parking supply of 144 spaces on site, a potential surplus of spaces would occur. The peak parking demand would occur overnight. The demand for visitors will likely not be accommodated in the proposed garage and would need to be accommodated off-site. Visitors would likely use on-street parking spaces and public, off-street garages. The TIA analysis concludes that it is anticipated that the existing infrastructure surrounding the proposed project will be sufficient to accommodate the off-site vehicles, transit and non-motorized trips generated by the proposed development with negligible impacts in the study area. Given the traffic and parking impacts identified in the report, no off-site mitigation measures would be necessary to offset the transportation related impacts of the project.

Transportation Concurrency

The City of Seattle has implemented a Transportation Concurrency system to comply with one of the requirements of the Washington State Growth Management Act (GMA). The system, described in DPD’s Director’s Rule 5-2009 and the City’s Land Use Code is designed to provide a mechanism that determines whether adequate transportation facilities would be available “concurrent” with proposed development projects. Screenline 8 at South Lake Union, the closest to the project, was analyzed for concurrency review by *Transpo*. Based on that analysis, the number of trips that the proposed project would add to the screenline would have vehicle to capacity (v/c) ratios less than the City’s v/c threshold; thus the project would meet the City’s concurrency requirements.

The project is anticipated to be constructed and occupied by 2017. Based on the operation analyses at the study intersections and the low impact that project traffic has on the surrounding street network, it is anticipated that the existing infrastructure surrounding the proposed project will be sufficient to accommodate the off-site vehicles, transit, and non-motorized trips generated by the proposed development with negligible impacts in the study area. Given the traffic and parking impacts identified in the TIA, no off-site mitigation measures would be necessary to offset the transportation related impacts of the project.

Greenhouse Gas

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. Over the life of the project the total greenhouse gas emissions are expected to equal 159,486 MTCO₂e. While these impacts are adverse, they are not expected to be significant.

DECISION — STATE ENVIRONMENTAL POLICY ACT (SEPA)

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

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

CONDITIONS -SEPA

Prior to MUP Issuance

1. *The applicant shall submit to DPD a copy of the "Letter of Intent to Dedicate Public Right of Way" sent to SDOT Real Property Section, detailing the intent to dedicate property along the extent of both the east and the west margin of the alley between W Harrison and W Thomas Streets that abuts the development properties.(P)*

Prior to Issuance of Any Building Permits

2. *The applicant shall initiate coordination with SDOT regarding an allowed Truck Traffic Route to be reviewed and approved by SDOT prior to issuance of any construction permits. Contact Don Smith at SDOT for all requirements needed for SDOT review (206-684-5125).(P)*
3. *The applicant shall record dedications of the property along the both the west and east margins of the alley abutting the development sites as required by SMC 23.53.030. (P)*
4. *The applicant shall provide for DPD and SDOT approval a Construction Management Plan which shall include anticipated hours of construction, any anticipated street, alley or sidewalk closers, details of SDOT approved hours and truck access routes to and from the site, efforts at noise attenuation, contractor contact information for neighbors to the project, as well as other pertinent information regarding the projected course of construction. (P)*

CONDITIONS-DESIGN REVIEW

None.

Signature: retagonzales-cunneutabby for Date: October 8, 2015
Michael Dorcy, Senior Land Use Planner
Department of Planning and Development

MMD:rgc
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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.