



**City of Seattle**  
Edward B. Murray, Mayor

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

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

**Application Number:** 3018158  
**Applicant Name:** Maria Barrientos - Barrientos LLC  
**Address of Proposal:** 19 W Harrison Street

**SUMMARY OF PROPOSED ACTIONS**

Land Use Application to allow a 7-story structure with 71 residential units above 713 sq. ft. of eating and drinking establishment. Project also includes 4 live-work units and enclosed parking for 43 vehicles to be provided at and below grade. Existing structure to be demolished.

The following approvals are required:

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

**Development Standard Departure** to allow facade transparency less than 60% of the street facing facade between 2' and 8' above the sidewalk (SMC 23.47A.008.B.2)

**Development Standard Departure** to allow less than 13' floor to floor height for non-residential uses at street level (SMC 23.47A.008.B.3)

**Development Standard Departure** to allow a depth of less than 30' for non-residential uses at street level (SMC 23.47A.008.B.3)

**Development Standard Departure** to allow access to parking from 1st Ave W as well as the abutting alley. (SMC 23.47A.032.A.1)

**Development Standard Departure** to allow less than the required sight triangles (SMC 23.54.030.G.1)

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

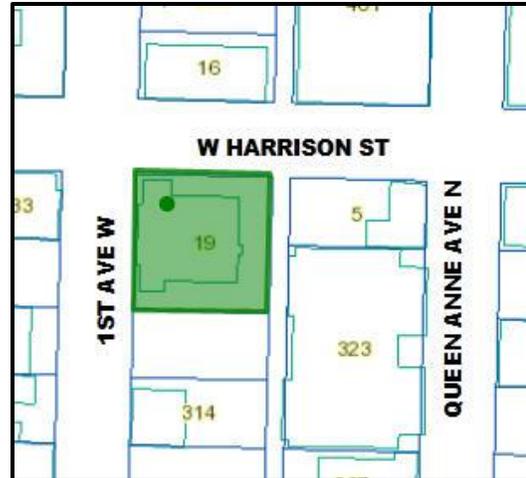
**SEPA DETERMINATION:**

Determination of Non-Significance

- No mitigating conditions of approval are imposed.
- Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts

## **SITE & VICINITY**

Located at the southeast corner of First Avenue West and West Harrison Street, the site borders an alley to the east extending between W. Harrison on the north and West Thomas St. on the south. The site lies within the Uptown neighborhood of Queen Anne. The square shaped parcel comprises 14,400 square feet and houses a 7,218 sq. ft. structure constructed in 1967. The terrain rises roughly 14 feet from the southwest to its northeast corner. SDOT has classified First Ave and Harrison St. as collector arterials. The site does not have a mapped Environmental Critical Area.



The site possesses a zoning classification of Neighborhood Commercial Three with a 65 foot height limit (NC3 65). The zone extends north to West Republican St., east to First Avenue North, south to W. John St. and Denny Way and west to Fourth Ave. West. The subject site lies within the Uptown Urban Center.

Directly to the south are surface parking lots and a small, three-story precast commercial building. MUPs have been issued by DPD under MUP # 3017667 and 3018170 for a seven story building containing 129 residential units, 9 live/work units and parking for 113 vehicles. Across the alley to the east lies a two story masonry commercial building; behind the building is open parking accessed off the alley. A six story multifamily structure, also located to the east, has below grade parking accessed off the alley. Located on the west side of First Ave W is a one-story commercial building clad in wood siding. To the north sits a precast commercial structure.

The project is located in an area bounded by Seattle Center to the East, Elliott Ave to the west, a pedestrian bridge to the Puget Sound waterfront to the southwest, Queen Anne Hill to the north and Belltown to the south. This area includes blocks with a rich variety of uses, institutions, and transportation connectivity; it is served by frequent bus transit routes and adjacent to major roadway corridors. Located within the Uptown Park Character area as mapped in the Uptown Guidelines, the overall area includes a mix of early and mid-20th century masonry apartment buildings, pre-cast commercial office buildings, multi-family and recent mixed use developments. The neighborhood character, composed of a variety of uses and building types, encourages high quality urban infill and pedestrian focused design elements.

## **PROJECT DESCRIPTION**

The applicant proposes to design and construct a mixed-use building consisting of 71 residential units, four live/work units and 713 square feet of commercial space at grade. The seven-story structure includes parking housing 43 vehicles accessed from both the adjacent alley and First Avenue West. Construction includes demolition of a structure housing a two-story restaurant/catering company.

## **ANALYSIS - DESIGN REVIEW**

### **EARLY DESIGN GUIDANCE November 5, 2014**

The packet includes materials presented at the meeting, and is available online by entering the project number 3018158 at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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](mailto:PRC@seattle.gov)

## **PUBLIC COMMENTS**

Public comments offered at the Early Design Guidance meeting included the following:

- Appreciated that the applicant has met with the Uptown Alliance group to discuss the design, and encouraged the applicant to continue communication.
- Strongly supported the retail at the corner, the proposed preferred massing and all the departures.
- Stressed the importance of providing pedestrian lighting and encouraged using Uptown Standards.
- Concerned about the height and bulk of the project.
- Concerned about future alley congestion and noise.

## **PRIORITIES & BOARD RECOMMENDATIONS**

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

### **EARLY DESIGN GUIDANCE: November 5, 2014**

1. **Massing:** The Board debated the massing options and location of the courtyard. There was support for an entry courtyard off of either 1st Ave W. or W. Harrison St. The Board directed the applicant to proceed with the preferred option with the courtyard facing the alley as the massing provides the most relief for the existing development across the alley. (CS2.D.5, CS CS2.III.i, DC2.A.1 & 2)
  - a. Hold the line of the corner at W. Harrison St. and 1st Ave. W. (CS2.III.i)
  - b. Consider shifting the massing at the south property line to open up the courtyard to the south. (DC3.C.2)
  - c. Explore pulling the upper massing back from the south property line or securing an agreement with the development to the south to allow windows in south wall. (DC2.B.1, DC2.B.2, DC2.C.3)

- d. Consider the option of extra height allowed in the Uptown Guideline area, if needed. (CS2.IV.i)
  - e. The design of the courtyard space should maximize usable space for residents, since this is the primary shared outdoor amenity space. (DC3.A., DC3.B)
- 2. Uses at Street Level and Relationship to Grade:** The Board expressed that the relationship of all street facing uses at grade is very important and noted that having accessible entries for retail uses through the building is not suitable. (CS2.B.2, CS2.I.i, PL2.A.1)
- a. Work on the design of the pedestrian entry and lobby. (PL2.A.1, PL2.B.3, PL2.I.i)
  - b. Access to all retail or live/work units should be from the street. (PL2.A.1, PL3.B.3)
  - c. Step the floor plate on W. Harrison instead of 1st Ave. W. (CS1.C.1)
  - d. Consider a residential lobby off of W. Harrison St. (CS2.B.1, DC2.A.1)
  - e. Keep the corner use as retail. (CS2.III.i)
  - f. Consider locating bike storage off of W. Harrison St. in the area shown as live/work space. (PL4.B.2)
  - g. Provide townhouses instead of live/work, if entry is not level with grade. (CS2.B.2, DC2.A.1)
  - h. Street level landscaping should enhance the pedestrian environment.(PL1.II.i)
- 3. Parking Access:** The Board debated the departure request for a curb cut to access parking from 1st Ave. W. They would prefer all access be from the alley but acknowledged the difficulty of the site topography and efficiency of access from both the street and alley. (DC1.B.1, DC1.C.1 & 2, DC1.I.ii, DC1.V.i)
- a. The relationship of the residential entry and curb cut on 1st Ave. W. needs to be well designed and function successfully for both uses. (DC1.B.1, DC1.C.2)
  - b. Keep the curb cut and garage entry smaller than required by code. (DC1.B.1, DC1.C.2)
- 4. Blank Wall.** The Board questioned whether the blank wall on the south was necessary and encouraged coordination with the proposed development to the south. See Massing above. (CS2.D-5, DC1.II.i)
- a. Consider adding windows on the south façade that respect the location of the windows of the proposed residential structure. (CS2.D.5)

**RECOMMENDATION MEETING May 20, 2015**

The packet includes materials presented at the meeting, and is available online by entering the project number 3018158 at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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The Design Review Board conducted a Final Recommendation Meeting on May 20, 2015 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meetings, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

### Public Comment

Public comments offered at the meeting included the following:

- Noted that the south wall of the proposed development will be highly visible to the tenants of the building under construction immediately to the south and would like to see more alternatives explored for the treatment of this blank wall.
- Would like to see the proposed exterior lighting be respectful of the neighboring residential units and not create excessive spill over light.

## **PRIORITIES & BOARD RECOMMENDATIONS**

### **RECOMMENDATION MEETING: May 20, 2015**

1. **Massing & South Elevation:** The Board was pleased with the decision to push the massing to the corner and hold that corner as a strong corner form and focused their deliberation on the massing issues focused on the blank wall condition of the south elevation. (CS2.III.i)
  1. The Board discussed at length their concerns with the expanse of blank wall along the south elevation. They agreed that this elevation needed additional work to show more scale and variety, as well as architectural consistency with materiality and fenestration pattern of the rest of the building. (CS2.D.5, DC2.B.1, DC2.B.2, DC2.C.3)
    - 1) They noted that the version of the south elevation shown in the original packet was more desirable than the amended version. The Board recommended that the transitional fading pattern that intensifies from dark to light shown on page 25 of the original packet (and not the supplemental sheets) replace the revised version. The Board also recommended that the reverse shading occur from that shown on page 25. The graphic shows the darkest color at the center that fades outwards; the Board recommended that the lighter shade be configured at the center and darken to the east and west.
    2. The Board was not pleased with the abrupt wrapping of the brick veneer at the base from the west to south facades. The Board recommended that the brick veneer continue to a location that reinforces and aligns with the building above. (DC2-B-1, DC4-II-i)
2. **Alley (East) Elevation:** The Board expressed concern with the expanse of blank wall along the north end of the alley. (DC2-A-2, DC2-B-2)
  1. The Board recommended that the blank wall section of the east elevation be broken down further to include greater architectural consistency with the secondary elements found elsewhere on the street facing facades.
3. **Harrison Street (North) Elevation.** The Board felt that the Harrison Street elevation appeared too flat and lacked the dynamic quality, depth and texture of the West Elevation (and the

conceptual elevation shown at the EDG meeting). The Board agreed that the vertical bay at the alley corner and the decision to match the vertical darker gray colored panels with the darker windows was a positive move, but additional gestures were needed.

1. The Board recommended that the depth of the three vertical bays be recessed to create greater texture. (DC2-D-1, DC2-D-2)
  2. The Board suggested (but declined to recommend a condition) that the applicant explore ways to better engage the base with the upper levels to minimize the sense of disconnect. Examples of this include tying the solid panels of the upper levels to correspond to the brick columns at the base. (DC2-B-1)
  3. The Board recommended a condition that the materiality of the corner base treatment be revised to be consistent with the higher quality retail treatment along First Ave W, which provides better scale and texture to the public realm. Specifically, the application of brick veneer, kick plates and flanking the commercial spaces should be applied continuously around the corner. (PL2-I-I, PL3-A3, DC2-B-1, DC2-B2 and I)
  4. The Board was not convinced that the treatment of the lengthy blank wall along Harrison St was sufficient. The Board recommended a condition that the blank wall section of the base along Harrison be set back a few feet to avoid the co-planar appearance it currently shows and to provide more consistency with the rest of the massing of the base. The recess should help to better frame the applied art elements. In addition to the art, the Board recommended a condition that the treatment of the concrete (board form), landscaping, art and manner in which this treatment wraps to the alley be considered as a unified whole and amended to better achieve this cohesion. (DC1-V-I, DC2- B2, DC2-D-1, DC2-D-2)
  5. The Board was pleased with the corner retail uses and configuration, but was concerned about the prospect of activating the street at grade where the live/work unit and residential unit along Harrison were located (shown on the supplemental sheet 4). Thus, the Board recommended a condition that the space in front of these units be adjusted to create a larger, usable terrace and shared entry area by removing the planter shown in between the two units and keeping the stairs as shown. (PL1-C, PL2-II-I, PL2-A-1)
  6. The Board noted that the proposed accent color shown on the exterior vents appeared distracting and unresolved. The Board recommended that if the vents stay in the same size and configuration as shown in the packet, then they should be painted to match the field color. Alternatively, if the vents can be sized to extend the full width of the panel between the windows, then they should remain the accent color. (DC2-B-1, DC4-A-1)
4. **Parking Access.** The Board was concerned about vehicles crossing the sidewalk to the driveway located on First Ave and recommended a condition that a notification device be installed to alert cars entering and exiting the garage – see related departure request. (DC1-B-1, PL2-B)
  5. **Exterior Lighting.** The Board was pleased with the exterior lighting plan, except for the up-lighting of trees proposed in the courtyard. The Board recommended a condition that all up-lighting be revised to avoid light spillover from the site. (CS2-D)
  6. **Signage.** The Board was supportive of the proposed conceptual signage plan.

## **DESIGN REVIEW GUIDELINES**

The priority Citywide and Uptown 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-II Streetscape Compatibility**

**CS2-II-ii. Uptown Park:** Within the Uptown Park character area, streetscape improvements should include where feasible a consistent park-like landscape strip in the planting strip, as consistent with the historical pattern in the area. New development may elect to take inspiration from the Uptown Park District Landscape Streets Element as endorsed by the Uptown Alliance, for the format of the streetscape. However, adherence to the landscape streets element is voluntary.

#### **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.

**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.

**CS3-A-4. Evolving Neighborhoods:** In existing neighborhoods where architecture character is evolving or otherwise in transition, explore ways for development to establish a positive and desirable context for others to build upon in the future.

***Uptown Supplemental Guidance:***

**CS3-I Architectural Context**

**CS3-I-i. Historic Continuity:** The Uptown Park character area emphasizes the notion of historic continuity – the relationship of built structures over time. This relationship encourages diversity of styles within a coherent whole, reinforcing the key elements of noteworthy buildings.

**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-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.

**PL1-C Outdoor Uses and Activities**

**PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

***Uptown Supplemental Guidance:***

**PL1-II Landscaping to Reinforce Design Continuity with Adjacent Sites**

**PL1-II-i. Uptown Park Area:** Within the Uptown Park character area, streetscape improvements should include a consistent landscape planting strip between the sidewalk and the street as a consistent within the historic pattern in the area. New development may take guidance from the Uptown Park District Landscaping Streets Element as endorsed by the Uptown Alliance, for the format of street improvements.

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

**PL2-A Accessibility**

**PL2-A-1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

**PL2-B Safety and Security**

**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-I Entrances Visible from the Street**

**PL2-I-i. Prominent Entrances:** Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly

encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.

### **PL2-II Pedestrian Open Spaces and Entrances**

**PL2-II-i. Pedestrian-Friendly Entrances:** Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

### **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-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

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

#### **PL3-B Residential Edges**

**PL3-B-2. Ground Level Residential:** Privacy and security issues are particularly important in buildings with ground level housing both at entries and where windows are located overlooking the street.

**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.

#### **PL3-C Retail Edges**

**PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

**PL3-C-2. Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

### ***Uptown Supplemental Guidance:***

#### **PL3-II Transition between Residence and Street**

**PL3-II-i. Front Setbacks:** Where feasible, new developments in the Uptown Park character area should consider landscaping and setback from the sidewalk. Landscaping within a setback should provide a transition from public to private space and define a boundary between these. The use of raised planters within the setback should be encouraged in some locations where this would reduce impacts to landscaping from foot traffic and the sidewalk litter.

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

#### **PL4-B Planning Ahead for Bicyclists**

**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.

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

## DESIGN CONCEPT

### **DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

#### **DC1-B Vehicular Access and Circulation**

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

#### **DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

**DC1-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

#### ***Uptown Supplemental Guidance:***

#### **DC1-I Parking and Vehicle Access**

**DC1-I-ii. Preferred Alley Access:** Access to new development is preferred via alleyways, if feasible. Throughout Uptown encourage all parking for residential uses to be located below grade.

#### **DC1-II Blank Walls**

**DC1-II-i. Landscaped Walls:** Within the Uptown Park character area landscaping (e.g., trellised climbing plants and other urban greenery) is the preferred treatment for walls. Larger wall areas should include landscaped treatments at the wall or between the wall and public rights-of-way, but not in a manner that would create unsafe conditions (e.g., create hiding spaces or provide exterior access to higher floors).

#### **DC1-V Visual Impacts of Parking Structures**

**DC1-V-i. Reduce Visual Impact:** Throughout Uptown designs that lessen the visibility of parking structures are preferred. Garages and parking structures should, where feasible, incorporate landscaping to reduce their visual impact. Landscaping may include climbing plantings and other landscape means to reduce the impact of larger blank walls. Large, open paved driveways and carports are strongly discouraged. Alley access is preferred, if feasible.

#### **DC1-VI Treatment of Alleys**

**DC1-VI-i. Clean Alleys:** Throughout Uptown ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.

### **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-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**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-1. Façade Composition:** Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

**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 remain compatible with the existing community. Generally, the following architectural features are encouraged during the review process:

- a. Increased architectural detailing;
- b. Individualized storefronts;
- c. Substantial windows detailing and recessed windows;
- d. Variations in roofline and additional roofline detailing, honest parapet lines with built-up cornice and;
- e. Reference to historic architectural styles found in the areas including art deco, and the unique styling of Worlds-Fair-era Seattle.

#### **DC2-III Human Scale**

**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.

#### **DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.**

#### **DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

#### **DC3-B Open Space Uses and Activities**

**DC3-B-4. Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

#### *Uptown Supplemental Guidance:*

#### **DC3-I Landscaping to Enhance the Building and/or site**

**DC3-I-i. Varied, Integrated Landscaping:** Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen

parking and other less visually attractive areas. Encourage planted containers at building entries.

**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-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

***Uptown Supplemental Guidance:***

**DC4-II Exterior Finish Materials**

**DC4-II-i. Brick/Tile Facades:** Within the Uptown Park and Heart of Uptown character areas, the use of historic looking brick and tile facades are strongly encouraged to create a more consistent, unified, and historic appearance throughout the district. The use of decorative brick façade is consistent historically within the Uptown area, with a strong concentration just north of the district across W. Mercer St. Facade detailing is strongly encouraged and buildings may incorporate both materials to provide a richer finish.

**DEVELOPMENT STANDARD DEPARTURES**

The Board’s recommendation on the requested departure(s) will be based on the departure’s potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board’s recommendation will be reserved until the final Board meeting.

At the time of the Recommendation Meeting the following six departures were requested:

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Street-Level Development Standards (SMC 23.47A.008.B.2)	The Code requires that 60% of the street facing façade between 2 and 8 feet above the sidewalk shall be transparent.	The proposed design includes 37.28% transparency between 2 and 8 feet along Harrison St.	<ul style="list-style-type: none"> <li>The proposed departure with several recommended conditions regarding the blank wall/non-transparent portions of the street facing façade. Provided that the blank wall is recessed, a cohesive redesign of the artwork, concrete wall, and landscaping can be resolved as unified whole and the treatment wraps to</li> </ul>	Approved

			the blank wall along the alley, a more lively streetscape is achieved. (Guideline DC1 II.ii)	
2. Street-Level Development Standards (SMC 23.47A.008.B.3)	The Code requires non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.	The applicant is proposing a 20' podium height and a 10' floor-to-floor at the mezzanine stepped 15' from the façade.	<ul style="list-style-type: none"> <li>▪ The live/work and residential spaces have mezzanine space to provide greater opportunity for private and larger public spaces that hopefully better engage the public realm. (Guideline PL3-B-3)</li> </ul>	Approved
3. Street-Level Development Standards (SMC 23.47A.008.B.3)	The Code requires that non-residential uses at street level shall have a floor to floor height of at least 13 feet.	The proposed design includes a non-residential use along Harrison Street with a floor to floor height of 10 feet.	<ul style="list-style-type: none"> <li>▪ The two level space within the live-work unit would create a better connection to the street. (Guideline CS2-B2).</li> </ul>	Approved
4. Street-Level Development Standards (SMC 23.47A.008.B.3)	The Code requires that non-residential uses to extend an average depth of at least 30 feet and minimum depth of 15 feet from the street level street facing façade.	The proposed design of the live/work unit along Harrison has an average depth of 24 feet.	<ul style="list-style-type: none"> <li>▪ The two level space within the live/work unit would create a better connection to the street. . (Guideline CS2-B2).</li> </ul>	Approved
5. Sight Triangles (SMC 23.54.030.G1)	The Code requires driveways to have a sight triangle, clear of any obstruction, on both sides of the driveway for a distance of 10 feet from the intersection of the driveway with a sidewalk.	8 feet on both sides of the driveway.	<ul style="list-style-type: none"> <li>▪ Reduces the presence and visual impact of the driveway on the street facing elevation. (Guideline DC1.C2)</li> </ul>	Approved
6. Parking Location & Access (SMC 23.47A.032.A.1)	The Code requires access to parking from the alley.	The applicant proposes access to parking from the existing curb cut on 1st Avenue W. in addition to the alley.	<ul style="list-style-type: none"> <li>▪ The reduced driveway ramping system would allow for greater space at street level for uses better connect to the street and less blank walls on Harrison. The Board, however, recommended a condition that a warning notification system be installed for cars entering or exiting the driveway to enhance safety measures. (Guideline CS2-B)</li> </ul>	Approved

## **BOARD RECOMMENDATIONS**

The recommendation summarized below was based on the design review packet dated May 20, 2015, and the materials shown and verbally described by the applicant at the May 20, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, three Design Review Board members recommended **APPROVAL** of the subject design and of the requested departures with the following conditions:

1. The transitional fading pattern that intensifies from dark to light shown on page 25 of the Recommendation meeting packet (and not the supplemental sheets) should replace the revised version. In addition to this change, the reverse shading should occur from that shown on page 25. The graphic shows the darkest color at the center that fades outwards; the Board recommended that the lighter shade be configured at the center and darken to the east and west. (CS2.D.5, DC2.B.1, DC2.B.2, DC2.C.3)
2. The brick veneer at the building base that wraps from the west to the south elevations should continue to a location that reinforces and aligns with the building above. (DC2-B-1, DC4-II-i)
3. The blank wall section of the east elevation should be broken down further to include greater architectural consistency with the secondary elements found elsewhere on the street facing facades. (DC2-A-2, DC2-B-2))
4. Further recess the depth of the recessed bays along Harrison Street. (DC2-D-1, DC2-D-2)
5. The materiality of the corner base treatment should be revised to be consistent with the higher quality retail treatment along First Ave W. Specifically, the application of brick veneer, kick plates and flanking the commercial spaces should be applied continuously around the corner. (PL2-I-I, PL3-A3, DC2-B-1, DC2-B2 and I)
6. The blank wall section of the base along Harrison should be set back a few feet to avoid the co-planar appearance it currently shows and to provide more consistency with the rest of the massing of the base. (DC1-V-I, DC2- B2, DC2-D-1, DC2-D-2)
7. Along Harrison, the treatment of the blank wall concrete (board form), landscaping, art and manner in which this treatment wraps to the alley should be considered as a unified whole and amended to better achieve this cohesion. (DC1-V-I, DC2- B2, DC2-D-1, DC2-D-2)
8. The space in front of the ground level units/spaces along Harrison should be adjusted to create a larger, usable terrace and shared entry area by removing the planter shown in between the two units and keeping the stairs as shown. (PL1-C, PL2-II-I, PL2-A-1)
9. If the vents stay in the same size and configuration as shown in the packet, then they should be painted to match the field color. Alternatively, if the vents can be sized to extend the full width of the panel between the windows, then they should remain the accent color. (DC2-B-1, DC4-A-1)
10. All up-lighting should be revised to avoid light spillover from the site. (CS2-D)
11. A warning notification system should be installed for cars entering or exiting the driveway. (DC1-B-1, PL2-B)

## **ANALYSIS & DECISION – DESIGN REVIEW**

The design review process prescribed in Section 23.41.014.F.3 of the Seattle Municipal Code describing the content of the DPD Director’s decision reads in part as follows:

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

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

### Director’s Analysis

Three members of the West Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project’s overall success. The Director must provide additional analysis of the Board’s recommendations and then accept, deny or revise the Board’s recommendations (SMC 23.41.014.F3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines.

Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board and revise the proposal to meet the standards of SMC 23.48.013.C. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the three members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director agrees with the Design Review Board’s conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board, with the exception of the requested departure from SMC 23.48.013.C.

Applicant response to Recommended Design Review Conditions:

- 1. The applicant responded on the plans showing a south elevation with the concentration of lighter colored materials at the center of the elevation, therefore satisfying recommendation #1.*
- 2. The applicant responded on the plans by showing a south elevation where the brick veneer wraps further east and stops where there will be a joint line between different colored panels above, therefore satisfying recommendation #2.*
- 3. The applicant responded on the plans by showing an east elevation where a vertical line of windows similar to language on the north façade was provided, therefore satisfying recommendation #3.*
- 4. The applicant responded on the plans by showing a recess at three center vertical window ‘bays’, however review of detailing will be needed to confirm this condition, therefore this will be a condition of the building permit. (See conditions below)*

5. *The applicant responded on the plans by showing a north and west elevations where the brick veneer has been applied at the lower commercial corner, therefore satisfying recommendation #5.*
6. *The applicant responded on the plans by showing the blank base setback over 2' from the north property line and 8" from the building line above, therefore satisfying recommendation #6.*
7. *The applicant responded on the plans by providing a concrete 'wall' at the alley to frame the blank wall, which along with the recess of condition #6 and the landscaping will create a unified art piece at the wall, therefore satisfying recommendation # 7.*
8. *The applicant responded on the plans showing a removed planter and the stairs in the same location, therefore satisfying recommendation #8.*
9. *The applicant did not provide a lighting plan in the MUP plans set; therefore meeting this condition will be a condition of the building permit. (See conditions below)*
10. *The applicant did not show a warning system at the 1st Ave W curb cut on the MUP plan set, therefore meeting this condition will be a condition of the building permit. (See conditions below)*

The Director is satisfied that conditions 1-3 and 5-8 of the recommendations imposed by the Design Review Board have been met. Recommended conditions 4, 9 and 10 have been added as conditions summarized at the end of this decision. The Director accepts the Design Review Board's recommendations.

### **Director's Decision**

The Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and the requested departures with the conditions summarized at the end of this Decision Board that further augment the selected Guidelines.

### **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 (SMC) Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated December 17, 2014 and revised on January 6, 2015. The Department of Planning and Development (DPD) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or its agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the 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, 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 an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances, mitigation can be considered. Thus, a more detailed discussion of some of the impacts in appropriate.*

### **Public Comment:**

The public comment period ended on February 4, 2015. No comments outside the Design Review process were received.

### **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 Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following analyzes construction-related noise, greenhouse gas, air quality, construction traffic and parking impacts, as well as mitigation.

#### Noise

This project falls within the South Lake Union Construction Hub as identified by SDOT.

Noise associated with construction of the building could adversely affect surrounding uses in the area, which include residential uses across the alley. The applicant has stated in the SEPA checklist that approx. 8,000 cubic yards of soil will be removed from the site. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the surrounding residential uses.

The impacts of construction noise on nearby residential properties warrants additional mitigation. To mitigate construction noise impacts pursuant to SMC25.05.675.B the applicant shall submit a Construction Management Plan to SDOT for approval. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

#### 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 due to the relatively minor contribution of greenhouse gas emissions from this project.

### Construction Parking and Traffic

This project falls within the South Lake Union Construction Hub as identified by SDOT.

During construction, parking demand is expected to increase due to additional demand created by construction personnel and transportation of construction materials. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675. B and M).

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation and DPD. The requirements for a Construction Management Plan include a Haul Route and a Construction Parking Plan. The submittal information for a Construction Management Plan and review process for Construction Management Plans are described here: <http://www.seattle.gov/transportation/cmp.htm>.

### Long-term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; and increased light and glare. Compliance with 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, greenhouse gas emissions; height, bulk and scale; historic preservation; light and glare, traffic and transportation; and parking impacts warrant further analysis.

### Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction 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; therefore, no further mitigation is warranted.

### Height, Bulk & Scale

The project went through a Design Review process which addressed the issue of Height, Bulk & Scale; see the above Design Review Analysis for details of the process and design changes.

Pursuant to SEPA Policy 25.05.675.G.2.c: Height, Bulk and Scale, "the Citywide Design Guidelines (and any Council-approved, neighborhood Design Guidelines) are intended to mitigate the same adverse height, bulk and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review process is presumed to comply with the 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. Any additional mitigation imposed by the decision maker pursuant to these height, bulk and scale policies that have undergone design review shall comply with the design guidelines applicable to the project." Additional SEPA Mitigation of height, bulk and scale is not warranted.

Traffic

The applicant submitted a Traffic Generation and Parking Demand Analysis dated March 30, 2015 by Heffron Transportation Inc. 71 residential units, 713 square feet of retail, and 43 parking spaces are proposed. The existing 7,218 square foot commercial building and 38 surface parking spaces are proposed for demolition.

The proposed mixed use building would produce approximately 340 new daily vehicular trips with a total of 33 week day PM peak hour trips. The transportation analysis by Heffron Transportation, Inc. calculates existing trip generation based on a restaurant use; however, the actual use for several years has been a catering company which likely generated fewer vehicle trips including those in the PM peak hour than the study indicates. Nonetheless, the impacts would not be adverse due to the number of new PM peak hour trips.

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

Parking

The proposed project would accommodate 43 vehicles (not 45 as noted in the report) on-site or a parking supply ratio of close to .60 spaces per residential unit. Heffron's calculations show that the combined residential and small commercial use would generate a peak parking demand of 45 vehicles overnight. The project creates minimal spillover parking onto the street.

No SEPA mitigation of parking impacts is warranted.

**DETERMINATION OF NON-SIGNIFICANCE**

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 requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- 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 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW [43.21C.030](#) (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC [197-11-355](#) and Early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

## **SEPA - CONDITIONS OF APPROVAL**

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

1. A Construction Management Plan is required. Submittal requirements and review process described here: <http://www.seattle.gov/transportation/cmp.htm>

## **CONDITIONS – DESIGN REVIEW**

### Prior to Issuance of a Building Permit

2. Modify the proposal to further recess the depth of the recessed bays along Harrison Street.
3. Modify the proposal to avoid light spillover from the site.
4. Modify the proposal to note that warning notification system shall be installed for cars entering or exiting the driveway.

### Prior to Certificate of Occupancy

5. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Beth Hartwick 206 684-0814 or [beth.hartwick@seattle.gov](mailto:beth.hartwick@seattle.gov)).
6. The applicant shall provide a landscape certificate from Director's Rule 10-2011, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Beth Hartwick 206 684-0814 or [beth.hartwick@seattle.gov](mailto:beth.hartwick@seattle.gov)).

### For the Life of the Project

7. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Beth Hartwick 206 684-0814 or [beth.hartwick@seattle.gov](mailto:beth.hartwick@seattle.gov)) or a DPD assigned Land Use Planner.

Beth Hartwick, Land Use Planner III  
Department of Planning and Development

Date: November 5, 2015

BH:drm

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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](mailto:prc@seattle.gov) or to our message line at 206-684-8467.