



City of Seattle  
Edward B. Murray, Mayor

Department of Construction and Inspections  
Nathan Torgelson, Director

**CITY OF SEATTLE  
ANALYSIS AND DECISION OF THE DIRECTOR OF  
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

**Application Number:** 3019215  
**Applicant Name:** Vince Ferrese for Encore Architects  
**Address of Proposal:** 1001 James Street

**SUMMARY OF PROPOSED ACTIONS**

Land Use Application to allow an eight story, 325 unit apartment building with 5,682 square feet of retail located at ground level. Parking for 286 vehicles is to be provided below grade. Existing apartment building to be demolished.

The following approvals are required:

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

1. SMC 23.45.518 Side setback
2. SMC 23.45.536.D.3. Area of garage doors
3. SMC 23.54.030F2b Curb cut width
4. SMC 23.54.030 G2 Sight triangle

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

**SEPA DETERMINATION:**  Exempt  DNS  MDNS  EIS

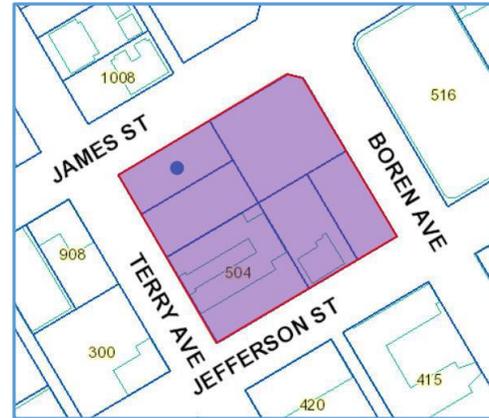
DNS with conditions\*

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

\*Notice of the Early Determination of Non-significance was published on September 3, 2015.

## **PROJECT DESCRIPTION**

The proposal is for an eight (8) story mixed-use building with approximately 325 residential units, underground parking for 286 cars, and 5,682 square feet of commercial space at grade. Terry Avenue is proposed to be designed as a Pedestrian Priority Street with full landscaping and unique paving following design outlined in the First Hill Public Realm Action Plan. Access to the underground parking, trash, and recycling is proposed to be off of Jefferson Street.



### Site & Vicinity

The development site is a full city block bordered by Terry Avenue on the west, Jefferson Street on the south, Boren Avenue on the east and James Street on the north within the southwestern portion of the First Hill neighborhood. The site is directly east of the Harborview Medical Center campus, one block southwest of the Swedish Medical Center campus and one and a half blocks to the west of the Seattle University campus. There are also low and midrise residential developments in the area; a service station and small commercial structures dating from the early 20<sup>th</sup> century to the 1960s. Boren is a major arterial. The neighborhood includes a stable residential population who appreciate the First Hill neighborhood for its proximity to many Seattle attractions; work, recreation, and commercial establishments.

Access to the site is available on all street frontages. There are no Environmentally Critical Areas (ECA) mapped at this site.

First Hill residents have been active in creating The First Hill Public Realm Action Plan. The Plan has identified key streets to be developed into street concept plans. Terry Avenue is one of the streets with a concept plan to create a Pedestrian Priority Street. Goals include creating

- a multi-use street with primarily pedestrian focus,
- a green, lush environment in the streetscape,
- areas to sit and enjoy being an active participant in the public realm,
- a sense of safety.

The Plan is available at this link. <http://www.seattle.gov/SDCI/cityplanning/completeprojectslist/firsthill/whatwhy/>

Highrise (HR) designated zoning represents the predominant zoning classification in the portion of First Hill. To the site's west and south, a major institutional overlay (MIO) for Harborview Hospital has a mix of HR and Midrise (MR) zoning. To the east of Boren Avenue, the zoning transitions to a mix of Neighborhood Commercial (NC), MR, and HR zones. A MIO for the Swedish Medical Center complex covers much of this area. Northward from the site, the HR zone extends toward Madison St. with NC zoning fronting most of the Madison corridor east of the interstate.

## **ANALYSIS AND DECISION - DESIGN REVIEW**

### EARLY DESIGN GUIDANCE

The design review packet which includes materials presented at the design review meeting is available online by entering the project number (3019215)

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](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 Seattle DCI:

**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 Comment

Public comments included the following:

- The large amount of parking is appropriate at this location.
- Mixed use with plenty of retail is favored along James Street.
- The neighborhood is looking forward to a full Terry Avenue pedestrian priority design.
- The alley in the block to the north is very pedestrian oriented and any architectural and/or urban design relationship to the alley is encouraged.
- Create a better façade relationship to James Street retail uses.
- Consider locating retail uses on Boren, a noisy, heavily travelled street.
- The vehicle entry on Terry Avenue should be moved to Jefferson Street.
- Locate ground-related housing on Terry Avenue next to the green Street.
- Natural air flow is good to make the residential units more livable.
- Break the building mid-block to relate to the allies in the blocks to the north and the south.
- There may be Mount Rainier views from upper levels.

## **PRIORITIES & BOARD RECOMMENDATIONS – Early Design Guidance June 10, 2015**

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.

### **1. Massing to bring light, air and sky to the project experience.**

The Board directed the applicant to create building massing that allows visual access from the street to the courtyard. The Board considered the building massing “heavy” and that the applicant could design a creative opening and additional transparency into the center courtyard to capture light and air as part of the design’s natural system features and which allows daylight and sky to be a part of the entry and courtyard experience. The Board directed the applicant to create units with cross air circulation and avoid depending on HVAC systems for units. (CS1-B-2)

## **2. Activate the building-to-public realm relationship.**

The Board requested the applicant continue developing a residential project with an inviting sense of place for this First Hill location to create an urbane park lifestyle. The Board provided the following related guidance:

- a) Craft a residential building with strong ground level relationships especially focused on uses and links in the immediate area.
- b) Calm noisy corners, illuminate dark stretches, introduce more retail on James, create an urban park on Terry, buffer noise on Boren, and study vehicle access on Jefferson.
- c) Create a design response to the well-traveled mid-block alleys in the blocks to the north and south.
- d) Address building and open space relationships that include indoor/outdoor seating for restaurant or café uses, lobbies that serve several purposes, semi-private spaces that double as urban parks, at-grade building entries with gardens, all the while blurring the lines of public versus private along Terry Street, the concept green street.
- e) Confirm with SDOT to see if the proposed vehicle and service entry off of Terry is acceptable to their design standards and Terry green street concept plan. Provide a traffic analysis at this stage of design development to support the vehicle access concept.
- f) Add building and public space connectivity and a sense of control to the height, bulk, and scale to better contribute to First Hill public life.
- g) Design for high pedestrian volumes and provide a plethora of pedestrian amenities on Terry. Add retail uses to James Street.
- h) Consider if the James Street retail will look like Madison Street, several blocks north, with a somewhat busy, graphically hectic, atmosphere or how you will shape the look and feel of the retail strip on James Street.
- i) The First Hill design should avoid an urban strip mall appearance where residents duck into the building lobby and avoid the retail uses and create high quality, visible storefront retail.
- j) A quiet retail use at the southwest corner of the site may work if it has a high quality indoor/outdoor relationship to the green street and is set up to provide eyes on the green street. The Board was unconvinced of the southwest corner location for retail use at early guidance. (CS2-A, CS2-B,-CS2-C-3, CS2-D, DC4-D-3, PL1)

## **3. Reduce the building mass.**

The Board was favorable to Option 3 and directed the applicant to erode the building massing to open up to the courtyard. The Board also would consider development of Option 2 with the building cut-away at a street edge rather than at the corner. The Board provided the following guidance around the issue of reduced massing:

- a) Make the courtyard visible from the sidewalk and accessible to residents from the sidewalk.
- b) Connect the courtyard with Terry greenway street concept in a meaningful and well-articulated fashion.
- c) Create a flexible open space courtyard and a visible and interesting building entry.
- d) Open building views and connections to the courtyard and sky.
- e) Reduce the visual, and actual, impacts of the vehicle entry as much as possible.

The Board mentioned that reducing the perceived mass was an important goal for the project design success. The design must exhibit excellent architectural and façade composition and a good design fit with neighboring buildings. (DC2-A, DC2-B, DC3-A-1, CS3)

**4. Develop the Terry Avenue “Street Concept” plan per The First Hill Action Plan.**

The Board requested high quality building materials which reflect the First Hill materials of brick, stone, and concrete. Create a full and striving landscape replete with native plants, feature plantings, quality paving and site furniture. The Board provided additional guidance on the landscape and open space design:

- a) Choose plants that will fill the designated location without overgrowing the space or crowding at maturity.
- b) Create a sense of mystery, calm, and safety in a park-like/Terry green street setting where pedestrians feel welcome to linger as well as pass through.
- c) Relate the retail on the southwest corner to the greenway with outdoor seating, and porous walls with windows and doors to provide a connection to the outdoor area.
- d) Design landscape areas with vertical layers of planting and design other areas by removing some of the layers. Create areas of perceived spatial expansion and compression along the sidewalk for interest and variety.
- e) Provide the SDOT required “straight shot sidewalk” and augment the walking experience in a creative fashion.
- f) Develop the first Terry street concept to set a high standard for future expansion to the north and south.
- g) Review the project access plan with SDOT and have the access plan studied via a traffic analysis. Opt for all vehicle access on Jefferson Street to avoid disrupting the hard-won Terry pedestrian priority street with a large vehicle/trash/recycling/resident drop off and pick up. (DC3-A-1, DC3-B-1, DC3-C-2, DC4-D-4, PL2, DC1)

**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**

**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-A Location in the City and Neighborhood**

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

**CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

**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-3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

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

**CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**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-3. Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

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

**PUBLIC LIFE**

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

**PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

**PL1-B Walkways and Connections**

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**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.

**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.

**PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

**PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

**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-A-2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

**PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**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.

**PL2-C Weather Protection**

**PL2-C-1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

**PL2-C-3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building.

**PL2-D Wayfinding**

**PL2-D-1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible.

**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-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**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-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-1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

**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-4. Interaction:** Provide opportunities for interaction among residents and neighbors.

### **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.

**PL3-C-3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

## **DESIGN CONCEPT**

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

#### **DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

#### **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.

### **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-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions.

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

#### **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.

#### **DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

### **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-3. Connections to Other Open Space:** Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

#### **DC3-C Design**

**DC3-B-1. Meeting User Needs:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

**DC3-C-2. Amenities/Features:** Create attractive outdoor spaces suited to the uses envisioned for the project.

**DC3-C-3. Support Natural Areas:** Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

**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-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

**DC4-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

**DC4-C Lighting**

**DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**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.

**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.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

**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 Early Design Guidance meeting the following departures were requested:

1. **Building Setbacks (SMC 23.45.518):** The Code requires seven feet average and five feet minimum setbacks. The applicant proposes two foot average at the base and no setback above 15 feet in height.

The Board indicated that they will consider the setback departure request with further information from the applicant as to how the request helps the project better meet priority guidance.

2. **Maximum Size of Commercial Use: (SMC 23.45.532):** The Code allows 4,000 square feet. The applicant proposes 5,000 square feet.

The Board indicated they are favorable to the departure request with further information.

3. **Area of Garage Doors: (SMC 23.45.536.D.3.a):** The Code allows 75 square feet. The applicant proposes 300 square feet.

The Board indicated they will consider the request with more information on how the departure helps the project better meet priority guidance.

## **BOARD DIRECTION**

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application. The Board expects to see more breakdown of the building at the next meeting.

## **MUP Submittal**

The applicant applied for a Master Use Permit on August 21, 2015

## **FIRST RECOMMENDATION January 13, 2016**

The applicant presented the proposed design and reviewed the opportunities and constraints of the site, pedestrian environments, façade and materials development, open space concept, and access and departure requests. The Board clarified questions on landscaping, courtyard design, access and trash/recycling management, interior uses, and façade modulation. Board questions included the following:

The Board asked why the Boren Avenue façade appears more articulated than the other three facades. Is there a reason for the additional articulation? The applicant suggested that the façade across Boren at the Minor and James building is very plain and monolithic so this building responds by being more modulated along the façade with bays and strong corner elements.

The Board asked for an explanation why the applicant thinks the neighborhood green street, Terry Avenue, is a good location for vehicle access to the site and trash pick-up. The architect showed graphics and gave an explanation that it appeared to be the best location due to the planned setback for vehicle and pedestrian visibility. The architect showed graphics with exiting site lines and suggested the traffic and bus volume would not be a good fit on Jefferson Street.

The Board asked the architect to reiterate why they think retail will work on the southwest corner of the building. The architect pointed out that they thought the location would work for a restaurant due to the large volume of pedestrians who work in the nearby institutions and the increased number of residential units in the area.

The Board asked the architect where the bicycle parking will be and how it will be accessed. The architect pointed out the proposed bicycle parking in the garage at the east edge of the parking garage. Bicyclists are proposed to enter through the main vehicle door.

The Board asked for clarification of where the proposed materials are located.

The assigned planner asked for clarification on trash pick-up location. The architect explained that approximately 4-5 dumpsters would be wheeled out to the side of the vehicle driveway on collection day. Recycling dumpsters and compost totes would be wheeled out to the same location.

## **PUBLIC COMMENT**

Members of the public had the following comments:

- The chair of the Urban Design and Public Space Committee of the First Hill Improvement Association commented positively on the high quality materials and the good landscaping that is being proposed and they hoped the applicant would retain these elements as the building design progresses. He noted that the Committee appreciates the commercial area located on James Street. He noted that due to the Terry Avenue green street designation the vehicle and trash access should be moved to Jefferson Street to reinforce the pedestrian and bicycle priority of Terry Avenue.
- The current president of the First Hill Improvement Association noted that the Association is adamant to see the vehicle and interior trash pick-up on Jefferson Street. She commented that allowing vehicle access on the Terry Avenue green street undermines the value of the green space experience and the green street concept plan, the Public Realm Action Plan (PRAP 2014). She noted that the street side trash pick-up and the move in and move out for the many residents would create a lot of vehicle activity and volume.
- Another commenter pointed out that the pocket parks were good, but the grass proposed in the planting strip on Jefferson may not be the best landscape solution due to the number of dogs that may use the area.
- One member of the public noted the unprecedented changes in store for First Hill due to new residential developments including several residential towers in the high rise zone. The commenter noted that the changes do not appear to be synthesized in the project proposal and this proposal design has an important opportunity to reinforce or undermine the green street concept and the PRAP. One opportunity to support the current urban design plans is to rotate the Terry façade to Jefferson Street, thus moving the site access and service access to Jefferson.
- The James Street retail proposal is good.
- Look to the future of the Terry Avenue green street; Jefferson should be the access for vehicles and trash would be okay on Jefferson.
- Enacting the design concept of the PRAP is the best shot to get a higher standard green street free of traffic.
- The eastside of Terry Avenue, this site, is good for walking because the west side, Harborview Hospital, has so many garage entries and driveways that discourage pedestrians.
- Break the building into smaller parts as suggested in the Early Design Guidance.

## **Board Deliberations**

The Board polled itself to list items for deliberation. They included the following: response to the early design guidance, parking entrance, landscaping, retail location, arrangement of interior

uses, breezeway, material choices, trash and services, visible access to courtyard, departure requests, corners, and connections to the street.

## Response to the EDG

All four members of the Board noted that the building was not presented or executed to what was intended by the early design guidance. The Board reiterated former guidance and gave specific new guidance.

### **PRIORITIES & BOARD RECOMMENDATIONS Recommendation – January 13, 2016**

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 design guidance. The Board asked that the applicant respond to the early guidance and additional guidance. The early guidance is copied below followed by guidance from tonight's meeting in italics.

#### **1. Massing to bring light, air and sky to the project experience.**

The Board directed the applicant to create building massing that allows visual access from the street to the courtyard. The Board considered the building massing “heavy” and requested the applicant design a creative opening and additional transparency into the center courtyard to capture light and air as part of the design's natural system features which allows daylight and sky to be a part of the entry and courtyard experience. The Board directed the applicant to create units with cross air circulation and avoid depending on HVAC systems for units. (CS1-B-2)

#### *Courtyard relationship to the site exterior*

*The Board directed the applicant to open the courtyard to the exterior and modulate the ensuing façades. The Board noted that an expression of connection to the interior is imperative and added that the courtyard does not need to be accessible to the public nor located at ground level, but it must be visually available to passers-by. The Board affirmed Jefferson and James as strong commuter pedestrian streets, while Terry Avenue Green Street will serve as both a commuter and recreational passage. The Board directed the applicant to create a connection from the public realm to the interior courtyard and make the connection open to the sky which will help mitigate the current proposed building bulk. They noted that the modulation needs to have grander architectural modulation and variety to open the courtyard to the exterior of the site. The Board directed the applicant to create an inclusive courtyard rather than an exclusive courtyard. (CS1-B-2, CS-2 A,B,D, CS3-A, PL1,2,3)*

#### **2. Activate the building-to-public realm relationship.**

The Board requested the applicant continue developing a residential project with an inviting sense of place for this First Hill location to create an urbane park lifestyle. The Board provided the following related guidance:

- a) Craft a residential building with strong ground level relationships especially focused on uses and links in the immediate area.
- b) Calm noisy corners, illuminate dark stretches, introduce more retail on James, create an urban park on Terry, buffer noise on Boren, and study vehicle access on Jefferson.

- c) Create a design response to the well-traveled mid-block allies in the blocks to the north and south.
- d) Address building and open space relationships that include indoor/outdoor seating for restaurant or café uses, lobbies that serve several purposes, semi-private spaces that double as urban parks, at-grade building entries with gardens, all the while blurring the lines of public versus private along Terry Street, the concept green street.
- e) Confirm with SDOT to see if the proposed vehicle and service entry off of Terry is acceptable to their design standards and Terry green street concept plan. Provide a traffic analysis at this stage of design development to support the vehicle access concept.
- f) Add building and public space connectivity and a sense of control to the height, bulk, and scale to better contribute to First Hill public life.
- g) Design for high pedestrian volumes and provide a plethora of pedestrian amenities on Terry. Add retail uses to James Street.
- h) Consider if the James Street retail will look like Madison Street, several blocks north, with a somewhat busy, graphically hectic, atmosphere or how you will shape the look and feel of the retail strip on James Street.
- i) The First Hill design should avoid an urban strip mall appearance where residents duck into the building lobby and avoid the retail uses and create high quality, visible storefront retail.
- j) A quiet retail use at the southwest corner of the site may work if it has a high quality indoor/outdoor relationship to the green street and is set up to provide eyes on the green street. The Board was unconvinced of the southwest corner location for retail use at early guidance. (CS2-A, CS2-B,-CS2-C-3, CS2-D, DC4-D-3, PL1)

### ***Landscaping***

*The Board noted that the landscaping concepts are strong. They thought that small pocket parks are not sufficient in size and function for this huge building. They affirmed with the applicant that though Jefferson may not be used as a park environment a turf grass surface is acceptable at that location in the planting strip as shown.*

### ***Retail location***

*The Board said the commercial space on James Street is not large enough and needs to be expanded.*

### ***Arrangement of interior uses***

*The Board asked the applicant to relocate the fitness facility and remove it from the Boren and James corner. They directed the applicant to make the Boren and James corner a retail use. They thought the gear room was not a well enough defined use for the Terry location and directed the applicant to find a more active use for the location. The Board thought the units on Boren and the setback proposed are an appropriate response. The Board reiterated a request to have more building to street connections on Terry Avenue. (CS2-A, PL1, PL3, DC 4D, DC1 A, DC 2 A)*

### **3. Reduce the building mass.**

The Board was favorable to Option 3 and directed the applicant to erode the building massing to open up to the courtyard. The Board also would consider development of Option 2 with the

building cut-away at a street edge rather than at the corner. The Board provided the following guidance around the issue of reduced massing:

- a) Make the courtyard visible from the sidewalk and accessible to residents from the sidewalk.
- b) Connect the courtyard with Terry greenway street concept in a meaningful and well-articulated fashion.
- c) Create a flexible open space courtyard and a visible and interesting building entry.
- d) Open building views and connections to the courtyard and sky.
- e) Reduce the visual, and actual, impacts of the vehicle entry as much as possible.

The Board mentioned that reducing the perceived mass was an important goal for the project design success. The design must exhibit excellent architectural and façade composition and a good design fit with neighboring buildings. (DC2-A, DC2-B, DC3-A-1, CS3)

### ***The breezeway***

*The Board noted that the proposed courtyard as shown reinforces a sense of exclusiveness and does not present the desired sense of inclusivity. The Board directed the applicant to open the courtyard for a sense of connection; building to public realm.*

### ***Material choices***

*The Board noted that the current material palette choices were appropriate to the site and asked the applicant to continue with the choices shown. The Board reiterated their desire to see quality materials and look forward to more information at the next meeting.*

### ***Corners***

*The Board thought that the “corner building” concept elements were a well suited response to the site.*

### ***Height, bulk, and scale***

*The Board noted that the proposed building is very big. The Board requested that the applicant open the courtyard and modulate the facades to break open, break apart the building bulk. The board directed the applicant to design strong infill between the corner forms.*

### ***Connections to the street.***

*The Board asked the applicant to reduce the perceived massing. They directed the applicant to create a real and significant architectural language to describe the space between the street and interior courtyard both physically and visually. (PL1 3, DC 2 A)*

## **4. Develop the Terry Avenue “Street Concept” plan per The First Hill Action Plan.**

The Board requested high quality building materials which reflect the First Hill materials of brick, stone, and concrete. Create a full and striving landscape replete with native plants, feature plantings, quality paving and site furniture. The Board provided additional guidance on the landscape and open space design:

- a) Choose plants that will fill the designated location without overgrowing the space or crowding at maturity.

- b) Create a sense of mystery, calm, and safety in a park-like/Terry green street setting where pedestrians feel welcome to linger as well as pass through.
- c) Relate the retail on the southwest corner to the greenway with outdoor seating, and porous walls with windows and doors to provide a connection to the outdoor area.
- d) Design landscape areas with vertical layers of planting and design other areas by removing some of the layers. Create areas of perceived spatial expansion and compression along the sidewalk for interest and variety.
- e) Provide the SDOT required “straight shot sidewalk” and augment the walking experience in a creative fashion.
- f) Develop the first Terry street concept to set a high standard for future expansion to the north and south.
- g) Review the project access plan with SDOT and have the access plan studied via a traffic analysis. Opt for all vehicle access on Jefferson Street to avoid disrupting the hard-won Terry pedestrian priority street with a large vehicle/trash/recycling/resident drop off and pick up. (DC3-A-1, DC3-B-1, DC3-C-2, DC4-D-4, PL2, DC1)

### ***Terry Avenue Green Street***

*The Board determined that in the proposed design Terry Avenue is not working as a strong green street. Terry presents a wall for the pedestrian; which starts to translate a language of privilege while the passerby experience suggests a sense of disenfranchisement. The Board asked the applicant to redesign the building edge on Terry to be more relational.*

### ***Vehicle access and trash services***

*Vehicle access, resident move in and out, and service access must be accessed from Jefferson Street. Trash, recycling, compost etc. must be picked up in the interior of the site, via Jefferson Street and not wheeled out to the street for pick up. They noted that SDOT supports vehicle access on Jefferson. (CS2-C, CS3-A, PL2, PL 4, DC 1C)*

### **Board Recommendation**

The Board requested the applicant return with a revised design which addresses Board guidance. In discussion the Board thought that, if it was necessary, a departure request for a large vehicle and trash access door on Jefferson Street would be favorably considered. The Board noted that they are not committed to the design as shown and anticipate seeing a different massing for the project at the next meeting. The Board suggested the building be “broken” or opened up on the Terry façade. The Board reiterated their direction for interior garbage pick-up at this site. The Board declined to comment on the merits of the proposed departures until the next meeting where the departures can be considered with the revised design.

The recommendation summarized above was based on the design recommendation packet dated January 13, 2016 and the materials shown and described by the applicant at the Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the Design Review Board members recommended that the applicant return with a revised design.

## **SECOND RECOMMENDATION March 23, 2016**

The applicant presented the proposed design and how the design has responded to Board guidance from the First Recommendation meeting, the requested design departures, and recent City Light pole requirements. The Board asked clarifying questions on several uses; security, building to sidewalk relationships, fenestration, and recent City Light requirements.

### **PUBLIC COMMENT**

Members of the public had the following comments:

- A First Hill Improvement Association representative commended the design team on the good design solutions offered by the current proposal. She encouraged further exploration into security lighting options for the stair at the pocket park on Terry and suggested that dog walkers should be urged to leave the rooftop dog park and stroll the block at grade because it builds community through dog and owner friendly encounters.
- One person cautioned that the ground level units on Boren will be subject to a lot of bus stop noise and trash.
- One commenter pointed out the brick wall near the service entry and suggested it be treated with more façade details to deter tagging.
- Another commenter voiced appreciation for the work and better solutions presented at the meeting.
- A commenter thanked the design team for moving the garage and trash pick-up from Terry Avenue to Jefferson Avenue.
- One commenter wanted to know more about the setback request on James Street and how it lines up with the retail on the block to the west.

### **Board Deliberations**

The Board was enthusiastically and unanimously appreciative of the project evolution from the last meeting. They cited important improvements such as the relocated interior trash pickup access on Jefferson Street, the vehicle access point relocation to Jefferson Street, the open stairway from Terry Avenue to the interior courtyard, and the secondary courtyard passageway from James Street. They commended the terracing concept from Terry Avenue to the courtyard.

### **Board Deliberations**

The Board deliberated on the project response to guidance, Terry Avenue streetscape, amenity-to-retail options, feature design wall, Jefferson streetscape and parking entrance, setback on James Street, bus stop privacy, security, departures, and lighting at the site.

## **PRIORITIES & BOARD RECOMMENDATIONS Second Recommendation – March 23, 2016**

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 design guidance. The Board asked that the applicant respond to the early guidance and additional guidance. The early guidance is copied below followed by guidance from the first and second recommendation meetings in italics.

## **1. Massing to bring light, air and sky to the project experience.**

At Early Design Guidance the Board directed the applicant to create building massing that allows visual access from the street to the courtyard. The Board considered the building massing “heavy” and requested the applicant design a creative opening and additional transparency into the center courtyard to capture light and air as part of the design’s natural system features which allows daylight and sky to be a part of the entry and courtyard experience. The Board directed the applicant to create units with cross air circulation and avoid depending on HVAC systems for units. (CS1-B-2)

### ***Courtyard relationship to the site exterior***

*At the First Recommendation meeting the Board directed the applicant to open the courtyard to the exterior and modulate the ensuing façades. The Board noted that an expression of connection to the interior is imperative and added that the courtyard does not need to be accessible to the public nor located at ground level, but it must be visually available to passers-by. The Board affirmed Jefferson and James as strong commuter pedestrian streets, while Terry Avenue Green Street will serve as both a commuter and recreational passage. The Board directed the applicant to create a connection from the public realm to the interior courtyard and make the connection open to the sky which will help mitigate the current proposed building bulk. They noted that the modulation needs to have grander architectural modulation and variety to open the courtyard to the exterior of the site. The Board directed the applicant to create an inclusive courtyard rather than an exclusive courtyard. (CS1-B-2, CS-2 A,B,D, CS3-A, PL1,2,3)*

*At the Second Recommendation meeting the Board approved of the revised relationship between the Terry Avenue Green Street and the building courtyard. The Board was appreciative to see a visual connection which has been created by breaking the building midblock along Terry and terracing the grade change between the public realm and the courtyard. The Board approved the public and private amenities including a pocket park with seating and a feature wall for art and/or a fountain, and a new corner retail located at the pocket park. The Board commended the secondary access to the courtyard from James Street citing the enhanced feeling of light, air, and passage. (CS1-B-2, CS-2 A,B,D, CS3-A, PL1,2,3)*

## **2. Activate the building-to-public realm relationship.**

At the Early Design Guidance the Board requested the applicant continue developing a residential project with an inviting sense of place for this First Hill location to create an urbane park lifestyle. The Board provided the following related guidance:

- a) Craft a residential building with strong ground level relationships especially focused on uses and links in the immediate area.
- b) Calm noisy corners, illuminate dark stretches, introduce more retail on James, create an urban park on Terry, buffer noise on Boren, and study vehicle access on Jefferson.
- c) Create a design response to the well-traveled mid-block allies in the blocks to the north and south.
- d) Address building and open space relationships that include indoor/outdoor seating for restaurant or café uses, lobbies that serve several purposes, semi-private spaces that double as urban parks, at-grade building entries with gardens, all the while blurring the lines of public versus private along Terry Street, the concept green street.

- e) Confirm with SDOT to see if the proposed vehicle and service entry off of Terry is acceptable to their design standards and Terry green street concept plan. Provide a traffic analysis at this stage of design development to support the vehicle access concept.
- f) Add building and public space connectivity and a sense of control to the height, bulk, and scale to better contribute to First Hill public life.
- g) Design for high pedestrian volumes and provide a plethora of pedestrian amenities on Terry. Add retail uses to James Street.
- h) Consider if the James Street retail will look like Madison Street, several blocks north, with a somewhat busy, graphically hectic, atmosphere or how you will shape the look and feel of the retail strip on James Street.
- i) The First Hill design should avoid an urban strip mall appearance where residents duck into the building lobby and avoid the retail uses and create high quality, visible storefront retail.
- j) A quiet retail use at the southwest corner of the site may work if it has a high quality indoor/outdoor relationship to the green street and is set up to provide eyes on the green street. The Board was unconvinced of the southwest corner location for retail use at early guidance. (CS2-A, CS2-B,-CS2-C-3, CS2-D, DC4-D-3, PL1)

*At the First Recommendation meeting the Board noted that the landscaping concepts are strong. They thought that small pocket parks are not sufficient in size and function for this huge building. They affirmed with the applicant that though Jefferson may not be used as a park environment a turf grass surface is acceptable at that location in the planting strip as shown. The Board said the commercial space on James Street is not large enough and needs to be expanded. The Board asked the applicant to relocate the fitness facility and remove it from the Boren and James corner. They directed the applicant to make the Boren and James corner a retail use. They thought the gear room was not a well enough defined use for the Terry location and directed the applicant to find a more active use for the location. The Board thought the units on Boren and the setback proposed are an appropriate response. The Board reiterated a request to have more building to street connections on Terry Avenue. (CS2-A, PL1, PL3, DC 4D, DC1 A, DC 2 A)*

*At the Second Recommendation meeting the Board agreed that the design had evolved to address earlier guidance. The Board approved of the retail use at grade on the corner of James Street and Boren Avenue as well as the retail uses along James Street. The Board approved the lobby location, new retail at the pocket park and the flexible residential space along Terry Avenue. The Board approved the feature wall at the pocket park and affirmed that their preference for treatment of the feature wall is for a water feature/fountain treatment. The Board advised the applicant to be energetically mindful of providing good resident space at that location and to not create a junk storage area at that location. The Board felt that the Terry Avenue green street design responded to the anticipated high volume of pedestrian traffic. (CS2-A, PL1, PL3, DC 4D, DC1 A, DC 2 A)*

### **3. Reduce the building mass.**

At the Early Design guidance meeting the Board was favorable to Option 3 and directed the applicant to erode the building massing to open up to the courtyard. The Board also would consider development of Option 2 with the building cut-away at a street edge rather than at the corner. The Board provided the following guidance around the issue of reduced massing:

- a) Make the courtyard visible from the sidewalk and accessible to residents from the sidewalk.

- b) Connect the courtyard with Terry greenway street concept in a meaningful and well-articulated fashion.
- c) Create a flexible open space courtyard and a visible and interesting building entry.
- d) Open building views and connections to the courtyard and sky.
- e) Reduce the visual, and actual, impacts of the vehicle entry as much as possible.

The Board mentioned that reducing the perceived mass was an important goal for the project design success. The design must exhibit excellent architectural and façade composition and a good design fit with neighboring buildings. (DC2-A, DC2-B, DC3-A-1, CS3)

*At the First Recommendation meeting the Board noted that the proposed courtyard as shown reinforces a sense of exclusiveness and does not present the desired sense of inclusivity. The Board directed the applicant to open the courtyard for a sense of connection; building to public realm. The Board noted that the current material palette choices were appropriate to the site and asked the applicant to continue with the choices shown. The Board reiterated their desire to see quality materials and look forward to more information at the next meeting. The Board thought that the “corner building” concept elements were a well suited response to the site. The Board noted that the proposed building is very big. The Board requested that the applicant open the courtyard and modulate the facades to break open, break apart the building bulk. The Board asked the applicant to reduce the perceived massing. They directed the applicant to create a real and significant architectural language to describe the space between the street and interior courtyard both physically and visually. (PL1 3, DC 2 A)*

*At the Second Recommendation meeting the Board approved the breezeway feature on James Street and the building open passageway on Terry Avenue. The Board thought the building facades were articulated with enough building modulation to reduce the sense of mass of the building on all four sides. (PL1 3, DC 2 A)*

#### **4. Develop the Terry Avenue “Street Concept” plan per The First Hill Action Plan.**

At the Early Design guidance meeting the Board requested high quality building materials which reflect the First Hill materials of brick, stone, and concrete. Create a full and striving landscape replete with native plants, feature plantings, quality paving and site furniture. The Board provided additional guidance on the landscape and open space design:

- a) Choose plants that will fill the designated location without overgrowing the space or crowding at maturity.
- b) Create a sense of mystery, calm, and safety in a park-like/Terry green street setting where pedestrians feel welcome to linger as well as pass through.
- c) Relate the retail on the southwest corner to the greenway with outdoor seating, and porous walls with windows and doors to provide a connection to the outdoor area.
- d) Design landscape areas with vertical layers of planting and design other areas by removing some of the layers. Create areas of perceived spatial expansion and compression along the sidewalk for interest and variety.
- e) Provide the SDOT required “straight shot sidewalk” and augment the walking experience in a creative fashion.
- f) Develop the first Terry street concept to set a high standard for future expansion to the north and south.
- g) Review the project access plan with SDOT and have the access plan studied via a traffic analysis. Opt for all vehicle access on Jefferson Street to avoid disrupting the hard-won

Terry pedestrian priority street with a large vehicle/trash/recycling/resident drop off and pick up. (DC3-A-1, DC3-B-1, DC3-C-2, DC4-D-4, PL2, DC1)

*At the First Recommendation meeting the Board determined that in the proposed design Terry Avenue is not working as a strong green street. Terry presents a wall for the pedestrian; which starts to translate a language of privilege while the passerby experience suggests a sense of disenfranchisement. The Board asked the applicant to redesign the building edge on Terry to be more relational. Vehicle access, resident move in and out, and service access must be accessed from Jefferson Street. Trash, recycling, compost etc. must be picked up in the interior of the site, via Jefferson Street and not wheeled out to the street for pick up. They noted that SDOT supports vehicle access on Jefferson. (CS2-C, CS3-A, PL2, PL 4, DC 1C)*

*At the Second Recommendation meeting the Board felt the applicant team had addressed all of the earlier guidance and that the Terry Avenue plan was acceptable. (CS2-C, CS3-A, PL2, PL 4, DC 1C)*

**DEVELOPMENT STANDARD DEPARTURES**

The Board’s recommendation on the requested departure(s) is 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).

At the Second Recommendation meeting the following departures were requested:

	<b>Standard Requirement</b>	<b>Required</b>	<b>Request</b>	<b>Rationale for Departure</b>	<b>Board Direction</b>
1	SMC 23.45.518 Side setback	The Code requires 7 foot average and 5 foot minimum setback from the street lot line	The applicant proposes two foot minimum and 3.3 foot average on James Street.	The departure brings the retail uses closer to the sidewalk for public interaction. (CS2.A1, CS2.B2, CS3A3)	Recommend Approval
2	SMC 23.45.536.D.3. Area of Garage Doors	The Code allows 75 square feet.	The applicant proposes 185 square feet at the garage entry and approximately 170 square feet at the trash load and unload.	The increased size accommodates vehicle entry, exit and trash access door. (CS2.A1, CS2.B2, CS3A3)	Recommend Approval

3	SMC 23.54.030F2b Curb cut width	The Code allows 20 feet.	The applicant proposes 34 feet to accommodate the garage entry and exit and the trash and loading.	Locating the entry, exit and trash together and putting the trash on the interior sites the service and access at one point. (PL2,DC1A1)	Recommend Approval
4	SMC 23.54.030 G2 Sight Triangle	The Code requires a 10 foot sight triangle.	The applicant proposes 34 feet to accommodate the garage entry and exit and the trash and loading.	The 10 foot sight triangle would require that a building pier be chambered which is out of character with the rest of the building. (DC2B1)	Recommend Approval

**Board Recommendation:**

The recommendation summarized above was based on the design review packet dated Wednesday, March 23, 2016, and the materials shown and verbally described by the applicant at the Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the six Design Review Board members recommended APPROVAL of the subject design and departures with no conditions.

**DIRECTOR’S ANALYSIS - DESIGN REVIEW**

The Director finds that the recommended departures are in keeping with departures needed to help the project better meet design guidance. A side setback departure brings the retail uses closer to the sidewalk for public interaction. (CS2.A1, CS2.B2, CS3A3) The increased size of the garage door accommodates vehicle entry, exit and trash access door. (CS2.A1, CS2.B2, CS3A3) Increased curb cut width helps locate the entry, exit and trash together and puts the trash on the interior sites with the service and access at one point. (PL2, DC1A1) The 10 foot sight triangle would require that a building pier be chambered which is out of character with the rest of the building so the departure is approved (DC2B1).

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

**DECISION - DESIGN REVIEW**

The proposed design is **GRANTED**.

## ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the revised environmental checklist submitted by the applicant dated May 2, 2016. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

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

### Short-term Impacts

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

### Noise

Noise associated with construction of the mixed use building and future phases could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts.

Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

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

- 1) Non-holiday weekdays between 7:00 A.M and 6:00 P.M.

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

### Air Quality

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

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

### Earth

The Stormwater and Grading Codes require preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the Seattle DCI Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the Seattle DCI building plans examiner and geo-technical engineer prior to issuance of the permit.

The Stormwater and Grading Codes 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.

### Grading

Excavation to construct the mixed use structure will be necessary. Excavation will consist of an estimated 44,000 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

### Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant. The applicant will need to provide a Construction Management Plan (CMP) in accordance with Seattle Department of Transportation guidelines at [SDOTPermits@seattle.gov](mailto:SDOTPermits@seattle.gov) for review and approval prior to issuance of this permit. The project is conditioned to supply the CMP as described at the end of this document.

### 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.

### Traffic and Parking

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

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 44,000 cubic yards of soil are expected to be excavated from the project site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 4,400 round trips with 10-yard hauling trucks or 2,200 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

### Long-term Impacts

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

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

### Greenhouse gas emissions

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. 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.

### Historic Preservation

The two existing buildings on the subject site were reviewed by the Department of Neighborhoods and determined that it is unlikely, due in part to a loss of integrity, that the existing structures would meet the standards for designation as an individual landmark.

### Traffic and Transportation

The proposed apartment development would produce approximately 530 daily vehicular trips. This is a net increase of approximately 400 new vehicle trips per day which will increase traffic in the area, but not beyond expected levels. Project traffic would represent less than 2 percent of the 2018 weekday PM peak hour traffic volumes at the off-site study intersections. All off-site study intersections would operate at the same LOS D or better during the weekday PM peak hours under 2018 with-project conditions as 2018 without-project conditions. The addition of project generated traffic along the corridor is anticipated to add less than one second of delay along the corridor and does not result in any change to the forecast average travel speed. No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

### Parking

Per SMC 23.54.015 Tables A and B, urban centers have no minimum parking requirements. Located in the First Hill Urban Center Village, this project would not have to supply parking. However, the applicant proposes 286 parking spaces in a below-grade garage with access from Jefferson Street which will largely mitigate parking impacts in the area. The proposed site is located next to frequent and reliable transit as well as near extensive pedestrian and bicycle facilities. The site is anticipated to have an approximate peak vehicle demand of 167 vehicles for the residential and retail uses. The garage will provide 286 parking stalls which will meet the vehicle parking demand. The project will provide approximately 71 long-term bicycle parking spaces and at least one short-term bicycle parking space. No SEPA mitigation of parking impacts is warranted.

### Summary

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

### **DECISION - SEPA**

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

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

**CONDITIONS – DESIGN REVIEW**

None.

**CONDITIONS – SEPA**

*Prior to issuance of a demolition or grading permit*

1. Submit a Construction Management Plan (CMP) to Seattle Department of Transportation at [SDOTPermits@seattle.gov](mailto:SDOTPermits@seattle.gov) for review and approval prior to issuance of this permit. For the CMP Standard Element Guide see <http://www.seattle.gov/transportation/CMP.htm> Please submit the SDOT approved CMP to Seattle DCI.

Holly J. Godard, Senior Land Use Planner  
Seattle Department of Construction and Inspections

Date: June 9, 2016

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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 Seattle DCI 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.