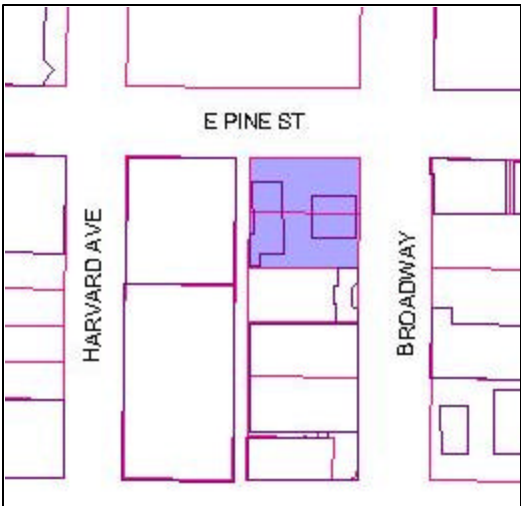




**BACKGROUND DATA**

Site Description

The subject site is a corner lot that site slopes down to the southwest and is square-shaped, measuring approximately 119.6 feet wide and approximately 119.8 feet deep, equaling approximately 14,328 square feet. The subject lot is located on a corner bordered by East Pine Street to the north, Broadway the east and an alley to the west. The block containing the subject lot is defined by Harvard Avenue to the west, Broadway to the east and East Pine Street to the north and East Pike Street NE to the south. A gas station was located on the property and has been demolished subsequent to the submittal the Master Use Permit application.



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Vicinity

The subject site is located in the Capitol Hill neighborhood on the east side of Broadway. The subject site is located in a Neighborhood Commercial 3 (NC3-65') zone with a 65-foot height maximum. The site is located within the Capitol Hill Urban Village, Transit Station Overlay, abuts the Pike/Pine Urban Village Overlay and is within the Pedestrian Overlay District (P-1) with Broadway as a designated Principal Pedestrian Street.

To the north of the site and across E. Pine Street lies Seattle Central Community College and to the west is the Egyptian Theatre. The uses and development to the south and across Broadway to the east include a variety of commercial uses in structures ranging between one and four stories.

Proposal

Design and construction of a six-story mixed-use structure with customer service commercial use (Walgreen's drug store) at the ground level and four levels of low-income residential uses above (44 units). The proposal includes two levels of underground parking containing 50 spaces. The commercial parking within the proposed structure will be accessed from Broadway and the designated residential parking will be accessed from the alley.

Public Comments

The Early Design Guidance Meeting was held on February 19, 2003 and approximately 21 members of the public were present at the meeting. Public comment and clarifying questions focused on the following issues:

- Clarifying that the alleyway abutting the site is not frequently used by vehicles at the present time and that pedestrian movement along the alleyway is commonplace and should be protected from vehicle

circulation should access be located from the alley (use of the Crime Prevent Through Environmental Design principles in the design of this access and its affect on the alleyway was encouraged);

- Indicating that the mortar and pestle logo and signage typically found at other Walgreen's store should be reconsidered for a signage plan more specific to the neighborhood;
- Suggesting the possibility that the alley should be vacated and the subject site extended to the east façade of the Egyptian Theatre;
- Noting that several developments in the area contain residential uses on sites that are smaller sized than the subject site;
- Concern that the light from the store would create adverse impacts;
- Suggesting that given the size, shape and access potential for the subject site, the proposed development should in no way be considered limited from a structure which would maximize the underlying zoning;
- Clarifying that the Station Area Overlay designation allows for greater lot coverage above the ground floor than the standard usually applied to mixed use buildings;
- Opposing the development of a single use, single story structure with surface parking on this site;
- Clarifying that the neighborhood has made several attempts to have additional lighting located across the street, along the SCCC open space;
- Stressing that the development strategies supported by the Capitol Hill Community Council include encouraging mixed-use development with a residential component (preferably containing affordable housing) and designed to reflect the character of the surrounding neighborhood. Given this effort by the Council, the proposed development is wasting the potential of this corner to reinforce this prominent intersection. Furthermore, the proposed program is not likely to further the sense of creativity encouraged by the Council;
- Explaining that significant pedestrian activity occurs near the subject site including queuing from the Egyptian Theatre that often extends into the alleyway, the bus stop located in front of the theatre and Neighbors dance club located down the alley;
- Noting other safety and security consideration for development of this site, such as prostitution and graffiti, which occurs along the alleyway;
- Noting the great variation in Walgreen's' developments, such as the Juanita store, the proposed store may not be as constricted by the corporate standards as presented;
- Advising that the provision of low income housing entails reduced parking requirements;
- Supporting the desirability of views of the brick wall and fire escape of the east façade of the Egyptian Theatre;
- Suggesting that an appropriate design for this store would be that of the historic drug store model with smaller fenestration and pedestrian friendly street frontage;
- Supporting a structure which maximizes 100 percent of the site's potential;
- Supporting the notion of a mixed use program for this site and noting that the topography of the site could work as an advantage for providing parking and that the different uses could have different entrances accessed from different sides of the building;
- Supporting a design which provides a close relationship with the Egyptian Theatre building, its brick wall and architectural details;
- Advocating for a building that will live beyond the life of its first tenant and that should be, first and foremost, a Capitol Hill building;

- Suggesting that Walgreen's show an ability to be flexible and adapt to the context of this neighborhood;
- Concern that the overhanging cornice typical of drug stores may later be converted into a billboard; and
- Stressing the importance of incorporating terra cotta architectural details into the design as a common feature of many buildings found in the neighborhood.

The Second Early Design Guidance Meeting was held on October 15, 2003 and approximately 13 members of the public were present at the meeting. Public comment and clarifying questions focused on the following issues:

- Suggesting that a bold neon sign should be located at the northeast corner of the building, similar to that found at the Paramount and the old pharmacy further up Broadway. A Walgreen's seen in New Orleans included neon lighting signs such as that described;
- Expressing concern that CPTED principles are applied to those sides of the building which are less visible such as along the alley and at the northwest corner which has been shown as recessed away from the sidewalk. Specifically, the inclusion of strategically placed lighting would be desired;
- Predicting that the long movie lines which occur during the film festivals will likely extend along the side of the proposed structure (rather than wrap down the alley as often occurs), making the provision of overhead weather protection a priority;
- Describing a preference for the use of environmentally sustainable materials at the rooftop and in the other open space areas. This employment of LEED principals would perhaps offer a reasonable exchange for the requested open space departure;
- Welcoming Walgreen's revised vision for this site and find the revised project to be a testimony to the Design Review process which has provided the opportunity for this development to evolve and become a superior product;
- Appreciation for the separation of parking between the different uses;
- Concern that the driveway located on Broadway is fairly wide and located relatively close to the intersection. Therefore, a preference for the alley access was expressed;
- Expressing concern that the stairwell penthouse breaks the attractive roofline of the overall building and hope that the penthouse structures can be eliminated;
- Desiring wider sidewalks along Broadway and Pine to accommodate a friendlier pedestrian environment;
- Expressing support for this proposed development with two caveats; that if the proposed access on Broadway remains, that the overhead weather protection should also extend over the driveway and; that perhaps the penthouse structure could be painted or be of glass to reflect the sky;
- Concern with pedestrian safety crossing the proposed driveway on Broadway and would like to see the design evolve to address this concern and help create a more pedestrian friendly streetscape at this location;
- Questioning the security of Walgreen's patron accessing the store after parking in the garage;
- Praise for the design, especially the cornice lines and building proportions – would really encourage this opportunity to become a fantastic building;
- Suggesting that the vertical recesses should be decreased and brought closer to the building façade;

- Expressing a desire to see stone integrated into the building (perhaps on the window sills) to echo the Broadway Performance Hall materials;
- Pointing out that the homeless persons referenced in this discussion often work at low-wage paying jobs such as those offered by the proposed tenant;
- Clarifying that one retail tenant is intended to occupy this space;
- Clarifying that the view of the Egyptian will be obstructed by the proposed structure; and
- Clarifying that there is a requirement for a two-foot wide dedication along the alley and that four feet is required for loading purposes.

The Final Design Meeting was held on April 6, 2005 and approximately eight members of the public were present at the meeting. Public comment and clarifying questions focused on the following issues:

- Expressing support for developing a well-designed building that successfully breaks up the building mass into three sections. Concerned, however, that the proposal now has inadequate transparency along the street facades. Creating active interaction between the streetscape and commercial space is an important relationship for the building program to foster.
- Agreeing that this is a great project and development partnership and that it will establish a critical precedent for future redevelopment in the neighborhood. Maintaining a strong retail presence at this significant intersection is essential.
- Suggesting that the curb cut onto Broadway is not desirable; however, if driveway occurs at this location, it should be further animated.
- Advocating for natural surveillance to and from the site as critical to prevent graffiti and drug trafficking. Providing clear way-finding and lighting plans will also promote safe design. Objecting to the proposed decrease in transparency for minimizing clear sightlines; and
- Supporting the project in general, especially the inclusion of the tile mosaic artwork near the garage entrance, but suggested that the benches include a third arm to prevent sleeping on benches and art glass that is graffiti-proof.

Eleven letters focusing on the Design Review meeting were received, focusing on the following issues:

- Strongly advocating for satisfying the full transparency requirement;
- Opposing blank walls at this critical location;
- Reinforcing the importance of this site, at this prominent intersection;
- Promoting an active streetscape with a visually interesting building is essential at this location and should not be compromised with reduced transparency, blank walls, uninteresting product display windows or opaque windows; and
- Development of this site should recognize its urban locale and not follow the typical suburban model.

The SEPA comment period for this proposal ended on February 9, 2005. Two comment letters were received focusing on the following issues:

- Clarification of the proposed uses; and
- Request to be listed as a Party of Record.

## **ANALYSIS - DESIGN REVIEW**

### **Design Guidance**

At the Early Design Guidance meeting, the architect described the site context and proposed program for a Walgreen's drug store to be located on the site. Three alternative site plans were presented for the single-story building. Option A included the building against the northern property line and extending about half way down the site to the south, leaving room for a drive aisle and single row of surface parking spaces abutting the south property line. In this alternative, the access is from both the alley and Broadway. Option B included the building against the length of the east property line and extending about half way into the site to the west and leaving space for a maneuvering aisle and a row of surface parking spaces abutting the west façade. In this scenario, all of these spaces are accessed from alleyway. Option C included a structure similarly situated to Option A, only with a piece extending to the south and screening the parking row, which abuts the south building façade.

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 siting and design guidance and identified by letter and number those siting and design guidelines found in City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project. Additionally, consultation with the *Pike/Pine Neighborhood Community Design Guidelines* allowed the Board to provide further elaboration on these guidelines identified as highest priority. Identification and discussion of the *Pike/Pine Neighborhood Community Design Guidelines* have been incorporated into the citywide Design Guidelines in the priorities addressed below.

At the second Early Design Guidance meeting, a dramatically revised development proposal was presented by a new architect and development partner. The new program includes the development of a mixed-use structure with commercial uses continuing to be located at the ground level and 66 units of affordable housing units to be distributed among the five residential stories above. The program of the revised project would maximize the allowed lot coverage and include two vehicular access points – one from Broadway and one from the alley. The residential lobby would be located at the northwest corner of the structure away from the commercial entrance located at the northeast corner. The intent of the design is to emphasize the northeast corner as a prominent visual element of this heavily trafficked intersection. The required residential open space would be provided within a courtyard located at the second level.

The Design Review Board reviewed the final project design on April 6, 2005, at which time site, landscaping and floor plans, as well as elevation sketches and renderings, were presented for the members' consideration. At the Final Recommendation meeting, a more refined proposal was presented including a slightly revised program for a mixed-use structure with commercial uses continuing to be located at the ground level and 44 units of low-income housing units to be distributed among the four residential stories above. The building mass has been broken into a tri-partite configuration to accentuate and anchor the corner, and to create a frame expression of both the Pine Street and Broadway facades. Considerable attention was spent on designing a ground level commercial façade that provides visual interest through details such as art glass, seating, lighting and mosaic work. Another

main focus of the presentation was efforts made to minimize the presence of the proposed access off of Broadway. The guidance by the Board appears after the bold guidelines text and the recommendations from the final meeting follow in italicized text.

## **A. SITE PLANNING**

### **A-1 Responding to Site Characteristics**

**The siting of buildings should respond to specific site conditions and opportunities such as location on prominent intersections.**

*Pike/Pine: Characteristics and opportunities to consider in Pike/Pine include views and other neighborhood features.*

The Board emphasized the high visibility of the subject property, especially at this heavily trafficked intersection, which acts as a gateway to Broadway and the Capitol Hill neighborhood. The Board agreed that development of this site should anchor this corner and reinforce the current pedestrian activity.

At the second meeting, the Board thoroughly supported the revised project scope, which maximizes the development potential of this site and provides a solid building to anchor this corner. The Board remains interested in seeing a vibrant design developed at the street level to enhance the pedestrian streetscape.

*See A-2.*

### **A-2 Streetscape Compatibility**

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

The Board strongly encouraged that the proposed design clearly reflect the desirable character of the neighborhood. Specifically, the design should echo the strong elements found by the buildings at the other three corners of the intersection, as well as the theatre next door. The Board reiterated that the detail of the pedestrian streetscape is paramount at this location and should include a variety of rich details.

*At the Final Recommendation meeting, the Board was very pleased to see the well-considered building details including:*

- the decorative frieze at the cornice level reminiscent of the next door Egyptian Theatre;*
- the proposed accent paving banding in the sidewalk denoting the driveway consistent with the sidewalk design along Broadway;*
- the banner blade signs;*
- the mosaic tile work that wraps the bookends and center column of the Broadway garage entrance;*
- the overhead glass canopies;*
- the benches shown at the commercial entryway;*
- the leaning rails along Pine Street responding to the crowds or lines that form at the bus stop and/or theatre festivals;*
- the exterior light fixtures shown on each masonry pier, as well as along the alley; and*

- *the large storefront windows below the horizontal ribbon windows responding to the historic storefront character found in the neighborhood.*

### **A-3 Entrances Visible from the Street**

**Entries should be clearly identifiable and visible from the street.**

The Board suggested that the location of the commercial entrance should be oriented to the pedestrian, but should take into consideration and avoid circulation conflicts with the queuing associated with the theatre and the bus stop.

At the second meeting, the Board was pleased with the separation of the commercial and residential entryways. The Board also supported the delineation of the uses through the configuration of the building masses.

### **A-4 Human Activity**

**New development should be sited and designed to encourage human activity on the street.**

The Board encouraged the provision of street level amenities, such as benches and canopies, which would provide more comfort for the pedestrian movement at this location.

At the second meeting, the Board reiterated this interest and specifically discussed and supported the possibility of continuous overhead weather protection, wide sidewalk spaces and minimizing vehicular interruptions to the pedestrian circulation. The Board was also very interested in the integration of exterior lighting to further encourage safe pedestrian movement. This is especially true at the proposed notched corner near the proposed residential entryway at the northwest corner of the building.

*At the Final Recommendation meeting, the Board was very supportive of the level of detail afforded to the design at street level. While the Board's preference for access would be from the alley only, the Board agreed that in addition to the two smaller garage doors, the treatment of the driveway off of Broadway was well designed to provide visual interest and texture thereby minimizing its presence. Please see A-2 for further detail.*

*The Board was pleased to see that the residential entry area is fully-glazed and wraps the northwest corner around to the alley, thus activating a well-used and visible alleyway. The architect would like to include a designated posting space for movie posters to be hung.*

### **A-7 Residential Open Space**

**Project should be sited to maximize usable open space opportunities.**

***Pike/Pine: Locating a significant amount of open space on rooftops is discouraged. Open space at street level and features that provide visual relief on building facades, such as balconies, are encouraged.***

At the second meeting, this criterion was added by the Board in light of the new residential program. The Board agreed that maximizing the solar exposure of the second level courtyard is critical. They recommended reconfiguring the open space area slightly to allow greater light into the communal open space.

*At the Final Recommendation meeting, the Board was satisfied that the residential courtyard area on the second level was well considered and programmed to allow for both children's play areas and communal gathering spaces (viewing and dining areas). Proposed landscaping in the raised planter boxes softens the views of the alley, defines the spaces and provides seating. Play structures and decorative guardrails add a whimsical element to the open space program. Furthermore, the sun and shadow studies illustrated that the courtyard configuration and design would maximize solar exposure at this level. An enclosed sun room opening onto the terrace also provides opportunities for year-round enjoyment of the courtyard. At the top level of the building, a more intimate gathering space has been included with a roof terrace with plantings and furniture.*

*The Board questioned whether the space dedicated for children would be utilized by the prospective residents and encouraged the architects to consider the utility of the large play area as the landscape design is refined.*

*The Board was pleased to learn that the design and development team are hoping to attain a LEED certification through the collection of runoff water from the roof to irrigate the proposed landscaping.*

#### **A-10 Corner Lots**

**Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.**

***Pike/Pine: Buildings on corner lots should reinforce the street corner. To help celebrate the corner, pedestrian entrances and other design features that lend to Pike/Pine's character may be incorporated. These features include architectural detailing, cornice work or frieze designs.***

At the second meeting, the Board expressed a desire to see the development of a signage plan delineating both the entry and garage access locations for the commercial and residential uses. The Board was particularly interested in an unusual signage design for the commercial use – and that it not be a typical Walgreen's logo and sign type.

*At the Final Recommendation meeting, the Board was pleased that the proposed Walgreens signage is discreet and has been confined to two locations directly above the commercial entrance on a simple sign band with script metallic letters that are not back-lit, nor include the mortar and pestle logo. Vertical banner signs have also been included at the entry corner and on either side of the garage entrance.*

#### **B. HEIGHT, BULK AND SCALE**

##### **B-1 Height, Bulk and Scale Compatibility**

**Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be**

**developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.**

The Board emphasized that additional height, bulk and scale would be appropriate for any development on this site, considering the built context, the underlying zoning, the availability of transit and the proximity to neighborhood amenities.

In reviewing the revised project scope, the Board was extremely pleased with the new program. The Board agreed that maximizing the density, height, bulk and scale allowed by this zoning designation was extremely appropriate in this urban location.

*At the Final Recommendation meeting, the Board continued to support the proposed massing and size of the proposed development.*

## **C. ARCHITECTURAL ELEMENTS AND MATERIALS**

### **C-1 Architectural Context**

**New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**

*Pike/Pine: The Pike/Pine vernacular architecture is characterized by the historic auto-row and warehouse industrial features of high ground floor ceilings and display windows, detailed cornice and frieze work, and trim detailing. Architectural styles and materials that reflect the light-industrial history of the neighborhood are encouraged.*

The Board reiterated the points made by the Pike/Pine Guidelines, especially the recommendation for architecture informed by the character and materials of the historic industrial buildings. The Board also cited the recently constructed Press Building as a successful example of this guidance. The Board recommended that the drug store signage location and design should be an important consideration at the next meeting. Both the signage and the exterior lighting plan should be oriented to the pedestrian scale and pedestrian safety (while also being considerate of the effects of spillover light).

At the second meeting, the Board was pleased that the revised design responded to the neighborhood guidelines with an architectural character appropriate to Capitol Hill. The proposed design included high ground floor ceilings with display windows, detailed cornice and frieze work and significant fenestration. The Board agreed that the three types of fenestration shown (storefront window system with ribbon windows above, large industrial windows located at the bookend portions of the building and the smaller residential windows in the recessed sections of the building) were desirable.

*At the Final Recommendation meeting, the Board reinforced their support for the proposed building proportions and accompanying variety and patterns of fenestration. See also A-2.*

### **C-2 Architectural Concept and Consistency**

**Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and**

**features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.**

The Board agreed that the development should contain a structure clearly designed as a “Capitol Hill building” regardless of the tenant. The Board also discussed how the store should be designed to reflect the character of smaller-scaled pharmacies with small displays at the windowsill level, which are open to the interior.

*At the Final Recommendation meeting, the Board agreed that the proposed design successfully achieves the character and style of a Capitol Hill. The Board also supported the contrasting character of the building between the street facing facades and the facades facing the interior courtyard.*

### **C-3 Human Scale**

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

*Pike/Pine: The design of the ground floor of new developments should include:*

- *Pedestrian-oriented architectural elements;*
- *A rhythm of building modulation comparable or complementary to adjacent buildings;*
- *Transparent, rather than reflective, windows facing the street.*

*This is especially important along Pike, Pine, and Olive Streets, as well as on 10<sup>th</sup> and 11<sup>th</sup> between Pine and Madison. Cues can also be taken from the Harvard Market and from the south side of Pike between Boylston and Harvard.*

The Board strongly emphasized that the both of the street facing facades should be carefully designed to enhance the pedestrian scale, as well as the alley-facing façade.

*At the Final Recommendation meeting, the Board strongly agreed that the proposed design incorporates architectural features, elements and details that achieve a desirable human scale. See A-1, A-2 and A-4 for more details.*

### **C-4 Exterior Finish Materials**

**Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.**

*Pike/Pine: New developments should respond to the neighborhood’s light-industrial vernacular through type and arrangement of exterior building materials. Preferred materials include: brick, masonry, textured or patterned concrete, true stucco (DryVit is discouraged) with wood and metal as secondary, or accent materials.*

The Board was concerned that oftentimes Walgreen’s will cover the storefront windows with advertising, losing the desired transparency through to the store. The Board would like to see a design, which permanently establishes a strong visual interaction between the store interior and the public sidewalk.

At the second meeting, the proposed material palette was not discussed in detail, although the use of glass as a significant building material was suggested by the applicant and supported by the Board. Given the significant changes to the proposed building design and program presented at the second meeting, the Board requested additional information on the building materials is provided at the next meeting. The Board also encouraged that a dramatic signage plan (and not the standard Walgreen's signage!) be integrated into the building design and reinforced by a creative lighting plan. The Board greatly appreciated the building forms presented in the conceptual elevations and would like to see the use of high quality materials used throughout the building. Furthermore, they discussed that the application of LEED standards would be a desirable design approach.

*At the Final Recommendation meeting, the materials were described in greater detail. The proposed building base is a pale grey reconstituted stone with alternating horizontal bands of smooth and rusticated stone cut at a scale recalling that of the Seattle Central Community College Theatre across Pine Street to the north. The large storefront windows panels are transparent below multi-paned horizontal ribbon windows. Glass canopies are hung approximately at the line between the storefront windows and the ribbon windows. Below the storefront windows is a concrete base that includes reveal lines. The Board suggested that the tile mosaic design shown on either side of the driveway might extend over to the concrete base below the storefront window system. The window mullions throughout the building are a dark brick red and the sills and lintels are a grey color.*

*Above the base, the building bookends are a beige cementitious panel topped with a cornice band of stamped decorative tiles. The center portion of the building that is slightly recessed is a dark brick red cementitious panel with vertical grey-silver metal siding at the upper floor.*

*Regarding the comprehensive signage plan, please see A-10 for further discussion.*

#### **C-5 Structured Parking Entrances**

**Parking garage entries should be minimized so that they do not dominate the street frontage of a building.**

The Board added this criterion at the second meeting given the revised proposal. The Board expressed concern that the proposed driveway access from Broadway would interrupt the pedestrian circulation. They expressed a preference for consolidating the garage access from the alley, allowing the commercial storefront to continue uninterrupted along the Broadway elevation. The Board discussed the possibility of loading activities occurring in the Broadway right-of-way thereby allowing the driveway off of Broadway. Staff was directed to explore this scenario further and determine if such an allowance was possible. If consultation with the Seattle Department of Transportation (SDOT) suggested that it would be possible, then a brief meeting with the Board was suggested to consider the design implications of eliminating the Broadway driveway and allowing off-site loading.

If this alternative would not be considered, then the Board directed the architect to minimize the width and presence of the Broadway driveway as much as possible. The Board stated that a departure from

minimum driveway width and sight triangle requirements would be considered, provided that safety measures to offset this reduction were included in the design.

Staff Note: Consultation with SDOT suggest that loading in the right-of-way on an arterial street was highly undesirable and posed significant safety concerns. Therefore, the latter scenario described above shall apply to further design work.

*At the Final Recommendation meeting, the Board agreed that access off of Broadway is unfortunate but that the treatment of the driveway design and configuration adequately addressed the impacts of the interruption to the sidewalk. The garage door has been broken into halves separated by a column. This center column, as well as the columns flanking either side of the driveway, is patterned with a tile mosaic that wraps into the garage. This treatment continues along the portion of the back wall of the garage that is visible from the street due to the internal ramp downwards. The multi-paned garage doors further reduce the scale of the garage and provide visibility to and from the garage. Additionally, the overhead weather protection continues above each of the garage doors and an accent paving band on the sidewalk further denotes the driveway to pedestrians.*

## **D. PEDESTRIAN ENVIRONMENT**

### **D-1 Pedestrian Open Spaces & Entrances**

**Convenient and attractive access to the building's entry should be provided.**

The Board agreed that the sidewalk width should be increased as wide as possible along both Pine Street and Broadway. The provision of a widened sidewalk would contribute to an improved pedestrian streetscape and would be considered a justifiable reason for approving an open space departure.

*At the Final Recommendation meeting, the Board was pleased that the sidewalk along Pine Street has been slightly widened by almost a foot, creating a sidewalk dimension slightly larger than the typical requirement.*

### **D-2 Blank Walls**

**Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.**

### **D-4 Design of Parking Lots Near Sidewalks**

**Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.**

*Pike/Pine: For secured surface parking lots, the use of cyclone wire or chain-linked fencing should be avoided and instead, the artistic use of mesh fencing, fabricated iron, decorative hardscape and landscape materials including perimeter trees are encouraged.*

This guidance is no longer applicable given the changes to the project scope.

## **D-7 Personal Safety and Security**

**Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

*Lighting installed for pedestrians should be hooded or directed to pathways leading towards buildings.*

The Board would like the proposed development to address the alley-facing façade as an active façade of the building, working to engage the pedestrian movement, which occurs to the west of the site. The exterior lighting plan should extend around that side of the building. The Board suggests that one alternative to be studied is that the alley be designed as a muse, with landscaping and other features, which would enhance the pedestrian passageway.

At the second meeting, the Board stressed the importance of a strategic lighting along the building exterior, both at ground level and above. The Board would also like the garage door located along the alley to be transparent and include well-lit areas on either side of the door.

*At the Final Recommendation meeting, the Board agreed that the proposed lighting and glazing sufficiently address pedestrian safety on all sides of the proposed structure. The exterior light fixtures continue along the alley façade and the two-story high residential lobby space is fully glazed providing views and surveillance of the alley.*

*DIRECTOR'S ANALYSIS: Safety features within the commercial portion of the garage should include lighting, mirrors and/or surveillance cameras to ensure the safety of the commercial customers.*

## **E. LANDSCAPING**

### **E-2 Landscaping to Enhance the Building and/or Site**

**Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.**

*Pike/Pine: The creation of small gardens and art within the street right-of-way is encouraged to activate and enliven the public realm. Vertical landscaping, trellises or window boxes for plants is also desirable. Please see the Design Guidelines document for specific streets along which such treatment is emphasized.*

The Board supported the inclusion of landscaping features, such as potted plants, awnings, street furniture and street tree enhancements.

At the second meeting, the Board suggested that while the penthouse structures have a functional purpose, perhaps the design of these ancillary structures could become a significant gesture. The design could then enhance the rooftop open space and even take on additional functions depending on how the rooftop open space is programmed.

*The designed presented at the Final meeting did not include a rooftop open space.*

## **Design Review Departure Analysis**

Three departures from the development standards were requested and recommended for approval: access, open space and sight triangle requirements. A fourth departure from transparency standards was requested at the time of this meeting, but the design has since been updated and no longer requires a departure.

**Departure Table**

STANDARD	REQUIRED	REQUEST	JUSTIFICATION	ACTION
<b>ACCESS SMC 23.47.048</b>	Access from alley	Access from both alley and street	<ul style="list-style-type: none"> <li>▪ Design treatment including mosaic tile work, lighting, separation into two doors, overhead weather protection and accent paving.</li> <li>▪ Relatively small number of stalls will not create excessive traffic.</li> </ul>	4-0 in favor of departure request
<b>TRANSPARENCY SMC 23.47.016.E</b>	The Board voted 2-2 in favor of departure request. DPD Staff recommended full transparency. Subsequent to this Design Review meeting, the design was amended to provide the full transparency requirement. Therefore, no departure is necessary.			
<b>OPEN SPACE SMC 23.47.024</b>	20% of GFA in residential use	10% of GFA in residential use	<ul style="list-style-type: none"> <li>▪ Consistent with proposed code amendments to reduce the open space requirement to 10% in commercially zoned areas (and 0% for low-income housing).</li> <li>▪ Proposing well-designed and well-programmed residential courtyard area.</li> <li>▪ Several large open spaces in close proximity to site.</li> </ul>	4-0 in favor of departure request
<b>SIGHT TRIANGLE SMC 23.54.030.G</b>	Unobstructed 10' on either side of driveway	0' clear distance on either side of driveway	<ul style="list-style-type: none"> <li>▪ Proposed both visual and audio warning of traffic entering/exiting the commercial garage.</li> </ul>	4-0 in favor of departure request

1. **Access - to allow access from a designated pedestrian street:** Pursuant to SMC 23.47.048, access to parking shall be from the alley when the lot abuts an improved alley. The proposed development includes two points of access – one from the alley and one from Broadway, a designated pedestrian street.

The Board unanimously recommended approval of this departure agreeing that the proposed design minimizes both the scale of the driveway and the presence of the driveway to the greatest extent possible. This is achieved by separating the garage entry into two doors, continuing the overhead weather protection over the doors, wrapping the mosaic tile around both sides of the garage as well as the center column, integrating the Broadway accent tile band to delineate the driveway and including an art piece on the portion of the interior garage wall that is visible from the sidewalk.

**Board’s Recommended Condition:** The Board would like the applicant to explore lowering the height of the garage doors to reduce the size of the openings into the commercial garage.

2. **Transparency – See note in Departure Table above.**

3. **Open Space** – *to decrease the required amount of open space:* Pursuant of SMC 23.47.024, an amount equal to 20% of the gross floor area of residential uses must be provided for usable open space. As proposed, the project includes approximately 10% of this amount. The open space will be concentrated at the second level courtyard.

The Board unanimously recommended approval of this departure and agreed that given the proximity to Seattle Central and Cal Anderson Park, the deficiency in open space would not limit the recreational opportunities of the residents. The Board also agreed that the proposed landscaping design includes well-proportioned spaces that are usable and attractive to residents with well-programmed areas, furniture and landscaping. The open spaces have been configured to maximize views, sunlight and encourage social gathering. Support for this departure is further strengthened should a LEED certification for an on-site roof water irrigation system be awarded.

3. **Sight Triangle** – *a 10' by 10' triangle is required at driveway access points to provide unobstructed visibility to automobiles and pedestrians alike:* Pursuant to SMC 23.54.030.G, the Code requires sight triangles for greater visibility where automobile traffic crosses a sidewalk or other pedestrian activity. The proposed driveway on Broadway requires a departure from this development standard. At the second EDG meeting, the Board indicated support for a sight triangle departure to help minimize the presence of the driveway off of the street.

The Board unanimously recommended approval of this departure recognizing that a concerted effort was made to design a structure which minimizes the presence of the driveway and garage entrance on Broadway. The Board agreed that the features of the proposed design, in conjunction with safety precautions for vehicles accessing the site (mirrors, bells, etc) will provide clear sight lines for exiting vehicles and pedestrians.

**Board's Recommended Condition:** Safety features, including both visual and audio devices to warn drivers and pedestrians of traffic entering/exiting the garage shall be included on the plans/elevations.

### **Summary of Board's Recommendations**

The recommendations summarized below are based on the plans submitted at the Final Design Review meeting. Design, siting or architectural details specifically identified or altered in these recommendations are expected to remain as presented in the presentation made at the April 6, 2005 public meeting and the subsequent updated plans submitted to DPD. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended **CONDITIONAL APPROVAL** of the proposed design including the requested departures subject to the following design elements in the final design including:

1. Per Guidelines A-10 and C-4, a commercial signage plan shall be limited to:

- a) the simple band sign confined to two locations directly above the commercial entrance with script metallic letters that are not back-lit, nor include the mortar and pestle logo;
  - b) and the vertical banner signs have also been included at the entry corner and on either side of the garage entrance.
2. The following architectural features and details presented at the Final Design Review meeting and described under Guideline A-2:
- a) the decorative frieze at the cornice level reminiscent of the next door Egyptian Theatre;
  - b) the proposed accent paving banding in the sidewalk denoting the driveway consistent with the sidewalk design along Broadway;
  - c) the banner blade signs;
  - d) the mosaic tile work that wraps the bookends and center column of the Broadway garage entrance;
  - e) the overhead glass canopies;
  - f) the benches shown at the commercial entryway;
  - g) the leaning rails along Pine Street responding to the crowds or lines that form at the bus stop and/or theatre festivals;
  - h) the exterior light fixtures shown on each masonry pier, as well as along the alley;
  - i) and the large storefront windows below the horizontal ribbon windows responding to the historic storefront character found in the neighborhood.
3. As described under Guideline A-4, the fully glazed, two story residential entry area that wraps the northwest corner around to the alley as presented at the Final Design Review meeting.
4. As described under Guideline A-7, the courtyard design presented at the Final Design Review meeting.
5. As described under Guideline C-4, The building materials presented at the Final Design Review meeting.
6. The following architectural features and details presented at the Final Design Review meeting and described under Guideline C-5:
- a) the garage door has been broken into halves separated by a column;
  - b) the center column, as well as the columns flanking either side of the driveway, is patterned with a tile mosaic that wraps into the garage;
  - c) this treatment continues along the portion of the back wall of the garage that is visible from the street;
  - d) the garage doors are multi-paned;
  - e) the overhead weather protection continues above each of the garage doors;
  - f) and an accent paving band on the sidewalk denotes the driveway to pedestrians.

The recommendations of the Board reflected concern on how the proposed project would be integrated into both the existing streetscape and the community. Since the project would have a strong presence along Broadway and Pine Street, the Board was particularly interested in the establishment of a vital

design that would enhance the existing streetscape, interact with the pedestrian activity at this critical intersection and be compatible with the abutting zone to the north.

The design review process prescribed in Section 23.41.014.F 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.*

Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines.

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

### **Director's Analysis**

Four members of the Capitol/First Hill 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 the well-considered street level details, building materials, and architectural design that support a high-quality, functional design responsive to the neighborhood's unique conditions. Moreover, the Director accepts the conditions recommended by the Board that further augment Guidelines A-2, C-5 and D-5 and support the case in favor of granting departures from the access and sight triangle standards.

1. The Board would like the applicant to explore lowering the height of the garage doors to reduce the size of the openings into the commercial garage.
2. Safety features, including both visual and audio devices to warn drivers and pedestrians of traffic entering/exiting the garage shall be included on the plans/elevations.

Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include all of the recommendations of the Design Review Board. In addition to these

recommendations, the Director would like to expand on two additional issues not addressed by the Board.

First, the Board vote was split evenly in favor of reduced transparency versus recommending against the requested departure. DPD Staff recommended full transparency. Subsequent to this Design Review meeting, the design was amended to provide the full transparency requirement. Therefore, no departure is necessary. However, the Director would like to provide clarity on this critical aspect of the design that is further reinforced by Guidelines A-1, A-2, A-4, D-2 and D-7 by stipulating the following condition:

3. The transparent store front windows shown on the plans shall provide clear, unobstructed views from the sidewalk to the full interior of the store.

Second, the Director noted that the intent to keep the commercial garage doors open during business hours creates a potential opportunity for illicit activity to occur within the garage. Therefore, per Guideline D-5, the Director concludes that further measures should be taken to increase the safety and security of the commercial garage through the following condition:

4. Safety features within the commercial portion of the garage shall include lighting, mirrors and/or surveillance cameras to ensure the safety of the commercial customers while in the garage.

The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. The Director agrees with the Design Review Board's conclusion that the proposed project 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.

#### Director's Decision

The design review process is prescribed in Section 23.41.014 of the Seattle Municipal Code. Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting, provided additional review and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. The Design Review Board agreed that the proposed design, along with the conditions listed, meets each of the Design Guideline Priorities as previously identified. Therefore, the Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and the requested departures with the conditions enumerated above and summarized at the end of this Decision.

#### ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated December 30, 2004 and revised on April 27, 2005. 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

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

- The applicant estimates approximately 10,000 cubic yards of excavation for construction. Excess material to be disposed of must be deposited in an approved site.
- The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction.
- The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way.
- Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general.
- Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

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

Environmental Element	Discussion of Impact
1. Drainage/Earth	<ul style="list-style-type: none"> <li>• 10,000 cubic yards of excavated materials.</li> <li>• Contaminated soils</li> </ul>
2. Traffic	<ul style="list-style-type: none"> <li>• Increased vehicular traffic adjacent to the site due to construction vehicles.</li> </ul>
3. Construction Noise	<ul style="list-style-type: none"> <li>• Increased noise from construction activities.</li> </ul>

Drainage

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

#### Earth - Grading

The subject site previously contained contaminated soils, which have undergone remediation efforts. The area in the east is located close to the right-of-way, but will probably be isolated enough not to cause an impact. Should the developer encounter remaining contamination in the northwest and mid-eastern area of the parcel, clean up will have to occur per the Department of Ecology's guidance and documentation provided to the City of Seattle.

1. If during construction, it becomes apparent that hazardous materials have migrated into the right-of-way from the eastern boundary of the subject site, the infiltration shall be documented and provided to the Seattle Department of Transportation.

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

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The current proposal involves excavation of approximately 10,000 cubic yards of material. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

#### Construction: Traffic

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with construction activities.

Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during excavation and construction activities. The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allows the reviewing agency to mitigate impacts associated with transportation during construction. The construction activities will require the removal of material from site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations.

It is expected that most of the demolished materials will be removed from the site prior to construction. During demolition a single-loaded truck will hold approximately 10 cubic yards of material. This would require approximately 1,000 single-loaded truckloads to remove the estimated 10,000 cubic yards of material.

Existing City code (SMC 11.62) requires truck activities to use arterial streets to the greatest extent possible. This immediate area is subject to traffic congestion during the p.m. peak hour, and large construction trucks would further exacerbate the flow of traffic. Pursuant to SMC 25.05.675(B) (Construction Impacts Policy) and SMC 25.05.675(R) (Traffic and Transportation), additional mitigation is warranted.

1. For the duration of the construction activity, the applicant/responsible party shall cause construction truck trips to cease during the hours between 4:00 p.m. and 6:00 p.m. on weekdays.

This condition will assure that construction truck trips do not interfere with daily p.m. peak traffic in the vicinity. As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of existing City Code (SMC 11.62).

For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of “freeboard” (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed en route to or from a site.

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

### Noise

There will be excavation required to prepare the building site and foundation for the new building. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the surrounding uses in the nearby theatres and Seattle Central Community College. Due to the proximity of these 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.

2. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. and between the hours of 9:00 a.m. and 4:00 p.m. on Saturdays (except that grading, delivery and pouring of cement and similar noisy activities shall be prohibited on Saturdays). This condition may be modified by DPD to allow work of an emergency nature. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.

Long-term Impacts

Long-term or use-related impacts associated with approval of this proposal include stormwater and erosion potential on site. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically, the Stormwater, Grading and Drainage Control Code which requires on-site detention of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; and the City Energy Code which will require insulation for outside walls and energy efficient windows.

Compliance with all other applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts and no further conditioning is warranted by SEPA policies.

Due to the type, size and location of the proposed project, additional analysis of parking and traffic impacts is warranted and summarized below:

<b>Environmental Element</b>	<b>Point of Discussion</b>
1. Parking	<ul style="list-style-type: none"> <li>• Increase in parking from proposed development.</li> </ul>
2. Traffic	<ul style="list-style-type: none"> <li>• Increase in traffic from proposed development.</li> </ul>

Parking

The 50 parking spaces provided by the proposed development are all located on-site. The parking spaces are evenly distributed between two levels of below grade parking. One level is commercial parking only and is accessed from Broadway, while the second level is dedicated residential parking accessed from the alley.

For similar low-income housing projects on Capitol Hill, car ownership among tenants averages approximately 36%. This corresponds similarly with a 2002 survey commissioned by the Housing Development Consortium, which demonstrated that in 'Center-City Neighborhoods', parking demand by low-income tenants was approximately 31%. For the general residential population in the Pike/Pine neighborhood (not limited to affordable housing projects), the 2000 Census showed vehicle ownership at .6 vehicles per household. The proposed project is providing 25 residential parking spaces. Using the car ownership data, similar residential uses in this area would require approximately 16 spaces. Therefore, there is an excess of approximately nine spaces dedicated for the residential use.

According to the Institute of Traffic Engineers (ITE) Parking Generation report (3<sup>rd</sup> Edition), the 11,040 square feet of commercial uses associated with the proposed project would require approximately 20 parking spaces during the peak hour likely to occur at midday. The designated commercial parking being provided is 25 spaces, providing an extra five commercial spaces. Additionally, the ITE data is based on drug stores located in suburban areas, which tend to have higher parking demand rates due to the lack of public transportation. Given the urban location of the subject site and availability of transit service, the actual parking demand is likely to be less. All of the parking demand may be accommodated within the 25 commercial parking spaces provided on-site. Therefore, the estimated

parking demand generated by the proposed project is not considered adverse and the parking impacts require no further mitigation.

Traffic

A traffic study was submitted to DPD by USKH dated May 7, 2005 evaluating the impacts of the proposed development to the surrounding street system.

The vehicular traffic generated by the project will be both residential and business-related and will likely peak during the weekday PM hours. As depicted in the traffic study, trip generation information was calculated using average PM peak hour trip generation rates obtained from the Seventh Edition of the ITE *Trip Generation Manual*. For the proposed development, trip generation rates associated with Gasoline Service Station, Mid Rise Apartment and Drugstore/Pharmacy were used. The results of the trip generation are shown below:

**Trip Generation Calculations: Proposed Use**

Use	Use Per ITE Land Use	Use Per SMC	Independent Variable	Trip Generation Rate	PM Peak Trips Generated	Total PM Peak Trips Generated
Previous	Gasoline Service Station (ITE 945)	Automotive Retail Sales & Service: Gas Station	(Fueling Positions) 8	PM Peak: 13.38	107	107
Proposed	Mid Rise Apartment (ITE 223)	Multifamily Residential	(Unit Count) 44	PM Peak: .39	17	110
Proposed	Pharmacy/ Drugstore (ITE 880)	Commercial Retail	(Per 1,000 SF) 11,040	PM Peak: 8.42	93	

Using the ITE data, there will be approximately three additional trips in the PM peak hour associated with the proposed combination of uses. These additional trips do not reflect any reduction in trips due to use of the drugstore by project residents. Again, these ITE figures tend to be higher than what is expected in an urban environment where transit readily services both Broadway and Pine Street and provides direct connections to downtown Seattle. This low number of additional trips will not adversely impact the existing levels of service of surrounding intersections beyond existing conditions.

The estimated increase in trips during the PM peak hours is not considered a significant impact and no mitigation measures or conditioning pursuant to the SMC Chapter 25.05, the SEPA Ordinance is warranted.

**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 – SEPA**

The owner applicant/responsible party shall:

#### *Prior to Building Permit Issuance*

1. Prior to issuance of any permit to establish, construct or modify any use or structure, or to reduce any parking accessory to a multifamily use or structure, if the applicant relies upon these reduced parking requirements, the applicant shall record in the King County Office of Records and Elections a declaration signed and acknowledged by the owner(s), in a form prescribed by the Director, which shall identify the subject property by legal description, and shall acknowledge and provide notice to any prospective purchasers that specific income limits are a condition for maintaining the reduced parking requirement. (SMC 23.54.015, Chart A, Note 14: Notice of Income Restrictions)

#### *During Construction*

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

2. For the duration of the construction activity, the applicant/responsible party shall cause construction truck trips to cease during the hours between 4:00 p.m. and 6:00 p.m. on weekdays.
3. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. and between the hours of 9:00 a.m. and 4:00 p.m. on Saturdays (except that grading, delivery and pouring of cement and similar noisy activities shall be prohibited on Saturdays). This condition may be modified by DPD to allow work of an emergency nature. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.

4. If during construction, it becomes apparent that hazardous materials have migrated into the right-of-way from the eastern boundary of the subject site, the infiltration shall be documented and provided to the Seattle Department of Transportation.

### **CONDITIONS – DESIGN REVIEW**

#### *Prior to MUP Issuance (non-appealable)*

5. Update the submitted MUP plans to reflect all of the recommendations made by the Design Review Board and reiterated by the Director's Analysis.

#### *Prior to Building Permit Issuance*

6. The Board would like the applicant to explore lowering the height of the garage doors to reduce the size of the openings into the commercial garage.
7. Safety features, including both visual and audio devices to warn drivers and pedestrians of traffic entering/exiting the garage shall be included on the plans/elevations.
8. The transparent store front windows shown on the plans shall provide clear, unobstructed views from the sidewalk to the full interior of the store.
9. Safety features within the commercial portion of the garage shall include lighting, mirrors and/or surveillance cameras to ensure the safety of the commercial customers while in the garage.
10. Submit a comprehensive signage plan to be reviewed and approved by the Land Use Planner to reflect the signage design presented to the Design Review Board at the Final Recommendation meeting.
11. The plans shall reflect those architectural features, details and materials described under Guidelines A-2, A-4, C-4 and C-5.

#### *Prior to Pre-Construction Conference*

12. Three days prior to the pre-construction conference, contact the Land Use Planner to confirm attendance.

#### *Prior to Issuance of the Certificate of Occupancy*

Compliance with conditions #6-11 must be verified and approved by the Land Use Planner prior to the final building inspection. The applicant/responsible party is responsible for arranging an appointment with the Land Use Planner at least three (3) working days prior to the required inspection.

#### *Prior to Issuance of the Certificate of Occupancy and for the Life of the Project*

