CITY OF SEATTLE

City Council

Agenda

Tuesday, January 16, 2024

2:00 PM

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

Sara Nelson, Council President
Joy Hollingsworth, Member
Robert Kettle, Member
Cathy Moore, Member
Tammy J. Morales, Member
Maritza Rivera, Member
Rob Saka, Member
Dan Strauss, Member

Chair Info: 206-684-8809; Sara.Nelson@seattle.gov

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CITY OF SEATTLE

City Council
Agenda

January 16, 2024 - 2:00 PM

Meeting Location:
Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:
http://www.seattle.gov/council

Members of the public may register for remote or in-person Public Comment to address the Council. Details on how to provide Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at https://www.seattle.gov/council/committees/public-comment
Online registration to speak will begin two hours before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

In-Person Public Comment - Register to speak on the Public Comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Submit written comments to all Councilmembers at Council@seattle.gov

A. CALL TO ORDER

B. ROLL CALL

C. PRESENTATIONS

D. PUBLIC COMMENT

Members of the public may sign up to address the Council for up to 2 minutes on matters on this agenda; total time allotted to public comment at this meeting is 20 minutes.

E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR:

Introduction and referral to Council committees of Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF) for committee recommendation.

IRC 419 January 16, 2024

Attachments: Introduction and Referral Calendar

F. APPROVAL OF THE AGENDA

G. APPROVAL OF CONSENT CALENDAR

The Consent Calendar consists of routine items. A Councilmember may request that an item be removed from the Consent Calendar and placed on the regular agenda.

Journal:

1. Min 452 January 2, 2024

Attachments: Minutes

2. Min 453 January 9, 2024

Attachments: Minutes

Bills:

3. CB 120739 AN ORDINANCE appropriating money to pay certain claims for the week of January 1, 2024 through January 5, 2024 and ordering the payment thereof; and ratifying and confirming certain prior acts.

H. COMMITTEE REPORTS

Discussion and vote on Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF).

LAND USE COMMITTEE:

1. CF 314400 Application of Daniel Goddard, Weinstein A+U to rezone property located at 1620 16th Avenue from Lowrise 3 (M) to Neighborhood Commercial 3-65 (M1) (Project No. 3030517-LU; Type IV).

The Committee recommends that City Council grant as conditioned the Clerk File (CF).
In Favor: 4 - Strauss, Morales, Mosqueda, Pedersen
Opposed: None

Attachments:
Unexecuted Findings, Conclusions, and Decision
Rezone Material
Hearing Examiner's Amended Findings and Recommendation
CF-314400 - Hearing Exhibit List
Ex 1 - SDCI's Decision Recommendation
Ex 3 - MUP Plan Set
Ex 32 - Public Comments to SDCI
Ex 54 - Denial of Designation
Ex 83 - Public Comment to Hearing Examiner

CITY COUNCIL:

2. CB 120737 AN ORDINANCE relating to land use and zoning; amending Chapter 23.32 of the Seattle Municipal Code at pages 111 and 112 of the Official Land Use Map to rezone the property at 1620 16th Avenue from Lowrise 3 with an M Mandatory Housing Affordability Suffix (LR3 (M)) to Neighborhood Commercial 3 with a 65-foot height limit and M1 Mandatory Housing Affordability Suffix (NC3-65 (M1)); and accepting a Property Use and Development Agreement as a condition of rezone approval. (Application of Daniel Goddard, Weinstein A+U, C.F. 314400, SDCI Project 3030517-LU)

Attachments:
Ex A - Rezone Map
Ex B - Property Use and Development Agreement for 1620 16th Avenue

Supporting Documents:
Summary and Fiscal Note

I. ITEMS REMOVED FROM CONSENT CALENDAR

J. ADOPTION OF OTHER RESOLUTIONS

K. OTHER BUSINESS

L. EXECUTIVE SESSION*

Executive Session on Pending, Potential, or Actual Litigation
(est. 30 min.)

*Executive Sessions are closed to the public

M. ADJOURNMENT

Legislation Text

File #: IRC 419, **Version:** 1

January 16, 2024

SEATTLE CITY COUNCIL

January 16, 2024

Introduction and Referral Calendar

List of proposed Council Bills (CB), Resolutions (Res), Appointments (Appt) and Clerk Files (CF) to be introduced and referred to a City Council committee

Record No.	Title	Committee Referral
By: Morales		
1. CB 120738	AN ORDINANCE relating to floodplains; sixth extension of interim regulations established by Ordinance 126113, and as amended by Ordinance 126536, for an additional six months, to allow individuals to rely on updated National Flood Insurance Rate Maps to obtain flood insurance through the Federal Emergency Management Agency's Flood Insurance Program.	City Council
By: Strauss		
2. CB 120739	AN ORDINANCE appropriating money to pay certain claims for the week of January 1, 2024 through January 5, 2024 and ordering the payment thereof; and ratifying and confirming certain prior acts.	City Council

Legislation Text

File #: Min 452, **Version:** 1

January 2, 2024

SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Journal of the Proceedings of the Seattle City Council

Tuesday, January 2, 2024

2:00 PM

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

City Council

Sara Nelson, Council President
Joy Hollingsworth, Member
Robert Kettle, Member
Cathy Moore, Member
Tammy J. Morales, Member
Maritza Rivera, Member
Rob Saka, Member
Dan Strauss, Member

Chair Info: 206-684-8809; Sara.Nelson@seattle.gov

A. CALL TO ORDER

The City Council of The City of Seattle met in the Council Chamber in Seattle, Washington, on January 2, 2024, pursuant to the provisions of the City Charter. The meeting was called to order at 2:02 p.m., with Council President Pro Tem Morales presiding.

B. ROLL CALL

Present: 9 - Morales, Mosqueda, Nelson, Strauss, Hollingsworth, Kettle, Moore, Rivera, Saka

C. ELECTION OF 2024 - 2025 COUNCIL PRESIDENT

Council President Pro Tern Morales opened the floor to nominations for the position of Council President for 2024 and 2025.

Motion was made by Councilmember Hollingsworth and duly seconded, to place in nomination the name of Councilmember Sara Nelson.

Hearing no further nominations, nominations were closed.

The Motion carried and Councilmember Sara Nelson was elected as Council President of the Seattle City Council for 2024 and 2025 by the following vote:
In Favor: 9 - Hollingsworth, Kettle, Moore, Morales, Mosqueda, Nelson, Rivera, Saka, Strauss
Opposed: None

D. PRESENTATIONS

The Oath of Office Ceremony:

The Oath of Office was administered to Rob Saka by his daughter Maeve Saka, and joined by his wife Alicia Saka. Councilmember Saka addressed those in attendance in the Council Chamber.

The Oath of Office was administered to Tammy J. Morales by her son Mateo Morales Teicher, and joined by her son Josh Teicher and her mother Janine Waller. Councilmember Morales addressed those in attendance in the Council Chamber.

The Oath of Office was administered to Joy Hollingsworth by Analiyah Trevino-Jones, and joined by her father Raft Hollingsworth, Jr. Councilmember Hollingsworth addressed those in attendance in the Council Chamber.

The Oath of Office was administered to Maritza Rivera by her daughter Elena Kully-Rivera, and joined by her mother Aida Maldonado. Councilmember Rivera addressed those in attendance in the Council Chamber.

The Oath of Office was administered to Cathy Moore by her father Gerald Moore. Councilmember Moore addressed those in attendance in the Council Chamber.

The Oath of Office was administered to Dan Strauss by Nestor Tamayao, retired King County Superior Court Deputy Clerk, and joined by Sally Bagshaw, former Seattle City Councilmember. Councilmember Strauss addressed those in attendance in the Council Chamber.

The Oath of Office was administered to Robert Kettle by Anothny Dunne, his father-in-law, and joined by his daughter Evelyn Kettle and wife Sarah Dunne. Councilmember Kettle aressed those in attendance in the Council Chamber.

E. PUBLIC COMMENT

The following individuals addressed the Council:

Matt Chan
Carolyn Malone
Alex Tsimerman
Rev. Harriet Walden
Manny Cawling
Toby Thaler
Julie Ralls
David Haines
Joe Kunzler
Kirk Robbins
Steve Zemke
Charlotte Amoureux
Nate Miles

F. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR:

IRC 417 **January 2, 2024**

ACTION 1:

Motion was made and duly seconded to adopt the proposed Introduction and Referral Calendar.

ACTION 2:

By unanimous consent, Council Rule III.A.4., relating to circulation of a Resolution for introduction and adoption by 5:00 p.m. on the preceding business day, was suspended to allow consideration of an amendment to the Introduction and Referral Calendar.

ACTION 3:

Motion was made by Councilmember Nelson, duly seconded and carried, to amend the proposed Introduction and Referral Calendar by introducing Resolutions 32123 and 32124, and by referring them to the City Council to be acted on at today's City Council meeting.

Resolution 32123, A RESOLUTION designating the monthly President Pro Tem of the City Council of The City of Seattle for 2024-2025; superseding Resolution 32036.

Resolution 32124, A RESOLUTION relating to committee structure, membership, meeting times, and duties of the standing committees of the Seattle City Council for 2024 and 2025; and superseding Resolution 32037.

ACTION 4:

Motion was made and duly seconded to adopt the Introduction and Referral Calendar as amended.

The Motion carried, and the Introduction and Referral Calendar (IRC) was adopted as amended by the following vote:

In Favor: 9 - Morales, Mosqueda, Nelson, Strauss, Hollingsworth, Kettle, Moore, Rivera, Saka

Opposed: None

G. APPROVAL OF THE AGENDA

Motion was made, duly seconded and carried, to adopt the proposed Agenda.

H. APPROVAL OF CONSENT CALENDAR

Motion was made, duly seconded and carried, to adopt the Consent Calendar.

Journal:

1. Min 451 **December 12, 2023**

The item was adopted on the Consent Calendar by the following vote, and the President signed the Minutes (Min):

In Favor: 9 - Morales, Mosqueda, Nelson, Strauss, Hollingsworth, Kettle, Moore, Rivera, Saka

Opposed: None

Bills:

2. CB 120733 **AN ORDINANCE appropriating money to pay certain claims for the week of December 4, 2023 through December 8, 2023 and ordering the payment thereof; and ratifying and confirming certain prior acts.**

The item was passed on the Consent Calendar by the following vote, and the President signed the Council Bill:

In Favor: 9 - Morales, Mosqueda, Nelson, Strauss, Hollingsworth, Kettle, Moore, Rivera, Saka

Opposed: None

3. CB 120734 **AN ORDINANCE appropriating money to pay certain claims for the week of December 11, 2023 through December 15, 2023 and ordering the payment thereof; and ratifying and confirming certain prior acts.**

The item was passed on the Consent Calendar by the following vote, and the President signed the Council Bill:

In Favor: 9 - Morales, Mosqueda, Nelson, Strauss, Hollingsworth, Kettle, Moore, Rivera, Saka

Opposed: None

4. CB 120735 **AN ORDINANCE appropriating money to pay certain claims for the week of December 18, 2023 through December 22, 2023 and ordering the payment thereof; and ratifying and confirming certain prior acts.**

The item was passed on the Consent Calendar by the following vote, and the President signed the Council Bill:

In Favor: 9 - Morales, Mosqueda, Nelson, Strauss, Hollingsworth, Kettle, Moore, Rivera, Saka

Opposed: None

I. COMMITTEE REPORTS

There were none.

J. ITEMS REMOVED FROM CONSENT CALENDAR

There were none.

K. ADOPTION OF OTHER RESOLUTIONS

5. Res 32123 **A RESOLUTION designating the monthly President Pro Tem of the City Council of The City of Seattle for 2024-2025; superseding Resolution 32036.**

Motion was made and duly seconded to adopt Resolution 32123.

The Motion carried, the Resolution (Res) was adopted by the following vote, and the President signed the Resolution (Res):

In Favor: 9 - Morales, Mosqueda, Nelson, Strauss, Hollingsworth, Kettle, Moore, Rivera, Saka

Opposed: None

6. Res 32124 **A RESOLUTION relating to committee structure, membership, meeting times, and duties of the standing committees of the Seattle City Council for 2024 and 2025; and superseding Resolution 32037.**

Motion was made and duly seconded to adopt Resolution 32124.

The Motion carried, the Resolution (Res) was adopted by the following vote, and the President signed the Resolution (Res):

In Favor: 9 - Morales, Mosqueda, Nelson, Strauss, Hollingsworth, Kettle, Moore, Rivera, Saka

Opposed: None

L. OTHER BUSINESS

City Clerk Scheereen Dedman provide a presentation and overview of the appointment process and proposed calendar for the appointment to the Vacant City Council At-Large Position.

Motion was made, duly seconded and carried, to adopt the proposed Council vacancy calendar by the following vote, as shown in Attachment 1 to the Minutes:
In Favor: 9 - Hollingsworth, Kettle, Moore, Morales, Mosqueda, Nelson, Rivera, Saka, Strauss
Opposed: None

M. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 4:31 p.m.

_____

Jodee Schwinn, Deputy City Clerk

Signed by me in Open Session, upon approval of the Council, January 16, 2024.

_____

Sara Nelson, Council President of the City Council

Attachment 1: January 2023 Council Vacancy Calendar

Attachment 1

January 3, 2023 Council Vacancy Calendar

Process Description	Day(s) of Process	Duration	Notes	Who
CM Vacancy	01/02	0 day	*Notice of vacancy of a Council Position (resignation/removal/recall/etc.*)*	CM
Charter appointment process initiated	01/03	1 day	*Per Charter – 20 days to fill the vacancy.* *Per SMC 3.93.010 – defines the application and forum process to fulfill the vacancy.*	City Council & OCC
Application Submission Period	01/03 – 01/09	*7 days*	*Proposed application period of one week (5 business days) for both candidates and community forum participants and facilitators. Advertise opening/process on City Council website. Application window closes on 01/09 at 5pm.*	OCC
Applications open	01/03	*1 day*		OCC
Applications close	01/09	*1 day*		OCC
Applications Review Period	01/10	*1 day*	*Review applications for completeness and prepare for distribution/posting to Councilmembers*	OCC/HR
Applications distributed to CMs	01/10	*1 day*	*Distribute applications to CMs; provide all qualified applicant submissions and accompanying documents*	OCC
Applications Review Period	01/11-01/13	*3 days*	*Review applications*	City Council
Meet with Applicants	01/16-01/17	*2 days*	*Optional: CMs, meet with applicants.*	City Council
Community Forum(s)	01/17-01/18	*1-2 days*	*Forum hosted by Community Group* *(In person/Virtual)*	City Council
Regular or Special CB/Council Meeting(s)	01/19 – 01/22	*4 days*	*Potential Executive Session(s) – Evaluate the Qualifications for Public Office* *Receive Public Comment, Hold Applicant Interviews and Presentations.*	City Council & OCC
Appointment Process Expiration	01/23	*1 day+*	*Per Charter – 20 days to fill the vacancy ends* *Final day to appoint. If the Council has not appointed an applicant to fill the vacancy by the end of the 20th day, the Council must continue to meet **each business day** until an appointment is made.*	City Council & OCC

Resources: Council Vacancy - CityClerk | seattle.gov

Notes:

**If the vacancy is the result of a Recall Election the process will initiate upon certification of the Election Results*

Legislation Text

File #: Min 453, **Version:** 1

January 9, 2024

SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Journal of the Proceedings of the Seattle City Council

Tuesday, January 9, 2024

2:00 PM

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

City Council

Sara Nelson, Council President
Joy Hollingsworth, Member
Robert Kettle, Member
Cathy Moore, Member
Tammy J. Morales, Member
Maritza Rivera, Member
Rob Saka, Member
Dan Strauss, Member

Chair Info: 206-684-8809; Sara.Nelson@seattle.gov

A. CALL TO ORDER

The City Council of The City of Seattle met in the Council Chamber in City Hall in Seattle, Washington, on January 9, 2024, pursuant to the provisions of the City Charter. The meeting was called to order at 2:02 p.m., with Council President Nelson presiding.

B. ROLL CALL

Present: 7 - Nelson, Hollingsworth, Kettle, Moore, Rivera, Saka, Strauss

Late Arrival: 1 - Morales

C. PRESENTATIONS

There were none.

D. PUBLIC COMMENT

The following individuals addressed the Council:

Kathleen Bruse
Telithe Floyd

Councilmember Morales joined the meeting at 2:09 p.m.

Jim Buchanan
Ry Armstrong
K. Wyking Garrett
Howard Gale
David Haines
Alex Tsimmerman

E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR:

IRC 418 **January 9, 2024**

Motion was made, duly seconded and carried, to adopt the Introduction & Referral Calendar (IRC) by the following vote:

In Favor: 8 - Nelson, Hollingsworth, Kettle, Moore, Morales, Rivera, Saka, Strauss

Opposed: None

F. APPROVAL OF THE AGENDA

Motion was made, duly seconded and carried, to adopt the proposed Agenda.

G. APPROVAL OF CONSENT CALENDAR

Motion was made, duly seconded and carried, to adopt the Consent Calendar.

Bills:

1. CB 120736 **AN ORDINANCE appropriating money to pay certain claims for the week of December 25, 2023 through December 29, 2023 and ordering the payment thereof; and ratifying and confirming certain prior acts.**

The item was passed on the Consent Calendar by the following vote, and the President signed the Council Bill:

In Favor: 8 - Nelson, Hollingsworth, Kettle, Moore, Morales, Rivera, Saka, Strauss

Opposed: None

H. COMMITTEE REPORTS

There were none.

I. ITEMS REMOVED FROM CONSENT CALENDAR

There were none.

J. ADOPTION OF OTHER RESOLUTIONS

1. Res 32125 **A RESOLUTION relating to participation, for 2024 and 2025, on King County Committees, Regional Committees, State Committees, and City of Seattle Committees; and superseding Resolution 32038.**

Motion was made and duly seconded to adopt Resolution 32125.

The Motion carried, the Resolution (Res) was adopted by the following vote, and the President signed the Resolution (Res):

In Favor: 8 - Nelson, Hollingsworth, Kettle, Moore, Morales, Rivera, Saka, Strauss

Opposed: None

K. OTHER BUSINESS

There was none.

L. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 2:31 p.m.

Jodee Schwinn, Deputy City Clerk

Signed by me in Open Session, upon approval of the Council, on January 16, 2024.

Sara Nelson, Council President of the City Council

File #: CB 120739, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE appropriating money to pay certain claims for the week of January 1, 2024 through January 5, 2024 and ordering the payment thereof; and ratifying and confirming certain prior acts.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Payment of the sum of $14,830,888.58 on PeopleSoft 9.2 mechanical warrants numbered 4100766444 - 4100768000 plus manual or cancellation issues for claims, e-payables of $86,241.58 on PeopleSoft 9.2 9100014040 - 9100014050, and electronic financial transactions (EFT) in the amount of $54,044,704.53 are presented to the City Council under RCW 42.24.180 and approved consistent with remaining appropriations in the current Budget as amended.

Section 2. Payment of the sum of $55,887,910.68 on City General Salary Fund mechanical warrants numbered 51395436 - 51396012 plus manual warrants, agencies warrants, and direct deposits numbered 20001 - 22979 representing Gross Payrolls for payroll ending date January 2, 2024, as detailed in the Payroll Summary Report for claims against the City that were reported to the City Council January 11, 2024, is approved consistent with remaining appropriations in the current budget as amended.

Section 3. RCW 35.32A.090(1) states, “There shall be no orders, authorizations, allowances, contracts or payments made or attempted to be made in excess of the expenditure allowances authorized in the final budget as adopted or modified as provided in this chapter, and any such attempted excess expenditure shall be void and shall never be the foundation of a claim against the city.”

Section 4. Any act consistent with the authority of this ordinance taken prior to its effective date is

ratified and confirmed.

Section 5. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the 16th of January, 2024, and signed by me in open session in authentication of its passage this 16th of January, 2024.

_____

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2024.

_____

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2024.

_____

Scheereen Dedman, City Clerk

(Seal)

Legislation Text

File #: CF 314400, **Version:** 2

Application of Daniel Goddard, Weinstein A+U to rezone property located at 1620 16th Avenue from Lowrise 3 (M) to Neighborhood Commercial 3-65 (M1) (Project No. 3030517-LU; Type IV).

The Rezone Material is provided as an attachment.

FINDINGS, CONCLUSIONS, AND DECISION
OF THE CITY COUNCIL OF THE CITY OF SEATTLE

In the matter of the Petition:	)	Clerk File 314400
Application of Daniel Goddard, Weinstein A+U to rezone property located at 1620 16th Avenue from Lowrise 3 (M) to Neighborhood Commercial 3-65 (M1) (Project No. 3030517-LU; Type IV).	)	FINDINGS, CONCLUSIONS, AND DECISION

Introduction

This matter involves a petition by Daniel Goddard, Weinstein A+U ("Applicant") for a contract rezone of property at 1620 16th Avenue from Lowrise 3 with an M Mandatory Housing Affordability suffix (LR3 (M)) to Neighborhood Commercial 3-65 with an M1 Mandatory Housing Affordability suffix (NC3-65 (M1)). The proposed rezone is of a parcel located in the Capitol Hill neighborhood, fronting 16th Avenue between E Olive Street and E Madison Street (Council District 3). Attachment A shows the area that would be rezoned.

The area to be rezoned is one of two adjacent parcels that would be developed together under Land Use Application 3030517-LU. The second parcel, south of the rezone area, is currently zoned Neighborhood Commercial 3-75 (M). Combined, the two parcels are 15,000 square feet in size. The application includes a Master Use Permit to redevelop the site with a seven-story mixed-use building with 88 units, and approximately 1,456 square feet of ground floor space intended to be occupied by a restaurant. The project includes 105 parking spaces, with 52 spaces intended for the residents of the building and 53 spaces intended to be used by

staff and visitors to Jewish Family Service's facility on the west side of 16th Avenue. The Applicant intends to satisfy MHA program requirements through the payment option.

On September 18, 2023, the Seattle Department of Construction and Inspections (SDCI) issued a recommendation to approve the application with conditions. On October 11, 2023, the Hearing Examiner held an open-record public hearing on the proposed rezone. On November 13, 2023, the Hearing Examiner filed a recommendation of conditional approval. On November 17, 2023, the Hearing Examiner published an amended recommendation of conditional appeal dated November 11, 2023. On December 8, 2023, the Land Use Committee of the Council reviewed the record and the recommendations by SDCI and the Hearing Examiner and recommended approval of the contract rezone to the City Council.

Findings of Fact

The Council hereby adopts the Hearing Examiner's Findings of Fact as stated in the Amended Findings and Recommendation of the Hearing Examiner dated November 11, 2023.

Conclusions

The Council hereby adopts the Hearing Examiner's Conclusions as stated in the Amended Findings and Recommendation of the Hearing Examiner dated November 11, 2023.

Decision

The Council hereby **GRANTS** a rezone of the property from Lowrise 3 with an M Mandatory Housing Affordability suffix (LR3 (M)) to Neighborhood Commercial 3-65 with an M1 Mandatory Housing Affordability suffix (NC3-65 (M1)), as shown in Exhibit A. The rezone is subject to the execution of a Property Use and Development Agreement (PUDA) requiring the owners to comply with the following condition for the life of the project:

CONDITION

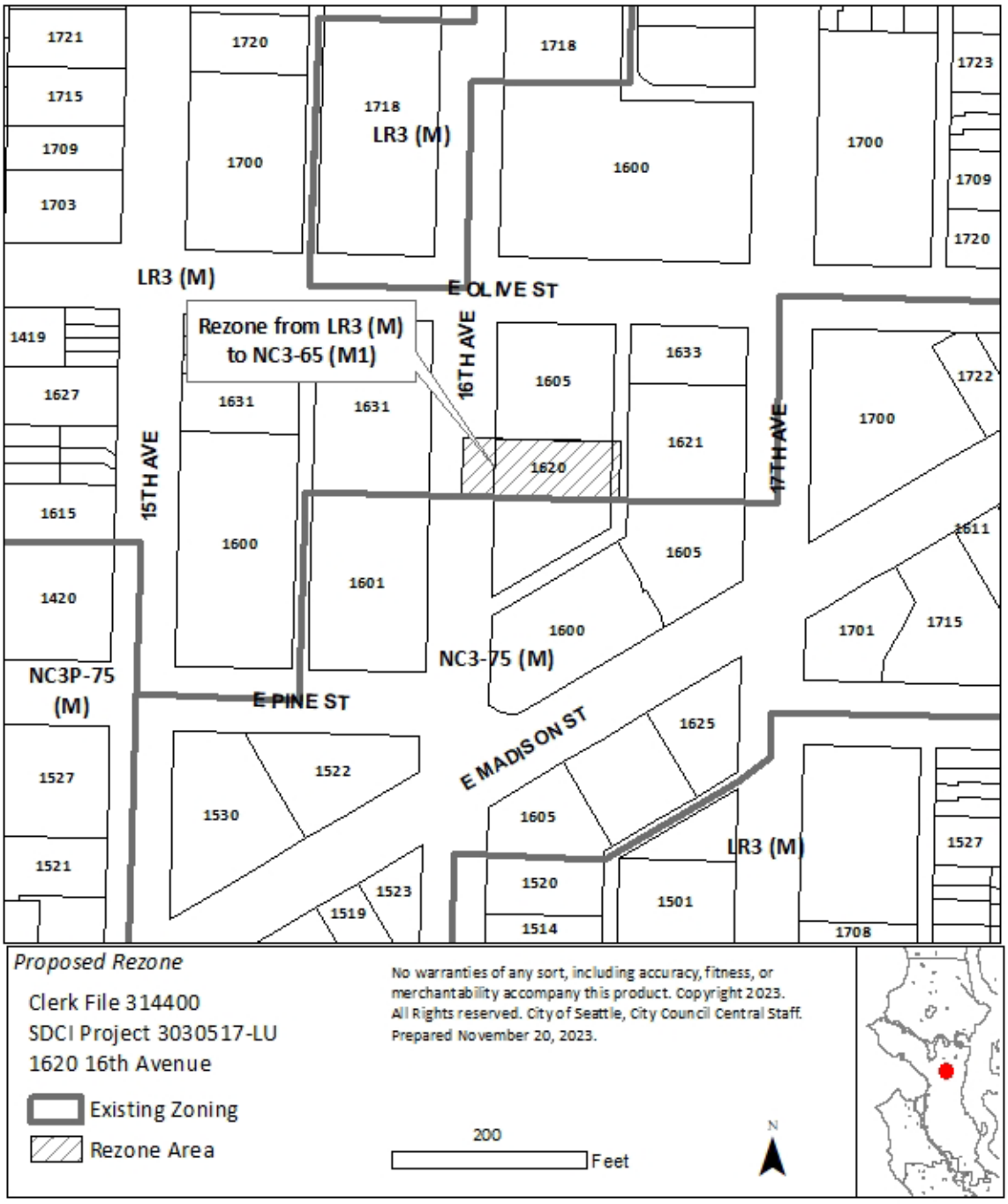
Prior to Issuance of a Building Permit

1. Submit a copy of the approved Property Use and Development Agreement (PUDA) (required pursuant to SMC 23.34.004) containing the following condition of approval: Development of the rezoned property shall be in substantial conformance with the approved plans for Master Use Permit 3030517-LU.

Dated this _____ day of _____, 2024.

_____
City Council President

ATTACHMENT A



Rezone Application Submittal Information for Project No. 3030517-LU

1. Project number

3030517-LU (3030517-EG)

2. Subject property address

1620 16th Avenue, Seattle, Washington, 98122

3. Existing and proposed zoning classification

Existing: LR3 Proposed: NC3-65 ("M1")

The Project site is currently split-zoned between Lowrise 3("LR3") and Neighborhood Commercial 3, with a 65 foot height limit ("NC3-65"). *See* Figure A, Zoning Map. The site is located within the Capitol Hill Urban Center Village. The proposed rezone would change the zoning on the LR3 portion of the site (the "Contract Rezone Site") to NC3-65 in order to create a consistent zoning condition across the entire Project site. It is anticipated that SDCI will recommend a "M1" suffix be added to the zoning of the Contract Rezone Site to indicate compliance with MHA requirements is necessary on the Site. For further discussion, see response to question 16 below.

4. Approximate size of property to be rezoned

7,200 square feet.

5. Environmentally Critical Area (ECA) information

There are no environmentally critical areas on the Project site or within 25 feet.

6. Applicant information

a. Owner

1620 Holdings LLC
c/o Jewish Family Services of Seattle
Attn: Keara Kazanjian
1601 16th Avenue,
Seattle, WA 98122

b. Owner's Representative

Russ Woodruff, Milestone Management Group, LLC
6902 56th Ave S
Seattle, WA 98118
russ@milestone-gp.com

b. Architect

Weinstein A+U
Attn: Ed Weinstein and Daniel Goddard
2200 Western Avenue, Suite 301
Seattle, WA 98121
edw@weinsteinau.com and danielg@weinsteinau.com

c. Land Use Attorney

Hillis Clark Martin & Peterson P.S.
Attn: Abigail DeWeese
999 3rd Ave, Suite 4600
Seattle, WA 98104
abigail.deweese@hcmp.com

7. Property legal description

Lot 2, Block 11, Renton's Addition to the City of Seattle, according to the plat thereof recorded in Volume 3 of Plats, page 118, records of King County, Washington.

Assessor Parcel Number 7234600470.

The complete legal description for the Project site, which includes property in addition to the Contract Rezone Site is included on the Master Use Permit plans.

8. Present uses of property

The Contract Rezone Site contains a two-story single-family structure that has been converted to five apartment units.

9. What structures will be demolished or removed?

The existing structure would be demolished and removed. A tenant relocation license will be sought as part of the Master Use Permit process.

10. What are planned uses for the property if a rezone is approved?

The proposal is for a seven-story mixed-use building spanning the Project site. The building would contain approximately 88 residential units, below-grade parking for approximately 105 vehicles, and up to approximately 2,500 square feet of neighborhood-serving commercial space along 16th Avenue. Vehicle parking access is proposed from 16th Avenue, which requires a design review departure approval. The below-grade parking would serve the uses in the building but would also provide off-site replacement parking for the 46 parking spaces for Jewish Family Services office use that were established under Master Use Permit number 3007628.

11. Does a specific development proposal accompany the rezone application?

Yes, see Master Use Permit plans.

12. Reason for the requested zoning classification and / or new use.

The rezone would increase the height limit on the Contract Rezone Site and result in a consistent zoning condition across the entire Project site. Consistent zoning will allow for 12 additional residential units an Urban Center where additional residential density is appropriate. Rezoning is also appropriate based on the zoning pattern of the area; proximity to Madison Street, a principal arterial with frequent transit that is slated for additional investment; and proximity to neighborhood services like a grocery store and restaurants. Rezoning also carries out the intent of the City's Comprehensive Plan, and implements the City's Mandatory Housing Affordability ("MHA") program requirements on the Contract Rezone Site.

13. Anticipated benefits the proposal will provide.

The rezone will provide numerous benefits to Capitol Hill and the greater Seattle area. For instance, the rezone will contribute positively to the City's housing supply. The Project will provide 88 new residential units with frequent transit access, which is 12 more units the Project would be able to provide without the rezone. The development on the Contract Rezone Site will also comply with the City's MHA program requirements, and thereby contribute positively to housing affordability in the City. It is anticipated that development on the Contract Rezone Site will generate approximately $815,000.00 in affordable housing fees or as a result of MHA implementation.

Further, redevelopment of the site will enhance the streetscape along 16th Avenue. The Project is thoughtfully designed with several elements that break down the bulk of the building and result in an overall massing with an intimate, human scale along 16th Avenue. Such elements include, significant setbacks from the adjacent building to the north, thoughtfully planned inset balconies, a rich and textured material palette, and overhead weather protection. The streetscape would also be improved with a new sidewalk, landscaping, and street trees, all while striving to retain the mature, existing street trees near the southernmost tip of the Project site adjacent to the alley. On-site, the Project would meet or exceed the City's green factor requirements.

The inclusion of commercial space in the Project also provides the opportunity for appropriate neighborhood commercial uses and neighborhood-based employment opportunities. The Project proposes a two-story approximately 10-foot ground level setback to enhance the pedestrian experience while at the same time providing space for a potential future restaurant to spill-out and activate the sidewalk. Further, the commercial space is located on the south part of the 16th Avenue frontage, providing a connection to the Madison Co-Op's commercial grocery use directly to the south of the Project site.

14. Summary of potential negative impacts of the proposal on the surrounding area.

Key considerations are height, bulk and scale transitions to the parcels abutting the site on the north, and the relationship of the Project to structures across the alley and 16th Avenue that are in LR3 zones. Compatibility issues have received close attention by the applicant and the City as part of the Early Design Guidance (EDG) process. Consistent with the EDG guidance, the proposal incorporates the Board's recommended height, bulk, and scale measures to provide an appropriate transition to other properties. One way the Project achieves an appropriate transition is by providing a generous structure setback of approximately 21 feet from the north property line starting at level 2. This setback provides light, air, and relief between the Project and the existing building to the north. The Project is also set-back from the east alley lot line approximately 10 feet on level 2, providing additional, generous separation from the existing uses to the east across the alley. The Project is separated from existing buildings by the alley or the 16th Avenue right-of-way on all other sides, which provide appropriate separation.

Other potential impacts like increased traffic, noise, and construction impacts are considerations that are anticipated to be mitigated through compliance with City codes and the SEPA process.

The applicant is also sensitive to potential shadow impacts. Shadow studies indicate that shadowing on the Project site's neighbors to the north, east, and west are not exacerbated by the contract rezone proposal. Shadow studies are provided in Figure C, below.

15. List of other permits or approvals being requested in conjunction with the proposal:

The Master Use Permit for the Project includes SEPA and Design Review components in addition to rezone approval. The Project will also require a demolition permit, street improvement permit, a building permit and other minor permits.

16. Written analysis of rezone criteria (code criteria are in *italics*):

16.1 Applicant's Summary of Rezone Analysis

All of the applicable rezone criteria suggest the proposed rezone is appropriate, but a few criteria strongly support approval. These criteria include SMC 23.34.008.C (related to zoning pattern), SMC 23.34.008.D (related to consistency with neighborhood plans), and SMC 23.34.078.B (related to NC3 locational criteria).

The Project's thoughtful design response also ensures the building will fit into its surroundings and supports rezone approval. In particular, the approximately 21-foot setback from the north property line provide and approximately 11-foot setback from the east property line provide generous separation between the Project and the existing buildings. *See also,* Figure F, Massing and Zoning Envelope Studies.

16.2 SMC 23.32.004 Contract Rezones

23.34.004 - Contract rezones

A. Property Use and Development Agreement. The Council may approve a map amendment subject to the execution, delivery, and recording of a property use and development agreement (PUDA) executed by the legal or beneficial owner of the property to be rezoned containing self-imposed restrictions upon the use and development of the property in order to ameliorate adverse impacts that could occur from unrestricted use and development permitted by development regulations otherwise applicable after the rezone. All restrictions imposed by the PUDA shall be directly related to the impacts that may be expected to result from the rezone.

The subject application is for a contract rezone. If the rezone is approved, then a PUDA will be executed and recorded by the property owner as a condition of contract rezone approval.

B. Notwithstanding any contrary provision of subsection 23.34.004.A, the Council may approve a map amendment subject to execution, delivery, and recording of a property use and development agreement (PUDA) executed by the legal or beneficial owner of the property to be rezoned containing self-imposed restrictions applying the provisions of Chapter 23.58B or Chapter 23.58C to the property. The Director shall by rule establish payment and performance amounts for purposes of subsections 23.58C.040.A and 23.58C.050.A that shall apply to a contract rezone until Chapter 23.58C is amended to provide such payment and performance amounts for the zone designation resulting from a contract rezone.

SMC Chapter 23.58B specifies a framework for affordable housing requirements associated with new commercial floor area. Those requirements apply to Land Use Code and Land Use Map amendments that increase commercial development capacity. Similarly, SMC Chapter 23.58C specifies a framework for affordable housing requirements associated with new residential development. Those requirements apply to Land Use Code and Land Use Map amendments that increase residential development capacity. The City's affordable housing requirements for new residential and commercial capacity are called its "Mandatory Housing Affordability" program or "MHA" program.

Where a contract rezone results in increases to commercial and residential development capacity, the MHA program requirements in SMC Chapter 23.58B and SMC Chapter 23.58C, respectively, are applicable through the terms of a contract rezone in accordance with Section 23.34.004.B and Director's Rule 14-2016. A PUDA will be executed and recorded as a condition of the contract rezone and shall require that development of the rezoned property shall be subject to applicable requirements of the MHA program. The PUDA shall specify the payment and performance calculation amounts for purposes of applying both Chapters in this case, (although the amount of non-commercial space on the Contract Rezone Site does not exceed the exemption threshold per SMC 23.58B.040.A.1.b.1 and SMC 23.58B.050.A.1.b.1). It is the City's practice to include a M1 zoning suffix when property is rezoned from LR3 to NC3-65, such a suffix is anticipated here.

The Contract Rezone Site is in a "high" MHA payment and performance area. *See* SMC 23.58B.050, Map A, SMC 23.58C.050, Map A.

Based on Director's Rule 14-2016 and the fee and performance amounts in SMC Ch. 23.58B and SMC Ch. 23.58C, the anticipated payment and performance amounts will be as follows:

Residential ("M1"): $29.75 per square foot fee amount; 10% performance requirement.

Commercial ("M1"): $12.75 per square foot fee amount; 8% performance requirement. (*Note, the amount of commercial square footage in the Project is below the 4,000-square foot exempt level for MHA-C compliance).

C. A contract rezone shall be conditioned on performance or compliance with the terms and conditions of the PUDA. Council may revoke a contract rezone or take other appropriate action allowed by law for failure to comply with a PUDA. The PUDA shall be approved as to form by the City Attorney, and shall not be construed as a relinquishment by the City of its discretionary powers.

A PUDA will be executed and recorded as a condition of the contract rezone.

D. Waiver of Certain Requirements. The ordinance accepting the PUDA may waive specific bulk or off-street parking and loading requirements if the Council determines that the waivers are necessary under the agreement to achieve a better development than would otherwise result from the application of regulations of the zone. No waiver of requirements shall be granted that would be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.

The applicant does not seek a City Council waiver from bulk or off-street parking and loading requirements at this time. Departures from Code standards are anticipated to be addressed through the Design Review process or through Type 1 administrative waivers available through the Master Use Permit process. There were six potential departures that were identified at the Early Design Guidance stage, which are listed below. The Project is also seeking a Type 1 administrative waiver for driveway and parking aisle slope greater than 15 percent.

- **Triangular Setback Reduction:** Reduction in the 15-foot triangular setback up to 5 feet. *See* SMC 23.47A.014.B.3. The building would be located outside the setback above level 1 where it provides a generous approximately 21-foot setback along the north property line adjacent to the occupied levels of the neighboring building to the north.

- **Openings Adjacent to Property Line:** Reduce the 5-foot separation requirement up to 4 feet to allow the garage entrance to be located 1 foot from the property line. *See* SMC 23.47A.014.B.5. Locating the parking garage entry proximate to the property line would best minimize its presence along 16th Avenue. The opening would be located below the first occupied level of the neighboring building to the north.

- **Parking Location:** Locate parking garage access along 16th Avenue rather than the alley. *See* SMC 23.54.032.A.1.a. Locating the parking on 16th Avenue ensures the parking ramp works with the site's topography and avoids conflicts with the existing residential and non-residential users of the constrained alley. Safety measures such as paving, mirrors, and design treatments would ensure pedestrian safety at the garage entrance. If this departure is not supported by SDCI or the DRB, then the applicant may seek City Council's support for waiving required alley access.

- **Parking Space Size:** Reduce the minimum 35% large parking spaces to 20%. *See* SMC 23.54.030.B.2.a. Additional medium-size parking spaces would be provided to maximize the efficiency of irregular-shaped garage dictated by the site's trapezoidal geometry.

- **Driveway and Curb Cut Width:** Reduce the driveway and curb cut width from 22 to 20 feet. SMC 23.54.030.D.2, SMC 23.54.030.F.2.b. The narrower garage width would minimize its appearance on 16th Avenue and serve as a traffic calming device that would enhance pedestrian safety. Further, if the structure was solely in residential use, then only a 20-foot driveway and curb cut for two-way traffic would be required. The 22-foot requirement is driven by the fact that the parking will serve a mix of uses, including Jewish Family Services office uses. Jewish Family Services believes a narrower driveway will adequately serve its parkers.

- **Sight Triangles:** Eliminate sight triangles in lieu of more appropriate safety measures like mirrors, textured pavement, and other design elements to enhance pedestrian safety. SMC 23.54.030.G.1.

16.3 SMC 23.34.007 Rezone Evaluation

23.34.007 - Rezone evaluation

A. The provisions of this chapter apply to all rezones except correction of mapping errors. In evaluating proposed rezones, the provisions of this chapter shall be weighed and balanced together to determine which zone or height designation best meets those provisions. In addition, the zone function statements, which describe the intended function of each zone designation, shall be used to assess the likelihood that the area proposed to be rezoned would function as intended.

B. No single criterion or group of criteria shall be applied as an absolute requirement or test of the appropriateness of a zone designation, nor is there a hierarchy or priority of rezone considerations, unless a provision indicates the intent to constitute a requirement or sole criterion.

No provision of the rezone criteria establishes a particular requirement or sole criterion that must be met for rezone approval. Thus, the various provisions are to be weighed and balanced together to determine the appropriate zone and height designation for the site. All of the applicable rezone criteria are considered in this application to allow for a balanced evaluation.

C. Compliance with the provisions of this Chapter 23.34 shall constitute consistency with the Comprehensive Plan for the purpose of reviewing proposed rezones, except that Comprehensive Plan Shoreline Environment Policies shall be used in shoreline environment redesignations as provided in subsection 23.60A.042.C.

The proposed rezone is not a shoreline environment redesignation, so the Comprehensive Plan Shoreline Policies are not used in this analysis.

To show consistency with the City's Comprehensive Plan, applicable sections of SMC Chapter 23.34 are addressed in this rezone application. Comprehensive Plan policies and goals are not required to be separately reviewed for non-shoreline rezones.

D. Provisions of this chapter that pertain to areas inside of urban centers or villages shall be effective only when a boundary for the subject center or village has been established in the Comprehensive Plan. Provisions of this chapter that pertain to areas outside of urban villages or outside of urban centers shall apply to all areas that are not within an adopted urban village or urban center boundary.

The site is located within the Capitol Hill Urban Center established in the Comprehensive Plan. The provisions that pertain to areas inside urban centers apply to this rezone application.

E. The procedures and criteria for shoreline environment redesignations are located in Sections 23.60A.042, 23.60A.060 and 23.60A.220.

The subject rezone is not a redesignation of a shoreline environment, so this application is not subject to the identified code sections.

F. Mapping errors due to cartographic or clerical mistakes may be corrected through process required for Type V Council land use decisions in SMC Chapter 23.76 and do not require the evaluation contemplated by the provisions of this chapter.

The subject rezone is not a correction of a mapping error so it should not be evaluated as a Type V Council land use decision.

16.4 SMC 23.34.008 General Rezone Criteria

23.34.008 - General rezone criteria.

A. To be approved a rezone shall meet the following standards:

1. In urban centers and urban villages the zoned capacity for the center or village taken as a whole shall be no less than 125 percent of the growth estimates adopted in the Comprehensive Plan for that center or village.

2. For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan.

The Contract Rezone Site is in the Capitol Hill Urban Center. In urban centers, zoned capacity shall be not less than 125% of the Comprehensive Plan's adopted growth estimates. The City's 2035 Comprehensive Plan states that housing growth in First Hill/Capitol Hill Urban Center is expected to be an additional 6,000 additional housing units, with a target density of 15 households per acre. The proposed rezone would slightly increase the zoned capacity and would not reduce capacity below 125% of growth targets. By allowing 12 additional units, the rezone actually aids the City's ability to meet the housing growth and target densities in the Plan.

B. Match Between Zone Criteria and Area Characteristics. The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation.

The Contract Rezone Site is currently zoned LR3, but the balance of the Project site is zoned NC3-65. The proposed change to NC3-65 matches the functional and locational criteria for the NC3-65 zone. Please see the analysis of the functional and locational criteria below.

C. Zoning History and Precedential Effect. Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.

Zoning History:

The Contract Rezone Site has not been rezoned recently. The Site's zoning history is as follows:

- 1923 to 1947 – Commercial or Industrial
- 1947 to 1957 – Second Residence / Commercial District
- 1957 to 1991 – Multiple Residential District
- 1991 to present – Lowrise 3

The property adjacent to the Contract Rezone Site that is included in the Project site maintained the same zoning designation as the Contract Rezone Site (Multiple Residence District) until 1991 when it was rezoned Neighborhood Commercial 3, with a 40-foot height limit. That property was rezoned again in 1995 to the present 65-foot height limit.

This zoning history was compiled with the help of Jeffrey Dela Cruz at SDCI.

MHA Implementation:

Potential zoning changes for the Contract Rezone Site and vicinity are under consideration by the City Council as part of implementation of the MHA program. The City published a rezone map that includes the Contract Rezone Site in November 2017, which proposes to maintain the LR3 zoning but would add an "M" suffix to allow apartment development up to a 54-foot height limit. *See* CB 119184 (Sec. 36). The remainder of the Project would be rezoned to allow 75-foot building heights.

The proposed rezone height is only 11 feet higher than what is proposed by the City Council. The additional height is appropriate on the Contract Rezone Site as it will provide an appropriate sloping transition to the lower-zoned LR3 "M" areas to the north in the future condition. It is also appropriate as the Project proposes generous setbacks that will result in an appealing urban environment when constructed. As discussed further below, the Contract Rezone Site and the Project have several characteristics that warrant higher zoning.

D. Neighborhood Plans.

1. For the purposes of this title, the effect of a neighborhood plan, adopted or amended by the City Council after January 1, 1995, shall be as expressly established by the City Council for each such neighborhood plan.

2. Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.

3. Where a neighborhood plan adopted or amended by the City Council after January 1, 1995 establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan.

4. If it is intended that rezones of particular sites or areas identified in a Council adopted neighborhood plan are to be required, then the rezones shall be approved simultaneously with the approval of the pertinent parts of the neighborhood plan.

Site is within the jurisdictional boundaries of the adopted Capitol Hill Neighborhood plan. The adopted Plan does not include policies expressly for the purpose of guiding future rezones nor did it require rezoning of particular properties when it was adopted. The adopted portions of the Plan have been incorporated into the City's 2035 Comprehensive Plan and address future development in the context of goals and policies for housing, design, and zoning regulations. The most relevant goals and policies are addressed in the table below. In general, the goals and policies in the Plan support rezone approval.

Capitol Hill Neighborhood Plan Goals and Policies:

Goal / Policy Number	**Statement**	**Rezone Proposal Consistency**
CH-P4	Strengthen and enhance the character of the major residential neighborhoods and encourage a greater range of housing choices affordable to a broad spectrum of the entire community.	**Consistent.** The Project provides approximately 83 new residential units over the existing on-site supply. The units would be a mix of studio and 1-bedroom units. Further, rezone approval would support housing affordability by providing 12 additional units and requiring compliance with the MHA program on the Contract Rezone Site.

CH-G2	An enhanced neighborhood with diverse land uses, a mixture of housing types including single-family and dense multifamily, and vibrant commercial districts.	**Consistent.** The character of this segment of 16th Avenue between East Olive Street and East Madison Street already contains three large multifamily buildings and Jewish Family Services' existing office building. The Project would reflect this existing density.
CH-P5	Encourage the preservation of the neighborhood's architectural quality, historic character, and pedestrian scale.	**Consistent.** The Project is designed to enhance the pedestrian environment by providing a two-story setback, weather protection, and neighborhood-serving commercial space on the 16th Avenue Facade. The proposed Project design and contemplated materials are also high-quality, which will contribute to the architectural richness of the neighborhood. The Project seeks to use higher-quality brick and glass materials at the base of the building where the presence of such materials is most noticeable. Expansive windows and metal-framed decks are proposed at the upper levels.
CH-P8	Enhance and protect the character of the diverse residential districts.	**Consistent.** The Project will enhance the character of the neighborhood by providing a thoughtfully designed building, additional residential use and neighborhood-scale commercial space.
CH-P9	Zoning and design guidelines should ensure that new development complements the existing architectural fabric of the neighborhood.	**Consistent.** Through design review and Master Use Permit approval, the Project will comply with the applicable zoning standards and design guidelines.
CH-G3	A community with a full range of housing types from single-family homes to multifamily contributing to a diverse, densely populated neighborhood.	**Consistent.** The Project will increase the density and residential opportunities in the neighborhood.

CH-P11	Seek tools to retain and increase housing affordable to households with incomes at and below the median income.	**Consistent.** Development on the Contract Rezone Site will comply with the MHA program's requirements, which will support affordable housing for low-income households.
CH-P15	Encourage the development of high-quality new housing that blends with historic housing	**Consistent.** The Project's design and contemplated material palette provide a rich, modern texture that complements the nearby Marquis Co-Op and Garden Court Condominiums buildings, both of which have brick facades.
CH-G4	A neighborhood that recognizes and meets the diverse and distinctly different human service needs of a culturally and economically diverse population.	**Consistent.** The Project will help support Jewish Family Services, the property owner. Jewish Family Services is a non-profit organization that "helps vulnerable individuals and families in the Puget Sound region achieve well-being, health and stability." Jewish Family Services provides myriad programs that support children, families, elders, refugees, immigrants, and people with disabilities. One such program is its Polack Food Bank that serves vulnerable members of the Jewish Community and food insecure households in Capitol Hill, the Central District, and Downtown.
CH-P22	Promote safety and a civil environment in the neighborhood's public spaces.	**Consistent.** The Project will enhance safety by providing more "eyes on the street" and by installing street improvements (including a potential mid-block crosswalk, pending SDOT support) that enhance pedestrian safety and security.
CH-G6	A pedestrian-oriented neighborhood with a balanced transportation environment that emphasizes public transit, yet also facilitates vehicular mobility	**Consistent.** The Project will provide more potential riders of the transit infrastructure in the neighborhood, including Light Rail and frequent bus service. At the same time, the Project will address the parking needs of the

	and addresses the parking needs of businesses, residents, and students.	immediate community by providing on-site parking for building residents and Jewish Family Services.
CH-P27	Encourage traffic-calming measures in residential neighborhoods.	**Consistent.** The Project will provide street improvements and is exploring the potential for a mid-block crosswalk, which would act as a traffic-calming measure.
CH-P28	Discourage commuter and employee parking in the neighborhood.	**Consistent.** The Project will provide an adequate number of parking spaces to support Jewish Family Services office operations, which are located across 16th Avenue.

E. Zoning Principles. The following zoning principles shall be considered:

1. The impact of more intensive zones on less intensive zones or industrial and commercial zones on other zones shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.

2. Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers:

a. Natural features such as topographic breaks, lakes, rivers, streams, ravines and shorelines;

b. Freeways, expressways, other major traffic arterials, and railroad tracks;

c. Distinct change in street layout and block orientation;

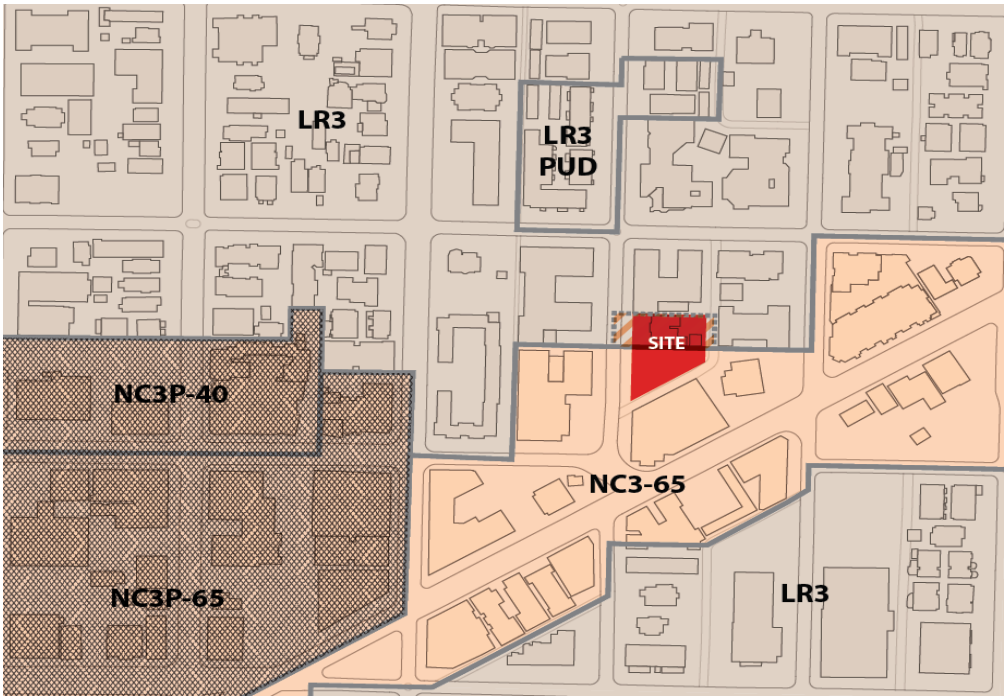
d. Open space and greenspaces.

The Contract Rezone Site is bordered on two sides by public rights-of-way that provide adequate separation between uses. Further, the subject block is a unique configuration in that it has an angled alley that wraps two sides of the Project site. To the east of the Site (and to the south of the entire development site) is a 16-foot alley that provides separation from residential and institutional uses located across the alley. Similarly, to the west of the Site is 16th Avenue, a 66-foot right-of-way that provides separation from the residential and institutional uses located across the street. *See* Figure A, Existing Zoning Map.

There are no specific natural features that provide separation between the Site and the neighboring residential building to the north, but the Project proposes to set-back the structure approximately 21 feet from the north property line above level 1. Landscaping will be provided in the setback area. This will provide adequate separation between the Project and the occupied levels of the adjacent building. The Project will also set-back along the south property line abutting the alley in a tiered fashion, with setbacks at grade ranging from zero to more than 20 feet in depth, and with a setback of approximately 11 feet at the upper

levels. All of these setbacks will ensure the Project fits within its context and is sensitive to surrounding uses.

Figure A, Existing Zoning Map



3. Zone Boundaries.

a. In establishing boundaries the following elements shall be considered:

(1) Physical buffers as described in subsection E2 above;

(2) Platted lot lines.

See discussion of physical buffers and setbacks above. Zone boundaries would continue to follow platted lot lines.

b. Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses.

The rezone proposal would bring the boundary of the NC3 zone north for the width of one parcel, approximately 60 feet. The overall zoning pattern of the area, which reflects LR3 zoning adjacent to NC3-65 zoning would be maintained. The preferred pattern of commercial uses facing one another would also be maintained as the Project's neighborhood-serving commercial use would be located on the southern portion of the Project site, facing Jewish Family Services' existing office use to the west. *See* Master Use Permit Plans. To the south and southeast, the Project would face NC3 zoning. To the east, although the Project would face residential LR3 zoning and development, the building would

appear to be a residential structure, consistent with that zoning. *See* Figure B, Surrounding Uses.

Figure B, Surrounding Uses



4. In general, height limits greater than forty (40) feet should be limited to urban villages. Height limits greater than forty (40) feet may be considered outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or where the designation would be consistent with the existing built character of the area.

The Contract Rezone Site is in the Capitol Hill Urban Center, where heights above 40 feet are considered appropriate.

F. Impact Evaluation. The evaluation of a proposed rezone shall consider the possible negative and positive impacts on the area proposed for rezone and its surroundings.

1. Factors to be examined include, but are not limited to, the following:

a. Housing, particularly low-income housing;

The Project requires demolition of the existing housing, but would result in an overall net gain of 83 housing units. Further, 12 additional units will result specifically from the rezone. In addition, development on the Contract Rezone Site will implement and comply with the City's MHA program, and thereby positively contribute to the supply of affordable housing in the City.

b. Public services;

The additional 12 units would require police and fire service; however, public services available to the Project are anticipated to be sufficient due to its location in a highly-developed urban area. No appreciable negative impacts to public services are anticipated due to the additional housing made possible by the rezone.

The Project is located less than 200 feet from East Madison Street, a principal arterial with frequent transit service that is slated for a bus rapid transit line anticipated to begin service in 2021. The nearest proposed bus rapid transit stop would be located one block from the Project site at 17th Avenue and East Madison Street. The additional housing made possible by the height increase will provide riders to support this transit investment.

c. Environmental factors, such as noise, air and water quality, terrestrial and aquatic flora and fauna, glare, odor, shadows, and energy conservation;

The rezone would allow approximately 2 stories of additional development above the existing LR3 height limit, but it would not change the predominant residential use of the Contract Rezone Site. Therefore, no significant, appreciable impacts to environmental factors like noise, air and water quality, plants, glare, odor, and energy conservation are anticipated as a result of the rezone. The SEPA checklist submitted with the MUP application also addresses impacts on environmental factors and does not anticipate any significant adverse impacts.

Further, the Project will implement Green Stormwater Infrastructure such as green roof and plantings over structure, and new plantings in the right-of-way to reduce storm water runoff and mitigate impacts. The Project also proposes solar panels on the roof to serve the building.

Although the Project will cast some shadows on the adjacent residential building, the shadows are not anticipated to be appreciably different than would occur under the LR3 designation. *See attached*, Figure C, Shadow Studies. In fact, the 21-foot setback proposed by the Project effectively serves to minimize shadow impacts compared to a project under existing zoning or the City's proposed MHA upzone. *Id.*

d. Pedestrian safety;

The Project would increase pedestrian safety along 16th Avenue in a few ways. The Project proposes updating the sidewalk condition, and adding lighting and overhead weather protection to ensure pedestrian comfort. The Project also proposes a transparent ground-level lobby and a neighborhood-serving commercial space that will encourage an active and welcoming pedestrian realm. Further, addition of more intensive residential and commercial uses on the site will provide more "eyes on the street" and thereby increase safety.

Adequate pedestrian safety measures like textured paving, mirrors, signage, and other features would be proposed at the 16th Avenue garage entrance to minimize conflicts between cars and pedestrians. No audible or flashing warnings are proposed.

e. Manufacturing activity;

The Project does not displace or propose manufacturing activity, so this criterion is not applicable.

f. Employment activity;

The Project proposes up to approximately 2,500 square feet of commercial space, which is intended to be developed for neighborhood-serving retail or restaurant use. That space will introduce commercial use on the site where none currently exists and thereby would have a positive impact on employment activity.

g. Character of areas recognized for architectural or historic value;

The Contract Rezone Site is not located within a historic district, nor are there any designated landmark structures on or immediately adjacent to the Site. As the existing structure on the Site is more than 50 years old, an Appendix A accompanies the Master Use Permit application. There are several apartment buildings in the vicinity of the Site that were constructed in the 1920, but none appear to be inventoried or designated as landmarks. The 1903 Gaffney House, currently used as an elder care facility, is located across the alley to the east of the Site at 1605 17th Avenue and has been inventoried by the Department of Neighbors as likely meeting landmark criteria. Gaffney House is also listed on the National Register of Historic Places. Impacts to that facility from the Project are unlikely given the existence of the intervening alley.

h. Shoreline view, public access and recreation.

The Project does not impact shoreline views, access, or recreation. This criterion is not applicable.

2. Service Capacities. Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including:

a. Street access to the area;
b. Street capacity in the area;
c. Transit service;
d. Parking capacity;
e. Utility and sewer capacity;
f. Shoreline navigation.

The Contract Rezone Site is directly served by 16th Avenue, considered a neighborhood access street. East Madison Street, located less than 200 feet from the Project site is a principal arterial.

A traffic study was prepared for the Project and accompanies the Master Use Permit application. The traffic study addresses information relevant to criteria .a through .d. The traffic report concludes that the increased traffic anticipated from the Project is modest and meets the City's concurrency and Level of Service ("LOS") standards for measured streets and intersections. Although traffic anticipated from the Project is anticipated to increase

delay at nearby intersections by between .1 to 3.5 seconds, the LOS at each studied intersection is anticipated to stay the same with or without the Project. The traffic study concludes that local intersections operate at acceptable levels of service with the Project, and compared to existing conditions, delay does not significantly increase.

No parking is required in the Project, but replacement parking for Jewish Family Services will be provided sufficient to accommodate the demand related to its office use as documented through Master Use Permit 3007628. Up to 54 parking spaces will be retained by Jewish Family Services to provide replacement parking. The remaining 51 or more parking stalls will be available to support the commercial and residential uses in the building. This parking is anticipated to be sufficient to accommodate residential parking demand without any spill-over parking impacts.

The Project site is also within a designated frequent transit area and is currently served by two bus routes—Route 11: Madison Park to Downtown, and Route 12: Interlaken Park to Downtown. Peak travel time service headways are around 15 minutes and both routes run daily. A RapidRide route is also proposed on East Madison Street with service beginning in 2021.

With respect to utility and sewer capacity, the Water Availability Certificate evidencing adequate water service capacity was approved on December 8, 2017. There is an existing 12-inch stormwater main in 16th Avenue that will be extended across the full frontage of the Project site as part of the development. On-site stormwater management meeting the requirements of SMC 22.805.050.B and Director's Rule 21-2015 will be provided.

G. Changed Circumstances. Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter.

Changed circumstances is not required for rezone approval. Nonetheless, there are several circumstances that support approving the rezone.

- The City has continued to emphasize growth in urban centers and villages in its Comprehensive Plan as the areas that are most appropriate for accommodating the highest density development. The Contract Rezone Site is within the Capitol Hill Urban Center. The City's latest Comprehensive Plan, adopted in 2016, emphasizes locating density in urban centers and villages under the following rationale: "They are the places best equipped to absorb more housing and businesses and to provide the services that new residents and employees will need." Accordingly, the proposed rezone will allow for 12 additional housing units in an area where the City has said it makes sense to locate density.

  Further, the Comprehensive Plan shows that residential growth in Capitol Hill has been significant since the late 90's when the Neighborhood Plan was adopted. Between 1996 and 2015, the number of housing units in Capitol Hill increased by 37%. *See* Seattle 2035 Comprehensive Plan, Growth Strategy Appendix. That

increase is significant, but less than the growth experienced in other urban centers, likely due to the already highly-developed nature of this area. Based on the prior growth trend and forecasted growth, the City is planning for 20% more housing units in Capitol Hill over the next 20 years (6,000 new units). *Id.* This rezone will help achieve that desired growth.

- The City has an affordable housing and homelessness crisis, and it created the Mandatory Housing Affordability program to tackle that crisis. MHA implementation is tied to allowing increased density and this rezone will implement the program on the site. The MHA program is an additional changed circumstance favoring this rezone.

H. Overlay Districts. If the area is located in an overlay district, the purpose and boundaries of the overlay district shall be considered.

Not applicable. The Contract Rezone Site is not located within an overlay district.

I. Critical Areas. If the area is located in or adjacent to a critical area (SMC Chapter 25.09), the effect of the rezone on the critical area shall be considered.

Not applicable. The Contract Rezone Site contains no environmentally critical areas.

J. Incentive Provisions. If the area is located in a zone with an incentive zoning suffix a rezone shall be approved only if one of the following conditions are met:

Not applicable. The Contract Rezone Site is not located in a zone with an incentive zoning suffix.

16.5 SMC 23.34.009 Height Limits of the Proposed Rezone

If a decision to designate height limits in residential, commercial, or industrial zones is independent of the designation of a specific zone, in addition to the general rezone criteria of Section 23.34.008, the following shall apply:

A. Function of the zone. Height limits shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered.

The rezone seeks to increase the allowed height limit on the Contract Rezone Site from the current 44 feet allowed under LR3 zoning (for apartments in urban centers with a partially below-grade story) to 65 feet allowed under NC3-65 zoning. A 65-foot height limit would be consistent with the type and scale of development intended for Urban Centers. It is also consistent with the type and scale of development that already exists in the immediate vicinity of the Project (including the immediately adjacent Madison Crossing Apartments). The rezone allows for development of 12 additional units, which is not anticipated to appreciably increase the demand for goods and services. Further, the change from LR3 to NC3 would allow for the same multifamily residential uses that are currently allowed, so there is no potential to displace preferred uses.

B. Topography of the area and its surroundings. Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered.

The topography of the Contract Rezone Site slopes upward approximately 10% from the 16th Avenue right-of-way to the alley. The slope of the Site is generally consistent with the slope of the surrounding area, which slopes upward fairly steeply to the crest of Capitol Hill, which is located nearby at approximately 17th Avenue along the East Madison Street corridor.

The predominant views in this area would be from Madison Street, and would be to the east across Lake Washington to Bellevue and to the west down Madison to Downtown Seattle. Due to the Site's location mid-block and the highly developed nature of the Capitol Hill Urban Center, the rezone is not anticipated to result in public view blockage. The Project may block territorial views of the City from adjacent residential structures across the alley, but such view blockage would also occur if the Project was proposed without the rezone. It is not anticipated that any other significant view blockage would occur.

C. Height and scale of the area

1. The height limits established by current zoning in the area shall be given consideration.

2. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential.

The Madison Street corridor is predominantly zoned with a 65-foot height limit that extends inward a half- to full-block from that street to the adjacent residential areas. This is the height limit on the other half of the Project site. Newer buildings in the immediate vicinity (like the Madison Crossing Apartments) reflect development up to this height limit, although older buildings, which are not representative of the development potential, are lower.

Recent projects in the vicinity that reflect this height limit include:

- 1401 East Madison Project (permits issued 2017): A six-story mixed-use building with approximately 138 residential units, 3,000 square feet of ground-level commercial space, and 80 below-grade parking spaces.

- 1420 East Madison Project (permits issued 2012): A six-story mixed-use building containing approximately 70 residential units, 3,000 square feet of ground-level commercial space, 4 live/work units, and 70 below-grade parking spaces.

- 1501 East Madison / Bullit Center (permits issued 2011): A six-story structure containing 44,000 square feet of office space.

- 1500 East Madison / The Pearl Apartments (permits issued 2006): A six-story mixed-use building containing approximately 80 residential units, 8,000 square feet of ground-level commercial space, and 95 below-grade parking spaces.

- 1523 East Madison Street (permits issued 2013): A five-story mixed-use building containing approximately 55 residential units, 2 live/work units and 800 square feet of ground-level commercial space.

D. Compatibility with surrounding area

1. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas excluding buildings developed under Major Institution height limits; height limits permitted by the underlying zone, rather than heights permitted by the Major Institution designation, shall be used for the rezone analysis.

2. A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers, as described in subsection 23.34.008.E.2, are present.

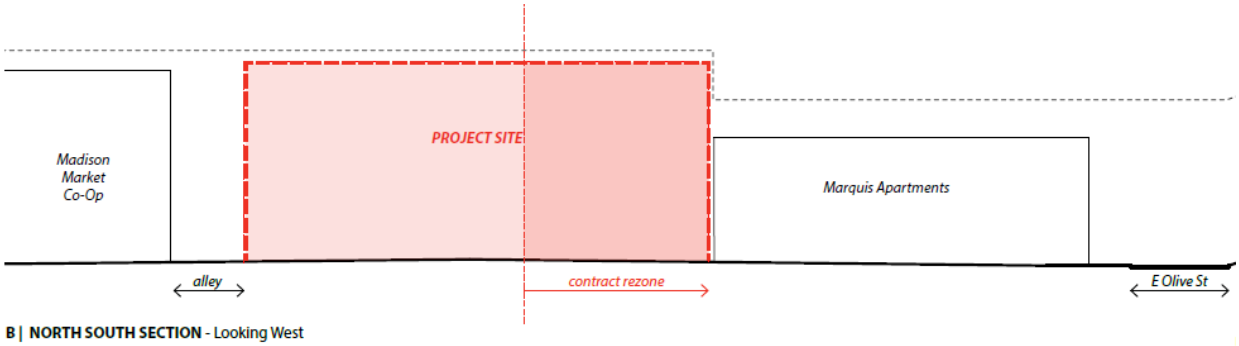
The Contract Rezone Site is not adjacent to any buildings developed under Major Intuition Overlay height limits.

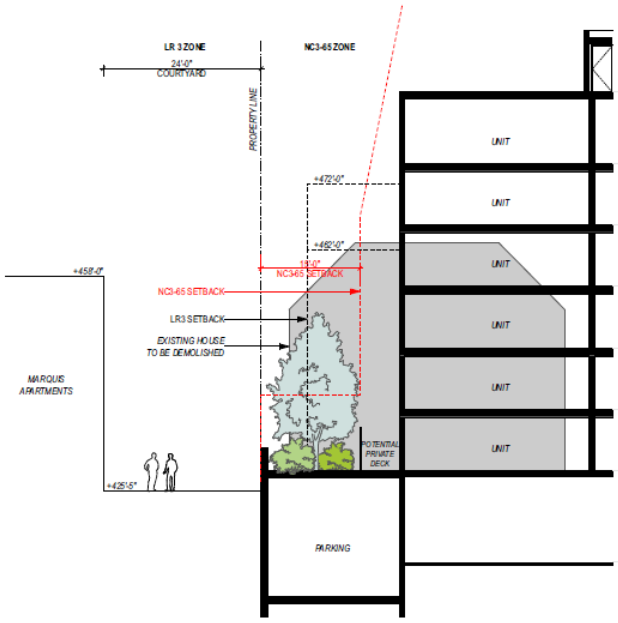
The surrounding NC3 parcels have a height limit of 65-feet. The surrounding residential parcels have a height limit of 44 feet (for apartments in urban centers with a partially below-grade story). The height limit proposed is only 21-feet higher than what is allowed under adjacent LR3 zoning. This is typically considered a compatible height differential.

Further, as depicted below, the proposed Project is designed to be compatible with the heights of the adjacent structures to the north and the south, and would generally be compatible with development resulting from the proposed MHA program implementation height limits for the area. See Figure D, Massing and Zoning Envelope Studies.

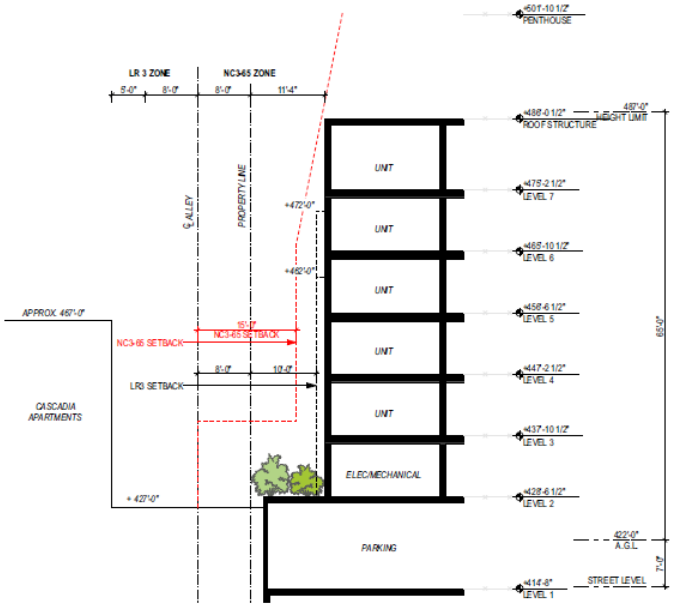
Physical buffers are described above in response to criteria SMC 23.34.008.E.2.

Figure D, Massing and Zoning Envelope Studies





Setback Diagram at the Marquis Apartments



Setback Diagram at the Alley

E. Neighborhood plans

1. Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map.

2. Neighborhood plans adopted or amended by the City Council after January 1, 1995, may require height limits different than those that would otherwise be established pursuant to the provisions of this Section 23.34.009 and Section 23.34.008

The adopted portions of the Capitol Hill Neighborhood Plan do not require height limits different than those appropriate under the criteria in SMC 23.34.008 and .009.

16.6 SMC 23.34.072 Designation of Commercial Zones

A. The encroachment of commercial development into residential areas shall be discouraged.

The Project does not propose commercial development in a residential area. Uses on the Contract Rezone Site would be primarily residential, consistent with the current LR3 zoning. Further, this area is already a mixed-use area as a grocery store and office building are adjacent uses. Numerous restaurants, neighborhood services, and shops are also located nearby.

B. Areas meeting the locational criteria for a single-family designation may be designated as certain neighborhood commercial zones as provided in Section 23.34.010.

Not applicable. This area is already zoned with a multi-family designation and does not meet the locational criteria for single-family zoning.

C. Preferred configuration of commercial zones shall not conflict with the preferred configuration and edge protection of residential zones as established in Sections 23.34.010 and 23.34.011 of the Seattle Municipal Code.

Not applicable. The Contract Rezone Site is not adjacent to any single-family zoning.

D. Compact, concentrated commercial areas, or nodes, shall be preferred to diffuse, sprawling commercial areas.

The change in the zoning designation of the Contract Rezone Site would not diminish the compact commercial character of the commercial corridor along East Madison Street. A portion of the Project's site is already zoned NC3, and commercial uses would be limited to that portion of the Project's site.

E. The preservation and improvement of existing commercial areas shall be preferred to the creation of new business districts.

As NC3 zoning already exists on this block, a rezoned of the Site would not create a new business district.

16.7 SMC 23.34.078 Neighborhood Commercial 3 (NC3) Zones, Function and Locational Criteria

A. Function. To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved:

1. A variety of sizes and types of retail and other commercial businesses at street level;

2. Continuous storefronts or residences built to the front lot line;

3. Intense pedestrian activity;

4. Shoppers can drive to the area, but walk around from store to store;

5. Transit is an important means of access.

There is currently a moderate variety of commercial spaces available along this portion of the East Madison Street corridor, introduction of the neighborhood-serving commercial space in the Project (envisioned to be a small retail space or café) would increase this variety. Nearby

goods and services available within a 1-2 block vicinity include:

- Bar Cotto (1546 15th Ave)
- 7-Eleven Gas Station (1522 E Madison St)
- Little Uncle Thai (1523 E Madison St)
- Central Co-Op Grocery (1600 E Madison St)
- Shell Madison Gas Station (1701 E Madison St)
- Trader Joe's Grocery (1700 E Madison St)
- Ding Ho Laundry & Cleaners (1722 E Madison St)

See also, Figure B, Surrounding Uses (above).

Shoppers can also drive to the area and walk from store to store. The site is also accessible by frequent transit, and will be served by bus rapid transit starting in 2021.

B. Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions:

1. The primary business district in an urban center or hub urban village;

2. Served by principal arterial;

3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas;

4. Excellent transit service.

The Capitol Hill Urban Center contains two primary business districts per its Neighborhood Plan, the "North Anchor" and the "South Anchor." The Contract Rezone Site is within a 5-minute walk radius of the South Anchor business district.

Further, the Site is served by East Madison Street, a principal arterial with frequent transit service that is located less than 200 feet from the Project site. Transit service in the vicinity will only improve with the implementation of the RapidRide "G" line on Madison Street, anticipated to begin service in 2021.

Last, the closest low-density residential area (LR1/RSL) is several blocks to the southeast. The zoning in the immediate vicinity is either NC3 or LR3, both of which provide an appropriate zone transition.

Figure C, Shadow Studies

[Attached]

EXISTING CONDITIONS



JUN 21

9:00AM



12:00 NOON



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EXISTING CONDITIONS



MAY 21 / JUL 21

9:00AM



12:00 NOON



3:00PM

EXISTING CONDITIONS



APR 21 / AUG 21

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EXISTING CONDITIONS



MAR 21 / SEP 21

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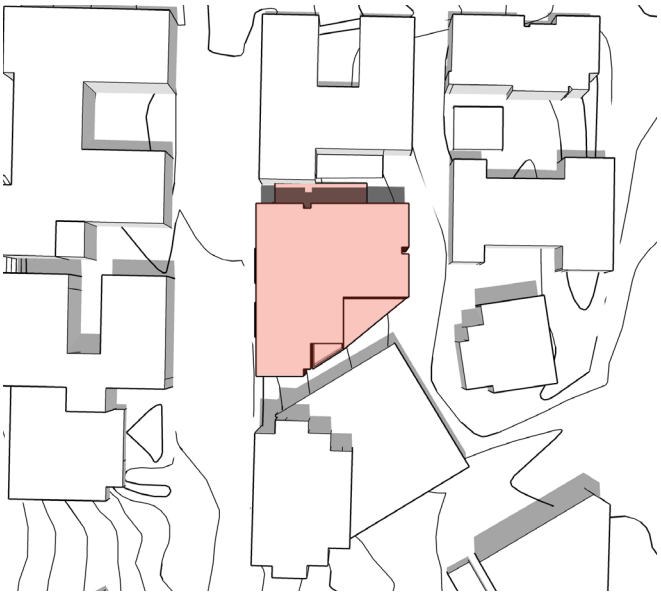
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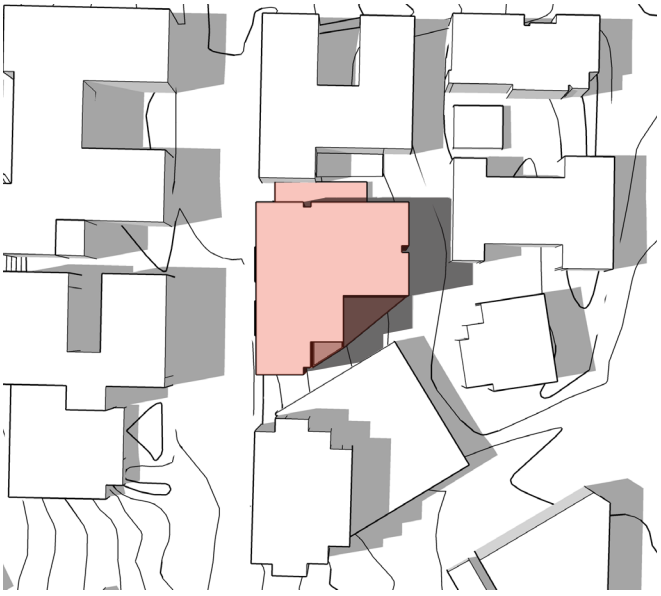
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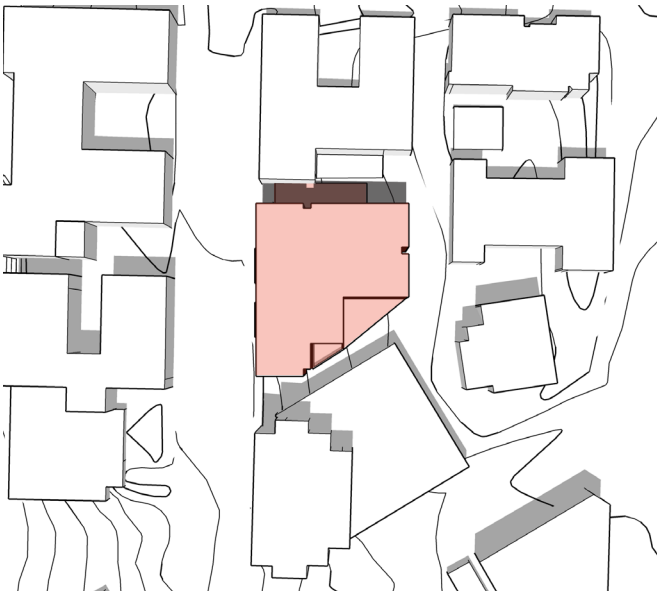
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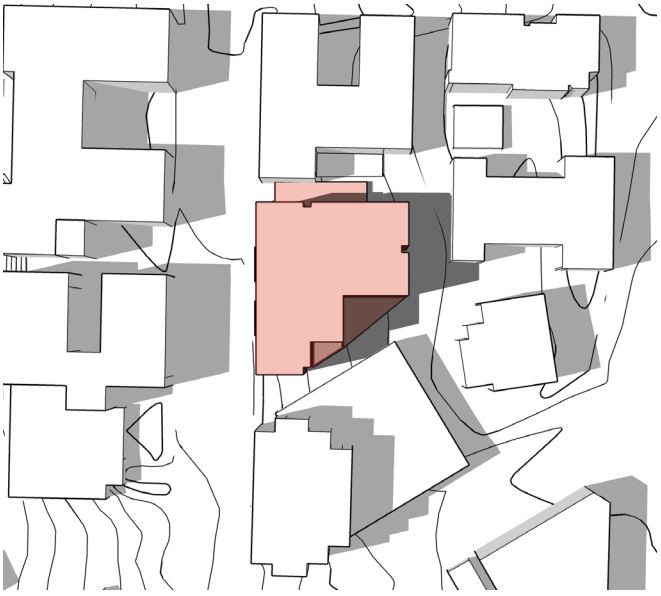


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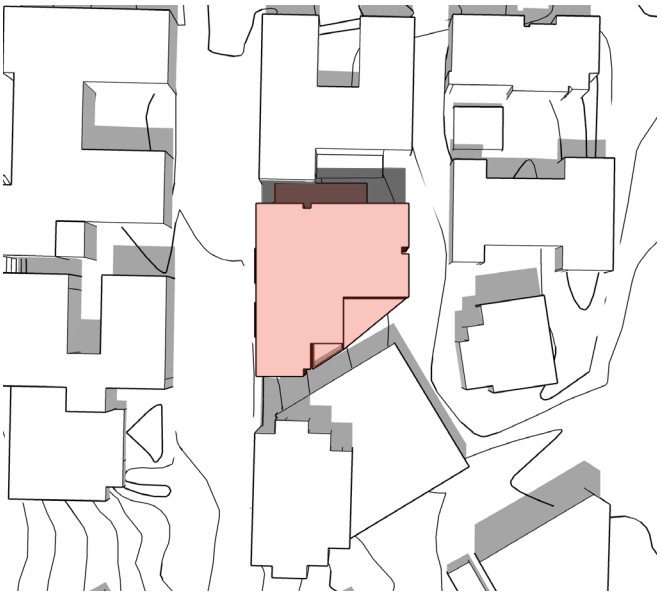
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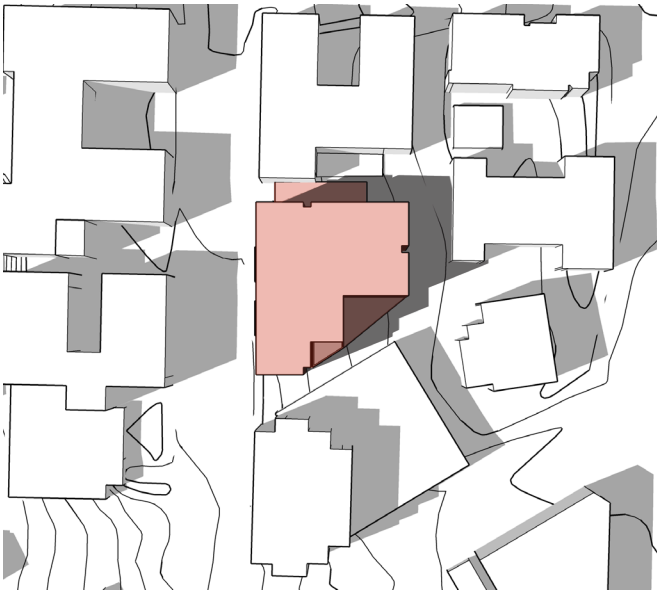


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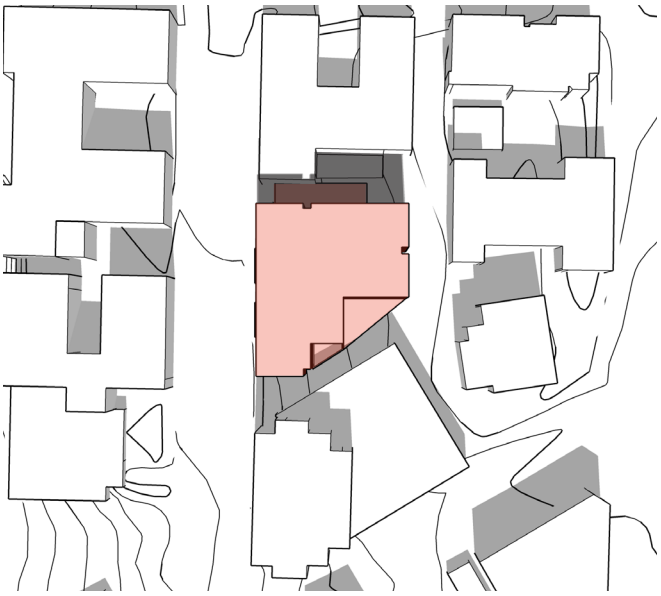
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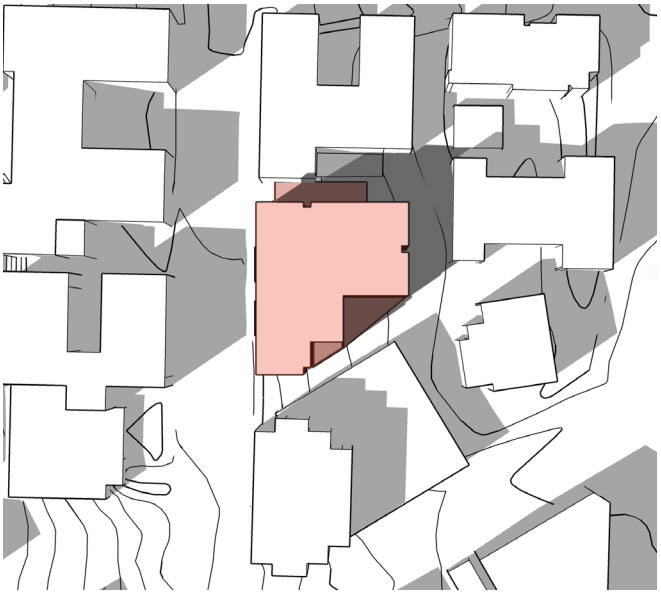


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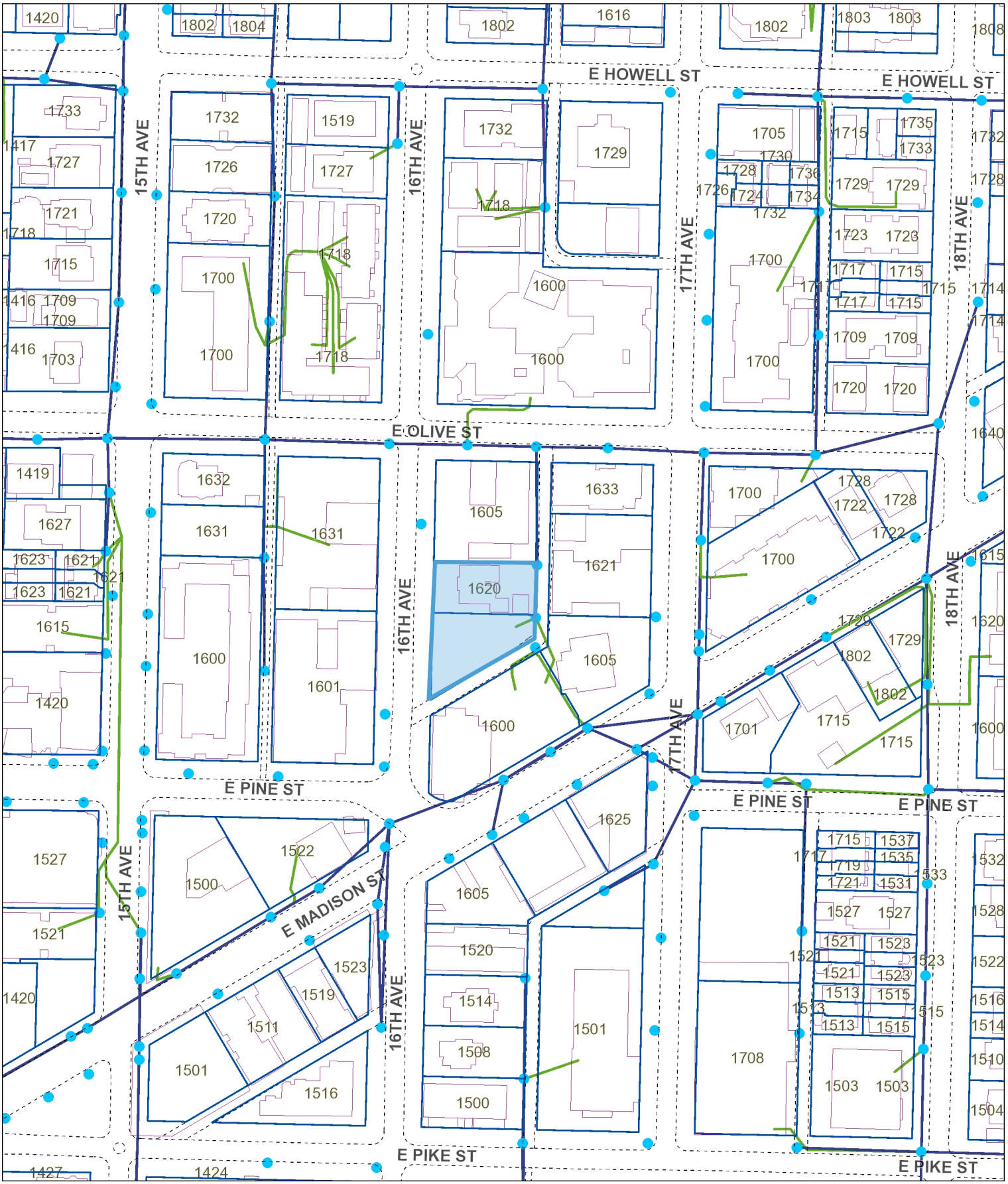


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3030517-DR SEPA REZONE

1620 16TH AVE
MAP PAGE: 112

Feet
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Coordinate System: State Plane, NAD 83-91, Washington North Zone | Vertical Datum: North American Vertical Datum of 1988 (NAVD88). Map produced by DPD GIS Viewer (DPD - IT GIS).

7/9/2018

AMENDED FINDINGS AND RECOMMENDATION
OF THE HEARING EXAMINER FOR THE CITY OF SEATTLE

In the Matter of the Application of **CF 314400**

DANIEL GODDARD, WEINSTEIN A+U

Department Reference:
3030517-LU

for a contract rezone for property located
at 1620 16th Avenue

Introduction

Daniel Goddard, Weinstein A+U, applied for a rezone, on behalf of Jewish Family Service of Seattle, of property located at 1620 16th Avenue from Lowrise 3(M) ("LR3(M)") to Neighborhood Commercial 3-65'(M1) ("NC3-65(M1)") with a property use and development agreement ("PUDA"). The Director of the Department of Construction and Inspections ("Director") submitted a report recommending that the rezone be approved.

A hearing on the rezone application was held before the Hearing Examiner on October 11, 2023. The Applicant was represented by Abigail DeWeese, attorney-at-law, and the Director was represented by Carly Guillory, Land Use Planner. Following the Hearing Examiner's site visit on October 25, 2023, the record closed.

For purposes of this recommendation, all section numbers refer to the Seattle Municipal Code ("SMC" or "Code") unless otherwise indicated. Having considered the evidence in the record and reviewed the site, the Hearing Examiner enters the following findings of fact, conclusions and recommendation on the rezone application.

Findings of Fact

Site and Vicinity

1. The subject site is located on the east side of 16th Avenue. The site consists of two parcels, each running east to west, addressed as 1610 16th Avenue (parcel identification number ("PIN") 723460-0465) to the south, and 1620 16th Avenue (PIN 723460-0470) to the north. The total square footage of the lots is 15,000 square feet. The south parcel is currently zoned NC3-75(M), and no zone change is proposed to this parcel. The north parcel contains an existing two-story apartment building with a detached garage structure, and the south parcel contains an existing surface vehicular parking area. The north parcel is zoned Lowrise 3 with a Mandatory Housing Affordability Suffix of "M" ("LR3(M)"). The site is bound by 16th Avenue to the west, and an alley to the south and east. To the north is a three-story residential building (Marquis Apartments – 1605 East Olive Street). *See* Exhibit 1.

2. Properties to the north are zoned LR3(M). Lots to the east and west are zoned LR3(M) and NC3-75(M). Properties to the south are zoned NC3-75(M).

3. Surrounding development includes a mix of commercial and residential structures of a variety of architectural styles and building heights. To the north is a three-story residential building (Marquis Apartments – 1605 East Olive Street). Across the alley to the east, is a three–story apartment building with accessory parking (Cascadia Apartments – 1621 17th Avenue) and an assisted living facility (Gaffney House – 1605 17th Avenue). To the south and southeast, across the alley, is a six-story commercial and residential building (Madison Crossing/Central Co-op – 1600 E Madison Street), a four-story apartment building (Garden Court Condominiums – 1631 16th Avenue), and a three-story commercial office building (Jewish Family Service Capitol Hill Campus – 1601 16th Avenue) are across 16th Avenue, west of the subject property. Institutional and commercial uses are primarily located in larger scaled buildings organized along E Madison Street with generally smaller-scaled residential buildings located a block north and south of E Madison Street. There are several exceptions in which larger residential buildings are located further from E Madison Street to the west and east of the project site.

4. East Madison Street, located half a block to the south, is a primary vehicular and pedestrian connection to Downtown from the surrounding neighborhood.

5. The subject site is located within the First Hill/Capitol Hill Urban Center.

6. The current height limit for the north lot is 50 feet. The current height limit on the lot to the south is 65 feet.

7. No mapped environmentally critical areas are on or near the site.

Zoning History and Potential Zoning Changes

8. The project area was zoned Commercial or Industrial in 1923. In 1947 the property was rezoned to Second Residential District ("R2D"). The property was rezoned to Multiple Residential ("RM") in 1957. In 1991 the north parcel was rezoned to LR3, and the south parcel was rezoned to NC3-65.

9. In August 2016 the City Council passed Ordinance 125108 creating a new Land Use Code Chapter 23.SSC, Mandatory Housing Affordability for Residential Development ("MHA-R"). The purpose of Chapter 23.SSC is to implement an affordable housing incentive program authorized by RCW 36.70A.540. Chapter 23.S8C specifies a framework for providing affordable housing in new development, or an in-lieu payment to support affordable housing, in connection with increases in residential development capacity. The MHA citywide rezone changed the subject site's zoning designations from the north parcel's LR3 and the south parcel's NC3-65 to LR3(M) and NC3-75(M) respectively.

Neighborhood Plan

10. The subject site is within the area included in the Capitol Hill Neighborhood Plan within the City of Seattle Comprehensive Plan, Adopted Neighborhood Plans section. This Neighborhood Plan was adopted in 1998.

Proposal

11. The proposal seeks to rezone only the north parcel portion of the property from Lowrise 3(M) LR3(M) to NC3-65(M1). The proposed development project includes a 7-story, 88-unit apartment building with a restaurant. Parking for 105 vehicles is proposed. The existing onsite building is proposed to be demolished.

12. The proposed rezone would maintain the existing pattern of commercially zoned properties generally fronting the E Madison Street corridor and commercial district, with residential uses to the north of this commercial district and corridor. The proposed rezone will move an existing boundary between commercial and residential zones approximately 60 feet to the north. A restaurant use is proposed at the southwest corner of the building, facing 16th Avenue. Residential uses occupy the remainder of the project's frontage and create a buffer or boundary between commercial and residential areas. Across the street to the west is the Jewish Family Service of Seattle, a nonresidential use fronting 16th Avenue and the proposed commercial use on site.

Public Comment

13. The public comment period ended on August 27, 2018. In addition to the comments received through the design review process, other comments were received and considered by the Department, to the extent that they raised issues within the scope of its review. These areas of public comment related to offering support for the project and sharing concerns with transportation, carbon emissions, height, density, and shadow impacts.

14. Comments were received at the public hearing before the Hearing Examiner:

    a. Marie Baeta expressed concern about removal of the existing building (which she believed may be a historical building, though this was not demonstrated in the record), sunlight blocking by the project, and tree removal.
    b. Jack Hilovsky stated some support for aspects of the proposal but expressed concern about incompatibility of the project with the neighborhood due to height and density of the proposal.
    c. Francesca Oaksford expressed support for the proposal.

15. Erin Wade submitted a written comment in advance of the hearing. She expressed concern about the removal of the existing building on the property and would like to see trees on or associated with the property preserved.

Director's Review

16. The Director reviewed the Design Review Board's recommendations and agreed that the proposed project results in a design that best meets the intent of the Design Review Guidelines, and accepted the Board's recommendations. The Director approved the design. Exhibit 16 at 14-17.

17. The Director's report (Exhibit 1) analyzes the proposed contract rezone and recommends that it be approved with conditions.

Applicable Law

18. SMC 23.34.008 provides the general rezone criteria. The criteria address the zoned capacity and density for urban villages; the match between the zone criteria and area characteristics; the zoning history and precedential effect of the rezone; neighborhood plans that apply; zoning principles that address relative intensities of zones, buffers and boundaries; impacts of the rezone, both positive and negative; any relevant changed circumstances; the presence of overlay districts or critical areas, and whether the area is within an incentive zoning suffix.

19. When, as in this case, a rezone includes consideration of height limits in commercial or industrial zones, SMC 23.34.009 prescribes additional criteria to be considered, including the function of the zone, topography of the area and surroundings, height and scale of the area, compatibility with the surrounding area, and neighborhood plans.

20. SMC 23.34.007.C provides that compliance with the requirements of Chapter 23.34 SMC constitutes consistency with the Comprehensive Plan for purposes of reviewing proposed rezones, but the Comprehensive Plan may be considered where appropriate.

Conclusions

1. The Hearing Examiner has jurisdiction over this matter pursuant to SMC 23.76.052, and makes a recommendation on the proposed rezone to the City Council.

2. SMC 23.34.007 provides that the applicable sections of Chapter 23.34 SMC on rezones are to be weighed and balanced together to determine the most appropriate zone and height designation. In addition, the zone function statements are to be used "to assess the likelihood that the area proposed to be rezoned would function as intended." SMC 23.34.007.A. "No single criterion ... shall be applied as an absolute requirement or test of the appropriateness of a zone designation ... unless a provision indicates the intent to constitute a requirement ...." SMC 23.34.007.B.

3. The most appropriate zone designation is the one "for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation." SMC 23.34.008.B.

Effect On Zoned Capacity

4. The subject site is located within the First Hill/Capitol Hill Urban Center. The growth target for this urban center is 6,000 housing units between the years 2015 and 2035 (Growth Strategy

Appendix, Comprehensive Plan/Seattle 2035) and the density sought is 15 housing units per acre (Land Use Appendix, Comprehensive Plan/Seattle 2035).

5. According to the SDCI Urban Center/Village Housing Unit Growth Report (dated July 8, 2022), the First Hill/Capitol Hill Urban Center has had a growth rate of 25.8%. The proposed rezone will not reduce the zoned capacity for the First Hill/Capitol Hill Urban Center. The proposed rezone will increase zoned capacity and zoned density by allowing for additional building height and 12 residential units. The 12 additional units are calculated based on the additional height and density allowed in the NC zoning versus the LR3 zoning, which results in an additional 6 units on levels six and seven. The proposed rezone is consistent with SMC 23.34.008.A.1. as the increase in zoned capacity does not reduce capacity below 125% of the Comprehensive Plan growth target.

Match Between Zone Criteria and Area Characteristics

6. The most appropriate zone designation is the one "for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation." SMC 23.34.008.B. The proposed rezone would be consistent with the adjacent zoning in the area. Currently, the site and its relation to adjacent zoning matches the NC3 zone function and locational criteria, found in SMC 23.34.078,[1] so the designation is appropriate.

Neighborhood Plan

21. The applicable plan policies and goals from the Capitol Hill Neighborhood Plan portion of the Comprehensive Plan relate to housing, design, and zoning regulations generally, but not to rezones specifically. Those topical goals and policies include:

---

[1] 23.34.078 - Neighborhood Commercial 3 (NC3) zones, function and locational criteria.

A. Function. To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved:

1. A variety of sizes and types of retail and other commercial businesses at street level;
2. Continuous storefronts or residences built to the front lot line;
3. Intense pedestrian activity;
4. Shoppers can drive to the area, but walk around from store to store;
5. Transit is an important means of access.

B. Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions:

1. The primary business district in an urban center or hub urban village;
2. Served by principal arterial;
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas;
4. Excellent transit service.

CH-P4 Strengthen and enhance the character of the major residential neighborhoods and encourage a greater range of housing choices affordable to a broad spectrum of the entire community.

The project provides 88 residential units of studio and one-bedroom configurations and includes conformance with the requirements of the MHA program.

CH-G2 An enhanced neighborhood with diverse land uses, a mixture of housing types including single-family and dense multifamily, and vibrant commercial districts.

The character of the existing neighborhood along 16th Avenue between East Olive Street and E Madison Street includes three multifamily buildings and the Jewish Family Center's existing office building. The project would reflect this existing density.

CH-P5 Encourage the preservation of the neighborhood's architectural quality, historic character, and pedestrian scale.

The proposed design responds to the neighborhood's architectural quality, historic character, and pedestrian scale, with elements such as setbacks, weather protection, commercial uses, high-quality materials such as brick and glass, and expansive windows and metal framed decks.

CH-P8 Enhance and protect the character of the diverse residential districts.

The Project will enhance the character of the neighborhood by providing a thoughtfully designed building, additional residential use and neighborhood-scale commercial space.

CH-G3 A community with a full range of housing types from single-family homes to multifamily contributing to a diverse, densely populated neighborhood.

The project increases density and residential opportunities in the neighborhood.

CH-P15 Encourage the development of high-quality new housing that blends with historic housing.

The proposed design includes high-quality materials and design elements that respond to the nearby historic housing such as the Marquis Co-Op and Garden Court Apartments.

CH-G6 A pedestrian-oriented neighborhood with a balanced transportation environment that emphasizes public transit, yet also facilitates vehicular mobility and addresses the parking needs of businesses, residents, and students.

The Project will provide more potential riders of the transit infrastructure in the neighborhood, including Light Rail and frequent bus service. At the same time, the Project will address the parking needs of the immediate community by providing on-site parking for building residents and Jewish Family Service office uses.

Zoning Principles/Precedential Effect

7. The zoning principles listed in SMC 23.34.008.E are generally aimed at minimizing the impact of more intensive zones on less intensive zones, if possible. They express a preference for a gradual transition between zoning designations, including height limits, if possible, and potential physical buffers to provide an effective separation between different uses and intensities of development.

8. There is some effective separation between the proposal and adjacent and nearby properties provided by topographic changes, adjacent streets to the west, and an alley to the east.

9. The Director considered the zone transition between the proposal and less intensive development to the north. Design elements have been employed in the proposal to mitigate possible impacts and create a gradual transition between zoning categories and height limits. These elements include shifting the massing (floors two through seven) 21 feet south of the adjacent site to the north, installation of a landscape buffer along the north property line, and fenestration patterns to maintain privacy of adjacent residents.

10. In addition, the Design Review process (SMC 23.41) also considers height, bulk and scale transitions to lower adjacent zones and response to existing context. The proposed rezone includes a specific proposed development that has gone through the Design Review process consistent with SMC 23.41. The design that has been approved by SDCI includes design strategies to address the project's height, bulk, and scale.

11. The proposed zoning aligns with existing lot lines and street centerlines. An established boundary between commercial and residentially zoned properties remains and is moved north 60 feet. A gradual transition between zoning categories is provided in the project design through use of setbacks and landscaping.

12. The proposed 65-foot height limit is consistent with new development in the area and anticipated zoning changes.

13. The proposed zone with a 65-foot height limit is consistent with the Capitol Hill Neighborhood Plan and existing built character of the area.

Impact Evaluation

14. The proposed rezone would positively impact the housing supply, as it would add 98 new residential units, with 12 new units created beyond the existing zoning.

15. Although the proposal would increase the demand for public services, the increase would be minimal. There is no evidence in the record that the demand would exceed service capacities. In particular, street access, street capacity, transit service and parking capacity were shown to be sufficient to serve the additional units that would be allowed by the rezone. Height, bulk and scale impacts, including shadow impacts, were reviewed and addressed through the design review process.

16. The proposal will have a positive impact on the supply of housing in the area. The proposed rezone will add housing capacity to the neighborhood.

17. The site does not lie within a shoreline district, no public access is being impacted or removed with this proposal and no existing recreational areas are being impacted or removed.

Changed Circumstances

18. Changed circumstances are to be considered but are not required to demonstrate the appropriateness of a proposed rezone. The City's proposed rezone in this area, for purposes of implementing MHA-R affordable housing legislation, indicates an up-zone pattern consistent with the proposal.

Overlay Districts

19. The site is within a Pedestrian overlay district. The overlay will not change with this rezone proposal.

Critical Areas

20. As noted above, there are no mapped environmentally critical areas on or near the site.

Height Limits

21. The proposed rezone would allow an additional 15 feet in zoned height. SMC 23.34.009 addresses the designation of height limits for proposed rezones. The issues to be considered include the function of the zone; the topography of the area and its surroundings, including view blockage; height and scale of the area; compatibility with the surrounding area; and neighborhood plans.

22. Function of the zone. Height limits are to be consistent with the type and scale of development intended for the zone classification, and the demand for permitted goods and services and potential for displacement of preferred uses are to be considered. The proposed mixed-use project is consistent with the type and scale of development intended for the NC3 zone in urban centers, as discussed above. There will be no displacement of preferred uses.

23. Topography of the area. Heights are to "reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage" is to be considered. The existing topography of the site is characterized at the four-foot-tall rockery and retaining wall along the west property line generally sloping upwards to the east at an approximately seven percent slope gaining an additional eight-feet in elevation for a difference in elevation of 12-feet. The existing zoning transition pattern in this area generally reinforces the natural topography of the area. Zoning to allow taller buildings is generally located along the East Madison Street corridor, with lower height zoning for properties to the north of this corridor. The proposed rezone would maintain this pattern and reinforce a transition in height, bulk, and scale from NC3-75(M) to the south to LR3(M) to the north.

24. Height and scale of the area. The height limits established by current zoning in the area are to be considered. In general, permitted height limits are to "be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential." SMC 23.34.009.C.

    The proposed development would be consistent with the predominant height and scale of nearby newer development, which is representative of the area's overall development potential.

25. Compatibility with surrounding area. Height limits are to be compatible with actual and zoned heights in surrounding areas. In addition, a gradual transition in height and scale and level of activity between zones is to be provided unless major physical buffers are present. Physical buffers exist, mostly in the form of streets and an alley. However, the proposal is compatible in height with nearby and planned development and zones. The height limit of 65-feet would be compatible with the actual and zoned heights in the surrounding area, and consistent with the transition of zoned heights and scale of development in the area.

26. Weighing and balancing the applicable sections of Chapter 23.34 SMC together, the most appropriate zone designation for the subject site is NC3-65(M1) with a PUDA.

Recommendation

The Hearing Examiner recommends that the City Council **APPROVE** the requested rezone subject to a PUDA that incorporates the final approved Master Use Permit drawings for the proposal and the following conditions:

The Director recommended approval with the following Design Review Conditions:

Prior to Issuance of a Construction Permit

1. Include in the construction permit plan set the following:
    a. Those representative examples and details in section and plan shown on pages four and five of Design Recommendation Conditions of Approval Supplemental Information (WeinsteinA+U, August 13, 2020), including:
    i. TYP Window Head & Sill with Break Metal (2/A471);
    ii. TYP Corner Window Post with Metal Panel (5/A441); and
    iii. TYP Intermediate Window Post with Break Metal (8/A441).
    b. Details describing the equipment required for the operation of the overhead garage door (that equipment listed on page eight of the Design Recommendation Conditions of Approval Supplemental Information document (WeinsteinA+U, August 13, 2020)).
    d. Details describing those measures/cueing devices/elements proposed to enhance pedestrian safety along 16th Avenue, which are described on pages 20-21 of Design Recommendation Conditions of Approval Supplemental Information (WeinsteinA+U, August 13, 2020) and summarized as: parking garage entry ramp

configuration, cast-in place vehicle detection loop, building setback and plantings, traffic mirror, and cast-in place drive-over lighting.

2. The design of exterior space abutting the commercial tenant space currently planned for outdoor dining associated with the restaurant use (adjacent 16th Avenue) shall be maintained in the final design and shall be dedicated for ancillary activities (seating, restaurant dining) to occur in the future if another commercial use is proposed for this space. Include in the construction permit plan set details demonstrating consistency with this condition.

For the Life of the Project

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner.

The Director recommended approval with the following rezone condition:

Prior to Issuance of a Master Use Permit

1. Submit a copy of the approved Property Use and Development Agreement (PUDA) (required pursuant to SMC 23.34.004) containing the following condition of approval: a. Development of the rezoned property shall be in substantial conformance with the approved plans for Master Use Permit 3030517-LU.

Entered November 11, 2023.

___/s/Ryan Vancil_____
Ryan P. Vancil
Hearing Examiner

Concerning Further Review

NOTE: It is the responsibility of the person seeking to appeal a Hearing Examiner's recommendation to consult appropriate Code sections to determine applicable rights and responsibilities.

Pursuant to SMC 23.76.054, any person substantially affected by a recommendation of the Hearing Examiner may submit an appeal of the recommendation in writing to the City Council. The appeal must be submitted within fourteen (14) calendar days following the date of the issuance of the recommendation of the Hearing Examiner, and be addressed to:

Seattle City Council
Planning, Land Use and Sustainability Committee
c/o Seattle City Clerk
600 Fourth Avenue, Floor 3 (physical address)
P.O. 94728 (mailing address)
Seattle, WA 98124-4728

The appeal shall clearly identify specific objections to the Hearing Examiner's recommendation and specify the relief sought. Consult the City Council committee named above for further information on the Council review process.

BEFORE THE HEARING EXAMINER
CITY OF SEATTLE

CERTIFICATE OF SERVICE

I certify under penalty of perjury under the laws of the State of Washington that on this date I sent true and correct copies of the attached **FINDINGS AND RECOMMENDATION** to each person listed below, or on the attached mailing list, in the matter of **WEINSTEIN A+U**. Case Number: **CF-314400** in the manner indicated.

Party	Method of Service
Applicant Daniel Goddard Weinstein A+U danielg@weinsteinau.com	☐ U.S. First Class Mail, postage prepaid ☐ Inter-office Mail ☒ E-mail ☐ Fax ☐ Hand Delivery ☐ Legal Messenger
Applicant Legal Counsel Abigail Pearl DeWeese Hillis Clark Martin & Peterson P.S. abigail.deweese@hcmp.com	☐ U.S. First Class Mail, postage prepaid ☐ Inter-office Mail ☒ E-mail ☐ Fax ☐ Hand Delivery ☐ Legal Messenger
Department Carly Guillory SDCI carly.guillory@seattle.gov SCI Routing Coordinator SCI_Routing_Coordinator@seattle.gov Janet Oslund janet.oslund@seattle.gov SCI_LUIB SCI_LUIB@seattle.gov Nathan Torgelson	☐ U.S. First Class Mail, postage prepaid ☐ Inter-office Mail ☒ E-mail ☐ Fax ☐ Hand Delivery ☐ Legal Messenger

nathan.torgelson@seattle.gov Roger Wynne roger.wynne@seattle.gov Ketil Freeman ketil.freeman@seattle.gov	
Public Commentors Marie Baeta 1621 17th Ave. Seattle, WA 98122 Jack Hilovsky 1631 16th Ave. Unit 118 Seattle, WA 98122 Francesca Oaksford 1610 16th Ave. Seattle, WA 98122	☒ U.S. First Class Mail, postage prepaid ☐ Inter-office Mail ☐ E-mail ☐ Fax ☐ Hand Delivery ☐ Legal Messenger
Mailing KKAZANJIAN@JFSSEATTLE.ORG; jgreene@kingcounty.gov; healthyenvironments@kingcounty.gov; annette.pearson@seattle.gov; SEPA.reviewteam@doh.wa.gov; SEPA@pscleanair.org; McCollD@wsdot.wa.gov; bpfeiffer@kingcounty.gov; Jim.Ishimaru@kingcounty.gov; lpa.team@kingcounty.gov; glen.stamant@muckleshoot.nsn.us; KCWTD_otheragencyplanning@kingcounty.gov; fisheries2@muckleshoot.nsn.us; fisheriescontact@muckleshoot.nsn.us; Jae.butler@muckleshoot.nsn.us; Ktsang@muckelshoot.nsn.us; toddgray@tulaliptribes-nsn.gov; preservationdept@duwamishtribe.org; Aj.taaca@hok.com; andrewdhaas@hotmail.com; anne.gustavson@gmail.com; axhughan@gmail.com;	☐ U.S. First Class Mail, postage prepaid ☐ Inter-office Mail ☒ E-mail ☐ Fax ☐ Hand Delivery ☐ Legal Messenger

barbara_bernard@yahoo.com; betsyhamblen@yahoo.com; brace24@gmail.com; brendalwolsey@gmail.com; claire7@uw.edu; DaveB@FullLifecare.org; dennismcdevitt@gmail.com; ed3@uw.edu; eugeniaw@historicseattle.org; evaconner@windermere.com; gregforschler@yahoo.com; horowitz.jason@gmail.com; jannacuneo@gmail.com; jhilov@yahoo.com; jilljnorton@hotmail.com; Jonathan.williams@seattle.gov; kellycompton21@gmail.com; kimberly.kinchen@gmail.com; kimsmithq@gmail.com; lana@lanablinderman.com; LizzyS@pscleanair.org; M_persons@hotmail.com; marcredmond@msn.com; mduffes@gmail.com; melissa@luciamarquand.com; mjporter@gmail.com; mtm@mtmnationalinc.com; nbccorp@qwestoffice.net; nina.m.mross@gmail.com; pkp3@uw.edu; pupscout@gmail.com; rodhuntress@gmail.com; seshriver1s@gmail.com; ShelbyJors@centralcoop.coop; sophy.hildreth@gmail.com; srecordon22@gmail.com; thegeekchic@gmail.com; twoshellsmakeanocean@gmail.com; wesleybarga@centralcoop.coop; xdoan@protonmail.com; ybonney@msn.com; yehuditsolomon@gmail.com;	
Mailing EMILY/CURRENT RESIDENT 1700 E MADISON ST APT #615 SEATTLE, WA 98122 GUY DELISI	☒ U.S. First Class Mail, postage prepaid ☐ Inter-office Mail ☐ E-mail ☐ Fax ☐ Hand Delivery ☐ Legal Messenger

SOUND 6400 SOUTHCENTER BLVD TUKWILA WA 98188 KRISTA JANES-BLACKBURN BLANTON TURNER 159 S JACKSON ST STE 320 SEATTLE WA 98104 BONNIE BARRETT 1605 E OLIVE ST SEATTLE WA 98122 ELIOT FLANNERY 1717 16TH AVE SEATTLE WA 98122 SUQUAMISH TRIBE* PO BOX 498 SUQUAMISH, WA 98392 ERIN WADE 1621 17TH AVE. APT. 308 SEATTLE, WA 98122	
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Dated: November 16, 2023.

____/s/ Angela Oberhansly

Angela Oberhansly, Legal Assistant

Case Name/Number: Weinstein A + U, CF-314400

Hearing Exhibit List

October 11, 2023

Department Exhibits	Document Title	Document Date	Admitted?
1	Decision	September 18, 2023	Y
2	GIS Map	March 15, 2018	Y
3	MUP Plan Set	September 3, 2020	Y
4	SEPA Opt Out	July 17, 2023	Y
5	Statement of Intent	July 17, 2023	Y
6	Election Temporary ADR	April 29, 2020	Y
7	Public Comments		Y
8	EDG Packet	April 25, 2018	Y
9	EDG Packet Feedback	April 5, 2018	Y
10	SDOT EDG Memo	April 23, 2018	Y
11	SDOT REC Memo	May 17, 2020	Y
12	Response to Guidelines		Y
13	REC Packet		Y
14	Conditions	August 13, 2020	Y
15	Rezone Application	December 2019	Y
16	Zoning History	January 23, 2018	Y
17	Applicant Response	February 28, 2023	Y
18	SEPA Checklist	December 2016	Y
19	Emissions Worksheet	December 26, 2007	Y
20	Arborist Report	April 9, 2018	Y
21	Appendix A	May 23, 2018	Y
22	Phase I ESA	March 16, 2018	Y
23	Engineering Report	April 3, 2018	Y
24	Tank Memo	August 21, 2020	Y
25	Tank Memo	January 11, 2021	Y
26	Traffic Analysis	July 5, 2018	Y
27	Shadow Studies – Existing Conditions	June 2021 – December 2021	Y
28	Shadow Studies – Proposed Design	June 2021 – December 2021	Y
29	Water Availability Certificate	July 20, 2023	Y
30	Easement and Agreement	September 29, 1997	Y
31	MUP Decision	January 31, 2011	Y
32	MUP Comments		Y
33	Off-Site Parking Agreement		Y
34	Parking Garage Diagrams		Y
35	Letter of Intent to Dedicate	September 2, 2020	Y

36	Letter of Intent to Dedicate Response	October 19, 2020	Y
37	Correction 1 Geo Soils	October 15, 2018	Y
38	Correction 1 LU	December 4, 2018	Y
39	Correction 2 LU	January 31, 2020	Y
40	Correction 3 LU	October 8, 2020	Y
41	Correction 4 LU	December 15, 2020	Y
42	Correction 5 LU	June 11, 2021	Y
43	Correction 6 LU	January 6, 2022	Y
44	Correction Update	January 7, 2021	Y
45	Correction 1 MHA	September 25, 2018	Y
46	Correction 2 MHA	April 27, 2020	Y
47	Correction 3 MHA	April 27, 2020	Y
48	Correction 1 Transportation	December 20, 2018	Y
49	Correction 2 Transportation	February 10, 2020	Y
50	Correction 1 Zoning	September 18, 2018	Y
51	Correction 2 Zoning	January 23, 2020	Y
52	Correction 3 Zoning	October 5, 2020	Y
53	Correction 4 Zoning	June 11, 2021	Y
54	Denial of Designation	June 20, 2019	Y
55	Appendix A Review	September 11, 2018	Y
56	Response to Geo Soils 1	December 20, 2019	Y
57	Response to Land Use Correction Notice 1	December 20, 2019	Y
58	Response to Land Use Correction Notice 2	September 3, 2020	Y
59	Response to Land Use Correction Notice 3	December 11, 2020	Y
60	Response to Land Use Correction Notice 4	January 12, 2021	Y
61	Response to Land Use Correction Notice 5	June 11, 2021	Y
62	Application	February 8, 2023	Y
63	Response to MHA Correction Notice 1	December 20, 2019	Y
64	Response to MHA Correction Notice 2	September 3, 2020	Y
65	Response from Transportation Solutions RE Correction Notice 1	November 8, 2019	Y
66	Response to Transportation Correction Notice 2	September 3, 2020	Y
67	Response to Zoning Correction Notice 1	December 20, 2019	Y
68	Response to Zoning Correction Notice 2	September 3, 2020	Y
69	Response to Zoning Correction Notice 3	December 11, 2020	Y
70	Response to Zoning Correction Notice 4	June 11, 2021	Y
71	ROW Tree Protection	February 11, 2020	Y
72	Solid Waste Approval	August 24, 2020	Y
73	Cancelled Notic of REC	March 19, 2020	Y
74	Notice of Change	May 7, 2020	Y
75	Notice of Decision	September 18, 2023	Y
76	Notice of EDG	April 5, 2018	Y
77	Public Notice Map	July 8, 2018	Y
78	Renotice of EDG	April 23, 2018	Y
79	Notice of Application	August 13, 2018	Y
80	Notice of REC	March 5, 2020	Y
81	Vesting Confirmation	August 12, 2021	Y
82	SDCI's Hearing Presentation	October 11, 2023	Y

Hearing	Document Title	Document Date	Admitted?

Examiner Exhibits			
83	Public Comment		Y

Applicant Exhibits	Document Title	Document Date	Admitted?
84	Resume of Daniel Goddard - Applicant Exhibit 2		Y
85	Presentation - Applicant Exhibit 1		Y

CITY OF SEATTLE
ANALYSIS, DECISION AND RECOMMENDATION OF THE DIRECTOR OF THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS

Record Number: 3030517-LU

Applicant: Daniel Goddard, Weinstein A+U

Address of Proposal: 1620 16th Avenue

Clerk File No.: 314400

SUMMARY OF PROPOSAL

Council Land Use Action to rezone a parcel of land from LR3(M) (Lowrise 3(M)) to NC3-65(M1) (Neighborhood Commercial 3-65'(M1)). Project includes a 7-story, 88-unit apartment with restaurant. Parking for 105 vehicles proposed. Existing building to be demolished. Early Design Guidance conducted under 3030517-EG.

The following approvals are required:

I. **Administrative Design Review with Departures** (SMC Chapter 23.41)*
**Any departures are listed near the end of the Design Review Analysis section of this decision.*

II. **Contract Rezone** (SMC Chapter 23.34): From Lowrise 3(M) (LR3 (M)) to Neighborhood Commercial 3-65(M1) (NC3-65(M1)) – Recommendation to the Hearing Examiner

SEPA DETERMINATION

- ☐ Determination of Nonsignificance (DNS)
  - ☐ Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts.
  - ☐ No mitigating conditions of approval are imposed.
- ☐ Determination of Significance (DS) – Environmental Impact Statement (EIS)
- ☐ Determination made under prior action.
- ☒ Exempt

BACKGROUND

State Environmental Policy Act (SEPA)

A SEPA checklist was submitted for review with this application. Subsequently, the SEPA application was withdrawn due to a revision to Washington State law which exempts the project from SEPA (Senate Bill 5412).

Design Review



On April 27, 2020, the Seattle City Council passed emergency legislation (Council Bill 119769), allowing projects subject to full design review (SMC 23.41.014) to opt into Administrative Design Review (SMC 23.41.016) temporarily while the City developed alternatives to in-person meetings during the COVID-19 civil emergency. As one of the projects impacted by Design Review Board in-person meeting cancellations, this project elected to make this change and opt into Administrative Design Review.

The Design Review component of this MUP has a vesting date of March 19, 2018 (SMC 23.76.026). As of this vesting date, the subject site was zoned lowrise 3 (LR3) (north parcel) and neighborhood commercial 3 with a 65-foot height limit (NC3-65) (south parcel).

Analysis of the project's compliance with the Design Review approval criteria is found below in Section I.

Citywide Rezone

In 2015, the Housing Affordability and Livability Agenda (HALA) Advisory Committee delivered a set of recommendations to the Mayor and City Council that included mandatory housing affordability for residential and commercial development. Included were area-wide zoning map changes, expansions of some urban village boundaries, modifications to development standards and other actions to implement MHA requirements for multifamily and commercial development in certain areas.

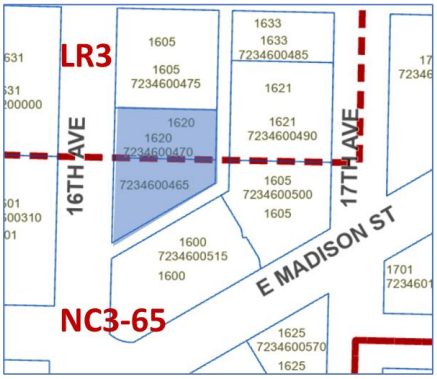
In November of 2015, the City Council passed Ordinance 124895 creating a new Land Use Code Chapter 23.58B, Affordable Housing Impact Mitigation Program Development Program for Commercial Development (MHA-C). The Council followed this, in August of 2016, with Ordinance 125108 creating a new Land Use Code Chapter 23.58C, Mandatory Housing Affordability for Residential Development (MHA-R). The purpose of these Chapters is to implement an affordable housing incentive program authorized by RCW 36.70A.540. Chapters 23.58B and 23.58C specify a framework for providing affordable housing in new development, or an in-lieu payment to support affordable housing, in connection with increases in commercial or residential development capacity. Chapter 23.58B and 23.58C are applicable as follows: where the provisions of a zone specifically refer to Chapter 23.58C; or through the terms of a contract rezone in accordance with Section 23.34.004.

Subsequently, the citywide rezone was adopted, effective April 19, 2019, changing the subject site's zoning designations from LR3 and NC3-65 to LR3(M) and NC3-75(M) respectively. The applicant proposes to rezone the north parcel only, from LR3 to NC3-65(M1); therefore, the project has been designed to comply with the standards of NC3-65(M1) (north parcel) and NC3-65 (south parcel) including the applicable MHA provisions of SMC 23.58B and 23.58C.

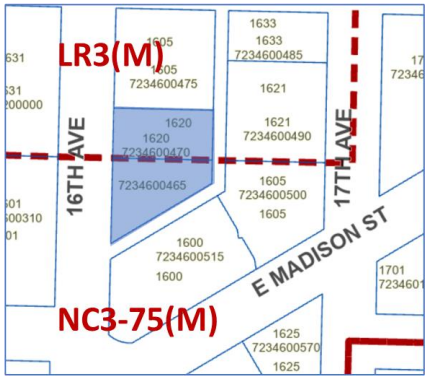
Analysis of the project's compliance with the contract rezone approval criteria is found below in Section II.

Proposal Site Information

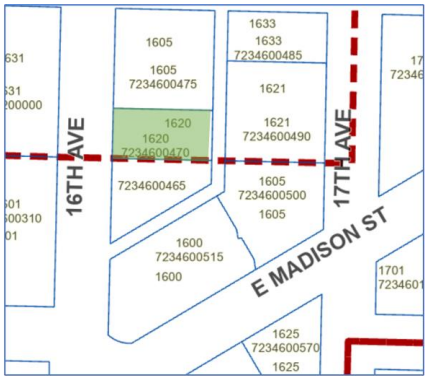
The development site consists of two parcels addressed as 1610 16th Avenue (parcel identification number (PIN) 723460-0465) and 1620 16th Avenue (PIN 723460-0470). The maps below illustrate the development site (in blue color tone), zoning designations (in red font), and the portion of the development site that is proposed to be rezoned (in green color tone).



Development Site
(Zoning as of March 19, 2018)



Development Site
(Zoning as of date of this report)



Rezone Area

The south parcel is currently zoned NC3-75(M); no zone change is proposed to this parcel.

SITE AND VICINITY

Site Zone: Lowrise 3 with a Mandatory Housing Affordability Suffix of "M" (LR3(M)) and Neighborhood Commercial 3 with a maximum height limit of 75-feet and a "M" MHA suffix (NC3-75(M))[1]

Zoning Pattern: (North) LR3(M)
(South) NC3-75(M)
(East) LR3(M) and NC3-75(M)
(West) LR3(M) and NC3-75(M)

Environmentally Critical Areas: No mapped environmentally critical areas (ECAs) on or near the site.

Lot Area: 15,000-square feet

Current and Surrounding Development; Neighborhood Character; Access: The project site is comprised of two existing parcels. The north parcel contains an existing two-story apartment building with detached garage structure, and the south parcel contains an existing surface vehicular parking area. This mid-block property is located on the east side of 16th Avenue within the First Hill/Capitol Hill Urban Center Village. Large mature street trees dominate the 16th Avenue pedestrian experience.

Surrounding development includes a mix of commercial and residential structures of a variety of architectural styles and building heights. To the north is a three-story residential building (Marquis Apartments – 1605 East Olive Street). Across the alley to the east and southeast, is three-story apartment building with accessory parking (Cascadia Apartments – 1621 17th Avenue) and an assisted living facility (Gaffney House – 1605 17th Avenue). To the south, across the alley, is a six-story commercial and residential building (Madison Crossing/Central Co-op – 1600 E Madison Street), a four-

[1] A portion of the proposal is vested to a previous zoning designation of NC3-65.

story apartment building (Garden Court Condominiums – 1631 16th Avenue), and a three-story commercial office building (Jewish Family Service Capitol Hill Campus – 1601 16th Avenue) are across 16th Avenue, west of the subject property.

East Madison Street, located half a block to the south, is a primary vehicular and pedestrian connection to Downtown from the surrounding neighborhood. Institutional and commercial uses are primarily located in larger scaled buildings organized along E Madison Street with generally smaller-scaled residential buildings located a block north and south of E Madison Street. There are several exceptions in which larger residential buildings are located further from E Madison Street to the west and east of the project site.

PUBLIC COMMENT

The public comment period ended on August 27, 2018. In addition to the comments received through the design review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to offering support for the project and sharing concerns with transportation, carbon emissions, height, density, and shadow impacts.

I. ANALYSIS – DESIGN REVIEW

The design review packets include information presented at the meetings and through design review. These packets are available online by entering the record numbers at this website: http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx The meeting reports and any recordings of the Design Review Board meetings are available in the project file. The meeting reports summarize the meetings and are not transcripts.

EARLY DESIGN GUIDANCE April 25, 2018

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Representatives of the Marquis Apartment Co-op Association:
  - Voiced support for the design Option 3 (applicant's preferred design) because of its generous setbacks from the shared north/south property line.
  - Supported a design that includes parking garage access from 16th Avenue instead of the alley. Felt this design would minimize traffic impacts in the alley.
  - Requested clarification about the proximity of the Option 3 massing to the project's north boundary line.
    - *Applicant explained that there is approximately 21' between the edge of the Marquis building and the edge of upper-level massing design of Option 3.*
  - Concerned about shadow impacts to the Marquis apartment's outdoor courtyard at their site's southeast corner. Encouraged a design that minimizes continual shade to this existing outdoor amenity space.
- Disappointed that the presentation focused on the street-facing façade (west) and lacked information about the development of the remaining elevations (south, east and north) which will be very visible to the surrounding neighbors and pedestrians.
- Asked how the future design will address drainage and stormwater runoff impacts; and if

the existing alley will be improved.

- *Project landscape architect explained that the landscape design will include several stormwater planters intended to slow down the storm surge. Also, stated that the design team will coordinate with the City (SDCI and SDOT) about required alley improvements.*

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Concerned that the proposed building will obstruct the view from neighboring apartment buildings, both in the units and from the rooftop deck. Concerned that the loss will make the space feel claustrophobic as opposed to spacious.
- Supported the preferred massing alternative as it provides good transitional scale.
- Supported garage access on 16th Avenue.
- Supported the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow some light into the back courtyard and to units on the south side of the building.
- Encouraged parking and vehicle access on 16th Avenue due to pedestrian safety on the alley, amount of traffic, trash and recycling pick up, reduced impact to parking on 16th Avenue, and limiting traffic to the up-zoned south end of the street to maintain a more pedestrian friendly environment in the low-rise zone to the north.
- Desired less density on the site. Requested viable options for fewer stories and parking levels to protect against risks associated with mental encroachment and physical gridlock off E Madison Street.
- Representatives of the Madison Crossing Development (apartments and Central Co-op grocery)
  - Appreciated the design team's outreach to our staff about the planning of the design.
  - Supported vehicular access on 16th Avenue instead of the existing alley because vehicular access from the street will provide for easier access and better visibility.
  - Echoed support for the Option 3 massing as it provides good transitional scale.

Additional comments provided to SDCI included the following:

- A representative of Historic Seattle:
  - Provided historical commentary concerning the existing residential structure at the project site. Noted that the residential structure appears to retain physical integrity and should be referred to the Department of Neighborhood Landmark staff to determine if a landmark nomination would be required.
  - Asked if the Board had been briefed on the existing structure's potential landmark status.
    - *The SDCI Land Use Planner explained that usually the Board would receive an update about an existing structure's historic status/landmark nomination prior to the Recommendation meeting–assuming that both SDCI/applicant had received DON's input about the existing structure before this future meeting had occurred.*
  - Encouraged the City to carefully consider the existing structure's historic contribution to the neighborhood prior to any approval to demolish the structure.
- Recognized the value and improvement the project will provide to the neighborhood.
- Desired to see further efforts to reflect human values in the context of the specific businesses that bring traffic to this area.
- Concerned about impact to current volumes of vehicle and pedestrian traffic and patients

at Sound Mental Health.
- Supported the contract rezone associated with the project.
- Against a seven-story development with vehicular access from the street. Concerned about pedestrian safety and shade impacts to Garden Court residential building across the street from the subject property.
- Discouraged the usage of noisy and flashing light measures to alert pedestrians about oncoming traffic.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with traffic impacts and historic preservation are not part of this review.

Seattle Department of Transportation (SDOT) offered the following comment prior to the meeting:

- In consideration of the site's proximity to several transit options (bus, light rail, streetcar) and bike facilities, SDOT encourages improvements that preserve and enhance the safety of all roadway users, particularly people walking and biking.
- SDOT strongly supports vehicle access exclusively from the alley and does not support the requested departure from alley access requirements.
- Stated that street trees will be required along 16th Avenue meeting SDOT's standard dimensions (5.5' planting strip adjacent to the curb with a 6' minimum sidewalk). Advised that existing street trees should be preserved and protected during construction; and a street tree protection inspection should be scheduled with SDOT Urban Forestry.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

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

1. **Design Concept, Architectural Composition and Massing:** The design of the new commercial/residential development should complement the existing architectural context and character, provide an appropriate transition to the adjacent zone and be respectful to surrounding/adjacent sites. (CS2.A, CS2.C.2, CS2.D, CS3.A)
    a. The Board reviewed the applicant's materials and voiced initial concern about the lack of massing variation amongst the presented design options for the mid-block project site. After listening to the design team's presentation which included a summary of their design development process of the site, an explanation of the existing site constraints (sloped topography, trapezoidal shape, alley circulation/traffic, etc.) and a streetscape rendering of the preferred architectural massing design (Concept 3); the Board unanimously supported the applicant's preferred design scheme (Concept 3). Thus, the Board proposed that design scheme Concept 3 move forward to Master Use Permit (MUP) submittal with the following guidance:
        i. Overall, the Board was complementary of the architectural expression of the street-facing building elevation (west façade), massing proportions/scale; and

supported the direction of the massing development of Concept 3. However, the Board agreed with public comment that minimal information about the remaining building elevations (north, south and east) had been presented to the Board. The Board recognized that the proposal will be highly visible from surrounding properties/streets and stated that each building façade should be as attractive and well composed as the presented streetscape rendering of the west façade. Thus, the Board requested to review detailed renderings of all building elevations that articulate a unified composition at the Recommendation phase. (CS2.A, DC2.B)

ii. It is imperative that the future design be respectful of adjacent properties and that the future massing provide an appropriate transition to the Lowrise-zoned properties north, east and west of the project site. The Board was satisfied with the general massing moves of the building form. However, the Board recognized that further refinement of the east, west and especially the north-facing massing was essential to clarify how the future massing would respond to certain adjacency pressures (i.e., privacy, light, outdoor activities/spaces, shade, etc.). The Board requested that the applicant continue to apply measures (setbacks, materials, articulation, etc.) to the specified facades that minimizes impacts to the surrounding residential properties. The Board also requested a window study, shadow analysis and elevation/perspective views showing both the proposed development and adjacent buildings be provided at the Recommendation meeting. (CS1.B.2, CS2.D, CS2.I.vi CAPITOL HILL)

b. The Board reviewed the precedent images in the design packet and communicated positive feedback about the application of material shown. The Board indicated the building exteriors be constructed with high-quality materials that age well and also stated support for the application of materials (brick, fenestration) on the building form as illustrated in the streetscape rendering presented at the EDG meeting. (DC4.I CAPITOL HILL, DC4.II CAPITOL HILL)

2. 16th Avenue Frontage and Landscaping:

a. The Board stated that the new design should complement and positively contribute to the existing streetscape character along 16th Avenue which was described by the Board as having a park-like setting. The Board appreciated the applicant's intent to dedicate ground-level interior space for a future restaurant use with outdoor seating. The Board asked that the design team explore methods that ensures this commercial use connects well with the public realm. (CS2.B.2, PL2.I CAPITOL HILL, PL2.II CAPITOL HILL, PL2.III CAPITOL HILL)

b. The Board voiced concern about the viability/health of the existing stately trees that are currently oriented near the site's southwest corner protruding over the sidewalk and onto the project site; and strongly encouraged that these trees be preserved. The applicant explained that those trees are considered "Street Trees" because they are planted within the 16th Avenue right-of-way. Consequently, the Seattle Department of Transportation (SDOT) has purview over the Street Trees and potential street improvements. The Board expects the applicant to address Board comments/concerns directly with SDOT during the initial Master Use Permit (MUP) review process and provide street improvement design specifics (Street Trees, landscaping, pavement, design elements, etc.)/SDOT feedback at the Recommendation meeting. (DC3.II CAPITOL HILL)

c. The Board encouraged further study of the ground-plane commenting that recessed areas without entries/activation may become conducive to unwanted activity. (PL2.B, PL3.A)

d. Board comments pertaining to the landscape concept focused on the landscaping proposed at the street and the podium level along the site's north boundary line. The Board requested that the design team consider plantings that minimize impacts to neighboring outdoor amenity spaces (Marquis courtyard) and the public realm (16th Avenue). (DC3.II CAPITOL HILL, DC4.D)

e. In response to public concerns about climate change and stormwater runoff impacts, the Board encouraged the design team to demonstrate methods that incorporate green infrastructure in the design. (DC3.I.vi CAPITOL HILL, DC3.I.vii CAPITOL HILL)

3. Vehicular Access:

a. At the EDG meeting, the Board listened the applicant's design rationale for the necessity of a development that provides vehicular access to garage parking via 16th Avenue as opposed to the existing alley. The Board also considered public comments/opinions from surrounding neighbors as to why street access was preferred over alley access to proposed garage parking. In reviewing the site analysis and graphics outlined in the design packet, as well as information verbalized at the meeting, the Board voiced initial support for vehicular access to parking from the street (16th Avenue) and identified code departures related to parking access. Ultimately, the Board stated that special attention to pedestrian safety and accessibility should be prioritized and incorporated in the next design iteration. (PL2.A, DC1.B.1, See Departures 1, 2, 3, 5 and 6)

b. The Board stated that that the garage door screening treatment should be designed and referenced the commercial building across the street from the proposal site (Jewish Family Services building) as a good precedent to emulate (transparency, material, etc.). (DC1.C.2, DC4.II CAPITOL HILL)

RECOMMENDATION June 10, 2020

STAFF NOTE

As outlined per Council Bill 119769, SDCI accepted the applicant's written request to transition the project application from Full Design Review to Administrative Design Review.

PUBLIC COMMENT

SDCI staff received the following design related comments:

- A representative of Full Life Care (the Gaffney House Resident Care Facility):
  - Expressed support for the presented massing scheme inclusive of parking garage access from the street (16th Avenue) and the related contract rezone request.
- A representative of the Marquis Apartment Co-op Association:
  - Voiced continued support for the preferred massing alternative with parking entry on 16th Avenue and the contract rezone because the proposed design provides generous setbacks from the shared property line to allow light in the Co-op's frequently utilized back courtyard and in the units on the building's south-facing facades.
  - Explained that vehicular access is strongly desired from 16th Avenue because traffic impacts to existing properties that abut the alley would be minimized. Felt that the parking entry location and design would allow for a safe coexistence of cars and pedestrians and would maintain a more pedestrian-friendly environment in the lowrise-zoned area north of the project site.

- A representative of Sound Mental Health:
    - Expressed appreciation that the developer (Jewish Family Service Organization) and design team has taken into consideration safety, convenience, neighborhood character, as well as a good neighbor approach to their design and planning.
    - Voiced support of the contract rezone, the proposed design and the garage entry design departure allowing access to onsite parking from 16th Avenue. Noted that the intersection to the alley from East Olive Street is very tight and has limited visibility Concerned that a design that would require vehicular access from the alley would lead to traffic jams, frustration and potential safety issues for both residents and transportation drivers who drop-off and pick-up clients at Sound's front entrance in proximity of this intersection.
- Some encouraged a design with parking access from the alley to address concerns about pedestrian and bicyclist safety on 16th Avenue.
- Some commenters encouraged a design with no onsite parking or minimal onsite parking for specific purposes (i.e., accessible stalls, move in/move out areas, deliveries etc.) accessed from the alley to prioritize the safety for pedestrians and cyclist using 16th Avenue.
- Several comments supported placing the parking garage access on 16th Avenue instead of the alley. Commenters felt that requiring vehicular access solely from the alley would increase alley usage which is currently impacted by existing users (solid waste pickup, grocery store, elementary school/daycare, etc.) and would cause safety concerns for future pedestrians, cyclists and drivers.
- Multiple comments supported the project.
- Many comments opposed the proposed development.
- Supported preservation of the existing residential structure.
- Encouraged incorporating the existing structure into the design of the planned development.
- Asked if there was an opportunity to incorporate legacy representation in the project, such as murals representing the local community.
- Several comments preferred a shorter massing form – three to five stories in height maximum.
- Concerned about light and shadow impacts to adjacent and surrounding properties.
- Some liked that the design includes a ground-level restaurant use with outdoor seating and encouraged the creation of a locally owned restaurant tenant (not a chain restaurant).
- Some felt that the ground-level restaurant is not an appropriate use for the existing surrounding residential character of the neighborhood. Stated a preference for ground-level residential uses instead of a restaurant or lobby.
- Described the proposed design scale as being too big with imposing glass and the form too homogenous and bland to create a desired lively, local street front. Suggested referencing older or pre-mid-century buildings for cues on how to make the design human scale-more intimate (example - Westman's Bagels).
- Multiple comments opposed to eliminating the existing trees and greenery.
- Encouraged the landscape design to be human-scaled and include pollinators and biodiversity, not big block plantings on grid of the same plants.
- Asked about tree protection measures that will retain and promote the long-term growth of the mature trees abutting 16th Avenue.
- Expressed that the design should be setback an additional 1-2 feet to maintain the character of the vibrant green street and viability of the large trees in the right-of-way. Felt that it would be a fair tradeoff for the departure to allow parking access from 16th Avenue

rather than the alley as required per code.
- Questioned the proposed location of solid waste storage and pick up.
- Requested additional shadow studies depicting current structures only and a proposed development if the zone modification is not approved.

SDCI staff received non-design related comments concerning the proposed rezone, noise from loading, views, density, parking quantity, homelessness, housing affordability, housing availability, environmental impacts (air quality), traffic, street improvements (loading zone), transportation and construction impacts (noise, shoring, etc.).

One purpose of the design review process is for the City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are not part of this review.

Seattle Department of Transportation (SDOT) offered the following comments:

- The proposed 16th Avenue frontage design (excluding vehicular access) is improved to meet the standards outlined in Streets Illustrated. SDOT also supports the short-term bicycle parking as shown in the 16th Avenue right-of-way.
- SDOT reiterated that vehicular access to future onsite parking should occur exclusively from the alley and not the street (16th Avenue) because allowing vehicular access from 16th Avenue introduces additional conflict points between pedestrians, cyclists and motorists. Thus, SDOT does not support the requested departure from alley access requirements.
- Stated that the entire width of the portion of alley abutting the lot and a connecting street should be improved per Land Use Code requirements (paved, dedication, etc.).

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: http://web6.seattle.gov/dpd/edms/

SDCI PRELIMINARY RECOMMENDATIONS & CONDITIONS

SDCI visited the site, considered the analysis of the site and context by the proponents, considered past direction by the East Design Review Board and considered public comment. SDCI design recommendations are summarized below.

1. **Design Concept, Architectural Composition and Massing:**
    a. Staff evaluated and supports the amended preferred design option Concept 3 which generally represents the massing proportions, height and scale that was supported by the Board during the EDG phase of review. Staff acknowledges public comment in support of the design and those listing concerns with the height, scale, shadows cast by the proposal, design response to context/history, and design concept. Overall, Staff agrees that the presented design is a good complement to the existing architectural context and character, and an appropriate transition between adjacent zones. (CS2.A, CS2.C.2, CS2.D, CS3.A)
    b. Staff supports past Board direction that the future design be respectful of adjacent properties and provide an appropriate transition to the Lowrise-zoned properties north, east and west of the project site. Staff reviewed the applicant's graphics (elevation views, window study, sun/shadow studies) and considered public

commentary. Staff is satisfied that the design and site planning has been refined by the inclusion of additional articulation, strategic fenestration arrangement, opaque elements, increased setbacks and landscape buffers to minimize future disruption to surrounding properties. (CS1.B.2, CS2.D, CS2.I.vi CAPITOL HILL)

c. Staff examined the detailed elevations and renderings of the building's facades and agreed that the totality of the building elevations results in a unified design. Staff states that the prominent areas at upper-levels of the west street-facing façade appear too planar and recommends a condition to modify this façade in a manner that adds more depth and visual interest (i.e., increased window depth, etc.). (CS2.A, DC2.B, DC2.C)

d. Staff considered public comment about the overall design concept and evaluated the proposed materials, color palette and concept development strategy regarding materiality and composition all identified in the design packet (pgs. 16-17, 40-41). Staff recommends approval of the applicant's intent to apply varied high-quality and durable materials (brick, integral color fiber cement panel, metal panel, wood siding) to the building's facades. The appearance of the brick material varies in the design packet (solid color vs varied color). Staff recommends a condition that the brick material should be clarified in the final MUP drawings and modified, if necessary, to positively complement the neighborhood character. (CS3.I CAPITOL HILL, DC4.I CAPITOL HILL, DC4.II CAPITOL HILL)

e. Staff is satisfied with the conceptual signage as illustrated in the design packet (pg.50). (DC4.B)

f. Staff approves the conceptual lighting design as presented in the Recommendation design packet (pgs. 48-49). (DC4.C)

2. 16th Avenue Frontage, Streetscape, Open Space and Landscaping:

a. Staff generally supports the evolution of the 16th Avenue frontage and streetscape design. Staff acknowledges public comment related to street trees, existing landscaping, solid waste storage and collection location, proposed landscaping, and requesting setbacks to allow for more landscaping. Staff appreciates and recommends approval of the arrangement of the street-level uses, the ground-level landscaping and the ensemble of elements (lighting, outdoor seating, operable storefronts, glazed canopies, etc.) designed to engage pedestrians and positively contribute to the existing streetscape character along 16th Avenue. However, Staff does agree with public sentiment that additional design treatment should be applied to the building's street-level facades closest to the sidewalk edge to add human scale. Thus, Staff does not support the code departure request for non-residential street-level transparency as presented and recommends a condition to modify this aspect of the design regarding the relevant code departure as described in the Departures section of this document. (CS2.B.2, PL2.I CAPITOL HILL, PL2.II CAPITOL HILL, PL2.III CAPITOL HILL, PL3.C, PL3.I CAPITOL HILL, DC2.D, See Departure 2)

b. Staff verified that the Board's past concerns regarding the viability and health of the existing stately trees near the site's southwest corner within the 16th Avenue right-of-way (Street Trees) have been addressed. Staff agrees with public comment about the street trees and is pleased that these Street Trees will be preserved and protected during construction, as noted per SDCI/SDOT correspondence in the Recommendation design packet (pg. 21). (DC3.I.v CAPITOL HILL, DC3.II CAPITOL HILL)

c. Staff recommends that past Board concerns about site security at the ground-plane have been addressed in the current design iteration. (PL2.B, PL3.A)

d. Staff recommends approval of the evolution of the landscape concept and upper-level amenity areas. Staff especially appreciates the design evolution of the upper-level courtyard/amenity area at the north property line adjacent to the property north of

the project site (Marquis Apartments) which has been enhanced with landscaping/fencing, and organized to buffer the Marquis Apartment's courtyard from the proposed building. (DC3.B, DC3.II CAPITOL HILL, DC4.D)

3. Vehicular Access:

a. In terms of vehicular access to the subject property:
   i. Staff reviewed and considered public comments/opinions from surrounding neighbors explaining why street access was preferred over alley access to proposed garage parking.
   ii. Staff reviewed and considered public comments/opinions from surrounding neighbors explaining why alley access was preferred over street access to proposed garage parking.
   iii. Staff reexamined the applicant's design rationale for seeking vehicular access to the garage parking from the street (16th Avenue). In reviewing the site analysis and graphics (ramping diagrams, etc.) outlined in the packet in addition to the aforementioned items from the public and the applicant, Staff recommends approval of the proposed vehicular access to parking from the street (16th Avenue) with the caveat that all proposed measures for pedestrian safety and accessibility are incorporated in the design. SDCI conditionally recommends approval of the code departure related to parking access, as described in the Development Standard Departures below. (CS2.D.5, PL2.A, DC1.B.1, DC1.C, See Departure 1)

b. Staff approves of the garage door screening and agrees that its design is aesthetically pleasing and consistent with the proposed building's design. (DC1.C.2, DC4.II CAPITOL HILL)

DEVELOPMENT STANDARD DEPARTURES

SDCI Staff's preliminary recommendation on the requested departures are based on the departures' potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departures.

At the time of the RECOMMENDATION review, the following departures were requested:

1. **Parking Location and Access (SMC 23.47A.032.A.1 & 23.54.030.F.7):** The Code requires access to parking shall be from an alley if the lot abuts an alley improved to the standards of SMC 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts. If the alley access is infeasible, the Director may allow street access. Additionally, curb cuts are not allowed on streets if alley access to a lot is feasible but has not been provided per SMC 23.54.030.F.7. The applicant proposes a design review departure that vehicular access to the parking garage be allowed via a curb cut abutting 16th Avenue in lieu of the adjacent alley. The applicant's rationale is that the proposed design with the departure lessens the impact on its immediate neighbors and, as presented, would be configured to provide a safe pedestrian environment and a better response to Design Guidelines.

   Staff has reviewed public commentary regarding vehicular parking access, feedback from City staff (SDOT, SDCI Zoning), the applicant's justification with supporting materials/graphics and considered past Board initial support and direction regarding vehicular access from 16th Avenue. Staff agrees that this vehicular access departure would result in an overall design that would better meet the intent of Design Guidelines CS2.D.5 Respect for Adjacent Sites, PL2.A Accessibility, DC1.B.1 Access Location and Design, DC1.C Parking and Service Uses provided

that the safety and security of pedestrians is prioritized. Staff recognizes the proposed safety measures (in concrete lighting, textured pavement, mirror) illustrated in the design packet intended to address pedestrian safety. Staff is not certain that the identified safety measures are enough to address potential conflicts between pedestrians and motorists-particularly those motorists seeking the non- residential garage parking area onsite to visit the offsite commercial use (Jewish Family Services). Therefore, Staff recommends approval of this departure subject to the following condition:

The design review departure from the Parking Location and Access requirements (SMC 23.47A.032.A.1 & 23.54.030.F.7) requires additional operational measures/cueing devices/elements (i.e., mirrors, pavement pattern, textured pavement, lighting, signage, etc.) that ensure pedestrian safety is enhanced and incorporated in a manner that is consistent with the overall architectural concept. The applicant shall submit proposed parking garage access programing information to SDCI outlining instructions/methods that demonstrate parking ingress/egress functions from the street via secured garage entry by the varied persons that will parking onsite (residents, staff, non-residential users, visitors). These operational measures/cueing devices/elements will be verified by the SDCI Transportation Planner.

With this condition, the proposed design with departure better meets the intent of Design Guidelines DC1-B Vehicular Access and Circulation and DC1-I Parking and Vehicle Access.

2. **Non-Residential Street-Level Transparency Requirements (SMC 23.47A.008.B.2.a):** The Code states that 60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent. For purposes of calculating the 60% of a structure's street-facing facade, the width of a driveway at street level, not to exceed 22', may be subtracted from the width of the street-facing facade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street. The applicant requests that the transparency requirement for the non-residential portions of the design's street-facing façade be reduced from 60% to 55%. Per the applicant, the street-level building façade is organized around three brick piers that delineate residential and commercial areas at street level. Although the return walls at the brick piers in front of the commercial space (restaurant) are glazed, this transparency standard only considers portions of the building facade that are parallel to the street and not perpendicular to the street. The applicant's rationale is that this departure allows the proposed design to provide separate functional entries as required by the building program and creates human-scale spaces that will serve to activate the streetscape consistent with design guidelines.

   Staff has reviewed the applicant's materials/justification and considered past Board direction regarding street-level engagement. Staff does not support this departure as proposed, because the decreased transparency applied to the ground-level, street-facing facades closest to the sidewalk does not meet the intent of Design Guidelines PL2.B.3 Street-Level Transparency, PL3.C Retail Edges, and PL3.I.iii CAPITOL HILL Visual Access. However, Staff could support a minor reduction in transparency if the refinement of the design better meets the intent of the Design Guidelines specified above. Therefore, Staff recommends approval of a modification of this departure subject to the following condition:

   The applicant must further refine the design to be compliant with applicable transparency requirements to provide increased visual access into the non-residential interior spaces. A

reduced code departure from the transparency requirement shall be granted if, after further refinement of the design to incorporate transparency along those portions of the non-residential use façade that are closest to the property line, a departure is necessary to result in a well-composed street-level frontage that is consistent with the overall architectural concept (PL2.B.3 Street-Level Transparency, PL3.C Retail Edges, and PL3.I.iii CAPITOL HILL Visual Access).

3. **Depth Provisions for New Structures (SMC 23.47A.008.B.3.a):** The Code states that non-residential uses greater than 600 sq. ft. shall extend an average depth of at least 30' and a minimum depth of 15' from the street-level, street-facing façade. The applicant proposes a non-residential use (restaurant) with a reduced average depth from 30' to 26'. The applicant explains that the crenulated ground-level frontage provides an intimately scaled, weather-protected space in front of the restaurant, allowing activity associated with the restaurant to engage and activate the streetscape. The restaurant space would comply with this code requirement if the depth of exterior dining terrace were considered as part of this measurement. Per the applicant, this departure allows for a better scaled building that activates the streetscape consistent with the design guidelines.

   Staff reviewed this departure request for modification to the depth provision of the commercial restaurant interior tenant space and agrees in principle that as designed this departure would result in an overall design that would better meet the intent of Design Guidelines CS2.B.2 Connection to the Street, PL3.C.3 Ancillary Activities, PL3.I CAPITOL HILL Human Activity. Staff recommends approval of this departure subject to the following condition:

   The design of exterior space abutting the commercial tenant space currently planned for outdoor dining associated with the restaurant use shall be maintained in the final design and shall be dedicated for ancillary activities (seating, restaurant dining, vending) to occur in the future if another commercial use is proposed for this space.

4. **Setback Requirements (SMC 23.47A.014.B.1):** The Code states that a 15' triangular setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone. The applicant proposes to reduce the triangular required setback from the code-required 15' to 10' along the side lot line at the site's northwest corner. Per the applicant, the portion of building encroaching in this setback is the garage with a height of approximately 13' and will have minimal impact on the zero-lot line building to the north as shown in the design packet (pgs. 18-19). The applicant's rationale is that this departure allows the parking garage entry to be in line with the building's main street-level façade consistent with the overall building design. The applicant explains that adhering to the required triangular setback would result in an inconsistent building mass at street-level with the larger portion of the parking entry being exposed to residents at the neighboring site to the north.

   Staff agrees that this departure would result in a more uniform street-level design consistent with the overall building design strategy and would better meet the intent of Design Guidelines CS2.D Height, Bulk and Scale, CS2.I CAPITOL HILL Streetscape Compatibility, DC2.A.1 Site Characteristics and Uses, and DC2.B.1 Façade Composition. SDCI recommends approval of this departure.

5. **Setback Requirements (SMC 23.47A.014.B.5):** The Code explains that no entrance, window or other opening is permitted closer than 5' to an abutting residentially-zoned lot. The applicant proposes that the parking garage opening abutting 16th Avenue be located 1' from the north property line. Per the applicant, the parking garage entry is located at approximately the same level as the parking garage of the neighboring building (Marquis Apartments) and below the neighboring building's first occupied level. The applicant states that siting the garage entry closer to the north property line aligns the parking entry well with the development's upper-level massing and allows a cleaner organization of the overall building concept.

   Staff's assessment of the existing adjacent context, proposed building siting and window study supports the applicant's assertion that the parking garage entrance minimizes potential impact to the neighboring residential property north of the project site. Staff agrees that this departure would result in an overall design that would better meet the intent of Design Guidelines CS2.D Height, Bulk and Scale, CS3.A.1 Fitting Old and New Together, and DC2.D.1 Human Scale. SDCI recommends approval of this departure.

6. **Driveway Width Standards (SMC 23.54.030.D.2):** The Code requires the minimum width of driveways for two-way traffic serving parking associated with nonresidential uses shall be 22' and the maximum width shall be 25'. The applicant requests that the driveway width be reduced to 20' instead of the code-required 22' in width. The applicant explains that a narrower driveway is desired to minimize the presence of the parking entry abutting 16th Avenue and will serve as a traffic calming mechanism to assist in reducing vehicular speeds while entering/exiting the garage.

   Staff reviewed this departure request in conjunction with the applicant's departure request for reduced curb cut width (Departure #7). Staff agrees that this departure would result in a design that improves the pedestrian environment and pedestrian safety consistent with Design Guidelines CS2.B.2 Connection to the Street, DC1.B.1 Access Location and Design, and DC1.C.2 Visual Impacts. SDCI recommends approval of this departure.

7. **Curb Cut Width Standards (SMC 23.54.030.F.2.b):** The Code explains for a driveway serving two-way traffic to non-residential parking, the minimum curb cut width is 22' and the maximum width is 25'. The applicant requests that the driveway curb cut width be reduced to 20' instead of the code-required 22' in width. The applicant explains that the reduced curb cut width is consistent with the narrower driveway width which is desired to minimize the presence of the parking entry abutting 16th Avenue and will serve as a traffic calming mechanism to assist in reducing vehicular speeds while entering/exiting the garage.

   Staff reviewed this departure request in conjunction with the applicant's departure request for reduced driveway width (Departure #6). Staff agrees that this departure would result in a design that improves the pedestrian environment and pedestrian safety consistent with Design Guidelines CS2.B.2 Connection to the Street, DC1.B.1 Access Location and Design, and DC1.C.2 Visual Impacts. SDCI recommends approval of this departure.

8. **Sight Triangle Requirements (SMC 23.54.030.G.1):** The Code states that for two-way driveways less than 22' wide, a sight triangle on both sides of the driveway shall be provided. The driveway shall be kept clear of any obstruction for a distance of 10' from the intersection of the driveway with a sidewalk. The applicant proposes a reduced sight triangle at the north

side of the vehicular driveway abutting 16th Avenue resulting in the following modified sight triangle dimensions:

a. North side of driveway – 2'-6" x 2'-6" (departure amount equates to 7'-6" x7'-6").

The applicant asks that various measures (mirrors, textured pavement, cast in concrete lighting, etc.) be allowed in lieu of the required sight triangle to address pedestrian safety. The applicant rationalized that, in addition to reducing the driveway/curb cut widths, minimizing the sight triangle at the north side of the driveway will assist in minimizing the width and perceived size of the parking garage entry, lessen its appearance at the sidewalk and maintain the entry in scale with the surrounding neighborhood.

Staff reviewed this departure request for modification to the sight triangle requirement and agrees that this departure would result in an overall design that would better meet the intent of Design Guidelines CS2.B.2 Connection to the Street, DC1.B.1 Access Location and Design, DC1.C.2 Visual Impacts provided that the safety and security of pedestrians is prioritized. Therefore, Staff recommends approval of this departure subject to the following condition:

The design review departure from the sight triangle requirements (SMC 23.54.030.G.1) requires design measures/cueing devices/elements (i.e., mirrors, pavement pattern, textured pavement, lighting, signage, etc.) that ensure pedestrian safety is enhanced and incorporated in a manner that is consistent with the overall architectural concept.

DESIGN REVIEW GUIDELINES

Board Priority Guidelines: CS2.A.1, CS2.D.3, CS3.A.1, CS3.A.3, CS3.B.2, CS3.I.iv CAPITOL HILL, PL3.A.4, PL3.C.3, DC1.B and DC2.B.

The Citywide and Neighborhood guidelines recognized by the East Design Review Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the Design Review website.

CONTEXT & SITE

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

CS1-A Energy Use

CS1-A-1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-C Topography

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

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

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

CS1-D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

CS1-E Water

CS1-E-1. Natural Water Features: If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

Capitol Hill Supplemental Guidance:

CS1-I Energy Use

CS1-I-i. Heating/Cooling: Integrate new buildings and site with external direct heating/cooling system(s)

CS1-I-ii. Renewable Energy: Incorporate building-integrated renewable energy generation, provide for potential expansion with adjacent properties

CS1-I-iii. Meters: Provide individual, advanced meters for every residential unit

CS1-I-iv. Usage Feedback: Provide publicly visible displays of energy use

CS1-II Plants and Habitat

CS1-II-i. Habitat on Building: Enhance urban wildlife corridors by creating new habitat for insects and birds through design and plantings for green roofs, walls, and gardens. Maximize use of native species.

CS1-II-ii. Habitat in Right-Of-Way: Create habitat through right-of-way improvements and/or integrated green roofs and walls

CS1-III Water

CS1-III-i. Visible Water: Provide publicly visible displays of water use

CS1-III-ii. Shared Systems: Provide shared site-wide systems for rain water harvesting, greywater reuse, blackwater processing/reuse, centralized shared water cisterns. Provide for potential expansion with adjacent properties.

CS1-III-iii. Flow Reduction: Reduce flows into the municipal water system through stormwater management of building green roofs and walls.

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-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

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

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

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

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

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.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

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

Capitol Hill Supplemental Guidance:

CS2-I Streetscape Compatibility

CS2-I-i. Sidewalk Width: Retain or increase the width of sidewalks

CS2-I-ii. Street Trees: Provide street trees with tree grates or in planter strips

CS2-I-iii: Entrances: Vehicles entrances to buildings should not dominate the streetscape

CS2-I-iv. Townhouse Orientation: Orient townhouse structures to provide pedestrian entrances to the sidewalk

CS2-I-v. Multiple Frontages: For buildings that span a block and "front" on two streets, each street frontage should receive individual and detailed site planning and architectural design treatments.

CS2-I-vi. Zoning Sensitivity: Where possible, new development in commercial zones should be sensitive to neighboring residential zones.

CS2-II Corner Lots

CS2-II-i. Residential Entries: Incorporate residential entries and special landscaping into corner lots by setting the structure back from the property lines.

CS2-II-ii. Retail Corner Entry: Provide for a prominent retail corner entry.

CS2-III Height, Bulk, and Scale Compatibility

CS2-III-i. Building Mass: Break up building mass by incorporating different façade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern.

CS2-III-ii. Views: Consider existing views to downtown Seattle, the Space Needle, Elliott Bay and the Olympic Mountains, and incorporate site and building design features that may help to preserve those views from public rights-of-way.

CS2-III-iii. Sunlight: Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.

CS2-III-iv. Broadway Scale: Help maintain and enhance the character of Broadway by designing new buildings to reflect the scale of existing buildings.

CS2-III-v. Broadway Strorefronts: The pedestrian orientation of Broadway should be strengthened by designing to accommodate the presence or appearance of small storefronts that meet the sidewalk and where possible provide for an ample sidewalk.

CS2-IV Light Rail Station Sites

CS2-IV-i. Broadway Character: Enhance the character of Broadway as one of Capitol Hill's most prominent and vibrant shopping and public main streets.

CS2-IV-ii. Street Edge: Facades facing Broadway should reinforce the street edge.

CS2-IV-iii. Visual Break: Design the Broadway E. façade of site A such that there is a discernible visual break in the building mass that marks the pedestrian passthrough

CS2-IV-iv. Pedestrian Passthrough: Design the Broadway E. façade of site A such that a pedestrian pass through between the building and the plaza to the east is provided. The crossing should be of a highly transparent nature, and be a prominent feature of building design. Consider the following:

a. An inviting entry feature such as cascading stair or terrace (especially Site A)

b. Commercial and retail uses that activate Broadway E. and that 'turn-the-corner' into the mid-block crossing on Site A.

c. Use mid-block crossing as transition point of building character, scale or mass.

CS2-IV-v. Visual Integration: Consider design approaches that visually integrate the 10th Avenue E. frontage with the low-rise multifamily residential context to the east. Setbacks at the upper levels are a valuable tool to help accomplish a scale compatible with that across the street.

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.

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

Capitol Hill Supplemental Guidance:

CS3-I Architectural Concept and Consistency

CS3-I-i. Signage: Incorporate signage that is consistent with the existing or intended character of the building and neighborhood

CS3-I-ii. Canopies: Solid canopies or fabric awnings over the sidewalk are preferred.

CS3-I-iii. Illuminated Signs: Avoid using vinyl awnings that also serve as big, illuminated signs.

CS3-I-iv. Materials: Use materials and design that are compatible with the structures in the vicinity if those represent the neighborhood character.

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.

Capitol Hill Supplemental Guidance:

PL1-I Pedestrian Links

PL1-I-i. Pedestrian Links: Consider design approaches that provide clear, unobstructed pedestrian links between the station entries, public spaces on E. Denny Way, and the plaza space across E. Denny Way.

PL1-II Lighting

PL1-I-i. Lighting: Consider additional pedestrian lighting such as catenary suspended lighting to enhance the E. Denny Way Festival Street.

PL1-III Network of Public Spaces

PL1-III-i. Public Space Accessibility: Consider design approaches that make new public spaces easily accessible from existing sidewalks and public areas, and proposed new light rail station entries.

PL1-III-ii. Plaza: Consider design approaches to the pedestrian pass throughs of Site A and Site B in a way that draws the public into the plaza.

PL1-IV Outdoor Uses and Activities

PL1-IV-i. Plaza Activation: Within the plaza, consider appropriate substructures, built elements and utility connections to ensure the proposed plaza can be used for Farmer's Markets, performance and other temporary uses that provide interest and activity.

PL1-IV-ii. Grade Transitions: Consider taking advantage of grade changes between the plaza level and adjacent sites to create transitions used for seating or other amenities.

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.

Capitol Hill Supplemental Guidance:

PL2-I Human Scale

PL2-I-i. Building Entries: Incorporate building entry treatments that are arched or framed in a manner that welcomes people and protects them from the elements and emphasizes the building's architecture.

PL2-I-ii. Pedestrian Character: Improve and support pedestrian-orientation by using components such as: non-reflective storefront windows and transoms; pedestrian-scaled awnings; architectural detailing on the first floor; and detailing at the roof line.

PL2-II Pedestrian Open Spaces and Entrances

PL2-II-i. Entryways: Provide entryways that link the building to the surrounding landscape.

PL2-II-ii. Link Open Spaces: Create open spaces at street level that link to the open space of the sidewalk.

PL2-II-iii. Ingress/Egress: Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.

PL2-II-iv. Residential Entrances: Minimize the number of residential entrances on commercial streets where non-residential uses are required. Where unavoidable, minimize their impact to the vitality of the retail commercial streetscape.

PL2-III Personal Safety and Security

PL2-III-i. Lighting/Windows: Consider

a. pedestrian-scale lighting, but prevent light spillover onto adjacent properties

b. architectural lighting to complement the architecture of the structure

c. transparent windows allowing views into and out of the structure—thus incorporating the "eyes on the street" design approach.

PL2-III-ii. Travel Area Distinction: Provide a clear distinction between pedestrian traffic areas and commercial traffic areas through the use of different paving materials or colors, landscaping, etc.

LIGHT RAIL STATION SITES

PL2-I Safety and Security

PL2-I-i. Upper-Level Amenity: Consider including amenity areas on upper levels of structures around the plaza as well as active uses fronting the plaza that contribute to eyes-on-the-plaza.

PL2-I-ii. Balconies/Terraces: Consider including usable balconies and terraces associated with individual housing units facing onto the plaza to provide oversight and contribute to architectural interest facing the plaza.

PL2-I-iii. Pedestrian Lighting: Consider installing pedestrian lighting such as catenary lighting along the E Denny Way Festival Street between sites A and C.

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

PL3-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.

Capitol Hill Supplemental Guidance:

PL3-I Human Activity

PL3-I-i. Open Storefronts: Provide for sidewalk retail opportunities and connections by allowing for the opening of the storefront to the street and displaying goods.

PL3-I-ii. Outdoor Seating: Provide for outdoor eating and drinking opportunities on the sidewalk by allowing restaurant or café windows to open to the sidewalk and installing outdoor seating while maintaining pedestrian flow.

PL3-I-iii. Visual Access: Install clear glass windows along the sidewalk to provide visual access into the retail or dining activities that occur inside. Do not block views into the interior spaces with the backs of shelving units or with posters.

LIGHT RAIL STATION SITES

PL3-I Street-Level Interaction

PL3-I-i. Flexible Retail: Consider designing flexible retail spaces facing Broadway to potentially accommodate either a combination of smaller businesses or a larger 'anchor' or destination retail tenant.

PL3-I-ii. Active Uses: Consider encouraging activating uses in the ground level façades of Sites A fronting the plaza to provide eyes on the plaza and during the day and evening.

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

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

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

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

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

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-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

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-3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

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.

Capitol Hill Supplemental Guidance:

DC1-I Parking and Vehicle Access

DC1-I-i. Continuous Crosswalks: Preserve and enhance the pedestrian environment in residential and commercial areas by providing for continuous sidewalks that are unencumbered by parked vehicles and are minimally broken within a block by vehicular access.

DC1-II Screening of Dumpsters, Utilities, and Service Areas

DC1-II-i. Dumpsters: Consolidate and screen dumpsters to preserve and enhance the pedestrian environment.

DC1-II-ii. Screening: For new development along Broadway that extends to streets with residential character—such as Nagle Place or 10th or Harvard Avenues East (see map on page 12)—any vehicle access, loading or service activities should be screened and designed with features appropriate for a residential context.

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.

Capitol Hill Supplemental Guidance:

LIGHT RAIL STATION SITES

DC2-I Architectural Concept

DC2-I-i. Building Identity: Consider an architectural concept that will contribute to distinct building design identities that function as a whole.

DC2-I-ii. Intersection Focus: Consider design approaches that could give a strong form or focus on site A at the intersection of Broadway E. and E. John St. near the main (north) station entry without obscuring or competing with the visual orientation to the transit station entrance. This could be a prominent retail entry, an architectural expression or other feature.

DC2-I-iii. Grade Change: Consider addressing the grade change between Broadway E. and Nagle Place in such a way that engages the E. Denny Way Festival Street.

DC2-II Massing

DC2-II-i. Sun/Air Exposure: Consider scaling the mass of buildings on sites A and C facing the plaza and the E. Denny Way Festival Street so as to provide favorable sun and air exposure to the proposed plaza and Festival Street.

DC2-II-ii. Solar Setbacks: If proposing setbacks, consider the solar exposure achieved for the plaza and E. Denny Way Festival Street.

DC2-III Secondary Architectural Features

DC2-III-i. Station Entry: Consider design approaches that visually integrate the base of the building on Site A with the north station entry. Consider extending design elements from the station into the design of the base of the building on Site A.

DC2-III-ii. Public Art: Consider dynamic public art, information (potentially transit or train related) or dynamic displays including movies, green wall treatment, or public art installations to integrate the central vent shaft facility as a focal point of the plaza.

DC2-III-iii. Varied Facades: Consider exploring architectural features within ground level façades at the plaza such as recesses, bays, colonnades to ensure interest and variety.

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

DC3-A Building-Open Space Relationship

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

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

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

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: 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.

Capitol Hill Supplemental Guidance:

DC3-I Residential Open Space

DC3-I-i. Open Space: Incorporate quasi-public open space with residential development, with special focus on corner landscape treatments and courtyard entries.

DC3-I-ii. Courtyards: Create substantial courtyard-style open space that is visually accessible to the public view.

DC3-I-iii. View Corridors: Set back development where appropriate to preserve view corridors.

DC3-I-iv. Upper-floor Setbacks: Set back upper floors to provide solar access to the sidewalk and/or neighboring properties.

DC3-I-v. Street Trees: Mature street trees have a high value to the neighborhood and departures from development standards that an arborist determines would impair the health of a mature tree are discouraged.

DC3-I-vi. Landscape Materials: Use landscape materials that are sustainable, requiring minimal irrigation or fertilizer.

DC3-I-vii. Porous Paving: Use porous paving materials to enhance design while also minimizing stormwater run-off.

DC3-II Landscape Design to Address Special Site Conditions

DC3-II-i. Aesthetic Consistency: Maintain or enhance the character and aesthetic qualities of neighborhood development to provide for consistent streetscape character.

DC3-II-ii. Mature Street Trees: Supplement/complement existing mature street trees.

DC3-II-iii. Onsite Trees: Incorporate street trees in both commercial and residential environments in addition to trees onsite.

LIGHT RAIL STATION SITES

DC3-I Open Space Concept

DC3-I-i. Plaza Relationship: Consider the relationship of the plaza to the surrounding buildings as well as to the E. Denny Festival Street and Cal Anderson Park a primary design consideration — one that will orient and elevate the design quality of adjacent streets and building façades.

DC3-I-ii. Festival Street Relationship: Consider design approaches that are informed but not dictated by that of the E. Denny Festival Street.

DC3-I-iii. Overhead Protection: Consider accommodating and not precluding temporary overhead protection across the plaza.

DC3-I-iv. Future Infrastructure: Anticipate and accommodate infrastructure for future programming of the plaza such as access to electricity and water.

DC3-I-v. Plaza Surface: Consider the following:

a. A progression of landscape and paving from green and soft at the park edge to a more urban texture at Broadway

b. Textures and interest in the ground plane
c. Places to sit gather and rest
d. Restrict vehicular access across the plaza to those needed for servicing site A and Sound Transit access
e. Explore integration of an artistic, removable weather protection cover/canopy over the plaza

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.

DC4-E Project Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

Capitol Hill Supplemental Guidance:

DC4-I Height, Bulk, and Scale

DC4-I-i. Materials: Masonry and terra cotta are preferred building materials, although other materials may be used in ways that are compatible with these more traditional materials. The

Broadway Market is an example of a development that blends well with its surroundings and includes a mixture of materials, including masonry.

DC4-II Exterior Finish Materials

DC4-II-i. 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.

1. Use wood shingles or board and batten siding on residential structures.
2. Avoid wood or metal siding materials on commercial structures.
3. Provide operable windows, especially on storefronts.
4. Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color.
5. Consider each building as a high-quality, long-term addition to the neighborhood; exterior design and materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood.
6. The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is discouraged, especially on ground level locations.

LIGHT RAIL STATION SITES

DC4-I Building Materials

DC4-I-i. High Quality Materials: Consider using high quality materials that support pedestrian use and enjoyment of sidewalks and public spaces, including retail frontages and building façades.

RECOMMENDATIONS

The analysis summarized above was based on the design review packet received by SDCI and uploaded to the portal on Thursday, May 07, 2020. After considering the site and context, considering public comment, reconsidering the previously identified design priorities and reviewing the materials, the Recommendation phase of the subject design and departures are APPROVED with the following preliminary conditions:

1. Modify the upper-levels of the west street-facing façade in a manner that adds more depth and visual interest (i.e., increased window depth, etc.). (CS2.A, DC2.B, DC2.C)

2. The brick material should be clarified in the final MUP drawings and modified, if necessary, to positively complement the neighborhood character. (CS3.I CAPITOL HILL, DC4.I CAPITOL HILL, DC4.II CAPITOL HILL)

3. The design review departure from the Parking Location and Access requirements (SMC 23.47A.032.A.1 & 23.54.030.F.7) requires additional operational measures/cueing devices/elements (i.e., mirrors, pavement pattern, textured pavement, lighting, signage, etc.) that ensure pedestrian safety is enhanced and incorporated in a manner that is consistent with the overall architectural concept. The applicant shall submit proposed parking garage access programing information to SDCI outlining instructions/methods that demonstrate parking ingress/egress functions from the street via secured garage entry by the varied persons that will parking onsite (residents, staff, non-residential users, visitors). These operational measures/cueing devices/elements will be verified by the SDCI Transportation Planner. (CS2.D.5, PL2.A, DC1.B.1, DC1.C)

4. The applicant must further refine the design to be compliant with applicable transparency requirements to provide increased visual access into the non-residential interior spaces. A reduced code departure from the transparency requirement shall be granted if, after further refinement of the design to incorporate transparency along those portions of the non-residential use façade that are closest to the property line, a departure is necessary to result in a well-composed street-level frontage that is consistent with the overall architectural concept. (PL2.B.3, PL3.C, PL3.I.iii CAPITOL HILL)

5. The design of exterior space abutting the commercial tenant space currently planned for outdoor dining associated with the restaurant use shall be maintained in the final design and shall be dedicated for ancillary activities (seating, restaurant dining) to occur in the future if another commercial use is proposed for this space. (CS2.B.2, PL3.C.3, PL3.I CAPITOL HILL)

6. The design shall include measures/cueing devices/elements (i.e., mirrors, pavement pattern, textured pavement, lighting, signage, etc.) that ensure pedestrian safety is enhanced and incorporated in a manner that is consistent with the overall architectural concept. (CS2.B.2, DC1.B.1, DC1.C.2)

ANALYSIS & DECISION – ADMINISTRATIVE DESIGN REVIEW

DIRECTOR'S ANALYSIS

The administrative design review process, prescribed in SMC 23.41.016.G., describes the content of the SDCI Director's administrative design review decision as follows:

1. A decision on an application for a permit subject to administrative design review shall be made by the Director.
2. The Director's design review decision shall be made as part of the overall Master Use Permit decision for the project. The Director's decision shall be based on the extent to which the proposed project meets the guideline priorities and in consideration of public comments on the proposed project.

Subject to the preliminary design review conditions identified during the recommendation phase of review, the design of the proposed project was found by SDCI staff to adequately conform to the applicable design review guidelines.

SDCI staff identified elements of the design review guidelines which are critical to the project's overall success.

SDCI staff worked with the applicant to update the submitted plans to address the preliminary design review conditions identified during the recommendation phase of review. The applicant's response to the preliminary design review conditions is included in *Design Recommendation Conditions of Approval Supplemental Information* (Weinstein A+U, August 13, 2020), and summarized as follows:

1. The modulation of the upper-levels of the west street-facing façade (facing 16th Avenue) were modified to include deep insets at regular intervals resulting in no expanse of the upper-level façade exceeding 27-feet, three-inches. Representative examples and details in section and plan are included on pages four-five (*Design Recommendation Conditions of Approval Supplemental*

Information, Weinstein A+U, August 13, 2020) and shall be included in the construction permit plan set. Such a condition is included at the end of this document. This response resolves the preliminary condition #1 from the design recommendation phase of review for the MUP decision.(CS2-A, DC2-B, DC2-C).

2. The proposed brick material includes a single color, *charcoal*, consistent with the modern design of the building. Subtle color variation within the brick occurs within a batch and between batches and are apparent in comparable brick masonry used at the University of Washington's Elm, Alder, and Poplar Halls and Cedar Apartments. The brick will be evaluated during construction prior to installation in order to confirm the color and variation are consistent with that depicted in the Design Review renderings. The MUP plan set includes details describing this material and color. This response satisfies the preliminary condition #2 from the design recommendation phase of review for this MUP decision.

3. The proposed design incorporates features to minimize the potential impact on pedestrian circulation. The function of the overhead garage door is intended to minimize the potential obstruction of the sidewalk at the garage entry, facilitate easy access be vehicles, and positively address the appearance of the garage entry from the street. The default position of this garage door will be closed which will allow for the screening of the garage opening. The garage door will function in two modes depending on time and day of week. The garage door will be in business hour mode from 8:45 AM to 5:15 PM, Monday through Friday. During this time, the garage door will be activated by vehicle sensor loop embedded in the driveway on approach of any vehicle. Building residents and staff of the Jewish Family Service will be able to utilize a remote radio transmitter to trigger the garage door to open on approach. Outside of business hours and on weekends, the garage door will be activated only by using a remote radio transmitter to provide secure operation. Only authorized users will have access to the parking garage using radio transmitters. Requirement equipment for the garage door operation is listed on page eight (*Design Recommendation Conditions of Approval Supplemental Information,* Weinstein A+U, August 13, 2020) and shall be included in the construction permit plan set. Such a condition is included at the end of this document. This response resolves the preliminary condition #3 from the design recommendation phase of review for the MUP decision. (CS2-D, PL2-A, DC1-B, DC1-C).

4. The solid/void at the base of the building is reinforced through the application of building materials. Large expansive windows occur at the setbacks and contrast with opaque brick piers. Additional glazing (narrow punched openings at the brick piers at the street level) were added in the brick piers. The asymmetric location results from the location of the recessed rain leader and the location of the demising wall behind the middle pier. Windows are shown and described as black storefront punched windows in the MUP plan set. This response satisfies the preliminary condition #4 from the design recommendation phase of review for this MUP decision.

5. The outdoor terrace depicted adjacent to the street level commercial is intended to be an extension of the interior space. The outdoor space associated with the restaurant use shall be maintained in the final design and shall be dedicated for ancillary activities (seating, restaurant dining) to occur in the future if another commercial use is proposed for this space (CS2-B, PL3-C, PL3-I). Such a condition is included at the end of this document. This response satisfies the preliminary condition #5 from the design recommendation phase of review for this MUP decision.

6. The proposed garage access from 16th Avenue provides access consistent with other driveway accesses on both sides of 16th Avenue. This suggests that locals are used to driveway interactions on 16th Avenue and mitigates the safety risks if this was the first or only driveway access off 16th Avenue. A number of additional measures have been considered as part of the design including the configuration of the parking entry ramp and its interface with the public ROW; warning features that heighten pedestrian awareness of the parking garage entry; enhanced lighting; and a convex traffic mirror. These proposed measures are passive features intended to work subtly and complement the residential character of 16th Avenue.

   The parking garage entry ramp configuration allows vehicles to return to a horizontal position before entering the right-of-way and cross the sidewalk. A relatively flat space of 18-feet is proposed at the top of the ramp inboard of the property line. This configuration provides clearer sight lines and better vehicle control reducing distraction or disorientation. Additionally, the driveway width is narrower than otherwise required to promote slower speeds.

   A cast-in-place vehicle detection loop will be located at the base of the parking garage entry ramp as part of the access control for the parking garage door. This loop will trigger the garage door to open as vehicles exit the garage without the need for a radio transmitter and the potential to distract motorists.

   Building setbacks and plantings are proposed adjacent the street-level portions of the building and are set back approximately 9.5-feet from the property line and 12-feet from the back of sidewalk. Plantings adjacent the driveway are low profile in order to maximize visibility for motorists and pedestrians.

   A convex traffic mirror will be mounted to the building adjacent the garage entry to improve sight lines to the north of the garage entry and allow pedestrians to see approaching vehicles.

   According to the *Design Recommendation Conditions of Approval Supplemental Information* document (Weinstein A+U, August 13, 2020), specialty paving pattern and texture are proposed at the intersection of the sidewalk and parking garage driveway: a one-foot by two-foot paving pattern which differs subtly from the SDOT standard of two-foot by two-foot paving pattern. This specialty paving and pattern, however, are not reflected in the approved 30% Street Improvement Permit drawings found in the MUP plan set. Improvements to the right-of-way are reviewed and permitted by SDOT. This specialty paving pattern identified by the applicant in *Design Recommendation Conditions of Approval Supplemental Information* (Weinstein A+U, August 13, 2020) is not a condition of approval.

   Cast-in-place drive-over lighting is proposed in the driveway adjacent the sidewalk. The shielded directional lighting will illuminate the sidewalk signaling the presence of the garage to pedestrians and improve visibility for motorists.

   These proposed measures/cueing devices/elements are intended to enhance pedestrian safety along 16th Avenue, consistent with Design Review condition #6. Details describing these features (parking garage entry ramp configuration, cast-in-place vehicle detection loop, building setback and plantings, traffic mirror, and cast-in-place drive-over lighting) shall be included in the construction permit plan set. Such a condition is included at the end of this report. This

response satisfies the preliminary condition #6 from the design recommendation phase of review for this MUP decision. (CS2-B, DC1-B, DC1-C)

The applicant shall be responsible for ensuring that all construction documents, details, and specifications are shown and constructed consistent with the approved MUP drawings.

The Director of SDCI finds that the proposal is consistent with the City of Seattle Design Review Guidelines.

DIRECTOR'S DECISION

The Director CONDITIONALLY APPROVES the proposed design and the requested departures with the conditions listed at the end of this decision.

II. ANALYSIS – REZONE

Seattle Municipal Code (SMC) Chapter 23.34, *Amendments to Official Land Use Map (Rezones*), allows the City Council to approve a map amendment (rezone) according to procedures provided in SMC 23.76, *Procedures for Master Use Permits and Council Land Use Decisions*. The owner/applicant has made application, with supporting documentation, consistent with SMC 23.76.040.D., for an amendment to the Official Land Use Map with a specific development proposal. Contract rezones and Property Use and Development Agreements (PUDAs) are provided for in SMC 23.34.004.

The applicant's proposed contract rezone includes a specific development proposal and a change in the zoning designation of the north portion of the development site, specifically to the north tax parcel, herein referred to as the "north parcel" and identified as 1620 16th Avenue (King County parcel identification number: 7234600470). The requested change in zoning designation is from LR3(M) to NC3-65(M1).

The applicable criteria for assessing this rezone request are stated in SMC sections:

- 23.34.004, Contract rezones.
- 23.34.006, Application of MHA suffixes in Type IV rezones
- 23.34.007, Rezone evaluation.
- 23.34.008, General rezone criteria.
- 23.34.009, Height limits of the proposed rezone
- 23.34.013, Designation of multifamily zones
- 23.34.020, Lowrise 3 (LR3) zone, function and locational criteria
- 23.34.024, Midrise (MR) zone, function and locational criteria.
- 23.34.028, Highrise (HR) zone, function and locational criteria.
- 23.34.070, Residential-Commercial (RC) zone, function and locational criteria.
- 23.34.072, Designation of commercial zones.
- 23.34.074, Neighborhood Commercial 1 (NC1) zones, function and locational criteria.
- 23.34.076, Neighborhood Commercial 2 (NC2) zones, function and locational criteria.
- 23.34.078, Neighborhood Commercial 3 (NC3) zones, function and locational criteria

This analysis is provided below, with applicable portions of the rezone criteria shown in *italics*, followed by analysis in regular typeface.

SMC 23.34.004 Contract Rezones

A. *Property Use and Development Agreement. The Council may approve a map amendment subject to the execution, delivery, and recording of a property use and development agreement (PUDA) executed by the legal or beneficial owner of the property to be rezoned containing self-imposed restrictions upon the use and development of the property in order to ameliorate adverse impacts that could occur from unrestricted use and development permitted by development regulations otherwise applicable after the rezone. All restrictions imposed by the PUDA shall be directly related to the impacts that may be expected to result from the rezone.*

A PUDA shall be executed and recorded as required by this code section. The Director recommends a condition that the development of the rezoned property be in substantial conformance with the approved plans for Master Use Permit 3030517-LU.

This MUP includes a Type II land use decision and Type IV Council land use decision: Design Review (SMC 23.41) and Contract Rezone (SMC 23.24), respectively. This MUP will be ready to issue, or approved for issuance, after the Type IV Council land use decision is made (SMC 23.76.028).

The Type II MUP (Design Review) will have a term of three years from the date it is approved for issuance (SMC 23.76.029) and will expire at the end of the three-year term unless it is renewed or unless a fully complete building permit application is submitted according to the requirements of SMC 23.76.030, and the building permit is subsequently issued. Once the building permit is issued, the MUP term is extended based on the term for which the building permit is issued, including renewals of the building permit. This could provide a MUP term of more than six years. The Type IV MUP (Contract Rezone) will expire along with the Type II MUP (Design Review) pursuant to SMC 23.76.060.

The applicant requests a Type IV MUP (Contract Rezone) term greater than that provided by Code (SMC 23.76.060), citing current economic considerations, the language of SMC 23.76.060.C.1. and examples of other Type IV MUPs (Contract Rezones) approved by Council in recent years. The applicant's request is described in their letter titled, Application by Jewish Family Service for Rezone of 1620 16th Avenue SDCI Project No. 3030517-LU (Hillis, Clark, Martin, & Peterson P.S., February 8, 2023). The following is a summary of the applicant's request.

The rationale informing the applicant's request for an extension is described in their letter (Application by Jewish Family Service for Rezone of 1620 16th Avenue SDCI Project No. 3030517-LU, Hillis, Clark, Martin, & Peterson P.S., February 8, 2023) and includes considerations such as the property owner's nonprofit status and organizational mission, and current economic considerations such as high interest rates, supply chain issues, and construction costs. The applicant concludes that an extended term for the contract rezone would allow "flexibility to allocate the agency's funds fully informed by its mission, rather than being subject to an inflexible […] timetable set by the code."

Secondly, the applicant notes SMC 23.76.060.C.1. which states, "The provisions of this subsection 23.76.060.C.1 apply except as otherwise provided in the Council decision on a contract rezone. A zoning designation established by a contract rezone shall expire three years after the date of the Council action approving the rezone, except as follows: (…)." The applicant notes that Council may approve a contract rezone with an expiration term greater than three years and requests the same, specifically referencing the examples listed below.

Lastly, the applicant cites the following five Type IV MUPs (Contract Rezones) that were approved in recent years, and all include the same term language in their ordinance which reads, *The zoning designations established by Section 2 of this ordinance shall remain in effect until the Property is rezoned by subsequent City Council action*. The applicant requests the same term language.

Ordinance Number	MUP Number	Address	Year Approved
126540	3033517-LU	10713 Roosevelt Way NE	2022
126464	3023581-LU	143300 30th Ave NE	2021
126048	3030253-LU	4600 Union Bay Pl NE	2020
125962	3025493-LU	5256 Rainier Ave S	2019
125933	3025193-LU	4730 15th Ave NE	2019

Approval of this request would dissolve the relationship the Type IV MUP (Contract Rezone) has with the Type II MUP (Design Review) in the context of MUP term (expiration), meaning the approved building and design could expire while the zoning designation would remain.

B. Notwithstanding any contrary provision of subsection 23.34.004.A, the Council may approve a map amendment subject to execution, delivery, and recording of a property use and development agreement (PUDA) executed by the legal or beneficial owner of the property to be rezoned containing self-imposed restrictions applying the provisions of Chapter 23.58B or Chapter 23.58C to the property. The Director shall by rule establish payment and performance amounts for purposes of subsections 23.58C.040.A and 23.58C.050.A that shall apply to a contract rezone until Chapter 23.58C is amended to provide such payment and performance amounts for the zone designation resulting from a contract rezone.

A PUDA will be executed and recorded as required by this code section. The rezoned property is subject to SMC 23.58B and 23.58C, previously through the terms of a contract rezone in accordance with SMC 23.34.004 and Director's Rule 14-2016, and now pursuant to SMC 23.34.006 (which was adopted in 2019 via Ordinance No. 125791). There are three tiers of MHA requirements, with contributions increasing with additional development capacity potential; the tiers are identified as M, M1 and M2 suffixes to be attached to the zoning designation. The Rule and SMC 23.34.006 include the approach to determine which tier, or M suffix, should be applied to a contract rezone. The proposed zone change, from LR3 to NC3-65, is a change from Category 3 to Category 4, requiring an M1 suffix. Additional analysis is provided below in response to SMC 23.34.006.

C. A contract rezone shall be conditioned on performance or compliance with the terms and conditions of the PUDA. Council may revoke a contract rezone or take other appropriate action allowed by law for failure to comply with a PUDA. The PUDA shall be approved as to form by the City Attorney, and shall not be construed as a relinquishment by the City of its discretionary powers.

A PUDA will be executed and recorded as required by this section. The Director recommends a condition that development of the rezone site be in substantial conformance with the conditions of the Council Land Use Decision number 3030517-LU. The recorded conditions will facilitate the use of any associated development standards identified in the Code for NC3-65(M1) zone designation.

D. Waiver of Certain Requirements. The ordinance accepting the PUDA may waive specific bulk or off-street parking and loading requirements if the Council determines that the waivers are

necessary under the agreement to achieve a better development than would otherwise result from the application of regulations of the zone. No waiver of requirements shall be granted that would be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.

No waivers to specific bulk or off-street parking and loading requirements were requested. Departures and deviations from Code standards have been addressed through various administrative processes such as the Design Review process (SMC 23.41) and Type I administrative waivers available through the Master Use Permit process and are described in the Design Review section of this report and/or in the MUP plan set. Seven departures were requested through the Design Review process and are related to transparency, non-residential depth, triangular setback, openings adjacent property lines, driveway and curb cut widths, and sight triangles. A Type I administrative decision related to driveway location is also included in the proposed design. SDCI recommends approval of the design including seven departures and one Type I decision.

23.34.006 Application of MHA suffixes in Type IV rezones

A. *When the Council approves a Type IV amendment to the Official Land Use Map that increases development capacity in an area to which Chapters 23.58B and 23.58C have not previously been applied, the following provisions govern application of Chapters 23.58B and 23.58C to the rezoned area through use of a mandatory housing affordability suffix:*
    1. *If the rezone is to another zone in the same MHA zone category according to Table A for 23.34.006, the new zone should have a (M) suffix.*
    2. *If the rezone is to another zone that is one category higher than the existing zone according to Table A for 23.34.006, the new zone should have a (M1) suffix.*
    3. *If the rezone is to another zone that is two or more categories higher than the existing zone according to Table A for 23.34.006, the new zone should have a (M2) suffix.*

Table A for 23.34.006 *MHA Zone Categories*	
Category Number	*Zones*
Category 1	*Single-family zones*
Category 2	*LR1, LR2*
Category 3	*LR3, C or NC zones with a height limit of 30, 40, or 55 feet*
Category 4	*Zones with height limits greater than 55 feet and equal to or less than 95 feet*
Category 5	*Zones with heights greater than 95 feet*[1]
Footnote to Table A for 23.34.006 *[1] An increase in development capacity of more than 25 percent, but no more than 50 percent, within Category 5 should be treated as a change of a single category. An increase in development capacity of more than 50 percent within Category 5 should be treated as a change of two categories.*	

The proposed zone change, from LR3 to NC3-65, is a change from Category 3 to Category 4, requiring an M1 suffix.

B. *When the Council approves a Type IV amendment to the Official Land Use Map in an area to which Chapters 23.58B and 23.58C have previously been applied through the use of a mandatory housing affordability suffix, the suffix for the new zone shall be determined as follows:*
    1. *If the rezone would not increase development capacity or is to another zone in the same MHA zone category according to Table A for 23.34.006, the MHA suffix should not change.*

2. *If the rezone is to another zone that is one category higher than the existing zone according to Table A for 23.34.006, the new zone should:*
    a. *Have a (M1) suffix if it currently has an (M) suffix; or*
    b. *Have a (M2) suffix if it currently has an (M1) or (M2) suffix.*
3. *If the rezone is to another zone that is two or more categories higher than the existing zone according to Table A for 23.34.006, the new zone should have a (M2) suffix.*

The subject site is currently zoned LR3(M). The proposed rezone is to another zone (NC3-65) that is one category higher than the existing zone according to Table A for 23.34.006; therefore, the new MHA suffix should be M1.

SMC 23.34.007 Rezone Evaluation.

A. *The provisions of this chapter shall apply to all rezones, except correction of mapping errors. In evaluating proposed rezones, the provisions of this chapter shall be weighed and balanced together to determine which zone or height designation best meets these provisions. In addition, the zone function statements, which describe the intended function of each zone designation, shall be used to assess the likelihood that the area proposed to be rezoned would function as intended.*

This rezone is not proposed to correct a mapping error; therefore, the provisions of this chapter apply. In evaluating the proposed rezone, the provisions of this chapter have been weighed and balanced together to determine which zone designation best meets the provisions of the chapter. Additionally, the zone function statements have been used to assess the likelihood that the proposed rezone will function as intended, see analysis below.

B. *No single criterion or group of criteria shall be applied as an absolute requirement or test of the appropriateness of a zone designation, nor is there a hierarchy or priority of rezone considerations, unless a provision indicates the intent to constitute a requirement or sole criterion.*

No provision of the rezone criteria establishes a particular requirement or sole criterion that must be met for rezone approval. Thus, the various provisions are weighed and balanced together to determine the appropriate designation for the site. All applicable rezone criteria are considered in this application to allow for a balanced evaluation.

This analysis evaluates the applicable criteria called for and outlined in SMC 23.34, *Amendments to Official Land Use Map* (Rezones), as they apply to the subject rezone (listed at the beginning of this *Section II*).

C. *Compliance with the provisions of this chapter shall constitute consistency with the Comprehensive Plan for the purpose of reviewing proposed rezones, except that Comprehensive Plan Shoreline Environment Policies shall be used in shoreline environment redesignations as provided in SMC subsection 23.60A.042.C.*

The proposed rezone is not a shoreline environment redesignation; therefore, the Comprehensive Plan Shoreline Policies are not applicable and were not used in this analysis. The proposed rezone does not require an amendment to the Comprehensive Plan, is consistent with applicable provisions of SMC 23.34, and is therefore consistent with this criterion.

D. Provisions of this chapter that pertain to areas inside of urban centers or villages shall be effective only when a boundary for the subject center or village has been established in the Comprehensive Plan. Provisions of this chapter that pertain to areas outside of urban villages or outside of urban centers shall apply to all areas that are not within an adopted urban village or urban center boundary.

The subject site is located within the First Hill/Capitol Hill Urban Center. The proposed rezone has been evaluated according to the provisions of this chapter that apply to areas that are inside urban centers.

E. The procedures and criteria for shoreline environment redesignations are located in Sections 23.60A.042, 23.60A.060 and 23.60A.220.

The subject site is not in the shoreline environment and the subject rezone is not a redesignation of a shoreline environment; therefore, this criterion is not applicable.

F. Mapping errors due to cartographic or clerical mistakes may be corrected through process required for Type V Council land use decisions in SMC Chapter 23.76 and do not require the evaluation contemplated by the provisions of this chapter.

The subject rezone is not a correction of a mapping error and so should not be evaluated as a Type V Council land use decision.

SMC 23.34.008 General rezone criteria.

A. To be approved a rezone shall meet the following standards:
1. In urban centers and urban villages, the zoned capacity for the center or village taken as a whole shall be no less than 125% of the growth targets adopted in the Comprehensive Plan for that center or village.
2. For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Growth Strategy Element of the Comprehensive Plan.

The subject site is located within the First Hill/Capitol Hill Urban Center. The growth target for this urban center is 6,000 housing units between the years 2015 and 2035 (*Growth Strategy Appendix, Comprehensive Plan/Seattle 2035*) and the density sought is 15 housing units per acre *(Land Use Appendix, Comprehensive Plan/Seattle 2035*).

According to the SDCI Urban Center/Village Housing Unit Growth Report (dated July 8, 2022), the First Hill/Capitol Hill Urban Center had had a growth rate of 25.8%. The proposed rezone will not reduce the zoned capacity for the First Hill/Capitol Hill Urban Center. The proposed rezone will increase zoned capacity and zoned density by allowing for additional building height and 12 residential units. The 12 additional units are calculated based on the additional height and density allowed in the NC zoning versus LR3 zoning, which results in an additional 6 units on levels six and seven based on the rezone. The proposed rezone is consistent with SMC 23.34.008.A.1. as the increase in zoned capacity does not reduce capacity below 125% of the Comprehensive Plan growth target.

B. Match between Established Locational Criteria and Area Characteristics. The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the

locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation.

This rezone includes a change to the zone designation (LR to NC3); therefore, an analysis of the zone type and locational criteria is required and is provided below. These zone type and locational criteria are found in the following code sections:

- 23.34.013*, Designation of multifamily zones.*
- 23.34.020, *Lowrise 3 (LR3) zone, function and locational criteria.*
- 23.34.024, *Midrise (MR) zone, function and locational criteria.*
- 23.34.028, *Highrise (HR) zone, function and locational criteria.*
- 23.34.070, *Residential-Commercial (RC) zone, function and locational criteria.*
- 23.34.072, *Designation of commercial zones.*
- 23.34.074, *Neighborhood Commercial 1 (NC1) zones, function and locational criteria.*
- 23.34.076, *Neighborhood Commercial 2 (NC2) zones, function and locational criteria.*
- 23.34.078, *Neighborhood Commercial 3 (NC3) zones, function and locational criteria*

As demonstrated in the below analysis of zone type and locational criteria, the most appropriate zone designation for the subject site is NC3. The provisions for designation of the zone and the locational criteria for the specific zone match the characteristics of the area better than any other zone designation.

C. Zoning History and Precedential Effect. Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.

The zoning history of the development site includes residential and commercial zoning designations.

The zoning designation of the development site changed most recently in 2019, after adoption of provision for MHA (Ordinance number 125791). This citywide rezone changed the site's zones from LR3 to LR3(M) and NC3-65 to NC3-75(M). The applicant now proposes to rezone the north parcel from LR3(M) to NC3-65(M1).

The table below identifies the development site's zoning designation by year.

Table: Subject Site Zoning History by Year

Year	Zone (north parcel - 1620 16th Ave)	Zone (south parcel – 1610 16th Ave)
1923-1947	Commercial or Industrial	Commercial or Industrial
1947-1957	Second Residential District (R2D)	Second Residential District (R2D)
1957-1982	Multiple Residential (RM)	Multiple Residential (RM)
1982-1991	RM	RM
1991-1995	Lowrise 3 (LR3)	NC3-65
1995-2019	LR3	NC3-65
April 19, 2019	LR3(M)	NC3-75(M)

The zoning history of property in and around the area can be characterized similarly to the development site with commercial zoning generally located along the E Madison St corridor and residential zones to the north.

This proposed rezone does not preclude other properties in the area from requesting a contract rezone, and as each proposal is evaluated individually in the context of the existing conditions, this rezone is not expected to be precedential.

D. Neighborhood Plans

1. *For the purposes of this title, the effect of a neighborhood plan, adopted or amended by the City Council after January 1, 1995, shall be as expressly established by the City Council for each such neighborhood plan.*
2. *Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.*
3. *Where a neighborhood plan adopted or amended by the City Council after January 1, 1995, establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan.*
4. *If it is intended that rezones of particular sites or areas identified in a Council adopted neighborhood plan are to be required, then the rezones shall be approved simultaneously with the approval of the pertinent parts of the neighborhood plan.*

The subject site is within the area included in the Capitol Hill Neighborhood Plan within the City of Seattle Comprehensive Plan, Adopted Neighborhood Plans section. This Neighborhood Plan was adopted in 1998.

The applicable plan policies and goals from the Capitol Hill Neighborhood Plan portion of the Comprehensive Plan relate to housing, design, and zoning regulations generally, but not to rezones specifically. Those topical goals and policies include:

> *CH-P4 Strengthen and enhance the character of the major residential neighborhoods and encourage a greater range of housing choices affordable to a broad spectrum of the entire community.*
>
> The project provides 88 residential units of studio and one-bedroom configurations and includes conformance with the requirements of the MHA program.
>
> *CH-G2 An enhanced neighborhood with diverse land uses, a mixture of housing types including single-family and dense multifamily, and vibrant commercial districts.*
>
> The character of the existing neighborhood along 16th Avenue between East Olive Street and E Madison Street includes three multifamily buildings and the Jewish Family Center's existing office building. The project would reflect this existing density.
>
> *CH-P5 Encourage the preservation of the neighborhood's architectural quality, historic character, and pedestrian scale.*
>
> The proposed design responds to the neighborhood's architectural quality, historic character, and pedestrian scale, with elements such as setbacks, weather protection, commercial uses, high-quality materials such as brick and glass, and expansive windows and metal framed decks.
>
> *CH-P8 Enhance and protect the character of the diverse residential districts.*

The Project will enhance the character of the neighborhood by providing a thoughtfully designed building, additional residential use and neighborhood-scale commercial space.

CH-G3 A community with a full range of housing types from single-family homes to multifamily contributing to a diverse, densely populated neighborhood.

The project increases density and residential opportunities in the neighborhood.

CH-P15 Encourage the development of high-quality new housing that blends with historic housing.

The proposed design includes a high-quality materials and design elements that respond to the nearby historic housing such as the Marquis Co-Op and Garden Court Apartments.

CH-G6 A pedestrian-oriented neighborhood with a balanced transportation environment that emphasizes public transit, yet also facilitates vehicular mobility and addresses the parking needs of businesses, residents, and students.

The Project will provide more potential riders of the transit infrastructure in the neighborhood, including Light Rail and frequent bus service. At the same time, the Project will address the parking needs of the immediate community by providing on-site parking for building residents and Jewish Family Service office uses.

No neighborhood plan amendment is pending or required.

E. Zoning Principles. The following zoning principles shall be considered:

1. The impact of more intensive zones on less intensive zones, or industrial and commercial zones on other zones shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.

The subject site includes two parcels (1605 16th Avenue and 1620 16th Avenue). The northern parcel (1605 16th Avenue) is currently zoned LR3(M) and the southern parcel (1620 16th Avenue) is zoned NC3-75(M). The change in zone occurs at the shared property line. The proposed rezone of the north parcel would result in the relocation of the zone boundary, but maintain the transition from LR3 to NC3, and increase the allowable height of the north parcel from 50 and 65-feet.

The proposed project considered this zone transition and the impact on less intensive zoning, and employs design elements to mitigate possible impacts and create a gradual transition between zoning categories and height limits. These elements include, shifting the massing (floors two through seven) 21-feet south of adjacent site to the north, installation of a robust landscape buffer along the north property line, and fenestration patterns to maintain privacy of adjacent residents.

Additionally, the Design Review process (SMC 23.41) also considers height, bulk and scale transitions to lower adjacent zones and response to existing context. The proposed rezone includes a specific proposed development that has gone through the Design Review process consistent with SMC 23.41. The design that has been approved by SDCI includes design strategies to address the project's height, bulk, and scale.

The proposed zoning aligns with existing lot lines and street centerlines. An established boundary between commercial and residentially zoned properties remains and is moved north 60 feet. A gradual transition between zoning categories is provided in the project design through use of setbacks and robust landscaping.

The Citywide and Capitol Hill Neighborhood Design Guidelines are intended to mitigate the height, bulk, and scale impacts. The proposed design was reviewed pursuant to the Design Review process consistent with SMC 23.41. The design that has been reviewed by the Design Review Board and recommended for approval by SDCI staff includes design strategies to minimize the appearance of height, bulk, and scale. The design review process also considered the transition to adjacent properties, to mitigate the impacts of the zone edge facing the neighboring properties. The details of that process and analysis are described in the Design Review section of this document.

2. *Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers:*
    a. *Natural features such as topographic breaks, lakes, rivers, streams, ravines and shorelines;*
    b. *Freeways, expressways, other major traffic arterials, and railroad tracks;*
    c. *Distinct change in street layout and block orientation;*
    d. *Open space and greenspaces;*

The subject site abuts public right-of-way on three sides: on the west by 16th Avenue and on the south and east by a public alley. These rights-of-way offer a buffer between 16 and 66-feet. Beyond those rights-of-way are located existing three and four-story multifamily structures. The project provides an additional 11-foot setback along the east property line, abutting the alley, and façade modulation facing 16th Avenue with pedestrian scale street-level, street-facing façade to respond to development along and across 16th Avenue. The site slopes up gradually from west to east, approximately eight feet. Existing development to the south, across the alley, includes an existing five-story apartment building in an NC3-55 zone.

Physical buffers such as topography and the public right-of-way widths of 16th Avenue and the alley provide an effective separation between the proposed rezone and existing, lower intensity zoning to the west and east.

Additionally, the proposed rezone includes a specific proposed development that has gone through the Design Review process consistent with SMC 23.41. The design that has been reviewed by the Design Review Board recommended for approval by SDCI staff includes design strategies to minimize the appearance of height, bulk, and scale. The design review process also considered the transition to adjacent properties, to mitigate the impacts of the zone edge facing the neighboring properties. The details of that process and analysis are described in the Design Review section of this document.

3. *Zone Boundaries*
    a. *In establishing boundaries, the following elements shall be considered:*
        (1) *Physical buffers as described in E2; and*
        (2) *Platted lot lines.*

The proposed zone boundaries follow existing platted lot lines and right-of-way centerlines as described in response to SMC 23.34.008.E.2. above.

b. Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses.

The proposed rezone would maintain the existing pattern of commercially zoned properties generally fronting the E Madison Street corridor and commercial district, with residential uses to the north of this commercial district and corridor. The proposed rezone will move an existing boundary between commercial and residential zones approximately 60 feet to the north. A restaurant use is proposed at the southwest corner of the building, facing 16th Avenue. Residential uses occupy the remainder of the project's frontage and creates a buffer or boundary between commercial and residential areas. Across the street to the west is the Jewish Family Service of Seattle, a nonresidential use fronting 16th Avenue and the proposed commercial use on site.

4. In general, height limits greater than forty (40) feet should be limited to urban villages. Height limits greater than forty (40) feet may be considered outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or where the designation would be consistent with the existing built character of the area.

The subject site is located in an urban center and the proposed rezone would allow a maximum building height of 65-feet. The proposed zone with 65-foot height limit is consistent with the Capitol Hill Neighborhood Plan and existing built character of the area.

F. Impact Evaluation. The evaluation of a proposed rezone shall consider the possible negative and positive impacts on the area proposed for rezone and its surroundings.

1. Factors to be examined include, but are not limited to, the following:

a. Housing, particularly low-income housing;

The future project will have a positive impact on the supply of housing on the site and its surroundings by providing 98 new residential dwelling units. The development is subject to the applicable provisions of Chapters 23.58B and 23.58C for Mandatory Housing Affordability, and because commercial and residential uses are proposed, participation in the program will yield affordable housing within the project or an equivalent in lieu payment. As shown in the MUP plan set, the applicant proposes compliance with these provisions via an MHA payment.

b. Public services;

Though demand for public services may increase with an increased population of residents, the added population will strengthen the community by contributing to the critical mass necessary to support neighborhood services. The increased security provided by a developed site with security lighting and the surveillance of eyes on the street provided by multiple residents is seen as having a positive impact and may be seen as mitigating the increased demand.

c. Environmental factors, such as noise, air and water quality, terrestrial and aquatic flora and fauna, glare, odor, shadows, and energy conservation;

Noise – No significant impacts are anticipated from the change in zone. With development in the future, noise will be limited to that typically generated by residential activities, as is permitted with the current zoning. Future construction will be required to comply with the applicable requirements of codes such as the Noise Ordinance (SMC 25.08) and Street Use Ordinance (SMC Title 15).

Air quality – No noticeable change in impacts will result from a change in zoning to allow additional building mass and an additional 10 feet in height at this site. Future Air Quality measures shall comply with applicable Federal, State, and City emission control requirements as operational activities, primarily vehicular trips associated with the project's energy consumption, may result in increases in carbon dioxide and other greenhouse gas emissions which impact air quality.

Water quality – No noticeable change in impacts will result from change in zoning. Stormwater runoff from future development will be infiltrated or conveyed to a city drainage system. The Stormwater Code includes requirements for Green Storm Water Infrastructure (GSI), which includes pervious concrete paving, rain gardens, and green roofs. Stormwater collection and management shall be in conformance with City of Seattle standards.

Flora and fauna – No noticeable change in impacts will result from a change in zoning. The applicant submitted an arborist report (*Arborist Report*, *Tree Inventory and Assessment*, Tree Solutions, Inc., April 9, 2018) identifying existing trees on site, none of which meet the criteria for designation of exceptional. SDCI's arborist has reviewed this information. The additional vegetation proposed complies with Land Use Code requirements.

Glare – No noticeable change in impacts will result from a change in zoning. The proposed project includes exterior lighting that is shielded and directed away from adjacent properties, consistent with existing City Codes and regulations to mitigate impacts from light and glare.

Odor – No noticeable change in impacts will result from a change in zoning.

Shadows – Potential development will create additional shadows. The applicant submitted shadow studies (*Design Review Recommendation Packet*, Weinstein A+U, May 7, 2020; Shadow *Studies*, Weinstein A+U, LLC, December 23, 2019; *Shadow Studies [Revised*], Weinstein A+U, LLC, September 3, 2020). Design Review included consideration of shadow impacts from the proposal and examined massing options to minimize shadow impacts. The increased shadows that would result from the proposed design are relatively small compared to a massing that could be permitted in a LR3 or NC3-75 zone. The submitted shadow studies include subject site boundary lines, zoning designation lines, and code allowable maximum height limits. As demonstrated on page 19 of the *Design Review Recommendation Packet* (Weinstein A+U, May 7, 2020) the existing LR3 zone would allow a 50-foot-tall structure setback from the north property line seven-feet; while the NC3-65 zone, while allowing a building height of 65-feet, would require upper level setbacks of 15-feet above 13-feet in height and 20-feet at 65-feet in height.

Energy – No noticeable change in impacts will result from a change in zoning. The project shall comply with the City of Seattle energy codes and may perform better than the code requirements due to available programs that incentivize improved energy performance.

d. Pedestrian safety;

No noticeable change in impacts will result from a change in zoning. Improvements to the public right-of-way are required and include sidewalk, planting strip, and street trees which are expected to increase pedestrian safety. The proposal is designed to activate the street with active uses, transparency, overhead weather protection, and increase safety with eyes on the street and lighting.

e. Manufacturing activity;

The existing and proposed zoning would both prohibit manufacturing activity at this site. No change will result from the change in zoning.

f. Employment activity;

The proposed zoning would permit commercial uses. The proposal includes a ground floor restaurant. The sites' proximity to the E Madison Street commercial corridor makes this an appropriate location for commercial uses and could increase employment activity in the area.

g. Character of areas recognized for architectural or historic value;

The site is not within or near a character area recognized for architectural or historic value; however, the project was reviewed using the Design Review Design Guidelines that consider compatibility between new projects and existing architectural context, including historic and modern designs. The project design has been informed by surrounding architectural context and includes the following design elements: building articulation, scale and proportion, fenestration patterns, high-quality materials, and strong ground plinth.

The Department of Neighborhoods reviewed the existing structure (Conover House) for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structure may meet the standards for landmark designation (*Landmarks Preservation Board Memorandum*, LPB 517/18, September 11, 2018); therefore, a City of Seattle landmark nomination form was submitted to the Department of Neighborhoods for consideration by the Landmark Preservation Board. At the June 19, 2019 meeting of the LPB, a motion to approve the designation of the Conover House was made and ultimately denied (*Landmarks Preservation Board Memorandum*, LPB 348/19, June 20, 2019

h. Shoreline view, public access and recreation.

The proposed site is located approximately one-mile west of the shoreline of Lake Washington, one-mile east of Puget Sound, and 2-miles southeast of Lake Union; therefore, shoreline view, public access, and recreation will not be directly impacted. Due to existing development and vegetation, there are no views visible from 16th Avenue. There are no nearby public parks with shoreline views across the subject property.

The Land Use Code does not include criteria for protection of views from private property. Most private property views of Lake Washington, Puget Sound, and Lake Union would be blocked by topography and development built to the current maximum zoning at the site. The proposed rezone will have negligible impact beyond what would be allowed under the current zoning designation.

2. *Service Capacities. Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including:*
    a. *Street access to the area;*
    b. *Street capacity in the area;*
    c. *Transit service;*
    d. *Parking capacity;*

The subject properties fronts on 16th Avenue. The applicant submitted transportation analyses (*Traffic and Parking Analysis*, Transportation Solutions, Inc., July 5, 2018; *Response to Comments – Correction Notice #1*, Transportation Solutions, Inc., November 8, 2019; *Response to Transportation Correction Notice*, Weinstein A+U, LLC, September 3, 2020; *MUP Permit Comments, Parking Displaced during Construction*, Transportation Solutions, Inc., August 13, 2020) that analyzed access and capacity in the area. Street access, street capacity, transit service, and parking capacity are discussed therein, and were reviewed by the SDCI Transportation Planner.

Transportation concurrency review in the City of Seattle is evaluated first by determining applicable screenlines. A screenline is an imaginary line drawn across several arterials at a particular location where the volume to-capacity ratio (v/c) is calculated. Baseline traffic volumes for the screenline were obtained from the Director's Rule 5-2009. Project-generated traffic was then added to baseline traffic volumes at the screenline. The total traffic volume, including the proposed development's trips, was then divided by the capacity of all roadways crossing the screenline to obtain a volume to capacity (v/c) ratio. This ratio was then compared to the level of service (LOS) standard. As shown in the studies, the v/c ratios with the anticipated future redevelopment were less than the LOS standard for all screenlines; therefore, no system concurrency mitigation is required.

The transportation analysis indicated that the project is expected to generate a total of 561 net new daily vehicle trips, 39 net new AM peak hour trips and 46 net new PM peak hour trips. The additional trips are expected to distribute on various roadways near the project site, including 16th Avenue, E Madison Street, and East Olive Way, and would have minimal impact on levels of service at nearby intersections and on the overall transportation system.

The site is located in a frequent transit area served by Metro Routes 11 and 12 and RapidRide G. Existing transit stops are located along E Madison Street to the south.

The project proposes 105 on-site parking spaces with 52 spaces dedicated to uses on site and 53 spaces dedicated to the existing Jewish Family Services Center use across the street to the west. The transportation analyses identify a peak parking demand of 52 spaces, to be accommodated on site. The project is not anticipated to exceed the service capacities which can reasonably be anticipated in the area, including street access to the area, street capacity in the area, transit service, and parking capacity.

    e. *Utility and sewer capacity;*

Seattle Public Utilities (SPU) has indicated that the existing sewer and water utility systems in this area have capacity for the proposed development at this site. Any future development will go through city review and be required to meet/conform to city of Seattle standards, codes and/or ordinances (*Water Availability Certificate*, Seattle Public Utilities, #SPUE-WAC-23-00765, July 20, 2023).

Existing public drainage infrastructure includes a 12-inch stormwater main in 16th Avenue and will be extended across the frontage of the subject site. On-site stormwater management shall meet the requirements of the Stormwater Code (SMC 22) and Director's Rule 21-2015.

No adverse impacts to utility and sewer capacity are anticipated.

f. Shoreline navigation.

The area of the rezone is not located within a shoreline environment; therefore, shoreline navigation is not applicable to this rezone.

G. Changed circumstances. Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designation in this chapter.

As mentioned above, in November of 2015, the City Council passed Ordinance 124895 creating a new Land Use Code Chapter 23.58B, Affordable Housing Impact Mitigation Program Development Program for Commercial Development (MHA-C). The Council followed this, in August of 2016, with Ordinance 125108 creating a new Land Use Code Chapter 23.58C, Mandatory Housing Affordability for Residential Development (MHA-R). The purpose of these Chapters is to implement an affordable housing incentive program authorized by RCW 36.70A.540. Chapters 23.58B and 23.58C specify a framework for providing affordable housing in new development, or an in-lieu payment to support affordable housing, in connection with increases in commercial or residential development capacity. Chapter 23.58B and 23.58C are applicable as follows: where the provisions of a zone specifically refer to Chapter 23.58C; or through the terms of a contract rezone in accordance with Section 23.34.004. Subsequently, a citywide rezone was adopted, effective April 19, 2019, changing the development site's zone from LR3 to LR3(M) and NC3-65 to NC3-75(M1).

The Design Review component of this application vested on March 15, 2018, per SMC 23.76.026 *Vesting*. A number of development standards have changed since that date. Those standards applicable to this project are listed below.

- Street-level development standards (SMC 23.47A.008.B);
- Floor area ratio (SMC 23.47A.013);
- Mandatory housing affordability in C and NC zones (SMC 23.47A.017);
- Required parking and maximum parking limits (SMC 23.54.015); and
- Parking space and access standards (SMC 23.54.030).

Changes have not been made to the criteria for the relevant zone.

H. Overlay Districts. If the area is located in an overlay district, the purpose and boundaries of the overlay district shall be considered.

The site is not located in any of Overlay Districts defined in the Land Use Code, including:

- Airport Height Overlay District (SMC 23.64)
- Shoreline (SMC 23.60A)
- Station Area Overlay (SMC 23.61)

- Special Review Districts (SMC 23.66)
- Southeast Seattle Reinvestment Area (SMC 23.67)
- Major Institution Overlay (SMC 23.69)
- Mobile Home Park Overlay District (SMC 23.70)
- Northgate Overlay (SMC 23.71)
- Sand Point Overlay (SMC 23.72)
- Pike/Pine Conservation Overlay District (SMC 23.73)
- Stadium Transition Area Overlay District (SMC 23.74)

I. Critical Areas. If the area is located in or adjacent to a critical area (SMC Chapter 25.09), the effect of the rezone on the critical area shall be considered.

The site does not contain any mapped ECAs; therefore, consideration of the ECA Ordinance is not required.

J. Incentive Provisions. If the area is located in a zone with an incentive zoning suffix a rezone shall be approved only if one of the following conditions are met:
   1. The rezone includes incentive zoning provisions that would authorize the provision of affordable housing equal to or greater than the amount of affordable housing authorized by the existing zone; or
   2. If the rezone does not include incentive zoning provisions that would authorize the provision of affordable housing equal to or greater than the amount of affordable housing authorized by the existing zone, an adopted City housing policy or comprehensive plan provision identifies the area as not a priority area for affordable housing, or as having an adequate existing supply of affordable housing in the immediate vicinity of the area being rezoned.

The site is not within a zone with an incentive zoning suffix. This criterion is not applicable.

23.34.009 Height limits of the proposed rezone.

If a decision to designate height limits in residential, commercial, or industrial zones is independent of the designation of a specific zone, in addition to the general rezone criteria of Section 23.34.008, the following shall apply:

A. Function of the zone. Height limits shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered.

The development site contains two parcels; the north parcel is currently zoned LR3(M) and the south parcel NC3-75(M). The development site abuts the NC3-75(M) zoning designation to the south, with height limits of 75-feet. The proposed zone for this development site would change the zoning designation or function of the zone of the north parcel (currently zoned LR3(M)) to NC3-65(M1).

The proposed rezone includes a specific proposed development that has gone through the Design Review process consistent with SMC 23.41. The design includes strategies to minimize the appearance of height, bulk, and scale. The design review process also considered the transition to adjacent properties, to mitigate the impacts of the zone edges facing the neighboring properties. The details of that process and analysis are described in the Design Review section of this document.

The proposed NC3-65(M1) zoning designation with site specific development proposal provides a transition in height, bulk, and scale from the NC3-75(M) zoning to the south, to the abutting LR3(M) zoning to the north. The demand for permitted goods and services could be accommodated on site with the proposed zoning designation of NC3-65(M), and existing residential uses on site will be replaced with residential uses.

B. Topography of the Area and its Surroundings. Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered.

The existing topography of the site is characterized at the four-foot tall rockery and retaining wall along the west property line generally sloping upwards to the east at an approximately seven percent slope gaining an additional eight-feet in elevation for a difference in elevation of 12-feet.

The natural topography of the area and its surroundings rises from west to east. The subject site experiences a similar change in grade from west to east, with a rise of approximately nine feet. It appears the grade increases slightly as one moves north from the subject site. This change in grade provides a natural transition from the 75-foot height limits along E Madison Street, to the south, and the LR3(M) zone to the north. The proposed 65-foot zone will reinforce the topography of the area and its surroundings and maintain a transition in height from the NC3-75 zone to the south to the LR3(M) zone to the north.

The proposed structure may impact territorial views from adjacent properties, particularly the LR3(M) zone to the north, east, and west. View blockage will be minimized, however, by the topography in the area and existing vegetation. Furthermore, the NC3-75(M) zone to the southwest further blocks views. Some private territorial views could change as a result of the increased development and building heights. City view protection policies focus on public views. The City attempts to address public and private views generally through height and bulk controls. The proposed rezone includes a specific proposed development, 65-feet in height, that has gone through Design Review per SMC 23.41. The Design Review process recommended a design with specific strategies to reduce the impacts of additional height, bulk, and scale to the adjacent sites. The applicant presented view analyses in the design review packages presented to the Design Review Board.

The existing zoning transition pattern in this area generally reinforces the natural topography of the area. Zoning to allow taller buildings is generally located along the East Madison Street corridor, with lower height zoning for properties to the north of this corridor. The proposed rezone would maintain this pattern and reinforce a transition in height, bulk, and scale from NC3-75(M) to the south to LR3(M) to the north.

C. Height and Scale of the Area.
   1. The height limits established by current zoning in the area shall be given consideration.
   2. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential.

Current zoning in the area provides for heights of 50- to 75-feet with allowances for some rooftop features, such as elevator penthouses, to exceed this limit. Zoning review for compliance with all building height provisions in SMC 23.47A.012 is a Type I review as defined in SMC 23.76.004.

The proposed development, with a 65-foot structure height, would be consistent with the predominant height and scale of nearby development (ranging 40-75-feet in height), which is representative of the area's overall development potential. The LR3(M) zoning to the north, east, and west allows for a building height of 50-feet, while the NC3-75(M) zoning to the south allows for 75-feet. Early to mid-20th century development in the area tends to be two- to six-stories tall (20-65-feet estimated range). There are several examples of both types of development in the blocks immediately vicinity, for example, located at:

- 1401 East Madison Project (permits issued 2017): A six-story mixed-use building with approximately 138 residential units, 3,000 square feet of ground-level commercial space, and 80 below-grade parking spaces.
- 1420 East Madison Project (permits issued 2012): A six-story mixed-use building containing approximately 70 residential units, 3,000 square feet of ground-level commercial space, 4 live/work units, and 70 below-grade parking spaces.
- 1501 East Madison / Bullitt Center (permits issued 2011): A six-story structure containing 44,000 square feet of office space.
- 1500 East Madison / The Pearl Apartments (permits issued 2006): A six-story mixed-use building containing approximately 80 residential units, 8,000 square feet of ground-level commercial space, and 95 below-grade parking spaces.
- 1523 E Madison Street (permits issued 2013): A five-story mixed-use building containing approximately 55 residential units, 2 live/work units and 800 square feet of ground-level commercial space.

The proposal completed the design review process (SMC 23.41). Design review considers mitigation for height, bulk and scale through modulation, articulation, landscaping, and façade treatment. As demonstrated on page 19 of the *Design Review Recommendation Packet* (Weinstein A+U, May 7, 2020) the existing LR3 zone would allow a 50-foot-tall structure setback from the north property line seven-feet; while the NC3-65 zone, while allowing a building height of 65-feet, would require upper-level setbacks of 15-feet above 13-feet in height and 20-feet at 65-feet in height. The proposed design includes a 21.5-foot setback above 13-feet in height. The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the design review process.

D. Compatibility with Surrounding Area.

1. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas excluding buildings developed under Major Institution height limits; height limits permitted by the underlying zone, rather than heights permitted by the Major Institution designation, shall be used for the rezone analysis.

2. A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers, as described in Subsection 23.34.008.D.2, are present.

(Editor's note— Subsection 23.34.009.D.2 refers to 23.34.008.D.2. The correct reference is subsection 23.34.008.E.2.)

The subject property is not in or near a Major Institution. The pattern of zoning transitions is described in response to SMC 23.34.008.E.2. Zoning allowing 75-feet height is found to the south, and height limits of 50-feet are abutting to the north, east and west. The proposed development is 65-feet in height and includes setbacks and modulation at the north and east property lines. The proposed height, setbacks, and modulation provide a gradual transition in height and scale to adjacent development. The proposed rezone would be consistent with the scale of development in the area.

E. Neighborhood Plans

1. Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map.

2. Neighborhood plans adopted or amended by the City Council after January 1, 1995 may require height limits different than those that would otherwise be established pursuant to the provisions of this section and Section 23.34.008.

The adopted portions of the Capitol Hill Neighborhood Plan do not require height limits different than those appropriate under the criteria in SMC 23.34.008 and .009.

SMC 23.34.013 - Designation of multifamily zones

An area zoned neighborhood residential that meets the criteria of Section 23.34.011 for designation as NR1, NR2 or NR3 may not be rezoned to multifamily except as otherwise provided in Section 23.34.010.B.

The proposed rezone site is not currently zoned neighborhood residential.

SMC 23.34.020 - Lowrise 3 (LR3) zone, function and locational criteria

A. Functions. The dual functions of the LR3 zone are to:

1. provide opportunities for a variety of multifamily housing types in existing multifamily neighborhoods, and along arterials that have a mix of small to moderate scale residential structures; and

2. accommodate redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multifamily neighborhoods of moderate scale and density.

The subject site is located in the First Hill/Capitol Hill Urban Center, in an area characterized as containing a variety of multifamily and commercial development of moderate scale and density. Existing adjacent structures range in height from two to six-stories. The site fronts 16th Avenue with a mix of commercial and residential uses. E Madison St, a principal arterial street, is located approximately 200-feet south of the site and also contains a mix of commercial and residential uses.

B. Locational Criteria. The LR3 zone is most appropriate in areas generally characterized by the following conditions:

1. The area is either:

a. located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or

b. located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale;

2. The area is near neighborhood commercial zones with comparable height and scale;

3. *The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones;*
4. *The area has street widths that are sufficient for two-way traffic and parking along at least one curb;*
5. *The area is well served by public transit;*
6. *The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones;*
7. *The area well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities.*

The subject site is located in the First Hill/Capitol Hill Urban Center, adjacent a mix of multifamily and commercial uses of moderate height, scale, and density. The subject site is adjacent a neighborhood commercial zone to the south with heights at heights of 55 to 75-feet. The height and scale permitted within these commercial zones is greater than that permitted in an LR3 zone. The subject site does not abut LR1 or LR2 zones, but is located such that a transition could be provided between an existing LR3 and a neighborhood commercial zone.

The site fronts 16th Avenue which has a right-of-way width of 66-feet, allowing for two-way traffic and parking along at least one curb. The subject site abuts a neighborhood commercial zone to the south; therefore, obtaining vehicular access through the neighborhood commercial zone. The area is well supported by existing and projected facilities and services used by residents, such as a variety of retail sales and services and has good pedestrian access to these facilities.

C. *The LR3 zone is also appropriate in areas located in the Delridge High Point Neighborhood Revitalization Area, as shown in Map A for 23.34.020, provided that the LR3 zone designation would facilitate a mixed-income housing development initiated by the Seattle Housing Authority or other public agency; a property use and development agreement is executed subject to the provisions of Chapter 23.76 as a condition to any rezone; and the development would serve a broad public purpose.*

The subject site is not located in the Delridge High Point Neighborhood Revitalization Area.

D. *Except as provided in this subsection 23.34.020.D, properties designated as environmentally critical may not be rezoned to an LR3 designation, and may remain LR3 only in areas predominantly developed to the intensity of the LR3 zone. The preceding sentence does not apply if the environmentally critical area either:*
    1. *was created by human activity, or*
    2. *is a designated peat settlement, liquefaction, seismic or volcanic hazard area, or flood prone area, or abandoned landfill.*

The site is does not contain environmentally critical areas.

23.34.024 - Midrise (MR) zone, function and locational criteria.

A. *Function. An area that provides concentrations of housing in desirable, pedestrian-oriented urban neighborhoods having convenient access to regional transit stations, where the mix of*

activity provides convenient access to a full range of residential services and amenities, and opportunities for people to live within walking distance of employment.

The proposed rezone site is located in an area that is zoned LR3 and NC3 and contains a mix of residential and commercial uses in a desirable, pedestrian-oriented urban neighborhood with direct access to regional transit, a full range of residential and commercial services and amenities, and opportunities for people to live within walking distance of employment.

B. Locational Criteria.

1. Threshold Conditions. Subject to subsection 23.34.024.B.2 of this section, properties that may be considered for a Midrise designation are limited to the following:

a. Properties already zoned Midrise;

b. Properties in areas already developed predominantly to the intensity permitted by the Midrise zone; or

c. Properties within an urban center or urban village, where a neighborhood plan adopted or amended by the City Council after January 1, 1995 indicates that the area is appropriate for a Midrise zone designation.

The subject site is zoned LR3 and abuts NC3 zoning to the south. The Midsize zone allows a FAR of 4.5 and height limits of 80-feet; this is greater than that permitted in the adjacent zones with a FAR of 2.3 and 5.5 and height of 55 and 75 respectively. The subject site is located in the boundaries of the Capitol Hill Neighborhood Plan. The plan does not include policies expressly guiding rezones nor does it indicate the subject site is appropriate for the MR zone.

2. Environmentally Critical Areas. Except as stated in this subsection 23.34.024.B.2, properties designated as environmentally critical may not be rezoned to a Midrise designation, and may remain Midrise only in areas predominantly developed to the intensity of the Midrise zone. The preceding sentence does not apply if the environmentally critical area either

1) was created by human activity, or

2) is a designated peat settlement, liquefaction, seismic or volcanic hazard, or flood prone area, or abandoned landfill.

The subject site does not contain an ECA.

3. Other Criteria. The Midrise zone designation is most appropriate in areas generally characterized by the following:

a. Properties that are adjacent to business and commercial areas with comparable height and bulk;

b. Properties in areas that are served by major arterials and where transit service is good to excellent and street capacity could absorb the traffic generated by midrise development;

c. Properties in areas that are in close proximity to major employment centers;

d. Properties in areas that are in close proximity to open space and recreational facilities;

e. Properties in areas along arterials where topographic changes either provide an edge or permit a transition in scale with surroundings;

f. Properties in flat areas where the prevailing structure height is greater than 37 feet or where due to a mix of heights, there is no established height pattern;

g. *Properties in areas with moderate slopes and views oblique or parallel to the slope where the height and bulk of existing structures have already limited or blocked views from within the multifamily area and upland areas;*
h. *Properties in areas with steep slopes and views perpendicular to the slope where upland developments are of sufficient distance or height to retain their views over the area designated for the Midrise zone;*
i. *Properties in areas where topographic conditions allow the bulk of the structure to be obscured. Generally, these are steep slopes, 16 percent or more, with views perpendicular to the slope.*

The subject site is adjacent a business and commercial area with comparable height and bulk. E Madison Street, approximately 200-feet to the south, is a major arterial with transit service and street capacity to absorb the traffic generated by this development. The site is immediately adjacent 16th Avenue, a 66-foot-wide right-of-way that can accommodate two-way traffic and on-street parking on the west side of the street. The street is an "urban village neighborhood access" street which is appropriate for low- and mid-rise residential uses with sporadic ground floor retail (*Seattle Street Illustrated*). The site is approximately one mile from Downtown and South Lake Union, major employment centers. Approximately five city parks are located nearby, including Cal Anderson Park, TT. Minor Playground, McGilvra Place, Cayton Corner Park, and Seven Hills Park. Significant topographic changes do not exist on the subject site. The site provides a transition in scale with an approximate 10% change in grade. More broadly, the site is located on the downslope of Capitol Hill. Views from adjacent sites are primarily territorial and compromised by existing development.

23.34.028- Highrise (HR) zone, function and locational criteria.

A. *Function. An area that provides a concentration of high density multifamily housing in a pedestrian-oriented neighborhood with convenient access to regional transit stations, and where the mix of activity provides convenient access to a full range of residential services and amenities and employment centers.*

The subject site is within and adjacent to a NC3 zoning designation, a primary business district, and directly abuts LR3 zoning to the north. The area includes a concentration of medium density multifamily housing and commercial uses in a pedestrian-oriented neighborhood with convenient access to transit.

B. *Locational Criteria.*
    1. *Threshold Conditions. Subject to subsection 23.34.028.B.2 of this section, properties that may be considered for a Highrise designation are limited to the following:*
        a. *Properties already zoned Highrise;*
        b. *Properties in areas already developed predominantly to the intensity permitted by the Highrise zone; or*
        c. *Properties within an urban center or urban village, where a neighborhood plan adopted or amended by the City Council after January 1, 1995 indicates that the area is appropriate for a Highrise zone designation.*

The Highrise zone allows a FAR of 15 and a height limit of 440-feet. This is greater than that allowed in the zones adjacent the subject site. Properties in the area are not already developed predominately to the intensity permitted by the Highrise zone. The subject site is zoned LR3, abuts NC3 to the south, and

is located within the First Hill/Capitol Hill Urban Center and the Capitol Hill Neighborhood Plan. The neighborhood plan does not indicate that this area is appropriate for a Highrise zone designation.

2. *Environmentally Critical Areas. Except as stated in this subsection 23.34.028.B.2, properties designated as environmentally critical may not be rezoned to a Highrise designation, and may remain Highrise only in areas predominantly developed to the intensity of the Highrise zone. The preceding sentence does not apply if the environmentally critical area either 1) was created by human activity, or 2) is a designated peat settlement, liquefaction, seismic or volcanic hazard, or flood prone area, or abandoned landfill.*

The subject site does not contain ECAs.

3. *Other Criteria. The Highrise zone designation is most appropriate in areas generally characterized by the following:*
    a. *Properties in areas that are served by arterials where transit service is good to excellent and street capacity is sufficient to accommodate traffic generated by highrise development;*
    b. *Properties in areas that are adjacent to a concentration of residential services or a major employment center;*
    c. *Properties in areas that have excellent pedestrian or transit access to downtown;*
    d. *Properties in areas that have close proximity to open space, parks and recreational facilities;*
    e. *Properties in areas where no uniform scale of structures establishes the character and where highrise development would create a point and help define the character;*
    f. *Properties in flat areas on the tops of hills or in lowland areas away from hills, where views would not be blocked by highrise structures;*
    g. *Properties in sloping areas with views oblique or parallel to the slope where the height and bulk of existing buildings have already limited or blocked views from within the multifamily area and upland areas where the hillform has already been obscured by development.*

The subject site is approximately 200-feet north of E Madison St, a principal arterial with frequent transit service. The site is located on 16th Avenue, an urban village neighborhood access street, with a 66-foot right-of-way width that can accommodate two-way traffic and on-street parking on the west side of the street. The subject site is approximately one mile east of downtown and South Lake Union, major employment centers. Residential services exist in the immediate vicinity, and commercial businesses are concentrated along the E Madison St and Pike/Pine St corridors. The subject site is located in an area that has excellent pedestrian and transit access to downtown via public transportation and public sidewalks. Downtown is approximately one mile to the west, and Metro routes 11 and 12 serve the area with connections to downtown.

Approximately five city parks are located near the subject site including Cal Anderson Park, TT Minor Playground, McGilvra Place, Cayton Corner Park, and Seven Hills Park. The subject site is located in an area with uniform scale of structures. The E Madison Street corridor slopes steeply up to the east before cresting at 17th Avenue then slopping down to the Madison Valley. The site is located on the downslope side of Capitol Hill. Views from adjacent site are primarily territorial and compromised by existing development.

23.34.070 - Residential-Commercial (RC) zone, function and locational criteria.

A. Function.

1. Purposes. Areas that serve as the following:

a. As a means to downzone strip commercial areas which have not been extensively developed with commercial uses;

b. As a means to downzone small commercial areas which have not been extensively developed with commercial uses and where commercial services are available nearby;

c. To provide opportunities for needed parking in areas where spillover parking is a major problem;

d. As a means of supporting an existing commercial node.

The subject site is within and adjacent NC3 zoning, a primary business district generally centered around the E Madison St corridor. The proposed rezone is not a downsizing of strip commercial areas which have not been extensively developed with commercial uses. The subject site is within and adjacent NC3 zoning, a primary business district generally centered around the E Madison St corridor. The proposed rezone is not a downzone of small commercial uses where commercial services are available nearby. The subject site is located in an urban center where vehicular parking is not required. Spillover parking is not identified as a major problem in the area. The subject site is within and adjacent a NC3 zoning designation, which serves as a primary business district. The proposed rezone is not a means of supporting an existing commercial node.

2. Desired Characteristics. Areas that provide the following:

a. Physical appearance resembling the appearance of adjacent residential areas;

b. Mixed use with small commercial uses at street level.

The subject site is within and adjacent to a NC3 zoning designation and directly abuts LR3 zoning to the north. The area is generally characterized by a physical appearance of residential and commercial appearance. Surrounding development consists of a mix of residential and commercial uses with both at street level.

B. Location Criteria.

1. Requirement. A residential-commercial designation shall be combined only with a multifamily designation.

2. Other Criteria. Residential-Commercial zone designation is most appropriate in areas generally characterized by the following:

a. Existing Character.

(1) Areas which are primarily residential in character (which may have either a residential or commercial zone designation), but where a pattern of mixed residential/commercial development is present; or

(2) Areas adjacent to commercial areas, where accessory parking is present, where limited commercial activity and accessory parking would help reinforce or improve the functioning of the commercial areas, and/or where accessory parking would help relieve spillover parking in residential areas.

b. Physical Factors Favoring RC Designation.

(1) Lack of edges or buffer between residential and commercial uses;

(2) Lack of buffer between major arterial and residential uses;

(3) Streets with adequate access and circulation;

(4) Insufficient parking in adjacent commercial zone results in parking spillover on residential streets.

The surrounding area includes a variety of residential and commercial uses and structures. The primary character of the area is consistent with this variety of uses, with the East Madison Street corridor generally commercial in character and the blocks north of the corridor more residential in character. The surrounding area could be characterized by a mix of residential and commercial development and character with a lack of physical edges or buffers between the two in some instances. The subject site currently contains one of these buffers, along the shared property line. The proposed rezone would maintain this zone transition line, but move it north approximately 60-feet.

23.34.072 - Designation of commercial zones

A. The encroachment of commercial development into residential areas shall be discouraged.

The subject site is within and adjacent an NC3 zoning designation and directly abuts LR3 zoning to the north. The proposed rezone would extend the NC3 zoning designation approximately 60-feet north and maintain an existing zoning boundary of NC3 and LR3.

B. Areas meeting the locational criteria for a neighborhood residential designation may be designated as certain neighborhood commercial zones as provided in Section 23.34.010.

The subject site is currently zoned LR3 and NC3 and does not meet the locational criteria for a neighborhood residential designation.

C. Preferred configuration of commercial zones shall not conflict with the preferred configuration and edge protection of residential zones as established in Sections 23.34.010 and 23.34.011 of the Seattle Municipal Code.

The subject site is currently zoned LR3 and is not adjacent to neighborhood residential zoning.

D. Compact, concentrated commercial areas, or nodes, shall be preferred to diffuse, sprawling commercial areas.

The project will expand an existing, compact, concentrated commercial area centered along the East Madison Street corridor, not create a diffuse, sprawling commercial area. The change in the zoning designation of the site would not diminish the compact commercial character of the commercial corridor along East Madison Street. A portion of the Project's site is already zoned NC3, and commercial uses would be limited to that portion of the Project's site.

E. The preservation and improvement of existing commercial areas shall be preferred to the creation of new business districts.

The project will contribute to, and improve, an existing business district centered on the E Madison Street corridor, not create a new business district.

23.34.074 - Neighborhood Commercial 1 (NC1) zones, function and locational criteria.

A. Function. To support or encourage a small shopping area that provides primarily convenience retail sales and services to the adjoining residential neighborhood, where the following characteristics can be achieved:

1. A variety of small neighborhood-serving businesses;

2. *Continuous storefronts built to the front lot line;*
3. *An atmosphere attractive to pedestrians;*
4. *Shoppers walk from store to store.*

The subject site is within and adjacent a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area. The subject site is within and adjacent to an area that contains continuous storefronts or residents built to the front lot line. The subject site is within and adjacent to an area with intense pedestrian activity. The subject site abuts NC3 zoning to the south, an area that currently contains a variety of residential and commercial uses that serve the neighborhood, provide an atmosphere attractive to pedestrians and allows shoppers to walk from store to store. The proposed development would contribute to this existing context with the introduction of a restaurant use that fronts 16th Avenue.

B. *Locational Criteria. A Neighborhood Commercial 1 zone designation is most appropriate on land that is generally characterized by the following conditions:*
    1. *Outside of urban centers and urban villages, or within urban centers or urban villages where isolated or peripheral to the primary business district and adjacent to low-density residential areas;*
    2. *Located on streets with limited capacity, such as collector arterials;*
    3. *No physical edges to buffer the residential areas;*
    4. *Small parcel sizes;*
    5. *Limited transit service.*

The subject site is located within the First Hill/Capitol Hill Urban Center and is not isolated or peripheral to the primary business district or adjacent low-density residential areas. The site directly abuts NC3 zoning to the south and LR3 zoning to the north, is approximately 7,200-square feet, and is located in a frequent transit area where transit is an important means of transportation. No physical edges exist to buffer existing residential areas to the north. The proposed building includes a 21-foot building setback along the north to gradually transition to existing development to the north.

SMC 23.34.076 - Neighborhood Commercial 2 (NC2) zones, function and locational criteria.

A. *Function. To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices, where the following characteristics can be achieved:*
    1. *A variety of small to medium-sized neighborhood-serving businesses;*
    2. *Continuous storefronts built to the front lot line;*
    3. *An atmosphere attractive to pedestrians;*
    4. *Shoppers can drive to the area, but walk from store to store.*

The subject site is located in an area that supports or encourages a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele. The subject site is located on 16th Avenue, with development that abuts the street and includes residential and commercial uses. The proposed rezone would extend the NC3 zoning designation approximately 60-feet north and the proposed design includes commercial and residential uses at the street level that would create an attractive atmosphere to pedestrians. Shoppers can drive to the area but walk from

store to store. Examples of nearby goods and services available within a two-block vicinity include: Bar Cotto, 7-Eleven Gas Station, Little Uncle Thai, Central Co-Op Grocery, Shell Madison Gas Station, Trader Joe's Grocery, and Ding Ho Laundry & Cleaners.

B. Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions:

1. Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts, outside of urban villages, that extend for more than approximately two blocks;
2. Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors;
3. Lack of strong edges to buffer the residential areas;
4. A mix of small and medium sized parcels;
5. Limited or moderate transit service.

The subject site is partially zoned NC3, and abuts NC3 to the south, a primary business district in an urban center. The subject site is located on 16th Avenue, a neighborhood street, approximately 200-feet north of E Madison St, a principal arterial. The subject site abuts LR3 zoning to the north. The proposed design includes a 21-foot setback along this shared property line above level one to provide adequate separation between buildings. The subject site is approximately 7,200-square feet, a small to medium sized parcel.

23.34.078 - Neighborhood Commercial 3 (NC3) zones, function and locational criteria

A. Function. To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved:

1. A variety of sizes and types of retail and other commercial businesses at street level;
2. Continuous storefronts or residences built to the front lot line;
3. Intense pedestrian activity;
4. Shoppers can drive to the area, but walk around from store to store;
5. Transit is an important means of access.

The project proposes ground level commercial (restaurant) at the southwest corner of the building, at the intersection of 16th Avenue and the alley. The street-level, street-facing façade is built to, or within 10-feet of, the property line at 16th Avenue. Continuous storefronts or residences are built to the front lot line along 16th Avenue both to the north and south of the subject site. Pedestrian activity will be encouraged by the restaurant use at the southwest corner of the building with area for outdoor dining between the building and the sidewalk, and primary access to the residential lobby and leasing office. Bicycle parking is provided in the right-of-way, along the site's frontage, and a variety of commercial uses exist on abutting properties and along the E Madison Street corridor. Shoppers can drive to the area and walk from store to store. The subject site is located in an area with frequent transit, an important means of access, including the RapidRide "G" Line bus route.

B. Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions:

1. The primary business district in an urban center or hub urban village;
2. Served by principal arterial;

3. *Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas;*
4. *Excellent transit service.*

The subject site is within the First Hill/Capitol Hill Urban Center adjacent an existing primary business district centered around the E Madison Street corridor. The site is located on 16th Avenue, an urban village neighborhood access street, which connects to E Madison Street, a principal arterial, approximately 200-feet to the south. The site is located adjacent to LR3(M) zoning. The nearest low-density residential area, neighborhood residential zoning, is located approximately 1,000-feet to the southeast. The subject site is located on 16th Avenue, approximately 60-feet north of E Madison Street, a principal arterial with frequent transit service, such as the RapidRide "G" Line bus route.

CONCLUSION & RECOMMENDATION – CONTRACT REZONE

DIRECTOR'S ANALYSIS

The evaluation of the proposal based on the standards and criteria for the approval sought and consistency with applicable City policies is provided above. Weighing and balancing the rezone criteria of SMC 23.34 together, the most appropriate zone designation for the site is NC3-65(M1), with a PUDA. With a pedestrian and local commercial focus, additional housing, and thorough design review, the proposed zoning and project would better fulfill the Comprehensive Plan objectives for the area.

The Director recommends approval, with conditions, of the applicant's proposal for a site-specific contract rezone with specific development proposal. The recommended conditions are listed at the end of this document.

RECOMMENDATION – REZONE

Based on the analysis undertaken in this report, and the provisions in SMC 23.34, the Director of SDCI recommends that the proposed contract rezone from LR3(M) to NC3-65(M1) be approved with the condition listed at the end of this document. The Director recommends the condition be included in the PUDA consistent with SMC 23.24.004.

CONDITIONS – DESIGN REVIEW

Prior to Issuance of a Construction Permit

1. Include in the construction permit plan set the following:
    a. Those representative examples and details in section and plan shown on pages four and five of *Design Recommendation Conditions of Approval Supplemental Information* (WeinsteinA+U, August 13, 2020), including:
        i. *TYP Window Head & Sill with Break Metal (2/A471);*
        ii. *TYP Corner Window Post with Metal Panel (5/A441); and*
        iii. *TYP Intermediate Window Post with Break Metal (8/A441)*.

    b. Details describing the equipment required for the operation of the overhead garage door (that equipment listed on page eight of the *Design Recommendation Conditions of Approval Supplemental Information* document (WeinsteinA+U, August 13, 2020)).

c. Details describing those measures/cueing devices/elements proposed to enhance pedestrian safety along 16th Avenue, which are described on pages 20-21 of *Design Recommendation Conditions of Approval Supplemental Information* (WeinsteinA+U, August 13, 2020) and summarized as: parking garage entry ramp configuration, cast-in-place vehicle detection loop, building setback and plantings, traffic mirror, and cast-in-place drive-over lighting.

2. The design of exterior space abutting the commercial tenant space currently planned for outdoor dining associated with the restaurant use (adjacent 16th Avenue) shall be maintained in the final design and shall be dedicated for ancillary activities (seating, restaurant dining) to occur in the future if another commercial use is proposed for this space. Include in the construction permit plan set details demonstrating consistency with this condition.

For the Life of the Project

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner.

RECOMMENDED CONDITIONS – REZONE

The Director recommends approval of the contract rezone from LR3(M) to NC3-65(M1) subject to the following condition which shall be contained within a Property Use and Development Agreement (PUDA) consistent with SMC 23.34.004 and 23.76.058:

Prior to Issuance of Master Use Permit 3030517-LU:

4. Submit a copy of the approved Property Use and Development Agreement (PUDA) (required pursuant to SMC 23.34.004) containing the following condition of approval:

    a. Development of the rezoned property shall be in substantial conformance with the approved plans for Master Use Permit 3030517-LU.

Carly Guillory, Land Use Planner
Seattle Department of Construction and Inspections

Date: September 18, 2023

3030517-LU Decision_Recommendation.docx

ABBREVIATIONS

@	AT
Ø	DIAMETER / ROUND
A	
AB	AIR BARRIER
ABE	AVERAGE BUILDING ELEVATION
ABV	ABOVE
ACC	ACCESSIBLE
ACP	ACOUSTIC CEILING PANEL
ACT	ACOUSTIC CEILING TILE
ACW	ALUMINUM-CLAD WOOD
AD	AREA DRAIN
ADA	AMERICANS WITH DISABILITIES ACT
ADJ	ADJUSTABLE / ADJACENT
AFF	ABOVE FINISH FLOOR
AHJ	AUTHORITY HAVING JURISDICTION
AHU	AIR HANDLING UNIT
ALT	ALTERNATE
ALUM	ALUMINUM
AP	ACCESS PANEL
APPD	APPROVED
APPROX	APPROXIMATE
ARCH	ARCHITECTURAL
AVG	AVERAGE
B	
BD	BOARD / BED / BEDROOM
BE	BUILDING ENVELOPE
BEL	BELOW
BEY	BEYOND
BLDG	BUILDING
BLK	BLOCK, BLOCKING
BO	BOTTOM OF
BOD	BASIS OF DESIGN
BOT	BOTTOM
BR	BACKER ROD
BRK MTL	BRAKE METAL
BTW	BETWEEN
C	
CAB	CABINET
CG	CORNER GUARD
CIP	CAST-IN-PLACE CONCRETE
CJ	CONTROL JOINT
CL	CENTERLINE / CLOSET
CLG	CEILING
CLKG	CAULKING
CLO	CLOSET
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
COL	COLUMN
COMM	COMMUNICATION
CONC	CONCRETE
COND	CONDITION
CONN	CONNECTION
CONST	CONSTRUCTION
CONT	CONTINUOUS
CONTR	CONTRACTOR
CORR	CORRIDOR / CORRUGATED / CORRECTION
CPT	CARPET
CT	CERAMIC TILE
CTR	CENTER
CUST	CUSTOM
D	
D	DEPTH / DRYER
DEPT	DEPARTMENT
DET	DETAIL
DF	DRINKING FOUNTAIN
DIA	DIAMETER
DIAG	DIAGONAL
DIM	DIMENSION
DIR	DIRECTION
DIV	DIVISION
DN	DOWN
DOM	DOMESTIC
DR	DOOR
DS	DOWNSPOUT (EXTERIOR)
DW	DISHWASHER
DWG	DRAWING
E	
(E)	EXISTING
E	EAST
EA	EACH
EJ	EXPANSION JOINT
EL	ELEVATION (GRADE)
ELEC	ELECTRICAL
ELEV	ELEVATOR
EMER	EMERGENCY
EMR	ELEVATOR MACHINE ROOM
ENV	ENVELOPE / ENVIRONMENT(AL)
EQ	EQUAL
EQUIP	EQUIPMENT
EST	ESTIMATE / ESTIMATED
EXC	EXCAVATED
EXH	EXHAUST
EXP	EXPOSED / EXPANDED
EXT	EXTERIOR
F	
FAB	FABRICATED
FACP	FIRE ACCESS CONTROL PANEL
FC	FIBER CEMENT COMPOSITE
FD	FLOOR DRAIN
FE	FIRE EXTINGUISHER
FEC	FE CABINET
FF	FINISH FLOOR / FACTORY FINISHED
FF&E	FURNITURE, FIXTURES & EQUIPMENT
FG	FINISH GRADE
FIN	FINISH(ED)
FLASH	FLASHING
FLEX	FLEXIBLE
FLR	FLOOR
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FOIC	FURNISHED BY OWNER, INSTALLED BY CONTRACTOR
FOIO	FURNISHED BY OWNER, INSTALLED BY OWNER
FOM	FACE OF MASONRY
FOS	FACE OF STUD
FP	FIREPROOF/FIRE PROTECTION
FPHB	FROST PROOF HOSE BIB
FRM	FRAMING
FRP	FIBERGLASS REINFORCED PANEL
FRDT	FIRE RETARDANT
FRZR	FREEZER
FSD	FIRE SEPARATION DISTANCE
FT	FOOT OR FEET
FTG	FOOTING
G	
GA	GAUGE
GAL	GALLON
GALV	GALVANIZED
GEN	GENERAL
GFI	GROUND FAULT INTERRUPTER
GFRC	GLASS FIBER REINFORCED CONCRETE
GL	GLASS
GND	GROUND
GOVT	GOVERNMENT
GR	GRADE
GSM	GALVANIZED SHEET METAL
GWB	GYPSUM WALL BOARD
GYP	GYPSUM
H	
HB	HOSE BIB
HC	HANDICAP / HOLLOW CORE
HD	HEAD / HEAVY DUTY
HDR	HEADER
HDWD	HARDWOOD
HDWR	HARDWARE
HM	HOLLOW METAL
HOL	HOLLOW
HORIZ	HORIZONTAL
HP	HIGH POINT
HR	HOUR
HT	HEIGHT
HWH	HOT WATER HEATER
I	
IBC	INTERNATIONAL BUILDING CODE
ID	INSIDE DIAMETER
IN	INCHES
INCL	INCLUDE / INCLUDED / INCLUDING
INSUL	INSULATION
INT	INTERIOR
INTM	INTERMEDIATE
INTUM	INTUMESCENT
J	
JST	JOIST
JT	JOINT
J-BOX	JUNCTION BOX
L	
L	LONG / LENGTH
LA	LANDSCAPE
LAM	LAMINATE
LAV	LAVATORY
LB	POUND
LH	LEFT HAND
LIN	LINEAR/LINEAL
LOC	LOCATION
LP	LOW POINT
LT	LIGHT
LTG	LIGHTING
LVL	LEVEL
M	
MATL	MATERIAL
MAX	MAXIMUM
MC	MEDICINE CABINET
MDF	MEDIUM DENSITY FIBERBOARD
MECH	MECHANICAL
MEMB	MEMBRANE
MFR	MANUFACTURER
MI	MIRROR
MIN	MINIMUM
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MOT	MOTORIZED
MTD	MOUNTED
MTL	METAL
N	
N	NORTH
(N)	NEW
NAT	NATURAL
NEG	NEGATIVE
NIC	NOT IN CONTRACT
No. or #	NUMBER
NOM	NOMINAL
NTS	NOT TO SCALE
O	
OA	OVERALL
OC	ON CENTER
OCC	OCCUPANCY / OCCUPANT
OD	OUTSIDE DIAMETER
OFD	OVERFLOW DRAIN
OH	OVERHEAD
OPNG	OPENING
OPP	OPPOSITE
OWSJ	OPEN-WEB STEEL JOIST
OZ	OUNCE
P	
(P)	PROPOSED
PAR	PARALLEL
PART	PARTITION
PC	PRECAST
PERF	PERFORATED
PERP	PERPENDICULAR
PKG	PARKING / PACKAGE
PL	PLATE / PROPERTY LINE / PLASTIC
PLAM	PLASTIC LAMINATE
PLY	PLYWOOD
PNL	PANEL
POL	POLISH / POLISHED
PR	PAIR
PREFAB	PREFABRICATE(D)
PRELIM	PRELIMINARY
PROJ	PROJECT / PROJECTION
PROP	PROPERTY
PSI	POUNDS PER SQUARE INCH
PT	POINT / PRESSURE TREATED / POST-TENSIONED
PTD	FIELD PAINTED (NOT FACTORY FINISHED)
PTN	PARTITION
Q	
QTR	QUARTER
QTY	QUANTITY
R	
R	RISER / RADIUS / RANGE
RB	RUBBER BASE
RD	ROOF DRAIN
REC	RECEIVER / RECYCLE
REF	REFERENCE / REFRIGERATOR
REINF	REINFORCED
REQ	REQUIRED
RESI	RESIDENTIAL
RET	RETURN
REV	REVERSE / REVISED / REVISION
RF	ROOF
RFG	ROOFING
RH	RIGHT HAND
RIGID	RIGID INSULATION
RM	ROOM
RND	ROUND
RO	ROUGH OPENING
ROW	RIGHT-OF-WAY
RUB	RUBBER
RWL	RAINWATER LEADER (INTERIOR)
S	
S	SOUTH
SALV	SALVAGE (D)
SAM	SELF-ADHESIVE MEMBRANE
SBC	IBC w/ SEATTLE AMENDMENTS
SC	SOLID CORE
SCHED	SCHEDULE
SCW	SOLID CORE WOOD
SD	SMOKE DETECTOR / SOAP DISPENSER
SEC	SEATTLE ENERGY CODE
SECT	SECTION
SF	SQUARE FEET / STOREFRONT
SH	SHELF
SHT	SHEET
SHTG	SHEATHING
SID	SIDING
SIM	SIMILAR
SL	SLOPE
SLNT	SEALANT
SM	SHEET METAL
SPEC	SPECIFICATIONS
SQ	SQUARE
SS	STAINLESS STEEL
STC	SOUND TRANSMISSION CLASS
STD	STANDARD / STUD
STIFF	STIFFENER
STL	STEEL
STOR	STORAGE
STU	STUDIO
STRUCT	STRUCTURAL
SUB	SUBSTITUTE / SUBMITTAL
SUSP	SUSPENDED
SYM	SYMMETRICAL/SYMBOL
SYS	SYSTEM
T	
T	TOP / TREAD / TEMPERED
TB	TOWEL BAR
TG	TONGUE & GROOVE
T-STAT	THERMOSTAT
TD	TRENCH DRAIN
TEMP	TEMPORARY / TEMPERATURE
THK	THICK(NESS)
THRU	THROUGH
TO	TOP OF
TOC	TOP OF CONCRETE
TOP	TOPPING
TOW	TOP OF WALL
TPH	TOILET PAPER HOLDER
TR	TRASH / TRASH ROOM
TRANSL	TRANSLUCENT
TRANSP	TRANSPARENT / TRANSPARENCY
TRTD	TREATED
T/S	TOPSIDE
TV	TELEVISION
TWP	TRANSLUCENT WALL PANEL
TYP	TYPICAL
U	
UL	UNDERWRITERS' LABORATORY
UNFIN	UNFINISHED
UNO	UNLESS NOTED OTHERWISE
U/S	UNDERSIDE
V	
VAP	VAPOR BARRIER
VAR	VARIES / VARIABLE
VB	VINYL BASE
VCT	VINYL COMPOSITION TILE
VENT	VENTILATION
VERT	VERTICAL
VEST	VESTIBULE
VFY	VERIFY
VIF	VERIFY IN FIELD
VG	VERTICAL GRAIN
VOC	VOLATILE ORGANIC COMPOUNDS
VOL	VOLUME
VS	VINYL SHEET / SHEET VINYL
W	
W	WEST / WIDE / WASHER
W/	WITH
W/D	WASHER/DRYER
W/O	WITHOUT
WAIN	WAINSCOT
WC	WATER CLOSET
WD	WOOD
WIN	WINDOW
WSEC	WASHINGTON STATE ENERGY CODE
WH	WALL HUNG
WRB	WEATHER RESISTANT BARRIER
WS	WEATHERSTRIP
WT	WEIGHT
WWM	WELDED WIRE MESH
Y	
YD	YARD DRAIN

PROJECT DATA

PROJECT LOCATION
1620 16TH AVENUE
SEATTLE, WA 98122

KING COUNTY ASSESSOR'S PARCEL NUMBERS
7234600470
7234600465

LEGAL DESCRIPTIONS
LOTS 1 AND 2 OF BLOCK 11 OF RENTON'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 118, RECORDS OF KING COUNTY, WASHINGTON.

KING COUNTY ZONING
LR-3
NC3-65

SDCI PROJECT #
3030517

PROJECT DESCRIPTION
MIXED-USE BUILDING

DIRECTORY

OWNER
JEWISH FAMILY SERVICE
1601 16TH AVENUE
SEATTLE, WA 98122
T: 206.619.7073

ARCHITECT
WEINSTEIN A+U
ARCHITECTS + URBAN DESIGNERS LLC
2200 WESTERN AVENUE, SUITE 301
SEATTLE, WA 98121
DANIEL GODDARD
T: 206.443.8606
E: DANIELG@WEINSTEINAU.COM

STRUCTURAL ENGINEER
QUANTUM CONSULTING ENGINEERS LLC
1511 THIRD AVENUE, SUITE 323
SEATTLE, WA 98101
MATTHEW WION
T: 206.957.3907
E: MWION@QUANTUMCE.COM

MECHANICAL ENGINEER
SIDER + BYERS
192 NICKERSON ST, SUITE 300
SEATTLE, WA 98109
DANA FONTES
T: 206.285.2966
E: DANA@SIDERBYERS.COM

PLUMBING ENGINEER
SIDER + BYERS
192 NICKERSON ST, SUITE 300
SEATTLE, WA 98109
DANA FONTES
T: 206.285.2966
E: DANA@SIDERBYERS.COM

ELECTRICAL ENGINEER
SIDER + BYERS
192 NICKERSON ST, SUITE 300
SEATTLE, WA 98109
GEORGINNA LUCAS
T: 206.285.2966
E: GEORGINNA@SIDERBYERS.COM

CIVIL ENGINEER
SITEWISE DESIGN PLLC
219 FIRST AVE S, SUITE 401
SEATTLE, WA 98104
MARC ERRICHETTI
T: 206.402.4644
E: MARC@SITEWISEPLLC.COM

LANDSCAPE ARCHITECT
KAREN KIEST LANDSCAPE ARCHITECTURE
111 W JOHN ST, SUITE 306
SEATTLE, WA 98119
KAREN KIEST
T: 206.323.6032
E: KKIEST@KK-LA.COM

DRAWING INDEX

GENERAL

G001	COVER SHEET
G101	LAND USE CODE & DIAGRAMS
G102	LAND USE DIAGRAMS
G103	FAR DIAGRAMS
G104	MHA DIAGRAMS

SURVEY

-	BOUNDARY AND TOPOGRAPHIC SURVEY

CIVIL

C100	DRAINAGE AND UTILITY PLAN
C200	PAVING AND GRADING PLAN
SHT1	COVER SHEET (FOR REFERENCE ONLY)
SHT2	TYPICAL SECTIONS (FOR REFERENCE ONLY)
SHT3	PSD EXTENSION / SIDEWALK PLAN (FOR REFERENCE ONLY)
SHT4	ALLEY PLAN (FOR REFERENCE ONLY)

LANDSCAPE

L001	TREE REMOVAL AND PROTECTION PLAN
L100	LANDSCAPE PLAN
L100A	RENDERED LANDSCAPE PLANS
L101	SEATTLE GREEN FACTOR PLAN
L102	ROOF LANDSCAPE PLAN

ARCHITECTURAL

AS001	SITE PLAN
A10P3	FLOOR PLAN PARKING LEVEL 3A/3B
A10P2	FLOOR PLAN PARKING LEVEL 2A/2B
A10P1	FLOOR PLAN PARKING LEVEL 1A/1B
A101	FLOOR PLAN LEVEL 1
A102	FLOOR PLAN LEVEL 2
A103	FLOOR PLAN LEVEL 3-7
A110	ROOF LEVEL PLAN
A301	EXTERIOR ELEVATIONS
A302	EXTERIOR ELEVATIONS
A303	PARTIAL EXTERIOR ELEVATIONS
A301-C	EXTERIOR ELEVATIONS COLOR
A302-C	EXTERIOR ELEVATIONS COLOR
A303-C	PARTIAL EXTERIOR ELEVATIONS COLOR
A311	BUILDING SECTION
A312	BUILDING SECTION
A314	BUILDING SECTION

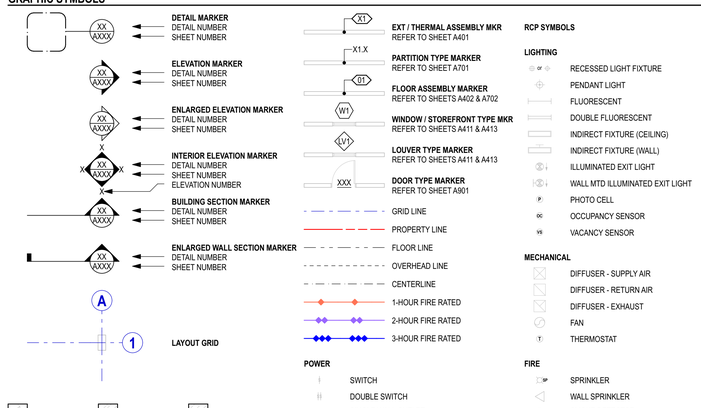
SHORING

SH001	GENERAL SHORING NOTES (FOR REFERENCE ONLY)
SH101	LEVEL P3 SHORING PLAN (FOR REFERENCE ONLY)
SH102	LEVEL P2 SHORING PLAN (FOR REFERENCE ONLY)
SH103	LEVEL P1 SHORING PLAN (FOR REFERENCE ONLY)
SH104	LEVEL 1 SHORING PLAN (FOR REFERENCE ONLY)

GENERAL NOTES

1. ALL WORK SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF THE 2015 SEATTLE BUILDING CODE (SBC), 2015 SEATTLE ENERGY CODE, (SEC) AND ALL OTHER APPLICABLE CODES
2. CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND VERIFY LOCATION OF WORK WITH THE ARCHITECTS. NO SCALE MEASUREMENTS SHALL BE USED AS DIMENSIONS FOR WORK. LARGER SCALED DETAILS AND DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER. NOTIFY THE ARCHITECT WHENEVER DIMENSION DISCREPANCIES ARISE.
3. CONTRACTOR IS SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITION OF THE JOB SITE, INCLUDING SAFETY, PROTECTION OF THE PROPERTY, AND THE LIKE DURING PERFORMANCE OF THE WORK
4. CONTRACTOR SHALL PROVIDED METHODS, MEANS, AND FACILITIES REQUIRED TO PREVENT CONTAMINATION OF SOIL, WATER OR ATMOSPHERE.
5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE OWNER'S WORK AND/OR SUPPLIED ITEMS THAT ARE FURNISHED BY OWNER AND INSTALLED BY CONTRACTS OR ARE NOT IN CONTRACT, BUT ARE ATTACHED TO THE CONTRACTOR'S WORK.
6. BUILDING IS TO BE FULLY SPRINKLERED.
7. ALL FURRED WALLS SHALL HAVE VERTICAL AND LATERAL DRAFTSTOPS PER SBC.
8. GRADING MUST BE STABILIZED BY OCTOBER 31. NO EXCAVATION TO BE PERFORMED BETWEEN OCTOBER 31 AND APRIL 1 WITHOUT AN APPROVED DRY SEASON GRADING EXTENSION LETTER FROM SDCI.
9. DESTINATION OF EXCAVATION SOILS TO BE DETERMINED. SDCI WILL BE NOTIFIED OF DISPOSAL SITE AFTER CONFIRMATION BY EARTHWORK SUBCONTRACTOR.
10. DRAWINGS ISSUED FOR CONSTRUCTION PRIOR TO FINAL PERMITTING APPROVAL ARE SUBJECT TO REVISIONS. VERIFY CONSTRUCTION DOCUMENTS CONFORM TO PERMIT DRAWINGS BEFORE PROCEEDING WITH WORK. NOTIFY ARCHITECT WHENEVER DISCREPANCIES ARISE.
11. DIMENSIONS ARE TO:
    FACE OF MASONRY (FOM),
    FACE OF CONCRETE (FOC), OR
    FACE OR STUD (FOS)
    UNLESS NOTED OTHERWISE (UNO)
    DIMENSIONS INDICATED AS CLEAR (CLR) OR FINISH (FIN) ARE TO FINISH FACE.

GRAPHIC SYMBOLS



POWER
SWITCH
DOUBLE SWITCH
SINGLE WALL OUTLET
DOUBLE WALL OUTLET
GFCI (GROUND-FAULT CIRCUIT INTERRUPTER)
QUAD WALL OUTLET
DATA OUTLET (CABLE / PHONE / INTERNET)
FLOOR OUTLET

RCP SYMBOLS

LIGHTING
RECESSED LIGHT FIXTURE
PENDANT LIGHT
FLUORESCENT
DOUBLE FLUORESCENT
INDIRECT FIXTURE (CEILING)
INDIRECT FIXTURE (WALL)
ILLUMINATED EXIT LIGHT
WALL MTD ILLUMINATED EXIT LIGHT
PHOTO CELL
OCCUPANCY SENSOR
VACANCY SENSOR

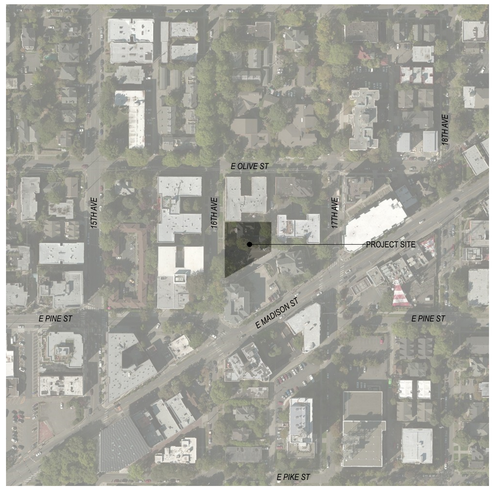
MECHANICAL
DIFFUSER - SUPPLY AIR
DIFFUSER - RETURN AIR
DIFFUSER - EXHAUST
FAN
THERMOSTAT

FIRE
SPRINKLER
WALL SPRINKLER
SMOKE DETECTOR

ELECTRICAL
J-BOX
SPEAKER
GAS SENSOR

CONCRETE FILL	STEEL FILL	FIBER CEMENT FILL	
CMU FILL	ALUMINUM FILL	RIGID INSULATION FILL	
BRICK FILL	PLYWOOD FILL	FIBER INSULATION FILL	
WOOD FILL	GWB FILL	GYP SHEATHING FILL	

VICINITY MAP



RENDER



1620 16TH AVENUE MUP CORRECTIONS

Rev	Date	Issue

CONSULTANT'S LOGO

1620 16TH AVENUE
MIXED-USE BUILDING

1620 16TH AVENUE
SEATTLE, WA 98122

Project #16037

WEINSTEIN A+U
2200 WESTERN AVENUE, SUITE 301
SEATTLE, WA 98121
206.443.8606
www.weinsteinau.com

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JURISDICTIONAL APPROVAL STAMP

3300 REGISTERED ARCHITECT
EDWARD WEINSTEIN
State of Washington

MUP CORRECTIONS
Issue

3 SEP 2020
Issue Date

COVER SHEET
Sheet Title

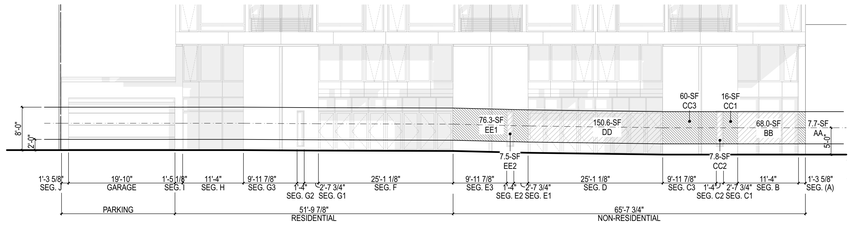
G001

WEINSTEIN A+U
206.443.8606
WeinsteinAU.com

LAND USE CODE

SITE LOCATION	1610, 1620 16TH AVENUE, SEATTLE, WASHINGTON 98122	
PARCEL NOS	PARCEL A 7234690465, PARCEL B 7234690470	
PROJECT NOS	LAND USE 3030517; CONSTRUCTION 6631682	
SITE ZONING	PARCEL A NC3-65, PARCEL B LR3 (SEEKING CONTRACT REZONE TO NC3-65)	
OVERLAY	CAPITOL HILL UCV	
LOT AREA	PARCEL A 7,800-SF, PARCEL B 7,200-SF; TOTAL AREA 15,000-SF (0.34-ACRES)	
23.34.004	**CONTRACT REZONES**	
B	PROPERTY OWNER MAY IMPOSE PROVISIONS OF MHA-C OR MHA-R ON THE REZONE OF THE PROPERTY, OTHERWISE SUBSECTIONS 23.58C.040.A AND 23.58C.050.A APPLY TO A CONTRACT REZONE	MHA-C DOES NOT APPLY TO SITE; MHA-R APPLIES TO PORTION UNDERGOING CONTRACT REZONE
23.47A.004	**PERMITTED AND PROHIBITED USES**	
TABLE A	FOR NEIGHBORHOOD COMMERCIAL 3 (NC3) ZONES:	NO LIMITATIONS ON PROPOSED USES
C	2A) EATING AND DRINKING: PERMITTED OUTRIGHT	
	2B) RESTUARANTS: PERMITTED OUTRIGHT	
	8) OFFICES: PERMITTED OUTRIGHT	
	10A) RETAIL SALES & SERVICES, GENERAL: PERMITTED OUTRIGHT	
J	1) RESIDENTIAL USES: PERMITTED OUTRIGHT	
L	2C) PARKING, PRINCIPAL USE: PERMITTED OUTRIGHT	
23.47A.005	**STREET LEVEL USES**	
	SITE IS NOT WITHIN A PEDESTRIAN OVERLAY, SO NO CONDITIONS APPLY TO SITE	
23.47A.006	**CONDITIONAL USES**	
	PROPOSED USES PERMITTED OUTRIGHT WITH NO CONDITIONS	
23.47A.007	**MAJOR PHASED DEVELOPMENT**	
	SITE DOES NOT MEET QUALIFICATIONS	
23.47A.008	**STREET LEVEL DEVELOPMENT STANDARDS**	
A	BASIC STREET-LEVEL REQUIREMENTS	
	2) BLANK FAÇADES	COMPLIES
	2B) BLANK FAÇADE SEGMENTS 2-FEET TO 8-FEET ABOVE GRADE TO BE ≤20-FEET	
	2C) BLANK FAÇADE SEGMENTS NOT TO EXCEED 40% OF FAÇADE WIDTH	
	3) STREET-LEVEL STREET-FACING FAÇADES TO BE WITHIN 10-FEET OF STREET LOT LINE, UNLESS WIDER SIDEWALKS, PLAZAS, OR OTHER APPROVED LANDSCAPED OR OPEN SPACES ARE PROVIDED.	COMPLIES
B	NON-RESIDENTIAL STREET-LEVEL REQUIREMENTS	
	2) TRANSPARENCY (AT NON-RESIDENTIAL USES)	
	2A) 60% OF FAÇADE 2-FEET TO 8-FEET ABOVE GRADE TO BE TRANSPARENT	**DEPARTURE #1**
	2B) ALLOW UNOBSTRUCTED VIEWS IN FROM OUTSIDE	COMPLIES
	3) NON-RESIDENTIAL USES TO HAVE AVERAGE DEPTH OF 30-FEET WITH A MINIMUM DEPTH OF 15-FEET	**DEPARTURE #2**
	4) NON-RESIDENTIAL USES AT STREET LEVEL TO HAVE MINIMUM FLOOR-TO-FLOOR HEIGHT OF 13-FEET	COMPLIES
D	1) WHEN RESIDENTIAL USES ARE LOCATED AT A STREET-LEVEL STREET-FACING FAÇADE MUST PROVIDE A VISUALLY PROMINENT PEDESTRIAN ENTRY	COMPLIES
23.47A.009	**STANDARDS APPLICABLE TO SPECIFIC AREAS**	
	SITE DOES NOT FALL WITHIN ON OF THE SPECIFIED AREAS	
23.47A.010	**MAXIMUM SIZE OF NONRESIDENTIAL USE**	
	SITE ZONING AND USES DO NOT TRIGGER THIS SECTION	
23.47A.011	**OUTDOOR ACTIVITIES**	
B	OUTDOOR SALES AREA LIMITED PER TABLE A	NOT APPLICABLE
TABLE A	MAXIMUM SIZE OF OUTDOOR SALES AREA: NO LIMIT	
E	OUTDOOR SALES OR SERVICE OF FOOD OR BEVERAGES TO BE 50-FEET MINIMUM FROM RESIDENTIAL ZONED LOTS	NOT APPLICABLE
F	OUTDOOR ACTIVITIES TO BE SCREENED OR LANDSCAPED PER 23.47A.016	NOT APPLICABLE
23.47A.012	**STRUCTURE HEIGHT**	
A	MAXIMUM STRUCTURE HEIGHT AS ZONED: 65'	COMPLIES
C	ROOFTOP FEATURES	
	2) OPEN RAILINGS, PLANTERS, CLERESTORIES, PARAPETS, FIREWALLS PERMITTED TO EXTEND 4-FEET ABOVE APPLICABLE HEIGHT LIMIT INSULATION AND ROOFTOP DECKS LOCATED ABOVE STRUCTURAL ROOF DECK MAY EXTEND UP TO 2-FEET BEYOND APPLICABLE HEIGHT LIMIT IF CAPTURED BY COMPLIANT PARAPET	COMPLIES
	4) MECHANICAL EQUIPMENT, ETC., PERMITTED TO EXTEND 15-FEET ABOVE APPLICABLE HEIGHT LIMIT—AS LONG AS TOTAL DOES NOT EXCEED 20% OF THE ROOF AREA—OR 25% IF THE TOTAL INCLUDES STAIR OR ELEVATOR PENTHOUSES OR SCREEN MECHANICAL EQUIPMENT.	COMPLIES
	4F) STAIR AND ELEVATOR PENTHOUSES MAY EXTEND 16-FEET ABOVE THE APPLICABLE HEIGHT LIMIT	COMPLIES
23.47A.013	**FLOOR AREA RATIO**	
A	APPLIES TO ALL STRUCTURES IN NC ZONES	COMPLIES, SEE FAR CALCULATIONS
TABLE A	MAXIMUM ALLOWABLE FAR FOR 65-FOOT HEIGHT LIMIT:	4.75 MAXIMUM FAR
	- SINGLE USE LIMIT: 4.25 (AS SINGLE-USE STRUCTURE OR WITHIN MIXED-USE)	4.25 X 15,000-SF = 63,750-SF
	- MIXED USE LIMIT: 4.75	4.75 X 15,000-SF = 71,250-SF MAXIMUM
D	GROSS FLOOR AREA NOT COUNTED AGAINST FAR:	
	1) AREAS UNDERGROUND	
	2) PORTIONS OF A STORY EXTENDING NO MORE THAN 4-FEET ABOVE GRADE (LOWER OF EXISTING OR FINISHED GRADE)	
H	MINIMUM REQUIRED FAR FOR NEW CONSTRUCTION: 2.0	COMPLIES
23.47A.014	**SETBACK REQUIREMENTS**	
B	SETBACKS FOR LOTS ABUTTING OR ACROSS ALLEY FROM RESIDENTIAL ZONES:	
	1) 15-FOOT TRIANGULAR SETBACK WHERE A LOT ABUTS THE INTERSECTION OF A SIDE LOT LINE AND FRONT LOT LINE OF A LOT IN A RESIDENTIAL ZONE	**DEPARTURE #3**
	3) FOR STRUCTURES CONTAINING RESIDENTIAL USES, SETBACKS AT SIDE AND REAR LOT LINES 15-FEET FOR STRUCTURE ABOVE 13-FEET IN HEIGHT UP TO 40-FEET WITH AN ADDITIONAL SETBACK OF 2-FEET FOR EVERY 10-FEET ABOVE 40-FEET	COMPLIES
	4) ONE-HALF OF ABUTTING ALLEY WIDTH MAY COUNT TOWARD REQUIRED SETBACK	ALLEY WIDTH IS 16-FT—8-FOOT COUNTED TOWARD SETBACK
	5) NO ENTRANCE, WINDOW, OR OTHER OPENING PERMITTED CLOSER THAN 5-FEET	**DEPARTURE #4**
E	STRUCTURES IN REQUIRED SETBACKS:	
	5) FENCES, FREESTANDING WALLS AND OTHER SIMILAR STRUCTURES ≤6-FEET ABOVE GRADE PERMITTED IN REQUIRED SETBACKS, BUT IN NO CASE MAY ANY PORTION OF THE FENCE EXCEED 8-FEET.	COMPLIES
	6) SETBACK REQUIREMENTS DO NOT LIMIT UNDERGROUND STRUCTURES	COMPLIES
	8) EXTERIOR DUMPSTERS NOT PERMITTED WITHIN 10-FEET OF RESIDENTIAL ZONE	COMPLIES
23.47A.015	**VIEW CORRIDORS**	
	SITE NOT LOCATED WITHIN SHORELINE DISTRICT	
23.47A.016	**LANDSCAPING AND SCREENING STANDARDS**	
A	2) GREEN FACTOR OF ≥0.30 REQUIRED	
B	STREET TREE REQUIREMENTS:	
	1) STREET TREES REQUIRED WITH ANY DEVELOPMENT PROPOSAL; EXISTING STREET TREES TO BE RETAINED	COMPLIES
	4) IF STREET TREES NOT FEASIBLE, A 5-FT WIDE PLANTING STRIP IS REQUIRED; CAN BE REDUCED OR WAIVED BY DIRECTOR	
23.47A.017	**COMMERCIAL ZONES WITH MHA SUFFIX**	
	SITE ZONING DOES NOT HAVE MHA SUFFIX	NOT APPLICABLE
23.47A.018	**NOISE STANDARDS**	
A	ALL MANUFACTURING, FABRICATING, REPAIRING, REFUSE COMPACTING AND RECYCLING ACTIVITIES TO BE ENCLOSED	COMPLIES
B	NO MAJOR NOISE SOURCES PROPOSED FOR SITE	
23.47A.020	**ODOR STANDARDS**	
A	VENT ODORS, VAPORS, SMOKE, ETC AT LEAST 10-FEET ABOVE FINISHED SIDEWALK GRADE AND AWAY FROM USES WITHIN 50-FEET OF THE VENT	COMPLIES
B	NO MAJOR ODOR SOURCES PROPOSED FOR SITE	
23.47A.022	**LIGHT AND GLARE STANDARDS**	
A	EXTERIOR LIGHTING TO BE SHIELDED AND DIRECTED AWAY FROM ADJACENT USES	COMPLIES
B	PARKING GARAGE LIGHTING TO BE SHIELDED	
23.47A.024	**AMENITY AREA**	
A	RESIDENTIAL AMENITY AREA EQUAL TO 5% OF RESIDENTIAL GROSS FLOOR AREA; EXCLUDES AREAS USED FOR MECHANICAL EQUIPMENT AND ACCESSORY PARKING	≥63,750-SF X 5% = 3,188-SF OF AMENITY
B	REQUIRED AMENITY AREA STANDARDS:	COMPLIES
	1) ALL RESIDENTS HAVE ACCESS TO AT LEAST AN AMENITY OR PRIVATE AREA	
	2) AMENITY AREAS TO BE UNENCLOSED	
	4) COMMON RESIDENTIAL AMENITY AREAS SHALL HAVE A DIMENSION OF AT LEAST 10-FT AND A MINIMUM AREA OF 250-SF	
	5) PRIVATE BALCONIES AND DECKS TO HAVE A DIMENSION OF AT LEAST 6-FT AND AN MINIMUM AREA OF 60-SF	
23.47A.027	**LANDMARK DISTRICTS AND LANDMARK STRUCTURES**	
	SITE IS NOT WITHIN LANDMARK DISTRICT AND EXISTING HOUSE NOT DESIGNATED A LANDMARK STRUCTURE	
23.47A.028	**STANDARDS FOR DRIVE-IN BUSINESSES**	
	NOT APPLICABLE	
23.47A.030	**REQUIRED PARKING AND LOADING**	
A	OFF-STREET PARKING PER SMC 23.54.015	
B	LOADING BERTHS REQUIRED PER SMC 23.54.035	NO LOADING BERTH REQUIRED
23.47A.032	**PARKING LOCATION AND ACCESS**	
A	1A) ACCESS TO PARKING SHALL BE FROM THE ALLEY IF THE LOT ABUTS AN ALLEY IMPROVED TO THE STANDARDS OF SMC 23.53.030.C. DIRECTOR MAY ALLOW STREET ACCESS IF ALLEY ACCESS IS INFEASIBLE	**TYPE-1 ADMIN DEC #1**
	1B) IF ACCESS IS NOT FROM ALLEY AND THE LOT ABUTS ONLY ONE STREET, ACCESS FROM THE STREET LIMITED TO ONE TWO-WAY CURB CUT.	
B	4) REQUIRED PARKING TO BE LOCATED NO FARTHER THAN 800-FEET FROM THE LOT TO WHICH THE USE IS ACCESSORY AND COMPLY WITH SMC 23.54.025	SEE 23.54.025 OFF-SITE PARKING
F	ACCESS TO A LOADING BERTH TO BE FROM ALLEY IF THE LOT ABUTS AN ALLEY IMPROVED TO THE STANDARDS OF SMC 23.53.030.C	NOT APPLICABLE
23.47A.033	**TRANSPORTATION CONCURRENCY LEVEL-OF-SERVICE STANDARD**	
	NC ZONES TO MEET TRANSPORTATION CONCURRENCY LEVEL-OF-SERVICE STANDARD PER SMC 23.52.	
23.53.006	**PEDESTRIAN ACCESS AND CIRCULATION**	
A	PEDESTRIAN ACCESS AND CIRCULATION REQUIRED ON ALL STREETS IN ALL ZONES. IMPROVEMENTS PER THE ROW IMPROVEMENTS MANUAL	
C	SIDEWALKS REQUIRED WHEN DEVELOPMENT ABUTS ANY EXISTING STREET WITHOUT A SIDEWALK, IN ANY ZONE	
23.53.015	**IMPROVEMENT REQUIREMENTS FOR EXISTING STREETS**	
A	GENERAL REQUIREMENTS	
	1) ABUTTING STREETS REQUIRED TO BE IMPROVED PER THIS SECTION AND SECTION 23.53.006	
	6B) MINIMUM NON-ARTERIAL ROW, NC3 ZONE: 52-FEET	COMPLIES
C	1A) WHERE ROW ≥ TO MINIMUM WIDTH, PAVED ROADWAY WITH PEDESTRIAN ACCESS AND CIRCULATION, DRAINAGE FACILITIES, AND LANDSCAPING REQUIRED	COMPLIES
23.53.030	**ALLEY IMPROVEMENTS IN ALL ZONES**	
D	1) MINIMUM WIDTH FOR AN EXISTING ALLEY PER TABLE C	
	2) MINIMUM WIDTH FOR AN ALLEY ABUTTING MULTIPLE ZONES BASED ON ZONE MOST FRONTAGE	NC3 ZONE HAS MOST FRONTAGE
TABLE C	NC3: 20-FEET	
F	DEDICATION REQUIRED AT ALLEYS NOT MEETING MINIMUM REQUIRED WIDTH	2-FEET ALLEY DEDICATION REQUIRED
23.54.015	**REQUIRED PARKING**	
A	MINIMUM PARKING REQUIREMENTS PER TABLE A FOR NON-RESIDENTIAL USES AND TABLE B FOR RESIDENTIAL USES	
D	1) NO PARKING IS REQUIRED FOR THE FIRST 1,500-SF OF EACH BUSINESS	
K	BICYCLE PARKING REQUIRED PER TABLE D	
TABLE A	PARKING FOR NON-RESIDENTIAL USES	NO NON-RESIDENTIAL PARKING REQUIRED
	J) NO PARKING REQUIRED FOR NON-RESIDENTIAL IN URBAN CENTERS	
TABLE B	PARKING FOR RESIDENTIAL USES	NO RESIDENTIAL PARKING REQUIRED
	L) NO PARKING REQUIRED FOR RESIDENTIAL IN URBAN CENTERS	
TABLE D	BICYCLE PARKING	
	A1) EATING & DRINKING EST., 1/12,000-SF LONG, 1/2,000-SF SHORT	1 LONG-TERM, 1 SHORT-TERM BICYCLE PARKING REQUIRED FOR NONRESIDENTIAL
	A6) SALES & SERVICES, 1/12000-SF LONG-TERM, 1/2000-SF SHORT-TERM	
	D2) MULTI-FAMILY STRUCTURES, 1/4DUS LONG-TERM, NO SHORT-TERM	23 RESIDENTIAL BICYCLE PARKING REQUIRED
23.54.020	**PARKING QUANTITIES EXCEPTIONS**	
G	2A) BUSINESS ESTABLISHMENTS MAY SHARE PARKING PER ONE OF SUBSECTIONS G2B, G2C OR G2D	
	2D) WHEN AN OFFICE AND RESIDENTIAL USE SHARE OFF-STREET PARKING, PARKING REQUIREMENTS FOR RESIDENTIAL USES MAY BE REDUCED BY 50%, PROVIDED IT IS NOT REDUCED BELOW THE MINIMUM PARKING FOR OFFICE USE.	
23.54.030	**PARKING SPACE STANDARDS**	
	PARKING FOR RESIDENTIAL USES IN EXCESS OF THE QUANTITY REQUIRED ARE EXEMPTED FROM SMC 23.54.030.A & SMC 23.54.030.B	RESIDENTIAL PARKING EXEMPTED
A	PARKING SPACE DIMENSIONS:	APPLIES TO NON-RESIDENTIAL PARKING
	1) LARGE SPACE: 8.5-FEET X 19-FEET 2) MEDIUM SPACE: 8-FEET X 16-FEET 3) SMALL SPACE: 7.5-FEET X 15-FEET	
	4) BARRIER FREE PARKING TO BE AT LEAST 8-FT WIDE WITH 5-FT AISLE. VAN SPACES TO BE 8-FT WIDE WITH 8-FT AISLE. AT LEAST ONE BARRIER FREE SPACE SHALL BE 19-FT LONG	
	6) COLUMNS MAY EXTEND INTO A SPACE A MAX OF 6" EXCEPT IN THE AREA FOR CAR DOOR OPENING	
B	2) NON-RESIDENTIAL PARKING SPACE REQUIREMENTS:	APPLIES TO NON-RESIDENTIAL PARKING
	WHEN ≤10 SPACES PROVIDED, LIMIT SMALL VEHICLE SPACE TO 25% MAX, AND PROVIDE A MINIMUM OF 75% AS LARGE	
	WHEN 11-19 SPACES PROVIDED, LIMIT SMALL VEHICLE SPACE TO 25% MIN/ 65% MAX, AND PROVIDE A MINIMUM OF 35% AS LARGE	
	WHEN 20+ SPACES PROVIDED, LIMIT SMALL VEHICLE SPACE TO 35% MIN/ 65% MAX, AND PROVIDE A MINIMUM OF 35% AS LARGE	COMPLIES
C	2) ACCESS TO/FROM ALL PARKING SPACES NOT TO REQUIRE BACKING >50-FEET	COMPLIES
D	DRIVEWAYS	
	1) DRIVEWAY WIDTH, TWO-WAY TRAFFIC, >30 RESIDENTIAL SPACES: 20-FT WIDE	
	2) DRIVEWAY WIDTH, TWO-WAY TRAFFIC, NON-RESIDENTIAL: MIN 22-FT WIDE, MAX 25-FT WIDE	**DEPARTURE #5**
	3) DRIVEWAY SLOPE: 15% MAXIMUM.	**TYPE-I ADMIN DEC #2**
E	PARKING AISLES	
	1) AISLE WIDTHS PER EXHIBIT 23.54.030.C	
XHIBIT C	LARGE SPACES: 24-FEET	COMPLIES
	MEDIUM: 22-FEET	
	SMALL: 20-FEET	
	2) MINIMUM AISLE WIDTHS PER LARGEST SPACE SERVED BY AISLE	
	4) AISLE SLOPE SHALL NOT EXCEED 17%.	COMPLIES
F	CURB CUTS	
	IF A CURB CUT IS USED FOR MORE THAN ONE USE, THE REQUIREMENTS FOR THE USE WITH THE LARGEST CURB CUT REQUIREMENTS APPLY	

STREET LEVEL DEVELOPMENT STANDARDS: 16TH AVE



TRANSPARENCY

- PER SMC 23.47A.008.B.2, NON-RESIDENTIAL STREET-FACING FACADES BETWEEN 2-FT AND 8-FT ABOVE GRADE TO BE 60% TRANSPARENT

NON-RES BUILDING FACADE AREA	AREA	
AREA AA	7.7 SF	
AREA BB	68.0 SF	TRANSPARENT
AREA CC1	16.0 SF	
AREA CC2	7.8 SF	TRANSPARENT
AREA CC3	60.0 SF	
AREA DD	150.6 SF	TRANSPARENT
AREA EE1	76.3 SF	
AREA EE	7.5 SF	TRANSPARENT
TOTAL NON-RES FACADE AREA CONSIDERED	393.9 SF	
TOTAL NON-RES TRANSPARENT AREA CONSIDERED	233.9 SF	

PERCENTAGE TRANSPARENCY 233.9 / 393.9 = 0.594 = 59.4% **DOES NOT COMPLY**

BLANK FACADE

- PER SMC 23.47A.008.A.2, TOTAL OF ALL BLANK FACADE SEGMENTS NOT TO EXCEED 40% OF FACADE WIDTH

OVERALL BUILDING FACADE WIDTH	138' - 7 1/4"
MINUS PARKING GARAGE (23.86.028.C)	19' -10"
LENGTH CONSIDERED	118' - 9 1/4"

BLANK FACADE SEGMENTS	LENGTH
SEGMENT A	1'- 3 5/8"
SEGMENT C1	2'-7 3/4"
SEGMENT C3	9'-11 7/8"
SEGMENT E1	2'-7 3/4"
SEGMENT E3	9'-11 7/8"
SEGMENT G1	2'-7 3/4"
SEGMENT G3	9'-11 7/8"
SEGMENT I	1'- 5 1/8"
SEGMENT F	1'- 3 5/8"
TOTAL LENGTH OF BLANK FACADE SEGMENTS	41'- 11 1/4"

PERCENTAGE BLANK FACADE
41'-11 1/4" / 118'-9 1/4" = 0.353 = 35.3 % **COMPLIES**

PARKING SPACE REQUIREMENTS

NON-RESIDENTIAL REQUIREMENTS
-PER SMC 23.54.015 TABLE A, NO PARKING REQ'D
-OFFSITE PARKING FOR 1601 16TH AVENUE (MUP 3007628-LU)

SPACE	AREA	RATIO	REQ'D	PROVIDED	
RESTAURANT	1,456 SF	EXEMPT	0	0	
OFFSITE PARKING			46	53	
TOTAL NON-RESIDENTIAL PARKING			46	53	**COMPLIES**
REQ'D ACCESSIBLE SPACES PER SBC 1106.1				3	

RESIDENTIAL REQUIREMENTS
-PER SMC 23.54.015 TABLE B, NO PARKING REQ'D

TYPE	QTY	RATIO	REQ'D	PROVIDED	
APARTMENT	88	EXEMPT	0	49	**COMPLIES**
REQ'D ACCESSIBLE SPACES PER SBC 1106.2				1	

CUMULATIVE REQUIREMENT	ACC	REQ'D
NON-RESIDENTIAL (OFFSITE)	2	46
RESIDENTIAL	0	0

PARKING DISTRIBUTION

REQ'D MINIMUM	SMALL	MEDIUM	LARGE	
NON-RESIDENTIAL				
≥ 20 SPACES PROVIDED	35%	—	35%	
NON-RES PARKING PROVIDED	27	6	20	
PERCENTAGE PROVIDED	51%	11%	38%	**COMPLIES**
RESIDENTIAL				
≥ 5 SPACES PROVIDED	—	60%	—	
RES PARKING PROVIDED	1	30	18	
PERCENTAGE PROVIDED	2%	61%	37%	**COMPLIES**
TOTAL PROVIDED	28	36	38	
ACCESSIBLE SPACES INCLUDED IN ABOVE		3	2	
GRAND TOTAL			102	

BICYCLE PARKING REQUIREMENTS

BIKE PARKING

COMMERCIAL	1,475 SF
RESIDENTIAL	88 UNITS

LONG TERM		
COMMERCIAL	1:5,000 SF	1 SPACE
RESIDENTIAL	1 SPACE/DU UP TO 50 DUS	50 SPACES
	.75 SPACE/DU FOR EACH DU ABOVE 50	29 SPACES
TOTAL REQ'D		80 SPACES

SHORT TERM		
COMMERCIAL	1:1,000 SF	1 SPACE
RESIDENTIAL	1 SPACE/ 20 DU	5 SPACES
TOTAL REQ'D		6 SPACES

TOTAL BIKE PARKING REQUIRED	86 SPACES	
TOTAL BIKE PARKING PROVIDED	94 SPACES	**COMPLIES**

GRANTED TYPE-1 ADMINISTRATIVE DECISIONS

	LAND USE DEVELOPMENT STANDARD	DEPARTURE GRANTED	RATIONALE FOR GRANTED DEPARTURE
1	SMC 23.54.030.D.3 DRIVEWAY SLOPE THE MAXIMUM SLOPE FOR DRIVEWAYS IS 15%	ALLOW AN ENTRY DRIVEWAY WITH SLOPE UP TO 20%	PARKING GARAGE ACCESS FROM 16TH AVENUE HAS BEEN GRANTED AS A DEVELOPMENT STANDARD DEPARTURE THROUGH THE ADR RECOMMENDATION MEETING. IN RESPONSE TO THE ABOVE REVIEW COMMENT: • THE PARKING GARAGE CONFIGURATION IS INFLUENCED BY THE REQUIRED PARKING SPACE RATIOS, PARKING SPACE SIZES, AND THE CORRESPONDING DRIVE AISLES, AS WELL AS THE OVERALL DIMENSIONS OF THE SITE. THE GARAGE ENTRY RAMP IS LOCATED TO THE NORTH END OF THE SITE TO MAXIMIZE THE AVAILABLE RAMP LENGTH. THE 120-FEET LOT DEPTH IS NOT ENTIRELY AVAILABLE FOR A RAMP AS THE REQUIRED ALLEY DEDICATION (2-FEET), BASEMENT WALL (1-FOOT), A LARGE PARKING SPACE LENGTH (19-FEET), AND THE REQUIRED MINIMUM DRIVE AISLE WIDTH TO SERVE LARGE PARKING SPACES (24-FEET) REDUCES THE MAXIMUM EFFECTIVE RAMP LENGTH TO 74-FEET. • THE PROPOSED SITE ACCESS OFF 16TH AVENUE MINIMIZES THE ELEVATION CHANGE BETWEEN THE POINT OF ENTRY AND THE FIRST LEVEL OF THE PARKING GARAGE AS A MEANS OF ALSO MINIMIZING THE RAMP SLOPE. THE FIRST LEVEL OF THE PARKING GARAGE IS DETERMINED BY THE ELEVATION OF THE STREET LEVEL USES ALONG 16TH AVENUE; THE DEPTH OF THE FLOOR SLAB, INSULATION, AND SPRINKLER SYSTEM; AND THE REQUIRED VEHICLES CLEARANCES. THE ELEVATION AT THE POINT OF ENTRY IS +415'-4" AND THE ELEVATION OF THE FIRST PARKING GARAGE LEVEL IS +404'-3" RESULTING IN AN ELEVATION DIFFERENCE OF 11'-1". • THE MAXIMUM AVAILABLE RAMP LENGTH (74-FEET) CAN ACHIEVE THE DIFFERENCE IN ELEVATION (11'-1") WITHIN THE PRESCRIBED MAXIMUM SLOPE (11'-1" / 74' = 14.98%), BUT REQUIRES THE RAMP TO START AT THE PROPERTY LINE ALONG 16TH AVENUE. • THE PROPOSED DESIGN CONFIGURES THE GARAGE ENTRY TO ALLOW VEHICLES TO RETURN TO A HORIZONTAL POSITION BEFORE ENTERING THE PUBLIC ROW AND CROSSING THE SIDEWALK ENABLING CLEARER LINES OF SIGHT AND BETTER VEHICLE CONTROL. THIS NECESSITATE SHORTENING THE AVAILABLE RAMP LENGTH BY LENGTHENING THE TRANSITION AT THE TOP OF THE RAMP AND REDUCING THE RAMP LENGTH BY APPROXIMATELY 7-FEET TO ACHIEVE AN APPROPRIATE VEHICLE DIMENSION INBOARD OF THE SITE (18-FEET). THIS CONFIGURATION INCREASES THE OVERALL RAMP SLOPE TO 16.67%. THIS PARKING GARAGE ENTRY CONFIGURATION PRIORITIZES PEDESTRIAN SAFETY WHILE MODESTLY EXCEEDING THE MAXIMUM ALLOWABLE DRIVEWAY SLOPE. THIS REQUEST FOR INCREASED RAMP SLOPE SHOULD CONSIDER THE RELATIVELY SHORT LENGTH OF THE RAMP (APPROXIMATELY 67-FEET) AND THE RAMP'S STRAIGHT CONFIGURATION.

GRANTED DEVELOPMENT STANDARD DEPARTURES

	LAND USE DEVELOPMENT STANDARD	DEPARTURE GRANTED	RATIONALE FOR GRANTED DEPARTURE
1	SMC 23.47A.032.A.1(A) & 23.54.030.F.7 PARKING LOCATION AND ACCESS ACCESS TO PARKING TO BE FROM ALLEY IF LOT ABUTS AN ALLEY. DIRECTOR MAY ALLOW STREET ACCESS IF ALLEY ACCESS IS INFEASIBLE	ALLOW PARKING GARAGE ACCESS TO BE FROM 16TH AVENUE IN LIEU OF THE ALLEY ADJACENT THE SITE TO THE EAST.	THERE ARE A NUMBER OF FACTORS PROMOTING PARKING ACCESS FROM 16TH AVENUE INSTEAD OF ACCESS FROM THE ALLEY WITH THE PRIMARY FACTOR BEING THE DIFFERENCE IN ELEVATION BETWEEN THE ALLEY AND 16TH AVENUE. THE STRETCH OF ALLEY TO THE EAST OF THE SITE IS OVER 12-FT HIGHER THAN 16TH AVENUE, WHILE THE SOUTHERN PORTION OF ALLEY (BEYOND THE LOADING DOCK OF THE NEIGHBORING BUILDING) IS APPROXIMATELY 9-FT HIGHER THAN 16TH AVENUE. THESE DIFFERENCES IN ELEVATION AFFECT THE GRADES AND LENGTHS OF RAMPS REQUIRED TO CIRCULATE TO BELOW-GRADE PARKING RESULTING IN RAMPS WITH SIGNIFICANT SLOPES AND/OR REQUIRING COMPLEX MANEUVERING. ALTERNATIVELY, A RAMP FROM THE ALLEY THAT DOES MAINTAIN A SAFE SLOPE WOULD SEVERELY IMPACT THE PROJECT'S ABILITY TO PROVIDE LOBBY AND COMMERCIAL SPACE ALONG THE 16TH AVENUE FRONTAGE. THE PROPOSED DESIGN WITH THE DEPARTURE BETTER MEETS THE DESIGN GUIDELINES SUPPORTING AN ACTIVATED PEDESTRIAN ENVIRONMENT. EXISTING USES IMMEDIATELY ADJACENT TO THE SITE ALSO INHIBIT ACCESS TO A PARKING GARAGE FROM THE ALLEY. CENTRAL CO-OP, A GROCERY STORE LOCATED DIRECTLY SOUTH OF THE PROJECT SITE, UTILIZES A LOADING DOCK THAT IS ACCESSED FROM THE ALLEY APPROXIMATELY 50-FEET FROM THE STREET LOT LINE. THE LOADING DOCK RECEIVES SEVERAL LARGE DELIVERY VEHICLES DAILY THROUGHOUT THE WEEK. TRUCK TRAFFIC REGULARLY OBSTRUCTS THIS PORTION OF THE ALLEY, THUS LIMITING ENTRY TO A PARKING GARAGE ACCESSED FROM THE ALLEY AND RECURRENTLY PREVENTING ACCESS TO A PARKING GARAGE ENTERED ALONG THE SOUTH PORTION OF THE ALLEY. THE SOUND CAPITOL HILL NORTH CAMPUS LOCATED ON THE NORTH SIDE OF E OLIVE STREET SIMILARLY CHALLENGES ACCESS TO THE ALLEY FROM E OLIVE STREET. SHUTTLES FREQUENTLY STOP TO PICK UP OR DROP OFF THE PATIENTS OF SOUND ON SITE & NEIGHBORHOOD TRAFC IMPACT DIAGRAM E OLIVE STREET MID-BLOCK BETWEEN 16TH AVENUE AND 17TH AVENUE, AND THEREBY BLOCKING CIRCULATION TO OR FROM THE NORTH END OF THE ALLEY. WHILE THE FREQUENCY OF SHUTTLE BUS STOPS OCCURS LESS FREQUENTLY, WHEN COUPLED WITH THE DELIVERY VEHICLES FOR THE GROCERY, ALLEY ACCESS IS OFTEN NOT POSSIBLE FOR PERIODS OF TIME. ADDITIONALLY, THE INTENDED USERS OF THE PARKING GARAGE INCLUDE THE BUILDING'S RESIDENTS AS WELL AS PARKING FOR JEWISH FAMILY SERVICE (JFS) THAT IS REQUIRED TO REPLACE EXISTING ON-SITE PARKING (PER MUP 3007628). JFS IS A NONPROFIT AGENCY THAT SERVES VULNERABLE INDIVIDUALS AND FAMILIES IN THE PUGET SOUND REGION BY PROVIDING A RANGE OF SOCIAL SERVICES. CLIENTS AND VOLUNTEERS FROM OUTSIDE THE NEIGHBORHOOD REGULARLY UTILIZE THE AGENCY'S PARKING. READY ACCESS TO PARKING IS ESPECIALLY IMPORTANT FOR CLIENTS WHO ARE OFTEN TIME CONSTRAINED. ACCESS FROM 16TH AVENUE PROVIDES BETTER WAYFINDING AND LESSENS VEHICLE CIRCULATION THROUGH IN THE NEIGHBORHOOD. ALTHOUGH THE DESIGN GUIDELINES FOCUS ON MINIMIZING THE IMPACT ON THE PEDESTRIAN ENVIRONMENT, THE PROPOSED DESIGN WITH THE DEPARTURE LESSENS THE IMPACT ON ITS IMMEDIATE NEIGHBORS. THE PROPOSED ACCESS FROM 16TH AVENUE AND THE CONFIGURATION OF THE PARKING GARAGE ENTRY TAKE INTO CONSIDERATION PEDESTRIAN SAFETY BY MINIMIZING THE WIDTH OF THE GARAGE ENTRY AND DRIVEWAY CONSISTENT WITH THE DESIGN GUIDELINES. NARROWING THE ALSO ENTRY SERVES AS A TRAFFIC CALMING STRATEGY. THE DESIGN ALSO ALLOCATES SPACE FOR VEHICLES TO TRANSITION BACK TO HORIZONTA

FLOOR AREA CALCULATIONS:
(SHARED SPACES TO BE PRO-RATED PER SMC 23.86.032)

OVERALL BUILDING AREA	AREA	PRO-RATED	
NON-RESIDENTIAL	10,726 SF	12%	
RESIDENTIAL	75,780 SF	88%	
TOTAL ASSIGNABLE AREA	86,506 SF	100%	
TOTAL SHARED-USE AREA	22,989 SF		
NON-RESIDENTIAL PRO-RATED		2,850 SF	12%
RESIDENTIAL PRO-RATED		20,139 SF	88%
TOTAL BUILDING AREA	109,495 SF	(TOTAL ASSIGNABLE PLUS TOTAL SHARED-USE)	
ASSIGNABLE NON-RESIDENTIAL	10,726 SF		
+ NON-RESIDENTIAL PRO-RATED	2,850 SF		
TOTAL NON-RESIDENTIAL	13,576 SF		
ASSIGNABLE RESIDENTIAL	75,780 SF		
+ RESIDENTIAL PRO-RATED	20,139 SF		
TOTAL RESIDENTIAL	95,919 SF		

FAR CHARGEABLE AREA	AREA	PRO-RATED	
NON-RESIDENTIAL	1,784 SF		
RESIDENTIAL	58,819 SF		
TOTAL ASSIGNABLE CHARGEABLE AREA	60,603 SF		
TOTAL SHARED-USE CHARGEABLE	1,374 SF		
NON-RESIDENTIAL PRO-RATED		170 SF	12%
RESIDENTIAL PRO-RATED		1,204 SF	88%
TOTAL CHARGEABLE AREA	61,977 SF	(TOTAL ASSIGNABLE PLUS TOTAL SHARED-USE)	
NON-RESIDENTIAL ASSIGNABLE	1,784 SF		
+ NON-RESIDENTIAL PRO-RATED	170 SF		
TOTAL NON-RESIDENTIAL CHARGEABLE	1,954 SF		
RESIDENTIAL ASSIGNABLE	58,819 SF		
+ RESIDENTIAL PRO-RATED	1,204 SF		
TOTAL RESIDENTIAL CHARGEABLE	60,023 SF		

FAR EXEMPT AREA	AREA	PRO-RATED	
NON-RESIDENTIAL	8,942 SF		
RESIDENTIAL	16,961 SF		
TOTAL ASSIGNABLE EXEMPT AREA	25,903 SF		
TOTAL SHARED-USE EXEMPT	21,615 SF		
NON-RESIDENTIAL PRO-RATED		2,680 SF	12%
RESIDENTIAL PRO-RATED		18,935 SF	88%
TOTAL EXEMPT AREA	47,518 SF	(TOTAL ASSIGNABLE PLUS TOTAL SHARED-USE)	
NON-RESIDENTIAL ASSIGNABLE	8,942 SF		
+ NON-RESIDENTIAL PRO-RATED	2,680 SF		
TOTAL NON-RESIDENTIAL EXEMPT	11,622 SF		
RESIDENTIAL ASSIGNABLE	16,961 SF		
+ RESIDENTIAL PRO-RATED	18,935 SF		
TOTAL RESIDENTIAL EXEMPT	35,896 SF		

TOTAL AREAS	AREA
NON-RESIDENTIAL CHARGEABLE	1,954 SF
+ NON-RESIDENTIAL EXEMPT	11,622 SF
TOTAL NON-RESIDENTIAL	13,576 SF
RESIDENTIAL CHARGEABLE	60,023 SF
+ RESIDENTIAL EXEMPT	35,896 SF
TOTAL NON-RESIDENTIAL	95,919 SF
OVERALL BUILDING TOTAL	109,495 SF (TOTAL NON-RESIDENTIAL + TOTAL RESIDENTIAL)

RESIDENTIAL AMENITY:

PER SMC 23.47A.024.A

RESIDENTIAL AREA	AREA	% REQ'D	AREA REQ'D
RESIDENTIAL ASSIGNABLE	75,780 SF		
RESIDENTIAL PRO-RATED	20,139 SF		
TOTAL RESIDENTIAL	95,919 SF		
LESS PARKING & MECHANICAL	35,696 SF		
RESIDENTIAL AREA	60,223 SF	5%	3,011 SF

RESIDENTIAL AMENITY PROVIDED		AREA
LEVEL 2		
	RESIDENTIAL AMENITY	2,781 SF
ROOF DECK		
	RESIDENTIAL AMENITY	2,365 SF
TOTAL AMENITY PROVIDED:		5,146 SF **COMPLIES**

NON-RESIDENTIAL USE DEPTH:

PER SMC 23.47A.008.B3(A) - SEE A101 LEVEL 1 PLAN FOR DIMENSIONS

REQUIREMENT	AVERAGE DEPTH	MINIMUM DEPTH
AREA SF > 600 SF	30'-0"	15'-0"

RESTAURANT 1,473 SF

MEASURED DEPTHS:

	21'-11 1/2"	(NEAR GRIDLINE D)
	27'- 5 1/8"	(NEAR GRIDLINE D)
	36'- 8 3/8"	(NEAR GRIDLINE E)
	21'- 3 7/8"	(NEAR GRIDLINE F)
TOTAL	107'- 4 7/8" ÷ 4 = 26'-10"	

COMPLIES - MIN. DEPTH
DOES NOT COMPLY - AVG DEPTH

SOLID WASTE STORAGE CALCULATIONS:

PER SMC 23.54.040 - SEE A101 LEVEL 1 PLAN FOR DIMENSIONS

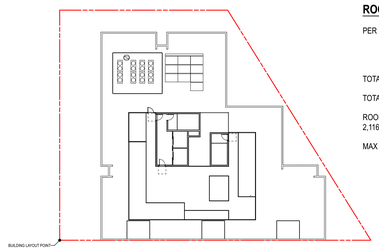
RESIDENTIAL TRASH: 88 UNITS:
375 SF (FIRST 50 UNITS)
+ 152 SF (4 SF x 38 UNITS)
527 SF REQUIRED

NON-RESIDENTIAL TRASH: 0-5,000 SF:
82 SF (TABLE A - 23.54.040)
x 50% (MIXED-USE DEVELOPMENT)
41 SF REQUIRED

TOTAL TRASH:
527 SF (RES)
+ 41 SF (NON-RES)
568 SF REQUIRED

TRASH ROOM DIMENSIONS:
651'-12" (23'-11 5/8" x 27'- 2 3/8")
+ 153'- 7" (14'- 9 1/4" x 10'- 4 7/8")
805'- 7"

806 SF PROVIDED **COMPLIES**

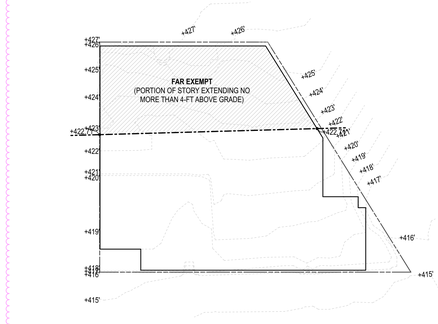


2 G102 **ROOFTOP COVERAGE CALCULATIONS**
SCALE: 1/32" = 1'-0"

ROOFTOP FEATURE ROOF COVERAGE

PER SMC 23.47A.012.C4

STAIRS/ELEVATOR PENTHOUSE	737.1 SF (563.2 + 173.9)
MECHANICAL EQUIPMENT	892.4 SF (558.2 + 334.2)
SOLAR COLLECTORS	486.6 SF
TOTAL	2,116.1 SF
TOTAL ROOF AREA	9,994.1 SF
ROOFTOP FEATURE COVERAGE: 2,116 SF / 9,994.1 SF =	21%
MAX ALLOWABLE COVERAGE:	25% **COMPLIES**

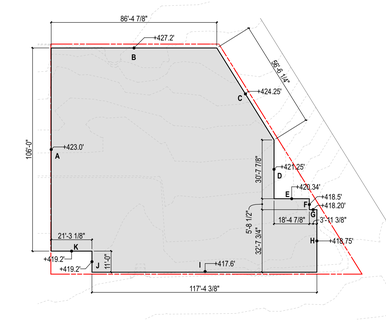


3 G102 **FAR EXEMPT LINE**
SCALE: 1/32" = 1'-0"

STREET LEVEL FAR EXEMPTION

PER SMC 23.86.007.D, PORTIONS OF A STORY THAT EXTEND NO MORE THAN 4-FT ABOVE EXISTING OR FINISH GRADE

L2 ELEVATION (T.O. SLAB)	+427'-8 1/2"
SLAB THICKNESS	12"
L1 CEILING (B.O. SLAB)	+426'-8 1/2"
FAR EXEMPTION	-4'
FAR EXEMPTION ELEVATION	+422'-8 1/2" = +422.71'



1 G102 **AVERAGE GRADE PLANE CALCULATIONS**
SCALE: 1/32" = 1'-0"

AVERAGE GRADE LEVEL (LAND USE)

PER SMC 23.86.006.A

	MID ELEV.	LENGTH	MID ELEV X LENGTH
A:	+423.0	106.0'	44,838
B:	+427.2	86.42'	36,918.62
C:	+424.25	56.50'	23,970.13
D:	+421.25	30.66'	12,918.53
E:	+420.34	18.42'	7,742.66
F:	+418.5	5.67'	2,372.9
G:	+418.2	3.17'	1,325.7
H:	+418.75	32.66'	13,676.38
I:	+417.6	117.42'	49,034.6
J:	+419.2	11.0'	4,611.2
K:	+419.2	21.25'	8,908.0
TOTAL		489.17'	206,316.72

AVG GRADE LEVEL = 206,316.72 / 489.17' = 421.77' ——— 421'-9"

MAX ALLOWABLE STRUCTURE HEIGHT
= AVG GRADE LEVEL + BDG HEIGHT
= +421.77' + 65'
= 486.77' ——— 486'-9"

Rev Date Issue

CONSULTANT'S LOGO

1620 16TH AVENUE
MIXED-USE BUILDING

1620 16TH AVENUE
SEATTLE, WA 98122

Project #16037

WEINSTEIN A+U
2200 WESTERN AVENUE, SUITE 301
SEATTLE, WA 98121
206.443.8606
www.weinsteinau.com

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State of Washington

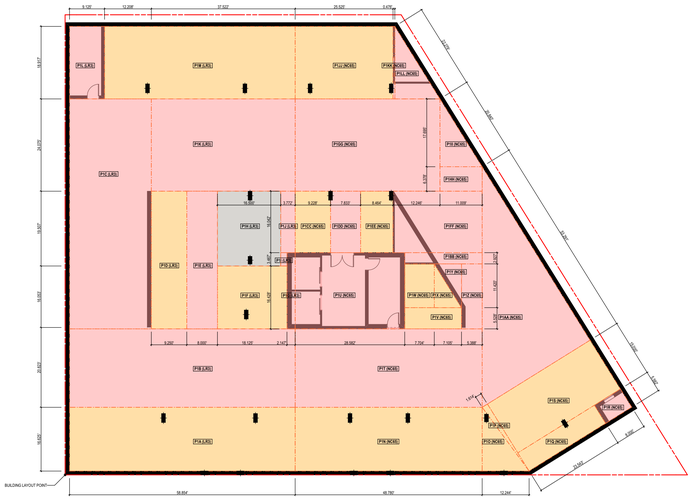
MUP CORRECTIONS
Issue

3 SEP 2020
Issue Date

LAND USE DIAGRAMS
Sheet Title

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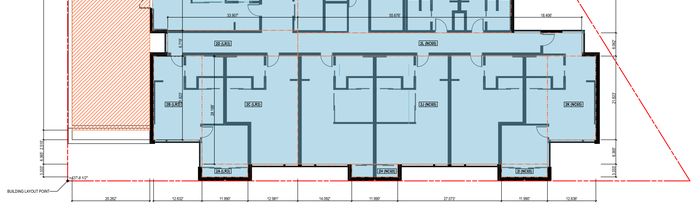
5 G103 **PARKING LEVEL 1**
SCALE: 1/16" = 1'-0"



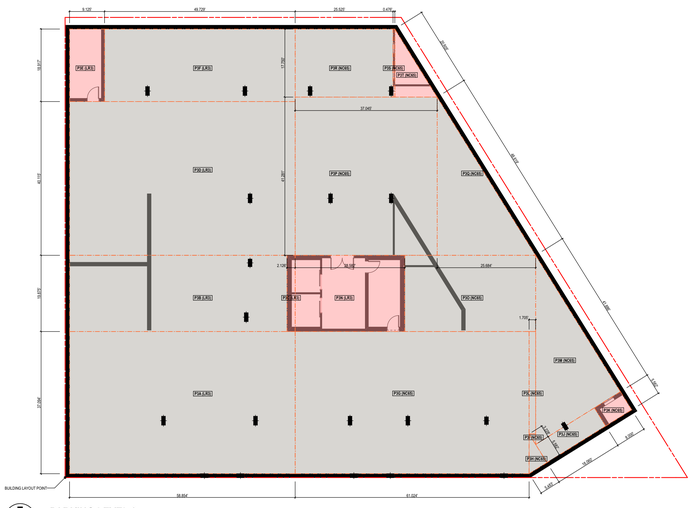
2 G103 **LEVEL 3 (TYP OF LEVELS 4-7)**
SCALE: 1/16" = 1'-0"



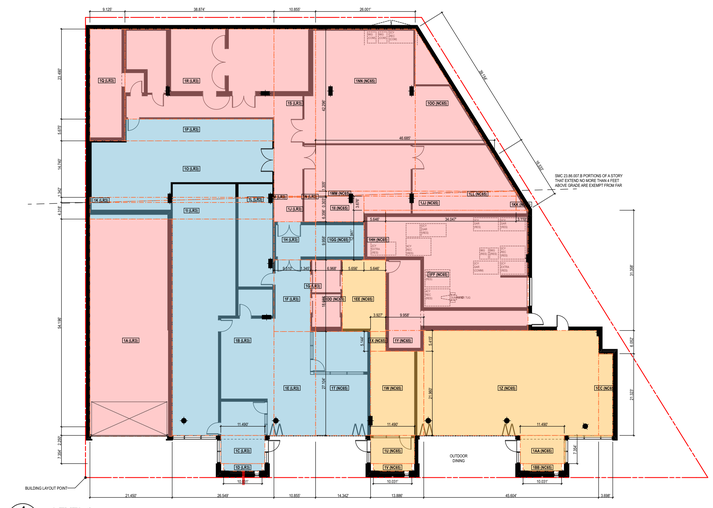
6 G103 **PARKING LEVEL 2**
SCALE: 1/16" = 1'-0"



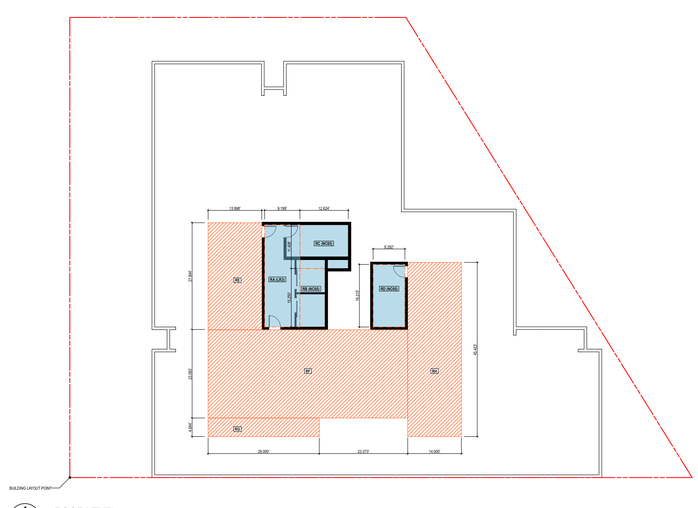
3 G103 **LEVEL 2**
SCALE: 1/16" = 1'-0"



7 G103 **PARKING LEVEL 3**
SCALE: 1/16" = 1'-0"



4 G103 **LEVEL 1**
SCALE: 1/16" = 1'-0"



1 G103 **ROOF LEVEL**
SCALE: 1/16" = 1'-0"

GENERAL NOTES: LAND USE CODE

LAND USE CODE:

- PARKING - RESIDENTIAL
- COMMERCIAL
- RESIDENTIAL
- SHARED USE
- OUTDOOR AMENITY
- INDOOR AMENITY

Rev	Date	Issue

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FAR DIAGRAMS
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1620 16TH AVE GROSS FLOOR AREA SCHEDULE

LEVEL	AREA			FAR	MHA-COMMERCIAL (LR3 - CONTRACT REZONE)		MHA-COMMERCIAL (NC3-65)		MHA-RESIDENTIAL (LR3 - CONTRACT REZONE)		MHA-RESIDENTIAL (NC3-65 - NOT REQ'D)	
	SUB AREA LABEL	USE	GROSS FLOOR AREA (SF)	CHARGEABLE FLOOR AREA (SF)	CODE REFERENCE	CHARGEABLE FLOOR AREA (SF)	CODE REFERENCE	CHARGEABLE FLOOR AREA (SF)	CODE REFERENCE	CHARGEABLE FLOOR AREA (SF)	CODE REFERENCE	CHARGEABLE FLOOR AREA (SF)	CODE REFERENCE
PARKING P3													
	P3A (LR3)	PARKING	2,183.0	0.0	UNDERGROUND FLOOR AREA	0.0	NON CHARGEABLE FLOOR AREA IN	0.0	NON CHARGEABLE FLOOR AREA IN	0.0	UNDERGROUND PARKING AREA	0.0	UNDERGROUND PARKING AREA
	P3B (LR3)	PARKING	1,127.0	0.0	EXEMPT PER SMC 23.47A.013.B1	0.0	COMMERCIAL USE EXEMPT PER	0.0	COMMERCIAL USE EXEMPT PER	0.0	EXEMPT PER SMC 23.58C.040.A1	0.0	EXEMPT PER SMC
	P3C (LR3)	SHARED USE	42.0	0.0		0.0	SMC 23.58B.040.A1	0.0	SMC 23.58B.040.A1	36.8		0.0	23.58C.040.A1
	P3D (LR3)	PARKING	2,361.0	0.0		0.0		0.0		0.0		0.0	
	P3E (LR3)	SHARED USE	173.0	0.0		0.0		0.0		151.5		0.0	
	P3F (LR3)	PARKING	941.0	0.0		0.0		0.0		0.0		0.0	
	P3G (NC65)	PARKING	2,264.0	0.0		0.0		0.0		0.0		0.0	
	P3H (NC65)	PARKING	24.0	0.0		0.0		0.0		0.0		0.0	
	P3I (NC65)	PARKING	2.0	0.0		0.0		0.0		0.0		0.0	
	P3J (NC65)	PARKING	101.0	0.0		0.0		0.0		0.0		0.0	
	P3K (NC65)	SHARED USE	45.0	0.0	UNDERGROUND FLOOR AREA	0.0	NON CHARGEABLE FLOOR AREA IN	0.0	NON CHARGEABLE FLOOR AREA IN	0.0	PRO-RATED RESIDENTIAL	39.4	PRO-RATED RESIDENTIAL
	P3L (NC65)	PARKING	46.0	0.0	EXEMPT PER SMC 23.47A.013.B1	0.0	COMMERCIAL USE EXEMPT PER	0.0	COMMERCIAL USE EXEMPT PER	0.0	PORTION OF SHARED USE SPACES	0.0	PORTION OF SHARED USE
	P3M (NC65)	PARKING	546.0	0.0		0.0	SMC 23.58B.040.A1	0.0	SMC 23.58B.040.A1	0.0		0.0	SPACES
	P3N (LR3)	SHARED USE	568.0	0.0		0.0		0.0		497.6		0.0	
	P3O (NC65)	PARKING	679.0	0.0		0.0		0.0		0.0		0.0	
	P3P (NC65)	PARKING	1,529.0	0.0		0.0		0.0		0.0		0.0	
	P3Q (NC65)	PARKING	530.0	0.0		0.0		0.0		0.0		0.0	
	P3R (NC65)	PARKING	453.0	0.0		0.0		0.0		0.0		0.0	
	P3S (NC65)	SHARED USE	8.0	0.0		0.0		0.0		0.0		7.0	
	P3T (NC65)	SHARED USE	98.0	0.0		0.0		0.0		0.0		85.8	
SUBTOTAL			*13,720.0*	*0.0*		*0.0*		*0.0*		*685.9*		*132.3*	
PARKING P2													
	P2A (LR3)	PARKING	1,636.0	0.0	UNDERGROUND FLOOR AREA	0.0	NON CHARGEABLE FLOOR AREA IN	0.0	NON CHARGEABLE FLOOR AREA IN	0.0	UNDERGROUND PARKING AREA	0.0	UNDERGROUND PARKING AREA
	P2AA (NC65)	SHARED USE	41.0	0.0	EXEMPT PER SMC 23.47A.013.B1	0.0	COMMERCIAL USE EXEMPT PER	0.0	COMMERCIAL USE EXEMPT PER	0.0	EXEMPT PER SMC 23.58C.040.A1	35.9	EXEMPT PER SMC
	P2B (LR3)	PARKING	435.0	0.0		0.0	SMC 23.58B.040.A1	0.0	SMC 23.58B.040.A1	0.0		0.0	23.58C.040.A1
	P2BB (NC65)	SHARED USE	91.0	0.0		0.0		0.0		0.0		79.7	
	P2C (LR3)	PARKING	35.0	0.0		0.0		0.0		0.0		0.0	
	P2CC (NC65)	SHARED USE	883.0	0.0		0.0		0.0		0.0	PRO-RATED RESIDENTIAL	773.5	
	P2D (LR3)	SHARED USE	537.0	0.0		0.0		0.0		470.4	PORTION OF SHARED USE SPACES	0.0	
	P2DD (NC65)	SHARED USE	59.0	0.0	UNDERGROUND FLOOR AREA	0.0	NON CHARGEABLE FLOOR AREA IN	0.0	NON CHARGEABLE FLOOR AREA IN	0.0		51.7	
	P2E (LR3)	SHARED USE	86.0	0.0	EXEMPT PER SMC 23.47A.013.B1	0.0	COMMERCIAL USE EXEMPT PER	0.0	COMMERCIAL USE EXEMPT PER	75.3		0.0	
	P2EE (NC65)	COMMERCIAL	76.0	0.0		0.0	SMC 23.58B.040.A1	0.0	SMC 23.58B.040.A1	0.0		0.0	PRO-RATED RESIDENTIAL
	P2F (LR3)	SHARED USE	287.0	0.0		0.0		0.0		251.4		0.0	PORTION OF SHARED USE
	P2FF (NC65)	SHARED USE	198.0	0.0		0.0		0.0		0.0		173.4	SPACES
	P2G (LR3)	PARKING	297.0	0.0		0.0		0.0		0.0		0.0	
	P2GG (NC65)	COMMERCIAL	136.0	0.0		0.0		0.0		0.0		0.0	
	P2H (LR3)	SHARED USE	930.0	0.0		0.0		0.0		814.7		0.0	
	P2HH (NC65)	SHARED USE	373.0	0.0		0.0		0.0		0.0		326.8	
	P2I (LR3)	COMMERCIAL	180.0	0.0		0.0		0.0		0.0		0.0	
	P2II (NC65)	SHARED USE	909.0	0.0		0.0		0.0		0.0		796.3	
	P2J (LR3)	COMMERCIAL	354.0	0.0		0.0		0.0		0.0		0.0	
	P2JJ (NC65)	SHARED USE	70.0	0.0		0.0		0.0		0.0		61.3	
	P2K (LR3)	COMMERCIAL	34.0	0.0	UNDERGROUND FLOOR AREA	0.0	UNDERGROUND FLOOR AREA	0.0	UNDERGROUND FLOOR AREA	0.0		0.0	
	P2KK (NC65)	SHARED USE	97.0	0.0	EXEMPT PER SMC 23.47A.013.B1	0.0	EXEMPT PER SMC 23.47A.013.B1	0.0	EXEMPT PER SMC 23.47A.013.B1	0.0		85.0	
	P2L (LR3)	SHARED USE	903.0	0.0		0.0		0.0		791.0		0.0	
	P2LL (NC65)	COMMERCIAL	483.0	0.0		0.0		0.0		0.0		0.0	
	P2M (LR3)	SHARED USE	173.0	0.0		0.0		0.0		151.5		0.0	
	P2MM (NC65)	SHARED USE	9.0	0.0		0.0		0.0		0.0		7.9	
	P2N (LR3)	COMMERCIAL	941.0	0.0		0.0		0.0		0.0		0.0	
	P2NN (NC65)	SHARED USE	111.0	0.0		0.0		0.0		0.0		97.2	
	P2O (NC65)	PARKING	363.0	0.0		0.0		0.0		0.0		0.0	
	P2P (NC65)	COMMERCIAL	448.0	0.0		0.0		0.0		0.0		0.0	
	P2Q (NC65)	COMMERCIAL	102.0	0.0		0.0		0.0		0.0		0.0	
	P2R (NC65)	COMMERCIAL	17.0	0.0		0.0		0.0		0.0		0.0	
	P2S (NC65)	COMMERCIAL	131.0	0.0		0.0		0.0		0.0		0.0	
	P2T (NC65)	SHARED USE	45.0	0.0		0.0		0.0		0.0		39.4	
	P2U (NC65)	COMMERCIAL	473.0	0.0		0.0		0.0		0.0		874.3	
	P2V (NC65)	SHARED USE	998.0	0.0		0.0		0.0		0.0		874.3	
	P2W (NC65)	SHARED USE	568.0	0.0		0.0		0.0		0.0		497.6	
	P2X (NC65)	COMMERCIAL	82.0	0.0		0.0		0.0		0.0		0.0	
	P2Y (NC65)	COMMERCIAL	88.0	0.0		0.0		0.0		0.0		0.0	
	P2Z (NC65)	COMMERCIAL	41.0	0.0		0.0		0.0		0.0		0.0	
SUBTOTAL			*13,720.0*	*0.0*		*0.0*		*0.0*		*2,554.4*		*3,900.0*	
PARKING P1				FAR	MHA-COMMERCIAL (LR3 - CONTRACT REZONE)		MHA-COMMERCIAL (NC3-65)		MHA-RESIDENTIAL (LR3 - CONTRACT REZONE)		MHA-RESIDENTIAL (NC3-65 - NOT REQ'D)		
	P1A (LR3)	COMMERCIAL	978.0	0.0	UNDERGROUND FLOOR AREA	0.0	NON CHARGEABLE FLOOR AREA IN	0.0	NON CHARGEABLE FLOOR AREA IN	0.0		0.0	
	P1AA (NC65)	SHARED USE	883.0	0.0	EXEMPT PER SMC 23.47A.013.B1	0.0	COMMERCIAL USE EXEMPT PER	0.0	COMMERCIAL USE EXEMPT PER	0.0		773.5	
	P1B (LR3)	SHARED USE	1,206.0	0.0		0.0	SMC 23.58B.040.A1	0.0	SMC 23.58B.040.A1	1055.6		0.0	
	P1BB (NC65)	SHARED USE	59.0	0.0		0.0		0.0		0.0		51.7	
	P1C (LR3)	SHARED USE	1,280.0	0.0		0.0		0.0		1121.3		0.0	
	P1CC (NC65)	COMMERCIAL	148.0	0.0		0.0		0.0		0.0		0.0	
	P1D (LR3)	COMMERCIAL	332.0	0.0		0.0		0.0		0.0		0.0	
	P1DD (NC65)	SHARED USE	126.0	0.0		0.0	NON CHARGEABLE FLOOR AREA IN	0.0	NON CHARGEABLE FLOOR AREA IN	0.0	PRO-RATED RESIDENTIAL	110.4	PRO-RATED RESIDENTIAL
	P1E (LR3)	SHARED USE	287.0	0.0		0.0	COMMERCIAL USE EXEMPT PER	0.0	COMMERCIAL USE EXEMPT PER	251.4	PORTION OF SHARED USE SPACES	0.0	PORTION OF SHARED USE
	P1EE (NC65)	COMMERCIAL	136.0	0.0		0.0	SMC 23.58B.040.A1	0.0	SMC 23.58B.040.A1	0.0		0.0	SPACES
	P1F (LR3)	COMMERCIAL	298.0	0.0		0.0		0.0		0.0		0.0	
	P1FF (NC65)	SHARED USE	373.0	0.0		0.0		0.0		0.0		326.8	
	P1G (LR3)	SHARED USE	42.0	0.0		0.0		0.0		36.8		0.0	
	P1GG (NC65)	SHARED USE	909.0	0.0		0.0		0.0		0.0		796.3	
	P1H (LR3)	PARKING	322.0	0.0	UNDERGROUND FLOOR AREA	0.0	NON CHARGEABLE FLOOR AREA IN	0.0	NON CHARGEABLE FLOOR AREA IN	0.0	UNDERGROUND PARKING AREA	0.0	UNDERGROUND PARKING AREA
	P1HH (NC65)	SHARED USE	70.0	0.0	EXEMPT PER SMC 23.47A.013.B1	0.0	COMMERCIAL USE EXEMPT PER	0.0	COMMERCIAL USE EXEMPT PER	0.0	EXEMPT PER SMC 23.58C.040.A1	61.3	EXEMPT PER SMC
	P1II (LR3)	SHARED USE	6.0	0.0		0.0	SMC 23.58B.040.A1	0.0	SMC 23.58B.040.A1	5.3		0.0	23.58C.040.A1
	P1II (NC65)	SHARED USE	97.0	0.0		0.0		0.0		0.0		85.0	
	P1J (LR3)	SHARED USE	60.0	0.0		0.0		0.0		52.6		0.0	
	P1JJ (NC65)	COMMERCIAL	483.0	0.0		0.0		0.0		0.0		0.0	
	P1K (LR3)	SHARED USE	903.0	0.0	UNDERGROUND FLOOR AREA	0.0	NON CHARGEABLE FLOOR AREA IN	0.0	NON CHARGEABLE FLOOR AREA IN	791.0		0.0	
	P1KK (NC65)	SHARED USE	9.0	0.0	EXEMPT PER SMC 23.47A.013.B1	0.0	COMMERCIAL USE EXEMPT PER	0.0	COMMERCIAL USE EXEMPT PER	0.0		7.9	
	P1L (LR3)	SHARED USE	173.0	0.0		0.0	SMC 23.58B.040.A1	0.0	SMC 23.58B.040.A1	151.5		0.0	
	P1LL (NC65)	SHARED USE	111.0	0.0		0.0		0.0		0.0		97.2	
	P1M (LR3)	COMMERCIAL	941.0	0.0		0.0		0.0		0.0		0.0	
	P1N (NC65)	COMMERCIAL	811.0	0.0		0.0		0.0		0.0		0.0	
	P1O (NC65)	COMMERCIAL	102.0	0.0		0.0		0.0		0.0	PRO-RATED RESIDENTIAL	0.0	PRO-RATED RESIDENTIAL
	P1P (NC65)	COMMERCIAL	17.0	0.0		0.0		0.0		0.0	PORTION OF SHARED USE SPACES	0.0	PORTION OF SHARED USE
	P1Q (NC65)	COMMERCIAL	131.0	0.0		0.0		0.0		0.0		0.0	SPACES
	P1R (NC65)	SHARED USE	45.0	0.0		0.0		0.0		0.0		39.4	
	P1S (NC65)	COMMERCIAL	473.0	0.0		0.0		0.0		0.0		0.0	
	P1T (NC65)	SHARED USE	998.0	0.0		0.0		0.0		0.0		874.3	
	P1U (NC65)	SHARED USE	568.0	0.0		0.0		0.0		0.0		497.6	
	P1V (NC65)	COMMERCIAL	82.0	0.0		0.0		0.0		0.0		0.0	
	P1W (NC65)	COMMERCIAL	88.0	0.0		0.0		0.0		0.0		0.0	
	P1X (NC65)	COMMERCIAL	41.0	0.0		0.0		0.0		0.0		0.0	
	P1Y (NC65)	SHARED USE	41.0	0.0		0.0		0.0		0.0		35.9	
	P1Z (NC65)	SHARED USE	91.0	0.0		0.0		0.0		0.0		79.7	
SUBTOTAL			*13,719.0*	*0.0*		*0.0*		*0.0*		*3,465.5*		*3,836.9*	
STREET LEVEL L1													
	1A (LR3)	SHARED USE	1,216.0	1,216.0		150.8		0.0		1065.2		0.0	
	1AA (NC65)	COMMERCIAL	87.0	87.0		0.0		87.0		0.0		0.0	
	1B (LR3)	RESIDENTIAL	1,499.0	1,499.0		0.0		0.0		1499.0		0.0	
	1BB (NC65)	COMMERCIAL	20.0	20.0		0.0		0.0		0.0		0.0	
	1C (LR3)	RESIDENTIAL	84.0	84.0		0.0		0.0		84.0		0.0	
	1CC (NC65)	COMMERCIAL	84.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0		0.0	
	1D (LR3)	RESIDENTIAL	20.0	20.0		0.0		0.0		20.0		0.0	
	1DD (NC65)	SHARED USE	130.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0		113.9	
	1E (LR3)	RESIDENTIAL	294.0	294.0		0.0		0.0		294.0		0.0	
	1EE (NC65)	COMMERCIAL	211.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0		0.0	
	1F (LR3)	RESIDENTIAL	178.0	178.0		0.0		0.0		178.0		0.0	
	1FF (NC65)	SHARED USE	1,165.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0		1,020.6	
	1G (LR3)	SHARED USE	25.0	25.0		3.1		0.0		21.9		0.0	
	1GG (NC65)	RESIDENTIAL	126.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0		126.0	
	1H (LR3)	RESIDENTIAL	108.0	108.0		0.0		0.0		108.0		0.0	
	1HH (NC65)	SHARED USE	73.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0		63.9	
	1I (LR3)	RESIDENTIAL	207.0	207.0		0.0		0.0		207.0		0.0	
	1II (NC65)	SHARED USE	84.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0		73.6	
	1J (LR3)	SHARED USE	69.0	69.0		8.6		0.0		60.4		0.0	
	1JJ (NC65)	SHARED USE	146.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0		127.9	
	1K (LR3)	RESIDENTIAL	32.0	32.0	EXEMPT PER SMC 23.47A.013.B2	0.0		0.0		32.0		0.0	
	1KK (NC65)	SHARED USE	8.0	8.0		0.0		1.0		0.0		7.0	
	1L (LR3)	SHARED USE	32.0	32.0		0.0		0.0		32.0		0.0	
	1LL (NC65)	SHARED USE	34.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0		29.8	
	1M (LR3)	SHARED USE	2.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0		0.0		1.8		0.0	
	1MM (NC65)	SHARED USE	34.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0		0.0		0.0		29.8	
	1N (LR3)	SHARED USE	2.0	2.0		0.2		0.0		1.8		0.0	
	1NN (NC65)	SHARED USE	1,100.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0	EXEMPT PER SMC 23.58B.040.A1	0.0		963.6	
	1O (LR3)	RESIDENTIAL	708.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0		0.0		708.0		0.0	
	1OO (NC65)	SHARED USE	557.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	PRO-RATED COMMERCIAL	0.0	PRO-RATED COMMERCIAL	0.0	PRO-RATED RESIDENTIAL	487.9	PRO-RATED RESIDENTIAL
	1P (LR3)	RESIDENTIAL	221.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	PORTION OF SHARED USE	0.0	PORTION OF SHARED USE SPACES	221.0	PORTION OF SHARED USE SPACES	0.0	PORTION OF SHARED USE
	1Q (LR3)	SHARED USE	266.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0	SPACES	0.0		233.0		0.0	SPACES
	1R (LR3)	SHARED USE	913.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0		0.0		799.8		0.0	
	1S (LR3)	SHARED USE	473.0	0.0	EXEMPT PER SMC 23.47A.013.B2	0.0		0.0		414.4		0.0	
	1T (NC65)	RESIDENTIAL	389.0	389.0		0.0		0.0		0.0		389.0	
	1U (NC65)	COMMERCIAL	84.0	84.0		0.0		84.0		0.0		0.0	
	1V (NC65)	COMMERCIAL	20.0	20.0		0.0		20.0		0.0		0.0	
	1W (NC65)	COMMERCIAL	305.0	305.0		0.0		305.0		0.0		0.0	
	1X (NC65)	COMMERCIAL	20.0	20.0		0.0		20.0		0.0		0.0	
	1Y (NC65)	SHARED USE	54.0	54.0		0.0		6.7		0.0		47.3	
	1Z (NC65)	COMMERCIAL	1,248.0	1,248.0		0.0		1248.0		0.0		0.0	
SUBTOTAL			*12,328.0*	*5,969.0*		*162.7*		*1,791.7*		*5,981.2*		*3,480.3*	

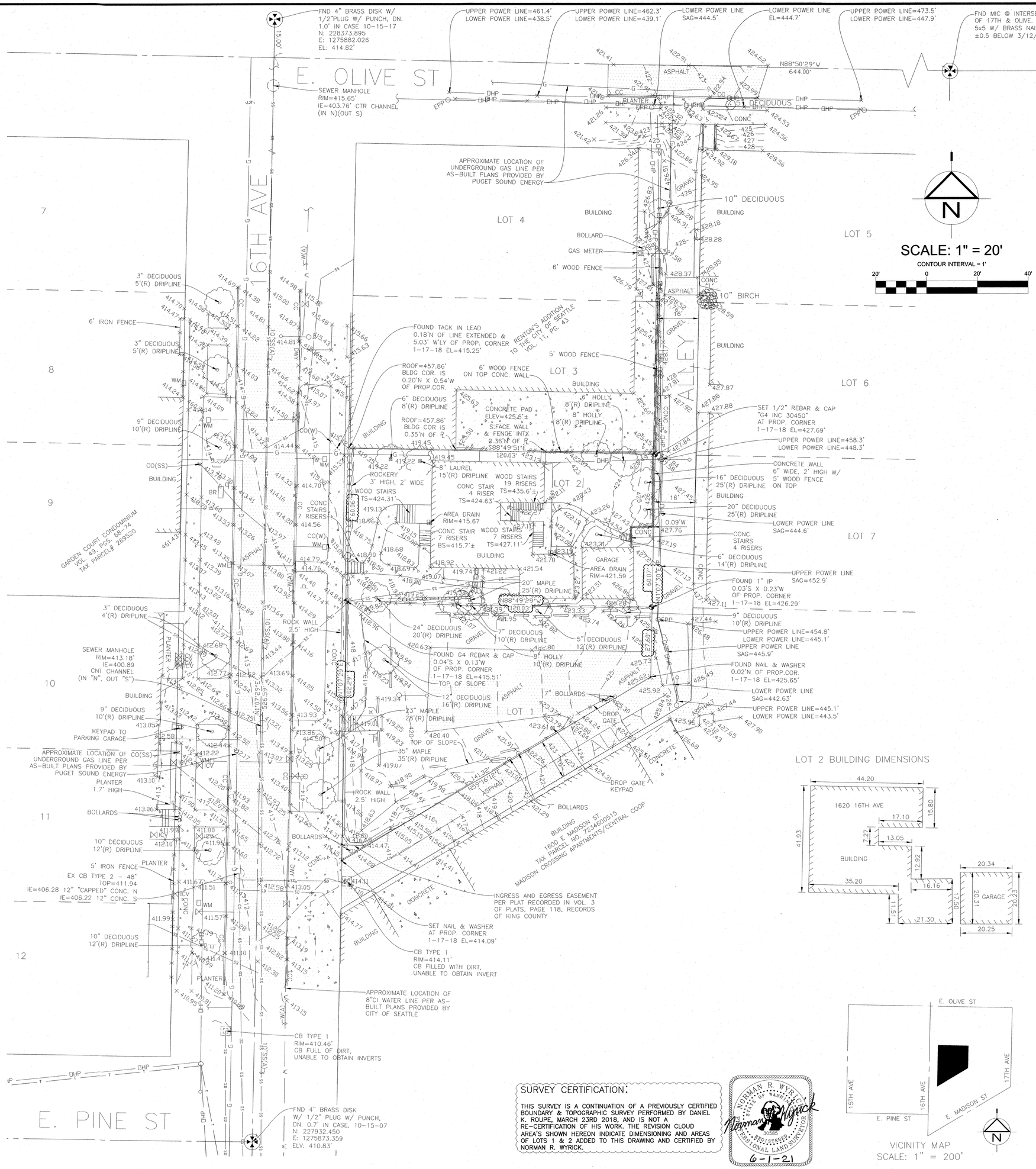
LEVEL 2									
	2A (LR3)	RESIDENTIAL	44.0	44.0	0.0	NO COMMERCIAL USE	0.0	NO COMMERCIAL USE	44.0	0.0
	2B (LR3)	RESIDENTIAL	281.0	281.0	0.0		0.0		281.0	0.0
	2C (LR3)	RESIDENTIAL	704.0	704.0	0.0		0.0		704.0	0.0
	2D (LR3)	RESIDENTIAL	230.0	230.0	0.0		0.0		230.0	0.0
	2E (LR3)	RESIDENTIAL	2,357.0	2,357.0	0.0		0.0		2357.0	0.0
	2F (LR3)	RESIDENTIAL	186.0	186.0	0.0		0.0		186.0	0.0
	2G (LR3)	RESIDENTIAL	24.0	24.0	0.0		0.0		24.0	0.0
	2H (NC65)	RESIDENTIAL	41.0	41.0	0.0		0.0		0.0	41.0
	2I (NC65)	RESIDENTIAL	44.0	44.0	0.0		0.0		0.0	44.0
	2J (NC65)	RESIDENTIAL	1,836.0	1,836.0	0.0		0.0		0.0	1,836.0
	2K (NC65)	RESIDENTIAL	281.0	281.0	0.0		0.0		0.0	281.0
	2L (NC65)	RESIDENTIAL	457.0	457.0	0.0		0.0		0.0	457.0
	2M (NC65)	RESIDENTIAL	1,706.0	1,706.0	0.0		0.0		0.0	1,706.0
	2N (NC65)	RESIDENTIAL	1,028.0	1,028.0	0.0		0.0		0.0	1,028.0
	2O	OUTDOOR AMENITY	1,521.0	0.0	0.0		0.0		0.0	0.0
	2P	OUTDOOR AMENITY	236.0	0.0	0.0		0.0		0.0	0.0
	2Q	OUTDOOR AMENITY	151.0	0.0	0.0		0.0		0.0	0.0
	2R	OUTDOOR AMENITY	13.0	0.0	0.0		0.0		0.0	0.0
	2S	OUTDOOR AMENITY	26.0	0.0	0.0		0.0		0.0	0.0
	2T	OUTDOOR AMENITY	75.0	0.0	0.0		0.0		0.0	0.0
	2U	OUTDOOR AMENITY	140.0	0.0	0.0		0.0		0.0	0.0
	2V	OUTDOOR AMENITY	5.0	0.0	0.0		0.0		0.0	0.0
	2W	OUTDOOR AMENITY	167.0	0.0	0.0		0.0		0.0	0.0
	2X	OUTDOOR AMENITY	447.0	0.0	0.0		0.0		0.0	0.0
SUBTOTAL			*9,219.0*	*9,219.0*	*0.0*		*0.0*		*3,826.0*	*5,393.0*

LEVEL 3			FAR	MHA-COMMERCIAL (LR3 - CONTRACT REZONE)		MHA-COMMERCIAL (NC3-65)		MHA-RESIDENTIAL (LR3 - CONTRACT REZONE)	MHA-RESIDENTIAL (NC3-65 - NOT REQ'D)
	3A (LR3)	RESIDENTIAL	123.0	123.0	0.0	NO COMMERCIAL USE	0.0	NO COMMERCIAL USE	123.0	0.0
	3B (LR3)	RESIDENTIAL	827.0	827.0	0.0		0.0		827.0	0.0
	3C (LR3)	RESIDENTIAL	124.0	124.0	0.0		0.0		124.0	0.0
	3D (LR3)	RESIDENTIAL	220.0	220.0	0.0		0.0		220.0	0.0
	3E (LR3)	RESIDENTIAL	2,343.0	2,343.0	0.0		0.0		2343.0	0.0
	3F (LR3)	RESIDENTIAL	186.0	186.0	0.0		0.0		186.0	0.0
	3G (LR3)	RESIDENTIAL	24.0	24.0	0.0		0.0		24.0	0.0
	3H (NC65)	RESIDENTIAL	136.0	136.0	0.0		0.0		0.0	136.0
	3I (NC65)	RESIDENTIAL	1,706.0	1,706.0	0.0		0.0		0.0	1,706.0
	3J (NC65)	RESIDENTIAL	260.0	260.0	0.0		0.0		0.0	260.0
	3K (NC65)	RESIDENTIAL	123.0	123.0	0.0		0.0		0.0	123.0
	3L (NC65)	RESIDENTIAL	433.0	433.0	0.0		0.0		0.0	433.0
	3M (NC65)	RESIDENTIAL	1,706.0	1,706.0	0.0		0.0		0.0	1,706.0
	3N (NC65)	RESIDENTIAL	1,022.0	1,022.0	0.0		0.0		0.0	1,022.0
SUBTOTAL			*9,233.0*	*9,233.0*	*0.0*		*0.0*		*3,847.0*	*5,386.0*

LEVEL 4									
	4A (LR3)	RESIDENTIAL	123.0	123.0	0.0	NO COMMERCIAL USE	0.0	NO COMMERCIAL USE	123.0	0.0
	4B (LR3)	RESIDENTIAL	827.0	827.0	0.0		0.0		827.0	0.0
	4C (LR3)	RESIDENTIAL	124.0	124.0	0.0		0.0		124.0	0.0
	4D (LR3)	RESIDENTIAL	220.0	220.0	0.0		0.0		220.0	0.0
	4E (LR3)	RESIDENTIAL	2,343.0	2,343.0	0.0		0.0		2343.0	0.0
	4F (LR3)	RESIDENTIAL	186.0	186.0	0.0		0.0		186.0	0.0
	4G (LR3)	RESIDENTIAL	24.0	24.0	0.0		0.0		24.0	0.0
	4H (NC65)	RESIDENTIAL	136.0	136.0	0.0		0.0		0.0	136.0
	4I (NC65)	RESIDENTIAL	1,706.0	1,706.0	0.0		0.0		0.0	1,706.0
	4J (NC65)	RESIDENTIAL	260.0	260.0	0.0		0.0		0.0	260.0
	4K (NC65)	RESIDENTIAL	123.0	123.0	0.0		0.0		0.0	123.0
	4L (NC65)	RESIDENTIAL	433.0	433.0	0.0		0.0		0.0	433.0
	4M (NC65)	RESIDENTIAL	1,706.0	1,706.0	0.0		0.0		0.0	1,706.0
	4N (NC65)	RESIDENTIAL	1,022.0	1,022.0	0.0		0.0		0.0	1,022.0
SUBTOTAL			*9,233.0*	*9,233.0*	*0.0*		*0.0*		*3,847.0*	*5,386.0*

LEVEL 5					LR3		NC3-65		LR3	NC3-65
	5A (LR3)	RESIDENTIAL	123.0	123.0	0.0	NO COMMERCIAL USE	0.0	NO COMMERCIAL USE	123.0	0.0
	5B (LR3)	RESIDENTIAL	827.0	827.0	0.0		0.0		827.0	0.0
	5C (LR3)	RESIDENTIAL	124.0	124.0	0.0		0.0		124.0	0.0
	5D (LR3)	RESIDENTIAL	220.0	220.0	0.0		0.0		220.0

NW 1/4, NW 1/4, SEC. 28 ,TWP. 25 N ,RGE. 4 E ,W.M.



SURVEY NOTES:
EQUIPMENT USED: GEOMAX CR2 SERIES TOTAL STATION (2" DIRECT READING THEODOLITE WITH E.D.M.)

PRECISION OF CONTROL TRAVERSE IS AT A HIGHER LEVEL THAN MINIMUM STANDARDS REQUIRED BY WAC. 332-130-090.

SITE NOTES:
ANY MANHOLES OR CATCH BASINS THAT DO NOT HAVE AN INVERT ELEVATION LISTED, WE WERE UNABLE TO ACCESS DUE TO ROADWAY TRAFFIC OR OTHER MEANS PREVENTING ACCESSIBILITY. UNDERGROUND UTILITIES DEPICTED ARE PER CITY OF SEATTLE AS-BUILT INFORMATION ALONG WITH INFORMATION PROVIDED BY OTHER UTILITY JURISDICTIONS

HOUSE ELEVATION DATA (1620 16TH AVE):
MAIN LEVEL FINISH FLOOR=424.4'±
2ND STORY FINISH FLOOR=435.6'±
BASEMENT FINISH FLOOR=415.7'±
HIGH POINT ROOF=458.96'
TOP OF CHIMNEY=460.36'

UTILITY DISCLAIMER:
RECORDS OF UNDERGROUND TELECOMMUNICATIONS, FIBER OPTIC AND/OR POWER ARE NOT ALWAYS AVAILABLE TO THE PUBLIC. GROUP FOUR HAS NOT CONTACTED ALL OF THE SERVICE PROVIDERS IN THE COURSE OF THIS SURVEY. WE DO NOT ACCEPT RESPONSIBILITY FOR THE EXISTENCE OF UTILITIES NOT MADE AVAILABLE TO PUBLIC RECORD WITH THE LOCAL JURISDICTION.

BOUNDARY ENCROACHMENT NOTE:
-EAST FACE OF 6" CONCRETE WALL (WITH 5' WOOD FENCE ON TOP) CROSSES NORTH PROPERTY LINE OF LOT 2, 0.69'W OF THE NORTHEAST PROPERTY CORNER

LEGAL DESCRIPTION:
LOTS 1 AND 2 OF BLOCK 11 OF RENTON'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 118, RECORDS OF KING COUNTY, WASHINGTON.

ADDRESSES:
LOT 1 - 1610 16TH AVE
PARCEL NO. 7234600465
OWNER: JEWISH FAMILY SERVICE

AREA=7,795.4 SF
ZONING PRE-MHA: NC3-65
ZONING MHA: NC3-75(M)

LOT 2 - 1620 16TH AVE
PARCEL NO. 7234600470
OWNER: JEWISH FAMILY SERVICE

AREA=7210.4 SF
ZONING PRE-MHA: LR3
ZONING MHA: LR3(M)

TOTAL PROPERTY AREA (LOTS 1 & 2) = 15,005.8 SF (AS SHOWN ON THIS SURVEY)

VERTICAL DATUM: NAVD 88
BENCH: CITY OF SEATTLE POINT NUMBER SNV-2543, BRASS CAP AT SW CORNER INTERSECTION 16TH AVE AND E MADISON ST. ELEVATION=411.29'

SITE BENCHMARKS:
TOP OF MON. IN CASE AT THE INTERSECTION OF 16TH AVE AND E PINE ST. ELEVATION=410.83'

TOP OF MON. IN CASE 15' N OF THE INTERSECTION OF 16TH AVE AND E OLIVE ST. ELEVATION=414.82'

HORIZONTAL DATUM: NAD 83 (2011)
OWNER: CITY OF SEATTLE
DESCRIPTION: FND 4" BRASS DISK W/ 1/2"PLUG W/ PUNCH, DN. 1.0' IN CASE
LOCATION: 15' NORTH OF THE INTERSECTION OF 16TH AVE AND E. OLIVE ST.
NORTHING: 228373.895
EASTING: 1275882.026

OWNER: CITY OF SEATTLE
DESCRIPTION: FND 4" BRASS DISK W/ 1/2" PLUG W/ PUNCH, DN. 0.7' IN CASE
LOCATION: INTERSECTION OF 16TH AVE AND E. PINE ST.
NORTHING: 227932.450
EASTING: 1275873.359

SCALE: 1" = 20'
CONTOUR INTERVAL = 1'
20' 0 20' 40'

LOT 2 BUILDING DIMENSIONS

SURVEY CERTIFICATION:

THIS SURVEY IS A CONTINUATION OF A PREVIOUSLY CERTIFIED BOUNDARY & TOPOGRAPHIC SURVEY PERFORMED BY DANIEL K. ROUPE, MARCH 23RD 2018, AND IS NOT A RE-CERTIFICATION OF HIS WORK. THE REVISION CLOUD AREA'S SHOWN HEREON INDICATE DIMENSIONING AND AREAS OF LOTS 1 & 2 ADDED TO THIS DRAWING AND CERTIFIED BY NORMAN R. WYRICK.

NORMAN R. WYRICK STATE OF WASHINGTON 30585 REGISTERED PROFESSIONAL LAND SURVEYOR
6-1-21

VICINITY MAP
SCALE: 1" = 200'

LEGEND

- ANCHOR
- AREA DRAIN
- (A) AS-BUILT RECORD DATA
- ASPH ASPHALT
- BOLLARD/COLUMN
- BR BIKE RACK
- BUILDING LINE
- BLDG BUILDING
- CATCH BASIN TYPE 1
- CHIM CHIMNEY
- CONC CONCRETE
- CC CONCRETE CURB
- DECIDUOUS TREE
- DWY DRIVEWAY
- EL ELEVATION
- EVERGREEN TREE
- FIRE HYDRANT
- FOUND MONUMENT IN CASE
- FOUND OR SET NAIL & SHINER
- FOUND OR SET REBAR & CAP
- G GAS MAIN
- INTX INTERSECTION
- IRON FENCE
- ICV IRRIGATION CONTROL VALVE
- IE INVERT ELEVATION
- MANHOLE
- OHP OVERHEAD POWER LINE
- PROP PROPERTY
- PROPERTY LINE
- EPP POWER POLE
- POWER POLE W/ STREET LIGHT
- (R) RADIUS
- SS SANITARY SEWER MAIN
- SD STORM DRAIN PIPE
- SEWER/STORM/WATER CLEANOUT
- SIGN
- STREET LIGHT POLE
- VALVE (GAS OR WATER)
- W WATER MAIN
- WM WATER METER
- WOOD FENCE LINE

NO.	REVISION	DATE	BY
1	RE-DIMENSION LOTS & UPDATE ZONING/AREA'S	5-4-2021	DKR

DANIEL K. ROUPE STATE OF WASHINGTON 30450 REGISTERED PROFESSIONAL LAND SURVEYOR
3/23/2018

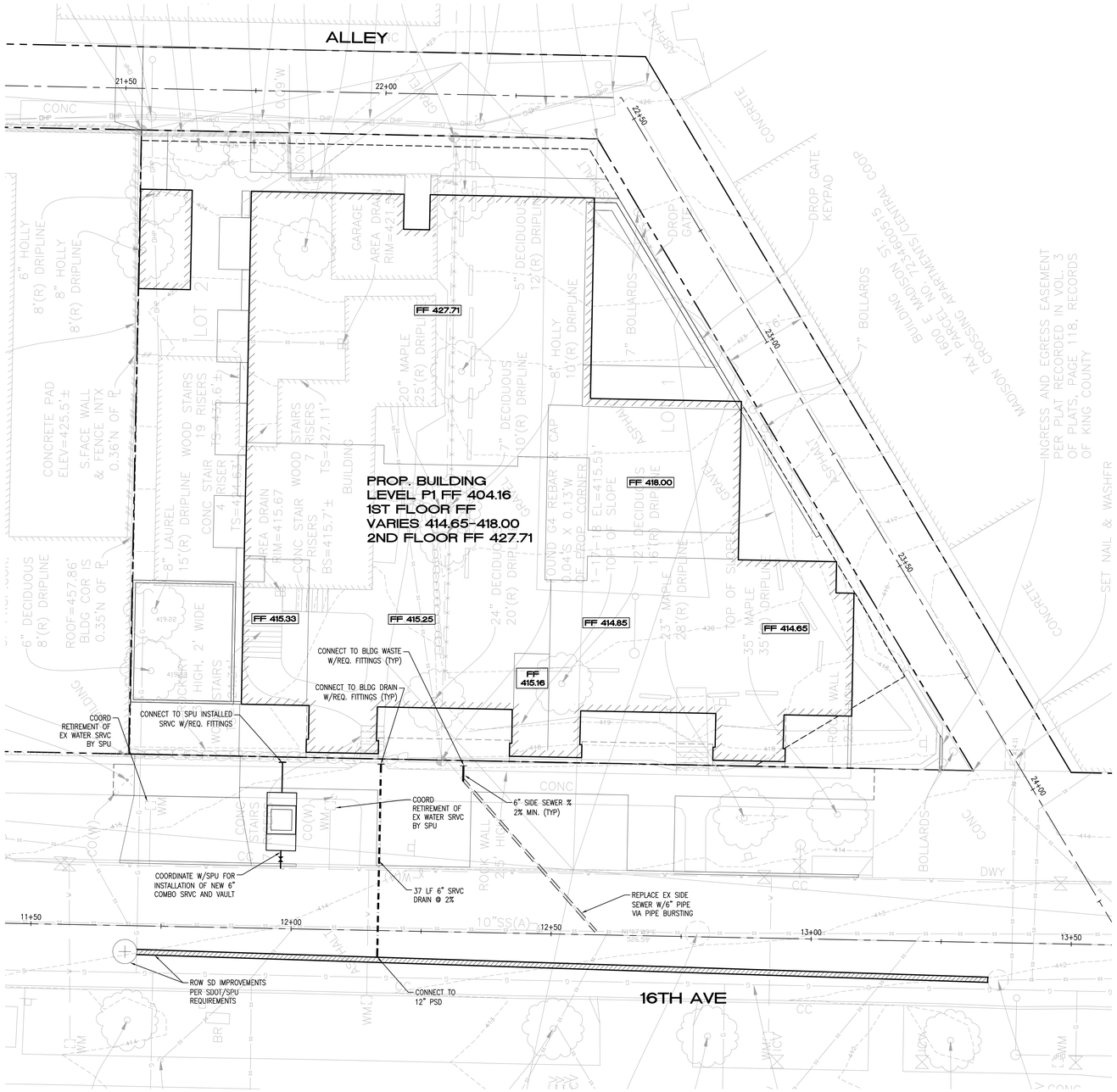
GROUP FOUR INC.
Land Surveying // Civil Engineering
Land Use Planning // Project Management
P.O. BOX 1059 / 1901 VERNON ROAD SUITE "A" LAKE STEVENS, WA 98258
(425)408-1152 * FAX(425)877-1341 * www.GRP4.com

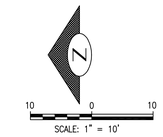
BOUNDARY AND TOPOGRAPHIC SUERVEY
2610 & 2620 16TH AVE
JEWISH FAMILY SERVICE
CITY OF SEATTLE, KING COUNTY, WASHINGTON

SHEET	OF
1	1

07-4056

DATE PLOTTED: 6/1/2021 4:25:14 PM UPDATED: 5/4/2021 11:15:03 AM by Doug
LOGIN: Doug Roupe
FILENAME: P:\Projects\2007\07-4056\Dwg\Survey\07-4056 Cx5 Template 180202.dwg





DATUM

NAVD 88 – SEE SITE SURVEY FOR BENCHMARK AND ADDITIONAL INFORMATION.

LEGEND

- FIRE/ WATER COMBINATION SERVICE
- 6" STORM DRAIN, U.N.O
- 4" STORM DRAIN, U.N.O
- 6" SANITARY SEWER

NOTES

1. VERIFY INVERTS OF ALL EX. SYSTEMS AT PROPOSED POC'S TO NEW LINES PRIOR TO CONSTRUCTION OF ANY NEW PIPING, AND NOTIFY ENGINEER OF ANY DISCREPANCIES AT LEAST 4 WORKING DAYS PRIOR TO STARTING PIPE LAYING OPERATIONS.
2. COORDINATE BLDG. SYSTEM CONNECTION LOCATIONS AND INVERT ELEVATIONS WITH MECH/FIRE CONTRACTOR. PROVIDE ALL REQ. FITTINGS FOR CONNECTION.
3. COORDINATE ALL UTILITY INTERRUPTIONS WITH AFFECTED FACILITY OWNERS. PROVIDE MINIMUM 2 WEEKS ADVANCE NOTICE OF ALL INTERRUPTIONS.
4. STORM DRAINS SHALL BE PLACED AT A MINIMUM SLOPE OF 2% AND A MAXIMUM SLOPE OF 50% U.N.O.
5. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS DURING TRENCH EXCAVATION TO PROTECT EXISTING UTILITIES FROM DAMAGE AND SETTLEMENT.
6. RESTORATION FOR ALL UTILITY CUTS IN EXISTING PVMT SHALL BE PER SDOT DIRECTORS RULE 1-2017 IN THE ROW. CONTRACTOR SHALL COORDINATE WITH SDOT AS REQUIRED AND SHALL PAY ALL COSTS FOR RESTORATION.

Rev Date Issue

1620 16TH

Mixed Use Bldg

1620 16th Ave
Seattle, WA

Project No. 16037

sitewise design PLLC
A CIVIL ENGINEERING COMPANY
219 First Avenue S., Suite 401
Seattle WA 98104
206.402.4644

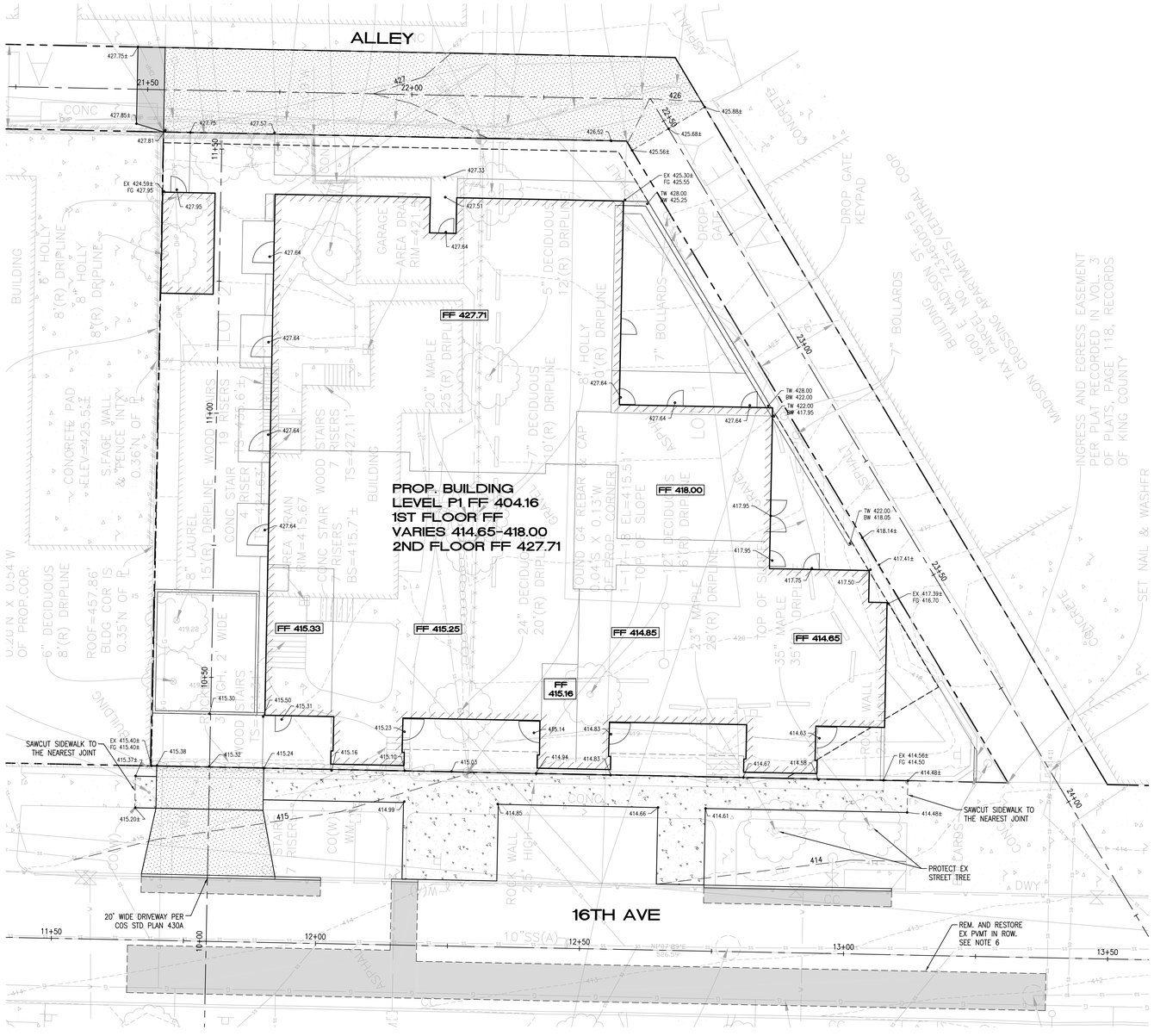
MARC J. BRAICH
STATE OF WASHINGTON
30114
REGISTERED PROFESSIONAL ENGINEER

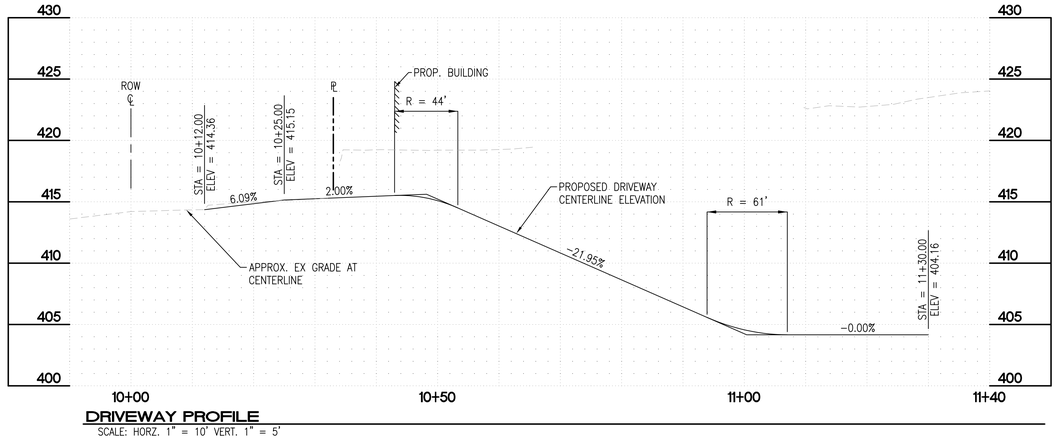
JURISDICTIONAL APPROVAL STAMP

Issue MASTER USE PERMIT
Date 07/09/2018
Sheet Title DRAINAGE AND UTILITY PLAN
Sheet C100

WEINSTEINA+U ARCHITECTS + URBAN DESIGNERS

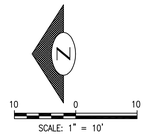
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DRIVEWAY PROFILE

SCALE: HORZ. 1" = 10' VERT. 1" = 5'



DATUM

NAVD 88 – SEE SITE SURVEY FOR BENCHMARK AND ADDITIONAL INFORMATION.

LEGEND

- PAVEMENT RESTORATION PER DIRECTORS RULE 01-2017
- CEM. CONC. SIDEWALK PER COS STD PLAN 420 IN ROW
- CEM. CONC. DRIVEWAY PER COS STD PLAN 430
- XX.XX — PROPOSED F.G. ELEVATION
- TW XX.XX / BW XX.XX — TOP OF WALL ELEVATION / BOTTOM OF WALL ELEVATION
- 175 — PROP. F.G. CONTOUR

NOTES

1. ALL EARTHWORK AND SUBGRADE PREPARATION SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS AND RECOMMENDATIONS OF GEOTECHNICAL REPORT PREPARED FOR THIS PROJECT.
2. SEE ARCH/LA PLANS FOR ADDITIONAL SURFACING INFO AND SPECIAL FINISHES/SCORING.
3. FINISH GRADE INDICATED IS FINAL SURFACE ELEVATION FOLLOWING PLACEMENT OF ALL SURFACING MATERIALS.
4. GRADE ALL AREAS TO PROVIDE DRAINAGE AWAY FROM THE BUILDINGS. FINE GRADE AREAS TO DIRECT DRAINAGE TO DRAINAGE STRUCTURES.
5. COORDINATE GRADING AROUND BUILDING WITH ARCHITECTURAL DWGS. NOTIFY ENGINEER OF ANY DISCREPANCIES.
6. RESTORATION FOR ALL UTILITY CUTS IN EXISTING PAVMT SHALL BE PER SDOT DIRECTORS RULE 1-2017 IN THE ROW. CONTRACTOR SHALL COORDINATE WITH SDOT AS REQUIRED AND SHALL PAY ALL COSTS FOR RESTORATION.

Rev Date Issue

1620 16TH

Mixed Use Bldg

1620 16th Ave
Seattle, WA

Project No. 16037

sitewise design PLLC
A CIVIL ENGINEERING COMPANY
219 First Avenue S., Suite 401
Seattle WA 98104
206 402 4644

MARC J. ERRICHETTI
STATE OF WASHINGTON
30914
REGISTERED PROFESSIONAL ENGINEER

JURISDICTIONAL APPROVAL STAMP

Issue MASTER USE PERMIT
Date 07/09/2018
Sheet Title PAVING AND GRADING PLAN
Sheet C200

WEINSTEIN A+U ARCHITECTS + URBAN DESIGNERS

File: Z:\2016 Project Documents\16037 2016 MFH\PLANS\ARCH\16037 ARCH.rvt © Image Date: 07-Jul-18 11:51:51am

1620 16TH AVE
SEATTLE, WASHINGTON

GENERAL NOTES

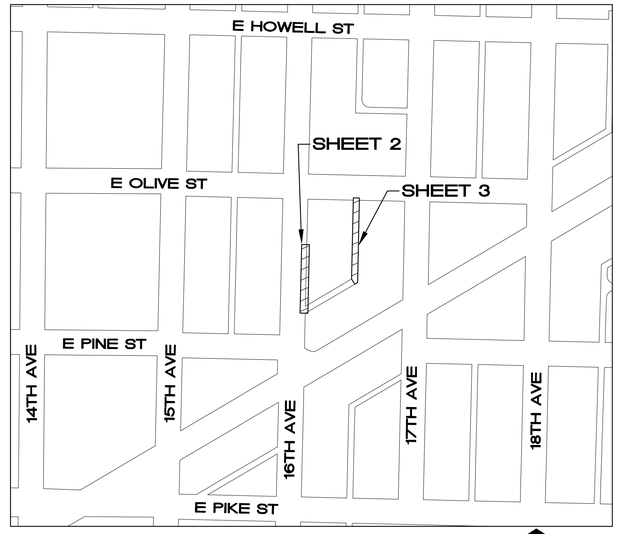
1. ALL WORK SHALL CONFORM TO THE 2017 EDITION OF CITY OF SEATTLE STANDARD SPECIFICATIONS, THE 2017 EDITION OF THE CITY OF SEATTLE STANDARD PLANS; AND SEATTLE DEPARTMENT OF TRANSPORTATION DIRECTOR'S RULE 01-2017 FOR STREET AND SIDEWALK PAVEMENT OPENING AND RESTORATION. A COPY OF THESE DOCUMENTS SHALL BE ON SITE DURING CONSTRUCTION.
2. A COPY OF THE APPROVED PLAN MUST BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
3. ERRORS AND OMISSIONS ON THE PERMITTED PLANS MUST BE CORRECTED BY THE ENGINEER AND APPROVED BY THE CITY OF SEATTLE.
4. ALL PERMITS REQUIRED FOR WORK WITHIN THE PUBLIC RIGHT OF WAY MUST BE OBTAINED PRIOR TO THE START OF CONSTRUCTION.
5. PRIOR TO THE START OF CONSTRUCTION WITHIN THE RIGHT OF WAY, THE PERMITTEE SHALL SCHEDULE AND ATTEND A PRECONSTRUCTION MEETING WITH THE CITY OF SEATTLE DEPARTMENT OF TRANSPORTATION.
6. PERMITTEE SHALL CONTACT SEATTLE DEPARTMENT OF TRANSPORTATION, STREET USE INSPECTOR A MINIMUM OF 2 BUSINESS DAYS PRIOR TO NEEDING AN INSPECTION.
7. ALL DAMAGE TO CITY INFRASTRUCTURE CAUSED BY THE CONSTRUCTION SHALL BE REPAIRED AS REQUIRED BY THE SEATTLE DEPARTMENT OF TRANSPORTATION.
8. THE APPROVED PLANS SHOW THE APPROXIMATE AREA OF PAVEMENT RESTORATION BASED ON THE DEPTH OF UTILITY CUTS AND/OR THE AREA OF CURB AND/OR PAVEMENT TO BE REMOVED AND REPLACED. THE ACTUAL LIMITS OF THE PAVEMENT RESTORATION SHALL BE PER THE STREET AND SIDEWALK PAVEMENT OPENING AND RESTORATION DIRECTOR'S RULE 01-2017 AND WILL BE DETERMINED IN THE FIELD BY THE SEATTLE DEPARTMENT OF TRANSPORTATION STREET USE INSPECTOR PRIOR TO THE PAVEMENT RESTORATION.
9. DATUM: NAVD 88 AND NAD83 (1991).
10. SURVEYING AND STAKING OF ALL IMPROVEMENTS IN THE PUBLIC RIGHT OF WAY SHALL BE COMPLETED PRIOR TO CONSTRUCTION. SURVEY CUT SHEETS MUST BE SUBMITTED AND APPROVED BY THE SEATTLE DEPARTMENT OF TRANSPORTATION AT LEAST 5 DAYS PRIOR TO CONSTRUCTION.
11. IF AN EXISTING CURB IS TO BE REMOVED AND REPLACED IN THE SAME LOCATION THE PERMITTEE SHALL PROVIDE THE STREET USE INSPECTOR A PLAN WITH EXISTING FLOW LINE AND TOP OF CURB ELEVATIONS IDENTIFIED. PERMITTEE TO STAKE THE LOCATION OF THE EXISTING CURB PRIOR TO DEMOLITION.
12. THE PERMITTEE SHALL BE RESPONSIBLE FOR REFERENCING AND REPLACING ALL MONUMENTS THAT MAY BE DISTURBED, DESTROYED OR REMOVED BY THE PROJECT AND SHALL FILE AN APPLICATION FOR PERMIT TO REMOVE OR DESTROY A SURVEY MONUMENT WITH THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES, PURSUANT TO RCW 58.24.040(8).
13. THE PERMITTEE SHALL SUBMIT ALL APPLICABLE DOCUMENTS REQUIRED UNDER SECTION 1-08.3(2) OF THE STANDARD SPECIFICATIONS PRIOR TO CONSTRUCTION. A MATERIAL SOURCE FORM FOR ALL MATERIALS TO BE PLACED IN THE RIGHT OF WAY AND MIX DESIGNS FOR ALL ASPHALT, CONCRETE AND AGGREGATES TO BE PLACED IN THE RIGHT OF WAY MUST BE SUBMITTED TO THE SEATTLE DEPARTMENT OF TRANSPORTATION FOR REVIEW AND APPROVAL PRIOR TO BEGINNING CONSTRUCTION. A REVISED MATERIAL SOURCE FORM AND MIX DESIGNS MUST BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT OF ANY SUBSTITUTE MATERIALS.
14. THE PERMITTEE SHALL NOTIFY THE SEATTLE FIRE DEPARTMENT DISPATCHER (206-386-1495) AT LEAST TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL WATER SERVICE INTERRUPTIONS, HYDRANT SHUTOFFS, AND STREET CLOSURES OR OTHER ACCESS BLOCKAGE. THE PERMITTEE SHALL ALSO NOTIFY THE DISPATCHER OF ALL NEW, RELOCATED, OR ELIMINATED HYDRANTS RESULTING FROM THIS WORK.
15. THE PERMITTEE SHALL LOCATE AND PROTECT ALL CASTINGS AND UTILITIES DURING CONSTRUCTION.
16. THE PERMITTEE SHALL CONTACT THE UNDERGROUND UTILITIES LOCATOR SERVICE (1-800-424-5555) AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
17. IT IS THE SOLE RESPONSIBILITY OF THE PERMITTEE TO VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS SHOWN AND TO FURTHER DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN.
18. THE PERMITTEE SHALL ADJUST ALL EXISTING MANHOLE RIMS, DRAINAGE STRUCTURE LIDS, VALVE BOXES, AND UTILITY ACCESS STRUCTURES TO FINISH GRADE WITHIN AREAS AFFECTED BY THE PROPOSED IMPROVEMENTS.
19. SPU-DWW MUST PERFORM ALL CORE DRILL OPERATIONS INTO EXISTING MAINS OR STRUCTURES. CONTRACTORS ARE NOT ALLOWED TO CORE INTO MAINS OR STRUCTURES WITHOUT PRIOR APPROVAL FROM SPU-DWW. TO SCHEDULE CORE CUTS CONTACT SPU-DWW AT 206-615-0511 A MINIMUM 48 HOURS IN ADVANCE.
20. UTILITY SERVICE CONNECTIONS SHOWN ON THIS PLAN REQUIRE SEPARATE PERMITS AND ARE TO BE MAINTAINED PRIVATELY AND NOT BY THE CITY OF SEATTLE.
21. THE PERMITTEE SHALL PROVIDE FOR ALL TESTING AS REQUIRED BY THE STREET USE INSPECTOR.
22. BACKFILL MATERIAL USED IN PUBLIC RIGHT-OF-WAY SHALL MEET STANDARD SPECIFICATIONS AND SHALL BE APPROVED BY SEATTLE DEPARTMENT OF TRANSPORTATION.
23. INSPECTION AND ACCEPTANCE OF ALL WORK IN THE PUBLIC RIGHT-OF-WAY SHALL BE DONE BY REPRESENTATIVES OF THE CITY OF SEATTLE. IT SHALL BE THE PERMITTEE'S RESPONSIBILITY TO COORDINATE AND SCHEDULE APPROPRIATE INSPECTIONS ALLOWING FOR PROPER ADVANCE NOTICE. THE SEATTLE DEPARTMENT OF TRANSPORTATION STREET USE INSPECTOR MAY REQUIRE REMOVAL AND RECONSTRUCTION OF ANY ITEMS PLACED IN THE RIGHT OF WAY THAT DO NOT MEET CITY STANDARDS OR THAT WERE CONSTRUCTED WITHOUT APPROPRIATE INSPECTIONS.
24. THE PERMITTEE SHALL PROVIDE AND MAINTAIN TEMPORARY EROSION CONTROL AND SEDIMENTATION COLLECTION FACILITIES TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE NATURAL OR PUBLIC DRAINAGE SYSTEM. AS CONSTRUCTION PROGRESSES AND UNEXPECTED (SEASONAL) CONDITIONS DICTATE, ADDITIONAL CONTROL FACILITIES MAY BE REQUIRED. DURING THE COURSE OF CONSTRUCTION IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE PERMITTEE TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY THE PERMITTEE'S ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES THAT MAY BE NEEDED TO PROTECT ADJACENT PROPERTIES.
25. THE PERMITTEE SHALL KEEP ALL PAVED SURFACES IN THE RIGHT OF WAY CLEAN BY SWEEPING PER SECTION 8-01.3(4).
26. ALL DISTURBED SOILS SHALL BE AMENDED PER STANDRD PLAN 142 AND SECTION 8-02 OF THE STANDARD SPECIFICATIONS UNLESS WITHIN ONE FOOT OF A CURB OR SIDEWALK, THREE FEET OF A UTILITY STRUCTURE (E.G WATER METER, UTILITY POLE, HAND HOLE, ETC.), OR THE DRIPLINE OF AN EXISTING TREE.
27. ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE CITY OF SEATTLE TRAFFIC CONTROL MANUAL FOR IN-STREET WORK. AN APPROVED TRAFFIC CONTROL PLAN WILL BE REQUIRED FOR ALL ARTERIAL STREETS PRIOR TO BEGINNING CONSTRUCTION.
28. PERMITTEE SHALL NOTIFY KING COUNTY METRO AT 684-2732 FOURTEEN DAYS IN ADVANCE OF ANY IMPACT TO TRANSIT OPERATIONS.
29. COORDINATE SIGN AND PAY STATION AND/OR PARKING METER HEAD REMOVAL AND INSTALLATION WITH SEATTLE DEPARTMENT OF TRANSPORTATION AT 684-5370. SIGNPOSTS ARE TO BE INSTALLED IN ACCORDANCE WITH STANDARD PLANS 616, 620, 621A, 621B, 625, & 626.
30. ALL STREET NAME SIGNS MUST BE INSTALLED BY SEATTLE DEPARTMENT OF TRANSPORTATION AT THE PERMITTEE'S EXPENSE.
31. ALL WORK PERFORMED BY SEATTLE CITY LIGHT, SEATTLE PUBLIC UTILITIES, AND OTHER UTILITIES TO REMOVE OR RELOCATE EXISTING UTILITIES SHALL BE DONE AT THE PERMITTEE'S EXPENSE.
32. PERMITTEE MUST CONTACT THE SEATTLE DEPARTMENT OF PARKS AND RECREATION TO APPLY FOR A SEPARATE PERMIT IF WORKING WITHIN A DESIGNATED PARK BOULEVARD.
33. CARE SHALL BE EXERCISED WHEN EXCAVATING NEAR EXISTING CHARGED WATER MAINS.
34. PERMITTEE SHALL CONTACT SEATTLE DEPARTMENT OF TRANSPORTATION, STREET USE INSPECTOR MINIMUM OF 2 BUSINESS DAYS PRIOR TO PLANTING FOR INSPECTION OF STREET TREES AND LANDSCAPING.

WATER SERVICE NOTES

1. FOR INFORMATION AND INSPECTION, PHONE WATER SERVICE AT 684-5800.
2. WATER SERVICE PIPING SHALL BE COPPER OR DUCTILE IRON PER COS SPECIFICATIONS 9-30.
3. WATER SERVICE INSTALLATION SHALL BE IN ACCORDANCE WITH COS SPECIFICATIONS SECTION 7-11.
4. PROVIDE FITTINGS, BENDS, BLOCKING AS REQUIRED TO MAKE SERVICE CONNECTION. COORDINATE WORK WITH PLUMBING CONTRACTOR.
5. APPLICATION FOR A NEW METERED WATER SERVICE AND PAYMENT OF ALL FEES IS REQUIRED BEFORE SERVICE WILL BE AVAILABLE.
6. APPLICANT WILL NEED A WATER AVAILABILITY CERTIFICATE (WAC) AND LEGAL DESCRIPTION OF PROPERTY WHEN SUBMITTING THE APPLICATION. TO OBTAIN A WAC, PLEASE CONTACT THE DEVELOPMENT SERVICES OFFICE AT (206) 684-3333 OR SPUWATERAVAILABILITY@SEATTLE.GOV.
7. ALL WATER SERVICES SHALL BE LOCATED IN THE PUBLIC RIGHT OF WAY AND WITHIN THE FRONTAGE OF THE PARCEL BEING SERVED.
8. WATER SERVICES SERVING PARCELS WITHOUT FRONTAGE TO THE PUBLIC RIGHT OF WAY (SUCH AS UNIT LOT SUBDIVISIONS) OR LANDLOCKED PARCELS SHALL BE SERVED BY A PRIVATE WATER SERVICE EXTENDING FROM THE WATER METER TO THE PARCEL BEING SERVED. THE WATER SERVICE SHALL BE INSTALLED IN A DEDICATED EASEMENT. THE EASEMENT SHALL BE OBTAINED BY THE DEVELOPER, RECORDED, AND A COPY SHALL BE PROVIDED TO SEATTLE PUBLIC UTILITIES (SPU) AT THE TIME OF APPLICATION SUBMITTAL.
9. ALL WATER SERVICES PIPING ON PROPERTY MUST BE INSPECTED PRIOR TO BACKFILLING TRENCH. CONTACT (206) 684-5800 TO REQUEST AN INSPECTION.
10. CUSTOMERS ARE REQUIRED TO INSTALL AN APPROVED AIR GAP OR REDUCED-PRESSURE BACKFLOW ASSEMBLY (RPBA/RPDA) ON ALL WATER SERVICE CONNECTIONS POSING A HIGH HEALTH CROSS-CONNECTION HAZARD (PURSUANT TO WAC 246-290-490). BACKFLOW PREVENTION IS ALSO REQUIRED ON WATER SERVICE CONNECTIONS SUCH AS FIRE SERVICES, IRRIGATION SERVICES, BUILDINGS EXCEEDING THREE STORIES OR 30 FT. IN HEIGHT ABOVE THE METER (MEASURED TO THE HIGHEST WATER FIXTURE), AND MAY BE REQUIRED FOR OTHER WATER SERVICES. SPU AND KING COUNTY HEALTH DEPARTMENT (KCHD) ARE THE ADMINISTRATIVE AUTHORITIES ENGAGED IN A JOINT PROGRAM IDENTIFYING ACTUAL AND POTENTIAL CROSS-CONNECTIONS BETWEEN THE PUBLIC WATER SUPPLY AND POSSIBLE SOURCES OF CONTAMINATION. FOR ANSWERS TO SPECIFIC CROSS-CONNECTION CONTROL QUESTIONS OR TO REQUEST AN INSPECTION, PLEASE CALL (206) 684-3536.

SPU INFRASTRUCTURE PROTECTION NOTES

1. CONTRACTOR SHALL EXERCISE CARE SHALL WHEN EXCAVATING NEAR CHARGED WATER MAINS, SANITARY SEWER AND STORM DRAIN INFRASTRUCTURE.
2. IF DAMAGED, CONTRACTOR SHALL NOT REPAIR DAMAGE TO CHARGED WATER MAINS OR WATER SERVICES, BUT SHALL IMMEDIATELY NOTIFY THE SPU EMERGENCY DISPATCHER AT 206-386-1800.
3. IF EXISTING TYPE 165 INLET IS WITHIN THE PAVEMENT REMOVAL AREA, REPLACE THE INLET WITH TYPE 250A OR B AND INSTALL 8-INCH MIN, CL 50, DIP, FROM THE INLET TO THE CB. BENDS ARE NOT ALLOWED.
4. SPU WILL OBSERVE EXCAVATION WHICH COULD IMPACT ITS UTILITIES. CONTACT SPU INSPECTOR BILL DUYUNGAN AT 206-423-3757 48 HOURS BEFORE EXCAVATION OF SPU INFRASTRUCTURE.
5. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF WATERMAINS, WATER SERVICE LINES, PUBLIC SEWER AND STORM PIPES, SIDE SEWER LATERALS PRIOR TO EXCAVATION OR TUNNELING OVER OR BELOW THE PIPES.
6. POTHOLING OR EXCAVATION WITHIN 2 FEET OF SPU PIPES SHALL BE BY VACUUM EXCAVATION.
7. CONTRACTOR SHALL MAINTAIN A MINIMUM 5' HORIZONTAL SEPARATION FROM SPU PIPES, AND 18" VERTICAL SEPARATION FROM WATER MAINS AND 12" VERTICAL SEPARATION FROM STORM/SEWER PIPES AND LATERALS. WHEN TUNNELING UNDER THE PIPES, MAINTAIN AT LEAST 3 FEET SEPARATION, PER SECTION 2-16 OF THE COS STANDARD SPECIFICATIONS.
8. ANY STORM/SEWER PIPES DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH AN APPROVED PIPE, MATCHING THE EXISTING PIPE NOMINAL PIPE DIAMETER AND GRADE. TO CONNECT EXISTING AND NEW PIPES, MISSION ARC STAINLESS SHIELDED COUPLINGS OR APPROVED EQUAL SHALL BE USED.
9. WHEN REQUIRED DUE TO PROJECT IMPACT, CONTRACTOR SHALL ADJUST VALVE BOXES AND CASTINGS IN ACCORDANCE WITH STANDARD SPECIFICATIONS, SECTION 7-20. CASTINGS, SUCH AS DRAINAGE INLETS, MAINTENANCE HOLES, VALVE CHAMBERS, AND METER BOXES SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO CONSTRUCTION OF THE FINAL SURFACE COURSE (SEE STANDARD SPECIFICATIONS, SECTION 5-04.3 (9) B). CASTINGS OR LIDS THAT ARE WORN OR BROKEN SHALL BE REPLACED PRIOR TO INSTALLATION OF THE FINAL SURFACE.
10. THE CONTRACTOR SHALL MAINTAIN MINIMUM 10' SEPARATION FROM THE EDGE OF EXCAVATION TO EXISTING WATER THRUST BLOCKS. IF THE MINIMUM SEPARATION CAN NOT BE ACHIEVED, CONTACT SPU PRIOR TO EXCAVATION CLOSE TO THE BLOCK.
11. WHEN EXCAVATION OR TUNNELING UNDER SPU PIPES, CONTRACTOR MAY BE REQUIRED TO SUBMIT A PIPE SUPPORT OR PROTECTION PLAN. THE PLAN SHALL SHOW HOW THE PIPE WILL BE SUPPORTED AND PROTECTED, EQUIPMENT AND METHOD OF EXCAVATION AROUND THE PIPE. FOR PIPES GREATER THAN 12 INCHES OR WHEN DIAGONAL CROSSING IS PROPOSED, SPU COULD REQUIRE THE PLAN TO BE PREPARED BY A REGISTERED ENGINEER.



VICINITY MAP

SCALE: 1" = 200'

DATUM

VERTICAL DATUM: NAVD 88

BENCH: CITY OF SEATTLE POINT NUMBER SNV-2543, BRASS CAP AT SW CORNER INTERSECTION 16TH AVE AND E MADISON ST. ELEVATION=411.29'

SITE BENCHMARKS:
TOP OF MON. IN CASE AT THE INTERSECTION OF 16TH AVE AND E PINE ST. ELEVATION=410.83'

TOP OF MON. IN CASE 15' N OF THE INTERSECTION OF 16TH AVE AND E OLIVE ST. ELEVATION=414.82'

HORIZONTAL DATUM: NAD 83 (2011)

OWNER: CITY OF SEATTLE
DESCRIPTION: FND 4" BRASS DISK W/ 1/2"PLUG W/ PUNCH, DN. 1.0' IN CASE
LOCATION: 15' NORTH OF THE INTERSECTION OF 16TH AVE AND E. OLIVE ST.
NORTHING: 228373.895
EASTING: 1275882.026

OWNER: CITY OF SEATTLE
DESCRIPTION: FND 4" BRASS DISK W/ 1/2" PLUG W/ PUNCH, 0.7' IN CASE
LOCATION: INTERSECTION OF 16TH AVE AND E. PINE ST.
NORTHING: 227932.450
EASTING: 1275873.359

ABBREVIATIONS

BOW	BACK OF WALK
FF	FINISHED FLOOR
FOW	FRONT OF WALK
FL	FLOW LINE
TOC	TOP OF CURB
PL	PROPERTY LINE
ROW(N)	ROW TO THE NORTH
ROW(S)	ROW TO THE SOUTH

SHEET INDEX

SHEET 1	COVER SHEET
SHEET 2	TYPICAL SECTIONS
SHEET 3	PSD EXTENSION & SIDEWALK PLAN - 16TH AVE.
SHEET 4	ALLEY PAVING PLAN

APPROVED 30% SIP FOR REFERENCE ONLY

0-30% SIP PLAN (NOT FOR CONSTRUCTION) - 12/17/19

16TH AVE MU

DPD PROJECT - 6631682

DATE	MARK	NATURE REVISIONS	MADE	CHK'D	REV'D

MARC J. ERR CHETTI — STATE OF WASHINGTON — 30714 — REGISTERED PROFESSIONAL ENGINEER

sitewise design PLLC
A CIVIL ENGINEERING COMPANY
219 First Avenue S., Suite 401
Seattle WA 98104
206 402 4644

REVIEWED BY SPU/WATER ENGINEERING	..... 20....
REVIEWED BY SPU/DRAINAGE	..... 20....
APPROVED BY SDOT STREET IMPROVEMENT PERMITTING	..... 20....

NAME OR INITIALS AND DATE		
DESIGNED	TG	12/17/19
CHECKED	MJE	12/17/19
DRAWN	TG	12/17/19
CHECKED	MJE	12/17/19
DESIGN REVIEW		

INITIALS AND DATE
REVIEWED: .....
PROJECT MANAGER
REVISED AS-BUILT.....

All work done in accordance with the City of Seattle Standard Plans and Specifications in effect on the date shown above, and supplemented by Special Provisions.

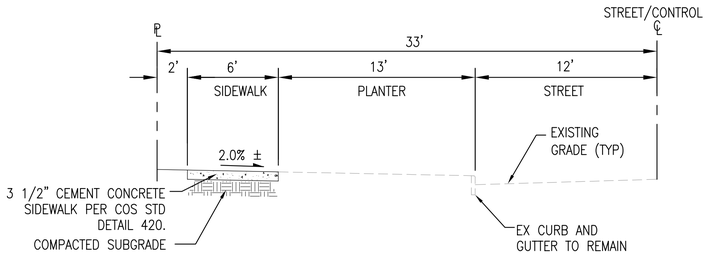
City of Seattle
Seattle Department of Transportation

WORK ORDER NO: -
PERMIT NO: -
SCALE: H. 1=10' V. 1=5'
SPU NO. -
APPROVED
INSPECTORS'S BOOK

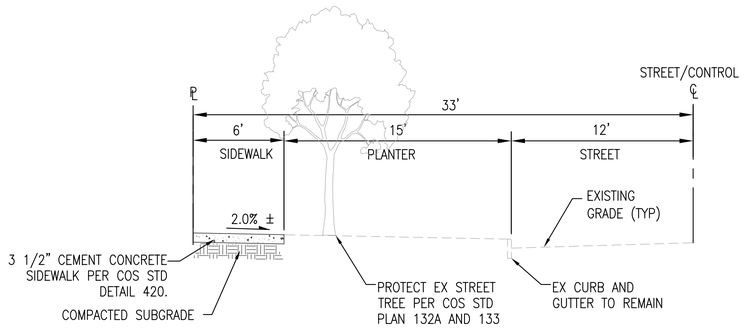
1620 16TH AVE
COVER SHEET

SDOT PROJECT NO. -
VAULT PLAN NO. -
VAULT SERIAL NO. -
SHEET 1 OF 4

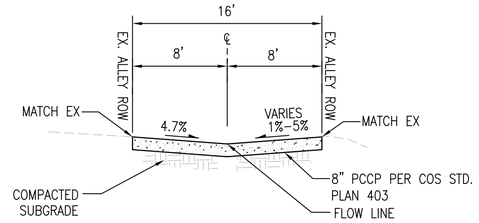
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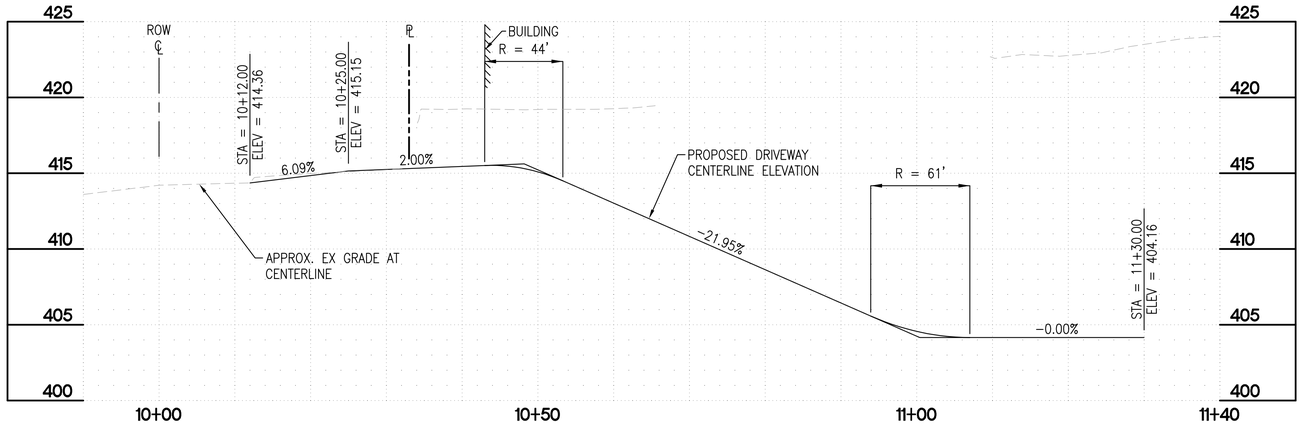
1/2 **TYPICAL SECTION** -STA 11+68 TO STA 12+73.3
NTS



2/2 **TYPICAL SECTION** - STA 12+73.3 TO STA 13+11.50
NTS



TYPICAL SECTION - ALLEY (LOOKING SOUTH)
NTS



DRIVEWAY PROFILE
SCALE: HORZ. 1" = 10' VERT. 1" = 5'

0-30% SIP PLAN (NOT FOR CONSTRUCTION) - 12/17/19

APPROVED 30% SIP
FOR REFERENCE ONLY

16TH AVE MU

DPD PROJECT - 6631682

DATE	MARK	NATURE REVISIONS	MADE	CHK'D	REV'D

MARC J. ERRICHETTI
STATE OF WASHINGTON
30714
REGISTERED
PROFESSIONAL ENGINEER

sitewise design PLLC
A CIVIL ENGINEERING COMPANY
219 First Avenue S., Suite 401
Seattle WA 98104
206 402 4644

REVIEWED BY SPU/WATER ENGINEERING ..... 20....
REVIEWED BY SPU/DRAINAGE ..... 20....
APPROVED BY SDOT STREET IMPROVEMENT PERMITTING ..... 20....

NAME OR INITIALS AND DATE		
DESIGNED	TG	12/17/19
CHECKED	MJE	12/17/19
DRAWN	TG	12/17/19
CHECKED	MJE	12/17/19
DESIGN REVIEW		

All work done in accordance with the City of Seattle Standard Plans and Specifications in effect on the date shown above, and supplemented by Special Provisions.

INITIALS AND DATE
REVIEWED: .....
PROJECT MANAGER
REVISED AS-BUILT.....

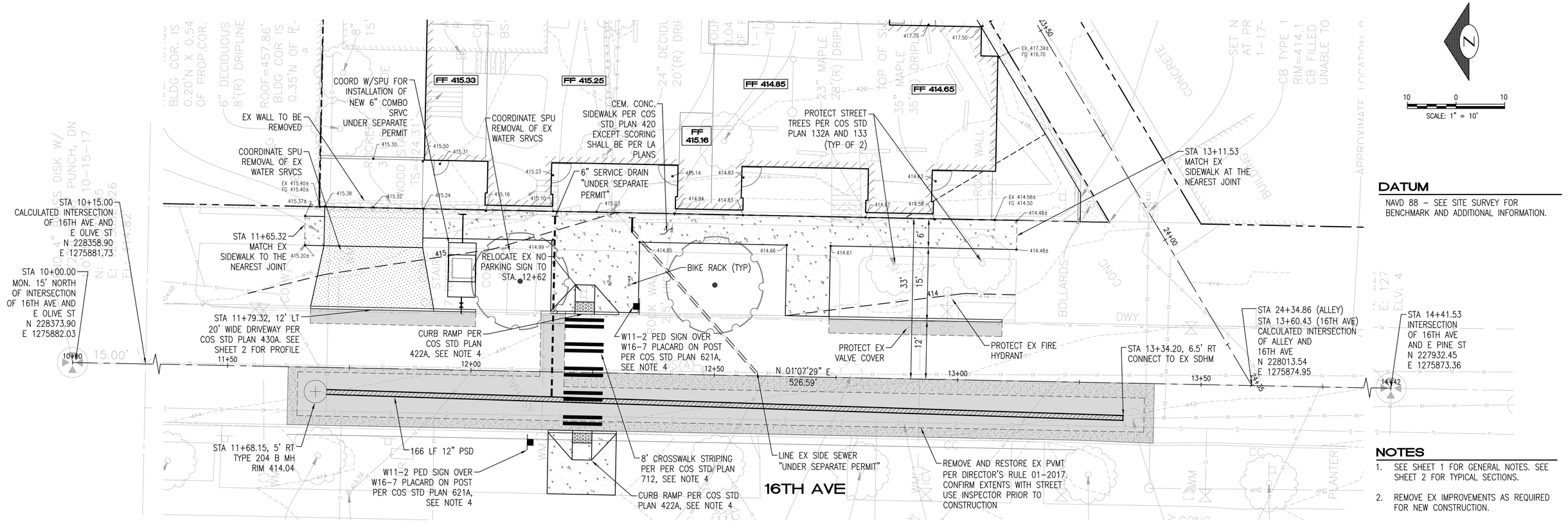
City of Seattle
Seattle Department of Transportation

WORK ORDER NO: -
PERMIT NO: -
SCALE: H. 1=10' V. 1=5'
SPU NO. -
APPROVED
INSPECTORS'S BOOK

1620 16TH AVE
TYPICAL SECTIONS

SDOT PROJECT NO. -
VAULT PLAN NO. -
VAULT SERIAL NO. -
SHEET 2 OF 4

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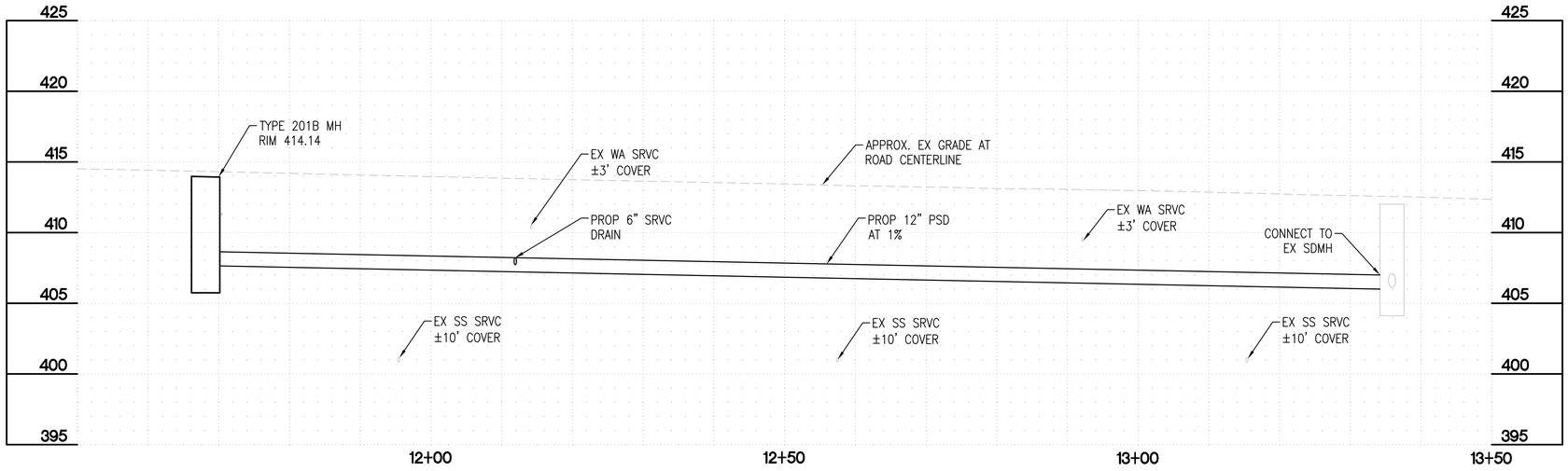


DATUM

NAVD 88 – SEE SITE SURVEY FOR BENCHMARK AND ADDITIONAL INFORMATION.

NOTES

1. SEE SHEET 1 FOR GENERAL NOTES. SEE SHEET 2 FOR TYPICAL SECTIONS.
2. REMOVE EX IMPROVEMENTS AS REQUIRED FOR NEW CONSTRUCTION.
3. RESTORATION FOR ALL UTILITY CUTS IN EXISTING PVMT SHALL BE PER SDOT DIRECTORS RULE 01-2017 IN THE ROW. CONFIRM EXTENTS WITH STREET USE INSPECTOR PRIOR TO CONSTRUCTION.
4. PROPOSED MID-BLOCK CROSSING REFLECTS DRB RECOMMENDATION. WARRANTS FOR CROSSING TO BE SATISFIED VIA TRAFFIC STUDY PRIOR TO DEVELOPMENT OF 60% SIP PLANS.



PROFILE

SCALE: HORZ. 1" = 10' VERT. 1" = 5'

STREET TREE TABLE

STA LOCATION	TYPE
STA 12+09.75, 18.5' LT	FAGUS SYLVATICA/EUROPEAN BEECH
STA 12+49.75, 18.5' LT	FAGUS SYLVATICA/EUROPEAN BEECH

0-30% SIP PLAN (NOT FOR CONSTRUCTION) - 12/17/19

APPROVED 30% SIP FOR REFERENCE ONLY

DPD PROJECT – 6631682

16TH AVE MU

DATE	MARK	NATURE REVISIONS	MADE	CHK'D	REV'D

MARC J. ERR CHEPTI — STATE OF WASHINGTON — 30714 — REGISTERED PROFESSIONAL ENGINEER

sitewise design PLLC
A CIVIL ENGINEERING COMPANY
219 First Avenue S., Suite 401
Seattle WA 98104
206 402 4644

REVIEWED BY SPU/WATER ENGINEERING ..... 20....
REVIEWED BY SPU/DRAINAGE ..... 20....
APPROVED BY SDOT STREET IMPROVEMENT PERMITTING ..... 20....

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DESIGN REVIEW		

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REVIEWED: .....
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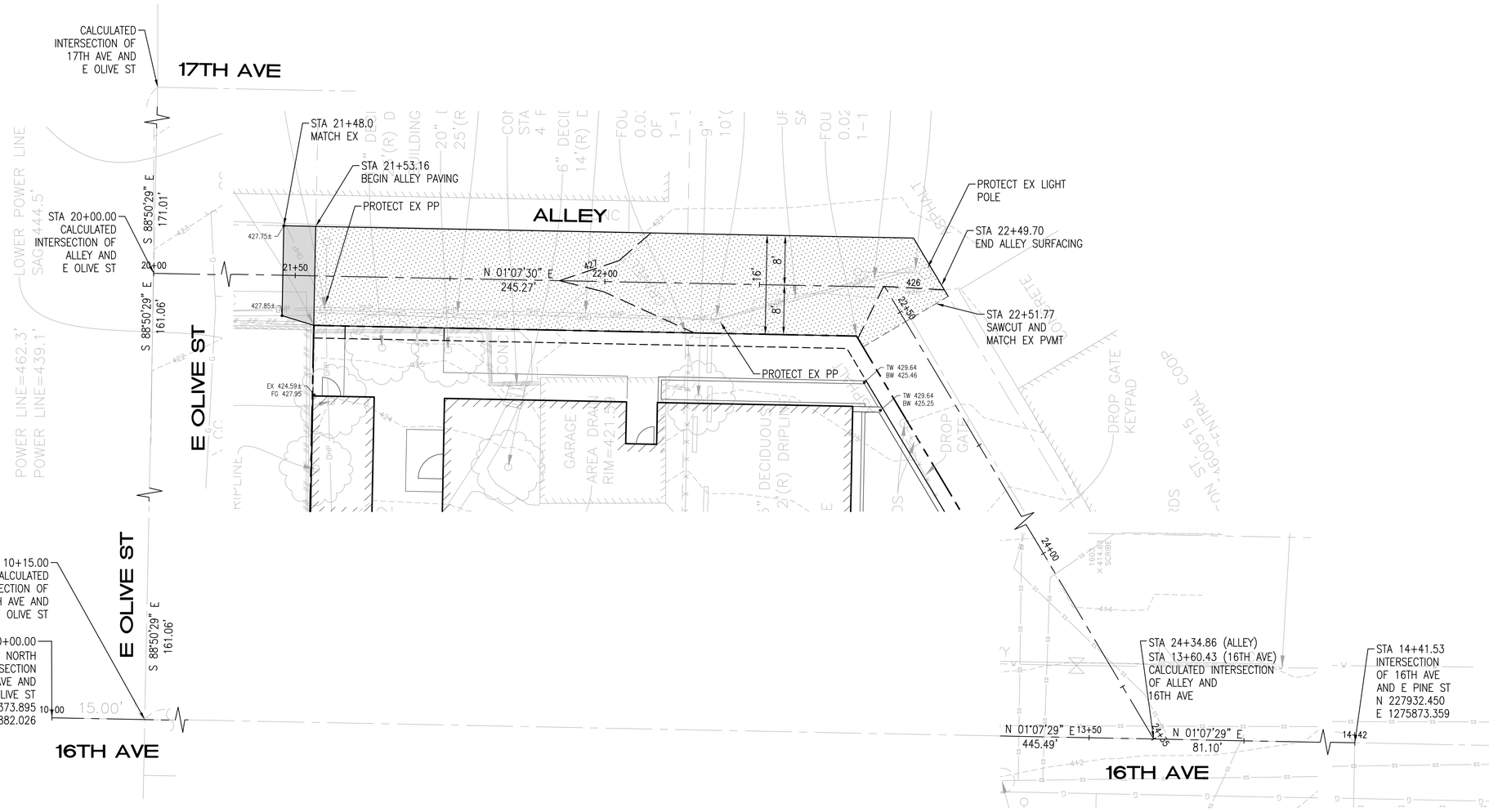
City of Seattle
Seattle Department of Transportation

WORK ORDER NO: –
PERMIT NO: –
SCALE: H. 1=10' V. 1=5'
SPU NO. –
APPROVED
INSPECTORS'S BOOK

1620 16TH AVE
PSD EXTENSION, SIDEWALK PLAN
16TH AVE

SDOT PROJECT NO. –
VAULT PLAN NO. –
VAULT SERIAL NO. –
SHEET 3 OF 4

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10 0 10
SCALE: 1" = 10'

DATUM

NAVD 88 – SEE SITE SURVEY FOR BENCHMARK AND ADDITIONAL INFORMATION.

NOTES

1. SEE SHEET 1 FOR GENERAL NOTES. SEE SHEET 2 FOR TYPICAL ALLEY SECTION.
2. REMOVE EX IMPROVEMENTS AS REQUIRED FOR NEW CONSTRUCTION.
3. RESTORATION FOR ALL UTILITY CUTS IN EXISTING PVMT SHALL BE PER SDOT DIRECTORS RULE 01–2017 IN THE ROW. CONFIRM EXTENTS WITH STREET USE INSPECTOR PRIOR TO CONSTRUCTION.

APPROVED 30% SIP FOR REFERENCE ONLY

0–30% SIP PLAN (NOT FOR CONSTRUCTION) – 12/17/19

DATE	MARK	NATURE REVISIONS	MADE	CHK'D	REV'D

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City of Seattle
Seattle Department of Transportation

WORK ORDER NO: –
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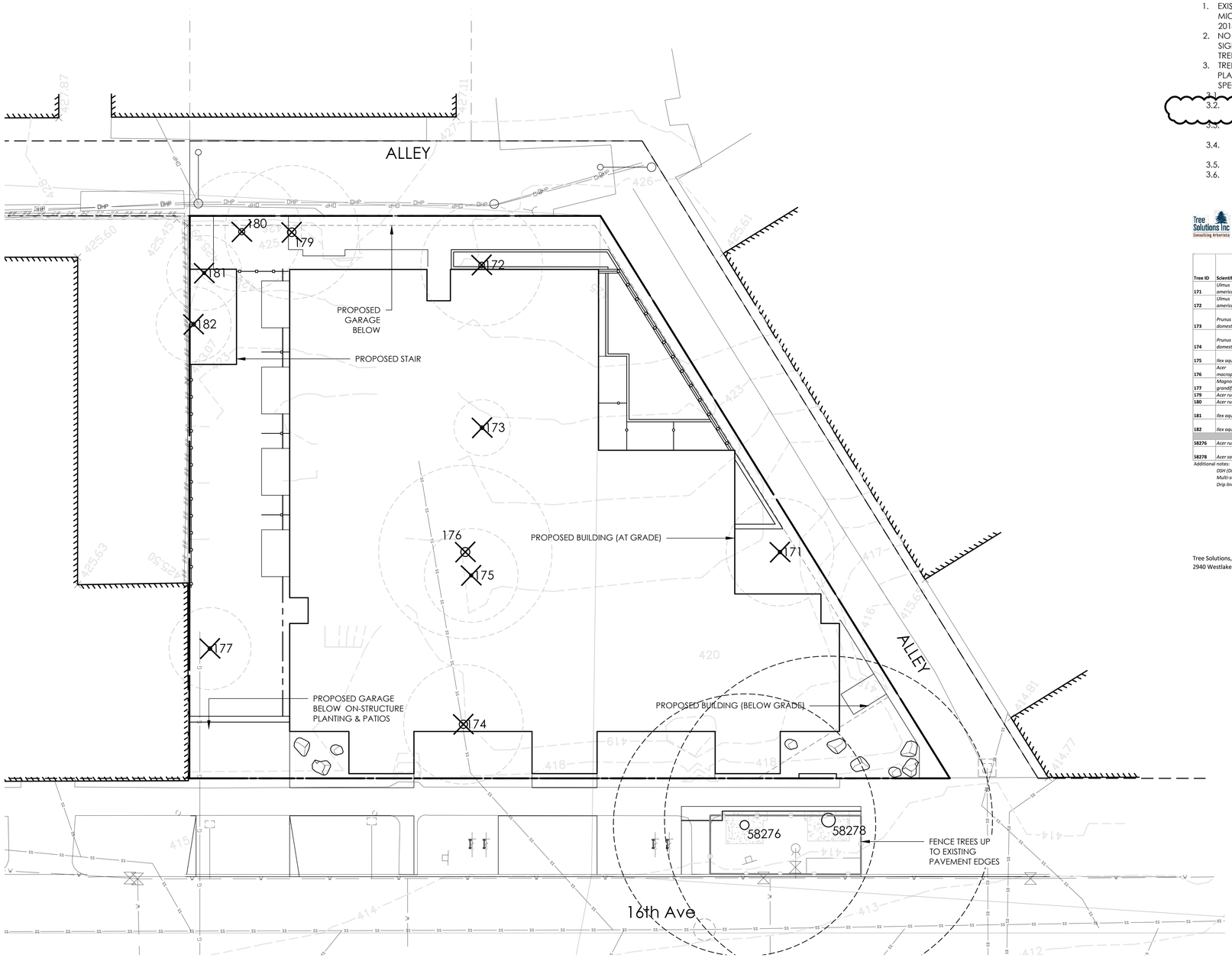
16TH AVE MU

1620 16TH AVE
ALLEY PLAN
ALLEY N/O 16TH AVE

DPD PROJECT – 6631682

SDOT PROJECT NO. –
VAULT PLAN NO. –
VAULT SERIAL NO. –
SHEET 4 OF 4

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1 Existing tree plan
scale 1" = 10' - 0"

0 10 20

EXISTING TREE PROTECTION NOTES

1. EXISTING TREES HAVE BEEN IDENTIFIED BY ISA CERTIFIED MASTER ARBORIST MICHAEL TOMCO, TREE SOLUTIONS, INC., IN A REPORT ISSUED APRIL 9, 2018. SEE REPORT FOR ADDITIONAL INFORMATION.
2. NO ON-SITE TREES MEET SEATTLE EXCEPTIONAL TREE CRITERIA. ALL EXISTING SIGNIFICANT TREES WILL BE REMOVED. SEE ACCOMPANYING SIGNIFICANT TREE TABLE.
3. TREES TO REMAIN ARE TO BE PROTECTED & PRESERVED PER STANDARD PLAN 132. CSC/SOIL STANDARD PLAN DETAIL, COS STANDARD SPECIFICATION 8-01.3(2)B & THE TVSPP:
   - 3.1. ROW TREE PROTECTION FENCING REQUIRED AS SHOWN PER PLAN
   - 3.2. PER SDOT URBAN FORESTRY EMAIL DATED 2/14/2019, FENCING TO BE CYCLONE FENCE PANELS
   - 3.3. FENCING MUST BE INSTALLED PRIOR TO DEMOLITION AND GROUND DISTURBANCE
   - 3.4. FENCING MUST BE KEPT IN PLACE FOR THE DURATION OF CONSTRUCTION
   - 3.5. MODIFICATION BY APPROVAL OF PROJECT PLANNER ONLY
   - 3.6. NO SOIL DISTURBANCE OR ACTIVITY ALLOWED WITHIN FENCED AREA, SUCHA S BUT NOT LIMITED TO: MATERIAL STORAGE/STOCKPILING, TRENCHING/TUNNELING, PARKING, DUMPING OR WASHING.

Tree Solutions Inc
Consulting Arborists

Table of Trees
1610 16th Ave
Seattle, WA 98122

Date of Inventory: 03.13.2018
Table Prepared: 04.09.2018

Tree ID	Scientific Name	Common Name	DSH (inches)	Health Condition	Structural Condition	Drip line Radius (feet) North	East	South	West	Exceptional Threshold	Exceptional (y/n)	Notes
171	*Ulmus americana*	American Elm	8.7	Good	Good	12.5	10.5	11.5	11.5	30.0	No	Located on the edge of embankment.
172	*Ulmus americana*	American Elm	14.3	Good	Fair	13.0	13.0	13.0	13.0	30.0	No	Adjacent to north property line, codominant at base.
173	*Prunus domestica*	Common plum	9.5	Poor	Poor	0.0	0.0	0.0	0.0	22.9	No	Topped at 6 feet, on all 4 trunks, regrowth with sprouts, one dead trunk, located on property line between 1610 & 1620.
174	*Prunus domestica*	Common plum	15.6	Good	Fair	11	16	10	14	22.9	No	Codominant trunks at 3 feet, old pruning wounds, located in the southeast corner of lot.
175	*Ilex aquifolium*	English holly	7.8	Good	Good	10	10	10	10	18.8	No	On edge of property line between 1610 & 1620.
176	*Acer macrophyllum*	Bigleaf maple	23.0	Good	Fair	16	17	16	25	30.0	No	Enveloping chain link fence, trunk to south.
177	*Magnolia grandiflora*	Southern magnolia	9.5	Good	Good	5	6	13	11	16.0	No	Adjacent to house.
179	*Acer rubrum*	Red maple	21.9	Good	Fair	6	12	20	19	25.0	No	3 trunks at 6 feet, adjacent to east property line.
180	*Acer rubrum*	Red maple	15.6	Good	Fair	14	8	8	21	25.0	No	2 trunks at 10 feet, adjacent to east property line.
181	*Ilex aquifolium*	English holly	7.7	Good	Good	8	8	8	8	18.8	No	Adjacent to north property line.
182	*Ilex aquifolium*	English holly	10.0	Good	Good	9	9	9	9	18.8	No	Adjacent to north property line.
Trees Growing on Seattle Department of Transportation Right-of-Way												
58276	*Acer rubrum*	Red maple	25.3	Good	Fair	27.0	25.0	16.0	27.0	25.0	N/A	SDOT tree, lifting sidewalk to east.
58278	*Acer saccharum*	Sugar maple	36.7	Good	Good	17.0	31.0	26.0	43.0	30.0	N/A	SDOT tree, root disturbance with wounds, overhangs site by about 20 feet.

Additional notes:
DSH (Diameter at Standard Height) is measured 4.5 feet above grade.
Multi-stem trees are noted, and a single stem equivalent is calculated using the method defined in the Director's Rule 16-2008.
Drip line is measured from the center of the tree to the outermost extent of the canopy

Tree Solutions, Inc.
2940 Westlake Ave. N (Suite #200) Seattle, WA 98109

Page 1 of 1

www.treesolutions.net
206-528-4670

SDOT URBAN FORESTRY
Landscape Architect Office
Seattle Department of Transportation

Street trees conceptual design review

☑ CONCEPTUAL APPROVAL ☐ REVISE AND RESUBMIT ☐ REJECTED

UF Record # **SIP #**

Subject to permit issuance for pruning, removal, and submittal approval for planting

BY Ben Roberts **DATE** 2/11/2020

Rev	Date	Issued
01	12/09/19	MUP CORR #1

1620 16
Mixed Use Bldg

1620 16th Ave
Seattle, WA

AV16

Karen Kiest
Landscape Architects
111 west john street suite 306
seattle washington 98119
206 323 6032
www.kk-la.com

STATE OF WASHINGTON · KAREN S. KIEST · 19480 · REGISTERED LANDSCAPE ARCHITECT · EXP. 12/10/2020

Issue	MASTER USE PERMIT
Date	07/09/2018
Sheet Title	TREE REMOVAL AND PROTECTION PLAN
Sheet	L001

WEINSTEIN A+U ARCHITECTS + URBAN DESIGNERS

Monday, December 09, 2019 12:28:17 PM File: Z:\KKLA PROJECTS\AV16\ACAD\SHEETS\AV16 L001 TREES.DWG

LANDSCAPE NOTES:

1. PER CITY OF SEATTLE DEPARTMENT OF CONSTRUCTION & INSPECTIONS DIRECTOR'S RULE 30-2015, THE FOLLOWING LANDSCAPE INFORMATION:
   - 1.1. IN REQUIRED LANDSCAPE AREAS, AT LEAST 25% OF ALL PLANTINGS MUST BE DROUGHT TOLERANT. SEE LANDSCAPE PLANS AND PLANTING LIST FOR DROUGHT TOLERANT PLANT IDENTIFICATION AND LOCATION.
   - 1.2. PROJECT MEETS 0.30 SEATTLE GREEN FACTOR SCORE, SHEET L101 FOR CALCULATIONS.
2. ON-GRADE TOPSOIL:
   - 2.1. TOPSOIL: TWO-WAY MIX, AVAILABLE AT CEDAR GROVE COMPOSTING, MAPLE VALLEY, WA, (877) 764-5748, OR APPROVED EQUAL.
   - 2.2. PREPARATION: LOOSEN SUBGRADE SOIL TO MINIMUM DEPTH OF 8 INCHES W/CULTIMULCHER OR SIMILAR EQUIPMENT. REMOVE STONES, GRAVEL, STICKS, ETC.
   - 2.3. PLACEMENT: TOPSOIL MINIMUM DEPTH 8". SPREAD APPROX. 1/2 THE THICKNESS OF PLANTING SOIL MIX OVER LOOSENED SUBGRADE, MIX THOROUGHLY INTO TOP 4-INCHES OF SUBGRADE. SPREAD REMAINDER TO MEET REQUIRED GRADES. HOLD 3" BELOW ADJACENT PAVED WALKS, CURBS, AND PLANTER WALLS.
3. ON-STRUCTURE SOIL:
   - 3.1. TOPSOIL: "GREEN ROOF SOIL MIX TYPE 2", AVAILABLE AT CEDAR GROVE COMPOSTING, MAPLE VALLEY, WA (877) 764-5748, OR APPROVED EQUAL.
   - 3.2. PLACEMENT: MINIMUM DEPTH 12". SEE PLANS FOR ADDITIONAL SOIL DEPTH.
4. MULCH:
   - 4.1. BARK MULCH: PACIFIC GARDEN MULCH, CEDAR GROVE COMPOST, OR APPROVED EQUAL, AND SHALL BE NO LESS THAN 2 OR MORE THAN 4 YEARS OLD. MINIMUM DEPTH 2", EXCEPT AT GREEN ROOF.

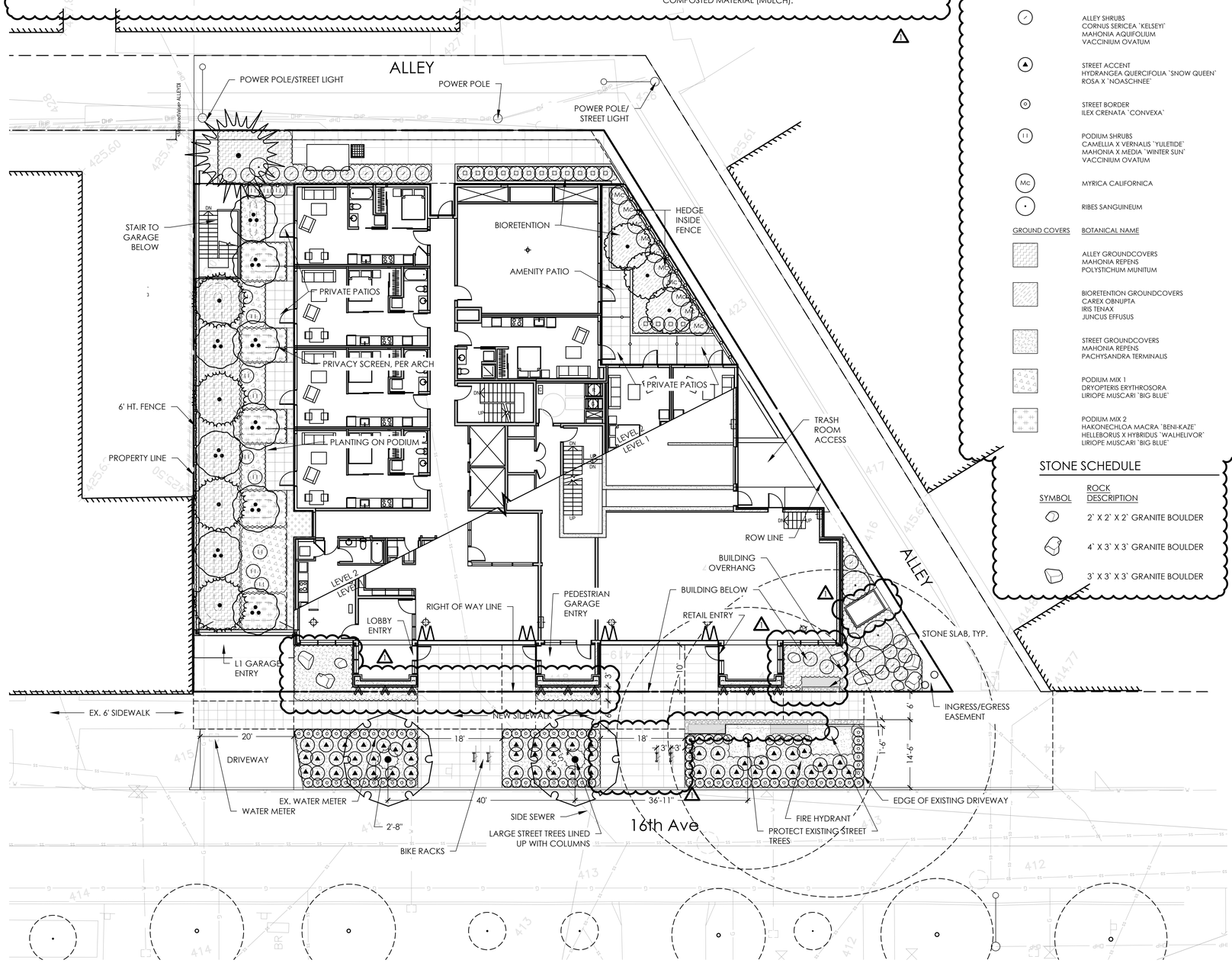
STREET TREES:

1. STREET TREE SELECTION APPROVED BY SDOT URBAN FORESTRY IN AN EMAIL DATED 2/14/2019.

RIGHT-OF-WAY PLANTING AREAS:

(PER COS STD PLAN 142)

1. AMEND SOILS IN RIGHT-OF-WAY PER STANDARD PLAN NO 142.
2. SEE COS STD. PLANS 100 SERIES FOR ADDITIONAL PLANTING REQUIREMENTS & DETAILS.
3. ALL SOIL AREAS DISTURBED OR COMPACTED DURING CONSTRUCTION, AND NOT COVERED BY BUILDINGS OR PAVEMENT, SHALL BE AMENDED WITH COMPOST AS DESCRIBED BELOW.
4. SUBSOIL SHOULD BE SCARIFIED (LOOSENED) 4 INCHES BELOW AMENDED LAYER, TO PRODUCE 12-INCH DEPTH OF UN-COMPACTED SOIL, EXCEPT WHERE SCARIFICATION WOULD DAMAGE TREE ROOTS OR AS DETERMINED BY THE ENGINEER.
5. COMPOST SHALL BE TILLED IN TO 8 INCH DEPTH INTO EXISTING SOIL OR PLACE 8 INCHES OF COMPOST-AMENDED SOIL PER SOIL SPECIFICATION.
6. PLANTING BEDS SHALL RECEIVE 3" OF COMPOST TILLED INTO 8" DEPTH, OR MAY SUBSTITUTE 8" OF IMPORTED SOIL CONTAINING 35-40% COMPOST BY VOLUME. MULCH AFTER PLANTING WITH 2-4 INCHES OF ARBORIST WOOD CHIP MULCH OR APPROVED EQUAL.
7. SETBACKS: TO PREVENT UNEVEN SETTLING, DO NOT COMPOST-AMEND SOILS WITHIN 3 FEET OF UTILITY INFRASTRUCTURES (POLES, VAULTS, METERS ETC.). WITHIN ONE FOOT OF PAVEMENT EDGE, CURBS AND SIDEWALKS SOIL SHOULD BE COMPACTED TO APPROXIMATELY 90% PROCTOR TO ENSURE A FIRM SURFACE.
8. REFER TO CITY OF SEATTLE STANDARD SPECIFICATIONS:
   8-02 TOPSOIL TYPE B.
   9-14.1 TOPSOIL TYPE A - IMPORTED, TOPSOIL TYPE B - REUSED AMENDED SITE SOIL. PLANTING SOIL, ARBORIST WOOD CHIP MULCH, AND COMPOSTED MATERIAL (MULCH).



1 Street Level Landscape Plan
scale 1" = 10' - 0"

0 10 20

PLANT SCHEDULE

	BOTANICAL NAME	COMMON NAME	SIZE	COND	DROUGHT	SPACING
TREES						
	BIORETENTION TREES					
	AMELANCHIER X GRANDIFLORA `AUTUMN BRILLIANCE`	AUTUMN BRILLIANCE SERVICEBERRY	8-10` HT, MULTI-STEM, MIN. 3 STEMS	B&B	NATIVE	
	PODIUM TREES					
	ACER CIRCINATUM	VINE MAPLE	8-10` HT, MULTI-STEM, MIN. 3 STEMS	B&B	NATIVE	
	ACER PALMATUM	JAPANESE MAPLE	8-10` HT, MULTI-STEM, MIN. 3 STEMS	B&B		
	PODIUM CONIFER					
	CHAMAECYPARIS OBTUSA `GRACILIS`	SLENDER HINOKI CYPRESS	8` HT.	B&B		
	TSUGA DIVERSIFOLIA	NORTHERN JAPANESE HEMLOCK	8` HT.	B&B		
	ALLEY CONIFERS					
	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	8` HT.	B&B	NATIVE	
SPECIAL TREES	BOTANICAL NAME	COMMON NAME	SIZE	COND	DROUGHT	
	FAGUS SYLVATICA	EUROPEAN BEECH	2.5" CAL.	B&B		
SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	COND	DROUGHT	SPACING
	BIORETENTION SHRUBS					36" o.c.
	CORNUS SERICEA	RED TWIG DOGWOOD	2 GAL.	CONT.		60" o.c.
	ILEX GLABRA `COMPACTA`	COMPACT INKBERRY	5 GAL.	CONT.		24" o.c.
	VINES					24" o.c.
	-					0" o.c.
	ALLEY SHRUBS					36" o.c.
	CORNUS SERICEA `KELSEYI`	KELSEYI DOGWOOD	5 GAL.	CONT.		36" o.c.
	MAHONIA AQUIFOLIUM	OREGON GRAPE	2 GAL.	POT	NATIVE	36" o.c.
	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	5 GAL.	CONT.	NATIVE	36" o.c.
	STREET ACCENT					36" o.c.
	HYDRANGEA QUERCIFOLIA `SNOW QUEEN`	SNOW QUEEN OAKLEAF HYDRANGEA	5 GAL.	CONT.		36" o.c.
	ROSA X `NOASCHNEE`	FLOWER CARPET WHITE GROUNDCOVER ROSE	5 GAL.	CONT.		30" o.c.
	STREET BORDER					24" o.c.
	ILEX CRENATA `CONVEXA`	CONVEX-LEAVED JAPANESE HOLLY	5 GAL.	CONT.		24" o.c.
	PODIUM SHRUBS					36" o.c.
	CAMELLIA X VERNALIS `YULETIDE`	YULETIDE CAMELLIA	5 GAL.	CONT.		48" o.c.
	MAHONIA X MEDIA `WINTER SUN`	MAHONIA HYBRID	5 GAL.	CONT.		48" o.c.
	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	5 GAL.	CONT.	NATIVE	36" o.c.
Mc	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL.	CONT.	NATIVE	48" o.c.
•	RIBES SANGUINEUM	RED FLOWERING CURRANT	5 GAL.	CONT.	NATIVE	48" o.c.
GROUND COVERS	BOTANICAL NAME	COMMON NAME	SIZE	COND	DROUGHT	SPACING
	ALLEY GROUNDCOVERS					
	MAHONIA REPENS	CREEPING MAHONIA	1 GAL.	POT		18" o.c.
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	2 GAL.	CONT.		24" o.c.
	BIORETENTION GROUNDCOVERS					
	CAREX OBNUPTA	SLOUGH SEDGE	1 GAL.	CONT.	NATIVE	18" o.c.
	IRIS TENAX	OREGON IRIS	1 GAL.	CONT.	NATIVE	18" o.c.
	JUNCUS EFFUSUS	SOFT RUSH	1 GAL.	CONT.	NATIVE	18" o.c.
	STREET GROUNDCOVERS					
	MAHONIA REPENS	CREEPING MAHONIA	1 GAL.	POT		18" o.c.
	PACHYSANDRA TERMINALIS	JAPANESE SPURGE	1 GAL.	CONT.		12" o.c.
	PODIUM MIX 1					
	DRYOPTERIS ERYTHROSORA	AUTUMN FERN	1 GAL.	CONT.		
	LIRIOPE MUSCARI `BIG BLUE`	BIG BLUE LILYTURF	1 GAL.	CONT.		12" o.c.
	PODIUM MIX 2					
	HAKONECHLOA MACRA `BENI-KAZE`	GREEN FOREST GRASS	1 GAL.	CONT.		18" o.c.
	HELLEBORUS X HYBRIDUS `WALHELIVOR`	IVORY PRINCE HELLEBORE	1 GAL.	CONT.		18" o.c.
	LIRIOPE MUSCARI `BIG BLUE`	BIG BLUE LILYTURF	1 GAL.	CONT.		18" o.c.

STONE SCHEDULE

SYMBOL	ROCK DESCRIPTION
	2` X 2` X 2` GRANITE BOULDER
	4` X 3` X 3` GRANITE BOULDER
	3` X 3` X 3` GRANITE BOULDER

MATERIALS AND FINISHES

SYMBOL	DESCRIPTION
	PAVING PER COS STD PLAN 420 WITH THE FOLLOWING EXCEPTIONS: - SAND-COATED EXP. JOINTS, DEEP TOOLED SCORE JOINTS, NO SHINERS - LIGHT SANDBLAST FINISH - 2'x2' SCORING UNLESS OTHERWISE INDICATED ON PLAN
	PAVERS ON PEDESTAL, 24"x24X2" THICK PRECAST CONCRETE PAVERS, TEXADA HYDRAPRESSED SLABS, COLOR: NATURAL, AVAILABLE FROM ABBOTSFORD CONCRETE PRODUCTS, 1-800-663-4091. PEDESTALS PER ARCH.
	BIKE RACK SEE ARCHITECTURE
	THROUGH JOINT
	ARBORIST WOOD CHIP MULCH
	PEBBLE MULCH 7/8" WASHED DRAIN ROCK AVAIL FROM MARENAKOS ROCK CENTER, 425.392.3313 2" MIN. DEPTH, 4" MAX. DEPTH, REF. LANDSCAPE DETAILS
	CRUSHED ROCK MULCH SOURCE: PACIFIC TOPSOILS 5/8" MINUS CRUSHED ROCK, COMPACTED TO 95% STONE SLAB SALT AND PEPPER GRANITE, 2'WX2'HT.X8' LONG (UNLESS OTHERWISE NOTED), SPLIT SIDES AND ENDS, SAW-CUT TOP AND BOTTOM, FLAME FINISH TOP. SOURCE: BEDROCK NATURAL STONE. HTTPS://BEDROCKNATURALSTONE.COM
ME	METAL EDGING GEOEDGE ALUMINUM RESTRAINT, AVAIL. FROM COLUMBIA GREEN TECHNOLOGIES, INC. 503.684.9123. INSTALL PER MFG. INSTRUCTION.
	FENCE / GATE SEE ARCH. DWGS.
	SECURITY FENCE AT PROPERTY LINE SEE ARCH
	SECURITY FENCING ON WALL SEE ARCH
	PRIVACY SCREENING SEE ARCH

SDOT URBAN FORESTRY
Landscape Architect Office
Seattle Department of Transportation
Street trees conceptual design review

☑ CONCEPTUAL APPROVAL ☐ REVISE AND RESUBMIT ☐ REJECTED

UF Record # SIP #
Subject to permit issuance for pruning, removal, and submittal approval for planting
BY Ben Roberts DATE 2/11/2020

1 01 12/09/19 MUP CORR #1
Rev Date Issued

1620 16
Mixed Use Bldg
1620 16th Ave
Seattle, WA
AV16

Karen Kiest
Landscape Architects
111 west john street suite 306
seattle washington 98119
206 323 6032
www.kk-la.com

STATE OF WASHINGTON KAREN S. KIEST 20850 EXP. 12/19/2020 LICENSED LANDSCAPE ARCHITECT

Issue MASTER USE PERMIT
Date 07/09/2018
Sheet Title LANDSCAPE PLAN
Sheet L100

WEINSTEIN A+U ARCHITECTS + URBAN DESIGNERS

Monday, December 09, 2019 12:28:53 PM File: Z:\KKLA PROJECTS\AV16\ACADSHEETS\AV16 L100.DWG

Planting Areas

Green Factor Worksheet*

SEATTLE *green factor*

		Planting Area						
		STREET	alley	podium	*keep adding columns as needed*			TOTAL**
A1	*square feet*		570	1826				2396
A2	*square feet*	1509						1509
A3	*square feet*		107	311				418
B1	*square feet*	1509	677	2137				4323
B2	*# of plants*	139	33	26				198
B3	*# of trees*			16				16
B4	*# of trees*		3					3
B5	*# of trees*							0
B6	*# of trees*	2	1					3
B7	*DBH (in)*	62						62
C1	*square feet*							0
C2	*square feet*							0
D	*square feet*							0
E	*square feet*							0
F1	*square feet*							0
F2	*square feet*							0
G	*square feet*							0
H1	*square feet*							0
H2	*square feet*							0
H3	*square feet*	5117	1873					6990
H4	*square feet*							0

*** See Green Factor score sheet for category definitions**
**** Enter totals on the Green Factor score sheet**

Green Factor Score Sheet

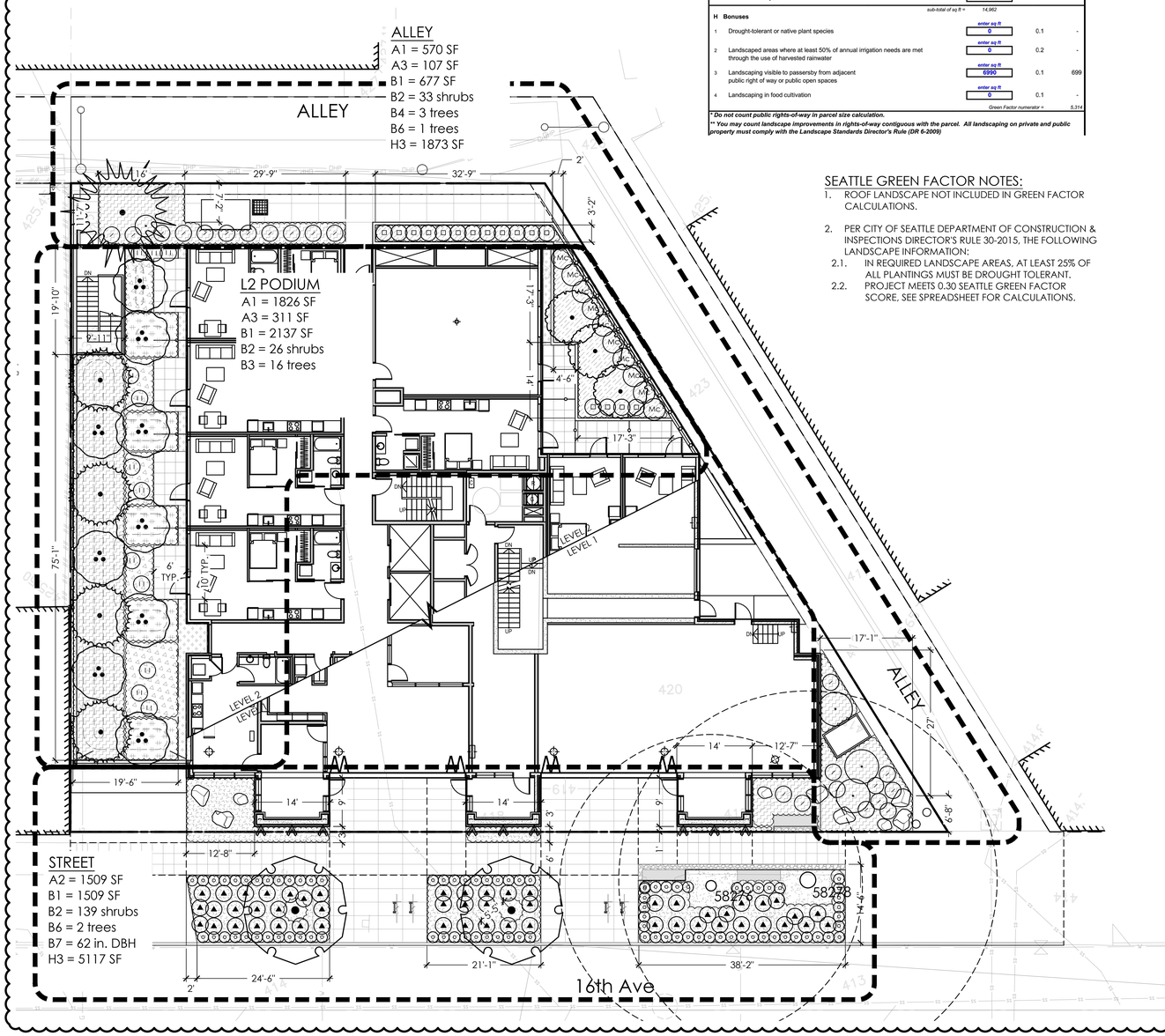
SEATTLE *green factor*

Project title:

enter sq ft of parcel
Parcel size (enter this value first) 15,006 — SCORE 0.354

	Landscape Elements**	Totals from GF worksheet	Factor	Total
A	**Landscaped areas (select one of the following for each area)**			
1	Landscaped areas with a soil depth of less than 24"	enter sq ft: 2396	0.1	240
2	Landscaped areas with a soil depth of 24" or greater	enter sq ft: 1509	0.6	905.4
3	Bioretention facilities	enter sq ft: 418	1.0	418.0
B	**Plantings (credit for plants in landscaped areas from Section A)**			
1	Mulch, ground covers, or other plants less than 2' tall at maturity	enter sq ft: 4323	0.1	432
2	Shrubs or perennials 2'+ at maturity - calculated at 12 sq ft per plant (typically planted no closer than 18" on center)	enter number of plants: 198	2376	0.3	713
3	Tree canopy for "small trees" or equivalent (canopy spread 8' to 15') - calculated at 75 sq ft per tree	enter number of plants: 16	1200	0.3	360
4	Tree canopy for "small/medium trees" or equivalent (canopy spread 16' to 20') - calculated at 150 sq ft per tree	enter number of plants: 3	450	0.3	135.0
5	Tree canopy for "medium/large trees" or equivalent (canopy spread of 21' to 25') - calculated at 250 sq ft per tree	enter number of plants: 0	0	0.4	-
6	Tree canopy for "large trees" or equivalent (canopy spread of 26' to 30') - calculated at 350 sq ft per tree	enter number of plants: 3	1050	0.4	420.0
7	Tree canopy for preservation of large existing trees with trunks 6"+ in diameter - calculated at 20 sq ft per inch diameter	enter inches DBH: 62	1240	0.8	992.0
C	**Green roofs**			
1	Over at least 2" and less than 4" of growth medium	enter sq ft: 0	0.4	-
2	Over at least 4" of growth medium	enter sq ft: 0	0.7	-
D	**Vegetated walls**	enter sq ft: 0	0.7	-
E	**Approved water features**	enter sq ft: 0	0.7	-
F	**Permeable paving**			
1	Permeable paving over at least 6" and less than 24" of soil or gravel	enter sq ft: 0	0.2	-
2	Permeable paving over at least 24" of soil or gravel	enter sq ft: 0	0.5	-
G	**Structural soil systems**	enter sq ft: 0	0.2	-
	sub-total of sq ft =	*14,962*		
H	**Bonuses**			
1	Drought-tolerant or native plant species	enter sq ft: 0	0.1	-
2	Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater	enter sq ft: 0	0.2	-
3	Landscaping visible to passersby from adjacent public right of way or public open spaces	enter sq ft: 6990	0.1	699
4	Landscaping in food cultivation	enter sq ft: 0	0.1	-
		Green Factor numerator =		*5,314*

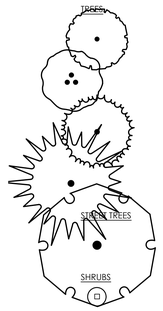
**** Do not count public rights-of-way in parcel size calculation.***
***** You may count landscape improvements in rights-of-way contiguous with the parcel. All landscaping on private and public property must comply with the Landscape Standards Director's Rule (DR 6-2009)***



SEATTLE GREEN FACTOR NOTES:

1. ROOF LANDSCAPE NOT INCLUDED IN GREEN FACTOR CALCULATIONS.
2. PER CITY OF SEATTLE DEPARTMENT OF CONSTRUCTION & INSPECTIONS DIRECTOR'S RULE 30-2015, THE FOLLOWING LANDSCAPE INFORMATION:
   - 2.1. IN REQUIRED LANDSCAPE AREAS, AT LEAST 25% OF ALL PLANTINGS MUST BE DROUGHT TOLERANT.
   - 2.2. PROJECT MEETS 0.30 SEATTLE GREEN FACTOR SCORE, SEE SPREADSHEET FOR CALCULATIONS.

PLANT SCHEDULE



TREES

BOTANICAL NAME	COMMON NAME	SIZE	COND	DROUGHT
BIORETENTION TREES				
AMELANCHIER X GRANDIFLORA `AUTUMN BRILLIANCE`	AUTUMN BRILLIANCE SERVICEBERRY	8-10` HT, MULTI-STEM, MIN. 3 STEMS	B&B	NATIVE
PODIUM TREES				
ACER CIRCINATUM	VINE MAPLE	8-10` HT, MULTI-STEM, MIN. 3 STEMS	B&B	NATIVE
ACER PALMATUM	JAPANESE MAPLE	8-10` HT, MULTI-STEM, MIN. 3 STEMS	B&B	
PODIUM CONIFER				
CHAMAECYPARIS OBTUSA `GRACILIS`	SLENDER HINOKI CYPRESS	8` HT,	B&B	
TSUGA DIVERSIFOLIA	NORTHERN JAPANESE HEMLOCK	8` HT,	B&B	
ALLEY CONIFERS				
PSEUDOTSUGA MENZIESII	DOUGLAS FIR	8` HT.	B&B	NATIVE

STREET TREES

BOTANICAL NAME	COMMON NAME	SIZE	COND	DROUGHT
FAGUS SYLVATICA	EUROPEAN BEECH	2.5" CAL.	B&B	

SHRUBS

BOTANICAL NAME	COMMON NAME	SIZE	COND	DROUGHT	SPACING
BIORETENTION SHRUBS					
CORNUS SERICEA	RED TWIG DOGWOOD	2 GAL.	CONT.		36" o.c.
ILEX GLABRA `COMPACTA`	COMPACT INKBERRY	5 GAL.	CONT.		60" o.c.
					24" o.c.
VINES					24" o.c.
-					0" o.c.
ALLEY SHRUBS					36" o.c.
CORNUS SERICEA `KELSEYI`	KELSEYI DOGWOOD	5 GAL.	CONT.		36" o.c.
MAHONIA AQUIFOLIUM	OREGON GRAPE	2 GAL.	POT	NATIVE	36" o.c.
VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	5 GAL.	CONT.	NATIVE	36" o.c.
STREET ACCENT					36" o.c.
HYDRANGEA QUERCIFOLIA `SNOW QUEEN`	SNOW QUEEN OAKLEAF HYDRANGEA	5 GAL.	CONT.		36" o.c.
ROSA X `NOASCHNEE`	FLOWER CARPET WHITE GROUNDCOVER ROSE	5 GAL.	CONT.		30" o.c.
STREET BORDER					24" o.c.
ILEX CRENATA `CONVEXA`	CONVEX-LEAVED JAPANESE HOLLY	5 GAL.	CONT.		24" o.c.
PODIUM SHRUBS					36" o.c.
CAMELLIA X VERNALIS `YULETIDE`	YULETIDE CAMELLIA	5 GAL.	CONT.		48" o.c.
MAHONIA X MEDIA `WINTER SUN`	MAHONIA HYBRID	5 GAL.	CONT.		48" o.c.
VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	5 GAL.	CONT.	NATIVE	36" o.c.
MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL.	CONT.	NATIVE	48" o.c.
RIBES SANGUINEUM	RED FLOWERING CURRANT	5 GAL.	CONT.	NATIVE	48" o.c.

GROUND COVERS

BOTANICAL NAME	COMMON NAME	SIZE	COND	DROUGHT	SPACING
ALLEY GROUNDCOVERS					
MAHONIA REPENS	CREEPING MAHONIA	1 GAL.	POT		18" o.c.
POLYSTICHUM MUNITUM	WESTERN SWORD FERN	2 GAL.	CONT.		24" o.c.
BIORETENTION GROUNDCOVERS					
CAREX OBNUPTA	SLOUGH SEDGE	1 GAL.	CONT.	NATIVE	18" o.c.
IRIS TENAX	OREGON IRIS	1 GAL.	CONT.	NATIVE	18" o.c.
JUNCUS EFFUSUS	SOFT RUSH	1 GAL.	CONT.	NATIVE	18" o.c.
STREET GROUNDCOVERS					
MAHONIA REPENS	CREEPING MAHONIA	1 GAL.	POT		18" o.c.
PACHYSANDRA TERMINALIS	JAPANESE SPURGE	1 GAL.	CONT.		12" o.c.
PODIUM MIX 1					
DRYOPTERIS ERYTHROSORA	AUTUMN FERN	1 GAL.	CONT.		
LIRIOPE MUSCARI `BIG BLUE`	BIG BLUE LILYTURF	1 GAL.	CONT.		12" o.c.
PODIUM MIX 2					
HAKONECHLOA MACRA `BENI-KAZE`	GREEN FOREST GRASS	1 GAL.	CONT.		18" o.c.
HELLEBORUS X HYBRIDUS `WALHELIVOR`	IVORY PRINCE HELLEBORE	1 GAL.	CONT.		18" o.c.
LIRIOPE MUSCARI `BIG BLUE`	BIG BLUE LILYTURF	1 GAL.	CONT.		18" o.c.

SDOT URBAN FORESTRY
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BY Ben Roberts DATE 2/11/2020

1 Street Level Landscape Plan
scale 1" = 10' - 0"

0 10 20

01 12/09/19 MUP CORR #1
Rev Date Issued

1620 16
Mixed Use Bldg

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Seattle, WA

AV16

Karen Kiest
Landscape Architects
111 west john street suite 306
seattle washington 98119
206 323 6032
www.kk-la.com

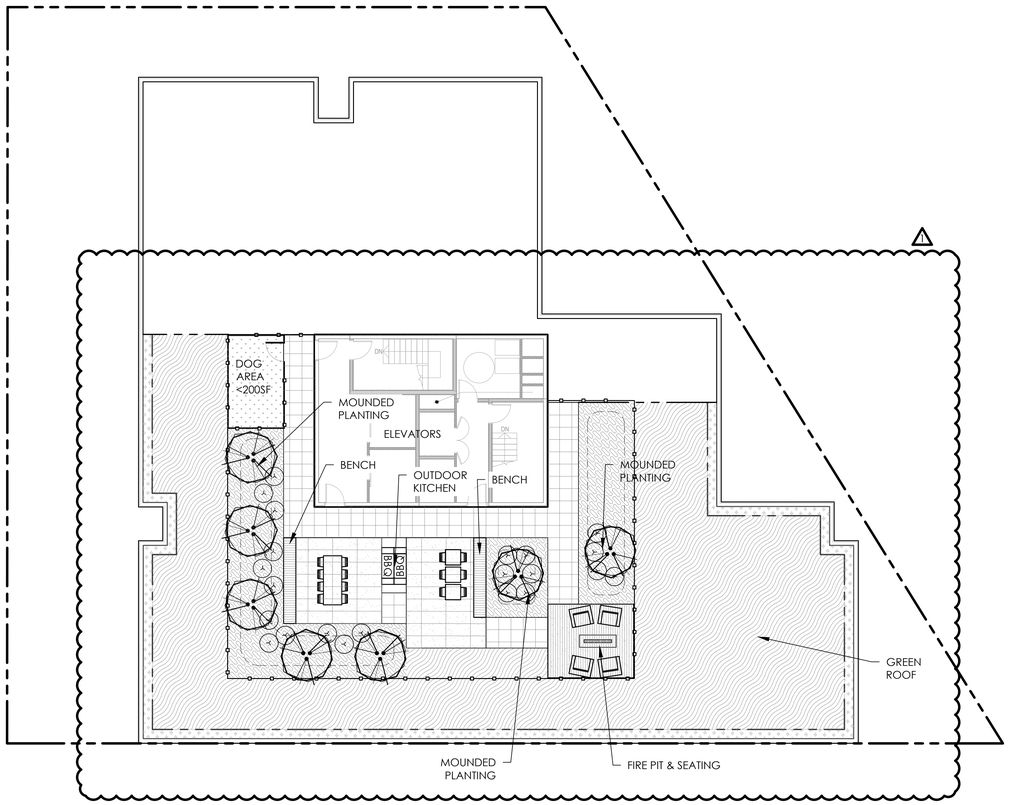
STATE OF WASHINGTON · KAREN S. KIEST · 20850 · REGISTERED LANDSCAPE ARCHITECT

Issue MASTER USE PERMIT
Date 07/09/2018
Sheet Title SEATTLE GREEN FACTOR PLAN
Sheet L101

WEINSTEIN A+U ARCHITECTS + URBAN DESIGNERS

Monday, December 09, 2019 12:29:05 PM File: Z:\KKLA PROJECTS\AV16\ACADSHEETS\AV16 L100.DWG

Monday, December 09, 2019 12:29:14 PM File: Z:\KKLA PROJECTS\AV16\ACAD\SHEETS\AV16 L101 ROOF.DWG



1 Street Level Landscape Plan
scale 1" = 10' - 0"

0 10 20

ROOF MATERIAL LIST

- PEBBLE MULCH
  7/8" WASHED DRAIN ROCK
  AVAIL FROM MARENAKOS ROCK CENTER, 425.392.3313
  2" MIN. DEPTH, 4" MAX. DEPTH, REF. LANDSCAPE DETAILS
- DOG RUN
  ARTIFICIAL TURF DOG RUN AREA
- FENCE
  SEE ARCH. DWGS.
- ME METAL EDGING
  GEOEDGE ALUMINUM RESTRAINT, AVAIL. FROM COLUMBIA GREEN TECHNOLOGIES, INC.
  503.684.9123. INSTALL PER MFG. INSTRUCTION.
- LIGHTING
  TREE UPLIGHTS:
  BK LIGHTING, MODEL: LS-8-BLP-7-9-11
- PAVERS ON PEDESTAL, 24"x24X2" THICK PRECAST CONCRETE PAVERS, TEXADA HYDRAPRESSED SLABS, COLOR: NATURAL, AVAILABLE FROM ABBOTSFORD CONCRETE PRODUCTS, 1-800-663-4091. PEDESTALS PER ARCH.
- PAVER TYPE 2
  24"x48X3/4" THICK PORCELAIN PAVERS, COLOR TBD. BUZON PEDESTALS
- LAYERED GREEN ROOF SYSTEM, MOUND PER PLAN. GRADING LINES INDICATED ELEVATION ABOVE FINISH FLOOR. 24" MIN. DEPTH AT TREES.
- 6" MIN. DEPTH GREEN ROOF - LAYERED SYSTEM

ROOF PLANT SCHEDULE

	BOTANICAL NAME	COMMON NAME	SIZE	COND	DROUGHT	
TREES						
	ROOF TREES					
	PARROTIA PERSICA `VANESSA`	PERSIAN PARROTIA	2" CAL.	B&B		
SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	COND	DROUGHT	SPACING
A	ROOF SHRUBS					36" o.c.
	STIPA GIGANTEA	GIANT FEATHER GRASS	2 GAL.	CONT.		48" o.c.
	YUCCA FLACCIDA `GOLDEN SWORD`	GOLDEN SWORD YUCCA	2 GAL.	CONT.		48" o.c.
GROUND COVERS	BOTANICAL NAME	COMMON NAME	SIZE	COND	DROUGHT	SPACING
	GREEN ROOF MIX WITH PERENNIALS					
	IRIS TENAX	OREGON IRIS	1 GAL.	CONT.	NATIVE	18" o.c.
	NARCISSUS JONQUILLA `SAILBOAT`	SAILBOAT MINIATURE DAFFODIL	---	BULB		12" o.c.
	PEROVSKIA ATRIPLICIFOLIA `LITTLE SPIRE` TM	LITTLE SPIRE RUSSIAN SAGE	2 GAL.	CONT.		18" o.c.
	SEDUM TILE	PREGROWN SEDUM MAT OR TILE	---	TILE		
	SEDUM X `AUTUMN FIRE`	AUTUMN FIRE SEDUM	1 GAL.	CONT.		18" o.c.
	SEDUM TILE	PREGROWN SEDUM MAT OR TILE	---	TILE		

NOTES

1. ROOF LANDSCAPE NOT INCLUDED IN GREEN FACTOR CALCULATIONS.

1 01 12/09/19 MUP CORR #1
Rev Date Issued

1620 16
Mixed Use Bldg

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Seattle, WA

AV16

Karen Kiest
Landscape Architects
111 west john street suite 306
seattle washington 98119
206 323 6032
www.kk-la.com

STATE OF WASHINGTON KAREN S. KIEST 20350 REGISTERED LANDSCAPE ARCHITECT EXP. 12/10/2020

Issue MASTER USE PERMIT
Date 07/09/2018
Sheet Title ROOF LANDSCAPE PLAN
Sheet L102

WEINSTEIN A+U ARCHITECTS + URBAN DESIGNERS

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1 **Street Level Landscape Plan**
scale 1" = 10' - 0"

0 10 20



1 **Rendered Roof Landscape Plan**
scale 1" = 10' - 0"

0 10 20

1

Rev	Date	Issued
01	12/09/19	MUP CORR #1

1620 16
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Karen Kiest
Landscape Architects
111 west john street suite 306
seattle washington 98119
206 323 6032
www.kk-la.com

STATE OF WASHINGTON · KAREN S. KIEST · NO. 850 · EXP. 12/09/2021 · LICENSED LANDSCAPE ARCHITECT

Issue	MASTER USE PERMIT
Date	07/09/2018
Sheet Title	RENDERED LANDSCAPE PLAN
Sheet	L100A

WEINSTEIN A+U ARCHITECTS + URBAN DESIGNERS

1621 17TH AVE
CASCADIA APARTMENTS
(E) 3-STORY MULTI-FAMILY BLDG
ZONING: LR3 (M)

1605 17TH AVE
CAROLINE KLINE GALLAND HOUSE
(E) 2-STORY HOUSE
ZONING: NC3-75 (M)

(E) PARKING GARAGE ENTRY

℄ ALLEY

2' ALLEY DEDICATION

EXIT FROM PARKING GARAGE

RESIDENTIAL SOLID WASTE STAGING

N 1° 07' 30" E

EXIT

EXTENT OF FIRST FLOOR BELOW

60.00'

27.00'

21'-0" SETBACK

19'-0" SETBACK

96G (COM)

96G (COM)

HCV (RES) (COM)

+427'-6"

DN

+427'-11 1/2"

DEMO EXISTING GARAGE

PRIVATE PATIOS – SEE LANDSCAPE DWGS

MARQUIS APARTMENT COURTYARD

DEMO EXISTING TWO-STORY APARTMENT BUILDING

120.07' S 88° 49' 51" E

PARCEL # 7234600470
CURRENT ADDRESS: 1620 16TH AVE
AREA: 7,795.4-SF
ZONING PRE-MHA: LR3
ZONING MHA: LR3(M)
PROPOSED CONTRACT REZONE: NC3-65

120.03' N 88° 49' 23" W

PARCEL # 7234600465
CURRENT ADDRESS: 1614 16TH AVE
AREA: 7,210.4-SF
ZONING PRE-MHA: NC3-65
ZONING MHA: NC3-75(M)

PROPOSED MIXED-USE BUILDING
1620 16TH AVE

6 STORIES OF RESIDENTIAL USE
STREET LEVEL RETAIL AND RESIDENTIAL
3 LEVELS OF BELOW GRADE PARKING FOR RETAIL AND RESIDENTIAL

BIO-RETENTION PLANTER SEE LANDSCAPE DWGS

PRIVATE PATIOS SEE LANDSCAPE DWGS

(E) 2-STORY PARKING GARAGE

ALLEY

141.52' N 49° 08' 12" E

TRASH ROOM ACCESS

+418'-0"

+414'-6"

℄ ALLEY

(E) LOADING DOCK

106'-7 1/8"

115'-0"

1/8"

1605 E OLIVE ST
MARQUIS APARTMENTS
(E) 3-STORY MULTI-FAMILY BLDG
ZONING: LR3 (M)

1600 E MADISON ST
MADISON CROSSING APARTMENTS
(E) 6-STORY MIXED-USE BLDG
ZONING: NC3-75 (M)

TRIANGULAR SETBACK DEPARTURE REQUESTED

SIGHT TRIANGLE DEPARTURE REQUESTED

PARKING GARAGE BELOW

PARKING ENTRY

BUILDING LAYOUT POINT

RESIDENTIAL LOBBY

JFS FOYER

RESTAURANT

+415'-3"

RESIDENTIAL ENTRY

JFS PARKING ENTRY

+415'-2"

RESTAURANT ENTRY

+414'-6"

OUTDOOR DINING

2'

±0"

60.06'

162.35' N 1° 07' 29" E

102.23'

EDGE OF THIRD FLOOR ABOVE
EDGE OF CANOPY

EDGE OF SECOND FLOOR ABOVE
EDGE OF CANOPY

2' ALLEY DEDICATION

EXISTING BOLLARDS

5'-0"

5'-0"

5'-0"

116'-7 7/8"

8 1/2"

2"

137'-11"

16TH AVENUE

1 AS001 **SITE PLAN**
SCALE: 1/8" = 1'-0"

Rev	Date	Issue

CONSULTANT'S LOGO

1620 16TH AVENUE
MIXED-USE BUILDING

1620 16TH AVENUE
SEATTLE, WA 98122

Project #16037

WEINSTEIN A+U
2200 WESTERN AVENUE, SUITE 301
SEATTLE, WA 98121
206.443.8606
www.weinsteinau.com

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JURISDICTIONAL APPROVAL STAMP

3300 REGISTERED ARCHITECT
EDWARD WEINSTEIN
State of Washington

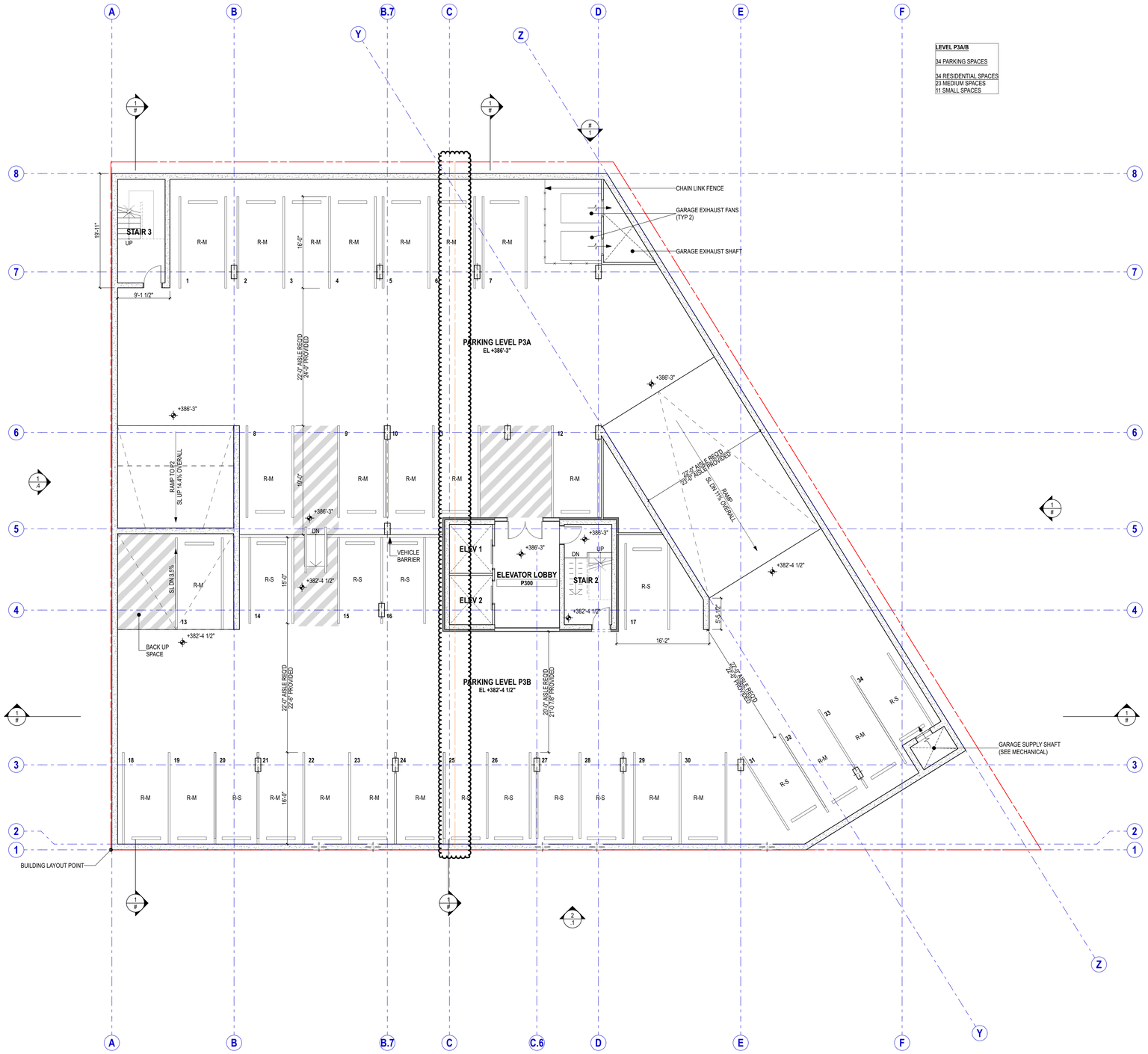
MUP CORRECTIONS
Issue

11 JUNE 2021
Issue Date

SITE PLAN
Sheet Title

AS001

WEINSTEIN A+U
WeinsteinAU.com
206.443.8606



1 A10P3 **PARKING LEVEL 3**
SCALE: 1/8" = 1'-0"

Rev	Date	Issue

CONSULTANT'S LOGO

1620 16TH AVENUE
MIXED-USE BUILDING

1620 16TH AVENUE
SEATTLE, WA 98122

Project #16037

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JURISDICTIONAL APPROVAL STAMP

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EDWARD WEINSTEIN
State of Washington

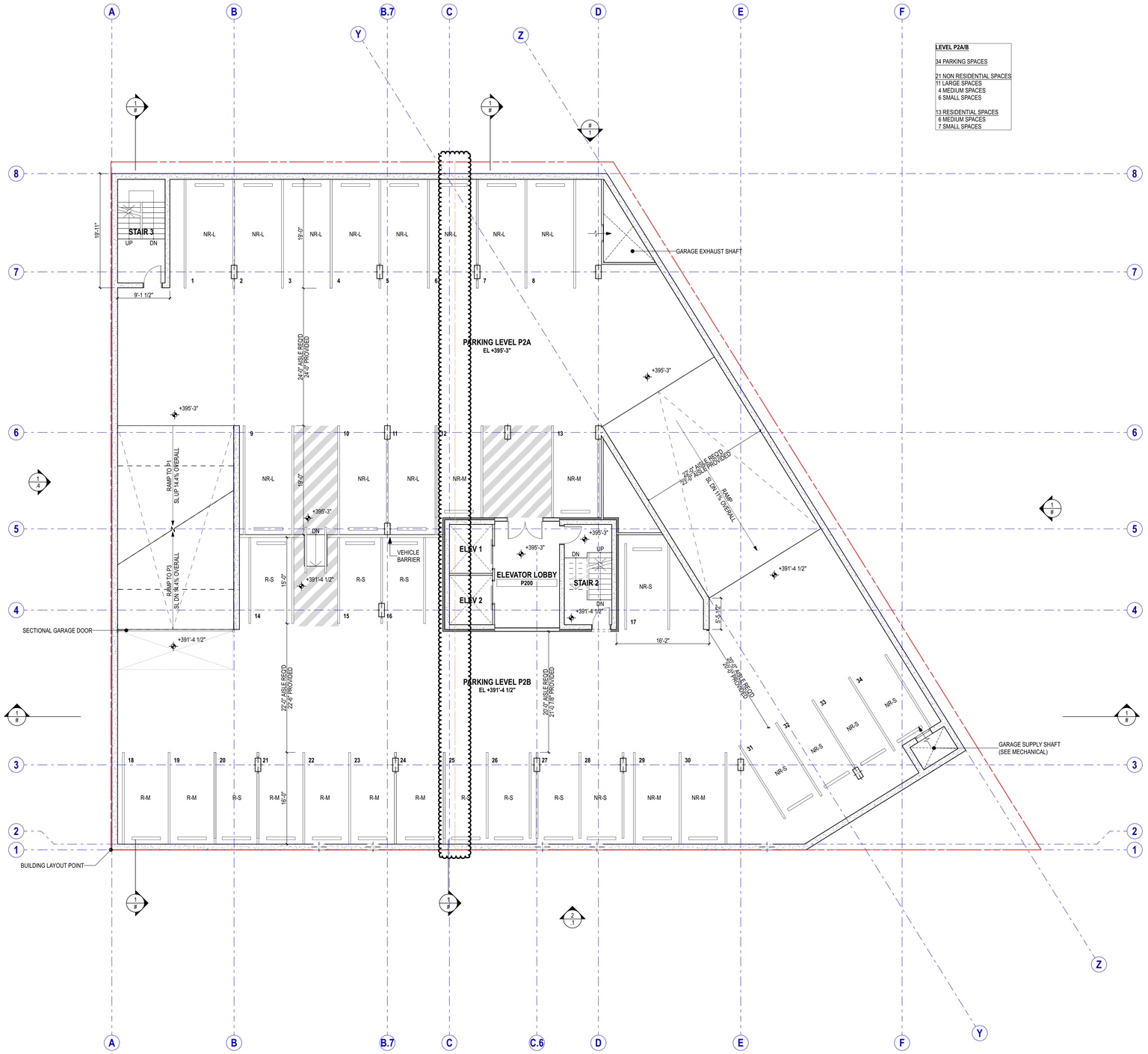
MUP CORRECTIONS
Issue

11 JUNE 2021
Issue Date

PARKING LEVEL 3A/3B
Sheet Title

A10P3

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1 A10P2 **PARKING LEVEL 2**
SCALE: 1/8" = 1'-0"

N

Rev Date Issue

CONSULTANT'S LOGO

1620 16TH AVENUE
MIXED-USE BUILDING

1620 16TH AVENUE
SEATTLE, WA 98122

Project #16037

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JURISDICTIONAL APPROVAL STAMP

3300 REGISTERED ARCHITECT
EDWARD WEINSTEIN
State of Washington

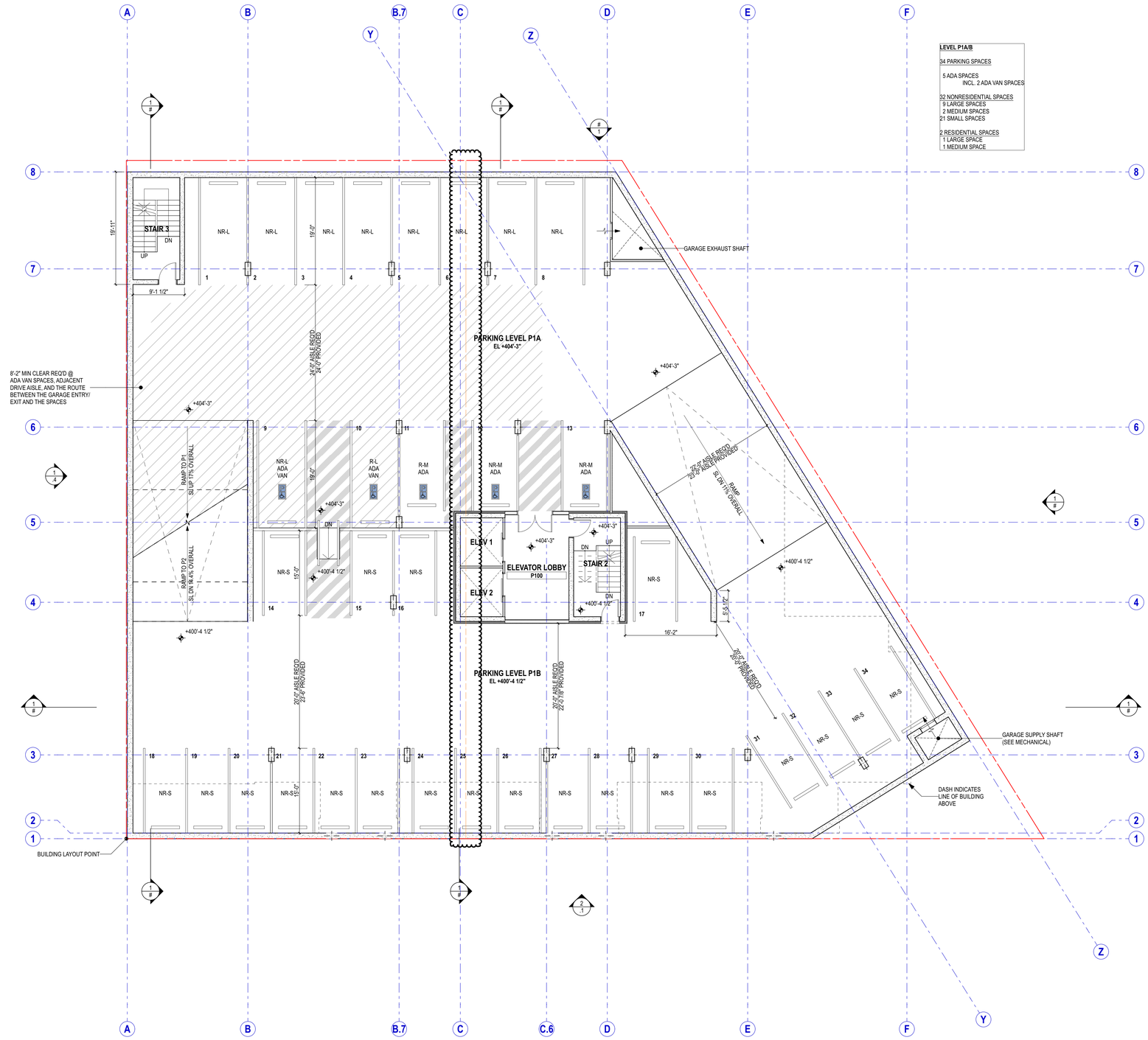
MUP CORRECTIONS
Issue

11 JUNE 2021
Issue Date

PARKING LEVEL 2A/2B
Sheet Title

A10P2

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LEVEL P1A/B

34 PARKING SPACES

5 ADA SPACES
INCL. 2 ADA VAN SPACES

32 NONRESIDENTIAL SPACES
9 LARGE SPACES
2 MEDIUM SPACES
21 SMALL SPACES

2 RESIDENTIAL SPACES
1 LARGE SPACE
1 MEDIUM SPACE

N

1 A10P1 **PARKING LEVEL 1**
SCALE: 1/8" = 1'-0"

Rev Date Issue

CONSULTANT'S LOGO

1620 16TH AVENUE
MIXED-USE BUILDING

1620 16TH AVENUE
SEATTLE, WA 98122

Project #16037

WEINSTEIN A+U
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SEATTLE, WA 98121
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www.weinsteinau.com

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3300 REGISTERED ARCHITECT
EDWARD WEINSTEIN
State of Washington

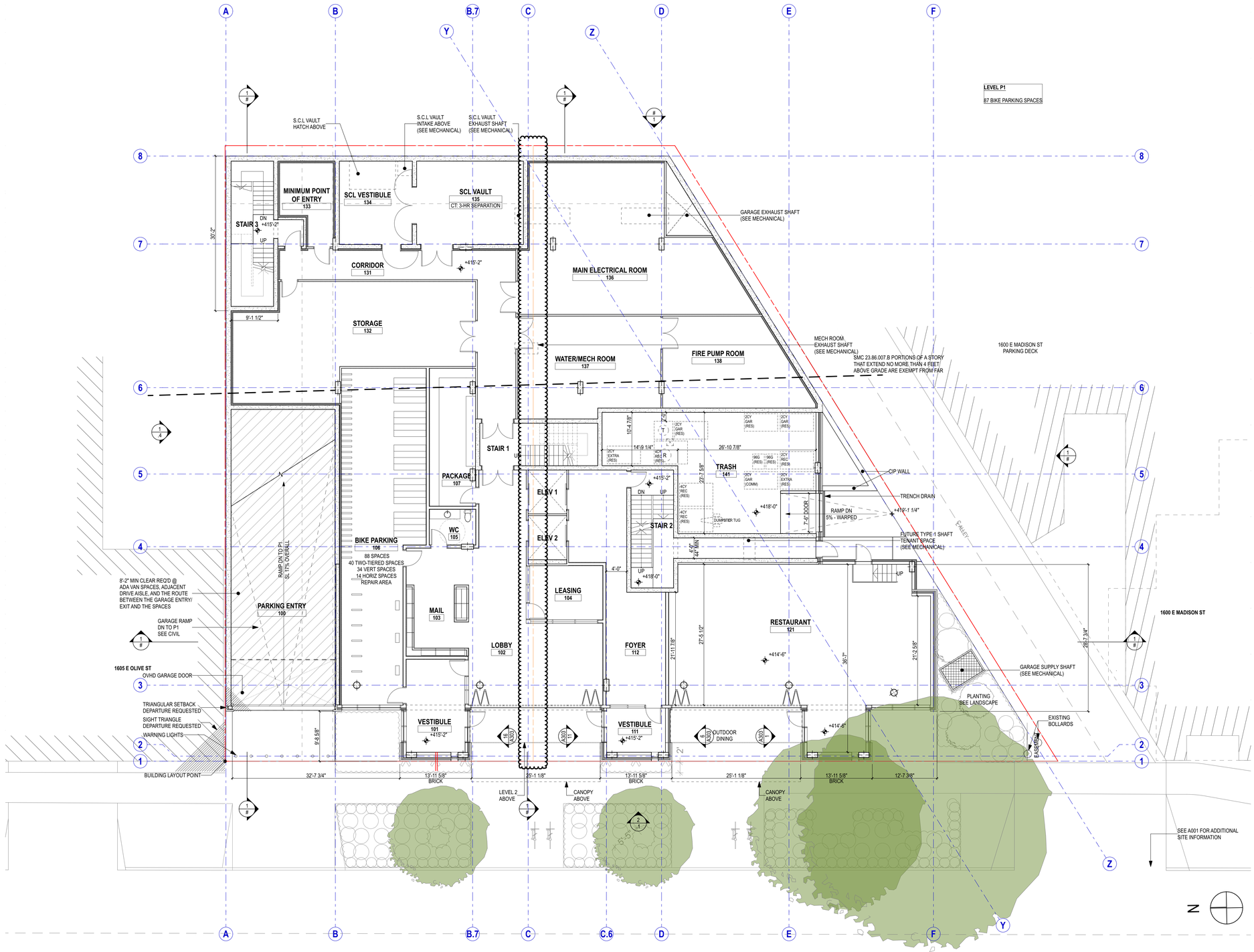
MUP CORRECTIONS
Issue

11 JUNE 2021
Issue Date

PARKING LEVEL 1A/1B
Sheet Title

A10P1

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1 A101 **LEVEL 1**
SCALE: 1/8" = 1'-0"

Rev Date Issue

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State of Washington

MUP CORRECTIONS
Issue

11 JUNE 2021
Issue Date

LEVEL 1 PLAN
Sheet Title

A101

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1621 17TH AVE

1605 17TH AVE

RESIDENTIAL SOLID WASTE STAGING

SCL ACCESS HATCH

6-FT SCREENED ENCLOSURE

BIO RETENTION PLANTER

BIO RETENTION PLANTER

STAIR 3

1 BED 02 - L2
212
491 sq ft

OPEN 1 BED 01
211
499.5 sq ft

OPEN 1 BED 01
210
499.5 sq ft

OPEN 1 BED 01
209
504 sq ft

AMENITY
214
703.5 sq ft

STUDIO 01
213
424 sq ft

STAIR 1

TRASH/REC
215

STUDIO 01
201
424 sq ft

STUDIO 01 - L2
202
418.5 sq ft

ELEV 1

ELEV 2

MECH
216

MECH SHAFT

STAIR 2

SHAFT

CORRIDOR
200

1 BED 03
208
599 sq ft

STUDIO 02
207
508.5 sq ft

OPEN 1 BED 02
206
601 sq ft

OPEN 1 BED 02
205
601 sq ft

STUDIO 02
204
508.5 sq ft

1 BED 06
203
664 sq ft

PATIO

MARQUIS APARTMENT COURTYARD

1605 E OLIVE ST

1600 E MADISON ST

BUILDING LAYOUT POINT

LEVEL 3 ABOVE

16'-0 1/2" 29'-9" 33'-6 1/2"

+427'-8 1/2" +427'-5" +426'-6"

+427'-4 1/2"

+427'-8 1/2"

20'-0 3/8"

73'-11 1/8"

4'-6 3/8"

23'-9 1/4"

9'-9 5/8"

21'-5 1/8" SETBACK ABOVE LEVEL 1

12'-7 5/8"

13'-11 5/8" BRICK

25'-1 1/8"

13'-11 5/8" BRICK

25'-1 1/8"

13'-11 5/8" BRICK

12'-7 3/8"

1 A102 LEVEL 2
SCALE: 1/8" = 1'-0"

N

Rev	Date	Issue

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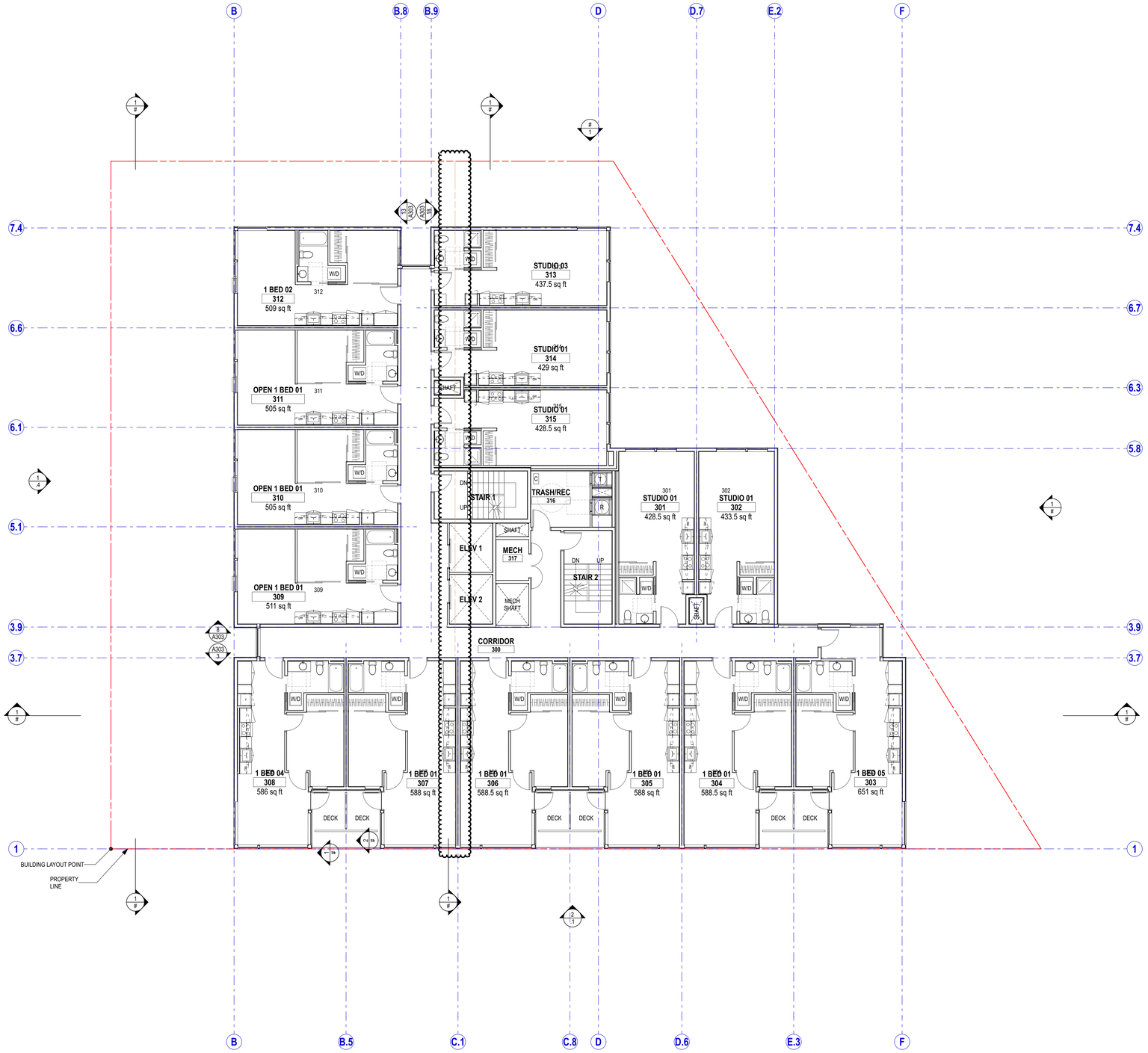
MUP CORRECTIONS
Issue

11 JUNE 2021
Issue Date

LEVEL 2 PLAN
Sheet Title

A102

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1 A103 LEVEL 3
SCALE: 1/8" = 1'-0"

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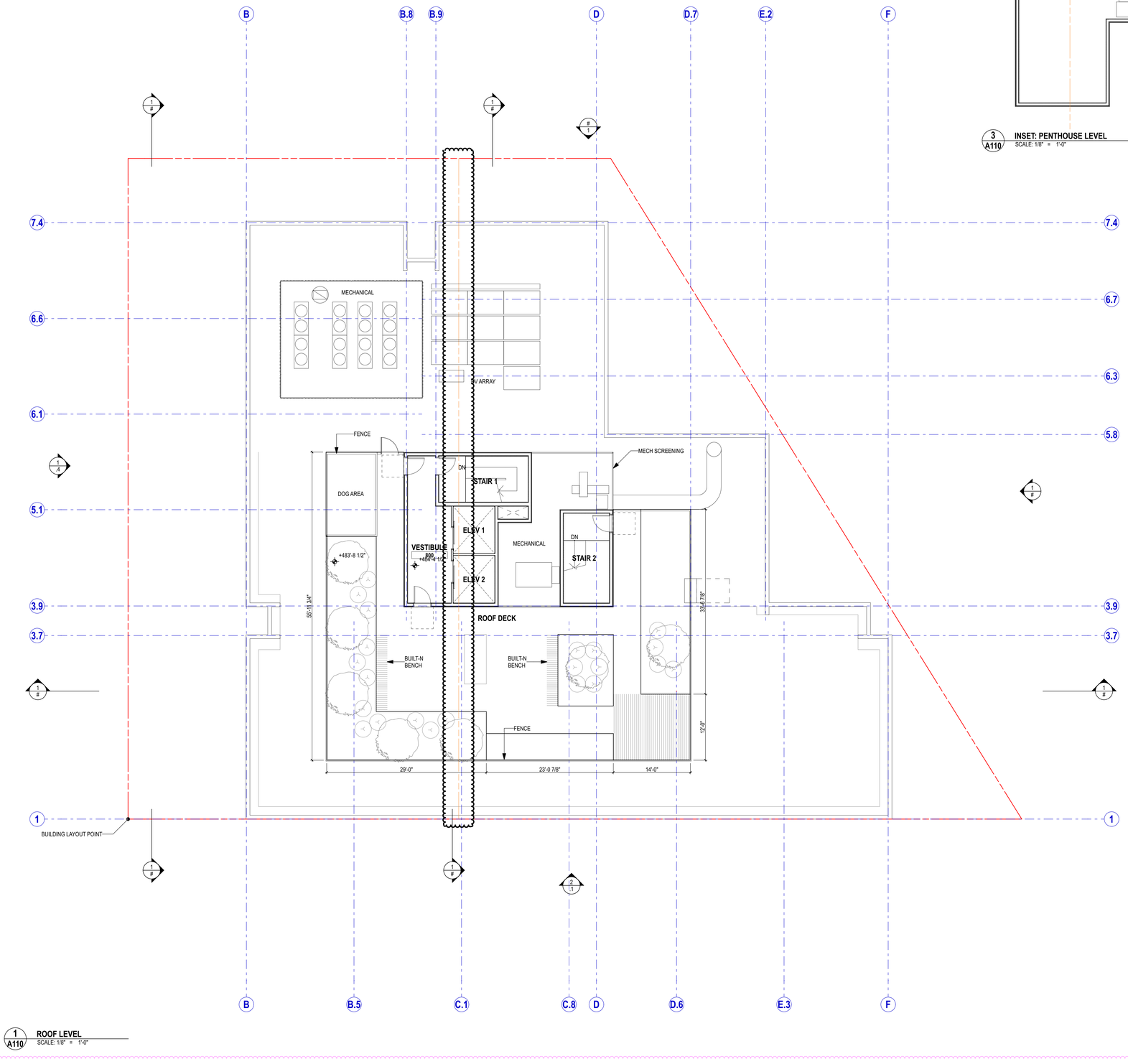
MUP CORRECTIONS
Issue

11 JUNE 2021
Issue Date

TYPICAL RESIDENTIAL LEVEL PLAN (LEVELS 3-7)
Sheet Title

A103

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3 A110 **INSET: PENTHOUSE LEVEL**
SCALE: 1/8" = 1'-0"

1 A110 **ROOF LEVEL**
SCALE: 1/8" = 1'-0"

Rev	Date	Issue

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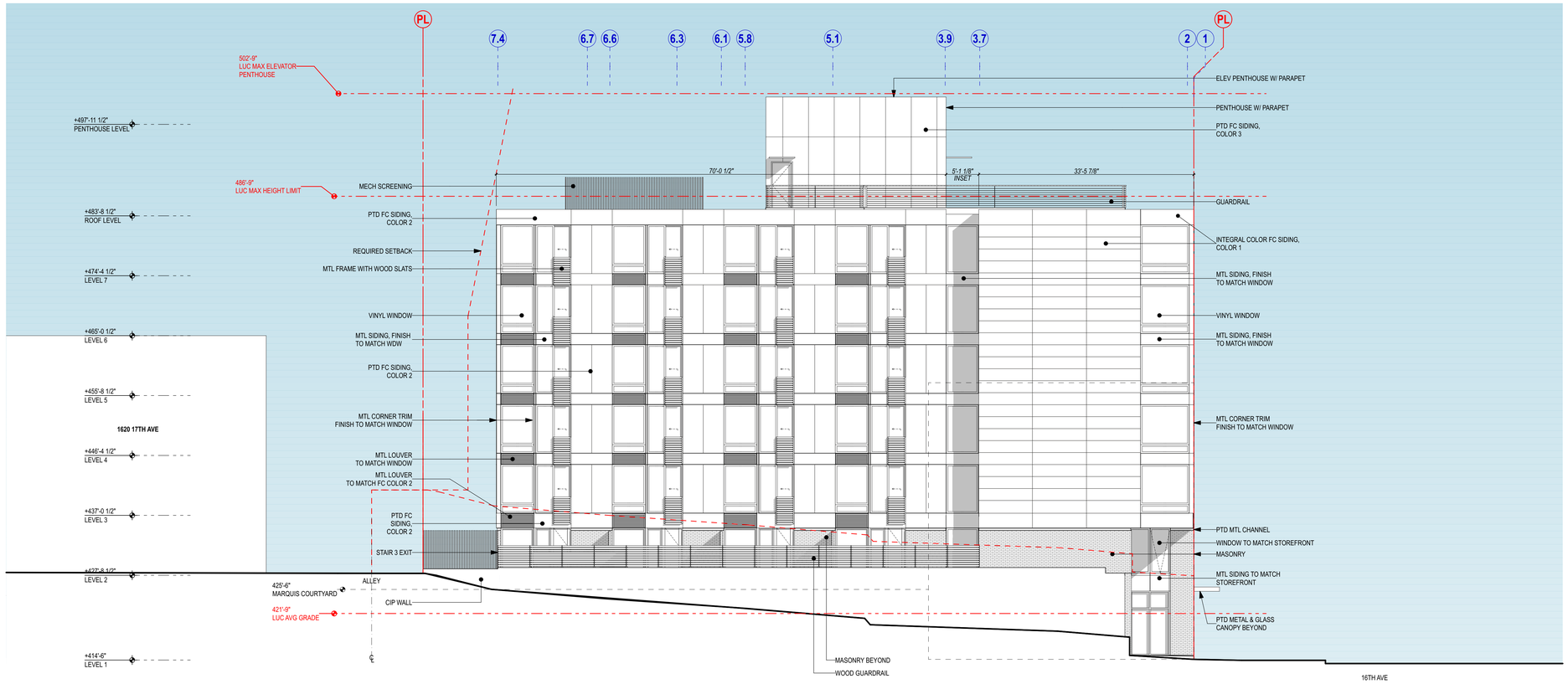
MUP CORRECTIONS
Issue

11 JUNE 2021
Issue Date

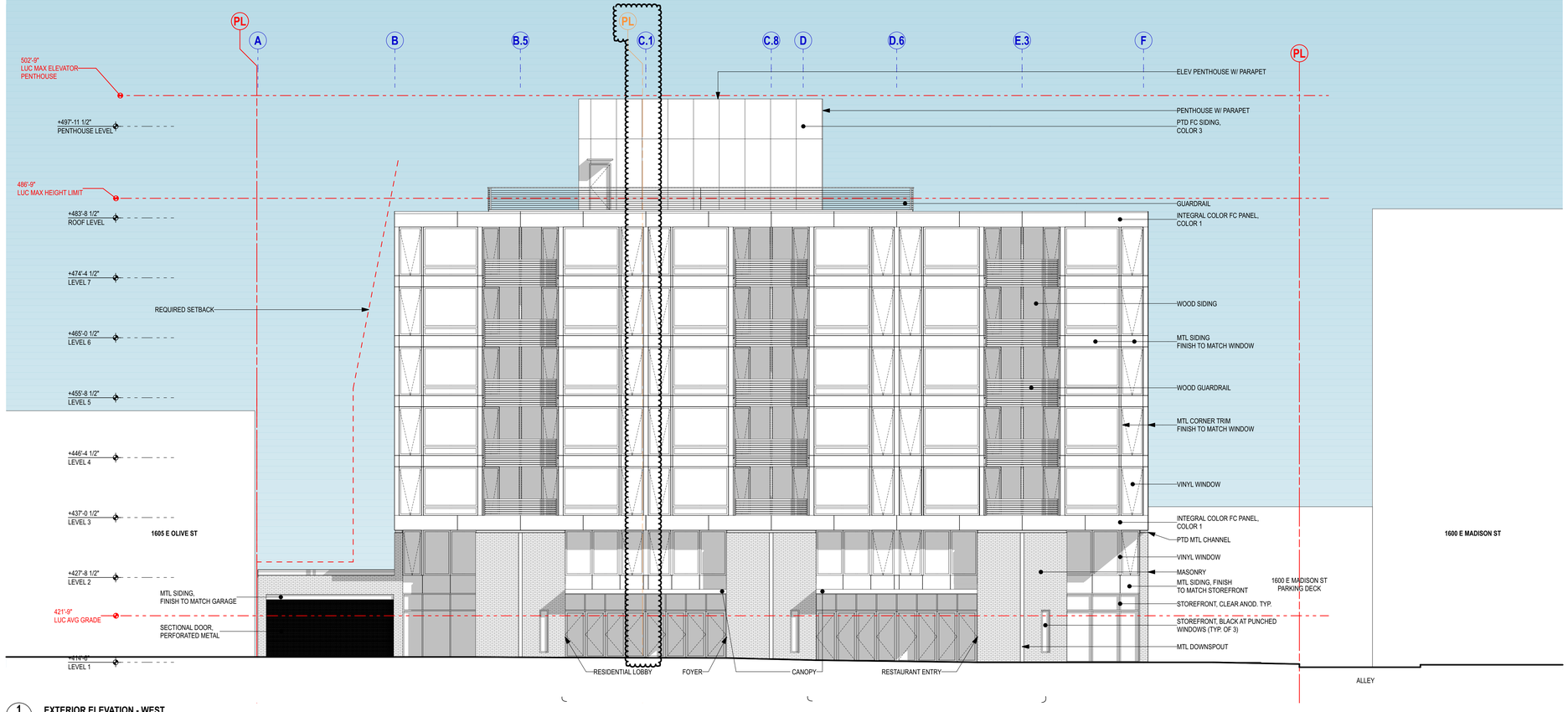
ROOF LEVEL
Sheet Title

A110

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2 **EXTERIOR ELEVATION - NORTH**
A301 SCALE: 1/8" = 1'-0"



1 **EXTERIOR ELEVATION - WEST**
A301 SCALE: 1/8" = 1'-0"

Rev	Date	Issue

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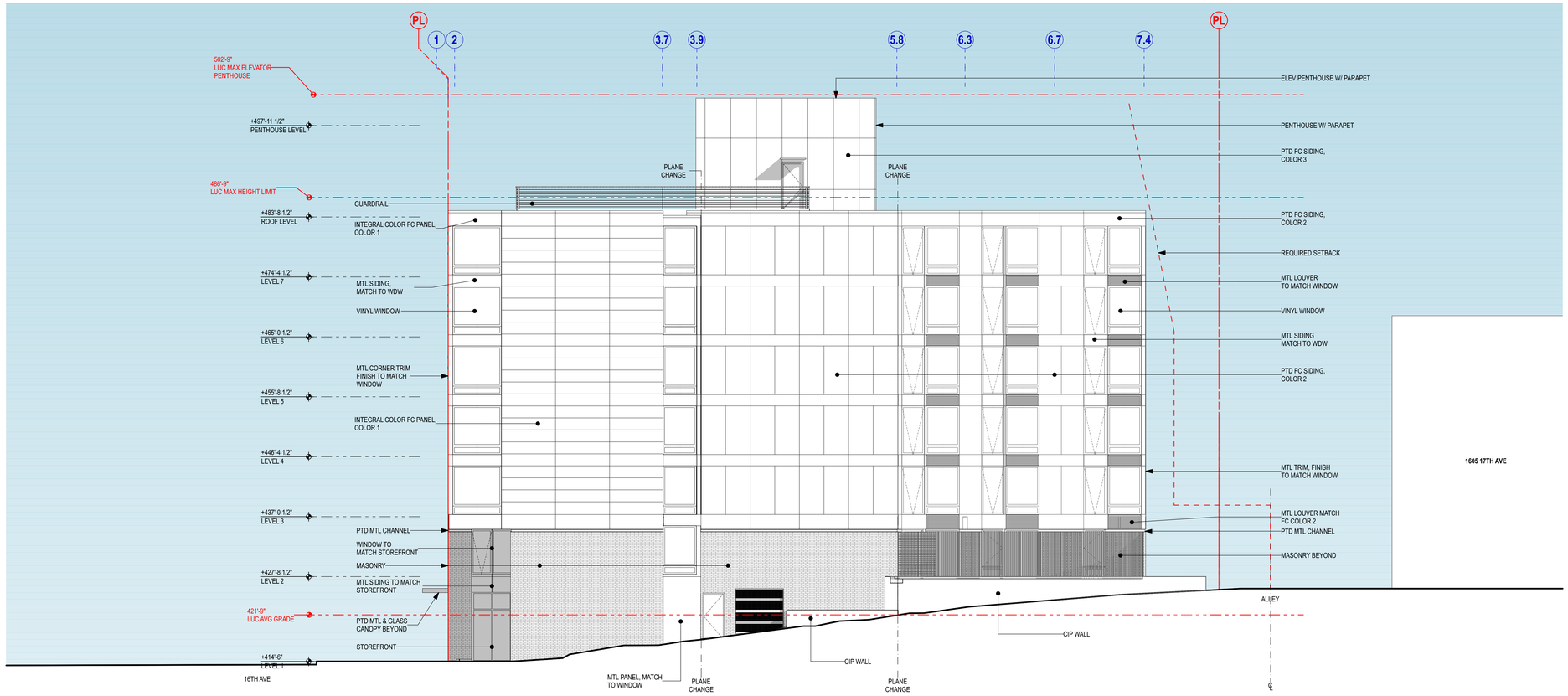
MUP CORRECTIONS
Issue

11 JUNE 2021
Issue Date

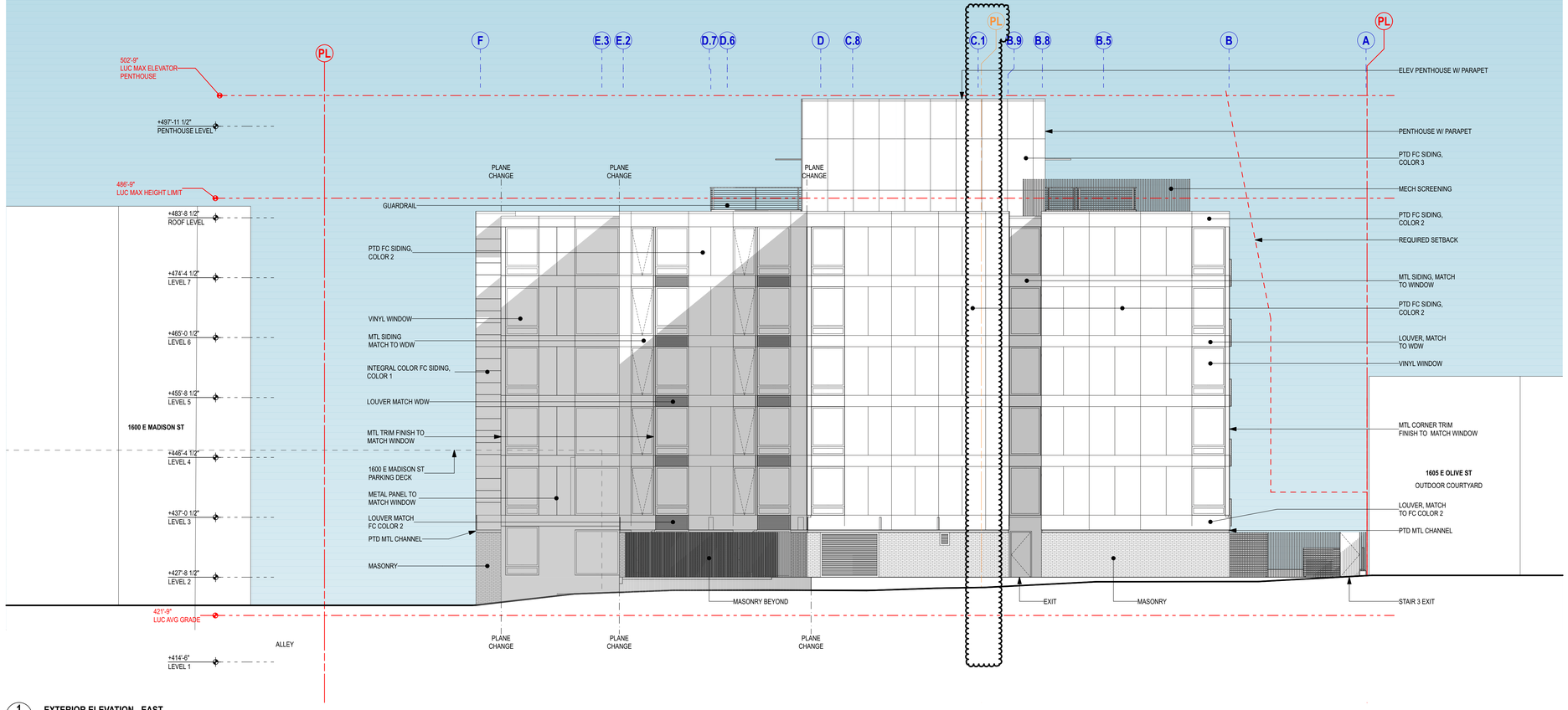
EXTERIOR ELEVATIONS
Sheet Title

A301

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2 A302 **EXTERIOR ELEVATION - SOUTH**
SCALE: 1/8" = 1'-0"



1 A302 **EXTERIOR ELEVATION - EAST**
SCALE: 1/8" = 1'-0"

Rev	Date	Issue

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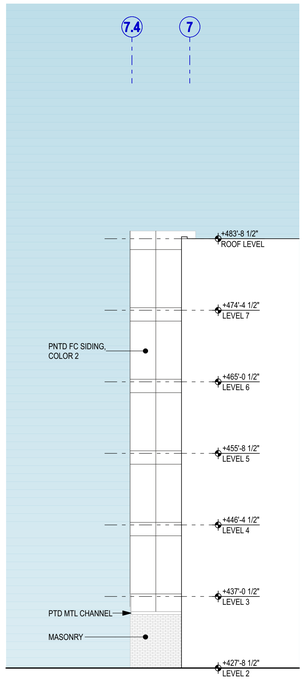
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Issue

11 JUNE 2021
Issue Date

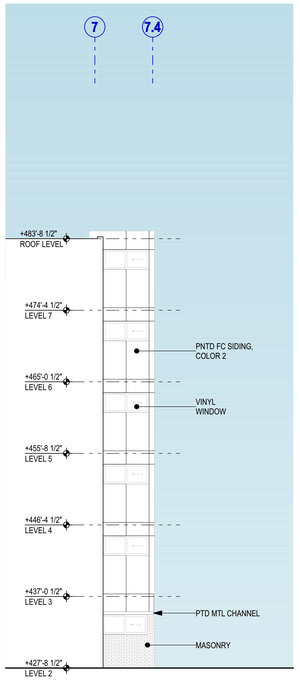
EXTERIOR ELEVATIONS
Sheet Title

A302

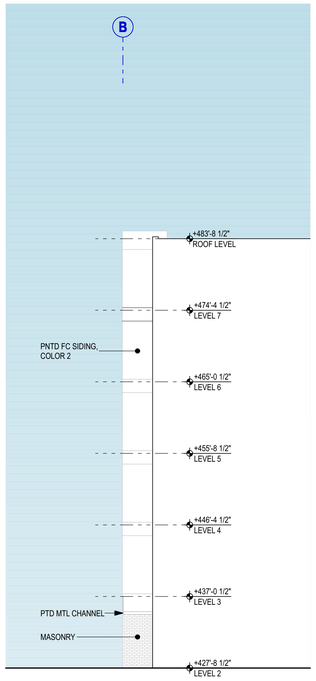
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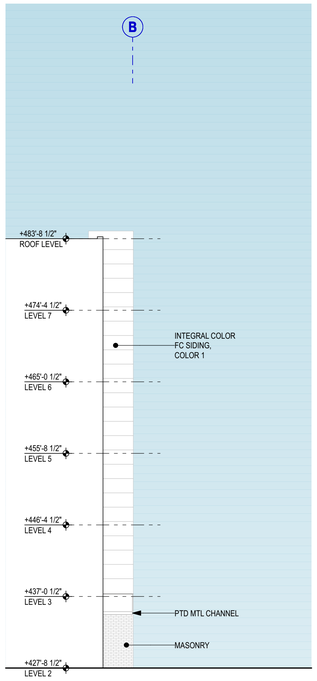
18 A303 **PARTIAL EXTERIOR ELEVATION EAST GASKET LOOKING SOUTH**
SCALE: 1/8" = 1'-0"



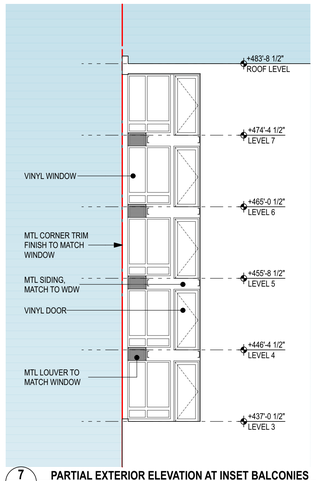
13 A303 **PARTIAL EXTERIOR ELEVATION EAST GASKET LOOKING NORTH**
SCALE: 1/8" = 1'-0"



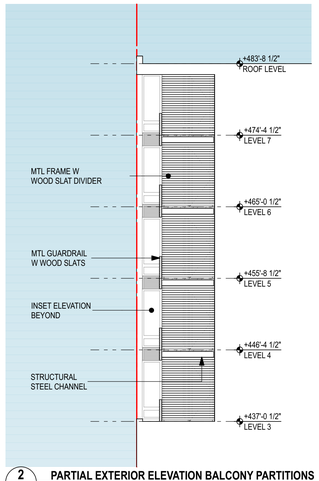
8 A303 **PARTIAL EXTERIOR ELEVATION NORTH GASKET LOOKING EAST**
SCALE: 1/8" = 1'-0"



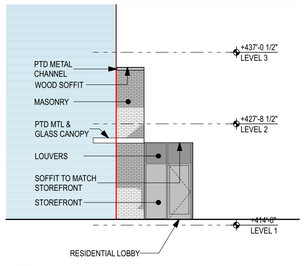
3 A303 **PARTIAL EXTERIOR ELEVATION NORTH GASKET LOOKING WEST**
SCALE: 1/8" = 1'-0"



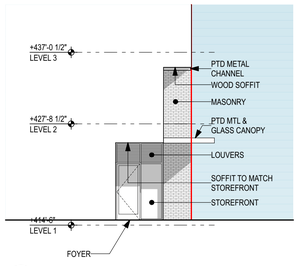
7 A303 **PARTIAL EXTERIOR ELEVATION AT INSET BALCONIES**
SCALE: 1/8" = 1'-0"



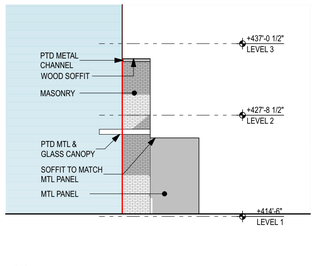
2 A303 **PARTIAL EXTERIOR ELEVATION BALCONY PARTITIONS**
SCALE: 1/8" = 1'-0"



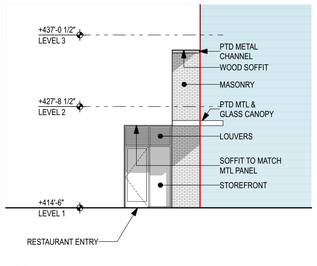
16 A303 **PARTIAL EXTERIOR ELEVATION NORTH BRICK PIER LOOKING NORTH**
SCALE: 1/8" = 1'-0"



11 A303 **PARTIAL EXTERIOR ELEVATION MIDDLE BRICK PIER LOOKING SOUTH**
SCALE: 1/8" = 1'-0"



6 A303 **PARTIAL EXTERIOR ELEVATION MIDDLE BRICK PIER LOOKING NORTH**
SCALE: 1/8" = 1'-0"



1 A303 **PARTIAL EXTERIOR ELEVATION SOUTH BRICK PIER LOOKING SOUTH**
SCALE: 1/8" = 1'-0"

Rev Date Issue

CONSULTANT'S LOGO

1620 16TH AVENUE
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1620 16TH AVENUE
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#Project Code
Project #

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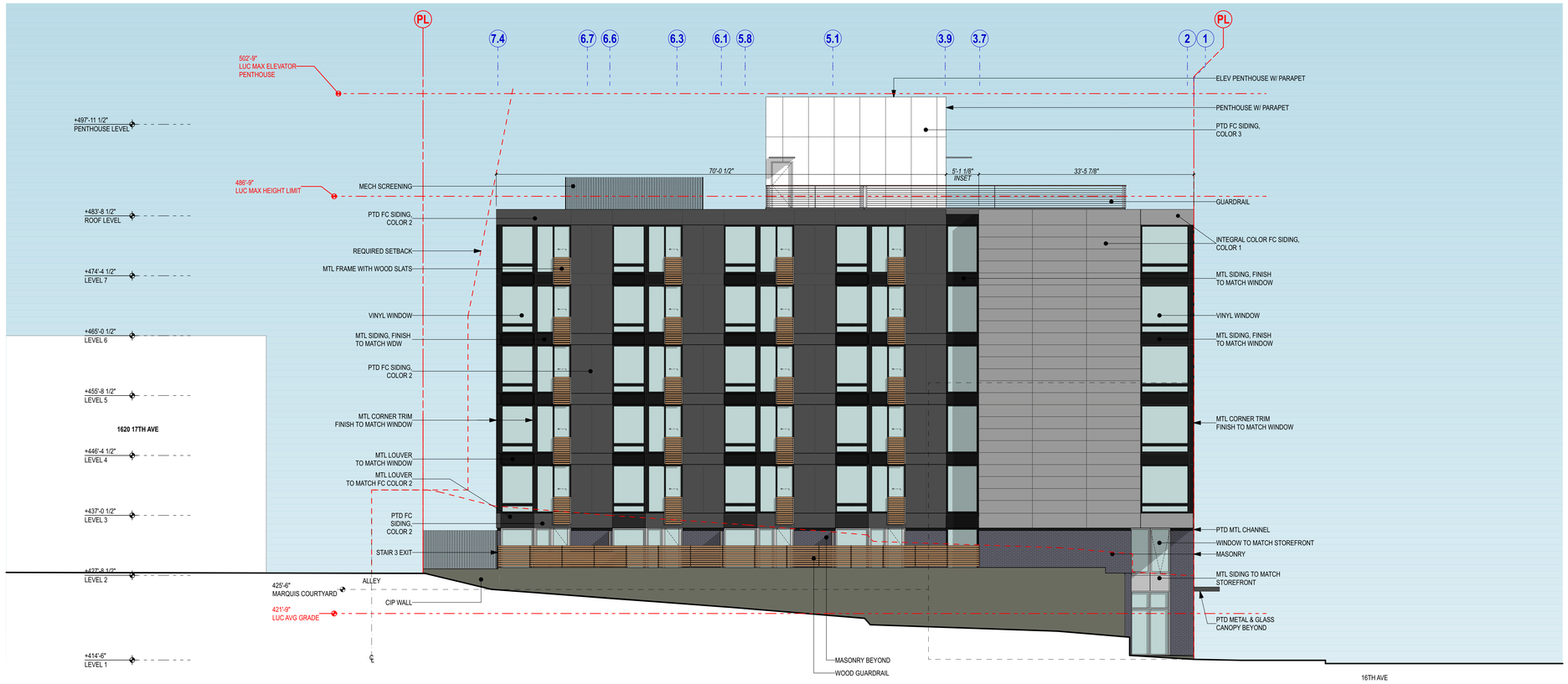
MUP CORRECTIONS
Issue

3 SEP 2020
Issue Date

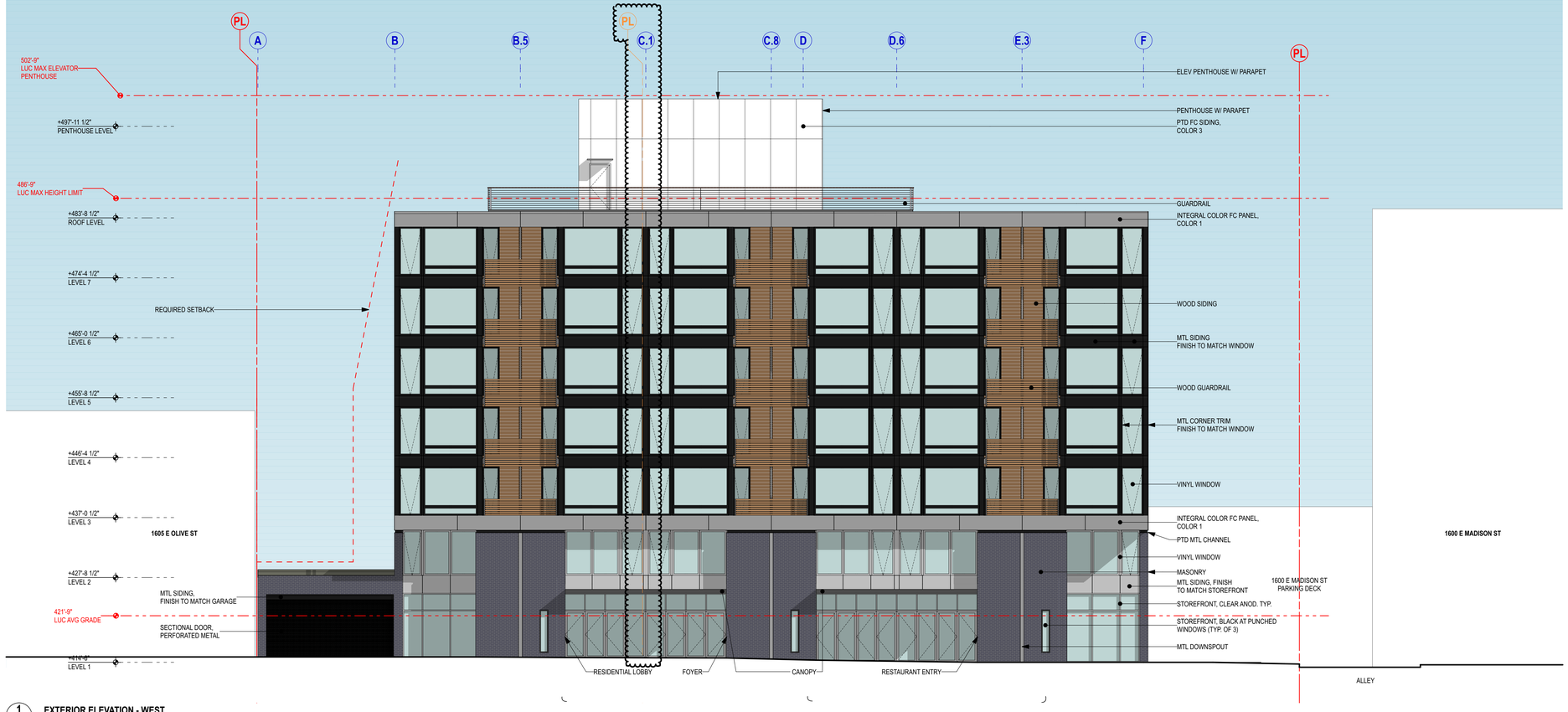
PARTIAL EXTERIOR ELEVATIONS
Sheet Title

A303

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2 **EXTERIOR ELEVATION - NORTH**
A301-CLR SCALE: 1/8" = 1'-0"



1 **EXTERIOR ELEVATION - WEST**
A301-CLR SCALE: 1/8" = 1'-0"

ELEVATION & SECTION NOTES

1. FOR LIST OF ABBREVIATIONS, SEE COVER SHEET **G001**
2. FOR LAND USE CODE INFORMATION SEE SHEETS G101 & G102

FINISHES KEYNOTES

- INTEGRAL COLOR FIBER CEMENT, COLOR 01 - MEDIUM GREY
- PAINTED FIBER CEMENT, COLOR 02 - DARK GREY
- PAINTED FIBER CEMENT, COLOR 03 - LIGHT GREY
- METAL PANEL / METAL TRIM, COLOR - BLACK
- BRICK MASONRY, RUNNING BOND, COLOR - CHARCOAL
- WOOD SIDING / GUARDRAILS

Rev	Date	Issue

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MUP CORRECTIONS
Issue

11 JUNE 2021
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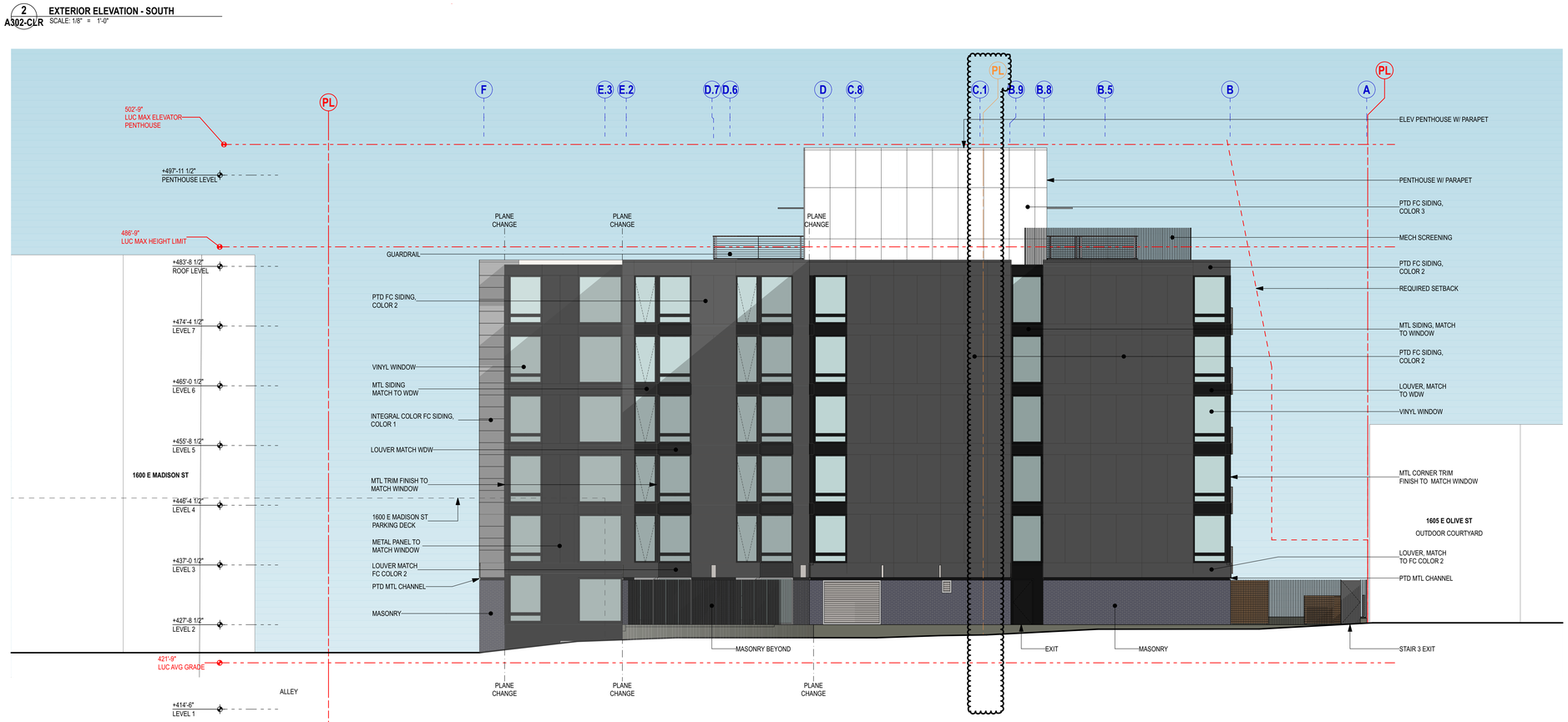
EXTERIOR ELEVATIONS COLOR
Sheet Title

A301-CLR

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2 EXTERIOR ELEVATION - SOUTH
A302-CLR SCALE: 1/8" = 1'-0"



1 EXTERIOR ELEVATION - EAST
A302-CLR SCALE: 1/8" = 1'-0"

ELEVATION & SECTION NOTES

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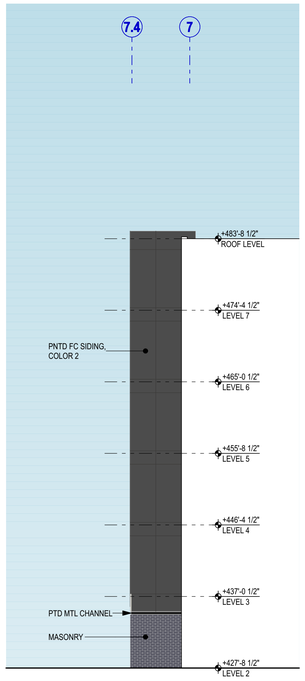
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Issue

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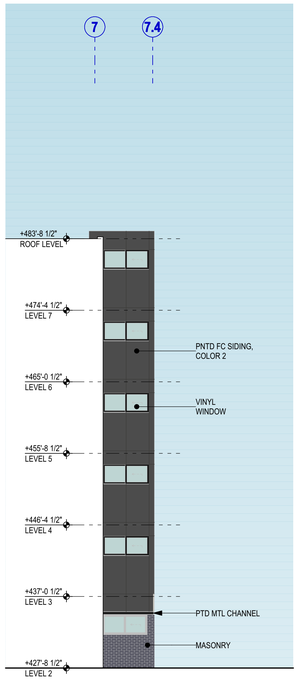
EXTERIOR ELEVATIONS COLOR
Sheet Title

A302-CLR

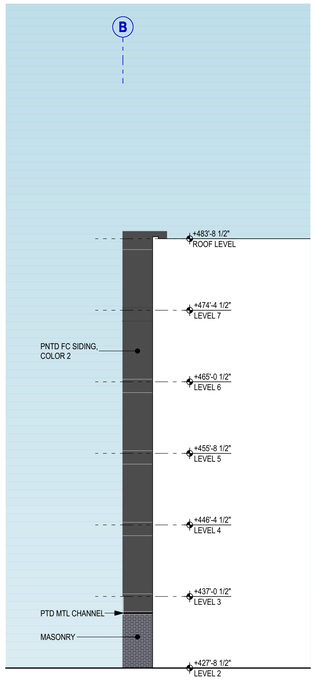
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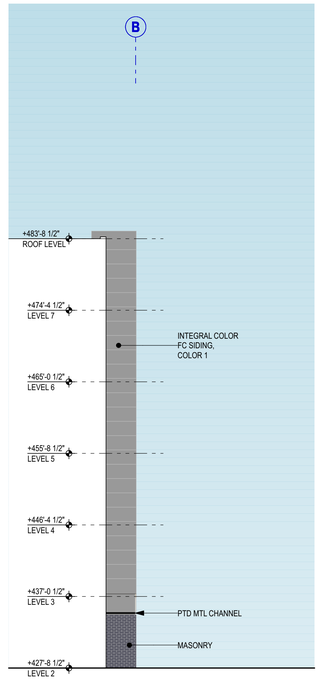
18 A303-CLR **PARTIAL EXTERIOR ELEVATION EAST GASKET LOOKING SOUTH**
SCALE: 1/8" = 1'-0"



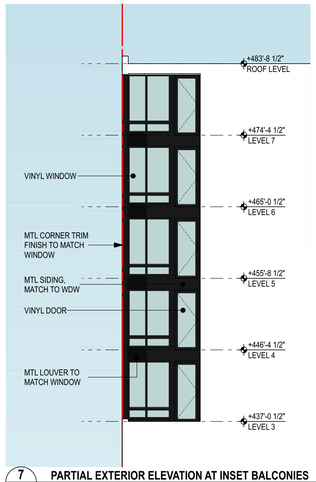
13 A303-CLR **PARTIAL EXTERIOR ELEVATION EAST GASKET LOOKING NORTH**
SCALE: 1/8" = 1'-0"



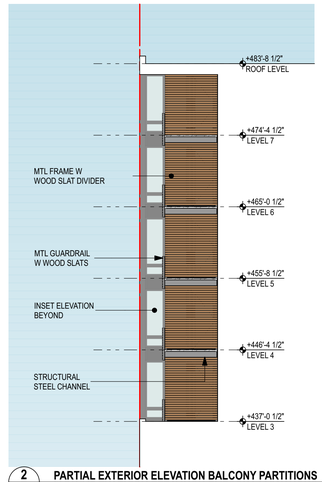
8 A303-CLR **PARTIAL EXTERIOR ELEVATION NORTH GASKET LOOKING EAST**
SCALE: 1/8" = 1'-0"



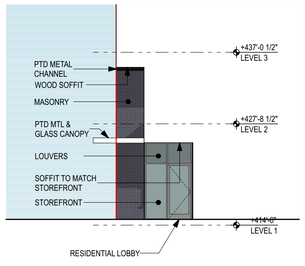
3 A303-CLR **PARTIAL EXTERIOR ELEVATION NORTH GASKET LOOKING WEST**
SCALE: 1/8" = 1'-0"



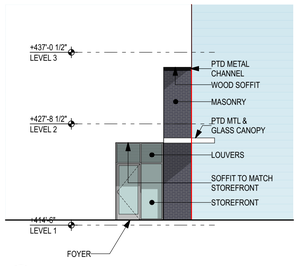
7 A303-CLR **PARTIAL EXTERIOR ELEVATION AT INSET BALCONIES**
SCALE: 1/8" = 1'-0"



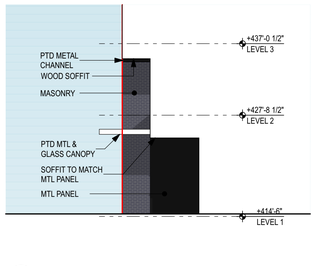
2 A303-CLR **PARTIAL EXTERIOR ELEVATION BALCONY PARTITIONS**
SCALE: 1/8" = 1'-0"



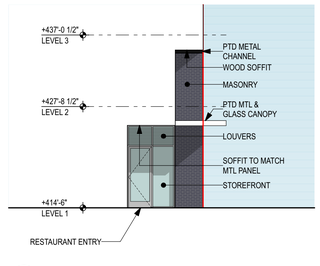
16 A303-CLR **PARTIAL EXTERIOR ELEVATION NORTH BRICK PIER LOOKING NORTH**
SCALE: 1/8" = 1'-0"



11 A303-CLR **PARTIAL EXTERIOR ELEVATION MIDDLE BRICK PIER LOOKING SOUTH**
SCALE: 1/8" = 1'-0"



6 A303-CLR **PARTIAL EXTERIOR ELEVATION MIDDLE BRICK PIER LOOKING NORTH**
SCALE: 1/8" = 1'-0"



1 A303-CLR **PARTIAL EXTERIOR ELEVATION SOUTH BRICK PIER LOOKING SOUTH**
SCALE: 1/8" = 1'-0"

ELEVATION & SECTION NOTES

1. FOR LIST OF ABBREVIATIONS, SEE COVER SHEET **G001**
2. FOR LAND USE CODE INFORMATION SEE SHEETS G101 & G102

FINISHES KEYNOTES

- INTEGRAL COLOR FIBER CEMENT, COLOR 01 - MEDIUM GREY
- PAINTED FIBER CEMENT, COLOR 02 - DARK GREY
- PAINTED FIBER CEMENT, COLOR 03 - LIGHT GREY
- METAL PANEL / METAL TRIM, COLOR - BLACK
- BRICK MASONRY, RUNNING BOND, COLOR - CHARCOAL
- WOOD SIDING / GUARDRAILS

Rev	Date	Issue

CONSULTANT'S LOGO

1620 16TH AVENUE
MIXED-USE BUILDING

1620 16TH AVENUE
SEATTLE, WA 98122

#Project Code
Project #

WEINSTEIN A+U
2200 WESTERN AVENUE, SUITE 301
SEATTLE, WA 98121
206.443.8606
www.weinsteinau.com

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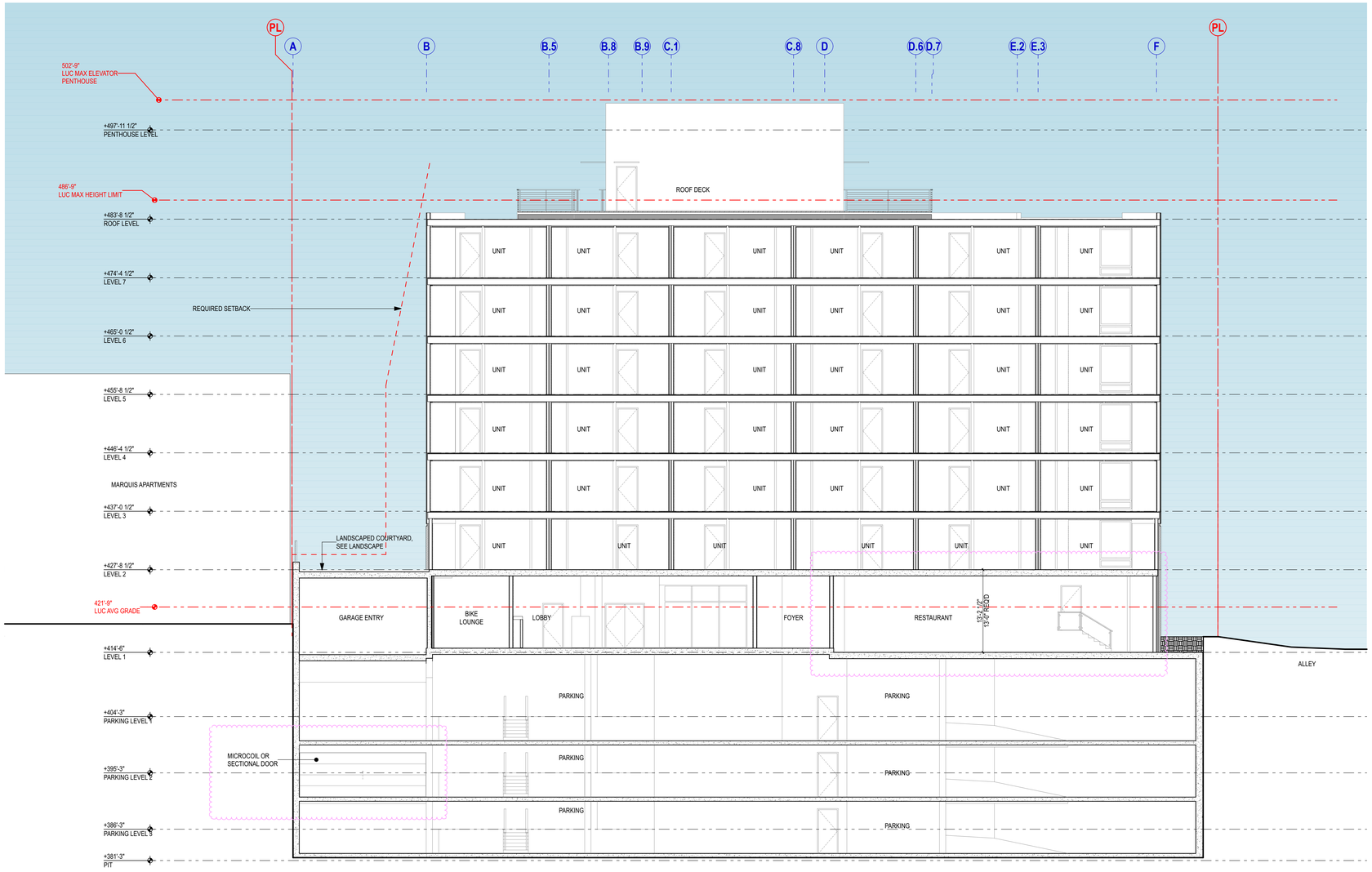
MUP CORRECTIONS
Issue

3 SEP 2020
Issue Date

PARTIAL EXTERIOR ELEVATIONS COLOR
Sheet Title

A303-CLR

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1 A311 **SECTION A**
SCALE: 1/8" = 1'-0"

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1620 16TH AVENUE
SEATTLE, WA 98122

Project #16037

WEINSTEIN A+U
2200 WESTERN AVENUE, SUITE 301
SEATTLE, WA 98121
206.443.8606
www.weinsteinau.com

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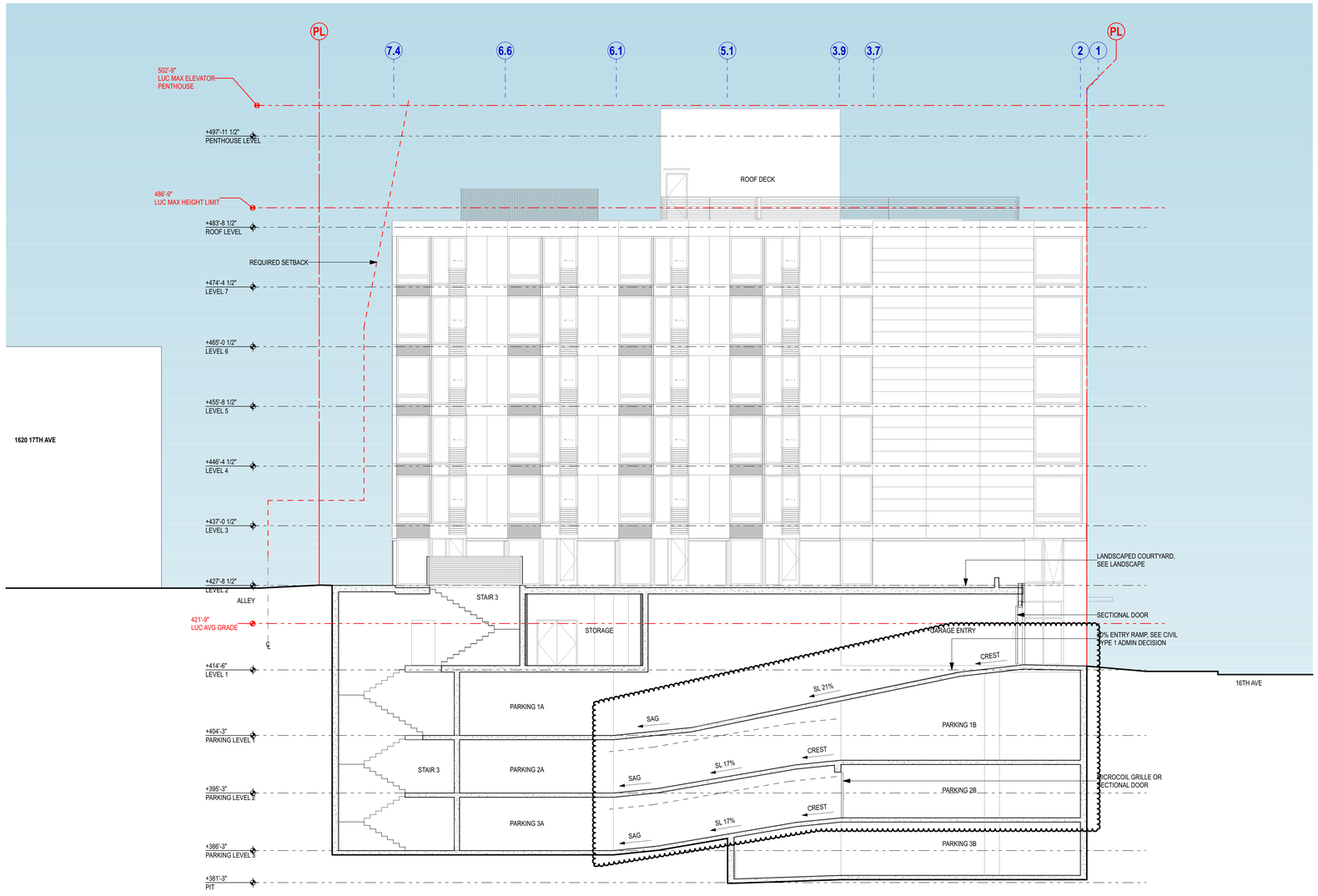
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1 / A312 **SECTION B**
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SEATTLE, WA 98122

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WEINSTEIN A+U
2200 WESTERN AVENUE, SUITE 301
SEATTLE, WA 98121
206.443.8606
www.weinsteinau.com

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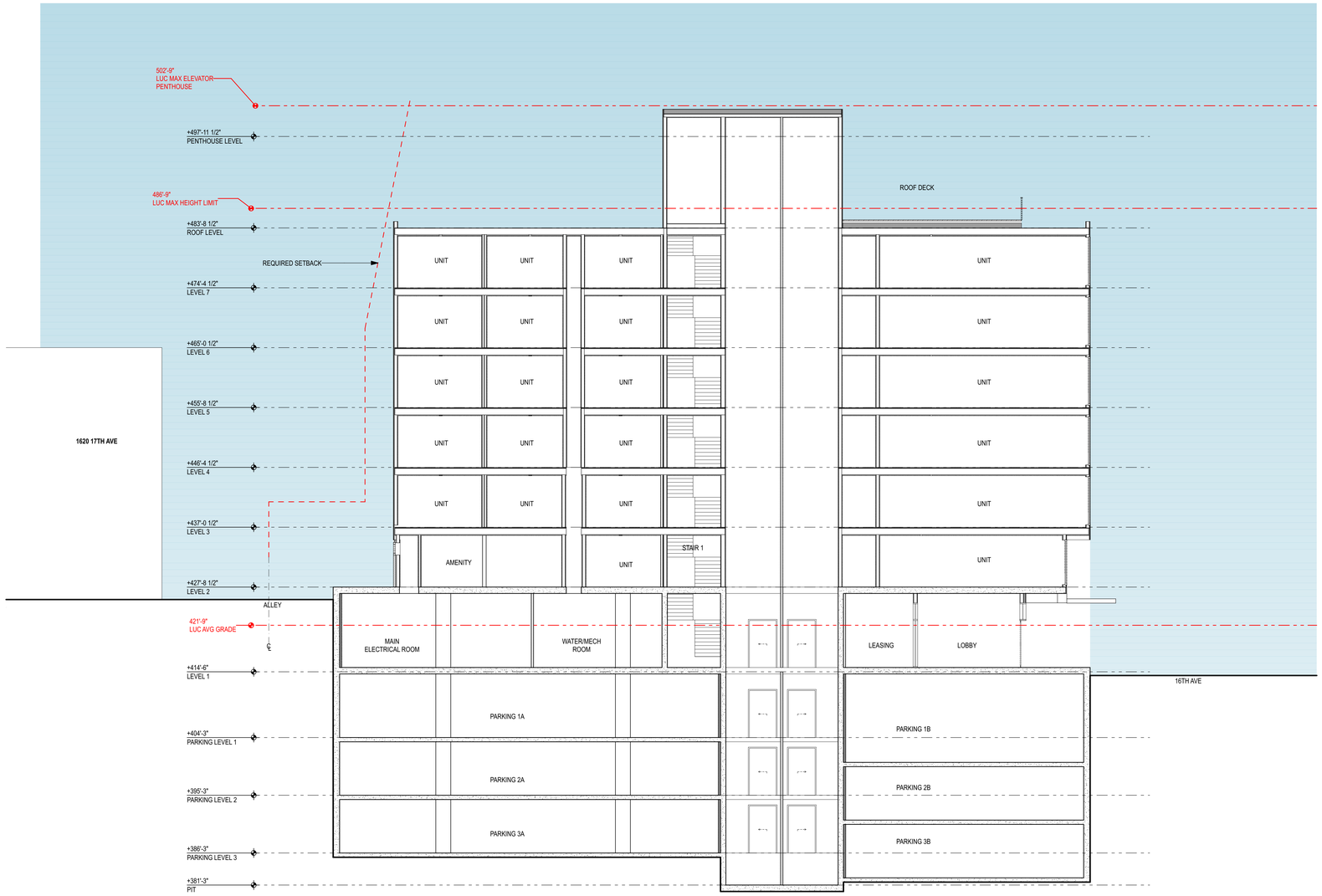
MUP CORRECTIONS
Issue

11 DEC 2020
Issue Date

BUILDING SECTION
Sheet Title

A312

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1 A314 **SECTION D**
SCALE: 1/8" = 1'-0"

Rev Date Issue

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SEATTLE, WA 98122

Project #16037

WEINSTEIN A+U
2200 WESTERN AVENUE, SUITE 301
SEATTLE, WA 98121
206.443.8606
www.weinsteinau.com

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Issue

3 SEP 2020
Issue Date

BUILDING SECTION
Sheet Title

A314

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GENERAL SHORING NOTES

(The following apply unless shown otherwise on the plans)

CRITERIA

1. ALL MATERIALS, WORKMANSHIP, DESIGN AND CONSTRUCTION SHALL CONFORM TO THE DRAWINGS, SPECIFICATIONS, THE 2015 EDITION OF THE INTERNATIONAL BUILDING CODE (IBC), AND THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTION (DCI) BUILDING CODE MODIFICATIONS TO THE IBC.

2. REFERENCE DOCUMENTS:

   A. GEOTECHNICAL ENGINEERING INVESTIGATION REPORT #180064E001 BY ASSOCIATED EARTH SCIENCES, INC., DATED APRIL 3, 2018.

3. DESIGN LOADS: THE SOIL PRESSURE DIAGRAMS SHOWN ON THIS SHEET WERE USED FOR DESIGN.

4. SUBMITTALS: SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO ANY FABRICATION OR CONSTRUCTION FOR ALL STRUCTURAL ITEMS INCLUDING THE FOLLOWING: STRUCTURAL STEEL, MISCELLANEOUS METAL, TENDONS, AND ANCHORS. PROPOSED DEMOLITION AND SHORING SEQUENCE SHALL ALSO BE SUBMITTED TO THE STRUCTURAL ENGINEER FOR REVIEW.

5. INSPECTION: INSPECTION BY THE GEOTECHNICAL ENGINEER SHALL BE PERFORMED FOR PILE PLACEMENT AND TIEBACK PLACING AND STRESSING. ALL PREPARED SOIL BEARING SURFACES SHALL BE INSPECTED BY THE GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF PILE. SOIL COMPACTION SHALL BE SUPERVISED BY AN APPROVED TESTING LAB. INSPECTION BY A QUALIFIED TESTING LAB SHALL BE PERFORMED FOR STEEL FABRICATION, ERECTION AND WELDING.

6. UTILITY LOCATION: THE SHORING CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL ADJACENT UNDERGROUND UTILITIES PRIOR TO DRILLING PILE HOLES, OR CUTTING OR DIGGING IN STREETS OR ALLEYS. THE UTILITIES INFORMATION SHOWN ON THE SURVEY MAY BE NOT COMPLETE.

7. VERIFICATION: CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF EXISTING STRUCTURES PRIOR TO FABRICATION AND INSTALLATION OF ANY STRUCTURAL MEMBER. CONTRACTOR SHALL NOTIFY ENGINEER OF ALL DISCREPANCIES IN DIMENSIONS AND ALL FIELD CHANGES PRIOR TO FABRICATION AND INSTALLATION.

8. SOILS: SEE GEOTECHNICAL REPORT FOR MORE COMPLETE INFORMATION (NOTE 2 ABOVE). FOLLOW THE RECOMMENDATIONS OF THE REPORT INCLUDING THE FOLLOWING ITEMS:

   A. SHORING - SEE FIGURE 3 OF THE GEOTECHNICAL REPORT FOR THE SOIL PRESSURE DIAGRAM. ALL PILES SHALL BE EMBEDDED PER THESE DRAWINGS, A MINIMUM OF 10 FEET BELEOW THE EXCAVATION BASE AND 5 FEET BELOW ANY EXCAVATIONS LOCATED WITHIN 10 FEET HORIZONTALLY OF THE PILE.

   B. TIEBACKS - PER THE GEOTECHNICAL REPORT, TIEBACK ANCHORS SHALL BE TESTED. SEE THE SEPARATE SECTION AT THE END OF THESE NOTES.

   C. SHORING MONITORING - PER THE GEOTECHNICAL REPORT, THE GEOTECHNICAL ENGINEER SHALL CONTINUOUSLY MONITOR THE INSTALLATION OF THE PILES. PER SECTION 14.3 OF THE REPORT, THE GEOTECHNICAL ENGINEER SHALL ALSO REVIEW THE SHORING WALL DEFLECTION DATA COLLECTED BY THE PROJECT SURVEYOR. AT A MINIMUM THE SHORING SHALL BE SURVEYED BEFORE EXCAVATION BEGINS, DURING EXCAVATION, ONCE THE EXCAVATION IS COMPLETE, AND AFTER THE EXCAVATION IS COMPLETE. SURVEYING MUST CONTINUE UNTIL THE PERMANENT STRUCTURE (INCLUDING FLOOR SLABS AS BRACES) IS COMPLETE UP TO STREET GRADES. THE FREQUENCY AND DURATION OF MONITORING SHALL BE DETERMINED BY THE GEOTECHNICAL ENGINEER (WITH REVIEW AND APPROVAL BY THE SEATTLE DCI AND SDOT) BASED ON SHORING PERFORMANCE. SDOT REQUIRES THAT THE MOVEMENT MONITORING OCCUR A MINIMUM OF TWICE A WEEK DURING SHORING INSTALLATION AND EXCAVATION, WITH ONCE A WEEK BEING DONE BY A LICENSED LAND SURVEYOR. OPTICAL MONITORING SURVEY POINTS FOR VERTICAL AND HORIZONTAL DEFLECTIONS WITH AN ACCURACY OF 0.01 FEET SHALL BE INSTALLED ON WALL TOPS AND ADJACENT STRUCTURES SENSITIVE TO GROUND MOVEMENTS. SURVEY POINTS SHALL BE ESTABLISHED AT A LATERAL DISTANCE EQUAL TO 1/3 THE FULL EXCAVATION DEPTH (EVERY OTHER PILE MINIMUM) AND AT A PERPENDICULAR DISTANCE 6H" TO THE SHORING WALL. SUBMIT MONITORING RESULTS, INCLUDING BASELINE READINGS, ONCE EVERY WEEK TO THE SEATTLE DCI, SDOT AND THE STRUCTURAL ENGINEER ALONG WITH AN EVALUATION FROM THE GEOTECHNICAL ENGINEER OF THE WALL PERFORMANCE. THE GEOTECHNICAL ENGINEER SHALL REVIEW THE SURVEY DATA AND PROVIDE AN EVALUATION OF THE WALL PERFORMANCE ALONG WITH SURVEY DATA AS WELL AS PROVIDE GRAPHICAL REPRESENTATION OF WALL MOVEMENT VERSUS TIME TO THE SEATTLE DCI AND SDOT ON AT LEAST A WEEKLY BASIS. SEATTLE DCI AND SDOT SHALL BE NOTIFIED IMMEDIATELY AND DIRECTLY IF ANY UNUSUAL OR SIGNIFICANTLY INCREASED MOVEMENT OCCURS. IMMEDIATELY AND DIRECTLY NOTIFY THE GEOTECHNICAL AND STRUCTURAL ENGINEERS, SEATTLE DCI AND SDOT IF 0.5" OF GROUND MOVEMENT OCCURS BETWEEN TWO CONSECUTIVE READINGS OR WHEN TOTAL MOVEMENTS REACH 0.5". AT THAT AMOUNT OF MOVEMENT, THE ENGINEERS SHALL DETERMINE THE CAUSE OF DISPLACEMENT AND DEVELOP AND IMPLEMENT REMEDIAL MEASURES SUFFICIENT TO LIMIT TOTAL WALL MOVEMENT TO 1". ALL EARTHWORK AND CONSTRUCTION ACTIVITIES MUST BE DIRECTED TOWARD IMMEDIATE IMPLEMENTATION OF REMEDIAL MEASURES NECESSARY TO LIMIT TOTAL WALL MOVEMENT TO 1".

   D. EXCAVATION - PER THE GEOTECHNICAL REPORT, EXPECT BOTH STRUCTURAL FILL AND GLACIAL TILL SOIL TYPES TO BE ENCOUNTERED. SEE REPORT FOR RECOMMENDATIONS.

   E. LAGGING - PER THE GEOTECHNICAL REPORT, LAGGING SHALL BE INSTALLED BETWEEN ALL SHORING PILES.

   F. BACKFILL - PER THE GEOTECHNICAL REPORT, PEA GRAVEL, SAND AND SUITABLE EXCAVATION SPOILS MAY BE USED AS SHORING WALL BACKFILL, WHEREAS CONCRETE, CDF OR OTHER IMPERMEABLE MATERIALS MAY NOT BE USED.

   G. DRAINAGE - PER THE GEOTECHNICAL REPORT, BACKFILL BEHIND THE WALL SHOULD CONNECT TO A CONTINUOUS HORIZONTAL DRAIN LOCATED IN FRONT OF THE WALL THROUGH THE USE OF PREFABRICATED VERTICAL DRAINAGE STRIPS.

9. PRE-CONSTRUCTION MEETING: A PRE-CONSTRUCTION MEETING WITH SDOT, SEPARATE FROM ANY SEATTLE DCI MEETING, IS REQUIRED BEFORE THE START OF SHORING INSTALLATION. ATTENDEES SHALL INCLUDE REPRESENTATIVES OF THE OWNER, GENERAL CONTRACTOR, EXCAVATION AND SHORING SUBCONTRACTORS, THE GEOTECHNICAL ENGINEER, SURVEYOR, STRUCTURAL ENGINEER AND SDOT PERSONNEL.

CONCRETE GROUT

10. CONCRETE SHALL CONFORM TO ALL REQUIREMENTS OF CHAPTER 19 OF THE IBC. CONCRETE GROUT STRENGTHS OVER 1,000 PSI SHALL BE VERIFIED BY STANDARD CYLINDER TESTS, UNLESS APPROVED OTHERWISE. REQUIRED ULTIMATE COMPRESSIVE STRENGTHS OF CONCRETE GROUT SHALL BE REACHED BY 7 DAYS FOR TIEBACKS AND 28 DAYS FOR PILES.

f'c (PSI)	MINIMUM CEMENT PER CUBIC YARD	MAXIMUM WATER PER 94 LB OF CEMENT	USE
500	1-1/2 SACKS	--	PILE & TIEBACK (ZONE 6B') LEAN CONCRETE GROUT
2500	5 SACKS	--	PILE STRUCTURAL CONCRETE GROUT
3,000	6 SACKS	6 GALLONS	UNDERPINNING STRUCTURAL GROUT
3,000	6 SACKS	6 GALLONS	TIEBACK STRUCTURAL GROUT (ZONE @A')

THE CONTRACTOR SHALL SUBMIT A CONCRETE GROUT MIX DESIGN FOR APPROVAL TWO WEEKS PRIOR TO PLACING ANY CONCRETE. THE MIX DESIGNS WILL BE REVIEWED FOR CONFORMANCE TO IBC CH. 19.

STEEL

11. STRUCTURAL STEEL DESIGN, FABRICATION, AND ERECTION SHALL BE BASED ON THE A.I.S.C. @SPECIFICATION FOR THE DESIGN, FABRICATION AND ERECTION OF STRUCTURAL STEEL FOR BUILDINGS," LATEST EDITION, PLUS ALL REFERENCED CODES.

12. STRUCTURAL STEEL SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:

TYPE OF MEMBER	ASTM SPECIFICATION	FY
A. SOLDIER PILES	A992 OR A572, GRADE 50	50 KSI
B. PLATES, SHAPES, ANGLES, AND RODS	A36	36 KSI
C. HEADED SHEAR STUDS	A108	44 KSI
E. STRUCTURAL TUBING	A500 (GRADE B)	46 KSI

13. ALL WELDING SHALL BE IN CONFORMANCE WITH A.I.S.C. AND A.W.S. STANDARDS AND SHALL BE PERFORMED BY W.A.B.O. CERTIFIED WELDERS USING E70XX ELECTRODES OR 70 KSI WELD METAL. ONLY PREQUALIFIED WELDS (AS DEFINED BY A.W.S.) SHALL BE USED.

14. PRE-STRESSING STEEL:

A. HIGH STRENGTH RODS (STRESSED AND NON-STRESSED) SHALL BE DYWIDAG THREAD BARS WITH APPROPRIATE ANCHORAGE PLATES, NUTS AND COUPLERS, IN CONFORMANCE WITH ASTM A722 (Fpu = 150,000 PSI).

B. STRAND SHALL BE 1/2" DIAMETER, 7-WIRE STRESS-RELIEVED (OR LOW RELAXATION), CLEAN AND FREE FROM CORROSION, HAVING A GUARANTEED MINIMUM ULTIMATE STRENGTH OF 41,300 POUNDS AND MANUFACTURED IN ACCORDANCE WITH ASTM A416, GRADE 270. ONE MILL TEST SHALL BE SUBMITTED FOR REVIEW FOR EACH REEL USED.

WOOD LAGGING

15. SAWN LUMBER: SAWN LUMBER SHALL CONFORM TO "GRADING AND DRESSING RULES," WEST COAST LUMBER INSPECTION BUREAU (WCLIB), LATEST EDITION. LUMBER SHALL BE THE SPECIES AND GRADE NOTED BELOW:

USE	GRADE	MAX. SPAN	SIZE	DEPTH BELOW GRADE
TIMBER LAGGING	HEM-FIR OR DF-L NO. 2	6 FEET	3X12	0'-0" TO 16'-0"
TIMBER LAGGING	HEM-FIR OR DF-L NO. 2	8 FEET	3X12	0'-0" TO 10'-0"
TIMBER LAGGING	HEM-FIR OR DF-L NO. 2	8 FEET	4X12	10'-0" TO 16'-0"

TIMBER LAGGING SHALL BE PRESSURE TREATED WITH WATERBORNE PRESERVATIVES IN ACCORDANCE WITH AWPA STANDARD U1 TO A MINIMUM RETENTION OF 0.4 LBS/CU.FT.

SHORING INSTALLATION

16. DEMOLITION: SHORING AND SOIL EXCAVATION SHALL BE DONE SIMULTANEOUSLY.

17. HOLE DIGGING: PILE AND ANCHOR HOLES SHALL BE DRILLED WITHOUT LOSS OF GROUND AND WITHOUT ENDANGERING PREVIOUSLY INSTALLED PILES AND ANCHORS. THIS MAY INVOLVE CASING THE HOLES OR OTHER METHODS OF PROTECTION FROM CAVING. SEE GEOTECHNICAL REPORT FOR RECOMMENDED HOLE DIGGING PROCEDURE. THE BOTTOM OF THE BORED HOLES SHALL BE CLEANED OUT USING A BUCKET AUGER.

18. PILE PLACEMENT: FOR ALL PILES SPACED CLOSER THAN 7' O.C., ALTERNATE PILES SHALL BE PLACED SO THAT A MINIMUM OF 24 HOURS IS ALLOWED FOR THE CONCRETE GROUT TO CURE BEFORE DRILLING THE DIRECTLY ADJACENT PILES.

19. STEEL PILE TOLERANCES:
    1" INSIDE PERPENDICULAR TO SHORING WALL.
    1" OUTSIDE PERPENDICULAR TO SHORING WALL.
    3" LATERALLY.

20. EXCAVATION BELOW TIEBACKS: TIEBACK INSTALLATION AND PRE-STRESSING SHALL BE COMPLETED BEFORE EXCAVATING MORE THAN 2 FEET BELOW THE TIEBACK LEVEL.

21. LAGGING: TIMBER LAGGING SHALL BE INSTALLED IN ALL AREAS. VOIDS BETWEEN LAGGING AND SOIL SHALL BE BACKFILLED. DRAINAGE BEHIND THE WALL MUST BE MAINTAINED (SEE ITEM 8F ABOVE). IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT THE AMOUNT OF EXPOSED SOIL WITHOUT LAGGING TO AVOID LOSS OF SOIL. IN NO CASE SHALL THE EXPOSED SOIL HEIGHT EXCEED 4'-0". SPECIAL CARE SHOULD BE TAKEN TO AVOID GROUND LOSS DURING EXCAVATION. NO EXCAVATION FOR THE IMMEDIATE LOWER LIFT IS ALLOWED UNTIL VOIDS BEHIND THE LAGGING OF THE PRECEDING LIFT ARE FILLED WITH APPROVED MATERIALS.

22. SHORING MONITORING: SYSTEMATIC PROGRAM OF OBSERVATION SHALL BE CONDUCTED DURING THE PROJECT EXECUTION TO DETERMINE THE EFFECT OF CONSTRUCTION ON ADJACENT FACILITIES AND STRUCTURES IN ORDER TO PROTECT THEM FROM SERIOUS DAMAGE. SEE GEOTECHNICAL REPORT FOR RECOMMENDATIONS. A LICENSED SURVEYOR (NOT THE CONTRACTOR) MUST DO THE SURVEYING AT LEAST ONCE A WEEK. FIELD DATA AND MEASUREMENTS ARE TO BE SUBMITTED TO STRUCTURAL AND GEOTECHNICAL ENGINEER FOR REVIEW (SEE ITEM 8B ABOVE).

23. SLOPES: ALL SLOPES SHALL BE PROTECTED PER THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.

24. REMOVAL: ALL PILES, ANCHORS, GROUT AND LAGGING LOCATED WITHIN THE CITY R.O.W. SHALL BE REMOVED TO A DEPTH OF 4'-0" BELOW FINAL GRADE ONCE THEY ARE NO LONGER NEEDED FOR CONSTRUCTION.

TIEBACK TESTING AND STRESSING

25. VERIFICATION TESTS (200% TESTS):

- PRIOR TO INSTALLING PRODUCTION ANCHORS, PERFORM A MINIMUM OF TWO TESTS EACH ON EACH ANCHOR TYPE, INSTALLATION METHOD AND SOIL TYPE WITH THE TESTED ANCHORS CONSTRUCTED TO THE SAME DIMENSIONS AS PRODUCTION ANCHORS.
- TEST LOCATIONS TO BE DETERMINED IN CONJUNCTION WITH AND APPROVED BY THE GEOTECHNICAL ENGINEER.
- TEST ANCHORS, WHICH WILL BE LOADED TO 200% OF THE DESIGN LOAD, MAY REQUIRE ADDITIONAL PRESTRESSING STEEL (STEEL LOAD NOT TO EXCEED 80% OF THE ULTIMATE TENSILE STRENGTH) OR REINFORCING OF THE SOLDIER PILE.
- LOAD TEST ANCHORS TO 200% LOAD IN 25% LOAD INCREMENTS, HOLDING EACH INCREMENTAL LOAD FOR AT LEAST 5 MINUTES AND RECORDING DEFLECTION OF THE ANCHOR HEAD AT VARIOUS TIMES WITHIN EACH HOLD TO THE NEAREST 0.01 INCH.
- AT THE 200% LOAD, THE HOLDING PERIOD SHALL BE AT LEAST 60 MINUTES.
- A SUCCESSFUL TEST SHALL PROVIDE A MEASURED CREEP RATE OF 0.04 INCHES OR LESS AT THE 200% LOAD BETWEEN 1 AND 10 MINUTES, AND 0.08 INCHES OR LESS BETWEEN 6 AND 60 MINUTES AND 24 AND 240 MINUTES, AND ALL TIME INCREMENTS SHALL HAVE A CREEP RATE THAT IS LINEAR OR DECREASING WITH TIME. THE APPLIED LOAD MUST REMAIN CONSTANT DURING ALL HOLDING PERIODS (I.E., NO MORE THAN 5% VARIATION FROM THE SPECIFIED LOAD).

26. PROOF TESTS (130% TESTS ON ALL LOAD ANCHORS):

- LOAD TEST ALL PRODUCTION ANCHORS TO 130% OF THE DESIGN LOAD IN 25% LOAD INCREMENTS, HOLDING EACH INCREMENTAL LOAD UNTIL A STABLE DEFLECTION IS ACHIEVED (RECORD DEFLECTION OF THE ANCHOR HEAD AT VARIOUS TIMES WITHIN EACH HOLD TO THE NEAREST 0.01 INCH).
- AT THE 130% LOAD, THE HOLDING PERIOD SHALL BE AT LEAST 10 MINUTES.
- A SUCCESSFUL TEST SHALL PROVIDE A MEASURED CREEP RATE OF 0.04 INCHES OR LESS AT THE 130% LOAD BETWEEN 1 AND 10 MINUTES WITH A CREEP RATE THAT IS LINEAR OR DECREASING WITH TIME. THE APPLIED LOAD MUST REMAIN CONSTANT DURING THE HOLDING PERIOD (I.E., NO MORE THAN 5% VARIATION FROM THE 130% LOAD). ANCHORS FAILING THIS PROOF TESTING CREEP ACCEPTANCE CRITERIA MAY BE HELD AN ADDITIONAL 50 MINUTES FOR CREEP MEASUREMENT. ACCEPTABLE PERFORMANCE WOULD EQUATE TO A CREEP OF 0.08 INCHES OR LESS BETWEEN 5 AND 50 MINUTES WITH A LINEAR OR DECREASING CREEP RATE.

FOLLOWING PROOF LOADING, EACH ANCHOR SHALL BE LOCKED OFF AT 100% OF DESIGN LOADING.

VERIFICATION TESTED ANCHORS OR EXTENDED CREEP PROOF TESTED ANCHORS NOT MEETING THE ACCEPTANCE CRITERIA WILL REQUIRE A REDESIGN BY THE CONTRACTOR TO ACHIEVE THE ACCEPTANCE CRITERIA.

27. TIEBACK NOTES: ALL TIEBACKS ARE TO BE DE-STRESSED IN THE FUTURE UPON COMPLETION OF THE BUILDING PROJECT. TIEBACKS MORE THAN 3'-0" ABOVE FLOOR LEVEL SHALL REMAIN STRESSED UNTIL THE FUTURE FLOOR SLABS ABOVE AND BELOW ARE COMPLETE AND THE FUTURE WALL AT THIS LOCATION IS COMPLETE TO THE SLAB LEVEL ABOVE AND ALL CONCRETE IS CURED TO 75% OF FINAL STRENGTH.

A BOND BREAKER (SUCH AS A SLIP SHEATH) SHALL BE CONSTRUCTED IN THE NO LOAD ZONE WHEN THE INSTALLATION PROCEDURES USE SINGLE STAGE GROUTING.

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QUANTUM CONSULTING ENGINEERS
1511 THIRD AVENUE
SUITE 303
SEATTLE, WA 98101
TEL 206.957.3900
FAX 206.957.3901
www.quantumce.com

DRAWN BY: SC P.M./P.E.: SKK/MCW

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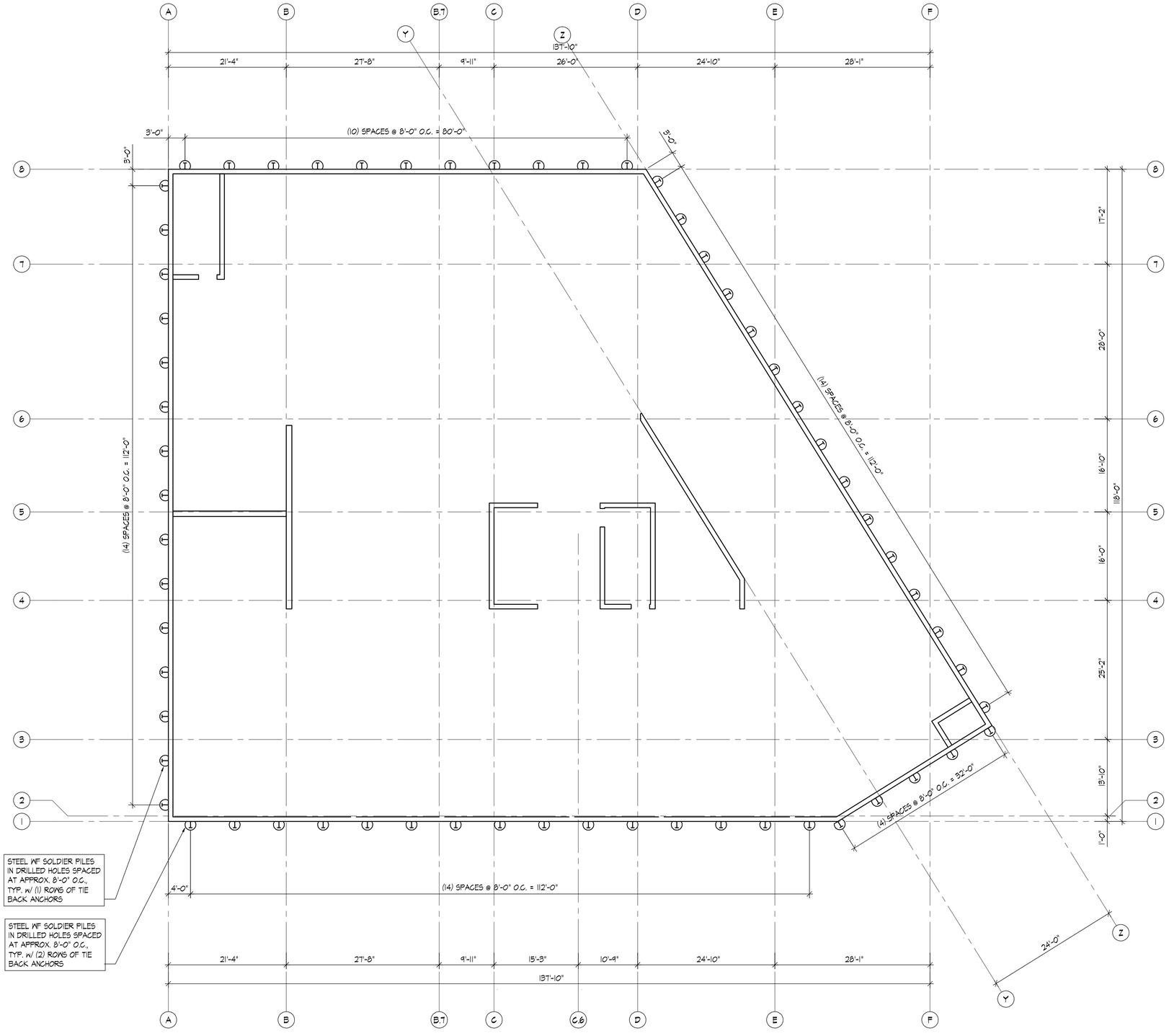
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Architects + Urban Designers LLC
2200 Western Avenue Suite #301
Seattle, WA 98121
T 206 443 8606
F 206 443 1218
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11/20/2019
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Issue 100% DD
Date 11/20/2019
Sheet Title GENERAL SHORING NOTES
Sheet SH001

WEINSTEIN A+U, ARCHITECTS + URBAN DESIGNERS



LEVEL P3 SHORING PLAN

SCALE: 1/8" = 1'-0"

FOR REFERENCE ONLY

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CONSULTING ENGINEERS
1511 THIRD AVENUE
SUITE 333
SEATTLE, WA 98101
TEL 206.957.3900
FAX 206.957.3901
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DRAWN BY: SC P.M./P.E.: SKK/MDW

1620 16
Mixed Use Bldg

Project No. 18296.01

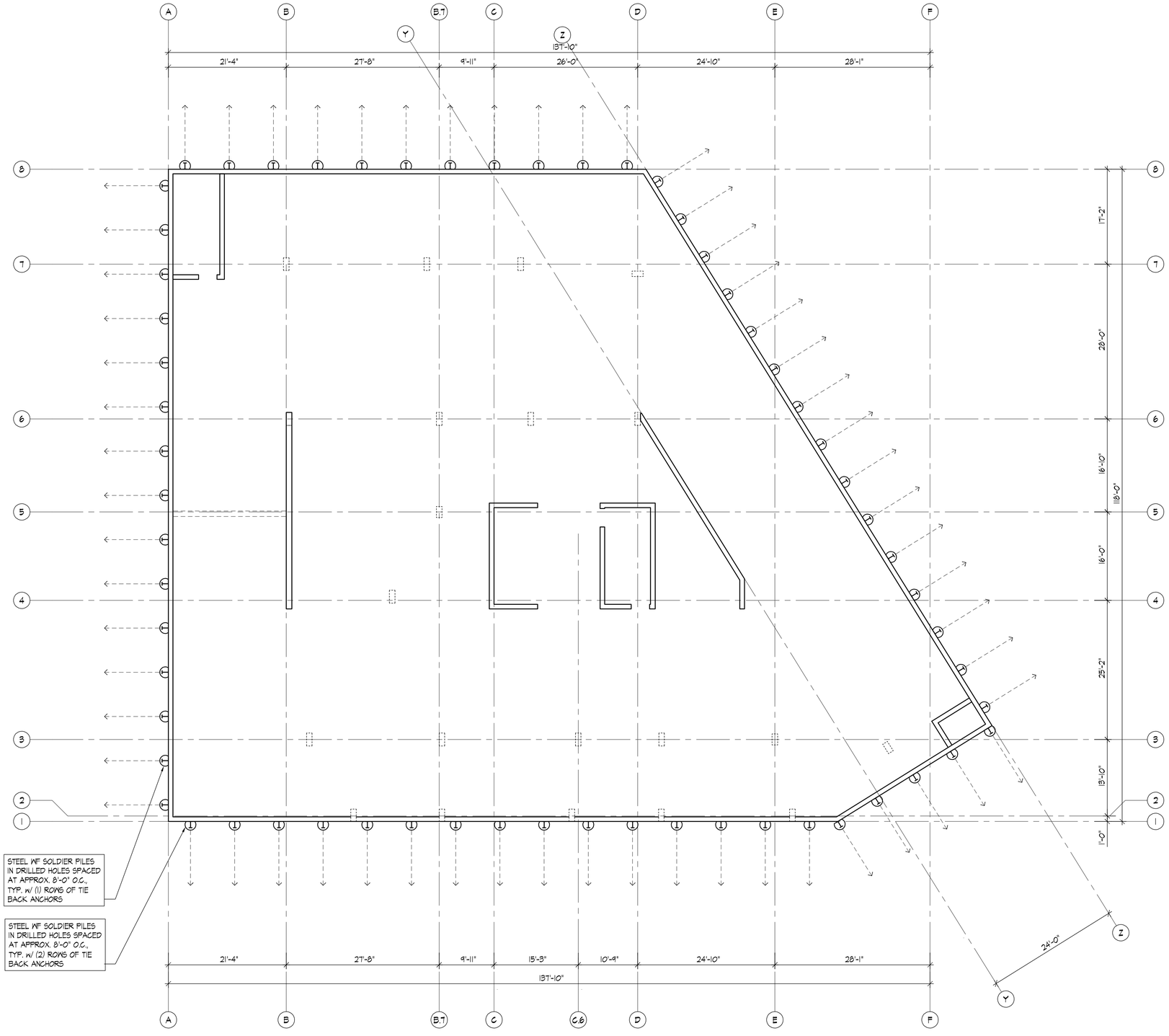
Weinstein A+U
Architects + Urban Designers LLC
2200 Western Avenue Suite #301
Seattle, WA 98121
T 206 443 8606
F 206 443 1218
Weinsteinau.com

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PIRO K. A.
PROGRESS SET
11/20/2019
(NOT FOR CONSTRUCTION)

Issue 100% DD
Date 11/20/2019
Sheet Title LEVEL P3 SHORING PLAN
Sheet SH101

WEINSTEIN A+U, ARCHITECTS + URBAN DESIGNERS



LEVEL P2 SHORING PLAN

SCALE: 1/8" = 1'-0"

FOR REFERENCE ONLY

Rev: Date: Issue:

QUANTUM
CONSULTING ENGINEERS
1511 THIRD AVENUE
SUITE 333
SEATTLE, WA 98101
TEL 206.957.3900
FAX 206.957.3901
www.quantumce.com
DRAWN BY: SC P.M./P.E.: SKK/MDW

1620 16
Mixed Use Bldg

Project No. 18296.01

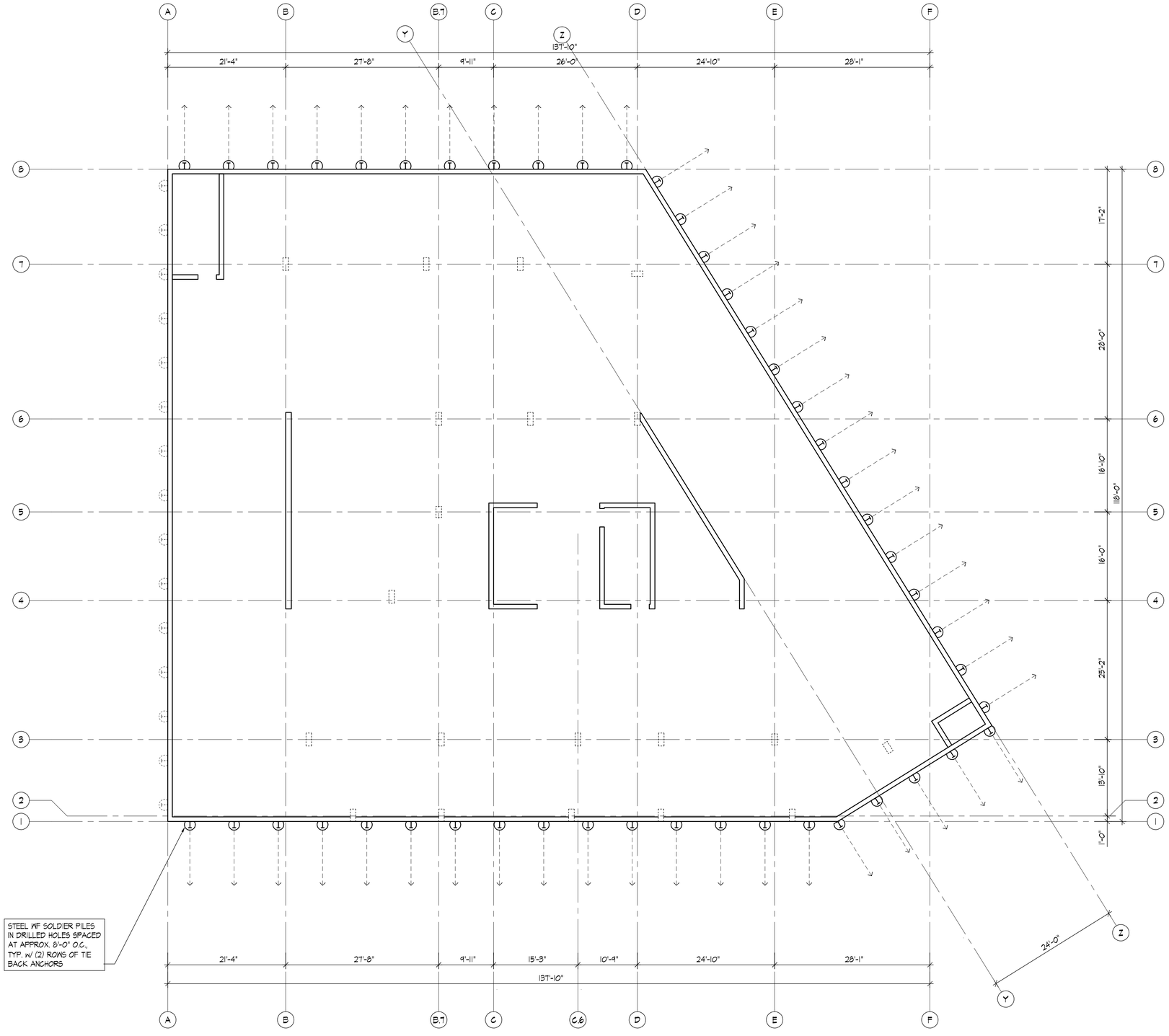
Weinstein A+U
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PIRO K. A.
PROGRESS SET
11/20/2019
(NOT FOR CONSTRUCTION)

Issue 100% DD
Date 11/20/2019
Sheet Title LEVEL P2 SHORING PLAN
Sheet SH102

WEINSTEIN A+U, ARCHITECTS + URBAN DESIGNERS



LEVEL P1 SHORING PLAN

SCALE: 1/8" = 1'-0"

FOR REFERENCE ONLY

Rev: Date: Issue:

QUANTUM CONSULTING ENGINEERS
1511 THIRD AVENUE
SUITE 333
SEATTLE, WA 98101
TEL 206.957.3900
FAX 206.957.3901
www.quantumce.com

DRAWN BY: SC P.M./P.E.: SKK/MDW

1620 16
Mixed Use Bldg

Project No. 18296.01

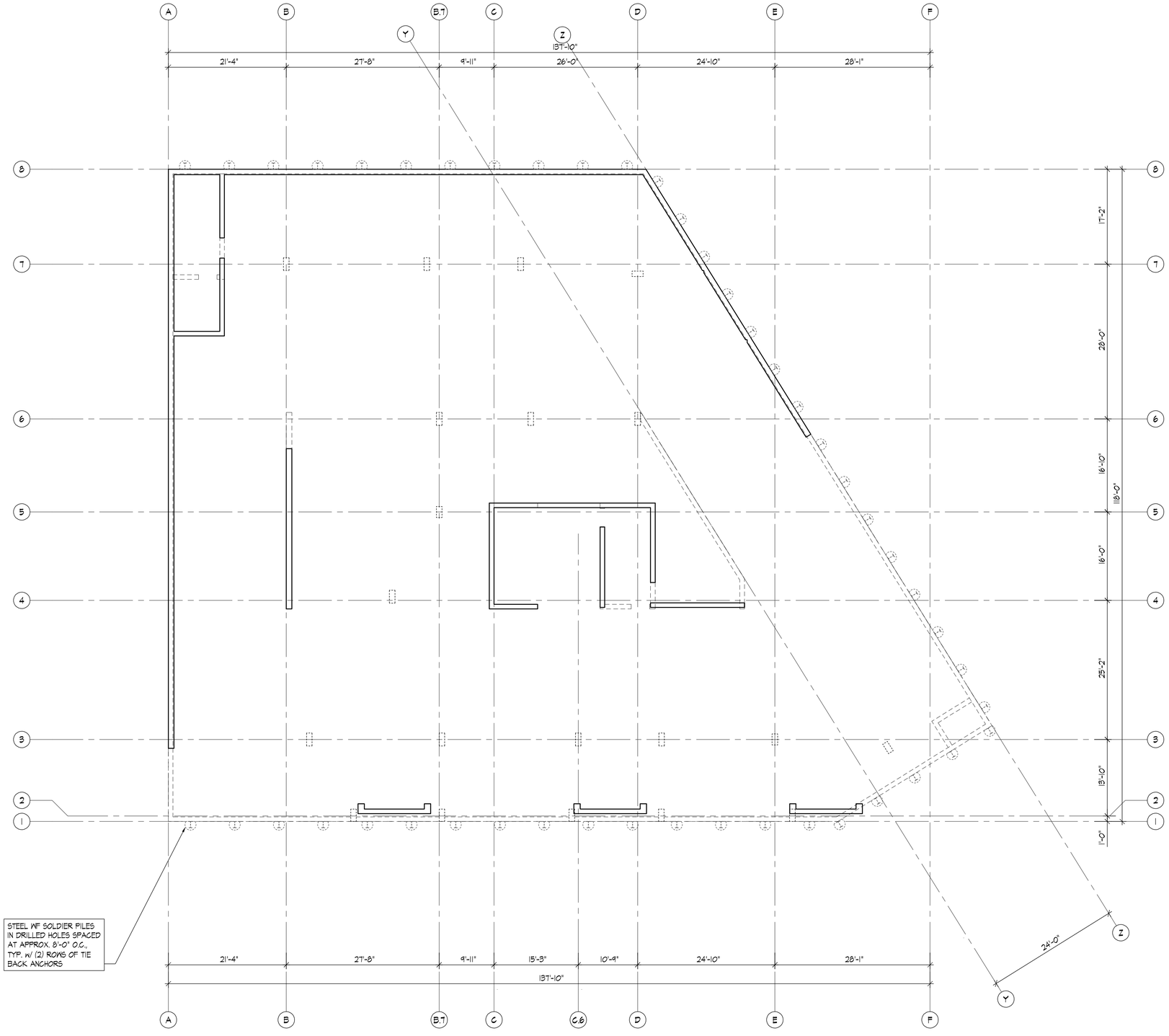
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PIRO K. A.
PROGRESS SET
11/20/2019
(NOT FOR CONSTRUCTION)

Issue 100% DD
Date 11/20/2019
Sheet Title LEVEL P1 SHORING PLAN
Sheet SH103

WEINSTEIN A+U, ARCHITECTS + URBAN DESIGNERS



LEVEL 1 SHORING PLAN

SCALE: 1/8" = 1'-0"

FOR REFERENCE ONLY

Rev: Date: Issue:

QUANTUM CONSULTING ENGINEERS
1511 THIRD AVENUE
SUITE 333
SEATTLE, WA 98101
TEL 206.957.3900
FAX 206.957.3901
www.quantumce.com
DRAWN BY: SC P.M./P.E.: SKK/MDW

1620 16
Mixed Use Bldg

Project No. 18296.01

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PETRO K. A.
PROGRESS SET
11/20/2019
(NOT FOR CONSTRUCTION)

Issue 100% DD
Date 11/20/2019
Sheet Title LEVEL 1 SHORING PLAN
Sheet SH104

WEINSTEIN A+U, ARCHITECTS + URBAN DESIGNERS

Payne, Myrna

From: Greg Forschler <gregforschler@yahoo.com>
Sent: Tuesday, April 17, 2018 8:41 PM
To: PRC
Subject: Project #3030517

This proposed building will obstruct the view from my apartment building, both in the units that face that direction and in the rooftop deck. The view currently is not only of the Peugeot sound, surrounding mountains and of downtown Seattle/Queen Anne hill, but also of the neighborhood, where one can see various buildings and trees in a way that feels spacious as opposed to claustrophobic, which is what happens with such large/tall buildings.

Blanton Turner

April 20, 2018

Ms. Tami Garrett
City of Seattle - SDCI
PO Box 34019
Seattle, WA 98124-4019

Project Number: 3030517

Dear Ms. Garrett:

Blanton Turner is the management company and owner's representative for the Madison Crossing mixed use building (24 residential units and the Central Co-op) located directly south of the subject project. This letter is being provided to you in support of their project as it relates to their EDG presentation on April 25, 2018.

We have had an opportunity to meet with the project proponent and recognize the value and improvement their project will provide to the neighborhood and as such support and endorse their project and application. It should be noted that we particularly support:

- The proposed location for the garage access – the current configuration of the provides a degree of conflict with the Madison Crossing parking access. We concur that access from 16th will provide for easier access and better visibility;
- We support the Contract Rezone associated with the project;
- We support the proponents preferred massing alternative as it provides good transitional scale.

If you have any questions pertaining to our support, please do not hesitate to contact us.

Thank you,

Krista Janes-Blackburn
Success Navigator | Principal

April 23, 2018

Dear Tami Garret,

I am a resident and shareholder of the Marquis Co-op Association to the north of the site for project #3030517. In the true spirit of design, the built environment should reflect human values. If given a completely different option, I would like to see further efforts to reflect human values in the context of the specific businesses that bring traffic to this area. Vehicle and pedestrian (cycles, pets, strollers, walkers) traffic is already very dense near Central Coop and Trader Joes; people from other blocks travel here regularly. Further, Sound Mental Health has potentially unstable patients and heavy traffic. There have been neighborhood shootings in the past. This is not a laid back area; it's full of tension and competing pathways. As such, I support *less density* on this particular site and would like to see *viable* options for fewer stories and parking levels to protect against real risks associated with mental encroachment and physical gridlock in this unique section off Madison.

However, if we are to only comment on the options presented, I'd simply like to emphasize the Marquis Co-op Association preference by restating Marquis President Anne Gustavson's points. Those points are (exactly) as follows:

On behalf of our residents, I would like to voice support for the preferred massing alternative with parking entry on 16th Ave presented by Weinstein A+U. We support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow some light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on 16th Ave is strongly desired due to the following:

1. **Pedestrian safety on the alley**. Our building as well as the Cascadia apartments and the Arts NW to the east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This traffic will be during JFS business hours for employees and visitors as well as weekend traffic from resident parking. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing option shows parking entry on 16th Ave adjacent to the existing parking entry for the Marquis Co-op. There is also a wide planting strip between the street and the sidewalk. The garage entry for the new development is set back from 16th Ave to allow for a safer coexistence of cars and pedestrians.

2. **Amount of traffic**. In the alley there is just enough room for one way traffic at the north end, and two way traffic would be extremely challenging. Buildings are built to the edge of the alley at the north end so there isn't an opportunity to widen the alley. With the frequent truck deliveries at the south end of the alley for the Food Co-op, traffic would be predominantly be accessed to the north. This combined with the hourly pickup and drop off of clients on Olive St. for Sound Mental Health right at the exit of the alley, would cause significant back up of traffic in the alley and in the street. This will cause decreased air quality in units adjacent to the alley, with cars stopped and running directly adjacent to units, and pose a significant obstacle for foot traffic accessing our buildings.

3. **Trash and Recycling** located on the north end of the alley would have to move to 16th Ave for the Arts NW, and the Marquis would have to build over our sunken courtyard with significant loss of our outdoor space in order to provide alley level garbage and recycling, or we would have to move our trash and recycling to the street.

4. **Parking** on 16th Ave will not be impacted by the parking garage entry on 16th Ave for the new development since there is no parking on the East side of the street. Currently cars park along Olive St. to the edge of the alley and only on that side of the street. Therefore parking on Olive Street may need to be reduced if parking garage access is located on the alley.

5. **Traffic on 16th Ave.** Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

Thank you for your time and for hearing our concerns and preferences,

Bonnie Barrett

Bonnie Barrett

Resident and Shareholder of the Marquis Co-op Association

1605 East Olive St.

From: Garrett, Tami
To: Melissa Duffes
Cc: PRC
Subject: RE: 16th St. project #3030517
Date: Monday, April 23, 2018 9:52:53 AM

Hello Ms. Duffes:

Thank you for your comments.

I am forwarding your email to the SDCI Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Tami Garrett – Tami.Garrett@seattle.gov
P 206-233-7182 F 206-233-7902
City of Seattle, Seattle Department of Construction and Inspections (SDCI)
Send me US Mail at:
PO Box 34019
Seattle, WA 98124-4019
Visit me at:
Seattle Municipal Tower
700 5th AV, #1900

From: Melissa Duffes <melissa@luciamarquand.com>
Sent: Sunday, April 22, 2018 11:29 AM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Subject: 16th St. project #3030517

Dear Tami Garret,

I am a shareholder at the Marquis Co-op Association to the north of the site for project #3030517, and would like to voice support for the preferred massing alternative with parking entry on 16th Ave presented by Weinstein A+U. I support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow some light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on 16th Ave is strongly desired due to the following:

1. **Pedestrian safety on the alley**. Our building as well as the Cascadia apartments and the Arts NW to the east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This traffic will be during JFS business hours for employees and visitors as well as weekend traffic from resident parking. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing option shows parking entry on 16th Ave adjacent to the existing parking entry for the Marquis Co-op. There is also a wide planting strip between the street and the sidewalk. The garage entry for the new development

is set back from 16th Ave to allow for a safer coexistence of cars and pedestrians.

2. **Amount of traffic**. In the alley there is just enough room for one way traffic at the north end, and two way traffic would be extremely challenging. Buildings are built to the edge of the alley at the north end so there isn't an opportunity to widen the alley. With the frequent truck deliveries at the south end of the alley for the Food Co-op, traffic would be predominantly be accessed to the north. This combined with the hourly pickup and drop off of clients on Olive St. for Sound Mental Health right at the exit of the alley, would cause significant back up of traffic in the alley and in the street. This will cause decreased air quality in units adjacent to the alley, with cars stopped and running directly adjacent to units, and pose a significant obstacle for foot traffic accessing our buildings.

3. **Trash and Recycling** located on the north end of the alley would have to move to 16th Ave for the Arts NW, and the Marquis would have to build over our sunken courtyard with significant loss of our outdoor space in order to provide alley level garbage and recycling, or we would have to move our trash and recycling to the street.

4. **Parking** on 16th Ave will not be impacted by the parking garage entry on 16th Ave for the new development since there is no parking on the East side of the street. Currently cars park along Olive St. to the edge of the alley and only on that side of the street. Therefore parking on Olive Street may need to be reduced if parking garage access is located on the alley.

5. **Traffic on 16th Ave.** Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

Thank you for your time and for hearing my concerns and preferences,

Melissa Duffes

Melissa Duffes
Editorial Director

Lucia | Marquand

1400 2nd Avenue
Seattle WA 98101
(206) 624-2030 ext. 110
luciamarquand.com

From: Garrett, Tami
To: Anne.Gustavson
Cc: PRC
Subject: RE: Project # 3030517
Date: Monday, April 23, 2018 9:41:31 AM

Hello Ms. Gustavson:

Thank you for your comments.

I am forwarding your email to the SDCI Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Tami Garrett – Tami.Garrett@seattle.gov
P 206-233-7182 F 206-233-7902
City of Seattle, Seattle Department of Construction and Inspections (SDCI)
Send me US Mail at:
PO Box 34019
Seattle, WA 98124-4019
Visit me at:
Seattle Municipal Tower
700 5th AV, #1900

From: Anne.Gustavson <anne.gustavson@gmail.com>
Sent: Saturday, April 21, 2018 3:12 PM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Subject: Project # 3030517

Dear Tami Garret,
I represent the Marquis Co-op Association to the north of the site for project #3030517. On behalf of our residents I would like to voice support for the preferred massing alternative with parking entry on 16th Ave presented by Weinstein A+U. We support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow some light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on 16th Ave is strongly desired due to the following:

1. **Pedestrian safety on the alley**. Our building as well as the Cascadia apartments and the Arts NW to the east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This traffic will be during JFS business hours for employees and visitors as well as weekend traffic from resident parking. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing

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5. **Traffic on 16th Ave.** Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

Thank you for your time and for hearing our concerns and preferences,

Anne Gustavson
President of the Marquis Co-op Association
1605 East Olive St.

From: Garrett, Tami
To: Anne.Gustavson
Cc: PRC
Subject: RE: Project # 3030517
Date: Monday, April 23, 2018 9:41:31 AM

Hello Ms. Gustavson:

Thank you for your comments.

I am forwarding your email to the SDCI Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Tami Garrett – Tami.Garrett@seattle.gov
P 206-233-7182 F 206-233-7902
City of Seattle, Seattle Department of Construction and Inspections (SDCI)
Send me US Mail at:
PO Box 34019
Seattle, WA 98124-4019
Visit me at:
Seattle Municipal Tower
700 5th AV, #1900

From: Anne.Gustavson <anne.gustavson@gmail.com>
Sent: Saturday, April 21, 2018 3:12 PM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Subject: Project # 3030517

Dear Tami Garret,
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5. **Traffic on 16th Ave.** Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

Thank you for your time and for hearing our concerns and preferences,

Anne Gustavson
President of the Marquis Co-op Association
1605 East Olive St.

From: Garrett, Tami
To: Mark Redmond
Cc: PRC
Subject: RE: project# 3030517
Date: Monday, April 23, 2018 9:54:02 AM

Hello Mark:

Thank you for your comments.

I am forwarding your email to the SDCI Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Tami Garrett – Tami.Garrett@seattle.gov
P 206-233-7182 F 206-233-7902
City of Seattle, Seattle Department of Construction and Inspections (SDCI)
Send me US Mail at:
PO Box 34019
Seattle, WA 98124-4019
Visit me at:
Seattle Municipal Tower
700 5th AV, #1900

From: Mark Redmond <marcredmond@msn.com>
Sent: Sunday, April 22, 2018 2:05 PM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Subject: project# 3030517

Hello Tami,

I would like to voice my opinion re: project# 3030517, the apartment building development on 16th Avenue. I am in agreement with the letter and points made by Ann Gustafson. She is the current president of the Marquis Cooperative Apartments just north of the proposed development. I am a twenty year member of the Marquis.

I am in favor of the design that has a parking entrance on 16th Avenue. I believe it would reduce the possibility of increased traffic congestion north of the project on 16th Avenue and on Olive Street. There is a lot of traffic already on Olive Street. There are taxis and vans dropping off and picking up clients of Sound Mental Health as well as the occasional aid car and firetrucks. The alley is narrow and has large sanitation and recycling trucks going through it at least 5 days a week. There is also the occasional van or supply truck from the co-op or the

elder care home.

Anne has already pointed out the difficulties/problems with the alley so I won't go further. The 16th Avenue approach would, I believe, mitigate the disruptions to the neighborhood that will occur during and after construction.

Thank you for listening to my concerns,

Mark Redmond

Herbaugh, Melinda

From: E Haick <thegeekchic@gmail.com>
Sent: Tuesday, April 24, 2018 6:06 PM
To: PRC
Subject: Comments on project 30305

Hi -

I would like to submit the following comment on project 30305, at 1620 16th Ave. The proposal is for 91 units and 114 parking places. We know that a single parking place can increase the cost of an apt by as much as $50,000, and this building proposes more than 1 per unit. This neighborhood is extremely dense, with 2 groceries within 1 block, 2 frequent bus lines within 1 block (the 11 and 12), and the 2, 8, and 10 within a quarter mile. If any site was a candidate for under building parking, this should be one.

As it is unfortunately relevant in design review hearings, I am a renter and have lived in the neighborhood for 8 years. For 5 of those, I lived happily without a car (and this was before bike share and car share - check out the new readerboard at the co-op with a variety of real-time, non-SOV options!). I had 5 weeks on crutches, workable because I had frequent, close by transit options. This site does not need this much parking, and the economic costs of building excessively mean I get fewer diverse new neighbors.

Thanks! I'd like to be added to update lists for this project if such a thing exists.

Erin Haick
1621 17th ave #307,
Seattle, 98122

Herbaugh, Melinda

From: Garrett, Tami
Sent: Tuesday, April 24, 2018 9:48 AM
To: ShelbyJors@centralcoop.coop
Cc: PRC
Subject: FW: Letter of Support for Jewish Family Services Project #3030517
Attachments: Letter of Support JFS Project 3030517.pdf

Good Morning Shelby:

Thank you for your comments.

I am forwarding your email with the attached letter to the SDCI Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Tami Garrett – Tami.Garrett@seattle.gov
P 206-233-7182 F 206-233-7902
City of Seattle, Seattle Department of Construction and Inspections (SDCI)
Send me US Mail at:
PO Box 34019
Seattle, WA 98124-4019
Visit me at:
Seattle Municipal Tower
700 5th AV, #1900

From: Shelby Jors <ShelbyJors@centralcoop.coop>
Sent: Tuesday, April 24, 2018 9:34 AM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Subject: Letter of Support for Jewish Family Services Project #3030517

Good Morning Tami,

Please find attached a Letter of Support for the Proposed Jewish Family Services Project.

Thank you for your time,
Shelby Jors

Shelby Jors
Store Manager | Central Co-op
1600 E. Madison Avenue | Seattle, WA 98122
206-329-1545 x292
Community Grown for 40 Years
Web | Facebook | Twitter

central co-op

1600 E Madison
Seattle, WA 98122
p. 206.329.1545
f. 206.329.9957
www.centralcoop.coop

April 24, 2018

Tami Garret
PO Box 34019
Seattle, WA 98124-4019

Dear Tami Garret,

I am writing to offer my full endorsement of the Jewish Family Services Project (#3030517) at 1620 16th Avenue.

Jewish Family Services has been amenable to us at Central Co-op, ensuring that their proposed design addressed potential concerns regarding impacts to our Community-owned grocery store. We appreciate their willingness to work with us throughout this process.

I welcome this project and the positive impact that it will surely have on our growing neighborhood and surrounding community.

Thank you for your consideration,

Shelby Jors

Shelby Jors
Seattle Store Manager
Central Co-op
206.329.1545 x 292
shelbyjors@centralcoop.coop

Herbaugh, Melinda

From: gillian <twoshellsmakeanocean@gmail.com>
Sent: Tuesday, April 24, 2018 11:23 AM
To: PRC
Subject: Design Review project 3030517

To Whom It May Concern,

I live across the street from the proposed location of this new construction. I can tell you that 16th Ave, a residential street, can hardly accommodate the large trucks and traffic that exists due to the commercial building on the corner of 16th and Madison. A 91-unit, 7 story building with retail will seriously compromise the residential nature of the street. Re-zoning of this nature should not be allowed. If a design is to be considered, I would recommend a residential-only building. 16th Ave is not a thoroughfare, it is a neighborhood. It is not an arterial street, it does not currently have retail spaces on it and that is for good reason. The street is not large enough. It is disrespectful to the function of a residential street to force commercial zoning where it is impractical.

Thank you for your time.

Sincerely,

Gillian Rose

Herbaugh, Melinda

From: Garrett, Tami
Sent: Tuesday, April 24, 2018 9:30 AM
To: Judy Solomon
Cc: PRC
Subject: RE: project #3030517

Hello Ms. Solomon:

Thank you for your comments.

I am forwarding your email to the SDCI Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Tami Garrett – Tami.Garrett@seattle.gov
P 206-233-7182 F 206-233-7902
City of Seattle, Seattle Department of Construction and Inspections (SDCI)
Send me US Mail at:
PO Box 34019
Seattle, WA 98124-4019
Visit me at:
Seattle Municipal Tower
700 5th AV, #1900

From: Judy Solomon <yehuditsolomon@gmail.com>
Sent: Monday, April 23, 2018 6:22 PM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Subject: project #3030517

Dear Tami Garret,

I would like to include my support of the letter below.

Judy Solomon, Marquis Apartments, unit 211

Dear Tami Garret,
I represent the Marquis Co-op Association to the north of the site for project #3030517. On behalf of our residents I would like to voice support for the preferred massing alternative with parking entry on 16th Ave presented by Weinstein A+U. We support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow some light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on 16th Ave is strongly desired due to the following:

1. **Pedestrian safety on the alley**. Our building as well as the Cascadia apartments and the Arts NW to the

east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This traffic will be during JFS business hours for employees and visitors as well as weekend traffic from resident parking. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing option shows parking entry on 16th Ave adjacent to the existing parking entry for the Marquis Co-op. There is also a wide planting strip between the street and the sidewalk. The garage entry for the new development is set back from 16th Ave to allow for a safer coexistence of cars and pedestrians.

2. **Amount of traffic**. In the alley there is just enough room for one way traffic at the north end, and two way traffic would be extremely challenging. Buildings are built to the edge of the alley at the north end so there isn't an opportunity to widen the alley. With the frequent truck deliveries at the south end of the alley for the Food Co-op, traffic would be predominantly be accessed to the north. This combined with the hourly pickup and drop off of clients on Olive St. for Sound Mental Health right at the exit of the alley, would cause significant back up of traffic in the alley and in the street. This will cause decreased air quality in units adjacent to the alley, with cars stopped and running directly adjacent to units, and pose a significant obstacle for foot traffic accessing our buildings.

3. **Trash and Recycling** located on the north end of the alley would have to move to 16th Ave for the Arts NW, and the Marquis would have to build over our sunken courtyard with significant loss of our outdoor space in order to provide alley level garbage and recycling, or we would have to move our trash and recycling to the street.

4. **Parking** on 16th Ave will not be impacted by the parking garage entry on 16th Ave for the new development since there is no parking on the East side of the street. Currently cars park along Olive St. to the edge of the alley and only on that side of the street. Therefore parking on Olive Street may need to be reduced if parking garage access is located on the alley.

5. **Traffic on 16th Ave.** Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

Thank you for your time and for hearing our concerns and preferences,

Anne Gustavson
President of the Marquis Co-op Association
1605 East Olive St.

--
Judy Solomon

Herbaugh, Melinda

From: Eugenia Woo <eugeniaw@historicseattle.org>
Sent: Tuesday, April 24, 2018 8:01 PM
To: Garrett, Tami; Sodt, Sarah; Doherty, Erin; Quackenbush, Tom; PRC
Cc: Capitol Hill Historical Society; Stevens, Bryan
Subject: House at 1620 16th Ave - Project number 3030517

Hi Tami, Sarah, Erin and Tom,

It has come to Historic Seattle's attention that the house located at 1620 16th Ave on Capitol Hill is slated for demolition to make way for a proposed new construction project (the project number is noted above in the subject line).

It's going before the East Design Review Board tomorrow (Wednesday, April 25). I did some research on the status of the project review. The house is in a LR3 zone (adjacent to a parking lot in a NC3-65 zone). It looks like the developer is seeking a contract rezone for the house's parcel from LR3 to NC3-65.

In reading the pre-submittal minutes dated March 15, 2018, number 16 Historic Preservation and SEPA, says this: "The project may be exempt from application of the landmarks ordinance. An exemption letter or Appendix A will be provided as part of the MUP process."

From what I know of the proposal, I believe the project will trigger a referral to the Landmarks staff to consider whether a landmark nomination is required. I believe a nomination will be required. See SMC 25.05.800 Categorical Exemptions, particularly Table A for Footnote (1) 25.05.800.B.6 and 25.05.800.B.6. This describes the lower thresholds for DON review of potential landmarks.

The house at 1620 16th Avenue was built in ca. 1901 for Charles Conover, a former Seattle Post-Intelligencer turned real estate broker and developer. He and a business partner created the plat of Renton's Additions in 1889, the same addition in which the house is located.

The house appears to retain physical integrity and may meet at least one of the landmark designation criteria. Here are images of the house from 2016 when it was sold. https://www.redfin.com/WA/Seattle/1620-16th-Ave-98122/home/2085894

Tami—are the East Design Review Board members aware that the house is potentially historic or that there's a possibility that a landmark nomination may be required?

There is a continuing disconnect between the design review process, the MUP/SEPA process, and Landmarks review.

Historic Seattle would like to see the house at 1620 16th Ave reviewed carefully by the City. We have seen too many historic buildings demolished without any review.

Thank you.

Eugenia

Eugenia Woo
Director of Preservation Services
Historic Seattle
1117 Minor Ave | Seattle, WA 98101

t: 206.622.5444 ext 245 | f: 206.622.1197
eugeniaw@historicseattle.org | www.historicseattle.org



If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: Seattle Department of Construction and Inspections, 700 5th Ave Ste 2000, PO Box 34019, Seattle, Washington 98124-4019 or e-mail PRC@seattle.gov

Name: Yvonne Bonnette Project #3030517 – Tami Garrett, 19th Floor

Address: 1631 16th Ave

Seattle WA Zip: 98122

Email Address: ybonney@msn.com

Comment: Opposed to rezone.
Would like to see design proposal for a 3 story alternative that is presented, not as a threat, but a possible recommended alternative.

3030517

Marquis meeting with City of Seattle regarding development of adjoining building 4 25 2018

After attending meetings and reviewing material provided I, believe additional information is needed regarding the proposed development to make an informed decision. One of the main concerns, based on the shadow analysis diagrams presented, is the loss of adequate light falling on the back courtyard of the Marquis Co-Op. The vegetable gardens and greenery would suffer and the summer events would have to be held in a gray and dim environment.

Reference shadow diagrams:

1. The property owners have presented three development plans for review. Plan number three (3) seems to be the best choice with reference to the Marquis Apartments, but requires some modifications.

2. Additional shadow diagrams are required to be better informed.

   A. A Shadow Diagram showing the buildings as they now exist. and

   B. A Shadow Diagram showing a building on the site if a property zone modification is not approved.

3. This would allow an apple-apple comparisons as to what building would provide the most sunlight into the existing back courtyard of the Marquis Co-Op Apartment.

Randall Courtney
NBCCORP@QWESTOFFICE.NET

OPTIONAL WRITTEN PUBLIC COMMENT

DESIGN REVIEW

Thank you for coming to this meeting and offering public comment! If you write down your comments (on the back), you can choose if you would like the Chair to read them during the public comment portion of the agenda, or if you would like them to be included in the project file. Just let us know, by checking one of the boxes.

☐ I am not planning to offer public comment during the meeting, but I would like you read my comment into the record tonight.

☑ Please do not read my comment tonight, but add my comment to the project file. My name is JACK HILOVSKY and my email is jhilov@yahoo.com

Re Design considerations, residents of the Garden Court are against rezoning the 1620-10th Ave. property ~~from~~ 3-story to a 7-story. This neighborhood is pedestrian-oriented with lots of walkers, bicyclists, + already overburdened by traffic/trucks associated with Central Coop. Reducing the number of stories/scale of the building would ensure a more habitatal + safe environment

Please tie your comments to the design guidelines written on the back of agenda and limit your written comments to 3-5 sentences.

Once you have filled this card out, please pass it to the Planner.

Project number 3030517

Tami Garret
PO Box 34019
Seattle, WA 98124-4019

RECEIVED
APR 26 2018

Dear Tami Garret:

I'm writing to offer my complete endorsement of the proposed project at 1620 16th Avenue, project #3030517.

Jewish Family Services has engaged deeply with us at Central Co-op, to ensure that they were proposing a design which would as effectively as possible address any concerns that we might have with traffic, and other business impacts. Their placement of their parking garage access was especially valuable to us and modified by them at considerable expense.

I am confident in welcoming the addition to our area, both for the increased density of future customers, and the positive impact that it will have on the aesthetic value of our neighborhood.

Thank you for your time.

Wesley Barga
Operations Director
206.329.1545 x 217
wesleybarga@centralcoop.coop

central co-op

1978 40TH 2018 ANNIVERSARY
CENTRAL CO-OP: COMMUNITY GROWN

1600 E Madison
Seattle, WA 98122

p. 206.329.1545
f. 206.329.9957
www.centralcoop.coop

April 20, 2018

From: Lana Blinderman
To: PRC
Subject: Project # 3030517
Date: Sunday, April 29, 2018 11:56:07 AM

Good afternoon,

Please add me as a party of interest to project # 3030517.

http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/Detail/default.aspx?id=6829&b=s&pn=3030517

Thank you,

Lana Blinderman|Ex Factory Creative
www.lanablinderman.com
IG @ex_factory_creative

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Seattle Dept. of Construction and Inspections
Public Resource Center

MAY 07 2018

RECEIVED

Name: Kelly Compton Project #3030517 – Tami Garrett, 19th Floor

Address: 1700 E madisin St. #514

Seattle, WA Zip: 98122

Email Address: kellycompton21@gmail.com

Comment: I do not support this construction proposal. A shorter building would perhaps be okay. One of the things that makes Seattle unique and amazing is the views - you can be almost anywhere a few stories off the ground and have an unobstructed view of the Space Needle, Mt. Rainier, the cascades, etc. This building proposal at 7 stories sounds like it will take away those views for the surrounding residents. I am all for adding housing but keep it low and consider the visual implications for other residents here!

Herbaugh, Melinda

From: Eugenia Woo <eugeniaw@historicseattle.org>
Sent: Friday, May 18, 2018 1:49 PM
To: Garrett, Tami; Sodt, Sarah; Doherty, Erin; Quackenbush, Tom; PRC
Cc: Capitol Hill Historical Society; Stevens, Bryan
Subject: RE: House at 1620 16th Ave - Project number 3030517

Hi Tami,

Thanks for your response and clarification on the process.

I assume this means a demo permit for the house will not be issued before all required processes are completed.

Eugenia

Eugenia Woo
Director of Preservation Services
Historic Seattle
1117 Minor Ave | Seattle, WA 98101
t: 206.622.5444 ext 245 | f: 206.622.1197
eugeniaw@historicseattle.org | www.historicseattle.org

HISTORIC SEATTLE
Educate Advocate Preserve

From: Garrett, Tami [mailto:Tami.Garrett@seattle.gov]
Sent: Thursday, May 17, 2018 1:19 PM
To: Eugenia Woo <eugeniaw@historicseattle.org>; Sodt, Sarah <Sarah.Sodt@seattle.gov>; Doherty, Erin <Erin.Doherty@seattle.gov>; Quackenbush, Tom <Tom.Quackenbush@seattle.gov>; PRC <PRC@seattle.gov>
Cc: Capitol Hill Historical Society <capitolhillpast@gmail.com>; Stevens, Bryan <Bryan.Stevens@seattle.gov>; Daniel Goddard <danielg@weinsteinau.com>
Subject: RE: House at 1620 16th Ave - Project number 3030517

Hello Eugenia:

Thank you for your input concerning the existing structure located at 1620 16th Ave. I will share this information with the project applicant, Daniel Goddard.

The proposed development triggers SEPA. Thus, SDCI staff has communicated to the applicant that an Appendix A historical report will be necessary and has advised that this report be included with their MUP application submission to SDCI. The applicant also has the choice to submit this report directly to DON prior to applying for a MUP with SDCI (see DON CAM 3000 - http://www.seattle.gov/documents/departments/neighborhoods/historicpreservation/shared/cam3000.pdf). Ultimately, this report will be forwarded to DON for formal review. It is within DON's purview to direct the Landmark designation status review/nomination process – not the Design Review Board.

You asked when the East DR Board would be informed about the existing structure's potential landmark designation status. Generally, the earliest that the East DR Board would receive an update about the existing structure's historic

status/landmark nomination would be prior to the future Recommendation meeting – assuming that SDCI/applicant has received DON's input about the existing structure before this future meeting occurs.

Please contact me if you have further questions. Thanks.

Tami Garrett
Land Use Planner
Seattle Department of Construction and Inspections
O: 206-233-7182 | F: 206-233-7902 | tami.garrett@seattle.gov
Facebook | Twitter I Blog

As stewards and regulators of land and buildings, we preserve and enhance the equity, livability, safety, and health in our communities.

From: Eugenia Woo <eugeniaw@historicseattle.org>
Sent: Tuesday, April 24, 2018 8:01 PM
To: Garrett, Tami <Tami.Garrett@seattle.gov>; Sodt, Sarah <Sarah.Sodt@seattle.gov>; Doherty, Erin <Erin.Doherty@seattle.gov>; Quackenbush, Tom <Tom.Quackenbush@seattle.gov>; PRC <PRC@seattle.gov>
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Eugenia

Eugenia Woo
Director of Preservation Services
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3030517

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Randall Courtney
NBCCORP@QWESTOFFICE.NET

Seattle Dept. of Construction and Inspections
Public Resource Center

MAY 23 2018

RECEIVED

Scanned 5/10/18 BCC

Herbaugh, Melinda

From: Garrett, Tami
Sent: Friday, June 08, 2018 1:59 PM
To: Dave B
Cc: Keara Kazanjian; PRC
Subject: RE: Support for parking egress plan for project number: #3030517-LU

Hello Mr. Budd:

Thank you for your written correspondence.

I am forwarding your email to the SDC Public Resource Center (PRC) to allow for it to be added to the project's electronic file and be available for others to review this information.

Note: Our new permit, complaint, and inspection system launched April 30!

Tami Garrett
Land Use Planner
Seattle Department of Construction and Inspections
O: 206-233-7182 | F: 206-233-7902 | tami.garrett@seattle.gov
Facebook | Twitter I Blog

As stewards and regulators of land and buildings, we preserve and enhance the equity, livability, safety, and health in our communities.

From: Dave B <DaveB@FullLifecare.org>
Sent: Friday, June 08, 2018 11:51 AM
To: Garrett, Tami <Tami.Garrett@seattle.gov>
Cc: Keara Kazanjian <kkazanjian@jfsseattle.org>
Subject: Support for parking egress plan for project number: #3030517

Full Life

June 8, 2018

Tami Garret
PO Box 34019
Seattle, WA 98124-4019
Tami.Garrett@seattle.gov

Dear Ms. Garret:

Gaffney house is one of Full Life Care's resident care facilities located at the corner of 17th and E. Madison, near the proposed development by Jewish Family Services (project number: #3030517).

Access to our loading area and trash/recycling removal areas are located off the alley between Olive and 16th. In addition we have 4 parking spaces in this area. Because of this we anticipate increased activity in the alley would be operationally disruptive to our services and the value of our property.

I have been invited to discuss the project and are in support of Jewish Family Service's plans. We think this development will be an improvement to the neighborhood over the current use.

In particular we support and endorse:
The Contract Rezone associated with this project.
The preferred massing scheme of the project.
The proposed location, on 16th of the garage access.

A location off the already quite busy alley would obstruct ready access to our facility and be disruptive to our operations.

If you have any questions regarding our position please feel welcome to contact me.

Best regards,

Dave Budd
Executive Director
Full Life Care
800 Jefferson St. #620
Seattle, WA 98104
206-370-4550
Daveb@fulllifecare.org
www.fulllifecare.org

The information contained in this message may be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately and delete it from your computer.

Dela Cruz, Jeff

From: Alex Hughan <axhughan@gmail.com>
Sent: Thursday, July 19, 2018 7:19 PM
To: PRC
Subject: Project 3030517-LU

Hello,

This project has far too many parking stalls (105!?). After a quick review of Seattle's modesplit, collected semi-annually by SDOT and Commute Seattle, one can easily see that a significant portion, of not a majority, of these spaces will go unused.

I am, however, very excited to see the addition of 88 new homes to our neighborhood.

Don't let the single family home owners and the Seattle Times tell you that this community isn't happy too see more housing—we just want fewer cars, please!

Alex

Herbaugh, Melinda

From: Jack Hilovsky <jhilov@yahoo.com>
Sent: Monday, August 13, 2018 6:03 PM
To: PRC
Subject: Re Construction at 1620 16th Ave--Registering Opposition

Seattle Department of Construction and Inspections
ATTN: Public Resource Center
PO Box 34019
Seattle, Washington 98124-4019
FAX (206) 233-7901

To Whom It May Concern,

Re Downtown/Central, Address: 1620 16th Ave,

Record: 3030517-LU, Zone: LR3, NC3-65

I am writing to again state my opposition to the height of the 7 story apartment building proposed for the 16th Avenue Corridor between Olive and Pine Streets on Capitol Hill. As a Garden Court Condo resident, and speaking on behalf of my fellow Garden Court Condo neighbors, we are concerned about the shade that will be cast on our courtyard, not to mention safety concerns for bikers and pedestrians on 16th Ave with such a large infill of residential apartments.

I know the project will go forward and I stated my concerns at the most recent design review committee meeting. I continue to feel it will have these negative impacts.

Sincerely,

Jack Hilovsky
206-422-6023

Herbaugh, Melinda

From: Lizzy Sandstrom <LizzyS@pscleanair.org>
Sent: Tuesday, August 14, 2018 1:57 PM
To: PRC
Subject: RE: Notice of Application & Checklist - 3030517-LU

Greetings,

PSCAA comment:
Any project where demolition of structure(s), earth moving and material handling, heavy equipment operations, and/or disposing of vegetative matter is to occur, is subject to Puget Sound Clean Air Agency regulations. The requirements may include, but are not limited to the following:

Agency Regulation I:
Article 8 – Outdoor Burning
Article 9 – Emission Control Standards, Section(s) 9.03, 9.11, and 9.15

Agency Regulation III:
Article 4 – Asbestos Control Standards

Agency Regulations can be viewed in full on our website:
http://www.pscleanair.org/219/PSCAA-Regulations"

Regards,

Puget Sound Clean Air Agency

From: Minnerly, Denise [mailto:Denise.Minnerly@seattle.gov]
Sent: Monday, August 13, 2018 1:23 PM
To: SEPA Review Notices; separegister@ecy.wa.gov; paula.reeves@doh.wa.gov; kelly.cooper@doh.wa.gov; Pearson, Annette; shirlee.tan@kingcounty.gov
Subject: Notice of Application & Checklist - 3030517-LU

Please see attached Notice of Application & Checklist published on **Monday, August 13, 2018.**

Denise Minnerly
Administrative Specialist III
Seattle Department of Construction and Inspections
P: 206.386.0098 | denise.minnerly@seattle.gov

"As stewards and regulators of land and buildings, we preserve and enhance the equity, livability, safety and health in our communities."

From: Eliot Flannery
To: PRC
Subject: 1620 16th Avenue rezoning
Date: Monday, August 20, 2018 3:10:31 PM

I own and live in a condo at 1717 16th Avenue, down the street from 1620 16th Avenue. I really hope this project (record 3030517-LU) goes through. In fact, I wish the new building proposed for this property had 176 or more units. Rezoning large parts of the current single family home zoned land in Seattle would go a long way toward easing the housing affordability crisis in Seattle. Until that happens, increasing density in neighborhoods where apartments are actually allowed is critical.

Thank you,
Eliot Flannery

Herbaugh, Melinda

From: Barbara Bernard <barbara_bernard@yahoo.com>
Sent: Wednesday, August 22, 2018 7:58 PM
To: PRC
Subject: Project #3030517-LU

I wanted to express that I am concerned with the proposal for this lot as it eliminates any existing trees and greenery. Seattle is loosing trees at an alarming pace and with the loss of trees comes continued environmental concerns. Please practice Seattle's intended tree goals and prevent the loss of green space.

Barbara Bernard
3010A 31st Ave W

Sent from Yahoo Mail for iPhone

From: Medico della Peste (plaguedoctor666)
To: PRC
Subject: Project 3030517-LU
Date: Wednesday, August 22, 2018 7:21:54 AM

Stop
Stop
Stop

You're destroying our city
Seattle is losing its identity
Homelessness is a major issue in this city
Building these podments and tearing down these beautiful old, and historic places is getting out of control

88 podments In 7 stories!?!?!

Cram people in like cattle and charging $2000 !?!?

Seattle's priorities are so out of whack it makes me sick

From: Terry Cook
To: PRC
Subject: Project 3030517
Date: Saturday, August 25, 2018 9:16:46 AM

Hi, I am writing in support of the development project on 16th and Olive on Capitol Hill. I know you are receiving comments against this project because the building is a nice old house. However, even worse than losing an old house is losing the teachers, police people, and other normal people who cannot afford to live in Seattle any longer. We need more housing in the city, which will lead to more affordable housing in the city. Please do not cave into the pressure of a few people who love the old house. Please allow this proposal to continue.

Thank you!

Sent from my iPhone, thus the typos.

From:	Jason Horowitz
To:	PRC
Cc:	jason.horowitz
Subject:	Record Number: 3030517-LU
Date:	Monday, August 27, 2018 11:04:19 PM

Hello,

I am a resident of one of the buildings adjacent to the proposed project (Record Number: 3030517-LU) and a neighbor of the owner, Jewish Family Services.

This project is far too large in scale for the street and neighborhood. I understand that the trend in Seattle is to shift toward more multi-unit dwellings, but that does not make it necessary to replace a handful of units on a quiet street with 88! The street is already congested and dangerous with vehicles and people entering and leaving the Coop. We also have cars circling to get into Trader Joe.

Also unnecessary - ludicrous in fact - is the proposal to build parking spaces for 105 vehicles. The only reason that 88 units would require 105 parking spaces is to accommodate commercial tenants (a restaurant is planned). The street is residential in character and this will utterly destroy that character.

I will also add that the dwelling currently on the property is one of the few well-maintained examples of 19th or early 20th century Capitol Hill architecture. One of the things that Seattle lacks is adequate protection for dwellings of historical, cultural or aesthetic value. That doesn't mean that we shouldn't try to preserve them. Is there not anyway that this dwelling could be incorporated into any future development plan?

The owner of the property is a social welfare organization. It is clear that it has high regard its clientele and itself, but not for its immediate neighbors. The application to rezone should absolutely be denied until such time as these concerns are addressed.

Please use this email address to keep me updated on the application.

Jason Horowitz

From: Jason Horowitz
To: PRC
Subject: Record Number: 3030517-LU
Date: Monday, August 27, 2018 11:24:03 PM

Note - please forward this version of my comment to the reviewer rather than the previous one. I wish to omit one sentence of my previous comment. Thank you.

Hello,

I am a resident of one of the buildings adjacent to the proposed project (Record Number: 3030517-LU) and a neighbor of the owner, Jewish Family Services.

This project is far too large in scale for the street and neighborhood. I understand that the trend in Seattle is to shift toward more multi-unit dwellings, but that does not make it necessary to replace a handful of units on a quiet street with 88! The street is already congested and dangerous with vehicles and people entering and leaving the Coop. We also have cars circling to get into Trader Joe.

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The application to rezone should absolutely be denied until such time as these concerns are addressed.

Jason Horowitz

From:	MJ Porter
To:	PRC
Cc:	LEG_CouncilMembers
Subject:	Comments on Project 3030517-LU / Apartment building with restaurant on 16th between Madison/Pine and Olive - Capitol Hill
Date:	Monday, August 27, 2018 2:28:31 PM
Attachments:	Parking between MadisonPine and 15th14th.png Commercial parking on Pine between 15th16th.png

TO: Seattle Department of Construction and Inspections

ATTN: Public Resource Center

Sirs/Madams:

I am a resident of 1631 16th Avenue, across the street from the proposed project (3030517-LU)

I want to express my **strong support for the additional housing** and my **strong rejection of the additional parking**.

Like others who have commented on this project, I strongly support additional residential development in the heart of Seattle. While aesthetically I would prefer that the “blue house” with its lovely yard and setback remain, for the sake of our city, our region and our planet we need more density in all of Seattle.

That said, I believe that the **proposed parking is completely excessive and will be extremely harmful to the local and global environment and a source of more global warming**. Furthermore, while we can build more buildings, we cannot build more streets, and the ones we have are already overwhelmed.

People in Capitol Hill walk, bike and ride transit and SDCI should consistently support these choices, not require and/or approve the construction of more parking and support more single occupant vehicle traffic.

The **recently passed Council Bill 119221 has all the necessary reforms** that make the construction of a new underground parking garage at this site totally unnecessary.

I understand from the documents on-line that 46 spaces for Jewish Family Services are required as a SEPA condition to this project, replacing the 22 that will be lost and adding 24 more. However, the project is planning for 53 spaces for JFS, **31 more spaces than they have now** and more than

required by SEPA. **None of this parking should be required.**

One block from JFS there is abundant available parking going almost completely unused (see photo below) and the First African Methodist Episcopal Church would probably welcome the revenue from weekday parkers.

The project also apparently plans 51 parking spaces for 88 apartments. I believe the new parking code requires zero spaces. With the planned uses, **I can only surmise that the intention is to essentially create a commercial parking garage as an income-generating feature in this building**. This is the last thing we should be building in Seattle's densest neighborhood.

There should be no residential spaces provided in this building. There is already **abundant available parking in nearby buildings that is going unused**. A parking study by Capitol Hill Housing along with Metro's "Right Size Parking Study" found substantial vacant residential in the Pike/Pine area. The study also found a high number of 'occupied' spaces that residents own or are paying for through their rent, but do not use. Another recent study documented that **there are now** two parking spaces for every person in Seattle **We do not need more parking spaces**.

In addition to the **catastrophic global warming effects** of providing more parking, local streets, including 16th between Madison/Pine and Olive and Olive between 16th and 17th are already overwhelmed and cannot take more traffic.

We are inundated with truck traffic serving Madison Market and Trader Joe's, vehicle traffic (delivery vehicles and personal cars) serving residents and commercial uses, and police, ambulance and drop off/pick up traffic serving Sound Mental Health. Both streets are often completely impassable as they are completely blocked by parked trucks and vans overlapping with the USPS/UPS/Fed Ex/vans bringing all the packages that now arrive in an endless stream to any apartment building.

Please reconsider this permit for this project and remove all the parking.

Mary Jo Porter

1631 16th Avenue, Apt 204
Seattle, WA 98122

Photo: Abundant parking available between Madison/Pine and 14th/15th.



Photo: Commercial parking available directly across the street from JFS on Pine



Refrigerated truck parked with engine running for over half an hour in front of the project site today (27 Aug 2018), with noise pollution and spewing fumes into all of our windows. It did not fit into the Madison Market loading doc which was being used by another truck.



Please note: In the time it has taken me to research documents on your website and write this comment, the refrigerated truck has not moved or turned off its engine. The smoke seems to have cleared in Seattle day, but our apartments are filled with the fumes from these trucks and the noise pollution from their engines.

Herbaugh, Melinda

From: Claire A Richards <claire7@uw.edu>
Sent: Monday, August 05, 2019 9:46 AM
To: PRC
Subject: Project 3030517-LU

CAUTION: External Email

Hi, I'm writing to comment on the number of parking spaces for a building with 88 apartments and has 105 parking spaces. I would recommend only 44 parking spaces. We need not make *more* parking when we need to be decreasing our reliance on oil and motorized transportation.

Best,
Claire

Bigelow, Jared

From: Sophy Hildreth <sophy.hildreth@gmail.com>
Sent: Tuesday, August 20, 2019 5:38 PM
To: PRC
Subject: Project 3030517-LU

CAUTION: External Email

This project will remove a beautiful unique home to put in its place a huge ugly building that will harm the environment and will take character from the city. Please leave this house here and do not build

From: Mark Redmond
To: PRC
Subject: Project# 3030517
Date: Friday, March 06, 2020 2:23:10 PM

CAUTION: External Email

If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: Seattle Department of Construction and Inspections, 700 5th Ave Ste 2000, PO Box 34019, Seattle, Washingt
on 98124
-
4019 or e
-
mail
PRC@seattle.gov
Project #
3030517
-
LU Tami Garrett, (206) 233
-
7182
Name: Mark Redmond
Address: 1605 East Olive St., #206, Seattle, WA 98122
Email Address: marcredmond@msn.com
Comment: I would greatly prefer to see that garage access to the building in question be on 16th Avenue. Access from the alley would cause a huge increase in traffic there and be unsafe and dangerous to cars and pedestrians who use that alley. There is already too much traffic in the alley from trash and recycling pick ups as well as traffic from Central Co-op. There will be a new kindergarten through second grade school opening in the fall on Madison and 17th and they no doubt will also be using the alley. The alley is narrow and it would be impossible to develop it into a two lane drive. And even if that were possible, it would mean that people would use it as short cut and drive too fast and endanger pedestrians and school children

Thank you for listening to my concerns,
Mark Redmond

From: Anne.Gustavson
To: PRC
Subject: Project 3030517-LU
Date: Saturday, March 07, 2020 8:16:47 PM

CAUTION: External Email

Dear Tami Garret,
I represent the Marquis Co-op Association to the north of the site for project #3030517. On behalf of our residents I would like to voice our continued support for the preferred massing alternative with parking entry on 16th Ave presented by Weinstein A+U. We support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on 16th Ave is strongly desired due to the following:

1. **Pedestrian safety on the alley**. Our building as well as the Cascadia apartments and the property at Olive and 17th to the east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard above our parking garage. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This increased traffic will primarily be during the day for JFS employees and visitors, school pickup and drop off, and garbage truck access. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing option shows parking entry on 16th St adjacent to the existing parking entry for the Marquis Co-op. On 16th there is a wide planting strip between the street and the sidewalk it is set back from 16th Ave to allow for a safer coexistence of cars and pedestrians.

2. **Amount of traffic**. In the alley there is just enough room for one way traffic at the north end. Buildings are built to the edge of the alley at the north end so there isn't an opportunity to widen the alley. Our own parking garage is below ground directly under the current fence at the edge of our property. With the frequent truck deliveries at the south end of the alley for the Food Co-op, And the new elementary school at the mansion on the corner, traffic would be significantly increased. This combined with the hourly pickup and drop off of patients on Olive St. for Sound Mental Health right at the exit of the alley, would cause significant back up of traffic in the alley and in the street. This will cause decreased air quality in units adjacent to the alley, with cars stopped and running directly adjacent to units, and pose a significant obstacle for foot traffic accessing our buildings.

3. **Trash and Recycling** located on the north end of the alley would have to move to 17th for the property on the corner of Olive and 17th and the Marquis would have to either build over our garage with significant structural reinforcement to provide alley level garbage and recycling, or we would have to move our trash and recycling to the 16th Ave.

4. **Parking** on 16th Ave will not be impacted by the parking garage entry on 16th Ave for the new development since there is no parking on the East side of the street. Currently cars park along Olive St. to the edge of the alley and only on that side of the street. Therefore parking on Olive Street may need to be reduced if parking garage access is located on the alley.

5. **Traffic on 16th Ave.** Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

Thank you for your time and for hearing our concerns and preferences,

Anne Gustavson
President of the Marquis Co-op Association
1605 East Olive St.

Anne Gustavson

SOUND
The forefront of healthcare

Corporate Headquarters
6400 Southcenter Blvd.
Tukwila, WA 98188
Tel: (206) 901-2000
Fax: (206) 901-2010
www.sound.health

City of Seattle
PO Box 34019
Seattle, WA 98124-4019
Attn: Tami Garret

March 2, 2020

Re: Jewish Family Services, Capitol Hill

Dear Tami,

I am writing this letter in support of the Jewish Family Services project in Capitol Hill on 16th Avenue. I have met with JFS and a team member from Weinstein A+U and discussed their plans and reviewed their drawings.

Sound believes that Jewish Family Service has taken into consideration safety, convenience, the character of the neighborhood, as well as a good neighbor approach to their design work and planning.

JFS represents how an organization can be responsive to a neighborhood and work to create a cohesive project that provides new housing and services with a limited adverse impact.

We support the contract rezone and the garage entry design departure. The design departure will allow Jewish Family Services to provide access to parking from 16th Avenue. Our facility (Sound) is directly across Olive Street from the alley that is being recommended to JFS to use as access to their facilities parking area. Our facility caters to many individuals who walk or use transportation services. The intersection to that alley from the street is very tight and will have limited visibility. The added congestion from cars entering and exiting from that alley will lead to traffic jams, frustration and potential safety issues for both the residents and the transportation drivers who drop off and pick up clients at our front door (directly across the street from the alley).

Thank you

Guy Delisi
VP / COO Sound

√ drm

Project# 3030517-LU

CURRENT RESIDENT
1625 E MADISON ST #307
SEATTLE WA 98122

Seattle Dept. of Construction and Inspections
Public Resource Center
MAY 13 2020
RECEIVED

xxxx

Seattle Department of Construction & Inspections

May 7, 2020

PROJECT CHANGE:
DESIGN REVIEW - RECOMMENDATION MEETING to ADMINISTRATIVE DESIGN REVIEW FOR RECOMMENDATION

This project has opted to temporarily change from full design review (community meetings with the Design Review Board) to administrative design review (SDCI planner review) in accordance with emergency legislation Council Bill 119769 due to the COVID-19 pandemic.

We are providing an extra 14-day public comment period for you to submit comments in writing on the proposed design to PRC@seattle.gov.

Please visit our website for tips on how to provide the most effective Design Review comments.

Area:	DOWNTOWN/CENTRAL	**Address:**	1620 16TH AVE
Project:	3030517-LU	**Zone:**	LR3, NC3-65
Applicant Contact:	DANIEL GODDARD - 206-454-8490		
SDCI Planner:	TAMI GARRETT - (206) 233-7182		

PROJECT DESCRIPTION

Council Land Use Action to rezone a parcel of land from LR3 (Lowrise 3) to NC3-65'(M1) (Neighborhood Commercial 3-65'(M1). Project includes a 7-story, 88-unit apartment with restaurant. Parking for 105 vehicles proposed. Existing building to be demolished.

OPPORTUNITY FOR COMMENT

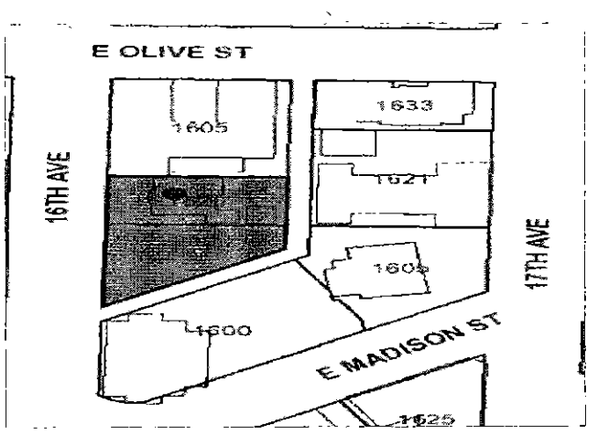
SDCI will accept written comments to assist in the preparation of the **early design guidance** through **May 20, 2020**. You are invited to offer comments regarding important **site planning and design issues** you believe should be addressed in the design of this project. Please note that the proposed design will likely evolve through the review process. These changes will be reflected in the *Design Proposal* documents included with other project documents found at Seattle Services Portal (https://cosaccela.seattle.gov/portal/welcome.aspx) or Permits Search.

Submit all comments and requests to be made party of record to PRC@seattle.gov or City of Seattle – SDCI – PRC, 700 5th Avenue, Suite 2000, PO Box 34019, Seattle, WA 98124-4019.

PROCESS

Following the public comment period, the Seattle Department of Construction and Inspections will issue a written design guidance report. This report will consider public comment and the applicable city-wide and neighborhood specific Design Guidelines and will serve as the basis for further review of the building permit. Once the applicant has incorporated the design guidance into the proposal they may apply for a building permit. No public notice of the building permit application will be provided.

MORE INFORMATION: For more information regarding this application or the Design Review process, please visit the Design Review Program website at Design Review contact the Land Use Planner listed above, or email the Public Resource Center at PRC@seattle.gov or visit the Public Resource Center at the address above. Hours: 8 am to 4 pm Monday, Wednesday and Friday and 10:30 am to 4 pm Tuesday and Thursday.



The top of this image is north.
This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in Seattle DCI's files will control.

√ dRM

Project# 3030517-LU

CURRENT RESIDENT
1605 E OLIVE ST #206
SEATTLE WA 98122

Seattle Dept. of Construction and Inspections
Public Resource Center
MAY 13 2020
RECEIVED

XXXX

Seattle Department of Construction & Inspections

May 7, 2020

PROJECT CHANGE:
DESIGN REVIEW - RECOMMENDATION MEETING to ADMINISTRATIVE DESIGN REVIEW FOR RECOMMENDATION

This project has opted to temporarily change from full design review (community meetings with the Design Review Board) to administrative design review (SDCI planner review) in accordance with emergency legislation Council Bill 119769 due to the COVID-19 pandemic.

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Area:	DOWNTOWN/CENTRAL	**Address:**	1620 16TH AVE
Project:	3030517-LU	**Zone:**	LR3, NC3-65
Applicant Contact:	DANIEL GODDARD - 206-454-8490		
SDCI Planner:	TAMI GARRETT - (206) 233-7182		

PROJECT DESCRIPTION

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OPPORTUNITY FOR COMMENT

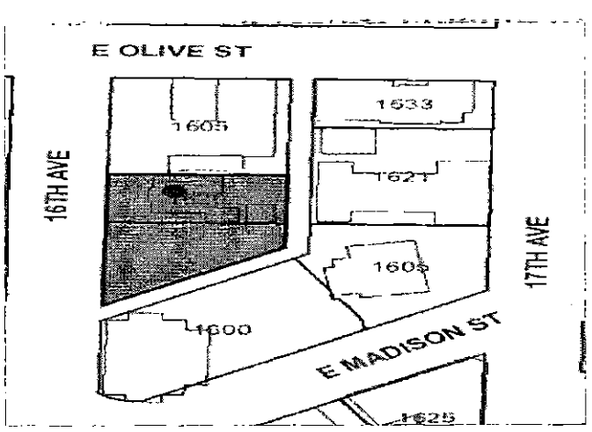
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This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in Seattle DCI's files will control.

Herbaugh, Melinda

From: Eva Conner <evaconner@windermere.com>
Sent: Thursday, May 14, 2020 10:57 AM
To: PRC
Subject: Comment on Project # 3030517 -LU

CAUTION: External Email

Greetings,

I would like to submit a public comment on the project at 1620 16th Ave, Seattle, WA. Project # 3030517-LU.

I agree with the comments submitted by the Marquis Co-op Association (my building, next to the slated project) as follows:

We support the preferred massing alternative with parking entry on 16th Ave presented by Weinstein A+U. We support the contract rezone with the preferred massing scheme because of the generous setbacks that have been provided to allow light in our frequently utilized back courtyard and to units on the south of the building. Parking and vehicle access on 16th Ave is strongly desired due to the following:

1. **Pedestrian safety on the alley**. Our building as well as the Cascadia apartments and the property at Olive and 17th to the east, have exit doors directly on the alley with very little to no setback. We frequently utilize these doors to access trash and recycling as well as for daily entering and exiting and to access our back courtyard above our parking garage. If parking access for the new development is located on the alley, daily traffic will be significantly increased. This increased traffic will primarily be during the day for JFS employees and visitors, school pickup and drop off, and garbage truck access. Combined with the narrow width of the alley, and challenging visibility at doorways, this poses a significant risk to pedestrians. The preferred massing option shows parking entry on 16th St adjacent to the existing parking entry for the Marquis Co-op. On 16th there is a wide planting strip between the street and the sidewalk it is set back from 16th Ave to allow for a safer coexistence of cars and pedestrians.

2. **Amount of traffic**. In the alley there is just enough room for one way traffic at the north end. Buildings are built to the edge of the alley at the north end so there isn't an opportunity to widen the alley. Our own parking garage is below ground directly under the current fence at the edge of our property. With the frequent truck deliveries at the south end of the alley for the Food Co-op, And the new elementary school at the mansion on the corner, traffic would be significantly increased. This combined with the hourly pickup and drop off of patients on Olive St. for Sound Mental Health right at the exit of the alley, would cause significant back up of traffic in the alley and in the street. This will cause decreased air quality in units adjacent to the alley, with cars stopped and running directly adjacent to units, and pose a significant obstacle for foot traffic accessing our buildings.

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4. **Parking** on 16th Ave will not be impacted by the parking garage entry on 16th Ave for the new development since there is no parking on the East side of the street. Currently cars park along Olive St. to the edge of the alley and only on that side of the street. Therefore parking on Olive Street may need to be reduced if parking garage access is located on the alley.

5. **Traffic on 16th Ave.** Providing the parking garage entry on 16th will limit traffic to the up-zoned south end of the street and maintain a more pedestrian friendly environment in the low rise zone to the north.

This is a *very* narrow egress alley that is proposed to be shared, so please accommodate the logical move to the street for parking access!

Many thanks,
Eva

EVA CONNER | REALTOR ®
RESIDENTIAL BROKER

206.799.8285
evaconner@windermere.com
evaroseconner.com

Windermere Eastlake | 1177 Fairview Ave N | Seattle, WA 98109

I want to work with folks like you! I appreciate referrals to your community, and can help with real estate needs in Seattle and beyond.



Herbaugh, Melinda

From: Xengie Doan <xdoan@protonmail.com>
Sent: Thursday, May 14, 2020 2:09 PM
To: PRC
Subject: 3030517-LU - Tami Garrett (206) 233-7182 - Floor SMT 19

CAUTION: External Email

Hi I am here to file a comment about the design review for the project stated in the title for 1620 16th Ave. I would like to urge the design to include priority for a restaurant that is locally owned, a family business (not a chain) and focused on affordable options for the community. In that vein I also hope the design of the apartments include MFTE and generally include units that are priced at or below market rate for this area which houses the elderly and retired and people who do not make the median Seattle income. I hope that this new apartment does not unfairly inflate the rental prices in this area and that the community is going to be served by having good, accessible housing. I hope that the parking is designed to minimize the disturbance to a very quiet block.

Thank you,
Xengie Doan

Sent with ProtonMail Secure Email.

Herbaugh, Melinda

From: Kimberly Smith <kimsmithq@gmail.com>
Sent: Friday, May 15, 2020 6:57 PM
To: PRC
Subject: Public Comment

Categories: Melinda

CAUTION: External Email

Hello, this is a Public Comment on this project:

3030517-LU (DOWNTOWN/CENTRAL)

Address: 1620 16th Ave., Zone: LR3, NC3-65

Applicant Contact: Daniel Goddard, SDCI Planner: Tami Garrett

My name is Kimberly Smith, I'm a nearby neighbor of the above property. My Address: 1700, 17th Ave. #602, Seattle WA 98122.

I do not wish to see the current property destroyed and replaced at all, especially with a high-rise of many stories. A good third or more of the (often most beautiful) Capitol Hill properties around me have been destroyed very quickly over the last few years, and rebuilt into ugly boxes. The worst element of this is the loss of their beautiful yards--often containing the oldest (still quite healthy) trees and vegetation in the area, so that construction of these 'boxes' can extend to the furthest possible margins of land on these properties. This (along with the merciless, never-ending, decimation of the public trees lining sidewalks) has made Capitol Hill uglier, hotter (due to the added flat roofs and cement everywhere in lieu of plants), stinkier and louder (from the CEASELESS construction that has become a nightmarish soundtrack everywhere around me).

I don't know the people who own/live in this property, but I have the impression they don't want their residence to go under the knife. I wish more property managers would fight what seem to me like bully-tactics to get them out. (All the beautiful vegetation of this property's front area has been hacked down--shortly after a public tree closeby, a baby ginko certainly not sick or a danger to anyone, was hacked down along with several gorgeous maple trees in the parking lot between this property and the Central Co-op. I see this happen a lot just before a property comes down, and have begun to think that these kinds of 'motivations' are used to get 'stubborn' property-owners to move for new construction, and I find that gross.

About 4 years ago, when I washed the outside of my windows (the ones I can get to by opening them in, I live in a Public high-rise), the cloths I used were just a little colored, now they are black with construction soot. Even my own building took out our little garden, where residents liked growing their own food, extending our large trash area to twice its size by covering-over the soil with cement (they also killed three young healthy trees to do this. When I saw the pretty maple I could watch change color under my window, gone, I cried. I am so tired of watching trees come down).

So, I'm writing in hopes I will not have to suffer YET ANOTHER huge construction project nearby (as I have suffered, pretty much, in a ring circling ever-wider around my building for the last 10 years, intensifying greatly over the last 3 years), so that I won't have to mourn the loss of yet another buffer against the Summer heat and growing pollution (another result of all that construction, cement, loss of plants like shade trees that collect CO2, and flat roofs), and for the property owners (or tenants??) who I'm guessing wish not to lose their home.

Please don't destroy this yard and house to build another big box.

Thankyou, Kimberly Smith

Herbaugh, Melinda

From: kimberly kinchen <kimberly.kinchen@gmail.com>
Sent: Saturday, May 16, 2020 3:41 PM
To: PRC
Subject: Project 3030517-LU

Categories: Melinda

CAUTION: External Email

To Whom it May Concern:

I write as a resident and shareholder of the Marquis Co-op.

While our HOA has written in support of parking and vehicle access on 16th Ave, this does not represent my view of the pedestrian safety and parking issues regarding the proposed building at 1620 16th Ave.

My views can be summed up as A) the city needs to turn the west side of 16th Ave from residential parking to a loading zone, for at least 12 hours per day to address the current lack of sufficient loading on the street, and B) the number of parking spaces in the building should be reduced from 105 to 0. If parking is included, the parking exit should be on the alley, not on 16th Ave, due to greater potential conflict with the large numbers of pedestrians and cyclists using 16th Ave.

The larger context for these positions follow.

A) Loading zone solutions are needed urgently for 16th Avenue.

1) Central Co-op, which services thousands of residents and provides many good jobs, has been forced to allow delivery vehicles to use the east side of 16th Ave - much of it front of 1620 - as a de facto loading zone for years. The city has done nothing to enforce this. That's not my complaint, however.

Where will these trucks, which bring food to thousands of residents, load once this building goes up? (This is an issue regardless of the amount of parking that is ultimately included in the building.)

After living on an observing this stretch of 16th Avenue for the last five years, I believe the most practical and equitable solution is probably to make the current residential zone parking on the west side of 16th Ave for its entire length a loading zone from 6 am to 6 pm (for example)) as well as the spots that used to house Pronto bikeshare, but add a couple of 24/7 ADA parking spots near the intersection of Pine /16th.

I have counted 15 to 18 vehicles parked on 16th Ave on any given day. The needs of thousands of co-op shoppers, and the hundreds of people who walk or bike along 16th Ave every day, should come over providing grotesquely cheap parking for a handful of people, residents or not.

I know that some neighbors will say they "need" parking. But consider: unlike cars - 1/5th of our city doesn't have them - we do all NEED clothes and toilets. Yet the city doesn't offer cheap (basically free) streetside storage of private portapotties or warddrobes. I don't drive, so I can't take advantage of cheap parking - shouldn't I also be able to store my private belongings on the street? If your answer is no, it can only logically follow that your answer should be no for car owners, too.

Further, the city approved the Co-op use at its current site, without ensuring it had adequate loading space. It needs to correct that, especially if it will add a new building to this block, which, since it includes a restaurant, will incur its own loading needs.

2) The situation with the loading zone is why the idea that pedestrian safety is somehow better if parking and an entrance is put on 16th - rather than the alley - is questionable at best. If the current loading situation continues, drivers will be coming up and out of a garage. In my long experience as a person who gets around primarily by walking, biking, or transit, these driveways are always hostile areas for pedestrians. And there is a lot of pedestrian and bicycle traffic on this street, because many people walk to the coop or to the many bus stops near by. Drivers zooming up and out of an underground parking garage will frequently have their view blocked by trucks making deliveries to the co-op.

While pedestrian safety will be an issue no matter where you put the garage exit of 1620, it's far more likely that greater numbers of pedestrians and cyclists use 16th Ave than use the alley - since it is used by many people in the neighborhood - whereas the alley is used mostly by people living in buildings that abut it. It seems clear that since many more people use 16th Ave, there is greater potential conflict between drivers and people walking or biking there than there will be in the alley.

B) Regarding the huge number of proposed parking units at the 1620 development:

1) Abundant frequent transit service is located a 2-minute walk from 1620 (Metro routes 11,12), as well as a few blocks' walk north (Metro routes 8, 10, and 43) and south (Metro route 2) and access to the route 48, Link light rail, and the street car each within a 10-minute walk.

2) By the time the new building is completed, rapid ride bus line G bus route will provide quick access to downtown with extremely frequent headways. A stop will be located a short walk from 1620.

3) Abundant parking for hire at lots exist within a few blocks' walk of 1620 and are well-lit, and typically with many other people out walking, jogging, walking dogs, etc. (In other words, likely to feel safe walking to or from in the evening and have many eyes and ears out.)

4) As of 2013, the American Community Survey reported that about 20 percent of Seattle residents take transit to work, 10 percent walk, and 6 percent work from home. More recent data estimates 10 percent of Capitol Hill bikes to work. Given our proximity to the job center that is downtown, it it likely that our percentages for public transit commuting are actually higher than 20 percent. With the rise of e-bikes, which make longer and hillier bike commutes possible for people of a greater range of physical abilities, that mode share is likely to rise. Given these numbers, it's hard to understand any justification for so many parking units at 1620.

5) Even absent the above factors, given the rapid escalation of a climate crisis call for reducing infrastructure that induces demand for cars. This is a moral question and it's mind-boggling that in a neighborhood with so much transit access we would even be considering a building with this many parking spaces. Induced demand is a proven phenomenon.

6) In the aftermath of the COVID pandemic, an economic depression is likely to reduce and discourage car ownership due to the high annual cost, which in 2016 AAA estimated to be $8,500 annually on average.

7) Similarly, in the aftermath of COVID, more employees are likely to seek more flexibility in working from home, employers are more likely to give it, and there will likely be less demand for car ownership.

7) The above modes are all accessible to employees of JFS. If I understand correctly, JFS wants some of the parking units in the new building for its staff. Given especially item B3 above, has JFS developed any other kind of program to

encourage other modes of transport for its staff, such as subsidizing transit passes or rewarding bike commuters with cash incentives (these are likely less expensive than providing parking benefits or subsidizing parking for staff)?

A 2018 study by the Research Institute for Housing America found that there are 5 off-street parking spots for every household in Seattle. Understanding that at least some JFS staff will always have to drive or may need access to a car, why can it not look into options for tapping existing surplus parking nearby in the neighborhood if it feels it must subsidize parking for staff? See item B3 above.

8) Because 1620 is located in both an urban village and a frequent transit area, there is no minimum parking requirement, per Seattle Municipal Code 23.54.015 and 23.54.020.

9) According to the most recent American Community Survey, almost 20 percent of Seattle residents don't have access to a vehicle. That percentage is likely higher a dense, walkable neighborhood like Capitol Hill. Virtually everything one needs except for work is within a short walking, bike, or bus trip. Unless the planned building is going to be for very old people, 100 percent of whom require a vehicle for trips, this location is not appropriate for this much parking.

A few minor points. Item 4.0 - Summary Context Analysis - in the planning documents at http://www.seattle.gov/dpd/AppDocs/GroupMeetings/DRProposal3030517AgendaID8775.pdf includes "A strengthened street edge with an appropriately scaled facade with visual interest for motorists & pedestrians." Motorists don't need anything else to distract them from driving safely. The only visuals should be those that enhance safety for the many people who bike and walk along this street.

There is no reference to the fact that 1620 is located in a frequent transit area in this document, which is a bit surprising given the concerns about pedestrian safety, since most people access transit by walking. Nor is there any mention that due to its location in an urban village within a frequent transit area, there are no parking minimums.

In summary, I strongly oppose the inclusion of 105 units of parking in the development. At most, a few ADA spots, residential loading for move in/out, grocery loading, etc., and delivery loading should be the maximum parking in a building in this context. JFS should show its work regarding identifying other parking options for its staff, and a sustained commute trip reduction effort. With reduced parking capacity and thus reduced traffic, the concerns regarding alley pedestrian safety would be greatly allayed. But, in any case, given that there are likely far greater numbers of pedestrians and cyclists using 16th Ave than the alley behind it, if you must keep any parking, it makes more sense from a safety perspective to put the garage entrance on the alley.

Thank you for your time.

Sincerely,

Kimberly Kinchen
Resident of the Marquis Co-op at 1605 E Olive St., Seattle

√dRM

Project# 3030517-LU

CURRENT RESIDENT
1605 E OLIVE ST #204
SEATTLE WA 98122

Seattle Dept. of Construction and Inspections
Public Resource Center

MAY 18 2020

RECEIVED

If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: Seattle Department of Construction and Inspections, 700 5th Ave Ste 2000, PO Box 34019, Seattle, Washington 98124-4019 or e-mail PRC@seattle.gov

Project # 3030517-LU - Tami Garrett (206) 233-7182 - Floor SMT 19

Name: JANNA CUNEO

Address: 1605 E. OLIVE ST. UNIT 204 Seattle 98122

Email Address: jannacuneo@gmail.com

Comment: As an owner of the Marquis Co-op, I have a vested interest in making sure this development doesn't unduly influence the quality of life of Marquis shareholders. Setting the widest possible setbacks to keep a 7-story building from completely shadowing out our community garden/outdoor space is a top priority. Also important – if parking lot access is in the alley, it will be quite unsafe and unsustainable – there will be nowhere to place the yard, garbage and recycling for the currently existing 3 apartment buildings sharing the alley, and the passageway is not wide enough to accommodate 2-way traffic, which would absolutely become a reality by adding 90+ residential units. Also important – that strict limits be placed on hours of construction. We have many elders and some small children residing in our building and allowing construction from 6AM – 10 PM would make the health and rest impossible. Please consider the impact that such a large building project in such a small residential footprint will have on us as next door neighbors. This project will be driving down the sales price on our units, disturbing our peace when our city is likely to endure more quarantine in the future, and filling our street w/ dust and rubble for 2 yrs. We should be given every opportunity to voice our concerns during this process.

Seattle Department of Construction & Inspections

May 7, 2020

PROJECT CHANGE:
DESIGN REVIEW - RECOMMENDATION MEETING to ADMINISTRATIVE DESIGN REVIEW FOR RECOMMENDATION

This project has opted to temporarily change from full design review (community meetings with the Design Review Board) to administrative design review (SDCI planner review) in accordance with emergency legislation Council Bill 119769 due to the COVID-19 pandemic.

We are providing an extra 14-day public comment period for you to submit comments in writing on the proposed design to PRC@seattle.gov.

Please visit our website for tips on how to provide the most effective Design Review comments.

Area:	DOWNTOWN/CENTRAL	**Address:**	1620 16TH AVE
Project:	3030517-LU	**Zone:**	LR3, NC3-65
Applicant Contact:	DANIEL GODDARD - 206-454-8490		
SDCI Planner:	TAMI GARRETT - (206) 233-7182		

PROJECT DESCRIPTION

Council Land Use Action to rezone a parcel of land from LR3 (Lowrise 3) to NC3-65'(M1) (Neighborhood Commercial 3-65'(M1). Project includes a 7-story, 88-unit apartment with restaurant. Parking for 105 vehicles proposed. Existing building to be demolished.

OPPORTUNITY FOR COMMENT

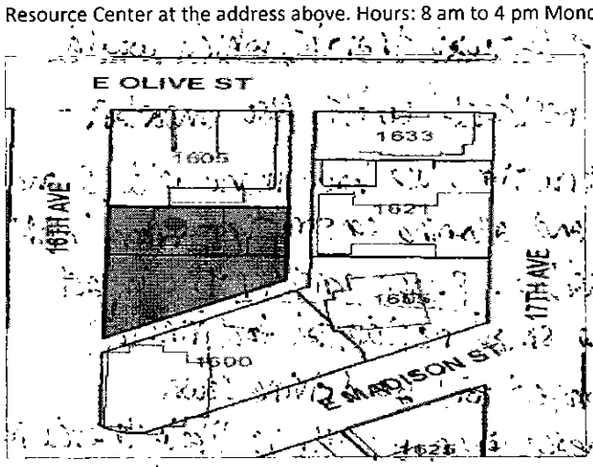
SDCI will accept written comments to assist in the preparation of the **early design guidance** through **May 20, 2020**. You are invited to offer comments regarding important **site planning and design issues** you believe should be addressed in the design of this project. Please note that the proposed design will likely evolve through the review process. These changes will be reflected in the *Design Proposal* documents included with other project documents found at Seattle Services Portal (https://cosaccela.seattle.gov/portal/welcome.aspx) or Permits Search.

Submit all comments and requests to be made party of record to PRC@seattle.gov or City of Seattle – SDCI – PRC, 700 5th Avenue, Suite 2000, P.O Box 34019, Seattle, WA 98124-4019.

PROCESS

Following the public comment period, the Seattle Department of Construction and Inspections will issue a written design guidance report. This report will consider public comment and the applicable city-wide and neighborhood specific Design Guidelines and will serve as the basis for further review of the building permit. Once the applicant has incorporated the design guidance into the proposal they may apply for a building permit. No public notice of the building permit application will be provided.

MORE INFORMATION: For more information regarding this application or the Design Review process, please visit the Design Review Program website at Design Review contact the Land Use Planner listed above, or email the Public Resource Center at PRC@seattle.gov or visit the Public Resource Center at the address above. Hours: 8 am to 4 pm Monday, Wednesday and Friday and 10:30 am to 4 pm Tuesday and Thursday.



The top of this image is north.

This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in Seattle DCI's files will control.

Herbaugh, Melinda

From: Jack Hilovsky <jhilov@yahoo.com>
Sent: Tuesday, May 19, 2020 5:01 PM
To: PRC
Cc: Jack Hilovsky
Subject: Design Review Comments: Project 3030517-LU

CAUTION: External Email

Project: 3030517-lU
Applicant Contact: Daniel Goddard
SDCI Planner: Tami Garrett

Hello and thank you for the opportunity to comment on the above project. Please confirm you have received this email. Thanks!

I reside across the street from the planned development, a 7-story, 88 unit apartment with restaurant. If the decision to build such a large building has already been made, my comments may have little effect, but I will share them anyway.

16th Avenue between Denny and Pine is a very quiet, tree-lined residential street with townhomes, elegant 1920's condo buildings, and several group homes for people with mental health challenges. There are a lot of pedestrians--walkers, bicyclists, children, and old folks. I have lived here for 22 years and am concerned that this building will overwhelm the street especially with the number of trucks that are already parked on 16th between Olive and Pine St that deliver daily to the Central Coop on 16th and Madison.

1. I am concerned about the plans for the 105 vehicles that are proposed to be housed in this building. On such a quiet, and pedestrian friendly street which already has parking on the west side of street, how will all these cars impact the pedestrian quality and safety of the street? I strongly advise against having the parking entrance front off of 16th Avenue. I think it will create risks for pedestrians/bicyclists getting injured by distracted drivers who will be trying to pull into or out of the building's parking garage. It's a recipe for chaos and injury.

2. I am also concerned about the height and density of the building. I know the city has approved new/existing building heights but the complex will tower over the rest of the residences on the block, with the exception of the apartment building housing the Central Coop which sits on 16th and Madison, a busier street and main traffic artery. Is there any chance that the building can be downsized to 5 stories to fit into the architectural ecosystem of the neighborhood/street?

3. My final concern is that the building will create a lot of chaos due to the restaurant/coffee house that will be on the bottom floor. While I like the idea of having a retail presence in terms of a lively street setting, it will be in the middle of 16th between Olive and Pine, which again is already populated with trucks for the Coop, bicyclists and pedestrians. This street is an informal Greenway, in my opinion, used by a lot of people on foot or bike. Also lots of dog-walkers.

Anyway, my comments may be too late, but I wanted to send them in case there are any plans to incorporate features that would compliment rather than antagonize the nature of the neighborhood street where I live.

I am happy to contribute these comments via any sort of public meeting online or via zoom.

P.S. If there is a place for me to see the design proposals for this building, please send me a link. I tried to find them via this link but was unable: https://cosaccela.seattle.gov/portal/welcome.aspx

With Kind Regards,

Jack Hilovsky
Garden Court Condos
1631 16th Ave, #118
Seattle, WA 98122
206.422.6023 (cell)

Herbaugh, Melinda

From: Susanne Recordon <srecordon22@gmail.com>
Sent: Tuesday, May 19, 2020 2:22 PM
To: PRC
Subject: Project 3030517-Lu

CAUTION: External Email

Please consider that this project is going to be built in an already dense residential neighborhood, with Mental Health Clinic, Jewish Family Services, and two popular and needed grocery stores.

The garage entrance to this proposed new building should be from 16th Ave.

If the garage entrance to 1620 16th is from the alley way behind the building it will be more congested and dangerous. Three buildings have resident exits that come on to the alley and pedestrian traffic is heavy. There is a parking lot for tenants in the Cascadia building. They must enter from the alley. The alley entrance is also for the back patio of the Marquis. And the south end will be a pick up point for a new day care center to open. The Central Co-op takes deliveries from the south end of the alley opening on 16th.

Olive street (north side of the Marquis) has busy traffic including access vehicles for the clinic and frequently emergency vehicles.

Thank you for considering my comments.

Susanne Recordon
1605 East Olive St. #302
Seattle, WA 98122
srecordon22@gmail.com

Herbaugh, Melinda

From: brace <brace24@gmail.com>
Sent: Wednesday, May 20, 2020 4:57 PM
To: PRC
Subject: project 3030517-LU, 1620 16th Ave.
Attachments: 3030517-LU 1620 16th Ave..docx

CAUTION: External Email

hello.

attached is my letter for the design and review of project 3030517-LU, 16020 16th Ave.

i do not agree with the zone and have concerns about the project as addressed in the attached letter.

thank you,

Curt Bolar

Hello!

I am writing to respond to the design and review of project 3030517-LU, 1620 16 Ave. This is a project that will significantly affect different aspects of this neighborhood and community if it continues as planned, which, unfortunately, I think should be reconsidered. The following are my observations as member of the Marquis Coop, Capitol Hill and this neighborhood for the last fourteen years and a citizen of Seattle since birth.

CENTRAL COOP

Central Coop is the life-source for this neighborhood and community. There are many places to shop in this neighborhood within a two-mile radius, several QFCs, Safeways, Trader Joe's, Whole Foods, and Grocery Outlet. The difference is that Central Coop focuses on organic, non-GMO, locally sourced produce and goods to support from farm to table. They have an extremely limited frozen food section, so that means that people who shop there prepare their meals using fresh produce and locally sourced goods, thereby supporting Seattle, King County and Washington State growers to the extent that they can.

There are several members of the Coop that I see often at the store, or who walk by when I sit out on 16th Ave. My cousin's grandparents who live a mile and half away also frequent the store. Neighbors eight blocks away shop and busk at the store in a brass/Klezmer band, providing much needed relief during the SIP order and social distancing measure. There is a cashier who wasn't able to work for three weeks because she couldn't find child care for her daughter. I mention these things because it is nice to walk into a store where workers and friends shop there because they believe in its mission. As I mentioned, when I sit on 16th, I see people walking and riding their bikes to the store. There are some drivers too, who, unable to find a parking spot, park in the three-minute zones of the Garden Court and Marquis Coop.

There are several senior housing facilities and at least one low-income housing project in a three-block radius. There is a large community of artists, aside from barristas (not working at Starbucks), who are on the low-income spectrum of workers in the city who shop at the Coop. The artists support the vibrant scene of Capitol Hill, which is part of the core of what makes Seattle a desirable place to live

around the world. They, like myself, shop at Central Coop because they know that the food they eat provides them with the ability to take care of their bodies, which is the vehicle for their craft. The through line from local, organic farmers, to Central Coop, to artists who serve the community, to the benefit of this city and state is invaluable in terms of the symbiotic relationship between food and healthy living. Its importance cannot be overstated!

An additional benefit of Central Coop is how they support the health habits encouraged during the Covid-19 efforts. The food and lifestyle choice of Central Coop members are likely to not be obese, have hypertension, or diabetes, of which doctors have said are in a high risk group for contraction of the virus. There is a correlation of these things and shows the importance of this store in the community.

The aforementioned is important to acknowledge as lifestyle choices that can affect anticipated longevity. A plan for how to keep the store open for their customers, deliveries, ability to walk or bike to the store needs to be understood, especially in the Covid-19 environment.

PARKING/TRAFFIC

As it stands there is very little parking for the individuals who live in this neighborhood. I understand there will be 105 underground parking spots that will affect traffic flow on the surrounding streets. Currently the parking attendants do not ticket individuals who park in the 3-minute parking zones for The Garden Court or Marquis. These zones are also abused by shoppers for Central Coop, Trader Joe's and Sound Mental Health, even though the two stores offer parking for their customers. There are cars that have parked in the same spot for a month or more with flat tires that I have watched parking attendants pass, not check or ticket. There are cars that park alongside the 1600 16th Ave. building, Central Coop, as you exit the alley that is clearly marked as a fire lane. When I walk by, I cringe to know that if there was an emergency first responders may not have access because of the cars parked in that lane.

For the Marquis Coop, we added large rocks on the 16th Ave. because cars, mail carriers, semi-truck drivers, delivery vehicles constantly drove/parked on the

curb damaging the lawn. They have become a deterrent for parking or driving on the lawn.

Delivery drivers (UPS, Fedex, Uber, Lyft, food, etc.) are constant throughout the day and often block the driveway of the Marquis Coop on 16th, or park any way they desire regardless of the flow of traffic. I have also watched/recorded Uber/Lyft drivers stop and park directly in front of Central Coop blocking the sidewalk handicap access. It may be a quick pick up of a passenger, but it isn't just one driver, it is compounded by many everyday and it disrupts traffic flow.

The greatest of these issues are the delivery trucks for Central Coop, which is far more valuable because of their support of the community for how they sustain the community beyond just selling groceries to customers. Their delivery trucks often line up on 16th Ave. waiting to drop of their goods. They are as important as the Sunday market Broadway, if not more so because of their daily contribution as opposed to just Sunday.

WHERE WILL ALL OF THE CONSTRUCTION WORKERS PARK, that won't take away spaces from an already crowded neighborhood? Will there be better enforcement of parking regulations?

So, what is the plan to accommodate these different parking needs of the community for an additional building?

Is there any consideration of the impact the express bus lane project on Madison will affect the traffic for this project?

1620 16TH AVE. – THE PROJECT

Unfortunately, I cannot support the design of this project. It no longer fits in the current environment in terms of health, economy and traffic. Because no construction has begun there is an opportunity to reconsider this project.

The trade off of allowing first level space for businesses for the extended height no longer applies. The economic effects of Covid-19 have really challenged the small business community, which usually occupy these first level developments. This building is not on corner of high traffic area, such as 14 and 15 and Pine. It is in the middle of residential street. Changing the zoning to accommodate the business model is not prudent given the challenges to small businesses as it stands. In the

end it will be another empty first level store front in Seattle, because it has become the model to develop buildings rather than invest in the community. The business would have to mark up its products to pay the rent in a new development in a city where it is overrun with this kind of design. At this point in time the health of the neighborhood far outweighs this proposed project.

If there was an opportunity to create a mixed income building (low-income to market rate) starting on the first level, rather than the trade offs of contributing to a city fund to develop low income housing elsewhere or creating first floor store fronts, in exchange for height, to increase the developers ROI and supposed economic development (the former of which is a social injustice because it passes the developers responsibility to the city to build homes in a less desirable area dismissing economic sustainability for all, not just a few), that would be more appealing.

Forgive my ignorance, but I don't understand the need to bypass living on a first floor. The Garden Court, The Marquis, single-family homes, newly constructed town homes, and several other buildings in the neighborhood have first floor living accommodation. The necessity to not have first floor living is because that has become the give away in the development model, but that doesn't mean that it has to always be! The cost and return is not that inviolable to be reconsidered?

This community should be informed of how this project will be built under the new guidelines for reducing Covid-19 infections. Not just at the work site, but in the community as well. What kind of oversight will there be to be sure that these requirements are enforced?

Is there an opportunity to incorporate legacy representation in the project similar to the Mid-Town project on 23 and Union (artists creating work for the project that represents the Black community) or the Capitol Hill Housing Project at Broadway and John (artists creating work for the project that represents the gay community)?

An additional concern is the long term settling of the project and how it will impact the Marquis. I understand that a retaining wall will be built to manage the weight of the new construction as it abuts our structure, but I am concerned for what can happen during the tear down, construction of, and as the building settles.

Developers often want to eschew any kind of responsibility for how their construction impacts any existing construction, especially for a building that will soon turn100 years old. In this regard, they should be held accountable for any long-term effects that may impact our building. Anything can happen as a building settles and change the relationship between the two buildings. In anticipation of this, they should bare some of the responsibility (cost to repair) the unforeseen for up to twenty years. I feel fortunate to live in a building that has been solidly constructed to last for the amount of time it has, and as a steward of Marquis, it is my responsibility to do what I can to maintain it's existence, and any changes that come about because of new construction should bare that responsibility as well. Since we have limited issues as we are, anything new is assumed because of the new construction. It is important that this be acknowldeged in advance of projects beginning.

OTHER QUESTIONS/CONCERNS

What is the plan for air quality when using adhesives and other materials in constructing this project? It is a huge concern as we move into a new normal and care for health for Covid-19.

Illegal dumping is frequent in this neighborhood, especially on 15 and olive and in the alley that serves the Marquis. What steps will be taken to deter individuals from dumping at a construction site?

There are challenged individuals in this neighborhood who relieve themselves in alleys, cubby holes, small spaces and wherever they can find. Because of the health climate we are in, human urine and fecal matter is a cause for concern.

What will be done to sustain the long term growth of trees along 16th? What will be the practice to ensure that they will not have to razed. I have seen many trees damaged and no one take responsibility for it because of the inability to find the party that has exacted the damage. What kind of accountability measures will be assigned for tree damage, assumed or not?

Noise mitigation. Work hours. Damage to surrounding properties. What will be the protocols to handle any concern that arises?

Recycling and garbage pick up as it stands now is fairly seamless. What is the impact and plan to address this if construction moves forward?

I am concerned about the amount of trash/garbage production this project will generate. Even in this Covid-19 environment, the frequent use of rubber gloves and masks most often they are just thrown on the ground and not properly disposed. Even when properly disposed, I can only imagine the amount of garbage created from the rubber/plastic alone that threatens OUR environment. Not just in their disposal but also in their creation – oil, adhesives, chemicals, transportation of supplies, basically supply chain. What measures will be taken to minimize this element during the process?

In building an 88-unit structure, I am concerned about the additional effects of dog and cat ownership. It has been said that cows are greater harm to the environment because of their flatulence production. I bring this up because I actually believe it is cats and dogs. Individually, no. But over the course of their lives, perhaps even more: food production; toys made; bags to pick up their feces; urine and feces filled with chemicals from processed food production; cat litter filled with chemicals to mitigate the smell of indoor cats urine and feces, and then discarded in landfills. Our romanticized idea of these pets does not allow us to see how they impact our environment. On my walks on Capitol Hill I constantly see little bags filled with dog feces left behind on the sidewalk or some corner because an owner neglected to dispose of it properly. This is also my concern for this project. If up to half of the owners have pets, it will compound the impact on the environment of 16th Ave. When an owner wants to relieve their dog, a quick jaunt outdoors. However, it isn't on their own lawn, it is wherever the dog sees fit do so. I watch this constantly as owners walk their dogs. It is interesting to me how, because it is a dog, there is no concern, or respect, by the owner to understand their own behavior and responsibility when they own a dog or cat. Ultimately, we are the arbiters of our own demise. Even is this project is filled with only half dog or cat ownership, it is still compounded to affect the neighborhood, community and environment.

Thank you for your time and I look forward to your response to these concerns.

Curt Bolar

The Marquis Coop

1605 E. Olive Street, #102

Seattle, WA 98122

Brace24@gmail.com

Herbaugh, Melinda

From: Jason Horowitz <horowitz.jason@gmail.com>
Sent: Wednesday, May 20, 2020 4:18 PM
To: PRC
Subject: Public Comment for Design Review - 3030517-LU

CAUTION: External Email

Hello,
I am a neighbor of the proposed project - current residence at 1631 16th Ave, Seattle, WA 98122.

I object to the project as currently conceived for the following reasons:
- proposed seven-story edifice is out of proportion to existing architecture and aesthetic, will block light for neighboring buildings and will fundamentally change the residential nature of the street.
- 100+ parking garage is not in keeping with the policy of the city to encourage use of public transit and discourage private vehicles.
- proposed restaurant is out-of-keeping with residential neighborhood: can't think of a single other street in the upper portion of Capitol Hill that has a restaurant on the side street.
- destruction of a gracious, historic building in good condition on the property is uncalled for.

My alternative proposal would be for a much smaller building on the footprint of the existing parking lot and leave the existing building alone.
Respectfully,
Jason Horowitz

Herbaugh, Melinda

From: Nina Mross <nina.m.mross@gmail.com>
Sent: Wednesday, May 20, 2020 8:40 AM
To: PRC
Subject: 1620 16th Ave project 3030517 comment

CAUTION: External Email

Hello,

My comments on project 3030517:

Why does this development not include any affordable housing? How is it meeting our sustainability and biodiversity goals? Where is the LID? How is the existing community being represented here? What good for the street does a big lobby do? Those only serve to create more "have" and "have-not" spaces on our street fronts.

The proposal says they are creating an intimate, human scale street front. But the facade looks the same as every other huge-column, large glass, flat canopy new building in Seattle, which do not have intimate, human scale street fronts. The scale is too big, the glass imposing, and the form too homogenous and bland to create the kind of lively, local street front we all want. Look to the older building being torn down, or to street fronts from pre-mid-century buildings for cues one how to make things human scale. Westman's Bagels across Madison is human scale. I think this is a major issue with design review so far. People get misled by the nice renderings and don't get close enough. The words in the proposal say it's human scale, but the design doesn't follow through. The scale is not intimate - but it could be! Let's use this opportunity to really examine what our street fronts could be. More heterogenous, more varied, more fine-grained, more intimate, actually human scale.

The landscape design needs to also be human scale as well, not big block plantings on grid of the same plants. Let's have pollinator and biodiversity support, jobs for skilled gardeners, etc.

Thank you!
--
Nina

Herbaugh, Melinda

From: jill norton <jilljnorton@hotmail.com>
Sent: Wednesday, May 20, 2020 9:48 AM
To: PRC
Subject: Comments on project # 3030517-LU

CAUTION: External Email

SDIC - PRC-

I am writing in reference to project # 3030517, the development at 1620 16th Ave. I have been a resident at the Marquis Co-op, the property located directly to the north of this project, for 18 years. I would like to express my support of the plan as proposed, in particular regarding the location of the entrance to their parking garage being located on 16th Ave.

The alley to the east of both my building and the project is often blocked at one or both ends due to frequent deliveries to the store (Madison Market) on the south end and many vehicles on E Olive St. for pick-up /drop-off, at Sound Health on the north end. It is not uncommon to not be able to drive down the block of E Olive St between 16th and 17th during business hours due to waiting vehicles, meaning vehicular access to the alley is effectively blocked at various times through the day. There is also a great deal of pedestrian traffic around the alley entrance from people accessing services at Sound Mental Health, which would be negatively affected by any increase in traffic. Even as a pedestrian I already find it at times difficult to safely navigate this alley. Additionally, this alley is used almost daily for garbage and recycling trucks, which cause further congestion and blockage of the alley. It is both an issue of pedestrian safety as well as viable flow of traffic, especially as the alley is not wide enough for 2-way traffic (it is barely wide enough for larger delivery trucks and pre-existing structures are built to the edge of the alley space). Both The Marquis and the Cascadia Apartments, located on the east side of the alley have entrances directly onto the alley which are frequently utilized by residents on foot, especially as trash and recycling for these and other buildings are located in this same alley. Because of these issues surrounding both vehicular traffic and pedestrian safety, I strongly support the proposed 16th Ave entrance

I would also like to voice my support for the requested rezone of the property as that will allow for the larger setbacks proposed in the current plan.

Thank you for your time,

Jill Norton
1605 E Olive St. # 210
Seattle, WA 98122

PRC

From: MJ Porter <mjporter@gmail.com>
Sent: Wednesday, May 20, 2020 7:39 PM
To: PRC
Subject: 1620 16th Avenue Design Review Comments
Attachments: IMG-2331.jpeg; IMG-2341.jpeg; IMG-2340.jpeg; IMG-2329.jpeg; IMG-2338.jpeg; IMG-2250.jpeg

CAUTION: External Email

Note: I live across the street from this proposed structure.

Mary Jo Porter
1631 16th Avenue, #404
Seattle 98122

Comments on the intended uses

88 apartments in a 7-story building

Yes, I will miss "the blue house," BUT **I LOVE THIS PROPOSAL**. The building size and density are in keeping with Capitol Hill, we need more housing, and my understanding is that much of this housing will be low income, which makes me even more supportive. I think the "look" of the building is fine. I prefer a well-designed modern building over some attempt to "blend in with the housing" which just looks ridiculous (for example the block north of Pine between 15th and 14th.)

Restaurant with outdoor seating

I like the idea of a restaurant with sidewalk seating but…

...the future restaurant operators should be aware that extremely large refrigerated trucks with their engines running will be parked directly in front of the restaurant for extended periods of time, as they unload to Central Co-op. Central Co-op has a loading dock but no longer uses it for loading, it is filled with pallets and is inaccessible. Trucks large and small line up along 16th (including in the 3 minute zone in front of the building across the street. In the summer, especially, when windows are open, the noise of these engines is intolerable for residents of the current apartments and it will be for the residents of these new apartments and those dining on the sidewalk.

In addition, another driveway crossing the sidewalk will make the whole block even more treacherous, which it is already.

Page 55 of the proposal details Central Co-op's use of their loading dock. **This information is in error.** Trucks and vans no longer use the loading dock, and large trucks never did. They line up along 16th Avenue, at times almost all the way to Olive, filling the north side of the street (which is "no parking") and the 3 minute zone in front of the Garden Court apartments, and even the handicapped spaces near Pine. (SEE PHOTOS BELOW)

I shop at Central Coop and strongly support having this grocery store on my corner. But the city needs to take control of the kinds of trucks that service buildings with NO OFF-STREET LOADING SPACE in dense residential neighborhoods. Semis are not appropriate.

SEE PHOTOS BELOW

Parking

The parking plan is completely unacceptable, given the already available commercial parking within 1 or 2 blocks of the building and the **climate crisis** and the expectation that Capitol Hill is a **DENSE URBAN NEIGHBORHOOD FOR PEOPLE**, **not cars**. In addition, all of those cars crossing the sidewalk would make a mockery of the design for a people-oriented street frontage.

The plan is to have 53 residential parking spaces for 88 units, which may be more than required, given the size of the units and the likelihood that many residents will not own cars.

There are also 49 non-residential parking spaces planned, FOR WHAT? It is stated they are for "the Jewish family Services Campus directly across the street." Seattle Central is a "campus." UW is a "campus." JFS is ONE RELATIVELY SMALL BUILDING, it is not a "CAMPUS." It already has a parking lot in the building and it is more than replacing the lot being built over. Presumably the JFS is intending to use these spaces as income generators for the building. THAT IS NOT AN APPROPRIATE USE.

This is an already completely overburdened residential street and adding this completely unnecessary additional parking is UNACCEPTABLE. **Several of the new buildings in the immediate area have parking for rent because they overbuilt their parking. This parking could be rented by JFS staff (who should pay for their own parking), presumably for less than the cost of building more parking.**

DEMAND: Eliminate AT LEAST one floor of parking, preferably two.

Construction impacts

As a final note, I cannot imagine how the construction activity and the truck loading activity as it occurs today are going to co-exist.

Photos



2 semis lined up on 16th — this happens almost every day, with a bunch of vans as well



A van squeezed into the parking strip next to one semi, and killing the tree (see below)



Van crushing tree roots, illegally parked



The actual contents of a semi… with its back door completely open and its engine running to keep the refrigeration on.



This is the so-called "loading dock" - photo taken in 2018 — I walked by today and it was completely filled with “stuff”… not even a car could have fit in there. It is the responsibility of the CITY to plan for supplying commercial businesses that operate without adequate loading docks. Supply by semi is not the answer.



“Thermo King”…. engine running… parked in front of future sidewalk diners and below residential apartments whose occupants will be eating the fumes and unable to sleep because of the noise (they come very early and very late).

√dRM

Project# 3030517-LU

Seattle Dept. of Construction and Inspections
Public Resource Center
MAY 22 2020
RECEIVED

CURRENT RESIDENT
1700 E MADISON ST #615
SEATTLE WA 98122

If you wish to file written comments and/or receive a notice of the decision, please return this completed form with any written comments you have to: Seattle Department of Construction and Inspections, 700 5th Ave Ste 2000, PO Box 34019, Seattle, Washington 98124-4019 or e-mail PRC@seattle.gov

Project # 3030517-LU - Tami Garrett (206) 233-7182 - Floor SMT 19

Name: Emily

Address: 1700 E Madison St #615 Seattle WA

Email Address:

Comment: It is really a shame that such a beautiful building in fine condition is being demolished. There are already so many cookie-cutter high rises in this area; all of the unique character of Capitol Hill is being destroyed - which is what made it such a desirable neighbourhood in the first place. I encourage your developers to keep the house + height and build in the space around it. It would make your multi-family property stand out, and not annoy the community in which you are trying to enter.

- Capitol Hill resident since 2011.

Seattle Department of Construction & Inspections

May 7, 2020

PROJECT CHANGE:
DESIGN REVIEW - RECOMMENDATION MEETING to ADMINISTRATIVE DESIGN REVIEW FOR RECOMMENDATION

This project has opted to temporarily change from full design review (community meetings with the Design Review Board) to administrative design review (SDCI planner review) in accordance with emergency legislation Council Bill 119769 due to the COVID-19 pandemic.

We are providing an extra 14-day public comment period for you to submit comments in writing on the proposed design to PRC@seattle.gov.

Please visit our website for tips on how to provide the most effective Design Review comments.

Area:	DOWNTOWN/CENTRAL	**Address:**	1620 16TH AVE
Project:	3030517-LU	**Zone:**	LR3, NC3-65
Applicant Contact:	DANIEL GODDARD - 206-454-8490		
SDCI Planner:	TAMI GARRETT - (206) 233-7182		

PROJECT DESCRIPTION

Council Land Use Action to rezone a parcel of land from LR3 (Lowrise 3) to NC3-65'(M1) (Neighborhood Commercial 3-65'(M1). Project includes a 7-story, 88-unit apartment with restaurant. Parking for 105 vehicles proposed. Existing building to be demolished.

OPPORTUNITY FOR COMMENT

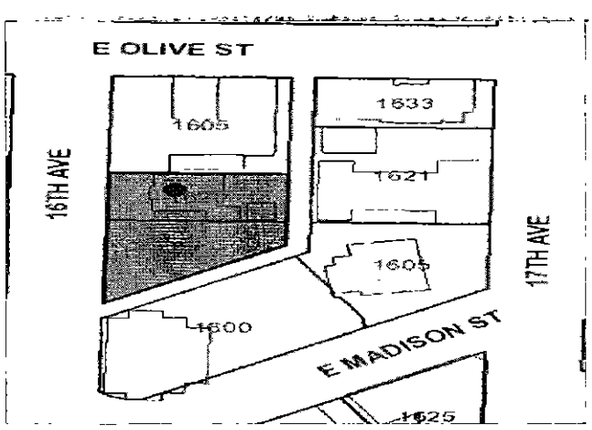
SDCI will accept written comments to assist in the preparation of the **early design guidance** through **May 20, 2020**. You are invited to offer comments regarding important **site planning and design issues** you believe should be addressed in the design of this project. Please note that the proposed design will likely evolve through the review process. These changes will be reflected in the *Design Proposal* documents included with other project documents found at Seattle Services Portal (https://cosaccela.seattle.gov/portal/welcome.aspx) or Permits Search.

Submit all comments and requests to be made party of record to PRC@seattle.gov or City of Seattle – SDCI – PRC, 700 5th Avenue, Suite 2000, PO Box 34019, Seattle, WA 98124-4019.

PROCESS

Following the public comment period, the Seattle Department of Construction and Inspections will issue a written design guidance report. This report will consider public comment and the applicable city-wide and neighborhood specific Design Guidelines and will serve as the basis for further review of the building permit. Once the applicant has incorporated the design guidance into the proposal they may apply for a building permit. No public notice of the building permit application will be provided.

MORE INFORMATION: For more information regarding this application or the Design Review process, please visit the Design Review Program website at Design Review contact the Land Use Planner listed above, or email the Public Resource Center at PRC@seattle.gov or visit the Public Resource Center at the address above. Hours: 8 am to 4 pm Monday, Wednesday and Friday and 10:30 am to 4 pm Tuesday and Thursday.



The top of this image is north
This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in Seattle DCI's files will control

Harris, Johnny

From: Andrew Haas <andrewdhaas@hotmail.com>
Sent: Wednesday, May 27, 2020 11:20 AM
To: PRC
Subject: 1620 16th Ave (3030517) public comment

Categories: Johnny Harris

CAUTION: External Email

This is a great project. Kudos to the design team. My only criticism is that it should be set back an additional foot or two to maintain the character of this vibrant green street and the viability of the large trees. It seems like a fair tradeoff for the departure to add parking access off of 16th rather than the alley as required by code.

Andrew

PRC

From: Megan Tully <megtully@hotmail.com>
Sent: Wednesday, May 26, 2021 11:39 PM
To: PRC
Subject: Project 3030517-LU

Categories: MC, Public Comment

CAUTION: External Email

To whom it may concern,

I am writing to express my dismay upon learning of plans to demolish the historic Conover House at 1620 16th Ave. Of course increased housing density is important, but driving through that neighborhood you can see many other lots that would be able to be developed without destroying this beautiful and architecturally significant home. The developers could easily build on the lot next door and bring additional housing to the neighborhood while preserving this home for the future. I encourage the DPD to require the developers to create a plan that saves this structure.

Thank you,

Megan Tully

PRC

From: Scout ! <pupscout@gmail.com>
Sent: Thursday, May 27, 2021 12:12 PM
To: PRC
Subject: Project number: 3030517-LU

Categories: MC, Public Comment

CAUTION: External Email

Project number: 3030517-LU
1620 16th Ave

This building was built in 1893. 1893! **By the very man who coined the term Evergreen State.** And you're okay with tearing it down. Original fixtures, beautiful interior woodwork, a property covered in a healthy garden, multiple apartments with below market rates, and you're okay with tearing it down.

There is no reason to move to a city that looks like any other city and costs even more. The former owner of this house was deceived by their broker and by the developers (JFS). They did not want it torn down and were told it would not be. This demolition is being done in bad faith. Why does the community need another cheaply constructed but expensive apartment building with no character and no reference to the city it's being built in? Make no mistake--none of these newly constructed buildings are affordable, and to imply such a thing is insulting.

There are already empty apartments all over that need to be filled, but no one can afford those, either. I've already lost an old apartment building I was living in, and I doubt I'll ever again afford to live in the city I've known all my life. My own alleged community is driving the community out. But at the rate it's being stripped of its history, I might not want to live there again, anyway.

I know that money talks more than history ever does, but unfortunately that's the root of the problem.

PRC

From: Andrew Wiseman <awiseman@gmail.com>
Sent: Thursday, May 27, 2021 12:31 AM
To: PRC
Subject: Comment on 3030517-LU, 1620 16th Ave

Categories: MC, Public Comment

CAUTION: External Email

Hello, I recently heard the Conover House was going to be demolished. I think that's absurd and terrible for Seattle's history. Please don't let this project go forward.

Andrew

Seattle Department of Construction & Inspections

Report Generated: 05/16/2023

Public Comment
3030517-LU-PC

Record Details:

Address: 1620 16TH AVE, SEATTLE, WA 98122

Description of Work: Council Land Use Action to rezone a parcel of land from LR3 (Lowrise 3) to NC3-65’(M1) (Neighborhood Commercial 3-65'(M1). Project includes a 7-story, 88-unit apartment with restaurant. Parking for 105 vehicles proposed. Existing building to be demolished.

MUP TYPE		
MUP Component	Component Detail	Outcome
Design Review	Other Development Standards	
Council Action	Contract Rezone	
SEPA-II	Determination of Non Significance	

Anonymous
This property is near the new Madison BRT line. The development should reduce or eliminate the added parking. Seattle has made public commitments to reduce carbon emissions but adding parking will induce demand for more driving.

Comment submitted on: Tue May 16 2023 22:48:43 GMT-0700 (PDT)



The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649, Seattle WA 98124-4649
Street Address: 600 4th Avenue, 4th Floor

LPB 348/19

Ms. Keara Kazanjian
Jewish Family Service
1601 16th Avenue
Seattle, WA 98122

Subject: Denial of Designation of the Conover House – 1620 16th Avenue

At the June 19, 2019 meeting of the City's Landmarks Preservation Board, a motion was made to approve the designation of the Conover House at 1620 16th Avenue. The vote to approve this motion was 3 in favor, and 3 against. This was not a sufficient number of votes for approval of designation. As per the Rules and Regulations, Code of Ethics and Procedures adopted by the Landmarks Preservation Board, votes on designation shall require a majority vote of the then current appointed and confirmed members of the Board. As there were nine appointed and confirmed members of the Board on the date of the meeting, five votes would be required for a motion to pass and only three members voted in favor of the designation, therefore the designation was denied.

Termination of Proceedings

SMC 25.12.850A states:

> "In any case where a site, improvement or object is nominated for designation as a landmark site or landmark and thereafter the Board fails to approve such nominate or to adopt a report approving designation of such site, improvement or object, such proceeding shall terminate and no new proceeding under this ordinance may be commenced with respect to such site, improvement or object within five (5) years from the date of such termination without the written agreement of the owner, except when the site or improvement nominated is Seattle School District property and is in use as a public school facilities, no new proceeding may be commenced within ten (10) years from the date of termination."

This provision is applicable to these designation proceedings.

Issued: June 20, 2019

Erin Doherty
Landmarks Preservation Board Coordinator

cc: Abigail DeWeese, Hillis Clark Martin & Peterson, P.S.
Susan Boyle, BOLA Architecture + Planning
Nathan Torgelson, SDCI
Maria Cruz, SDCI
Ken Mar, SDCI

September 21, 2023

City of Seattle
Hearing Examiner
700 5th Avenue, Suite 4000
Seattle, WA 98124-4729

Comments

This regards the NOTICE OF DECISION AND RECOMMENDATION OF THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS, AND CITY OF SEATTLE HEARING EXAMINER PUBLIC HEARING relating to Address 1620 16th Avenue, Seattle 98122 and Project Number 3030517-LU.

I received this notification in the mail as a neighbor, but you left out the attachment, which I need to see, the Director's Recommendation Report. Please send immediately. I cannot find copies of any of the relevant documents on the SDCI website, as it is very confusing.

The Director's recommendation is that the Seattle City Council approve the contract rezone with conditions. What those conditions are is what is on the missing attachment. I have had no success in contacting the relevant City Councilmembers. I cannot afford to file an appeal, either. If I come to the public hearing, can my voice be heard? The large house/apartment building on the property is 100 years old and on the borders of the property are large trees that I believe may be as old as the building. The property contains front, back and side yards and large trees are in the back and side yards as well as on the edge of the 2nd property to the south, currently a parking lot. I believe that saving these trees is of major importance and could be accommodated.

I request a copy of the Hearing Examiner's recommendation as I need the information, along with the missing attachment.

Additionally, you state that people can attend the meeting via Zoom, which I cannot do, or by using the relevant phone number, divided by location. I find it bizarre that Seattle is not among the list of area codes represented, yet random cities across the country are listed. Why is that? It is very confusing and without explanation.

It is hard to work through your complicated and confusing system especially when you state that there is no actual SCDI office. I am sure that things are made much easier for developers, and the city suffers as a result.

Erin Wade Erin L. Wade

1621 17th Avenue, apt. 308
Seattle, WA 98122
206-679-9177

REC'D HEARING EXAMINER
2023 SEP 26 AM 9:12

File #: CB 120737, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to land use and zoning; amending Chapter 23.32 of the Seattle Municipal Code at pages 111 and 112 of the Official Land Use Map to rezone the property at 1620 16th Avenue from Lowrise 3 with an M Mandatory Housing Affordability Suffix (LR3 (M)) to Neighborhood Commercial 3 with a 65-foot height limit and M1 Mandatory Housing Affordability Suffix (NC3-65 (M1)); and accepting a Property Use and Development Agreement as a condition of rezone approval. (Application of Daniel Goddard, Weinstein A+U, C.F. 314400, SDCI Project 3030517-LU)

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. This ordinance rezones the property ("Property") commonly known as 1620 16th Avenue, legally described as follows:

LOT 2 OF BLOCK 11 OF RENTON'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 118, RECORDS OF KING COUNTY, WASHINGTON.

Section 2. Pages 111 and 112 of the Official Land Use Map, Seattle Municipal Code Section 23.32.016, is amended to rezone the property described in Section 1 of this ordinance, and shown in Exhibit A to this ordinance, from Lowrise 3 with an M Mandatory Housing Affordability Suffix (LR3 (M)) to Neighborhood Commercial 3 with a 65-foot height limit and M1 Mandatory Housing Affordability Suffix (NC3-65 (M1)). Approval of this rezone is conditioned on complying with the Property Use and Development Agreement (PUDA) approved in Section 4 of this ordinance.

Section 3. The zoning designation of this ordinance shall remain in effect until the Property is rezoned by subsequent Council action.

Section 4. The PUDA attached to this ordinance as Exhibit B is approved and accepted.

Section 5. The City Clerk is authorized and directed to file the PUDA with the King County Recorder's Office; to file the original PUDA along with this ordinance at the City Clerk's Office upon return of the recorded PUDA from the King County Recorder's Office; and to deliver copies of the PUDA and this ordinance to the Director of the Seattle Department of Construction and Inspections and to the King County Assessor's Office.

Section 6. This ordinance, effectuating a quasi-judicial decision of the City Council and not subject to Mayoral approval or disapproval, shall take effect and be in force 30 days from and after its passage and approval by the City Council.

Passed by the City Council the _____ day of _____, 2023, and signed by me in open session in authentication of its passage this _____ day of _____, 2023.

_____

President _____ of the City Council

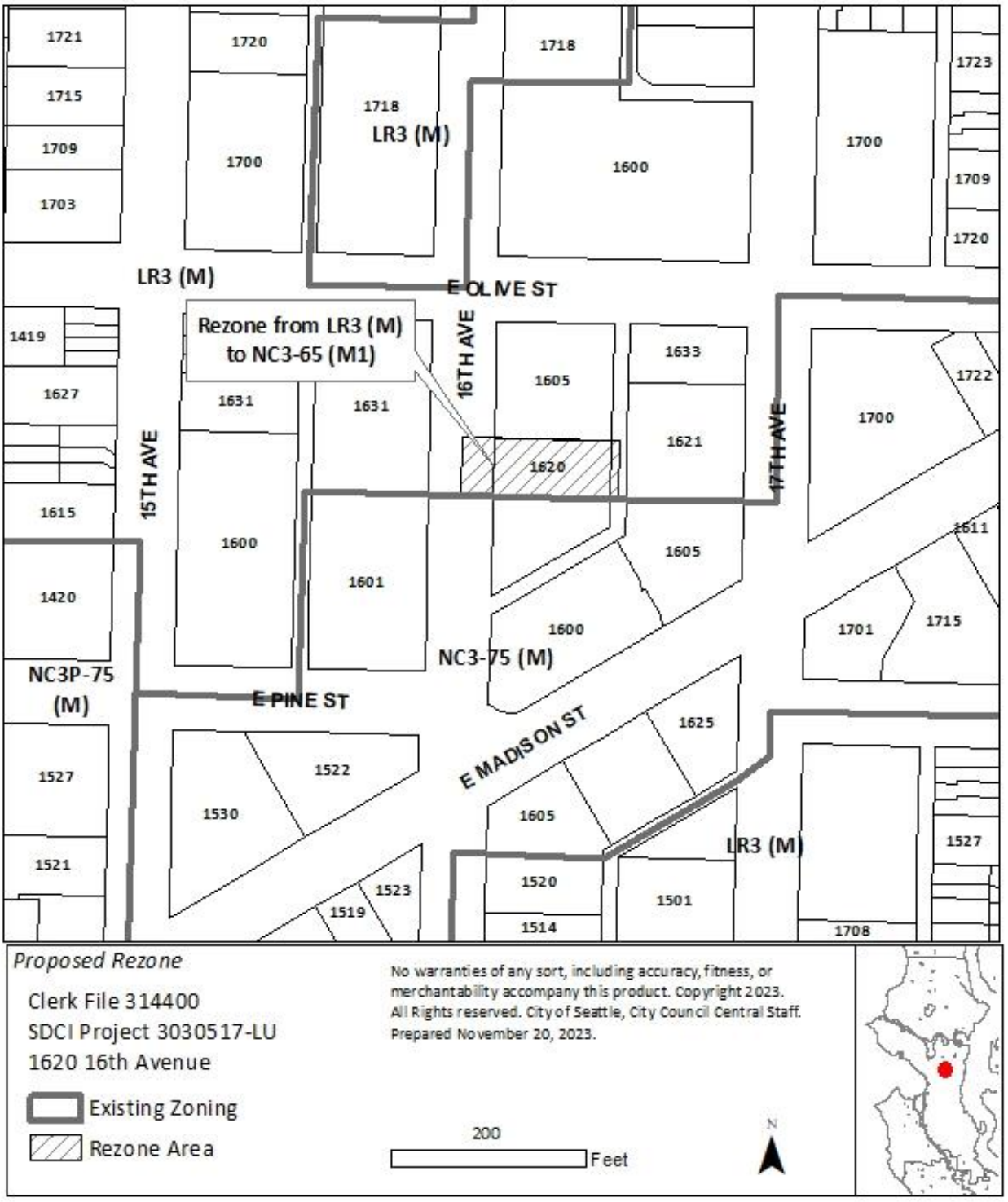
Filed by me this _____ day of _____, 2023.

_____

Scheereen Dedman, City Clerk

(Seal)

Exhibits:
Exhibit A - Rezone Map
Exhibit B - Property Use and Development Agreement for 1620 16th Avenue


1721
1720
1718
1723
1715
1718
LR3 (M)
1709
1700
1600
1700
1709
1703
1720
LR3 (M)
E OLIVE ST
Rezone from LR3 (M)
to NC3-65 (M1)
16TH AVE
1419
1633
1605
1722
1627
1631
1631
1621
1700
17TH AVE
15TH AVE
1620
1615
1600
1605
1611
1601
1420
1600
1701
1715
NC3-75 (M)
NC3P-75
(M)
E PINE ST
1625
E MADISON ST
1527
1522
1530
1605
LR3 (M)
1527
1521
1520
1523
1519
1501
1514
1708
Proposed Rezone
Clerk File 314400
SDCI Project 3030517-LU
1620 16th Avenue
Existing Zoning
Rezone Area
No warranties of any sort, including accuracy, fitness, or merchantability accompany this product. Copyright 2023. All Rights reserved. City of Seattle, City Council Central Staff.
Prepared November 20, 2023.
200
Feet
N

When Recorded, Return to:	
THE CITY CLERK 600 Fourth Avenue, Floor 3 PO Box 94728 Seattle, Washington 98124-4728	

PROPERTY USE AND DEVELOPMENT AGREEMENT

Grantor(s):	JEWISH FAMILY SERVICE OF SEATTLE
Grantee:	THE CITY OF SEATTLE
Legal Description (*abbreviated if necessary*)**:**	LOT 2 OF BLOCK 11 OF RENTON'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 118, RECORDS OF KING COUNTY, WASHINGTON.
Assessor's Tax Parcel ID #:	7234600470
Reference Nos. of Documents Released or Assigned:	n/a

PROPERTY USE AND DEVELOPMENT AGREEMENT

THIS PROPERTY USE AND DEVELOPMENT AGREEMENT (the "Agreement") is executed this 5th day of December, 2023, in favor of the CITY OF SEATTLE (the "City"), a Washington municipal corporation, by JEWISH FAMILY SERVICE OF SEATTLE, a Washington Nonprofit Corporation ("Owner").

RECITALS

A. JEWISH FAMILY SERVICE OF SEATTLE, is the owner of that certain real property consisting of a parcel ("Property") in the City of Seattle currently zoned Lowrise 3 with

an M Mandatory Housing Affordability Suffix (LR3 (M)), shown in Attachment 1 and legally described as:

LOT 2 OF BLOCK 11 OF RENTON'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 118, RECORDS OF KING COUNTY, WASHINGTON.

B. In 2018, the Owner submitted to the City an application under Project No. 3030517-LU for a rezone of the Property from Lowrise 3 (LR3) to Neighborhood Commercial 3-65 with an M1 Mandatory Housing Affordability designation (NC3-65' (M1)) (the "Rezone"). Subsequent to the rezone application, the City added an M Mandatory Housing Affordability designation to the LR3 zone, resulting in the current LR3 (M) designation.

C. Seattle Municipal Code Section 23.34.004 allows the City to approve a rezone subject to "self-imposed restrictions" upon the development of the Property.

NOW, THEREFORE, in consideration of the mutual agreements contained herein, the parties agree as follows:

AGREEMENT

Section 1. Agreement. Pursuant to Seattle Municipal Code Section ("SMC") 23.34.004, the Owner covenants, bargains, and agrees, on behalf of itself and its successors and assigns that it will comply with the following condition in consideration of the Rezone:

Development of the rezoned property shall be in substantial conformance with the approved plans for Master Use Permit 3030517-LU.

Section 2. Agreement Runs With the Land. This Agreement shall be recorded in the records of King County by the City Clerk. The covenants contained in this Agreement shall attach to and run with the land and be binding upon the Owners, their heirs, successors and assigns, and shall apply to after-acquired title of the Owner.

Section 3. Amendment. This Agreement may be amended or modified by agreement between the Owner and the City; provided any amendments are approved by the City Council by ordinance.

Section 4. Exercise of Police Power. Nothing in this Agreement shall prevent the City Council from making further amendments to the Seattle Municipal Code or Land Use Code as it may deem necessary in the public interest.

Section 5. No Precedent. The conditions contained in this Agreement are based on the unique circumstances applicable to the Property and this Agreement is not intended to establish precedent for other rezones in the surrounding area.

Section 6. Repeal as Additional Remedy. Owner acknowledges that compliance with the conditions of this Agreement is a condition of the subject rezone and that if the Owner avails itself of the benefits of this rezone but then fails to comply with the conditions of this Agreement with the City, in addition to pursuing any other remedy, the City may:

a. Revoke the rezone by ordinance and require the use of the Property to conform to the requirements of the previous zoning designation or some other zoning designation imposed by the City Council; and

b. Pursue specific performance of this Agreement.

[signature and acknowledgment on following page]

SIGNED this 5 day of December, 2023.

JEWISH FAMILY SERVICE OF SEATTLE, a Washington Nonprofit Corporation

By: Will Bf

Name: Will Berkovitz

Its: CEO

STATE OF WASHINGTON

} ss.

COUNTY OF KING

This record was acknowledged before me on DECEMBER 5TH, 2023 by WILL BERKOVITZ as CEO of Jewish Family Service of Seattle, a Washington Nonprofit Corporation.

[*Stamp Below*]

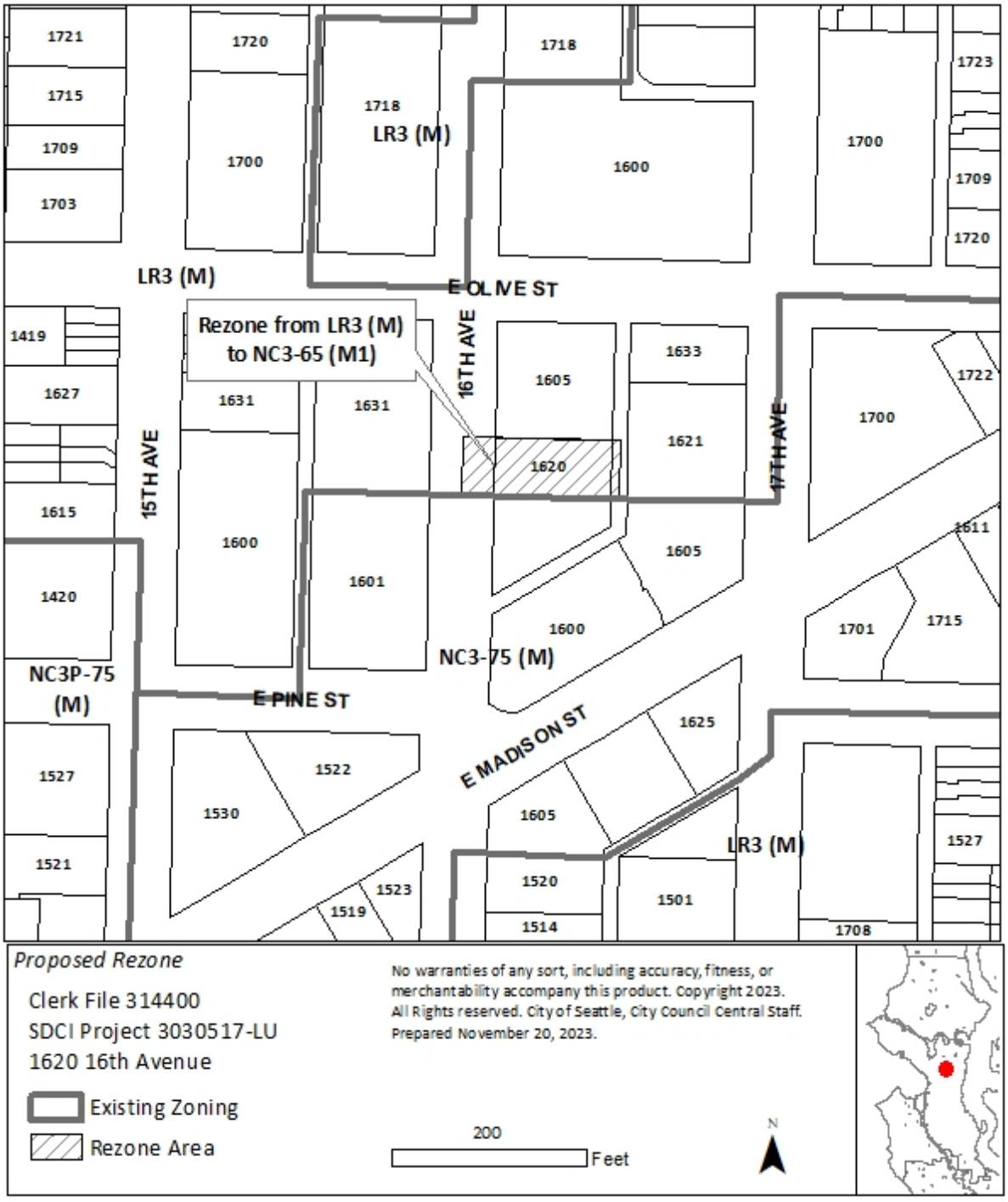
GRIFFITH DAVID LAMBERT
Notary Public
State of Washington
License Number 166816
My Commission Expires
June 16, 2025

Signature

NOTARY PUBLIC in and for the State of Washington

My Commission Expires 6/16/25

ATTACHMENT 1



SUMMARY and FISCAL NOTE*

Department:	Dept. Contact:	CBO Contact:
Legislative	Lish Whitson	N/A

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title:
AN ORDINANCE relating to land use and zoning; amending Chapter 23.32 of the Seattle Municipal Code at pages 111 and 112 of the Official Land Use Map to rezone the property at 1620 16th Avenue from Lowrise 3 with an M Mandatory Housing Affordability Suffix (LR3 (M)) to Neighborhood Commercial 3 with a 65-foot height limit and M1 Mandatory Housing Affordability Suffix (NC3-65 (M1)); and accepting a Property Use and Development Agreement as a condition of rezone approval. (Application of Daniel Goddard, Weinstein A+U, C.F. 314400, SDCI Project 3030517-LU)

Summary and Background of the Legislation:
This bill rezone the parcel located 1620 16th Avenue and accepts a Property Use and Development Agreement (PUDA) limiting future development on the parcel. The rezone will facilitate the development of a mixed-use project with 88 units, 1,456 square feet of commercial space, and 105 parking spaces. Approximately half of the parking spaces would be reserved for the use of Jewish Family Service, the nonprofit agency seeking the rezone, which has a facility on the west side of 16th Avenue.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? **___ Yes _X_ No**

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? **___ Yes _X_ No**

Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?
No

Are there financial costs or other impacts of *not* implementing the legislation?
No

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?
No

b. Is a public hearing required for this legislation?
The Seattle Hearing Examiner held an open record public hearing on October 11, 2023.

c. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?
No

d. Does this legislation affect a piece of property?
Yes, see Exhibit A to the bill.

e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?
None identified in the record prepared by the Seattle Hearing Examiner.

f. Climate Change Implications

1. **Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?**
Mixed-use development in transit-rich environments, such as the First Hill/Capitol Hill Urban Center, is likely to result in fewer carbon emissions than a similar number of housing units in a more auto-dependent location.

2. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**
No

g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)?
Not applicable

Summary Attachments:
None