

August 4th, 2017

Arthur J. Pederson
City of Seattle
Department of Construction and Inspections
700 5th Avenue, Suite 2000
Seattle WA 98124-4019

RE: Zoning Correction Notice #1
Project #3020338

Please find below our responses to your Zoning Correction Notice #1 email dated June 14, 2017. The original text of each item has been included verbatim with any omissions clearly noted. Our responses are included in ***blue italics***.

Comments:

1. Street Level Development Standards / Non-Residential Depth: Although it seems like the average depth of the proposed retail space facing the Madison St and the Mercer St ROW's is an average of 30-feet deep, please dimension the space and shown conformance in the "Requirements" table on Sheet G002.

A diagram and associated calculations showing conformance to Non-Residential Depth requirements have been added to the drawings. Please see G003. A note has been added to the "Requirements" table on G002 referencing the Non-Residential Depth

Dewey Place: Show conformance to A.2, Blank Facades, and B.2, the provision of either a 10' setback or 4' grade difference for the residential units. This could be on a detail sheet or on A300, but call out on the "Requirements" table.

Conformance to 23.47A.008.A.2 and 23.47A.008.D.2 has been added to the drawings. Please see sheet G001, G002, and A300.

2. FAR: Please change the "Far Calculation" Table on G002 to be based on the definition and measurement technique of GFA in 23.84A & 23.86. Include a column for exempt areas, and what the exemption is. Provide small dimensioned details of each floor to verify numbers and that includes a delineation of where the below grade / no more than 4-feet above grade exemption applies.

Include a break-out of residential vs non-residential on the table.

See revised sheet G002 for FAR calculation and diagrams.

3. Green Factor and Street Trees: The Plant Schedule indicates that Bill Ames approved certain street trees 8/2/16. Please provide this.

Green Factor is claimed for the right of way (ROW). Per CAM 2306 this must be approved by the SDOT Landscape Architect's Office. Bill Ames is now retired. The new contact is Ben Roberts.

The landscape sheets are very hard to read due to symbol density and too few planting areas for the Madison and Dewey Streets and L2 levels. The number of odd shaped "sub-areas" within "L1" make it impossible to verify what is where. The worksheet can be expanded to include more areas. Typically, each street frontage, at a minimum, would be their own area, and on-site non-connected areas would be separate.

A certain percentage of landscape plants must be drought tolerant and these must be separate from non-drought, tolerant plants. Include a notation for each plant on the list indicating if drought tolerant. If all qualify as such, then no separation is necessary.

Please refer note above (Correction Notice #1 LAND USE) regarding email/telecom correspondence. It is anticipated that this project shall go through Street Improvement Permit review and approval. SDOT Forestry shall be involved in the approval process in regard to the proposed landscape improvements. Green Factor planting areas have been sub-divided and additional columns added to the Green Factor worksheet. Please refer to planting plans for sub areas and calculations. Enlargements of some landscape areas have been provided to aid in clarity (refer to sheets L1.35, 1.36 & 1.37). All plants are recognized as drought tolerant.

4. Light and Glare: Add this requirement (47A.022) to the "Requirements" table and place the language of 022.A on each elevation view.

SMC 23.47A.022 Light and glare standards have been added to the "Requirements" table. Please see G002. SMC 23.47A.022.A has been added to each elevation sheet. Please see A201, A202, A203, and A204.

5. Amenity Area: Label the amenity areas on G002 as either "common" or "private". Do the same on A103, 104 and 105.

Amenity areas have been labeled. Please see G002, A103, A104, and A105.

6. Parking and Loading: Two Design Departures are requested. One from 23.47A.032.A.2.a) and 23.54.030.F.2.b.2.

The "Explanation" for a wider curb-cut on Madison Street implies that two curb cuts could be allowed and that the proposed single larger one is less than the two. Since this is Principal Pedestrian Street, two curb cuts would not be allowed. Code allows the one 25' curb-cut to become a 30-foot curb-cut if car and truck access is combined, as it is here. The request then is to have a wider than allowed single 30-foot curb-cut.

The Explanation for Departure from SMC 23.54.030.F.2.b.2 has been revised. Please see G001.

Please add a column to the Departures Table labeled "Outcome" or similar. For the final MUP approval and building permit plans, the eventual outcome of each request must be noted.

A column labeled "Outcome" has been added to the Departures Table. Please see G001.

Correct the Code citation in the table from "...032.A.21" to the above.

The code citation has been corrected. Please see G001.

On the parking level sheets, label which spaces are commercial and residential.

A note has been added to denote parking level P2 as residential and parking level P1 as commercial. Please see A100 and A101.

Dimension the loading space area to show conformance to the size requirement for "Medium Demand".

Dimensions have been added to the loading area to show conformance with SMC 23.54.035.C1 and SMC 23.54.035.C.2.b. Please see A102.

7. Solid Waste: The solid waste area is shown on A102. Dimension to shown conformance.

The commercial solid waste area shown Level 1 has added area sf. Please see A102. The residential solid waste has been relocated to Level P2. Please see A100.

Provide information on how this will be accessed (trucks pull in, or containers go out to the street). The concern is that the narrow ROW with it's Green Factor will be blocked or damaged by this activity.

The commercial solid waste containers will be stored within the building adjacent to the loading area and will be wheeled out to the street. The residential solid waste containers will also be stored within the building and wheeled out to the street during pick-up.

8. Mercer Street ROW Improvements: An exception was granted to waive the roadway paving and curb requirements. However, there is a note that a pedestrian stairway is expected. Provide further information on this issue and from SDOT on what is expected.

A response requesting exemption from the requirement for a pedestrian stairway connecting E Madison right-of-way to the E Mercer St right-of-way has been submitted to SDCI and SDOT for review.

Please feel free to give me a call if you have any questions or need more information to complete your review.

Regards,



Lucas Branham
Studio Meng Strazzara

