

December 23, 2018

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City of Seattle

Department of Construction and Inspections

700 5th Avenue, Suite 2000

Seattle WA 98124-4019

RE: LAND USE Correction Notice #2

Project #3020338

Please find below our responses to your LAND USE Correction Notice #2 email dated August 24, 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. **Design Review Board Recommendation Required.** After the Final Recommendation meeting is held and its report written, I will be able to prepare the Director's decision unless subsequent analysis shows that further information from you is required.

DESIGN REVIEW - After reviewing the plans and the design guidelines prioritized by the DR Board, the following items warrant further explanation to demonstrate responsiveness to Board guidance.

2. **(modified request)** DEWEY FRONTAGE: HEIGHT, BULK, SCALE AND RESPONSE TO CONTEXT: The EDG 3 report stated *"in addition to refining the plane changes at the townhouses, the majority of the Board recommended further articulating the relationship between townhouse and retail above, potentially with additional upper level setbacks."* Study the relationship between townhouse and retail above. Provide pedestrian perspectives and sections and provide alternates which explore upper setbacks, cladding, window proportion and shading devices in the packet.

The response to Dewey Frontage: Height, Bulk, Scale and Response to Context was included in the September 13, 2017 Recommendation Meeting Packet. "The modulation of each townhouse along Dewey was reduced to one simple setback which provides a clear visual distinction between each individual unit. Further study of the rooflines was conducted and two projecting flat roofs with different heights replace the alternating sloped shed roofs. This provides a similar experience to the pedestrian while creating a more coherent delineation among townhouses and retail above."

3. **(modified request)** NE AND SE CORNERS AND MERCER ROW STAIR: Provide alternate designs for the northeast and southeast corners areas in the packet. Address depth, cladding and material transitions, fenestration patterns. Clarify the proposed material transitions at the northeast corner. In order to transition to the residential frontage and be cohesive with the rest of the architectural cladding treatment,

include a façade plane change where materials transition.

Provide detailed information on the pedestrian stair design. Include an enlarged composite landscape plan with basic paving material notes, species and size of planting, design of seating types, etc. SDOT has reviewed the proposed pedestrian access improvement exception request and determined that a stair is feasible and desirable to better connect the neighborhood. While further developing the Dewey frontage and pedestrian stairway through the Mercer ROW, study and resolve the design. Provide pedestrian level perspectives. Demonstrate that the design will contribute to the streetscape and pedestrian experience and provide a well-integrated transition to the pedestrian stair. A potential study may be a connection from the townhouse units to the pedestrian stairway.

The response to NE and SE Corners and Mercer ROW Stair was included in the September 13, 2017 Recommendation Meeting Packet. "At the south end of the Dewey facade, the parking level is cut back to provide a double height space above the parking entry. At the north end the setbacks at the retail and residential level has been increased from 5' to 10'-6". This large increased setback provides a clear transition from the townhouses to the retail above and separates the smaller retail and residential above that wraps around to the Madison frontage."

4. **(modified request)** DEWEY FRONTAGE STREETSCAPE DESIGN/LANDSCAPE:

On the landscape plan (sheet L1.01), provide more information (material, treatment, etc.) on the terraced retaining walls, gates, raised planters, and include an enlarged elevation of these elements.

The landscape design fronting Dewey PI E was revised to comply with SDOT requirement to eliminate structures within five-foot setback. The current plan maintains the original design intent of providing a visually interesting pedestrian experience utilizing tiered landscaping, a blend of coniferous and deciduous planting, and concrete/weathered steel planters.

5. **(modified request)** SOUTH FRONTAGE: "Echoing public comment, the Board expressed concern about providing a sensitive transition to the adjacent residential properties to the south. The Board recommended further articulating the lower portion of the façade and adding clerestory windows to be cohesive with the rest of the architectural cladding concept. (CS1-C, CS2-D, CS3-A-1, DC2-A-2, DC2-B)"

The design presented at the last meeting had shown a warm material application for the portion of the façade abutting single family. Study a warm cladding approach, similar to what was originally proposed, and provide alternative studies for window grouping in the packet.

The response to South Frontage was included in the September 13, 2017 Recommendation Meeting Packet. "A similar treatment of smooth panel fiber cement panels wraps around the retail facade to the south. The band of clerestory windows has been added to the southern façade. The east to west sloping grade along this frontage will expose part of the cast-in-place concrete which mimics the concrete along Dewey PI E."

6. **(modified request)** MADISON STREETSCAPE AND GATHERING SPACE: "The Board discussed the character of the public community space along Madison. The Board approved of the widening of the sidewalk along the street as it creates more opportunity for interaction. For the additional outdoor space adjacent to the grocery entry, the Board recommended the development of a public space which is true to the nature of the space and agreed the space can either function as a gathering space or an active sidewalk. In either case, the Board encouraged incorporating additional seating, space for pause and sightlines for streetscape connection. (CS2-B-2, PL1, PL3-C, DC3)"

Document the intent for the outdoor space adjacent to the grocery entry and explain how it will promote pedestrian activity and contribute to the streetscape. Provide more detail on the landscape plan; include material paving notes, design of seating types, and other special features.

The response to Madison Streetscape and Gathering Space was included in the September 13, 2017 Recommendation

Meeting Packet. "The Madison streetscape concept has been refined to reinforce the concept of providing activation and openness along the majority of the street frontage."

7. **(modified request)** MATERIALS: Provide more information on the type of material proposed and material transitions. For the elevations, include more detailed material descriptions and specify color using callouts or a material legend. Clarify the type of fiber cement panel proposed (thickness, integral color, etc.)

The response to Materials was included in the September 13, 2017 Recommendation Meeting Packet. "The placement of materials has been modified to respond to context of each respective use. The dark brick is carried around to the Dewey townhouse facades to bring a smaller-scaled material to the ground level."

8. **(modified request)** CURB CUT WIDTH DEPARTURE: As noted in the Zoning Correction by Art Pederson the Code would allow one 25' curb cut to become a 30' curb cut if car and truck access is combined; two 25' curb cuts would not be allowed.

Additional information and rationale is needed to justify the proposed 40' curb cut width off of E Madison St. Provide a diagram of the widened curb cut along Madison (with loading and parking access in full use) and a code compliant alternate in the packet. Design this area to maintain the pedestrian character of the street and address safety. Include perspective views of a code compliant version in the packet.

Additional information and rationale behind the Curb Cut Width Departure was provided in the September 13, 2017 Recommendation Meeting Packet. "The proposed split-access scenario is recommended by Gibson Traffic Engineers and provides the best solution by removing commercial delivery and vehicle trips away from the constricted Dewey Pl E residential street. Furthermore, this option provides the lowest potential impacts to traffic based on studies by Gibson Traffic Engineering."

"The code allows a curb cut increase of just 8 additional feet if truck access is combined with auto access. Delivery trucks anticipated at the proposed retail will be up to 8.5' wide and require additional minimum side clearances. In order to provide adequate horizontal clearance for delivery and service truck to access the loading area an additional 10' is requested. The proposed combined vehicle access has two metal perforated entry coiling doors to minimize scale of the openings. Pedestrian safety will be maintained with a combination of mirrors, sensory alert systems, and brightly colored tactile paving strips."

State Environmental Policy Act (SEPA)

9. **(repeated request)** TREES AND ANIMALS On the site plan (AS101) show the dripline of:

- 1) all trees on the site,
- 2) adjacent trees that encroach on the site that are greater than 6 inches in diameter as measured 4.5 ft above ground, and
- 3) all trees located in the adjacent ROW.

Include common and scientific names for all trees shown with callout notes or a legend. For more information, see Director's Rule 16-2008, per this link, <http://web6.seattle.gov/dpd/dirrulesviewer/Rule.aspx?id=16-2008> and Tip 242, per this link: <http://web1.seattle.gov/dpd/cams/CamDetail.aspx?cn=242>

The dripline of trees has been added to the site plan. Please see AS101.

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

Regards,

Lucas Branham

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