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PRE-APPLICATION MEETING NOTES

Reviewed & approved by Abby Weber, 11/16/20;
Subject to full Design Review.

To	SDCI
From	Jeff Boone, PUBLIC47 Architects
Subject	Land-Use Pre-Submittal Conference

Meeting Date	29 October 2020
Project	Block18
Project Address	210 Minor Ave North

Attendance Kevin Tabari and Taylor Kuehm, PUBLIC47
Kiki Gram, Vulcan
Holly Golden, Hillis Clark Martin Peterson PS
Jeremy Febus, KPFF
Jodi Patterson-O'Hare, Permit Consultants NW
Abby Weber, Reviewer
Katrina Nygaard, SDCI
Jason Keenan-Koch, SDOT
Ray Ramos, SCL
Sally Hulsman, SPU
David VanSkike, SDCI

DPD Record Numbers: 3037138-EG/3035333-LU

Project Description
The proposed project is a new 8-story, residential building including approximately (125) dwelling units and below-grade parking for approximately (36) vehicles.

Site
The property is located at 210 Minor Ave North (14,425 sf with an existing surface parking lot.)

Zoning Summary

Zoning:	SM-SLU/R 65/95
Site Area:	14,425-sf
Urban Village:	South Lake Union Urban Village
ECA:	none
FAR:	no limit
Height Limit	95ft (for residential use)
Setbacks:	2ft alley dedication Alley: above 25ft, set back 1ft for every 2ft of additional height High-voltage power – see below
Parking:	No minimum requirement (Urban Center)
Green Factor:	0.3 Landscaping Requirement (SMC 23.48.055)
Amenity Area:	5% of Residential Area (up to 50% may be enclosed)
Street Level:	Transparency & Blank façade requirements apply
Street Designation:	John Street is Neighborhood Green Street
Avg Grade:	Estimated EL. +117.8' (per Average Grade Calculation)
Design Guidelines:	South Lake Union Neighborhood Design Guidelines (Cascade Neighborhood)
Community Outreach:	Completed and approved by Dept of Neighborhoods

Questions and Confirmations of Assumptions

1	PROJECT OVERVIEW | ZONING	*Meeting Notes*
1.1	**Review overall project and site**	
1.2	**Zoning & Setbacks** • Confirm overall zoning, alley dedication & site setback requirements.	
2	**SDOT REQUIREMENTS**	*Meeting Notes*
2.1	**Review Sidewalk Standards**	*SDOT requirement is for 6'-wide minimum sidewalks*
2.2	**Minor Avenue Requirements** Minor Avenue is not a designated pedestrian street • Confirm sidewalk + ROW improvement requirements. • Confirm that projections into setbacks are permitted	*SDOT noted their plans for Minor include moving the curb to the west to create a 25' wide ROW and are potentially open to adding a curb bulb down to 18' ROW at the corner of Minor and John Street. Curb ramp will be required at corner. Provide 6' wide sidewalk.* *SIP permit review will be required. Confirmed*
2.3	**John Street Requirements** John Street is a Neighborhood Green Street • Confirm Green Street improvement requirements	*Upon review of the John street conditions including the density of the underground utilities and large vault in the street, it was determined that it would be infeasible to move the curb out 5'-0" to the south. SDOT acknowledged that it will be a challenge to provide street trees given the location of the powerlines and inability to move the curb to extend a planting strip. SDOT will review a proposal to maintain the existing planting strip as a part of the SIP. Approval from SDOT Urban Forestry may be required to approve this concept.*
2.4	**Alley**	*The current alley is 18 feet wide. The project will be required to dedicate and pave 2 additional feet. The project will also be required to remove the existing planting areas on the west side of the alley and pave therein.*
3	**SCL REQUIREMENTS**	*Meeting Notes*
3.1	**High Volt Power Line Clearances** Existing high-voltage power line along John Street that terminates at a	*Setbacks confirmed HV line setbacks (14-ft radial clearance). SCL noted that the high-power lines (and associated setbacks) include the thin-line terminals/connectors at the SE power pole along John Street, which are lower than the HV lines.* *The possibility of needing to shoe-fly the powerlines across to the other side of John Street during construction was discussed. SCL was concerned that a shoe-fly would need to meet clearances from the existing building on the west side of John Street and new plantings/trees must be*

	power pole near the alley. • Confirm 10' minimum setback is required by WAC and that additional 4' is required for building maintenance. (14' setback). • Confirm 14' maintenance setback from transformer mounted to power pole.	*considered. Temporary wing arms on the existing poles may be another option, although the existing terminal pole will be problematic and possibly not able to be wing-armed..* *Additional note and caution alert: There is an underground 115kV transmission line along John St; any work plans within 10-ft must be reviewed by SCL Engineering.*
3.2	**SCL Vault Location / Size** • Confirm Vault location options, assuming accessed from alley or John Street right-of-way, or garage ramp. • Confirm preliminary vault size.	*No preliminary vault size was provided. The project is within the new SLU network area and will have a network service. SCL indicated an initial electrical-service application will be required for a preliminary vault size to be provided. Coordinate SCL requirements and existing services with Gerard Legall, SCL's South Lake Union Electrical Service engineer.*
4	**SPU REQUIREMENTS**	*Meeting Notes*
4.1	• Review trash room location and chutes requirements	
4.2	**Review Solid Waste Requirements** • Review residential requirements (assume 120-125 units)	*125 apartments. w/ parking, 8 floors, Commercial zoning* *1.Solid waste service levels* *a.Recycle: 19 yds/wk = 5, 4yd dumpsters collected weekly* *b.Garbage: 13 yds/wk = 3, 4yd dumpsters collected weekly* *c.Compost: 3, 96G carts collected weekly* *2.SPU Code Requirements* *a.Storage spaceResidential storage space = 375 ft2* *b.Show dumpsters in storage and staging areas and labeled correctly on the site plans.* *c.<2yd dumpsters must be within 50' of the collection location* *3.SPU Best Management Practices. On-floor solid waste access for residents* *4.Solid waste checklist and site plans with detailed solid waste plans* *http://www.seattle.gov/Documents/Departments/SPU/Engineering/Solid_Waste_Storage_Access_Checklist.pdf* *5.SPU Comments:* *a.Service in the alley based upon SDOT recommendations* *b.Please note must be minimal slope for collections and review the grade/retaining wall issues.*

		c.Alley is narrow > depending on if this project is required to dedicate space, unsure if angled compacted dumpsters will work. Could do Compactors as opposed to uncompacted dumpsters, but as alley is narrow, compactors must be placed at angle for collections.
5	**PLANNING REQUIREMENTS**	*Meeting Notes*
5.1	**Review Plan Diagram**	
5.2	**Design Guidelines (SLU | Cascade Neighborhood)**	*Review both City and South Lake Union Design Guidelines. Abby Weber encouraged team to pay particular attention to the South Lake Union Design Guidelines since they are specific to the neighborhood. Site sections through ground-level frontage may be useful. SLU design guidelines that were highlighted included:* *PL32a – ground level residential* *CS23 – character of adjacent streets* *CS24a – corner sites* *PL21 – weather protection on green streets, but review designation of green streets in SLU guidelines as they may be different than City designated green streets* *DC2 – depth, visual interest, scale and texture of facades* *DC4 – preferred exterior elements and finishes*
5.3	**SEPA MUP Process** This project is exempt from SEPA, because the growth targets have not been met, and it's located in an urban village where the categorical exemption threshold is 200 units. There will still need to be a transportation impact analysis under SMC 23.52.008	*Confirmed SEPA not required and Transportation Impact Analysis – Level 2 based on unit count – is required per DR 8-2012. Submit TIA with MUP application.*
5.4	**Potential Deviation: Loading Berth** The Director's Rule 12-2020, "Residential Loading Standards for Downtown and South Lake Union Urban Centers, and Design Standards for all Loading Berths"	*Current standards are listed in SMC 23.54.035. The Director's Rule is still in draft form, but if it is approved, the rule provides a means to deviate. The rule will only be applied if it is approved before this project vests. Otherwise, project will need to follow the rule's process to seek deviation from the code standards and Director's Rule interpretation. Timeline for the Director's Rule approval is unknown.*

	is in DRAFT form. If it is adopted, it will require the project provide a loading berth (10ft wide x 25-35ft long x 14ft high.) Project will seek deviation as loading activity will not increase traffic congestion, and there is not commercial use in the project.	
5.5	**Potential Departure: Alley Setback** As the team explores alternatives, some may require a departure from the upper level setback requirement along the alley in order to break down the building mass, bulk and scale. The SCCA Patient House across the alley was given a similar departure.	*Departures are possible for this standard and will require Design Review Board approval. Rationale must reference specific Design Guidelines.*
5.6	**Potential Departure: Driveway width** Project may seek a departure for the minimum driveway width of 20ft (2-way) to serve more than (30) parking stalls. Code allows a	*Departures are possible for this standard and will require Design Review Board approval. Rationale must reference specific Design Guidelines.*

	one-way, 10ft-wide ramp for garages with up to (30) stalls. A one-level garage on this site can accommodate about (36) stalls, and a straight ramp less than 75ft long. A reduction in driveway width would reduce the program impact (about 1,500-sf of the 14,400-sf site) on the ground floor and parking level, and will reduce the large garage door on alley where vault access, bike access and van access are all desired to be located. Discuss expectations and process.	
5.7	**Type I Decision: Driveway slope** Project may necessitate that we request that the driveway ramp be steeper than 15% maximum allowed. Logical location for the garage access from the high point of the site, in the alley. Combined with the design ambition to keep the main floor in good	*A deviation from these standards is allowed, provided that the project meets the criteria in SMC 23.54.030.D.3. Justification under the code criteria for the Type I deviation will be included in the MUP plans*

	relationship with Minor Avenue, that pushes down the first-floor level and appears it may require a 20% ramp to access the below-grade garage. Discuss expectations and process.	
5.6	**EDG Process**	*Project will be subject to full design review with the West Design Review Board. Early Design Guidance may be a virtual meeting. Submit draft EDG packet with EDG Application through the Seattle Services Portal for comment.*

End of Meeting Minutes