

June 30, 2022

**Present:**

Blunial Holdings: Suzi Morris, Colin Skone

SDCI Land Use– Carly Guillory

SPU Solid Waste – Angela Wallis

SDOT – Branin Burdette, Shaun Kuo

SCL - Ray Ramos

SDCI Zoning – Sonya Brown

SDCI Zoning – Johnny Harris

AMA – Mack Selberg, Melinda Poeppel, Kristel Knight, Laura Failor

Hewitt - Matthew Porteous

KPFF – Steven Zurfluh

Permits NW: Jodi Patterson O'Hare

Adam Mauer

Scott Clayton

MH Seattle: Jessica Clawson

TYPE OF DESIGN REVIEW REQUIRED (SMC 23.41.004):  
FULL DESIGN REVIEW\*

or

\*ADR IF ELECTS MHA PERFORMANCE PER SMC 23.58B or C

**NOTES APPROVED AUGUST 2, 2022**

**EDG Presub – 3039793-EG; 3211 Martin Luther King JR Way S**

**Project Description:** Mixed use building, 55' in height, 5-story, approximately 336,000 GSF (above grade) with residential, residential amenities, and retail. Approximately 425 residential units. Below grade parking. Excavation and shoring required for one level of below grade to contain parking and utilities.

**AMA: Mack Selberg** gave an overview of the project focusing on the preferred plan.

South Hanford Street will provide access for solid waste, underground parking, transformer access and utilities.

Fire Access occurs on the following streets: S. Hanford, MLK Jr. and S. Horton. Access to resident courtyards 1 and 2 is provided off Hanford street.

**SCL – Ray Ramos:**

Main distribution (3 phase power to serves sites) located off Hanford and Horton street.

Increased loads are anticipated with new development; ; service from Hanford street avoids streetcrossing; SCL Engineering will determine point of service after application.

Submit application for new service with electrical load/size soon so SCL has time to review and comment on anticipated loads or review any future work by City that may be required with SDOT.

Underground power is anticipated at Hanford street.

ROW improvements are required; plans to be reviewed through SDOT's SIP/UMP process.

Colin confirmed application submitted but engineer has not been assigned to project to date.

Application (SR #2209505) is for "underground or possibly shoofly lines in front of the site" (not for new service).

Ray will pursue getting an engineer assigned to project.

**SDOT – Branin Burdette:**

30SIP documents have been submitted and review is completed. Refer to correction comments regarding specific items dated 6/02/2022. In general, transformer vault cannot be located under the ROW or drive. S Horton and S. Hanford streets require full 26' foot wide roadway improvements. This may conflict with SDOT and street trees standards. Investigate a transition zone of 6' foot wide sidewalk w/ 5' wide landscaping behind.

SDOT prefers that S. Horton extends West to intersection at Morse Ave. or provide cul du sac for FD and vehicle turn around at SW corner of site. Apply for ROW improvement exception request.

Refer to 30SIP correct for detailed comments regarding curb cuts and ramps at Horton, Hanford and MKL. Schedule an additional coordination meeting to review planting strips, sidewalk and underground utility requirement/ locations. There is a concern regarding street tree requirements/ locations if underground utilities are added at S. Hanford.

Parallel parking is allowed on both Hanford and Holton streets  
Review SDCI website for any applicable improvement exemptions. SDOT indicates that trees west S. Horton Street ROW can be removed per Urban Forestry. Steep slope conditions exist along west property line and S Horton ROW. Coordinate/ confirm with Urban Forestry any additional requirements or exemptions that may be related to proposed development.  
AMA indicates Arborist's report currently recommends 3 to be removed that encroach into site. No exceptional trees have been identified. The current design intent is to retain as many existing trees as possible, remove trees as indicated as decreased or encroaching onto property and clean up overgrown areas as required for construction. In addition to the steep slopes in the area, there is a concern that any further action may not be supported by neighborhood.

No Pavement moratoriums have been indicated.

MLK no requirement for bike lane to be established.

MLK contains existing curb cuts to be replaced. 4.5' foot wide planting strip & 6' foot wide sidewalk is required; a perpetual easement was suggested. Further review and discussions are required.

Development NE of current site (UW laundromat) and MLK will have no impact to proposed improvements.

Branin will review 3 story church site for additional information that may impact the site's development. Utilities SPU and SCL – no planned development incentives currently indicated.

Replace Accessible ramps under sound transit.

Minimum 8' feet overhead clearance on public sidewalks.

### **SPU Solid Waste - Angela Wallis**

Garbage storage areas and access to storage areas are required to meet SMC 23.54.040.

**SPU Water Utilities:** TBD – reach out to the contacts listed on the PAR.

1. 18,000 SF commercial, including daycare – requires it's own recycle and food waste, can also have separate garbage containers and services, if desired.
2. No alley.
3. Should plan on roll-off compaction. Trucks to enter site
4. Residential:
  1. Garbage: 20-40 cubic yards/week
  2. Recycle: 30-60 cubic yards/week
  3. Food: 4-8, 96g carts
5. Commercial
  1. Garbage: 2-18 cubic yards/week. Can be combined with residential. (depends on retail square footage)

2. Recycle: 2-18 cubic yards/week (depends on retail square footage)
3. Food: 2-4 cubic yards/week
6. Storage requirement per 23.54.040.A
  1. For 200 units
    - a.  $575 + 4 \times 100 = 975 - 15\% = 829 + 175/2 = \underline{917 \text{ SF}}$
  2. For 400 units
    - a.  $575 + 4 \times 300 = 1,775 - 15\% = 1,549 + 175/2 = \underline{1,637 \text{ SF}}$
7. Staging
  1. Due to significant solid waste generation, on-site pick up, where trucks enter site for roll-off trucks.

**Zoning and Land Use – Sonja Brown, Johnny Harris, Carly Guillory:** Lot lines for properties within the block occur at the back or rear. Corner properties to be reviewed on a case by case. West lot line of the property has been established as the REAR lot line for current and neighboring property. Front property line must face a street. Applicant can choose which street is considered front when you have 3 streets.

MLK is considered front on our property for modulation; and is preferred. Parking entrance cannot be placed along front lot line.

AMA confirmed proposed façade length is less than 250' for modulation along MLK. Carly remarked on the neighborhood comments about non rectilinear shapes and cited Midtown Square 3028872-LU as an example of another mixed-use project that received similar public comment regarding building form. Carly also noted that the schemes shown in 50EDG departed from a traditional rectangular building form acknowledging various community comments.

Building is allowed to project over easement at NE corner of site above retail level.

Parking ramp/ drive - minimum 22'-0" is required such that bike parking is not provided in the parking level.

Bicycle parking departures discussed including security or higher end or electric Bikes. Owner indicates at their other properties residents prefer to store bikes within individual units. Currently bike storage is not fully utilized or has become dumping ground for unwanted bikes or even theft.

ZONING REPLY: A departure from the quantity of required bicycle parking for market-rate units is not allowed per SMC 23.41.012.B.14. See additional information related to bicycle parking below.

ZONING REPLY: A departure from the location of recycle bicycle parking may be requested.

Existing Propane tank is located above ground and Owner will provide any soil mitigation if required.

LAND USE REPLY: If contamination is found on site, compliance with the Washington State Department of Ecology [Model Toxic Control Act \(MTCA\)](#) may be required. Submittal of evidence of compliance with these provisions may be required during SEPA review.

Follow SEPA guideline and requirements.

LAND USE REPLY: SEPA is required pursuant to [SMC 25.05.800](#) and [Director's Rule 13-2021](#).

Existing Cell tower on site will be demolished by carrier and potentially relocated to the roof.

LAND USE REPLY: Please review [SMC 23.57 Communications Regulations](#) for information related to cell tower definitions, development standards, relocation, etc. Replacement of an existing communication utility appears to be permitted in the NC zone pursuant to [SMC 23.57.003](#).

See [Director's Rule 19-2013](#) for clarifying terms and provisions regarding minor communications utilities (personal wireless facilities) in all zones.

See [Director's Rule 17-2019](#) and SMC 25.05.800.A.A. for information on telecommunications and SEPA exemptions.

**Community Outreach:** the community outreach is completed and recorded with the City.

**Next Steps:** The design team will forward meeting notes to Planner and Land Use. The notes should include any outstanding questions. [carly.guillory@seattle.gov](mailto:carly.guillory@seattle.gov) and [sonja.brown@seattle.gov](mailto:sonja.brown@seattle.gov)

**Follow up Requests for SCDI:**

Carly will investigate any land use or zoning concerns involving antenna relocation from existing cell tower.

Carly to investigate options of reducing or eliminating long term bike storage areas within building by accepting storage areas provided in units.

ZONING REPLY: Reducing or eliminating long-term bicycle parking may be considered pursuant to [SMC 23.54.015](#) – please review the footnotes contained in Table D (footnotes 3 and 5 are pasted below). As noted above, [SMC 23.41.012](#) prohibits the use of Design Review departures to reduce or eliminate required parking quantities.

*Footnote #3: For residential uses, after the first 50 spaces for bicycles are provided, additional spaces are required at three-quarters the ratio shown in this Table D for 23.54.015.*

*Footnote 5: For each dwelling rent and income-restricted at 30 percent of median income and below, there is no minimum required long-term bicycle parking requirement. For each dwelling rent and income-restricted at 60 percent to 31 percent of the median income, long-term bicycle parking requirements may be wholly or partially waived by the Director as a Type I decision if the waiver would result in additional rent and income restricted units meeting the requirements of this footnote to Table D for 23.54.015 and when a reasonable alternative such as, in-unit vertical bicycle storage space is provided. The Directors of the Seattle Department of Construction and Inspections and Seattle Department of Transportation are authorized to promulgate a joint Directors' Rule defining reasonable alternatives for long-term bicycle parking that meets the standards of this footnote to Table D for 23.54.015. Dwelling units qualifying for this provision shall be subject to a housing covenant, regulatory agreement, or other legal instrument recorded on the property title and enforceable by The City of Seattle or other similar entity, which restricts residential unit occupancy to households at or below 60 percent of median income, without a minimum household income requirement. The housing covenant or regulatory agreement including rent and income restrictions shall be for a term of at least 40 years from the date of issuance of the certificate of occupancy and shall be recorded with the King County Recorder, signed and acknowledged by the owner(s), in a form prescribed by the Director of Housing or the Washington State*

*Housing Finance Commission. If these provisions are applied to a development for housing for persons 55 or more years of age, such housing shall have qualified for exemptions from prohibitions against discrimination against families with children and against age discrimination under all applicable fair housing laws and ordinances.*

See [SDCI Director's Rule 6-2020](#) for further code interpretation of Bicycle Parking Guidelines and Application of Bicycle Parking Development Standards.

Carly to confirm if project is eligible for administrative review - if no departures.

LAND USE REPLY: The project is subject to Full Design Review\* pursuant to [SMC 23.41.004](#) given the site characteristics and amount of gross floor area (see Table A).

\*ADR is possible pursuant to Footnote 4 of Table A, which states:

*Development proposals that would be subject to the full design review, may elect to be reviewed pursuant to the administrative design review process according to Section 23.41.016 if the applicant elects the MHA performance option according to Sections 23.58B.050 or 23.58C.050. If the applicant elects administrative design review process pursuant to this footnote 4 to Table A for 23.41.004, the applicant shall not be eligible to change its election between performance and payment pursuant to subsections 23.58B.025.B.2.c or 23.58C.030.B.2.c.*

Ray will pursue getting an SCL engineer assigned to project.

Branin will review 3 story church site for additional information that may impact the current site's development.

Confirm this site is NOT eligible for a small project waiver (327B) due to: liquefaction hazard area. Verify development requirements for service connections and for temporary power during construction from SCL.

Are there plans to move the existing bus mall closer to the transit station?