

Design Review Pre-submittal Conference Notes: Administrative Design Review

[MEETING NOTES REVIEWED AND EDITED BY TG/MC/TG/JW/SZ/SH]

SDCI Record Number: 3033306-EG

Project Address: 8415 DELRIDGE WAY SW

Conference Date: 02/28/2019 at 2:30 PM at SDCI

Participants:

Thomas Gravell -	Seattle City Light
Maria Cruz -	Zoning – SDCI
Tami (Tamara) Garrett -	Land Use planner – SDCI
Jonathan Williams -	SDOT
Sara Zora -	SDOT
Sally Hulsman -	SPU – Solid Waste
Rod Novion -	Architect – Novion Group Inc.
Andrew Novion -	Designer – Novion Group Inc.

Project Description:

Demolish Existing Structure (built in 1954) and Construct two new, seven unit townhouse structures for a total of 14 units. APN 948570-0195. Zoning is LR-2 so SEPA IS triggered by proposed 14 new units. Design Review (ADR- Administrative Design Review) is required due to projected gross SF of new development in excess of 8,000 sf. The Subject Property does not contain any ECA and is located in a Residential Urban Village and a frequent transit area but not a parking flex area. Surface parking for 14 stalls is being proposed. Parking access and trash pickup are being proposed from the alley on the West side of the subject property. A higher FAR allowance will be sought per 23.54.510.C.

SDOT –

Vehicle and solid waste access are required from the alley. A SIP is required for Alley improvements. Improvements to the Alley to the West of the Subject Property will be required. Alley improvements required are to pave the width of the alley abutting the lot and the portion of alley between the lot and the connecting street, either SW Thistle St to the North or SW Cloverdale St to the South.

If Alley improvements are proposed to SW Thistle Street to the north, and the alley is not fully open, a turnaround would be required since SW Thistle St is an arterial street that cannot be backed out onto. Due to the 16 foot width of the alley a turnaround would most likely require encroachment onto the subject property requiring an easement. If the alley is open to the south (which it appears to be but will be verified) then alley improvements can be proposed to SW Cloverdale St, which is not an arterial, and would not require us to provide a turnaround.



If the alley is not open to the South then proposed opening of the alley would be possible. Though possible, it may require removal of trees (through SDOT permits). SDOT can assist if there are any problems with alley encroachments from neighboring properties. It might also be required to relocate an existing power pole through SPU.

It was mentioned that a 4 foot setback will be required on Delridge Way. However the PAR states that only a 2.5 foot setback is required. SDOT and/or SDCI need to verify which setback is accurate. **Meeting follow-up:** *Per SDOT, a 4-foot setback is required on Delridge Way SW fronting the project site at 8415 Delridge Way SW. SDOT recently completed a full review and update of required setbacks on arterial streets. Delridge Way SW is a principal arterial in this location with an existing 60-foot right-of-way. Streets Illustrated (ROW IM) calls for a future 68-foot right-of-way in this location.*

In addition, due to an update in November 2018, since the property is located in an urban village it will be required that the existing sidewalk and planting strip comply with the Right-of-Way Improvements Manual (Streets Illustrated) standards. Will need to work with SDOT to bring these improvements into compliance. (6 foot sidewalk and 5.5 foot planting strip with street trees required inside a 6" curb) This work on Delridge Way SW would most likely not require a SIP if under 2000sf of new/replaced impervious surface but please include the Delridge Way SW dimensions within the 30% SIP plan for review and approval. Please send plans electronically to Sara.Zora@seattle.gov and Jonathan.Williams@seattle.gov. Please include planned upgrades to the alley. For more information on SIP triggers, please see SDOT Client Assistance Memo 2209.

As a courtesy we have been informed that Metro/SDOT plan on upgrading the existing transit service on Delridge Way SW into a Rapid-Ride bus line, potentially beginning in Q2 2020. Early plans also indicate a new protected bicycle lane in this location, which is in the SDOT Bicycle Master Plan. These transit and bicycle improvements are likely to remove curb parking on Delridge Way SW in front of this property. For more information on this project, please see <http://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-plus-multimodal-corridor-program/rapidride-h-line> or contact SDOT at DelridgeTransit@Seattle.gov.

SCL –

Be aware of 10' working clearance requirements for existing high voltage power lines, although there does not seem to be a conflict with the proposed design. There are power lines on the East side of the alley, and on Delridge. Power will be provided from the Alley.

Proposed 14 new units will require either an onsite below grade vault, or pad mounted transformer. Will run cable & conduit to about a 7 meter pack for each building. (Most likely on the South side of each building.)

A below grade vault needs its edge to be a minimum of 10 feet away from any combustible structure, doors, egress windows. It can be located under a proposed parking stall but this would be potentially inconvenient for access. Show proposed below grade vault and meter stack locations on submitted plans.

An application is recommended to be submitted as early as possible for early evaluation as the process can be lengthy. If you have any questions regarding the application you can contact a service

representative (Potentially Patty Breidenbach - SCL.)



SCL may need to move the power pole transformer in the alley at the south property corner and upgrade transformers on either side. Coordinate with SCL if a power pole needs to be moved.

SPU –

SPU will inspect to see what clearance is currently existing in the alley in regards to power poles. They will also check what waste needs as a minimum width in the alley. Might need to trim some tree branches for waste access.

We were informed that we will need to fill out their SPU online form. The form can be found at: https://www.seattle.gov/util/cs/groups/public/@spu/@garbage/documents/webcontent/1_067979.pdf
SPU Checklist for Developers - Solid Waste Storage & Service.

Information says that SPU reviews all plans that:

- are multi-family, mixed-use or townhouse developments with 10 or more residential units
- have storage or access variance requests from Land Use Code
- have trash compactors
- are congregate apartments with more than 20 beds or no curb cut
- are commercial or industrial developments

SPU, please clarify when this Service Checklist is required (currently requiring for over just 6 units?), also, when should the form be submitted if required.

Meeting follow-up: *Per SPU, trucks currently service alley; therefore, it is drivable. It will likely need some tree trimming. Checklist should be filled out ASAP, so that developers address the SW issues early in the planning phases. Trucks are 8' wide, 10' to account for mirrors.*

ZONING –

It was commented that the proposal of 14 units will require a Long Subdivision.

It was also noted that bike parking will be required. 1/1 unit long term and 1/20 short term.

We were informed that for the 14 proposed units we would need to provide 14 long term bike parking stalls and 2* short term parking stalls. It was stated that 2 short term stalls would be required because 14/20 units results in a fraction, and according to the measurements section of the Land Use Code, fractions are rounded up to the next “even” number. I do not believe this is accurate. Perhaps the code meant to say to round up to the next “whole” number. An example of this reasoning is that if we were proposing 20 units there would not be a fraction and we wouldn’t need to round, so only 1 short term bike parking stall would be required. So, 14 units requires 2 stalls but 20 units would only require 1?

Meeting follow-up: *Per the SDCl zoning reviewer, the requirement for short term is 1/20 which equals to 2 in this case; Rounding. For long-term bicycle parking, calculation of the minimum requirement shall round up the result to the nearest whole number. For short-term bicycle parking, calculation of the minimum requirement shall round up the result to the nearest whole even number per 23.54.015.K1.*

It was suggested to consider grouping and screening of solid waste. It was also mentioned that there may be some trees off site that may impact our development and we can’t remove trees on the



neighbor's property. In addition, there is a limit to tree removal believed to be 3 each year at certain sizes. Contact SPU (Angela Wallis) for SPU approval for more than 10 units for solid waste.

LAND USE –

Questions as to what Design Review departures might be allowed regarding Structure Width limitations and potentially height were asked. Per SMC 23.41.012.A & B, departures from structure width may be granted; however, departures from structure height are not allowed except in special circumstances as outlined per SMC 23.41.012.B.11.a-g.

This project will require Administrative Design review, public outreach, and a SEPA MUP with landmark/historical analysis of the existing structure to be removed built over 50 years ago.

The SDCI discretionary planner advised that the following items should be considered as part of the site's design development: respect adjacent properties, consider the zone change across the alley, topography, neighborhood context, take cues from surrounding developments, tree protection measures, views, materials, street presence and how others do so.

It was recommended that we be as thorough and clear as possible with our ADR EDG packet to maximize the assigned planner's time spent reviewing the project materials and proposed design options.

After submitting our draft EDG packet, the discretionary planner will review the design packet for completeness. Once the revised EDG design packet has been submitted to SDCI, the planner will review/analyze the design options illustrated in the design packet; consult with the DR team and determine if the project is ready to move to the MUP application phase. We should receive an EDG report once the planner's review is complete and the planner has determined that the project is ready to move forward to the MUP application phase of review. Information regarding Design Review is explained in SDCI Tip #238.

Specifics regarding requirements for Early Community Outreach for Design Review are outlined in DR 4-2018. Rules pertaining to MUP vesting are found in SMC 23.76.026.

