



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

Diane Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3004316
Applicant Name: SMR Architects for Archdiocesan Housing Authority
Address of Proposal: 801 9th Avenue

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a six story, congregate residence with 56 rooms including kitchen and dining facilities for residents on the ground floor. Parking for 14 vehicles will be located in a below grade garage.¹

The following approvals are required:

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code (SMC)

Design Review, Chapter 23.41, Seattle Municipal Code (SMC). Design Development Standard Departures.

1. Modulation- SMC 23.45.070, SMC 23.45.068
2. Open Space- SMC 23.45.074
3. Setbacks- SMC 23.45.072

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

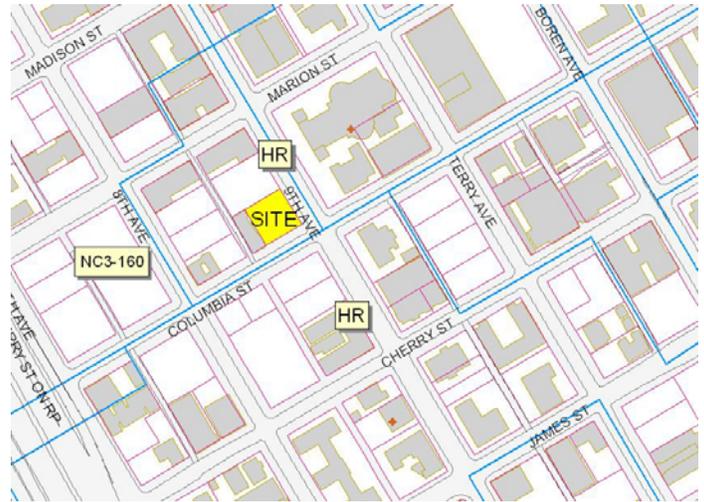
DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

¹Project originally noticed as: Land use application to allow a six story, 56 unit congregate residence including kitchen and dining facilities for residents on the ground floor. Parking for 14 vehicles will be located in a below grade garage.

BACKGROUND DATA

The 7,920 square foot subject site is located at the northwest corner of 9th Avenue and Columbia Street in the First Hill neighborhood. The site is zoned Highrise and is within the First Hill Urban Village.

The site is developed with a surface parking lot. The site is 2 ½ blocks east of Interstate 5, overlooking downtown. A 26 story retirement community with a 9-story health center is proposed across Columbia Street to the south. The development will occupy the entire block bounded by 8th and 9th Avenues and Columbia and Cherry Streets. Apartment buildings and religious institutions immediately surround the property on adjacent blocks. Three historic landmarks lie within close proximity including St. James Cathedral, Trinity Parish and the German Heritage Society. Several of the nearby four to five story apartment buildings were constructed between the late 1940s and the 1970s. Other apartment buildings were built earlier in the last century. Beyond the immediate area, medical institutions and large housing projects represent prominent land uses. Swedish Hospital and Harborview Medical Center are to the east and south of the proposal site respectively. Parking lots comprise the other significant land use in the vicinity. The Frye Art Museum and O’Dea High School are located two blocks up the hill to the east.



Ninth Avenue serves as an important vehicular and pedestrian corridor through this portion of First Hill. Connecting several institutions, the corridor begins to the south at the Yesler Terrace Apartments, passes by Harborview, the subject site, St. James Cathedral, then crosses Madison Street to the Virginia Mason Medical Center complex and finally terminates at Horizon House and Freeway Park, which brings the pedestrian into downtown and the Convention Center.

Zoning within the immediate area is Highrise (HR). Beyond the surrounding blocks, the zoning consists of Major Institutional Overlay zones defining the Harborview and Swedish Medical Center campuses to the south and east. Closer to interstate 5, the zoning is Neighborhood Commercial 3 with a 160 foot height limit (NC-3 160). Near Broadway to the southeast are a NC-3 with an 85 foot height limit (NC-3 85) and a Midrise (MR) zone.

Project Description

The preferred concept includes 56 affordable rooms with associated common areas and support services for formerly homeless men 55 years of age and older. The building will be designated as a congregate residence under the Land Use Code because each unit does not contain a food preparation area or bathing facilities. Each floor contains common shower and tub rooms. A common dining room and kitchen are located on the first floor. The main pedestrian entry is proposed to be from 9th Avenue and the vehicular entry from Columbia Street. Parking will be provided in a fully enclosed garage for 14 vehicles. The west and north perimeters are proposed to be landscaped open areas.

Public Comment

Public notice was provided for the Design Review meetings that were held by the Capital Hill/First Hill Seattle Design Review Board (DRB) for Early Design Guidance (EDG) and for two Recommendation meetings. Additional comment opportunities were provided at the time of Master Use Permit application.

DRB Early Design Guidance Meeting-November 1, 2006: One member of the public attended the meeting, but no comments were made.

Notice of Application for Master Use Permit: further notice and public comment opportunity was provided as required with the Master Use Permit application. The comment period ended on March 21, 2007. No written comments were received.

DRB Initial Recommendation Meeting- May 16, 2007: four members of the public attended the meeting. A representative of the First Hill Improvement Association made comments about high pedestrian volumes and pedestrian safety; therefore, requested that pedestrian amenities be provided in the street right of way, such as security lighting. He noted the steep slope of Columbia Street and suggested that a rail or bench be provided for pedestrians. Another comment was made indicating a like for the proposed colors, thinks a larger porch is desirable, enjoys small units and doesn't like that the windows of this project could look into the Leighton and vice versa.

DRB Final Recommendation Meeting- July 11, 2007: one member of the public attended the meeting. The comments made generally complimented the design but raised concern about the use of the mustard yellow and lime green colors in that they are overused in Seattle.

ANALYSIS - DESIGN REVIEW

Early Design Guidance

PRIORITIES:

After visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified by letter and number those siting and design guidelines of highest priority to this project found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*".

A: Site Planning

- A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.**
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- A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.**
- A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**
- A-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.**
- A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.**
- A-10 Corner Lots. Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.**

The Board wants the building to address the corner of 9th Avenue and Columbia by bringing more of the building to the corner. The Board would be inclined to support setback departures so that the building could address the corner in this way. The Board noted the existing context in the neighborhood, and that many of the apartments in the neighborhood provide little or no setback from the property line.

The Board noted that the Leighton Apartments abutting the site to the west have windows on the east façade. The proposed building is setback from the Leighton Apartments in the preferred scheme, and the Board wants this separation retained to respect adjacent sites.

The Board wants the design to address the challenging condition along Columbia Street in that there is a potential for a lot of blank wall because of the slope and the parking garage entrance.

The Board wants the impact of the parking garage opening minimized in that the design concept presented seems to depict a parking area that is not well screened or minimized. The Board suggested that building cantilever over the opening could soften the opening and mitigate this issue. Other suggestions include providing a decorative gate and landscaping to screen the opening and service areas.

C: Architectural Elements and Materials

- C-4 Exterior Finish Materials.** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The applicant indicated a possible departure request from modulation, and the Board had concerns about the potential flatness of the façades. The Board wants exterior finish materials to be used as a part of the design solution to create articulation and create an attractive fenestration pattern.

D: Pedestrian Environment

- D-2 Blank Walls.** Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

- D-3 Retaining Walls**
Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscape.

See guidance under Site Planning section.

- D-5 Visual Impacts of Parking Structures.** The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

- D-6 Screening of Dumpsters, Utilities and Service Areas.** The visibility of parking garage and dumpster, utilities and service should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

- D-7 Personal Safety and Security.** Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The Board wants to see design solutions proposed that minimize the perception of blank and retaining wall necessary because of the sloping site. The Board wants the dumpster and service areas be screened as discussed in Section A.

E. Landscaping

E-2 Landscaping to Enhance the Building and/or Site. Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

Active and passive landscaped areas should be designed to address the special needs of the residents. See Site Planning and Pedestrian environment guidance as well.

Summary of Design Review Board Initial Recommendations

The applicant applied for the MUP (Master Use Permit) on February 16, 2007. After initial DPD design, zoning and SEPA review, the Design Review Board was reconvened on May 16, 2007 to review the project design and provide recommendations. The four Design Review Board members present considered the site and context, the public comments, the previously identified design guideline priorities, and reviewed the drawings presented by the applicant. The Board did not feel that the design fully met the guideline priorities set at EDG. The Board provided initial recommendations and asked the applicant to return when an updated design better met their guidance.

The Board focused their comments on the following:

- The quality and quantity of open space and landscape
- Window organization, size, ventilation and detail
- Transparency on the west, north and east facades
- Modulation
- The front entry

The Board wants the design to include a wider “front porch” and attempt to better connect it to the interior space so that it could be better utilized and enlivened. They discussed moving the proposed storage room on the first floor to another location and replace it with a use that could utilize the front porch or at least provide views into that space. The Board also commented on the landscaping proposed in the west and north portions of the property. The Board directed the architect to design the landscape to be looked upon from the adjacent units (this project and neighbors) as well as from above. Finally, the Board strongly encouraged the architect to establish a green roof on the lower or upper roof. The Board recognized the missed opportunity on the lower roof and felt this was necessary in light of the open space departure request. (A-7 Residential Open Space, E-2 Landscaping to enhance the building and/or site)

The Board recognized a visual disconnect between the first floor and upper floors in that the windows do not align. The Board wants the design to include more of a vertical expression and asked that the windows be better aligned to create more logical organization. The Board discussed increasing the height of the windows by bringing them up to the ceiling. This would

provide more ventilation and increase vertical expression. The Board also indicated that there needed to be some uniformity to the window size, for instance the windows near the corner on the north elevation should be the same size as other windows. The cedar trim could be a natural color instead of making it the same color as the siding material. (C-2 Architectural Concept and Consistency; C-4 Exterior Finish Materials)

The Board wants the design to better identify the main entry by aligning entry with the windows above. The Board suggested a canopy or greater roof overhand as a way to better identify the entry as well. The Board is interested in seeing the relationship of this project entry to the grand entry of St. James Church. (A-3 Entrances Visible from the Street; C-2 Architectural Concept and Consistency)

The Board recognized opportunity to add transparency and interest to the north and west façade by providing openings into the garage level. The Board noted that this would provide interest and ventilation into the garage. On the west elevation the Board wants to see more windows at the 2nd floor (kitchen and dining room) to provide more interest in the façade and as an amenity to the residents. The Board also wants to see a green screen on the west façade to make it more interesting and reduce blank wall. (D-2 Blank Wall; E-2 Landscaping to Enhance the Building and/or Site)

The Board wants the design to better express modulation. The Board suggested increasing the modulation or by providing details that enhance the perception of modulation. The Board discussed the colors proposed and had mixed opinions, especially about the green color. Some wanted the same color tone, but others felt the color differential enhanced the project. (C-2 Architectural Concept and Consistency; C-3 Human Scale)

The Board also discussed the color of the concrete base and whether a lighter color was more appropriate, the appropriateness of the heavy horizontal band between the concrete and wood levels of the structure and the overhang. They suggested that the heaviness of the parapet or wall wrapping the 2nd floor roof should have some penetrations to lighten it up. These issues could be associated with the quality of the graphics and not the intention of the design.

Summary of Design Review Board Final Recommendations

The four Design Review Board members present considered the site and context, the public comment, the previously identified design guideline priorities, the initial recommendations, and reviewed the drawings presented by the applicant.

The design presented by the applicant responded to the issues raised by the DRB at the initial recommendation meeting by:

- Relocating the front porch element to the south and created a connection from Columbia Street
- Enlarging and aligned the windows in a more uniform pattern
- Designing an accessible open space on the 2nd floor (lower roof) deck
- Refining the color scheme

The Board acknowledged and appreciated the design revisions in response to their comments at initial recommendation. The Board focused deliberations on those elements along with the proposed departure requests.

The design changed by shifting the front porch element to the south so that there could be a better connection to the interior space. Windows from the tenant activity room will now have views of the front porch. The shift also allows a pedestrian connection from Columbia Street as well as the primary entry point from 9th Avenue. The Board had concerns about the starkness of the front porch and thought it needed to be softened to express more human scale. The Board recommended that the porch be “livened up” or softened. Suggestions included adding wood soffit, more tile or stronger looking columns (C-3 Human Scale, A-7 Residential Open Space).

The design shown includes an accessible roof deck on the lower roof. The developer chooses not to create green roof on the lower or upper roof because of financial and maintenance concerns. The space will be accessible from a tenant activity room on the second floor. Inclusion of the roof deck decreases the open space departure request so that the project provides open space that is 32% of the lot area. The code requires 50% of lot area in open space which is vastly out of proportion as compared to commercial zones (5%) and lowrise zones (25%). The landscaped spaces on the west and north setbacks are designed to be interesting as viewed from above and at ground level from adjacent units, and include a mix of deciduous and evergreen plant material. The landscape architect indicated that the spaces were designed so that those spaces would not be too dark and dense with vegetation. Metal trellis is proposed on the west elevation to allow for climbing plants which will eliminate blank wall of the garage. (A-7 Residential Open Space, E-2 Landscaping to enhance the building and/or site, D-2 Blank Wall)

The architect changed the design by enlarging and aligning the windows in a more uniform pattern. The residential windows consist of a fixed window adjacent to a double hung separated by a thick mullion. The windows are also proposed to be 6 inches taller so that the resulting window area is about 20% larger than what was shown at the initial recommendation meeting. The alignment and rhythm of windows was significantly improved (C-2 Architectural Concept and Consistency; C-4 Exterior Finish Materials).

The architect changed the design to include a canopy instead of a metal roof over the main entry. Some Board members thought the canopy could be more prominent by bringing it out farther from the façade. The design had shown included an angled canopy that was about 2.5 feet off of the façade at its widest point. The Board recommended that the canopy be installed at a greater height so that the height of the base is perceived to be higher. There was also a suggestion to expose as much concrete as possible to increase the perception of base height. (A-3 Entrances Visible from the Street; C-2 Architectural Concept and Consistency)

The Board had the most concern with the color scheme, use of materials and blank wall on the east elevation. The Board debated the merits of the colors and use of materials, and how they helped or hurt the perception of modulation. The primary concern included the potential blank wall on the north section of building on the east elevation. The architect provided 4 study options to resolve this issue, and the board chose study number 3 as the best option. Study number 3 showed the same colors and use of materials on the east elevation except on the north

section of the building. The blank wall on the north section of the building used fiber cement boards in a horizontal siding configuration between the windows as opposed to the design presented with cedar battens creating a square pattern. The Board recommended the design be more like study option #3 (C-2 Architectural Concept and Consistency; C-4 Exterior Finish Materials, D-2 Blank Wall).

The design has been refined in numerous other ways to respond to the board. The west elevation now includes additional storefront and garage metal grills, trellis and concrete recesses (D-2 Blank Wall). The parapet surrounding the 2nd level roof deck has been lightened by adding short sections of steel guardrail and eliminating the concrete overhang. A lattice-like roof was added to the trash enclosure to better contain sound and to hide it from above (D-6 Screening of Dumpster).

The Board recommended unanimous approval of the project and departures with conditions as noted at the end of this document.

Summary of Departures from Development Standards

The applicant identified potential departures from the following Land Use Code development standards:

<u>Required</u>	<u>Proposed</u>	<u>Board Recommendation</u>
<p>SMC 23.45.070B and SMC 23.45.068A2 Modulation</p> <p>Width of façade without modulation can be up to 30 feet. Modulation is required to be 4 feet in depth and at least 5 feet in length.</p>	<p>Exceed maximum width of façade. Proposed is 36 feet on 9th Avenue and 37 feet on Columbia. Modulation provided on 9th Avenue is proposed to be 18 inches in depth and 28 feet in length.</p>	<p>The Board recommended approval of the departure subject to utilizing the design study option number 3 in that the design better articulates the facades. The Board recognized that the zone height limit is 160 feet and the building is proposed to be about 65. The modulation standards are designed to mitigate a façade on a much taller building.</p>
<p>SMC 23.45.074 Open Space</p> <p>A minimum of 50% of lot area (3,960square feet) shall be provided as landscaped open space at ground level.</p>	<p>32% of lot area (2,525 square feet).</p>	<p>The Board recommended approval of the departure in that the design includes a generous amount of ground level open space at grade as well as a roof deck.</p>
<p>SMC 23.45.072 Setbacks</p> <p>Front setback 37 feet in height or less = 10 feet</p> <p>Rear setback greater than 60 feet in height = 20 feet</p> <p>Side setback 38 feet to 60 feet – 8 feet minimum for either side and 16 feet combined.</p> <p>Side setback for building height above 60 feet to 90 feet- 10 feet minimum for either side and 25 feet combined.</p>	<p>Front setback (9th Avenue) 37 feet in height or less = 0 feet.</p> <p>Rear setback (west) greater than 60 feet in height = 15 feet.</p> <p>Side setback 38 feet to 60 feet – 0 feet on Columbia Street; 15 feet on north.</p> <p>Side setback above 60 feet – 0 feet on Columbia Street; 15 feet on north.</p> <p>Trash enclosure structure within the side setback and front setback between principal structure and side lot line.</p>	<p>The Board recommended approval of the setback departures. The Board recognized that the zone height limit is 160 feet and the building is proposed to be about 65. The setback standards are designed to mitigate a façade on a much taller building. An enclosed trash enclosure is desirable and better meets the design guidelines for screening service and dumpster areas. The Board felt that the code required setbacks did not complement the existing context in the neighborhood which is predominately developed with zero setback structures.</p>

Recommended Conditions

1. The Board recommended that the front porch be “livened up” or softened. Suggestions included adding wood soffit, more tile and/or stronger looking columns (C-3 Human Scale, A-7 Residential Open Space).
2. The Board recommended that the front entry canopy be installed at a greater height so that the height of the base is perceived to be higher, and to expose as much concrete as possible to increase the perception of base height. (A-3 Entrances Visible from the Street; C-2 Architectural Concept and Consistency)
3. The Board recommended the design of the street facing facades be more like study option #3 (C-2 Architectural Concept and Consistency; C-4 Exterior Finish Materials, D-2 Blank Wall).

Director’s Analysis

The Director concurs with the Design Review Board’s recommendation to approve the proposed design with the above conditions. The Design Review Board’s recommendation does not conflict with applicable regulatory requirements and law, is within the authority of the Board and is consistent with the design review guidelines.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY APPROVED**.

CONDITIONS

Design Review conditions are listed at the end of this report.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklists submitted by the applicant dated February 17, 2007 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 23.05.665) discusses the relationship between the City’s code/policies and environmental review. The Overview Policy states, in part, “*Where City regulations have been adopted to address an environmental impact; it shall be presumed that such regulations are adequate to achieve sufficient mitigation subject to some limitation*”. The Overview Policy in SMC 23.05.665 D1-7, states that in limited circumstances it may be appropriate to deny or mitigate a project based on adverse environmental impacts.

The policies for specific elements of the environment (SMC 25.05.675) describe the relationship with the Overview Policy and indicate when the Overview Policy is applicable. Not all elements of the environment are subject to the Overview Policy (e.g., Traffic and Transportation, Plants and Animals and Shadows on Open Spaces). A detailed discussion of some of the specific elements of the environment and potential impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected; decreased air quality due to suspended particulates from demolition, grading and clearing and hydrocarbon emissions from construction vehicles and equipment; temporary soil erosion; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Environmentally Critical Areas (ECA) ordinance and DR 33-2006 and 3-2007 regulate development and construction techniques in designated ECA's with identified geologic hazards. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

Most short-term impacts are expected to be minor. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with noise warrant further discussion.

Noise

The project is expected to generate loud noise during demolition, grading and construction. These impacts would be especially adverse in the early morning, in the evening, and on weekends. The Seattle Noise Ordinance permits increases in permissible sound levels associated with construction and equipment between the hours of 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00 PM on weekends.

The surrounding properties are developed with housing and will be impacted by construction noise. The limitations stipulated in the Noise Ordinance are not sufficient to mitigate noise impacts; therefore, pursuant to SEPA authority, the applicant shall be required to limit periods of construction activities (including but not limited to grading, deliveries, framing, roofing, and painting) to non-holiday weekdays from 7:00 AM to 6:00 PM. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition. Additionally DPD will evaluate other requests on a case by case basis to allow for emergencies, special construction activities (like continuous concrete pours), safety, or street-use related situations that warrant work outside of the construction hours.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased height, bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; increased light and glare; and impact to historic landmark structures.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code which requires on site detention of stormwater with provisions for controlled tight line release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term long term impacts, although some impacts warrant further discussion.

Height, Bulk and Scale

The SEPA Height, Bulk and Scale Policy (Section 25.06.675.G., SMC) states that *“the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies set forth in Section B of the land use element of the Seattle Comprehensive Plan regarding Land Use Categories, ...and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.”*

In addition, the SEPA Height, Bulk and Scale Policy states that *“(a) project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated.”*

Surrounding property is all zoned Highrise or Neighborhood Commercial 3 with a 160 foot height limit. There are no less intense zones in the vicinity. The proposal was reviewed and approved through the Design Review process and conforms to the Citywide Design Guidelines. Departures are granted for setbacks and modulation, but the proposed building will be underdeveloped as compared to the allowed zoning height limit. No mitigation of height, bulk and scale impacts is warranted pursuant to SEPA policy (SMC 25.06.675.G.).

Traffic and Parking

The vehicle trips generated from the proposed building are not expected to have adverse impact on traffic conditions or reduce the level of service at nearby intersections. The project consists of a congregate residence with 56 rooms for very low income people. Based on experience with similar decisions, DPD has found that low income people do not have the means to own a vehicle. Additionally, census data indicates that people in urban locations within Seattle have a lower vehicle ownership rate as compared to other parts of the city.

The proposed project will provide parking for 14 vehicles and the quantity required by code is 14. The vehicle trips generated from the project are not expected to have adverse impacts on the street network, and proposed parking is expected to satisfy the parking demand for the project. Thus, no SEPA mitigation is necessary.

Historic Preservation

The project was referred to the City's Historic Preservation Officer for an assessment of impacts to St. James Cathedral which is located across 9th Avenue. Staff responded to DPD on March 15, 2007 indicating that the project design was examined, and that no additional mitigation for the project design is necessary.

Other Impacts

The other impacts such as but not limited to, increased ambient noise, and increased demand on public services and utilities are mitigated by codes and are not sufficiently adverse to warrant further mitigation by condition.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2c.
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS - DESIGN REVIEW

Prior to Issuance of Master Use Permit

1. Revise the plans to provide design details to express more human scale and to provide a more comfortable aesthetic in the front porch.
2. Revise the plans by showing the front entry canopy installed at a greater height and to expose more of the concrete post tension slab.
3. Revise the plans to show the use of façade materials to be more like study option #3 pursuant to sheet entitled "Studies" and dated 7-11-07 presented at the final DRB recommendation meeting.

Prior to the Final Certificate of Occupancy

4. Install or construct the features described in conditions 1, 2 and 3 above.

NON-APPEALABLE CONDITIONS - DESIGN REVIEW

During Construction

5. All changes to approved plans with respect to the exterior façade of the building and landscaping on site and in the right of way must be reviewed by a Land Use Planner prior to proceeding with any proposed changes.

