



**Department of Planning and Development**  
D. Sugimura, Director

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

**Application Number:** 3011187  
**Applicant:** Ron Bowen for Polygon Homes  
**Address of Proposals:** 2800 SW Bataan Street

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow two, 3-story structures for a total of 9 residential units, High Point Phase II. Parking for nine vehicles is proposed to be provided within the structures. Project includes 434 cubic yards of grading.

The following approvals are required:

**Administrative Design Review – Chapter 23.41** Seattle Municipal Code

**SEPA - To approve or condition pursuant to Seattle’s SEPA policies.** Chapter 25.05.600, Seattle Municipal Code. (Environmental documents, EIS, prepared by Seattle Housing Authority)

- SEPA DETERMINATION:**  Exempt\*  DNS  MDNS  EIS\*
- DNS with conditions
- DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

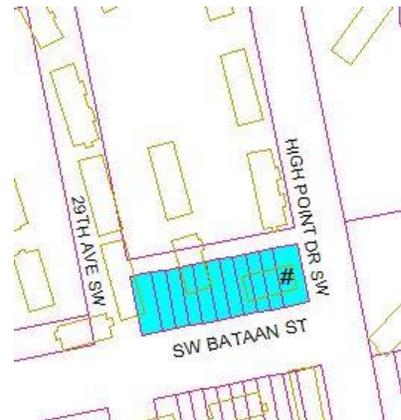
\*The project was contemplated and reviewed in the Final Environmental Impact Statement (2002) and Addendum for the entire High Point Revitalization Plan , Seattle Housing Authority 2003.

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### Vicinity and Site

The site is located at 2800 SW Bataan Street in the High Point Community in West Seattle. There is an alley in this block. The site is vacant, rectangular and fairly flat. There are curbs, gutters and sidewalks in the development. The property is zoned Lowrise 4 in a large residential area of High Point zoned L4.

The property is Block 18-2 within the High Point Community Plat. The project is in West Seattle and is a full redevelopment of the High Point Community with a nearby clinic and library. The developer is working with the owner Seattle Housing Authority. The site is at SW Bataan Street between 29 Avenue SW and High Point Drive SW.



Road improvements and utilities around the perimeter of the site have been completed as part of the original street improvement plan for the High Point Community with the exception of sidewalks and landscaping along two street frontages. These improvements will be completed after building construction in partnership with the Seattle Housing Authority.

The High Point Design Book 2006 is the design authority for this project as part of the original master plan.

This site was part of a larger contract rezone (MUP No. 2105600 Permit No. 736346) & related subdivision (MUP 2202170 Permit No. 736347) which included certain large scale site planning requirements such as retention of important trees, reduced roadway paving widths, natural drainage system and general design based structure siting.

A High Point specific Design Book was created by the High Point Development Team (SHA), City of Seattle, Design Consultants (Mithun Architects, Streeter and Associates Architecture, SVR Design Civil Engineering, Nakano Associates Landscape Architecture and the Seattle Housing Authority Board of Commissioners. The Design Book contains very detailed Design Standards for each block and also general architectural, landscape and drainage design guidelines. Copies of these documents are on file at SHA and DPD. The Design Book was drafted by SHA to 1.) Clearly illustrate to builders SHA's expectations for acceptable design; 2.) To provide residents, neighbors and interested parties information about the intent of the built character of for sale homes in High Point before construction; and 3.) To consolidate the efforts of DPD's Design Review and SPU's Natural Drainage Design in conjunction with market and consumer preferences. The Design Book is updated as necessary to reflect changes in design and the evolution of the site as a whole.

### **PROPOSED PROJECT**

The proposed residential housing project has been designed to reflect the redevelopment goals of the High Point Community, as stated in the High Point Design Book, through a collaborative effort with the Seattle Housing Authority. This process has been in development over the last six months

with design meetings taking place regularly with the Seattle Housing Authority. The meetings focused on proposal alternatives and to review design adjustments to address guidance cues found in the City of Seattle Design Guidelines, The High Point Design Book, and comments received from the Seattle Housing Authority.

The proposal is for 9 townhouse residences with parking broken into two buildings of 4 and 5 units each. Access is proposed to be from the alley. There will be a variety of residential facades and entry sequences.

## **EARLY DESIGN GUIDANCE**

### **ARCHITECT'S PRESENTATION:**

The project proponent made a presentation of the site opportunities and constraints to the SHA staff and City Staff and proceeded to show the townhouse configurations for this site. The proposal is for nine (9) townhomes in two (2) buildings. Vehicle access and parking is proposed to be off of the alley. The homes front on SW Bataan Street. There is open space proposed for each townhome and there is open space between the two buildings. The presentation included explanation of setbacks, frontage, as per the High Point Plan and definition, parking access and location of the site, building forms, height, open space, access and SHA requirements as per the High Point Design Book 2006.

### **PUBLIC COMMENTS:**

No Public comments were received during the early design guidance public comment period.

### **STAFF COMMENTS:**

A meeting was held on April 1, 2010 with a Seattle Housing Authority (SHA) representative, the developers and City staff to provide an overview of the proposal in light of the City's Guidelines for Multifamily & Commercial Buildings, SHA's Design Book for the for sale lots, zoning requirements as well as Land Use process and requirements. The meeting provided an opportunity for the applicant to present the project to the SHA representative and City Staff and receive early feedback on issues. Prior to this meeting, the applicant's have received preliminary approval from SHA based on upon the presented design, which is the subject of this analysis and document.

As part of the early design guidance process the applicant asks the Department to consider departures from the modulation requirements to better help the proposal meet priority design guidance.

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

## **DESIGN GUIDELINES.**

### **A. Site Planning**

#### **A-1 Responding to Site Characteristics.**

*The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.*

#### **A-3 Entrances Visible from the Street**

*Entries should be clearly identifiable and visible from the street.*

#### **A-6 Transition Between Residence and Street**

*For residential projects the space between the building and the sidewalk should provide security and provide for residents and encourage social interaction among residents and neighbors.*

#### **A-7 Residential Open Space**

*Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.*

#### **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.*

The applicant should continue with design development of the proposal as shown to SHA and the City Planner. The site use is addressed well and communicated well in this concept plan. The entries should be identifiable and creatively designed for individuality and usability. The open space should be well designed to provide maximum opportunities for outdoor use. Parking and vehicle access is well conceived in this proposal and the applicants should continue to study and shape the alley and vehicle access to accommodate cars, bicycles, pedestrians and play.

### **B. Height Bulk and Scale**

#### **B-1 Height Bulk and Scale Compatibility**

*Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.*

The early design guidance proposal shows appropriate roof forms, modulation, landscaping, color palette, material changes and window design. Color proposals will be finalized at the MUP submittal and should help in creating variability and harmony along the street. A small variety in the building roof forms is proposed and should be retained in design development.

### **C. Architectural Elements and Materials**

#### **C-2 Architectural Concept and Consistency**

*Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural context.*

**C-3 Human Scale**

*The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.*

**C-4 Exterior Finish Materials.**

*Building exteriors should be constructed of durable and maintainable materials. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.*

The architectural elements and materials should reflect the design proposals outlined in the High Point Design Book 2006. The proposed townhouse forms and architectural features reinforce the High Point Design Book ideas of creating human scale, recognizable finish materials, and residential forms. The MUP should reflect these initial studies.

**D. Pedestrian Environment**

**D-1 Pedestrian Open Space and Entrances**

*Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian oriented open spaces should be considered.*

**D-7 Personal Safety and Security**

*Project design should consider opportunities for enhancing personal safety and security in the environment under review.*

The pedestrian environment should include ways to create a comfortable and recognizable space for pedestrians; residents, visitors, able and less able. There should be entrances with protection from the weather, defined walkways, and connections to the greater neighborhood. Planting design, open space, and fencing and building forms should create a sense of pedestrian safety and security throughout the block.

**E. Landscaping**

**E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites**

*Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.*

**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.*

**E-3 Landscaping Design to Address Special Site Conditions**

*The landscape design should take advantage of special onsite conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas and boulevards.*

Landscaping should be proposed in its broadest definition, that is, to include paving, benches, structures, and form making planting plans and plant selection. Shade trees should be provided where appropriate, exterior structures for vines where appropriate, screening and semi transparent planting where appropriate. Opportunities for gardening should be provided for each unit. Landscaping should include edible plants for the community, apple and pear trees, blueberry hedges and room for individualization.

**MASTER USE PERMIT (MUP) SUBMITTAL**

The Master Use Permit was submitted to DPD on May 10, 2010.

**DIRECTOR'S ANALYSIS ADMINISTRATIVE DESIGN REVIEW**

The High Point Design book anticipated development similar to the development proposed in this application. The Administrative Design Review program is the agreed upon vehicle for the regulating body, the City of Seattle, the owner and the applicant to use to verify that the original Design book direction is followed with some room for variation.

The site is conducive to the proposed housing and parking configurations. The size, location on the lot, parking access and yards are appropriately similar to the High Point design book. One departure has been identified and proposed in order to help the project better meet the priority design guidelines. The matrix below describes the departure.

High Point Townhome Block 18-2 Design Departure matrix

#	Development Standard	Requirement	Proposed	Departure amount	Related guideline	action
1	SMC 23.45.016.3.a.1 Open Space Requirements, L2 Zone	A minimum of 200 SF of private usable open space directly accessible to each unit.	Variable per unit 188 to 133.	Variable per unit from 67 square feet to 12 square feet.	A-7 D-7	approval

Due to site constraints such as required front yards and modulation, the full amount of open space provided for each unit cannot be directly accessible. Off-street parking further compounds the constraints. As shown, the overall open space provided for the site divided by the unit count yields an average of 315 SF of open space per unit. In addition, there is 1,755 square feet of unassigned, yet not directly-accessible open space available to the site.

During the coordinated initial and preliminary design phase, a design decision was made that due to site depth, the buildings needed to be sited as shown. Due to the importance of the off-street parking aprons and their related back up space, 5 units have less than the 200 sf of required *directly-accessible* open space. In order to provide the minimum of 200 sf of directly accessible open space, these units would need to be moved back, thus eliminating the off-street parking for

these units. As currently assigned, the cumulative open space provided per unit exceeds the 300 sf per unit minimum.

The departures better help the project meet the design intent for A-7 Residential Open Space and D-7 Personal Safety and Security. Smaller open spaces are still usable and help provide reasonable maneuvering at the rear of the units. The departures are within the approved High Point Design book scope and expectations.

### **DECISION - DESIGN REVIEW**

The Department approves the design as proposed. Conditioning is appropriate to ensure all elements are carried through the construction phase of the project.

### **ANALYSIS - SEPA**

This site was part of a larger contract rezone (MUP No. 2105600 Permit No. 736346) and related subdivision (MUP 2202170 Permit No. 736347) which included certain large scale site planning requirements such as retention of important trees, reduced roadway paving widths, natural drainage system and general design based structure siting.

The potential impacts from this project were disclosed and analyzed in the *Final Environmental Impact Statement* (2002) and *Addendum* for the entire High Point Revitalization Plan, Seattle Housing Authority 2003. The information in the environmental documents, supplemental information provided by the applicant (plans, further project descriptions), and the experience of DPD with review of similar projects form the basis for this analysis and conditioning decision wherein substantive SEPA conditioning will be considered and imposed as warranted.

#### **Short-Term Impacts**

The following temporary or construction-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site.

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 Street Use Ordinance requires debris to be removed from the street right of way, and regulates obstruction of the sidewalk. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures and life safety issues. And, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with the larger development were outlined in the EIS and appropriate mitigation was identified through a requirement for a comprehensive Construction Mitigation Plan

No changes to the street system are proposed as part of the project, or would necessarily result from the proposed action. Therefore, no change in impacts or any significant adverse impact is identified.

Consistent with the EIS no SEPA conditioning of long term impacts is warranted.

### **CONDITIONS - DESIGN REVIEW**

#### *For the Life of the Project*

1. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Holly Godard, (206) 615-1254).
2. Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all Building Permit drawings.

### **CONDITIONS - SEPA**

#### *Prior to Issuance of any Construction Permits*

3. (Conditions six (6) from Seattle City Council #305400 and MUP # 2105600 are applicable to this project).

Include the Construction Mitigation Plan (CMP) as required by the SEPA conditions of Seattle City Council #305400 and MUP # 2105600. The remaining applicable conditions read as follows:

*“Provide a Construction Mitigation Plan (CMP) to DPD at the time of building permit for related construction permits. The plan will consist of items listed under subparts a-k below. The CMP must be approved by DPD in consultation with Seattle Department of Transportation prior to commencement of any demolition, grading or construction activity. The CMP shall be one comprehensive document that can be easily referenced and maintained throughout the construction process by contractors and subcontractors, and available to the public at the project site.*

- a. *A detailed description of the demolition and construction phasing/schedule.*
- b. *SHA shall coordinate with the Police and Fire Departments in identifying methods to prevent arson or other criminal activity during the period between vacation of the units and actual demolition of the units.*
- c. *Demonstration of compliance with federal, state and regional regulations to ensure that impacts are adequately addressed by such regulations or permits, and how such measures can be achieved. Permits from the following agencies must be provided: state Department of Ecology; PSCAA; and a NPDES permit from the appropriate agency.*

- d. *An air quality mitigation plan to mitigate impacts from fugitive dust, and consisting of the following:*
- *Spraying exposed soil with water to reduce PM-10 emissions and deposition of particulate matter.*
  - *Covering exposed soil during grading and pre-seeding periods to reduce deposition of particulate matter.*
  - *Covering all trucks, transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck) to reduce PM-10 and deposition of particulate during transportation.*
  - *Providing wheel washers to remove particulate matter that would otherwise be carried offsite by vehicles to decrease deposition of particulate matter on area roads.*
  - *Removing mud deposited on paved, public roads to reduce particulate matter on area roadways.*
  - *Routing and scheduling construction trucks so as to reduce delays to traffic during peak travel times and to reduce secondary air quality impacts caused by a reduction in traffic speeds while drivers wait for construction trucks.*
  - *Requiring appropriate emission-control devices on all construction equipment powered by gasoline or diesel fuel to reduce emissions in vehicular exhaust.*
  - *Planting vegetation as soon as possible after grading to reduce windblown particulate in the area and/or retaining as much existing vegetation as practicable.*
- e. *A noise mitigation plan to mitigate impacts from noise to contain the following:*
- *The applicant will be required to limit periods of construction to between the hours of 7:30 a.m. and 6:00 p.m. during weekdays and on Saturdays to between the hours of 9:00 a.m. and 5:00 p.m. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.*
  - *Construction activities which generate the loudest noise shall be performed during the weekday hours. Identification of the type of construction activity that will occur between the hours of 9:00 a.m. to 5:00 p.m. on Saturday needs to be disclosed. No work, deliveries or otherwise will be allowed outside of the designated Saturday hours.*
  - *Commitments and proposals to prohibit back-up alarms on vehicles and equipment, (utilization of sound buffering or barrier devices, utilization of construction equipment that generate lower noise decibels or utilization by other means to mitigate noise must be included in the plan.*
  - *The applicant shall publish a periodic construction newsletter (at least quarterly) showing expected dates for specific operations, especially those which would interrupt or slow traffic movement, be especially noisy or disrupt any utility service.*
  - *The mailing list for the newsletter shall include all addresses within 300 feet of the site and affected City departments, including DPD, Department of Transportation, Police Department, Fire Department, and Neighborhoods, as*

*well as community members and organizations who ask to be notified of construction activities. The meeting time and place shall be well-publicized, using at a minimum the same mailing list as above, giving at least 14 days notice of the meeting.*

- *The approved plan shall be available at the site for the duration of construction.*
  
- f. *A stormwater Pollution Prevention Plan to mitigate water quality impacts.*
  
- g. *A Temporary Erosion and Sediment Control Plan to mitigate water quality, including all tree protection measures detailed as conditions in the approved Subdivision (DPD 2202170).*
  
- h. *A Spill Prevention Control and Countermeasures Plan to mitigate water quality impacts.*
  
- i. *Transportation Construction Mitigation Plan to mitigate traffic and parking impacts consisting of the following:*
  - *Identification of temporary street closures;*
  - *Identification of detour routing to ensure adequate accessibility to remaining older housing units and new constructed units within High Point, including any potential impacts on existing residential units on adjacent streets not subject to this redevelopment;*
  - *Identification of staging areas and haul routs. Hauling between 4:00 p.m. and 6:00 p.m. shall be minimized.*
  - *Identification of parking locations for construction workers. Construction workers shall park on-site or off-site in designated remote parking lots. Provide shuttle buses for construction workers between the job site and any remote parking sites.*
  
- j. *An appropriate mitigation must be determined and provided in a construction rodent impact mitigation plan (CRIMP) and provided to DPD.*
  
- k. *A Tree Preservation Plan which can be fulfilled through the tree plan required by Hearing Examiner decision MUP-02-051(SD) shall be developed in conjunction with the Temporary Erosion and Sedimentation Control Plan.*

*During construction:*

4. (Conditions seven (7) from Seattle City Council #305400 and MUP # 2105600 are applicable to this project).
  
5. The following condition(s), to be enforced during construction, shall be posted at the site in a location visible and accessible to the public and to construction personnel from the street right-of-way. Conditions shall be posted at both abutting streets. The conditions shall be printed legibly on placards available from DPD, shall be laminated with plastic or other weatherproofing material, and shall remain in place for the duration of construction.

The owner(s) and/or responsible party(s) shall comply with the construction mitigation plan. A copy of that plan must be kept on-site.

(from related Council SEPA decision)

- *The applicant will be required to limit periods of construction to between the hours of 7:30 a.m. and 6:00 p.m. during weekdays and on Saturdays to between the hours of 9:00 a.m. and 5:00 p.m. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.*
- *Construction activities which generate the loudest noise shall be performed during the weekday hours. Identification of the type of construction activity that will occur between the hours of 9:00 a.m. to 5:00 p.m. on Saturday needs to be disclosed. No work, deliveries or otherwise will be allowed outside of the designated Saturday hours.*
- *Commitments and proposals to prohibit back-up alarms on vehicles and equipment, utilization of sound buffering or barrier devices, utilization of construction equipment that generate lower noise decibels or utilization by other means to mitigate noise must be included in the plan.*

Signature: \_\_\_\_\_ (Signature on file) Date: September 2, 2010

Holly J. Godard, Planner  
Department of Planning and Development

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