



City of Seattle

Department of Planning and Development

Diane M. Sugimura, Director

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

Application Numbers: 3012837
Applicant Name: John Schack
Address of Proposal: 1406 East Republican Street

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow a four story building containing 35 residential units and parking for 18 vehicles located below grade. Review includes demolition of three residential structures and 3,770 cu. yds. of grading.

The following approvals are required:

Design Review - Seattle Municipal Code (SMC) Section 23.41

SEPA - Environmental Determination pursuant to SMC 25.05

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

* Notice of the Early Determination of Non-significance was published on September 27, 2012.

PROJECT DESCRIPTION

The applicant proposes to construct a four-story multi-family residential structure with 35 residential units at the northeast corner of East Republican Street and 14th Avenue East. Eighteen parking spaces would be provided below-grade accessed from E. Republican. The proposal would require demolition of three residential buildings.

The applicant's three conceptual schemes all address the idea of a courtyard building partially enclosed by four floors of apartment units. Scheme One presents a west facing courtyard forming a relatively traditional "U" shaped structure in plan. Scheme Two shifts the courtyard to the north/south direction and carves a large two-story opening at the site's southwest corner meant to connect the intersection of the two rights of way with the rectangular void forming the courtyard. In Scheme Three, the direction of the courtyard stretches east/west with a covered two story portal or gateway fronting 14th Avenue East. Schemes Two and Three shift or skew the vertical planes of the west façade and south façade (Scheme Three) off the orthogonal grid. The angling of a vertical plane on the 14th Ave E. side shifts the upper portion back from the street.

The courtyard in the latter two options establishes a shared community amenity at the same time housing an open vertical circulation (stairs) system. In both schemes, the semi enclosed open space leaks out toward the corner of the property, creating the potential for a fluid transition between public and private open space. The applicant favors vehicular access from E. Republican St. which would descend to a parking garage mostly below grade. The parking garage forms a plinth or podium for the larger building mass that emerges several feet above grade.

By the second EDG meeting, the applicant revised Scheme Three by aligning the elevations with the orthogonal grid, fronting two units onto 14th Ave E., lowering slightly the parking plinth, and enclosing the driveway to underneath the building mass. The courtyard parti, the height, bulk and scale, and the applicant's desire to provide open space at the corner remain similar to the original idea. The two story portal into the courtyard remains similar.

The plans submitted with the MUP application illustrate revisions to the scheme presented at the last EDG meeting. Changes primarily occurred to the organization of the circulation at the edges of the courtyard, modifications to the north façade and refinements of the exterior finishes.

By the Final Recommendation meeting, the applicant addressed the specific Board requested changes from the Initial Recommendation meeting. The revisions included the upper setback of the north elevation, the design of the garage door, the residential entries to the two-story mass and the courtyard and the railing system for the exterior circulation areas.

SITE & VICINITY

The 10,183 square foot site lies within a Lowrise Three (LR 3) zone. Three single family residential structures and a detached garage occupy the development site. An existing driveway begins at 14th Avenue East and bisects the site. The relatively flat site has four foot embankment along its south and west perimeter.

The site sits upon the crest of Capitol Hill with potential views to the west. The neighborhood commercial corridor along 15th Ave. E. lies two blocks to the east; a Group Health facility is approximately six blocks from the project site. The neighborhood possesses a farrago of housing types (single family, duplex, four-plex and larger apartment buildings). Contemporary structures intermingle with traditional, three to four story brick apartment buildings that seem to anchor the neighborhood. To the northwest on 14th Ave E, Seattle Housing Authority's Capitol Park

Apartments rise 11 floors above the street. The Capitol Hill Urban Center includes the development site. To the north, lowrise multi-family zones (LR2 and LR3) extend to Roy St. To the south, LR3 stretches to John St., which has a Neighborhood Commercial Two with a 40 foot height limit (NC2 40) zone. At 15th Ave. E., the zoning indicates a NC2 zone with a 40' height limit in a pedestrian zone (NC2P 40). The LR3 zone extends to 10th Ave E. on the west.

ANALYSIS - DESIGN REVIEW

PUBLIC COMMENT

1st EDG meeting

Fifteen members of the public affixed their names to the EDG sign-in sheet. Those who spoke raised the following concerns.

Height, Bulk and Scale

- Buildings to the east will be in shade due to the proposal. (mentioned several times)
- The proposal is out of scale with the neighborhood.
- The structure is too monolithic.
- The size and scale of the project is too large. Reduce the building height to three floors.

Neighborhood Character & Context

- Photos presented by the applicant do not accurately reflect the neighborhood. The speaker displayed his own photographic study.
- The building's character ignores its context.
- The structure will dominate and change the neighborhood character.
- The height of the walls and the central courtyard close off the neighborhood around it.
- The whole building is unfriendly to the neighbors who have lived here many years.
- It is inaccurate to state that this proposal is in character with the neighborhood.
- Bring the design of the building into harmony with other buildings in the neighborhood.
- The neighborhood has witnessed a significant increase in children and families.

Landscaping

- The proposed P patch location will not receive any sun.

Safety

- At night, women have to walk a considerable distance due to the lack of parking in the area.
- The position of the building on the parcel will create dark corridors along the north and east sides creating an unsafe condition.

Parking

- The proposal lacks sufficient parking.
- Each unit should have at least one parking space.

Programming

- The project has too many dwelling units.
- Currently, the parcel is underused.
- The courtyard is a good idea.

Miscellaneous

- The large opening to the courtyard will create a wind tunnel. The building's siting and size will also channel wind around the building onto the neighbors' property.
- The sustainable aspects of the building are encouraging.

DPD received one letter from a neighborhood property owner and resident. He summarized his letters with the following:

1. The scale of the proposal is out of character with its immediate surroundings.
2. The proposed development may significantly change wind, rain and snow patterns in its immediate surroundings that will pose a danger to existing dwellings, trees and residents that could result in legal liability.
3. The streets that surround the proposed development are already congested and existing street parking is already at maximum usage. The development places an added hardship on residents of the presently existing dwelling but it will seriously impact the business community along with adjacent section of 15th Ave E.
4. Sunlight will be seriously impacted by the height and scale of this project to the point of putting into perpetual shade a number of houses and their yards---including at least several residences with young children.
5. The blocking of sunlight will result in the probable demise of a number of mature trees and bushes located to the immediate north and east of the proposal.

2nd EDG Meeting

At the 2nd EDG meeting, fourteen members of the public added their names to the EDG sign-in sheet. Those who spoke raised the following concerns.

Height, Bulk and Scale

- The urban analysis of the neighborhood is inaccurate and skewed in favor of the larger apartment buildings. The single family and duplex buildings receive short shrift. (This statement is mentioned by several participants.)
- The north wall is out of scale and will create shadows on the neighbors. (This sentiment is repeated by several participants.)
- Scale of buildings along 14th Ave E. should be similar.
- A four story building will block light preventing the neighbors from gardening.
- A four story building is too tall. Most of the apartment buildings in the vicinity are only three stories.
- The proposed height has an impact on the neighbors. Create a consistent cornice line.
- The building mass and scale are oversized.
- The proposal does not respect height and scale of the neighborhood.
- The mass should allow for more penetration of light.
- The north wall is too long and too massive.
- The project is appropriate for the zone.
- Reject the proposal. The project is an insult to the neighbors.

Parking

- Too little parking is provided. Each unit should have one parking space. (Mentioned several times)

Noise

- Locating the game court nearest the neighbors is a poor idea. The noise will disturb adjacent residents.
- The project will create too much noise.

Programming

- The opens space at the SW corner makes sense as does the view corridor through the building.
- The location of the garage entrance and curb cut are appropriate.
- The idea of having multiple entrances is preferable.

Miscellaneous

- Density is greater on 14th Ave. E.
- The project harkens to the older Capitol Hill cottages.
- The proposal does not meet the Seattle Comprehensive Plan’s description of development for the neighborhood.
- The project may meet the letter of the law but it does not meet the spirit of the law.

DPD received one letter commenting on the proposed design. Available at DPD this letter discusses neighborhood urban patterns, density, street sections, neighborhood context, and precedents. It also comments upon specific qualities of the proposal including height, bulk and scale compatibility, elements and materials, landscaping, the pedestrian environment and the three departure requests.

GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the guidelines found in the City of Seattle’s “Design Review: Guidelines for Multi-family and Commercial Buildings”. The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

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.

Capitol Hill-specific supplemental guidance:

- **Retain or increase the width of sidewalks.**
- **Provide street trees with tree grates or in planter strips, using appropriate species to provide summer shade, winter light, and year-round visual interest.**
- **Vehicle entrances to buildings should not dominate the streetscape.**
- **For buildings that span a block and “front” on two streets, each street frontage should receive individual and detailed site planning and architectural design treatments to complement the established streetscape character.**

See Board guidance A-4, A-7, C-1, C-3, D-1, and D-3. (February 1, 2012)

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

Referencing Guidelines A-2 and A-4 as well, the Board requests greater interaction between the proposed building and the E. Republican St. streetscape. Entrances and stoops would create a more active street front and begin to reduce the scale of the south façade. (March 21, 2012)

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

Capitol Hill-specific supplemental guidance:

- **Provide for sidewalk retail opportunities and connections by allowing for the opening of the storefront to the street and displaying goods to the pedestrian.**

The applicant should focus on the activation of the courtyard and how it relates to the street. (February 1, 2012)

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.

For the next EDG meeting, the applicant will need to provide shadow studies for each of the options. (February 1, 2012)

Noting the length and height of the north façade's impact upon the neighbors, the Board expressed its disinclination to grant the departure request related to this façade. Reconsideration of the departure would require greater setbacks and/or significant modification to the height and modulation of the wall.

See Guidance E-2 on the location of the game court. (March 21, 2012)

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.

See Board guidance for A-3.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Capitol Hill-specific supplemental guidance:

- **Incorporate quasi-public open space with new residential development or redevelopment, with special focus on corner landscape treatments and courtyard entries.**
- **Create substantial courtyard-style open space that is visually accessible to the public view.**
- **Set back development where appropriate to preserve a view corridor.**
- **Set back upper floors to provide solar access to the sidewalk and/or neighboring properties.**
- **Mature street trees have a high value to the neighborhood and departures from development standards that an arborist determines would impair the health of a mature tree are discouraged.**

- **Use landscape materials that are sustainable, requiring minimal irrigation or fertilizer.**
- **Use porous paving materials to minimize stormwater run-off.**

The Board noted two specific Capitol Hill specific guidelines: 1) create substantial courtyard style open space that is visually accessible to the public view and 2) set back upper floors to provide solar access to the sidewalk and/or neighboring properties. New concept schemes will need to address these issues. (February 1, 2012)

The current design of the vertical circulation system clutters the courtyard, diminishing its usefulness. The number of staircases appears to be redundant. Relocate the elevator to widen the view corridor through the complex and to produce a better connection between the rear of the complex and the courtyard. The stairs and elevator should be ganged (with the elevator against a blank wall) rather than spread along the perimeter of the court. (March 21, 2012)

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.

Capitol Hill-specific supplemental guidance:

- **Preserve and enhance the pedestrian environment in residential and commercial areas by providing for continuous sidewalks that are unencumbered by parked vehicles and are minimally broken within a block by vehicular access.**

The Board noted the improvement of the garage access and signaled its inclination to support the garage door departure request if the applicant can explain how the departure better meets the design guidelines. The applicant should cite the specific guideline(s) that the departure improves upon. (March 21, 2012)

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Capitol Hill-specific supplemental guidance:

- **Incorporate residential entries and special landscaping into corner lots by setting the structure back from the property lines.**

The proposed structure's relationship to the southwest corner produced considerable Board discussion. Can a building hold or anchor a corner and not be at the corner? The desire not to move the power line, in part, drives the design of the structure and creates the impetus to produce an open space at the corner. Yet, this produces complications and pushes the building mass to the north and east edges. Although not entirely convinced by the legitimacy of the corner open space, the Board did not ask for modification to its size or location. (March 21, 2012)

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 anticipated development potential of the adjacent zones.

Capitol Hill-specific supplemental guidance:

- **Break up building mass by incorporating different façade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern.**
- **Consider existing views to downtown Seattle, the Space Needle, Elliott Bay and the Olympic Mountains, and incorporate site and building design features that may help to preserve those views from public rights-of-way.**
- **Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.**

Along with the Board's desire to see a scheme that better recognizes the neighborhood context, the massing of the proposal should begin to step back in height near the site's edges where there are adjacent properties. Other techniques to reduce the building scale should also be considered.

The parking plinth adds unnecessary height to the building, increasing its sense of monumentality. In general, building pattern in the neighborhood has a closer relationship to grade. Both the cantilever over the driveway and the first floor and the two story portal into the courtyard augment the building's scale. The grand entrance to the courtyard should be handled with more sensitivity to promote a greater sense of intimacy. (February 1, 2012)

At the second EDG meeting, the Board recommended several changes to the massing to provide relief to the neighbors and create a better relationship to the larger urban patterns established in the neighborhood. These include the following: 1) stepping back the building mass at the upper floors along the north façade or shifting the entire volume away from the north property line, 2) stepping back or eliminating the bridge above the entry portal, 3) varying the cornice or roof line along the west and south facades, 4) reducing the plinth height by another foot or 18 inches, and 5) introducing modulation along the Republican St. facade. (March 21, 2012)

C. Architectural Elements and Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

The Board noted that the DR packet did not convey an understanding of the neighborhood's urban patterns. A keener analysis should produce better design options.

At the next meeting, an analysis of these patterns will need to be presented. The proposed design concepts should respond to this analysis and to the guidelines. (February 1, 2012)

Noting its appreciation for the architect's close analysis of the site's urban context, the Board responded with several observations. The larger apartment buildings in the neighborhood tend to be three or three and a half floors. The open entry portals shown on the photographs are typically for vehicular parking. The pedestrian entrances telescope to a finer grain beyond the gate or portal. (March 21, 2012)

- 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 concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

Capitol Hill-specific supplemental guidance:

- **Incorporate signage that is consistent with the existing or intended character of the building and the neighborhood.**
- **Solid canopies or fabric awnings over the sidewalk are preferred.**
- **Avoid using vinyl awnings that also serve as big, illuminated signs.**
- **Use materials and design that is compatible with the structures in the vicinity if those represent the desired neighborhood character.**

This guideline represents an important criterion as the Board reviews continue. (February 1, 2012)

The Board reaffirmed this guideline's importance. (March 21, 2012)

- C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.**

Capitol Hill-specific supplemental guidance:

- **Incorporate building entry treatments that are arched or framed in a manner that welcomes people and protects them from the elements and emphasizes the building's architecture.**
- **Improve and support pedestrian-orientation by using components such as: non-reflective storefront windows and transoms; pedestrian-scaled awnings; architectural detailing on the first floor; and detailing at the roof line.**

In general, the Board found the scale of the preferred option troubling. The plinth augments the building's sense of monumentality. The courtyard pushes the structure closer to the edges of the site particularly toward the north property line. The attempt to create an open space at the corner and to skew the façade from the orthogonal grid act to detach the structure from the intimacy of the streetscape.

The portal to the courtyard lacks the intimacy that the Capitol Hill specific guidance intends. The scale appears oversized and imposing in contrast to the character of the neighborhood. (February 1, 2012)

See E-2 guidance for the proposed trellis at the site's southwest corner. (March 21, 2012)

- 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.**

Capitol Hill-specific supplemental guidance:

- Use wood shingles or board and batten siding on residential structures.
- Avoid wood or metal siding materials on commercial structures.
- Provide operable windows, especially on storefronts.
- Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color.
- Consider each building as a high-quality, long-term addition to the neighborhood; exterior design and materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood.
- The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is discouraged, especially on ground level locations.

This guidance has importance later in the review process. The Board noted its support for a modern interpretation of historic precedent and encourages the use of high quality materials. (February 1, 2012)

- C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.**

The Board observed that the cantilever above the driveway undermines the sensitive relationship between the streetscape and the building. The height of the cantilever, augmented by the driveway's slope, lacks the intimacy that a pedestrian oriented neighborhood warrants. (February 1, 2012)

The Board noted its likely support for the garage door departure request. (March 21, 2012)

D. Pedestrian Environment

- D-1 Pedestrian Open Spaces 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 space should be considered.**

Capitol Hill-specific supplemental guidance:

- Provide entryways that link the building to the surrounding landscape.
- Create open spaces at street level that link to the open space of the sidewalk.
- Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.
- Minimize the number of residential entrances on commercial streets where non-residential uses are required. Where residential entries and lobbies on commercial

streets are unavoidable, minimize their impact to the retail vitality commercial streetscape.

The courtyard could function like a muse with the unit entrances facing into it. The Board questioned the placement of the lobby at the east end of the courtyard.

The accessible path from 14th Ave E. along the north property line to the back of the east façade should be more direct. As presented, the access route is treated as a backdoor entrance to those who will need it. The accessible route should occur near the right of way and/or within the courtyard. Lowering the garage will help create a shorter pedestrian ramp into the complex. (February 1, 2012)

See Board guidance for the courtyard at A-7. (March 21, 2012)

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

The site grades and the parking garage combine to place the building higher above the sidewalk grade than what the Board wishes. This acts to create an uncomfortable relationship between the building and the streetscape. (February 1, 2012)

- D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

Capitol Hill-specific supplemental guidance:

- Consolidate and screen dumpsters to preserve and enhance the pedestrian environment.

Broadway-specific supplemental guidance:

- For new development along Broadway that extends to streets with residential character—such as Nagle Place or 10th or Harvard Avenues East—any vehicle access, loading or service activities should be screened and designed with features appropriate for a residential context.

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

Capitol Hill-specific supplemental guidance:

- Consider: pedestrian-scale lighting, but prevent light spillover onto adjacent properties; architectural lighting to complement the architecture of the structure; transparent windows allowing views into and out of the structure—thus incorporating the “eyes on the street” design approach?
- Provide a clear distinction between pedestrian traffic areas and commercial traffic

Pathways behind and in front of the building should be well lit. (February 1, 2012)

A concept lighting plan is required for the Recommendation meeting. (March 21, 2012)

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.

Replace the game court area at the northeast corner with passive landscaping to reduce noise impacts upon the neighbors. Integrate this recreational feature into the central courtyard.

The proposed trellis along 14th Ave E. appears monumental and out of scale as it attempts to echo the two-story volume to the north of the entry portal. The trellis should be reduced in scale introducing greater intimacy to the corner open space.

This raised patio would seem to be the province of the adjacent unit and less of an amenity for all of the residents given the transparency along the 14th Ave facade. The applicant will need to resolve this conflict prior to scheduling the Recommendation meeting. (March 21, 2012)

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on June 12, 2012.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation Meeting on April 17th, 2013 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meetings, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

Seventeen members of the public affixed their names to the Initial Recommendation meeting sign-in sheet. Those who spoke raised the following concerns.

Height, Bulk and Scale

- The building mass overshadows the buildings to the east and north.
- The massing and height impacts the neighbors to the north. The design isn't compatible.
- The project design does not justify the departure for the façade length.
- It creates a canyon between the houses.
- Set the building further back. All of the wall should be setback.

- In order to lower the building height, minimize the courtyard's size.
- The building is too big.
- It doesn't maximize sunlight on the sidewalk.
- Consider the impact of the shadows on the north side.
- The building exceeds height, bulk and scale. It creates dark corridors with lack of air and light.

Neighborhood Character

- The proposal does not meet Growth Management and city of Seattle Comprehensive Plan expectations for recognizing a neighborhood's historic residential character.
- The project does not respect, augment or enhance the neighborhood character. It does not meet the spirit of the Land Use Code.
- The project does fit well into the neighborhood.
- The design does not respect the single family neighborhood.
- The façade does not provide any scale.
- Guideline A-2. The project does not complement the established streetscape.
- The setbacks are limited and confusing to understand.
- The design is one solid monument and not in keeping with the neighborhood's scale.
- Don't grant the departures especially on the north wall.
- Design the building to resemble the nearby older brick building with a corner garden and entry.

Aesthetics

- The east façade looks like a New York tenement.
- The project lacks any architectural concept.

Landscaping & Rights of Way Issues

- The concrete wall facing the 14th Ave E. frontage is unfriendly.
- The P-Patch will not receive enough natural light.
- The courtyard won't receive adequate light.

Other Issues

- The drawings are inaccurate. They are not to scale.
- There is an insufficient amount of parking.
- Ensure that the site's infrastructure is updated.
- Projects like these are squeezing out single family homes.
- Guideline C-4. The materials are low quality and lack durability.
- The view corridor is a sham. What great view is the project preserving?
- Grant the departures.

DPD received several letters and emails. These focused on the departure request for maximum façade length and height, bulk and scale issues. The letters identified specific design review guidelines beyond A-5 and B-1 including sensitivity to human scale (C-3), personal safety (D-7), and landscaping (E-2).

At the Final Recommendation meeting, twelve members of the public affixed their names to the sign-in sheet. The speakers raised the following issues:

- The design of the stoops facing 14th Ave. feels homey.
- The size of the windows on the north façade is too large. The building blocks light for the adjacent building.

- The justification of the departure for the north elevation is not clear. The impacts on the neighbors are serious due to the scale of the proposal.
- Shadows will be cast on the abutting houses and yards.
- The two-story portion of the building is commendable.
- The elevator shaft does not seem necessary.
- The north elevation projection negates the setback at the upper levels. It produces shadows on trees.
- The open space at the northeast corner will become a smoking area. The smoke will blow into the neighbors' back yards.
- The project raises concerns about solar access, shadows and access to light and air.
- The Board's recommendations have made the project better. The windows on the north wall have been reduced in size. The follow-up to the Board's initial recommendations has been responsive.
- The design is unique and thoughtful. The design has improved.

DPD received one letter responding to the design review board meeting in which the author criticized the composition of the Board and the process in which the departure request for façade length received a Board recommendation for approval.

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.

Capitol Hill-specific supplemental guidance:

- Retain or increase the width of sidewalks.
- Provide street trees with tree grates or in planter strips, using appropriate species to provide summer shade, winter light and year-round visual interest.
- Vehicle entrances to buildings should not dominate the streetscape.
- For buildings that span a block and "front" on two streets, each street frontage should receive individual and detailed site planning and architectural design treatments to complement the established streetscape character.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

Initial Recommendation: See guidance for A-6.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

Capitol Hill-specific supplemental guidance:

- Provide for sidewalk retail opportunities and connections by allowing for the opening of the storefront to the street and displaying goods to the pedestrian.

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.

Initial Recommendation: The Board restated its disinclination to approve the façade length departure due to the over scaled massing on the north elevation. The fourth floor should be setback 15 feet from the property line with the fourth floor one continuous wall east of the portion of the third and fourth floors that projects forward of the cedar siding wall. The north wall lacks sensitivity to the scale of the adjacent residential building. The large windows of the bedrooms on the north side should be scaled down to a more compatible size.

Final Recommendation: The architect returned to the Board with the greater portion of the fourth floor setback 15 feet from the north property line and with reduced window sizes to ensure greater privacy between the buildings. The Board recommended that the architect provide greater interest on the wall surface between the two doors at the fourth floor in order to alleviate the lack of detail at this floor level.

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.

Initial Recommendation: Characterized as awkward and uninviting, the entry sequence from the 14th Ave right of way into the courtyard troubled the Board. A redesign should eliminate the concrete wall for more landscaping, turn the steps 90 degrees to be perpendicular to the west façade, position the gate further into the courtyard and design a more porous appearing gate. These actions ought to create a more welcoming entry into the

Final Recommendation: By the Final Recommendation meeting, the architect had revised the front entry sequence to comply with the earlier direction. The redesign met with the Board's approval.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Capitol Hill-specific supplemental guidance:

- **Incorporate quasi-public open space with new residential development or redevelopment, with special focus on corner landscape treatments and courtyard entries.**
- **Create substantial courtyard-style open space that is visually accessible to the public view.**
- **Set back development where appropriate to preserve a view corridor.**
- **Set back upper floors to provide solar access to the sidewalk and/or neighboring properties.**
- **Mature street trees have a high value to the neighborhood and departures from development standards that an arborist determines would impair the health of a mature tree are discouraged.**
- **Use landscape materials that are sustainable, requiring minimal irrigation or fertilizer.**
- **Use porous paving materials to minimize stormwater run-off.**

Initial Recommendation: By the February Recommendation meeting, the applicant had reorganized the edges of the courtyard to reduce the amount of stairs and upper level exterior walkways impeding into the court. In spite of these efforts, the Board requested that the applicant continue to reduce the visual clutter created by the materials comprising the railings and the walkways. The busyness of the selected materials obstructs the important view created through the courtyard. Staff note: Consider using glass railings, a more planar underside of the walkways, and potentially fewer posts.

Final Recommendation: The applicant responded to the Board direction by producing wider spacing between support posts, specifying a thinner wire mesh infill and replacing steel tube posts with steel part to provide a thinner profile. The redesign received Board approval.

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.

Capitol Hill-specific supplemental guidance:

- **Preserve and enhance the pedestrian environment in residential and commercial areas by providing for continuous sidewalks that are unencumbered by parked vehicles and are minimally broken within a block by vehicular access.**

Initial Recommendation: See C-5 guidance.

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Capitol Hill-specific supplemental guidance:

- **Incorporate residential entries and special landscaping into corner lots by setting the structure back from the property lines.**

Initial Recommendation: The Board did not request changes to the proposed corner condition.

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 anticipated development potential of the adjacent zones.

Capitol Hill-specific supplemental guidance:

- **Break up building mass by incorporating different façade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern.**

- **Consider existing views to downtown Seattle, the Space Needle, Elliott Bay and the Olympic Mountains, and incorporate site and building design features that may help to preserve those views from public rights-of-way.**
- **Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.**

Initial Recommendation: In spite of modifications to the massing in response to earlier guidance, the revisions to the north elevation remained problematic for the Board. As the massing relates closely to the departure request for greater façade length along the north side, the Board requested increased depth to the upper level (15 feet from the property line) for the entire length of the north façade east of the two-story projecting bay (see also guidance for A-5) before considering a recommendation of approval for the departure.

Final Recommendation: The Board accepted the redesign of the fourth floor with its greater setback and approved the departure request for façade length. The greater setback increased privacy (along with the smaller windows) and reduced the apparent building bulk. The two-story portion of the overall mass creates greater scale and intimacy at the street frontage with its stoops and townhouse resemblance. See Board comments A-5.

C. Architectural Elements and Materials

- C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**

Initial Recommendation: The Board did not specifically address this guideline in its deliberation with the exception of the comments directed to the north elevation.

- 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 concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

Capitol Hill-specific supplemental guidance:

- **Incorporate signage that is consistent with the existing or intended character of the building and the neighborhood.**
- **Solid canopies or fabric awnings over the sidewalk are preferred.**
- **Avoid using vinyl awnings that also serve as big, illuminated signs.**
- **Use materials and design that is compatible with the structures in the vicinity if those represent the desired neighborhood character.**

Initial Recommendation: Changes in the vertical plane warrant changes in materials. For the most part, the proposal provides some consistency with this idea; however, on the north and east elevation this doesn't occur. Per guidance from A-5, the upper portion of the fourth floor north façade should be setback 15 feet from the property line with the portion of the grey fiber cement board east of the projecting bay continuous so that the northeast corner does not project forward to meet the cedar siding plane.

On the east elevation, a change in material should represent a dimensional change in the vertical plane.

Final Recommendation: By the Final Recommendation meeting, the architect revised the east façade allowing material changes to occur at shifts in the vertical planes. This action simplified the design. No other changes were recommended by the Board. See A-5 and B-1 guidance which address north property line issues.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

Capitol Hill-specific supplemental guidance:

- **Incorporate building entry treatments that are arched or framed in a manner that welcomes people and protects them from the elements and emphasizes the building's architecture.**
- **Improve and support pedestrian-orientation by using components such as: non-reflective storefront windows and transoms; pedestrian-scaled awnings; architectural detailing on the first floor; and detailing at the roof line.**

Initial Recommendation: The design of the two units resembling townhouses facing 14th Ave E. lack warmth and intimacy. The scale matches the larger four story portion of the west façade on the other side of the entry portal. Suggestions by the Board included separating the entries and reducing the size of the apertures. The deep recessed entry, which imitates the larger portal, is unwelcoming. The designer should reduce the scale of this mass yet continue to maintain its relationship to the larger composition.

Final Recommendation: Revisions to the two walk-up units facing 14th Ave. include a reduction in the depth of the entry, smaller windows in keeping with the scale of the two-story mass, a vertical reorientation of a portion of the wood cladding, and installation of a planter to provide separation between the two unit entries. The changes met with Board approval.

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.

Capitol Hill-specific supplemental guidance:

- **Use wood shingles or board and batten siding on residential structures.**
- **Avoid wood or metal siding materials on commercial structures.**
- **Provide operable windows, especially on storefronts.**
- **Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color.**
- **Consider each building as a high-quality, long-term addition to the neighborhood; exterior design and materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood.**
- **The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is discouraged, especially on ground level locations.**

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

Initial Recommendation: The Board found the position and the design of the garage door problematic as it lacked a strong kinship with the south façade. The Board recommended that the applicant raise the height of the door, align the door with the bay windows above it, and provide an architectural element that relates to the physical form of the bays or the overall elevation. Simply, the garage door should appear better integrated with the larger elevation.

Final Recommendation: The applicant revised the garage by creating a small setback from the dominant plane of the south elevation. The Board recommended that the wood planks forming the recessed area above the garage door run horizontally rather than vertically to establish greater continuity in the elevation.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces 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 space should be considered.

Capitol Hill-specific supplemental guidance:

- Provide entryways that link the building to the surrounding landscape.
- Create open spaces at street level that link to the open space of the sidewalk.
- Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.
- Minimize the number of residential entrances on commercial streets where non-residential uses are required. Where residential entries and lobbies on commercial streets are unavoidable, minimize their impact to the retail vitality commercial streetscape.

See Board guidance for the courtyard at A-7. (March 21, 2012)

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

Initial Recommendation: See guidance for A-6.

D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

Capitol Hill-specific supplemental guidance:

- Consolidate and screen dumpsters to preserve and enhance the pedestrian environment.

Broadway-specific supplemental guidance:

- For new development along Broadway that extends to streets with residential character—such as Nagle Place or 10th or Harvard Avenues East—any vehicle access, loading or service activities should be screened and designed with features appropriate for a residential context.

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

Capitol Hill-specific supplemental guidance:

- Consider: pedestrian-scale lighting, but prevent light spillover onto adjacent properties; architectural lighting to complement the architecture of the structure; transparent windows allowing views into and out of the structure—thus incorporating the “eyes on the street” design approach?
- Provide a clear distinction between pedestrian traffic areas and commercial traffic areas through the use of different paving materials or colors, landscaping, etc.

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.

Initial Recommendation: Other than requesting additional landscaping adjacent to the building at 14th Ave., the Board did not focus on the proposed landscaping.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the April 17th, 2013 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the April 17th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Maximum Façade Length SMC 23.45.527B.1	Maximum façade length of all portions of facades within 15' of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65% of that lot line.	Additional 13'6" of façade length on the north interior lot line. Total façade length would equal 78.6% of the lot line length.	<ul style="list-style-type: none"> ▪ 67% of the 4th floor of the north façade is set back 15' from the property line. ▪ Most of the additional length creates a two-story mass resembling a townhouse that engages the street front. A-2, A-3, C-1 	Approved
2. Screening of Parking by Garage Doors. SMC 23.45.536D.3.b	Garage doors facing the street shall be set back at least 15' from the street lot line and shall be no closer to the street lot line than the street-facing façade of the structure.	Set the garage door 8'5" from the street lot line. A code complying garage door would be 7.5' from the face of the building, creating a 6.5' recess.	<ul style="list-style-type: none"> ▪ Provides a safer environment along the street. D-7 ▪ Garage door is recessed 12" from south building façade to provide architectural definition. C-2 ▪ Garage recess has been raised to align with the top of the adjacent bay window and is aligned with the east edge of bay windows above as directed by Board.(C-5) 	Approved

The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

- 1) Provide greater interest on the wall surface between the two doors at the fourth floor in order to alleviate the lack of detail at this floor level. (A-5)
- 2) Reorient the wood planks forming the recessed portion above the garage door to run horizontally rather than vertically. (C-5)

DIRECTOR’S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the conditions recommended by the four Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated September 11, 2012. The information in the checklist, 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 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

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 limitations). Under certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following analyzes construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

Noise

Noise associated with construction of the mixed use building and future phases could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

Prior to issuance of demolition, grading and building permits, the applicant will submit a construction noise mitigation plan. This plan will include steps 1) to limit noise decibel levels and duration and 2) procedures for advanced notice to surrounding properties. The plan will be subject to review and approval by DPD. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

- 1) Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
- 2) Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

- 3) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- 4) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

Air Quality

Construction for this project is expected to add temporarily particulates to the air that will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. In order to ensure that PSCAA will be notified of the proposed demolition, a condition will be included pursuant to SEPA authority under SMC 25.05.675A which requires that a copy of the PSCAA permit be attached to the demolition permit, prior to issuance. This will assure proper handling and disposal of asbestos.

Earth

The Stormwater, Grading and Drainage Control Code (SGDCC) requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

Excavation to construct the mixed use structure will be necessary. The maximum depth of the excavation is approximately twelve feet and will consist of an estimated 3,800 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport.

The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Parking

Duration of construction of the apartment building may last approximately 16 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction would likely reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. Upon completion of the parking garage, construction workers shall park in the garage. In order to minimize adverse impacts, the applicant will need to provide a construction worker parking plan to reduce on-street parking until the new garage is completed and safe to use. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 3,800 cubic yards of soil are expected to be excavated from the project site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 380 round trips with 10-yard hauling trucks or 190 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along both E. Republican St. and 14th Ave. E. Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area; increased demand for parking; and increased light and glare.

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 collection of stormwater with provisions for controlled tightline 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 impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, green house gas emissions, historic preservation, traffic, and parking impacts warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Historic Preservation

Three existing residential structures, built prior to 1963, and a detached garage, were reviewed by the Department of Neighborhoods and determined that it is unlikely, due in part to a loss of integrity, that the existing commercial building would meet the standards for designation as an individual landmark.

Transportation

Transpo Group, the applicant's traffic and parking consultant, estimates that the residential units would generate an average of 80 new daily trips (net 70 new trips based on ten vehicle trips generated by the three single family residences) with 8 P.M. peak hour trips. Based on the distribution of these trips (see consultant's report) the nearby intersection of 14th Ave E. / E. Republican St. and the site access driveway would operate at Level of Service (LOS) A during the weekday PM peak hour. The average delay at the 14th Ave E / E. Republican St. intersection would increase by less than one second, relative to existing conditions with the addition of

background traffic growth and project generated traffic. Given the small amount of additional traffic added to the roadway system at peak times and the distribution of the traffic, no adverse transportation impacts are anticipated from the development of the project.

Parking

Using the localized parking demand rate of 0.92 vehicles per apartment unit and the proposed number of apartment units (35 units), the proposed project is estimated to have a peak parking demand of 32 vehicles during overnight periods. This represents a surplus of 14 vehicles that would utilize on-street parking during overnight periods. Based on a site visit after 10:00 PM during the week, the transportation consultant states that there is adequate on-street parking within a 0.25 mile walking distance of the project to accommodate the on-street demand.

The parking requirements for this project are outlined in SMC 23.54.015 Table B. The project's location within the Capitol Hill Urban Center exempts the proposal from minimum parking requirements.

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 MUP Issuance

Revise plans sets to show:

1. Provide greater interest on the wall surface between the two doors at the fourth floor in order to alleviate the lack of detail at this floor level.
2. Reorient the wood planks forming the recessed portion above the garage door to run horizontally rather than vertically.

Prior to Building Application

3. Include the departure matrix in the zoning summary section on all subsequent building permit plans. Add call-out notes on appropriate plan and elevation drawings in the updated MUP plans and on all subsequent building permit plans.

Prior to Commencement of Construction

4. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

Prior to Issuance of all Construction Permits

5. Embed the MUP conditions in the cover sheet for all subsequent permits including updated building permit drawings.

Prior to Issuance of a Certificate of Occupancy

6. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 206.615-1392). An appointment with the assigned Land Use Planner must be made at least three (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

For the Life of the Project

7. 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 (Bruce Rips, 206.615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

CONDITIONS – SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

8. Attach a copy of the PSCAA demolition permit to the building permit set of plans.
9. A construction traffic management plan shall be submitted to DPD and SDOT prior to the beginning of construction. This plan will identify off-street construction worker parking, construction materials staging area; truck access routes to and from the site for excavation and construction phases; and sidewalk and street closures with neighborhood notice and posting procedures. The intent of the construction worker parking plan is to reduce on-street parking until the new garage is constructed and safe to use.

During Construction

10. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 6:00 P.M.:
 - A. Surveying and layout.
 - B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).

- C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.
11. In addition to the Noise Ordinance, requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:
- A. Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
 - B. Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
 - C. Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
 - D) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
12. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.
13. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Signature: _____ (signature on file) Date: May 16, 2013

Bruce P. Rips, AAIA, AICP
Department of Planning and Development

BPR:drm

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