



## City of Seattle

---

Department of Planning and Development

D. M. Sugimura, Director

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

**Application Number:** 3012843

**Applicant Name:** Andrew Bernard for High Point 3 LLC

**Address of Proposal:** 6560 High Point Drive Southwest

#### **SUMMARY OF PROPOSED ACTION**

Land Use Application to allow a 53 unit residential development to include 24 single-family residences, and 29 townhouse units in six, 3-story structures (three, 6-unit; one, 5-unit and two triplexes). One parking space for each unit to be provided in attached garages or located within the structure.\*

\*Note – The project description has been revised from the following original notice of application: “Land Use Application to allow a 53 unit residential development to include 24 single-family residences, and 29 townhouse units in six, 3-story structures (three, 6-unit; one, 5-unit and two triplexes). *Two parking spaces for each unit to be provided one within the structure and one surface.*”

The following approvals are required:

**Administrative Design Review** – Seattle Municipal Code (SMC) Chapter 23.41 with the following Development Standard Departures:

1. Front Façade Modulation – To allow more than the maximum permitted front façade length. (SMC 23.45.012.D)
2. Interior Modulation Standards – To allow more than the maximum permitted interior façade length. (SMC 23.45.012.C)
3. Open Space Standards – To allow less than the minimum amount of private usable ground level open space per townhomes units. (SMC 23.45.016.A.3)

**SEPA - Environmental Determination** (SMC Chapter 25.05).

**SEPA DETERMINATION:**  Exempt  DNS  MDNS  EIS

DNS with conditions

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

## **BACKGROUND INFORMATION**

### **Site and Vicinity Description**

The site is located at 6560 High Point Drive Southwest in the High Point Community in West Seattle. This approximately 176,425 square foot (sq. ft.) proposal site is a consolidation of Blocks 31 and 32 within the High Point Community Plat. The property is an irregularly shaped vacant lot zoned Lowrise 4 (LR4). Surrounding development includes a cemetery (Forest Lawn Cemetery) to the south, forested vacant land owned by the City of Seattle (Seattle Parks and Recreation (DOPAR) to the east and the High Point Community residential properties to the west and north.



The existing site topography is characterized as having moderate grades descending 12' from west to east and transitioning to a steeper slope at the very eastern edge of the site. Six existing mature trees will remain on the site. A portion of the property along the eastern boundary line is identified as Environmentally Critical Areas (ECA) 9-Wildlife Habitat. The DPD wildlife expert in consultation with the Washington State Department of Fish and Wildlife agency (SMC 25.09.200.C) noted that further review was not required for this proposal.

Vehicular access to the site is via High Point Drive Southwest and a paved ingress/egress easement extension of 30<sup>th</sup> Avenue Southwest leading to the cemetery to the south. 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 landscaping along the street frontage. These improvements will be completed after building construction commences in partnership with the Seattle Housing Authority.

The proposal site (Blocks 31 and 32) is part of a full redevelopment of the High Point community including a nearby clinic and library. This site is being developed as a partnership between the applicant and the Seattle Housing Authority (SHA). The property is part of a comprehensive contract rezone (DPD #2105600/736346) and related full subdivision (DPD #2202170/736347) 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. This proposal is subject to the terms of the contract rezone (CF #305400/Ordinance #121164).

### **Proposal Description**

The proposed project is for the design and construction of a 53 unit residential development to include 24 two-story single-family residences and 29 townhouse units in six, three-story structures (three six-unit, one five-unit and two triplexes). One parking space for each unit will be provided in attached garages or located within its structure.

Fifty-three parking spaces accessory to the residential uses will be provide onsite. Vehicular access to the proposed parking will occur at two entry points abutting High Point Drive

Southwest and continue via a planned extensive vehicular access road system installation. Additional vehicular access will occur via an existing private access and utility easement which extends south of 30<sup>th</sup> Avenue Southwest leading to a service entrance to the neighboring cemetery.

Grading of approximately 8,400 cubic yards of material is anticipated to occur during the removal of debris, construction of the residential foundations, installation of the vehicular access road and utilities, and the installation of a proposed rockery/retaining wall along the site's south, east and north property lines.

Construction of the buildings and extensive site improvements necessitate the protection of six mature trees deemed exceptional. Landscaping enhancements inclusive of trees, plantings, shrubs, and groundcover are also proposed. Site improvements including new pedestrian pathways, fencing and light poles are included with this proposal.

### Public Comments

The required public comment period for this project ended February 6, 2013. DPD received no written comments from the public during this comment period. Additionally, no written comments were submitted to DPD during the Design Review Early Design Guidance (EDG) or Recommendation phases.

### Additional Information and Project Requirements

As noted above, the property is situated in the High Point Community Plat which is subject to a Property Use and Development Agreement (PUDA) associated with the adopted contract rezone (CF #305400/Ordinance #121164). Specific zoning and design review conditions are attached to this PUDA, which are required for projects within the rezoned area.

The specific conditions attached to the PUDA for this specific site are as follows:

*"Section 1. Pursuant to SMC 23.34.004, the Owner hereby covenants, bargains and agrees, on behalf of itself and its successors and assigns, that it will comply with the following limitations and conditions in consideration of the rezone of the Property from L1 to L2, L4 and NC2-40":*

- 1. The changes in zone designation are granted as shown in Attachment 2, as limited in this Agreement and in the ordinance approving the contract rezone.  
Development of each block listed below is further limited as follows:*
  - a. The maximum number of dwelling units permitted on the Property is 1,600 dwelling units, regardless of whether the density permitted under this Agreement or permitted under the applicable zone designation for any given block is higher.*
  - b. The following blocks are zoned Lowrise 4 (L4): Blocks 1.3-1.4, 3.2, 4.1, 8, 10-13, 16-19, 21-24, 26-31, and 33.2-33.3. The density on these blocks is limited to the following density: 1 dwelling unit/1,200 s.f. of lot area. With the exception of the density limits noted here and in subsection 1a, above, all other L4 development*

- standards apply to these blocks. The height on these blocks is limited to the L4 height limits.*
- c. The following blocks are zoned L4 and are subject to L4 density, height limits and development standards: Blocks 5, 14-15, 20, 32, and 34.2-34.4. (The changes in zone designation do not include the requested departure from height for Block 14.)*
  - d. (sections 1d. thru 1f. are purposely omitted)*
2. *To the extent permitted by Conditions 1 and 2 above, the changes in zone designation are established only for the development of buildings with substantially the same design and platting pattern as represented in the applicant's Building Concept Plan (Sheet A2.0), Proposed Contract Rezone (Sheet A3.0), and Proposed Block Zoning (Sheet A3.1), dated October 31, 2002, including the same amenities and improvements as represented in these and other plan sheets from the October 31, 2002 plans and as modified by additional City review and shown in the plans presented at the hearing on February 10, 2003.....The Council acknowledges that SHA may refine the Building Concept Plan (Sheet A2.0) as to building type, design and location on the lot to reflect the evolution of the Building Concept as it continues through the public review process through continuing community and SHA input, design review and design development.*
3. *(sections 3 thru 4 are purposely omitted)*
5. *SHA shall prepare Design Guidelines based on the Citywide Design Manual and the Conditions, Covenants and Restrictions for High Point. The Design Guidelines should be reviewed by the City's Design Review Board to confirm consistency with Citywide Design Guidelines and Design Review Board Guidance rendered for the High Point Redevelopment.....Design review shall be required to the extent mandated by the Seattle Municipal Code, with the following exceptions. To ensure that proposed development is not "piecemealed" in such a fashion as to inappropriately avoid design review, any developer who develops in excess of eight units on a single block or adjacent blocks will be subject to design review even if those developments individually do not exceed eight units and are not otherwise contiguous to each other. Design review shall also be required for commercial uses, mixed-uses and minor institutional uses on the Property, and for all uses on Block 25....."*

The proposed development has been reviewed by the DPD Zoning Reviewer to ensure that it will comply with L4 development standards as outlined in the adopted PUDA language. Also required by the PUDA, this project is subject to Design Review. The High Point Design Book, in concurrence with the Citywide Design Guidelines, is another design requirement taken into consideration for the project. This Design Book was drafted by SHA in consultation by the City of Seattle and other design professionals 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.

Specific SEPA conditions are also attached to the PUDA. The SEPA conditions are as follows:

Prior to issuance of any grading and/or demolition permit:

*Provide a Construction Mitigation Plan (CMP) to DCLU 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 DCLU 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 Department 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 DCLU 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 DCLU.*
  - *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 of 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 DCLU, 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 (DCLU 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 routes. 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 DCLU.*
  
- 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:

*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.*

Please note that the abbreviation “DCLU” noted in the aforementioned SEPA conditions is an acronym for the Department of Construction and Land Use, which is the past department name of DPD. The DPD Planner acknowledges that these conditions should be applied to this project and will be included as conditions at the end of this decision.

**DESIGN REVIEW ANALYSIS**

**EARLY DESIGN GUIDANCE REPORT: December 28, 2012**

**DESIGN DEVELOPMENT**

The EDG packet is available online by entering the project number (3012843) at this website: <http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.asp>

The EDG packet is also available in the land use file for viewing, by contacting the Public Resource Center at DPD:

**Mailing Address:** Public Resource Center  
700 5<sup>th</sup> Avenue, Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

One design scheme was offered by the applicant. This scheme proposed a 53 residential development comprised of single-family residences and townhouse structures whose location and access is illustrated in the design packet.

The proposed residential housing project had 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 SHA. The High Point Design Book, created by SHA, City of Seattle and Design Consultants, contains very detailed Design Standards for each block in the High Point Community Plat and also cites general architectural, landscape and drainage design guidelines.

Design development reflects the influence of the City of Seattle Design Guidelines, the High Point Design Book and SHA.

**FINAL RECOMMENDATION REPORT: May 23, 2013**

The packet included materials submitted to DPD on March 28, 2013 during the recommendation phase and is available online by entering the project number (3012843) at this website: <http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.asp>

The recommendation packet is also available in the land use file for viewing, by contacting the Public Resource Center at DPD:

**Mailing Address:** Public Resource Center  
700 5<sup>th</sup> Avenue, Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

The applicant applied for a Master Use Permit on January 8, 2013. The design scheme offered by the applicant at the EDG phase did not change. The following departures from the Code have been requested: modulation and open space.

**PRIORITIES & STAFF RECOMMENDATIONS**

After visiting the site and considering the analysis of the site and context provided by the proponents, the DPD staff provides the following siting and design guidance described below. DPD staff has identified the following Citywide Design Guidelines of highest priority for this project. **The guidance by DPD staff appears after the bold guidelines text and the recommendations follow in bold text.**

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.**

At the Early Design Guidance phase, DPD staff agreed that the applicant had sited the proposed structures in the most logical pattern in order to respond to the site's existing topography, significant tree protection areas and established easements per the High Point Master Plan.

**A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.**

At the Early Design Guidance phase, the existing character of the High Point Community neighborhood is defined by residential structures having varied front setbacks and principal entrance orientations as they relate to the established right-of-ways. Fenced ground-level front yards separate the residences from the street lot lines. The design

appeared to be integrated into the street system established for the High Point Community.

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

At the Early Design Guidance phase, the proposal illustrated no residential entries fronting along High Point Drive Southwest due to the underlying plat configuration and the intent to preserve five identified exceptional trees. DPD felt that there are several residences whose addresses wouldn't be readily visible from High Point Drive Southwest. Therefore, design methods (way finder, signage) that address this issue should be provided.

**At the Recommendation phase, the design included signage at the site two main entries located along High Point Drive Southwest to assist in directing guest to the appropriate residences. DPD is satisfied that this meets the guideline.**

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

**A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**

At the Early Design Guidance phase, DPD noted that the future design of the townhomes should clearly respond to this guideline.

**At the Recommendation phase, the design illustrated the townhouse buildings oriented with their entrances facing green spaces (Buildings 1, 5 and 6) and courtyards (Buildings 2, 3 and 4) with the intent to provide privacy, as well as, an interesting and desirable entry. DPD is satisfied that the design responds to this guideline.**

**A-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.**

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

At the Early Design Guidance phase, DPD recognized that the High Point Design Book includes an Open Space Network Plan that *“provides a wide range of parks and open spaces designed to connect with each other and the natural open spaces on the community’s edges...”*. The parks are identified as “Community Parks”, “Neighborhood Parks” and “Pocket Parks”. Community Parks are large sized parks. Neighborhood Parks are designed to serve residents living within a two block radius. Pocket Parks are smaller parks situated on residential streets fronted directly by houses.

DPD staff review of the proposal development included a mix of public (Neighborhood Park, Pocket Park, Public Accessible Open Space to the north) and private residential open spaces (individual ground-level yard space). The proposal also included landscaped areas where the vehicular access driveways terminate.

The future design should clearly differentiate between public residential open spaces and private residential open spaces.

**At the Recommendation phase, the design presented a residential cluster development that situates two townhouse building's entrances along the meandering northernmost pathways abutting the publicly accessible open space to the north; single family entrances oriented towards neighborhood parks east of and internal to the site; single family residences abutting a pocket park; and other residences' entrances abutting landscaped areas where the vehicular access drives terminate. The landscape design articulated further refinement of the following open space areas: ground-related patios/porches, yards, and courtyards.**

**DPD agreed that the proposed rear yard fencing for the single family residences and landscaping elements for the townhomes will assist in differentiating between public and private open spaces. DPD is supportive of the proposed residential open space areas.**

**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.**

**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.**

At the Early Design Guidance phase, the proposed massing configuration illustrated two-storied single family residences and three-story townhouse structures with hip and gabled roof forms. The size and character of the residential buildings were similar to the residential buildings identified in the surrounding High Point community.

**At the Recommendation phase, the proposal continued to meet this guideline. (See also C-1, C-2.)**

**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.**

At the Early Design Guidance phase, DPD acknowledged that the High Point Design Book provided a template that establishes an architectural context. Further design work should respond to this document.

**At the Recommendation phase, the applicant explained that the High Point Design Book was used as a guide for all of the buildings' design work and was reviewed and approved for conformance to the aforementioned document.**

**DPD concurs with SHA's assessment of the design and agrees that the design complements the architectural character and siting of the neighboring buildings.**

**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.**

At the Early Design Guidance phase, the proposal appeared to meet this guideline and should continue to reflect this guideline.

**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 that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.**

At the Early Design Guidance phase, the High Point Design Book provides direction pertaining to materials and colors for future High Point residential buildings. A color and materials palette should be identified on the future MUP drawings.

**At the Recommendation phase, the design included colored elevations inclusive of color types and building materials consistent with the direction identified in the High Point Design Book. (See also C-1.)**

**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.**

At the Early Design Guidance phase, DPD stated that a conceptual lighting plan was required to illustrate that this guideline was appropriately addressed.

**At the Recommendation phase, the design included light poles installed at the main entrances and corners of the proposed interior vehicular access driveways. DPD feels the quantity and placement of the proposed lighting is sufficient to ensure comfort and security for pedestrians. (See also D-7.)**

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

At the Early Design Guidance phase, the design scheme illustrated two single family residences within close proximity to High Point Drive Southwest whose entrances didn't front onto the right-of-way. The design should illustrate the design treatment for the aforementioned structures' north-facing facades.

**At the Recommendation phase, the design included enhanced exterior elevations for the two single family residences within close proximity to High Point Drive Southwest (buildings 26 and 27). The updated street-facing side elevations included a combination of varied material treatments and landscaping between the sidewalk and the wall facades.**

**DPD is satisfied with the applicant's response to this guideline. DPD feels strongly that the proposed design treatments (varied siding materials) and landscaping**

should be incorporated with the future design and construction of the specified residences.

***DPD Recommended Condition:***

1. *Install design treatments inclusive of varied siding materials and landscaping for the single family residences (buildings 26 and 27) whose northern street-facing wall facades are within close proximity to High Point Drive Southwest.*

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

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

At the Early Design Guidance phase, DPD stated that a conceptual lighting plan should be provided to illustrate that this guideline was appropriately addressed.

At the Recommendation phase, the design addressed safety and security appropriately. (See also D-2.)

**D-8 Treatment of Alleys.** The design of alley entrances should enhance the pedestrian street front.

**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.

At the Early Design Guidance phase, DPD recommended development of a landscape design that incorporated landscaping cues from the nearby parks/public open spaces designed by SHA, the cemetery and forested DOPAR owned property. The plan should include details regarding future landscaping elements adjacent to the High Point “park/open space” areas.

At the Recommendation phase, the landscape design presented was based on the overall landscape philosophy of the High Point Community as explained in the High Point Design Book. SHA reports the proposed landscape design accurately incorporates landscaping elements that will complement adjacent sites within and abutting the High Point Community. Overall, DPD is satisfied with the landscape design.

**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 Landscape Design to Address Special Site Conditions.** The landscape design should take advantage of special on-site 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.

At the Early Design Guidance phase, DPD emphasized that the plan should include details regarding the preservation of the identified exceptional trees.

**At the Recommendation phase, the landscape plan identified six exceptional trees that are proposed to be retained and incorporated as open space landscaping. DPD feels the design successfully addressed this special site condition. (See also E-1.)**

**Development Standard Departures**

Thirteen departures from the development standards were proposed. DPD’s recommendation on the requested departures is based upon the departure’s potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). DPD also recognized that the proposed residential housing project had 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 SHA. DPD received written comments from SHA in support of the applicant’s requested departures. DPD acknowledged SHA’s comments in consideration of the requested departures.

**Departure Summary Table**

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Front Façade Modulation Standards 23.45.012.D (Bldg. #1 - Townhomes)	Front façade modulation of a minimum of 4’ for every 30’ of building length for facades without principal entrances and 40’ with a principal entrance.	Allow 37’ façade with no principal entrance at first floor facing High Point Drive Southwest and allow 39’-9 ½” at the upper floors to not meet modulation standards.	Combination of the horizontal and vertical articulation at the front corner of the townhome facade (entry porch) and the introduction of the wide vertical offset used to create variation to the facade.	Approval (A-1, C-1)
2. Front Façade Modulation Standards 23.45.012.D (Bldg. #5 - Townhomes)	Front façade modulation of a minimum of 4’ for every 30’ of building length for facades without principal entrances and 40’ with a principal entrance.	Allow 99’-6” façade at all floors with principal entrances facing High Point Drive Southwest to not meet modulation standards.	Combination of the horizontal and vertical articulation across the townhome facade used to create variation to the facade.	Approval (A-1, C-1)
3. Front Façade Modulation Standards 23.45.012.D (Bldg. #26 – Single Family Residence)	Front façade modulation of a minimum of 4’ for every 30’ of building length for facades without principal entrances and 40’ with a principal entrance.	Allow 45’ façade with no principal entrance at all floors facing High Point Drive Southwest to not meet modulation standards.	Combination of the design treatments and landscaping used to create visual interest to the façade.	Approval (A-1, C-1, D-2)

<p>4. Front Façade Modulation Standards 23.45.012.D (Bldg. #27 – Single Family Residence)</p>	<p>Front façade modulation of a minimum of 4’ for every 30’ of building length for facades without principal entrances and 40’ with a principal entrance.</p>	<p>Allow 42’ façade with no principal entrance at first floor facing High Point Drive Southwest and allow 45’ at the upper floor to not meet modulation standards.</p>	<p>Combination of the design treatments and landscaping used to create visual interest to the façade.</p>	<p>Approval (A-1, C-1, D-2)</p>
<p>5. Interior Modulation Standards 23.45.012.C (Bldg. #1 – Townhomes)</p>	<p>For a cluster development, interior façades wider than 40’ be modulated provided the maximum modulation width is 40’ and perimeter facades follow standard requirements.</p>	<p>Allow upper floors measuring 99’-6” at interior facades to not meet modulation standards.</p>	<p>Combination of the horizontal and vertical articulation across the townhome facade used to create variation to the facade.</p>	<p>Approval (A-1, C-1)</p>
<p>6. Interior Modulation Standards 23.45.012.C (Bldg. #2 – Townhomes)</p>	<p>For a cluster development, interior façades wider than 40’ be modulated provided the maximum modulation width is 40’ and perimeter facades follow standard requirements.</p>	<p>Allow upper floors measuring 84’-2” at interior facades to not meet modulation standards.</p>	<p>Combination of the horizontal and vertical articulation across the townhome facade used to create variation to the facade.</p>	<p>Approval (A-1, C-1)</p>
<p>7. Interior Modulation Standards 23.45.012.C (Bldg. #3 – Townhomes)</p>	<p>For a cluster development, interior façades wider than 40’ be modulated provided the maximum modulation width is 40’ and perimeter facades follow standard requirements.</p>	<p>Allow upper floors measuring 53’-6” at interior facades to not meet modulation standards.</p>	<p>Combination of the horizontal and vertical articulation across the townhome facade used to create variation to the facade.</p>	<p>Approval (A-1, C-1)</p>
<p>8. Interior Modulation Standards 23.45.012.C (Bldg. #4 – Townhomes)</p>	<p>For a cluster development, interior façades wider than 40’ be modulated provided the maximum modulation width is 40’ and perimeter facades follow standard requirements.</p>	<p>Allow upper floors measuring 53’-6” at interior facades to not meet modulation standards.</p>	<p>Combination of the horizontal and vertical articulation across the townhome facade used to create variation to the facade.</p>	<p>Approval (A-1, C-1)</p>

<p>9. Interior Modulation Standards 23.45.012.C (Bldg. #5 – Townhomes)</p>	<p>For a cluster development, interior façades wider than 40’ be modulated provided the maximum modulation width is 40’ and perimeter facades follow standard requirements.</p>	<p>Allow upper floors measuring 99’-6” at the interior facade to not meet modulation standards.</p>	<p>Combination of the horizontal and vertical articulation across the townhome facade used to create variation to the facade.</p>	<p>Approval (A-1, C-1)</p>
<p>10. Interior Modulation Standards 23.45.012.C (Bldg. #6 – Townhomes)</p>	<p>For a cluster development, interior façades wider than 40’ be modulated provided the maximum modulation width is 40’ and perimeter facades follow standard requirements.</p>	<p>Allow upper floors measuring 99’-6” at the interior facade to not meet modulation standards.</p>	<p>Combination of the horizontal and vertical articulation across the townhome facade used to create variation to the facade.</p>	<p>Approval (A-1, C-1)</p>
<p>11. Interior Modulation Standards 23.45.012.C (Bldg. #s 8, 10, 12, 16, 18, 20, 23, 25, 27, 29– Single Family Residence)</p>	<p>For a cluster development, interior façades wider than 40’ be modulated provided the maximum modulation width is 40’ and perimeter facades follow standard requirements.</p>	<p>Building Type 2503: Allow upper floor interior facades measuring 45’ to not meet modulation standards.</p>	<p>Combination of the horizontal and vertical articulation across the residences’ facades used to create variation to the facade.</p>	<p>Approval (A-1, C-1)</p>
<p>12. Interior Modulation Standards 23.45.012.C (Bldg. #s 7, 9, 11, 13, 14, 15, 17, 19, 21, 22, 24, 26, 28, 30 – Single Family Residence)</p>	<p>For a cluster development, interior façades wider than 40’ be modulated provided the maximum modulation width is 40’ and perimeter facades follow standard requirements.</p>	<p>Building Type 2604: Allow upper floor interior facades measuring 45’ to not meet modulation standards.</p>	<p>Combination of the horizontal and vertical articulation across the residences’ facades used to create variation to the facade.</p>	<p>Approval (A-1, C-1)</p>
<p>13. Open Space Requirements 23.45.016.A.3</p>	<p>Minimum of 15% of lot area, plus 200 sq. ft. per townhouse unit of private usable ground level open space.</p>	<p>Allow the following ten units have less than 200 sq. ft. of private usable open space: Bldg #1-1 unit Bldg#2 -3 units Bldg#3 -1 unit Bldg#4 -1 unit Bldg#5 -1 unit Bldg#6 -3 units</p>	<p>Combination of porches and nearby open spaces provides residences a variety of recreation areas.</p>	<p>Approval (A-1, C-1)</p>

### DPD Recommendation

The recommendation summarized below was based on the design review packet dated March 28, 2013. After considering the site and context, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review staff recommended APPROVAL of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed above), in association with the following recommended condition (authority referred in the letter and number in parenthesis):

1. Install design treatments inclusive of varied siding materials and landscaping for the single family residences (buildings 26 and 27) whose northern street-facing wall facades are within close proximity to High Point Drive Southwest. (D-2)

### DESIGN REVIEW DECISION

The design review process prescribed in Section 23.41.016.F of the Seattle Municipal Code describing the content of the DPD Director's decision reads in part as follows: *The Director's decision shall be made by the Director as part of the overall Master Use Permit decision for the project. The Director's decision shall be based on the extent to which the proposed project meets applicable design guidelines and in consideration of public comments on the proposed project. Projects subject to administrative design review must meet all codes and regulatory requirements applicable to the subject site, except as provided for in SMC Section 23.41.012.*

Subject to the proposed conditions, the design of the proposed project was found by the Director of DPD to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed and analyzed submitted materials and finds that the proposal is consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. The Director has agreed that the proposed design, along with the conditions listed, meets each of the Design Guideline Priorities as previously identified. Therefore, the Director **CONDITIONALLY APPROVES** the proposed design and the requested departures with the condition summarized at the end of this Decision.

### SEPA ANALYSIS

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

This site is part of a comprehensive contract rezone (DPD #2105600/736346) and related full subdivision (DPD #2202170/736347) 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. This proposal is subject to the terms of the contract rezone (CF #305400/Ordinance #121164).

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. Additional disclosure of the potential impacts from this project was

made in the checklist submitted by the applicant on January 8, 2013. The information in the environmental documents, supplemental information provided by the applicant (SEPA checklist, plans), and the experience of DPD with review of similar projects form the basis for this analysis and conditioning of this decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between the City's codes, policies and environmental review. Specific policies for each element of the environment, and 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.

As previously noted in this document, the property is subject to a Property Use and Development Agreement (PUDA) associated with the adopted contract rezone (CF #305400/Ordinance #121164). Specific SEPA conditions are attached to this PUDA (and noted in this document), which are required for projects within the rezoned area.

The project is anticipated to have short-term, construction-related impacts, which are discussed below. Long term adverse impacts are not anticipated.

#### 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, and a small increase in traffic and parking impacts due to construction workers' vehicles. Existing City codes and ordinances applicable to the project such as: The Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08) would mitigate several excavation-related impacts. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. Following is an analysis of the air, grading, traffic, parking, and construction-related noise impacts.

#### Air Quality

Excavation activities are expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction 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).

Construction impacts including 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 increase 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 temporary and not expected to be significant.

The air quality mitigation plan required as part of the PUDA (discussed above) will provide adequate mitigation for anticipated air quality impacts of the project. No additional mitigation is warranted.

### Grading

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 traveling to or from a site. The air quality, storm water and TESC plans required as part of the PUDA (discussed above) will provide adequate mitigation for anticipated impacts of the project. No additional mitigation is warranted.

### Traffic and Parking

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 excavation workers and the transport of construction materials. Compliance with Seattle's Street Use Ordinance is expected to mitigate adverse impacts to traffic which would be generated during construction of this proposal. The Street Use Ordinance also includes regulations that mitigate dust, and mud. Temporary closure of sidewalks and/or traffic lane(s) would be adequately controlled with a street use permit through the Transportation Department. The Transportation Construction Mitigation Plan required as part of the PUDA (discussed above) will provide adequate mitigation for anticipated impacts of the project. No additional mitigation is warranted.

### Noise

The development site is located adjacent to a residential area where construction of this scale would impact the noise levels. The SEPA Noise Policy (Section 25.05.675B SMC) lists mitigation measures for construction noise impacts. The noise mitigation plan required as part of the PUDA (discussed above) will provide adequate mitigation for anticipated noise impacts of the project. No additional mitigation is warranted.

### Long - term Impacts

Long term or use-related impacts are also anticipated as a result 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 and increased demand for parking; increased demand for public services and utilities; loss of plant and animal habitat; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

### Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The SEPA conditions imposed under the previously approved contract rezone (CF #305400/Ordinance #121164) are anticipated to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or

ordinances, per adopted City policies. The SEPA conditions previously noted in this decision that directs the applicant to provide a comprehensive Construction Mitigation Plan (CMP) apply to this proposal and will be included as conditions with this decision. No additional SEPA conditioning is necessary.

### **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 requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of 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(2)(C).
- [ ] 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(2)(C).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to available to the public on request.

### **DESIGN REVIEW CONDITIONS**

#### **Prior to Building Permit Issuance**

1. The applicant shall provide design treatments inclusive of varied siding materials and landscaping for the single family residences (identified as Buildings 26 and 27 on the MUP plans) whose northern street-facing wall facades are within close proximity to High Point Drive Southwest.

#### **Prior to Certificate of Occupancy**

2. The Land Use Planner (Tami Garrett 206-233-7182 or [tami.garrett@seattle.gov](mailto:tami.garrett@seattle.gov)) shall inspect the required installation of design treatments inclusive of varied siding materials and landscaping for the single family residences identified as Buildings 26 and 27 on the MUP plans.
3. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown in the Master Use Plan (MUP) set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Tami Garrett 206-233-7182 or [tami.garrett@seattle.gov](mailto:tami.garrett@seattle.gov)).

4. The applicant shall provide the DPD Land Use Planner (Tami Garrett 206-233-7182 or [tami.garrett@seattle.gov](mailto:tami.garrett@seattle.gov)) written confirmation from SHA that the materials, colors and design of the constructed project and the required landscaping are in compliance with the SHA High Point Design Book.

For the Life of the Project

5. The building and landscape design shall be substantially consistent with the materials represented in the materials submitted before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Tami Garrett 206-233-7182 or [tami.garrett@seattle.gov](mailto:tami.garrett@seattle.gov)).

**SEPA CONDITIONS**

Prior to Issuance of Any Grading and Building Permit:

6. Provide a Construction Mitigation Plan (CMP) to DPD at the time of grading and building permit for related construction permits. The plan will consist of items listed per the City Council conditions (#CF 305400) and noted in this decision. The CMP must be approved by DPD in consultation with Seattle Department of Transportation (SDOT) prior to commencement of any 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.

During Construction

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

Signature: (signature on file) Date: May 30, 2013  
Tami Garrett, Senior Land Use Planner  
Department of Planning and Development