



City of Seattle
Edward B. Murray, Mayor

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: 3013751
Applicant Name: Robert Humble for Hybrid
Address of Proposal: 4737 Roosevelt Way NE

SUMMARY OF PROPOSAL

Land Use Application to allow a 6-story structure containing 66 residential units above 1,480 sq. ft. of retail. Parking for 12 vehicles to be provided at grade. Project includes 750 cu. yds. for grading. Existing structure to be demolished.

The following approvals are required:

Design Review pursuant to Chapter 23.41, Seattle Municipal Code, with Departures:

- Development Standard Departure** to reduce the average depth of street level commercial use. (SMC 23.47A.008.B.3)
- Development Standard Departure** to partially reduce setbacks abutting residential zones. (SMC 23.47A.014.B.3)
- Development Standard Departure** to reduce the width of required parking screen. (SMC 23.47A.016.D.1.c.2)
- Development Standard Departure** to allow encroachment into required sight triangles. (SMC 23.54.030.G.1)

SEPA – Environmental Determination – Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

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

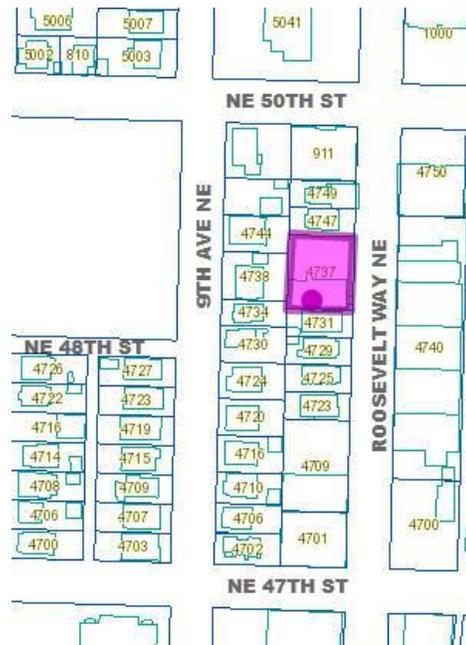
Site:

Site Zone: NC3-65

Nearby Zones:

North: NC3-65
East: NC3-65
South: NC3-65
West: LR2

Lot Area: 9,054 sq. ft.



Site Development

The site is a mid block rectangle on the west side of Roosevelt Way NE. A 2-story commercial structure occupies the south half of the parcel (built 1978, not within the 50 year threshold for landmarks review), and the remainder is surface parking. An approximately 10ft high concrete retaining wall is on the west property line of the surface parking, with raised parcels beyond.

Access:

Pedestrian and vehicular access is from the adjoining Roosevelt Way, which is one-way southbound. There is no alley.

Surrounding Development and Neighborhood Character

A mix of older commercial structures of various scale and styles to the east and south, with residential structures to the west. University playground is one block west, a Library is one block north, and diverse services are located within walking distance to the east and south.

ECA's:

None

BACKGROUND

This project requires Design Review pursuant to SMC 23.41. There was one Early Design Guidance (EDG) meeting before the Northeast Design Review Board (DRB) on September 23, 2013 (notice date: September 05, 2013), and a Final Recommendation DRB meeting on June 02, 2014 (notice: May 15, 2014). The project Master Use Permit (MUP) application was deemed complete on January 22, 2014.

I. ANALYSIS – DESIGN REVIEW

EARLY DESIGN GUIDANCE MEETING: September 23, 2013

DESIGN PROPOSAL

The EDG Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The booklet is also available to view in the DPD file, by contacting the Public Resource Center at:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

Approximately 10 members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Concerned about safety and security, especially at the deep street level alcoves shown.
- Suggested maximizing greenery and landscape features wherever possible.
- Supported the deep modulation shown on the west façade as a good response to the zone change at the west property line.
- Suggested the ‘parking gap’ at the west edge be capped to create a usable deck that would be level with the adjacent grade.
- Encouraged the project to include more parking spaces.
- Concerned with drainage and storm water management at the retaining wall condition.
[applicant responded that city codes and requirements fully address that aspect]

FINAL RECOMMENDATION MEETING: June 2, 2014

DESIGN PROPOSAL

The Recommendation Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The booklet is also available to view in the DPD file, by contacting the Public Resource Center at:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

There were no public comments provided at this Recommendation meeting.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members (the Board) provided the following siting and design guidance. The Board identified the following **Citywide Design Guidelines & University Community specific guidelines** (*in italics*) of highest priority for this project, while all guidelines remain applicable.

The priority guidelines are summarized below. For the full text of all guidelines please visit the [Design Review website](#).

All page references below refer to the Recommendation booklet dated June 02, 2014.

A. Site Planning

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

University-specific supplemental guidance:

Context: Another way to emphasize human activity and pedestrian orientation, particularly along Mixed Use Corridors, is to provide clearly identifiable storefront entries. In residential projects, walkways and entries promote visual access and security.

Guidelines:

- 1. On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street.*
- 2. In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances.*
- 3. When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street.*
- 4. In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.*

At the Early Design Guidance Meeting, the Board discussed how the residential lobby should be distinctive and identifiable from the commercial storefronts adjacent, and aspects of that identity might carry up the very visible northeast corner of the building, beyond the ground level. They suggested double doors at the lobby, and its canopy might be different or mounted higher. They also advised the lobby (and storefronts) be highly transparent with glazing as low as possible, to improve eyes-on-the-street security.

At the Final Recommendation Meeting, the Board agreed the commercial storefronts and lobby had sufficient transparency at the street, however see comments under C-3 for refinements to the storefronts. The Board discussed the residential lobby street entrance at length. The Board supported the full transparency of the opening, and appreciated the proposed efforts to distinguish this opening from the commercial storefronts adjacent, but agreed they did not go far enough to be clearly distinct and legible to pedestrians (see pg. 22/23). The Board recommended the following refinements:

- a) Double doors, which improve the identity and facilitate move-ins (the rear lobby door is single leaf); consider a more distinctive door design not identical to the adjacent commercial door frame/colors.
- b) Continue the distinguishing wood walls deep into the lobby, providing a larger visible surface for pedestrian visibility.
- c) Revise the canopy/soffit lighting to generously night-light the distinguishing wood walls; a cove fixture to wash the walls (and into the lobby) was suggested.
- d) Make the canopy frame more distinctive; changing the color and/or exposing more of the wood, especially to the north 'upstream' vehicle traffic.

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

University-specific supplemental guidance:

Context: Pedestrian orientation and activity should be emphasized in the University Community, particularly along Mixed Use Corridors. While most streets feature narrow sidewalks relative to the volume of pedestrian traffic, wider sidewalks and more small open spaces for sitting, street musicians, bus waiting, and other activities would benefit these areas. Pedestrian-oriented open spaces, such as wider sidewalks and plazas, are encouraged as long as the setback does not detract from the "street wall."

Guidelines: On Mixed Use Corridors, where narrow sidewalks exist (less than 15' wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

At the Early Design Guidance Meeting, the Board discussed the ground level street interface at length, and agreed the 3 ft. sidewalk setback should NOT be filled with landscape elements, but provide continuous walking space to the building edge. To complement, the curbside planter strip should be generous, mostly continuous and contain a rich variety of plantings, to provide a pedestrian buffer on a busy street. Select planter(s) at the recessed lobby entrance would help distinguish it, but should not diminish the walking width or safety.

At the Final Recommendation Meeting, the Board supported the revised landscape and streetscape design; see comments under D-1 and E-2.

- 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.

University-specific supplemental guidance:

Context: This Citywide Design Guideline is particularly important where a building's back side, service areas or parking lots could impact adjacent residential uses. Map 2 (page 8) shows potential impact areas—these are where Lowrise zones abut commercial zones.

Guideline: Special attention should be paid to projects in the zone edge areas as depicted in Map 2 to ensure impacts to Lowrise zones are minimized as described in A-5 of the Citywide Design Guidelines.

At the Early Design Guidance Meeting, the Board agreed the proposed open gap at the west parking level would create a moat-like space adjacent to the residential neighbors, create security issues and a visual discontinuity. The Board suggested a cap over the entire west portion of parking to the property line, which would screen the cars, minimize hideouts/security issues, and provide a possible amenity deck at that level. Also see comments under B-1 and Departures, for discussion of the façade above the parking.

At the Final Recommendation Meeting, the Board understood the parking gap is not capped over, and focused on the landscape and fence design along that edge. The Board agreed the proposed bamboo planter on the subject property would provide a landscape buffer for both properties, and acknowledged that the adjacent off-site wall and property would have to provide its own fence to eliminate potential falls into the planter.

The Board supported the 4 ft. wide x 5 ft. high planter with irrigation, and 8-12 ft. tall, hardy 'black or gold' bamboo as verbally described. The proposed fence to the east should be black woven wire mesh and 8 feet tall as shown on pg. 35, and incorporate access hatches that are locked to prevent vagrancy, but allow for planter maintenance.

- 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.

At the Early Design Guidance Meeting, the Board agreed while no residential units are at grade, safety and transparency are primary considerations for the entire ground level façade. See A-3, A-4 and A-8.

At the Final Recommendation Meeting, the Board discussed the commercial storefront design; see comments under C-3.

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

University-specific supplemental guidance:

Context: There is a severe lack of both public and private open space in the community. Small open spaces—such as gardens, courtyards, or plazas—that are visible or accessible to the public are an important part of the neighborhood’s vision. Therefore, providing ground-level open space is an important public objective and will improve the quality of the residential environment.

Guidelines:

- 1. The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden, or similar occupiable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space.*
- 2. A central courtyard in cottage or townhouse developments may provide better open space than space for each unit. In these cases, yard setbacks may be reduced if a sensitive transition to neighbors is maintained.*

At the Early Design Guidance Meeting, the Board appreciated the proposed green screen and vines for privacy protection along the west parapet, but requested more detailed information on the roof amenity space, including seating, plant species and other social enhancing features. As the only common outdoor space, it currently appears very minimal and un-inviting.

At the Final Recommendation Meeting, the Board supported the revised roof amenity design; see E-2.

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.

University-specific supplemental guidance:

Context: In Lowrise residential developments, single-lane driveways (approximately 12 feet in width) are preferred over wide or multiple driveways where feasible.

At the Early Design Guidance Meeting, the Board agreed the deeply recessed parking portal shown on pg. 24 created a weak street wall and security issues. The Board encouraged that portal be as close to the street as sight triangles allow, have transparent sidewalls (and/or mirrors) for pedestrian visibility, and be an attractive door material compatible with the adjacent storefront. To address the car queuing concern, high-speed overhead doors are available. The retail bike racks could be in the curbside zone.

At the Final Recommendation Meeting, the Board supported the revised parking door location approximately 5 ft. back from face of street façade (as shown on pg. 18), which affords good street wall continuity and adequate sight triangles (see departure #4 comments). The Board support includes the metal slatted, silver/gray garage door shown on pg. 29, and assumes the lighting conditions described under D-7.

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.

University-specific supplemental guidance:

Context: The residential areas are experiencing a change from houses to block-like apartments. Also, the proximity of lower intensive zones to higher intensive zones requires special attention to potential impacts of increased height, bulk and scale. These potential impact areas are shown in Map 4. The design and siting of buildings is critical to maintaining stability and Lowrise character.

[NOTE: the project IS located in a designated impact area: “west of Roosevelt Way NE, north of NE 47th Street”]

Guideline: Special attention should be paid to projects in the following areas to minimize impacts of increased height, bulk and scale as stated in the Citywide Design Guideline.

At the Early Design Guidance Meeting, the Board applauded the preliminary massing of the applicant-preferred scheme shown on pages 22 and 27, especially the modulation and material variety on the side walls, and the stepped form and modulation on the west façade facing the LR zone. Also see Departure discussion.

At the Final Recommendation Meeting, the Board supported the overall massing, the stepped side walls and material reveals (pg. 19,26,28), the revised four bays facing the street, and the revised modulation and materials on the west façade (pg. 27). Also see comments under departure #2.

C. Architectural Elements and Materials

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural 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 Meeting, the Board endorsed the modulations which afford side wall corner windows, and the reading of a harmonious four-sided form (not simply 2 facades), which might be visible like this for the foreseeable future.

At the Final Recommendation Meeting, the Board agreed the revised design presented a cohesive form, with the material refinements described under C-4 and the conditions.

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

At the Early Design Guidance Meeting, the Board endorsed the different materials shown and the scale they create, and supported additional studies to ensure the entire ground floor and storefronts achieve good scale. The Board also suggested more balconies and other scale-giving elements be explored.

At the Final Recommendation Meeting, the Board agreed the human scale of the upper floors was successful, but the ground floor residential lobby needed more refinement (see comments under A-3), and the two commercial storefronts should be revised to: maintain the low sill and high transparency shown on pg. 22, but refine the mullions to create more human scale, relate to proportions and patterns above, and add visual interest for pedestrians. (Board suggestions included a more playful, asymmetrical mullion composition, more mullion hierarchy (they all appear single and equal), and/or the integration of a wider vertical mullion similar to the red accents above). It is important to retain the brick returns at each pier, shown at about 4" minimum on pg. 22.

- 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.

University-specific supplemental guidance:

Guidelines:

- 1. New buildings should emphasize durable, attractive, and well-detailed finish materials, including: Brick; Concrete; Cast stone, natural stone, tile; Stucco and stucco-like panels; Art tile; Wood.*
- 2. Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.*
- 3. The materials listed below are discouraged and should only be used if they complement the building's architectural character and are architecturally treated for a specific reason that supports the building and streetscape character: Masonry units; Metal siding; Wood siding and shingles; Vinyl siding; Sprayed-on finish; Mirrored glass.*
- 4. Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.*
- 5. Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.*
- 6. Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.*

7. *Light standards should be compatible with other site design and building elements.*
Signs
Context: The Citywide Design Guidelines do not provide guidance for new signs. New guidelines encourage signs that reinforce the character of the building and the neighborhood.
Guidelines:
 1. *The following sign types are encouraged, particularly along Mixed Use Corridors – Pedestrian oriented shingle or blade signs extending from the building front just above pedestrians; Marquee signs and signs on pedestrian canopies; Neon signs; Carefully executed window signs; such as etched glass or hand painted signs; Small signs on awnings or canopies.*
 2. *Post mounted signs are discouraged.*
 3. *The location and installation of signage should be integrated with the building’s architecture.*
 4. *Monument signs should be integrated into the development, such as on a screen wall.*

At the Early Design Guidance Meeting, the Board supported the asymmetrical composition, end wall modulations, and the variety and distribution of the cladding materials shown in the preferred scheme, and endorsed the canopies and masonry base materials shown. The Board encouraged further development of these attributes, with special emphasis on the quality, durability and details at material/plane changes, and on the entire street facing ground level.

At the Final Recommendation Meeting, the Board discussed the material palette at length, and agreed the more symmetrical west façade succeeded because of the corrugated materials, the composition, and the yellow and red accents. These relieve an overall somber grey/black palette which the Board agreed was nearly too dark for a NW climate, but the dark end walls may not be visible for too long.

The Board supported the light grey corrugated bays facing east (assuming these are the narrow, circular style corrugations verbally described), but agreed the material quality of the street facing back wall behind those bays, should be upgraded from the ‘P-2 cement board siding’ (CBS) proposed (pg. 25).

The Board agreed this street facing façade in a designated Urban Center, should exhibit a more urban character, with higher quality materials consistent with the intent of the University-specific guidelines above. The upper wall should not be more black brick (which should stay as a base, with the light mortar shown on pg. 29), but a more durable material with solid edges and premium detailing; it should occur from the corrugated reveals on the north and south walls, wrapping the east corners and cladding the east face. The Board suggested exploration of stone, metal panel, “swiss pearl” or equivalent integral color cladding. The Board agreed the color shown is acceptable, as long as the material texture/ finish/quality is distinct from the large end walls of CBS.

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.

University-specific supplemental guidance:

Context: The University Community would like to encourage, especially on Mixed Use Corridors, the provision of usable, small open spaces, such as gardens, courtyards, or plazas that are visible and/or accessible to the public. Therefore, providing ground-level open space is an important public objective and will improve the quality of both the pedestrian and residential environment.

Guidelines:

- 1. On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building façades along the open space must still be pedestrian-oriented.*
- 2. On Mixed Use Corridors, entries to upper floor residential uses should be accessed from, but not dominate, the street frontage.*

At the Early Design Guidance Meeting, the Board agreed the city-required 3 foot setback should be left open, for pedestrian walking and storefront interface. See comments under A-4.

At the Final Recommendation Meeting, the Board supported the revised landscape plan (pg. 18 & 31) showing planting buffers at the curb edge and no plantings at the building edge.

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 Meeting, the Board strongly agreed lighting, transparency and good design for safety and security are essential at this location, and they requested detailed lighting plans, including fixtures and locations for the entire building perimeter. Also see comments about the ground level plan and alcoves under A-8.

At the Final Recommendation Meeting, the Board supported the lighting plan as presented, with the additional comments about the residential canopy/lobby under A-3, and with the addition of approximately four recessed soffit cans or similar to adequately illuminate the street façade recess at the parking entrance (see pg. 30).

D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

See Board comments under A-3.

At the Final Recommendation Meeting, the Board included this in comments under C-3.

D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

At the Early Design Guidance Meeting, the Board agreed the lobby doors in this location should prioritize safety and transparency to ensure security (see A-3 and A-4), but a small planter or green wall element to identify and soften the lobby entry could be integrated.

At the Final Recommendation Meeting, the Board discussed the residential lobby street entrance at length; see comments under A-3.

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.

At the Early Design Guidance Meeting, the Board advised more landscape variety and density be added to the roof deck, and possibly to the amenity cap over the parking gap. Also see comments under A-5 and A-7.

At the Final Recommendation Meeting, the Board agreed the roof landscape design (pg. 31/31) provided sufficient variety and plant density, and they supported the three street trees, dimensions and species of the four streetscape planters shown on page 31 and 23.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be 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). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Final Recommendation meeting, the following departures were requested:

- 1. Reduce Average Depth of Street Level Commercial (SMC 23.47A.008.B.3):** The Code requires an average commercial depth of 30 ft. minimum, and a 15 ft. minimum at all locations. The applicant proposes a minimum depth of 25 ft. at all locations, but the one southeast corner return reduces the average depth to be 29'-3".

The Board applauded the revisions that made the commercial depth 30 ft. across the majority of the frontage, thus promoting viable commercial. This minimal departure is created when the storefront is notched to provide for safety sight triangles from the adjacent parking entrance, and the Board did not support compromising those sight lines to achieve the 9 more inches of average depth, promoting guideline D-7.

The Board unanimously recommended that DPD grant this departure.

- 2. Reduce Setbacks abutting Residential Zones (SMC 23.47A.014.B.3):** The Code requires a stepped setback at the west property line of 15 ft. above 13 ft., then sloping to a point of 20 ft. at the top of the 65 ft. parapet. The applicant proposes modulated planes on the west façade, with two 3-story planes encroaching 18” into the 15 ft. setback, and the remainder of the façade setback 19 ft. 6” (more than minimum required at most locations).

This departure, with the inclusion of transparent railings, material changes and other scale devices, recesses the primary volume further from the property line, better accomplishes guideline A-5. The Board agreed this variety of stepped planes, material changes and modulation is a superior overall response to the adjacent zoning, rather than a continuous unmodulated wall that is a pure reflection of the code setbacks.

The Board unanimously recommended that DPD grant this departure.

- 3. Reduce Required Screening for Parking Abutting Residential Zone (SMC 23.47A.016.D.1.c.2):** The code requires a 6 ft. high screen along ground level parking. The applicant proposes a 4 ft. wide x 5 ft. high planter with 8-12 ft. of bamboo above that; both are in front of an approximately 10 ft. high existing retaining wall that already screens the abutting property from the proposed parking.

This departure of planter depth from 5 ft. to 4 ft. still accomplishes the intent of the code screening with the addition of the proposed bamboo, fence screen and existing retaining wall, and promotes guideline A-5.

The Board unanimously recommended that DPD grant this departure.

- 4. Allow encroachments into Sight Triangles (SMC 23.54.030.G.1):** The code requires a 10 ft. x 10ft unobstructed sight triangle on both sides of the parking driveway. The applicant proposes these triangles be impacted by 2 ft. of the adjacent building walls to allow the parking door to be closer to the street, reinforcing a pedestrian street edge.

This departure strikes a balance between the sight line safety concerns of guideline D-7, not creating a deep alcove attracting vagrancy (also guideline D-7) and the desire to promote a consistent commercial street wall (guideline A-2). Technically the triangles must be measured from the back of the required 3 ft. setback, but the triangles are unobstructed if considered to be from property lines.

The Board unanimously recommended that DPD grant this departure.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review booklet dated June 02, 2014, and the materials shown and verbally described by the applicant at the June 02, 2014 Design Recommendation meeting (unless a condition below, the design should not

change, especially aspects explicitly noted in the above narrative, which the applicant should carefully read through).

After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures, with the following conditions (Guidelines referenced): These conditions should be resolved prior to MUP issuance.

1) Residential Lobby Street entrance: Maintain the full transparency of the opening, and to better distinguish this opening from the commercial storefronts adjacent, implement the following refinements (see A-3):

- a) Double doors, which improve the identity and facilitate move-ins (the rear lobby door is single leaf); consider a more distinctive door design not identical to the adjacent commercial door frame/colors.
- b) Continue the distinguishing wood walls deep into the lobby, providing a larger visible surface for pedestrian visibility.
- c) Revise the canopy/soffit lighting to generously night-light the distinguishing wood walls; a cove fixture to wash the walls (and into the lobby) was suggested.
- d) Make the canopy frame more distinctive; changing the color and/or exposing more of the wood, especially to the north 'upstream' vehicle traffic.

2) Planter along west property line: Maintain the 4 ft. wide x 5 ft. high planter with irrigation, and 8-12 ft. tall, hardy 'black or gold' bamboo as verbally described. The adjacent fence should be black woven wire mesh and 8 feet tall as shown on pg. 35, and incorporate access hatches that are locked to prevent vagrancy, but allow for planter maintenance (see A-5).

3) Commercial Storefronts: Maintain the low sill and high transparency shown on pg. 22, but refine the mullions to create more human scale, relate to proportions and patterns above, and add visual interest for pedestrians. (Board suggestions included a more playful, asymmetrical mullion composition, more mullion hierarchy (they all appear single and equal), and/or the integration of a wider vertical mullion similar to the red accents above) (See C-3).

4) East Elevation Materials: Revise the materials of the upper east wall (behind the bays) to be more refined and high quality. It should not be more black brick (which should stay as a base, with the light mortar shown on pg. 29), but a more refined material with solid edges and premium detailing; it should occur from the corrugated reveals on the north and south walls, wrapping the east corners and cladding the east face. The Board suggested exploration of stone, metal panel, "swiss pearl" or equivalent integral color cladding. The Board agreed the color shown is acceptable, as long as the material texture/ finish/quality is more refined and distinct from the large end walls of CBS (see C-4).

5) Street Soffit Lighting: Add approximately four recessed soffit cans or similar to adequately illuminate the street façade recess at the parking entrance (see D-7).

Applicant response to Recommended Design Review Conditions:

- 1) The applicant redesigned the canopy and doors to better distinguish the entrance. The proposal meets recommended condition #1.

- 2) The applicant added the fence and specific bamboo species at the specified location. The proposal meets recommended condition #2.
- 3) The applicant redesigned the storefronts at the specified location. The proposal meets recommended condition #3.
- 4) The applicant revised and improved the material quality at the specified locations. The proposal meets recommended condition #4.
- 5) The applicant added the soffit lighting at the specified location. The proposal meets recommended condition #5.

DECISION – DESIGN REVIEW

The proposed design and Development Standard Departures are **CONDITIONALY GRANTED** subject to the conditions listed at the end of this document.

II. ANALYSIS - SEPA

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant, dated December 17, 2013. The Department of Planning and Development (DPD) has analyzed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or its agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature or limited effects, the impacts are not expected to be significant.

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, 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.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for many short and/or long term impacts. Applicable codes may include 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). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air

quality. Additional discussion of short and long term impacts, and conditions to sufficiently mitigate impacts where necessary, is found below.

PUBLIC COMMENT:

The SEPA public comment period ended on February 26, 2014. Comments were received regarding the design review aspects of the proposal.

A. SHORT-TERM IMPACTS

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

Air

Greenhouse gas emissions associated with development come from multiple sources; the extraction, processing, transportation, construction and disposal of materials and landscape disturbance (Embodied Emissions); energy demands created by the development after it is completed (Energy Emissions); and transportation demands created by the development after it is completed (Transportation Emissions). Short term impacts generated from the embodied emissions results in increases in carbon dioxide and other greenhouse gases thereby impacting air quality and contributing to climate change and global warming. While these impacts are adverse they are not expected to be significant. The other types of emissions are considered under the use-related impacts discussed later in this document. SEPA conditioning is not necessary to mitigate air quality impacts pursuant to SEPA policy SMC 25.05.675.A.

Noise

The project is expected to generate loud noise during demolition, grading and construction, which is estimated to last approximately 12 months. These impacts would be especially adverse in the early morning, in the evening, and on weekends. The Seattle Noise Ordinance permits increases in permissible sound levels associated with construction and equipment between the hours of 7:00 AM and 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends. Some of the surrounding properties to the west of the site are developed with housing and will be impacted by construction noise. The combined impacts and duration of construction noise in this area warrants additional mitigation to reduce the impacts of construction noise on nearby residents.

The limitations stipulated in the Noise Ordinance are therefore not sufficient to mitigate noise impacts at this particular site; therefore, pursuant to SEPA authority, the applicant shall be required to limit periods of construction activities (including but not limited to grading, deliveries, framing, roofing, and painting) to non-holiday weekdays from 7:00 AM to 6:00 PM, unless modified through a Construction Noise Management Plan, to be determined by DPD prior to issuance of a demolition, grading, or building permit, whichever is issued first.

Construction Parking and Traffic

During construction, parking demand is expected to 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.

As noted in the Noise analysis section, the immediate area has been experiencing numerous and successive construction projects. The combined impact and duration of this activity has an impact on nearby traffic and parking. Increased trip generation is expected during the proposed demolition, grading, and construction activity. The immediate area is subject to significant traffic congestion during the PM peak hours on nearby arterials, and large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic. The area includes limited and timed or metered on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted.

To mitigate construction truck trip impacts, the applicant shall submit a **Construction Haul Route** for approval by Seattle Department of Transportation. This plan may include a restriction in the hours of truck trips to mitigate traffic impacts on nearby arterials and intersections. Evidence of the approved plan shall be provided to DPD prior to the issuance of demolition, grading, and building permits.

To mitigate construction parking impacts, the applicant shall submit a **Construction Worker Parking Plan** for approval by DPD. This plan shall demonstrate the location of the site, the peak number of construction workers on site during construction, the location of nearby parking lots that are identified for potential pay parking for construction workers, the number of currently available (not leased) stalls per parking lot identified, and a plan to reduce the number of construction workers driving to the site. This plan shall be reviewed by DPD. Approval of the plan is required prior to the issuance of demolition, grading, and building permits.

B. LONG –TERM IMPACTS

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions; increased height, bulk and scale; parking; and possible increased traffic in the area. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment. However, greenhouse gas emissions; height, bulk and scale; traffic and transportation; and parking impacts warrant further discussion.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction 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, therefore, no further mitigation is warranted.

Height, Bulk & Scale

The project went through a Design Review process which addressed the issue of Height, Bulk & Scale; see the above Design Review Analysis for details of the process and design changes.

Pursuant to SEPA Policy 25.05.675.G.2.c: Height, Bulk and Scale, “the Citywide Design Guidelines (and any Council-approved, neighborhood Design Guidelines) are intended to mitigate the same adverse height, bulk and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review process is presumed to comply with the height, bulk and scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk and scale policies that have undergone design review shall comply with the design guidelines applicable to the project.”

Additional SEPA Mitigation of height, bulk and scale is not warranted.

Transportation

A Traffic Generation and Parking Demand Analysis dated October, 2008, was prepared for the project by Heffron Transportation. Based on rates from the Institute of Transportation Engineers (ITE) Trip Generation manual, the analysis reports the proposed uses will generate 250 weekday daily vehicle trips, 21 AM peak-hour trips, and 28 PM peak-hour trips.

The traffic the proposed use contributes to the roadway system at peak times and the distribution of the traffic is not significant. The proposed uses replace a larger existing commercial business which generates 20 more daily vehicle trips. The estimated volume of site traffic using the right-in/right-out driveway onto one-way Roosevelt results in an expected LOS of C or better during AM and PM peak hours. No adverse transportation impacts are anticipated from the development of the project.

Parking

The Heffron analysis, estimated that the peak parking demand rate for this project would be approximately 22 vehicles on weekday and Saturday evenings, including the small commercial space demand. This reflects the project being located in a designated Frequent Transit Service Area, and an approximate 37% vehicle ownership rate demonstrated in the vicinity. The proposed 12 spaces on site likely will accommodate mid-day demand, but overspill onto off site locations at other times.

Summary

The Department of Planning and Development has reviewed the environmental checklist submitted by the project applicant; reviewed the project plans which were outcomes of the Design Review process; reviewed additional information in the file; and any comments which may have been received regarding this proposed action have been considered. As indicated in the checklist and this analysis, this action will result in probable adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant, given the conditions and mitigations contained herein.

DECISION - STATE ENVIRONMENTAL POLICY ACT (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.

- 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 43.21.030(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 the public on request.

This DNS is issued after using the optional DNS process in WAC [197-11-355](#) and Early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

SEPA - CONDITIONS OF APPROVAL

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

1. The applicant shall provide a copy of a **Construction Haul Route**, approved by Seattle Department of Transportation.
2. A **Construction Worker Parking Plan**, approved by the Land Use Planner (Garry.papers@seattle.gov), shall be required.
3. If the applicant intends to work outside of the limits of the hours of construction described in condition #4, a **Construction Noise Management Plan** shall be required, subject to review and approval by DPD, and prior to a demolition, grading, or building permit, whichever is issued first. The Plan shall include proposed management of construction related noise, efforts to mitigate noise impacts, and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short - term transportation impacts that result from the project.

During Construction

4. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition. This condition may be modified through a Construction Noise Management Plan, required prior to issuance of a building permit as noted in condition #3.

DESIGN REVIEW - CONDITIONS OF APPROVAL

Prior to Certificate of Occupancy

5. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Garry Papers, (206) 684-0916, garry.papers@seattle.gov).
6. The applicant shall provide a landscape certificate from Director's Rule 10-2011, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Garry Papers, (206) 684-0916, garry.papers@seattle.gov).

For the Life of the Project

7. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Garry Papers, (206) 684-0916, garry.papers@seattle.gov).

Signature: _____ (signature on file) Date: November 10, 2014
Garry Papers, M.Arch, NCARB
Senior Land Use Planner
Department of Planning and Development

GP:drm

K:\Decisions-Signed\3013751.docx