**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 & DEVELOPMENT**

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| **Application Number:** | 3013776 |
| **Applicant Name:** | Veronica Park of Johnson Architects for The Metropolitan Companies |
| **Address of Proposal:** | 1420 E Madison Street |

## SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 6-story structure containing 70 residential units above 2,854 sq. ft. of restaurant space and 4 live-work units. Parking for 70 vehicles to be provided below grade. Project includes 10,220 cubic yards of excavation.

The following approvals are required:

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

**Development Standard Departure** from Pike/Pine Overlay Façade Transparency (SMC 23.73.014.A.3)

**Development Standard Departure** for parking access. (SMC 23.47A.032.A.1.c. and 23.47A.032.C)

**Development Standard Departure** from sight triangle requirements. (SMC 23.54.030.G)

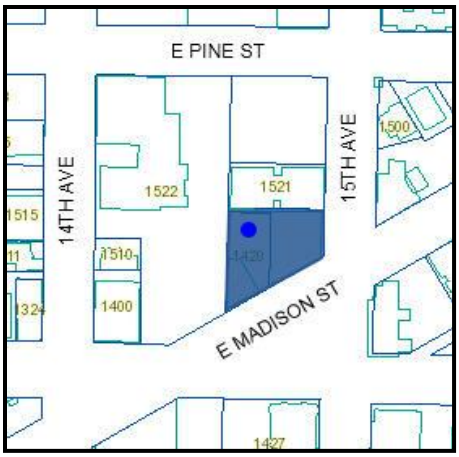
**SEPA – Environmental Determination –** Chapter 25.05, Seattle Municipal Code.

## SEPA DETERMINATION:

Determination of Non-Significance

☐ No mitigating conditions of approval are imposed.

☒ Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts




Site Zone: Neighborhood Commercial 3 P-65 (NC3P-65)

Nearby Zones: Directly to the west and north the zone is a NC3P-65. Across 15th Ave to the east and across E. Madison St. to the south the zone is NC3-65. In the broader context, further to the south, north and east the zone is LR3.

Lot Area: 12,266 square feet.

Environmentally Critical Areas: None

Access: The site is bordered by E Madison St, and 15th Ave.

Current Development: The site is currently used as a surface parking lot. The site is located in the Capitol Hill neighborhood on the eastern edge of the Pike Pine Overlay and a Pedestrian overlay. The site slopes downward from the east to the west.

Surrounding Development: Structures adjacent to the site include a 4-story residential building to the north, a religious institution and historic landmark to the northwest, and a 2-story century commercial structure to the west. These structures represent early 20th century architecture.

A Living Building with commercial and office uses is located to the south, across E. Madison St (Bullitt Foundation). A park is also across E. Madison St, adjacent to the Living Building.

Neighborhood Character: The site is located in the Pike Pine Overlay District, which includes additional regulations for structures older than 75 years old. There are no structures that qualify as Pike Pine Character structures on this site.

East Madison Street is a mixed-use commercial corridor connecting downtown with Lake Washington. This section of E. Madison Street includes several recent mixed-use buildings with additional projects under construction or in the permitting process.

15th Avenue is predominantly residential in this area of Capitol Hill. This street transitions to a mixed-use and commercial character approximately three blocks to the north.

East Madison Street and nearby streets include frequent transit service. East Madison Street is identified as a future bus rapid transit route. Pedestrian and bicycle activity are also high in this area. The future Capitol Hill Light Rail Station is under construction approximately six blocks to the northwest of the subject property, near the northwest corner of Cal Anderson Park.

Project Description: The proposed project is for the design and construction of a six story mixed use development with 70 residential units and 4 live/work units. Parking below grade will provide 70 spaces with access off of E Madison St. Approx. 10,220 cubic yards of soil will be removed from the site.

The proposed structure will have 5 stories of residential units over a ground level with a restaurant use, four live/work units, and accessory uses for the residents. The residential pedestrian entry is located off of E Madison St.

At the ground level the residents will have access to a terrace at the 'back" of the structure. Four live/work units along the west side of the structure have their entries off of a raised terrace accessed from E Madison St. A landscaped roof deck for the residents is to be built in the middle section of the roof.

## DESIGN REVIEW

### EARLY DESIGN GUIDANCE MEETING: January 16, 2013

The packet presented at the EDG meeting is available online by entering the project number (3013776) at this website:
http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

**Address:** **Public Resource Center**
700 Fifth Ave., Suite 2000
Seattle, WA 98124

**Email:** PRC@seattle.gov

### PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Early Design Guidance meeting:

- The owner of the residential property adjacent to the north noted that the "private alley" easement is currently used for vehicular access and solid waste collection. They would prefer that the area remain usable for vehicular access and solid waste collection, rather than a landscaped buffer. The easement currently provides the only vehicular access to the site for loading and solid waste collection.
- Would like to see the scale of the building be designed to minimize impacts to the building to the north.
- Noted that the viability of landscaping on the proposed west green wall and the landscaped buffer on the north side of the site are questionable.
- Appreciated the commercial uses that step down with the grade on E. Madison St., in response to nearby context. Noted that the commercial spaces should be carefully designed to respond to the grade and provide prominent easily accessible entries.
- Preferred to see a dramatic design response, since the site is highly visible due to grade change, angle of Madison St, and the height of the adjacent uses.
- Stated that the proposed design concept is unclear and the EDG packet is confusing.
- Would like to see the proposed design respond to the context of the Bullitt Center. The proposal should not be designed with parking supply as the primary goal.

- Concerned about locating a parking entry on Madison St, since it could create safety problems for pedestrians and drivers. Supported the proposed departure to place the parking entry on 15th Avenue.
- Asserted that the proposed parking could be helpful in the context of neighborhood demand.

## 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 provided the following siting and design guidance.

## EARLY DESIGN GUIDANCE:

1. **Design Concept and Massing:** The proposed massing concept is unclear.
    a. Recent development on 15th Avenue has increased the commercial nature of this street. The proposed design should respond to this context and create viable commercial space that wraps the corner from Madison St, with commercial storefronts that respond to the corner and street level activity. The retail ceiling heights may need to be higher than required by the Land Use Code in order to relate to the sidewalk grade at this corner. (A-1, A-2, A-3, A-4, A-10, C-3, C-5, D-9, D-10, D-11
    b. The Board noted that the location of this site translates to a high degree of visibility (Bullitt Foundation, park, historic landmark, slope, and angle of Madison Street).
        1) The proposed design needs to be based on a strong simple design concept and respond to the context of the Bullitt Foundation and the Pearl. (B-1, B-2, C-1, C-2)
        2) Smaller stepped retail spaces would be a better response to the nearby context and the sloped site. (A-1, A-2, A-3, A-4, B-2, D-11)
        3) The scale of the building needs to be based on an integral design concept that also reflects the size and shape of the parcel. (A-1, B-1, B-2)
        4) The large gestural moves shown in the EDG options don't indicate a design concept that meets this guidance. The massing and scale should be smaller in response to the context and site. (B-1, B-2, C-1)
        5) Look to the Pike Pine scale, modulation, and fine grain expression for contextual cues. (B-2, C-1, C-2, C-3)
        6) The Board advised the applicant to work with the neighborhood groups to develop the design in response to Pike Pine context. (B-2, C-1)

2. **West Façade**: The proposed design of the west wall is unclear.
    a. This façade should be designed with the adjacent historic landmark and the high visibility from Madison as part of the consideration. The west wall should be designed with a more durable treatment. (A-1, A-2, A-5, B-1, B-2, C-4, D-2)
    b. The west terraces and façade should be designed with future development in mind. For example, the small triangular terraces on the west facade could end up as small triangular light wells with adjacent future development. (A-7)

3. **Garage Access:**
    a. The Board encouraged the applicant to work with the neighbors to the north with the goal of joint vehicular use of the easement area for both the proposed development and the neighboring property. (A-5, A-8)
    b. The Board noted that they would be inclined to entertain departures to minimize the width of the vehicular access from 15th Avenue, to provide additional residential entry and commercial street frontage. (A-2, A-8, C-5, D-7, D-12)

## SECOND EARLY DESIGN GUIDANCE MEETING: April 17, 2013

The packet presented at the Second EDG meeting is available online by entering the project number (3013776) at this website:
http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

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## PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Second Early Design Guidance meeting:

- This site is highly visible and the proposal should include a strong design concept with quality materials and details, in response to the visibility from E. Madison St.
- The mid-century brick color and cantilever are interesting aspects of the design.
- The building design appears to be referring context of the new construction to the north rather than the other buildings on E. Madison St.
- The neighbor to the north appreciates the applicant working with their needs for vehicular access, refuse collection, etc.
- Retail spaces will be individually treated by the retail tenants.
- The Pike Pine Urban Neighborhood Council provided a letter (the full letter is available in the 3013776 file). Some of the comments in the letter included the following:
    - The proposal is not ready to proceed to Recommendation stage of review. The information is incomplete and the massing scheme is problematic.
    - The intent of the design concept appears to be conflicted. The potential materials and response to E. Madison St should present a consistent south façade in response to nearby context.
    - The brick and architectural detailing should provide scale and should be used on all sides and all levels, as opposed to a combination of materials and colors on various levels and elevations.
    - Awnings should be designed with sufficient height and transparency to maximize the visibility to retail spaces.

- The driveway width departure seems unfeasible for the amount of parking.
- The commercial frontage should be designed to create individually recognizable spaces and respond to the commercial grain of nearby Pike Pine context.
- Setting the windows back from the brick facade is strongly encouraged, but the drawings need to reflect this information.

## 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 provided the following siting and design guidance.

**SECOND EARLY DESIGN GUIDANCE (APRIL 17, 2013)**: (Guidelines referenced are those in effect at the time of the Second EDG meeting)

1. **Massing Options:** Additional massing options should be explored, including at a minimum: (A-1, A-2, B-1, B-2, C-1, C-2)
    a. An option with a consistent street wall at the upper levels.
    b. An option with a consistent street wall and a setback at the top floor.
    c. Other options that respond to the nearby context of the Pike Pine corridor and East Madison Street specifically.
        1) The Board noted that specific contextual references to the Bullitt foundation building are not necessary, given that the Bullitt building is an entirely different program and concept.

2. **Design Concept and Graphics:** The design concept and massing response to the site are still unclear. The graphics are lacking and appear to be inconsistent. (B-2, C-2, C-4, E-2)
    a. Future meeting graphics should accurately depict the proposed massing, the treatments, and the colors.
    b. If decks are proposed, those should be shown on the massing options and graphics.
    c. The window depths need to be accurately reflected in the drawings (8" at the storefront and 6" at the residential levels).
    d. The proposed design should be clarified regarding location of planter strips, setbacks, architectural treatments, etc., especially at the west façade.
    e. The design concept needs to be based on either a strong modern expression (indicated by the east façade), or a strong regular rhythmic bay expression that references historic Pike Pine Buildings (indicated by some parts of the south facade). (B-1, B-2, C-1, C-2)
        1) The Board noted that the East elevation indicates a potential strong modern concept, but the large cantilever on the north side creates a difficult east façade.
        2) The massing should present the opportunity for a cohesive design at all facades.
    f. The materials and colors should relate to the architectural concept (these comments pertain more to the Recommendation phase of review, but the Board will be willing to discuss potential materials at the 3rd EDG meeting): (B-2, C-2, C-4)
        1) The use of brick is strongly supported.
        2) The color palette needs to enhance the brick tones. Currently, the green color appears unrelated to nearby context or the concept.

3) The plastic columns may not weather well. All materials should be durable and enhance the design concept.
4) The reveals in the siding need to be specifically shown at the Recommendation stage of review, since the width of the reveal will affect the appearance of the facades.

3. **Street Level**:
   a. The retail spaces should be individually articulated, with a focus on detail and contextual references to the Pike Pine commercial context. (A-2, A-3, A-4, C-1, C-3, C-4, D-1, D-9, D-10, D-11)
      1) The amount and location of retail space is a great opportunity at this site and the design should maximize the retail spaces.
      2) The retail spaces should include operable storefronts or other design strategies to enhance human activity and interaction with the street level.
      3) The storefront windows above the canopy level should be designed with consideration for how commercial storage loft spaces might be used.
   b. The residential entry should be designed to be grander and relate to other Pike Pine residential. (A-2, C-1, D-12)
      1) The Board noted that the current entry design appears to be too narrow for the proportion of this façade. Additionally, the deeply recessed entry doors do not present a strong identification of the entry, or a welcoming residential entry.

4. **West Façade**:
   a. The assumption of another building being built to the west is likely; the west façade and spaces should be designed with the assumption of future development to the west. (A-1, A-2, A-5, A-7, B-1, B-2, C-4, D-2)
      1) The Board noted that the treatment of the west façade should be simpler than the options shown at the Second EDG meeting, but the materials should be durable and provide some visual interest from E. Madison St.
      2) The residential terraces at the west façade should be designed with the anticipation that another building may be located immediately to the west in the near future.

5. **Garage Access:**
   a. The Board requested site planning level information at the 3rd EDG meeting, indicating potential areas for solid waste storage, solid waste collection truck loading, and moving truck loading areas. The Board noted that these issues are critical to the site planning stage, given the narrowness of the 15th Ave street frontage, the lack of parking and loading on E. Madison St, and the adjacent bus stop and bus layover areas. (A-1, A-8, C-5, D-7)

6. The Board encouraged the applicant to continue to work with PPUNC and the neighbors to evolve the design concept and site planning response.

## THIRD EARLY DESIGN GUIDANCE MEETING: May 28, 2014

The packet presented at the Third EDG meeting is available online by entering the project number (3013776) at this website:
http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

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The applicant noted that they have taken the project over from the previous architect and development team. The new applicant team is working with the neighbors, they have discussed the design concept with PPUNC, and they have reviewed the previous EDG reports.

### PUBLIC COMMENT

The following comments, issues and concerns were raised during public comment:

- Corrugated metal siding and CMU should be avoided. Most successful designs use brick siding rather than metal or CMU.
- The adjacent property owner to the north supported the proposed parking from E. Madison St, to avoid driveway noise and glare impacts to the residents to the north.
    - Maintaining the access to the lower levels of the Paramount Apartments is also important.
- Supported the proposed bay window design.
- Parking garage access from E. Madison St is common in this area. For example, the Church to the west has parking access from E. Madison St.
- DPD summarized two comment letters received leading up to the meeting:
    - Supported the proposed development
    - Supported the residential entry and curb cut location on Madison, and relocating the Madison bus stop closer to 15th Ave
    - Supported the applicant's goal for large amounts of building transparency, and the proposed west setback to allow windows
    - The design should be more contemporary in response to the context
    - High quality materials such as Ceraclad and brick should be used as the design is developed
    - Bay windows may appear too dated, and the short bay windows detract from the overall design
    - The commercial level should be carefully designed.

### 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 provided the following siting and design guidance.

**THIRD EARLY DESIGN GUIDANCE (MAY 28, 2014)**:

1. **Massing and Response to Context: The Board did not agree with the preferred massing option. The Board directed the applicant to develop the massing to include positive aspects of Massing Option 3, as well as the addition of a stronger corner and strongly expressed architectural forms. (CS1-C, CS2-A, CS2-B, CS2-C, CS2-I, CS2-II, CS2-III)**
    a. The Board directed the applicant to provide a design with strongly expressed forms and how these forms respond to the nearby context. The Board noted that Options 1 and 2 include busy bay window forms that lack a relationship to the nearby context of recent development in the area. (CS2-III, CS3-A, CS3-I, CS3-IV)
    b. The Board observed the aspects of Option 3 that respond well to the context and site, such as the upper floor setback, the potential for a strong architectural corner response at 15th Ave, the change in planes to transition to future adjacent development. The Board noted that Option 3 will require stronger massing forms and corner response than shown in the EDG packet. (CS2-C, CS2-I, CS2-II, CS2-IIII, CS3-I, DC2-B, DC2-D, DC2-I)
        1) The design should strongly express the angled corner condition, such as in the Pearl and Bullitt Foundation buildings. (CS2-II, CS3-I, CS3-IV)
    c. The Board noted that Option 3 also includes large areas of façade near the west property line, which creates challenges with glazing and materials. The applicant should study potential responses to the balance of setbacks for glazing and the potential treatment of blank walls at that edge, given the visibility of the west facade. (DC2-B-2, DC2-C, DC2-I, DC4-A)
    d. The Board debated about whether to require an additional EDG meeting for further massing study, and eventually recommended that the project move forward to the Master Use Permit. At the Recommendation meeting, the graphics should clearly demonstrate how the massing and modulation relate to the nearby context. (CS2-A, CS2-II, CS2-III, CS3-A, CS3-I, CS3-IV, DC2-I)
    e. The Board appreciated the setback at the northwest corner. (CS2-B, CS2-D, DC2-A)

2. **Design Concept and Materials: Materials should be chosen to be high quality and emphasize the design concept and the response to nearby context. (DC2-D, DC4-A, DC4-I)**
    a. The west façade is highly visible and treatment of this façade is important to the success of the overall design. (DC2-C, DC2-D, DC2-B-2, DC4-A)
    b. The proposed design concept and materials should set a positive example of design for future adjacent development. (CS3-A, DC2-B)
    c. The materials should be chosen to relate to nearby context. At the Recommendation meeting, the graphics should clearly demonstrate how the material palette and design concept relate to nearby context. (DC4-A, DC4-I)
    d. The Board was supportive of either contemporary or traditional design concept, as long as it results in strongly expressed forms and response to the corner and context. (DC2-A, DC2-B, DC2-C, DC2-D)

3. **Vehicular and Residential Entries: The residential and vehicular entries on Madison, with the secondary vehicular and pedestrian access on 15th Ave are acceptable, but the 15th Ave entries should relate to the pedestrian environment. (CS2-B, PL3-A, DC1-C, DC1-I)**

a. The Board majority discussed the residential entry on Madison, and agreed that given the bus stop on Madison, the location of the residential entry in the preferred option was the best response to context. (PL4-C)
b. The Board discussed the constraints of vehicular access from 15th Ave, and eventually agreed that the below grade parking should be accessed from E. Madison St near the southwest corner, as proposed. (DC1-C, DC1-I)
c. The vehicular and pedestrian access in the easement on the north should be paved with a texture to relate to the adjacent building and pedestrian environment. The Board suggested textured paving or other material to help with traction on the sloped driveway, and relate to the pedestrian environment near the sidewalk. (DC1-C, DC1-I)
d. Any garage doors should be designed for human scale and visual interest, and designed to express the overall design concept. (DC1-C, DC1-I)

**RECOMMENDATION MEETING: January 14, 2015**

The packet presented at the Recommendation meeting is available online by entering the project number (3013776) at this website:
http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

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**PUBLIC COMMENT**
The following comments, issues and concerns were raised during public comment:

- Supported the access to parking from E Madison St. to maintain minimal service use only of the shared easement between the proposed project and the existing apartment building to the north.

**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 provided the following siting and design guidance.

**RECOMMENDATION MEETING (January 14, 2015):**

The Board was pleased with the massing and design of the development. The Board commended the development team for working with the owners of the development to the north.

1. **Materials: The Board discussed the thickness and contrasting colors of the metal panel system with vertical fins. There was some concern that the vertical fins won't work as a**

**design element but the Board agreed the fins are providing interest to a building that would otherwise be flat. (DC2.B.1, DC2.D.1, DC4.A.1)**

a. The Board and design team agreed that the exterior metal panels shall be of a thick gauge to avoid oil-canning. (DC4.A.1)
b. Design the exterior metal panels and the vertical fins to read as elegant vertical pin-stripes. (DC2.B.1, DC2.D.1)
c. The Board noted that the 4' deep balconies are a good contrast to the vertical elements of the exterior skin. (DC2.C.1, DC2.C.2 )

2. **Southwest Corner Treatment: The Board gave the following design guidance for the stairs that will lead to the live/work units.**
   a. The Board was concerned about pedestrian safety at the stairs leading to the live/work units and directed the applicant to provide lighting at the stairs to facilitate security. (PL2.B.2)
   b. The Board noted the visibility of the proposed green wall at the southwest corner of building and gave guidance to design a beautiful green wall that will include vegetation that will thrive it this location.(DC4.D.1 & 3)

3. **Garage Door: The Board granted a departure for a curb cut on E. Madison St. to allow access to below grade parking. The Board directed the applicant to use an attractive garage door as an essential critical part of the design. (DC1.C.2)**
   a. The design of the garage door should be integrated into the overall building design. (DC1.C.2, DC2.D.1)
   b. The garage door should be a 'rapid opening' door to avoid vehicle back-ups on E Madison St. (DC1.C.2)
   c. All visible interior surfaces in the garage entry area are to be finished with painted gypsum board or similar surfaces. (DC1.C.2)

## DESIGN GUIDELINES

The priority Citywide and Pike/Pine Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

### CONTEXT & SITE

**CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.**

**CS1-C Topography**

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.

**CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.

**CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**

**CS2-A Location in the City and Neighborhood**

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

**CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

**CS2-B Adjacent Sites, Streets, and Open Spaces**

**CS2-B-1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.

**CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

**CS2-C Relationship to the Block**

**CS2-C-1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

**CS2-C-2. Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

**CS2-C-3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

**CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

**CS2-D-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

**CS2-D-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

***Pike/Pine Supplemental Guidance:***

**CS2-I Responding to Site Characteristics**

**CS2-I-i. Street Grid:** A change in street grid alignment causing unique, irregular-shaped lots, including Union and Madison and 10th and Broadway Court

**CS2-I-ii. Intersections:** "Bow tie" intersections at 13th/14th between Pike/Pine/Madison

**CS2-II Corner Lots**

**CS2-II-i. Corner/Gateways:** Buildings on corner lots should reinforce the street corner. To help celebrate the corner, pedestrian entrances and other design features that lend to Pike/Pine's character may be incorporated. These features include architectural detailing, cornice work or frieze designs. See map 1, page 2 for intersections.

**CS2-III Height, Bulk, and Scale Compatibility and Pike/Pine Scale and Proportion**

**CS2-III-i. Response to Scale/Form Context:** Design the structure to be compatible in scale and form with surrounding structures. One, two, and three-story structures make up the primary architectural fabric of the neighborhood. Due to the historic platting pattern, existing structures seldom exceed 50 to 120 feet in width or 100 to 120 feet in depth. Structures of this size and proportion have been ideal for the small, locally owned retail, entertainment, and restaurant spaces that have flourished in this neighborhood. The actual and perceived width of new structures should appear similar to these existing structures to maintain a sense of visual continuity.

a. Respect the rhythm established by traditional facade widths. Most structure widths are related to the lot width. Typically, structures are built on one lot with a width of 50 or 60 feet; or on two combined lots with a width of 100 or 120 feet. If a proposed development is on a lot that is larger than is typical, it may be necessary to modify the rhythm of the building to maintain the existing scale at the street. Even in older buildings that may be massive, the mass is typically broken up by a rhythm of bays, humanizing the scale of the structure.

b. Relate the height of structures to neighboring structures as viewed from the sidewalk. If a proposed structure is taller than surrounding structures, it may be necessary to modify the structure height or depth on upper floors to maintain the existing scale at the street, especially for larger developments.

c. Consider full or partial setbacks of upper stories to maintain street-level proportions. Given the greater width and height possible for new structures, a more compatible massing may be achieved if portions of the upper floors set back from the street, with other portions extending to the street lot line, creating setbacks at intervals that reflect the typical facade widths of existing structures.

**CS2-III-ii. Upper Story Bulk:** For structures that exceed the prevailing height, reduce the appearance of bulk on upper stories to maintain the established block face rhythm. Consider the character of the existing block face when determining the appearance of the upper story elements. Whether the upper and lower floors of a structure look different or the same may depend upon the complexity of the existing structures on the block.

a. Use the prevailing structure width to create an upper story massing rhythm.

b. Break the structure into smaller masses that correspond to its internal function and organization.

c. Use changes in roof heights to reduce the appearance of bulk.

d. For new structures that are significantly taller than adjacent buildings, especially on larger lots, consider upper floor setbacks of at least 15 feet from the front facade to reduce the perceived height. However, slender forms such as towers and dormers that extend toward the front facade may add visual variety and interest to the setback area.

## CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

### CS3-A Emphasizing Positive Neighborhood Attributes

**CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

**CS3-A-3. Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

**CS3-A-4. Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

***Pike/Pine Supplemental Guidance:***

**CS3-I Height, Bulk, and Scale Compatibility and Pike/ Pine Scale and Proportion**

**CS3-I-i. Visual Continuity:** Align architectural features with patterns established by the vernacular architecture of neighborhood structures to create visual continuity.

**CS3-I-ii. Auto Row Aesthetic:** Use building components that are similar in size and shape to those found in structures along the street from the auto row period.

**CS3-I-iii. Opening Proportions:** Keep the proportions of window and door openings similar to those of existing character structures on the block or in the neighborhood.

**CS3-I-iv. Window Context:** Use windows compatible in proportion, size, and orientation to those found in character structures in the surrounding area.

**CS3-IV Architectural Context**

**CS3-IV-i. Scale and Modulation:** New buildings should echo the scale and modulation of neighborhood buildings in order to preserve both the pedestrian orientation and consistency with the architecture of nearby buildings. Architectural styles and materials that complement the light-industrial history of the neighborhood are encouraged. Examples of preferred elements include:

a. Similar building articulation at the groundlevel;
b. Similar building scale, massing and proportions; and
c. Similar building details and fenestration patterns.

**CS3-IV-ii. Architectural Cues:** Take architectural cues from developments listed in guidelines.

## PUBLIC LIFE

**PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**

**PL2-A Accessibility**

**PL2-A-1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

**PL2-B Safety and Security**

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**

**PL3-A Entries**

**PL3-A-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

**PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

**PL3-A-4. Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

**PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

**PL4-C Planning Ahead For Transit**

**PL4-C-1. Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

**PL4-C-2. On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

**PL4-C-3. Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

## DESIGN CONCEPT

**DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

**DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

**DC1-C-3. Multiple Uses:** Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

**DC1-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

***Pike/Pine Supplemental Guidance:***

**DC1-I Location of Parking on Commercial Street Fronts**

**DC1-i. Garage Entries:** Garage entryways facing the street should be compatible with the pedestrian entry to avoid a blank facade. Steel mesh is a preferred alternative to solid doors.

**DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**

**DC2-A Massing**

**DC2-A-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

**DC2-B Architectural and Facade Composition**

**DC2-B-1. Façade Composition:** Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

**DC2-B-2. Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

**DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

**DC2-D Scale and Texture**

**DC2-D-1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

**DC2-D-2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

***Pike/Pine Supplemental Guidance:***

**DC2-I Height, Bulk, and Scale Compatibility and Pike/Pine Scale and Proportion**

**DC2-I-i. First Floor Facade:** Design the first floor façade to encourage a small-scale, pedestrian-oriented character.

a. Visually separate the ground floor spaces to create the appearance of several smaller spaces 25 feet to 60 feet wide.

b. Repeat common elements found in neighborhood commercial buildings, such as clearly defined primary entrances and large display windows.

c. Provide generous floor to ceiling heights on the ground floor with a high degree of transparency.

d. Consider variations in the street-level facade, such as shallow recesses at entries or arcades, to add variety.

**DC2-I-ii. Wide/Long Structures:** Address conditions of wide or long structures.

a. For project sites that are wider than usual, articulate the facade to respect traditional façade widths. For example, a facade may be broken into separate forms that match the widths of surrounding structures. This articulation should be substantive, and not merely a surface treatment.

b. Employ variations in floor level façades, roof styles, architectural details, and finishes to break up the appearance of large structures.

c. Incorporate design features to create visual variety and to avoid a large-scale, bulky or monolithic appearance.

d. Consider a street-facing courtyard to minimize the bulk of structures on streets intended to have a residential character.

e. Consider stepping back upper stories of structures on larger sites to allow light filter through multiple levels and to create architectural variety.

**DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.**

***Pike/Pine Supplemental Guidance:***

**DC3-II Landscaping to Enhance the Building and/or Site**

**DC3-II-i. Public Space Enhancement:** The creation of small gardens and art within the street right-of-way is encouraged in the Pike/ Pine neighborhood in order to enhance and energize the pedestrian experience. This is especially desirable for residential and mixed

use developments as well as a means to distinguish commercial areas from institutional areas. Providing vertical landscaping, trellises or window boxes for plants is also desirable. Street greening is specifically recommended along listed streets.

**DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.**

**DC4-A Exterior Elements and Finishes**

**DC4-A-1. 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.

**DC4-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

***Pike/Pine Supplemental Guidance:***

**DC4-I Exterior Finish Materials**

**DC4-I-i. Preferred Materials:** New development should complement the neighborhood's light industrial vernacular through type and arrangement of exterior building materials. Preferred materials and approaches include:

1. Brick, masonry, textured or patterned concrete, true stucco (Dryvit is discouraged), with wood and metal as secondary or accent materials;
2. Other high quality materials that work well with the historic materials and style of neighboring buildings;
3. Limited number of exterior finish materials per building; and
4. High quality glazing and trim as a vital component of exterior finish.

**DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

## DEVELOPMENT STANDARD DEPARTURE

The Board's recommendation on the requested departures was 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.

At the Recommendation Meeting three departures were requested:

1. **Pike/Pine Overlay Facade Transparency (SMC 23.73.014.A.3):** The Pike/Pine overlay district code has certain requirements when a structure is taking the additional 4' allowed above the base 65' height limit. The transparency requirements for street-facing facades in subsection 23.47A.008.B.2 for 60% transparency need to be met for the portion of the street-facing facades between 2 feet and 12 feet above the sidewalk. Only clear or lightly-tinted glass shall be considered transparent. The applicant is proposing 46% transparency instead of the required 60%.

This departure would provide an overall design that would better meet the intent of Design Guideline **CS2.B.2 Connect to the Street**: Identify opportunities for the project to make a strong connection to the street and public realm. The proposed restaurant space fronting both E

Madison St and 15th Ave E will have its entry along E Madison St which will be more visible and along the more active pedestrian street. Given the sloped topography of the site, the at grade restaurant entry will be at a lower point than the elevation along 15th Ave E where the glazed portion of the facade will be approx. 8' above the sidewalk at the highest elevation.

The Board voted unanimously to recommend this departure.

2. **Access to Parking (SMC 23.47A.032.A.1.c and 23.47A.032.C):** The Code states "if access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C.." and "When a lot fronts on two or more streets, the Director will determine which of the streets will be considered the front lot line". The DPD Director determined E Madison St as the front street so that per code, access to parking should be from 15th Ave E. The applicant proposed access from E Madison St near the low point of the site.

This departure would provide an overall design that would better meet the intent of Design Guidelines **CS2-D-2. Existing Site Features:** Use changes in topography, site shape… to help make a successful fit with adjacent properties, and **CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings. By providing parking access from E Madison St instead of the shared access easement off of 15th Ave E, the development will help minimize disruption of the privacy of the existing apartment building to the north.

The Board voted unanimously to recommend this departure.

3. **Sight Triangles (SMC 23.54.030.G):** The Code requires sight triangles of 10' on either side of a driveway. The applicant proposes instead of sight triangles to use visual indicators such as flashing lights for vehicles exiting the parking garage on E. Madison St.

This departure would provide an overall design that would better meet the intent of Design Guideline **DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking entrances. Given the location of the structure to the sidewalk, providing sight triangles would increase the size of the opening of the garage entry along E Madison St.

The Board voted unanimously to recommend this departure. (Note that at the 3rd EDG Meeting the Board made it clear that audio devices are not to be used.)

## BOARD RECOMMENDATIONS

The recommendation summarized below was based on the design review packet dated January 14, 2015, and the materials shown and verbally described by the applicant at the Januray 14, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, four Design Review Board members recommended **APPROVAL** of the subject design and of departures with the following conditions:

1. All metal panels are to be a thick gauge to avoid oil canning. (DC4.A.1)

2. Design the greenwall just off E Madison St. at the southwest corner to be beautiful screen. Use plants that will work given the specific conditions. Provide maintenance for the greenwall. (DC4.D.1, DC4.D.3)
3. Design an integrated, attractive garage door that will be an essential and critical component of the design. (DC1.C.2)
4. All visible interior surfaces in the garage entry area are to be painted and/or finished with gypsum board or a similar surface. (DC1.C.2)

## ANALYSIS & DECISION – DESIGN REVIEW

The design review process prescribed in Section 23.41.014.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 consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:*

*a. Reflects inconsistent application of the design review guidelines; or*
*b. Exceeds the authority of the Design Review Board; or*
*c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or*
*d. Conflicts with the requirements of state or federal law.*

Director's Analysis

Six members of the East Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines.

Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

Applicant response to Recommended Design Review Conditions:

1. *The applicant responded on the plans with notes stating the metal siding will be 22 gauge, therefore satisfying recommendation #1.*
2. *The applicant responded on the plans, showing a 4' by 15'metal screen wall at the designated location with landscaping that will be irrigated, therefore satisfying recommendation #2.*

3. *The applicant responded on the plans, showing a custom design garage door that compliments the overall building design, therefore satisfying recommendation #3.*
4. *This condition has not been met in the MUP set and will be a condition of the building permit (see below).*

The Director is satisfied that conditions 1 through 3 of the recommendations imposed by the Design Review Board have been met. The Director accepts the Design Review Board's recommendations.

**Director's Decision**

The Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and the requested departures with the conditions summarized at the end of this Decision Board that further augment the selected Guidelines.

## SEPA ANALYSIS

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 7/29/2014. The Department of Planning and Development (DPD) has 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.

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.

Under such limitations/circumstances, mitigation can be considered. Thus, a more detailed discussion of some of the impacts in appropriate.

**Public Comment:**

The public comment period ended on September 10, 2014. Besides comments received through the Design Review process, no comments were received.

**Short Term Impacts**

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate

levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the 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. The following analyzes construction-related noise, greenhouse gas, air quality, construction traffic and parking impacts, as well as mitigation.

*Noise*

This project falls within the Capitol Hill Construction Hub as identified by SDOT.

Noise associated with construction of the building could adversely affect surrounding uses in the area, which include residential uses adjacent to and nearby the site. There will be excavation required to prepare the building site and foundation. The applicant has stated in the SEPA checklist that approx. 10,220 cubic yards of soil will be removed from the site. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the surrounding residential uses in the adjoining area.

The impacts of construction noise on nearby residential properties warrants additional mitigation. To mitigate construction noise impacts pursuant to SMC25.05.675.B the applicant shall submit a Construction Management Plan for approval by DPD.

*Greenhouse gas emissions*

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

*Construction Parking and Traffic*

This project falls within the Capitol Hill Construction Hub as identified by SDOT.

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 and parking (SMC 25.05.675. B and M).

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. One side of the site is located E Madison St which is a principle arterial street and 15th Ave which is a minor arterial. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. Due to the scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse.

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

To mitigate construction parking impacts, the applicant shall submit a Construction 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 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.

Increased trip generation is expected during the proposed demolition, removal of up to 10,220 cubic yards of soil, grading, and construction activity, with haul routes restricted to nearby arterials. Large trucks turning onto arterial streets would be expected to exacerbate the flow of traffic. 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.

Environmental Health

A report by Sound Earth Strategies identified contaminated soil on the site. The site formerly contained auto service/repair businesses and other light industrial type uses.

Mitigation of soil contamination and remediation is the jurisdiction of Washington State Department of Ecology. The Voluntary Cleanup Program run by the State mitigates risks associated with removal and transportation of hazardous and toxic materials, and the agency's regulations provide sufficient mitigation for these materials.

The Department of Ecology has reviewed the proposed cleanup of existing soils under Voluntary Cleanup Program Project #NW2954 and issued letter(s) of opinion that have been provided as part of this project's MUP documents. Pursuant to the City's SEPA Overview Policy SMC25.05.665.E. Ecology's review of the prosed cleanup activities at the site are assumed to be sufficient impact mitigation.

## 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 is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas emissions; height, bulk and scale; historic preservation impacts; traffic and transportation; and parking impacts warrant further analysis.

*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.

*Historic Preservation Impact*

The site abuts a Seattle Landmark, the First African Methodist Episcopal Church. The proposed developments potential impact to the Landmark structure was reviewed by the DON. (LPB 211/15). No further mitigation is warranted.

*Traffic and Parking*

The applicant submitted a Transportation Impact Analysis (1420 E. Madison St. Traffic Impact Analysis, by Gibson Traffic Consultants, dated May 2014). Further traffic information was also provided by Gibson on 12/10/2014 and 3/2/2015.

The study analyzed the proposed uses and the existing uses to determine the new daily trip generation. The project is anticipated to generate 629 new daily trips with 55 new PM peak hour trips.

It was determined the project's traffic impact on the surrounding streets would remain under the Transportation Concurrency Level of Service for the City. The development will not cause any of the study intersections to operate at a worse threshold then what is expected in the baseline conditions after assuming a 1.5% growth rate.

DPD's Transportation Planner has reviewed the Transportation Impact Analysis and determined additional SEPA mitigation is not necessary.
The project is providing 70 parking spaces. The Traffic Report noted that the parking demand for this development (residential and restaurant use) is anticipated to be between 32 to 66 parking spaces. No further mitigation is required.

## DETERMINATION OF NON-SIGNIFICANCE

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.

## DESIGN REVIEW - CONDITIONS OF APPROVAL

Prior to Issuance of a Building Permit

1. All visible interior surfaces in the garage entry area are to be painted and/or finished with gypsum board or a similar surface.

## SEPA - CONDITIONS OF APPROVAL

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

2. Approval of a construction management plan (CMP) by the Land Use Planner beth.hartwick@seattle.gov) is required. In the CMP include hours of construction and any measures that will be taken to mitigate noise.

3. Approval of a Construction Parking Plan, by the Land Use Planner beth.hartwick@seattle.gov) is required.

4. Approval of a Construction Parking Plan, by the Land Use Planner beth.hartwick@seattle.gov) is required.

## 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 (Beth Hartwick 206 684-0814 or beth.hartwick@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 (Beth Hartwick 206 684-0814 or beth.hartwick@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 (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov) or a DPD assigned Land Use Planner.

Signature: Denise R. Minnerly for Date: October 5, 2015
Beth Hartwick, Senior Land Use Planner
Department of Planning and Development

BH:drm

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**IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT**

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered "approved for issuance". (If your decision is appealed, your permit will be considered "approved for issuance" on the fourth day following the City Hearing Examiner's decision.) Projects requiring a Council land use action shall be considered "approved for issuance" following the Council's decision.

The "approved for issuance" date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled. (SMC 23-76-028) (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.