



## City of Seattle

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**Department of Planning & Development**

D.M. Sugimura, Director

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

**Project Number:** 3014393

**Applicant Name:** Jim Dwyer, BDR Homes, LLC

**Owner:** Seattle Housing Authority

**Address of Proposal:** 3020 SW Holly Street (High Point)

### **SUMMARY OF PROPOSED ACTION**

Land Use Application to allow nine, 3-story single family residences with four attached garages and five detached garages. Final Environmental Impact Statement and Addendums prepared by Seattle Housing Authority.

The following approvals are required:

**Administrative Design Review - Seattle Municipal Code (SMC) Section 23.41**

**SEPA - To impose conditions - SMC 25.05**

**SEPA DETERMINATION:**  Exempt  DNS  MDNS  EIS<sup>1</sup>

DNS with conditions

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

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<sup>1</sup> Seattle Housing Authority (SHA) issued the Draft Environmental Impact Statement on May 21, 2002 and Final EIS on September 24, 2002. SHA issued an Addendum on February 7, 2003 and a second Addendum July 28, 2004.

## **BACKGROUND INFORMATION**

### **Site and Vicinity**

The property is located within the 120 acre High Point public housing project. The site is Block 27, Lot 3 and is zoned Lowrise 4 (LR4). The block front is adjacent to public rights-of-way that include sidewalks, natural drainage swale and street trees. A private alley abuts a portion of the lot along the northwest property line.

This site is part of a contract rezone (Ordinance 121164), which included certain large scale site planning requirements such as retention of significant trees, reduced roadway paving widths and general design based structure siting.

A High Point specific Design Book was drafted by the High Point Development Team (SHA), City of Seattle, Design Consultants, and the Seattle Authority Board of Commissioners. The Design Book contains very detailed CC&R's that are attached to the purchase and sale agreements for the development of 'for sale' lots in the High Point Subdivision. Copies of these documents are on file at SHA and DPD. The Design Book was drafted by SHA to 1) Clearly illustrate to builders SHA's expectations for acceptable design; 2) To provide residents, neighbors and interested parties, information about the intent of the built character of 'for sale' homes in High Point; and 3) To consolidate the efforts of DPD's Design Review and SPU's Natural Drainage Design in conjunction with market and consumer preferences.

This development site is currently platted into fifteen unit lots and is regulated as one development site. A lot boundary adjustment will be applied for separately during construction, to consolidate the fifteen unit lots into nine unit lots.

## **PROJECT DESCRIPTION**

The proposal is for nine single-family homes. Homes on unit lots one through four will have attached garages with access from the alley. Homes on unit lots five and six will have a detached garage with access from the alley. A single driveway off SW Holly Street will provide access to detached garages on unit lots GG, HH and II. SHA has reviewed the proposed design and determined it is in conformance with the High Point Design Book.

## **PUBLIC COMMENT**

Notice of Design Guidance was published on January 10, 2013. The comment period ended on January 23, 2013 and no comments were received. A Notice of Application was published on March 14, 2013 and no comments were received.

## **ADMINISTRATIVE DESIGN REVIEW**

After visiting the site, considering the analysis of the site and context provided by the proponents, and review of the High Point Design Book DPD staff provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project. The final recommendations and conditions of DPD staff follow below.

## **PRIORITIES**

### **A. Site Planning**

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

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

#### **A-2 Streetscape Compatibility**

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

#### **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.*

#### **A-10 Corner Lots**

*Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.*

- The proposal should fit into the character of development proposals in the area while at the same providing distinct design features to provide a separate identity.
- The structures should have a strong pedestrian connection to the street.

The proposed home designs are compatible in scale and design with the surrounding High Point Community. Structures have been reviewed for compliance with the High Point specific Design Book. The Design Book contains very detailed CC&R's that are attached to the purchase and sale agreements for the development of 'for sale' lots in the High Point Subdivision. The Design Book documents design expectations, principles, and standards. Guidelines are provided for Site, Architecture, Landscape, Resource Efficiency and Drainage Design Guidelines. Guidelines specific to this project include: 'build to lines' on street; porches, materials and color breaks, corner lot orientation, building type, architectural form, landscape, streetscape, exterior lighting and block level design. To enhance the pedestrian experience and provide for "eyes on the street", homes are oriented to SW Holly Street and have front porches located within 10 feet from the front property line. Homes located at the intersections of SW Holly Street and 31<sup>st</sup> AVE SW and Sylvan Way SW have enhanced side facades which face the street. Six of the homes will have alley access to garages. Three of the homes will share one access drive from SW Holly Street.

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

#### **C-1 Architectural Context**

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

**C-2 Architectural Concept and Consistency**

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

**C-4 Exterior Finish Materials.**

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

- The proposal should use a mixture of different finish materials (or different composition) and colors.

The homes as designed relate to the scale, portion, material selection and massing of the surrounding neighborhood. The roof forms, window details and architectural style are consistent with the High Point Design Book. The exterior siding materials that will be utilized are a combination of horizontal bevel, board and batt as well as smooth Hardi Panel consistent with materials used throughout High Point.

**D. Pedestrian Environment**

**D-2 Blank Walls**

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

**D-5 Visual Impacts of Parking Structures**

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

**D-7 Personal Safety and Security**

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

The design does not present any large blank walls. Parking is located within garages with alley access. Unit lots GG, HH and II are not adjacent to the alley. To minimize impacts from grading that would be required to provide access drives from the alley to the garages located on the unit lots; SHA has approved the design for access from SW Holly Street by a shared driveway.

**E. Landscaping**

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

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

Proposed landscaping on the site has been designed to meet the High Point Design Book. Adhering to the guidelines will reinforce the existing character of neighboring properties and abutting streetscape.

**Development Standard Departures**

Numerous departures have been requested, including reductions to the front, side and rear setbacks, increased structure depth and access location. The project as proposed meets the design standards and guidelines of the High Point Design Book and the City of Seattle Design Review priorities identified above.

**Table: Departure Summary**

	<b>Development Standard</b>	<b>Code Requirement</b>	<b>Proposed</b>	<b>Justification</b>	<b>Action</b>
1.	Structure depth 23.45.011	65% of lot depth	Unit Lot AA (50.52' required/ 68.71' proposed)  Unit Lot BB (50.64' required/ 69.5' proposed)  Unit Lot CC (50.75' required/ 68.71' proposed)  Unit Lot DD (50.66' required/ 69.5' proposed)	These four structures have greater structure depth due to the attached garages. Garages are typically 13 feet wide and 20 feet long. The maximum height is 12 feet. The garage is attached at the rear of the structure and at a smaller scale than the principal structure.	Granted
2.	Modulation Requirements 23.45.012B	Side facades on corner street shall be modulated if greater than 40 feet in width	Unit Lot AA and Unit Lot II have corner street side facades greater than 40 feet in width that do not meet modulation standards	The side facades on the corner street are modulated and comply with the High Point Design Book's Corner Lot Orientation criteria.	Granted
3.	Modulation Requirements 23.45.012C and Standards 23.45.012D	Interior facades within a cluster development shall be modulated if greater than 40 feet in width	All Unit Lots have interior side facades greater than 40 feet in width without modulation Unit Lot AA- 49 feet Unit Lot BB- 44 feet Unit Lot CC- 46 feet Unit Lot DD- 44 feet Unit Lot EE- 49.5 feet Unit Lot FF- 49.5 feet Unit Lot GG- 46 feet Unit Lot HH- 44 feet	The interior facades between structures are articulated with pitched roofs, window openings, covered porches and enclosed decks. As designed, structures comply with the High Point Design Book.	Granted

	Development Standard	Code Requirement	Proposed	Justification	Action
			Unit Lot II- 46 feet		
4.	Front Setbacks 23.45.014A	10 foot front setback required. Porches may extend no closer than 8 feet from front lot line.	Unit Lot AA- 6.57 feet Unit Lot BB- 5.88 feet Unit Lot CC- 6.57 feet Unit Lot DD- 5.96 feet	In general structures are to encroach no further into the ten foot 'build to line' established in the High Point Design Book, but since these four unit lots have a smaller lot depth than the remaining lots, SHA allowed porches to encroach into this no build line. Porches are critical design elements of street frontages and a requirement of the High Point Design Book.	Granted
5.	Rear Setbacks 23.45.014B	When abutting an alley the centerline of the alley shall be used as the rear lot line. The principal structure shall be no closer than 10 feet to the actual property line at the alley.	Unit Lots AA, BB, CC and DD garage measures 2 feet from property line (10' required)	Structures on these unit lots have attached garages in the rear adjacent to the alley. High Point Design Book allows garages to be a minimum of 2 feet from the alley. Garages are small in scale providing parking for one vehicle and no greater than 12 feet in height.	Granted
6.	Side street setback of a reversed corner lot 23.45.014C.3	The side street setback of a reversed corner lot shall be 10 feet.	Unit Lots AA and Unit Lot II have a 8 foot setback at the third floor	The 2-foot departure is to allow for a third story cantilevered bump out which provides greater modulation along this side street.	Granted
7.	Setbacks for Cluster	Façade length 41'-60' =15' av.	Unit Lots AA, BB, CC and DD have a 10' setback	Allowing a ten foot setback between	Granted

	Development Standard	Code Requirement	Proposed	Justification	Action
	Development 23.45.014D2	/10' min.  Façade length 61'-81' =20' av./10' min.	between principal structures (required 20' av./ 10' min)  Unit Lots EE, FF GG and Unit Lots HH and II have a 10' setback (required 15' av./ 10' min)	the single family structures is consistent with the Design Book and typical with single family development in the area.	
8.	Parking and Access 23.45.018B	Alley access required	Unit lots GG, HH and II share a joint use driveway with access to SW Holly Street	Unit lots GG, HH and II do not have direct access to the alley. Allowing a shared driveway from the street will limit impacts from grading a driveway from the alley to the three unit lots.	Granted

**SEPA ANALYSIS**

Environmental impacts have been analyzed in environmental documents prepared by the Seattle Housing Authority. The initial disclosure of the potential impacts from this project was made in the Draft Environmental Impact Statement issued May 21, 2002; and the Final Environmental Impact Statement issued September 24, 2002. SHA issued two addenda to the Environmental Impact Statement on February 7, 2003 and July 28, 2004. SEPA conditions were established by Ordinance 121164.

The Department reviewed the environmental impacts of the proposal in order to impose further conditions if necessary. This proposal is reviewed under substantive SEPA authority. Disclosure of the potential impacts from this project was made in the environmental documents listed above. This information, supplemental information provided by the applicant and the experience of this agency with review of similar projects form the basis of this review and conditioning.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered.

### Short-term Impacts

Demolition and construction activities could result in the following temporary or construction-related adverse impacts:

- construction dust and storm water runoff;
- erosion;
- increased traffic and demand for parking from construction equipment and personnel;
- increased noise levels;
- occasional disruption of adjacent vehicular and pedestrian traffic;
- decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment;
- increased noise; and
- Consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts: The Noise Ordinance, the Stormwater Code, the Street Use Ordinance, and the Building Code. The Stormwater Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires debris to be removed from the street right-of-way, and regulates obstruction of the pedestrian right-of-way. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment.

### Noise

Noise impacts would most likely occur when construction activities are proximate to sensitive locations and when there would be many simultaneous construction operations. The levels of construction noise mentioned in the Final EIS suggest the need for careful consideration of means to reduce noise transmission to nearby residences. The limited hours for construction previously conditioned by City Council provide mitigation for identified impacts.

The following mitigation measure is required to mitigate short-term impacts from the proposal and as required by Ordinance 121164. With submittal and approval of the Construction Management Plan no further conditioning of short-term impacts is warranted.

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

- a. *A detailed description of the demolition and construction phasing/schedule.*

- b. *SHA shall coordinate with the Police and Fire Departments in identifying methods to prevent arson or other criminal activity during the period between vacation of the units and actual demolition of the units.*
- c. *Demonstration of compliance with federal, state and regional regulations to ensure that impacts are adequately addressed by such regulations or permits, and how such measures can be achieved. Permits from the following agencies must be provided: state Department of Ecology; PSCAA; and a NPDES permit from the appropriate agency.*
- d. *An air quality mitigation plan to mitigate impacts from fugitive dust, and consisting of the following:*
  - *Spraying exposed soil with water to reduce PM-10 emissions and deposition of particulate matter.*
  - *Covering exposed soil during grading and pre-seeding periods to reduce deposition of particulate matter.*
  - *Covering all trucks, transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck) to reduce PM-10 and deposition of particulate during transportation.*
  - *Providing wheel washers to remove particulate matter that would otherwise be carried offsite by vehicles to decrease deposition of particulate matter on area roads.*
  - *Removing mud deposited on paved, public roads to reduce particulate matter on area roadways.*
  - *Routing and scheduling construction trucks so as to reduce delays to traffic during peak travel times and to reduce secondary air quality impacts caused by a reduction in traffic speeds while drivers wait for construction trucks.*
  - *Requiring appropriate emission-control devices on all construction equipment powered by gasoline or diesel fuel to reduce emissions in vehicular exhaust.*
  - *Planting vegetation as soon as possible after grading to reduce windblown particulate in the area and/or retaining as much existing vegetation as practicable.*
- e. *A noise mitigation plan to mitigate impacts from noise to contain the following:*
  - *The applicant will be required to limit periods of construction to between the hours of 7:30 a.m. and 6:00 p.m. during weekdays and on Saturdays to between the hours of 9:00 a.m. and 5:00 p.m. This condition may be modified by DCLU to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DCLU.*

- *Construction activities which generate the loudest noise shall be performed during the weekday hours. Identification of the type of construction activity that will occur between the hours of 9:00 a.m. to 5:00 p.m. on Saturday needs to be disclosed. No work, deliveries or otherwise will be allowed outside of the designated Saturday hours.*
  - *Commitments and proposals to prohibit back-up alarms of vehicles and equipment, utilization of sound buffering or barrier devices, utilization of construction equipment that generate lower noise decibels or utilization by other means to mitigate noise must be included in the plan.*
  - *The applicant shall publish a periodic construction newsletter (at least quarterly) showing expected dates for specific operations, especially those which would interrupt or slow traffic movement, be especially noisy or disrupt any utility service.*
  - *The mailing list for the newsletter shall include all addresses within 300 feet of the site and affected City departments, including DCLU, Department of Transportation, Police Department, Fire Department, and Neighborhoods, as well as community members and organizations who ask to be notified of construction activities. The meeting time and place shall be well-publicized, using at a minimum the same mailing list as above, giving at least 14 days notice of the meeting.*
  - *The approved plan shall be available at the site for the duration of construction.*
- f. A stormwater Pollution Prevention Plan to mitigate water quality impacts.*
- g. A Temporary Erosion and Sediment Control Plan to mitigate water quality, including all tree protection measures detailed as conditions in the approved Subdivision (DCLU 2202170).*
- h. A Spill Prevention Control and Countermeasures Plan to mitigate water quality impacts.*
- i. Transportation Construction Mitigation Plan to mitigate traffic and parking impacts consisting of the following:*
- *Identification of temporary street closures;*
  - *Identification of detour routing to ensure adequate accessibility to remaining older housing units and new constructed units within High Point, including any potential impacts on existing residential units on adjacent streets not subject to this redevelopment;*
  - *Identification of staging areas and haul routes. Hauling between 4:00 p.m. and 6:00 p.m. shall be minimized.*
  - *Identification of parking locations for construction workers. Construction workers shall park on-site, or off-site in designated remote parking lots. Provide shuttle buses for construction workers between the job site and any remote parking sites.*

- j. An appropriate mitigation must be determined and provided in a construction rodent impact mitigation plan (CRIMP) and provided to DCLU.*
- k. A Tree Preservation Plan which can be fulfilled through the tree plan required by Hearing Examiner decision MUP-02-051(SD) shall be developed in conjunction with the Temporary Erosion and Sedimentation Control Plan.*

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal and include: potentially decreased water quality in surrounding watersheds; increased bulk and scale on the site; increased ambient noise due to increased human activity; increased demand on public services and utilities; increased light and glare; increased energy consumption, increased on-street parking demand. These long-term impacts are not considered significant because the impacts are minor in scope and SEPA mitigation is not required.

**SEPA- CONDITIONS**

With submittal of the Construction Management Plan as required by Ordinance 121164 and detailed in the SEPA analysis above, no further conditioning of the proposal is warranted.

Signature: \_\_\_\_\_ (signature on file) Date: August 29, 2013

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