City of Seattle
Edward B. Murray, Mayor

Department of Planning and Development
D. Sugimura, Director

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

Application Number: 3014486

Applicant Name: Steve Fischer, NK Architects

Address of Proposals: 4400 SW Alaska Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 5-story structure containing 36 residential units, 2 live work units and ground level commercial space. Parking for 5 vehicles to be provided. Project also includes 21,000 cu. yds. of grading. Existing structures to be demolished.

The following approvals are required:

The following Master Use Permit components are required:

Design Review (SMC 23.41)

Development Standard Departure to allow less than the minimum transparency at street level (SMC 23.47A.008 B3)
Development Standard Departure to exceed the maximum allowed blank façade requirements (SMC 23.47A.008 A2)
Development Standard Departure to allow less than the required average depth for street level commercial uses (SMC 23.47A.008 B3)
Development Standard Departure to allow less than required 13 foot floor to floor height for street level commercial uses (SMC 23.47A.008 B3b)
Development Standard Departure to allow a street-level, street-facing residential use at less than 4 feet above sidewalk grade (SMC 23.47A.012)
Development Standard Departure to allow a reduced setback above 13 feet along the alley (SMC 23.47A.014)
Development Standard Departure to allow a reduced setback above 40 feet along the alley (SMC 23.47A.014)

SEPA-Environmental Determination (SMC 25.05)

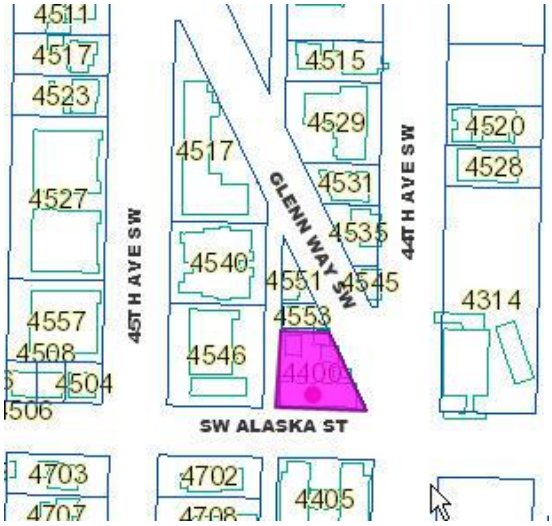
SEPA Determination: [ ] Exempt [X] DNS [ ] MDNS [ ] EIS

[ ] MDNS with conditions

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

Site Description:

The subject site is located at the northwest corner of a three-street intersection; Glenn Way SW, 44th Avenue SW and SW Alaska Street. To the east heading toward California Avenue SW the neighborhood transitions to 1-2 story commercial buildings. Directly north of the subject lot is a three story apartment building. To the west, across the alley, the zoning changes to a lower density LR3 multifamily zone where 2-4 story apartment building area located. Directly south across SW Alaska Street is a 4-story brick apartment building and in the SW corner opposite the subject site contains the weekly West Seattle Farmers Market.



The site is zoned Neighborhood Commercial (NC2-40), as are the properties to the north, south, east. Properties to the west are zoned Lowrise Three (LR3) multifamily residential.

The site is also located within the West Seattle Junction Hub Urban Village.

ECAs:

No Environmentally Critical Areas have been identified on site.

Access:

Vehicular access is available from an improved 20 foot alley along the west property line, SW Alaska Street and Glen Way SW.

Surrounding Development and Neighborhood Character:

California Avenue SW serves as a commercial corridor. Commercial uses continue down SW Alaska toward the subject lot but then transition to multistory apartment buildings and then lower density single family homes.

Most of the buildings have parking access from the alley along the west property line.

The area includes sidewalk, curb, and gutter, and appears to have a high level of pedestrian activity. The area is well served by transit and is developed with mostly higher density multi-family residential structures.

EARLY DESIGN GUIDANCE MEETING: June 27, 2013.

DESIGN PRESENTATION

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number(s) (3014486) at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The EDG packet is also available to view in the 3014486 file, by contacting the Public Resource Center at DPD:

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

Email: PRC@seattle.gov

PUBLIC COMMENT

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

- Supportive of the preferred design option which includes a formal separation of work and living space within the live work unit.
- Felt the corner is important and the current design is missing an opportunity for opaqueness and presence. Suggested a corner treatment that includes the building wall line holding the corner or alternatively erode the upper level so ground levels are more prominent.
- Encouraged use of material sympathetic to adjacent sites. Material context can include stone and not necessarily brick.
- Preferred open stairway and believe it will be partially sheltered from SW winds by the building.
- Felt open stair may benefit from cover but also feels an open air stairway is preferable to an enclosed stair.
- Supportive of a semi-enclosed stair.
- Felt insufficient parking is provided.
- Supportive of the saw tooth wall like along Glenn Way.
- Encouraged the more contemporary façade expression and material treatment.
- Felt retail space on corner is too small for future commercial spaces.
- Noted project includes a lot of small spaces for residential units and live work units.
- Felt grade issues around site are unresolved; specifically the location of trash and recycling is undetermined.
- Felt proposed project is under developing site. Would like to see additional excavation to provide more parking.

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 (JUNE 27, 2013):

1. **Massing and Building Location.** The Board felt the preferred Massing Option C should move forward to MUP submittal with the following guidance:

    a) The Board agreed Massing Option C provided the better design solution. The preferred massing option locates the central entry courtyard at the SW Alaska Street sidewalk grade which eliminates the need for additional ramping to complete grade transition. The entry courtyard along the south façade creates a relationship to the courtyard opposite across SW Alaska Street (A-1, B-1).
    b) The Board supported the massing option C which includes an upper level setback along the west façade. In addition to locating the rooftop deck at level 5 rather than level 6, the reduced massing is more sympathetic to the lower density zoning across the alley (A-5, B-1).
    c) The Board supported the location of live work units along Glenn Way SW which face the commercial corridor along California Avenue SW and the farmers market on the SW diagonally across the from the site (A-1).
    d) The Board agreed that the saw tooth wall line along Glenn Way SW provides opportunities to add visual interest and unique architectural detailing. While the Board felt that the saw tooth was appropriate along the majority of Glenn Way SW the Board noted the corner treatment felt unresolved as discussed below (B-1).

2. **Corner Treatment**. The subject site is located at the corner of Glenn Way SW and SW Alaska Street. The corner is visually prominent to vehicle traffic from 44th Avenue SW and pedestrian traffic from California and the Farmers Market in the opposite SW corner.

    a) The Board expressed concern about the viability of the commercial use at the corner. The Board felt the space was too small to provide a viable retail space. The Board encouraged the applicant to develop the space to provide quality commercial opportunities. The Board provided the following suggestions: increasing the size of the space, develop a sense of height to create a tall space, develop the connection of the space to the central courtyard to promote the future commercial use to spill out into the area (A-6, A-10).
    b) The Board felt the corner treatment was unrefined and the saw tooth wall treatment appeared more residential than commercial in character. The Board encouraged the applicant to remove the saw tooth from the corner and extend the wall line to hold the corner. The Board stated that the corner massing treatment should extend from the ground to the roof to express the corner. The Board felt the corner treatment also must be resolved within the building design parti and architectural concept (A-10, C-2).

c) In addition to the corner massing the Board encouraged the applicant to utilize fenestration, material and landscape treatment to read as urban commercial and articulate the commercial activity of the junction and farmers market. The Board encouraged transparency, commercial lighting on the interior and exterior, and landscape to reinforce the feeling of urban commercial uses (A-10, C-2, C-4, D-10, D-11, E-2).

3. **SW Alaska Street**. The preferred massing proposal includes a live work unit, the primary residential entry courtyard, a residential unit, and bicycle parking/workshop along SW Alaska Street. The uses and ground plans should relate to the existing sidewalk grades while providing a cohesive architectural concept.

   a) The Board encouraged a residential entry, with a stoop, for the residential unit along SW Alaska Street. The Board noted the entry should be designed to provide a direct relationship between the unit and the street to encourage human interaction while also providing security and privacy for residents (A-4, A-6).

4. **Open Circulation Stair in the Entry Courtyard**. The preferred massing option locates an open stair case within the residential courtyard entry.

   a) The Board was supportive of an entry security gate for the courtyard. The Board felt the security gate should be visually permeable to avoid feeling oppressive to the pedestrian sidewalk experience (A-4, A-6).
   b) The Board was supportive of a partially open stair case but felt the stair should include some level of weather protection. The Board felt the weather protection should include a roof cover at a minimum but could also be partially enclosed (A-4).
   c) The Board asserted that for the stair to be successful, the stair must be integrated into the building architectural concept to avoid the appearance of being 'tacked on.' The Board also noted that the stair should be designed with quality materials (C-2, C-4).
   d) The Board noted that the stair access to the roof was visually prominent. The stair articulation and material treatment should be continued to the rooftop termination in order to read as one piece. (C-2, C-4).

5. **Alley Treatment**. Vehicle access and utility uses will be located in a partially subterranean garage located adjacent to the alley along the west property line.

   a) At Recommendation the Board requested more information on the treatment of the alley. The applicant will need to clarify the location of solid waste and recycling storage space and access to alley pickup. The Board would like to see the garage door proposed, as well as, the alley lighting concept to create safe spaces (D-5, D-6).

6. **Materials.**

   a) The Board encouraged use of durable, quality materials respectful of existing materiality context of the established West Seattle neighborhood (C-1, C-4).
   b) The Board agreed the building's corner location plays a prominent role in the overall neighborhood context and should be designed and executed with attention to long term quality. Corner material treatment should be applied from ground level to roof (A-10, C-4).

c) The Board encouraged the applicant to incorporate materials of human scale, with texture and pattern at ground level. The Board felt the material application should create a 'timeless' project (C-4).

RECOMMENDATION MEETING: FEBRUARY 6, 2014

The packet includes materials presented at the Recommendation meeting, and is available online by entering the project number (3014486) at this website:

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

or 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:

- Expressed appreciation for the applicant's response to the Early Design Guidance.
- Expressed support for the green colored material, the building angles, corner roof design and the open stairway with decorative wood slats.
- Expressed appreciation for the treatment of the live work unit on the southeast corner of the building.
- Expressed concern for the viability of the commercial space on the corner. Encouraged the applicant to provide sufficient space to support a vibrant, welcoming retail space.
- Expressed concern for the viability of the green planting wall along the open stairwell.
- Questioned who was responsible for the green wall.
- Felt the white material at ground level on the SW Alaska Street façade was inappropriate, noting the material would create glare, show wear, dirt and promote vandalism.
- Noted the materials presented are smooth and contemporary, lacking the warmth and texture typical of residential buildings in the neighborhood.
- Encouraged the use of more durable materials with colors sensitive to the existing neighborhood context.
- Would like to see brick used along the building base. Felt material should provide substance and permanence to the structure.
- Encouraged use of durable materials that would last for a minimum of 50 years.
- Felt more detail about the rooftop deck should be provided.
- Expressed concerned for commercial signage, felt neon signage was not appropriate in a residential neighborhood.
- Felt bike entrance should be moved closer to the front door.

PRIORITIES & BOARD RECOMMENDATIONS

At the Recommendation meeting, the Board discussed the response to EDG and offered the following recommendations for the proposal to meet the applicable Design Review Guidelines identified at the EDG meeting.

1. **Massing and Building Location.** The Board agreed the revised design, which incorporates the saw tooth massing along Glenn Way, a projecting roof form at the corner and a revised upper level massing in the SW corner, provided an improved massing design consistent with EDG guidance.

    a) The Board felt the massing and material proportions were well developed and provided a successful composition at the corner location (B-1, C-2, C-4).
    b) The Board appreciated the roof extension past the building wall line at the corner of SW Alaska Street and Glenn Way SW. The Board felt the roof projection provided a way for pedestrians to experience the unique angle at the corner (A-1, A-10, C-2).

2. **Live Work Unit on the Corner of SW Alaska Street and Glenn Way SW.** The Board expressed concern with the design of the live work unit.

    a) The Board recommended a condition to design the two most southern live work units to function as viable commercial spaces, meeting average commercial depth, height, transparency and blank façade requirements (A-10, D-11).
    b) The Board recommended a condition to provide a more substantial and prominent canopy projection at the corner live work unit space. The Board felt the prominence may be achieved if the canopy continued down Glenn Way SW (D-1).
    c) The Board felt the visually prominent corner location should provide an important commercial anchor to the neighborhood. The Board strongly encouraged the applicant to consider combining the two most southern live work units to provide a commercial retail space (A-1, D-11).

3. **Building Lighting Concept.** The Board felt the lighting concept should focus on the corner commercial uses and less emphasis should be placed on lighting the residential uses within the upper level saw tooth massing on Glenn Way SW.

    a) The Board recommended a condition to light the corner live work unit and roof projection to accentuate the cantilevered effect at night (D-10).
    b) The Board recommended a condition to extended lighting along SW Alaska Street to illuminate the pedestrian path of travel along the sidewalk (D-7).

4. **Southwest Corner.** The Board felt SW corner massing was unresolved. The Board was concerned about the small unusable setback at level 2 along SW Alaska Street.

    a) The Board recommended a condition to provide a single story base with a continuous setback at level 2—4. Revised massing should also inform the in-plane material treatment along the alley (A-1, A-4), C-4).

b) The Board felt the corner residential unit should be designed to provide more transparency with visible activity adjacent to the sidewalk. The Board felt this relationship could be achieved by programming the recommended setback space as a usable outdoor deck (A-4, A-7).

5. **Materials.** The Board felt the building massing and material proportion were very successful. The Board expressed concern however, about the choice of white and blank metal material choices for the building base.

   a) The Board recommended a condition to revise the material palette to provide brick for the building base. Upper level material choices should relate to the brick and provide a cohesive material palette while maintaining same scale and proportion as existing materials. (C-4).
   b) The Board recommended a condition to treat the exposed concrete at the SW corner with relief to provide a finer grain texture along the sidewalk (C-4).
   c) The Board felt the green material choice may be an inappropriate color choice with a brick base material. The Board felt the upper level material and color palette should be resolved within the base material choice to provide a cohesive whole (C-4).

6. **Vegetated wall along open stair and ground level landscaping.** The Board was pleased with open stair design as an integral part within the whole architectural concept but the Board felt the represented multi-story lush vegetated wall may be unrealistic.

   a) The Board recommended a condition to locate the wood slats on the stair to be a sufficient height to detour people climbing on the outside of the stair (D-7).
   b) The Board recommended a condition to provide heated, irrigated recharging landscape planters at each floor level in order to achieve the substantial green wall proposed or provide a visually interesting architectural treatment at the open stair (E-2).
   c) The Board recommended a condition to provide hardy ground level landscaping which will withstand the heavy animal traffic. Choose planting materials specific to the unique exposures on each façade (E-2).

***DESIGN* REVIEW GUIDELINES**

The Board identified the following Citywide Design Guidelines of highest priority for this project. The specific guidelines are summarized below. The full text of the guidelines is available on the City of Seattle Department of Planning and Development website.

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

West Seattle Junction -specific supplemental guidance:

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.

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

West Seattle Junction -specific supplemental guidance:

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm. Particularly in the California Avenue Commercial Core, proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.

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

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

West Seattle Junction -specific supplemental guidance:

Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement. New buildings should reinforce street corners, while enhancing the pedestrian environment.

B-1 **<u>Height, Bulk, and Scale Compatibility</u>. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.**

West Seattle Junction -specific supplemental guidance:

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the Commercial Core would

result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale—in terms of relationship to surrounding context and within the proposed structure itself—must be considered.

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

West Seattle Junction -specific supplemental guidance:

- **Facade Articulation: To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core.**
- **Architectural Cues: New mixed-use development should respond to several architectural features common in the Junction's best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages.**

C-2 **<u>Architectural Concept and Consistency</u>. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

West Seattle Junction-specific supplemental guidance:

New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base

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

West Seattle Junction-specific supplemental guidance:

- **Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.**
  Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.
- **Signage: Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on street.**

C-4 **<u>Exterior Finish Materials</u>. 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.**

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

West Seattle Junction -specific supplemental guidance:

- **Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.**
- **The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.**

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

D-10 **<u>Commercial Lighting</u>. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.**

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

E-1 **<u>Landscaping to Reinforce Design Continuity with Adjacent Sites</u>. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.**

E-2 **<u>Landscaping to Enhance the Building and/or Site</u>. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.**

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures is based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departures.

1. **Street Level Development Standards: Transparency (SMC 23.47A.008 B3).** The code requires 60% of the street-facing façade, containing non-residential use, be transparent in the area 2-8' above the sidewalk. The applicant proposes 42% transparency for SW Alaska Street.
   The Board unanimously opposed the requested departure for modification to commercial transparency on SW Alaska Street. The Board felt the live work space at the corner of SW Alaska Street and Glenn Way SW should be designed and function as a viable commercial space with the code required transparency. The Board felt the requested departure did not better meet the intent of DR Guideline A-4, A-10, and D-11, Human Activity, Corner Lots and Commercial Transparency respectively.

2. **Street Level Development Standards: Transparency (SMC 23.47A**.008 B3). The code requires 60% of the street-facing façade, containing non-residential use, be transparent in the area 2-8' above the sidewalk. The applicant proposes 58% transparency on Glenn Way.

   The Board unanimously voted in favor of the requested departures for the two most northern live work units on Glenn Way SW. The Board did not grant the requested departure for the two most southern live work units on Glenn Way SW. The Board felt these spaces should be designed and function as a viable commercial space with the code required transparency. The Board felt with the provided conditions the commercial spaces and nonresidential portion of the live work space would better meet the intent of DR Guideline A-4, A-10, and D-11, Human Activity, Corner Lots and Commercial Transparency respectively.

3. **Street Level Development Standards: Blank Facade (SMC 23.47A.008 A2).** The code requires blank façades to be limited to 40% total area and 20 feet in width in an area 2-8' above the sidewalk. The applicant proposes a blank façade 23 feet wide and with a total blank façade area of 43% along SW Alaska Street.

   The Board unanimously opposed the requested departures for modification to blank façade standards. The Board felt the live work space and residential unit on SW Alaska Street should be designed to provide a relationship between the spaces and the sidewalk at an elevation of five feet. The requested departure did not better meet the intent of DR Guideline

A-4, A-10, and D-11, Human Activity, Corner Lots and Commercial Transparency respectively.

4. **Street Level Development Standards Height and Depth of Nonresidential Uses (SMC 23.47A.008 B3).** The code requires nonresidential uses at street level shall extend an average of at least 30' and a minimum of 15'. The applicant proposes an average of 28' and a minimum of 18'-9". Departure request and rationale provided on Page 43.

   The Board unanimously opposed the requested departures for modification to commercial depth for the two most southern live work spaces. The Board felt the two live work spaces at the corner of SW Alaska Street and Glenn Way SW should be designed and function as a commercial space with the required height and depth of required by code. The Board felt that if the two southern live work space met requirements of code the departure would no long be necessary. The Board was willing to grant the departure for non-residential depth for the two northern live work spaces. The requested departure did not better meet the intent of DR Guideline A-4, A-10, and D-11, Human Activity, Corner Lots and Commercial Transparency respectively.

5. **Street Level Development Standards Height and Depth of Nonresidential Uses (SMC 23.47A.008 B3b).** The code requires states nonresidential uses at street level shall have a minimum floor to floor height of 13 feet. The applicant proposes a modification to the height limit for the live portion of the live work unit as discussed on Page 43 of the recommendation packet.

   The Board unanimously voted in favor of the requested departures for the two most northern live work units on Glenn Way SW. The Board did not grant the requested departure for the two live work units to the south on Glenn Way SW. The Board felt these spaces should be designed and function as viable commercial spaces with the required height and depth of code. The Board felt with the provided guidance and conditions the commercial spaces and nonresidential portion of the live work space would better meet the intent of DR Guideline A-4, A-10, and D-11, Human Activity, Corner Lots and Commercial Transparency respectively.

6. **Street Level Development Standards (SMC 23.47A.012).** The code requires street-level, street-facing residential units must be located 4' above or below sidewalk grade or be setback at least 10' from the sidewalk. The applicant proposes a residential unit along SW Alaska Street that varies from 1'-8" to 4"-10" above the sidewalk.

   The Board unanimously voted in favor of the requested departures. The Board felt with the provided guidance and conditions the corner residential unit would provide a relationship between the unit in and the street better meeting the intent of intent of DR Guideline A-4, C-2 and C-4, Human Activity, Architectural Concept and Consistency and Exterior Finish Materials respectively.

7. **Setback (SMC 23.47A.014).** The code requires the building shall be setback 15' from the centerline of the alley for portion of a building 13-40' above grade. A 10' setback is proposed for a small corner of the building at the lowest point along the alley.

The Board unanimously voted in favor of the requested departure. The Board noted the alley massing provided a continuous façade maintaining architectural consistency within the façade. The Board felt the project would better meet the intent of DR Guideline C-2 Architectural Concept and Consistency.

8. **Setback (SMC 23.47A.014).** The code requires the building shall be setback 17' from centerline of the alley for portions of a building 40-55' feet above grade. The applicant proposes a setback 15' from the centerline of the alley.

   The Board unanimously voted in favor of the requested departure. The Board noted the alley massing provided a continuous façade maintaining architectural consistency within the façade. The Board felt the project would better meet the intent of DR Guideline C-2 Architectural Concept and Consistency.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated February 6, 2014, and the materials shown and verbally described by the applicant at the February 6, 2014, Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design. The Board recommends approval without conditions.

DECISION – DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

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 Chapter 25.05)

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated August 28, 2013. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant, reviewed the project plans and any additional information in the file, and pertinent comments which may have been received regarding this proposed action have been considered.

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

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for many short and/or long term impacts. Applicable codes may include the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. Additional discussion of short and long term impacts is found below.

PUBLIC COMMENT:

The public comment period ended on October 9, 2013. Multiple comment letters were received.

Short Term Impacts

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

Noise - The project is expected to generate loud noise during demolition, grading and construction. These impacts would be especially adverse in the early morning, in the evening, and on weekends. The Seattle Noise Ordinance permits increases in permissible sound levels associated with construction and equipment between the hours of 7:00 AM and 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends. Most of the surrounding properties are developed with housing and will be impacted by construction noise.

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

Construction Parking and Traffic - During construction, parking demand is expected to increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities.
Increased trip generation is expected during the proposed demolition, grading, and construction activity, with haul routes restricted to nearby arterials. The immediate area is subject to traffic congestion during the PM peak hours, and large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted. To mitigate construction haul route and truck trip impacts, the applicant shall submit a Construction Haul Route to SDOT for approval. Evidence of this approved plan shall be provided to DPD prior to the issuance of demolition and building permits.

To mitigate construction parking impacts, the applicant shall submit a Construction Parking Plan to DPD for approval. This plan shall identify nearby off-street parking lot locations, number of stalls per lot, and distance from the subject property. The plan shall also include the peak number of construction workers anticipated at the proposed development during construction. The plan shall also identify any strategies to reduce the amount of single occupancy commuting by construction workers at the site. Approval of this plan by DPD will be required prior to the issuance of demolition and building permits.

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.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

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.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Drainage Code which requires on site detention of Stormwater with provisions for controlled tight line release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code and Design Review process which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts, although some impacts warrant further discussion.

Greenhouse gas emissions - Operational activities, primarily vehicular trips associated with the project and the projects' 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 due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Parking & Traffic- The project's parking consultant, Gibson Traffic Consultants, conducted a parking utilization study to document existing on-street utilization rates within 800' of the project site. The study identified a total on-street supply of 421 spaces. Evening counts on three weekday evening identified an average of 216 vehicles parked in these spaces; therefore, about 51% of the on-street spaces near the project site currently are occupied.

The project is proposing five parking spaces, and is expected to generate parking demand. This project consists of studio and one bedroom apartment units, and is located in a neighborhood with frequent transit service and a variety of commercial uses. The 2007-2011 American Community Survey for Census Tract 105 anticipates the number of vehicles owned per unit as 1.04 vehicles. The 36 apartment units in the project therefore would generate a peak parking demand of about 37 vehicles, 32 of which are expected to park on nearby streets. This would increase the on-street utilization to 60%.

One nearby project is also expected to add to on-street parking demand. Land use and building permits have been issued for a mixed use project located at 4535 44th Avenue SW; the Master Use Permit for this project (#3014846) estimated that it would result in a parking spillover of between 13-20 vehicles. This development is within 100' from the project site, and much of their on-street parking demand is expected to occur within the 800' distance of the on-street study area defined for 4400 SW Alaska Street. If it is assumed that the vehicles from these projects would park within the 800' study area, additional 13-20 vehicles would seek parking in this area during peak hours. This would result in a cumulative parking demand of roughly 268 vehicles, for a cumulative on-street parking utilization rate of approximately 64%. These estimates indicate that, at typical peak times, some parking spaces would be available within the study area. No noticeable parking impacts are expected from this project.

It is anticipated that the amount of additional traffic will be approximately 10 trips or less during the busiest hour of the day, and because parking is not concentrated at the site, the project-generated trips will be dispersed around the site vicinity.

DPD's Transportation Planner has reviewed the project proposal and determined that no further mitigation is warranted under SEPA.

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.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are anticipated to be non-significant. The conditions imposed below are intended to mitigate construction impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

☒ 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.

CONDITIONS – SEPA

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

1. If the applicant intends to work outside of the limits of the hours of construction described in condition #4, a Construction Noise Management Plan shall be required, subject to review and approval by DPD, and prior to a demolition, grading, or building permit, whichever is issued first. The Plan shall include the specific mitigation, and may include additional proposed management of construction related noise, efforts to mitigate noise impacts, and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short -term transportation impacts that result from the project.

2. The applicant shall provide DPD with a copy of a Construction Haul Route, approved by Seattle Department of Transportation.

3. A DPD-approved Construction Parking Plan is required. This plan shall be provided to the Land Use Planner for review and approval (Lindsay King 206-684-9218 or Lindsay.king@seattle.gov).

During Construction

4. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition. This condition may be modified through a Construction Noise Management Plan, required prior to issuance of a building permit as noted in condition #1.

CONDITIONS - DESIGN REVIEW

Prior to Certificate of Occupancy

5. The applicant shall utilize mature plants in the landscaping installation to achieve the lushness and privacy screening demonstrated in the Design Review recommendation packet.

6. 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 (Lindsay King 206-684-9218 or lindsay.king@seattle.gov).

7. 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 (Lindsay King 206-684-9218 or lindsay.king@seattle.gov).

For the Life of the Project

8. 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 (Lindsay King 206-684-9218 or lindsay.king@seattle.gov).

Signature: (signature on file) Date: June 21, 2014
Lindsay King, Senior Planner
Department of Planning and Development

LK:drm

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