



City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

Application Number: 3016935

Applicant Name: Steve Fischer, NK Architects

Address of Proposal: 4515 41st Ave SW

SUMMARY OF PROPOSAL

Land Use Application to allow a four-story assisted living facility with 48 sleeping rooms (66 beds total). Parking for five vehicles to be located below grade. Existing structures are to be demolished.

The following approvals are required:

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

Development Standard Departure to allow structure width and façade length greater than 150' (SMC 23.45.527.A)

Development Standard Departure to allow façade length greater than 65% of the length of the lot (SMC 23.45.527.B.1)

Development Standard Departure to allow overhead weather protection to project further than 4' into the required setback and less than 3' from the lot line (SMC 23.45.518.H.1)

SEPA – Environmental Determination Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION:

Exempt DNS MDNS EIS

DNS with conditions

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

Site:

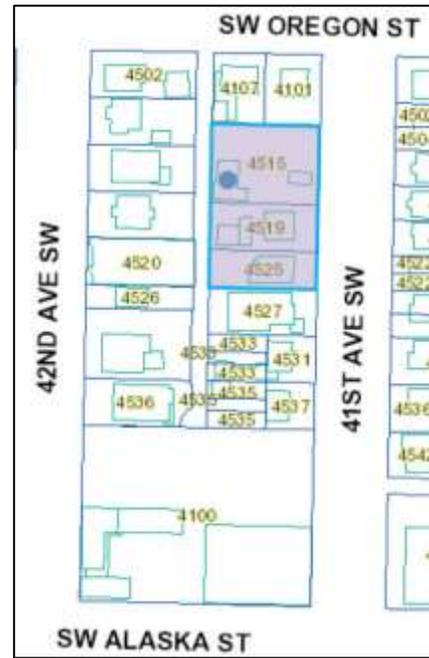
Site Zone: Lowrise Three (LR3)

Nearby Zones: LR3 (North)
LR3 (South)
LR2 (East)
Neighborhood Commercial Three with a
65' height limit (NC3-65) (West)

Lot Area: 20,125 sq. ft.

Current Development: The project site contains three single-family structures and two garages.

Surrounding Development and Neighborhood Character: The site, located within the West Seattle Junction Hub Urban Village between SW Oregon St and SW Alaska St, is in a transitional area between established, older single family residential neighborhoods to the north and east and newer, more intensive mixed-use and multi-family development to the south and west. The adjacent development is primarily contemporary multi-family and traditional single-family residential development.



The project site is located one and a half blocks east of California Ave SW, an established pedestrian-oriented commercial corridor, and approximately one block north of SW Alaska St, which is envisioned to become an extension of the California Ave SW business district and has seen an increase in new pedestrian-oriented, mixed-use development in recent years.

Access: The site is adjacent to an improved, public alley to the west. The proposed vehicular and pedestrian access to the site is from 41st Ave SW, with service access from the alley.

Environmentally Critical Areas: There are no Environmentally Critical Areas on the site.

PROJECT DESCRIPTION

The applicant proposes to build a four-story assisted living facility with 48 sleeping rooms (66 beds total). Parking for five vehicles to be located below grade. Existing structures are to be demolished

ANALYSIS – DESIGN REVIEW

DESIGN PROPOSAL

The Early Design Guidance (EDG) and Recommendation Design Proposal booklets include materials presented at the EDG and Design Review meetings, and are available online by entering the project number at this website:

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

The booklets are also available to view in the SDCI file, by contacting the Public Resource Center at SDCI:

Mailing Address: Public Resource Center
700 Fifth Ave., Suite 2000
PO Box 34019
Seattle, WA 98124-4019
Email: PRC@seattle.gov

FIRST EARLY DESIGN GUIDANCE MEETING: December 4, 2014

PUBLIC COMMENT

At the first EDG meeting, several members of the public were present. Speakers raised the following issues:

Massing

- Supported the preferred option massing and vehicle access.

Programing

- Stated that assisted living and memory care facilities are very intensive and are built to keep people inside.
- Questioned whether there will be tall walls or other security measures to keep residents inside.

Aesthetics

- The style of the building should relate to the small town feel of West Seattle by adding to the character and should not be modern.
- Proposed concept appeared very suburban and lacks connection to the street and neighborhood.

Parking and Access

- Did not support the double driveway with two curb cuts.
- Clarified that the parking is required to be enclosed because the developer is seeking an FAR bonus.
- Supports parking because it is essential for staff and programing of these types of facilities.

Lighting

- The lighting and signage should be pedestrian oriented and respectful of adjacent development.
- 41st is very dark and the project should include street lighting.

Other

- Project as proposed will be very difficult to meet the guidelines.
- Project should respect the privacy and uses of adjacent buildings.
- Amenity space appears too small.

SECOND EARLY DESIGN GUIDANCE MEETING: March 5, 2015

DESIGN PROPOSAL

At the second EDG meeting, the development team presented its response to the Early Design Guidance and presented a new preferred option. The updated, hybrid option incorporated the direction received at the First EDG meeting and featured a U-shaped building form at levels two through four, bringing the ground level closer to the street along 41st Ave SW. This option included outdoor amenity space on the second level in the form of a raised courtyard with access to this space from the second level. The primary vehicle and pedestrian entries were located along 41st Ave SW, with the pedestrian entry located several steps below grade.

In response to the Board's guidance, more active uses including the entry, kitchen, lobby, and salon, were relocated to the 41st Ave SW street frontage. The common area was located in the center rear portion of the building on levels two through four, with double loaded residential units located along the north and south wings. The option featured a simplified massing with a flat roof and a more traditional urban form. Service access was proposed along the alley. This option did not propose retention of the exceptional Japanese Maple on site.

PUBLIC COMMENT

At the second EDG meeting, several members of the public were present. Speakers raised the following issues:

Massing & Arrangement of Uses

- Noted that the new option was a big improvement and supported the more traditional, urban form and materials presented.
- Encouraged more interaction with the street and stated support for the more active arrangement of active uses including the entry and courtyard along 41st Ave SW.
- Expressed concern with height and scale of building and its potential to block views from neighboring buildings.
- Encouraged window placement to respect privacy of adjacent buildings

Access

- Did not support the double driveway width and encouraged it be reduced.
- Expressed support for the façade width departure only if the entry was brought up to grade.
- Supported parking access from 41st Ave SW because of safety and traffic concerns with alley.
- Supported the inclusion of parking but felt project needs more parking than what was proposed.
- Did not support parking access from 41st Ave SW; expressed concern with FAR bonus as the reasoning for not accessing from the alley.

Other

- Supported additional lighting and the project team's efforts to work with the City to locate a street light in front of the development.
- Expressed support for enclosed garbage and waste containers.

FINAL RECOMMENDATION MEETING: August 6, 2015

DESIGN PROPOSAL

At the Recommendation meeting, the applicant presented a detailed design proposal, featuring a U-shaped building with an east-facing courtyard 12” below the sidewalk grade abutting 41st Ave SW, and additional amenity space at the second level. Architectural features include a flat roof, simple massing, prevalent use of brick on all facades, a continuous cornice, and traditional windows.

PUBLIC COMMENT

At the Recommendation meeting, several members of the public were present. Speakers raised the following issues:

- Appreciated the reduction of the driveway.
- Encouraged applicant to retain trees on site, or to relocate the pear tree.
- Felt that the alley façade appears stark and hostile, and noted that since some units front the alley, the design should express a more public presence.
- Encouraged the applicant to provide sufficient lighting along both the streetscape and the alley.
- Appreciated that the entry moved closer to the street, however, did not support the 2 stairs that accomplish the 12” grade change. Felt that the pathway to the entry should be at grade or should be ramped for safety.
- Felt that the existing building on site should not be demolished.
- Did not support the grade change or the courtyard, and felt that this created too much separation to establish a relationship with the street.
- Encouraged the applicant to consider a name that reflects the West Seattle character.
- Felt that the scale and bulk is out of character with the rest of the streetscape, and noted that the proposal is one of the larger structures on the street.
- Encouraged stepping up of massing from adjacent properties.
- Noted that many of the properties on 41st are set back, and the proposal is not compatible as it is pushed up to the property line.
- Concerned about the garbage and alley condition, especially the enclosure of the garbage.
- Questioned if the proposed use is institutional, as opposed to residential.
- Concerned about the potential odors from the bakery and kitchen.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members (the Board) provided the following siting and design guidance.

The priority Citywide and 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-B Sunlight and Natural Ventilation

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

EDG Meeting #1: At the Early Design Guidance Meeting, the Board recognized daylight and shading as an important guideline. The interior spaces located on the first level, specifically the ground floor units on the SW and NW corners of the building and the common area, should be designed to maximize daylight to those spaces.

EDG Meeting #2: At the Second Early Design Guidance Meeting, the Board discussed the importance of daylight to the ground floor corner units and the relationship among the grade, landscaping, and retaining wall setbacks near these units.

Recommendation Meeting: The Board did not discuss this item at the Recommendation meeting, but approved of the design with conditions noted at the end of this report.

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.

EDG Meeting #1: The development site slopes approximately 20' from the SW corner down to the SE corner of the site. The preferred design option includes a U-shaped driveway and primary entry located below street level and set back approximately 70' from 41st Ave SW. At the First EDG meeting, the Board discussed bringing the primary entry closer to 41st Ave SW to help to bring the entry closer to the street level elevation and better use the natural topography of the site. For the next meeting, the applicant must resolve grade and depth issues associated with the driveway and primary entry and provide a massing breakdown with additional detail of the driveway courtyard area.

EDG Meeting #2: At the Second EDG meeting, the Board supported the location of the primary vehicle and pedestrian entries closer to the 41st Ave SW and directed the applicant to create a better grade relationship with the sidewalk and street. For the next meeting, the entry should be closer to street level grade, with a maximum of no more than two to three stair risers (12" preferred, 18" maximum) below grade.

Recommendation Meeting: The Board supported the location of the entry and plaza at 12" below the grade of the sidewalk, as well as the location of the ramp and stairs. The Board recommended that changes to the landscaping and entry, as conditioned, would further improve the relationship of these elements.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board discussed the trees on site. The site contains two exceptional trees, a Japanese Maple located near the alley on the northwest corner of the site and a Pacific Dogwood near the center of the site. Based on the arborist report and information provided by the applicant, the Pacific Dogwood was listed in poor health due to presence of a fungal decay organism. The Japanese Maple, located near the alley but set down several feet from the alley level, was listed in fair condition. The Board supported the removal of the Exceptional Trees because the proposed massing and siting options better provide usable, publicly accessible open space and better meet the design guidelines PL1.A.2 and DC3.A.

EDG Meeting #2: At the Second Early Design Guidance Meeting, the Board supported removal of the Exceptional Japanese Maple tree on site because the proposed in kind replacement Japanese Maple near the entry would provide more of a public benefit and would also better meet the design guidelines PL1.A.2 and DC3.A. The Board directed the applicant to work with SDCI on the caliper and location of a replacement Japanese Maple and noted that coordination with SDOT would be needed to avoid tree canopy conflicts with the proposed street trees.

Recommendation Meeting: The Board supported the proposed design that includes the removal of the Exceptional trees, with the condition that the canopy of the replacement trees required by code for the removal of the Exceptional Tree should be used for the on-site trees in front of the building. The Board recommended that the replacement trees would add to the design of the public plaza, and should be used to enhance the entry and break down the scale of the building without further breaking down the massing.

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.

EDG Meeting #1: The preferred design presented at EDG #1 included a driveway courtyard setback and below-grade, detracting from the sense of place (see CS1-C above). The Board agreed that for the next meeting, the applicant must resolve grade and depth issues associated with the driveway and primary entry and demonstrate how the design of the building and open space enhances the sense of place.

EDG Meeting #2: (See CS1-C)

Recommendation Meeting: At the Recommendation Meeting, the Board discussed the relationship of the courtyard to the sidewalk, and recommended conditions intended to enhance the relationship of the courtyard and streetscape. (See DC3-C below)

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

EDG Meeting #1: The Board noted that there are both historic precedents as well as contemporary, urban examples of similar building types (including hotels and assisted living facilities). For the next meeting, the applicant should present precedent studies of this building type (both historic and contemporary) and clearly illustrate the design cues taken to give the project a more contemporary, urban architectural presence.

EDG Meeting #2: At the Second EDG Meeting, the Board noted that the new preferred option was a significant improvement from the original proposal and recognized that the historic and contemporary cues that had been incorporated into the new preferred options made for a more compatible design. The Board supported the incorporation of urban character and elements including the flat roof form, simplified massing, brick detailing and cornice, traditional window size and placement, and street level presence.

Recommendation Meeting: The Board appreciated the clarity of the massing and use of brick, and recommended that the architectural concept was appropriate for the site context.

CS2-B Adjacent Sites, Streets, and Open Spaces

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

EDG Meeting #1: At the First Early Design Guidance meeting, the Board agreed that the proposed grade change of the driveway courtyard and primary entry (see CS1-C-2 and CS2-A-1 above) detracts from the connection to the street. The Board recommended that at the next meeting, the applicant provide a hybrid option that brings the entry closer to the street elevation and closer to 41st Ave SW.

EDG Meeting #2: At the Second Early Design Guidance meeting, the Board supported the location of the ground floor uses and entry because of their connection to the street. The Board also supported the location of the raised second story courtyard, transparent glass security wall, and courtyard setback. (See CS1-C above)

Recommendation: The Board was concerned that the row of low-branching, dense vine maples would create a screen and cut off the visual connection of the plaza to the streetscape. The Board recommended conditions that landscape design and plaza layout should be revised to engage the sidewalk. (See PL1-B and DC3-C)

CS2-C Relationship to the Block

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.

EDG Meeting #1: The Board noted that as a midblock site, the development should ensure the privacy of residences across the alley and adjacent to the site while considering how the facades and elements, including lighting, will affect the adjacent residences. (See PL3-B and DC4-C below).

EDG Meeting #2: (See PL3-B below)

Recommendation Meeting: The Board did not discuss this item at the Recommendation meeting, but approved of the design with conditions noted at the end of this report.

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-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.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board directed the applicant to study the massing and scale of surrounding and future development and clearly illustrate how the proposal takes cues from the surrounding development. Specifically, the applicant needs to further develop the massing, incorporating more character and different forms at the upper levels through modulation, setbacks, and material choices. (See DC2-A below).

EDG Meeting #2: At the Second Early Design Guidance Meeting, the Board supported a simplified massing and character with brick detailing, cornicing, classic colors, and traditional window shapes and sizes. (See CS2-A-2 above).

Recommendation Meeting: (See CS2-A above)

West Seattle Supplemental Guidance:

CS2-III Height, Bulk and Scale

CS2-III-iii. Façade Articulation: New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the façade— particularly important for long buildings—into sections and character consistent with traditional, multi-bay commercial buildings prevalent in the neighborhood’s commercial core (see map 1, page 1).

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board emphasized the importance of incorporating façade articulation through modulation, materials, and detailing to break up the visual mass of the building including the upper levels. For the next meeting, the Board requested additional detail on the proposed façade articulation and massing. (See CS2-D and DC2-E).

EDG Meeting #2: (See CS2-A-2 & CS2-D above).

Recommendation Meeting: The Board appreciated the use of brick and traditional detailing. However, in order to further break up the visual mass of the minimally modulated facades of running bond brick, the Board recommended a condition for additional subtle articulation to demarcate the floors. The Board suggested a soldier row or turned brick course. This articulation should follow around to the alley.

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.

EDG Meeting #1: At the Early Design Guidance Meeting, the Board conveyed the importance of looking at historic and contemporary design precedents to explore ways to create compatibility between new projects in evolving neighborhoods through urban and contemporary design. (See CS2-A-2 above).

EDG Meeting #2: (See CS2-A-2 above).

Recommendation Meeting: The Board did not discuss this item at the Recommendation meeting, but approved of the design with conditions noted at the end of this report.

West Seattle Supplemental Guidance:

CS3-I Architectural Context

CS3-I-ii. 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. Preferred elements can be found in the examples of commercial and mixed-use buildings in the Junction included on this page.

(See CS2-A-2 and CS3-B above).

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

EDG Meeting #1: The Board emphasized the importance of the visual connectivity of the driveway courtyard and building entry, directing the applicant to provide additional detail on how the building, entry, and open space connects to the streetscape (examining both visual and physical connections). (See CS1-C, CS2-A&B above).

EDG Meeting #2: (See CS1-C & CS2-B above).

Recommendation Meeting: The Board again emphasized the importance of the courtyard as an activating space that engages the streetscape and provides a transitional space to the building. The courtyard and associated landscaping should be designed to reinforce the space as a pedestrian amenity. The Board recommended conditions for a second entry into the courtyard and tree species with a greater clear height would improve the visibility and legibility of the space. (See DC3-C)

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-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

(See CS1-C, CS2-A&B above).

Recommendation Meeting: The Board supported the location of the ramp to the main entry, with the condition that seating should be provided at the main entry to enhance the entry sequence and presence of the ramped pathway.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

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.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

(See DC4-C below).

PL2-C Weather Protection

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board noted that wayfinding should be incorporated into the design details to give visual cues and reinforce the building entry.

EDG Meeting #2: (See PL3-A below).

Recommendation Meeting: (See PL3-A below).

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-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.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board strongly agreed that the primary entry needs to be inviting and legible for all users and should be visually connected to the street. (See CS1-C, PL1-B, and PL2-A,B,&D above).

EDG Meeting #2: For the next meeting, the Board requested additional information on weather protection, lighting, signage, wayfinding, and other pedestrian-scaled street level and entry elements. The Board also directed the applicant to provide additional detail on the garage and pedestrian entry area to better understand the relationship to the entry and ground floor relationship to the street.

Recommendation Meeting: The Board discussed the main entry sequence, noting that the statement is minimal and the location is asymmetric, which is inconsistent with the overall massing concept. The Board supported the location of the entry, so long as the entry sequence is further developed to make the entry visually accessible. The design of the entry should work with the symmetry of the building and the central recess of the courtyard.

The entry mass should be further articulated and should not appear to be in plane with the adjacent mass. The Board suggested a simple step or shadow line. The Board recommended locating trees on either side of the entry, as conditioned, to improve wayfinding.

The Board recommended that the design strategies used to articulate the main entry should also be incorporated, to a lesser extent, at the secondary north entry to improve legibility and wayfinding, and to create a stronger street presence.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

EDG Meeting #1: The nature of this use will likely require additional security elements. If additional security elements (such as walls, barriers, or bars) are to be incorporated into the design, details need to be provided to the Board at the next meeting.

EDG Meeting #2: The Board supported the transparent glass walls and the setback between the glass wall and parapet on the second floor amenity space because it allowed for interaction while providing security and was not a prominent visual feature. The Board encouraged security elements to be integrated into the design and architecture of the building, as was proposed by the applicant at the Second EDG meeting.

Recommendation Meeting: The Board supported the design development of the second level amenity space and glass walls, with the condition that the greenroof be revised to planters that can accommodate a robust and layered planting palette with plants up to 36” high to provide a lush buffer, increase privacy, and relate to a human scale.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board recognized that the project site abuts residential uses to the north, south, and across the alley to the west. The Board conveyed the importance of the window placement and privacy of adjacent development. For the next meeting, additional detail on window placement, interior use composition, and detail on adjacent uses will need to be provided.

EDG Meeting #2: At the Second EDG meeting, the Board reiterated the importance of the window placement and privacy of adjacent development. For the next meeting, the Board requested additional information on the relationship between the proposal and the adjacent development, including a window privacy study (for adjacent buildings to the north, south, and west) and inclusion of adjacent buildings in future diagrams.

Recommendation Meeting: A window study was provided by the applicant, which the Board recommended as demonstrating an appropriate response to adjacent buildings to the north, south, and west.

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

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board emphasized the importance of ensuring that the entry and primary access point is safe, convenient, and welcoming to all, including pedestrians, cyclists, and those using public transit. (See CS1-C, CS2-A&B above)

EDG Meeting #2: At the Second EDG meeting, the Board supported the safe and controlled access points for residents and visitors but did not discuss serving all modes of travel.

Recommendation Meeting: The Board supported the location of the main and secondary entries, and discussed the implications of the ramp, staircase, and incorporating the plaza into the entry sequence. (See PL3-A)

PL4-B Planning Ahead for Bicyclists

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board identified the need for bicycle facilities to be included for the employees and visitors of the project. For the next meeting, additional information and detail on bicycle facilities needs to be provided.

EDG Meeting #2: At the Second EDG meeting, the Board did not discuss bicycle facilities.

Recommendation Meeting: At the Recommendation Meeting, the Board did not discuss bicycle facilities.

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board recognized that the nature of the use was not a typical multifamily use and directed the applicant to consider arrangement of more visually active uses along 41st Ave SW. The design should consider how placement of more active uses such as common areas and amenity space, could help to activate and relate to the streetscape.

EDG Meeting #2: (see CS1-C & CS2-B above).

Recommendation Meeting: The Board did not discuss the arrangement of interior uses, except as it related to resolving the massing and façade of the northern portion of the building. (See DC2, below.)

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board discussed that a majority of the driveway courtyard area is dedicated primarily to vehicular use. The Board's concern with the depth and size of the driveway courtyard focused on its suburban nature and

lack of urban context. For the next meeting, the applicant should provide more study and analysis of vehicular access and parking solutions. There are several historic and modern precedents of similar types of buildings (including projects with driveway courtyards) and the Board suggested an examination of these to help inform the project. (See CS2-A-2 above).

EDG Meeting #2: At the Second Early Design Guidance Meeting, the Board supported the parking location and vehicle access from 41st Ave SW and directed the applicant to work with SDOT to explore options for minimizing the driveway width and parking garage opening.

Recommendation Meeting: The Board supported the proposed location and width of the vehicle access from 41st Ave SW.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

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-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.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board identified the need for all service uses including delivery, maintenance, loading, and trash to be located on the alley.

EDG Meeting #2: The Board supported the service access from the alley and directed the applicant to minimize the visual impact of the parking garage entrance on 41st Ave SW through reduction in size and width. The Board directed the applicant to explore high quality material options for the garage door including wood or glass. (See DC1-B above).

Recommendation Meeting: The Board discussed the trash enclosure and recommended a condition that the materials be revised to stay in character with the other secondary features. The Board suggested simplifying the material palette and inclusion of black finishes (to appear as wrought iron) or a steel frame enclosure.

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.

(See CS2-D above).

DC2-B Architectural and Façade Composition

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

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to façades 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 façades, 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.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board requested additional detail of how the mass is articulated, including scale and texture, especially on the upper floors of the building. The Board recognized the importance of architectural elements and materials to break up the mass of the building and enhance the neighborhood character. For the next meeting, the applicant must provide more detail, including façade composition and materials, to demonstrate how the project fits into and enhances the contemporary, urban context.

EDG Meeting #2: The Board supported the simplified massing and character materials shown at the Second EDG meeting. (See CS2-A&D & DC4)

Recommendation Meeting: The Board appreciated the modulation and landscaping in the alley, noting that these elements help to reduce the bulk and respond to the condition of the alley as a “front” to other developments. While the alley façade is not a major priority of the project, the Board noted that the scale and bulk should be further broken down. The Board conditioned that all of the windows on the upper level be revised to the larger size to increase transparency and provide consistency, and that the same articulation of the floor demarcation applied to the rest of the building (see CS2-III above) be carried to the alley façade.

The Board discussed the massing and façade treatment of the northern portion of the east-facing façade, noting that the massing appears awkward and inconsistent with the southern massing, as the shift in plane does not extend the height of the building. While the Board acknowledged that the internal programming was driving the massing choices, the façade composition should be resolved in a manner that does not impinge on the uses. The Board suggested studying a resolution that is consistent with the articulation across all façades, or at the very least, using trees to frame the entries and reinforce the architectural design.

The Board noted the two blank portions of the east facing facades at the elevator and stairs, and encouraged the applicant to modify the blank appearance of these portions and resolve the design.

West Seattle Supplemental Guidance:

DC2-II Human Scale

DC2-II-i. Pedestrian-Oriented Facades: Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

(See PL2-B and DC1-A above).

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

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board directed the applicant to provide additional information at the next meeting on the proposed open space and amenity areas including enlarged site plans, dimensions, and landscaping details (soft- and hard-scape).

EDG Meeting #2: The Board expressed support for the proposed amenity spaces and landscaping, including the street trees and replacement Japanese Maple tree. The Board directed the applicant to consider how landscaping and columnar trees may be used along the alley to create an opportunity for connection to nature while providing needed privacy buffers to adjacent properties.

Recommendation Meeting: The Board discussed the design of the courtyard and entry at length.

The Board recommended that the courtyard should be accessible from the street and provide a semi-public transitional space to the building. The courtyard should function as part of the entry sequence and as a public amenity that engages the streetscape. The Board recommended a condition that a second entry from the sidewalk to the courtyard should be added to increase the permeability of the space.

The Board was concerned that that the screen created by the vine maples was not providing adequate visual access to the courtyard, and thus isolating the amenity space from the public. The Board recommended a condition that the location of the trees and landscaping should be using in conjunction with the massing to create a legible courtyard space and help demarcate the entries. The Board recommended a condition that the trees used as replacements for removal of the exceptional tree should be used to flank the entries and create a row of trees along the east property line. The Board recommended a condition that the trees should have a 6' clear height at the courtyard and bakery where visibility is most appropriate. The Board recommended a condition to use Japanese Maples, noting that the second row of trees would help bring the building down to a human scale.

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.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board encouraged the use of high quality materials. (See DC2 above).

EDG Meeting #2: At the Second Early Design Guidance Meeting, the Board showed unanimous support for the proposed brick as the primary façade material and endorsed brick wrapping all facades including the courtyard. The Board directed the applicant to consider simple, classic colors for the building and supported the simplified building massing with traditional details including cornices, traditional window shape, placement, and size, and a flat roof. The Board requested additional information on the roof materials because of its visibility from adjacent development. For the next meeting, the Board directed the applicant to provide a materials board and additional information on the garage door materials. (See CS2-A, CS2-D, & DC2-4)

Recommendation Meeting: The Board supported the materials as presented at the Recommendation Meeting, including the garage door. However, the Board was concerned about glare from the proposed white roof, and conditioned that the roof color be revised to grey to reduce the reflectivity on the surrounding taller building. The greenroof on the western portion of the rooftop should remain.

The Board supported the proposed corrugated metal mechanical enclosure painted to match the brick, as they felt it would help the enclosure blend with the building and prevent additional perceived height and bulk. The Board noted that the finish need not have the scale or texture of brick, as it will only be visible from a distance.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

EDG Meeting #1: At the First Early Design Guidance Meeting, the Board encouraged all signage and wayfinding to be pedestrian-oriented and complementary to the scale and residential use of the adjacent development.

EDG Meeting #2: (See PL3-A).

Recommendation Meeting: The Board did not discuss the proposed signage, except as part of the discussion on resolving the blank facades. (See DC2, above)

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

EDG Meeting #1: The Board noted that the development should include adequate pedestrian-oriented lighting that creates a safe and welcoming environment along both the 41st Ave SW street frontage as well as in the driveway courtyard area and primary entrance. Lighting should be designed to reinforce safety while not intruding on surrounding residences and development.

EDG Meeting #2: At the Second EDG meeting, the Board supported the applicant's efforts to incorporate street lighting and directed the applicant to continue working with SPU to locate a street light along the 41st Ave SW frontage. The Board encouraged the applicant to explore a location for the street light that would maximize the number of street trees (possibly at the southernmost frontage). The Board showed general support for the lighting plan proposed. (See PL3-A).

Recommendation Meeting: The alley should be sufficiently downlighted for security. The Board recommended a condition that additional lighting along the streetscape should be provided for a more consistent illumination of the sidewalk. The Board suggested bollard lighting or uplighting the row of trees along the property line.

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-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

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.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

Recommendation Meeting: The Board was concerned over the lack of visibility into the courtyard from the sidewalk due to the low-branching vine maples that could create a screen. As such, the Board recommended a condition that no low, multi-stemmed trees be used in areas where visibility is desired, including by the courtyard and bakery. The Board recommended a clear height of 6 feet.

The Board recommended that the planting design be further enhanced to relate to the architecture and internal programming. The Board recommended conditions that tie the location of specimen trees to increase the prominence of the entries and to resolve the blank facades discussed in DC2.

To further engage the streetscape and provide a cohesive landscaping plan that supports the use of the courtyard, the Board recommended a condition that the planting palette along the streetscape be revised to include a variety of species and textures, as opposed to the groundcover (wintercreeper) shown in the proposal.

DEVELOPMENT STANDARD DEPARTURES

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

During the Recommendation Meeting, the applicant identified the following departures:

1. **Structure Width (SMC 23.45.527.A).** The code requires that the smallest rectangle enclosing a structure is limited to a width of 150' on the side most closely parallel to the front lot line.

The applicant proposes a total structure width of 161' parallel to the front lot line.

The Board recommended approval of the departure, in conjunction with conditions relating to the design of the courtyard. The Board noted that the courtyard is a public amenity, and the extra width would allow for larger and better designed courtyard space that engages the streetscape. The Board noted that the size and design of the courtyard is crucial for clarifying the mass. (CS2-II, PL1-B, DC3-3)

2. **Maximum Façade Length (SMC 23.45.527.B.1).** The code requires that portions of a façade within 15' of a side lot line shall not exceed 65% of the length of that lot line.

The applicant proposes a façade width of 65.9% along the south lot line, and a façade width of 67.7% of the north lot line.

The Board recommended approval of the departure for both lot lines, with conditions, noting that the departure allows for a larger courtyard and a simplified massing along the street-facing façade. The Board recommended that the resulting clarified massing was appropriate for the context and architectural concept. (CS2-II, PL1-B, DC3-3)

3. **Canopy Projection (SMC 23.45.518.H.1).** The code requires that overhead weather protection may project into required setback a maximum of 4 feet if they are no closer than 3 feet to any lot line.

The applicant proposes an entry awning that projects 4' into the 5' setback, resulting in a 1' minimum setback from the property line.

The Board recommended approval of the departure in conjunction with the conditions placed on the design of the entry and courtyard. The Board noted that the canopy helps to announce the entry and enhances its prominence. A code compliant canopy at this location would be 2' deep, which the Board noted does not sufficiently announce the entry. (PL2-C, PL3-A, DC2-C, DC2-E)

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated August 6, 2015, and the materials shown and verbally described by the applicant at the August 6, 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 with the following conditions (authority referred in the letter and number in parenthesis):

1. The color of the roof should be revised to grey to lessen glare impacts. (DC4-A)
2. No low multi-stemmed trees, including the vine maples shown, should be used in the planting area adjacent to the plaza. (DC4-4)
3. The canopy of the replacement trees required by code for the removal of the Exceptional Tree should be used for the on-site trees in front of the building. (CS1-C, CS1-D, DC3-B, DC3-C, DC3-D)
4. A secondary, mid-point access should be added to the public plaza that allows for a more permeable space. The entry should relate to the entry at the ramp to the south, and should match or be greater than the fountain shown on the plan (a minimum of 6' wide). (PL1-A, PL1-B, DC3-A, DC3-B, DC3-D)
5. Add two Japanese maples in front of the public plaza, so that the main entry is flanked by two pairs of Japanese maples. (DC3-B, DC3-C, DC3-D)
6. Add two Japanese maples, or complementary species, to flank the north entry. (DC3-B, DC3-C, DC3-D)
7. The materials used for the trash enclosure in the alley should be more in kind with the proposed façade materials. (DC1-B, DC1-C-4, DC3-B, DC3-C, DC3-D)
8. Revise all façades, including the alley, to incorporate additional subtle material articulation that demarcates the floor levels. (CS2-I, CS2-III, DC2-B, DC2-C, DC2-D)

9. The smaller windows on the upper floor of the alley façade should be increased to match the larger windows. (DC2-B, DC2-C, DC2-D)
10. The entry should be further articulated to be more prominent, and the entry sequence should incorporate the landscape design. This design language should be carried to the north entry to a lesser extent to improve legibility and wayfinding. (PL2-I, PL3-A, DC2-A)
11. Incorporate a higher level of lighting along the streetscape to make the public plaza more welcoming and well-lit. The Board suggested either bollard lighting or uplighting on the trees. (DC4-C)
12. The two greenroofs on level 2 should include taller plantings and/or be changed to planters. (PL3-B)
13. The planting beds in the right of way should include a variety of species to add texture and create layering. (CS2-B, DC4-D)
14. Seating should be provided at the main entry. (PL2-A)

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 SDCI 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

Four members of the Southwest Design Review Board were in attendance at the Recommendation meeting 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, SDCI staff worked with the applicant to update the submitted plans to address the conditions and include the recommendations of the Design Review Board. The Director of SDCI 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.

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.

DECISION – DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS – SEPA

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated March 17, 2015. The applicant also submitted a Transportation analysis (Gibson Traffic Consultants, Inc. dated March 2015) and an Arborist Report (Tree Solutions Inc. dated July 29, 2014). The Seattle Department of Construction and Inspections (SDCI) 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 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 Comments:

The public comment period commenced on April 20, 2015. Multiple comment letters were received. Comments included concerns with traffic and parking, transit impacts, vendor and visitor parking, quality materials and detailing, accessibility and connection to the street, noise, exhaust and venting, lighting and glare, privacy, setbacks, loss of a pear tree on-site, and preference for a non-modern aesthetic.

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 warrants further discussion and analysis.

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.

Noise

The project is expected to generate loud noise during demolition, grading and construction. The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development 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 and legal holidays in Lowrise zones.

If extended construction hours are desired, the applicant may seek approval from SDCI through a Noise Variance request. The applicant's environmental checklist does not indicate that extended hours are anticipated.

A Construction Management Plan will be required, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>. The limitations stipulated in the Noise Ordinance are sufficient to mitigate noise impacts; therefore no additional SEPA conditioning is necessary to mitigation noise impacts per SMC 25.05.675.B.

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 and parking (SMC 25.05.675. B and M).

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation and SDCI. The requirements for a Construction Management Plan include a

Haul Route and a Construction Parking Plan. The submittal information for a Construction Management Plan and review process for Construction Management Plans are described here: <http://www.seattle.gov/transportation/cmp.htm>.

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; noise; 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 the following 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.

Parking & Traffic

A Transportation Impact Analysis dated March, 2015 was prepared for the project by Gibson Traffic Consultants (GTC). Based on rates from the Institute of Transportation Engineers (ITE) Trip Generation manual, the analysis reports the proposed uses will generate an average of 139 net daily trips, 6.57 AM peak-hour trips and 10.86 PM peak-hour trips. These forecasts are adjusted to reflect local conditions, which provide opportunities for transit, walking, and bicycle usage.

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 SDCI Transportation Planner reviewed the information and determined that while these transportation impacts are adverse, they are not expected to be significant; therefore, no further mitigation is warranted per SMC 25.05.675.R.

The project is proposing to provide five on-site parking spaces. Per SMC Table B for Section 23.54.015, no residential off street parking is required because of the project's location in a multifamily zone and urban village with frequent transit service. The Traffic Impact Analysis

noted that the estimated average weekday parking demand for 45 units there will be 18 parking spaces. No additional mitigation is warranted per SMC 25.05.675.M.

Historic Resources

The proposed development includes the demolition of three buildings over 50 years old. The Department of Neighborhoods reviewed the proposal for potential impacts to historic resources, and indicated that the existing structures on site are unlikely to qualify for historic landmark status (LPB 334/15). Therefore, no mitigation is warranted for historic preservation.

Height, Bulk & Scale

The project was subject to the City's 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.

Plants & Animals

During review of this application, an arborist report (Tree Solutions, dated July 29, 2014; revised September 8, 2014) was submitted by the applicant that identified and evaluated eight trees on site and five trees located in the adjacent right-of-way. Two of the trees onsite qualified as Exceptional, a multi-stem Japanese Maple in fair condition and a Pacific Dogwood, with signs of early disease. The applicant has determined that retention of the exceptional trees is not feasible due to their location and the anticipated impacts to the critical root zones. In response to the applicant's proposal to remove all existing vegetation onsite, including the two exceptional trees, the applicant will be required to plant six 3" Japanese Maple trees as replacement trees in the adjacent right of way.

Future construction will be reviewed for compliance with applicable tree protection regulations during the Building Permit phase of review and will be subject to the provisions of SMC 23.45, which sets forth development standards for multi-family zones and tree ordinance regulations of SMC 25.11.

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

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.

SEPA - CONDITIONS OF APPROVAL

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

1. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

DESIGN REVIEW - CONDITIONS FOR APPROVAL

Prior to Issuance of a Building Permit

2. In the design, include additional lighting along the streetscape, such as bollard lighting or uplighting of the trees, to make the public plaza more welcoming and well-lit.
3. Include seating opportunities in the design, such as a seat wall or benches near the entry.

Prior to Issuance of a Certificate of Occupancy

4. 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 (BreAnne McConkie 206-684-0363 or breanne.mcconkie@seattle.gov).

For the Life of the Project

5. 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 (BreAnne McConkie 206-684-0363 or breanne.mcconkie@seattle.gov).

BreAnne McConkie, Land Use Planner
Seattle Department of Construction and Inspections

Date: January 28, 2016

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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 **Seattle DCI** 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.