



**City of Seattle**  
Edward B. Murray, Mayor

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**Department of Construction and Inspections**  
Nathan Torgelson, Director

**CITY OF SEATTLE  
ANALYSIS AND DECISION OF THE DIRECTOR  
OF THE SEATTLE DEPARTMENT OF CONSTRUCTION & INSPECTIONS**

**Application Number:** 3017075  
**Applicant Name:** Hugh Schaeffer, S + H Works for Boylston Flats LLC  
**Address of Proposal:** 1404 Boylston Ave

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow a 7-story structure containing 107 dwelling units (76 small efficiency dwelling units and 31 apartment units). Existing structures to be removed.

The following approvals are required:

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

**Development Standard Departures** to allow portions of the structure to be in required setbacks. (SMC 23.45.518.B) \*

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

\*Departures are described at the end of the Design Recommendation summary.

**SEPA DETERMINATION:**

Determination of Non-Significance

- No mitigating conditions of approval are imposed.
- Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts

Site Zone: Midrise (MR)

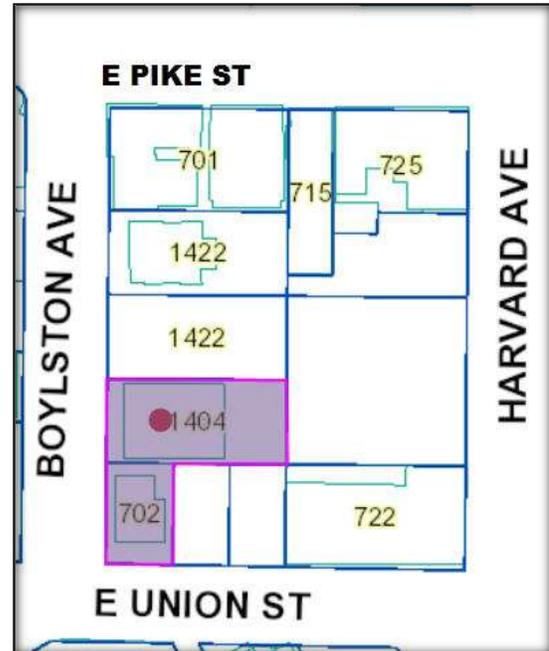
Nearby Zones: Directly to the north and to the east the zoning is NC3P-65. To the west across Boylston Ave the zoning is MR. To the south of the site the zoning is NC3P-65 and across E Union St, HR.

Lot Area: 11,124 square feet.

Environmentally Critical Areas: None

Access: The lot has street frontage along Boylston Ave and E Union St.

Current Development: The site is occupied by two two-story wood frame structures built in 1905 that are being used as multifamily structures.



Surrounding Development: The Boylston Ave blockface still retains many of the original wood residential structures built in the first decade of the 20<sup>th</sup> century. Across Boylston Ave from the site is a four-story brick apartment building constructed in 1925 and one of three two-story wood frame structures built in the early 1900's that are being used as multifamily structures. Directly to the north of the site is the most recent development on the block, a 23 unit 6-story apartment building with ground floor commercial space built in 2007. The site wraps around two sides of a surface parking lot along E Union St. which abuts the brick Knights of Columbus Hall, constructed in 1912. Across E Union St. is a 4-story wood sided apartment building built in 1905 and a 3-story 1902 multifamily residence.

Neighborhood Character: The site is two blocks west of Broadway and one block south of E Pike St. providing ample access to retail and the vibrant amenities of the Pike/Pike corridor. Bus routes are located on Broadway, Seneca St. E Union St, and E Pine St. Downtown Seattle is a 15 minute walk away. The site is just outside the Pike Pine Conservation Overlay.

A small prototype park has been added in the right-of-way at the intersections of E Union St, University St and Boylston Ave. as part of the First Hill Public Realm Action Plan.

**Public Comment:**

The two week public comment period ended on May 16, 2015 after being originally noticed on April 9, 2015, revised and renoticed on April 16, 2015 and extended by two weeks. In addition to the comment(s) received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. Comments were about traffic, parking, infrastructure, vegetation, and noise. Public comments such as nearby historic structure that are not designated Seattle Landmarks, neighborhood demographics, and social services are issues outside the scope of this review per SMC 23.41 and SMC 25.05.

## **DESIGN REVIEW**

### **INITIAL EARLY DESIGN GUIDANCE MEETING: November 12, 2014**

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number (3017075) at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

The EDG packet is also available to view in the project file (project number 3017075), by contacting the Public Resource Center at Seattle DCI.

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

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

## **DESIGN DEVELOPMENT AND PRESENTATION**

The applicant noted that the project intended to provide affordable housing and meet green building standards. They had investigated the proposed prototype park on E Union St. They noted there was a 35' grade change along Boylston Ave.

Scheme A was the code compliant option, with 107 studio type units. The residential lobby was accessed from a small courtyard at the northwest corner of the site off of Boylston Ave. Bike storage was located below grade at the southwest portion of the structure.

Scheme B had 105 studio type units with two residential entries. One accessed from a small courtyard at the northwest corner of the site off of Boylston Ave. and the other from a patio along E. Union St. Bike storage areas will be located next to both entry lobbies. Three departures were requested from setback requirements to provide building modulation (see Departures at the end of the report).

Scheme C had 105 studio type units with two residential entries. One accessed from a small courtyard at the northwest corner of the site off of Boylston Ave. and the other from a patio along E. Union St. Bike storage areas will be located next to both entry lobbies. Three departures were requested from setback requirements to provide building modulation (see Departures at the end of the report). The area and location of modulation is the only difference between Scheme B and C.

## **PUBLIC COMMENT**

Member of the public attended the Initial Early Design Guidance meeting and offered the following comments:

- Wished the developer had reached out to the local neighborhood community groups.
- Encouraged a simple, well detailed, attractive development.

- Suggested the applicant look at the nearby Northwest school gym facility as an example of design cues.
- Encouraged the development team to engage with SDOT.
- Supported the two proposed patios and suggested the corner patio to be more open.
- Supported the two entries but was leery of the shroud or ‘eye brow’ effect of the preferred option.
- Encouraged bike parking space be provided at a rate of one bike per unit.
- Encouraged the applicant to consider reusing materials from the two existing building on site to be demolished, in the new development.
- Supported the proposal to provide affordable housing.
- Concerned the height of the proposed development is out of scale with the surrounding development.
- Supported the proposed modulation of the elevations.
- Encouraged the development to fit within the existing historic context of the neighborhood.
- Encouraged the applicant to study the appearance and type of windows that will be installed to respect the privacy of the residential building to the north.

## **PRIORITIES & BOARD RECOMMENDATIONS**

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

### **INITIAL EARLY DESIGN GUIDANCE: November 12, 2014**

- 1. Massing, Height and Modulation: The Board noted that the massing options were too similar and the applicant had missed topography and context cues from the site. The Board felt that the project could fit well within the neighborhood but wants to see a site plan and massing option that responds to the neighboring structures. (CS2.B, CS3, DC2, DC3)**
  - a. Provide an option that steps the massing of the development with the grade change of Boylston St. (CS2.B.1, CS2.D.2)
  - b. The Board encouraged a different treatment at the top of the structure. Consider the materiality of the design and the perception of massing. (CS2.III.ii, DC2.A.2)
  - c. Investigate the transition between the First Hill and Pike/Pine neighborhoods and provide a design that responds to the surrounding lower scale buildings. (CS2.D.1, CS2.D.3, CS2.D.5)
- 2. Corner Treatment: The Board felt that the focus of the building in the options was the wrap around the Boylston Ave residential entry instead of the street corner, and that the residential entry at the street corner appeared unresolved. (CS2.A.2, CS2.C.1)**
  - a. Design a stronger corner at Boylston Ave and E. Union St. (CS2.C.1, CS3, DC3.A.1)
  - b. Provide an option with a different massing treatment and materials at the street corner. (CS2.C.1)

3. **Access, Entry and Location of Uses: The Board recommended further study of the best location for the residential entry. There was concern with the location of the solid waste storage area and that residential units would be located underneath that use. (PL3.A.1, PL3.A.2, PL3.A.4, PL3.B.2)**
  - a. Provide an option with an entry at the middle point of the building along Boylston Ave. (PL3.A.1)
  - b. Consider moving the solid waste storage area closer to Boylston Ave and relocating a combined lobby/lounge. (DC1.A.1)
  
4. **At the second EDG meeting the applicant should provide the following:**
  - Investigate and work with the most recent information about the proposed neighborhood park at the intersections of Boylston Avenue, University and E Union streets.

## **SECOND EARLY DESIGN GUIDANCE MEETING: January 28, 2015**

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number (3017075) at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

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## **DESIGN DEVELOPMENT AND PRESENTATION**

The applicant presented two schemes that were variations of the schemes B and C presented at the Initial EDG meeting. Each scheme had a second variation.

Scheme B was a direct response to the Board guidance given at the Initial EDG. It had 107 studio type units with one residential entry from Boylston Ave at the midpoint of the street-facing elevation. Bike storage areas will be located next to the entry lobby. The solid waste storage area had been moved to the northwest corner of the site. Three departures were requested.

Scheme B.1 was the same as B, except the solid waste storage area was located away from the street-front.

Scheme C was the applicants preferred option and had 105 studio type units with two residential entries. The main entry was accessed from a small courtyard at the northwest corner of the site off of Boylston Ave, and the other from E. Union St next to a patio. Bike storage areas will be

located next to both entry lobbies. Three departures were requested (see Departures at the end of the report).

Scheme C.1 was essentially the same as C except for a higher south portion of the structure, a shifting of the location of the street-facing protrusions and a building recess at the upper level at the south portion of the structure.

## **PUBLIC COMMENT**

The following public comments were offered at the Second Early Design Guidance meeting:

- Stated that the scale of the development from E Union St. is massive and taller than surrounding existing structures. Encouraged the development to be at the same scale of the Knights of Columbus and nearby brick apartment buildings.
- Stated that many existing buildings, especially along E Union St are brick and is concerned about the proposed use of materials.
- Encouraged the applicant to design the public edge of the structure to deal with the vagrancy in the neighborhood.
- Encouraged the addition of parking to the project.
- Supported the preferred option and the main entry location.

## **PRIORITIES & BOARD RECOMMENDATIONS**

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

### **Second Early Design Guidance: January 28, 2015**

- 1. Massing, Height and Modulation: The Board appreciated that the design team responded to their guidance and that they presented alternatives. After deliberation the Board directed the applicant to move forward with a hybrid of Scheme C and C.1.**
  - a. Maintain the stepped (higher) height at the southern portion of the building as shown in Scheme C.1. (CS2.B.1, CS2.D.2)
  - b. Fill in the upper portion of the façade above the building projection as shown in Scheme C. (DC2.B.2)
  - c. Locate the building projections along Boylston Ave to step up with the roof line as shown in Scheme C.1. (CS2.B.1, CS2.D.2, DC2.B.2)
- 2. Entries and Corner Treatment: The Board supported the main entry location at the northwest corner of the site but had some concern with the relationship of the entry and the driveway of the development to the north. Additionally, the Board felt the corner at E Union St needed simplification.**
  - a. Design a more substantial entry that will not the impact visibility from the driveway to the north. (PL2.B.1, PL3.A.1, DC2.C.3)
  - b. Design and locate the building projections so they do not hover over the building corners. (DC2.D.1)

- c. Simplify the massing and design of the corner at Union St and Boylston Ave. (CS2.C.1, DC2.B.1)
  - d. Provide design consistency to the three visible building corners. (DC2.B.1)
  - e. Locate the solid waste storage area away from the entry corner. (DC1.C.4)
- 3. Materials: The Board encouraged the use of brick and high quality materials to compliment the neighboring structures. (DC4.A.1, DC4.I.i)**
- a. Use high quality materials at lower level. (DC4.A.1, DC4.I.i)
  - b. Consider using materials found on the existing nearby buildings. (DC4.I.i)
  - c. Consider the use of a different material at the street corner then the 'gray' corrugated metal as presented. (DC4.I.i)
  - d. Use a palette of materials to help mitigate the building scale. (DC2.D.2, DC4.I.i)
- 4. Security: The Board expressed concern about security at the patio at the corner of E Union St and Boylston Ave.**
- a. Design the outside corner lounge patio with a focus on security for the users and pedestrians passing by. (PL2.B)
  - b. Provide security around the building light wells. (PL3.B.1)

#### **INITIAL RECOMMENDATION MEETING September 9, 2015**

The packet includes materials presented at the meeting, and is available online by entering the project number 3017075 at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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

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#### **DESIGN DEVELOPMENT**

The applicant presented a design in response to the Board guidance.

#### **PUBLIC COMMENT**

The following public comments were offered at the Initial Recommendation meeting:

- Supported the departure requests.
- Supported the use of brick, the massing, the crisp bold design and the two entries due to the grade change.
- Stated concern over the low level glazing.
- Encouraged the use of better quality fiber cement board.

- Stated disappointment that the applicant did not respond to the nearby City of Seattle Landmark buildings or the structures on the National Historic Registry.
- Concerned about the height of the proposal in relationship to the existing neighborhood context.
- Concerned about the dark color of the brick and encouraged the exterior to be entirely clad in a red or soft tone brick.
- Concerned that the setback along Union Street is not enough.
- Encouraged a reduction of the Union St. facade to be only 3 stories or to the height of the existing nearby structures.
- Stated the main entry should be at the corner of Union St. and Boylston Ave.
- Encouraged the patio at the corner to be designed as public space.
- Encouraged Orca passes be provided for the residents.
- Encouraged that at least a couple of parking spaces be provided.
- Did not support the main entry off of Boylston Ave. as transportation and the University/Union St. pedestrian connection to downtown and the hospitals is better from Union St.
- Encouraged a more prominent entry on Union St. as the current entry does not animate University St. and fits better with the Pike/Pine corridor.
- Stated that the projections made the building bulky and out of scale.
- Encouraged a muting of the color of the projections as the color treatment makes them stick out.

## 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.

### INITIAL RECOMMENDATION MEETING: September 9, 2015

- 1. Massing and Design Concept: The Board appreciated the project's design ideas but noted that the building facades, with the projections and multiple window treatments, was overly busy. They gave guidance to prioritize the design ideas and use only the strongest concepts. (DC2.A.2, DC2)**
  - a. Simplify the elevations as they are too busy. Consider a change of material colors or fewer fenestration configurations to provide order. (DC2.B.1, DC4.A.1)
  - b. Quiet the façade to be more respectful of the surrounding buildings. (DC2.A.2)
- 2. Entries and Lobby Design: The Board supported two entries but voiced that given the First Hill Action Plan, the 'front' entry should be located on Union St. The Board noted that currently the entries are secondary to the façade treatment, but a simplification of the facades will help define the entries. (PL3.A.1)**
  - a. Design the Union St entry as the front door or guest entry that is elegant, welcoming and visible. (PL3.A.1, PL3.A.2)
  - b. Design the Boylston St entry as the back entry; the functional entry with bike parking storage, and mail. (PL3.A.1)
  - c. The plaza off the Union St entry should not be accessible by the public for safety and security reasons. (PL3.B.1)

- d. Relocate the bikes away from the cooking area in the lobby. (PL4.B.2)

### **FINAL RECOMMENDATION MEETING: October 28, 2015**

The packet includes materials presented at the meeting, and is available online by entering the project number 3017075 at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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### **DESIGN DEVELOPMENT**

The applicant presented a design in response to the Board guidance; as shown in the Recommendation packet.

### **PUBLIC COMMENT**

The following public comments were offered at the Final Recommendation meeting:

- Stated the site was surrounded by older, historic buildings and there is precedent for the public and Board asking to have structures fit within the historical context of the neighborhood.
- Stated that the Board has asked for a corner entry at the 2<sup>nd</sup> EDG [Staff note, Seattle DCI has no record of this], asked for brick and stated concern about the entry and security at the Union St entry.
- Stated that this packet is a repetition of the last design review meeting. Felt that the design should respond to the neighborhood context, provide an entry on Union St. and include muted colors.
- Stated the simple option has better color and simple windows but still does not match the soft red and yellow brick of the existing older buildings.
- Encouraged using either soft red or yellow brick, not dark brick which is industrial looking.
- Stated the patio at Union St will not be used.
- Encouraged the private patio be made public to compliment the experimental park.
- Suggested expanding the entry at Union and to make it more prominent.
- Suggested a driveway for pedestrian drop-offs.
- Encouraged the simple option be followed.

## 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.

### Final Recommendation Meeting: October 28, 2015

- 1. Elevation Design: The Board agreed that the applicant had done a good job at simplifying the fenestration, that the corner treatment is quieter and more elegant than what was previously shown, and that the rear elevations had greatly improved. It was noted that the symmetry of the windows is responding to the older buildings and is an improvement. (CS3.A.1, DC2.B.1) The Board was split on preferring the “simple scheme” or the “preferred scheme” window options as shown in the packet and recommended the following condition:**
  - a. Work with the projects Land Use Planner on determining the final design of the fenestration, using the two options that were presented. (DC2.B.1)
  
- 2. Materials: The Board determined the color palette needed to be simplified in respect of the context of the older neighboring buildings. The Board supported the use of brick on the E Union St. and the southern portion of the Boylston St. facades and would support the use of more brick. (CS3.A.1, DC2.B.1, DC4.A.1, DC4.I.i) The following conditions were recommended:**
  - a. Work with the Land Use planner to achieve a color/material palette using the dark brick with the white windows and only two other colors. (DC2.B.1, DC4.A.1, DC4.I.i)
  - b. Use the materials as shown in the packet. (DC4.A.1)
  - c. Maintain the white vinyl windows. (DC4.A.1)
  - d. The Board also recommended that the use of black metal to match the dark brick is fine. (DC2.B.1, DC4.A.1)
  
- 3. Entries and Street level Treatment: The Board supported the two entry /lobby designs that were presented. They stated that the four street level units and corner transparency are successful. The Board voiced that the windows being symmetrical is more important than changing them along grade to provide additional transparency. (PL3.A.1, PL3.II.ii, DC2.B.1) The following conditions were recommended:**
  - a. Maintain a prominent entry sequence at the Union St. entry. (PL3.A.1, PL3.A.4, PL3.I.i)
  - b. Maintain the pavers in the planting strip area at the entry off Union St. (DC2.D.1)

## DESIGN REVIEW GUIDELINES

The priority Citywide and Pike/Pine 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.

### **CS1-C Topography**

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

### **CS1-D Plants and Habitat**

**CS1-D-2. Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

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

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

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

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

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

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

### **CS2-C Relationship to the Block**

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

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

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

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

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

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

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

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

**CS2-III-ii. Upper Story Bulk:** For structures that exceed the prevailing height, reduce the appearance of bulk on upper stories to maintain the established block face rhythm. Consider the character of the existing block face when determining the appearance of the

upper story elements. Whether the upper and lower floors of a structure look different or the same may depend upon the complexity of the existing structures on the block.

- a. Use the prevailing structure width to create an upper story massing rhythm.
- b. Break the structure into smaller masses that correspond to its internal function and organization.
- c. Use changes in roof heights to reduce the appearance of bulk.
- d. For new structures that are significantly taller than adjacent buildings, especially on larger lots, consider upper floor setbacks of at least 15 feet from the front facade to reduce the perceived height. However, slender forms such as towers and dormers that extend toward the front facade may add visual variety and interest to the setback area.

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

#### **CS3-A Emphasizing Positive Neighborhood Attributes**

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

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

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

#### **CS3-B Local History and Culture**

**CS3-B-1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

#### **CS3-IV Architectural Context**

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

Examples of preferred elements include:

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

## **PUBLIC LIFE**

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

#### **PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

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

**PL2-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.

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

**PL2-I Personal Safety and Security**

**PL2-I-i. Lighting:** Lighting installed for pedestrians should be hooded or directed to pathways leading towards buildings.

**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.

**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.

**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.

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

**PL3-I Transition Between Residence and Street**

**PL3-I-i. Residential Entryways:** Residential entryways that feature heavy or contrasting trim, distinctive materials and a link to the surrounding streetscape are encouraged.

**PL3-II Human Scale**

**P3-II-ii. Ground-floor Design:** The design of the ground floor of new developments should include:

1. Pedestrian-oriented architectural elements.
2. A rhythm of building modulation comparable or complementary to adjacent buildings.
3. Transparent, rather than reflective, windows facing the street.

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

**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.

## 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-C Parking and Service Uses**

**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.

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

#### **DC2-A Massing**

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

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

#### **DC2-B Architectural and Facade Composition**

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

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

#### **DC2-C Secondary Architectural Features**

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

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

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

#### **DC2-D Scale and Texture**

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

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

#### **DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

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

*Pike/Pine Supplemental Guidance:*

**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-B-3. Connections to Other Open Space:** Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

**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.

*Pike/Pine Supplemental Guidance:*

**DC3-I Residential Open Space**

**DC3-I-i. Open Space Location:** Locating a significant amount of open space on rooftops is discouraged. Open space at street level that is compatible with established development patterns and does not detract from desired, active street frontages is encouraged. While not characteristic of the historic warehouse, commercial, or apartment development in the area, usable balconies may be appropriate on streets where a more residential character is intended, to provide both open space and visual relief on building facades. In other areas, if balconies are provided, it is preferable that they not be located on street-facing facades, but rather on facades facing the side or rear of the lot, or internal courtyards.

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

**DC3-II-i. Public Space Enhancement:** The creation of small gardens and art within the street right-of-way is encouraged in the Pike/ Pine neighborhood in order to enhance and energize the pedestrian experience. This is especially desirable for residential and mixed use developments as well as a means to distinguish commercial areas from institutional areas. Providing vertical landscaping, trellises or window boxes for plants is also desirable. Street greening is specifically recommended along listed streets.

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

**DC4-A Exterior Elements and Finishes**

**DC4-A-1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

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

**DC4-C Lighting**

**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.

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

**DC4-I Exterior Finish Materials**

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

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

**DEVELOPMENT STANDARD DEPARTURES**

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

At the Final Recommendation Meeting four departures were requested. During discussion of the departures the Board stated that they would be willing to grant a greater departure to align the height of the projections on the interior elevations, to provide better proportions on those elevations. The applicant, working with the Land Use planner, choose to take the Boards guidance and did align the height of the projections on the north, most eastern and south non-street facing elevations. Therefore departures 2, 3 and 4 have been modified from what was shown in the Recommendation packet.

1. **Setback Requirements (SMC23.45.518.B)** The Code requires that for apartment structures the side setback from street lot lines should have a 7’ average with a 5’ minimum. The applicant is proposing that along Boylston Ave the average setback will be 6.17’ with a 4’ minimum for part of the two proposed projections which take up 33% of the facade.

This departure would provide an overall design that would better meet the intent of Design Guidelines **DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects, and **DC2-B-1. Façade Composition:** Design all building facades.....considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned. The two projections on the Boylston St. elevation, which project into the setback area, break up the large facade, helping to reduce the perceived mass and to achieve a better proportioned elevation.

The Board voted unanimously to recommend this departure.

2. **Setback Requirements (SMC23.45.518.B)** The Code requires that for apartment structures without an alley the rear setback should be 15'. The applicant is proposing that the rear setback will be a minimum of 12' with a 14.11' average for the proposed projections which take up 29.7% of the facade.

This departure would provide an overall design that would better meet the intent of Design Guidelines **DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects, and **DC2-B-1. Façade Composition:** Design all building facades...considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned. The two projections on the north elevation, which project into the setback area, break up the large facade, helping to reduce the perceived mass and to achieve a better proportioned elevation.

The Board voted unanimously to recommend this departure.

3. **Setback Requirements (SMC23.45.518.B)** The Code requires that for apartment structures the side setback from interior lot lines for portions of structures 42' or less in height should have a 7' average setback with a 5' minimum, and above 42' a 10' average setback with a 7' minimum. The applicant is proposing that along the south interior lot line a 15' high portion of the façade above 42' will have an average setback of 8.58' and a minimum setback of 7'.

This departure would provide an overall design that would better meet the intent of Design Guideline **DC2-B-1. Façade Composition:** Design all building facades.....considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned. By allowing the upper portion of the 5<sup>th</sup> story to project into the setback area, the design achieves a better proportioned south elevation and creates a consistent datum line on the east and north facades, simplifying the design.

The Board voted unanimously to recommend this departure.

4. **Setback Requirements (SMC23.45.518.B)** The Code requires that for apartment structures the side setback from interior lot lines for portions of structures 42' or less in height should have a 7' average setback with a 5' minimum, and above 42' a 10' average setback with a 7' minimum. The applicant is proposing that along the east interior lot line a 15'-18.5' high portion of the façade above 42' will have an average setback of 8.59' and a minimum setback of 7'.

This departure would provide an overall design that would better meet the intent of Design Guideline **DC2-B-1. Façade Composition:** Design all building facades.....considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned. By allowing the upper portion of the 5<sup>th</sup> story to project into the setback area the design achieves a better proportioned east elevation and creates a consistent datum line on the south and north facades, simplifying the design.

The Board voted unanimously to recommend this departure

## **BOARD RECOMMENDATIONS**

The recommendation summarized below was based on the design review packet dated October 28th, 2015, and the materials shown and verbally described by the applicant at the October 28th, 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:

1. Work with the projects Land Use Planner on determining the final design of the fenestration, using the two options that were presented. (DC2.B.1)
2. Work with the Land Use planner to achieve a color/material palette using the dark brick with the white windows and only two other colors. (DC2.B.1, DC4.A.1, DC4.I.i)
3. Use the materials as shown in the packet. (DC4.A.1)
4. Maintain the white vinyl windows. (DC4.A.1)
5. Maintain a prominent entry sequence at the Union St. entry. (PL3.A.1, PL3.A.4, PL3.I.i)
6. Maintain the pavers in the planting strip at the entry off Union St. (DC2.D.1)

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

Following the Recommendation meeting, Seattle DCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The Director of Seattle DCI has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meeting who approved the design and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed

result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

*Applicant response to Recommended Design Review Conditions:*

- 1. The applicant worked with the Land Use planner and responded on the plans with a design using the preferred fenestration design, therefore satisfying recommendation #1.*
- 2. The applicant worked with the Land Use planner and responded on the plans with a design using a color/material palette using the dark brick with the white windows and only two other colors, therefore satisfying recommendation #2.*
- 3. The applicant responded on the plans, showing a design that uses the materials shown in the Final Recommendation packet, therefore satisfying recommendation #3.*
- 4. The applicant responded on the plans, showing a design that uses the white vinyl windows shown in the Final Recommendation packet, therefore satisfying recommendation #4.*
- 5. The applicant responded on the plans, showing a design with the prominent entry sequence at the Union St. entry shown in the Final Recommendation packet, therefore satisfying recommendation #5.*
- 6. The applicant responded on the plans, showing a design with pavers in the planting strip at the entry off Union St. as shown in the Final Recommendation packet, therefore satisfying recommendation #6.*

The Director is satisfied that conditions 1-6 of the recommendations imposed by the Design Review Board have been met. The Director accepts the Design Review Board's recommendations.

**Director's Decision**

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

**SEPA ANALYSIS**

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated March 2<sup>nd</sup>, 2015. The Seattle Department of Construction and Inspections (Seattle DCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or its agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

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

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

### **Short Term Impacts**

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following analyzes construction-related noise, greenhouse gas, construction traffic and parking impacts, as well as mitigation.

#### **Construction Impacts - 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 Midrise zones.

If extended construction hours are desired, the applicant may seek approval from Seattle DCI 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.

#### **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. Therefore no further mitigation is warranted pursuant to SMC 25.05.675.F

### Construction Parking and Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic.

The area includes limited and timed or metered on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

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 Seattle DCI. 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; and increased light and glare. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas emissions; historic preservation; height, bulk and scale; traffic and transportation; and parking impacts warrant further analysis.

### Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant, therefore, no further mitigation is warranted pursuant to SMC 25.05.675.F

### Historic Preservation

The two existing structures on site are more than 50 years old. These structures were reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structures on site are unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 462/14 and LPB 634/14). Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to

historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

*Height, Bulk & Scale*

The project went through a Design Review process per SMC 23.41, 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.”

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process for any new project proposed on the site, Per the Overview polices in SMC 25.05.665.D, the existing City Code and regulations to mitigate impacts to historic resources are presumed to be sufficient, and additional mitigation is not warranted under SMC 25.05.675.G.

*Traffic and Parking*

The applicant submitted a Traffic Impact Analysis by Gibson Traffic Consultants dated October 2014 and a revised study dated October 2015. The numbers used in the report was 105 units which is two less than the proposed 107 units.

The study analyzed the proposed and existing uses to determine the new daily trip generation. The project is anticipated to generate 359.1 new daily trips with 34 new PM peak hour trips. The Seattle DCI Transportation Planner reviewed the information and determined that while these 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 not providing any parking and per the Land Use Code, no parking is required for this project. The Traffic Report noted that the parking demand for this development is anticipated to be 38 parking spaces.

The traffic and parking analysis noted that the existing on street parking utilization rate is approximately 83% within 800’ of the site. The proposed development peak demand of 38 parking spaces would not be accommodated by the proposed development, resulting in a spillover demand of 38 on-street parking utilizations, resulting in an on-street utilization of 93%. Total cumulative parking demand of the proposal and other projects in the vicinity would result in a potential on-street parking utilization of 104% within 800’ of the site. The parking study noted that there are four public parking lots offering overnight parking located within 800 feet of

the site which could be used to supplement the parking needs of the development. It is anticipated that most residents are expected to walk, bike or use public transit.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of parking impacts in Urban Centers. This site is located in the Pike/Pine Urban Center Village. Regardless of the parking demand impacts, no SEPA authority is provided to mitigate impacts of parking demand from this proposal.

### **DETERMINATION OF NON-SIGNIFICANCE**

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

- Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW [43.21C.030](#) (2) (c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

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

### **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 OF APPROVAL.**

Prior to Certificate of Occupancy

2. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Beth Hartwick 206 684-0814 or [beth.hartwick@seattle.gov](mailto:beth.hartwick@seattle.gov)).

For the Life of the Project

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Beth Hartwick 206 684-0814 or [beth.hartwick@seattle.gov](mailto:beth.hartwick@seattle.gov)) or a Seattle DCI assigned Land Use Planner.

Beth Hartwick, Senior Land Use Planner  
Seattle Department of Construction and Inspections

Date: March 10, 2016

BH:drm

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

Master Use Permit Expiration and Issuance

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

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by 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](mailto:prc@seattle.gov) or to our message line at 206-684-8467.