City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCION AND INSPECTIONS

Application Number: 3017381

Applicant Name: Chie Yokoyama, Nicolson Kovalchick Architects

Address of Proposal: 4561 Martin Luther King Jr Way South

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow a four-story mixed-use building containing 96 apartment units above two live-work units and 7,226 sq. ft. of commercial space. Parking for 82 vehicles to be provided in a below-grade garage.

The following approvals are required:

Design Review - Seattle Municipal Code (SMC) Section 23.41

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions*

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

* Notice of the Early Determination of Non-significance was published on March 23, 2015.

PROJECT DESCRIPTION

The applicant proposes a four-story structure containing 96 residential units, two live-work units and 7,226 sq. ft. of retail space on the ground floor with parking for 82 vehicles to be provided below grade.

At the EDG meeting, the applicant presented three options that share a similar program comprising commercial retail use facing the intersection of S. Alaska and MLK Way and at the

corner of S. Snoqualmie St (options #1 and 3); a lobby and amenity area at mid-block fronting MLK Way and residential units facing west; service areas at the northwest portion of the ground floor and three residential floors above, and a below-grade garage. The variations occur mostly in the configurations of the plan and the shape of the open spaces or plazas. Option One forms a C-shape in plan with terraced open spaces facing west framed by the wings of the building. At the upper level, the residential units line a double loaded corridor that wraps around the west open space. A corner plaza fronts the S. Alaska and MLK Way intersection. A covered, shallow forecourt introduces the lobby and amenity space along MLK. The building mass for the most part appears extruded from the ground floor plan with the exceptions of small projections and recessions.

Option Two also has retail commercial facing the intersection but shows a cluster of four live-work units at the north end anchoring the Snoqualmie and MLK corner. A deep, linear forecourt of 28 feet extends along the MLK frontage. A smaller plaza at the southeast corner mediates the space between the S. Alaska / MLK corner and the commercial space. In plan, the building resembles an "I", particularly at the upper residential levels. The massing at the southern end of the proposed structure has chamfered walls that reflect the oblique street pattern. Option Three closely resembles Option Two with variations that include an arcade at street level which mediates the two open spaces at the corner and fronting MLK. In mass, Scheme Three has more modulations at street level. Vehicular access to the garage would occur from a driveway on the property to the west.

By the Recommendation meeting, the applicant had refined the massing and the composition of Option Three. The linear building has two wings on the north and south-ends that project toward the street and form a shallow mid-block plaza facing MLK Way. The south wing includes a public arcade in front of the commercial storefronts. At the north wing, a small commercial space wraps the corner of MLK Way and S. Snoqualmie. Three levels of residential units extend along a double loaded corridor. Two live/work units face S. Snoqualmie at street level and four residential units sit a few feet above grade fronting onto S. Alaska. The two wings announce themselves with the use of Prodema siding, a material resembling wood. A white fiber cement board adorns the recessed volume facing the central plaza. A bay projects outward from the recessed plane to signal the primary residential entrance. Storefront glazing defines the commercial spaces with the exception of the central commercial space which has concrete between the fenestration.

The applicant introduced revisions to the S. Snoqualmie storefronts, added segmented canopies at the north wing facing MLK Way and provided information about signage concepts at the second Recommendation meeting.

SITE & VICINITY

Located within the Columbia City Residential Urban Village, the 33,662 sq. ft. project site is part of the greater Seattle Housing Authority redevelopment of Rainier Vista. The nearly flat site has a small cluster of trees at its southwest corner. Irregular shaped, the site has two property lines of different lengths parallel to MLK Way. The diagonal path of the MLK right of way produces a wedge shaped corner at South Alaska St.

Much of the MLK Way corridor to the north has been redeveloped recently with mixed-use projects. Neighboring development beyond the MLK Way Rainier Ave S. corridors is predominantly multi-family Lowrise and single family developments. Columbia City center with its mix of small commercial uses is several blocks to the east.

Among the surrounding uses are the Columbia City light rail station, Rainier Vista playfield, the Interagency Academy, and Seattle Housing Agency's Tamarack Place and Snoqualmie Pl. To the north of the site lies Elder Place also a Seattle Housing Agency property**.**

Adjacent rights of way include MLK Way S, S. Alaska St (both principal arterial), and S. Snoqualmie St.

The site possesses a zoning classification of Neighborhood Commercial One with a pedestrian overlay and a 40' height limit (NC1P 40).

Neighborhood commercial zoning extends north along the MLK Way corridor past S. Oregon St. This commercial zoning district lies between multifamily Lowrise Three and Lowrise Two zones flanking it. South of Alaska St. the zoning changes to Single Family 5000 (SF 5000) west of MLK Way. To the east of MLK, the zoning is predominantly multifamily Lowrise.

ANALYSIS - DESIGN REVIEW

Public Comments

Eight members of the public affixed their names to the first EDG meeting sign-in sheet. Speakers commented on the following issues:

- Due to the huge MLK Way right of way, the scale and shape of the buildings should not exacerbate the width. The buildings and their plazas are too suburban in concept.
- Overhead weather protection is super critical. These should be generous in depth and continuous.
- Vary the size of the retail spaces to attract different users.
- Focus on the pedestrian routes. Ensure that there is pedestrian scale lighting.
- Plazas should not be diluted. Don't make the street feel wider than it already is.
- Make this an urban building.
- Don't use the stylistic precedent of other buildings on MLK Way.
- The project review deserves more meeting time.
- There is a rich pedestrian experience in the neighborhood, especially once you're off MLK Way.
- Pedestrians use a path between the proposed building and the SHA's Snoqualmie Place.

GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the

guidelines found in the City of Seattle's "Design Review: Guidelines for Multi-family and Commercial Buildings".

PRIORITIES

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-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

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-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.
Habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

EDG Meeting #1: The impact of shadows and sunlight on the plazas should be analyzed to ensure that these significant open spaces on both the east and west buildings are comfortable and habitable.

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

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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.

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

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

East and West Buildings: The image of the two structures should serve as gateways into the neighborhood. Emphasize this character in subtle ways.

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.

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-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.
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.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.
PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.
PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

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.

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.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.
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-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

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

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

PL3-A Entries

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

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

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

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

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.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

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

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

Here too the residential lobby and the amenity area occupy too much space along the plaza fronting MLK. Increasing the amount of retail or other commercial space would likely generate more pedestrian activity. The arcade appears orphaned and doesn't succeed in creating a connection between the plaza at the corner and the linear plaza on MLK. It could wrap around to the south and north or alternatively be eliminated enhancing the amount of light into the ground floor commercial spaces.

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.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

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.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

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

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

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

DESIGN CONCEPT

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

DC1-AArrangement 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.

DC1-BVehicular 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.

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

Discussion focused on the choice of access for the garage and service area. The adjacent Snoqualmie Place has driveway along the east edge of the site. The applicant could potentially share the driveway and enter the garage from the west or create a new curb cut along S. Snoqualmie St and enter the building from the north. The Board thinks that

access from the west had greater advantages. Ensure the safety of pedestrians who use the same driveway as a path.

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-AMassing

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-BArchitectural 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-CSecondary 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-DScale 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-EForm 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.

DC3-ABuilding-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-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

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.

The massing and shape comprising the south end of the structure creates pinch points that impede pedestrian traffic movement for pedestrian movement along S. Alaska St. connecting to circulation north and south bound to the east of SHA's Snoqualmie Place.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

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.

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

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.

EDG Meeting #2: The Board was very supportive of the highly glazed 'tower' element on the south side. The Board encouraged high glazing and a warm material and color palette presented (wood-like product, metal, transparent glazing). The Board looks forward to reviewing in more detail a color and material board, the residential lobby design, as well as the accents colors used for the other two building masses.

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-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.

DC4-CLighting

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.

DC4-DTrees, 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.

Staff note*: For an example of a comparable linear plaza such as the one proposed to extend along MLK, review the landscape plans for project # 3014877 in West Seattle. The design produces zones along the street that help reinforce the mix of adjacent uses.*

DC4-EProject Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with Design Review and SEPA components on March 12, 2015.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a second and final Recommendation Meeting on April 12, 2016 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meetings, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comment

At the first Recommendation meeting, no one from the public fixed a signature to the sign-in sheet. One member of the public affixed her name to the second Recommendation meeting sign-in sheet. A member of the development team praised the project design.

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. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

The Neighborhood specific guidelines are summarized below. For the full text please visit the Design Review website.

CONTEXT & SITE

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

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

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

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

Recommendation Meeting # 1: The proposal attempts to continue the evolution of Rainier Vista into a pedestrian oriented, mixed use neighborhood located close to a light rail stop. The proposed design possesses materials and colors with less exuberance than earlier projects north of the site. The choice of Prodema and fiber cement panels in white and yellow shows more restraint and concern for aesthetics. The simpler massing displays the same restraint in light of the visual cacophony of projecting bays and variegated rooflines. The nearby Joel E. Smilow Teen Center is one exception to the plethora of materials and colors along MLK Way.

Recommendation Meeting # 2: The Board members conveyed that the use of Prodema, a composite wood panel to be used on the building's exterior, was essential to the project's success. The Board recommended that the Prodema remain as an integral part of on the four major elevations as illustrated at the two Recommendation meetings.

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.

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.

Recommendation Meeting # 1: The strength of the arcade on the southeast wing and the visual continuation of its rhythm by the use of tall, free-standing light fixtures to define the adjacent plaza warrant more design effort than the column spacing on the northeast storefront. The Board requests that the applicant develop a corresponding arcade on the northeast wing. The extended arcade would add needed weather protection at the MLK Way and S. Snoqualmie St. corner. It would produce a great visual connection along the MLK Way street front with the plaza and arcade at the south wing.

Recommendation Meeting # 2: The applicant dismissed the Board's earlier guidance to provide an arcade at the north wing, electing to propose segmented canopies above the storefronts. The Board decided that the consistency of the storefronts at the base of the separated volumes was unnecessary. Discussion highlighted that the arcade or colonnade was "gimmicky" in that it didn't turn the corner to Alaska St. or connect with any feature other than open space. Nonetheless, the segmented canopies at the north wing received Board acceptance.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

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.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

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.

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.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

Recommendation Meeting # 1: The Board urged adding an arcade within the mass of the northeast wing. Its addition would add greater continuity to the design by visually linking the north wing to the other two important at-grade elements -- the plaza and the south wing with its commercial arcade.

On S. Snoqualmie St., the live/work units would benefit from placing canopies over the doors to signify the intrinsic commercial character of their operations.

Recommendation Meeting # 2: See discussion under PL1-B-1 concerning the northeast wing.

The addition of canopies, transom windows and signage along the S. Snoqualmie frontage received the Board's endorsement. These elements, as they evolve during construction drawings and installation, must match the images shown on p. 10 of the Second Recommendation meeting booklet as stipulated by the board members.

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-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

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

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

PL3-A Entries

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

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

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

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

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.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

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

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

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.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

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.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

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

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

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

DESIGN CONCEPT

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

DC1-AArrangement 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.

Recommendation Meeting # 1: The project team locates the restaurant use farthest from the solid waste storage area. This poses the same cumbersome challenges as the project across MLK by the same team. The awkward arrangement requires the restaurant worker to cart the waste across the plaza, around the corner of MLK and Snoqualmie St., down Snoqualmie St past the two live/work units, the bike room and then turn the corner to the shared access driveway to walk another 55 feet to the storage area. A somewhat shorter exterior route along S. Alaska St. has no path or access from the sidewalk to the storage area. Based on the plans, a third option would have the employee haul the trash across the front plaza, into the primary residential entry, down a hallway toward the bike room to access the storage area. The Board urges the applicant to find a suitable resolution.

Recommendation Meeting # 2: The development team maintained its reluctance to address the earlier comment by refusing to explore a less cumbrous location or solution for the waste storage area. Although the Board has the discretion to recommend a change based on DC1-A Arrangement of Interior Uses and, more specifically, DC1-C-4

Service Uses, the Board observed that prospective tenants of the space and residents may find the arrangement objectionable, but did not recommend changes to the design.

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.

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

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.

Recommendation Meeting # 1: Conveying a desire to distinguish the southeast volume from the northeast volume and to visually trigger the relationship between the proposed project and its sister building across MLK Way, the Board requested that the applicant explore distinctions in the residential portion of the two street facades to express subtle relationship differences. The change in the design ought to communicate a kinship with the building across the street yet remain wedded to the northeast volume.

Recommendation Meeting # 2: The Board expressed its disappointment in the architect's effort to respond to its guidance from the first Recommendation meeting. Neither of the two alternatives, the cap option and the corner element option, captured the Board's intent to differentiate the south volume from its northern counterpart nor relate the mass to the developer's sister project across MLK Way. In the end, the Board accepted the earlier version with its subdued presence and strong relationship to the building's design gestalt.

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).

Recommendation Meeting # 1: The Board fears that the S. Snoqualmie street-level façade beginning from the live/work units and extending to the alley will enervate its street presence. The live/work elevations fail to communicate the dual use within. The design ought to possess greater amounts of transparency, signage (as businesses will occupy the spaces) and canopies. The exterior walls of the bike room could better express the function through artistic means and a canopy over the entrance. These changes will enhance the pedestrian quality of the street as well provide considerably more visual interest.

Recommendation Meeting # 2: See PL2-C for the Board's comments and condition.

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-DScale 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-EForm 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.

Recommendation Meeting # 1: See Board comments for guidance DC2-C

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

DC3-ABuilding-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-BOpen 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-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.
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-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-CDesign

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.

Recommendation Meeting # 1: The Board appreciated the plaza design at the corner of MLK Way and S. Alaska St. and noted the functional qualities of the mid-block plaza. The members did not ask for changes to the landscape plan.

Recommendation Meeting # 2: The applicant presented two roof deck configurations. One option places the common area along the roof's northeast portion. The other option locates the common area on the west side further away from the traffic noise of MLK Way. The Board found both configurations acceptable.

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

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

DC4-AExterior 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.

Recommendation Meeting #2. The Board observed that the extensive use of Prodema, a composite wood panel, on the elevations enhanced the project. It recommended that the material remain an integral element of on the four major elevations.

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-BSignage

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.

Recommendation Meeting # 1: The signage concept presented in the booklet and the applicant's comments at the meeting did not convey a convincing plan for commercial and building signage. Will the signage by attached to the continuous fascia above the

storefronts as shown on p. 48 of the booklet or above the canopies as illustrated on p. 49? The applicant also mentioned the possibility of blade signs. Show locations and type of signage in the next Recommendation booklet. In general, the signage needs more visual presence than what was provided to the public and the Board.

Recommendation Meeting # 2: The Recommendation packet devoted considerable attention to signage placement and types. The Board found the concept plan suitable. Signage for the live-work units facing S. Snoqualmie St. must resemble the vertically oriented signs on pp. 10-11 of the packet.

DC4-CLighting

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.

DC4-DTrees, 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.

DC4-EProject Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the April 12th, 2016 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the April 12th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	*REQUIREMENT*	*REQUEST*	*JUSTIFICATION*	*RECOMMEND-ATION*
1. Setback. SMC 23.47A.014B.1	15' by 15' triangular setback required for a commercial lot abutting a side lot line in a residential zone.	7' by 7' triangular setback.	▪ A shared driveway between the proposed structure and the existing Seattle Housing Authority residential structure provides a buffer.	Recommended Approval
2. Side Setback SMC 23.47A.014B.3	15' setback for portions of structure above 13' when a portion of the proposed structure contains a residential use.	5' setback and average setback of 19'7" from ground to roof.	▪ Modulation at center of west elevation provides 4 to 5 private patios and a small common patio for other residents.	Recommended Approval by a vote of 3-1.
3. Driveway Width. SMC 23.54D.1.c	Minimum 20' for two-way residential traffic.	16' wide driveway to be shared with adjacent apartment building.	▪ Shared driveway reduces the number of curb cuts on S. Snoqualmie St.	Recommended Approval
4. Residential Uses at Street Level. SMC 23.47.005	In NC zones, residential uses may occupy, in aggregate, no more than 20% of the street-level, street facing façade. In pedestrian designated zones, all designated principal pedestrian streets specific uses are required along 80% of the street-level, street facing façade.	S. Alaska St. Proposes 60 % residential uses for the street.	▪ Provides a gradual transition from commercial use to the neighboring residential zone.	Recommended Approval
5. Residential Uses at Street Level. SMC 23.47.005	In NC zones, residential uses may occupy, in aggregate, no more than 20% of the street-level, street facing façade. In pedestrian designated zones, all designated principal pedestrian streets specific uses are required along 80% of the street-level, street facing façade.	S. Snoqualmie St. Proposes 28.6 % residential uses.	▪ Provides a gradual transition from commercial use to the neighboring residential zone.	Recommended Approval

The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

1) The S. Snoqualmie frontage must resemble the design shown on pages seven and ten of the Second Recommendation meeting booklet. In particular, the extent of glazing, canopies, signage and art will stay the same. (PL2-C-1)
2) The extensive use of Prodema, a wood composite panel, is an essential façade material. The Prodema shall remain an essential component of the four major elevation. (DC4-A)
3) Signage for the live-work units facing S. Snoqualmie St. must resemble the vertically oriented signs on pp. 10-11 of the packet. (DC4-B)

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws. However, in reviewing the City-wide Design Guidelines, the Director alters condition # 3 to ensure that the Board did not exceed its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the other two conditions recommended by the four Board members and the recommendation to approve the design, as stated above.

After the second and final Recommendation, the applicant presented a problem to Seattle DCI. Portions of the sidewalk in front of the bike room facing S. Snoqualmie has an electrical vault. A certain distance from the vault is required. Staff and the applicant decided that the north wall of the bike storage room could be pushed away from the right of way to accommodate safety requirements. The entry to the bike room, amount of glazing and art on the wall will remain the same. The upper levels will project over this area. This alteration, however, preserves the spirit of Condition # One above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated March 5, 2015. The information in the checklist, project plans, and the experience of the lead agency with 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, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations and/or circumstances (SMC 25.05.665 D 1-7) 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 Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

Noise

Noise associated with construction of the mixed use building and future phases could affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Although there is adjacency to residential uses, the Noise Ordinance is found to be adequate to mitigate the potential noise impacts.

Air Quality

Construction for this project is expected to add temporarily particulates to the air that will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the Seattle DCI Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the Seattle DCI building plans examiner and geo-technical engineer prior to issuance of the permit.

The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

Excavation to construct the mixed use structure will be necessary. Excavation will consist of an estimated 11,000 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

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.

Traffic and Parking

Duration of construction of the apartment building may last approximately 18 months. During construction, parking demand will 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). Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, the applicant will need to provide a construction worker parking plan to reduce on-street parking until the new garage is constructed and safe to use. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 11,000 cubic yards of soil are expected to be excavated from the project site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 1,100 round trips with 10-yard hauling trucks or 550 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval 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; increased demand for parking; demolition of older structures, and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline 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 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 and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, green house gas emissions, traffic, parking impacts and public view protection warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project 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.

Traffic and Transportation

The applicant submitted a traffic and parking study by Gibson Traffic Consultants, Inc documenting the likely transportation and parking impacts from the project. The consultant used a total of 103 residential units to calculate the project's impact, thus slightly overestimating the number of units to be realized. One hundred and three dwelling units, 6,397 sq. ft. of commercial space and two live/work units are forecast to generate approximately 643 daily vehicle trips. At the PM peak hour, the proposal will generate a net total of approximately 53.2new trips. Vehicle access for both the commercial and residential components of the project would occur from a shared driveway between the subject property and the adjacent development to the west. Impacts to level of service (LOS) on nearby streets would not be significant. Only the intersection at MLK Jr. Way S. and S. Alaska St. would the service be degraded below that of future baseline conditions for 2018. LOS would change from LOS C to D. No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

Based on the consultant's estimate of 103 dwelling units, the estimated parking demand rate is 72 spaces. This figure combined with the parking demand for the commercial space (6,397 sq. ft.) anticipated to be 16 vehicles totals a demand for 88 parking spaces. The garage would house 82 spaces or six spaces less than demand. Nearby streets would likely accommodate excess parking demand.

Per SMC Table B for Section 23.54.015, no residential parking is required in a station overlay district. The project also lies within the Columbia City Residential Urban Village. Parking is not required for general sales and service uses for the first 4,000 sq. ft. of each business establishment in pedestrian designated zones.

No SEPA mitigation of parking impacts is warranted.

Summary

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

DECISION - SEPA

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

[X] 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 43.21C.030 2C.

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS – DESIGN REVIEW

Prior to MUP Issuance

Revise plans sets to show:

1. The S. Snoqualmie frontage must resemble the design shown on pages seven and ten of the Second Recommendation meeting booklet. In particular, the extent of glazing, canopies, signage and art will stay the same.

Prior to Commencement of Construction

2. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

Prior to Issuance of a Certificate of Occupancy

3. Signage for the live-work units facing S. Snoqualmie St. must resemble the vertically oriented signs on pp. 10-11 of the packet.

4. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the Seattle DCI planner assigned to this project (Bruce P. Rips, 206.615-1392). An appointment with the assigned Land Use Planner must be made at least three (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

For the Life of the Project

5. The extensive use of Prodema, a wood composite panel, is an essential façade material. The Prodema shall remain an essential component of the four major elevations.

6. Any proposed changes to the exterior of the building or the site or must be submitted to Seattle DCI for review and approval by the Land Use Planner (Bruce Rips, 206.615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to Seattle DCI and SDOT for review and for final approval by SDOT.

CONDITIONS – SEPA

During Construction

7. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Bruce P. Rips, Assoc. AIA, AICP, Land Use Planning Supervisor Date: August 11, 2016
Seattle Department of Construction and Inspections

BPR: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 or to our message line at 206-684-8467.