City of Seattle
Edward B. Murray, Mayor

Department of Planning and Development
D. M. Sugimura, Director

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

Application Number: 3018112

Applicant Name: Scott Crosby with Ankrom Moisan Architects, Inc. for Mercy Housing Northwest

Address of Proposal: 6940 M L King Jr Way South

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 6-story building containing 108 residential units above 5,750 sq. ft. of office space and 1,750 sq. ft. general sales & service to be located at street level. Parking for 43 vehicles to be provided within the building.*

*Note – The project description has been revised from the following original notice of application: Land Use Application to allow a 6-story building containing 108 residential units above 5,500 sq. ft. of office space and 2,000 sq. ft. general sales & service to be located at street level. Parking for 43 vehicles to be provided within the building.

The following approvals are required:

Design Review – Seattle Municipal Code (SMC) Chapter 23.41 with the following Development Standard Departures:

1. Street-Level Development Standards – To allow less than a minimum of 80% of the width of a structure's street-level street-facing façade that faces a principal pedestrian street be occupied by a use not specified per SMC 23.47A.005.D.1. (SMC 23.47A.005.C.1)
2. Street-Level Use Development Standards – To allow a residential use in a neighborhood commercial zone occupy more than 20% of the street-level street-facing façade in a pedestrian designated zone facing a principal pedestrian street. (SMC 23.47A.005.C.1)
3. Street-Level Non-Residential Depth Requirements – To allow a structure's street-level street-facing façade non-residential use have an average depth less than 30' and a minimum depth less than 15'. (SMC 23.47A.008.B.3)
4. Parking Landscaping and Screening Requirements – To allow less than the required quantity of landscaping and screening setback along a portion of the perimeter of the ground level parking garage. (SMC 23.47A.016.D.3)

5. Residential Building Setback – To allow a portion of a structure containing a residential use with a rear lot line across the alley from a lot in a residential zone encroach in a required setback. (SMC 23.47A.014.B.3)

SEPA - Environmental Determination (SMC Chapter 25.05).

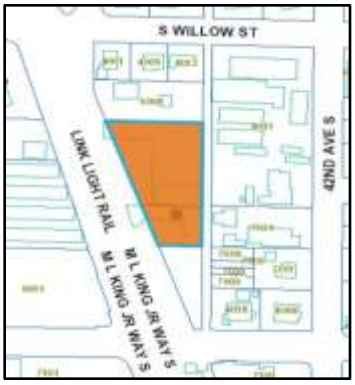
SEPA DETERMINATION:

Determination of Non-significance

☐ No mitigating conditions of approval are imposed.

☒ Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts

BACKGROUND INFORMATION



Site and Vicinity Description

This approximately 31,870 square foot (sq. ft.) proposal site is located in the southeast area of Seattle bounded by M L King Jr Way South to the west, a 16' wide alley to the east, and commercially-zoned property to the north and to the south. This polygon-shaped mid-block site is zoned Neighborhood Commercial 3 Pedestrian (NC3P-85 (5.75)), located in the Othello Street Light Rail Station Overlay, Othello Residential Urban Village and Southeast Seattle Reinvestment Area (SESRA). The project site is vacant property

Vehicular access to the proposal site is possible from both the existing partially improved alley and M L King Jr Way South. M L King Jr Way South is classified as a Principal Arterial pursuant to SMC Chapters 23.53. This street is improved with sidewalks, curbs, street trees and gutters.

No vegetation exists on the proposal site because most of the site is surfaced with gravel and some areas are covered with asphalt pavement. The site's topography is characterized as being relatively flat, sloping minimally downward to the west with an elevation change of approximately 4' across a distance of 100'. There are no Environmentally Critical Areas (ECAs) mapped on the site.

Surrounding property west, north and south are also zoned NC3P-85 (5.75). Properties east of the project site are zoned Lowrise 2 (LR2). Surrounding development includes residential uses (single family residences, townhouses, and duplex) to the north and east; a Sound Transit traction power substation facility to the south; a horticultural nursery business (Holly Park Greenhouse and Nursery) to the east; and commercial uses (King Plaza retail shopping center, restaurants) and vacant land west of the subject property.

There are several commercial uses (retail, restaurants, etc.) in the immediate vicinity of the project along M L King Jr Way South north and south of the project. The neighborhood is evolving with blocks of significant development of residential and commercial development in the past several years. The site is situated in an area that is moderately pedestrian and transit oriented due to its proximity of bus transit and light rail along M L King Jr Way South.

Proposal Description

The proposed project is for the design and construction of a six-story mixed-use structure with five levels of residential use (108 affordable housing units) over one-level of ground-related commercial (general sales and service and office) and an enclosed parking area. A total parking quantity of 43 stalls is planned within the structure and accessed via the alley.

Public Comments

Several members of the public attended the Early Design Guidance Review meeting held on January 13, 2015. The following comments, issues and concerns were raised:

- Observed that the preferred option provided the best sun exposure to the plaza and existing art sculpture south of the project site.
- Appreciated that the project will include affordable housing with family-sized residential units.
- Voiced support for the requested code departures that would allow the owner (Mercy Housing) to locate their offices onsite. Mentioned that this type of daytime use would hopefully support local businesses in the area.
- Expressed that the preferred massing scheme was the most inviting from the street and from the corridor.
- Voiced skepticism that the street-level plaza area described in the preferred option will be successful common space due to its small size.
- Encouraged retail use to activate the street front.
- Stated that the preferred scheme is very inviting and welcoming. Voiced strong support of the developer's intent to allow the community to utilize community room onsite and provide housing/employment services onsite.
- Inquired where the Sound Transit boom trucks would be parked and ingress/egress access.
- Questioned about the parking space quantity that will be dedicated to each use onsite.
- Inquired about the differences between terms "affordable" versus "low-income" when describing residential units.
- Asked in what way the design would encourage usage of public transit.
- Appreciated the simplicity of the buildings. Felt the quality of the materials will be very important. Encouraged a design that included larger openings (fenestration).

Many members of the public attended the Initial Recommendation meeting held on July 14, 2015. The following comments, issues and concerns were raised:

- Requested that the design include an angled canopy instead of flat canopy to add interest to the building.
- Commented that in the recent past there have been several occurrences that involved vehicles crashing into buildings and asked that measures addressing pedestrian safety be included in the proposed design.

- A representative of the Othello Station Community Action Team:
    - Expressed appreciation to the design team for their continuous outreach to the neighborhood group throughout the design process.
    - Emphasized the importance of this project which will provide essential affordable housing to the neighborhood.
    - Voiced support of the design and for all of the requested Code departures.
- Excited that the proposal will include overhead weather protection and an inviting public plaza.
- Requested that the material applied to the east elevation be a non-reflective material/color (matte finish).
- Inquired about residential unit types.
- Reiterated support for the requested Code departures that would allow the owner (Mercy Housing) to locate their offices onsite. Mentioned that this type of daytime use would hopefully support local businesses in the area.

Several members of the public attended the Final Recommendation meeting held on August 18, 2015. The following comments, issues and concerns were raised:

- Observed that the plaza area for the neighboring property south of the project site (Sound Transit traction power substation facility) currently provides bench seating for public use and felt that this seating is an adequate quantity to address the lack of seating proposed for the subject proposal.
- Appreciated the alley improvements and the architect's design response to the Board concerns regarding the building's east façade.
- Some representatives of the Othello Station Community Action Team:
    - Reiterated appreciation to the design team for their continuous outreach to the neighborhood group throughout the design process.
    - Emphasized the importance of this project which will provide essential affordable housing to the neighborhood.
    - Voiced support of the design and for all of the requested Code departures.

The SEPA public comment period for this project ended on March 22, 2015. DPD received written comments from the public regarding the proposal. Some neighbors voiced support of the proposed project. Other neighbors voiced concerns regarding parking impacts in the immediate neighborhood. (See discussion regarding parking impacts in the SEPA analysis, below.)

Additional Information

The project also includes improvements to those portions of the sidewalks and the existing alley that abut both the subject site. The applicant has submitted an application (#260684) to the Seattle Department of Transportation (SDOT) requesting improvements within the adjacent alley and M L King Jr Way South right-of-way.

DESIGN REVIEW ANALYSIS

EARLY DESIGN GUIDANCE MEETING: January 13, 2015

Three alternative design schemes were presented to the Board. The project team's main design goals were to create community; promote transit-oriented development; and activate the pedestrian experience along the M L King Jr Way South street front. All three options included

a six-story mixed-use structure with one ground-related level of commercial, residential lobby and parking; and two five-story masses above a podium base with upper-level open space. Onsite parking, accessed from the alley was proposed for all three design schemes.

The first scheme (Option A) illustrated two interlocking L-shaped residential building masses above the one-story podium base. This design showed an inward-facing courtyard that was bisected from the east to the west. This option included 103 residential units.

The second scheme (Option B) showed a linear building mass to the north bookended by a square-shaped building mass along the south; creating a large central upper-level courtyard space facing the M L King Jr Way South street front. This scheme was comprised of 110 residential units.

The third and applicant preferred scheme (Option C) showed a building design with two linear bars extending out toward the light rail station to the south with an upper-level courtyard that opens up to the activity node along M L King Jr Way South. This scheme was comprised of 108 residential units. This scheme would necessitate design departures from street-level development standards and street-level use standards.

Meeting Materials:

The design packets submitted to the DPD Land Use Planner prior to each Design Review meeting included materials presented at the EDG, Initial and Final Recommendation meetings. They are available online by entering the project number (3018112) at this website:
http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx
or by contacting the Public Resource Center at DPD:

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

Email: PRC@seattle.gov

PRIORITIES & BOARD RECOMMENDATIONS

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

EARLY DESIGN GUIDANCE January 13, 2015

1. **Design Concept and Massing:** The design and siting pattern of the new commercial/residential development should provide an appropriate transition to a less intensive zone, create a positive focal point and respect adjacent properties. (CS2.C.1, CS2.D)
    a. The Board voiced unanimous support for the preferred design scheme Option C. The Board felt that the preferred design massing had the most potential and appreciated the design progression. Therefore, the Board proposed that design scheme Option C

should move forward to Master Use Permit (MUP) submittal with the following guidance:

i. The Board discussed the eastern façade and voiced concerns about the manner in which this building mass interacted with the less-intensive zoned properties across the alley to the east. The Board felt that the absence of modulation made this façade appear monolithic. It is important that the Board understands how the easternmost massing of the building will be developed. Therefore, at the Recommendation meeting, the Board expects to review detailed renderings that depict a design that includes more modulation applied to the eastern building mass in combination with effective use of secondary architectural elements to reduce the perceived massing. (CS2.D, CS2 OTHELLO-II, DC2.A, DC2.B, DC2.C)

ii. The Board identified areas between the proposed upper residential linear bar building masses that appeared to be narrow in width (pinch points) and commented that this needs further exploration. The Board requested information regarding the spacing, daylight and shading impacts to the courtyard and residential units, and a better understanding of how the upper buildings will interact with one another be presented to the Board at the Recommendation meeting. (CS1.B, DC2A.1)

iii. The Board considered possible future development of the neighboring Sound Transit property to the south and recognized that the current usage of the site as a traction power substation facility would remain the same for the long-term. As a result, the Board stated that the project should incorporate attributes of a development sited on a corner lot with strong building forms. The Board appreciated the direction in which the design is headed in and expects to review further development in keeping with this guidance at the Recommendation meeting. (CS2.C.1, C2S2 OTHELLO-III)

b. Board comments pertaining to exterior materials focused on the openness of the glazing/fenestration and methods that reinforce larger openings proposed at the building ends; providing contrast reading materials; providing modulation and scale of materials. At the Recommendation meeting, the Board expects to review physical materials that are in keeping with the Board guidance and neighborhood-specific guidance. (DC4.A, DC4 OTHELLO)

2. M L King Jr Way South Frontage: The building design should incorporate features that create a safe and comfortable walking environment; provide clear connection to building entries and encourage human activity. (PL3.A, PL3.B.1, PL3 OTHELLO-I.iii)

a. At the EDG meeting, it was explained to the Board that Mercy Housing Northwest intends to relocate its' offices and other services to the proposed ground-level commercial space. The Board recognized that, due to M L King Jr Way South being identified as principal pedestrian street, pedestrian-oriented uses such as retail and restaurant are desirable and should be encouraged to occupy the street-level commercial frontage. The Board was receptive to the applicant's concerns voiced about the viability of retail uses currently in this neighborhood. However, the Board felt it was important that the commercial space be designed to be converted to a true retail use in the future. Therefore, the Board requested that the ground-level commercial space be designed to be flexible so that it can be converted to retail use/spaces in the future as needed. The Board expects to see this guidance illustrated in a ground-level floor layout that clarifies the arrangement of interior spaces and

accessibility to commercial parking and shared areas (storage, waste, entrances, etc.) at the Recommendation meeting. (DC1.A, DC2.E) (See Departure #1)

b. The Board stated that it is important that the main residential lobby entrance which may be utilized as a public entry be accessible and inviting. At the Recommendation meeting, the Board expects to review design elements (doors, canopies, glazing, hardscape, landscaping, etc.) that encourage interest at the street-level and clarify building entries/edges. Conceptual residential lighting and signage designs proposed for the building's street facing and surrounding facades should be presented at the Recommendation meeting. (PL2.B, PL2 OTHELLO-I.ii, PL3.A, DC4.C)

c. The Board encouraged the inclusion of continuous, well-integrated overhead weather protection to improve pedestrian comfort. (PL2.C)

3. Alley:

a. Again, the Board requested further evaluation of the upper-level and ground-level east façades and design treatments that may dissipate the perceived height, bulk and scale of the project in relation to the LR2 zone to the east. (CS2.D)

b. Details pertaining to security measures, landscaping and screening treatments to minimize visual impacts of the parking and/or blank walls should be presented to the Board at the Recommendation meeting. (PL2 OTHELLO, DC1.C.2, DC2.B.2)

c. At the Recommendation meeting, the Board expects to review details/feedback from Seattle Public Utilities (SPU)-Solid Waste division and trash collector concerning waste/recycle collection storage and access. (DC1.C.4)

4. Public and Residential Open Spaces:

a. The Board appreciated the level of detail illustrated in the design packet for the upper-level courtyard and looks forward to a closer examination of pathways, access and amenities/features (landscaping, play equipment, furniture, etc.) that are planned for this residential outdoor amenity space. (DC3.B, DC3.C.2)

b. The Board discussed the proposed entry plaza and offered the following feedback and direction:

   i. The Board was pleased that the proposal includes a plaza. At the Recommendation meeting, the Board looks forward to reviewing an ensemble of elements (lighting, seating, bicycle parking, landscaping, hardscape, etc.) that will create a safe environment and encourage positive human interaction and activity at the street. (PL1.C, PL3 OTHELLO-I.iii)

   ii. It is important that the Board understands the relationship between the project's plaza design concept and possible improvements at the Sound Transit property which may result in a larger plaza area. Coordination with Sound Transit relative to the plaza in order to achieve a coherent design was encouraged. Therefore, at the Recommendation meeting, the Board's expectation is that the applicant will provide feedback/conceptual designs from Sound Transit concerning planned improvements (plaza, materials, hardscape, and project timeframes) on that portion of their site abutting the project site's property line. (PL1.C, DC3.B, DC4.D.4)

c. At the EDG meeting, the applicant's materials and presentation identified a community room located on the second level with direct access to the upper-level courtyard area. The applicant explained that the community room would be available for both the community and tenants to use. The Board acknowledged that a community room available for public usage is desirable and appreciated. However,

the Board voiced concern that the certain key aspects of the public space-vertical circulation, security, entries-have not been resolved. Therefore, the Board expects a diagrammatic, programmatic demonstration on the circulation flow for public access to the community room and clarity on the delineation of public and private areas. (DC1.A)

d. The Board expects bike facilities for visitors/guests to be integrated in the design of the project. (PL4.B)

INITIAL RECOMMENDATION MEETING: July 14, 2015

The design massing scheme presented to the Board was based on the preferred scheme (Option C) offered at the EDG phase. The preferred massing design had further evolved to encompass information including colors, materials, fenestration, architectural detailing, landscaping and hardscape.

The building design included a six-story mixed-use structure with one ground-related level of commercial, residential lobby, service areas and parking; and two five-story residential masses above a podium base with upper-level residential amenity space. Vehicular access to the project's onsite residential and commercial parking garage areas was proposed via an improved alley.

The applicant's presentation focused on detailed responses to Board's concerns/guidance cited at the EDG meeting; specifically the design massing, the M L King Jr. Way South frontage, building elevations and public/private amenity spaces. The presentation also included landscaping design details, waste & utility service locations and conceptual lighting information.

Four development standard departures were presented to the Board: three departures associated with street-level use development standard requirements and one departure related to landscaping requirements.

INITIAL RECOMMENDATIONS: July 14, 2015

The Board discussed the proposal and proposed departures.

1. **Design Concept and Massing:** The design and siting pattern of the new commercial/residential development should provide an appropriate transition to a less intensive zone, create a positive focal point and respect adjacent properties. (CS2.C.1, CS2.D)
    a. The Board stated the building design shown at the 7/14/15 Recommendation meeting did not appropriately respond to the Board's guidance regarding the easternmost building façade (*EDG-1.a.i*) and reiterated that significant moves must be made to reduce the scale of this facade. The Board felt that the usage of colors, minimal modulation and materials to reduce the monolithic appearance of the east façade were not a sufficient method to reduce the scale of this façade. Therefore, at the next Recommendation meeting, the Board expects to review further development of the eastern façade that creates additional articulation, includes secondary architectural features, and contains two to three-story elements that are broken down to an appropriate residential scale. (CS2.D, CS2 OTHELLO-II, DC2.A, DC2.B, DC2.C)

b. The Board acknowledged that visible blank walls (north and southeasterly facades) will need to be addressed due to their prominence and visibility from the public realm. The Board expects to review details pertaining to any landscaping and/or design treatments (texture, pattern, glazing, colors, etc.) proposed to address this concern at the next Recommendation meeting. (DC2.B)
c. The Board reviewed the proposed materials and color palette identified in the design packet and on the physical material/color samples board. The Board was satisfied with the color palette. The Board requested that information pertaining to the material/fenestration detailing and composition be provided at the next Recommendation meeting. (DC4.A, DC4 OTHELLO)

2. **M L King Jr Way South Frontage:** The building design should incorporate features that create a safe and comfortable walking environment; provide clear connection to building entries and encourage human activity. (PL3.A, PL3.B.1, PL3 OTHELLO-I.iii)
    a. At the Initial Recommendation meeting, the Board reviewed a ground-floor layout that illustrated the arrangement of interior spaces, and accessibility to commercial/residential parking areas and shared spaces (storage, waste, entrances, restrooms, etc.). The Board complemented the design team for showcasing how the how the building design had evolved to clearly demonstrate flexibility for proposed ground-level commercial space that could be converted to retail use/spaces in the future as needed. Board concerns related to this topic had been resolved. (DC1.A, DC2.E) (See Departure #1)
    b. The Board discussed the main residential lobby entrance and was ultimately satisfied with development of the entry. The Board appreciated the glass railing above the entry and commented that it a nice feature which allows for views from the public realm onto the upper-level amenity space. (PL2.B, PL2 OTHELLO-I, PL3.A, DC4.C)
    c. At the Initial Recommendation meeting, the Board did not have a detailed discussion concerning the conceptual lighting and signage design proposed for the building's street facing and surrounding facades. (PL2.B, PL2 OTHELLO-I.ii, PL3.A, DC4.B, DC4.C)
    d. The Board was pleased that the final design includes continuous, well-integrated overhead weather protection to improve pedestrian comfort. (PL2.C)

3. **Alley:**
    a. The Board reiterated that further development of the design of the upper-level and ground-level east façades and design treatments should be incorporated to dissipate the perceived height, bulk and scale of the project in relation to the LR2 zone to the east. (CS2.D)

4. **Public and Residential Open Spaces:**
    a. The Board appreciated the enhanced development (landscaping, play equipment, furniture, etc.) of the upper-level residential outdoor amenity space. (DC3.B, DC3.C.2)
    b. At the Initial Recommendation meeting, the applicant's materials and presentation included construction designs from Sound Transit concerning planned improvements (plaza screening/fencing, materials and hardscape) on that portion of their property that abuts the project site's property line. The Board felt that the installation of a replicated hardscape paving pattern and the addition of lush landscaping will assist in creating a coherent plaza design between the two properties and encourages positive

human interaction and activity at the street. (PL1.C, PL3 OTHELLO-I.iii, DC3.B, DC4.D.4)

c. The Board acknowledged that outstanding concerns/questions voiced at the EDG meeting regarding key aspects of the upper-level community room (vertical circulation, security, entries) had been addressed/resolved in the final building design. (DC1.A)

FINAL RECOMMENDATION MEETING: August 18, 2015

The applicant's presentation focused on detailed responses to Board's concerns/guidance cited at the Initial Recommendation meeting; specifically the eastern facade, and north/south blank wall conditions.

Five development standard departures were presented to the Board: three departures associated with street-level use development standard requirements, one departure related to residential setback requirements and one departure related to landscaping requirements.

FINAL RECOMMENDATIONS: August 18, 2015

The Board discussed the proposed departures and recommended the departures and conditions, as described, following the Design Review Guidelines section.

1. **Design Concept and Massing:** The design and siting pattern of the new commercial/residential development should provide an appropriate transition to a less intensive zone, create a positive focal point and respect adjacent properties. (CS2.C.1, CS2.D)
    a. The Board reviewed the final building design and commended the design team for appropriately responding to the Board's direction offered at the past design review meetings regarding the easternmost building façade. The Board stated that the added modulation and variation in parapet height greatly assist in reducing the perceived mass of this long façade and is a very appropriate response to the lowrise-zoned property east of the project site (pgs. 20A, 20B, 34, 36A.2). The Board agreed that concerns related to this topic have been resolved. (CS2.D, CS2 OTHELLO-II, DC2.A, DC2.B, DC2.C)
    b. The Board reviewed the proposed alternative vertical stitch design treatment to both the north and southeasterly facades (pgs. 36B.2, 36C.2) and agreed that this alternative design treatment was preferred and more successfully addressed the Board's concerns regarding visible blank walls voiced at the Initial Recommendation meeting. (DC2.B)
    c. In regards to the code requested departure pertaining to parking landscaping and screening requirements, the Board stated that, in the absence of landscaping being provided at the north façade, it was important that the ground-level landscaping provided at the alley-facing façade (eastern) be maintained. Therefore, the Board recommended conditional approval of the requested code departure, as long as, the future ground-level landscaping provided at the alley-facing façade (eastern) be maintained as offered in the design packets and presented at the Recommendation meetings. (Departure #4) (DC2.B.2, PL2 OTHELLO-I.i)

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-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.

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-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-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.

Othello Supplemental Guidance:

CS2-I Streetscape Compatibility

CS2-I-i. Commercial Sidewalk Edge: Building spaces for commercial use at or near the edge of the sidewalk and limiting vertical grade separations is encouraged where commercial uses occupy the street-level floor.

CS2-II Respect for Adjacent Sites

CS2-II-i. Service, Loading, and Storage Areas: Prevent from directly facing single family residential areas.

CS2-II-ii. Zone Buffer: buffering single family areas from the undesirable impacts of commercial related service facilities; use landscaping or cohesive architectural treatment to screen service areas and facilities.

CS2-III Corner Lots

CS2-III-iii. Strong Building Forms: Employ strong building forms to demarcate important gateways, intersections, and street corners. Strong corner massing can function as a visual anchor for a block.

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-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-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.

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-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-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.

Othello Supplemental Guidance:

PL3-I Human Activity

PL3-I-iii. Entry Plaza: Large developments are encouraged to include plazas or gracious entry forecourts along the street edge, provided street continuity is not unduly interrupted along the majority of the block. This guidance addresses a potential unintended consequence of NC zoning and the pedestrian zone designation that when applied to a very large, full-block development could create a long, uninterrupted street wall not conducive to pedestrian comfort;

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-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.

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

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

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-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-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-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.

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.

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-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-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.
DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

Othello Supplemental Guidance:

DC4-I Exterior Finish Materials

DC4-I-iii. Commercial and Mixed-Use Development:

a. Use exterior building materials typically found in traditional storefront design. This includes brick, masonry and metal on the ground floor. Mixed-use developments could use a combination of materials, such as brick, masonry, metal, wood and stucco in a manner that creates a coherent design.
b. Consider window design as an opportunity to provide variation and definition along building facades. Avoid monotonous repetition of window types.

DEVELOPMENT STANDARD DEPARTURES

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

1. **Street-Level Development Standards (SMC 23.47A.005.C.1):** The Code states, for non-residential street-level requirements for development in pedestrian designated zones, a minimum of 80% of the width of a structure's street-level street-facing façade that faces a principal pedestrian street shall be occupied by specific uses listed in the Code (SMC 23.47A.005.D.1): and, the remaining 20% of the street frontage may contain other permitted uses and/or pedestrian entrances. The applicant proposes 29% of the proposed structure's street-level street-facing façade that faces M L King Jr Way South be occupied by an allowable use (general retail sales and service) listed in the code and the remaining street-level street-facing façade (71%) be occupied by commercial use (office-33%) and residential (38%). The applicant explained that currently the neighborhood does not have the critical mass to support many retail uses given the amount of vacant land in the immediate area. The applicant's materials illustrated how the design of the commercial space allowed for flexibility to transition to retail space(s) in the future.

   The Board agreed that this departure would result in an overall design that would better meet the intent of Design Guidelines CS2.B, CS2 OTHELLO-I, PL2.B.1, PL3 OTHELLO-I, DC1.A.3 as long as the building's ground-level street front façade and commercial interior spaces are designed to adapt to evolving needs; and encourage an active and safe environment for pedestrians. The Board was very receptive to the proposed uses/ground-floor layout as presented at both the Initial and Final Recommendation meetings and was supportive of the applicant's response to their guidance.

   The Board unanimously recommended that DPD grant the requested departure.

2. **Street-Level Use Development Standards (SMC 23.47A.005.C.1):** The Code requires residential uses in neighborhood commercial zones occupy, in an aggregate, no more than 20% of the street-level street-facing façade in a pedestrian-designated zone, facing a

principal pedestrian street. The applicant proposes 38% of the street-level street-facing façade abutting M L King Jr Way South be dedicated for the residential use. The applicant stated that by placing the public entry away from the street will allow for a generous public plaza and connectivity to the existing bus/light rail plaza to the south.

This departure would result in an overall design that would better meet the intent of Design Guidelines PL2.B.1, PL3.A.1, PL3 OTHELLO-I, PL4.B by allowing a gracious entry forecourt that promotes street activity, transit-oriented development (bike storage), residential services at street-level. The Board acknowledged that this departure is connected with the aforementioned departure.

The Board unanimously recommended that DPD grant the requested departure.

3. **Street-Level Non-Residential Depth Requirements (SMC 23.47A.008.B.3):** The Code states for new structures, non-residential uses shall extend an average depth of at least 30' and a minimum depth of 15' from the street-level street-facing façade. The design illustrates a minimum depth ranging from 13.5' to 14.67' along a 10.16' portion of the commercial use at the street-level street-facing façade. The applicant explained that the remaining commercial street-level street-facing façade would meet this commercial depth code requirement.

   The Board reviewed the design and agreed that this departure would result in an overall design that would better meet the intent of Design Guideline DC1.A.3 by allowing internal access between the commercial space and residential lobby that is designed to adapt to evolving needs in the future. The Board agreed that this departure is connected with the two aforementioned departures.

   The Board unanimously recommended that DPD grant the requested departure.

4. **Parking Landscaping and Screening Requirements (SMC 23.47A.016.D.3):** The Code requires a 3.5' screening along the perimeter of each floor of a parking garage that is 8' or more above grade. The applicant proposes no landscaping or screening setback be required along the north edge of the parking garage. The applicant explains that the required setback would be located along a zero lot line that would not be visible from either the alley or the street and would create an increased maintenance and safety risk.

   This departure would result in an overall design that would better meet the intent of Design Guidelines DC2.B.2 and PL2 OTHELLO-I.i by not installing landscaping along the zero lot line condition at the north façade which would have limited visibility to pedestrians/residents. The Board stated that, in the absence of landscaping being provided at the north façade, it was important that the ground-level landscaping provided at the alley-facing façade (eastern) be maintained. Therefore, the Board unanimously recommended that DPD grant the requested departure, subject to the following condition:

   The future ground-level landscaping provided at the alley-facing façade (eastern) should be maintained as offered in the design packets and presented at the Recommendation meetings.

5. **Residential Building Setback (SMC 23.47A.014.B.3):** The Code requires a structure containing a residential use with a side or rear lot line that is across the alley from a lot in a residential zone be setback as follows:

    a. 15' for portions of structure above 13' in height to a maximum of 40'; and
    b. for each portion of structure above 40' in height, an additional setback at the rate of 2' of setback for every 10' by which the height of such portion exceeds 40'.

    The structure's east wall façade is across the alley from properties in a residential (LR2) zone. The applicant proposes to maintain the 19' setback for the entire portion of structure above 60' and not provide any additional setback. The applicant explained that the proposed setback distance allows for a façade layout inclusive of increased parapet heights in combination with building notches that will assist in dividing the eastern façade into three distinct building masses.

    The Board was very supportive of the resolution of the east façade wall design and agreed that this this departure would result in an overall design that would better meet the intent of DC2.A.2 and DC2.B.1. The Board agreed that this code departure would assist in creating a unified architectural design of the entire east wall façade which will be very visible by neighboring residential properties, while also helping to alleviate the massing of this lengthy building on the zone edge.

    The Board unanimously recommended that DPD grant the requested departure.

BOARD RECOMMENDATION

The recommendation summarized above was based on the design review packet dated Tuesday, August 18, 2015, and the material shown and verbally described by the applicant at the Tuesday, August 18, 2015 Final Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following condition:

1. The future ground-level landscaping provided at the alley-facing façade (eastern) should be maintained as offered in the design packets and presented at the Recommendation meetings. (DC2.B.2, PL2 OTHELLO-I.i)

Subsequent to the August 18, 2015 meeting, the applicant has worked with DPD staff to respond to the Design Review Board Recommended Condition as follows:

1. The applicant's plans illustrate ground-level landscaping treatment at the alley-facing façade which is comparable to the landscaping design offered in the Recommendation meeting design packets and presented at the Recommendation meetings. This response satisfies recommended condition #1.

The plans on file reflect the updated design and will be included in the issued MUP plan set.

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 DPD Director's decision reads in part as follows:

The Director's decision shall consider the recommendation of the Design Review Board. Except for projects accepted in the Living Building Pilot Program established in Section 23.40.060, if four or more members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision that makes compliance with the recommendation of the Design Review Board a condition of permit approval, unless the Director concludes that the recommendation of 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 Southeast Design Review Board were in attendance and provided recommendations 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.F.3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines, as described in the Board Recommendation section above.

Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting and finds that they are consistent with the Citywide Design 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. The Director is satisfied that all of the recommendations imposed by the Design Review Board have been met, as described in the Board Recommendation section above.

Director's Decision:

The design review process is prescribed in Section 23.41.014 of the Seattle Municipal Code. Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting, provided additional review and finds that they are consistent with the City of Seattle Design Review Guidelines. The Design Review Board agreed that the proposed design, along with the condition listed, meets each of the Design Guideline Priorities as previously identified. Therefore, the Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and

requested departures (Street-Level Development Standard, Street-Level Use Development Standard, Street-Level Non-Residential Depth Requirement, Parking Landscaping and Screening Requirements, and Residential Building Setback) with the conditions summarized at the end of this Decision.

SEPA ANALYSIS

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated February 24, 2015. The Department of Planning and Development has analyzed and annotated the environmental checklists submitted by the project applicant; reviewed the project plans and any additional information in the file and any pertinent comments which may have been received regarding this proposed action have been considered.

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

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

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, disruption of utilities serving the area and increases in greenhouse gas emissions. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794).

Several construction-related impacts are mitigated by existing Codes and ordinances applicable to the project such as: the Noise Ordinance (construction noise), the Stormwater and Grading Codes (grading, site excavation and soil erosion), the Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of pedestrian right-of-way), and the Building Code (construction measures in general). Compliance with the applicable Codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. The following analyzes construction-related noise, air quality, construction impacts as well as its mitigation.

Noise

The site abuts one street (M L King Jr Way South) and an alley. Residential and mixed-use commercial/residential properties surround the project site; the properties to the north, south and west are located in the same zone (NC3P-85 (5.75)). The easternmost properties across the alley are zoned LR2. Vehicular traffic noise, the light rail and urban noise are identified as an existing noise sources. The applicant states on supplemental correspondence that the estimated construction hours are as follows: 7:00 a.m. to 5:00 p.m., Monday thru Friday.

Short-term noise and vibration from construction equipment and construction activity (e.g., backhoes, trucks, concrete mixers, generators, pneumatic hand tools, engine noise, back-up alarms, etc.); and construction vehicles entering and exiting the site would occur as a result of construction and construction-related traffic. Compliance with the Noise Ordinance (SMC 25.08) is required.

The Noise Ordinance states construction activities within 100' of occupied Lowrise and Neighborhood Commercial zones shall be limited to non-legal holiday weekdays from 7:00 a.m. to 7:00 p.m. and 9:00 a.m. to 7:00 p.m. on weekends and legal holidays. Impact construction work (pile driving, jackhammers, vactor trucks, etc.) is further limited (8:00 a.m. – 5:00 p.m. weekdays and 9:00 a.m. - 5:00 p.m. weekends and legal holidays). It is the Department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is not justified for this project on this specific site. No further conditioning or mitigation is warranted.

Construction-Related Streets Parking and Pedestrian Circulation

Minor grading is proposed (200 cubic yards (cu. yds.) total cut and fill of material). This material would be trucked from the site. Construction vehicles would mainly enter and exit the project site from the existing alley. The applicant states *"Most all of the construction staging will be on-site staging."*

Construction of the project is proposed to last for several months. The applicant's materials do not disclose the estimated amount of construction workers that will be onsite throughout the construction process. Per the applicant, *"Walsh will encourage carpooling and transit for workers to reduce the impact of parking in the neighborhood."* The amount of on-street parking available to construction workers appears limited due to no parking and time restrictions on several of the nearby block fronts. The demand for parking by construction workers during construction is anticipated to further reduce the supply of parking in the vicinity.

The Street Use Ordinance includes policies that regulate dust, mud and circulation within the public right-of-way. Any temporary closure of the sidewalk and/or traffic lane(s) and alley is controlled with a street use permit through the Seattle Department of Transportation (SDOT). The sidewalk along M L King Jr Way South is classified as a pedestrian route which should be kept open to the greatest extent possible. Construction activities may result in sidewalk closures or other obstacles to pedestrians.

Increased trip generation is expected during the proposed grading, and construction activity. The immediate area is subject to traffic congestion during the peak hours on nearby arterials in association with construction activity at nearby sites. Large trucks turning from and onto nearby

arterial streets would be expected to further exacerbate the flow of traffic. There are no City codes or ordinances to address the impact of large vehicles on highly congested streets. As a result, mitigation is warranted as described below.

It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R). The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation (SDOT). Due to construction related demand affected by construction worker parking and increased trip generation; additional mitigation is warranted pursuant to the Construction Impacts Policy (SMC 25.05.675.B). Pursuant to this policy, a Construction Management Plan (CMP) addressing construction worker parking will be required to mitigate identified impacts. The requirements for a CMP include a Construction Parking Plan that will reduce construction worker parking demand on surrounding streets and it should also consider methods to minimize construction impacts along M L King Jr Way South to the greatest extent possible. The submittal information for a CMP and review process for CMPs are described here: http://www.seattle.gov/transportation/cmp.htm. The approved plan will be required prior to the issuance of any future demolition, grading and/or building permit.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacturing 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 the project.

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

Long - term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased bulk and scale on the site; increased ambient noise associated with increased human activity and vehicular movement; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; increased airborne emissions resulting from additional traffic; increased energy consumption; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Traffic and Transportation

Heffron Transportation (Heffron) prepared a Trip Generation and Parking Demand Estimate report (dated February 23, 2015) and a supplemental document (dated April 24, 2015) for the subject site referenced in the report as the "Mercy Othello Plaza" project. This report offers trip generation for the site and parking demand estimates for the project. The analysis in this report is based on a proposal *"to construct 108 apartment units, with 7,500 square feet (sf) of ground-*

floor commercial office space…. Parking for 45 vehicles-37 residential spaces and eight (8) commercial spaces-would be provided. Access to the parking garage would be from the alley located on the east side of the project."

Trip generation for the project was determined using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition for the following categories: Apartments (ITE Land Use Code 220) and General Office (ITE Land Use Code 710). These rates were further adjusted to reflect the higher level of transit and non-automobile mode use. Based on this information, the proposal is estimated to generate an increase in daily trips (510), AM peak hour trips (41) and PM peak hour trips (52).

Vehicular access to the parking area within the structure is proposed via the abutting alley east of the project site. Level of service (LOS) analysis was performed for one nearby signalized intersection. The LOS analysis for the "future with-project" scenario showed that, during the PM peak hour, the intersection of MLK Jr Way South /South Myrtle Street is forecasted to operate at an overall LOS C with westbound traffic estimated to operate at LOS D. The analysis also indicated that any queue on the westbound approach would block the alley immediately east of the intersection's crosswalk which the proposed Mercy Housing project would take access from. Further analysis acknowledged that traffic intended to the project could alternatively enter the alley from the north via South Willow Street.

It is projected that the proposed project would increase overall traffic volumes in the neighborhood and westbound queues on South Myrtle Street could block inbound access to the alley. An alternative inbound access to the alley could occur via South Willow Street. It is expected that the amount of traffic generated by this proposal is within the capacity of the streets in the immediate area. Thus, no SEPA mitigation of traffic impacts is warranted.

Parking

The proposal site is situated within a commercial zone (NC3P-85 (5.75)), the Othello Residential Urban Village and the Othello Street Light Rail Station Overlay. No parking is required for the project per the Land Use Code (SMC 23.54). The submitted MUP plans indicate 43 parking spaces will be provided onsite.

Parking analysis was included with the Transportation Memorandum report (dated February 23, 2015) prepared by Heffron Transportation, Inc. (Heffron) to assess the expected parking demand. The parking analysis estimated a peak (overnight) parking demand of 59 vehicles for the residential use (108 apartment units) and a peak (midday) parking demand of 13 vehicles for the commercial use (7,500 sq. ft.). Based on the traffic consultant's assumption that the proposed parking supply for the project was 45 parking stalls, some vehicles would be added to the on-street demand. Per Heffron, *"Because the commercial parking demand and the residential parking demand would occur at different times of day, it may be possible to share some of the spaces on the site to reduce the potential for parking overspill."*

Although SEPA Policy 25.05.675.M recognizes that increased parking demand associated with development projects may affect the availability of parking in an area, Policy 25.05.675.M.2.b.2.c states no SEPA authority is provided for the decision maker to mitigate the impact of development on parking availability for residential uses located within station overlay districts and urban villages and within 1,320 of a street with frequent transit service (frequent transit corridor) as in this case. Therefore no mitigation can be required of this project to modify its parking impact.

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 due to the relatively minor contribution of greenhouse gas emissions from this project.

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

DECISION - SEPA

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

[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(2)(C).

[ ] 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(2)(C).

SEPA CONDITIONS

Prior to Issuance of Any Demolition, Grading and Building Permit:

1. In order to address construction related transportation and parking impacts, a Construction Management Plan is required. This plan shall be reviewed and approved by SDOT and shall include methods that will reduce construction worker parking demand on surrounding streets; and minimize construction impacts along M L King Jr Way South to the greatest extent possible. Submittal requirements and review process are described here: http://www.seattle.gov/transportation/cmp.htm.

DESIGN REVIEW CONDITIONS

Prior to Certificate of Occupancy

2. The Land Use Planner (Tami Garrett 206-233-7182 or tami.garrett@seattle.gov) shall inspect materials, colors, and design of the constructed project. An appointment with the assigned Land Use Planner must be made at least seven (7) working days in advance of field inspection. All items shall be constructed and finished as shown in the Master Use Plan (MUP) set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

3. The applicant shall provide a landscape certificate from Director's Rule 10-2011, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Tami Garrett 206-233-7182 or tami.garrett@seattle.gov).

For the Life of the Project

4. 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 (Tami Garrett 206-233-7182 or tami.garrett@seattle.gov).

Signature: retagonzales-cupneutubby for Date: October 1, 2015
Tami Garrett, Senior Land Use Planner
Department of Planning and Development

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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 DPD 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.