



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 CONSTRUCTION AND INSPECTIONS**

**Application Number:** 3018712  
**Applicant Name:** Hugh Schaeffer, S+H Works, LLC  
**Address of Proposal:** 120 10th Ave E

**SUMMARY OF PROPOSAL**

Land Use Application to allow a 4-story structure containing 27 small efficiency units and 22 studio units. Existing structures to be demolished.

**Design Review (Seattle Municipal Code 23.41)**

**SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)**

**SEPA DETERMINATION:**

Determination of Non-significance

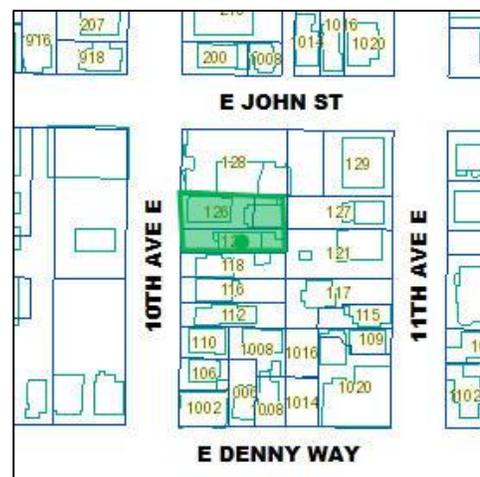
- No mitigating conditions of approval are imposed.
- Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts.

**SITE & VICINITY**

**Site Zone:** Lowrise 3 (LR3)

**Nearby Zones:** LR3 (North)  
LR3 (South)  
LR3 (East)  
Neighborhood Commercial 3 - 40 (NC3-40) (West)

**Lot Area:** 8,960 square feet (sq. ft.)



### Current Development

The project site contains two duplexes with surface parking. The existing driveway easement on the southwest corner of the site will remain.

### Surrounding Development and Neighborhood Character

The project site, located in the Capitol Hill Urban Village Center across the street from the recently opened Capitol Hill Light Rail Transit station, is one block to the east of the Broadway Commercial District and less than one block north of Cal Anderson Park.

The site is in a transitional area between the busy commercial Broadway corridor to the west and lower density residential area to the east. The surrounding development and neighborhood character, featuring an eclectic mix of building typologies and architectural styles, includes early 20th century single family structures alongside traditional brick and mid-century apartment buildings as well as more contemporary multifamily and low-rise infill development.

### Access

Pedestrian access to the site is from 10th Ave E. There is no parking or vehicular access proposed. The existing driveway easement on the southwest corner of the site will remain to provide access to the adjacent single family structure but the curb cut will be reduced and meet City right-of-way standards.

### Environmentally Critical Areas

There are no Environmentally Critical Areas onsite.

### Public Comment

The public comment period commenced on June 25, 2015. Public comments were received related to noticing.

## **I. ANALYSIS – DESIGN REVIEW**

### **DESIGN PROPOSAL**

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

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

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

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

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

## EARLY DESIGN GUIDANCE MEETING April 22, 2015

### PUBLIC COMMENT

Several members of the public were present at the Early Design Guidance meeting. The public comments included the following issues:

- Supported the preferred option massing and siting.
- Appreciated how the preferred option related to the adjacent single family structure and multi-family structures to the north and east.
- Stated support for how the proposed development reestablished the street edge by removing the existing surface parking in the front yard setback and siting the building closer to the street.
- Expressed support for simple form and details including the black, set in windows.
- Appreciated the thought that went into the different options and expressed support for the design of the third option.

### 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 MEETING June 1, 2015

- 1. Height, Bulk, & Scale:** The Board expressed unanimous support for the applicant's preferred option which included larger shifts in the massing and a recessed entry and lobby at the northwest corner of the building.
  - a. Modulation.** The Board supported the massing and modulation of Option Three because of the large, dramatic shifts in the mass and interesting building composition, specifically along the street facing (west) façade. Additionally, the Board showed support for the dramatic vertical breaks in the massing along the north, east, and west facades and the inclusion of the stepped two, three, and four story volumes along the southern façade. The Board also supported the recessed entrance and openness of the entry and lobby area. **(CS2-A-2, CS3-A-2, PL3-A, DC2-A&B)**
  - b. Relationship to Adjacent Sites.** The Board expressed support for how the preferred option related to the adjacent sites, specifically how the two story mass along the street facing façade related to the datum and mass of the single family residential buildings to the south. The Board discussed how the strong setback at the third level and shift of the larger four story mass to the north was a successful solution to relate to and respect the adjacent multifamily structure to the north and single family structures to the south. **(CS1-B-2, CS2-B, CS2-D)**
- 2. Architectural Details & Materials:**
  - a. Materials & Details.** The Board expressed support for the quiet simplicity and singularity of the materials that were depicted in the renderings. At the time of the Early Design Guidance meeting, the materials had not been determined but the applicant stated that they would likely be a high quality cementations panel.

The Board reiterated that quality details, installation, and finishes would be critical to making the architectural concept successful, especially because at the time of EDG, the material concept only included one primary exterior material. Specifically, the Board discussed the need for the façade to include quality finishes and pedestrian scale details such as setting the black vinyl windows in several inches from the façade plane to create a sense of depth, as was presented by the applicant. This would create a similar window depth and shadows that would be found in buildings with high quality materials such as brick.

The Board directed the applicant to use as high quality of materials, details, and finishes as possible considering the probable use of cementations panel and to pay specific attention to the installation and finishes. Specifically, the Board directed the applicant to create a strong edge by using metal trim or similar quality finishing material and techniques.

The Board reiterated that this project would need to set a strong design and quality precedent for future development in the neighborhood. **(DC2-C&D, DC4-A-1, DC4-I&II)**

- b. **Accents & Colors.** The renderings provided by the applicant at EDG portrayed a simple dark gray color for the entire building. The applicant stated he may explore using one shade lighter or darker for the different portions of the building created by the large shifts in mass. The Board showed general support for the color application presented by the applicant at EDG and directed the applicant to avoid overwhelming the exterior with large applications of bold colors. Bold colors should be included as accents in strategic, well thought out locations, as was presented at the EDG meeting. **(CS3-A-2, PL3-A, DC2-C&D)**

### 3. Safety & Security:

- a. **Window Wells.** The Board directed the applicant to design the window wells, specifically the well located in the front yard setback, in a way that maximizes safety and daylight to the units while being mindful of their impact on the relationship to the street and adjacent open spaces. The application should also consider how landscaping might provide a buffer to the window wells, while still providing lighting to the units. **(CS1-B-2, CS2-B-2, PL3-B-2)**

### 4. Amenity Spaces & Bicycle Storage:

- a. **Rear Yard Area.** The Board supported the at-grade space located in the rear yard and discussed how this space could be either a passive landscaped buffer not intended to have users or could serve as a natural amenity space designed for individuals and small group of residents. The Board commented that both options could be successful, as long as they were thoughtfully designed with a concept and intent for the space in mind.

For the next meeting, the applicant should provide additional details on the amenity space concept for this area as well as a more detailed landscape plan. The final option should be respectful to the adjacent neighboring properties and should include a natural landscaped buffer for screening. Any amenity spaces and elements created for users should be small to limit group size and potential impacts on neighboring properties. **(DC4-D, DC3-I PL3-B-1. CS2-D-5)**

- b. **Rooftop Amenity Spaces.** The Board supported the variation and dispersed rooftop amenity spaces in the applicant's preferred option because they provided residents with more choice and diversity for accessible, outdoor space. The applicant should be mindful

of how the amenity spaces relate to the adjacent units, paying specific attention to window placement in order to maintain privacy for those units.

Amenity spaces, both at grade and on the roof tops, should be designed to respect the neighboring properties in regards to noise, lighting, and privacy. Specifically, rooftop decks should include landscaped buffers to minimize impacts to the adjacent properties. **(DC3-C-2&3, DC3-I, CS2-D-5, DC4-C&D)**

- c. **Bicycle Storage.** The Board showed general support for the bicycle storage location in the applicant's preferred option. For the Recommendation meeting, the applicant should include additional study and detail of how the bicycle storage area will function, including details on storage methods and racks. The applicant should design the space to be user friendly and convenient. **(PL4-B, PL3-A, PL3-B-4)**

## **RECOMMENDATION MEETING December 9, 2015**

### **PUBLIC COMMENT**

At the Recommendation meeting, several members of the public were present and provided the following comments:

- Noted a desire for more warm colors and textures such as wood but does not need to be bright or bold (and provided the Board with a hand out containing images of materials and colors).
- Supported the verticality of the windows and would like to see the verticality further expressed.
- Suggested sectioning off the windows to further break down the scale and break down the horizontal nature and adding canopies for depth.
- Would like to see more greenery, such as evergreens, for year round color.
- Appreciated the shifting masses and restraint in the color palette, noting that the gray isn't necessarily cold and that often color isn't successful.
- Noted the proposed gray color and bold accent worked well and did not want cedar at the soffit because of issues with longevity, maintenance, and potential to age differently on the inside of the lobby verses outside exposed portion.
- Supported the higher quality, integral color panel proposed and horizontal lines that related to the neighboring buildings.
- Supported the arrangement of uses away from the single family.
- Appreciated the thoughtful, code compliant design.
- Supported the color scheme and did not want to see a large number of colors. Very supportive of the overall design.
- Preferred deciduous plants over evergreens and stated concern that the landscaping proposed along the southern edge may be too dense.
- Was appreciative of the applicant's efforts to reach out to neighboring property owners.

## 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.

### RECOMMENDATION MEETING December 9, 2015

#### 1. Massing & Composition:

- a. The Board expressed unanimous support for the proposal as presented and noted the interlocking forms created an interesting yet simple form. The proposal is an excellent example of successful infill responding to the two different neighboring building types. **(CS2-B,C,&D)**
- b. The Board commended the applicant for working with the neighbors and responding to their comments and concerns.
- c. The Board noted that the rooftop amenity spaces would still work well even if the property to the south was redeveloped because of where they were located and their orientation to the west. **(DC3-C, DC3-I)**

#### 2. Color & Materials:

- a. The Board supported the color palette presented with a singular warm gray and bold yellow accent noting that the color composition was simple and sophisticated and worked well with the interlocking forms. **(DC4-A)**
- b. The Board supported the high quality integral color, fiber cement panels proposed, noting that it created a sense of richness and quality. **(DC4-A)**
- c. The colors and materials carried through from the exterior of the entry into the lobby made for a strong entry and should be maintained. The Board noted that a wood material would not work well here because it would age differently on the exterior verses the interior of the lobby. **(DC4-A, PL3-A)**
- d. The façade composition, fenestration, and attention to detail including the alignment of joints with fenestration, exposed fasteners, deeply inset black vinyl windows, and vent locations were well thought out and should be carried through to implementation. **(DC4-A, DC2-B, DC2-C, DC2-D)**
- e. The inset window detailing was successful and created a sense of depth and high quality detailing. **(DC4-A, DC2-C, DC2-D)**
- f. The Board encouraged the applicant to consider inclusion of Forsythia in the front landscaping. **(DC4-D-1)**

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

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

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

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

**CS2-D-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.

**Capitol Hill Supplemental Guidance:**

**CS2-I Streetscape Compatibility**

**CS2-I-i. Sidewalk Width:** Retain or increase the width of sidewalks

**CS2-I-ii. Street Trees:** Provide street trees with tree grates or in planter strips

**CS2-I-iii. Entrances:** Vehicle entrances to buildings should not dominate the streetscape

**CS2-I-iv. Townhouse Orientation:** Orient townhouse structures to provide pedestrian entrances to the sidewalk

**CS2-I-v. Multiple Frontages:** For buildings that span a block and “front” on two streets, each street frontage should receive individual and detailed site planning and architectural design treatments.

**CS2-I-vi. Zoning Sensitivity:** Where possible, new development in commercial zones should be sensitive to neighboring residential zones.

**CS2-III Height, Bulk, and Scale Compatibility**

**CS2-III-i. Building Mass:** Break up building mass by incorporating different façade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern.

**CS2-III-ii. Views:** Consider existing views to downtown Seattle, the Space Needle, Elliott Bay and the Olympic Mountains, and incorporate site and building design features that may help to preserve those views from public rights-of-way.

**CS2-III-iii. Sunlight:** Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.

**CS2-III-iv. Broadway Scale:** Help maintain and enhance the character of Broadway by designing new buildings to reflect the scale of existing buildings.

**CS2-III-v. Broadway Storefronts:** The pedestrian orientation of Broadway should be strengthened by designing to accommodate the presence or appearance of small storefronts that meet the sidewalk and where possible provide for an ample sidewalk.

**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.

**PUBLIC LIFE**

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

**PL2-B Safety and Security**

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

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

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

**Capitol Hill Supplemental Guidance:**

**PL2-III Personal Safety and Security**

**PL2-III-i. Lighting/Windows:** Consider

- a. pedestrian-scale lighting, but prevent light spillover onto adjacent properties
- b. architectural lighting to complement the architecture of the structure
- c. transparent windows allowing views into and out of the structure—thus incorporating the “eyes on the street” design approach.

**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.

**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

**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 Façade Composition

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

**DC2-B-2. Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage façades 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 façades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

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

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

### DC2-D Scale and Texture

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

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

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

### 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.

***Capitol Hill Supplemental Guidance:***

**DC3-I Residential Open Space**

**DC3-I-i. Open Space:** Incorporate quasi-public open space with residential development, with special focus on corner landscape treatments and courtyard entries.

**DC3-I-ii. Courtyards:** Create substantial courtyard-style open space that is visually accessible to the public view.

**DC3-I-iii. View Corridors:** Set back development where appropriate to preserve view corridors.

**DC3-I-iv. Upper-floor Setbacks:** Set back upper floors to provide solar access to the sidewalk and/or neighboring properties.

**DC3-I-v. Street Trees:** Mature street trees have a high value to the neighborhood and departures from development standards that an arborist determines would impair the health of a mature tree are discouraged.

**DC3-I-vi. Landscape Materials:** Use landscape materials that are sustainable, requiring minimal irrigation or fertilizer.

**DC3-I-vii. Porous Paving:** Use porous paving materials to enhance design while also minimizing stormwater run-off.

**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.

***Capitol Hill Supplemental Guidance:***

**DC4-I Height, Bulk, and Scale**

**DC4-I-i. Materials:** Masonry and terra cotta are preferred building materials, although other materials may be used in ways that are compatible with these more traditional materials. The Broadway Market is an example of a development that blends well with its surroundings and includes a mixture of materials, including masonry.

**DC4-II Exterior Finish Materials**

**DC4-II-i. 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.

1. Use wood shingles or board and batten siding on residential structures.
2. Avoid wood or metal siding materials on commercial structures.
3. Provide operable windows, especially on storefronts.
4. Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color.
5. Consider each building as a high-quality, long-term addition to the neighborhood; exterior design and materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood.
6. The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is discouraged, especially on ground level locations.

**DEVELOPMENT STANDARD DEPARTURES**

At the time of the Recommendation meeting, no departures were requested.

**BOARD RECOMMENDATIONS**

The recommendation summarized above was based on the design review packet dated Wednesday, December 9, 2015, and the materials shown and verbally described by the applicant at the Wednesday, December 9, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design with no conditions.

**ANALYSIS & DECISION – DESIGN REVIEW**

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the Seattle DCI Director’s decision reads in part as follows:

The Director’s decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:

- a. Reflects inconsistent application of the design review guidelines; or
- b. Exceeds the authority of the Design Review Board; or
- c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or
- d. Conflicts with the requirements of state or federal law.

At the conclusion of the Recommendation meeting held on December 9, 2015, the Board found that the design of the proposed project adequately conformed to the applicable Design Guidelines and recommended approval of the project.

The Director agrees with the Design Review Board's conclusion that the proposed project results in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

### **DIRECTOR'S DECISION**

The Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design.

## **II. ANALYSIS – SEPA**

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 6/7/2015. The Seattle Department of Construction and Inspections (Seattle DCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

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

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

### **Short Term Impacts**

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

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant. Therefore no further mitigation is warranted pursuant to SMC 25.05.675.F.

Construction Impacts - Parking and Traffic

The existing structures are relatively small in size and removal of the materials from demolition is expected to have minimal impact on existing nearby parking and traffic patterns. However, during construction, parking demand is expected to increase due to additional demand created by the number of construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675. B and M).

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan include a Construction Parking Plan. This plan is not required prior to issuance of a demolition permit due to the minor impacts of demolishing the relatively small buildings onsite. The plan is required prior to the issuance of shoring, excavation, and building permits, due to the anticipated impacts related to the number of construction personnel and equipment.

The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions; parking; and possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas, historic resources, height bulk and scale, parking, and traffic warrant further analysis.

Greenhouse Gas Emissions

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

*Historic Preservation*

One of the existing structures on site is more than 50 years old. This structure was reviewed for its potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structure on site is unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 454/15). Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

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*Height, Bulk, and Scale*

The proposal has gone through the design review process described in SMC 23.41. Design review considers mitigation for height, bulk and scale through modulation, articulation, landscaping, and façade treatment.

Section 25.05.675.G.2.c of the Seattle SEPA Ordinance provides the following: “The Citywide Design Guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk, and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone Design Review shall comply with design guidelines applicable to the project.”

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process for any new project proposed on the site and therefore additional SEPA Mitigation of height, bulk and scale is not warranted per 25.05.675.G.

*Parking*

The proposed development includes 49 residential units with no off-street vehicular parking. The traffic and parking analysis (TENW, Parking Demand and Utilization Study updated April 7, 2016) indicates a peak demand for approximately 12 to 17 vehicles from the proposed development. Peak residential demand typically occurs overnight.

The traffic and parking analysis noted that the existing on-street parking utilization rate is approximately 92% within 800’ walking distance from the site. With the estimated 12 to 17 parking stalls expected to be generated by the project and cumulative impacts from currently underway and planned projects in the vicinity, the on-street parking utilization rate could exceed 100% of the total supply, shifting parking demand beyond the 800’ limits. The City’s defined capacity is 85%, hence the on-street demand exceeds the defined capacity.

SMC 25.05.675.M notes that there is no SEPA authority to mitigate residential parking impacts in the Capitol Hill Urban Center or in portions of Urban Villages within 1,320 feet of frequent Transit service. This site is located in the Capitol Hill Urban Center Village and is within 1,320 feet of frequent transit service; therefore, regardless of the parking demand impacts, no SEPA authority is provided to mitigate residential impacts of parking demand from this proposal.

Transportation

The SEPA checklist indicated that the project is expected to generate 326 daily vehicle trips, with 28 AM and 31 PM peak hour trips. While these impacts are adverse, the number of peak hour trips is relatively low and the impacts are not expected to be significant; therefore, no further mitigation is warranted per SMC 25.05.675.R.

**DECISION – SEPA**

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

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

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

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

**CONDITIONS – DESIGN REVIEW**

Prior to Issuance of a Construction Permit

1. Provide a physical color and materials board (maximum size of 17"x24") to the Land Use Planner (BreAnne McConkie, SMT 22<sup>nd</sup> floor, (206) 684-0363, [breanne.mcconkie@seattle.gov](mailto:breanne.mcconkie@seattle.gov)).

Prior to Certificate of Occupancy

2. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (BreAnne McConkie, (206) 684-0363, [breanne.mcconkie@seattle.gov](mailto:breanne.mcconkie@seattle.gov)).

For the Life of the Project

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (BreAnne McConkie, (206) 684-0363, [breanne.mcconkie@seattle.gov](mailto:breanne.mcconkie@seattle.gov)).

**CONDITIONS – SEPA**

Prior to Issuance of a Grading or Construction Permit

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

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

Date: June 30, 2016

BM:rgc  
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**IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT**

Master Use Permit Expiration and Issuance

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

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by Seattle DCI within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at [prc@seattle.gov](mailto:prc@seattle.gov) or to our message line at 206-684-8467.