



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: 3019125
Applicant Name: Tim Carter, Cone Architecture for Blueprint 4528, LLC
Address of Proposal: 4528 44th Ave SW

SUMMARY OF PROPOSAL

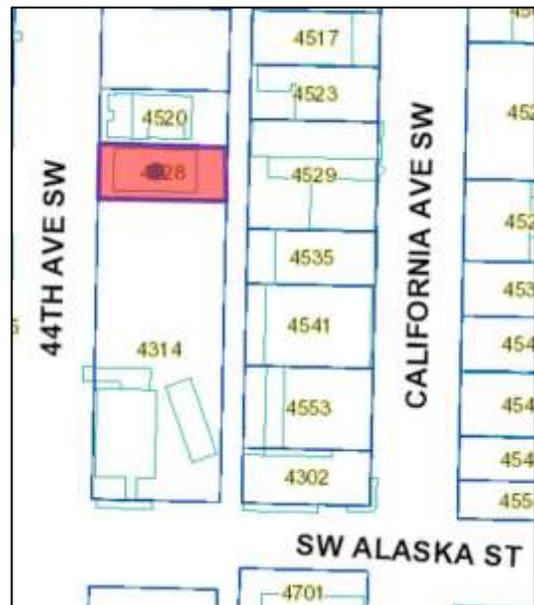
Land Use Application to allow a 6-story building with 58 small efficiency dwelling units.
The following approvals are required:

- Design Review** pursuant to Chapter 23.41, Seattle Municipal Code
- SEPA – Environmental Determination** – Chapter 25.05, Seattle Municipal Code

SEPA DETERMINATION: Exempt DNS MDNS EIS
 DNS with conditions
 DNS involving non-exempt grading or demolition,
or involving another agency with jurisdiction.

SITE & VICINITY

Site Zone: Neighborhood Commercial 2 with a 65’ (NC2-65)
Nearby Zones: NC2-65 (North)
NC2-65 (South)
Neighborhood Commercial 3 with a 85’ (NC3-85) (East)
Neighborhood Commercial 2 with a 40’ (NC2-40) (West)
Lot Area: 5,850 square feet (sq. ft.)



Current Development: The project site contains a two-story, eight unit apartment building built in 1952.

Surrounding Development and Neighborhood Character: The site, located within the West Seattle Junction Hub Urban Village, is approximately one block from the California Ave SW and SW Alaska St. junction. California Ave SW, is recognized as the area's more established pedestrian-oriented commercial core. The nearby corridor along SW Alaska St (to the southeast), envisioned as an extension of the California Ave SW business district, has seen an increase in new pedestrian-oriented, mixed-use development in recent years.

The site sits in a transitional area between single family residential to the west, traditional and contemporary multi-family and surface parking in the immediate vicinity, and pedestrian-oriented commercial to the east. Several surface parking lots are located along 44th Ave SW.

Access: Existing vehicular access to the site is from the adjacent alley to the east. Primary pedestrian access is from 44th Ave SW.

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

PROJECT DESCRIPTION

The applicant is proposing to build a 6-story apartment building with 58 small efficiency dwelling units and no vehicle parking. The existing structure is to be demolished.

The proposed primary pedestrian access is from 44th Ave SW with a secondary pedestrian entry and the primary bicycle entry located at the alley. Service access is proposed from the alley.

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.

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

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

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE MEETING: March 19, 2015

PUBLIC COMMENT SUMMARY

At the EDG meeting, two members of the public provided comments and raised the following issues:

Massing & Siting

- Supported the beveled street-facing façade of the preferred option but expressed concern with the heaviness of the roofline.
- Stated that the 44th Ave SW street façade was the most important and should be the focus.
- Expressed concern for the focus on existing on- and off-site landscaping because it may not be there in the future; building massing should be successful on its own with or without the existing trees.
- Stated that there could be additional opportunities for massing and modulation if the applicant wasn't maximizing the FAR.
- The preferred option blocks too much light to the neighboring property to the north; building footprint could be shifted south or stepped back at upper levels to provide more natural light.
- Encouraged more breaks in massing throughout the building,

Arrangement of Uses

- Recognized that most people would likely focus on the lack of parking and small unit size.
- Supports the focus on bikes and generous bicycle amenity space; encouraged the applicant to consider locating the bicycle amenity space along the 44th Ave SW street frontage.
- Questioned the need for the amount and location of the bicycle storage and amenity space; stated the basement maybe a better location.
- Cautioned that southern facing units in all options and especially in the applicant's preferred option would be very dark and lose access to daylight when the adjacent surface parking to the south is redeveloped.
- Expressed support for the street level arrangement of uses in the preferred option.

FINAL RECOMMENDATION MEETING: September 3, 2015

PUBLIC COMMENT SUMMARY

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

- Supported small units and density in the neighborhood.
- Would like to see more color incorporated into the project. Stated that like much of the new development in the area, the proposal did not include enough color and was primarily beige and gray.

PRIORITIES & BOARD RECOMMENDATIONS

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

EARLY DESIGN GUIDANCE MEETING: March 19, 2015

1. Form & Siting:

- a. **Massing & Façade Articulation:** The Board expressed general support for the simple elegant proportions and vertical form of the applicant's preferred option. The Board specifically noted support for the vertical plane shift in the street-facing façade. The Board directed the applicant to include more shaping, similar to the angular western façade, on all sides of the building and noted that the southern façade and upper portions of the eastern facade would both be very visible from the public right-of-way.

The Board directed the applicant to include additional breaks in the massing, specifically along the southern façade and suggested recessed vertical light shafts as a possible option to achieve this. The Board also encouraged the applicant to explore other options to provide horizontal relief and break up the massing at the upper levels and along the southern façade which could be achieved by setting back the center portion of the building. (CS2-III-iii&iv; CS3-I-I; & DC2-A,B, C)

- b. **Siting:** The Board showed general support for the building footprint and layout, but directed the applicant to shift the building to the north, relocating the proposed through-block pedestrian connection to the south (as discussed in more detail below). (PL1-B; PL2-B; & PL3-B)

2. Arrangement of Uses & Ground Floor Presence:

- a. **Ground Floor Uses:** The Board supported the general arrangement of uses and locations of the ground floor amenity spaces in the preferred option, including the lobby and amenity location along 44th Ave SW and the adjacent open space resulting from the building setback at that location. (CS2-B-2; CS1-D-1; DC1-A; & DC3-A-1)
- b. **Bicycle Storage:** The Board supported the oversized bike storage space and agreed that it had potential to activate the alley portion of the building. While the Board supported the general location of the bike amenity space along the alley, they directed the applicant to shift the bike room to the southeast corner to maximize daylight to the space, similar to what was shown in the precedent imagery included in the applicant's EDG booklet. (CS1-B-2; PL4-B; & DC1-A)
- c. **Circulation:** The Board expressed general support for the location of the vertical circulation along the northern portion of the building because it minimized potential privacy conflicts with the existing adjacent multifamily building to the north while maximizing the daylighting and views of the proposed units. The Board also

discussed opportunities to use the circulation to break up the massing at the upper levels, as was presented in Option One. (CS1-B-2; CS2-D-5; & DC2-A-1)

3. Midblock Connection, Pedestrian Details, & Entries:

- a. **Pedestrian Walkway:** The Board expressed safety concerns with the siting of the pedestrian walkway due to the lack of transparency and adjacent uses on the ground floor. The Board directed the applicant to relocate the pedestrian walkway to the south in order to better activate the walkway with adjacent ground floor uses including amenity space, bicycle facilities, and ground floor units. The Board noted that if the adjacent ground floor units were set back, there may be an opportunity for direct exterior access to those units and useable outdoor space adjacent to the walkway.

The Board also noted that by relocating the pedestrian walkway to the south, there may be a future opportunity for the adjacent property to enhance this connection when the site is redeveloped. (PL1-B-1; PL2-B; & PL3-B-2)

- b. **Entries:** The Board noted that both the 44th Ave SW and alley entries would be important. The Board recognized that pedestrian oriented details, including lighting, signage, and weather protection, would be important for both safety and the design of the building. Lighting, signage, and weather protection should be well thought out and integrated into the overall elegant and simple architectural concept of the building. Specifically, these elements should be incorporated into the façade design in way that reinforces the entries while maintaining the human scale. (PL2-C; PL2-I-I; PL3-A-all); & DC4-I-i)

4. Materials & Architectural Details:

- a. **Materials.** The Board discussed the importance of high quality materials because of the building's visibility and it's simple, elegant form. The Board directed the applicant to use high quality materials, looking to the Junction for material cues and examples of durable, long lasting, high quality materials. The Board specifically cautioned against the use of white vinyl windows or cementitious panel as a primary material. (CS2-III-iii & iv; CS3-I-iⅈ DC2-all; & DC4-A)
- b. **Architectural Concept & Details.** The Board noted that appropriate detailing of materials would be needed to avoid a blank façade and break up the visual mass of the building. The Board also discussed the need for secondary architectural details including pedestrian lighting, signage, awnings, and weather protection to be integrated into the overall architectural concept for the building. Specifically, the Board discussed the need for awnings at both the primary 44th Ave SW entry and the alley entry. (DC2-I; PL2-I-I; & DC4-all)

RECOMMENDATION MEETING: September 3, 2015
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1. Massing & Fenestration

- a. The Board discussed the massing and omission of a "cap" since the last iteration presented at EDG. In general, the Board supported the massing as presented at

Recommendation stating that the omission of the “cap” at the roofline provided a more interesting and visible building by highlighting the plane shift on the east and west facades and creating more contrast from a traditional, linear building plane parallel to the right of way. **(CS2-A-2, CS3-A-2, DC2-B-1)**

- b. The Board supported larger windows to maximize light to the units. The windows should be enlarged to the maximum size feasible and allowable by Building Code and should be the same size or larger than what was presented at the Recommendation meeting. **(CS1-B-2)**

2. Materials & Secondary Architectural Features

- a. The Board expressed general support for the proposed materials. Specifically, the Board noted support for the lap siding wrapping from the north façade up to the rooftop amenity space because it created a pedestrian scale and texture where people would have close interaction with the cladding material.

The Board noted that the metal paneling proposed for the east and west facades has a tendency to oil-can and warp and encouraged an additional break be added to shorten the vertical span to prevent this from happening. **(DC2-B-1, DC2-D-1, DC2-D-2, DC4-A-1)**

- b. The Board encouraged the applicant to explore ways to better tie the north and south facades together and consider further simplifying the number of materials. **(DC4-A-1, DC2-I-ii, DC2-B-1)**
- c. The Board supported the neutral color scheme presented and noted that the proposed use of Cedar and lush landscape provided a needed, rich accent to the otherwise neutral color scheme. The Board also stated that the gray metal at the east and west facades resulted in a desirable contrast and created bookends to the building. **(DC2-B-1, DC2-C-1, DC2-D-1, DC3-A-1, DC4-D-1&2)**
- d. The Board supported the exposed concrete at grade and stated that it should be architectural grade and finished in a way that provides texture and scale. This could be achieved through the use of different form liners, scoring, or other methods. The Board also advised an anti-graffiti coating be applied to the exposed. **(DC2-D-1, DC2-D-2, DC4-A-1)**

3. Landscaping & Pedestrian Amenities

- a. The Board stated its unanimous support for the pedestrian amenities and details of the mid-block pedestrian connection and front and rear amenity spaces adjacent to the entries including the modern, clean aesthetic of the benches, signage, lighting, and landscape/hardscape. The detailing and modern finish should remain as presented at the Recommendation meeting and in the Recommendation packet. **(DC4-I-I, DC4-D-all, PL3-A-4, PL2-B-2)**

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.

CS1-D Plants and Habitat

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

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

West Seattle Supplemental Guidance:

CS2-I Streetscape Compatibility

CS2-I-i. Street Wall Scale: Reduce the scale of the street wall with well-organized commercial and residential bays and entries, and reinforce this with placement of street trees, drop lighting on buildings, benches and planters.

CS2-I-ii. Punctuate Street Wall: Provide recessed entries and ground-related, small open spaces as appropriate breaks in the street wall.

CS2-III Height, Bulk and Scale

CS2-III-i. Zoning Context: Applicant must analyze the site in relationship to its surroundings. This should include:

- a. Distance from less intensive zone; and
- b. Separation between lots in different zones (property line only, alley, grade changes).

CS2-III-ii. New Development in NC zones 65' or Higher:

- a. Patterns of urban form in existing built environment, such as setbacks and massing compositions.
- b. Size of Code-allowable building envelope in relation to underlying platting pattern.

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

CS2-III-iv. Break Up Visual Mass: The arrangement of architectural elements, materials and colors should aid in mitigating height, bulk and scale impacts of Neighborhood Commercial development, particularly at the upper levels. For development greater than 65 feet in height, a strong horizontal treatment (e.g. cornice line) should occur at 65 ft. Consider a change of materials, as well as a progressively lighter color application to reduce the appearance of upper levels from the street and adjacent properties. The use of architectural style, details (e.g. rooflines, cornice lines, fenestration patterns), and materials found in less intensive surrounding buildings should be considered.

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

West Seattle Supplemental Guidance:

CS3-I Architectural Context

CS3-I.i. Facade Articulation: To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed-use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core (see map 1, page 1).

CS3-I.ii. Architectural Cues: New mixed-use development should respond to several architectural features common in the Junction's best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages. Preferred elements can be found in the examples of commercial and mixed-use buildings in the Junction included on this page.

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

PL1-B Walkways and Connections

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

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

PL1-C Outdoor Uses and Activities

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

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-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.

West Seattle Supplemental Guidance:

PL2-I Human Scale

PL2-I-i. Overhead Weather Protection: Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.

Overhead weather protection should be designed with consideration given to:

- a. Continuity with weather protection on nearby buildings.
- b. When opaque material is used, the underside should be illuminated.
- c. The height and depth of the weather protection should provide a comfortable scale for pedestrians.

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

PL3-A Entries

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

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

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

PL3-B Residential Edges

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

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

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.

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

DC1-C Parking and Service Uses

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

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

DC2-A Massing

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

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

DC2-B Architectural and 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.

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.

West Seattle Supplemental Guidance:

DC2-I Architectural Concept and Consistency

DC2-I-i. Integrate Upper-Levels: New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher – should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

DC2-I-ii. Cohesive Architectural Concept: The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure. Consider how the following can contribute to a building that exhibits a cohesive architectural concept:

- a. facade modulation and articulation;
- b. windows and fenestration patterns;
- c. trim and moldings;
- d. grilles and railings;
- e. lighting and signage.

DC2-II Human Scale

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

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

DC3-A Building-Open Space Relationship

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

DC3-B Open Space Uses and Activities

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

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

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

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

DC3-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.

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-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.

West Seattle Supplemental Guidance:

DC4-I Human Scale

DC4-I-i. Signage: Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on streets. The following sign types are encouraged:

- a. pedestrian-oriented blade and window signs;
- b. marquee signs and signs on overhead weather protection;
- c. appropriately sized neon signs.

DEVELOPMENT STANDARD DEPARTURES

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

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated September 3, 2015, and the materials shown and verbally described by the applicant at the September 3, 2015 Design Recommendation meeting. After considering the site and context,

hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, three 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.*

Director’s Decision

The Director accepts the Design Review Board’s recommendation and **CONDITIONALLY APPROVES** the proposed design.

DECISION – DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

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 4/14/2015. 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 it’s 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 in appropriate.

PUBLIC COMMENT:

The SEPA public comment period commenced on May 28, 2015. Numerous SEPA comments were received. Comments included desire to live in the project, concerns with density, traffic, and parking, lack of transit to support the project, proposal as uncharacteristic of the community, lack of compatibility with neighborhood and comprehensive plan, lack of employment opportunities, concerns with transiency, community deterioration, and crime, concerns with modern aesthetic and architectural compatibility, and concerns with materials and quality.

A. 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, increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following warrants further discussion and analysis:

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Noise

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

If extended construction hours are desired outside of what is permitted by the Noise Control Ordinance, the applicant may seek approval from Seattle DCI through a Noise Variance request. The applicant's environmental checklist does not indicate that extended hours are anticipated.

The limitations stipulated in the Noise Ordinance are sufficient to mitigate noise impacts; therefore no additional SEPA conditioning is necessary to mitigation noise impacts per SMC 25.05.675.B.

Construction Parking and Traffic

During construction, parking demand is expected to increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675. B and M).

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation and Seattle DCI. The requirements for a Construction Management Plan include a Haul Route and a Construction Parking Plan. The submittal information for a Construction Management Plan and review process for Construction Management Plans are described here: <http://www.seattle.gov/transportation/cmp.htm>.

B. LONG –TERM IMPACTS

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased greenhouse gas emissions; increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; noise; and increased light and glare. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, the following impacts warrant further analysis:

Greenhouse Gas Emissions

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

Height, Bulk & Scale

The project went through a Design Review process which addressed the issue of Height, Bulk & Scale; see the above Design Review Analysis for details of the process and design changes.

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

Additional SEPA Mitigation of height, bulk and scale is not warranted.

Historic Resources

The proposed development includes the demolition of a building over 50 years old. The Department of Neighborhoods reviewed the proposal for potential impacts to historic resources, and indicated that the existing structure on site is unlikely to qualify for historic landmark status (LPB 484/15). Therefore, no mitigation is warranted for historic preservation.

Parking & Traffic

A Transportation Impact Analysis dated April 23, 2015 was prepared for the project by William Popp Associates. Based on rates from the Institute of Transportation Engineers (ITE) Trip Generation Report, the analysis reports the proposed use will generate an average net of 123 new daily trips, 8 AM peak hour trips, and 12 PM peak hour trips. These forecasts are adjusted to reflect the unit type and local conditions, which provide opportunities for transit, walking, and bicycle usage.

It was determined the project's traffic impact on the surrounding streets would remain under the Transportation Concurrency Level of Service for the City. The Seattle DCI Transportation Planner reviewed the information and determined that while these transportation impacts are adverse, they are not expected to be significant; therefore, no further mitigation is warranted per SMC 25.05.675.R.

The project is proposing to provide no on-site parking spaces. Per SMC Table B for Section 23.54.015, no residential off street parking is required because of the project's location in a commercial zone and urban village with frequent transit service. The Traffic Impact Analysis noted the peak parking demand is estimated at 0.56 vehicles/unit and is estimated to occur between 10pm and 5am, yielding an estimated parking demand of 32 vehicles for 58 units.

Per 25.05.675.M.2.b.2.c. no SEPA authority is provided for the decision maker to mitigate the impact of development on parking availability for residential uses located within portions of urban villages within 1,320 feet of a street with frequent transit service. This project is located within and urban village with frequent transit service and therefore no additional mitigation is warranted.

DECISION - STATE ENVIRONMENTAL POLICY ACT (SEPA)

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

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

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required

under RCW [43.21C.030](#) (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

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

SEPA – CONDITIONS OF APPROVAL

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

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

DESIGN REVIEW – CONDITIONS OF APPROVAL

For the Life of the Project

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

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

Date: February 4, 2016

BM:drm

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

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

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

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

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