



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

**Application Number:** 3019700  
**Applicant Name:** Kusumarn Chaijumroonpun, Caron Architecture for Paar Development, LLC  
**Address of Proposal:** 6404 9th Ave NE

**SUMMARY OF PROPOSAL**

Land Use Application to allow a 7-story apartment building with 36 small efficiency dwelling units and 45 one bedroom units (total of 81 units) with ground floor retail (1,400 sq. ft.). Parking for 5 vehicles will be located within the structure. Existing buildings to be demolished.

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

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

**SEPA DETERMINATION:**

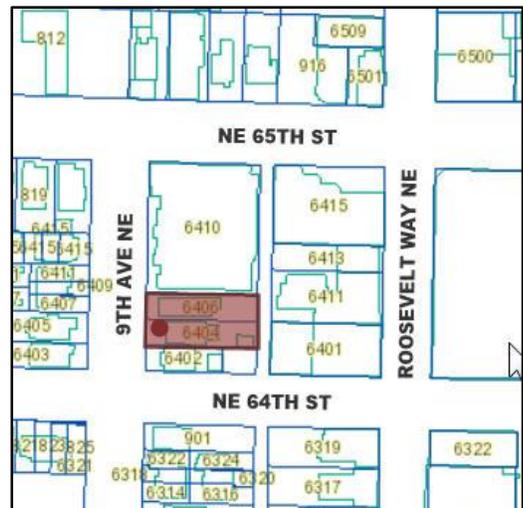
Determination of Non-Significance

- 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 AND VICINITY**

**Site Zone:** Neighborhood Commercial 3-85' height limit, 5.57 FAR (NC3-85 (5.75))

**Nearby Zones:** NC3-85 (North)  
NC3-85, NC3-65 (South)  
NC3-85 (East)  
NC3-85, NC3-65 (West)



ECAs: None

Site Size: 7,620 square feet (sq. ft.)

**Site Characteristics & Surrounding Development:** The project site, made up of two parcels containing a three story, multifamily structure and a single family structure with a detached garages, is located one block west from Roosevelt Way NE and less than one block south from NE 65th St, both arterial streets containing a number of small businesses, restaurants, and shops. A future light rail station is located less than two blocks to the northeast at NE 65<sup>th</sup> and 12<sup>th</sup> Ave NE and I-5 is located two blocks to the west.

The immediate surrounding development can be characterized as a mix of low- and medium-density residential structures transitioning into more of a mixed-use and commercial corridor to the east of the site. Surrounding building types include contemporary townhomes and multi-family structures as well as some remaining wood and masonry single family structures built in the early 20th century. Significant area buildings include Roosevelt Square with Whole Foods as an anchor tenant, Roosevelt High School, and the recently constructed Rooster Apartments.

**Proposal:** The applicant is proposing to construct a 7-story apartment building with 36 small efficiency dwelling units and 45 one bedroom units (total of 81 units) with ground floor retail (1,400 sq. ft.). Parking for 5 vehicles will be located within the structure. Existing buildings to be demolished.

Proposed vehicular access to the site is from an adjacent alley to the east. Primary residential and commercial pedestrian access is proposed from 9th Ave NE.

**PUBLIC COMMENT:** The public comment period ended on November 9, 2015. Multiple public comments were received related to parking, traffic, materials, blank facades, sustainability, mass transit, impacts to existing development, setbacks, shadow impacts, density, unit type, neighborhood compatibility, views, height, bulk, and scale, and safety.

## **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 June 1, 2015**

### **PUBLIC COMMENT**

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

- The St. Theodore Apartments, a 6-story building adjacent to the north, houses a number of elderly residents and has been there for several years.
- Concerned with the height and limited setback of the proposal, specifically along the north edge of the building.
- The proposal should include a greater setback.
- Concerned the proposal would block light and air to the St. Theodore Apartment units, especially to the existing south facing units.
- More parking should be required.
- Other projects in vicinity provide parking.
- Larger apartment buildings should be spread out and not located adjacent to one another.
- Questioned if underground parking was possible.
- Concerned the existing residents in the community were not being listened to.
- The neighboring St. Theodore Apartments building has character, access to sunlight, and parking and the proposal would block sunlight to units and the outdoor amenity space.
- Concerned with the potential impacts on privacy of neighboring buildings.
- 9th Ave NE is very narrow and residential in character; increased traffic and commercial deliveries would have a negative impact.
- Existing ground floor uses along 9th Ave NE are primarily residential and the proposed project should respect residential character and should not include “active” retail.
- Preferred live-work over active, commercial-only retail space.
- The proposal should be designed in conjunction with the possible 2nd phase to the South.
- Concerned with the size and narrow character of the courtyard in the applicant’s preferred scheme.
- Supported addition of more windows along the south façade to maximize views and daylight to units and proposed courtyard in the applicant’s preferred 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. Adjacent Development and Height, Bulk, & Scale:** The Board discussed the massing and bulk of the three options presented and stated that Option 2 and Option 3 created the least

privacy conflicts with the adjacent property. The Board noted that the only major break in mass in the applicant's preferred option was the south-facing courtyard and that break would not be easily visible from the street.

- a. The Board stated that respect for adjacent uses and neighboring properties should be a priority and directed the applicant to further develop the massing along the northern property line to be mindful and respond to the existing building located 5 feet from property line. For the Recommendation meeting, the applicant should study and provide additional analysis on the relationship to the immediate context, taking into consideration the existing window placement and amenity space of the building to the north. The applicant should demonstrate how the massing has responded to the immediate context. (CS1-B, CS2-D, DC2-A,B,&C)

**2. Massing & Courtyard:** The Board discussed the differences between Option 2 and the applicant's preferred option (Option 3), primarily focusing on the differences between the two options, specifically the amount of blank walls, windows, courtyard, and relationship to the adjacent sites. The Board expressed general support for ground level scheme of the applicant's preferred Option and the composition of the upper levels of Option 2.

- a. The Board discussed the benefits of the upper level setbacks and unit layout in Option 2 because it allowed for additional windows and minimized blank walls along the north and south facades of the building. The Board directed the applicant to take cues from the upper level scheme in Option 2 and look for ways to incorporate additional windows and minimize blank walls into Option 3, while being mindful of the privacy of the adjacent development. (DC2-B, CS2-D, DC1-A)
- b. The south-facing courtyard presented in the applicant's preferred option was approximately 30 feet wide by 40 feet deep. The Board stated support for the size and orientation of the courtyard amenity space in the applicant's preferred option and noted that this courtyard location and size could be remain successful even after the property to the south is redeveloped. The Board directed the applicant to provide additional detail on the courtyard including dimensions, conceptual landscaping, access, and circulation. (CS1-B, DC3-B, DC4-D, PL2-A)

**3. Street Level Uses:** The Board discussed the existing residential character and scale of 9<sup>th</sup> Ave NE and noted that the area would likely be transitioning to include more pedestrian oriented retail in the coming years because of the anticipated impacts from the nearby future light rail station. The Board also noted that the proposed mid-block pedestrian oriented retail was not out of character with the eclectic and non-traditional locations of small businesses in the Roosevelt neighborhood.

- a. The Board supported ground floor, pedestrian-oriented retail at the proposed location along 9<sup>th</sup> Ave NE and stated that either the live-work units or commercial-only space could be successful at that location. The Board supported the flexibility of the ground floor plan and ceiling heights because they allowed for the flexibility for either live-work or commercial only uses in the future. Specifically, the Board stated support for the 8-foot setback, generous 19-foot first floor height, and transparency at the ground floor. (PL2-B, PL3-B, DC1-A)
- b. For the Recommendation meeting, the Board directed the applicant to further break down the scale of the commercial space through design cues to respect and relate to the residential scale and character of the street. Design cues should be incorporated into signage, landscaping, lighting, awnings, and entries to communicate that these

spaces are commercial, while still respecting the residential character of the street. (CS2-all, CS3-I, DC2-C, DC4-all)

- 4. Access, Circulation, & Bicycle Facilities:** The Board expressed general support for the pedestrian access and amount of parking presented in the applicant's preferred option.
- a. The Board expressed concerns with the security and logistics of the bicycle storage room in the applicant's preferred option, specifically noting the layout presented would require all parking and service users to walk through the bicycle storage room to access the building. The Board encouraged the applicant to maximize the amount of bicycle storage and to further develop the space to be more of a room and less of a hallway. The applicant should further develop the security of the bicycle storage and parking area. For the Recommendation meeting, the applicant should provide additional detail on the bicycle storage area including security and access. (PL2-B , PL4-A , PL4-B)
  - b. For the Recommendation meeting, the applicant should provide additional details on access into the building and courtyard amenity space, including ADA access from the primary entry and parking/ service area. (PL2-A, PL3-A)

## **RECOMMENDATION MEETING November 9, 2015**

### **PUBLIC COMMENT**

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

- Supported small units and density in the neighborhood.
- Would like to see more color incorporated into the project and 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 provided the following siting and design guidance.

## **RECOMMENDATION MEETING November 9, 2015**

### **1. Façade Composition & Materials**

- a. The Board supported the minimal fenestration on the north façade, noting it provided privacy for the adjacent existing residential use. (CS2-D-5)
- b. The Board generally supported the red block pattern proposed for the north and south facades but recommended a condition that it be refined to better relate to the street facing façade to create a more consistent and unified architectural concept. The composition should be more vertical and narrow while aligning with the reveals of the primary fiber cement panels. The Board was also supportive of increasing the amount of color (red) and stated that in general the pattern could be more whimsical. (DC2-B-1, DC2-B-2)

- c. The Board supported the composition of the 9th Ave façade with the exception of the top story and recommended a condition to modify the materials at this location to better integrate with the overall material pallet of the 9<sup>th</sup> Ave façade and limit the light grey lap siding to an accent. The top story material should be a bolder color and recesses should be incorporated wherever material and/or color changes occur. (DC2-B-1, DC2-C-1, DC4-A-1)
- d. The Board supported the projecting white boxes on the west facing façade but recommended the applicant consider metal to give the boxes a sleek, high quality appearance and greater durability. (DC4-A-1, DC2-C-1)
- e. The Board recommended a condition to modify the east facing alley façade to be dark grey and mirror the street-facing façade, creating a bookend and a more cohesive material composition overall. Similar to the west facing façade, the light grey fiber cement lap siding should only be used in the recesses on the east façade. (DC2-B-1, DC4-A-1)
- f. Overall, the proposed light grey lap fiber cement siding was acceptable in the courtyard and as an accent in the recesses on east and west facades. (DC4-A-1)
- g. Exposed concrete on the lower levels of the north, east, and south façades should have a compelling reveal pattern to provide character, texture, and scale. (DC4-A-1, DC2-B-2)

## 2. Ground Floor & Streetscape

- a. The 9th Ave street level materials and composition was successful and should be maintained, specifically the textured board-formed concrete, lowered canopy to break down the scale, multiple levels of lighting, and mullions and window pattern on the ground floor. (DC2-D-1, DC2-D-2, DC2-C-1, DC4-C-1)
- b. The Board expressed support for the columns noting they created a successful transitional “front porch” space and recommended a condition that the columns be board-formed concrete and maintain crisp 90 degree angels. Chamfered corners would not be acceptable. (DC2-D-1, DC2-D-2)

## 3. Landscaping

- a. The Board supported additional plants and landscaping over rain water cisterns in the courtyard noting that because of the small size and amount of complexity and maintenance required, landscaping would provide a greater benefit at that location. (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](#).

<b>CONTEXT &amp; SITE</b>
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**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.

***Roosevelt Supplemental Guidance:***

**CS2-I Streetscape Compatibility**

**CS2-I-i. Commercial and Mixed-Use Developments:** Where building setbacks vary along the street due to required street dedications, new developments are encouraged to introduce elements that can help preserve the continuity of adjacent street-facing building

walls, especially within the Core Commercial Area. Any element within the public right-of-way such as awnings, planters, etc., will require SDOT (Seattle Department of Transportation) approval. The following design solutions could provide design continuity of the building wall at the pedestrian level where buildings are set back:

- a. Visually reinforce the existing street wall by placing horizontal or vertical elements in a line corresponding with the setbacks of adjacent building fronts. These could include trees, columns, planters, benches, overhead weather protection features or other building features.
- b. Visually reinforce the existing street wall by using paving materials that differentiate the setback area from the sidewalk.
- c. Consider using decorative paving within the public right-of-way with SDOT approval.
- d. Make use of the building setback to create a public space.

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

***Roosevelt Supplemental Guidance:***

**CS3-I Architectural Context**

**CS3-I-i. Streetwalls:** Streetwalls adjacent to sidewalks within the Roosevelt Commercial Core should be designed to incorporate traditional commercial façade components. This can be achieved by using narrow, traditional storefronts defined by vertical elements with multiple pedestrian entrances. This type of articulation is especially important for projects that occupy most or all of a blockface. The following is encouraged:

1. Articulate the building façade and break down the mass of long façades into units or intervals through architectural design and detailing to reflect Roosevelt's historical building pattern.
2. Consider a variety of traditional methods to break up the mass of large buildings in order to provide for distinctly different architectural treatments at the ground or lower levels.
3. Incorporate design elements, architectural details, or materials in the building façade at the street level that are similar to those of adjacent buildings.

**CS3-I-ii. Architectural Features:** Features preferred in Roosevelt include the following:

- a. Building base emphasizing materials and/or texture that is different from the material(s) and texture(s) of the main body of the building
- b. Kickplate
- c. Ground floor storefront transparent windows that allow pedestrians to see activity within the building
- d. Ground floor display windows (where product displays are changed frequently to create interest along the street)
- e. Recessed entries on the street level and building modulation on the upper levels
- f. Transom windows
- g. Upper level windows that are interrupted by solid façade area
- h. Parapet cap or cornice
- i. Beltcourse
- j. Marquee or awning: marquees or retractable awnings are generally preferred
- k. Arcades
- l. Change in materials
- m. Variety in color and/or texture

- n. Building overhangs (where upper levels are brought closer to a front property line)
- o. Courtyards

## 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-A Accessibility**

**PL2-A-1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

#### **PL2-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.

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

#### **PL3-A Entries**

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

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

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

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

#### **PL3-B Residential Edges**

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

**PL3-B-2. Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

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

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

#### **PL3-C Retail Edges**

**PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where

possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

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

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

***Roosevelt Supplemental Guidance:***

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

**PL3-II-i. Entrances:** Encourage the incorporation of separate ground-related entrances and private open spaces between the residence, adjacent properties, and street, especially for multifamily developments west of Roosevelt Way.

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

**DESIGN CONCEPT**

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

**DC1-A Arrangement of Interior Uses**

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

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

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

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

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

**DC2-A Massing**

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

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

**DC2-B Architectural and Facade Composition**

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

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

**DC2-C Secondary Architectural Features**

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

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

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

**DC2-D Scale and Texture**

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

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

***Roosevelt Supplemental Guidance:***

**DC2-I Architectural Concept and Consistency**

**DC2-I-i. Commercial and Mixed-use Developments:** The architectural features below are especially important for Roosevelt’s commercial core.

1. Multiple building entries
2. Courtyards
3. Building base
4. Attractively designed alley-facing building façades including architectural treatments, fenestration, murals, etc.

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

**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.

***Roosevelt Supplemental Guidance:***

**DC3 Residential Open Space**

**DC3-I-i. Ground-related Common Open Space:** The Roosevelt Neighborhood values places for residents to gather. For mixed use developments, provision of ground-related common open space areas in exchange for departures especially to the maximum residential coverage limit is encouraged, in addition to other allowable departures. Open space areas can also be achieved in a variety of ways including:

- i. Terraces on sloping land to create level yard space
- ii. Courtyards
- iii. Front and/or rear yards
- iv. Roof tops

**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-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

**DC4-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.

### ***Roosevelt Supplemental Guidance:***

#### **DC4-I Exterior Finish Materials**

**DC4-I-i. Signs:** Developments should accommodate places for signage that are in keeping with the building's architecture and overall sign program. Preferred sign types include:

1. Small signs incorporated into the building's architecture, along a sign band, on awnings or marquees, located in windows, or hung perpendicular to the building facade are preferred within the Commercial Core Area.
2. Neon signs are also encouraged, while large illuminated box signs are discouraged.
3. Blade signs hung from beneath awnings or marquees are especially favored in the Commercial Core Area.
4. Large box signs, large-scale super graphics and back-lit awnings or canopies are less desirable, especially within the Commercial Core. Where awnings are illuminated, the light source should be screened to minimize glare impacts to pedestrians and vehicles.

### **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 Monday, November 09, 2015, and the materials shown and verbally described by the applicant at the Monday, November 09, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design with the following conditions:

1. Refine the red block pattern on the north and south facades to better relate to the street facing façade with more verticality and narrow composition while still aligning with the reveals of the primary fiber cement panels. (DC2-B-1, DC2-B-2)
2. Modify the materials, colors, and composition of the top story of the west façade to better integrate with the overall material pallet of the west façade, limiting the light grey lap siding to an accent, incorporating bolder colors, and including plane changes/recesses where material and color changes occur. (DC2-B-1, DC2-C-1, DC4-A-1)

3. Modify the east facing façade to better relate to and mirror the street-facing façade in terms of general material and color composition, using dark grey as the primary color. Light grey fiber cement lap siding should only be used in recesses. (DC2-B-1, DC4-A-1)
4. Ensure the columns are board-formed concrete and maintain crisp 90 degree angels without chamfered corners, as presented at the Recommendation meeting. (DC2-D-1, DC2-D-2)

### **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 November 9, 2015, the Board found that the design of the proposed project adequately conformed to the applicable Design Guidelines, subject to the conditions described in the summary of the Recommendation meeting above, and recommended approval of the project.

Following the Recommendation meeting, Seattle DCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board.

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

#### **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 7/5/2015. 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; potential blockage of designated sites from the Scenic Routes nearby; 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 were reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structure on site is unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 597/15). 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.

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.

### Scenic Routes

Subject to SMC 25.05.675P, views from established scenic routes shall be minimally impacted or mitigated as required by the regulatory provisions. Interstate 5 (I-5) is a designated SEPA scenic route and is approximately one block west of the subject site. Based on the information provided by the applicant and review of the project plans it has been determined that the

proposed structure will not have any significant adverse impacts on the public views described in SMC 25.05.675P from the designated SEPA scenic route.

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

### 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 81 residential units with 5 off-street vehicular parking spaces. The traffic and parking analysis (William Popp Associates, Parking and Traffic Study dated April 27, 2015 and On-Street Parking Utilization Study dated January 6, 2016) indicates a peak demand for approximately 38 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 66% within 800’ of the site. Considering the inclusion of known development spillover parking to the on-street study area, the on-street parking utilization percentage increases to 90%. The subject project is estimated to have a net impact of 33 vehicles. With the project parking demand spillover estimate, the future on-street parking utilization rate is estimated to be 99%. The City’s defined capacity is 85%, hence the on-street demand exceeds the defined capacity. Additionally, it is acknowledged that parking modifications related to the Roosevelt Way NE protected bike lane may have impacts on on-street parking capacity in the area.

SMC 25.05.675.M notes that there is no SEPA authority to mitigate residential parking impacts in Urban Villages within 1,320 feet of frequent Transit service. This site is located in Roosevelt Urban 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 Traffic Impact Analysis (William Popp Associates, Parking and Traffic Study dated April 27, 2015) indicated that the project is expected to generate 410 daily vehicle trips, with 27 AM and 37 PM peak hour trips.

The additional trips would have minimal impact on levels of service (LOS) at nearby intersections and on the overall transportation system. Concurrency analysis was conducted for nearby identified areas. That analysis showed that the project is expected to be under the adopted LOS standards for the identified areas. The Seattle DCI Transportation Planner reviewed the information and determined that while these impacts are adverse, they are not expected to be significant; therefore, no further mitigation is warranted per SMC 25.05.675.R.

**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 Certificate of Occupancy

1. 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*

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, [breanne.mcconkie@seattle.gov](mailto:breanne.mcconkie@seattle.gov)).

**CONDITIONS – SEPA**

*Prior to Issuance of a Grading or Construction Permit*

3. 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: April 18, 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](mailto:prc@seattle.gov) or to our message line at 206-684-8467.