



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

Record Number: 3038610-LU

Applicant: Jody Patterson-O'Hare

Address of Proposal: 6716 Roosevelt Way NE

SUMMARY OF PROPOSAL

Land use application to allow a 7-story, 244-unit apartment building with retail. Parking for 166 vehicles proposed. Existing buildings to be demolished. Early Design Guidance conducted under 3038434-EG.

The following approvals are required:

- I. Design Review with Departures (SMC Chapter 23.41)***
**Any departures are listed near the end of the Design Review Analysis section of this decision.*
- II. SEPA Environmental Determination (SMC Chapter 25.05)**

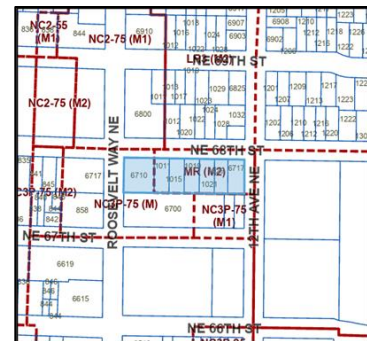
SEPA DETERMINATION

- ☒ Determination of Nonsignificance (DNS)
 - ☒ Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts.
 - ☐ No mitigating conditions of approval are imposed.
- ☐ Determination of Significance (DS) – Environmental Impact Statement (EIS)
- ☐ Determination made under prior action.
- ☐ Exempt

SITE AND VICINITY

Site Description: The subject site is comprised of seven existing tax parcels currently developed with a surface parking lot, a mechanic shop built in 1970, and single single-family residences built between 1900 and 1926. Lush landscaping and mature trees cover the residential properties, including three Exceptional trees: a vine maple along the north property line, a native willow at the northeast corner, and a common hawthorn at the southern corner. The site is rectangular in shape and slopes downward northeast to southwest approximately twenty feet.

Site Zone: Neighborhood Commercial 3P-75 (M) & Midrise (M2)



The top of this image is north. This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in SDCI's files will control.

Zoning Pattern: (North) Neighborhood Commercial 2-75 (M1) & Lowrise 3 (M2)
(South) Neighborhood Commercial 3P-75 (M) & Neighborhood Commercial 3P-75 (M1)
(East) Single-family 5,000
(West) Neighborhood Commercial 3P-75 (M)

Environmentally Critical Areas: No mapped environmentally critical areas are located on the subject site.

Current and Surrounding Development; Neighborhood Character; Access: The subject site occupies the northern half of a block in the Roosevelt Residential Urban Village, with street frontage on Roosevelt Way NE to the west, NE 68th St to the north, and 12th Ave NE to the east. Adjacent to the site are single-family residences and a mixed-use structure to the north, a surface parking lot to the east, multifamily structures to the south, and multifamily and mixed-use structures to the west. The immediate vicinity is comprised of single-family residential structures which extend to the northeast. At the west end of the block, commercial corridor and principal arterial Roosevelt Way is flanked by larger scale commercial, multifamily, and mixed-use structures, a development pattern which continues in the blocks to the south. Roosevelt High School is located one block to the east. 12th Ave NE is a principal arterial which provides north-south circulation through northeast Seattle. Interstate 5 is located two blocks to the west.

The neighborhood is in transition as older single-family residences and lowrise commercial structures are being replaced with larger townhouse and mixed-use developments as a response to zoning changes intended to increase density. A residential character defines the immediate area. Traditional one- and two-story single-family residences and classical apartment buildings are clad in brick and ornate detailing. The existing single-family residential areas maintain consistent siting and massing patterns. Newer multifamily residential structures are larger in scale and exemplify contemporary design elements with rectilinear massing, expansive glazing, and large format siding materials. Multiple projects in the vicinity are currently in review or under construction for proposed development, including 1022 NE 68th St, 1032 NE 68th St, and 6600 Roosevelt Way NE.

Vehicular access is proposed from NE 68th St. Pedestrian access is proposed from Roosevelt Way NE to the west, NE 68th St to the north, and 12th Ave NE to the east.

PUBLIC COMMENT

The public comment period ended on June 23, 2022. In addition to the comments received through the design review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to parking, housing density, and environmental impacts. Comments were also received that are beyond the scope of this review and analysis per SMC 23.41 and 25.05.

I. ANALYSIS – DESIGN REVIEW

The design review packets include information presented at the meetings and are available online by entering the record numbers at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The meeting reports and any recordings of the Design Review Board meetings are available in the project file. The meeting reports summarize the meetings and are not transcripts.

EARLY DESIGN GUIDANCE MARCH 14, 2022

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Many comments supported the approval of preferred concept 3 and the associated departures, feeling that the overall height, bulk, and scale was good.
- Suggested removal of the driveway and parking in the building based on its location to the future light rail.
- Unsupportive of the design based on its location relative to the adjacent building to south and blocking of sun and ventilation.
- Supported the parking reduction.
- Multiple comments supported the removal of the exceptional trees on site.
- Requested more affordable housing units.
- Requested commercial uses along Roosevelt Way NE and additional building modulation.
- Supported the consistent treatment at the base and felt that it would create a positive pedestrian environment.
- Supported the density proposed in the neighborhood as it will eventually turn into a transit-oriented area.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Multiple comments supported the proposed development.
- Appreciated the ground-floor retail uses which contribute to a walkable neighborhood.
- Requested better accommodation for bicycles.
- Appreciated the design and felt the project fits in with the neighborhood.
- Multiple comments encouraged a taller building.
- Favored Concept 3, noting the street facades are more interesting and the building footprint provides greater setback to the adjacent properties.
- Appreciated the ground-floor units with direct entry and semi-private spaces along NE 68th St.
- Unsupportive of retaining the Exceptional trees.
- Supported the landscape proposal for plantings on all four sides of the building.
- Emphasized the importance of having active uses in the west and northwest corner commercial spaces and of creating pedestrian character along all three major frontages.
- Supported increasing the co-working space as shown into the mezzanine.
- Suggested a food-service business in the commercial space.
- Concerned no design considerations were given to the adjacent structures as all north-facing windows will be blocked.

SDCI received non-design related comments concerning traffic calming, traffic safety, zoning, housing affordability, density, parking, and housing demand.

The Seattle Department of Transportation offered the following comments:

- Strongly recommended onsite solid waste staging and collection.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3038434-EG): <http://web6.seattle.gov/dpd/edms/>

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.

1. Urban Design:

- a. The Board appreciated the applicant's overall urban design analysis of the neighborhood but was concerned that there was not enough investigation and study showing how the existing fabric supported the proposed architectural massing concepts. Moving forward, the Board requested more robust analysis of the larger-scaled buildings, such as Roosevelt High School and those shown in orange on page 14 of the EDG packet, and how those structures will inform the development of the architectural massing and modulation. **CS2-C-3, CS2-D-1, CS2-III-iv**
- b. The Board was concerned with the lack of study of the relationship of the proposed development to the properties to the south and recommended that the applicant provide more information about the adjacent properties, including window studies, and how the existing conditions will impact the development of the architectural massing. The Board placed high importance on understanding the condition at the southwest edge. **CS2-D-1, CS2-D-5, DC2-B-2**

2. Massing Options and Exceptional Trees: The Board appreciated the applicant's proposed massing concepts and how they each propose to mitigate the overall perceived height, bulk, and scale, through various architectural strategies. The Board was most intrigued by the 'Stoop and Bay' approach shown on the preferred architectural massing Concept 3. Moving forward, the Board recommends developing Concept 3 with the following guidance:

- a. The Board supported the overall massing shown on the applicant's preferred architectural massing Concept 3 with its large ground-level setbacks, undulating bays, and articulated west end. The Board discussed at length, however, if the number of moves made along the north side were necessary to articulate the façade and whether those moves successfully responded to the neighboring zoning, existing buildings, and the future development potential of the properties to the north. Moving forward, the Board recommended that the applicant use the more in-depth urban design analysis to inform the number of moves and any breaks provided between them. **CS2-C-1, CS2-C-3, CS2-D-5, CS2-III-iii, CS2-III-iv, DC2-A**
- b. The Board noted that very little information was provided in the EDG packet or presentation about the proposed massing or articulation on the south side of the building. Moving forward, the Board requested that the applicant apply the same rigor and attention to the massing and articulation of the south side as was given the north. **CS2-C-1, CS2-C-3, CS2-D-5, CS2-III-iii, CS2-III-iv, DC2-A**

- c. The Board was intrigued by the large undulating massing overhangs created by the 20' wide bays along the north side of the building in that it creates a dynamic carved out space. The Board stressed the importance of a well composed and cohesive design for this space and recommended that the applicant pay particular attention to the materiality of these variously scaled pockets and the treatment of the prominent overhead projections, in conjunction with the landscape design. **DC2-B, DC2-C, DC4-A-1, DC2-II-ii**
- d. The Board appreciated the more sculptural strategy shown on architectural massing Concept 3 with the carving of the base and the slots between the bays, however, there was discussion as to whether the bays should extend to the top of the continuous roof parapet or if changes in height of the bays or strategic breaks in the parapet could help break down the perceived length of massing further. **CS2-III-iii, DC2-A-2, DC2-B-1**
- e. The Board discussed the appropriateness of what appeared to be a blank wall condition proposed along the west end of the building along the southern property line. The Board strongly recommended that the applicant continue to study the location of this wall to determine if it would be more appropriate to provide a setback, and if none is provided, that the material application provide visual interest as it will be visible for an indefinite period. **CS2-D-5 CS2-III-iii, DC2-B**
- f. The Board unanimously supported the removal of the three exceptional trees on site and agreed that the based on the poor health, viability of survival, and the impact on the development potential, as shown on page 10 of the EDG packet, did not justify the retention of the three trees. **CS1-D**

3. Façade Articulation and Materiality:

- a. Along with refining the massing moves along the north side of the building, the Board stressed the importance of the application of materials and colors are to the success of the proposed design. Moving forward, the Board recommended that the applicant limit the material palette to a small number of high-quality materials and focus on colors that accent the bays and provide shadow relief to help mitigate the perceived, height, bulk, and scale of the building. The Board cautioned against a very dark color palette and requested that the applicant provide multiple studies at Recommendation showing a robust subtle tonal and patterned material exploration. **DC4-A-1, DC4-I-ii, DC4-I-iii, DC4-I-iv**
- b. The Board appreciated the level of façade articulation and fenestration shown for Concept 3 on page 46 of the EDG packet in that it implies a large percentage of glazing corner windows within the bays, and balconies proposed between each one. The Board recommended that the applicant continue to study the orientation of the corner windows, the depth and definition of each window as it relates to the materials around it, and the detailing of the balconies to ensure that these elements are clearly discernable as they move along the façade. **DC2-B, DC2-C-1, DC2-D, DC2-II-I, DC2-II-ii**

4. Pedestrian Environment:

- a. The Board supported the overall approach to the design of the pedestrian environment along NE 68th St, 12th Ave NE, and along the south property line as shown on page 52 of the EDG packet and recommended that the design be further developed moving forward. The Board specifically appreciated the inclusion of: front stoop-like areas along NE 68th St that varied in height above and below sidewalk level and included appropriate landscape buffers; a wider

sidewalk at the intersection of NE 68th St and 12th Ave NE to allow for greater volumes of pedestrians waiting to cross the street to the east; the integration of above -grade private patios and generous walkway to the secondary residential entry on 12th Ave NE; and the private patios along the south property line with planting areas and accent trees to help buffer between the adjacent properties to the south. **CS2-C-3, CS2-II , CS3-I-ii , PL1-B-2 PL3-A-3, PL3-B-4**

- b. The Board strongly supported the inclusion of the 2-story retail space and the in-building 2-story residential coworking space at the corner of Roosevelt Way NE and NE 68th St. The Board recommended that these uses be maintained moving forward and that the applicant continue to study how to maximize interaction between these interior spaces and grade. **PL2-I-I, PL3-A-1, PL3-A-4, PL3-C, PL3-II-I, DC1-A , DC1-I-I, DC3-A-1**
- c. The Board supported the location of the secondary residential entry at the southeast corner of the building and recommended that the implied 2-story expression be maintained moving forward. **PL3-A-1, PL3-A-4**
- d. The Board noted that there was little information provided in the EDG packet showing bike access and storage or the solid waste storage and staging approach. Provide this information at Recommendation. **PL4-B, DC1-C-4**

RECOMMENDATION SEPTEMBER 12, 2022

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Felt the design was welcoming and appreciated the subtractive modulation and undercut base.
- Appreciated the streetscape design and thoughtful bike storage access.
- Felt the design improves the overall character of the neighborhood.
- Concerned with the black color of the south wall and its proximity to the adjacent property to the south and requested a larger setback of 10 feet.

SDCI staff received the following design related comment in writing prior to the meeting:

- Felt the existing trees are not significant.
- Opinioned that Option 3 is best for pedestrians and residents.
- Supported the “stoops and bays” concept which reflect less uniform and positive precedents in the neighborhood.
- Strongly recommended using only native plants for landscaping.
- Requested an additional setback in the southwest corner to mitigate shade impacts to the adjacent structure.

SDCI received non-design related comments concerning housing demand, parking, archeological review, density, and public transportation.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3038610-LU): <http://web6.seattle.gov/dpd/edms/>

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 recommendations.

1. Urban Design:

- a. The Board appreciated the applicant's analysis of the larger-scaled buildings, such as Roosevelt High School and those shown on pages 13-16 of the Recommendation packet, and how those structures informed the development of the architectural massing and modulation of the proposed building. **CS2-C-3, CS2-D-1, CS2-III-iv**
- b. The Board also appreciated the applicant's analysis of the relationship between the proposed development and the properties to the south, which included information about the adjacent properties, window studies, and how the existing conditions impacted the development of the proposed architectural massing. The Board noted that the proposed massing along Roosevelt Way successfully held the street edge by extending to the south property line, however, in agreement with public comment, the Board was concerned with the extent of the zero-lot line condition and the dark color proposed on the south facing façade. The Board recommended a condition of approval to further study the building's relationship to the south property line and explore ways enhance the space between the two building through a widening of the light well, use of a brighter color to bounce more light into the adjacent property, setting back the eastern half of the mass against the south property line, or other architectural means. **CS2-D-1, CS2-D-5, DC2-B-2**

2. Massing Options:

- a. The Board recommended approval of the overall massing with its large ground-level setbacks, undulating bays, articulated west end, simple and cohesive south facing massing, and continuous roof parapet. The Board appreciated the applicant's clear massing rationale provided on page 17 of the Recommendation packet that included qualities such as a straightforward massing concept and a consistent pattern and rhythm of undulating bays that are prevalent throughout the neighborhood. **CS2-C-1, CS2-C-3, CS2-D-5, CS2-III-iii, CS2-III-iv, DC2-A**

3. Façade Articulation and Materiality:

- a. Although the Board recommended approval of the large undulating massing overhangs created by the 20' wide bays along the north side of the building that created a dynamic carved out space, they also noted that there was little information in the Recommendation packet related to the materiality of these variously scaled pockets and the treatment of the prominent overhead projections. The Board was specifically concerned with the application of stucco, the implied control joints, and the apparent lack of texture and depth on the north façade and bays. The Board recommended a condition of approval to provide the planner with more accurate close in vignettes, enlarged elevations, and architectural details, specifically at the stucco joints, showing the level of texture and depth proposed throughout the façade and bays. **DC2-B, DC2-C, DC4-A-1, DC2-II-ii**
- b. Although the Board appreciated the high-quality material palette of stucco and metal panel infill proposed, they were concerned with the overall darkness of the building and questioned

whether the dark gray color exacerbated the perceived bulk and scale of the building. The Board recommended a condition of approval to provide numerous studies showing the robust exploration of alternative color schemes, use of subtle tonal changes, and other means to highlight the bays while mitigating the perceived bulk and scale of the building. **DC4-A-1, DC4-I-ii, DC4-I-iii, DC4-I-iv**

- c. The Board noted the large area of blank wall proposed at the east end of the south façade along the walkway to the secondary residential entry. The Board was concerned with the lack of visual interest provided at this prominent location and recommended a condition of approval to study ways to mitigate the perceived blank wall condition through the use of art, signage, robust planting and accent trees, or other means. **DC2-B-1, DC2-C-2, DC4-B-1, DC4-IV-ii**
- d. The Board recommended a condition of approval to provide enlarged architectural details of the integrated horizontal perforated vent grills proposed showing that the panels will be designed to blend in with the façade, flush mounted and color matched, rather than appearing as a distinct element on the façade. **DC1-C-2, DC2-C-1**

4. Pedestrian Environment:

- a. The Board noted that the slope of the garage ramp extends out the property line leaving no room between the end of the ramp and the sidewalk. The Board was concerned that this condition, combined with the wood privacy screen proposed to the east of the garage ramp, has the potential to significantly reduce visibility of cars leaving the garage and impact pedestrian safety. The Board recommended a condition of approval to study the garage ramp design to provide as much level driveway as possible before the sidewalk edge and to propose additional safety measures, such as mirrors, to promote visibility and ensure pedestrian safety. **DC1-B-1, DC1-C-4**
- e. The Board acknowledged that the site slopes along NE 68th Street and makes connecting to grade difficult, however, the Board was concerned with the success of the overall design of the pedestrian environment along Roosevelt Way NE, extending around the corner onto NE 68th St, and how well the retail space, main residential entry, and the coworking space maximized the interaction between the interior spaces and grade. The Board also noted that there was little differentiation or hierarchy between the three spaces when expressed on the exterior. The Board, therefore, recommended a condition of approval to study ways to increase connectivity between the interior and exterior spaces, promote more active space at the corner of Roosevelt Way NE and 68th St, and provide more legibility and delineation between the retail and main residential entries. **PL2-I-I, PL3-A-1, PL3-A-4, PL3-C, PL3-II-I, DC1-A, DC1-I-I, DC3-A-1**

DEVELOPMENT STANDARD DEPARTURES

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

At the time of the Recommendation meeting the following departures were requested:

1. **Structural Width and Depth (23.45.528.A):** The Code states that in MR zones the width of principal structures shall not exceed 150 feet. The applicant proposes a width of 345 feet.

The Board recommended approval of this departure as the design provides adequate massing modulation and when combined with deeper than required setbacks along the street edges and modulation provided by the undulating bays, successfully mitigates the overall scale of the building. The design with this departure has the potential to better meet the intent of Design Guidelines **CS2-C-3. Full Block Sites**, **CS2-III-iii. Multi-Family/Residential Zone Edges**, **CS3-I-i. Roosevelt High School Architectural Heritage**, **DC2-A Massing and DC2-II Architectural and Façade Composition**

Approval of this departure was predicated on the successful resolution of the Recommendation Conditions listed at the end of the report.

2. **Parking Location, Access, and Screening (23.45.536.E):** The Code states that garage doors in MR zones facing the street shall be set back at least 18 feet from the lot line and no closer than the façade of the structure. The applicant proposed a reduction of the required garage door setback to 12 feet, in line with the face of the structure.

The Board recommended approval of the departure as the reduced setback would have little impact on the overall pedestrian experience along NE 68th St. The design with this departure has the potential to better meet the intent of Design Guideline **DC2-A Massing and DC1-C-2. Visual Impacts**

Approval of this departure was predicated on the successful resolution of the Recommendation Conditions listed at the end of the report.

3. **Parking Space & Access and Standards (23.45.030.D.3):** The Code states that no portion of a driveway shall exceed a slope of 15%. The director may permit a driveway slope of more than 15% if it is found that: a. the topography or other special characteristics of the lot makes a 15% max driveway slope infeasible; b. the additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot, and c. the driveway is still usable as access to the lot. The applicant proposed a driveway slope of 15.6%.

Although the Director ultimately approves this modification as a Type 1 Decision, the Board recommends support of this code departure based on the characteristics of the site and the reduced impact of the driveway on the street frontages and the pedestrian environment, better meeting the intent of design Guideline **DC1-B-1. Access Location and Design**.

4. **Parking Space & Access and Standards (23.45.030.G.2):** The Code states that for a two-way driveway 22 feet wide or more, a sight triangle is required on the exit side of the driveway only. The applicant proposed a mirror in-lieu of the required sight triangle on the exit side of the driveway.

The Board recommended approval of the departure as there will be minimal numbers of vehicles exiting the building throughout the day and the proposed mirror provides adequate visibility to ensure pedestrian safety along NE 68th St while retaining the privacy screening for the ground level units. The design with this departure has the potential to better meet the intent of Design Guidelines **PL3-B-2. Ground-level Residential** and **DC1-B-1. Access Location and Design**.

Approval of this departure was predicated on the successful resolution of the Recommendation Conditions listed at the end of the report.

5. **Depth Provisions (23.47A.008.B.3):** The code states that non-residential uses greater than 600 square feet in NC zones shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level, street-facing façade. The applicant proposed a retail space with a consistent depth of 29 feet.

The Board recommended approval of the departure as the greater building setback provides a wider pedestrian zone that includes seating and planting. The design with this departure has the potential to better meet the intent of Design Guideline **PL2-I-i. Sidewalks and Small Open Spaces.**

6. **Street Level Uses (23.47A.005.C.1.a):** The code states that in all NC zones, residential uses may occupy, in aggregate, no more than 20 percent of the street-level street-facing façade in a pedestrian-designated zone, facing a designated principal pedestrian street. The applicant proposed residential uses that occupy 43 percent of the Roosevelt Way NE street-level street-facing façade.

Four of the five Board members recommended approval of the departure as the coworking space proposed at the corner of Roosevelt Way NE and NE 68th St will provide an office-like environment that acts more like a non-residential use that will engage pedestrians with opportunities to interact visually with the building interior using glazing and transparency. The design with this departure has the potential to better meet the intent of Design Guidelines **CS2-I-i. Commercial Arterials** and **PL3-C-1. Porous Edge.**

DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. 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-A Energy Use

CS1-A-1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

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-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

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.

CS1-D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

CS1-E Water

CS1-E-1. Natural Water Features: If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

Roosevelt Supplemental Guidance:

CS1-I Energy Use

CS1-I-i. Outdoor Spaces: Consider the placement of outdoor spaces facing south with good access to winter sun. Potential shadowing of open or green spaces could be acceptable if the development provides off-setting improvements over conventional building systems, such as renewable energy and water reuse.

CS1-I-ii. Exterior Insulation: A reduction in setback may be allowed for additional exterior insulation.

CS1-I-iii. Trellis Features: Shading or other trellis features may be allowed in the setbacks.

CS1-II Sunlight and Natural Ventilation

CS1-II-i. Shadows on Public Spaces: Minimize shadow impacts on key public spaces and streetscapes. Such places include identified gateway intersections particularly NE 65th St. and Roosevelt Way NE; plaza spaces near the Light Rail station; Roosevelt High School grounds and athletic fields; and identified green streets and/or greenways.

CS1-III Topography

CS1-III-i. Views: Roosevelt generally features a consistent gentle south and southwest sloping topography. Consider using the site's topography to consider ways to respect views of downtown/the Seattle skyline and the Olympic Mountains, particularly along Brooklyn Ave NE, 14th Ave NE, 15th Ave NE, and 12th Ave NE (north-south avenues that have more grade change), north of Cowen Park.

CS1-IV Water

CS1-IV-i. Drainage Pattern: Seek ways to express the historic drainage pattern to the creek.

Roosevelt's historic drainage pattern consisted of flows draining to Ravenna Creek.

Incorporating water is encouraged into Ravenna Park and along green streets as a visible design element, especially for sites that had been components of the neighborhood's natural drainage system.

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

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 Sense of Place

CS2-I-i. Commercial Arterials: Focus vibrant commercial uses and a strong continuous street wall facing the commercial arterials: NE 65th St., Roosevelt, Way NE, and 12th Ave NE (in the commercial areas).

CS2-I-ii. Fabric of Connected Buildings: Develop a fabric of connected buildings through streetscapes rather than a series of isolated structures.

CS2-II Adjacent Sites, Streets and Open Spaces

CS2-II-i. Private Open Spaces: Consider incorporating private open spaces between the street and residences and between adjacent properties. This is especially important for multifamily

developments west of Roosevelt Way, and for the frontages of developments in neighborhood commercial zones that face non-arterial streets.

CS2-II-ii. Ground-Level Landscaping: Ground-level landscaping should be used between the structure(s) and sidewalk in multi-family areas.

CS2-II-iii. Gateway Feature Design: Gateway features should include a variety of design elements that enhance the prominent neighborhood intersections identified below. The following design elements are encouraged:

- Sidewalk awning (transparent);
- Special paving or surface treatments;
- Outdoor art;
- Special landscaping;
- Pedestrian lighting;
- Seating; and
- Trash & recycling collection.

The following locations have been identified as key gateways and key locations for the neighborhood (see Map 2, page 5).

CS2-III Height, Bulk and Scale

CS2-III-i. Commercial Core: New development in the commercial core should consider the following techniques:

- a. Encourage buildings of varying heights within the same block to reduce the “box” look along blocks. New development that aggregates one half block or more, should take steps to recall historic, smaller-scale development patterns. Existing height restrictions in NC-65’ zones may be departed from up to an additional 3’ in exchange for design improvements, such as additional upper-level setbacks.
- b. Break the massing of new buildings on large sites into smaller components to avoid a scale that is out of proportion with surrounding development; especially where new buildings abut existing older storefront facades. Examples include the Eleanor and plans for the “fruit-stand” block.
- c. Retain alleyways or incorporate new through-ways in full-block developments to help preserve a well-connected pedestrian grid. Encourage public use of the alley west of Roosevelt Way NE by incorporating amenities for the public.

CS2-III-ii. Through-Block Development:

- a. Avoid monolithic development on through lots. New developments on through-block lots should be carefully designed for compatibility with this established fabric. Observe in new through-block projects the original platting and development pattern, which is generally characterized by structures limited to a half-block in depth, with widths of 50 to 60 foot increments along the street.
- b. In the area bounded by NE 65th St., NE 68th St., Roosevelt Way NE, and 8th Ave NE consider providing through-block connections. As more intensive development occurs over time, through-block connections can contribute to a more complex, intimate pedestrian environment.
- c. Make through-block connections clearly identifiable, accessible, and attractive. Create focal points to draw pedestrians into and along through-block pathways. Encourage uses that will promote public access into through-block connections during appropriate hours to activate space.

CS2-III-iii. Multi-Family/Residential Zone Edges: Careful siting, building design and building massing should be used to achieve an integrated neighborhood character in multi-family zones. Some of the techniques preferred in Roosevelt include:

- a. Increasing building setbacks from the zone edge at ground level;
- b. Reducing the bulk of the building's upper floors;
- c. Reducing the height of the structure;
- d. Use of landscaping or other screening (such as a 5-foot landscape buffer);
- e. Modulation of bays;
- f. Stepping down the height of structures to 40' – 45' at the zone edge to provide transition to the height of traditional single-family areas; and
- g. Minimizing use of blank walls.

CS2-III-iv. Roosevelt High School Architectural Heritage:

- a. Massing void of variation is discouraged on properties adjacent to the high school in order to avoid a monolithic look.
- b. Preserve specific views corridors to and from the high school, arrange the massing in a way that references the prominent high school structure.

CS2-III-v. Olympic Promenade:

- a. Encourage preservation of westward views of the Olympic Mountains along NE 66th St. and from Roosevelt High School to allow for an 'Olympic promenade' and more light and air to reach right of way landscape features. Consider upper-level setbacks of new multi-family and commercial buildings that flank the NE 66th St. corridor.

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

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

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

Roosevelt Supplemental Guidance:

CS3-I Emphasizing Positive Neighborhood Attributes

CS3-I-i. Roosevelt High School Architectural Heritage: Roosevelt High School Architectural Heritage: New buildings built adjacent to the high school (particularly on the blocks immediately south of the school) should complement and defer to the architectural prominence of the school, and contribute to a campus-like setting in the immediate school vicinity.

CS3-I-ii. Vibrant Streetscape: Reinforce a vibrant streetscape:

- a. Apply a pedestrian-oriented design;
- b. Include multiple recessed entries; and
- c. Considering offering commercial and residential units of different sizes and at a range of price points.

CS3-I-iii. Streetwalls: Street walls facing arterial streets (NE 65th St., Roosevelt Way, and 12th Ave NE) in the Commercial Core should be designed to incorporate traditional commercial façade components: lower base course, upper-level façade and cap.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

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

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

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

PL1-C Outdoor Uses and Activities

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

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

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

Roosevelt Supplemental Guidance:

PL1-I A Network of Public Spaces

PL1-I-i. Public Open Space: If public space is included, the design should complement and create a network of open space, including pedestrian connections to light-rail facilities, greenways, green streets, or public spaces in the neighborhood.

PL1-I-ii. Massing: Arrange new buildings' massing to support street-level open spaces and streetscape concepts, including station-related amenity areas, especially on green-streets and greenways.

PL1-I-iii. Near Roosevelt High School: On the blocks adjacent to the high school, anticipate the movement of large groups between the school grounds and commercial areas in order to design for pedestrian safety along 12th Avenue NE and NE 65th St.; the key arterials traversed by sometimes distracted students. Anticipate use of gathering spaces by groups of students. Incorporate trash collection and recycling accommodations as appropriate.

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

PL2-A Accessibility

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

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

PL2-B Safety and Security

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

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

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

PL2-C Weather Protection

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

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

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

Roosevelt Supplemental Guidance:

PL2-I Pedestrian Experience

PL2-I-i. Sidewalks and Small Open Spaces: Consider providing wider sidewalks in the commercial core along streets with high volumes of auto use. Small open spaces, such as gardens, courtyards, or plazas that are visible or accessible to the public are encouraged.

PL2-I-ii. Pedestrian Lighting: Provide pedestrian scaled lighting on streets with direct access to the light rail station, near the High School, and on neighborhood green streets and/or greenways. These streets include 12th Ave NE, NE 66th, NE 67th, and NE 68th Streets.

PL2-I-iii. Pedestrian Amenities: Pedestrian amenities are encouraged where appropriate along side-walks within the commercial core. Amenities should be placed within setbacks. Examples of amenities include:

- Trash & recycling
- Canopies
- Seating
- Drinking water fountains
- Artwork
- Special surface treatments
- Plantings
- Pedestrian scaled lighting
- Courtyards

PL2-I-iv. Sidewalk Obstructions: Minimize sidewalk obstructions, especially in consideration of non-sighted pedestrians.

PL2-I-v. Adjacent to Bike Facilities: If adjacent to an existing or planned bicycle facility, such as a cycle track, design building facades and streetscape improvements to minimize conflicts between transportation modes.

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-I High school, Green Streets, and Green Ways

PL3-I-i. Residential Environment: Provide a more intimate, smaller-scale residential environment on the blocks adjacent to the high school by providing landscaping, stoops, porches, etc.

PL3-II Human and Commercial Activity

PL3-II-i. Ground-Level Setbacks: Provide opportunities for increased pedestrian activity along sidewalks with high pedestrian traffic within the Commercial Core by increasing setbacks; this is especially important because some sidewalks along Roosevelt Way and 65th Ave are considered too narrow. Increase the ground level setbacks in order to accommodate pedestrian traffic and amenity features.

PL3-II-ii. Private Open Space: Encourage the incorporation of private open spaces between the residential uses and the sidewalk, especially for multi-family development west of Roosevelt Way, and for the frontages of development in neighborhood commercial zones that face nonarterial streets. Ground-level landscaping should be used between the structure(s) and sidewalk.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

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

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

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

PL4-C Planning Ahead For Transit

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

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

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

Roosevelt Supplemental Guidance:

PL4-I Transit Supportive Design

PL4-I-i. Transit Stop Amenities: When adjacent to transit stops and/or facilities, particularly along NE 65th St., Roosevelt Way NE, and 12th Ave NE, where transit will connect to the light rail station, encourage the following: Expand sidewalk areas where possible;

- Encourage integration of rider waiting facilities into adjacent buildings;
- Provide overhead weather protection;
- Provide lighting and street furniture; and
- Accommodate smaller scale retail services.

PL4-I-ii. Bike Connections: Anticipate greater use of bicycles, especially along newly designated neighborhood greenways, and in conjunction with the future light rail station in order to minimize conflicts with other transportation modes. This may include siting building entrances to accommodate bicycle parking and storage facilities while simultaneously addressing pedestrian access and movement.

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.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

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

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

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.

Roosevelt Supplemental Guidance:

DC1-I Arrangement of Interior Spaces

DC1-I-i. Small Retail Spaces: Encourage small retail spaces to help bolster local businesses and create a greater variety of street-level interaction. Multiple entrances, non-continuous facades, and the ability to delineate or re-size smaller spaces within larger ones should be considered. Dedicating 25% of retail space to commercial use in spaces that are less than 1,000 square feet in size or incorporating at least one retail space that is less than 1,000 square feet is encouraged.

DC1-I-ii. Family-Friendly Units: A variety of residential unit types and sizes is encouraged, particularly family-friendly units and facilities/amenities, such as private open space/play areas, storage, accessible entries, and washer/dryer hook ups will make it possible for new families to live in this neighborhood.

DC1-II Gathering Spaces

DC1-II-i. Informal Open Spaces: Provide informal open spaces along designated Green Streets and in the commercial core.

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.

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.

Roosevelt Supplemental Guidance:

DC2-I Massing

DC2-I-i. Small Retail Spaces: In the commercial core encourage façade detail and street-facing glazing that compliment character of the neighborhood’s historic architectural icons to reduce the perception of bulk.

DC2-II Architectural and Façade Composition

DC2-II-i. Major Arterials: Along Major Arterials:

- a. Maximize the retail and street-level transparency (commercial zones);
- b. Maximize the quality of exterior finish, especially at the base;
- c. Incorporate a series of storefronts along the commercial street frontages.

DC2-II-ii. Green Streets, Greenways, Non-Arterial Streets: Along Green Streets, Greenways, and Non-Arterial Streets:

- a. Maximize modulation, courtyards, human interaction;
- b. Incorporate high quality materials, a mix of informal planting, and integration of natural materials, especially at the entries.

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.

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

Roosevelt Supplemental Guidance:

DC3-I Open Space Character

DC3-I-i. Views and Solar Access: Larger developments should consider views and solar access through the property:

- a. To the west (Olympic Promenade along NE 66th);
- b. To the High School from NE 65th and 15th Ave NE;
- c. To downtown; and
- d. Through-blocks.

DC3-I-ii. Visible Water Systems: Consider opportunities to incorporate visible water systems into the landscape design, such as reference to the historic movement of water from Green Lake through Ravenna Park.

DC3-II Street Planting & Landscape to Enhance the Building and/or Site

DC3-II-i. Natural Systems: Use designs that enhance and build upon the natural systems of the neighborhood, such as storm water drainage, and aquifer re-charge strategies, habitat enhancement, solar access, food production, etc.

DC3-II-ii. Trees and Other Landscaping: Landscaping should be employed as both a design feature and an environmental enhancement. Dominant street tree varieties from the neighborhood should be incorporated into the plan.

DC3-II-iii. Existing Trees: Consider maintenance and revitalization of existing trees.

DC3-III Residential Open Space

DC3-III-i. Ground-Related Common Open Space: Include, where possible, open spaces at street-level for residents to gather.

DC3-IV Landscape Heritage

DC3-IV-i. Informal Groupings: Visible and accessible examples of the Olmsteads' design should be delineated by employing informal groupings of large and small trees and shrubs at key locations.

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.

DC4-E Project Assembly and Lifespan

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

Roosevelt Supplemental Guidance:

DC4-I Exterior Finish Materials

DC4-I-i. Masonry: In the commercial core consider including masonry materials befitting the heritage of early 20th century commercial structures in the neighborhood (e.g. Roosevelt High School's masonry façade).

DC4-I-ii. Cladding Materials: The use of high-quality cladding materials, such as brick and terra cotta masonry; tile; natural and cast stone is strongly encouraged along commercial frontages, and scaled to pedestrian activity and scale, especially at the base and ground-levels. Concrete Masonry Units and high-quality concrete are also preferred over wood, metal, or cement-board claddings.

DC4-I-iii. Colors: Colors should be consistent with and chosen based on existing architectural cues and should be considered in terms of their relationship to neighboring structures.

DC4-I-iv. Natural and Modern Elements: The use of more natural elements, such a brick, wood, etc. that feels welcoming to pedestrians (see Ballard Ave. as example) or high quality, durable modern elements is encouraged.

DC4-I-v. Transparent Windows: Transparent, rather than reflective, windows facing the street are preferred.

DC4-I-vi. Transparent Awnings: Use of transparent awnings is preferred in the commercial core.

DC4-II Signs

DC4-II-i. Preferred Sign Types: Preferred sign types include pedestrian-oriented and small signs incorporated into the building's architecture. A sign band or a blade-signs hung from beneath an awning or marquee are preferred within the Commercial Core Area, along with neon signs.

DC4-II-ii. Inappropriate Sign Types: Large illuminated box signs, canopy-signs, super graphics and back-lit awnings or canopies are not appropriate in the Roosevelt area.

DC4-III Right of Way Fixtures and Elements

DC4-III-i. Campus-Like Lighting and Street Furniture: When adding new fixtures and features in streetscapes, designers are encouraged to contribute to the campus-like setting of the Roosevelt neighborhood, especially in close proximity to the high school. This may inform selection of lighting fixtures, as well as street furniture.

DC4-IV Landscaping Materials

DC4-IV-i. Historical Landscape Elements: Neighborhood plant choices should consider historical landscape elements.

DC4-IV-ii. Preferred Species: Preferred species for street trees are Tupelo ‘Afterburner’ or, in powerline locations, Dogwood ‘White Wonder’ or Katsura.

DC4-IV-iii. Indigenous Trees: Indigenous trees should be planted to maintain and reinvigorate a verdant tree canopy within the neighborhood.

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated Monday, September 12, 2022, and the materials shown and verbally described by the applicant at the Monday, September 12, 2022 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Study the western portion of the building’s relationship to the south property line and explore ways enhance the space between the two buildings through a widening of the light well, use of a brighter color to bounce more light into the adjacent property, setting back the eastern half of the mass against the south property line, or other architectural means. **CS2-D-1, CS2-D-5, DC2-B-2**
2. Provide the planner with more accurate close in vignettes, enlarged elevations, and architectural details, specifically at the stucco joints, showing the level of texture and depth proposed throughout the façade and bays. Include the enlarged architectural details in the Master Use Permit drawing set and the Building Permit. **DC2-B, DC2-C, DC4-A-1, DC2-II-ii**
3. Provide numerous studies showing the robust exploration of alternative color schemes, use of subtle tonal changes, and other means to highlight the bays while mitigating the perceived bulk and scale of the building. **DC4-A-1, DC4-I-ii, DC4-I-iii, DC4-I-iv**
4. Study ways to mitigate the perceived blank wall condition at the east end of the south façade along the walkway to the secondary residential entry through the use of art, signage, robust planting and accent trees, or other means. **DC2-B-1, DC2-C-2, DC4-B-1, DC4-IV-ii**
5. Provide enlarged architectural details of the integrated horizontal perforated vent grills proposed showing that the panels will be designed to blend in with the façade, flush mounted and color matched, rather than appearing as a distinct element on the façade. Include the enlarged architectural details in the Master Use Permit drawing set and the Building Permit. **DC1-C-2, DC2-C-1**
6. Study the garage ramp design to provide as much level driveway as possible before the sidewalk edge and propose additional safety measures, such as mirrors, to promote visibility and ensure pedestrian safety. **DC1-B-1, DC1-C-4**
7. Study ways to increase connectivity between the interior and exterior spaces, promote more active space at the corner of Roosevelt Way NE and 68th St, and provide more legibility and delineation between the retail and main residential entries. **PL2-I-I, PL3-A-1, PL3-A-4, PL3-C, PL3-II-I, DC1-A, DC1-I-I, DC3-A-1**

ANALYSIS & DECISION – DESIGN REVIEW

DIRECTOR'S ANALYSIS

The design review process prescribed in Section 23.41.008.F of the Seattle Municipal Code describes the content of the SDCI Director's decision 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.

Subject to the recommended conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable design review guidelines.

At the conclusion of the Recommendation meeting held on September 12, 2022, the Board recommended approval of the project with the recommendations described in the summary of the Recommendation meeting above.

Five members of the Northeast Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the design review guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F.3).

The Director agrees with 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 (SMC 23.41.010) and accepts the recommendations noted by the Board.

Following the Recommendation meeting, SDCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The applicant's response to the recommended design review conditions is as follows:

1. The applicant responded to condition 1 with a DRB Recommendation Condition Response packet uploaded November 6, 2023, noting, "To address the stated concerns we have made two adjustments to the design along the south property line. First, we have modified the color of the fiber cement on the east side of the corridor lightwell to be white, and therefore to reflect more light. Second, we have set back this building area east of the corridor light well by 1'-4." This will provide a total distance of 10'-5" from the adjacent building's living room wall and our unit wall." These changes demonstrate how the space between the two building has been enhanced per Board guidance. See plan sheets A101-A107 and elevation 1/A302. This response satisfies the recommended condition for the MUP decision.

2. The applicant responded to condition 2 with a DRB Recommendation Condition Response packet uploaded November 6, 2023, noting, "In order to best describe the quality of the stucco and its joints, we are providing details and will provide a product sample as well for your review. A product sample will better describe the texture than digital vignettes." See plan details 12/A429 and 17/A429, and section details 9/A461, 14/A461 and 19/A461. This response satisfies the recommended condition for the MUP decision. These enlarged architectural details shall be included in the Building Permit plan set.
3. The applicant responded to condition 3 with a DRB Recommendation Condition Response packet uploaded November 6, 2023, noting, "The design team provided color studies via email to the planner and discussed them at length during a Teams call. Those studies are provided here as exhibit 3. The applicant ultimately settled on a color scheme that highlight the bays while mitigating the perceived bulk and scale of the building. For the final proposed color composition see elevation 1/A301. This response satisfies the recommended condition for the MUP decision.
4. The applicant responded to condition 4 with a DRB Recommendation Condition Response packet uploaded November 6, 2023, noting, "Exhibits were provided at an earlier date showing the proposed robust plantings and accent trees in this zone." This design for the landscaping successfully mitigates the impact of the perceived blank wall condition. See L102 for an enlarged landscape plan of the area and L104 for plant list. The response satisfies the recommended condition for the MUP decision.
5. The applicant responded to condition 5 with a DRB Recommendation Condition Response packet uploaded November 6, 2023, noting, "The ERV manufacturer has stated that a custom perforated exhaust cover, as we had planned, would invalidate the warranty, thereby forcing us to use the manufacturer's covers. However, these covers can be color matched to the façade, maintaining an integrated appearance. In place of the perforated metal panel will be a solid metal panel of the same dimensions with a hole cut to match the exact dimensions of the vent opening in manufacturer's cover." A plan detail, and two section details – one at the exhaust itself, and one showing the metal panel extending beyond to the width of the window can be found in the MUP set at 1/A429, 9/A456 and 4/A461. This response satisfies the recommended condition for the MUP decision. These enlarged architectural details shall be included in the Building Permit plan set.
6. The applicant responded to condition 6 by pulling the planter adjacent to the garage entry out to the property line, and therefore aligning with the beginning of the driveway slope. This change will encourage pedestrians to utilize the flat area of sidewalk outside the property line. Mirrors will also be provided to aid driver and pedestrian visibility while drivers exit the garage. Inclusion of these safety measures promote visibility and help ensure pedestrian safety. Refer to A1P1 of the MUP set for the layout of this area. This response satisfies the recommended condition for the MUP decision.
7. The applicant responded to condition 7 with a DRB Recommendation Condition Response packet uploaded November 6, 2023, which outlines the following: proposed enlarged bio retention planter adjacent to garage with set back planters closer to building corner with integrated seating; widened steps along side of building and relocated bench to better serve main entry; change in pavement materiality to highlight the building corner and entry;

differentiation between retail and main entry door designs and adjacent window detailing. In the MUP set, refer to A1P1 for the plan of this area, 1/A301 for the north elevation and 6/A303 for the west elevation.”. This response satisfies the recommended condition for the MUP decision.

The applicant shall be responsible for ensuring that all construction documents, details, and specifications are shown and constructed consistent with the approved MUP drawings.

The Director of SDCI has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meeting and finds that they are consistent with the City of Seattle design review guidelines. The Director is satisfied that all the recommendations imposed by the Design Review Board have been met.

DIRECTOR’S DECISION

The Director accepts the Design Review Board’s recommendations and **CONDITIONALLY APPROVES** the proposed design and the requested departures with the conditions at the end of this decision.

II. ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (RCW 43.21C), Washington Administrative Code (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. The Seattle Department of Construction and Inspections (SDCI) 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 considered any pertinent comments which may have been received regarding this proposed action. The information in the environmental 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) 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 and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic impacts due to construction related vehicles, exposure of hazardous materials, 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. Short term impacts, as well as mitigation, are identified in the environmental checklist annotated by SDCI with additional analysis provided below.

Air Quality – 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, no further mitigation is warranted pursuant to SMC 25.05.675.A (Air Quality Policy).

Construction Impacts – Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

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 Haul Route Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website.

Construction Impacts – 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 between the hours of 7:00 AM and 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends and legal holidays in Neighborhood Commercial zones.

If extended construction hours are necessary due to emergency reasons or construction in the right of way, the applicant may seek approval from SDCI through a Noise Variance request.

A Construction Management Plan will be required prior to issuance of the first building permit, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at: Construction Use in the Right of Way. The limitations stipulated in the Noise Ordinance and the CMP are sufficient to mitigate noise impacts; therefore, no additional SEPA conditioning is necessary to mitigate noise impacts pursuant to SMC 25.05.675.B (Construction Impacts Policy).

Environmental Health – Contamination

The applicant submitted the following studies regarding existing contamination on site: Phase I Environmental Site Assessment (1 of 3), PES Environmental, October 22, 2021, Phase I Environmental Site Assessment (2 of 3), PES Environmental, October 22, 2021, Phase I Environmental Site Assessment (3 of 3), PES Environmental, October 22, 2021, Limited Phase II Investigation Report, PES Environmental, October 22, 2021, Contaminated Media Management Plan, PES Environmental, September 14, 2022. If not properly handled, existing contamination could have an adverse impact on environmental health.

As indicated in the SEPA checklist and environmental documents on file, the applicant will comply with all provisions of MTCA in addressing these issues in the development of the project.

If the recommendations described in the Contaminated Media Management Plan (PES Environmental, September 14, 2022) are followed, then it is not anticipated that the characterization, removal, treatment, transportation, or disposal of any such materials will result in a significant adverse impact to the environment. This conclusion is supported by the expert environmental consultants for the project, whose conclusions are also set forth in the materials in the MUP file for this project.

Adherence to MTCA provisions and federal and state laws are anticipated to adequately mitigate significant adverse impacts from existing contamination on site. The Contaminated Media Management Plan (PES Environmental, September 14, 2022) describes strategies to ensure adherence with MTCA provisions and indicates compliance with Washington State Department of Ecology (Ecology) regulatory authority.

Mitigation of contamination and remediation is the jurisdiction of Ecology, consistent with the City's SEPA relationship to Federal, State and Regional regulations described in SMC 25.05.665.F (Environmental Health Policy). This State agency program functions to mitigate risks associated with removal and transport of hazardous and toxic materials, and the agency's regulations provide sufficient impact mitigation for these materials. The City acknowledges that Ecology's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination.

The proposed strategies and compliance with Ecology's requirements are expected to adequately mitigate the adverse environmental impacts from the proposed development and no further mitigation is warranted for impacts to environmental health pursuant to SMC 25.05.675.F (Environmental Health Policy).

Environmental Health – Asbestos and Lead

Construction activity has the potential to result in exposure to asbestos. Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. The City acknowledges PSCAA's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination. No further mitigation is warranted for asbestos impacts pursuant to SMC 25.05.675.F (Environmental Health Policy).

Construction activity has the potential to result in exposure to lead. Should lead be identified on the site, there is a potential for impacts to environmental health. Lead is a pollutant regulated by laws

administered by the U. S. Environmental Protection Agency (EPA), including the Toxic Substances Control Act (TSCA), Residential Lead-Based Paint Hazard Reduction Act of 1992 (Title X), Clean Air Act (CAA), Clean Water Act (CWA), Safe Drinking Water Act (SDWA), Resource Conservation and Recovery Act (RCRA), and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) among others. The EPA further authorized the Washington State Department of Commerce to administer two regulatory programs in Washington State: the Renovation, Repair and Painting Program (RRP), and the Lead-Based Paint Activities Program (Abatement). These regulations protect the public from hazards of improperly conducted lead-based paint activities and renovations. No further mitigation is warranted for lead impacts pursuant to SMC 25.05.675.F (Environmental Health Policy).

LONG TERM IMPACTS

Long term or use-related impacts are also anticipated as a result of approval of this proposal. 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. Long term impacts, as well as mitigation, are identified in the environmental checklist annotated by SDCI with additional analysis provided below.

Air Quality – Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with 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, no further mitigation is warranted pursuant to SMC 25.05.675.A (Air Quality Policy).

Height, Bulk, and Scale

The proposal completed the design review process described in SMC Chapter 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. Pursuant to the Overview policies (SMC 25.05.665.D), the existing City Codes and regulations to mitigate height, bulk and scale impacts are adequate and additional mitigation is not warranted pursuant to SMC 25.05.675.G (Height, Bulk and Scale Policy).

Historic Preservation – Architectural Resources

The existing structures on site are more than 50 years old. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structures on site are unlikely to qualify for historic landmark status (Landmarks Preservation Board letter, reference number LPB 2/23). 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 pursuant to SMC 25.05.675.H (Historic Preservation Policy).

Historic Preservation – Archaeological Resources

SDCI received a letter from the Duwamish Tribe (dated November 20, 2023) indicating that “the project site is located within a mile of 2 known placenames and the DAHP WISAARD predictive model indicates that a survey is highly advised, however, the geotechnical report notes that previous grading has cut into the ground by several feet. Therefore, we do request an IDP for fill if that fill has been used to regrade the surrounding roadways.”. This recommendation will be required as a condition of this decision.

Since the information showed there was low probable presence of archaeologically significant resources on the project site, Section A of Director’s Rule 2-98 applies. Pursuant to SMC 25.05.675.H (Historic Preservation Policy) and consistent with Section A of Director’s Rule 2-98, the conditions listed at the end of this decision are warranted to mitigate impacts to potential archaeological resources.

Plants and Animals

Mature vegetation is located on the site, including several trees and 3 exceptional trees. The location of these trees is described in the Recommendation Packet and in the Design Review section of this decision. The applicant submitted an arborist report (Arborist Report, Tree Solutions, Oct 22, 2021) and identified the exceptional tree(s) (9.4” Vine Maple, 23.1” Native Willow, 17.2” Hawthorn) on the MUP plan set. SDCI’s arborist has reviewed this information.

Removal of these trees as related to the proposed design is discussed earlier in the Design Review Analysis section of this decision. The Design Review Board recommended that the proposed building and landscape design better meet the design review guidelines than a design that retains the existing exceptional trees.

SDCI has reviewed the proposal and determined that the landscape plan proposes new trees that will replace and exceed the canopy of the existing tree(s) at maturity. No mitigation beyond the Code-required landscaping is warranted under SMC 25.05.675.N (Plants and Animals Policy).

Traffic and Transportation

The transportation analysis (Transportation Impact Analysis, TenW, April 6, 2022) indicated that the project is expected to generate a total of 412 net new daily vehicle trips, 52 net new AM peak hour trips and 57 net new PM peak hour trips.

The additional trips are expected to distribute on various roadways near the project site, including Roosevelt Way NE, 12th Ave NE, and NE 68th St and would have minimal impact on levels of service at

nearby intersections and on the overall transportation system. The SDCI Transportation Planner reviewed the information and determined that no mitigation is warranted per SMC 25.05.675.R (Traffic and Transportation Policy).

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 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- ☒ **Determination of Nonsignificance (DNS).** This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(c).

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

For the Life of the Project

1. 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.

Prior to Issuance of a Construction Permit

2. Include the enlarged architectural details at the stucco joints in the Building Permit drawing set.
3. Include the enlarged architectural details of the integrated vent grills with metal surround in the Building Permit drawing set.

CONDITIONS – SEPA

Prior to Issuance of a Master Use Permit

4. The owner and/or responsible parties shall provide SDCI with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 27.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations.

Prior to Issuance of a Demolition, Grading or Construction Permit

5. 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.
6. Provide an Inadvertent Discovery Plan for archaeological resources prepared by a qualified professional if past fill has been used to regrade the surrounding roadways.

During Construction

7. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:
 - a. Stop work immediately and notify SDCI (Land Use Planner) and the Washington State Archaeologist at the State Department of Archaeology and Historic Preservation (DAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.
 - b. Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.
8. Monitoring for cultural resources shall be conducted during any ground-disturbing excavation in native soils, and at the interface of fill and native soils.

David Sachs, Senior Land Use Planner
Seattle Department of Construction and Inspections

Date: May 28, 2024