Seattle Department of
Construction & Inspections

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

Application Number: 3022675

Applicant Name: Scott Shaw

Address of Proposal: 1032 S Jackson St

SUMMARY OF PROPOSAL

Land Use Application to allow an 8-story building containing 258 apartments, and hotel (110 rooms) above retail/restaurant/grocery, child care center and theater. Parking for 416 vehicles provided below grade. Existing 2-story building at 1032 S Jackson St to be demolished and 106 surface parking spaces removed. Existing one-story building at 1046 S Jackson St to remain.

The following approvals are required:

Design Review with Departures (Seattle Municipal Code 23.41)*

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

** Departures are listed near the end of the Design Review Analysis in this document*

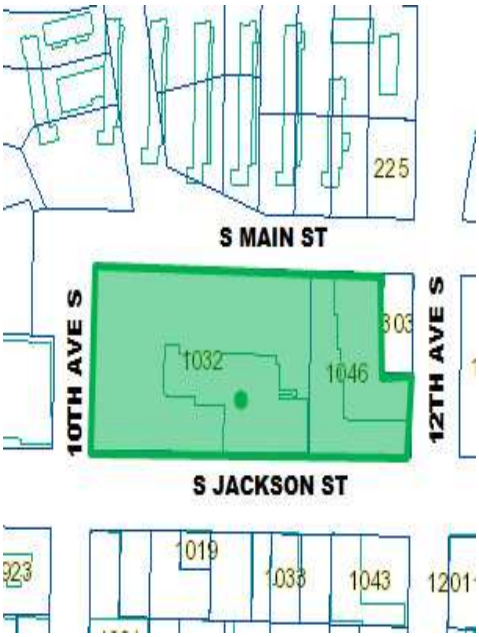
SEPA DETERMINATION:

Determination of Non-Significance

☐ No mitigating conditions of approval are imposed.

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

BACKGROUND



The site was granted relief on steep slope development by the SDCI Geotechnical Engineer on May 9, 2016: "6529666; 1032 S Jackson Street; Environmentally Critical Area review is required. The site contains Steep Slope Critical Area, and is also designated as Potential Landslide due to Geologic Conditions, and Known Slope Area. Because the property is zoned Downtown Residential and Commercial, the Steep Slopes are regulated as Landslide Hazard Areas but not as Steep Slope Erosion Hazard Areas with a prohibition on development in the slope and buffer. For this reason, no ECA Steep Slope Variance nor ECA Exception is needed in order to make a construction permit application, and development may occur within the Steep Slope and Buffer Area. Except as described herein, the remaining critical areas requirements apply to this project."

SITE AND VICINITY

Site Zone: Downtown Mixed Residential Commercial (DMR/C 65/65-85)

Zoning Pattern:

(North)	MPC-YT
(South)	DMR/C 65 65/85
(East)	DMR/C 65/65/85
(West)	DMR/C 65 65/85

Lot Area: 79,596 square feet

Environmentally Critical Areas: Landslide environmentally critical areas have been identified on site.

PUBLIC COMMENT:

The public comment period ended on 9/21/2016. In addition to the comment(s) 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 historic and cultural resources, and affordable housing. Comments were also received that are beyond the scope of this review and analysis per SMC 23.41 and SMC 25.05.

I. ANALYSIS – DESIGN REVIEW

CURRENT AND SURROUNDING DEVELOPMENT; NEIGHBORHOOD CHARACTER

The subject site is located on the northeast corner of 10th Avenue S and S Jackson Street. The subject lot and lots to the south, east and west are zoned Downtown Mixed Residential Commercial (DMR/C 65/65-85). Lots to the north are zoned Master Planned Community-Yesler Terrace (MPC-YT). The site contains one parcel with existing commercial buildings and a surface parking lot. To the west, east, and south exist 1-4 story commercial structures and mixed-use structures.

The subject lot and lots to the east, west and south are all located in the neighborhood known as Little Saigon. The immediate context includes a variety of commercial and residential uses. S Jackson Street is the major commercial corridor running east west and the north boundary of the International Special Review District. S Jackson Street is an arterial street, a principal pedestrian street and a major transit corridor, that also contains the Seattle Street Car. The subject lot and development is located just north of the historic district and is subject to the City of Seattle Design Review Program. S Jackson Street includes many one story commercial structure with retail and service uses. The subject lot abuts 10th Avenue S along the west property line. Currently 10th Avenue S provides access to the mixed used structure located directly west. 10th Avenue S is a dead end vehicular street but includes a pedestrian access, called the 10th Avenue Hillclimb that connects S Jackson Street to the Yesler Terrace Planned Community Development directly to the north. On the southwest corner of 10th Avenue and Jackson Street is a mixed-use structure currently under review (SDCI project #3022628) addressed at 913 S Jackson Street. S Main Street is located along the north property line. The right of way is partially improved. The subject lot contains approximately 50 feet of grade change from S Jackson Street, the low point of the site, to S Main Street, the high point of the site. S Main Street provides access from 12th Avenue through the Yesler Terrace Planned Community Development to Yesler Way. Main Street has a quieter residential character. As noted previously, the subject lot is located between the Yesler Terrace Planned Community Development to the north and the International Special Review District, to the south.

The neighborhood includes one, two and multi-story commercial and residential structures. Development sites vary in size and shape. The predominant material is brick, concrete, masonry and wood.

Access is available from S Jackson Street, S Main Street and 10th Avenue S.
The design packet includes materials presented at the meeting, and is available online by entering the project number (**Error! Reference source not found.**) at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx
The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

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

EARLY DESIGN GUIDANCE May 11, 2016

PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Early Design Guidance meeting:
Pedestrian Connection

- Expressed support for the pedestrian connection. The development will continue the existing walkway from Harborview through Yesler Terrace down to Little Saigon.

- Noted that the hillclimb currently terminates on the very steep 10th Avenue S. The project will provide an accessible route between the hillclimb and the transit services provided at the corner of S Jackson Street and 12th Avenue.
- Expressed concerns regarding the safety of the planned walkways. Encouraged a building and site design to provide safe public spaces and include a Crime Prevention Though Environmental Design (CPTED) analysis.

Streetscape Development

- Felt the building should be designed with active retail frontages on both S Main Street and S Jackson Street, in addition to the internal pedestrian connections.
- Noted that a project located at the southwest corner of 10th Avenue S and S Jackson Street is currently under review by the International Special Review District.
- Expressed support for Scheme C upper level massing which canted its form to acknowledge the 10th Avenue hillclimb connection.
- Would like to see all four corners of the building receive focused design attention but felt that the corner of 10th Avenue S and S Jackson Street was of particular importance.
- Would like to see the architecture along S Jackson Street reference the smaller scale of the architecture in the neighborhood. Noted that the building could include upper level setbacks and/or modulation to achieve a smaller scale.

Community and Cultural References

- Expressed concerns regarding the loss of cultural identity with the new development.
- Would like to see the team study the history of the site and neighborhood.
- Felt the design process should engage local community members and businesses moving forward.
- All efforts should result in a design that expresses the look and character of Little Saigon while striving to maintain the cultural integrity of the neighborhood.
- Suggested that the Central District provided a good example of how to maintain cultural integrity through the process of redevelopment.
- Felt a successful redevelopment of the site should consider the rich culture and strong community located on and around the site.
- Noted that the project team is invested in the success of the proposed theatre. Felt the programming of the space would be integral in achieving cultural and nightlife activity.

Local Businesses

- Noted the Helping Link Community Center would be displaced with the redevelopment.
- Would like to see the existing commercial and community spaces return to the site after the redevelopment is complete.
- Expressed concern regarding impacts to the local businesses during construction.
- Encouraged the team to investigate ways to support local during the transition.
- Noted that the proposed project will change the whole neighborhood and that the project should include thoughtful traffic planning.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: 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. **Massing**. The Board appreciated how each of the three massing alternatives step along the steep hillside between S Jackson Street and S Main Street while maintaining a commercial frontage along each street. Ultimately the Board endorsed both Schemes A and C. The Board agreed that both options provided a better building scale along the adjacent streets.
   a) The Board expressed support for the following Scheme A concepts:
      i. The grand staircase provided along S Jackson Street (CS2-A, CS2-B2).
      ii. The upper level massing which provides gateway framing the stair (CS2-A, CS2-B2).
      iii. The scale and building massing provide a gracious and welcoming pedestrian experience (CS2-A, CS2-B2).
   b) The Board expressed support for the following Scheme C concepts:
      i. The overall project scale is reduced by the four upper level masses (CS1-C2).
      ii. The upper level massing in the southwest corner cants to acknowledge 10th Avenue and S Jackson Street as a gateway to the site and hillclimb (CS2-A, CS2-B2).
      iii. The façade along S Main Street includes substantial modulation, creating excitement and motion in the massing (CS3-A1).
      iv. The upper level massing generally includes a dynamism that is reflective of the Little Saigon activity (CS3-A).
      v. The pedestrian pathway provides a more direct connection to the transit opportunities at 12th Avenue and S Jackson Street (PL2-A, PL4 A and C).
      vi. A winter garden that can be used throughout the year as a public amenity (PL1, DC3).
      vii. The port catcher on S Jackson Street is limited to drop off and pick up only (DC1-C).
      viii. The Board expressed concern regarding the pedestrian connection to S Jackson Street, noting the staircase, next to the hotel lobby, with the building cantilever, felt intimidating and private (CS2-B2).
   c) At the Recommendation Meeting the Board requested additional information showing how the massing and architectural concept articulate a monumental gateway along S Jackson Street that is welcoming to the general public (CS2-B).
   d) At the Recommendation Meeting the Board requested plans and vignettes demonstrating how the site programming, architecture, and finishes create an active, gracious, inviting public space from S Jackson, through the site to the winter garden, and beyond to the hillclimb (PL1, PL2, PL3-C, DC1-A, DC3).
   e) At the Recommendation Meeting the Board requested additional information demonstrating how the massing, modulation, fenestration, material and architectural details reduce the scale of each façade (CS2-D, DC2-A-D, DC3, DC4-A).

2. **Streetscapes.** The Board appreciated the expressed design intent to develop the character of each street: a quiet, tree lined S Main Street and the commercial corridor of S Jackson Street.
   a) The Board directed that that active, transparent uses be located along S Jackson Street and S Main Street (PL3-C, DC1-A).

b) At the Recommendation Meeting the Board requested renderings, and a composite hardscape/landscape plan, demonstrating how the right-of-way design, ground level programming, architecture, and finishes create an active, welcoming pedestrian streetscape along each street (PL3-C, DC1-A, DC2- D, DC4-A-D).
c) At the Recommendation Meeting the Board requested more information demonstrating how the grocery store use would be programmed to create an active streetscape along S Jackson Street. In addition, the Board agreed upon the importance of and would like to better understand how the scale of the façade and right-of-way design create an engaging pedestrian environment (CS3-A, PL3-A and C, DC1-A, DC2-A-D, DC4).

3. **Cultural Identity.** Echoing public comments, the Board noted that the site is located within a neighborhood with substantial history and a strong cultural identity. The Board observed that the comments provided by local community members center around two primary concepts: how the project design will express the cultural identify of Little Saigon, and how the existing businesses on site and within the neighborhood can be supported through the redevelopment process. The Board clarified that business support is not within the purview of the Design Review Program. However, the Board encouraged the development team to engage with the community regarding the expressed concerns. Regarding the integration of the cultural identity into the site design and architecture, the Board strongly encouraged reaching out to the various members of the Little Saigon community to inform how this could be best achieved.
   a) At the Recommendation Meeting the Board would like to a presentation demonstrating how the design incorporates cultural context from the Little Saigon Neighborhood (CS2-A and B, CS3-A, CS3-B, DC2-C, DC3, DC4).
   b) The Board felt that the design should also express the Vietnamese culture and presence within the neighborhood while maintaining a cohesive, high quality, thoughtful design from the architectural concept to the storefront design (CS2-A and B, CS3-A, CS3-B, DC2-C, DC3, DC4).

4. **Public Safety.** The Board discussed the community concerns regarding public safety in the through block connection. The Board observed that the pedestrian walkway would be activated throughout the day and night by people traveling to the commercial uses and people traveling through the site since the pathway functions as a continuation of the street grid.
   a) The Board noted that since the pedestrian pathways are intended to be open 24/7 the design should take care to avoid nooks and crannies which create potential hiding spaces (PL1, PL2, PL3-A and C, DC1-A, DC3A-C, DC4).
   b) At the Recommendation Meeting the Board requested a comprehensive lighting plan to demonstrate how the public spaces at the perimeter of the site and through the site will look and feel at night to promote a safe experience for users and neighbors (PL1, PL2, PL3-A and C, DC1-A, DC3A-C, DC4).

5. **Access and Service.** The Board expressed support for the design intent to locate all service spaces internal to the structure.
   a) At the Recommendation Meeting, the Board requested additional plans showing the location of trash and recycling internal to the structure (DC1-C).
   b) The Board discouraged hotel parking along S Jackson Street. The Board noted that the proposed porte cochere should be limited to pick up and drop off only (DC1-C).

c) At the Recommendation Meeting the Board requested additional information demonstrating how the design of the vehicular access points along each street have been minimized to reduce negative impacts to the pedestrian streetscape experience (DC1-C).

6. **Materials.** The presentation did not include any specifics regarding the future material application. The Board recommended quality, high-endurance materials given the scale, location, and precedence-setting nature of the structure. The Board agreed that the proposed massing creates an elegant and sophisticated architecture. The Board would like to see more detail showing how the material choices maintain the elegant design and a sense of cohesion between the massing and program parts (DC2-D, DC4-A).

RECOMMENDATION May 24, 2017

PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Recommendation meeting:

- Supported both the community theatre and childcare center. Felt the project will maintain the cultural connections to the neighborhood.
- Noted that the onsite programming and plaza physical design will support future cultural events. Felt the project team has done a tremendous amount of work to ensure the future success of the on-site programming.
- Excited about the new hotel and the additional parking.
- Questioned whether the space will provide both physical and language accessibility to the elders in the community.
- Strongly supported the project. Noted the project will complete the Yesler Terrace Hill climb, connecting Yesler Terrace to Little Saigon, two vibrant neighborhoods that have not had a successful physical connection in the past.
- Would like to see a shadow analysis completed for the plaza space.
- Would like to see casual seating added to Jackson Street.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: 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. **Massing**. The Board discussed the overall design parti at length. The Board agreed that Building A presented the most successful response to Design Guidelines, providing a sophisticated but playful massing and material application. Building A includes a standard masonry podium with a highly transparent gasket above and the upper level massing includes a dynamism consistent with the EDG proposal. The modulation is accentuated with horizontal and vertical elements along with a restrained use of color to provide a well-designed composition. Building C, the hotel, is more refined and reserved. The Board supported the defined base, middle and top. The Board observed that the Building B design was unresolved within the context of Buildings A and C. The Board recommended that the

Building B north façade was most successful response to Design Guidelines, and the south and east facades sufficiently met Design Guidelines. The Board recommended that the north façade required additional design efforts to break down the scale of the structure and recommended the following conditions:

a) Increase the glazing, with additional corner windows where possible, on Building A, on the Jackson Street façade (CS2-C3, DC2-B, DC4-A).
b) Further develop the north façade of Building B to visually define the base of the structure and break down the scale of the upper level massing. The north façade design should be contextually responsive to the future Main Street character and adjacent Yesler Terrace buildings, while maintaining a cohesive relationship to the other facades in Building B (CS2-C, CS2-D, CS3-A4, DC2-A2, DC2-B-D, DC4-A).
c) Set back the Building B rooftop mechanical screening from the building wall line and add additional architectural detailing to better integrate the screening to the overall architectural concept. The Board also recommended the applicant investigate reducing the height of the mechanical structure (CS2-C, DC2-A2, DC2-B-C, DC4-A).
d) Provide more cohesion between the architectural columns at the base and top of Building C. (DC2-B1).

2. **Plaza.** The Board applauded the site design and the thoughtfully executed landscape plan and agreed the concentrations of landscape color coupled with the hardscape design responded well to the Design Guidelines. The Board strongly supported the 'floating' stair above the adjacent plantings within the stair climb (page 23-24 of the Recommendation Packet). The Board ultimately recommended that the use of terraced platforms, staggered, with a maximum height of 5 feet, would be effective in breaking down the scale of the large grade change. The Board offered the following recommendations and conditions for the plaza design:
   a) Revise the plaza design to include direct access to the hotel use (PL3-C, PL4-A, DC3-A).
   b) Review the ADA ramp from the hill climb to simplify the approach if possible (PL2-A).
   c) The Board discussed the variety of seating options represented on Page 25 of the Recommendation Packet. The Board recommended the smaller clusters of seating within the center of the plaza, noting that the seating design should be developed in concert with concepts for the future plaza programming (PL1-C, DC1-A2, DC3-B).
   d) Develop a wayfinding plan, using design features wherever possible, to guide users from the right-of-way through the plaza space (PL2-D).

3. **Streetscape.** The Board generally supported the large 'civic' plaza gateway at the southeast corner on 12th Avenue. The Board was supportive of the Building B ground level programming at S Main Street and felt the pathway between the hill climb and the stair climb was a sufficient response to EDG and the Design Guidelines, given the lack of information regarding the future right-of-way (ROW) treatment and the substantial grade change. The Board expressed concerns regarding the resolution of retail spaces along S Main Street, noting that the lack of direct access could make the retail spaces feel disconnected from the ROW. The Board agreed that the extensive street frontage and publicly accessible spaces required some further development in a few key areas and recommended the following conditions of approval:
   a) Further develop the SE corner gateway to create a more welcoming public space and emphasize the entry to the plaza. The Board suggested increasing the use of color (taking cues from the Jade wall at the center point of the site), continuous landscaping, and additional public seating as design features that could be carried down from the plaza to

the street entry unifying and highlighting these spaces (CS2-A2, PL1-B, PL2-D, PL3-A4, DC4-D).

b) SDCI should review a conceptual floor plan for the grocery store programming to demonstrate that the pedestrian streetscape along Jackson Street will maintain transparency into the structure and a vibrant, interesting, active façade (CS3-A, PL3-A and C, DC1-A, DC2-A-D, DC4).

c) Design the Jackson Street hotel entry with increased glazing, materials, lighting, and sidewalk furniture that emphasize a welcoming entry (PL3-A and C).

d) Design Building C retail entries with direct access from the sidewalk (PL3-C, DC1-A4).

4. **Placemaking.** The project proposal will enhance the local neighborhood by providing a new physical connection between the Yesler Terrace neighborhood and the Little Saigon neighborhood. The public plaza will provide a gathering space for users from a diverse variety of cultural backgrounds, reflecting the current and historic identity of the neighborhood. The project team has worked with neighborhood groups, including SCIDpda, Friends of Little Saigon, and the Wing Luke Museum to ensure community involvement in the programming of the project. The commercial uses and theatre will add to the identity of the space. An expressed goal of the project team is to activate the Plaza with uses that reflect the current and historic cultures in the neighborhood through the restaurant mix, small shops, by scheduling a variety of entertainment in the theater reflective of the local communities, and by continuous programming of the central public plaza to reflect different community cultural festivals throughout the year. The plaza architecture should be developed to support the future programming of the space, and may include supports for banners, poster displays and/or event specific lighting.

5. **Public Safety.** The Board agreed that the open plaza design which will be accessible 24-hours a day, landscape design, lighting plan, and expressed intent to have 24-hour security provided a comprehensive response to the Early Design Guidance (PL2-B).

6. **Access and Service.** At the Recommendation Meeting, SDCI staff discussed the complex analysis of traffic patterns, topography, site constraints and right-of-way constraints completed by the project team, SDOT and SDCI staff. SDCI and SDOT support the final access locations: truck access on Jackson, retail/residential parking access on 10th and the hotel port cochere with access retail parking access on Jackson. The Board supported the articulation of paving on 10th Avenue to prioritize the pedestrian experience and provided the following conditions of approval:

a) Treat the 10th Avenue concrete wall adjacent to the sidewalk for visual interest and human scale, to create a positive pedestrian experience and provide easy maintenance from graffiti (DC2-B2, DC2-D, DC4-A).

b) Provide a quality garage door treatment along Jackson Street, consistent with the material application for the remainder of the street façade (DC2-B1, DC2-, C2, DC4-A).

c) Provide short term bicycle storage space for retail patrons, within the right-of-way, adjacent to commercial uses (PL4).

7. **Materials.** The Board recommended approval of the high-quality, durable, and simple material palette. Building C will include a high-quality concrete skin with punched windows. Building A including a masonry base along Jackson Street. Both Buildings A and B include metal panel with copper accents. The Board was very supportive of the wood soffit as a juxtaposition to the simple modern materials. The Board agreed that the material palette

provided an elegant and sophisticated architectural response to EDG and the Design Guidelines and recommended a condition that the project maintain the quality, high-endurance materials given the scale, location, and precedence-setting nature of the structure (DC2-D, DC4-A).

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure was 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 departure.

At the time of the Recommendation meeting, the following departure was requested:

1. **Street Level Uses (SMC 23.49.009 B1a):** The Code requires a minimum of 75% of the Jackson Street façade to contain required street level uses. The applicant proposes 28% of the street frontage as commercial use when the calculated includes the second half of the development ("Phase II").

The Board unanimously recommended approval of the requested departure. The Board noted that if Phase II existing building is excluded from the calculation the project will comply with the required standards by providing 82% of the frontage as required uses. The Board recommended conditions related to the hotel entry, active and transparent grocery store frontage, and the loading dock garage door. With these recommended conditions, the project proposal will better meet the intent of adopted City Design Guideline PL3-C Retail Edge.

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

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

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-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.

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-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.

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-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.

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.

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.

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

PL3-A Entries

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

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

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

PL3-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.

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-C Planning Ahead For Transit

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

DESIGN CONCEPT

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

DC1-AArrangement 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-CParking and Service Uses

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

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

DC2-AMassing

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-BArchitectural 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-CSecondary 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-DScale 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.

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

DC3-ABuilding-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-BOpen 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-CDesign

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-AExterior 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-BSignage

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-CLighting

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-DTrees, 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.

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated Wednesday, May 24, 2017, and the materials shown and verbally described by the applicant at the Wednesday, May 24, 2017 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, three of the six Design Review Board members recommended APPROVAL of the subject design conditions listed below. Three of the six Design Review Board members recommended the proposal return for a second Design Recommendation meeting. All six of the Design Review Board members recommended approval of the requested departure.

1) Increase the glazing, with additional corner windows where possible, on Building A, on the Jackson Street façade (CS2-C3, DC2-B, DC4-A).
2) Further develop Building B, north façade, to visually define the base of the structure and break down the scale of the upper level massing. The north façade design should be contextually responsive to the future Main Street character and adjacent Yesler Terrace buildings, while maintaining a cohesive relationship to the other facades in Building B (CS2-C, CS2-D, CS3-A4, DC2-A2, DC2-B-D, DC4-A).
3) Setback the Building B rooftop mechanical screening from the building wall line and add additional architectural detailing to better integrate the screening to the overall architectural concept. The Board also recommended the applicant investigate reducing the height of the mechanical structure (CS2-C, DC2-A2, DC2-B-C, DC4-A).
4) Revise the facade to tie the architectural columns at the base and top of Building C to other areas of the facades. (DC2-B1).
5) Revise the plaza design to include direct access to the hotel use (PL3-C, PL4-A, DC3-A).
6) Review the ADA ramp from the hill climb to simplify the approach if possible (PL2-A).
7) Develop a wayfinding plan, using design features wherever possible, to guide users from the right-of-way through the plaza space (PL2-D).
8) Revise the seating design within the center of the plaza to correspond to concepts for the future plaza programming (PL1-C, DC1-A2, DC3-B).
9) Further develop the SE corner gateway to create a more welcoming public space and emphasize the entry to the plaza. The Board suggested increasing the use of color (taking cues from the Jade wall at the center point of the site), continuous landscaping, and additional public seating as design features that could be carried down from the plaza to the street entry unifying and highlighting these spaces (CS2-A2, PL1-B, PL2-D, PL3-A4, DC4-D).
10) SDCI should review a conceptual floor plan for the grocery store programming to demonstrate that the pedestrian streetscape along Jackson Street will maintain

transparency into the structure and a vibrant, interesting, active façade (CS3-A, PL3-A and C, DC1-A, DC2-A-D, DC4).
11) Design the Jackson Street hotel entry with increased glazing, materials, lighting, and sidewalk furniture that emphasize a welcoming entry PL3-A and C).
12) Design Building C retail entries with direct access from the sidewalk (PL3-C, DC1-A4).
13) Develop the plaza architecture to support the future programming of the space, include supports for banners, poster displays and/or event specific lighting.
14) Treat the 10th Avenue concrete wall adjacent to the sidewalk for visual interest and human scale, to create a positive pedestrian experience and provide easy graffiti maintenance (DC2-B2, DC2-D, DC4-A).
15) Provide a quality garage door treatment along Jackson Street, consistent with the material application for the remainder of the street façade (DC2-B1, DC2-, C2, DC4-A).
16) Provide short term bicycle storage space for retail patrons, within the right-of-way, adjacent to commercial uses (PL4).
17) Maintain the quality, high-endurance materials given the scale, location, and precedence-setting nature of the structure (DC2-D, DC4-A).

SMC 23.41.014.E notes that "The Design Review Board shall recommend to the Director whether to approve or conditionally approve the proposed project based on the design guidelines, and whether to approve, condition or deny any requested departures from development standards."

Since the Design Review Board was split on the Recommendation whether to approve the proposal with conditions or return for a second Recommendation meeting, the decision lay with the SDCI Director. It has been determined that the project will not be required to return for a second Recommendation meeting and SDCI staff will work with the applicant team for compliance with the recommended conditions listed above.

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

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

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

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

Subject to the recommended conditions, the design of the proposed project was found by three of the six Design Review Board members to adequately conform to the applicable Design

Guidelines. All six Design Review Board members recommended approval of the Design Review Departure.

At the conclusion of the Recommendation meeting held on May 24, 2017, three of the six East Design Review Board members recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Six members of the East Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3).

Since the Design Review Board was split on the Recommendation whether to approve the proposal with conditions or return for a second Recommendation meeting, the decision lay with the SDCI Director. The SDCI Director determined that the proposal met the Design Review Guidelines, subject to the conditions recommended by three of the six Design Review Board members.

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

Applicant response to Recommended Design Review Conditions:

1) The glazing has been increased on Building A along S. Jackson St, as shown in the MUP plans. The proposal satisfies recommended condition #1.
2) The north façade of Building B has been modified, as shown in the MUP plans. The proposal satisfies recommended condition #2.
3) The rooftop mechanical screening has been modified to relate to the architectural concept and forms, as shown in the MUP plans. The proposal satisfies recommended condition #3.
4) The façade has been revised to tie the architectural columns at the base and top of Building C, as shown in the MUP plans. The proposal satisfies recommended condition #4.
5) The plaza design has been revised to include direct access to the hotel use, as shown in the MUP plans. The proposal satisfies recommended condition #5.
6) The applicant demonstrated that the proposed ADA ramp connection to the hill climb is necessary in response to the topography changes. The proposal satisfies recommended condition #6.
7) The wayfinding design has been modified to include informational pylons with wayfinding signage Jackson St and other entry points to the plaza. The applicant notes the wayfinding pylons will be created from commercial grade aluminum or galvanized steel material with a powder-coated or epoxy painted finish (ie: Kynar/Duranar 5000 or similar), to minimize chalking fading or flaking. Final accent color(s) will be selected in a manner that relates to the overall design concept." The final design and accent color of these wayfinding pylons will be reviewed by the Land Use Planner prior to issuance of the building permit, per conditions listed at the end of this document. (PL2)
8) Moveable tables and chairs are proposed in the plaza, as shown in the MUP plans. The proposal satisfies recommended condition #8.

9) The southeast corner gateway has been modified to include a wood soffit with recessed lighting, uplighting highlighting the texture of the precast wall adjacent to the planter, a planter bed with landscaping and decorative light fixtures adjacent to the stairs, extension of the circular paving pattern from the Urban Plaza to the lowest landing between the stairs and the sidewalk at S. Jackson St, and the addition of a wayfinding kiosk in the lowest landing adjacent to S. Jackson St. With these changes, the proposal satisfies recommended condition #9.
10) SDCI has reviewed a conceptual floor plan for the grocery store programming, which shows the transparency will be maintained along S. Jackson St. The proposal satisfies recommended condition #10.
11) The Jackson Street hotel entry area has been modified with an acoustical linear wood ceiling, additional sidewalk furniture, and increased glazing, as shown in the MUP plans. The proposal satisfies recommended condition #11.
12) The Building C retail entries have been modified with direct access from the sidewalk, as shown in the MUP plans. The proposal satisfies recommended condition #12.
13) The plaza architecture includes a variety of poles and catenary cables to allow banners and lighting, as shown in the MUP plans. The proposal satisfies recommended condition #13.
14) The applicant noted that the 10th Ave concrete wall was reduced in height and has been treated with planting and accent joints, as shown in the MUP plans. The proposal satisfies recommended condition #14.
15) A garage door with architectural screening, translucent glazing, and custom color finish is proposed, as shown in the MUP plans. The proposal satisfies recommended condition #15.
16) Short term bicycle storage is proposed in the public right of way, as shown in the MUP plans. The proposal satisfies recommended condition #16.
17) A condition will be required that the building permit plans will demonstrate that the proposal maintains the same quality, high-endurance materials as shown in the MUP plans. (DC2-D, DC4-A).

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 three 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 the recommendations imposed by the Design Review Board have been met, subject to the conditions listed at the end of this decision.

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 summarized 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 (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code (SMC) Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 8/2/2016. 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 any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

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

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

Short Term Impacts

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

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, no further mitigation is warranted pursuant to SMC 25.05.675.A.

Construction Impacts - Parking and 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.

The area includes limited and timed or metered on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. 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 and a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm.

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 10:00 PM on weekdays and 9:00 AM and 10:00 PM on weekends and legal holidays in Downtown zones.

If extended construction hours are necessary, the applicant may seek approval from SDCI through a Noise Variance request. The applicant's environmental checklist does not indicate that extended hours are anticipated.

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: http://www.seattle.gov/transportation/cmp.htm. The limitations stipulated in the Noise Ordinance and the CMP are sufficient to mitigate noise impacts; therefore no additional SEPA conditioning is necessary to mitigation noise impacts per SMC 25.05.675.B.

Earth

The ECA Ordinance and Director's Rule (DR) 5-2016 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction in landslide prone areas. Pursuant to this requirement the applicant submitted a geotechnical engineering study (Geotechnical Report by PanGeo dated April 4, 2016). The study has been reviewed and approved by SDCI's geotechnical experts, who will require what is needed for the proposed work to proceed without undue risk to the property or to adjacent properties. The existing Grading and Stormwater Codes will sufficiently mitigate adverse impacts to the ECAs. No additional conditioning is warranted pursuant to SEPA policies (SMC 25.05.675.D).

Long Term Impacts

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

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.

Historic Resources

The existing structure on site are more than 50 years old. These structures were reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structure on site is unlikely to qualify for historic landmark status (Landmarks Preservation Board letter, reference number LPB 620/17). Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

Height, Bulk, and Scale

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

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

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process. Pursuant to the Overview policies in 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 under SMC 25.05.675.G.

Parking

The proposed development includes 258 residential units, 74,879 square feet of hotel area (110 rooms, 59,495 square feet of retail (including retail, restaurant, and grocery), a 9,800 square foot child care center, a 13,431 square foot theater, and 416 off-street vehicular parking spaces. One of the existing buildings and 106 existing surface parking spaces would be demolished.

The traffic and parking analyses (Transportation Technical Report(s) and Memoranda dated 7/29/16, 12/20/2016, and 8/9/17 by Heffron Transportation, Inc.) state that the proposal includes demolition of the existing uses. The traffic and parking analyses list those existing uses per the Institute of Transportation Engineers trip generation categories, including: 3,000 square feet of retail, 7,831 square feet of office, 4,840 square feet of high-turnover restaurant, 11,800 square feet of supermarket, 2,160 square feet of warehouse/storage, and 98 parking spaces.

The traffic and parking analyses indicate a peak demand for approximately 451 vehicles from the proposed development. Peak residential and hotel demand typically occurs overnight. Peak retail, restaurant, and theater demand typically occurs during the evening hours. Peak office and child care center demand typically occurs during the day. The peak demand for 451 parking spaces would occur on Saturdays. Weekday peak demand is anticipated for 427 parking spaces.

The traffic and parking analyses identified 487 proposed parking spaces with no spillover parking from the anticipated demand for 451 parking spaces. However, the proposal was later modified to 416 parking spaces.

The proposed development peak demand of 451 parking spaces on Saturdays and 427 spaces on weekdays would not be accommodated by the proposed 416 parking off-street spaces in the development. This would result in a spillover demand for 35 on-street parking spaces on Saturdays, and 11 spaces on weekdays. The proposal therefore would have a potential additional impact to nearby on-street parking, which is expected to be beyond 100% utilization during peak demand times.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of parking impacts in the Chinatown International District Urban Center. This site is located in that Urban Center. Regardless of the parking demand impacts, no SEPA authority is provided to mitigate impacts of parking demand from this proposal.

Public Views

SMC 25.05.675.P provides policies to minimize impacts to designated public views listed in this section. South Jackson Street (adjacent to the site) and 12th Ave South (south of the site) are SEPA Scenic Routes. The applicant provided images showing the proposed development in relation to the designated public views along these streets. The proposed development is located in a manner that maintains a view of Elliott Bay and the Olympic Mountains along S. Jackson Street and doesn't create any new impact to public views along 12th Ave S.

The proposed development does not block views of any nearby historic landmarks.

Additional mitigation is not warranted under SMC 25.05.675.P.

Transportation

The Traffic Impact Analyses (Transportation Technical Report(s) and Memoranda dated 7/29/16, 12/20/2016, and 8/9/17 by Heffron Transportation, Inc.) indicated that the project is expected to generate a net total of 2,120 new daily vehicle trips, with 116 net new PM peak hour trips and 108 net new AM peak hour trips.

The additional trips are expected to distribute on various roadways near the project site, including Jackson St, Boren Ave S, 12th Ave S, Rainier Ave S, 10th Ave S, and 4th Ave S, 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.

DECISION – SEPA

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

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

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

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

CONDITIONS – DESIGN REVIEW

Prior to Issuance of a Construction Permit

1. Demonstrate the design and accent color of the wayfinding pylons, subject to review and approval by the Land Use Planner (Lindsay.king@seattle.gov).

2. The building permit plans shall demonstrate that the proposal maintains the same quality, high-endurance materials as shown in the MUP plans.

For the Life of the Project

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Lindsay.king@seattle.gov).

CONDITIONS – SEPA

Prior to Issuance of Demolition, Excavation/Shoring, or Construction Permit

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

Shelley Bolser, Land Use Planning Supervisor Date: February 1, 2018
Seattle Department of Construction and Inspections

SB:drm

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

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

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

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

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