Seattle Department of Construction & Inspections

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

Project Number: 3033162-LU

Applicant Name: Jodi Patterson-O'Hare

Address of Proposal: 1516 2nd Avenue

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 46-story, 531-unit apartment building with retail. Parking for 268 vehicles proposed. Existing building to be demolished. Early Design Review Guidance Review conducted under 3032531-EG.

The following approvals are required:

Design Review with Departure (Seattle Municipal Code 23.41)*
***Departure** *is listed near the end of the Design Review Analysis in this document*

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

SEPA DETERMINATION:

Determination of Non-significance

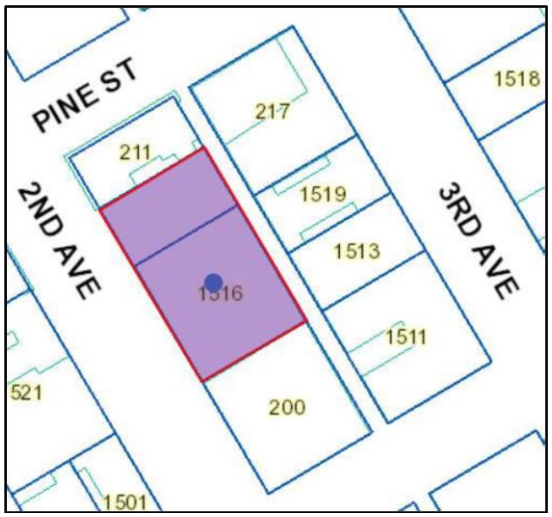
☐ No mitigating conditions of approval are imposed.

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

SITE AND VICINITY

Site Zone: DMC 240/290-400: Downtown Mixed Commercial

Zoning Pattern:
North: DMC 240/290-400
South: DMC 240/290-400
West: DMC 240/290-400
East: DRC 85-150



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.

Current Development:

The southern portion of the mid-block site is occupied by a 4-story commercial building, which was constructed in 1963 and is not a designated historic city landmark. The north portion has a surface parking lot.

Surrounding Development and Neighborhood Character:

A 7-story apartment building (not a designated historic city landmark) is immediately adjacent to the north, with a recessed window well at the party property line. An 8-level parking structure is immediately adjacent to the south; it is not a designated historic city landmark. Two city landmarks are located across the alley to the east: the 12-story Olympic office tower and the 8-story Fischer Studio Building, now condominiums. Across 2nd Avenue there are 2 landmarks on the block corners, framing a recently constructed 440 ft residential tower. The surrounding district is made up of mixed uses and diverse scales, from all eras of Seattle history, with extensive pedestrian activity generated by the nearby transit corridors, Pike/Pine couplet, and the Pike Place Market one block west.

Public Comment:

The public comment period ended on March 6, 2019. 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 resources, construction impacts, light/glare, public services/facilities, parking, and traffic. 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 packets include materials presented at the meetings, and are available online by entering the record numbers at this website: http://web6.seattle.gov/dpd/edms/

The packets are 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 October 16, 2018

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned with providing adequate loading and waste storage needs on site.
- Concerned with turning radius and truck maneuvering at the alley.
- Would like to see service uses screened.
- Concerned with height, bulk, and scale impacts.
- Concerned with design response to historic landmark (Fischer Studio Building).
- Would like to see more space between adjacent buildings and allow the materials of the landmark buildings to be seen.

- Concerned the proposal was not responsive to urban pattern and form of smaller buildings.
- Acknowledged density is needed downtown, but not supportive of the design.
- Would like to see the design create better transition in height, bulk, and scale.
- Concerned the options are too similar.
- Concerned the proposed design is not responsive to the zoning change across the alley.
- Concerned zoning doesn't account for transitions and emphasized design guidelines as critical to create transition from new buildings to historic context.
- Would like to see further development of the alley façade and additional dumpster storage areas for neighboring buildings.
- Concerned with accommodating large truck sizes, alley functionality.
- Concerned with the podium design.
- Would like to see additional shadow study of tower siting.
- Commented that community outreach had not provided much information regarding the proposal before the EDG meeting.
- Concerned with the podium height.
- Concerned with tower siting and placement and response to context.
- Concerned with light and air impacts.
- Concerned with affordability of the project and ignoring the need to include affordable units within this project.
- Concerned with shadow impacts and would like to see a design that reduces the height and shadow impacts.
- Stated the design should preserve the current building pattern.
- Suggested allowing only 1 tower on the south side against the parking lot (south side).
- Suggested the design match the height of the podium to the existing building on site.
- Suggested a 60' setback from the Fischer studio building to the east.
- Suggested a 45-degree rotation of the tower to minimize shadow.
- Stated the design needs to respond to Design Guideline B4, façade composition.
- Concerned with solar shade, glare, and wind impacts of the proposed design.

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

- Representatives of the Melbourne Tower are opposed to using the alley to access the proposed structure's underground parking and encouraged the use of both Second Ave and the alley to reduce transportation impacts. Cited the 1521 2nd Ave condo across the street and the new Second and Pike development as examples.
- Recommended improving unsafe alley entrances, citing Downtown Design Guideline C6 for greater pedestrian safety.
- Stated that all three design alternatives fail to meet the objectives of Design Guidelines B4, C6, and E3.
- Several comments stated the proposed building lacks adequate space to accommodate waste storage and delivery vehicles. Suggested these functions be integrated into the building as opposed to spilling out into the alley.
- Noted that the proposed waste storage is approximately one-third of the roughly 2500 sf required per SMC 23.54.040.
- Requested more information about the level one alley side elevation use and functionality.
- Noted that SMC 23.54.040.F.2.d requires 21' for overhead clearance in the alley where collection vehicles pickup, whereas the proposal shows the Level 1 location to be 18'.

- Several comments suggested the proposed structure should include self-contained loading and maintenance areas to minimize impacts on the shared alleys.
- Several comments encouraged preserving access to light, air, and privacy to the surrounding landmark and residential buildings.
- Encouraged appropriate setbacks and a lower height.
- Concerned about how the project will respond to the neighborhood context and physical environment, and how it will create a transition in bulk and scale between itself and the surrounding landmark and residential buildings.
- Recommended keeping the podium at the same height as the current building on the site.

SDCI also received non-design related comments concerning the length of the public comment period and transportation impacts.

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 citywide 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, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code 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: 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 recommendations.

1. **Tower Siting and Placement:**
    a. The Board appreciated information provided related to tower siting and placement including tower placement studies, appendix studies documenting exploration of a south located tower, as well as the physical model presented at the EDG meeting. (A1 Respond to the Physical Environment)
    b. The Board acknowledged public concern related to tower siting, however after discussing the tower siting at length, 3 out of 5 Board members supported the northern tower siting shown on pg. 41 of the EDG packet. The Board stated the northern tower placement was the most sensitive and responsive to the context and transitions to nearby buildings. (A1 Respond to the Physical Environment; B1 Respond to the neighborhood context)
    c. The Board noted several advantages of siting the tower to the north, including:
        i. Framing of the tower by the Fischer Studio Building and Olympic Tower from the 3rd Avenue; (A1 Respond to the Physical Environment; B1 Respond to the neighborhood context)
        ii. Providing a more sympathetic response to the shorter buildings across the alley by placing the "baby tower" closer to the shorter building which

created a better transition in height bulk and scale; and (B1 Respond to the neighborhood context; B2 Create a Transition in Bulk and Scale)

iii. Placing the tower to the north better aligned with existing tower shadows already occurring, thereby minimizing impacts of the proposed shadow more than a south tower location. (A1 Respond to the Physical Environment; B1 Respond to the neighborhood context)

2. **Massing**.
   a. After determining by majority that a northern tower placement would be a more successful massing option, the Board further discussed the 3 options for architectural massing (summarized on pg. 52 of the EDG packet). The Board appreciated that all 3 massing options were viable design options. (B2 Create a Transition in Bulk and Scale)
   b. The Board unanimously agreed that the preferred massing option, Alternative 3, was the most compelling design option in terms of both design concept and breakdown of the tower's height, bulk, and scale in response to its context. (A1 Respond to the Physical Environment; B1 Respond to the neighborhood context; B2 Create a Transition in Bulk and Scale)
   c. In addition, the Board supported a breakdown of the podium into 3 pieces which created variety at the pedestrian-level and reflected width proportions more consistent with historic parcels widths. (A1 Respond to the Physical Environment; B1 Respond to the neighborhood context; B2 Create a Transition in Bulk and Scale)
   d. Though the Board was generally in support of Alternative 3, the Board acknowledged public comment regarding transition to the adjacent northern building. As such, the Board directed the design team to study this transition in terms of both massing (perhaps the tower comes further down along this edge) and façade development. The Board noted the façade development should be distinct from the adjacent building and compliment rather than mimic the façade expression. In addition, the Board commented that the podium should further emphasize building identity and support a cohesive expression throughout the tower. (A1 Respond to the Physical Environment; B1 Respond to the neighborhood context; B2 Create a Transition in Bulk and Scale; B4 Design a Well-Proportioned & Unified Building)
   e. At the next meeting the Board requested additional street-level perspective views from 2nd Avenue, 3rd Avenue, and the alley. (B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area)

3. Alley
   a. The Board discussed the alley design including the proposed port cochere. Overall the Board was supportive of the attention given to the alley design and generous space given for alley use and potential active space. The Board was highly supportive of the through connection from the 2nd Avenue entry to the alley entry. The Board also appreciated generous alley setbacks and agreed with SDOT's comments that all vehicular access should occur at the alley, as required by the Land Use Code. (C6 Develop the Alley Façade)
   b. Moving forward, the Board stressed that the design of the alley façade should be detailed to minimize the presence of service areas. (C6 Develop the Alley Façade)
   c. The Board encouraged the integration of additional dumpster storage area for neighboring buildings into the proposed design at this site. (C6 Develop the Alley Façade)

4. **Roof**
    a. The Board was supportive of the general form and interlocking massing concept. Moving forward, material treatment should emphasize the interlocking massing design concept. In addition, mechanical screening should be thoughtfully integrated into the roof form. (A2 Enhance the Skyline)

INITIAL RECOMMENDATION August 20, 2019

PUBLIC COMMENT

- Concerned with impacts to light access and impacts from shadows.
- Requested clarity on changes of the north podium, adjacent to the Haight Building.
- Concerned with functionality of the alley in terms of service and loading and vehicular conflicts.
- Concerned with long-term success of the alley staying beautiful.
- Concerned with removal of the surface parking and replacing with parking that has access at the alley.
- Concerned the plan doesn't reflect the constraints of the alley.
- Concerned with guideline D6, in regard to privacy impacts on residential units across the alley.
- Concerned with the privacy conditions at night when the reflectivity of the glass is low.
- Concerned with removing the curb cut off 2nd avenue and adding vehicle trips at the alley, specifically calling out concerns with service vehicles stopping in the alley.
- Would like to see vehicle access at occur along 2nd Avenue.
- Concerned with the compatibility to surrounding historical structures.
- Would like to see the existing building landmarked.
- Concerned with lack of response to bulk and scale, did not believe the massing fit into context.
- Concerned not enough mitigation in relation to transition in bulk and scale.
- Concerned with light, privacy, and shade impacts from the proposed building.
- Concerned with loss of daylight to the surrounding area.
- Does not believe the building fits into the historic context.
- Concerned with the narrowness of the alley and vehicle functionality.
- Concerned with the 16 foot pinch point at the alley.
- Concerned with guideline A1 in regards to loss of sunlight.
- Opposed current proposal, in regards to historic compatibility, service and loading functionality at the alley, added volume of pedestrian and vehicle traffic.
- Concerned with light and privacy impacts, requested more study of sightlines and window studies.

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

- Stated the proposal should respond to the physical environment beyond the immediate building. (A1)
- Concerned about pedestrian safety and comfort with alley use. (C1, C6, D6)

SDCI received non-design related comments concerning sustainability, alley capacity, parking, loading berth requirements, and board purview.

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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 recommendations.

1. **Overall.**
    a. The Board noted the massing maintained the form presented and supported at EDG 1. The Board supported refinements to the port cochere, podium, and evolution of material application. (A1 Respond to the Physical Environment; B1 Respond to the neighborhood context; B2 Create a Transition in Bulk and Scale)
2. **2nd Avenue podium level and streetscape.**
    a. The Board supported the development of the 3 podium pieces and appreciated the variety of the façade expressions along 2nd Avenue including the "Mama Tower" podium expression, entry gasket and 3-story volume, and the distinctive north podium expression. (A1 Respond to the Physical Environment; B1 Respond to the neighborhood context; B2 Create a Transition in Bulk and Scale)
    b. The Board supported massing improvements to the north podium, which lowered the height and setback the podium in order to achieve a more successful transition to the Haight Building to the north. The Board discussed the design decision to emphasize the horizontal expression (which related to the parking garage to the south) rather than the vertical façade expression utilized by the Haight Building. However, the Board acknowledged the vertical terracotta detailing would be more legible in person than in the rendering and were comfortable with the façade as shown. (A1 Respond to the Physical Environment; B1 Respond to the neighborhood context; B2 Create a Transition in Bulk and Scale; B4 Design a Well-Proportioned & Unified Building)
    c. The Board supported resolution of the 3-story residential entry and gasket expression, which related to the void between the "Mama and Baby Towers" above. (C4 Reinforce Building Entries, B4 Design a Well-Proportioned & Unified Building)
    d. The Board appreciated that the streetscape plan was responding to a much larger regional planning effort to improve bicycle and pedestrian safety by removing the existing curb cut and adding landscaping along 2nd Avenue. (C1 Promote Pedestrian Interaction)
    e. The Board commented on the success of materials at the podium in terms of incorporating terracotta and glass color which they believed blended well with the

adjacent context, while relating the tower materiality. (B4 Design a Well-Proportioned & Unified Building)

3. **Alley.**
    a. The Board supported development of the alley façade, port cochere design and increased setbacks along the alley which resulted in increased access to light and air across the alley. (C6 Develop the Alley Façade)
    b. Th Board supported the connection from the 3-story entry volume to the alley and proposed paving treatment at the alley. (C6 Develop the Alley Façade)
    c. The Board acknowledged public concerns related to functionality and usability at the alley related to vehicle use, however, commented many of the items brought up during public comment were out of their purview. Design review purview is related to the façade development and arrangement at the alley, which the Board supported. (C6 Develop the Alley Façade)
    d. The Board also acknowledged the substantial amount of public comment related to privacy concerns across the alley to the adjacent Fischer Studio building. They appreciated the dimensional setbacks studies provided, but the Board commented more information was need to review the relationship. At the next meeting the Board would like to see window studies and plan diagrams at levels 11, 6-10, and 2-5 that show the floor level offsets and placement of windows. (C6 Develop the Alley Façade, B1 Respond to the neighborhood context, B2.2. Compatibility with Nearby Buildings)
    e. The Board supported the tower materials continuing down at the alley. (B4 Design a Well-Proportioned & Unified Building)
4. **Tower.**
    a. The Board commented on the successful stepping of the tower massing (from Mama to Baby tower) and detailing of the two different pieces. The Board commented the materials supported both the distinct forms of the Baby and Mama towers, while also creating a clear relationship and cohesive whole. (B2 Create a Transition in Bulk and Scale; B4 Design a Well-Proportioned & Unified Building)
    b. The Board support the use of two different glass colors which resulted in a more slender profile, reducing the height, bulk, and scale, and supporting a successful composition. (B2 Create a Transition in Bulk and Scale; B4 Design a Well-Proportioned & Unified Building)
    c. The Board supported the use of the vertical pattern of the frit glass, which nods to the texture and patterning in the surrounding context. (B2 Create a Transition in Bulk and Scale; B4 Design a Well-Proportioned & Unified Building)
5. **Roof form.**
    a. The Board supported the unification of the tower top, bringing the materials up and over, so it reads as a cohesive mass. The Board also supported the amount of landscaping provide at the roof. (A2 Enhance the Skyline)

FINAL RECOMMENDATION November 19, 2019

PUBLIC COMMENT

- Concerned with B2 height/bulk/scale transition across the alley. Concerned with loss to light, air and privacy. Wanted to see more transition in the massing.
- Supported and made reference to the previous proposal that has a higher tower to the north not the south.

- Concerned with the additional loss of light to the east and north.
- Concerned with the lack of building separation to surrounding buildings. Referenced guidelines A1, B1, B2, B3, concerned the massing disregards context.
- Concerned the proposal does not meet the applicant's intent to be a "good neighborhood"
- Would like to see the design better address human needs such as light, air, privacy.
- Concerned with light impacts along the north property line adjacent to the Haight Building.
- Concerned the port cochere will not function as depicted in the design review packet images.
- Concerned with traffic congestion at the alley.
- Concerned with light and privacy impacts, and subsequent impacts to mental health.
- Not supportive of the design, which appears out of date in terms of addressing traffic and light impacts.
- Concerned the proposed alley loading berth configuration will not accommodate turning radius for trucks. Would like to see one-way alley from north to south.
- Concerned with pedestrian and vehicular conflicts. Would like to see the alley vehicular configuration redesigned.
- Would like to see greater consideration of grey skies and concern with reduced access to natural light.
- Concerned tinted windows will not adequately address privacy impacts.

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

- Requested the project return to EDG to address concerns about massing, height, bulk and scale. (B-2)
- Concerned the project does not acknowledge adjacent landmarks or reinforce desirable patterns of massing through setbacks and adjustments to scale and proportion. (B-3)
- Stated the towers would block two light corridors that currently run between Pike and Pine Streets from Westlake Park to Pike Place Market. Requested a shade study.
- Preferred a single tower with a low podium that is set back and massed to the south away from the residential buildings.
- Felt the design does not meet the following Design Guidelines: A.1, B.1, B.2a, B.2h, B.2i, C.6, D.6
- Concerned about loading berth size, count and spacing.
- Concerned about building transition to the alley, alley use and dimensions.
- Concerned about privacy impacts. Suggested textured window glass as mitigation.

SDCI received non-design related comments concerning the Traffic Impact Analysis, alley impacts, traffic impacts, parking, the permitting process, views, SEPA, and pedestrian congestion.

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 citywide 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, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code 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: 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 recommendations.

1. Adjacency Responses.
   a. The Board acknowledged the exhaustive analysis provided in response to the request for more information clarifying the proposal's response to immediate context across the alley (Fischer Studio Building) at the first Recommendation meeting. The Board recommended approval of the design response to these concerns, which includes off-set floor levels, setbacks, consideration of placing complimentary uses across the alley from the Fischer Studio's residential uses, and reducing windows and increasing the use of spandrel. The Board stated that these strategies improved the transition to the less intensive zone and addressed privacy concerns. (B-2 Create a transition in bulk & Scale; C-2 Design facades of many scales.)
   b. The Board acknowledged public comment regarding the proposal's relationship to the north (Haight Building). The Board noted they previously provided guidance related to the north adjacency which was addressed at the Initial Recommendation meeting, by reducing the height of the podium and configuration of the setbacks. The Board continued to approve of the size and configuration of the setback, as noted in the Initial Recommendations. (B-2 Create a transition in bulk & Scale)
2. Tower Placement. The Board acknowledged public comments regarding tower placement, commenting they maintained support for tower placement as discussed previously. In addition, the Board noted transition in bulk and scale can be achieved through not only reduction in height, but can also be accomplished through massing and material detailing. The Board recommended that this proposal achieved transition in bulk and scale through slender towers and further emphasis of the slender tower forms with material application and detailing, as outlined in the City's Design Guidelines. (B-2 Create a transition in bulk & Scale; C-2 Design facades of many scales.)
3. Lighting.
   a. The Board considered the proposed lighting plan. The Board was supportive of the conceptual lighting plan but recommended a condition to provide additional information at MUP review, in order to ensure lighting at both the double-height lobby and the exterior void would not create glare or spill toward the alley. (D5 Provide Adequate Lighting)
4. Alley.
   a. The Board acknowledged public concern regarding vehicular functionality at the alley, however, the Board noted they would defer to the technical expertise of SDCI and SDOT for transportation safety and operations. As such, the Board recommended a condition to further validate the proposed porte cochere and vehicular design with SDCI and SDOT. In addition, the Board clarified they would be supportive of changes to the design of the building and circulation at the alley if required by City. (C-6 Develop the alley façade; E1 Minimize Curb Cut Impacts, E2 Integrate Parking Facilities, E3 Minimize the Presence of Service Areas)

b. The Board recommended approval of the project design at the alley, as it responded to the design guidelines in terms of urban design quality and the Board's purview under the design guidelines. (C-6 Develop the alley façade; E1 Minimize Curb Cut Impacts, E2 Integrate Parking Facilities, E3 Minimize the Presence of Service Areas)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on any requested departure(s) 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(s).

At the time of the Initial and Final Recommendation meetings, the following departure was requested.

1. **Façade Setback Limits (SMC 23.49.056):** The Code requires facades between 15 and 35 feet above the sidewalk grade be located within 2 feet of the street lot line. The applicant proposes a small portion at level 1 to be setback 5 feet and a setback of 5'-3" at level 2, both located at the residential entry gasket, as shown on page 86 of the Recommendation packet.

The Board discussed the departure and recommended approval of the departure at the Initial Recommendation meeting. The Board continued to recommend approval of this departure at the Final Recommendation meeting. The Board recommended approval as the requested departure resulted in a larger entry slot/gasket and created more distance between the baby and mama tower, better meeting the intent of Design Guideline C4: Reinforce Building Entries.

DESIGN REVIEW GUIDELINES

The Downtown 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.

SITE PLANNING AND MASSING

A1 Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

A1.1. Response to Context: Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

a. a change in street grid alignment that yields a site having nonstandard shape;
b. a site having dramatic topography or contrasting edge conditions;
c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;
d. access to direct sunlight—seasonally or at particular times of day;
e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);
f. views of the site from other parts of the city or region; and
g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

A1.2. Response to Planning Efforts: Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

A2 Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.

A2.1. Desired Architectural Treatments: Use one or more of the following architectural treatments to accomplish this goal:

a. sculpt or profile the facades;
b. specify and compose a palette of materials with distinctive texture, pattern, or color;
c. provide or enhance a specific architectural rooftop element.

A2.2. Rooftop Mechanical Equipment: In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

ARCHITECTURAL EXPRESSION

B1 Respond to the neighborhood context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B1.1. Adjacent Features and Networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

a. a surrounding district of distinct and noteworthy character;
b. an adjacent landmark or noteworthy building;
c. a major public amenity or institution nearby;
d. neighboring buildings that have employed distinctive and effective massing compositions;
e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway); and
f. direct access to one or more components of the regional transportation system.

B1.2. Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.

B2 Create a Transition in Bulk and Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

B2.1. Analyzing Height, Bulk, and Scale: Factors to consider in analyzing potential height, bulk, and scale impacts include:

a. topographic relationships;
b. distance from a less intensive zone edge;
c. differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);
d. effect of site size and shape;
e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and
f. type and amount of separation between lots in the different zones (e.g. , separation by only a property line, by an alley or street, or by other physical features such as grade changes); g. street grid or platting orientations.

B2.2. Compatibility with Nearby Buildings: In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.
i. architectural massing of building components; and

j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

B2.3. Reduction of Bulk: In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;
l. increasing building setbacks from the zone edge at ground level;
m. reducing the bulk of the building's upper floors; and
n. limiting the length of, or otherwise modifying, facades.

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B3.1. Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

B3.2. Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

a. massing and setbacks,
b. scale and proportions,
c. expressed structural bays and modulations,
d. fenestration patterns and detailing,
e. exterior finish materials and detailing,
f. architectural styles, and
g. roof forms.

B3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

h. public art installations,
i. street furniture and signage systems,
j. lighting and landscaping, and
k. overhead weather protection.

B4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B4.1. Massing: When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

a. setbacks, projections, and open space;
b. relative sizes and shapes of distinct building volumes; and
c. roof heights and forms.

B4.2. Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

d. facade modulation and articulation;
e. windows and fenestration patterns;

f. corner features;
g. streetscape and open space fixtures;
h. building and garage entries; and
i. building base and top.

B4.3. Architectural Details: When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

j. exterior finish materials;
k. architectural lighting and signage;
l. grilles, railings, and downspouts;
m. window and entry trim and moldings;
n. shadow patterns; and
o. exterior lighting.

THE STREETSCAPE

C1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

C1.1. Street Level Uses: Provide spaces for street level uses that:

a. reinforce existing retail concentrations;
b. vary in size, width, and depth;
c. enhance main pedestrian links between areas; and
d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

C1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

C1.3. Street-Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

e. open facades (i.e., arcades and shop fronts);
f. multiple building entries;
g. windows that encourage pedestrians to look into the building interior;
h. merchandising display windows;
i. street front open space that features art work, street furniture, and landscaping;
j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

C2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C2.1. Modulation of Facades: Consider modulating the building facades and reinforcing this modulation with the composition of:

a. the fenestration pattern;
b. exterior finish materials;
c. other architectural elements;
d. light fixtures and landscaping elements; and
e. the roofline.

C3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

C3.1. Desirable Facade Elements: Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;
b. visibility into building interiors;
c. limited lengths of blank walls;
d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;
e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
g. different textures, colors, or materials that break up the wall's surface.
h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
i. seating ledges or perches (especially on sunny facades and near bus stops);
j. merchandising display windows or regularly changing public information display cases.

C4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation, reinforce building entries.

C4.1. Entry Treatments: Reinforce the building's entry with one or more of the following architectural treatments:

a. extra-height lobby space;
b. distinctive doorways;
c. decorative lighting;
d. distinctive entry canopy;
e. projected or recessed entry bay;
f. building name and address integrated into the facade or sidewalk;
g. artwork integrated into the facade or sidewalk;
h. a change in paving material, texture, or color;
i. distinctive landscaping, including plants, water features and seating
j. ornamental glazing, railings, and balustrades.

C4.2. Residential Entries: To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

C5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C5.1. Overhead Weather Protection Design Elements: Overhead weather protection should be designed with consideration given to:

a. the overall architectural concept of the building
b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
c. minimizing gaps in coverage;
d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;

e. continuity with weather protection provided on nearby buildings;
f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
g. the scale of the space defined by the height and depth of the weather protection;
h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

C6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

C6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:
a. extending retail space fenestration into the alley one bay;
b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and
c. adding effective lighting to enhance visibility and safety.

C6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider
d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

PUBLIC AMENITIES

D1 Provide Inviting & Usable Open Space: Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

D1.1. Pedestrian Enhancements: Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.
a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

D1.2. Open Space Features: Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting. Examples of desirable features to include are:
a. visual and pedestrian access (including barrier- free access) into the site from the public sidewalk;
b. walking surfaces of attractive pavers;
c. pedestrian-scaled site lighting;
d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;
e. areas for vendors in commercial areas;

f. landscaping that enhances the space and architecture;
g. pedestrian-scaled signage that identifies uses and shops; and
h. site furniture, art work, or amenities such as fountains, seating, and kiosks. residential open space

D1.3. Residential Open Space: Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. In addition, the following should be considered:

i. courtyards that organize architectural elements while providing a common garden;
j. entry enhancements such as landscaping along a common pathway;
k. decks, balconies and upper level terraces;
l. play areas for children;
m. individual gardens; and
n. location of outdoor spaces to take advantage of sunlight.

D2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D2.1. Landscape Enhancements: Landscape enhancement of the site may include some of the approaches or features listed below:

a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;
b. include a special feature such as a courtyard, fountain, or pool;
c. incorporate a planter guard or low planter wall as part of the architecture;
d. distinctively landscape open areas created by building modulation;
e. soften the building by screening blank walls, terracing retaining walls, etc;
f. increase privacy and security through screening and/or shading;
g. provide a framework such as a trellis or arbor for plants to grow on;
h. incorporate upper story planter boxes or roof planters;
i. provide identity and reinforce a desired feeling of intimacy and quiet;
j. provide brackets for hanging planters;
k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and
l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

D2.2. Consider Nearby Landscaping: Reinforce the desirable pattern of landscaping found on adjacent block faces.

m. plant street trees that match the existing planting pattern or species;
n. use similar landscape materials; and
o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

D3 Provide Elements That Define the Place: Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

D3.1. Public Space Features and Amenities: Incorporate one or more of the following a appropriate:

a. public art;
b. street furniture, such as seating, newspaper boxes, and information kiosks;
c. distinctive landscaping, such as specimen trees and water features;
d. retail kiosks;
e. public restroom facilities with directional signs in a location easily accessible to all; and
f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

D3.2. Intersection Focus: Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction (entry, tree, seating, etc.) and reinforce the distinctive character of the surrounding area.

D4 Provide Appropriate Signage: Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D4.1. Desired Signage Elements: Signage should be designed to:

a. facilitate rapid orientation
b. add interest to the street level environment
c. reduce visual clutter
d. unify the project as a whole
e. enhance the appearance and safety of the downtown area.

D4.2. Unified Signage System: If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

a. signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face;
b. signs on blades attached to building facade;
c. signs hanging underneath overhead weather protection.

D4.3. Signage Types: Also consider providing:

d. building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street sign level for drivers;
e. sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage;
f. interpretive information about building and construction activities on the fence surrounding the construction site.

D4.4. Discourage Upper-Level Signage: Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance are generally discouraged.

D5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D5.1. Lighting Strategies: Consider employing one or more of the following lighting strategies as appropriate.

a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.
b. Install lighting in display windows that spills onto and illuminates the sidewalk.
c. Orient outside lighting to minimize glare within the public right-of-way.

D6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

D6.1. Safety in Design Features: To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

a. provide adequate lighting;
b. retain clear lines of sight into and out of entries and open spaces;
c. use semi-transparent security screening, rather than opaque walls, where appropriate;
d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;
e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;
f. use ornamental grille as fencing or over ground-floor windows in some locations;

g. avoid architectural features that provide hiding places for criminal activity;
h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;
i. install clear directional signage;
j. encourage "eyes on the street" through the placement of windows, balconies, and street-level uses; and
k. ensure natural surveillance of children's play areas.

VEHICULAR ACCESS AND PARKING

E1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E1.1. Vehicle Access Considerations: Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

a. minimize the number of curb cuts and locate them away from street intersections;
b. minimize the width of the curb cut, driveway, and garage opening;
c. provide specialty paving where the driveway crosses the sidewalk;
d. share the driveway with an adjacent property owner;
e. locate the driveway to be visually less dominant;
f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color
g. provide sufficient queueing space on site.

E1.2. Vehicle Access Location: Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.

E2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E2.1. Parking Structures: Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.
b. Use the site topography to help reduce the visibility of the parking facility.
c. Set the parking facility back from the sidewalk and install dense landscaping.
d. Incorporate any of the blank wall treatments listed in Guideline C-3.
e. Visually integrate the parking structure with building volumes above, below, and adjacent.
f. Incorporate artwork into the facades.
g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.

E2.2. Parking Structure Entrances: Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:

i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.

j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.
k. Emphasize other facade elements to reduce the visual prominence of the garage entry.
l. Use landscaping or artwork to soften the appearance of the garage entry from the street.
m. Locate the garage entry where the topography of the site can help conceal it.

E3 Minimize the Presence of Service Areas: Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

E3.1. Methods of Integrating Service Areas: Consider incorporating one or more of the following to help minimize these impacts:

a. Plan service areas for less visible locations on the site, such as off the alley.
b. Screen service areas to be less visible.
c. Use durable screening materials that complement the building.
d. Incorporate landscaping to make the screen more effective.
e. Locate the opening to the service area away from the sidewalk.

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated Tuesday, November 19, 2019, and the materials shown and verbally described by the applicant at the Tuesday, November 19, 2019 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departure with the following conditions:

1. Provide additional information at MUP review, in order to ensure lighting at both the double-height lobby and the exterior void would not create glare or spill toward the alley. (D5 Provide Adequate Lighting)
2. Further validate the proposed porte cochere and vehicular design with SDCI and SDOT. In addition, the Board clarified they would be supportive of changes to the alley configuration as requested by City. (C-6 Develop the alley façade; E1 Minimize Curb Cut Impacts, E2 Integrate Parking Facilities, E3 Minimize the Presence of Service Areas)

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

The design review process prescribed in Section 23.41.008.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 the Design Review Board to adequately conform to the applicable Design Guidelines.

At the conclusion of the Recommendation meeting held on November 19, 2019, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Four members of the Downtown 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).

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

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 applicant responded with a memo on March 6, 2020, noting, lighting within he exterior void will be designed with projected fins to shield these lights from the east as described on page 62 & 63 of our original Rec packet. The specific lighting detail within the void and interior lobby is still in progress, as typical of the MUP phase. The response satisfies the recommended condition for the MUP decision, however, further detail confirming lighting design will be required prior to building permit issuance and the installation of this item will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy for the new construction, as conditioned below.
2. SDCI and SDOT have completed review of the traffic study and the proposed porte cochere. The vehicular design reflect the approved design. The response satisfies the recommended condition for the MUP decision. This item shall be shown on the construction plans, and the installation of this item will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy for the new construction, as conditioned below.

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 four members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director accepts the Design Review Board's recommendation and conditions 1-2 shall be required.

DIRECTOR'S DECISION

The Director accepts the Design Review Board's recommendations and CONDITIONALLY APPROVES the proposed design and the requested departure 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 (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 12/28/2018. 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, 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.

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: Construction Use in the Right of Way.

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 due to emergency reasons or construction in the right of way, 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: 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 mitigation noise impacts per SMC 25.05.675.B.

Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including the following: greenhouse gas emissions; parking; possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas, historic resources, height bulk and scale, parking, and transportation 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 is 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 structure on site is unlikely to qualify for historic landmark status (Landmarks Preservation Board letter, reference number LPB 329/19. 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.

The site is located adjacent several designated historic landmarks including the Olympic Tower (northeast of the site), Fischer Studio Building (east of the site), J.S. Graham Store/Doyle Building (to the west), and Eitel Building (to the southwest). The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and did not recommend changes to the proposed design (Landmarks Preservation Board letter, reference number LPB 734/19). 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 completed 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 531 residential units with 268 off-street vehicular parking spaces. The traffic and parking analysis (Transportation Engineering Northwest, Traffic Impact Analysis, July 8, 2020) indicates a peak demand for approximately 241 vehicles from the proposed development. Peak residential demand typically occurs overnight. In addition, the retail portion of the project is expected to generate a small amount of parking demand (up to 5 vehicles), primarily during the day. On-street parking and public parking garages and lots in the project vicinity are expected to accommodate the retail parking demand.

The traffic and parking analysis noted that the peak parking demand for this development is 241 vehicles. The proposed 268 parking spaces would accommodate all of the anticipated peak parking demand, and no additional mitigation is warranted per SMC 25.05.675.M.

Transportation

The Traffic Impact Analysis (Transportation Engineering Northwest, Traffic Impact Analysis, July 8, 2020) indicated that the project is expected to generate a net total of 982 daily vehicle trips, with 64 net new PM peak hour trips and 81 AM peak hour trips. The additional trips are expected to distribute on various roadways near the project site, including Pike and Pine Streets and 2nd and 3rd Avenues. The TENW traffic analysis analyzed the impacts of this additional traffic on the four street intersections bounding the site, as well as the alley intersections with Pike and Pine Streets. The four street intersections are forecast to operate at LOS B or C during both the AM and PM peak hours, indicating low to moderate levels of vehicle delay. The alley approaches to both Pike and Pine Streets are forecast to operate at LOS D during the AM peak hour and LOS E during the PM peak hour; traffic on Pike and Pine would experience only minimal delays.

Under circumstances where a vehicle is waiting to exit the alley at the same time a vehicle is entering the alley, the entering vehicle would need to yield to the one exiting given the narrow width of the alley at both the Pine and Pike Street intersections. As both Pike and Pine are one-way streets, the increase in delay for entering vehicles is expected to be minimal.

Loading and parking garage access will be taken from the alley. In addition to the parking garage serving private vehicles, the project includes a single-bay loading dock sized to accommodate a large (SU-30) truck and a porte cochere to accommodate passenger drop-offs and pick-ups. The project also proposes establishing a 40-foot loading zone on 2nd Avenue adjacent to the site, which would reduce the existing left-turn lane on 2nd Avenue approaching Pike Street. The remaining left-turn queue storage is expected generally to accommodate left-turn volumes at peak times.

In general, vehicles utilizing the loading dock will be able to enter and exit the dock from both the north (from Pine Street) and the south (from Pike Street). However, an SU-30 truck leaving the dock will be restricted to heading south; northbound exits would be blocked by bollards on

the east edge of the alley. If these bollards are removed in the future, northbound exiting by SU-30 trucks could occur. The large majority of deliveries are expected to be made in smaller vehicles that will be able to exit to the north or the south.

The SPU solid waste service plan requires dumpsters to be angled in the alley for ease of pickup. As these dumpsters have the potential to restrict traffic movements on the alley to one lane, the project shall be conditioned through the Loading Dock Management Plan to ensure that dumpsters are not staged in the alley before 7 PM and are removed prior to 6 AM the following morning.

The TENW transportation analysis identifies expected increases in truck volumes due to the project, including residential move-in/move-outs, residential and commercial package deliveries, maintenance trips, and SPU solid waste pick-up. Given these increased volumes and potential for impacts to alley users, a Loading Dock Management Plan (LDMP) will be required to coordinate deliveries and use of the alley for the on-site residents and commercial uses to minimize impacts in the alley. The LDMP is expected to adequately mitigate the adverse impacts from the proposed development, consistent with per SMC 25.05.675.R, and no additional mitigation for transportation impacts is warranted.

DECISION – SEPA

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

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

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

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

CONDITIONS – DESIGN REVIEW

Prior to Issuance of a Construction Permit

1. Provide additional information in order to ensure lighting at both the double-height lobby and the exterior void would not create glare or spill toward the alley. (Crystal Torres, 206-561-3534, crystal.torres@seattle.gov)

For the Life of the Project

2. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Crystal Torres, 206-561-3534, crystal.torres@seattle.gov).

CONDITIONS – SEPA

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

3. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: Construction Use in the Right of Way

Prior to Issuance of a Construction Permit

4. Provide a Loading Dock Management Plan (LDMP) for review and approval by SDCI. The Plan shall include, but not necessarily be limited to:
   - Identifying protocols for scheduling deliveries for the commercial uses and service vehicles.
   - Identifying protocols and designating times for residential move-in and move-out.
   - Providing commercial vendors with performance specifications, and enforcing 30-minute limitations of loading in the alley.
   - Ensuring that the porte-cochere remains open 24 hours a day, and is not blocked by delivery vehicles;
   - Ensuring garage access is not blocked and adequate visibility is provided for entering and exiting vehicles;
   - Ensuring dumpsters are staged in the alley no earlier than 7 PM and are removed prior to 6 AM the following morning.

Crystal Torres, Senior Land Use Planner
Seattle Department of Construction and Inspections

Date: January 19, 2021

CT:rgc
3033162-LU decision.docx

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.