Seattle Department of Construction & Inspections

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

Project Number: 3034443-LU

Applicant Name: Lauren Garkel, Clark Barnes

Address of Proposal: 1422 Seneca Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow an 18-story, 135-unit apartment building (68 small efficiency dwelling units and 67 apartment units). No parking proposed. Existing building to be demolished. Early Design Guidance review conducted under #3034493-EG.

The following approvals are required:

Administrative Design Review with Departures (Seattle Municipal Code 23.41)*
***Departures are 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

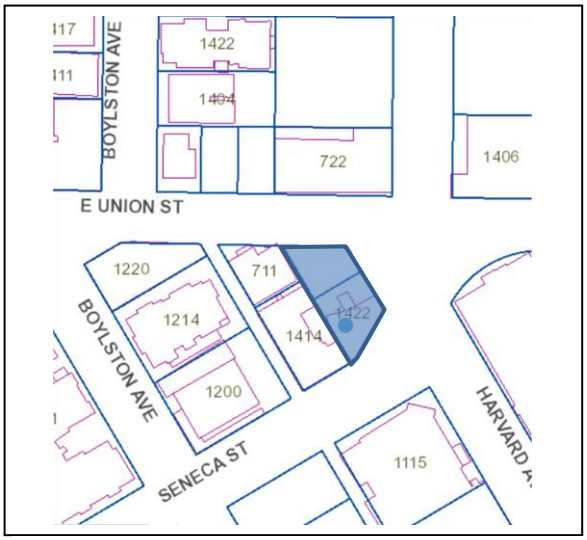
Site Zone: Multifamily Highrise (HR[M])

Zoning Pattern: To the north, east and south of the project site the zoning designation transitions to neighborhood commercial. Highrise zoning continues to the west.

Environmentally Critical Areas: None.

Current and Surrounding Development; Neighborhood Character; Access:

Located on the southwest corner of East Union Street and Seneca Street in the First Hill Neighborhood, the trapezoidal shaped comprises two existing tax parcels, a total of 6,922 sq. ft. A



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.

single-story structure built in 1949 and a surface parking lot occupy the site. Tree canopy covers approximately 24% of the property's flat terrain .

This area was recently upzoned from HR to HR (M) in April 2019. The surrounding development includes the historic city landmark structures Knights of Columbus to the north, Old Fire Station #25 two blocks west, and Seattle First Baptist Church to the south. Adjacent buildings include The Polyclinic to the east and 3 to 4 story apartment buildings to the west. Neighborhood character consists of brick buildings, grid window patterns, established street trees, and multifamily residential structures ranging two to eight stories in height.

Three existing parking lots nearby are currently under review for proposed development: 722 East Union Street to the north, 704 East Union Street to the northwest, and 1100 Boylston to the south. Seneca Street is a minor arterial and intercepts the Broadway commercial corridor one block to the east.

Public Comment:

The public comment period ended on May 11, 2020. 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 parking impacts, traffic congestion, housing affordability, pedestrian safety, height bulk and scale impacts, relationship to historic structures, shadow impacts, neighborhood compatibility, loss of green space and trees, Puget Sound Clean Air Agency regulations, and density. 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

EARLY DESIGN GUIDANCE August 14, 2019
PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned about the reduction of open space.
- Noted that this project is too different and does not fit into the existing context and suggested that brick and a traditional window grid organization would help.
- Noted that the Board has asked other nearby projects to meet provide context appropriate materials, and this design does not seem to do that.
- Recommended a standard window pattern and taking cues from the Phillips House.
- Support for the opening created by the courtyard.
- Supported the preferred scheme as providing needed housing and development.
- Suggested the use of brick on lower levels to match existing context and suggested including cherry trees in the landscape.
- Discouraged the use of park benches in the park as they will be slept on, encouraged the addition of public art and that utilities be undergrounded including the transformer room.

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

- Expressed interest in maintaining a park-like greenspace. (CS1, CS2, CS3)

- The building is in a prominent location in the northeast portal to the First Hill neighborhood. (CS2)
- Concerned about scale relative to adjacent buildings. (CS2)
- Suggested using brick from top to bottom to provide continuity with the historic character of nearby buildings. (CS3)

SDOT offered the following comments:

- Encouraged the project to consider ways to provide a wider pedestrian area and/or opportunity for integration of King County Metro (KCM) stop facilities into their development on Seneca St.
- Recommended providing space for a bench, shelter or awning, and/or possibly a waste receptable at the metro stop.
- Noted Options B-D appear to provide more space to accommodate transit users and potential amenities.
- Suggested reviewing the First Hill Public Realm Action Plan for recommendations for plazas in other nearby right-of-way areas.
- Stated solid waste collection will need to occur from E Union St on the northwest corner of the project parcel.
- Stated the project will either need to plan for a solid waste staging point on private property within 50' of a collection point or develop the planter strip area to accommodate dumpster staging on collection day. Depending on solid waste container type, this may require the project to build a dedicated solid waste access ramp for SPU drivers to transport dumpsters to/from the roadway for collection.

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

Concerns with traffic, off-street parking and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: 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 had a wide ranging discussion of the merits of the four massing schemes and concluded that the applicant's preferred scheme (Option D) was the most likely to result in a project that meets the criteria in the Design Guidelines.
    a. The Board supported the thinness of the massing for both its expression of the innovative construction type and its potential to lessen impacts on light and air on adjacent sites and streets. (CS-2, CS-3)
    b. The Board agreed that the composition and detailing of exterior expression would be of critical importance. (DC-4)

c. The Board questioned the connection between the height of this project and that of the spire at the landmarked Seattle First Baptist Church, and asked that a more rigorous conceptual analysis be developed of the forms in this neighborhood and this proposal's response to that context. (CS-3)

2. Context:

a. The Board recognized the eclectic character of First Hill and its history as a location for new design styles and building typologies and agreed that this project could be an appropriate addition. (CS-2)
b. Given the applicant's intent to specify a high-quality but very modern cladding system for this project, the Board agreed that analysis of the rich surrounding historical context and demonstration of how this modern expression will connect with that context would be required for the next meeting. (CS-2, CS-3, DC-4)

3. Design Concept:

a. The Board expressed unanimous support for the proposed Mass Timber construction system and agreed that this innovative technology should read clearly in the exterior expression. (CS-3, DC-2)
b. The Board recognized that the concrete base that typical creates a podium expression would not be required for this project but agreed that a change in exterior expression recognizing connection to the ground would likely still be appropriate. (PL-1, DC-1)

4. Site Planning/Street Edges:

a. The Board was concerned to find few details regarding the design of the ground plane and pedestrian experience. The Board provided guidance that those edges should activate the sidewalk without appropriating the associated public spaces, and that complete details be provided for the next meeting, including entrance locations, inside/outside relationships, resolution of grade issues, and the courtyard area enfronting Maxmillian Apartments. (DC-3, PL-3, PL-1)
b. The Board recognized that the park-like triangle of space directly north east of the site is part of the city right of way but emphasized how important the development of this space would be to the pedestrian experience of this project. (DC-3)
c. The Board supported the provision of additional space for the bus stop on Seneca St. (PL-4)
d. The Board discussed the lobby and amenity spaces at some length and concluded that regardless of their disposition, they should activate and engage the surrounding streets and open spaces. (PL-3, DC-1)

5. Exterior Expression:

a. The Board supported the applicant's intent to allow the wood structure to show through as much possible and the high percentage of glazing shown in the preferred option. (DC-2, CS-3)
b. The Board expressed concerns regarding the roof canopy expression in the preferred option and requested further study of this element and its role in the larger composition. (DC-2)
c. The Board agreed that although brick may not be an appropriate cladding material for this project, the character of the immediate context and the prominence of this site would require exterior materials of the highest quality. (CS-2, DC-4)

6. Solid Waste:

a. The Board supported the staging of all solid waste on-site and recognized comments from SDOT identifying E. Union St. as the appropriate location. (DC-1)

7. Departures

a. The Board expressed qualified support for the requested departures, recognizing their importance in creating a viable project on this unusual site and their expectation of highest quality design solutions given the magnitude of the requests. (DC-2, CS-3)

b. The Board agreed that for the departures to be considered, a clear rationale would be required demonstrating how they help the project better meet the intent of adopted design guidelines. (DC-2, CS-3)

RECOMMENDATION: August 28, 2020

PUBLIC COMMENT

SDCI staff received the following design related comments:

- Concerned by the height added to the project.
- Requested an additional review cycle to strengthen the design.
- Concerned the triangle area will not look public.
- Concerned that the exterior was not wood and that the proposed metal siding did not meet the intent of the Board's previous guidance.
- Concerned that the proposed materials do not relate well to exiting historic structures and context.
- Concerned this project will negatively impact nearby historic structures.
- Requested that the project make a more direct connection to the existing historic context.
- Concerned by the project's lack of conformance with the Design Guidelines.
- Requested the use of traditional red brick
- Requested the preservation of existing trees on the site.
- Concerned by the proposed height of the project.
- Concerned about negative impacts to light and air for neighboring properties and to birds who nest in the existing trees.
- Opposed to the additional height proposed.
- Concerned by the project's contemporary expression and lack of brick and the contrast that it will create with the existing historic character of the neighborhood.
- Requested a matte rather than shiny finish for the metal siding, and careful consideration of its color.
- Concerned by the loss of greenspace.
- Noted that this project will be a poor fit with the neighborhood.
- Concerned regarding the negative impact the height of this project will have on the First Baptist Church

SDCI received non-design related comments concerning parking, growth, the zoning code, housing costs, the speed of development in the city, congestion, the loss of an opportunity to create a public park on this site, and traffic.

SDCI PRELIMINARY RECOMMENDATIONS & CONDITIONS

SDCI visited the site, considered the analysis of the site and context by the proponents, and considered public comment. SDCI design recommendations are summarized below.

1. **Massing:**
    a. Staff recognizes and concurs with the Board's previous support for the thinness of the proposed massing for both its expression of the innovative construction type and its potential to lessen impacts on light and air on adjacent sites and streets. Staff recommends the massing be approved as designed. (CS2, CS3)
    b. Staff notes that prior to this Recommendation review the project's cross-laminated timber construction system was recategorized from Type III to Type IV-A construction type, which allowed the applicant to propose an additional six residential stories. After reviewing the Board's previous guidance and public comment and the applicable Design Guidelines for this site, SDCI Staff determined that the additional structure height proposed would not prevent the design from meeting that previously identified Early Design Guidance and Design Guidelines. Staff notes, in particular, the Board's strong support for the project's thin profile and innovative construction system, and their identification of First Hill as historically welcoming to innovation in design and construction. Staff also notes that the proposed 209-foot height would still be far below the 440-feet allowed by code in this Highrise Zone. (CS2-D, DC-4, CS3)

2. **Context**:
    a. Staff recognizes and concurs with the Board's previous recognition of the eclectic character of First Hill and its history as a location for new design styles and building typologies and agrees that that this project could be an appropriate addition. (CS2, CS3-B)
    b. Staff agrees that the very modern metal cladding system proposed for this project is an appropriate response to the existing historic context, noting its high level of expressive detailing and human scale proportions, and recommends its approval. (CS2, CS3, DC4)

3. **Design Concept**:
    a. Staff concurs with the Boards previous unanimous support for the proposed Mass Timber construction system, agrees that that this innovative technology should read clearly in the exterior expression, and recommends approval of the design per 5.a, below). (CS3, DC-2)
    b. Staff notes and concurs with the Board's recognition that a concrete base will not be required for this project and support for a change in exterior expression recognizing a connection to the ground. Staff agrees that the combination of changes in proportion and expression of the ground floor provide that distinction and recommends approval. (PL1, DC1)

4. **Site Planning/Street Edges**:
    a. Staff appreciates the inclusion of complete drawings of the site, landscaping and interior spaces and agrees that the building edges connect to and activate the right of way without appropriating any associated public spaces. Staff recommends approval of the design (DC3, PL3, PL1)

b. Staff concurs with the Board's focus on the site planning and landscape design of the park-like triangle of space directly north east of the site, and agrees that the work for this area (planned in conjunction with SDOT) will create vibrant usable space that fosters human interaction. (PL1A, PL3B, DC3)
c. Staff notes that the ground level lobby and amenity spaces are well configured and detailed to activate and engage the surrounding streets and open spaces and recommends their approval. (PL3, DC1)

5. Exterior Expression:

a. Staff recognizes and concurs with the Board's earlier support for the use of this project's unique Mass Timber construction system to inform its exterior expression, and agrees that the wood-clad massing reveal, exposed timber floors and high percentage of low-iron (clear) glazing help the wood structure show through. Staff recommends approval of this aspect of the design. (DC2, CS3)
b. Staff agrees that the proposed cladding system meets Design Guidelines and is responsive to the Board's specific request for the highest quality materials and detailing. Staff recommends approval of the cladding system. (CS2, DC4)

DEVELOPMENT STANDARD DEPARTURES

SDCI Staff's preliminary recommendation on the requested departure(s) are based on the departures' 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 Recommendation review, the following departures were requested:

1. **HR setbacks (SMC 23.45.518):** The code requires a 7-foot average; 5-foot minimum setback below 45-feet and a 20-foot minimum setback above 45-feet.

   The applicant proposes a minimum setback of 7.10' and an average setback of 12.48' both below and above 45-feet at the west elevation, per the drawings in the Recommendation packet dated August 5th, 2020.

Staff concurs with the Board's earlier support and recommends approval of this departure, noting that the tower's resulting small footprint and thin profile will mitigate light and air impacts on adjacent sites, create a strong recognizable form, and reduce the bulk and scale of the structure. These aspects of the design will help the project better meet the intent of adopted Design Guidelines CS1-B Sunlight and Natural Ventilation, CS2-A-2. Architectural Presence, and CS2-D Height, Bulk, and Scale.

2. **HR setbacks (SMC 23.45.518):** The code requires a 7-foot average; 5-foot minimum setback below 45-feet and a 10-foot minimum setback above 45-feet.

   The applicant proposes an average setback of 0' and an average setback of 0.39' both below and above 45-feet at the east property line, per the drawings in the Recommendation packet dated August 5th, 2020.

Staff concurs with the Board's earlier support and recommends approval of this departure, noting that the tower's resulting small footprint and thin profile will mitigate light and air

impacts on adjacent sites, create a strong recognizable form, and reduce the bulk and scale of the structure. These aspects of the design will help the project better meet the intent of adopted Design Guidelines CS1-B Sunlight and Natural Ventilation, CS2-A-2. Architectural Presence, and CS2-D Height, Bulk, and Scale.

3. **HR setbacks (SMC 23.45.518):** The code requires a 7-foot average; 5-foot minimum setback below 45-feet and a 10-foot minimum setback above 45-feet.

   The applicant proposes a minimum setback of 0’ and an average setback of 7.91' both below and above 45-feet at the north property line, per the drawings in the Recommendation packet dated August 5th, 2020.

Staff concurs with the Board’s earlier support and recommends approval of this departure, noting that the tower’s resulting small footprint and thin profile will mitigate light and air impacts on adjacent sites, create a strong recognizable form, and reduce the bulk and scale of the structure. These aspects of the design will help the project better meet the intent of adopted Design Guidelines CS1-B Sunlight and Natural Ventilation, CS2-A-2. Architectural Presence, and CS2-D Height, Bulk, and Scale.

4. **HR setbacks (SMC 23.45.518):** The code requires a 7-foot average; 5-foot minimum setback below 45-feet and a 10-foot minimum setback above 45-feet.

   The applicant proposes a 0’ minimum setback and an average setback of 7.91' both below and above 45-feet at the south property line, per the drawings in the Recommendation packet dated August 5th, 2020.

Staff concurs with the Board’s earlier support and recommends approval of this departure, noting that the tower’s resulting small footprint and thin profile will mitigate light and air impacts on adjacent sites, create a strong recognizable form, and reduce the bulk and scale of the structure. These aspects of the design will help the project better meet the intent of adopted Design Guidelines CS1-B Sunlight and Natural Ventilation, CS2-A-2. Architectural Presence, and CS2-D Height, Bulk, and Scale.

5. **Upper Level Development Standards (SMC 23.45.520):** The code allows an average gross floor area per story of 60% of the lot area.

   The applicant proposes an average gross floor area per story of 63.78%.

Staff concurs with the Board’s earlier support and recommends approval of this departure, noting that the tower’s resulting small footprint and thin profile will mitigate light and air impacts on adjacent sites, create a strong recognizable form, and reduce the bulk and scale of the structure. These aspects of the design will help the project better meet the intent of adopted Design Guidelines CS1-B Sunlight and Natural Ventilation, CS2-A-2. Architectural Presence, and CS2-D Height, Bulk, and Scale.

DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the Design Review website.

CONTEXT & SITE

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

CS1-A Energy Use

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

CS1-B Sunlight and Natural Ventilation

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

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

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

CS1-C Topography

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

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

CS1-D Plants and Habitat

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

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

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

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

CS3-B Local History and Culture

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

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

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

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

PL3-B Residential Edges

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

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

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

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

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

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

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

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

PL4-A Entry Locations and Relationships

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

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

PL4-B Planning Ahead for Bicyclists

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

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

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

PL4-C Planning Ahead For Transit

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

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

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

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

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

DC1-B Vehicular Access and Circulation

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

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

DC1-C Parking and Service Uses

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

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

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

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

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

DC2-A Massing

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

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

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

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

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

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

DC2-D Scale and Texture

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

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

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the

same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

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

DC3-A Building-Open Space Relationship

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

DC3-B Open Space Uses and Activities

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

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

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

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

DC3-C Design

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

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

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

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

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-B Signage

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

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

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

DC4-E Project Assembly and Lifespan

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

RECOMMENDATIONS

At the conclusion of the Administrative RECOMMENDATION phase, Staff recommended approval of the project.

The analysis summarized above was based on the design review packet dated Wednesday, August 05, 2020. After considering the site and context, considering public comment, reconsidering the previously identified design priorities and reviewing the materials, the Recommendation phase of the subject design and departures are APPROVED with no conditions.

ANALYSIS & DECISION – DESIGN REVIEW

Director’s Analysis

The design review process prescribed in Section 23.41.016.G of the Seattle Municipal Code describing the content of the SDCI Director’s administrative design review decision reads as follows:

1. A decision on an application for a permit subject to administrative design review shall be made by the Director.
2. The Director's design review decision shall be made as part of the overall Master Use Permit decision for the project. The Director's decision shall be based on the extent to which the proposed project meets the guideline priorities and in consideration of public comments on the proposed project

The design of the proposed project was found by the SDCI Staff to adequately conform to the applicable Design Guidelines.

Staff identified elements of the Design Guidelines which are critical to the project's overall success.

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 finds that the proposal is consistent with the City of Seattle Design Review Guidelines.

DIRECTOR'S DECISION

The Director CONDITIONALLY APPROVES the proposed design and the requested departures with conditions listed at the end of this document.

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 3/30/2020 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.

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: 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) allows increases in permissible sound levels associated with private development construction and equipment between the hours of 7:00 AM and 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends and legal holidays in Highrise 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.

Environmental Health

The existing structure was constructed in 1949. Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. The City acknowledges PSCAA's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination. No further mitigation under SEPA Policies 25.05.675.F is warranted for asbestos impacts.

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

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 letters, reference number LPB 686/19). 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 across the street from three designated historic landmarks: Seattle First Baptist Church, Knights of Columbus building, and Seattle Fire Station #25 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 letters, reference number LPB 421/20). 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 135 residential units with no off-street vehicular parking spaces. The traffic and parking analysis indicates a peak demand for approximately 16 vehicles from the proposed development. Peak residential demand typically occurs overnight.

The traffic and parking analysis noted that the existing on-street parking utilization rate is approximately 81% within 800' of the site. The proposed development peak demand of 16 parking spaces would not be accommodated by the proposed development, resulting in a spillover demand for 16 on-street parking spaces. Total cumulative parking demand of the proposal and other projects in the vicinity would result in a potential on-street parking utilization of 101% within 800' of the site.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of parking impacts in Urban Centers and in Urban Villages within 1,320 feet of frequent transit service. This

site is located in the First Hill/Capitol Hill Urban Center. Regardless of the parking demand impacts, no SEPA authority is provided to mitigate impacts of parking demand from this proposal.

Public View Protection

Transportation

The Traffic Impact Analysis (William Popp Associates, Traffic and Parking Study Update, 3/26/2020) indicated that the project is expected to generate a net total of 279 daily vehicle trips, with 20 net new PM peak hour trips and 24 net new AM peak hour trips.

The additional trips are expected to distribute on various roadways near the project site, including Broadway, Madison St, and Denny Way 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).

☐ Mitigated 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

For the Life of the Project

1. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation phase and in the materials submitted after the Recommendation phase, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Joseph Hurley, (206) 684-8278, joseph.hurley@seattle.gov).

CONDITIONS – SEPA

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

2. 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.

Joseph Hurley, Land Use Planner
Seattle Department of Construction and Inspections

Date: January 13, 2022

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