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

Project Number:	3036678-LU	
Applicant Name:	Jamie Yengel, Cone Architecture	
Address of Proposal:	11714 Pinehurst Way NE	

# SUMMARY OF PROPOSED ACTION

Land Use Application to allow 3, 3-story buildings with 5 live-work units and 7 townhouse units. Parking for 12 vehicles proposed. Existing buildings to be demolished. Early Design Guidance conducted under 3036800-EG. Environmental Review includes future Full Subdivision.

The following approvals are required:

# Administrative Design Review (Seattle Municipal Code 23.41)

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

# **SEPA DETERMINATION:**

Determination of Non-significance



No mitigating conditions of approval are imposed.

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

# SITE AND VICINITY

Site Zone: Neighborhood Commercial 2-55 (M) [NC2-55 (M)]

Zoning Pattern:	North:	NC2-55 (M)
	South:	NC2-55 (M)
	East:	LR2 (M)
	West:	LR3 RC (M)

Environmentally Critical Areas: No Environmentally Critical Areas are mapped on this site.

Current and Surrounding Development; Neighborhood Character; Access: The subject site is comprised of two existing tax parcels currently developed with two single-



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.

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story commercial structures built in 1975 and 1983 and two detached garages. The site is irregular in shape and slopes downward northeast to southwest approximately four feet.

The subject site is located on the east corner of 15<sup>th</sup> Ave NE and Pinehurst Way NE in northeast Seattle. Adjacent to the site are a three-story multifamily residential structure to the north, a threestory townhouse and a four-story multifamily residential structure to the east, and single-story commercial structures to the south and west. A mix of low- and midrise multifamily, commercial, and educational uses are concentrated along 15<sup>th</sup> Ave NE to the north and Pinehurst Way NE to the southwest, giving way to smaller scale single-family residential areas to the east and west. The subject site fronts two streets: principal arterial and Green Street 15<sup>th</sup> Ave NE provides northsouth circulation across northeast Seattle, and principal arterial and Special Landscape Arterial Pinehurst Way NE provides northeast-southwest circulation with connection to the Northgate neighborhood commercial area to the southwest. Neighborhood green spaces include Pinehurst Playground, Pinehurst P-Patch and Community Gardens, and Pinehurst Pocket Park.

The subject site is located in the established fabric of northeast Seattle, located between the Victory Heights neighborhood to the southeast and the Pinehurst neighborhood to the northwest. This area is architecturally diverse, ranging from traditional, turn of the twentieth century single-family homes to mid-century apartment buildings and contemporary mixed-use structures. The majority of older homes in the neighborhood are predominantly capped by gable roofs, whereas newer townhomes are built with a mix of pitched and flat roofs. There is a strong emphasis on connection to the street using landscaping and decks which additionally contribute to a residential character. The area was rezoned from Neighborhood Commercial 2-40 to Neighborhood Commercial 2-55 (M) on 4/19/19. Multiple projects in the vicinity are currently in review or under construction for proposed development, including 12316 14<sup>th</sup> Ave NE.

Vehicular access is currently from Pinehurst Way NE. Pedestrian access is currently from 15<sup>th</sup> Ave and Pinehurst Way NE.

#### Public Comment:

The public comment period ended on April 21, 2021. Comment(s) were received through the Design Review process. No other comments were received in response to this public comment period.

#### I. <u>ANALYSIS – DESIGN REVIEW</u>

The design packet includes materials that are available online by entering the record number at this website:

 $\underline{http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx}$ 

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing<br/>Address:Public Resource Center700 Fifth Ave., Suite 2000<br/>P.O. Box 34019<br/>Seattle, WA 98124-4019

Email: <u>PRC@seattle.gov</u>

#### ADMINISTRATIVE EARLY DESIGN GUIDANCE December 22, 2020

#### **PUBLIC COMMENT**

SDCI staff received the following design related comments:

- Concerned that option three is too close to the rear property line and that the west structure facing 15<sup>th</sup> Ave NE is not parallel to the street.
- Concerned that the live-work units on option two are not parallel to 15<sup>th</sup> Ave NE, which is the main street.
- Option one looks ok.

The Seattle Department of Transportation offered the following comments:

- Stated that an ADA-compliant curb ramp is required at the corner of Pinehurst Way NE and 15<sup>th</sup> Ave NE directly adjacent to the site.
- Stated that three ADA-compliant companion ramps are required crossing Pinehurst Way NE: two on the traffic island and one at the opposite corner of the project site.
- Stated that street trees are required on both frontages but are not shown in the EDG packet.

One purpose of the design review process is for the City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic 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: <u>http://web6.seattle.gov/dpd/edms/</u>

#### **PRIORITIES & RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, Staff provides the following siting and design guidance.

#### ADMINISTRATIVE EARLY DESIGN GUIDANCE

#### 1. Massing Options:

Staff acknowledges the complexity of the site; its siting at the confluence of 15<sup>th</sup> Ave NE and Pinehurst Way NE, the shift in geometry, and the zone change along the east property line; and appreciates the initial moves made to address these challenges in Massing Options One and Two. Staff does not support the development of Massing Option Three since it does not respond sufficiently to these site complexities and adjacent context.

Moving forward, staff recommends developing either Massing Options One or Two with the following guidance:

If Option One is developed, moving forward:

a. Shift live-work units 3 and 4 west so that they align with live-work unit 5. This will help create a longer façade that will better define the neighborhood commercial street edge and relate to the geometry of 15<sup>th</sup> Ave NE. CS2-B-1, CS2-B-2, CS2-C-2

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b. To reinforce the geometry of the site, staff recommends that the design of live-work units 1 and 2 be different, compared to the design of units 3-5. CS2-B-1, CS2-B-2, CS2-C-2, CS2-D-2

If Option Two is developed, moving forward:

- a. Shift live-work units 5 and 6 west so that they are closer to the property line, possibly in line with the existing structure to the south so that the units continue the existing street edge and provide more opportunity for interaction among residents and neighbors. CS2-B-2, CS2-C-2, DC2-A-2
- Relocate live-work unit 4 so that it is attached to and in line with units 5 and 6. This will create a more balanced composition as it relates to 15<sup>th</sup> Ave NE and Pinehurst Way NE and respond better to the existing geometry. CS2-B-1, CS2-B-2, CS2-C-2
- c. In conjunction with moving the live-work units west, Staff recommends moving relocated unit 4 and units 5 and 6 to the north to allow for a more generous, inviting, and landscaped path to the units to the east along the south property line. CS2-B-1, CS2-B-2, CS2-C-2, PL2-A-1, DC2-A-2
- d. Study how the various roof forms relate to the overall architectural concept and provide diagrams to explain why they should be different or the same building to building. CS2-C, CS2-D-1, DC2-A-2, DC2-C-3

# 2. Façade Design and Material Treatment:

- a. Staff appreciates the clear massing and modulation of either Option One or Two. Related to the design for three or four building masses, develop an overall architectural concept for how these will relate to each another as well as the context or condition that they face. DC2-B-1, DC2-C-1, DC2-C-2
- b. Thoughtfully develop each façade and provide a clear architectural concept for how the various parts of the form will be composed using fenestration, extent of glazing, and other secondary architectural elements. DC2-B-1, DC2-C-1, DC2-C-2
- c. Pay special attention to the development of the 15<sup>th</sup> Ave NE and Pinehurst Way NE structures. Staff recommends that the facades of these structures be designed to look more like a multifamily building rather than townhomes with individualized unit treatments. Regardless of whether the massing move is vertical or horizontal, the articulation of the façade should complement the architectural concept. DC2-A-2, DC2-B-1
- d. South facing facades and blank walls should be intentionally designed as they will be visible until the development of the single-story commercial building to the south is eventually redeveloped, which could be many years. DC2-B-2
- e. Staff strongly supports the use of smaller scaled high-quality materials to provide perceived texture and visual depth along the street frontage. DC2-B-1, DC2-C, DC2-D-2, DC4-A-1, DC2-C-3, CS3-A-1
- f. Materials should be applied to the massing in a way that helps reinforce the architectural concept. The applicant is strongly encouraged to avoid the use of strong colors or other façade treatments that are only one-dimensional. DC2-B-1, DC2-C-3

# 3. Site Planning, Ground Floor, Street Edges:

Staff acknowledges that the right-of-way along the 15th Ave NE and Pinehurst Way NE frontages of the project are exceptionally deep as it relates to the property line, which makes addressing the sidewalk in this NC2 zone particularly challenging. It is also noted that

vehicle access and solid waste can only be accessed from Pinehurst Way NE per SDOT and SPU feedback. Staff has the following guidance:

- a. Staff recommends that the applicant work with the landscape architect and SDOT to come up with an overall comprehensive design for the ROW that encourages interaction between pedestrians and the live-work units. One potential opportunity is to provide a secondary sidewalk that runs parallel to the property line in the ROW that would bring a public path closer to the live-work units and promote more interaction. The space between paths could be designed to include some form of public amenity such as a landscaped buffered seating area. PL1-A, PL1-B, PL1-C, PL2-D-1
- b. Redesign the path on the north side of the site leading to townhomes 6-9 in Option 1 so that it is connected to the right-of way, or is clearly connected across the driveway to the overall design of the larger ROW landscape design. PL1-B, PL2-D-1, DC1-2
- c. In conjunction with the design of the pedestrian path, relocate the solid waste staging area in either Option 1 or 2 so that there is an appropriate landscape buffer between it and the street. Provide storage locations for solid waste further into the site that are well screened. Show how the design reduces the visual impact of the parking area and service uses. PL1-B, DC1-C-2, DC2-C-3, DC1-C-4
- d. If there is an open space adjacent to the townhomes, design the entry so that it interacts with that space (live-work 6 and 9 on Option One, units 7, 9, and 12 on Option Two). The facades should also be designed as if they are fronts rather than sides. PL3-A-D, DC3-A-1, DC3-C-2
- e. If the 'open space' on site, as shown on both Options One and Two, is intended for common use, provide a landscape design that calls out uses such as seating, play areas or other programming that promotes community interaction. PL1-A-1, PL1-B-3, PL1-C-1, DC2-D-1, DC3-B-3
- f. Provide perspectives from eye level that illustrate the various views and pathways into the site. Demonstrate how the architecture, landscape, signage, and lighting design is of a human scale, provides eyes on the street, and provides appropriate street level transparency. PL2-A-1, PL2-B, DC2A-C-1, DC2-D-1

# ADMINISTRATIVE RECOMMENDATION September 30, 2021

# **PUBLIC COMMENT**

SDCI staff received no design related comments.

The Seattle Department of Transportation offered the following comment:

• Recommends squaring up the pedestrian and vehicle paths so that they cross at a 90-degree angle.

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

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

#### 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 Options:

- a. Staff recommends approval of the applicant's development of Option 1, as shown at EDG, with the alignment of live-work units 3 through 5. This creates a longer façade that better defines the neighborhood commercial street edge and relates to the geometry of 15<sup>th</sup> Ave NE. CS2-B-1, CS2-B-2, CS2-C-2
- b. Staff recommends approval of the design of live-work units 1 and 2 as shown in the Recommendation packet. Although these units employ similar massing moves to units 3 through 5, the changing in geometry and material color provide ample differentiation, while retaining a clear overall architectural composition. CS2-B-1, CS2-B-2, CS2-C-2, CS2-D-2

#### 2. Façade Design and Material Treatment:

- a. Staff recommends approval of the thoughtfully developed façades based on the clear architectural concept for how the various parts of the form will be composed using clear breakdown of the massing, roof forms, appropriate amounts of transparency and fenestration, and the use of other secondary architectural elements as shown on pages 15 and 16 of the Recommendation packet. DC2-B-1, DC2-C-1, DC2-C-2
- b. Staff recommends approval of the development of the 15<sup>th</sup> Ave NE and Pinehurst Way NE structures. The proposed structures are successfully designed to look more like a multifamily buildings rather than townhomes with individualized unit treatments. The clear ground floor commercial, middle recessed decks, and upper cantilever successfully articulate the mixed-use nature of the units facing the right-ofway. DC2-A-2, DC2-B-1
- c. Staff recommends approval of the use of smaller scaled high-quality materials shown on the elevations provided on pages 43-53 and on the various perspectives provided in the Recommendation packet. The proposed lap and flat panel fiber-cement, vertical real wood siding and soffit material, and brick masonry successfully provide perceived texture, visual depth, and reinforce the overall architectural concept. DC2-B-1, DC2-C, DC2-D-2, DC4-A-1, DC2-C-3, CS3-A-1
- d. Staff recommends approval of the treatment of the various commercial and residential entries shown on page 27 of the Recommendation packet. The integration of planters, address signage, decorative exterior lighting, metal awnings at the commercial entries, and the framed awnings with real wood contribute to well composed and identifiable entries.

#### 3. Site Planning, Ground Floor, Street Edges:

a. Although Staff appreciates the evolution of the site plan and overall landscape design, Staff is concerned with the design of the various elements within the right-of-way to the west and north of live/work unit 1 and west of Townhouse unit 6. Staff recommends as a condition of approval to study ways to better integrate the pedestrian path with the driveway to avoid potential conflicts with vehicles, enhance the usability of the grassy open space in the right-of-way, and provide better connectivity of the temporary bike racks with the right-of-way. Options could include adjusting the geometry of the pedestrian path so it meets the driveway at a 90 degree angle, in line with SDOT recommendations, or run the pedestrian path adjacent to the driveway so as to eliminate crossing concerns. PL1-B, PL2-D-1, DC1-2

- b. In conjunction with further revising to the design of the pedestrian path, Staff recommends a condition of approval to provide an appropriate landscape buffer between the solid waste staging area and the street. PL1-B, DC1-C-2, DC2-C-3, DC1-C-4
- c. Staff appreciates the inclusion of a common amenity space at the end of the pedestrian path adjacent to Townhouse Unit 6, however, is concerned that this space conflicts with the unit entry identity. Staff recommends as a condition of approval to study ways in which to provide clear separation between the residential entry space and the common amenity area or relocate the common amenity area to a more central location. One option to explore would be to consolidate the live/work and townhouse solid waste storage at the north end of the site and relocate the common amenity to where the townhouse solid waste storage is shown. This would allow the common amenity to be situated in a more central location and promote the use of the auto court as more than just a driveway. PL3-A-D, DC3-A-1, DC3-C-2
- d. Staff recommends approval of the landscape design shown in front of the various live/work and townhouse unit entries, other than townhouse unit 6 referenced in item 3.c. above, that includes seating areas with benches, play areas, and clear pedestrian circulation. PL1-A-1, PL1-B-3, PL1-C-1, DC2-D-1, DC3-B-3

#### **DEVELOPMENT STANDARD DEPARTURES**

At the time of the RECOMMENDATION review, no departures are requested.

#### **DESIGN REVIEW GUIDELINES**

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

#### **CONTEXT & SITE**

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

#### CS1-A Energy Use

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

#### **CS1-B Sunlight and Natural Ventilation**

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

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

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

#### **CS1-C** Topography

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

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

#### **CS1-D** Plants and Habitat

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

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

#### **CS1-E** Water

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

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

# 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.

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#### 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.

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#### **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.

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**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-AArrangement of Interior Uses**

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

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

**DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed. **DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

#### **DC1-BVehicular 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-CParking 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-AMassing

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

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

#### DC2-BArchitectural and Facade Composition

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

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

#### **DC2-CSecondary Architectural Features**

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

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions. **DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

#### **DC2-DScale and Texture**

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

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

#### **DC2-EForm 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-ABuilding-Open Space Relationship**

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

#### **DC3-BOpen** Space Uses and Activities

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

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**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-CDesign**

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

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

**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-AExterior Elements and Finishes**

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

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

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs. **DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design. Lighting, and other project factures to complement the project as a whole in

design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

#### **DC4-CLighting**

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

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

#### DC4-DTrees, Landscape, and Hardscape Materials

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

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

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**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-EProject 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 with conditions.

The analysis summarized above was based on the design review packet uploaded on August 2, 2021. 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 is APPROVED with the following preliminary conditions:

- 1. Study ways to better integrate the pedestrian path with the driveway to avoid potential conflicts with vehicles, enhance the usability of the grassy open space in the right-of-way, and better connectivity of the temporary bike racks with the right-of-way. PL1-B, PL2-D-1, DC1-2
- 2. Provide an appropriate landscape buffer between the solid waste staging area and the street. PL1-B, DC1-C-2, DC2-C-3, DC1-C-4
- 3. Study ways in which to provide clear separation between the residential entry space adjacent to the entry to townhouse unit 6 and the common amenity area or relocate the common amenity area to a more central location. PL3-A-D, DC3-A-1, DC3-C-2

#### 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

Subject to the preliminary conditions identified during the recommendation phase of review, 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.

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SDCI staff worked with the applicant to update the submitted plans to address the preliminary design review conditions identified during the recommendation phase of review.

Applicant response to the preliminary Design Review Condition(s):

- 1. The applicant responded with a 'Response to Conditions' letter, dated December 14, 2021, noting, "The pedestrian path is now located parallel and adjacent to the driveway. Bicycle parking is located directly adjacent to the sidewalk. A berm with trees has been added to enhance the right of way grassy space." This response satisfies the recommended condition for the MUP decision.
- 2. The applicant responded with a 'Response to Conditions' letter, dated December 14, 2021, noting, "A tree and a larger berm have been added between the solid waste staging area and the sidewalk." This response satisfies the recommended condition for the MUP decision.
- 3. The applicant responded with a 'Response to Conditions' letter, dated December 14, 2021, noting, "The common amenity area has been redesigned to face the larger right-of-way and the Live/Work unit and provides easier access for pedestrians. A pedestrian path also separates the common amenity area from the entry and north-west façade of unit 6. Most benches in the common amenity area face away from unit 6. Planters help separate the common amenity from the entry." This response satisfies the recommended condition for the MUP decision.

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

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

# DIRECTOR'S DECISION

The Director CONDITIONALLY APPROVES the proposed design.

# II. <u>ANALYSIS – SEPA</u>

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 3/19/2021 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* 

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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 greenhouse gas emissions, construction traffic and parking impacts, and construction noise, 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.

However, the amount of excavation and size of construction will result in a small and temporary increase in truck trips and demand for on-street parking. Any closures of the public right of way will require review and permitting by Seattle Department of Transportation. Additional mitigation is not warranted per SMC 25.05.675.B.

#### Construction Impacts - Noise

The project is expected to generate loud noise during demolition, grading and construction. The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours of 7:00 AM and 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends and legal holidays in Neighborhood Commercial zones.

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

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The limitations stipulated in the Noise Ordinance are sufficient to mitigate noise impacts and no additional SEPA conditioning is necessary to mitigate 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; and possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas, 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.

#### 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.

#### <u>Parking</u>

The William Popp Associates study estimated that the peak parking demand for the proposed project would be 13 vehicles. The project would provide 12 on-site parking spaces, resulting in a spillover of one vehicle during peak times (late evening and overnight). One vehicle will not have a noticeable impact to the on-street parking demand in the vicinity of the project, and no mitigation for parking impacts is required pursuant to SMC 25.05.675 M.

#### **Transportation**

William Popp Associates prepared a traffic and parking study for this project (dated October 15, 2021). Based on trip rates from the Institute of Transportation Engineers, the study estimated that the project will generate approximately 114 new daily trips, with nine of these occurring during the morning peak hour and 11 during the afternoon peak hour. Some trips will be

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removed with the demolition of the existing buildings; taking these into account, the expected net increase in vehicle trips due to the project is 55 daily trips, six morning peak hour trips, and four afternoon peak hour trips. Although the driveway will connect to Pinehurst Way NE near the Pinehurst/15<sup>th</sup> Ave NE intersection, the existing median will prohibit conflicting turning movements to and from Pinehurst, reducing driver confusion and potential safety issues. This small amount of additional traffic is not expected to have a noticeable impact on the surrounding roadway network, and no mitigation is required pursuant to SMC 25.05.675 R.

# **DECISION – SEPA**

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



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

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

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

# **CONDITIONS – DESIGN REVIEW**

# For the Life of the Project

1. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (David Sachs, email at <u>david.sachs@seattle.gov</u>).

# **CONDITIONS – SEPA**

None.

David Sachs, Land Use Planner Seattle Department of Construction and Inspections Date: March 28, 2022