Seattle Department of Construction & Inspections

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

Project Number: **3028130-LU**

Applicant Name: **Brian Runberg, Runberg AG**

Address of Proposal: **1115 Dexter Ave N**

SUMMARY OF PROPOSAL

Land Use Application to allow an 11-story, and a 13-story, 252-unit apartment building on a shared podium. Parking for 103 vehicles proposed. Early Design Guidance conducted under 3028130-EG.*

*Note – The project description has been revised from the following notice of application: Land Use Application to allow an 11-story, and a 13-story, 252-unit apartment building on a shared podium. Parking for 103 vehicles proposed. Existing buildings to be demolished. Early Design Guidance conducted under 3028130-EG.

The following approvals are required:

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:

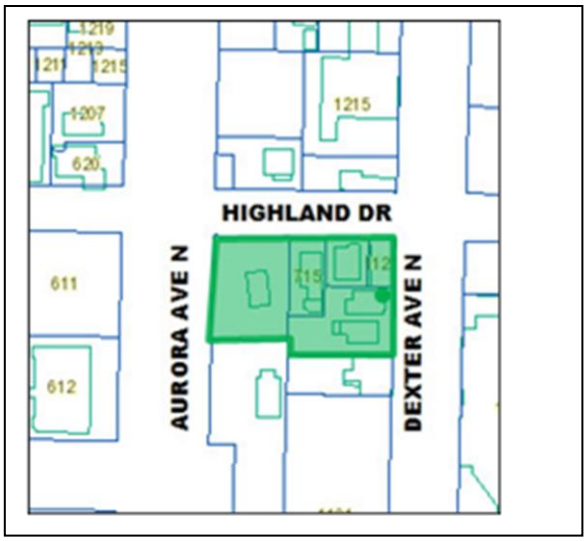
Determination of Non-significance

☐ 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

BACKGROUND

Property Information



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.

The site was granted relief on steep slope development by the SDCI Geotechnical Engineer on November 9, 2021: *SMC 25.09.180 B2c. Results of Request for Relief on Steep Slope Development: Environmentally Critical Areas Review is required. The property contains Steep Slope Erosion Hazard Areas. Submitted information demonstrates that the Steep Slope Erosion Hazard Areas were created by historic grading activities. Please note that the historic topographic map with 25-foot contour intervals, along with the Street Grade Profile demonstrated that the Steep Slopes were created by the historic grading activities. See SMC 25.09.090 B2b for the Steep Slope Relief Provision for Steep Slope Erosion Hazard Areas created by past legal grading activity. Because the property qualifies for this relief provision, no Environmentally Critical Areas Exception is required for this development. Please incorporate the topographic survey into all plan set associated with this project, and upload geotechnical reports, signed, stamped, and dated by the geotechnical engineer, into the document portals for these records. Except as described herein, the remaining Environmentally Critical Areas apply to this project.*

On December 2, 2019, the SDCI Director authored a memo titled "***SEPA EXEMPTION under SMC 25.05.880 Emergencies*** *Project Number: MUP 3028130*". Per this memo, the SDCI Director determined that the existing commercial and residential structures on the project site (1113 Dexter Ave N, 1115 Dexter Ave N, 715 Highland Drive and 719 Highland Drive) were an imminent threat to public health and safety and should be removed prior to the full review of the project proposal. The Director authorized the separation of demolition permitting from MUP 3028130, as a separate action not subject to SEPA review per SMC 25.05.880. Thus, SDCI approved and issued four demolition permits (6741503-DM, 6741505-DM, 6741501-DM and 6741500-DM) prior to completion of this MUP application. The structures, exclusive of partial foundations, have been removed from the subject property.

SITE AND VICINITY

Site Zone: Seattle Mixed South Lake Union (SM-SLU 100/95)*
*The proposal is vested to a prior zoning designation of Seattle Mixed-85

Zoning Pattern: North: SM-SLU 100/95
South: SM-SLU 100/95
East: SM-SLU 100/95
West: Lowrise 3 Residential-Commercial (M) [LR3 RC (M)]

Environmentally Critical Areas:
The site has areas mapped Environmentally Critical Areas (ECA) Steep Slope and Potential Slide.

Current Development:
The site is currently vacant as explained above.

Surrounding Development and Neighborhood Character:
The project site is located in the Dexter neighborhood, which is characterized by the close proximity to Lake Union and a mixture of housing and commercial office uses with a scattering of earlier maritime support businesses. This area was rezoned in 2019, under Ordinance 125291. The site has street frontage on Dexter Ave N, Aurora Ave N, and Highland Drive. The vehicular access for Highland Drive dead-ends at Aurora, due to steep topography; a pedestrian hill climb is provided at this location. Substantial new development for this area includes a mixture of residential, commercial and mixed-use buildings that have been recently constructed or are under review. Adjacent to the south, is a recently completed 10-story office building. Across Dexter Ave N to the east, a seven-story apartment building is proposed. Further north along Dexter, two 6-story buildings were recently constructed. To the north, across Highland Drive, is a 7-story multifamily building. Dexter Avenue N. is an established major bike route from the northern part of the city to downtown and also functions as a busy north south vehicular and transit corridor. Aurora Ave N., also known as State Route 99, is a heavily traveled road that cuts off the neighborhood from the Queen Anne Neighborhood to the west. The closest pedestrian crossing is located at Galer St, three blocks to the north.

Access:
The subject properties currently have vehicular access off Highland Dr and Dexter Ave N.

PUBLIC COMMENT

The public comment period ended on January 19th, 2022. 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 and transportation impacts. Comments were also received that are outside the scope of this review per SMC 23.41 and SMC 25.05.

I. ANALYSIS – DESIGN REVIEW

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

Mailing Address	**Public Resource Center** 700 Fifth Ave., Suite 2000

of Proposal: P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE July 12, 2017

PUBLIC COMMENT

The following comments were offered at the EDG meeting:

- Would like to see more active spaces along the north façade, east of the garage entrance; active uses or another unit with additional transparency would help avoid a blank wall.

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

- SDOT supports the garage entrance off Highland Drive as proposed as it reduces additional curb cuts on Dexter Ave N which is a high-volume bicycle corridor.
- SDOT notes that street trees are required on all frontages and the widths of the public realm on Aurora Ave N, Dexter Ave N, and Highland Drive are all acceptable. The five-foot planting strip with street trees and an eight-foot sidewalk along the Aurora Ave N frontage will provide a buffer for those people walking along that corridor or accessing the Highland Dr hill climb and is a great aspect of the design.
- Upon adding the new sidewalk and street trees along Highland Dr, SDOT would like the project to update the corner of Highland Dr and Dexter Ave N to incorporate two curb ramps pointing in the direction of travel for pedestrians.

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.

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

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1) **Massing, Response to Context and Architectural Concept:** The Board discussed the different massing options and supported the logic of the courtyard location shown in Option 3 as it creates two volumes visible from all street facades at certain vantage points. The Board preferred this massing option as the form has the best potential to create architectural presence, address the site corners and respond to the streetscape. The Board also appreciated that the core for this option is located to the south which

minimizes the number of units facing south for privacy. The Board directed the applicant to proceed with this preferred option based on their guidance.

a. The Board noted that the two volumes presented an opportunity to develop a strong concept and that a number of successful concepts were possible such as two different architectural expressions for the east and west volumes or a perimeter expression contrasted by an interior courtyard. While further developing the design, the Board stressed the importance of conveying a distinct design concept. (CS2-A, DC2, DC4)
b. The Board appreciated the massing articulation along Aurora, but had concerns with the same expression repeated along Dexter. For the Dexter façade, the Board recommended drawing cues from the commercial building to the south to respond to the different character of the street frontage. (CS2-A, CS2-II-I, DC2, DC4)
c. For the Highland frontage, the Board recommended resolving how the podium meets the ground and interacts with the two volumes above. The Board encouraged studying either a podium expression with two volumes on top, or recessing the podium so that the frontage reads as two distinct masses. (CS1-C-2, CS2-C-2, DC2)
d. In order to have the stair tower read as a strong massing gesture and promote streetscape interaction, the Board recommended articulating the stair and potentially adding fenestration and a direct entrance. (CS2-C-1, DC2-A, DC2-B, DC2-D)

2) **Frontages, Ground Level Arrangement of Uses and Entries:** The Board gave direction on the proposal's edges and transitions to support pedestrian interaction.

a. To strengthen the connection of the northeast corner to the streetscape, the Board recommended exploring relocating the main entry, or incorporating an active use/amenity space at this location. (CS2-B-2, PL3, DC1-A)
b. Related to the corner and the frontage along Dexter, the Board supported the 2-story base as it provides a cohesive street wall. The Board also agreed the detailing of the residential entrances along Dexter will be important to resolve and recommended the use of canopies and overhangs as opportunities to clearly identify the individual entrances. (PL1, PL2-C, PL3-B, PL3-III-I, DC2-C)
c. For the Highland frontage, the Board agreed with public comment that the arrangement of uses at the ground floor should be reexamined to provide a stronger connection to the public realm and recommended incorporating active uses and/or transparency along this frontage. (CS2-B-2, PL3, DC1-A)
d. The Board supported the location of the proposed vehicular entry along Highland but had concerns with the garage frontage and entry and the relationship to the courtyard above. In order to soften the condition, the Board recommended stepping the garage entrance back or reinforcing a courtyard connection to the street level. (CS2-B-2, PL3, DC1-C-2)
e. Along the Aurora frontage, the Board recommended adding an entry or an active use at the corner to respond to the streetscape and potentially connect to the hillclimb. (CS2-II-I, CS2-I-I CS2-B-2, PL3, DC1-A)

3) **Landscape & Open Spaces:** The Board supported the general landscape conceptual response to each streetscape condition and gave guidance for further design development.
    a. The Board approved of the proportion of the courtyard space and supported the recessed and projecting balconies arranged around the perimeter of the space. The Board strongly recommended exploring how to connect with, or enhance, the uses and activities of the open space with the activity of the streetscape below while further developing the design so that the space could be a lively as indicated in the precedent images. (CS2-B-2, PL1-A-2, DC3)
    b. For the northwest corner, the Board noted that the frontage adjacent to the hill climb presented an opportunity to contribute to pedestrian experiences. In addition to studying more active uses at this corner, the Board encouraged incorporating an overlook to connect the frontage to the hill climb. The Board requested sections and perspectives for the next meeting. (CS2-I-I, PL1, PL2-A-2, PL4)
    c. The Board acknowledged that Aurora is a difficult street to walk along and supported the proposed landscape as it helps soften and buffer the pedestrian environment. (PL1-B-1, PL2-B, PL3)

RECOMMENDATION October 6, 2021

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported the design of the project.

Non design related comments were offered regarding construction impacts and vermin.

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

- Supported a design alternative that would preserve the hillside tree grove next to the stairway and locate the building in the empty lot below.
- Supported the proposed development.
- Appreciated how the proposed building hugs the terrain, and mimics and maximizes its specific landscape.
- Felt safety, security, and lighting have been wisely addressed.
- Stated the ground floor lobby and other amenities provide transparency between users and the street.
- Appreciated the composition of ground floor residential stoops along Dexter Ave, i.e. the level of distinction provided with individual entrances, canopies, and the apt transition highlighting the corner with a two-story lobby.
- Felt the design has the appropriate amount of undulation along all the facades.
- Appreciated the Northwest character concept and materials which give warmth, depth, and texture.
- Discouraged further adjustments and conditions on the design.

SDCI received non-design related comments concerning the SR 99 paving schedule.

The Seattle Department of Transportation offered the following comments:

- Stated that street trees are required on all frontages and the landscape plans should be updated to reflect existing and proposed street trees.
- Approved a 5' wide waste access ramp along Dexter Ave N with a staging area for dumpsters in the parking lane on Dexter Ave N.

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

All public comments submitted in writing for this project can be viewed using the following link and entering the Project Number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following recommendations.

1. Design Development

a. The Board expressed unanimous support for the evolution of this project since Early Design Guidance, noting in particular the clearly articulated design concept, revised response to both grade and street-edge conditions, context-connected landscape design, and recommended its approval. (CS1, PL3, DC2)

2. Response to Context and Architectural Concept:

a. The Board recommended approval of the development of the massing option, as this courtyard scheme provided the opportunity to create architectural presence, addressed the site corners and responded to the streetscape. (CS2, DC2)
b. The Board agreed that a clear design concept (Hillside/Erosion/Cascade) had been developed in response to their previous guidance and that the use of two facade treatments (Bark and Cambium) in conjunction with legible modulation helped mitigate the scale of this large project. (CS2-D, CS2-A, DC2, DC4)
c. The Board discussed the depth of the "Bark" offset projection on the Dexter facade and agreed that the increase in magnitude from 12 to 18 inches shown in the orthographic drawings would help this read clearly and strengthen the overall design concept. (CS2-D, DC2, DC2-5)

3. Frontages, Ground Level Arrangement of Uses and Entries:

a. The Board approved of the creation of a residential entry at the northeast corner to strengthen this edge's connection to the streetscape in response to previous guidance and public comment. (CS2-B-2, PL3, DC1-A)
b. The Board recommended approval of the two story expression of the base at Dexter that helps create a cohesive street wall. The Board revisited earlier guidance to clearly

identify the individual entrances on Dexter and create a strong connection to the public realm. The Board recommended a condition to refine the composition of elements (including planter height and type and size, hardscape, lighting, glazing opacity, and materials and detailing) at the individual residential entries to mark them as such and create a strong but appropriate connection to the public realm. (PL1, PL2-C, PL3-B, PL3-III-I, DC2-C)

c. Highland Ave. N.: The Board agreed that the revised programming and arrangement of uses at the ground floor on Highland had incorporated active uses and transparency and recommended that the design now provided the stronger connection to the public realm in response to public comment and previous guidance. (CS2-B-2, PL3, DC1-A)
d. Service Uses: The Board recommended approval of the revised vehicle and solid waste access location on Dexter, as this design mitigates previously noted concerns regarding pedestrian safety, helps activate the Highland frontage, and connects the courtyard to street level. (CS2-B-2, PL3, DC1-C-2)
e. Aurora Ave. N.: The Board recommended approval of the additional entry and active uses programmed at this edge in response to previous guidance and recommended approval of this aspect of the design. (CS2-II-I, CS2-I-I, CS2-B-2, PL3, DC1-A)

3. Landscape & Open Spaces:

a. The Board supported the landscape response to each streetscape condition and recommended its approval but recognized a number of discrepancies in the representation of that landscape in the packet, particularly in the perspective renderings and in the applicant's presentation. Hearing that the diagrams and plans in the packet were accurate and that the renderings featured placeholders, the Board recommended a condition that the final landscape design reflect the diagrams and plans in the packet. (DC2, CS1)
b. The Board recommended approval of the landscape proposed at the Aurora frontage, agreeing that it would help soften and buffer the pedestrian environment. (PL1-B-1, PL2-B, PL3)

4. Architectural Character and Materials

a. The Board identified inconsistencies in the representation of soffit materials. After hearing that these were errors in representation recommended a condition that the Prodema soffit material match the façade treatment above; light with light, dark with dark. (DC2, DC2-5, DC4)
b. The Board asked for clarification regarding the finish intended for the exposed cast-in-place concrete and heard that it would be board-formed. The Board supported this choice and recommended a condition that this be maintained in the design. (DC4)
c. The Board supported the totally integrated treatment of exterior venting and recommended a condition that these flush and color-matched vents be maintained in the design. (DC4, DC2)
d. The Board supported the palette of high quality materials and recommended a Condition to maintain these materials as shown in the Recommendation packet. (DC4)

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

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

1. **Roof Coverage (23.48.025.C.7):** The Code allows rooftop coverage up to 65% provided all mechanical equipment is screened and no feature is located closer than 10 feet to the roof edge. The applicant proposes portions of the stair penthouse to be located at the roof edge with no setback, and Solarium to be cantilevered past the roof edge at the courtyard, per the recommendation packet.

   The Board agreed that the location of the stair penthouse at the south property line mitigated potential privacy impacts and the solarium design strengthened the design concept and recommended approval of this departure. The proposed development with departures better meets the intent of Design Guidelines CS2-D-5 - Respect for Adjacent Sites and DC2 – Design Concept.

2. **Elevator Penthouse (23.48.025.C.5):** The Code allows elevator penthouses up to 25 feet above the height limit for structures greater than 85 feet in height requires. The applicant described an ongoing conversation with SDCI Zoning regarding the definition of elevator penthouse and the design as shown in the packet, and asked for the Board's recommendation to approve a departure that might be identified by zoning review as necessary to execute the current design.

   The Board reiterated their enthusiastic support for this project and the strong form and striking geometry of the rooftop solarium, and recommended approval of a departure if identified by the Zoning Reviewer as necessary to execute the design as shown in the recommendation packet, provided it does not adversely impact other criteria in the Design Guidelines. The proposed development with this departure better meets the intent of Design Guideline DC2 – Design Concept.

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

CONTEXT & SITE

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

CS1-A Energy Use

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

CS1-B Sunlight and Natural Ventilation

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

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

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

CS1-C Topography

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

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

CS1-D Plants and Habitat

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

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

CS1-E Water

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

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

South Lake Union Supplemental Guidance:

CS1-1 Energy Use: Take advantage of site configuration to accomplish sustainability goals. Examples include solar orientation; stormwater run-off, detention, and filtration systems; sustainable landscaping; or versatile building design for entire building life cycle.

CS1-2 Sunlight and Shadows: Avoid or reduce shadow impacts to Cascade, South Lake Union, and Denny Parks, particularly the gardens or active use areas of the parks.

CS1-3 Topography and Elevation Changes: Accommodate sloping terrain through 'stepping' ground floor and other architectural features. Emphasis should be placed on ground-level treatments that create a safe, attractive transition between the site and pedestrian zone.

CS1-3-a. Transitional Space: On sloping street frontages, entryways should include a generous and level transitional space for commercial or residential activity, in addition to Citywide Design Guideline PL3.

CS1-3-b. Setback or Recess Entrances: Setback or recess entrances for a gracious transition from a sloped sidewalk to a flat grade at the entry.
CS1-3-c. Conceal & Treat Parking: Conceal underground parking from street views and design any parking walls exposed above grade-level with an attractive treatment such as integrated, quality architectural cladding, planting, and/or artwork.
CS1-3-d. Visual Transition: Create a safe visual transition between ground-level interior and adjacent pedestrian areas and public sidewalks.
CS1-3-e. Incorporate Hill Climbs: Incorporate hill climbs as identified in the South Lake Union Urban Design Framework.

CS1-4 Plants and Habitat: South Lake Union is on a bird and insect flight path between green-belts on Capitol Hill, Queen Anne, and Magnolia.
CS1-4-a. Provide Refuge Habitat and Food Sources: Consult with landscape architects to develop landscape plans that provide refuge habitat and food sources in project landscape species to facilitate movement for urban population of some species.
CS1-4-b. Consider Species' Needs: In designing open spaces, Green Factor measures, green roofs, and other landscape element consideration should be given to plantings and other elements (such as fountains) that might be used by such species.

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.

South Lake Union Supplemental Guidance:

CS2-1 Gateways Locations: The South Lake Union Urban Design framework (UDF) identifies important gateways to consider in project design. Gateways are transition locations and places that mark entry or departure points to the neighborhood for automobiles and pedestrians. Private sites at gateways should create opportunities for identification - a physical marker so the community notices they are entering a special place.
CS2-1-a. Site Characteristics: Consider site characteristics such as topography, views, or surrounding building patterns, which are important for gateway locations.
CS2-1-b. Contributing Elements: Design elements that contribute to gateways include building out to meet the corner where appropriate, or tools such as setbacks to allow for pedestrian friendly spaces and expanded sidewalks, signage, landscaping, artwork, or signature facade treatments.
CS2-1-c. Collaborate with Adjacent Projects: Where opportunities exist, collaborate with adjacent development projects or projects across the street that mark the same gateway location.

CS2-2 Heart Locations: In addition to Gateways, the UDF identifies Regional and Neighborhood Heart Locations. 'Heart' locations are the center of commercial and social activity within the neighborhood. These locations provide anchors for the community and give form to the neighborhood.
CS2-2-a. Respond to Heart Locations: Primary building entries and facades should respond to the heart location. Amenities to consider include: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs, and entry plazas.

CS2-3 Adjacent Streets: Project design should respond to adjacent street character. These street descriptions should inform how projects relate to the right-of-way. See full guidelines for design guidance for projects on the streets below.
CS2-3-a. Aurora and Dexter Ave N: Projects should include substantial landscaping and attractive building facades. The scale of street improvements and facade elements could be larger than if these streets were predominantly pedestrian-oriented.

CS2-3-b. Eighth and Ninth Ave N: Substantial landscaping and pedestrian interest should be emphasized along the street front. Courtyards and small open spaces may be more appropriate than a uniform street wall.
CS2-3-c. Westlake Ave N: Projects facing Westlake should reinforce the street wall at ground level by aligning buildings along the sidewalk or should feature small courtyards, plazas, or other pedestrian oriented open spaces. The setback of upper stories from Westlake Ave should be encouraged to reduce view blockage of the lake.
CS2-3-d. Boren, Fairview, Minor, Pontius, Yale and Eastlake Ave N: Respond to the character of the historical structures that are along these streets by featuring some of the massing, fenestration patterns, use of materials, or other non-stylistic character of the older buildings.
CS2-3-e. Denny Way: Large scale landscaping features such as street trees are more appropriate than smaller pedestrian pockets or plazas. Pedestrian orientated retail uses are less important on Denny Way if the ground floor is active with interior uses and is lit at night. Maintain the spatial street envelope with street-front facades that create a strong street wall or an active open space.
CS2-3-f. John and Thomas Streets: John Street is a neighborhood Green Street that is well-suited for ground related housing. Thomas Street is a Green Street. The Thomas Street Streetscape Concept Plan supports bicycle-friendly design.
CS2-3-g. Harrison, Republican and Mercer Streets (East of Fairview Ave): These are envisioned as residential streets between Fairview and Yale Avenues. East-west mid-block connections are encouraged. Ground floor residential uses are appropriate. Landscaped areas and courtyards are encouraged on Harrison and Republican Streets.
CS2-3-h. Mercer St: Strong street walls on both sides of the street will enhance the street's spatial characteristics. Ground floors should contain active building uses such as lobbies and group work spaces facing the corridor as well as retail and other pedestrian oriented uses. Ground floor spaces should be lit at night.

CS2-4 Relationship to the Block

CS2-4-a. All Corner Sites: Emphasize the importance and/or amount of pedestrian activity at corners with widened pedestrian areas, landscaping, corner building entries, artwork, and other architectural features.
CS2-4-b. Full Block Sites: New developments often occupy half to full block sites which can have street facades as long as 400 feet. Unmodulated or unbroken facades that long generally disrupt the smaller, historical pattern and pedestrian scale at the ground level, and create a blocky podium from when the building is viewed from afar. The zoning code limits the size of a building's podium and towers, but these provisions do limit the development of expansive, full block-long facades.

1. With the exception of the Eastlake/Mercer subarea, avoid internalized campus like developments with uniform architectural character. Large projects should express varied architectural elements and orient open spaces toward the streets and public realm.
2. Building facades should be articulated with modulation, fenestration patterns, different materials, and/or other means so that the building podium is not a monolithic block. The articulation should extend to all stories in the podium. If a tower extends directly over the front building facade, then the articulation should

extend into the tower itself. Horizontal and vertical modulation beyond code minimums that further breaks a building's facade into legible elements, is encouraged.

3. Projects that include Landmarks should provide generous upper-level step-backs from historical facades to maintain the scale of the Landmark at the street level.

CS2-4-c. Mid-block Connections: Mid-block connections are code required for large blocks. These connections have several purposes. First, they enhance pedestrian movement through the neighborhood by breaking up large blocks. Second, they break up large buildings and provide modulation between buildings. Mid-block connections also provide usable ground-level open space.

1. Although portions of mid-block connections may be covered, entrances should open to the sidewalk and interruption of connections with doors or other enclosed space should be avoided.
2. If the connection does not provide a clear line of sight from one end to the other, it should be inviting to the public and be designed to appear as a passage through the block.
3. The ideal mid-block connection will be activated by street-level uses, water features, landscaping, seating, and public art.
4. Mid-block connections should be well lit, safe, and be designed to take maximum advantage of natural light.

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.

South Lake Union Supplemental Guidance:

CS3-1 Emphasizing Positive Neighborhood Attributes & Challenges

CS3-1-a. Fitting Old and New Together: The retention of existing structures or facades is encouraged by allowing greater flexibility in applying these guidelines if the retention of the existing building fabric contributes to the overall design character and quality of the 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.

South Lake Union Supplemental Guidance:

PL1-1 Network of Open Spaces: Open spaces in South Lake Union include mid-block connections, ground-level open space developed in new projects, and three parks: Denny Park, Cascade Playground, and Lake Union Park. Including green streets, Class I Pedestrian streets, the development of an open space network is a priority of the neighborhood. These features should be designed as high priority amenities when granting departures from development standards. Proponents should consider the following:

PL1-1-a. Mid-Block Connections: Where possible, incorporate mid-block connections, linked courtyards, or activating alleyways. For residential focus areas, use mid-block

connections with active and/or passive recreation that can strengthen existing urban activities. Consider merging different mid-block connectors to increase activity, such as an alleyway joined by a courtyard. Alleyway mid-block connections that include parking should incorporate paving that can be used for recreational activity.

PL1-1-b. Street-Level Open Space: For both retail and residential focus areas, consider private or semi-private courtyards facing the street, or pocket parks.

PL1-1-c. Open Space Connections: Open space connections should respond to view corridors of neighborhood-scale and regional open spaces, such as the Seattle Center, Lake Union, Denny Park, and Cascade Playground.

PL1-1-d. 8th Ave N: Create a visual and physical connection along 8th Ave between Mercer Street and Roy Street.

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.

South Lake Union Supplemental Guidance:

PL2-1 Weather Protection: Overhead weather protection is encouraged in areas of high pedestrian activity such as along Green Streets, designated trails, and where retail uses are provided along the ground floor.

PL2-1-a. Reinforce Pedestrian Scale: Consider opportunities for the canopy or other weather protection to reinforce a sense of pedestrian scale.
PL2-1-b. Modulation: Avoid long monolithic designs in favor of modulation along the length of a block. This can be achieved by matching overhead protection to facade bays and breaking up canopies or overhangs accordingly.
PL2-1-c. Shelter Entries to Eating Establishments: Entries to spaces that may house eating or drinking establishments should be recessed or provide two sets of doors so that temporary 'air locks' over the sidewalk are not necessary.

PL2-2 Walkways and Pedestrian Interest: Visually engaging pedestrian walkways reinforce the pedestrian network and are an important element in project design. The pattern of near-by features, spatial changes, and points of interest define the pedestrian experience.
PL2-2-a. **Regular Sensory Stimulation:** Points of interest that may include building entrances, window displays, seats, landscaping, change of architectural character, alcoves or artwork should be placed every 15 to 20 feet to create regular sensory stimulation.
PL2-2-b. Focal Features: Focal features—an open space, pedestrian connection, activity center, or significant variation in spatial enclosure or architecture character—should be placed approximately every 130 feet.
PL2-2-c. Provide a Destination: A strong element at one end of a corridor can act as a 'terminus' by providing a destination or a view point that can be seen from the corridor. Similarly, a central plaza or landmark can attract pedestrians from throughout the corridor, thereby unifying the corridor's activity.

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.

South Lake Union Supplemental Guidance:

PL3-1 Entries: Buildings with more than 200 linear feet of street frontage should feature one or more primary building entries that are enhanced or articulated by design measures such as entry design elements that extend above the ground floor, special canopy features, architectural elements such as special lighting, artwork, or other similar treatment.

PL3-2 Residential Edges

PL3-2-a. Ground-Level Residential (Including Live/Work): The UDF identifies areas with a residential focus. Projects fronting onto a designated Green or 'woonerf' street should include the following elements to provide privacy layering to the sidewalk.

1. Provide a direct entry into the unit from the street. The entry should include weather protection sufficient to shelter persons entering the building during inclement weather.
2. Elevate the ground floor of the living area at least 2-4 feet above the adjacent sidewalk grade. This guideline does not apply to designated ADA accessible units.
3. Provide a physical 'threshold' feature such as a hedge, retaining wall, rockery, stair, gate, railing, or a combination of such elements on private property that defines and bridges the boundary between public right-of-way and private yard or patio. Thresholds should filter but not block views to and from the street, and should help define individual units. Retaining walls should generally not be taller than 4 feet. If additional height is required to accommodate grade conditions, then stepped terraces of more than one 4 foot wall can be employed.
4. Provide an outdoor space at least 6 feet in depth and 6 feet wide (36 square foot minimum) in the front yard such as a porch, patio, or similar space that can accommodate seating at least 2 persons. Where feasible, this space should be at the same level as the interior of the unit.
5. Design the front door and entry area to enhance the privacy transition. Windows should be located so that pedestrians on the sidewalk cannot see directly into the lower half of the ground floor. (This means that the bottom of the ground floor windows facing the street should be at least 6 feet above sidewalk grade.)

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.

South Lake Union Supplemental Guidance:

PL4-1 Bicycle Facilities: Bicycle use and parking should be encouraged to promote a healthy and active neighborhood and to support local businesses. Bicycle racks should be plentiful, and either be from the Seattle Department of Transportation's bike parking program or be an approved rack of similar 'inverted U' or 'staple' style. The bicycle racks may also be an opportunity for placemaking, such as having a uniform color for bike racks within South Lake Union or having distinctive place-names designed into the racks.

PL4-2 Transit Facilities: Public transit is an essential part of a well-functioning Urban Center that supports dense, mixed-use development with high concentrations of jobs and housing. These facilities work best when they are carefully integrated into the urban fabric of the neighborhood and reinforce pedestrian activity at the ground level. Transit facilities that occur out of the public right-of-way and are subject to design review can include light rail stations, bus terminals, and off-street bus layover.

PL4-2-a. Pedestrian Activity: Transit facilities should be designed as an integral part of any co-development and be designed to support all relevant Citywide Design Guidelines, especially those regarding the ground floor and pedestrian activity.

1. On Class I Pedestrian Streets required street-level uses are essential to achieving the intent of Pedestrian Street Classifications. Operational needs may require that vehicle entrances to transit facilities be wider than permitted for parking garages and facade lengths may be greater than other structures in the neighborhood. Street frontage of these projects should maintain and reinforce the levels of pedestrian activity and visual interest that Class I Pedestrian streets are intended to achieve.
2. Consider completely screening the layover space from public view. Ideally other uses with transparent, active storefronts are located between bus parking and the public right of way.

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-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.

South Lake Union Supplemental Guidance:

DC2-1 Massing, Design, and Scale: Consideration of three scales. Buildings and their surroundings are perceived at three scales: 1) The pedestrian scale that relates to human activity within the immediate vicinity of the pedestrian (roughly 60 feet horizontally); 2) The street space where the street and adjacent open spaces are perceived as a 'room'

(generally street block or two long and about 60 feet high); and 3) Tall building or skyline scale (where the building form is perceived generally at more than a block away).

DC2-2 Pedestrian Scale: These guidelines apply to both taller buildings above the base height of 85 feet and buildings less than 85 feet in height.

DC2-2-a. Street-Level Scale: Podiums in South Lake Union are intended to promote a pedestrian scale by creating a 'street wall' that is proportional to the width and intensity of the streets they face. A Podiums lower three floors or less are limited to 75% lot coverage to promote creative massing within the constraints of the podium height limits. Towers that extend a building's street-front facade upward directly from the podium can break up height and scale consistency of an otherwise coherent spatial 'street room.' For a successful scale transition, the podium facade should provide pedestrian scaled elements and proportions.

DC2-2-b. Commercial Podiums: Structures should express a podium level by setting back a portion of the structure at the podium height limit.

DC2-3 Building Podiums: Podiums in South Lake Union are intended to promote a pedestrian scale by creation a 'street wall' that is proportional to the width and intensity of the streets they face. Podiums lower three floors or less are limited to 75% lot coverage to promote creative massing within the constraints of the podium height limits. Towers that extend a building's street-front facade upward directly from the podium can diminish or disrupt height and scale consistency of an otherwise coherent spatial 'street room.' For a successful scale transition, the podium facade must provide pedestrian scaled elements and proportions.

DC2-3-a. Express Building Podiums: Commercial structures should express a podium level by stepping back a portion of the structure at the podium height limit.

DC2-3-b. Street Wall Variation: Although podiums are required it is important to achieve some variety in street wall height. Full block projects should explore creative massing at the podium level to achieve variety.

DC2-4 Tall Buildings: Tall buildings require additional design guidance since they are highly visible above typical 'fabric structures' and impact the public visual realm with inherently larger facade surfaces, bulk, and scale shifts. These Tall Building Guidelines work in concert with and do not restate applicable Citywide Guidelines (or applicable neighborhood guidelines), which cover many important topics on the base and lower levels of tall buildings. Tall Building Guidelines apply to the entire structure whenever any portion of the structure exceeds 85 foot height.

DC2-4-a. Response to Context: Integrate and transition to a surrounding fabric of differing heights; relate to existing visual datums, the street wall and parcel patterns. Respond to prominent nearby sites and/or sites with axial focus or distant visibility, such as waterfronts, public view corridors, street ends.

DC2-4-b. Tall Form Placement, Spacing & Orientation: Locate the tall forms to optimize the following: reduce shadow impacts on public parks, plazas and places; increase tower spacing to adjacent structures; afford light and air to the streets, pedestrians and public realm; and minimize impacts to nearby existing and future planned occupants.

DC2-4-c. Tall Form Design: Avoid long slabs and big, unmodulated boxy forms, which cast bigger shadows and lack scale or visual interest. Consider curved, angled, shifting

and/or carved yet coherent forms. Shape and orient tall floorplates based on context, nearby opportunities and design concepts, not simply to maximize internal efficiencies. Modulation should be up-sized to match the longer, taller view distances.

DC2-4-d. Intermediate Scales: To mediate the extra height/scale, add legible, multi-story intermediate scale elements: floor groupings, gaskets, off-sets, projections, sky terraces, layering, or other legible modulations to the middle of tall forms. Avoid a single repeated extrusion from base to top.

DC2-4-e. Shape & Design All Sides: Because tall forms are visible from many viewpoints/ distances, intentionally shape the form and design all sides (even party walls), responding to differing site patterns and context relationships. Accordingly, not all sides may have the same forms or display identical cladding.

DC2-4-f. Adjusted Base Scale: To mediate the form's added height, design a 1-3 story base scale, and/or highly legible base demarcation to transition to the ground and mark the 'street room' proportion. Tall buildings require several scale readings, and the otherwise typical single-story ground floor appears squashed by the added mass above.

DC2-4-g. Ground Floor Uses: Include identifiable primary entrances -scaled to the tall form - and provide multiple entries. Include genuinely activating uses or grade-related residences to activate all streets.

DC2-4-h. Facade Depth & Articulation: Use plane changes, depth, shadow, and texture to provide human scale and interest and to break up the larger facade areas of tall buildings, especially in the base/ lower 100 feet. Compose fenestration and material dimensions to be legible and richly detailed from long distances.

DC2-4-i. Quality & 6th Elevations: Intentionally design and employ quality materials and detailing, including on all soffits, balconies, exterior ceilings, and other surfaces seen from below, including lighting, vents, etc.

DC2-4-j. Transition to the Sky & Skyline Composition: Create an intentional, designed terminus to the tall form and enhance the skyline (not a simple flat 'cut-off'). Integrate all rooftop elements and uses into the overall design, including mechanical screens, maintenance equipment, amenity spaces and lighting. Use wide photo simulations to study and design how the tall building will contribute to the overall skyline profile and variety of forms.

DC2-5 Secondary Architectural Features

DC2-5-a. Visual Depth and Interest

1. Rooftops: Design the 'fifth elevation' — the roofscape — in addition to the facades. As South Lake Union is a topographic valley, the roofs will be visible from tall buildings and locations outside the neighborhood such as the freeway and Space Needle. Therefore, roof-top elements should be intentionally designed and organized to present a coherent image when seen from above. Equipment should be fully screened.
2. Windows and Fenestration: Fenestration design should respond to context and the size and character of glazed areas. Well-articulated fenestration with a break in the facade plane is strongly encouraged. Expanses of unarticulated glazing and repeated horizontal 'ribbon' windows are discouraged. Patterns of different sized windows indicate how interior spaces or residential units are organized. Multi-

paned windows provide a much finer scale and sense of refinement – and can sometimes relate to near-by historical structures.

DC2-6 Scale and Texture

DC2-6-a. Texture: Materials such as brick, stone, pre-cast concrete, smaller paned glass, tile, etc. provide both scale and texture and should be selected, especially where the surfaces are prominent or where there are no other architectural features.

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

South Lake Union Supplemental Guidance:

DC3-ABuilding-Open Space Relationship

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

DC3-BOpen Space Uses and Activities

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

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

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

DC3-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.

South Lake Union Supplemental Guidance:

DC3-1 Building Open Space Relationship

DC3-1-a. Interior/Exterior Fit: Locate open spaces toward streets with high pedestrian volumes and ‘Heart’ locations. Open spaces accessible to the public should be visible from the street.

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.

South Lake Union Supplemental Guidance:

DC4-1 Exterior Building Materials

DC4-1-a. Transparent Ground Floor Glass: Avoid the use of tinted or reflective glass on the ground floor for commercial uses or other non-residential uses. Transparency maintains pedestrian visual interest and safety at the street level.

DC4-1-b. Panelized Materials

1. Sheet products can lower the visual quality of buildings – generally because of warping, poor fastening or detailing, and the manner in which the sheet products abut other materials or fenestration.
2. Panelized exterior cladding should be carefully detailed and of a sufficient thickness to prevent warping. The project applicant should provide visual examples of other applications, material samples, construction details (as requested by the Design Review Board and/or City Staff), and description of how the quality of the materials will be installed and ensured.

DC4-1-c. Materials at Ground Level: Use durable materials resistant to vandalism, incidental damage, and wear. Ground floor materials should provide the visual interest and texture as described in Citywide Guideline DC.2.D. Brick, tile, and other highly durable materials are encouraged.

DC4-2 Trees, Landscape, and Hardscape Materials

DC4-2-a. Design Standards: Encourage landscaping that meets LEED criteria, or an equivalent standard. This is a priority in the Cascade neighborhood.

DC4-2-b. Indigenous Species: Where appropriate, install indigenous trees and plants to improve aesthetics, capture water, and create habitat.

DC4-2-c. Mature Vegetation: Retain existing, non-intrusive mature trees or replace with large caliper trees. Water features are encouraged including natural marsh-like installations.

DC4-2-d. Reference Materials: Reference the City of Seattle Street Tree Manual and SDOT's "Streets Illustrated" for appropriate landscaping and lighting options for the area.

DC4-2-e. Sense of Place: Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

RECOMMENDATIONS

At the conclusion of the RECOMMENDATION meeting, the Board recommended approval of the project with conditions.

The recommendation summarized above was based on the design review packet dated Wednesday, October 06, 2021, and the materials shown and verbally described by the applicant at the Wednesday, October 06, 2021 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Refine the composition of elements (including planter height and type and size, hardscape, lighting, glazing opacity, and materials and detailing) at the individual residential entries to mark them as such and create a strong but appropriate connection to the public realm. (PL1, PL2-C, PL3-B, PL3-III-I, DC2-C)

2. Maintain the landscape design as shown in the diagrams and plans in the recommendation packet. (DC2, CS1)
3. Deploy the light-colored Prodema soffit material below the light-colored facade (Cambium) and the dark-colored Prodema soffit under the dark facade (Bark). (DC2, DC2-5, DC4)
4. All visible cast-in-place concrete to be board-formed concrete. (DC4)
5. All exterior venting to be flush and color matched as shown in the recommendation packet. (DC4, DC2)
6. Maintain the palette of high-quality materials as shown in the Recommendation packet. (DC4)

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

The design review process prescribed in Section 23.41.008.F of the Seattle Municipal Code describing the content of the SDCI Director's decision reads in part as follows:

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

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

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

At the conclusion of the Recommendation meeting held on Wednesday, October 06, 2021, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

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

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

Following the Recommendation meeting, SDCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The revised plan set dated February 22, 2022 shows the following applicant responses to Recommended Design Review Conditions:

1. The composition of elements at the individual residential entries has been revised to mark them clearly and create a strong and appropriate connection to the public realm. This response satisfies recommended condition #1.
2. The landscape design has been maintained as shown in the Recommendation packet. This response satisfies recommended condition #2.
3. The light-colored Prodema soffit material is specified below the light-colored facade areas and the dark-colored Prodema soffit under the dark facade areas. This response satisfies recommended condition #3.
4. All visible cast-in-place concrete (excluding Sonotube columns, where it is infeasible) is board-formed concrete. This response satisfies recommended condition #4.
5. All exterior venting is flush and color matched as shown in the Recommendation packet. This response satisfies recommended condition #5.
6. The palette of high-quality materials shown in the Recommendation packet has been maintained. This response satisfies recommended condition #6.

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

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

DIRECTOR'S DECISION

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

II. ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (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 9/14/2017 and revised 10/27/2021. 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 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 noise, greenhouse gas, construction traffic and parking impacts, environmental health 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 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 grading and construction.
The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours of 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00 PM on weekends and legal holidays.

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.

The proposed development includes 30,000 cy cubic yards of grading, and pile driving, blasting] which will result in noise from excavation equipment and truck trips. Surrounding properties (1207 Westlake Ave N, 1215 Dexter Ave N, and 1211 Dexter Ave N, are developed with housing and will be impacted by construction noise. The site is located in an SDOT Construction Hub. Construction Hubs are areas of the City experiencing prolonged periods of construction from successive and numerous development activities. The combined impacts and duration of construction noise in this area warrants additional mitigation to reduce the impacts of construction noise on nearby residents.

The limitations stipulated in the Noise Ordinance are therefore not sufficient to mitigate noise impacts at this particular site; therefore, pursuant to SMC 25.05.675.B, the applicant shall be required to limit periods of noise generating construction activities to non-holiday weekdays from 7:00 AM to 6:00 PM, unless modified through a Construction Noise Management Plan, to be determined by SDCI prior to issuance of a grading or building permit, whichever is issued first.

A Construction Management Plan will be required, including contact information in the event of complaints about construction noise and, 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 . A Construction Noise Management Plan with specific mitigation for work beyond non-holiday weekdays from 7:00 AM to 6:00 PM is required to be incorporated into the Construction Management Plan.

Earth

The ECA Ordinance and Director's Rule (DR) 5-2016 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction in landslide prone areas. Pursuant to this requirement the applicant submitted geotechnical engineering studies (*Geotechnical Report: Kyle M. Smith, Mathew W.Smith, GeoEngineers, dated 10/22/2020, Steep Slope ECA Assessment Letter, Kyle M. Smith, Mathew W.Smith, GeoEngineers, dated 07/10/2020, Geotechnical Report: Kyle M. Smith, Mathew W.Smith, GeoEngineers, dated 07/21/2020, Geotechnical Report: Keven D. Hoffmann, Earth Solutions NW, LLC, dated 07/09/2017*. The studies have been reviewed and approved by SDCI's geotechnical experts, who will require what is needed for the proposed work to proceed without undue risk to the property or to adjacent properties. The existing Grading and Stormwater Codes will sufficiently mitigate adverse impacts to the ECAs. No additional conditioning is warranted pursuant to SEPA policies (SMC 25.05.675.D).

Environmental Health

The applicant submitted studies regarding possible contamination on site *(Phase 1 Environmental Site Assessment by Whitman Environmental Sciences on 01/13/2017, Limited Phase 2 Environmental Site Investigation by Whitman Environmental Sciences on 01/27/2017)* If not properly handled, existing contamination could have an adverse impact on environmental health.

As indicated in the SEPA checklist, and the Phase I and Phase II reports, the applicant will comply with all provisions of MTCA in addressing these issues in the development of the project.

If the recommendations described in the Phase I and Phase II reports are followed, then it is not anticipated that the characterization, removal, treatment, transportation or disposal of any such materials will result in a significant adverse impact to the environment. This conclusion is supported by the expert environmental consultants for the project, whose conclusions are also set forth in the materials in the MUP file for this project.

Adherence to MTCA provisions and federal and state laws are anticipated to adequately mitigate significant adverse impacts from existing contamination on site. The Phase II report describes strategies to ensure adherence with MTCA provisions and indicates compliance with Washington State Department of Ecology regulatory authority.

Mitigation of contamination and remediation is in the jurisdiction of Washington State Department of Ecology ("Ecology"), consistent with the City's SEPA relationship to Federal, State and Regional regulations described in SMC 25.05.665.E. This State agency program functions to mitigate risks associated with removal and transport of hazardous and toxic materials, and the agency's regulations provide sufficient impact mitigation for these materials. The City

acknowledges that Ecology's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination.

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

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; potential blockage of designated sites from the Scenic Routes nearby; increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas, historic resources, height bulk and scale, parking, public views, and 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 project has been identified as an area with the potential for discovery of pre-contact and early historic period resources. The applicant submitted a Cultural Resources Overview Report by Cultural Resources Consultants dated January 24, 2022, which indicates the project area has a low probability for precontact archaeological sites to be present and does not recommend archaeological monitoring during construction. An inadvertent discovery protocol was also included.

Given its identification as an area with the potential for discovery of pre-contact artifacts and since the Report does not rule out the presence of archaeologically significant resources on site, Section B of Director's Rule 2-98 applies. The following conditions are also warranted to mitigate impacts to potential historic resources, per SMC 25.05.675.H and consistent with Section B of Director's Rule 2-98:

Prior to Issuance of Master Use Permits:

1. The owner and/or responsible parties shall provide SDCI with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 27.53,

27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations.

During Construction:

2. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:

- Stop work immediately and notify SDCI (joseph.hurley@seattle.gov) and the Washington State Archaeologist at the State Department of Archaeology and Historic Preservation (DAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.

- Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.

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 252 residential units with 103 off-street vehicular parking spaces. The King County Multifamily Residential Parking Calculator indicates a peak demand for 88 parking spaces for this use at this location. Peak residential demand typically occurs overnight.

The proposed development peak demand of 88 parking spaces would be accommodated by the proposed 103 parking spaces in the development. The SDCI Transportation Planner reviewed he information and determined that no mitigation is warranted per SMC 25.05.675.M.

Public Views

SMC 25.05.675.P provides policies to minimize impacts to designated public views listed in this section. Aurora Ave N and Dexter Ave N are SEPA Scenic Routes. The applicant provided view studies showing the proposed development in relation to the designated public views in SMC 25.05.675.P. The proposed development is located in a manner that maintains a view of the downtown skyline along Dexter Ave N and does not further obscure the view of Lake Union from Aurora Ave N.

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

Additional mitigation is not warranted under SMC 25.05.675.P.

Transportation

The Traffic Impact Analysis (*TENW, Trip Generation and Traffic Scoping Memo, July 18, 2017; TENW, Transportation Analysis, July 2, 2021*) indicated that the project is expected to generate a net total of 739 daily vehicle trips, with 58 net new PM peak hour trips and 70 AM peak hour trips.

The Land Use Code (SMC 23.48.290.B) requires "An applicant who proposes multifamily development that is expected to generate 50 or more vehicle trips in any one p.m. hour or demand for 25 or more vehicles parking on the street overnight shall prepare and implement a TMP." The SDCI Transportation Planner has reviewed the information in the Transportation Impact Study, as well as supplemental documents from TENW and determined that a TMP will be required for the proposed development. The TMP will be reviewed by the SDCI Transportation Planner and Seattle Department of Transportation prior to construction permit issuance.

The SDCI Transportation Planner reviewed the transportation information and determined that no mitigation is warranted per SMC 25.05.675.R.

DECISION – SEPA

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

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

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

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

CONDITIONS – DESIGN REVIEW

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 (Joe Hurley, joseph.hurley@seattle.gov, 206-561-3432

CONDITIONS – SEPA

Prior to Issuance of 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

3. If the applicant intends to work outside of the limits of the hours of construction described in condition #5, a Construction Noise Management Plan shall be required, subject to review and approval by SDCI Noise Abatement staff, and prior to a grading, or building permit, whichever is issued first. The construction noise management plan may be modified as needed through SDOT and SDCI review. The construction noise management plan shall be incorporated into the Construction Management Plan.

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

During Construction

5. Construction activities (including but not limited to grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition. This condition may be modified through a Construction Noise Management Plan, required prior to issuance of a building permit as noted in condition #3.

6. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:

    - Stop work immediately and notify SDCI (Planner name and phone #) and the Washington State Archaeologist at the State Office of Archaeology and Historic Preservation (OAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.

    - Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.

Joseph Hurley, Senior Land Use Planner Date: June 13, 2022
Seattle Department of Construction and Inspections

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