Seattle Department of Construction & Inspections

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

Project Number: 3025968-LU

Applicant Name: Diana Wellenbrink

Address of Proposal: 7011 15TH AVE NW

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 6-story, 67-unit apartment building with retail. Parking for 26 vehicles proposed. Early Design Guidance conducted under 3032621-EG.

The following approvals are required:

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

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

SEPA DETERMINATION

Determination of Non-significance (DNS)

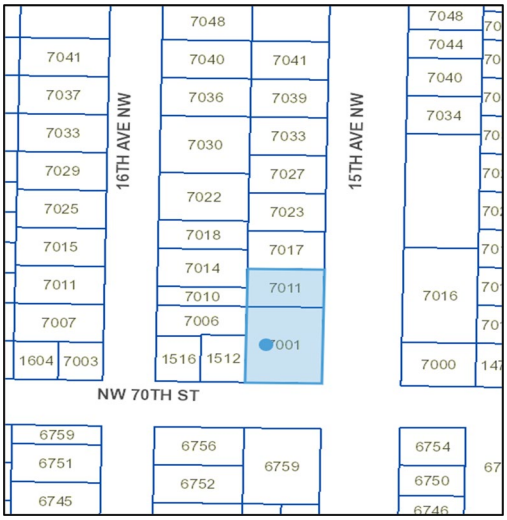
☐ No mitigating conditions of approval are imposed.

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

SITE AND VICINITY

Site Zone: Neighborhood Commercial 2 with a Pedestrian Overlay, 55-foot height limit and "M" Mandatory Housing Affordability suffix (NC2P-55 (M))

Zoning Pattern: (North) NC2P-55 (M)
(South) NC2P-55 (M)
(East) NC2P-55 (M)
(West) Neighborhood Residential 3 (NR3)



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.

15th Avenue NW serves as a mixed-use corridor within this neighborhood. To the east and west of this street, development quickly adopts a character of single-family dwellings. To the southeast of the site,

the 15th Avenue NW corridor includes Lowrise zoning for one additional block to the east of 15th Avenue NW. This zoning allows for higher densities adjacent to the corridor.

Environmentally Critical Areas: The City of Seattle GIS mapping shows a mapped steep slope ECA within the site. However, an application note from City of Seattle Geotechnical Engineer Pao Huang dated September 11, 2021, states that "Based on the site condition, it appears that the mapped steep slope in GIS is not a steep slope. This site is considered as a Non-ECA site." Due to this note, this decision will treat the site as having an absence of ECAs.

Current and Surrounding Development; Neighborhood Character; Access: The site is located at the northwest corner of the intersection of NW 70th Street and 15th Ave NW, 2-blocks north of the Ballard Hub Urban Village and 4-blocks south of the Crown Hill Residential Urban Village. The site is located 4-blocks east of Salmon Bay Park and 1-block north of Ballard High School.

Surrounding development includes a mix of uses and architectural forms. Commercial uses are concentrated at the intersection and along the 15th Ave NW corridor. Older commercial structures are primarily single-story, either built to the property line or setback with surface parking along the street frontage. Existing single-story single-family structures are located along 15th Ave NW, however, many of these structures have been converted to non-residential uses.

Several multi-family residential and mixed-use buildings are also located along 15th Ave NE, including a recently constructed 5-story structure of contemporary design containing 89-units above commercial – located across the street from the proposed development. Surrounding development transitions to single family residential to the west of the site, and lowrise and single family residential to the east of the 15th Ave NE commercial corridor.

The project is served by public transit along 15th Ave NW, including the RapidRide D line which provides frequent service to downtown. A neighborhood greenway is planned along NW 70th St, which would include traffic calming and other measures to prioritize the safety and comfort of people walking and biking.

Existing vehicular access occurs from NW 70th St and 15th Ave NE. Access is proposed to occur from NW 70th St. There is no alley adjacent to the site.

Public Comment

The public comment period ended on March 31, 2021. In addition to the comments 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 traffic, environmental contamination, building height/bulk/scale, and construction impacts. Comments were also received that are beyond the scope of this review and analysis per SMC 23.41 and 25.05.

I. ANALYSIS – DESIGN REVIEW

The design packet includes information presented at the meeting, and is available online by entering the record number at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

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

Email: PRC@seattle.gov

FIRST EARLY DESIGN GUIDANCE November 5, 2018

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned the design is too bulky. Per CS2-B-2, the mass should be broken into 3-4 points to respond to the 15-foot grade change along the 300-foot street frontage and keep full height floor levels at the ground level. All massing options should work to break up the western façade better.
- Did not support the proposed contract rezone from 40 to 55-feet as the developer has not met the criteria for deviation from the standard.
- Concerned about the treatment of the transition to the single family zone, upper level massing setbacks and impacts to privacy per CS2-D-3, CS2-D-4, CS2-D-5, DC2-A-1, DC2-A-2, DC2-B-1 and DC2-B-2, and shadow impacts per CS1-B-2. The mass should be broken up in to 2-3 buildings with gaps, setbacks and variation in design per DC2-A and DC2-B.
- Concerned about the impacts to the privacy of residents in the adjacent single family residences and their rear yards. Did not support balconies on the west façade. The project should consider sight lines.
- Concerned about the exposed garage. Would like to see lid on top of garage and permanent evergreen landscaping in that location. Referenced DC1-C-1 and DC1-C-2.
- Stated the project should be designed with the intent to meet the aesthetic of the neighborhood. The project should start with an accurate assessment of the neighborhood design characteristics per CS2-A, CS2-B, CS3-A and CS3-B.
- Concerned about paint color fading. Stated the building should be constructed of durable permanent color materials, bricks or permanent color cladding.
- Would like to see a consistent use of materials. Noted that many existing projects along 15th Ave NW have too much material variation.
- Would like to see muted natural colors consistent with the character of the existing neighborhood.
- Concerned about the loss of Grumpy D's, a valuable community space. The future commercial space should be similarly designed. Referenced PL3-A.
- Per DC1-A-2, the corner commercial space should be at least the Code-required height. Noted there is the potential for an outdoor patio seating area with southern exposure at the southeast corner.
- Did not support the proposed vehicular entry on 70th as there is heavy pedestrian and bike traffic, it's a designated Safe Routes to School walking route, local parks contribute to heavy pedestrian traffic, and there's an existing heavily trafficked curb-cut on the

opposite site to the south which contributes heavy traffic on NW 70th St. Referenced DC1-B-1.

- Would like to see the vehicular entry occur on NW 70th St at the northern edge of the development site.
- Concerned about traffic and parking impacts, the increased impacts will exacerbate an existing problem. Concerned about overflow commercial parking impacts on adjacent neighborhood streets.
- Concerned about the added density and proposed height.
- Did not support a 5-story structure located at the corner. The design should pull back from the corner, like the Lillehammar development across the street.
- Did not support the proposed exterior stair due to safety and security concerns.
- Concerned about blocked access to light and shadow impacts. Would like to see greater upper level setbacks.

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

- Stated that the proposal does not discuss how the departures result in a development that better meets the intent of the design guidelines, only why the departures are better for the project.
- Concerned that privacy and safety issues are not addressed. Windows and balconies should be located to minimize privacy impacts. Consider sight obscuring glass and reducing the size of windows. Noted that the proposed fencing and planters along the west property line are insufficient to address privacy concerns.
- Concerned about loss of sunlight and visibility of the sky to the east; neighboring homes to the west will be overshadowed.
- Noted that the proposed building will be taller than any other in the area.
- Several comments requested a better transition to the single family residences on the back side of the block to preserve daylight and privacy. Suggested setbacks at each floor of the development and breaking up the mass to include inner courtyards; referenced Design Guidelines CS2-D-3, Zone Transition, and CS1-B-2, Daylight and Shading.
- Suggested a setback from the street and vegetation to make it friendlier and walkable. Cited Vancouver BC's downtown core as an example.
- Several comments encouraged preserving Grumpy D's and providing spaces for small businesses.
- Several comments encouraged a community space for music, art and community gatherings.
- Noted that NW 70th St is heavily trafficked by pedestrian and bicyclists; would like to see a pedestrian and bike friendly design along this frontage. Recommended shifting vehicular access to 15th Ave NW to promote pedestrian and bicycle safety along NW 70th St.
- Noted that trees, shrubbery, and foliage are essential for a desirable neighborhood.
- Several comments noted the proposal mischaracterizes the neighborhood character as old, deteriorated, and abandoned when it is truly vibrant, cohesive, and includes many well maintained and characteristic craftsman homes. Requested the design aesthetic to draw from the existing buildings in the neighborhoods to the east and west of the project; referenced Design Guidelines CS2-A, CS2-B, CS3-A and CS3-B.
- Stated that the design appears to be too dark and blocky, more Cold War than Scandinavian.

- Several comments suggested locating the driveway on 15th Ave NW to avoid the prominent pedestrian and bicycle routes on NW 70th St. Noted that NW 70th St is a heavily trafficked route for kids walking to school.
- Several comments opposed locating balconies and a wall of windows on the west side of the building overlooking neighboring properties; referenced Design Guideline CS2-D. Would like to see the balcony depths reduced or eliminated.
- Several comments opposed to the additional height and the proposed upzone. The proposal is out of scale with the adjacent single family sites.
- Suggested the first floor should be mixed use commercial residential with at least the minimum heights.
- Would like to see overhead powerlines under-grounded.
- Would like to see an additional underground parking level incorporated.

SDOT Staff provided the following comments in advance of the meeting:

- Stated that vehicular access should be provided from NW 70th St due to the pedestrian designation and concern for vehicle and transit operations along 15th Ave NW.
- Noted that a neighborhood greenway, which would include traffic calming and other measures to prioritize the safety and comfort of people walking and biking, is planned along NW 70th St. Recommended the project consider external signage that identifies the vehicle exit point to people biking along the future greenway.
- Supported trash collection along NW 70th St. Trash must be stored within the building and staged in the ROW only at the time of collection.
- Stated that the project should meet SDOT's standards for frontage improvements, 6-foot sidewalk, 5.5-foot planting strip and 6-inch curb on both frontages. The planting strip should be installed adjacent to the curb. Encouraged wider 8-foot sidewalks along 15th Ave NW. These basic pedestrian amenities are vital due to the principal pedestrian street designation.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations are addressed under the City's zoning code and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3032621-EG): 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 Options & Zone Transition

a. The Board unanimously recommended the project return for a second EDG meeting. The Board was disappointed that the massing options appear to be primarily developed in response to zoning and powerline constraints, rather than the shape of

the site, zone transition and grade change. The Board ultimately recommended further development of a hybrid massing option, a combination of Option 1 and Option 3, that thoroughly responds to the following guidance. (CS2-D, DC2-A, CS1-C)

b. The Board was not opposed to the upper-level terraced setback as a sensitive solution to the single-family zone transition, but would also like to see vertical recesses to break up the perceived length of the mass – similar to the examples provided in the EDG packet. Ultimately, the hybrid massing option should include the vertical recesses of Option 1 as the primary massing move and the upper-level horizontal setbacks of Option 3 as the secondary massing move. The Board specifically prioritized Design Guideline CS2-D, Height, Bulk and Scale, and DC2-A, Massing. (CS2-D, DC2-A)
c. The Board prioritized Design Guideline CS2-C-1, Corner Sites, and noted massing concept and expression should wrap the southeast corner. The Board was concerned that the south façade along NW 70th St reads as the end of the building rather than a corner. (CS2-C-1)
d. The Board specifically prioritized Design Guidelines CS1-C-1, Land Form, and CS1-C-2, Elevation Changes, and directed further development of a mass that steps with grade along 15th Ave NW. (CS1-C-1, CS1-C-2)
e. In response to public comment, the Board directed further study of the single family zone transition and relationship to the existing single family structures. The Board encouraged the incorporation of vegetative and material screening. At the second EDG meeting, the Board would like to see dimensioned sectional studies through the proposed development, screening features and adjacent single family sites. (CS2-D)
f. In agreement with public comment, the Board did not support the numerous balconies proposed along the west façade due to the sensitive zone edge transition and impacts to the privacy of residents on adjacent sites. The Board also recommended pulling back rooftop landscaping from the edge of the structure to further reduce impacts on the adjacent single family sites. There should be fewer places for residents to peer down into neighboring yards. (CS2-D-5)
g. In agreement with public comment, the Board was concerned with shadow impacts on the adjacent single family sites. The Board specifically prioritized Design Guideline CS1-B-2, Daylight and Shading, and stated the west façade should be modulated to break up the mass and increase access to daylight on adjacent sites. Provide an updated shadow study at the second EDG meeting. (CS1-B-2, DC2-C-3)
h. The Board directed further refinement of the roofline in a manner that breaks up the perceived length of the mass. (CS2-D-3, CS2-D-4, DC2-A, DC2-B-1)
i. The Board specifically prioritized Design Guidelines DC2-B, Architectural and Façade Composition; DC2-C, Secondary Architectural Features; DC2-D, Scale and Texture; and DC2-E, Form and Function. The Board supported the design direction depicted in the rendering on page 51 of the first EDG packet, this level of detail is acceptable for the second meeting, including fenestration patterns, openings, and texture. (DC2-B, DC2-C, DC2-D, DC2-E)

2. Community Context

a. In response to public comment, the Board prioritized Design Guidelines CS3-A, Emphasizing Positive Neighborhood Attributes, and CS3-B, Local History and Culture, and strongly encouraged the applicant team to continue public outreach efforts as the design develops. (CS3-A, CS3-B)

3. Pedestrian Experience & Street-Level

a. The Board was concerned that the extreme horizontality of the mass has the effect of pushing down the ground level and necessitates the requested departure from floor-to-floor height requirements. The Board stated that the ground-level should appear to lift or open up, and was not inclined to support the departure. (CS2-B-2, PL3-C)
b. The Board heard public comment about breaking down the long elevation and did not support the 300-foot unarticulated edge at the ground-level along 15th Ave NW. The Board directed further consideration of the pedestrian experience. The Board requested more detailed drawings depicting additional pedestrian-level and streetscape detail at the second EDG meeting, including ground-level sections and enlarged elevations. (PL1-B, PL2)
c. In response to public comment, the Board stated the design should provide a strong community presence at the corner. (CS2-B-2, PL3)
d. The Board specifically prioritized Design Guidelines CS2-B, Adjacent Sites, Streets, and Open Spaces; PL2-B, Safety and Security; PL3-A, Entries; PL3-B-Residential Edges; PL3-C, Retail Edges; and DC1-A, Arrangement of Interior Uses. (PL2-B, PL3-A, PL3-B, PL3-C, DC1-A)

4. Access & Service Uses

a. In response to public comment, the Board encouraged the applicant to engage SDOT regarding the reconsideration of their recommendation for vehicular access. If their recommendation changes, the Board requested vehicular access alternatives be presented at the second EDG meeting. Each alternative should include more information on pedestrian impacts and sightlines. (DC1-B)
b. In response to public comment, the Board specifically prioritized Design Guidelines DC1-B, Vehicular Access and Circulation, and DC1-C, Parking and Service Uses, and stated vehicular access should be designed to minimize impacts on the pedestrian experience. The project should incorporate landscaping and site design cues that promote pedestrian safety, particularly as it relates to the garage entry. (DC1-B, DC1-C)
c. The Board encouraged designing and programming the trash room for once-weekly service to minimize the amount of truck traffic on NW 70th St and reduce impacts on the pedestrian experience. (DC1-C-4)
d. The Board specifically prioritized Design Guideline PL4-B, Planning Ahead for Bicyclists, and directed further development of convenient, secure and accessible bike storage. (PL4-B)

SECOND EARLY DESIGN GUIDANCE February 1, 2021

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Multiple people appreciated the changes made since the first EDG meeting, particularly as it relates to the adjacent single family zone. Noted the exterior looks very nice and will complement the surrounding area, and the canopy over the sidewalk will be great in the rain.
- Multiple people supported and were excited about the design of the proposed development and noted it will add beauty and charm to the neighborhood.
- Supported the proposed retail space; noted the proximity to bus service will bring customers and will be good for commuters.
- Supported the design of the rooftop.

- Supported development of this location along 15th Ave NW; it needs attention and the right mix of uses have the potential to activate the area and inspire investment.
- Noted the proposed structure is in line with the character of other recent new construction.
- Supported underground parking as it is mindful of existing troubles faced by the neighborhood.
- Supported the proposed design as it fits well into what will be known as the architecture of the teens and twenties.
- Stated the building should include a variety of different sized commercial spaces, and bike and vehicular parking, as requested in Option 3.
- Appreciated the considerate, respectful, and thoughtful approach that the architect and developer has taken; the design appears sophisticated and professional that fits nicely in the neighborhood, without appearing overly modern or institutional.
- Multiple people were concerned about the garage entrance on NW 70th St rather than 15th Ave NW as NW 70th St is frequently used by pedestrians and bicyclists traveling from Salmon Bay Park and nearby schools; noted other multi-family buildings in the vicinity have garage entrances off of 15th Ave NW.
- Concerned the proposed height of 6 stories is too rather tall and inconsistent with other buildings along this stretch of 15th Ave NW, which are typically 3-4 stories high.
- Supported the proposed project, particularly the color scheme; would like to see overhead weather protection at the entries and above the sidewalk along 15th Ave NW.
- Would like to see the live-work spaces be designed for "work", they should attract customers.
- Supported the rooftop garden and outdoor amenity.
- Applauded the response to many of the concerns from the first EDG meeting; however, would like to see the corner setback as much as possible to provide space for community gathering.
- Concerned about the treatment of the mass in response to the single family zone transition; noted the vertical modulation and muted color palette helps reduce the appearance of a giant wall and improves the design. Encouraged the applicant team to continue to work with the neighbors.
- Would like to see further study of traffic patterns exiting the garage.
- Would like to see the existing commercial use, Grumpy D's, in the new space.

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

- Concerned about vehicular access from NW 70th St, which is a designated Greenway in the SDOT Bicycle Master Plan, and impacts on pedestrian and bicycle safety.
- Noted no features should be located on the rooftop other than HVAC, which should be shifted to the eastern edge.
- Requested that the colors of the back of the building should be muted, natural tones to blend with trees and be more unobtrusive, including the cement wall.

SDCI received non-design related comments concerning traffic, roadway modifications, environmental contamination, height, waste service, and construction impacts.

SDOT offered the following comments in writing prior to the meeting:

- Strongly supported providing vehicle access on NW 70th St from a curb cut at least 40-feet from the intersection; did not support vehicular access from 15th Ave NW due to traffic volume and RapidRide frequency.

- Noted potential specialty paving at the garage entry; SDOT generally requires projects to carry standard 2x2 scoring of the sidewalk across driveways to reinforce the pedestrian priority in this space.
- Recommended a minimum 8-foot sidewalk inside a 5.5-foot landscape area with street trees along 15th Ave NW, dimensions which are not currently depicted in the design packet.
- Solid waste should be serviced from NW 70th St; supported staging smaller dumpsters within 50-feet of the access point.
- Required to upgrade the corner ADA ramps to current standards.

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

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3032621-EG): 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

a. In agreement with public comment, the Board appreciated the sincere response to earlier guidance and commitment to ongoing public outreach since the first EDG meeting. The Board acknowledged that the site size was reduced in response to public concerns and supported massing Option 3, the applicant's preferred massing option, as it was thoughtfully developed to ensure a good fit with the neighborhood. (CS2-D, DC2, DC2-A-1)

b. The Board supported the concept sketches illustrated on page 56 of the second EDG packet, particularly, the clear division of residential, commercial and live-work uses. The Board recommending maintaining the essence of these concept sketches as the design evolves. (DC2)

c. The Board was concerned that the composition of the south façade is too busy for such a small elevation and that the corner volume consists of too many elements, all of which – when combined – feel overly complex and lack clarity. The Board recommended further study of how these pieces come together and gave guidance to simplify the treatment in a manner that strengthens the commercial expression and draws attention to the corner; the overhead mass and ground plane should read as a singular and cohesive commercial element. The Board, however, noted the treatment of the corner in Option 1 is not the right solution. (CS2, CS2-C-1, DC2, DC2-B-1)

d. In response to public comment, the Board recommended further articulating the west façade in a manner that breaks down the scale and improves access to daylight for adjacent sites, such as pulling away from the southwest corner or modulating the roof

line. The Board recommended incorporating the vertical reveals on the west façade of Option 1 as it is a more sensitive massing response to the single family zone. The Board encouraged continued neighborhood outreach as the treatment of this edge evolves. (CS2-D-3, CS2-D-4, DC2-A-2)

e. The Board supported the level of quality of the proposed material palette as it is attractive and appropriate for scale of development and context. In response to public comment, the Board recommended further development of a neutral and muted palette that blends with the landscape and reduces height, bulk and scale impacts as perceived from the single family zone. The same guidance should be applied to the development of the materiality and composition of the north façade; it should fall to the background rather than call attention to itself. (DC2, DC2-B-1, DC2-B-2, DC2-C-3, DC4, DC4-A)
f. The Board supported pulling the rooftop penthouses away from the west property line as it reduces massing impacts on the single family zone and promotes respect for privacy of residents on adjacent sites. The Board requested privacy studies of the west façade at the Recommendation phase. (CS2-D-4, CS2-D-5)
g. The Board reiterated the following Design Guideline priorities regarding massing, context, and community engagement, as identified at the first EDG meeting, CS1-B-2, Daylight and Shading; CS2-C-1, Corner Sites; CS2-D, Height, Bulk and Scale; DC2-A, Massing; CS3-A, Emphasizing Positive Neighborhood Attributes; CS3-B, Local History and Culture; DC2-B, Architectural and Façade Composition; DC2-C, Secondary Architectural Features; DC2-D, Scale and Texture; and DC2-E, Form and Function. (CS1-B-2, CS2-C-1, CS2-D, CS3-A, CS3-B, DC2-A, DC2-B, DC2-C, DC2-D, DC2-E)

2. Streetscape & Pedestrian Experience

a. The Board supported the eroded corner and recommended the street-level of the south façade provide a continuous setback at the corner open space, rather than jog, to promote active use. (DC3, DC3-B-1)
b. The Board recommended eliminating the portions of the planting strip adjacent to the corner commercial use and residential entry to create a robust sidewalk zone with continuous occupiable spaces that can accommodate heavy pedestrian activity. Consider SDOT's revised recommendations for sidewalk width as the design evolves. (PL1-B-2, DC3, DC3-B-1)
c. The Board was concerned that the proposed use of green screens along NW 70th St may present one too many elements – on top of the artistic panels – and recommended simplifying the landscape design and relying on plantings in that location. The artistic panels should be locally inspired. (DC3, DC3-C-2, DC4-D-1)
d. In agreement with public comment, the Board supported the near continuous overhead weather protection along 15th Ave NW and at the entries. (PL2-C-1)

3. Street-Level Uses

a. The Board noted that the primary residential entry is well-defined and identifiable, and supported the location between the commercial and live-work uses as it allows for the two separate non-residential volumes to balance each other. (PL3-A-1, PL3-A-2, DC2-A-1)
b. The Board was inclined to support the requested departure from maximum frontage requirements for live-work uses, provided that there is greater articulation of the individual store fronts in a manner that establishes a rhythm and adds depth and

texture to the street frontage, such as through the use of signage and inclusion of entry alcoves. The live-work units should not appear as a monotonous block. (DC2-C-1, DC2-D, DC2-E-1, DC4-B-1)

c. In response to public comment, the Board stated the live-work units should emphasize the "work" use and achieve a true commercial expression at the street-level. The Board recommended providing a high level of glazing and landscape improvements that are commercial in nature. (DC1-A-1, DC2-E-1, DC4, DC4-D-1)
d. The Board reiterated the following Design Guideline priorities regarding the street-level uses, as identified at the first EDG meeting, CS2-B, Adjacent Sites, Streets, and Open Spaces; PL2-B, Safety and Security; PL3-A, Entries; PL3-B-Residential Edges; PL3-C, Retail Edges; and DC1-A, Arrangement of Interior Uses. (PL2-B, PL3-A, PL3-B, PL3-C, DC1-A)

4. Vehicular Access & Service Uses

a. The Board supported the proposed response to guidance from the first EDG meeting regarding vehicular access and service uses and, in response to public comment, suggested working with SDOT and SDCI on methods to reduce traffic in the neighborhood, such as restricting vehicle turns existing the garage. (DC1-B-1)
b. The Board heard public comment and supported the proposed design features that seek to minimize impacts of the vehicular access and service uses on the pedestrian experience, particularly, the larger than required sight triangles, landscape buffers, and internalized solid waste storage and staging. (DC1-B-1, DC1-C-2, DC1-C-4)
c. The Board supported the proposed external access to the bike storage room and recommended incorporating direct internal access from the residential lobby to maximize convenience and improve flow. (PL4-B-2)
d. The Board reiterated the following Design Guideline priorities regarding vehicular access, service uses and bicycle facilities, as identified at the first EDG meeting, PL4-B, Planning Ahead for Bicyclists; DC1-B, Vehicular Access and Circulation; and DC1-C, Parking and Service Uses. (PL4-B, DC1-B, DC1-C)

RECOMMENDATION January 24, 2022

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported cedar siding, color palette, and the use of greenery on the façades.
- Supported commercial spaces at ground level.
- Supported the use of wood soffits.
- Supported the proposed ground-level exterior materials.
- Supported the outdoor seating area on the south side of the site.
- Supported the large planter on the west side of the site as a buffer to adjacent residential uses.
- Emphasized the need to ensure that quality materials are chosen so that they remain for the life of the project.
- Expressed concern about the building's massing bulk along the zone transition and cited design guidelines that speak to that issue: DC2-A-2, DC2-C-3, CS2-D.
- Stated the need to modulate the roofline along the zone transition and added that no design options were provided that showed a modulated roofline.

- Expressed concern about the potential impact to privacy on adjacent residential buildings and cited design guideline CS2-D-5, which discusses privacy.
- Supported the modern design of commercial space.
- Supported the steel accents used in the building design.
- Supported the use of natural exterior materials.
- Supported the color scheme and the simple landscaping plan.

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

- Preferred locating vehicle access on 15th Ave NW.
- Discouraged taking vehicle access from NW 70th St due to safety concerns.
- Concerned about shadow impacts on neighboring properties.
- Concerned about the proposed height compared to the single-family zone residential zone to the west.
- Requested placing the HVAC and compactor thoughtfully to avoid noise pollution to adjacent residences.
- Suggested using materials which create minimal glare.
- Supported the proposed project design and its relationship to surrounding context.
- Satisfied with the proposed massing, shadow impacts, and glazing.
- Concerned that the proposal does not meet design guidelines related to zone transitions, specifically CS2-D-3. Zone Transitions, and added that the massing form lacks massing step-downs and appears to reflect the zoning envelope.
- Proposed additional façade modulation and roofline shifts to better address zone transition guidelines.
- Supported the material palette proposed on the west façade.
- Concerned that packet does not provide a description of the method of solid waste collection.

The following comments were provided by the Seattle Department of Transportation (SDOT):

- Commented that King County Metro's RapidRide D line provides frequent transit service to Downtown along 15th Ave NW. A neighborhood greenway, which would include traffic calming and other measures to prioritize the safety and comfort of people walking and biking, is recommended by Seattle's Bicycle Master Plan along NW 70th St.
- Commented that weather protection shown in the packet along 15th Avenue NW appears to step-back at specific locations to coordinate with required street trees. However, dimensions of canopy step-backs are not provided in the packet.

SDCI received non-design related comments concerning parking, traffic, and construction impacts.

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

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3025968-LU): 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. **West Façade and Zone Transition:**
    a. The Board recommended approval of the massing design of the west façade and specifically identified the visible relief provided by repetition of vertical recesses, complemented by color and materials changes, as an appropriate massing and materials response to the zone transition (CS2-D-3. Zone Transitions, CS2-D-4. Massing Choices, DC2-A-2. Reducing Perceived Mass, DC2-B-1. Façade Composition, DC2-C-3. Fit with Neighboring Buildings).
    b. Although the Board recommended approval of the massing and materials response on the west façade, it expressed concern about the intent to incorporate downspouts and landscaped trellises into the shallow recesses on the west façade and the impact on the legibility of the vertical recesses. The Board recommended a condition to ensure that the trellis and downspout elements will complement the façade relief provided by the vertical recesses and to provide additional study of these elements to staff (PL2-C-2. Design Integration, DC2-B-1. Façade Composition).

2. **Building Design and Concept Expression**
    a. The Board recommended approval of the organization of exterior materials within the south façade as an appropriate response to EDG guidance to simplify the façade treatment. Noting a discrepancy in the fenestration pattern between the elevations and renderings within the packet, the Board specifically recommended approval of the window design shown in the rendering on packet page 13, which shows a legible vertical cedar frame surrounding the south-facing windows, as opposed to the south elevation drawing, which shows fenestration extending the full width of the bays (CS2-C-1. Corner Sites, DC2-B-1. Façade Composition).
    b. The Board identified the awkward disruption of the roofline near the middle of the east façade caused by a visible column and recommended a condition to revise the design and detailing of the column to strengthen its relationship to the design concept of the roofline and to provide design options to staff for review (DC2-B-1. Façade Composition).
    c. The Board supported the use of perforated panels above the base on the east façade as a balcony railing but specified that the panels should have a lighter appearance than the panels shown in the materials board. The Board recommended a condition to further refine the panel design to achieve a lighter appearance and to provide options to staff. The Board referenced images of welded wire mesh railings in the Recommendation packet that achieved a lighter appearance (DC2-A-2. Reducing Perceived Mass, DC2-C. Secondary Architectural Features, DC2-D-2. Texture).
    d. On the east side of the building, the Board supported the design intent shown in the Recommendation packet renderings for a legible connection between the balcony railing and the upper-façade frame on the north side and top of the façade. However, the Board expressed concerns that the separate detailing of these elements with

different panel types, illumination, and background materials would reduce the legibility of the visual connection. The Board recommended a condition to work with staff to refine the detailing of these elements to strengthen their visual connection (DC2-B-1. Façade Composition, DC2-C. Secondary Architectural Features).

e. The Board recommended approval of the setback for the residential entry along the east façade and recommended a condition to enhance the visibility of the residential entry on the east façade through additional differentiation from the adjacent commercial entries. The Board suggested distinct treatments for elements like lighting, signage, or other details at the residential entry to improve its legibility (PL3-A-4. Ensemble of Elements, DC2-C-2. Dual Purpose Elements, DC2-E-1. Legibility and Flexibility).

3. Exterior Materials:

a. The Board recommended approval of the exterior materials board with the exception of the perforated panel material refinements described above in 2c (DC2-B-1. Façade Composition, DC4-A-1. Exterior Finish Materials).

b. The Board recommended approval of the use of cedar as an exterior material throughout the building design. Citing the need for the cedar to remain a visually contrasting material, the Board recommended a condition to protect the cedar color with a protective product that will be long-lasting and/or easy to reapply (DC4-A-1. Exterior Finish Materials).

c. The Board recommended a condition to finish and seal the textured metal materials shown throughout the project design to prevent staining of the facades and sidewalk (DC4-A-1. Exterior Finish Materials).

4. Streetscape:

a. The Board recommended approval of the corner patio space adjacent to the commercial entry for the purpose of street activation and identification of the commercial entry (PL3-A-4. Ensemble of Elements, PL4-C. Planning Ahead for Transit, DC2-C-2. Dual Purpose Elements, DC2-E-1. Legibility and Flexibility, DC3-A-1. Interior/Exterior Fit).

b. The Board encouraged the applicant to refine the depth of overhead weather protection along the ground level of the west façade to relate to street trees and to provide this information to staff for review. The Board declined to add a condition related to weather protection (DC3-C-1. Reinforce Existing Open Space).

DEVELOPMENT STANDARD DEPARTURES

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

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

1. **Street-Level Setbacks (23.47A.008.A.3):** The Code requires a maximum setback of 10 feet for street-level, street-facing facades. The applicant proposes a 26-foot setback from the east property line for a 9-foot-wide portion of the street-level façade along 15th Avenue NW at the southeast corner of the site.

The Board recommended approval of this departure, stating that the additional setback allowed by the departure will allow for the placement of an outdoor patio space between the commercial entry and the public sidewalk that will enhance the activation of the street frontage at the intersection of NW 70th Street and 15th Avenue NW and strengthen the legibility of the commercial entry. This departure allows the project to better meet the intent of the following Design Guidelines: PL3-A-4. Ensemble of Elements, PL4-C. Planning Ahead for Transit, DC2-C-2. Dual Purpose Elements, DC2-E-1. Legibility and Flexibility, DC3-A-1. Interior/Exterior Fit.

DESIGN REVIEW GUIDELINES

The Citywide and Neighborhood 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.

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

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

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

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

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

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through

building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

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

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

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

CS3-B Local History and Culture

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

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

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

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

PL3-A Entries

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

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

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

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

PL3-B Residential Edges

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

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

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

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

PL3-C Retail Edges

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

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

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

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

PL4-A Entry Locations and Relationships

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

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

PL4-B Planning Ahead for Bicyclists

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

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

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

PL4-C Planning Ahead For Transit

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

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

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

DESIGN CONCEPT

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

DC1-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-B Vehicular Access and Circulation

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

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

DC1-C Parking and Service Uses

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

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

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

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

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

DC2-A Massing

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

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

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

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

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

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

DC2-D Scale and Texture

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

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

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

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

DC3-A Building-Open Space Relationship

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

DC3-B Open Space Uses and Activities

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

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

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

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

DC3-C Design

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

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

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

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

DC4-A Exterior Elements and Finishes

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

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

DC4-B Signage

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

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

DC4-C Lighting

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

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

DC4-D Trees, Landscape, and Hardscape Materials

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

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

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

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

DC4-E Project Assembly and Lifespan

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

RECOMMENDATION

The recommendation summarized above was based on the design review packet dated Monday, January 24, 2022, and the materials shown and verbally described by the applicant at the Monday, January 24, 2022 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the Design Review Board recommended APPROVAL of the subject design with the following conditions:

1. Design the trellis and downspout elements on the west façade to complement the façade relief provided by the vertical recesses and provide additional study of the

incorporation of these elements into the design of the west façade to staff (PL2-C-2. Design Integration, DC2-B-1. Façade Composition).

2. Revise the design and detailing of the column near the center of the roofline on the east façade to strengthen its relationship to the design concept of the roofline and provide design options to staff for review (DC2-B-1. Façade Composition).

3. Refine the panel design on the east façade to achieve a light appearance and provide options to staff for review (DC2-A-2. Reducing Perceived Mass, DC2-C. Secondary Architectural Features, DC2-D-2. Texture).

4. Work with staff to refine the detailing of the balcony railing and the upper-façade frame on the east façade to strengthen the visual continuity between these elements (DC2-B-1. Façade Composition, DC2-C. Secondary Architectural Features).

5. Enhance the visibility of the residential entry on the east façade through additional differentiation from the adjacent commercial entries (PL3-A-4. Ensemble of Elements, DC2-C-2. Dual Purpose Elements, DC2-E-1. Legibility and Flexibility).

6. Protect the color of the proposed cedar material with a protective product that will be long-lasting and/or easy to reapply (DC4-A-1. Exterior Finish Materials).

7. Finish and seal the textured metal materials shown throughout the project design to prevent staining of the facades and sidewalk (DC4-A-1. Exterior Finish Materials).

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 January 24, 2022, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

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

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

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

Applicant response to Recommended Design Review Conditions:

1. The applicant responded to condition 1 by revising the downspout and landscaping design along the west façade. In an email dated June 9, 2022, the applicant writes that "the change of material and organizing the vents and [downspouts] as accents also serve to reinforce the desired vertical modulation. In addition to all these elements, we are also proposing to add an additional reveal coordinated with the windows to create an additional shadow line… The detail for the downspout has standoff brackets that will provide additional depth and shadow." Details of the downspout and wall recess are shown on sheet A 9.4 of the MUP plan set. This design response contributes to the resolution of the recommend condition; however, further development is necessary to fully resolve the recommended condition for MUP decision.

   The applicant further responded to the recommended condition in the "Response to Correction Notice #2 Land Use" with the following statement regarding the landscape design: "Cornus sericea (Red-Osier) plantings have been added in the bioretention planters that are aligned with the vertical recesses of the buildings. These plants will get about 8' tall and provide year-round interest and color, as the branches of the shrubs stay bright red in winter, and then leaf out to a light green in spring/summer. These plants are native and their natural habitat is in very wet conditions, so they will do very well in the bio-retention planters." This response does not fully resolve the recommended condition because the proposed locations of the bioretention planters and trees are too far offset from the façade, and therefore they do not appear to complement the vertical façade recesses as recommended by the Board.

   Subsequent discussions between the applicant and SDCI staff have resulted in the expectation that planters will be located at the base of each vertical recess on the west façade and planted with ornamental trees of sufficient height to visually complement the vertical recesses. An email from the applicant dated June 9, 2022, identifies the expected location of each planter. To resolve the recommended Design Review condition for the MUP decision, the applicant shall incorporate this design response into the construction plan set prior to issuance of the construction permit, as conditioned below.

2. The applicant responded to condition 2 by revising the design of the upper-floor column and adjacent parapet wall by obscuring the column using an extension of the parapet wall. This change is visible on the east elevation drawing (Sheets A3.1 and A3.4) within the

MUP plan set and also within detail 1/A9.4. This response, as documented in the MUP plan set, resolves the recommended Design Review condition for the MUP decision.

3. The applicant responded to condition 3 in an email dated April 11, 2022, with the following statement: *"The balconies at Level 4, where the discussed connection is, changed due to the setback required by SCL. The guard panels needed to be pushed back from the plane of the east exterior wall. This same approach is applied to resolve the connection between the guards and the 'eyebrow'. The guards step back from the plane of the north exterior wall to align with the projected accent vertical line.*

This design approach and the comments from the DR Board led use to propose the 'eyebrow' to weathered steel panels (Corten) to match the accent panels on the ground floor. This way there are 3 distinct yet related use of the weathering steel: 1. Accent panels at street level and eyebrow; 2 perforated panels @ 3rd and 4th level balcony guards; and 3. Laser cut signage and art panels.

The Board was hesitant about the proposal to illuminate the eyebrow, so it will be removed from the design. We believe that the light from the residential units, the accent street level light and the subtle glow of the light in the guard of the 5th Level terrace and the recessed canopy light will provide the desired nighttime feel."

The applicant's response will allow for the expression of the weathering steel expression to be simplified within the east façade. The use of consistent materials and illumination of those materials between the balconies and eyebrow elements will improve the legibility of their connection. References to the proposed materials have been added in the MUP plan set on elevations A 3.1 – A 3.6. This response, as documented in the MUP plan set, resolves the recommended Design Review condition for the MUP decision.

4. The applicant responded to condition 4 in an email dated April 11, 2022, with the following statement: "We proposed a perforated panel with round 5/16" staggered pattern which gives 63% openness. (For comparison, the product in the material board was with 35% openness.)" The applicant has added references to the revised material in the MUP plan set on elevations A 3.1 – A 3.6, detail 5/A9.4, and wall sections A 4.11. This response, as documented in the MUP plan set, resolves the recommended Design Review condition for the MUP decision.

5. The applicant responded to condition 5 in the "Response to Correction Notice #2 Land Use with the following statement: "The residential entry to the building is enhanced by a small planting area that softens the ground plane and provides texture and color to the space while connecting to the overall pedestrian landscape experience along NW 15th. The landscaping along the street with the new planted trees was arranged in a rhythm to emphasize the residential entry. The extended canopy with its sign stands out visually. A design branding company joined the team to prepare building signage. Lighting additionally enhances the residential plaza." Except for the addition of a proposed building sign, this response does not appear to be significantly different from the entry design shown in the Recommendation packet. This response does not yet fully resolve the Board's condition.

To resolve the recommended condition for the MUP decision, the applicant shall revise the design in the construction plan set to further enhance the visibility of the residential entry through differentiation from the adjacent commercial entries, such as providing additional landscaping and lighting within the residential entry alcove. A condition has been added to this decision to address this issue prior to issuance of the construction permit.

6. The applicant responded to condition 6 in the "Response to Correction Notice #2 Land Use" with the following statement: "Based on the combined experience of the design team including building envelope consultant, preselected general contractor and myself and the additional research we did, we propose the wood cladding to be finished with ® EcoWood Stain. The product is non-toxic wood stain with colors that match the approved color scheme. It has been used on few buildings in the area and show a very good aging pattern. The natural fading of color after 5 years is in the hue of the proposed warm grey. A water-based sealer is added to increase longevity. The proposed finished is documented on Table of exterior elements finishes on Elevations A 3.1 – A 3.6." This stain is documented in the MUP plan set on the sheets identified by the applicant. This response, as documented in the MUP plan set, resolves the recommended Design Review condition for the MUP decision.

7. The applicant responded to condition 7 in the "Response to Correction Notice #2 Land Use" with the following statement: "In addition the experience and research of the design team we contacted leading fabricators that have hands on experience with weathered steel cladding in the region. Their recommendation confirmed that COR-TEN® when it is not substituted with other product provide desired unique look and naturally oxidizing finish without the need of additional protection. The Corten panels after being installed continue to build the patina over time. The process takes months and finish will impact that. Traces of rusted stain are common when a substitute of the product is installed. The use of Corten is documented on Table of exterior elements finishes on Elevations A 3.1 – A 3.6." When the Design Review Board recommended this condition, they expressed concern about the Corten material staining the sidewalk and surrounding facades at and near grade-level. This response does not fully resolve the Board's condition.

   To resolve the recommended Design Review condition for the MUP decision, prior to approval of the construction plan set, the applicant shall provide additional information, preferably from the manufacturer of the weathered steel, confirming that the proposed weathered steel will not stain surrounding materials. Alternatively, the applicant may propose a sealant or alternative solution that will prevent staining of surrounding façade and surface materials by the proposed weathered steel. A condition has been added to this decision to address this.

The items discussed above shall be shown on the construction plans, and the installation will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy for the new construction, as conditioned below. The applicant shall be responsible for ensuring that all construction documents, details, and specifications are shown and constructed consistent with the approved MUP drawings.

The Director of SDCI has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting and finds that they are

consistent with the City of Seattle Design Review Guidelines. The Director accepts the Design Review Board's recommendation and conditions 1-4 shall be required.

DIRECTOR'S DECISION

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

II. ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code (SMC) Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated February 21, 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-related noise, soil contamination, greenhouse gas emissions, construction traffic and parking impacts, as well as mitigation.

Greenhouse Gas Emissions

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

Construction Impacts - Parking and Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic.

Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities. However, the amount of excavation and size of construction will result in a small and temporary increase in truck trips and demand for on-street parking. Any closures of the public right of way will require review and permitting by Seattle Department of Transportation. Additional mitigation is not warranted per SMC 25.05.675.B.

Construction Impacts - Noise

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

If extended construction hours are necessary due to emergency reasons or construction in the right of way, the applicant may seek approval from SDCI through a Noise Variance request. The applicant’s environmental checklist does not indicate that extended hours are anticipated.

The limitations stipulated in the Noise Ordinance are sufficient to mitigate noise impacts and no additional SEPA conditioning is necessary to mitigate noise impacts per SMC 25.05.675.B.

Environmental Health

The applicant submitted studies regarding existing contamination on site (Phase 1 Environmental Report, completed by Enviro Assessment PC dated October 11, 2016; Phase 2 Environmental Report, completed by Enviro Assessment PC dated November 9, 2016; Phase I Environmental Assessment, completed by Aerotech Environmental Consulting dated January 16, 2018; Cleanup Action Plan, Former Gasoline Station and Auto Shop, 7001 15th Avenue NW by GeoConsulting Inc. dated January 21, 2021). The applicant has also submitted documentation demonstrating participation in the Petroleum Technical Assistance Program (Letter: Acceptance of Petroleum Technical Assistance Program, Pollution Liability Insurance Agency dated June 3, 2020; Letter: Opinion of Proposed Cleanup and Restoration Time Frame, Pollution Liability Insurance Agency dated September 27, 2021). The Phase 2 report and the Cleanup Action Plan identified the

presence of soil contamination at concentrations above MTCA cleanup levels. If not properly handled, existing contamination could have an adverse impact on environmental health.

Adherence to MTCA provisions and federal and state laws are anticipated to adequately mitigate significant adverse impacts from existing contamination on site. The applicant submitted a Cleanup Action Plan that describes processes and procedures that will be utilized to properly manage and dispose of contaminated soil associated with excavation on-site to follow the applicable requirements of MTCA, and other federal, state, and local regulations. If the recommendations described in the Cleanup Action Plan 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.

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; and possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas emissions, historic resources, height bulk and scale, parking, mature vegetation, and transportation warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, no further mitigation is warranted pursuant to SMC 25.05.675.A.

Historic Resources

The existing structures on site are more than 50 years old. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structures on site are unlikely to qualify for historic landmark status (Landmarks Preservation Board letter, reference number LPB 210/21). Per the Overview policies in SMC

25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

Height, Bulk, and Scale

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

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

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process. Pursuant to the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate height, bulk and scale impacts are adequate and additional mitigation is not warranted under SMC 25.05.675.G.

Parking

The proposed development includes 67 residential units and approximately 2,887 square feet of retail with 26 off-street vehicular parking spaces. The traffic and parking analysis (*Gibson Traffic Consultants, Inc., Nesttun Mixed Use Updated Traffic Impact Analysis, June 2021*) indicates a peak residential parking demand for approximately 27 vehicles and a peak commercial parking demand for approximately 6 vehicles from the proposed development. However, peak residential and commercial parking demand are not anticipated to occur at the same time. Peak residential demand typically occurs overnight.

The traffic and parking analysis of the surrounding areas included analysis of the parking impacts of six development proposals that are either proposed or under construction and noted that the existing on-street parking utilization rate is approximately 80% within 1600' of the site, including the six proposed developments. The proposed development peak residential demand of 27 parking spaces would not be accommodated by the proposed 26 parking off-street spaces in the development, resulting in a spillover residential demand for 1 on-street parking space. The traffic and parking analysis anticipates a spillover commercial demand for 1 on-street parking spaces. Cumulative spillover residential and commercial demand for the proposed development is 2 on-street parking spaces. Total cumulative parking demand of the proposal and other projects in the vicinity would result in a potential on-street parking utilization of 81% within 1600' of the site.

Demand for two on-street parking spaces would have minimal impact on nearby parking. The SDCI Transportation Planner reviewed the information and determined that no mitigation is warranted per SMC 25.05.675.M.

Plants and Animals

Mature vegetation is located immediately adjacent to the site within the NW 70th Street right-of-way and on an adjacent site to the east. This mature vegetation includes two mature trees and one exceptional tree. The location of these trees is described on Sheet A1.4 in the MUP plan set. The applicant submitted an arborist report [*Site Inventory of Trees: 7027 15th Ave NW, Seattle, WA 98117, April 20, 2020*] and identified the exceptional tree [8" DBH; Pinus cordata (Lodgepole pine)] on the MUP plan set. SDCI's Arborist has reviewed the information.

The proposal includes retention of the exceptional tree and has included a tree protection plan in the MUP plan set (Sheet A1.4). In order to mitigate impacts to the exceptional tree under SMC 25.05.675.N, a condition for a tree preservation plan is warranted. The tree preservation plan shown on Sheet A1.4 of the MUP plan set will be required on any demolition, excavation, shoring, and construction permit plans.

Transportation

The Traffic Impact Analysis (*Gibson Traffic Consultants, Inc., Nesttun Mixed Use Updated Traffic Impact Analysis, June 2021*) indicated that the project is expected to generate a net total of 236 daily vehicle trips, with 17 net new PM peak hour trips and 10 net new AM peak hour trips.

The additional trips are expected to distribute on various roadways near the project site, including 15th Avenue NW, and would have minimal impact on levels of service at nearby intersections and on the overall transportation system. The SDCI Transportation Planner reviewed the information and determined that no mitigation is warranted per SMC 25.05.675.R.

DECISION – SEPA

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

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

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

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

CONDITIONS – DESIGN REVIEW

Prior to Issuance of a Construction Permit

1. Incorporate landscaping elements on the west façade to complement the façade relief provided by the vertical recesses.

2. Enhance the visibility of the residential entry on the east façade through additional differentiation from the adjacent commercial entries.

3. Demonstrate that the weathered steel materials shown throughout the project design will not stain adjacent facades and sidewalk as manufactured, or that the material is finished and sealed to prevent staining.

For the Life of the Project

4. 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.

CONDITIONS – SEPA

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

5. The plans shall show the tree preservation plan in associated demolition, excavation/shoring, or construction plan sets, consistent with the Tree Protection Plan in the MUP plan set.

Greg Johnson, Senior Land Use Planner Date: August 15, 2022
Seattle Department of Construction and Inspections

GJ:rgc
3025968-LU Decision.docx