Seattle Department of Construction & Inspections

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

Project Number: 3033060-LU

Applicant Name: Jodi Patterson-O'Hare

Address of Proposal: 1370 Stewart Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 45-story, 435-unit apartment building with retail. Parking for 119 vehicles proposed. Existing buildings to be demolished. Early Design Guidance Review conducted under 3033059-EG.*

*Note – The project description has been revised from the following original notice of application: Land Use Application to allow a 45-story, 440-unit apartment building. Parking for 117 vehicles proposed. Existing buildings to be demolished. Early Design Guidance Review conducted under 3033059-EG.

The following approvals are required:

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

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

SEPA DETERMINATION:

Determination of Non-significance

☐ No mitigating conditions of approval are imposed.

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

SITE AND VICINITY

Site Zone: Seattle Mixed-South Lake Union 240/125-440 (SM-SLU 240/125-440)

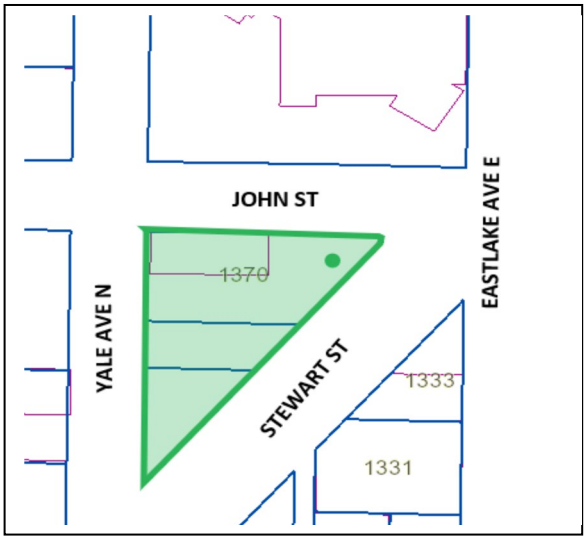
Zoning Pattern: (North) Seattle Mixed-South Lake Union 100/95 (SM-SLU 100/95)
(South) SM-SLU 240/125-440
(East) Midrise (MR)
(West) SM-SLU 240/125-440

Environmentally Critical Areas: No mapped ECA areas on site.

Current Development:
The site includes a one-story 3,000 sf commercial building built in 1966 at the northwest corner, and the remainder of the site is surface parking.

Surrounding Development and Neighborhood Character:
The site is located one block west of I-5 at the southeast edge of South Lake Union in the Cascade neighborhood. Nearby residential and office development over the past ten years (along with REI's flagship store located one block to the north) have added pedestrian/vehicle activity to the surrounding area.

Access:
Vehicle and pedestrians currently have access from John Street (north) and Yale Avenue N. (west).



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.

Public Comment

The public comment period ended on August 21, 2019. In addition to the comment(s) received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to accessibility of surrounding bus stops during construction.

I. ANALYSIS – DESIGN REVIEW

The design review packets include information presented at the meetings and are available online by entering the record numbers at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

The meeting reports and any recordings of the Design Review Board meetings are available in the project file. The meeting reports summarize the meetings and are not transcripts.

FIRST EARLY DESIGN GUIDANCE February 20, 2019

PUBLIC COMMENT
The following public comments were offered at this meeting:

- A member of the public associated with the REI applauded the project for the landscape gesture to REI and asked that the pedestrian areas be carefully designed to support the emerging community around this site.

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

- Concern regarding access to light and air and loss of open space in this neighborhood.
- A request that texture and human-scale elements be included at street-level.
- A request that care be taken in ensuring this project meet the criteria in the code for height and lot coverage.
- Other comments were received that were not pertinent to this review under SMC 23.41.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. All public comments submitted in writing for this project can be viewed using the following link and entering the record number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

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

1. The Three Schemes

a. The Board expressed their overall appreciation for the three schemes developed on this difficult site. Each was distinct and represented logical steps in a progression that led to the preferred massing scheme.
b. The Board supported the scale and dynamic form of the preferred scheme and provided further guidance for its development. (CS2-D, DC2)

2. The Tower

a. The Board expressed their appreciation for the conceptual thinking behind the tower form and found the preferred scheme to be logical, simple and elegant. (DC2-A, DC2-1)
b. The Board pointed out how the change in cladding and strong horizontal banding on the east facade had created intermediate scale elements (as called for in the SLU guidelines) and asked that the other two (north and west) elevations also include intermediate scaling elements (though not necessarily the same). (DC2-4-d., DC2-1, DC2-B, DC2-C)
c. The Board was concerned that the contrast between the east-facing façade and the two west-facing facades was so strong as to seem disconnected and asked that this contrast be resolved as the design evolves. (DC2-B, CS3)

3. The Podium and the Tower

a. The Board agreed that the northwest corner of the site will be the locus of pedestrian activity and expressed concern both that the mass of the tower is concentrated at this corner and that the podium-tower relationship is weakest here.(CS2-4, DC2-4)
    i. The Board did not support the tower coming to grade at this corner as the important scaling element of the podium would be lost. (DC2-3-a)

4. The Podium and the Street

a. The Board pointed out what appeared to be a concentration of ‘support’ areas at the north west corner and asked that these programming choices be revisited or explained in light of the corner’s importance in the pedestrian realm. (DC2-4-g)
b. The Board was frustrated by the limited number of design drawings and lack of analysis around pedestrian-level conditions on Yale and John Streets and agreed that they were struggling to see a design rationale for the podium. (DC2-3, DC2-1)
    i. As such, The Board found that they were unable to evaluate the design of the podium either as a response to context or in relation to the tower.

c. For the next meeting the Board emphasized a request for diagrams of street relationships with the podium and section cuts that show the street and podium at multiple locations. (DC2-2, DC2-3)

5. Site Planning

a. The Board supported the gesture at the northeast corner to the existing REI landscape but questioned apportioning the limited open space available to the least active corner. (DC3)
   i. The Board agreed that the current site plan could work but asked the applicant to explore the possibility moving that open space from the northeast to the northwest corner.

b. The Board neither supported nor opposed the 'glass box' expression of the podium. The Board agreed that although there is no context precedent that would support this choice, the unique location at this unusual triangular site adjacent to I-5 would support a wide variety of solutions, including one not directly connected to context. (CS2-A, CS2-4, CS3-A-2)

c. Regardless of the direction the podium design takes, the Board asked to see a clear design connection between the materiality of the base and the tower. The design should express a logical scheme for human scale elements in the pedestrian zones. (DC2-2, DC2-3)

SECOND EARLY DESIGN GUIDANCE May 8, 2019

PUBLIC COMMENT

The following public comments were offered at this meeting:

- A representative from REI identified a number of urban forestry issues associated with the maturing trees on their site
- Concern about services being located on Yale as it is one of the most successful pedestrian streets in South Lake Union.
- Offered a suggestion that the larger open space be relocated from the northeast to the northwest corner.

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

- Noted that noise from the El Corazon nightclub could impact future residents. Suggested thoughtful placement of bedrooms in the south and east sides of the building and the use of sound reduction materials to mitigate noise impacts.
- Other comments were received that were not pertinent to this review under SMC 23.41.

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PRIORITIES & BOARD RECOMMENDATIONS

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

1. The Site

a. The Board expressed broad unanimous support for the large open spaces created on the two corners on John Street. (PL1-1)
b. The Board supported the schematic landscape plan, particularly as it related to the unique and now mature landscape of REI on the block directly north. (CS1-D)
c. The Board appreciated the site analysis supporting the width and height of the podium and identifying the datum created by the height of the trees at REI. (CS2-A, CS2-B)

2. The Tower

a. The Board continued to support the dynamic and elegant form of the proposed tower. (DC2)
b. The Board also continued to be concerned by the lack of intermediate scale in the design of the tower and gave guidance to revisit this aspect of the design, particularly since their previous guidance and the Design Guidelines call for this so clearly. (DC2-4, DC2-5)
c. The Board recognized that the drawings produced at the EDG stage might not reach this level of detail and directed the applicant to clearly demonstrate the mechanics of how the tower design is developed and how it is perceived from multiple distances and viewpoints. (DC2-4, DC2-5).

3. The Streetscape and Pedestrian Experience

a. Echoing public comment, the Board agreed that Yale was an important and increasingly successful pedestrian environment in the South Lake Union neighborhood, and that the development of the corner of Yale and John Streets would be of critical importance to the success of this project. (CS2-4, DC2-4)
b. The Board continued to have difficulty understanding how locating the mass of the tower so close to this corner could result in a successful solution.
c. For the podium to read as a ‘street wall and create the pedestrian scale called for in the Guidelines, The Board agreed that, despite their reluctance to be so prescriptive, the tower should be set back from the podium at this corner. (DC2-2, DC2-3)
d. The Board recognized that Yale was the appropriate location for building services, but noted that the composition and materiality of this area (and the garage door) will be of critical importance. (DC2-2, PL1, CS)

4. Podium

a. The Board did not support the design of the podium, agreeing that it lacked the spirit and verve evident in the design of the tower, and in some areas became monotonous and banal, citing page 44 in particular. (DC2-3)
b. The Board agreed that they did not see the human-scale elements called for in the guidelines and reiterated and emphasized their guidance from the first meeting: “(that) The design should express a logical scheme for human scale elements in the pedestrian zones”. (DC2-2, DC2-3)
c. The Board agreed that there were many approaches to the design of the podium that could be successful. (DC2-3)

INITIAL RECOMMENDATION April 7, 2021

PUBLIC COMMENT

The following public comments were offered at this meeting:

- A representative from REI noted that Yale had been identified by the Board and REI at previous meetings as the primary street used by pedestrians and questioned what appeared to be a greater focus on Stewart street, which they characterized as "aspirational". Noted how at the previous meeting the landscape design at John Street was clearly connected to the Urban Forest across the street at REI and asked what had changed and requested solar studies of the tower's impact on the REI landscape
- Noted the similarities between this design and other recent projects in the city.

SDCI did not receive any design related comments in writing prior to the meeting.

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PRIORITIES & BOARD RECOMMENDATIONS

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

1. General

a. The Board expressed frustration regarding the lack of complete information describing the podium and pedestrian experience at the three streets that bound this site and agreed that the project should return for further review with this information included.

b. The Board noted the incongruity between the large number of pages and images provided in the packet and their difficulty in clearly understanding the proposed design. For the next review, the Board requested comprehensive documentation of the proposed design, logically organized, and with appropriately scaled and dimensioned drawings of critical details and design elements, and all standard orthographic views. The Board noted that as a deliberative body they have consistently expressed trepidation in providing guidance based on information conveyed by high-level renderings, as these have historically proven to be unreliable.

2. Site Planning and Landscape Design

a. The Board continued to support the open spaces created on the three corners of the site but expressed some confusion regarding the landscape design. The Board asked that the site design elements of each area be comprehensively represented and specified for the next review meeting. (PL1, PL1-1)

b. Echoing public comment, the Board supported the intent to connect the landscape design at John Street to the now-mature urban forest landscape of REI but noted that

this connection should be strengthened through the inclusion of more native plantings. (CS1-D, DC4-D)

c. Echoing public comment, the Board asked to have solar studies analyzing shadow impacts from the tower on the REI landscape to the north. (CS1, DC2)

3. Tower Design

a. The Board continued to support the strong sculptural form of the proposed tower, noting in particular the legibility of an architectural concept in its shape. (DC2)

b. The Board supported the revision to set the tower back from the corner at John Street and Yale Avenue, agreeing that this met the intent of their previous guidance and had mitigated their concerns about the location of this mass at the most active pedestrian corner. (DC2-2, DC2-3)

c. The Board discussed the question of intermediate scale at some length, agreeing unanimously that the design of the East (Stewart-facing) facade had actually moved in the opposite direction of their guidance at the two previous meetings. The Board noted that their previous guidance, at both the first EDG and the second EDG, was to add and strengthen intermediate scaling elements. (DC2-4, DC2-5)

d. The Board noted the significant decrease in the legibility of this scaling due to the difference in depth and shadow created at the area of inset balconies previously proposed versus projecting fins in the current proposal. The Board agreed that the fins did not seem to be well integrated with the design concept and appeared as the application of a pattern to a surface rather than the deep and legible modulation they had previously supported. (DC2-4, DC2-5).

e. The Board agreed that looking at this facade in isolation, as would be the case from many vantage points to the east, it did not seem to meet the intent of the priority Design Guidelines identified. The Board also noted that their remit was to review the entire project relative to the Design Guidelines and deliberated on whether the conceptual strength of the design was sufficient to overlook this reversal of their previous guidance on the East facade. (DC2, DC2-4, DC2-5)

f. The Board questioned the value of providing specific direction regarding the East facade and concluded that they would leave this more open by reiterating their guidance from the two previous meetings; to add and strengthen elements creating intermediate scale in the tower. (DC2, DC2-4, DC2-5)

g. On questioning, the Board heard from the applicant that the curved line shown on the West (Yale-facing) facade was the result of a material change at the balcony railings (to fritted glass from clear) and a 4-inch offset in plane. The Board agreed that this detail's striking appearance in the renderings could be a result of very particular lighting conditions and asked that studies of the frit pattern include a variety of lighting conditions, particularly those of the gray overcast days so common in this city, and to include complete and dimensioned details of the facade assembly so as to understand its tectonics. (DC2-C, DC2-4, DC2-5)

h. The Board noted some confusion created by inconsistencies in the naming (p. 23 and 34 both use "John Street" as a descriptor) and appearance (the differently articulated East facades shown on p. 25 and 31) of some of the drawings and asked that this be resolved for the next review.

4. Streetscape and Pedestrian Experience

a. Echoing public comment and their guidance at the two previous meetings, the Board agreed that Yale was an important and increasingly well-travelled pedestrian route in this South Lake Union neighborhood, and its development with human-scale elements as an active and engaging pedestrian environment was a critical aspect of the design. (CS2, CS2-4, PL3, DC2-4)

b. The Board questioned the decision to locate the principal residential entrance away from what has been repeatedly identified as the most active and important corner (at Yale and John) and heard comment from the applicant that this had been done in response to a specific request from the Board. Staff note that the Board made no such specific request in the Reports for the two previous meetings.

c. The Board agreed that it was not possible to recommend the design, even with recommending conditions, given the incomplete information provided in this packet regarding the street edges and pedestrian realm. For the next meeting, the Board provided direction to include comprehensive information regarding these critical areas including large-scale elevations and sections with dimensions, and multiple perspective renderings that show the entirety of the pedestrian environment along each of the streets that bound this site.

d. The Board questioned the degree of pedestrian friendliness at Yale Avenue and noted that from the sidewalk it might be difficult to see an entrance. But the Board also agreed that this assessment required an unacceptable level of triangulation and imagination based on limited information and agreed that any guidance would have to wait until they had a complete understanding of this street edge, one that would allow them to clearly understand the pedestrian experience walking down Yale Avenue. (CS2, CS3, PL2, PL3, DC2)

e. Repeating their previous guidance, the Board accepted the location of the service and vehicle entrance on Yale Avenue but noted the composition and materiality of this area (including the garage door) will be of critical importance. (DC2, DC1-B, PL2, DC2-2)

f. The Board noted potential impacts to the character of the pedestrian realm created by this entrance and to the safety of pedestrians created by conflict with vehicle traffic and requested complete explanation and documentation of the design strategies and safety measures that will be employed to mitigate these impacts. (DC1-B, PL2)

5. Signage

d. The Board was surprised not to see information or schematic drawings of a signage plan. The Board noted that these are required for Recommendation review and their expectation that they be included for the next meeting. (DC4-B)

FINAL RECOMMENDATION July 7, 2021

PUBLIC COMMENT

There were no public comments offered at this meeting.

SDCI did not receive any design related comments in writing prior to the meeting.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify

applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. All public comments submitted in writing for this project can be viewed using the following link and entering the record number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

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

1. General

a. The Board expressed overall support for the project and appreciation for the comprehensive documentation provided in the packet.
b. The Board noted their previous support for many aspects of the proposed design and their intent to focus their deliberation and guidance on the areas identified at the previous Recommendation meeting as requiring further review.

2. Site Planning and Landscape Design

a. The Board expressed appreciation for the complete documentation provided in response to previous guidance, continued to support the open spaces created on the three corners of the site, supported the additional native plantings added at the Yale frontage and recommended approval of the landscape and hardscape elements as designed. (PL1, PL1-1, CS1-D, DC4-D)
b. The Board supported and recommended approval of the Type I request for a 20 degree slope at driveway rather than the code required 15-degrees slope, agreeing this would help the project better meet the intent of Design Guideline DC1-B Vehicular Access and Circulation.

3. Tower Design

a. The Board expressed appreciation for the additional detailing and specification of tower facade elements provided in response to previous guidance. The Board supported the materials and assemblies proposed for balconies, railings, material transitions and glass frits and recommended approval of the proposed design. (DC1, DC4)
b. The Board Chair recalled their extensive deliberation at the previous meeting regarding intermediate scale, and that it was due to the elimination of the deeply recessed areas previously proposed on the Stewart Street elevation -- a strategy to create intermediate scale that the Board had strongly supported. (DC2-4)
c. The Board expressed appreciation for the studies and development of potential strategies to create intermediate scale and recommended that while the surface of the Stewart Street facade had become flatter, the differentiated expression of the double-height units created visual interest and an additional level of scale and that this met the intent of the Guidelines. (DC2-4, DC2-5)
d. The Board recommended a condition to maintain the double-height expression on the Stewart Street facade as shown in the Recommendation packet dated July 7, 2021. (DC2-4, DC2-5)

4. Streetscape and Pedestrian Experience

a. The Board supported the revised podium and streetscape design, particularly the additional transparency, human scale elements and entry doors along Yale Avenue N., and recommended approval of this aspect of the design.(CS2, CS2-4, PL3, DC2-4)
b. The Board expressed concern regarding the use of the open space provided on Yale Avenue and Stewart Street but after recognizing the built-in site furnishings proposed for these areas, they unanimously supported the design and recommended its approval. (CS2, CS3, PL2, PL3, DC2)
c. The Board supported the additional work done to mitigate the impact of the service and vehicle entrance on Yale Avenue on the pedestrian environment, particularly the relocation of the service door further from the sidewalk, the differentiated paving at the driveway and the high-quality perforated metal proposed for the door, and recommended approval of this aspect of the design. (DC2, DC1-B, PL2, DC2-2)

5. Lighting

a. The Board did not support the vertical frame lighting proposed for the Stewart Street facade of the tower, agreeing that they did not see how it was connected to the architectural concept, and recommended a condition that it be eliminated from the design. (DC2, DC4-B)
b. The Board expressed concern regarding the up lighting proposed for the building top but agreed to support and recommend approval of this element after recognizing in the drawings that this light would be cast on to the tower screen rather than up, and therefore would not create light pollution. (DC4-C, DC2)

DEVELOPMENT STANDARD DEPARTURES

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

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

1. **Street Level Development Standards (SMC 23.48.240):** The Code requires a maximum setback of 12' at street level, with landscaping in the setback area. Additional setbacks are permitted for up to 30% of the façade length, as long as those areas are 20' or more from a street corner. At this site, the applicant calculates that would allow 54.09' of the street frontage to be set back more than 12' from the property lines.

   The applicant proposes to set the podium back further from the corners than permitted, as shown in the packet. 105.85' of the street frontage would be set back more than 12' from the front property lines (51.76' more than allowed by code). These setbacks would occur at the street corners, as shown on page 83 of the Recommendation packet.

   The Board recommended approval of the proposed departure as it was required to create the three open spaces on this unusual triangular site, and that these would better meet the intent of Guideline DC3 Open Space Concept.

2. **Parking Space Standards (SMC 23.54.030):** The Code requires a minimum of 60-percent of parking spaces to be striped for medium vehicles. The applicant proposes 40-percent of parking spaces to be striped for medium vehicles

The Board recommended approval of the proposed departure as the associated efficiencies in planning and vertical circulation allowed for the development of shared open spaces at the street edges and helped the project better meet the intent of Guideline DC3 Open Space Concept.

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

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

CS1-A Energy Use

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

CS1-B Sunlight and Natural Ventilation

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

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

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

CS1-C Topography

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

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

CS1-D Plants and Habitat

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

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

CS1-E Water

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

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

South Lake Union Supplemental Guidance:

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

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

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

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

CS1-3-b. Setback or Recess Entrances: Setback or recess entrances for a gracious transition from a sloped sidewalk to a flat grade at the entry.

CS1-3-c. Conceal & Treat Parking: Conceal underground parking from street views and design any parking walls exposed above grade-level with an attractive treatment such as integrated, quality architectural cladding, planting, and/or artwork.

CS1-3-d. Visual Transition: Create a safe visual transition between ground-level interior and adjacent pedestrian areas and public sidewalks.

CS1-3-e. Incorporate Hill Climbs: Incorporate hill climbs as identified in the South Lake Union Urban Design Framework.

CS1-4 Plants and Habitat: South Lake Union is on a bird and insect flight path between greenbelts on Capitol Hill, Queen Anne, and Magnolia.

CS1-4-a. Provide Refuge Habitat and Food Sources: Consult with landscape architects to develop landscape plans that provide refuge habitat and food sources in project landscape species to facilitate movement for urban population of some species. **CS1-4-b. Consider Species' Needs:** In designing open spaces, Green Factor measures, green roofs, and other landscape element consideration should be given to plantings and other elements (such as fountains) that might be used by such species.

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

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. **CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

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

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

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

South Lake Union Supplemental Guidance:

CS2-1 Gateways Locations: The South Lake Union Urban Design framework (UDF) identifies important gateways to consider in project design. Gateways are transition locations and places that mark entry or departure points to the neighborhood for automobiles and pedestrians. Private sites at gateways should create opportunities for identification - a physical marker so the community notices they are entering a special place.

CS2-1-a. Site Characteristics: Consider site characteristics such as topography, views, or surrounding building patterns, which are important for gateway locations.

CS2-1-b. Contributing Elements: Design elements that contribute to gateways include building out to meet the corner where appropriate, or tools such as setbacks to allow for pedestrian friendly spaces and expanded sidewalks, signage, landscaping, artwork, or signature facade treatments.

CS2-1-c. Collaborate with Adjacent Projects: Where opportunities exist, collaborate with adjacent development projects or projects across the street that mark the same gateway location.

CS2-2 Heart Locations: In addition to Gateways, the UDF identifies Regional and Neighborhood Heart Locations. 'Heart' locations are the center of commercial and social activity within the neighborhood. These locations provide anchors for the community and give form to the neighborhood.

CS2-2-a. Respond to Heart Locations: Primary building entries and facades should respond to the heart location. Amenities to consider include: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs, and entry plazas.

CS2-3 Adjacent Streets: Project design should respond to adjacent street character. These street descriptions should inform how projects relate to the right-of-way. See full guidelines for design guidance for projects on the streets below.

CS2-3-a. Aurora and Dexter Ave N: Projects should include substantial landscaping and attractive building facades. The scale of street improvements and facade elements could be larger than if these streets were predominantly pedestrian-oriented.

CS2-3-b. Eighth and Ninth Ave N: Substantial landscaping and pedestrian interest should be emphasized along the street front. Courtyards and small open spaces may be more appropriate than a uniform street wall.

CS2-3-c. Westlake Ave N: Projects facing Westlake should reinforce the street wall at ground level by aligning buildings along the sidewalk or should feature small courtyards, plazas, or other pedestrian oriented open spaces. The setback of upper stories from Westlake Ave should be encouraged to reduce view blockage of the lake.

CS2-3-d. Boren, Fairview, Minor, Pontius, Yale and Eastlake Ave N: Respond to the character of the historical structures that are along these streets by featuring some of the massing, fenestration patterns, use of materials, or other non-stylistic character of the older buildings.

CS2-3-e. Denny Way: Large scale landscaping features such as street trees are more appropriate than smaller pedestrian pockets or plazas. Pedestrian orientated retail uses are less important on Denny Way if the ground floor is active with interior uses and is lit at night. Maintain the spatial street envelope with street-front facades that create a strong street wall or an active open space.

CS2-3-f. John and Thomas Streets: John Street is a neighborhood Green Street that is well-suited for ground related housing. Thomas Street is a Green Street. The Thomas Street Streetscape Concept Plan supports bicycle-friendly design.

CS2-3-g. Harrison, Republican and Mercer Streets (East of Fairview Ave): These are envisioned as residential streets between Fairview and Yale Avenues. East-west midblock connections are encouraged. Ground floor residential uses are appropriate. Landscaped areas and courtyards are encouraged on Harrison and Republican Streets.

CS2-3-h. Mercer St: Strong street walls on both sides of the street will enhance the street's spatial characteristics. Ground floors should contain active building uses such as lobbies and group work spaces facing the corridor as well as retail and other pedestrian oriented uses. Ground floor spaces should be lit at night.

CS2-4 Relationship to the Block

CS2-4-a. All Corner Sites: Emphasize the importance and/or amount of pedestrian activity at corners with widened pedestrian areas, landscaping, corner building entries, artwork, and other architectural features.

CS2-4-b. Full Block Sites: New developments often occupy half to full block sites which can have street facades as long as 400 feet. Unmodulated or unbroken facades that long generally disrupt the smaller, historical pattern and pedestrian scale at the ground level, and create a blocky podium from when the building is viewed from afar. The zoning code limits the size of a building's podium and towers, but these provisions do limit the development of expansive, full block-long facades.

1. With the exception of the Eastlake/Mercer subarea, avoid internalized campus like developments with uniform architectural character. Large projects should express varied architectural elements and orient open spaces toward the streets and public realm.
2. Building facades should be articulated with modulation, fenestration patterns, different materials, and/or other means so that the building podium is not a

monolithic block. The articulation should extend to all stories in the podium. If a tower extends directly over the front building facade, then the articulation should extend into the tower itself. Horizontal and vertical modulation beyond code minimums that further breaks a building's facade into legible elements, is encouraged.

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

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

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

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

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

CS3-B Local History and Culture

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

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

South Lake Union Supplemental Guidance:

CS3-1 Emphasizing Positive Neighborhood Attributes & Challenges

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

PUBLIC LIFE

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

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. **PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

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

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

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

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes. **PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending. **PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

South Lake Union Supplemental Guidance:

PL1-1 Network of Open Spaces: Open spaces in South Lake Union include mid-block connections, ground-level open space developed in new projects, and three parks: Denny Park, Cascade Playground, and Lake Union Park. Including green streets, Class I Pedestrian streets, the development of an open space network is a priority of the neighborhood. These features should be designed as high priority amenities when granting departures from development standards. Proponents should consider the following: **PL1-1-a. Mid-Block Connections:** Where possible, incorporate mid-block connections, linked courtyards, or activating alleyways. For residential focus areas, use mid-block connections with active and/or passive recreation that can strengthen existing urban activities. Consider merging different mid-block connectors to increase

activity, such as an alleyway joined by a courtyard. Alleyway mid-block connections that include parking should incorporate paving that can be used for recreational activity.

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

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

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

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

PL2-A Accessibility

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

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

PL2-B Safety and Security

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

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

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

PL2-C Weather Protection

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

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

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

PL2-D Wayfinding

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

South Lake Union Supplemental Guidance:

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

PL2-1-a. Reinforce Pedestrian Scale: Consider opportunities for the canopy or other weather protection to reinforce a sense of pedestrian scale.

PL2-1-b. Modulation: Avoid long monolithic designs in favor of modulation along the length of a block. This can be achieved by matching overhead protection to facade bays and breaking up canopies or overhangs accordingly.

PL2-1-c. Shelter Entries to Eating Establishments: Entries to spaces that may house eating or drinking establishments should be recessed or provide two sets of doors so that temporary 'air locks' over the sidewalk are not necessary.

PL2-2 Walkways and Pedestrian Interest: Visually engaging pedestrian walkways reinforce the pedestrian network and are an important element in project design. The pattern of near-by features, spatial changes, and points of interest define the pedestrian experience.

PL2-2-a. **Regular Sensory Stimulation:** Points of interest that may include building entrances, window displays, seats, landscaping, change of architectural character, alcoves or artwork should be placed every 15 to 20 feet to create regular sensory stimulation.

PL2-2-b. Focal Features: Focal features—an open space, pedestrian connection, activity center, or significant variation in spatial enclosure or architecture character—should be placed approximately every 130 feet.

PL2-2-c. Provide a Destination: A strong element at one end of a corridor can act as a 'terminus' by providing a destination or a view point that can be seen from the corridor. Similarly, a central plaza or landmark can attract pedestrians from throughout the corridor, thereby unifying the corridor's activity.

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

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. **PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

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

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

PL3-B Residential Edges

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

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

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

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

PL3-C Retail Edges

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

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

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

South Lake Union Supplemental Guidance:

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

PL3-2 Residential Edges

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

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

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

PL4-A Entry Locations and Relationships

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

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

PL4-B Planning Ahead for Bicyclists

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

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

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

PL4-C Planning Ahead For Transit

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

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

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

South Lake Union Supplemental Guidance:

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

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

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

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

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

DC1-B Vehicular Access and Circulation

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

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

DC1-C Parking and Service Uses

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

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

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

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

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

DC2-A Massing

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

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

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas). **DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions. **DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept
DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

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

South Lake Union Supplemental Guidance:

DC2-1 Massing, Design, and Scale: Consideration of three scales. Buildings and their surroundings are perceived at three scales: 1) The pedestrian scale that relates to human activity within the immediate vicinity of the pedestrian (roughly 60 feet horizontally); 2) The street space where the street and adjacent open spaces are perceived as a 'room' (generally street block or two long and about 60 feet high); and 3) Tall building or skyline scale (where the building form is perceived generally at more than a block away).

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

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

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

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

successful scale transition, the podium facade must provide pedestrian scaled elements and proportions.

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

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

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

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

DC2-4-b. Tall Form Placement, Spacing & Orientation: Locate the tall forms to optimize the following: reduce shadow impacts on public parks, plazas and places; increase tower spacing to adjacent structures; afford light and air to the streets, pedestrians and public realm; and minimize impacts to nearby existing and future planned occupants. **DC2-4-c. Tall Form Design:** Avoid long slabs and big, unmodulated boxy forms, which cast bigger shadows and lack scale or visual interest. Consider curved, angled, shifting and/or carved yet coherent forms. Shape and orient tall floorplates based on context, nearby opportunities and design concepts, not simply to maximize internal efficiencies.

Modulation should be up-sized to match the longer, taller view distances. **DC2-4-d. Intermediate Scales:** To mediate the extra height/scale, add legible, multistory intermediate scale elements: floor groupings, gaskets, off-sets, projections, sky terraces, layering, or other legible modulations to the middle of tall forms. Avoid a single repeated extrusion from base to top.

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

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

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

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

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

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

DC2-5 Secondary Architectural Features DC2-

5-a. Visual Depth and Interest

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

DC2-6 Scale and Texture

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

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

South Lake Union Supplemental Guidance:

DC3-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.

South Lake Union Supplemental Guidance:

DC3-1 Building Open Space Relationship

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

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

DC4-A Exterior Elements and Finishes

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

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

DC4-B Signage

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

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

DC4-C Lighting

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

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

DC4-D Trees, Landscape, and Hardscape Materials

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

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

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

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

DC4-E Project Assembly and Lifespan

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

South Lake Union Supplemental Guidance:

DC4-1 Exterior Building Materials

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

DC4-1-b. Panelized Materials

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

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

DC4-2 Trees, Landscape, and Hardscape Materials

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

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

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

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

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

BOARD DIRECTION

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

The recommendation summarized above was based on the design review packet dated July 7, 2021, and the materials shown and verbally described by the applicant at the Wednesday, July 7, 2021, Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials,

the five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Maintain the double-height expression on the Stewart Street facade as shown in the Recommendation packet dated July 7, 2021. (DC2-4, DC2-5)
2. Eliminate the vertical frame lighting proposed for the Stewart Street facade of the tower as shown in the Recommendation packet dated July 7, 2021. (DC2, DC4-B)

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 July 7, 2021, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Five members of the West Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F.3).

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 double-height expression on the Stewart Street facade has been maintained in the MUP plan set uploaded 08/18/2022.
2. The vertical frame lighting proposed for the Stewart Street facade of the tower has been eliminated from the design in as shown in the MUP plan set uploaded 08/18/2022.

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

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

DIRECTOR'S DECISION

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

II. ANALYSIS – SEPA

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 7/12/2019 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 greenhouse gas, construction parking and traffic impacts, construction-related noise, environmental health as well as mitigation.

Greenhouse Gas Emissions

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

Construction Impacts - Parking and Traffic

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

The area includes limited and timed or metered on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan include a Haul Route and a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: Construction Use in the Right of Way.

Construction Impacts - Noise

The project is expected to generate loud noise during demolition, grading and construction. The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours of 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00 PM on weekends and legal holidays in a 'Seattle Mixed' zone.

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

A Construction Management Plan will be required prior to issuance of the first building permit, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at: Construction Use in the Right of Way. The limitations stipulated in the Noise Ordinance and the CMP are sufficient to mitigate noise impacts; therefore, no additional SEPA conditioning is necessary to mitigation noise impacts per SMC 25.05.675.B.

Environmental Health

The applicant submitted studies regarding existing contamination on site (Phase I ESA (labeled as 'SEPA Appendix C'), prepared by Hart Crowser, dated July 9, 2019; MUP Geotechnical Report by Hart Crowser, dated 6/25/2019; Cleanup Action Plan/Construction Contingency Plan (CAP/CCP) 'Remediation Plan to meet MTCA', by Hart Crowser, dated 2/2022).

If not properly handled, existing contamination could have an adverse impact on environmental health. As indicated in the SEPA checklist, the CAP/CCP ('Remediation Plan to meet MTCA', by Hart Crowser, dated 2/2022) will be used by the applicant to comply with all provisions of MTCA in addressing these issues in the development of the project.

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

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

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

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

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of

fugitive dust to protect air quality and require permits for removal of asbestos during demolition. The City acknowledges PSCAA's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination. No further mitigation under SEPA Policies 25.05.675.F is warranted for asbestos impacts.

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

Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including the following: greenhouse gas emissions; parking; potential blockage of designated sites from the Scenic Routes nearby; possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas, historic resources, height bulk and scale, light and glare, public views, parking, shadows on open spaces and transportation warrant further analysis.

Greenhouse Gas Emissions

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

Historic Resources

The existing structure on site is more than 50 years old. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structure on site is unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 532/21). 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.

Light and Glare

The applicant submitted a light and glare Analysis (by EA,Inc., dated 7/2019) which analyzed potential adverse impacts from light and glare that could be created by the project. That study noted that while vehicle headlights and solar reflection can cause temporary glare, the principal source of glare associated with most development projects is sunlight reflected from specular surfaces on building facades.

The analysis indicates while motorists on I-5, Denny Way and Stewart Street could occasionally experience reflected solar glare from the façades of the proposed building during the AM and PM peak hours, such glare would primarily be outside of the cone-of-influence3 and would not be expected to cause problems for motorists nor differ substantially from periodic glare from stationary and mobile sources that motorists typically experience.

The analysis indicates that the building material reflectivity and angled facades will have minimal glare impacts and will be mitigated through energy-code compliant glazing, no use of excessively reflective surfaces, pedestrian scale lighting with cut-off fixtures, and the presence of nearby buildings that will shade and occlude the proposed structure and disrupt glare. Additionally, the building's façade modulation and balconies, the use of building materials with relatively low-reflectivity at street level and the proposed street trees would all help minimize reflective glare-related impacts to pedestrians and motorists.

Pursuant to the SEPA Light and Glare Policy, SMC 25.05.675.K, no significant adverse impacts are anticipated from the proposal and any remaining adverse impacts of reflected light and glare are expected to be minimal and therefore no further mitigation is warranted.

Parking

The proposed development includes 435 residential units with 119 off-street vehicular parking spaces. The traffic and parking analysis ('Response to SDCI Correction Notice 12/09/2021', by Heffron Transportation, Inc., dated 1/12/2022) indicates a peak demand for approximately 104 vehicles from the proposed development. Peak residential demand typically occurs overnight.

The traffic and parking analysis noted that the peak parking demand for this development is 104 vehicles. The number of proposed parking spaces accommodates all of the anticipated parking demand, and no additional mitigation is warranted per SMC 25.05.675.M.

Public Views

SMC 25.05.675.P provides policies to minimize impacts to designated public views listed in this section. Interstate 5 is a SEPA Scenic Route. The applicant provided view studies ('Viewshed Analysis', by EA, Inc., dated 7/2019) showing the proposed development in relation to the designated public views in SMC 25.05.675.P. The proposed development is located in a manner that does not impact protected views along Interstate 5. The proposed development does not block views of any nearby historic landmarks. Additional mitigation is not warranted under SMC 25.05.675.P.

Shadows on Open Spaces

Seattle's SEPA policies are directed at "minimizing or preventing light blockage and the creation of shadows on open spaces most used by the public (SMC 25.05.675.Q.)." Areas outside of downtown to be protected include: publicly-owned parks, public schoolyards, private schools that allow use of schoolyards during non-school hours, and publicly-owned street-ends in shoreline areas. The Seattle Times Park and Cascade Playground are areas protected by Seattle's SEPA policy that could be affected.

The applicant submitted an analysis of shadow cast for the aforementioned areas and evaluated the summer solstice, spring and fall equinox, and winter solstice at the following times: 8:00 a.m., noon, and 4:00 p.m. The study concluded there would be no shadow impacts on the Seattle Times Park and identified the greatest potential for shadows on Cascade Playground during the morning near the Winter Solstice (December 21) . During this period the shadow diagrams demonstrated that shadows cast onto Cascade Playground would be minor.

The affected area of Cascade Playground would be considered proportionally minor in comparison to the expansive area that the Park covers. No shadow impacts to the Seattle Times Park are shown. It is not expected that the proposed development would result in any adverse shadow impacts to the Seattle Times Park or Cascade Playground; therefore, no mitigation is warranted pursuant to SEPA's Shadows on Open Spaces policy (SMC 25.05.675.Q).

Transportation

The Traffic Impact Analysis ('Response to SDCI Correction Notice 12/09/2021', by Heffron Transportation, Inc., dated 1/12/2022) indicated that the project is expected to generate a net total of 420 daily vehicle trips, with 21 net new PM peak hour trips and 20 net new AM peak hour trips.

The additional trips are expected to distribute on various roadways near the project site, including Stewart Street, Eastlake Avenue E, Denny Way, John Street and Yale Street 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

For the Life of the Project

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

CONDITIONS – SEPA

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

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

Joseph Hurley, Land Use Planner Date: November 7, 2022
Seattle Department of Construction and Inspections

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