Seattle Department of Construction & Inspections

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

Project Number: 3037697-LU

Applicant Name: Scot Carr

Address of Proposal: 1906 20th Avenue South

SUMMARY OF PROPOSED ACTION

Land Use Application to allow an 8-story, 203-unit apartment building with retail. Parking for 80 vehicles proposed. Existing buildings to be demolished. Early Design Guidance Review conducted under 3037740-EG.

The following approvals are required:

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

II. SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

SEPA DETERMINATION

Determination of Non-significance (DNS)

☐ No mitigating conditions of approval are imposed.

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

SITE AND VICINITY

Site Zone: Commercial 1-75 (M) [C1-75 (M)]

Zoning Pattern: (North) C1-75 (M)
(South) C1-75 (M)
(East) C1-75 (M)
(West) Residential Small Lot (M) [RSL (M)]

Lot Area: 30,022 sq. ft.

Environmentally Critical Areas: Liquefaction Prone Area

Current and Surrounding Development; Neighborhood Character; Access: The subject site occupies a half block, extending along 20th Avenue S. from S. Holgate Street to the north to S. Plum Street to the south. An alley right-of-way runs along the site to the east, but no improved alley exists.

The top of this image is North. This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in SDCI's files will control.

The site is comprised of four existing tax parcels. The northernmost and southernmost parcels are occupied by outdoor storage and parking. Single-family detached dwellings with their associated outbuildings occupy the two interior lots. The site is rectangular in shape and slopes downward southwest to northeast approximately ten feet. Two Exceptional trees, a Douglas Fir and a Hop tree, are located near the west property line.

Uses surrounding the site include commercial warehouses and associated outdoor storage areas to the north, east, and south. Low-rise residential uses, including single-family, townhouse, and small-scale multifamily residential structures occupy the blocks to the west.

Beyond the immediate surroundings, the site is located on the western edge of an area characterized by low-rise commercial and warehouse buildings. However, this area is experiencing development pressure with new residential and mixed-use development replacing the existing low-rise commercial context. The site is also located within the Mount Baker Hub Urban Village. Multiple projects in the vicinity are currently in review or under construction for proposed residential and mixed-use development. Existing industrial and warehouse character includes a mix of prefabricated steel warehouses, masonry warehouses, and lowrise wood frame buildings. To the west of the site, topography slopes upward away from the site and development becomes low-rise residential in character with single-family dwellings representing the predominant building type with single-family structures dating to the early-to-mid-1900s.

Vehicular access currently exists along S. Holgate Street to the north and S. Plum Street to the south of the site. Although an alley right-of-way exists on the east side of the site, the right-of-way does not appear to be improved. Sidewalks do not exist along most of the street frontage with sidewalk present only along portions of the 20th Avenue S. frontage. Existing sidewalk does exist on the north side of S. Holgate Street across the street from the site to the north.

Public Comment

The public comment period ended on December 15, 2021. 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 trees, excavation, traffic, and density.

I. ANALYSIS – DESIGN REVIEW

EARLY DESIGN GUIDANCE August 31, 2021

The design packet includes information presented at the meeting, and is available online by entering the record number at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx
Any recording of the Board meeting is available in the project file. This meeting report summarizes the meeting and is not a meeting transcript.

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

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

Email: PRC@seattle.gov

PUBLIC COMMENT

No public comments were offered at this meeting.

Prior to the meeting, SPU Solid Waste submitted a memo with the following information related to solid waste requirements on the site:

1. Solid waste collection will occur from the improved alley to the east of the site.
2. SPU prefers roll-off compacted containers
3. If compacted containers are not planned, the project should plan for 3 cubic yard containers for both trash and recycling.
4. For commercial uses, uncompacted 2 cubic yard dumpsters are recommended

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 3037740-EG: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

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

1. Massing:

a. The Board supported massing Alternative 3 over the other massing alternatives due to its use of existing exceptional trees as organizing features, its massing differentiation of residential and commercial frontages, its, and its stronger massing response to the zone transition to the east compared to the other alternatives (CS2-D. Height, Bulk, and Scale, CS1-D-1. On-Site Features, PL3-B-1. Security and Privacy, PL3-B-4. Interaction, DC2-A-1. Site Characteristics and Uses, DC3-A-1. Interior/Exterior Fit).

b. The Board supported the conceptual massing intent to organize courtyard spaces on the east and west sides of the site, to provide space for gathering and to buffer residential uses from street frontages and to reduce the presence of building mass along the zone transition to the west (CS2-D-3. Zone Transitions, PL3-B-1. Security and Privacy, DC3-A-1. Interior/Exterior Fit, DC3-B-4. Multifamily Open Space).

c. The Board supported the placement of the upper-floor outdoor amenity space in the northwest corner of the site, stating that the one-story massing height reduction in this location aids in the zone transition to the west of the site by reducing the perceived building height (CS2-D. Height, Bulk, and Scale, DC2-A-2. Reducing Perceived Mass).

d. The Board supported the intent for varied ground-level residential and non-residential uses along all street and alley frontages and provided guidance related to specific concerns of legibility, wayfinding, and scale:

    i. The Board expressed concern that the legibility of the residential entry along 20th Avenue S. would be minimized due to its location adjacent to smaller-scaled ground-level residential units. The Board emphasized the need for a legible residential entry that is differentiated from adjacent residential units

(PL3-A. Entries, PL3-B-2. Ground-level Residential, DC2-A-1. Site Characteristics and Uses, DC2-E-1. Legibility and Flexibility).

ii. The Board recognized the potential for numerous changes of scale along the ground-level façades on all sides of the building, with the with regular shifts between commercial and residential uses and other elements like the residential entry, parking entry, and fire stairs. The Board stated that the Recommendation packet should show these transitions are addressed to achieve a cohesive design, while expressing the distinct uses and functions to promote wayfinding (PL2-D-1. Design as Wayfinding, DC2-B-1. Façade Composition, DC2-D-1. Human Scale, DC2-E-1. Legibility and Flexibility).

iii. The Board expressed concern about the visibility of the commercial space along the S. Plum Street frontage with the presence of a fire stairway at the southeast corner of the building and the placement of new street trees along the frontage. The Board promoted strengthening the visibility of the commercial frontage within the ground-level massing and using a street tree species that will promote visibility. The Board requested perspective views along the street frontage at the Recommendation phase of review to show that the commercial space will be visible along the S. Plum Street frontage (CS2-B-2. Connection to the Street, PL2-D-1. Design as Wayfinding, PL3-C-1. Porous Edge, DC1-A. Arrangement of Interior Uses.

2. Façade Design:

a. The Board supported residential expression along the west façade where the project faces a residential zone and commercial expression along the north and south street frontages where ground-level commercial spaces are currently proposed. The Board requested examination at the Recommendation phase of review to show how the distinct residential and commercial scales are expressed within the building design through materials and secondary architectural features (PL2-D-1. Design as Wayfinding, DC2-C-1. Visual Depth and Interest, DC2-D-1. Human Scale, DC2-E-1. Legibility and Flexibility).

b. Related to the guidance above for the design of ground-level uses, the Board requested ground-level perspective drawings along the street frontages to show the character of street frontages, the building design relationship to wayfinding, and the relationships of ground-floor uses to each other and the street frontage (PL2-D-1. Design as Wayfinding, PL3-C-1. Porous Edge, DC1-A. Arrangement of Interior Uses, DC2-D-1. Human Scale).

c. The Board anticipated the potential desire of future residential tenants to use window air-conditioning units and proposed incorporating the ability to do this within the façade design so that air-conditioning units could be grouped or aligned to be complementary to the building design (DC4-A-1. Exterior Finish Materials, DC2-B-1. Façade Composition).

3. Lighting and Landscaping:

a. Citing the east and west plazas as important buffers between residential uses and street/alley frontages, the Board requested a planting plan to be included at the Recommendation phase of review to show how seasonal changes will affect the plaza landscaping (CS2-B-3. Character of Open Space, DC4-D Trees, Landscape, and Hardscape Materials).

b. The Board requested a lighting diagram at the Recommendation phase of review to show that lighting will be used to augment wayfinding and safety (PL2-B-2. Lighting for Safety, PL3-A-4. Ensemble of Elements, PL3-C-2. Visibility, DC4-C-1. Functions).

RECOMMENDATION June 28, 2022

PUBLIC COMMENT

There were no public comments offered at this meeting.

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

- Supported the location of the roof deck and the window arrangement within the facades.
- Promoted the preservation of exceptional trees on-site or their replacement with a sufficient number of replacement trees.

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 3037697-LU: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

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

1. **Architectural Concept:**
    a. The Board recommended approval of the project design as the massing articulation relates well to the zone transition across 20th Avenue S. and surrounding commercial zones, specifically citing the massing indentations on the 20th Avenue S. and the alley-facing façades as successful massing moves. The Board recommended approval of the use of complementary landscaping along these façades as it aids in the zone transition and contributes to the success of the massing articulation (CS2-B-1. Site Characteristics, CS2-D. Height, Bulk, and Scale, DC2-A. Massing, DC2-B.1. Façade Composition).
    b. The Board recommended approval of the architectural concept, which involves the organization of the building form and site design to feature the exceptional Douglas Fir tree (CS1-D-1. On-Site Features, CS2-D-2. Existing Site Features, DC2 Architectural Concept).

2. **Materials**:
    a. The Board recommended approval of the palette of exterior materials, citing their variety and durability. The Board recommended a condition to maintain the use of durable and textured exterior materials throughout the life of the project (DC2-D. Scale and Texture, DC4-A. Building Materials).
    b. The Board recommended approval of the composition of exterior materials, stating that the application of materials on the building façades supports the design concept

and aids the legibility of the ground floor uses.The Board recommended a condition to maintain a high-level of legibility of ground floor uses on all facades through the composition of exterior materials and architectural components (DC1-A. Arrangement of Interior Uses, DC2-D. Scale and Texture, DC2-E-1. Legibility and Flexibility, DC4-A. Building Materials).

3. Ground Plane and Pedestrian Experience:

a. The Board recommended approval of the visual expression of ground-level uses throughout the project's design in the organization of building materials and landscaping (PL2-D. Design as Wayfinding, PL3-A-2. Ensemble of Elements, DC4-D-1. Choice of Plant Materials).
b. The Board recommended approval of the organization of the commercial spaces along S. Plum Street identifying the legibility and flexibility of these spaces as specific strengths of the design (CS2-B-2. Connection to the Street, DC1-A. Arrangement of Interior Uses, DC2-E-1. Legibility and Flexibility, PL4-A. Entry Locations and Relationships).

4. Landscaping and Exceptional Trees:

a. In agreement with public comment, the Board recommended approval of the retention of the exceptional Douglas Fir tree as it is an important visual landmark on the site. The Board questioned some of the choices of tree species within the 20th Avenue S. right-of-way and encouraged the applicant to select tree species that will allow the exceptional Douglas Fir tree to be visually prominent and featured within the site/right-of-way design. The Board did not recommend a condition related to tree species selection (CS1-D-1. On-Site Features, DC3-C-1. Reinforce Existing Open Space, DC4-D. Trees, Landscape, and Hardscape Materials).
b. The Board recommended approval of the landscape design throughout the ground-plane of the site. The Board specifically commended the strong landscaping design along the alley to allow for separation from the alley for adjacent residential units (PL1-B-3. Pedestrian Amenities, PL3-B. Residential Edges, DC4-D. Trees, Landscape, and Hardscape Materials).
c. The Board recommended approval of removal of the exceptional Hop Tree located along the 20th Avenue S. frontage. The Board stated that tree retention would detract from the success of the architectural concept, which involves organizing the mass and building footprint around the exceptional Douglas Fir tree that is proposed to be retained along the same 20th Avenue S. frontage. The Board stated that the design resulting from removal of the exceptional Hop Tree better meets the intent of the design guidelines (CS2-D. Existing Site Features, PL1-A-2. Adding to Public Life, DC2-A. Massing).

DEVELOPMENT STANDARD DEPARTURES

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

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

1. **Tree Preservation Building Height (23.41.012.B.11.f):** The Code allows for additional building height, up to 10 feet, if the applicant demonstrates that the departure is needed to

protect a tree that is located on the lot that is either an exceptional tree, as defined in Section 25.11.020, or a tree greater than 2 feet in diameter measured 4.5 feet above the ground; and avoiding development in the tree protection area will reduce the total development capacity of the site. The applicant proposes an additional 10 feet of building height in order to preserve one exceptional Douglas Fir tree located on-site.

The Board recommended approval of this departure based on the design rationale, affirming that this departure allows the proposal to better meet the design guidelines. The Board described the tree as important visual landmark on the site that should be featured within the building and site design. The Board acknowledged that the departure aids in the preservation of the exceptional tree by moving floor area away from the root zone, as shown in the departure diagrams within the Recommendation packet (CS1-D-1. On-Site Features, CS2-D. Height, Bulk, and Scale, DC2-A-2. Reducing Perceived Mass).

Staff Note: SMC 23.41.012.B.11.f is one of several exceptions that allow for departures to be requested from structure height requirements, which is otherwise not departable. The site is located in a Commercial 1 zone with a mapped 75 foot height limit; structure height requirements for commercial zones are contained in SMC 23.47A.012 and the Official Land Use Map.

2. **Average Non-Residential Depth (23.47A.008.B.3):** The Code requires a minimum average depth of 30 feet for non-residential spaces greater than 600 square feet in size along a street frontage. The applicant proposes an average depth of 21.2 feet for the eastern tenant space along the S. Plum Street and an average depth of 20.4 feet for the corner tenant spaces.

   The Board recommended approval of the departure, stating that the design resulting from the departure would improve the commercial space design based on applicable design guidelines, increase flexibility and legibility of interior uses, and allow for better visual contrast between the commercial and residential spaces. The Board supported the applicant's rationale that the departure would allow for larger and more flexible commercial spaces that could house a variety of tenants. (CS2-B-2. Connection to the Street, DC1-A. Arrangement of Interior Uses, DC2-E-1. Legibility and Flexibility).

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

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

CS1-A Energy Use

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

CS1-B Sunlight and Natural Ventilation

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

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

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

CS1-C Topography

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

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

CS1-D Plants and Habitat

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

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

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

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

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

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

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

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

CS3-B Local History and Culture

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

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

PUBLIC LIFE

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

PL1-A Network of Open Spaces

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

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

PL1-B Walkways and Connections

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

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

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

PL1-C Outdoor Uses and Activities

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

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

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

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

PL2-A Accessibility

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

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

PL2-B Safety and Security

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

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

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

PL2-C Weather Protection

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

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

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

PL2-D Wayfinding

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

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

PL3-A Entries

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

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

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

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

PL3-B Residential Edges

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

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

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

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

PL3-C Retail Edges

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

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

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

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

PL4-A Entry Locations and Relationships

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

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

PL4-B Planning Ahead for Bicyclists

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

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

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

PL4-C Planning Ahead For Transit

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

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

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

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

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

DC1-B Vehicular Access and Circulation

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

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

DC1-C Parking and Service Uses

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

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

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

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

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

DC2-A Massing

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

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

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

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

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

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

DC2-D Scale and Texture

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

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

DC2-E Form and Function

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

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

DC3-A Building-Open Space Relationship

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

DC3-B Open Space Uses and Activities

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

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

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

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

DC3-CDesign

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

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

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

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

DC4-AExterior Elements and Finishes

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

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

DC4-BSignage

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

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

DC4-CLighting

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

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

DC4-DTrees, Landscape, and Hardscape Materials

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

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public

areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

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

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

DC4-E Project Assembly and Lifespan

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

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated Tuesday, June 28, 2022, and the materials shown and verbally described by the applicant at the Tuesday, June 28, 2022 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 use of textured and durable exterior materials throughout the life of the project (DC2-D. Scale and Texture, DC4-A. Building Materials).

2. Maintain a high-level of legibility of ground floor uses on all facades through the composition of exterior materials and architectural components (DC1-A. Arrangement of Interior Uses, DC2-D. Scale and Texture, DC2-E-1. Legibility and Flexibility, DC4-A. Building Materials).

ANALYSIS & DECISION – DESIGN REVIEW

DIRECTOR'S ANALYSIS

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

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

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

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

At the conclusion of the Recommendation meeting held on June 28, 2022, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

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

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

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

Applicant response to Recommended Design Review Conditions:

1. The applicant responded to condition 1 with a memo on 10/11/22, noting, "The conditions of approval have been copied to the plan set on the Design Review Sheets. See DR001." Sheet DR1.01-DR1.02 provide material legends for at-grade and roof level materials. Additionally, sheets DR001-DR002 provide detailed elevation plans with façade/siding material callouts. The response ensures textured and durable exterior materials are used, and therefore satisfies the recommended condition for the MUP decision.

2. The applicant responded to condition 2 with a memo on 10/11/22, noting, "The conditions of approval have been copied to the plan set on the Design Review Sheets. See DR001." Sheet DR001-DR002 provide detailed elevation plans and material call-outs that ensure a high-level of ground floor legibility through exterior material composition and architectural components. The response satisfies the recommended condition for the MUP decision.

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

The Director of SDCI has reviewed the decision and recommendations of the Design Review Board made by the 5 members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director accepts the Design Review Board's recommendation.

DIRECTOR'S DECISION

The Director accepts the Design Review Board's recommendations and CONDITIONALLY APPROVES the proposed design and the requested departures with the condition 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 November 16, 2021 (signed November 18, 2021). The Seattle Department of Construction and Inspections (SDCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "*where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*" subject to some limitations.

Under such limitations/circumstances, mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

SHORT TERM IMPACTS

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following analyzes construction-related noise, air quality, greenhouse gas emissions, construction traffic and transportation impacts, as well as mitigation.

Greenhouse Gas Emissions

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

Construction Impacts - 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.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan may be required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan include a Haul Route 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.

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 may 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.

Construction Impacts – Mud and Dust

Approximately 8,000 cubic yards of material will be excavated and removed from the site, with approximately 1,500 cubic yards of fill. Transported soil is susceptible to being dropped, spilled or leaked onto City streets. The City's Traffic Code (SMC 11.74.150 and .160) provides that material hauled in trucks not be spilled during transport. The City requires that loads be either 1) secured/covered; or 2) a minimum of six inches of "freeboard" (area from level of material to the top of the truck container). The regulation is intended to minimize the amount of spilled material and dust from the truck bed en route to or from a site.

No further conditioning of the impacts associated with these construction impacts of the project is warranted pursuant to SEPA policies (SMC 25.05.675.B).

Environmental Health – Contamination

The applicant submitted studies and documents regarding existing contamination on site:

- *"Phase I Environmental Site Assessment Report, Beacon Hill Property, 1906 through 1918 20th Avenue South, 1901 through 1921 21st Avenue South, 2103 through 2109*

South Holgate Street, Seattle, Washington," for Kamiak Real Estate, LLC, October 16, 2020 by Farallon Consulting, LLC.

- *"Subsurface Investigation Summary, Beacon Hill Property, 1906 through 1918 20th Avenue South, 1901 through 1921 21st Avenue South, 2103 through 2109 South Holgate Street, Seattle, Washington, Farallon PN: 2500-001,"* dated December 21, 2020, by Farallon Consulting, LLC.

- *"Management of Environmental Media, 1906 Through 1918 20th Avenue South, Seattle, Washington, Farallon PN: 2500-001,"* A Letter to SDCI from Farallon Consulting, LLC, dated October 11, 2022, describing the manner in which segregation, handling, transport, and disposal of impacted environmental media in compliance with applicable laws and regulations as part of planned redevelopment activities at the development site.

- *"Environmental Media Management Plan, The Fir 1906 20th Avenue South, Seattle, Washington,"* for West Judkins LLC, December 13, 2022, by Farallon Consulting, LLC.

If not properly handled, existing contamination could have an adverse impact on environmental health.

As indicated in the SEPA checklist and aforementioned documents, the applicant will comply with all provisions of MTCA in addressing these issues in the development of the project.

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

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

Mitigation of contamination and remediation is in the jurisdiction of 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.

Environmental Health – Toxic Materials

Development activity has the potential to result in exposure to asbestos and lead. 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; 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 emissions, historic resources, height bulk and scale, plants and animals, and transportation warrant further analysis.

Greenhouse Gas Emissions

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

Historic Resources

The existing structures on site are more than 50 years old. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structures on site are unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 540/21). 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.

Plants and Animals

Mature vegetation is located on the site, including several trees and two exceptional trees. The location of the Exceptional Trees are described on page 36-37 and 54-59 of the Design Recommendation packet and in the Design Review section of this MUP decision. The applicant submitted an arborist report (Tree Solutions Inc., May 24, 2022) and identified the two Exceptional Trees below. SDCI's Arborist has reviewed the information.

- Douglas-fir – Pseudotsuga Menziesii (Tree #548): 30.5-inches, is proposed for retention.
- Hop Tree – Ptelea Trifoliata (Tree #551), 9 inches, is proposed to be removed.

Removal of the Exceptional Hop Tree as related to the proposed design is discussed in the Design Review section earlier in this decision. The Design Review Board recommended that the proposed building and landscape design meets the Design Review Guidelines better than a design that retains the existing exceptional tree.

The proposal includes retention of the Exceptional Douglas Fir Tree. In order to mitigate impacts to the Exceptional Tree under SMC 25.05.675.N, a condition for a tree preservation plan is warranted. A tree preservation plan consistent with the recommendations in the Arborist Report (Tree Solutions Inc., May 24, 2022) will be required on any demolition, excavation, shoring, and construction permit plans.

SDCI has reviewed the proposal and determined that the landscape plan, at maturity, proposes new trees that will replace and exceed the canopy of the existing Exceptional Hop Tree proposed for removal. No mitigation beyond the Code-required landscaping is warranted under SMC 25.05.675.N.

Transportation

The Traffic Impact Analysis (Transportation Impact Analysis, Heffron Transportation Inc., 11/9/2021; Response to SDCI [Transportation] Correction Notice, Heffron Transportation Inc., 1/17/2022) indicated that the project is expected to generate a net total of 610 daily vehicle trips, with 55 net new PM peak hour trips and 48 AM peak hour trips.

The additional trips are expected to distribute on various roadways near the project site, including 20th Ave S, S Holgate St, S Plum St, I-90, I-5, I-405, Rainier Avenue S. 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.

CONDITIONS – SEPA

Prior to Issuance of Demolition, Grading, or Construction Permit

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

3. The plans shall show a tree preservation plan, consistent with the recommendations in the arborist report (Tree Solutions Inc., May 24, 2022) on file with SDCI.

Greg Johnson, Senior Land Use Planner Date: March 20, 2023
Seattle Department of Construction and Inspections

GJ:rgc
3037697-LU Decision.docx