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

Record Number: 3026661-LU

Applicant Name: Chie Yokoyama for NK Architects

Address of Proposal: 4417 42nd Avenue SW

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 4-story, 62-unit apartment building with 4 live-work units. Parking for 26 vehicles proposed. Existing buildings to be demolished.

The following approvals are required:

Design Review (Seattle Municipal Code 23.41)

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

SEPA DETERMINATION:

Determination of Non-significance

☒ No mitigating conditions of approval are imposed.

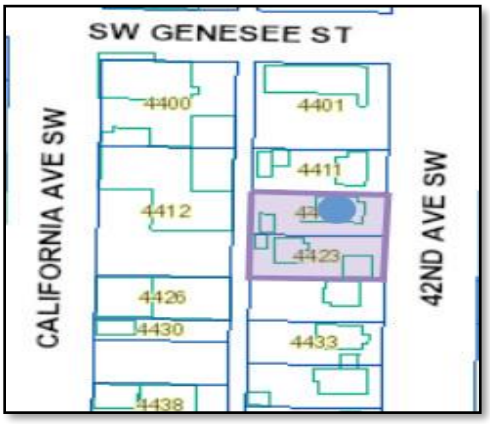
☐ Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts

SITE AND VICINITY

Site Description: The site is a rectangular shaped lot approximately 11,500 square feet in size. Access to the project site is provided by 42nd Avenue SW on the site's east side. A secondary access is provided by a 16-foot wide alley on the site's west side.

Site Zone: Neighborhood Commercial 2 – 40' height limit (NC2-40)

Zoning Pattern: North: (NC2-40)
South: (NC2-40)
West: (NC2-65)
East: (NC2-40)



Environmental Critical Areas: There are no environmentally critical areas present on site.

Current Development:

The site is located on the west side of 42nd Avenue SW, between SW Oregon Street and SW Genesee Street, one block east of the commercial corridor along California Avenue SW. The project site includes two lots, one lot is developed with a single-family

residence, the other lot has two detached single-family residences. An improved alley, 16-feet wide, is located on the west side of the project site. Three Exceptional trees are located on the project site along with landscaping customary to residential development.

Surrounding Development and Neighborhood Character:

The project site is located within the West Seattle Junction Hub Urban Village, and only two blocks to the northeast of the intersection of California Ave SW and SW Alaska St. The neighborhood is very pedestrian friendly, and there are multiple shops, restaurants, cafés, and grocery stores all within walking distance of the site. North of the project site is a single-family residence, south of the site is a small parking lot used by the Fraternal Order of the Eagles with a relatively new four-story apartment building, Junction Flats, just south of the parking lot. Across the street are two churches with associated buildings. The Lutheran Church operates a school, Hope Lutheran School, on its church campus.

Public Comment:

The public comment period ended on September 11, 2017. Comments received by the Department included the lack of off-street parking proposed for the project and on-street parking impacts in a neighborhood that is already lacking on-street parking availability.

I. ANALYSIS – DESIGN REVIEW

EARLY DESIGN GUIDANCE MEETING: May 18, 2017

The packet includes materials presented at the meeting, and is available online by entering the project numbers (3026801) at this website:
http://www.seattle.gov/SDCI/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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*

During the Early Design Guidance meeting the following comments were provided by the public:

- Questioned whether bike racks will be provided in the front of the building along 42nd Ave. SW.
- Concerned about the proposed access driveway on the north side of the site and whether fencing or railing will be installed to prevent children in neighboring property from falling in driveway ramp.
- Requested the driveway move further south from the north property line to provide a greater buffer to the property on the project's north side.
- Concerned with the proximity of the building along the project's north property line will create shadow impacts to residence north of the site.

- Preferred Option 1 as it provides more sunlight to the residence on the north side of the project site.
- Requested the Douglas Fir tree on the east side of site, near the sidewalk, be removed.

The department received two written comments. The comments focused on insufficient off-street parking and potential impacts to on-street parking in the area if the project is developed.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking and on-street parking are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

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 for the applicants:

1. **Massing.**
   a. The Board favored the proposed massing of Option 3, the applicant's preferred option, due to the major moves in massing and how they relate well to the neighborhood development. The Board also noted that Option 3 pushes the mass of the building to the south property line, allowing more light into the backyard of the residence to the north. (CS2-D)
   b. The Board requested minor massing refinements with Option 3 when it returns to the Board at the Recommendation phase. The minor massing refinements noted by the Board include the use of bays along the 42nd Ave façade, how could they be integrated better with the building, and providing the opportunity for more daylighting to the residence to the north. The Board would like the applicant to demonstrate, through sketches and iterative images, how the refinements have taken shape from the early design guidance meeting to the recommendation meeting. (CS2-West Seattle)

2. **Exceptional Trees/Open Space.**
   a. The Board was receptive to the removal off all three Exceptional trees on the site however they wanted to see further development of the landscape plan and how it creates a viable rooftop habitat. The Board requested the landscape plan include specific details on the tree species proposed, size of the trees at planting, especially on the rooftop amenity space, to convince the Board that removing all three Exceptional trees is appropriate due to the proposed diversity of landscaping proposed. (DC4-D, CS1-D)

3. **Building Articulation.**
   a. The Board pointed to the number of bays on the street side of the building and upper level setbacks that need further study to provide better connection of the bays to the massing of the building. The Board thought the 42nd Avenue façade will need more work before the recommendation meeting. (DC2-B)
   b. The Board stated that they struggled to find an overarching design concept to drive the design forward. The Board suggested the applicant explore connecting the bays and

building articulation in a way that provides a design that is simplified and clear in design intent. (DC2-B)

c. Acknowledging public concern, the Board requested the applicant further study the north and south façades and how they could provide articulation, colors and/or texture to avoid a large blank façade, especially to the neighboring property on the north side of the project site. (CS2-West Seattle, CS3-A)
d. In response to public comment, the Board requested the applicant provide a more sensitive transition on the northeast corner of the building to address the property owners concerns of shadow impacts. The Board suggested maximizing the open space/daylighting to the neighbor to the north to create a better relationship. (CS1-B, CS2-D)

4. Driveway

a. Acknowledging public concern, the Board would like to review additional information on the driveway access including a design for the fencing/railing being considered for safety purposes and how this will be aesthetically pleasing to the neighboring property. (DC1-B)
b. The Board had concerns with the driveway interaction with the alley, for safety and visual impacts, as the driveway will not be at the grade of the alley but downgrade, creating a void which will be very much present along the alley. The Board requested details of the building treatment of the walls on the east and south sides of the driveway to address the potential blank facade. (DC1-C)

5. Live/Work Units

a. The Board requested detailed information on the four live/work units proposed along 42nd Avenue at the Recommendation phase. The Board will be very interested in reviewing the layout and functionality of these units and how they will relate to the neighborhood and help to activate the streetscape. (PL3-B)

DEVELOPMENT STANDARD DEPARTURES

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

At the time of the Early Design Guidance meeting, the following departure was requested with Option 3:

1. **Driveway Slope Standards (SMC 23.54.030.D.3):** The Code section states that no portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag.

   Under preferred Option 3, the applicant is proposing to exceed the 15 percent slope requirement, requesting the driveway slope be permitted at a 20 percent slope for a length of approximately 84 feet. The application packet notes that with a shallow and relatively flat site allowing a steeper driveway slope will provide clearance for an accessible van utilizing

the ramp, allow the parking garage to be enveloped by the building design and not become its own feature and provide increased on-site parking for residents.

The Board indicated they are inclined to support the requested departure and wanted to see additional information detailing how a safe entry/exit onto the alley will still be provided with the steeper driveway condition, how the visual impacts of the driveway will be addressed and the design of the driveway barrier element along the north side. (DC1-B, DC1-C)

INITIAL RECOMMENDATION MEETING: January 18, 2018

PUBLIC COMMENT
The following public comment was offered at this meeting:

- Posed questions regarding the electrical service to the building. Would it be taken from the alley or the street?

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

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

1. **Response to EDG:**
   a. The Board approved of the further development of the applicant's preferred option from EDG and noted that the project had responded well to guidance provided in the Early Design Guidance meeting with respect to massing, use of brick and other exterior elements and finishes. (CS2-D)
   b. While the Board supported the overall material palette, the Board voted 4-1 to require a second Recommendation meeting. The Board recommended changes to address the design consistency and details shown. The Board also recommended refinements on the design concept presented to the Board as discussed below. (CS2-West Seattle, CS3-A, DC2-B, DC4-A)

2. **Material Applications/Building Facades**. The Board had concerns with the application of the materials on all four building facades, noting that the detail on the south and east façade were more important than changes to the west and north facades. The Board discussed how to provide better resolution with the design concept and focused on the following issues:

   a. East Facade
      i. The Board approved of the way the east façade was broken up and how the bays were expressed out of a masonry element. The Board recommended that concept (bays expressed out of a masonry element) be brought around the entirety of the building to create a cohesive design concept. (DC2-B)
      ii. The Board recommended changes to resolve the material application above and below the third-floor horizontal band. (DC2-B)
      iii. The Board appreciated how the metal detailing was applied to the first floor live-work units and recommended extending that detailing throughout the brick. (DC2-B)

b. South Facade
   i. The Board recommended that the pattern proposed for the Hardie panels needs to relate better to the design concept. The joints of the Hardie panel should be revised to line up with the windows and emphasize the overall building design concept. The Board requested a more rigorous study of how the Hardie panel patterning could better fit the design concept on all four facades. (DC2-B)
   ii. The Board recommended the applicant review and address the long runs of the Prestige metal panel (Light Silver Metal Panel) at the ground level. Demonstrate that the metal panel gauge will be sufficient to avoid pillowing or oil-canning for this panel dimension. (DC4-A)
   iii. The Board recommended changes to resolve the bays on the south elevation, noting inconsistent material application of the brick between the south elevation and east elevation. For example, the brick is applied on projecting bays on the east elevation and Hardie panel is applied to the projecting bays on the south elevation. (DC2-B)

c. North Facade
   i. The Board recommended resolution of the east end of the north façade wall to break up what the Board described as a massive and imposing blank wall. The Board suggested a minor massing move could be applied along the façade to provide some relief. (CS2-West Seattle, CS3-A)

d. West Facade
   i. The Board noted that this façade, although facing the alley, can be seen from California Avenue and will be visible for some time before redevelopment obscures the view from California Avenue. The Board recommended the applicant demonstrate more detail showing how the materials are applied and detailing of the joints along this façade. (DC2-B, DC4-A)

3. Landscaping/Rooftop Amenity Space

a. The Board recommended approval of the materials on the rooftop penthouse, noting that the proposed lap siding was appropriate for the rooftop. The Board also approved of the street level landscaping, stating that the landscape plan responded well to the building and street. (DC4-A, DC4-D)
b. The Board appreciated the applicant's approach to the green roof concept and did not want to see any of the green roof area reduced. However, the Board found the proposed rooftop landscaping response did not push the limits of creating a substantial tree/flower habitat on the roof. The Board noted that the requirement to increase the landscaping on the rooftop amenity space was in response to the Board approving the removal of the exceptional trees on the site. The Board recommended that the rooftop landscaping be designed to further enhance the design concept of a pollinator pathway. This could include more flowering species such as wildflowers, and incorporate planters along the building's edge to create a more significant eco system that would act as a pollinator pathway. (DC4-D)

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 applicant requested the following departure:

1. **Driveway Slope Standards (SMC 23.54.030.D.3):** The Code section states that no portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag.

   The applicant is proposing to exceed the 15 percent slope requirement, requesting the driveway slope be permitted at a 20 percent slope for a length of approximately 84 feet. The application packet notes that with a shallow and relatively flat site allowing a steeper driveway slope will provide clearance for an accessible van utilizing the ramp, allow the parking garage to be enveloped by the building design and not become its own feature and provide increased on-site parking for residents.

   The Board unanimously supported (5-0) the departure request. The applicant provided additional information detailing how a safe entry/exit onto the alley will still be provided and how the visual impacts of the driveway will be addressed. The applicant provided details of the fencing along a portion of the north property that acts as a screen and barrier element. The Board noted that the fence/barrier was made of quality wood materials and provided a firm barrier at a residential scale, and the slope of the driveway reduces visual impacts to the streetscape, which better meets the intent of guidelines DC1-B and DC1-C.

FINAL RECOMMENDATION: April 5, 2018

PUBLIC COMMENT
No public comment was provided at the meeting.

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

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

1. **Material Applications/Building Facades**. The Board noted the applicant responded well to their previous concerns about material applications and approved of the warm colors introduced in the updated design packet. The Board discussed the updated designs of each of the four facades and provided the following comments and conditions:
   a. East Facade
      i. The Board approved of the revised materials and colors of this façade and noted the applicant did a successful job in adhering to the previous Board direction. (DC2-B)
      ii. The Board noted the horizontal metal panels provide a well-designed accent to the entire building. However, the Board noted the third-floor horizontal band on the east façade does not align with the third-floor horizontal banding on the other facades. Therefore, the Board recommended the applicant design the horizontal metal band to tie in the horizontal banding on the other third floor facades by

either accentuating the break or aligning the band to tie in more with the other horizontal siding. (DC2-B)

iii. The main residential entry is flanked by two live/work entries on either side. The Board had concerns that the main residential entry was not emphasized enough along the sidewalk edge. The Board recommended the applicant modify the main residential entry and incorporate an ensemble of entry details to differentiate the main residential entry from the live/work entries. (PL3-A)

b. South Facade
   i. The Board noted the material and texture patterns are in line with their recommended guidance at the Board's January meeting. The Board noted that the vertical butterscotch color lap siding on the blank south facade and on the north façade did not line up with the adjacent windows. The Board recommended that on the north and south blank facades, the applicant design the butterscotch lap siding panels to better align with the windows. (DC2-I West Seattle, CS2-III West Seattle)

c. North Facade
   i. The Board approved of the horizontal band design while noting that the alternating materials as presented tie this façade together well. (CS2-III West Seattle)

d. West Facade
   i. The Board identified two issues to be further refined on this façade: security lighting and improved safety at the driveway/alley intersection.
      a. The Board noted that although some lighting was shown along this façade, the entry alcoves did not provide direct overhead lighting, creating a dark, shadowed entry feature. The Board recommended the applicant provide sufficient lighting at each of the alcoves along the alley. (PL4-A, PL2-B, DC4-C)
      b. The Board was concerned with the safety of vehicles and pedestrians using the alley and the vehicles exiting the driveway. Due to its slope and location of the building wall, it has the potential to create a safety hazard. The Board recommended the applicant install a mirror, if necessary, to alleviate this hazard. The Board further recommended the mirror design be integrated into the overall building design so that it doesn't look out of place. (PL4-A, PL2-B, DC4-C)

2. Landscaping/Rooftop Amenity Space

a. The Board approved of the increased landscaping now shown on the rooftop noting that the applicant had responded well to the previous guidance by incorporating a greater variety of plantings that result in flower blooms throughout the year. To achieve this variety, the applicant's rooftop plan includes a combination of low level and elevated planters generally along the perimeter of the rooftop. The Board had concerns with the design of the elevated planter located along the south edge of the roof, noting that the size of the planter does not correspond with the massing of the building. The Board thought spanning the elevated planter between the two projecting bays on the south façade was a more appropriate response to the building's massing. Therefore, the Board recommended a condition to increase the width of the south elevated rooftop planter to align better with the south façade articulation. (DC2-A, CS1-D)

b. The Board appreciated the applicant's approach to introduce an urban farm on the rooftop through the use of elevated rooftop planters. The Board discussed the location of the planters, noting the planters were placed on the east side of the rooftop greenhouse which places the planters in the shade during the afternoon. However, the Board did not suggest the planters be moved. (PL1-C)

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 applicant requested the following departure:

1. **Driveway Slope Standards (SMC 23.54.030.D.3):** The Code section states that no portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag.

   The applicant is proposing to exceed the 15 percent slope requirement, requesting the driveway slope be permitted at a 20 percent slope for a length of approximately 84 feet. The application packet notes that with a shallow and relatively flat site allowing a steeper driveway slope will provide clearance for an accessible van utilizing the ramp, allow the parking garage to be enveloped by the building design and not become its own feature, and provide increased on-site parking for residents.

   The Board unanimously supported (5-0) the departure request. The applicant provided additional information detailing how a safe entry/exit onto the alley will still be provided and how the visual impacts of the driveway will be addressed. The applicant provided details of the fencing along a portion of the north property that acts as a screen and barrier element. The Board noted that the fence/barrier was made of quality wood materials and provided a firm barrier at a residential scale, and the slope of the driveway reduces visual impacts to the streetscape, which better meets the intent of guidelines DC1-B and DC1-C. The Board recommended a condition to include mirror(s) at the top of the driveway if necessary for safety, and to visually integrate any mirrors with the overall building design. (PL4-A, PL2-B, DC4-C)

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

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

CS1-A Energy Use

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

CS1-B Sunlight and Natural Ventilation

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

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

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

CS1-C Topography

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

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

CS1-D Plants and Habitat

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

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

CS1-E Water

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

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

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

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

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

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

West Seattle Junction Supplemental Guidance:

CS2-I Streetscape Compatibility

CS2-I-i. Street Wall Scale: Reduce the scale of the street wall with well-organized commercial and residential bays and entries, and reinforce this with placement of street trees, drop lighting on buildings, benches and planters.

CS2-I-ii. Punctuate Street Wall: Provide recessed entries and ground-related, small open spaces as appropriate breaks in the street wall.

CS2-I-iii. Outdoor Utility Hookups: Outdoor power and water sources are encouraged to be provided in order to facilitate building maintenance and exterior decorative lighting needs. Conveniently located sources could also be taken advantage of for special community events.

CS2-II Corner Lots

CS2-II-i. Reinforce Street Corners: New buildings should reinforce street corners, while enhancing the pedestrian environment.

CS2-II-ii. Human-scaled Open Space: Public space at the corner, whether open or enclosed, should be scaled in a manner that allows for pedestrian flow and encourages social interaction. To achieve a human scale, these spaces should be well defined and integrated into the overall design of the building. Consider:

a. providing seating;
b. incorporating art that engages people; and
c. setting back corner entries to facilitate pedestrian flow and allow for good visibility at the intersection.

CS2-II-iii. Neighborhood Gateways: Building forms and design elements and features at the corner of key intersections should create gateways for the neighborhood. These buildings should announce the block through the inclusion of features that grab one's interest and mark entry. See guidelines for Gateway location map.

CS2-III Height, Bulk and Scale

CS2-III-i. Zoning Context: Applicant must analyze the site in relationship to its surroundings. This should include:

a. Distance from less intensive zone; and
b. Separation between lots in different zones (property line only, alley, grade changes).

CS2-III-ii. New Development in NC zones 65' or Higher:

a. Patterns of urban form in existing built environment, such as setbacks and massing compositions.

b. Size of Code-allowable building envelope in relation to underlying platting pattern.

CS2-III-iii. Facade Articulation: New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the façade— particularly important for long buildings—into sections and character consistent with traditional, multi-bay commercial buildings prevalent in the neighborhood's commercial core (see map 1, page 1).

CS2-III-iv. Break Up Visual Mass: The arrangement of architectural elements, materials and colors should aid in mitigating height, bulk and scale impacts of Neighborhood Commercial development, particularly at the upper levels. For development greater than 65 feet in height, a strong horizontal treatment (e.g. cornice line) should occur at 65 ft. Consider a change of materials, as well as a progressively lighter color application to reduce the appearance of upper levels from the street and adjacent properties. The use of architectural style, details (e.g. rooflines, cornice lines, fenestration patterns), and materials found in less intensive surrounding buildings should be considered.

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.

West Seattle Junction Supplemental Guidance:

CS3-I Architectural Context

CS3-I-i. Facade Articulation: To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed-use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core (see map 1, page 1).

CS3-I-ii. Architectural Cues: New mixed-use development should respond to several architectural features common in the Junction's best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the

existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages. Preferred elements can be found in the examples of commercial and mixed-use buildings in the Junction included on this page.

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.

West Seattle Junction Supplemental Guidance:

PL1-I Human Activity

PL1-I-i. California Avenue Commercial Core: Proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.

PL1-I-ii. Public Space Trade-Off: In exchange for a loss of development potential at the ground floor, the Design Review Board is encouraged to entertain requests for departures to exceed the lot coverage requirement for mixed-use projects.

PL1-I-iii. Recessed Entries: When a setback is not appropriate or feasible, consider maximizing street level open space with recessed entries and commercial display windows that are open and inviting.

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.

West Seattle Junction Supplemental Guidance:

PL2-I Human Scale

PL2-I-i. Overhead Weather Protection: Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character. Overhead weather protection should be designed with consideration given to:

a. Continuity with weather protection on nearby buildings.
b. When opaque material is used, the underside should be illuminated.
c. The height and depth of the weather protection should provide a comfortable scale for pedestrians.

PL2-II Pedestrian Open Spaces and Entrances

PL2-II-i. Street Amenities: Streetscape amenities mark the entry and serve as way finding devices in announcing to visitors their arrival in the commercial district. Consider incorporating the following treatments to accomplish this goal:

a. pedestrian scale sidewalk lighting;
b. accent pavers at corners and midblock crossings;
c. planters;
d. seating.

PL2II-ii. Pedestrian-Enhanced Storefronts: Pedestrian enhancements should especially be considered in the street frontage where a building sets back from the sidewalk.

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.

West Seattle Junction Supplemental Guidance:

DC1-I Visual Impacts of Parking Structures

DC1-I-i. Enhance Pedestrian Access: Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.

DC1-I-ii. Improve Pedestrian Environment: The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.

DC1-I-iii. Restrict Auto Access From California Way and Alaska St: There should be no auto access from the principal street (California Way. And Alaska St.) unless no feasible alternative exists. Located at the rear property line, the design of the parking façade could potentially be neglected. The City would like to see its alleys improved as a result of new development. The rear portion of a new building should not turn its back to the alley or residential street, but rather embrace it as potentially active and vibrant environment. The parking portion of a structure should be compatible with the rest of the building and the surrounding streetscape. Where appropriate, consider the following treatments:

a. Integrate the parking structure with building's overall design.

b. Provide a cornice, frieze, canopy, overhang, trellis or other device to "cap" the parking portion of the structure.

c. Incorporate architectural elements into the facade.

d. Recess portions of the structure facing the alley to provide adequate space to shield trash and recycling receptacles from public view.

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

DC2-AMassing

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

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

DC2-BArchitectural and Facade Composition

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

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

DC2-CSecondary Architectural Features

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

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

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

DC2-DScale and Texture

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

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

DC2-EForm and Function

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

West Seattle Junction Supplemental Guidance:

DC2-I Architectural Concept and Consistency

DC2-I-i. Integrate Upper-Levels: New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher – should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

DC2-I-ii. Cohesive Architectural Concept: The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure. Consider how the following can contribute to a building that exhibits a cohesive architectural concept:

a. facade modulation and articulation;
b. windows and fenestration patterns;
c. trim and moldings;
d. grilles and railings;
e. lighting and signage.

DC2-II Human Scale

DC2-II-i. Pedestrian-Oriented Facades: Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

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

DC3-ABuilding-Open Space Relationship

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

DC3-BOpen Space Uses and Activities

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

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.

West Seattle Junction Supplemental Guidance:

DC4-I Human Scale

DC4-I-i. Signage: Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on streets. The following sign types are encouraged:

a. pedestrian-oriented blade and window signs;
b. marquee signs and signs on overhead weather protection;
c. appropriately sized neon signs.

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated Thursday, April 05, 2018, and the materials shown and verbally described by the applicant at the Thursday, April 05, 2018 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 unanimously recommended APPROVAL of the subject design and departure with the following conditions:

1. Tie in the horizontal banding on the third floor by either accentuating the break or aligning the band to tie in more with the other third floor horizontal siding. (DC2-B)

2. On the north and south blank facades, design the butterscotch lap siding panels to better align with the windows. (DC2-I West Seattle, CS2-III West Seattle)

3. Install a mirror, if necessary to alleviate the safety hazard at the driveway. Integrate any mirror(s) into the building design. (PL4-A, PL2-B, DC4-C)

4. Modify the main residential entry and incorporate an ensemble of entry details to differentiate the main residential entry from the live/work entries. (PL3-A)

5. Install lights above the door alcoves along the alley. (PL4-A, PL2-B, DC4-C)

6. Increase the width of the south elevated rooftop planter to align better with the south façade articulation. (DC2-A, CS1-D)

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

The design review process prescribed in Section 23.41.014.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 April 5, 2018, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

All five members of the Southwest 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.

The applicant shall be responsible for updating the MUP drawings to meet the required conditions and 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 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 will be met prior to issuance of the MUP.

DIRECTOR'S DECISION

The Director accepts the Design Review Board's recommendations and CONDITIONALLY APPROVES the proposed design with the conditions summarized 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 8/14/2017. 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, construction traffic and parking impacts, as well as any applicable 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. Therefore, 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: http://www.seattle.gov/transportation/cmp.htm.

Construction Impacts - Noise

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

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: http://www.seattle.gov/transportation/cmp.htm. 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.

Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions; parking; and possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas, height bulk and scale, historic resources, plants and animals, parking, and transportation warrant further analysis.

Greenhouse Gas Emissions

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

Height, Bulk, and Scale

The proposal has gone through 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.

Historic Resources

The existing structures on site are more than 50 years old. These structures were reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the 75-year-old structures on site are unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 140/18). 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.

Parking

The proposed development includes 62 residential units with 26 off-street vehicular parking spaces. The traffic and parking analysis (Gibson Traffic Consultants, Inc., Junction Landing Traffic Impact Analysis, January 2018; Response to correction notice dated May 7, 2018) indicates a peak demand for approximately 56 vehicles from the proposed development. Peak residential demand typically occurs overnight.

The traffic and updated parking analysis noted that the existing on-street parking utilization rate is approximately 41 % within 800' of the site. The proposed development peak demand of 30 parking spaces would not be accommodated by the proposed 26 parking off-street spaces in the development, resulting in a spillover demand for 4 on-street parking spaces. The proposal therefore would have a potential additional impact to on-street parking utilization. Total cumulative parking demand of the proposal and other projects in the vicinity would result in a potential on-street parking utilization of 61% within 800' of the site.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of residential parking impacts in Urban Villages within 1,320 feet of frequent transit service. This site is located in an Urban Village within 1,320 feet of frequent transit service. Regardless of the parking demand impacts, no SEPA authority is provided to mitigate the impacts of parking demand from this proposal.

Plants and Animals

Mature vegetation is located on the site, including three exceptional trees. The applicant submitted an arborist report (Tree Solutions, Inc., February 3, 2017) and identified the exceptional trees (25-inch grand fir (Abies grandis), 10.4-inch vine maple (Acer circinatum), and 31.1-inch Douglas fir (Pseudotsuga menziesii) on the MUP plan set. SDCI's Arborist has reviewed the information.

Removal of the tree as related to the proposed design is discussed in the Design Review section earlier in this decision. The trees are shown on page 5 of the initial and final recommendation packets. 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.

SDCI has reviewed the proposal and determined that the landscape plan proposes new trees and associated landscaping that will replace and exceed the canopy of the existing tree at maturity. No mitigation beyond the Code-required landscaping is warranted under SMC 25.05.675.N.

Transportation

The Traffic Impact Analysis (Gibson Traffic Consultants, Inc., Junction Landing Traffic Impact Analysis, January 2018; Response to correction notice dated May 7, 2018) indicated that the project is expected to generate a net total of 309 daily vehicle trips, with 24 net new PM peak hour trips and 20 AM peak hour trips.

The additional trips are expected to distribute on various roadways near the project site, including California Ave. SW, SW Genesee Street, and SW Oregon 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 – SEPA

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

1. 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: http://www.seattle.gov/transportation/cmp.htm.

CONDITIONS – DESIGN REVIEW

Prior to Issuance of a Master Use Permit

2. Tie in the horizontal banding on the third floor by either accentuating the break or aligning the band to tie in more with the other third floor horizontal siding.

3. On the north and south blank facades, design the butterscotch lap siding panels to better align with the windows.

4. Install a mirror, if necessary to alleviate the safety hazard at the driveway. Integrate any mirror(s) into the building design.

5. Modify the main residential entry and incorporate an ensemble of entry details to differentiate the main residential entry from the live-work entries.

6. Install lights above the door alcoves along the alley.

7. Increase the width of the south elevated rooftop planter to align better with the south façade articulation.

For the Life of the Project

8. The building and landscape design shall be 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 (Sean Conrad, (206) 733-9063; sean.conrad@seattle.gov).

Sean Conrad, Land Use Planner Date: October 22, 2018
Seattle Department of Construction and Inspections

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered "approved for issuance". (If your decision is appealed, your permit will be considered "approved for issuance" on the fourth day following the City Hearing Examiner's decision.) Projects requiring a Council land use action shall be considered "approved for issuance" following the Council's decision.

The "approved for issuance" date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by SDCI within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.