



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

**Record Number:** 3033678-LU and 3033679-LU  
**Applicant:** Bradley Khouri, b9 Architecture  
**Address of Proposal:** 2000 and 2050 SW Orchard Street

**SUMMARY OF PROPOSAL**

3033678-LU (2000 SW Orchard Street): Land Use application to allow a 3-story, 9-unit rowhouse building. Parking for 9 vehicles proposed. Early Design Guidance Review conducted under 3033683-EG.

3033679-LU (2050 SW Orchard Street): Land Use Application to allow a 4-story, 9-unit rowhouse building. Parking for 9 vehicles proposed. Early Design Guidance Review conducted under 3033684-EG.

The following approvals are required:

- I. Administrative Design Review with Departures (SMC Chapter 23.41)\***  
*\*Any departures are listed near the end of the Design Review Analysis section of this decision.*
- II. SEPA Environmental Determination (SMC Chapter 25.05)**

**SEPA DETERMINATION**

- ☒ Determination of Nonsignificance (DNS)
  - ☒ Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts.
  - ☐ No mitigating conditions of approval are imposed.
- ☐ Determination of Significance (DS) – Environmental Impact Statement (EIS)
- ☐ Determination made under prior action.
- ☐ Exempt

**BACKGROUND**

The site was granted Relief from Prohibition on Steep Slope Development by the SDCI Geotechnical Engineer on March 18, 2019 under record numbers 6712620-EX and 6712621-EX:

Environmentally Critical Areas Review is required. The submitted information demonstrates that the lower portion of the Steep Slope Critical Area was created by legal grading activity that occurred before the more recent development of Southwest Orchard Street. This area is shown on the Site Plan in the document portal, uploaded on February 14, 2019, described as '2019.02.13 Plan Set' (12.24 MB document). Development within the south portion of the slope that was created by legal grading activity

qualifies for relief from the prohibition on development in the Steep Slope Critical Area. No Steep Slope Variance will be required for development in this area. Except as described herein, the remaining critical areas requirements apply, including incorporation of a topographic survey within the plan set and a supporting geotechnical engineering report.

## SITE AND VICINITY

*Site Description:* The site comprises two project sites, MUP 3033678-LU is 33,817 square feet in size and MUP 3033679-LU is 31,217 square feet in size. Both sites are rectangular in shape and are located on a southern facing hillside. The hillside includes steep slopes and is forested with a variety of trees, some of which are considered exceptional trees.

*Site Zone:* Lowrise 2 (LR2)

*Zoning Pattern:* (North) Neighborhood Residential 3 (NR3)  
(South) LR2, extends one block to the south  
(East) NR3  
(West) Commercial 1 – 55-foot height limit (C1-55 (M)) at the intersection of Delridge Way SW and SW Orchard St.

The project site's zoning is a buffer between the less intensive single-family residential development east of the site and more intense commercial development west of the site along Delridge Way SW.

*Environmentally Critical Areas:* The project site has steep slopes throughout most of the site except for a narrow band on the south end of the site, adjacent to the street right-of-way.

*Current and Surrounding Development; Neighborhood Character; Access:* The project site is a vacant wooded hillside. The project site comprises the majority of a south facing hillside which includes slopes over 40% in grade.

The commercial development is a mix of service stations, retail, mini-storage and restaurant/bar. East and north of the site are single-family residences, primarily built within the last 50 years, and the Sanislo Elementary School approximately ¼ mile north of the site. Delridge and Myrtle Park lies to the northwest along Delridge Ave.

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.

Vicinity map of project 3033679



Vicinity map of project 3033678



## PUBLIC COMMENT

The public comment period ended on September 23, 2019. In addition to the comments received through the design review process, other comments were received regarding right-of-way dedication and improvements. These comments are beyond the scope of this review and analysis per SMC 23.41 and 25.05.

### **I. ANALYSIS – ADMINISTRATIVE DESIGN REVIEW**

The design review packets include information presented through design review and are available online by entering the record numbers at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

## **ADMINISTRATIVE EARLY DESIGN GUIDANCE 6/10/2019**

### **PUBLIC COMMENT**

The following public comment was received:

- Request the future houses not interfere with the planned bike route along SW Orchard Street.

One purpose of the design review process is for the City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with the future bike route along SW Orchard Street are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

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

## **PRIORITIES & RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, Staff provides the following siting and design guidance.

### **1. Massing:**

- a. Staff supports further development of Alternative 3, which provides a strong street presence, front doors oriented to the street and vehicular circulation and parking appropriately hidden from view. (DC2-A, DC1-C, PL3-A)
- b. The proposed rhythm of the rowhouses helps to break up the overall mass of the 18 units. Staff finds the proposed arrangement fitting; however, further refinement at the recommendation review should further reduce the overall mass of the units from the street perspective. (CS2-A-2, DC2-B-1)

## **2. Architectural Concept:**

- a. As noted above, extra attention is needed in the use of materials in service of the rowhouse concept to further minimize the mass of the 18-units and provide rhythm and dialogue among the units. Use high quality materials (materials that have texture, pattern, or lend themselves to a high quality of detailing) applied thoughtfully to correspond with massing shifts. The design precedent images in the packet include rowhouse units clad primarily cementitious panels. However, the panels should be used sparingly in favor of materials drawn from houses nearby. (CS2-A, DC2-B-1, DC4-A)
- b. The packet demonstrates the massing shifts to reduce the overall bulk of the 18-units by grouping individual units into three and four unit massing schemes. Staff recommends the applicant produce an overall structure that reads as either two very separate volumes throughout the 18-unit rowhouses (A, B, A, B) or create further distinction between the 18-units by creating four distinct volumes (A, B, C, D). Materials should emphasize this arrangement of the two volume or four volume massing schemes. (CS2-C)
- c. The raised entries introduce an urban form that is appropriate even though the neighborhood possesses suburban or auto-centric characteristics. Further refine the stoops' ability to function as amenity spaces by using high quality materials and maximizing landing areas to allow space for personalization (such as potted plants or furniture). Staff also recommends linking entries together where appropriate to create a larger porch/stoop area for residents and to increase the landscaped area between the residences and the sidewalk. This will allow the entries to function as an informal open space for residents. (PL1-A-2, PL3-A-4, DC2-C-2)
- d. Interior uses should be arranged with the most active uses facing the street and circulation located at the rear. This arrangement creates natural surveillance of the street and allows for larger glazing on the primary façade. (DC1-A)

## **3. Site Topography:**

- a. Alternative 3 includes a number of high retaining walls on the building's north side to accommodate a walkway and entry/exit at the rear of the units. While this secondary access is appropriate, the height of the walls, as shown on the traverse sections on page 37 of the packet, creates an unwelcoming environment. To provide a better pedestrian environment for this area staff recommends stepping the retaining walls and providing landscaping between the retaining walls. The retaining wall along the walkway should not exceed four to five feet in height to provide an improved pedestrian environment and a nicer view to the north. (DC2-B)

## **4. Service Uses:**

- a. The partially below-grade parking level effectively screens parking uses from view and minimizes conflicts between pedestrians and vehicles along SW Orchard Street. Retain this feature in the MUP plan set. (DC1-C-1)
- b. Bicycle parking facilities are not identified in the proposal. Ensure that bicycle parking is provided in a safe and convenient location. (PL4-B)
- c. Consider moving the solid waste staging areas to the east and west ends of the planting strip rather than in the center.

## ADMINISTRATIVE RECOMMENDATION 10/14/2022

### PUBLIC COMMENT

The following public comment was received:

- Request the project provide for a planned bike route along SW Orchard Street, including designing retaining walls, hardscape, and landscape to accommodate a future multi-use path.

SDCI received non-design related comments concerning housing affordability, reduced open space in the neighborhood, zoning requirements such as driveway sight triangles, and public right of way dedication. These comments are outside the scope of design review.

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

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

### PRIORITIES & RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and reviewing public comment, Staff provides the following siting and design guidance.

#### 1. Massing:

- a. Staff recommends approval of the further refinement of Alternative 3. The overall form and style of the building establishes a positive response to a site with topographic constraints. (CS2-D)
  - i. Staff has concerns about the overall horizontal length of both buildings. The drop in parapet height at the shared property line is appreciated, however, staff recommends a condition that additional variations in parapet height for both buildings be introduced to assist in further breaking down the visual length of the buildings from the street. (DC2-A)

#### 2. Building Design and Material Treatment:

- a. Staff recommends approval of the proposed façade and material treatment of the project, subject to the condition described below. The resulting design integrates high-quality materials to provide texture, visual depth, and connection to the street. (DC4-A)
  - i. Staff has concerns with the visual transition between the white cement panels found on the first, second, and third floors and the blue horizontal fiber cement siding. Staff recommends a condition to revise the detail of the transition between the blue horizontal siding and the white cement panels to incorporate a reveal, a change in plane, or other appropriate material transition piece at the interface between these two materials. (DC2-B-1)

### 3. Site Planning:

- a. Staff recommends approval of the solid waste storage area/location of the trash room within the garage as it is appropriately screened and designed to be away from landscaped pedestrian areas. (DC-1-C-4)
- b. Staff supports the placement of small trees and shrubs at the base of the building, providing an appropriate separation between the sidewalk and stairways/entry stoops to the townhouse units. However, the height of the concrete walls needed for the garage and access stairways to the units presents a significant amount of concrete at the pedestrian level of the project site. Staff recommends a condition to provide integrated design treatments into the concrete at the street front, such as scoring and added texture, that complements the overall architectural concept of the building. (DC4-D, DC2-D, DC2-B-1)
- c. Staff recommends approval of the lighting details provided for the walkway on the north side of the building. This area is narrow and will be dark, especially in winter months. The proximity of lighting along this narrow walkway will assist in keeping it well-lit and safe. (PL2-B-2, DC4-C)
- d. Details of an access gate between the sidewalk and the east stairs/narrow north walkway were not included. Staff recommends a condition that if an access gate is provided at the east stairs or north walkway, the gate complement the fencing and exterior materials of the building. (DC2-C-2)
- e. Staff acknowledges public comment concerns with the design response to a future multi-use path in the vicinity. At this time, SDOT has not approved a specific location or design for the future multi-use path. The location and design of the future multi-use path are outside the scope of design review and will be determined by SDOT. PL4-B-1 requires designs to consider existing and future bicycle traffic to and through the site, to provide connections between the project and those bicycle routes. Since the location and design of the future multi-use path have not yet been identified, Staff can't recommend specific conditions requiring this proposal to provide integrated access and connections to that multi-use path. (PL4-B-1)

### DEVELOPMENT STANDARD DEPARTURES

At the time of the RECOMMENDATION review the following departures were requested:

#### 3033679-LU (2050 SW Orchard Street)

1. **Front Setback (SMC 23.45.518.A):** The Code requires a minimum front setback for townhouse developments of 5 feet.

The applicant proposes a front setback of 2 feet,  $\frac{3}{4}$  inch for rowhouse 1. The setback reduction spans approximately 12  $\frac{1}{2}$  feet. The rowhouses located east of Rowhouse 1 meet or exceed the minimum 5 foot setback. This is labeled as Departure request 2 in the packet.

Staff recommends the approval of the requested departure as it permits the building to maintain a strong connection to the sidewalk and streetscape. This departure better meets the intent of Design Guidelines CS2-D (Height, Bulk and Scale), PL3-A-1 (Street Level Interaction-Entries), and PL3-B (Street Level Interaction – Residential Edges).

- 2. Projections into Setback (SMC 23.45.518.H.5.a):** The Code requires unenclosed porches or steps no higher than 4 feet above existing grade, or the grade at the street lot line closest to the porch, whichever is lower, to extend within 4 feet of a street lot line, except that portions of entry stairs or stoops not more than 2.5 feet in height from existing or finished grade, whichever is lower, excluding guard rails or hand rails, may extend to a street lot line.

The applicant is proposing to construct unenclosed stairs and a porch higher than 4 feet projecting within the 5 foot required setback and higher than 2 ½ feet within 4 feet of the street lot line. The highest portion of the stairway and porch is 12 feet from the grade of the sidewalk adjacent to rowhouse 1. This is labeled as Departure request 3 in the packet.

Staff recommends the approval of the requested departure, subject to the condition to provide integrated design treatments into the concrete at the street front, such as scoring and added texture, that complements the overall architectural concept of the building. (DC4-D, DC2-D, DC2-B-1). The design and location of the rowhouse units are placed to maintain a strong connection to the sidewalk and streetscape. The departure will permit this design to continue. With the recommended condition, this departure better meets the intent of Design Guidelines CS2-D (Height, Bulk and Scale), PL3-A-1 (Street Level Interaction-Entries), and PL3-B (Street Level Interaction – Residential Edges).

Staff notes that part of the rowhouse 1 proposed stair is shown extending into the public right of way. Any structures, paving, or landscaping in the public right of way are subject to approval by Seattle Department of Transportation.

- 3. Weather Protection Projecting into Setback (SMC 23.45.518.H.1):** The Code requires cornices, eaves, gutters, roofs, and other forms of weather protection to project into required setbacks and separations a maximum of 4 feet if they are no closer than 3 feet to any lot line.

The applicant proposes to reduce this setback to 2 feet, ¾ inch for rowhouse 1. This is labeled as Departure request 4 in the packet.

Staff recommends the approval of the requested departure as the weather protection will provide better pedestrian amenities for the entry serving rowhouse 1 while also enhancing the overall cohesion of the front façade for this unit. This departure better meets the intent of Design Guidelines CS2-B-2 (Connection to the Street), PL2-C (Walkability – Weather Protection), PL3-A-2 (Street Level Interaction – Ensemble of Elements), and DC2-C (Secondary Architectural Features).

- 4. Projections into Setback (SMC 23.45.518.H.5.a):** The Code requires unenclosed porches or steps no higher than 4 feet above existing grade, or the grade at the street lot line closest to the porch, whichever is lower, may extend to within 4 feet of a street lot line, except that portions of entry stairs or stoops not more than 2.5 feet in height from existing or finished grade, whichever is lower, excluding guard rails or hand rails, may extend to a street lot line.

The applicant is proposing to construct unenclosed stairs and porches higher than 4 feet projecting within the 5-foot required setback and higher than 2 ½ feet within 4 feet of the street lot line. The highest portion measures 12' above grade. The departure request applies to

portions of proposed stairways and stoops serving rowhouses 4-9. This is labeled as Departure request 5 in the packet.

Staff recommends the approval of the requested departure, subject to the condition to provide integrated design treatments into the concrete at the street front, such as scoring and added texture, that complements the overall architectural concept of the building. (DC4-D, DC2-D, DC2-B-1). The design and location of the rowhouse units are placed to maintain a strong connection to the sidewalk and streetscape. The departure will permit this design to continue. With the recommended condition, this departure better meets the intent of Design Guidelines CS2-D (Height, Bulk and Scale), PL3-A-1 (Street Level Interaction-Entries), and PL3-B (Street Level Interaction – Residential Edges).

### **3033678-LU (2000 SW Orchard Street)**

- 1. Sight Triangle (SMC 23.54.030.G.1):** The Code requires a sight triangle on both sides of the driveway for exit-only driveways and easements, and two-way driveways and easements less than 22 feet wide. The sight triangle is required to be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, or sidewalk.

The applicant requests that the western sight triangle be reduced by 3 feet 4  $\frac{3}{4}$  inches and the eastern sight triangle be reduced by 5 feet.

Staff does not recommend approval of the departure request.

Staff disagrees with the applicant's rationale that the departure will allow for visually interactive front entries, porches and stairs. The departure would reduce the required sight triangles which are in place to create a safe pedestrian environment and minimize potential incidents involving vehicles coming and going from the garage and pedestrians on the sidewalk. With the required sight triangle standards in place, the design meets Design Guidelines DC1-B-1 (Access Location and Design).

- 2. Projections into Setback (SMC 23.45.518.H.5.a):** The Code requires unenclosed porches or steps no higher than 4 feet above existing grade, or the grade at the street lot line closest to the porch, whichever is lower, may extend to within 4 feet of a street lot line, except that portions of entry stairs or stoops not more than 2.5 feet in height from existing or finished grade, whichever is lower, excluding guard rails or hand rails, may extend to a street lot line.

The applicant is proposing to construct unenclosed stairs and porch higher than 4 feet projecting within the 5-foot required setback and higher than 2  $\frac{1}{2}$  feet within 4 feet of the street lot line. The highest portion of the stairway and porch is 7 feet 7 inches from the grade of the sidewalk for rowhouses 1-9.

Staff recommends the approval of the requested departure, subject to the condition to provide integrated design treatments into the concrete at the street front, such as scoring and added texture, that complements the overall architectural concept of the building. (DC4-D, DC2-D, DC2-B-1). The design and location of the rowhouse units are placed to maintain a strong connection to the sidewalk and streetscape. The departure will permit this design to continue.



With the recommended condition, this departure better meets the intent of Design Guidelines CS2-D (Height, Bulk and Scale), PL3-A-1 (Street Level Interaction-Entries), and PL3-B (Street Level Interaction – Residential Edges).

## DESIGN REVIEW GUIDELINES

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

### CONTEXT & SITE

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

##### **CS1-A Energy Use**

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

##### **CS1-B Sunlight and Natural Ventilation**

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

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

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

##### **CS1-C Topography**

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

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

##### **CS1-D Plants and Habitat**

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

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

##### **CS1-E Water**

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

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

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

##### **CS2-A Location in the City and Neighborhood**

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

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

**CS2-B Adjacent Sites, Streets, and Open Spaces**

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

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

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

**CS2-C Relationship to the Block**

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

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

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

**CS2-D Height, Bulk, and Scale**

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

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

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

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

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

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

**CS3-A Emphasizing Positive Neighborhood Attributes**

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

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

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

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

**CS3-B Local History and Culture**

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

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

<b>PUBLIC LIFE</b>
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**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-C Design**

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

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

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

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

#### **DC4-A Exterior Elements and Finishes**

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

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

**DC4-B Signage**

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

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

**DC4-C Lighting**

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

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

**DC4-D Trees, Landscape, and Hardscape Materials**

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

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

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

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

**DC4-E Project Assembly and Lifespan**

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

## **RECOMMENDATIONS**

The analysis summarized above was based on the design review packet dated Friday, July 22, 2022. After considering the site and context, considering public comment, reconsidering the previously identified design priorities and reviewing the materials, the Recommendation phase of the subject design and departures #1-4 of MUP 3033679-LU and departure #2 of MUP 3033678-LU are APPROVED with the following preliminary conditions:

1. Update the design to incorporate variations in parapet height for both buildings to assist in further breaking down the visual length of the buildings from the street. (DC2-A)
2. Revise the detail of the transition between the blue horizontal siding and the white cement panels to incorporate a reveal, a change in plane, or other appropriate material transition piece at the interface between these two materials. (DC2-B-1)
3. Integrate design treatments into the concrete along the street facing facade, such as scoring and added texture, that complement the overall architectural concept of the building. (DC4-D, DC2-D, DC2-B-1)



4. If an access gate is provided at the east stairs or north walkway, design the gate to complement the fencing and exterior materials of the building. (DC2-C-2)
5. Modify the design to provide the required sight triangles. (DC1-B-1)

## **ANALYSIS & DECISION – ADMINISTRATIVE DESIGN REVIEW**

### **DIRECTOR'S ANALYSIS**

The administrative design review process prescribed in Section 23.41.016.G of the Seattle Municipal Code describes the content of the SDCI Director's administrative design review decision as follows:

1. A decision on an application for a permit subject to administrative design review shall be made by the Director.
2. The Director's design review decision shall be made as part of the overall Master Use Permit decision for the project. The Director's decision shall be based on the extent to which the proposed project meets the guideline priorities and in consideration of public comments on the proposed project.

Subject to the preliminary design review conditions identified during the recommendation phase of review, the design of the proposed project was found by SDCI staff to adequately conform to the applicable design review guidelines.

SDCI staff identified elements of the design review guidelines which are critical to the project's overall success.

SDCI staff worked with the applicant to update the submitted plans to address the preliminary design review conditions identified during the recommendation phase of review. An updated plan set for both MUP's was uploaded on 3/14/2023. The applicant's response to the preliminary design review conditions is as follows:

1. The project has stepped the parapet heights so that all the blue siding is now taller than the wood recesses with eave projections, with an additional step up at Grid Line F. This provides variation as the condition noted and maintains the design concept of the project. Refer to the Rendered Elevation, sheet DR.01. This resolves the recommended condition for the MUP decision.
2. A prefinished black metal trim has been added at all conditions where the white cement panel infill is adjacent to the blue horizontal siding. New details have been provided, refer to 2/DR.03 and 3/DR.03 and keys on the South and West Rendered Elevations, refer to sheets DR.01 and DR.03. This resolves the recommended condition for the MUP decision.
3. The project has incorporated board formed concrete in these locations that will add texture and complement the overall architectural concept of the building. Refer to the Rendered Elevation, sheet DR.01. This resolves the recommended condition for the MUP decision.

4. At this time no access gate is planned. If one is provided in the future, it will be designed to complement the fencing and exterior materials of the building. This resolves the recommended condition for the MUP decision.
5. The sight triangles have been provided. Refer to sheet DR.04, where the departure request has been removed, and sheets A1.10 and A2.10W. This resolves 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 finds that the proposal is consistent with the City of Seattle design review guidelines.

#### DIRECTOR'S DECISION

The Director **CONDITIONALLY APPROVES** the proposed design and the requested departures with one 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 (RCW 43.21C), Washington Administrative Code (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. 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 considered any pertinent comments which may have been received regarding this proposed action. The information in the environmental 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) 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 impacts due to construction related vehicles, exposure of hazardous materials, 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. Short term impacts, as well as mitigation, are identified in the environmental checklist annotated by SDCI with additional analysis provided below.

#### *Air Quality – 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 (Air Quality Policy).

#### *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. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

However, the amount of excavation and size of construction will result in a small and temporary increase in truck trips. Any closures of the public right of way will require review and permitting by Seattle Department of Transportation. Additional mitigation is not warranted pursuant to SMC 25.05.675.B (Construction Impacts Policy).

#### *Construction Impacts – Noise*

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

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

The limitations stipulated in the Noise Ordinance are sufficient to mitigate noise impacts and no additional SEPA conditioning is necessary to mitigate noise impacts pursuant to SMC 25.05.675.B (Construction Impacts Policy).

### Construction Impacts – Mud and Dust

Approximately 1,820 cubic yards of material will be excavated and removed from the site (620 cubic yards from site 3033678-LU and 1,200 cubic yards from site 3033679-LU). 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 enroute to or from a site.

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

### Earth

The Environmentally Critical Areas (ECA) Ordinance and Director's Rule (DR) 5-2016 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction in landslide prone areas. Pursuant to this requirement, the applicant submitted a geotechnical engineering study (Geotechnical Report Proposed Rowhouses 2000 and 2050 Southwest Orchard Street, PanGeo Inc., September 2017). The study has been reviewed and approved by SDCI's geotechnical experts, who will require what is needed for the proposed work to proceed without undue risk to the property or to adjacent properties. The existing Grading and Stormwater Codes will sufficiently mitigate adverse impacts to the environmentally critical areas. No additional conditioning is warranted pursuant to SMC 25.05.675.D (Earth Policy).

### LONG TERM IMPACTS

Long term or use-related impacts are also anticipated because of approval of this proposal. 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. Long term impacts, as well as mitigation, are identified in the environmental checklist annotated by SDCI with additional analysis provided below.

### Air Quality – 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 (Air Quality Policy).

### Height, Bulk, and Scale

The proposal completed the design review process described in SMC Chapter 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 (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 pursuant to SMC 25.05.675.G (Height, Bulk and Scale Policy).

### Plants and Animals

Mature vegetation is located on the project sites, including 94 trees of which 13 are identified as exceptional trees. The applicant submitted a tree inventory report (Orchard Street – Tree Inventory Report, Tree Frog LLC, July 1, 2018) and identified the 13 exceptional trees. Sheet 9 (L1) of the MUP plan set identifies the trees to be removed and trees to be replanted for each of the development sites. No exceptional trees will be removed. SDCI's arborist has reviewed this information.

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

The proposal includes retention of the exceptional trees. To mitigate potential impacts to the exceptional trees pursuant to SMC 25.05.675.N (Plants and Animals Policy), a condition for a tree preservation plan is warranted. The tree protection plan included in the tree inventory report will be required on any demolition, excavation, shoring, and construction permit plans.

### Traffic and Transportation

An analysis of expected vehicle traffic generated by both proposed projects was completed using the 10th Edition Trip Generation Manual, ITE, September 2017. The transportation analysis indicates that the 18-unit rowhouse project is expected to generate a total of 130 net new daily vehicle trips, nine net new AM peak hour trips and ten net new PM peak hour trips.

The additional trips are expected to be distributed on various roadways near the project site, including SW Orchard Street and Delridge Way SW 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 (Traffic and Transportation Policy).

## **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 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- ☒ **Determination of Nonsignificance (DNS).** This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.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 – ADMINISTRATIVE DESIGN REVIEW**

### **For the Life of the Project**

1. The building and landscape design shall be substantially consistent with the materials represented in the Recommendation packet and in the materials submitted after the Recommendation report, 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 a Demolition, Grading or Construction Permit**

2. The plans shall show the approved tree preservation plan, consistent with the tree inventory report (Orchard Street – Tree Inventory Report, Tree Frog LLC, July 1, 2018) on file with SDCL.

Sean Conrad, Sr. Land Use Planner  
Seattle Department of Construction and Inspections

Date: May 25, 2023

SC:bg

Conrad/3033678-LU/3033679-LU Decision