



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

Project Number: 3035986-LU
Applicant Name: Michelle Linden, Atelier Drome Architecture
Address of Proposal: 3417 Harbor Ave SW

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 5-story, 115-unit apartment building. Parking for 65 vehicles proposed. Existing building to be demolished. Early Design Guidance conducted under 3034147-EG.

The following approvals are required:

Design Review with Departures (Seattle Municipal Code 23.41)*

**Departures are listed near the end of the Design Review Analysis in this document*

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

SEPA DETERMINATION:

Determination of Non-Significance

- No mitigating conditions of approval are imposed.
- Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts.

BACKGROUND

The site was granted relief on steep slope development by the SDCI Geotechnical Engineer on May 24, 2019.

“SMC 25.09.180 B2c. Results of Request for Relief on Steep Slope Development”

ECA review is required. Based on a review of the submitted information, the City GIS, a topographic survey submitted for this request, and a preliminary geotechnical engineering report prepared by J. Keith Cross, P.E., SDCI concludes that the ECA Steep Slope Critical Areas on the property are less than 20 feet in height and separated by at least 30 feet upslope or downslope from other steep slope areas. Based on the preliminary geotechnical report, the steep slopes also appear to have been created by previous legal grading associated with right-of-way and site development. The project qualifies for Relief From Prohibition On Steep Slope Development, as described in SMC 25.09.090 B2b and c. Consequently, neither an ECA Steep Slope Area Variance, nor an Exception, are required for this application. The topographic survey and a design-level geotechnical report are required to be uploaded for the building permit application. Except as described herein, the remaining Environmentally Critical Areas requirements apply.

SITE AND VICINITY

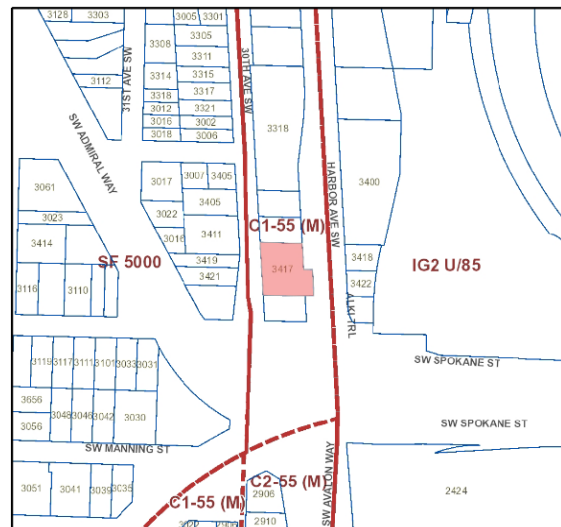
Site Zone: Commercial One with a 55’ height limit
[C1-55 (M)]

Zoning Pattern: (North) C1-55 (M)
(South) C1-55 (M)
(East) IG2 U/85
(West) SF 5000

Environmentally Critical Areas: Steep Slope and
Potential Slide Area

Current Development:

The subject site is comprised of three existing tax parcels currently developed with a single-family residence built in 1910. The site slopes downward west to east approximately 32 feet. An Exceptional tree, a Big Leaf maple, is located near the west property line.



Surrounding Development and Neighborhood Character:

The subject site is located on the west side of Harbor Ave SW, midblock between SW Harbor Lane and SW Spokane St. Adjacent to the site are a multifamily residential structure to the north, commercial structures to the east, a vacant lot to the south, and single-family residences to the west across 30th Ave SW. To the south is the West Seattle Bridge overpass which crosses the Duwamish Waterway to connect West Seattle to South Seattle. The Industrial District and Harbor Island are east of the site and north of the bridge. Following Harbor Ave SW to the north leads to the North Admiral neighborhood and Luna Park at the Duwamish Head. The Alki Trail pedestrian and bike path follows the east side of Harbor Ave SW and provides access to the West

Seattle Water Taxi ferry terminal. Moving southward, the arterial changes names to SW Avalon Way and connects to the Youngstown and North Delridge neighborhoods, the West Seattle Golf Course, and Camp Long. The area was upzoned from Commercial 1-40 to Commercial 1-55 (M) on 4/19/19.

Two distinct street frontages abut the subject site, Harbor Ave SW and 30th Ave SW. The former includes lowrise commercial and midrise multifamily residential uses as well as vacant lots. Buildings throughout the neighborhood vary widely in scale, composition, and materials. Common design themes include a one-level podium, modulation and glazing in the upper levels, strong verticality, and residential materials. Some structures reference the industrial nature of the neighborhood with the use of materials, simple design rhythm, and window pattern. The west side of 30th Ave SW is developed with single-family residences comprising an eclectic mix of styles ranging from craftsman to contemporary which all maintain a residential character and scale. The grade drops sharply at the east edge of 30th Ave SW. A pedestrian stair at the south end of the street connects 30th Ave SW up to SW Admiral Way. Multiple projects in the vicinity are currently in review or under construction for proposed development, including 3300 Harbor Ave SW, 3307 Harbor Ave SW, 3312 30th Ave SW, and 3315 Harbor Ave SW.

PUBLIC COMMENT:

The public comment period ended on June 24, 2020. In addition to the comment(s) received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to parking, traffic, and density. Comments were also received that are beyond the scope of this review and analysis per SMC 23.41 and 25.05.

ANALYSIS – DESIGN REVIEW

FIRST EARLY DESIGN GUIDANCE March 5, 2020

The packet includes materials presented at the meeting, and is available online by entering the record numbers at this website: <http://web6.seattle.gov/dpd/edms/>

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

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

Email: *PRC@seattle.gov*

EARLY DESIGN GUIDANCE March 5, 2020
--

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Would like to see more information on the lot line condition along the north edge.
- Concerned with disturbing the steep slope.
- Some concern with the vehicle access located along Harbor Avenue.
- Concerned with the blank wall condition along Harbor Avenue.

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

- Stated that bicyclists ride on 30th Ave SW to connect via SW City View St to SW Admiral Way. Requested that 30th Ave SW remain a safe, calm, and comfortable route for cyclists during project construction and after completion.

The Seattle Department of Transportation offered the following comments:

- Preferred vehicle access for private development to occur from a non-arterial street, such as 30th Ave SW, however expected that vehicle access for this development will occur from Harbor Ave SW due to challenges with the slope and an Exceptional tree.
- Unsupportive of moving dumpsters within the travel lane of Harbor Ave SW.
- Noted that there is an existing sidewalk on the project's side of the street north of the parcel, and there is a desire for a pedestrian connection along 30th Ave SW to provide connection to existing transit stops on Harbor Ave SW.
- Encouraged the applicant to include the standard street improvements in their next design packet.

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

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

PRIORITIES & BOARD RECOMMENDATIONS

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

1. **Massing Options.** The Board thanked the applicant for the presentation and acknowledged the challenges of the steep site. The Board observed that the conceptual diagrams (page 25) appeared more varied than the actual execution of the 3 massing options, which were very similar especially at the parking level. The Board noted there were some merits to the corner expression and courtyard along 30th Avenue of option 3, however the Board commented that greater response to the site conditions was needed. Though the Board had significant concerns, they commented that the items below would be more appropriately responded to during the Recommendation phase.
 - a. Southeast Corner. The Board was supportive of the beginnings of the southeast corner expression but would like to see the corner be treated as more of a gateway with greater presence through material detailing and perhaps massing refinements. The Board suggested simplifying the massing from a split form to a singular massing volume on the south façade. (CS2-A Location in the City and Neighborhood, CS2-D Height, Bulk, and Scale)
 - b. Harbor Avenue.
 - i. Related to the corner expression, the Board provided guidance to enhance the expression of the lobby entrance at the southeast corner exploring greater height, size, seating, lighting or other means of enhancing legibility of the entrance. In addition, the Board would like to see the north end exit along Harbor Avenue become a secondary lobby rather than an egress only. (CS2-B-2. Connection to the Street, PL3-A Entries)
 - ii. The Board was concerned with the 126' façade length along Harbor Avenue. At the next meeting the Board expects to see material application and secondary detailing to break up and provide a smaller scale to this long street frontage. (CS2-D Height, Bulk, and Scale, DC2-A Massing, DC2-B-1. Façade Composition)
 - iii. The Board was concerned with blank wall along the parking garage level and provided guidance to further explore alternative layouts of the floor plan with the goal of improving visual interest and activation along the street-level. The Board suggested swapping out the bicycle storage and parking spaces. (DC2-B-2. Blank Walls, DC1-C-2. Visual Impacts)

- c. 30th Avenue SW.
 - i. Along 30th Avenue SW the Board would like to see further refinement that creates a more neighborly response, perhaps creating a connection to the courtyard or common residential entry, terracing slope down to the courtyard and patios, and clarifying both the landscaping and fall protection along this edge. (DC2-A-1. Site Characteristics and Uses, CS1-C Topography)
- d. North Edge. Echoing public comment, the Board was unclear on the relationship of the proposed massing to the adjacent building to the north. At the next meeting, clarify this condition with sections and window privacy studies. In addition, the Board noted it may be more beneficial to provide a step down in massing at this edge than at the south end and would expect to see exploration of this at the next meeting. (CS2-D-5. Respect for Adjacent Sites)

2. Landscaping.

- a. The Board appreciated the sketches and precedent images provided; however, the Board would like to see a more accurate depiction of relationship between the sidewalk and the project's courtyard and patios. In addition, explore how terracing and landscaping could be designed to create a more gradual transition along the steep slope. (DC2-A-1. Site Characteristics and Uses, CS1-C Topography)
 - b. The Board was inclined to support removal of the Exceptional tree to accommodate the project's new landscaping and courtyard but before recommending approval of this design, they would like to hear a summary of the SDCI tree reviewer's feedback regarding the health of the existing tree. (DC2-A-1. Site Characteristics and Uses, CS1-C Topography)
- 3. Materials.** As noted above, the Board expects to see material application and detailing which further breaks down the height, bulk, and scale of the simple massing form. DC2-B-1. Façade Composition, DC2-C-1. Visual Depth and Interest, DC4-A-1. Exterior Finish Materials)

RECOMMENDATION November 19, 2020

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Not supportive of the additional entry along 30th Avenue, concerned with the potential vehicular activity that could result.
- Concerned with impacts of parking and traffic.

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

- Multiple comments were opposed to the proposed development.
- Concerned about the deconstruction of the character of the historic Luna Park neighborhood.
- Observed that the existing neighborhood context includes older homes built in the late 19th and early 20th centuries and lots with mature landscaping.
- Requested that new development match the existing neighborhood character.
- Several comments suggested designing a mixed-use property by incorporating ground floor retail uses such as restaurants, coffee shops, or produce markets.
- Multiple comments iterated the importance of sidewalks for pedestrian safety.
- Opposed to locating garage access on Harbor Ave as it prevents drivers from turning left to enter the garage.
- Stated that the subject site is located at the entrance of the neighborhood.
- Concerned about privacy impacts to the adjacent properties directly across the project on the 30th Ave SW side due to window and balcony placement.
- Encouraged slit-type windows at the floor and ceiling level to minimize privacy concerns and to provide a unique look and feel to the back of the building.
- Preferred planting large mature trees along the back side of the building as opposed to small new growth trees.
- Concerned the proposed concept doesn't thoughtfully address the zone transition to the adjacent single-family area.
- Suggested addressing the façade facing 30th Ave SW and the City View neighborhood by incorporating a townhouse or rowhouse design to appropriately scale the building and engage and improve the community fabric

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

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: <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. EDG Massing response.** The Board was appreciative of the thorough response to EDG direction and recommended approval of the following:
 - a. Evolution of the massing from two pieces into 3 masses, which better breaks down the height, bulk, and scale of the form. (CS2-D Height, Bulk, and Scale, DC2-A Massing, DC2-B-1. Façade Composition)
 - b. Resolving the southern corner condition and improving the overall composition and scale of the entry expression, as well as improving the overall presence of the corner gesture. (CS2-B-2. Connection to the Street, PL3-A Entries)
 - c. Incorporation of gaskets to further mitigate the scale of the massing. (CS2-D Height, Bulk, and Scale, DC2-A Massing, DC2-B-1. Façade Composition)
 - d. Refinement to the north elevation and roof deck placement. (CS2-D-5. Respect for Adjacent Sites)

- 2. Street-level response.**
 - a. The Board recommended approval of the landscape plan and setbacks. There was some discussion on the potential benefit of increasing the setback along Harbor Ave SW, but the Board ultimately recommended approval of the setback as proposed.
 - b. The Board acknowledged the building was set back into the steep slope as much as possible and was comfortable with the proposed street edge condition along Harbor Avenue SW. (DC2-A-1. Site Characteristics and Uses, CS1-C Topography)
 - c. The Board maintained their support and recommended approval of removing the Exceptional Tree as this resulted in an improved massing and site plan layout. The Board stated the design included further mitigation for the removal of the Exceptional Tree, as provided by the thoughtful landscape plan along 30th Avenue SW. (DC2-A-1. Site Characteristics and Uses, CS1-C Topography)
 - d. The Board recommended approval of the refined programming along Harbor Avenue SW which minimized the blank wall condition along the parking garage area and increased activation with an enlarged secondary entry and relocation of the bicycle storage along the street frontage. (DC2-B-2. Blank Walls, DC1-C-2. Visual Impacts)

3. Entrances

- a. The Board recommended approval of the entry locations, including creating a secondary entry at the north end along Harbor Ave SW and creating an additional access point along 30th Avenue. Though the Board acknowledged public comment regarding concern for adding activity along 30th SW with the additional access point, they unanimously agreed that better connecting the project up to Admiral Way SW which serves as a major bus and bike route created a bigger benefit and better met design guidelines. (DC2-A-1. Site Characteristics and Uses, PL4-C-3. Transit Connections, PL4-B Planning Ahead for Bicyclists)
- b. The Board recommended approval of the main entry changes, including increased glazing, enhanced geometry, and double height (in expression, though they acknowledged the residential use at the second floor). They had some concern with the wood element and accent color, noting it could be a more dramatic entry expression if the number of materials were simplified at the entry. However, the Board declined to recommend a condition for this change. (CS2-B-2. Connection to the Street, PL3-A Entries)
- c. The Board contemplated how an amenity at the second story could further help the entry be more permanently glassy rather than covered with blinds. They acknowledged locating the main amenity at the roof made sense, but stated they would have liked to see more activation above the entry at the corner. The Board expanded on this, noting the selection of the interior window treatment should be contemplated with the overall entry expression. No conditions were recommended. (CS2-B-2. Connection to the Street, PL3-A Entries)

4. Materials and Façade Development.

- a. The Board recommended approval of the materials palette including wood tone siding, storefront windows at the main entry, soffit materials, black vinyl windows and window frames, Equitone panels, and board formed concrete. (DC2-B Architectural and Facade Composition, DC2-C Secondary Architectural Features)
- b. The Board recommended a condition to maintain the black vinyl windows and window frames shown in the Recommendation packet. (DC2-B Architectural and Facade Composition, DC2-C Secondary Architectural Features)
- c. The Board continued their discussion of the façade development stating their support for the balconies along both edges and commented they would be supportive of additional balconies. The Board further clarified that they recommended approval of a departure for balconies to encroach into setbacks along Harbor Avenue SW or 30th Avenue SW if necessary, as this would improve the visual interest along the frontages. (DC2-B Architectural and Facade Composition, DC2-C Secondary Architectural Features)

- d. The Board recommended approval of the gasket expressions and recommended a condition to maintain the dimension shown at REC. (DC2-B Architectural and Facade Composition, DC2-C Secondary Architectural Features)
- e. The Board also commented they would be supportive of increasing the window sizes within the gasket along 30th Avenue SW. No conditions were recommended. (DC2-B Architectural and Facade Composition, DC2-C Secondary Architectural Features)
- f. The Board was supportive of the landscape screens becoming a decorative and designed element on their own, however, no condition was recommended. (DC2-B-2. Blank Walls)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) 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 departure(s).

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

1. **Street-level parking (SMC 23.47A.032.B.2.):** The Code requires enclosed parking provided at the street-level to be separated from street-level, street facing facades by another permitted use. The applicant proposes parking to be provided without separation by another use along Harbor Avenue.

The Board recommended approval of the departure request as the design provided additional visual interest and offered an improved layout and activation along the Harbor Avenue street frontage, better meeting the intent of Design Guidelines DC2-B-2. Blank Walls, DC1-C-2. Visual Impacts.

The Board further commented that the landscape screens should be designed to be stand-alone design elements but declined to recommend a condition for this item.

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

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

CS1-A Energy Use

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

CS1-B Sunlight and Natural Ventilation

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

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

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

CS1-C Topography

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

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

CS1-D Plants and Habitat

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

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

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

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

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

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

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

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

CS3-B Local History and Culture

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

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

PUBLIC LIFE

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

PL1-A Network of Open Spaces

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

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

PL1-B Walkways and Connections

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

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

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

PL1-C Outdoor Uses and Activities

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

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

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

L2 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 recommendation summarized above was based on the design review packet dated Friday, November 19, 2020, and the materials shown and verbally described by the applicant at the November 19, 2020 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Maintain the black vinyl windows and window frames shown in the Recommendation packet. (DC2-B Architectural and Facade Composition, DC2-C Secondary Architectural Features)
2. Maintain the gasket dimension shown at REC. (DC2-B Architectural and Facade Composition, DC2-C Secondary Architectural Features)

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

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

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

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

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

At the conclusion of the Recommendation meeting held on November 19, 2020, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

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.

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

Applicant response to Recommended Design Review Condition(s):

1. The applicant has maintained the black vinyl windows and frames as shown within the plan set submitted 2/23/21. The response satisfies the recommended condition for the MUP decision. This item shall be shown on the construction plans, and the installation of this item will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy for the new construction, as conditioned below.
2. The applicant has maintained the gasket dimension as shown within the plan set submitted 2/23/21. The response satisfies the recommended condition for the MUP decision. This item shall be shown on the construction plans, and the installation of this item will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy for the new construction, as conditioned below.

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

The Director of SDCI has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director accepts the Design Review Board's recommendation and conditions 1 and 2 shall be required.

DIRECTOR'S DECISION

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

I. 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 5/12/2020. 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 mitigation.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which

adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, no further mitigation is warranted pursuant to SMC 25.05.675.A.

Construction Impacts - Parking and Traffic

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

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

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

Construction Impacts - Noise

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

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

Earth

The 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, PanGeo Incorporated, May 2020). 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 ECAs. No additional conditioning is warranted pursuant to SEPA policies (SMC 25.05.675.D).

Long Term Impacts

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

Greenhouse Gas Emissions

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

Historic Resources

The existing structure on site is more than 50 years old. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structure on site are unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 204/20). 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.

The project is within the U. S. Government Meander Line buffer that marks the historic shoreline – an area with the potential for discovery of pre-contact and early historic period resources. The applicant submitted Cultural Resources Monitoring and Inadvertent Discovery Plan for the STS Harbor Avenue Project by SWCA Environmental Consultants dated December 2020. As noted in this report:

No significant cultural resources were identified during the field investigations, nor were there indications that significant cultural resources would be present during proposed project construction. However, because Atelier Drome proposes to conduct ground-disturbance between 16 to 28 feet below surface (fbs) along the west building line at 30th Ave SW, and up to 12 fbs along the east building line at Harbor Ave SW, SWCA

recommended an archaeological monitor be on-site during project related ground-disturbing activities. The project received the Department of Archaeology and Historic Preservation's (DAHP's) concurrence with SWCA's recommendation, adding that a monitoring inadvertent discovery plan should be created for the project as well.

Since the information showed there was low probable presence of archaeologically significant resources on site, Section A of Director's Rule 2-98 applies. The following conditions are warranted to mitigate impacts to potential historic resources, per SMC 25.05.675.H consistent with Section A of Director's Rule 2-98:

Prior to Issuance of Master Use Permits:

1. The owner and/or responsible parties shall provide SDCI with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 27.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations.

During Construction:

2. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:
 - Stop work immediately and notify SDCI assigned land use planner and the Washington State Archaeologist at the State Department of Archaeology and Historic Preservation (DAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.
 - Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.

Height, Bulk, and Scale

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

Section 25.05.675.G.2.c of the Seattle SEPA Ordinance provides the following: "The Citywide Design Guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review Process shall be presumed to comply with these

Height, Bulk, and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone Design Review shall comply with design guidelines applicable to the project.”

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

Parking

The proposed development includes 115 residential units with 65 off-street vehicular parking spaces. The traffic and parking analysis (Gibson Traffic Consultants, Inc., Traffic Impact Analysis, December 2019) indicates a peak demand for approximately 55 vehicles from the proposed development. Peak residential demand typically occurs overnight.

The traffic and parking analysis noted that the peak parking demand for this development is 55 vehicles. The number of proposed parking spaces (65 parking spaces) accommodates all of the anticipated parking demand, and no additional mitigation is warranted per SMC 25.05.675.M.

Plants and Animals

Mature vegetation is located on the site, including 14 trees, one of which meets the threshold for exceptional tree (# 10 in the Arborist Report – Bigleaf Maple). The location of this tree is described in the Design Recommendation packet pages 52-53 and in the above Design Review section of this MUP decision. The applicant submitted an arborist report (Arborist Report, Moss Studio, April 2020) and identified the exceptional tree as a Bigleaf Maple with a dbh of 31” 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 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 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.

Public Views

SMC 25.05.675.P provides policies to minimize impacts to designated public views listed in this section. SW Admiral Way and the West Seattle Bridge are SEPA Scenic Routes. The applicant provided view studies showing the proposed development in relation to the designated public views in SMC 25.05.675.P. The proposed development is located below these scenic routes and

in a manner that maintains views toward the Puget Sound and downtown skyline along both SW Admiral Way and the West Seattle Bridge.

The proposed development does not block views of any nearby historic landmarks.

Additional mitigation is not warranted under SMC 25.05.675.P.

Transportation

The Traffic Impact Analysis (Gibson Traffic Consultants, Inc., Traffic Impact Analysis, December 2019) indicated that the project is expected to generate a net total of 698 daily vehicle trips, with 56 net new PM peak hour trips and 46 AM peak hour trips.

The additional trips are expected to distribute on various roadways near the project site, including Harbor Avenue SW and SW Admiral Way and would have minimal impact on levels of service at nearby intersections and on the overall transportation system. The Gibson Traffic Consultants Correction Notice Memo (August 7, 2020) forecast that 32 project trips would use the West Seattle Bridge during the PM peak hour. As the Bridge currently is closed, that volume of traffic occurring today would need to use alternate routes, such as West Marginal Way, Highland Park Way, SR 509, or other arterials. However, the Bridge is anticipated to be repaired and opened to vehicular traffic by mid-2022; the project is expected to start construction in summer of 2021 and complete construction during the last half of 2023, after the Bridge has reopened. Therefore, no project-based traffic impacts are anticipated from the West Seattle Bridge closure. The SDCI Transportation Planner reviewed the information and determined that no mitigation is warranted per SMC 25.05.675.R.

DECISION – SEPA

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

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

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

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

CONDITIONS – DESIGN REVIEW

For the Life of the Project

1. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Crystal Torres, crystal.torres@seattle.gov, 206-561-3435).

Prior to Issuance of Building Permit (architectural phase)

2. Confirm the black vinyl windows and frames as shown within the plan set submitted 2/23/21 have been maintained.
3. Confirm the gasket dimension as shown within the plan set submitted 2/23/21 has been maintained.

CONDITIONS – SEPA

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

4. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: [Construction Use in the Right of Way](#) (P)
5. The owner and/or responsible parties shall provide SDCI with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 27.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations. (P)

During Construction

6. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:
 - Stop work immediately and notify SDCI (Crystal Torres, crystal.torres@seattle.gov, 206-561-3435) and the Washington State Archaeologist at the State Office of Archaeology and Historic Preservation (OAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.

- Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors. (C)
7. Monitoring for cultural resources shall be conducted during any ground-disturbing excavation in native soils, and at the interface of fill and native soils. Provide note on all building permit plans. (C)

Crystal Torres, Land Use Planner
Seattle Department of Construction and Inspections

Date: April 29, 2021

CT:adc

3035986-LU decision.docx

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.