



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

**Record Number:** 3020338-LU  
**Applicant Name:** Chris Davidson of Studio Meng Strazzara  
**Address of Proposal:** 2925 E Madison St

**SUMMARY OF PROPOSAL**

Land Use Application to allow a six-story building consisting of 82 residential units above 25,850 sq. ft. of retail space, located at ground level. Parking to be provided for 140 vehicles at and below grade. Existing structures to be demolished.

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)**

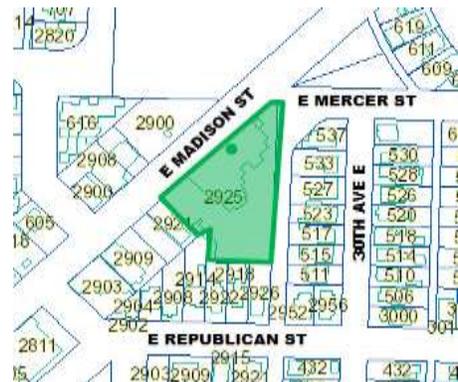
**SEPA DETERMINATION:**

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 proponent submitted an Early Design Guidance (EDG) application in May 2016. Three EDG meetings ensued. After receiving Design Review Board guidance, the proponent applied for a Master Use Permit (MUP) with design review and State Environmental Policy Act (SEPA) components in April 2017. During the department’s review of the MUP application, the public requested a SEPA public meeting and this meeting was held on June 6, 2017. The following documents the history of the land use review:



- The applicant submitted for early design guidance in May 2016.
- Three EDG meetings followed in July 13, 2016, October 26, 2016 and January 25, 2017.
- The applicant submitted a MUP application with Design Review and SEPA components in April 2017.
- A public meeting was held on June 6, 2017 (unrelated to Design Review).
- The Recommendation meeting was held on September 13, 2017.

### SITE AND VICINITY

Site Zones: Neighborhood Commercial (NC2P-40 and NC2P-30)

Zoning Pattern: North: Single Family (SF 7200), NC2P-40 and LR1  
South: SF 5000  
West: NC2P-40, LR1  
East: SF 5000

Lot Area: 40,422 SF

Environmental Critical Areas: The site is a mapped Environmentally Critical Areas (ECA), due to steep slope and liquefaction prone soils.

Current and Surrounding Development; Neighborhood Character:

The site contains one story retail structure, known as the City People's Garden Store.

The project site is in the Madison Valley neighborhood, characterized by its proximity to Madison Park to the east and the Arboretum to the north. This neighborhood is comprised of single family and multifamily residential housing types and commercial and retail uses along E Madison St, which the City has designated as an arterial.

The site has street frontage on E Madison St, Dewey Pl E and an unimproved portion of E Mercer St. Access for E Mercer St dead-ends Dewey Ave due to steep topography. A pedestrian hill climb is proposed at this location as part of this proposal.

Recent development includes sizeable residential and mixed-use buildings. To the northwest, across E Madison Ave, is a 3-story masonry building, the Madison Loft Condominium. Adjacent to the southwest is a 2-story wood frame structure, the Washington Park Art Studios. To the south and east of the site are single family structures as the zoning transitions to single family. This site has the potential to serve as a transition area from the multifamily and commercial uses along E Madison St to the single family zone south and east of the site.

### PUBLIC COMMENT:

The public comment period ended on 5/24/2017. Comments, including the submitted geotechnical, habitat assessment, traffic and parking analysis 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 construction impacts, public infrastructure impacts, drainage,

environmentally critical areas, potential landslide concerns, environmental health, noise, plants, trees, animals, parking, traffic, density, shading, height, bulk and scale. Comments were also received that are beyond the scope of this review and analysis.

## **I. ANALYSIS – DESIGN REVIEW**

### ***FIRST EARLY DESIGN GUIDANCE July 13, 2016***

*The packet includes materials presented at the meeting, and is available online by entering the project number at this website:*

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

*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](mailto:PRC@seattle.gov)***

## **PUBLIC COMMENT**

The following comments were offered at the meeting:

- Concerned with the height, bulk and scale of the proposal; the proposed development completely overwhelms the site and displays a lack of sensitivity to its potential neighborhood, and is inconsistent with Design Guidelines CS2.B1 and CS2.C2
- Noted that the site has two or more individual Exceptional Trees and an Exceptional Grove and that the proposed removal of these trees is inconsistent with Design Guideline CS1.D1. The proposal disregards direction to provide a fully code compliant option with respect to the steep slope, ECA and buffer, access and street improvement exception.
- The proposal utterly fails to respond appropriately to the context and site per Design Guidelines, CS1-C Appropriate Use of Natural Topography, CS1-D Incorporate onsite landscaping, and CS2-B Open Space to inform site design.
- Concerned with how height is being measured; approximately one third of the site is a 40 percent steep slope, with more than 30 feet elevation change from toe to toe, yet the height diagram shows only a 2.5 ft differential step down between the flat area and the 30 ft drop in elevation.
- Noted that the graphic of the section cut is not representative of the true massing proposed; at the north end of the site, the building mass looms over the Dewey residences. A more than 60 ft vertical façade rises above Dewey. This is a 40' commercial zone, neighboring a single family zone and is inconsistent with Design Guidelines CS2.D11 and CS2.D4.
- Rather than respecting the topography, or using the site features to inform the design, this project eradicates the site topography, inconsistent with Design Guideline CS1.C2.
- Currently a natural buffer with a mature urban tree canopy sits between the NC2P-40 commercial zone and single-family homes. This project would remove that buffer, rather than providing a transition between more and less intense zones, as Design Guidelines CS2.D3 and CS2.D4 recommend.

- Lack of support for the 156 car, two story, 320 ft. long parking garage exposed on Dewey. It will release fumes, noise, and light into neighboring homes. The proposed façade changes the character of Dewey and creates an unfriendly and unsafe- feeling pedestrian environment, inconsistent with guidelines Dc1.C1, DC1.C2, andDC4.C2.
- Lack of support for the garage entrance of Dewey Place, a non-conforming street because of its narrow width, which will draw a large influx of traffic and impact safety. The proposal includes 30 additional parking spaces above requirements and is inconsistent with design guidelines CS2.D5 and CS2.B2.
- Concerned with the removal of existing vegetation, which includes 39 mature trees, over 20 native plant species and over 14,600 sf of tree canopy. The urban tree canopy and green space on Dewey is contiguous with the Mercer Madison Wood, the Arboretum, and is part of a larger urban forest corridor. The Design Guidelines CS1.D2 encourage preserving or extending urban forest corridors.
- Lack of support for the south façade blank wall. The east side along Dewey continues the visual effect of a blank wall. All these walls are at street level, creating an unfriendly pedestrian environment, inconsistent with guideline DC2.B2.
- Concerned that the proposed retail floor is below street level, causing people to have to walk down ramps or steps. The grade separation is unnecessary and is poor design, inconsistent with guideline CS2.B2.
- Concerned that the proposal severely curtails privacy and outdoor activities on its south and east side, inconsistent with guideline CS2.D5.
- Supportive of the development; this project will bring a socially responsible grocery co-op and add many needed residential units to this fast growing city that is experiencing a housing supply crisis.
- Noted that the neighborhood doesn't currently have a central community space and views this project as a rare opportunity. Supported the courtyard space shown in Option 2.
- Impressed by the proposed street frontage along Madison.
- Supported the proposed materials.
- Would like to see more setback and terracing along the Dewey façade.
- Concerned with tree removal. The project will eliminate a mature and grove of urban trees that shelters, shades, and beautifies the adjoining neighborhood.
- Lack of support for back-lit signage or obtrusive lighting; prefer to see unlit stencils and awning signage.
- Concerned with the location of loading off Madison St; it is not in keeping with a pedestrian friendly environment. Would like to see more consideration given to the placement and design of the garage and loading area.
- Concerned with noise impacts, in particular from the HVAC units.
- Strongly supported a combined option of with the community space as shown in Option 2 and Option 3.
- Lack of support for the proposed hillclimb.
- Supported proposal Option 3, as it provides a good balance of attractive commercial property with minimal disruption to the neighborhood.
- Supported the scale of proposal; it is in scale with other development on Madison
- The Madison Greenways group has been in discussions with the City and SDOT to implement a greenway through the neighborhood, with the greenway crossing Madison St. at 29th Ave E. As a part of that effort, Madison Greenways, SDOT and Metro are in talks to move the existing eastbound bus stop along Madison east one block to the front of this building site. The design should plan for the repositioning of this bus stop.

- Would like to see significant sized trees on Dewey and on Madison and a variety of planting proposed.
- Concerned with traffic and parking entry impacts for pedestrians and bicyclists.
- Would like to see a smaller grocery, the green space and tree canopy preserved and the natural topography respected.
- Concerned with drainage impacts.
- Supported the project, but would like to see the south frontage refined.
- Supported a pedestrian connection from Madison to Dewey.

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

- Lack of support for strong accent colors.
- Supported the proposed vehicular entrances; splitting the entries is seems to be a reasonable way to reduce congestion.
- Supported the proposed materials brick and natural wood to blend into the streetscape.
- Supported the Dewey frontage; the architect has done a good job of reducing the visual impact of the building as well as its effect on shading.
- Would like to see the building be more adventurous in terms of saving energy, by committing to meeting one of the green standards currently offered by the City of Seattle.
- Concerned with the shading of the p-patch garden; would like to see the developer and architect respond to the presence of and potential impacts on the Mad P-Patch.
- Lack of support for a commercial loading on a residential street. Would like to see most traffic and commerce on the main thoroughfare, Madison St.
- Would like to see increased setbacks along the parking structure and a substantial screen of tall trees to soften that view.
- The garage entrance on Dewey would be hazardous to pedestrians, as Dewey is a very narrow street with no planting strips, narrow sidewalks, and a single lane that hosts two-way traffic.
- Supported the preferred design Option 3; it is successful at minimizing shading to adjacent structures and using the natural topography to inform the design.
- Noted that building will serve as the east anchor of the Madison Valley commercial district and that many of the buildings in the area feature square-paned/divided windows. Would like to see that feature repeated here, particularly in the transoms above the large retail windows. The transom windows shown in the EDG renderings come close, but would like to see a more modern, rectangular panel.
- Would like to see more balance between this building's NE corner and the Madison Lofts building.
- Supported the retail space on the NE corner; as the first retail space, most westward-bound travelers will encounter in the retail core, and should be distinctive per Design Guideline CS2-C.
- Supported Option 2 as it is suited for greater community involvement and is better for more users of the site. The preferred design (Option 3) does include a generous setback for the retail entry (10'), but its width along the street front is limited compared to Option 2.
- Noted that Option 2 does have a greater impact on the residents in the valley below, and that must be addressed.
- Supported Option 3 as it transitions to the single family zones to the east and south.

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

## **PRIORITIES & BOARD RECOMMENDATIONS**

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

- 1. Height, Bulk, Scale and Massing Options:** The Board acknowledged the public's concern with the height, bulk and scale of the proposal and agreed that the massing needed to further transition along Dewey and the single family zone. The Board commended the applicant's effort to date and unanimously agreed the general massing and frontage along Madison is an appropriate scale. The Board discussed the strengths of the massing options and supported the courtyard community space shown in Option 2 and terraced massing shown in Option 3, but also agreed more effort is needed to respond to the site topography and context. The Board directed the applicant to return with a modified, hybrid massing option based on the guidance provided.
  - a. The Board unanimously agreed with public comment that additional setbacks should be provided to respond to the site topography and transition to the single family zoning. While refining the massing at this location the Board also recommended studying if there is potential to save some of the existing trees. (CS1-C, CS1-D, CS2-A, CS2-B, CS2-D, DC2-A, DC3-C-3)
  - b. In order to address concerns about how the building height is calculated, the Board requested more information and if possible, verification that the calculation is code compliant for the next meeting. (CS1-C-2, CS2-D, DC2-A-1)
  - c. The Board supported the inclusion of a community space along the street as shown in Option 2. The Board also discussed if a courtyard should be provided and ultimately agreed that a courtyard could be developed, but providing adequate community space for gathering is a higher priority and noted this activity could potentially occur as part of the interior program. The Board recommended developing the grocery retail frontage with adequate space for outdoor/indoor dining opportunities and pedestrian amenities to engage and interact with the streetscape. (CS3-A, CS2-B-2, PL1, PL3-C, DC3)
  
- 2. Response to Context and Topography:** Echoing the public comment regarding the frontage along Dewey, the Board was concerned with the extent of blank wall shown.
  - a. The Board questioned if two stories of elevated parking provides the best frontage along Dewey and the adjacent single family zone. The Board recommended studying different alternates address the residential context and respond to existing topography. (CS1-C, CS2-A, CS2-D-2, CS3-A-1, CS2-B-3, DC1, DC3-C-3)
  - b. The Board was also concerned with the visibility of concrete and gabion baskets and recommended developing a sensitive solution using high quality materials which better relate to the surrounding residential context. (CS2-A, CS2-B, CS3-A-1, CS2-B-3, DC2-B, DC3-C-3)
  - c. The Board noted that the tallest massing volume appears to be at the northeast corner and agreed this area will be highly visible and the scale relationship is critical. (CS2-A, CS2-B, CS2-C1, CS2-D, DC2-A-2, DC2-B, DC2-D-1)

3. **Site Features and Existing Tree Canopy:** Affirming the public comment, the Board requested more information about the status of the trees, including snags, and the urban forest corridor. The Board stated that although replacement trees will never be the same, generous planting could still be provided. Reviewing the proposed planting, the Board was concerned with the equally spaced columnar row of trees and recommended differing scales of trees. For the next meeting, the Board requested more details about the landscape plan, including information on efforts to incorporate the existing tree canopy. (CS1-B-3, CS1-D, CS2-B, CS2-D-2, DC3-C, DC4-D)
4. **Trash, Vehicular Access and Loading Location:** The Board recognized the diverse public opinions regarding the parking, garage and loading access locations. The Board agreed that splitting up the loading and parking access appears logical but requested more information before indicating their preference. For the proposed trash and loading area along Madison, the Board implied that the designing pedestrian character of the street is critical to address the priority of the pedestrian realm. (CS2-B-2, PL1, DC1-B-1, DC1-C, DC4)
5. **Materials:** The Board strongly supported the quality of materials presented at this early phase. (CS3-A-1, DC2, DC4-A-1.)

## ***SECOND EARLY DESIGN GUIDANCE October 26, 2016***

### **PUBLIC COMMENT**

The following comments were offered at the meeting:

- Concerned with the height calculation methodology.
- Lack of support for the project; at the first EDG, the Board made a number of recommendations regarding the proposed building, none of which are adequately addressed.
- The proposal is inconsistent with guideline CS2.D1. A mature, urban canopy, continuous with the Arboretum, would be removed and replaced with small, dwarf ornamental trees which at maturity will not equal the present canopy.
- Medium and large trees and a diverse understory are not viable with 5', 10', or 15' setbacks. A green wall on the garage is a decoration distracting from the significant loss of urban ecological services.
- Preference for a 30' setback to accommodate large, native trees and plantings, a rich understory and diverse ecological habitat that would screen the neighborhood from the structure throughout the year.
- Lack of support for the 320' long eastern façade; it is a 74' wall, situated in a 40' zone, and abutting 25' homes. The Board expressed concerns about the northeast corner of the building at the first EDG, and it remains grossly out of scale with the context and insensitive to the topography; inconsistent with Guideline CS2.D3.
- The applicant's renderings are drawn with a profusion of trees which could never in reality grow as proposed.
- The retaining wall height is not clearly stated, but is evidently over 10' in places. The sidewalk has no planting strip and the design will create an unfriendly pedestrian experience, inconsistent with Guidelines PL2 and PL3.
- The eastern and southern facades, rather than being a "lush layered landscaping greenbelt," instead are blank walls and are inconsistent with guideline DC2.B2
- The two story above grade garage is inconsistent with guidelines DC1.C1, DC1.C2, and DC4.C2. Would like to see a significantly smaller garage, entirely below ground.

- There is no community space offered on Madison as was requested by the Board; inconsistent with guideline PL1.C2.
- Concerned with the errors and omissions in the applicant's traffic report.
- Would like to see a design option that reduces the size of the garage and lessens the traffic impact for the entire area.
- Concerned with signage and lighting impacts and potential noise from rooftop ac units.
- Would like to see low income housing proposed.
- Would like to see sustainable systems incorporated such as rain water collection, PV panels, insulated to "passive house" standards, street level covered bicycle parking, and no off-gassing materials.
- Would like to see a reduced building footprint.
- Support for the project, noted that additional height is being contemplated for the area related to HALA. Project will be a legacy to Madison park community.
- Would like to see onsite plants and habit incorporated.
- Concerned that the drawing provided by the developer is inaccurate in that it includes trees that do not exist in the neighboring yards and landscape at what appears to be full maturity.
- Concerned with the height bulk and scale of the massing facing the residential context. Would like to see the Board accept a better design, as opposed to the code compliant version which is inconsistent with CS2-A1, CS2, CS2.
- Support for project; the architect has worked very hard to listen to what the community wants and put forth a lot of effort. The proposal could become an asset.
- Lighting, night glare and light pollution will be a significant problem with the building perched atop the slope above single-family residences, and remains unaddressed in this design, DC4.C2.
- Concerned that the proposed development does not fit with the nature of the neighborhood. The context of the neighborhood is gardens and the proposed scale is incompatible.
- Concerned with the height, bulk and scale of the frontage along Dewey.
- Appreciated the added buffer and the pedestrian experience and attention that is being paid on Madison.
- Concerned with traffic and parking entry impacts.
- Support for the split parking garage entrance

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

- Concerned with storm water flooding impacts.
- Supported the northeast corner of the proposed building. The choice of natural materials for this portion of the façade integrates the building with the landscape plantings and urban forest to the east.
- Supported tree removal; any departures granted to preserve the trees and maintain the allowed FAR would significantly increase the building's scale, bulk and mass.
- Supported the greater variety of larger trees and overall lush landscaping which has improved the design.
- Supported the improvements the development will make to both the front and back of the building; the project will widen sidewalks and improve pedestrian safety by creating quality places for people to walk.
- Supported the outdoor seating at street level and the recessed alcove for market entry.

- Not convinced there is a need of a 50' curb cut on Madison, and would like to see a scaled drawing included as 50' seems excessive.
- Concerned with the Dewey side retaining wall as it will be taller than pedestrians, the green wall (if it is successful) may take a decade to fill in, and the setbacks are inadequate to grow trees to their full size. The result is that the eastern façade, and the southern façade will remain blank walls DC2.B2.
- Increasing part of the setback on Dewey Place by 5 feet is not a suitable response to previous Board direction.
- The northeast corner of the building will tower over the context and create an oppressive and overwhelming pedestrian experience.
- The combination of the height, bulk and scale of this building with apartments staring down into the back yards of the neighboring single-family residences does not respect the privacy and outdoor activities of the neighbors; CS2.D5.
- The code-compliant option retaining some trees is presented with many negative attributes and without adequate justification for them.
- The proposed 4-6 ft max height stepped wall along Dewey will not make for a pleasant pedestrian experience, as the green space will be too separated from the sidewalk.
- Would like to see the Board insist that the building be reduced in size and height along Dewey.
- Concerned with accommodating bike passing along Madison Street.
- Would like to see public space incorporated outside, on top of the new building, potentially as part of PCC's eating area.
- Would like to see one of the future tenants be a nursery.
- Supported the much improved pedestrian experience along Madison. It will be great to have wider sidewalks and new landscaping.
- Concerned with the plan's ivy covered wall, as it is still a monotonous wall and requires high maintenance, DC2-B.
- Would like to see more space or setback at the ground level along Madison as it is a very narrow arterial street.
- Would like to see a little park or trail along Dewey that could lead up to the building, which may make for a better transition and also offer pedestrian access.
- Concerned with solar access. The design does not respect adjacent sites in that it towers over them, completely blocking all afternoon light from the entire neighborhood to the east. It will block the sun from much of the street for most of the year. CS1B, CS2-D.
- No alternative to an above ground parking garage on Dewey has been offered. Rather than moving the garage underground, it remains exposed to the public on the eastern side of the site.
- Would like to see a structure that had apartments facing south starting at the level of Dewey with parking underneath and behind these residences. And only two stories of residences above the PCC.
- Would like to see parking eliminated in excess of required capacity, and reduced parking requirements to half in recognition of emerging patterns of urban mobility.
- Lack of support for the departure; the PCC retail garage entrance on Madison, it is not consistent with "pedestrian friendly" zoning of the lot.

SDCI staff also summarized the following design related comments received prior to the Second EDG meeting in the memo to the Board:

- Would like to see nice-sized balconies; that would probably help the appearance.
- Supported the scale of proposal; it is in scale with other development on Madison, would like to see higher density of housing along arterials.
- Supported a version of the plan that allows for a larger open area facing Madison so that it is more street friendly and less of a canyon.
- Supported many street trees on all sides, as well as landscaping on the roof. Keeping streets green is very important in maintaining the character of the neighborhood, and this design achieves that goal.

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

## **PRIORITIES & BOARD RECOMMENDATIONS**

- 1. Response to EDG:** The Board recognized the applicant's effort to date and supported the changes including the additional setbacks provided. However, the Board agreed with the public's concern that the height, bulk and scale of the Dewey frontage was not yet resolved and that the massing needed to transition further to respond to the single family zone. The Board heard public comment regarding the Madison frontage and continued to support the frontage along Madison and noted that it appears to be an appropriate scale. The Board directed the applicant to return with a modified massing option based on the guidance provided for the Dewey frontage. (CS1-C, CS1-D, CS2-A, CS2-B, CS2-D, DC2-A, DC3-C-3)
- 2. Dewey Frontage: Height, Bulk, Scale and Response to Context:** Echoing public comment, the Board was concerned with the extent of blank wall shown and the potential for light and glare impacts to surrounding residential properties. The Board agreed that the frontage and scale relationship at this location is critical to address before moving forward.
  - a. The Board discussed if the elevated parking provides the best frontage condition on Dewey and recommended studying the arrangement of uses and the location of parking to provide a residential transition to the single family zoning and better respond to the existing topography. (CS1-C, CS2-A, CS2-D, CS3-A-1, DC1, DC2-A-2)
  - b. Concerned with the visibility of the exposed wall and frontage, the Board agreed with public comment that additional massing transition, setback and landscape should be incorporated to develop a sensitive solution, which better relates to the surrounding residential context. (CS1-C, CS2-A, CS2-B, CS3-A-1, DC2-B, DC3-C-3)
  - c. Affirming the public comment regarding the pedestrian experience along Dewey, the Board was also concerned with the height of the retaining wall proposed adjacent to the sidewalk and recommended additional setbacks and planted landscape to improve the public realm. (CS2-A, CS2-B, CS3-A-1, PL1-B-3, DC4-D-4)
- 3. Setbacks, Site Features and Existing Tree Canopy:** While reviewing the existing vegetation and proposed replacement planting, the Board acknowledged the public's concern with tree canopy loss, green wall maintenance, and that fact that the proposed planting will take years to mature. The Board agreed that the setback depth, amount of landscape buffer, and green wall maintenance is important to address. For the next meeting, the Board recommended studying the depth of the setback and seriously examining the potential to save some of the existing trees. (CS1-D-1, CS2-B, CS2-D-2, DC3-C, DC4-D)

4. **Trash, Vehicular Access and Loading Location:** The Board acknowledged splitting the loading and parking access point into two locations appears logical, but agreed more information was needed before indicating their preference on the related departures. Related to developing a sensitive solution to the Dewey frontage, the Board requested studying alternates, such as one vehicular access point. (CS2-B-2, PL1, DC1, DC4)
5. **Madison Streetscape and Gathering Space:** The Board agreed with public sentiment and continued to support the addition of a community space along the street, beyond an enlarged entry sequence, and also encouraged studying the widening of the sidewalk along Madison to provide adequate space for pedestrian to engage and interact with the streetscape. (CS2-B-2, PL1, PL3-C, DC3)
6. **Materials:** The Board continued to strongly support the quality of materials presented. (CS3-A-1, DC2, DC4-A-1.)

### *THIRD EARLY DESIGN GUIDANCE January 25, 2017*

#### **PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Noted that progress has been made on the design of this project since the last design review meeting; the biggest improvement is residential screening of the above grade parking along Dewey.
- Concerned that the proposed height, bulk, and scale are not sufficiently mitigated to provide a reasonable transition to the residential block. The proposal does not respond to design guidelines addressing Context and Site, specifically CS1 Topography, CS2 Urban Pattern and Form, and CS3 Architectural Context and Character.
- The limited setback at the lowest level, is now less than shown in EDG2 and does not appear adequate to accommodate the growth and layering of mature trees and diverse plantings.
- Would like to see more housing, denser landscaping, less cars and a smaller garage. The lack of depth of the townhouse facades combined with the imposing upper level retail read as flat vertical plane towering more than 75 feet above the Dewey Place.
- Concerned that the proposed development does not fit in and alters key characteristics of the neighborhood – green space and trees creating a buffer and ecological connection to the Arboretum, walkable streets, open light and space, modest scaled buildings with similar height and bulk.
- Supported the addition of housing on the Dewey frontage. The addition fully conceals the garage and eliminates the possibility of car noise and fumes and parking garage light.
- The guidelines support the replacement of ecological services. Would like to see a more appropriate transition between the zones such as a 20-30 ft setback.
- The share of traffic exclusive residential access is minimal. The logic supporting split access implies that it would reduce congestion by spreading traffic over two driveways, but the reality is that only residential traffic, a modest amount, would be diverted from a Madison driveway.
- Preference for a single vehicular entrance on Madison. The garage entrance on Dewey will do little to help mitigate the traffic issues on Madison, but will dramatically alter the nature of Dewey and the surrounding streets.

- Noted that Dewey remains a narrow (18 feet wide), sub-standard two-way street.
- Would like to see the vehicular access departure approval conditioned to include an onsite turnaround to avoid truck backups on Madison.
- Noted that a nearby comparable size grocery store is not moving forward in the design review process as it is too large, would like to see the program of this project reduced before it is moved forward.
- Would like to see greater setbacks on the east facade of the building to mirror the steep slope that exists on the site today.
- The upper level setbacks are inadequate so that the net result is a large, looming building that towers over the narrow, largely pedestrian street of Dewey.
- Supported separating the commercial parking access from the residential parking access.
- Would like to see the building footprint reduced, which can be achieved by reconfiguring the parking and retail space.
- Support for design changes along Dewey Pl E. The proposed townhouses are a much better transition to the surrounding neighborhood and are more attractive.
- The Board asked for more information related to trees and the information provided is not sufficient; would like to see the mature urban tree canopy corridor maintained.
- This proposal eliminates significant trees and green landscape, and does not provide adequate replacement to ecologically sustain the environment.
- The planting area in front of the townhomes is minimal, and the setbacks are too small to grow full-sized trees to maturity and won't be adequate to recreate the urban green space that has provided ecological services to the area and served as a buffer.
- Lack of support for the townhouses, the usefulness of this setback to ecological function is eliminated by the townhomes tacked onto the building's backside.
- Concerned with traffic and parking entry impacts.
- At minimum, the developer should be required to contribute toward road and sidewalk improvements, as well as traffic calming measures, along the site's adjacent residential streets.
- Lack of support for the parking entrance on Dewey as it exposes 2 stories of parking garage to the residential zone.
- Supported the proposed 11-foot setback to accommodate townhomes and the lowered retaining wall to create people-scale views back and forth between the homes and passers-by.
- Concerned that the proposal will reduce the amount of green space in the neighborhood.
- Lack of support for the vehicular garage entry on Dewey. It is a narrow alley widely used as a walkway; having a garage will be devastating.
- Concerned with the blank wall appearance of the south side of the building.

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

- Noted that some object to the removal of large trees on the existing property, but the hillside is in a liquefaction zone and has been poorly maintained.
- Preference for split vehicular access.
- Supported the garage access point on Madison which includes decorative screening, improving the appearance of the entryway.
- Would like to see a gathering space for the general community on Madison.
- Supported the enlarged the pedestrian and sidewalk spaces along Madison.

- Would like to see a diagram of the widened curb cut along Madison in full use. Concerned that two-way vehicle traffic combined with truck loading/unloading is going to create a dangerous pedestrian environment.
- Would like to see that vehicles will be able to enter and exit the commercial parking level concurrently to avoid a significant back up along Madison.
- Concerned with “screened retail access” indicated page 31. Renderings should be true to the predominant condition.
- Would like to see the façade above the townhomes at the PCC ground level be more uniform in color to contrast with the townhouses below.
- The color and material transitions should relate to massing changes; at the moment they don’t relate to form at all. It would be much nicer to carry the dark wood-like material shown on either end of the façade across the elevation to connect them, providing a uniform back drop to the townhouse façade.
- Supported how the wood terminates at the PCC window sills as indicated.
- Concerned with lighting glare impacts from the supermarket.

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

## **PRIORITIES & BOARD RECOMMENDATIONS**

- 1. Response to EDG:** The Board acknowledged the public comments concerned with the height bulk and scale of the proposal, however, they concluded that the massing development is responsive to previous guidance and that the design, overall, is on the right track. The Board strongly supported the rearrangement of uses, specifically the addition of townhouse units along the Dewey frontage as the use better reflects the residential character of the neighborhood, provides an intentional transition to the surrounding single family zoning and better responds to the existing topography. The Board directed the applicant to proceed with the developed Massing Option 3. (CS1-C, CS2-A, CS2-D, CS3-A-1, DC1, DC2-A-2)
- 2. Dewey Frontage: Height, Bulk, Scale and Response to Context:** Although the Board supported the addition of townhouses along the Dewey frontage, the Board agreed with public comment that the townhouses appeared shallow and that the north and south portions of the façade have yet to be resolved. The Board gave the following guidance on the proposal’s edges and transitions:
  - a. For the townhouse frontage, the Board recommended exploring the height and depth of the modulation to read as a simplified and cohesive expression. In addition to refining the plane changes at the townhouses, the majority of the Board recommended further articulating the relationship between townhouse and retail above, potentially with additional upper level setbacks. (CS2-A, CS2-D, CS3-A-1, DC2-A-2)
  - b. The Board noted that the north and south ends of the frontage appeared very flat and requested continued massing development in order to develop a sensitive transition along the entire frontage. (CS2-A, CS2-D, CS3-A-1, DC2-A-2)
  - c. The Board was supportive of the thoughtful approach to the streetscape treatment and agreed the various elements, including terraced retaining walls, railing design and layered planting, reflect a residential character. (CS2-B-2, CS3-A-1, PL1)

3. **South Frontage:** Echoing public comment, the Board expressed concern about providing a sensitive transition to the adjacent residential properties to the south. The Board recommended further articulating the lower portion of the facade and adding clerestory windows to be cohesive with the rest of the architectural cladding concept. (CS1-C, CS2-D, CS3-A-1, DC2-A-2, DC2-B)
4. **Vehicular Access:** The Board agreed with public comment that the code compliant alternative showing vehicular access solely off Dewey was the least preferred of the alternatives shown as it creates visual impacts and pedestrian circulation conflicts. The Board discussed the two other options, split access and all access off Madison. Ultimately the Board agreed that they would like additional information, graphics, and input from the technical experts including the City, before indicating their preference on vehicular access location and the related departures. (PL1, DC1-B-1, DC1-C)
5. **Trees and Canopy:** The Board acknowledged the public's concern for the loss of the significant mature planting, however, the Board deferred to the arborist study as reviewed and approved by the City and supported the arborist's findings recommending the removal of the canopy. Related to the replacement canopy, the Board stated their preference for the addition of evergreens, to provide year-round landscape buffer. (CS1-D-1, CS2-B, DC3-C, DC4-D)
6. **Madison Streetscape and Gathering Space:** The Board discussed the character of the public community space along Madison. The Board approved of the widening of the sidewalk along the street as it creates more opportunity for interaction. For the additional outdoor space adjacent to the grocery entry, the Board recommended the development of a public space which is true to the nature of the space and agreed the space can either function as a gathering space or an active sidewalk. In either case, the Board encouraged incorporating additional seating, space for pause and sightlines for streetscape connection. (CS2-B-2, PL1, PL3-C, DC3)
7. **Materials:** The Board continued to approve of the quality of materials presented, in particular along Madison. For the Dewey façade, the Board agreed with public comment that that colors are playing a larger role than needed in differentiating portions of the facade and recommended simplifying and resolving the material treatment into a cohesive language. The Board also encouraged the introduction of masonry along the Dewey façade to incorporate residential character and relate to the other main frontage. (CS3-A-1, DC2, DC4-A-1.)

### ***RECOMMENDATION September 13, 2017***

### **PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Lack of support for the project, the proposal fails to respond appropriately to the context and site. (CS1-C CS2-B)
- Concerned that the project's height bulk and scale has not been reduced since EDG2. (CS2-B.1, CS2-C.2, CS2-D.1 and CS2-D.4)

- Concerned that the project would be devastating environmentally because it would be not keep environmental impacts to a minimum, keep the removal of trees and vegetation to a minimum, or keep grading activities and impervious surfaces to a minimum. (CS1-D1 and D2)
- Concerned that the project eradicates the site topography, rather than respecting the topography or using site features to inform the design. (CS1-C.2)
- Lack of support for the proposed landscaping; an entire greenbelt, that includes an Exceptional tree and Exceptional grove will be removed. Would like to see an adequate replacement including evergreen trees along with layering and an understory. (CS1.D1)
- Concerned with the Dewey vehicular entrance. Dewey is a narrow street that many people walk down the center of on their way to the p-patch or to Madison and the stairs up to the Arboretum.
- Felt that the proposal overpowers the site. Concerned that the project's height, bulk and scale are far too massive for this site and are larger than at EDG 1. (CS2-B.1, CS2-C.2, CS2-D.1 and CS2-D.4)
- Concerned with the NE corner as it is still flat, tall, and set back minimally. Would like to see additional setbacks incorporated to respond to site topography and transition to the single family zone.
- Concerned with the proposed tree removal within the greenbelt, which supports rare wildlife.
- Concerned that the proposal does not fit in with the scale of the neighborhood or provide an adequate response to the Seattle Design Guidelines.
- Concerned with the effect the newly constructed project will have on the community.
- Would like to see a transition from the old to the new incorporated.
- Concerned that the proposal has become a larger building with reduced setbacks.
- Concerned with the lack of transition where the site abuts single family homes. Noted that the project site is adjacent to less intensive zones on three sides, and it is inconsistent with all five of the design guidelines that address the height, bulk, and scale of zone transitions. (CS2.D.1-5)
- Concerned that the design of the building does not take in account the existing slope and would significantly decrease the daylight for the surrounding neighborhood.
- Stressed that the upper level setbacks are inadequate so the result is a large, looming building that towers over the narrow, largely pedestrian street of Dewey.
- Would like to see current building reduced, especially along the east facade.
- Concerned with the large windows of the retail space, which has privacy impacts for the surrounding single family houses.
- Lack of support for access off Dewey; would like to see the sidewalks remain safe.
- Lack of support for the project; it will completely enclose the surrounding single family area.
- Concerned with the removal of trees.
- The building height and the removal of the tree buffer zone are inconsistent with the requirement for a transition between more and less intense zones in Design Guidelines CS2-D.3 and CS2-D.4.
- Would like to see the existing trees incorporated into the design.
- Concerned with stormwater and that the proposal will significantly impact site drainage.
- Appreciated the work that the architect has done; this project should go forward.

- Would like to see the project incorporate more biking parking/facilities and the vehicular parking reduced.
- Support for the project; noted that the project site is on a major transportation route.
- Lack of support for the removal of the existing significant trees, as it is inconsistent with the Design Guidelines.
- Concerned that the site topography, building height and the removal of the tree buffer zone provides no transition to single-family homes. (CS2-D)
- Concerned with the traffic that will come with this project, adding to an already congested Madison St.

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

- Concerned that the proposed building will shade the Mad-P community garden.
- Lack of support for the townhouse units and entrances on Dewey.
- Preference for a 25'-30' setback along Dewey.
- Concerned with the removal of trees and healthy urban forest habitat;
- Concerned that the proposal will significantly decrease the amount of permeable surface on the site and will maximize the hardscape surfaces.
- Would like to see the buffer between the proposed development and the single family homes increased to afford and increased area for trees.
- Concerned that the planting area in front of the townhomes is minimal and won't be adequate to recreate the urban green space that has provided ecological services to the area and served as a buffer. Exceptional trees are being removed, and the replacement plantings are not comparable.
- Would like to see the existing tree canopy retained or replaced 1 for 1 to provide adequate buffers.
- Supported the proposed landscape; the architect's landscape plan is generous, in contrast to other new developments of similar size.
- Noted that the builder should take serious precautions to prevent migratory birds from colliding with this building. Would like to see bird-friendly lighting and glass.
- Lack of support for vehicular access on Dewey; dual access solves the applicant's internal problem of how to have an oversized supermarket and 82 residences on the same site but does nothing to alleviate the problem on Madison and the surrounding streets.
- Concerned with a vehicular entrance on Dewey as it threatens pedestrians' safety and is inconsistent with guidelines CS2D5 and CS2B2.
- Supported the split vehicular entries, having residents enter and exit on Dewey this will ease congestion on Madison St during rush hour, which is a concern for those who use the Madison street arterial. Would like to see dumpsters located on the Dewey side of the parking garage.
- Would like to see the project consider widening Dewey.
- Supported vehicular access exclusively from Madison.
- Concerned with pedestrian safety and the garage entrance on Madison.
- Supported the pedestrian stair. Lighting on such a stair is important, and will be difficult to get right. Public safety must be balanced against the additional light shining into the neighborhood nearby.
- Lack of support for the staircase to Madison as it would disrupt the quiet, residential community.

- Lack of support for back-lit signage or obtrusive lighting; would like to see signage and lighting that is tasteful.
- Concerned with the potential for light pollution from ambient and security flood lights around the building and on the terraces, as well as the headlights from traffic entering and exiting the garage.
- Lack of support for bold accent colors on the exterior of the building.
- Support for the project and the changes that have been made.
- Concerned with the removal of tree and vegetation and the effect that has on site drainage and safety and quality of life of people who live and work in this neighborhood.
- Lack of support for the massing, lack of open space and lack of consideration of light and shadow effects.
- Would like to see the building shortened by one story to bring it more in line with every other building on Madison and dramatically reduce the visual and visceral impact on its southern neighbors.
- Preference for increasing the setback on Madison Street to promote a walking friendly atmosphere.
- Encouraged multiple business spaces.
- Preference for a proposal that incorporates City People's into its design.
- Supportive of the size of the project, which will house many people and improve walkability and livability of the region but would like to see vehicle parking reduced and bicycle parking increased.
- Reduction of parking can contribute to a reduction in the bulk and scale of the building as well as reduce the development's effect on mobility and safe pedestrian passage on East Madison Street and in the adjacent neighborhood.
- Concerned that where the site abuts single family homes, the setback has gone from 15 feet in EDG -2 to 10 feet in the current proposal. The row of trees and what appears to be a very tall fence it is not a very sensitive transition. (CS2-D3, CS2-D4, CS2-D5, PL3-B1)
- Concerned that the net gain in setbacks on Dewey are misleading. It is mentioned that they have increased the setback from 6,200 sf to 6,800 sf. That increased amount includes the townhouses which are part of the building. (CS2-D3, CS2-D4, CS2-D5, PL3-B1)
- Concerned that the proposed landscaping is lacking. The choice of trees on Dewey are slow growing and unless they are well maintained and pruned regularly, they are more bush-like and will only grow to about 15 feet. (CS1-D1, CS1-D2, CS2-B3, DC2-C3B, DC3-C3)
- Would like to see the neighborhood amenities of high value recognized and supported. These include the Dewey Basin walking route and the Mad P p-patch community garden.
- Concerned with pedestrian safety; It is potentially hazardous to have delivery trucks backing out onto a busy major traffic corridor.
- Concerned with the additional setbacks provided; at the last EDG meeting the Board asked for additional setbacks on Dewey. Eighteen inches was added above the commercial level, which is at approximately 30 feet high will be visually lost to anyone standing on Dewey.
- Concerned with the development of public space on Madison, which appears to be an extension of the supermarket. (CS2.B2)
- Concerned with who will be responsible for ensuring that the staircase/hill-climb assist remains properly lit and maintained.

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 citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with building height calculations 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 project number: <http://web6.seattle.gov/dpd/edms/>

## **PRIORITIES & BOARD RECOMMENDATIONS**

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

- 1. Response to EDG, Dewey Frontage:** The Board acknowledged the public's concern with the height bulk and scale of the proposal and recognized the site and change of topography as challenging. However, the Board concluded the applicant has done a thoughtful job of modifying the proposal to respond to the context and previous guidance. The Board supported the overall design advancement and recommended changes to the upper setbacks along the Dewey frontage to better differentiate the lower and upper massing.
  - a. The Board noted that the setback had decreased with the addition of townhouse units along the Dewey frontage, as shown at the previous Early Design Guidance meeting. The Board continued to support the arrangement and massing of the townhouse units, as opposed to a visible parking garage and larger setback, since the design better reflects and responds the residential character of the neighborhood. (CS1-C, CS2-A, CS2-B, CS2-D, CS3-A-1, DC1, DC2-A-2)
  - b. The Board strongly supported the development of the townhouse frontage, in particular the simplification of the townhouse massing and the use of masonry and quality materials. (DC2, DC4-A)
  - c. Although the Board supported the refined townhouse frontage, the Board agreed that the upper level setback at the retail clearstory was not yet adequate and had too many surface treatments. In order to unify the two surface colors and setbacks into one, the Board recommended a condition to increase the setback at the retail clearstory and residential above by 2' to match the deepest retail clearstory setback and to limit the variation of color to massing shifts. (CS2-A, CS2-B, CS2-D, CS3-A-1, DC2-A-2)
  - d. For the south frontage, the Board approved of the proposed design which included a landscape buffer and wooden fence. (CS2-B, DC2, DC4-A)
  - e. Related to Madison, the Board agreed the proposal is appropriately scaled and supported the massing and use of quality materials. (CS2-B, CS2-D, DC2, DC4-A)
- 2. Trees and Replacement Canopy:** The Board discussed the removal of trees and recognized the public's concern for the loss of the significant mature planting, however, the Board continued to support a replacement landscape buffer. For the buffer, the Board approved of the proposed design which showed evergreen trees and planting designed to provide year-round buffer. (CS1-D-1, CS2-B, DC3-C, DC4-D)

3. **Madison Streetscape:** The Board supported the developed streetscape design which included two retail spill-out spaces, additional seating and bike parking. In order to avoid conflicts with pedestrian circulation, the Board recommended a condition to relocate the bike parking between trees to another more suitable location along Madison that does not impede pedestrian circulation. The Board also encouraged additional bike parking be provided along Madison, but declined to recommend a condition for this item. (CS2-B-2, PL1, PL3-C, DC3).
4. **Hillclimb and Northeast Corner:** The Board supported the preliminary hill-climb design and the adjacent retail frontage including the retail storefront windows at the corner. Related to the storefront windows, the Board agreed the amount windows could be reduced facing Dewey but declined to recommend a condition for this item. The Board also noted the public comment related to privacy and upper windows. While the Board recognized impacts such as reduced light, privacy and view are difficult, the Board agreed the design adequately responds to the context and declined to recommend a condition. (CS2-B, DC2, DC4-A, DC3).
5. **Materials and Detailing:** The Board commended the proposed quality materials, in particular the masonry along the Madison and Dewey façades. The Board noted that the decision to use brick on the upper stories is not common in many current projects and agreed the proposed application, quality and detailing of materials strengthen the design. (DC2, DC4-A)
6. **Vehicular Access and Related Departures:** The Board discussed the departure related to vehicular access and gave the following guidance:
  - a. The Board noted that SDOT and SDCI support the dual access proposal for both safety and traffic operation reasons and unanimously recommended approval of the departure for two points of access as it provides a better pedestrian experience and has the potential to reduce pedestrian circulation conflicts than the code compliant alternative with all vehicular access off Dewey or the other alternate showing all access from Madison St. (DC1-B-1, DC1-C).
  - b. The Board agreed with public comment that Dewey is a narrow street and would not have adequate room for trash staging. In order to develop a sensitive solution, the Board recommended a condition to ensure there is no trash pickup staging along Dewey. (DC1-B-1, DC1-C).
  - c. Related to the Madison curb cut departure, the Board discussed the two proposed doors and whether reducing the openings into one larger door would provide a better frontage. Ultimately, the Board agreed with the rationale that having two separate doors for loading and garage access allows the loading door to be closed when not in use. The Board unanimously recommended approval of the related departure, provided the width is decreased to the minimum necessary as the resulting design reduces the conflict with the curb and landscaping and the pedestrian safety is upheld with the tactile paving strips, mirror and sensory alert systems. (DC1-C)

## DEVELOPMENT STANDARD DEPARTURES

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

At the time of the Recommendation Meeting the following departures were requested.

- 1. Vehicular Access (SMC 23.47A.032.A.21):** The Code requires vehicular access from Dewey Pl E. The applicant prefers two points of access from both E Madison St, a pedestrian street, and Dewey Pl E, but has also shown an option showing all access from Madison St.

The Board unanimously recommended approval of the departure for two points of access as it provides a better pedestrian experience and has the potential to reduce pedestrian circulation conflicts than the code compliant alternative with all vehicular access off Dewey or the other alternate showing all access from Madison St. The Board agreed the resulting design better meets Design Guidelines DC1-B-1 Access Location and Design and DC1-C Parking and Service Uses.

- 2. Curb Cut Width (SMC 23.54.030F.2.b.2):** The Code allows a maximum 30' curb cut. The applicant proposes a 40' curb cut width off of E Madison St.

The Board unanimously recommended approval of the departure, provided the width is decreased to the minimum necessary. The resulting design likely reduces the conflict with the curb and landscaping and pedestrian safety is upheld with tactile paving strips, mirror and sensory alert systems. The Board agreed the design better meets Design Guideline DC1-C Parking and Service Uses, subject to the condition listed at the end of this report.

## DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified as Priority Guidelines are summarized below, while all guidelines remain applicable. 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-B Sunlight and Natural Ventilation

**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-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.

## 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-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.

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

#### **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-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-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.

## DESIGN CONCEPT

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

#### **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-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-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 façades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all façades 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 façades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

#### **DC2-D Scale and Texture**

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

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

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

**RECOMMENDATIONS & BOARD DIRECTION**

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

The recommendation summarized above was based on the design review packet dated Wednesday, September 13, 2017, and the materials shown and verbally described by the applicant at the Wednesday, September 13, 2017 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Along the Dewey frontage, increase the setback at the retail clearstory and residential above by 2' to match the deepest retail clearstory setback; limit the variation of color to massing shifts. (CS2-A, CS2-B, CS2-D, CS3-A-1, DC2-A-2)
2. Relocate the bike parking between trees to another more suitable location on Madison that does not impede pedestrian circulation. (CS2-B-2, PL1, PL3-C, DC3)
3. Ensure there is no trash pickup staging area located along Dewey. (DC1-C)
4. Decrease the 40' curb cut width off of Madison to the minimum necessary. (DC1-C)

**ANALYSIS & DECISION – DESIGN REVIEW**

Director's Analysis

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the SDCI Director's decision reads in part as follows:

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

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

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

At the conclusion of the Recommendation meeting held on September 13, 2017, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Four members of the East 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:

1. The approved plans show an increased setback of 2' along the Dewey frontage at the retail clearstory and residential above to match the deepest retail clearstory setback. Along with the increased setback, the variation of color has been limited to massing shifts. The response satisfies the recommended condition #1.
2. Bike parking has been relocated to another more suitable location along Madison that does not impede pedestrian circulation. The response satisfies the recommended condition #2.
3. To ensure there is no trash pickup staging area located along Dewey, the trash room has been relocated as shown in the approved plans. The response satisfies the recommended condition #3.
4. In order to demonstrate the 40' curb cut width off of Madison is the minimum necessary, the applicant provided additional loading analysis, uploaded to the project file on 4/12/2018. SDCI and SDOT has reviewed the submitted information and concluded the 40' width is the minimum necessary to facilitate truck loading. The response satisfies the recommended condition #4.

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

## DIRECTOR'S DECISION

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

## II. ANALYSIS – SEPA

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 3/6/2017. The Seattle Department of Construction and Inspections (SDCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

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

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

### Short Term Impacts

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

### Greenhouse Gas Emissions

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

### Construction Impacts - Parking and Traffic

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

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

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan include a Haul Route and a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

### Construction Impacts - Noise

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

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

Construction Impacts – Mud and Dust

Approximately 27,000 cubic yards of material will be excavated and removed from the site. Transported soil is susceptible to being dropped, spilled or leaked onto City streets. The City's Traffic Code (SMC 11.74.150 and .160) provides that material hauled in trucks not be spilled during transport. The City requires that loads be either 1) secured/covered; or 2) a minimum of six inches of "freeboard" (area from level of material to the top of the truck container). The regulation is intended to minimize the amount of spilled material and dust from the truck bed en route to or from a site.

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

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 Master Use Permit Report 2925 East Madison Street Development, November 17, 2015, GeoEngineers, Inc.). These studies have 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 ECA Ordinance and Grading and Stormwater Codes will sufficiently mitigate adverse impacts to the environmentally critical areas. No additional conditioning is warranted pursuant to SEPA policies (SMC 25.05.675.D).

Environmental Health

The site contains an existing structure greater than 50 years in age. Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. The City acknowledges PSCAA's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination. No further mitigation under SEPA Policies 25.05.675.F is warranted for asbestos impacts.

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

### Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions; parking; 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, traffic, plants and animals warrant further analysis.

### Drainage

The proposal will increase the amount of impermeable surface on the site; stormwater management infrastructure will manage the potential increased volumes and rates of runoff. Based on the amount of impervious surface being proposed a comprehensive drainage review is required in the City of Seattle based on Volume 3 “Flow Control and Water Quality Treatment Technical Requirements Manual.” Stormwater will be mitigated using a multiple floors of green roof tops and an infiltrating bioretention facility to release rates based on the requirements. This review is occurring with the construction permit application. The City’s Stormwater Ordinance provides authority and regulations intended to mitigate potential drainage impacts; no further mitigation is warranted pursuant to SMC 25.05.675.C or SMC 25.05.665.

### 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

One existing structure on site is more than 50 years old. This structure was reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the 60 year old structure on site is unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 499/17). Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

### Height, Bulk, and Scale

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

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

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

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

### Parking

The proposed development includes 82 residential units with 140 off-street vehicular parking spaces, separated into 70 spaces for commercial uses and 70 for residential uses. The traffic and parking analysis provided by the applicant (Gibson Traffic Consultants, Inc., Traffic Impact Analysis, June 2016); (Gibson Traffic Consultants, Inc., Response to Tilghman Comment Memo, May 26, 2017) (Gibson Traffic Consultants, Inc., Traffic Impact Analysis, May 2017) indicates a peak demand for approximately 52 residential and 60 commercial from the proposed development. Peak residential demand typically occurs overnight.

Related to the residential parking, a suitable tool to estimate the parking demand for this project is the King County Right Size Parking Calculator. This method, which estimates parking demand taking number of units, project location and unit size into account, results in a parking demand rate of 0.64 vehicles per unit. Using this rate, the project is expected to generate a parking demand of approximately 52 residential vehicles during peak hours.

The commercial parking demand estimate of 60 is based on information compiled in the Institute of Transportation Engineers’ Parking Generation manuals. These volumes provide parking rates based on empirical studies throughout the United States and Canada, categorized by various land uses.

In summary, it is estimated that there will be a total parking demand for approximately 52 residential and 60 commercial parking spaces from the proposed development during peak hours. The number of proposed parking spaces accommodates all of the anticipated parking demand, and no additional mitigation is warranted per SMC 25.05.675.M.

### Plants and Animals

Mature vegetation is located on the site, including several trees and 1 tree which satisfies the Exceptional tree size threshold requirement and 10 large trees which have a continuous canopy. The location of these trees are described in the approved plan set on sheet AS101. The applicant submitted arborist reports (Sean Dugan ASCA Registered Consulting Arborist #457 ISA Board Certified Master Arborist #PN-5459B and J.Casey Clapp ISA Certified Arborist #PN-7475A, July 1, 2016); (Sean Dugan, September 15, 2016) (Sean Dugan and J.Casey Clapp, October 21, 2016) and identified the trees (#1131, Lombardy Poplar, *Populus nigra*, 37.5” dbh); (#1103, Red Alder, *Alnus rubra*, 24.4” dbh); (#1105, Western Redcedar, *Thuja plicata*, 21.2” dbh); (#1106, Western Redcedar, *Thuja plicata*, 12.2” dbh); (#1107, Western Redcedar, *Thuja plicata*, 14.0” dbh); (1109, Western Redcedar, *Thuja plicata*, 12.9” dbh); (#1110, Lombardy Poplar, *Populus*

nigra, 19.4” dbh); (#1111, Bigleaf Maple, *Acer macrophyllum*, 16.4” dbh); (#1112, Bigleaf Maple, *Acer macrophyllum*, 19.1” dbh); (#1114, Bigleaf Maple, *Acer macrophyllum*, 17.7” dbh); and (#1117, Red Alder, *Alnus rubra*, 13.9” dbh).

A Habitat Assessment (Proposed Development at Madison Valley City People’s Garden Store, May 23, 2017, by Environmental Science Associates) was also submitted by the applicant.

SDCI’s Arborists reviewed the information on file and determined the trees are authorized for removal and that the proposal is consistent with the provisions of SMC 25.11.050 and 25.11.080, which sets forth Exceptional tree determination and protection requirements, as well as SDCI’s Director’s Rule 16-2008.

The landscape plan proposes new trees that will replace and exceed the canopy of the existing trees at maturity. No mitigation beyond the Code-required landscaping is warranted under SMC 25.05.675.N.

### Transportation

The Traffic Impact Analysis provided by the applicant (Gibson Traffic Consultants, Inc., Traffic Impact Analysis, June 2016); (Gibson Traffic Consultants, Inc., Response to Tilghman Comment Memo, May 26, 2017) (Gibson Traffic Consultants, Inc., Traffic Impact Analysis, May 2017) indicated that the project is expected to generate a net total of 1230 daily vehicle trips, with 244 net new PM peak hour trips and 51 AM peak hour trips.

The additional trips are expected to distribute on various roadways near the project site, including Madison and Dewey and would have minimal impact on levels of service at nearby intersections and on the overall transportation system. Given the added impact of loading along Madison, additional mitigation is warranted per SMC 25.05.675.R and a letter recorded with King County will be required prior to issuance of a Building Permit, as conditioned below. The letter shall be signed by the property owner and applicant and shall commit them to provide flaggers to facilitate reversing down the arterial and backing into the loading dock for the life of the project. The condition is expected to adequately mitigate the adverse impacts from the proposed development, consistent with per SMC 25.05.675.R. The SDCI Transportation Planner reviewed the information and determined that no additional 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 (Magda Hogness 206 727 8736 and Magda.Hogness@seattle.gov).

### **CONDITIONS – SEPA**

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

2. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

#### *Prior to Issuance of a Construction Permit*

3. Provide a commitment letter recorded with King County, signed by the property owner and applicant, stating the property owner and applicant will provide flaggers to facilitate reversing down the arterial and backing into the loading dock for the life of the project.

Magda Hogness, Senior Land Use Planner  
Seattle Department of Construction and Inspections

Date: July 23, 2018

MH:drm

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**IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT**

Master Use Permit Expiration and Issuance

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

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

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

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