



City of Seattle

Gregory Nickels, Mayor

Department of Planning and Development

D. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3004010

Applicant Name: Paul Pierce Architectural Design for Byron Wetherholt of Classic City Homes

Address of Proposal: 4422 Meridian Ave N

SUMMARY OF PROPOSED ACTION

Land Use Application to allow two, 3-story structures each is containing four live-work units (8 live-work units and 10,231 sq. ft. total). Parking for 8 vehicles will be provided within the structures. The existing structure will be demolished.

The following approvals are required:

Design Review – Chapter 23.41 Seattle Municipal Code.

Seven Land Use Code departures are requested:

- *Blank Facades of Steep Facing Facades;*
- *Transparency of Steep Facing Facades;*
- *Location of Residential Access for Live-Work Units;*
- *Projections Into Setbacks;*
- *Driveway Width;*
- *Curbscut Width;*
- *Sight Triangle.*

State Environmental Policy Act (SEPA) – Chapter 25.05 Seattle Municipal Code.

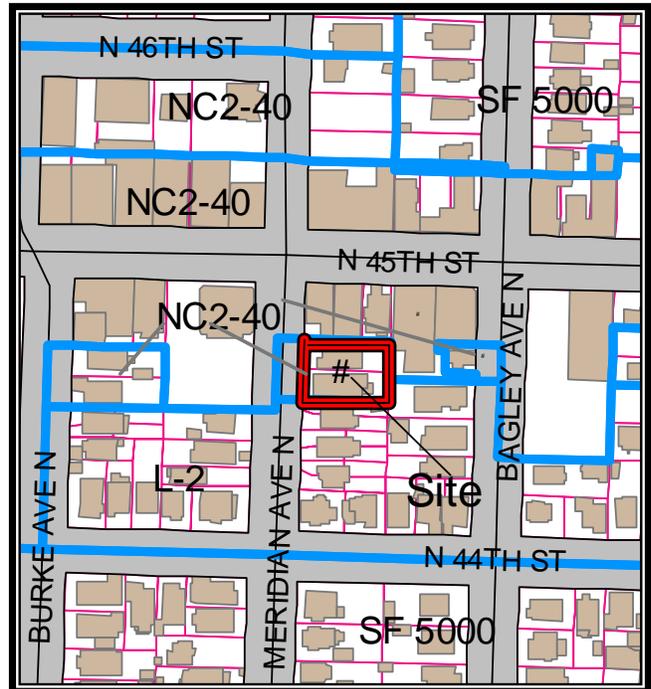
SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

BACKGROUND INFORMATION AND PROPOSAL:

The approximately 9,120 square foot site is located in the Wallingford area of Seattle and is zoned Neighborhood Commercial Two (NC2-40). The site is located just south of N 45th St along the east side of Meridian Ave N. In the immediate vicinity zoning is comprised of two zones, NC2-40 to the north, east and west of the site and Lowrise Two (L2) to the south. Beyond the L2 zone to the south is Single Family 5000 zoning. Along the entire east property line there is an existing approximately 8' high retaining wall. Just north of the site is a major east/west arterial street, N 45th St, which is a large commercial corridor heading west through Wallingford towards Fremont and Ballard. Eastward of the site is I-5. Development in the vicinity consists of some small scale townhouse structures directly south and many small scale commercial structures to the north east and west. Most of the structures in the area (residential and commercial) are one story with some two and three story structures mixed within. Abutting the south property line of the site are newly constructed townhouse structures. A structure located on parcel south of the site and the new townhomes were damaged in an arson fire in the summer of 2004. The townhomes to the south were rebuilt, but the commercial/residential structure located on the site's southern parcel was demolished as a result of the fire.



PROPOSAL

The applicant proposes to remove the existing wood frame structure on the north parcel of the site and construct an eight unit live-work development consisting of two structures, four units in each building. Worth noting, the existing structure on the northern parcel of the site is the original home of the Wallingford-Wilmet Library, a branch of the Seattle Public Library. Parking is proposed to be located under each live-work unit accessed via a central parking court between each structure. Vehicle and pedestrian access will be from Meridian Ave N. The two proposed structures are three stories. The first floor levels of the structures are to be the “work” area where the commercial use would occur, while the upper two levels are to be the “live” portion where the residential area of the unit would be concentrated. Each unit is proposed to be passable between all three floors; as a result the structures are considered commercial uses.

DESIGN REVIEW EARLY DESIGN GUIDANCE & RECOMMENDATION MEETINGS

ARCHITECT'S PRESENTATION AND PROPOSAL INITIAL EDG MEETING – 4.17.06)

The architect presented the neighborhood context noting zoning, existing structures and uses surrounding the site. Photos were provided in various directions to and from the site within one block of the site. Surrounding context photos from north and south were also provided showing both the commercial and residential context of the area.

The architect stated that one of the main goals of the development was to provide a link between the commercial zone to the north and residential zones to the south. The architect presented three prospective schemes for the development including massing isometric views and site/floor plans. The schemes were similar in massing with differences in proposed height limits, roof forms and massing location for the 2nd and 3rd levels of the street facing structure. All schemes showed two structures in townhouse style architecture with vehicle access along the south property line to the central parking court which separates the two structures.

Scheme A is the applicant's preferred design and has two structures with the street facing building having four street front live-work units with 13' of ground floor height on Meridian Ave N. This building is proposed with 0' setback from the northern property line, 3' feet from Meridian Ave N property line and 12' on the south side for the vehicle access driveway. Separate entries are proposed for each unit for the residential and commercial doors along Meridian Ave N. The 2nd floor of the front structure is setback to accommodate decks facing Meridian Ave N.

The rear structure is separated from the front structure by 18' feet at the cantilevered 2nd and 3rd floors (24' separation at the base). At the 13' first floor, the rear structure has 0' setbacks for the north, south and east property lines. The 2nd and 3rd floors are setback 10' from the south property line, 15' from the east property line and 0' from the north property line.

A 12' wide common driveway is proposed to access the site. Both structures are currently shown with pitched roof forms. Both structures will total approximately 15,000 sq. ft. The proposed 24' wide parking court separates the two structures. The internal facing facades of the structures are proposed with garage doors facing each other. The architect stated that paving stones and some arbor work are proposed for the driveway. Marquees, trellis work and commercial window fronts are also envisioned along Meridian Ave N.

BOARD CLARIFYING QUESTIONS/COMMENTS EDG MEETING

The board asked about the townhouse development to the south and its relative setback pattern (approximately 5' north side setback and 15' front setback). The board wanted to clarify the dimension of the auto court base level width, which is 24'. Further questions revolved around the identity of the residential and commercial entries for the live-work units.

PUBLIC COMMENT EDG MEETING – 4.17.06

There were approximately six public attendees at the early design guidance meeting and one gave comments:

- The preferred scheme (A) gives good transition between the commercial and residential zoning.
- A three story structure is a more appropriate scale as opposed to four stories for the neighborhood.
- The attractiveness of the back units is a question.
- The auto court should be designed to not look like a typical townhouse auto court.

MUP APPLICATION AND REVIEW

The applicant applied for a MUP on 7.21.06. The Design Review Board was reconvened for the recommendation meeting on 12.3.07 to evaluate the design response to the priority guidelines set during the EDG phase of the project.

ARCHITECT'S PRESENTATION RECOMMENDATION MEETING – 12.3.07

Conceptually the overall design remained similar to Scheme A presented during the EDG stage of the project. Some massing changes were incorporated into the project including more modulation on the street facing façade on floors 2-4 floor providing stepping setbacks. Also the proponent shifted the rear structures floors 2-4 eastward to eliminate any cantilever over the central parking/drive court.

Treatment of the ground floor retail along Meridian includes a commercial window, residential door and commercial door for each of the four units. Wall sconce lighting and transom windows are proposed along the street. Two segments of weather protection are proposed with one small break at the center of the structure. 2nd floor terrace decks are proposed along Meridian with a mix of open and solid railing. Third floor juliets are also proposed along Meridian. The structure has two horizontal bands to delineate the 3rd and 4th floors and further break up the façade. A hipped roof system is proposed with two central dormers for both structures. Both structures are very similar in massing are essentially mirror images of each other. The rear structure differs in that it contains only one pedestrian access door for both the commercial and residential entry needs, accessed via the central autocourt. The rear structure features individual weather protection for each units entry from the autocourt. All garages are accessed via the central autocourt.

Proposed finish materials include two colors (Broadstreet Beige and Silver Fox) of horizontal hardi siding floors (2 and 3) (horizontal), Khaki colored split faced CMU (base), "hickory" composite shingles, metal 1st floor windows, tan colored vinyl windows on the upper floors and andiron Juliet balconies, railings and light fixtures.

Design of the drive and auto court includes a mix of set in sand pavers and typical scored concrete. The scored concrete in the autocourt is intended to delineate internal pedestrian walk areas and pedestrian access from the street. Plantings are proposed along both sides of the drive entry. Substantial plantings at the street are proposed abutting the building which provides an inviting entry to the structure. Two new street trees and a landscaped planting strip will be installed along Meridian Ave N.

PUBLIC COMMENT RECOMMENDATION MEETING – 12.3.07

There were two public attendees and both gave comments at the recommendation meeting. Comments were related to the following:

- The internal elevation (east) of the western structure lacks glazing.
- Using different colored doors along Meridian is supported, (yellow = residential and red = commercial).
- Support for raising doors and windows along Meridian to provide better commercial street front.
- Internal elevations should use different and vibrant colors and think of using alternate materials for the garage doors (translucent panels supported).
- Signage should be used to show that businesses exist in the rear units accessed via the drive/walk way.

MUP PUBLIC COMMENT

No written public comments were received during the comment period for the Master Use Permit.

DPD ANALYSIS: DESIGN REVIEW

Below is a summary of the EDG priority guidelines and guidance statements from the EDG meeting determined to be of highest priority for this project identified by letter and number ([*Wallingford Neighborhood Design Guidelines and Citywide Design Review Guidelines for Commercial and Multifamily Buildings*](#)). Listed below the bolded and italicized EDG guidelines and statements are the four Northeast Board members' recommendations based on the applicant's design response. The EDG report was transmitted to the applicant and parties of record appropriately throughout the MUP process and is available in the MUP file. The absence of Board recommendations below indicates the four Board members present at the recommendation meeting determined the design achieved the priority guidelines set during the EDG stage of the project.

A. Site Planning

A-2 Reinforce Existing Streetscape Characteristics (Wallingford specific guideline)

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

A-3 Make Entry Clearly Identifiable from the Street (Wallingford specific guideline)

Entries should be clearly identifiable and visible from the street.

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-7 Residential Open Space (Wallingford specific guideline)

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

A-8 Parking and Vehicle Access (Wallingford specific guideline)

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

Initial Early Design Guidance Statements

The Board wanted to see only one door for each unit along Meridian. The applicant should reduce the number of doors along the street front and provide attractive store front windows. The signage should be of small scale, blade signage was a strong suggestion. Considering the proposed 3' setback along Meridian, the applicant should entertain the use of alternate paving material along with appropriate landscaping between the property line and the live-work entrances on the street. For context, the MUP site plan and elevation drawings (from Meridian Ave N) must include the structures north and south of the site to provide the Board with a feeling for the scale of the proposed buildings in the surrounding context. (A-2)

The Board didn't envision continuous weather protection on the street facing building, but individual protection over each entry from the street should be considered to delineate each entrance. The weather protection should be further accentuated with the inclusion of alternate paving material between Meridian and each live-work entry. It should be apparent that these entrances are commercial in nature and provide an inviting design. (A-3)

The Board was divided (2 to 2) on an issue, whether a newly planted tree should be located at the southeast corner of the site. The applicant was requested to provide two design schemes: 1.) Showing a tree at grade (mature stage of growth) located at the southeast corner and 2.) Show the first floor of the rear structure built out at this location with no tree. Both views should be shown looking from Meridian Ave N and the tree design should show the tree in color at a mature stage of growth. It is the applicant's choice how this is displayed on the MUP plans.(A-5)

The Board wants the street and rear decks designed to provide meaningful open space for the residents while providing an appropriate transition to surrounding properties and zones. The street facing decks should have a connection with the street and promote interaction. In combination with the positive aspect of having large decks, the 2nd and 3rd floor openings facing the street and type of railing used are important to the success of the open space design and human interaction.(A-7)

Treatment of the parking court is important and should be softened. The architect should use pavers with different color or texture, arbors/trellis work, landscaping and possibly planting areas between the garage doors and unit separation walls. The Board felt strongly that the street facing building should provide an eroded notched posted area on the ground floor at the southwest corner of the building to provide a sight line to serve as a sight triangle. This will enable pedestrians to be seen by vehicles leaving the site while providing an interesting architectural feature. This element should be well detailed and dimensioned to provide the Board with enough information about the requested sight triangle departures. (A-8)

Final Board Recommendations and Director's Analysis

The Board feels (4 of 4) the updated design meets the Site Planning guidelines and recommendations were issued regarding signage for the rear live-work units and design of the storefront windows and doors. The Board did not misapply the application or review of the guidelines. The Board recommends using larger scale doors and windows along the street front to provide a better commercial relationship and to relate better with the street level street front and the transoms windows, which were well received by the Board. The Board also recommended using signage in the form of a plaque on the south façade of the western structure that lets visitors know that the rear live-work units are safe to visit.

The proponent provided analysis to address all the above EDG concerns, with a few exceptions. The proponent, for the western structure, continues to propose both the residential and commercial pedestrian entry doors to be on the street. The doors are color coded, with yellow and less glass for the residential door and red with more glass for the commercial door. The Board reviewed and approved this change with related conditions. Therefore the Director approves the project with conditions as recommended by the Board to comport with the Site Planning guidelines.

B. Height, Bulk and Scale

B-1 Height, Bulk and Scale Compatibility (Wallingford specific guideline)

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

Early Design Guidance Statements

The Board felt this guideline was important and wanted to see interesting roof forms that incorporate different pitched style forms. One way to accomplish this is to provide individual gables for each unit facing the Meridian which would give each unit identity. The architect agreed with the roof comments and stated that this would be studied and presented at the next meeting. The massing concept of scheme A is preferred by the Board, specifically the 2nd and 3rd floor setback along Meridian for the front structure and the setback along the rear and south property lines for the 2nd and 3rd floor of the rear structure. (B-1)

Final Board Recommendations and Director's Analysis

The Board feels (4 of 4) the updated design meets the Height Bulk and Scale guidelines and no recommendations were issued. The Board did not misapply the application or review of the guidelines. The proponent did provide a hipped roof system with defining dormer features better accentuating each unit. Street setback of the upper floors along Meridian is continued with the current design, meeting the EDG of the Board. Therefore the Director concurs with the Board and the design is compliant with the applicable Height Bulk and Scale guidelines.

C. Architectural Elements and Materials

C-1 Architectural Context (Wallingford specific guideline)

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

C-2 Architectural Context & Consistency (Wallingford specific guideline)

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roof line or top of the structure should be clearly distinguished from its façade walls.

C-3 Human Scale (Wallingford specific guideline)

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

C-4 Exterior Finished 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.

Early Design Guidance Statements

The Board felt the 2nd and 3rd floor along Meridian should provide meaningful transparency. (C-1)

The character of the live-work entrances from the street, the commercial windows, 2nd floor decks and roof forms will all be important in expressing the interesting nature of the new live-work building type. Correctly reflecting the distinction between the live & work portions and functions of the buildings should be created in the details of these elements. (C-2)

The design of the proposed street facing commercial bay facades and floor layout will be important in achieving a good human scale for the project. This neighborhood specific guideline promotes the use of large storefront windows, transom windows, solid kick panels, recessed entries, pedestrian-scale lighting (see page 16 of the Wallingford Neighborhood Design Guidelines). Good pedestrian level lighting should be included and clearly shown in large scale drawings on the MUP plans and at the next meeting. (C-3)

The front structure commercial level should use some masonry or stone on the street facing façade. The rear structure should use brick (possibly with mixed patterns) on the west façade to provide some visual interest to the street, as this façade will be somewhat visible from the street. The Board is interested in seeing what materials are going to be proposed by the architect at the upper levels of the buildings. A material board for all facades should be provided by the proponent at the recommendation meeting. (C-4)

Final Board Recommendation and Director's Analysis

The Board feels (4 of 4) the updated design meets the Architectural Elements and Materials guidelines accompanied with a recommendation regarding adding more interest to the internal facing facades in the autocourt. The Board recommended using alternate colors and materials on the internal façade, using opaque garage doors and or using colored light fixtures.

Therefore the Director approves the project with a condition to comport with the Architectural Elements and Materials guidelines.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites (Wallingford specific guideline)

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

E-2 Landscaping to Enhance the Building and/or Site (Wallingford specific guideline)

Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

Initial Early Design Guidance Statements

This guideline is related to how the street level landscape will be provided in the 3' setback of the street facing structure. This area should soften the street edge and provide welcome entries to the live-work units. Also see guidance related to A-5 above regarding a possible tree located at the southeast corner of the site. (E-1)

The decks facing the street, decks along the rear & south property, landscaping in the parking court and landscaping between the structure and the street will all be important for the success of the project. The Board requested to see the detail of these specific areas in the form of colored landscape plan. The possible tree location at the southeast corner of the site should be shown in the color landscape plan and labeled as "possible tree location." The applicant stated a landscape architect has been brought on for the project. (E-2)

Final Board Recommendation and Director’s Analysis

The Board feels (4 of 4) the updated design meets the Landscaping guidelines and no further conditions were recommended. Street plantings are provided in the 3’ front setback and the Board agreed with the proponent that adding an at-grade-level tree wouldn’t be beneficial in this case. The street facing decks and landscaping layout were approved by the Board. Therefore the Director concurs with the Board and the design is compliant with the applicable Landscaping guidelines.

Therefore the Director concurs with the Board and the design is compliant with the applicable Landscaping guidelines.

BOARD RECOMMENDATION AND DESIGN DEPARTURES

At the recommendation meeting the four (4) Board members present recommended Design Review **approval** of the proposed development with the above recommended conditions and or changes to the design. At the recommendation meeting the LEFT proposed departure requests were expanded to include ***Blank Facades, Transparency, Location of Residential Access and Projection into Setbacks***. The seven (7) departure requests were presented, voted upon and approved unanimously by the Board as follows:

Summary of Departure Requested

Requested Departure Table

Development Standard Requirement	Proposed	Board Recommendation and DPD Analysis
<p><i>Blank Facades</i></p> <p>The total of all blank facade segments may not exceed forty 40% of the width of the facade of the structure along the street.</p> <p><i>SMC 23.47A.008-A.2</i></p>	<p>Allow 28.6 of the street facing façade (68’) to be blank. Or approximately 42% blank.</p>	<p>The Board unanimously recommends approval (4 of 4) of this departure as long as the recommendations are satisfied.</p> <p>The Board recommends larger windows and doors along the street to gain a better commercial feel and relate better to the base and transom windows.</p> <p>(A2, A3, A8, C2)</p>
<p><i>Transparency</i></p> <p>60% of the street-facing facade between 2 and 8 feet above the sidewalk shall be transparent.</p> <p>244.8 sq. ft. (60%) required to be transparent.</p> <p><i>SMC 23.47A.008-B.2</i></p>	<p>Allow 160 sq. ft (39.2%) of transparency along the street facing façade.</p>	<p>The Board unanimously recommends approval (4 of 4) of this departure as long as the recommendations are satisfied.</p> <p>The Board recommends larger windows and doors along the street to gain a better commercial feel and relate better to the base and transom windows.</p> <p>(A2, A3, A8, C2)</p>

Development Standard Requirement	Proposed	Board Recommendation and DPD Analysis
<p><i>Location of Residential Access:</i></p> <p>Cannot be located between the principal street and the residential portion of the live-work unit.</p> <p><i>SMC 23.47A.008-E</i></p>	<p>Allow residential access where business is conducted in the live-work unit.</p>	<p>The Board unanimously recommends approval (4 of 4) of this departure as long as the recommendations are satisfied. The Board feels the applicant can make the double door desing work with change of color and bulking up of commercial windows and doors.</p> <p>(A2, A3, A4, A8, C2)</p>
<p><i>Projections Into Setbacks</i></p> <p><i>Decks with open railings must be setback 5' from residentially zoned lots.</i></p> <p><i>23.47A.014-E.1.a</i></p>	<p>Allow decks with solid railings on the 2nd floor of the southern structure within the rear and south side setbacks and the 5' abutting residentially zoned lots to the south and east.</p>	<p>The Board unanimously recommends approval (4 of 4) of this departure as long as the recommendations are satisfied. The Board feels that allowing solid rails will provide more privacy to neighbors as well as residents.</p> <p>(A7, C2)</p>
<p><i>Driveway Width Requirement:</i></p> <p>22-25'</p> <p><i>SMC 23.54.030-D.2.a.(2)</i></p>	<p>12'</p>	<p>The Board unanimously recommends approval (4 of 4) of this departure as long as the recommendations are satisfied. The Board recommended this change, as it will create a better pedestrian street front as a 22' driveway is excessive.</p> <p>(A2, A8, C3)</p>
<p><i>Curbcut Width Requirement</i></p> <p>22-25'</p> <p><i>SMC 23.54.030- F.2.b.(2)</i></p>	<p>12'</p>	<p>The Board unanimously recommends approval (4 of 4) of this departure as long as the recommendations are satisfied. The Board recommended this change, as it will create a better pedestrian street front as a 22' curbcut is excessive.</p> <p>(A2, A8, C3)</p>
<p><i>Sight Triangle:</i></p> <p><i>SMC 23.54.030.014-G.1+4.c</i></p>	<p>Allow a structure within a portion of the sight triangle and allow the driveway to abut the south property line.</p>	<p>The Board unanimously recommended approval (4 of 4) of this departure as long as the design recommendations are satisfied. Since the design is nearly compliant with the site triangle requirements (only a portion of the structure is in the sight triangle) and in light of the building setback from the street 3', the departure is appropriate. The intent of the sight triangle is still being met.</p> <p>(A2, A8, C3)</p>

DECISION: DESIGN REVIEW

After analyzing the site in its context, the permit plans, the recommendation packet, the recommendations of the Northeast Design Review Board and the applicant's design responses, the Director **conditionally approves** the Design Review of the proposal including the seven (7) departures listed above. See the end of this document for Design Review conditions.

ANALYSIS – SEPA

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated July 21st, 2006. The Department of Planning and Development has analyzed and annotated the environmental checklist as necessary submitted by the project applicant and reviewed the project plans and any additional information in the file. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant. A discussion of short and long term impacts is warranted.

Short - term Impacts

Construction activities for the two, four-unit live-work structures could result in the following adverse impacts: construction dust, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic and an increase in traffic and parking impacts due to construction and workers' vehicles. Conditioning to mitigate identified impacts pursuant to applicable SEPA policy authority is justified to ensure that construction vehicles, staging and worker vehicles park in the central auto-court when it is completed and occupiable. This will provide adequate mitigation for construction-related parking and staging and parking impacts.

Several construction-related impacts are addressed by existing City codes and ordinances applicable to the project, such as the Noise Ordinance, the Grading and Drainage Code, the Street Use Ordinance and the Building Code. The Street Use Ordinance includes regulations that mitigate dust, mud, and truck transportation timing and routes. Temporary closure of sidewalks and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle's Department of Transportation. These related codes and requirements will provide some mitigation during construction. Construction-related noise will have an impact on the adjacent residents in the Lowrise Two zoned properties to the south of the project and as a result the times allowed for construction per the Noise Ordinance (SMC 25.08) are found to be inadequate to mitigate noise impacts on the residents in the neighborhood. Thus proper conditioning is warranted.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy

(Section 25.05.675 SMC). The grading activities associated with the site work, foundation and garage area will add particulates to the air that can be mitigated by watering down the site during these grading activities. Conditioning authority is warranted to ensure the site is wet during grading activities, which should be short-term, to reduce the amount and affect of airborne debris on the surrounding community.

Regarding demolition of the existing structure, Notice of Intent to demolish to the Puget Sound Clean Air Agency (PSCAA) is required for any structure over 120 sq. ft. As a result, proper conditioning is warranted to ensure compliance with PSCAA requirements to mitigate impacts resulting from the demolition of the existing structure.

Long - term Impacts

The following long-term or use-related impacts: increased demand on public services and utilities; increased light and glare; and increased energy consumption are not considered adverse, as other City Departments review and have authority for these impacts. Analyses of increased traffic and parking demands are found below.

Height Bulk and Scale

One characteristic of the proposed development that contributes to potential impacts is that the allowable and proposed height of the project (32' plate and 45' pitched roof elevations proposed) compared to the abutting L2 zone (25' base, 35' w/ pitch roof).

The development as proposed addresses and is compliant with specific SEPA policies related to modification of the bulk of the structure; by proposing two structures to break up mass, orienting the mass of the structure away from the less intensive L2 zone, and making use of a hipped roof system to setback the upper floor of the structures, height bulk and scale impacts are mitigated.

Seattle's SEPA Height, Bulk and Scale Policy states that *“(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.”* Since the four present Design Review Board members recommend approval of the proposal with conditions and there is no evidence that height bulk and scale impacts have not been mitigated with the cited guidelines, recommendations and conditions, no additional mitigation of these impacts is warranted pursuant to the Land Use Code ([SMC 23.41.014-F](#)) and SEPA policies.

Parking Analysis

Eight spaces parking spaces are required by the Land Use Code (SMC 23.54) and eight are proposed for the development. Analysis of the parking demand is necessary considering the context and scope of the project. According to the Institute of Transportation Engineers (ITE) 3rd Edition (2004), for residential condominium/townhouse land uses the average parking supply ratio is 0.98 spaces per dwelling unit or a 7.8 parking space demand for the residential portion of the project. The style of the proposed Live Work Units is traditional townhouse layouts with the exception of a commercial use that occurs on the bottom floor of each unit.

Absent of superior or more specific data for this new structure type, a reasonable comparison would be to use a combination of “office building” and “shopping center” using ITE data to measure probable parking demands for the “work” portion of the units. The “work” portion of the development totals 3,740 sq. ft. ITE 3rd Generation data shows that “shopping center” has a peak parking demand of 2.65 spaces per 1,000 sq. ft. and “office building” has a peak parking demand of 2.4 spaces per 1,000 sq. ft. Using an average of this data would give a ratio of 2.53 spaces per 1,000 sq ft of commercial or “work” use. This demand ratio would require 9.3 peak parking demand spaces for the “work” portion of the Live Work Units. Considering the above analysis, 17.3 total spaces would be required for the development at peak demand. The table below summarizes the anticipated parking demand for the development considering both the Live and Work functions of the building type.

Parking Demand Analysis			
Structure Type	# of Units / sq. ft.	ITE Demand	Total Demand
<i>Townhouse (not rented)</i>	8	.98 / Unit	7.8
<i>“Work” portion</i>	3,740 sq. ft	$\frac{2.65}{2.4} = 2.53 / 1000 \text{ sq. ft.}$	9.5
Total		NA	≈17 spaces

It should be noted that the above analysis does not take into consideration that the peak demand for the “work” portion would be significantly less during the night periods. The commercial portion of the structure would not likely be in high use and as a result parking demand would be less. The demand would then fall back to more along the lines of ITE’s townhouse estimation in an urban setting of .98 spaces per unit or 7.8 for the development as a whole. In this case no spill over would occur from the development.

A correction was issued by the Department requesting the applicant provide an existing condition parking utilization analysis. The area of analysis was within 800 feet of the site. The studies were conducted by William Popp Associates after 9 pm on May 23rd and 24th 2007 and the study was limited to areas south of N 45th St. The parking utilization study is located in the project file. Out of the area studied a total area approximately 255 legal street parking spaces are available as a whole. The two counts showed that 166 and 170 spaces were in use respectively at the two survey times. This yields an average parking utilization of 66% for the study area. Even if the development created the 9 spill over spaces during the anticipated peak demand times (day only), it is very reasonable to determine that it could be accommodated by available street parking, especially during day times when the street parking would likely be most available. As a result of the analysis, no mitigation is required for the development for parking impacts.

Traffic and Transportation

The surrounding area is heavily served by transit being near N 45th St, located directly on Meridian Ave N and the site's proximity to I-5 north and south bus routes. The amount of traffic expected to be generated by this proposal is within the capacity of the streets in the immediate area and therefore, no SEPA mitigation is warranted for traffic impacts.

Historic Preservation

The existing structure on site was the original home of the Wallingford-Wilmot Library, a branch of the Seattle Public Library. As a result of the age of the structure and the historically significant possibility of the structure, referral to Department of Neighborhoods (DON) was made on 10.26.06 for determination on the structure's historical significance. After receiving a full application from the applicant, DON determined on 1.22.07 "that it is unlikely that the building at 4422 Meridian Ave N would meet the standards for designation as an individual landmark." As a result, no SEPA conditioning is warranted pursuant to SEPA Historic Preservation Policies.

Summary

In conclusion, adverse effects on the environment resulting from the proposal are anticipated to be non-significant. With imposition of conditions found at the end of this document, pursuant to SEPA policies, adverse impacts will be mitigated based on applicable authority.

Existing codes and development regulations applicable to this proposed project will also provide further mitigation and no further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

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 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.

[X] **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).

CONDITIONS - DESIGN REVIEW

Prior to Issuance of MUP (non-appealable)

1. Embed all of these conditions on the cover sheet of the MUP permit sets 1 and 2 prior to issuance and on all Building Permit drawings. Embed the granted departures as listed in the departure matrix above on the MUP and Building Permit plans.

Prior to Issuance of Building Permit

2. Update all finish materials and add the most recent color drawing (from Meridian) on the associated Building Permit as presented at the recommendation meeting and approved by the Northeast Design Review Board. This drawing and the recommendation design packets will be used during Design Review inspection. Compliance with this condition must be reviewed and approved by the Land Use Planner (Lucas DeHerrera, 206.615.0724).
3. Use larger scale doors and windows along the street front to provide a better commercial appearance to the street and to relate better with the transoms and the street facing street level façade as a whole. Compliance with this condition must be reviewed and approved by the Land Use Planner (Lucas DeHerrera, 206.615.0724).
4. Apply signage in the form of a plaque on the south façade of the western structure visible from the sidewalk that informs visitors that the rear live-work units are available to visit through the pedestrian walk and driveway. The sign plan showing sign dimensions, location on the building and language must be added to the Building Permit. Compliance with this condition must be reviewed and approved by the Land Use Planner (Lucas DeHerrera, 206.615.0724).
5. Add more interest to the internal facing facades in the autocourt. The applicant may use alternate more bold colors for the facades, use opaque garage doors and or use colored light fixtures. Compliance with this condition must be reviewed and approved by the Land Use Planner (Lucas DeHerrera, 206.615.0724).

Prior to Construction (non-appealable)

6. Notify the Land Use Planner (Lucas DeHerrera, 206.615.0724) of the pre-construction meeting in order to confer with the contractor regarding approved finish materials and Design Review conditions.

For the Life of the Project (non-appealable)

7. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Lucas DeHerrera, 206.615.0724). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

Prior to Certificate of Occupancy (non-appealable)

8. Compliance with all images and text on the approved drawings dated, design review meeting guidelines, design analysis, approved design features and elements (including exterior materials, landscaping and ROW improvements) and as conditioned hereto must be verified by the DPD planner assigned to this project (Lucas DeHerrera, 206.615.0724), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least three working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

