



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D. M. Sugimura, Director

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

Application Number: 3006394 and 3006399
Applicant Name: Susan Kem of LRS Architects
for Hearthstone Retirement Center
Address of Proposal: 6850 and 6870 Woodlawn Ave NE

SUMMARY OF PROPOSED ACTION

3006394 (west site):
Land Use Application to allow a four-story building containing 2,794 sq. ft. of retail at ground level with 28 residential units above. Parking for 28 vehicles to be provided at and below grade. Project includes 7,500 cu. yds. of grading. Existing structures to be demolished.

3006399 (east site):
Land Use Application to allow four-story building containing 3,746 sq. ft. of retail at ground level with 25 residential units above. Parking for 32 vehicles to be provided below grade. Project includes 7,500 cu. yds. of grading. Existing structures to be demolished.

The following approvals are required:

Design Review pursuant to Chapter 23.41 Seattle Municipal Code, with Departures:

Development Standard Departure to allow parking behind a street-facing facade (SMC 23.47A.005.B).

Development Standard Departure to increase the amount of residential use in a street-level facade (SMC 23.47A.005.D.3).

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

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

SITE & VICINITY

The subject properties are located on two sites separated by an alley: The West Site and the East Site. The West site is 13,203 square feet in size and located on the southeast corner of Woodlawn Ave NE and Latona Ave NE. The East site is 13,279 square feet in size and located on the southwest corner of Woodlawn Ave NE and 4th Ave NE.

Two two-story commercial structures with a common wall are located on the west site. One, one-story commercial structure and an older single family structure are located on the east site. The structures on the west site were built in 1928 and 1918.

The structures on the east site were built in 1947 and 1924.

The site slopes down to the north towards Green Lake Park and Green Lake and is zoned Neighborhood Commercial with a 40 foot height limit (NC3-40). NC3-40 zoning continues to the north, east, and northwest. Lowrise Multifamily Residential zoning is located to the southeast (L-3). Single Family Residential zoning is located to the west and south. (SF 5000)

Surrounding uses are a mix of single family residential, multi-family residential, and commercial. Single family residential is primarily older 1-2 story wood frame construction. Nearby multi-family residential structures and commercial/office structures are a mix of ages and architectural styles.

Future nearby development includes a new mixed-use building to the north on the site of the previous Albertsons store (currently under construction) and a proposed mixed-use building to the north on the site of Spuds Fish and Chips. Additional mixed-use development is either in various permit stages or under construction to the north and east.

The area includes sidewalks and nearby transit stops. Bus stops are located on Woodlawn Ave NE. Commercial and multi-family parking is predominantly on-street, with limited parking located in surface and underground lots. Nearby single family residences include parking spaces and garages accessed from the alleys and curb cuts at the street.

The subject property is zoned NC3-40. The sites include minimal vegetation. A surface parking lot is accessed from Latona Ave NE and the alley. Both sides of all three street frontages include curb and gutter and sidewalks. The Latona Ave NE street frontage and part of the 4th Ave NE street front include planting strips with grass. An alley divides the west and east sites.



PROJECT DESCRIPTION

The proposed development includes demolition of the existing buildings and construction of two new four story mixed-use buildings. The developer intends to build residences with services that would provide long term care services for residents, similar to their nearby building, The Hearthstone, at 1st Ave NE and Green Lake Way N.

The proposed project consists of two sites (west site and east site). The applicant had previously intended to seek an underground alley vacation between the two sites, but withdrew that application from Seattle Department of Transportation.

The proposed west site (3006394) would include 28 residential units, 2,676 square feet of commercial space, and 28 at and below grade parking spaces. The proposed east site (3006399) would include 25 residential units, 3,753 square feet of commercial space, and 29 at and below grade parking spaces.

Parking would be accessed from the alley for each project (one alley entrance per building). Two parking spaces would be located at grade at the alley of the west building. Three parking spaces would be located at grade at the alley of the east building. The remainder of the parking would be below grade.

Major changes since the EDG phase include:

- Increased building setback at Woodlawn Ave NE following Seattle City Light requirements for additional setbacks from adjacent power lines and power poles.
- The single family SF 5000 lot is no longer included in the proposal (parcel on the southwest corner of the site).
- Withdrew the application to Seattle Department of Transportation for an underground alley vacation, making a driveway necessary for each building (driveways accessed from the alley).
- The proposed residential entry for the west building relocated to Woodlawn Ave NE instead of Latona Ave NE, reducing the requested amount of departure for residential uses at street level on Latona Ave NE.

PUBLIC COMMENTS

Public notice of the proposal was issued on September 13, 2007. 19 public comments were offered during the review period, either in writing or at the design review meetings.

I. DESIGN REVIEW

DESIGN GUIDELINE PRIORITIES:

EARLY DESIGN GUIDANCE MEETING (April 2nd, 2007)

At the Early Design Guidance meeting held on April 2nd, 2007 and after visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project:

- A-1 Responding to Site Characteristics.
- A-3 Entrances Visible from the Street.
- A-7 Residential Open Space.
- A-8 Parking and Vehicle Access.
- A-10 Corner Lots.
- C-1 Architectural Context.
- C-2 Architectural Concept and Consistency.
- C-4 Exterior Finish Material.
- D-3 Retaining Walls.
- D-7 Personal Safety and Security.
- D-8 Treatment of Alleys.
- D-12 Residential Entries and Transitions.
- E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites.
- E-2 Landscaping to Enhance the Building and/or Site.
- E-3 Landscape Design to Address Special Site Conditions.

The primary guidance from EDG included:

- Site context in relation to Green Lake commercial areas and street grid:
 - Building massing should respond to the change of street grid along Woodlawn Ave NE, and serve as a visual entrance to the commercial developments to the north.
 - Architecturally emphasize the building corners at each intersection.
 - Traditional storefront treatments should be used.
 - Use of high quality permanent façade materials.
- Residential common areas:
 - Open space should be well designed, safe, and usable for residents and pedestrians, as applicable.
 - Departure to exceed residential use at the street level should be justified by providing seating areas for residents in the lobby area(s) that allow residents to visually interact with the streetscape.
- Work with DPD to achieve Green Factor requirements.

DESIGN REVIEW BOARD RECOMMENDATIONS SUMMARY (FEBRUARY 25TH, 2008)

On August 22nd, 2007, the applicant submitted for a Master Use Permit. On February 25th, 2008, the Northeast Design Review Board convened for a Final Recommendation meeting. Additional packet materials and display boards presented for the Board members' consideration included landscape plans, three dimensional graphics, materials and colors board, and light fixture information.

DESIGN PRESENTATION

Susie Kem and Dan Purgiel of LRS Architects gave the applicant presentation. John Schwartz of the development team explained that this project would be similar to the existing Hearthstone senior residential building a few blocks from this site.

Dan Purgiel described the site and briefly summarized the EDG meeting and changes to the project since that time.

He explained that the applicant withdrew the subterranean alley vacation application because the requirements translated to a loss of parking. Proposing one alley vehicular entrance for each building translated to the same amount of parking as would have resulted from an approved alley vacation.

One of the other major changes, the setback at Woodlawn Ave NE, resulted in an additional 10' setback. The previous façade was proposed 10' from the curb on Woodlawn Ave NE. The current proposed façade would be located 20 – 22' from the curb at that street front.

The change to the residential entry location (from Latona Ave NE to Woodlawn Ave NE) was a result of the grade change along the Latona streetfront. The entry location would have resulted in more interior ramping at the entry on Latona, which could be difficult for the expected resident population. The entry location on Woodlawn results in minimal interior ramping.

Susie Kem described the street level development in response to guidance from the EDG stage:

- Planters with seating would be located at the street front, providing “bookends” for the storefront areas.
- The proposed building façade is parallel to the street grid.
- A landscape buffer provides a transition to the residential uses to the south.
- The northwest corner of the west building is the most architecturally significant corner, indicating the entrance to the commercial areas for Green Lake.
- The Woodlawn Ave NE street front includes almost continuous overhead weather protection for pedestrians (1 – 2 foot breaks between canopies at the west building, with larger breaks at the east building).
- Materials include a mix of brick and aluminum storefronts, with brick transitioning to hardi panel treatment at the upper portions of the building. Hardi panel would include a ‘wood grain’ treatment at upper levels and a smooth treatment where used at lower levels.

The applicant team noted that they intend to modify the graphics shown on page F.4. The brick façade carries further into the alley for the east building shown on F.4. The applicant would like to revise it so that this façade more closely reflects the location of the brick façade for the west building’s alley elevation, as shown on page F.5.

The applicant explained that the proposed 4-story building height and massing would have minimal visual effect on the properties to the south, since the area slopes up to the south, away from Green Lake.

Departure requests include the following:

1. To exceed 20% maximum residential street frontage on Latona Ave NE, which will allow a residential unit at grade on that street frontage (SMC 23.47A.005.D.3). The lobby areas of the buildings would include seating areas and maximum glazing for visual interaction with the street front. The proposed residential unit would provide a transition from the commercial areas at Woodlawn Ave NE to the single family residential areas to the south on Latona Ave NE.

2. To allow parking use at the street level façade along Latona Ave NE and 4th Ave NE, which will allow the parking ramps from the alley to circulate inside the building (SMC 23.47A.005.B). All parking would be accessed from the alley and fully screened by building structure from the street frontages. The depth of the sites makes it impossible to provide another use between the internal parking ramps and the street front. The building structure separating the ramps from the street frontages would be made visually interesting with landscaping, glazing, and green screen (vegetated walls).

BOARD QUESTIONS AND COMMENTS

The Board had the following questions and clarifying comments, with responses from the applicant:

- Is the signage shown on graphics an example of the type of signage that would be used?
 - Yes, considering the number of tenants, there would likely be three blade signs on each building.
- Would there be any signage located on the northwest corner of the building?
 - Only on the canopy at that corner.
- Does the proposed development include any loading areas for people moving in and out of the building?
 - The applicant would like to have on-street loading areas, since no off-street loading is required for this proposal per the Land Use Code. Two loading areas, one at 4th Ave NE, and one at Woodlawn Ave NE, would be preferred.
- What open space is provided for the residents?
 - Each unit has its own balcony or patio, and the street level at Woodlawn Ave NE would include seating areas.
 - The Hearthstone development nearby would also have amenities available to residents of this site.
- The Single Family zoned lot to the south of the west building was previously part of this application. Is that lot owned by the applicant? What are the intentions for that lot?
 - The lot is owned but is zoned Single Family. There will likely be a single family house developed on the lot.
- Seattle City Light required a setback on Woodlawn Ave NE. Does this mean that the street will be widened?
 - No, it is just a setback from the existing overhead utilities and poles.
- Does the proposed material palette reflect the materials used on the Hearthstone building?
 - No, that is a 1960's 14-story painted concrete building.
- There is concern about the planters on Woodlawn Ave NE interrupting pedestrian flow at the street front. Is it possible to relocate those?
 - Perhaps, but the size and depth of the planters is needed to meet the Green Factor.
- Please explain how the green screen materials would be maintained to ensure that they are covered in vegetation.
 - The "Green Sky" system is being examined as a possible use here, which includes pockets of soil at intervals up the screen to promote vine attachment and growth.

- This might be especially useful where the green screen is shown reaching higher areas of the building.
- The landscape maintenance team at the Hearthstone would be trained in proper maintenance of the green screens. The green screen vines would be irrigated to promote growth.
- South facing vines include evergreen clematis, Japanese wisteria, and other evergreens, as well as deciduous vines like passion flower, clematis, and honeysuckle.

PUBLIC COMMENT

Seven members of the public attended the Recommendation meeting. The following comments were offered:

- There is a bus stop located on Woodlawn Ave NE. How does the applicant intend to work with that?
 - Applicant response: they have contacted King County Metro and that bus stop will be eliminated.
- General support for the proposed buildings.
- Support for the departure for residential use at Woodlawn Ave NE, since this location may not be as supportive of retail at first.
- Latona and 4th are corridors for pedestrians.
- The wider sidewalks on Woodlawn Ave NE are positive, but the planters should enhance the area and not become a barrier for pedestrians.
- Alley:
 - Concern regarding the safety for pedestrians and cars where the alley meets the sidewalk.
 - Driveway widths might not be able to allow 2 cars to pass, which could mean cars waiting in the alley.
 - Provide sufficient lighting in the alley, but shield the lights to prevent spillage to adjacent properties.
 - Applicant response: the proposal include a 1' total alley dedication and a 22' wide driveway ramp, but they could consider a different material near the sidewalk by the alley and moving the retail doors further from the alley entrance.
- Brick color appears to be kind of dark, and shouldn't be mottled with heavy contrast like the building at the north end of Broadway.
- The green screen and building structure separating the internal ramps from the street are good.
- Is there parking for the retail spaces?
 - Applicant response: no, only the residents.

DESIGN GUIDELINE PRIORITIES

After considering the proposed design and the project context, hearing public comment and reconsidering the previously stated design priorities, the four Design Review Board members came to the following conclusions on how the proposed design met the identified design objectives from City of Seattle's *Design Review: Guidelines for Multifamily and Commercial Buildings* and *Green Lake Neighborhood Design Guidelines* of highest priority to this project.

Note: Green Lake Neighborhood design guidelines and Design Review Guidelines for Multi-family and Commercial Buildings are available at http://www.seattle.gov/dpd/Planning/Design_Review_Program/Applicants_Toolbox/Design_Guidelines/DPD_001604.asp

A. Site Planning (see Green Lake Neighborhood design guidelines for full text)

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

Green Lake Guidelines (augmenting A-1).

- **Curved and Discontinuous Streets:** The community's street pattern responds to the lake by breaking with the city's standard north-south and east-west grid pattern. This creates numerous discontinuous streets, street offsets, and curved streets, which are an aspect of the community character. New development can take advantage of such street patterns by providing special features that complement these unique spaces. (See guidelines A-2, C-2, and E-2.)

Guidance from EDG directed the applicant to design the building facades to respond to the orthogonal street grid; the unusual angle of Woodlawn Ave NE at this site. The angle of Woodlawn Ave NE provides a type of visual cue indicating the change of the street grid as it approaches the commercial areas to the north. The Board also directed the applicant to provide a wide sidewalk area at this street frontage, and improve sight lines for vehicles at the corner of Woodlawn Ave NE and Latona Ave NE.

The applicant has proposed a building design that parallels the street grid on all sides, provides a 20 to 22' wide sidewalk at Woodlawn Ave NE, and a rounded building corner setback from the property lines at the northwest corner to provide improved sight lines. The proposal meets this guideline.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

EDG comments discussed the use of materials and colors to enhance entries, and the proposed departure for residential use at the street frontage.

The building entries include glazing and seating areas for residents to visually interact with the street front. However, the residential entries are not visually distinct from the rest of the storefronts. The applicant should use techniques such as application of colors and materials, visually distinct canopies, and transom windows above the canopies in order to make the residential entries distinct within the building facades.

The proposal meets this guideline, subject to the conditions listed below.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Green Lake Guideline (augmenting A-7). The Design Review Board may reduce the amount of open space required by the Land Use Code if the project substantially contributes to the objectives of the guideline by:

- **Creating a substantial courtyard-style open space that is visually accessible to the public and that extends to the public realm.**
- **Setting back development to improve a view corridor.**
- **Setting upper stories of buildings back to provide solar access and/or to reduce impacts on neighboring single-family residences.**
- **Providing open space within the streetscape or other public rights-of-way contiguous with the site. Such public spaces should be large enough to include streetscape amenities that encourage gathering. For example, a curb bulb with outdoor seating adjacent to active retail would be acceptable.**

Proposed residential open space would be located at balconies or patios for each residential unit. The only shared open space is at the street frontages. The proposed planters at Woodlawn Ave NE are high enough that they could provide a visual barrier within the pedestrian streetscape.

The scale of the planters at Woodlawn Ave NE should be reduced and should complement the pedestrian experience. One possible method to meet this guideline is adding a seating wall or wood benches adjacent to the planters.

The proposal meets this guideline, subject to the conditions listed below.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

The proposed vehicular access would be from the alley. Retail entries would be located on Woodlawn Ave NE adjacent to the alley. The applicant should revise the design of the intersection of the alley and Woodlawn Ave NE to improve pedestrian and vehicular safety. Possible methods to meet this guideline include relocating retail entries further from the alley, use of paving materials and colors in the sidewalk and alley at the intersection, and relocating the planters adjacent to the alley entrance.

The at-grade parking spaces in the alley would be enclosed by building structure on three sides and vehicles would need to back out into the alley. Mirrors to aid drivers backing out should be installed at appropriate places on the building façade in order to improve safety while backing.

The proposal meets this guideline, subject to the conditions listed below.

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Guidance from EDG noted that the street grid provides an opportunity to signify entry to the commercial areas as one travels from the west to the east. Guidance directed the applicant to use the corner designs to ‘bookend’ the proposal, while making the northwest corner the primary element.

The proposed northwest corner includes a prominent rounded corner bay with materials and colors that enhance the architecture of the corner element. The northeast corner is a square bay in similar colors and materials. The proposed development meets this guideline.

C. Architectural Elements and Materials (see Green Lake Neighborhood design guidelines for full text)

C-1 Architectural Context. 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.

Green Lake Guideline (augmenting C-1).

- **Green Lake contains several commercial areas (see Fig. 1 for the location of these areas). Encourage the following design features in these areas:**
 - **Residential Urban Village: Build on the core’s classical architectural styles (e.g., community center, library, Marshall School, VFW building). Also, many of the existing buildings are simple “boxes,” with human scale details and features (e.g., building at the NE corner of E. Green Lake Dr. and NE 72nd Street). Brick and detailed stucco are appropriate materials.**
- **Neighborhood commercial structures: Modulation in the street-fronting façade of a mixed-use structure is less important when an appropriate level of details is present to break up the facade. Many existing structures are simple boxes that are well-fenestrated and possess a number of details that add interest and lend buildings a human scale. However, particularly large buildings, usually resulting from the aggregation of many properties, may need more modulation to mitigate the impacts of bulk and scale. Substantial modulation of neighborhood commercial structures at the street level is discouraged unless the space or spaces created by the modulation are large enough for pedestrians to use.**

The street level commercial uses include traditional storefront details such as maximum glazing, use of masonry framing, and prominent retail entries. The proposed development meets this guideline.

C-2 Architectural Concept and Consistency. 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 roofline or top of the structure should be clearly distinguished from its facade walls.

Green Lake Guideline (augmenting C-2).

- **Building Materials in Green Lake’s Individual Districts: Encourage the use of common building materials found in Green Lake’s commercial areas:**
 - **Green Lake Residential Urban Village: Surface treatments are primarily brick (painted or unpainted) or stucco. Some additional variations exist south of Ravenna Boulevard.**
- **Special material requirements and recommendations: Allow the materials listed below providing they complement a building’s architectural character and surrounding architectural context. When using these materials, consider the following recommendations:**
 - **Metal siding: If metal siding covers more than 25 percent of a building’s facade, it should not have a glossy finish. In addition, windows and doors should be trimmed.**
 - **Masonry units: If concrete blocks (concrete masonry units or “cinder blocks”) are used for walls that are visible from a public street or park, then the concrete block construction should be architecturally treated in one or more of following ways:**
 - **Textured blocks with surfaces such as split face or grooved.**
 - **Colored mortar.**
 - **Other masonry types such as brick, glass block or tile use in conjunction with concrete blocks.**
 - **Wood siding and shingles: Wood siding and shingles are appropriate on upper stories or on single-use residential projects.**
- **Discouraged Materials: The following materials are discouraged:**
 - **Mirrored glass: This is especially inappropriate when glare could be a problem.**
 - **Sprayed-on finish: Sprayed-on finish with large aggregate is strongly discouraged.**

The proposed materials include brick, metal panels, and hardi siding. The metal cornice line is darker than the façade below, which provides a contrast and a clearly distinguishable roofline. The metal panels would include metallic sheen paint in a satin finish. The proposed development meets this guideline.

C-4 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.

Green Lake Guideline (augmenting C-4):

- **Streetscape amenities:** New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm. The Board would be willing to consider a departure in open space requirements if the project proponent provides an acceptable plan from, but not limited to,
 - Curb bulbs adjacent to active retail spaces
 - Pedestrian-oriented street lighting
 - Street furniture

The proposed street level materials include bronze colored aluminum storefront systems, masonry, and concrete base. The proposed masonry is a darker material and the concrete is unspecified. The Board noted that a lighter concrete may contrast too heavily with the dark brick, which would be inconsistent with the rest of the proposed color palette. The concrete base should be architectural concrete and should be stained or treated to be consistent with the color palette of the overall proposed development.

The proposal meets this guideline, subject to the conditions listed below.

D. Pedestrian Environment

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The applicant noted that some lighting is proposed in the alley. In order to encourage safe vehicular and pedestrian travel, lighting should also be included at the garage entries at the alley. All light fixtures should be fully shielded.

The proposal meets this guideline, subject to the conditions listed below.

D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.

Comments reflect those found in A-8. The proposal meets this guideline, subject to the conditions listed below.

D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

The applicant indicated that proposed signage include blade signs mounted on the canopies above the entries. The Board expressed concern about the possible location of signage and the impact to the visual effect of the building façade. Signage should be in the form of blade signs or other signage only attached to the canopies of the building. No signage should be located on the building facades. The proposal meets this guideline, subject to the conditions listed below.

- D-12 Residential Entries and Transitions.** For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

Comments reflect those found in A-3. The proposal meets this guideline, subject to the conditions listed below.

E. Landscaping (see Green Lake Neighborhood design guidelines for full text)

- E-2 Landscaping to Enhance the Building and/or Site.** 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.
- E-3 Landscape Design to Address Special Site Conditions.** The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

Green Lake Guideline (augmenting C-1 but applies to D-9). Celebrate the Olmsted heritage: Green Lake Park, Ravenna Boulevard and Lower Woodland Park are visible and accessible examples of the Olmsted brothers' design. New development should build on this character by employing informal groupings of large and small trees and shrubs. A mix of deciduous, evergreen, and ornamental plant materials is appropriate. Continuous rows of street trees contrasting with the informal, asymmetric landscaping of open spaces are also typical (see Fig. 3 for examples).

The proposed development includes several green walls, a landscaping buffer at the south property line, and landscaped areas in the public right of way and on private property on all three street frontages. The applicant noted that the green walls will be maintained to ensure vegetation grows on the structures. The applicant also noted that SDOT has reviewed the pedestrian access points between planted areas in the public right of way. The proposal meets these guidelines.

RECOMMENDATION AND CONDITIONS

The recommendations summarized below were based on the recommendation packet date stamped February 14th, 2008 and materials presented at the February 25th, 2008 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plan set and other drawings from the public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended APPROVAL of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed above). The Board recommends the following CONDITIONS for the project. (Authority referred to via letter and number in parenthesis):

1. The applicant should revise the residential building entries to be visually distinct from other areas of the building façade. Techniques such as application of colors and materials, visually distinct canopies, and transom windows above the canopies are possible methods to meet this guideline. The proposed entry design should be approved by the Land Use Planner prior to issuance of a Master Use Permit. (A-3, D-12)
2. The scale of the planters at Woodlawn Ave NE should be reduced and should complement the pedestrian experience. One possible method to meet this guideline is adding a seating wall or wood benches adjacent to the planters. The proposed entry design should be approved by the Land Use Planner prior to issuance of a Master Use Permit. (A-7)
3. The intersection of the alley and Woodlawn Ave NE should be treated to improve pedestrian and vehicular safety. Possible methods to meet this guideline include relocating retail entries further from the alley, use of paving materials and colors in the sidewalk and alley at the intersection, and relocating the planters adjacent to the alley entrance. The proposed entry design should be approved by the Land Use Planner prior to issuance of a Master Use Permit. (A-8, D-8)
4. Proposed at-grade parking spaces in the alley are enclosed by building structure on three sides and vehicles would need to back out into the alley. Mirrors to aid drivers backing out should be installed at appropriate places on the building façade in order to improve safety while backing. The proposed design should be approved by the Land Use Planner prior to issuance of a Master Use Permit. (A-8)
5. The concrete base should be architectural concrete and should be stained or treated to be consistent with the color palette of the overall proposed development. The proposed entry design should be approved by the Land Use Planner prior to issuance of a Master Use Permit. (C-4)
6. The applicant should submit the materials and colors board presented at the February 25th, 2008 meeting to the Land Use Planner for the record. (C-4)
7. Lighting should also be included at the garage entries at the alley. All light fixtures should be fully shielded. The proposed entry design should be approved by the Land Use Planner prior to issuance of a Master Use Permit. (D-7)

8. Signage should be in the form of blade signs or other signage only attached to the canopies of the building. No signage should be located on the building facades. This should be in effect for the life of the proposed building. (D-9)

Response to Design Review Board Recommended Conditions:

1. The applicant has proposed a revised west residential building entry that includes an arched clerestory window, side lights flanking the entry doors, and a change in façade materials above the entry. The east residential building entry also includes an arched clerestory window, side lights flanking the entry doors, and a 3-story tall brick façade above the entry. Both entries include arched awnings. The revised design satisfies the recommended design condition #1.
2. The scale of the planters has been reduced to two feet high to meet minimum Green Factor requirements. Benches would be included on the plaza facing side of the planters (perpendicular to the building face). The revised design satisfies the recommended design condition #2.
3. Planters are proposed between the alley vehicular access point and the commercial entries at Woodlawn Ave NE. The planters would include light fixtures near the corners by the alley, and the corners would be camphered for increased visibility. The revised design satisfies the recommended design condition #3.
4. The applicant has noted that they will address the condition for mirrors in the alley. Mirrors shall be required at the alley to provide safe vehicular backing conditions from the surface parking spaces, as conditioned below.
5. The applicant has stated that the building base will be composed of architectural grade concrete in a color complementary to the proposed brick facades. Materials shall be clearly labeled on the elevation drawings, including the architectural grade concrete base. A color sample of the architectural concrete shall be submitted for review by the Land Use Planner, as conditioned below.
6. The applicant has submitted the materials and colors board to the Land Use Planner, which satisfies the recommended design condition #6.
7. Light fixtures are shown on all building facades in the revised drawings submitted in the MUP plan set (date stamped March 31, 2008). All light fixtures shall be fully shielded, as conditioned below.
8. Signage shall be in the form of blade signs or other signage only attached to the canopies of the building. No signage shall be located on the building facades. This is a condition for the life of the project, as conditioned below.

DEVELOPMENT STANDARD DEPARTURES

STANDARD	REQUIREMENT	REQUEST	APPLICANT'S JUSTIFICATION	BOARD RECOMMENDATION
Residential Street-level development standards SMC 23.47A.005.B	No parking may abut a street level street-facing façade in a structure that contains more than 1 dwelling unit.	Allow the ramping for below grade parking to be located at the street level on Latona Ave NE and 4 th Ave NE.	The proposed ramping would be fully screened from the street level by building walls that include green screens and fenestration.	Recommended approval by 3 Board members, subject to the conditions listed below.
Street level uses in street facing facades SMC 23.47A.005.D.3	20% maximum residential use in a street level street-facing façade on an arterial.	23% residential use at the street level at Latona Ave NE to provide a residential unit at grade.	The retail areas are grouped at the Woodlawn Ave NE street frontage, and the residential unit at grade on Latona Ave NE provides a transition to the residential areas to the south.	Recommended approval by 3 Board members, subject to the conditions listed below.

The proposed design and Development Standard Departures are **CONDITIONALLY GRANTED**, subject to the conditions listed below.

II. SEPA

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the annotated environmental checklist (December 4, 2007), and supplemental information in the project file submitted by the applicant's agent. 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, 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 (SMC 25.05.665 D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during demolition and construction; increased noise and vibration from construction operations and equipment; and increased traffic and parking demand from construction personnel. These impacts are not considered significant because they are temporary and/or minor in scope.

Compliance with existing ordinances, such as the Street Use Ordinance and the Noise Ordinance will provide sufficient mitigation for most impacts. The other impacts not noted here as mitigated by codes or conditions are not sufficiently adverse to warrant further mitigation by conditioning. These impacts are not considered significant; however some of the impacts warrant further discussion and review.

Air Quality

Demolition and transport will create dust, leading to an increase in the level of suspended particulates in the air, which could be carried by winds out of the construction area. The Street Use Ordinance (SMC 15.22) requires watering the site, as necessary, to reduce dust. In addition, the Puget Sound Clean Air Agency (PSCAA regulation 9.15) requires that reasonable precautions be taken to avoid dust emissions. Demolition could require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would contribute slightly to the degradation of local air quality. Since the demolition activity would be of short duration, the associated impact is anticipated to be minor, and does not warrant mitigation under SEPA.

Earth/Soils

The applicant has submitted "Preliminary Geotechnical Engineering Services Report, Woodlawn Avenue Development, Seattle, Washington," dated November 27, 2007 and "Updated Preliminary Geotechnical Engineering Services Report, Woodlawn Avenue Development, Seattle, Washington," dated February 13, 2008. Both reports were prepared by GeoEngineers for The Hearthstone c/o LRS Architects. These reports have been reviewed by geotechnical engineers in DPD.

The preliminary reports focused on potential settlement on adjacent properties due to site dewatering, and proper management of water produced during the dewatering operations. The February 13, 2008 geotechnical engineering report indicated that about a quarter of an inch of settlement would occur due to dewatering. The report also indicated that the water produced during dewatering needs to be analyzed to determine whether it is contaminated, and to ensure that the water is properly treated and cleaned prior to release to the public sewer system. Removal and proper disposal of any contaminated soil or ground water will require review by the Washington State Department of Ecology, and a grading permit from the City of Seattle.

The construction plans, including shoring of excavations as needed and erosion control techniques will receive additional and separate review by DPD. Any additional information showing conformance with applicable ordinances and codes (ECA ordinance, The Stormwater, Grading and Drainage Control Code, DR 33-2006 and 3-2007) will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are utilized. Given the existing codes and ordinances and the minor amount of potential settling from dewatering the site, no additional conditioning is warranted pursuant to SEPA policies.

Noise

Excavation will be required to prepare the building sites and foundations for the new building. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the surrounding residential uses. Due to the proximity of neighboring residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted. The hours of construction activity shall be limited, subject to the conditions listed below.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased bulk and scale on the site; increased traffic in the area; increased demand for parking; and increased demand for public services and utilities.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tight line release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts and no further conditioning is warranted by SEPA policies, except as noted below.

Height, Bulk and Scale

There will be increased height, bulk and scale on this site due to the proposed project. The proposed structure has gone through the Design Review process as noted above and has been conditioned accordingly. The proposed development is allowed in this zone and no additional height, bulk, or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

Historic Preservation

There are three existing commercial structures and one single family structure on the subject properties, ranging in date of construction from 1918 to 1947. These structures have been reviewed for potential historic significance and landmark status. None of the structures meet the criteria for historic landmark designation and no further conditioning is warranted by SEPA policies.

Parking

There will be increased parking demand created by the project. Ten existing parking spaces on site will be removed. Parking for 60 vehicles and 7 bicycles will be provided in below grade and surface parking, accessed from the alley. The Institute of Transportation Engineers (ITE) Parking Manual indicates that the residential use would generate peak demand for approximately 79 vehicle parking spaces:

- 1.46 spaces per residential unit x 53 units = 77
- 3.4 spaces per 1,000 sq. ft. retail urban setting x 6,540 sq. ft. = 2

More parking will be provided than required by the Seattle Land Use Code. The site is located in a fairly dense urban area of the city and includes on-street parking and public transportation options. The ITE Parking Manual is based on suburban assumptions that often do not include nearby on-street parking, pedestrian-oriented environments, bicycle facilities, or mass transportation. Several services are within blocks, and it is reasonable to expect that the residents, employees and visitors of the proposed project would likely incorporate walking, cycling, or transit in their transportation options. For the remaining spillover parking demand of people driving to the site for these uses, there are numerous on-street parking spaces in the immediate vicinity of the site.

The difference between the parking demand shown in the ITE Parking Manual and the off-street parking provided on site would create a minimal impact, since people are able to walk or cycle to the site, use transit options to access the site, and park in on-street parking spaces if necessary. No further conditioning is warranted by SEPA policies.

Traffic

The applicant has stated that the proposed development would generate a total of approximately 480 vehicle trips per day and 24 peak hour trips in the afternoon/evenings. The existing uses on site currently generate 130 vehicle trips per day and 46 peak hour trips in the afternoon/evenings. The net result is an increase of 350 total trips a day, with a decrease in PM Peak hour trips. The proposed development is also located in the Green Lake Residential Urban Village and is subject to higher volumes of existing traffic.

In consultation with DPD's Transportation Planner it was determined that the anticipated number of vehicle trips has been determined not to have a significant adverse impact on the existing traffic patterns in this area. Thus, the noted traffic-related impacts of the proposed completed project are not considered significant and no further mitigation is warranted under SEPA policies.

Summary

The Department of Planning and Development has reviewed the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the file; and any comments which may have been received regarding this proposed action have been considered. As indicated in the checklist and this analysis, this action will result in probable adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

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 requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public 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 43.21C.030 2C.
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS – DESIGN REVIEW

Prior to Issuance of Master Use Permit

1. Mirrors shall be required at the alley to provide safe vehicular backing conditions from the surface parking spaces.
2. Materials shall be clearly labeled on the elevation drawings, including the architectural grade concrete base. A color sample of the architectural concrete shall be submitted for review and approval by the Land Use Planner.
3. All light fixtures shall be noted as 'fully shielded fixtures' on the MUP plan set.

