



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:** 3008142  
**Applicant Name:** Tom Frye Jr., Architect for Prescott Homes  
**Address of Proposal:** 3920 Stone Way North

**SUMMARY OF PROPOSED ACTION**

Land Use Application to establish the use for the future construction of a five-story building containing 143 residential units, seven live-work units (5,100 square feet), 15,000 square feet of multi-purpose convenience store and 2,000 square feet of restaurant. Parking for 189 vehicles to be provided in a below grade garage.

The following approvals are required:

**SEPA - Environmental Determination** – Chapter 25.05 SMC.

**Design Review** – Chapter 23.41 SMC.

1. SMC 23.47A.005D.3.c. Street Level Uses.
2. SMC 23.47A.008B.2. Street Level Uses.
3. SMC 23.47A.008B.2.b. Street Level Development Standards.
4. SMC 23.47A.032A.1.a. Parking Location and Access.
5. SMC 23.47A.032D. Parking Location and Access.

**SEPA DETERMINATION:**  Exempt  DNS  MDNS  EIS

DNS with conditions

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

\*Early DNS Notice published July 17, 2008.

## **BACKGROUND DATA**

### **Project Description**

The applicant proposes to design and construct a mixed use building consisting of approximately 143 residential units, seven live-work units (5,100 square feet), 15,000 square feet of multi-purpose convenience store, 2,000 square feet of restaurant space fronting on Stone Way North and a below grade parking garage (an estimated 189 parking spaces). Extending from North 39<sup>th</sup> Street to North 40<sup>th</sup> Street on Stone Way N., the proposed structure would rise four to five levels above Stone Way N. and the alley, creating a set of irregular terraces in response to the site's slope.

By the end of the early design guidance process, the applicant's preferred scheme envisioned a sizeable retail space anchoring the corner of Stone Way N. and N. 40<sup>th</sup> Street, a smaller retail space at the corner of Stone Way N. and N. 39<sup>th</sup> St, seven live-work units facing Stone Way N. at mid-block and residential units fronting onto N. 40<sup>th</sup> St. Pulled back into the hillside, a parking garage would lie behind the retail spaces. Vehicular access in the applicant's preferred scheme would occur on N. 39<sup>th</sup> St. near the east property line, a revision from earlier schemes that showed a second means of access on Stone Way N. Although an improved alley extends from N. 40<sup>th</sup> St. to a point midway toward N. 39<sup>th</sup> St., the applicant's preferred scheme does not make use of the right-of-way as a means of vehicular access.

The applicant's preferred option divides the block long structure into five realms which respond to generalized architectural characteristics of the Wallingford and Fremont neighborhoods. This architectural device informs design and massing decisions. Each realm (e.g. bungalow, warehouse loft) has distinctive coloration, materials and fenestration. Due to varying amounts of modulation of exterior walls and roof heights and forms, the separate realms suggest, according to the applicant, a series of incrementally constructed buildings reflective of the evolving Stone Way N. commercial and industrial streetscape.

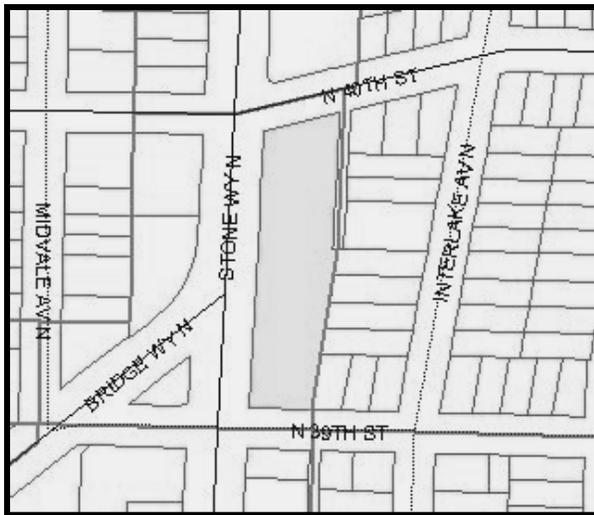
The applicant proposes small pedestrian plazas at the two corners on N. 39<sup>th</sup> and N. 40<sup>th</sup> Streets. A third plaza would lie mid-block facing the terminus of Bridge Way N. On the east side between the proposed structure and the single family residences, the design illustrates residential terraces below grade and a 12 foot planted buffer tapering to eight feet. The buffer would act to screen the development from the backyard of the neighbors where there is no intervening alley. Mid-way between the two streets, a plaza on the east side would serve to modulate the east façade and create a gap between the project and the house closest to the property line. On the roof, the landscape architects have proposed a roof deck and container garden.

Proposed changes to the right of way on N. 39<sup>th</sup> St. would serve to facilitate additional traffic produced by the future placement of the garage close to the south property line. The applicant's proposed design expands the right of way by adding an additional lane from Stone Way N. to the depth of the property at the east property line. The result would create two west bound lanes, a through east bound lane and an east bound parking lane.

### Site and Vicinity Description

The site fronts on North 40<sup>th</sup> Street to the north, North 39<sup>th</sup> Street to the south and Stone Way North to the west. It abuts an improved alley in the rear that terminates at mid-block. This site's 1.04 acres slope approximately 20 feet from north to south. The bulk of the site is depressed into the surrounding topography resulting in sidewalk grades along N. 40<sup>th</sup> Street as high as 16 feet above the site surface. The eastern portion of the site has a concrete retaining wall along the property line that retains the grade of the adjacent properties. The site possesses a Neighborhood Commercial Three (NC3-40) zoning classification with a 40 foot height limit

The neighborhood is located in the Fremont Hub Urban Village near the southern border of the Wallingford Residential Urban Village. To the south of the site, properties along Stone Way N. are zoned Commercial Two with a forty foot height limit (C2-40); properties on Stone Way to



the north are zoned Neighborhood Commercial Two (NC2-40) with a 40 foot height limit. Thus, the intensity of zoning increases along the Stone Way N. corridor to the south and decreases to the north. Zoning east of the subject site shifts to Single Family 5000 (SF5000). In general, the neighboring land uses correspond to the designated zoning. A mix of commercial and multifamily residences comprises the majority of land uses across Stone Way North. The zones on the blocks beyond Stone Way N. are SF5000 to the west and north and NC2-40 to the south and west. Uses along Stone Way N. include mostly retail, office and wholesale businesses.

### Project Background

In 2001, DPD initiated review of a proposal for a mixed use project housing a grocery store (QFC) and 26 residential units. This proposal was to have replaced a vacant 17,000 square foot grocery store (Safeway). With MUP approval (2003) and approval of Phases I and II of a three phased building permit approval (2007), the applicant began grading and shoring then ceased construction leaving a deep hole.

### Public Comments

Approximately 40 people signed-in at the SEPA comment meeting on September 9, 2008. Questions, concerns and comments raised by the public at the meeting are outlined below.

#### Access

- Access not well designed. Too complicated.
- 39<sup>th</sup> St. is a poor choice for access.
- Surrounding residential streets are too narrow to handle extra traffic.
- Access is all on a residential street.
- Curve driveway on N. 39<sup>th</sup> St. to prevent left turn toward neighborhood.

- Corner at N. 39<sup>th</sup> St. & Stone Way is difficult to maneuver.
- Why hasn't SDOT considered access at 40<sup>th</sup> Ave. N.?
- Add more access points on other public right of way for tenants and patrons.
- Truck traffic on N. 39<sup>th</sup> St. is a bad idea.
- Truck deliveries on N. 39<sup>th</sup> St. will be a problem.

#### Parking

- Visitor parking. Is parking for visitors taken into account for the building? Does the traffic analysis take this into account?
- Parking doesn't account for existing streets and the amount of parking on the streets.
- Asked Bruce Rips, DPD's project facilitator, to visit neighborhood at night.
- There are not enough spaces in the proposed complex. The lack of parking will force tenants to look for parking within five to ten blocks area from the site.
- Developer is maximizing profits.
- If one assumes two vehicles per unit, there won't be enough parking in the garage. Neighborhood can't absorb the extra vehicles.
- Won't there be back ups in the garage for vehicles exiting onto N. 39<sup>th</sup> St.
- What are the parking requirements for condos?
- Do 190 parking spaces satisfy all on-site uses?

#### Traffic Congestion

- Congestion creates dangerous intersections, i.e. N. 39<sup>th</sup> St. and Ashworth Ave. N.
- Prefers a traffic signal at N. 39<sup>th</sup> St.
- Has traffic study analyzed pm peak hour traffic?
- Traffic is mostly one way through the neighborhood because parking is allowed on both sides of the street.
- Intersection at N. 39<sup>th</sup> St. and Stone Way N. is poorly planned. It is a problem with one lane of traffic. Problems with turning on to or off 39<sup>th</sup> St. or Stoneway.
- Has the traffic study looked at all of the allowable commercial uses?
- Intersection at N. 39<sup>th</sup> St. and Ashworth Ave. has poor visibility. Vehicles block the intersection.

#### Bike traffic

- Did the traffic study account for the new bike lanes on Stone Way N?
- Recommend re-examining situation with new bike lanes.

#### RPZ

- RPZ currently not operating well.
- Don't like that the new building residents will be part of the RPZ 22.
- Have SDOT redraw the RPZ boundaries.

#### Safety

- Increased traffic leads to residential property damage in neighborhood.
- Children live across the street. Traffic is a concern.
- Many children live in the neighborhood.

- Visibility is an issue with so many vehicles parked on the streets and near the intersection.
- Speed of traffic a concern.
- No left turn lane at 39<sup>th</sup> & Stone Way.
- The walk light button at N. 40<sup>th</sup> St. should be on the project side. (exists on three sides now).
- Does the traffic study consider the new bike lanes?

#### Size of Project / Density

- Project too large for neighborhood.
- Project will create too much density for neighborhood.
- An additional 150 dwelling units are too much for the site.
- Retail component should serve local area.
- Can any retailer lease the space?
- Already buses are too crowded. The added density will exacerbate the problem.
- Townhouses have been built in neighborhood since the QFC proposal adding congestion to the area.

#### Height, Bulk and Scale

- Proposed building will block views from surrounding houses.
- Building is too high.
- Provide a scale model.

#### Privacy

- Adjacent neighbors will lose sense of privacy with decks on the east side of the project.

#### Property Values

- Project produces impacts on property values.

#### Quality of Life

- Project produces impacts on quality of life.

#### Noise

- HVAC noise will impact neighbors.
- Where will garage venting occur?
- Tenants using roof top deck will create noise problems at night.
- Tenants with decks at ground level will also create noise disturbing those who live to the east.

#### Light

- Light spillage from units and garage a concern for neighbors.

#### Light / Shadow

- The proposal will have light and shadow impacts on the neighbors to the east.

#### Drainage / Springs

- What happens when you block the springs? Cited Licton Springs.
- Neighbors have wet basements.

Sewers

- Sewer system should be evaluated. Wet parking spaces.

Construction impacts

- Where will construction workers park?

Type of Tenant---owner v. renter.

DNS / EIS

- Needs an EIS not a DNS. Without an EIS, this could lead to a legal challenge.
- EIS needs could be done on traffic alone.
- A “no action” would allow the hole in the ground.
- An alternative would reduce the size of the project.
- What determines significance? Is there a scale and how is it calibrated?

**ANALYSIS-DESIGN REVIEW**

Public Comments

The project proponents presented their initial ideas at two Early Design Guidance Meetings on February 4, 2008 and May 5, 2008. Sixty-nine people signed-in at the two Early Design Guidance meeting. The following outlines their comments by topic.

Program

- Prefers a mixed use project with retail and housing.
- Prefers a grocery store (mentioned by several speakers). Dynamics of a grocery store would be more appealing to the neighborhood. Grocery store requires more control (over parking and traffic) in the neighborhood.
- Add more work force housing.
- Reduce the number of residential units.
- Service retail encourages pedestrian oriented businesses. An increasing population in east Fremont needs these services.
- Redesign the loading dock area to attract the requirements of a grocery store.

Traffic and Parking

- Review traffic flow to Aurora Ave. There were three to four fatalities a few years ago.
- Don't add more traffic to N. 40<sup>th</sup> St.
- People will park on the adjacent street which is already overcrowded. 190 parking spaces are not enough for 160 proposed units. (This was mentioned by several speakers).
- New development requiring parking seriously impacts existing businesses in the area. Less and less parking is available.
- Separate residential and commercial parking.
- The proposed vehicular entrance on Stone Way. N. conflicts with pedestrians and bicyclists riding north on Stone.
- Ensure a pedestrian friendly streetscape.

- No trucks should park in the center lane of Stone Way.
- Placement of the parking underground is a positive attribute of the design.
- Consider the safety of bicyclists. N. 40<sup>th</sup> St. and Stone Way N. is a dangerous intersection for bicyclists.
- Install a signal at N. 39<sup>th</sup> St. The increase in the number of units for this proposal and the proposed project (3008385) at 3839 Stone Way N. warrants the need for increased pedestrian safety.
- Add vehicular access on Stone Way N.
- Existing parking on N.39 St. will impede traffic ingress and egress from N. 39<sup>th</sup> St.
- In terms of N. 39<sup>th</sup> St., resident and customer traffic will use neighborhood streets rather than circulate around the site's perimeter.

#### Architectural Form and Massing

- Design the structure to set back on N. 40<sup>th</sup> St.
- Design of structures should reflect the historic (older) quality of buildings present in Wallingford and Fremont (several comments).
- Eclectic style is appropriate for the neighborhood.
- Design a structure that resembles four or five different buildings. The massing presented in the design review packet suggests only three somewhat distinct structures.
- Proposal is too big and has too many units. See Guideline B-1; Height, Bulk and Scale.
- Proposal needs a better focus on the transition to the neighborhood behind the project. See D-12; Residential Entries and Transitions.
- Proposed units along N. 40<sup>th</sup> St. and N. 39<sup>th</sup> St. should mimic the existing housing stock along these streets.
- Place an equal design focus on all sides of the structure. Don't turn the project's back on the neighbors to the east.
- Avoid designing the building to resemble the "Epi" in Fremont at N. 34<sup>th</sup> St. and Fremont Ave. N.
- Use the design vernacular of the neighborhood so that the design fits.
- Use sloped roofs and break up the roof lines. No flat roofs.
- Use the Craftsman's style with brick facades.
- Adapt a design vernacular that fits the neighborhood.
- Keep in mind the prominent corners especially at N. 40<sup>th</sup> St.
- In spite of the changes in the façade treatment, the proposed structure remains quite massive.
- Carefully consider the relationship of the structure to the smaller residential buildings to the east.
- Avoid designing a large sheer wall facing the single family residences.
- Design a modulated roof top.

#### Compatibility with single family neighbors

- Avoid blank walls near the east property line so that neighbors don't have to look at them.
- Avoid walls at the alley.
- Avoid placing a front yard (i.e. the proposed plaza near the east property line) facing the back yards of the single family houses.
- Mitigate potential noise from large outdoor gatherings on the roof top.

### Streetscape Compatibility

- Ensure pedestrian safety along the perimeter streets.
- Design the frontage and streetscape to be compatible with the Stone Way N. experience.
- Remain consistent with the context of the neighborhood.
- Transparency at the Stone Way N. streetscape is important.
- Avoid blank walls.
- Design the plaza at Stone Way N. and N. 40<sup>th</sup> St. to ensure that no loitering occurs. The Metro bus stop is near this corner.
- The plaza at the southwest corner has a good relationship between retail and the open space. Other open spaces don't appear as well conceived.

### Sustainability

- The project should meet LEED standards.
- Design a green roof.
- Design a sustainable building that is LEED certified.
- Build the project to last. Use quality materials.
- Encourage the use of cisterns at the roof level.
- Locate rain gardens and cisterns at street level.

### Others

- A sewer line runs through the property.
- The parking garage will contribute bad air to the area.
- The Board should look at the quality of materials and finish at Prescott Development LLC's project at N. 36<sup>th</sup> St. and Albion Place N.
- Draw an elevation of the east side of the complex.

### **Design Guidelines Priorities**

The project proponents presented their ideas at two Early Design Guidance meetings on February 4, 2008 and May 5, 2008. After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members identified the following Citywide Design Guidelines as high priorities to be considered in the final proposed design. Wallingford Neighborhood Design Guidelines are in italics.

*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.* Upper level building setbacks and setbacks along the building base are encouraged to help minimize shadow impacts on public sidewalks. Design public and private outdoor spaces to take advantage of sun exposure. Development along Stone Way North south of N. 40<sup>th</sup> St. with water, mountain and skyline views should use setbacks to complement and preserve such views from public rights-of-way.

Develop stronger open space concepts for the corners at N. 39<sup>th</sup> and N. 40<sup>th</sup> Streets that respond to solar exposure and pedestrian needs. These open spaces should be functional and contribute to a valuable pedestrian experience. (February 4, 2008)

Continue to refine the open spaces at the corners. The landscape design should grow out of diverse needs of the neighborhood, transit riders, pedestrians and retail tenants. (May 5, 2008)

**A-2 Reinforce Existing Streetscape Characteristics.** *The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way. Visually reinforce the existing street storefronts by placing horizontal or vertical elements in a line corresponding with the setbacks and façade elements of adjacent building fronts. These could include trees, columns, windows, planters, benches, overhead weather protection, cornices or other building features. Visually reinforce the existing street wall by using paving materials that differentiate the setback area from the sidewalk.*

The four Board members unanimously urged the architect to reduce the overall massing of the project. Several techniques should be used: 1) the overall parti should resemble a village of four to five structures rather than the three shown in the design review packet; 2) vary the roofs which should possess shapes rather than a series of terraced flat roofs; 3) use a design vocabulary consist with the neighborhood. The design should more closely reflect the neighborhood. Develop a much finer grain of modulation than shown in the packet. (February 4, 2008)

The Board generally agreed with the overall massing concept along Stone Way N. The applicant responded to earlier guidance by creating a series of vignettes along Stone Way N. that outwardly resemble an evolution of structures built over an extend time period. Although Board members wondered whether too many of these conceits populated the west façade, The Board made no request to limit the number of them. (May 5, 2008)

**A-3 Entrances Visible from the Street.** *Entries should be clearly identifiable and visible from the street. Primary business and residential entrances should be oriented to the commercial street (for development along North 45th Street and Stone Way North).*

The Board directed the applicant to revise the residential “Gateway” entry to look less commercial in appearance. Aligning this entry at the terminus of Bridge Way N. imbues it with an exposure that would generally warrant a large architectural gesture. Yet, a residential entrance should exude a sense of intimacy and privacy. The applicant will need to resolve this conflict by moderating the scale, changing materials and considering other techniques. The Board requested the use of brick at the residential entrance. (May 5, 2008)

**A-4 Human Activity.** *New development should be sited and designed to encourage human activity on the street. If not already required by code for new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features, where existing sidewalks tend to be too narrow. Outdoor dining, indoor-outdoor commercial/ retail space, balconies, public plazas and outdoor seating are particularly encouraged on lots located on Stone Way North.*

The design of the streetscape and the building at Stone Way N. should encourage pedestrian activity. Long building façade segments on Stone Way N., as depicted in the packet, should be broken up into smaller discrete units to provide greater visual variety on the streetscape for the pedestrian.

Entrances to the proposed live-work spaces on N. 40<sup>th</sup> St. appear to be placed below street level (p.20 of packet). The entrances should be placed at street level. (February 4, 2008)

The applicant responded well to the early design guidance. However, the Board felt unconvinced by whether the plaza at N. 40 St. and Stone Way would promote pedestrian activity. It asked for more documentation of the design's approach to this important corner. (May 5, 2008)

*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.*

Massing and architectural detailing for the facades along the cross streets should relate to the scale and vernacular of the residential structures to the east.

Increase the amount of space separating the proposed structure from the residences behind it. The design of the east facade near the center of the site should not project so far back toward the houses along Interlake Ave. N. (February 4, 2008)

The Board provided a series of guidance for the proposed east façade: 1) add a greater sense of privacy to the plaza on the back side of the project; 2) either reduce the height of the structure where there is no alley separating the single family houses with the proposal or set the upper floor further back from the property line; and 3) eliminate or reduce the height of the wall adjacent to the house closest to the project on N. 39<sup>th</sup> St. See B-1. (May 5, 2008)

*A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. Maximize open space opportunity at grade (residential or mixed-use projects):*

- Terraces on sloping land that create level yard space, courtyards and front and/or rear yards are all encouraged residential open space techniques.*
- Make use of the building setbacks to create public open space at grade. Open spaces at grade that are 20 x 20 feet or larger and include significant trees are encouraged in exchange for landscape departures.*

The Board requested more elaboration on the location and design of the residential open spaces. (February 4, 2008)

Most of the proposed residential open space would be located on the structure's roof. The Board encouraged the creation of a "P" patch on the roof and requested a greater differentiation of useable spaces on the roof. (May 5, 2008)

*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. Structured parking entrances should be located on side streets or alleys.*

Provide more information concerning proposed traffic signalization, pedestrian crossing, access, and bike lanes. This should be the result of discussions with SDOT and DPD. Board concern focused on protecting bicyclist and pedestrian safety.

Develop a clear distinction between open space and the driveway to the garage from Stone Way N. near N. 39<sup>th</sup> St. The open space should be well defined and separated from the driveway. The Board requested studies of the corner open space and garage access. (February 4, 2008)

By the second EDG meeting, the applicant had proposed placing all vehicular ingress and egress at the N. 39<sup>th</sup> St. garage access. The Board prefers a right turn only exit but asked to receive input from SDOT on whether a right turn only exit is possible. (May 5, 2008)

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

- *Buildings on corner lots should be oriented to the corner. Parking and vehicle access should be located away from the corner.*
- *Provide definition at main gateways to Wallingford (Stone Way North and Bridge Way North). Redevelopment of lots at these intersections should include special features that signal and enhance the entrance to the Wallingford neighborhood including a tower, fountain, statue or other expression of local creativity that provides a physical transition for motorists and pedestrians and communicates "Welcome to Wallingford."*
- *Provide definition at other main intersections. • Developers are encouraged to propose larger setbacks to provide for wider sidewalks or plazas and to enhance view corridors at gateway intersections in consideration for departures from lot coverage or landscaping requirements.*
- *Typical corner developments should provide: 1) a main building entrance located at corner; 2) an entrance set back to soften corner and enhance pedestrian environment; and 3) use of a hinge, bevel, notch, open bay or setback in the massing to reflect the special nature of the corner and draw attention to it. (Example: Julia's open bay with bevel.)*

See A-8. In addition, the Board expressed its desire to see the project meet the specific Wallingford guidelines for A-10. (February 4, 2008)

The Board requested the further development of two corner open spaces on Stone Way. The Board members were not convinced by how well the spaces would promote human activity.

Both the southeast and northeast (at the alley) corners with their high walls need revision as well. The wall along the southeast (adjacent to single family homes) appears forbidding. In addition, terraced walls along N. 40<sup>th</sup> St. should have texture and be well detailed. (May 5, 2008)

**B. Height, Bulk and Scale**

**B-1 Height, Bulk and Scale Compatibility.** *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.*

- *Cornice and roof lines should respect the heights of surrounding structures.*
  - *Traditional architectural features such as pitched roofs and gables are encouraged on residential project sites adjacent to single-family and low-rise zones.*
  - *To protect single-family zones, consider providing upper level setbacks to limit the visibility of floors that are above 30 feet.*
  - *Consider dividing building into small masses with variation of building setbacks and heights in order to preserve views, sun and privacy of adjacent residential structures and sun exposure of public spaces, including streets and sidewalks.*
  - *For developments exceeding 180 feet in length, consider creating multiple structures with separate circulation cores.*
  - *Color schemes should help reduce apparent size and bulk of buildings and provide visual interest. White, off-white and pinky-beige buff on portions of buildings over 24 feet tall is discouraged.*
  - *Consider additional setbacks, modulation and screening to reduce the bulk where there are abrupt changes which increase the relative height above grade along the street or between zones.*
- Be sensitive to public views on Stone Way North:*
- *Consider stepping back floors five feet per floor.*
  - *Notching or setbacks at corners of buildings or ground floors are encouraged.*

Set back the southeast and northeast corners of the proposed structure. The design of the setbacks should be at a scale sympathetic to the grain of the neighboring residences. (February 4, 2008)

In general, the Board expressed its satisfaction with the urban gestures along Stone Way N. Attention focused on the relationship of the proposed height and bulk with the houses to the east. The upper level of the proposed structure south of the alley should be set back (or lower) in order to create a better transition between the commercial and single family zones. This should occur at a height of 30 feet as stated above in the Wallingford guidelines. Several dimensioned cross-sections as well as shade and shadow studies will be needed for the Recommendation meeting to portray accurately this important relationship. (May 5, 2008)

*C: Architectural Elements and Materials*

**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.

*Complement positive existing character and/or respond to nearby pre-World War II structures. Traditional early 20th Century commercial structures are primarily one story high and include:*

- *solid kick panels below windows*
- *large storefront windows*
- *multi-pane or double hung windows with transoms or clerestories lites*
- *high level of fine grained detailing and trims*
- *high quality materials, such as brick and terra-cotta*
- *canopies*
- *variable parapets*
- *cornices*

*New buildings should strive for a contextual approach to design. A contextual design approach is not intended to dictate a historicist approach, but rather one that is sensitive to surrounding noteworthy buildings and style elements.*

#### *Base*

- *Ground floors or bases immediately next to pedestrians should reflect a higher level of detail refinement and high quality materials.*
- *Encourage transparent, open facades for commercial uses at street level (as an example, windows that cover between 50-80 percent of the ground floor façade area and begin approximately 24 to 30 inches above the sidewalk rather than continuing down to street level).*

#### *Middle*

- *Mid-level building façade elements should be articulated to provide visual interest on a bay-by-bay scale. Architectural features should include: belt courses or horizontal bands to distinguish individual floors; change in materials and color and/or texture that enhance specific form elements or vertical elements of the building; a pattern of windows; and/or bay windows to give scale to the structure.*
- *Consider using detail elements such as a cast stone, tile or brick pattern that respond to architectural features on existing buildings.*
- *Consider using spacing and width of bays or pavilions to provide intervals in the façade to create scale elements similar to surrounding buildings.*

#### *Top*

- *Clearly distinguish tops of buildings from the façade walls by including detail elements consistent with the traditional neighborhood buildings such as steep gables with overhangs, parapets and cornices.*

The four or five distinct volumes that will describe the overall mass should be differentiated by materials, colors, form and setbacks. The Board strongly encourages the designer to integrate commercial vernacular forms found along Stone Way N. and in commercial areas of Fremont and Wallingford.

The Board asked for more overall concepts or parties than the preferred one presented at the meeting. Certainly, alternative concepts would further segment the design into four to five forms rather than the three shown. The partis would also show a variety of roof styles in keeping with the neighborhood and a series of well defined open spaces both at and above grade. (February 4, 2008)

The design challenge of creating a large building made to resemble an accretion of structures build over an extended period of time is the risk that the facades will resemble a stage set rather than an architecturally compelling structure. Wrapping materials around changes in the wall plane, providing a sense of depth as revealed by the apertures in the wall surface, and using materials with texture will help to create a building of substance and authenticity. (May 5, 2008)

**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 façade walls.**

- *The massing of large buildings should reflect the functions of the building and respond to the scale of traditional buildings by including major façade elements, which help to break the building into smaller pieces with distinctive appearances.*
- *Rooftop building systems (i.e., mechanical and electrical equipment, antennas) should be screened from all key observation points by integrating them into the building design with parapets, screens or other methods.*
- *Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest. Encourage pedestrian scale pole lights along streets and walks.*

In short, the design should have a clear concept or theme with each element an integral part of the entire composition. (February 4, 2008)

The proposal has a clear theme---a large structure made to resemble a block of vernacular buildings. The architects will need to demonstrate by detailing and consistency of materials, colors, architectural elements (windows, canopies, and ornamentation) that the design reads as a coherent and interesting work of architecture. The depiction of the “bungalow” element did not clearly suggest the arts and crafts style bungalows in Wallingford or even a modern interpretation of one. Refinement of the design should produce a building that is more architecturally compelling.

In the next design iteration, the architectural team should focus on further development of the Stone Way N. façade. In spite of the approved concept of creating an eclectic façade, the architect should look for ways of providing a sense of underlying unity. (May 5, 2008)

**C-3 Human Scale. The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.**

- *Transom or clerestory windows above entrances, display windows and projected bay windows are encouraged.*
  - *Multiple paned windows that divide large areas of glass into smaller parts are preferred because they add human scale.*
- Use durable, attractive and well-detailed finish materials:*
- *Finish materials that are susceptible to staining, fading or other discoloration are strongly discouraged.*
  - *Encourage the use of brick.*
  - *Discourage aluminum and vinyl siding, and siding with narrow trim.*

In order to create a pleasant pedestrian streetscape, the concentration of architectural details should occur on the façades along the three rights-of-way. The architect should consider including features such as overhead weather protection, operable windows, interesting paving and landscaping among others. At the bus stop, the façade should have features beneficial for those waiting. This should include artistically designed canopies and benches. (February 4, 2008)

The Board reiterated many of the same ideas from the February early design guidance. In particular, the residential entry, the open spaces and the street level frontage overall must act to reduce the size of the structure and relate it to a scale comfortable to the pedestrian. (May 5, 2008)

**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.**

Exterior materials should respect the influence of vernacular architecture in the Wallingford and Fremont vicinity. (February 4, 2008)

At the second EDG meeting, the architect presented proposed materials. For the next meeting, the materials and facades should be rendered in elevation and perspective in order for the Board and the public to truly understand how the variety of colors and materials will form a cohesive work of architecture. Brick facades should possess a blend of hues and textures to create relief for the wall plane. Use of textured metal and concrete is also welcome.

The Board requested the use of brick at the residential entry, on the Bridgeway mass and on the planters. Large scale elevations of the Stone Way frontage will be needed for the Recommendation meeting. (May 5, 2008)

*C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.*

The Board considers this guideline as a high priority. Design of the garage entrance near the single family home will be carefully reviewed. In addition, the width of a future garage entrance on Stone Way N. should be reduced as much as possible. (February 4, 2008)

Board members asked for revisions of the garage in order to assuage the impact of the wall's height and bulk on the adjacent single family house. The dimensions of the garage and how the door and the walls are detailed will be needed for the Recommendation meeting. (May 5, 2008)

**D: Pedestrian Environment**

*D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather.*

*Provide convenient, attractive and protected pedestrian entry for both business and upper story residential uses.*

- *Entries for residential uses on the street (rather than from the rear of the property) add to the activity on the street and allow for visual surveillance for personal safety.*
- *Continuous, well-lighted, overhead weather protection is strongly encouraged to improve pedestrian comfort and to promote a sense of security.*
- *Overhead weather protection should be designed with consideration of: a. the overall architectural concept of the building; b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections); c. minimizing gaps in coverage, except to accommodate street trees; d. a drainage strategy that keeps rain water off the street-level façade and sidewalk; e. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character; f. the scale of the space defined by the height and depth of the weather protection; g. the illumination of light colored undersides to increase security after dark.*

See guidance for A-1. (February 4, 2008)

See Guideline A-10. Further development of the open spaces is needed. The proposed space at the corner of Stone Way and N. 40<sup>th</sup> St. should be an area welcoming to waiting bus riders providing comfortable places to stand and sit. The three open spaces along Stone Way N. should act more than as a forecourt to the building entrances. Spaces should have no hidden, unsafe places and provide plenty of transparency into the commercial businesses. Features such as the walls at the southwest plaza should possess a multiplicity of uses such as planter, seating bench, base for lighting elements, container for art or backstop for children's games. (May 5, 2008)

*D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.*

- *Long, undifferentiated surfaces, facades or store frontages are strongly discouraged.*
- *In situations where blank walls are necessary, encourage their enhancement with decorative patterns, murals or other treatment.*
- *Locate and design ground floor windows to maximize transparency of commercial façade and attract pedestrian interest.*
- *Large windows that open to facilitate indoor-outdoor interaction with street are encouraged.*
- *Windows on walls perpendicular to the street are encouraged.*

The Board noted that neighbors to the east would look at the blank walls of the garage and its exhaust vents. Both the visual and aural impacts of the garage on the neighbors should be mitigated by sensitive design. (February 4, 2008)

The size, height and extent of blank walls along N. 40<sup>th</sup> St. and the alley will need to be addressed by the applicant before the Recommendation meeting. The blank wall along N. 40<sup>th</sup> St. produces a potentially unfriendly streetscape. The Board noted the imposing appearance of the garage wall on the adjacent residences. (May 5, 2008)

*D-3 Retaining Walls. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscape.*

*Minimize the height of retaining walls.*

- *Where retaining walls are unavoidable, a textured surface, inlaid material and/or sensitively designed reveal lines are encouraged.*

See D-2 guidance. (May 5, 2008)

*D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.*

See the Board's guidance for D-2. (February 4, 2008)

*D-6 Screening of Dumpsters, Utilities and Service Areas. Building sites should locate service elements like trash, dumpster, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.*

The Board will review how trash and recycling area is accessed and configured at the next meeting. How will trash and recycling be stored on collection days so as not to interfere with pedestrian traffic and the adjacent residence? (May 5, 2008)

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

*• In residential projects, discourage solid fences that reduce security and visual access from streets.*

***Lighting:***

*• Encourage pedestrian-scale lighting, such as a 12- to 15-foot-high pole or bollard fixtures.*

*• Consider installing lighting in display windows that illuminates the sidewalk.*

*• Fixtures that produce glare or that spill light to adjoining sites, such as “wallpacks,” are discouraged.*

*• Installation of pedestrian light fixtures as part of a development's sidewalk improvements is strongly encouraged. The style of light fixture should be consistent with the preference identified by Wallingford through Seattle City Light's pedestrian lighting program.*

The Board highlighted concerns expressed during public comment about the safety of the open spaces at the street corners. Good architectural and landscape design should address this issue and eliminate the need for security cameras and other external devices. (May 5, 2008)

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

This topic will be an important part of the discussion at the Recommendation meeting. (May 5, 2008)

**D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts evening hours.**

This topic will be an important part of the discussion at the Recommendation meeting. (May 5, 2008)

**D-11 Commercial Transparency. Commercial store-fronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.**

This topic will be an important part of the discussion at the Recommendation meeting. (May 5, 2008)

**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.

This guideline applies in particular to the proposed live-work spaces along N. 40<sup>th</sup> St. and Stone Way N. This topic will be an important part of the discussion at the Recommendation meeting. (May 5, 2008)

**E. Landscaping**

*E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.*

- *Flower boxes on windowsills and planters at entryways are encouraged.*
- *Greening of streets lacking trees, flowers and landscaping is strongly recommended.*

The relationship of the project to its neighbors will be carefully considered by the Board. Abundant landscaping should separate the project from the neighbors to the east. (February 4, 2008)

The landscape buffer at the east property line narrows as it approaches N. 39<sup>th</sup> St. Noise and exhaust impacts from the garage warrant an increase in the buffer width and more extensive plantings due to the close proximity of the adjacent residence. Additional screening should create a greater sense of separation and privacy for the plaza at the east property line. (May 5, 2008)

*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.*

- *Thick evergreen hedges, non-invasive vines on fencing or low walls, and other substantial landscaping should be used to visually and physically buffer sidewalks and adjacent buildings from parking areas; camouflage exposed concrete walls; and buffer adjacent single-family houses and residential developments.*

Open spaces should be designed to complement the retail uses at the corners on Stone Way N. See guidelines A-1, A-2, A-4, A-7 and A-10. (February 4, 2008)

Board members asked that the landscape design introduce infiltration swales at the plazas and other open spaces at grade. (May 5, 2008)

*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.*

- *Retain existing large trees wherever possible. The Design Review Board is encouraged to consider design departures that would allow retention of significant trees or to create new opportunities for large trees at grade.*

Landscaping techniques should respond to the site's slopes and views. (February 4, 2008)

### **REQUESTED CODE DEPARTURES**

The architect discussed the possibility of requesting a design review departures from the Land Use Code for the height of the live-work units. The Board will review this in detail at the Recommendation meeting.

### **MASTER USE PERMIT APPLICATION**

The applicant revised the design and applied for a Master Use Permit with a design review component on June 20, 2008.

### **DESIGN REVIEW BOARD RECOMMENDATION**

The Design Review Board conducted a Final Recommendation Meeting on October 20, 2008 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans, models, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

### **Public Comments**

Sixteen individuals signed-in at the Recommendation meeting. The public commented on the following:

- N. 39<sup>th</sup> St. is essentially one way. Placement of the vehicular access on N. 39<sup>th</sup> is a poor idea. There are safety concerns as the neighborhood has many children.
- Parking generated by the proposal will crowd the already dense streets.
- Add light pole fixtures along Stone Way similar to the ones at Wallingford Center. Their presence would announce a sense of arrival and reinforce the pedestrian realm. These fixtures should be approximately 12 feet high and have globe or acorn fixtures. [Several members of the audience supported the idea.]
- The design of the live-work units leaves no opportunity for a larger tenant. Depress the floors for the northern units to create a large unit from the three proposed on the end. [Others in the audience echoed this sentiment.]
- Provide adequate space for a larger retail tenant in place of the live-work units.
- Set back the upper levels of the structure's southwest corner at N. 39<sup>th</sup> St. by 12 feet.
- Eliminate the gables on the east side of the proposed structure. [Several other members of the audience agreed.]
- Integrate the bus stop as part of the project. It should be a real architectural feature rather than a standard Metro bus stop. [Others in the audience supported this idea.]
- Add a flag pole to the roof of the central mass on axis with Bridge Way.
- The transom windows are not well thought out. These should resemble traditional storefront transoms.

- The overhead weather protection is too fanciful along the north end of Stone Way. Eliminate the upsweep. It also appears too high to provide protection from the weather.
- At the rooftop garden, attenuate spillover noise from the tenants using the roof.
- A single vehicular access point is problematic. Add a traffic signal at N. 39<sup>th</sup> St.
- The structure is too big and out of scale with the neighborhood.
- The design represents a genuine attempt to differentiate separate massing. It is a superior scheme.
- Thicken the eastern garage pier to add heft to the frame.
- The stair tower is awkward.
- Eliminate the use of corrugated metal. It doesn't reflect anything in the neighborhood. It represents one material too many.

DPD received approximately 37 letters and emails (as well as phone calls) addressing environmental, zoning, design review and other land use issues. Many of these comments have been previously included in the SEPA public meeting section and the design review public comments. In summary, the letters focused on the following issues: adequacy of parking in the neighborhood, amount of parking provided by the project, vehicular access, preservation of quality of life in the neighborhood, traffic congestion and safety, preference for a grocery store, light spillage, height, bulk and scale, noise, security, privacy, air quality, open space, and utilities.

### Development Standard Departures

The applicant requested departures from the following standards of the Land Use Code:

1. Street level uses. Residential uses may not exceed in the aggregate 20 % of the street-level street-facing façade when facing an arterial.
2. Street-level development standards. 60% of the non- residential, street facing façade shall be transparent.
3. Parking location and access. Access to parking must be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030C.
4. Parking location and access. Direct access to a loading berth from a street is permitted only if there is no alley improved to the standards of SMC23.53.030C.
5. Street level development standards. Non-residential uses at street level must have a floor to floor height of at least 13 feet.

### Recommendations

#### *A. Site Planning*

**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.

***Wallingford-specific supplemental guidance. Upper level building setbacks and setbacks along the building base are encouraged to help minimize shadow impacts on public sidewalks. Design public and private outdoor spaces to take advantage of sun exposure. Development along Stone Way North south of N. 40<sup>th</sup> St. with water, mountain and skyline views should use setbacks to complement and preserve such views from public rights-of-way. :***

Discussion of establishing a setback at the upper levels of the structure closest to the corner of N. 39<sup>th</sup> St. and Stone Way N. did not result in a recommendation by the Board.

The Board members requested modifications to the two corner plazas on Stone Way. At N. 39<sup>th</sup> St., the raised plaza should wrap around the corner from Stone Way N. to N. 39<sup>th</sup> St. This redesign will bring full southern exposure to the proposed plaza and help engage the sitting area with street activity. The plaza could also be widened at Stone Way N. to provide a more generous amount of seating.

The bus shelter on the plaza closest to N. 40<sup>th</sup> St. should be better integrated with the plaza design. The shelter should not be a standard Metro bus shelter but one that visually ties into the aesthetics of the plaza.

***A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.***

***Wallingford specific supplemental guidance. Visually reinforce the existing street storefronts by placing horizontal or vertical elements in a line corresponding with the setbacks and façade elements of adjacent building fronts. These could include trees, columns, windows, planters, benches, overhead weather protection, cornices or other building features. Visually reinforce the existing street wall by using paving materials that differentiate the setback area from the sidewalk.***

The Board offered no additional comments from its earlier guidance.

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

***Wallingford specific supplemental guidance. Primary business and residential entrances should be oriented to the commercial street (for development along North 45th Street and Stone Way North).***

Generally approving the changes to the formal residential entry on Stone Way N., the Board members, however, recommended two revisions to the “Gateway” element. The contractor should use a high quality architectural concrete for the two “L” shaped frames that delineate the residential entry and for the larger mass of the “Gateway” element. Second, the materials of the façade within the larger, concrete “L” frame should appear less busy. The area between the larger “L” shaped frame and the projecting residential units should be continuous glazing with glass spandrels. This would emphasize the clean lines and the dramatic concrete frames in order to create visual interest along the Bridge Way N. axis.

**A-4 Human Activity.** New development should be sited and designed to encourage human activity on the street.

*Wallingford -specific supplemental guidance. If not already required by code for new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features, where existing sidewalks tend to be too narrow. Outdoor dining, indoor-outdoor commercial/ retail space, balconies, public plazas and outdoor seating are particularly encouraged on lots located on Stone Way North.*

The Board recommended wrapping the proposed southwest plaza around the corner to face onto N. 39<sup>th</sup> St. See Guidance A-1.

**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.

The plaza adjacent to the alley should have plantings between the alley and the plaza to maintain privacy and mitigate noise between the proposal's residents and the homes to the east. The area should be densely planted with trees and other vegetation with containers capable of allowing growth to reach a considerable height at maturity.

The Board observed that the roof garden had enough plantings and was sufficiently distant from the adjacent properties to ameliorate potential noise from residential tenants.

Along the property line south of the alley, the applicant should plant a mix of deciduous and evergreen trees.

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

*Wallingford -specific supplemental guidance. Maximize open space opportunity at grade (residential or mixed-use projects):*

- *Terraces on sloping land that create level yard space, courtyards and front and/or rear yards are all encouraged residential open space techniques.*
- *Make use of the building setbacks to create public open space at grade. Open spaces at grade that are 20 x 20 feet or larger and include significant trees are encouraged in exchange for landscape departures.*

The Board reiterated its request for "P" patch containers for tenant use.

**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 Board recommended that signage should be installed at the garage exit to require right turn exit only onto N. 39<sup>th</sup> St. Other techniques such as a raised curb to direct traffic to turn right are also recommended. The proposal to add a new lane along N. 39<sup>th</sup> St. for right turns to Stone Way N. was welcomed by the Board.

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

*Wallingford -specific supplemental guidance.*

- *Buildings on corner lots should be oriented to the corner. Parking and vehicle access should be located away from the corner.*
- *Provide definition at main gateways to Wallingford (Stone Way North and Bridge Way North). Redevelopment of lots at these intersections should include special features that signal and enhance the entrance to the Wallingford neighborhood including a tower, fountain, statue or other expression of local creativity that provides a physical transition for motorists and pedestrians and communicates "Welcome to Wallingford."*
- *Provide definition at other main intersections. • Developers are encouraged to propose larger setbacks to provide for wider sidewalks or plazas and to enhance view corridors at gateway intersections in consideration for departures from lot coverage or landscaping requirements.*
- *Typical corner developments should provide: 1) a main building entrance located at corner; 2) an entrance set back to soften corner and enhance pedestrian environment; and 3) use of a hinge, bevel, notch, open bay or setback in the massing to reflect the special nature of the corner and draw attention to it. (Example: Julia's open bay with bevel.)*

See Guidance A-1 and A-4. The raised plaza at the southeast corner should wrap around the building to face N. 39<sup>th</sup> St.

## **B. Height, Bulk and Scale Compatibility**

**B-1 Height, Bulk and Scale Compatibility.** 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.

*Wallingford specific supplemental guidance.*

- *Cornice and roof lines should respect the heights of surrounding structures.*
- *Traditional architectural features such as pitched roofs and gables are encouraged on residential project sites adjacent to single-family and low-rise zones.*
- *To protect single-family zones, consider providing upper level setbacks to limit the visibility of floors that are above 30 feet.*
- *Consider dividing building into small masses with variation of building setbacks and heights in order to preserve views, sun and privacy of adjacent residential structures and sun exposure of public spaces, including streets and sidewalks.*
- *For developments exceeding 180 feet in length, consider creating multiple structures with separate circulation cores.*
- *Color schemes should help reduce apparent size and bulk of buildings and provide visual interest. White, off-white and pinky-beige buff on portions of buildings over 24 feet tall is discouraged.*

- *Consider additional setbacks, modulation and screening to reduce the bulk where there are abrupt changes which increase the relative height above grade along the street or between zones.*

*Be sensitive to public views on Stone Way North:*

- *Consider stepping back floors five feet per floor.*
- *Notching or setbacks at corners of buildings or ground floors are encouraged.*

The Board recommended the elimination of the gables on the east façade. These roof features add unnecessary height and appear out of context with the project's overall design. Defining the top of the projections with a low, unobtrusive parapet received the Board's support.

See A-1 for the Board's discussion of the proposed structure's southwest corner.

### *C. Architectural Elements and Materials.*

*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.*

*Wallingford specific supplemental guidance.*

*Complement positive existing character and/or respond to nearby pre-World War II structures. Traditional early 20th Century commercial structures are primarily one story high and include:*

- *solid kick panels below windows*
- *large storefront windows*
- *multi-pane or double hung windows with transoms or clerestories lites*
- *high level of fine grained detailing and trims*
- *high quality materials, such as brick and terra-cotta*
- *canopies*
- *variable parapets*
- *cornices*

*New buildings should strive for a contextual approach to design. A contextual design approach is not intended to dictate a historicist approach, but rather one that is sensitive to surrounding noteworthy buildings and style elements.*

#### *Base*

- *Ground floors or bases immediately next to pedestrians should reflect a higher level of detail refinement and high quality materials.*
- *Encourage transparent, open facades for commercial uses at street level (as an example, windows that cover between 50-80 percent of the ground floor façade area and begin approximately 24 to 30 inches above the sidewalk rather than continuing down to street level).*

#### *Middle*

- *Mid-level building façade elements should be articulated to provide visual interest on a bay-by-bay scale. Architectural features should include: belt courses or horizontal bands to distinguish individual floors; change in materials and color and/or texture that enhance specific form elements or vertical elements of the building; a pattern of windows; and/or bay windows to give scale to the structure.*

- *Consider using detail elements such as a cast stone, tile or brick pattern that respond to architectural features on existing buildings.*
- *Consider using spacing and width of bays or pavilions to provide intervals in the façade to create scale elements similar to surrounding buildings.*

#### *Top*

- *Clearly distinguish tops of buildings from the façade walls by including detail elements consistent with the traditional neighborhood buildings such as steep gables with overhangs, parapets and cornices.*

In an attempt to create one large structure with the appearance of a linear series of five distinct masses, each with a somewhat different stylistic identity ranging from bungalow "boho" to brick "main street" storefront, the design intent was to appeal to a range of stylistic tastes. Two of these five elements remain unconvincing for the Board: the curved wall delineating the "Bridge Way" mass and the one-story, masonry live-work units. The Board recommended that the applicant use another siding rather than metal along the upper curved wall and change the design of the windows to a system that more appropriately fits the architectural language of the curve. The goal is to amplify the curve and recognize that treatment of the curve is different from the orthogonal structures.

The one-story, masonry live-work mass lacks both the appearance of a commercial storefront and satisfactory proportions. The Board's response in guideline C-2 addresses the pertinent issues.

**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 façade walls.**

#### *Wallingford specific supplemental guidance.*

- *The massing of large buildings should reflect the functions of the building and respond to the scale of traditional buildings by including major façade elements, which help to break the building into smaller pieces with distinctive appearances.*
- *Rooftop building systems (i.e., mechanical and electrical equipment, antennas) should be screened from all key observation points by integrating them into the building design with parapets, screens or other methods.*
- *Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest. Encourage pedestrian scale pole lights along streets and walks.*

The Board agreed that the live-work units appear most problematic. Primarily the small square footage and height of the individual units would not truly accommodate a work environment. Even though the potential tenants may possess a business license, the Board fears that the units would be used entirely as residences, thus the tenants' need for privacy would trump the importance of placing commercially active uses along the streetscape. The applicant's request for a code departure (from street level development standards) for the three northern most units best highlights the Board's concerns. Creating two-story units may not be possible. A concrete

post tension slab separates the proposed live-work units with the wood frame structure above. This may prevent the architect from providing openings in the concrete, floor slab. The placement of power lines may also prevent the alignment of the second floor with the lower masonry façade with the intent of creating the appearance of a two-story, brick base.

To address these issues, the Board recommends that the three northern units be merged into one retail or office commercial space with a single floor plane and a more commercial appearance to the exterior facade. Adding extensive glazing, a higher parapet and a higher canopy will enhance the commercial appeal. The four other live-work units can remain the same type of use; however, the façade should be redesigned to appear more commercial and to accentuate its height. The Board observed that the storefront system, its transom windows, and the overhead weather protection need considerable refinement.

**C-3 Human Scale. The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.**

*Wallingford specific supplemental guidance.*

• *Transom or clerestory windows above entrances, display windows and projected bay windows are encouraged.*

• *Multiple paned windows that divide large areas of glass into smaller parts are preferred because they add human scale.*

*Use durable, attractive and well-detailed finish materials:*

• *Finish materials that are susceptible to staining, fading or other discoloration are strongly discouraged.*

• *Encourage the use of brick.*

• *Discourage aluminum and vinyl siding, and siding with narrow trim.*

See Board comments for Guidelines C-1 and C-2 addressing the storefront design south of the major residential entrance.

*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.*

The Board recommended using a different material than metal siding for the upper floors of both the “Industrial Cube” and the “Bridge Way” volumes. Board members agreed that metal siding is one material too many. There are few older vernacular metal buildings in the general vicinity to justify the use of metal siding. Lap siding or shingles at the corner massing element would be an adequate substitute. The proposed metal siding for the stair tower should also be reconsidered.

The Board recommended use of a high quality, architectural concrete for the treatment of the “Gateway” volume.

**C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.**

The Board did not discuss the garage entry on N. 39<sup>th</sup> St.

*D. Pedestrian Environment.*

**D-1 Pedestrian Open Spaces and Entrances.** Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

*Wallingford specific supplemental guidance.*

*Provide convenient, attractive and protected pedestrian entry for both business and upper story residential uses.*

- *Entries for residential uses on the street (rather than from the rear of the property) add to the activity on the street and allow for visual surveillance for personal safety.*
- *Continuous, well-lighted, overhead weather protection is strongly encouraged to improve pedestrian comfort and to promote a sense of security.*
- *Overhead weather protection should be designed with consideration of: a. the overall architectural concept of the building; b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections); c. minimizing gaps in coverage, except to accommodate street trees; d. a drainage strategy that keeps rain water off the street-level façade and sidewalk; e. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character; f. the scale of the space defined by the height and depth of the weather protection; g. the illumination of light colored undersides to increase security after dark.*

Generally the Board liked the landscape treatment of the plazas and added the following recommendations: the brick or red pavers matching the brick walls as shown in the artistic illustration of the plaza in front of the residential entry on Stone Way should be added to the landscape drawings; an artistically designed bus shelter should be integrated into the plaza near N. 40<sup>th</sup> St.; and the colored tiles at the base of the storefronts should be incorporated into the benches and other landscape features in the plazas.

In addition, the Board recommended installation of pedestrian scaled street lamps (similar in spirit if not in kind to the Wallingford Center ones) along Stone Way N. These will help to create a sense of place and entry into Wallingford.

**D-2 Blank Walls.** Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

*Wallingford specific supplemental guidance.*

- *Long, undifferentiated surfaces, facades or store frontages are strongly discouraged.*
- *In situations where blank walls are necessary, encourage their enhancement with decorative patterns, murals or other treatment.*
- *Locate and design ground floor windows to maximize transparency of commercial façade and attract pedestrian interest.*
- *Large windows that open to facilitate indoor-outdoor interaction with street are encouraged.*
- *Windows on walls perpendicular to the street are encouraged.*

The Board recommended approval of the applicant's departure request for blank walls along N. 40<sup>th</sup> St; however, coupling it with a recommended condition that the green screens along the N. 40<sup>th</sup> St. streetscape be maintained for the life of the project by the building owner.

Garage venting will not occur on the east side of the structure. An artistically designed cone (see Recommendation packet) will function as the exhaust vent for the garage.

**D-5 Visual Impacts of Parking Structures.** The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

The garage structure will be mostly below grade or behind plantings closest to N. 39<sup>th</sup> St.

**D-6 Screening of Dumpsters, Utilities and Service Areas.** Building sites should locate service elements like trash, dumpster, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

The Board recommended design and construction of a flat platform or pad near the sidewalk to store the trash and garbage canister only on pick-up days.

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

*Wallingford specific supplemental guidance:*

- *In residential projects, discourage solid fences that reduce security and visual access from streets.*

*Lighting:*

- *Encourage pedestrian-scale lighting, such as a 12- to 15-foot-high pole or bollard fixtures.*
- *Consider installing lighting in display windows that illuminates the sidewalk.*
- *Fixtures that produce glare or that spill light to adjoining sites, such as "wallpacks," are discouraged.*
- *Installation of pedestrian light fixtures as part of a development's sidewalk improvements is strongly encouraged. The style of light fixture should be consistent with the preference identified by Wallingford through Seattle City Light's pedestrian lighting program.*

The addition of pedestrian scaled lighting along Stone Way N. in front of the commercial spaces should help alleviate security concerns. See guidance D-1 and D-10.

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

The artistically designed signage and canopies, including hardware as shown in the Recommendation packet, should be added to the DPD approved MUP and construction drawings.

**D-10 Commercial Lighting.** Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts evening hours.

The Board recommended the installation of pedestrian scaled street lamps along Stone Way N. These should resemble the fixtures at Wallingford Center.

**D-11 Commercial Transparency. Commercial store-fronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.**

The applicant requested a Land Use Code departure for the amount of transparency along N. 40<sup>th</sup> St. Given the grade's steepness, the preference for residential units with front doors along N. 40<sup>th</sup>, and the copious amount of landscaping along the street edge, the Board supported the departure from transparency requirements acknowledging that the proposal better meets the design review guidelines governing landscaping.

The Board recommended that the applicant redesign the storefronts south of the residential entry along Stone Way N. to enhance its commercial appearance at ground level and to provide better proportions to the masonry façade. Expanding the amount of glazing along the storefronts will increase the appeal of the storefronts.

**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.**

Following up on earlier guidance, the Board reiterated its preference for commercial storefronts rather than residential appearing live-work units along Stone Way. See guidance D-11.

## **E Landscaping**

*E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.*

### ***Wallingford specific supplemental guidance:***

- *Flower boxes on windowsills and planters at entryways are encouraged.*
- *Greening of streets lacking trees, flowers and landscaping is strongly recommended.*

The Board recommended a mix of deciduous and evergreen trees along the buffer between the project and the adjacent residential properties to the east. See guidance A-5.

Add plantings along the eastern edge of the plaza adjacent to the alley to provide privacy and to attenuate potential noise between properties. See guidance A-5.

*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.*

***Wallingford specific supplemental guidance:***

- ***Thick evergreen hedges, non-invasive vines on fencing or low walls, and other substantial landscaping should be used to visually and physically buffer sidewalks and adjacent buildings from parking areas; camouflage exposed concrete walls; and buffer adjacent single-family houses and residential developments.***

The Board made the following recommendations: integrate the Metro bus shelter into the design of the adjacent plaza; carry the tiles at the base of the storefronts onto the landscape features on the plazas along Stone Way N; and add the bricks or pavers in the Recommendation packet illustration at the residential entry to the MUP and construction drawings.

**Board Recommendations:** The recommendations summarized below were based on the plans submitted at the October 20, 2008 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the October 20<sup>th</sup> public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	APPLICANT JUSTIFICATION	RECOM-MENDATION
1. Street level uses. SMC 23.47A.005D3c	Residential uses may not exceed in the aggregate 20 % of the street-level street-facing façade when facing an arterial.	To exceed the 20% requirement. Proposed to have 60 % residential along N. 40 <sup>th</sup> St.	<ul style="list-style-type: none"> <li>▪ 17% grade along N. 40<sup>th</sup> St. Pedestrians see residential entries rather than ceiling of commercial space.</li> <li>▪ Represents an extension of the residential character east of site along N. 40<sup>th</sup> St.</li> </ul>	Approval
2. Street-level development standards. SMC 23.47.008B.2	60% of the non-residential, street facing façade shall be transparent.	To reduce the amount of transparency for commercial use to zero.	<ul style="list-style-type: none"> <li>▪ Copious plantings on terraces. Green screens at the sidewalk.</li> <li>▪ Windows into the storefront would look directly into the ceiling.</li> </ul>	Approval
3. Parking location and access. SMC 23.47.032A.1.a	Access to parking must be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030C.	To allow vehicular access from N. 39 <sup>th</sup> St.	<ul style="list-style-type: none"> <li>▪ Allows parking garage to be completely below grade.</li> <li>▪ Creates a better relationship between residential elements of proposal and properties to the east.</li> </ul>	Approval
4. Parking location and access. SMC23.47.032D	Direct access to a loading berth from a street is permitted only where no alley improved to the standards of SMC23.53.030C.	To allow the loading berth access to occur from N. 39 <sup>th</sup> St.	<ul style="list-style-type: none"> <li>▪ Allows parking garage and loading to be completely below grade.</li> <li>▪ Creates a better relationship between residential elements of proposal and properties to the east.</li> </ul>	Approval
5. Street level development standards. SMC23.47A.008B .3.b	Non-residential uses at street level must have a floor to floor height of at least 13 feet.	To allow live-work units to be accessed at sidewalk grade.	<ul style="list-style-type: none"> <li>▪ Places floor of each live-work unit at sidewalk level.</li> </ul>	Denial. Board prefers commercial space to have a continuous floor plate.

The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

Landscape

- 1) Provide pedestrian scaled light fixtures along Stone Way N. similar to those at Wallingford Center. (D-1, D-7, D-10).

- 2) Integrate the bus stop with streetscape amenities: add benches, architecturally designed shelter (not a standard Metro shelter). (A-1, E-2)
- 3) Wrap the southwest plaza around corner to face N. 39<sup>th</sup> St. (A-1, A-4)
- 4) Add “subway” tile patterns to benches, planters and other landscape amenities along the Stone Way N. streetscape. (D-1, E-2)
- 5) Use a combination of evergreen and deciduous trees in the buffer near the east property line. (A-5, E-1)
- 6) Screen the plaza nearest the alley with dense plantings able to achieve a considerable height at maturity. (A-5, E-1)
- 7) The green screens along N. 40<sup>th</sup> St. should be regularly maintained for the life of the project by the building owner. (D-2)
- 8) Add red brick pavers at the residential entry to the MUP and construction drawings similar to the Recommendation packet images. (D-1, D-2)
- 9) Design and construct a flat platform or pad near the sidewalk to store the trash and garbage canister only on pick-up days. (D-6)

#### Access

- 10) Provide additional traffic calming devices at or on N.39<sup>th</sup> St. and install a directional right turn only sign at the garage exit. Examples of traffic calming devices include but are not limited to the following: a raised curb at the garage exit, SDOT approval of one-way west bound lanes on N. 39<sup>th</sup> St., and community agreed upon traffic calming devices on N. 39<sup>th</sup> St. (A-8)

#### Structure

- 11) Eliminate the proposed gables on the east side of the structure. Design of an unobtrusive, low parapet defining the lower bays would meet the Board’s expectations. (B-1)
- 12) Modify the design of the upper level curved wall facing Stone Way N. by changing the metal siding and the type and shape of the windows. (C-1)
- 13) Eliminate metal siding on the “industrial cube” mass at the southwest corner. Choose a siding from the existing material palette. (C-4)
- 14) Use a high quality architectural concrete for the “L” shaped frames on the “Gateway” mass.
- 15) Emphasize the concrete “L” shapes that define the “Gateway” mass by glazing most of the non-projecting façade. (A-3)
- 16) Redesign the masonry portion of “Warehouse Lofts” element in order to provide better proportions. Raise the overhead weather protection, revise the transoms, and expand the amount of storefront glazing. (C-2, D-11, D-12)
- 17) Redesign the three northern most live-work spaces to accommodate one large retail or office commercial space on one level. (C-2)
- 18) Ensure that the artistically designed signage, overhead weather protection and their hardware as shown in the Recommendation meeting packet is delineated in the MUP and construction drawings. (D-9)
- 19) The Board invests the DPD Land Use Planner with the discretion to review and approve the applicant’s responses to the Board’s recommendations.

### **DIRECTOR'S ANALYSIS - DESIGN REVIEW**

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the conditions recommended by the four Board members and the recommendation to approve the design, as stated above.

### **DECISION - DESIGN REVIEW**

The proposed design is **CONDITIONALLY GRANTED**.

### **ANALYSIS-SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant's agent (dated June 20, 2008) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with review of similar projects, form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665D) 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 25.05.665D1-7) mitigation can be considered.

#### **Short-term Impacts**

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as mitigation.

#### **Noise**

Noise associated with construction of the building could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to these 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.

Prior to issuance of demolition, grading and building permits, the applicant will submit a construction noise mitigation plan. This plan will include steps 1) to limit noise decibel levels and duration and 2) procedures for advanced notice to surrounding properties. The plan will be subject to review and approval by DPD. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

- 1) non-holiday weekdays between 7:30 A.M and 6:00 P.M.
- 2) non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- 3) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- 4) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

### Air Quality

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction activities, equipment and 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). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

### Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

### Grading

A significant portion of site is already excavated; however, an additional 9,000 cubic yards of material will need removal. The maximum depth of the excavation is approximately 40 feet. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

### Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

### Traffic and Parking

Construction of the project is proposed to last approximately 16 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). To minimize parking impacts on the adjacent street system, the developer has offered to provide shuttle service to and from an off-site parking lot provided for the construction workers when adequate on-site parking is not possible.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 9,000 cubic yards of soil are expected to be excavated from the project site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 900 round trips with 10-yard hauling trucks or 450 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along Stone Way N. Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

### Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; and increased light and glare.

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 tightline 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. However, due to the size and location of this proposal, green house gas emissions, height, bulk and scale, traffic, parking and noise impacts warrant further analysis.

### Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

### Height, Bulk and Scale

The Northeast Design Review Board held three meetings over the course of nine months to hear public comment, review the subject project according to design guidelines and to make recommendations to the Director. At the meetings, height, bulk and scale issues were commented upon by the public and discussed by the Design Review Board. In response to the public comments and the Board, the project design evolved over the nine months. The recommendations of the Design Review Board have been included into this Decision as design review conditions. The Board recommended a modification to the proposed east façade by eliminating a series of gables and had earlier asked for structural setbacks above 30 feet at the east elevation.

### Traffic and Transportation

The proposed project would generate about 1,360 vehicle trips per day, with 75 vehicle trips during the AM peak hour, and 125 vehicle trips during the PM peak hour.

The City of Seattle recently restriped Stone Way south of 39th Street to a three-lane section, with bike lanes (similar to the previous change in lane configuration made north of N 40th Street). The northbound left turn lane from the Bridge Way intersection extends through the N 39th Street intersection. With this configuration, turns from westbound N 39th Street would operate at LOS F without or with the proposed project. To improve operations as recommended the

developer has proposed to dedicate additional property frontage to widen N 39th Street adjacent to the site by 10 feet (from 25 feet to 35 feet). This section would then include an eastbound parking lane, an eastbound travel lane, a westbound left-through lane and a westbound right-turn lane. These improvements would reduce delays for turns from N 39<sup>th</sup> Street to Stone Way by allowing right-turning vehicles to bypass vehicles waiting to turn left. If the left turn delays are too long, motorists have a few options one of which is to turn right onto Stone Way N, and loop the block to Bridge Way, left onto N. 39th Street then south on Stone Way N. An estimated four PM peak hour and five AM peak hour project trips may travel east on N. 39<sup>th</sup> St., south on Interlake Ave. N., west on N. 38<sup>th</sup> St. and then turn on Stone Way N.

The project site was formerly a Safeway grocery store and was demolished to construct the previously permitted QFC Mixed-Use project, which was approved by the City of Seattle, but was not developed. Based on information found in the *QFC Stone Way Development, Seattle, Washington, Transportation Impact Study* (July 2002, Transportation Engineering Northwest, LLC), the current proposal would generate less traffic than the previous operating Safeway store, and the previously approved QFC project during the day and PM peak hour. The current proposal has a higher AM peak hour trip generation due to a higher residential unit count than the other projects.

The previous approved MUP for a QFC required installation of a new traffic signal at the intersection of Stone Way/N 39th Street. Because the new proposal generates less traffic, this signal is no longer warranted by the site's development. A signal warrant analysis by the consultant indicates that the proposed project did not meet the criteria for the warrants.

The level of service analysis provided by the consultant, Heffron Transportation, Inc. would add very little delay to the study area signalized intersections during the AM and PM peak hours. However, the project would degrade operations for turns and crossing movements from N 39th Street at Stone Way N to LOS F during both the AM and PM peak hours. The previously approved QFC project included signalizing this intersection to mitigate this poor level of service; however, as described in the following section, this signal would not be warranted by the currently proposed project. In addition, the City recently restriped Stone Way to a three-lane configuration and the northbound left turn lane from the Bridge Way intersection extends through the N 39th Street intersection. To improve the side street operations at N 39th Street, it is recommended that the proposed project widen N 39th Street between the site driveway and Stone Way N by 10 feet (from 25 feet to 35 feet). This section would then include an eastbound parking lane, an eastbound travel lane, a westbound left-through lane and a westbound right-turn lane. These improvements would reduce delays for turns from N 39th Street to Stone Way by allowing right-turning vehicles to bypass vehicles waiting to turn left. The additional westbound lane would improve operations on this approach to LOS D during the AM peak hour (34.0 seconds of delay) and would reduce delay during the PM peak hour to about 110.0 seconds per vehicle although this is still a LOS F condition. If the left turn delays are too long, motorists can turn right onto Stone Way N, and loop the block to Bridge Way, turn left onto N 39th Street then travel south on Stone Way other mitigation is proposed.

The collision data indicated no high accident locations or unusual safety issues in the site vicinity. Therefore, it is unlikely that the proposed project would affect the safety at the off-site signalized locations. However, the project would increase traffic and turning conflicts at the N. 39th Street/Stone Way N. intersection, which could increase the potential for collisions at that location. The parking restrictions on N. 39th Street along with the recent proposed restriping of Stone Way N to three lanes would likely improve safety in the site vicinity.

Based on the analysis, no SEPA mitigation of traffic impacts to the intersections is warranted.

### Parking

The proposed two levels of below grade parking would house 189 parking stalls which comply with Land Use Code requirements. Of these spaces, 150 spaces would be located in a secured area for residents only. The remaining 39 spaces would be shared between the residents and retail users. The consultant's analysis shows how parking can be shared among the various uses propose for the site. The retail parking demand, for example, would peak midday and early evening, whereas the residential parking demand would peak overnight. Parking spaces, thus, can be shared between these uses. During the weekday, residential demand exceeds the secured parking supply during the overnight hours; however, when this occurs, there is parking available in the retail area that residents and their visitors can share. Total weekday peak parking demand equals 187 vehicles---less than the available parking spaces. Weekend parking peaks occurs on Saturday evening with a demand for 190 spaces according to the consultant's report. This would result in the need for one parking space as the proposed garage would contain 189 spaces. It is expected that on-street parking in the vicinity could accommodate the additional space needed.

The parking analysis for this project shows that both the number and division of spaces would be adequate to serve the needs of residents and non-residents at the site. There may be short periods of time when parking is difficult and customers may need to circulate through the lot to find an available space. All residential parking demand can be accommodated during these peak periods since parking will be reserved for residents.

### Noise

Neighbors to the east of the projected expressed their concerns that noises emanating from the garage and from tenants using the roof garden would disrupt their quality of life. The garage will be fully enclosed and beneath grade. The Northeast Design Review Board studied the relationship of the roof garden and the properties to the east. Based on the location of plantings on the roof and its placement 78 feet from nearest residential structure, the Design Review Board did not find it necessary to recommend further mitigation.

### Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

## **DECISION - SEPA**

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

- [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 (2) (C).
- [ ] 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 (2) (C).

## **CONDITIONS-DESIGN REVIEW**

### *Prior to Issuance of a Master Use Permit*

1. Provide pedestrian scaled light fixtures along Stone Way N. similar to those at Wallingford Center.
2. Integrate the bus stop with streetscape amenities: add benches, architecturally designed shelter (not a standard Metro shelter).
3. Wrap the southwest plaza around corner to face N. 39<sup>th</sup> St.
4. Add “subway” tile patterns to benches, planters and other landscape amenities along the Stone Way N. streetscape.
5. Use a combination of evergreen and deciduous trees in the buffer near the east property line.
6. Screen the plaza nearest the alley with dense plantings able to achieve a considerable height at maturity.
7. Add red brick pavers at the residential entry to the MUP and construction drawings similar to the Recommendation packet drawings.
8. Design and construct a flat platform or pad near the sidewalk to store the trash and garbage canister only on pick-up days.
9. Eliminate the proposed gables on the east side of the structure. Design of an unobtrusive, low parapet defining the lower bays would meet the Board’s expectations.
10. Modify the design of the upper level curved wall facing Stone Way N. by changing the metal siding and the type and shape of the windows.
11. Eliminate metal siding on the “industrial cube” mass at the southwest corner. Choose a siding from the existing material palette.
12. Emphasize the concrete “L” shapes that define the “Gateway” mass by glazing most of the non-projecting façade.
13. Redesign the masonry portion of “Warehouse Lofts” element in order to provide better proportions. Raise the overhead weather protection, revise the transoms, and expand the amount of storefront glazing.

14. Redesign the three northern most live-work spaces to accommodate one large retail or office commercial space on one level.
15. The DPD Land Use Planner has the discretion to review and approve the applicant's responses to the MUP conditions.

*During Construction*

16. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

*Prior to Issuance of all Construction Permits*

17. Embed the MUP conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings.
18. Ensure that the artistically designed signage, overhead weather protection and their hardware as shown in the Recommendation meeting packet is delineated in the MUP and construction drawings.
19. Use a high quality architectural concrete for the "L" shaped frames on the "Gateway" mass.

*Prior to Issuance of a Certificate of Occupancy*

20. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 615-1392) or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least three (3) 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.
21. Provide additional traffic calming devices at or on N.39<sup>th</sup> St. and install a directional right turn only sign at the garage exit. Examples of traffic calming devices include but are not limited to the following: a raised curb at the garage exit, SDOT approval of one-way west bound lanes on N. 39<sup>th</sup> St., and community agreed upon traffic calming devices on N. 39<sup>th</sup> St.

*For the Life of the Project*

22. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval. 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.
23. The green screens along N. 40<sup>th</sup> St. should be regularly maintained for the life of the project by the building owner.

**CONDITIONS-SEPA**

*Prior to Issuance of a Demolition, Grading, or Building Permit*

24. Submit a construction traffic management plan to be reviewed and approved by SDOT and DPD. The plan shall, at a minimum, identify truck access to and from the site, pedestrian accommodations, sidewalk closures. Large trucks (greater than two-axle) shall be prohibited from entering or exiting the site after 3:30 p.m.

*During Construction*

25. Condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.
26. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 6:00 P.M.:
- A. Surveying and layout.
  - B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).
  - C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.
27. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:
- a) non-holiday weekdays between 7:30 A.M and 6:00 P.M.
  - b) non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
  - c) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
  - d.) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

28. Construction activities outside the above-stated restrictions may be authorized upon approval of a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short -term transportation impacts that result from the project.
  
29. Provide shuttle service to and from an off-site parking lot provided for the construction workers when adequate on-site parking is not possible as stipulated in the Transportation Impact Analysis (July 7, 2008).

Signature:           (signature on file)            
Bruce P. Rips, AICP, Senior Project Planner  
Department of Planning and Development

Date: November 24, 2008