



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: 3009254
Applicant Name: Anne Van Dyne, Bruce Parker, architects
for Nasser Ahmadnia
Address of Proposal: 5518 Roosevelt Wy NE

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow two, 4-story structures. The east structure will contain five residential units. The west structure will contain five residential units over 2,290 sq. ft. of commercial space at ground level. Parking for 10 vehicles to be provided under the east structure.

The following approvals are required:

- Design Review** – SMC Chapter [23.41](#), involving design departures from the following Land Use Code development standards:
 - SMC [23.47A.014 B3](#), rear setback from a residential zone.
 - SMC [23.47A.005 C](#), street level parking.
 - SMC [23.54.030 G](#), sight triangle.
 - SMC [23.47A.016](#), landscaping.
 - SMC [23.47A.008 A2](#), blank façades.
- SEPA** - Environmental Determination – SMC Chapter [25.05](#).

SEPA DETERMINATIONS: [] Exempt [X] DNS¹ [] MDNS [] EIS
[X] DNS with conditions
[] DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

¹ Early DNS published September 11, 2008.

BACKGROUND DATA

Project Description

The objective is to develop two, 4-story structures. The east structure would contain five residential units. The west structure would contain five residential units over 2,290 sq. ft. of commercial space at ground level. Parking for 10 vehicles to be provided under the east structure, to be accessed from NE 56th St.

Vicinity and Site

The site is located in northeast Seattle's Roosevelt neighborhood, at the southeast corner of Roosevelt Way NE and NE 56th St. Roosevelt Way is a principal arterial with one-way southbound traffic, and 56th St is a residential street at the site. The vicinity slopes generally to the south and west.

The site is zoned Neighborhood Commercial 2 with a 40-foot base height limit (NC2-40, see Figure 2). Properties along Roosevelt Way NE to the north and south are also zoned NC2-40. The corridor's east side transitions to residential Lowrise 2 (L2) less than a block to the north. On either side of the corridor, land is zoned Single Family residential with a minimum lot size of 5000 sq.ft. (SF 5000). To the southeast across NE 55th St, land is zoned residential Lowrise 1 (L1).

Development in the vicinity reflects its zoning, though most does not approach full zoning potential, suggesting that the area could experience future redevelopment. The Roosevelt Way NE corridor is characterized by low commercial and apartment buildings, as well as the occasional single family home. To the east and west of the corridor are single family neighborhoods. University Way NE to the east has a concentration of pedestrian-oriented mixed use structures.

The site measures about 80' by 94'. Due to the substandard 10' alley width, the applicant must dedicate three feet of the eastern portion of the property to the alley per Seattle Municipal Code (SMC) [23.53.030 D & F1](#), which results in a site area of approximately 7,480

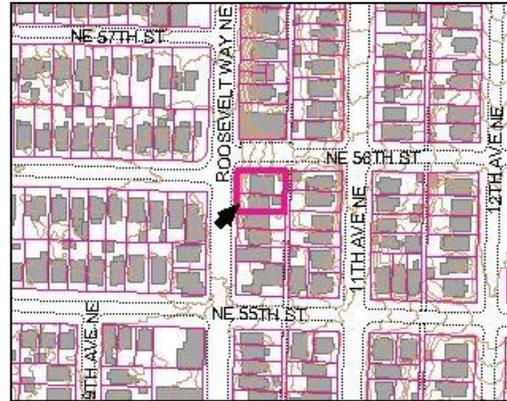


Figure 1. Local topography



Figure 2. Vicinity Zoning



Figure 3. Aerial View

sq.ft. The site is also subject to a required 3' setback from Roosevelt Way NE, to allow for potential future widening of this right of way.

The site slopes gradually to the west, about 10 feet in all (See Figure 1). No portion of the site is designated as an Environmentally Critical Area on City maps. The site was originally occupied by two homes, but these burned in 2005 and have since been demolished, leaving only an original detached garage. No landscaping remains on the site, and the adjacent property to the south is supported by a rockery, apparently at the property line. There are existing curbs, existing street trees on Roosevelt Way, and sufficient width to accommodate full sidewalk improvements.

The site is served by public transit. Metro routes 66/67 and 79 pass in front of the site along Roosevelt Way NE and on 11th Ave NE. Other lines run along 15th Ave NE, within walking distance of the site.

ANALYSIS OF THE DIRECTOR – DESIGN REVIEW

The Early Design Guidance (EDG) meeting for this project took place on August 4, 2008, located in the University Heights Community Center. The applicant submitted for the Master Use Permit on August 20, 2008, and the Design Recommendations meeting took place on January 26, 2009, again located in the University Heights Community Center. This report summarizes the design review process, and incorporates the design review reports.

EDG, 8/4/2008 – Architect's Presentation

Anne Van Dyne and Bruce Parker described the site and vicinity, referring to much of the information presented above. They also provided the following observations in the early design packet, available online (<http://tinyurl.com/3009254edg>) and in the project file:

Roosevelt Way NE serves as a neighborhood commercial spine, connecting both large and small neighborhood centers together, but the character of the street changes all along the way, accurately reflecting each neighborhood. Between NE 50th Street and NE 65th Street, Roosevelt Way has a low-scale, low-density character. Single-family homes, most built in the 1920s and 1930s, and one-story commercial enterprises, such as restaurants or used-car lots casually co-mingle along Roosevelt Way NE. While the east-west cross streets have mature trees and shrubs that contribute to a sense of a pleasant, established neighborhood, Roosevelt Way NE is a busy conveyor of car and bus transportation.

At the project site, a slight grid shift occurs as NE 56th Street intersects Roosevelt Way NE. On the northeast corner of the intersection there is a one-story auto repair shop with surface parking lot, on the northwest corner is a single-family residence, on the southwest is a one-story restaurant, also with a surface parking lot. Abutting the project site is a single-family residence with a rockery wall along the property line. At the project site, there are two mature street trees which will remain. Currently, the site is a vacant lot measuring approximately 80' fronting Roosevelt Way NE, and 95' along NE 65th Street.

In comparing three alternatives, the design team identified as a high priority “improving safety and providing a strong sense of eyes on the street”. The design intent is to promote activity on the street with small incubator businesses, and to transition from the Roosevelt arterial to the residential neighborhood to the east. “We’ve worked with the overall scale, and we’ve tried to break it down.”

Three alternative concept designs offered general massing options for the site. Two alternatives reflect a design program that existed in 2005, when the proponents envisioned a single mixed use building occupied by ground level retail and apartments for seniors. The third alternative reflects the current program.

Diagrams of concept alternatives are available in the project file and are also online (<http://tinyurl.com/3009254edg>). Concept #1 provides the maximum development allowed according to current zoning, a four-story structure with apartments located above a concrete commercial base. This concept would site the upper residential levels toward the back of the site, providing for a substantial upper-level setback along Roosevelt. Concept #2 closely reflects the design team’s 2005 proposal, a four story structure organized around a central light well, such that the exterior massing holds all four property lines. The third and preferred concept is two structures organized in north-south bars, comprising five living units each, and five distinct ground-level commercial spaces located along Roosevelt Way NE. In this concept, the two structures would be divided by a shared driveway/car-court, intended to access 10 parking spaces. The applicant also provided schematic floor plans.

Ms. Van Dyne noted that, along Roosevelt, the design seeks to establish good modulation. The design modulates roof planes to articulate individual residential units. Along the north façade, the commercial glazing would turn the corner at Roosevelt and 56th, as well as a green wall to treat non-glazed surfaces. The design would locate the principal entry of the corner unit toward the street, “to give it as much presence on the street as possible”. The ratio of glazed to non-glazed along this frontage would be roughly 60:40.

Along the alley, five residential units would have their principal walkup entries.

EDG, 8/4/2008 – Clarifying questions by the Board

(Board members Shawna Sherman, Craig Parsons, Tom Nelson and Tricia Reisenauer attended. Sue Eastman-Jensen was absent.)

How does this design relate to the green factor requirement? We went through the green factor calculation. One element is the perviousness of the autocourt. At this early stage, it’s not a requirement to show this, but the project must meet the standard.

Please clarify the building setback requirement along Roosevelt. Is the 3' setback for future widening? It could be, but right now it’s simply a required setback.

Where would commercial loading occur? These spaces are so small, I can't imagine any heavy loading here. These would likely be architects' offices, something like that.

How would the occupants of the preferred concept store and stage their garbage and recycling? The residential and commercial spaces wouldn't require much. They would have bins to wheel out to 56th. Not dumpsters.

The original design for this site was senior housing before, and it was possible to access parking from the alley. Why does the update not include parking from the alley? For this type of housing, there's more parking required. The alley is located at the highest part of the site. Accessing from NE 56th is the most viable option. Notice that there aren't many curbcuts off Roosevelt. It's an arterial, so it's best not to access from there.

At the rear property line, what's the highest point measured from the alley to the top of roof? Approximately 44'.

For the western building, will the residents living above also occupy the work side of it? This stairway isn't continuous. Our preliminary thinking is that each resident could have their own business or they could rent the space. We didn't want duplicate stairs, so we're preserving the maximum utility.

EDG, 8/4/2008 – Public Comment

No members of the public signed in at the Early Design Guidance meeting on August 4, 2008. DPD received no written comments.

Recommendations, 1/26/2009 – Architect's Presentation

Anne Van Dyne and Bruce Parker presented the design updates (<http://tinyurl.com/3009254rec>). Updates respond to concerns raised in Board guidance, including the perceived width of the internal courtyard and the height of the east façade in relation to neighbors across the alley.

Vehicle access continues to be from midsite along 56th, in accordance with Board guidance. The design now shifts the building more than 1 foot to the east to widen the courtyard, with a comparable 1'4" encroachment into the western residential setback. It also integrates a raised courtyard between the structures, which provides for an enclosed garage, eliminates the autocourt, provides increased light and air to the courtyard and allows for more appropriate waste storage inside the structure.

The east façade is vertically modulated, with an average height of about 30' and a maximum of about 40'. The west façade steps back slightly at the top level.

Materials include split face CMU (Concrete Masonry Units) at the ground level, partly obscured by climbing vegetation. Levels 2-4 would be clad in smooth hardie-bevel siding and hardie rain-screen siding, and clerestories would be expressed with vertical metal siding with an anodized

finish. Roofs would be of standing seam metal. Decks would be of galvanized metal with fir accents. Along the west façade, storefront windows and awnings would enhance the pedestrian space, and each unit should have a small individualized sign. Refer to the design packet (<http://tinyurl.com/3009254rec>) for the proposed color scheme.

Requested departures from development standards relate to the preferred siting of the eastern building and creation of an enclosed common garage. DPD has determined that the proposed design does not otherwise meet standards for the required residential setback from the alley centerline, location of parking along the NE 56th St frontage, and the dimensions of the sight triangle. This report discusses the requested departures in the appendix on page 18.

Recommendations, 1/26/2009 – Clarifying questions by the Board

(All five Board members attended: Sue Eastman-Jensen, Tricia Reisenauer, Tom Nelson, Craig Parsons, and Shawna Sherman.)

What's the north wall of the east building going to be like? Originally we provided for a green wall. Now we're providing a galvanized woven wire mesh to support plants. We'll open that up to the parking garage. This would be a mesh penetration – it's only a foot or two high.

Where parking is located next to the sidewalk, how much blank wall would there be? Between 4.5 and 8' of blank wall.

How wide is the driveway? We propose a 12' wide door.

How tall is the east-facing façade? 40' at their highest. 33' average.

Is there a setback at the alley? The alley width is a substandard 10', so the requirement is to step back 3'. There's a 15' required residential setback, measured from the centerline of the alley [and applied to portions of structure higher than 13' from grade]. The design provides for a 13'8" setback, which approximates the increased width of the courtyard.

On the south elevation, there's a CMU wall – any relief offered there? We've considered patterning, maybe a mural. *Is this smooth-surfaced CMU?* We'd like to go with the smooth.

Please explain how the project meets the green factor. There are plantings throughout, and the green factor does allow us to take into account the plantings in the right of way. *Is there room for a garden space? Is there private usable space?* Along the alley, these spaces are more like a visual buffer and could function as a back yard.

Please describe the lighting strategy, particularly in the courtyard. We plan to integrate downlights along the walkway, and porchlights next to the doorways.

How do you envision the signage to work? Blade signs with directional lights, not internally lit.

At the residential stair leading to the courtyard, is it possible to pull it further inboard? The landing would interfere with a residential entry.

Recommendations, 1/26/2009 – Public Comment

No members of the public signed in at the second Early Design Guidance meeting. DPD received no design-related public comment.

Guidelines

After visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment, the Design Review Board members provided the siting and design guidance and recommendations described below and identified by letter and number those siting and design guidelines of highest priority to this project, found in the City of Seattle's [Design Review: Guidelines for Multifamily and Commercial Buildings](#) (supplemented [1/20/2007](#)). They gave the following design guidance to the applicant.

A. Site Planning

A-2 Streetscape Compatibility

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

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

A-5 Respect for Adjacent Sites

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

A-8 Parking and Vehicle Access

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

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.

8/4/2008 Guidance – Site Planning

All Board members generally agreed that the site's topography and orientation make the identified vehicle access off NE 56th St a preferred location over the alley. It allows for appropriate massing and modulation as viewed from the north.

Board members discussed the relative advantages of locating residential stoops along the alleyway. While they generally agreed this is a positive design feature, one Board member wondered if this space is possible only at the expense of a too-narrow separation between the uphill and the downhill building.

1/26/2009 Recommendations – Site Planning

Where the Board had recognized advantages in locating residential stoops along the alley, Board members felt it was a better solution to locate all the entries off the courtyard. They recommended that the design enhance residents' sense of ownership of the landscaping in the alley, which might otherwise be neglected.

B. Height, Bulk & 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.

8/4/2008 Guidance – Height Bulk & Scale

A Board member raised concerns about the massing that results from two four-story structures located side by side and adjacent to a residentially zoned alley. Board members likened the design challenges to those of modern Seattle townhouses and their car-courts, noting that this design proposes four stories in lieu of the three stories typically seen in lowrise residential zones.

One Board member wondered whether the proposed rooflines on the east (alley) side might present too-tall walls to the neighbors, and all Board members agreed the design should be sensitive to massing concerns where the transoms face east. They recognized that the proposed residential stoops, the intervening alleyway, the neighbors' back yards, and the accessory garages along the alley are elements that help to soften this transition.

1/26/2009 Recommendations – Height Bulk & Scale

In comparing the current design with the program presented at the earlier meeting, Board members recognized great improvements in (a) concealing the garage and (b) improving the width:height ratio of the interior courtyard, offering a “much more humane” and better scaled common space.

C. Architectural Elements and Materials

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.

C-3 Human Scale

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

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.

8/4/2008 Guidance – Architectural Elements and Materials

Board members generally supported the preferred concept’s composition for its appropriate rhythm and texture, particularly along Roosevelt Way NE. The Board identified the architectural concept of the Roosevelt façade to be a high priority, stating that it should facilitate human activity and encourage foot traffic to the ground level commercial spaces.

One Board member encouraged the design team to provide differentiated materials at the base level.

The recommendations packet should include a view of the proposed south walls.

1/26/2009 Recommendations – Architectural Elements and Materials

Board members debated whether the proposed CMU (Concrete Masonry Unit) was an appropriate finish material at the base of a building, and they ultimately supported it, as long as it is suitably textured: “not raw CMU”.

The Board recommended that the blank wall on the south side should be treated. Texture, color, and shifts in material are all options. The south façade should integrate gestures from the other facades, such as “implied openings in the patterning”. The south elevation should draw from the materials and modulations that belong to the overall structure.

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 spaces should be considered.

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.

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.

D-6 Screening of Dumpsters, Utilities and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical= equipment away from the street front where possible. When it is not possible to locate these elements away from the street front, they should be screened from view using high quality and compatible materials and should not be located in the pedestrian right-of-way.

D-8 Treatment of Alleys

The design of alley entrances should enhance the pedestrian street front.

D-9 Commercial Signage

Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

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 during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

D-11 Commercial Transparency

Commercial storefronts 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.

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.

8/4/2008 Guidance – Pedestrian Environment

Board members recognized a tension in the early concept between what space would serve as vehicle access and what might function as residential open space. They encouraged a better balance that enhances residential open space, particularly in the space located between the two buildings. This internal space is challenged, as it could potentially lack sufficient access to light and air.

The updated design should identify street-level details proposed for the commercial level, including transparency, entries, materials, lighting, signage, and landscaping.

At recommendations, the design team should be prepared to articulate the design's waste management strategy. "Noise and odor reduction – tell us how it'll really work".

The Board voiced concerns about pedestrian entries, particularly those located on the drive aisles. They requested that the design team show how these entries are to be articulated, and how the design considers pedestrian and vehicle interactions here.

1/26/2009 Recommendations – Pedestrian Environment

Along NE 56th St as it approaches the alley, the updated design includes partially underground parking located adjacent to the sidewalk. Particularly where the wall is highest – near the driveway entrance – plantings should be relatively mature initially, and should be located so as not to interfere with any sight triangle. At this location Board members recommended that any perforation be additionally screened with shrubs and some other climbing material, such as winter creeper. The materiality of the mesh covering is important – it should convey a sense of sturdiness and quality. Board members favored the mesh design as described: a galvanized woven wire mesh with a square grid and a band around the edge.

While the Board supported the departure to modify the sight triangles in order to minimize the effects of the garage entry on the adjacent sidewalk, they recommended that the architect update the design to integrate features intended to increase awareness for pedestrians and drivers, such as enhanced lighting, changes in paving pattern, texture, or color.

E. Landscaping

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.

8/4/2008 Guidance – Landscaping

One Board member voiced skepticism that a green wall would succeed on the site's north side.

At the recommendations meeting, the applicant should present a rendered landscape plan.

1/26/2009 Recommendations – Landscaping

Along the alley, the Board recommended trees with an upright form, such as pagoda dogwood, of the chinensis variety, or an upright Korean dogwood. They also recommended some physical buffer to protect the proposed trees.

DECISION – DESIGN REVIEW

The Director concurs with the recommendations of the Northeast Seattle Design Review Board, delivered January 26, 2009. Recommendations left outstanding have been incorporated as conditions of approval. DPD therefore **conditionally approves** the project's Design Review component and the requested departures, subject to the conditions listed at the end of this report. Departures are listed and discussed in Appendix A on page 18.

ANALYSIS – SEPA

The applicant provided the initial disclosure of this development's potential impacts in an environmental checklist signed and dated on August 20, 2008. This information and the experience of the lead agency in similar situations form the basis for this analysis and decision. This report anticipates short and long-term adverse impacts from the proposal.

DPD received no public comment about the project.

The SEPA Overview Policy (SMC [25.05.665 D](#)) states “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 limitations. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Drainage, and Erosion Control Code (grading, site excavation and soil erosion); Critical Areas Ordinance (grading, soil erosion and stability); Street Use Ordinance (watering streets to suppress dust, obstruction of the rights-of-way during construction, construction along the street right-of-way, and sidewalk repair); Building Code (construction standards); and Noise Ordinance (construction noise). Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of potential adverse impacts. More detailed discussion of some short and long term impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction; potential soil erosion during grading, excavation and general site work; increased runoff; tracking of mud onto adjacent streets by construction vehicles; increased demand on traffic and parking from construction equipment and personnel; conflict with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC Section [25.05.794](#)). Although not significant, these impacts are adverse.

Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation.

Air. Construction activities including 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 due to the relatively minor contribution of greenhouse gas emissions from this project.

Construction Noise. Due to the close proximity of residential properties, the limitations of the Noise Ordinance are likely to be inadequate to mitigate potential noise impacts. Pursuant to SEPA policies in SMC Section [25.05.675 B](#), mitigation is warranted.

All construction activities are subject to the limitations of the Noise Ordinance, SMC [25.08](#). Construction activities (including but not limited to grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this construction. See Conditions #5 and 6 and Table 1.

The project team has the option to submit for review and approval a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. Such a 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.

Parking. Short-term parking impacts involve additional parking demand generated by construction personnel and equipment. The applicant has provided limited information related to short-term construction related parking impacts on the vicinity. During early stages of

construction, workers are likely to park on nearby residential streets. However, DPD staff conducted various drive-by site visits, which indicate that weekday parking utilization in the area is not at capacity, and construction-related parking is not likely to exceed capacity. Any construction related parking will be of limited duration, and DPD anticipates that workers will park on the site once the parking levels are completed. DPD therefore determines that construction-related parking does not constitute an impact warranting mitigation.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased bulk and scale on the site; increased traffic and parking demand due to residents and visitors; minor increase in airborne emissions resulting from additional traffic; minor increase in ambient noise due to increased human activity; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption.

The expected long-term impacts are typical of medium-density mixed use development and are expected to be mitigated by the City's adopted codes and/or ordinances (together with fulfillment of Seattle Department of Transportation requirements). Specifically these are: the Stormwater, Drainage, and Erosion Control Code (storm water runoff and site dewatering); the Land Use Code (aesthetic impacts, light and glare, height, setbacks, parking); and the Seattle Energy Code (long-term energy consumption).

Air. 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 due to the relatively minor contribution of greenhouse gas emissions from this project.

Parking. The Seattle SEPA policy for parking impacts (SMC [25.05.675 M](#)) provides authority to mitigate parking impacts of multifamily development when on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity as so defined.

The proposed project incorporates 10 parking spaces, as much as is required by the Land Use Code. DPD anticipates that spillover parking should be minor, and that neighborhood streets in the immediate vicinity should be able to accommodate such spillover. No mitigation is warranted in this regard.

Traffic. The project is relatively small and likely to contribute marginally to increased levels of traffic in the vicinity. Roosevelt Way NE is a principal arterial, with easy access to the University District and I-5. The site is appropriately served by transit. DPD determines that no mitigation is warranted in this regard.

Other Impacts. The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise; increased pedestrian traffic, increased demand on public services and utilities) are not sufficiently adverse to warrant further mitigation by conditions.

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 [43.21C](#)), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. DPD has determined that this proposal does 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 \(2\) \(C\)](#).

DESIGN REVIEW CONDITIONS

The following Design Review conditions 1, 3, and 4 are not subject to appeal.

Prior to Issuance of the Master Use Permit

1. **Update plans and provide color drawings.** The applicant shall update the Master Use Permit plans to reflect the recommendations and conditions of this decision. The applicant shall embed conditions and colored landscape and elevation drawings into updated Master Use Permit and all building permit sets.
2. The applicant shall **update the plans and elevations** to address the following Design Review Board recommendations:
 - a. The design should enhance residents' sense of ownership of the landscaping in the alley.
 - b. The proposed CMU should be suitably textured.
 - c. The blank wall on the south side should be treated. Texture, color, and shifts in material are all options. The south façade should integrate gestures from the other facades, such as “implied openings in the patterning”. The south elevation should draw from the materials and modulations that belong to the overall structure.
 - d. The design should integrate plantings along NE 56th St as it approaches the alley. Particularly where the wall is highest – near the driveway entrance – plantings should be relatively mature initially, and should be located so as not to interfere with any sight triangle. Any perforation at this location must be additionally screened with shrubs and some other climbing material, such as winter creeper. The materiality of

- the mesh covering is important – it should convey a sense of sturdiness and quality. Board members favored the mesh design as described: a galvanized woven wire mesh with a square grid and a band around the edge.
- e. The proposed driveway entrance should integrate features intended to increase awareness for pedestrians and drivers, such as enhanced lighting, changes in paving pattern, texture, or color.
 - f. Along the alley, the landscape plan should show trees with an upright form, such as pagoda dogwood, of the chinensis variety, or an upright Korean dogwood. There should be some physical buffer to protect the proposed trees.

Prior to and/or during construction

3. **Design changes.** Any changes to the exterior façades of the building, signage, and landscaping shown in the building permit must involve the express approval of the DPD Planner prior to construction.

Prior to issuance of the Certificate of Occupancy

4. **Design review inspection.** Compliance with the approved design features and elements, including exterior materials, roof pitches, façade colors, landscaping and right of way improvements, shall be verified by the DPD planner assigned to this project (Scott Ringgold, 233-3856) or by the Design Review Manager. The applicant(s) and/or responsible party(ies) must arrange an appointment with the Land Use Planner at least (3) working days prior to the required inspection.

CONDITIONS – SEPA

Prior to Issuance of the Master Use Permit

None.

Prior to Issuance of any Permit to Construct

5. The applicant(s) or responsible party(ies) have the option to submit for review and approval a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. Such a Plan shall include discussion of 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.

During Construction

The following condition 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.

- Unless otherwise modified in an approved Construction Impact Management Plan (see condition 5), all construction activities are subject to the limitations of the Noise Ordinance, SMC [25.08](#). Construction activities (including but not limited to grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays² from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this condition. If an approved Construction Noise Management Plan modifies this condition, the applicant(s) and/or responsible party(ies) shall make the Plan publicly available at the construction site office.

Non-holiday work hours							
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
7:00 am							
8:00							
9:00							
10:00							
11:00							
12:00 pm							
1:00							
2:00							
3:00							
4:00							
5:00							
6:00							
7:00							
8:00							

Table 1. Non-holiday work hours. Unshaded work hours shown above are permitted outright. For certain work, it is possible to request DPD approval for additional hours shaded in gray.

Signature: _____ (signature on file) Date: September 24, 2009
Scott A. Ringgold, Land Use Planner

SAR:bg

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² Holidays recognized by the City of Seattle are listed on the City website, <http://www.seattle.gov/personnel/services/holidays.asp>

Appendix A: Departure from Development Standards:

The table below describes the requested departures and reflects the Board’s discussions and recommendations. The recommendations are based upon the departures’ potential to help the project better meet the design guideline priorities and achieve a better overall design.

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

Requirement	Proposed	Comments	Action by Board
SMC 23.47A.014 B3 , rear setback from a residential zone. For portions of structure higher than 13’, a 15’ setback is required, measured from the alley centerline.	Propose a rear setback of 13.8’.	Increasing the modulation of the rear of the building and lowering the height below the 40’ height limit (33’ average) reduces the apparent bulk of the building and functionally improves the building layout.	The Board recognized that the project achieves the desired modulation and an appropriate scale for residents living across the alley. Board recommended that DPD grant the proposed departure.
SMC 23.47A.005 C , street level parking must be separated from the street level by another permitted use.	Parking located partially below grade.	The parking elevation is at the minimum allowed per the SDOT grade calculator, and SMC 23.47A.008 D2 requires that residential uses begin a minimum of 4’ above grade. In this case, the proposed residential use begins about 4.5’ above grade.	The Board recommended that DPD approve the departure, subject to their conditions related to screening and landscaping.
SMC 23.54.030 G , sight triangle. 10’ triangles on either side of the garage entry.	Use mirrors to enhance visibility to the sidewalk.	Sight triangles would require a garage entrance 30’ wide adjacent to the sidewalk. This is counter to the efforts to maintain a pleasant street experience.	The Board recommended that DPD approve the departure, subject to their conditions related to treatment of the drive across the sidewalk.

Requirement	Proposed	Comments	Action by Board
<p>SMC 23.47A.016 (item m, Chart C) A five (5) foot deep landscaped area along the street lot line, per Exhibit 23.47A.016 B.</p> <p>Also SMC 23.47A.008 A2, Blank segments of the street-facing facade between two (2) feet and eight (8) feet above the sidewalk may not exceed twenty (20) feet in width.</p>	<p>Welded wire fabric mesh screen trellis with plantings.</p>	<p>The applicant provided no written rationale. At the Board meeting, the discussion implied that the alternative could effectively provide for the intended screening, texturing, and visual relief along the sidewalk.</p>	<p>The Board recommended that DPD approve the departure, subject to their conditions related to screening and landscaping.</p>