



**City of Seattle**  
Edward B. Murray, 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:** 3017071  
**Applicant Name:** Brenda Barnes, Clark Design Group  
**Address of Proposal:** 10733 Meridian Avenue North

**SUMMARY OF PROPOSAL**

Land Use Application to allow a 5-story building with 140 hotel rooms in an environmentally critical area. Parking for 127 vehicles to be located in a below-grade garage. Existing structure to be demolished.

The following approvals are required:

**Design Review** pursuant to Chapter [23.41](#), Seattle Municipal Code, with departures from development standards:

- Development Standard Departure** to allow two driveway access points on separate streets (SMC [23.47A.032](#) A1c and C).
- Development Standard Departure** to allow nonresidential floor-to-floor heights lower than otherwise required along N Northgate Way (SMC [23.47A.008](#) B3).
- Development Standard Departure** to allow reduced façade transparency along N Northgate Way (SMC [23.47A.008](#) B2).
- Development Standard Departure** to allow increased blank façade along N Northgate Way (SMC [23.47A.008](#) A2).
- Development Standard Departure** to allow a reduced residential setback along the project’s south side (SMC [23.47A.014](#) B2 and E1a).
- Development Standard Departure** to allow outdoor activities to be conducted within 50 feet of a residential lot (SMC [23.47A.011](#) E).

**SEPA – Environmental Determination** – Chapter [25.05](#), Seattle Municipal Code.

**DPD SEPA DETERMINATION:**

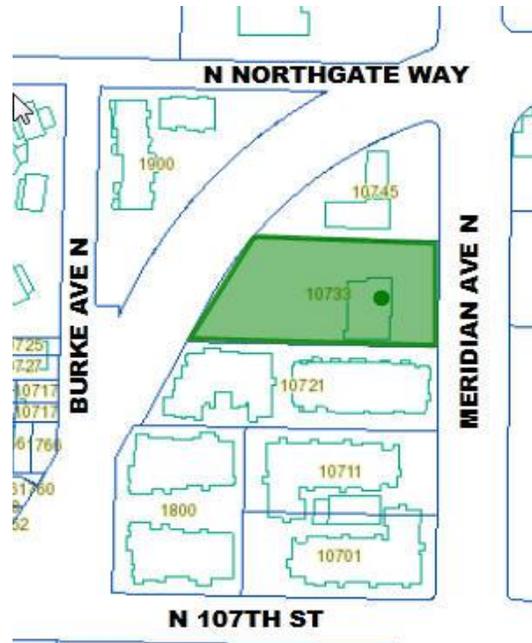
Determination of Non-significance

- No mitigating conditions of approval are imposed.
- Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts

## **BACKGROUND DATA**

**Site:** The site is elongated east-to-west, with about 125' of street frontage along Meridian Ave N and roughly 140' along N Northgate Way. It slopes gradually down to the west and south, about 10' in all. There are no exceptional trees, though some mature trees along the northern property line might be retained. A limited steep slope exists at the site's southwest corner, and the site has qualified for relief from prohibition of site disturbance in this area, under SMC [25.09.180](#) B2.

**Site Development:** The site is currently vacant. It was recently developed with a single-story fast food restaurant that has been demolished under an abatement order (DPD Project #6473916). Most of the site is paved.



**Surrounding Development and Neighborhood Character:** Directly to the north is a gas station. Directly to the south are apartment buildings 3-5 stories tall, with principal entries focused inward toward heavily landscaped private open space, limited windows or pedestrian entries facing rights of way, and a wide driveway from Meridian Ave N directly along the shared property line. To the east across Meridian Ave N are 3-5 story office buildings set far back from the street, and surrounded by surface parking. Across N Northgate Way to the west is a townhouse development built in the last decade, and farther to the west is a single family neighborhood characterized by large treed lots and postwar single family homes.

Adjacent to the site, Meridian Ave N and N Northgate Way are heavily trafficked, with improved sidewalks but somewhat limited pedestrian amenities. Street trees exist along N Northgate Way, but the planting strip is narrow, and the eastern sidewalk terminates to the south of the site. Meridian Avenue North is characterized by mature street trees in a landscape strip of standard width. A bus stop exists to the north of the site.

### **I. ANALYSIS – DESIGN REVIEW**

#### **FIRST EARLY DESIGN GUIDANCE July 21, 2014**

The applicants' [design packet](#) includes materials presented at the meeting, and is available online by entering the project number (**Error! Reference source not found.**) via this link: <http://bit.ly/SearchDesignReview>.

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

**Mailing Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

Email: [PRC@seattle.gov](mailto:PRC@seattle.gov)

## DESIGN DEVELOPMENT

Lauren Nestrud of Clark Design Group presented the project and its design concept. The project is a five-story hotel intended to cater to travelers along the Interstate 5 corridor. The site has good visibility from the high-traffic intersection at North Northgate Way and Meridian Ave N. The preliminary siting would locate the project's "public uses" along Meridian and hotel rooms at grade along Northgate Way.

A goal is to accentuate the main entry along Meridian with sidewalk canopies and landscaping at the sidewalk. Along N Northgate Way the intent is to step the design back to respond to the geometry of the site and provide opportunities for substantial landscaping.

Ms. Nestrud presented three alternative massing concepts: a "Bar building", a "T building", and a "U building". The "Bar" is the preferred concept; it would set back from the north property line, the "T" would present a strong façade along Meridian Ave N and center the building along the site's east-west axis, and the "U" would orient the massing along both street frontages and the north property line, creating an open space on the site's south side.

### Alternative Concepts



Concept A - Bar Building (Preferred Scheme)



Concept B - T Building



Concept C - U Building

Ms. Nestrud discussed benefits and disadvantages of each concept, also listed in the design packet. The Bar provides some separation from the apartments to the south and opportunities for screening and landscaping along the north property line, with an "urban garden" at the site's northeast corner. The T-shaped scheme also steps away from the south line, but Ms. Nestrud stated it doesn't enhance the entry sequence for pedestrians along Meridian Ave N. The U-shaped scheme maximizes solar gain and offers a landscaped plaza on the south side, but the proximity to the gas station is less desirable.

Regarding site access, the design team considered various options: along the north side, along the south side, from both streets, and from just one. Driveway access along the south side would be less apparent to visitors and might create confusion with the adjacent driveway for the neighboring apartments. If the design were to limit itself to a single driveway, the turnaround scheme would be complicated, and might conflict with pedestrian movements. The preferred

design scheme therefore involves a requested development standard departure, to allow through-site vehicular access along both streets.

A further requested departure relates to street-level development standards along North Northgate Way. The site slopes down to the west and south. Assuming no break in the floor plates, this presents a disconnect between ground floors on each street frontage. The preferred design seeks to present the project's more active, public functions along Meridian Ave N, and to notch back the hotel rooms along N Northgate Way to provide a landscaped buffer and visual access to the street, with parking behind. The departure would allow the street-level street-facing façade to be lower than the required 13' along N Northlake Way.

Design Review Board members asked the following **clarifying questions**:

*Any trees on the site?* No exceptional trees. There will be excavation for the parking. We'll look to keep the tree adjacent to the gas station.

*Please clarify how the preferred driveway accesses would work.* Right turn only and maybe enter only on Meridian. Potentially exiting would be right only onto Northgate. It's a use oriented to vehicles, so we think most cars will come from I-5.

*Please clarify which concept is Code compliant.* The T-shaped scheme provides Code-compliant driveway access, and compliance with street-level development standards would involve breaking the floor plates to address N Northlake Way.

*Are each of the options comparable in gross floor area?* They're similar in size.

*Are there any concepts that would break the floor plate and step down to N Northlake Way?* We did that thinking early on, but we're trying to locate all the elevators where the public space is. To break floor plates would likely involve multiple cores.

*Please clarify required setbacks.* On the south side, the design must step back 10' above a height of 13'. In our preferred concept, it would step back 15'.

*How far would the facade be from back of sidewalk?* Along Meridian, the intent is to locate the structure right at the property line.

*Please detail what are the "public" uses you describe.* Lobby, restaurant, fitness, pool, overhead weather protection, entry registration to your right. Bars and restaurant would be along the sidewalk, with the fitness and pool located behind.

## **PUBLIC COMMENT**

Five members of the public attended the Early Design Guidance meeting on July 21, 2014. Their spoken comments are as follows:

*The City's arborist is very protective of the tulip poplars. Considering the bus stop, this portion of Meridian Ave N is a confusing traffic space. Turning left into the site is nearly impossible, unless it's after 10 at night. Right turners coming around the buses won't help.*

*As part-owner of the buildings to the south, I ask that you take steps to mitigate the effects on our property. Please address light access, bulk and scale, particularly at the northwest corner of our property and the southwest corner of this one. I can't tell how many feet above existing grade it will be: looks like 4-5 stories. Please consider stepping the building down, I don't know what's reasonable, but light, noise and bulk would be my concerns. I'd prefer the driveway on the north side, for my purposes that would be best.*

DPD received one comment letter, written by the same neighbor who provided the second set of comments above. The letter substantially reflects the same above comments.

<b>FINAL RECOMMENDATION May 11, 2015</b>
--

The applicants' [design packet](#) includes materials presented at the meeting, and is available online by entering the project number (**Error! Reference source not found.**) via this link: <http://bit.ly/SearchDesignReview>.

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

**Mailing Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

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

## **DESIGN RESPONSE**

Ms. Nestrud-Garkel presented a further refined development of the Board's preferred "T-building". She identified an access easement at the site's northeast corner belonging to the adjacent gas station; the design therefore shifts south to accommodate that easement. It also shifts west to accommodate the mature tulip tree in the right of way, identified by the Board as an important design element. Finally, the massing shifts north to partially accommodate a required setback from the adjacent residential property to the south.

The updated design features a cantilever that offers some rain protection at the vehicular dropoff. It offers appropriate signage at the northeast corner. It also provides for an "urban garden" along the sidewalk and adjacent to the main pedestrian entry.

In response to the Board's stated concerns about privacy and views related to the adjacent residences, Ms. Nestrud demonstrated how the unit layouts orient to avoid direct sight-lines to neighboring windows.

The proposed vehicular access program primarily draws drivers from Meridian Ave N on the east, and directs them to exit to North Northgate Way. Service access would enter and exit via the western curb cut, in order to separate the project's more public, pedestrian-oriented functions from the service functions.

Finish materials include a durable dark-colored ceramic panel, the dominant material along the Meridian façade, and which provides a ground-oriented datum line that wraps the northern façade and around to the Northgate side. A white cementitious panel dominates the upper levels, accented by a brown panel that organizes the windows into regular bays.

The principal pedestrian entrance offers overhead weather protection with wood soffits and downlight accents.

Landscape architect Kristen Lundquist presented the project's landscape design. She emphasized layering of planting materials with attention to each of the varying conditions that wrap the site. The design of the urban garden features seating and wide planters. A green screen lines portions of the south wall, with denser, higher shrubs where ground-level rooms face the neighbors. Low plantings frame the space between the sidewalk and the west wall. Columnar trees line the northern façade, along the driveway's edge.

Proposed development standard departures are as outlined in the table on page 15. The Board considered all requested departures in the context of the relevant design guidelines and recommended that DPD approve them, with conditions.

Design Review Board members asked the following **clarifying questions**:

*Will the egress onto N Northgate Way be right turn only?* Yes. We'll sign it that way.

*Please walk us through the signage locations.* Along Meridian we're using the northeast corner as the wayfinding opportunity from the main intersection. That signage will be interior illuminated. If you missed the turn, there's a "second chance" sign along North Northgate Way. There's no illuminated signage facing south, toward the residences.

*Will the replacement street tree obscure the signage?* The sign is at about 40'. These trees do get large.

*On the north property line, there were trees we noted. Which if any can be protected and preserved?* Our below-grade parking garage prevents us from maintaining these trees.

*How do the finish materials address durability?* It's all rainscreen, so this is [EIFS](#) with drainage. The stone is a molded concrete.

*What's the entry sequence for the typical guest?* You would park your car at the side, walk around to the Meridian entrance, receive your access to the parking garage, and park underneath. There will be some appropriate wayfinding signage.

*On page 24 of the packet, I'm trying to make sense of the canopy. Does it cover both the at-grade entrance and the stairs to them?* Yes it does. The posts will be integrated into the landscaping.

## **PUBLIC COMMENT**

Four members of the public attended the recommendations meeting on May 11, 2015. Their comments are summarized as follows:

- *I appreciate that the architects have done a lot of work and have addressed many of our concerns. I don't see a south elevation. Do the materials match the other elevations?*

(Board identified alternative south elevations shown on pages 32 and 33 of the design packet, which identify the proposed materials.)

- *What are the separations between the proposed structures? At one point 22', at another 33'. We provide a 25' setback at one point.*
- *I would put a premium on a setback at the southwest portion. Can you shift that whole portion of the building to the north, toward the driveway?*
- *I appreciate that the Board asked about the trees.*

DPD received five comment letters, which did not address issues related to design review.

## PRIORITIES & BOARD RECOMMENDATIONS

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

### FIRST EARLY DESIGN GUIDANCE July 21, 2014

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [design review website](#).

## CONTEXT & SITE

### *Northgate Supplemental Guidance:*

#### **DC1-I Retain Existing Natural Systems and Site Features as Landscaping**

**DC1-I-i. Natural Features:** Consider design strategies to preserve existing on-site natural habitats, significant vegetation or other natural features .... For example, consider retaining natural features such as existing vegetation ... that are aesthetically pleasing, ... and can create a pedestrian friendly environment by providing natural areas of interest. Also, features such as larger planting strips located adjacent to sidewalks can be used for landscaping to enhance the site and can effectively separate pedestrians from the impacts of traffic.

**If feasible, the Board identified as a high priority the retention of existing trees on the north side of the site.**

#### **CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**

##### **CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

**CS2-D-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

**CS2-D-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

**Considering the Lowrise-zoned apartments adjoining the site to the southwest, the Board indicated that the T-shaped massing scheme would appropriately address this guideline. Board members requested sections to show locations of adjacent windows at the southeast corner, with privacy in mind.**

**At the Final Recommendation meeting, the Board reviewed the updated massing and considered the unit orientations. They supported the preferred scheme's urban garden along the sidewalk, its location of the activity area and the enclosed pool, and its provision of at-grade landscaping and setback along the western portion of the south façade.**

### **CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.**

#### **CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

**CS3-A-4. Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

#### ***Northgate Supplemental Guidance:***

##### **CS3-I Streetscape Compatibility**

**CS3-I-i. Response to Context:** The architecture of individual buildings should relate to their surroundings. This does not necessarily mean a historical approach, but rather one that is sensitive to the surrounding urban built and natural environments. In areas zoned for mixed-use development outside the retail core area, orient and design the commercial facade at street level to be compatible with the streetscape of the surrounding residential neighborhood. Compatibility can be accomplished through a combination of the following:

1. The overall proportion of the facade;
2. Building setbacks;
3. Placement of windows and bays;
4. Location of entries; and
5. Exterior materials.

**The Board identified these as relevant and priority guidelines, but reserved comment until the project's recommendations meeting.**

At the Final Recommendation meeting, Board members supported the design team’s organization of the principal facades: a strong and well-proportioned “watermark” and the thoughtful grouping of windows to address the architectural cohesion of a large and visible building.

## PUBLIC LIFE

**PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.**

**PL1-A Network of Open Spaces**

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

**PL1-B Walkways and Connections**

**PL1-B-3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

**PL1-C Outdoor Uses and Activities**

**PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

At the Early Design Guidance Meeting, the Board identified the existing street trees along Meridian Ave N as a major asset providing a defining quality to the site and vicinity. They provide a relative sense of pedestrian scale. Seattle’s Department of Transportation (SDOT) identifies these as tulip trees ([\*Liriodendron Tulipifera\*](#)).

While Board members recognized a reasonable design intent to engage the sidewalk, they felt that locating a building right up against the eastern property line would likely conflict with the existing street tree, involving substantial pruning along its west side. In the next design iteration, they requested some buffering of the existing street tree, by pulling the Meridian façade back into the site and possibly providing more space for the urban garden identified by the design team.

If it’s also possible to retain the two existing on-site trees along the site’s north end, the Board would welcome it.

At the Final Recommendation meeting, the Board supported the design response to guidance.

**PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**

**PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL2-B-3. Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

**PL2-D Wayfinding**

**PL2-D-1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible.

The Board identified these as priority guidelines. They offered no further comment in this regard.

At the Final Recommendation meeting, the Board conditioned their recommendation. The steps down from the sidewalk should incorporate a clear color delineation, integral to the paving material, not painted. Board members valued the street-level rooms along North Northgate Way.

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

**PL3-A Entries**

**PL3-A-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

***Northgate Supplemental Guidance:***

**PL3-III Street Level Transparency**

**PL3-III-i. Visual Connections:** Provide direct visual connection into street level facades. The following are examples of less desirable design treatments that should be discouraged:

1. windowless walls;
2. mirrored or non-transparent glass;
3. glass block;
4. display cases;
5. narrow windows not meeting the intent above;
6. windows located above waist level to persons outside the building on the sidewalk;
7. windows into areas that are too small, shallow, or narrow to support normal human activity (e.g. the back of a tall display case, a narrow hallway)
8. any interior wall, equipment, or functional layout that hampers the intent of transparency stated above.

The Board identified these as priority guidelines. They offered no further comment in this regard.

At the Final Recommendation meeting, Board members commented positively about the design team's siting choices.

**PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

**PL4-A Entry Locations and Relationships**

**PL4-A-1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

**PL4-A-2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

**In relation to the existing bus stop on Meridian Ave N, the Board identified this as a relevant guideline.**

## DESIGN CONCEPT

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

#### **DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

#### **DC1-B Vehicular Access and Circulation**

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

#### **DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

### ***Northgate Supplemental Guidance:***

#### **DC1-I Design of Parking Lots Near Sidewalks**

**DC1-I-i. Landscaping:** Interior landscaping, in addition to perimeter landscaping, should be installed to help soften the visual impact of surface parking and enhance natural site drainage. To meet this objective, consider the following:

1. Interior landscaping: Use landscaping to break large areas into a series of smaller areas. Plant low landscaping in left over portions of parking areas.
2. Site landscaping strategically to minimize stormwater run-off;
3. Innovative drainage control measures such as swales or treatment islands or pervious pavements;
4. Plant enough trees, which at maturity form a canopy over large portions of the parking area with trees interspersed between parking spaces;
5. Select tree species that do not obscure signage, amenity features, or opportunities for surveillance;
6. Plant a mixture of evergreen and deciduous trees for year-round greenery.  
Select types of trees, such as sapless trees, that do not impact parked cars.

#### **DC1-IV Parking and Vehicle Access**

**DC1-IV-i. Minimize Pedestrian/Vehicle Conflicts:** Site and design driveways to minimize conflicts between vehicles and pedestrians. This is especially important along

Northgate Way, .... Minimize the number of curb cuts and width of driveways and curb cuts along these streets.

**At the Early Design Guidance Meeting, the Board addressed initial issues of vehicular access to the site. They expressed preliminary support for through-access, with appropriately-scaled driveways along both frontages. This scheme would alleviate complicated turning onto busy arterials, and it would likely move exiting away from the Meridian side. Board members encouraged the design team to consider a right-turn only sequence.**

**Board members also supported locating the driveway on the north side, with appropriate landscaping.**

**At the Final Recommendation meeting, the Board approved of the vehicular access scheme, but conditioned their approval on adequate signage along N Northgate Way to specify right-turn exiting only.**

**DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**

**DC2-A Massing**

**DC2-A-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

**DC2-B Architectural and Facade Composition**

**DC2-B-1. Façade Composition:** Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

**DC2-B-2. Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

**DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

**At the Early Design Guidance Meeting, the Board directed the design team to pursue the T-shaped massing scheme: it provides the desired setbacks from south and north; it allows for a covered vehicular entry; and it presents a tall northeastern corner that could be applied as a wayfinding feature.**

**At the Final Recommendation meeting, Board members complimented the design team for its choice of finish materials and the material organization of the principal facades.**

**DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.**

**DC4-A Exterior Elements and Finishes**

**DC4-A-1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

**DC4-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

**DC4-C Lighting**

**DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**DC4-C-2. Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

**DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

***Northgate Supplemental Guidance:***

**DC4-I Design Signage Compatible with Human Scale and Consistent with Architectural Concept**

**DC4-I-i. Signage:** Signage should be designed so that it is appropriate for the scale and character desired in the area. Signs should be oriented and scaled for both pedestrians on sidewalks and persons in vehicles on streets within the immediate neighborhood. Signs should add interest to the street level environment. They can help unify the overall architectural concept of the building, or provide a unique identity for an individual business within the larger structure. While regulatory sign review is not in the purview of design review, integration with the overall architectural expression of a building and appropriate scale and orientation are important design considerations. Franchises should not be given exceptions to these guidelines. The following types of signs are encouraged:

1. Pedestrian-oriented blade signs
2. Signs integrated into the design of the building: along a sign band, on canopies and marquees, located in windows.

3. These types of signs are discouraged: Large illuminated box signs (backlit “can” signs) and Post-mounted signs.

**At the Early Design Guidance Meeting, the Board recognized that the legibility of the vehicle entry sequence is important. They questioned whether this visibility is necessarily wedded to the preferred massing scheme, or whether such visibility trumps the appropriate choice of alternative schemes. Alternatives might include a vertical fin element, or well-integrated signage.**

**Board members stated that at the Recommendation Meeting they would focus intently on how the project relates to these DC4 guidelines. The design team should provide color samples and material boards. The lighting design should demonstrate attention to any glare effects on the residents to the south. Signage should be thoughtfully designed and integrated. The landscape planning should address opportunities for ample planting at ground level and along the south side.**

At the time of the **FIRST** Early Design Guidance the design team requested the following departures:

1. **Street level development standards (SMC [23.47A.008 B3](#)):** The Code requires that non-residential uses at street level have a floor-to-floor height of at least 13'. The applicant proposes that the 13'-high story extend from Meridian Ave N to N Northgate Way, but as the site's topography falls away to the west, that floor is at the second story on the site's west side.

The Board indicated they were comfortable with this recommendation, assuming that the street level along N Northgate Way would include occupied space, not parking.

2. **Vehicular access (SMC [23.47A.032 C](#)):** The Code requires driveway access from a single street, likely Meridian Ave N in this case. The applicant proposes to locate vehicular access on both frontages.

The Board indicated they were inclined to recommend approval of this departure, considering how it would better facilitate smooth vehicular access to and from the site across adjacent sidewalks. They initially expressed support for a scheme that would result in right turns only.

At the final recommendations meeting the Design Review Board considered and approved the development standard departures tabulated on page 15.

## **BOARD DIRECTION**

At the conclusion of the First Early Design Guidance meeting, the Board recommended that the project move forward to Master Use Permit application.

## **Final Recommendations**

**At the Final Recommendation meeting, the Board agreed that the textural quality of the molded concrete base was important, as it should add character and shadow-lines. They stated that the concrete base panels should be located proud of the EIFS above. The reveal**

pattern on the upper levels gives a pleasant “tectonic” effect, lending an appropriate human scale. The Board values the “watermark” established by the stone base, and how the base material wraps the corners.

Board members indicated that EIFS with drainage for durability is very important. For black vinyl windows, the Board recommended that the design team verify manufacturer warranties against heat damage and scratching.

Board members voiced appreciation for the landscape buffer along the north property line.

It’s important that the proposed signage be clearly visible. They support how the proposed street tree reinforces the urban garden, but they wondered about its effect on the legibility of the signage. If necessary, the Board would support some flexibility in the selection or siting of the new street tree. The Board approved of the design’s lack of any signage on its south side.

The front steps must be of a material that highlights the grade change, without resorting to painted stripes. A color change or material treatment might be most appropriate here. The Board identified this as a condition of their approval.

The Board recognized that at the site’s southwest corner, the project provides a reasonable setback that results in a substantial separation between facing buildings. They felt the massing choices at this corner are appropriate, and the landscape buffer is well sited.

**RECOMMENDED DEVELOPMENT STANDARD DEPARTURES**

Standard	Proposed	Departure	Rationale & Recommendation
<p><b>1. Parking location and access, SMC</b>  <a href="#">23.47A.032</a> A1c &amp; C.  <i>“...access is permitted across one of the side street lot lines...”</i>  <i>“...the Director will determine which of the streets will be considered the front lot line...”</i>                      DPD would generally limit the project to one curb cut, from N Northgate Way.</p>	<p>Two driveway access points, one on Meridian Ave N, another on N Northgate Way.</p>	<p>The departure would allow an additional curb cut on Meridian Ave N.</p>	<p>The Board supported the departure, for how it focuses attention to the entrance on Meridian Ave N, and promotes what Board members considered to be a more rational vehicular circulation pattern. They conditioned their support on a right-only exit onto N Northgate Way. (DC1)</p>

Standard	Proposed	Departure	Rationale & Recommendation
<p><b>2. Street-level setback,</b> SMC <a href="#">23.47A.008</a> A3.  <i>“...façades shall be located within 10 feet of the street lot line, unless... approved landscaping or open spaces are provided.”</i></p>	<p>Setbacks along Meridian Ave N and N Northgate Way vary, and many exceed 10'.</p>	<p><b>This is not a Design Review Departure and will be decided through a Type I Decision by the Director.</b></p> <p>However, the Board supported the proposed landscaping and setback design.</p>	<p>The design steps back from Meridian Ave N in response to Board guidance, and the landscaped setbacks along Northgate provide for visual softening of the façade and appropriate buffering for guests. (PL3-III)</p>
<p><b>3. Nonresidential height,</b> SMC <a href="#">23.47A.008</a> B3.  <i>“Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.”</i></p>	<p>The 13' floor continues to N Northgate Way, where it is located on the second level due to the grade change.</p>	<p>The street-level floor-to-floor on N Northgate Way is 11'-4".</p>	<p>The Board recommended approval of this departure, considering that the hotel's primary active functions are appropriately sited on Meridian Ave N, and the strong “watermark” of the concrete-panel stone base creates the visual heft intended by this standard. (PL3-III)</p>
<p><b>4. Façade transparency,</b> SMC <a href="#">23.47A.008</a> B2.  <i>“Sixty percent of the street-facing façade... shall be transparent”</i></p>	<p>Along N Northgate Way, the design provides 28% transparency.</p>	<p>Along the full 110' width of this façade, the design provides 124 sq. ft. of transparency, where 397 sq. ft. would otherwise be required.</p>	<p>The Board recommended approval of this departure. Long segments of this façade are set way back from the right of way. The design orients street-level guestrooms toward N Northgate Way, and it focuses transparency where this street-facing façade is closest to the sidewalk. The Board recognized that this level of transparency supports the overall composition of the west façade, so the base better relates to the upper levels. (PL3-III)</p>
<p><b>5. Blank façades,</b> SMC <a href="#">23.47A.008</a> A2.  <i>“Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.”</i>  <i>“The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.”</i></p>	<p>Along N Northgate Way, the design presents 69% blank wall, including one segment greater than 20' long.</p>	<p>Along the full width of this façade, the design exhibits roughly 67' of blank wall, where no more than 39' would otherwise be allowed.</p>	<p>The Board's rationale for the departure from the façade transparency standard also supports this departure. (PL3-III)</p>

Standard	Proposed	Departure	Rationale & Recommendation
<p><b>6. Residential setback,</b> SMC <a href="#">23.47A.014</a> B2 &amp; E1a.  <i>“A setback is required...ten feet for portions of structures above 13 feet in height...”</i>  <i>“Decks... not permitted within five (5) feet of a lot in a residential zone.”</i></p>	<p>Along the project’s south side, the design locates an enclosed pool structure and an outdoor seating area in the required setback.</p>	<p>The pool enclosure extends roughly 38' along the south property line, about 27' tall measured from the lowest point of the adjacent driveway.</p>	<p>The Board considered various alternatives presented by the design team, and recommended that the best alternative involves shifting the pool enclosure to the west, where the existing grade drops away. They supported the requested departure. (PL3-III)</p>
<p><b>7. Outdoor activity,</b> SMC <a href="#">23.47A.011</a> E.  <i>“... shall be located at least 50 feet from a lot...”</i></p>	<p>Along the project’s south side, the design locates an open sundeck/ food service space.</p>	<p>The proposed deck is roughly 940 sq. ft., located between the pool enclosure and the hotel lounge. Its location results from the Board’s original “T-building” massing guidance.</p>	<p>With the stated consent of the adjoining property owner, the Board determined that the outdoor seating area is designed to support an appropriate level of human activity that should not adversely affect residents to the south. They recommended that DPD approve the requested departure. (CS2-D)</p>

**RECOMMENDATION**

The recommendation summarized above was based on the design review packet dated May 11, 2015 and the materials shown and verbally described by the applicant at the May 11, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the three Design Review Board members recommended APPROVAL of the subject design and departures, with the following conditions:

1. The applicant must update plans to show that vehicular exiting on N Northgate Way is to be signed for right turns only. (DC1)
2. The steps down from the Meridian Ave N sidewalk should incorporate a clear color delineation, integral to the paving material, not painted. (PL2-B, PL2-D)

**ANALYSIS & DECISION – DESIGN REVIEW**

Director’s Analysis

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

The Director’s decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their

recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:

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

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

At the conclusion of the Recommendation meeting held on 5/11/2015, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Three members of the Northeast Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines.

The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board.

Applicant response to Recommended Design Review Conditions:

1. The applicant responded with a memo on 9/15/2015, noting changes to MUP plan sheets A0.1, A1.P1, and A1.1 to show a right turn only to N. Northgate Way; and
2. The applicant responded with a memo on 9/15/2015, noting changes to MUP plan sheets A0.1 and A1.1 to show integral color concrete on the entry steps.

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

## **DIRECTOR'S DECISION**

The Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and the requested departures.

## II. ANALYSIS - SEPA

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

The applicant submitted the environmental checklist dated 10/31/2014, which made the initial disclosure of potential impacts from this project. The Department of Planning and Development (DPD) staff has annotated the environmental checklist, reviewed the project plans and any additional information in the project file submitted by the applicant or their agents, and considered any pertinent comments regarding this proposed action. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

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

Under such limitations/circumstances, DPD may consider mitigation. Therefore a more detailed discussion of some of the impacts is appropriate.

### PUBLIC COMMENT:

The SEPA public comment period began on January 11, 2015. DPD received various comments related to the site's location in the Thornton Creek watershed, its location in an identified environmentally critical area, concerns about the viability of below-grade structures, the removal of trees, increased stormwater runoff, traffic congestion, and increased bulk adjacent to residences.

### SHORT-TERM IMPACTS

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

#### Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which

adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

### Construction Noise

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

If extended construction hours are desired, the applicant may seek approval from DPD through a Noise Variance request. The applicant's environmental checklist does not indicate that extended hours are anticipated.

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

### Construction Traffic

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

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

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

### Earth

The applicant submitted a Geotechnical Engineering Study (Earth Solutions NW LLC, February 20, 2014). The site was granted Relief on Steep Slope Development by the DPD Geotechnical Engineer on November 18, 2014: "SMC 25.09.180 B2c. Results of Request for Relief on Steep Slope Development Environmentally Critical Areas (ECA) review is required for future permit applications. Based on a review of the submitted information and the City GIS system, DPD concludes that the site contains steep slope areas along the southern portion of the site that appear to qualify for criteria established in the ECA Regulations, SMC 25.09.180.B2c.

Specifically, the southern steep slope area and retaining wall appear to be less than 20 feet in height and are 30 feet or more from other steep slope areas. For this reason, DPD will waive the requirement for an ECA Steep Slope Variance for the proposed development. All other ECA Submittal, General, and Landslide-Hazard development standards still apply for this project.”

The proposal site is located in a landslide-prone critical area. DPD has documented that the proposal is consistent with the City’s Environmentally Critical Areas (ECA) regulations in SMC [25.09](#), has evaluated likely impacts on the critical area resources, and has deemed them to be adequately addressed in the ECA regulations.

The ECA Ordinance and Director’s Rule (DR) 18-2011 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction in landslide prone areas. Pursuant to this requirement the applicant submitted a geotechnical engineering study. The study has been reviewed and approved by DPD’s geotechnical experts, who will require what is needed for the proposed work to proceed without undue risk to the property or to adjacent properties. The existing Grading and Stormwater Codes will sufficiently mitigate adverse impacts to the ECAs. No additional conditioning is warranted pursuant to SEPA policies (SMC 25.05).

#### Environmental health

The environmental checklist indicates the presence of hydrocarbons located approximately 30' below grade, likely from the gas station immediately to the north. If not properly handled, existing contamination could have an adverse impact on environmental health.

Mitigation of contamination and remediation is in the jurisdiction of Washington State Department of Ecology (“Ecology”), consistent with the City’s SEPA relationship to Federal, State and Regional regulations described in SMC 25.05.665.E. This State agency Program functions to mitigate risks associated with removal and transport of hazardous and toxic materials, and the agency’s regulations provide sufficient impact mitigation for these materials. The City acknowledges that Ecology’s jurisdiction and requirements for remediation will mitigate impacts associated with any contamination.

The applicant has provided DPD with evidence of an application to the Washington State Department of Ecology Voluntary Cleanup Program (VCP). Pursuant to The City’s SEPA overview policy, Ecology’s review of the proposed cleanup activities at this site are assumed to be sufficient impact mitigation per SMC 25.05.675.F.

#### LONG –TERM IMPACTS

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions; possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas emissions; height, bulk and scale; traffic and transportation warrant further analysis.

---

### Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant, therefore, no further mitigation is warranted.

### Height, Bulk & Scale

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

Pursuant to SEPA Policy [25.05.675](#) G2c: Height, Bulk and Scale, *“The Citywide design guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk and scale impacts addressed in these policies. A project that is approved pursuant to the design review process is presumed to comply with the height, bulk and scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk and scale policies that have undergone design review shall comply with the design guidelines applicable to the project.”*

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process for any new project proposed on the site. Additional mitigation is not warranted under SMC 25.05.675.G.

### Parking and Transportation

The applicant submitted a Traffic Impact Analysis prepared by Gibson Traffic Consultants, Inc , and dated March 2015.

The Analysis indicated that the proposed development will generate peak demand for 121 parking spaces. The proposed development includes 127 parking spaces. This number of parking spaces accommodates all of the anticipated parking demand. SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of parking impacts in the Northgate Urban Center, even if parking impacts were identified. This site is located in that Urban Center.

The report analyzes likely traffic impacts by the project to four nearby screenlines and three specific locations: Meridian Ave N at N Northgate Way, and site access points at the east and west. Drawing on statistics from the Institute of Transportation Engineers' (ITE) *Trip Generation, 9<sup>th</sup> Edition (2012)*, the report identifies likely trips resulting from a 140-room hotel, minus trips associated with demolishing the existing fast food restaurant with drive-through. The net change is an increase of roughly 44 PM peak hour vehicular trips.

With the project, the principal nearby intersection at Meridian and Northgate would likely experience an increase of 0.4 seconds delay, from 41.3 to 41.7 seconds, and would remain at service level D. Across identified screenlines the development would measurably increase traffic volumes in the single digits.

The Northgate Coordinated Investment Transportation Plan (CTIP), developed by the Seattle Department of Transportation, provides a comprehensive, multi-modal plan for the area's transportation system, and is intended to serve as a blueprint for financing and prioritizing SDOT's capital investments in the Northgate area. As documented, DPD expects traffic from the proposed development to impact several locations where these capital investments are planned.

The project will be required to mitigate traffic impacts by participating in the City of Seattle transportation mitigation program for Northgate as outlined in DPD Client Assistance Memo (CAM) 243. Pursuant to that mitigation payment system, the project proposes to pay a pro rata contribution of \$77,466.54 in order to help reduce the project's transportation impacts. This fee shall be paid prior to building permit issuance, consistent with DPD business rules, and conditioned with this decision.

The condition to pay a pro rata contribution of \$77,466.54 is expected to adequately mitigate the adverse impacts from the proposed development, consistent with per SMC 25.05.675.R.

### **DECISION - STATE ENVIRONMENTAL POLICY ACT (SEPA)**

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

- Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW [43.21C.030\(2\)\(c\)](#).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW [43.21C.030](#) (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC [197-11-355](#) and Early review DNS process in SMC [25.05.355](#). There is no further comment period on the DNS.

### **DESIGN REVIEW - CONDITIONS OF APPROVAL**

#### *Prior to Certificate of Occupancy*

1. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Scott Ringgold, 206-233-5132 or [scott.ringgold@seattle.gov](mailto:scott.ringgold@seattle.gov)).

2. The applicant shall provide a landscape certificate from Director's Rule 10-2011, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Scott Ringgold, 206-233-5132 or scott.ringgold@seattle.gov).

*For the Life of the Project*

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Scott Ringgold, 206-233-5132 or scott.ringgold@seattle.gov).

**SEPA - CONDITIONS OF APPROVAL**

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

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

*Prior to Issuance of a Construction Permit*

5. The applicant shall make a pro rata mitigation payment pursuant to TIP 243 in the amount of \$77,466.54 to the City of Seattle.

Scott A. Ringgold, Land Use Planner \_\_\_\_\_ Date: November 30, 2015  
Department of Planning and Development

SAR:bg

Ringgold/3017071dec.docx

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

### Master Use Permit Expiration and Issuance

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

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

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

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