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: 3017663

Applicant Name: Bradley Khouri, B9Architects, for N 45th ST Apartments LLC

Address of Proposal: 1601 N. 45th Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 4-story, 40 residential unit mixed use building with 3,600 sq. ft. of retail commercial space at grade and parking for 20 vehicles located below grade, as well as an attached 8-unit residential apartment building, to be constructed on the LR2 portion of the site. Existing structures on site will demolished.

The following approvals are required:

SEPA Environmental Determination – Chapter 25.05 SMC.

Design Review – Chapter 23.41 Seattle Municipal Code (SMC)

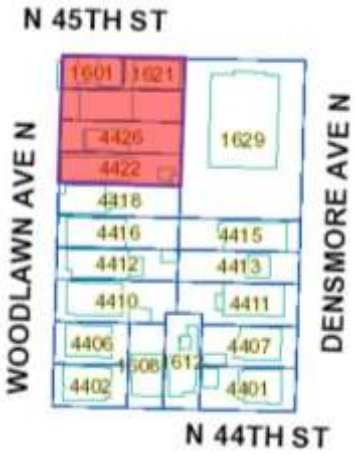
Design Departure Granted: SMC 23.54.030.B.2-- requires a minimum of 35 percent of parking stalls and a maximum of 65 percent to be striped for small vehicles. The applicant proposes striping of 100 percent of the parking for small vehicles.

SEPA Determination: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions

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

BACKGROUND INFORMATION:



The approximately square corner site at the southeast corner of N. 45th Street and Woodlawn Avenue N. is composed of 5 parcels, totaling some 13,670 sq. ft., and slopes approximately 6 feet from east to west. The zoning, from north to south, is NC2P-40 for the first 30 feet of the site and NC2-40 for the middle 60 feet, and LR2 for the final 30 feet. The site lies within the boundaries of the Wallingford Residential Urban Village. At this location N. 45th Street is designated a minor arterial, conveying traffic between SR99 to the west and Interstate 5 to the east. The street is also designated as a frequent transit corridor.

There are 6 existing smaller structures on the site, housing a variety of uses. Two are single-family residences and one is a duplex. There is one office building and two retail commercial buildings. The existing structures will be demolished to allow room for the proposed development. To the south of the proposed development site are four single-family residences.

Architectural styles in the area are mixed vernacular and revival styles. Moving away from N. 45th Street, the existing neighborhood fabric of the Wallingford community becomes generally more residential and of a smaller scale. There examples of a distinctive Seattle bungalow style abound.

Directly across Woodlawn Avenue N. on the west is the Wallingford neighborhood library. Adjacent to the proposal on the east is the 45th Street Medical & Dental Clinic, housed within the landmarked structure that once served as the Wallingford Fire and Police Station. Lots to the north, across N. 45th Street are occupied by commercial uses, some housed in what historically had been single-family houses. The former Abraham Lincoln High School, once the City's largest, sits directly west and south of the proposal site, across Woodlawn Avenue N. on a 6-plus acre site. Opened in 1907, the school was shuttered in 1981. Since then it has seen a variety of uses, including most recently the interim location for other Seattle public schools undergoing remodeling or rebuilding programs. After its own refurbishment, Lincoln HS is scheduled to re-open in the fall of 2019.

Project Description

The goal is to construct within the commercially-zoned area of the development site a four-story mixed use building with 40 residential units, 3,600 square feet of retail space, and parking for 20 vehicles. Within the 30-foot southernmost portions of the site, the area zoned LR2, a three-story apartment building, attached to the mixed-use structure by means of two levels of bridges and containing 8 units, 6 above grade and two partially below grade will be constructed. Parking is proposed for 48 bicycles. Private amenity areas, including a raised courtyard and rooftop garden areas will be provided within the larger structure. An outdoor amenity area will be provided at grade in the rear yard located east of the smaller apartment building.

Public Comment

The official public comment period for this proposal ended on February 22, 2014. The City received approximately 55 written comments regarding the project, many of which expressed

concern regarding the lack of proposed parking for the project. Additional public comments were elicited at each of the Design Review meetings. Specific comments from those meetings are included under the Design Review analysis discussed below.

ANALYSIS – DESIGN REVIEW

Early Design Guidance Meeting –September 8, 2014

At the Early Design Guidance Meeting, held on September 8, 2014, the development proposed was for three structures: 1) a 4-story apartment building with approximately 42 units set above a ground floor of approximately 4,200 SF of commercial spaces; 2) a three-story duplex townhouse; and 3) a three-story single-family structure.

The packet includes materials presented at the meeting, and is available online by entering the project number (*Error! Reference source not found.****) at this website:***
http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

Email: PRC@seattle.gov

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.

- The board agreed with the public comments calling for wider sidewalks abutting the retail spaces along N.45th Street and rounding the corner at Woodlawn Av N.
- The Board agreed that overhead weather protection was appropriate along the retail store fronts.
- The Board agreed that the east façade because of its visibility from N. 45th Street and the ground-level space between the proposed structure and the historic structure to the east needed special attention and design consideration.
- The structure should be thought of and architecturally addressed as having "two street corners" on N. 45th, the actual corner and the corner of the building opposite the landmarked police and fire station.
- Likewise, the Board noted that the façade facing the historic structure should clearly manifest a sensitivity to the neighboring structure.
- The Board agreed that a modernist approach to the design was appropriate and preferable to any fake craftsman applique, but also agreed that a successful design at this important location ultimately must embody a choice of quality materials and fine detailing.
- There were concerns expressed whether the "gap," or "slot" at the center of the apartment building structure was too narrow and would need to be adjusted to provide descent glazing for the units on either side of it.
- The Board agreed that the street-level opening for the residential entry along Woodlawn Av. N. should align with the slit in the façade of the upper floors of the building.

- The demonstration of the gaps or pattern of interstices between the west facades of structures along the block on Woodlawn Av. N., as shown on p. 23 of the packet, was compelling as a design strategy for the proposal at the north end of the block but more compelling if the apartment entry and upper gap were aligned.
- The "zone transition" diagram on p.21 was likewise most instructive, but the height, massing, and rooflines of the proposed lower density structures on the development site were not "justified" by the diagram and the town house structures in particular would probably need both further elaboration and explanation in assuming their transitional roles, especially as their exact siting and massing were the subject of departure requests.
- The vignettes on pages 25, 36, and 38 did not well serve the purpose of conveying or foreshadowing the pedestrian experience along either N.45th or Woodlawn and the Board would be desirous of seeing sidewalk-level sketches in the next presentation that would better convey the intended character of that experience.
- The Board suggested that the proposed decks would benefit from being partially projected and partially recessed.
- Some members of the Board cautioned against relying too much on wood and wood products to impart an intended "warmth" to the street level design—"provide the desired warmth through the use of stone."
- Be mindful of the Wallingford guideline calling for kick-plates as replicating more traditional storefronts of the neighborhood.
- The design development should envision a "modern" building; one that "keeps it simple," even somewhat austere, but with room for some playfulness.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines at the EDG meeting on September 8, 2014, are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

CONTEXT & 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-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

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-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.

Wallingford Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Upper-level Setbacks: Upper level building setbacks and setbacks along the building base are encouraged to help minimize shadow impacts on public sidewalks.

CS2-II Streetscape Compatibility

CS2-II-i. Reinforce Streetfront Elements: Visually reinforce the existing street storefronts by placing horizontal or vertical elements in a line corresponding with the setbacks and façade elements of adjacent building fronts. These could include trees, columns, windows, planters, benches, overhead weather protection, cornices or other building features.

CS2-III Corner Lots

CS2-III-i. Corner Orientation: Buildings on corner lots should be oriented to the corner. Parking and vehicle access should be located away from the corner.

CS2-III-iv. Sidewalk Setbacks: Developers are encouraged to propose larger setbacks to provide for wider sidewalks or plazas and to enhance view corridors at gateway intersections in consideration for departures from lot coverage or landscaping requirements.

CS2-III-v. Corner Design Elements: Typical corner developments should provide:

a. a main building entrance located at corner;

b. an entrance set back to soften corner and enhance pedestrian environment

c. use of a hinge, bevel, notch, open bay or setback in the massing to reflect the special nature of the corner and draw attention to it. (Example: Julia's open bay with bevel.)

CS2-IV Height, Bulk and Scale Compatibility

CS2-IV-iii. Upper-Level Setbacks: To protect single-family zones, consider providing upper level setbacks to limit the visibility of floors that are above 30 feet.

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

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

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-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

Wallingford Supplemental Guidance:

CS3-I Architectural Context

CS3-I-i. Complement positive existing character: Complement or respond to nearby pre- World War II structures. Traditional early 20th Century commercial structures are primarily one story.

CS3-I-iii. Building Base Design:

a. Ground floors or bases immediately next to pedestrians should reflect a higher level of detail refinement and high quality materials.

b. Encourage transparent, open facades for commercial uses at street level (as an example, windows that cover between 50-80 percent of the ground floor façade area and begin approximately 24 to 30 inches above the sidewalk rather than continuing down to street level).

PUBLIC LIFE

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

PL1-B Walkways and Connections

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

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.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

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-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-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-D Wayfinding

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

Wallingford Supplemental Guidance:

PL2-I-ii. Overhead Weather Protection: Continuous, well-lighted, overhead weather protection is strongly encouraged to improve pedestrian comfort and to promote a sense of security.

PL2-II Blank Walls

PL2-II-ii. Blank Wall Treatments: In situations where blank walls are necessary, encourage their enhancement with decorative patterns, murals or other treatment.

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

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-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

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

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

DESIGN CONCEPT

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-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-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

Wallingford Supplemental Guidance:

DC2-I Architectural Concept and Consistency

DC2-I-iii. Architectural Lighting: Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest. Encourage pedestrian scale pole lights along streets and walks.

DC2-I-iv. Signage:

a. Signage should reflect the pedestrian scale of the neighborhood.

b. Generally, individualized, externally illuminated signs are preferred over internally illuminated, rectangular box signs.

c. Signage should be integrated with the architectural concept of the development in scale, detailing, use of color and materials, and placement.

d. Creative, detailed, artistic and unique signage is encouraged.

e. The use of icons, symbols, graphic logos or designs that represent a service or occupation are preferable to standardized corporate logos.

f. Pole signs of any type are discouraged.

DC2-II Human Scale

DC2-II-iii. Durable Materials: Use durable and well-detailed finish materials:

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

b. Encourage the use of brick.

c. Discourage aluminum and vinyl siding, and siding with narrow trim.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

b. Make use of the building setbacks to create public open space at grade. Open spaces at grade that are 20 x 20 feet or larger and include significant trees are encouraged in exchange for landscape departures.

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.

DEVELOPMENT STANDARD DEPARTURES

At the time of FIRST Early Design Guidance the following departures were requested:

1. SMT 23.47A.014.B.1 (Setback requirement): The Code requires that a triangular 15-foot setback where a lot abuts the intersection of a lot line and the front lot line of a residential zone. The applicant proposes to maintain the established rhythm of separations along the block at the ground level.

The Board indicated they would entertain granting of the departure but would like to see further illustration and explanation of the benefit to be attained.

2. SMT 23.47A.014.B.2 (Setback Requirement): The Code requires a setback of 10-feet for portions of the structure above 13-feet in height where the side lot line abuts a lot in a residential zone. The applicant proposes a continuous 10-foot setback for the south façade.

The Board indicated they would entertain granting the departure as the design development proceeds.

BOARD DIRECTION

At the conclusion of the Early Design Guidance meeting, the Board recommended (4-0) moving forward to MUP application, addressing the concerns and recommendations of the Board noted above.

Recommendation Meeting –June 1, 2015

In response to the Board's direction given at the Early Design Guidance meeting, and in response to subsequent meetings with members of the community and the Wallingford Neighborhood Council, several changes had been made to the proposal. Changes in the proposed cladding, with brick the predominant feature of the 45th Street façade, the applicants noted, were prompted by the discussions with Wallingford Community Council. The applicant had also added 20 parking spaces to the project where formerly there were none proposed.

Architect's Presentation

The proposal, substantially redesigned since the Early Design Guidance meeting, consisted of essentially two structures, a four story mixed-use building establishing a strong retail base along N. 45th Street and wrapping the corner on Woodlawn Avenue N., and a smaller and lower 8-unit apartment structure within the Lowrise 2 portion of the site to the south, attached to the larger structure by means of open bridges above an intervening courtyard. A common open space accessible to all residential units will be located at the center of the larger mixed-use building at the second level. This raised courtyard space, open to the west and allowing light to penetrate into the three levels of units facing onto it, had been widened in response to the Board's earlier guidance. This gesture of breaking the mass of the larger building along Woodlawn Avenue N. in order to reinforce the existing urban form along that street had been presented at the Early Design Guidance meeting, but was even more evident, and appreciated, in its widened form.

The Board had agreed with public comments at the Early Design Guidance meeting calling for wider sidewalks and the proposal was pulled back from the northwest corner of the site by 3 feet in both directions. A raised platform accessed by stairs from the sidewalk has been located outside the retail space facing onto Woodlawn Avenue N. and the northwest corner.

Along the street front of N. 45th Street, a vertical notch with a change in brick color succeeded in breaking down the scale of the street front and was in keeping with the established scale of commercial street fronts along 45th. The storefront elements had been reinforced with continuous overhead weather protection that established a strong horizontal line tying the commercial elements of the ground floor together.

At the earlier meeting the design team had been encouraged to envision a thoroughly "modern" building, one that would keep it simple and restrained, even austere, but one that allowed room for some playfulness; it was noted that the present design.

PUBLIC COMMENT

Three members of the public offered comments at the Recommendation meeting. These comments included the following:

- The pedestrian experience both along N. 45th Street and Woodlawn Avenue N. had been notably strengthened; the overhead weather protection was not only a utilitarian improvement but added a strong design element to the project;
- The overall design had come a long way to establish a calm, consistent and contextually respectful feel to the project;
- The addition of some vehicle parking to the project was an important move and one appreciated by the community;
- The design team and development team should be commended for making such a tremendous effort to produce a development that now does fit into the context and existing fabric of the neighborhood;
- The proposal is an example of one of the best in-fill projects that have been proposed in the area to date;
- Compositionally the proposal exudes character, quality and vitality.

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 comments and guidance.

- The board was pleased with the wider sidewalks abutting the retail spaces along N.45th Street and rounding the corner at Woodlawn Av N.
- The Board agreed that overhead weather protection added not only to pedestrian comfort but to the overall attractiveness of the street-level design.
- At the Early Design Guidance meeting the Board had agreed that the structure should be thought of and architecturally addressed as having "two street corners" on N. 45th, the actual corner and the corner of the building opposite the landmarked building to the east, the former Wallingford Fire and Police Station, now serving as the 45th Street Medical and Dental Clinic. The Board agreed that the design development and treatment of the northeast corner of the main structure as almost-another- corner- of- the- block situation had had been treated with requisite attention and design consideration. Some concern was raised by some of the Board members and a member of the public, however, regarding the high visibility and reflectivity of the proposed white appearance of the southern portion of the east façade when viewed from N. 45th Street.
- The demonstration at the Early Design Guidance meeting of the varying gaps or pattern of interstices between the west facades of structures along the length of the block on Woodlawn Avenue N. had impressed the Board as a compelling design strategy; it was seen as even more compelling since the width of the west-facing gap had been widened.
- By replacing the 3 townhouses originally proposed with a small 8-uit apartment structure within the LR3 portion of the south edge of the site, the design team was able to provide an increased separation from the neighbor to the south, design a better utilized open space at the rear of the site and enable a widened gap at the center of the project, obviating the need for setback departure requests.

DEVELOPMENT STANDARD DEPARTURE

At the time of the Recommendation meeting only the following departure was requested:

> **SMT 23.54.030.B.2** (Parking Space Requirements): The Code requires that a maximum of 65 percent of the proposed 20 parking spaces (13) be striped for small vehicles, with the remaining 35 percent (7) striped for large vehicles. In order to maximize the number of parking stalls on this small development site, the applicant is requesting a departure to stripe all 20 spaces for small vehicles.

The Board voted 5-0 in favor of granting the requested departure.

BOARD DIRECTION

At the conclusion of the Recommendation meeting, the Board recommended (5-0) approval of the design as proposed and presented to the Board at the June 1, 2015 meeting and of the requested departure. The Board's approval was accompanied by a single condition to be resolved before issuance of the MUP, namely that the reflectivity and/or sheen of the "white" portion of the east façade be toned down in deference to the historic structure located adjacent and to the east of the proposal. It was the Board's condition that approval of the material and coating should be made by the Land Use Planner and that a note regarding the approved treatment, meeting the Board's wishes be added to the plan set accompanying the Master Use Permit.

ANALYSIS & DECISION- DESIGN REVIEW

The design review process prescribed in Section 23.41.014F of the Seattle Municipal Code and 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 recommendation:

a. Reflects inconsistent applications 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
e. Conflicts with the requirements of state or federal law.

DIRECTOR'S ANALYSIS AND DECISION

Five members of the Design Review Board provided recommendations (listed above) to the Director and identified elements of the Design Guidelines that would be critical for the project's overall success. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made at the Recommendation meeting and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings as well as the Wallingford Neighborhood Design Guidelines. The Director agrees with the Design Review Board's conclusion that the proposed project as presented at the June 1, 2015 meeting results in a design that best meets the intent of the applicable Design Guidelines and **APPROVES the proposed design and the requested departure.**

DESIGN REVIEW CONDITIONS

See below.

ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05) because the proposed project exceeds the 12,000 square feet size threshold.

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant, dated December 20, 2014. The information in the checklist, pertinent public comment, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The Department of Planning and Development has analyzed the environmental checklist which was submitted by the project applicant and reviewed the project plans and any additional information in the file. As indicated in this analysis, this action will result in impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SM C 25.05.665) 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 and environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation,"* subject to some limitations.

Short-Term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and nonrenewable resources. Several adopted codes and/or ordinances provide mitigation for some of the identified impacts:

- The applicant estimates approximately 1,200 cubic yards of excavation for construction. Excess material to be disposed of must be deposited in an approved site.
- The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction.
- The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, and removal of debris and regulates obstruction of the pedestrian right-of-way.
- PSCAA regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general.

- Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with construction activities. Most short-term impacts are expected to be minor, and compliance with existing applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. For example, the Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes, and requires that soil erosion control techniques be initiated for the duration of construction. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. However, given the amount of building activity to be undertaken in association with the proposed project, additional analysis of drainage, grading, traffic, circulation and parking, noise, and greenhouse gases is warranted.

Drainage

Soil disturbing activities during site excavation for foundation purposes could result in erosion and transport of sediment. The Stormwater, Grading and Drainage Control Code provides for extensive review and conditioning of the project prior to issuance of building permits. Therefore, no further conditioning is warranted pursuant to SEPA policies.

Earth - Grading

Construction plans will be reviewed by DPD. Any additional information showing conformance with applicable ordinances and codes will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The current proposal involves excavation of approximately 1,200 cubic yards of material. A Geotechnical Report by PanGeo Inc., dated November 2014, was submitted with this application and was reviewed and approved by DPD. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Traffic, Circulation and Parking

Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during excavation and construction activities. The construction activities will require the removal of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips.

During demolition and construction, the existing City code (SMC 11.62) requires truck activities to use arterial streets to the greatest extent possible. For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks to minimize the amount of spilled material and dust from the truck bed en route to or from a site.

The Street Use Ordinance requires sweeping or watering streets to suppress dust, on-site washing of truck tires and removal of debris, and regulates obstruction of the pedestrian right-of-way. This ordinance provides adequate mitigation for these construction transportation impacts.

On-street parking in the neighborhood is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking and result in an adverse impact on surrounding properties. The owner and/or responsible party shall assure that construction vehicles and equipment are parked on the subject site or on a dedicated site within 800 feet for the term of the construction, whenever possible.

To facilitate these efforts, a Construction Management Plan will be required as a condition of approval identifying construction worker parking and construction materials staging areas; truck access routes to and from the site for excavation and construction phases as approved by SDOT; and sidewalk and street closures as approved by SDOT with neighborhood notice and posting procedures.

Noise

All construction activities are subject to the limitations of the Noise Ordinance. However, given the proximity of the site to existing residential uses, additional restrictions are warranted. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7 a.m. to 6 p.m. and to Saturdays between 9 a.m. No construction will be permitted on Sundays. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this condition.

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.

Long-Term Impacts — Use-Related Impacts

Height, Bulk and Scale

The SEPA Height, Bulk and Scale Policy (25.05.675.G) states that:

"…the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies…for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning."

In addition, the Policy states that:

"A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated."

The proposed development would proceed according to Land Use Code standards for the proposed zone. The development as a whole will be in keeping with the scale of development anticipated by the goals and policies for the existing zoning and the Comprehensive Plan. In addition, in approving the project, the Design Review Board gave particular attention to the height, bulk and scale relationship of the proposal to its surroundings. There is no evidence that height, bulk and scale impacts have been inadequately mitigated through the Design Review Board process. Therefore, no mitigation of height, bulk and scale impacts is warranted pursuant to SEPA.

Traffic

According to the Traffic and Parking Study (update) prepared by William Popp Associates and dated April 17, 2015, the proposed development would be estimated to generate a total 356 daily trips, with totals of 18 AM and 29 PM peak hour trips, per ITE Trip Generation manual, 8th edition. It is estimated, however, that the residential element of the project would generate fewer vehicle trips than per ITE rates for mid-rise apartments, given the area amenities for alternative modes of travel. For the present proposal, it was assumed that the site trip generation for the residential units would be about 25 percent less than per the ITE rates. Utilizing tis reduction adjustment for the proposed residential use, it is estimated that the trip generation for the project (both residential and retail) would be more in the range of 307 daily and 15 AM and 24 PM peak hour trips. While these impacts may be adverse, they are not expected to be significant as they affect existing and future conditions. The project is close to regular transit service and will provide ample interior bike storage spaces and encourage alternatives to single occupancy vehicle use. No further mitigation through SEPA authority appears warranted.

The Traffic and Parking Study reviewed transportation concurrency level of service at four screenlines in the vicinity of the project. At the average weekday PM peak hour condition, the four subject screenlines would remain under the City's Level of Service (LOS) standards.

Parking

The project is providing 20 vehicle parking stalls in a below-grade parking garage on site. Access to the garage will be from a twenty-foot wide curbcut on the east side of Woodlawn Avenue N., just opposite and north of the intersection with Woodlawn Pl N. The project is not required to provide any parking per the Land Use Code due to the fact that the site is located within the Wallingford Residential Urban Village. The estimated parking demand for both the residential and commercial-retail is estimated to result in a total parking demand of 28 vehicles. Peak demands for the two different uses, however, would occur at different times of the day, with the commercial-retail demand at zero for the overnight period which would be the prime demand for parking related to the residential use. Thus the peak evening demand (10PM to 6AM) is estimated to be approximately 22 vehicles, 20 of which would be parked on site with 2 vehicles parked on-street. The on-street demand during the mid-day (associated with the retail) is estimated at 6 vehicles. No mitigation of spillover parking is warranted or authorized.

Greenhouse Gas

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.

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. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21 C), including the requirement to inform the public of agency decisions pursuant to SEPA.

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

CONDITIONS DESIGN REVIEW

Prior to issuance of the MUP permit

1. The MUP architectural plans shall be updated to include colored elevations that show and specify the approved surface paint treatment of the east elevation opposite the historic building (former Wallingford Fire and Police stations) located at the corner of Densmore Avenue N. and N. 45th Street.

Prior to Issuance of a Certificate of Occupancy

2. The design, siting, and architectural details of the project shall remain substantially as presented at the Design Review recommendation meeting of June 1, 2015, except for any alterations made in response to the recommendations of the Board and incorporated into the plan sets re-submitted to DPD prior to issuance of the Master Use Permit. Compliance with the approved design features and elements, including exterior materials, architectural detail, facade colors, and landscaping, shall be verified by the DPD Planner assigned to this project. Inspection appointments with the Planner shall be made at least five (5) working days in advance of the inspection.

CONDITIONS – SEPA

Prior to Issuance of any permits to construct

3. A Construction Management Plan will be required as a condition of approval identifying construction worker parking and construction materials staging areas; truck access routes to and from the site for excavation and construction phases as approved by SDOT; and sidewalk and street closures as approved by SDOT with neighborhood notice and posting procedures.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction:

4. The hours of construction activity not conducted entirely within an enclosed structure shall be limited to non-holiday weekdays between 7:00 a.m. and 7:00 p.m., and between 9:00 a.m. and 7:00 p.m. on Saturdays. No construction activities are permitted on Sundays. All construction activities remain subject to the construction noise ordinance (SMC 25.08.425).

Signature: retagonzales-cunneutubby for Date: September 10, 2015
Michael Dorcy, Senior Land Use Planner
Department of Planning and Development

MMD:rgc
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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 or to our message line at 206-684-8467.