



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 & DEVELOPMENT**

Application Number: 3017791
Applicant Name: Bob Tiscareno of Tiscareno Architects for Mill Creek Residential
Address of Proposal: 2003 NW 57th Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 6-story structure containing 118 residential units above 14 live-work units. Parking for 102 vehicles to be provided below grade. Existing structure to be demolished.

The following approvals are required:

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

Development Standard Departure from a maximum percentage of residential uses at street level. (SMC 23.47A.005.C.1.g)

Development Standard Departure from a maximum street level setback. (SMC 23.47A.008.A.3)

Development Standard Departure from sight triangle requirements. (SMC 23.54.030.G)

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

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

Site Zone: Neighborhood Commercial 3-65 (NC3-65)

Nearby Zones: Directly to the east, west and south the zone is a NC3-65. Across NW 57th St. to the north the zone is MR-RC. In the broader context, further to the south, west and east the zones are NC3P-65 and NC3-85. North of the half block MR-RC zone are LR3-RC and LR3 zones.

Lot Area: 22,800 square feet.

Environmentally Critical Areas: None

Access: The site is bordered by NW 57th St. to the north, and 20th Ave. NW to the east.



Current Development: The site is currently occupied by a funeral home and surface parking.

Surrounding Development: Directly west of the site is the ‘Greenfire Campus’, with two structures. One, facing NW 57th St. is a 5-story apartment building with 18 units and the other, along NW 56th St. is a mixed use commercial/office building. Directly south of the site are a drive-through bank with surface parking, and two one-story commercial structures with surface parking. A 6-story mixed use structure is proposed for the corner of 20th Ave. NW and NW 56th St. and will remove one of the structures. Across NW 57th St. a 6 story low-income senior housing project and a 6 story apartment building are under construction. An existing residential structure built in 2008 is located at the corner. Across 20th Ave. NW is a single family house converted to an office use, surface parking and a 6-story mixed use building under construction.

Neighborhood Character: The site is located two blocks north of NW Market St., in the Ballard Hub Urban Village and within the area designated under the Ballard Municipal Center Master Plan. The Ballard Public Library is located at the west end of the block. To the south is NW Market St. which has a dense concentration of retail and restaurant uses, mostly in one and two-story older structures. Further to the southeast is the Swedish-Ballard medical campus. Historic downtown Ballard is located to the southwest. NW 56th St. includes commercial uses, but at a lower density than Market St. and areas to the south. NW 57th St. has a more residential feel though the neighborhood is in transition. The blocks to the north and east are populated with multi-family and single family residential development.

Project Description: the proposed project is for the design and construction of a six story mixed use development with 118 residential units and 14 at grade, live-work units. Parking below grade will provide 102 spaces with access off of NW 57th St. Approximately 12,000 cubic yards of soil will be removed from the site.

The proposed structure will have 5 stories of residential units over a ground level with live-work units, residential units, and accessory uses for the residents. The residential pedestrian entry is located at the corner of NW 57th St. and 20th Ave. NW. Access to below grade is from a two-way curb cut on NW 57th St.

At the ground level the residents will have access to a landscaped courtyard at the ‘back’ of the structure. Five live-work units along the west side of the structure have their entries off of a 10’ wide landscaped setback. A landscaped deck is to be built in the middle section of the roof.

DESIGN REVIEW

EARLY DESIGN GUIDANCE MEETING: August 25, 2014

The packet presented at the EDG meeting is available online by entering the project number (3017791) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

Address: **Public Resource Center**
 700 Fifth Ave., Suite 2000
 Seattle, WA 98124

Email: PRC@seattle.gov

PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Early Design Guidance meeting:

- Concerned that new development will shade the neighbors across the street to the north. Would like to see some modulation to allow greater light to those neighbors.
- Preferred residential uses at ground level in the proposed building.
- Would like the auditory signals at the garage entrance to be adjusted to be sensitive to the neighboring properties.
- Would like to see greater architectural interest in the design.

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.

EARLY DESIGN GUIDANCE:

1. **Massing.** The Board agreed that the preferred Option C is the strongest massing concept and should be further developed. (CS2-D)
2. **Location of Courtyard:** The Board discussed at length how the courtyard configuration might be situated to help minimize massing impacts, as well as light and shadow impacts.
 - a. The Board would like to see a setback along NW 57th Street to allow greater light and air to the neighbors directly across the street to the north, as well as visual interest and relief from the massing. The Board requested that solar studies be completed that inform the design strategy that addresses these two concerns. Possible strategies might include setting back the upper floors, modulation, or notching out a portion of the building to accommodate an upper level courtyard. (CS1.B2, CS2.D, DC2.A2, DC2.D1, DC2.D2)
 - b. The Board stressed that maintaining the street wall at the lower levels along NW 57th Street would be appropriate and that the upper two to three levels should be set back to achieve improved light access. (CS2.II.iii)

3. Live-Work Units.

- a. The Board was very supportive of the alternate Scheme C concept, which wraps the live-work units at the ground level around the building to the west side facing the Greenfire Campus and takes advantage of the views and continuation of open spaces. (CS1.D1, PL1.A.1.)
- b. The Board noted that the live-work units along NW 57th Street appeared overly flat and lacked expression either vertically or horizontally that would provide visual relief and help activate a challenging use at ground level. The Board encouraged exploration of setbacks, architectural detailing and landscaping that create layered buffer area for these units. (CS2.B2, PL2.B1, PL3.A, PL3.B)
- c. The Board noted that the west elevation on the Harvard Avenue side of the Joule development on Capitol Hill provides a good example of ground level units that are pedestrian scaled with landscaping, vertical transitions, setbacks and a strong sense of entry at each unit. (PL1.A.1.)

4. Corner Expression.

- a. The Board supported the configuration that located the lobby at the corner. (PL3.A)
- b. The Board agreed that the generous separation at ground level and the two-story expression along 20th Avenue NW shown in the alternate Scheme C was the strongest and should be further developed. (CS2-III-iii)

5. Design Concept and Materiality. The Board noted the iconic buildings of the Greenfire Campus and the Ballard Library, both along NW 57th Street, and specified that the proposed design does not need to replicate those designs, but should strive towards a simplicity and honesty in the proposed material palette. The materiality and forms of these more iconic developments should inform the design of the subject site. (CS3.A.2, DC4A, DC41)

6. Service Area. The Board recommended that the trash and staging area be accommodated within the building at ground level. Such provision would eliminate the need for the departure request from slope. (DC1.C4.)

7. Landscaping. The Board would like to see the existing street trees preserved. (CS1.D.1)

INITIAL RECOMMENDATION MEETING: March 16, 2015

The packet presented at the Initial Recommendation meeting is available online by entering the project number (3017791) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

Address: Public Resource Center
700 Fifth Ave., Suite 2000
Seattle, WA 98124

Email: PRC@seattle.gov

PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Recommendation meeting:

- Encouraged more bike parking.
- Stated a through block connection would be dangerous and did not encourage one.
- Concerned about the canyon effect of the building on NW 57th St.
- Encouraged a greater setback at the live/work units along NW 57th St. to match the 10' set back on the west elevation.
- Encouraged more green space.

PRIORITIES & BOARD RECOMMENDATIONS

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

INITIAL RECOMMENDATION GUIDANCE:

- 1. Materials and Façade Composition:** The Board liked the angled roof cantilever along NW 57th St and the 20th Ave NW corner and stated the street level is well designed but noted that the building was 'generic' above the lower level. The Board gave specific guidance to simplify the elevations and use metal siding instead of fiber cement board, on the east elevation facing 20th Ave NW and the non-recessed portions of the north elevation facing NW 57th St. (CS3.I.iv, DC2.B.1, DC4.A.1)
 - a. Design the windows or window frame to vertically accentuate the street corner. (CS2.C.1)
 - b. Use metal siding on the north and east elevations. Two colors on the east façade is okay. (CS3.I.iv, DC4.A.1)
 - c. Keep the three part rhythm of the of the north façade. (DC2.B.1)
 - d. Consider provided a deeper 'brow' on all three upper sections of the north façade to simplify the roof line. (DC2.B.1)
 - e. Design the building to meet guideline CS2.A.1 Sense of Place. (CS2.A.1)
- 2. Podium and Street Level Design:** The Board expressed support for and directed the applicant to use the alternate design presented with the two story brick podium on both street-facing elevations. They remarked that the dark brick and window frames are handsome above the low concrete base. (DC2.B.1, DC4.A.1)
 - a. Along NW 57th St continue the brick two-story podium across the 2nd level of the eastern most setback. (DC2.B.1)
 - b. Design the fence and gate along NW 57th St into the live/work setback to be different from the Greenfire fence. (DC2.D)
- 3. South Elevation:** The Board noted that the blank portion of the south elevation will be very visible from NW 56th St. and instructed the applicant to redesign the elevation without stripes. (CS2.A.2, DC2.B.1)
 - a. Design a simplified façade that relates to the context and design concept. (CS2.A.1, DC2.B.1&2, DC4.A.1)

FINAL RECOMMENDATION MEETING: April 20, 2015

The packet presented at the Final Recommendation meeting is available online by entering the project number (3017791) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

Address: Public Resource Center
700 Fifth Ave., Suite 2000
Seattle, WA 98124

Email: PRC@seattle.gov

PUBLIC COMMENTS

No public comments were offered during the public comment portion of the Recommendation meeting.

PRIORITIES & BOARD RECOMMENDATIONS

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

FINAL RECOMMENDATION GUIDANCE:

1. **Materials and Façade Composition:** The Board thanked the design team for the excellent response to their guidance at the Initial Recommendation meeting. They appreciated the color options given for the metal siding on the street facing elevations.
 - a. The Board stated the color of the metal siding is at the discretion of the applicant and was confident that either color presented will work. (DC2.B.1, DC4.A.1)
 - b. The Board recommended a condition to provide a finer level of detail at the upper stories of the northwest corner; design the corner to provide a clean, smooth transition of materials. (DC2.B.1, DC4.A.1)
2. **Gate Design:** The Board expressed that the street-facing gate and fence into the setback for the west facing live/work units was very nice and was thoughtfully presented.
 - a. The Board recommended a condition to powder-coat the metal gate to match the other building materials. (DC2.B.1, DC2.D)
3. **South Elevation:** The applicant presented two options for the use of color on the south façade.
 - a. On the south elevation The Board recommended a condition to use the random pattern of color on the siding, shown on page 8. (CS2.A.1, DC2.B.1&2, DC4.A.1)

DESIGN REVIEW GUIDELINES

The priority Citywide and Ballard Municipal Center 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

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

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-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

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.

Ballard Supplemental Guidance:

CS2-II Streetscape Compatibility

CS2-II-iii. Mixed Use and Residential on E/W Streets: Buildings should maintain a consistent street wall up to a minimum of two story development and provide a setback(s), particularly on the south side of the street, beyond three stories to enhance solar access to the street and avoid a ‘canyon’. Deviations from the consistent street wall should be allowed for public usable open spaces. The Design Review Board may consider a departure as set forth at SMC 23.41.012 to reduce open space requirements in

exchange for a mid-block pedestrian connection. Such spaces shall be sited and designed in a manner that is clearly public in nature and engaging to pedestrians.

CS2-III Height, Bulk and Scale Compatibility

CS2-III-iii. Mixed Use Development on North-South Avenues: Buildings should maintain a consistent street wall up to a minimum of two stories and provide a setback(s), particularly on the west side of the avenue, beyond three stories to enhance solar access to the street and avoid a canyon effect.

CS2-III-iv. Mixed Use and Residential Development on East-West Streets: Same as above, except with setbacks particularly on the south side of the street beyond three stories to enhance solar access to the street. Buildings should provide façade modulations that break down the scale of larger developments to recall the underlying original 50' parcel widths.

- a. The Board may consider exceptions of up to 10 ft. from the recommended consistent street wall for public usable open space. Design should provide facade modulation that breaks down the scale of larger development to recall the underlying original 50 ft. parcel width.

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-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

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.

Ballard Supplemental Guidance:

CS3-I Architectural Concept and Consistency

CS3-I-i. Signage: Incorporate signage that is consistent with the existing or intended character of the building and neighborhood

CS3-I-ii. Canopies: Solid canopies or fabric awnings over the sidewalk are preferred.

CS3-I-iii. Illuminated Signs: Avoid using vinyl awnings that also serve as big, illuminated signs.

CS3-I-iv. Materials: Use materials and design that are compatible with the structures in the vicinity if those represent the neighborhood character.

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-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

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.

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

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

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-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-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

Ballard Supplemental Guidance:

PL2-II Human Activity

PL2-II-ii. Mixed Use Development on Avenues: Commercial uses are encouraged to set back in order to provide opportunities for pedestrian activities where appropriate.

PL2-III Pedestrian Open Spaces and Entrances

PL2-III-i. Pedestrian Design: New development is encouraged to contribute to a midblock, north-south connection system for pedestrians. Active, pedestrian-oriented commercial design and/or ground related townhouse units are encouraged to extend from the street facing facade and front the pedestrian connection path, thereby contributing visual interest and more opportunity for social contact.

PL2-III-ii. Open Commercial Facades: Encourage pedestrians to look into the building interior; configure retail space to attract tenants with activity that will spill out onto the sidewalk; street front open space that features artwork, street furniture, and landscaping; and multiple building entries.

PL2-III-iii. Pedestrian Connection: A reduction in a development's open space or lot coverage requirement may be granted, as set forth at SMC 23.41.012, in return for landscape and hardscape treatment that provides and/or enhances the pedestrian connection.

PL2-IV Mixed Use Development

PL2-IV-i. Canopies: Continuous overhead weather protecting canopies are encouraged on buildings adjacent to the sidewalk. Transparent or translucent canopies along the length of the street provide welcome weather protection, define the pedestrian realm, and reduce the scale of taller buildings.

PL2-IV-ii: Overhead Weather Protection: design consideration should be given to

- a. the overall architectural concept of the building;
- b. uses occurring in the building (entries, commercial space) or adjacent environment (bus stops)
- c. continuity with weather protection provided on nearby buildings;
- d. the scale of the space defined by the height and depth of the weather protection
- e. when opaque material is used, the illumination of the underside.

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.

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.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

Ballard Supplemental Guidance:

PL3-II Single Use Residential

PL3-II-i. Direct Unit Entrances: Townhouse or other residential developments that have direct unit entrances on the sidewalk are encouraged. New development should mark the property line with a landscaped fence or low hedge planting to enhance the continuity of the street.

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-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.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

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-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

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.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

Ballard Supplemental Guidance:

DC1-I Parking and Vehicle Access

DC1-I-i. Vehicle Entrances: In Neighborhood Commercial (NC) zones, vehicular entrances are discouraged on the avenues. When absolutely necessary, they should be limited to right turn ingress and egress only.

DC1-I-ii. Appropriate Vehicle Access: Vehicular access to sites is most appropriate along NW 56th, 57th, and 58th Streets. Commercial vehicular access is most appropriate on NW 56th and/or NW 57th Streets.

DC1-I-iv. Curbcuts: Where curbcuts are provided, the number and width should be minimized.

DC1-IV Screening of Dumpsters, Utilities and Service Areas

DC1-IV-i. Screening: Service areas, loading docks and refuse should be internal to the development or carefully screened, especially on sites directly adjacent to the park.

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 Façade Composition

DC2-B-1. Façade Composition: Design all building façades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all façades 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 façades 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 façades 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 façades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

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.

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-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

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.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

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-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

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.

Ballard Supplemental Guidance:

DC4-I Exterior Finish Materials

DC4-I-i. Quality Materials: New development should exhibit craftsmanship through the use of durable, attractive materials. Building materials and interesting details found on older buildings on Market Street and the Ballard Avenue Landmark District should be considered.

DEVELOPMENT STANDARD DEPARTURE

The Board's recommendation on the requested departure was based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure. At the Final Recommendation Meeting one departure was requested:

1. **Residential Uses at Street Level (SMC 23.47A.005.C.1.g):** The Code requires a maximum of 20% of the street -level street-facing facades be residential uses. For 20th Ave NW where this requirement applies, the applicant proposes 48% of the street-level uses be residential uses.

This departure would provide an overall design that would better meet the intent of Design Guideline **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. The residential entry and lobby will be located at the corner of NW 57th St and along 20th Ave NW. The lobby will provide light and activity at all hours and days of the week at the corner.

The Board voted unanimously to recommend this departure.

2. **Street-Level Development Standards (SMC 23.47A.008.A.3):** The Code requires that street-facing street-level facades to be located within 10' of the street lot line. The applicant proposes a set back of 13'-6" from 20th Ave NW at the residential lobby entry.

This departure would provide an overall design that would better meet the intent of Design Guideline **PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance. By allowing the residential entry to set back from the street at the corner, and not have a wall along the property line, a more visible and open entry with no 'hiding places' will be provided.

The Board voted unanimously to recommend this departure.

3. **Parking Standards - Sight Triangle (SMC 23.54.030.G):** The Code requires that for two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway with the sidewalk. The applicant proposes to provide mirrors or other safety measures instead of a sight triangle.

This departure would provide an overall design that would better meet the intent of Design Guideline **DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking entrances. Given the location of the structure to the sidewalk, providing sight triangles would increase the size of the opening of the garage entry along NW 57th St.

The Board voted unanimously to recommend this departure.

BOARD RECOMMENDATIONS

The recommendation summarized below was based on the design review packet dated April 20, 2015, and the materials shown and verbally described by the applicant at the April 20, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, four Design Review Board members recommended **APPROVAL** of the subject design and of departures with the following conditions:

1. Provide a finer level of detail at the upper stories of the northwest corner and design the corner to provide a clean, smooth transition of materials. (DC2.B.1, DC4.A.1)
2. Powder-coat the metal gate to match the other building materials. (DC2.B.1, DC2.D)
3. On the south elevation use the random pattern of color on the siding, shown on page 8. (CS2.A.1, DC2.B.1&2, DC4.A.1)
4. Provide mirrors and other safety measures at the garage exit instead of sight triangle as a condition of the Boards granting of Departure #3.

ANALYSIS & DECISION – DESIGN REVIEW

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.*

Director’s Analysis

Four members of the Northwest 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.

Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review 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.

Applicant response to Recommended Design Review Conditions:

- 1. The applicant responded on the plans with a design of a smooth metal panel at the northwest corner instead of the horizontal inverse box-rib metal siding, therefore satisfying recommendation #1.*
- 2. The applicant responded on the plans, noting that the gate will have a powder coated finish paint finish of SW6990 or similar. The Sherwin-Williams paint color is a dark gray which is similar to the color of other exterior building materials, therefore satisfying recommendation #2.*
- 3. The applicant responded on the plans, showing a south elevation, where the building will be visible, of a random pattern of grays, therefore satisfying recommendation #3.*
- 4. This condition has not been met in the MUP set and will be a condition of the building permit (see below).*

The Director is satisfied that conditions 1 through 3 of the recommendations imposed by the Design Review Board have been met. The Director accepts the Design Review Board's recommendation and mirrors or other safety measures shall be provided at the garage exit, instead of sight triangles, shall be required, as conditioned below.

Director's Decision

The Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and the requested departures with the conditions summarized at the end of this Decision Board that further augment the selected Guidelines.

SEPA ANALYSIS

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 initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 1/15/2015. The Department of Planning and Development (DPD) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or its agents; and any pertinent comments which may have been received regarding this proposed action have been considered. 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, mitigation can be considered. Thus, a more detailed discussion of some of the impacts in appropriate.

Public Comment:

The public comment period ended on November 23, 2014. In addition to the comment(s) received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to parking, traffic, and density. Comments were also received that are beyond the scope of this review and analysis per SMC 25.05.

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 analyzes construction-related noise, greenhouse gas, air quality, construction traffic and parking impacts, as well as mitigation.

Noise

This project falls within the Ballard Construction Hub as identified by SDOT.

Noise associated with construction of the building could adversely affect surrounding uses in the area, which include a midrise zone across NW 57th St from the site. There will be excavation required to prepare the building site and foundation. The applicant has stated in the SEPA checklist that approx. 12,500 cubic yards of soil will be removed from the site and construction is estimated to last 16 months. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the surrounding residential uses in the adjoining area.

The impacts of construction noise on nearby residential properties warrants additional mitigation. To mitigate construction noise impacts pursuant to SMC25.05.675.B the applicant shall submit a Construction Management Plan for approval by DPD.

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

Construction Parking and Traffic

This project falls within the Ballard Construction Hub as identified by SDOT.

During construction, which may last 16 months, parking demand is expected to increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675. B and M).

The immediate area has been experiencing numerous and successive construction projects. The combined impact and duration of this activity has an impact on nearby traffic and parking. Increased trip generation is expected during the proposed demolition, grading, and construction activity. One side of the site is located on an arterial street. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted.

To mitigate construction parking impacts, the applicant shall submit a Construction Parking Plan for approval by DPD. This plan shall demonstrate the location of the site, the peak number of construction workers on site during construction, the location of nearby parking lots that are identified for potential pay parking for construction workers, the number of stalls per parking lot identified, and a plan to reduce the number of construction workers driving to the site. This plan shall be reviewed by DPD. Approval of the plan is required prior to the issuance of demolition, grading, and building permits.

Increased trip generation is expected during the proposed demolition, removal of up to 12,500 cubic yards of soil, grading, and construction activity, with haul routes restricted to nearby arterials. Large trucks turning onto arterial streets would be expected to exacerbate the flow of traffic. Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted.

To mitigate construction truck trip impacts, the applicant shall submit a Construction Haul Route for approval by Seattle Department of Transportation. This plan may include a restriction in the hours of truck trips to mitigate traffic impacts on nearby arterials and intersections. Evidence of the approved plan shall be provided to DPD prior to the issuance of demolition, grading, and building permits.

Long Term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; loss of plant and animal habitat; and increased light and glare. 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; historic preservation; traffic and transportation; and parking impacts 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 project went through a Design Review process which addressed the issue of Height, Bulk & Scale; see the above Design Review Analysis for details of the process and design changes.

Pursuant to SEPA Policy 25.05.675.G.2.c: 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." Additional SEPA Mitigation of height, bulk and scale is not warranted.

Historic Preservation

There is one existing structures on site more than 50 years old to be demolished. The applicant choose to nominate the structure for potential Landmark status. The city's Landmark Preservation Board voted in favor of denial of nomination. status (LPB 137/15). No further mitigation is warranted.

Traffic and Parking

The applicant submitted a Transportation Impact Analysis (Moderna Ballard Traffic Impact Analysis, by Gibson Traffic Consultants, dated October 2014).

The study analyzed the proposed uses and the existing uses to determine the new daily trip generation. The project is anticipated to generate 449 new daily trips with 41 new PM peak hour trips.

It was determined the development will not cause any of the study intersections to operate below the City of Seattle's LOS threshold after assuming a 7% growth rate for future trips. The project's traffic impact on the surrounding streets would remain under the Transportation Concurrency Level of Service for the City.

DPD's Transportation Planner has reviewed the Transportation Impact Analysis and determined additional SEPA mitigation is not necessary.

The project is providing 102 parking spaces for the 132 residential and live/work units. The Traffic Report noted that the residential peak parking demand for this development is anticipated to be 107 to 124 spaces. Thus the need for off-site parking is anticipated to be for 5 to 22 spaces.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of residential parking impacts in urban villages within 1,320 feet of a street with frequent transit service. This site is located within the Ballard Hub Urban Village, and is also located within a mapped

frequent transit service corridor. Regardless of the parking demand impacts, no SEPA authority is provided to mitigate impacts of parking demand from the residential components of this project, even if impacts were identified.

DETERMINATION OF NON-SIGNIFICANCE

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 43.21.030(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 Issuance of a Building Permit

1. Provide mirrors and other safety measures at the garage exit instead of sight triangles as a condition of the Boards granting of Departure #3.

SEPA - CONDITIONS OF APPROVAL

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

2. Approval of a construction management plan (CMP) by the Land Use Planner (beth.hartwick@seattle.gov) is required. In the CMP include hours of construction and any measures that will be taken to mitigate noise.
3. Approval of a Construction Parking Plan, by the Land Use Planner (beth.hartwick@seattle.gov) is required.
4. Provide a copy of a Construction Haul Route, approved by Seattle Department of Transportation to the Land Use Planner (beth.hartwick@seattle.gov).

DESIGN REVIEW - CONDITIONS OF APPROVAL

Prior to Certificate of Occupancy

5. 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 (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov).

6. 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 (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov).

For the Life of the Project

7. 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 (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov) or a DPD assigned Land Use Planner.

Signature: retagonzales-cunneutabby for _____ Date: July 23, 2015
Beth Hartwick, Senior Land Use Planner
Department of Planning and Development

BH:rgc

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.