



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: 3017878
Applicant Name: Marsha Mawer-Olson with Caron Architecture for Freemont Breese LLC
Address of Proposal: 1240 North Midvale Place

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 4-story, 30-unit apartment building with 2,338 sq. ft. of office at ground level. Existing structure to be demolished. No parking is proposed.*

*Note – The project description has been revised from the following original notice of application: Land Use Application to allow a 4-story, 30-unit apartment building with 2,118 sq. ft. of retail at ground level. Existing structure to be demolished. No parking is proposed.

The following approvals are required:

Design Review – Seattle Municipal Code (SMC) Chapter 23.41 with the following Development Standard Departures:

1. Residential Building Setback – To allow a portion of a structure containing a residential use with a side lot line abutting a lot in a residential zone encroach in a required setback. (SMC 23.47A.014.B.3)
2. Street-Level Development Standards – To allow a structure's street-level street-facing façade non-residential use have an average depth less than 30' and a minimum depth less than 15'. (SMC 23.47A.008.B.3)

SEPA - Environmental Determination (SMC Chapter 25.05).

SEPA DETERMINATION:

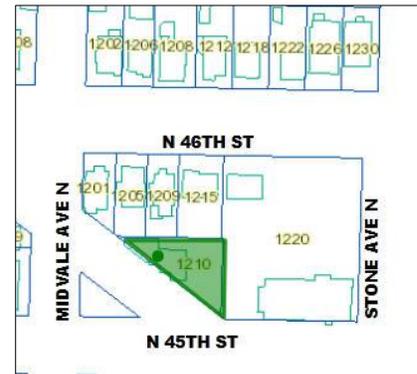
Determination of Non-Significance

- No mitigating conditions of approval are imposed.
- Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts

BACKGROUND INFORMATION

Site and Vicinity Description

This approximately 6,069 square foot (sq. ft.) proposal site is located in the Wallingford neighborhood of Seattle bounded by North Midvale Place to the southwest, commercially-zoned property to the east and residentially-zoned properties to the north. This triangular-shaped corner site is zoned Neighborhood Commercial 2 Pedestrian (NC2P-40), located in the Wallingford Residential Urban Village. It contains a one-story commercial medical office building currently addressed as 1210 North 45th Street and an informal accessory graveled surface parking area.



Vehicular access to the parking area onsite is via a curb cut abutting North Midvale Place. North Midvale Place is classified as a Minor Arterial, pursuant to SMC Chapter 23.53. This street is improved with sidewalks, curbs, street trees and gutters.

A mix of lawn, shrubs and some mature trees are located on the property. The site's topography is characterized as being relatively flat, sloping minimally downward to the south. There are no Environmentally Critical Areas (ECAs) mapped on the site.

Surrounding property east and south are also zoned NCP-40. Properties south and west of the project site are zoned Lowrise 2 (LR2). Residential zoning (Single Family 5000 (SF 5000)) is found immediately north of the proposal site. Surrounding development includes a mix of single family homes, low and mid-rise apartments, mixed-use (commercial/residential) developments, and a variety of commercial (retail, office) businesses. Immediately to the west, across the street from the subject site, is a City-owned densely vegetated lot with extensive tree canopy coverage. The properties north of the project site are single family residences with rear yards adjacent to the shared lot line. A four-story commercial/residential building with parking garage access adjacent to the easternmost shared property line is east of the subject site.

The neighborhood is pedestrian-oriented with King County Metro bus stops along North 45th Street and along Stone Way North-a nearby intersecting street. Area amenities north of the site include Woodland Park and Zoo; and Green Lake Park. The Aurora Avenue North arterial (SR 99) is located two blocks west of the subject property.

Proposal Description

The proposed project is for the design and construction of a four-story building with three upper levels of residential units over one level of ground-related commercial office use. Approximately 30 residential units are proposed. No vehicular parking is planned to be included with the proposal. The existing commercial structure will be demolished.

Public Comments

Several members of the public attended the Early Design Guidance Review meeting held on October 13, 2014. The following comments, issues and concerns were raised:

- Representatives of the Wallingford Community Council Land Use Committee:
 - Thanked the design team for its presentation of the proposal in advance of the EDG meeting.

- Encouraged continuous and well integrated overhead weather protection along the street.
- Requested that masonry be explored as a potential material to address weathering, scale and texture by using it on the future design's base (storefront kickboards) and with the reveals facing the single family-zoned properties to the north.
- Encouraged a landscaped planting strip at the sidewalk curb along North Midvale Place to assist in creating a buffer between motorist and pedestrians.
- Preferred a design that has a distinct lower-middle-upper massing and parapet treatment (i.e. cornices).
- Appreciated that the "applicant preferred" scheme (Option A) was most respectful massing design choice to the single family properties to the north.
- Excited that the development will include bike parking.
- Requested that canopies utilized as overhead weather protection be designed/installed in a manner that would avoid water dripping onto pedestrians as in the case of the canopies installed at the neighboring development.
- Concerned that the proposal will not include onsite parking and questioned to whom parking and traffic questions should be directed to.

Some members of the public attended the Recommendation meeting held on March 30, 2015. The following comments, issues and concerns were raised:

- A representative of the Wallingford Community Council Land Use Committee:
 - Complemented the design team for their overall design response to the design guidelines and Board direction.
 - Appreciated that the design included widened sidewalks and appropriate continuous overhead weather protection.
 - Commented that the applicant's proposed design doesn't strongly differentiate the building's base, middle and upper facades in a horizontal manner which is desired in this neighborhood and identified as a priority guideline. Encouraged the Board to more closely examine this concern.
 - Appreciated that the conceptual lighting plan identified light fixtures at street level which are designed to provide indirect light; minimizing light glare which is highly desirable.
 - Pleased that the design includes a significant "Wallingford" sign however questioned the pretension of the sign itself as a Wallingford neighborhood gateway signal due to the orientation of the sign facing east instead of west. Encouraged the Board to more closely examine this concern.
 - Objected to the proposed residential building setback code departure request. Felt that the required setback would assist in minimizing the bulk facing the residential properties to the north.
 - Requested that the landscape design include trees, vertical sun screening or trellis to provide shading at the rooftop amenity space.

The SEPA public comment period for this project ended on December 17, 2014. DPD received written comments from the public regarding the proposal. The neighbors voiced concerns regarding parking/traffic impacts in the immediate neighborhood. (See discussion regarding parking impacts in the SEPA analysis, below.)

DESIGN REVIEW ANALYSIS

EARLY DESIGN GUIDANCE MEETING: October 13, 2014

Three alternative design schemes were presented to the Board. The project team's design goals were to construct a commercial/residential development that would maximize the triangular-shaped lot configuration; provide an appropriate setback to the residential properties to the north; design well-integrated residential open space; and incorporate design elements that reinforce existing pedestrian activity in the established Wallingford neighborhood. All three options included a four-story structure with residential units and upper-level outdoor residential amenity spaces above ground-related commercial tenant spaces/residential lobby/service and bicycle storage areas.

The first and "applicant preferred" scheme (Option A) was a massing option that maintained the code required upper-level setback by creating a horizontal buffer (15') between the single family-zoned properties to the north and the upper stories of the proposed structure. This option included 30 residential units and approximately 2,304 sq. ft. of commercial floor area. This design would require a code departure for residential building setback.

The second scheme (Option B) showed portions of the upper level massing sited within closer proximity to north property line (8'-6") and the center massing maintaining the required upper-level setback (15'), creating a modest angled-shaped courtyard. This scheme also included more vertical modulation at the street. In this option, the residential unit count increased (32 units) and the dedicated commercial floor area decreased (2,160 sq. ft.). Code departures from residential setback requirements would be necessary for this design.

The third scheme (Option C) was similar to the second scheme with the exception that the upper-level modulation at the rear was more exaggerated creating a deeper angled court and massing pushed closer to the rear lot line (5'). The Option C scheme illustrated 33 residential units and approximately 1,960 sq. ft. of dedicated commercial space. This scheme would also necessitate design departure requests from residential setback requirements.

Meeting Materials:

The design packets submitted to the DPD Land Use Planner prior to each Design Review meeting included materials presented at the EDG and Final Recommendation meetings. They are available online by entering the project number (3017878) at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>
or by contacting the Public Resource Center at DPD:

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

Email: PRC@seattle.gov

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: October 13, 2014

1. **Design Concept and Massing:** The design and siting pattern of the new commercial/residential development should respond to specific site conditions, be oriented to the corner, complement the architectural character of neighboring mixed-use developments, and respect adjacent properties.
 - a. The Board voiced support for the preferred design scheme Option A. The Board appreciated how the upper-level massing orientation and the upper-level structure set back from the property line adjacent to the single family-zoned properties to the north respectfully responded to the residential properties to the north. The Board also felt that the orientation of the commercial and main residential entrances was appropriate for this triangular-shaped corner development. Therefore, the Board proposed that design scheme Option A should move forward to Master Use Permit (MUP) submittal with the following guidance:
 - i. The Board discussed the southeast corner massing. The Board felt that the building massing as illustrated negatively impacted the pedestrian flow at the corner intersection (North Midvale Place and North 45th Street) and created a pedestrian safety concern due to blocked views of vehicular movements traversing in and out of the neighboring property's parking garage. The Board stated that these concerns must be addressed. Therefore, at the Recommendation meeting, the Board expects to review a study that explores a voluntary setback of the building mass at the southeast corner of the project to align with the neighboring development to the east or other design that meets the intent of this Board direction. (CS2 WALLINGFORD-II, CS2 WALLINGFORD-III, PL1.B.2, PL3 WALLINGFORD-II)
 - ii. The Board noted that the northwest corner massing appeared disjointed (pg. 12) and commented that it needs further study. (CS2.B.1, CS2.B.2, CS2.C.1)
 - b. The Board was very supportive of the applicant's verbal commitment to incorporate specific materials (masonry and wood) in the design of the new development. At the Recommendation meeting, the Board expects to review a physical colors and materials board that incorporates usage of these and/or other durable materials and colors that add texture, warmth and attractiveness. (CS3 WALLINGFORD-I, DC2 WALLINGFORD-II.iii)
 - c. The Board recognized that all four facades will be highly visible at varying levels by motorists, pedestrians and residents at neighboring properties: and stated that blank walls should be avoided whenever possible. The Board expects to review details pertaining to any proposed landscaping (green screening) and/or design treatments (i.e. materials, reveals, paint) for all blank facades at the Recommendation meeting. (DC2.B, DC4 WALLINGFORD-II)

- 2. North Midvale Place Frontage & Streetscape:** The building design should incorporate features that encourage human interaction and activity at the street-level with clear connections to building entries and edges that enhance the development and reinforce the spatial characteristics of North Midvale Place.
- a. The new mixed-use development should complement the architectural character of neighboring buildings and contribute to the architectural character of the Wallingford neighborhood. The Board was very supportive of the applicant's design intent to incorporate elements that differentiate the building's base, middle and upper facades. (CS3 WALLINGFORD, DC2 WALLINGFORD)
 - b. The Board encouraged a design that would allow for protection of the interior spaces at street-level from vehicular light and glare. The Board mentioned brick columns kick boards and minimizing the extension of ground level transparency to the ground as methods to achieve this concern. (CS3 WALLINGFORD, DC2 WALLINGFORD, DC4.A)
 - c. The Board strongly encouraged the inclusion of continuous, well-integrated overhead weather protection to improve pedestrian comfort. The Board commented that the separated canopy designs illustrated on the concept vignettes in the EDG packet (pgs. 8, 14) was not appropriate. (PL2.C, PL2 WALLINGFORD-I)
 - d. At the Recommendation meeting, the Board expects to review an ensemble of elements (doors, waste storage entrance, canopies, hardscape, landscaping, glazing, etc.) that encourage interest at the street-level and clarify building entries/edges. Conceptual residential and commercial lighting and signage designs proposed for the building's street facing and surrounding façades should also be presented at the Recommendation meeting. (PL3.A, DC2 WALLINGFORD, DC4.B, DC4.C, DC4.D)
 - e. At the EDG meeting, the applicant's materials and presentation identified improvements (landscaped planting strip, street trees) within the North Midvale Place right-of-way (R.O.W.). The Board commented that, due to speedy vehicular movements and the "no parking" zone abutting North Midvale Place, installation of a landscaped buffer at the sidewalk curb is appropriate and should aid in creating a safer environment for pedestrians. The Board supported preservation of the existing mature street trees and requested the installation of additional infill street trees with the intent to add uniformity at the curb be explored. It was acknowledged by the Board that all design and landscaping within the R.O.W. is within the purview of the Seattle Department of Transportation (SDOT). Therefore, the applicant is directed to address these Board concerns directly with SDOT during the initial Master Use Permit (MUP) review process and provide street improvement design specifics (landscaping, street trees, design elements, etc.) at the Recommendation meeting. (CS1 WALLINGFORD-I.ii, CS2 WALLINGFORD-II, DC4 WALLINGFORD-I.ii.)
 - f. The Board inquired about waste/recycling storage and access. The applicant explained that the waste and recycling containers would be located internally in a dedicated waste storage room situated at the building's first level northwest corner, and keyed to allow for direct exterior access by waste collectors. The Board supported the applicant's intent to locate the trash/recycling containers within the structure and away from the pedestrian right-of-way. The Board stated further analysis of access by non-residents (trash collection), impacts to the nearby existing mature street tree and review of best practices in terms of trash/recycling removal is necessary. The Board expects a diagrammatic demonstration on the circulation concept for trash access and feedback from Seattle Public Utilities (SPU)-Solid Waste

and the trash collection service provider at the Recommendation meeting. (DC1.B.1M DC1.C.4)

3. Residential Open Spaces:

- a. At the Recommendation meeting, the Board stated that they expect to see elements (outdoor furniture, trees, landscaping, lighting, screening, etc.) included in the landscape design that activate the proposed residential upper-level exterior open spaces and are oriented to provide a privacy buffer between the development and the neighboring residential properties to the north and east. The Board requested that further study of an enhanced amenity area design beyond the inclusion of galvanized trough planters is warranted. (DC3.B.4, DC4.D.4)

FINAL RECOMMENDATION MEETING: March 30, 2015

The design massing scheme presented to the Board was based on the preferred scheme (Option A) offered at the EDG phase. The preferred massing design had further evolved to encompass information including colors, materials, fenestration, architectural detailing and landscaping.

The building design included a triangular-shaped building mass with residential units and upper-level amenity areas above commercial tenant spaces and common service areas. The Board previously identified concerns regarding southeast and northwest corner massing; pedestrian safety and streetscape experience had been addressed in the proposed design.

Trash and recycling receptacle storage was presented within the westernmost corner area of the structure at grade. The presentation included landscaping design details and amenity spaces throughout the project development site and within the public realm. The presentation also included conceptual lighting and signage information.

Two development standard departures were presented to the Board: one departure associated with residential setback requirements and another departure pertaining to street-level development standard requirements. The architect distributed a document to the Board that included additional information regarding each requested code departure that wasn't included in the initial REC design packets delivered to the Board prior to the REC meeting.

FINAL RECOMMENDATIONS: March 30, 2015

The Board discussed the proposed departures and recommended the departures and conditions, as described, following the Design Review Guidelines section.

1. Design Concept and Massing: The design and siting pattern of the new commercial/residential development should respond to specific site conditions, be oriented to the corner, complement the architectural character of neighboring mixed-use developments, and respect adjacent properties.

- a. The Board reviewed the final building design and was pleased that the south corner massing had been set back from the property line to align with the neighboring development to the east. Board concern related to the west corner massing had been resolved. (CS2.B.1, CS2.B.2, CS2.C.1, CS2 WALLINGFORD-II, CS2 WALLINGFORD-III, PL1.B.2, PL3 WALLINGFORD-II)
- b. The Board reviewed the proposed material/color palette identified in the design packet and on the physical material/color samples board; and provided the following feedback/guidance:

- i. The Board observed that the concrete masonry unit (CMU) colors illustrated in the renderings appeared to contrast from each other: Conversely, the physical samples presented to the Board appeared to be very similar in color palette. Additionally, the Board voiced that this masonry material was not appropriate for the ground-level street-facing façades. Detailed Board discussion and recommendations concerning this subject are found in item #2.
 - ii. The Board appreciated the inclusion of lap cedar siding in the building design. The Board did acknowledge that this durable material would require maintenance in order to retain its color and advised the applicant to be mindful of this concern.
 - iii. The Board reviewed two different color palette schemes and stated preference for the alternative color scheme identified in the design packet (Pg. 42). (CS3 WALLINGFORD-I, DC2 WALLINGFORD-II.iii, DC4.A)
- c. The Board was satisfied with the installation of the landscaping treatment (green screen) applied to the building's ground-level southwest and west façades and agreed that the proposed plants and trellis system was an appropriate method to address the blank wall condition visible from the street. The Board had further discussion regarding the blank wall condition abutting the residential properties to the north and questioned if the proposed design treatment for the north wall-a colored material pattern consisting of pilasters of split-faced CMU interrupting ground face CMU-was appropriate. The Board debated the merits of requesting a landscape treatment for this wall and realized that obtaining permission (easements) from several neighbors to allow the owner access in order to maintain the landscaping at this zero lot line condition would be problematic. Ultimately, the Board agreed that the proposed design treatment was a suitable method to resolve the north-facing blank wall concern. (DC2.B, DC4 WALLINGFORD-II)

2. North Midvale Place Frontage & Streetscape: The building design should incorporate features that encourage human interaction and activity at the street-level with clear connections to building entries and edges that enhance the development and reinforce the spatial characteristics of North Midvale Place.

- a. The Board had a detailed discussion regarding the streetscape and façade composition; and voiced concerns about specific elements of the street-facing facades. The following feedback/guidance was offered by the Board concerning the building's base, middle and upper facades:
 - i. The Board acknowledged that the design presented is a more modern interpretation of the traditional base-middle-top design and more vertically than horizontally oriented composed.
 - ii. The Board stated that the CMU material proposed for the building's ground-level base seemed "too industrial" for the neighborhood and wasn't an appropriate material in order to achieve good human scale. Therefore, the Board recommended that a finer scale masonry material (modern brick) be applied to all street-level street-facing facades in the color consistent with what was shown on the alternative color scheme in the design packet (Pg. 42). Red colored brick was strongly discouraged by the Board. (CS3 WALLINGFORD, DC2 WALLINGFORD-II.iii)
 - iii. The Board felt that the break in the steel channel cornice was appropriate as illustrated on the alternative color scheme (Pg. 42).

- b. The Board reviewed the conceptual signage design and had a focused discussion about the “Wallingford” sign affixed to the building’s south wall façade. The Board liked the sign design and understood the applicant’s intent for this sign to serve as neighborhood gateway feature and to create a focal point on the narrow corner façade. However, the Board felt strongly that the sign should be relocated to a place on the building that would be highly visible to persons entering the Wallingford neighborhood from the west. Therefore, the Board recommended a condition that that the proposed “Wallingford” neighborhood gateway sign be relocated from the south wall façade to the gasket (gap) area on the southwestern façade and that windows be added to the south corner wall façade. The Board stated that the sign should be in the size and scale as shown in the rendering and reflect the neighborhood character; as well as, be in compliance with the sign code. (CS2 WALLINGFORD-III, DC2 WALLINGFORD-I.iii, DC4.B)
- c. The Board was pleased that the final design includes continuous, well-integrated overhead weather protection designed to improve pedestrian comfort. (PL2.C, PL2 WALLINGFORD-I)
- d. At the Recommendation meeting, the applicant’s materials and presentation illustrated improvements (landscaped planting strip, street trees, seating, bicycle racks) within the North Midvale Place right-of-way (R.O.W.). The Board initially felt that the landscape design should include more infill street trees. However, once the Board had reviewed written feedback from the SDOT Urban Forester regarding the applicant’s conceptual street improvement plan, it was realized that no further resolution of this concern was necessary. (CS1 WALLINGFORD-I.ii, CS2 WALLINGFORD-II, DC4 WALLINGFORD-I.ii,)
- e. The Board reviewed the proposed waste/recycling storage location and program for the development. The Board also reviewed documentation from SPU noting approval of the applicant’s waste/recycling program. It was reiterated by the Board that any proposed landscaping and the existing tree that is located in the R.O.W and within close proximity to trash storage room is highly likely to incur damage from trash collectors. Therefore, the Board encouraged the applicant to consider possible methods (bollards, permeable pavers, pavement, etc.) to address this concern. (DC1.B.1M DC1.C.4)

3. Residential Open Spaces:

- a. At the Recommendation meeting, the Board reviewed the landscaping design which identified elements (outdoor furniture, potted landscaping, green roof, hardscape and screening) at the common and private deck amenity spaces on the second level and at the common amenity space rooftop deck. At the second level exterior open space to the north, the Board liked the design of the guardrail stating that it was “warm and residential in scale”; and appreciated how the landscaping and guardrails/screening were designed to provide a privacy buffer between the development and the neighboring residential properties to the north and east.
- b. The Board voiced concern about the quantity and quality of the landscaping proposed at the proposed common space on the rooftop deck. The Board felt that the proposed amount of landscaping material was “rather meager” and agreed with public comment that installation of landscaping that would provide shading for the comfort of the residents was necessary. Therefore, the Board recommended a condition that the landscape design for the rooftop common residential amenity space be enhanced with

more landscaping treatment inclusive of plantings that are vertical in scale. Installation of several small trees and/or bamboo oriented with the intent to provide shading for the residents were solutions offered by the Board that should be considered. (DC3.B.4, DC4.D.4)

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

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

Wallingford Supplemental Guidance:

CS1-I Landscape Design to Address Special Site Conditions

CS1-I-ii. Existing Trees: Retain existing large trees wherever possible. The Design Review Board is encouraged to consider design departures that would allow retention of significant trees or to create new opportunities for large trees at grade.

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-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-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-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-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-ii. Neighborhood Gateways: Provide definition, as described in CS2.C.2, at gateways to Wallingford (North 45th Street and I-5; North 45th Street and Stone Way North; and Stone Way North and Bridge Way North). Redevelopment of lots at these intersections should include special features that signal and enhance the entrance to the Wallingford neighborhood including a tower, fountain, statue or other expression of local creativity that provides a physical transition for motorists and pedestrians and communicates “Welcome to Wallingford.”

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

Wallingford Supplemental Guidance:

CS3-I Architectural Context

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).

CS3-I-iv. Building Middle-floor Design:

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

CS3-I-v. Building Top-floor Design:

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

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-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

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.

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

PL2-B Safety and Security

PL2-B-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.

Wallingford Supplemental Guidance:

PL2-I Pedestrian Open Spaces and Entrances

PL2-I-i. On-street Residential Entries: Entries for residential uses on the street (rather than from the rear of the property) add to the activity on the street and allow for visual surveillance for personal safety.

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.

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.

PL3-C Retail Edges

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.

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.

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-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-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

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.

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

DC3-B Open Space Uses and 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.

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

The Board’s recommendations on the requested departures was be based upon the departures’ potential to help the project better meet these design guidelines priorities and achieve a better overall design than could be achieved without the departures.

1. **Residential Building Setback (SMC 23.47A.014.B.3):** The Code requires a structure containing a residential use with a side or rear lot line abutting a lot in a residential zone be setback as follows:

- a. 15' for portions of structure above 13' in height to a maximum of 40'; and
- b. for each portion of structure above 40' in height, an additional setback at the rate of 2' of setback for every 10' by which the height of such portion exceeds 40'.

The structure's north wall façade is parallel with the rear lot line-abutting properties in a residential (SF 5000) zone. The applicant proposes to maintain the 15' setback for the entire portion of structure above 40' and not provide any additional setback. The applicant explained that the proposed setback distance allows for a façade layout inclusive of a parapet with cornice element and stair penthouse which creates a unified architectural design that will improve and strengthen the character of the neighborhood.

A majority (four) of the five Board members recommended that DPD grant the requested departure because this departure would result in an overall design that would better meet the intent of Design Review Guidelines CS2.D.3, CS2.D.4, CS2.D.5 and CS3 WALLINGFORD-I.v, and DC2.B.1 by allowing a continuous well-proportioned façade inclusive of a cornice at all four sides of the building, as well as a well-designed stair penthouse is reasonable and appropriate for this triangular-shaped building on this site.

A Board member did not support this departure. The Board member commented that the Board has reviewed projects in the past where the development proposals had effectively addressed this setback requirement in a well-designed fashion. The Board member felt that further studies/options should have been offered to more clearly demonstrate justification for the code departure.

2. **Street-Level Development Standards (SMC 23.47A.008.B.3):** The Code states that street-level non-residential uses shall extend an average depth of at least 30' and a minimum depth of 15' from the street-level street-facing façade. The applicant proposes that the structure's ground-level commercial uses facing North Midvale Place have an average depth less than 30' (25' average) and a minimum depth less than 15'. The applicant explained that the triangular shape and size of the proposal site greatly limits the depth in which could be achieved on a typical rectangular-shaped property. Also, the absence of the additional depth for the commercial space does not adversely affect achieving the design guideline goals.

The Board unanimously recommended that DPD grant the requested departure because this departure would result in an overall design that would better meet the intent of Design Review Guidelines CS2.A.1, CS2.B.1, CS2.C.1, PL2.B.3 and DC1.A.3 by allowing commercial use to be accommodated at the ground-level of atypical configured building. The Board felt the configuration of the commercial space meets the City's intent of creating a space that is commercially viable and flexible to meet evolving needs in the neighborhood.

BOARD RECOMMENDATION

The recommendation summarized above was based on the design review packet dated Monday, March 30, 2015, and the material shown and verbally described by the applicant at the Monday, March 30, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. In order to achieve good human scale, a finer scale masonry material (modern brick) should be applied to all street-level street-facing facades in the color consistent to what was shown on the alternative color scheme in the design packet (Pg. 42). Red colored brick was strongly discouraged by the Board. (CS3 WALLINGFORD, DC2 WALLINGFORD-II.iii)
2. In order to provide a special highly visible feature that signals the entrance to the Wallingford neighborhood from the west, the proposed “Wallingford” neighborhood gateway sign should be relocated from the south wall façade to the gasket (gap) area on the southwestern façade and windows should be added to the south corner wall façade. The Board stated that the sign should be in the size and scale as shown in the rendering and reflect the neighborhood character, as well as comply with the sign code. (CS2 WALLINGFORD-III, DC2 WALLINGFORD-I.iii, DC4.B)
3. The landscape design for the rooftop common residential amenity space should be enhanced with more landscaping treatment inclusive of plantings that are vertical in scale with the intent to provide an attractive and shaded comfortable space for the residents. (DC3.B.4, DC4.D.4)

Subsequent to the March 30, 2015 meeting, the applicant has worked with DPD staff to respond to the Design Review Board Recommended Conditions as follows:

1. The applicant’s plans illustrate a finer scale of masonry material (Redondo Gray modern brick) and colors consistent to the colors shown on the alternative color scheme presented to the Board. This response satisfies recommended condition #1.
2. The applicant’s plans include neighborhood gateway signage (“Wallingford”) applied to the gasket area on the southwestern façade and glazing added to the south corner wall façade. This response satisfies recommended condition #2.
3. The applicant has added more landscaping inclusive of vertical plantings to the rooftop common residential amenity space in response to recommended condition #3. This recommended design review condition has been satisfied.

The plans on file reflect the updated design and will be included in the issued MUP plan set.

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. Except for projects accepted in the Living Building Pilot Program established in Section 23.40.060, if four or more members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision that makes compliance with the recommendation of the Design Review Board a condition of permit approval, unless the Director concludes that the recommendation of 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:

Five members of the Northeast Design Review Board were in attendance and provided recommendations 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.F.3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines, as described in the Board Recommendation section above.

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 five members present at the decision meeting and finds that they are consistent with the Citywide Design 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. The Director is satisfied that all of the recommendations imposed by the Design Review Board have been met, as described in the Board Recommendation section above.

Director's Decision:

The design review process is prescribed in Section 23.41.014 of the Seattle Municipal Code. Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meeting, provided additional review and finds that they are consistent with the City of Seattle Design Review Guidelines. The Design Review Board agreed that the proposed design, along with the condition listed, meets each of the Design Guideline Priorities as previously identified. Therefore, the Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and requested departures (Residential Building Setback and Street-Level Development Standard) with the conditions summarized at the end of this Decision.

SEPA ANALYSIS

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated November 14, 2014. The Department of Planning and Development has analyzed and annotated the environmental checklists submitted by the project applicant; reviewed the project plans and any additional information in the file and any pertinent comments which may have been received regarding this proposed action have been considered.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between the City's 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.

Codes and development regulations applicable to this proposed project will provide some mitigation for most short and/or long term impacts. Applicable codes may include 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. Additional discussion of short and long term impacts is found below.

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, disruption of utilities serving the area and increases in greenhouse gas emissions. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794).

Several construction-related impacts are mitigated by existing Codes and ordinances applicable to the project such as: the Noise Ordinance (construction noise), the Stormwater and Grading Codes (grading, site excavation and soil erosion), the Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of pedestrian right-of-way), and the Building Code (construction measures in general). Compliance with the applicable Codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. The following analyzes construction-related noise, air quality, construction impacts as well as its mitigation.

Noise

The site abuts one street (North Midvale Place). Residential and mixed-use commercial/residential properties surround the project site; the easternmost and southernmost properties are located in the same zone (NC2P-40). The northernmost properties are zoned SF 5000 and the westernmost properties are zoned LR2. Vehicular traffic noise is identified as an existing noise source. The applicant states on supplemental correspondence that the estimated construction hours are as follows: 7:30 a.m. to 4:00 p.m., Monday thru Friday; and 7:30 a.m. to 4:00 p.m. on Saturday.

Short-term noise and vibration from construction equipment and construction activity (e.g., backhoes, trucks, concrete mixers, generators, pneumatic hand tools, engine noise, back-up alarms, etc.); and construction vehicles entering and exiting the site would occur as a result of construction and construction-related traffic. Compliance with the Noise Ordinance (SMC 25.08) is required.

The Noise Ordinance states construction activities within 100’ of occupied Lowrise and Neighborhood Commercial zones shall be limited to non-legal holiday weekdays from 7:00 a.m. to 7:00 p.m. and 9:00 a.m. to 7:00 p.m. on weekends and legal holidays. Impact construction work (pile driving, jackhammers, vector trucks, etc.) is further limited (8:00 a.m. – 5:00 p.m. weekdays and 9:00 a.m. - 5:00 p.m. weekends and legal holidays). It is the Department’s conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is

not justified for this project on this specific site. No further conditioning or mitigation is warranted.

Air Quality

Demolition of the existing structure, minor grading and construction activities will result in localized short-term increases in air particulates and carbon monoxide which could temporarily affect the air quality in the vicinity. Demolition/construction activities that would contribute to these impacts include excavation, grading, soil compaction, and operation of heavy trucks and smaller equipment (i.e., generators and compressors). Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations requires activities which produce airborne materials or other pollutant elements to be contained with temporary enclosure. Regarding asbestos, Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency (“PSCAA”) prior to demolition. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne.

There is no indication of unusual short term adverse impacts related to air quality. Current codes are adequate to provide mitigation and pursuant to the Overview Policy (SMC Section 25.05.665) and Air Quality Policy (SMC Section 25.05.675A). Therefore, no further mitigation is warranted.

Construction-Related Streets Parking and Pedestrian Circulation

Demolition of the existing structure and minor grading is proposed (100 cubic yards (cu. yds.) of material). This material would be trucked from the site. Construction vehicles would enter and exit the project site from a temporary construction entrance situated at North Midvale Place. The applicant states *“Construction staging will occur on-site and we will use a just in time delivery system where materials will be delivered to the jobsite about the day they are to be installed.”*

Construction of the project is proposed to last for several months. The applicant estimates that an average of 10 construction workers will be onsite throughout the construction process. Per the applicant, *“Because this site is so close to good bus service and the rapid ride line we are going to encourage all workers on the site to take mass transit (buses) to work. For those workers that this is not practical for we will encourage carpooling... Workers that do drive will most likely park on the streets to the north of the jobsite.”* The applicant further explains *“There are several available parking spaces during the day as a lot of the residence that park on these streets are driving to their jobs.”* Daytime usage of available on-street parking spaces is limited due to the minimal amount of available on-street spaces within close proximity to the project site. The demand for parking by construction workers during construction is anticipated to further reduce the supply of parking in the vicinity.

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The proposal site abuts a dedicated “bus only” lane on Midvale Place North. The immediate area is subject to traffic congestion during the peak hours on nearby arterials in association with construction activity at nearby sites. Large trucks turning from and onto nearby arterial streets would be expected to further exacerbate the flow of traffic. There are no City codes or ordinances to address the impact of large vehicles on highly congested streets. As a result, mitigation is warranted as described below.

It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R). The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation (SDOT). Due to construction related demand affected by construction worker parking and increased trip generation; additional mitigation is warranted pursuant to the Construction Impacts Policy (SMC 25.05.675.B). Pursuant to this policy, a Construction Management Plan (CMP) addressing construction worker parking, street/sidewalk closures, truck haul routes and hours of truck traffic, will be required to mitigate identified impacts. The requirements for a Construction Management Plan include a Haul Route, a Construction Parking Plan that will reduce construction worker parking demand on surrounding streets and a requirement that truck trips be scheduled to avoid peak period of 4:00-6:00 p.m., Monday through Friday. The submittal information for a Construction Management Plan and review process for Construction Management Plans are described here: <http://www.seattle.gov/transportation/cmp.htm>. The approved plan will be required prior to the issuance of any future demolition, grading and/or building permit

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacturing 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 the project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long - term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased bulk and scale on the site; increased ambient noise associated with increased human activity and vehicular movement; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; increased airborne emissions resulting from additional traffic; increased energy consumption; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Historic Preservation

Section 25.05.675.H of the SEPA code describes the City's policies for protecting historical sites. *"It is the City's policy to maintain and preserve significant historic sites and structures and to provide opportunity for analysis of archeological sites.....For projects involving structures or sites which are not yet designated as historical landmarks but which appear to meet the criteria for designation, the decisionmaker or any interested person may refer the site or structure to the Landmarks Preservation Board for consideration.....On sites with potential archaeological significance, the decisionmaker may require an assessment of the archaeological potential of the site."*

SEPA provides authority to mitigate impacts to historic buildings (SMC 25.05.675.H.2.c). In this instance, the existing commercial building located at 1210 North 45th Street is not designated as a historical landmark. However, because this proposal involves the demolition of a building

which is more than 50 years old, historical information concerning this property (prepared by the applicant) was referred to the Department of Neighborhoods (DON) for review. The DON Historic Preservation Staff reviewed the information and stated, “Based on the review of this information, we have determined that it is unlikely that the subject building would meet the standards for designation as an individual landmark.” Therefore, no further conditioning is warranted by SEPA.

Traffic and Transportation

William Popp Associates (Popp) prepared a Traffic Analysis report (dated June 23, 2014) for the subject site referenced in the report as the “1240 N Midvale Pl; Multi-Family Residential Development (Micro Apartment Units)” project. This report offers the expected trip generation for the site, estimates project-related changes to the local traffic and evaluates potential parking impacts. The analysis in this report is based on a proposal for a “4-story 30-micro apartment units plus commercial retail use on the ground floor.....The ground floor will include 2,500 gsf for commercial/retail use.” It also considers no parking spaces will be provided onsite.

Trip generation for the project was determined using the Institute of Transportation Engineers (ITE) Trip Generation Manual (8th edition) for the following categories: Mid-Rise Apartments (ITE Land Use Code 223), Specialty Retail Center (ITE Land Use Code 814) and removal of existing Medical-Dental Office Building (ITE Land Use Code 720). Based on this information, the proposal is estimated to generate an increase in daily trips (173), AM peak hour trips (8), and PM peak hour trips (13) compared to conditions with the existing building on site.

The applicant’s plans indicate the proposed commercial use will be office instead of retail. As a result, the trip rates noted above do not precisely reflect the proposed project. However, DPD estimates the difference in expected number of trips between the commercial uses would be minimal.

It is projected that the proposed project would increase overall traffic volumes in the neighborhood. However, the small increase in trips isn’t expected to adversely impact the surrounding roadway network. It is expected that the amount of traffic generated by this proposal is within the capacity of the streets in the immediate area. Thus, no SEPA mitigation of traffic impacts is warranted.

Parking

The proposal site is situated within a commercial zone (NC2P-40), the Wallingford Residential Urban Village and the frequent transit service corridor. No parking is required for the project per the Land Use Code (SMC 23.54). The submitted MUP plans indicate no parking spaces will be provided onsite.

Parking analysis was included with the Traffic Analysis report (dated June 23, 2014) and an addendum (dated April, 2015) prepared by William Popp Associates (Popp) to assess the expected parking demand and supply.

A parking utilization study conducted by Popp collected on-street parking information within 800’ of the project site; spaces northwest of Green Lake Way North were not included in the study area, due to limited and relatively unsafe pedestrian crossings of this principal arterial near the project site. The Popp study identified 358 legal on-street parking spaces within the study

area and based on two days of parking counts, the average utilization rate of these spaces is 70% in the late evening (after 9:00 PM). The Popp study also estimated that the project is likely to generate a peak (overnight) parking demand for 10 spaces. The project does not include parking onsite, so 10 vehicles would be added to the on-street demand. This would bring the future on-street parking utilization in the study area to 73%.

Two other projects in the vicinity of the site were also taken into consideration in analyzing parking demand impacts. These two projects are as follows:

1. 3017663 – 1601 North 45th Street: 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 be demolished.
2. 3017677 – 4467 Whitman Avenue North: Land Use Application to allow eight rowhouses. Parking for six vehicles to be provided in below grade garages. Existing structure to be demolished. Project includes 1,530 cu. yds. of grading.

A parking analysis of the two projects estimated a spillover peak overnight parking demand of 2 vehicles in the project study area. Adding this on-street demand to the above estimates results in a cumulative on-street parking demand of 12 vehicles between the three projects; along with existing on-street parking volumes, a total of 263 vehicles would be expected to park on-street with completion of the three projects. This would result in a parking utilization rate of 73%. On-street parking is judged to be at effective capacity when utilization rates reach 85% or higher.

The cumulative impacts of these three developments are not expected to result in capacity conditions for the on-street parking supply. Additionally, Policy 25.05.675.M.2.b.2.c states no SEPA authority is provided for the decision maker to mitigate the impact of development on parking availability for residential uses located within urban villages and within 1,320 of a street with frequent transit service (frequent transit corridor) as in this case. Therefore no mitigation is warranted or can be required of this project to modify its parking impact.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project 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 due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

DECISION – SEPA

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

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

SEPA CONDITIONS

Prior to Issuance of Any Demolition, Grading and Building Permit:

1. In order to address construction related transportation and parking impacts, a Construction Management Plan is required. This plan shall include a requirement that truck trips be scheduled to avoid the peak period of 4:00-6:00 p.m., Monday through Friday and include elements that will reduce construction worker parking demand on surrounding streets. Submittal requirements and review process are described here: <http://www.seattle.gov/transportation/cmp.htm>.

DESIGN REVIEW CONDITIONS

Prior to Certificate of Occupancy

2. The Land Use Planner (Tami Garrett 206-233-7182 or tami.garrett@seattle.gov) shall inspect materials, colors, and design of the constructed project. An appointment with the assigned Land Use Planner must be made at least seven (7) working days in advance of field inspection. All items shall be constructed and finished as shown in the Master Use Plan (MUP) set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
3. 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 (Tami Garrett 206-233-7182 or tami.garrett@seattle.gov).

For the Life of the Project

4. 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 (Tami Garrett 206-233-7182 or tami.garrett@seattle.gov).

Signature: _____ *Denise R. Minnerly for* _____ Date: September 24, 2015
Tami Garrett, Senior Land Use Planner
Department of Planning and Development

TYG:drm

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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.