



City of Seattle
Gregory J. Nickels, Mayor

Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3003788
Applicant Name: Gabi Muller of CB Anderson Architects for Wexler
Roosevelt Drive, LLC
Address of Proposal: 3727 California Ave SW

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a two-story commercial building containing 3,721 sq. ft. of retail, 1,642 sq. ft. of restaurant and 5,184 sq. ft. of customer service office. Surface parking for 17 vehicles and 6 bicycles to be provided. 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 to reduce triangular setback required adjacent to residential zone (SMC 23.47A.014.B.1).

Development Standard Departure to reduce the amount of screening required adjacent to surface parking areas (SMC 23.47A.016.D.1.c.2).

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

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

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

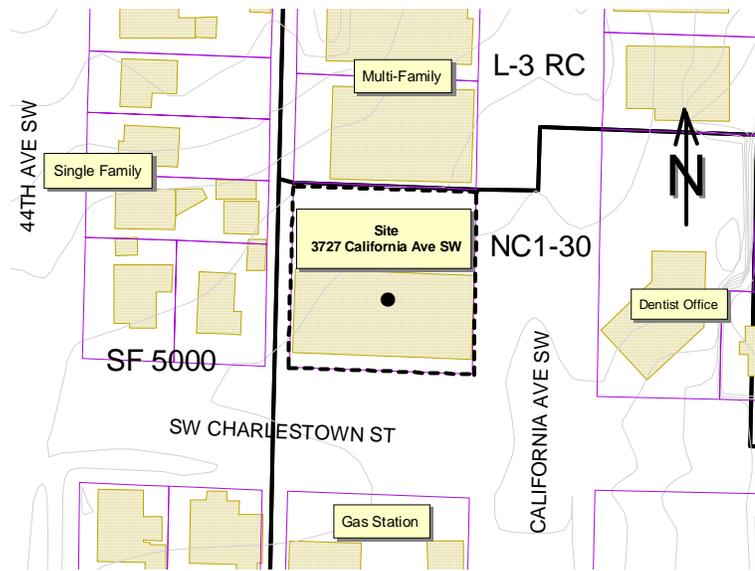
BACKGROUND DATA

SITE & VICINITY

The 13,940 square foot corner subject property is located on California Ave SW and SW Charlestown St. A single-story vacant commercial building and surface parking lot currently occupy the site.

The site is located approximately halfway between the Admiral neighborhood and the West Seattle Junction area. The site is south of the West Seattle High School and the Hiawatha Playfield.

California Ave SW is primarily developed with multi-family buildings of varying ages and styles of architecture. Established single family neighborhoods are located on the blocks east and west of California Ave SW.



The proposed development would be placed over the single development parcel, which is located in the Neighborhood Commercial zone with a maximum height of 30 feet (NC1-30). This zone continues to the south and southeast, with Lowrise Multi-family Residential Commercial (L-3 RC) zoning to the north and further to the south, and Single Family Residential 5000 (SF 5000) zoning to the east and west.

The site is essentially flat. The topography slopes down to the northwest past the site and slopes slightly up east of the site. Surrounding development consists of mixed styles of newer residential and office buildings, mid-century residential buildings, older residential and commercial buildings, a gas station/convenience store, and older single family development. The neighborhood displays a variety of uses and styles. A mixed-use residential and commercial building is located adjacent to the north property line of the subject property.

PROJECT DESCRIPTION

The proposal includes demolition of the existing building and the construction of one two-story 25 foot tall commercial and office building with 17 surface vehicle parking stalls and 4 bicycle parking spaces accessed off Charlestown St and the alley. Approximately 1,559 square feet of restaurant and 3,532 square feet of retail would be located at the ground level on California Ave SW and SW Charlestown St. Approximately 4,920 square feet of office space would be located on the second floor.

PUBLIC COMMENTS

Public notice of the proposal was issued on September 14th, 2006. 24 public comments were offered during the review period, either in writing or at the design review meetings.

I. DESIGN REVIEW

DESIGN GUIDELINE PRIORITIES: **EARLY DESIGN GUIDANCE MEETING (May 11, 2006)**

At the Early Design Guidance meeting held on May 11, 2006 and after visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project:

- A-1 Responding to Site Characteristics
- A-2 Streetscape Compatibility
- A-3 Entrances Visible from the Street
- A-4 Human Activity
- A-5 Respect for Adjacent Sites
- A-8 Parking and Vehicle Access
- A-10 Corner Lots
- B-1 Height, Bulk, and Scale Compatibility
- C-1 Architectural Context
- C-2 Architectural Concept and Consistency
- C-3 Human Scale
- C-4 Exterior Finish Materials
- C-5 Structured Parking Entrances
- D-1 Pedestrian Open Spaces and Entrances
- D-2 Blank Walls
- D-4 Design of Parking Lots Near Sidewalks
- D-6 Screening of Dumpsters, Utilities, and Service Areas
- D-7 Personal Safety and Security
- E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
- E-2 Landscaping to Enhance the Building and/or Site
- E-3 Landscape Design to Address Special Site Conditions

DESIGN REVIEW BOARD RECOMMENDATIONS SUMMARY (October 26th, 2006)

On September 8, 2006, the applicant applied for a Master Use Permit. On October 26th, 2006, the Southwest Design Review Board convened for a Design Recommendation meeting. Following the meeting, the Board recommended that the applicant return for a second Design Recommendation Meeting. The second Recommendation meeting was held on February 8, 2007.

Summarized and paraphrased from the October 26, 2006 Recommendation Meeting Report, the Board recommendations included the following:

- Use frosted or translucent glass at the north facade windows

- Narrow or restrict vehicular access at the SW Charlestown St curb cut to avoid conflict with gas station entrance across the street
- Widen the alley vehicular exit to allow adequate turning radius to alley
- The rear stair towers should be visually and architecturally integrated with the rest of the building, through a continued street wall at SW Charlestown, turning the towers flat to the west facade of the building, and/or fully integrating the stair towers into the rest of the building facade
- The color scheme at upper levels on south and west facades should provide greater contrast to enhance bays and architectural features
- The wood grain lap siding at upper facades isn't architecturally consistent with the proposed office use; focus on a more commercial context
- Lower the light poles at west property line; consider larger number of shorter poles or fixtures and avoid light spillage off site
- Move the trash and recycling building further north at the west property line
- Provide landscaping near the recycling/trash building
- Provide as much landscaping in parking lot area as possible, including south property line, and at base of stairs
- Provide six foot wide planted areas at base of the trees in north landscaped area

On January 20, 2007, new land use code requirements came into effect for all NC zones in the City of Seattle. The subject property is located in an NC1-30 zone and is subject to the NC land use code requirements.

“Vesting” means that an application is reviewed under codes in effect at a certain point in time, regardless of whether those codes change in the future. Under SMC 23.76.026.A, an application may vest to the land use code requirements in effect at the time of complete building permit application. Under SMC 23.76.026.C, an application may also vest to the land use code requirements in effect at the time of Early Design Guidance (EDG) application if a Master Use Permit is submitted within 90 days of the last required EDG meeting.

The proposed Master Use Permit was submitted 99 days after the last required EDG meeting and the applicant did not submit a complete building permit prior to January 20, 2007. The proposed development is therefore subject to the NC code requirements in effect as of January 20, 2007.

Following this code change, the applicant worked diligently with DPD staff to additionally modify the proposal immediately prior to the design recommendation meeting on February 8, 2007.

DESIGN PRESENTATION FEBRUARY 8, 2007

Gabrielle Muller of CB Anderson Architects gave the applicant presentation. Ms. Muller explained that the design had evolved as a result of consideration of the Board direction from the Recommendation Meeting and meetings with the Department of Planning and Development (DPD).

Since the last recommendation meeting, the codes for this zone have changed and the applicant has worked to meet the new codes. The resulting modifications included a reduction in requested departures and a change to vehicular access and landscaping on the proposed site plan.

Ms. Muller handed out two options for the proposed site plan, modified from the design review packets sent to the Board. She explained that there have been no changes to the proposed building options shown in the design review packets, but these site plans can be adapted to any of the building options.

Updated Site Plan Option 1, the applicant preferred option, included a 25' wide vehicular access point only from the alley, approximately 20 feet north of SW Charlestown St at the closest point of access. Proposed bicycle parking and landscaping would be located near the alley between the access point and the street. A maneuvering plan for a van-sized vehicle was shown on the site plan.

Updated Site Plan Option 2 included a 25' wide vehicular access point only from the alley, further north on the property, with a line of landscaping and landscaped fencing south of the vehicular access point. Proposed bicycle parking would be located in the northeast corner of the parking lot. A maneuvering plan for a van-sized vehicle was shown on the site plan.

Ms. Muller explained that Option 1 is preferred because the neighborhood concerns about congestion in the alley would be minimized with an access point closer to the street. The bicycle parking in Option 1 is also more visible from the SW Charlestown St.

Both site options included the proposed CMU pillar fence with welded wire mesh panels, with evergreen clematis vines at the panels. The fences would be located in a four foot deep planting strip separating the alley from the parking lot. Landscape plans were presented, reflecting landscaping in the "planting areas" shown on the updated site plan options.

The proposed site plan would also reflect the three light pole locations shown on page DR-2 of the design review packet dated December 29, 2006. The proposed light poles would be 15' tall. Manufacturer cut sheets were provided with the December 29, 2006 packets.

Ms. Muller moved on to graphics demonstrating the proposed building, as shown in the December 29, 2006 design review packet.

Stair towers:

- **Option 1, the applicant preferred option:** an enclosed 18.5' deep x 17.5' wide stair tower at the southwest corner of the building with an internal elevator; as well as an open stair tower at the northwest corner of the building, located 12' south of the property line. The southwest stair tower would include vision and spandrel glass as appropriate. Benefits of this option include:
 - A continued street wall at the south elevation, with a stair tower that reflects the shape of the corner bay at SW Charlestown St and California Ave SW
 - Open stair tower at the north elevation provides maximum light and air to condominium residents to the north
- **Option 2:** two enclosed stair towers, turned flush with the building at the west façade. Each would be approximately 10' deep x 22' wide. Issues with this option include:
 - Decreases light and air to condominium windows and balconies to the north
 - Blocks tenant windows at the west façade of the proposed building
 - Reduces parking below amount considered feasible by developer
- **Option 3:** two enclosed 18.5' deep x 17.5' wide stair towers at the northwest and southwest corners of the building. The southwest tower would include an internal

elevator and the northwest tower would be located 10.25' from the north property line.

Issues with this option include:

- Decreases light and air to condominium windows and balconies to the north
- Blocks tenant windows at the northwest façade of the proposed building
- Reduces parking below amount considered feasible by developer

Colors and materials have been modified to include:

- Dark bronze trim
- White cap flashing
- Gold and dark brown fiber cement lap siding at the upper elevations
- Brick pilasters
- Brick colored stucco walls between pilasters at street level

Departures include:

1. Triangular setback per SMC 23.47A.014.B.1: reduce the required triangular 15' x 15' setback at the northeast property corner to zero to allow a continuous street wall at California Ave SW.
2. Screening and Landscaping at the North property line per SMC 23.47A.016.D.1.c.2:
 - Reduce the required 6' high fence at the north and west property lines to a 5' to 6' high fence
 - Reduce the required 5' deep landscaping strip inside the screening at the north and west property lines to 4' deep landscaping strip with the screening fence running through the landscaping strip. Some of the 4' deep landscaping would be located on either side of the fence, instead of all 5' located inside of the screening fence.

BOARD QUESTIONS AND COMMENTS

The Board had the following questions and clarifying comments, with responses from the applicant:

- What is the required number of parking spaces under the new code?
 - Required parking depends on the number of tenant spaces. If the commercial space is divided into four tenant spaces, four waivers for 1500 square feet each are allowed, reducing the parking to potentially zero. If one tenant uses all the space, 15 parking spaces would be required. 17 parking spaces are proposed.
- The proposed lap siding is smooth finish?
 - Yes
- How are the corners treated at the lap siding elevations?
 - Corner board would be flush set and painted the same color as the siding.
- What internal parts of the south stair tower would be visible from the sidewalk? Would the area under the stairs be visible through the clear glazing?
 - Spandrel (non-vision glass) is proposed for areas at the base of the stairs to prevent viewing into potential storage areas, but the goal is to have the stair tower be as transparent as possible.

- What kind of lighting is proposed for inside the stair towers? Fluorescent ceiling mounted lights or other types? Would lighting be on 24 hours a day?
 - Wall mounted lighting would likely be used to create a glow and minimize glare outside the stair tower.
- Question to the residents of the condominiums to the north: is there a preference for the north stair tower?
 - Response from resident: Yes, the owners have met and unanimously agree (with the exception of one owner out of town) that they prefer the open north stair tower, for reasons of light and air. There are no concerns about people using the stairs outside their windows, especially since the upper businesses would be office use and not active 24 hours a day. An enclosed stair tower at the north would present them with a view of a windowless wall of siding and would block light and air to their residential units.
- What types of windows are proposed for the second story?
 - Previous proposal included vinyl windows; proposal has been modified to include aluminum storefront windows at both street and upper level
- Applicant clarification: a gate would be installed at the top of the north stair tower to restrict access to the upper office units at night

PUBLIC COMMENT

Two members of the public attended the Design Recommendation meeting. The following comments were offered:

- The open version of the north stair tower is definitely preferred for light and air
- At least two condominiums have their only source of light at the south façade of the condominium building (north property line of subject property)
- Please recommend approval of the proposed building so the owner can start removing the old empty building. Review of this one has taken too long.
- Concerns of the alley width and inadequate room for two cars to pass in the alley, but understand new code requirements of access only at the alley
- What kind of landscaping is proposed at the north property line?
 - Applicant response: A purple plum tree that grows 12-14' tall, along with smaller shrubs and ground cover
- The two members of the public appreciated the proposed landscaping, the landscaped fence at the west and north property lines, and the design of the proposed building
- Proposed stucco material is ok
- Previous beige tone colors were preferable over gold and brown

BOARD RECOMMENDATIONS

After considering the proposed design and the project context, hearing public comment and reconsidering the previously stated design priorities and recommendations, the Design Review Board members came to the following conclusions of how the applicant met the identified design objectives below, which were left unresolved from the October 26, 2006 Design Recommendation Meeting.

Site Planning

- A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**

The applicant has proposed glass for the windows on the north façade to provide privacy for residential units to the north, which meets this guideline.

- A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.**

The applicant has revised the proposed vehicle access to meet the new NC code requirements. The only vehicular access would be from the alley. The Board noted that Revised Site Plan Option 1 is the best option, since the proposed parking lot access is closer to the street and less likely to present conflicts with other traffic in the alley, per resident concerns. The alley access point was also widened to 25' and the applicant demonstrated adequate turning radius into the parking lot. Revised Site Plan Option 1 meets this guideline.

C. Architectural Elements and Materials

- C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**

- C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

In Option 1, the south stair tower has been revised to create architectural consistency with the building, while the north stair tower has been left open to provide light and air to the residential development to the north. The Board agreed that Option 1 provides consistent architectural character at the south façade adjacent to the street, and responds to context of adjacent residential development at the north. Option 1 for the stair towers, as shown on page DR-3 of the December 29, 2006 design review packet, meets this guideline, subject to the conditions listed below.

- C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.**

The Board discussed proposed materials and colors. Both walls and pilasters should reflect brick at the street level at California Ave SW, SW Charlestown St, and the lower

west façade of the south stair tower. The upper levels shall be either fiber cement lap siding or stucco. The west façade of the rest of the building shall be either fiber cement lap siding or stucco. The paint colors chosen provide sufficient contrast to highlight bays and architectural elements. Aluminum frame storefront windows at all street facing facades provide sufficient commercial context and reflect the high quality of the building. Materials are conditioned as listed below to meet this guideline.

D. Pedestrian Environment

D-4 Design of Parking Lots Near Sidewalks. Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

The applicant noted that the proposed light fixtures would be located on three 15' high light poles at the west and north property lines. The light fixtures would be fully shielded, as noted in the manufacturer cut sheets to prevent light spillage outside of the property lines, while providing some light at the alley. The globe glass portion of the fixture contains a fully shielded light source. The proposed lighting meets this guideline.

D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

The proposed trash and recycling building has been relocated to the northwest corner of the lot and is fully enclosed. Additional landscaping is proposed near the trash area and in the parking lot area. The proposed screening of dumpsters, utilities and service areas meets this guideline.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Comments reflect those found in D-4. The proposal meets this guideline.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

E-3 Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

The applicant has modified the proposal to increase landscaping. The applicant has stated that the proposal will meet the new Green Factor requirements under the new NC code. The proposed landscaped fence (CMU posts, welded wire mesh fencing with evergreen clematis) is appreciated by both neighbors and the Board. The fence should be continued for at least part of the south property line. Additional wire mesh panels with evergreen clematis or other vines are encouraged in other areas of the site, such as at the stair towers. The proposal meets this guideline.

RECOMMENDATION AND CONDITIONS

The recommendations summarized below were based on the plans submitted at the February 8, 2007 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the February 8, 2007 public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended APPROVAL of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below). The Board recommends the following CONDITIONS for the project. (Authority referred in the letter and number in parenthesis):

1. Materials and colors shall include the following (C-1, C-4):
 - Thin brick at the street level facades at California Ave SW, SW Charlestown St, and the lower story of the west façade of the south stair tower
 - Fiber cement lap siding or stucco at the upper floors and the west building façade
 - Non-vision glass shall be required at the lower portion of the south stair tower to prevent viewing the storage area under the stairs inside the tower (Note: additional departure for transparency at the street level required to meet this condition)
 - Wire mesh panels with vines may be additionally used at building facades
 - All other materials and colors shall be consistent with those presented at the design recommendation meeting and shall be reflected in the Master Use Plan sets. Any change to materials or colors shall require prior approval by the Land Use Planner.

Response to Design Review Board Recommended Conditions:

1. Materials and colors have been shown in the MUP plan set consistent with those presented at the EDG and Design Recommendation meetings. This item will be addressed as a MUP condition.

DEVELOPMENT STANDARD DEPARTURES

Departure Summary Table

STANDARD	REQUIREMENT	REQUEST	APPLICANT'S JUSTIFICATION	BOARD RECOMMENDATION
Setback adjacent to residential SMC 23.47A.014.B.1	Triangular setback; 15' from north property line, and 15' from east property line	Reduce setbacks to 0' from both north and east property lines	Existing multi-family development to the north has a street wall adjacent to California Ave SW; this departure would allow continuation of the existing street wall	Recommended approval
Screening of Surface Parking Areas per SMC 23.47A.016.D.1.c.2	When adjacent to or across alley from residential zone, a 6 foot high fence with 5' deep landscape area inside of fence is required at those property lines	5' to 6' tall fence placed in a 4' deep landscape strip at north and west property lines (part of 4' wide landscape area located on either side of fence)	Fence would be landscaped with vines, providing both screening and vegetation in the same area	Recommended approval
Transparency Street level development standard SMC 23.47A.008.B.2.a	60% of the façade between 2' and 8' elevation shall be transparent (clear or lightly tinted)	Provide non-vision glass at the street level in the south stair tower	Board requested material to prevent pedestrian viewing of storage area under stairs inside the south stair tower	Recommended approval

The proposed design and Development Standard Departures are **CONDITIONALLY GRANTED**, subject to the conditions listed below.

II. SEPA

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the annotated environmental checklist (dated August 16, 2006), and supplemental information in the project file submitted by the applicant's agent. 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, 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 (SMC 25.05.665 D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during demolition and construction; increased noise and vibration from construction operations and equipment; and increased traffic and parking demand from construction personnel. These impacts are not considered significant because they are temporary and/or minor in scope.

Compliance with existing ordinances, such as the Street Use Ordinance and the Noise Ordinance will provide sufficient mitigation for most impacts. The other impacts not noted here as mitigated by codes or conditions (e.g., increased traffic and parking demand from construction personnel) are not sufficiently adverse to warrant further mitigation by conditioning. These impacts are not considered significant; however some of the impacts warrant further discussion and review.

Air Quality

Demolition and transport will create dust, leading to an increase in the level of suspended particulates in the air, which could be carried by winds out of the construction area. The Street Use Ordinance (SMC 15.22) requires watering the site, as necessary, to reduce dust. In addition, the Puget Sound Clean Air Agency (PSCAA regulation 9.15) requires that reasonable precautions be taken to avoid dust emissions. Demolition could require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would contribute slightly to the degradation of local air quality. Since the demolition activity would be of short duration, the associated impact is anticipated to be minor, and does not warrant mitigation under SEPA.

Noise

Excavation will be required to prepare the building sites and foundations for the new building. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the surrounding residential uses. Due to the proximity of neighboring residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted. The hours of construction activity shall be limited, subject to the conditions listed below.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased bulk and scale on the site; increased traffic in the area; increased demand for parking; and increased demand for public services and utilities.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tight line release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts and no further conditioning is warranted by SEPA policies, except as noted below.

Height, Bulk and Scale

There will be increased height, bulk and scale on this site due to the proposed project. The proposed structure has gone through the Design Review process as noted above and has been conditioned accordingly. The proposed development is allowed in this zone and no additional height, bulk, or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

Parking

There will be increased parking demand created by the project. Parking for 17 vehicles and 6 bicycles will be provided in a surface parking area, accessed from the alley. The Institute of Transportation Engineers (ITE) Parking Manual indicates that the proposed mix of uses would generate peak demand for approximately 47 vehicle parking spaces (9.86 for retail, 8.99 for office, and 28.24 for quality restaurant).

The site is located in a fairly dense urban area of the city and includes on-street parking and public transportation options. The ITE Parking Manual is based on suburban assumptions that often do not include nearby on-street parking, pedestrian-oriented environments, bicycle facilities, or mass transportation. The proposed development retail and restaurant uses would likely be frequented primarily by people living and working in the immediate vicinity, which reduces the anticipated demand for parking spaces. In addition, people coming to the site for either office, retail, or restaurant uses have the option of walking, cycling, or using mass transportation, which further reduces the anticipated parking demand. For the remaining spillover parking demand of people driving to the site for these uses, there are numerous on-street parking spaces in the immediate vicinity of the site.

The difference between the parking demand shown in the ITE Parking Manual and the off-street parking provided on site would create a minimal impact, since people are able to walk or cycle to the site, use transit options to access the site, and park in on-street parking spaces if necessary.

Traffic

The applicant has stated that the proposed development would generate a total of approximately 380 vehicle trips per day. The proposed development is located on a major north-south road in West Seattle and is subject to higher volumes of existing traffic. In consultation with DPD's Transportation Planner, it was determined that no additional trip generation and distribution

information was required and the anticipated number of vehicle trips has been determined not to have a significant adverse impact on the existing traffic patterns in this area. Thus, the noted traffic-related impacts are not considered significant and no further mitigation is warranted under SEPA (SMC 25.05.675.R).

Summary

The Department of Planning and Development has reviewed the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the file; and any comments which may have been received regarding this proposed action have been considered. As indicated in the checklist and this analysis, this action will result in probable adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

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 requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public 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 2C.

[] 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 2C.

CONDITIONS – DESIGN REVIEW

Prior to Issuance of Master Use Permit

1. All zoning corrections listed in the zoning correction letter issued March 28, 2007 shall be addressed to the satisfaction of the zoning reviewer. (Non-appealable condition)

For the Life of the Project

2. Materials and colors shall be consistent with those presented at the design recommendation meeting and the Master Use Plan sets. Any change to materials or colors shall require prior approval by the Land Use Planner (Shelley Bolser 206-733-9067 or shelley.bolser@seattle.gov).

CONDITIONS – SEPA

During Construction

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

Construction activities outside the above-stated restrictions may be authorized by the Land Use Planner (Shelley Bolser 206-733-9067 or shelley.bolser@seattle.gov) when necessitated by unforeseen construction, safety, or street-use related situations. Requests for extended construction hours or weekend days must be submitted to the Land Use Planner at least three (3) days in advance of the requested dates in order to allow DPD to evaluate the request.

Signature: _____ (signature on file) Date: April 19, 2007
Shelley Bolser, Land Use Planner
Department of Planning and Development

SB:bg

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