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:	3004446 and 3006544
Applicant Name:	Brittani Ard for William Parks of Pine Rock, LLC
Address of Proposal:	9056 18th Ave SW and 9070 18th Ave SW

SUMMARY OF PROPOSED ACTION

3004446: Land Use Application for a three-story, seven-unit townhouse structure. Surface parking for seven vehicles to be provided. Existing structures to be demolished. Project related to Lot Boundary Adjustment 3006370.

3006544: Land Use Application for a three-story, seven-unit townhouse structure. Surface parking for seven vehicles to be provided. Existing structures to be demolished. Project related to Lot Boundary Adjustment 3006370.

The following approvals are required:

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

Development Standard Departure to reduce side setback requirements (SMC 23.47A.014.B.2).

Development Standard Departure to reduce depth of landscape screening required adjacent to parking (SMC 23.47A.016 (Chart C).m and .n).

Development Standard Departure to provide all 'small' size parking stalls instead of medium and small (SMC 23.54.030).

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

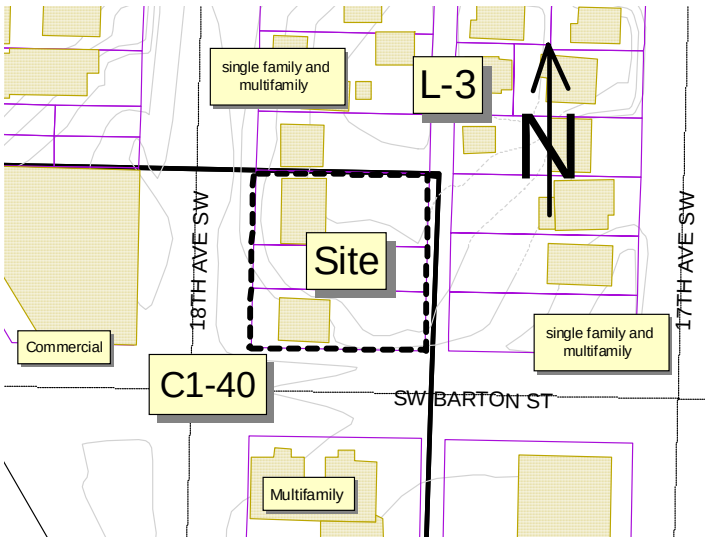
SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions

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

BACKGROUND DATA

SITE & VICINITY



The proposed development is located on an approximately 14,200 square foot lot located on the northeast corner of 18th Ave SW and SW Barton St. Two older single family residences occupy the lot. The site is essentially flat, with topography sloping down to the south across the site.

The subject property is located north of the unincorporated King County White Center neighborhood, and two blocks north of the City of Seattle limits. Delridge Way SW is located one block to the west, with Commercial (C1-40) zoning and a mixture of older residential and commercial structures adjacent to the site. The Lowrise Multifamily Residential (L-3) zoned areas that continue to the north and east of the site are developed with older single family and multi-family structures, with areas of newer townhouse construction. The subject property is located on three lots, which are in the process of being modified to two lots through an associated Lot Boundary Adjustment (MUP #3006370).

Architecture of adjacent buildings varies based on age and type of structure. Adjacent single family development reflects primarily wood, some vinyl or metal siding, and masonry. Older apartment buildings are clad in stucco and wood siding. Nearby commercial buildings are composed of cinderblock, with some clad in stucco or wood siding. The general scale of development is smaller and low profile. Most single family houses and duplexes are one-story bungalow style. Most apartment buildings are two to three stories. Newer townhouses are three stories. Commercial development consists of one-story buildings.

The area is pedestrian-oriented with sidewalks and grass planting strips are located on all nearby street fronts. Parking is predominantly on-street, with some surface lots. Most garages are accessed from the alleys located between blocks.

PROJECT DESCRIPTION

At Early Design Guidance (EDG) stage, the applicant proposed development on two lots, one east of the alley and one west of the alley, with a woonerf (shared vehicle access and residential open space) between the buildings running east to west. The applicant has since revised the project from the EDG stage to restrict development to the property west of the alley and to place all parking and vehicle access at the alley elevation.

The applicant applied for EDG in January 2007. The application could have vested to the code in effect prior January 2007 if a Master Use Permit (MUP) application had been submitted within 90 days of the EDG meeting. The MUP application was submitted more than 90 days after the EDG meeting, therefore the proposal is subject to the current code requirements for the C1-40 zone.

The proposed development includes demolition of the existing buildings and the construction of two buildings with seven townhouses each. One building is proposed for the north site and one building is proposed for the south site. A large proposed courtyard is located between the two buildings, with pedestrian entries to the courtyard at 18th Ave SW and the alley.

The exterior of the site will be landscaped, with most landscaping located in the public right of way. Each proposed townhouse includes a covered entry facing the street. Most entries would be located a few steps above grade, some with stoops.

Fourteen parking spaces adjacent to the alley would be enclosed with green screen at the north and south property lines, garage doors at the alley, and screened from above.

DESIGN GUIDELINE PRIORITIES:
EARLY DESIGN GUIDANCE MEETING (APRIL 13, 2006)

At the Early Design Guidance meeting held on April 13, 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-2 Streetscape Compatibility
A-4 Human Activity
A-5 Respect for Adjacent Sites
A-6 Transition Between Residence and Street
A-7 Residential Open Space
A-8 Parking and Vehicle Access
A-10 Corner Lots
B-1 Height, Bulk, and Scale Compatibility
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-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

The primary guidance from EDG included:

- Concerns of the proposed woonerf and how it would function for both pedestrians and vehicles
- Height, bulk, and scale should be compatible with the single family structures to the north
- Numerous departures should demonstrate that the proposal would better meet the intent of the design guidelines
- Transition from the property to the street frontage should be pedestrian-oriented

DESIGN REVIEW BOARD RECOMMENDATIONS SUMMARY (APRIL 12TH, 2007)

On January 23rd, 2007, the applicant submitted for a Master Use Permit. On April 12th, 2007, the Southwest Design Review Board convened for a Final Recommendation meeting. Additional packet materials and display boards presented for the Board members' consideration included perspective sketches, revised design departure requests, site photos, site plans, sections, pedestrian environment details, elevations, materials and colors, floor plans, lighting information, and landscape plans.

DESIGN PRESENTATION

Joseph Hurley, Architect, gave the applicant presentation. He explained that the design had evolved to include only the west site. In response to the priority guidelines from EDG, proposed changes included the parking location adjacent to the alley, increased landscaping, enhanced entries facing the street, and methods to reduce impacts on properties to the north. Refinement of the design included the following:

- All units have covered entries that face the street as well as entries facing the internal courtyard.
- The proposed development would be very close to the property lines. Landscaping and hardscape would be used to create a sense of entry and delineate the space between the sidewalk and the building entries.
- The applicant has added as many street trees to the proposal as Seattle Department of Transportation permits in the public Right of Way.
- A 24' wide paving and landscaping circle would occupy the center of the proposed courtyard to provide a focal point and prevent visual access into unit windows across the courtyard.
- A green screen fence is proposed for the north property line to provide privacy for the neighbors to the north. The applicant provided diagrams demonstrating the location of windows on the existing single family house to the north as compared to the proposed structures and green screen.
- The proposal more than meets the required Green Factor requirement.
- The proposed development provides an urban edge at the street, with large amounts of landscaping to enhance the public right of way, the northwest corner, and the internal courtyard.

- The proposed garage doors at the alley are tan colored metal roll-up doors. The sides of the proposed vehicle enclosure (north and south property lines) are green screen with vines. The shed roof would slope down to the alley. The vehicle enclosure will not be as tall as the green screen fence at the north property line.

BOARD QUESTIONS AND COMMENTS

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

- What are the requested departures?
  - Side setback at the north property line reduced: setback varies from 0 feet to 13'
  - Parking stall sizes reduced: all parking spaces would be "small" size in order to place all the parking adjacent to the alley
  - Landscape screening adjacent to parking reduced: at the south end of the alley, landscape screening would be provided, but would be placed in the public Right of Way in order to fit all 14 spaces adjacent to the alley
  - Trash and recycling space would all be located on Parcel A instead of half on Parcel A and half on Parcel B (trash and recycling space on Parcel A exceeds minimum for Parcel A + B combined), and would be shallower than code requires for commercial zones
- How many units and how many parking spaces?
  - 14 of each total
- Is 18th Avenue SW a minor arterial?
  - No, all the adjacent streets are non-arterials. Barton Ave SW is the most heavily used of the streets, but still has relatively low traffic volumes
- How does the corner unit address the corner?
  - The proposed corner unit is taller, would be painted red in contrast to other colors in the project, and it would be lifted slightly up above the grade as opposed to the units on SW Barton St.
- What are the proposed colors and materials at the base of the building?
  - 30" tall dark to medium gray concrete with a finish (5447 Davis color)
- What landscaping would be located at the foundation of the corner unit?
  - Trees would be located at the northwest and southwest corners of the corner unit
- A vegetated screen is proposed to provide privacy for the individual units. Is it possible that 6' tall fences would be added later?
  - No, there is very little room between the proposed building and the public right of way. Fences are not allowed in the public right of way.
- What are the railing materials?
  - Proposed exterior façade railings are the diagonal hatched material shown on page 402. Proposed interior courtyard facade railings are the horizontal hatched material shown on the same page.
- Three trees are proposed to be clustered at the center of the courtyard. Is this area sufficient for three trees' growth?
  - The proposed trees are columnar tulip trees. The vertical growth and the noise of the leaves' movement will contribute to the courtyard and will have adequate room for growth. The trees are proposed to be 1 ½ " caliper at planting

- The configuration of the courtyard includes opposing townhouse units facing each other with large glass windows and sliding doors. The applicant should consider planting trees of a greater caliper to provide privacy immediately.
- The project appears to be very similar to the Thomas street project shown on Capitol Hill.
    - It is similar in concept, but has approximately twice as much glass and different internal courtyard
- What would the green screen material look like?
    - 4”x4” diagonal patterned metal mesh
- A horizontally oriented metal mesh would better complement the façade and encourage growth for vegetation
- The project should not fall victim to value engineering, specifically the quality of materials and amount of glazing at the exterior facades should be retained.

PUBLIC COMMENT

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

- How big are the proposed units?
    - Approximately 1085 square feet each
- Bill Parks, the developer for the proposal, noted that currently 52 townhouses are under construction on the block to the north of the proposal. Some of the developers of these townhouses have approached him for design ideas, believing they can increase the value of their developments by visually referencing his proposed development. He and the other developers are also working together to improve the alley from SW Barton St north to SW Henderson St.

BOARD RECOMMENDATIONS

After considering the proposed design and the project context, hearing public comment and reconsidering the previously stated design priorities, the four Design Review Board members came to the following conclusions on how the proposed design met the identified design objectives.

A. Site Planning

A-2 **Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.**

A-4 **Human Activity. New development should be sited and designed to encourage human activity on the street.**

A-6 **Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.**

The southwest unit entry should provide more visual and physical connection to the streetscape. The proposed large amount of landscaping at the courtyard, border of the site, and public right of way, and the materials and colors enhance the transition between residence and street and improve streetscape compatibility.

The south side of the vehicle enclosure would be adjacent to the sidewalk environment at SW Barton St. The proposed green screen side of the enclosure is a positive addition. In order to give a sense of permanence and visual compatibility until the vines are mature, the green screen should be mounted in a concrete base wall comparable to the proposed concrete base for the townhouses, as conditioned below.

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 proposed development includes reduced roof massing at the north property line, a landscaped area at the northwest corner of the site, and a green screen fence to provide privacy for the residence to the north. Shadow studies have been provided indicating the level of shadowing from the proposed development. The Board stated that the proposed development meets this guideline.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

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 proposed interior courtyard with private patios and balconies provides a large amount of quality residential open space. The landscaped areas at the northwest corner and property boundaries, as well as the covered porches and balconies provide additional areas of residential open space with varying degrees of potential interaction and privacy for residents. The Board felt that the proposal meets guideline A-7.

Previously, guidelines A-7 and A-8 were grouped in response to the proposed woonerf (shared parking and open space areas). The applicant has since revised the project to separate parking from the open space. All parking would be placed adjacent to the alley outside of the courtyard. The parking would be screened by an enclosure on all sides, including green screen on the north and south walls, garage doors facing the alley, and building wall on the west side. The proposal meets guideline A-8, subject to the condition listed below.

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The proposed development includes a prominent corner element townhouse. This unit would be painted a contrasting color, would be raised higher than adjacent units, and include a prominent shed roof. The design proposes courtyard entry locations at 18th Ave SW and the alley, which prevents disrupting the proposed architecture at the corner.

Parking is located adjacent to the alley, away from the corner. The proposal meets this guideline.

B. Height, Bulk and Scale

B-1 **<u>Height, Bulk, and Scale Compatibility</u>. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.**

One single family house is located to the north of the proposed development. The applicant has provided shadow studies, modulated the proposed north façade, provided quality materials and details at the north façade, proposed open landscaped area at the northwest corner, and proposed a green screen fence at the north property line, as described in A-5. The proposal meets this guideline.

C. Architectural Elements and Materials

C-3 **<u>Human Scale</u>. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.**

The guidance for this section reflects the comments in B-1: Height, Bulk and Scale Compatibility.

C-4 **<u>Exterior Finish Materials</u>. 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 proposed materials and finishes include corrugated metal panels, cedar finish trim, medium to darker concrete treated base, green screen, hardiplank lap siding, and vinyl windows. The project should retain the proposed materials and glazing and not be reduced during the construction phase (specifically at the facades facing the street and north property line). The proposal meets this guideline, subject to the condition listed below.

C-5 **<u>Structured Parking Entrances</u>. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.**

The proposed vehicle enclosure would be located adjacent to the alley and provide adequate screening for the vehicles. The proposal meets this guideline, subject to the condition listed below.

D. Pedestrian Environment

D-1 **<u>Pedestrian Open Spaces and Entrances</u>. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.**

Comments reflect those found in A-2, A-4 and A-6. The proposal meets this guideline.

D-2 **<u>Blank Walls</u>. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.**

No blank walls are proposed for any façade. The proposal meets this guideline.

D-6 **<u>Screening of Dumpsters, Utilities, and Service Areas</u>. 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.**

Proposed dumpster and recycling areas are located off the alley in a common area and fully screened from view. The proposal meets this guideline.

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

The applicant provided lighting manufacturer cut sheets indicating light fixtures that would provide lighting by highlighting landscaped areas. The proposal meets this guideline.

E. Landscaping

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

E-2 **<u>Landscaping to Enhance the Building and/or Site</u>. 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.**

Comments reflect those found in A-2, A-5, and A-7. The proposal meets this guideline.

E-3 <u>Landscape Design to Address Special Site Conditions</u>. 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 provided a study of trees on site through the MUP review. None of the trees were found to be exceptional. The proposal meets this guideline.

RECOMMENDATION AND CONDITIONS

The recommendations summarized below were based on the plans submitted April 2nd, 2007 and materials presented at the April 12th, 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 from the April 2nd, 2007 packet and the April 12th, 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 CONDITION for the project. (Authority referred in the letter and number in parenthesis):

1. The green screen at the south side of the vehicle enclosure should be mounted in a concrete base wall comparable to the proposed concrete base of the townhouses. (A-2, C-4)

<u>Response to Design Review Board Recommended Conditions:</u>

2. The revised plan set submitted May 31, 2007 demonstrates compliance with the recommended design condition. No additional design review conditions are required.

Development Standard Departures

Departure Summary Table

STANDARD	REQUIREMENT	REQUEST	APPLICANT'S JUSTIFICATION	BOARD RECOMMENDATION
Side Setback Requirements 23.47A.014.B.2	Zero to 13' above grade, 10' setback for areas above 13' height	An 8' setback for 17' and a 6' setback for 17 feet	The proposed project is set back more than the code requires over 75% of the property line. The two reduced setback areas include a high quality of materials and detailing. (A-5, B-1)	Recommended approval by 4 Board members
Landscape Screening 23.47A.016 (Chart C).m and .n	Screening, 5' buffer to parking required.	Use green screen only	A green screen fence will screen parking from the street and adjacent properties. Allows all parking to occur off the alley. (A-2, A-8, E-1)	Recommended approval by 4 Board members
Recycle/ Garbage dimension 23.47A.029.B.1	6' minimum dimension	4' – 6' depth	More than required amount of recycle/trash area is provided. Aisle and large doors make space more efficient. (D-6)	Non-departable item; approved through Type I review
Recycle/ Garbage location 23.47A.029.C.1	Must be on site it serves	Shared facility is on north site	Location would be adjacent to pedestrian entry from alley and clearly accessible to all units (D-6)	Non-departable item; approved through Type I review
Parking Space Standards 23.54.030	60% of the stalls should meet "Medium" parking stall dimensions	All proposed stalls meet "Small" parking stall dimensions	This configuration would be adequate for all but the largest cars. Allows all parking to occur off the alley. (A-2, A-8)	Recommended approval by 4 Board members

The proposed design and Development Standard Departures are **GRANTED**.

II. SEPA

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the annotated environmental checklist (dated January 18, 2007), 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 14 vehicles will be provided in a surface parking area, accessed from the alley. Parking for four bicycles will be provided on site, near the pedestrian connection to the alley at the east side of the site. The Institute of Transportation Engineers (ITE) Parking Manual indicates that the proposed mix of uses would generate peak demand for approximately 21 vehicle parking spaces (1.47 spaces per condominium townhouse unit).

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. Several services are within blocks, and it is reasonable to expect that the residents of the proposed project would likely incorporate walking, cycling, or transit in their transportation options. 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 30-50 vehicle trips per day. The proposed development is located near a major north-south road in southwest 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

None.

CONDITIONS – SEPA

During Construction

1. 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-noise generating 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 days in advance of the requested dates in order to allow DPD to evaluate the request.

Signature: (signature on file) Date: June 21, 2007
Shelley Bolser, Land Use Planner
Department of Planning and Development

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