



City of Seattle

Gregory J. Nickels, Mayor

Department of Design, Construction and Land Use

Diane M. Sugimura, Director

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

Application Number: 3005551

Applicant Name: Michele Wang—Runberg Architecture Group PLLC for Cascade Minor LLC

Address of Proposal: 430 Minor Ave N

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a six-story apartment building (36,386 sq. ft.) consisting of 50 residential units. Parking for four vehicles will be provided at grade. Existing structure to be demolished. Related Project: Lot Boundary Adjustment #3007184.

The following approvals are required:

Design Review - pursuant to Seattle Municipal Code (SMC) 23.41 Departures from SMC 23.48.012 (Upper Level Setbacks and SMC 23.48.018A.1.a. Façade Transparency Requirements)

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA Determination: Exempt DNS MDNS EIS

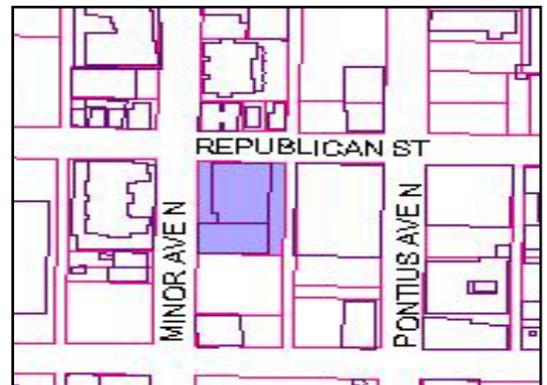
DNS with conditions

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

BACKGROUND DATA

Site and Vicinity Description

This site is originally a 21,265 sf site that will be applying for a lot boundary adjustment to create an 8,028 sf site. The site is located in the Cascade Area of the South Lake Union neighborhood at 424 Minor Avenue N, the southeast corner of the intersection of Minor Avenue and Republican Street. The site is bounded on the east by a 16-foot asphalt alley.



The site is occupied by a two-story commercial building built in 1960 and surface parking. The building is currently occupied by a commercial tenant (Nebar Company).

The site has a rolling topography, with the lowest elevation at the NW corner of the property and sloping upwards to the east and south. The SE corner of the property (alley side) is approximately 20 feet higher than the lowest corner. Street trees will be added as directed by the City of Seattle Arborist Bill Ames.

The site is zoned SM/R-55'/75' (Seattle Mixed/Residential). N Republican Street at this location is designated a Class 2 pedestrian street per the Land Use Code and also a minor arterial per SDOT. The site falls within the "South Lake Union Hub Urban Village," a Center City neighborhood. There are no residential density limits for this zone, nor FAR limitations for residential use, reflecting the high priority placed on developing housing in the neighborhood guidelines. The FAR limit for non-residential use is 4.2. The ground level will be occupied by offices, a residential lobby, residential amenities and ground-related housing.

The adjacent zoning is also SM/R-55'/75'. One block to the west the zoning is IC-65'; two blocks to the north the zoning is SM-75'. The site lies two blocks south of Interstate 5 Mercer Street on/off ramps; one block to the east of Fairview Avenue, a Class 1 (principal) arterial; and three blocks west of Interstate 5.

The development in the neighborhood is primarily a mixture of recent multifamily structures, mid-century light industrial structures and warehouses, and surface parking lots. Cascade is a neighborhood whose historic vibrant mixture of uses was severely impacted by the construction of the highway and associated arterial streets. Community activists have prioritized developing affordable housing for this in-city neighborhood, while the entire South Lake Union neighborhood undergoes rapid redevelopment with market rate housing, condominiums, high-end grocery store, and luxury hotels.

The Cascade People's Center, Park, P-Patch, and Playground are one block to the south. Churches such as the Immanuel Lutheran Church and St. Spiridon's Orthodox Church have historically played an important role in the lives of immigrant community members who settled in the neighborhood and are designated City Landmarks.

The site is well-served by Metro transit buses 25 (on Eastlake Avenue) and 70, 71, 72, 73 on Fairview Avenue.

Public Reviews and Comment Periods

Two Design Review meetings were held on this proposal and included opportunities for the public to comment; an Early Design Guidance meeting was held on February 21, 2007 and the Recommendation meeting was held on August 15, 2007. No members of the public were in attendance at either the Early Design Guidance meeting or Recommendation meeting. Refer to the Master Use Permit (MUP) file for details on these meetings.

Public notice of the Master Use Permit (MUP) project application was given on April 27, 2007. The public comment period ended on August 1, 2007. DPD received no written comments on this proposal.

No members of the general public attended the Early Design Guidance meeting. John Woodworth of SMR Architects introduced himself. He is the architect working with the other non-profit organization developing the southern portion of the site for low income housing.

ANALYSIS – DESIGN REVIEW

ARCHITECT’S PRESENTATION—*Early Design Guidance Meeting – February 21, 2007*

At the Early Design Guidance meeting, Michele Wang presented an overview of the project. LIHI is a non-profit developer of affordable housing. They own/manage over 1600 affordable housing units in the Puget Sound Area. In the South Lake Union urban center, they own the Denny Park Apartments, The Lakeview Apartments, and the Jensen Block Apartments.

The program will consist of 50 units of elderly housing. The HUD financing requires that construction start by May 2008.

Michele Wang presented an overview of the neighborhood, site design analysis and development objectives to the Board and public. With the aid of a photomontage the architect presented the vicinity’s architectural context, the site’s challenges and opportunities and character studies conducted.

The architect then presented the project’s site plan, plans and 4 massing studies. The project will apply for a Lot Boundary Adjustment (to run concurrently with the MUP) to divide the site into two parcels, roughly 1/3 and 2/3 of the original site. A “preferred scheme” was presented that proposed creating 50 affordable housing units for seniors on the smaller parcel located on the northern 1/3 of the original site. The remaining 2/3 of the site will be sold to another non-profit organization to be developed for affordable housing.

The project intends to incorporate as many principles of sustainable development (“Green Communities”) as possible. The six-story building consists of one level of residential amenities and a small entry courtyard, and five residential floors. The main entrance is on Minor, anticipating pedestrian circulation to/from the Cascade Playground, and avoiding the steeper slope on Republican, that is inappropriate for seniors. The plan is a simple double-loaded corridor, with units with northern and southern exposure, utilizing passive cooling site strategy and minimizing exposure to the low western light. At the street level, there is a residential amenity area: a reading room/computer room, community multipurpose room with kitchenette, and small conference room. There is also office space for on-site management.

Mike Lamb of Susan Black Associates presented the landscaping concepts for the project, including right-of-way plantings and plantings at the south property line.

ARCHITECT’S PRESENTATION—*Recommendation Meeting – August 15, 2007*¹

¹ Presentation Group: Karen Anderson-Bittenbender, Low-Income Housing Institute (LIHI); Mike Lamb, Susan Black, Constanza

At the Final Recommendation Meeting, Michele Wang presented the final design that elaborated on the preferred massing scheme approved at the Early Design Guidance Meeting via a slide presentation showing colored drawings (site plan, elevations, plans), renderings of the overall 3-d view, and pedestrian-level streetscape renderings. Samples of the materials proposed on the building exterior were also presented. Michael Lamb then presented the landscape design, with emphasis on the green roof.

DESIGN GUIDANCE PRIORITIES:

The applicant described the design guideline priorities which had informed their response to site and context in the proposed development. After deliberation, The Design Review Board emphasized the following design guidelines as priorities to be considered in further evolution of the proposed design. Each design guideline priority is identified by letter and number in accordance with City of Seattle's Design Review: Guidelines for Multifamily & Commercial Buildings (November 1998). This is augmented by neighborhood-specific guidelines published in South Lake Union: Design Guidelines (May 26, 2005).

Responses from the Applicant and Board follow each Guideline.

A-1 Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

SLU supplemental guidelines: Encourage "outlooks and overlooks" for the public to view the lake and cityscapes. New development is encouraged to take advantage of site configuration to accomplish sustainability goals. Denny Park has been identified as a "heart location." Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building's primary entry and façade should respond to the heart location. Amenities to consider are: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas.

Applicant Response: The proposed building is sited with its entrance on Minor Avenue, the flatter and more accessible of the two streets. This location of the main entrance is also appropriate for enhancing the pedestrian connection to Cascade Park, a "heart" location one block to the south on Minor Avenue. An exterior sitting area with a decorative art fence is provided at this primary entrance and emphasizes a connection to the park through landscaping. The project is coordinating with the adjacent proposed development to the south to develop a unified landscaping strip between the two projects.

Board Response: (8-15-07) The Board was supportive of the location of the entry and the outdoor seating area. The Board was also supportive of the decorative fencing along the sidewalk. The

Board expressed concern that the entry on Minor Ave. was not strong enough. They suggested using additional artwork or a more unique canopy as potential ways of making the entry more significant.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

SLU supplemental guidelines: The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Provide pedestrian-friendly streetscape amenities such as tree grates, benches, and lighting. Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts. Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining 6 feet for pedestrian movement, where the sidewalk is sufficiently wide).

Applicant Response: (8-15-07) The project proposes enhanced right-of-way plantings and planters that are larger than the minimum required. Other amenities include a bicycle rack and seating near the building entrance. Marquees at the corner provide weather protection along Minor Avenue. Artwork is provided along Republican, including wall murals or mosaics and a decorative screen and metal sculptural handrail, which will also serve to assist elderly residents walking along the sloping street.

Board Response: (8-15-07) The Board was very supportive of the extensive plantings along the sidewalk, as well as the use of artwork and decorative screens. The Board suggested that additional artwork be provided along the sidewalk near the corner and entry to give it more continuity.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

SLU supplemental guidelines: Create graceful transitions at the streetscape level between the public and private uses. Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity. Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

Applicant Response: (8-15-07) Exterior seating areas (covered and without cover) are provided along Minor Avenue to encourage human activity on the street. The façade of the building will provide downlighting to promote sidewalk safety. Inside the building, the library and computer room is sited on the corner and designed with large windows on the sidewalk for “eyes on the street” throughout the day.

Board Response: (8-15-07) The Board was supportive of the outdoor seating area and the location of the library at the corner. The Board was concerned about the “knee wall” between the sidewalk and the covered seating area (see A-6 below).

A-6 Transition between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and safety for the residents and encourage social interaction among residents and neighbors.

SLU supplemental guidelines: Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.

Applicant Response: (8-15-07) The exterior seating area is designed with the needs of seniors in mind, providing a place for residents to wait for rides or simply to observe the comings and goings of the neighborhood. The seating area will be well-lit at night and provided with good visual access from the adjacent manager's office for security.

Board Response: (8-15-07) The Board was supportive of the outdoor seating area, though they expressed a desire to create a more significant entry (see A-1 above.) The Board also expressed concern that the "knee wall" between the sidewalk and the covered seating area was not useful. They suggested that the wall be raised to a height that would allow it to function as a bench. They expressed a preference for using the wall for seating instead of making it a planter or removing it.

A-7 Residential Open Space.

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

Applicant Response: (8-15-07) Open space is provided at a single roof deck, providing the most useable space for the residents. The roof deck is designed for the needs of seniors, with a walking loop that circulates around a planted "green roof."

Board Response: (8-15-07) The Board was very supportive of the green roof and the walking path. The Board was supportive of the landscaped south yard at the street level, though they were concerned about how it would be used. The Board stressed the need for the space to be activated in some way to encourage use. They suggested adding a programmed activity to the space that would draw people in and also suggested adding a second entrance through the building. The Board was also concerned that the space did not have enough "eyes" on it for security. They suggested adding more windows at the first floor.

A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Applicant Response: (8-15-07) The mass of the building is modulated at the corner (both in plan and elevation) to emphasize the corner. Parking and automobile access are kept to the opposite end of the site, at the alley.

Board Response: (8-15-07) The Board was supportive of the modulated massing at the corner. The Board supported the use of artwork along the street level façade but thought that it should wrap around the corner.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

Applicant Response: (8-15-07) The project includes marquees, pedestrian lighting, bays, pedestrian handrail along Republican, artwork at the street level, and variation of siding materials to achieve a good human scale.

Board Response: (8-15-07) The Board was supportive of the marquees, lighting and artwork along the sidewalk. The Board expressed a desire to see more artwork along the sidewalk (see A-2 above). The Board also stressed the importance of the pedestrian-scaled lighting, especially near the entry and outdoor seating area. They were also concerned that the marquees were too dark, and suggested using a lighter color to reflect light.

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.

Applicant Response: (8-15-07) Durable exterior materials such as painted concrete and fibercement siding are proposed. The fibercement siding includes trim details that will result in an attractive appearance.

Board Response: (8-15-07) The Board was very supportive of the finish materials chosen, and commended the project for its attractive details. The Board was concerned that the presented color scheme was too subdued and cold and expressed a preference for the previous scheme which used brighter colors. They suggested that warmer colors be used in the final color scheme.

D-2 Blank Walls

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.

Applicant Response: (8-15-07) Blank walls have been minimized where possible. Where unavoidable, the blank walls will provide an opportunity for public art (mural or mosaic).

Board Response: (8-15-07) The Board was very supportive of the use of public art, and suggested that more artwork could be added on other areas of the building (see A-2 above).

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.

SLU supplemental guidelines Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

Applicant Response: (8-15-07) The landscape design includes storm water planters at the sidewalk to handle sidewalk runoff. The roof garden is situated for maximum sunlight and to take advantage of views of the Space Needle to the west. The landscaping of the south yard has been designed cooperatively with the adjacent proposed development to the south for a cohesive space.

Board Response: (8-15-07) The Board was very supportive of the green roof and the landscaping at the street level. They expressed concern about how the south yard would be used (see A-7 above). The Board commended the project for its extensive plantings and green space.

DEVELOPMENT STANDARD DEPARTURE Matrix			
DEVELOPMENT STANDARD	REQUEST/ PROPOSAL	JUSTIFICATION	Board's Recommendation
<p>SMC 23.48.012 Upper Level Setbacks: Structures on lots abutting an alley in the SM/R designated area shall provide an upper-level setback for the façade facing an alley, for any portion of the structure greater than 25 feet in height. Upper level setbacks shall be provided as follows: 1 foot for every 2 feet of height above 25 feet... up to a maximum required setback of 15 feet.</p>	<p>The applicant is requesting that a portion of the structure be permitted in the upper level setback.</p>	<p>These architectural features would allow for the building to gain an internal daylight slot on the south by shifting a set of stacked units to the north. This was a recommendation made by the Board at EDG and increases the amount of natural daylighting and ventilation for the building, resulting in a more “sustainable” design, in keeping with the stated goals of the Cascade neighborhood plan. The project is not gaining more area than would otherwise be accommodated by a code-compliant design. The design also seeks to stack walls vertically for efficient construction.</p> <p>Furthermore, the structure on the other side of the alley (the Pontius Building) is a significant concrete office building that also does not provide the prescribed setback.</p>	<p>Approval of the design based on <i>Guidelines— A1, A2, A4, A6, A7, A10, C3, C4, D2, and E3.</i></p>
<p>SMC 23.48.018 A.1.a Façade transparency requirements : Class 2 Pedestrian Streets: a minimum of 60% of the width of the street level façade must be transparent. When the slope of the street frontage of the façade exceeds 7.5%, the required amount of transparency shall be reduced to 45%.</p>	<p>On Republican Street: the applicant is requesting a reduction to 30% transparency, and that area for public art be permitted to be counted for a combined total of 52% .</p>	<p>Republican has a slope of approximately 8.5%. As the street slopes, more of the residential portion of the building falls within the area designated for transparency. Rather than provide windows that would be covered by closed blinds, the applicant is proposing to provide area for artwork that will provide more visual interest to the pedestrian than blinds over a window.</p> <p>203 sf of transparency is provided, of an area of 687 sf total (30% transparency). Additionally, 159.4 sf of area for artwork is proposed (23%). Together, the area of transparency and artwork total 362.7 sf (52%) which exceeds the requirement of 45% transparency along a sloped street.</p>	<p>Approval of the design based on <i>Guidelines— A1, A2, A4, A6, A7, A10, C3, C4, D2, and E3.</i></p>

BOARD RECOMMENDATION²

The Board members in attendance approved the design departure for the upper level setbacks requirement and the design departure for blank façade requirement.

After considering the proposed design and the projects context, hearing public comment, and reconsidering the previously stated design priorities, the Design Review Board members agreed that the design has successfully addressed the design guidance provided in their previous meeting. The Design Review Board **recommends approval** of the design as shown in the updated Master Use Permit Plans. (*Based on Guidelines — A1, A2, A4, A6, A7, A10, C3, C4, D; and E3.*) The identification of these particular guidelines does not imply that other, nonprioritized guidelines may not be called upon in the ultimate decision-making regarding this proposal.

DECISION – DESIGN REVIEW

The Director of DPD has reviewed the recommendations of the Design Board members present at the final Design Review recommendation meeting and finds that the Board acted within its authority and the Board’s recommendations are consistent with the *City of Seattle Design Review: Guidelines for Multifamily & Commercial Buildings (November 1998)* and the *South Lake Union Design Guidelines (May 26, 2005)*.

Therefore, the proposed design and departures are **APPROVED** as presented at the August 15, 2007 Design Review Board meeting.

CONDITIONS – DESIGN REVIEW are noted at the end of this decision.

ANALYSIS – SEPA

This analysis relies on the *Environmental Checklist dated April 27, 2007* by the applicant, which discloses the potential impacts from this project. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The Seattle SEPA ordinance provides substantive authority to require mitigation of adverse impacts resulting from a project (SMC 25.05.655 and 25.05.660). Mitigation, when required, must be related to specific adverse environmental impacts identified in an environmental document and may be imposed only to the extent that an impact is attributable to the proposal. Additionally, mitigation may be required only when based on policies, plans, and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675, inclusive, (SEPA Overview Policy, SEPA Cumulative Impacts Policy, and SEPA Specific Environmental Policies). In some instances, local, state, or federal requirements will provide sufficient mitigation of a significant impact and the decision maker is required to consider the applicable requirement(s) and their effect on the impacts of the proposal.

The SEPA Overview Policy (SMC 25.05.665) 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*

² Attending Board members—Phil Beck, Tom Phillips, Sharron Sutton, and Rumi Takahashi.

achieve sufficient mitigation,” subject to some limitations. Under specific circumstances (SMC 25.05.665 D 1-7) mitigation can be required.

The policies for specific elements of the environment (SMC 25.05.675) describe the relationship with the Overview Policy and indicate when the Overview Policy is applicable. Not all elements of the environment are subject to the Overview Policy (e.g., Traffic and Transportation). A detailed discussion of some of the specific elements of the environment and potential impacts is appropriate.

Short-Term Impacts

The following temporary or construction-related impacts are expected; decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

Most short-term impacts are expected to be minor. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with air quality, noise, and construction traffic warrant further discussion.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos or other hazardous substances during demolition, if any are found. Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency (“PSCAA”) prior to demolition. Thus, as a condition of approval prior to demolition, the proponent will be required to submit a copy of the required notice to PSCAA. If asbestos is found on the site, PSCAA, the Department of Labor and Industry, and EPA regulations will provide for the safe removal and disposal of asbestos.

The applicant will take the following precautions to reduce or control emissions or other air impacts during construction:

- *During demolition, excavation and construction, debris and exposed areas will be sprinkled as necessary to control dust; and truck loads and routes will be monitored to minimize dust-related impacts.*
- *Using well-maintained equipment and avoiding prolonged periods of vehicle idling will reduce emissions from construction equipment and construction-related trucks.*
- *Using electrically operated small tools in place of gas powered small tools wherever feasible.*
- *Trucking building materials to and from the project site will be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.*

Noise

The project is expected to generate loud noise during demolition, grading and construction. Compliance with the Noise Ordinance (SMC 25.08) is required and will limit the use of loud equipment registering 60 dBA (not including construction equipment exceptions in SMC 25.08.425) or more at the receiving property line or 50 feet to the hours between 7:00 a.m. and 10:00 p.m. on weekdays, and between 9:00 a.m. and 10:00 p.m. on weekends and holidays. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD. Construction noise is within the parameters of SMC 25.05.675.L, which states that the Noise Ordinance provides sufficient mitigation for most noise impacts.

Traffic and Circulation

Site preparation would involve removal of the existing structure and excavation for the foundation of the proposed building and below grade parking garage. Approximately 280 cubic yards of material would be excavated and removed from the site. Existing City code, Regulating the Kind and Classes of Traffic on Certain Streets (SMC 11.62) designates major truck streets which must be used for hauling and otherwise regulates truck traffic in the city. The proposal site has fairly direct access to both Highway 99 and Interstate 5 and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by enforcement of SMC 11.62.

Traffic control would be regulated through the City's street use permit system, and a requirement for the contractor to meet all City regulations pertaining to the same. Temporary sidewalk or lane closures may be required during construction. Any temporary closures of sidewalks would require the diversion of pedestrians to other sidewalks. The timing and duration of these closures would be coordinated with SDOT to ensure minimal disruptions.

Compliance with Seattle's Street Use Ordinance administered by Seattle Department of Transportation (SDOT) is expected to mitigate any adverse impacts to traffic which would be generated during construction of this proposal and no further conditioning is necessary.

Long-Term Impacts – Use-Related Impacts

Historic

There are no known or listed historical resources or any officially-designated historical resources on the project site. The project is not expected to have any impact on any of these designated historic landmarks.

Land Use

The proposed project is consistent with the *City of Seattle Comprehensive Plan*, the *South Lake Union Neighborhood Plan*, and the Seattle Land Use Code.

Housing

The proposed project creates new and much-needed affordable housing. The project is in accordance with the housing goals of the *Comprehensive Plan* for the area. Therefore, there is no adverse impact to housing.

Archaeological

There is no surficial evidence to indicate that any archaeologically significant resources exist on-site and would be disturbed by the project. If resources of potential archaeological significance are encountered during excavation or construction associated with the Proposed Action, the following measures would apply:

- work that is occurring in the portion of the site where potential archaeological resources are found would be stopped immediately;
- the City of Seattle land use planner that is assigned to the project and the Washington State Archaeologist at the State Office of Archaeology and Historic Preservation (OAHP) would immediately be contacted; and
- regulations would be adhered to pertaining to discovery and excavation of archaeological resources, including but not limited to, Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25-48 WAC, as applicable or as revised.

Otherwise, the project will not have any significant adverse impacts on archaeological resources.

Traffic and Transportation

Based on the Institute of Transportation Engineers' Trip Generation manual, the proposed project is forecast to generate approximately 205 daily vehicle trips, with 15 of these trips occurring during the AM peak hour and 20 trips during the PM peak hour. Removal of the existing commercial building would remove trips generated by the existing use, reducing the above numbers. Even assuming no reduction for existing trips, the traffic volumes forecast to be generated by the proposed project are small, and are not expected to have a noticeable impact on the surrounding roadway system. The project site is well-served by transit, with several Metro bus stops and the South Lake Union streetcar line within walking distance. The project's traffic impacts will not be significant, and no mitigation is required.

Parking

The proposed development is expected to generate a peak parking demand of approximately 50 vehicles, based on the Institute of Transportation Engineers' Parking Generation manual. The project is proposing to provide four parking spaces, leading to a potential peak parking demand spillover of 46 vehicles. Given the residential nature of the project, this parking spillover is likely to occur in the evenings and on weekends. Development in the vicinity of the project primarily is commercial and light industrial, uses with weekday parking demand peaks. Evening and weekend parking spillover from this project is expected to be accommodated in on-street parking spaces and parking lots near the project site.

DECISION – STATE ENVIRONMENTAL POLICY ACT (SEPA)

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

The proposed action is **APPROVED WITH CONDITIONS** as noted below.

CONDITIONS – SEPA

Prior to Building Permit Issuance

1. The applicant shall submit for review and approval a Construction Impact Management Plan to the Department of Planning and Development for concurrent review and approval with Seattle Department of Transportation. The plan shall identify management of construction activities including construction hours, parking, traffic and issues concerning street and sidewalk closures.

During Construction (including Demolition and Excavation)

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

2. The applicant will be required to limit the hours of construction activity not conducted entirely within an enclosed structure to non-holiday weekdays between 7:00 a.m. and 6:00 p.m. and on Saturdays between 9:00 a.m. and 6:00 p.m. The Director may consider approving construction activity outside these time restrictions so long as the activity complies with the City's noise ordinance.
3. Comply with the limitations contained in the approved construction-phase transportation plan.
4. Debris and exposed areas shall be sprinkled as necessary to control dust; and truck loads and routes shall be monitored to minimize dust-related impacts.
5. Use well-maintained equipment to reduce emissions from construction equipment and construction-related trucks and avoid prolonged periods of vehicle idling.
6. Use electrically operated small tools in place of gas powered small tools wherever feasible.
7. Trucking building materials to and from the project site shall be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.
8. If resources of potential archaeological significance are encountered during excavation or construction associated with the Proposed Action, the following measures will apply:
 - work that is occurring in the portion of the site where potential archaeological resources are found must be stopped immediately;

- the City of Seattle land use planner that is assigned to the project and the Washington State Archaeologist at the State Office of Archaeology and Historic Preservation (OAHP) must immediately be contacted; and regulations must be adhered to pertaining to discovery and excavation of archaeological resources, including but not limited to, Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25-48 WAC, as applicable or as revised.

NON-APPEALABLE CONDITIONS – DESIGN REVIEW

9. The proponent must retain the landscaping, fenestration, architectural features and elements, and arrangement of finish materials and colors presented to the Design Review Board on August 15, 2007. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials and landscaping) shall be verified by Colin R. Vasquez, Senior Land Use Planner, 206-684-5639, or by Vincent T. Lyons, Design Review Manager, 206-233-3823 at a Pre-construction meeting.
10. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by Colin R. Vasquez, Senior Land Use Planner, 206-684-5639, or by Vincent T. Lyons, Design Review Manager, 206-233-3823. Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
11. An appointment with the assigned Land Use Planner must be made at least (3) working days in advance of the meeting. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved. Embed updated colored elevation drawing in MUP plans and all subsequent Building Permit Plans.
12. Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings. Call out on the appropriate plan sheets where and what departures have been granted.
13. Construct the building with siting, materials, and architectural details substantially the same as those presented at the August 15, 2007 Design Review Board meeting.

Signature: _____ (signature on file) Date: October 15, 2007
Colin R. Vasquez, Senior Land Use Planner
Department of Planning and Development

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