City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development
Diane M. Sugimura, Director

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

Application Number: 3007719 and 3008097

Applicant Name: Lindsay Crawford of Bassetti Architects for Seattle First United Methodist Church

Address of Proposal: 150 and 168 Denny Way

SUMMARY OF PROPOSED ACTIONS

3007719 (West Site):

Land Use Application to allow a 7,280 sq. ft. institution in an environmentally critical area (community center for First United Methodist Church). Project includes four levels of parking for 141 vehicles located above grade and demolition of a 4,700 sq. ft. office building. Related project (construction of a church) under Project #3008097.*

*Note: The project description has been revised from the original notice of application to reflect an adjustment to the parking stall count and an increase to the proposed institution's square footage.

3008097 (East Site):

Land Use Application to allow 26,400 sq. ft. institution in an environmentally critical area (First United Methodist Church). Review includes demolition of a 7,234 sq. ft. office building. Related project (community center and parking) under Project #3007719.*

*Note: The project description has been revised from the original notice of application to reflect a decrease to the proposed institution's square footage.

The following approvals are required:

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 involving another agency with jurisdiction.

BACKGROUND INFORMATION

Site and Vicinity Description

The subject properties are located on two (2) sites separated by an existing 16' wide alley: The West Site (150 Denny Way) and the East Site (168 Denny Way).

West Site (150 Denny Way)

This approximately 14,400 square foot (sq. ft.) corner lot site is located within the Neighborhood Commercial 3 (NC3-65) zone, situated with frontage along the east side of Warren Avenue North and the north side of Denny Way. Existing development on the site consists of a two-story commercial building with a surface parking area consisting of twenty-eight (28) parking stalls.

The West Site is accessed via one (1) curb cut along Denny Way and one (1) curb cut along Warren Avenue North. Warren Avenue North is classified as a non-arterial street. Denny Way is classified as a Principal Arterial street, pursuant to SMC Chapter 23.53 with a total of five (5) lanes of traffic adjacent to the sites-three (3) lanes of traffic running west and two (2) lanes of traffic running east. Both streets are improved with curbs, sidewalks, gutters and street trees.

Surrounding property west, north and east of the subject site is zoned as NC3-65. Downtown Mixed Commercial (DMC-65) zoning is identified south of the proposal.

East Site (168 Denny Way)

The East Site is also approximately 14,400 sq. ft. located within the Neighborhood Commercial 3 (NC3-65) zone. Conversely, this corner lot is situated with frontage along the west side of 2nd Avenue North and the north side of Denny Way. A two-story retail/office structure with a surface parking area consisting of twenty (20) parking stalls currently exists at this subject site.

Access to the existing surface parking area is via an existing 16' wide paved alley and 2nd Avenue North. 2nd Avenue North is classified as a non-arterial street for that portion that abuts the subject property, improved with sidewalks, curbs and gutters. Denny Way also abuts this site.

The entire development area lies within the Uptown Urban Center Village. Surrounding property west, north and east of the subject site is zoned as NC3-65. Both DMC-65 and DMC-85 zones are south of the subject site.

Topographically, both the West Site and the East Site are separated by a steep west-facing slope that increases in height from 1' at the southernmost property line to 20' at the northernmost property line. This slope is vegetated with grass and ivy. The alley is located immediately above and to the east of this slope; rising in grade 17' from south to north direction. This area spanning on both properties has been identified as ECA-Steep Slope. The applicant has been granted a limited exemption from ECA steep slope development standards for all work associated with these projects (#3007719 & #3008097) but ECA review is still required for the building permit application.

Existing development in the vicinity of the proposals includes retail and apartments all north; retail to the west; the Pacific Science Center to the east; and retail, restaurants, apartments and an office building to the south. The Seattle Center campus begins one (1) north of the subject proposal sites.

Proposal

The proposed redevelopment of the sites includes demolition of existing buildings and construction of a four-story religious facility and a four-story community center/parking garage building for Seattle First United Methodist Church (SFUMC). Per the applicant, SFUMC intends to construct a church on one (1) property (East Site) and build an off-site parking facility and community center on the adjacent site (West Site) with the intent of providing services to the homeless community.

The proposed East Site includes 26,400 sq. ft. of religious facility. No accessory parking will be provided on site; however, vehicular access to a passenger pick-up/drop-off area located near the north boundary line would occur via an entrance-only curb cut abutting 2nd Avenue North. The project includes approximately 4,750 cubic yards (cu. yds.) of grading. Street improvements (inclusive of street trees, planting strips and sidewalk improvements) along the west half of 2nd Avenue North and the north half of Denny Way are proposed. Landscaping improvements are planned along the street boundary lines, the northernmost property line and along the church's northernmost façade. The principal exterior building materials proposed are masonry, metal wall system and low-reflective glazing.

A structure consisting of 7,280 sq. ft. of community center use at grade with four (4) levels of upper exposed parking structure is proposed at the West Site. This 55,671 sq. ft. structure with at-grade and upper parking levels will comprise of onsite parking for the community center and offsite parking for the religious facility. Vehicular access to 141 parking stalls would occur via an entrance oriented at Warren Avenue North; sole vehicular exiting from this parking area would also occur via Warren Avenue North. This proposal also includes a one-way vehicular entrance access ramp from the alley leading directly onto the third level of the proposed parking structure. Per the applicant, the intent of this secondary access is to allow for those churchgoers utilizing the passenger pick-up/drop-off driveway direct access to parking. The proposal includes approximately 2,800 cu. yds. of material. Street improvements including street trees, planting strips and sidewalk improvements are mainly proposed on the easterly portion of Warren Avenue North that abuts the subject property; minor street improvements, inclusive of street trees are proposed along Denny Way. Landscaping consisting of minimal at grade perimeter plantings and upper level garden trellis vegetated walls are planned along the westerly, southerly and easterly areas of the site. CMU wall system, masonry wall system, steel railings and low-reflective glazing are the building materials proposed for this development. Parking and pole light fixtures are planned on the structure's roof.

Public Comments

The required public comment period for project #3008097 ended on November 21, 2007. Due to vandalism of the environmental signs, the public comment period for project #3007719 was extended from its original date to end on December 5, 2007. During the public comment period, DPD received no written comment regarding these proposals.

Additional Information

Initially the applicant had submitted applications (#68340, #59815 and #62237) to the Seattle Department of Transportation (SDOT) requesting a pedestrian tunnel term permit and reconstruction of that portion of the alley between the subject sites. Due to costs associated with substantial utility relocates, that applicant has withdrawn that application (#68340). However, permitting for demolition and reconstruction of the alley continues to be sought.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated October 10, 2007. The information in the checklist, supplemental information submitted by the applicant and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The Department of Planning and Development has reviewed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the file. As indicated in the checklist, this action will result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

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, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part, *"Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation"* subject to some limitations. Under such limitations or circumstances (SMC 25.05.665 D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate. Short-term and long-term adverse impacts are anticipated from the proposal.

Additionally, given the relationship between the West Site and the East Site, the discussion below will consider the cumulative impacts and the need for mitigation (SMC 25.05.670 Cumulative effects policy).

Short-term Impacts

The following temporary or construction-related activities on the East Site and West Site could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, streets, parking impacts, pedestrian circulation, and greenhouse gas emissions.

Noise

Noise associated with construction of the buildings on both the East and West Sites could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Compliance with the Noise Ordinance (SMC 25.08) is required and will limit the use of loud equipment, registering 60 dB(A) or more at the receiving property line or a distance of 50 feet from the equipment; 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.

Although compliance with the Noise Ordinance is required, due to the proximity of the project site to nearby residential uses, additional measures to mitigate the anticipated noise impacts may be necessary. The SEPA Policies at SMC 25.05.675.B and 25.05.665 allow the Director to require additional mitigating measures to further address adverse noise impacts during construction. Pursuant to these policies, it is the Department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance may be necessary on this site. Therefore, as a condition of approval, construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7:00 a.m. to 6:00 p.m. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9:00 a.m. and 6:00 p.m. 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 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.

Air Quality

The applicant proposes to demolish the existing buildings. Excavation and construction on the East Site, the West Site and the alley will create dust, leading to an increase in the level of suspended air particulates, which could be carried by wind out of the construction area. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne. Construction traffic and equipment are likely to produce carbon monoxide and other exhaust fumes.

Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations requires activities which produce airborne materials or other pollutant elements to be contained with temporary enclosure.

Should asbestos be identified on either site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. In order to ensure that PSCAA will be notified of the proposed demolition, a condition will be included pursuant to SEPA authority under SMC 25.05.675A which requires that a copy of the PSCAA permit be attached to the demolition permit, prior to issuance. This will assure proper handling and disposal of asbestos.

Earth

The ECA Ordinance and Director's Rule (DR) 3-2007 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction in areas with steep slopes, liquefaction zones, and/or a history of unstable soil conditions. Pursuant to this requirement, the applicant submitted a Geotechnical Design Report prepared by Chad T. McMullen, P.E., Colin B. Turnbull, L.E.G. and Reda A. Mikhail, P.E. (Landau Associates) dated March 26, 2008 The report evaluates the soil and site conditions and provide recommendations for erosion and drainage controls, grading, earthwork, foundation construction, slab-on-grade support and retaining walls for both properties.

The summary of the Geotechnical Design Report's findings is the following: "The shallow subsurface at the subject property consists generally of varying thickness of fill overlying dense glacial till, advance outwash, glaciolacustrine deposits, and older interglacial and glacial soil layers....It is Landau Associates' opinion that the conditions at the subject property are satisfactory for the proposed building development. The proposed buildings may be adequately supported using spread footing foundations bearing on dense, weathered and unweathered glacial till." The submitted report and report addendum, which is located in the project file, further details the specific requirements for proper installation of foundations; retaining walls; pavements; drainage; excavation; grading techniques; site preparation; shoring alternatives; and seismic considerations.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geotechnical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. These projects constitute "large projects" under the terms of the Stormwater, Grading and Drainage Control Code (SGDCC) (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geotechnical engineer prior to issuance of the permit. The SGDCC provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

According to the proposal and the geotechnical study, onsite grading will occur during the excavation phase to establish desired building grades; to allow for the structure's foundation; and, to allow for the reconstruction of that portion of the existing alley that situated between the subject sites. Approximately 7,735 cu. yds. of material will be removed from the subject sites and the alley, which could create potential earth-related impacts. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. Compliance with SGDCC (SMC 22.804.040) will require the proponent to identify a legal disposal site for excavation debris prior to commencement of construction. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of

spilled material and dust from the truck bed en-route to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction-Related Streets, Parking and Pedestrian Circulation

The Street Use Ordinance includes policies that regulate dust, mud and circulation within the public right-of-way. Any temporary closure of the sidewalk and/or traffic lane(s) is controlled with a street use permit through the Seattle Department of Transportation (SDOT). The sidewalks along Warren Avenue North, Denny Way and 2nd Avenue North are pedestrian routes which should be kept open to the greatest extent possible. Construction activities may result in sidewalk closures or other obstacles to pedestrians. Additionally, this proposal includes temporary closure of that portion of the existing alley abutting the subject properties. Per the applicant, partial closure of the alley is expected to last up to seven (7) months. Currently, three (3) properties utilize this existing alley to access parking via Denny Way or John Street. Based on the submitted plans, the current alley width (ranging from 16' to 20') allows for two-way access and alley access via John Street won't be compromised. However, there is a concern that the applicant's materials don't consider possible impacts to the surrounding residents.

Per SMC 25.05.675.B.2, DPD has authority under SEPA to impose conditions to mitigate parking impacts related to the project. During construction, parking demand will increase due to construction personnel and equipment. Off-site parking during construction hours in the general vicinity of the project is available but it is unclear what the effects of possible spillover parking may occur onto neighboring site's surface parking areas. No parking is allowed along certain nearby streets-Denny Way specifically.

It is anticipated that the proposals for both sites and the alley would require excavation of a total of approximately 7,735 cu. yds. of material, none of which is to be stockpiled onsite. The excavated material would be exported to an, as yet, undetermined site. Truck trips related to demolition, excavation and construction are expected to be spaced in time as they either load material and depart or arrive from various locations. This area of the City is known to have congested streets, especially during peak hour traffic periods. Large construction vehicle associated with grading, excavation and materials delivery may adversely impact peak hour traffic. There are no City codes or ordinances to address the impact of large vehicles or highly congested streets. As a result, mitigation is warranted as described below.

It is the policy of the City of Seattle to minimize or prevent temporary adverse impacts associated with construction activities, including measures to address pedestrian circulation, alley closures, parking and transportation impacts during construction (SMC 23.05.0675.B). Adverse impacts are not adequately mitigated by existing City codes nor identified by the applicant. Thus, additional mitigation is warranted pursuant to the Construction Impacts Policy (SMC 25.05.675.B). Pursuant to this policy, a construction transportation management plan (CTMP) addressing street/sidewalk closures, construction employee parking, as well as truck routes and hours of truck traffic, will be required to mitigate identified impacts. Additionally, residents located in nearby properties that access parking via the identified alley shall be advised of the alley closure schedule, the construction process and the owner/responsible party must provide a contact person to address construction-related problems associated with the alley closure. Also, any temporary closure of the alley must meet with full SDOT concurrence and approval.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacturing of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Long-term Impacts

Potential long-term or use-related impacts anticipated by both the East Site and West Site proposals include: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased ambient noise associated with increased human activity and vehicular movement; minor increase in light and glare from exterior lighting and from vehicle traffic (headlights) and pole lighting; increased traffic and parking demand due to churchgoers, employees and visitors; increased airborne emissions resulting from additional traffic; increased demand on public services and utilities; and increased energy consumption.

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 tightline 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. However, due to the size and location of this proposal, historic preservation, traffic and parking impacts warrant further analysis.

Historic Preservation

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

SEPA provides authority to mitigate impacts to historic buildings (SMC 25.05.675 H 2.c). In this instance, the existing two-story retail/office building located on the East Site and the existing two-story commercial building situated on the West Site are not designated as historical landmarks. However, because this proposal involves the demolition of two (2) Buildings which are more than 50 years old, as required per a memorandum of agreement between the Department of Neighborhoods (DON) and DPD, historical information concerning both properties (prepared by the applicant) was referred to DON for review. The Historic Preservation Staff reviewed the information and determined that "it is unlikely, due in part to a loss of integrity, that the buildings located at 150 and 168 Denny Way would meet the standards for designation as individual landmarks". Therefore, no further conditioning is warranted by SEPA.

Traffic and Transportation

Heffron Transportation, Inc. prepared a Transportation Impact Analysis report (dated October 23, 2007) for both subject sites-referenced in the report as the "First Church". This report is divided into three (3) major sections: section one (1) describes current traffic, parking and transit conditions; section two (2) describes the estimated future traffic conditions in the study area (forecasted to 2009) without the development of the proposed projects; and section three (3) explains the additional traffic and parking demands likely to be generated by the proposed new developments. The analysis in this report is based on a development consisting of a 35,000 sq. ft. church and community center combined, with a sanctuary having seating capacity for 500 worshipers. Vehicular access to 150 parking spaces via Warren Avenue North and the existing alley is explained in the report.

The following roadways are adjacent to and nearby the proposed sites: Warren Avenue North, 2nd Avenue North, Denny Way and John Street. Also, the existing alley that bisects the two (2) subject properties north to south, is 16' in width and rises steeply for that portion between Denny and the sites. North of the subject sites, much of the alley has been reconstructed and widened to 20' in width as part of other neighboring development projects. As required per 23.53.030 (SMC), a 2' dedication of land along the subject sites' entire property lines abutting the alley will be provided to allow for proper alley width (20').

The traffic volume resulting from these proposals was estimated by using the *Institute of Transportation Engineers (ITE) Trip Generation Manual (7th edition)* for the category of "Church". Taking into consideration the reduction of trips associated with the removal of the existing land uses-retail and office-the report states the new development would generate on Sundays a total of approximately 770 net new daily trips with a total of 315 net new AM peak hour trips; less total daily trips (-20) would occur during the weekday. The Sunday peak hour is expected to occur when patrons are exiting the first service, ending at about 10:30 AM and other patrons are arriving before the 11:00 AM service.

The transportation report identified one (1) signalized and two (2) unsignalized intersections for analysis during the Sunday peak hour and the weekday PM peak hour for operational characteristics. The table below illustrates each intersection's existing level-of-service (LOS) in the year 2007 and forecasted LOS in the year 2009 with or without the project. The identified delays are divided into several grade levels, ranging from LOS A (minimal) to LOS F (long delays).

Signalized Intersections	**Existing 2007 LOS**	**2009 LOS Without Project**	**2009 LOS With Project**
Denny Way/2nd Avenue North (SUNDAY)	A	A	A
Unsignalized Intersections			
Denny Way/Warren Avenue North (SUNDAY)	B	B	B
Warren Avenue North/Church Garage Driveway (SUNDAY)	-	-	A

The LOS analysis indicates the nearby intersections would operate at LOS B or better during the Sunday peak hours. This is considered a good level of service.

In summary, there will be approximately 315 additional trips in the AM peak hours associated with the proposed church on Sundays. It is on this day that traffic volumes on streets surrounding the site are lower than on the weekdays. On weekdays, the project will generate less traffic than the existing uses. Overall, it is predicted that this increase of additional trips will not adversely impact the existing levels of service of the identified intersections. Therefore, no SEPA mitigation of traffic impacts is warranted.

Parking

Per the Land Use Code (SMC 23.54.015.B.2), no parking is required for the proposed religious facility and community center development because the properties are located in the Uptown Urban Center. However, the submitted plans indicate a total of 141 parking spaces are provided at the West Site and no parking being provided at the East Site on which the proposed religious facility will be built.

A parking analysis was included with the Transportation Impact Analysis Report prepared by Heffron Transportation, Inc. (dated October 23, 2007) to assess how closely the proposed number of parking spaces would match the anticipated peak parking demand. This parking analysis focused on the more intensive use proposed-the church use. Based on researched information from the *Institute of Transportation Engineer's (ITE) Parking Generation (3rd edition),* the traffic consultant estimates a peak parking demand rate of .24 parking stalls per church seats. Using this multiplier, the estimated parking demand during peak hours would be 120 vehicles based on seating for 500 churchgoers. It is estimated that the peak parking demand for 120 parking spaces would occur on Sunday mornings for the first scheduled church service and between the two (2) morning services.

In summary, onsite parking is not required for the proposed uses. As a result, no parking is being provided on the church site (East Site). However, the proposed development on the West Site will provide a total of 141 parking spaces. Per the applicant, most of this parking will be allocated for the church use. Both of the Sites are within close proximity to the Seattle Center Campus which holds multiple events that draws many motorized visitors. Consequently, availability for street parking is minimal. The proposed church may further aggravate this situation if parking isn't readily available. Therefore, in order to guarantee that off-site parking will be available for the church use, a condition will be added to require the owner to covenant a minimum of 120 parking spaces and document the location of the parking stalls.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

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(2)(C).

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS – SEPA

Prior to Issuance of the Master Use Permit

1. Submit an off-site parking covenant to be filed with King County Department of Records and Elections which would commit the owner to providing at the minimum 120 parking spaces to accommodate spillover demand from the church proposal.

Prior to Issuance of a Demolition, Grading or Building Permit

2. The owner(s) and/or responsible party(s) will be required to submit a copy of the Puget Sound Clean Air Agency demolition permit. PSCAA, the Department of Labor and Industry, and EPA regulations will provide for the safe removal and disposal of asbestos.

3. In order to address construction related transportation and parking impacts, the responsible party shall submit a Construction Transportation Management Plan (CTMP) to be reviewed and approved by DPD in consultation with Seattle Department of Transportation (SDOT). A construction transportation plan for workers and truck deliveries/routes shall be prepared to minimize disruption to traffic flow on adjacent streets and roadways. This plan shall include a requirement that truck trips be scheduled to avoid peak periods of 7:00-9:00 am and 4:00 – 6:00 pm, Monday through Friday. The plan shall consider the need for special signage, flaggers, haul route definitions, street cleaning; identification of construction-worker parking; identification of potential street and/or sidewalk closures; coordination with Metro Transit relative to construction activity that could affect transit service proximate to the project site; vehicle and pedestrian circulation and safety. The plans shall also include a notification process associated with the alley closure explaining schedule/process and person(s) to contact (including contact's phone number) concerning issues.

During Construction

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.

4. Comply with the provisions set forth by the approved Construction Transportation Management Plan.

5. The construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7:00 a.m. to 6:00 p.m. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9:00 a.m. and 6:00 p.m. 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 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: August 21, 2008
Tamara Garrett, Land Use Planner
Department of Planning and Development

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