



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: 3008113
Applicant Name: James Graham
Address of Proposal: 1515 Melrose Avenue (filed at 1524 Minor Avenue)

SUMMARY OF PROPOSED ACTION

Land Use Application to change the use of existing 21,275 square feet auto repair building to restaurant (5,777 square feet) and retail (12,939 square feet).

The following approval is required:

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

SEPA DETERMINATION: Exempt DNS MDNS EIS
 DNS with conditions
 DNS involving non-exempt grading, or demolition, or
involving another agency with jurisdiction

BACKGROUND DATA

The site is a triangular parcel at the intersection of Melrose Avenue and Minor Avenue in an existing building used for auto repair. This proposal includes the two parcels of 21,275 square feet. The two buildings are located at 1515-1531 Melrose Avenue and form a triangle between Melrose and Minor, just north of Pike Street. Both buildings are one story with daylight basements. 1515 is the south building and forms the point of the triangle. 1531 is an infill building in the middle of the block. 1515 was built in 1919 and 1531 was built in 1927-27. It is not actually freestanding as it has no north or south walls, but rather was built using the walls of the buildings to the north and south that predated it.

The site, located in the Capital Hill neighborhood, is in the Neighborhood Commercial (NC3-85) zone with an 85 foot height limit. The height of the building will not be modified, nor will the

foot print of the building be increased with this change of use, as most construction activities will be primarily confined to internal alterations of the building. However, construction will provide seismic upgrade and shell and core 2-story renovation. The historic character of the former Melrose Inn and later the Packard Auto Showroom will be enhanced by the applicant's proposal to restore all of the transom windows to something close to their original configuration, ideally out of wood, and to keep whatever storefront has bays still appear to be original. However, in bays where the original storefront has been removed, the applicant will likely install roll-up doors and/or a new aluminum storefront system. In all cases the applicant will open up bays that have been boarded up and replace them with glazed storefront, which will bring the buildings back closer to their original appearance. There appears to be no way to recreate the parapets or decorative pillars or steel windows that have been lost so restoration to the exact original detail is not possible.

As referenced, the existing use of the building is an auto repair shop. The change of use that is the subject of this SEPA review is to change the use to retail and restaurant use from existing custom and craft work.

The site is on the western edge of Capital Hill just one block south from the freeway access from Pine. This interesting confluence of roads appears to be a hub for this neighborhood as currently the Six Arms restaurant anchors Minor Avenue and Pike Street, while the Utrecht Art Supplies occupies an Art Deco building at the other corner and Benedetto/Uncle Elizabeth's Internet Café is on the Pike Avenue pedestrian entrance to the historic Wintomic Hotel of 1909.

Public Comments

The public comment period was from November 8th to November 22nd, 2007. No comments were received.

ANALYSIS – SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated October 3, 2007. 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 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 certain limitations/circumstances (SMC 25.05.665 D 1-7) 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 suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities and general site work; increased traffic and demand for parking from construction equipment and personnel; conflicts with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794). Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise). Compliance with these applicable codes and ordinances will reduce or eliminate most of the short-term impacts to the environment.

Construction Parking

Construction of the project is proposed to last for several months. On street parking in the vicinity is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking. Onsite parking is not available at the site. The owner and/or responsible party shall assure that construction vehicles and equipment are provided parking within 800 feet of the subject site for the term of construction. To further facilitate this effort, the owner and/or responsible party shall submit documentation of the location of construction worker parking as discussed above. This condition will be posted at the site for the duration of construction activity. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA ordinance.

Long-term Impacts

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

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the City Energy Code will require insulation for outside walls and energy efficient windows. The Land Use Code controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development.

Transportation and Parking

This site is located in the Pike/Pine Urban Center/Village Overlay District. No mitigation or requirements to meet restaurant and retail parking demand will be required. Per SMC 23.54.015B2. "No parking for motor vehicles is required for uses in commercial zones in urban centers."

DECISION - SEPA

The application is **CONDITIONALLY GRANTED.**

CONDITIONS – SEPA

Prior to the Building Permit Issuance

1. The owner(s) and/or responsible party(s) shall provide documentation of offsite parking within 800 feet of the subject project for Construction worker parking. The parking must be available during all construction activities.

Signature: _____ (signature on file) Date: December 20, 2007
Carreen N. Rubenkönig, Land Use Planner
Department of Planning and Development

CNR:

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