



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning & Development
Diane M. Sugimura, Director

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

Application Number: 3008621
Applicant Name: Brandon Skinner, H+dIT Collaborative, for Beacon Hill Ventures, LLC
Address of Proposal: 4351 15th Avenue South

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 4-story building containing 30 residential units above 6,140 sq. ft. of commercial area at ground level. Parking for 51 vehicles and 12 bicycles to be provided at and below grade. The existing structure is to be demolished. The project includes approximately 6,007 cu. yds. of grading.

The following Master Use Permit components are required:

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

Development Standard Departure - to allow access to parking from South Oregon Street - Parking location and access, SMC 23.47A.032.

Development Standard Departure to allow street level residential within 10’ of the sidewalk and within 4’ of grade - Residential street-level requirements, SMC 23.47A.010.

Development Standard Departure to allow less than 60% of the street facing façade between 2’ and 8’ above the sidewalk to be transparent – Street-level development standards, SMC 23.47A.008.

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 DATA

Site and Vicinity

The subject site is a 14,400 square foot rectangular parcel located at the intersection of 15th Avenue South, South Columbian Way, and South Oregon Street, in Seattle's Beacon Hill neighborhood. The site is in the midst of an NC1-40 zone (Neighborhood Commercial with a height limit of forty feet). The NC1-40 zone extends approximately 200 feet north and south of the site, and across 15th Avenue South to the east. Across the alley to the west the zoning changes to single family residential (SF5000). The NC1-40 zone in which the site is located is surrounded by SF5000 in all directions.



A vacant single story brick façade structure, built in 1946 and most recently a grocery store, occupies the north half of the site; the remainder is developed with a surface parking lot. Immediately west of the site is an improved 16 foot wide asphalt alley. Uses surrounding the site include a mix of single and two story residential and retail structures.



The prominent intersection rests atop a topographic ridgeline offering views of Mount Rainier, the City of Seattle, and the Olympic Mountain Range to the west. Area landmarks include the Asa Mercer Middle School and the Veteran's Affairs (VA) Hospital east of the site, Jefferson Park and Golf Course north/northeast of the site, and MacPherson's Fruit and Produce Stand southwest of the site. A well established Post WWII-era single family residential neighborhood with predominantly one and two-story craftsman, bungalow, and "Seattle Box House" structures extends west of the site to Interstate 5 (I-5).

The site itself is relatively flat, rising 6 feet in elevation from northwest to southeast. The site is not within a neighborhood design guideline area, nor is it within an environmentally critical area (ECA). South Columbian Way is an 80 foot wide principal arterial; 15th Avenue South is an 80 foot wide minor arterial; and South Oregon Street is a 60 foot wide residential access street.

Project Description

The project proposal includes demolition of the existing building and construction of a four story commercial and residential structure with two levels of covered parking. The development program includes the following:

- 6,140 square feet of ground-level commercial space abutting 15th Avenue South and South Oregon Street;
- Three stories of 30 market rate residential units above the ground-level commercial space;
- Two levels of partial below ground and enclosed off-street parking for 51 vehicles and 12 bicycles;
- Two vehicle access points: from South Oregon Street and from the improved alley immediately west of the site.

Public Comment

- Early Design Guidance Meeting – March 11, 2008
- SEPA Public Comment Period – May 29, 2008 to June 11, 2008
- Recommendation Meeting – July 22, 2008

Approximately 30 members of the public attended the Early Design Guidance meeting on March 11, 2008. Residents focused their concerns on ensuring that “decent” commercial space is provided along both street frontages, ensuring that respect is given to the residential users south and west of the site, and ensuring that traffic and parking impacts generated by the development are thoughtfully considered and mitigated.

The SEPA comment period for this proposal ended on June 11, 2008. DPD received nine comment letters, including several in support of the proposal. A number of issues were identified including the potential for increased congestion at the intersection of 15th Avenue South, South Oregon, and South Columbian Way, and the need for adequate parking for newer residential and commercial site users.

Approximately 9 members of the public attended the Recommendation meeting held on July 22, 2008. Members of the public were concerned about parking availability and location, per unit value and type of residential development, and the general timeline for demolition and construction. No design related questions were offered at this design review meeting.

Comment letters, design review reports, application studies and documents, and associated materials may be found in the Land Use Application file, which is available for review at DPD’s Public Resource Center (PRC), 700 Fifth Ave, Suite 2000 ([PRC](#)).

ANALYSIS - DESIGN REVIEW

EARLY DESIGN GUIDANCE: March 11, 2008
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The Early Design Guidance (EDG) meeting was held at the Rainier Cultural Arts Center. The project proponents presented 3 design options, members from the general public weighed in on the design alternatives offered, and the Southeast Area Design Review Board (Area 4) identified design

priorities for the applicants to focus on during the next stages of design development. The siting and design guidelines enumerated by the Southeast Design Review Board are from the City of Seattle's *Design Review Guidelines for Multifamily and Commercial Buildings*, Design Review Program.

The applicant focused the presentation on one scheme, the preferred option, supplying information pertaining to the alternative massing options (Schemes 2 and 3) during the Board clarifying questions and comments period. All three options include an L-shaped 4 story structure consisting of 3 stories of residential uses with approximately 30 units above 6,000 square feet of ground level commercial space. Two tiers of parking are proposed at and below-grade, accessed from South Oregon Street and the alley. The Residential entry is proposed from South Oregon Street and a residential emergency egress is located in the northeast corner of the property along 15th Avenue south.

The basic configuration, overall massing, and vehicular access is the same for all three options. The primary differences include slight modifications to the residential entry and parking access point along the South Oregon Street façade, slight variations of the corner design, and variations in the location of the upper level amenity area. The applicants described this corner lot as an important and prominent site and noted that the intent of the preferred massing option, Scheme 1, is to 1) protect the single family edge by shifting the building mass to 15th Avenue South and placing the open space along the single family-facing portion of the site, and 2) focus commercial uses along 15th Avenue South and a portion of South Oregon Street.

Summary of EDG Board Issues

1. Present alternatives/studies of the corner building design

- Create a prominent, albeit not overpowering, corner design that celebrates the corner and creates an activity zone. The design should be compatible with, and should respond to, the surrounding neighborhood character, and should create interest at the street level.
- The design should also include sufficient lighting, should include overhead weather protection, and should incorporate special treatments such as special pavement materials, plantings, and street furniture.
- The materials should be of high quality, such as brick masonry.
- Each street level design should include options applicable to uses along the street.

A-1 Responding to Site Characteristics
A-4 Human Activity
A-10 Corner Lots
B-1 Height, Bulk and Scale Compatibility
C-2 Architectural Concept and Consistency
C-3 Human Scale

C-4 Exterior Finish Materials
D-1 Pedestrian Open Spaces and Entrances
D-9 Commercial Signage
D-10 Commercial Lighting
D-11 Commercial Transparency

2. Present alternatives for parking and vehicle access

- Present a design option that proposes all points of access from the alley.
- Additionally, the residential access point along South Oregon Street should be clearly identifiable, visible from the street, and safely separated from any/all vehicular access.

A-8 Parking and Vehicle Access
C-5 Structured Parking Entrances

D-5 Visual Impacts of Parking Structures
D-7 Personal Safety and Security

3. Improve the alley façade treatment

- The alley façade should not appear as a solid blank mass, but should present a safe, secure zone for single family residents to the west, for community members at-large, and for on-site users. Options include a green screen/wall, textured wall, articulated wall, color-treated wall, public art, etc.

A-1 Responding to Site Characteristics
A-5 Respect for Adjacent Sites
B-1 Height, Bulk and Scale Compatibility
C-2 Architectural Concept and Consistency

D-2 Blank Walls
D-5 Visual Impacts of Parking Structures
D-7 Personal Safety and Security

FINAL RECOMMENDATION: July 22, 2008
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The applicant applied for the Master Use Permit (MUP) on April 22, 2008. After initial DPD design, zoning and SEPA review, the Design Review Board met on July 22, 2008 to review the project design and provide recommendations. The four Southeast Design Review Board members present considered the site and context, the public comments, the previously identified design guideline priorities, and reviewed the drawings presented by the applicant.

The project proponents focused the presentation on their response to earlier design guidance and priority guidelines established by the Board. The design update offers a change to the corner design in which the massing is stronger, turns the corner from 15th Avenue South onto South Oregon Street, and offers a larger gathering space at the street level. The design is set back off 15th Avenue South and includes a canopy above the entrance.

The design of the access point from South Oregon Street presents a more visible and prominent entry, and the building materials are more contiguous with the retail element. More commercial parking spaces than normally required by code are provided.

The design update of the alley presents a softer transition of the commercial zone on the adjacent single family zone to the west. The brick material has been wrapped around the corner from South Oregon Street north along the alley wall. The proposal now includes a wider green screen along the alley wall; the green wall has been pushed back to facilitate the growth of vegetation; and the concrete wall has been scored to add texture.

A number of elements have been added to the project to enhance the overall green system, such as stormwater planters on the courtyard level and at the street levels of both 15th Avenue South and South Oregon Street. A water feature along South Oregon Street west of the garage access point, which also acts as a stormwater collection device, has been added to offer interest at the street level and enhance the façade and streetscape along South Oregon Street. Green roof canopies have been incorporated into all overhead weather protection elements.

Board Recommendation and Conditions

The recommendations summarized below are based on the plans submitted at the final Design Review meeting. Design, siting, or architectural details specifically identified or altered in these recommendations are expected to remain as presented at the July 22, 2008 public meeting and the subsequent updated plans submitted to DPD. 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 unanimously recommended **CONDITIONAL APPROVAL** of the project with the following recommended conditions to be worked out administratively by the Department prior to approval of the final Master Use Permit (MUP) plans:

1. The Board felt the east residential entry along 15th Avenue South needs more work towards offering a more prominent, differentiated, and safe entryway. The Board recommended adding a canopy/marquee above the entryway, much like what currently exists over the remainder of the commercial base. Another recommendation included the direction to add glazing (window) in the side of the commercial space facing north. Landscaping and/or lighting, and increasing or widening the amount of proposed glazing or widening the entire entryway to the space, would also improve the current design (Design Guidelines A-3, A-6, C-3, D-1, D-7, D-12).
2. The Board wants the project proponents to develop a clear access plan for commercial visitors parking in the commercial parking garage to safely and conveniently navigate their way to the retail space(s) proposed along 15th Avenue South. This could include access through the residential lobby to the street, or the addition of rear doors to the retail spaces (Design Guidelines A-3, A-4, A-8, D-1, D-7, D-9, D-12).
3. The Board recommended that the landscaping plan be further developed to include a recommended management and maintenance plan for the entire proposed green system. At present, it is unclear how the vegetation will be maintained (i.e., above the marquees along 15th Avenue South, planters and vegetation along 15th Avenue South, the green screen along the alley); it is also unclear as to the extent the water feature along South Oregon will be a “feature” (e.g., only during the rainy season, or otherwise (Design Guidelines E-2, E-3).

DEVELOPMENT STANDARD DEPARTURES

LAND USE CODE STANDARD	PROPOSAL	RATIONALE FOR REQUEST	BOARD GUIDANCE AND RECOMMENDATION(S)
<p>Parking location and access, SMC 23.47A.032</p> <p><i>Access to parking must be from the alley if the alley is improved to the standards of 23.53.030C.</i></p>	<p>Requests two points of vehicular parking access: South Oregon Street, and the alley abutting the site to the west.</p>	<p>Parking solely off the alley reduces the viability of having functional commercial space(s); effects the internal plan for commercial floor space; adds significantly to the overall cost(s) of the project.</p>	<p>The Board recommended approval of the additional access point from South Oregon Street, subject to satisfaction of the above recommended conditions.</p>
<p>Residential street-level requirements, SMC 23.47A.010</p> <p><i>Either the first floor of the structure at or above grade shall be at least four (4) feet above sidewalk grade or the street-level façade shall be set back at least ten (10) feet from the sidewalk.</i></p>	<p>Requests that the residential entry be at sidewalk grade along South Oregon Street.</p>	<p>The entryway from South Oregon Street doubles as a residential entryway and a commercial/residential leasing office and lobby. The entryway is set back approximately 4.5 feet.</p>	<p>The Board recommended approval of this request subject to satisfaction of the above recommended conditions.</p>
<p>Street level development standards, SMC 23.47A.008</p> <p><i>Transparency – 60% of the street-facing façade between 2’ and 8’ above the sidewalk shall be transparent.</i></p>	<p>Requests that less than 60% transparency at the street level along South Oregon Street be allowed.</p>	<p>The garage door is not considered transparent, but is however set back from the street and includes a living roof canopy above, and both a stormwater fed planter and stormwater sculpture feature – all of which respond to community safety, comfort, and aesthetic concerns raised in design related public meetings.</p>	<p>This departure request was identified post-Board recommendation. The Department recommends approval of the request subject to satisfaction of the above recommended conditions.</p>

Director's Analysis and Decision

Four (4) members of the Southeast Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3). The Director acknowledges the updated residential entry and egress points; has noted and reviewed a sufficient signage plan; and is satisfied with the applicant's response to concern for maintenance of the proposed planting materials. Most of the recommendations made by the Design Review Board have been reflected in the plan documents. The Director accepts the conditions recommended by the Board that further augment compliance with Guidelines A-3, A-4, A-6, A-8, C-3, D-1, D-7, D-9, D-12, E-2, and E-3.

Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include most of the recommendations of the Design Review Board. As conditioned, the final plans must reflect all of the Design Review Board recommendations prior to issuance of the Master Use Permit.

The design review process is prescribed in Section 23.41.014 of the Seattle Municipal Code. Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the members present at the final design meeting, provided additional review and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. The Design Review Board agreed that the proposed design, along with the conditions listed, meets each of the Design Guideline Priorities as previously identified. Therefore, the Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design with the conditions enumerated above and summarized at the end of this Decision.



Figure 1 East Elevation



Figure 2 South Elevation



Figure 3 West Elevation

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated April 22, 2008. The information in the checklist, public comment, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy clarifies the relationship between codes, policies, and environmental review (SMC 25.05.665). 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 mitigation can be considered (SMC 25.05.665 D). Short-term and long-term adverse impacts are anticipated from the proposal, thus a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

Demolition of the existing 7,930 square foot structure is planned to occur, followed by construction of 27,433 square feet of retail development, 6,140 square feet of commercial development, and 18,022 square feet of structured parking. The following temporary or construction-related activities are expected: 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 air quality, construction impacts, greenhouse gas emissions, earth, and noise impacts.

Air Quality

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles, however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the SEPA Air Quality Policy (SMC 25.05.675).

Should asbestos be identified on the 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 shall be attached to the demolition permit, prior to issuance. This will assure proper handling and disposal of asbestos should the need arise.

Construction Impacts

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). Construction activities may result in sidewalk closures or other obstacles to pedestrians.

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.

Earth/Soils

The Stormwater, Grading and Drainage Control Code (SGDCC) requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The current proposal involves excavation of approximately 6,007 cubic yards of material. A geotechnical engineering investigation and report was prepared by Krazan and Associates, Inc., dated Oct. 24, 2007, and submitted for review by the City. The report offers conclusions and recommendations pertaining to a number of site deconstruction and construction activities, including site preparation, excavation, structural fill, utility trench backfill, drainage and landscaping, and erosion control.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical 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. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.016). As part of the Building Permit review 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 Geo-technical Engineer prior to issuance of the Building Permit. The Stormwater, Grading and Drainage Control Code 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.

Noise

Demolition of an existing building and excavation will be required to prepare the building site and foundation for the new building. Noise associated with these activities, as well as construction of

the building on the subject site, could adversely affect surrounding uses in the area. Compliance with the Noise Ordinance is required, which limits the use of loud 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 (SMC 25.08).

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 allow the Director to require additional mitigating measures to further address adverse noise impacts during construction (SMC 25.05.675 and 25.05.665.B). Pursuant to these policies, it is the Department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is necessary for this development application. 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 undersigned Land Use Planner at least three (3) days in advance of the requested dates in order to allow DPD to evaluate the request.

Long-term Impacts

Potential long-term or use-related impacts anticipated by this proposal 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); increased traffic and parking demand due to 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 (SGDCC) 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, as well as other development and use regulations to assure compatible development. However, due to the size and location of this proposal, green house gas emissions, historic preservation, and parking and traffic impacts warrant further analysis.

Environmental Health

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to 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 due to the relatively minor contribution of greenhouse gas emissions from this project, and do not warrant mitigation under SEPA.

Historic Preservation

The subject property is currently developed with a 7,930 square foot single story structure (and surface parking lot) formerly occupied by Tradewell Stores, Inc., and Christian Restoration Center. The facility was built in 1946 and as such is subject to review by the Department of Neighborhoods (DON) for landmark eligibility determination. Information specific to the existing structure including a physical description, details of the architect/builder, and current and past uses and owners of the structure, was submitted to the Director of DON for review. The DON subsequently determined that due in part to the loss of integrity of the building over time, the building does not currently meet the standards for designation as an individual landmark. No SEPA mitigation is warranted for demolition of the existing structure.

Parking/Traffic

The project proposal includes two levels of covered parking housing a total of 63 automobile and bicycle-type vehicles; 31 residential parking spaces, 20 commercial spaces, and 12 bicycle spaces. Residential parking access is proposed from the alley west of the site, while commercial parking is proposed from South Oregon Street. An existing driveway and curb cut from 15th Avenue South is proposed to be removed and relocated to South Oregon Street.

Northwest Traffic Experts, TraffEx, produced a trip generation and distribution study based on the proposed design program (*Beacon Hill Mixed Use Project – DPD Project #6164623: Trip Generation and Distribution Analysis & Driveway Analysis*, July 10, 2008). The trip generation is calculated using average trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, Seventh Edition, 2003, for Apartments (ITE Code 220), Specialty Retail Center (ITE Code 814), and Recreational Community Center (ITE Code 495). ITE estimates indicate that the proposed project would generate approximately 300 new off-site trips per weekday, with 11 trips during the AM peak hour and 23 trips during the PM peak hour.

Beacon Hill Mixed Use Project - Trip Generation Estimate				
Time Period	AVG Trip Rate	Trips entering	Trips Exiting	Total
A. Retail (Approx. 6,140 sf)				
Average Weekday	T = 44.32X	140 (50%)	140 (50%)	280
AM Peak Hour	T = 1.36X	2 (25%)	7 (75%)	9
PM Peak Hour	T = 2.71X	7 (44%)	10 (56%)	17
B. Apartment Use (30 Units)				
Average Weekday	T = 6.72Y	101 (50%)	101 (50%)	202
AM Peak Hour	T = 0.51Y	3 (20%)	12 (80%)	15
PM Peak Hour	T = 0.62Y	12 (65%)	7 (35%)	19
C. Existing Use (7,930 sf)				
Average Weekday	T = 22.88X	91 (50%)	91 (50%)	182
AM Peak Hour	T = 1.62X	8 (61%)	5 (39%)	13
PM Peak Hour	T = 1.64X	4 (29%)	9 (71%)	13
Driveway Total = A+B				
Average Weekday	NA	241 (50%)	241 (50%)	482
AM Peak Hour	NA	5 (21%)	19 (79%)	24
PM Peak Hour	NA	19 (53%)	17 (47%)	36
New Total = (A+B)-C				
Average Weekday	NA	150 (50%)	150 (50%)	300
AM Peak Hour	NA	0%	14 (100%)	11
PM Peak Hour	NA	15 (65%)	8 (35%)	23

The new trips added to both AM and PM weekday peak hour traffic only slightly affect the Level of Service on nearby intersections. Authors of the study submitted that the above-related analysis considers “single or one direction vehicular movement with either the origin or destination (existing or entering) inside the proposed development”, and does not take into account trips generated by using the City’s Metro transit system, by walking, or by bicycle and should therefore be interpreted as conservative.

In consultation with DPD’s Transportation Planner it was determined that the development application will not seriously affect operations of the nearby intersections nor affect available parking capacity in the surrounding vicinity, therefore no further SEPA mitigation of parking or traffic impacts is warranted.

Summary

The Department of Planning and Development has reviewed the environmental checklist submitted by the project applicant, reviewed the project plans, additional reports and documents submitted for the development application, and any comments which may have been received regarding this

proposed action have been considered. As indicated in the checklist and in 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

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

Prior to Issuance of Master Use Permit

1. All outstanding zoning corrections shall be addressed. This item is subject to approval by Land Use Planner Mark Taylor (206-684-5049, mark.taylor@seattle.gov).
2. Submit a full colors and materials board to the undersigned Land Use Planner for review and approval.
3. Embed all of the conditions listed at the end of this decision in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings.
4. Include the Departure Matrix (as identified and listed in this Departmental decision) in the Project Data section of the MUP Plans (sheet A0.2) and on all subsequent Building Permit Plans.

Prior to Issuance of Building Permit

5. Embed the 11 x 17 colored elevation drawings from the design review recommendation meeting, and as updated, into the Building Permit Plan set in order to facilitate subsequent review of compliance with Design Review.
6. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW

improvements) shall be verified by the DPD Land Use Planner assigned to this project or by the Design Review Manager (Catherine McCoy, 206-684-0532, catherine.mccoy@seattle.gov). An appointment with the assigned Land Use Planner must be made at least (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

For the Life of the Project

7. Any proposed changes to the exterior of the building or the site must be submitted to DPD for review and approval by the Land Use Planner (Catherine McCoy, 206-684-0532, catherine.mccoy@seattle.gov, or by the Design Review Manager (Vince Lyons, 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.

CONDITIONS – SEPA

Prior to Issuance of a Master Use Permit

8. All outstanding zoning corrections shall be addressed. This item is subject to approval by Land Use Planner Mark Taylor (206-684-5049, mark.taylor@seattle.gov).

Prior to Issuance of a Demolition Permit

9. A copy of the PSCAA permit shall be attached to the demolition permit prior to demolition permit issuance.

During Construction

10. 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.
 - a. The hours of construction activity (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.

- b. 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 undersigned Land Use Planner at least three (3) days in advance of the requested dates in order to allow DPD to evaluate the request (Catherine McCoy, 206-684-0532, catherine.mccoy@seattle.gov).

Signature: _____ (signature on file) _____ Date: April 16, 2009
Catherine McCoy, Land Use Planner
Department of Planning and Development

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