



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 & DEVELOPMENT

Project Number: 3008847
Applicant: Tess Wegier, Sitego Consulting Inc. for PE Investments, LLC, property owner
Address: 2743 California Avenue SW

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a three-story structure containing 14,100 square feet of medical services and administrative office uses. Accessory parking for 11 vehicles will be provided below grade within the structure. Project includes 1,500 cubic yards of grading. The existing structure will be demolished to allow new development to occur.

The following approvals are required:

- Design Review - Section 23.41, Seattle Municipal Code (SMC)
1. Nonresidential Parking Space Requirement SMC 23.54.030.B.2
2. Nonresidential Driveway Width SMC 23.54.030.D.2

SEPA- Environmental Determination (Chapter 25.05 SMC).

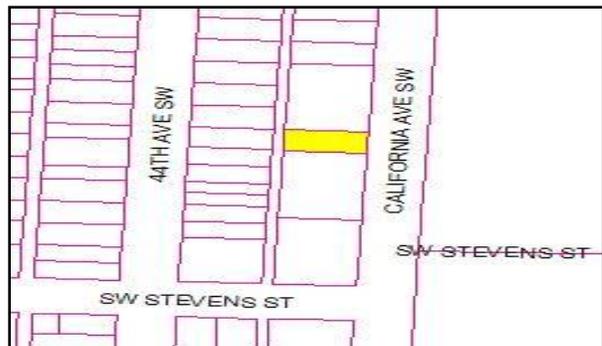
SEPA DETERMINATION: [] Exempt [] DNS [] MDNS [] EIS
[X] DNS with conditions
[] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

**Early Notice DNS published December 4, 2008.

BACKGROUND INFORMATION

Site & Vicinity

The subject site is located within a Neighborhood Commercial Two zone with a 40-foot height limit (NC2-40) and the Admiral Residential Urban Village. This zoning extends north and



south of the site, as well as across the street to the east. Across the alley to the west is a Single Family 5000 zone. The lot is approximately 5,650 square feet and is rectangular in shape. The site is currently developed with a two story multifamily (duplex) building slated for demolition.

The subject site is bounded on the east by California Avenue SW and an alley to the west. Across California Avenue SW to the east is the Hiawatha Playfield. Abutting the subject site to the south is a PCC grocery store and to the north is a multifamily residential structure. Across the alley, the development consists of single family structures.

PROJECT DESCRIPTION

The owner seeks to construct a three-story structure under the allowed height limit of the underlying zone, containing approximately 14,036 square feet of medical services (13,177 sq. ft.) and administrative office (859 sq. ft.) uses. The ground floor and upper two levels will be devoted to medical use above a below grade parking garage. Parking for 11 vehicles will be accessed off a paved alley. Due to the current undersized width of the alley, a dedication of six (6) inches will be required for the proposal.

Public Comment:

Date of Notice of Application:	December 4, 2008
Date End of Comment Period:	December 31, 2008 ¹
# Letters	1

The SEPA comment period for this proposal ended on December 31, 2008. The Department received one comment letter within the public comment period. Two primary concerns were reflected in the comment letter: impacts of the proposed structure's bulk and scale on surrounding properties and impact of spillover parking. The respondent expressed his opposition to retro-modernist styled architecture, facades that are not responsive to abutting uses and a street level presence that is not pedestrian oriented and in keeping with the neighborhood character. The respondent felt that the design ignored Board guidance and recommendations from the EDG meeting. Additionally, the type of uses (medical/dental and administrative office) proposed would adversely impact available on-street parking. The letter noted that the applicant is proposing to reduce onsite parking to the minimum allowed by Land Use Code which would increase the number of vehicles parking in the street.

Three letters were received during the early design guidance phase which expressed concerns for expected visual impacts upon the adjacent residential zone and increased on-street parking demand.

¹ The proposal's original comment period ended on December 16, 2008 but was extended to allow additional time for public comments.

ANALYSIS - DESIGN REVIEW

Early Design Guidance

On April 24, 2008, the Southwest Design Review Board met in an Early Design Guidance (EDG) meeting to consider the site and design objectives of the applicant. After visiting the site, considering the analysis of the site, design context provided by the proponents, and hearing public comments the Design Review Board members provided the following siting and design guidance, and identified by letter (A, B, and C, etc.) and number (1, 2, & 3) those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily & Commercial Buildings*" and *Admiral Residential Urban Village Design Guidelines* area of highest priority to this project.

A Site Planning

A-2 Streetscape Compatibility

A-5 Respect for Adjacent Sites

ADMIRAL DESIGN GUIDELINES: Consider the following methods:

- *Reduce the number of windows and decks on proposed buildings that overlook neighboring residences.*
- *Step back upper floors or increase side and rear setbacks to pull windows farther away from neighboring residences.*
- *Stagger windows to not align with adjacent windows and minimize the impact of windows in living spaces that may infringe on the privacy of adjacent residents.*

B Height, Bulk and Scale

B-1 Height, Bulk and Scale

ADMIRAL DESIGN GUIDELINES: Provide a sensitive transition to less intensive zones by reducing the appearance of bulk by setting back upper floors using methods described on page 25 of the Citywide Design Guidelines.

- *Use architectural styles and details (such as roof lines or fenestration), color or materials derivative from surrounding, less intensive structures. Where appropriate, consider using the following methods to provide a sensitive transition to less intensive zones:*
- *Locate features such as required open space on the zone edge to create further separation and buffering from the lower intensive zone.*
- *Articulate the building facades vertically or horizontally in intervals that conform to the existing structures or platting pattern in the vicinity.*

C Architectural Elements and Materials

C-2 Architectural Concept & Consistency

C-4 Exterior Finish Materials

D Pedestrian Environment

D-2 Blank Walls

ADMIRAL DESIGN GUIDELINES: Employ small setbacks, indentations or other means of breaking up the wall surface into human-scaled intervals

D-5 Visual Impacts of Parking Structures

ADMIRAL DESIGN GUIDELINES: Visually integrate the parking structure with adjacent buildings.

D-11 *Commercial Transparency*

E Landscaping

E-1 *Landscaping to Reinforce Design Continuity with Adjacent Sites*

E-2 *Landscaping to Enhance the Building and/or Site*

Summary: The Board acknowledged that ensuring a well proportioned and scaled development is a critical factor to successfully integrate the project into the existing Admiral Neighborhood fabric. The Board encouraged the applicant to design all four facades of the building in response to its unique conditions surrounding the site's perimeter; a multifamily residential use to the north whose southern exposure to natural light will be significantly impacted, and a one story grocery store (PCC) to the south which will expose a large wall surface above the store. The west façade will be exposed to a lower density and scaled single family zone, and the east façade should have a strong pedestrian friendly streetscape. The Board discussed the importance of designing ground level commercial frontage along California Avenue to create a pedestrian friendly vibrant street presence. Particular attention should be placed on securing pedestrian safety along the alley frontage as well. The Board looks forward to reviewing a well-detailed landscape plan that includes dense vegetation wherever possible. The Board would like to see a majority of the Green Factor contributions located in the right of way and visible to pedestrians. Overall, the Board supported the direction of the design proposal with adherence to *Admiral Residential Urban Village* Design Guidelines to activate the streetscapes.

The guidelines noted above were all chosen by the Board to be high priority. The Board wants the developer to engage the streetscape wherever possible and scale the design to integrate itself to the adjacent uses.

(For complete copy of the EDG and Recommendation documents refer to the MUP file or DR Web page; www.seattle.gov/dpd/.design_review_program//project_review/reports.)

Design Review Board Recommendations

On September 19, 2008, the applicant submitted the full Master Use Permit application, and on January 22, 2009, the Southwest Design Review Board (Area 5) convened for the Recommendation meeting. Four of the five Board Members were present during this meeting. The applicant team presented elevation renderings, site plans, materials boards, etc., that responded to design guidelines set forth by the Board during the previous meeting. The applicant requested two departures from the City's Land Use Code:

- *Nonresidential Parking Space Requirement*; reduction to the requirement.
- *Nonresidential Driveway width Requirement*; reduction to the requirement.

Updated Design:

Since the Early Design Guidance Meeting held on April 24, 2008, there were a number of refinements that have affected the size and configuration of the proposed development. These include:

Building Mass: Three design schemes were introduced during the EDG meeting depicting massing studies incorporating different architectural themes from the surrounding neighborhood fabric. The revised plan softens the upper level as viewed from the west and east by modulating the building to fit within a design context that's reflective of residential uses to the west and commercial uses to the east. The design team employed distinctive fenestration patterns upon the building's façade to help capture the feel of commercial use along the east façade, and sympathetic residential architectural detailing to the west. Among other devices including modulation and sunshades have been employed upon the east and west façades to help scale down the building's visual impact. This preferred design decreases the building's mass as viewed from the east, to be sympathetic to the adjacent residential zone. Using other techniques the applicants have designed a building that respects the adjacent uses.

The proposed building will extend the length of the interior lot's depth. On either side of the subject lot existing structures are underdeveloped for what the zone would allow. It is anticipated that future development would take greater advantage of the buildable height and bulk envelope. The applicant has designed both façades in anticipation of future development while visually being more engaging to break down the mass of the building along the north and south facades.

Architectural Elements: In response to Board guidance, the applicant has chosen durable quality exterior building materials reflective of the area's climate to help age the proposed building gracefully. CMU, CFB panels, metal, and glass will be predominate exterior wall materials. A decorative cornice of weathering steel will provide an architectural pop on the street facing façade. To increase transparency and allow natural light to penetrate into interior spaces, large windows are proposed to be installed on the east and west facades. A hierarchy of surface materials (textural and visual) will be employed to provide commercial readability within the Admiral vernacular, without revealing that the proposed structure contains medical offices, as was directed during the edge phase.

In response to Board guidance, exterior walls along the north and south elevations include detailing to break down the appearance of bulk. The south exterior wall now features openings with recessed windows near the California frontage with planters visible from the street. The north façade utilizes texture and color to lessen the visual impact of a solid wall along the north property line, which is less visible from the street. Perspectives were provided from the north and south illustrating a visually dynamic upper level pattern. Overhead weather protection and street signage has been designed to enliven the streetscape along California Avenue. The amount of proposed street landscaping framing either side of the sidewalk provides a robust green frame to accentuate a well crafted building to make this proposal a desirable portal.

Public Comments

A member from the public acknowledged it was a nice presentation but the building had an institutional feel, and does not feel like it meets design guidelines. However, no specific guidelines were cited. Another comment suggested that the south façade with openings could be flipped to the north to soften its impact on the abutting residential apartment building. Another noted that the proposed green roof does not really help the neighborhood, and was not keen on the Board granting departures for the proposal. One member from the audience suggested that more parking should be provided at the development site due to the types of businesses proposed. Visitors to the site will more than likely use street parking because of the limited number of available spaces onsite. One neighbor expressed his appreciation with the design and

felt the south façade should be left alone due to its southern sun exposure and the abutting one-story retail use.

Board Discussion

After considering design plan, project context, hearing public comments, and reconsidering the previously stated priorities, the four Board members began their deliberations by providing a general assessment of the proposal and its impact on the neighborhood. Ensuring an elegantly detailed building at the development site is a critical factor to successfully integrate the project into the existing neighborhood fabric. Board members acknowledged their appreciation of the developer's attempt to strengthen the neighborhood mosaic by taking steps to integrate an updated design theme to the existing neighborhood context. The Board liked the design team's response to the guideline priorities set on April 24, 2008. Discussion ensued among the Board, including support of requested departures, vehicle access, exterior cladding, landscaping, and resolution of the street frontage, and north facade.

The revised building mass along the north and south façade remained a concern for the Board. Additional attention will be needed to become more sympathetic to visual impacts upon abutting properties. The Board pointed out that the design should create openings, modulations, or animating the solid wall with a subtle concrete block patterns to soften the impact of the north façade, was an important element to successfully integrate the proposal to the abutting residential use. The discussion also included visual impact of the stair and elevator penthouse sited mid-lot near the north property line. After everyone had a chance to express their opinions, the Board decided that the application of quality materials and appropriate color would mitigate penthouse location. **Therefore, the Board recommended the applicant work with DPD to find an appropriate design solution for the final design detail with a subtle arraignment of colors and/or materials upon the north façade, and on the roof top. Consideration should be made to make the pattern on the north façade playful.** (*Guidelines A-5, B-1, C-2, C-4, & D-2*)

The Board, on the other hand, was pleased with the effort upon the south façade that has greater visual exposure as viewed from the abutting one-story retail use and sidewalk. (*Guidelines A-5, B-1, C-2, C-4, & D-2*)

The Board noted its appreciation of a mock-up perspective from the streetscape which made the proposed building readable and spatially opened up the sidewalk experience, with vertical and horizontal modulations to make the street experience for pedestrians more engaging. Conceptually, the proposed landscaping enhances the building design along the pedestrian realm (adjacent to California) and the alley as well. The Board remarked that the landscaping plan was not fully executed in the types of proposed vegetation. The applicant acknowledged that a landscape architect was not consulted. The plant area abutting the alley appears to be a throw away area with little thought. Planter boxes should be raised to protect plant beds from human and vehicle traffic. In all planting areas, year round plants should be installed. **Therefore, the Board recommends the applicants consult an appropriate plant expert to incorporate perennials and other varieties to visually engage the development site year round, subject to the approval from the DPD planner.** (*Guidelines C-2, & D-11, E-1 & E-2*)

The applicant has created dynamic and lively exterior wall surfaces with few lapses upon the facades with the greatest exposure. The application of colors, materials and modulation have

contributed to scaling each façade to be sympathetic to the adjoining use, commercial along the east and residential along the west façade. The proposed street level façade with signage provides visual engagement for pedestrians within the right-of-way. The Board noted an inconsistency with color intensity of the weathering steel accent frame between the DR packet and materials sample board presented during the meeting. The Board agreed that the brighter color was the appropriate design response to the building's exterior shell and directed the applicant to apply the brighter color. **The Board recommends the applicant should work with DPD to resolve color inconsistencies to achieve the desired color palette creating a dynamic presence, especially the brighter colored accent framing element.** (*Guidelines A-5, C-2, & C-4,*)

Departure Analysis

1. To allow alternatives to Nonresidential Parking Space Requirement SMC 23.54.030.B.2)

Due in part to lot size, increasing on-site parking and wanting to discourage large vehicles that have increased carbon footprint the applicant has proposed to an alternative that encourages smaller vehicles. When projects provide parking stalls for nonresidential uses between 11 and 19 parking spaces, a minimum of 25% of the parking shall be striped for small vehicles, to a maximum of 65 %. A minimum of 35% of spaces shall be striped for large vehicles. The applicant is proposing 91% (or 10 stalls) for small vehicles and the 9% (or 1 stall) for large vehicles. During EDG meeting the Board expressed support of this departure from the mix of parking stall sizes if more parking stalls could be accommodated on the parking level. Parking layout has maximized the number of stalls on the parking level and meets the required parking aisle widths. The Board was pleased with the design response. **The Board recommended approval to allow an alternative to parking stall ratio to accommodate 91% small stalls and 9% for large stalls.** (*Design Guidelines: A-5, C-4, D-5, & E-2.*)

2. To allow reduction in Driveway Width for two-way Nonresidential Use (SMC 23.54.030.D.2.a.2)

Nonresidential driveway widths for two-way traffic shall be a minimum of 22 feet and a maximum width of 25 feet. The width of the development site is 50 feet which would result in 44% of the alley frontage devoted to vehicle access. Across the alley the zoning designation changes to SF 5000. In order to minimize visual impact of an area devoted to parking the applicant was encouraged by the Board to reduced the width down to safely allow two-way traffic to pass through the garage opening. With the limited number of vehicles accessing the parking level and layout around the threshold door, traffic safety is anticipated to not be compromised. By reducing the area devoted to parking access, increases the opportunity to provide attractive architectural detailing upon the exterior wall. The applicant's design was supported by the Board, with suggestions to incorporate safety devices to increase vehicular visibility and measures to protect landscaping around the threshold. **Owing in part to the graphic materials presented at the recommendation meeting, the Board recommended approval of the reduction in driveway width to 19 feet with safety devices to increase vehicular visibility and measures to protect landscaping around the threshold.** (*Design Guidelines: A-5, C-2, C-4, D-2, D-5, & E-2*)

Departure Summary

The Board was comfortable with granting the requested departures for alterations in the *Nonresidential Parking Space Requirement and Driveway Width for two-way Nonresidential Use*. Noting that the two requested departures would lessen impacts upon the adjacent residential zone to the west, the Board was in support and approved departure requests. The width devoted to vehicle access would shrink by 6% to establish greater alignment with residential two-car garages. This reduction opens up façade areas for creative application of materiality. Catering to smaller vehicles facilitates the use smaller more fuel efficient vehicles which the Board and City supports. Different Development Standards are required for the aforementioned departures which the Board took into consideration in approving the two requested departures. As long as the refinements are achieved as previous discussed and remained consistent with what was presented, with materials, color, and landscaping the Board fully supported the departure requests. The applicant has done an admirable job of integrating building scale, architectural details and landscape design to enhance the building and site. **Therefore, the Board recommends approval of requested departures.**

Summary of Departures

<i>Development Standard</i>	<i>Requirement</i>	<i>Proposed</i>	<i>Comment/Rational BY Architect</i>	<i>Board Recommendation</i>
<i>1. Nonresidential Parking Space Requirement SMC 23.54.030.B.2</i>	<i>When between 11 and 19 parking spaces are provided, a minimum of 25% of the parking shall be striped for small vehicles, to a maximum of 65 %. A minimum of 35% of spaces shall be striped for large vehicles.</i>	<i>10 small stalls, 1 barrier-free stall. No large stalls on-site.</i>	<i>Due in part to lot size and wanting to discourage large vehicles with an increased carbon footprint.</i>	<i>▪ Board Approved (Design Guidelines: A-5, C-4, D-5, & E-2)</i>
<i>2. Nonresidential Driveway Width SMC 23.54.030.D.2</i>	<i>The minimum width of driveways for 2-way traffic shall be 22 feet and the maximum width shall be twenty-five feet.</i>	<i>Project proposes to reduce driveway width to 19 feet in width.</i>	<i>To reduce the presence of vehicle related activity upon an adjacent residential zone, across the alley.</i>	<i>Board Approved (Design Guidelines: A-5, C-2, C-4, D-2, D-5, & E-2).</i>

Summary of Boards’ Recommendations:

The recommendations summarized below were based on the plans submitted at the January 22, 2009 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings submitted for review on January 8, 2009. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four Design Review Board members present recommended that the design should be approved with refinements noted to be worked out with DPD. In particular; the upper level façade treatment should be more vibrant to create greater visual interests along north facade and east exterior walls. Street level main entries should be punctuated utilizing the interplay of overhead weather protection, along California Avenue. The Board also recommends approval of the requested departures as stated in the departure matrix. Thus, the project should move forward as designed. The Board made the following recommendations. (Authority referred to in letter and numbers are in parenthesis):

1. Design an appropriate design solution for the final design detail of a subtle arraignment of colors and/or materials upon the north façade and on the roof top. Consideration should be made to make the pattern on the north façade playful. All subject to the approval by the DPD planner. (*Guidelines A-5, B-1, C-2, C-4, & D-2*)
2. Consult with an appropriate plant expert to incorporate perennials and other plant varieties to visually engage the development site year round, subject to the approval from the DPD planner. (*Guidelines C-2, & D-11, E-1 & E-2*)
3. Resolve color inconsistencies to achieve the desired color palette creating a dynamic presence, especially the brighter colored metal accent framing element. Any change in material or design shall be subject to the approval by the DPD planner. (*Guidelines A-5, C-2, & C-4,*)
4. Design and install safety devices to increase vehicular visibility and measures to protect landscaping around the driveway threshold. (*Design Guidelines: A-5, C-2, C-4, D-2, D-5, & E-2*)

Director's Analysis and Decision: Design Review

The Design Review Board recommended that the assigned planner should work with the applicant to resolve several Board recommendations prior to final DPD approval. The Director is equally pleased with the overall building design but as noted in the recommendation meeting by the Board, the street level pedestrian experience needs additional refinement, as well as the upper level north facing façade. Further, the Director is authorized to provide additional analysis and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F) to advance the proposal forward. The Design Review Board identified elements of the Design Guidelines (above) which are critical to the project's overall success with concurrence of the Director.

The design of the new building (containing approximately 10,650 sq. ft. of office use) has a scale, proportion and materials that reduce the appearance bulk by breaking down the building mass lengthwise through application of exterior wall materials and color. The design of the proposed structure is a reinterpretation of the surrounding vernacular seeking modern expression to provide visual interest that seeks a sense of individuality. As viewed from the east and west frontages, the proposed three (3)-story structure features three levels of commercial use above an underground parking garage below. The design incorporates glass, metal, and cement-fiber board panels, in a creative and unique fashion, to dynamically integrate into the larger neighborhood fabric. The Director concurs with the Board that this proposal will be a welcome addition to the neighborhood.

The Director has determined that additional measures are warranted that were not thoroughly examined during the Recommendation meeting to strengthen the commercial streetscape experience. During Board deliberations the applicant's renderings depicting overhead weather protection extended out four feet from the property line into the California Avenue street frontage. Since the proposal will be providing a landscaped area extending approximately four feet from the property line the Director has determined that the overhead weather protection system should extend a minimum of six feet to provide additional protection from inclement weather at the commercial entries. The overhead weather protection marquee will create a visor

above the sidewalk along California Avenue to define the commercial frame in the streetscape while providing protection from inclement weather at the entries. (*Guidelines A-2, C-2 & E-2*)

The Director of DPD has reviewed the recommendations and conditions of the Design Review Board. The Director finds that the proposal is consistent with the *City of Seattle Design Review Guidelines for Multifamily & Commercial Buildings and Admiral Residential Urban Village Design Guidelines*. The Director **APPROVES** the subject design consistent with the Board's recommendations above and conditions at end. This decision is based on the Design Review Board's final recommendations and on the plans submitted at the public meeting on January 22, 2009 and the plans on file at DPD. Design, siting or architectural details not specifically identified or altered in this decision are expected to remain substantially as presented at the recommendation meeting and subsequent plans submitted to DPD on January 8, 2009.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist prepared by the Mr. Andrew Patterson (dated September 16, 2008) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

Short-term Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture 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.

Construction activities 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 workers' vehicles. 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, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

Historic and Cultural Preservation - Construction of the proposed commercial structure will necessitate the demolition of one existing residential structure that was constructed in 1950. In accordance with the *Department of Planning and Development – Department of Neighborhoods Interdepartmental Agreement on Review of Historic Building during SEPA Review*; the planner referred potential landmark eligibility approval to the Historic Preservation Officer. The Historic Preservation Officer evaluates criteria for designation of historic landmark structures (in response to the SEPA Historic Preservation Policy (SMC 25.05.675.H.2.d). The review of the information associated with the status of the existing structure (addressed 2743 California Avenue) did not warrant landmark status, as determined by the Landmarks Preservation Board, (LPB 170/09) in a letter dated March 20, 2009.

Parking - Construction of the project is proposed to last for up to eighteen months. Parking utilization along streets in the vicinity is moderate and the demand for parking by construction workers during construction is not anticipated to significantly reduce the supply of parking in the vicinity. Parking demand for construction personal can be accommodated near the development site with spillover managed within the right-of-way in the vicinity. Therefore, no further mitigation will be required.

Traffic - Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during earth moving activities. The SEPA Overview Policy (SMC 25.05.665) and the SEPA construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with transportation during construction. The excavation of the lower level to accommodate parking will require removal of material and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations.

It is expected that most of the material to be removed from the site will be due in part to excavation for a building with one level of parking below grade will have impacts on surrounding properties. During excavation a single-loaded truck will be used which holds approximately 10 cubic yards of material. This will require approximately 150 to 190 truck loads to remove approximately 1,500 to 1,920 cubic yards (includes fluff) of soil material and may require a number of trucks loads of deconstruction material resulting from demolition of existing structure. A minor arterial, California Avenue, with ready access to major thoroughfares abuts the site fronts to the east. Abutting the site to the west is a partially improved alley. Lengthwise, the alley is bisected by two zones; Single Family 5000 and Neighborhood Commercial. In order to limit negative construction related impacts upon the SF 5000 zone, the project shall be conditioned to limit hauling of materials to and from the site from California Avenue.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) would be adequately controlled with a street use permit through the Transportation Department, and no further SEPA conditioning would be needed.

Noise - The development site is located adjacent to a residential area where construction of this scale would impact noise levels. The SEPA Noise Policy (Section 25.05.675B SMC) lists mitigation measures for construction noise impacts. It is the department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is necessary to mitigate impacts that would result from the proposal on surrounding properties, due to the density of residential units in the area and the proximity of these structures to the subject site. All construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm 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 and Environmental Health - Given the age of the existing structure on the site, it may contain asbestos, which could be released into the air during demolition. The Puget Sound Clean Air Agency (PSCAA), the Washington Department of Labor and Industry, and EPA regulations provide for the safe removal and disposal of asbestos. In addition, federal law requires the filing of a demolition permit with PSCAA prior to demolition. Pursuant to SMC Sections 25.05.675 A and F, to mitigate potential adverse air quality and environmental health impacts, project approval will be conditioned upon submission of a copy of the PSCAA permit prior to issuance of a demolition permit, if necessary. So conditioned, the project's anticipated adverse air and environmental health impacts will be adequately mitigated.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction 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 Air Quality Policy (Section 25.05.675 SMC). No unusual circumstances exist, which warrant additional mitigation, per the SEPA Overview Policy.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of commercial structures and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface);

Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Height, Bulk, and Scale

The SEPA Height, Bulk and Scale Policy (Sec. 25.05.675.G, SMC) states that *“the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the adopted Land Use Policies...for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.”*

In addition, the SEPA Height, Bulk and Scale Policy states that *“(a) project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated.”* Since the discussion in the previous Design Review Section of this report indicates that there are no significant height, bulk and scale impacts as contemplated within this SEPA policy, and since the Design Review Board approved this project with conditions, no mitigation of height, bulk and scale impacts is warranted pursuant to this SEPA policy.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual (7th Edition) estimates that medical services and general office uses generate approximately 509 vehicle trips per day, 35 vehicle trips during the AM peak hour, and 52 vehicle trips during the PM peak hour in suburban communities. Medical service use will account for a significant proportion of the daily vehicle trips. Within the City, vehicle trips are substantially lower due in part to the location of employment work centers, availability and proximity of public transit to downtown and other employment centers will make it likely that there will be fewer vehicle trips than from developments in outlying areas on which the ITE generation equation is based.

Access to the parking garage is taken off an alley via either Southwest Lander to the north or Southwest Stevens Street to the south. It is anticipated that majority of access will occur through Stevens which is approximately 300 feet from the development site which distance is shorter in length from Southwest Lander. The unsignalized intersection of Southwest Stevens Street and California Avenue South should not be adversely impacted by the increase in vehicle trips. The site abuts California Avenue, and has ready access to Southwest Admiral Way to name a two arterials supporting public transit within walking distance. The amount of traffic expected to be generated by the proposed project is within the capacity of the streets in the immediate area, so no SEPA mitigation of traffic impacts is warranted.

Parking

The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that parking impact mitigation may be required only where on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity. Parking utilization in the vicinity appears to be under capacity. Parking can be found during the daytime or evening hours. Eleven (11)

off-street parking spaces will be provided in below grade parking level which exceeds code requirements. Required parking for the types of proposed uses (medical service and office) is nine (9) stalls. The applicant has chosen to provide two (2) additional parking stalls for the proposal.

Peak parking demand for the combine uses; proposed medical service use (assumed 720; Medical-dental Office Building) and office (701; General Office Building), to capture the entire development site) was based on empirical studies from the *ITE Parking Generation Report, 3rd Edition*. Weekday combined peak demand occurs between 10:00 – 4:00 p.m. The total peak demand totals 49 stalls, representing a shortfall of 38 stalls. On-street parking is available around the site's perimeter during peak hours; abutting and adjacent streets are anticipated to absorb spillover parking. It is our experience that parking demand will be less than identified in the Parking Generation Report due to alternative modes of travel (i.e., mass transit, cycling, walking) that is typical of urban centers. On-street parking capacity in the surrounding area is sufficient to meet any additional spill-over parking that might be generated from the proposed medical service and office uses, if any actually occurs. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

CONCLUSION - SEPA

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 DPD as the lead agency of the 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 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 with respect to transportation, circulation, and parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030 (2) (C).

PREPARATION OF FINAL PLAN AND FUTURE CHANGES

The owner/applicant shall update plans to show:

- Embed all conditions of approval into the cover sheet on the updated MUP plan set and all subsequent building permit drawings.
- Embed colored elevation and landscape drawings into the MUP and building permit drawings.

- Update plans and supporting documents to provide consistent and current project information, i.e., parking calculations, residential unit count, etc.
- Any proposed changes to the external design of the building, landscaping or improvements in the public right-of-way must first be reviewed and approved by the DPD planner prior to construction.

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.

1. All proposed changes to the exterior facades of the building and landscaping on site and in the ROW must be reviewed by a Land Use Planner prior to proceeding with any proposed changes.

Prior to Issuance of a Certificate of Occupancy

2. Compliance with the approved design features and elements, including exterior materials, parapets, facade colors, landscaping and ROW improvements, shall be verified by the DPD Planner assigned to this project or by the Manager of the Urban Design Program. Inspection appointments with the Planner must be made at least three (3) working days in advance of the inspection.

CONDITIONS – DESIGN REVIEW

Prior to Issuance of MUP

3. Applicant shall work with DPD to find an appropriate design solution for the final design detailing of a subtle arraignment of colors and/or materials upon the north façade and on the roof top. Consideration should be made to make the pattern on the north façade playful. All subject to the approval by the DPD planner. (*Guidelines A-5, B-1, C-2, C-4, & D-2*).
4. Explore options to protect and enliven the pedestrian environment in the public right-of-way more rigorously. The applicant shall consult with an appropriate plant expert to incorporate perennials and other plant varieties to visually engage the development site year round, subject to the approval from the DPD planner. (*Guidelines C-2, & D-11, E-1 & E-2*)
5. The applicant shall work with DPD to find an appropriate design solution to resolve color inconsistencies to achieve the desired color palette creating a dynamic presence, especially the brighter colored metal accent framing element. Any change in material or design shall be subject to the approval by the DPD planner. (*Guidelines A-5, C-2, & C-4,*)
6. Applicant shall work with DPD to design and install safety devices to increase vehicular visibility and measures to protect landscaping around the driveway threshold. (*Design Guidelines: A-5, C-2, C-4, D-2, D-5, & E-2*)

7. Applicant shall work with DPD to design and install overhead weather protection system to extend a minimum of six feet into the right-of-way along California Avenue to provide additional protection from inclement weather at the commercial entries.

SEPA CONDITIONS

Prior to Issuance of Demolition or Construction Permits

The owner(s) and/or responsible party(s) shall:

8. The applicant shall submit a copy of the PSCAA permit prior to issuance of a demolition permit, if a PSCAA permit is required

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 weatherproofing material and shall remain in place for the duration of construction.

9. In order to further mitigate the noise impacts during construction, the owner(s) and/or responsible party(s) shall limit the hours of construction to non-holiday weekdays between 7:00 AM and 6:00 PM and Saturdays between 9:00 AM and 6:00 PM. This condition may be modified by the Department to permit work of an emergency nature to allow low noise exterior work (e.g., installation of landscaping) or to allow work which cannot otherwise be accomplished during the above hours upon submittal of a noise mitigation plan and after approval from the Land Use Planner. After the structures are enclosed, interior work may proceed at any time in compliance with the Noise Ordinance.
10. Hauling of materials to and from the development site shall be from California Avenue.

Signature: _____ (signature on file) Date: April 9, 2009

Bradley Wilburn, Land Use Planner
Land Use Services
Department of Planning and Development

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