



City of Seattle

Department of Planning and Development

D. M. Sugimura, Director

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

Application Number: 3009832
Applicant Name: Mark Goodwin (Goodwin Architects) for Michael Frank.
Address of Proposal: 1966 Thorndyke Avenue West

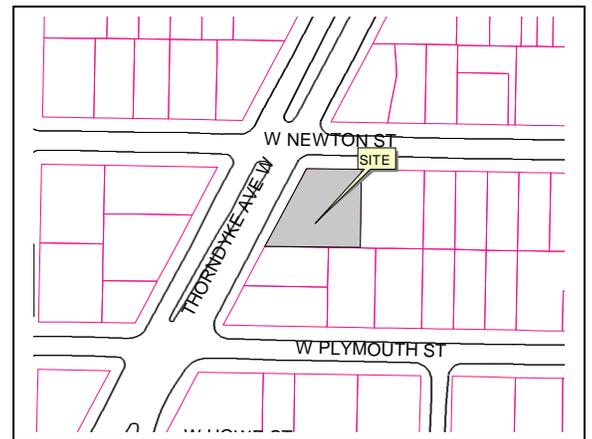
SUMMARY OF PROPOSED ACTION

The proposed project is for a 12 unit multi-family apartment in an Environmentally Critical Area. Access to the 15 stall underground parking garage will be off West Newton Street.

The following approvals are required:

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

- SMC Table 23.45.011.A Maximum Building Depth



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

Site Description

The subject site is zoned Lowrise 3 (L-3) and currently vacant. The site is relatively flat with the exception of the northerly portion of the site which drops approximately 9 feet to street grade. The lot contains approximately 9,526 square feet of area. The site is an irregular shaped corner lot with Thorndyke Avenue West abutting to the west and West Newton Street abutting to the north. The presence of steep slopes and being located within a potential slide area are the Environmentally Critical Areas (ECA) on site. The applicant was granted a Limited Exemption from the steep slope standards of the ECA Ordinance on February 16, 2009.

Vicinity

The site is located within a multi-family area. Much of the existing development is a mix of two and three story single-family and multi-family structures. The areas across Thorndyke Avenue West further to the west are zoned Single-Family 5000 (SF-5000). The surrounding area is a hillside generally sloping down from west to east with views of downtown Seattle, Elliott Bay and Mount Rainier.

Public Notice

Public notice was provided for the Design Review meetings held for the Early Design Guidance (EDG) on February 4, 2009 and the Design Review Board Recommendation meeting on July 1, 2009. Additional comment opportunities were provided at the time of Master Use Permit application on March 18, 2009.

EARLY DESIGN GUIDANCE: FEBRUARY 4, 2009
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DESIGN PRESENTATION

The architect presented three schemes at the Early Design Guidance meeting. All three schemes proposed a three-story structure with access off West Newton Street to a parking garage located below the structure. The principal differences between the design options were building height (due to the location of the elevator penthouse), facade massing and modulation along Thorndyke Avenue West and structure width and depth. The first scheme, option 1 is code compliant and has the elevator penthouse located in the northwest corner of the structure, the structure steps along the angle of Thorndyke Avenue West with modulation elements and has the greatest structure width along the south structure elevation and the least structure depth. The second alternative, option 2 requests a departure to structure depth and has the elevator penthouse located towards the middle of the west facade, the entryway is recessed into the building along Thorndyke Avenue West and has the same structure width and depth as option 3. The third scheme, option 3 has the elevator penthouse located towards the middle of the west facade; the entryway projects out from the building along Thorndyke Avenue West and has the same structure width and depth as option 2. The applicant preferred option 3. The Board also preferred option 3 at this time.

BOARD CLARIFYING QUESTIONS AND COMMENTS WITH ANY ANSWERS

- 1 *Question:* What is the view blockage for the various options?
Response: View blockage will occur but will be minimized.
- 2 *Question:* Will each unit have private open space?
Response: Don't know, have not designed project that far yet.
- 3 *Question:* Did you try to break up the mass of the structure into two buildings?
Response: Yes, the parking garage would not allow the development of two adequate structure footprints.
- 4 *Comment:* If parapets are proposed, these could further obscure surrounding views.
- 5 *Question:* What were some of the pros and cons identified in the last public outreach for the last proposed project on the subject site?
Response: One issue was around the down zoning of the property from Neighborhood Commercial 2 - 40 to L-3.

PUBLIC COMMENT

Approximately 6 members of the public attended the Early Design Guidance meeting. The following comments were offered:

- 1 Location of meeting should have been closer to Magnolia Neighborhood.
- 2 The mass and height of building is blocking views.
- 3 Why is having access better off West Newton Street instead of Thorndyke Avenue West?
West Newton Street is more actively used by the surrounding neighborhood pedestrians and vehicles.
- 4 Use nonreflective materials for the rooftop to minimize glare.

RECOMMENDATION MEETING: JULY 1, 2009
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The applicant applied for a Master Use Permit (MUP) on March 18, 2009.

DESIGN PRESENTATION

The general massing concept presented at the Recommendation meeting stayed relatively the same as the preferred alternative (option 3) from the EDG. The three-story, 12-unit apartment building will have vehicular access to the 15 stall parking garage from West Newton Street. The design proposes a brick veneer for the visually prominent pedestrian entrance located off of Thorndyke Avenue West. The 1st floor will use Hardie Panel and the 2nd and 3rd floor will be a Hardie Plank Lap Siding.

BOARD CLARIFYING QUESTIONS AND COMMENTS WITH ANY ANSWERS

- *Question:* What was the thought process for the windows on the west elevation?
Response: Went for an asymmetrical design.
- *Question:* What is the awning made of over the main entrance?
Response: The awning is steel frame with a glass cover.
- *Comment:* There seems to be a harsh transition between the Hardie Panel & Hardie Plank siding.
- *Question:* Will the clerestories be operable?
Response: Maybe.
- *Comment:* Likes the bay windows on the north elevation. There may be an opportunity to use the bay windows to gradually transition the mass of the building with the slope and the structure to the east along West Newton Street.
- *Comment:* The brick veneer on the main entrance contrasts too much against the rest of the building.
- *Comment:* On the main entrance, the doors should be larger with more transparency to allow more sunlight in.
- *Question:* Where are the mailboxes?
Response: Inside the main entrance.
- *Comment:* Make the windows larger above the main entrance to allow more sunlight in the corridors.

- *Question:* Likes cistern, the 10,000 gallon capacity will work well during winter months but what about the summer?
Response: City water will supplement and drought tolerant plants are proposed.

PUBLIC COMMENT

The following comments were offered by the attending general public:

- What is difference in open space between a project meeting all requirements and the current proposal requesting a departure?
- The west elevation appears monolithic.
- Does not think project should get proposed departure.
- How tall are the clerestories?
- Increased glazing on the main entry may encourage more break-ins.
- Put glazing somewhere in stairwell area to allow natural light.
- Want parapets to be smaller to decrease view blockage.
- Use a non-reflective surface for the top of the roofs.

DESIGN GUIDELINE PRIORITIES

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment at the EDG meeting, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's *Design Review: Guidelines for Multifamily and Commercial Buildings* of highest priority to this project.

RECOMMENDATIONS

The Board's recommendations are noted below the EDG comments.

A. Site Planning

- A-1 **Responding to Site Characteristics** - The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.
- A-2 **Streetscape Compatibility** - The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.
- A-3 **Entrances visible from the Street** - Entries should be clearly identifiable and visible from the street.
- A-5 **Respect for Adjacent Sites** – Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.
- A-6 **Transition Between Residence and Street** – For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

- A-7 **Residential Open Space** – Residential project should be sited to maximize opportunities for creating usable, attractive well-integrated open space.
- A-10 **Corner Lots** - Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

EDG Comments February 4, 2009

The Board wants any landscape proposed on the corner of the lot at the street intersection and along the hillside along West Newton Street to maintain and reinforce the residential characteristic of the surrounding area. The Board prefers option three due to the proposed location of the residential principal entrance off Thorndyke Avenue West. This placement is visually prominent and the design proposes to modulate the entry outward. The Board wants further exploration of this entryway design, including careful selection of materials and appropriate scale of doors to further emphasize the prominence of the entryway while avoiding a blank section of the facade.

The Board believes the third option's southerly massing provides appropriate levels of separation for light and air circulation for the proposed duplex to the south of the site. The proposal should also remain consistent with the existing structure setbacks along Thorndyke Avenue West and West Newton Street. The Board wants the open space along Thorndyke Avenue West to be functional and attractive.

The Board wants the vehicle access to be off West Newton Street but only if the design has adequate sight distance to ensure pedestrian and vehicular safety. The Board recognizes that views are an amenity for the surrounding area and encourages the design of the proposal to optimize the view opportunities for the surrounding properties, paying particular attention to the size of parapets, pitched /domed roof or orientation of ridge line.

Recommendation Comments July 1, 2009

The Board wants additional landscaping and the exploration of hardscapes such as a low wall and/or planters for the NW corner of the lot.

The Board wants additional detailing on the modulated principal entrance to reduce the appearance of mass and create interest. The Board offers the following suggestions to achieve this end; use of more than one material, use of more than one color, break up each floor level and softer color transition between the brick veneer and hardie siding.

The Board wants larger doors placed on the principal entrance to allow more natural light and to provide a balanced scale with the size of the modulated entry area.

The Board approves of the open space along Thorndyke Avenue West, the massing of the building, the flat roof and proposed 3-foot parapets.

B. Height, Bulk, and Scale

- B-1 Height, Bulk, and Scale Compatibility - Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the anticipated development potential on the adjacent zones.**

EDG Comments February 4, 2009

The Board wants the massing of the proposed three-story structure to be compatible with the proposed duplex to the south and the existing structure to the east.

Recommendation Comments July 1, 2009

After reviewing the massing analysis model with the structures to the south and east, the Board supports the proposed massing. One board member requests additional analysis to make the mass of the structure transition more smoothly with the downhill structure to the east. The board member suggests a different configuration of the bay windows along West Newton Street to achieve this mass transition.

C. Architectural Elements

- C-2 Architectural Concept and Consistency - Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building.**
- C-4 Exterior Finish Materials - Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.**

EDG Comments February 4, 2009

The Board wants to review a material and color board at the next meeting to see how these elements will make the overall design unified. Street level vignettes from a variety of viewpoints shall be provided to illustrate how passing pedestrians and residents will view and interact with the proposal and how the proposal fits in with existing development at a pedestrian scale. The Board also wants attention paid to the window fenestration and the parapet, pitched/domed roof to make sure these elements are appropriately balanced with the scale of the proposed three story building.

Recommendation Comments July 1, 2009

The Board recommends additional analysis on the use of windows to break up the mass of the principal entrance and to allow additional natural light into corridors and stairwells. Specifically, use larger vertical windows on the 2nd and 3rd story windows above the principal entrance and the use of windows on the stairwell to allow natural light.

The Board wants a smoother color transition between the brick veneer, hardie plank and hardie panel siding. The Board wants the floors to be delineated to break up the mass of the west structure elevation.

D. Pedestrian Environment

- D-1 Pedestrian Open Space and Entrances - Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather.**
- D-3 Retaining Walls – Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscape.**
- D-6 Screening of Dumpsters, Utilities and Service Areas - Building sites should located service elements such as trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screen from view and should not be located in the pedestrian right-of-way.**
- D-7 Personal Safety and Security - Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

EDG Comments February 4, 2009

The Board prefers option three because the principal entrance off Thorndyke Avenue West is visually prominent because it modulates outwards. The Board wants additional emphasis added to the entrance off Thorndyke Avenue West by use of landscaping, careful selection of materials, and appropriate scale of doors to further emphasize the prominence of the entryway. The Board wants the dumpsters to be located within the parking garage and utility meters and mechanical units should be properly screened from street view. The proposed retaining walls along West Newton Street shall be designed to maintain pedestrian and vehicular safety by maximizing sight lines.

Recommendation Comments July 1, 2009

The Board is satisfied with the design items under Pedestrian Environment.

E) E. Landscaping

- E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites – Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.**
- E-2 Landscaping to Enhance the Building and/or Site, Landscaping including living plant material special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.**

E-3 Landscape Design to Address Special Site Conditions – The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

EDG Comments February 4, 2009

The Board wants careful attention paid to the landscaping treatment for the hillside along West Newton Street. The first consideration is to maintain pedestrian and vehicular safety by maximizing sight lines. The second is to create an attractive, tiered landscaped area along Thorndyke Avenue West and West Newton Street which reinforces the existing residential form of the surrounding area. The Board wants to see street vignettes showing the proposed tiered, landscaped system for the frontage along West Newton Street.

Recommendation Comments July 1, 2009

The Board recommends that additional landscape be provided and inclusion of hardscape detailing on the NW corner of the lot.

DEVELOPMENT STANDARD DEPARTURES

The five present Board Members unanimously approved the departure request.

Departure Summary Table

STANDARD	REQUEST	JUSTIFICATION	BOARD RECOMMENDATION
<p>SMC Table 23.45.011 A Maximum building depth is 65% depth of lot. Maximum permitted building depth is 65 feet.</p>	<p>Increase to 71.5% of lot depth.</p> <p>Departure to allow building depth to be 71.5 feet.</p>	<p>Increases light and air for duplex located to south.</p> <p>Improves unit layout possibilities. Allows for more functional open space.</p>	<p>Unanimous approval.</p>

SMC 23.45.011 Structure Depth – The applicant prefers this option as it improves unit layout possibilities increases light and air for the duplex located to the south and provides for more functional open space. The SMC would allow 65 feet for the building depth and the applicant is requesting a departure to allow a structure depth of 71.5 feet. The Board recommends unanimous approval of the proposed departure.

Applicable Design Guidelines – A-1, A-5, A-7 & B-1.

BOARD'S RECOMMENDATION:

The following design elements should be incorporated into the project to the satisfaction of the Land Use Planner:

1. Provide additional landscaping on the NW corner of the lot.
2. Provide additional analysis to the LU Planner on the use of larger doors on the principal entrance to allow more natural light and to provide a balanced scale with the size of the modulated entry area.
3. Provide additional detailing on the modulated principal entrance to reduce the appearance of mass. The Board offers the following suggestions to achieve this end; use of more than one material, use of more than one color, delineate each floor level and softer color transition between the brick veneer and hardie siding.
4. Provide additional analysis to the LU Planner on the use of windows to break up the mass of the principal entrance area and to allow additional natural light into corridors and stairwells. Specifically, the use of larger vertical windows on the 2nd and 3rd story windows above the principal entrance and the use of windows on the stairwell to allow natural light.
5. Provide additional analysis to the LU Planner to make the mass of the structure transition more smoothly with the downhill structure to the east. The Board suggests a different configuration of the bay windows along West Newton Street to achieve this mass transition.
6. The Board wants further exploration of hardscapes such as a low wall and/or planters for the NW corner of the lot.

DIRECTOR'S ANALYSIS

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 five members present at the decision meeting 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 to approve the proposed design and the requested departures with conditions.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY APPROVED**.

CONDITIONS

Design Review conditions are listed at the end of this report.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklists submitted by the applicant dated March 19, 2009 and annotated by the Department. 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. All the public comments received were design related comments made during the EDG & Recommendation meetings and were addressed through the design review process.

The SEPA Overview Policy (SMC 23.05.665) discusses the relationship between the City's code/policies and environmental review. 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 limitation*". The Overview Policy in SMC 23.05.665 D1-7, states that in limited circumstances it may be appropriate to deny or mitigate a project based on adverse environmental impacts.

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

Short-term Impacts

The following temporary or construction-related impacts are expected; decreased air quality due to suspended particulates from demolition, grading and clearing and hydrocarbon emissions from construction vehicles and equipment; temporary soil erosion; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

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

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

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos or other hazardous substances during demolition. The permit standards and regulations administered by PSCAA, and the best management practices utilized by the demolition contractor will sufficiently mitigate any adverse impacts to air quality; therefore no further mitigation is necessary pursuant to SEPA 25.05.675A.

Earth - Grading

The ECA Ordinance and Directors Rule (DR) 33-2006 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction in areas with landslide potential and/or a history of unstable soil conditions. A Geotechnical Engineering Study prepared by GeoGroup NW, Inc. and dated February 13, 2009, was submitted with this application and has undergone separate geotechnical review by DPD. The construction plans, including shoring of excavations as needed and erosion control techniques are receiving separate review by DPD. Any additional information showing conformance with applicable ordinances and codes (ECA ordinance, The Stormwater, Grading and Drainage Control Code, DR 33-2006, and 3-2007) will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are utilized; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Noise

The project is expected to generate loud noise during demolition, grading and construction. These impacts would be especially adverse in the early morning, in the evening, and on weekends. The Seattle Noise Ordinance permits increases in permissible sound levels associated with construction and equipment between the hours of 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00 PM on weekends. The surrounding properties are developed with housing and will be impacted by construction noise. The limitations stipulated in the Noise Ordinance are not sufficient to mitigate noise impacts; therefore, pursuant to SEPA authority, the applicant shall be required to limit periods of construction activities (including but not limited to grading, deliveries, framing, roofing, and painting) to non-holiday weekdays from 7am to 6pm.

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 construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays¹ from 7am to 6pm. Interior work using equipment within a completely enclosed structure, such as but not limited to

compressors, portable-powered and pneumatic powered equipment may be allowed on Saturdays between 9am and 6pm, 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 (Mark Taylor, 684-5049) 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.

¹New Year's Day, Martin Luther King Junior's Birthday, President's Day, Memorial Day, July 4, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased impervious surface; increased height, bulk and scale on the site; 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 ECA Ordinance, the Stormwater, Grading and Drainage Control Code which requires on site detention of stormwater with provisions for controlled tight line release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term long term impacts, although some impacts warrant further discussion.

Height, Bulk and Scale

The SEPA Height, Bulk and Scale Policy (Section 25.06.675.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 goals and policies set forth in Section B of the land use element of the Seattle Comprehensive Plan regarding Land Use Categories, ...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.”*

The proposal was reviewed and approved through the Design Review process and conforms to the Citywide Design Guidelines. The overall structure height and elevator penthouse not being constructed to the full height allowed by the zone and the large open space off of Thorndyke Avenue West will contribute towards mitigating the perception of height, bulk and scale. No further mitigation of height, bulk and scale impacts is warranted pursuant to SEPA policy (SMC 25.06.675.G.).

Traffic and Parking

Based on the Institute of Transportation Engineers' (ITE) trip generation manual, there will be an anticipated 81 daily vehicular trips, 6 vehicular trips during the peak a.m. hours and 7 vehicular trips during the peak afternoon times. These figures are based on a suburban traffic model and do not necessarily reflect how alternative forms of transportation such as walking, cycling and public transportation within an urban environment such as Seattle's may reduce the number of vehicular trips. The anticipated number of vehicular trips is well within the service level of Thorndyke Avenue NW which is classified as a principal arterial.

The expected peak off-street parking demand for an apartment building is approximately 1 space per a unit. The 12 unit apartment building is providing 15 parking spaces, which is within the ITEs' parking generation manual's acceptable range.

The vehicle trips generated from the 12 residential units are not expected to have adverse impacts on traffic conditions. The proposed off-street parking is expected to satisfy the parking demand for the project. Thus, no SEPA mitigation is necessary.

Greenhouse Gases

Construction activities including construction worker commutes, vehicular 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 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. No unusual circumstances exist which warrant additional mitigating, per the SEPA Overview Policy.

Other Impacts

The other impacts such as but not limited to, increased ambient noise, increased light & glare, and increased demand on public services and utilities are mitigated by codes and are not sufficiently adverse to warrant further mitigation by condition.

DECISION - SEPA

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

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2c.
- [] 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 2C.

CONDITIONS – SEPA

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 construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays¹ from 7am to 6pm. Interior work using equipment within a completely enclosed structure, such as but not limited to compressors, portable-powered and pneumatic powered equipment may be allowed on Saturdays between 9am and 6pm, 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 (Mark Taylor, 684-5049) 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.

¹New Year's Day, Martin Luther King Junior's Birthday, President's Day, Memorial Day, July 4, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day.

DESIGN REVIEW

INSTRUCTIONS TO THE APPLICANT

2. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Mark Taylor, 684-5049), 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.
3. Three days prior to the pre-construction conference, contact the Land Use Planner to confirm attendance.
4. Embed all of the conditions and instructions 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.

5. Embed the 11 x 17 colored elevation drawings from the DR Recommendation meeting and as updated, into the MUP plans prior to issuance, and also embed these colored elevation drawings 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 shall be verified by the DPD Land Use Planner assigned to this project or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least three working days in advance of field inspection (prior to issuance of CO). The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
7. Update all plan sheets to conform to any zoning reviewer required updates.
8. Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Mark Taylor, (206 684-5049) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved. **Prior to any alteration of the approved plan set on file at DPD, the specific revisions shall be subject to review and approval by the Land Use Planner.**

Signature: (signature on file)
Mark Taylor, Land Use Planner
Department of Planning and Development

Date: June 14, 2010