



City of Seattle

Department of Planning and Development
D. M. Sugimura, Director

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

Project Number: 3010238, 3010375

Applicant: Cliff Hasert of EHS Design for Washington Federal

Address: 2020 NW Market St (3010238) and 2021 NW 56th St (3010375)

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a two story commercial structure containing 9,000 sq. ft. (Washington Federal Saving Bank). Review includes demolition of existing 7,045 sq. ft. building. 978 sq. ft. canopy and parking for 13 vehicles to be located on adjacent site (2021 NW 56th St.) and is being reviewed under related Project #3010375.

The following approvals are required:

Design Review Departures (SMC Chapter 23.41)

Development Standard Departure allow curb cuts on NW 56th St (SMC 23.47A.032 A1b)

Development Standard Departure to allow fewer than the required number of queuing spaces for a drive-in bank facility (SMC 23.47A.028 B1)

Development Standard Departure from Green Factor requirements (SMC 23.47A.016 A2)

SEPA - Environmental Determination – SMC Chapter 25.05.

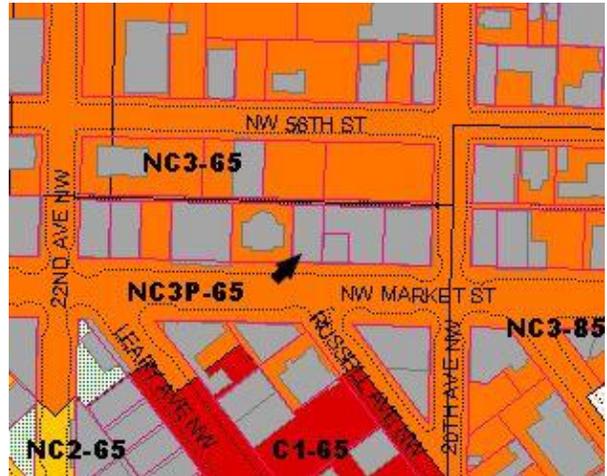
SEPA DETERMINATION: Exempt DNS MDNS EIS
 DNS with conditions
 DNS involving non-exempt grading or demolition,
or involving another agency with jurisdiction.

SITE & VICINITY

Site Zone: NC3P-65.

Nearby Zones: (North) NC3-65
(South) NC3P-65 and C1-65
(East) NC3P-65
(West) NC3P-65

Lot Area: 4,750 square feet and 9,500 square feet.



Current Development:

The site is currently occupied by a one-story office structure (Washington Federal Savings Bank), with a partial mezzanine. The site’s only vegetation is planted in pockets of the existing surface parking.

Access: Via the alley, which is paved. However, its 10’ width is substandard, and it currently appears to be largely impassible, functioning primarily as storage for commercial dumpsters.

Surrounding Development: Commercial uses, multi-family development, and office development are located nearby.

ECAs: None. The site is essentially flat.

Neighborhood Character: Development in the vicinity reflects its zoning, though much doesn’t approach full zoning potential, suggesting that the area could experience future redevelopment. The NW Market St corridor is characterized primarily by lowrise commercial buildings, mostly in good repair, as well as newer midrise mixed use buildings located to the east. Directly to the west is a historic Carnegie Library, owned privately and occupied by various commercial tenants. Several businesses have large accessory surface parking lots located across the alley, adjacent to NW 56th St.

PROJECT DESCRIPTION

The applicant proposes a 2-story building containing 8,750 sq.ft. of office space (Washington Federal Savings Bank). Parking for about 15 vehicles to be provided at grade across the alley, to be accessed from NW 56th St.

EARLY DESIGN GUIDANCE MEETING: October 12, 2009

DESIGN DEVELOPMENT

Four alternative design schemes were presented. Concept 1 represents a full buildout of both sites, to the maximum height allowed by the zoning. However, this zoning potential is larger than preferred by the applicant.

Concept 2 was a “building-in-a-slot scenario”. Typical of midblock properties in a commercial zone, it featured a firewall located along the property line, which would present a blank wall against the neighbor’s pedestrian path, considered by the design team to be an inappropriate response.

Concept 3 was set back from a portion of the west property line, allowing for windows facing out to the pedestrian path. This concept featured an overhead canopy, a traditional parapet top, and a relatively flat façade, consistent with a traditional commercial district.

Concept 4 was the client’s preferred option. It featured sloping roof elements partly inspired by the Ballard library. There were two separate entries with canopies located at different levels. A similar architectural vernacular would be applied to the back of the building. Exterior cladding would include brick and metal.

Concepts 2-4 all provided surface parking on the north lot, alongside drive-aisles that service a drive-through bank, serviced from the main building via pneumatic tubes. They all included extending the neighbor’s midblock pedestrian walkway by creating a paved path through the northern site. All three concepts also included overhead weather protection through the site.

PUBLIC COMMENT

Approximately eight members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Concept #4 is disappointing.
- Earlier sketches that included a glass canopy over the adjacent walkway were more attractive and wouldn’t encourage graffiti.
- The midblock walkway is used by so many people. Passersby, bank customers, and restaurant patrons. Provide more pedestrian friendly features along the walkway.
- The “chimney” feature [at the eastern property line in Concept #4], paired with the slanted roof, presents a “stop”. It doesn’t show continuity with the buildings past it, and nearby early 20th century buildings.
- Adjacent second story west-facing windows are art studios. If their light is blocked, it impacts that neighbor.
- Concerned about the design of the walkway.

FINAL RECOMMENDATION MEETING: April 12, 2010

DESIGN PRESENTATION

In response to Design Review Board guidance, the design team moved toward a more traditional Market Ave façade by bringing the design down in size and picking up materials of a similar palette. Brick and metal siding, aluminum and glass windows were proposed.

Facing the Carnegie building to the west, the design's west wall was modulated in bays that reflect the proportions and patterning of the south façade. Along the southern two bays, the design showed glazing. Across the southernmost bay, the sidewalk canopy visually wrapped the west side of the building as a narrow "eyebrow". Further to the north, the integrated pockets would allow for vertical plantings on the subject property, adjacent to the existing mid-block walkway.

Across the alley to the north, the design included plantings, hardscape materials, and lighting bollards to cue pedestrians about the mid-block connection. An existing sculpture would be relocated on the site to make it a focal point, seen from Market St. A variety of trellises set the entry to the parking, and the landscaping depth at the sidewalk was shown between 6 and 8 feet.

Finish materials included a blended brick, striated metal panels (bronze champagne), low-reflective glazing with aluminum mullions, and pre-cast masonry sills. The metal panels were intended to exhibit a "finer texture, mixing ribs and the flat, with 6-inch exposure of the striping" (see pg 11 of the design packet).

Requested departures include diminished spacing between curbcuts (addressed briefly by the Design Review Board at Early Design Guidance) and the number of required queuing spaces for the drive-through bank. Finally, the design team identified the west wall as a preferred location for proposed plantings to satisfy the green factor requirement. As this location is adjacent to a property line, it is apparently ineligible to qualify toward the green factor. In contrast, rooftop plantings are eligible, but are less accessible and less visually available. Considering the likely longevity of the Carnegie building and its associated midblock walkway, the street level was the preferred location to focus plantings.

PUBLIC COMMENT

Eight members of the public signed in at the design Recommendations meeting. Comments from the meeting included the following:

- At the back of the current building, there's an entire wall of sixties-era tiles. Was there any consideration of trying to work them into the new design? The proposal shows fairly generic materials – pretty dull in comparison with the tile.
- Materials should be interesting and unique, unlike nearby new condos.
- Appreciation for the improved design.
- Glass canopies are problematic because they need cleaning.

Prior to the recommendations meeting DPD received two letters from members of the public. Comments related to design review include the following:

- The current building has some character... it is important that the new building have some genuine character.
- If a drive-through teller is allowed, consideration needs to be made to providing a safe & attractive (green) streetscape along 56th to improve pedestrian conditions along the 56th sidewalk.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines of highest priority for this project.

A. Site Planning

- A-2 **Responding to Site Characteristics. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.**

Ballard-specific guideline:

Where appropriate, mid-block pedestrian connections are strongly encouraged. The Design Review Board may consider a departure to reduce open space requirements in exchange for a mid-block pedestrian connection. Such spaces shall be sited and designed in a manner that are clearly public in nature and engaging to pedestrians.

At the Early Design Guidance Meeting, Board members expressed reservations about the range of siting options presented, noting that the zone's 65' height limit should allow for considerable flexibility in massing, but that most of the concepts presented are essentially variations on a two-story full-site buildout. Another Board member felt the overall simplicity of the development program led the design team to legitimately focus on this preferred massing scheme. After some discussion, the Board agrees that the massing is generally appropriate for the site, and that the identified alternatives present enough variation to satisfy the Board's expectations at EDG.

Board members request that future design iterations consider the possibility of eroding and/or landscaping the upper story.

The Board identifies as a high priority the enhancement and extension of the existing pedestrian midblock crossing. They support the location of windows on the walkway, and encourage further attention to the walkway toward the back of the site, between the Carnegie building and the proposed bank.

At the Final Recommendation Meeting, Board members supported the design's basic siting considerations – full buildout of the southern site, location of the principal pedestrian entry on Market St, pedestrian-scaled west-facing fenestration, and enhancement of the midblock pedestrian crossing on the northern site.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

Guidance and Recommendations reflect those in response to A-2.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

Guidance and Recommendations reflect those in response to A-2.

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.

Guidance and Recommendations reflect those in response to A-2.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

Ballard-specific guideline:

Vehicular access to sites is most appropriate along NW 56th, 57th, and 58th Streets. Commercial vehicular access is most appropriate on NW 56th and/or NW 57th Streets.

New at-grade parking areas should minimize exposure to the street edge.

Where curbcuts are provided, the number and width should be minimized.

Guidance and Recommendations reflect those in response to A-2.

A-9 Location of Parking on Commercial Street Fronts. Parking on a commercial street front should be minimized and where possible should be located behind a building.

Guidance and Recommendations reflect those in response to A-2.

C. Architectural Elements and Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

At the Early Design Guidance Meeting, the Board The Board agrees that the design should demonstrate a strong awareness and alignment with its context along NW Market St. The design should fit with the rhythm and scale of the block's background commercial buildings. It should avoid any visual competition with the Carnegie building, and should draw instead from the palette of design cues present in other nearby buildings. In this regard, they question the effectiveness of Concept 4's "powerful angular roof form." One Board member wondered whether a contemporary roof form might more successfully orient toward Market.

For the recommendations meeting, the Board requests three colored elevations of the north, south, and west façades. The front elevation should also be shown in the context of the entire block front. A photomontage might be the most successful approach.

At the Final Recommendation Meeting, the Board members discussed at length the architectural composition and material palette proposed for the design's south and west façades, its "more formal sides". Board members agreed that the proposed combination of metal and brick does not successfully relate to the established Market St. pattern. Lot by lot, contextual buildings generally exhibit a cohesively unified façade. While contextual structures do exhibit substantial texture and variation, at the level of the individual structure, their massing is generally not further broken down as presented in this design. The result, according to the Board, is to diminish the strength of the brick façades that flank the design's southwest corner.

The Board recommended that the design team update drawings to unify the west and south façades. As an acceptable strategy, they identified wrapping the corner with the same brick expressed on either side. "The sturdiness of the brick is in character with Ballard." While one Board member felt the proposed variation in colors was appropriate, she agreed that the southwest corner should be clad in a more substantial material, such as brick.

Board members were generally confident that a unified brick façade would meet the intent of the guidelines as applied to this design. However, they recognized that the design team might identify alternative means to achieve a more cohesive concept for this small building. In those instances, the Board invited the applicants to present their preferred strategies for review and recommendation at a later meeting.

With regard to the material palette, the Board generally supported the mottled brick as shown, though some Board members suggested a narrower, simpler, darker color palette may better achieve the intended texture and warm tones.

The Board supported, if possible, the integration of the existing cast-concrete panels into a secondary space (along the northern half of the west wall, for instance). This appeared to be discussed as a preference, not as a recommendation.

With regard to fenestration, the Board supported further refinement of the upper-level window sizing, with attention to the overall composition of the most prominent façades. They recommended more simplicity in the window framing, "so the windows would read more distinctly from the surface wall material", and suggested that black mullions would likely achieve this intent.

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. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

Guidance and Recommendations reflect those in response to C-1.

- C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.**

Guidance and Recommendations reflect those in response to C-1.

- 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.**

Ballard-specific guideline:

New development should exhibit craftsmanship through the use of durable, attractive materials. Building materials and interesting details found on older buildings on Market Street and the Ballard Avenue Landmark District should be recalled.

Guidance and Recommendations reflect those in response to C-1.

D. Pedestrian Environment

- D-1 Pedestrian Open Spaces 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. Opportunities for creating lively, pedestrian-oriented open space should be considered.**

At the Early Design Guidance Meeting, Much of the Board's deliberations centered on the pedestrian experience of the site – the midblock crossing, continuity with other pedestrian-oriented businesses, and the appropriate design treatment of surface parking on the northern site.

If at all possible, the Board encourages the design team and the property owner of the Carnegie building to work together and to identify mutually beneficial strategies for enhancing the midblock crossing, potentially with a canopy that would relate well to the bank's sidewalk canopy and the old library, and would function to draw pedestrians through the site.

Board members are concerned about how the parking and drive-through bank will be perceived from the sidewalk, stating that "simply continuing it as a parking area is not a very good response". While landscape screening along NW 56th St is required, the Board instructs the design team to go beyond the basic requirement, and to present variations in how to address the adjacency of parking and sidewalk.

In a relatively minor point, Board members agree that the drive-through might benefit from a slight adjustment to the curbcut location, to facilitate better maneuvering. They understand that this may involve a departure from the curbcut spacing standard.

The Board supports the proposed extension and enhancement of the midblock pedestrian crossing, and they recognize the proposed trellis/canopy as a reasonable design approach. Such a canopy should be compatible with its surroundings, and it should draw from visual cues from the design of the main structure. It doesn't necessarily need to be made of the same materials, but it should show some continuity with the design of the whole walkway experience.

Board members predict the pedestrian walkway will be significant from the pedestrian point of view. Currently, the design of the pedestrian path shows a pronounced jog toward its northern end. Board members suggest this space should involve wider paving, so it doesn't result in a rapid 90°/90° transition. It could act "more like a knuckle".

Where the pedestrian path crosses the drive-through lanes, it should be visibly, texturally, and/or physically distinguished (raised?) from the driveway. "The effect should be of vehicles passing through a pedestrian way, rather than the opposite."

At the Final Recommendation Meeting, Board members maintained their previous focus on the midblock pedestrian connection, and generally supported the design updates in this regard. They recommended that the extension to the pedestrian path should match the scoring of the existing concrete walkway.

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

Guidance and Recommendations reflect those in response to D-1.

D-4 Design of Parking Lots Near Sidewalks. Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking signs and equipment.

Guidance and Recommendations reflect those in response to D-1.

D-6 Screening of Dumpsters, Utilities and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When it is not possible to locate these elements away from the street front, they should be screened from view using high quality and compatible materials and should not be located in the pedestrian right-of-way.

Guidance and Recommendations reflect those in response to D-1.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Guidance and Recommendations reflect those in response to D-1.

D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.

Guidance and Recommendations reflect those in response to D-1.

D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

Guidance and Recommendations reflect those in response to D-1.

D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

Guidance and Recommendations reflect those in response to D-1.

D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

Guidance and Recommendations reflect those in response to D-1.

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.

At the Early Design Guidance Meeting, The Design Team suggest landscaping opportunities in a curb bulb, which might include a midblock crossing across NW Market St. Board members encourage further consideration of this, in consultation with SDOT.

At the Final Recommendation Meeting, With regard to the plantings and trellises along NW 56th St, Board members recommended that the design team create some vertically-oriented flanking element on the east side of the pedestrian pathway – “a pier, a demarcation, a gateway, a green screen, an arbor, a canopy tree” – to give it a stronger sense of entry. They were open to “growing and changing the trellises and the drive-through entry into more of a unified whole”, but cautioned against anything that would obscure the visual connection to Market.

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.

Guidance and Recommendations reflect those in response to E-1.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures was based upon the departure's potential to help the project better meet the design guideline priorities and achieve a better overall design than could be achieved without the departures.

Curb cuts on NW 56th St (23.47A.032.A.1.b): The Code requires one two-way curb cut, or access from the alley. The applicant proposes two curb cuts, including maintaining one existing curb cut.

This departure would provide an overall design that would better meet the intent of Design Review Guideline D-4, as conditioned below, by better organizing the existing curb cut configuration and the pedestrian pathway.

The Board unanimously recommended that DPD grant the departure, subject to the conditions listed below.

Drive-in lane queuing (23.47A.028.B.1): The Code requires that banks with drive-in facilities include a minimum of five queuing spaces per lane when the number of lanes does not exceed two. The applicant proposes two drive-in lanes with three and four queuing spaces, respectively.

This departure would provide an overall design that would better meet the intent of Design Review Guideline D-1, as conditioned below, by allowing an uninterrupted pedestrian path at the mid-block connector.

The Board unanimously recommended that DPD grant the departure, subject to the conditions listed below.

Green Factor (23.47A.016.A.2): The Code requires a minimum Green Factor of 0.30. The applicant proposes to allow the planting on the west wall to count towards Green Factor, although the minimum dimensions of this area would not otherwise count towards Green Factor.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines E-1, as conditioned below, by providing more Green Factor plantings to benefit the street level environment and the public.

The Board unanimously recommended that DPD grant the departure, subject to the conditions listed below.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet and the materials shown and verbally described by the applicant at the Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and initial recommendation conditions, and reviewing the plans and renderings, all the Design Review Board members recommended APPROVAL

of the subject design and the requested development standard departure from the requirements of the Land Use Code (listed above). The Board recommends the following CONDITIONS (Authority referred in the letter and number in parenthesis):

1. On updated Master Use Permit plans, the design team shall show some vertically-oriented flanking element on the east side of the pedestrian pathway – “a pier, a demarcation, a gateway, a green screen, an arbor, a canopy tree” – to give it a stronger sense of entry. Design Review Board members were open to “growing and changing the trellises and the drive-through entry into more of a unified whole”, but cautioned against anything that would obscure the visual connection to Market. (E-1, E-2)
2. The design team shall update plans to show how the extension to the pedestrian path matches the scoring of the existing concrete walkway. (D-1)
3. The design team shall update Master Use Permit drawings to unify the west and south façades. As an acceptable strategy, Board members identified wrapping the corner with the same brick expressed on either side. (C-2)

Response to Design Review Board Recommended Conditions:

Subsequent to the Board’s recommendation, DPD staff met with members of the design team to discuss recent enhancements to the design, in response to Board feedback. Updates include a corner wrapped in a darker-toned brick and visually supported by a metal column. A negotiated easement with owners of the adjacent property (the old Carnegie Library) allows for regrading and improving the existing midblock pathway. The proposed easement would formalize its use and enhance its use as barrier-free access through the block. These changes are shown in the following graphic. These modifications satisfy the recommended conditions.



DECISION – DESIGN REVIEW

The proposed design and Development Standard Departures are **CONDITIONALLY GRANTED**, subject to the conditions listed below.

SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05)

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated December 1, 2009. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant, reviewed the project plans and any additional information in the file, and pertinent comments which may have been received regarding this proposed action have been considered. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for most of the impacts and no further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665). Further discussion and mitigation of some impacts is warranted, as listed below.

Short Term Impacts

Construction Impacts

Construction Parking. Offsite parking in the vicinity of the site is constrained by on-street parking limits and metering. Over the course of review, DPD staff identified ample on-street parking availability at various times of day. For surrounding uses, on-site parking appears to be generally available, sometimes for a fee.

Off-site construction parking is likely to occur during repaving of the parking area and construction of the drive-through, after which it will be possible to move vehicles entirely onsite. This construction-related impact is likely to be relatively minor and of short duration. DPD therefore determines that no further mitigation is warranted in this regard.

Construction Vehicles. Existing City code (SMC 11.62) requires truck activities to use arterial streets to every extent possible. The subject site abuts an arterial on its south side, with direct access to NW Market St. Traffic impacts resulting from grading truck trips will be of short duration and mitigated in part by enforcement of SMC 11.62. This area is subject to traffic congestion during the PM peak hours, and large trucks turning onto arterial streets would further exacerbate the flow of traffic. Pursuant to SMC 25.05.675 B (Construction Impacts Policy) and SMC 25.05.675 R (Traffic and Transportation) additional mitigation is warranted.

The construction activities will require the removal of construction material from the site and can be expected to generate truck trips to and from the site. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system. However, the proposal involves relatively little grading, and import/export of soil and building materials is likely to be of a short duration. No further conditioning is warranted in this regard.

Access during construction. A neighboring business owner contacted DPD with concerns related to access to his restaurant during construction. Some patrons of this business access the building across the alley to the north, and rely on this route as a barrier-free pathway. While DPD recognizes this existing pattern of use and the potential impacts to the existing business during construction, neighboring construction will likely have some impact on deliveries, employee parking, customer parking, or customer access across the alley and along the existing walkway.

Pursuant to SMC 25.05.675 B2f and g(iii), DPD conditions the project to ensure that the alley is not blocked beyond what is normally permissible, without a valid permit from the Seattle Department of Transportation (SDOT). Absent permission from SDOT, the alley shall be made useable to the adjoining business, and shall be free of all construction-related impediments during evenings and weekends.

The updated proposal involves demolition, regrading, and reconstruction of the existing midblock walkway, which is privately held by the adjacent property owner. Removal and replacement of this walkway during construction are subject to agreements between the adjoining neighbors, and DPD imposes no further conditioning in this regard.

Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g. increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation.

DETERMINATION OF NONSIGNIFICANCE

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 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 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

- There is no comment period for this DNS.
- This DNS is issued after using the optional DNS process in WAC 197-11-355 and Early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.
- This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days after the date of issuance of a DNS.

CONDITIONS – DESIGN REVIEW

Prior to Issuance of the Certificate of Occupancy

1. Compliance with the approved design features and elements shall be verified by the DPD planner (Shelley Bolser, shelley.bolser@seattle.gov or 206-733-9067).

CONDITIONS – SEPA

During Construction

2. The applicant shall ensure that Construction activity does not block the adjoining alley beyond what is normally permissible, without a valid permit from the Seattle Department of Transportation (SDOT). Absent permission from SDOT, the alley shall be made useable to the adjoining business, and shall be free of all construction-related impediments during evenings and weekends.

Signature: _____
(signature on file)
Shelley Bolser, AICP, LEED AP
Interim Design Review Manager
Department of Planning and Development

Date: January 12, 2012