



**City of Seattle**

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**Department of Planning & Development**

D. M. Sugimura, Director

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

**Application Number:** 3012504

**Applicant Name:** John Goebel, Studio Meng Strazzara, for G & G Interbay Partners

**Address of Proposal:** 3036 16<sup>th</sup> Avenue W

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow a 4-story building containing 114 residential units and 3 live-work units in an environmentally critical area. Parking for 92 vehicles will be provided at and below grade. Project includes 8,000 cu. yds. of grading.

The following approvals are required:

**SEPA Environmental Determination** – Chapter 25.05 SMC.

**Design Review** – Chapter 23.41 Seattle Municipal Code (SMC)

**Design Departures Granted:**

SMC 23.48.014A, increase in maximum allowable height of residential entry above sidewalk grade; requirement, not to exceed 3 feet; proposed, 4 feet.

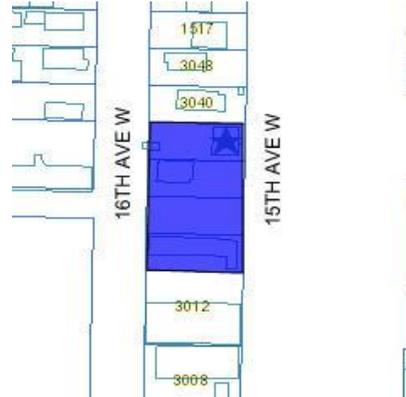
**SEPA Determination:** [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions

[ ] DNS involving non-exempt grading, or demolition, or another agency with jurisdiction.

## **BACKGROUND INFORMATION:**

The site, located along the eastern side of 16<sup>th</sup> Avenue W., is currently vacant and slopes down from the northeast to the southwest by 16 feet, with a sharp drop off down a berm from 15<sup>th</sup> Avenue West. Barrett Street ends at a 'T' on 16<sup>th</sup> Avenue West along the frontage of the southern half of the project site. Zoning is Seattle Mixed/Dravus (SM/D), with a 40 foot height limit. The site is mapped as an Environmentally Critical Area, an abandoned landfill.



The site abuts the right-of-way for 15<sup>th</sup> Avenue West, a high speed major arterial, on the east, and 16<sup>th</sup> Avenue W. on the west. It is directly south of the Interbay Veterinary Care Center, and is directly north of Friedman & Bruya, an environmental chemist business. Interbay Athletic Fields, the site of Seattle Pacific University's soccer stadium, is located south of the site.

Parking for the proposed new development will be located partially below grade and will be accessed from 16<sup>th</sup> Avenue West.

## **Site and Vicinity**

NW Dravus Street to the north is an arterial, providing both a major car and a bicycle roadway between 15<sup>th</sup> Avenue NW and the Magnolia neighborhood to the west. Several different uses surround the development site. Across 16<sup>th</sup> Avenue W. and to 17<sup>th</sup> Avenue W. a large mixed-use development, occupying three fifths of the block, is currently under construction. Further to the west is a ball field maintained by the Seattle Parks and Recreation department. Across W. Barrett Street to the south is a soccer field used by Seattle Pacific University and other community soccer teams. To the north lies the Interbay Veterinary Care Center and a gas station that faces onto W. Dravus Street. To the north, across W. Dravus Street, are a grocery store and a restaurant. To the north and west of the project, on a separate adjoining block, are a Starbucks coffee, a Red Mill Burgers with surface parking to the south, and the Pandasia restaurant with its attendant surface parking lot.

## **Project Proposal**

The applicant proposes a four-story building with three live-work units at the sidewalk level and 114 residential units, with partially below-grade parking for 92 vehicles. Vehicular access is proposed from 16<sup>th</sup> Avenue West at the southern (low) end of the project site.

The partially above-grade parking is proposed to be screened from view from the street by an abundance of planting materials. The main pedestrian/residential entrance to the building will be located on 16<sup>th</sup> Avenue W. toward the center of the building and be reached by stairs from a walkway connecting to the sidewalk.

## **PUBLIC COMMENT**

The official public comment period for this proposal ended on February 29, 2012. The City received three written comments regarding the project; additional public comments were elicited at each of the Design Review meetings. Specific comments from those meetings are included under the Design Review analysis discussed below.

## **ANALYSIS – DESIGN REVIEW**

### **Early Design Guidance Meeting –December 7, 2011**

#### **Architects’ Presentation**

The presentation team consisted of John Goebel and Aiden Bird of Studio Meng Strazzara (architects), and Tom Rengstorf of Thomas Rengstorf and Associates (landscape architect).

Mr. Goebel presented the project to the Board, beginning with the context of the project site. The project site is located directly adjacent to 15<sup>th</sup> Avenue West, which is a very busy principal arterial. The property line directly abuts property owned by the Seattle Department of Transportation that was previously an alley before it was vacated to reconfigure the 15<sup>th</sup> Avenue West on-ramp. 15<sup>th</sup> Avenue West currently is well-served by the 15 and 18 bus lines, and will be served in the future by the Rapid Ride line, with a stop at 15<sup>th</sup> Avenue West and W. Dravus St.

Mr. Goebel oriented the Board to surrounding uses and existing structures. At the corner of 16<sup>th</sup> Avenue West and W. Dravus St. is a 76 gas station and associated car wash. To the south of the gas station along 16<sup>th</sup> is a single family residence, to the south of the residence a Veterinary Clinic, and to the south of that the project site. Across 15<sup>th</sup> Avenue West from the project site is a public storage facility, which is within a 40’ zone. To the south of the project site is a commercial building (Freidman & Bruya) and to the south of that at the end of 16<sup>th</sup> Avenue West a dead-end gravel drive. Across from the project site is the Interbay Soccer Stadium, the end of W. Barrett Street, and several structures that will be demolished to make way for a mixed use project in 2012.

Mr. Goebel presented three different massing concepts to the Board. The first concept was the “Big-Foot” concept, which reflected the permitted building envelope per the SM/D 40 zoning, and which requires no modulation or articulation. Live/work units would be provided at the northwest corner of the building at grade, with a residential lobby located adjacent to the live/work units. The garage entry would be at the southern portion of the 16<sup>th</sup> Avenue West façade. No modulation would be provided along the 15<sup>th</sup> Avenue West façade. The building would be minimally stepped in to create light wells for units at the north and south building facades.

The second concept was the “Front Step” concept. This concept modulated the building façade along 16<sup>th</sup> Avenue West by stepping portions of the north and south areas of the façade back, with a prominent center portion stepping out to accentuate the building’s horizontal plane. The placement of live/work, lobby entrance, and garage entrance remained the same as portrayed in the first concept. The light wells at the north and south faces were made larger to increase the modulation and fenestration provided on the north and south facades and to reduce blank walls. This design concept had a predominantly industrial/ warehouse feel.

The third concept was described as the “More Mod” concept and presented as the preferred concept. This concept modulated the 16<sup>th</sup> Avenue West façade of the building in the reverse of the “Front Step” concept, where the middle portion of the project is stepped back, while the north and south ends meet the street. The light wells along the north and south facades were maintained to provide fenestration and modulation. Modulation also occurred along the 15<sup>th</sup> Avenue West façade. This concept included architectural expression, including a mix of colors and a large plinth above the partially sub-grade parking level, these providing outdoor living space for the first floor residents up above the sidewalk level.

Mr. Bird presented the renderings of how the project would appear from a pedestrian standpoint. The project would be accessible from the street in two ways—first from an accessible walkway and ramp starting at grade at the northwest corner of the building and leading in front of the live/work units to the lobby, and second from a set of stairs from the sidewalk to the residential lobby. The plinth fronting the project would provide gathering space for residents. The garage entry would occur at the southern end of the project along the 16<sup>th</sup> Avenue West frontage.

Mr. Rengstorf presented the landscaping plan. The main area for outdoor recreation would occur on the roof, which was presented as a mix of smaller “room-like” areas, potential green roof elements, hardscape, and potential festival lighting to activate the space. The landscape feel at grade would be modern, with an emphasis placed on screening the project from 15<sup>th</sup> Avenue West with dense landscaping.

At the time of the Early Design Guidance meeting, the applicants stated that they did not anticipate any departure requests; it was noted, however, that they might seek departures depending on the zoning review following master use permit application.

## **PUBLIC COMMENT**

The following public comments were offered at the meeting:

- 1) Bryan Fish, Fish Mackay Architects. Mr. Fish designed the Unico project to be built across 16<sup>th</sup> Avenue West from the project. Mr. Fish stated it was exciting to see an actual rendering of the project. He noted that the 16<sup>th</sup> Avenue West streetscape was important to maintain based on Unico’s design, which included streetscape amenities and right of way plantings. He commented that the building’s articulation might need to be further defined—the Unico project steps back at upper levels by 20’ from the sidewalk to bring a human scale to 16<sup>th</sup> Avenue West. The projects should not be the same, he suggested, but should be complementary.
- 2) Don Mackay, Fish Mackay Architects. Mr. Mackay also designed the Unico Properties development to be built across 16<sup>th</sup> Avenue West from the project. He wondered whether the project fronted an alley along 15<sup>th</sup> Avenue? (\*It was determined that there is no alley, but that this property is owned by SDOT and was previously an alley, now vacated.)

- 3) Julie Currier, of Unico. Ms. Currier worked on the project to be developed across the street. She worked with the Interbay Neighborhood Association in the development of design of their project and made sure the streetscape amenities met INA standards. The same should be done here. She is hoping that the developer's team can work with Unico on creating a friendly pedestrian environment on 16<sup>th</sup> Avenue West, and that they can create a great neighborhood together. She is concerned that the location of the parking entrance will impact Barrett Street which is slated to become a more pedestrian-friendly street. She also thinks the roofline of the project looks really flat, as does the building plane. She asked that the project not be value engineered to lose the Juliet balconies out of the project, as they really added substantial aesthetic value to the building. She also wanted to ensure that the festival lighting on the roof did not create glare impacts to the Unico property residents.
- 4) John Mallon, adjacent property owner wondered if there was any retail requirement along the streetscape here? There is none.
- 5) John is the owner of Benla, which is located at the end of 16<sup>th</sup> Avenue. His service vehicles use 16<sup>th</sup> Avenue West and he was very concerned about the construction impacts/access. He will follow up with the City planner regarding this matter.
- 6) Jonas Sylvester, Unico Properties was supportive of the project. He was concerned about the north façade being blank and suggested they could step the project back so there are more windows there. He is also concerned about the materials used on the building; at this point the design appears as if it will be one hardy panel from the top to the bottom, which does not add interest. He likes the addition of live/work in the area, but there should be more attention paid to the cladding on the first level. The articulation and roofline of the building looks very boxy. The project should consider additional setbacks. Because the project includes such long units it could be set back to provide a better scale to the streetscape without sacrificing valuable rentable square footage.
- 7) A woman who is a neighbor asked if the building was going to provide a path to the bus stop? The project team stated that it had explored this, but would need a use permit from SDOT and is unsure if it will provide this. She also wanted to know if there are patios on 16<sup>th</sup> Avenue West at the ground level. The project team responded affirmatively.

### **PRIORITIES AND EARLY DESIGN GUIDANCE**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

#### **A. Site Planning**

A-2 **Streetscape Compatibility**. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

*The Board accepted the preferred concept as the best presented. The Board discussed the depth of the units (it was stated that they were 55 feet deep) and suggested that the project could set back more near the lobby and near the front patio to create a small plaza/entry area without making the units unusable. This move would go a long way toward making the open space in the front more usable, and towards making a better transition to the street and to the Unico project across the street.*

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

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

*The Board discussed the fact that the project is a long building. The project should consider what it looks like to neighbors looking down on it from Queen Anne and from the Unico project, as it will be very visible. The roofline should be varied to increase interest and to indicate the setback in the middle to help break the ridgeline.*

*The Board recommended some articulation and modulation on 15<sup>th</sup> Avenue West even though cars pass by quickly neighbors will view the 15<sup>th</sup> Avenue West side from Queen Anne. This is a building that has no back side so all sides should be given equal consideration.*

*Finally, the Board liked the rooftop concept but wanted to know how it would look from neighbors on the hill. The project team should ensure that festival lighting on the roof is down-shielded.*

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.

*The Board discussed increasing the amount of activation at the lobby/entry level. The setback would also help with this—right now it is 4 feet; 6 feet is really the minimum width needed to allow a few chairs to be placed there for residents for activation. The live/work units should also be set back further from their entries to allow more separation from the pedestrian environment, and to increase privacy for businesses/residents. This was thought to make the units more livable.*

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.

*The Board supported the placement of the driveway at the southern end of the project and did not think that the traffic generated would interfere with Barrett Street. They determined this was likely the least impactful location in terms of impacting the Unico project, and the location made sense from a project planning standpoint. The Board requested that the project not skimp on site triangles to ensure pedestrian safety.*

C. Architectural Elements and Materials

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

*The Board encouraged the team to look at ways to detail the facades more effectively. The Board likes the design direction of the sunshades on the south side of the building. The project could be broken into three distinct buildings/facades. The project should not match Unico but should play off of the materials used there in an interesting way.*

- 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.

*The Board thought the Urban Warehouse design concept was interesting and could be more successful than a very colorful building. The three different building masses could be designed to be similar, but read as three different warehouses. The Board liked the railings that read as balconies as a cost-effective way of creating interest in the building while maximizing the window frontage. The Board cautioned the design team to be careful of making the warehouse concept read as too boxy—they do not want to see a building that resembles a Motel 6.*

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

*Pedestrian scaled material changes were strongly encouraged. See the guidance regarding A-2 and A-6.*

- 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.

*The materials were discussed by the Board. The Board encouraged the team to look at very durable materials (not Hard-planks and panels) at the pedestrian scale, so that they wouldn't be easily damaged. Pedestrian-scaled material changes are strongly encouraged. The project should not match Unico but should play off of the materials used there is a way that creates interest.*

- D-1 Pedestrian Open Space and Entrances. Convenient and attractive access to the building's entry should be encouraged. 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 spaces should be considered.

*See A-2, A-6, D-12.*

D-2 Blank Walls. Building 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.

*The Board thought more should be done to minimize the blank “bookends” on the north and south ends. A green wall or similar design treatment should be considered on the blank walls to minimize them, particularly when viewed from afar. The Board did state that fenestration or additional setbacks were not necessarily warranted on the north and south facades, however, because the Board would prefer to see the building squeezed to create more modulation on the east and west facades, rather than on the north and south. The blank walls can be addressed with other design techniques.*

D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians.

*The live/work entrances need to have more private space to allow users to feel comfortable in the live/work space. The entry patios need to have space for potentially a table and chair; the project team should consider pulling the units back in a variety of ways.*

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 streetscapes.

*The Board requested a high quality of landscaping in continuity with the concept of the Unico Properties project across the street.*

At the conclusion of their deliberations the Board unanimously recommended that the project move ahead to the Master Use Permit application and looked forward to seeing it for recommendation in the future.

### **Recommendation Meeting – May 2, 2012**

### **ARCHITECT’S PRESENTATION**

John Goebel made the presentation to the Board on behalf of the Design Team. He began by focusing on those elements of the design that had responded specifically to the guidelines enumerated by the Board and specific guidance that had been given at the Early Design Guidance meeting. In response to Guidelines A-2 and A-3, an increase in the depth of the setback at the front entry (an additional 4 feet) was said to provide a safe, clear route of access as well as proving amenity space for the residents. The point of arrival was to be marked by a signature art wall, while access to the live/work units had been adjusted to provide more landscape screening for the units and a greater transition from the public to the private.

In response to comments and guidance centering on Guidelines A-5, the roofline of the north and south masses of the building had been emphasized with higher parapets and further articulated with cornice elements while the façade at the center portion of the building maintained a lower profile and had been recessed a total of 7 feet. This modulation at the center mass was further accented, as was shown in the presentation, with architectural detailing, cladding and color selection. In response to comments directed to Guideline A-8, the parking entry/exist had been provided with an adequate sight triangle reinforced by landscaping selections.

The rooftop amenity space was provided with ample screen along the eastern edge and showed respect for close-in neighbors by placing the areas of high activity at the center of the rooftop design. The treatment of the east façade, visible from 15<sup>th</sup> Avenue West, reinforced the “urban warehouse” design aesthetic which had been chosen to capture the traditional industrial character of the Interbay area and which had been encouraged by the Board’s comments regarding their selection of Guideline C-2 at the Early Design Guidance meeting as well as guidance regarding context and choice of materials (C-1, C-3, and C-4).

The entry plaza was detailed to provide a clear and secure point of arrival (D-1) while the access to the live/work units had been configured to be both clear and convenient for the public while assuring a sense of privacy for residents of those units. At the Early Design Guidance meeting the Board had noted that additional setbacks did not seem warranted at the north and south property lines since they would prefer to see the building squeezed to create more modulation on the west and east facades. They did recommend, however, addressing the “blank façade” condition of the north and south facades with “other design techniques.” The applicants presented a structure with the center portions of these two facades tucked in to provide for considerable fenestration while the “bookend” portions of each façade were articulated with a variation in cladding and color to create interest and mitigate the blank wall impacts.

### Public Comment

Members of the public attending the meeting generally spoke favorably of the directions the design development had taken, thought the proposed structure was well seated, showed respect for its immediate neighbors, and complemented the new development underway across 16<sup>th</sup> Avenue West.

### Board’s Deliberations and Recommendations

General comments from the Board echoed those of the public and the Board complimented the design team on the overall design and on the considered responses to concerns raised by the public and the Board at the EDG meeting. It was noted that the proposed design had responded well to concerns regarding materiality of the structure, differentiation within the overall massing of the structure, modulation, concerns of safety and respect for neighbors and the neighborhood context.

## **Development Standard Departures**

The applicant identified the following departure from development standards and requested the Board's recommendation of approval. The Board members were agreed that the requested departure should be recommended for approval and noted their approval 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 departure.

The height of residential entry above or below sidewalk grade (SMC 23.48.019E). The Code allows the pedestrian entry to be located a maximum of 3 feet above or below sidewalk grade. The applicant proposes to locate the pedestrian entry and first floor at an overall height of 4 feet above the sidewalk grade. This departure would provide an overall design that would better meet the guidance of the Board who at the Early Design Guidance meeting had urged a substantial separation both in distance and elevation for the ground floor residential and live/work units in order to ensure the privacy of these units. The departure was determined to be in line with Guidelines A-6 and D-12, designated as of highest priority for the project, which addressed issues of security, privacy and transitioning. The combination of height above and distance from the sidewalk was thought to desirably buffer the outdoor activities of street-facing units from the sidewalk and street. The board unanimously recommended that DPD grant the departure.

## **DECISION – DESIGN REVIEW**

After considering the proposed design and design solutions presented in relation to previously prioritized design guidelines and after having heard public comments on the project's design, the five Design Review Board members present unanimously **recommended approval** of the subject design and unanimously **recommended approval** of the requested development standard departure from the requirements of the Land Use Code (listed above).

Recommended approval of the overall design and approval of the requested departure were accompanied with the following recommended condition: *the applicant should work with the land use planner and provide an acceptable design that would expand the width of the front stair in order to impart a heightened sense of importance to the pedestrian entry.*

The Director of DPD has reviewed the recommendations of the five Design Board members present at the final Design Review recommendation meeting and finds that the Board acted within its authority and the Board's recommendations are consistent with ***Design Review: Guidelines for Multifamily & Commercial Buildings*** and do not conflict with regulatory requirements.

Therefore, the proposed design is **APPROVED** and the requested departure is **APPROVED** as presented at the May 2, 2012 Design Review Board meeting and as modified by the Board's conditioning (redesign of the front stair) and SDOT's requirements for improvements in the 16<sup>th</sup> Avenue W. right-of-way abutting the development site's western property line.

## **ANALYSIS – SEPA**

This analysis relies on the *Environmental (SEPA) Checklist* for the proposed development submitted by the applicant on January 24, 2012, which discloses the potential impacts from this project. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The Seattle SEPA ordinance provides substantive authority to require mitigation of adverse impacts resulting from a project (SMC 25.05.655 and 25.05.660). Mitigation, when required, must be related to specific adverse environmental impacts identified in an environmental document and may be imposed only to the extent that an impact is attributable to the proposal. Additionally, mitigation may be required only when based on policies, plans, and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675, inclusive, (SEPA Overview Policy, SEPA Cumulative Impacts Policy, and SEPA Specific Environmental Policies). In some instances, local, state, or federal requirements will provide sufficient mitigation of a significant impact and the decision maker is required to consider the applicable requirement(s) and their effect on the impacts of the proposal.

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 specific circumstances (SMC 25.05.665 D 1-7) mitigation can be required.

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). A detailed discussion of some of the specific elements of the environment and potential impacts is appropriate.

### **Short-Term Impacts—Construction Related Impacts**

The following temporary or construction-related impacts are expected; decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased 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. 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, noise, and construction traffic warrant further discussion.

### Air Quality

The applicant will take the following precautions to reduce or control emissions or other air impacts during construction:

- *During excavation and construction, debris and exposed areas will be sprinkled as necessary to control dust and truck loads and routes will be monitored to minimize dust-related impacts. Due to the small size of the site, an on-site truck wash and quarry spall may not be necessary or appropriate as the applicant may use “scoop and dump” excavation. This would entail using an excavator tractor to move excavated material to trucks queued along the street. If scoop and dump excavation is used, then a truck wash and quarry spall will not be required.*
- *Using well-maintained equipment and avoiding prolonged periods of vehicle idling will reduce emissions from construction equipment and construction-related trucks.*
- *Using electrically operated small tools in place of gas powered small tools wherever feasible.*
- *Trucking building materials to and from the project site will be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.*

These and other construction and noise management techniques shall be included in the Construction Impact/ Noise Impact Management Plan to be submitted for approval prior to issuance of construction permits.

### Noise

The project is expected to generate loud noise during grading and construction. Compliance with the Noise Ordinance (SMC 25.08) is required and will limit the use of loud equipment registering 60 dBA (not including construction equipment exceptions in SMC 25.08.425) or more at the receiving property line or 50 feet to the hours between 7:00 a.m. and 10:00 p.m. on weekdays, and between 9:00 a.m. and 10:00 p.m. on weekends and holidays. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD. Construction noise is within the parameters of SMC 25.05.675.L, which states that the Noise Ordinance provides sufficient mitigation for most noise impacts. Any need to address specific additional noise restrictions because of particularly sensitive sites nearby will be addressed in the Construction Impact/Noise Impact Management Plan to be approved by DPD and SDOT prior to issuance of any construction permits.

### Traffic and Circulation

Site preparation would involve removal of some earth in excavating for the foundation of the proposed building and partially below grade parking garage. Approximately 8,000 cu. yds. would be excavated and removed from the site. Existing City code, Regulating the Kind and Classes of Traffic on Certain Streets (SMC 11.62) designates major truck streets which must be used for hauling and otherwise regulates truck traffic in the city. The proposal site has relatively direct access to 15<sup>th</sup> Avenue W. connecting to east/west arterials in turn connecting to both Highway 99 and Interstate 5 and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by enforcement of SMC 11.62.

Traffic control would be regulated through the City's street use permit system, and a requirement for the contractor to meet all City regulations pertaining to the same. Compliance with Seattle's Street Use Ordinance administered by Seattle Department of Transportation (SDOT) is expected to mitigate any adverse impacts to traffic which would be generated during construction of this proposal and no further conditioning is necessary.

Temporary sidewalk or lane closures may be required during construction and temporary closures of sidewalks would require the diversion of pedestrians to other sidewalks. The timing and duration of these closures should be coordinated with DPD as well as SDOT and the general contractor overseeing construction activities across 16<sup>th</sup> Avenue W. to ensure minimal disruptions.

Right-of-way improvements associated with the project as well as other requirements such as making utility connections will require pavement openings and possible temporary closures of the sidewalks and roadway on 16<sup>th</sup> Avenue W. Since these activities may well overlap with right-of-way improvements, pavement openings and sidewalk and roadway closures associated with construction activities directly across 16<sup>th</sup> Avenue W., it is important that coordinating construction activities occur as often as possible to avoid duplication of work, waste of resources and unnecessary impacts on the environment and the public. As a component of the Construction / Noise Management Plan that will be prepared for the project, the applicant shall be required to propose a plan for coordinating activities affecting the 16<sup>th</sup> Avenue W. right-of-way with the general contractor for the Unico Properties project, addressed as 3040 17<sup>th</sup> Avenue W. and associated with MUP 3010370 and Building permit #6281553 and related building permits.

### Long-Term Impacts – Use-Related Impacts

#### Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

### Earth

The entire property is designated as a “liquefaction area” and an “abandoned landfill area” as set forth in the City of Seattle’s Environmentally Critical Areas (ECA) mapping. The *Geotechnical Engineering Report*, prepared by Adapt Engineering, Inc. and dated June, 2006, sets forth specific considerations and recommendations for sound construction given site soil conditions after exploring surface and subsurface conditions at the project site. Previous methane testing completed by the same firm on the property directly across 16<sup>th</sup> Avenue W. to the west did not indicate detectable concentrations of methane, and it is considered unlikely that significant concentrations of methane underlie the subject site. Submitted construction applications will undergo geotechnical review and no further conditioning under SEPA is warranted.

### Traffic and Parking Impacts

In project year 2014, the project is expected to generate additional peak hour vehicle trips to the surrounding street system each day. Primary arterial access for the development proposal is provided by W. Dravus Street which provides connections between Magnolia and Queen Anne neighborhoods and, via 15<sup>th</sup> Avenue W., connections north to the Ballard neighborhood and south to Downtown. The City of Seattle has a project package in place to make improvements along the W. Dravus Street corridor that could improve future operations along that street. These improvements include an installed traffic signal at the W. Dravus Street/17<sup>th</sup> Avenue W. intersection, left-turn lanes on 17<sup>th</sup> Avenue W. at this location, restricted left-turns from 16<sup>th</sup> Avenue W. to W. Dravus Street, and signal modifications to the W. Dravus Street/15<sup>th</sup> Avenue W. interchange intersections. The project proposes to contribute funding to signal enhancements at the W. Dravus Street/15<sup>th</sup> Avenue W. interchange and to improvements along W. Dravus Street from 16<sup>th</sup> to 17<sup>th</sup> Avenue W.

A *Phase I Traffic Study—Trip Generation, Project Assignment, and Preliminary Traffic Mitigation Assessment*, dated July 12, 2012 and prepared by William Popp Associates, indicates that the proposed project will generate 478 daily, and 35 AM and 45 PM peak hour trips, utilizing the rates in the ITE Trip Generation Manual, 8<sup>th</sup> edition. The assignment of project trips based on assumed distribution patterns and impacts on projects identified in the City of Seattle (SDOT) Dravus Corridor Capital Projects List, forms the basis for a fair share mitigation fee for three identified projects: Project #1 (includes identified projects 2,3 and 4), W. Dravus Street/17<sup>th</sup> Ave. W., Project #5, W. Bertona St/ 15<sup>th</sup> Ave.W., Project #6, W. Dravus St/ 15<sup>th</sup> Ave. W. Proposed project mitigation is as follows: Project #1, \$10,249.00, Project #5, \$4,000.00, and Project #6, \$14,076.00, for a total of \$28, 325.00

Payments for the proposed project’s share cost of mitigation for traffic impacts generated by the development proposal shall be made at the time of the issuance of construction permits for the project. Given these mitigation payments, no further mitigation through SEPA is warranted.

### Parking

The proposed development will provide 92 partially below ground parking spaces, which amounts to approximately 0.8 spaces for each residential unit. The Seattle Land Use Code (23.54.015 ii M), Residential Use Requirements with Location Criteria, allows for no minimum parking requirement when the residential use is in an urban village and within 1,320 feet of a street with frequent transit service. 15<sup>th</sup> Avenue W. qualifies as a street with frequent transit service. The three live/work units, since they are under 1,500 square feet each, are not required by Code to provide any parking. The proposed parking supply of 92 spaces is expected to generally accommodate demand from the targeted residents. Some parking demand generated by visitors to the local residents would likely occur at on-street spaces and there may be occasional competition for available spaces when the nearby playfields are in use. The project is not expected, however, to result in significant adverse impacts to the local parking supply. Due to the fact that no significant parking impact has been identified, no mitigation is warranted or required.

### Height, Bulk, and Scale

The design guidelines are intended to mitigate height, bulk and scale impacts under SEPA. A project that is approved pursuant to the design review process is presumed to comply with the City's SEPA policies regarding height, bulk, and scale. Through the design and environmental review process, DPD has found no evidence that height, bulk or scale was not adequately addressed through the design review process and compliance with the design guidelines. As such, no additional mitigation regarding height, bulk and scale is warranted or required.

### **DECISION – STATE ENVIRONMENTAL POLICY ACT (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. 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 of agency decisions pursuant to SEPA.

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

The proposed action is **APPROVED WITH CONDITIONS.**

## **CONDITIONS – SEPA**

### *Prior to Issuance of any Construction, Shoring or Grading Permits*

1. The applicant shall make payments totaling \$28,325 to the City of Seattle for its pro-rata share of W. Dravus Street/ 15<sup>th</sup> Avenue W. improvements as mitigation for traffic impacts, as identified in the William Popp Associates, Phase I Traffic Study, dated July 12, 2012, and approved by DPD.
2. The applicant shall submit for review and approval a Construction Impact/ Noise Impact Management Plan, as referenced in the decision above, to the Land Use Planner and Noise-abatement officials at the Department of Planning and Development. The plan shall identify management of construction activities and noise, including construction hours, worker parking, traffic issues and any anticipated street or sidewalk closures.

### *During Excavation, Demolition, and Construction*

3. Debris and exposed areas shall be sprinkled as necessary to control dust; a truck wash and quarry spall areas shall be provided on-site prior to the construction vehicles exiting the site if scoop and dump excavation is not used; and truck loads and routes shall be monitored to minimize dust-related impacts. Due to the small size of the site, an on-site truck wash and quarry spall may not be necessary or appropriate as the applicant may use “scoop and dump” excavation. This would entail using an excavator tractor to move excavated material to trucks queued along the street. If scoop and dump excavation is used, then a truck wash and quarry spall shall not be required.
4. As a component of the Construction / Noise Management Plan that will be prepared for the project, the applicant shall be required to propose a plan for coordinating activities affecting the 16<sup>th</sup> Avenue W. right-of-way with the general contractor for the Unico Properties project, addressed as 3040 17<sup>th</sup> Avenue W. and associated with MUP 3010370 and Building permit #6281553 and related building permits.

## **CONDITIONS DESIGN REVIEW**

### *Prior to issuance of the Master Use Permit*

5. The applicant shall submit to the Department of Planning and Development for review and approval updated site plans and landscape plans showing improvements in the right-of-ways conceptually approved by Seattle Department of Transportation (SDOT).

Signature: \_\_\_\_\_ (signature on file) \_\_\_\_\_ Date: July 19, 2012  
Michael Dorcy, Senior Land Use Planner  
Department of Planning and Development

MMD: drm

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