



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

Application Number: 3012808
Applicant Name: Holland Partners Group
Address of Proposal: 1201 Mercer Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a seven-story structure containing 131 residential units. Parking for 98 vehicles to be provided at and below grade. Project includes 12,000 cu. yds. of grading. Existing structures to be demolished.

The following approvals are required:

SEPA Environmental Determination – Chapter 25.05 SMC.

Design Review – Chapter 23.41 Seattle Municipal Code (SMC)

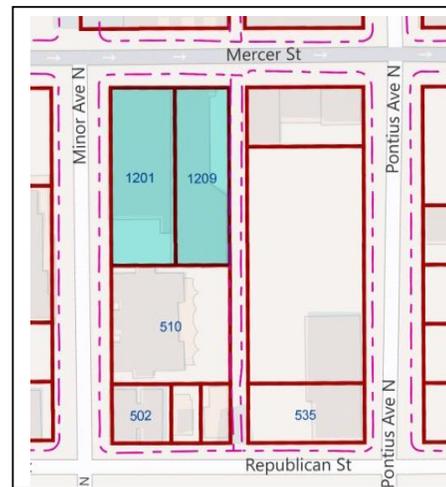
Departures: *SMC 23.48.012.A.3 & B to reduce the required upper level setbacks.*

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

BACKGROUND INFORMATION:

The 21,262 square foot development site is bounded by Mercer Street on the north, Minor Street on the west, an apartment building on the south, and an alley on the east. Included within the development site are two one-story office buildings completed in 1965 and 1966 respectively. The project site slopes significantly to the high point on the southeast corner, with approximately 20 feet of grade difference between the northwest and southeast corners.

The proposed development will demolish the existing on-site buildings.



Parking for the proposed new development will be located below grade. To ameliorate grade issues on the site, two separate accesses to the parking garage will be provided: access from the alley to level one of the parking garage, and access from Mercer Street to access levels two and three of the garage. Mercer Street is one-way, so access at Mercer would be right in/right out.

The site and surrounding block, together with the blocks across the street from the development site, are zoned Seattle Mixed/Residential (SM/R) 55/75. The block to the south is split zoned SM/R 55/75 and Industrial Commercial-65. Surrounding development consists primarily of market rate and low-income apartment buildings. The buildings are typically 6-7 stories tall, with the exception of the neighboring building to the south, the Kerner Scott House, which is 4 stories tall. The Cascade Neighborhood is a mixed-use neighborhood with the South Lake Union neighborhood located to the north and west, and Downtown Seattle located to the south. The neighborhood is defined by I-5 on the east, Fairview Avenue on the west, the Mercer Street on-ramp on the north, and Denny Way on the south. The neighborhood has no major east-west or north-south street connections and so retains a quiet nature. The REI flagship store and Amazon's corporate headquarters, as well as Pemco Insurance, are located in the neighborhood. In the center of the neighborhood is the Cascade P-Patch and Playground.

The proposed project would include 131 residential units and 98 below grade parking stalls. Amenity spaces would be provided including a club room, extensive roof top deck, and a roof-top dog run. At ground level, the residential lobby, lobby gallery, mailroom, and leasing lounge would be located near the corner of Mercer Street and Minor Avenue. Ground-related residential units would line the remainder of the Mercer Street and Minor Avenue frontages.

Public Comments

Public comment was invited at the initial Master Use Permit applications and at the two Design Review public meetings. Comments from the Design Review meetings are noted within the Design Review process summaries which follow below. Written comments were primarily concerned with view blockages from nearby properties and what was considered a surfeit of residential structures already within the area.

ANALYSIS – DESIGN REVIEW

Early Design Guidance Meeting: December 15, 2011

ARCHITECT'S PRESENTATION

Recommendation Meeting: March 7, 2012

The Board gave early guidance to refine the street level residential units along Minor Avenue and to modify the building's massing at the southwest corner to preserve access to daylight and views from the neighboring building to the south.

The applicant continued to develop the preferred "C" shape massing with an elevated amenity courtyard on the alley side of the project, as presented to the Board in the EDG meeting. By the Recommendation Meeting, the applicant had refined building materials, further refined street level residential units and modified the building's massing at the southwest corner per the Board's guidance.

PUBLIC COMMENT

No public comments were submitted.

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 & Neighborhood specific guidelines (as applicable) of highest priority for this project.

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

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.

SLU-specific supplemental guidance:

- Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.
- Minimize shadow impacts to Cascade Park.
- New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design*(LEED) manual which provides additional information. Examples include:
 - Solar orientation
 - Storm water run-off, detention and filtration systems
 - Sustainable landscaping
 - Versatile building design for entire building life cycle

The Board’s discussion did not expand upon the comments from the EDG meeting.

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

SLU-specific supplemental guidance:

The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public.

- Provide pedestrian-friendly streetscape amenities, such as: tree grates; benches; lighting.
- Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.
- Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.
- Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

The Board discussed the street-level residential units along Minor Avenue and recommended further development in the detailing of the west façade in order to provide a more residential scale.

- 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 agreed that the applicant responded to early guidance regarding the Kerner-Scott House by setting back from the property line enough to preserve access to light and views.

- 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.

SLU-specific supplemental guidance:

Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.

The Board discussed the transition spaces between the street level residential units and Minor Avenue, and agreed that the applicant provided adequate space as recommended in the EDG meeting. The Board further recommended providing taller or denser landscaping in order to provide more privacy to the patios, which will encourage residents to use the patios.

- A-7 Residential Open Space.** Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Board members were in favor of the proposed open spaces and had no recommendations.

- 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 applicant's proposal incorporated the Board's suggestions from the EDG meeting and the Board had no further recommendations.

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The Board had no further recommendations from the EDG meeting.

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 near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

SLU-specific supplemental guidance:

- Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.
- Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.
- Relate proportions of buildings to the width and scale of the street.
- Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.
- Consider using architectural features to reduce building scale such as: landscaping; trellis; complementary materials; detailing; accent trim.

Board members did not offer comments beyond those from the EDG meeting.

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.

SLU-specific supplemental guidance:

- Support the existing fine-grained character of the neighborhood with a mix of building styles.
- Re-use and preserve important buildings and landmarks when possible.
- Expose historic signs and vintage advertising on buildings where possible.
- Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.

- Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include: window detail patterns; open bay doors; sloped roofs.
- Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include: community artwork; edible gardens; water filtration systems that serve as pedestrian amenities; gutters that support greenery.

See comments to A5.

- 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.

SLU-specific supplemental guidance:

Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

The Board was in favor of the proposed design and architectural concept.

- 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.

Board members were generally in favor of the proposed exterior finish materials. However, the Board recommended variety in either materials or color at the street level residential units along Mercer Street and Minor Avenue.

- C-5 Structured Parking Entrances.** The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

No further discussion from the EDG meeting ensued.

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.

SLU-specific supplemental guidance:

- New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as: curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow; pedestrian-oriented street lighting; street furniture.

See comments to A2 and C4.

D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties. See comments to C5.

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

Board members acknowledged that the applicant implemented guidance from the EDG meeting and had further recommendations. The Board recommended the applicant reduce the scale of the terrace on the building's east side in the alley through landscape elements and material changes. The Board expressed concern about views on the terrace from the neighboring buildings.

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. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry. See comments to A6 and D1.

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.

SLU-specific supplemental guidance:

- Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces.
- Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.
- Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.
- Retain existing, non-intrusive mature trees or replace with large caliper trees.
- Water features are encouraged including natural marsh-like installations.
- Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area.

The Board's deliberation did not expand upon comments from the EDG meeting.

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.

SLU-specific supplemental guidance:

Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

The Board discussed the appropriate response of outdoor space in front of the units along Minor Avenue and recommended denser or taller planting between along Minor Avenue to provide privacy at the street level residential units.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

The following departures were requested:

1. SMC 23.48.012.A.3 & B- Upper Level Setback: The Code requires Structures on lots abutting an alley in the SM/R designated area shall provide an upper level setback for the façade facing an alley, for any portion of the structure greater than 25 feet in height. B. Upper level setbacks shall be provided as follows. Any portion of the structure shall be set back at least 1 foot for every 2 feet of height above 25 feet, 45 feet or 75 feet whichever is applicable pursuant to subsection A of this section, up to a maximum required setback of 15 feet. The applicant proposes to allow the new building to encroach 7'-6" or half of the required setback. The intent of the zoning ordinance is for the protection of sun exposure on residential zones. The proposed departure would not adversely impact the adjacent residential building. In addition the departure allows for structural constructability for this type of wood construction.

The Board granted these departures, by a vote of 4-0.

BOARD RECOMMENDATION

The recommendation summarized below was based on the plans submitted at the March 7, 2012 meeting. Design, siting or architectural details not specifically identified or altered in these recommendation are expected to remain as presented in the plans and other drawings available at the March 7, 2012 meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommend APPROVAL of the proposed design and the requested development standard departures from the requirements of the Land Use Code.

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 design departure.

The Land Use Code states (SMC 23.41.016 F3) that “if four (4) or more members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision that makes compliance with the recommendation of the Design Review Board a condition of permit approval,” unless the Director concludes that the recommendation of the Design Review Board reflects inconsistent application of the design review guidelines, does not exceed their authority or conflict with SEPA conditions, nor conflict with other requirements of state or federal law.

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 the *City of Seattle Design Review: Guidelines for Downtown Development* and do not conflict with regulatory requirements.

Therefore, the proposed design is **APPROVED** as presented at the March 12, 2012 Design Review Board meeting.

CONDITIONS

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

ANALYSIS – SEPA

This analysis relies on the *Environmental (SEPA) Checklist* for the proposed development submitted by the applicant on January 11, 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

The following temporary or construction-related impacts are expected; decreased air quality due to suspended particulates from demolition and 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. 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, noise, and construction traffic 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 applicant will take the following precautions to reduce or control emissions or other air impacts during construction:

- During demolition, 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 demolition, 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 the existing asphalt pavement and excavation for the foundation of the proposed building and below grade parking garage. Approximately 12,000 cubic yards of material 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 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. Temporary sidewalk or lane closures may be required during construction. Any temporary closures of sidewalks would require the diversion of pedestrians to other sidewalks. The timing and duration of these closures would be coordinated with SDOT to ensure minimal disruptions.

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.

Long-Term Impacts – Use-Related Impacts

Traffic and Parking

The Environmental Checklist includes a Traffic and Parking Assessment Memorandum completed by the Transpo Group, dated January 16, 2012.

In project year 2013, the project is expected to generate 400 daily trips, including 23 PM peak hour trips, and 18 AM peak hour trips. The existing use on the site includes medical office and wholesale supplier, which generates 290 daily trips, including 31 PM peak hour trips and 19 AM peak hour trips. Thus, a net new trip generation from the project is expected to be 110 trips, none of which would occur during the peak traffic hours. These additional trips are considered to create minimal impacts to the surrounding roadway system and therefore no impact fee or additional traffic mitigation would be required.

The memorandum also evaluated the proposed parking supply compared to the anticipated parking demand and code requirements. The peak parking demand for the proposed project was estimated based on data provided in ITE *Parking Generation* (4th Edition) and local vehicle ownership data. The peak parking demand for the apartment uses is expected to be below national averages due to the unit mix, the project's proximity to frequent transit service, and the pedestrian and bicycle facilities in the vicinity. Based on the proposed mix of apartment units, a vehicle ownership rate of 0.49 vehicles per dwelling unit was used. The ownership was applied to the ITE estimated parking demand equation and results in a parking demand of 0.56 vehicles per apartment unit. Based on the adjusted peak demand rate for the residential units, the peak parking demand is estimated to be 73 vehicles. Therefore, the parking supply would accommodate the anticipated parking demand for the proposed project. As such, no parking mitigation would be required.

Noise

Noises consistent with an urban residential building in the Downtown Urban Center may be generated as a result of this project. Noise generation as a result of the project is not expected to be significant and therefore no mitigation is required or warranted.

Height, Bulk, and Scale

The Downtown 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 submit for review and approval a Construction Impact/ Noise Impact Management Plan, as referenced in the decision above, to the Department of Planning and Development. The plan shall identify management of construction activities, dust abatement, and noise, including construction hours, worker parking, traffic issues and anticipated street, alley and sidewalk closures.
2. The applicant shall obtain a permit from the Puget Sound Clean Air Agency for removal of hazardous materials during demolition, should any be found. The permit shall be submitted to DPD prior to issuance of any demolition permit. This will ensure proper handling and disposal of asbestos, if it is encountered on the site.

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.

