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: 3013008

Applicant: Guy Peckham, Bumgardner Architects

Address of Proposal: 4801 Rainier Avenue South

SUMMARY OF PROPOSAL

Land Use Application to allow a six-story structure containing 193 residential units over 35,613 square feet of retail located at ground level. Parking for 270 vehicles will be provided at and below grade. Existing 18,000 square foot retail building to be demolished.

The following approvals are required:

Administrative Design Review Departures (SMC Chapter 23.41)
Development Standard Departure to allow access from two streets in a Neighborhood Commercial zone (SMC23.47.032A.1.c)

Development Standard Departure to allow access to parking from a principal pedestrian street (SMC23.47.032A.2.a)

SEPA Environmental Threshold Determination - (SMC Chapter 25.05)

SEPA DETERMINATION: [ ] Exempt [X] DNS [ ] MDNS [ ] EIS

[ ] DNS with conditions

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

SITE AND VICINITY

Site Zone:	Neighborhood Commercial 3 Pedestrian – 65 foot height limit (NC3P-65')/Lowrise 2 (LR2)
Nearby Zones:	(North) NC3P-65/NC2P-40'/LR2 (South) LR2/NC2-40'/NC3P-40' (East) NC2P-40'/NC3P-40' (West) LR2
Lot Area:	The site is basically shaped by a rectangle and trapezoid. The rectangle with a north/south orientation abuts South Edmunds Street and the trapezoid with an east/west orientation abuts Rainier Avenue South. The site is relatively flat – sloping gently from south to north with an elevation change of about 17 feet. The site measures approximately 64,826 square feet (1.48 acres).
ECAs:	The site is mapped as Landfill.
Current Development:	The site is occupied with a 17,000 SF building and surface parking.
Surrounding Development:	The subject site is located within the Columbia City Landmark District and within the Columbia City Urban Village. Immediately adjacent to the north property line is a two story medical building and surface parking. On the east is a one story bank building with surface parking. The west property line abuts Columbia Park. The south property line abuts South Edmunds Street. Immediately across South Edmunds Street is a school which is currently vacant. Development in the general area consists of single-family residential development located west and southwest of the adjacent park and east of the Martin Luther King Transit Station, and retail/commercial and multifamily structures located north, east and southeast of the site.
Neighborhood Character:	The project is located in the Columbia City Landmark District. Although the subject site and adjacent structures do not have a definable character, the adjacent park and historic buildings (library and church) provides context for which the new structure will need to compliment. Turn of the century buildings exhibiting strong pedestrian connections, such as storefronts, glazing, and canopies are located along Rainier Avenue South, south of South Edmunds Street. Redevelopment of this site provides opportunity to extend pedestrian oriented design from Rainier Avenue South to Columbia Park.

PUBLIC COMMENT

Notice of Early Design Guidance and a renotice of the Notice of Application public comment period ended on June 17, 2012. Four comment letters were received. All were in support of the project and requested departures.

ANALYSIS – ADMINISTRATIVE DESIGN REVIEW

DESIGN DEVELOPMENT

Option one: Retail and residential entry on Rainier Avenue South. Parking garage and retail on South Edmunds Street. Residential uses at grade at north and northwest. Massing of upper floors in horseshoe shape.

Option two: Retail fronting both streets and along north property line. Massing of upper floors on west and east.

Option three (Preferred): Retail facing park property and South Edmunds Street. Smaller retail spaces fronting Rainier Avenue South. Residential located above retail. Massing of upper floors on west, south and north portion of site.

DESIGN GUIDELINE PRIORITIES

After visiting the site, considering the analysis of the site and context provided by the proponents, and reviewing public comment, the Land Use Planner has identified the following Citywide Design Guidelines of highest priority for this project. The Citywide Design Guidelines are summarized below. For the full text please visit the Design Review website.

A. Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

The building should respond to Columbia Park. Landscaping, entryways, windows, pedestrian scale lighting, awnings, furniture and other elements should be used to enhance this adjacency.

Design Response: The building is open to Columbia Park with transparent storefront, steel and glass canopies, and a 12 foot wide walkway adjacent to the storefront to accommodate tables and chairs viewing onto the park. The building is set back 60 feet from the park with a

landscaped buffer, parking aisle and parking located between the park and walkway. Brick pavers, precast pavers, concrete and planters provide delineations between vehicles and pedestrians.

The proposal meets this guideline.

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

Commercial entries should provide visible linkages from the streets. Employ design elements such as paved walkways and awnings to draw attention to commercial entries located off South Edmunds Street.

<u>Design Response</u>: Entry to the storefront off South Edmonds Street is adjacent to a 12 wide walkway extending from the street. The walkway and use of precast pavers, tables, chairs, landscaping and canopies clearly identify the storefront from the street.

The proposal meets this guideline.

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

Both South Edmunds Street and Rainier Avenue South are pedestrian oriented streets. Street level uses should include retail and commercial uses. Uses should be highly visible from the street. Street trees, furniture and landscaping should be incorporated into public places.

<u>Design Response</u>: Both South Edmunds Street and Rainier Avenue South include retail and commercial uses that are highly visible from the street. Street trees, awnings, furniture and landscaping have been located at storefronts on both streets.

The proposal meets this guideline.

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

Special paving and landscape elements should be used to delineate the driveways and curbcuts located within the rights-of-way.

<u>Design Response</u>: Special paving and landscape elements have been used to delineate the driveways and curb cuts located within the rights-of-way.

The proposal meets this guideline.

B. Height, Bulk and Scale

B-1 <u>Height, Bulk, and Scale Compatibility</u>. 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.

The large development site results in a structure with greater bulk and scale than existing development in the immediate vicinity. Design elements should be employed to reduce the apparent bulk and scale of the project. Architectural details such as varying rooflines, fenestration, use of colors and materials, balconies, upper level setbacks and modulation should be used in design.

<u>Design Response</u>: The building has been reduced in bulk and scale by limiting the taller portions of the South Edmunds Street façade to 44 percent of the street frontage and 64 percent on Rainier Avenue South, breaking the building into multiple buildings by stepping it down on the north side, pulling the residential block inboard of the second floor courtyard at key points, as well as the use of fenestration, colors, materials, balconies and modulation.

The proposal meets this guideline.

C. Architectural Elements and Materials

C-1 <u>Architectural Context</u>. 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.

The development is located in the Columbia City Landmark District. An architectural review committee will review the proposal to ensure its compatibility with the District guidelines.

<u>Design Response</u>: The project is before the architectural review committee for the Columbia City Landmark District. A SEPA determination must be issued prior to the committee making a recommendation on the project proposal to the Landmark Preservation Board. The Administrative Design Review will be conditioned to substantially meet the design elements presented in the plan sets submitted August 10, 2012. However it will be noted that final review of design elements will occur with the issuance of the Certificate of Approval by the Department of Neighborhood which may include modifications to specified elements approved under this permit.

The proposal meets this guideline.

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

Pedestrian lighting, planting beds, benches, windows and canopies should be incorporated into the project design along South Edmunds Street and Rainier Avenue South.

<u>Design Response</u>: Pedestrian lighting, planting beds, windows and canopies have been incorporated into the project design along South Edmunds Street and Rainier Avenue South.

The proposal meets this guideline.

C-4 <u>Exterior Finish Materials</u>. 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.

Building facades should be brick, wood or other materials that are in keeping with the historic character of the District.

<u>Design Response</u>: Building facades are proposed to be durable materials found in historic structures of Columbia City, including brick, stucco, metal, glass and wood.

The proposal meets this guideline.

D. Pedestrian Environment

D-1 <u>Pedestrian Open Spaces and Entrances</u>. 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.

<u>Design Response</u>: Nonresidential entries incorporate special paving, awnings, transparency and landscaping. Low level lighting provides security and pedestrian features such as tables and chairs are located outside the grocery store entry facing the park.

The proposal meets this guideline.

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

Design Response: Parking lots are set back from public sidewalks. Landscaping between the parking stalls and sidewalks will include trees, bushes and groundcover.

The proposal meets this guideline.

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

Design Response: Active retail space will be located on Rainier Avenue South and adjacent to the Park. Upper floor residential uses will provide "eyes" on both the park and rights-of-way increasing safety and security to the immediate surroundings.

The proposal meets this guideline.

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.

Design Response: Retail storefronts meet or exceed transparency requirements of the Land Use Code.

The proposal meets this guideline.

E. Landscaping

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.

Features such as special pavements, planters, site furniture should be incorporated along the commercial storefronts including the west façade of the building to enhance the pedestrian experience on and off site.

Design Response: Features such as special pavement, planters, and site furniture have been incorporated along the commercial storefronts along Edmunds, Rainier and the west façade of the building to enhance the pedestrian experience on an off the site.

The proposal meets this guideline.

DEVELOPMENT STANDARD DEPARTURES

The Director's decision on the requested departures is 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.

1. To allow vehicle access on two or more streets. The code requires access on one side street lot line when a lot abuts two or more streets. The applicant proposes to use the existing vehicle access located on both South Edmunds Street and Rainier Avenue South.

2. To allow vehicle access from a principal pedestrian street (Rainier Avenue South). The code requires access to parking not be permitted from a principal pedestrian street when a lot abuts two or more streets. The applicant proposes to use the current access from Rainier Avenue South.

Both departures will provide an overall design that would better meet the intent of Design Review Guideline C-1. Access from Rainier Drive will match the historic grid pattern lost with the vacation of South Angeline Street vacation.

DECISION - ADMINISTRATIVE DESIGN REVIEW

The Director's decision is based on the design review packet dated June 15, 2012 and subsequent design information presented in the application plan sets dated August 10, 2012. After considering the site and context, reviewing public comment, and considering the identified design priorities, the Director has determined that the project as proposed and presented in the materials cited above meets applicable design guidelines. The proposed design and Development Standard Departures are **Conditionally Granted**.

ANALYSIS - 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 March 8, 2012 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant including a Greenhouse Gas Emissions worksheet; Shade Study; historic preservation information;

Transportation Impact Analysis dated March 2012 and Supplemental Transportation Impact Analysis dated May 2012; Geotechnical Report dated March 2012; Phase I Environmental Site Assessment dated June 5, 2007, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

Codes and development regulations applicable to this proposed project, including the Puget Sound Clean Air Agency (PSCAA), Environmentally Critical Areas Ordinance, Noise Ordinance, Grading Code, Stormwater Code, Building Code, Street Use Ordinance (Title 15), Historic Preservation Ordinance, and Land Use Code, and will provide sufficient mitigation of most identified impacts and no further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665). There are however, some short and long-term project impacts which warrant additional discussion and mitigation.

Short-term 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 dust caused by construction activities; increased traffic due to construction-related vehicles and truck-trips from hauling debris, increased soil erosion and stormwater runoff, and increased noise during construction. Due to the temporary nature and limited scope of these impacts, they are not considered to be significant.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Puget Sound Clean Air Agency (PSCAA), Stormwater Code; Drainage Code; Street Use Ordinance; Building Code; Environmental Critical Areas Ordinance; Historic Preservation Ordinance; Street Use Ordinance (Title 15), and the Noise Ordinance. Compliance with these applicable codes and ordinances will, with the exception of construction noise, and truck trips reduce or eliminate short-term impacts to the environment to the extent that they will be sufficient without conditioning pursuant to SEPA policies. Further analysis and conditioning of some short term impacts are warranted.

Construction Impacts

Most of the initial construction activity including demolition, excavation, foundation work, and framing will require loud equipment and include high impact noises as defined in the Noise Ordinance. Impacts from construction activity will have adverse impacts on nearby residences. The protection levels of the Noise Ordinance are considered inadequate for the potential noise impacts on nearby residential uses. The impacts upon residential uses would be especially adverse in the early morning, in the evening, and on weekends. The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B) allow the reviewing agency to limit the hours of construction in order to mitigate adverse noise impacts.

Pursuant to this policy, and because there are residences in the vicinity, the applicant will be required to limit periods of construction to between the hours of 7:00 a.m. and 6:00 p.m. and to non-holiday weekdays. A Construction Management Plan will be required prior to issuance

of a building permit which includes site and demolition work. Management practices shall be established and at a minimum include technological and operational noise control measures to reduce the amount of sound generation, and reduce the transmission of demolition and construction noise to off-site receivers through sound-containment measures. This plan will be coordinated with the DPD Noise Abatement Office (DPD), and developer.

The plan will include the following elements:

1. Construction Communication - including a Contact and Community Liaison.
2. Construction Hours and Sensitive Receivers - identifying demolition and construction activities within permissible construction hours.
3. Construction Noise Requirements - all demolition and construction activities shall conform to the Noise Ordinance, except as approved through the variance process.
4. Measures to Minimize Noise Impacts – list of measures to be implemented to reduce or prevent noise impacts during demolition and construction activities during standard and non-standard working hours.
5. Construction Milestones – a description of the various phases of demolition and construction, including a description of noise and traffic generators, and anticipated construction hours for each phase.
6. Construction Noise Management – identify techniques to minimize demolition and construction noise including: timing restrictions, noise reduction construction technologies, process modifications. These techniques may go beyond code requirements.

Construction activities outside the above stated parameters but within the limits of the noise ordinance may be authorized by the DPD Land Use Division when a supplemental Construction Management Plan is provided and approved by DPD.

Excavation on site is projected to involve 28,000 cubic yards of grading and can be expected to generate at least 350 truck trips. In addition, removal of demolition debris and delivery of concrete and other materials to the site will generate truck trips. As a result of these trips, a temporary adverse impact, unmitigated by existing codes and regulations, will be introduced to surrounding public rights-of-way, and intersections. The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B) allow the reviewing agency to mitigate construction impacts from truck traffic and impacts to pedestrian circulation on surrounding sidewalks. To mitigate temporary impacts from construction a Truck Trip Plan reviewed and approved by SDOT which delineates the routes trucks carrying project-related materials will take, times during which trucks hauling excavation and building debris may travel without causing any unacceptable deterioration of intersection levels of service, and identify any sidewalk closures and alternate pedestrian routes shall be submitted to DPD prior to issuance of a building permit including any permit for site or demolition work.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal and include: increased noise due to increased human activity, increased noise from truck loading and unloading and trash compaction; increase in bulk and scale, shading of park property, impact to historic resources; increased demand for parking; increased traffic on City street; and increased demand on public services and utilities; increased light and glare; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope, can be mitigated to reduce the impact, or mitigated by adopted codes and ordinances such as the Land Use Code, Building Code, Historic Preservation Ordinance and Noise Ordinance. The potentially most adverse long-term impact is increased bulk and scale, impact to historic resources, increased noise, increased parking demand, and increased traffic.

Height, Bulk, and Scale

The SEPA Height, Bulk and Scale Policy (Sec. 25.05.675.G, SMC) states that "the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the adopted Land Use Policies...for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning." In addition, the SEPA Height, Bulk and Scale Policy states that "(a) project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated."

The development is located in a Neighborhood Commercial zone and will be developed meeting bulk and scale standards specified within the zone. Although the development site is on a larger parcel compared to surrounding parcels and on a zoning edge, structure setbacks, upper level setbacks, intervening rights-of-way and park property, modulation, the use of different materials and colors, and incorporation of street-level pedestrian elements reduce bulk and scale impacts and provide for a transition to surrounding properties located in a less intensive zone. The project proposal has been approved pursuant to the Design Review Process and will also be required to receive a Certificate of Approval from the Historic Preservation Board due to its location in the Columbia City Historic District. It is presumed that a project approved through the Design Review process complies with the height, bulk and scale policies. Therefore no mitigation of height, bulk and scale impacts is warranted pursuant to this SEPA policy.

Historic Preservation

The subject site is located within the Columbia City Historic District. The existing structure proposed to be demolished is a non-contributing structure in the District. The new structure must meet the design guidelines of the Historic District. The project is reviewed by the Columbia City Historic District architectural committee which will provide its recommendation on the proposed design to the Landmarks Preservation Board. The Landmarks Preservation Board will be required to approve and issue a Certificate of Approval before a building permit

can be issued. The Department of Neighborhoods has reviewed the environmental checklist for this project and has confirmed that the applicant's have submitted a detailed historic property report as part of their Certificate of Approval application. Prior to the Board acting on this application a SEPA determination must be made by the Director. SEPA Policy 25.05.675H.2.b states for projects involving structures or site which have been designated as historic landmarks, compliance with the Landmarks Preservation Ordinance (SMC 25.12) shall constitute compliance with the policy set forth in subsection H2a, which states it is the City's policy to maintain and preserve significant historic sites and structures and to provide the opportunity for analysis of archaeological sites. Since the project is in compliance with SMC 25.12 and a Certificate of Approval will be required prior to issuance of a building permit no further mitigation is required.

Noise

Long term noise impacts will result from increased on site activity including deliveries associated with the grocery store and a trash compactor. The loading bay and trash compactor will be located internally to the building and have access from South Edmunds Street. The delivery trucks using the loading dock will be required to back into the bay. The backing of trucks will require the use of a back-up signal. The trash compactor will generate intermittent noise. Both these noise sources will impact on and off-site residential uses in the area. The protection levels of the Noise Ordinance are considered inadequate for the potential noise impacts on nearby and on-site residential uses. The impacts upon residential uses would be especially adverse in the early morning, in the evening, and on weekends. The SEPA Overview Policy (SMC 25.05.665) and the SEPA Noise Policy (SMC 25.05.675 L) allow the reviewing agency to limit the time and duration in order to mitigate adverse noise impacts.

Pursuant to this policy, and because there are residences nearby and on-site, the following mitigation will be required: Deliveries and trash compacting are limited to the hours of 7:00 a.m. to 10:00 p.m. on weekdays and 9:00 a.m. to 10:00 p.m. on weekends. An acoustic report shall be submitted with the building permit identifying wall and ceiling treatment to be used to limit reflective noise. Prior to Final Occupancy an Acoustic Engineer shall provide an affidavit that the loading area, including trash compacting area, has been built to specs.

Parking

The project will have 270 total parking spaces, which includes 43 surface parking stalls and 227 within a below grade parking structure. Surface parking spaces are located on the west and north sides of the building with access to both Rainier Avenue South and South Edmunds Street. The parking garage entrance is located on the north façade of the building. According to the analysis prepared by Transpo Group (May 2012), the peak parking demand for the apartment uses is expected to be below national averages due to the project's urban setting and proximity to frequent transit service and connections to bicycle and pedestrian facilities.

The peak parking demand rate used to estimate the peak demand for the apartments is based on average vehicle ownership rates and the ITE *Parking Generation* (4th Edition) peak demand.

Using the ITE estimated parking demand equation, results in a parking demand rate of 0.89 vehicles per apartment unit. This equates to a peak parking demand of 172 vehicles. The retail area has a peak parking demand of 15 vehicles and the grocery store has a peak parking demand 59 vehicles. Demand times are different. The residential use's peak parking demand occurs in the evening and early morning when most residences are at home. The retail and grocery store has a peak parking demand during the afternoon and early evening. The peak parking demand for all uses is 228 vehicles and is anticipated to occur mid-day. In order to accommodate this demand, surface parking is available for the retail and grocery store use and 73 spaces on the first floor of the parking garage will be dedicated to retail and grocery store use for a total of 116 parking stalls. The remainder of the garage will be dedicated to residential parking and be gated to limit access.

The number of dedicated stalls will accommodate the peak parking demand for the nonresidential uses on site and therefore no mitigation is required. The residential parking demand of 172 spaces will be accommodated by the 154 stalls designated for residential use within the below grade parking structure. Between the hours of 10:00 p.m and 9:00 a.m when the residential peak parking demand will exceed 154 vehicles it is anticipated that cars will park on the first floor of the garage or in surface parking area. It is possible that cars may utilize public parking in the right-of-way. Although parking impacts to nearby streets from residential uses is not anticipated, SEPA policy 25.05.675M.2.b.2).ii states no SEPA authority is provided to mitigate the impact of development on parking availability for residential uses located within an urban village and within a Frequent Transit Service Corridor as in this case.

Nine on street parking stalls will be removed to allow for truck maneuvering within the right-of-way. The parking to be removed is located within a commercial zone and not adjacent to any residential uses. The biggest impact will most likely be to the institutional uses in the immediate area (vacant school and community center) and Columbia Park which currently have no onsite parking. There is the potential for nine vehicles to utilize on-street parking in the vicinity increasing the existing utilization rate of on street parking. There is readily available on street parking in the area, which does not appear to be at capacity. The loss of nine parking stalls will not have an adverse impact; therefore no further mitigation is warranted.

<u>Traffic</u>

A Transportation Impact Analysis (Transpo Group, March and May 2012) addresses the trip generation, distribution, site access, and level of service analysis associated with the proposal. It concludes that the existing road system can adequately accommodate the traffic generated by this proposal. The analysis was reviewed and approved by the DPD Transportation Planner. The analysis also discusses the loading dock and provides maneuvering diagrams for trucks accessing the loading dock from South Edmunds Street. To accommodate the truck turning radius a mountable curb will be located on either side of the driveway accessing the loading dock. To accommodate the truck maneuvering two on street parking stalls will be removed on the north side of South Edmunds Street and seven parking stalls will be removed on the south

side of South Edmunds Street. Right-of-way improvements and required truck turning movements have been reviewed and approved by SDOT. The traffic analysis did not identify any adverse impacts from the proposed development, therefore no mitigation is required.

DECISION - SEPA

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

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

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2c.

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment and complies with ECA regulations. 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.

CONDITIONS – SEPA

Prior to Issuance of a Building Permit

1. A Construction Management Plan will be required. Management practices shall be established and at a minimum include technological and operational noise control measures to reduce the amount of sound generation, and reduce the transmission of demolition and construction noise to off-site receivers through sound-containment measures. This plan will be coordinated with the DPD Noise Abatement Office (DPD), and developer.

2. Submit to SDOT for review and approval a Truck Trip Plan which delineates the routes trucks carrying project-related materials will take, times during which trucks hauling excavation and building debris may travel without causing any unacceptable deterioration of intersection levels of service, and identify any sidewalk closures and alternate pedestrian routes.

3. An acoustic report shall be submitted with the building permit identifying wall and ceiling treatment to be used to limit reflective noise.

During Construction

4. In order to further mitigate the noise impacts during construction, the owner(s) and/or responsible party(s) shall limit the hours of construction to between 7:00 a.m. and 6:00 p.m. on non-holiday weekdays. Demolition and construction activities taking place within an enclosed structure that meet the Noise ordinance are allowed. Construction activities outside the above stated hours may be authorized by the DPD when a Construction Management Plan is provided and approved.

Prior to Final Occupancy

5. An Acoustic Engineer shall provide an affidavit that the loading area, including trash compacting area, has been built to specs identified in the acoustic report.

For the Life of the Project

6. Deliveries using vehicles that require a back up alarm and trash compacting are limited to the hours of 7:00 a.m. to 10:00 p.m. on weekdays and 9:00 a.m. to 10:00 p.m. on weekends.

CONDITIONS – ADMINISTRATIVE DESIGN REVIEW

Prior to Issuance of a Building Permit

7. The building permit will substantially meet the design elements presented in the plan sets date stamped August 10, 2012. However it will be noted that final review of design elements will occur with the issuance of the Certificate of Approval by the Department of Neighborhood which may include modifications to specified elements approved under this land use permit.

Signature: (signature on file) Date: August 27, 2012
Stephanie Haines, Senior Land Use Planner
Department of Planning and Development

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