



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**

Application Number: 3013026
Applicant Name: Michael Godfried
Address of Proposal: 4123 12th Avenue NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 7-story structure containing 102 residential units. Project includes 1,520 cu. yds. of grading. Two single family residences to be demolished. No parking is proposed.

The following approvals are required:

Design Review Departures (SMC Chapter 23.41)

Development Standard Departure to allow less than a 10 foot setback at the alley (rear setback). (SMC 23.45.518)

Development Standard Departure to allow a decrease in the average required side setback north and south. (SMC 23.45.518)

Development Standard Departure to allow a fence taller than 6', and a canopy in the required side and rear setbacks. (SMC 23.45.518.J.7)

SEPA – Environmental Determination –Chapter 25.05 Seattle Municipal Code.

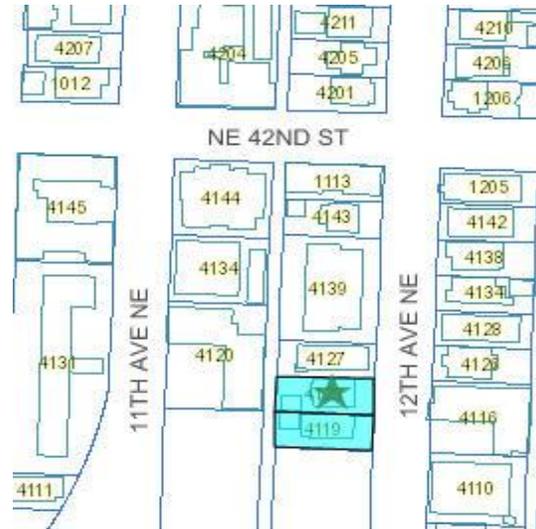
SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

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

Current Development:

Two single family residences with detached garages are located on the site. An exceptional street tree (London plane or Sycamore) is located within the 12th Ave NE public right of way. Another smaller non-exceptional street tree is also located within the same public right of way.



Access:

Proposed vehicular access is from the alley to the west.

Surrounding Development:

The project site is directly adjacent to a large dormitory building recently completed by the University of Washington that is part of a larger complex of dormitory buildings that are still under construction. Other mid-rise height dormitory and institutional buildings are located to the south and east. Lowrise height apartments and single family residences are located to the west.

ECAs:

There are no Environmentally Critical Areas on the site.

Neighborhood Character:

The site is located within the University District, which is largely comprised of mid-size to large apartment/condominium buildings, dormitory buildings and other University of Washington institutional developments as well as townhomes and single family homes. Several commercial pockets and streets are located north and east of the project.

University Way NE, which is located two blocks east of the project, is a major arterial with a variety of shops and eateries. NE Campus Parkway is located one block to the south of the project. I-5 is located several blocks to the west. The site is within walking distance of the University of Washington campus.

**EARLY DESIGN GUIDANCE MEETING: March 12, 2012
DESIGN DEVELOPMENT**

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp

p.

The EDG packet is also available to view in the 3013026EDG file, by contacting the Public Resource Center at DPD:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

Four members of the public signed in at this Early Design Guidance meeting. The following comments, issues and concerns were raised:

- Appreciation that the largest street tree will be retained
- Consider additional setback at the alley to provide for additional vehicular circulation in the alley
- The combination of hedges and the street tree at the front of the building may hide the residential entry
- Adequate loading areas for those moving in and out of the building are needed.

FINAL RECOMMENDATION MEETING: August 20, 2012

DESIGN DEVELOPMENT

The packet includes materials presented at the meeting, and is available online by entering the project number at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp

The packet is also available to view in the project file, by contacting the Public Resource Center at DPD:

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The applicant noted that since the EDG meeting, the proposal was modified as follows:

- Larger side setbacks
- A taller fence at the side property lines and around the solid waste and recycling area
- A residential unit was removed at the ground level to provide a wider building entry.

Proposed materials included Silbonic brand integral color cement panels, cast in place concrete, and metal panels. The cement panels would be mounted in a rainscreen system, with ½” reveals and fasteners to match the panels. The entry soffit would be cedar.

The residential entry was raised since EDG, to include 8” transom windows. Residential windows were shown as vinyl, but the applicant noted that the vinyl windows will be a new type that include thinner mullions and framing to be closer to the appearance of aluminum windows.

Slab seating would be provided at the front entry near the exceptional tree. Plant material in the front setback was chosen to thrive in the shade below the London plane tree. The rooftop deck would provide the majority of the usable residential open space on site.

PUBLIC COMMENT

The following comments, issues and concerns were raised:

- Concerns about no loading areas for residents moving in/out.
- Would have liked to have seen a larger site developed.

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](#).

The Board’s Final Recommendations are listed on page 10 of this document.

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.

University-specific supplemental guidance:

Context: The pedestrian-oriented street streetscape is perhaps the most important characteristic to be emphasized in the neighborhood. The University Community identified certain streets as “Mixed Use Corridors”. These are streets where commercial and residential uses and activities interface and create a lively, attractive, and safe pedestrian environment. The Mixed Use Corridors are shown in Map 1. Another important site feature in the University Community is the presence of the Burke Gilman Trail. The primary goal is to minimize impacts to views, sunlight and mixed uses while increasing safety and access along the trail.

Guideline: For properties facing the Burke Gilman Trail, new buildings should be located to minimize impacts to views of Mount Rainier, Cascade Mountains and Lake Washington, and allow for sunlight along the trail and increase safety and access for trail users.

At the Early Design Guidance Meeting, the Board discussed the importance of the large London plane tree in the public right of way. The tree has been defined as exceptional and it is a street tree, which is within the purview of Seattle Department of Transportation. The other street tree is not exceptional and SDOT has indicated support for removal of that tree. The proposed building entry and front façade will need to be designed in consideration of the large London plane street tree. This tree is approximately 75' tall and will match or exceed the height of the proposed building. The applicant is working within this consideration, and has proposed departures to maximize the health of the tree. The proposed departures to enhance the tree health are encouraged, but the applicant will also need to demonstrate that the proposed departures better meet the intent of the Design Review Guidelines, including A-3, C-2 and C-3.

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

University-specific supplemental guidance:

Context: Another way to emphasize human activity and pedestrian orientation, particularly along Mixed Use Corridors, is to provide clearly identifiable storefront entries. In residential projects, walkways and entries promote visual access and security.

Guidelines:

- 1. On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street.**
- 2. In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances.**
- 3. When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street.**
- 4. In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.**

At the Early Design Guidance Meeting, the Board discussed the relationship of the street tree to the front façade, as described in response to Guideline A-1. The Board directed the applicant to pay special attention to the treatment of the residential entry to enhance the visibility, safety, and direct connection of the entry to the sidewalk.

The applicant should revise the northeast corner of the building to provide a true residential entry visible from the street front.

The Board suggested extending the entry canopy around the corner to cover a front corner entry, recessing the front corner entry, providing a highly transparent storefront system for

the entry corner, and moving the leasing office space further to the south to accommodate a true residential entry to the building. The front corner entry should be the primary building entrance.

A side entry may work as a secondary entry, but should be well-lit, covered for weather protection, and secondary in the hierarchy of entries to the building.

- 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.**

Early Design Guidance reflects the response to Guideline A-3.

C. *Architectural Elements and Materials*

- 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.**

Early Design Guidance reflects the response to Guideline A-3.

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

At the Early Design Guidance Meeting, in addition to the response to Guideline A-3, the Board directed the applicant to design the building to achieve a residential scale rather than an office/commercial scale. The Board appreciated the initial character sketches that demonstrated this intent, and felt that any of the architectural styles shown in the sketches could achieve this Guideline.

- 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.**

University-specific supplemental guidance:

Guidelines:

- 1. New buildings should emphasize durable, attractive, and well-detailed finish materials, including: Brick; Concrete; Cast stone, natural stone, tile; Stucco and stucco-like panels; Art tile; Wood.**
- 2. Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.**
- 3. The materials listed below are discouraged and should only be used if they complement the building's architectural character and are architecturally treated for a specific reason that supports the building and streetscape character: Masonry units;**

Metal siding; Wood siding and shingles; Vinyl siding; Sprayed-on finish; Mirrored glass.

4. Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.
5. Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.
6. Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.
7. Light standards should be compatible with other site design and building elements.

Signs

Context: The Citywide Design Guidelines do not provide guidance for new signs. New guidelines encourage signs that reinforce the character of the building and the neighborhood.

Guidelines:

1. The following sign types are encouraged, particularly along Mixed Use Corridors – Pedestrian oriented shingle or blade signs extending from the building front just above pedestrians; Marquee signs and signs on pedestrian canopies; Neon signs; Carefully executed window signs; such as etched glass or hand painted signs; Small signs on awnings or canopies.
2. Post mounted signs are discouraged.
3. The location and installation of signage should be integrated with the building's architecture.
4. Monument signs should be integrated into the development, such as on a screen wall.

At the Early Design Guidance Meeting, the Board noted the strong context of the University of Washington newer building to the south and other nearby structures. The Board directed the applicant to design the proposal to be consistent with the context of these high quality durable materials.

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.

University-specific supplemental guidance:

Context: The University Community would like to encourage, especially on Mixed Use Corridors, the provision of usable, small open spaces, such as gardens, courtyards, or plazas that are visible and/or accessible to the public. Therefore, providing ground-level open space is an important public objective and will improve the quality of both the pedestrian and residential environment.

Guidelines:

- 1. On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building façades along the open space must still be pedestrian-oriented.**
- 2. On Mixed Use Corridors, entries to upper floor residential uses should be accessed from, but not dominate, the street frontage. On corner locations, the main residential entry should be on the side street with a small courtyard that provides a transition between the entry and the street.**

At the Early Design Guidance Meeting, the Board noted that in addition to the Guidance in response to A-3, overhead weather protection should also be added above the bicycle storage entry at the south façade. The Board appreciated the careful consideration of the bike ramp and stairs to allow bicyclists to approach the bike storage area on grade.

- D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

At the Early Design Guidance Meeting, the Board was concerned about the ability of residents to safely and easily access the recycling and trash area at the northwest property corner. The Board also expressed concern that the size of the recycling and trash storage would be sufficient, but looks forward to seeing Seattle Public Utilities' advice regarding the size.

The proposed recycling and trash storage should be designed to provide safe adequate access for residents, and the sight and odor should be screened from nearby properties. This area should not create an unsafe side yard condition by creating dead-end spaces and safety challenges.

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

At the Early Design Guidance Meeting, the Board discussed safety concerns with the proposed side entry as noted in response to A-3 and the proposed trash location as noted in response to D-6. The Board also directed the applicant to design the ground-level units on the south façade to provide safety and security for residents. Lighting and landscaping will be important in enhancing safety at the site.

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

At the Early Design Guidance Meeting, the Board noted the importance of adequate lighting to enhance a feeling of night time safety at the residential entry and leasing office.

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.

Early Design Guidance reflects the response to Guideline A-3.

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.

Early Design Guidance reflects the response to Guidelines A-1 and A-3.

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.

University-specific supplemental guidance:

Context: The retention of existing, large trees is an important consideration in new construction, particularly on the wooded slopes in the Ravenna Urban Village. The 17th Avenue NE tree-lined boulevard is an important, visually pleasing streetscape.

Guidelines:

1. Retain existing large trees wherever possible. This is especially important on the wooded slopes in the Ravenna Urban Village.
2. The 17th Avenue NE (boulevard) character, with landscaped front yards and uniform street trees, is an important neighborhood feature to be maintained.

Early Design Guidance reflects the response to Guidelines A-1 and A-3.

RECOMMENDATIONS (AUGUST 20, 2012):

1. **East façade and entries: (A-3, C-2, C-4)**
 - a. The Board appreciated the proposed design and quality finishes, such as the metal storefront system.
 - b. The cement board smooth finish, as proposed, is preferred by the Board, as opposed to a textured finish. The Board noted that integral color and thicker materials are preferred, but declined to recommend a condition for this item.
 - c. The Board was concerned that the red was a very strong accent color but lacked expression at the primary entry. The Board suggested extending the red ‘movement’ concept to enhance the entry, through subtle additions such as red

seasonal landscaping, bench accents, etc. The Board declined to recommend a condition related to this item.

- d. The red gate at the secondary entry draws too much attention to the gate, rather than the primary entry. The Board recommended use of the color to enhance the primary entry and less color at the secondary entry, to enforce the hierarchy of entries.

2. Security – south facing stairwell (D-1, D-7)

- a. The Board appreciated the careful design for security of residents for the below grade patios.
- b. The Board recommended a condition to add a security gate and fence at the south bicycle entry and walkway, consistent with the design of other gate/fences at the perimeter.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures is 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 departures.

1. **Rear setback (23.45.518):** The Code requires a minimum 10' setback from a rear lot line at an alley. The applicant proposes a zero lot line setback at the alley, in order to increase the front setback for health of the exceptional tree.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-2, A-7, E-2, and E-3 by preserving the exceptional tree and providing a street-facing design that responds to the street context.

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

2. **Side setback (23.45.518):** The Code requires a 7' average/5' minimum setback for facades up to 42' high, and a 10' average/7' minimum setback for facades taller than 42'. The applicant proposes a side façade that is set back 9'5" to 9'6" from the side lot line, for the entire height of the façade. This meets the setback requirements for the lower 42', but requires a departure for the building higher than 42'.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-7, C-2, and D-7 through the proposed architectural concept, the articulation, and the design of residential patios in the side setbacks.

The Board noted that the proposed massing is consistent with the language of nearby newer multi-family buildings. The upper level setback requirement seems to encourage a podium parti that may not respond well to this type of context. The Board unanimously recommended that DPD grant the departure, subject to the conditions listed below.

3. **Projections into required setbacks (23.45.518.J.7):** The Code allows fences up to 6' high in side and rear setbacks. The applicant proposes a 7' tall fence at the side property lines, and a 7' tall wall around the solid waste and recycling area, with a 2' tall fabric canopy located above.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines D-6 and D-7 by providing adequate screening for the solid waste and recycling area and adequate security for residential units near grade. The Board noted that a 6' wall with 1' railing above would also be within the scope of this departure.

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

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated August 20, 2012 and the materials shown and verbally described by the applicant at the August 20, 2012 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and initial recommendation conditions, and reviewing the plans and renderings, the four Design Review Board members recommended APPROVAL of the subject design and the requested development standard departure from the requirements of the Land Use Code (listed above). The Board recommended the following CONDITIONS (Authority referred in the letter and number in parenthesis):

1. A security gate and fence should be added, consistent with the design of other gate/fences at the perimeter. (D-1, D-7)
2. The accent red color should be durable (integral color or other highly durable finish) and applied to enhance the hierarchy of building entries. (A-3, C-2, C-4)

DPD has sent a correction noting that these modifications will be required in the MUP plan set, prior to MUP issuance.

DECISION – DESIGN REVIEW

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

SEPA

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated May 3, 2012. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant, reviewed the project plans and any additional information in the file, and pertinent comments which may have been received regarding this proposed action have been considered.

As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

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

Short Term Impacts

Air

Greenhouse gas emissions associated with development come from multiple sources; the extraction, processing, transportation, construction and disposal of materials and landscape disturbance (Embodied Emissions); energy demands created by the development after it is completed (Energy Emissions); and transportation demands created by the development after it is completed (Transportation Emissions). Short term impacts generated from the embodied emissions results in increases in carbon dioxide and other green house gases thereby impacting air quality and contributing to climate change and global warming. While these impacts are adverse they are not expected to be significant. The other types of emissions are considered under the use-related impacts discussed later in this document. SEPA conditioning is not necessary to mitigate air quality impacts pursuant to SEPA policy SMC 25.05.675.A.

Noise

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

Long Term Impacts

Historic Preservation

The Department of Neighborhoods indicated neither of the structures on site are likely to qualify for historic landmark status (LPB 494/12). Therefore, no mitigation is warranted for historic preservation.

Parking

There will be increased parking demand created by the project. The proposal includes no vehicular parking. Storage for at least 26 bicycles will be provided in the basement, accessed from a door near the southeast corner of the building.

The Institute of Transportation Engineers (ITE) Parking Manual indicates that the residential use could generate peak demand for approximately 140 vehicle parking spaces (1.37 spaces per residential unit peak demand).

However, these estimates are generated based on suburban assumptions, with typical market-sized residential units. The proposed development consists entirely of studio sized residential units that are approximately 300-330 square feet in size, located in a dense neighborhood with frequent transit and opportunity for walking and biking to nearby services. It is reasonable to expect that the actual peak parking demand from this project would be less than 140 spaces.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of residential parking impacts in the University District Urban Center. This site is located in that Urban Center, and the proposal is entirely residential. No SEPA authority is provided to mitigate impacts of parking demand from the residential components of this project, even if impacts were identified.

Traffic

The Institute of Transportation Engineers (ITE) Trip Generation Manual indicates that the proposed use could generate up to 45 peak hour vehicle trips, and up to 678 vehicle trips per day.

However, these estimates are generated based on suburban assumptions, with typical market-sized residential units. The proposed development consists entirely of studio sized residential units that are approximately 300-330 square feet in size, located in a dense neighborhood with frequent transit and opportunity for walking and biking to nearby services. The proposal also includes no vehicular parking, which is likely to attract a higher number of tenants who don't own cars. It is reasonable to expect that the actual peak hour and daily vehicle trips would be far less than the ITE estimates.

The nearby street system is oriented in a grid pattern, and several major arterials are located within a few blocks of the site. This type of street system and capacity makes it possible to disperse vehicle trips and disperse the impacts of a development on nearby street capacity.

While the potential impacts from added vehicle trips in the area may be adverse, they are not expected to be significant. Therefore, no mitigation is warranted.

Plants and Animals

Mature vegetation is located on the subject property, including four trees. Two street trees are located in the public right of way, including an exceptional London plane tree. The street trees are within the purview of Seattle Department of Transportation. The applicant has designed the proposed development to retain the exceptional tree, at the direction of SDOT.

None of the trees on the private property have been identified as exceptional. No mitigation beyond the Code-required landscaping is warranted.

DETERMINATION OF NONSIGNIFICANCE

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department.

This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

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

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

SEPA - CONDITIONS OF APPROVAL

Prior to Issuance of a Building Permit

1. If the applicant intends to work outside of the limits of the hours of construction described in condition #2, a Construction Noise Management Plan shall be required, subject to review and approval by DPD. The Plan shall include proposed management of construction related noise, efforts to mitigate noise impacts, and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short -term transportation impacts that result from the project.

During Construction

2. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition. This condition may be modified through a Construction Noise Management Plan, required prior to issuance of a building permit as noted in condition #1.

DESIGN REVIEW - CONDITIONS OF APPROVAL

Prior to Issuance of a Master Use Permit

3. The MUP plans shall be modified to show a security gate and fence at the south side of the building, consistent with the design of other gate/fences at the perimeter.
4. The applicant shall demonstrate that the accent red color will be durable (integral color or other highly durable finish).
5. The MUP plans shall be modified to show that the red accent color is applied to enhance the hierarchy of building entries.

Prior to Certificate of Occupancy

6. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Shelley Bolser 206-733-9067 or shelley.bolser@seattle.gov).
7. The applicant shall provide a landscape certificate from Director's Rule 10-2011, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Shelley Bolser (206) 733-9067 or shelley.bolser@seattle.gov).

For the Life of the Project

8. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Shelley Bolser 206-733-9067 or shelley.bolser@seattle.gov).

Signature: _____ (signature on file) Date: November 29, 2012
Shelley Bolser, AICP, LEED AP
Senior Land Use Planner
Department of Planning and Development

SB:bg